GRE DECEMBER 2016

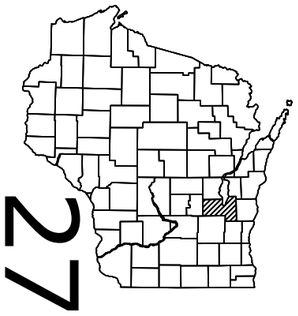
PROJECT ID: 6110-05-70
WITH: N/A

COUNTY: FOND DU LAC

**ORDER OF SHEETS**


| | | |
|---|---|---|
| Section No. | 1 | Title |
| Section No. | 2 | Typical Sections and Details |
| Section No. | 3 | Estimate of Quantities |
| Section No. | 3 | Miscellaneous Quantities |
| Section No. | 4 | Right of Way Plat |
| Section No. | 5 | Plan and Profile |
| Section No. | 6 | Standard Detail Drawings |
| Section No. | 7 | Sign Plates |
| ~~Section No.~~ | ~~8~~ | ~~Structure Plans~~ |
| Section No. | 9 | Computer Earthwork Data |
| Section No. | 9 | Cross Sections |


TOTAL SHEETS = 310



**DESIGN DESIGNATION**

| | | | |
|---|---|---|---|
| A.A.D.T. | 2015 | = | 7200 |
| A.A.D.T. | 2035 | = | 8700 |
| D.H.V. | 2035 | = | 1300 |
| D.D. | | = | 60/40 |
| T. | | = | 13.4% |
| DESIGN SPEED | | = | 60 MPH |
| ESALS | | = | 323 |

**CONVENTIONAL SYMBOLS**

**PLAN**

- CORPORATE LIMITS
- PROPERTY LINE (PL + 58.1)
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

**PROFILE**

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

**UTILITIES**

- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

**PLAN OF PROPOSED IMPROVEMENT**

# RIPON - OSHKOSH

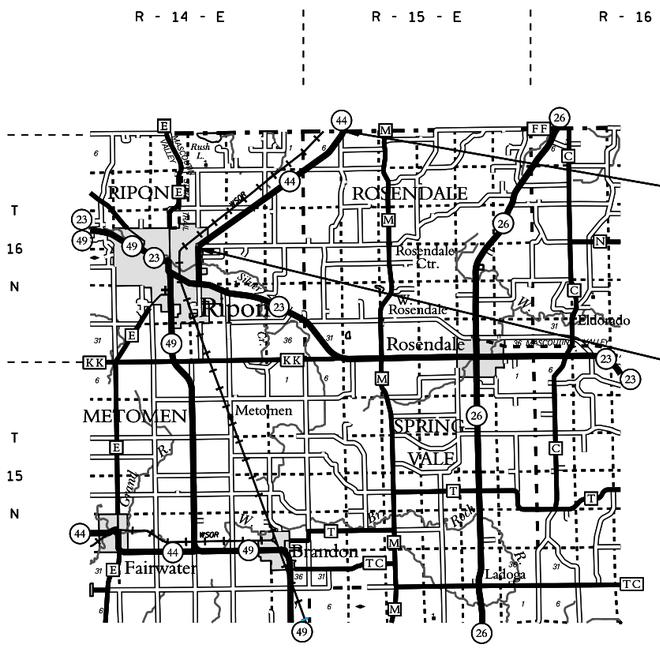
**RIPON TO N FOND DU LAC COUNTY LINE**

## STH 44

## FOND DU LAC COUNTY

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 6110-05-70 | WISC 2016488 | 1 |
| | | |
| | | |
| | | |

STATE PROJECT NUMBER
6110-05-70




**LAYOUT**
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 4.936 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), FOND DU LAC COUNTY.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | SE REGION |
| Designer | M LEVINE |
| Project Manager | B LEARST |
| Regional Examiner | |
| Regional Supervisor | R WAGNER |
| C.O. Examiner | |

APPROVED FOR THE DEPARTMENT
DATE: 9/1/16 (Signature)

E

FILE NAME : d3_611005 :010101_TI.DGN PLOT DATE: PLOT NAME : 010101_TI.I ORG DATE : 08/03/16 Originator : NE Region PLOT SCALE : 105.6:1

WISDOT/CADDS SHEET 10

## GENERAL NOTES

MODIFY SDD 8D4-5 BY NOT USING SOD IN THE ASPHALTIC FLUMES.

EROSION CONTROL ITEMS SHOWN ARE APPROXIMATE LOCATIONS. THE EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF ENGINEER.

EXCAVATION BELOW SUBGRADE (EBS) IS NOT USED TO BALANCE YARDAGE AND IS NOT SHOWN ON THE CROSS SECTIONS BUT IS MEASURED AND PAID FOR AS COMMON EXCAVATION.

DISTURBED AREAS WITHIN THE RIGHT OF WAY EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS SHALL BE SALVAGED TOPSOILED FERTILIZED SEEDED AND MULCHED AS DIRECTED BY THE ENGINEER.

CONTRACTOR IS RESPONSIBLE FOR RESHAPING AND FINISHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THE OPERATION OUTSIDE THE NORMAL CONSTRUCTION LIMITS.

CURB AND GUTTER RADII ARE SHOWN TO THE FRONT OF FACE OF CURB.

STATIONING AND ELEVATION OF CURB AND GUTTER ARE TO FACE OF CURB.

LOCATIONS OF THE DRIVEWAYS AND CULVERT PIPES ARE APPROXIMATE AND SHOULD BE VERIFIED BY THE ENGINEER. INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND ALL UTILITIES IN THE VICINITY OF THE PROJECT TO LOCATE THEIR FACILITIES AT LEAST THREE WORKING DAYS PRIOR TO BEGINNING WORK.

## UTILITIES

ATC MANAGEMENT INC (ELECTRICITY)
JIM BRIGGS
W234 N2000 RIDGEVIEW PARKWAY COURT
WAUKESHA WI 53188
(262) 506-6974
JBRIGGS@ATCLLC.SOM

ALLIANT ENERGY (ELECTRICITY)
BILL BASTIAN
883 W SCOTT STREET
FOND DU LAC WI 54937
(920) 322-6716
WILLIAMBASTIAN@ALLIANTENERGY.COM

ALLIANT ENERGY (GAS/PETROLEUM)
BILL BASTIAN
883 W SCOTT STREET
FOND DU LAC WI 54937
(920) 322-6716
WILLIAMBASTIAN@ALLIANTENERGY.COM

CENTURYLINK (COMMUNICATION LINE)
TIM KROEZE
201 STARK STREET
RANDOLPH WI 53956
(920) 326-2224
TIM.KROEZE@CENTURYLINK.COM

CHARTER COMMUNICATIONS (COMMUNICATION LINE)
TONY KLATT
W3760 COUNTY ROAD DJ
JUNEAU WI 53039
(920) 263-0062
TONY.KLATT@CHARTER.COM

CITY OF RIPON (SEWER)
TRAVIS DRAKE
570 ASPEN STREET
RIPON WI 54971
(920) 748-4908
TDRAKE@CITYOFRIPON.COM

CITY OF RIPON (WATER)
TRAVIS DRAKE
570 ASPEN STREET
RIPON WI 54971
(920) 748-4908
TDRAKE@CITYOFRIPON.COM

PRAIRIE PLACE (SEWER)
RICHARD GOHLKE
(920) 293-1015
RICKGOHLKE@GMAIL.COM

## COUNTY SURVEYOR OR SURVEYS CONTACT PERSON

PETER KUEN - FOND DU LAC COUNTY
301 DIXIE STREET
FOND DU LAC, WI 54935
920-929-3492
PETER.KUEN@FDLCO.WI.GOV

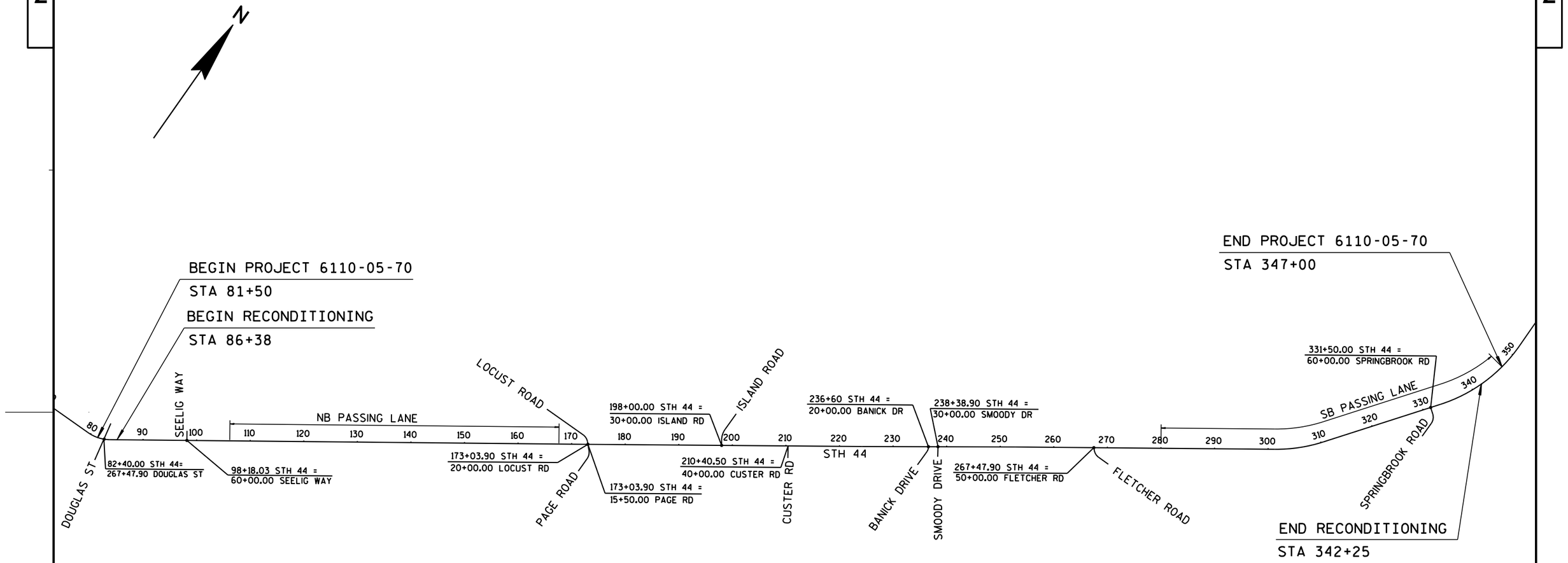
CORMAC MCINNIS - DEPARTMENT OF TRANSPORTATION
944 VANDERPERREN WAY
GREEN BAY, WI 54935
920-492-5638
CORMAC.MCINNIS@DOT.WI.GOV

## DNR AREA LIAISON

JAY SCHIEFELBEIN
DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION
GREEN BAY, WI 54313
920-360-3784
JEREMIAH.SCHIEFELBEIN@WISCONSIN.GOV

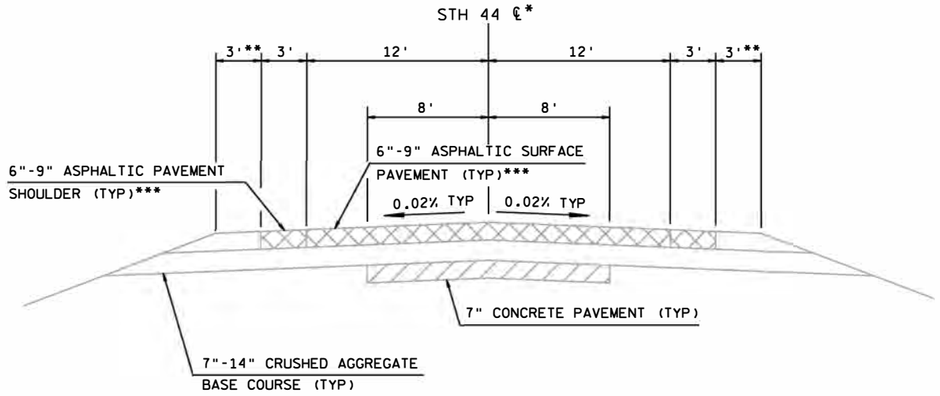
DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

2




| PROJECT NO:6110-05-70 | HWY:STH 44 | COUNTY:FOND DU LAC | PROJECT OVERVIEW | SHEET 3 E |
|---|---|---|---|---|

2

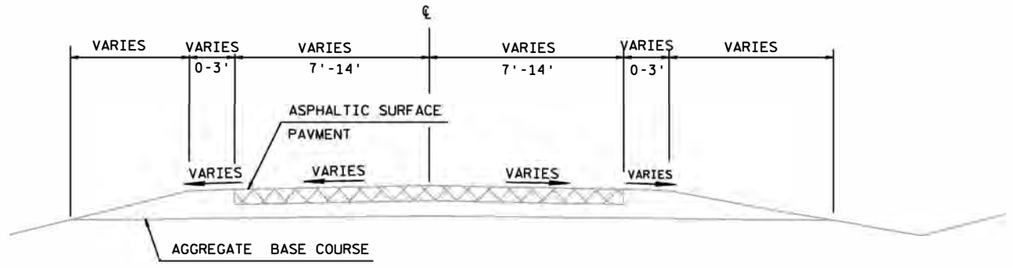



TYPICAL EXISTING CROSS SECTION FOR STH 44
86+38 - 347+00

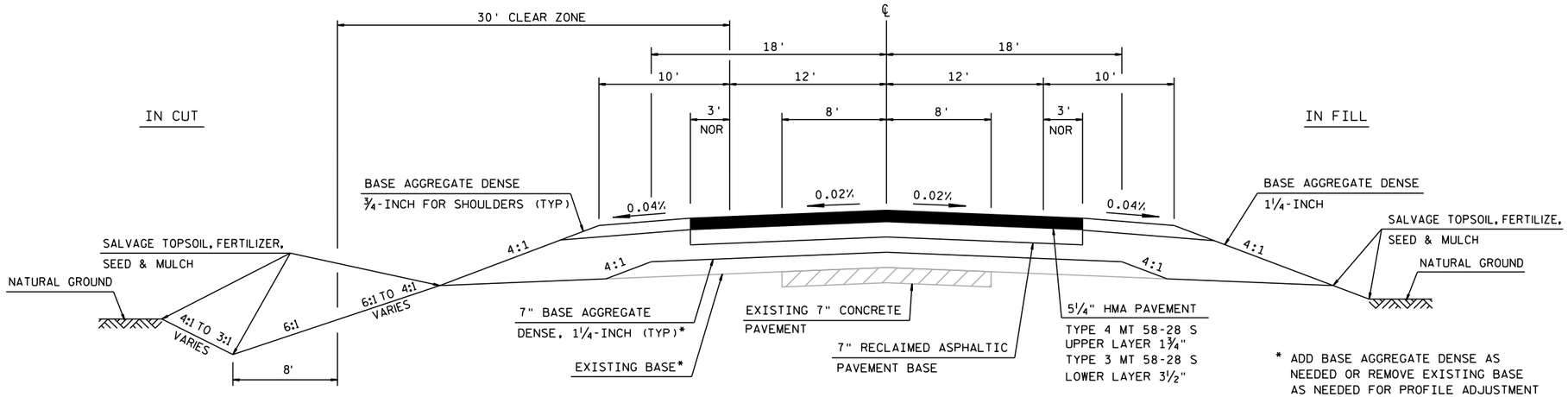
* ℄ AS SHOWN MAY VARY FROM ACTUAL CENTERLINE. CENTERLINE SHALL BE REFERENCED FOR CONSTRUCTION STAKING RESURFACING REFERENCE.

** 331+00 TO 347+00 IS 7'-0".

*** THE AVERAGE DEPTH OF THE EXISTING ASPHALT IS 7¼".

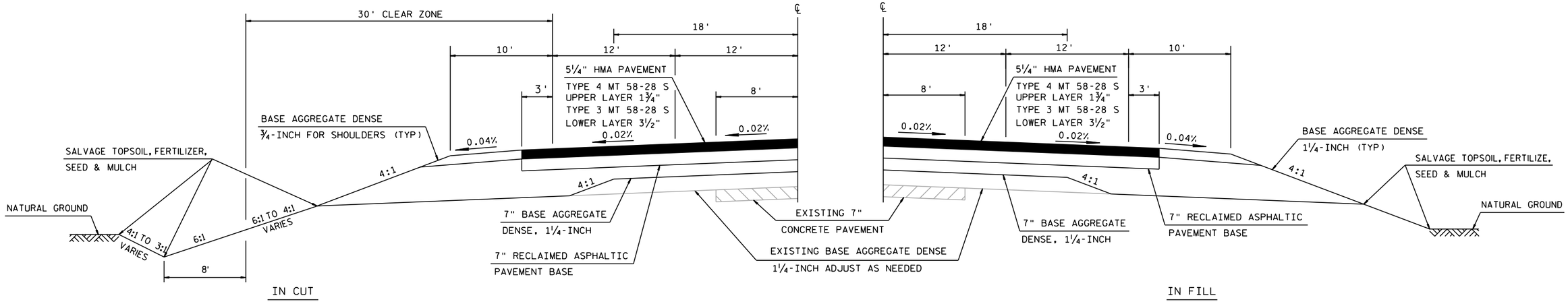



TYPICAL EXISTING CROSS SECTION FOR SIDE ROADS




TYPICAL FINISHED CROSS SECTION FOR STH 44

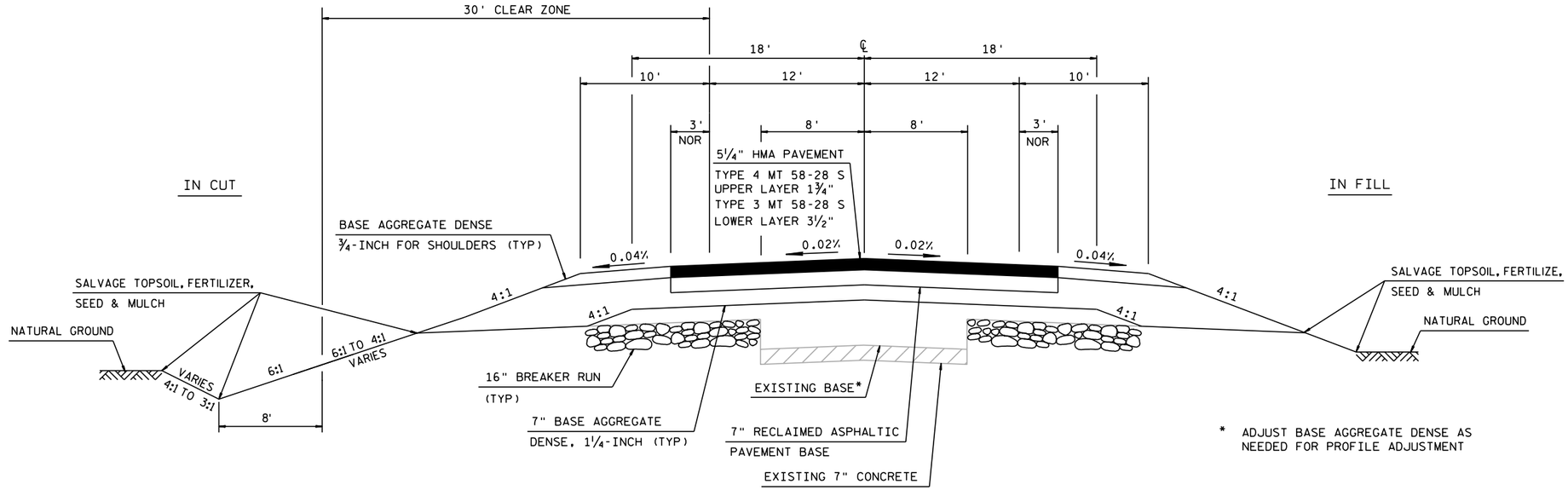
| | | |
|---|---|---|
| 86+38 - 119+25 LT | 173+75 - 181+25 LT & RT | 86+38 - 106+00 RT |
| 122+25 - 125+25 LT | 183+25 - 184+75 LT & RT | 168+00 - 170+75 RT |
| 128+50 - 134+50 LT | 190+25 - 195+75 LT & RT | 257+75 - 298+75 RT |
| 137+75 - 143+00 LT | 198+75 - 203+25 LT & RT | 301+00 - 306+75 RT |
| 145+00 - 163+00 LT | 204+25 - 212+25 LT & RT | 308+50 - 322+50 RT |
| 153+75 - 163+00 LT | 229+00 - 240+25 LT & RT | 335+50 - 338+50 RT |
| 163+75 - 170+75 LT | 242+25 - 246+25 LT & RT | |
| 257+75 - 280+00 LT | 250+25 - 254+50 LT & RT | |




½ TYPICAL FINISHED CROSS SECTION STH 44 WITH PASSING LANE

| | |
|---|---|
| 280+00 - 298+75 LT | 106+00 - 119+25 RT |
| 301+00 - 306+75 LT | 122+25 - 125+25 RT |
| 308+50 - 332+50 LT | 128+50 - 134+50 RT |
| 335+50 - 338+50 LT | 137+75 - 145+00 RT |
| | 145+00 - 150+25 RT |
| | 153+75 - 163+00 RT |

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|

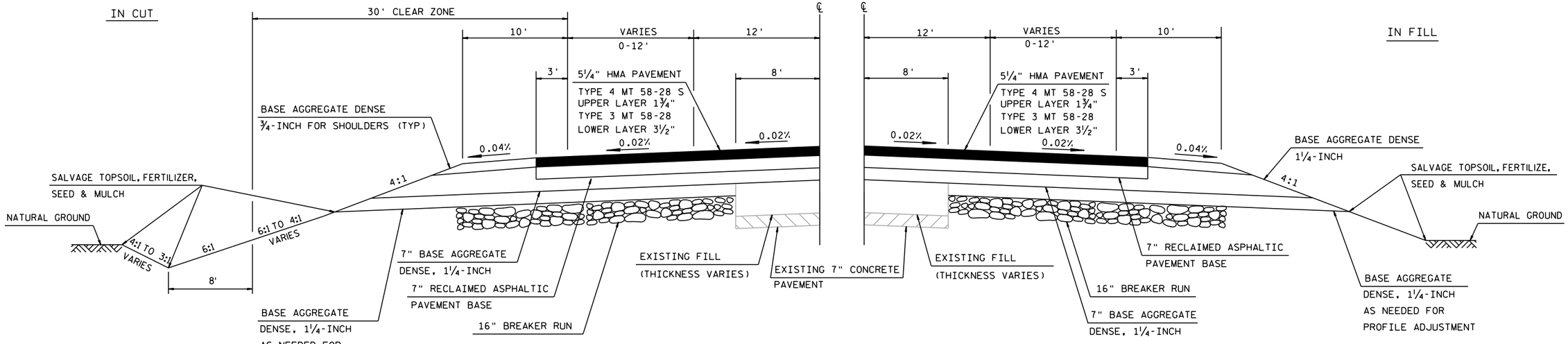



## TYPICAL FINISHED CROSS SECTION STH 44 FOR SHOULDER EBS

119+25 - 122+25 LT
125+25 - 128+50 LT
134+50 - 137+75 LT
150+25 - 153+75 LT
163+00 - 163+75 LT

181+25 - 183+25 LT & RT
184+75 - 190+25 LT & RT
195+75 - 198+75 LT & RT
203+25 - 204+25 LT & RT
225+10 - 229+00 LT & RT
240+25 - 242+25 LT & RT
246+25 - 247+25 LT & RT
249+75 - 250+25 LT & RT
225+10 - 229+00 LT & RT
240+25 - 242+25 LT & RT
246+25 - 247+25 LT & RT
249+75 - 250+25 LT & RT
254+50 - 257+75 LT & RT

220+50 - 220+75 RT
306+75 - 308+50 RT
332+50 - 335+50 RT
338+50 - 342+25 RT

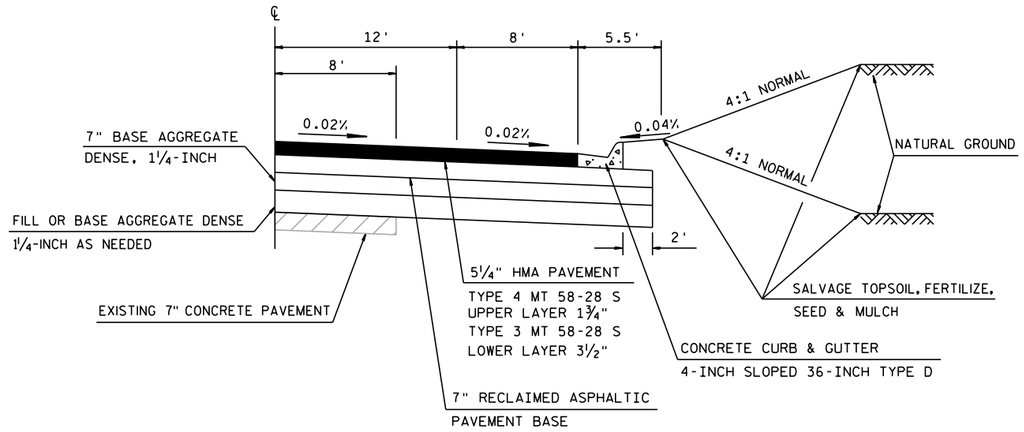



## ½ TYPICAL FINISHED CROSS SECTION STH 44 FOR SHOULDER EBS AREAS AT PASSING LANE

306+75 - 308+50 LT
332+50 - 335+50 LT
338+50 - 342+00 LT

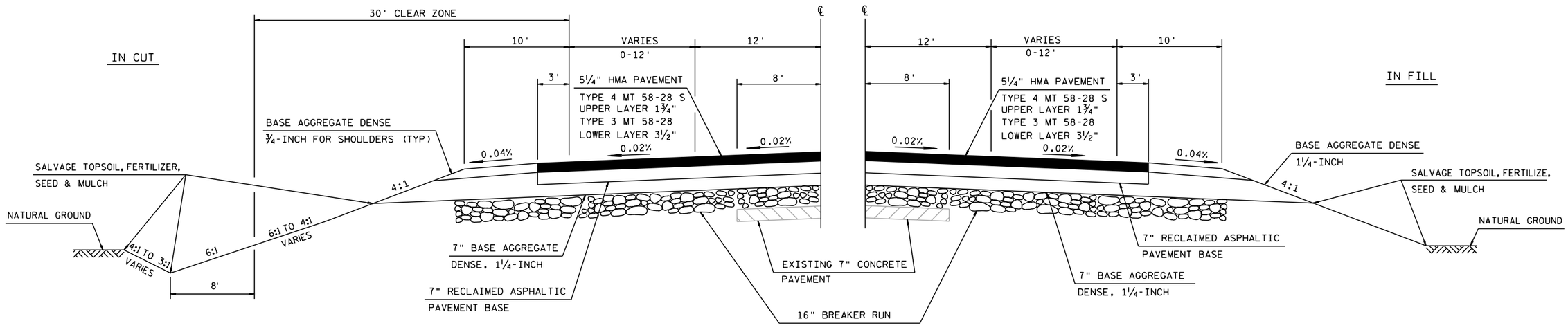
119+25 - 122+25 RT
125+25 - 128+50 RT
134+50 - 137+75 RT
150+25 - 153+75 RT
163+00 - 163+75 RT

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|




½ TYPICAL FINISHED CROSS SECTION FOR STH 44 CURB AND GUTTER AREAS

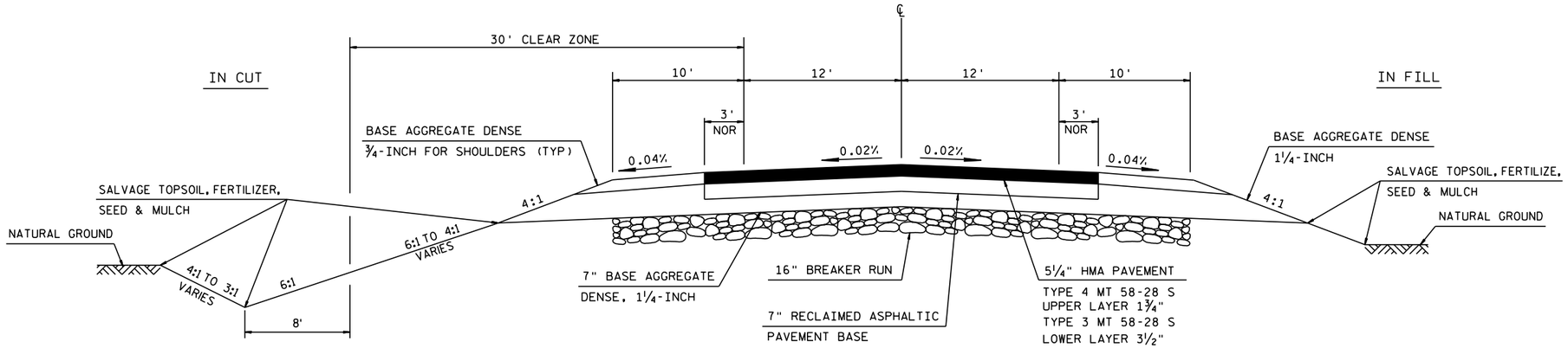
142+50 - 144+75 LT
245+40 - 249+50 RT
298+50 - 302+00 RT




TYPICAL FINISHED CROSS SECTION STH 44 IN EBS AREAS AT CONCRETE REMOVAL WITH PASSING LANES

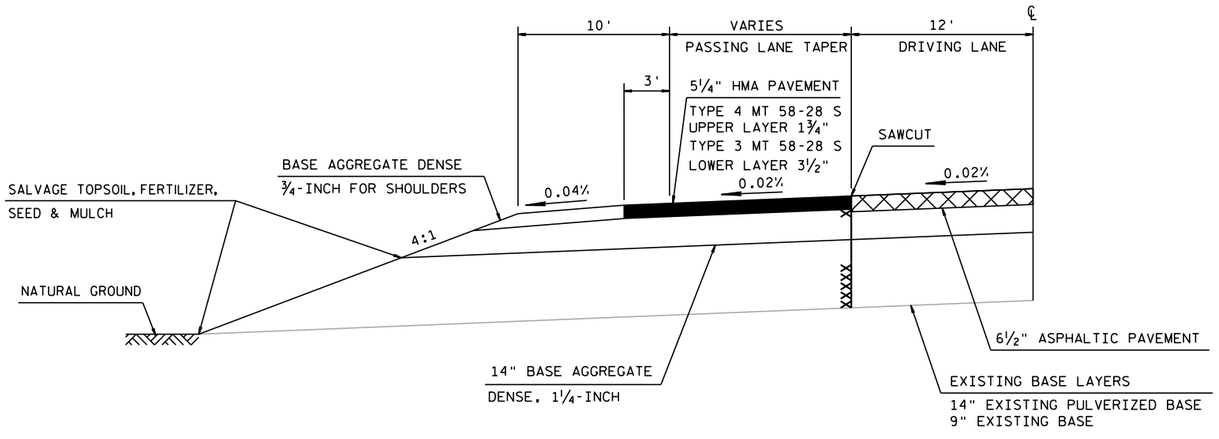
298+75 - 301+00 LT  143+00 - 145+25 RT

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|




TYPICAL FINISHED CROSS SECTION STH 44 IN EBS AREAS AT CONCRETE REMOVAL

143+00 - 145+00 LT
170+75 - 173+75 LT & RT
212+25 - 220+50 LT & RT
247+25 - 249+75 LT & RT
298+75 - 301+00 RT

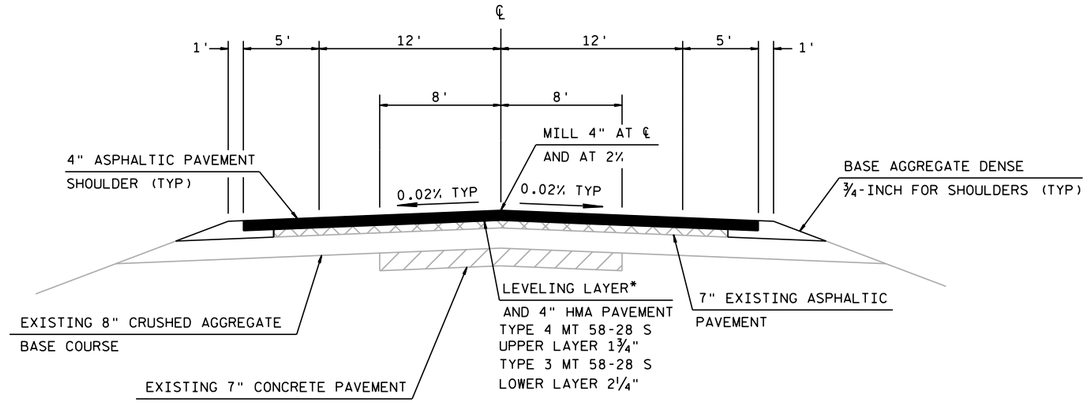



* STATIONING IS IN WINNEBAGO COUNTY.

½ TYPICAL FINISHED CROSS SECTION STH 44

*342+15 - 347+00

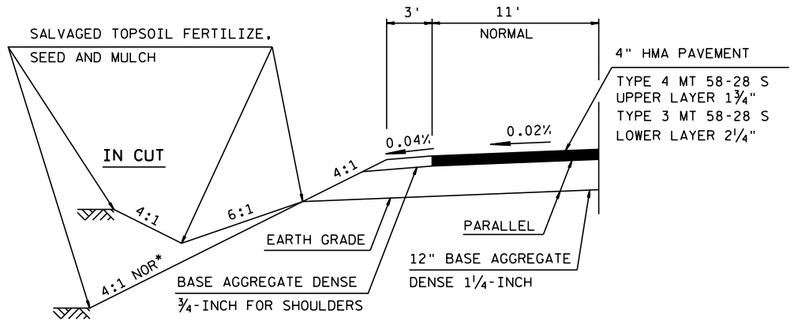
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|




* LEVEL SLIGHT DEPRESSION AT STA 222+00 ± 50'

MILL AND REPAVE

220+50 - 225+10

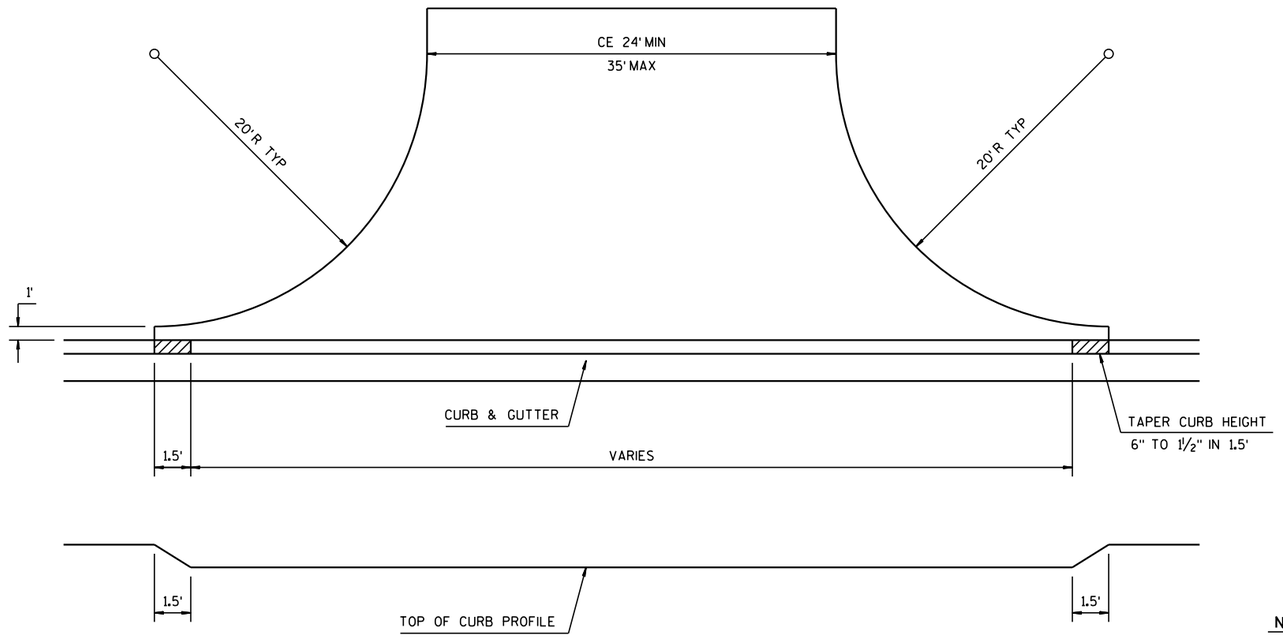



IN FILL

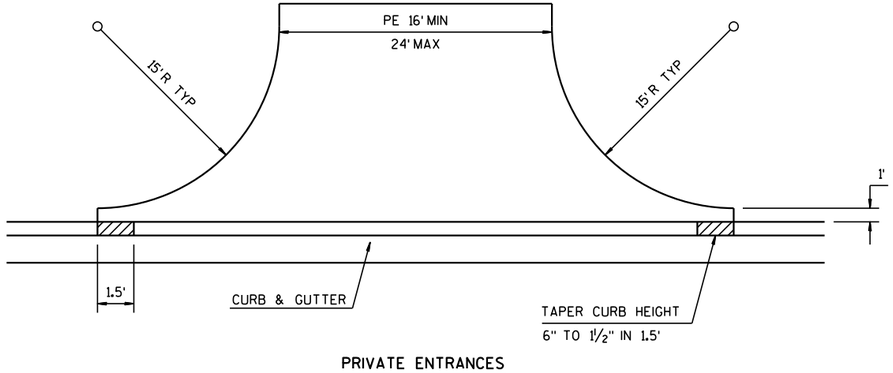
* VARIES TO 6:1 AT INTERSECTIONS
SEE SIDE ROAD CROSS SECTIONS

½ TYPICAL FINISHED CROSS SECTION FOR SIDE ROADS

| PROJECT NO:6110-05-70 | HWY: STH 44 | COUNTY:FOND DU LAC | TYPICAL SECTIONS | SHEET 9 | E |
|---|---|---|---|---|---|

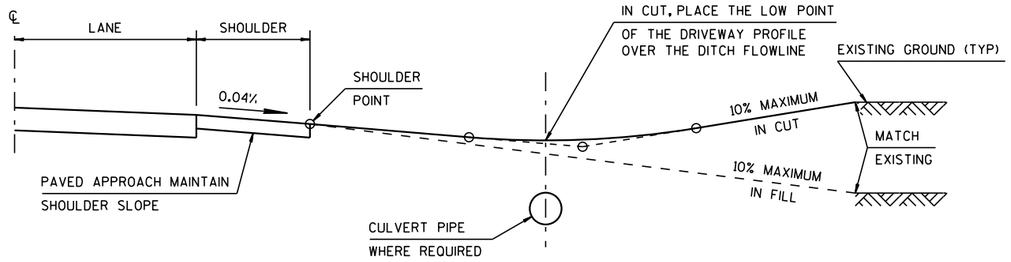



COMMERCIAL ENTRANCES




PRIVATE ENTRANCES

RURAL DRIVEWAYS WITH CURB & GUTTER




TYPICAL DRIVEWAY PROFILES

## NOTES

NON-PAVED DRIVEWAYS SHALL CONSIST OF 6" OF BASE AGGREGATE ¾-INCH DENSE.

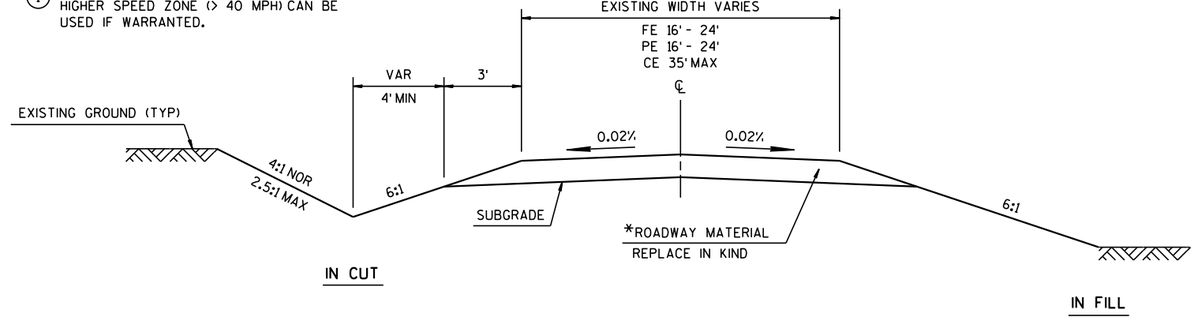
RESIDENTIAL ENTRANCE ASPHALTIC DRIVEWAYS SHALL CONSIST OF 6" BASE AGGREGATE 1¼-INCH DENSE AND 3" OF ASPHALTIC PAVEMENT.

COMMERCIAL ENTRANCE ASPHALTIC DRIVEWAYS SHALL CONSIST OF 12" BASE AGGREGATE 1¼-INCH DENSE AND 4" OF ASPHALTIC PAVEMENT.

6" CONCRETE DRIVEWAY FOR RESIDENTIAL ENTRANCES.

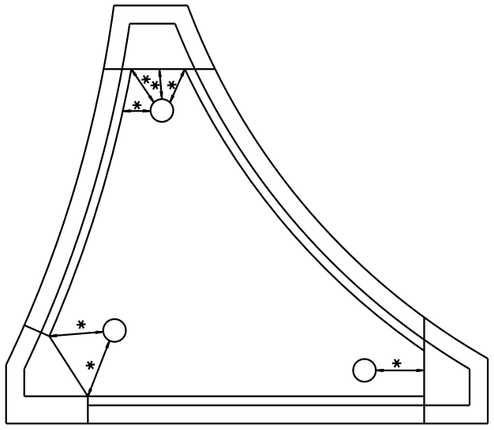
* REPLACE IN KIND PRIVATE DRIVE AND FIELD ENTRANCE ROADWAY MATERIAL. FOR GRAVEL OR EARTH ENTRANCES REPLACE EXISTING MATERIAL WITH 6" BASE AGGREGATE DENSE ¾-INCH. FOR ASPHALT ENTRANCES REPLACE EXISTING MATERIAL WITH 3" HMA PAVEMENT OVER 6" BASE AGGREGATE DENSE 1¼-INCH.

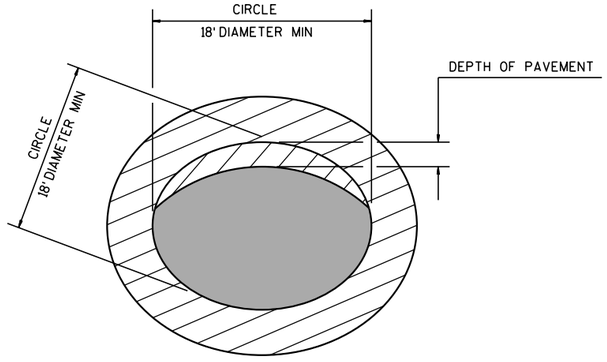
(1) A LARGER PAVING RADIUS FOR PAVING IN HIGHER SPEED ZONE (> 40 MPH) CAN BE USED IF WARRANTED.




TYPICAL CROSS SECTION FOR PRIVATE DRIVE OR FIELD ENTRANCE

2

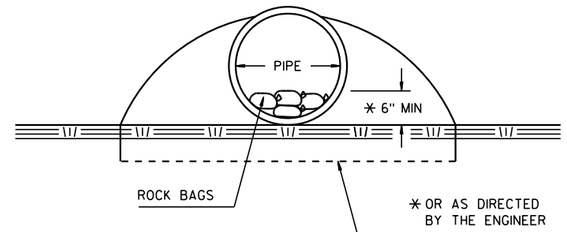


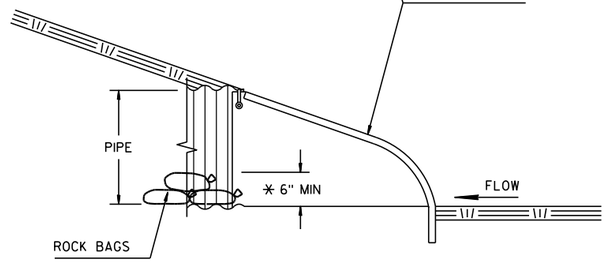

NOTE

* ALL CIRCULAR OPENINGS IN ISLAND FOR SIGN PLACEMENTS SHALL BE DETERMINED BY SIGN SIZE AND NUMBER. A 2' MINIMUM FROM FROM BACK OF SLOPED NOSE AND BACK OF CURB IS REQUIRED.

DETAIL OF OPENINGS IN ISLAND FOR SIGN PLACEMENT

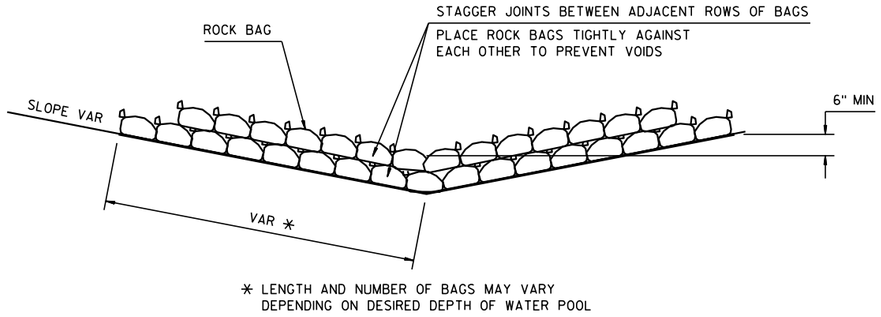



END VIEW




SIDE VIEW

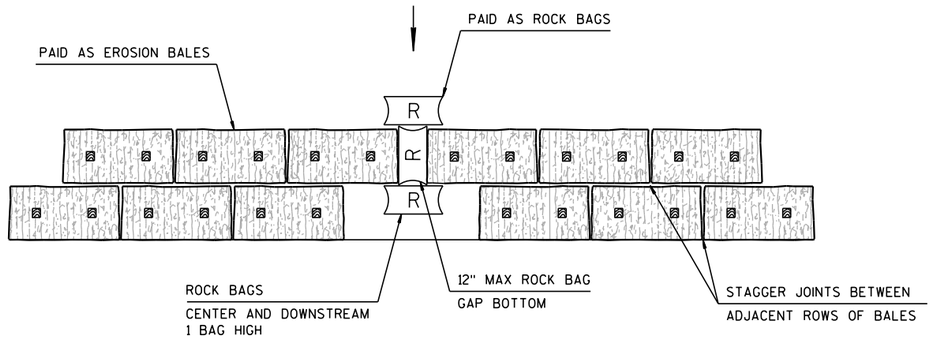
CULVERT PIPE CHECKS



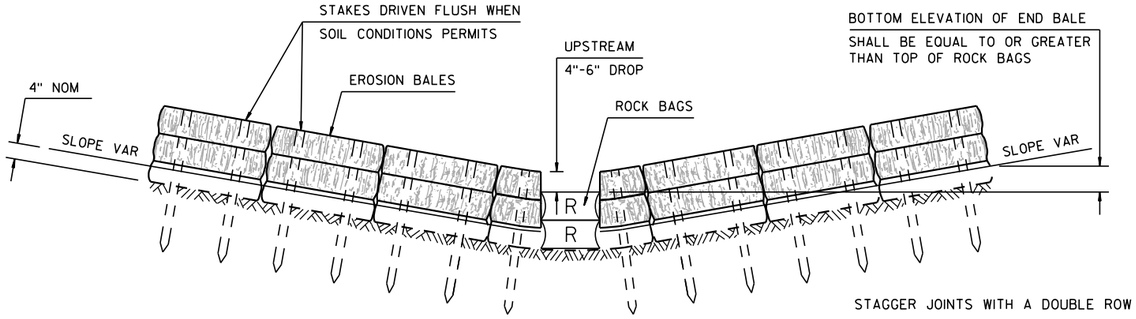

SIDE VIEW (MULTIPLE LAYER)

ROCK BAGS DITCH CHECK

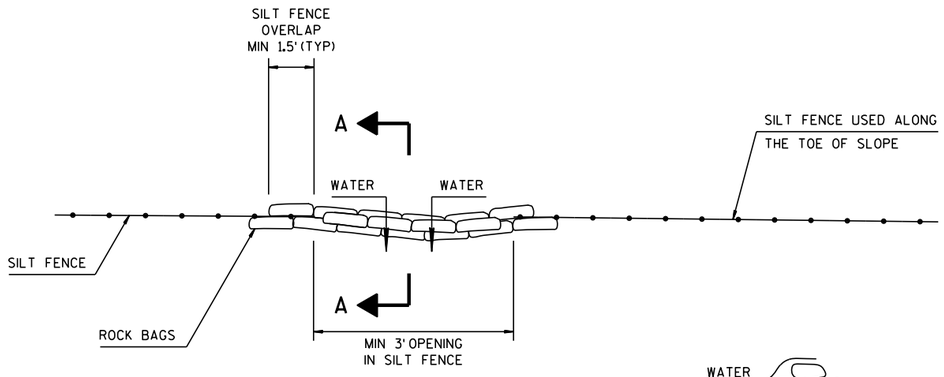
PAID AS ROCK BAGS




PLAN VIEW




FRONT ELEVATION




TOP VIEW

SECTION A-A

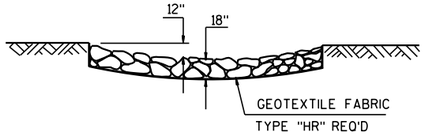
ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

PAID AS ROCK BAGS

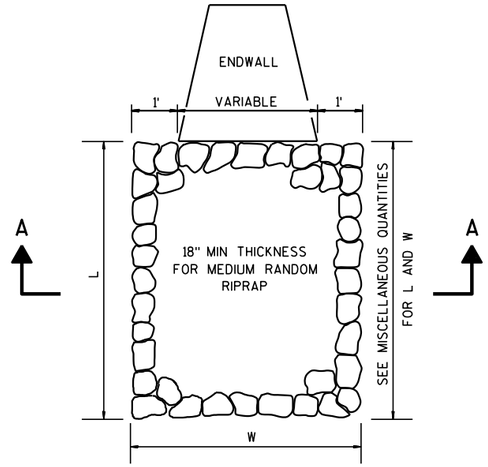
**GENERAL NOTES**

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS.

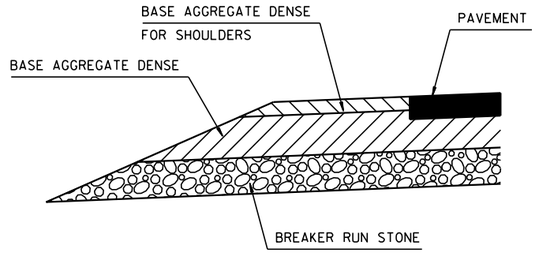
EROSION BALES WITH ROCK BAG RELIEF



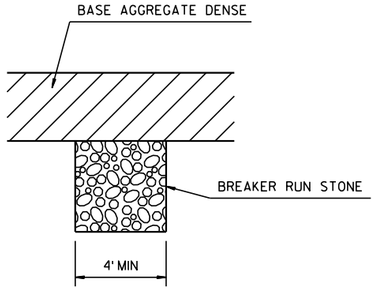

SECTION A-A



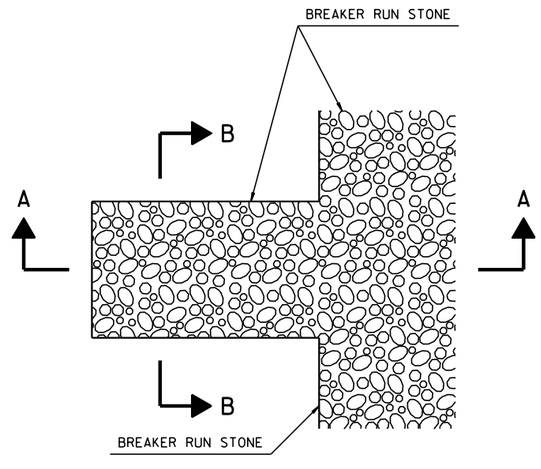

MEDIUM RANDOM RIPRAP TREATMENT AT CULVERTS




SECTION A-A




SECTION B-B

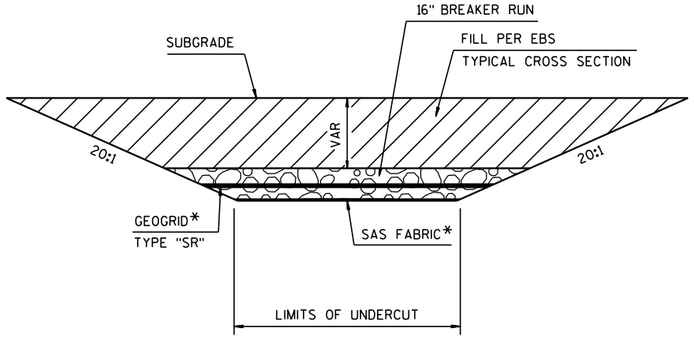



DETAIL FOR FRENCH DRAINS AT EBS AREAS

DRAINS ARE TO BE CONSTRUCTED AT LEAST EVERY 250'
AND AT EACH SAG VERTICAL CURVE IN THE PROFILE.

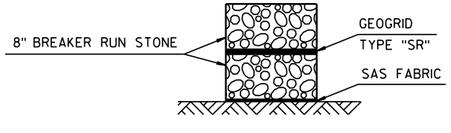
LOCATIONS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

EXCAVATION REQUIRED TO CONSTRUCT FRENCH DRAINS SHALL
BE CONSIDERED INCIDENTAL TO THE ITEM BREAKER RUN STONE.

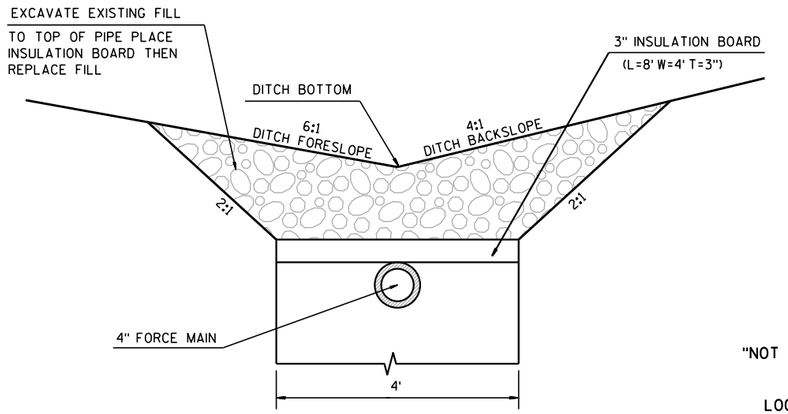



* USED IF PLACED OVER TOPSOIL

LONGITUDINAL SECTION FOR UNDERCUT AREAS (EBS) AND MARSH EXCAVATION




DETAIL FOR BREAKER RUN OVER TOPSOIL IN EBS AREAS




"NOT TO SCALE"

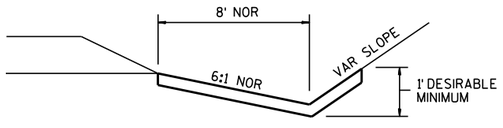
LOCATIONS

*98+05 46'RT
*98+44 77'LT

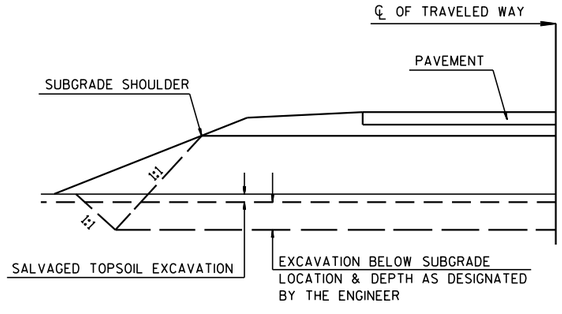
* STATIONS AND OFFSETS ARE APPROXIMATE FROM OLD PRIVATE PLAN SHEETS. PLEASE FIELD LOCATE.

**INSULATION BOARD**

OVER PRAIRIE PLACE PRIVATE SEWER




**EROSION MAT DETAIL FOR DITCHES**




**DETAIL FOR EXCAVATION BELOW SUBGRADE**

2

2

TYPE B2 INTERSECTION MODIFIED
RIGHT IN RIGHT OUT
AUTOMOBILES ONLY

PI 58+21.92

STA 58+25
SAW CUT REQ'D

59+44
19"x30" CPRCHE

REMOVE EXISTING 19"x30" CPRCHE

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH
TYPE D

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D

SEELIG WAY

00+65

15'

59+09
954.97

59+27
954.95

r = 60'

r=40'

r = 131'

r=75'

59+45.4
954.86

R/W LINE

SLOPE INTERCEPTS

101'

8" WHITE CHANNELIZING (TYP)

TLE

EXISTING R/W

97+63
955.56

98+68
955.32

98+92.6
955.40

98+49
955.70

98+10
955.74

31.8'

40.7'

38'

32'

20'
(TYP)

12'

8'

12'

+00

96+00

97+00

98+00

99+00

100+00

101+00

STH 44

60+09

EXISTING R/W

SLOPE INTERCEPTS

SLOPE INTERCEPTS

R/W LINE

98+18.03 STH 44 =
60+00.00 SEELIG WAY

100+75 24" CPRC
SKEW 17° RHF

EXISTING PRAIRIE PLACE
PRIVATE SEWER LINE (TO REMAIN)

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | INTERSECTION DETAIL - SEELIG WAY | SHEET | E |
|---|---|---|---|---|---|

2

N

REMOVE EXISTING PIPE

16+22
18" CPCS

17+80
18" CPCS

RELOCATE ENTRANCE

REMOVE EXISTING ENTRANCE

REMOVE EXISTING PIPE

REMOVE EXISTING PIPE

R/W LINE

SLOPE INTERCEPTS

EXISTING R/W

16+00

17+00

18+00

LOCUST ROAD

PC 17+93.40

173+03.90 STH 44 =
20+00.00 LOCUST RD

TYPE "B2"
INTERSECTION

19+00

r = 70'

15'

15'

19+15
957.18

19+29
957.43

22.43'

19+54
957.73

173+47
958.04

28.56'

173+72
957.91

24'

174+00

175+00

EXISTING R/W

SLOPE INTERCEPTS

R/W LINE

STA 17+00
SAW CUT REQ'D

19+40
957.50

20.58'

PT 19+51.01

r = 40'

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH
TYPE D (TYP)

172+59
958.59

32.57'

172+34
958.91

24'

173+00

20+00

173+03.90 STH 44 =
15+50.00 PAGE RD

TYPE "C"
INTERSECTION

172+00

STH 44

63°10'27"

15+00

PAGE ROAD

30.34'

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | INTERSECTION DETAIL - LOCUST ROAD | SHEET 16 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\021101_id.dgn PLOT DATE : 23-AUG-2016 11:31 PLOT BY : ditjbs PLOT NAME : 021101id.i PLOT SCALE : 40:1

2

2

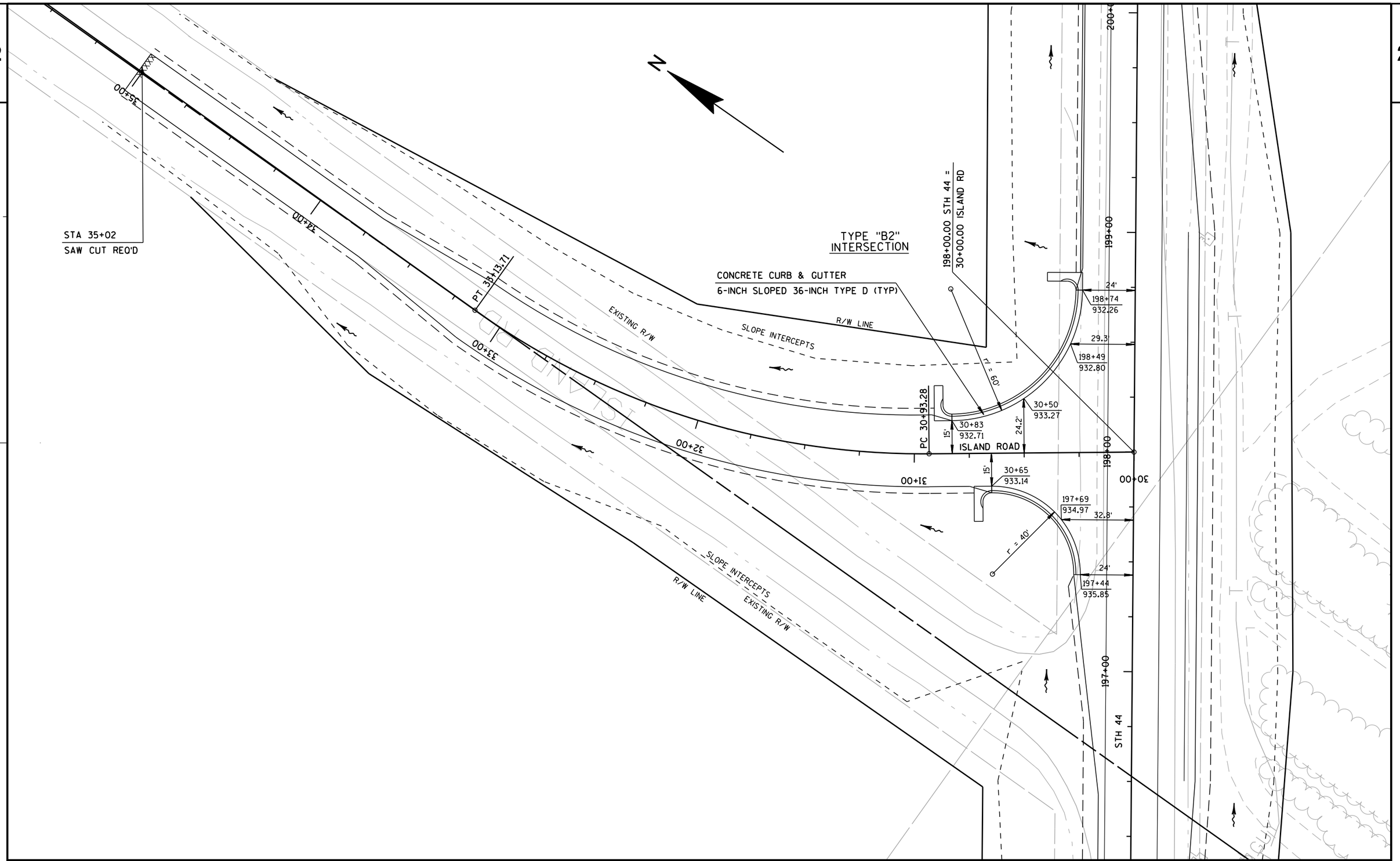
N

R/W LINE
SLOPE INTERCEPTS
175+00
EXISTING R/W
R/W LINE
173+03.90 STH 44 =
15+50.00 PAGE RD
173+03.90 STH 44 =
20+00.00 LOCUST RD
174+00
TYPE "C"
INTERSECTION
r = 40'
SLOPE INTERCEPTS
R/W LINE
REMOVE EXISTING PIPE
18" CPCS
STA 12+25 PAGE RD
PAGE ROAD
20+00
15+00
PT 14+30.34
12+00
13+00
PC 12+13.11
STA 12+00
SAW CUT REQ'D
19+00
LOCUST ROAD
PT 19+51.01
173+00
STH 44
r = 70'
SLOPE INTERCEPTS
R/W LINE
EXISTING R/W
12+00
EXISTING R/W
172+00
PI 172+01.69
EXISTING R/W
11+00
R/W LINE
SLOPE INTERCEPTS
EXISTING R/W
PI 9+87.87

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | INTERSECTION DETAIL - PAGE ROAD | SHEET 17 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\021109_id.dgn PLOT DATE : 07-OCT-2016 13:11 PLOT BY : ditjbs PLOT NAME : 021109 id.i PLOT SCALE : 40:1

2




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | INTERSECTION DETAIL - ISLAND ROAD | SHEET 18 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\021102_id.dgn PLOT DATE : 07-OCT-2016 13:02 PLOT BY : ditjbs PLOT NAME : 021102 id.i PLOT SCALE : 40:1

2

2

209+84 36" CPRC

REMOVE 2'x2' BOX CULVERT
& 22"x36" CPMA EXTENSIONS

210+86.5 30" CPRC

REMOVE 2'x2' BOX CULVERT
& 22"x36" CPMA EXTENSIONS

R/W LINE

SLOPE INTERCEPTS

EXISTING R/W

208+00 209+00 210+00 211+00 212+00 213+00

STH 44

40+00

24'

29.6'

209+65
926.95

209+90
927.00

EXISTING R/W

SLOPE INTERCEPTS

R/W LINE

r = 60'

39+50
926.61

19.5'

39+38
926.71

39+15
926.99

15'

15'

39+37
926.80

32.7'

24'

210+95
927.86

210+70
927.50

CONCRETE CURB & GUTTER
6-INCH SLOPED 36" TYPE D (TYP)

r = 40'

EXISTING R/W

SLOPE INTERCEPTS

R/W LINE

210+40.50 STH 44 =
40+00.00 CUSTER RD

TYPE "B2"
INTERSECTION

NURSERY

39+00

CUSTER ROAD

38+00

XXXXX

PI 37+73.98

SAW CUT REQ'D
STA 38+00

NURSERY

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | INTERSECTION DETAIL - CUSTER ROAD | SHEET 19 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\021103_id.dgn PLOT DATE : 26-AUG-2016 10:19 PLOT BY : ditjbs PLOT NAME : 021103 id.i PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

236+60 STH 44 =
20+00.00 BANICK DR

238+38.90 STH 44 =
30+00.00 SMOODY DR

R/W LINE

SLOPE INTERCEPTS

EXISTING R/W

235+00 | 236+00 | 237+00 | STH 44 | 238+00 | 239+00 | 240+00

20+00

30+00

STH 44

EXISTING R/W

SLOPE INTERCEPTS

R/W LINE

r = 35'

r = 35'

r = 60'

r = 40'

REMOVE EXISTING PIPE

RELOCATE ENTRANCE

19+60

BANICK DR

19+53
18" CPCS

R/W LINE

REMOVE EXISTING PIPE

STA 29+50
18" CPCS

29+00

SMOODY DR

TYPE "C"
INTERSECTION MODIFIED

EXISTING R/W

P.I. 18+60.78

18+40
18" CPCS

18+00

EXISTING R/W

TYPE "C"
INTERSECTION MODIFIED

EXISTING R/W

EXISTING R/W

17+00

SAWCUT REQ'D
STA 17+00

P.I. 28+12.68

SAWCUT REQ'D
STA 28+25

N

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | INTERSECTION DETAIL - BANICK AND SMOODY DRIVES | SHEET 20 | E |
|---|---|---|---|---|---|

2

267+47.90 STH 44 =
50+00.00 FLETCHER RD

265+00 266+00 267+00 STH 44 268+00 269+00 270+00

STH 44

50+00

24' 26.8' 266+80 909.75 267+05 909.72

33' 267+92 909.83 24' 268+17 910.07

EXISTING R/W

22.1' 50+47 909.04 PC 50+51.31 20.64' 50+59 908.84

r = 70'

r = 37'

TYPE "B2"
INTERSECTION

15' 15'

50+72 908.76 50+84 908.62

51+00

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH
TYPE D (TYP)

50+75 24" CPRC
SKEW 17° LHF

N

EXISTING R/W

SLOPE INTERCEPTS

REMOVE 24" CMCP

R/W LINE

R/W LINE

52+00

PT 52+08.14

FLETCHER ROAD

53+00

EXISTING R/W

STA 52+99
SAW CUT REQ'D

54+00

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | INTERSECTION DETAIL - FLETCHER ROAD | SHEET 21 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\021104_id.dgn PLOT DATE : 23-AUG-2016 11:31 PLOT BY : ditjbs PLOT NAME : 021104 id.i PLOT SCALE : 40:1

WISDOT/CADDS SHEET 42

2

STA 333+50
SAW CUT REQ'D
N = 427722.40
E = 738435.52

68'

PC 333+40.17

333+00

EXISTING PIPE (TO REMAIN)
2-30" AEWCPS REQ'D

OLD SPRINGBROOK RD
1-30" CPCS &
2-30" AEWCPS REQ'D

EXISTING R/W

332+16 2 -36" CPRC
REMOVE 30" RCCP

332+05
903.09
22'

r = 40'

REMOVE 24" CMCP

332+00

STH 44

30.8'
331+80
902.85

59+38
901.95
15'

STA 58+23
SAW CUT REQ'D
N = 427527.89
E = 738441.85

r = 20'

52.7'

R/W LINE

r = 20'

STA 56+25
SAW CUT REQ'D

SLOPE INTERCEPTS

SPRINGBROOK ROAD

59+18
901.65
15'

59+43
901.93
20.5'

00+69

00+89

PT 58+73.01

56+50
18" CPCS

00+09

CONCRETE CURB & GUTTER
6-INCH SLOPED 36-INCH TYPE D (TYP)

59+00 24" CPRC

SLOPE INTERCEPTS

27.9'
331+00
902.98

r = 60'

00+57

PC 55+86.66

331+50.00 STH 44 =
60+00.00 SPRINGBROOK RD

331+00

22'
330+75
903.20

TYPE "D"
INTERSECTION

R/W LINE

EXISTING R/W

56+50
18" CPCS

00+96

00

N

2

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | INTERSECTION DETAIL - SPRINGBROOK ROAD | SHEET 22 | E |
|---|---|---|---|---|---|

2

2

HISTORIC BOUNDARY

HISTORIC BOUNDARY

POLE BARN

CORN CRIB

CHICKEN COOP

EQUIPMENT SHED

TRACTOR SHED

CARRIAGE HOUSE AND GRANARY

DAIRY BARN

TLE

R/W LINE

EXISTING R/W

SHOULDER LINE

SLOPE INTERCEPTS

47'

38'

18'

17'

31'

33'

220+00

221+00

222+00

223+00

224+00

225+00

226+00

STH 44

PI 224+21.00

MILL, LEVEL AND REPAVE
(TAKE UP 4" OF EXISTING PAVEMENT AND
REPLACE WITH 4" OF NEW ASPHALT PAVEMENT)

89'

HISTORIC BOUNDARY

ITALIANATE FARM HOUSE

NURSERY

TO BRICK OUTHOUSE

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN DETAIL - DUZINSKI HISTORIC SITE | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\021201_pd-h.dgn PLOT DATE : 30-AUG-2016 13:52 PLOT BY : ditjbs PLOT NAME : 021201pd-h.i PLOT SCALE : 40:1



WISDOT/CADDS SHEET 42

2

2

N

R/W LINE

STH 44

296+00

297+00

298+00

299+00

300+00

301+00

PC 301+27.34

302+00

STH 44

EXISTING R/W

SLOPE INTERCEPTS

R/W LINE

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE D

STH 44

TLE

FARM HOUSE

BARN

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN DETAIL - SANDERS ARCHEOLOGICAL SITE | SHEET 24 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\021202_pdalt.dgn PLOT DATE : 30-AUG-2016 13:52 PLOT BY : ditjbs PLOT NAME : 021202 pdalt.i PLOT SCALE : 40:1

2

2

DOUGLAS ST

EXISTING R/W

85

90

95

STH 44

DOUGLAS ST

SLOPE INTERCEPTS

R/W LINE

INL

TLE

INL

LEGEND

- SILT FENCE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- MEDIUM RIP RAP
- TEMP DITCH CHECK
- EROSION BALES WITH ROCK BAG RELIEF
- EROSION MAT TYPE B CLASS 1
- URBAN EROSION MAT CLASS ITYPE A
- [R] ROCK BAGS (TEMP DITCH CHECK)

PI 58+21.92

SEELIG WAY

EXISTING R/W

100

105

110

TLE

R/W LINE

SLOPE INTERCEPTS

TLE

STH 44

SLOPE INTERCEPTS

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | EROSION CONTROL | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\022001_ec.dgn PLOT DATE : 29-AUG-2016 13:17 PLOT BY : ditjbs PLOT NAME : 022001ec.i PLOT SCALE : 100:1



WISDOT/CADDS SHEET 42

2

2

EXISTING R/W

R/W LINE

TLE

EXISTING R/W

115

120

125

STH 44

SLOPE INTERCEPTS

LEGEND

- SILT FENCE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- MEDIUM RIP RAP
- TEMP DITCH CHECK
- EROSION BALES WITH ROCK BAG RELIEF
- EROSION MAT TYPE B CLASS 1
- URBAN EROSION MAT CLASS I TYPE A
- [R] ROCK BAGS (TEMP DITCH CHECK)

R/W LINE

130

EXISTING R/W

135

140

STH 44

SLOPE INTERCEPTS

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | EROSION CONTROL | SHEET | E |
|---|---|---|---|---|---|

2

2

N

TLE

TLE

145

SLOPE INTERCEPTS

150

155

STH 44

STH 44

STH 44

TLE

EXISTING R/W

R/W LINE

SLOPE INTERCEPTS

TLE

LEGEND

- SILT FENCE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- MEDIUM RIP RAP
- TEMP DITCH CHECK
- EROSION BALES WITH ROCK BAG RELIEF
- EROSION MAT TYPE B CLASS 1
- URBAN EROSION MAT CLASS ITYPE A
- ROCK BAGS (TEMP DITCH CHECK)

N

LOCUST RD

R/W LINE

160

165

EXISTING R/W

170

STH 44

STH 44

SLOPE INTERCEPTS

TLE

REMOVE DRIVEWAY

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | EROSION CONTROL | SHEET 27 | E |
|---|---|---|---|---|---|

2

2

R/W LINE

EXISTING R/W

LOCUST RD

PAGE RD

POOL

MH

TLE

175

180

185

SLOPE INTERCEPTS

STH 44

20

51

LEGEND

- SILT FENCE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- MEDIUM RIP RAP
- TEMP DITCH CHECK
- EROSION BALES WITH ROCK BAG RELIEF
- EROSION MAT TYPE B CLASS 1
- URBAN EROSION MAT CLASS ITYPE A
- [R] ROCK BAGS (TEMP DITCH CHECK)

N

ISLAND RD

190

195

200

30

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | EROSION CONTROL | SHEET 28 | E |
|---|---|---|---|---|---|

2

2

R/W LINE

SLOPE INTERCEPTS

205

210

215

EXISTING R/W

STH 44

CUSTER RD

NURSERY

NURSERY

NURSERY

NURSERY

LEGEND

- SILT FENCE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- MEDIUM RIP RAP
- TEMP DITCH CHECK
- EROSION BALES WITH ROCK BAG RELIEF
- EROSION MAT TYPE B CLASS 1
- URBAN EROSION MAT CLASS I TYPE A
- ROCK BAGS (TEMP DITCH CHECK)

R/W LINE

220

225

230

TLE

TLE

EXISTING R/W

STH 44

SLOPE INTERCEPTS

NURSERY

NURSERY

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | EROSION CONTROL | SHEET 29 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\022005_ec.dgn PLOT DATE : 29-AUG-2016 13:17 PLOT BY : ditjbs PLOT NAME : 022005 ec.i PLOT SCALE : 100:1

2

N

R/W LINE

235

240

245

TLE

TLE

TLE

TLE

STH 44

STH 44

STH 44

20

SLOPE INTERCEPTS

SLOPE INTERCEPTS

EXISTING R/W

BANICK DR

SMOODY DR

PI 18+60.78

PI 28+12.68

FLAG

W

W

W

W

W

T

T

T

T

SEPC

SEPC

SEPV

SEPV

SEPC

SEPC

RUINS

LEGEND

- SILT FENCE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- MEDIUM RIP RAP
- TEMP DITCH CHECK
- EROSION BALES WITH ROCK BAG RELIEF
- EROSION MAT TYPE B CLASS 1
- URBAN EROSION MAT CLASS ITYPE A
- ROCK BAGS (TEMP DITCH CHECK)

N

R/W LINE

250

255

260

SLOPE INTERCEPTS

STH 44

STH 44

STH 44

EXISTING R/W

TLE

SEPC

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | EROSION CONTROL | SHEET 30 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\022006_ec.dgn PLOT DATE : 07-OCT-2016 13:15 PLOT BY : ditjbs PLOT NAME : 022006 ec.i PLOT SCALE : 100:1

2

2

TLE

R/W LINE

265

EXISTING R/W

STH 44

STH 44

STH 44

SLOPE INTERCEPTS

FLETCHER RD

275

N

LEGEND

- SILT FENCE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- MEDIUM RIP RAP
- TEMP DITCH CHECK
- EROSION BALES WITH ROCK BAG RELIEF
- EROSION MAT TYPE B CLASS 1
- URBAN EROSION MAT CLASS ITYPE A
- [R] ROCK BAGS (TEMP DITCH CHECK)

N

TLE

SLOPE INTERCEPTS

280

R/W LINE

285

EXISTING R/W

STH 44

STH 44

STH 44

REMOVE EXISTING
FE AND PIPE

FLAG

TLE

290

| PROJECT NO:6110-05-70 | HWY: STH 44 | COUNTY:FOND DU LAC | EROSION CONTROL | SHEET 31 | E |
|---|---|---|---|---|---|

2

2

SANDERS
ARCHEOLOGICAL SITE

SAFETY FENCE AT ARCHEOLOGICAL SITE
SILT FENCE IN FRONT OF SAFETY FENCE

R/W LINE

295

300

305

SLOPE INTERCEPTS

STH 44

STH 44

STH 44

EXISTING R/W

TLE

LEGEND

- SILT FENCE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- MEDIUM RIP RAP
- TEMP DITCH CHECK
- EROSION BALES WITH ROCK BAG RELIEF
- EROSION MAT TYPE B CLASS 1
- URBAN EROSION MAT CLASS I TYPE A
- ROCK BAGS (TEMP DITCH CHECK)

310

315

320

STH 44

STH 44

STH 44

R/W LINE

SLOPE INTERCEPTS

EXISTING R/W

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | EROSION CONTROL | SHEET 32 | E |
|---|---|---|---|---|---|

2

2

R/W LINE

325

330

335

STH 44

STH 44

STH 44

EXISTING R/W

SLOPE INTERCEPTS

SEPV

SPRINGBROOK RD

55

345

TANKS

FLAG

R/W LINE

340

STH 44

SIGN

SEPC

SLOPE INTERCEPT

EXISTING R/W

N

N

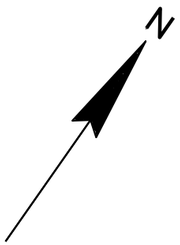
LEGEND

- SILT FENCE
- CULVERT PIPE CHECK
- SURFACE WATER FLOW
- MEDIUM RIP RAP
- TEMP DITCH CHECK
- EROSION BALES WITH ROCK BAG RELIEF
- EROSION MAT TYPE B CLASS 1
- URBAN EROSION MAT CLASS ITYPE A
- R ROCK BAGS (TEMP DITCH CHECK)

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | EROSION CONTROL | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\022009_ec.dgn PLOT DATE : 29-AUG-2016 13:17 PLOT BY : ditjbs PLOT NAME : 022009 ec.i PLOT SCALE : 100:1

2



59+40 1-INLET 2'X3' &
1-INLET COVER TYPE HM (1B)

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH
TYPE D (TYP)

SEELIG WAY

59+00

59+40 1-INLET 2'X3' &
1-INLET COVER TYPE HM (1C)

98+20 1-MANHOLE 5'DIAMETER &
1-MANHOLE COVER TYPE J (1)

98+32 1-INLET 2'X3' &
1-INLET COVER TYPE HM (1A)

R/W LINE

SLOPE INTERCEPTS

EXISTING R/W

SIGN

R/W LINE

SLOPE INTERCEPTS

TLE

EXISTING R/W

96+00 97+00 98+00 99+00 100+00 101+00

STH 44

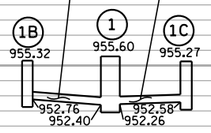
60+00

STRUCTURES

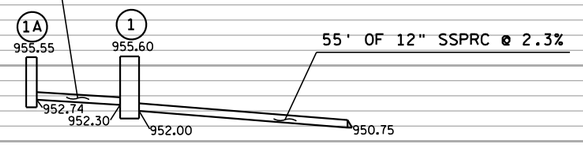
| NO. | STATION | OFFSET |
|---|---|---|
| 1 | 98+20, STH 44 | -40.5' |
| 1A | 98+30, STH 44 | -39.0' |
| 1B | 59+40, SEELIG WAY | 3.0' |
| 1C | 59+40, SEELIG WAY | -7.0' |
| OUTLET | 98+20, STH 44 | -47.0' |

960
955
950

18' OF 12" SSPRC @ 2.0%
16' OF 12" SSPRC @ 2.0%




22' OF 12" SSPRC @ 2.0%
55' OF 12" SSPRC @ 2.3%




960
955
950

| PROJECT NO:6110-05-70 | HWY:STH 44 | COUNTY:FOND DU LAC | STORM SEWER - SEELIG WAY ISLAND | SHEET 34 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\022501_ss.dgn PLOT DATE : 11-OCT-2016 07:27 PLOT BY : ditjbs PLOT NAME : 022501SS.I PLOT SCALE : 40:1

## SIGNING NOTES

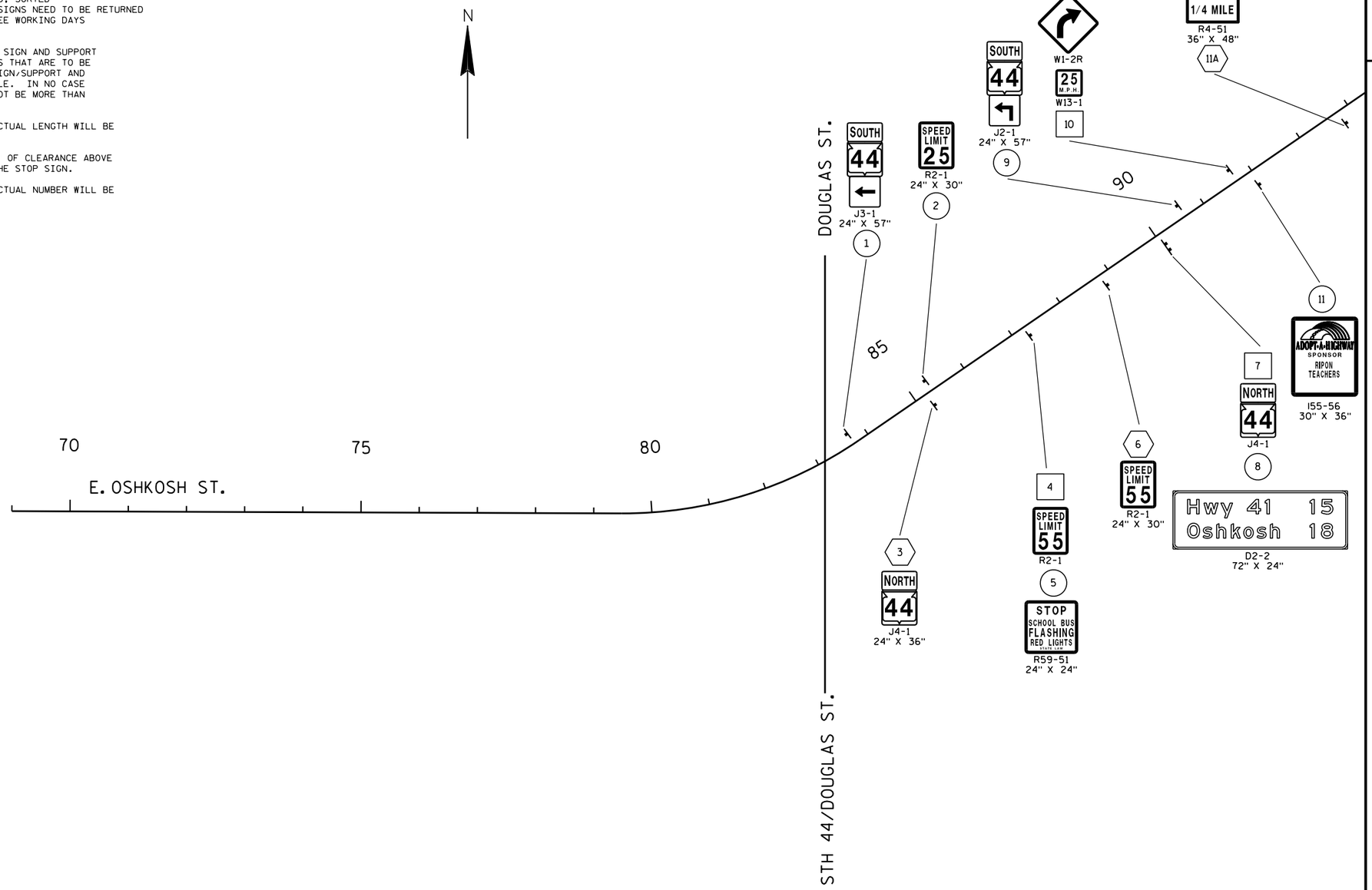
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WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND WISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

NEW STOP SIGNS (R1-1) PLACED UNDER STAGE * SHALL HAVE A MINIMUM OF 6'6" OF CLEARANCE ABOVE THE ROADWAY. THIS WILL ALLOW FOR THE PLACEMENT OF FUTURE SIGNS BENEATH THE STOP SIGN.

THE NUMBER OF "NO PASSING ZONE" SIGNS (W-14-3) ARE ESTIMATED AND THE ACTUAL NUMBER WILL BE DETERMINED AFTER THE ROADWAYS HAVE BEEN SPOTTED.



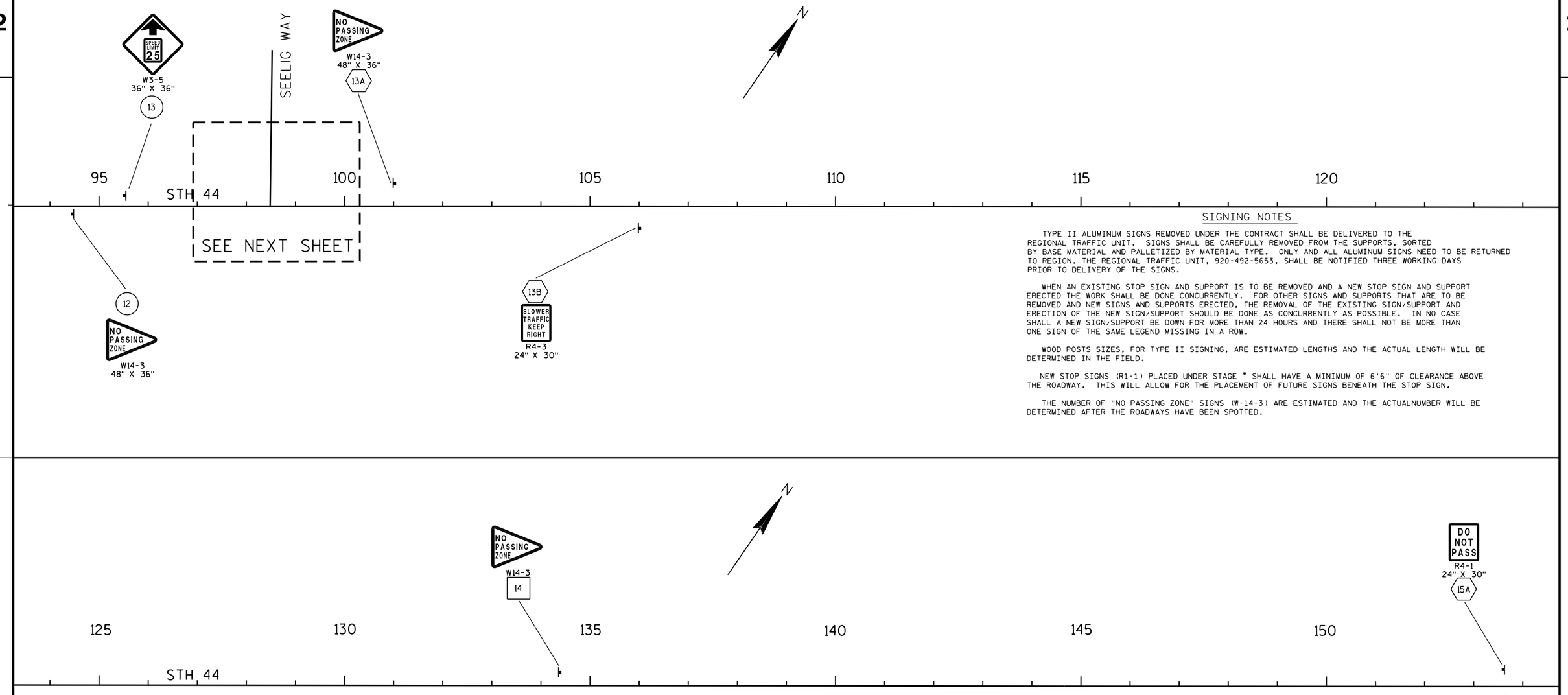

SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO:6110-05-70 | HWY:STH 44 | COUNTY:FOND DU LAC | PERMANENT SIGNING | SHEET 35 | E |
|---|---|---|---|---|---|




## SIGNING NOTES

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THE NUMBER OF "NO PASSING ZONE" SIGNS (W-14-3) ARE ESTIMATED AND THE ACTUALNUMBER WILL BE DETERMINED AFTER THE ROADWAYS HAVE BEEN SPOTTED.

SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PERMANENT SIGNING | SHEET 36 | E |
|---|---|---|---|---|---|

2

N

ONE WAY
R6-1R
36" X 12"
16A

STOP
R1-1
30" X 30"
16

STOP
R1-1
17

R3-2
24" X 24"
18

SEELIG WAY

R4-7
24" X 30"
19

ONE WAY
R6-2R
24" X 30"
20

R5-2
24" X 24"
21

M6-1
21" X 21"
22

59+00

60+00

96+00

97+00

STH 44

98+00

99+00

100+00

101+00

23
R3-2
24" X 24"

16B
DO NOT ENTER
R5-1
30" X 30"

23A
R3-2
24" X 24"

23B
ONE WAY
R6-2R
24" X 30"

24
DO NOT ENTER
R5-1
30" X 30"

24A
DO NOT ENTER
R5-1
30" X 30"

○ SIGN-REMOVE AND REPLACE

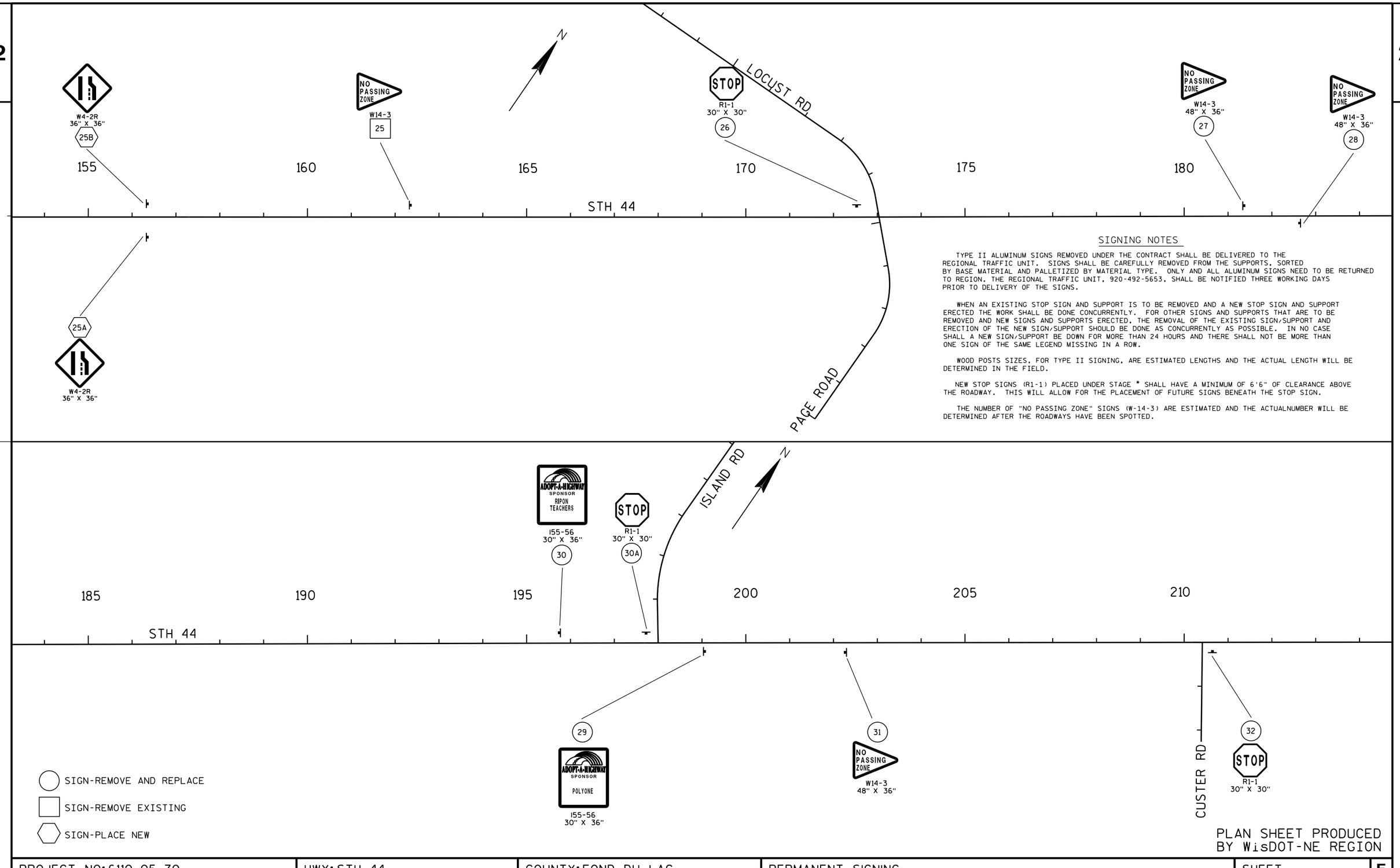
□ SIGN-REMOVE EXISTING

⬡ SIGN-PLACE NEW

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PERMANENT SIGNING - SEELIG WAY WITH ISLAND | SHEET 37 | E |
|---|---|---|---|---|---|

2




## SIGNING NOTES

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SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

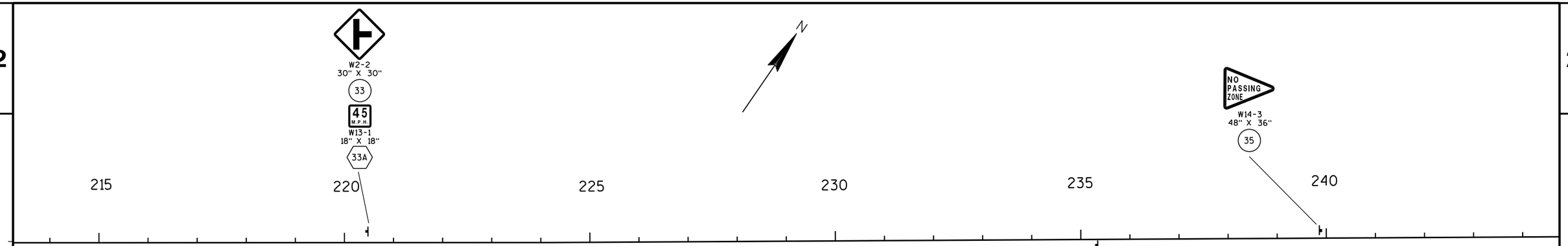
SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PERMANENT SIGNING | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : N:\spo\traffic\SIGNING\Projects\6110-05-71 STH 44 Fond du Lac Co\023203_ps.dgn PLOT DATE : 27-MAY-2015 08:16 PLOT BY : dotj1f PLOT NAME : PLOT SCALE : 200:1




## SIGNING NOTES

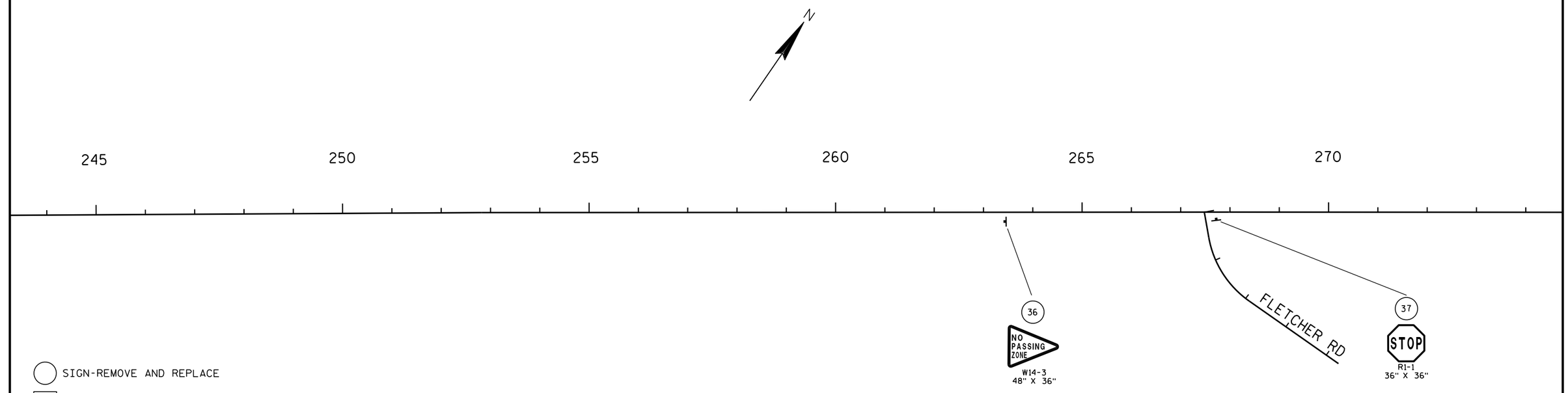
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SIGN-REMOVE AND REPLACE

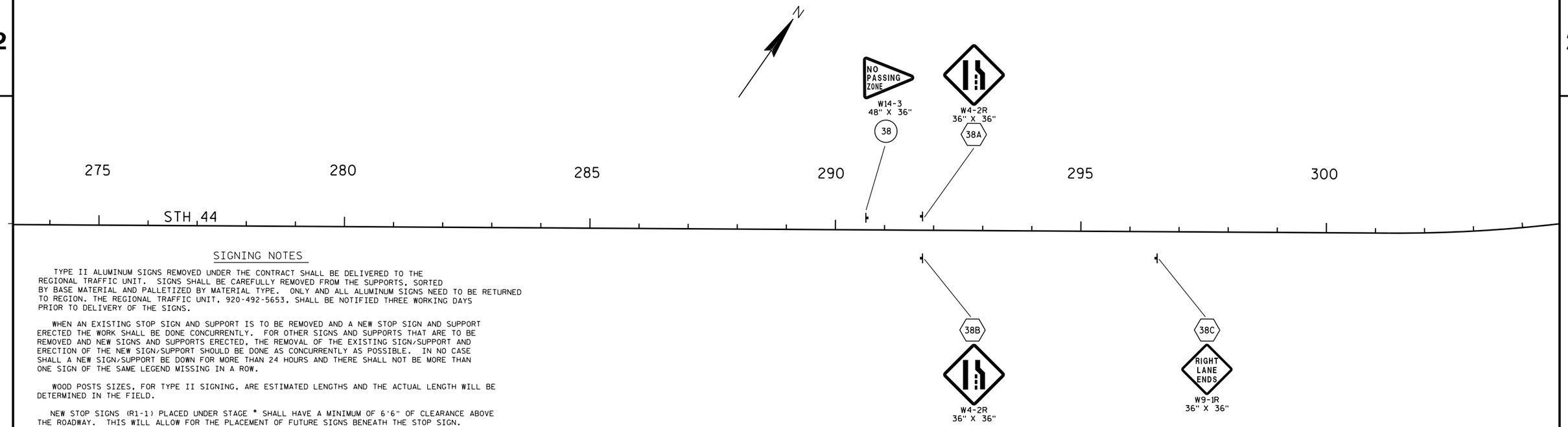
SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO:6110-05-71 | HWY:STH 44 | COUNTY:FOND DU LAC | PERMANENT SIGNING | SHEET 39 | E |
|---|---|---|---|---|---|

2




## SIGNING NOTES

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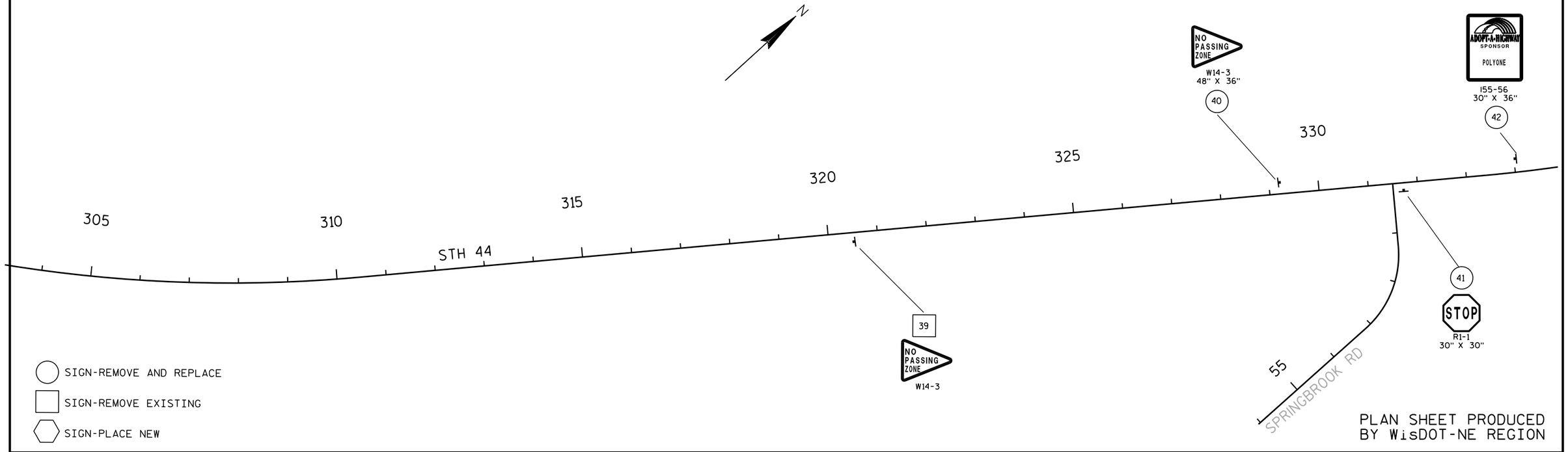
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PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO:6110-05-70 | HWY:STH 44 | COUNTY:FOND DU LAC | PERMANENT SIGNING | SHEET 40 | E |
|---|---|---|---|---|---|

## SIGNING NOTES

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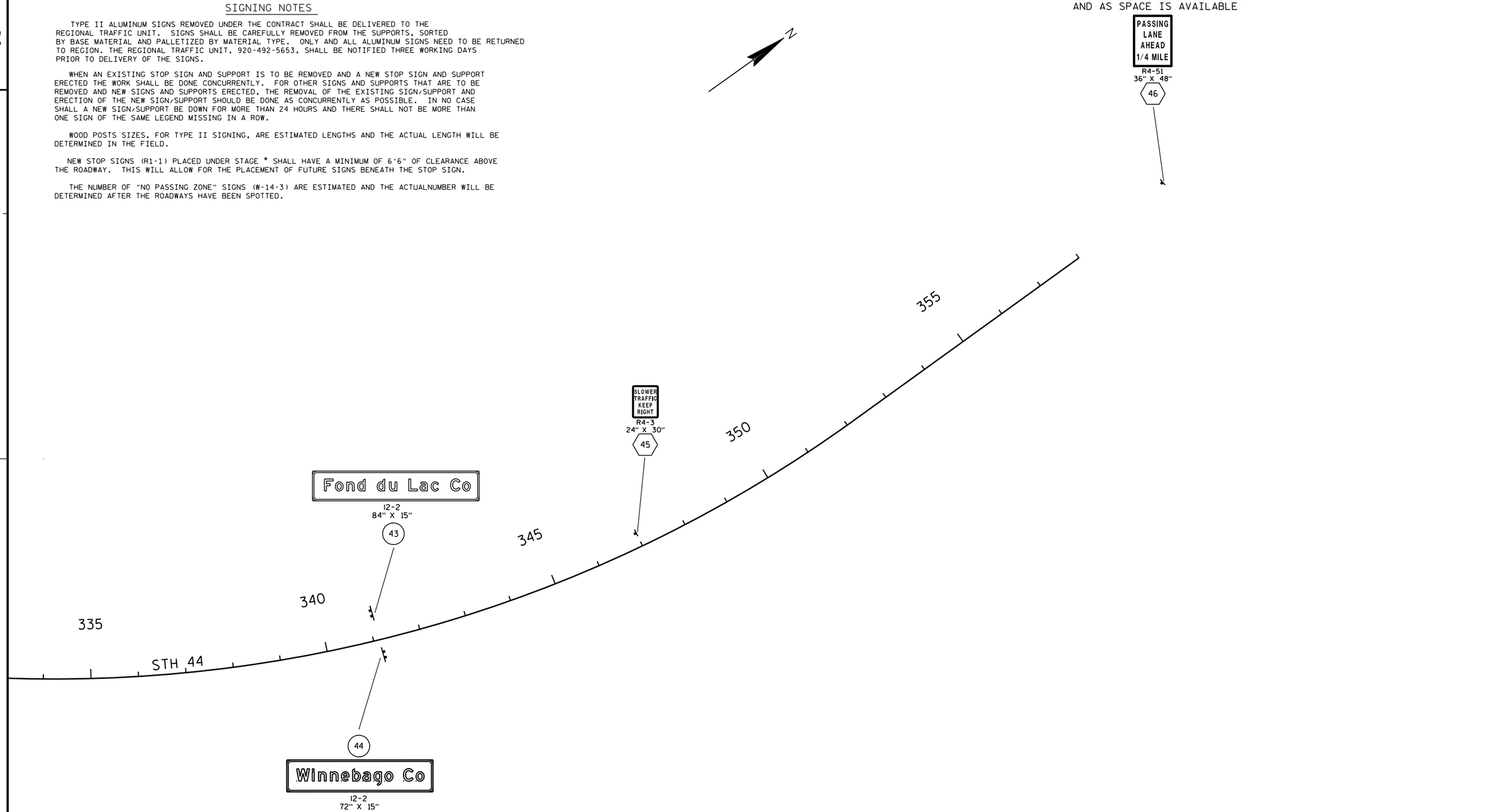
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PLACE 1320' BACK FROM R4-3 SIGN
AND AS SPACE IS AVAILABLE



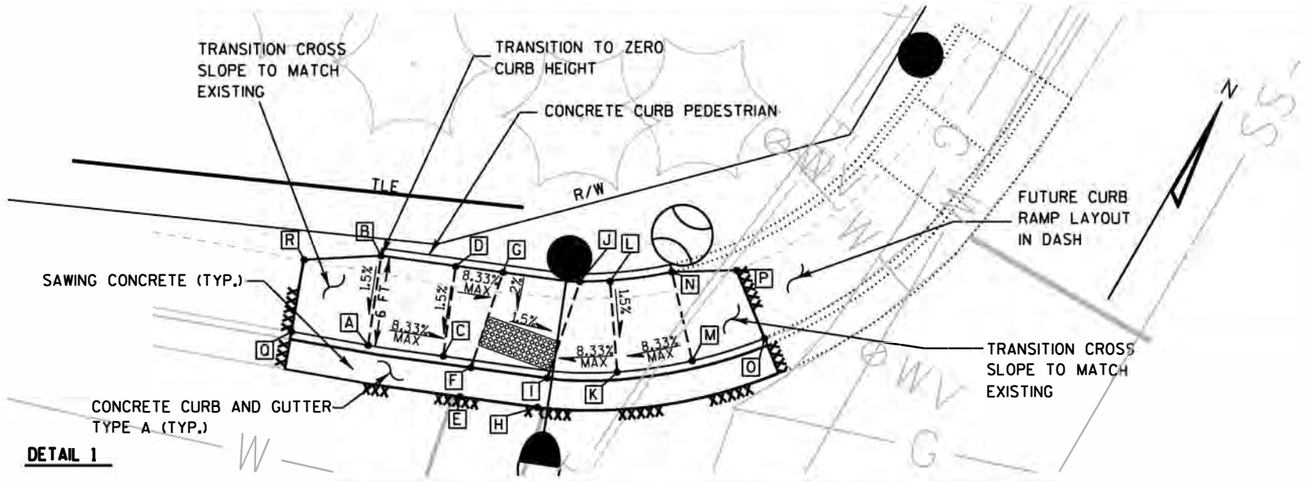

SIGN-REMOVE AND REPLACE

SIGN-REMOVE EXISTING

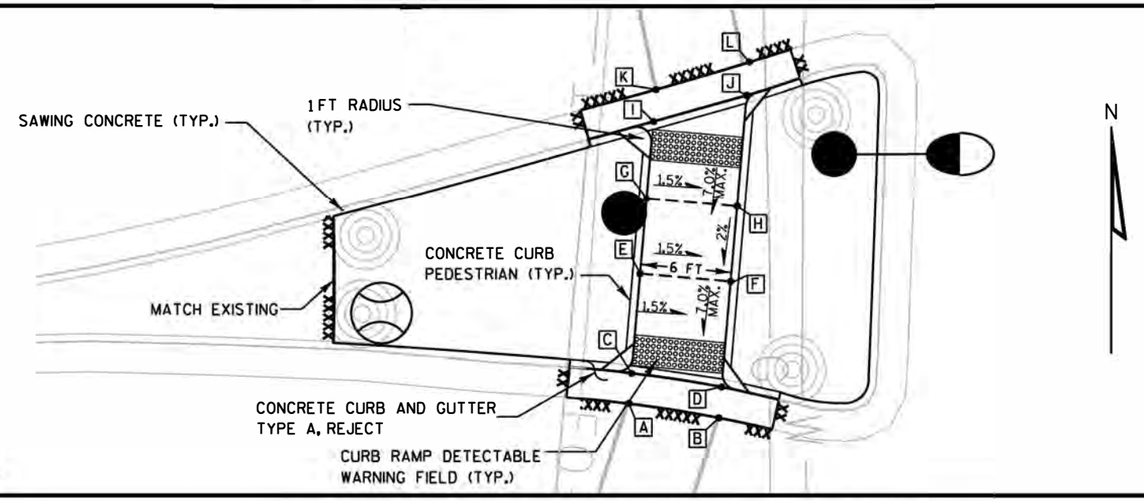
SIGN-PLACE NEW

PLAN SHEET PRODUCED
BY WisDOT-NE REGION

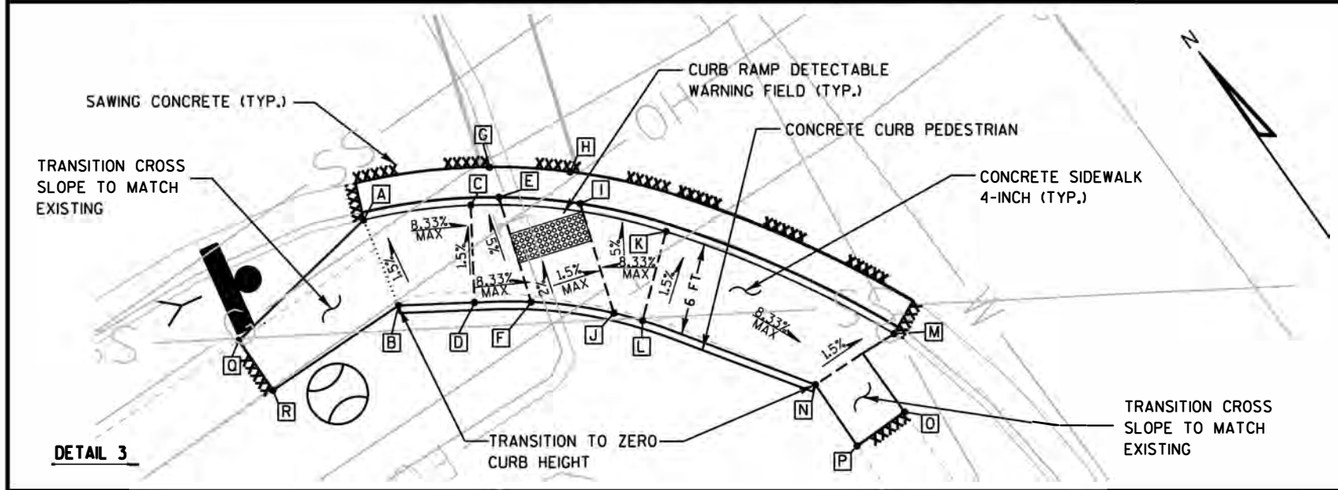
| PROJECT NO:6110-05-70 | HWY:STH 44 | COUNTY:FOND DU LAC | PERMANENT SIGNING | SHEET 41 | E |
|---|---|---|---|---|---|




DETAIL 1




DETAIL 2



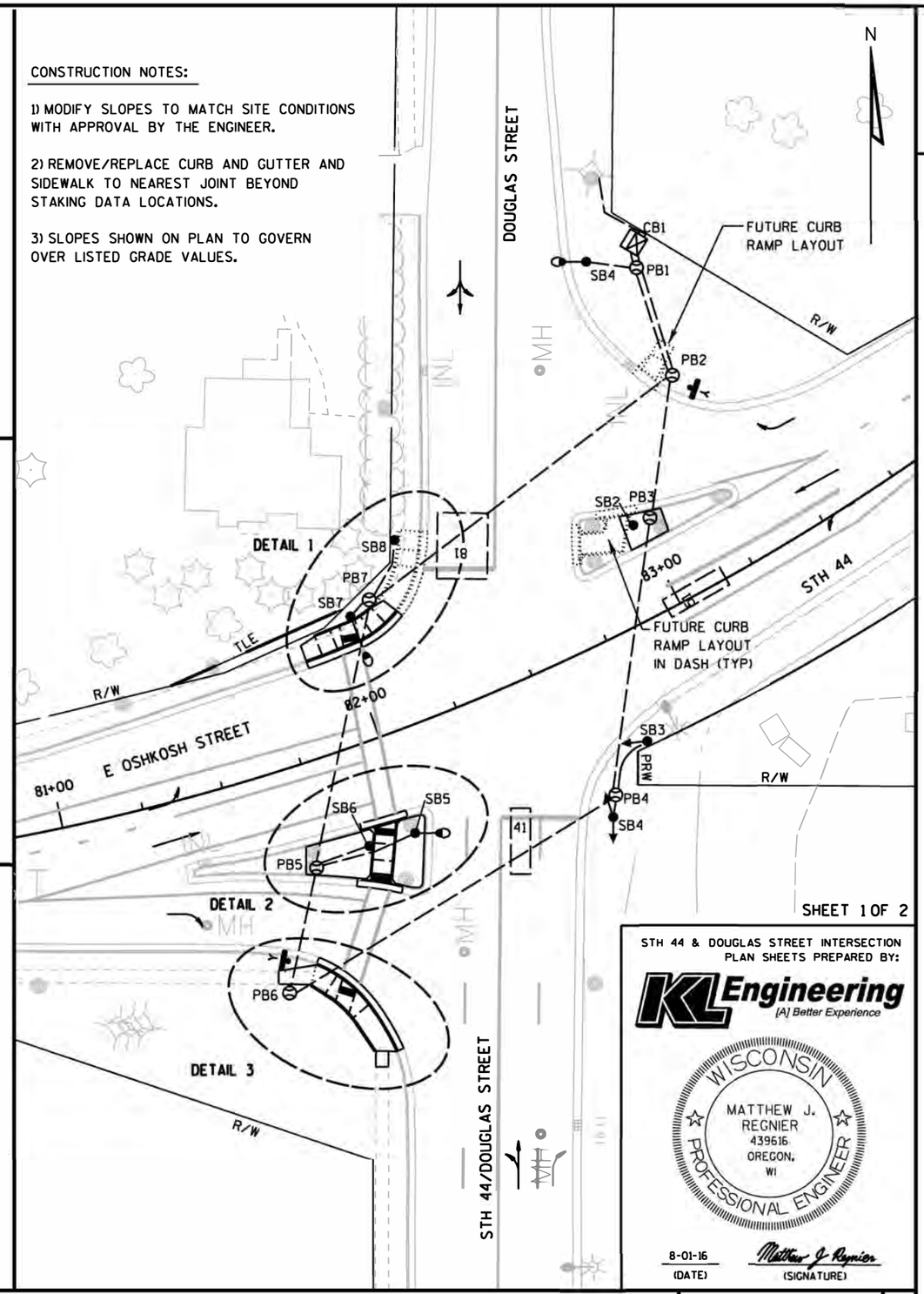

DETAIL 3

CONSTRUCTION NOTES:

1) MODIFY SLOPES TO MATCH SITE CONDITIONS WITH APPROVAL BY THE ENGINEER.

2) REMOVE/REPLACE CURB AND GUTTER AND SIDEWALK TO NEAREST JOINT BEYOND STAKING DATA LOCATIONS.

3) SLOPES SHOWN ON PLAN TO GOVERN OVER LISTED GRADE VALUES.




STH 44 & DOUGLAS STREET INTERSECTION
PLAN SHEETS PREPARED BY:

KL Engineering
[A] Better Experience

WISCONSIN
MATTHEW J. REGNIER
439616
OREGON, WI
PROFESSIONAL ENGINEER

8-01-16 (DATE)

Matthew J. Regnier (SIGNATURE)

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | TRAFFIC SIGNAL PLAN - CONSTRUCTION DETAILS FOR CURB RAMPS | SHEET E |
|---|---|---|---|---|



FILE NAME : G:\City of Ripon\13002\DGN_DWG\SHEETS\021001_cd.dgn PLOT DATE : 5/20/2016 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

| DETAIL 1 | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| A | 81+91.9 | 29.4' LT | 956.97' * |
| B | 81+91.6 | 35.4' LT | 957.06' |
| C | 81+97.1 | 29.6' LT | 956.64' |
| D | 81+96.8 | 35.6' LT | 956.73' |
| E | 81+98.8 | 27.2' LT | 956.55' * |
| F | 81+99.2 | 29.7' LT | 956.48' |
| G | 82+00.2 | 35.7' LT | 956.60' |
| H | 82+04.1 | 27.4' LT | 956.50' * |
| I | 82+04.5 | 29.9' LT | 956.43' |
| J | 82+05.5 | 36.0' LT | 956.53' |
| K | 82+09.1 | 30.5' LT | 956.63' |
| L | 82+07.6 | 36.4' LT | 956.71' |
| M | 82+14.1 | 32.0' LT | 956.78' * |
| N | 82+11.7 | 37.6' LT | 956.87' |
| O | 82+18.8 | 34.2' LT | 956.75' * |
| P | 82+16.2 | 38.4' LT | 956.92' * |
| Q | 81+86.5 | 29.3' LT | 956.93' * |
| R | 81+86.4 | 34.1' LT | 957.07' * |

| DETAIL 2 | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| A | 81+82.9 | 42.2' RT | 955.87' * |
| B | 81+88.0 | 45.0' RT | 955.84' * |
| C | 81+83.7 | 40.3' RT | 955.83' |
| D | 81+88.7 | 43.1' RT | 955.80' |
| E | 81+86.2 | 34.3' RT | 956.26' |
| F | 81+91.4 | 36.7' RT | 956.18' |
| G | 81+88.2 | 29.7' RT | 956.35' |
| H | 81+93.4 | 32.2' RT | 956.25' |
| I | 81+90.2 | 25.0' RT | 956.64' |
| J | 81+96.4 | 23.4' RT | 956.66' |
| K | 81+91.0 | 23.1' RT | 956.73' * |
| L | 81+97.2 | 23.4' RT | 956.74' * |

| DETAIL 3 | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | ELEVATION |
| A | 81+61.6 | 59.5' RT | 955.79' * |
| B | 81+58.8 | 64.8' RT | 955.88' |
| C | 81+66.3 | 64.5' RT | 955.32' |
| D | 81+61.8 | 68.6' RT | 955.42' |
| E | 81+67.7 | 65.6' RT | 955.15' |
| F | 81+63.9 | 71.5' RT | 955.29' |
| G | 81+68.8 | 63.9' RT | 955.25' * |
| H | 81+71.5 | 68.3' RT | 955.09' * |
| I | 81+70.4 | 66.8' RT | 955.08' |
| J | 81+66.4 | 76.3' RT | 955.23' |
| K | 81+72.2 | 75.7' RT | 955.30' |
| L | 81+67.1 | 78.1' RT | 955.34' |
| M | 81+75.5 | 91.8' RT | 954.81' * |
| N | 81+70.3 | 89.7' RT | 954.90' |
| O | 81+72.2 | 95.5' RT | 955.05' * |
| P | 81+69.0 | 94.4' RT | 955.16' * |
| Q | 81+51.1 | 58.0' RT | 956.30' * |
| R | 81+50.0 | 61.8' RT | 956.36' * |

* DENOTES MATCH EXISTING ELEVATION

STH 44 & DOUGLAS STREET INTERSECTION
PLAN SHEETS PREPARED BY:

KL Engineering
[A] Better Experience

WISCONSIN
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REGNIER
439616
OREGON,
WI
PROFESSIONAL ENGINEER

8-01-16 (DATE)

Matthew J. Regnier (SIGNATURE)

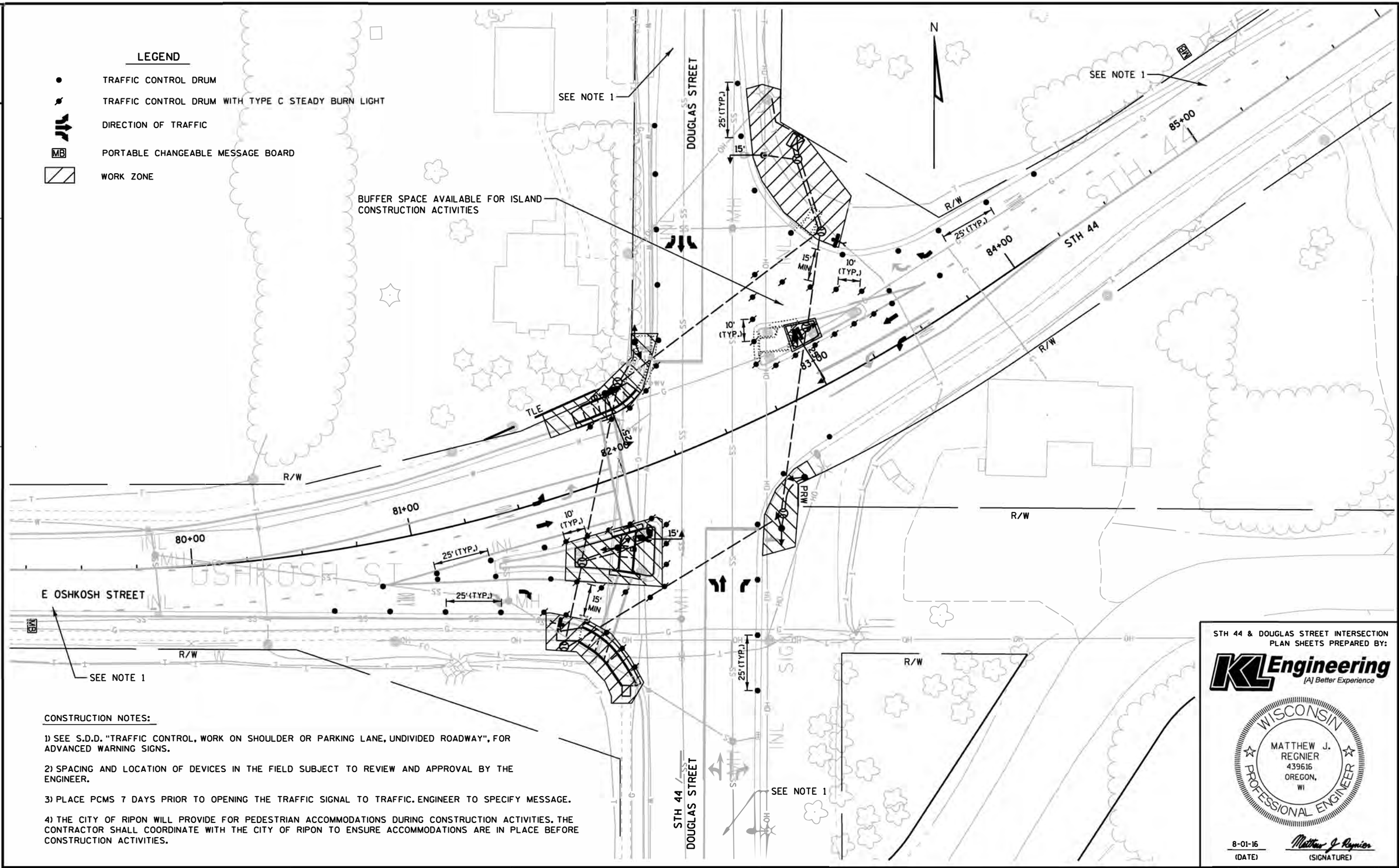
SHEET 2 OF 2

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | TRAFFIC SIGNAL PLAN - CURB RAMPS | SHEET 43 | E |
|---|---|---|---|---|---|

2

## LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- WORK ZONE




CONSTRUCTION NOTES:

1) SEE S.D.D. "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY", FOR ADVANCED WARNING SIGNS.

2) SPACING AND LOCATION OF DEVICES IN THE FIELD SUBJECT TO REVIEW AND APPROVAL BY THE ENGINEER.

3) PLACE PCMS 7 DAYS PRIOR TO OPENING THE TRAFFIC SIGNAL TO TRAFFIC. ENGINEER TO SPECIFY MESSAGE.

4) THE CITY OF RIPON WILL PROVIDE FOR PEDESTRIAN ACCOMMODATIONS DURING CONSTRUCTION ACTIVITIES. THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF RIPON TO ENSURE ACCOMMODATIONS ARE IN PLACE BEFORE CONSTRUCTION ACTIVITIES.

STH 44 & DOUGLAS STREET INTERSECTION
PLAN SHEETS PREPARED BY:

KL Engineering
[A] Better Experience

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8-01-16 (DATE)

Matthew J. Regnier (SIGNATURE)

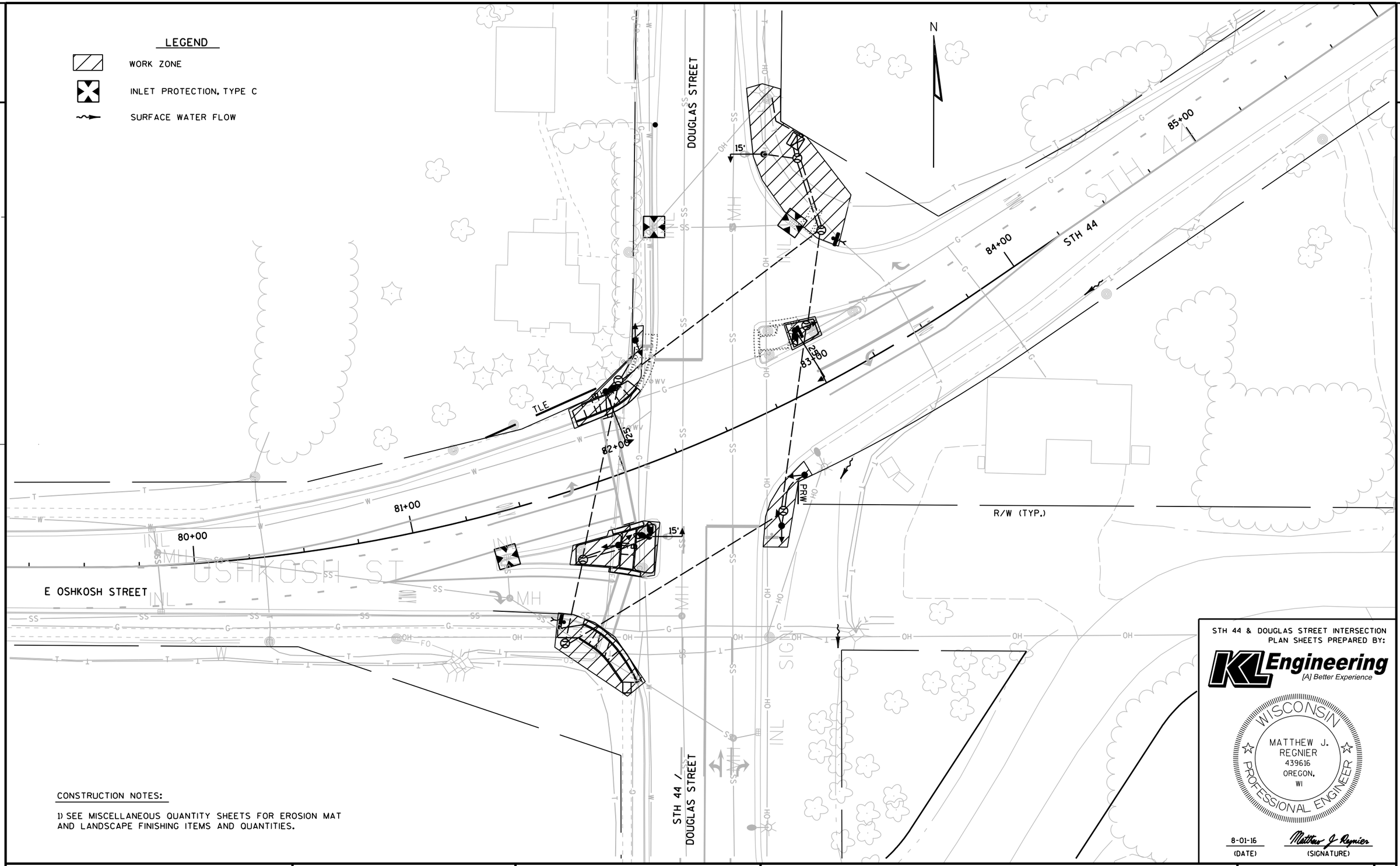
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | TRAFFIC SIGNAL PLAN - TRAFFIC CONTROL | SHEET 44 | E |
|---|---|---|---|---|---|

LEGEND

WORK ZONE

INLET PROTECTION, TYPE C

SURFACE WATER FLOW




CONSTRUCTION NOTES:

1) SEE MISCELLANEOUS QUANTITY SHEETS FOR EROSION MAT AND LANDSCAPE FINISHING ITEMS AND QUANTITIES.

STH 44 & DOUGLAS STREET INTERSECTION
PLAN SHEETS PREPARED BY:

KL Engineering
[A] Better Experience

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8-01-16 (DATE)

Matthew J. Regnier (SIGNATURE)

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | EROSION CONTROL - TRAFFIC SIGNAL PLAN | SHEET 45 | E |
|---|---|---|---|---|---|

FILE NAME : G:\City of Ripon\13002\DGN_DWG\SHEETS\022001-ec.dgn PLOT DATE : 5/20/2016 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

## LEGEND

- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON SIGNAL/LIGHT POLE
- (X-XX) DENOTES SIGN NUMBER
- FLAGS (16"X16")
- (1) PAVEMENT MARKING CROSSWALK EPOXY, 6-INCH (WHITE)
- (2) PAVEMENT MARKING STOPLINE EPOXY, 18-INCH (WHITE)
- (3) PAVEMENT MARKING EPOXY, 8-INCH (WHITE)
- (4) PAVEMENT MARKING CURB EPOXY (YELLOW)

NOTE:

EXISTING PAVEMENT MARKING SHOWN IN GRAYSHADE.

N

DOUGLAS STREET

STH 44

E OSHKOSH STREET

STH 44 / DOUGLAS STREET

1-01 W3-3 36" X 36" (PLACE SIGN AT STA. 78+25)

1-02 R3-8W 54" X 30" (ONLY ONLY ONLY)

1-03 R1-1F 30" X 30" (AFFIX TO SIGNAL POLE)

1-04 R1-1F 30" X 30" (AFFIX TO SIGNAL POLE)

1-05 R1-1F 30" X 30" (AFFIX TO SIGNAL POLE)

1-06 W3-3 36" X 36" (PLACE SIGN AT STA. 87+75)

1-07 R3-8W 54" X 30" (ONLY ONLY ONLY) (PLACE SIGN AT STA. 86+75)

1-08 R1-1F 30" X 30" (AFFIX TO SIGNAL POLE)

1-09 R3-8 36" X 30" (ONLY) (AFFIX TO LIGHT POLE)

1IR-01 R1-1 30" X 30" CROSS TRAFFIC DOES NOT STOP W4-4P 24" X 12"

1IR-02 R1-1 30" X 30" CROSS TRAFFIC DOES NOT STOP W4-4P 24" X 12"

1IM-01 R1-2 36" X 31"

1IM-02 R1-2 36" X 31"

80+00 81+00 82+00 83+00 84+00 85+00

15' 25' 25' 25' 25'

R/W PRW TLE

STH 44 & DOUGLAS STREET INTERSECTION
PLAN SHEETS PREPARED BY:

KL Engineering
[A] Better Experience

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PROFESSIONAL ENGINEER

8-01-16 (DATE)

Matthew J. Regnier (SIGNATURE)

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PERMANENT SIGNING AND PAVEMENT MARKING - TRAFFIC SIGNAL | SHEET E |
|---|---|---|---|---|



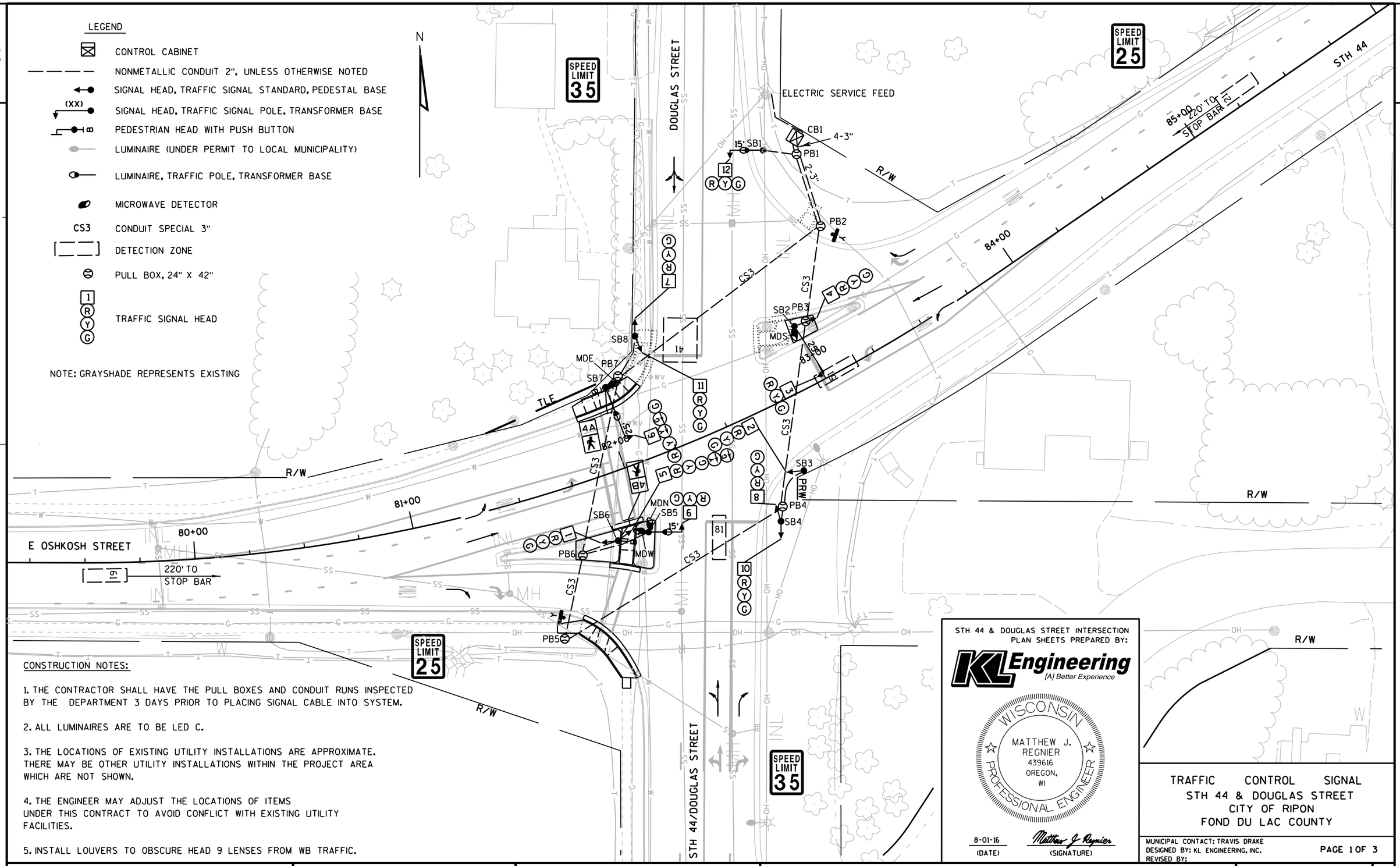
FILE NAME : G:\City of Ripon\13002\DGN_DWG\SHEETS\023201_ps.dgn PLOT DATE : 5/20/2016 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE (UNDER PERMIT TO LOCAL MUNICIPALITY)
- LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
- MICROWAVE DETECTOR
- CS3 CONDUIT SPECIAL 3"
- DETECTION ZONE
- PULL BOX, 24" X 42"
- 1 R Y G TRAFFIC SIGNAL HEAD

NOTE: GRAYSHADE REPRESENTS EXISTING




CONSTRUCTION NOTES:

1. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED BY THE DEPARTMENT 3 DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM.

2. ALL LUMINAIRES ARE TO BE LED C.

3. THE LOCATIONS OF EXISTING UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN.

4. THE ENGINEER MAY ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH EXISTING UTILITY FACILITIES.

5. INSTALL LOUVERS TO OBSCURE HEAD 9 LENSES FROM WB TRAFFIC.

STH 44 & DOUGLAS STREET INTERSECTION
PLAN SHEETS PREPARED BY:

KL Engineering
[A] Better Experience

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PROFESSIONAL ENGINEER

8-01-16 (DATE)

Matthew J Regnier (SIGNATURE)

TRAFFIC CONTROL SIGNAL
STH 44 & DOUGLAS STREET
CITY OF RIPON
FOND DU LAC COUNTY

MUNICIPAL CONTACT: TRAVIS DRAKE
DESIGNED BY: KL ENGINEERING, INC.
REVISED BY:

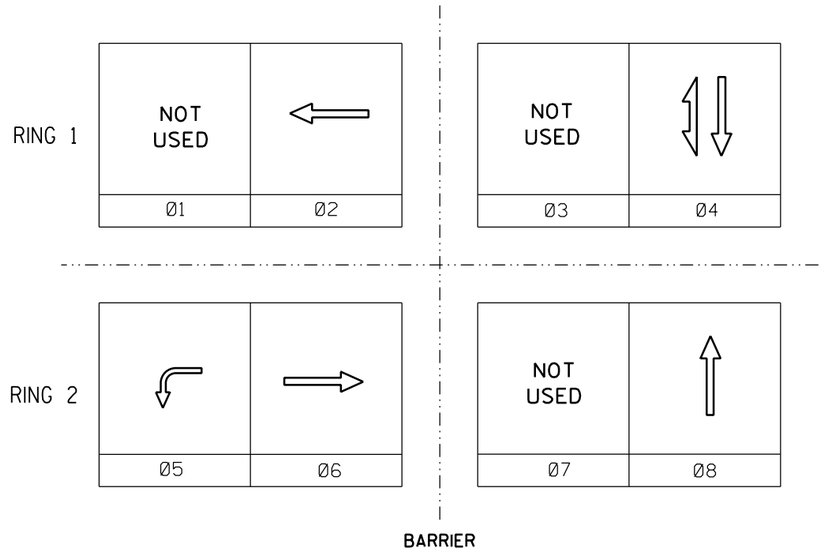
PAGE 1 OF 3

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | TRAFFIC SIGNAL PLAN | SHEET 47 | E |
|---|---|---|---|---|---|

FILE NAME : G:\City of Ripon\13002\DGN_DWG\SHEETS\024001_sp.dgn PLOT DATE : 5/20/2016 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

| | HEAD NUMBERS | FLASH |
|---|---|---|
| Ø1 | | |
| Ø2 | 4, 5, 6 | R |
| Ø3 | | |
| Ø4 | 7, 8, 9 | R |
| Ø5 | 5, 6 | - |
| Ø6 | 1, 2, 3 | R |
| Ø7 | | |
| Ø8 | 10, 11, 12 | R |
| Ø2P | | |
| Ø4P | 4A, 4B | |
| Ø6P | | |
| Ø8P | | |
| OLA | | - |
| OLB | | - |
| OLC | | - |
| OLD | | - |







CONTROLLER LOGIC

| PHASE NUMBER | PHASE LOCKING | DUAL ENTRY W / # | PHASE RECALL | PHASE ACTIVE |
|---|---|---|---|---|
| 1 | | | | |
| 2 | x | 6 | MIN | x |
| 3 | | | | |
| 4 | | 8 | | x |
| 5 | | | | x |
| 6 | x | 2 | MIN | x |
| 7 | | | | |
| 8 | | 4 | | x |

| TYPE OF INTERCONNECT/COMMUNICATION | |
|---|---|
| NONE | x |
| CLOSED LOOP | |
| TWISTED PAIR* | |
| FIBER OPTIC* | |
| FIBER OPTIC (ETHERNET) | |
| CELL MODEM | |

| TYPE OF COORDINATION | |
|---|---|
| NONE | x |
| TBC | |
| TRAFFIC RESPONSIVE | |
| ADAPTIVE | |
| *LOCATION OF MASTER CONTROLLER NO: | N/A |
| SIGNAL SYSTEM *: | |

| TYPE OF LIGHTING | |
|---|---|
| BY OTHER AGENCY | |
| IN TRAFFIC SIGNAL CABINET | x |
| IN SEPARATE DOT LIGHTING CABINET | |

| TYPE OF PRE-EMPT | |
|---|---|
| NONE | x |
| RAILROAD | |
| EMERGENCY VEHICLE | |
| GTT | |
| TOMAR | |
| HARDWIRE | |
| OTHER | |
| LIFT BRIDGE | |
| QUEUE DETECTOR | |

DETECTOR LOGIC

| | MDE | | MDN | | MDW | | MDS | |
|---|---|---|---|---|---|---|---|---|
| DETECTOR INPUT | 3 | 1 | 7 | 5 | 11 | 9 | 15 | 13 |
| DETECTOR #(S) | 21 | 51 | 41 | | 61 | | 81 | |
| PHASE CALLED | 2 | 5 | 4 | | 6 | | 8 | |
| PHASE EXTENDED | 2 | 5 | 4 | | 6 | | 8 | |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | 8.0 | | | | 2.0 | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| 19 | 17 | 23 | 21 | 27 | 25 | 31 | 29 | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | DETECTOR INPUT |
| | | | | | | | | DETECTOR #(S) |
| | | | | | | | | PHASE CALLED |
| | | | | | | | | PHASE EXTENDED |
| | | | | | | | | DISCONNECT TIME |
| | | | | | | | | CALLING DELAY |
| | | | | | | | | EXTENSION STRETCH |
| | | | | | | | | LOOP FUNCTION |

| DETECTOR INPUT | 4 | 2 | 8 | 6 | 12 | 10 | 16 | 14 |
|---|---|---|---|---|---|---|---|---|
| DETECTOR #(S) | | | | | | | | |
| PHASE CALLED | | | | | | | | |
| PHASE EXTENDED | | | | | | | | |
| DISCONNECT TIME | | | | | | | | |
| CALLING DELAY | | | | | | | | |
| EXTENSION STRETCH | | | | | | | | |
| LOOP FUNCTION | | | | | | | | |

| 20 | 18 | 24 | 22 | 28 | 26 | 32 | 30 | |
|---|---|---|---|---|---|---|---|---|
| | | | | | | | | DETECTOR INPUT |
| | | | | | | | | DETECTOR #(S) |
| | | | | | | | | PHASE CALLED |
| | | | | | | | | PHASE EXTENDED |
| | | | | | | | | DISCONNECT TIME |
| | | | | | | | | CALLING DELAY |
| | | | | | | | | EXTENSION STRETCH |
| | | | | | | | | LOOP FUNCTION |

STH 44 & DOUGLAS STREET INTERSECTION
PLAN SHEETS PREPARED BY:

KL Engineering
[A] Better Experience




8-01-16 (DATE)

Matthew J Regnier (SIGNATURE)

TRAFFIC CONTROL SIGNAL
STH 44 & DOUGLAS STREET
CITY OF RIPON
FOND DU LAC COUNTY

CABINET TYPE: TS2

CONTROLLER TYPE: ____

DATE 8-01-2016

PAGE 2 OF 3

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | SEQUENCE OF OPERATIONS - TRAFFIC SIGNAL PLAN | SHEET 48 | E |
|---|---|---|---|---|---|

FILE NAME : G:\City of Ripon\13002\DGN_DWG\SHEETS\024001_sp.dgn PLOT DATE : 5/20/2016 PLOT BY : KL Engineering PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

| STH 44 & DOUGLAS STREET<br>NO. 14 CABLE | | | | | |
|---|---|---|---|---|---|
| CABLE RUN | CABLE | HEAD NUMBER | MOVEMENT | LENS | CONDUCTOR COLOR |
| CB1 TO SB1 | 12/C | 12 | NB | R | R |
| | | | | Y | O |
| | | | | G | G |
| CB1 TO SB2 | 12/C | 3 | EB | R | R |
| | | | | Y | O |
| | | | | G | G |
| | | 4 | WB | R | R/BLK |
| | | | | Y | O/BLK |
| | | | | G | G/BLK |
| CB1 TO SB3 | 12/C | 2 | EB | R | R |
| | | | | Y | O |
| | | | | G | G |
| CB1 TO SB4 | 12/C | 10 | NB | R | R |
| | | | | Y | O |
| | | | | G | G |
| | | 8 | SB | R | R/BLK |
| | | | | Y | O/BLK |
| | | | | G | G/BLK |
| CB1 TO SB5 | 12/C | 9 | SB | R | R |
| | | | | Y | O |
| | | | | G | G |
| CB1 TO SB6 | 12/C | 1 | EB | R | R |
| | | | | Y | O |
| | | | | G | G |
| | | 5 | WB | R | R/BLK |
| | | | | Y | O/BLK |
| | | | | G | G/BLK |
| | | | | ←R | BLK/WHT |
| | | | | ←Y | BLU/BLK |
| | | 4B | SB PED | W | BLU |
| | | | | DW | BLK |
| | | | | BUTTON | WHT/BLK |
| CB1 TO SB7 | 12/C | 6 | WB | R | R/BLK |
| | | | | Y | O/BLK |
| | | | | G | G/BLK |
| | | | | ←R | BLK/WHT |
| | | | | ←Y | BLU/BLK |
| | | 4A | SB PED | W | BLU |
| | | | | DW | BLK |
| | | | | BUTTON | WHT/BLK |
| CB1 TO SB8 | 12/C | 11 | NB | R | R |
| | | | | Y | O |
| | | | | G | G |
| | | 7 | SB | R | R/BLK |
| | | | | Y | O/BLK |
| | | | | G | G/BLK |

| STH 44 & DOUGLAS STREET<br>LIGHTING CABLING CHART<br>TYPE UF 12-2 AWG GROUNDED | | |
|---|---|---|
| CABLE | CABLE RUN | LUMINAIRE LOCATION |
| 2/C WITH GROUND | CABINET TO SB1 | NORTH EAST QUANDRANT |
| | SB1 TO SB7 | NORTH WEST QUANDRANT |
| | SB7 TO SB5 | EB RIGHT TURN ISLAND |

| STH 44 & DOUGLAS STREET<br>MICROWAVE VEHICLE DETECTION CABLE ROUTING | | | |
|---|---|---|---|
| DEVICE | BEGIN | END | PROPOSED ROUTING |
| MDN | SB5 | CB1 | PB6 -> PB7-> PB2 -> PB1 |
| MDS | SB2 | CB1 | PB3 -> PB2 -> PB1 |
| MDE | SB7 | CB1 | PB7-> PB2 -> PB1 |
| MDW | SB5 | CB1 | PB6 -> PB7-> PB2 -> PB1 |

STH 44 & DOUGLAS STREET INTERSECTION
PLAN SHEETS PREPARED BY:

KL Engineering
[A] Better Experience

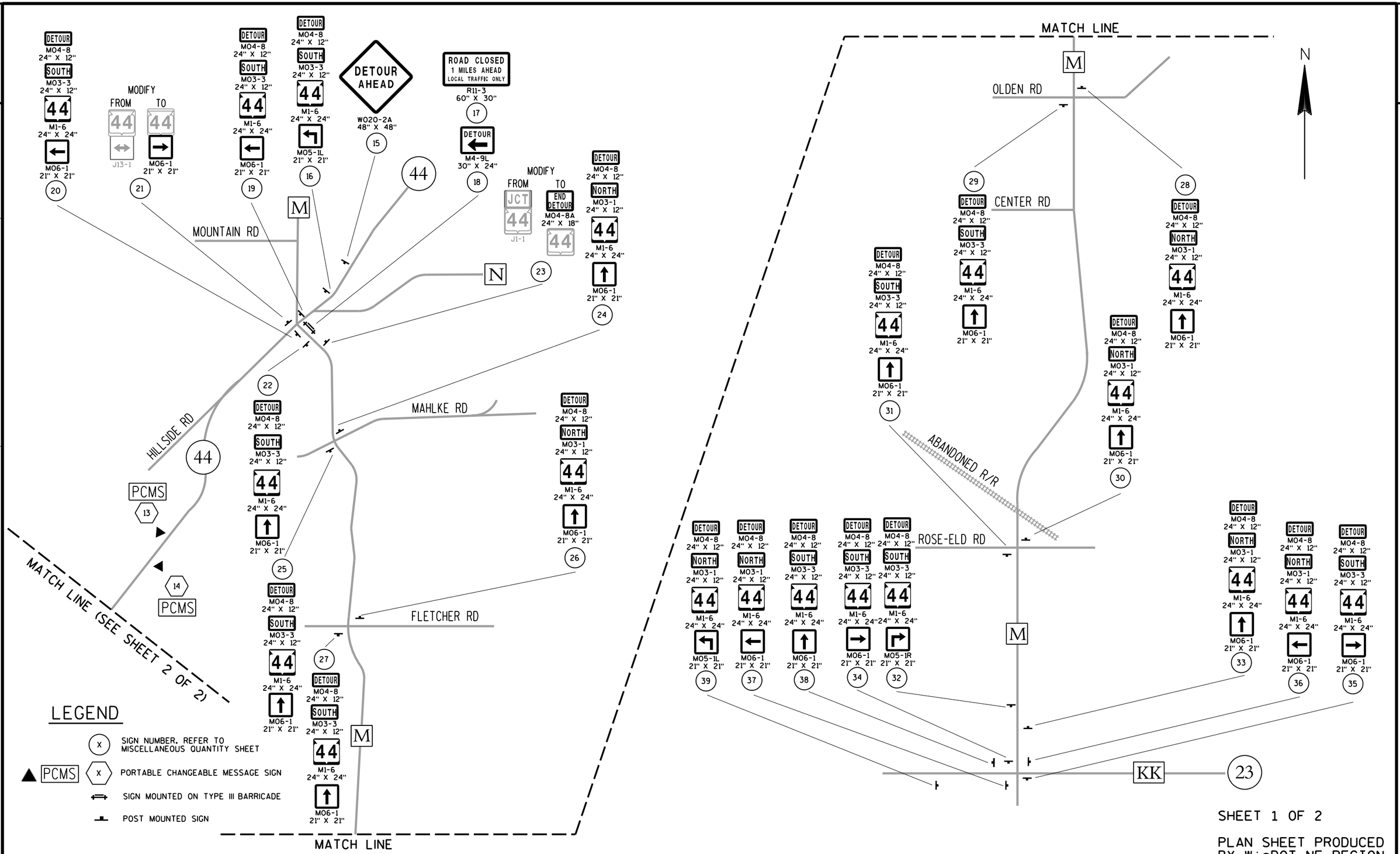
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439616
OREGON, WI
PROFESSIONAL ENGINEER

8-01-16 (DATE)

Matthew J Regnier (SIGNATURE)

**TRAFFIC CONTROL SIGNALS**
STH 44 & DOUGLAS STREET
CITY OF RIPON
FOND DU LAC COUNTY

**MUNICIPAL CONTACT: TRAVIS DRAKE**
**DESIGNED BY: KL ENGINEERING, INC.**



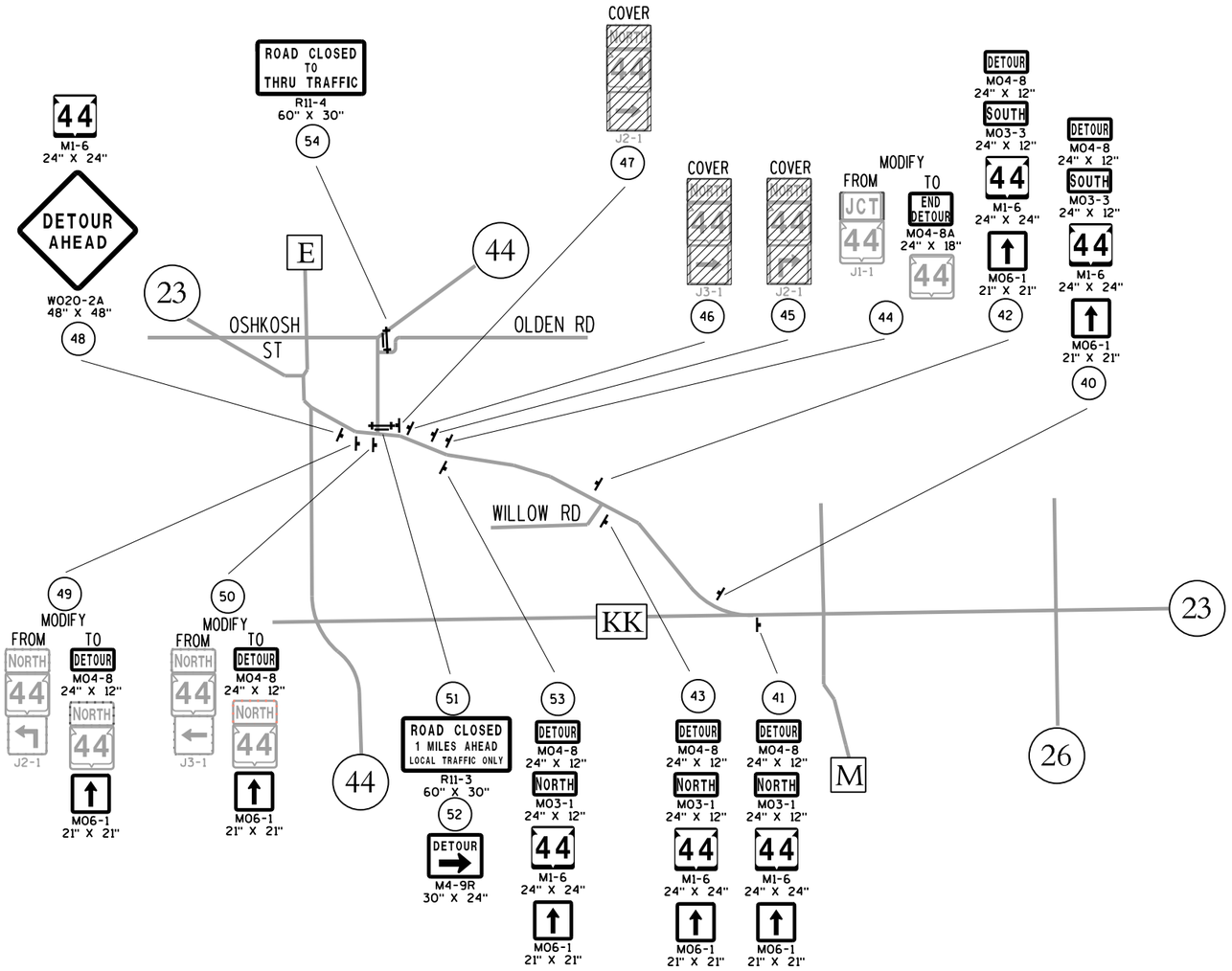

SHEET 1 OF 2

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | DETOUR SIGNING DETAIL | SHEET 50 | E |
|---|---|---|---|---|---|

2

N




## LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲ PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 2 OF 2

PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO:6110-05-70 | HWY: STH 44 | COUNTY:FOND DU LAC | DETOUR SIGNING DETAIL | SHEET 51 | E |
|---|---|---|---|---|---|

6110-05-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0010 | 201.0105 | Clearing | STA | 62.000 | 62.000 |
| 0020 | 201.0120 | Clearing | ID | 286.000 | 286.000 |
| 0030 | 201.0205 | Grubbing | STA | 62.000 | 62.000 |
| 0040 | 201.0220 | Grubbing | ID | 286.000 | 286.000 |
| 0050 | 203.0100 | Removing Small Pipe Culverts | EACH | 33.000 | 33.000 |
| 0060 | 203.0200 | Removing Old Structure (station) 01. Station 133+45 | LS | 1.000 | 1.000 |
| 0070 | 203.0200 | Removing Old Structure (station) 02. Station 149+37 | LS | 1.000 | 1.000 |
| 0080 | 203.0200 | Removing Old Structure (station) 03. Station 166+63 | LS | 1.000 | 1.000 |
| 0090 | 203.0200 | Removing Old Structure (station) 04. Station 209+92 | LS | 1.000 | 1.000 |
| 0100 | 203.0200 | Removing Old Structure (station) 05. Station 211+11 | LS | 1.000 | 1.000 |
| 0110 | 203.0200 | Removing Old Structure (station) 06. Station 233+34 | LS | 1.000 | 1.000 |
| 0120 | 203.0200 | Removing Old Structure (station) 07. Station 239+45 | LS | 1.000 | 1.000 |
| 0130 | 203.0200 | Removing Old Structure (station) 08. Station 264+16 | LS | 1.000 | 1.000 |
| 0140 | 203.0200 | Removing Old Structure (station) 09. Station 305+46 | LS | 1.000 | 1.000 |
| 0150 | 204.0100 | Removing Pavement | SY | 3,023.000 | 3,023.000 |
| 0160 | 204.0120 | Removing Asphaltic Surface Milling | SY | 93,874.000 | 93,874.000 |
| 0170 | 204.0150 | Removing Curb & Gutter | LF | 258.000 | 258.000 |
| 0180 | 204.0155 | Removing Concrete Sidewalk | SY | 85.000 | 85.000 |
| 0190 | 204.0180 | Removing Delineators and Markers | EACH | 15.000 | 15.000 |
| 0200 | 205.0100 | Excavation Common | CY | 84,788.000 | 84,788.000 |
| 0210 | 208.0100 | Borrow | CY | 12,000.000 | 12,000.000 |
| 0220 | 213.0100 | Finishing Roadway (project) 01. 6110-05-70 | EACH | 1.000 | 1.000 |
| 0230 | 305.0110 | Base Aggregate Dense 3/4-Inch | TON | 17,194.000 | 17,194.000 |
| 0240 | 305.0120 | Base Aggregate Dense 1 1/4-Inch | TON | 134,918.000 | 134,918.000 |
| 0250 | 305.0500 | Shaping Shoulders | STA | 1,158.000 | 1,158.000 |
| 0260 | 311.0110 | Breaker Run | TON | 26,869.000 | 26,869.000 |
| 0270 | 371.1000.S | QMP Base Aggregate Dense 1 1/4-Inch Compaction | TON | 126,111.000 | 126,111.000 |
| 0280 | 416.0610 | Drilled Tie Bars | EACH | 38.000 | 38.000 |
| 0290 | 440.4410 | Incentive IRI Ride | DOL | 23,210.000 | 23,210.000 |
| 0300 | 455.0605 | Tack Coat | GAL | 13,253.000 | 13,253.000 |
| 0310 | 460.2000 | Incentive Density HMA Pavement | DOL | 26,735.000 | 26,735.000 |
| 0320 | 460.2010 | Incentive Air Voids HMA Pavement | DOL | 34,029.000 | 34,029.000 |
| 0330 | 460.6223 | HMA Pavement 3 MT 58-28 S | TON | 22,157.000 | 22,157.000 |
| 0340 | 460.6224 | HMA Pavement 4 MT 58-28 S | TON | 11,872.000 | 11,872.000 |
| 0350 | 465.0120 | Asphaltic Surface Driveways and Field Entrances | TON | 236.100 | 236.100 |
| 0360 | 465.0315 | Asphaltic Flumes | SY | 204.890 | 204.890 |
| 0370 | 465.0425 | Asphaltic Shoulder Rumble Strips 2-Lane Rural | LF | 43,375.000 | 43,375.000 |
| 0380 | 465.0475 | Asphalt Center Line Rumble Strips 2-Lane Rural | LF | 19,507.000 | 19,507.000 |
| 0390 | 520.8000 | Concrete Collars for Pipe | EACH | 1.000 | 1.000 |
| 0400 | 521.0118 | Culvert Pipe Corrugated Steel 18-Inch | LF | 1,222.000 | 1,222.000 |

6110-05-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0410 | 521.0121 | Culvert Pipe Corrugated Steel 21-Inch | LF | 145.000 | 145.000 |
| 0420 | 521.0130 | Culvert Pipe Corrugated Steel 30-Inch | LF | 48.000 | 48.000 |
| 0430 | 521.1030 | Apron Endwalls for Culvert Pipe Steel 30-Inch | EACH | 4.000 | 4.000 |
| 0440 | 521.1518 | Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 18-Inch 6 to 1 | EACH | 60.000 | 60.000 |
| 0450 | 521.1521 | Apron Endwalls for Culvert Pipe Sloped Side Drains Steel 21-Inch 6 to 1 | EACH | 8.000 | 8.000 |
| 0460 | 522.0124 | Culvert Pipe Reinforced Concrete Class III 24-Inch | LF | 762.000 | 762.000 |
| 0470 | 522.0130 | Culvert Pipe Reinforced Concrete Class III 30-Inch | LF | 312.000 | 312.000 |
| 0480 | 522.0136 | Culvert Pipe Reinforced Concrete Class III 36-Inch | LF | 572.000 | 572.000 |
| 0490 | 522.1012 | Apron Endwalls for Culvert Pipe Reinforced Concrete 12-Inch | EACH | 1.000 | 1.000 |
| 0500 | 522.1024 | Apron Endwalls for Culvert Pipe Reinforced Concrete 24-Inch | EACH | 16.000 | 16.000 |
| 0510 | 522.1030 | Apron Endwalls for Culvert Pipe Reinforced Concrete 30-Inch | EACH | 6.000 | 6.000 |
| 0520 | 522.1036 | Apron Endwalls for Culvert Pipe Reinforced Concrete 36-Inch | EACH | 12.000 | 12.000 |
| 0530 | 523.0119 | Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 19x30-Inch | LF | 462.000 | 462.000 |
| 0540 | 523.0124 | Culvert Pipe Reinforced Concrete Horizontal Elliptical Class HE-III 24x38-Inch | LF | 168.000 | 168.000 |
| 0550 | 523.0519 | Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 19x30-Inch | EACH | 10.000 | 10.000 |
| 0560 | 523.0524 | Apron Endwalls for Culvert Pipe Reinforced Concrete Horizontal Elliptical 24x38-Inch | EACH | 4.000 | 4.000 |
| 0570 | 601.0409 | Concrete Curb & Gutter 30-Inch Type A | LF | 101.000 | 101.000 |
| 0580 | 601.0553 | Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type D | LF | 1,116.000 | 1,116.000 |
| 0590 | 601.0557 | Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D | LF | 1,053.000 | 1,053.000 |
| 0600 | 601.0600 | Concrete Curb Pedestrian | LF | 88.000 | 88.000 |
| 0610 | 602.0405 | Concrete Sidewalk 4-Inch | SF | 980.000 | 980.000 |
| 0620 | 602.0515 | Curb Ramp Detectable Warning Field Natural Patina | SF | 44.000 | 44.000 |
| 0630 | 606.0200 | Riprap Medium | CY | 86.900 | 86.900 |
| 0640 | 608.0312 | Storm Sewer Pipe Reinforced Concrete Class III 12-Inch | LF | 111.000 | 111.000 |
| 0650 | 611.0530 | Manhole Covers Type J | EACH | 1.000 | 1.000 |
| 0660 | 611.0627 | Inlet Covers Type HM | EACH | 3.000 | 3.000 |
| 0670 | 611.2005 | Manholes 5-FT Diameter | EACH | 1.000 | 1.000 |
| 0680 | 611.3230 | Inlets 2x3-FT | EACH | 3.000 | 3.000 |
| 0690 | 612.0700 | Drain Tile Exploration | LF | 3,000.000 | 3,000.000 |
| 0700 | 612.0804 | Apron Endwalls for Underdrain Reinforced Concrete 4-Inch | EACH | 6.000 | 6.000 |

6110-05-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 0710 | 612.0806 | Apron Endwalls for Underdrain Reinforced Concrete 6-Inch | EACH | 10.000 | 10.000 |
| 0720 | 612.0902.S | Insulation Board Polystyrene (inch) 01. 3-INCH | SY | 1.800 | 1.800 |
| 0730 | 616.0700.S | Fence Safety | LF | 295.000 | 295.000 |
| 0740 | 618.0100 | Maintenance And Repair of Haul Roads (project) 01. 6110-05-70 | EACH | 1.000 | 1.000 |
| 0750 | 619.1000 | Mobilization | EACH | 1.000 | 1.000 |
| 0760 | 620.0300 | Concrete Median Sloped Nose | SF | 240.000 | 240.000 |
| 0770 | 624.0100 | Water | MGAL | 2,130.000 | 2,130.000 |
| 0780 | 625.0500 | Salvaged Topsoil | SY | 149,662.000 | 149,662.000 |
| 0790 | 627.0200 | Mulching | SY | 106,051.000 | 106,051.000 |
| 0800 | 628.1104 | Erosion Bales | EACH | 130.000 | 130.000 |
| 0810 | 628.1504 | Silt Fence | LF | 10,715.000 | 10,715.000 |
| 0820 | 628.1520 | Silt Fence Maintenance | LF | 10,715.000 | 10,715.000 |
| 0830 | 628.1905 | Mobilizations Erosion Control | EACH | 10.000 | 10.000 |
| 0840 | 628.1910 | Mobilizations Emergency Erosion Control | EACH | 6.000 | 6.000 |
| 0850 | 628.2004 | Erosion Mat Class I Type B | SY | 54,797.000 | 54,797.000 |
| 0860 | 628.2006 | Erosion Mat Urban Class I Type A | SY | 2,692.000 | 2,692.000 |
| 0870 | 628.7015 | Inlet Protection Type C | EACH | 3.000 | 3.000 |
| 0880 | 628.7504 | Temporary Ditch Checks | LF | 1,142.000 | 1,142.000 |
| 0890 | 628.7555 | Culvert Pipe Checks | EACH | 438.000 | 438.000 |
| 0900 | 628.7570 | Rock Bags | EACH | 273.000 | 273.000 |
| 0910 | 629.0210 | Fertilizer Type B | CWT | 111.877 | 111.877 |
| 0920 | 630.0130 | Seeding Mixture No. 30 | LB | 2,836.000 | 2,836.000 |
| 0930 | 630.0140 | Seeding Mixture No. 40 | LB | 370.300 | 370.300 |
| 0940 | 630.0200 | Seeding Temporary | LB | 4,873.000 | 4,873.000 |
| 0950 | 633.5200 | Markers Culvert End | EACH | 36.000 | 36.000 |
| 0960 | 634.0614 | Posts Wood 4x6-Inch X 14-FT | EACH | 38.000 | 38.000 |
| 0970 | 634.0616 | Posts Wood 4x6-Inch X 16-FT | EACH | 21.000 | 21.000 |
| 0980 | 637.2210 | Signs Type II Reflective H | SF | 232.170 | 232.170 |
| 0990 | 637.2215 | Signs Type II Reflective H Folding | SF | 20.700 | 20.700 |
| 1000 | 637.2230 | Signs Type II Reflective F | SF | 155.500 | 155.500 |
| 1010 | 638.2102 | Moving Signs Type II | EACH | 2.000 | 2.000 |
| 1020 | 638.2602 | Removing Signs Type II | EACH | 35.000 | 35.000 |
| 1030 | 638.3000 | Removing Small Sign Supports | EACH | 40.000 | 40.000 |
| 1040 | 642.5401 | Field Office Type D | EACH | 1.000 | 1.000 |
| 1050 | 643.0100 | Traffic Control (project) 01. 6110-05-70 | EACH | 1.000 | 1.000 |
| 1060 | 643.0300 | Traffic Control Drums | DAY | 20,650.000 | 20,650.000 |
| 1070 | 643.0420 | Traffic Control Barricades Type III | DAY | 9,352.000 | 9,352.000 |
| 1080 | 643.0705 | Traffic Control Warning Lights Type A | DAY | 9,712.000 | 9,712.000 |

6110-05-70

| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| 1090 | 643.0715 | Traffic Control Warning Lights Type C | DAY | 1,014.000 | 1,014.000 |
| 1100 | 643.0900 | Traffic Control Signs | DAY | 7,544.000 | 7,544.000 |
| 1110 | 643.0920 | Traffic Control Covering Signs Type II | EACH | 3.000 | 3.000 |
| 1120 | 643.1050 | Traffic Control Signs PCMS | DAY | 28.000 | 28.000 |
| 1130 | 643.2000 | Traffic Control Detour (project) 01. 6110-05-70 | EACH | 1.000 | 1.000 |
| 1140 | 643.3000 | Traffic Control Detour Signs | DAY | 21,160.000 | 21,160.000 |
| 1150 | 645.0120 | Geotextile Type HR | SY | 173.400 | 173.400 |
| 1160 | 645.0140 | Geotextile Type SAS | SY | 9,650.000 | 9,650.000 |
| 1170 | 645.0220 | Geogrid Type SR | SY | 9,650.000 | 9,650.000 |
| 1180 | 646.0106 | Pavement Marking Epoxy 4-Inch | LF | 168,438.000 | 168,438.000 |
| 1190 | 646.0126 | Pavement Marking Epoxy 8-Inch | LF | 1,209.000 | 1,209.000 |
| 1200 | 646.0600 | Removing Pavement Markings | LF | 200.000 | 200.000 |
| 1210 | 647.0456 | Pavement Marking Curb Epoxy | LF | 30.000 | 30.000 |
| 1220 | 647.0566 | Pavement Marking Stop Line Epoxy 18-Inch | LF | 100.000 | 100.000 |
| 1230 | 647.0606 | Pavement Marking Island Nose Epoxy | EACH | 3.000 | 3.000 |
| 1240 | 647.0766 | Pavement Marking Crosswalk Epoxy 6-Inch | LF | 160.000 | 160.000 |
| 1250 | 648.0100 | Locating No-Passing Zones | MI | 4.846 | 4.846 |
| 1260 | 650.4500 | Construction Staking Subgrade | LF | 27,693.000 | 27,693.000 |
| 1270 | 650.5000 | Construction Staking Base | LF | 27,693.000 | 27,693.000 |
| 1280 | 650.5500 | Construction Staking Curb Gutter and Curb & Gutter | LF | 2,169.000 | 2,169.000 |
| 1290 | 650.6000 | Construction Staking Pipe Culverts | EACH | 27.000 | 27.000 |
| 1300 | 650.8500 | Construction Staking Electrical Installations (project) 01. 6110-05-70 | LS | 1.000 | 1.000 |
| 1310 | 650.9910 | Construction Staking Supplemental Control (project) 01. 6110-05-70 | LS | 1.000 | 1.000 |
| 1320 | 650.9920 | Construction Staking Slope Stakes | LF | 28,313.000 | 28,313.000 |
| 1330 | 652.0225 | Conduit Rigid Nonmetallic Schedule 40 2-Inch | LF | 137.000 | 137.000 |
| 1340 | 652.0235 | Conduit Rigid Nonmetallic Schedule 40 3-Inch | LF | 110.000 | 110.000 |
| 1350 | 652.0615 | Conduit Special 3-Inch | LF | 481.000 | 481.000 |
| 1360 | 653.0140 | Pull Boxes Steel 24x42-Inch | EACH | 7.000 | 7.000 |
| 1370 | 654.0101 | Concrete Bases Type 1 | EACH | 4.000 | 4.000 |
| 1380 | 654.0102 | Concrete Bases Type 2 | EACH | 4.000 | 4.000 |
| 1390 | 654.0217 | Concrete Control Cabinet Bases Type 9 Special | EACH | 1.000 | 1.000 |
| 1400 | 655.0240 | Cable Traffic Signal 7-14 AWG | LF | 338.000 | 338.000 |
| 1410 | 655.0260 | Cable Traffic Signal 12-14 AWG | LF | 1,935.000 | 1,935.000 |
| 1420 | 655.0305 | Cable Type UF 2-12 AWG Grounded | LF | 383.000 | 383.000 |
| 1430 | 655.0515 | Electrical Wire Traffic Signals 10 AWG | LF | 1,270.000 | 1,270.000 |
| 1440 | 655.0610 | Electrical Wire Lighting 12 AWG | LF | 405.000 | 405.000 |
| 1450 | 655.0700 | Loop Detector Lead In Cable | LF | 12.000 | 12.000 |
| 1460 | 656.0200 | Electrical Service Meter Breaker Pedestal (location) 01. | LS | 1.000 | 1.000 |

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| Line | Item | Item Description | Unit | Total | Qty |
|---|---|---|---|---|---|
| | | (WIS 44 & Douglas ST) | | | |
| 1470 | 657.0100 | Pedestal Bases | EACH | 4.000 | 4.000 |
| 1480 | 657.0255 | Transformer Bases Breakaway 11 1/2-Inch Bolt Circle | EACH | 4.000 | 4.000 |
| 1490 | 657.0305 | Poles Type 2 | EACH | 1.000 | 1.000 |
| 1500 | 657.0310 | Poles Type 3 | EACH | 3.000 | 3.000 |
| 1510 | 657.0420 | Traffic Signal Standards Aluminum 13-FT | EACH | 3.000 | 3.000 |
| 1520 | 657.0425 | Traffic Signal Standards Aluminum 15-FT | EACH | 1.000 | 1.000 |
| 1530 | 657.0585 | Trombone Arms 15-FT | EACH | 2.000 | 2.000 |
| 1540 | 657.0595 | Trombone Arms 25-FT | EACH | 2.000 | 2.000 |
| 1550 | 657.0615 | Luminaire Arms Single Member 4 1/2-Inch Clamp 8-FT | EACH | 3.000 | 3.000 |
| 1560 | 658.0110 | Traffic Signal Face 3-12 Inch Vertical | EACH | 10.000 | 10.000 |
| 1570 | 658.0120 | Traffic Signal Face 5-12 Inch Vertical | EACH | 2.000 | 2.000 |
| 1580 | 658.0215 | Backplates Signal Face 3 Section 12-Inch | EACH | 10.000 | 10.000 |
| 1590 | 658.0225 | Backplates Signal Face 5 Section 12-Inch | EACH | 2.000 | 2.000 |
| 1600 | 658.0416 | Pedestrian Signal Face 16-Inch | EACH | 2.000 | 2.000 |
| 1610 | 658.0500 | Pedestrian Push Buttons | EACH | 2.000 | 2.000 |
| 1620 | 658.0600 | Led Modules 12-Inch Red Ball | EACH | 12.000 | 12.000 |
| 1630 | 658.0605 | Led Modules 12-Inch Yellow Ball | EACH | 12.000 | 12.000 |
| 1640 | 658.0610 | Led Modules 12-Inch Green Ball | EACH | 12.000 | 12.000 |
| 1650 | 658.0620 | Led Modules 12-Inch Yellow Arrow | EACH | 2.000 | 2.000 |
| 1660 | 658.0625 | Led Modules 12-Inch Green Arrow | EACH | 2.000 | 2.000 |
| 1670 | 658.0635 | Led Modules Pedestrian Countdown Timer 16-Inch | EACH | 2.000 | 2.000 |
| 1680 | 658.5069 | Signal Mounting Hardware (location) 01. (STH 44 and Douglas St) | LS | 1.000 | 1.000 |
| 1690 | 659.1125 | Luminaires Utility LED C | EACH | 3.000 | 3.000 |
| 1700 | 690.0150 | Sawing Asphalt | LF | 1,051.000 | 1,051.000 |
| 1710 | 690.0250 | Sawing Concrete | LF | 146.000 | 146.000 |
| 1720 | ASP.1T0A | On-the-Job Training Apprentice at $5.00/HR | HRS | 2,400.000 | 2,400.000 |
| 1730 | ASP.1T0G | On-the-Job Training Graduate at $5.00/HR | HRS | 2,100.000 | 2,100.000 |
| 1740 | SPV.0060 | Special 01. Hot Mix Asphalt Percent Within Limits (PWL) Test Strip | EACH | 2.000 | 2.000 |
| 1750 | SPV.0105 | Special 01. Furnish and Install Microwave Detection System (STH 44 & Douglas ST.) | LS | 1.000 | 1.000 |
| 1760 | SPV.0105 | Special 02. Furnish and Install Traffic Signal Cabinet (STH 44 & Douglas ST.) | LS | 1.000 | 1.000 |

## CLEARING AND GRUBBING

CATEGORY 0010

| 6110-05-70 STATION TO STATION | LOCATION | 201.0105 CLEARING STA | 201.0120 CLEARING ID | 201.0205 GRUBBING STA | 201.0220 GRUBBING ID | REMARKS |
|---|---|---|---|---|---|---|
| 86+00 - 90+00 RT | STH 44 | 4 | | 4 | | |
| 104+00 - 105+00 LT | STH 44 | 1 | | 1 | | |
| 117+00 - 120+00 LT | STH 44 | 3 | | 3 | | |
| 130+00 .- 131+00 RT | STH 44 | 1 | | 1 | | |
| 141+00 - 143+00 LT | STH 44 | 2 | | 2 | | |
| 143+00 - 144+00 RT | STH 44 | 1 | | 1 | | |
| 146+75 LT | STH 44 | | 24 | | 24 | small tree and shrubs |
| 156+00 - 157+00 RT | STH 44 | 1 | | 1 | | |
| 164+00 - 165+00 RT | STH 44 | 1 | | 1 | | |
| 172+00 - 180+00 LT | STH 44 | 8 | | 8 | | |
| 172+00 - 174+00 RT | STH 44 | 2 | | 2 | | |
| 175+25 RT | STH 44 | | 18 | | 18 | |
| 191+00 RT | STH 44 | | 6 | | 6 | |
| 192+00 RT | STH 44 | | 6 | | 6 | |
| 205+00 - 210+00 RT | STH 44 | 5 | | 5 | | |
| 213+00 - 217+00 RT | STH 44 | 4 | | 4 | | |
| 216+60 LT | STH 44 | | 20 | | 20 | |
| 218+00 - 220+00 LT | STH 44 | 2 | | 2 | | |
| 229+60 LT | STH 44 | | 20 | | 20 | |
| 231+00 - 232+00LT | STH 44 | 1 | | 1 | | |
| 243+00 - 244+00 LT | STH 44 | 1 | | 1 | | |
| 243+00 - 246+00 RT | STH 44 | 3 | | 3 | | |
| 246+00 LT | STH 44 | | 36 | 0 | 36 | |
| 252+00 - 253+00 LT | STH 44 | 1 | | 1 | | |
| 254+00 LT | STH 44 | | 36 | 0 | 36 | |
| 254+00 - 255+00 RT | STH 44 | 1 | | 1 | | |
| 264+00 - 265+00 LT | STH 44 | 1 | | 1 | | |
| 288+00 - 290+00 LT | STH 44 | 2 | | 2 | | Note tree preservation at STA 288+20 LT |
| 293+00 - 295+00 RT | STH 44 | 2 | | 2 | | |
| 298+00 - 301+00 RT | STH 44 | 3 | | 3 | | |
| 310+00 - 311+00 LT | STH 44 | 1 | | 1 | | |
| 313+00 - 314+00 LT | STH 44 | 2 | | 2 | | |
| 311+00 - 313+00 RT | STH 44 | 2 | | 2 | | |
| 323+00 - 324+00 LT | STH 44 | 1 | | 1 | | |
| 328+00 - 330+00 LT | STH 44 | 2 | | 2 | | |
| 333+00 - 334+00 LT | STH 44 | 1 | | 1 | | |
| - | | | | 0 | | |
| 14+25 RT | Page Drive | | 24 | 0 | 24 | |
| 13+50 LT | Page Drive | | 24 | 0 | 24 | |
| 12+35 LT | Page Drive | | 24 | 0 | 24 | |
| 18+00 - 19+00 RT | Locust Road | 1 | | 1 | | |
| | | | | | | |
| UNDISTRIBUTED | | 2 | 48 | 2 | 48 | |
| | TOTAL | 62 | 286 | 62 | 286 | |

## REMOVING SMALL PIPE CULVERTS

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | 203.0100 REMOVING SMALL PIPE CULVERTS EACH | 204.0180 REMOVING DELINEATORS AND MARKERS EACH | DESCRIPTION | REMARKS |
|---|---|---|---|---|---|
| 92+89 RT | STH 44 | 1 | 2 | FE pipe | |
| 103+14 LT | STH 44 | 1 | | CE pipe | |
| 105+74 LT | STH 44 | 1 | | FE pipe | |
| 111+39 LT | STH 44 | 1 | | FE pipe | |
| 119+58 LT | STH 44 | 1 | | FE pipe | |
| 145+59 LT | STH 44 | 1 | | FE pipe | |
| 155+92 RT | STH 44 | 1 | | FE pipe | |
| 176+69 LT | STH 44 | 1 | | CE pipe | |
| 180+24 LT | STH 44 | 1 | | FE pipe | |
| 183+99 LT | STH 44 | 1 | | FE pipe | |
| 191+74 RT | STH 44 | 1 | | PE pipe | |
| 191+80 LT | STH 44 | 1 | | FE pipe | |
| 217+73 LT | STH 44 | 1 | | PE pipe | |
| 231+07 LT | STH 44 | 1 | | PE pipe | |
| 242+79LT | STH 44 | 1 | | FE pipe | |
| 244+19 LT | STH 44 | 1 | 2 | PE pipe | |
| 245+02 RT | STH 44 | 1 | | PE pipe | |
| 248+20 RT | STH 44 | no pipe | 2 | PE only | remove delineators |
| 254+55 RT | STH 44 | 1 | | PE pipe | |
| 256+04 LT | STH 44 | 1 | 1 | CE pipe | |
| 264+57 LT | STH 44 | 1 | | FE pipe | |
| 278+30 RT | STH 44 | 1 | | FE pipe | |
| 289+52 LT | STH 44 | 1 | 2 | PE pipe | |
| 290+80 RT | STH 44 | 1 | | FE pipe | |
| 305+46 | STH 44 | 1 | 2 | 36" cross culvert | |
| 328+69 LT | STH 44 | 1 | | FE pipe | |
| 332+16 | STH 44 | 1 | 2 | 30" cross culvert | |
| 334+12 LT | STH 44 | 1 | 2 | PE pipe | |
| | Seelig Way | 1 | | side road CPRHE | At WIS 44LT |
| | Locust Road | 1 | | side road CMP | At WIS 44LT |
| | Banick Drive | 1 | | side road CMP | At WIS 44 RT |
| | Smoody Drive | 1 | | side road CMP | At WIS 44 RT |
| | Fletcher Road | 1 | | side road CMP | At WIS 44 RT |
| | Page Road | 1 | | PE pipe | Near sawcut |
| | | | | | |
| | TOTAL | 33 | 15 | | |

## REMOVING OLD STRUCTURE (STATION)

CATEGORY 0010

| 6110-05-70 SUPPLEMENTAL DESCRIPTION | STATION | LOCATION | 203.0200 REMOVING OLD STRUCTURE LS | REMARKS |
|---|---|---|---|---|
| 01. | 133+45 | STH 44 | 1 | small box culvert with extensions |
| 02. | 149+37 | STH 44 | 1 | small box culvert with extensions |
| 03. | 166+63 | STH 44 | 1 | small box culvert with extensions |
| 04. | 209+92 | STH 44 | 1 | small box culvert with extensions |
| 05. | 211+11 | STH 44 | 1 | small box culvert with extensions |
| 06. | 233+34 | STH 44 | 1 | small box culvert with extensions |
| 07. | 239+45 | STH 44 | 1 | small box culvert with extensions |
| 08. | 264+16 | STH 44 | 1 | small box culvert with extensions |
| 09. | 319+24 | STH 44 | 1 | small box culvert with extensions |
| | | | | |
| | | TOTAL | 9 | |

EXISTING CULVERT DATA FOR INFORMATION ONLY FOR REMOVALS

| 6110-05-70 STATION | LOCATION | LENGTH FT | INLET ELEVATION | OUTLET ELEVATION | CULVERT SIZE | EXTENSION BOTH SIDES |
|---|---|---|---|---|---|---|
| 133+45 | STH 44 | 56.8 | 941.01 | 939.81 | 3'X2' box | 27"x43" CPMA |
| 149+37 | STH 44 | 53.0 | 940.87 | 940.89 | 2'x2' box | 22"x36" CPMA |
| 166+63 | STH 44 | 60.8 | 950.52 | 948.60 | 2'x2' box | 22"x36" CPMA |
| 209+92 | STH 44 | 58.6 | 920.99 | 919.54 | 2'x2' box | 22"x36" CPMA |
| 211+11 | STH 44 | 64.9 | 919.82 | 918.33 | 2'x2' box | 22"x36" CPMA |
| 233+34 | STH 44 | 50.9 | 910.83 | 910.45 | 2'x2' box | 22"x36" CPMA |
| 239+45 | STH 44 | 46.7 | 904.89 | 904.79 | 3'X2' box | 27"x43" CPMA |
| 264+16 | STH 44 | 57.3 | 902.79 | 902.48 | 2'x2' box | 36"x22" CPMA |
| 305+46 | STH 44 | 65.1 | 905.13 | 904.35 | 36" CMCP | |
| 319+24 | STH 44 | 49.8 | 904.33 | 903.70 | 2'x2' box | 22"x36" CPMA |
| 332+16 | STH 44 | 86.5 | 895.18 | 895.38 | 30" RCCP | |
| 59+44 | Seelig Way | 105 | 952.08 | 951.88 | 19"x30" CPRCHE | |
| 50+75 | Fletcher Road | 46.5 | 903.93 | 904.01 | 24" CMCP | |

## REMOVING PAVEMENT

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | 204.0100 REMOVING PAVEMENT SY | REMARKS |
|---|---|---|---|
| 143+00 - 145+00 | STH 44 | 356 | EBS area |
| 170+75 - 173+75 | STH 44 | 533 | EBS area |
| 212+25 - 220+00 | STH 44 | 1,378 | EBS area |
| 247+25 - 249+75 | STH 44 | 356 | EBS area |
| 298+75 - 301+00 | STH 44 | 400 | EBS area |
| | | | |
| | TOTAL | 3,023 | |

## REMOVING CURB AND GUTTER

CATEGORY 0010

| 6110-05-70 LOCATION | 204.0150 LF | REMARKS |
|---|---|---|
| Seelig Way LT | 94.26 | |
| Seelig Way RT | 62.84 | |
| E Oshkosh St right turn eastbound | 38 | traffic signal work |
| E Oshkosh St eastbound island | 30 | traffic signal work |
| E Oshkosh St westbound | 33 | traffic signal work |
| | | |
| TOTAL | 258 | |

## REMOVING ASPHALTIC SURFACE MILLING

CATEGORY 0010

| 6110-05-70 LOCATION | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SQ YD | REMARKS |
|---|---|---|
| STH 44 mainline | 83,723 | Full depth removal |
| Island Road bypass | 418 | Full depth removal |
| STH 44 mainline turning lanes | 1,101 | Full depth removal at intersection turning and acceleration lanes |
| Side roads | 5,848 | Full depth removal at side road and side road portion of intersections |
| Asphalt driveways | 1,084 | Full depth removal |
| | | |
| Duzinske Historic Site | 1,533 | Partial depth removal (4") at Duziske Historic Site |
| | | |
| Winnebago County Shoulder | 167 | Full depth removal |
| | | |
| TOTAL | 93,874 | SQ YD |

## EARTHWORK SUMMARY

CATEGORY 0010

| Division | From/To Station | Location | Common Excavation 205.0110 Cut (2) | EBS Excavation (3,5) 205.0110 | Reclaimed Asphaltic Pavement CU YD | Available Material (4) CU YD | Unexpanded Fill CU YD | Expanded Fill (6,7) Factor 1.25 | Mass Ordinate +/- (8) CU YD | Waste CU YD | Borrow Item number 208.0100 CU YD | Comment |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 86+38 - 105+00 | STH 44 | 5,152 | 0 | 1,249 | 3,903 | 1,100 | 1,375 | 2,528 | 2,528 | | |
| 2 | 105+00 - 168+00 | STH 44 | 26,077 | 3,164 | 4,227 | 24,381 | 10,613 | 13,266 | 11,115 | 11,115 | 6,000 | B |
| 3 | 168+00- 220+50 | STH 44 | 22,712 | 3,929 | 3,523 | 22,332 | 5,244 | 6,555 | 15,777 | 15,777 | | |
| 4 | 225+00 - 279+00 | STH 44 | 14,848 | 2,033 | 3,556 | 12,918 | 4,891 | 6,114 | 6,805 | 6,805 | | |
| 5 | 279+00 - 342+25 | STH 44 | 17,143 | 2,041 | 4,311 | 14,465 | 9,922 | 12,403 | 2,062 | 2,062 | 6,000 | B |
| Winnebago County | 342+25 - 347+00 | STH 44 | 274 | 690 | 318 | 508 | 388 | 485 | 23 | 23 | | |
| Seelig Way | 58+25 - 59+50 | Seelig Way | 345 | | 68 | 277 | 5 | 6 | 271 | 271 | | |
| Locust Road | 17+00 - 19+50 | Locust Road | 1,708 | | 87 | 1,621 | 106 | 133 | 1,489 | 1,489 | | |
| Page Road | 12+00 - 15+00 | Page Road | 435 | | 55 | 380 | 2,140 | 2,675 | -2,295 | 0 | | |
| Island Road | 30+50 - 35+00 | Island Road | 596 | | 143 | 453 | 1,184 | 1,480 | -1,027 | 0 | | |
| Custer Road | 38+00 - 39+50 | Custer Road | 378 | | 49 | 329 | 222 | 278 | 52 | 52 | | |
| Banick Drive | 17+00 - 19+75 | Banick Drive | 1,097 | | 32 | 1,065 | 1 | 1 | 1,064 | 1,064 | | |
| Smoody Drive | 28+25 - 29+56 | Smoody Drive | 310 | | 15 | 295 | 21 | 26 | 269 | 269 | | |
| Fletcher Road | 50+50 - 53+00 | Fletcher Road | 768 | | 81 | 687 | 665 | 831 | -144 | 0 | | |
| Springbrook Road | 56+32 - 59+50 | Springbrook Road | 1,258 | | 85 | 1,173 | 546 | 683 | 491 | 491 | | |
| | | | | | | | | | | | | |
| | | | | | | | | | | | | |
| | | Project Total | 93,101 | 11,857 | 17,799 | 84,788 | 37,048 | 46,310 | 38,478 | 41,944 | 12,000 | |
| | | Total Common Excavation (1) | | 84,788 | | | | | | | | |

1) Common Excavation is the sum of the available material and EBS Excavation less reclaimed asphaltic pavement. Item number 205.0100
2) Reclaimed Pavement Material is included in the computer generated Cut, but not included in the common excavation pay item.
3) EBS Excavation is to be backfilled with breaker run per typicals
4) Available Material = Cut plus EBS minus Reclaimed Asphaltic Pavement Material
5) Excavated EBS material is usuable in Fills outside the 1:1 slope. EBS in Fill Reduction factor = 0.8
   Excavated EBS material needs enginner approval to be used inside the 1:1 or under the roadbed.
6) Expanded Fill. Factor = 1.25
7) Expanded Fill = (Unexpanded Fill) * Fill Factor
8) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division. Minus indicates a shortage of material within the Division.

**Notes:**
A. Not all of the available material is suitable for use under the roadbed (inside the 1:1). The enginner will determine suitability of excavated material.
B. Borrow will be needed under the passing lane roadbed and inside the 1:1 of the passing lane fill if existing cut material is unsuitable as determined by the engineer.

## BASE AGGREGATE SUMMARY

CATEGORY 0010

| 6110-05-70 LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4" SHOULDER TON | 305.0120 BASE AGGREGATE DENSE 1 1/4" ROADWAY TON | 624.0100 WATER* MGAL | INCIDENTAL QMP BASE AGGREGATE TON | 371.1000.S QMP BASE AGGREGATE DENSE 1 1/4-INCH COMPACTION TON | REMARKS |
|---|---|---|---|---|---|---|
| STH 44 | 15,074 | 82,265 | 1,363 | 97,339 | 82,265 | |
| Side roads | 485 | 8,262 | 122.5 | | | |
| STH 44 profile adjustment | | 5,973 | 83.6 | 5,973 | 5,973 | |
| Under asphaltic driveways | | 545 | 7.6 | | | |
| Unpaved driveways | 1,467 | | 20.5 | | | |
| Passing lane taper in Winnebago County | 149 | 434 | 8.2 | 583 | 434 | |
| | | | | | | |
| Reclaimed asphalt as dense graded base | | 31,689 | 444 | 31,689 | 31,689 | |
| | | | | | | |
| STH 44 | | 5,750 | 80.5 | 5,750 | 5,750 | (A) |
| | | | | | | |
| STH 44 & Douglas St intersection, E Oshkosh St right turn eastbound | 4 | | 0.1 | 4 | | traffic signal work |
| STH 44 & Douglas St intersection, E Oshkosh St eastbound island | 13 | | 0.2 | 13 | | traffic signal work |
| STH 44 & Douglas St intersection E Oshkosh St westbound | 2 | | 0.0 | 2 | | traffic signal work |
| | | | | | | |
| | 17,194 | 134,918 | 2,130 | 141,353 | 126,111 | |

* includes water for dust control

A: Reclaimed asphaltic pavement will be about 5,750 tons short of amount called for in typicals.
Make up the difference with 1 1/4" Base Aggregate Dense at any one reach.

## HMA PAVEMENT

CATEGORY 0010

| 6110-05-00 LOCATION | 460.6223 HMA PAVEMENT 3 MT 58-28 S TON | 460.6224 HMA PAVEMENT 4 MT 58-28 S TON | 455.0605 TACK COAT GAL |
|---|---|---|---|
| STH 44 Travel lanes | 13,563 | 7,116 | incl |
| STH 44 Bypass lanes | 135 | 71 | incl |
| STH 44 paved shoulders | 3,303 | 1,733 | incl |
| STH 44 Passing lanes | 2,727 | 1,431 | incl |
| STH 44 Bypass and passing lane tapers | 523 | 274 | incl |
| STH 44 MAINLINE SUBTOTAL | 20,251 | 10,625 | 11,723 |
| | | | |
| Duzinski historic site | 232 | 167 | 209 |
| Seelig Way and intersection | 164 | 114 | 118 |
| Locust Road and intersection | 228 | 142 | 176 |
| Page Road and intersection | 158 | 105 | 131 |
| Island Road and intersection | 302 | 196 | 244 |
| Custer Road and intersection | 172 | 102 | 128 |
| Fletcher Road and intersection | 223 | 138 | 172 |
| Springbrook Road and intersection | 226 | 153 | 191 |
| Smoody Road and intersection | 91 | 58 | 72 |
| Banick Road and intersection | 110 | 72 | 89 |
| TOTALS | 22,157 | 11,872 | 13,253 |

## SHAPING SHOULDERS

CATEGORY 0010

| 6110-05-70 STA | TO | STA | LOCATION | 305.0500 SHAPING SHOULDERS STA |
|---|---|---|---|---|
| 86+38 | - | 97+65 | STH 44 LT | 24 |
| 98+90 | - | 172+30 | STH 44 LT | 148 |
| 86+38 | - | 172+75 | STH 44 RT | 174 |
| 173+75 | - | 197+40 | STH 44 LT | 48 |
| 173+50 | - | 209+65 | STH 44 RT | 74 |
| 198+75 | - | 347+00 | STH 44 LT | 298 |
| 211+00 | - | 236+25 | STH 44 RT | 52 |
| 237+00 | - | 238+00 | STH 44 RT | 2 |
| 238+60 | - | 266+25 | STH 44 RT | 56 |
| 268+20 | - | 330+75 | STH 44 RT | 126 |
| 332+10 | - | 342+10 | STH 44 RT | 102 |
| | - | | | |
| 58+25 | - | 60+00 | Seelig Way | 4 |
| 17+00 | - | 20+00 | Locust Road | 6 |
| 12+00 | - | 15+50 | Page Road | 6 |
| 30+00 | - | 35+02 | Island Road | 10 |
| 38+00 | - | 40+00 | Custer Road | 4 |
| 17+00 | - | 20+00 | Banick Drive | 6 |
| 28+25 | - | 30+00 | Smoody Drive | 4 |
| 50+00 | - | 52+99 | Fleetcher Road | 6 |
| 56+25 | - | 60+00 | Springbrook Road | 8 |
| | - | | | |
| | | | TOTAL | 1158 |

**BREAKER RUN**

CATEGORY 0010

| | | | | 311.0110 | |
|---|---|---|---|---|---|
| | | | | BREAKER | |
| 6110-05-70 | | | | RUN | |
| STATION | TO | STATION | LOCATION | TON | REMARKS |
| 143+00 | - | 145+00 | STH 44 | 1,444 | EBS at concrete removal |
| 170+75 | - | 173+75 | STH 44 | 1,141 | EBS at concrete removal |
| 212+25 | - | 220+00 | STH 44 | 2,947 | EBS at concrete removal |
| 247+25 | - | 249+75 | STH 44 | 951 | EBS at concrete removal |
| 298+75 | - | 301+00 | STH 44 | 1,089 | EBS at concrete removal |
| 143+00 RT | | | STH 44 | 4.8 | French drain |
| 145+00 RT | | | STH 44 | 4.8 | French drain |
| 170+75 RT | | | STH 44 | 4.8 | French drain |
| 212+75 LT | | | STH 44 | 4.8 | French drain |
| 217+50 RT | | | STH 44 | 4.8 | French drain |
| 247+75 LT | | | STH 44 | 4.8 | French drain |
| 301+00 LT | | | STH 44 | 4.8 | French drain |
| | | | | | |
| 119+25 LT | - | 122+25 LT | STH 44 | 362 | Shoulder EBS |
| 119+25 RT | - | 122+25 RT | STH 44 | 672 | Passing lane EBS |
| 125+25 LT | - | 128+50 LT | STH 44 | 392 | Shoulder EBS |
| 125+25 RT | - | 128+50 RT | STH 44 | 728 | Passing lane EBS |
| 134+50 LT | - | 137+75 LT | STH 44 | 392 | Shoulder EBS |
| 134+50 RT | - | 137+75 RT | STH 44 | 728 | Passing lane EBS |
| 150+25 LT | - | 153+75 LT | STH 44 | 422 | Shoulder EBS |
| 150+25 RT | - | 153+75 RT | STH 44 | 784 | Passing lane EBS |
| 163+00 LT | - | 163+75 LT | STH 44 | 90 | Shoulder EBS |
| 163+00 LT | - | 163+75 RT | STH 44 | 155 | Passing lane beginning taper EBS |
| 181+25 | - | 182+75 | STH 44 | 483 | Shoulder EBS |
| 184+75 | - | 190+25 | STH 44 | 1,328 | Shoulder EBS |
| 195+75 | - | 198+75 | STH 44 | 724 | Shoulder EBS |
| 203+25 | - | 204+25 | STH 44 | 241 | Shoulder EBS |
| 220+00 RT | - | 220+75 RT | STH 44 | 90 | Shoulder EBS |
| 225+10 | - | 229+00 | STH 44 | 941 | Shoulder EBS |
| 240+25 | - | 242+25 | STH 44 | 482 | Shoulder EBS |
| 246+25 | - | 247+25 | STH 44 | 241 | Shoulder EBS |
| 249+75 | - | 250+25 | STH 44 | 121 | Shoulder EBS |
| 254+50 | - | 257+75 | STH 44 | 784 | Shoulder EBS |
| 306+25 LT | - | 308+75 LT | STH 44 | 560 | Passing lane taper |
| 306+25 RT | | 308+75 RT | STH 44 | 301 | Shoulder EBS |
| 332+75 LT | | 335+25 LT | STH 44 | 560 | Passing lane taper |
| 332+75 RT | | 335+25 RT | STH 44 | 301 | Shoulder EBS |
| 339+25 LT | | 341+90 LT | STH 44 | 593 | Passing lane taper |
| 339+25 RT | | 342+20 RT | STH 44 | 356 | Shoulder EBS |
| | | | | | |
| 341+90 LT | | 347+00 LT | STH 44 | 1,207 | Taper in Winnebago County |
| | | | | | |
| - | | | STH 44 | 5,000 | Undistributed |
| | | | subtotal | 26,644 | |

continued

PROJECT TOTAL 26,869

**BREAKER RUN**

CATEGORY 0010 continued

| 6110-05-70 STATION | LOCATION | 311.0110 BREAKER RUN TON | REMARKS |
|---|---|---|---|
| 120+50 | STH 44 | 9.6 | One French drain LT, one RT |
| 122+25 | STH 44 | 9.6 | One French drain LT, one RT |
| 126+25 | STH 44 | 9.6 | One French drain LT, one RT |
| 128+50 | STH 44 | 9.6 | One French drain LT, one RT |
| 136+28 | STH 44 | 9.6 | One French drain LT, one RT |
| 151+50 | STH 44 | 9.6 | One French drain LT, one RT |
| 163+00 | STH 44 | 9.6 | One French drain LT, one RT |
| 183+25 | STH 44 | 9.6 | One French drain LT, one RT |
| 184+75 | STH 44 | 9.6 | One French drain LT, one RT |
| 187+00 | STH 44 | 9.6 | One French drain LT, one RT |
| 190+25 | STH 44 | 9.6 | One French drain LT, one RT |
| 198+60 | STH 44 | 9.6 | One French drain LT, one RT |
| 204+20 | STH 44 | 9.6 | One French drain LT, one RT |
| 220+75 RT | STH 44 | 4.8 | One French drain RT |
| 227+00 | STH 44 | 9.6 | One French drain LT, one RT |
| 229+00 | STH 44 | 9.6 | One French drain LT, one RT |
| 241+25 | STH 44 | 9.6 | One French drain LT, one RT |
| 246+50 | STH 44 | 9.6 | One French drain LT, one RT |
| 250+25 | STH 44 | 9.6 | One French drain LT, one RT |
| 255+75 | STH 44 | 9.6 | One French drain LT, one RT |
| 257+75 | STH 44 | 9.6 | One French drain LT, one RT |
| 308+00 | STH 44 | 9.6 | One French drain LT, one RT |
| 332+75 | STH 44 | 9.6 | One French drain LT, one RT |
| 341+90 LT | STH 44 | 4.8 | One French drain LT |
| 342+20 RT | STH 44 | 4.8 | One French drain RT |
| | subtotal | 225.6 | |

3

## ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | REMARKS |
|---|---|---|---|
| 92+89 RT | STH 44 at Prairie Place | 27.1 | CE |
| 102+00 LT | STH 44 | 24.0 | CE Steves Repair Shop |
| 103+14 LT | STH 44 | 26.6 | CE Steves Repair Shop |
| 117+50 LT | STH 44 | 9.0 | Relocated from 117+00 LT |
| 143+60 LT | STH 44 | 33.0 | PE |
| 176+69 LT | STH 44 | 12.0 | PE |
| 217+73 LT | STH 44 | 10.8 | PE |
| 231+07 LT | STH 44 | 18.0 | PE |
| 244+19 LT | STH 44 | 16.6 | PE |
| 248+20 RT | STH 44 | 13.5 | PE |
| 300+20 RT | STH 44 | 12.8 | PE |
| 339+10 LT | STH 44 | 18.2 | CE |
| | Seelig Way island | 14.5 | |
| | TOTAL | 236.1 | |

## ASPHALTIC SHOULDER RUMBLE STRIP 2-LANE RURAL

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 465.0425 ASPHALTIC SHOULDER RUMBLE STRIP 2-LANE RURAL LF |
|---|---|---|---|---|
| 86+38 | - | 88+60 | STH 44 RT | 222 |
| 89+55 | - | 91+60 | STH 44 RT | 205 |
| 93+65 | - | 171+60 | STH 44 RT | 7,795 |
| 174+75 | - | 190+50 | STH 44 RT | 1,575 |
| 192+40 | - | 206+70 | STH 44 RT | 1,430 |
| 212+10 | - | 220+75 | STH 44 RT | 865 |
| 225+10 | - | 235+30 | STH 44 RT | 1,020 |
| 240+00 | - | 244+00 | STH 44 RT | 400 |
| 250+00 | - | 254+10 | STH 44 RT | 410 |
| 254+95 | - | 264+90 | STH 44 RT | 995 |
| 269+30 | - | 298+00 | STH 44 RT | 2,870 |
| 302+45 | - | 329+90 | STH 44 RT | 2,745 |
| 332+70 | - | 342+10 | STH 44 RT | 940 |
| | - | | | |
| 86+38 | - | 96+48 | STH 44 LT | 1,010 |
| 103+85 | - | 116+60 | STH 44 LT | 1,275 |
| 117+40 | - | 142+00 | STH 44 LT | 2,460 |
| 146+25 | - | 171+70 | STH 44 LT | 2,545 |
| 177+10 | - | 196+80 | STH 44 LT | 1,970 |
| 202+08 | - | 217+20 | STH 44 LT | 1,440 |
| 218+18 | - | 220+28 | STH 44 LT | 210 |
| 227+00 | - | 230+60 | STH 44 LT | 360 |
| 231+50 | - | 242+40 | STH 44 LT | 1,090 |
| 244+55 | - | 254+25 | STH 44 LT | 970 |
| 256+80 | - | 288+28 | STH 44 LT | 3,148 |
| 290+30 | - | 333+50 | STH 44 LT | 4,320 |
| 334+70 | - | 338+55 | STH 44 LT | 385 |
| 339+80 | - | 347+00 | STH 44 LT | 720 |
| | - | | | |
| | | | TOTAL | 43,375 |

## ASPHALTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 465.0475 ASPHALTIC CENTER LINE RUMBLE STRIP 2-LANE RURAL LF |
|---|---|---|---|---|
| 86+38 | - | 91+80 | STH 44 | 542 |
| 93+90 | - | 96+10 | STH 44 | 220 |
| 104+25 | - | 144+45 | STH 44 | 4,020 |
| 146+00 | - | 171+90 | STH 44 | 2,590 |
| 175+10 | - | 190+70 | STH 44 | 1,560 |
| 192+75 | - | 195+95 | STH 44 | 320 |
| 200+00 | - | 208+30 | STH 44 | 830 |
| 212+45 | - | 220+50 | STH 44 | 805 |
| 225+20 | - | 234+60 | STH 44 | 940 |
| 240+40 | - | 241+90 | STH 44 | 150 |
| 250+00 | - | 254+00 | STH 44 | 400 |
| 257+00 | - | 265+40 | STH 44 | 840 |
| 269+50 | - | 288+50 | STH 44 | 1,900 |
| 290+60 | - | 299+10 | STH 44 | 850 |
| 302+55 | - | 329+40 | STH 44 | 2,685 |
| 333+55 | - | 342+10 | STH 44 | 855 |
| | - | | | |
| | | | TOTAL | 19,507 |

## ASPHALTIC FLUMES

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | 465.0315 ASPHALTIC FLUMES SY |
|---|---|---|
| 59+34 LT | Seelig Way | 7.56 |
| 59+27 RT | Seelig Way | 7.56 |
| 19+29 LT | Locust Road | 13.78 |
| 19+15 RT | Locust Road | 7.56 |
| 30+83 LT | Island Road | 8.89 |
| 30+65 RT | Island Road | 5.33 |
| 39+38 LT | Custer Road | 10.67 |
| 39+37 RT | Custer Road | 12.89 |
| 50+84 LT | Fletcher Road | 13.78 |
| 50+72 RT | Fletcher Road | 14.67 |
| 59+18 LT | Springbrook Road | 14.67 |
| 59+38 RT | Springbrook Road | 15.56 |
| 142+50 LT | STH 44 | 7.56 |
| 144+75 LT | STH 44 | 8.89 |
| 173+72 LT | STH 44 | 12.89 |
| 198+74 LT | STH 44 | 11.56 |
| 209+65 RT | STH 44 | 13.33 |
| 245+50 RT | STH 44 | 6.67 |
| 302+00 RT | STH 44 | 11.11 |
| | | |
| | TOTAL | 204.89 |

3

## PRIVATE ENTRANCE PIPES

CATEGORY
0010

| 6110-05-70 STATION | LOCATION | TYPE | 521.0118* CPCS 18" LF | 521.0121 CPCS 21" LF | THICKNESS STEEL INCHES | THICKNESS ALUM. INCHES | 521.1518* APRON END WALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 18-INCH 6 to 1 EACH | 521.1521 APRON END WALLS FOR CULVERT PIPE SLOPED SIDE DRAINS STEEL 21-INCH 6 to 1 EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 89+12 RT | STH 44 | PE | 27 | | 0.064 | 0.060 | 2 | | |
| 92+89 RT | STH 44 | CE | 35 | | 0.064 | 0.060 | 2 | | |
| 103+14 LT | STH 44 | CE | 40 | | 0.064 | 0.060 | 2 | | |
| 105+74 LT | STH 44 | FE | 31 | | 0.064 | 0.060 | 2 | | |
| 114+00 LT | STH 44 | | 52 | | 0.064 | 0.060 | 2 | | Relocated from STA 111+39 LT |
| 119+58 LT | STH 44 | FE | 38 | | 0.064 | 0.060 | 2 | | |
| 145+59 LT | STH 44 | FE | 38 | | 0.064 | 0.060 | 2 | | |
| 155+92 RT | STH 44 | FE | | 34 | 0.064 | 0.060 | | 2 | |
| 157+55 RT | STH 44 | FE | | 26 | 0.064 | 0.060 | | 2 | |
| 176+69 LT | STH 44 | PE | 30 | | 0.064 | 0.060 | 2 | | |
| 180+24 LT | STH 44 | FE | 28 | | 0.064 | 0.060 | 2 | | |
| 183+99 LT | STH 44 | FE | 24 | | 0.064 | 0.060 | 2 | | |
| 191+74 RT | STH 44 | CE | 58 | | 0.064 | 0.060 | 2 | | |
| 191+80 LT | STH 44 | FE | 50 | | 0.064 | 0.060 | 2 | | |
| 217+73 LT | STH 44 | PE | 36 | | 0.064 | 0.060 | 2 | | |
| 231+07 LT | STH 44 | PE | 30 | | 0.064 | 0.060 | 2 | | |
| 242+79 LT | STH 44 | FE | 28 | | 0.064 | 0.060 | 2 | | |
| 244+19 LT | STH 44 | PE | 41 | | 0.064 | 0.600 | 2 | | |
| 244+80 RT | STH 44 | PE | 27 | | 0.064 | 0.600 | 2 | | Pipe at 245+02 RT |
| 256+04 RT | STH 44 | PE | | 36 | 0.064 | 0.060 | | 2 | Relocated from 254+55 RT |
| 256+04 LT | STH 44 | CE | 32 | | 0.064 | 0.060 | 2 | | |
| 264+57 LT | STH 44 | FE | 42 | | 0.064 | 0.060 | 2 | | |
| 289+52 LT | STH 44 | PE | 33 | | 0.064 | 0.060 | 2 | | |
| 290+80 RT | STH 44 | FE | | 49 | 0.064 | 0.060 | | 2 | |
| 328+69 LT | STH 44 | FE | 73 | | 0.064 | 0.060 | 2 | | |
| 334+12 LT | STH 44 | PE | 38 | | 0.064 | 0.060 | 2 | | |
| 16+22 LT | Locust Road | FE | 27 | | 0.064 | 0.060 | 2 | | |
| 17+80 LT | Locust Road | CE | 46 | | 0.064 | 0.060 | 2 | | |
| 18+40 LT | Banick Road | FE | 31 | | 0.064 | 0.060 | 2 | | |
| 56+50 LT | Springbrook Road | FE | 41 | | 0.064 | 0.060 | 2 | | |
| 56+50 RT | Springbrook Road | FE | 44 | | 0.064 | 0.060 | 2 | | |
| 12+20 | Page Road | PE | 32 | | 0.064 | 0.060 | 2 | | |
| | | | | | 0.064 | 0.060 | | | |
| | | TOTALS | 1,052 | 145 | | | 56 | 8 | |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE



FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

## CROSS DRAIN AND SIDEROAD PIPE SUMMARY

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | * 521.0118 CPCS DIAMETER (INCHES) 18" LF | 521.0130 CPCS DIAMETER (INCHES) 30" LF | 522.0124 CPRC CLASS III DIAMETER (INCHES) 24" LF | 522.0130 CPRC CLASS III DIAMETER (INCHES) 30" LF | 522.0136 CPRC CLASS III DIAMETER (INCHES) 36" LF | 523.0119 CPRCHE CLASS III DIAMETER (INCHES) 19" X 30" LF | 523.0124 CPRCHE CLASS III DIAMETER (INCHES) 24" X 38" LF | THICKNESS STEEL INCHES | THICKNESS ALUM. INCHES | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 100+75 | STH 44 | | | 88 | | | | | 0.064 | 0.060 | |
| 115+00 | STH 44 | | | 104 | | | | | 0.064 | 0.060 | |
| 133+45 | STH 44 | | | 208 | | | | | 0.064 | 0.060 | two pipes |
| 149+37 | STH 44 | | | 96 | | | | | 0.064 | 0.060 | equalizer |
| 166+63 | STH 44 | | | 96 | | | | | 0.064 | 0.060 | |
| 209+84 | STH 44 | | | | | 104 | | | 0.064 | 0.060 | |
| 210+86 | STH 44 | | | | 120 | | | | 0.064 | 0.060 | |
| 233+34 | STH 44 | | | | | | | 168 | 0.064 | 0.060 | two pipes |
| 239+45 | STH 44 | | | | | | 168 | | 0.064 | 0.060 | two pipes |
| 264+16 | STH 44 | | | | 192 | | | | 0.064 | 0.060 | two pipes |
| 305+46 | STH 44 | | | | | 216 | | | 0.064 | 0.060 | two pipes |
| 319+24 | STH 44 | | | | | | 192 | | 0.064 | 0.060 | two pipes |
| 332+16 | STH 44 | | | | | 252 | | | 0.064 | 0.060 | two pipes |
| 59+44 | Seelig Way | | | | | | 102 | | 0.064 | 0.060 | |
| 19+60 | Banick Drive | 90 | | | | | | | 0.064 | 0.600 | |
| 29+56 | Smoody Drive | 80 | | | | | | | 0.064 | 0.600 | |
| 50+75 | Fletcher Road | | | 90 | | | | | 0.064 | 0.060 | |
| 59+00 | Springbrook Road | | | 80 | | | | | 0.064 | 0.060 | |
| | Old Springbrook Road | | 48 | | | | | | 0.064 | 0.060 | |
| | TOTALS | 170 | 48 | 762 | 312 | 572 | 462 | 168 | | | |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

continued

## CROSS DRAIN AND SIDEROAD PIPE SUMMARY continued

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | INLET ELEV. | DISCH. ELEV. | 521.1518* AEWCP** SLOPED SIDE DRAINS STEEL 18-INCH 6 to 1 EACH | 521.1030 AEWCPS 6 to 1 APRON ENDWALLS 30-INCH EACH | 522.1024 AEWCPRC APRON ENDWALLS 24-INCH EACH | 522.1030 AEWCPRC APRON ENDWALLS 30-INCH EACH | 522.1036 AEWCPRC APRON ENDWALLS 36-INCH EACH | 523.0519 AEWCPRCHE APRON END WALLS 19X30-INCH EACH | 523.0524 AEWCPRCHE APRON END WALLS 24X38-INCH EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 100+75 | STH 44 | 949.70 | 949.45 | | | 2 | | | | | |
| 115+00 | STH 44 | 947.10 | 946.00 | | | 2 | | | | | |
| 133+45 | STH 44 | 939.30 | 938.98 | | | 4 | | | | | two pipes |
| 149+37 | STH 44 | 940.90 | 940.90 | | | 2 | | | | | equalizer |
| 166+63 | STH 44 | 951.40 | 948.37 | | | 2 | | | | | |
| 209+84 | STH 44 | 921.60 | 919.21 | | | | | 2 | | | |
| 210+86 | STH 44 | 921.00 | 918.28 | | | | 2 | | | | |
| 233+34 | STH 44 | 910.00 | 909.60 | | | | | | | 4 | two pipes |
| 239+45 | STH 44 | 904.95 | 904.50 | | | | | | 4 | | two pipes |
| 264+16 | STH 44 | 902.86 | 902.50 | | | | 4 | | | | two pipes |
| 305+46 | STH 44 | 905.40 | 904.00 | | | | | 4 | | | two pipes |
| 319+24 | STH 44 | 904.00 | 903.10 | | | | | | 4 | | two pipes |
| 332+16 | STH 44 | 895.20 | 894.80 | | | | | 4 | | | two pipes |
| 345+50 | STH 44 | N/A | match existing | | | | | 2 | | | culvert extension |
| 59+44 | Seelig Way | 951.00 | 950.70 | | | | | | 2 | | |
| 19+60 | Banick Drive | 908.77 | 907.66 | 2 | | | | | | | |
| 29+56 | Smoody Drive | 906.66 | 905.77 | 2 | | | | | | | |
| 50+75 | Fletcher Road | 904.01 | 903.80 | | | 2 | | | | | |
| 59+00 | Springbrook Road | 896.50 | 895.60 | | | 2 | | | | | |
| | Old Springbrook Road | 896.50 | 895.60 | | 4 | | | | | | two on existing, two on new pipe |
| | TOTALS | | | 4 | 4 | 16 | 6 | 12 | 10 | 4 | |

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

** APRON END WALLS FOR CULVERT PIPE

continued

## CROSS DRAIN AND SIDE ROAD PIPE SUMMARY continued

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | *** JOINT TIES EACH | 633.5200 MARKERS CULVERT END EACH |
|---|---|---|---|
| 100+75 | STH 44 | 8 | 2 |
| 115+00 | STH 44 | 8 | 2 |
| 133+45 | STH 44 | 16 | 2 |
| 149+37 | STH 44 | 8 | 2 |
| 166+63 | STH 44 | 8 | 2 |
| 209+84 | STH 44 | 8 | 2 |
| 210+86 | STH 44 | 8 | 2 |
| 233+34 | STH 44 | 16 | 2 |
| 239+45 | STH 44 | 16 | 2 |
| 264+16 | STH 44 | 16 | 2 |
| 305+46 | STH 44 | 16 | 2 |
| 319+24 | STH 44 | 16 | 2 |
| 332+16 | STH 44 | 16 | 2 |
| 345+50 | STH 44 | | keep existing |
| 59+44 | Seelig Way | 8 | 2 |
| 19+60 | Banick Drive | | 2 |
| 29+56 | Smoody Drive | | 2 |
| 50+75 | Fletcher Road | 8 | 2 |
| 59+00 | Springbrook Road | 8 | 2 |
| | TOTALS | 184 | 36 |

***= FOR INFORMATION ONLY

## CONCRETE COLLARS FOR PIPE

CATEGORY 0010

| 6110-05-70 LOCATION | STATION | 520.8000 CONCRETE COLLARS FOR PIPE EACH |
|---|---|---|
| STH 44 | 345+50 LT | 1 |
| | TOTAL | 1 |

## STORM SEWER REINFORCED CONCRETE CLASS III PIPE SCHEDULE

CATEGORY 0010

| 6110-05-70 FROM STRUCTURE NUMBER | TO STRUCTURE NUMBER | INLET ELEVATION | DISCHARGE ELEVATION | SLOPE | 608.0312 SSPRC 12-INCH LF | REMARKS |
|---|---|---|---|---|---|---|
| 1A | 1 | 952.74 | 952.30 | 2.00% | 22 | |
| 1B | 1 | 952.76 | 952.40 | 2.00% | 18 | |
| 1C | 1 | 952.58 | 952.26 | 2.00% | 16 | |
| 1 | 1D | 952.00 | 950.75 | 2.30% | 55 | Outlet end wall |
| | | | | | | |
| | | | | TOTAL | 111 | |

## STORM SEWER STRUCTURE SCHEDULE

CATEGORY 0010

| 6110-05-70 STRUCTURE NUMBER | STATION | LOCATION | FLANGE ELEVATION | TOP OF STRUCTURE ELEVATION | FLOW LINE ELEVATION | STRUCTURE DEPTH TO FLOW LINE | 522.1012 APRON ENDWALLS FOR CULVERT REINFORCED CONCRETE 12-INCH EACH | 611.2005 MANHOLES 5-FT DIAMETER EACH | 611.0530 MANHOLE COVERS TYPE J EACH | 611.3230 INLETS 2x3-FT EACH | 611.0627 INLET COVERS TYPE HM EACH | FOR INFORMATION ONLY JOINT TIES EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1A | 98+25 LT | STH 44 | 955.55 | | 952.74 | 2.81 | | | | 1 | 1 | | |
| 1B | | SEELIG WAY | 955.32 | | 952.66 | 2.66 | | | | 1 | 1 | | |
| 1C | | SEELIG WAY | 955.27 | | 952.58 | 2.69 | | | | 1 | 1 | | |
| 1 | | | | 955.60 | 952.00 | 3.60 | | 1 | 1 | | | | |
| 1D | 99+00 LT | STH 44 | | | 950.75 | | 1 | | | | | 4 | Outlet end wall |
| | | | | | | TOTALS | 1 | 1 | 1 | 3 | 3 | 4 | |

## CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE D

CATEGORY 0010

| 6110-05-70<br>STATION TO STATION | LOCATION | 601.0553<br>CONCRETE CURB<br>& GUTTER<br>4-INCH SLOPED<br>36-INCH TYPE D<br>LF | CONCRETE<br>EXTENSION<br>FOR FLUME<br>LF | REMARKS |
|---|---|---|---|---|
| 142+50 - 144+75 | STH 44 | 225 | 16 | extenstion for flumes at STA 142+42 - 142+50 & STA 144+75 - 144+83 |
| 245+50 - 249+50 RT | STH 44 | 400 | 8 | extension for flume at STA 245+42 - 245+50 |
| 298+50 - 302+00 RT | STH 44 | 350 | 8 | extension for flume at STA 302+00 - 302+80 |
| Seelig Way Island | STH 44 | 109 | | |
| | TOTAL | 1,084 | 32 | |
| | PROJECT TOTAL | 1,116 | | |

## CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D

CATEGORY 0010

| 6110-05-70<br>STATION | LOCATION | 601.0557<br>CONCRETE CURB &<br>GUTTER 6-INCH<br>SLOPED 36-INCH<br>TYPE D<br>LF | CONCRETE<br>EXTENSIONS<br>FOR FLUMES<br>LF |
|---|---|---|---|
| | Seelig Way intersection | 157 | 8 |
| | Locust Road intersection | 160 | 24 |
| | Island Road intersection | 157 | 24 |
| | Custer Road intersection | 157 | 16 |
| | Fletcher Road intersection | 160 | 16 |
| | Springbrook Road intersection | 157 | 16 |
| | | | |
| | TOTAL | 949 | 104 |
| | PROJECT TOTAL | 1,053 | |

## RIP-RAP AND GEOTEXTILE FABRIC

CATEGORY 0010

| 6110-05-70<br>STATION | LOCATION | 606.0200<br>RIPRAP<br>MEDIUM<br>CY | 645.0120<br>GEOTEXTILE<br>FABRIC<br>TYPE HR<br>SY | L<br>FT | W<br>FT | REMARKS |
|---|---|---|---|---|---|---|
| 133+45 | STH 44 LT | 6.4 | 12.8 | 10 | 11.5 | culvert outlet |
| 149+37 | STH 44 LT | 4 | 7.9 | 11 | 6.5 | equalizer culvert |
| 149+37 | STH 44 RT | 5.1 | 10.1 | 14 | 6.5 | equalizer culvert |
| 166+63 | STH 44 LT | 2.9 | 5.8 | 8 | 6.5 | culvert outlet |
| 209+84 | STH 44 LT | 6.8 | 13.5 | 14 | 8.7 | culvert outlet |
| 210+86.5 | STH 44 LT | 3.4 | 6.8 | 8 | 7.6 | culvert outlet |
| 233+34 | STH 44 LT | 6.9 | 13.8 | 9 | 13.8 | culvert outlet |
| 239+45 | STH 44 LT | 6.4 | 12.9 | 10 | 11.6 | culvert outlet |
| 264+16 | STH 44 LT | 12.2 | 24.4 | 16 | 13.7 | culvert outlet |
| 305+46 | STH 44 LT | 7.9 | 15.8 | 9 | 15.8 | culvert outlet |
| 319+24 | STH 44 LT | 7.7 | 15.5 | 12 | 11.6 | culvert outlet |
| 332+16 | STH 44 LT | 7 | 14.0 | 8 | 15.8 | culvert outlet |
| 50+62.5 | Fletcher Rd LT | 5.1 | 10.1 | 6.5 | 14 | side road culvert outlet |
| 50+62.5 | Springbrook Rd RT | 5.1 | 10.1 | 6.5 | 14 | side road culvert outlet |
| | TOTALS | 86.9 | 173.4 | | | |

## DRAIN TILE EXPLORATION

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 612.0700 DRAIN TILE EXPLORATION LF | 612.0804 AEW FOR UNDERDRAIN REINFORCED CONCRETE 4-INCH EACH | 612.0806 AEW FOR UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH | REMARKS |
|---|---|---|---|---|---|---|---|
| 131+00 | - | 137+00 | STH 44 RT | 600 | | | |
| 148+00 | - | 152+00 | STH 44 RT | 400 | | | |
| 181+50 | - | 185+50 | STH 44 RT | 400 | | | |
| 239+00 | - | 242+00 | STH 44 RT | 300 | | | |
| 261+50 | - | 265+00 | STH 44 RT | 350 | | | |
| 278+00 | - | 281+00 | STH 44 RT | 300 | | | |
| 302+00 | - | 308+50 | STH 44 RT | 350 | | | |
| 318+00 | - | 321+00 | STH 44 RT | 300 | | | |
| | - | | STH 44 | | 6 | 10 | Undistributed |
| | | | TOTAL | 3,000 | 6 | 10 | |

## INSULATION BOARD POLYSTYRENE 3-INCH

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | 612.0902.S INSULATION BOARD POLYSTYRENE 3-INCH SY | REMARKS |
|---|---|---|---|
| 98+00 RT & 98+45 LT | STH 44 | 1.8 | Prairie Place sewer |
| | TOTAL | 1.8 | |

## FENCE SAFETY

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 616.0700.S FENCE SAFETY LF | REMARKS |
|---|---|---|---|---|---|
| 297+40 | - | 300+35 | Sanders site | 295 | Archaeological site |
| | | TOTAL | | 295 | |

## 620.0300 CONCRETE MEDIAN SLOPED NOSE

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 620.0300 CONCRETE MEDIAN SLOPED NOSE SF |
|---|---|---|---|---|
| | - | | Seelig Way Island | 80 |
| | - | | Seelig Way Island | 80 |
| | - | | Seelig Way Island | 80 |
| | - | | | |
| | | | TOTAL | 240 |

## MOBILIZATIONS EROSION CONTROL & MOBILIZATIONS EMERGENCY EROSION CONTROL

CATEGORY 0010

| 6110-05-70 LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH |
|---|---|---|
| STH 44 | 10 | 6 |
| TOTALS | 10 | 6 |

## SILT FENCE, ROCK BAGS, TEMPORARY DITCH CHECKS AND CULVERT PIPE CHECKS

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.7570 ROCK BAGS EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECK EACH | 628.1104 EROSION BALES EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 87+00 | to | 89+05 | STH 44 LT | 205 | 205 | | | | | |
| 86+85 | to | 89+00 | STH 44 RT | 15 | 15 | | | | | |
| 92+50 | | | STH 44 RT | | | | | 6 | | driveway pipe |
| 97+63 | | | STH 44 LT | | | | | 8 | | side road cross pipe |
| 100+00 | | | STH 44 RT | | | | 16 | | | |
| 100+20 | | | STH 44 LT | | | | 18 | | | |
| 100+65 | | | STH 44 LT | | | | | 7 | | cross drain |
| 100+70 | | | STH 44 LT | | | | 20 | | | |
| 103+00 | | | STH 44 LT | | | | | 6 | | driveway pipe |
| 105+60 | | | STH 44 LT | | | | | 6 | | driveway pipe |
| 110+00 | | | STH 44 RT | | | | 20 | | | |
| 113+80 | | | STH 44 LT | | | | | 6 | | driveway pipe |
| 114+80 | | | STH 44 LT | | | | | 7 | | cross drain |
| 115+50 | | | STH 44 LT | | | | 12 | | | |
| 119+40 | | | STH 44 LT | | | | | 6 | | driveway pipe |
| 125+00 | | | STH 44 RT | | | 4 | | | 26 | erosion bales with rock bag relief |
| 125+00 | | | STH 44 LT | | | | 26 | | | |
| 129+00 | | | STH 44 LT | | | | 10 | | | |
| 130+00 | | | STH 44 LT | | | | 12 | | | |
| 131+40 | | | STH 44 LT | | | | 12 | | | field outlet |
| 132+60 | | | STH 44 RT | | | 4 | | | 26 | erosion bales with rock bag relief |
| 130+00 | to | 133+30 | STH 44 LT | 330 | 330 | | | | | |
| 133+34 | | | STH 44 RT | | | | | 14 | | cross drain |
| 133+80 | to | 134+70 | STH 44 LT | 90 | 90 | | | | | |
| 134+30 | | | STH 44 RT | | | 4 | | | 26 | erosion bales with rock bag relief |
| 134+70 | | | STH 44 LT | | | | 14 | | | |
| 136+00 | | | STH 44 LT | | | | 18 | | | |
| 138+80 | | | STH 44 RT | | | | 20 | | | field inlet |
| 142+30 | to | 142+80 | STH 44 LT | 50 | 50 | | | | | |
| 144+50 | to | 145+05 | STH 44 LT | 55 | 55 | | | | | |
| 145+20 | | | STH 44 LT | | | | | 6 | | driveway pipe |
| 148+55 | | | STH 44 LT | | | | 20 | | | |
| 149+00 | | | STH 44 RT | | | | 16 | | | |
| 149+60 | | | STH 44 LT | | | | 16 | | | |
| 150+30 | | | STH 44 RT | | | | 20 | | | |
| 150+60 | | | STH 44 LT | | | | 14 | | | |
| 156+30 | | | STH 44 RT | | | | | 6 | | driveway pipe |
| 157+00 | | | STH 44 LT | | | | 12 | | | |
| 157+80 | | | STH 44 RT | | | | | 7 | | |
| 164+85 | | | STH 44 LT | | | | 12 | | | |
| 165+85 | | | STH 44 RT | | | | 14 | | | |
| 166+63 | | | STH 44 RT | | | | | 7 | | cross drain |
| 166+85 | to | 171+65 | STH 44 LT | 480 | 480 | | | | | |
| 167+35 | | | STH 44 RT | | | | 16 | | | |
| 173+72 | to | 175+30 | STH 44 LT | 165 | 165 | | | | | extra length as path is not linear |
| 174+60 | to | 178+00 | STH 44 RT | 505 | 505 | | | | | |
| 176+40 | | | STH 44 LT | | | | | 6 | | driveway pipe |
| | | | subtotal | 1,895 | 1,895 | 12 | 338 | 98 | 78 | |

continued

## SILT FENCE, ROCK BAGS, TEMPORARY DITCH CHECKS AND CULVERT PIPE CHECKS CONTINUED

CATEGORY 0010

| 6110-05-70 STATION TO STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.7570 ROCK BAGS EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECK EACH | 628.1104 EROSION BALES EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 180+00 | STH 44 LT | | | | | 6 | | driveway pipe |
| 182+55 | STH 44 RT | | | | 20 | | | |
| 183+85 | STH 44 LT | | | | | 6 | | driveway pipe |
| 183+90 | STH 44 RT | | | | 14 | | | |
| 182+00 to 183+50 | STH 44 RT | 150 | 150 | | | | | |
| 183+50 to 183+65 | STH 44 RT | | | 30 | | | | rock bags used for silt fence releif |
| 183+60 to 184+00 | STH 44 RT | 40 | 40 | | | | | |
| 191+50 | STH 44 RT | | | | | 6 | | driveway pipe |
| 191+60 | STH 44 LT | | | | | 6 | | driveway pipe |
| 197+00 | STH 44 LT | | | | 16 | | | |
| 200+00 | STH 44 RT | | | | 12 | | | |
| 200+00 to 202+25 | STH 44 LT | 225 | 225 | | | | | |
| 207+00 | STH 44 RT | | | | 24 | | | |
| 209+00 | STH 44 LT | | | | 18 | | | |
| 209+65 | STH 44 RT | | | | 18 | | | |
| 209+84 | STH 44 RT | | | | | 10 | | cross drain |
| 209+84 | STH 44 LT | | | 20 | | | | cross drain outlet rock bags |
| 210+00 to 210+65 | STH 44 LT | 65 | 65 | | | | | |
| 210+86 | STH 44 RT | | | | 24 | | | |
| 210+86 | STH 44 RT | | | | | 8 | | cross drain |
| 211+10 to 212+20 | STH 44 LT | 110 | 110 | | | | | |
| 211+70 to 212+95 | STH 44 RT | 125 | 125 | | | | | |
| 212+95 to 213+05 | STH 44 RT | | | 17 | | | | rock bags used for silt fence releif |
| 213+05 to 214+00 | STH 44 RT | 95 | 95 | | | | | |
| 212+00 | STH 44 LT | | | | 10 | | | |
| 214+00 | STH 44 RT | | | 4 | | | 26 | erosion bales with rock bag relief |
| 217+50 | STH 44 LT | | | | | 6 | | driveway pipe |
| 220+00 | STH 44 LT | | | | 10 | | | |
| 220+50 | STH 44 RT | | | | 12 | | | |
| 220+50 to 226+00 | STH 44 LT | 550 | 550 | | | | | |
| 220+50 to 225+10 | STH 44 RT | 460 | 460 | | | | | |
| 230+80 | STH 44 LT | | | | | 6 | | driveway pipe |
| 232+30 | STH 44 LT | | | | 18 | | | |
| 232+30 | STH 44 RT | | | | 16 | | | |
| 233+34 | STH 44 RT | | | | | 21 | | cross drain |
| 234+20 to 238+25 | STH 44 LT | 405 | 405 | | | | | |
| 236+00 | STH 44 RT | | | | | 6 | | side road cross drain |
| 237+85 | STH 44 RT | | | | | 6 | | side road cross drain |
| 239+20 | STH 44 RT | | | | 14 | | | |
| 239+49 | STH 44 RT | | | | | 16 | | cross drain |
| 240+00 | STH 44 LT | | | | 16 | | | |
| 240+20 | STH 44 RT | | | | 14 | | | |
| 243+10 | STH 44 LT | | | | | 6 | | driveway pipe |
| 244+50 | STH 44 LT | | | | | 6 | | driveway pipe |
| 245+25 | STH 44 RT | | | | | 6 | | driveway pipe |
| 250+00 to 253+45 | STH 44 LT | 345 | 345 | | | | | |
| | subtotal | 2,570 | 2,570 | 71 | 256 | 121 | 26 | |

continued

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## SILT FENCE, ROCK BAGS, TEMPORARY DITCH CHECKS AND CULVERT PIPE CHECKS CONTINUED

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.7570 ROCK BAGS EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECK EACH | 628.1104 EROSION BALES EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 253+45 | | | STH 44 LT | | | | 10 | | | |
| 254+30 | | | STH 44 LT | | | | | 6 | | driveway pipe |
| 255+75 | | | STH 44 LT | | | | | 5 | | driveway pipe |
| 258+50 | | | STH 44 LT | | | | 12 | | | |
| 258+50 | to | 263+70 | STH 44 LT | 520 | 520 | | | | | |
| 263+30 | | | STH 44 RT | | | | 16 | | | |
| 263+70 | | | STH 44 LT | | | 20 | | | | cross drain outlet rock bags |
| 264+16 | | | STH 44 RT | | | | | 16 | | cross drain |
| 264+80 | | | STH 44 LT | | | | | 6 | | driveway pipe |
| 264+80 | | | STH 44 RT | | | | 20 | | | |
| 268+17 | | | STH 44 RT | | | | | 7 | | side road cross drain |
| 268+17 | | | STH 44 RT | | | | 20 | | | |
| 268+17 | to | 274+50 | STH 44 RT | 633 | 633 | | | | | |
| 276+40 | | | STH 44 LT | | | | 10 | | | |
| 276+40 | to | 279+80 | STH 44 LT | 340 | 340 | | | | | |
| 278+00 | | | STH 44 RT | | | | 10 | | | |
| 279+80 | | | STH 44 LT | | | | 20 | | | to field channel |
| 280+60 | | | STH 44 LT | | | | 20 | | | to field channel |
| 289+75 | | | STH 44 LT | | | | | 5 | | driveway pipe |
| 291+05 | | | STH 44 RT | | | | | 6 | | driveway pipe |
| 295+00 | to | 300+50 | STH 44 LT | 500 | 500 | | | | | |
| 298+00 | to | 299+00 | STH 44 RT | 100 | 100 | | | | | |
| 301+70 | to | 302+00 | STH 44 RT | 30 | 30 | | | | | |
| 305+00 | to | 305+30 | STH 44 LT | 30 | 30 | | | | | |
| 304+90 | | | STH 44 RT | | | | 14 | | | |
| 305+10 | | | STH 44 LT | | | | 12 | | | |
| 305+46 | | | STH 44 RT | | | | | 20 | | cross drain |
| 305+60 | | | STH 44 RT | | | | 14 | | | |
| 305+70 | to | 308+80 | STH 44 LT | 310 | 310 | | | | | |
| 306+45 | | | STH 44 LT | | | | 10 | | | |
| 318+40 | | | STH 44 LT | | | | 14 | | | |
| 318+40 | | | STH 44 RT | | | | 12 | | | |
| 319+24 | | | STH 44 RT | | | | | 16 | | cross drain |
| 319+40 | | | STH 44 LT | | | | 18 | | | |
| 321+50 | to | 322+60 | STH 44 LT | 110 | 110 | | | | | |
| 328+40 | | | STH 44 LT | | | | | 6 | | driveway pipe |
| 331+00 | | | STH 44 RT | | | | 20 | | | |
| 331+10 | | | STH 44 LT | | | | 16 | | | |
| 332+20 | | | STH 44 LT | | | 20 | | | | cross drain outlet rock bags |
| | | | subtotal | 2,573 | 2,573 | 40 | 268 | 93 | 0 | |

continued

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## SILT FENCE, ROCK BAGS, TEMPORARY DITCH CHECKS AND CULVERT PIPE CHECKS CONTINUED

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 628.1504 SILT FENCE LF | 628.1520 SILT FENCE MAINTENANCE LF | 628.7570 ROCK BAGS EACH | 628.7504 TEMPORARY DITCH CHECKS LF | 628.7555 CULVERT PIPE CHECK EACH | 628.1104 EROSION BALES EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| | 332+30 | | STH 44 RT | | | | | 20 | | cross drain |
| | 332+40 | | STH 44 RT | | | | 14 | | | |
| | 333+00 | | STH 44 LT | | | | 14 | | | |
| | 334+30 | | STH 44 LT | | | | | 6 | | driveway pipe |
| 337+70 | to | 340+40 | STH 44 RT | 270 | 270 | | | | | |
| | 342+00 | | STH 44 LT | | | 20 | | | | |
| | 342+25 | | STH 44 RT | | | 20 | | | | |
| 58+26 | to | 59+61 | Seelig way RT | 135 | 135 | | | | | |
| 58+26 | to | 59+00 | Seelig way LT | 74 | 74 | | | | | |
| | 16+40 | | Locust Road LT | | | | | 6 | | |
| | 18+00 | | Locust Road LT | | | | | 6 | | |
| | 17+00 | | Locust Road RT | | | 20 | | | | Rock bags ditch check |
| 12+00 | to | 14+70 | Page Road RT | 270 | 270 | | | | | |
| | 12+00 | | Page Road LT | | | | 10 | | | |
| 30+35 | to | 32+50 | Island Road LT | 215 | 215 | | | | | |
| | 33+50 | | Island Road LT | | | 20 | | | | Rock bags ditch check |
| 33+50 | to | 35+00 | Island Road LT | 150 | 150 | | | | | |
| | 35+00 | | Island Road RT | | | 20 | | | | Rock bags ditch check |
| | 39+15 | | Custer Road LT | | | | 20 | | | |
| 28+25 | to | 29+45 | Smoody Drive RT | 120 | 120 | | | | | |
| 50+52 | to | 51+60 | Fletcher Road LT | 108 | 108 | | | | | |
| | 51+15 | | Fletcher Road RT | | | | 12 | | | |
| | 50+80 | | Fletcher Road LT | | | | 10 | | | |
| 51+15 | to | 54+00 | Fletcher Road RT | 285 | 285 | | | | | |
| | 56+30 | | Springbrook Road LT | | | | | 6 | | |
| | 56+30 | | Springbrook Road RT | | | | | 6 | | |
| | 58+90 | | Springbrook Road LT | | | | 24 | | | |
| | 58+90 | | Springbrook Road RT | | | | 26 | | | |
| 57+75 | to | 58+25 | Springbrook Road RT | 50 | 50 | | | | | |
| | | | Old Springbrook Road LT | | | | | 8 | | At existing culvert at ditch line |
| | | | Old Springbrook Road RT | | | | | 8 | | New culvert adjacent to existing culvert |
| | | | | | | | | | | |
| | | | UNDISTRIBUTED | 2000 | 2000 | 50 | 150 | 60 | 26 | |
| | | | | | | | | | | |
| | | | subtotal | 3,677 | 3,677 | 150 | 280 | 126 | 26 | |
| | | | PROJECT TOTAL | 10,715 | 10,715 | 273 | 1,142 | 438 | 130 | |

## EROSION MAT CLASS 1 TYPE B

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 628.2004 EROSION MAT CLASS 1 TYPE B SY |
|---|---|---|---|---|
| 86+38 | - | 87+00 | STH 44 LT | 62 |
| 86+38 | - | 86+85 | STH 44 RT | 27 |
| 89+05 | - | 97+63 | STH 44 LT | 858 |
| 89+24 | - | 93+50 | STH 44 RT | 426 |
| 94+10 | - | 133+25 | STH 44 RT | 3,915 |
| 98+93 | - | 100+50 | STH 44 LT | 157 |
| 100+70 | - | 102+00 | STH 44 LT | 130 |
| 102+30 | - | 102+80 | STH 44 LT | 50 |
| 103+35 | - | 105+60 | STH 44 LT | 225 |
| 105+85 | - | 113+70 | STH 44 LT | 785 |
| 114+30 | - | 114+60 | STH 44 LT | 30 |
| 115+00 | - | 116+85 | STH 44 LT | 185 |
| 117+10 | - | 119+40 | STH 44 LT | 230 |
| 119+60 | - | 130+00 | STH 44 RT | 1,040 |
| 133+45 | - | 143+50 | STH 44 RT | 1,005 |
| 134+70 | - | 142+30 | STH 44 LT | 760 |
| 143+75 | - | 149+30 | STH 44 RT | 555 |
| 144+80 | | 145+20 | STH 44 LT | 40 |
| 145+90 | | 149+25 | STH 44 LT | 335 |
| 149+45 | - | 155+75 | STH 44 RT | 630 |
| 149+60 | - | 164+85 | STH 44 LT | 1,525 |
| 156+30 | - | 157+30 | STH 44 RT | 100 |
| 157+80 | - | 166+40 | STH 44 RT | 860 |
| 166+80 | - | 170+75 | STH 44 RT | 395 |
| 171+65 | - | 172+34 | STH 44 LT | 69 |
| 171+25 | - | 172+30 | STH 44 RT | 105 |
| 175+30 | - | 176+40 | STH 44 LT | 110 |
| 177+00 | - | 180+00 | STH 44 LT | 300 |
| 178+00 | - | 191+50 | STH 44 RT | 1,350 |
| 180+35 | - | 183+85 | STH 44 LT | 350 |
| 184+10 | - | 191+60 | STH 44 LT | 750 |
| 191+80 | - | 209+65 | STH 44 RT | 1,785 |
| 192+00 | - | 197+44 | STH 44 LT | 544 |
| 198+74 | - | 200+00 | STH 44 LT | 126 |
| 202+25 | - | 209+45 | STH 44 LT | 720 |
| 211+05 | - | 211+70 | STH 44 RT | 65 |
| 212+00 | - | 217+50 | STH 44 LT | 550 |
| 214+00 | - | 220+50 | STH 44 RT | 650 |
| 217+95 | - | 220+00 | STH 44 LT | 205 |
| 225+10 | - | 233+00 | STH 44 RT | 790 |
| 226+35 | - | 230+80 | STH 44 LT | 445 |
| 231+30 | - | 233+00 | STH 44 LT | 170 |
| 233+60 | - | 236+00 | STH 44 RT | 240 |
| 233+60 | - | 234+00 | STH 44 LT | 40 |
| | | | SUBTOTAL | 23,689 |

continued

## EROSION MAT CLASS 1 TYPE B, continued

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 628.2004 EROSION MAT CLASS 1 TYPE B SY |
|---|---|---|---|---|
| 237+00 | - | 237+85 | STH 44 RT | 85 |
| 238+60 | - | 239+20 | STH 44 LT | 60 |
| 238+80 | - | 239+20 | STH 44 RT | 40 |
| 239+70 | - | 242+60 | STH 44 LT | 290 |
| 239+70 | - | 244+70 | STH 44 RT | 500 |
| 243+10 | - | 244+00 | STH 44 LT | 90 |
| 244+50 | - | 250+00 | STH 44 LT | 550 |
| 249+60 | - | 254+30 | STH 44 RT | 470 |
| 253+45 | - | 254+45 | STH 44 LT | 100 |
| 254+70 | - | 264+00 | STH 44 RT | 930 |
| 254+85 | - | 255+75 | STH 44 LT | 90 |
| 256+30 | - | 258+50 | STH 44 LT | 220 |
| 264+25 | - | 266+80 | STH 44 RT | 255 |
| 264+30 | - | 264+40 | STH 44 RT | 10 |
| 264+80 | - | 276+40 | STH 44 LT | 1,160 |
| 268+17 | - | 290+60 | STH 44 RT | 2,243 |
| 280+00 | - | 289+35 | STH 44 LT | 935 |
| 289+75 | - | 294+50 | STH 44 LT | 475 |
| 291+05 | - | 298+00 | STH 44 LT | 695 |
| 300+50 | - | 305+10 | STH 44 LT | 460 |
| 302+00 | - | 305+35 | STH 44 RT | 335 |
| 305+60 | - | 311+30 | STH 44 RT | 570 |
| 305+70 | - | 312+50 | STH 44 LT | 680 |
| 311+60 | - | 319+05 | STH 44 RT | 745 |
| 312+80 | - | 319+05 | STH 44 LT | 625 |
| 319+40 | - | 321+50 | STH 44 LT | 210 |
| 319+45 | - | 320+35 | STH 44 RT | 90 |
| 320+60 | - | 330+90 | STH 44 RT | 1,030 |
| 322+60 | - | 328+40 | STH 44 LT | 580 |
| 328+80 | - | 332+00 | STH 44 LT | 320 |
| 332+40 | - | 333+90 | STH 44 LT | 150 |
| 332+45 | - | 337+70 | STH 44 RT | 525 |
| 334+30 | - | 339+00 | STH 44 LT | 470 |
| 339+40 | - | 342+00 | STH 44 LT | 260 |
| 340+40 | - | 342+25 | STH 44 RT | 185 |
| | | | | |
| | - | | Seelig Way RT radius | 63 |
| | - | | Seelig Way LT radius | 94 |
| 58+25 | - | 59+27 | Seelig Way RT | 102 |
| 58+25 | - | 59+09 | Seelig Way LT | 84 |
| | - | | Locust Road RT radius | 71 |
| | - | | Locust Road LT radius | 84 |
| 17+00 | - | 19+15 | Locust Road RT | 215 |
| 17+10 | - | 19+29 | Locust Road LT | 219 |
| | | | SUBTOTAL | 17,365 |

continued

## EROSION MAT CLASS 1 TYPE B, continued

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 628.2004 EROSION MAT CLASS 1 TYPE B SY |
|---|---|---|---|---|
| 12+00 | - | 15+25 | Page Road LT | 325 |
| | - | | Island Rd RT radius | 94 |
| | - | | Island Rd LT radius | 63 |
| 30+83 | - | 35+00 | Island Road RT | 417 |
| 30+65 | - | 32+90 | Island Road LT | 225 |
| | - | | Custer Rd RT radius | 63 |
| | - | | Custer Rd LT radius | 94 |
| 38+00 | - | 39+37 | Custer Road RT | 137 |
| 38+00 | - | 39+15 | Custer Road LT | 115 |
| 17+00 | - | 18+30 | Banick Drive LT | 130 |
| 18+30 | - | 19+50 | Banick Drive LT | 120 |
| 17+00 | - | 19+60 | Banick Drive RT | 260 |
| 28+25 | - | 29+50 | Smoody Drive LT | 125 |
| 51+15 | - | 53+00 | Fletcher Road RT | 185 |
| 50+80 | - | 53+00 | Fletcher Road LT | 220 |
| 56+70 | - | 58+00 | Springbrook Road RT | 130 |
| 56+70 | - | 58+90 | Springbrook Road LT | 220 |
| 58+20 | - | 58+90 | Springbrook Road RT | 70 |
| | - | | | 0 |
| | - | | UNDISTRIBUTED | 10,750 |
| | - | | | |
| | | | SUBTOTAL | 13,743 |
| | | | PROJECT TOTAL | 54,797 |

## EROSION MAT URBAN CLASS 1 TYPE A

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 628.2006 EROSION MAT URBAN CLASS 1 TYPE A SY | COMMENT |
|---|---|---|---|---|---|
| | | | Seelig Way intersection | 147 | |
| | | | Locust Road intersection | 142 | |
| | | | Island Road intersection | 140 | |
| | | | Custer Road intersection | 140 | |
| | | | Fletcher Road intersection | 142 | |
| | | | Springbrook Road intersection | 140 | |
| | | | | | |
| 142+42 | - | 144+83 | STH 44 | 214 | |
| 245+42 | - | 249+50 | STH 44 | 363 | |
| 298+50 | - | 302+08 | STH 44 | 318 | |
| | | | | | |
| | | | Douglas St intsersection SE quad | 44 | Traffic signal work |
| | | | Douglas St intsersection SW quad | 167 | Traffic signal work |
| | | | Douglas St intsersection NE quad | 213 | Traffic signal work |
| | | | Douglas St intsersection NW quad | 22 | Traffic signal work |
| | | | | | |
| | | | Undistributed | 500 | |
| | | | | | |
| | | | TOTAL | 2,692 | |

## LANDSCAPING SUMMARY

CATEGORY
0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 625.0500 SALVAGED TOPSOIL SY | 627.0200 MULCHING SY | 629.0210 FERTILIZER TYPE B CWT | 630.0130 SEEDING MIXTURE NO 30 LB | 630.0140 SEEDING MIXTURE NO 40 LB | 630.0200 SEEDING TEMPORARY LB | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 86+38 | - | 94+00 | STH 44 RT | 1,341 | 943 | 0.845 | | 24.1 | 36.2 | |
| 94+00 | - | 170+00 | STH 44 RT | 27,172 | 19,101 | 17.118 | 489.1 | | 733.6 | |
| 170+00 | - | 172+30 | STH 44 RT | 380 | 267 | 0.239 | | 6.8 | 10.3 | |
| 173+73 | - | 192+00 | STH 44 RT | 4,680 | 3,290 | 2.948 | 84.2 | | 126.4 | |
| 192+90 | - | 195+00 | STH 44 RT | 806 | 566 | 0.508 | | 14.5 | 21.8 | |
| 195+50 | - | 209+65 | STH 44 RT | 4,120 | 2,896 | 2.595 | 74.2 | | 111.2 | |
| 210+95 | - | 217+00 | STH 44 RT | 1,853 | 1,302 | 1.167 | 33.4 | | 50.0 | |
| 225+25 | - | 236+00 | STH 44 RT | 2,588 | 1,819 | 1.631 | 46.6 | | 69.9 | |
| 237+00 | - | 238+00 | STH 44 RT | 261 | 184 | 0.164 | 4.7 | | 7.1 | |
| 238+75 | - | 243+50 | STH 44 RT | 1,172 | 824 | 0.738 | 21.1 | | 31.6 | |
| 243+50 | - | 250+00 | STH 44 RT | 1,242 | 873 | 0.782 | | 22.4 | 33.5 | |
| 250+00 | - | 253+00 | STH 44 RT | 650 | 457 | 0.410 | 11.7 | | 17.6 | |
| 253+00 | - | 255+50 | STH 44 RT | 731 | 514 | 0.460 | | 13.2 | 19.7 | |
| 256+00 | - | 266+80 | STH 44 RT | 3,649 | 2,565 | 2.299 | 65.7 | | 98.5 | |
| 268+09 | - | 296+50 | STH 44 RT | 6,850 | 4,815 | 4.316 | 123.3 | | 185.0 | |
| 296+50 | - | 300+00 | STH 44 RT | 682 | 479 | 0.430 | | 12.3 | 18.4 | |
| 300+40 | - | 301+40 | STH 44 RT | 178 | 125 | 0.112 | | 3.2 | 4.8 | |
| 301+70 | - | 302+00 | STH 44 RT | 83 | 58 | 0.052 | | 1.5 | 2.3 | |
| 302+00 | - | 311+00 | STH 44 RT | 2,819 | 1,982 | 1.776 | 50.8 | | 76.1 | |
| 312+00 | - | 331+00 | STH 44 RT | 4,968 | 3,492 | 3.130 | 89.4 | | 134.1 | |
| 332+05 | - | 342+00 | STH 44 RT | 2,874 | 2,020 | 1.810 | 54.4 | | 77.6 | |
| 86+38 | - | 97+50 | STH 44 LT | 2,118 | 1,489 | 1.334 | 38.1 | | 57.2 | |
| 98+76 | - | 101+80 | STH 44 LT | 862 | 606 | 0.543 | 15.5 | | 23.3 | |
| 101+80 | - | 102+00 | STH 44 LT | 56 | 39 | 0.035 | | 1.0 | 1.5 | |
| 102+40 | - | 103+00 | STH 44 LT | 97 | 68 | 0.061 | | 1.8 | 2.6 | |
| 103+30 | - | 105+00 | STH 44 LT | 296 | 208 | 0.187 | | 5.3 | 8.0 | |
| 105+50 | - | 115+00 | STH 44 LT | 2,525 | 1,775 | 1.591 | 45.4 | | 68.2 | |
| 115+00 | - | 121+00 | STH 44 LT | 1,539 | 1,082 | 0.970 | | 27.7 | 41.6 | |
| 121+00 | - | 141+50 | STH 44 LT | 5,545 | 3,897 | 3.493 | 99.8 | | 149.7 | |
| 141+50 | - | 143+00 | STH 44 LT | 311 | 218 | 0.196 | | 5.6 | 8.4 | |
| 143+40 | - | 145+30 | STH 44 LT | 318 | 224 | 0.200 | | 5.7 | 8.6 | |
| 145+60 | - | 147+00 | STH 44 LT | 517 | 364 | 0.326 | | 9.3 | 14.0 | |
| 147+00 | - | 172+34 | STH 44 LT | 6,771 | 4,760 | 4.266 | 121.9 | | 182.8 | |
| 173+72 | - | 179+00 | STH 44 LT | 1,467 | 1,031 | 0.924 | | 26.4 | 39.6 | |
| 179+00 | - | 197+44 | STH 44 LT | 5,691 | 4,000 | 3.585 | 102.4 | | 153.7 | |
| 198+74 | - | 216+50 | STH 44 LT | 4,167 | 2,929 | 2.625 | 75.0 | | 112.5 | |
| 216+50 | - | 220+50 | STH 44 LT | 706 | 496 | 0.445 | | 12.7 | 19.0 | |
| 225+25 | - | 229+00 | STH 44 LT | 600 | 422 | 0.378 | 10.8 | | 16.2 | |
| 229+00 | - | 233+00 | STH 44 LT | 972 | 683 | 0.612 | | 17.5 | 26.2 | |
| 233+00 | - | 242+95 | STH 44 LT | 1,876 | 1,319 | 1.182 | 33.8 | | 50.7 | |
| 243+00 | - | 246+50 | STH 44 LT | 700 | 492 | 0.441 | | 12.6 | 18.9 | |
| 246+50 | - | 252+50 | STH 44 LT | 853 | 599 | 0.537 | 15.4 | | 23.0 | |
| | | | subtotal | 107,084 | 75,275 | 67.463 | 1,707 | 224 | 2,891 | |

continued

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**LANDSCAPING SUMMARY continued. . . .**

CATEGORY
0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 625.0500 SALVAGED TOPSOIL SY | 627.0200 MULCHING SY | 629.0210 FERTILIZER TYPE B CWT | 630.0130 SEEDING MIXTURE NO 30 LB | 630.0140 SEEDING MIXTURE NO 40 LB | 630.0200 SEEDING TEMPORARY LB | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 252+50 | - | 255+75 | STH 44 LT | 513 | 361 | 0.323 | | 9.2 | 13.9 | |
| 256+50 | - | 288+00 | STH 44 LT | 7,022 | 4,936 | 4.424 | 126.4 | | 189.6 | |
| 288+00 | - | 290+00 | STH 44 LT | 350 | 246 | 0.221 | | 6.3 | 9.5 | |
| 290+00 | - | 332+00 | STH 44 LT | 12,317 | 8,658 | 7.760 | 221.7 | | 332.6 | |
| 332+00 | - | 335+00 | STH 44 LT | 917 | 644 | 0.578 | | 16.5 | 24.8 | |
| 336+00 | - | 339+00 | STH 44 LT | 786 | 553 | 0.495 | | 14.2 | 21.2 | |
| 339+40 | - | 342+00 | STH 44 LT | 691 | 486 | 0.435 | | 12.4 | 18.7 | |
| | - | | Seelig Way LT | 326 | 229 | 0.205 | 5.9 | | 8.8 | |
| | - | | Seelig Way RT | 216 | 152 | 0.143 | 3.9 | | 5.8 | |
| | - | | Locust Road LT | 1,278 | 899 | 0.805 | 23.0 | | 34.5 | |
| | - | | Locust Road RT | 1,037 | 729 | 0.653 | 18.7 | | 28.0 | |
| | - | | Page Road LT | 1,172 | 824 | 0.738 | 21.1 | | 31.6 | |
| | - | | Page Road RT | 1,367 | 961 | 0.861 | 24.6 | | 36.9 | |
| | - | | Island Road LT | 1,831 | 1,287 | 1.153 | 33.0 | | 49.4 | |
| | - | | Island Road RT | 1,001 | 704 | 0.631 | 18.0 | | 27.0 | |
| | - | | Custer Road LT | 518 | 364 | 0.326 | 9.3 | | 14.0 | |
| | - | | Custer Road RT | 436 | 306 | 0.274 | 7.8 | | 11.8 | |
| | - | | Banick Drive LT | 521 | 366 | 0.328 | 9.4 | | 14.1 | |
| | - | | Banick Drive RT | 523 | 368 | 0.330 | 9.4 | | 14.1 | |
| | - | | Smoody Drive LT | 303 | 213 | 0.191 | 5.4 | | 8.2 | |
| | - | | Smoody Drive RT | 287 | 202 | 0.181 | 5.2 | | 7.8 | |
| | - | | Fletcher Road LT | 748 | 526 | 0.600 | 16.0 | | 24.0 | |
| | - | | Fletcher Road RT | 1,392 | 978 | 0.877 | 25.1 | | 37.3 | |
| | - | | Springbrook Road LT | 1,252 | 880 | 0.789 | 22.5 | | 33.8 | |
| | - | | Springbrook Road RT | 1,288 | 905 | 0.811 | 23.2 | | 34.8 | |
| | | | | | | | | | | |
| SE quadrant | | | STH 44 & Douglas St | 44 | 0 | 0.028 | | 0.8 | 0.0 | traffic signal work |
| SW quadrant | | | STH 44 & Douglas St | 167 | 0 | 0.105 | | 3.0 | 0.0 | traffic signal work |
| NE quadrant | | | STH 44 & Douglas St | 213 | 0 | 0.134 | | 3.8 | 0.0 | traffic signal work |
| NW quadrant | | | STH 44 & Douglas St | 22 | 0 | 0.014 | | 0.4 | 0.0 | traffic signal work |
| - | | | | | | | | | | |
| - | | | Undistributed | 4,000 | 4,000 | 20.000 | 500.0 | 80.0 | 950.0 | |
| | | | subtotal | 42,537 | 30,776 | 44.414 | 1,130 | 147 | 1,982 | |
| | | | PROJECT TOTAL | 149,622 | 106,051 | 111.877 | 2,836 | 370.3 | 4,873 | |

## ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

CATEGORY 0010

| - SIGN NO. | 6110-05-70 LOCATION | - SIGN CODE | W X H | 637.2210* SIGNS TYPE II REFLECTIVE H S.F. | 637.2230* SIGNS TYPE II REFLECTIVE F S.F. | 634.0614 POSTS WOOD 4x6x14 EACH | 634.0616* POSTS WOOD 4x6x16 EACH | 638.2602* REMOVING SIGNS TYPE II EACH | 638.3000* REMOVING SMALL SIGN SUPPORTS EACH | - REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 1 | DOUGLAS ST. | J3-1 | 24" X 57" | 9.50 | | | 1 | 1 | 1 | SOUTH STH 44, SEE PLAN SHEET |
| 2 | STH 44, E. OF DOUGLAS ST. | R2-1 | 24" X 30" | 5.00 | | 1 | | 1 | 1 | 25 MPH |
| 3 | " | J4-1 | 24" X 36" | 6.00 | | 1 | | | | NORTH STH 44, SEE PLAN SHEET |
| 4 | " | R2-1 | | | | | | | | PART OF REMOVAL FOR SIGN #5 |
| 5 | " | R59-51 | 24" X 24" | 4.00 | | 1 | | 1 | 1 | |
| 6 | " | R2-1 | 24" X 30" | 5.00 | | 1 | | | | 55 MPH |
| 7 | " | J4-1 | | | | | | | | PART OF REMOVAL FOR SIGN #8 |
| 8 | " | D2-2 | 72" X 24" | 12.00 | | 1 | 1 | 1 | 2 | SEE SIGN DETAIL SHEET |
| 9 | " | J2-1 | 24" X 57" | 9.50 | | | 1 | 1 | 1 | SOUTH STH 44, SEE PLAN SHEET |
| 10 | " | W1-2R | | | | | | 1 | 1 | REMOVE W13-1 ALSO |
| 11 | " | I55-56 | 30" X 36" | 7.50 | | 1 | | 1 | 1 | RIPON TEACHERS, SEE PLAN SHEET |
| 11A | " | R4-51 | 36" X 48" | 12.00 | | | 1 | | | |
| 12 | " | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 13 | " | W3-5 | 36" X 36" | | 9.00 | 1 | | 1 | 1 | 25 MPH |
| 13A | STH 44, N. OF SEELIG WAY | W14-3 | 48" X 36" | | 6.00 | 1 | | | | |
| 13B | " | R4-3 | 24" X 30" | 5.00 | | 1 | | | | |
| 14 | STH 44, S. OF LOCUST RD./PAGE RD. | W14-3 | | | | | | 1 | 1 | |
| 14A | " | W9-1R | 36" X 36" | | 9.00 | | 1 | | | |
| 15 | " | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 15A | " | R4-1 | 24" X 30" | 5.00 | | 1 | | | | |
| 16 | SEELIG WAY | R1-1 | 30" X 30" | 5.18 | | 1 | | | | |
| 17 | " | R1-1 | | | | | | 1 | 1 | |
| 18 | " | R3-2 | 24" X 24" | 4.00 | | 1 | | | | |
| 19 | " | R4-7 | 24" X 30" | 5.00 | | 1 | | | | |
| 20 | " | R6-2R | 24" X 30" | 5.00 | | 1 | | | | |
| 21 | STH 44, N. OF SEELIG WAY | R5-2 | 24" X 24" | 4.00 | | 1 | | | | |
| 22 | " | M6-1 | 21" X 21" | 3.06 | | | | | | MOUNT BELOW SIGN #21 |
| | | | PAGE SUBTOTALS | 106.74 | 36.00 | 17 | 5 | 12 | 13 | |

continued

3

**ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II continued**

CATEGORY 0010

| - SIGN NO. | - LOCATION | - SIGN CODE | W X H | 637.2210* SIGNS TYPE II REFLECTIVE H S.F. | 637.2230* SIGNS TYPE II REFLECTIVE F S.F. | 634.0614 POSTS WOOD 4x6x14 EACH | 634.0616* POSTS WOOD 4x6x16 EACH | 638.2602* REMOVING SIGNS TYPE II EACH | 638.3000* REMOVING SMALL SIGN SUPPORTS EACH | - REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|
| 23 | STH 44, S. OF SEELIG WAY | R3-2 | 24" X 24" | 4.00 | | 1 | | | | |
| 24 | SEELIG WAY | R5-1 | 30" X 30" | 6.25 | | | | | | MOUNT ON BACK OF SIGN #20 |
| 25 | STH 44, S. OF LOCUST RD./PAGE RD. | W14-3 | | | | | | 1 | 1 | |
| 25A | " | W4-2R | 36" X 36" | | 9.00 | | 1 | | | |
| 25B | " | W4-2R | 36" X 36" | | 9.00 | | 1 | | | |
| 26 | LOCUST RD. | R1-1 | 30" X 30" | 5.18 | | 1 | | 1 | 1 | |
| 27 | STH 44, N. OF LOCUST RD./PAGE RD. | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 28 | " | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 29 | STH 44, S. OF ISLAND RD. | I55-56 | 30" X 36" | 7.50 | | 1 | | 1 | 1 | POLYONE, SEE PLAN SHEET |
| 30 | " | I55-56 | 30" X 36" | 7.50 | | 1 | | 1 | 1 | RIPON TEACHERS, SEE PLAN SHEET |
| 30A | ISLAND RD. | R1-1 | 30" X 30" | 5.18 | | 1 | | 1 | 1 | |
| 31 | STH 44, N. OF ISLAND RD. | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 32 | CUSTER RD. | R1-1 | 30" X 30" | 5.18 | | 1 | | 1 | 1 | |
| 33 | STH 44, N. OF CUSTER RD. | W2-2 | 30" X 30" | | 6.25 | 1 | | 1 | 1 | |
| 33A | " | W13-1 | 18" X 18" | | 2.25 | | | | | 45 MPH, MOUNT BELOW SIGN #33 |
| 34 | " | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 35 | STH 44, S. OF FLETCHER RD. | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 36 | " | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 37 | `FLETCHER RD. | R1-1 | 36" X 36" | 7.46 | | 1 | | 1 | 1 | |
| 38 | STH 44, N. OF FLETCHER RD. | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 38A | " | W4-2R | 36" X 36" | | 9.00 | | 1 | | | |
| 38B | " | W4-2R | 36" X 36" | | 9.00 | | 1 | | | |
| 38C | " | W9-1R | 36" X 36" | | 9.00 | | 1 | | | |
| 39 | STH 44, S. OF SPRINGBROOK RD. | W14-3 | | | | | | 1 | 1 | |
| 40 | " | W14-3 | 48" X 36" | | 6.00 | 1 | | 1 | 1 | |
| 41 | SPRINGBROOK RD. | R1-1 | 30" X 30" | 5.18 | | 1 | | 1 | 1 | |
| 42 | STH 44, N. OF SPRINGBROOK RD. | I55-56 | 30" X 36" | 7.50 | | 1 | | 1 | 1 | POLYONE, SEE PLAN SHEET |
| 43 | " | I2-2 | 84" X 15" | 8.75 | | 1 | 1 | 1 | 2 | FOND DU LAC CO, SEE SIGN DETAIL SHEET |
| 44 | " | I2-2 | 72" X 15" | 8.75 | | 1 | 1 | 1 | 2 | WINNEBAGO CO, SEE SIGN DETAIL SHEET |
| 45 | " | R4-3 | 24" X 30" | 5.00 | | 1 | | | | |
| 46 | " | R4-51 | 36" X 48" | 12.00 | | | 1 | | | |
| | | | PAGE SUBTOTALS | 95.43 | 101.50 | 21 | 8 | 21 | 23 | |
| | | | **PROJECT TOTALS** | **202.17** | **137.50** | **38** | **13** | **33** | **36** | |

*= Additional quantities shown elsewhere

3

## TRAFFIC CONTROL SUMMARY

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | APPROX SERVICE PERIOD DAYS | 643.0420* TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE | 643.0420* TRAFFIC CONTROL BARRICADES TYPE III DAYS | 643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE | 643.0705* TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS | 643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE | 643.0900 TRAFFIC CONTROL SIGNS DAYS | 643.0300* TRAFFIC CONTROL DRUMS NO. IN SERVICE | 643.0300* TRAFFIC CONTROL DRUMS DAYS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 98+18 LT | STH 44 at Seelig Way | 184 | 4 | 736 | 4 | 736 | 4 | 736 | | | A |
| 174+00 LT | STH 44 at Locust Road | 184 | 4 | 736 | 4 | 736 | 4 | 736 | | | A |
| 174+50 RT | STH 44 at Page Road | 184 | 4 | 736 | 4 | 736 | 4 | 736 | | | A |
| 196+75 LT | STH 44 at Island Road | 184 | 4 | 736 | 4 | 736 | 4 | 736 | | | A |
| 210+40 RT | STH 44 at Custer Road | 184 | 4 | 736 | 4 | 736 | 4 | 736 | | | A |
| 236+60 RT | STH 44 at Banick Drive | 184 | 4 | 736 | 4 | 736 | 4 | 736 | | | A |
| 238+39 RT | STH 44 at Smoody Drive | 184 | 4 | 736 | 4 | 736 | 4 | 736 | | | A |
| 266+50 RT | STH 44 at Fletcher Road | 184 | 4 | 736 | 4 | 736 | 4 | 736 | | | A |
| 334+00 RT | STH 44 at Springbrook Road | 184 | 4 | 736 | 4 | 736 | 4 | 736 | | | A |
| | | | | | | | | | | | |
| | STH 44 culvert replacements | 36 | 6 | 216 | 4 | 144 | 2 | 72 | | | during culvert work |
| | | | | | | | | | | | |
| 85+50 | STH 44 | 184 | 5 | 920 | 6 | 1,104 | 1 | 184 | | | South end of work zone |
| 347+00 | STH 44 | 184 | 5 | 920 | 6 | 1,104 | 1 | 184 | | | North end of work zone |
| | | | | | | | | | | | |
| | STH 44 & Douglas St | 30 | 4 | 120 | | 0 | 16 | 480 | 75 | 2,250 | traffic signal work |
| | | | | | | | | | | | |
| | STH 44 | 184 | | 0 | | 0 | | 0 | 100 | 18,400 | undistributed |
| | TOTALS | | | 8,800 | | 8,976 | | 7,544 | | 20,650 | |

A: Use detail 3 of SDD "Barricades and signs for sideroad closures", but noting that the mainline is the route closed to through traffic

* = Additional quantity shown elsewhere

3

**TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS**
**DETOUR SIGNING & DETOUR TRAFFIC CONTROL**

| SIGN NO. | 6110-05-70 LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 184 DAYS | 643.3000 DETOUR SIGNS DAYS | *643.0420 BARRICADES TYPE III | *643.0705 WARNING LIGHTS TYPE A DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | 643.0920 COVERING SIGNS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | **GAP IN SIGN NUMBERS (1-12)** | | | | | | | | | | |
| 13 | FIELD LOCATED ON HWY 44 (SB) | PCMS | | 1 | | | | | 7 | | |
| 14 | FIELD LOCATED ON HWY 44 (NB) | PCMS | | 1 | | | | | 7 | | |
| 15 | 500' N OF SIGN # 16 ON HWY 44 (SB) | W 20-2-A | 48"x48" | 1 | 184 | 184 | | | | | |
| 16 | LT OF J1-1 (JCT M) ON HWY 44 (SB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | M5-1-L | 21"x21" | 1 | 184 | 184 | | | | | |
| 17 | NW QUAD OF STH 44 & CTY M INTERSECTION | R11-3 | 60"x30" | 1 | 184 | 184 | 184 | 368 | | | 1 MILE |
| 18 | BELOW SIGN # 17 | MO 4-9-L | 30"x24" | 1 | 184 | 184 | | | | | |
| 19 | NW QUAD OF HWY 44 & CTY M INTERSECTION (FACING WB TRAFFIC-NEAR RT) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | LEFT |
| 20 | SW QUAD OF HWY 44 & CTY M INTERSECTION (FACING WB TRAFFIC-FAR LT) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | LEFT |
| 21 | MODIFY J13-1 (44-LT & RT) | M1-6 | EXISTING | | | | | | | | 44 |
| | " | MO 6-1 | 24"x12" | 1 | 184 | 184 | | | | | RIGHT |
| 22 | 250' S OF HWY 44 INTERSECTION ON CTY M (SB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 23 | MODIFY J1-1 (JCT 44) | MO 4-8-A | 24"x18" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | EXISTING | | | | | | | | 44 |
| 24 | 200' N OF MAKLKE RD INTERSECTION ON CTY M (NB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 25 | 200' S OF MAHLKE RD INTERSECTION ON CTY M (SB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 26 | 200' N OF FLETCHER RD INTERSECTION ON CTY M (NB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 27 | 200' S OF FLETCHER RD INTERSECTION ON CTY M (SB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| | | | | | subtotal | 6,808 | 184 | 368 | 14 | 0 | |

* Additional quantity shown elsewhere

continued

## TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS
## DETOUR SIGNING & DETOUR TRAFFIC CONTROL, continued

CATEGORY 0010

| SIGN NO. | 6110-05-70 LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 184 DAYS | 643.3000 DETOUR SIGNS DAYS | *643.0420 BARRICADES TYPE III | *643.0705 WARNING LIGHTS TYPE A DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | 643.0920 COVERING SIGNS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 28 | RT OF J4-1 (NORTH-M) @ OLDEN RD | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 29 | RT OF J4-1 (SOUTH-M) @ OLDEN RD | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 30 | 200' N OF ROSE-ELD RD INTERSECTION ON CTY M (NB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 31 | 200' S OF ROSE-ELD RD INTERSECTION ON CTY M (SB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 32 | RT OF J1-1 (JCT 23) ON CTY M (SB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 5-1-R | 21"x21" | 1 | 184 | 184 | | | | | |
| 33 | RT OF J4-1 (NORTH-M) ON CTY M (NB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 34 | RT OF J13-1 (23-LT & RT) ON CTY M (SB) - NEAR RT | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | RIGHT |
| 35 | BACKSIDE OF J13-1 (23-LT & RT) ON CTY M (NB) - FAR LT | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | RIGHT |
| 36 | BACKSIDE OF J13-1 (M-LT & RT) ON HWY 23 (WB) - FAR LT | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | LEFT |
| 37 | RT OF J13-1 (M-LT & RT) ON HWY 23 (EB) - NEAR RT | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | LEFT |
| | | | | | subtotal | 7,360 | 0 | 0 | 0 | 0 | |

continued

* Additional quantity shown elsewhere

**TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS**

**DETOUR SIGNING & DETOUR TRAFFIC CONTROL, continued**

CATEGORY 0010

| – SIGN NO. | – 6110-05-70 LOCATION | – SIGN CODE | – SIZE W X H | – NUMBER IN SERVICE | – APPROX. SERVICE PERIOD 184 DAYS | 643.3000 DETOUR SIGNS DAYS | *643.0420 BARRICADES TYPE III | *643.0705 WARNING LIGHTS TYPE A DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | 643.0920 COVERING SIGNS EACH | – REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 38 | 200' W OF CTH M INTERSECTION ON HWY 23 (WB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 39 | RT OF J1-1 (JCT M) ON HWY 23 (EB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | | MO 5-1-L | 21"x21" | 1 | 184 | 184 | | | | | |
| 40 | 200' W OF CTY KK INTERSECTION ON HWY 23 (WB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 41 | 200' E OF CTY KK INTERSECTION ON HWY 23 (EB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 42 | 200' W OF WILLOW RD INTERSECTION ON HWY 23 (WB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-3 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 43 | 200' E OF WILLOW RD INTERSECTION ON HWY 23 (EB) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 44 | MODIFY J1-1 (JCT 44) | MO 4-8-A | 24"x18" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | EXISTING | | | | | | | | |
| 45 | COVER J2-1 (N-44-AH RT) | | | | | | | | | 1 | N-44-AH RT one cycle |
| 46 | COVER J3-1 (N-44-RT) | | | | | | | | | 1 | N-44-RT one cycle |
| 47 | COVER J2-1 (N-44-RT) | | | | | | | | | 1 | N-44-RT one cycle |
| 48 | 25' W OF SUNRISE DR. | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | W20-2-A | 48'x48" | 1 | 184 | 184 | | | | | |
| 49 | MODIFY J2-1 (N-44-AH LT) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | EXISTING | | | | | | | | |
| | " | M1-6 | EXISTING | | | | | | | | |
| | " | M6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 50 | MODIFY J3-1 (N-44-LT) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | EXISTING | | | | | | | | |
| | " | M1-6 | EXISTING | | | | | | | | |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 51 | NE QUAD OF STH 44 & STH 23 | R11-3 | 60"x30" | 1 | 184 | 184 | 184 | 368 | | | 1 MILE |
| | | | | | subtotal | 5,888 | 184 | 368 | 0 | 3 | |

continued

* Additional quantity shown elsewhere

## TRAFFIC CONTROL DETOUR SIGNS AND COVERING SIGNS
## DETOUR SIGNING & DETOUR TRAFFIC CONTROL, continued

CATEGORY 0010

| SIGN NO. | 6110-05-70 LOCATION | SIGN CODE | SIZE W X H | NUMBER IN SERVICE | APPROX. SERVICE PERIOD 184 DAYS | 643.3000 DETOUR SIGNS DAYS | *643.0420 BARRICADES TYPE III | *643.0705 WARNING LIGHTS TYPE A DAYS | 643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS | 643.0920 COVERING SIGNS EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 52 | BELOW SIGN # 51 | MO 4-9-R | 30"x24" | 1 | 184 | 184 | | | | | |
| 53 | LT OF J4-1-ON A D1 (E-23, ON ROSENDALE 8) | MO 4-8 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | MO 3-1 | 24"x12" | 1 | 184 | 184 | | | | | |
| | " | M1-6 | 24"x24" | 1 | 184 | 184 | | | | | 44 |
| | " | MO 6-1 | 21"x21" | 1 | 184 | 184 | | | | | AHEAD |
| 54 | SE QUAD OF STH 44 & OSHKOSH ST | R11-4 | 60"x30" | 1 | 184 | 184 | 184 | | | | |
| | | | | | | | | | | | |
| | FIELD LOCATED ON HWY 44 & DOUGLAS ST (SB) | PCMS | | 1 | | | | | 7 | | traffic signals |
| | FIELD LOCATED ON HWY 44 & DOUGLAS ST (NB) | PCMS | | 1 | | | | | 7 | | traffic signals |
| | | | | | subtotal | 1,104 | 184 | 0 | 14 | 0 | |

* Additional quantity shown elsewhere

**PROJECT TOTAL** 21,160 552 736 28 3

## GEOTEXTILE FABRIC SAS and GEOGRID

CATEGORY 0100

| 6110-05-70 STATION | TO | STATION | LOCATION | 645.0140 GEOTEXTILE FABRIC TYPE SAS SY | 645.0220 GEOGRID Type SR SY |
|---|---|---|---|---|---|
| 86+38 | - | 347+00 | STH 44 | 9,650 | 9,650 |
| | | | TOTAL | 9,650 | 9,650 |

To be used where breaker run for EBS will be placed upon existing topsoil

The quantities are based on using Geogrid and SAS in 50% of the total areas needing EBS.

3

## PAVEMENT MARKING SUMMARY

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 646.0106 EPOXY 4-INCH EDGELINE (WHITE) SOLID LF | 646.0126 EPOXY 8-INCH CHANNELIZING (WHITE) SOLID LF | 646.0106 EPOXY 4-INCH CENTERLINE (YELLOW) SOLID LF | 646.0106 EPOXY 4-INCH CENTERLINE (YELLOW) DASHED LF | 646.0106 EPOXY 4-INCH (WHITE) DASHED OR SKIPS LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 86+38 | - | 95+00 | STH 44 | 1,724 | | 862 | 215.5 | | |
| 95+00 | - | 101+00 | STH 44 | | | | 132.0 | | |
| 95+00 | - | 101+00 | STH 44 RT | 600 | | | | | |
| 95+00 | - | 97+63 | STH 44 LT | 263 | | | | | |
| 98+93 | - | 101+00 | STH 44 LT | 207 | | | | | |
| 98+53 | - | 100+00 | STH 44 LT at Seelig Way | | 294 | | | | two lines, see Seelig Way detail |
| 101+00 | - | 138+60 | STH 44 | 7,520 | | 3,760 | 902.0 | | |
| 106+00 | - | 113+00 | STH 44 RT | | | | | 125.0 | passing lane taper skips |
| 113+00 | - | 158+62 | STH 44 RT passing lane | | | | | 1,140.5 | dashed |
| 138+60 | - | 145+40 | STH 44 | 1,360 | | 680 | 240.0 | | |
| 145+40 | - | 155+00 | STH 44 | 1,920 | | 1,920 | | | |
| 155+00 | - | 162+00 | STH 44 | 1,400 | | 700 | 175.0 | | |
| 162+00 | - | 168+00 | STH 44 | 1,200 | | 1,200 | | | |
| 168+00 | - | 169+00 | STH 44 | 200 | | 100 | 25.0 | | |
| 169+00 | - | 173+50 | STH 44 | | | | 112.5 | | |
| 169+00 | - | 172+34 | STH 44 LT | 334 | | | | | |
| 173+72 | - | 184+00 | STH 44 LT | 1,028 | | | | | |
| 173+72 | - | 175+72 | STH 44 LT | | 200 | | | | Locust Road turning lane |
| 169+00 | - | 171+60 | STH 44 RT | 260 | | | | | |
| 171+60 | - | 172+30 | STH 44 RT | | | | | 18.0 | turning lane skips |
| 173+73 | - | 184+00 | STH 44 RT | 1,027 | | | | | |
| 173+50 | - | 184+00 | STH 44 | | | 1,050 | 262.5 | | |
| 184+00 | - | 185+00 | STH 44 | 200 | | 200 | | | |
| 185+00 | - | 193+00 | STH 44 | 1,600 | | 800 | 200.0 | | |
| 193+00 | - | 205+00 | STH 44 | | | 2,400 | | | |
| 193+00 | - | 205+00 | STH 44 RT | 1,200 | | | | | |
| 193+00 | - | 197+44 | STH 44 LT | 444 | | | | | |
| 196+50 | - | 199+00 | STH 44 RT | | | | | 62.5 | Bypass at Island Road |
| 198+74 | - | 200+74 | STH 44 LT | | 200 | | | | Island Road turning lane |
| 198+74 | - | 205+00 | STH 44 LT | 626 | | | | | |
| 205+00 | - | 217+00 | STH 44 | | | 1,200 | 300.0 | | |
| 205+00 | - | 217+00 | STH 44 LT | 1,200 | | | | | |
| 205+00 | - | 209+65 | STH 44 RT | 465 | | | | | |
| 207+65 | - | 209+65 | STH 44 RT | | 200 | | | | Custer Road turning lane |
| 210+95 | - | 217+00 | STH 44 RT | 605 | | | | | |
| 217+00 | - | 223+30 | STH 44 | 1,260 | | 1,260 | | | |
| | | | subtotal | 26,643 | 894 | 16,132 | 2,565 | 1,346 | |
| | | | SECOND STRIPING OVER RUMBLE STRIPS | 26,643 | | 16,132 | 2,565 | | |
| | | | PAGE TOTAL | 53,286 | | 32,264 | 5,129 | | |

continued

3

**PAVEMENT MARKING SUMMARY CONTINUED. . . .**

CATEGORY
0010

| 6110-05-00 STATION | TO | STATION | LOCATION | 646.0106 EPOXY 4-INCH EDGELINE (WHITE) SOLID LF | 646.0126 EPOXY 8-INCH CHANNELIZING (WHITE) SOLID LF | 646.0106 EPOXY 4-INCH CENTERLINE (YELLOW) SOLID LF | 646.0106 EPOXY 4-INCH CENTERLINE (YELLOW) DASHED LF | 646.0106 EPOXY 4-INCH (WHITE) DASHED OR SKIPS LF | REMARKS |
|---|---|---|---|---|---|---|---|---|---|
| 223+30 | - | 233+25 | STH 44 | 1,990 | | 995 | 247.5 | | |
| 233+25 | - | 240+00 | STH 44 | | | | 168.5 | | |
| 233+25 | - | 240+00 | STH 44 LT | 675 | | | | | |
| 233+25 | - | 235+30 | STH 44 RT | 205 | | | | | |
| 235+30 | - | 236+03 | STH 44 RT | | | | | 18.0 | turning lane skips |
| 237+10 | - | 237+66 | STH 44 RT | 56 | | | | 15.0 | skips |
| 238+80 | - | 240+00 | STH 44 RT | 120 | | | | | |
| 240+00 | - | 249+70 | STH 44 | 1,940 | | 970 | 242.5 | | |
| 249+70 | - | 250+25 | STH 44 | 110 | | 110 | | | |
| 250+25 | - | 262+40 | STH 44 | 2,430 | | 1,215 | 303.5 | | |
| 262+40 | - | 289+50 | STH 44 LT | 2,710 | | | | | |
| 262+40 | - | 266+80 | STH 44 RT | 440 | | | 110.0 | | |
| 264+80 | - | 266+80 | STH 44 RT | | 200 | | | | FletcherRoad turning lane |
| 266+47.9 | - | 268+97.9 | STH 44 LT | | | | | 62.5 | Bypass at Fletcher Road |
| 266+80 | - | 276+15 | STH 44 | | | 935 | 234.0 | | |
| 268+17 | - | 289+50 | STH 44 RT | 2,133 | | | | | |
| 276+15 | - | 280+00 | STH 44 | | | | 96.0 | | |
| 280+00 | - | 289+50 | STH 44 | | | 950 | 237.5 | | |
| 289+50 | - | 308+00 | STH 44 | 3,700 | | 1,850 | | | |
| 308+00 | - | 325+00 | STH 44 | 3,400 | | 1,700 | | | |
| 325+00 | - | 347+00 | STH 44 LT | 2,200 | | | | | |
| 325+00 | - | 342+00 | STH 44 | | | 3,400 | | | |
| 325+00 | - | 330+75 | STH 44 RT | 575 | | | | | |
| 332+05 | - | 342+20 | STH 44 RT | 1,015 | | | | | |
| 342+00 | - | 347+00 | STH 44 LT | | | | | 125.0 | passing lane taper skips |
| 289+38 | - | 340+00 | STH 44 LT passing lane | | | | | 1,265.5 | dashed |
| | - | | | | | | | | |
| | - | | STH 44 & Douglas St intersection | | 115 | | | | traffic signal work |
| | - | | | | | | | | |
| | | | subtotal | 23,699 | 315 | 12,125 | 1,640 | 1,486 | |
| | | | SECOND STRIPING OVER RUMBLE STRIPS | 23,699 | | 12,125 | 1,640 | | |
| | | | PAGE TOTAL | 47,398 | | 24,250 | 3,279 | | |
| | | | PROJECT TOTAL | 100,684 | 1,209 | 56,514 | 8,408 | 2,832 | |
| | | | PROJECT TOTAL 4-INCH EPOXY | 168,438 | | | | | |



FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ PLOT SCALE : 1:1

## PAVEMENT MARKING ISLAND NOSE EPOXY

CATEGORY 0010

| - 6110-05-70 STATION | - LOCATION | 647.0606 PAVEMENT MARKING ISLAND NOSE EPOXY EACH |
|---|---|---|
| | Seelig Way Island | 1 |
| | Seelig Way Island | 1 |
| | Seelig Way Island | 1 |
| | | |
| | TOTAL | 3 |

## LOCATING NO-PASSING ZONES

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 648.0100 MI |
|---|---|---|---|---|
| 86+38 | - | 342+00 | STH 44 | 4.846 |
| | - | | | |
| | | | TOTAL | 4.846 |

## SAWING ASPHALT

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | 690.0150 SAWING ASPHALT LF | REMARKS |
|---|---|---|---|
| 86+38 | STH 44 start of work | 30 | Begin reconditioning |
| 92+89 RT | STH 44 at Prairie Place | 22 | CE |
| 58+25 | Seelig Way | 28 | Construction limit |
| 102+00 LT | STH 44 | 40 | CE Steves Repair Shop |
| 103+14 LT | STH 44 | 60 | CE Steves Repair Shop |
| 117+00 LT | STH 44 | 12 | PE (but might be relocated) |
| 143+25 LT | STH 44 | 11 | PE |
| 17+00 | Locust Road | 18 | Construction limit |
| 12+00 | Page Road | 18 | Construction limit |
| 35+02 | Island Road | 20 | Construction limit |
| 38+00 | Custer Road | 20 | Construction limit |
| 217+73 LT | STH 44 | 18 | PE |
| 17+25 | Banick Drive | 11 | Construction limit |
| 28+20 | Smoody Drive | 11 | Construction limit |
| 244+19 LT | STH 44 | 30 | PE |
| 248+20 RT | STH 44 | 28 | PE |
| 52+99 | Fletcher Road | 18 | Construction limit |
| 300+10 RT | STH 44 | 18 | PE |
| 56+25 | Springbrook Road | 28 | Construction limit |
| 339+10 LT | STH 44 | 30 | PE |
| 342+20 | STH 44 | 30 | End reconditioning |
| 333+50 RT 68 ft O/S | STH 44 | 30 | Hielke access |
| 58+23 RT 57.2 ft O/S | Springbrook Road | 20 | Hielke access |
| 342+00 - 347+00 LT | STH 44 | 500 | Shoulder sawcut |
| | | | |
| | TOTAL | 1,051 | |

## CONSTRUCTION STAKING PIPE CULVERTS

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | 650.6000 EACH |
|---|---|---|
| 100+92 | STH 44 | 1 |
| 115+00 | STH 44 | 1 |
| 133+45 | STH 44 | 2 |
| 149+37 | STH 44 | 1 |
| 166+63 | STH 44 | 1 |
| 209+92 | STH 44 | 1 |
| 209+84 | STH 44 | 1 |
| 211+86.5 | STH 44 | 1 |
| 233+34 | STH 44 | 2 |
| 239+45 | STH 44 | 2 |
| 264+16 | STH 44 | 2 |
| 305+46 | STH 44 | 2 |
| 319+24 | STH 44 | 2 |
| 332+16 | STH 44 | 2 |
| 59+44 | Seelig Way | 1 |
| 50+75 | Fletcher Road | 1 |
| 59+00 | Springbrook Road | 1 |
| 19+60 | Banick Drive | 1 |
| 29+56 | Smoody Drive | 1 |
| | Old Springbrook Road | 1 |
| | TOTAL | 27 |

## CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER

CATEGORY 0010

| 6110-05-70 STATION | LOCATION | 650.5500 LF |
|---|---|---|
| | Traffic island at STH 44 & Seelig Way intersection | 109.0 |
| | NW quadrant of STH 44 & Seelig Way intersection | 62.8 |
| | NE quadrant of STH 44 & Seelig Way intersection | 102.3 |
| | NW quadrant of STH 44 & Locust Road intersection | 81.0 |
| | NE quadrant of STH 44 & Locust Road intersection | 103.0 |
| | NW quadrant of STH 44 & Island Road intersection | 70.8 |
| | NE quadrant of STH 44 & Island Road intersection | 110.3 |
| | SW quadrant of STH 44 & Custer Road intersection | 102.3 |
| | SE quadrant of STH 44 & Custer Road intersection | 70.8 |
| | SW quadrant of STH 44 & Fletcher Road intersection | 96.2 |
| | SE quadrant of STH 44 & Fletcher Road intersection | 80.0 |
| | SW quadrant of STH 44 & Springbrook Road intersection | 102.3 |
| | SE quadrant of STH 44 & Springbrook Road intersection | 70.8 |
| 142+40 - 144+75 LT | STH 44 | 241.0 |
| 245+42 - 249+50 RT | STH 44 | 408.0 |
| 298+50 - 302+08 RT | STH 44 | 358.0 |
| | TOTAL | 2,169 |

## CONSTRUCTION STAKING

CATEGORY 0010

| 6110-05-70 STATION | TO | STATION | LOCATION | 650.4500 SUBGRADE LF | 650.5000 BASE LF | 650.9920 SLOPE STAKES LF |
|---|---|---|---|---|---|---|
| 86+38 | - | 342+00 | STH 44 | 25,562 | 25,562 | 25,562 |
| 342+00 | - | 347+00 | STH 44 | | | 500 |
| 58+25 | - | 59+30 | Seelig Way | 105 | 105 | 105 |
| 15+80 | - | 17+00 | Locust Road | | | 120 |
| 17+00 | - | 19+30 | Locust Road | 230 | 230 | 230 |
| 12+00 | - | 15+00 | Page Road | 300 | 300 | 300 |
| 30+65 | - | 35+02 | Island Road | 437 | 437 | 437 |
| 38+00 | - | 39+37 | Custer Road | 137 | 137 | 137 |
| 17+00 | - | 19+65 | Banick Drive | 265 | 265 | 265 |
| 28+25 | - | 29+49 | Smoody Drive | 124 | 124 | 124 |
| 50+72 | - | 52+99 | Fletcher Road | 227 | 227 | 227 |
| 56+32 | - | 59+38 | Springbrook Road | 306 | 306 | 306 |
| | - | | | | | |
| | | | TOTALS | 27,693 | 27,693 | 28,313 |

## CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT)

CATEGORY 0010

| | 6110-05-70 STATION | TO | STATION | LOCATION | 650.9910 LS |
|---|---|---|---|---|---|
| | 86+38 | - | 347+00 | STH 44 | 1 |
| | | | | TOTAL | 1 |

## TRAFFIC SIGNAL PULL BOXES

| CATEGORY 0010 | | | | 653.0140 PULL BOXES STEEL |
|---|---|---|---|---|
| LOCATION / PULL BOX NUMBER | STATION | OFFSET | L/R | 24X42-INCH (EA) |
| 6110-05-70 | | | | |
| STH 44 & DOUGLAS ST INTERSECTION | | | | |
| PB1 | 83+41 | 95.1' | L | 1 |
| PB2 | 83+34 | 61.5' | L | 1 |
| PB3 | 83+05 | 27.3 | L | 1 |
| PB4 | 82+58 | 43.4' | R | 1 |
| PB5 | 81+52 | 65.3' | R | 1 |
| PB6 | 81+70 | 31.4' | R | 1 |
| PB7 | 82+12 | 40.1 | L | 1 |
| | | | TOTALS | 7 |

## TRAFFIC SIGNAL CONDUIT

| CATEGORY 0010 | | | 652.0225 CONDUIT RIGID NONMETALLIC NONMETALLIC SCHEDULE 40 | 652.0235 | 652.0615 CONDUIT SPECIAL |
|---|---|---|---|---|---|
| LOCATION | FROM - | TO | 2-INCH (LF) | 3-INCH (LF) | 3-INCH (LF) |
| 6110-05-70 | | | | | |
| STH 44 & DOUGLAS ST INTERSECTION | | | | | |
| | CB1 - | PB1 | -- | 10 | -- |
| | CB1 - | PB1 | -- | 10 | -- |
| | CB1 - | PB1 | -- | 10 | -- |
| | CB1 - | PB1 | -- | 10 | -- |
| | PB1 - | SB1 | 16 | -- | -- |
| | PB1 - | PB2 | -- | 35 | -- |
| | PB1 - | PB2 | -- | 35 | -- |
| | PB2 - | PB3 | -- | -- | 44 |
| | PB3 - | SB2 | 10 | -- | -- |
| | PB3 - | PB4 | -- | -- | 85 |
| | PB4 - | SB3 | 20 | -- | -- |
| | PB4 - | SB4 | 10 | -- | -- |
| | PB4 - | PB5 | -- | -- | 115 |
| | PB5 - | PB6 | -- | -- | 39 |
| | PB6 - | SB5 | 32 | -- | -- |
| | PB6 - | SB6 | 18 | -- | -- |
| | PB6 - | PB7 | -- | -- | 83 |
| | PB7 - | SB7 | 10 | -- | -- |
| | PB7 - | SB8 | 21 | -- | -- |
| | PB7 - | PB2 | -- | -- | 115 |
| | TOTALS | | 137 | 110 | 481 |

## CONCRETE BASES

| CATEGORY 0010 | | | | 654.0101 CONCRETE BASES TYPE 1 | 654.0102 CONCRETE BASES TYPE 2 |
|---|---|---|---|---|---|
| BASE NUMBER | STATION | OFFSET | L/R | (EA) | (EA) |
| 6110-05-70 | | | | | |
| STH 44 & DOUGLAS ST INTERSECTION | | | | | |
| SB1 | 83+27.4 | 104.4' | L | -- | 1 |
| SB2 | 82+98.5 | 27.6' | L | -- | 1 |
| SB3 | 82+72.8 | 32.7' | R | 1 | -- |
| SB4 | 82+54.8 | 49.2' | R | 1 | -- |
| SB5 | 82+00.3 | 31.0' | R | -- | 1 |
| SB6 | 81+86.5 | 30.1' | R | 1 | -- |
| SB7 | 82+04.5 | 37.4' | L | -- | 1 |
| SB8 | 82+26.8 | 54.2' | L | 1 | -- |
| | | | TOTALS | 4 | 4 |

## TRAFFIC SIGNAL HEADS

| CATEGORY 0010 LOCATION / BASE NUMBER | HEAD NO. | 658.0110 TRAFFIC SIGNAL FACE 3 -12 INCH VERTICAL (EA) | 658.0120 TRAFFIC SIGNAL FACE 5 -12 INCH VERTICAL (EA) | 658.0215 BACKPLATES SIGNAL FACE 3 SECTION 12-INCH (EA) | 658.0225 BACKPLATES SIGNAL FACE 5 SECTION 12-INCH (EA) | 658.0416 PEDESTRIAN SIGNAL FACE 16-INCH (EA) | 658.0600 LED MODULES 12-INCH RED BALL (EA) | 658.0605 LED MODULES 12-INCH YELLOW BALL (EA) | 658.0610 LED MODULES 12-INCH GREEN BALL (EA) | 658.0620 LED MODULES 12-INCH YELLOW ARROW (EA) | 658.0625 LED MODULES 12-INCH GREEN ARROW (EA) | 658.0635 LED MODULES PEDESTRIAN COUNTDOWN TIMER 16-INCH (EA) | 658.0500 PEDESTRIAN PUSH BUTTON (EA) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6110-05-70 | | | | | | | | | | | | | |
| STH 44 & DOUGLAS ST INTERSECTION | | | | | | | | | | | | | |
| SB1 | 12 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| SB2 | 3 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| | 4 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| SB3 | 2 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| SB4 | 8 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| | 10 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| SB5 | 9 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| SB6 | 1 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| | 5 | -- | 1 | -- | 1 | -- | 1 | 1 | 1 | 1 | 1 | -- | -- |
| | 4B | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | 1 |
| SB7 | 6 | -- | 1 | -- | 1 | -- | 1 | 1 | 1 | 1 | 1 | -- | -- |
| | 4A | -- | -- | -- | -- | 1 | -- | -- | -- | -- | -- | 1 | 1 |
| SB8 | 7 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| | 11 | 1 | -- | 1 | -- | -- | 1 | 1 | 1 | -- | -- | -- | -- |
| TOTALS | | 10 | 2 | 10 | 2 | 2 | 12 | 12 | 12 | 2 | 2 | 2 | 2 |

## TRAFFIC SIGNAL STRUCTURES

| CATEGORY 0010 LOCATION / BASE NUMBER | 657.0100 PEDESTAL BASES (EA) | 657.0255 TRANSFORMER BASE BREAKAWAY 11 1/2 INCH BOLT CIRCLE (EA) | 657.0305 POLES TYPE 2 (EA) | 657.0310 POLES TYPE 3 (EA) | 657.0420 TRAFFIC SIGNAL STANDARDS ALUMINIUM 13-FT (EA) | 657.0425 TRAFFIC SIGNAL STANDARDS ALUMINIUM 15-FT (EA) | 657.0585 TROMBONE ARMS 15-FT (EA) | 657.0595 TROMBONE ARMS 25-FT (EA) | 657.0615 LUMINAIRE ARMS SINGLE MEMBER 4 1/2 INCH CLAMP 8-FT (EA) | 659.1125 LUMINAIRES UTILITY LED C (EA) |
|---|---|---|---|---|---|---|---|---|---|---|
| 6110-05-70 | | | | | | | | | | |
| STH 44 & DOUGLAS ST INTERSECTION | | | | | | | | | | |
| SB1 | -- | 1 | -- | 1 | -- | -- | 1 | -- | 1 | 1 |
| SB2 | -- | 1 | 1 | -- | -- | -- | -- | 1 | -- | -- |
| SB3 | 1 | -- | -- | -- | 1 | -- | -- | -- | -- | -- |
| SB4 | 1 | -- | -- | -- | 1 | -- | -- | -- | -- | -- |
| SB5 | -- | 1 | -- | 1 | -- | -- | 1 | -- | 1 | 1 |
| SB6 | 1 | -- | -- | -- | -- | 1 | -- | -- | -- | -- |
| SB7 | -- | 1 | -- | 1 | -- | -- | -- | 1 | 1 | 1 |
| SB8 | 1 | -- | -- | -- | 1 | -- | -- | -- | -- | -- |
| **TOTALS** | 4 | 4 | 1 | 3 | 3 | 1 | 2 | 2 | 3 | 3 |

## BELOW GROUND CABLE AND WIRE

| CATEGORY 0010 | | | | 655.0260 CABLE TRAFFIC SIGNAL 12-14 AWG | 655.0305 CABLE TYPE UF 2-12 GROUNDED | 655.0515 ELECTRICAL WIRE TRAFFIC SIGNALS 10 AWG |
|---|---|---|---|---|---|---|
| LOCATION | FROM | - | TO | (LF) | (LF) | (LF) |
| 6110-05-70 | | | | | | |
| STH 44 & DOUGLAS ST INTERSECTION | | | | | | |
| | CB1 | - | SB1 | 105 | -- | -- |
| | CB1 | - | SB2 | 250 | -- | -- |
| | CB1 | - | SB3 | 248 | -- | -- |
| | CB1 | - | SB4 | 236 | -- | -- |
| | CB1 | - | SB5 | 333 | -- | -- |
| | CB1 | - | SB6 | 318 | -- | -- |
| | CB1 | - | SB7 | 214 | -- | -- |
| | CB1 | - | SB8 | 231 | -- | -- |
| | CB1 | - | SB1 | -- | -- | 45 |
| | SB1 | - | SB2 | -- | -- | 120 |
| | SB2 | - | SB3 | -- | -- | 132 |
| | SB3 | - | SB4 | -- | -- | 41 |
| | SB4 | - | SB5 | -- | -- | 226 |
| | SB5 | - | SB6 | -- | -- | 67 |
| | SB6 | - | SB7 | -- | -- | 130 |
| | SB7 | - | SB8 | -- | -- | 44 |
| | SB8 | - | CB1 | -- | -- | 206 |
| | PB1 | - | CB1 | -- | -- | 24 |
| | PB2 | - | CB1 | -- | -- | 58 |
| | PB3 | - | SB2 | -- | -- | 23 |
| | PB4 | - | SB4 | -- | -- | 23 |
| | PB5 | - | SB6 | -- | -- | 73 |
| | PB6 | - | SB6 | -- | -- | 34 |
| | PB7 | - | SB7 | -- | -- | 24 |
| | CB1 | - | SB1 | -- | 38 | -- |
| | SB1 | - | SB7 | -- | 200 | -- |
| | SB7 | - | SB5 | -- | 145 | -- |
| | | | TOTALS | 1935 | 383 | 1270 |

## ABOVE GROUND WIRE AND CABLE

| CATEGORY 0010 | | | 655.0240 CABLE TRAFFIC SIGNAL 7-14 AWG | 655.0700 LOOP DETECTOR LEAD IN CABLE | 655.0610 ELECTRICAL WIRE LIGHTING 12 AWG |
|---|---|---|---|---|---|
| LOCATION | SIGNAL BASE | SIGNAL HEAD | (LF) | (LF) | (LF) |
| 6110-05-70 | | | | | |
| STH 44 & DOUGLAS ST INTERSECTION | | | | | |
| | SB1 | 12 | 35 | -- | 135 |
| | SB2 | 3 | 45 | -- | -- |
| | | 4 | 18 | -- | -- |
| | SB3 | 2 | 18 | -- | -- |
| | SB4 | 8 | 18 | -- | -- |
| | | 10 | 18 | -- | -- |
| | SB5 | 9 | 35 | -- | 135 |
| | SB6 | 1 | 18 | -- | -- |
| | | 5 | 20 | -- | -- |
| | | 4B | 16 | 6 | -- |
| | SB7 | 6 | 18 | -- | 135 |
| | | 4A | 16 | 6 | -- |
| | SB8 | 7 | 45 | -- | -- |
| | | 11 | 18 | -- | -- |
| | | **TOTALS** | 338 | 12 | 405 |

## MICROWAVE DETECTION SYSTEM

| CATEGORY 0010 | SPV.0105.01 FURNISH AND INSTALL MICROWAVE DETECTION SYSTEM (LOCATION) |
|---|---|
| 6110-05-70 | |
| LOCATION | (LS) |
| 6110-05-70 STH 44 & DOUGLAS ST INTERSECTION | 1 |
| **TOTALS** | 1 |

## CONCRETE CURB AND SIDEWALK ITEMS

CATEGORY 0010

| LOCATION | 204.0155 REMOVING CONCRETE SIDEWALK (SY) | 416.0610 DRILLED TIE BARS (EACH) | 601.0409 CONCRETE CURB AND GUTTER 30-INCH TYPE A (LF) | 601.0600 CONCRETE CURB PEDESTRIAN (LF) | 602.0405 CONCRETE SIDEWALK 4-INCH (SF) | 602.0515 DETECTABLE WARNING FIELD NATURAL PATINA (SF) | 690.0250 SAWING CONCRETE (LF) |
|---|---|---|---|---|---|---|---|
| 6110-05-70 | | | | | | | |
| E OSHKOSH ST RT TURN - EB | 17 | 14 | 38 | 28 | 270 | 10 | 48 |
| E OSHKOSH ST - EB ISLAND | 59 | 12 | 30 | 40 | 535 | 24 | 50 |
| E OSHKOSH ST - WB | 9 | 12 | 33 | 20 | 175 | 10 | 48 |
| **TOTALS** | **85** | **38** | **101** | **88** | **980** | **44** | **146** |

## TRAFFIC CONTROL DEVICES

CATEGORY 0010

| LOCATION | STATION | - | STATION | LT/RT | DAYS IN CONSTRUCTION | 643.0715 WARNING LIGHTS TYPE C (NO.) | 643.0715 WARNING LIGHTS TYPE C (DAYS) |
|---|---|---|---|---|---|---|---|
| 6110-05-70<br>STH 44 & DOUGLAS ST INTERSECTION | 73+00 | - | 91+50 | LT/RT | 26 | 39 | 1,014 |
| | | | | | **TOTALS** | | **1,014** |

## INLET PROTECTION TYPE C

CATEGORY 0010

| LOCATION | 628.7015 INLET PROTECTION TYPE C (EACH) |
|---|---|
| 6110-05-70 | |
| STH 44 & DOUGLAS ST INTERSECTION | |
| SE QUAD | -- |
| SW QUAD | 1 |
| NE QUAD | 1 |
| NW QUAD | 1 |
| **TOTALS** | 3 |

## CONSTRUCTION STAKING

CATEGORY 0010

| DESCRIPTION | 650.8500.01 ELECTRICAL INSTALLATIONS (LS) |
|---|---|
| 6110-05-00<br>STH 44 & DOUGLAS ST INTERSECTION | 1 |
| **TOTALS** | **1** |

## PAVEMENT MARKING

CATEGORY 0010

| - 6110-05-70 LOCATION | 646.0600 REMOVING PAVEMENT MARKINGS (LF) | 647.0456 CURB EPOXY (LF) | 647.0566 STOP LINE EPOXY 18-INCH (LF) | 647.0766 CROSSWALK EPOXY 6-INCH (LF) |
|---|---|---|---|---|
| STH 44 & DOUGLAS ST INTERSECTION | 200 | 30 | 100 | 160 |
| TOTALS | 200 | 30 | 100 | 160 |

## SIGNAL CONTROL

| CATEGORY 0010<br>6110-05-70<br>LOCATION | STATION | OFFSET | L/R | 654.0217<br>CONCRETE CONTROL CABINET BASES<br>CABINET BASES TYPE 9 SPECIAL<br>(EA) | SPV.0105.02<br>FURNISH AND INSTALL TRAFFIC SIGNAL CABINET<br>(LOCATION)<br>(LS) | 656.0200.01<br>ELECTRICAL SERVICE METER BREAKER PEDESTAL<br>(LOCATION)<br>(LS) | 658.5069.01<br>SIGNAL MOUNTING HARDWARE<br>(LOCATION)<br>(LS) |
|---|---|---|---|---|---|---|---|
| STH 44 & DOUGLAS ST INTERSECTION | | | | | | | |
| CB1 | 83+46 | 101' | L | 1 | 1 | 1 | 1 |
| | | **TOTALS** | | 1 | 1 | 1 | 1 |

## PERMANENT SIGNING TYPE II

| SIGN # | SIGN CODE | SIGN SIZE | SIGN SIZE IN | 637.2210* SIGNS TYPE II REFLECTIVE H (SF) | 637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF) | 637.2230* SIGNS TYPE II REFLECTIVE F (SF) | 634.0616* POSTS WOOD 4X6-INCH 16 FT (EACH) | 638.2102 MOVING SIGNS TYPE II (EACH) | 638.2602* REMOVING SIGNS TYPE II (EACH) | 638.3000* REMOVING SMALL SIGN SUPPORTS (EACH) | SIGN MOUNTED ON SAME POST AS | REMARKS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CATEGORY 0010<br>STH 44 & DOUGLAS ST INTERSECTION | | | | | | | | | | | | |
| 1-01 | W3-3 | 2S | 36X36 | -- | -- | 9.00 | 1 | -- | -- | -- | -- | SIGNAL AHEAD |
| 1-02 | R3-8W | 2S | 54x30 | 11.25 | -- | | 2 | -- | -- | -- | -- | LEFT ONLY / AHEAD ONLY / RIGHT ONLY |
| 1-03 | R1-1F | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | -- | ON SIGNAL | STOP SIGN (FOLDING) |
| 1-04 | R1-1F | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | -- | ON SIGNAL | STOP SIGN (FOLDING) |
| 1-05 | R1-1F | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | -- | ON SIGNAL | STOP SIGN (FOLDING) |
| 1-06 | W3-3 | 2S | 36X36 | -- | -- | 9.00 | 1 | -- | -- | -- | -- | SIGNAL AHEAD |
| 1-07 | R3-8W | 2S | 54x30 | 11.25 | -- | -- | 2 | -- | -- | -- | -- | LEFT ONLY / AHEAD ONLY / RIGHT ONLY |
| 1-08 | R1-1F | 2S | 30X30 | -- | 5.18 | -- | -- | -- | -- | -- | ON SIGNAL | STOP SIGN (FOLDING) |
| 1.09 | R3-8 | 2S | 36X30 | 7.46 | -- | -- | -- | -- | -- | -- | -- | LEFT, AHEAD / RIGHT ONLY |
| 1M-01 | -- | -- | -- | -- | -- | -- | 1 | 1 | -- | 1 | -- | YIELD |
| 1M-02 | -- | -- | -- | -- | -- | -- | 1 | 1 | -- | 1 | -- | YIELD |
| 1R-01 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 | -- | STOP, CROSS TRAFFIC DOES NOT STOP |
| 1R-02 | -- | -- | -- | -- | -- | -- | -- | -- | 1 | 1 | -- | STOP, CROSS TRAFFIC DOES NOT STOP |
| | | **TOTALS** | | **30.0** | **20.7** | **18.0** | **8** | **2** | **2** | **4** | | |

*= Additional quantities shown elsewhere

Recorded this 26 day of September
2013 at 2:08 pm in Vol 17
Pg 111 Doc # 1028817
James M. Krebs Register of Deeds
Fond du Lac County, WI

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.01 AMENDMENT NUMBER 1

ADDS PARCELS 42, 43 AND AMENDS PARCELS 2, 3, 4 & 5 OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.01 RECORDED IN VOLUME 17, PAGE 91 AS DOCUMENT NUMBER 1011788.
PART OF LOTS 1 AND 2, CSM #2317, PART OF LOT 1, CSM# 3754, WITHIN AND INCLUDING UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, TOWN OF RIPON; PART OF LOT 1, CSM#3754, WITHIN AND INCLUDING UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4 AND UNPLATTED LANDS IN SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, CITY OF RIPON; ALL LOCATED IN SECTION 15, T16N-R14E, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | |
|---|---|
| ACCESS POINT | AP |
| ACCESS RIGHTS | AR |
| ACRES | AC |
| CHORD BEARING | CH BRG |
| CHORD DISTANCE | CH DIS |
| DEED | (D) |
| DOCUMENT | DOC |
| EAST BOUND | EB |
| GAS VALVE | GV |
| INLET | IL |
| LENGTH OF CURVE | L |
| MANHOLE | MH |
| MONUMENT | MON |
| NORTH BOUND | NB |
| PAGE | PG |
| PERMANENT | PERM |
| PERMANENT LIMITED EASEMENT | PLE |
| PRIVATE DRIVEWAY | PD |
| PROPERTY LINE | PL |
| RADIUS | RAD |
| REFERENCE LINE | ℄ |
| REMAINING | REM |
| RIGHT OF WAY | R/W |
| SECTION | SEC |
| SECTION LINE | ℄ |
| FOUND IRON PIPE | IP |
| STATION | STA |
| TEMPORARY LIMITED EASEMENT | TLE |
| TIE POINT | DBI |
| VOLUME | VOL |
| ADJOINING LANDS WITH SAME OWNER | |
| PARALLEL TO LINE | 00' |
| BUILDING TO BE RAZED | |
| FEE ACQUISITION | VARIOUS HATCHING |

SECTION CORNER (MATERIAL AS NOTED)
SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT)
SET P.K. NAIL
PROPOSED R/W
BOUNDARY POINT
CORPORATE LIMITS
EXISTING R/W
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED OR NEW R/W LINE
PROPOSED EASEMENT LINE
PARCEL NUMBER
UTILITY PARCEL NUMBER
PROPERTY LINE
LOT, TIE AND OTHER MINOR DASHED LINES
ACCESS RESTRICTED (By Previous Project/ Control)
ACCESS RESTRICTED (By Acquisition)
NO ACCESS (By Statutory Authority)
LIMITED EASEMENT (Temporary or Permanent)

FIBER OPTIC LINE
TELEPHONE LINE
BURIED GAS LINE
SANITARY SEWER LINE
BURIED WATER LINE
BURIED ELECTRIC LINE
OVERHEAD ELECTRIC LINE

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |
| TELEPHONE PEDESTAL | | |

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S)/DOC.#'S: DOC.#936806

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL (PRINTED NAME) — SIGNATURE — 09/17/2013 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

CURT VAN EREM (PRINTED NAME) — SIGNATURE — 09/17/2013 (DATE)

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |

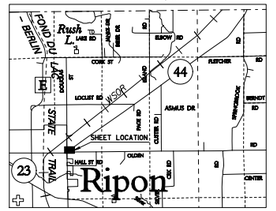
SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 1 | JOSEPH DIAMENTIS & MARCELL W. DIAMENTIS | FEE | 0.005 | - | - |
| 2 | DEBRA J. KUHARSKI | FEE | 0.025 | - | - |
| 3 | ANTHONY J. KUHARSKI & DEBRA J. KUHARSKI | FEE | 0.067 | - | - |
| 4 | NBA HOLDINGS, LLC | FEE & TLE | 0.362 | 0.051 | - |
| 5 | THE CITY OF RIPON, AS A MUNICIPLE CORP. | FEE | 0.852 | - | - |
| 42 | FLOYD R. THERRIAN | FEE | 0.002 | - | - |
| 43 | DAN W. RIITER | TLE | - | 0.003 | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 100 | WISCONSIN POWER & LIGHT COMPANY-GAS | RELEASE OF RIGHTS |
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |

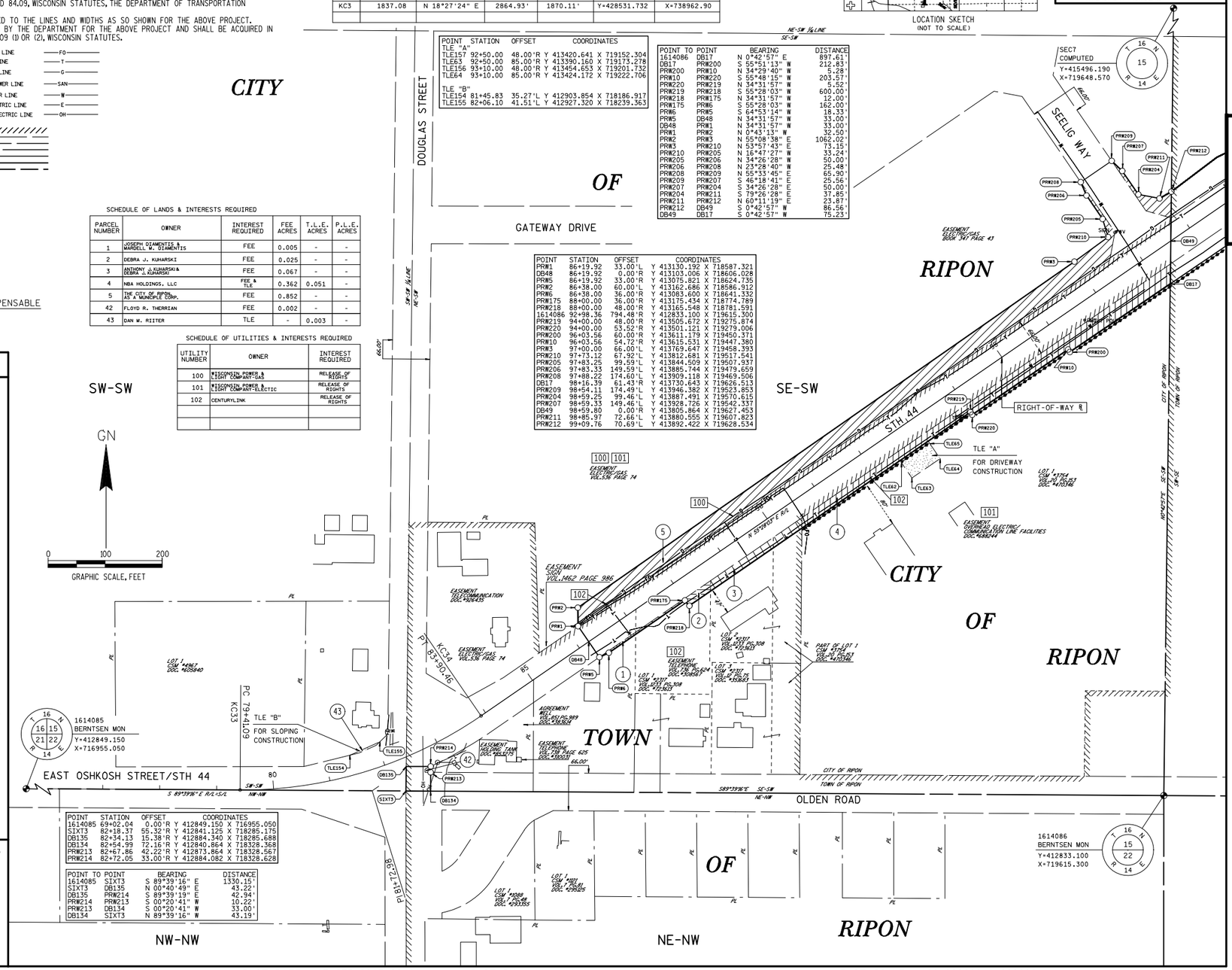
THE SE1/4 - SW 1/4 OF SECTION 15, T16N-R14E, PART OF THE CITY OF RIPON & PART OF THE TOWN OF RIPON FOND DU LAC COUNTY, WISCONSIN




LOCATION SKETCH
(NOT TO SCALE)

DOC# 1028819
Recorded
September 26, 2013 2:08 PM
James M. Krebs
JAMES M KREBS
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.01
AMENDMENT NUMBER:1


CITY OF RIPON
TOWN OF RIPON
DOUGLAS STREET
GATEWAY DRIVE
SEELIG WAY
OLDEN ROAD
EAST OSHKOSH STREET/STH 44
STH 44
RIGHT-OF-WAY ℄
TLE "A"
FOR DRIVEWAY CONSTRUCTION
TLE "B"
FOR SLOPING CONSTRUCTION
EASEMENT ELECTRIC/GAS BOOK 347 PAGE 43
EASEMENT ELECTRIC/GAS VOL.1538 PAGE 74
EASEMENT ELECTRIC/GAS VOL.1538 PAGE 74
EASEMENT SIGN VOL.1462 PAGE 986
EASEMENT TELECOMMUNICATION DOC.#936435
EASEMENT ELECTRIC/GAS VOL.1538 PAGE 74
EASEMENT TELEPHONE VOL.1538 PAGE 624 DOC.#936837
EASEMENT TELEPHONE VOL.1538 PAGE 625 DOC.#936838
AGREEMENT REC. VOL.451 PG.989 DOC.#863654
EASEMENT HOLDING TANK VOL.1538 PAGE 625 DOC.#936839
EASEMENT ELECTRIC/GAS DOC.#936837
EASEMENT ELECTRIC/GAS DOC.#936838
EASEMENT ELECTRIC/GAS DOC.#936839
EASEMENT ELECTRIC/GAS DOC.#936840
EASEMENT ELECTRIC/GAS DOC.#936841
EASEMENT ELECTRIC/GAS DOC.#936842
EASEMENT ELECTRIC/GAS DOC.#936843
EASEMENT ELECTRIC/GAS DOC.#936844
LOT 1 CSM #3754 VOL.#52 PG.153 DOC.#1013748
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#1013748
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936837
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936838
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936839
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936840
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936841
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936842
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936843
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936844
LOT 1 CSM #3754 VOL.#52 PG.153 DOC.#1013748
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#1013748
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936837
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936838
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936839
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936840
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936841
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936842
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936843
LOT 1 CSM #2317 VOL.#33 PG.105 DOC.#936844

SEE AMENDMENT

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.01

PART OF LOTS 1 AND 2, CSM #2317, PART OF LOT 1, CSM# 3754, WITHIN AND INCLUDING UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, TOWN OF RIPON; PART OF LOT 1, CSM#3754, WITHIN AND INCLUDING UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4, CITY OF RIPON; ALL LOCATED IN SECTION 15, T16N-R14E, FOND DU LAC COUNTY, WISCONSIN.

THE SE1/4 - SW 1/4 OF SECTION 15, T16N-R14E, PART OF THE CITY OF RIPON & PART OF THE TOWN OF RIPON FOND DU LAC COUNTY, WISCONSIN

Received this 20 day of Nov 2012 at 8:58am in Vol 17 Pg 91 Doc # 1011788
Patricia Kraus Register of Deeds
Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.01
AMENDMENT NUMBER:

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

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1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT | TO POINT | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
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| KC5 | KC6 | N 55°31'04" E | 1847.06' |
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| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
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| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

LOCATION SKETCH
(NOT TO SCALE)

## CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | |
|---|---|
| ACCESS POINT | AP |
| ACCESS RIGHTS | AR |
| ACRES | AC |
| CHORD BEARING | CH BRG |
| CHORD DISTANCE | CH DIS |
| DEED | (D) |
| DOCUMENT | DOC |
| EAST BOUND | EB |
| GAS VALVE | GV |
| INLET | IL |
| LENGTH OF CURVE | L |
| MANHOLE | MH |
| MONUMENT | MON |
| NORTH BOUND | NB |
| PAGE | PG |
| PERMANENT | PERM |
| PERMANENT LIMITED EASEMENT | PLE |
| PRIVATE DRIVEWAY | PD |
| PROPERTY LINE | PL |
| RADIUS | RAD |
| REFERENCE LINE | R |
| REMAINING | REM |
| RIGHT OF WAY | R/W |
| SECTION | SEC |
| SECTION LINE | S |
| FOUND IRON PIPE | IP |
| STATION | STA |
| TEMPORARY LIMITED EASEMENT | TLE |
| TIE POINT | DB1 |
| VOLUME | VOL |
| ADJOINING LANDS WITH SAME OWNER | |
| PARALLEL TO LINE | 00' |
| BUILDING TO BE RAZED | |
| FEE ACQUISITION | VARTICAL HATCHING |

SECTION CORNER (MATERIAL AS NOTED)
SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT)
SET P.K. NAIL
PROPOSED R/W
BOUNDARY POINT PRWOOO
CORPORATE LIMITS
EXISTING R/W
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED OR NEW R/W LINE
PROPOSED EASEMENT LINE
PARCEL NUMBER (00)
UTILITY PARCEL NUMBER (000)
PROPERTY LINE PL
LOT, TIE AND OTHER MINOR DASHED LINES
ACCESS RESTRICTED (By Previous Project/ Control)
ACCESS RESTRICTED (By Statutory Authority)
NO ACCESS (By Acquisition)
LIMITED EASEMENT (Temporary or Permanent) TLE

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |
| TELEPHONE PEDESTAL | | |

FIBER OPTIC LINE FO
TELEPHONE LINE T
BURIED GAS LINE G
SANITARY SEWER LINE SAN
BURIED WATER LINE W
BURIED ELECTRIC LINE E
OVERHEAD ELECTRIC LINE OH

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH, NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S)/DOC.#(S): DOC.#936806

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL (PRINTED NAME) — SIGNATURE — 11/14/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK (PRINTED NAME) — SIGNATURE — 11/14/2012 (DATE)

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 1 | JOSEPH DIAMENTIS & MARDELL G. DIAMENTIS | FEE | 0.005 | - | - |
| 2 | DEBRA J. KUHARSKI | FEE | 0.027 | - | - |
| 3 | ANTHONY J. KUHARSKI & DEBRA J. KUHARSKI | FEE | 0.080 | - | - |
| 4 | NBA HOLDINGS, LLC | FEE & TLE | 0.399 | 0.044 | - |
| 5 | THE CITY OF RIPON, AS A MUNICIPLE CORP. | FEE | 0.827 | - | - |
| | | | | - | - |
| | | | | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 100 | WISCONSIN POWER & LIGHT COMPANY-GAS | RELEASE OF RIGHTS |
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |

COURSE TABLE

| POINT | TO POINT | BEARING | DISTANCE |
|---|---|---|---|
| 1614086 | DB17 | N 00°42'57" E | 897.61' |
| DB17 | PRW200 | S 55°51'13" W | 212.83' |
| PRW200 | PRW10 | N 34°29'40" W | 5.28' |
| PRW10 | PRW176 | S 55°48'15" W | 803.58' |
| PRW176 | PRW175 | N 34°31'57" W | 14.00' |
| PRW175 | PRW6 | S 55°28'03" W | 162.00' |
| PRW6 | PRW5 | S 64°53'14" W | 18.33' |
| PRW5 | DB48 | N 34°31'57" W | 33.00' |
| DB48 | PRW1 | N 34°31'57" W | 33.00' |
| PRW1 | PRW2 | N 00°43'13" W | 32.50' |
| PRW2 | PRW3 | N 55°08'38" E | 1062.02' |
| PRW3 | PRW4 | N 49°25'45" E | 88.49' |
| PRW4 | PRW177 | N 55°28'34" E | 66.00' |
| PRW177 | DB16 | N 60°11'16" E | 55.95' |
| DB16 | DB49 | S 00°42'57" W | 86.57' |
| DB49 | DB17 | S 00°42'57" W | 75.23' |

TLE "A"

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE62 | 92+50.00 | 52.64'R | Y 413416.816 X 719154.935 |
| TLE63 | 92+60.00 | 52.00'R | Y 413390.160 X 719173.278 |
| TLE65 | 93+10.00 | 53.00'R | Y 413450.538 X 719204.563 |
| TLE64 | 93+10.00 | 85.00'R | Y 413424.172 X 719222.706 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| DB48 | 86+19.92 | 0.00'R | Y 413103.006 X 718606.028 |
| PRW1 | 86+19.92 | 33.00'L | Y 413130.192 X 718587.321 |
| PRW5 | 86+19.92 | 33.00'R | Y 413075.821 X 718624.735 |
| PRW2 | 86+38.00 | 60.00'L | Y 413162.686 X 718586.912 |
| PRW6 | 86+38.00 | 36.00'R | Y 413083.600 X 718641.332 |
| PRW176 | 88+00.00 | 50.00'R | Y 413163.900 X 718782.725 |
| PRW175 | 88+00.00 | 36.00'R | Y 413175.434 X 718774.789 |
| 1614086 | 92+98.36 | 794.48'R | Y 412833.100 X 719615.300 |
| PRW200 | 96+03.56 | 60.00'R | Y 413611.179 X 719450.371 |
| PRW10 | 96+03.56 | 54.72'R | Y 413615.531 X 719447.380 |
| PRW3 | 97+00.00 | 66.00'L | Y 413769.647 X 719458.393 |
| PRW4 | 97+88.00 | 75.31'L | Y 413827.199 X 719525.608 |
| DB17 | 98+16.39 | 61.43'R | Y 413730.643 X 719626.513 |
| PRW177 | 98+54.00 | 75.30'L | Y 413864.605 X 719579.987 |
| DB49 | 98+59.80 | 0.00'R | Y 413805.864 X 719627.453 |
| DB16 | 99+09.76 | 70.69'L | Y 413892.422 X 719628.534 |
| SEC7 | 108+32.91 | 1381.09'L | Y 415496.190 X 719648.570 |

SEC7 COMPUTED Y=415496.190 X=719648.570

1614085 BERNTSEN MON Y=412849.150 X=716955.050

1614086 BERNTSEN MON Y=412833.100 X=719615.300

CITY OF RIPON
DOUGLAS STREET
GATEWAY DRIVE
SEELIG WAY
EAST OSHKOSH STREET/STH 44
OLDEN ROAD
STH 44
RIGHT-OF-WAY
SIGN
EASEMENT FOR GAS BOOK 347 PAGE 43
EASEMENT ELECTRIC-GAS VOL.536 PAGE 74
EASEMENT VOL.1462 PAGE 986
EASEMENT TELECOMMUNICATION DOC.#926435
EASEMENT ELECTRIC-GAS VOL.536 PAGE 14
EASEMENT TELEPHONE VOL.178 PG.524 DOC.#308561
EASEMENT TELEPHONE VOL.178 PAGE 625 DOC.#308561
EASEMENT ELECTRIC VOL.1462 PG.989 DOC.#969014
EASEMENT OVERHEAD ELECTRIC COMMUNICATION LINE FACILITIES DOC.#888244
AGREEMENT WELL VOL.1462 PG.989 DOC.#969014
EASEMENT PIPELINE TANK DOC.#853278
PART OF LOT 1 CSM #3754 VOL.30 PG.153 DOC.#410346
LOT 1 CSM #4067 DOC.#409840
LOT 1 CSM #4088 VOL.1 PG.18 DOC.#393355
LOT 1 CSM #3771 VOL.1 PG.81 DOC.#393025
LOT 1 CSM #3771 VOL.255 PG.108 DOC.#713633
LOT 2 CSM #3771 VOL.255 PG.108 DOC.#713633
LOT 1 CSM #4771 VOL.1 PG.75 DOC.#393843
LOT 1 CSM #4771A VOL.30 PG.153 DOC.#410346
PC 79+41.09 KC33
PI 83+90.46 KC34
PT 88+72.98
CITY OF RIPON / TOWN OF RIPON
FOR DRIVEWAY CONSTRUCTION
EASEMENT OVERHEAD ELECTRIC COMMUNICATION LINE FACILITIES DOC.#888244

CITY OF RIPON
TOWN OF RIPON
OF
RIPON

GN
0 100 200
GRAPHIC SCALE, FEET

NW-NW | NE-NW | SW-SW | SE-SW

FILE NAME : C:\users\P\D3\611005A\DGN\040101_rw.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 13-NOV-2012 09:47
PLOT BY : $$...plotuser...$$
PLOT NAME : D3
PLOT SCALE : 100.000000:1.000000

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.02
# AMENDMENT NUMBER 2

AMENDS PARCEL 6 OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.02 IN VOLUME 17, PAGE 92, AS DOCUMENT NUMBER 1011789.
PART OF LOT 2, CSM# 3754, WITHIN AND INCLUDING UNPLATTED LANDS IN THE SOUTHWEST ¼ OF THE SOUTHEAST ¼; PART OF UNPLATTED LANDS IN NORTHWEST ¼ OF THE SOUTHEAST ¼; ALL LOCATED IN SECTION 15, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY
## RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| ACRES | AC | SET P.K. NAIL | △ |
| CHORD BEARING | CH BRG | PROPOSED R/W | PRW000 |
| CHORD DISTANCE | CH DIS | BOUNDARY POINT | |
| DEED | (D) | CORPORATE LIMITS | |
| DOCUMENT | DOC | EXISTING R/W | |
| EAST BOUND | EB | SECTION LINE | |
| GAS VALVE | GV | QUARTER LINE | |
| INLET | IL | SIXTEENTH LINE | |
| LENGTH OF CURVE | L | PROPOSED OR NEW R/W LINE | |
| MANHOLE | MH | PROPOSED EASEMENT LINE | |
| MONUMENT | MON | PARCEL NUMBER | 00 |
| NORTH BOUND | NB | UTILITY NUMBER | 100 |
| PAGE | PG | SIGN NUMBER | 3-1 |
| PERMANENT | PERM | PROPERTY LINE | PL |
| PERMANENT LIMITED EASEMENT | PLE | LOT, TIE AND OTHER MINOR DASHED LINES | |
| PRIVATE DRIVEWAY | PD | ACCESS RESTRICTED (By Previous Project Control) | |
| PROPERTY LINE | PL | ACCESS RESTRICTED (By Acquisition) | |
| RADIUS | RAD | NO ACCESS (By Statutory Authority) | |
| REFERENCE LINE | ℄ | LIMITED EASEMENT (Temporary) | |
| REMAINING | REM | LIMITED EASEMENT (Permanent) | |
| RIGHT OF WAY | R/W | | |
| SECTION | SEC | | |
| SECTION LINE | S | | |
| FOUND IRON PIPE | IP | | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00° | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | | |
| END POINT | EP | | |

| SCHEDULE OF UTILITIES & INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
| 100 | WISCONSIN POWER & LIGHT COMPANY-GAS | RELEASE OF RIGHTS |
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTRIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK COMMUNICATION | RELEASE OF RIGHTS |
| 103 | AMERICAN TRANSMISSION COMPANY- | RELEASE OF RIGHTS |
| | | |

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW | EXISTING | TOTAL | T.L.E. AREA |
| 6 | ROBERT D. GRASEE, ETAL | FEE | 1.261 | - | 1.261 | - |
| 7 | ROBERT D. DUZINSKE & TIMM P. DUZINSKE | FEE & TLE | 0.845 | - | 0.845 | 0.035 |
| 8 | STEVEN W. STOLLFUSS & DEBORA L. STOLLFUSS | FEE & TLE | 0.105 | - | 0.105 | 0.094 |

| SCHEDULE OF SIGNS | |
|---|---|
| SIGN NUMBER | OWNER |
| 8-1 | CITY OF RIPON |

### CONVENTIONAL UTILITY SYMBOLS

| | |
|---|---|
| WATER | W |
| GAS | G |
| TELEPHONE | T |
| OVERHEAD TRANSMISSION LINES | OH |
| ELECTRIC | E |
| CABLE TELEVISION | TV |
| FIBER OPTIC | FO |
| SANITARY SEWER | SAN |
| STORM SEWER | SS |
| NON COMPENSABLE | |
| POWER POLE | |
| TELEPHONE POLE | |
| TELEPHONE PEDESTAL | |
| ELECTRIC TOWER | |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S)/DOC#: DOC#936806

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

### WISCONSIN DEPARTMENT OF TRANSPORTATION

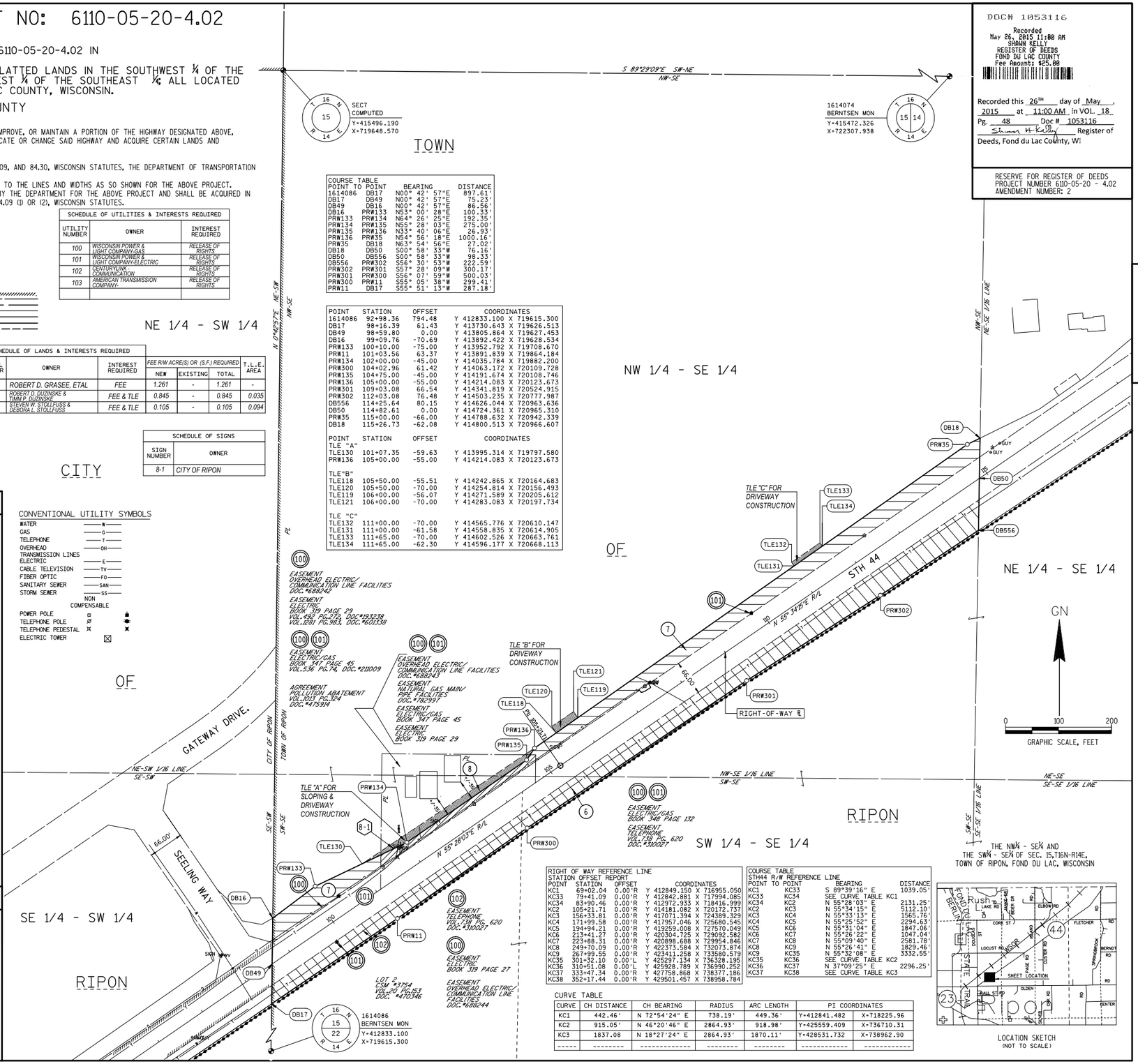
I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: _____ DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

WISCONSIN CAROLYN J. SAMPSON S-3045 GREEN BAY WI LAND SURVEYOR




| COURSE TABLE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| 1614086 | DB17 | N00° 42' 57"E | 897.61' |
| DB17 | DB49 | N00° 42' 57"E | 75.23' |
| DB49 | DB16 | N00° 42' 57"E | 86.56' |
| DB16 | PRW133 | N53° 00' 28"E | 100.33' |
| PRW133 | PRW134 | N64° 26' 25"E | 192.35' |
| PRW134 | PRW135 | N55° 28' 03"E | 275.00' |
| PRW135 | PRW136 | N33° 40' 06"E | 26.93' |
| PRW136 | PRW35 | N54° 56' 18"E | 1000.16' |
| PRW35 | DB18 | N63° 54' 56"E | 27.02' |
| DB18 | DB50 | S00° 58' 33"W | 76.16' |
| DB50 | DB556 | S00° 58' 33"W | 98.33' |
| DB556 | PRW302 | S56° 30' 53"W | 222.59' |
| PRW302 | PRW301 | S57° 28' 09"W | 300.17' |
| PRW301 | PRW300 | S56° 07' 59"W | 500.03' |
| PRW300 | PRW11 | S55° 05' 38"W | 299.41' |
| PRW11 | DB17 | S55° 51' 13"W | 287.18' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1614086 | 92+98.36 | 794.48 | Y 412833.100 X 719615.300 |
| DB17 | 98+16.39 | 61.43 | Y 413730.643 X 719626.513 |
| DB49 | 98+59.80 | 0.00 | Y 413805.864 X 719627.453 |
| DB16 | 99+09.76 | -70.69 | Y 413892.422 X 719628.534 |
| PRW133 | 100+10.00 | -75.00 | Y 413952.792 X 719708.670 |
| PRW11 | 101+03.56 | 63.37 | Y 413891.839 X 719864.184 |
| PRW134 | 102+00.00 | -45.00 | Y 414035.784 X 719882.200 |
| PRW300 | 104+02.96 | 61.42 | Y 414063.172 X 720101.728 |
| PRW135 | 104+75.00 | -45.00 | Y 414191.674 X 720108.746 |
| PRW136 | 105+00.00 | -55.00 | Y 414214.083 X 720123.673 |
| PRW301 | 109+03.08 | 66.54 | Y 414341.819 X 720524.915 |
| PRW302 | 112+03.08 | 76.48 | Y 414503.235 X 720777.987 |
| DB556 | 114+25.64 | 80.15 | Y 414626.044 X 720963.636 |
| DB50 | 114+82.61 | 0.00 | Y 414724.361 X 720965.310 |
| PRW35 | 115+00.00 | -66.00 | Y 414788.632 X 720942.339 |
| DB18 | 115+26.73 | -62.08 | Y 414800.513 X 720966.607 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE130 | 101+07.35 | -59.63 | Y 413995.314 X 719797.580 |
| PRW136 | 105+00.00 | -55.00 | Y 414214.083 X 720123.673 |
| TLE"B" | | | |
| TLE118 | 105+50.00 | -55.51 | Y 414242.865 X 720164.683 |
| TLE120 | 105+50.00 | -70.00 | Y 414254.814 X 720156.493 |
| TLE119 | 106+00.00 | -56.07 | Y 414271.589 X 720205.612 |
| TLE121 | 106+00.00 | -70.00 | Y 414283.083 X 720197.734 |
| TLE "C" | | | |
| TLE132 | 111+00.00 | -70.00 | Y 414565.776 X 720610.147 |
| TLE131 | 111+00.00 | -61.58 | Y 414558.835 X 720614.905 |
| TLE133 | 111+65.00 | -70.00 | Y 414602.526 X 720663.761 |
| TLE134 | 111+65.00 | -62.30 | Y 414596.177 X 720668.113 |

| RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | COORDINATES |
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

| COURSE TABLE STH44 R/W REFERENCE LINE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

| CURVE TABLE | | | | | | |
|---|---|---|---|---|---|---|
| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| ----- | -------- | ---------- | ------- | ------- | ---------- | ---------- |


DOC# 1053116
Recorded May 26, 2015 11:00 AM SHAWN KELLY REGISTER OF DEEDS FOND DU LAC COUNTY Fee Amount: $25.00
Recorded this 26TH day of May, 2015 at 11:00 AM in VOL. 18 Pg. 48 Doc # 1053116
Shawn M Kelly Register of Deeds, Fond du Lac County, WI


RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.02
AMENDMENT NUMBER: 2



C:\WisDOT\rw\61100520(sth44)\RW\DWG\fond_du_lac\040102_rw_amend_2.dwg, 5/12/2015 8:45:26 AM

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.02
# AMENDMENT NUMBER 1

ADDS UTILITY NUMBER 103 OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.02 RECORDED IN VOLUME 17, PAGE 92, AS DOCUMENT NUMBER 1011789.
PART OF LOT 2, CSM# 3754, WITHIN AND INCLUDING UNPLATTED LANDS IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4; PART OF UNPLATTED LANDS IN NORTHWEST 1/4 OF THE SOUTHEAST 1/4; ALL LOCATED IN SECTION 15, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | |
|---|---|
| ACCESS POINT | AP |
| ACCESS RIGHTS | AR |
| ACRES | AC |
| CHORD BEARING | CH BRG |
| CHORD DISTANCE | CH DIS |
| DEED | (D) |
| DOCUMENT | DOC |
| EAST BOUND | EB |
| GAS VALVE | GV |
| INLET | IL |
| LENGTH OF CURVE | L |
| MANHOLE | MH |
| MONUMENT | MON |
| NORTH BOUND | NB |
| PAGE | PG |
| PERMANENT | PERM |
| PERMANENT LIMITED EASEMENT | PLE |
| PRIVATE DRIVEWAY | PD |
| PROPERTY LINE | PL |
| RADIUS | RAD |
| REFERENCE LINE | ℄ |
| REMAINING | REM |
| RIGHT OF WAY | R/W |
| SECTION | SEC |
| SECTION LINE | SL |
| FOUND IRON PIPE | IP |
| STATION | STA |
| TEMPORARY LIMITED EASEMENT | TLE |
| TIE POINT | DB1 |
| VOLUME | VOL |
| ADJOINING LANDS WITH SAME OWNER | |
| PARALLEL TO LINE | 00° |
| BUILDING TO BE RAZED | |
| FEE ACQUISITION | VARIOUS HATCHING |

SECTION CORNER (MATERIAL AS NOTED)
SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT)
SET P.K. NAIL
PROPOSED R/W
BOUNDARY POINT
CORPORATE LIMITS
EXISTING R/W
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED OR NEW R/W LINE
PROPOSED EASEMENT LINE
PARCEL NUMBER (00)
UTILITY PARCEL NUMBER (000)
PROPERTY LINE
LOT, TIE AND OTHER MINOR DASHED LINES
ACCESS RESTRICTED (By Previous Project/Control)
ACCESS RESTRICTED (By Acquisition)
NO ACCESS (By Statutory Authority)
LIMITED EASEMENT (Temporary or Permanent)

TELEPHONE LINE — T
BURIED GAS LINE — G
SANITARY SEWER LINE — SAN
BURIED WATER LINE — W
BURIED ELECTRIC LINE — E
OVERHEAD ELECTRIC LINE — OH

| COMPENSABLE | NON-COMPENSABLE |
|---|---|
| POWER POLE | |
| TELEPHONE POLE | |
| SIGN | |
| TELEPHONE PEDESTAL | |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 100 | WISCONSIN POWER & LIGHT COMPANY-GAS | RELEASE OF RIGHTS |
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTRIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| 103 | AMERICAN TRANSMISSION COMPANY | RELEASE OF RIGHTS |
| | | |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 6 | ROBERT D. GRASEE, ETAL | FEE | 1.256 | | - |
| 7 | ROBERT D. GUZINSKE & TINA P. GUZINSKE | FEE & TLE | 0.845 | 0.035 | - |
| 8 | STEVEN M. STOLLFUSS & DEBORA L. STOLLFUSS | FEE & TLE | 0.105 | 0.094 | - |
| | | | - | - | - |
| | | | | - | - |

SCHEDULE OF SIGNS

| SIGN NUMBER | OWNER |
|---|---|
| 8-1 | CITY OF RIPON |
| | |
| | |
| | |
| | |

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S)/DOC#: DOC#936806

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL (PRINTED NAME) — SIGNATURE — 08/28/2013 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

CURT VAN ERM (PRINTED NAME) — SIGNATURE — 08/28/2013 (DATE)

DOC# 1827794
Recorded September 04, 2013 11:38 AM
James M. Kreba
JAMES M KREBS REGISTER OF DEEDS FOND DU LAC COUNTY Fee Amount: $25.00

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.02
AMENDMENT NUMBER:1

SEC7 COMPUTED Y=415496.190 X=719648.570

1614074 BERNTSEN MON Y=415472.326 X=722307.938

COURSE TABLE

| POINT | TO POINT | BEARING | DISTANCE |
|---|---|---|---|
| 1614086 | DB17 | N 00°42'57" E | 897.61' |
| DB17 | DB49 | N 00°42'57" E | 75.23' |
| DB49 | DB16 | N 00°42'57" E | 86.57' |
| DB16 | PRW133 | N 53°00'29" E | 100.33' |
| PRW133 | PRW134 | N 64°26'25" E | 192.35' |
| PRW134 | PRW135 | N 55°28'03" E | 275.00' |
| PRW135 | PRW136 | N 33°39'58" E | 26.93' |
| PRW136 | PRW35 | N 54°56'18" E | 1000.16' |
| PRW35 | DB18 | N 63°54'53" E | 27.02' |
| DB18 | DB50 | S 00°58'33" W | 76.16' |
| DB50 | DB19 | S 00°58'33" W | 87.11' |
| DB19 | PRW201 | S 56°39'02" W | 132.17' |
| PRW201 | PRW202 | S 34°25'45" E | 5.00' |
| PRW202 | PRW12 | S 56°19'31" W | 470.19' |
| PRW12 | PRW11 | S 55°49'23" W | 726.18' |
| PRW11 | DB17 | S 55°51'13" W | 287.18' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1614086 | 92+98.36 | 794.48'R | Y 412833.100 X 719615.300 |
| DB17 | 98+16.39 | 61.43'R | Y 413730.643 X 719626.513 |
| DB49 | 98+59.80 | 0.00'R | Y 413805.864 X 719627.453 |
| DB16 | 99+09.76 | 70.69'L | Y 413892.422 X 719628.534 |
| PRW133 | 100+10.00 | 75.00'L | Y 413952.792 X 719708.670 |
| PRW11 | 101+03.56 | 63.37'R | Y 413891.839 X 719864.184 |
| PRW134 | 102+00.00 | 45.00'L | Y 414035.784 X 719882.200 |
| PRW135 | 104+75.00 | 45.00'L | Y 414191.674 X 720108.746 |
| PRW136 | 105+00.00 | 55.00'L | Y 414214.083 X 720123.673 |
| PRW12 | 108+29.85 | 67.32'R | Y 414299.772 X 720464.959 |
| SEC7 | 108+32.91 | 1381.09'L | Y 415496.190 X 719648.570 |
| PRW202 | 113+00.00 | 73.51'R | Y 414560.483 X 720856.251 |
| PRW201 | 113+00.00 | 68.51'R | Y 414564.607 X 720853.424 |
| DB19 | 114+32.14 | 71.00'R | Y 414637.265 X 720963.827 |
| DB50 | 114+82.61 | 0.00'R | Y 414724.361 X 720965.310 |
| PRW35 | 115+00.00 | 66.00'L | Y 414788.632 X 720942.339 |
| DB18 | 115+26.73 | 62.08'L | Y 414800.513 X 720966.608 |
| 1614074 | 130+12.93 | 142.16'R | Y 415472.326 X 722307.938 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE130 | 101+07.35 | 61.29'L | Y 413996.679 X 719796.641 |
| PRW136 | 105+00.00 | 55.00'L | Y 414214.083 X 720123.673 |
| TLE "B" | | | |
| TLE118 | 105+50.00 | 55.51'L | Y 414242.865 X 720164.683 |
| TLE120 | 105+50.00 | 70.00'L | Y 414254.814 X 720156.493 |
| TLE121 | 106+00.00 | 70.00'L | Y 414283.083 X 720197.734 |
| TLE119 | 106+00.00 | 56.07'L | Y 414271.589 X 720205.612 |
| TLE "C" | | | |
| TLE131 | 111+00.00 | 61.58'L | Y 414558.835 X 720614.905 |
| TLE132 | 111+00.00 | 70.00'L | Y 414565.776 X 720610.147 |
| TLE133 | 111+65.00 | 70.00'L | Y 414602.526 X 720663.761 |
| TLE134 | 111+65.00 | 62.30'L | Y 414596.177 X 720668.113 |

TLE "C" FOR DRIVEWAY CONSTRUCTION

TLE "B" FOR DRIVEWAY CONSTRUCTION

TLE "A" FOR SLOPING & DRIVEWAY CONSTRUCTION

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.993 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417967.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | BEARING | DISTANCE |
|---|---|---|
| KC1 KC33 | S 89°39'16" E | 1039.05' |
| KC33 KC34 | SEE CURVE TABLE KC1 | |
| KC34 KC2 | N 55°28'03" E | 2131.25' |
| KC2 KC3 | N 55°34'15" E | 5112.10' |
| KC3 KC4 | N 55°33'13" E | 1565.76' |
| KC4 KC5 | N 55°25'52" E | 2294.63' |
| KC5 KC6 | N 55°31'04" E | 1847.06' |
| KC6 KC7 | N 55°26'22" E | 1047.04' |
| KC7 KC8 | N 55°09'40" E | 2581.78' |
| KC8 KC9 | N 55°26'41" E | 1829.46' |
| KC9 KC35 | N 55°32'08" E | 3332.55' |
| KC35 KC36 | SEE CURVE TABLE KC2 | |
| KC36 KC37 | N 37°09'25" E | 2296.25' |
| KC37 KC38 | SEE CURVE TABLE KC3 | |

1614086 BERNTSEN MON Y=412833.100 X=719615.300

GRAPHIC SCALE, FEET 0 100 200

THE NW1/4 - SE1/4 AND THE SW1/4 - SE1/4 OF SEC. 15, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH (NOT TO SCALE)



FILE NAME : C:\users\P\D3\611005A\DGN\040102_rw_amend_1.dgn PLOT DATE : 29-AUG-2013 08:52 PLOT BY : $$...plotuser...$$ PLOT NAME : D3 PLOT SCALE : 100.000000:1.000000
APPRAISAL PLAT DATE :

4.

SEE AMENDMENT

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.02

PART OF LOT 2, CSM# 3754, WITHIN AND INCLUDING UNPLATTED LANDS IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4; PART OF UNPLATTED LANDS IN NORTHWEST 1/4 OF THE SOUTHEAST 1/4; ALL LOCATED IN SECTION 15, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | |
|---|---|
| ACCESS POINT | AP |
| ACCESS RIGHTS | AR |
| ACRES | AC |
| CHORD BEARING | CH BRG |
| CHORD DISTANCE | CH DIS |
| DEED | (D) |
| DOCUMENT | DOC |
| EAST BOUND | EB |
| GAS VALVE | GV |
| INLET | IL |
| LENGTH OF CURVE | L |
| MANHOLE | MH |
| MONUMENT | MON |
| NORTH BOUND | NB |
| PAGE | PG |
| PERMANENT | PERM |
| PERMANENT LIMITED EASEMENT | PLE |
| PRIVATE DRIVEWAY | PD |
| PROPERTY LINE | PL |
| RADIUS | RAD |
| REFERENCE LINE | R |
| REMAINING | REM |
| RIGHT OF WAY | R/W |
| SECTION | SEC |
| SECTION LINE | S |
| FOUND IRON PIPE | IP |
| STATION | STA |
| TEMPORARY LIMITED EASEMENT | TLE |
| TIE POINT | DB1 |
| VOLUME | VOL |
| ADJOINING LANDS WITH SAME OWNER | |
| PARALLEL TO LINE | 00' |
| BUILDING TO BE RAZED | |
| FEE ACQUISITION | VARTICAL HATCHING |

| | |
|---|---|
| SECTION CORNER (MATERIAL AS NOTED) | |
| SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| SET P.K. NAIL | |
| PROPOSED R/W | |
| BOUNDARY POINT | PRW000 |
| CORPORATE LIMITS | |
| EXISTING R/W | |
| SECTION LINE | |
| QUARTER LINE | |
| SIXTEENTH LINE | |
| PROPOSED OR NEW R/W LINE | |
| PROPOSED EASEMENT LINE | |
| PARCEL NUMBER | 00 |
| UTILITY PARCEL NUMBER | 000 |
| PROPERTY LINE | PL |
| LOT, TIE AND OTHER MINOR DASHED LINES | |
| ACCESS RESTRICTED (By Previous Project/ Control) | |
| ACCESS RESTRICTED (By Acquisition) | |
| NO ACCESS (By Statutory Authority) | |
| LIMITED EASEMENT (Temporary or Permanent) | TLE |

| | |
|---|---|
| TELEPHONE LINE | T |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | ● | ○ |
| TELEPHONE POLE | ■ | □ |
| SIGN | ▶ | ▷ |
| TELEPHONE PEDESTAL | ✖ | ✖ |

### SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 100 | WISCONSIN POWER & LIGHT COMPANY-GAS | RELEASE OF RIGHTS |
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |

### SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 6 | ROBERT D. GRASEE, ETAL | FEE | 1.256 | | - |
| 7 | ROBERT D. GRASEE & TIMM P. GUZINSKE | FEE & TLE | 0.845 | 0.035 | - |
| 8 | STEVEN W. STOLFUSS & DEBORA L. STOLFUSS | FEE & TLE | 0.105 | 0.094 | - |
| | | | - | - | - |
| | | | - | - | - |

### SCHEDULE OF SIGNS

| SIGN NUMBER | OWNER |
|---|---|
| 8-1 | CITY OF RIPON |
| | |
| | |
| | |
| | |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECTS\: TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECTS\/DOC#: DOC#936806

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOESES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

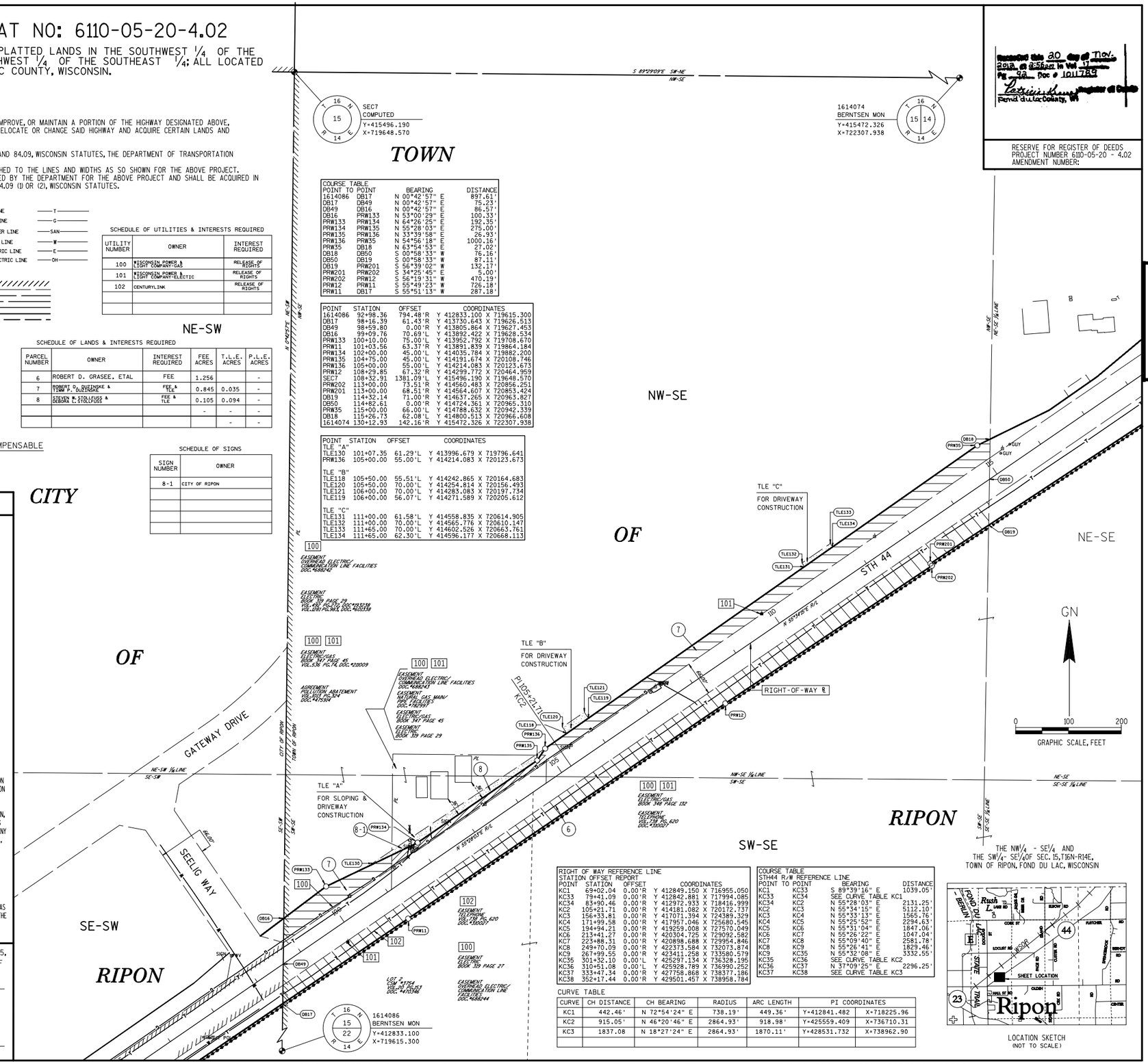
JON L. HERBEL (PRINTED NAME) — SIGNATURE — 11/14/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK (PRINTED NAME) — SIGNATURE — 11/14/2012 (DATE)

Recorded this 30 day of Nov. 2012 at 3:56pm in Vol 17 Pg 98 Doc # 1011789
Patricia Lang, Register of Deeds
Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.02
AMENDMENT NUMBER:




### COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1614086 | DB17 | N 00°42'57" E | 897.61' |
| DB17 | DB49 | N 00°42'57" E | 75.23' |
| DB49 | DB16 | N 00°42'57" E | 86.57' |
| DB16 | PRW133 | N 53°00'29" E | 100.33' |
| PRW133 | PRW134 | N 64°26'25" E | 192.35' |
| PRW134 | PRW135 | N 55°28'03" E | 275.00' |
| PRW135 | PRW136 | N 33°39'58" E | 26.93' |
| PRW136 | PRW35 | N 54°56'18" E | 1000.16' |
| PRW35 | DB18 | N 63°54'53" E | 27.02' |
| DB18 | DB50 | S 00°58'33" W | 76.16' |
| DB50 | DB19 | S 00°58'33" W | 87.11' |
| DB19 | PRW201 | S 56°39'02" W | 132.17' |
| PRW201 | PRW202 | S 34°25'45" E | 5.00' |
| PRW202 | PRW12 | S 56°19'31" W | 470.19' |
| PRW12 | PRW11 | S 55°49'23" W | 726.18' |
| PRW11 | DB17 | S 55°51'13" W | 287.18' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1614086 | 92+98.36 | 794.48'R | Y 412833.100 X 719615.300 |
| DB17 | 98+16.39 | 61.43'R | Y 413730.643 X 719626.513 |
| DB49 | 98+59.80 | 0.00'R | Y 413805.864 X 719627.453 |
| DB16 | 99+09.76 | 70.69'L | Y 413892.422 X 719628.534 |
| PRW133 | 100+10.00 | 75.00'L | Y 413952.792 X 719708.670 |
| PRW11 | 101+03.56 | 63.37'R | Y 413891.839 X 719864.184 |
| PRW134 | 102+00.00 | 45.00'L | Y 414035.784 X 719882.200 |
| PRW135 | 104+75.00 | 45.00'L | Y 414191.674 X 720108.746 |
| PRW136 | 105+00.00 | 55.00'L | Y 414214.083 X 720123.673 |
| PRW12 | 108+29.85 | 67.32'R | Y 414299.772 X 720464.959 |
| SEC7 | 108+32.91 | 1381.09'L | Y 415496.190 X 719648.570 |
| PRW202 | 113+00.00 | 73.51'R | Y 414560.483 X 720856.251 |
| PRW201 | 113+00.00 | 68.51'R | Y 414564.607 X 720853.424 |
| DB19 | 114+32.14 | 71.00'R | Y 414637.265 X 720963.827 |
| DB50 | 114+82.61 | 0.00'R | Y 414724.361 X 720965.310 |
| PRW35 | 115+00.00 | 66.00'L | Y 414788.632 X 720942.339 |
| DB18 | 115+26.73 | 62.08'L | Y 414800.513 X 720966.608 |
| 1614074 | 130+12.93 | 142.16'R | Y 415472.326 X 722307.938 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE130 | 101+07.35 | 61.29'L | Y 413996.679 X 719796.641 |
| PRW136 | 105+00.00 | 55.00'L | Y 414214.083 X 720123.673 |
| TLE "B" | | | |
| TLE118 | 105+50.00 | 55.51'L | Y 414242.865 X 720164.683 |
| TLE120 | 105+50.00 | 70.00'L | Y 414254.814 X 720156.493 |
| TLE121 | 106+00.00 | 70.00'L | Y 414283.083 X 720197.734 |
| TLE119 | 106+00.00 | 56.07'L | Y 414271.589 X 720205.612 |
| TLE "C" | | | |
| TLE131 | 111+00.00 | 61.58'L | Y 414558.835 X 720614.905 |
| TLE132 | 111+00.00 | 70.00'L | Y 414565.776 X 720610.147 |
| TLE133 | 111+65.00 | 70.00'L | Y 414602.526 X 720663.761 |
| TLE134 | 111+65.00 | 62.30'L | Y 414596.177 X 720668.113 |

### RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

### COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2234.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

### CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.03 AMENDMENT NUMBER 1

AMENDS PARCELS 6 AND 9, OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.03 IN VOLUME 17, PAGE 93, AS DOCUMENT NUMBER 1011790.
PART OF UNPLATTED LANDS IN THE NORTHEAST ¼ OF THE SOUTHEAST ¼; PART OF UNPLATTED LANDS IN SOUTHEAST ¼ OF THE NORTHEAST ¼; ALL LOCATED IN SECTION 15, T16N-R14E,TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| ACRES | AC | | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | SET P.K. NAIL | △ |
| DEED | (D) | | |
| DOCUMENT | DOC | PROPOSED R/W | |
| EAST BOUND | EB | BOUNDARY POINT | PRW000 |
| GAS VALVE | GV | | |
| INLET | IL | CORPORATE LIMITS | |
| LENGTH OF CURVE | L | EXISTING R/W | |
| MANHOLE | MH | SECTION LINE | |
| MONUMENT | MON | QUARTER LINE | |
| NORTH BOUND | NB | SIXTEENTH LINE | |
| PAGE | PG | PROPOSED OR NEW R/W LINE | |
| PERMANENT | PERM | PROPOSED EASEMENT LINE | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PRIVATE DRIVEWAY | PD | PARCEL NUMBER | 00 |
| PROPERTY LINE | PL | | |
| RADIUS | RAD | UTILITY NUMBER | 100 |
| REFERENCE LINE | R | | |
| REMAINING | REM | SIGN NUMBER | 3-1 |
| RIGHT OF WAY | R/W | | |
| SECTION | SEC | PROPERTY LINE | PL |
| SECTION LINE | S | LOT, TIE AND OTHER MINOR DASHED LINES | |
| FOUND IRON PIPE | IRON | ACCESS RESTRICTED (By Previous Project/ Control) | |
| STATION | STA | ACCESS RESTRICTED (By Acquisition) | |
| TEMPORARY LIMITED EASEMENT | TLE | NO ACCESS (By Statutory Authority) | |
| TIE POINT | DB1 | LIMITED EASEMENT (Temporary) | |
| VOLUME | VOL | LIMITED EASEMENT (Permanent) | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00° | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | | |
| END POINT | EP | | |

### CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON-COMPENSABLE | COMPENSABLE |
| POWER POLE | ○ | ● |
| TELEPHONE POLE | ⌀ | ⌀ |
| TELEPHONE PEDESTAL | ⌧ | ✖ |
| ELECTRIC TOWER | ⊠ | |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S)/DOC.#: DOC.#936806

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

### WISCONSIN DEPARTMENT OF TRANSPORTATION

I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Carolyn J. Sampson DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Erem DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

WISCONSIN LAND SURVEYOR — CAROLYN J. SAMPSON S-3045 GREEN BAY WI

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 | X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 | X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 | X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 | X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 | X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 | X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 | X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 | X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 | X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 | X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 | X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 | X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 | X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 | X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 | X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| ----- | -------- | ---------- | ------- | ------- | ---------- | ---------- |

SE 1/4 - NE 1/4

SW 1/4 - NW 1/4

NW 1/4 - SE 1/4

NE 1/4 - SE 1/4

SE 1/4 - SE 1/4

NW 1/4 - SW 1/4

TOWN

OF

RIPON

1614061 MON. Y=418127.851 X=722350.045

1614074 BERNTSEN MON Y=415472.326 X=722307.938

SEC7 COMPUTED Y=415496.190 X=719648.570

1614086 BERNTSEN MON Y=412833.100 X=719615.300

S 89°29'09"E SE-NE NE-SE

N 00°54'30" E SE-NE SW-NW

N 55°34'15" E 150' R/L

N 55°34'15" E 125' R/L

N 55°34'15" E 150' R/L

N 55°34'15" E 65.00'

N 00°54'30" E NE-SE NW-SW

NW-SE 1/16 LINE NE-SE 1/16 LINE

SW-SE 1/16 LINE SE-SE 1/16 LINE

1/4 LINE

PL

RIGHT-OF-WAY R

(101) EASEMENT ELECTRIC VOL.492 PG.268, DOC.#93257

(101) EASEMENT ELECTRIC VOL.552 PG.248, DOC.#85163

(102) EASEMENT TELEPHONE VOL.136 PG.635, DOC.#368578

(102) EASEMENT TELEPHONE VOL.138 PG.620, DOC.#310007

TLE "A" FOR DRIVEWAY CONSTRUCTION

DB20 DB51 DB557 DB50 DB18 DB556

PRW139 PRW306 PRW305 PRW304 PRW303 PRW138 PRW199 PRW137

TLE94 TLE93 TLE92 TLE91

STH 44

I 41

USH 151

| COURSE TABLE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| 1614074 | DB557 | N00°54'30"E | 68.69' |
| DB557 | PRW306 | S55°33'36"W | 549.58' |
| PRW306 | PRW305 | S54°07'40"W | 200.06' |
| PRW305 | PRW304 | S56°59'32"W | 200.06' |
| PRW304 | PRW303 | S55°33'36"W | 300.00' |
| PRW303 | DB556 | S56°30'53"W | 377.49' |
| DB556 | DB50 | N00°58'33"E | 98.33' |
| DB50 | DB18 | N00°58'33"E | 76.16' |
| DB18 | PRW137 | N63°54'53"E | 124.58' |
| PRW137 | PRW199 | N55°03'00"E | 110.01' |
| PRW199 | PRW138 | N50°03'36"E | 204.23' |
| PRW138 | PRW139 | N55°18'09"E | 540.01' |
| PRW139 | DB20 | N56°40'12"E | 649.34' |
| DB20 | DB51 | S00°54'30"W | 67.04' |
| DB51 | DB557 | S00°54'30"W | 105.58' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| DB556 | 114+25.64 | 80.15 | Y 414626.044 X 720963.636 |
| DB50 | 114+82.61 | 0.00 | Y 414724.361 X 720965.310 |
| DB18 | 115+26.73 | -62.08 | Y 414800.513 X 720966.607 |
| PRW137 | 116+50.00 | -44.00 | Y 414855.293 X 721078.501 |
| PRW199 | 117+60.00 | -45.00 | Y 414918.311 X 721168.667 |
| PRW303 | 118+03.08 | 86.37 | Y 414834.313 X 721278.473 |
| PRW138 | 119+63.29 | -64.61 | Y 415049.423 X 721325.253 |
| PRW304 | 121+03.08 | 86.31 | Y 415003.976 X 721525.889 |
| PRW305 | 123+03.08 | 91.27 | Y 415112.961 X 721693.660 |
| PRW306 | 125+03.08 | 86.23 | Y 415230.193 X 721855.777 |
| PRW139 | 125+03.29 | -67.14 | Y 415356.819 X 721769.229 |
| 1614074 | 130+12.93 | 142.16 | Y 415472.326 X 722307.938 |
| DB557 | 130+52.66 | 86.13 | Y 415541.005 X 722309.027 |
| DB51 | 131+13.73 | 0.00 | Y 415646.574 X 722310.701 |
| DB20 | 131+52.51 | -54.69 | Y 415713.606 X 722311.764 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE91 | 116+95.00 | -44.41 | Y 414881.073 X 721115.387 |
| TLE92 | 116+95.00 | -60.00 | Y 414893.933 X 721106.572 |
| TLE93 | 117+45.00 | -60.00 | Y 414922.202 X 721147.814 |
| TLE94 | 117+45.00 | -44.86 | Y 414909.717 X 721156.372 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW | EXISTING | TOTAL | T.L.E. AREA |
|---|---|---|---|---|---|---|
| 6 | ROBERT D. GRASEE, ETAL | FEE | 1.775 | - | 1.775 | - |
| 9 | MELVIN D. BLANK | FEE & TLE | 1.230 | - | 1.230 | 0.018 |
| | | | - | - | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK-COMMUNICATION | RELEASE OF RIGHTS |
| | | |

DOC# 1053117
Recorded
May 26, 2015 11:23 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

Recorded this 26TH day of May, 2015 at 11:23 AM in VOL. 18 Pg. 49 Doc # 1053117
Shawn H Kelly Register of Deeds, Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.03
AMENDMENT NUMBER: 1

GN

0 100 200
GRAPHIC SCALE, FEET

THE NE¼ - SE¼ AND THE SE¼ - NE¼ OF SEC. 15,T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH (NOT TO SCALE)



C:\WisDOT\rw\61100520(sth44)\RW\DWG\fond_du_lac\040103_rw_amend_1.dwg, 5/12/2015 10:47:52 AM

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.03

PART OF UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4; PART OF UNPLATTED LANDS IN SOUTHEAST 1/4 OF THE NORTHEAST 1/4; ALL LOCATED IN SECTION 15, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| ACRES | AC | SET P.K. NAIL | △ |
| CHORD BEARING | CH BRG | PROPOSED R/W | |
| CHORD DISTANCE | CH DIS | BOUNDARY POINT | PRWOOO |
| DEED | (D) | CORPORATE LIMITS | |
| DOCUMENT | DOC | EXISTING R/W | |
| EAST BOUND | EB | SECTION LINE | |
| GAS VALVE | GV | QUARTER LINE | |
| INLET | IL | SIXTEENTH LINE | |
| LENGTH OF CURVE | L | PROPOSED OR NEW R/W LINE | |
| MANHOLE | MH | PROPOSED EASEMENT LINE | |
| MONUMENT | MON | PARCEL NUMBER | 00 |
| NORTH BOUND | NB | UTILITY PARCEL NUMBER | 000 |
| PAGE | PG | PROPERTY LINE | PL |
| PERMANENT | PERM | LOT, TIE AND OTHER MINOR DASHED LINES | |
| PERMANENT LIMITED EASEMENT | PLE | ACCESS RESTRICTED (By Previous Project/ Control) | |
| PRIVATE DRIVEWAY | PD | ACCESS RESTRICTED (By Acquisition) | |
| PROPERTY LINE | PL | NO ACCESS (By Statutory Authority) | |
| RADIUS | RAD | LIMITED EASEMENT (Temporary or Permanent) | |
| REFERENCE LINE | R | | |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | | |
| SECTION | SEC | | |
| SECTION LINE | S | | |
| FOUND IRON PIPE | IP ● | | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARTICAL HATCHING | | |

| | |
|---|---|
| TELEPHONE LINE | T |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | ● | ● |
| TELEPHONE POLE | ■ | ■ |
| SIGN | ▶ | ▶ |
| TELEPHONE PEDESTAL | ✖ | ✖ |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S)/DOC.#: DOC.#936806

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO | POINT | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

COURSE TABLE

| POINT TO | POINT | BEARING | DISTANCE |
|---|---|---|---|
| 1614074 | DB21 | N 00°54'30" E | 80.22' |
| DB21 | PRW15 | S 55°09'42" W | 459.35' |
| PRW15 | PRW14 | S 54°53'49" W | 425.03' |
| PRW14 | DB19 | S 56°39'02" W | 742.99' |
| DB19 | DB50 | N 00°58'33" E | 87.11' |
| DB50 | DB18 | N 00°58'33" E | 76.16' |
| DB18 | PRW137 | N 63°54'53" E | 124.58' |
| PRW137 | PRW199 | N 55°03'00" E | 110.00' |
| PRW199 | PRW138 | N 50°03'36" E | 204.23' |
| PRW138 | PRW139 | N 55°18'09" E | 540.01' |
| PRW139 | DB20 | N 56°40'12" E | 649.34' |
| DB20 | DB51 | S 00°54'30" W | 67.04' |
| DB51 | DB21 | S 00°54'30" W | 94.05' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1614086 | 92+98.36 | 794.48'R | Y 412833.100 X 719615.300 |
| SEC7 | 108+32.91 | 1381.09'L | Y 415496.190 X 719648.570 |
| DB19 | 114+32.14 | 71.00'R | Y 414637.265 X 720963.827 |
| DB50 | 114+82.61 | 0.00'R | Y 414724.361 X 720965.310 |
| DB18 | 115+26.73 | 62.08'L | Y 414800.513 X 720966.608 |
| PRW137 | 116+50.00 | 44.00'L | Y 414855.293 X 721078.501 |
| PRW199 | 117+60.00 | 45.00'L | Y 414918.311 X 721168.667 |
| PRW138 | 119+63.29 | 64.61'L | Y 415049.423 X 721325.253 |
| PRW14 | 121+75.00 | 85.00'R | Y 415045.719 X 721584.470 |
| PRW139 | 125+03.29 | 67.14'L | Y 415356.819 X 721769.229 |
| PRW15 | 126+00.00 | 80.00'R | Y 415290.132 X 721932.194 |
| 1614074 | 130+12.93 | 142.16'R | Y 415472.326 X 722307.938 |
| DB21 | 130+59.33 | 76.72'R | Y 415552.540 X 722309.210 |
| DB51 | 131+13.73 | 0.00'R | Y 415646.574 X 722310.701 |
| DB20 | 131+52.51 | 54.69'L | Y 415713.606 X 722311.764 |
| 1614061 | 145+49.06 | 2024.38'L | Y 418127.851 X 722350.045 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE92 | 116+95.00 | 60.00'L | Y 414893.933 X 721106.572 |
| TLE91 | 116+95.00 | 44.41'L | Y 414881.073 X 721115.387 |
| TLE93 | 117+45.00 | 60.00'L | Y 414922.202 X 721147.814 |
| TLE94 | 117+45.00 | 44.86'L | Y 414909.717 X 721156.372 |

1614061
MON.
Y=418127.851
X=722350.045

1614074
BERNTSEN MON
Y=415472.326
X=722307.938

1614086
BERNTSEN MON
Y=412833.100
X=719615.300

SEC7
COMPUTED
Y=415496.190
X=719648.570

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 6 | ROBERT D. GRASEE, ETAL | FEE | 1.543 | | - |
| 9 | MELVIN D. BLANK | FEE & TLE | 1.203 | 0.018 | - |
| | | | | - | - |
| | | | | - | - |
| | | | - | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |
| | | |

Recorded this 20 day of Nov, 2012, at 8:57am in Vol 17, R. 93, Doc # 1011790
Patricia Kraus, Register of Deeds
Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.03
AMENDMENT NUMBER:

TOWN OF RIPON

SE-NE | SW-NW | NE-SE | NW-SE | SE-SE | NW-SW

THE NE1/4 - SE1/4 AND THE SE1/4 - NE1/4 OF SEC. 15, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH
(NOT TO SCALE)

GRAPHIC SCALE, FEET
0 100 200



FILE NAME : C:\users\P\D3\611005A\DGN\040103_rw.dgn
PLOT DATE : 13-NOV-2012 10:26 PLOT BY : $$...plotuser...$$ PLOT NAME : D3 PLOT SCALE : 100.000000:1.000000
APPRAISAL PLAT DATE :

4.

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.04 AMENDMENT NUMBER 1

AMENDS PARCELS 10 AND 11, OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.04 IN VOLUME 17, PAGE 94, AS DOCUMENT NUMBER 1011791.
PART OF UNPLATTED LANDS IN THE SOUTHWEST ¼ OF THE NORTHWEST ¼; PART OF UNPLATTED LANDS IN SOUTHEAST ¼ OF THE NORTHWEST ¼; ALL LOCATED IN SECTION 14, T16N-R14E,TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| ACRES | AC | | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | SET P.K. NAIL | |
| DOCUMENT | DOC | | |
| EAST BOUND | EB | PROPOSED R/W | PRW000 |
| GAS VALVE | GV | BOUNDARY POINT | |
| INLET | IL | CORPORATE LIMITS | |
| LENGTH OF CURVE | L | EXISTING R/W | |
| MANHOLE | MH | SECTION LINE | |
| MONUMENT | MON | QUARTER LINE | |
| NORTH BOUND | NB | SIXTEENTH LINE | |
| PAGE | PG | PROPOSED OR NEW R/W LINE | |
| PERMANENT | PERM | PROPOSED EASEMENT LINE | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PRIVATE DRIVEWAY | PD | PARCEL NUMBER | 00 |
| PROPERTY LINE | PL | | |
| RADIUS | RAD | UTILITY NUMBER | 100 |
| REFERENCE LINE | ℄ | | |
| REMAINING | REM | SIGN NUMBER | 3-1 |
| RIGHT OF WAY | R/W | | |
| SECTION | SEC | PROPERTY LINE | PL |
| SECTION LINE | ℄ | LOT, TIE AND OTHER MINOR DASHED LINES | |
| FOUND IRON PIPE | IP | ACCESS RESTRICTED (By Previous Project/ Control) | |
| STATION | STA | ACCESS RESTRICTED (By Acquisition) | |
| TEMPORARY LIMITED EASEMENT | TLE | NO ACCESS (By Statutory Authority) | |
| TIE POINT | DB1 | LIMITED EASEMENT (Temporary) | |
| VOLUME | VOL | LIMITED EASEMENT (Permanent) | |
| ADJOINING LANDS WITH SAME OWNER | 00' | | |
| PARALLEL TO LINE | | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | | |
| END POINT | EP | | |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

### WISCONSIN DEPARTMENT OF TRANSPORTATION

I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Carolyn J. Sampson DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Erem DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

WISCONSIN CAROLYN J. SAMPSON S-3045 GREEN BAY WI LAND SURVEYOR

RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| KC1 | 69+02.04 | 0.00 | R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00 | R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00 | R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00 | R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00 | R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00 | R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00 | R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00 | R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00 | R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00 | R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00 | R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00 | L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00 | L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00 | R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00 | R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| ----- | -------- | ---------- | -------- | -------- | ---------- | ---------- |


DOC# 1053118
Recorded May 26, 2015 11:53 AM SHAWN KELLY REGISTER OF DEEDS FOND DU LAC COUNTY Fee Amount: $25.00
Recorded this 26TH day of May, 2015 at 11:53 AM in VOL. 18 Pg. 50 Doc # 1053118
Shawn H-K Kelly Register of Deeds, Fond du Lac County, WI


RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20-4.04
AMENDMENT NO: 1

NW 1/4 - NW 1/4 | NE 1/4 - NW 1/4 | SW 1/4 - NW 1/4 | SE 1/4 - NW 1/4 | NW 1/4 - SW 1/4 | SE 1/4 - NE 1/4

TOWN OF RIPON

1614061 MON. Y=418127.851 X=722350.045

TOWN

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| DB557 | 130+52.66 | 86.13 | Y 415541.005 X 722309.027 |
| DB51 | 131+13.73 | 0.00 | Y 415646.574 X 722310.701 |
| DB20 | 131+52.51 | -54.69 | Y 415713.606 X 722311.764 |
| PRW36 | 131+83.51 | -54.09 | Y 415730.643 X 722337.671 |
| PRW307 | 134+03.08 | 80.06 | Y 415739.181 X 722598.024 |
| PRW308 | 141+03.08 | 80.93 | Y 416139.184 X 723172.499 |
| PRW37 | 141+03.29 | -74.44 | Y 416267.456 X 723084.826 |
| PRW140 | 142+50.00 | -45.00 | Y 416326.123 X 723222.484 |
| PRW38 | 144+50.00 | -45.00 | Y 416439.201 X 723387.449 |
| PRW178 | 145+00.00 | -50.00 | Y 416471.594 X 723425.863 |
| PRW179 | 146+00.00 | -70.00 | Y 416544.629 X 723497.038 |
| PRW39 | 147+00.00 | -66.00 | Y 416597.869 X 723581.782 |
| PRW141 | 150+00.00 | -60.00 | Y 416762.536 X 723832.622 |
| PRW309 | 150+03.08 | 80.76 | Y 416648.173 X 723914.746 |
| DB22 | 150+45.66 | -60.00 | Y 416788.355 X 723870.286 |
| DB52 | 151+31.79 | 0.00 | Y 416787.556 X 723975.246 |
| DB558 | 152+39.17 | 74.81 | Y 416786.559 X 724106.117 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| PRW178 | 145+00.00 | -50.00 | Y 416471.594 X 723425.863 |
| TLE3 | 145+70.00 | -110.00 | Y 416560.661 X 723449.678 |
| PRW179 | 146+00.00 | -70.00 | Y 416544.629 X 723497.038 |
| TLE4 | 146+15.00 | -95.00 | Y 416573.731 X 723495.276 |
| TLE "B" | | | |
| TLE563 | 143+38.08 | 80.89 | Y 416272.087 X 723366.309 |
| TLE564 | 143+38.08 | 95.89 | Y 416259.717 X 723374.791 |
| TLE565 | 143+98.08 | 80.88 | Y 416306.019 X 723415.791 |
| TLE566 | 143+98.08 | 95.88 | Y 416293.649 X 723424.275 |
| TLE "C" | | | |
| TLE585 | 143+18.22 | -45.00 | Y 416364.692 X 723278.751 |
| TLE588 | 143+78.80 | -45.00 | Y 416398.950 X 723328.720 |
| TLE586 | 143+80.55 | -114.02 | Y 416456.860 X 723291.140 |
| TLE587 | 144+09.74 | -94.94 | Y 416457.630 X 723326.000 |

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1614074 | DB557 | N00°54'30"E | 68.69' |
| DB557 | DB51 | N00°54'30"E | 105.58' |
| DB51 | DB20 | N00°54'30"E | 67.04' |
| DB20 | PRW36 | N56°40'11"E | 31.01' |
| PRW36 | PRW37 | N54°18'13"E | 920.00' |
| PRW37 | PRW140 | N66°55'02"E | 149.64' |
| PRW140 | PRW38 | N55°34'14"E | 200.00' |
| PRW38 | PRW178 | N49°51'37"E | 50.25' |
| PRW178 | PRW179 | N44°15'40"E | 101.98' |
| PRW179 | PRW39 | N57°51'40"E | 100.08' |
| PRW39 | PRW141 | N56°43'00"E | 300.06' |
| PRW141 | DB22 | N55°34'09"E | 45.66' |
| DB22 | DB52 | S89°33'50"E | 104.96' |
| DB52 | DB558 | S89°33'50"E | 130.87' |
| DB558 | PRW309 | S54°07'41"W | 236.16' |
| PRW309 | PRW308 | S55°33'36"W | 900.00' |
| PRW308 | PRW307 | S55°09'03"W | 700.02' |
| PRW307 | DB557 | S55°33'36"W | 350.42' |

CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON-COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW | EXISTING | TOTAL | T.L.E. AREA |
|---|---|---|---|---|---|---|
| 10 | HAROLD D. ZEPP & ELAINE L. ZEPP REVOCABLE TRUST (VENDOR) MARK E. DRAEGER & CHADRA J. DRAEGER (PURCHASERS) | FEE | 0.976 | - | 0.976 | - |
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE & TLE | 2.672 | - | 2.672 | 0.160 |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK-COMMUNICATION | RELEASE OF RIGHTS |
| - | | |

1614074 BERNTSEN MON Y=415472.326 X=722307.938

1614075 BERNTSEN MON Y=415451.052 X=724969.968

EASEMENT ELECTRIC BOOK 321 PG.336

EASEMENT TELEPHONE VOL.736 PG.623, DOC.#368566

EASEMENT TELEPHONE VOL.736 PG.624 DOC.#368565

EASEMENT ELECTRIC/GAS VOL.445 PG.542, DOC.#71864

TLE "A" FOR DRIVEWAY CONSTRUCTION

TLE "B" FOR DRIVEWAY CONSTRUCTION

TLE "C" FOR DRIVEWAY CONSTRUCTION

STH 44

RIGHT-OF-WAY ℄

GRAPHIC SCALE, FEET (0, 100, 200)

THE SW¼ - NW¼ AND THE SE¼ - NW¼ OF SEC. 14,T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH (NOT TO SCALE)



C:\WisDOT\rw\61100520(sth44)\RW\DWG\fond_du_lac\040104_rw_amend_1.dwg, 5/12/2015 12:04:59 PM

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.04

PART OF UNPLATTED LANDS IN THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4; PART OF UNPLATTED LANDS IN SOUTHEAST 1/4 OF THE NORTHWEST 1/4; ALL LOCATED IN SECTION 14, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| ACRES | AC | | |
| CHORD BEARING | CH BRG | SET P.K. NAIL | △ |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | PROPOSED R/W | |
| DOCUMENT | DOC | BOUNDARY POINT | PRW000 |
| EAST BOUND | EB | | |
| GAS VALVE | GV | CORPORATE LIMITS | |
| INLET | IL | EXISTING R/W | |
| LENGTH OF CURVE | L | SECTION LINE | |
| MANHOLE | MH | QUARTER LINE | |
| MONUMENT | MON | SIXTEENTH LINE | |
| NORTH BOUND | NB | PROPOSED OR NEW R/W LINE | |
| PAGE | PG | PROPOSED EASEMENT LINE | |
| PERMANENT | PERM | PARCEL NUMBER | (00) |
| PERMANENT LIMITED EASEMENT | PLE | UTILITY PARCEL NUMBER | 000 |
| PRIVATE DRIVEWAY | PD | PROPERTY LINE | PL |
| PROPERTY LINE | PL | LOT, TIE AND OTHER MINOR DASHED LINES | |
| RADIUS | RAD | ACCESS RESTRICTED (By Previous Project/ Control) | |
| REFERENCE LINE | ℄ | ACCESS RESTRICTED (By Acquisition) | |
| REMAINING | REM | NO ACCESS (By Statutory Authority) | |
| RIGHT OF WAY | R/W | LIMITED EASEMENT (Temporary or Permanent) | |
| SECTION | SEC | | |
| SECTION LINE | S | | |
| FOUND IRON PIPE | IP ● | | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | ● | ● |
| TELEPHONE POLE | ■ | ■ |
| SIGN | ▶ | ▶ |
| TELEPHONE PEDESTAL | × | × |

| | |
|---|---|
| TELEPHONE LINE | T |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

| JON L. HERBEL | Jon L. Herbel | 11/14/2012 |
|---|---|---|
| PRINTED NAME | SIGNATURE | DATE |

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

| NORMAN PAWELCZYK | Norman L. Pawelczyk | 11/14/2012 |
|---|---|---|
| PRINTED NAME | SIGNATURE | DATE |

| RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | COORDINATES |
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
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| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

| COURSE TABLE STH44 R/W REFERENCE LINE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
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| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
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| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

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| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

1614061 MON. Y=418127.851 X=722350.045

## TOWN OF RIPON

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1614074 | 130+12.93 | 142.16'R | Y 415472.326 X 722307.938 |
| DB21 | 130+59.33 | 76.72'R | Y 415552.540 X 722309.210 |
| DB51 | 131+13.73 | 0.00'R | Y 415646.574 X 722310.701 |
| DB20 | 131+52.51 | 54.69'L | Y 415715.606 X 722311.764 |
| PRW36 | 131+83.51 | 54.09'L | Y 415730.643 X 722337.671 |
| PRW16 | 133+00.00 | 75.00'R | Y 415690.027 X 722506.745 |
| PRW17 | 135+00.00 | 75.00'R | Y 415803.104 X 722671.710 |
| PRW20 | 136+00.00 | 70.00'R | Y 415863.767 X 722751.366 |
| PRW37 | 141+03.29 | 74.44'L | Y 416267.456 X 723084.826 |
| PRW140 | 142+50.00 | 45.00'L | Y 416326.123 X 723222.484 |
| PRW38 | 144+50.00 | 45.00'L | Y 416439.201 X 723387.449 |
| PRW178 | 145+00.00 | 50.00'L | Y 416471.594 X 723425.863 |
| 1614061 | 145+49.06 | 2024.38'L | Y 418127.851 X 722350.045 |
| PRW179 | 146+00.00 | 70.00'L | Y 416544.629 X 723497.038 |
| PRW39 | 147+00.00 | 66.00'L | Y 416597.869 X 723581.782 |
| PRW22 | 147+00.00 | 70.00'R | Y 416485.692 X 723658.675 |
| PRW23 | 148+00.00 | 66.00'R | Y 416545.530 X 723738.896 |
| PRW141 | 150+00.00 | 60.00'L | Y 416762.536 X 723832.622 |
| DB22 | 150+45.66 | 60.00'L | Y 416788.355 X 723870.287 |
| DB52 | 151+31.79 | 0.00'R | Y 416787.556 X 723975.245 |
| 1614075 | 151+96.62 | 1664.79'R | Y 415451.052 X 724969.968 |
| DB23 | 152+26.52 | 66.00'R | Y 416786.677 X 724090.697 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| PRW178 | 145+00.00 | 50.00'L | Y 416471.594 X 723425.863 |
| TLE3 | 145+70.00 | 110.00'L | Y 416560.661 X 723449.678 |
| PRW179 | 146+00.00 | 70.00'L | Y 416544.629 X 723497.038 |
| TLE4 | 146+15.00 | 95.00'L | Y 416573.731 X 723495.276 |

| COURSE TABLE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| 1614074 | DB21 | N 00°54'30" E | 80.22' |
| DB21 | DB51 | N 00°54'30" E | 94.05' |
| DB51 | DB20 | N 00°54'30" E | 67.04' |
| DB20 | PRW36 | N 56°40'12" E | 31.01' |
| PRW36 | PRW37 | N 54°18'13" E | 920.00' |
| PRW37 | PRW140 | N 66°55'02" E | 149.64' |
| PRW140 | PRW38 | N 55°34'15" E | 200.00' |
| PRW38 | PRW178 | N 49°51'37" E | 50.25' |
| PRW178 | PRW179 | N 44°15'39" E | 101.98' |
| PRW179 | PRW39 | N 57°51'41" E | 100.08' |
| PRW39 | PRW141 | N 56°43'00" E | 300.06' |
| PRW141 | DB22 | N 55°34'09" E | 45.66' |
| DB22 | DB52 | S 89°33'50" E | 104.96' |
| DB52 | DB23 | S 89°33'50" E | 115.46' |
| DB23 | PRW23 | S 55°34'15" W | 426.52' |
| PRW23 | PRW22 | S 53°16'49" W | 100.08' |
| PRW22 | PRW20 | S 55°34'15" W | 1100.00' |
| PRW20 | PRW17 | S 52°42'30" W | 100.12' |
| PRW17 | PRW16 | S 55°34'15" W | 200.00' |
| PRW16 | DB21 | S 55°09'42" W | 240.67' |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 10 | HAROLD D. ZEPP & ELAINE L. ZEPP REVOCABLE TRUST (VENDOR) MARK EA DRAEGER & CHADRA J. DRAEGER (PURCHASERS) | FEE | 0.754 | | - |
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE & TLE | 2.273 | 0.068 | - |
| | | | - | - | - |
| | | | | - | - |
| | | | | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |
| | | |

1614074 BERNTSEN MON Y=415472.326 X=722307.938

1614075 BERNTSEN MON. Y=415451.052 X=724969.968

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.04
AMENDMENT NUMBER:

GRAPHIC SCALE, FEET (0, 100, 200)

LOCATION SKETCH (NOT TO SCALE)

THE SW1/4 - NW1/4 AND THE SE1/4- NW1/4 OF SEC.14, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.05 AMENDMENT NUMBER 1

AMENDS PARCELS 11 AND 12, OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.05 IN VOLUME 17, PAGE 95, AS DOCUMENT NUMBER 1011796.
PART OF UNPLATTED LANDS IN THE NORTHEAST ¼ OF THE NORTHWEST ¼, LOCATED IN SECTION 14, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

RELOCATION ORDER STH 44 FOND DU LAC COUNTY
RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | | |
| ACRES | AC | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | | |
| DOCUMENT | DOC | SET P.K. NAIL | △ |
| EAST BOUND | EB | PROPOSED R/W | PRW000 |
| GAS VALVE | GV | BOUNDARY POINT | |
| INLET | IL | CORPORATE LIMITS | |
| LENGTH OF CURVE | L | EXISTING R/W | |
| MANHOLE | MH | SECTION LINE | |
| MONUMENT | MON | QUARTER LINE | |
| NORTH BOUND | NB | SIXTEENTH LINE | |
| PAGE | PG | PROPOSED OR NEW R/W LINE | |
| PERMANENT | PERM | PROPOSED EASEMENT LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PARCEL NUMBER | 00 |
| PRIVATE DRIVEWAY | PD | UTILITY NUMBER | 100 |
| PROPERTY LINE | PL | SIGN NUMBER | 3-1 |
| RADIUS | RAD | PROPERTY LINE | PL |
| REFERENCE LINE | ℄ | LOT, TIE AND OTHER MINOR DASHED LINES | |
| REMAINING | REM | ACCESS RESTRICTED (By Previous Project Control) | |
| RIGHT OF WAY | R/W | ACCESS RESTRICTED (By Acquisition) | |
| SECTION | SEC | NO ACCESS (By Statutory Authority) | |
| SECTION LINE | S | LIMITED EASEMENT (Temporary) | |
| FOUND IRON PIPE | IP | LIMITED EASEMENT (Permanent) | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DBI | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | | |
| END POINT | EP | | |

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECTS: TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECTS:

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

## WISCONSIN DEPARTMENT OF TRANSPORTATION

I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Carolyn J. Sampson DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Erem DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

WISCONSIN CAROLYN J. SAMPSON S-3045 GREEN BAY WI LAND SURVEYOR

SE 1/4 - SW 1/4

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| KC1 | 69+02.04 | 0.00 | R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00 | R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00 | R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00 | R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00 | R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00 | R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00 | R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00 | R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00 | R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00 | R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00 | R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00 | L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00 | L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00 | R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00 | R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT | TO POINT | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2681.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| ----- | -------- | ---------- | ------- | ------- | ---------- | ---------- |

1614062 BERNTSEN CAST Y=418108.513 X=725022.567

SW 1/4 - SE 1/4

1614061 MON. Y=418127.851 X=722350.045

TOWN

SE-SW S 89°35'08" E NE-NW

S 89°39'44" E SW-SE NW-NE

66.00

DOC# 1053167
Recorded May 26, 2015 3:11 PM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

Recorded this 26TH day of May, 2015 at 3:11 PM in VOL. 18 Pg. 51 Doc # 1053167
Shawn H Kelly Register of Deeds, Fond du Lac County, WI

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20-4.05
AMENDMENT NO: 1

SHEET 4.20

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| DB22 | 150+45.66 | -60.00 | Y 416788.355 X 723870.286 |
| DB52 | 151+31.79 | 0.00 | Y 416787.556 X 723975.246 |
| DB558 | 152+39.17 | 74.81 | Y 416786.559 X 724106.117 |
| PRW310 | 154+03.08 | 70.69 | Y 416882.637 X 724238.979 |
| PRW142 | 157+00.00 | -60.00 | Y 417158.313 X 724409.974 |
| PRW311 | 159+03.06 | 70.67 | Y 417165.408 X 724651.338 |
| PRW312 | 162+03.06 | 75.71 | Y 417330.948 X 724901.582 |
| DB559 | 163+36.03 | 71.29 | Y 417409.803 X 725008.738 |
| DB53 | 163+87.03 | 0.00 | Y 417497.440 X 725010.472 |
| DB24 | 164+29.95 | -60.00 | Y 417571.199 X 725011.932 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE567 | 155+62.91 | 70.66 | Y 416973.029 X 724370.796 |
| TLE568 | 155+63.08 | 85.66 | Y 416960.753 X 724379.417 |
| TLE569 | 156+32.77 | 70.64 | Y 417012.540 X 724428.413 |
| TLE570 | 156+33.08 | 85.64 | Y 417000.341 X 724437.148 |
| TLE "B" | | | |
| TLE572 | 157+78.05 | 85.66 | Y 417082.344 X 724556.732 |
| TLE571 | 157+78.06 | 70.66 | Y 417094.716 X 724548.248 |
| TLE574 | 158+28.05 | 85.66 | Y 417110.622 X 724597.968 |
| TLE573 | 158+28.06 | 70.66 | Y 417122.992 X 724589.485 |

OF

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1614062 | DB24 | S01°08'02"W | 537.42' |
| DB24 | DB53 | S01°08'02"W | 73.77' |
| DB53 | DB559 | S01°08'02"W | 87.65' |
| DB559 | PRW312 | S53°39'03"W | 133.04' |
| PRW312 | PRW311 | S56°30'54"W | 300.04' |
| PRW311 | PRW310 | S55°33'36"W | 500.00' |
| PRW310 | DB558 | S54°07'41"W | 163.96' |
| DB558 | DB52 | N89°33'50"W | 130.87' |
| DB52 | DB22 | N89°33'50"W | 104.96' |
| DB22 | PRW142 | N55°34'09"E | 654.32' |
| PRW142 | DB24 | N55°33'13"E | 729.95' |

NW 1/4 - NE 1/4

NE 1/4 - NW 1/4

SE 1/4 - NW 1/4

GN

0 100 200
GRAPHIC SCALE, FEET

NW-NW NE-NW 1/16 LINE

NW-NW SW-NW 1/16 LINE

NE-NW SE-NW 1/16 LINE

N 89°39'02" E NE-NW

N 55°33'13" E R/L

N 55°34'09" E R/L

PRW142 PRW311 PRW312 PRW310 DB24 DB53 DB559 DB22 DB52 DB558

TLE573 TLE574 TLE571 TLE572 TLE569 TLE570 TLE567 TLE568

RIGHT-OF-WAY ℄

STH 44

PL

66.00 150 165 170 185 150 150

(102) EASEMENT TELEPHONE VOL. 736 PG.624 DOC. #368565

(102) EASEMENT ELECTRIC/GAS VOL. 445 PG.542 DOC. #171864

TLE "A" FOR DRIVEWAY CONSTRUCTION

TLE "B" FOR DRIVEWAY CONSTRUCTION

SCHEDULE OF LANDS & INTERESTS REQUIRED

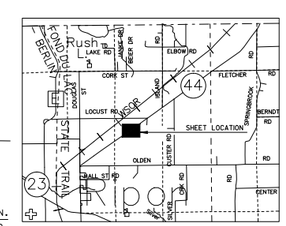
| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW | EXISTING | TOTAL | T.L.E. AREA |
|---|---|---|---|---|---|---|
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE & TLE | 1.763 | - | 1.763 | 0.017 |
| 12 | JACOB A. LEITZ JACALYN LEITZ-SANFELIPPO & JUNE K. PETERSEN | FEE & TLE | 0.099 | - | 0.099 | 0.024 |
| | | | | | | |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 102 | CENTURYLINK-COMMUNICATIONS | RELEASE OF RIGHTS |
| - | | |
| - | | |

RIPON

THE NE¼ - NW¼ OF SEC. 14, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN




LOCATION SKETCH
(NOT TO SCALE)

1614075 BERNTSEN MON. Y=415451.052 X=724969.968



C:\WisDOT\rw\61100520(sth44)\RW\DWG\fond_du_lac\040105_rw_amend_1.dwg, 5/12/2015 12:13:34 PM

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.05

PART OF UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4, LOCATED IN SECTION 14, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | | |
| ACRES | AC | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | SET P.K. NAIL | |
| DEED | (D) | | |
| DOCUMENT | DOC | PROPOSED R/W | |
| EAST BOUND | EB | BOUNDARY POINT | PRW000 |
| GAS VALVE | GV | | |
| INLET | IL | CORPORATE LIMITS | |
| LENGTH OF CURVE | L | EXISTING R/W | |
| MANHOLE | MH | SECTION LINE | |
| MONUMENT | MON | QUARTER LINE | |
| NORTH BOUND | NB | SIXTEENTH LINE | |
| PAGE | PG | PROPOSED R/W LINE | |
| PERMANENT | PERM | PROPOSED EASEMENT LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PARCEL NUMBER | (00) |
| PRIVATE DRIVEWAY | PD | UTILITY PARCEL NUMBER | 000 |
| PROPERTY LINE | PL | PROPERTY LINE | PL |
| RADIUS | RAD | LOT, TIE AND OTHER MINOR DASHED LINES | |
| REFERENCE LINE | ℄ | ACCESS RESTRICTED (By Previous Project/ Control) | |
| REMAINING | REM | ACCESS RESTRICTED (By Acquisition) | |
| RIGHT OF WAY | R/W | NO ACCESS (By Statutory Authority) | |
| SECTION | SEC | LIMITED EASEMENT (Temporary or Permanent) | |
| SECTION LINE | ℄ | | |
| FOUND IRON PIPE | IP ● | | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARTICAL HATCHING | | |

| | | |
|---|---|---|
| TELEPHONE LINE | | T |
| BURIED GAS LINE | | G |
| SANITARY SEWER LINE | | SAN |
| BURIED WATER LINE | | W |
| BURIED ELECTRIC LINE | | E |
| OVERHEAD ELECTRIC LINE | | OH |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | ● | ● |
| TELEPHONE POLE | ■ | ■ |
| SIGN | ▶ | ▶ |
| TELEPHONE PEDESTAL | ✖ | ✖ |

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL (PRINTED NAME) — Jon L Herbel (SIGNATURE) — 11/14/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK (PRINTED NAME) — Norman W. Pawelczyk (SIGNATURE) — 11/14/2012 (DATE)

SE-SW

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 | X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 | X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 | X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 | X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 | X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 | X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 | X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 | X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 | X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 | X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 | X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 | X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 | X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 | X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 | X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |

1614061 BERNTSEN CAST ALUMINUM MON.
Y=418127.851
X=722350.045

1614062 BERNTSEN CAST ALUMINUM MON.
Y=418108.513
X=725022.567

*TOWN*

*OF*

*RIPON*

SW-SE

S 89°35'08" E NE-NW

S 89°39'44" E SW-SE NW-NE

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1614062 | DB24 | S 01°08'02" W | 537.42' |
| DB24 | DB53 | S 01°08'02" W | 73.77' |
| DB53 | DB25 | S 01°08'02" W | 81.15' |
| DB25 | PRW24 | S 55°33'13" W | 706.02' |
| PRW24 | DB23 | S 55°34'15" W | 407.29' |
| DB23 | DB52 | N 89°33'50" W | 115.46' |
| DB52 | DB22 | N 89°33'50" W | 104.96' |
| DB22 | PRW142 | N 55°34'09" E | 654.32' |
| PRW142 | DB24 | N 55°33'13" E | 729.95' |

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| 1614061 | 145+49.06 | 2024.38'L | Y 418127.851 | X 722350.045 |
| DB22 | 150+45.66 | 60.00'L | Y 416788.355 | X 723870.287 |
| DB52 | 151+31.79 | 0.00'R | Y 416787.556 | X 723975.245 |
| 1614075 | 151+96.62 | 1664.79'R | Y 416481.052 | X 724969.968 |
| DB23 | 152+26.52 | 66.00'R | Y 416786.677 | X 724090.697 |
| PRW24 | 156+33.81 | 66.00'R | Y 417016.955 | X 724426.644 |
| PRW142 | 157+00.00 | 60.00'L | Y 417158.313 | X 724409.974 |
| DB25 | 163+39.81 | 66.00'R | Y 417416.305 | X 725008.866 |
| DB53 | 163+87.03 | 0.00'L | Y 417497.440 | X 725010.472 |
| DB24 | 164+29.95 | 60.00'L | Y 417571.190 | X 725011.932 |
| 1614062 | 167+42.65 | 497.08'L | Y 418108.514 | X 725022.567 |

| POINT TLE "A" | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| TLE67 | 155+68.00 | 75.00'R | Y 416972.324 | X 724377.451 |
| TLE66 | 155+68.00 | 66.00'R | Y 416979.747 | X 724372.362 |
| PRW24 | 156+33.81 | 66.00'R | Y 417016.955 | X 724426.644 |
| TLE68 | 156+33.81 | 75.00'R | Y 417009.532 | X 724431.733 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE | 1.623 | | - |
| 12 | JACOB A. LEITZ, JACALYN LEITZ SAGEL, IPRO & JUNE R. PETERSEN | FEE & TLE | 0.087 | 0.014 | - |
| | | | | - | - |
| | | | | - | - |
| | | | | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |
| | | |

THE NE1/4 - NW1/4 OF SEC. 14, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH (NOT TO SCALE)

1614075 BERNTSEN MON.
Y=415451.052
X=724969.968

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.05
AMENDMENT NUMBER:

Recorded this 20 day of Nov
at 9:01 o'clock A.M. in Vol 1 of Plats
Page 98 Doc # 1011756
Patricia Krawl
Fond du Lac County, WI

FILE NAME : C:\users\P\D3\611005A\DGN\040105_rw.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 13-NOV-2012 10:34 PLOT BY : $$...plotuser...$$ PLOT NAME : D3 PLOT SCALE : 100.000000:1.000000

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.06 AMENDMENT NUMBER 1

AMENDS PARCELS 11, 12 AND 13, OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.06 IN VOLUME 17, PAGE 96, AS DOCUMENT NUMBER 1011797.
PART OF UNPLATTED LANDS IN THE NORTHWEST ¼ OF THE NORTHEAST ¼, IN SECTION 14, LOCATED WITHIN THE T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

RELOCATION ORDER STH 44 FOND DU LAC COUNTY
RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724589.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
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| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
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| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
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| KC2 | KC3 | N 55°34'15" E | 5112.10' |
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| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
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| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
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| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| ----- | -------- | ---------- | ------- | ------- | ---------- | ---------- |

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | | |
| ACRES | AC | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | SET P.K. NAIL | △ |
| DOCUMENT | DOC | | |
| EAST BOUND | EB | PROPOSED R/W | PRW000 |
| GAS VALVE | GV | BOUNDARY POINT | |
| INLET | IL | | |
| LENGTH OF CURVE | L | CORPORATE LIMITS | |
| MANHOLE | MH | EXISTING R/W | |
| MONUMENT | MON | SECTION LINE | |
| NORTH BOUND | NB | QUARTER LINE | |
| PAGE | PG | SIXTEENTH LINE | |
| PERMANENT | PERM | PROPOSED OR NEW R/W LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PROPOSED EASEMENT LINE | |
| PRIVATE DRIVEWAY | PD | | |
| PROPERTY LINE | PL | PARCEL NUMBER | 00 |
| RADIUS | RAD | | |
| REFERENCE LINE | R | UTILITY NUMBER | 100 |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | SIGN NUMBER | 3-1 |
| SECTION | SEC | | |
| SECTION LINE | S | PROPERTY LINE | PL |
| FOUND IRON PIPE | IP | LOT, TIE AND OTHER MINOR DASHED LINES | |
| STATION | STA | ACCESS RESTRICTED (By Previous Project/ Control) | |
| TEMPORARY LIMITED EASEMENT | TLE | ACCESS RESTRICTED (By Acquisition) | |
| TIE POINT | DB1 | NO ACCESS (By Statutory Authority) | |
| VOLUME | VOL | LIMITED EASEMENT (Temporary) | |
| ADJOINING LANDS WITH SAME OWNER | 00' | LIMITED EASEMENT (Permanent) | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | | |
| END POINT | EP | | |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW | EXISTING | TOTAL | T.L.E. AREA |
|---|---|---|---|---|---|---|
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE | 0.765 | - | 0.765 | - |
| 12 | JACOB A. LEITZ,JACALYN LEITZ-SANFELIPPO & JUNE K. PETERSEN | FEE | 0.556 | - | 0.556 | - |
| 13 | DIEDRICH INSURANCE AGENCY / MARILYN PAGE TRUST 2/25/08 | FEE | 0.632 | - | 0.632 | - |
| 14 | MATTHEW J. HIBICKI & REBECCA J. HIBICKI | FEE | 0.304 | - | 0.304 | - |
| 15 | DEBORAH ZERATSKY, ETAL | FEE & TLE | 0.507 | - | 0.507 | 0.039 |

NOTE: PARCEL 13 HAS BEEN UPDATED TO SHOW AFFIDAVIT OF CORRECTION DOC. #1022224

SCHEDULE OF SIGNS

| SIGN NUMBER | SIGN OWNER(S) | OASIS NO. |
|---|---|---|
| 13-1 | DIEDRICH INSURANCE AGENCY / MARILYN PAGE TRUST 2/25/08 | 16495 |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY/ELECTRIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK COMMUNICATION | RELEASE OF RIGHTS |
| - | | |

RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

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OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

WISCONSIN DEPARTMENT OF TRANSPORTATION

I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Carolyn J. Sampson DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

WISCONSIN CAROLYN J. SAMPSON S-3045 GREEN BAY WI LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Erem DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

TOWN

SW 1/4 - SE 1/4

SE 1/4 - SE 1/4

NW 1/4 - NE 1/4

NE 1/4 - NE 1/4

OF

RIPON

THE SW¼ - SE¼ OF SEC. 11 & THE NW¼ - NE¼ OF SEC. 14, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH
(NOT TO SCALE)

LOCUST ROAD

STH 44

PAGE DRIVE

1614062 BERNTSEN CAST ALUMINUM MON. Y=418108.513 X=725022.567

1614063 BERNTSEN CAST ALUMINUM MON. Y=418127.851 X=722350.045

1614075 BERNTSEN MON. Y=415451.052 X=724969.968

S 89°39'44" E SW-SE / NW-NE

S 89°39'44" E SE-SE / NE-NE

N 55°33'13" E R/L

N 55°25'52" E R/L

N 00°29'57" E SE-SW

N 00°29'02" E NE-NW

66.00

165

170

175

CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON-COMPENSABLE | COMPENSABLE |
| POWER POLE | ø | ø |
| TELEPHONE POLE | ø | ø |
| TELEPHONE PEDESTAL | X | X |
| ELECTRIC TOWER | ⊠ | |

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1614062 | DB26 | S89°39'44"E | 370.37' |
| DB26 | 513 | N00°20'16"E | 33.00' |
| 513 | PRW44 | N83°47'47"E | 166.81' |
| PRW44 | PRW45 | N89°18'47"E | 306.47' |
| PRW45 | PRW46 | N58°22'11"E | 157.67' |
| PRW46 | PRW47 | N55°27'44"E | 378.29' |
| PRW47 | DB27 | N54°25'35"E | 62.38' |
| DB27 | DB54 | S00°26'42"W | 68.24' |
| DB54 | DB28 | S00°26'42"W | 82.69' |
| DB28 | PRW53 | S57°07'16"W | 509.47' |
| PRW53 | 415 | S10°09'37"E | 75.00' |
| 415 | PRW164 | S00°40'32"E | 275.68' |
| PRW164 | DB416 | S04°37'17"W | 114.80' |
| 416 | 417 | N89°07'09"W | 66.00' |
| 417 | PRW32 | N00°52'51"E | 131.94' |
| PRW32 | PRW31 | N08°26'19"W | 70.28' |
| PRW31 | PRW30 | N29°39'14"W | 73.49' |
| PRW30 | PRW29 | N70°33'32"W | 81.69' |
| PRW29 | PRW28 | N83°32'29"W | 56.67' |
| PRW28 | PRW315 | S54°03'55"W | 23.59' |
| PRW315 | PRW314 | S51°14'30"W | 155.71' |
| PRW314 | PRW27 | S55°30'54"W | 303.06' |
| PRW27 | PRW313 | S55°33'13"W | 204.77' |
| PRW313 | DB559 | S53°39'03"W | 159.30' |
| DB559 | DB53 | N01°08'02"E | 87.65' |
| DB53 | DB24 | N01°08'02"E | 73.77' |
| DB24 | PRW144 | N55°33'13"E | 70.05' |
| PRW144 | PRW145 | N52°07'12"E | 100.18' |
| PRW145 | PRW146 | N55°33'13"E | 100.00' |
| PRW146 | PRW41 | N56°17'46"E | 463.04' |
| PRW41 | PRW42 | N00°36'41"W | 67.01' |
| PRW42 | DB404 | N84°45'02"W | 223.94' |
| DB404 | DB26 | N00°20'16"E | 33.00' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE135 | 176+40.00 | 54.99'L | Y 418252.224 X 726012.009 |
| TLE136 | 176+40.00 | 75.00'L | Y 418268.699 X 726000.657 |
| TLE138 | 177+00.00 | 54.96'L | Y 418286.241 X 726061.434 |
| TLE137 | 177+00.00 | 75.00'L | Y 418302.743 X 726050.063 |
| TLE "B" | | | |
| TLE139 | 180+00.00 | 65.00'L | Y 418464.727 X 726302.771 |
| PRW47 | 180+03.29 | 54.80'L | Y 418458.191 X 726311.271 |
| TLE140 | 180+50.00 | 65.00'L | Y 418493.097 X 726343.943 |
| TLE141 | 180+50.00 | 55.61'L | Y 418485.368 X 726349.269 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| DB559 | 163+36.03 | 71.29 | Y 417409.803 X 725008.738 |
| DB53 | 163+87.03 | 0.00 | Y 417497.440 X 725010.472 |
| DB24 | 164+29.95 | -60.00 | Y 417571.199 X 725011.932 |
| PRW313 | 164+95.23 | 66.00 | Y 417504.218 X 725137.038 |
| PRW144 | 165+00.00 | -60.00 | Y 417610.821 X 725069.699 |
| PRW145 | 166+00.00 | -66.00 | Y 417672.332 X 725148.770 |
| PRW27 | 167+00.00 | 66.00 | Y 417620.041 X 725305.900 |
| PRW146 | 167+00.00 | -66.00 | Y 417728.896 X 725231.236 |
| 1614062 | 167+42.65 | -497.08 | Y 418108.513 X 725022.567 |
| PRW314 | 170+03.06 | 65.80 | Y 417791.629 X 725555.702 |
| 404 | 170+28.00 | -258.69 | Y 418073.330 X 725392.733 |
| DB26 | 170+46.83 | -285.79 | Y 418106.330 X 725392.928 |
| 513 | 170+65.66 | -312.90 | Y 418139.329 X 725393.123 |
| PRW315 | 171+58.32 | 54.09 | Y 417889.108 X 725677.122 |
| 417 | 171+59.63 | 400.62 | Y 417604.081 X 725874.210 |
| PRW41 | 171+63.00 | -60.00 | Y 417985.837 X 725616.445 |
| PRW28 | 171+81.90 | 53.48 | Y 417902.949 X 725696.219 |
| PRW42 | 172+00.56 | -115.66 | Y 418052.842 X 725615.730 |
| 416 | 172+12.54 | 438.81 | Y 417603.067 X 725940.202 |
| PRW44 | 172+13.10 | -233.93 | Y 418157.355 X 725558.952 |
| PRW29 | 172+24.54 | 90.64 | Y 417896.574 X 725752.533 |
| PRW32 | 172+35.30 | 293.05 | Y 417736.007 X 725876.238 |
| PRW31 | 172+66.25 | 229.96 | Y 417805.522 X 725865.925 |
| PRW30 | 172+72.55 | 156.74 | Y 417869.384 X 725829.567 |
| PRW164 | 172+85.08 | 349.83 | Y 417717.493 X 725949.451 |
| 415 | 174+38.81 | 121.00 | Y 417993.151 X 725946.200 |
| PRW45 | 174+67.53 | -63.08 | Y 418161.029 X 725865.401 |
| PRW53 | 174+69.81 | 52.70 | Y 418066.974 X 725932.970 |
| PRW46 | 176+25.00 | -55.00 | Y 418243.719 X 725999.653 |
| DB28 | 179+79.06 | 67.73 | Y 418343.551 X 726360.836 |
| PRW47 | 180+03.29 | -54.80 | Y 418458.191 X 726311.271 |
| DB54 | 180+26.51 | 0.00 | Y 418426.243 X 726361.478 |
| DB27 | 180+65.66 | -55.89 | Y 418494.480 X 726362.008 |

COVENANT W/S FUND PRIVATE SEWAGE SYSTEM REHAB. VOL.R530 PG.545 DOC.#485744

EASEMENT TELEPHONE VOL.B27 PG.906 DOC.#368701

EASEMENT TELEPHONE VOL.T36 PG.624 DOC.#368565

EASEMENT TELEPHONE VOL.T36 PG.630, DOC.#308573

TLE "A" FOR DRIVEWAY CONSTRUCTION

TLE "B" FOR DRIVEWAY CONSTRUCTION

RIGHT-OF-WAY ℄

DOC# 1053168
Recorded
May 26, 2015 3:21 PM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

Recorded this 26TH day of May, 2015 at 3:21 PM in VOL. 18 Pg. 52 Doc # 1053168
Shawn M Kelly Register of Deeds, Fond du Lac County, WI

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20-4.06
AMENDMENT NO: 1

GN

0 100 200
GRAPHIC SCALE, FEET



C:\WisDOT\rw\61100520(sth44)\RW\DWG\fond_du_lac\040106_rw_amend_1.dwg, 5/12/2015 12:36:05 PM

3 9/3

DOC# 1022224

Recorded
May 21, 2013 2:00 PM

Patricia Kraus

PATRICIA KRAUS
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $30.00

**Document Number**
**AFFIDAVIT OF CORRECTION**
**TRANSPORTATION PROJECT PLAT**
Wisconsin Department of Transportation
s.84.095(3)(b) Wis. Stats.
DT1590 8/2006

This Affidavit of Correction applies to Transportation Project Plat 6110-05-20-4.06, recorded in Vol. 17, Pg. 96, Document Number 1011797 on 11/20/2012 in the Office of the Register of Deeds for Fond Du Lac County.

See attached

This space is reserved for recording data

Return to

Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54304

Parcel Identification Number/Tax Key Number
RW

I certify that I represent the entity, which prepared or submitted the original plat.
This Affidavit of Correction has been approved by the Wisconsin Department of Transportation.

Jon L. Herbel
(Signature)

Jon L. Herbel
(Print Name)

Engineering Tech. Adv. 3
(Title)

ERNALD JAY VISTE
NOTARY PUBLIC
STATE OF WISCONSIN

Seal(s)

Subscribed and sworn to before me this date.

May 17, 2013
(Date)

State of Wisconsin )
) ss.
BROWN County )

Ernald Jay Viste
(Signature, Notary Public, State of Wisconsin)

ERNALD JAY VISTE
(Print or Type Name, Notary Public, State of Wisconsin)

8/17/14
(Date Commission Expires)

Project ID 6110-05-20 This instrument was drafted by JLH Parcel No. Sheet 4.06

102

In the Schedule of Signs (Sign Number 11-1) and the Schedule of Lands & Interest Required (for Parcel Numbers 11 and 13) reads as shown below:

SCHEDULE OF SIGNS

| SIGN NUMBER | OWNER |
|---|---|
| 11-1 | DIEDRICH INSURANCE AGENCY |
| | |
| | |
| | |
| | |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE | 0.836 | - | - |
| 12 | JACOB A. LEITZ, JACALYN LEITZ-SANFELIPPO & JUNE K. PETERSEN | FEE | 0.512 | - | - |
| 13 | MARILYN PAGE TRUST 2/25/08 | FEE | 0.555 | - | - |
| 14 | MATTHEW J. HIBICKI & REBECCA J. HIBICKI | FEE | 0.304 | - | - |
| 15 | DEBORAH ZERATSKY, ETAL | FEE & TLE | 0.507 | 0.028 | - |
| | | | - | - | - |
| | | | - | - | - |

Affiant makes this affidavit for the purpose of correcting the above Document # 1011797 as follows (if more space is needed attach addendum);

In the schedule of signs and the schedule of lands & interest required read as shown below:

SCHEDULE OF SIGNS

| SIGN NUMBER | OWNER |
|---|---|
| 13-1 | DIEDRICH INSURANCE AGENCY |
| | |
| | |
| | |
| | |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE | 0.759 | - | - |
| 12 | JACOB A. LEITZ, JACALYN LEITZ-SANFELIPPO & JUNE K. PETERSEN | FEE | 0.512 | - | - |
| 13 | MARILYN PAGE TRUST 2/25/08 | FEE | 0.632 | - | - |
| 14 | MATTHEW J. HIBICKI & REBECCA J. HIBICKI | FEE | 0.304 | - | - |
| 15 | DEBORAH ZERATSKY, ETAL | FEE & TLE | 0.507 | 0.028 | - |
| | | | - | - | - |
| | | | - | - | - |

2

38/13

DOC# 1022282

Recorded
May 22, 2013 1:37 PM

Patricia Kraus

PATRICIA KRAUS
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $30.00

## Document Number
## AFFIDAVIT OF CORRECTION
## TRANSPORTATION PROJECT PLAT

Wisconsin Department of Transportation
s.84.095(3)(b) Wis. Stats.
DT1590 8/2006

This Affidavit of Correction applies to Transportation Project Plat 6110-05-20-4.06, recorded in Vol. 17, Pg. 96, Document Number 1011797 on 11/20/2012 in the Office of the Register of Deeds for Fond Du Lac County.

See attached

This space is reserved for recording data

Return to

Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay, WI 54304

Parcel Identification Number/Tax Key Number
RW

I certify that I represent the entity, which prepared or submitted the original plat.
This Affidavit of Correction has been approved by the Wisconsin Department of Transportation.

Jon L. Herbel
(Signature)

Jon L. Herbel
(Print Name)

Engineering Tech. Adv. 3
(Title)

ERNALD JAY VISTE
NOTARY PUBLIC
STATE OF WISCONSIN

Seal(s)

Subscribed and sworn to before me this date.

May 21, 2013
(Date)

State of Wisconsin )
) ss.
Brown County )

Ernald Jay Viste
(Signature, Notary Public, State of Wisconsin)

ERNALD JAY VISTE
(Print or Type Name, Notary Public, State of Wisconsin)

8/17/14
(Date Commission Expires)

Project ID 6110-05-20 This instrument was drafted by JLH Parcel No. Sheet 4.06

In the Schedule of Lands & Interest Required for Parcel Number 15 reads as shown below:

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE | 0.836 | - | - |
| 12 | JACOB A. LEITZ, JACALYN LEITZ-SANFELIPPO & JUNE K. PETERSEN | FEE | 0.512 | - | - |
| 13 | MARILYN PAGE TRUST 2/25/08 | FEE | 0.555 | - | - |
| 14 | MATTHEW J. HIBICKI & REBECCA J. HIBICKI | FEE | 0.304 | - | - |
| 15 | DEBORAH ZERATSKY, ETAL | FEE & TLE | 0.507 | 0.028 | - |
| | | | - | - | - |
| | | | - | - | - |

Affiant makes this affidavit for the purpose of correcting the above Document # 1011797 as follows (if more space is needed attach addendum);

In the Schedule of Lands & Interest Required for Parcel Number 15 SHOULD read as shown below:

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE | 0.836 | - | - |
| 12 | JACOB A. LEITZ, JACALYN LEITZ-SANFELIPPO & JUNE K. PETERSEN | FEE | 0.512 | - | - |
| 13 | MARILYN PAGE TRUST 2/25/08 | FEE | 0.555 | - | - |
| 14 | MATTHEW J. HIBICKI & REBECCA J. HIBICKI | FEE | 0.304 | - | - |
| 15 | DEBORAH ZERATSKY, ETAL | FEE & TLE | 0.507 | 0.039 | - |
| | | | - | - | - |
| | | | - | - | - |

2

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.06

PART OF UNPLATTED LANDS IN THE SOUTHWEST 1/4 OF THE SOUTHEAST 1/4, IN SECTION 11; PART OF UNPLATTED LANDS IN NORTHWEST 1/4 OF THE NORTHEAST 1/4, IN SECTION 14; ALL LOCATED WITHIN THE T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| ACRES | AC | SET P.K. NAIL | △ |
| CHORD BEARING | CH BRG | PROPOSED R/W | |
| CHORD DISTANCE | CH DIS | BOUNDARY POINT | PRW000 |
| DEED | (D) | CORPORATE LIMITS | |
| DOCUMENT | DOC | EXISTING R/W | |
| EAST BOUND | EB | SECTION LINE | |
| GAS VALVE | GV | QUARTER LINE | |
| INLET | IL | SIXTEENTH LINE | |
| LENGTH OF CURVE | L | PROPOSED R/W LINE | |
| MANHOLE | MH | PROPOSED EASEMENT LINE | |
| MONUMENT | MON | PARCEL NUMBER | (00) |
| NORTH BOUND | NB | UTILITY PARCEL NUMBER | 000 |
| PAGE | PG | PROPERTY LINE | PL |
| PERMANENT | PERM | LOT, TIE AND OTHER MINOR DASHED LINES | |
| PERMANENT LIMITED EASEMENT | PLE | ACCESS RESTRICTED (By Previous Project/ Control) | |
| PRIVATE DRIVEWAY | PD | ACCESS RESTRICTED (By Acquisition) | |
| PROPERTY LINE | PL | NO ACCESS (By Statutory Authority) | |
| RADIUS | RAD | LIMITED EASEMENT (Temporary or Permanent) | |
| REFERENCE LINE | ℄ | | |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | | |
| SECTION | SEC | | |
| SECTION LINE | S | | |
| FOUND IRON PIPE | IP ● | | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARTICAL HATCHING | | |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | ● | ● |
| TELEPHONE POLE | ● | ● |
| SIGN | ▶ | ▶ |
| TELEPHONE PEDESTAL | × | × |

| | |
|---|---|
| TELEPHONE LINE | T |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL (PRINTED NAME) — SIGNATURE — 11/14/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK (PRINTED NAME) — SIGNATURE — 11/14/2012 (DATE)

| RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | COORDINATES |
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

| COURSE TABLE STH44 R/W REFERENCE LINE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE COURSE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

| CURVE TABLE | | | | | | |
|---|---|---|---|---|---|---|
| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 11 | DONALD E. CLAUSEN & DEBRA J. CLAUSEN | FEE | 0.759 | - | - |
| 12 | JACOB A. LEITZ, JACALYN LEITZ, SANFELIPPO & JUNE K. PETERSEN | FEE | 0.512 | - | - |
| 13 | MARILYN PAGE TRUST 5/25/08 | FEE | 0.632 | - | - |
| 14 | MATTHEW J. HIBICK & REBECCA J. HIBICK | FEE | 0.304 | - | - |
| 15 | DEBORAH ZERATSKY, ETAL | FEE & TLE | 0.507 | 0.039 | - |
| | | | - | - | - |
| | | | - | - | - |

SCHEDULE OF SIGNS

| SIGN NUMBER | OWNER |
|---|---|
| 13-1 | DIEDRICH INSURANCE AGENCY |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTRIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |

*TOWN*

SW-SE

Affidavit of correction Doc #1022224

Affidavit of correction Doc #1022282

*OF*

NW-NE

NE-NE

SE-SE

*RIPON*

GN

0 100 200

GRAPHIC SCALE, FEET

Received this 20 day of Nov 2012 at 3:07pm in Vol 17 at 96 Doc# 1014797

Patricia Krenz Register of Deeds Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.06
AMENDMENT NUMBER:

LOCUST ROAD — STH 44 — PAGE DRIVE

1614062 BERNTSEN CAST ALUMINUM MON. Y=418108.513 X=725022.567

1614063 BERNTSEN CAST ALUMINUM MON. Y=418127.851 X=722350.045

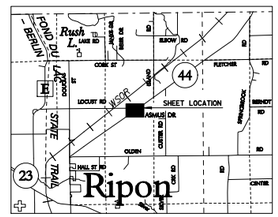
1614075 BERNTSEN MON. Y=415451.052 X=724969.968

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE135 | 176+40.00 | 54.99'L | Y 418252.224 X 726012.009 |
| TLE136 | 176+40.00 | 75.00'L | Y 418268.699 X 726000.657 |
| TLE138 | 177+00.00 | 54.96'L | Y 418286.241 X 726061.434 |
| TLE137 | 177+00.00 | 75.00'L | Y 418302.743 X 726050.063 |
| TLE "B" | | | |
| TLE139 | 180+00.00 | 65.00'L | Y 418464.727 X 726302.771 |
| PRW47 | 180+03.29 | 54.80'L | Y 418458.191 X 726311.271 |
| TLE140 | 180+50.00 | 65.00'L | Y 418493.097 X 726343.943 |
| TLE141 | 180+50.00 | 55.61'L | Y 418485.368 X 726349.269 |

| COURSE TABLE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| 1614062 | DB26 | S 89°39'44" E | 370.37' |
| DB26 | 513 | N 00°20'14" E | 33.00' |
| 513 | PRW44 | N 83°47'46" E | 166.81' |
| PRW44 | PRW45 | N 89°18'47" E | 306.47' |
| PRW45 | PRW46 | N 58°22'11" E | 157.67' |
| PRW46 | PRW47 | N 55°27'44" E | 378.29' |
| PRW47 | DB27 | N 54°25'35" E | 62.38' |
| DB27 | DB54 | S 00°26'42" W | 68.24' |
| DB54 | DB28 | S 00°26'42" W | 82.69' |
| DB28 | PRW53 | S 57°07'16" W | 509.47' |
| PRW53 | 415 | S 10°09'37" E | 75.00' |
| 415 | PRW164 | S 00°40'32" E | 275.68' |
| PRW164 | 416 | S 04°37'16" W | 114.80' |
| 416 | 417 | N 89°07'11" W | 66.00' |
| 417 | PRW32 | N 00°52'51" E | 131.94' |
| PRW32 | PRW31 | N 08°26'20" W | 70.28' |
| PRW31 | PRW30 | N 29°39'14" W | 73.49' |
| PRW30 | PRW29 | N 70°33'32" W | 81.69' |
| PRW29 | PRW28 | N 83°32'29" W | 56.67' |
| PRW28 | PRW27 | S 54°03'54" W | 482.06' |
| PRW27 | DB25 | S 55°33'13" W | 360.19' |
| DB25 | DB53 | N 01°08'02" E | 81.15' |
| DB53 | DB24 | N 01°08'02" E | 73.77' |
| DB24 | PRW144 | N 55°33'13" E | 70.05' |
| PRW144 | PRW145 | N 52°07'12" E | 100.18' |
| PRW145 | PRW146 | N 55°33'13" E | 100.00' |
| PRW146 | PRW41 | N 56°17'46" E | 463.04' |
| PRW41 | PRW42 | N 00°36'42" W | 67.01' |
| PRW42 | 404 | N 84°45'01" W | 223.94' |
| 404 | DB26 | N 00°20'18" E | 33.00' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1614075 | 151+96.62 | 1664.79'R | Y 415451.052 X 724969.968 |
| DB25 | 163+39.81 | 66.00'R | Y 417416.305 X 725008.866 |
| DB53 | 163+87.03 | 0.00'L | Y 417497.440 X 725010.472 |
| DB24 | 164+29.95 | 60.00'L | Y 417571.199 X 725011.932 |
| PRW144 | 165+00.00 | 60.00'L | Y 417610.821 X 725069.699 |
| PRW145 | 166+00.00 | 66.00'L | Y 417672.332 X 725148.770 |
| PRW27 | 167+00.00 | 66.00'R | Y 417620.041 X 725305.900 |
| 1614062 | 167+42.65 | 497.08'L | Y 418108.514 X 725022.567 |
| 404 | 170+28.00 | 258.69'L | Y 418073.331 X 725392.733 |
| DB26 | 170+46.83 | 285.79'L | Y 418106.330 X 725392.928 |
| 513 | 170+65.66 | 312.90'L | Y 418139.329 X 725393.122 |
| 417 | 171+59.63 | 400.62'R | Y 417604.081 X 725874.210 |
| PRW41 | 171+63.00 | 60.00'L | Y 417985.837 X 725616.445 |
| PRW28 | 171+81.90 | 53.48'R | Y 417902.949 X 725696.219 |
| PRW42 | 172+00.56 | 115.66'L | Y 418052.842 X 725615.730 |
| 416 | 172+12.54 | 438.81'R | Y 417603.067 X 725940.202 |
| PRW44 | 172+13.10 | 233.93'L | Y 418157.355 X 725558.952 |
| PRW29 | 172+24.54 | 90.64'R | Y 417896.574 X 725752.533 |
| PRW32 | 172+36.30 | 293.05'R | Y 417736.007 X 725876.238 |
| PRW31 | 172+66.25 | 229.96'R | Y 417805.522 X 725865.925 |
| PRW30 | 172+72.55 | 156.74'R | Y 417869.384 X 725829.567 |
| PRW164 | 172+85.08 | 349.83'R | Y 417717.493 X 725949.451 |
| 415 | 174+38.81 | 121.00'R | Y 417993.151 X 725946.200 |
| PRW45 | 174+67.53 | 63.08'L | Y 418161.029 X 725865.401 |
| PRW53 | 174+69.81 | 52.70'R | Y 418066.974 X 725932.970 |
| PRW46 | 176+25.00 | 55.00'L | Y 418243.719 X 725999.653 |
| DB28 | 179+79.06 | 67.73'R | Y 418343.551 X 726360.836 |
| PRW47 | 180+03.29 | 54.80'L | Y 418458.191 X 726311.271 |
| DB54 | 180+26.51 | 0.00'R | Y 418426.243 X 726361.479 |
| DB27 | 180+65.66 | 55.89'L | Y 418494.480 X 726362.008 |
| 1614063 | 189+35.60 | 1031.40'R | Y 418092.756 X 727695.279 |

THE SW1/4 - SE1/4 OF SEC. 11 & THE NW1/4 - NE1/4 OF SEC. 14, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN




LOCATION SKETCH (NOT TO SCALE)



FILE NAME : C:\users\P\D3\611005A\DGN\040106_rw.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 13-NOV-2012 10:38 PLOT BY : $$...plotuser...$$ PLOT NAME : D3 PLOT SCALE : 100.000000:1.000000

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.07

PART OF UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF THE SOUTHEAST 1/4 , AND PART OF UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE SOUTHEAST 1/4 , ALL LOCATED WITHIN SECTION 11, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| KC1 | 69+02.04 | 0.00 | R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00 | R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00 | R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00 | R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00 | R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00 | R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00 | R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00 | R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00 | R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00 | R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00 | R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00 | L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00 | L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00 | R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00 | R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

1614050
BERNTSEN CAST
ALUMINUM MON.
Y=420742.622
X=727713.393

Recorded this 20th day of Nov, 2012 in Vol 17 Pg 97 as Doc # 1011798. Information obtained via phone call to Register of Deeds office.

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.07
AMENDMENT NUMBER:

GRAPHIC SCALE, FEET
0 100 200

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| ACRES | AC | SET P.K. NAIL | |
| CHORD BEARING | CH BRG | PROPOSED R/W | |
| CHORD DISTANCE | CH DIS | BOUNDARY POINT | PRWOOO |
| DEED | (D) | CORPORATE LIMITS | |
| DOCUMENT | DOC | EXISTING R/W | |
| EAST BOUND | EB | SECTION LINE | |
| GAS VALVE | GV | QUARTER LINE | |
| INLET | IL | SIXTEENTH LINE | |
| LENGTH OF CURVE | L | PROPOSED OR NEW R/W LINE | |
| MANHOLE | MH | PROPOSED EASEMENT LINE | |
| MONUMENT | MON | PARCEL NUMBER | 00 |
| NORTH BOUND | NB | UTILITY PARCEL NUMBER | 000 |
| PAGE | PG | PROPERTY LINE | PL |
| PERMANENT | PERM | LOT, TIE AND OTHER MINOR DASHED LINES | |
| PERMANENT LIMITED EASEMENT | PLE | ACCESS RESTRICTED (By Previous Project/ Control) | |
| PRIVATE DRIVEWAY | PD | ACCESS RESTRICTED (By Acquisition) | |
| PROPERTY LINE | PL | NO ACCESS (By Statutory Authority) | |
| RADIUS | RAD | LIMITED EASEMENT (Temporary or Permanent) | |
| REFERENCE LINE | ℄ | | |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | | |
| SECTION | SEC | | |
| SECTION LINE | S | | |
| FOUND IRON PIPE | IP | | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARTICAL HATCHING | | |

| | | |
|---|---|---|
| TELEPHONE LINE | T | |
| BURIED GAS LINE | G | |
| SANITARY SEWER LINE | SAN | |
| BURIED WATER LINE | W | |
| BURIED ELECTRIC LINE | E | |
| OVERHEAD ELECTRIC LINE | OH | |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |
| TELEPHONE PEDESTAL | | |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOESES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

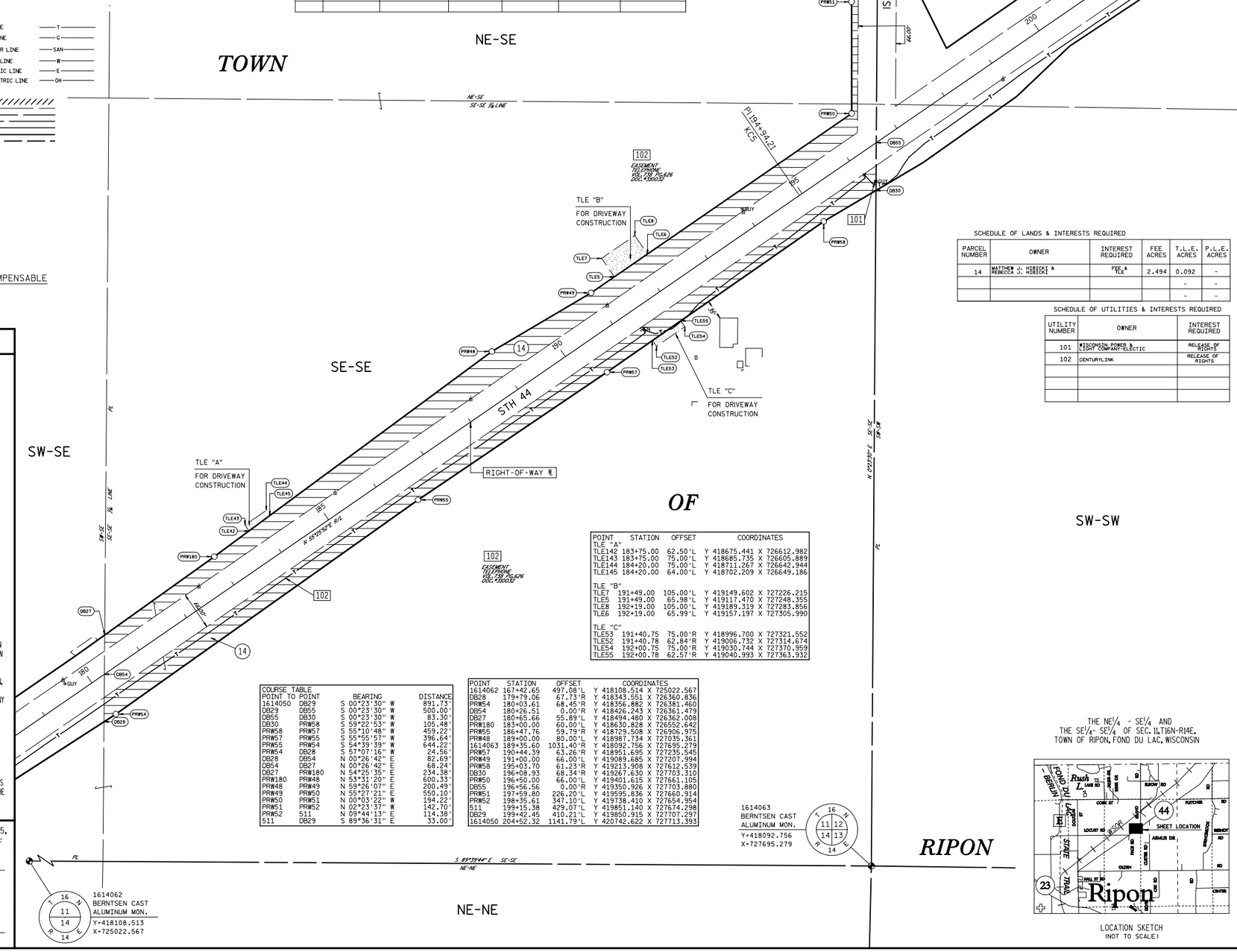
FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE




TLE "A"

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| TLE142 | 183+75.00 | 62.50 | L | Y 418675.441 X 726612.982 |
| TLE143 | 183+75.00 | 75.00 | L | Y 418685.735 X 726605.889 |
| TLE144 | 184+20.00 | 75.00 | L | Y 418711.267 X 726642.944 |
| TLE145 | 184+20.00 | 64.00 | L | Y 418702.209 X 726649.186 |

TLE "B"

| | | | | |
|---|---|---|---|---|
| TLE7 | 191+49.00 | 105.00 | L | Y 419149.602 X 727226.215 |
| TLE5 | 191+49.00 | 65.98 | L | Y 419117.470 X 727248.355 |
| TLE8 | 192+19.00 | 105.00 | L | Y 419189.319 X 727283.856 |
| TLE6 | 192+19.00 | 65.99 | L | Y 419157.197 X 727305.990 |

TLE "C"

| | | | | |
|---|---|---|---|---|
| TLE53 | 191+40.75 | 75.00 | R | Y 418996.700 X 727321.552 |
| TLE52 | 191+40.78 | 62.84 | R | Y 419006.732 X 727314.674 |
| TLE54 | 192+00.75 | 75.00 | R | Y 419030.744 X 727370.959 |
| TLE55 | 192+00.78 | 62.57 | R | Y 419040.993 X 727363.932 |

| COURSE TABLE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| 1614050 | DB29 | S 00°23'30" W | 891.73' |
| DB29 | DB55 | S 00°23'30" W | 500.00' |
| DB55 | DB30 | S 00°22'33" W | 83.30' |
| DB30 | PRW58 | S 59°22'53" W | 105.48' |
| PRW58 | PRW57 | S 55°10'48" W | 459.22' |
| PRW57 | PRW55 | S 55°56'57" W | 396.64' |
| PRW55 | PRW54 | S 54°39'39" W | 644.22' |
| PRW54 | DB28 | S 57°07'16" W | 24.56' |
| DB28 | DB54 | N 00°26'42" E | 82.69' |
| DB54 | DB27 | N 00°26'42" E | 68.24' |
| DB27 | PRW180 | N 54°25'35" E | 234.38' |
| PRW180 | PRW48 | N 53°31'20" E | 600.33' |
| PRW48 | PRW49 | N 59°26'07" E | 200.49' |
| PRW49 | PRW50 | N 55°27'21" E | 550.10' |
| PRW50 | PRW51 | N 00°03'22" W | 194.22' |
| PRW51 | PRW52 | N 02°23'37" W | 142.70' |
| PRW52 | 511 | N 09°44'13" E | 114.38' |
| 511 | DB29 | S 89°36'31" E | 33.00' |

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| 1614062 | 167+42.65 | 497.08 | L | Y 418108.514 X 725022.567 |
| DB28 | 179+79.06 | 67.73 | R | Y 418343.551 X 726360.836 |
| PRW54 | 180+03.61 | 68.45 | R | Y 418356.882 X 726381.460 |
| DB54 | 180+26.51 | 0.00 | R | Y 418426.243 X 726361.479 |
| DB27 | 180+65.66 | 55.89 | L | Y 418494.480 X 726362.008 |
| PRW180 | 183+00.00 | 60.00 | L | Y 418630.828 X 726552.642 |
| PRW55 | 186+47.76 | 59.79 | R | Y 418729.508 X 726906.975 |
| PRW48 | 189+00.00 | 80.00 | L | Y 418987.734 X 727035.361 |
| 1614063 | 189+35.60 | 1031.40 | R | Y 418092.756 X 727695.279 |
| PRW57 | 190+44.39 | 63.26 | R | Y 418951.695 X 727235.545 |
| PRW49 | 191+00.00 | 66.00 | L | Y 419089.685 X 727207.994 |
| PRW58 | 195+03.70 | 61.23 | R | Y 419213.908 X 727612.539 |
| DB30 | 196+08.93 | 68.34 | R | Y 419267.630 X 727703.310 |
| PRW50 | 196+50.00 | 66.00 | L | Y 419401.615 X 727661.105 |
| DB55 | 196+56.56 | 0.00 | R | Y 419350.926 X 727703.880 |
| PRW51 | 197+59.80 | 226.20 | L | Y 419595.836 X 727660.914 |
| PRW52 | 198+35.61 | 347.10 | L | Y 419758.410 X 727674.954 |
| 511 | 199+15.38 | 429.07 | L | Y 419851.140 X 727674.298 |
| DB29 | 199+42.45 | 410.21 | L | Y 419850.915 X 727707.297 |
| 1614050 | 204+52.32 | 1141.79 | L | Y 420742.622 X 727713.393 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 14 | MATTHEW J. HIBICKI & REBECCA J. HIBICKI | FEE & TLE | 2.494 | 0.092 | - |
| | | | | - | - |
| | | | | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |

THE NE1/4 - SE1/4 AND THE SE1/4 - SE1/4 OF SEC. 11, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN




LOCATION SKETCH
(NOT TO SCALE)

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.08

PART OF UNPLATTED LANDS IN THE NORTHWEST 1/4 OF THE SOUTHWEST 1/4 , AND PART OF UNPLATTED LANDS IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4 , ALL LOCATED WITHIN SECTION 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| ACRES | AC | | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | SET P.K. NAIL | |
| DOCUMENT | DOC | | |
| EAST BOUND | EB | PROPOSED R/W | |
| GAS VALVE | GV | BOUNDARY POINT | PRW000 |
| INLET | IL | | |
| LENGTH OF CURVE | L | CORPORATE LIMITS | |
| MANHOLE | MH | EXISTING R/W | |
| MONUMENT | MON | SECTION LINE | |
| NORTH BOUND | NB | QUARTER LINE | |
| PAGE | PG | SIXTEENTH LINE | |
| PERMANENT | PERM | PROPOSED OR NEW R/W LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PROPOSED EASEMENT LINE | |
| PRIVATE DRIVEWAY | PD | | |
| PROPERTY LINE | PL | PARCEL NUMBER | 00 |
| RADIUS | RAD | | |
| REFERENCE LINE | ℄ | UTILITY PARCEL NUMBER | 000 |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | PROPERTY LINE | PL |
| SECTION | SEC | LOT, TIE AND OTHER MINOR DASHED LINES | |
| SECTION LINE | S | | |
| FOUND IRON PIPE | IP | ACCESS RESTRICTED (By Previous Project/ Control) | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | ACCESS RESTRICTED (By Acquisition) | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | NO ACCESS (By Statutory Authority) | |
| ADJOINING LANDS WITH SAME OWNER | | LIMITED EASEMENT (Temporary or Permanent) | TLE PLE |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARTICAL HATCHING | | |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |
| TELEPHONE PEDESTAL | | |

| | |
|---|---|
| COMMUNICATION UNDERGROUND | C-UG |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

GN

0 100 200

GRAPHIC SCALE, FEET

Recorded this 20th day of Nov, 2012 in Vol 17 Pg 98 as Doc # 1011799. Information obtained via phone call to Register of Deeds office.

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.08
AMENDMENT NUMBER:

1614051
BERNTSEN CAST ALUMINUM MON.
Y=420696.937
X=730383.838

TOWN OF RIPON

1614050
BERNTSEN CAST ALUMINUM MON.
Y=420742.622
X=727713.393

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1614063 | 189+35.60 | 1031.40'R | Y 418092.756 X 727695.279 |
| DB30 | 196+08.93 | 68.34'R | Y 419267.630 X 727703.310 |
| DB55 | 196+56.56 | 0.00'R | Y 419350.926 X 727703.880 |
| PRW147 | 197+03.72 | 74.74'R | Y 419316.016 X 727785.067 |
| PRW60 | 198+50.16 | 66.19'L | Y 419515.092 X 727825.992 |
| PRW59 | 198+68.65 | 197.95'L | Y 419634.170 X 727766.635 |
| PRW148 | 199+03.63 | 71.98'R | Y 419431.468 X 727948.287 |
| DB29 | 199+42.45 | 410.21'L | Y 419850.915 X 727707.297 |
| 512 | 199+69.52 | 391.34'L | Y 419850.689 X 727740.297 |
| PRW149 | 200+29.05 | 52.13'R | Y 419518.839 X 728040.438 |
| 1614050 | 204+52.32 | 1141.79'L | Y 420742.622 X 727713.393 |
| PRW150 | 207+03.62 | 63.12'R | Y 419891.689 X 728602.711 |
| PRW196 | 209+00.00 | 70.00'L | Y 420112.603 X 728689.216 |
| PRW151 | 209+00.00 | 66.00'R | Y 420000.498 X 728766.212 |
| PRW152 | 209+84.62 | 89.09'R | Y 420029.372 X 728849.042 |
| 612 | 210+07.01 | 247.46'R | Y 419911.500 X 728957.153 |
| 610 | 210+73.00 | 248.30'R | Y 419948.173 X 729012.027 |
| PRW181 | 210+82.62 | 136.88'R | Y 420045.462 X 728956.876 |
| PRW84 | 211+05.72 | 78.70'R | Y 420106.493 X 728942.977 |
| PRW173 | 211+75.00 | 65.00'R | Y 420157.014 X 728992.329 |
| DB32 | 212+37.80 | 64.96'R | Y 420192.605 X 729044.075 |
| DB56 | 212+83.25 | 0.00'R | Y 420271.878 X 729044.757 |
| PRW197 | 213+25.00 | 70.00'L | Y 420353.217 X 729039.543 |
| DB31 | 213+32.15 | 69.91'L | Y 420357.188 X 729045.492 |
| 1614051 | 226+25.15 | 410.66'R | Y 420696.937 X 730383.838 |

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1614050 | DB29 | S 00°23'30" W | 891.73' |
| DB29 | 512 | S 89°36'31" E | 33.00' |
| 512 | PRW59 | S 06°56'08" E | 218.12' |
| PRW59 | PRW60 | S 26°29'42" E | 133.05' |
| PRW60 | PRW196 | N 55°18'35" E | 1049.84' |
| PRW196 | PRW197 | N 55°31'04" E | 425.00' |
| PRW197 | DB31 | N 56°16'39" E | 7.15' |
| DB31 | DB56 | S 00°29'36" W | 85.31' |
| DB56 | DB32 | S 00°29'36" W | 79.28' |
| DB32 | PRW173 | S 55°28'46" W | 62.80' |
| PRW173 | PRW84 | S 44°19'46" W | 70.63' |
| PRW84 | PRW181 | S 12°49'46" E | 62.59' |
| PRW181 | 610 | S 29°32'53" E | 111.83' |
| 610 | 612 | S 56°14'41" W | 66.00' |
| 612 | PRW152 | N 42°31'36" W | 159.94' |
| PRW152 | PRW151 | S 70°46'54" W | 87.72' |
| PRW151 | PRW150 | S 56°21'24" W | 196.40' |
| PRW150 | PRW149 | S 56°27'04" W | 674.66' |
| PRW149 | PRW148 | S 46°31'31" W | 126.99' |
| PRW148 | PRW147 | S 54°43'36" W | 199.92' |
| PRW147 | DB30 | S 59°22'53" W | 95.00' |
| DB30 | DB55 | N 00°23'30" E | 83.30' |
| DB55 | DB29 | N 00°23'30" E | 500.00' |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 16 | JAY B. PAGE & KAYLEEN S. PAGE | FEE | 1.215 | - | - |
| 17 | EDWARD W. & ELAINE R. WHITE REVOC. TRUST 11/17/95 | FEE | 1.581 | - | - |
| | | | - | - | - |
| | | | - | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |

NE-SE — NW-SW — NW-SW — NE-SW — SW-SW

ISLAND ROAD — STH 44 — CUSTER ROAD — RIPON

RIGHT-OF-WAY ℄

102 EASEMENT TELEPHONE VOL: 140 PG. 938 DOC. #311679

1614063
BERNTSEN CAST ALUMINUM MON.
Y=418092.756
X=727695.279

THE NW1/4 - SW1/4 & SW1/4 - SW1/4 OF SEC. 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH
(NOT TO SCALE)



FILE NAME : C:\users\P\D3\611005A\DGN\040108_rw.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 13-NOV-2012 11:32 PLOT BY : $$...plotuser...$$ PLOT NAME : D3 PLOT SCALE : 100.000000:1.000000

4.

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.09

PART OF UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, AND PART OF UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4, ALL LOCATED WITHIN SECTION 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | |
|---|---|---|
| ACCESS POINT | AP | |
| ACCESS RIGHTS | AR | |
| ACRES | AC | |
| CHORD BEARING | CH BRG | |
| CHORD DISTANCE | CH DIS | |
| DEED | (D) | |
| DOCUMENT | DOC | |
| EAST BOUND | EB | |
| GAS VALVE | GV | |
| INLET | IL | |
| LENGTH OF CURVE | L | |
| MANHOLE | MH | |
| MONUMENT | MON | |
| NORTH BOUND | NB | |
| PAGE | PG | |
| PERMANENT | PERM | |
| PERMANENT LIMITED EASEMENT | PLE | |
| PRIVATE DRIVEWAY | PD | |
| PROPERTY LINE | PL | |
| RADIUS | RAD | |
| REFERENCE LINE | R | |
| REMAINING | REM | |
| RIGHT OF WAY | R/W | |
| SECTION | SEC | |
| SECTION LINE | S | |
| FOUND IRON PIPE | IP | |
| STATION | STA | |
| TEMPORARY LIMITED EASEMENT | TLE | |
| TIE POINT | DB1 | |
| VOLUME | VOL | |
| ADJOINING LANDS WITH SAME OWNER | | |
| PARALLEL TO LINE | 00' | |
| BUILDING TO BE RAZED | | |
| FEE ACQUISITION | VARIOUS HATCHING | |

| | |
|---|---|
| SECTION CORNER (MATERIAL AS NOTED) | |
| SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| SET P.K. NAIL | |
| PROPOSED R/W | |
| BOUNDARY POINT | PRW000 |
| CORPORATE LIMITS | |
| EXISTING R/W | |
| SECTION LINE | |
| QUARTER LINE | |
| SIXTEENTH LINE | |
| PROPOSED OR NEW R/W LINE | |
| PROPOSED EASEMENT LINE | |
| PARCEL NUMBER | 00 |
| UTILITY PARCEL NUMBER | 000 |
| PROPERTY LINE | PL |
| LOT, TIE AND OTHER MINOR DASHED LINES | |
| ACCESS RESTRICTED (By Previous Project/ Control) | |
| ACCESS RESTRICTED (By Acquisition) | |
| NO ACCESS (By Statutory Authority) | |
| LIMITED EASEMENT (Temporary or Permanent) | TLE |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |
| TELEPHONE PEDESTAL | | |

| | |
|---|---|
| COMMUNICATION UNDERGROUND | C-UG |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

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COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

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EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL — PRINTED NAME | SIGNATURE | 11/14/2012 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK — PRINTED NAME | SIGNATURE | 11/14/2012 — DATE

| RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | COORDINATES |
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

| COURSE TABLE STH44 R/W REFERENCE LINE | | | |
|---|---|---|---|
| POINT | TO POINT | BEARING | DISTANCE |
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°53'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

1614038
BERNTSEN CAST ALUMINUM MON.
Y=423351.192
X=730412.664

Recorded this 20th day of Nov, 2012 in Vol 17 Pg 99 as Doc # 1011800. Information obtained via phone call to Register of Deeds office.

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.09
AMENDMENT NUMBER:

TOWN

SE-NW

SW-NE

NW-SW

NE-SW

NW-SE

OF

RIPON

TLE "A" FOR DRIVEWAY CONSTRUCTION

RIGHT-OF-WAY ℄

STH 44

CUSTER ROAD

102 EASEMENT TELEPHONE VOL.746 PG.933 DOC.#708578

101 EASEMENT ELECTRIC VOL.300 PG.534

102 EASEMENT TELEPHONE VOL.746 PG.938 DOC.#706179

| COURSE TABLE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| 1614038 | DB33 | S 00°37'20" W | 2088.84' |
| DB33 | DB57 | S 00°37'20" W | 61.39' |
| DB57 | DB34 | S 00°37'20" W | 73.66' |
| DB34 | PRW91 | S 55°09'40" E | 74.92' |
| PRW91 | PRW90 | S 57°10'14" W | 285.18' |
| PRW90 | PRW89 | N 34°50'20" W | 17.00' |
| PRW89 | 706 | S 55°09'39" W | 126.77' |
| 706 | PRW87 | S 55°26'22" W | 307.79' |
| PRW87 | PRW86 | S 32°33'04" E | 17.01' |
| PRW86 | PRW88 | S 53°57'28" W | 580.19' |
| PRW88 | DB32 | S 55°28'46" W | 262.28' |
| DB32 | DB56 | N 00°29'36" E | 79.28' |
| DB56 | DB31 | N 00°29'36" E | 85.31' |
| DB31 | PRW61 | N 56°16'39" E | 267.78' |
| PRW61 | PRW182 | N 64°31'47" E | 101.27' |
| PRW182 | PRW126 | N 55°26'22" E | 300.00' |
| PRW126 | PRW127 | N 78°27'53" E | 43.46' |
| PRW127 | 701 | N 55°26'22" E | 348.23' |
| 701 | PRW131 | N 55°09'40" E | 126.61' |
| PRW131 | PRW129 | N 34°50'20" W | 12.00' |
| PRW129 | PRW128 | N 55°09'40" E | 77.00' |
| PRW128 | PRW130 | N 34°50'20" W | 5.00' |
| PRW130 | DB33 | N 55°09'40" E | 361.26' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1614050 | 204+52.32 | 1141.79'L | Y 420742.622 X 727713.393 |
| 1614064 | 211+10.94 | 2567.59'R | Y 418057.855 X 730356.373 |
| DB32 | 212+37.80 | 64.96'R | Y 420192.605 X 729044.075 |
| DB56 | 212+83.25 | 0.00'R | Y 420271.878 X 729044.757 |
| DB31 | 213+32.15 | 69.91'L | Y 420357.188 X 729045.492 |
| PRW88 | 215+00.00 | 65.00'R | Y 420341.243 X 729260.177 |
| PRW61 | 216+00.00 | 66.00'L | Y 420505.852 X 729268.216 |
| PRW182 | 217+00.00 | 50.00'L | Y 420549.404 X 729359.645 |
| PRW126 | 220+00.00 | 50.00'L | Y 420719.587 X 729606.703 |
| PRW127 | 220+40.00 | 33.00'L | Y 420728.778 X 729649.288 |
| PRW86 | 220+80.00 | 50.00'R | Y 420682.617 X 729729.313 |
| PRW87 | 220+80.60 | 33.00'R | Y 420696.955 X 729720.160 |
| 701 | 223+88.23 | 33.00'L | Y 420925.819 X 729936.060 |
| 706 | 223+31.00 | 33.00 R | Y 420871.557 X 729973.632 |
| PRW89 | 225+15.00 | 33.00'R | Y 420943.980 X 730077.684 |
| PRW131 | 225+15.00 | 33.00'L | Y 420998.150 X 730039.980 |
| PRW90 | 225+15.00 | 50.00'R | Y 420930.027 X 730087.396 |
| PRW129 | 225+15.00 | 45.00'L | Y 421007.999 X 730033.125 |
| PRW128 | 225+92.00 | 45.00'L | Y 421051.987 X 730096.324 |
| PRW130 | 225+92.00 | 50.00'L | Y 421056.091 X 730093.468 |
| 1614051 | 226+25.15 | 410.66'R | Y 420696.937 X 730383.838 |
| PRW91 | 228+00.00 | 60.00'R | Y 421084.632 X 730327.026 |
| DB34 | 228+74.92 | 60.00'R | Y 421127.428 X 730388.513 |
| DB57 | 229+17.65 | 0.00'L | Y 421201.088 X 730389.313 |
| DB33 | 229+53.26 | 50.00'L | Y 421262.471 X 730389.980 |
| 1614038 | 241+65.11 | 1751.38'L | Y 423351.192 X 730412.664 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE76 | 225+92.00 | 70.00'L | Y 421072.506 X 730082.042 |
| PRW130 | 225+92.00 | 50.00'L | Y 421056.091 X 730093.468 |
| TLE78 | 226+52.00 | 50.00'L | Y 421090.367 X 730142.713 |
| TLE77 | 226+52.00 | 70.00'L | Y 421106.783 X 730131.288 |

1614050
BERNTSEN CAST ALUMINUM MON.
Y=420742.622
X=727713.393

1614051
BERNTSEN CAST ALUMINUM MON.
Y=420696.937
X=730383.838

1614064
2" IP WITH ALUMINUM CAP
Y=418057.854
X=730356.372

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 16 | JAY R. PAGE & KAYLEEN S. PAGE | FEE | 0.510 | | - |
| 17 | EDWARD J. WHITE & ELAINE P. WHITE | FEE | 0.281 | - | - |
| 18 | WILLIAM R. CASE | FEE | 0.117 | - | - |
| 19 | WILLARD VANDENBURGH | FEE & TLE | 0.365 | 0.028 | - |
| | | | | - | - |
| | | | | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |

0 100 200
GRAPHIC SCALE, FEET

GN

THE NE1/4 - SW1/4 & SE1/4 - NW1/4 OF SEC. 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH (NOT TO SCALE)



FILE NAME : C:\users\P\D3\611005A\DGN\040109_rw.dgn
APPRAISAL PLAT DATE :

PLOT DATE : 13-NOV-2012 11:39 PLOT BY : $$...plotuser...$$ PLOT NAME : D3 PLOT SCALE : 100.000000:1.000000

4.

**Document Number**
**VACATION ORDER**
**TRANSPORTATION PROJECT PLAT PARCEL**
Wisconsin Department of Transportation
DT2222 11/2013 s.84.095(3)(b) Wis. Stats.

DOC# 1059870
Recorded
October 26, 2015 1:55 PM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $30.00

This Vacation Order applies to Transportation Project Plat 6110-05-20-4.10, recorded on November 20, 2012 as Document Number 1011801 in the Office of the Register of Deeds for Fond Du Lac County.

Whereas, parcel Sign Number 21-1 of the above-described Transportation Project Plat has been determined to be unnecessary for transportation improvement project purposes, said parcel is vacated and rescinded.

This space is reserved for recording data

Return to
Wisconsin DOT
Division of Transportation
NE Regional Office
944 Vanderperren Way
Green Bay, WI 54304

Parcel Identification Number/Tax Key Number
RW

This Vacation Order has been approved by the Wisconsin Department of Transportation.

X _____
(Signature)

Jon L. Herbel
(Print Name)

Department of Transportation-R/W Plats
(Title)

October 22, 2015
(Date – m/d/yyyy)

State of Wisconsin )
) ss.
Brown County )

On the above date, this instrument was acknowledged before me by the named person(s).

X _____
(Signature, Notary Public, State of Wisconsin)

ERNALD JAY VISTE
(Print or Type Name, Notary Public, State of Wisconsin)

6/22/2018
(Date Commission Expires)

ERNALD JAY VISTE NOTARY PUBLIC (Seal) STATE OF WISCONSIN

Project ID 6110-05-20 This instrument was drafted by Department of Transportation

110

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.10

PART OF UNPLATTED LANDS IN THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4, LOCATED WITHIN SECTION 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

Recorded this 20 day of NOV 2012 at 3:07pm in Vol 17 Pg 100 Doc# 1011801
Patricia Kiess Register of Deeds
Fond du Lac County, WI.

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.10
AMENDMENT NUMBER:

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | |
|---|---|
| ACCESS POINT | AP |
| ACCESS RIGHTS | AR |
| ACRES | AC |
| CHORD BEARING | CH BRG |
| CHORD DISTANCE | CH DIS |
| DEED | (D) |
| DOCUMENT | DOC |
| EAST BOUND | EB |
| GAS VALVE | GV |
| INLET | IL |
| LENGTH OF CURVE | L |
| MANHOLE | MH |
| MONUMENT | MON |
| NORTH BOUND | NB |
| PAGE | PG |
| PERMANENT | PERM |
| PERMANENT LIMITED EASEMENT | PLE |
| PRIVATE DRIVEWAY | PD |
| PROPERTY LINE | PL |
| RADIUS | RAD |
| REFERENCE LINE | ℄ |
| REMAINING | REM |
| RIGHT OF WAY | R/W |
| SECTION | SEC |
| SECTION LINE | S |
| FOUND IRON PIPE | IP |
| STATION | STA |
| TEMPORARY LIMITED EASEMENT | TLE |
| TIE POINT | DB1 |
| VOLUME | VOL |
| ADJOINING LANDS WITH SAME OWNER | |
| PARALLEL TO LINE | 00' |
| BUILDING TO BE RAZED | |
| FEE ACQUISITION | VARTICAL HATCHING |

SECTION CORNER (MATERIAL AS NOTED)
SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT)
SET P.K. NAIL
PROPOSED R/W
BOUNDARY POINT
CORPORATE LIMITS
EXISTING R/W
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
PROPOSED OR NEW R/W LINE
PROPOSED EASEMENT LINE
PARCEL NUMBER (00)
UTILITY PARCEL NUMBER (000)
PROPERTY LINE
LOT, TIE AND OTHER MINOR DASHED LINES
ACCESS RESTRICTED (By Previous Project/ Control)
ACCESS RESTRICTED (By Acquisition)
NO ACCESS (By Statutory Authority)
LIMITED EASEMENT (Temporary or Permanent)

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | ● | ● |
| TELEPHONE POLE | ● | ● |
| SIGN | ▶ | ▶ |
| TELEPHONE PEDESTAL | × | × |

COMMUNICATION UNDERGROUND — C-UG
BURIED GAS LINE — G
SANITARY SEWER LINE — SAN
BURIED WATER LINE — W
BURIED ELECTRIC LINE — E
OVERHEAD ELECTRIC LINE — OH

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

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OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

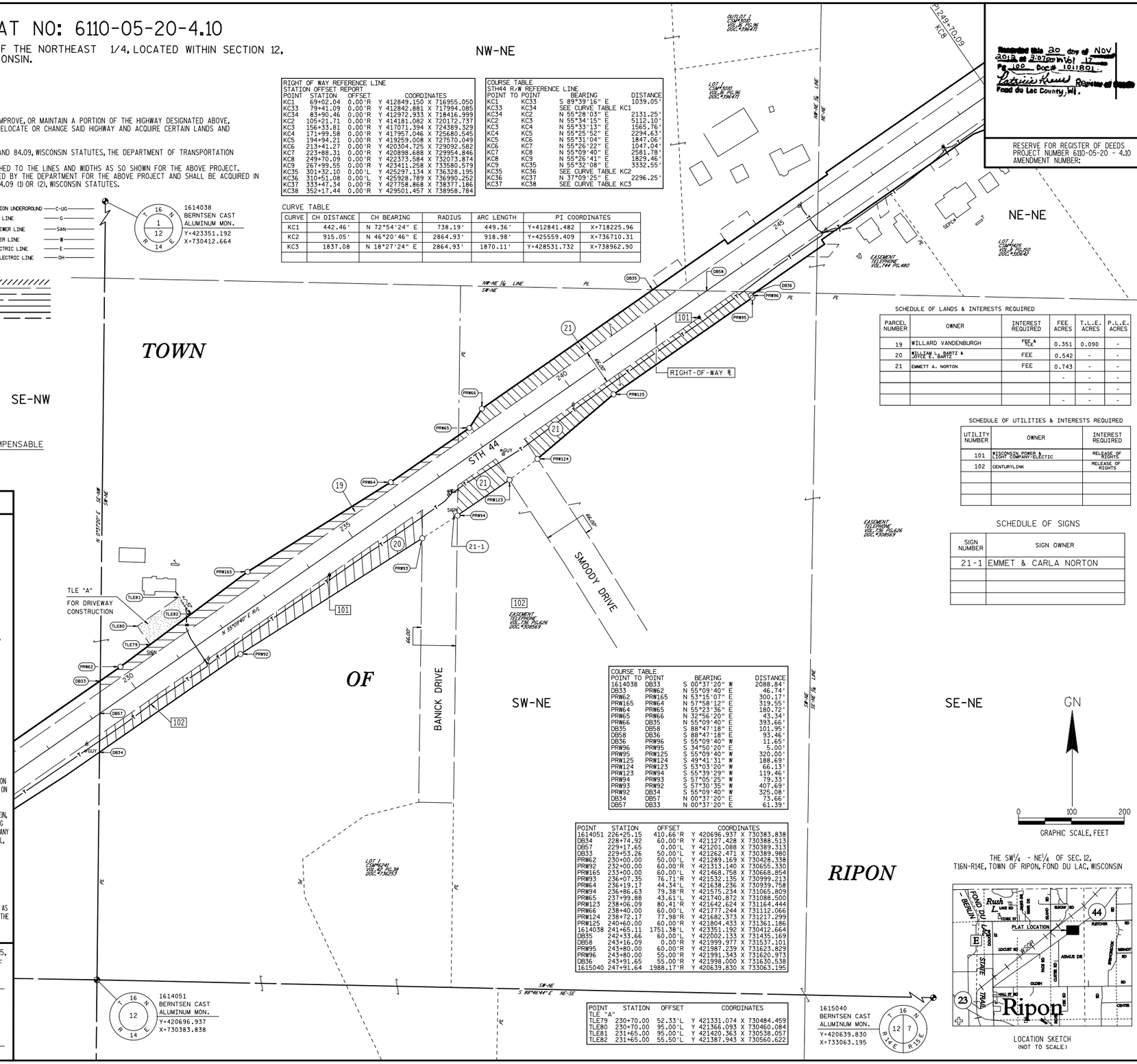
FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL (PRINTED NAME) — Jon L Herbel (SIGNATURE) — 11/14/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK (PRINTED NAME) — Norman W. Pawelczyk (SIGNATURE) — 11/14/2012 (DATE)




| RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | COORDINATES |
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

| COURSE TABLE STH44 R/W REFERENCE LINE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.61' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |

| COURSE TABLE POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1614038 | DB33 | S 00°37'20" W | 2088.84' |
| DB33 | PRW62 | N 55°09'40" E | 46.74' |
| PRW62 | PRW165 | N 53°15'07" E | 300.17' |
| PRW165 | PRW64 | N 57°58'12" E | 319.55' |
| PRW64 | PRW65 | N 55°23'36" E | 180.72' |
| PRW65 | PRW66 | N 32°56'20" E | 43.34' |
| PRW66 | DB35 | N 55°09'40" E | 393.66' |
| DB35 | DB58 | S 88°47'18" E | 101.95' |
| DB58 | DB36 | S 88°47'18" E | 93.46' |
| DB36 | PRW96 | S 55°09'40" W | 11.65' |
| PRW96 | PRW95 | S 34°50'20" E | 5.00' |
| PRW95 | PRW125 | S 55°09'40" W | 320.00' |
| PRW125 | PRW124 | S 49°41'31" W | 188.69' |
| PRW124 | PRW123 | S 53°03'20" W | 66.13' |
| PRW123 | PRW94 | S 55°39'29" W | 119.46' |
| PRW94 | PRW93 | S 57°05'25" W | 79.33' |
| PRW93 | PRW92 | S 57°30'35" W | 407.69' |
| PRW92 | DB34 | S 55°09'40" W | 325.08' |
| DB34 | DB57 | N 00°37'20" E | 73.66' |
| DB57 | DB33 | N 00°37'20" E | 61.39' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1614051 | 226+25.15 | 410.66'R | Y 420696.937 X 730383.838 |
| DB34 | 228+74.82 | 60.00'R | Y 421127.428 X 730388.513 |
| DB57 | 229+15.65 | 0.00'L | Y 421201.088 X 730389.313 |
| DB33 | 229+53.26 | 50.00'L | Y 421262.471 X 730389.980 |
| PRW62 | 230+00.00 | 50.00'L | Y 421289.169 X 730428.338 |
| PRW92 | 232+00.00 | 60.00'R | Y 421313.140 X 730655.330 |
| PRW165 | 233+00.00 | 60.00'L | Y 421468.758 X 730668.854 |
| PRW93 | 236+07.35 | 76.71'R | Y 421532.135 X 730999.213 |
| PRW64 | 236+19.17 | 44.34'L | Y 421638.236 X 730939.758 |
| PRW94 | 236+86.63 | 79.38'R | Y 421575.234 X 731065.809 |
| PRW65 | 237+99.88 | 43.61'L | Y 421740.872 X 731088.500 |
| PRW123 | 238+06.09 | 80.41'R | Y 421642.624 X 731164.444 |
| PRW66 | 238+40.00 | 60.00'L | Y 421777.244 X 731112.066 |
| PRW124 | 238+72.17 | 77.98'R | Y 421682.373 X 731217.299 |
| PRW125 | 240+60.00 | 60.00'R | Y 421804.433 X 731361.186 |
| 1614038 | 241+65.11 | 1751.38'L | Y 423351.192 X 730412.664 |
| DB35 | 242+33.66 | 60.00'L | Y 422002.133 X 731435.169 |
| DB58 | 243+16.09 | 0.00'R | Y 421999.977 X 731537.101 |
| PRW95 | 243+80.00 | 60.00'R | Y 421987.239 X 731623.829 |
| PRW96 | 243+80.00 | 55.00'R | Y 421991.343 X 731620.973 |
| DB36 | 243+91.65 | 55.00'R | Y 421998.000 X 731630.538 |
| 1615040 | 247+91.64 | 1988.17'R | Y 420639.830 X 733063.195 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE79 | 230+70.00 | 52.33'L | Y 421331.074 X 730484.459 |
| TLE80 | 230+70.00 | 95.00'L | Y 421366.093 X 730460.084 |
| TLE81 | 231+65.00 | 95.00'L | Y 421420.363 X 730538.057 |
| TLE82 | 231+65.00 | 55.50'L | Y 421387.943 X 730560.622 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 19 | WILLARD VANDENBURGH | FEE & TLE | 0.351 | 0.090 | - |
| 20 | WILLIAM L. BARTZ & JOYCE E. BARTZ | FEE | 0.542 | - | - |
| 21 | EMMETT A. NORTON | FEE | 0.743 | - | - |
| | | | - | - | - |
| | | | | - | - |
| | | | - | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |

SCHEDULE OF SIGNS

| SIGN NUMBER | SIGN OWNER |
|---|---|
| 21-1 | EMMET & CARLA NORTON |
| | |
| | |
| | |

THE SW1/4 - NE1/4 OF SEC. 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN




LOCATION SKETCH (NOT TO SCALE)

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.11
# AMENDMENT NUMBER 1

AMENDS PARCEL 23 AND ADDS PARCEL 41 OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.01 RECORDED IN VOLUME 17, PAGE 104 AS DOCUMENT NUMBER 1011805.
PART OF LOT 1, CSM#3010, WITHIN AND INCLUDING UNPLATTED LANDS IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4; PART OF LOT 1, CSM #1425, PART OF LOT 1, #4705, PART OF LOT 1 CSM#6367, WITHIN AND INCLUDING UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4; ALL LOCATED WITHIN IN SECTION 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (3) OR (2), WISCONSIN STATUTES.

## CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| ACRES | AC | | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | SET P.K. NAIL | |
| DOCUMENT | DOC | | |
| EAST BOUND | EB | PROPOSED R/W | |
| GAS VALVE | GV | BOUNDARY POINT | PRW000 |
| INLET | IL | | |
| LENGTH OF CURVE | L | CORPORATE LIMITS | |
| MANHOLE | MH | EXISTING R/W | |
| MONUMENT | MON | SECTION LINE | |
| NORTH BOUND | NB | QUARTER LINE | |
| PAGE | PG | SIXTEENTH LINE | |
| PERMANENT | PERM | PROPOSED OR NEW R/W LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PROPOSED EASEMENT LINE | |
| PRIVATE DRIVEWAY | PD | | |
| PROPERTY LINE | PL | PARCEL NUMBER | 00 |
| RADIUS | RAD | | |
| REFERENCE LINE | R | UTILITY PARCEL NUMBER | 000 |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | PROPERTY LINE | PL |
| SECTION | SEC | LOT, TIE AND OTHER MINOR DASHED LINES | |
| SECTION LINE | S | ACCESS RESTRICTED (By Previous Project/ Control) | |
| FOUND IRON PIPE | IP | ACCESS RESTRICTED (By Acquisition) | |
| STATION | STA | NO ACCESS (By Statutory Authority) | |
| TEMPORARY LIMITED EASEMENT | TLE | LIMITED EASEMENT (Temporary or Permanent) | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | COMMUNICATION UNDERGROUND | C-UG |
| PARALLEL TO LINE | 00' | BURIED GAS LINE | G |
| BUILDING TO BE RAZED | | SANITARY SEWER LINE | SAN |
| FEE ACQUISITION | VARTICAL HATCHING | BURIED WATER LINE | W |
| | | BURIED ELECTRIC LINE | E |
| | | OVERHEAD ELECTRIC LINE | OH |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |
| TELEPHONE PEDESTAL | | |

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL — PRINTED NAME — SIGNATURE — 03/20/2013 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

BRUCE ENKE — PRINTED NAME — SIGNATURE — 03/20/2013 — DATE

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| KC1 | 69+02.04 | 0.00 | R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00 | R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00 | R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00 | R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00 | R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00 | R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00 | R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00 | R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00 | R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00 | R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00 | R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00 | L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00 | L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00 | R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00 | R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

GN

SE-SE

0 100 200
GRAPHIC SCALE, FEET

Received this 22 day of March 2013 at 1:16pm in Vol 17 Pg 107 Doc# 1219071
Patricia Kraus Register of Deeds
Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.11
AMENDMENT NUMBER:1

1614038
BERNTSEN CAST
ALUMINUM MON.
Y=423351.192
X=730412.664

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 22 | WADE S. LAUNDERVILLE & SUSAN M. BOURDO | FEE & TLE | 0.131 | 0.032 | - |
| 23 | DAVID F. YIELKE & JOAN M. YIELKE | FEE & TLE | 0.593 | 0.028 | - |
| 24 | PAUL A. TROCHINSKI | FEE & TLE | 0.079 | 0.019 | - |
| 25 | LARRY R. EHRENBERG & SALLY A. EHRENBERG | FEE | 0.746 | - | - |
| 26 | KENNETH L.HELKE & KARYL HELKE | FEE & TLE | 0.165 | 0.041 | - |
| 41 | ORVAL L. OSHEIM & MARILYN A. OSHEIM | FEE & TLE | 0.138 | 0.045 | - |
| | | | - | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1615027 | DB37 | S 01°14'46" W | 141.08' |
| DB37 | DB59 | S 01°14'46" W | 61.65' |
| DB59 | DB38 | S 01°14'46" W | 83.60' |
| DB38 | PRW156 | S 56°42'25" W | 309.77' |
| PRW156 | PRW186 | S 56°21'06" W | 377.55' |
| PRW186 | PRW185 | S 49°44'03" W | 100.50' |
| PRW185 | PRW168 | S 61°09'19" W | 100.50' |
| PRW168 | PRW155 | S 55°26'41" W | 360.00' |
| PRW155 | PRW98 | S 69°05'12" W | 40.93' |
| PRW98 | PRW184 | S 55°09'40" W | 350.00' |
| PRW184 | PRW97 | S 34°50'20" E | 10.00' |
| PRW97 | DB36 | S 55°09'40" W | 158.35' |
| DB36 | DB58 | N 88°47'18" W | 93.46' |
| DB58 | DB35 | N 88°47'18" W | 101.95' |
| DB35 | PRW67 | N 55°09'40" E | 166.34' |
| PRW67 | PRW160 | S 34°50'20" E | 10.00' |
| PRW160 | PRW159 | N 55°09'40" E | 230.00' |
| PRW159 | PRW68 | N 34°50'20" W | 5.00' |
| PRW68 | PRW161 | N 55°18'03" E | 670.27' |
| PRW161 | PRW69 | N 58°18'25" E | 100.12' |
| PRW69 | DB37 | N 55°26'41" E | 872.16' |

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| 1614038 | 241+65.11 | 1751.38 | L | Y 423351.192 X 730412.664 |
| DB35 | 242+33.66 | 60.00 | L | Y 422002.133 X 731435.169 |
| DB58 | 243+16.09 | 0.00 | R | Y 421999.977 X 731537.101 |
| DB36 | 243+91.65 | 65.00 | R | Y 421998.000 X 731630.538 |
| PRW67 | 244+00.00 | 60.00 | L | Y 422097.156 X 731571.692 |
| PRW160 | 244+00.00 | 50.00 | L | Y 422088.948 X 731577.405 |
| PRW159 | 245+50.00 | 50.00 | R | Y 422088.459 X 731760.507 |
| PRW184 | 245+50.00 | 45.00 | R | Y 422096.667 X 731754.790 |
| PRW159 | 246+30.00 | 50.00 | L | Y 422220.341 X 731766.180 |
| PRW68 | 246+30.00 | 55.00 | L | Y 422224.444 X 731763.324 |
| 1615040 | 247+91.64 | 1988.17 | R | Y 420639.830 X 733063.195 |
| PRW98 | 249+00.00 | 45.00 | R | Y 422296.611 X 732042.056 |
| PRW155 | 249+39.73 | 54.85 | R | Y 422311.222 X 732080.291 |
| PRW168 | 253+00.00 | 55.00 | R | Y 422515.415 X 732376.779 |
| PRW161 | 253+00.00 | 55.00 | L | Y 422606.008 X 732314.387 |
| PRW185 | 254+00.00 | 65.00 | R | Y 422563.899 X 732464.809 |
| PRW69 | 254+00.00 | 50.00 | L | Y 422658.611 X 732399.581 |
| PRW186 | 255+00.00 | 55.00 | R | Y 422628.855 X 732541.495 |
| PRW156 | 258+77.50 | 60.98 | R | Y 422838.052 X 732855.785 |
| DB38 | 261+87.20 | 67.80 | R | Y 423008.092 X 733114.715 |
| DB59 | 262+36.10 | 0.00 | R | Y 423091.668 X 733116.533 |
| DB37 | 262+72.16 | 50.00 | L | Y 423153.302 X 733117.874 |
| 1615027 | 263+54.69 | 164.42 | L | Y 423294.347 X 733120.942 |

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| TLE "A" | | | | |
| TLE110 | 242+45.00 | 80.00 | L | Y 422025.024 X 731433.049 |
| TLE109 | 242+45.00 | 60.00 | L | Y 422008.609 X 731444.474 |
| TLE112 | 243+05.00 | 60.00 | L | Y 422042.885 X 731493.720 |
| TLE111 | 243+05.00 | 80.00 | L | Y 422059.301 X 731482.294 |
| TLE "B" | | | | |
| PRW67 | 244+00.00 | 60.00 | L | Y 422097.156 X 731571.692 |
| TLE102 | 244+00.00 | 80.00 | L | Y 422113.571 X 731560.267 |
| TLE107 | 244+65.00 | 80.00 | L | Y 422150.704 X 731613.616 |
| TLE108 | 244+65.00 | 50.00 | L | Y 422126.081 X 731630.754 |
| TLE "C" | | | | |
| TLE15 | 245+08.54 | 55.00 | R | Y 422064.771 X 731726.470 |
| TLE17 | 245+42.03 | 79.16 | R | Y 422064.071 X 731767.761 |
| PRW97 | 245+50.00 | 55.00 | R | Y 422088.459 X 731760.502 |
| TLE88 | 248+00.00 | 60.00 | R | Y 422227.173 X 731968.549 |
| TLE "D" | | | | |
| TLE22 | 246+64.92 | 75.21 | R | Y 422137.519 X 731866.371 |
| TLE20 | 246+76.41 | 45.00 | R | Y 422168.881 X 731858.542 |
| TLE21 | 246+84.98 | 74.22 | R | Y 422149.795 X 731882.269 |
| TLE19 | 246+96.18 | 45.00 | R | Y 422180.172 X 731874.765 |
| TLE "E" | | | | |
| TLE88 | 248+00.00 | 60.00 | R | Y 422227.173 X 731968.549 |
| TLE87 | 248+00.00 | 45.00 | R | Y 422239.484 X 731959.980 |
| TLE89 | 248+56.00 | 60.00 | R | Y 422259.164 X 732014.512 |
| TLE90 | 248+56.00 | 45.00 | R | Y 422271.475 X 732005.943 |
| TLE "F" | | | | |
| TLE25 | 255+87.66 | 94.14 | L | Y 422801.407 X 732529.099 |
| TLE23 | 255+87.89 | 50.00 | L | Y 422765.183 X 732554.325 |
| TLE26 | 256+27.66 | 94.16 | L | Y 422824.107 X 732562.033 |
| TLE24 | 256+27.89 | 50.00 | L | Y 422787.872 X 732587.268 |

TOWN

OF

RIPON

SE-SE

S 88°47'51" E NE-NE

1615027
BERNTSEN CAST
ALUMINUM MON.
Y=423294.347
X=733120.942

EASEMENT DATABASE VOL.179 PG.392 DOC.#828671

TLE "F" FOR DRIVEWAY CONSTRUCTION

RIGHT-OF-WAY ℄

TLE "B" FOR DRIVEWAY CONSTRUCTION

TLE "A" FOR DRIVEWAY CONSTRUCTION

TLE "C" FOR DRIVEWAY CONSTRUCTION

TLE "D" FOR DRIVEWAY CONSTRUCTION

TLE "E" FOR DRIVEWAY CONSTRUCTION

Pl 249+70.09 KC8

STH 44

N 55°09'40" E R/L

NW-NE

NE-NE

SE-NE

NW-NE ¼ LINE SW-NE

NE-NE SE-NE ¼ LINE

OUTLOT 1 CSM#3010 VOL.9 PG.86 DOC.#394771

LOT 1 CSM#3010 VOL.9 PG.86 DOC.#394771

LOT 1 CSM#1425 VOL.5 PG.83 DOC.#463089

LOT 1 CSM#6367 VOL.41 PG.66 DOC.#756008

LOT 1 CSM#1425 VOL.5 PG.83 DOC.#463089

EASEMENT TELEPHONE VOL.144 PG.480

TOWN OF RIPON
TOWN OF ROSENDALE

THE NE¼ - NE¼ & NW¼ - NE¼ OF SEC. 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH
(NOT TO SCALE)

RIPON

1615040
BERNTSEN CAST
ALUMINUM MON.
Y=420639.830
X=733063.195

4

4



FILE NAME : C:\USERS\P\D3\611005A\DGN\040111_rw_amend_1.dgn
PLOT DATE : 20-MAR-2013 13:27
PLOT BY : $$...plotuser...$$
PLOT NAME : D3
PLOT SCALE : 100.000000:1.000000
APPRAISAL PLAT DATE :

4.

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.11

PART OF LOT 1, CSM*3010, WITHIN AND INCLUDING UNPLATTED LANDS IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4; PART OF LOT 1, CSM #1425, PART OF LOT 1, #4705, PART OF LOT 1 CSM*6367, WITHIN AND INCLUDING UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4; ALL LOCATED WITHIN IN SECTION 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | | |
| ACRES | AC | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | SET P.K. NAIL | |
| DOCUMENT | DOC | | |
| EAST BOUND | EB | PROPOSED R/W | |
| GAS VALVE | GV | BOUNDARY POINT | PRWOOO |
| INLET | IL | | |
| LENGTH OF CURVE | L | CORPORATE LIMITS | |
| MANHOLE | MH | EXISTING R/W | |
| MONUMENT | MON | SECTION LINE | |
| NORTH BOUND | NB | QUARTER LINE | |
| PAGE | PG | SIXTEENTH LINE | |
| PERMANENT | PERM | PROPOSED OR NEW R/W LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PROPOSED EASEMENT LINE | |
| PRIVATE DRIVEWAY | PD | | |
| PROPERTY LINE | PL | PARCEL NUMBER | (00) |
| RADIUS | RAD | | |
| REFERENCE LINE | R | UTILITY PARCEL NUMBER | (000) |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | PROPERTY LINE | PL |
| SECTION | SEC | LOT, TIE AND OTHER MINOR DASHED LINES | |
| SECTION LINE | S | ACCESS RESTRICTED (By Previous Project/ Control) | |
| FOUND IRON PIPE | IP | ACCESS RESTRICTED (By Acquisition) | |
| STATION | STA | NO ACCESS (By Statutory Authority) | |
| TEMPORARY LIMITED EASEMENT | TLE | LIMITED EASEMENT (Temporary or Permanent) | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | 00' | | |
| PARALLEL TO LINE | | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARTICAL HATCHING | | |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | ● | ● |
| TELEPHONE POLE | ● | ● |
| SIGN | ▶ | ▶ |
| TELEPHONE PEDESTAL | ✖ | ✖ |

| | |
|---|---|
| COMMUNICATION UNDERGROUND | C-UG |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

| JON L. HERBEL | | 11/14/2012 |
|---|---|---|
| PRINTED NAME | SIGNATURE | DATE |

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

| NORMAN PAWELCZYK | | 11/14/2012 |
|---|---|---|
| PRINTED NAME | SIGNATURE | DATE |

| RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | | COORDINATES |
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 | X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 | X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 | X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 | X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 | X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 | X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 | X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 | X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 | X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 | X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 | X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 | X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 | X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 | X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 | X 738958.784 |

| COURSE TABLE STH44 R/W REFERENCE LINE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

| COURSE TABLE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| 1615027 | DB37 | S 01°14'46" W | 141.08' |
| DB37 | DB59 | S 01°14'46" W | 61.65' |
| DB59 | DB38 | S 01°14'46" W | 83.60' |
| DB38 | PRW156 | S 56°42'25" W | 309.77' |
| PRW156 | PRW186 | S 56°21'06" W | 377.55' |
| PRW186 | PRW185 | S 49°44'03" W | 100.50' |
| PRW185 | PRW168 | S 61°09'19" W | 100.50' |
| PRW168 | PRW155 | S 55°26'41" W | 360.00' |
| PRW155 | PRW98 | S 69°05'12" W | 40.93' |
| PRW98 | PRW184 | S 55°09'40" W | 350.00' |
| PRW184 | PRW97 | S 34°50'20" E | 10.00' |
| PRW97 | DB36 | S 55°09'40" W | 158.35' |
| DB36 | DB58 | N 88°47'18" W | 93.46' |
| DB58 | DB35 | N 88°47'18" W | 101.95' |
| DB35 | PRW67 | N 55°09'40" E | 166.34' |
| PRW67 | PRW160 | S 34°50'20" E | 10.00' |
| PRW160 | PRW159 | N 55°09'40" E | 230.00' |
| PRW159 | PRW68 | N 34°50'20" W | 5.00' |
| PRW68 | PRW161 | N 55°18'03" E | 670.27' |
| PRW161 | PRW69 | N 58°18'25" E | 100.12' |
| PRW69 | DB37 | N 55°26'41" E | 872.16' |

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| 1614038 | 241+65.11 | 1751.38'L | Y 423351.192 | X 730412.664 |
| DB35 | 242+33.66 | 60.00'L | Y 422002.133 | X 731435.169 |
| DB58 | 243+16.09 | 0.00'R | Y 421999.977 | X 731537.101 |
| DB36 | 243+91.65 | 65.00'R | Y 421998.000 | X 731630.538 |
| PRW67 | 244+00.00 | 60.00'L | Y 422097.156 | X 731571.692 |
| PRW160 | 244+00.00 | 50.00'L | Y 422088.948 | X 731577.405 |
| PRW97 | 245+50.00 | 55.00'R | Y 422088.459 | X 731760.502 |
| PRW184 | 245+50.00 | 45.00'R | Y 422096.667 | X 731754.790 |
| PRW159 | 246+30.00 | 50.00'L | Y 422220.341 | X 731766.180 |
| PRW68 | 246+30.00 | 55.00'L | Y 422224.444 | X 731763.324 |
| 1615040 | 247+91.64 | 1988.17'R | Y 420639.830 | X 733063.195 |
| PRW98 | 249+00.00 | 45.00'R | Y 422296.611 | X 732042.056 |
| PRW155 | 249+39.73 | 54.85'R | Y 422311.222 | X 732080.291 |
| PRW168 | 253+00.00 | 55.00'R | Y 422515.415 | X 732376.779 |
| PRW161 | 253+00.00 | 55.00'L | Y 422606.008 | X 732314.387 |
| PRW185 | 254+00.00 | 65.00'R | Y 422563.899 | X 732464.809 |
| PRW69 | 254+00.00 | 50.00'L | Y 422658.611 | X 732399.581 |
| PRW186 | 255+00.00 | 55.00'R | Y 422628.855 | X 732541.495 |
| PRW156 | 258+77.50 | 60.98'R | Y 422838.052 | X 732855.785 |
| DB38 | 261+87.20 | 67.80'R | Y 423008.092 | X 733114.715 |
| DB59 | 262+36.10 | 0.00'R | Y 423091.668 | X 733116.533 |
| DB37 | 262+72.16 | 50.00'L | Y 423153.302 | X 733117.874 |
| 1615027 | 263+54.69 | 164.42'L | Y 423294.347 | X 733120.942 |

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| TLE "A" | | | | |
| TLE110 | 242+45.00 | 80.00'L | Y 422025.024 | X 731433.049 |
| TLE109 | 242+45.00 | 60.00'L | Y 422008.609 | X 731444.474 |
| TLE112 | 243+05.00 | 60.00'L | Y 422042.885 | X 731493.720 |
| TLE111 | 243+05.00 | 80.00'L | Y 422059.301 | X 731482.294 |
| TLE "B" | | | | |
| PRW67 | 244+00.00 | 60.00'L | Y 422097.156 | X 731571.692 |
| TLE102 | 244+00.00 | 80.00'L | Y 422113.571 | X 731560.267 |
| TLE107 | 244+65.00 | 80.00'L | Y 422150.704 | X 731613.616 |
| TLE108 | 244+65.00 | 50.00'L | Y 422126.081 | X 731630.754 |
| TLE "C" | | | | |
| TLE15 | 245+08.54 | 55.00'R | Y 422064.771 | X 731726.470 |
| TLE17 | 245+42.03 | 79.16'R | Y 422064.071 | X 731767.761 |
| PRW97 | 245+50.00 | 55.00'R | Y 422088.459 | X 731760.502 |
| TLE88 | 248+00.00 | 60.00'R | Y 422227.173 | X 731968.549 |
| TLE "D" | | | | |
| TLE22 | 246+64.92 | 75.21'R | Y 422137.519 | X 731866.371 |
| TLE20 | 246+76.41 | 45.00'R | Y 422168.881 | X 731858.542 |
| TLE21 | 246+84.98 | 74.22'R | Y 422149.795 | X 731882.269 |
| TLE19 | 246+96.18 | 45.00'R | Y 422180.172 | X 731874.765 |
| TLE "E" | | | | |
| TLE88 | 248+00.00 | 60.00'R | Y 422227.173 | X 731968.549 |
| TLE87 | 248+00.00 | 45.00'R | Y 422239.484 | X 731959.980 |
| TLE89 | 248+56.00 | 60.00'R | Y 422259.164 | X 732014.512 |
| TLE90 | 248+56.00 | 45.00'R | Y 422271.475 | X 732005.943 |
| TLE "F" | | | | |
| TLE25 | 255+87.66 | 94.14'L | Y 422801.407 | X 732529.099 |
| TLE23 | 255+87.89 | 50.00'L | Y 422765.183 | X 732554.325 |
| TLE26 | 256+27.66 | 94.16'L | Y 422824.107 | X 732562.033 |
| TLE24 | 256+27.89 | 50.00'L | Y 422787.872 | X 732587.268 |

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | |
|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
| 22 | WADE S. LAUNDERVILLE & SUSAN W. BOURDO | FEE & TLE | 0.131 | 0.032 | - |
| 23 | DAVID F. WELKE & JOAN A. WELKE | FEE & TLE | 0.731 | 0.073 | - |
| 24 | PAUL A. TROCHINSKI | FEE & TLE | 0.079 | 0.019 | - |
| 25 | LARRY R. EHRENBERG & SALLY A. EHRENBERG | FEE | 0.746 | - | - |
| 26 | KENNETH J. HELKE & KAREN HELKE | FEE & TLE | 0.165 | 0.041 | - |
| | | | - | - | - |
| | | | - | - | - |

| SCHEDULE OF UTILITIES & INTERESTS REQUIRED | | |
|---|---|---|
| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
| 101 | WISCONSIN POWER & LIGHT COMPANY-ELECTIC | RELEASE OF RIGHTS |
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |

GN

SE-SE

0 100 200

GRAPHIC SCALE, FEET

Recorded this 20 day of Nov 2012 at 3:18 pm in Vol 17 Pg 104 Doc# 1611805
Patricia Haeuser Fond du Lac County WI Register of Deeds

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.11
AMENDMENT NUMBER:

EASEMENT DRAINAGE VOL.179 PG.392 DOC.#82067

1615027
BERNTSEN CAST ALUMINUM MON.
Y=423294.347
X=733120.942

1614038
BERNTSEN CAST ALUMINUM MON.
Y=423351.192
X=730412.664

1615040
BERNTSEN CAST ALUMINUM MON.
Y=420639.830
X=733063.195

TOWN

OF

RIPON

SE-SE

S 88°47'51" E NE-NE

N 27°55'54" E

N 55°26'41" E R/L

N 55°09'40" E R/L

N 55°09'40" E R/L

N 55°26'41" E R/L

PL

NE-NE

NW-NE

SW-NE

SE-NE

NW-NE ¼ LINE SW-NE

NE-NE SE-NE ¼ LINE

TOWN OF RIPON
TOWN OF ROSENDALE

LOT 1 CSM*3010 VOL.41 PG.96 DOC.#396471

LOT 1 CSM*1425 VOL.8 PG.86 DOC.#396471

LOT 1 CSM*4705 VOL.27 PG.183 DOC.#463069

LOT 1 CSM*6367 VOL.41 PG.65 DOC.#760208

LOT 1 CSM*6367 VOL.8 PG.150 DOC.#300642

OUTLOT 1 CSM*3010 VOL.41 PG.96 DOC.#396471

NW-SE

NW-NE

NE-NE

SE-NE

SW-NE

SE-SE

NW-SE

SW-SE

TLE "A" FOR DRIVEWAY CONSTRUCTION

TLE "B" FOR DRIVEWAY CONSTRUCTION

TLE "C" FOR DRIVEWAY CONSTRUCTION

TLE "D" FOR DRIVEWAY CONSTRUCTION

TLE "E" FOR DRIVEWAY CONSTRUCTION

TLE "F" FOR DRIVEWAY CONSTRUCTION

RIGHT-OF-WAY ℄

STH 44

PI=249+70.09 KC8

102 EASEMENT TELEPHONE VOL.144 PG.480

101

THE NE¼ - NE¼ & NW¼ - NE¼ OF SEC. 12, T16N-R14E, TOWN OF RIPON, FOND DU LAC, WISCONSIN

LOCATION SKETCH
(NOT TO SCALE)

4

4

113

4.

FILE NAME : C:\users\P\D3\611005A\DGN\040111_rw.dgn
APPRAISAL PLAT DATE :

PLOT DATE : 13-NOV-2012 12:01 PLOT BY : $$...plotuser...$$ PLOT NAME : D3 PLOT SCALE : 100.000000:1.000000

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.12 AMENDMENT NUMBER 1

AMENDS PARCELS 23 AND 29, OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.12 IN VOLUME 17, PAGE 103, AS DOCUMENT NUMBER 1011804.
PART OF UNPLATTED LANDS IN THE NORTHWEST ¼ OF THE NORTHWEST ¼, IN SECTION 7; PART OF UNPLATTED LANDS IN THE SOUTHWEST ¼ OF THE SOUTHWEST ¼, IN SECTION 6; ALL LOCATED WITHIN T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY
## RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | | |
| ACRES | AC | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | SET P.K. NAIL | △ |
| DOCUMENT | DOC | | |
| EAST BOUND | EB | PROPOSED R/W | PRW000 |
| GAS VALVE | GV | BOUNDARY POINT | |
| INLET | IL | | |
| LENGTH OF CURVE | L | CORPORATE LIMITS | |
| MANHOLE | MH | EXISTING R/W | |
| MONUMENT | MON | SECTION LINE | |
| NORTH BOUND | NB | QUARTER LINE | |
| PAGE | PG | SIXTEENTH LINE | |
| PERMANENT | PERM | PROPOSED OR NEW R/W LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PROPOSED EASEMENT LINE | |
| PRIVATE DRIVEWAY | PD | | |
| PROPERTY LINE | PL | PARCEL NUMBER | 00 |
| RADIUS | RAD | | |
| REFERENCE LINE | ℄ | UTILITY NUMBER | 100 |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | SIGN NUMBER | 3-1 |
| SECTION | SEC | | |
| SECTION LINE | S. | PROPERTY LINE | PL |
| FOUND IRON PIPE | IP | LOT, TIE, AND OTHER MINOR DASHED LINES | |
| STATION | STA | ACCESS RESTRICTED (By Previous Project/ Control) | |
| TEMPORARY LIMITED EASEMENT | TLE | ACCESS RESTRICTED (By Acquisition) | |
| TIE POINT | DBL | NO ACCESS (By Statutory Authority) | |
| VOLUME | VOL | LIMITED EASEMENT (Temporary) | |
| ADJOINING LANDS WITH SAME OWNER | | LIMITED EASEMENT (Permanent) | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | | |
| END POINT | EP | | |

### CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON-COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

### WISCONSIN DEPARTMENT OF TRANSPORTATION

I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Carolyn J. Sampson DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Erem DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

WISCONSIN LAND SURVEYOR — CAROLYN J. SAMPSON S-3045 GREEN BAY WI

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 | X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 | X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 | X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 | X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 | X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 | X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 | X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 | X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 | X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 | X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 | X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 | X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 | X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 | X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 | X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°33'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1615027 | DB37 | S01°14'46"W | 141.08' |
| DB37 | PRW162 | N55°26'34"E | 27.84' |
| PRW162 | PRW316 | N45°43'48"E | 105.34' |
| PRW316 | PRW317 | N55°30'32"E | 400.00' |
| PRW317 | PRW318 | N58°56'33"E | 200.36' |
| PRW318 | PRW74 | N55°34'23"E | 327.80' |
| PRW74 | PRW75 | N54°56'13"E | 372.46' |
| PRW75 | DB39 | N55°51'18"E | 170.11' |
| DB39 | DB60 | S00°32'49"W | 75.41' |
| DB60 | DB40 | S00°32'49"W | 71.19' |
| DB40 | PRW157 | S55°38'33"W | 221.10' |
| PRW157 | PRW166 | S62°11'46"W | 101.33' |
| PRW166 | PRW102 | S54°50'51"W | 563.01' |
| PRW102 | PRW101 | S35°33'30"W | 79.32' |
| PRW101 | PRW203 | S69°27'20"E | 69.80' |
| PRW203 | 909 | S84°49'39"E | 192.04' |
| 909 | 806 | S00°28'57"W | 66.00' |
| 806 | PRW100 | S85°14'34"W | 205.37' |
| PRW100 | PRW99 | N88°29'31"W | 228.93' |
| PRW99 | DB38 | S56°42'25"W | 429.25' |
| DB38 | DB59 | N01°14'46"E | 83.59' |
| DB59 | DB37 | N01°14'46"E | 61.65' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| DB38 | 261+87.20 | 67.80 | Y 423008.092 X 733114.715 |
| DB59 | 262+36.10 | 0.00 | Y 423091.668 X 733116.533 |
| DB37 | 262+72.16 | -50.00 | Y 423153.301 X 733117.874 |
| PRW162 | 263+00.00 | -50.00 | Y 423169.093 X 733140.802 |
| 1615027 | 263+54.69 | -164.42 | Y 423294.347 X 733120.942 |
| PRW316 | 264+03.14 | -71.39 | Y 423245.210 X 733213.617 |
| PRW99 | 266+16.34 | 77.26 | Y 423243.719 X 733473.516 |
| PRW100 | 268+01.74 | 212.02 | Y 423237.694 X 733702.362 |
| PRW317 | 268+03.03 | -70.94 | Y 423471.721 X 733543.303 |
| PRW101 | 268+30.00 | 80.00 | Y 423374.533 X 733650.958 |
| PRW203 | 268+70.03 | 137.18 | Y 423338.037 X 733716.321 |
| PRW102 | 269+04.55 | 52.90 | Y 423427.060 X 733697.084 |
| 806 | 269+80.12 | 313.79 | Y 423254.726 X 733907.026 |
| PRW318 | 270+03.04 | -59.04 | Y 423575.086 X 733714.941 |
| 909 | 270+17.92 | 259.69 | Y 423320.724 X 733907.582 |
| PRW74 | 273+30.84 | -58.82 | Y 423760.412 X 733985.329 |
| PRW166 | 274+67.52 | 46.14 | Y 423751.219 X 734157.417 |
| PRW157 | 275+68.16 | 57.89 | Y 423798.484 X 734247.047 |
| PRW75 | 277+03.28 | -62.71 | Y 423974.380 X 734290.193 |
| DB40 | 277+89.27 | 58.30 | Y 423923.266 X 734429.576 |
| DB60 | 278+30.11 | 0.00 | Y 423994.449 X 734430.255 |
| DB39 | 278+73.38 | -61.77 | Y 424069.859 X 734430.975 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| DB37 | 262+72.16 | -50.00 | Y 423153.301 X 733117.874 |
| TLE575 | 263+10.95 | -103.77 | Y 423219.587 X 733119.316 |
| PRW316 | 264+03.14 | -71.39 | Y 423245.210 X 733213.617 |
| TLE"B" | | | |
| TLE581 | 277+03.02 | -89.36 | Y 423996.207 X 734274.903 |
| PRW75 | 277+03.28 | -62.71 | Y 423974.380 X 734290.193 |
| DB39 | 278+73.38 | -61.77 | Y 424069.859 X 734430.975 |
| DB582 | 278+92.77 | -89.45 | Y 424103.658 X 734431.298 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW | EXISTING | TOTAL | T.L.E. AREA |
|---|---|---|---|---|---|---|
| 23 | DAVID F. HIELKE & JOAN R. HIELKE | FEE & TLE | 0.177 | - | 0.177 | 0.078 |
| 27 | LETHA M. EHRENBERG FAMILY TRUST | FEE | 0.502 | - | 0.502 | - |
| 28 | MILK SOURCE HOLDINGS, INC., A WISC. CORP. | FEE | 0.656 | - | 0.656 | - |
| 29 | FREDERICK J. MALZHAN | FEE & TLE | 0.939 | - | 0.939 | 0.112 |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 102 | CENTURYLINK COMMUNICATION | RELEASE OF RIGHTS |
| - | | |
| - | | |

GN

0 100 200
GRAPHIC SCALE, FEET

DOCN 1053169
Recorded
May 26, 2015 3:29 PM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

Recorded this 26TH day of May, 2015 at 3:29 PM in VOL. 18
Pg. 53 Doc # 1053169
Shawn K Kelly Register of Deeds, Fond du Lac County, WI

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20-4.12
AMENDMENT NO: 1

1615014 BERNTSEN CAST ALUMINUM MON.
Y=425934.919
X=733145.500

1615027 BERNTSEN CAST ALUMINUM MON.
Y=423294.347
X=733120.942

1615040 BERNTSEN CAST ALUMINUM MON.
Y=420639.830
X=733063.195

1615028 BERNTSEN CAST ALUMINUM MON.
Y=423272.219
X=735748.521

THE NW¼ - NW¼ OF SEC. 7 ,& SW¼ - SW¼ OF SEC. 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC, WISCONSIN

LOCATION SKETCH
(NOT TO SCALE)

TOWN OF RIPON
TOWN OF ROSENDALE
RIPON
ROSENDALE
NW 1/4 - SW 1/4
SW 1/4 - SW 1/4
SE 1/4 - SE 1/4
SE 1/4 - SW 1/4
NW 1/4 - NW 1/4
OF

N 00°31'58" E
S 89°31'03" E
N 55°32'08" E R/L
N 55°26'41" E R/L
S 88°47'51" E
FLETCHER RD.
RIGHT-OF-WAY ℄
STH 44
TLE "A" FOR SLOPING
TLE "B" FOR SLOPING
66.00'
270
285
280

EASEMENT DRAINAGE VOL.315 PG.392 DOC.*83267
EASEMENT TELEPHONE DOC.*707732 (ASSIGN.) VOL.530 PG.397 DOC.*208577
EASEMENT TELEPHONE VOL.738 PG.628 DOC.*310034
EASEMENT TELEPHONE VOL.738 PG.619 DOC.*310026
AGREEMENT BOOK 309 PG.484 DOC.*76004
AGREEMENT COST SHARE, WIS. HABITAT RESTOR. VOL.1078 PG. 138 DOC.*509265



C:\WisDOT\rw\61100520(sth44)\RW\DWG\fond_du_lac\040112_rw_amend_1.dwg, 5/14/2015 10:53:52 AM

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.12

PART OF UNPLATTED LANDS IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, IN SECTION 7; PART OF UNPLATTED LANDS IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, IN SECTION 6; ALL LOCATED WITHIN T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | | |
| ACRES | AC | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | SET P.K. NAIL | △ |
| DEED | (D) | | |
| DOCUMENT | DOC | PROPOSED R/W | |
| EAST BOUND | EB | BOUNDARY POINT | PRW000 |
| GAS VALVE | GV | | |
| INLET | IL | | |
| LENGTH OF CURVE | L | CORPORATE LIMITS | |
| MANHOLE | MH | EXISTING R/W | |
| MONUMENT | MON | SECTION LINE | |
| NORTH BOUND | NB | QUARTER LINE | |
| PAGE | PG | SIXTEENTH LINE | |
| PERMANENT | PERM | PROPOSED OR NEW R/W LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PROPOSED EASEMENT LINE | |
| PRIVATE DRIVEWAY | PD | | |
| PROPERTY LINE | PL | PARCEL NUMBER | (00) |
| RADIUS | RAD | | |
| REFERENCE LINE | R | UTILITY PARCEL NUMBER | 000 |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | PROPERTY LINE | PL |
| SECTION | SEC | LOT, TIE AND OTHER MINOR DASHED LINES | |
| SECTION LINE | S | | |
| FOUND IRON PIPE | IP ● | ACCESS RESTRICTED (By Previous Project/ Control) | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | ACCESS RESTRICTED (By Acquisition) | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | NO ACCESS (By Statutory Authority) | |
| ADJOINING LANDS WITH SAME OWNER | | LIMITED EASEMENT (Temporary or Permanent) | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARTOUS HATCHING | | |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | ● | ○ |
| TELEPHONE POLE | ● | ○ |
| SIGN | ▶ | ▷ |
| TELEPHONE PEDESTAL | ✖ | ✖ |

| | |
|---|---|
| COMMUNICATION UNDERGROUND | C-UG |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH, NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 | X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 | X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 | X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 | X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 | X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 | X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 | X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 | X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 | X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 | X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 | X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 | X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 | X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 | X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 | X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT | TO POINT | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

COURSE TABLE

| POINT | TO POINT | BEARING | DISTANCE |
|---|---|---|---|
| 1615027 | DB37 | S 01°14'46" W | 141.08' |
| DB37 | PRW162 | N 55°26'41" E | 27.84' |
| PRW162 | PRW72 | N 46°21'16" E | 101.27' |
| PRW72 | PRW73 | N 56°09'01" E | 500.13' |
| PRW73 | PRW74 | N 55°41'31" E | 430.84' |
| PRW74 | PRW75 | N 54°56'13" E | 372.46' |
| PRW75 | DB39 | N 55°51'18" E | 170.10' |
| DB39 | DB60 | S 00°32'49" W | 75.41' |
| DB60 | DB40 | S 00°32'49" W | 71.19' |
| DB40 | PRW157 | S 55°38'32" W | 221.10' |
| PRW157 | PRW166 | S 62°11'45" W | 101.33' |
| PRW166 | PRW102 | S 54°50'51" W | 563.01' |
| PRW102 | PRW101 | S 35°33'30" W | 79.32' |
| PRW101 | PRW203 | S 69°27'20" E | 69.80' |
| PRW203 | 909 | S 84°49'40" E | 192.04' |
| 909 | 806 | S 00°28'58" W | 66.00' |
| 806 | PRW100 | S 85°14'34" W | 205.37' |
| PRW100 | PRW99 | N 88°29'31" W | 228.93' |
| PRW99 | DB38 | S 56°42'25" W | 429.25' |
| DB38 | DB59 | N 01°14'46" E | 83.60' |
| DB59 | DB37 | N 01°14'46" E | 61.65' |

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| DB38 | 261+87.20 | 67.80'R | Y 423008.092 | X 733114.715 |
| DB59 | 262+36.10 | 0.00'R | Y 423091.668 | X 733116.533 |
| DB37 | 262+72.16 | 50.00'L | Y 423153.302 | X 733117.874 |
| PRW162 | 263+00.00 | 50.00'L | Y 423169.093 | X 733140.802 |
| 1615027 | 263+54.69 | 164.42'L | Y 423294.347 | X 733120.942 |
| PRW72 | 264+00.00 | 66.00'L | Y 423238.990 | X 733214.084 |
| PRW99 | 266+16.34 | 77.26'R | Y 423243.719 | X 733473.516 |
| PRW100 | 268+01.74 | 212.02'R | Y 423237.694 | X 733702.362 |
| PRW101 | 268+30.00 | 80.00'R | Y 423362.533 | X 733650.958 |
| PRW203 | 268+70.03 | 137.18'R | Y 423338.037 | X 733716.321 |
| PRW73 | 269+00.00 | 60.00'L | Y 423517.572 | X 733629.446 |
| PRW102 | 269+04.55 | 52.90'R | Y 423427.060 | X 733697.084 |
| 806 | 269+80.12 | 313.79'R | Y 423254.726 | X 733907.026 |
| 909 | 270+17.92 | 259.69'R | Y 423320.724 | X 733907.582 |
| PRW74 | 273+30.84 | 58.82'L | Y 423760.412 | X 733985.329 |
| PRW166 | 274+67.52 | 46.14'R | Y 423751.219 | X 734157.417 |
| PRW157 | 275+68.16 | 57.89'R | Y 423798.484 | X 734247.047 |
| PRW75 | 277+03.28 | 62.71'L | Y 423974.380 | X 734290.193 |
| DB40 | 277+89.27 | 58.30'R | Y 423923.266 | X 734429.576 |
| DB60 | 278+30.11 | 0.00'L | Y 423994.449 | X 734430.255 |
| DB39 | 278+73.38 | 61.77'L | Y 424069.858 | X 734430.975 |
| 1615028 | 285+08.29 | 1341.46'R | Y 423272.219 | X 735748.521 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 23 | DAVID F. HIELKE & JOAN R. HIELKE | FEE | 0.159 | - | - |
| 27 | LETHA M. EHRENBERG FAMILY TRUST | FEE | 0.502 | - | - |
| 28 | MILK SOURCE HOLDINGS, INC., A WISC CORP. | FEE | 0.656 | - | - |
| 29 | FREDERICK J. MALZHAN | FEE | 0.861 | - | - |
| | | | - | - | - |
| | | | - | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |
| | | |

NW-SW

SW-SW

SE-SE

SE-SW

NW-NW

TOWN OF RIPON

TOWN OF ROSENDALE

RIPON

ROSENDALE

TOWN

OF

GN

0 100 200

GRAPHIC SCALE, FEET

Recorded this 20 day of NOV. 2012 at 3:13pm in Vol 11 Page 103 Doc # 1011804
Patricia Kreul Register of Deeds Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.12
AMENDMENT NUMBER:

1615014 BERNTSEN CAST ALUMINUM MON. Y=425934.919 X=733145.500

1615027 BERNTSEN CAST ALUMINUM MON. Y=423294.347 X=733120.942

1615040 BERNTSEN CAST ALUMINUM MON. Y=420639.830 X=733063.195

1615028 BERNTSEN CAST ALUMINUM MON. Y=423272.219 X=735748.521

THE NW1/4 - NW1/4 OF SEC. 7 & SW1/4 - SW1/4 OF SEC. 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC, WISCONSIN

LOCATION SKETCH (NOT TO SCALE)

FLETCHER RD.

STH 44

RIGHT-OF-WAY ℄

102 EASEMENT TELEPHONE DOC.#707732 (ASSIGN) VOL.150 PG.197 DOC.#706577

EASEMENT DRAINAGE VOL.179 PG.392 DOC.#83067

EASEMENT TELEPHONE VOL.178 PG.628 DOC.#780624

EASEMENT TELEPHONE VOL.178 PG.619 DOC.#780576

AGREEMENT VOL.179 PG.484 DOC.#783004

AGREEMENT COST SHARE WIS. HABITAT RESTOR. VOL.179 PG.138 DOC.#783065

FILE NAME : C:\users\P\D3\611005A\DGN\040112_rw.dgn
APPRAISAL PLAT DATE :

PLOT DATE : 13-NOV-2012 12:14 PLOT BY : $$...plotuser...$$ PLOT NAME : D3 PLOT SCALE : 100.000000:1.000000

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.13 AMENDMENT NUMBER 1

AMENDS PARCEL 29, OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.13 IN VOLUME 17, PAGE 102, AS DOCUMENT NUMBER 1011803.
PART OF UNPLATTED LANDS IN THE NORTHEAST ¼ OF THE SOUTHWEST ¼, AND PART OF UNPLATTED LANDS IN THE SOUTHEAST ¼ OF THE SOUTHWEST ¼; ALL LOCATED WITHIN SECTION 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| ACRES | AC | | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | SET P.K. NAIL | △ |
| DEED | (D) | | |
| DOCUMENT | DOC | PROPOSED R/W | PRW000 |
| EAST BOUND | EB | BOUNDARY POINT | |
| GAS VALVE | GV | | |
| INLET | IL | CORPORATE LIMITS | |
| LENGTH OF CURVE | L | EXISTING R/W | |
| MANHOLE | MH | SECTION LINE | |
| MONUMENT | MON | QUARTER LINE | |
| NORTH BOUND | NB | SIXTEENTH LINE | |
| PAGE | PG | PROPOSED OR NEW R/W LINE | |
| PERMANENT | PERM | PROPOSED EASEMENT LINE | |
| PERMANENT LIMITED EASEMENT | PLE | | |
| PRIVATE DRIVEWAY | PD | PARCEL NUMBER | 00 |
| PROPERTY LINE | PL | | |
| RADIUS | RAD | UTILITY NUMBER | 100 |
| REFERENCE LINE | ℄ | | |
| REMAINING | REM | SIGN NUMBER | 3-1 |
| RIGHT OF WAY | R/W | | |
| SECTION | SEC | PROPERTY LINE | PL |
| SECTION LINE | S | LOT, TIE AND OTHER MINOR DASHED LINES | |
| FOUND IRON PIPE | IP | | |
| STATION | STA | ACCESS RESTRICTED (By Previous Project/ Control) | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DBI | ACCESS RESTRICTED (By Acquisition) | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | NO ACCESS (By Statutory Authority) | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | LIMITED EASEMENT (Temporary) | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | LIMITED EASEMENT (Permanent) | |
| END POINT | EP | | |

### CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON-COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

### WISCONSIN DEPARTMENT OF TRANSPORTATION

I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Carolyn J. Sampson DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Erem DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

WISCONSIN CAROLYN J. SAMPSON S-3045 GREEN BAY WI LAND SURVEYOR

| RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT | | | |
|---|---|---|---|
| POINT | STATION | OFFSET | COORDINATES |
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

| COURSE TABLE STH44 R/W REFERENCE LINE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC36 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| ----- | -------- | ---------- | ------- | ------- | ---------- | ---------- |

| COURSE TABLE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| 1615028 | DB42 | N00°52'56"E | 1562.61' |
| DB42 | PRW104 | S54°16'30"W | 238.79' |
| PRW104 | PRW103 | S57°00'17"W | 473.71' |
| PRW103 | DB40 | S55°38'32"W | 910.73' |
| DB40 | DB60 | N00°32'49"E | 71.19' |
| DB60 | DB39 | N00°32'49"E | 75.41' |
| DB39 | PRW77 | N55°51'18"E | 348.92' |
| PRW77 | PRW190 | N55°31'20"E | 777.71' |
| PRW190 | PRW319 | N54°06'29"E | 203.10' |
| PRW319 | DB560 | N56°01'47"E | 301.02' |
| DB560 | DB61 | S00°52'56"W | 76.58' |
| DB61 | DB42 | S00°52'56"W | 82.01' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| DB40 | 277+89.27 | 58.30 | Y 423923.266 X 734429.576 |
| DB60 | 278+30.11 | 0.00 | Y 423994.449 X 734430.255 |
| DB39 | 278+73.38 | -61.77 | Y 424069.859 X 734430.975 |
| PRW77 | 282+22.29 | -59.82 | Y 424265.704 X 734719.749 |
| 1615028 | 285+08.29 | 1341.46 | Y 423272.219 X 735748.521 |
| PRW103 | 287+00.00 | 60.00 | Y 424437.246 X 735181.412 |
| PRW190 | 290+00.00 | -60.00 | Y 424705.951 X 735360.848 |
| PRW104 | 291+73.56 | 72.14 | Y 424695.216 X 735578.722 |
| PRW319 | 292+03.03 | -65.06 | Y 424825.018 X 735525.582 |
| DB42 | 294+12.29 | 66.89 | Y 424834.647 X 735772.582 |
| DB61 | 294+59.74 | 0.00 | Y 424916.645 X 735773.844 |
| DB560 | 295+04.04 | -62.46 | Y 424993.214 X 735775.023 |
| POINT | STATION | OFFSET | COORDINATES |
| TLE "A" | | | |
| TLE577 | 289+28.03 | -69.93 | Y 424673.413 X 735295.892 |
| TLE576 | 289+28.04 | -59.98 | Y 424665.214 X 735301.525 |
| TLE578 | 289+78.03 | -69.95 | Y 424701.727 X 735337.102 |
| TLE579 | 289+78.04 | -59.99 | Y 424693.518 X 735342.742 |
| TLE"B" | | | |
| DB39 | 278+73.38 | -61.77 | Y 424069.859 X 734430.975 |
| DB582 | 278+92.77 | -89.45 | Y 424103.658 X 734431.298 |
| TLE583 | 280+03.02 | -89.50 | Y 424166.090 X 734522.168 |
| TLE584 | 280+03.08 | -61.08 | Y 424142.690 X 734538.300 |

TOWN

NE 1/4 - SW 1/4

NW 1/4 - SE 1/4

SE 1/4 - SW 1/4

SW 1/4 - SE 1/4

OF

ROSENDALE

1615015 BERNTSEN CAST ALUMINUM MON.
Y=425918.034
X=735789.265

1615028 BERNTSEN CAST ALUMINUM MON.
Y=423272.219
X=735748.521

GRAPHIC SCALE, FEET
0 100 200

N 00°52'56" E 1562.61'

NW-SW 1/16 LINE SW-SW
NE-SW SE-SW 1/16 LINE
NW-SE 1/16 LINE SW-SE
SE-SW 1/16 LINE SW-SW
NE-SW NW-SE
PL

TLE "A" FOR DRIVEWAY CONSTRUCTION

EASEMENT TELEPHONE DOC.#702732 (ASSIGN.) VOL.530 PG.397 DOC.#208577

AGREEMENT BOOK 309 PG.484 DOC.#76004

EASEMENT TELEPHONE VOL.138 PG.619 DOC.#31026

AGREEMENT COST SHARE, WIS. HABITAT RESTOR. VOL.1078 PG. 138 DOC.#509865

RIGHT-OF-WAY ℄

N 55°32'08" E R/L

STH 44

280 285 295 60.00 100

DB582 DB39 DB60 DB40 DB560 DB61 DB42

PRW77 PRW103 PRW104 PRW190 PRW319

TLE583 TLE584 TLE577 TLE576 TLE578 TLE579

29-1 28 29

SCHEDULE OF SIGNS

| SIGN NUMBER | SIGN OWNER(S) | OASIS NO. |
|---|---|---|
| 29-1 | BEST WESTERN WELCOME INN<br>FREDERICK J. MALZHAN | 16501 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW | EXISTING | TOTAL | T.L.E. AREA |
|---|---|---|---|---|---|---|
| 28 | MILK SOURCE HOLDINGS, INC., A WISC. CORP. | FEE | 1.111 | - | 1.111 | - |
| 29 | BEST WESTERN WELCOME INN<br>FREDERICK J. MALZHAN | FEE & TLE | 1.053 | - | 1.053 | 0.088 |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 102 | CENTURYLINK COMMUNICATION | RELEASE OF RIGHTS |
| - | | |
| - | | |

THE NE¼ - SW¼, & SE¼ - SW¼ OF SEC. 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC, WISCONSIN

LOCATION SKETCH (NOT TO SCALE)

DOC# 1053170
Recorded May 27, 2015 8:13 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

Recorded this 27TH day of May, 2015 at 8:13 AM in VOL. 18 Pg. 54 Doc # 1053170
Shawn Kelly Register of Deeds, Fond du Lac County, WI

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20-4.13
AMENDMENT NO: 1



C:\WisDOT\rw\61100520(sth44)\RW\DWG\fond_du_lac\040113_rw_amend_1.dwg, 5/14/2015 10:51:25 AM

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.13

PART OF UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, AND PART OF UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF THE SOUTHWEST 1/4; ALL LOCATED WITHIN SECTION 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | | |
| ACRES | AC | SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | ○ |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | SET P.K. NAIL | △ |
| DEED | (D) | PROPOSED R/W | |
| DOCUMENT | DOC | BOUNDARY POINT | PRWOOO |
| EAST BOUND | EB | CORPORATE LIMITS | |
| GAS VALVE | GV | EXISTING R/W | |
| INLET | IL | SECTION LINE | |
| LENGTH OF CURVE | L | QUARTER LINE | |
| MANHOLE | MH | SIXTEENTH LINE | |
| MONUMENT | MON | PROPOSED OR NEW R/W LINE | |
| NORTH BOUND | NB | PROPOSED EASEMENT LINE | |
| PAGE | PG | PARCEL NUMBER | (00) |
| PERMANENT | PERM | UTILITY PARCEL NUMBER | 000 |
| PERMANENT LIMITED EASEMENT | PLE | PROPERTY LINE | PL |
| PRIVATE DRIVEWAY | PD | LOT, TIE AND OTHER MINOR DASHED LINES | |
| PROPERTY LINE | PL | ACCESS RESTRICTED (By Previous Project/ Control) | |
| RADIUS | RAD | ACCESS RESTRICTED (By Acquisition) | |
| REFERENCE LINE | ℄ | NO ACCESS (By Statutory Authority) | |
| REMAINING | REM | LIMITED EASEMENT (Temporary or Permanent) | |
| RIGHT OF WAY | R/W | | |
| SECTION | SEC | | |
| SECTION LINE | S | | |
| FOUND IRON PIPE | IP | | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DB1 | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARTICAL HATCHING | | |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | ● | ○ |
| TELEPHONE POLE | ● | ○ |
| SIGN | ▶ | ▷ |
| TELEPHONE PEDESTAL | × | × |

| | |
|---|---|
| COMMUNICATION UNDERGROUND | C-UG |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK — PRINTED NAME — SIGNATURE — 11/14/2012 — DATE

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

SCHEDULE OF SIGNS

| SIGN NUMBER | SIGN OWNER |
|---|---|
| 29-1 | BEST WESTERN WELCOME INN |
| | |
| | |
| | |

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1615028 | DB42 | N 00°52'56" E | 1562.61' |
| DB42 | PRW104 | S 54°16'30" W | 238.79' |
| PRW104 | PRW103 | S 57°00'17" W | 473.71' |
| PRW103 | DB40 | S 55°38'32" W | 910.73' |
| DB40 | DB60 | N 00°32'49" E | 71.19' |
| DB60 | DB39 | N 00°32'49" E | 75.41' |
| DB39 | PRW77 | N 55°51'18" E | 348.92' |
| PRW77 | PRW187 | N 55°31'04" E | 577.71' |
| PRW187 | PRW188 | S 34°27'52" E | 10.00' |
| PRW188 | PRW189 | N 55°32'08" E | 200.00' |
| PRW189 | PRW190 | N 34°27'52" W | 10.00' |
| PRW190 | PRW78 | N 55°43'54" E | 372.41' |
| PRW78 | DB41 | N 57°02'18" E | 126.67' |
| DB41 | DB61 | S 00°52'56" W | 67.92' |
| DB61 | DB42 | S 00°52'56" W | 82.01' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| DB40 | 277+89.27 | 58.30'R | Y 423923.266 X 734429.576 |
| DB60 | 278+30.11 | 0.00'L | Y 423994.449 X 734430.255 |
| DB39 | 278+73.38 | 61.77'L | Y 424069.858 X 734430.975 |
| PRW77 | 282+22.29 | 59.82'L | Y 424265.704 X 734719.749 |
| 1615028 | 285+08.29 | 1341.46'R | Y 423272.219 X 735748.521 |
| PRW103 | 287+00.00 | 60.00'R | Y 424437.246 X 735181.412 |
| PRW188 | 288+00.00 | 50.00'L | Y 424584.528 X 735201.612 |
| PRW187 | 288+00.00 | 60.00'L | Y 424592.772 X 735195.953 |
| PRW189 | 290+00.00 | 50.00'L | Y 424697.707 X 735366.507 |
| PRW190 | 290+00.00 | 60.00'L | Y 424705.951 X 735360.848 |
| PRW104 | 291+73.56 | 72.14'R | Y 424695.216 X 735578.722 |
| PRW78 | 293+72.41 | 58.73'L | Y 424915.643 X 735668.609 |
| DB42 | 294+12.29 | 66.89'R | Y 424834.647 X 735772.581 |
| DB61 | 294+59.74 | 0.00'R | Y 424916.645 X 735773.844 |
| DB41 | 294+99.03 | 55.40'L | Y 424984.562 X 735774.890 |
| 1615015 | 300+39.13 | 816.90'L | Y 425918.034 X 735789.265 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE146 | 289+25.00 | 50.00'L | Y 424655.264 X 735304.671 |
| TLE147 | 289+25.00 | 60.00'L | Y 424663.509 X 735299.012 |
| TLE149 | 289+75.00 | 50.00'L | Y 424683.559 X 735345.895 |
| TLE148 | 289+75.00 | 60.00'L | Y 424691.804 X 735340.236 |

1615015
BERNTSEN CAST
ALUMINUM MON.
Y=425918.034
X=735789.265

1615028
BERNTSEN CAST
ALUMINUM MON.
Y=423272.219
X=735748.521

GN

0 100 200
GRAPHIC SCALE, FEET

Recorded this 20 day of Nov 2012 at 3:12pm in Vol 17 Pg 102 Doc # 1011803
Patricia Haas Register of Deeds Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.13
AMENDMENT NUMBER:

NW-SW

TOWN OF ROSENDALE

NE-SW

NW-SE

SE-SW

SW-SE

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 28 | WILK SOURCE HOLDINGS, INC., A WISC. CORP. | FEE | 1.111 | | - |
| 29 | FREDERICK J. MALZHAN | FEE, TLE | 0.955 | 0.011 | - |
| | | | | - | - |
| | | | - | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |
| | | |
| | | |

THE NE1/4 - SW1/4 ,& SE1/4 - SW1/4 OF SEC. 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC, WISCONSIN

LOCATION SKETCH
(NOT TO SCALE)

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.14
# AMENDMENT NUMBER 1

AMENDS PARCEL 33, OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.14 IN VOLUME 17, PAGE 101, AS DOCUMENT NUMBER 1011802.
PART OF UNPLATTED LANDS IN THE NORTHWEST ¼ OF THE SOUTHEAST ¼; PART OF UNPLATTED LANDS IN THE SOUTHWEST ¼ OF THE NORTHEAST ¼; ALL LOCATED WITHIN SECTION 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| ACRES | AC | | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | SET P.K. NAIL | |
| DOCUMENT | DOC | | |
| EAST BOUND | EB | PROPOSED R/W | |
| GAS VALVE | GV | BOUNDARY POINT | |
| INLET | IL | | |
| LENGTH OF CURVE | L | CORPORATE LIMITS | |
| MANHOLE | MH | EXISTING R/W | |
| MONUMENT | MON | SECTION LINE | |
| NORTH BOUND | NB | QUARTER LINE | |
| PAGE | PG | SIXTEENTH LINE | |
| PERMANENT | PERM | PROPOSED OR NEW R/W LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PROPOSED EASEMENT LINE | |
| PRIVATE DRIVEWAY | PD | | |
| PROPERTY LINE | PL | PARCEL NUMBER | 00 |
| RADIUS | RAD | | |
| REFERENCE LINE | R | UTILITY NUMBER | 100 |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | SIGN NUMBER | 3-1 |
| SECTION | SEC | | |
| SECTION LINE | S | PROPERTY LINE | PL |
| FOUND IRON PIPE | IP | LOT, TIE AND OTHER MINOR DASHED LINES | |
| STATION | STA | ACCESS RESTRICTED (By Previous Project/ Control) | |
| TEMPORARY LIMITED EASEMENT | TLE | ACCESS RESTRICTED (By Acquisition) | |
| TIE POINT | DB1 | NO ACCESS (By Statutory Authority) | |
| VOLUME | VOL | LIMITED EASEMENT (Temporary) | |
| ADJOINING LANDS WITH SAME OWNER | | LIMITED EASEMENT (Permanent) | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | | |
| END POINT | EP | | |

### CONVENTIONAL UTILITY SYMBOLS

| | NON-COMPENSABLE | COMPENSABLE |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD | OH | |
| TRANSMISSION LINES | | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECTS: TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECTS:

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

### WISCONSIN DEPARTMENT OF TRANSPORTATION

I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Carolyn J. Sampson DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Erem DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

WISCONSIN CAROLYN J. SAMPSON S-3045 GREEN BAY WI LAND SURVEYOR

SW 1/4 - NE 1/4

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 269+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°19'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| ----- | -------- | ---------- | ------- | ------- | ---------- | ---------- |

1615015
BERNTSEN CAST ALUMINUM MON.
Y=425918.034
X=735789.265

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1615028 | DB42 | N00°52'56"E | 1562.61' |
| DB42 | DB61 | N00°52'56"E | 82.01' |
| DB61 | DB560 | N00°52'56"E | 76.58' |
| DB560 | PRW320 | N56°01'47"E | 249.01' |
| PRW320 | PRW321 | N66°49'08"E | 25.50' |
| PRW321 | PRW322 | N55°30'32"E | 275.00' |
| PRW322 | PRW323 | N33°42'27"E | 53.85' |
| PRW323 | PRW324 | N54°02'29"E | 195.47' |
| PRW324 | PRW326 | N48°48'35"E | 389.59' |
| PRW326 | PRW327 | N43°14'57"E | 195.25' |
| PRW327 | PRW328 | N37°42'27"E | 396.64' |
| PRW328 | DB561 | N37°11'51"E | 36.06' |
| DB561 | DB62 | S00°51'18"W | 113.00' |
| DB62 | DB44 | S00°51'18"W | 103.94' |
| DB44 | PRW132 | S39°42'04"W | 523.14' |
| PRW132 | PRW108 | S45°33'34"W | 153.60' |
| PRW108 | PRW107 | S53°34'31"W | 297.43' |
| PRW107 | PRW167 | S64°49'09"W | 86.83' |
| PRW167 | PRW106 | S55°32'09"W | 250.00' |
| PRW106 | PRW105 | S41°18'35"W | 65.54' |
| PRW105 | DB42 | S54°16'30"W | 399.27' |

NW 1/4 - SE 1/4

NE 1/4 - SW 1/4

SW-NE 1/16 LINE
SE-NE

SE 1/4 - NE 1/4

1615016
BERNTSEN CAST ALUMINUM MON.
Y=425900.696
X=738424.246

SE-NE
NE-SE

PT. 310+51.08
N 37°09'25" E R/L
DB561
PRW328
DB62
DB44
PRW327
PRW326
RIGHT-OF-WAY R
PRW132
PRW108
PRW324
PRW323
PRW322
PRW107
PRW167
PRW321
PRW320
PRW106
PRW105
TLE27
TLE31
TLE "A"
FOR DRIVEWAY CONSTRUCTION
STH 44
DB560
DB61
DB42
N 55°32'08" E R/L
LOT 1 CSM#6858 VOL 48 PG.55 DOC.#847305
LOT 1 CSM#7286 VOL 53 PG.91 DOC. #907471
EASEMENT TELEPHONE VOL.738 PG.630 DOC.#310036
EASEMENT TELEPHONE VOL.739 PG.630 DOC.#310036
EASEMENT TELEPHONE VOL.738 PG.630 DOC.#310036
FF= 301+66.40
NE-SW
SE-SW 1/16 LINE
NW-SE
NW-SE 1/16 LINE
SW-NE
S 89°37'23" E NW-SE
NE-SW 1/16 LINE
NW-SE 1/16 LINE
SW 1/4 - SE 1/4
NE 1/4 - SE 1/4

1615028
BERNTSEN CAST ALUMINUM MON.
Y=423272.219
X=735748.521

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| DB42 | 294+12.29 | 66.89 | Y 424834.647 X 735772.582 |
| DB61 | 294+59.74 | 0.00 | Y 424916.645 X 735773.844 |
| DB560 | 295+04.04 | -62.46 | Y 424993.214 X 735775.023 |
| PRW320 | 297+53.04 | -60.31 | Y 425132.350 X 735981.531 |
| PRW321 | 297+78.04 | -55.33 | Y 425142.386 X 736004.968 |
| PRW105 | 298+11.47 | 58.11 | Y 425067.780 X 736096.720 |
| PRW106 | 298+75.00 | 42.00 | Y 425117.013 X 736139.987 |
| PRW322 | 300+53.04 | -55.45 | Y 425298.112 X 736231.627 |
| PRW323 | 301+03.03 | -75.48 | Y 425342.910 X 736261.512 |
| PRW167 | 301+25.00 | 42.00 | Y 425258.486 X 736346.107 |
| PRW107 | 302+09.17 | 57.07 | Y 425295.431 X 736424.687 |
| PRW324 | 303+03.04 | -75.61 | Y 425457.690 X 736419.734 |
| PRW108 | 305+00.00 | 70.00 | Y 425472.037 X 736664.013 |
| PRW132 | 306+50.00 | 67.00 | Y 425579.582 X 736773.679 |
| PRW326 | 307+03.15 | -70.88 | Y 425714.261 X 736712.913 |
| PRW327 | 309+03.22 | -67.01 | Y 425856.481 X 736846.695 |
| DB44 | 311+64.59 | 61.54 | Y 425982.083 X 737107.854 |
| DB62 | 312+48.36 | 0.00 | Y 426086.013 X 737109.405 |
| PRW328 | 313+03.37 | -66.93 | Y 426170.280 X 737089.293 |
| DB561 | 313+39.42 | -66.90 | Y 426199.001 X 737111.091 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE27 | 300+00.00 | 42.00 | Y 425187.750 X 736243.047 |
| TLE31 | 300+00.00 | 65.00 | Y 425168.787 X 736256.063 |
| PRW107 | 302+09.17 | 57.07 | Y 425295.431 X 736424.687 |

DOC# 1053171
Recorded
May 27, 2015 8:22 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

Recorded this 27TH day of May, 2015 at 8:22 AM in VOL. 18
Pg. 55 Doc # 1053171
Shawn M Kelly Register of Deeds, Fond du Lac County, WI

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20-4.14
AMENDMENT NO: 1

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

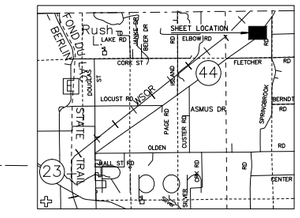
| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 102 | CENTURYLINK COMMUNICATION | RELEASE OF RIGHTS |
| - | | |
| - | | |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE R/W ACRE(S) OR (S.F.) REQUIRED NEW | EXISTING | TOTAL | T.L.E. AREA |
|---|---|---|---|---|---|---|
| 31 | KEVIN T. MOODIE & SUSAN D. MOODIE | FEE | 0.160 | - | 0.160 | - |
| 32 | BENJAMIN H. DOWNS & APRIL S. DOWNS | FEE & TLE | 0.380 | - | 0.380 | 0.076 |
| 33 | DENNIS J. HIELKE & ETAL | FEE | 1.909 | - | 1.909 | - |

GN
ROSENDALE
0 100 200
GRAPHIC SCALE, FEET

THE SW¼ - NE¼ OF & NW¼ - SE¼ OF SEC. 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC, WISCONSIN




LOCATION SKETCH
(NOT TO SCALE)



C:\WisDOT\rw\61100520(sth44)\RW\DWG\fond_du_lac\040114_rw_amend_1.dwg, 5/14/2015 10:49:23 AM

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.14

PART OF LOT 1, PART OF CSM*7286, PART OF LOT 1, CSM*6858, WITHIN AND INCLUDING UNPLATTED LANDS IN THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4; PART OF UNPLATTED LANDS IN THE SOUTHWEST 1/4 OF THE NORTHEAST 1/4; ALL LOCATED WITHIN SECTION 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | |
|---|---|
| ACCESS POINT | AP |
| ACCESS RIGHTS | AR |
| ACRES | AC |
| CHORD BEARING | CH BRG |
| CHORD DISTANCE | CH DIS |
| DEED | (D) |
| DOCUMENT | DOC |
| EAST BOUND | EB |
| GAS VALVE | GV |
| INLET | IL |
| LENGTH OF CURVE | L |
| MANHOLE | MH |
| MONUMENT | MON |
| NORTH BOUND | NB |
| PAGE | PG |
| PERMANENT | PERM |
| PERMANENT LIMITED EASEMENT | PLE |
| PRIVATE DRIVEWAY | PD |
| PROPERTY LINE | PL |
| RADIUS | RAD |
| REFERENCE LINE | R |
| REMAINING | REM |
| RIGHT OF WAY | R/W |
| SECTION | SEC |
| SECTION LINE | S |
| FOUND IRON PIPE | IP |
| STATION | STA |
| TEMPORARY LIMITED EASEMENT | TLE |
| TIE POINT | DB1 |
| VOLUME | VOL |
| ADJOINING LANDS WITH SAME OWNER | |
| PARALLEL TO LINE | 00' |
| BUILDING TO BE RAZED | |
| FEE ACQUISITION | VARTICAL HATCHING |

| | |
|---|---|
| SECTION CORNER (MATERIAL AS NOTED) | |
| SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| SET P.K. NAIL | |
| PROPOSED R/W | |
| BOUNDARY POINT | PRW000 |
| CORPORATE LIMITS | |
| EXISTING R/W | |
| SECTION LINE | |
| QUARTER LINE | |
| SIXTEENTH LINE | |
| PROPOSED OR NEW R/W LINE | |
| PROPOSED EASEMENT LINE | |
| PARCEL NUMBER | 00 |
| UTILITY PARCEL NUMBER | 000 |
| PROPERTY LINE | PL |
| LOT, TIE AND OTHER MINOR DASHED LINES | |
| ACCESS RESTRICTED (By Previous Project/ Control) | |
| ACCESS RESTRICTED (By Acquisition) | |
| NO ACCESS (By Statutory Authority) | |
| LIMITED EASEMENT (Temporary or Permanent) | TLE |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |
| TELEPHONE PEDESTAL | | |

| | |
|---|---|
| COMMUNICATION UNDERGROUND | C-UG |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL — PRINTED NAME
Jon L Herbel — SIGNATURE
11/14/2012 — DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK — PRINTED NAME
Norman V. Pawelczyk — SIGNATURE
11/14/2012 — DATE

RIGHT OF WAY REFERENCE LINE

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.59 | 0.00'R | Y 423411.258 X 733586.779 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 736377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

1615015
BERNTSEN CAST
ALUMINUM MON.
Y=425918.034
X=735789.265

POINT TO POINT TABLE

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1615028 | 285+08.29 | 1341.46'R | Y 423272.219 X 735748.521 |
| DB42 | 294+12.29 | 66.89'R | Y 424834.647 X 735772.581 |
| DB61 | 294+59.27 | 0.00'R | Y 424916.645 X 735773.844 |
| DB41 | 294+99.03 | 55.40'L | Y 424984.562 X 735774.890 |
| PRW171 | 297+05.00 | 50.00'L | Y 425096.662 X 735947.764 |
| PRW172 | 297+05.00 | 33.00'L | Y 425082.646 X 735957.384 |
| PRW105 | 298+11.47 | 58.11'R | Y 425067.780 X 736096.720 |
| PRW106 | 298+75.00 | 42.00'R | Y 425117.013 X 736139.987 |
| PRW79 | 300+25.00 | 33.00'L | Y 425263.733 X 736224.217 |
| 1615015 | 300+39.13 | 816.90'L | Y 425918.034 X 735789.265 |
| PRW80 | 300+82.20 | 56.54'L | Y 425315.511 X 736255.051 |
| PRW167 | 301+25.00 | 42.00'R | Y 425485.886 X 736346.107 |
| PRW107 | 302+09.17 | 57.07'R | Y 425295.431 X 736424.687 |
| PRW108 | 305+00.00 | 70.00'R | Y 425472.037 X 736664.013 |
| PRW81 | 305+20.61 | 64.25'L | Y 425585.570 X 736589.462 |
| PRW132 | 306+50.00 | 67.00'R | Y 425579.582 X 736773.679 |
| PRW82 | 307+70.51 | 59.94'L | Y 425754.530 X 736766.117 |
| PRW83 | 310+78.91 | 56.09'L | Y 425984.847 X 736962.359 |
| DB44 | 311+64.59 | 61.54'R | Y 425982.084 X 737107.854 |
| DB62 | 312+48.36 | 0.00'L | Y 426086.014 X 737109.406 |
| DB43 | 313+27.24 | 57.95'L | Y 426183.889 X 737110.867 |
| 1615016 | 318+94.82 | 1159.84'R | Y 425900.696 X 738424.246 |

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1615028 | DB42 | N 00°52'56" E | 1562.61' |
| DB42 | DB61 | N 00°52'56" E | 82.01' |
| DB61 | DB41 | N 00°52'56" E | 67.92' |
| DB41 | PRW171 | N 57°02'18" E | 206.04' |
| PRW171 | PRW172 | S 34°27'52" E | 17.00' |
| PRW172 | PRW79 | N 55°32'08" E | 320.00' |
| PRW79 | PRW80 | N 33°09'45" E | 61.85' |
| PRW80 | PRW81 | N 51°04'37" E | 429.84' |
| PRW81 | PRW82 | N 46°16'32" E | 244.45' |
| PRW82 | PRW83 | N 40°25'58" E | 302.58' |
| PRW83 | DB43 | N 36°43'37" E | 248.34' |
| DB43 | DB62 | S 00°51'18" W | 97.89' |
| DB62 | DB44 | S 00°51'18" W | 103.94' |
| DB44 | PRW132 | S 39°42'04" W | 523.15' |
| PRW132 | PRW108 | S 45°33'33" W | 153.60' |
| PRW108 | PRW107 | S 53°54'31" W | 297.43' |
| PRW107 | PRW167 | S 64°49'10" W | 86.83' |
| PRW167 | PRW106 | S 55°32'08" W | 250.00' |
| PRW106 | PRW105 | S 41°18'36" W | 65.54' |
| PRW105 | DB42 | S 54°16'30" W | 399.27' |

POINT TO POINT TABLE

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| PRW171 | 297+05.00 | 50.00'L | Y 425096.662 X 735947.764 |
| TLE114 | 297+25.00 | 46.00'L | Y 425104.682 X 735966.517 |
| TLE115 | 297+75.00 | 43.00'L | Y 425130.504 X 736009.438 |
| TLE116 | 298+00.00 | 40.00'L | Y 425142.178 X 736031.748 |
| TLE117 | 300+25.00 | 40.00'L | Y 425269.504 X 736217.256 |
| PRW80 | 300+82.20 | 56.54'L | Y 425315.511 X 736255.051 |
| TLE "B" | | | |
| TLE27 | 300+00.00 | 42.00'R | Y 425187.750 X 736243.047 |
| TLE31 | 300+00.00 | 65.00'R | Y 425168.787 X 736256.063 |
| PRW107 | 302+09.17 | 57.07'R | Y 425295.431 X 736424.687 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 31 | KEVIN T. WOODIE & SUSAN D. WOODIE | FEE | 0.160 | - | - |
| 32 | BENJAMIN W. DOWNS & APRIL J. DOWNS | FEE & TLE | 0.380 | 0.076 | - |
| 33 | DENNIS J. HIELKE & ETAL | FEE & TLE | 1.377 | 0.066 | - |
| | | | | - | - |
| | | | | - | - |
| | | | | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |
| | | |

Surveyed this 30 day of Nov., 2012, at 3:15 pm in Vol 17 on Page 101 Doc # 1011802
Patricia Knauf Register of Deeds
Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.14
AMENDMENT NUMBER:

1615016
BERNTSEN CAST
ALUMINUM MON.
Y=425900.696
X=738424.246

1615028
BERNTSEN CAST
ALUMINUM MON.
Y=423272.219
X=735748.521

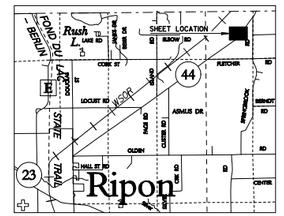
GRAPHIC SCALE, FEET: 0, 100, 200

SW-NE
SE-NE
NW-SE
NE-SW
SW-SE
NE-SE

TOWN OF ROSENDALE

THE SW1/4 - NE1/4 OF & NW1/4 - SE1/4 OF SEC. 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC, WISCONSIN

LOCATION SKETCH (NOT TO SCALE)




FILE NAME : C:\users\P\D3\611005A\DGN\040114_rw.dgn
APPRAISAL PLAT DATE :
PLOT DATE : 13-NOV-2012 12:52
PLOT BY : $$...plotuser...$$ PLOT NAME : D3
PLOT SCALE : 100.000000:1.000000

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.15 AMENDMENT NUMBER 1

AMENDS PARCEL 34, OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.15 IN VOLUME 17, PAGE 105, AS DOCUMENT NUMBER 1011806.
PART OF UNPLATTED LANDS IN THE SOUTHEAST ¼ OF THE NORTHEAST ¼, LOCATED WITHIN SECTION 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

RELOCATION ORDER STH 44 FOND DU LAC COUNTY
RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| ACRES | AC | | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | SET P.K. NAIL | |
| DOCUMENT | DOC | | |
| EAST BOUND | EB | PROPOSED R/W | |
| GAS VALVE | GV | BOUNDARY POINT | PRW000 |
| INLET | IL | | |
| LENGTH OF CURVE | L | CORPORATE LIMITS | |
| MANHOLE | MH | EXISTING R/W | |
| MONUMENT | MON | SECTION LINE | |
| NORTH BOUND | NB | QUARTER LINE | |
| PAGE | PG | SIXTEENTH LINE | |
| PERMANENT | PERM | PROPOSED OR NEW R/W LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PROPOSED EASEMENT LINE | |
| PRIVATE DRIVEWAY | PD | PARCEL NUMBER | 00 |
| PROPERTY LINE | PL | UTILITY NUMBER | 100 |
| RADIUS | RAD | SIGN NUMBER | 3-1 |
| REFERENCE LINE | ℄ | PROPERTY LINE | PL |
| REMAINING | REM | LOT, TIE AND OTHER MINOR DASHED LINES | |
| RIGHT OF WAY | R/W | ACCESS RESTRICTED (By Previous Project/ Control) | |
| SECTION | SEC | ACCESS RESTRICTED (By Acquisition) | |
| SECTION LINE | S | NO ACCESS (By Statutory Authority) | |
| FOUND IRON PIPE | IP | LIMITED EASEMENT (Temporary) | |
| STATION | STA | LIMITED EASEMENT (Permanent) | |
| TEMPORARY LIMITED EASEMENT | TLE | | |
| TIE POINT | DBL | | |
| VOLUME | VOL | | |
| ADJOINING LANDS WITH SAME OWNER | | | |
| PARALLEL TO LINE | 00' | | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | | |
| END POINT | EP | | |

## CONVENTIONAL UTILITY SYMBOLS

| | | |
|---|---|---|
| WATER | W | |
| GAS | G | |
| TELEPHONE | T | |
| OVERHEAD TRANSMISSION LINES | OH | |
| ELECTRIC | E | |
| CABLE TELEVISION | TV | |
| FIBER OPTIC | FO | |
| SANITARY SEWER | SAN | |
| STORM SEWER | SS | |
| | NON-COMPENSABLE | COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| TELEPHONE PEDESTAL | | |
| ELECTRIC TOWER | | |

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

## WISCONSIN DEPARTMENT OF TRANSPORTATION

I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Carolyn J. Sampson DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Erem DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

WISCONSIN CAROLYN J. SAMPSON S-3045 GREEN BAY WI LAND SURVEYOR

| SCHEDULE OF LANDS & INTERESTS REQUIRED | | | | | | |
|---|---|---|---|---|---|---|
| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE R/W ACRE(S) OR (S.F.) REQUIRED | | | T.L.E. AREA |
| | | | NEW | EXISTING | TOTAL | |
| 34 | NELSON A. HINZ & SHIRLEY J. HINZ | FEE | 2.300 | - | 2.300 | - |
| | | | - | - | - | - |

NE 1/4 - NE 1/4

TOWN

SW 1/4 - NE 1/4

SE 1/4 - NE 1/4

OF

ROSENDALE

SW 1/4 - NW 1/4

NE 1/4 - SE 1/4

1615003 BERNTSEN CAST ALUMINUM MON.
Y=428521.201
X=738476.293

1615015 BERNTSEN CAST ALUMINUM MON.
Y=425918.034
X=735789.265

1615016 BERNTSEN CAST ALUMINUM MON.
Y=425900.696
X=738424.246

DOC# 1053172
Recorded May 27, 2015 8:31 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

Recorded this 27TH day of May, 2015 at 8:31 AM in VOL 18 Pg. 56 Doc # 1053172
Shawn H Kelly Register of Deeds, Fond du Lac County, WI

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20-4.15
AMENDMENT NO: 1

GN

0 100 200
GRAPHIC SCALE, FEET

DB562 DB63 1202 PRW331 PRW330 PRW329 PRW170 DB561 DB62 PRW109 DB44 SIXT52

NE-NE 1/16 LINE SE-NE
SW-NE 1/16 LINE SE-NE
PL
N 37°09'25" E R/L
STH 44
320'
325'
66.00'
RIGHT-OF-WAY ℄
℄ 320+94.09 BK
℄ AH
℄ PK
℄ PL
SE-NE
S 89°37'24" E NE-SE
NE-NE
NW-NW
SW-NW
SW-NE
SE-NE
N 01°08'36" E
SPRINGBROOK ROAD

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| SIXT52 | 311+05.98 | 104.59 | Y 425909.365 X 737106.768 |
| DB44 | 311+64.59 | 61.54 | Y 425982.083 X 737107.854 |
| PRW109 | 311+75.00 | 62.00 | Y 425990.101 X 737114.511 |
| DB62 | 312+48.36 | 0.00 | Y 426086.013 X 737109.405 |
| DB561 | 313+39.42 | -66.90 | Y 426199.001 X 737111.091 |
| PRW170 | 314+00.00 | -65.00 | Y 426167.611 X 737252.802 |
| PRW329 | 316+03.37 | -66.71 | Y 426409.247 X 737270.662 |
| 1615016 | 318+94.82 | 1159.84 | Y 425900.696 X 738424.247 |
| PRW330 | 320+03.37 | -75.43 | Y 426733.311 X 737505.318 |
| PRW331 | 323+03.37 | -75.22 | Y 426972.279 X 737686.687 |
| DB562 | 326+05.53 | -80.04 | Y 427216.003 X 737865.344 |
| DB63 | 326+65.11 | 0.00 | Y 427215.142 X 737965.121 |
| 1202 | 327+13.49 | 65.00 | Y 427214.443 X 738046.149 |

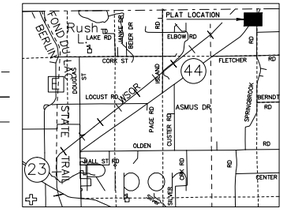
| COURSE TABLE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| SIXT52 | DB44 | N89°37'24"W | 1317.51' |
| DB44 | DB62 | N00°51'18"E | 72.73' |
| DB62 | DB561 | N00°51'18"E | 103.94' |
| DB561 | PRW329 | N37°11'51"E | 263.94' |
| PRW329 | PRW330 | N35°54'30"E | 400.10' |
| PRW330 | PRW331 | N37°11'50"E | 300.00' |
| PRW331 | DB562 | N36°14'33"E | 302.19' |
| DB562 | DB63 | S89°30'20"E | 99.78' |
| DB63 | DB1202 | S89°30'20"E | 81.03' |
| 1202 | PRW170 | S37°09'25"W | 1313.49' |
| PRW170 | PRW109 | S37°55'15"W | 225.02' |
| PRW109 | DB44 | S39°42'12"W | 10.42' |

| COURSE TABLE STH44 R/W REFERENCE LINE | | | |
|---|---|---|---|
| POINT TO POINT | | BEARING | DISTANCE |
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

| RIGHT OF WAY REFERENCE LINE STATION OFFSET REPORT | | | | |
|---|---|---|---|---|
| POINT | STATION | OFFSET | COORDINATES | |
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 | X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 | X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 | X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 | X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 | X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 | X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 | X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 | X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 | X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 | X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 | X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 | X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 | X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 | X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 | X 738958.784 |

| CURVE TABLE | | | | | | |
|---|---|---|---|---|---|---|
| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08' | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| ----- | --------- | ---------- | -------- | -------- | ---------- | ---------- |

THE SE¼ - NE¼ OF SEC. 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC, WISCONSIN




LOCATION SKETCH
(NOT TO SCALE)



C:\WisDOT\rw\61100520(sth44)\RW\DWG\fond_du_lac\040115_rw_amend_1.dwg, 5/14/2015 10:46:56 AM

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.15

PART OF UNPLATTED LANDS IN THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4, LOCATED WITHIN SECTION 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

## CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | |
|---|---|
| ACCESS POINT | AP |
| ACCESS RIGHTS | AR |
| ACRES | AC |
| CHORD BEARING | CH BRG |
| CHORD DISTANCE | CH DIS |
| DEED | (D) |
| DOCUMENT | DOC |
| EAST BOUND | EB |
| GAS VALVE | GV |
| INLET | IL |
| LENGTH OF CURVE | L |
| MANHOLE | MH |
| MONUMENT | MON |
| NORTH BOUND | NB |
| PAGE | PG |
| PERMANENT | PERM |
| PERMANENT LIMITED EASEMENT | PLE |
| PRIVATE DRIVEWAY | PD |
| PROPERTY LINE | PL |
| RADIUS | RAD |
| REFERENCE LINE | ℄ |
| REMAINING | REM |
| RIGHT OF WAY | R/W |
| SECTION | SEC |
| SECTION LINE | ℄ |
| FOUND IRON PIPE | IP |
| STATION | STA |
| TEMPORARY LIMITED EASEMENT | TLE |
| TIE POINT | DB1 |
| VOLUME | VOL |
| ADJOINING LANDS WITH SAME OWNER | |
| PARALLEL TO LINE | 00' |
| BUILDING TO BE RAZED | |
| FEE ACQUISITION | VARTICAL HATCHING |

| | |
|---|---|
| SECTION CORNER (MATERIAL AS NOTED) | |
| SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| SET P.K. NAIL | |
| PROPOSED R/W | PRWOOO |
| BOUNDARY POINT | |
| CORPORATE LIMITS | |
| EXISTING R/W | |
| SECTION LINE | |
| QUARTER LINE | |
| SIXTEENTH LINE | |
| PROPOSED OR NEW R/W LINE | |
| PROPOSED EASEMENT LINE | |
| PARCEL NUMBER | 00 |
| UTILITY PARCEL NUMBER | 000 |
| PROPERTY LINE | PL |
| LOT, TIE AND OTHER MINOR DASHED LINES | |
| ACCESS RESTRICTED (By Previous Project/ Control) | |
| ACCESS RESTRICTED (By Acquisition) | |
| NO ACCESS (By Statutory Authority) | |
| LIMITED EASEMENT (Temporary or Permanent) | |

| | COMPENSABLE | NON-COMPENSABLE |
|---|---|---|
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |
| TELEPHONE PEDESTAL | | |

| | |
|---|---|
| COMMUNICATION UNDERGROUND | C-UG |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, FOND DU LAC COUNTY ZONE, (ENGLISH), NAD OF 1983 (2007) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS TPP.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE)IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLES ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE)IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

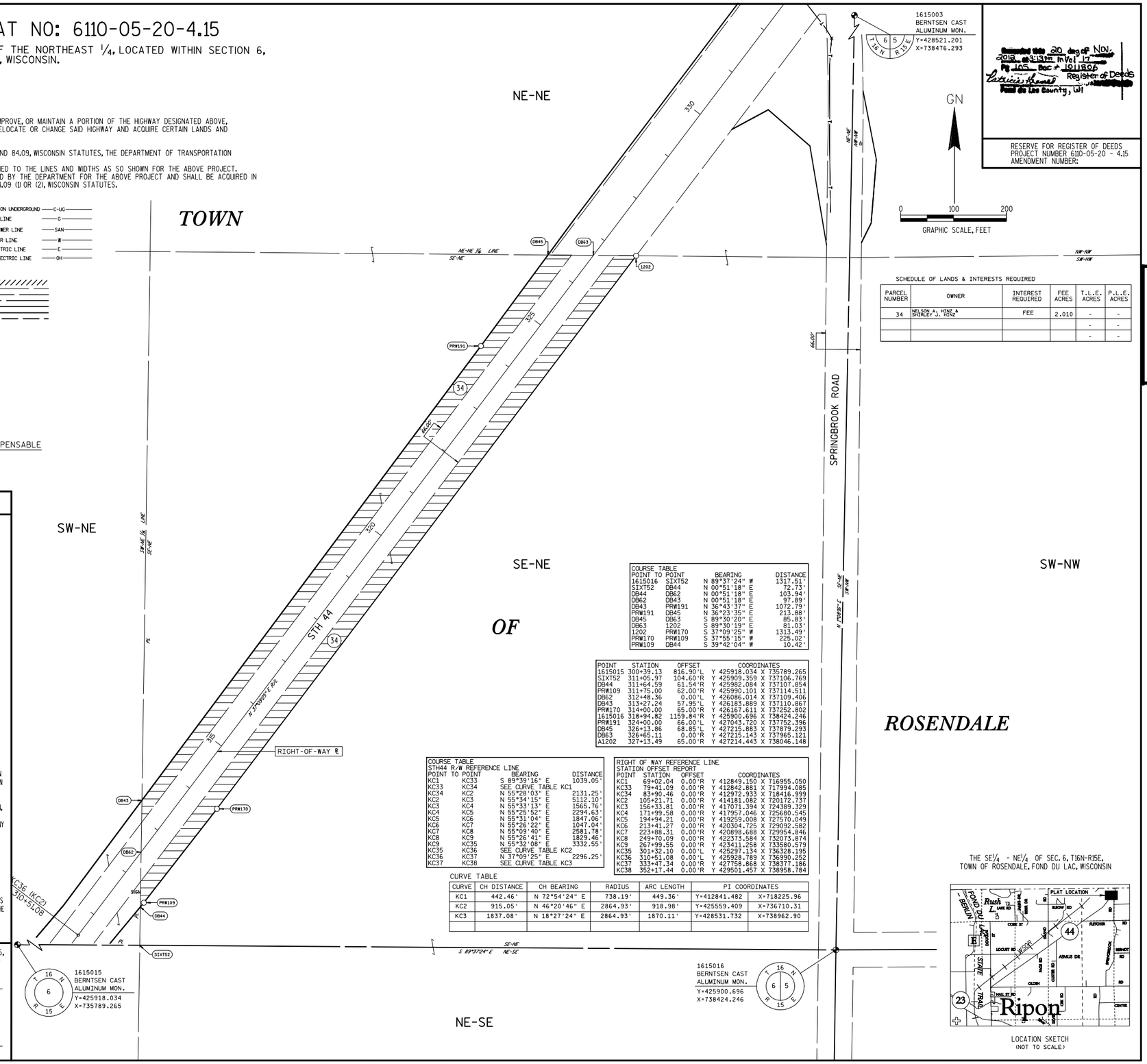
FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL — PRINTED NAME — SIGNATURE — 11/14/2012 DATE

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK — PRINTED NAME — SIGNATURE — 11/14/2012 DATE




Recorded this 20 day of Nov. 2012 at 3:13 pm in Vol 17 Pg 105 Doc # 1011806
Patricia Hammer Register of Deeds
Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.15
AMENDMENT NUMBER:

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 34 | NELSON A. HINZ & SHIRLEY J. HINZ | FEE | 2.010 | - | - |
| | | | | - | - |
| | | | | - | - |

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1615016 | SIXT52 | N 89°37'24" W | 1317.51' |
| SIXT52 | DB44 | N 00°51'18" E | 72.73' |
| DB44 | DB62 | N 00°51'18" E | 103.94' |
| DB62 | DB43 | N 00°51'18" E | 97.89' |
| DB43 | PRW191 | N 36°43'37" E | 1072.79' |
| PRW191 | DB45 | N 36°23'35" E | 213.88' |
| DB45 | DB63 | S 89°30'20" E | 85.83' |
| DB63 | 1202 | S 89°30'19" E | 81.03' |
| 1202 | PRW170 | S 37°09'25" W | 1313.49' |
| PRW170 | PRW109 | S 37°55'15" W | 225.02' |
| PRW109 | DB44 | S 39°42'04" W | 10.42' |

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| 1615015 | 300+39.13 | 816.90' | L | Y 425918.034 X 735789.265 |
| SIXT52 | 311+05.97 | 104.60' | R | Y 425909.359 X 737106.769 |
| DB44 | 311+64.59 | 61.54' | R | Y 425982.084 X 737107.854 |
| PRW109 | 311+75.00 | 62.00' | R | Y 425990.101 X 737114.511 |
| DB62 | 312+48.36 | 0.00' | L | Y 426086.014 X 737109.406 |
| DB43 | 313+27.24 | 57.95' | L | Y 426183.889 X 737110.867 |
| PRW170 | 314+00.00 | 65.00' | R | Y 426167.611 X 737252.802 |
| 1615016 | 318+94.82 | 1159.84' | R | Y 425900.696 X 738424.246 |
| PRW191 | 324+00.00 | 66.00' | L | Y 427043.720 X 737752.396 |
| DB45 | 326+13.86 | 68.85' | L | Y 427215.883 X 737879.293 |
| DB63 | 326+65.11 | 0.00' | R | Y 427215.143 X 737965.121 |
| A1202 | 327+13.49 | 65.00' | R | Y 427214.443 X 738046.148 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | | COORDINATES |
|---|---|---|---|---|
| KC1 | 69+02.04 | 0.00' | R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00' | R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00' | R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00' | R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00' | R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00' | R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00' | R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00' | R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00' | R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00' | R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00' | R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00' | L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00' | L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00' | R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00' | R | Y 429501.457 X 738958.784 |

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08' | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |
| | | | | | | |

THE SE1/4 - NE1/4 OF SEC. 6, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC, WISCONSIN




LOCATION SKETCH
(NOT TO SCALE)

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.16
# AMENDMENT NUMBER 1

AMENDS PARCELS 34, 36, AND ADDS PARCEL 44 OF TRANSPORTATION PROJECT PLAT 6110-05-20-4.16 IN VOLUME 17, PAGE 106, AS DOCUMENT NUMBER 1011807.
PART OF LOT 1, CSM#5215, WITHIN AND INCLUDING UNPLATTED LANDS IN THE NORTHEAST ¼ OF THE NORTHEAST ¼ IN SECTION 6; PART OF UNPLATTED LANDS IN THE NORTHWEST ¼ OF THE NORTHWEST ¼ IN SECTION 5; ALL LOCATED WITHIN, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

RELOCATION ORDER STH 44 FOND DU LAC COUNTY
RIPON - OSHKOSH

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | | | |
|---|---|---|---|
| ACCESS POINT | AP | SECTION CORNER (MATERIAL AS NOTED) | |
| ACCESS RIGHTS | AR | SET R/W MONUMENT W/CAP (1-¼" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| ACRES | AC | | |
| CHORD BEARING | CH BRG | | |
| CHORD DISTANCE | CH DIS | | |
| DEED | (D) | SET P.K. NAIL | |
| DOCUMENT | DOC | | |
| EAST BOUND | EB | PROPOSED R/W | |
| GAS VALVE | GV | BOUNDARY POINT | |
| INLET | IL | | |
| LENGTH OF CURVE | L | CORPORATE LIMITS | |
| MANHOLE | MH | EXISTING R/W | |
| MONUMENT | MON | SECTION LINE | |
| NORTH BOUND | NB | QUARTER LINE | |
| PAGE | PG | SIXTEENTH LINE | |
| PERMANENT | PERM | PROPOSED OR NEW R/W LINE | |
| PERMANENT LIMITED EASEMENT | PLE | PROPOSED EASEMENT LINE | |
| PRIVATE DRIVEWAY | PD | | |
| PROPERTY LINE | PL | PARCEL NUMBER | 00 |
| RADIUS | RAD | | |
| REFERENCE LINE | ℄ | UTILITY NUMBER | (100) |
| REMAINING | REM | | |
| RIGHT OF WAY | R/W | SIGN NUMBER | S-1 |
| SECTION | SEC | | |
| SECTION LINE | ℄ | PROPERTY LINE | PL |
| FOUND IRON PIPE | IP | LOT, TIE AND OTHER MINOR DASHED LINES | |
| STATION | STA | | |
| TEMPORARY LIMITED EASEMENT | TLE | ACCESS RESTRICTED (By Previous Project, Control) | |
| TIE POINT | DB1 | ACCESS RESTRICTED (By Acquisition) | |
| VOLUME | VOL | NO ACCESS (By Statutory Authority) | |
| ADJOINING LANDS WITH SAME OWNER | 00' | LIMITED EASEMENT (Temporary) | |
| PARALLEL TO LINE | 00' | LIMITED EASEMENT (Permanent) | |
| BUILDING TO BE RAZED | | | |
| FEE ACQUISITION | VARIOUS HATCHING | | |
| BEGIN POINT | BP | | |
| END POINT | EP | | |

1615002 BERNTSEN CAST ALUMINUM MON.
Y=428549.460
X=735830.160

CONVENTIONAL UTILITY SYMBOLS

| | | | |
|---|---|---|---|
| WATER | W | | |
| GAS | G | | |
| TELEPHONE | T | | |
| OVERHEAD TRANSMISSION LINES | OH | | |
| ELECTRIC | E | | |
| CABLE TELEVISION | TV | | |
| FIBER OPTIC | FO | | |
| SANITARY SEWER | SAN | | |
| STORM SEWER | SS | | |
| | NON-COMPENSABLE | | COMPENSABLE |
| POWER POLE | | | |
| TELEPHONE POLE | | | |
| TELEPHONE PEDESTAL | | | |
| ELECTRIC TOWER | | | |

## RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

RIGHT OF WAY MONUMENTS ARE TYPE 2 AND WILL BE PLACED PRIOR TO OR AT THE TIME OF LAND TITLE TRANSFER.

AREAS SHOWN IN THE TOTAL ACRES COLUMN OF THE SCHEDULE OF LANDS & INTEREST TABLE MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

COORDINATES AS SHOWN ARE NOT INTENDED TO BE USED FOR RETRACEMENT PURPOSES AND MUST BE VERIFIED WITH THE COUNTY SURVEY DEPARTMENT.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, FOND DU LAC COUNTY, NAD 83 (2007) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

EXISTING ACCESS CONTROL WAS ACQUIRED UNDER PROJECT(S):

RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

## WISCONSIN DEPARTMENT OF TRANSPORTATION

I, CAROLYN J. SAMPSON PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095, OF THE WISCONSIN STATUES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Carolyn J. Sampson DATE: 05/15/2015
PRINT NAME: CAROLYN J. SAMPSON
REGISTRATION NUMBER: S-3045

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

SIGNATURE: Curt Van Erem DATE: 05/15/2015
PRINT NAME: CURT VAN EREM

WISCONSIN CAROLYN J. SAMPSON S-3045 GREEN BAY WI LAND SURVEYOR

TOWN OF WINNEBAGO COUNTY / TOWN OF FOND DU LAC COUNTY

1715159 LIME STONE MONUMENT
Y=428521.264
X=738461.741

1615003 BERNTSEN CAST ALUMINUM MON.
Y=428521.201
X=738476.293

1715160 LIME STONE MONUMENT
Y=428509.941
X=741103.321

1615004 BERNTSEN CAST ALUMINUM MON.
Y=428509.750
X=741107.970

S 89°45'15" E 4.65' MON. TO MON.

S 89°45'15" E 14.55' MON. TO MON.

S 89°23'11" E NE-NE

S 89°45'15" E NW-NW

SE-SE

GN

0 100 200
GRAPHIC SCALE, FEET

UTICA

DOC# 1053173
Recorded May 27, 2015 8:39 AM
SHAWN KELLY
REGISTER OF DEEDS
FOND DU LAC COUNTY
Fee Amount: $25.00

Recorded this 27TH day of May, 2015 at 8:39 AM in VOL. 18 Pg. 57 Doc # 1053173
Shawn M Kelly Register of Deeds, Fond du Lac County, WI

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20-4.16
AMENDMENT NO: 1

PRW341 PRW340 PRW338 PRW337 PRW336 PRW335 PRW334 PRW333 PRW332 PRW111 PRW112 PRW113 PRW117 PRW116 PRW115 PRW120 DB65 DB64 DB580 DB47 PRW118 DB562 DB63 1202 CUR1 44 36 34 35 102

+/-47' +/-47' +/-36' +/-36' +/-46' +/-46' 330' 340' 345' 330' 330' 330

# TRANSPORTATION PROJECT PLAT NO: 6110-05-20-4.16

PART OF LOT 1, CSM#5215, WITHIN AND INCLUDING UNPLATTED LANDS IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, IN SECTION 6; PART OF UNPLATTED LANDS IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4, IN SECTION 5; ALL LOCATED WITHIN, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC COUNTY, WISCONSIN.

## RELOCATION ORDER STH 44 FOND DU LAC COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

### CONVENTIONAL ABBREVIATIONS AND SYMBOLS

| | |
|---|---|
| ACCESS POINT | AP |
| ACCESS RIGHTS | AR |
| ACRES | AC |
| CHORD BEARING | CH BRG |
| CHORD DISTANCE | CH DIS |
| DEED | (D) |
| DOCUMENT | DOC |
| EAST BOUND | EB |
| GAS VALVE | GV |
| INLET | IL |
| LENGTH OF CURVE | L |
| MANHOLE | MH |
| MONUMENT | MON |
| NORTH BOUND | NB |
| PAGE | PG |
| PERMANENT | PERM |
| PERMANENT LIMITED EASEMENT | PLE |
| PRIVATE DRIVEWAY | PD |
| PROPERTY LINE | PL |
| RADIUS | RAD |
| REFERENCE LINE | ℄ |
| REMAINING | REM |
| RIGHT OF WAY | R/W |
| SECTION | SEC |
| SECTION LINE | S |
| FOUND IRON PIPE | IP |
| STATION | STA |
| TEMPORARY LIMITED EASEMENT | TLE |
| TIE POINT | DB1 |
| VOLUME | VOL |
| ADJOINING LANDS WITH SAME OWNER | |
| PARALLEL TO LINE | 00' |
| BUILDING TO BE RAZED | |
| FEE ACQUISITION | VARTICAL HATCHING |

| | |
|---|---|
| SECTION CORNER (MATERIAL AS NOTED) | |
| SET R/W MONUMENT W/CAP (1-1/4" OUTSIDE DIA.x18" IRON PIPE 1.13 LBS/FT) | |
| SET P.K. NAIL | |
| PROPOSED R/W | |
| BOUNDARY POINT | PRW000 |
| CORPORATE LIMITS | |
| EXISTING R/W | |
| SECTION LINE | |
| QUARTER LINE | |
| SIXTEENTH LINE | |
| PROPOSED OR NEW R/W LINE | |
| PROPOSED EASEMENT LINE | |
| PARCEL NUMBER | 00 |
| UTILITY PARCEL NUMBER | 000 |
| PROPERTY LINE | PL |
| LOT, TIE AND OTHER MINOR DASHED LINES | |
| ACCESS RESTRICTED (By Previous Project/ Control) | |
| ACCESS RESTRICTED (By Acquisition) | |
| NO ACCESS (By Statutory Authority) | |
| LIMITED EASEMENT (Temporary or Permanent) | |

| | | |
|---|---|---|
| | COMPENSABLE | NON-COMPENSABLE |
| POWER POLE | | |
| TELEPHONE POLE | | |
| SIGN | | |
| TELEPHONE PEDESTAL | | |

| | |
|---|---|
| COMMUNICATION UNDERGROUND | C-UG |
| BURIED GAS LINE | G |
| SANITARY SEWER LINE | SAN |
| BURIED WATER LINE | W |
| BURIED ELECTRIC LINE | E |
| OVERHEAD ELECTRIC LINE | OH |

### RESERVE FOR CLAUSES AND NOTE INFORMATION

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS AND ARE REFERENCED TO THE US PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.

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EXISTING RIGHT OF WAY WAS ACQUIRED FROM PROJECT(S): TRANSPORTATION PROJECT PLAT NO: 6110-05-00

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RIGHT OF WAY REFERENCE LINE MAY NOT BE THE SAME AS THE CONSTRUCTION REFERENCE LINE.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL. ALL TLEs ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM NECESSARY OR DESIRABLE TO PREVENT EROSION OF THE SOIL, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO DEPARTMENT OF TRANSPORTATION.

FEE SIMPLE TO ALL THOSE EXISTING LANDS OF THE GRANTOR CURRENTLY USED FOR HIGHWAY PURPOSES, DESIGNATED AS EXISTING RIGHT OF WAY, WHETHER ACQUIRED BY SEPARATE CONVEYANCE OR OTHERWISE, BOUND BY THE TRAVERSE OF THE COURSE TABLE OF NEW RIGHT OF WAY AS SHOWN ON THE SAID TRANSPORTATION PROJECT PLAT.

I HEREBY CERTIFY THAT THIS PLAT MEETS ALL REQUIREMENTS OF SECTION 84.095, WISCONSIN STATUTES. THIS PLAT WAS PREPARED BY OR UNDER THE DIRECTION OF

JON L. HERBEL (PRINTED NAME) — SIGNATURE — 11/14/2012 (DATE)

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION

NORMAN PAWELCZYK (PRINTED NAME) — SIGNATURE — 11/14/2012 (DATE)

CURVE TABLE

| CURVE | CH DISTANCE | CH BEARING | RADIUS | ARC LENGTH | PI COORDINATES | |
|---|---|---|---|---|---|---|
| KC1 | 442.46' | N 72°54'24" E | 738.19' | 449.36' | Y=412841.482 | X=718225.96 |
| KC2 | 915.05' | N 46°20'46" E | 2864.93' | 918.98' | Y=425559.409 | X=736710.31 |
| KC3 | 1837.08 | N 18°27'24" E | 2864.93' | 1870.11' | Y=428531.732 | X=738962.90 |

COURSE TABLE
STH44 R/W REFERENCE LINE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| KC1 | KC33 | S 89°39'16" E | 1039.05' |
| KC33 | KC34 | SEE CURVE TABLE KC1 | |
| KC34 | KC2 | N 55°28'03" E | 2131.25' |
| KC2 | KC3 | N 55°34'15" E | 5112.10' |
| KC3 | KC4 | N 55°33'13" E | 1565.76' |
| KC4 | KC5 | N 55°25'52" E | 2294.63' |
| KC5 | KC6 | N 55°31'04" E | 1847.06' |
| KC6 | KC7 | N 55°26'22" E | 1047.04' |
| KC7 | KC8 | N 55°09'40" E | 2581.78' |
| KC8 | KC9 | N 55°26'41" E | 1829.46' |
| KC9 | KC35 | N 55°32'08" E | 3332.55' |
| KC35 | KC36 | SEE CURVE TABLE KC2 | |
| KC36 | KC37 | N 37°09'25" E | 2296.25' |
| KC37 | KC38 | SEE CURVE TABLE KC3 | |

RIGHT OF WAY REFERENCE LINE
STATION OFFSET REPORT

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| KC1 | 69+02.04 | 0.00'R | Y 412849.150 X 716955.050 |
| KC33 | 79+41.09 | 0.00'R | Y 412842.881 X 717994.085 |
| KC34 | 83+90.46 | 0.00'R | Y 412972.933 X 718416.999 |
| KC2 | 105+21.71 | 0.00'R | Y 414181.082 X 720172.737 |
| KC3 | 156+33.81 | 0.00'R | Y 417071.394 X 724389.329 |
| KC4 | 171+99.58 | 0.00'R | Y 417957.046 X 725680.545 |
| KC5 | 194+94.21 | 0.00'R | Y 419259.008 X 727570.049 |
| KC6 | 213+41.27 | 0.00'R | Y 420304.725 X 729092.582 |
| KC7 | 223+88.31 | 0.00'R | Y 420898.688 X 729954.846 |
| KC8 | 249+70.09 | 0.00'R | Y 422373.584 X 732073.874 |
| KC9 | 267+99.55 | 0.00'R | Y 423411.258 X 733580.579 |
| KC35 | 301+32.10 | 0.00'L | Y 425297.134 X 736328.195 |
| KC36 | 310+51.08 | 0.00'L | Y 425928.789 X 736990.252 |
| KC37 | 333+47.34 | 0.00'R | Y 427758.868 X 738377.186 |
| KC38 | 352+17.44 | 0.00'R | Y 429501.457 X 738958.784 |

COURSE TABLE

| POINT TO POINT | | BEARING | DISTANCE |
|---|---|---|---|
| 1615003 | DB46 | S 01°08'16" W | 764.03' |
| DB46 | DB47 | S 01°08'16" W | 230.19' |
| DB47 | PRW118 | S 88°51'44" E | 19.07' |
| PRW118 | PRW117 | S 10°59'30" E | 132.43' |
| PRW117 | PRW116 | S 04°42'42" W | 120.84' |
| PRW116 | PRW115 | S 26°33'18" W | 40.74' |
| PRW115 | PRW120 | S 85°23'35" W | 66.30' |
| PRW120 | PRW113 | N 09°33'20" W | 190.43' |
| PRW113 | PRW112 | N 48°58'33" W | 104.47' |
| PRW112 | PRW111 | S 61°36'14" W | 78.27' |
| PRW111 | 1202 | S 37°09'25" W | 300.01' |
| 1202 | DB63 | N 89°30'19" W | 81.03' |
| DB63 | DB45 | N 89°30'20" W | 85.83' |
| DB45 | PRW192 | N 36°23'35" E | 86.15' |
| PRW192 | PRW193 | N 37°09'25" E | 600.00' |
| PRW193 | PRW194 | S 52°50'35" E | 5.00' |
| PRW194 | DB64 | S 88°51'44" E | 80.36' |
| DB64 | DB46 | S 88°51'44" E | 84.00' |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| 1615016 | 318+94.82 | 1159.84'R | Y 425900.696 X 738424.246 |
| DB45 | 326+13.86 | 68.85'L | Y 427215.883 X 737879.293 |
| DB63 | 326+65.11 | 0.00'R | Y 427215.143 X 737965.121 |
| PRW192 | 327+00.00 | 70.00'L | Y 427285.232 X 737930.407 |
| 1202 | 327+13.49 | 65.00'R | Y 427214.443 X 738046.148 |
| PRW120 | 329+47.14 | 340.24'R | Y 427234.416 X 738406.638 |
| PRW115 | 329+91.30 | 389.69'R | Y 427239.741 X 738472.721 |
| PRW116 | 330+13.50 | 65.00'R | Y 427453.550 X 738227.356 |
| PRW116 | 330+31.34 | 382.20'R | Y 427276.181 X 738490.933 |
| PRW113 | 330+77.71 | 201.63'R | Y 427422.200 X 738375.027 |
| PRW112 | 330+84.76 | 97.39'R | Y 427490.771 X 738296.210 |
| PRW117 | 331+33.32 | 317.37'R | Y 427396.615 X 738500.859 |
| DB47 | 332+10.47 | 203.30'R | Y 427526.990 X 738456.547 |
| PRW118 | 332+21.68 | 218.73'R | Y 427526.611 X 738475.610 |
| PRW193 | 333+00.00 | 70.00'L | Y 427763.423 X 738292.807 |
| PRW194 | 333+00.00 | 65.00'L | Y 427760.403 X 738296.792 |
| DB64 | 333+47.26 | 0.00'R | Y 427758.807 X 738377.139 |
| DB46 | 333+95.50 | 68.35'R | Y 427757.139 X 738461.118 |
| 1715159 | 340+93.44 | 306.84'L | Y 428521.264 X 738461.741 |
| 1615003 | 340+99.32 | 293.27'L | Y 428521.020 X 738476.290 |

| POINT | STATION | OFFSET | COORDINATES |
|---|---|---|---|
| TLE "A" | | | |
| TLE127 | 333+90.00 | 75.00'L | Y 427837.467 X 738342.260 |
| TLE126 | 333+90.00 | 65.00'L | Y 427831.546 X 738350.318 |
| TLE129 | 334+50.00 | 65.00'L | Y 427863.211 X 738373.243 |
| TLE128 | 334+30.00 | 75.00'L | Y 427869.019 X 738365.102 |

SCHEDULE OF LANDS & INTERESTS REQUIRED

| PARCEL NUMBER | OWNER | INTEREST REQUIRED | FEE ACRES | T.L.E. ACRES | P.L.E. ACRES |
|---|---|---|---|---|---|
| 34 | NELSON A. HINZ & SHIRLEY J. HINZ | FEE | 0.626 | - | - |
| 35 | DENNIS J. HIELKE & DANA SEAMON-HIELKE | FEE | 0.107 | - | - |
| 36 | NICHOLAS J. RIPPLE & THERESA A. RIPPLE | FEE & TLE | 0.009 | 0.009 | - |
| | | | | - | - |
| | | | | - | - |

SCHEDULE OF UTILITIES & INTERESTS REQUIRED

| UTILITY NUMBER | OWNER | INTEREST REQUIRED |
|---|---|---|
| 102 | CENTURYLINK | RELEASE OF RIGHTS |
| | | |
| | | |
| | | |
| | | |
| | | |

Recorded this 20 day of Nov. 2012 at 3:13pm in Vol 17 Pg 126 Doc # 1011207
Patricia Haen Register of Deeds
Fond du Lac County, WI

RESERVE FOR REGISTER OF DEEDS
PROJECT NUMBER 6110-05-20 - 4.16
AMENDMENT NUMBER:

GN
0 100 200
GRAPHIC SCALE, FEET

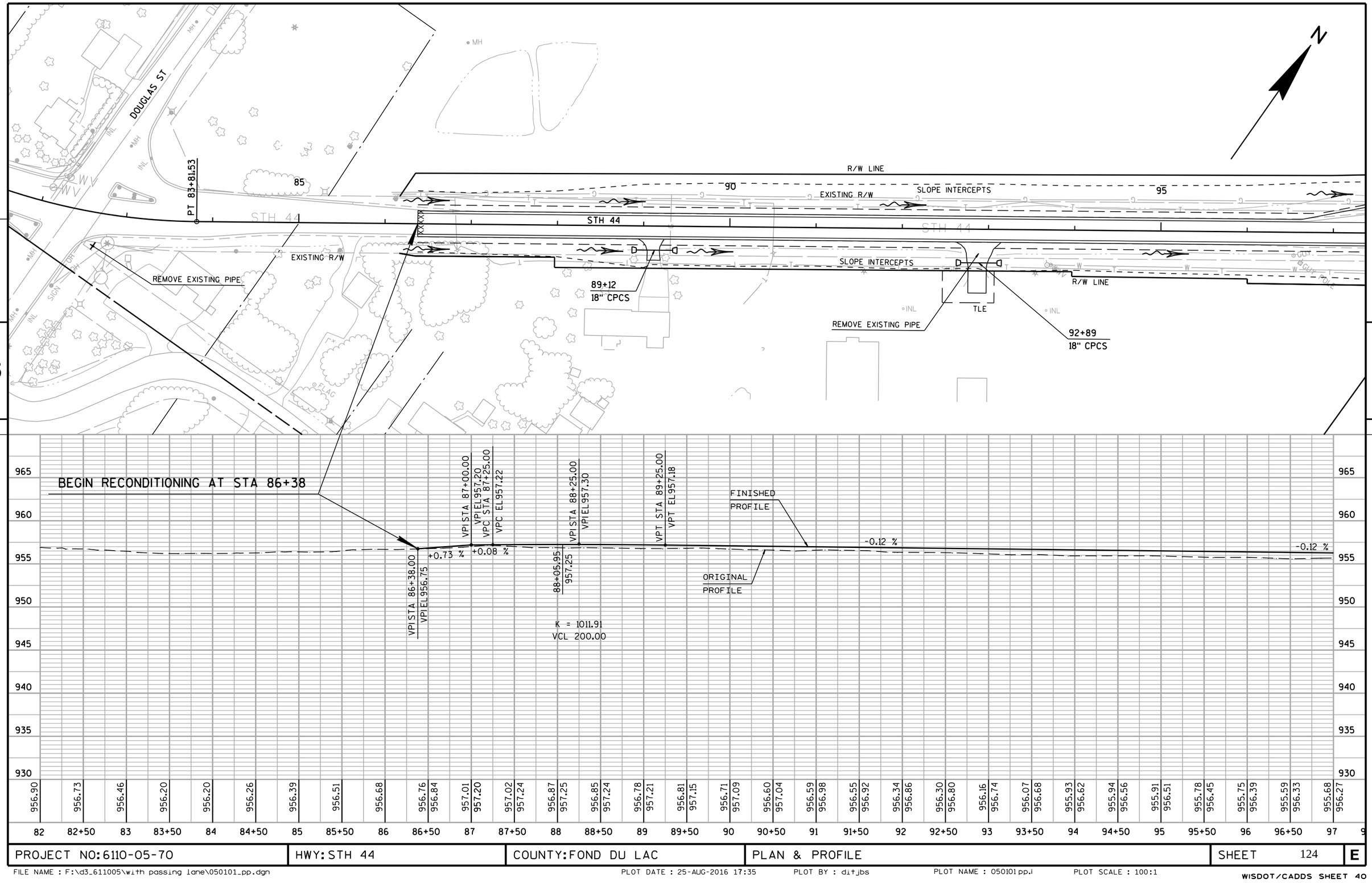
TOWN OF UTICA

1715159 LIME STONE MONUMENT Y=428521.264 X=738461.741
1615002 BERNTSEN CAST ALUMINUM MON. Y=428549.460 X=735830.160
1615003 BERNTSEN CAST ALUMINUM MON. Y=428521.201 X=738476.293
1715160 LIME STONE MONUMENT Y=428509.941 X=741103.321
1615004 BERNTSEN CAST ALUMINUM MON. Y=428509.750 X=741107.970
1615016 BERNTSEN CAST ALUMINUM MON. Y=425900.696 X=738424.246

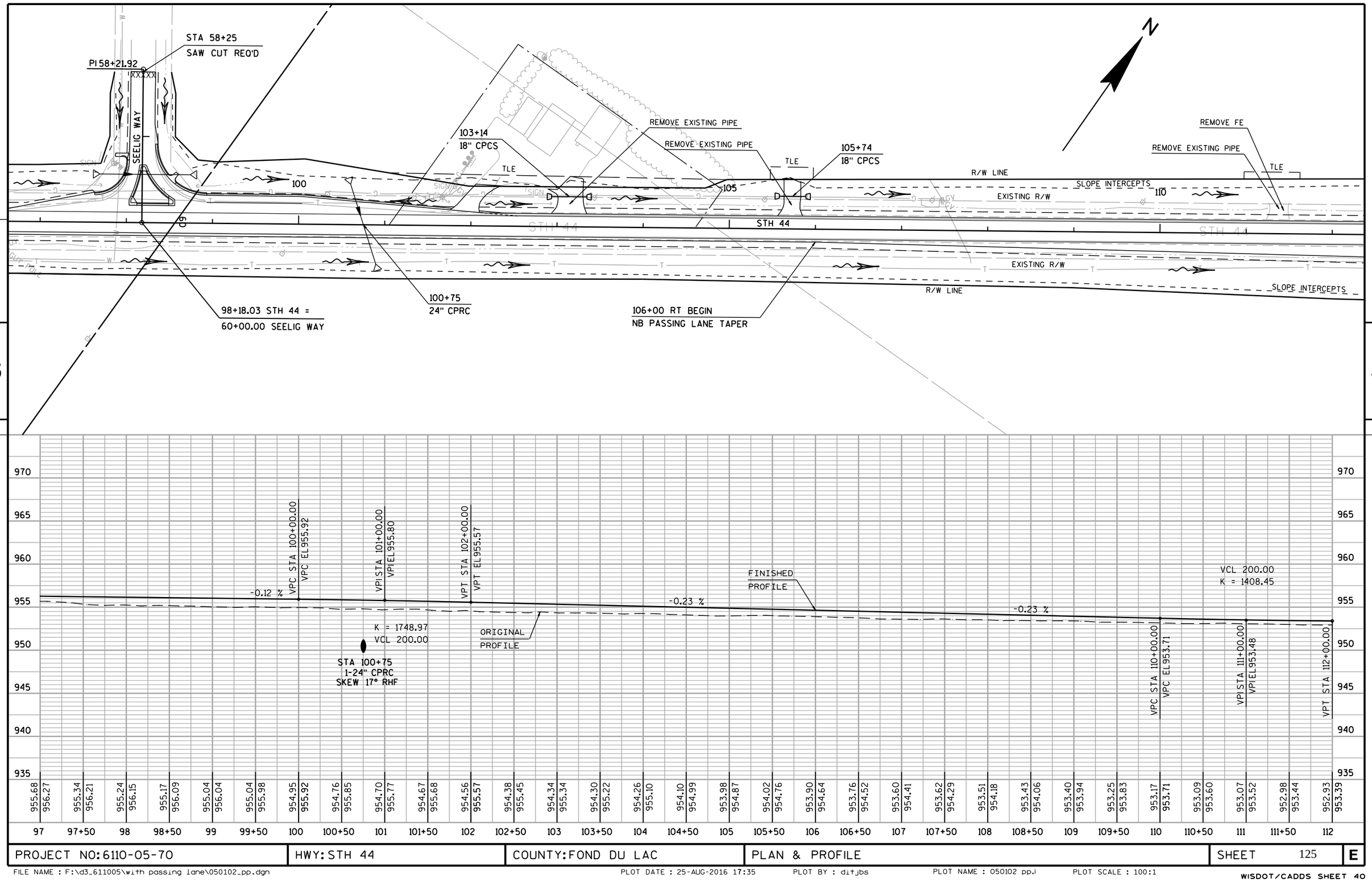
WINNEBAGO COUNTY / FOND DU LAC COUNTY
SE-SE S 89°23'11" E NE-NE
S 89°45'05" E 1455' MON. TO MON.
S 89°45'05" E NW-NW
P1343+11.07
S 89°45'05" E 465' MON. TO MON.
NE-NE
NW-NW
SE-NE
SW-NW
NE-NE ¼ LINE
NW-NW ¼ LINE
N 37°09'25" E P/L
RIGHT-OF-WAY ℄
℄ P/L
℄ R/W
℄ ROAD
℄ DITCH
℄ STH 44
℄ SPRINGBROOK ROAD
TLE "A" FOR DRIVEWAY CONSTRUCTION
PC 333+47.34 (KC3) 88°51'44" RIGHT
TLE129 TLE128 TLE127 TLE126
PRW193 PRW194 DB64 DB46 DB47 PRW118 PRW117 PRW116 PRW115 PRW120 PRW113 PRW112 PRW111 PRW192 DB45 DB63 1202
102
34 35 36
335 340 330 325
65.00' 66.00'
7 AMS 10
LOT 1 CSM#5215 VOL 35 PG 44 DOC. #608506

THE NE¼ - NE¼ OF SEC. 6, AND THE NW¼ - NW¼ OF SEC. 5, T16N-R15E, TOWN OF ROSENDALE, FOND DU LAC, WISCONSIN

LOCATION SKETCH (NOT TO SCALE)
PLAT LOCATION
Ripon



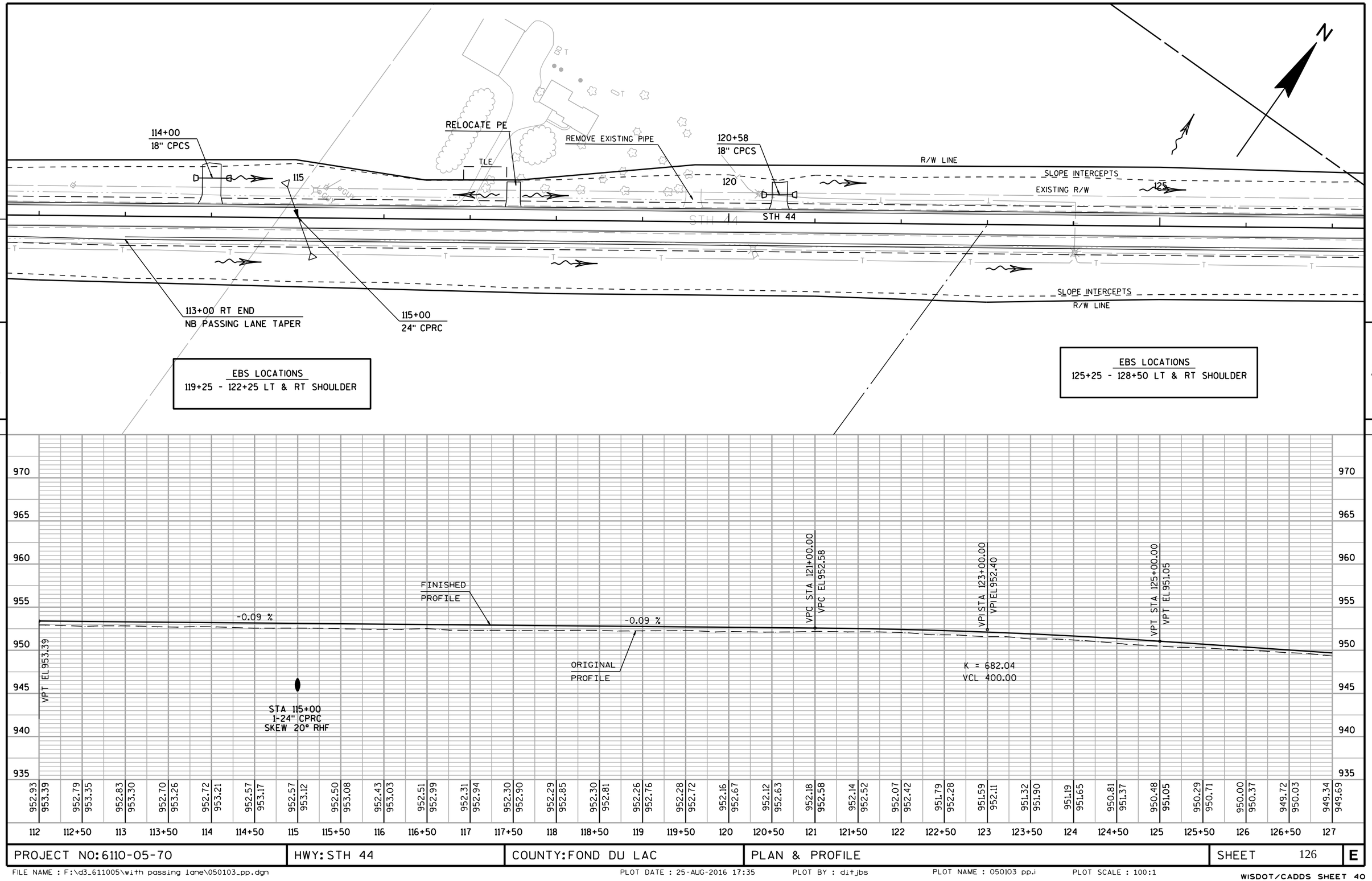

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET 124 | E |
|---|---|---|---|---|---|



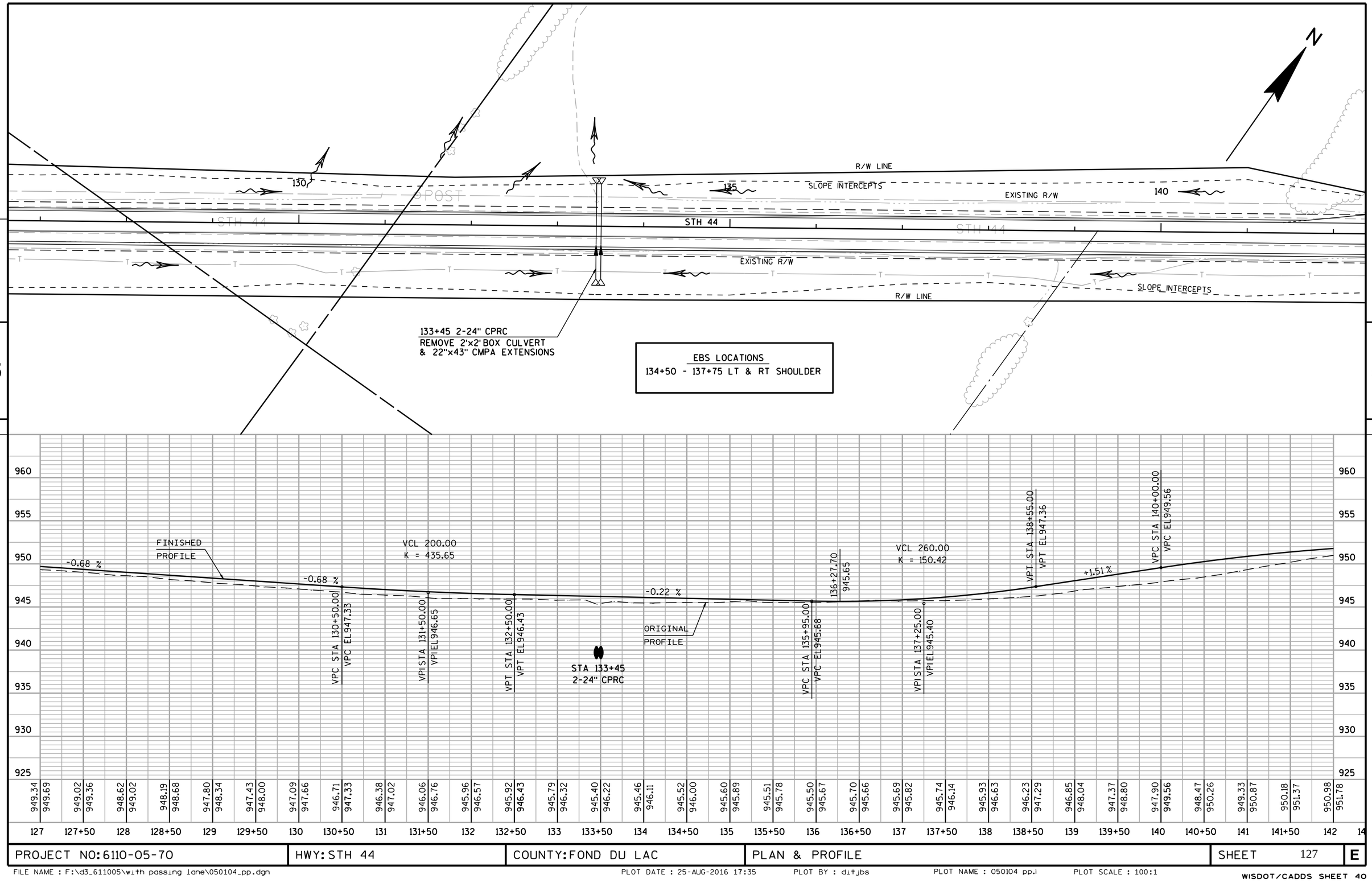

5

5

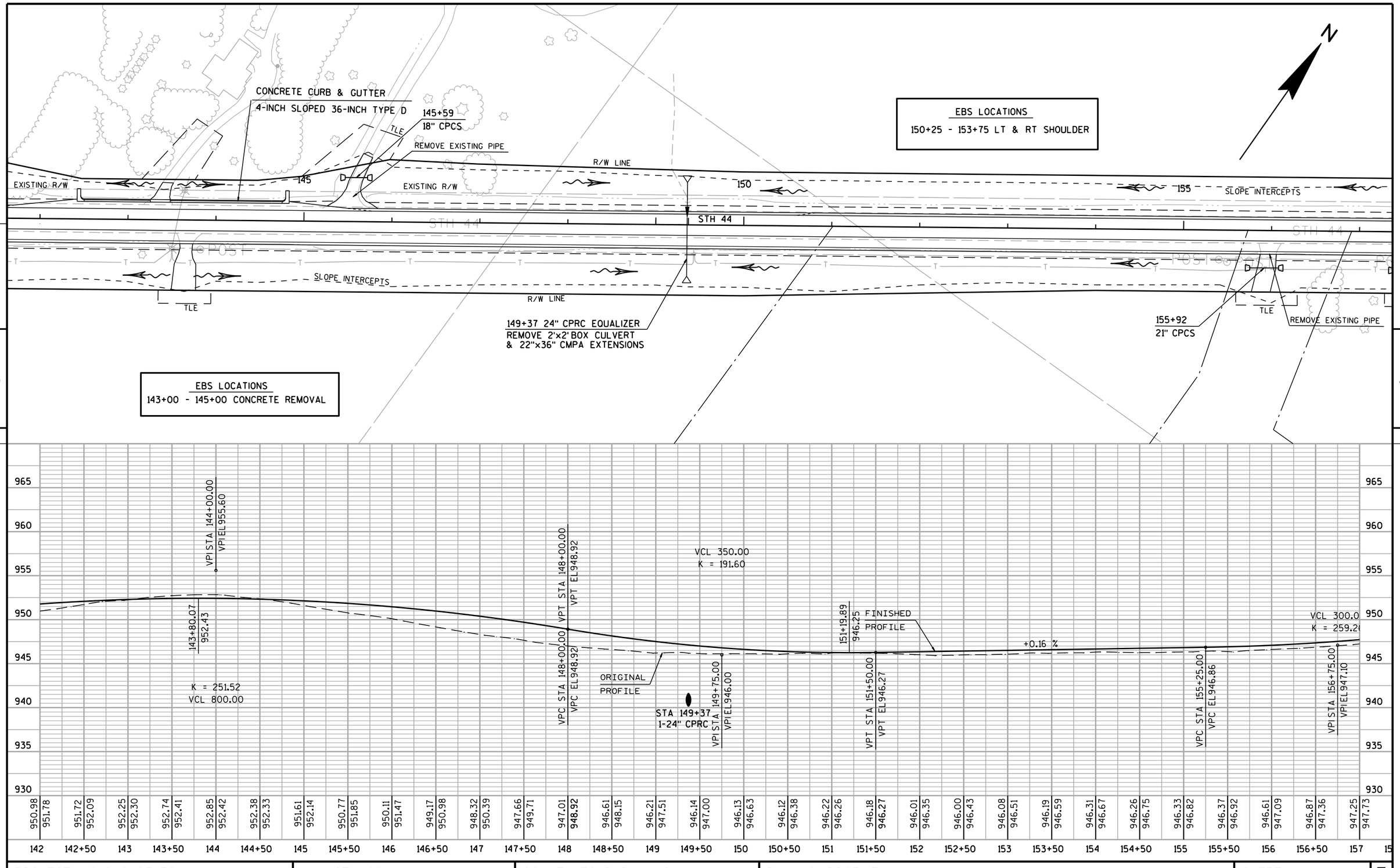
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET 125 | E |
|---|---|---|---|---|---|




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET 126 | E |
|---|---|---|---|---|---|




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET 127 | E |
|---|---|---|---|---|---|




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET E |
|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\050105_pp.dgn PLOT DATE : 25-AUG-2016 17:35 PLOT BY : ditjbs PLOT NAME : 050105 pp.i PLOT SCALE : 100:1



WISDOT/CADDS SHEET 40

EBS LOCATIONS
163+00 - 163+75 LT & RT SHOULDER

N

STA 17+00
SAW CUT REQ'D

LOCUST RD

17+80
CPCS

PC 17+93.40

PI 172+08.59

R/W LINE

SLOPE INTERCEPTS

160

165

170

EXISTING R/W

STH 44

SLOPE INTERCEPTS

R/W LINE

TLE

157+55
21" CPCS

161+00 RT BEGIN
NB PASSING LANE MERGING TAPER

166+63 24" CPRC
REMOVE 2'x2' BOX CULVERT
& 22"x36" CMPA EXTENSIONS

168+00 RT END
NB PASSING LANE MERGING TAPER

5

5

970
965
960
955
950
945
940
935

VPT STA 158+25.00
VPT EL949.07

+1.31 %

ORIGINAL
PROFILE

VPC STA 162+50.00
VPC EL954.66

VPI STA 163+75.00
VPI EL956.30

FINISHED
PROFILE

VPT STA 165+00.00
VPT EL956.96

K = 316.74
VCL 250.00

STA 166+63
1-24" CPRC

+0.52 %

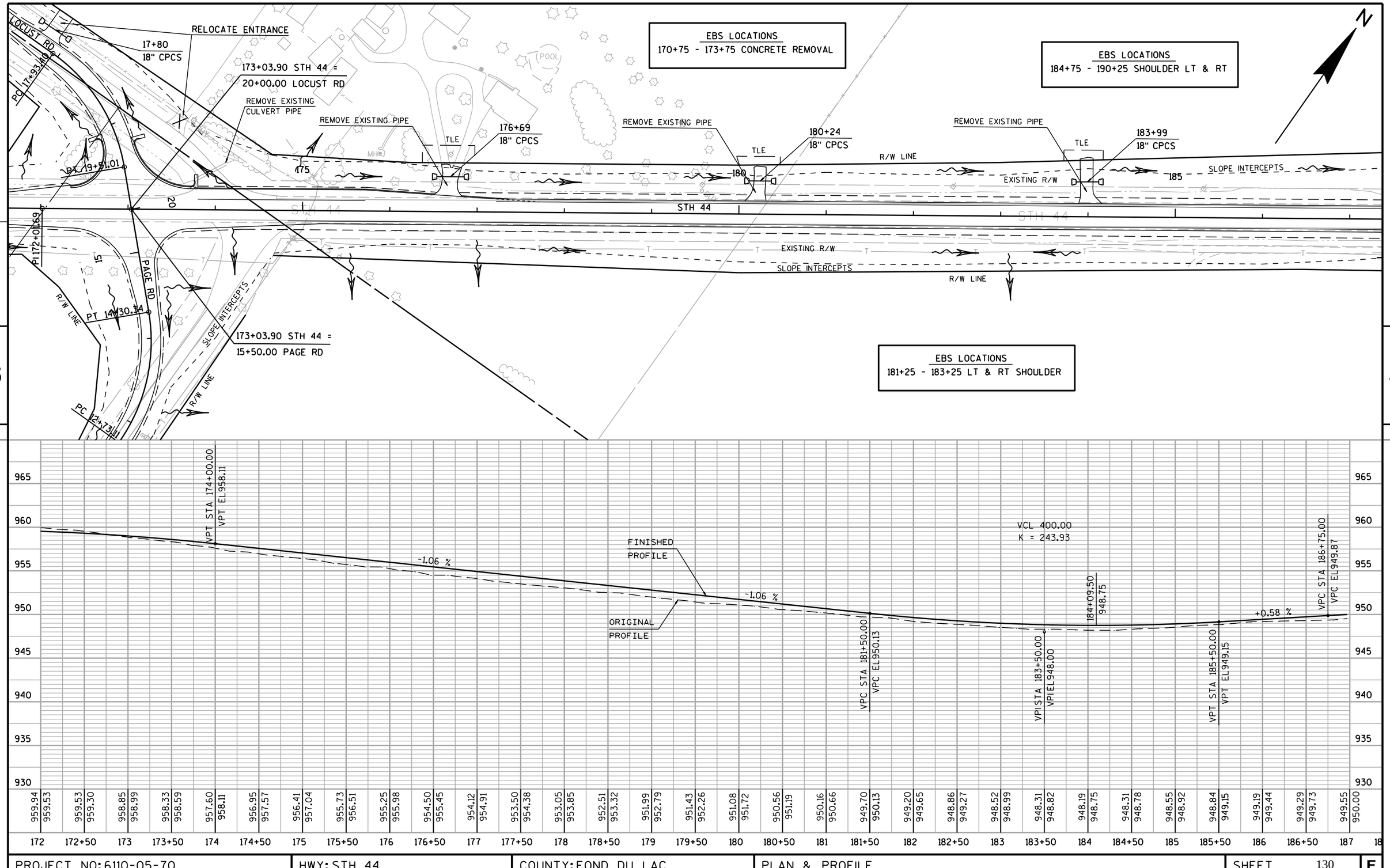
VPC STA 169+50.00
VPC EL959.32

170+98.69
959.71

VPI STA 171+75.00
VPI EL960.50

K = 283.2
VCL 450.0

| | | |




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET 130 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\050107_pp.dgn PLOT DATE : 25-AUG-2016 17:35 PLOT BY : ditjbs PLOT NAME : 050107 pp.i PLOT SCALE : 100:1

WISDOT/CADDS SHEET 40

N

EBS LOCATIONS
195+75 - 198+75 SHOULDER LT & RT

REMOVE EXISTING PIPE
TLE
191+80
18" CPCS
R/W LINE
190
SLOPE INTERCEPTS
EXISTING R/W
195
STH 44
EXISTING R/W
SLOPE INTERCEPTS
R/W LINE
191+74
18" CPCS
TLE
REMOVE EXISTING PIPE
PC 33+16.71
ISLAND RD
PC 30+93.28
198+00.00 STH 44 =
30+00.00 ISLAND RD
R/W LINE
200
30
STH 44

5

5

VPI STA 189+75.00
VPI EL 951.60
188+20.95
950.29
ORIGINAL PROFILE
FINISHED PROFILE
-1.79 %
K = 253.38
VCL 600.00
VPT STA 192+75.00
VPT EL 946.22
VPC STA 194+75.00
VPC EL 942.64
VPI STA 196+00.00
VPI EL 940.40
K = 242.36
VCL 250.00
VPT STA 197+25.00
VPT EL 936.87
-2.82 %
VPC STA 198+25.00
VPC EL 934.05
VCL 400.00
K = 157.10
VPI STA 200+25.00
VPI EL 928.40

950 945 940 935 930 925 920 915

| 187 | 187+50 | 188 | 188+50 | 189 | 189+50 | 190 | 190+50 | 191 | 191+50 | 192 | 192+50 | 193 | 193+50 | 194 | 194+50 | 195 | 195+50 | 196 | 196+50 | 197 | 197+50 | 198 | 198+50 | 199 | 199+50 | 200 | 200+50 | 201 | 201+50 | 202 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 949.55 | 950.00 | 949.91 | 950.19 | 950.11 | 950.28 | 950.08 | 950.28 | 950.06 | 950.17 | 949.72 | 949.96 | 949.29 | 949.66 | 948.70 | 949.26 | 948.18 | 948.76 | 947.43 | 948.16 | 946.85 | 947.46 | 945.93 | 946.66 | 945.01 | 945.78 | 944.14 | 944.88 | 943.31 | 943.98 | 942.49 | 943.09 | 941.52 | 942.18 | 940.66 | 941.18 | 939.63 | 940.08 | 938.43 | 938.87 | 937.10 | 937.56 | 935.70 | 936.16 | 934.38 | 934.75 | 932.96 | 933.36 | 931.49 | 932.11 | 930.20 | 931.01 | 929.18 | 930.08 | 928.44 | 929.31 | 928.03 | 928.69 | 927.68 | 928.23 | 927.40 | 927.93 |

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\050108_pp.dgn PLOT DATE : 25-AUG-2016 17:35 PLOT BY : ditjbs PLOT NAME : 050108 pp.i PLOT SCALE : 100:1



WISDOT/CADDS SHEET 40

EBS LOCATIONS
203+25 - 204+25 SHOULDER LT & RT

209+84 36" CPRC

REMOVE 2'x2' BOX CULVERT
& 22"x36" CMPA EXTENSIONS

R/W LINE
SLOPE INTERCEPTS
EXISTING R/W
205
210
215
STH 44
EXISTING R/W
SLOPE INTERCEPTS
R/W LINE
NURSERY
NURSERY
NURSERY
NURSERY

210+40.50 STH 44 =
40+00.00 CUSTER RD

CUSTER RD

REMOVE 2'x2' BOX CULVERT
& 22"x36" CMPA EXTENSIONS
210+86.5 30" CPRC

EXISTING R/W
SLOPE INTERCEPTS
R/W LINE

EBS LOCATIONS
212+25 - 220+50 CONCRETE REMOVAL

STA 38+00
SAW CUT REQ'D

PI 37+73.98

N

5

5

945
940
935
930
925
920
915
910

VPT STA 202+25.00
VPT EL 927.85

-0.28 %

FINISHED
PROFILE

VPC STA 206+00.00
VPC EL 926.80

ORIGINAL
PROFILE

207+12.71
926.65

VCL 400.00
K = 406.27

VPI STA 208+00.00
VPI EL 926.25

VPT STA 210+00.00
VPT EL 927.66

+0.71 %

VPC STA 213+40.00
VPC EL 930.07

VPI STA 215+00.00
VPI EL 931.20

215+15.26
930.69

K = 247.84
VCL 320.00

VPT STA 216+60.00
VPT EL 930.27

STA 209+84
1-36" CPRC

STA 210+86.5
1- 30" CPRC

| 927.40 | 927.33 | 927.06 | 927.05 | 926.93 | 926.77 | 926.63 | 926.28 | 926.10 | 925.88 | 925.74 | 925.64 | 925.78 | 925.82 | 925.95 | 926.14 | 926.43 | 926.83 | 927.03 | 927.66 | 928.49 | 929.48 | 930.33 | 931.18 | 931.91 | 932.54 | 932.65 | 932.70 | 932.53 | 932.08 | 931.47 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 927.93 | 927.78 | 927.64 | 927.50 | 927.36 | 927.22 | 927.08 | 926.94 | 926.80 | 926.70 | 926.65 | 926.67 | 926.74 | 926.88 | 927.08 | 927.34 | 927.66 | 928.02 | 928.37 | 928.72 | 929.08 | 929.43 | 929.79 | 930.14 | 930.42 | 930.60 | 930.68 | 930.66 | 930.54 | 930.32 | 930.03 |

| 202 | 202+50 | 203 | 203+50 | 204 | 204+50 | 205 | 205+50 | 206 | 206+50 | 207 | 207+50 | 208 | 208+50 | 209 | 209+50 | 210 | 210+50 | 211 | 211+50 | 212 | 212+50 | 213 | 213+50 | 214 | 214+50 | 215 | 215+50 | 216 | 216+50 | 217 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET 132 | E |
|---|---|---|---|---|---|

REMOVE EXISTING PIPE

217+73
18" CPCS

EXISTING R/W

R/W LINE

220

STH 44

EXISTING R/W

R/W LINE

NURSERY

NURSERY

EBS LOCATIONS
220+50 - 220+75 RT SHOULDER

PI 224+21.00

DUZINSKI
HISTORIC
SITE

225

TLE

R/W LINE

EXISTING R/W

SLOPE INTERCEPTS

230

STH 44

EXISTING R/W

SLOPE INTERCEPTS

R/W LINE

231+07
18" CPCS

REMOVE EXISTING PIPE

TLE

SIGN

EBS LOCATIONS
225+10 - 229+00 SHOULDER LT & RT

N

5

5

940
935
930
925
920
915
910
905

-0.58 %

VCL 200.00
K = 394.19

FINISHED PROFILE

VPC STA 218+00.00
VPC EL929.45

VPI STA 219+00.00
VPI EL928.86

VPT STA 220+00.00
VPT EL928.79

-0.08 %

ORIGINAL PROFILE

VPC STA 222+25.00
VPC EL928.61

VPI STA 223+75.00
VPI EL928.50

K = 206.27
VCL 300.00

VPT STA 225+25.00
VPT EL926.20

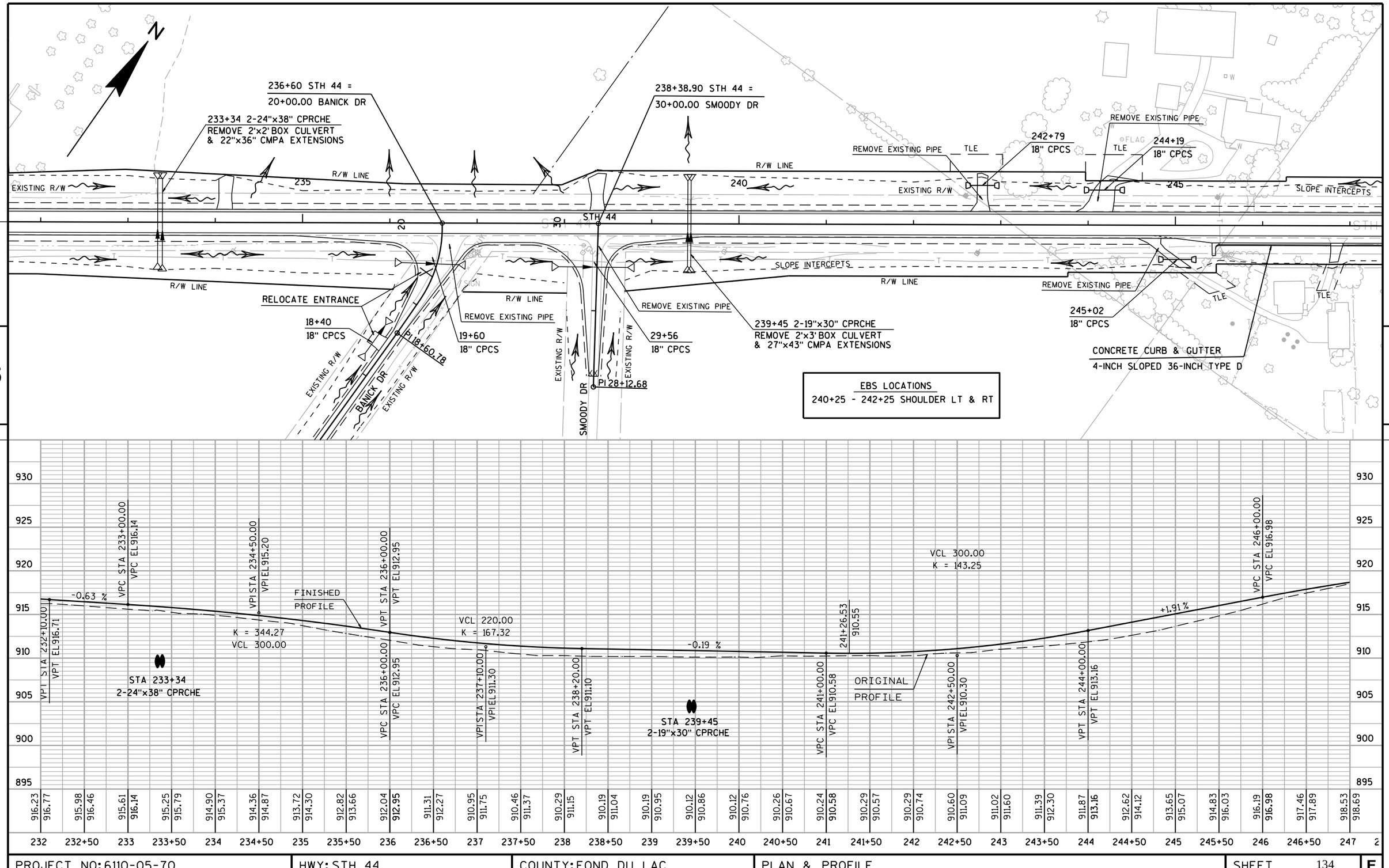
-1.53 %

VPC STA 229+90.00
VPC EL919.08

VPI STA 231+00.00
VPI EL917.40

VCL 220.00
K = 243.78

| | | |




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET 134 | E |
|---|---|---|---|---|---|

EBS LOCATIONS
246+25 - 247+25 SHOULDER LT & RT
249+75 - 250+25 SHOULDER LT & RT

EBS LOCATIONS
247+25 - 249+75 CONCRETE REMOVAL

EBS LOCATIONS
254+50 - 257+75 SHOULDER LT & RT

N

SEPC
TLE
REMOVE EXISTING PIPE
256+04
18" CPCS
R/W LINE
EXISTING R/W
250
SLOPE INTERCEPTS
255
260
STH 44
PI 252+81.81
CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE D
ANT.
SEPC
REMOVE EXISTING PIPE
SEPV
SEPC
RUINS
256+04
21" CPCS

5

5

935
930
925
920
915
910
905
900

VPI STA 248+00.00
VPI EL 920.80
VPC STA 250+00.00
VPC EL 921.48
VPI STA 253+00.00
VPI EL 922.50
FINISHED PROFILE
ORIGINAL PROFILE
VPI STA 256+00.00
VPT EL 917.74
VPC STA 260+00.00
VPC EL 911.38
VPI STA 261+50.00
VPI EL 909.00
VCL 300.00
K = 164.81
K = 254.93
VCL 400.00
251+05.80
921.66
K = 311.17
VCL 600.00
-1.59 %

| 247 | 247+50 | 248 | 248+50 | 249 | 249+50 | 250 | 250+50 | 251 | 251+50 | 252 | 252+50 | 253 | 253+50 | 254 | 254+50 | 255 | 255+50 | 256 | 256+50 | 257 | 257+50 | 258 | 258+50 | 259 | 259+50 | 260 | 260+50 | 261 | 261+50 | 262 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 918.53 | 919.58 | 920.56 | 921.02 | 921.51 | 921.44 | 921.25 | 920.90 | 920.85 | 920.55 | 920.23 | 919.91 | 919.81 | 919.86 | 919.72 | 919.35 | 918.87 | 918.05 | 917.28 | 916.45 | 915.69 | 914.94 | 914.06 | 913.07 | 912.09 | 911.29 | 910.51 | 909.92 | 909.48 | 909.07 | 908.83 |
| 918.69 | 919.40 | 920.02 | 920.53 | 920.94 | 921.26 | 921.48 | 921.61 | 921.66 | 921.63 | 921.52 | 921.33 | 921.05 | 920.70 | 920.27 | 919.76 | 919.16 | 918.49 | 917.74 | 916.94 | 916.15 | 915.35 | 914.56 | 913.76 | 912.97 | 912.18 | 911.38 | 910.66 | 910.10 | 909.68 | 909.42 |

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET 135 | E |
|---|---|---|---|---|---|

264+16 2-30" CPRC
REMOVE 2'x2' BOX CULVERT
& 22"x36" CMPA EXTENSIONS

REMOVE EXISTING PIPE

264+57
18" CPCS

TLE

R/W LINE

EXISTING R/W

SLOPE INTERCEPTS

STH 44

PC 50+51.31

267+47.90 STH 44 =
50+00.00 FLETCHER RD

PT 52+08.14

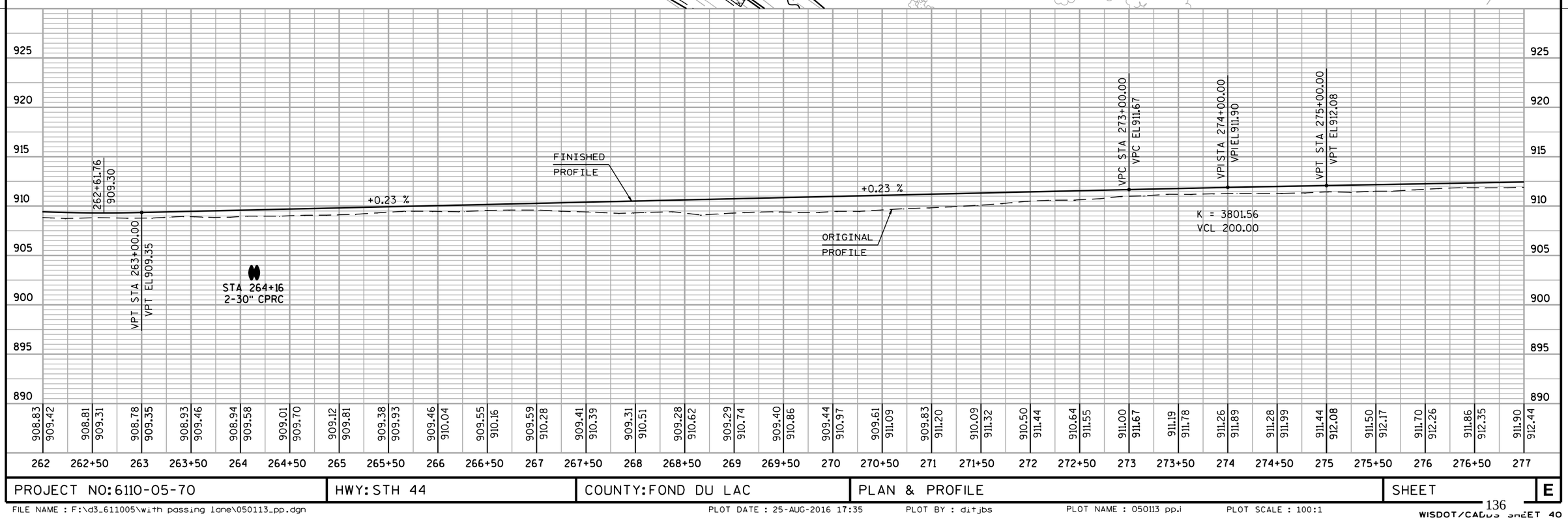
FLETCHER RD

STA 52+99
SAW CUT REO'D

REMOVE EXISTING PIPE

N

5

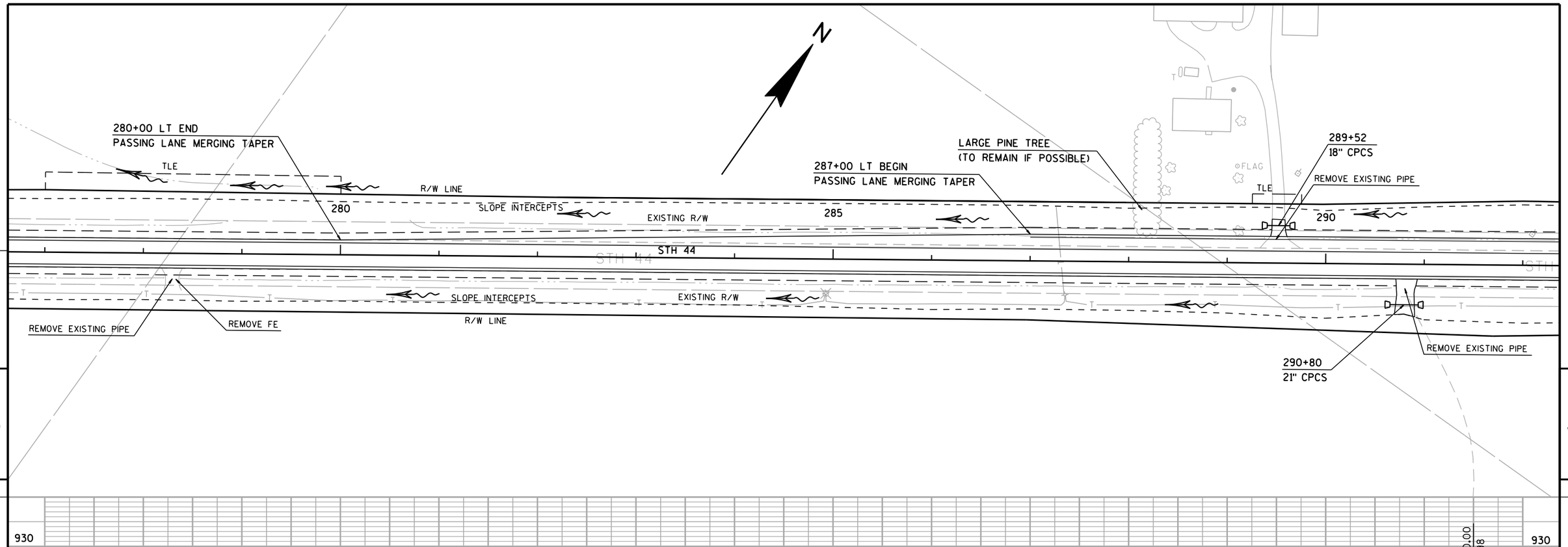



| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET E |
|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\050113_pp.dgn PLOT DATE : 25-AUG-2016 17:35 PLOT BY : ditjbs PLOT NAME : 050113 pp.i PLOT SCALE : 100:1



WISDOT/CADDS SHEET 40




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET E |
|---|---|---|---|---|

FILE NAME : F:\d3_611005\with passing lane\050114_pp.dgn PLOT DATE : 25-AUG-2016 17:35 PLOT BY : ditjbs PLOT NAME : 050114 pp.i PLOT SCALE : 100:1



WISDOT/CADDS SHEET 40

SANDERS
ARCHEOLOGICAL SITE

EBS LOCATIONS
298+75 - 301+00 CONCRETE REMOVAL

305+46 2-36" CPRC
REMOVE 36" CMCP

R/W LINE
EXISTING R/W
295
SLOPE INTERCEPTS
300
PC 301+27.34
STH 44
R/W LINE
305
EXISTING R/W
SLOPE INTERCEPTS
TLE
R/W LINE

CONCRETE CURB & GUTTER
4-INCH SLOPED 36-INCH TYPE D

44PRL1
CURVE NOTES

PI = 305+89.59
Y = 425558.200
X = 736707.600
∠ = 198°19'55"
Δ = 18°19'55"
D = 2°00'00"
T = 462.25'
L = 912.69'
R = 2864.79'
RUNOFF = 118.51'
S.E. = 0.0444%
S.E. TRANSITION = 171.95'

VPI STA 292+50.00
VPI EL921.80
VPT STA 293+50.00
VPT EL921.99
FINISHED
PROFILE
+0.19 %
VPC STA 297+15.00
VPC EL922.70
297+63.66
922.74
VPI STA 299+75.00
VPI EL923.20
VPT STA 302+35.00
VPT EL918.34
-1.87 %
ORIGINAL
PROFILE
VPC STA 305+00.00
VPC EL913.38
STA 305+46
2-36" CPRC
SKEW 2° LHF

K = 318.29
VCL 200.00
K = 252.01
VCL 520.00
VCL 4
K = 1

935 930 925 920 915 910 905 900

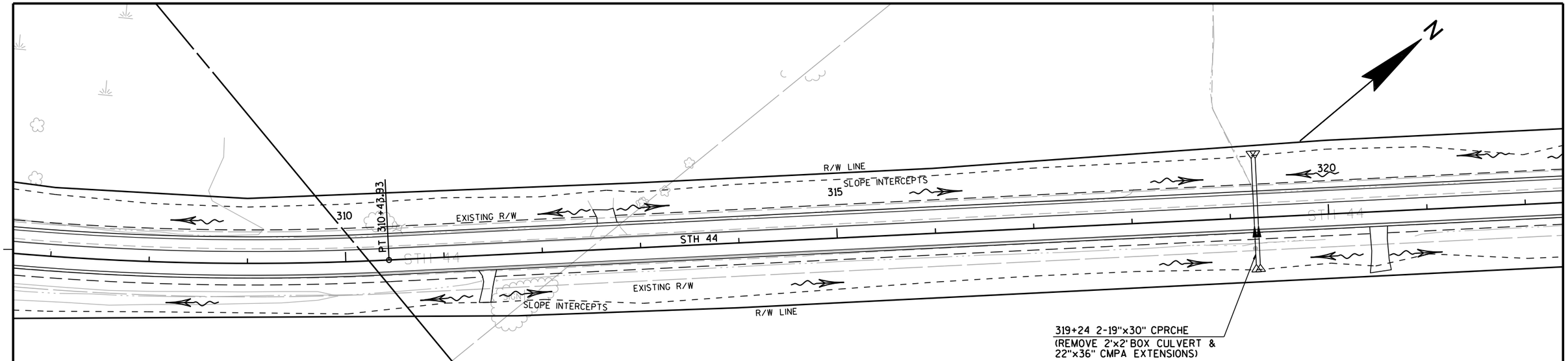
| 292 | 292+50 | 293 | 293+50 | 294 | 294+50 | 295 | 295+50 | 296 | 296+50 | 297 | 297+50 | 298 | 298+50 | 299 | 299+50 | 300 | 300+50 | 301 | 301+50 | 302 | 302+50 | 303 | 303+50 | 304 | 304+50 | 305 | 305+50 | 306 | 306+50 | 307 | 3 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 920.66 | 921.35 | 920.88 | 921.64 | 921.20 | 921.86 | 921.30 | 921.99 | 921.58 | 922.09 | 921.71 | 922.19 | 921.82 | 922.28 | 921.86 | 922.38 | 921.88 | 922.48 | 921.98 | 922.57 | 921.72 | 922.67 | 921.78 | 922.74 | 921.91 | 922.72 | 922.06 | 922.60 | 922.18 | 922.38 | 922.08 | 922.06 | 921.65 | 921.64 | 921.10 | 921.12 | 920.09 | 920.50 | 918.96 | 919.78 | 917.94 | 918.97 | 916.84 | 918.06 | 915.77 | 917.12 | 914.85 | 916.19 | 913.95 | 915.25 | 913.25 | 914.32 | 912.40 | 913.38 | 911.55 | 912.53 | 911.12 | 911.84 | 910.73 | 911.32 | 910.52 | 910.96 |

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET E |
|---|---|---|---|---|

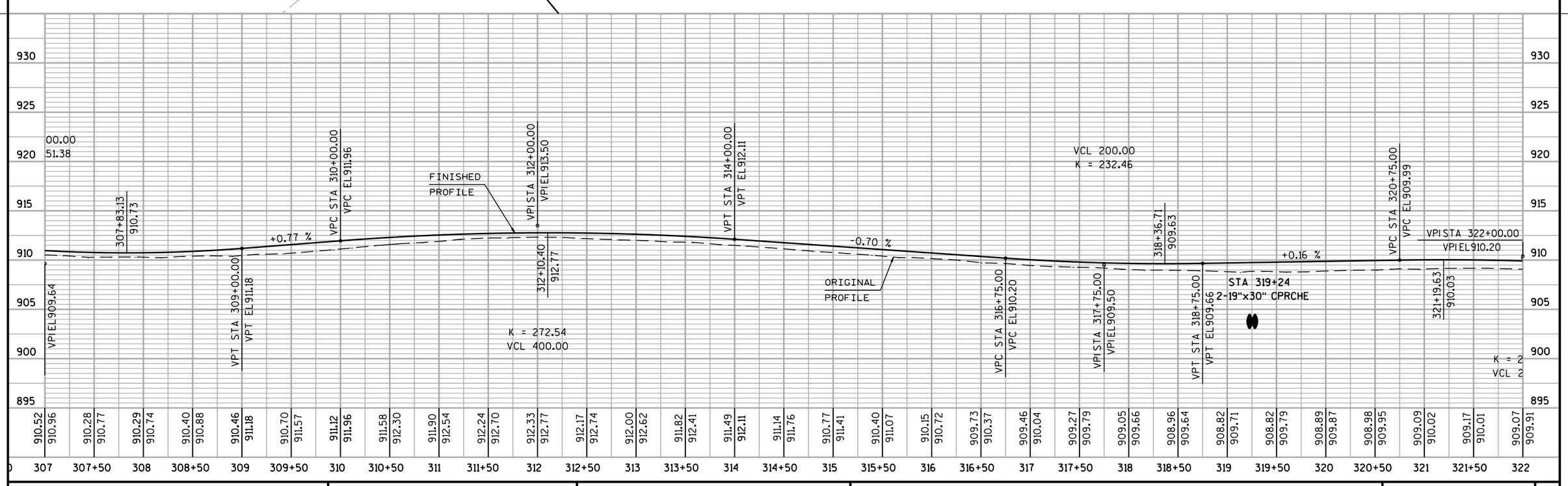
FILE NAME : F:\d3_611005\with passing lane\050115_pp.dgn PLOT DATE : 30-AUG-2016 15:00 PLOT BY : ditjbs PLOT NAME : 050115 pp.i PLOT SCALE : 100:1



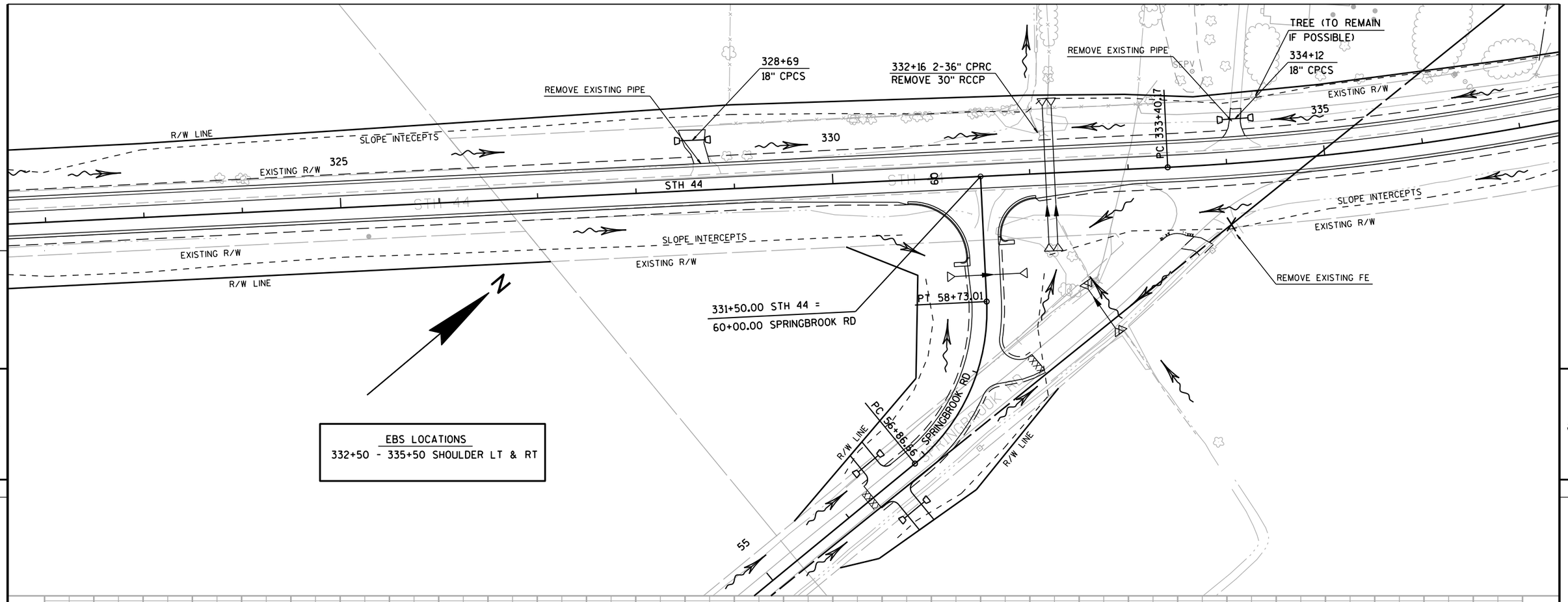
WISDOT/CADDS SHEET 40




EBS LOCATIONS
306+75 - 308+50 SHOULDER LT & RT




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET E |
|---|---|---|---|---|




5

5

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET 140 | E |
|---|---|---|---|---|---|

44PRL2
CURVE NOTES

PI = 343+12.23
Y = 428530.140
X = 738963.210
∠ = 217°30'04"
Δ = 37°30'04"
D = 2°00'00"
T = 972.50'
L = 1875.06'
R = 2864.79'
RUNOFF = 118.51'
S.E. = 0.0444%
S.E. TRANSITION = 171.95'

WINNEBAGO COUNTY
FOND DU LAC COUNTY

340+00 LT END
PASSING LANE TAPER

347+00 LT BEGIN
PASSING LANE TAPER

R/W LINE

STH 44

SLOPE INTERCEPTS

EXISTING R/W

END RECONDITIONING AT STA 342+10

END PROJECT 6110-05-70
AT STA 342+25

EBS LOCATIONS
338+50 - 342+25 (WINN/FDL CO LINE) SHOULDER RT
338+50 - 342+00 (WINN/FDL CO LINE) SHOULDER LT

N

FINISHED PROFILE

ORIGINAL PROFILE

VPI STA 337+50.00
VPI EL 907.00

337+48.45
906.16

K = 372.67
VCL 500.00

VPT STA 340+00.00
VPT EL 905.31

-0.68 %

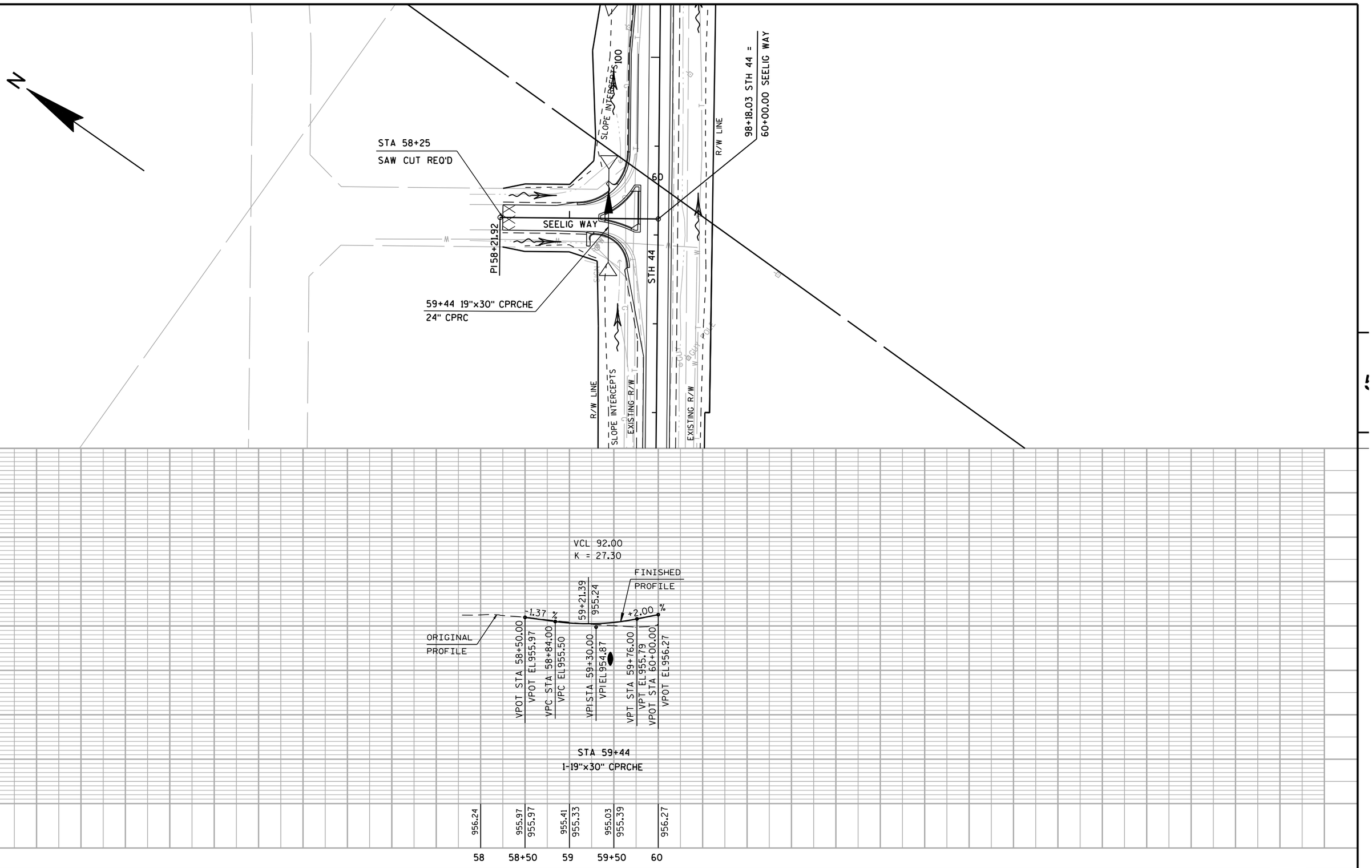
VPI STA 341+50.00
VPI EL 904.30

-0.88 %

VPI STA 342+10.00
VPI EL 903.86

| 337 | 337+50 | 338 | 338+50 | 339 | 339+50 | 340 | 340+50 | 341 | 341+50 | 342 | 342+50 | 343 | 343+50 | 344 | 344+50 | 345 | 345+50 | 346 | 346+50 | 347 | 347+50 | 348 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 905.32 / 906.13 | 905.33 / 906.16 | 905.22 / 906.13 | 905.37 / 906.02 | 905.35 / 905.85 | 905.32 / 905.62 | 905.09 / 905.31 | 904.82 / 904.97 | 904.48 / 904.64 | 904.21 / 904.30 | 903.86 / 903.86 | 903.60 | 903.25 | 903.01 | 902.50 | 902.22 | 901.82 | 901.52 | 900.87 | 900.35 | 899.81 | 899.20 | 898.81 |

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE | SHEET | E |
|---|---|---|---|---|---|




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE - SEELIG WAY | SHEET 142 | E |
|---|---|---|---|---|---|

N

REMOVE EXISTING PIPE

16+22
18" CPCS

17+80
18" CPCS

RELOCATE ENTRANCE

REMOVE EXISTING PIPE

REMOVE EXISTING PIPE

173+03.90 STH 44 =
20+00.00 LOCUST RD

SLOPE INTERCEPTS

TILE

10

15

EXISTING R/W

R/W LINE

EXISTING R/W

LOCUST RD

CUST RD

LOCUST RD

STH 44

PI 9+64.90

EXISTING R/W

R/W LINE

PC 17+93.40

STA 17+00
SAW CUT REQ'D

PT 19+57.01

20

LOCUST
CURVE NOTES

PI = 18+79.61
Y = 418111.390
X = 725676.720
∠ = 225°09'07"
Δ = 45°09'07"
D = 28°38'52"
T = 83.15'
L = 157.61'
R = 200.00'

SLOPE INTERCEPTS

PAGE RD

PT 17+36.93

PT 14+30.34

R/W LINE

173+03.90 STH 44 =
15+50.00 PAGE RD

170

175

FINISHED
PROFILE

VPC STA 17+45.00
VPC EL953.37

VPI STA 18+20.00
VPI EL955.80

VPT STA 18+95.00
VPT EL957.13

VPI STA 19+50.00
VPI EL958.10

+3.24 %

+1.77 %

+1.76 %

K = 101.74
VCL 150.00

ORIGINAL
PROFILE

VPOT STA 17+00.00
VPOT EL951.91

VPOT STA 20+00.00
VPOT EL958.98

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 947.60 | 949.86 | 951.91 | 951.91 | 953.93 | 953.53 | 955.37 | 955.00 | 956.28 | 956.23 | 955.34 | 957.22 | 955.72 | 958.10 | 958.98 |

16 16+50 17 17+50 18 18+50 19 19+50 20

970 965 960 955 950 945 940

5

N

PAGE
CURVE NOTES

PI = 13+55.98
Y = 417872.970
X = 725911.680
∠ = 134°57'28"
Δ = 45°02'32"
D = 28°38'52"
T = 82.93'
L = 157.23'
R = 200.00'

10

EXISTING R/W

PC 12+73.11

SLOPE INTERCEPTS

PI 13+30.34

PAGE RD

EXISTING R/W

PI 9+87.87

STA 12+00
SAW CUT REQ'D

R/W LINE

R/W LINE

PI 17+01.69

PC 19+51.01 LOCUST RD

PC 17+93.40

R/W LINE

173+03.90 STH 44 =
20+00.00 LOCUST RD

173+03.90 STH 44 =
15+50.00 PAGE RD

STH 44

TLE

15

20

175

FINISHED
PROFILE

ORIGINAL
PROFILE

VCL 100.00
K = 25.40

+0.59 %

+4.53 %

K = 41.18
VCL 100.00

+2.10 %

POT STA 12+00.00
VPOT EL948.47

VPC STA 12+40.00
VPC EL948.70

VPI STA 12+90.00
VPI EL949.00

VPT STA 13+40.00
VPT EL951.26

VPC STA 14+26.00
VPC EL955.16

VPI STA 14+76.00
VPI EL957.42

VPT STA 15+26.00
VPT EL958.48

VPOT STA 15+50.00
VPOT EL958.98

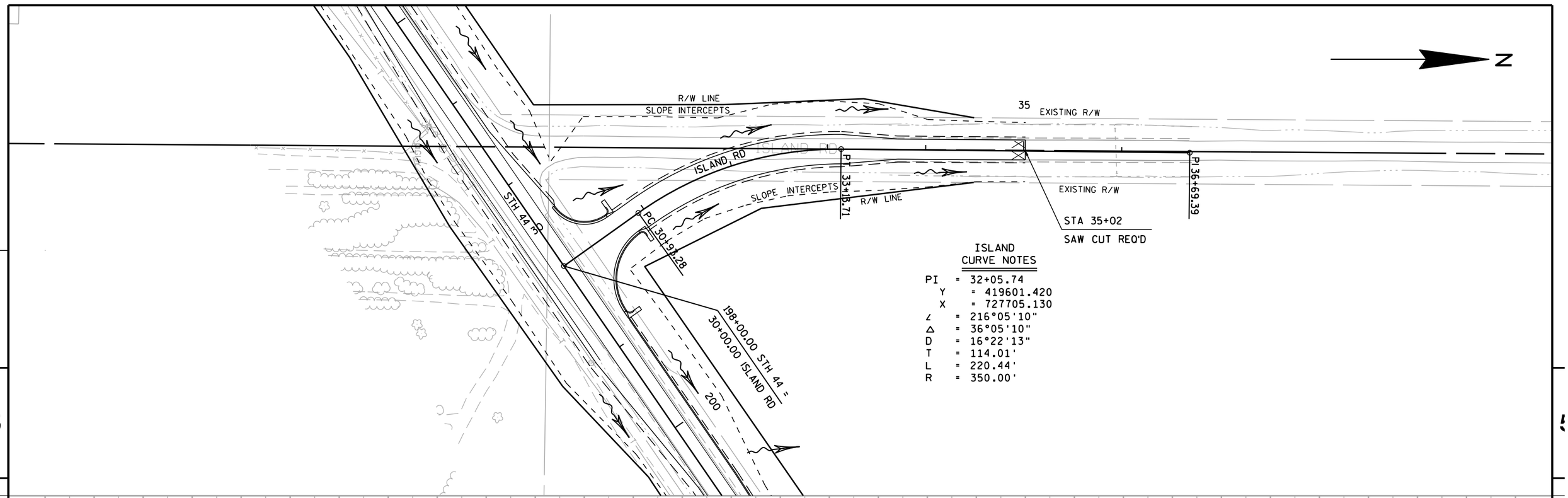
| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 949.27 | 948.70 | 948.47 | 948.57 | 948.80 | 948.28 | 948.56 | 949.96 | 953.84 | 958.80 | |
| | | 948.47 | 948.78 | 949.77 | 951.72 | 953.98 | 956.18 | 957.85 | 958.98 | |
| 11 | 11+50 | 12 | 12+50 | 13 | 13+50 | 14 | 14+50 | 15 | 15+50 | |

970 965 960 955 950 945 940

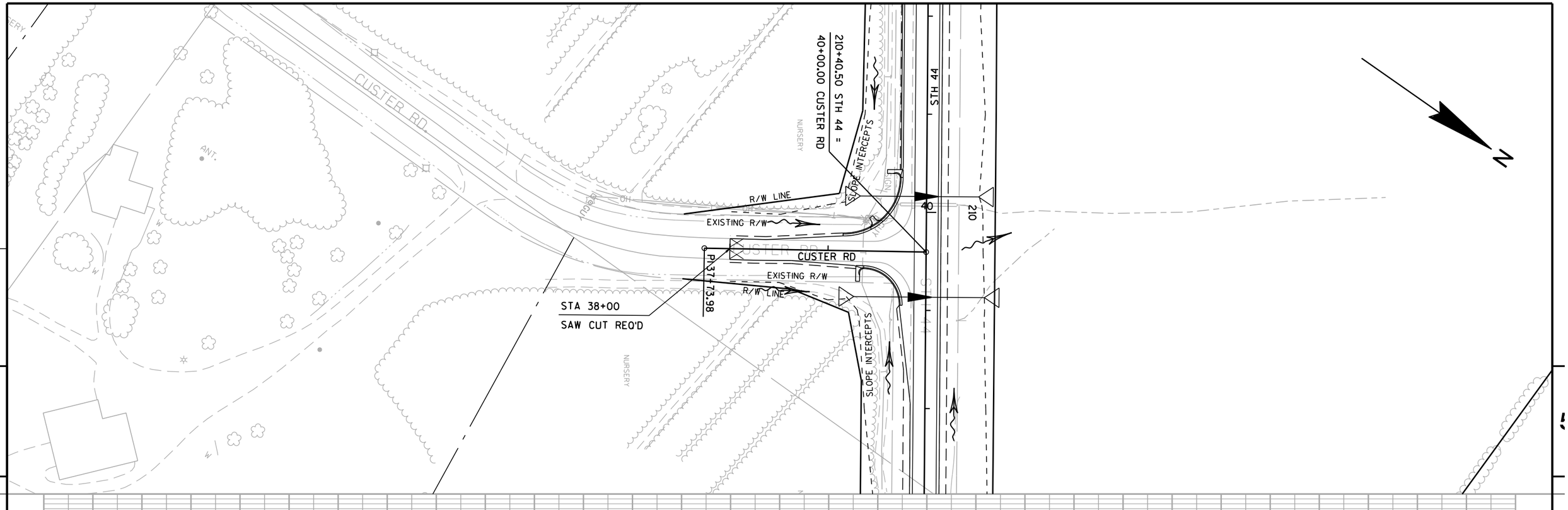
| | | | | |
|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE - PAGE ROAD | SHEET 144 E |

FILE NAME : F:\d3_611005\with passing lane\050120_pp.dgn PLOT DATE : 26-AUG-2016 08:14 PLOT BY : ditjbs PLOT NAME : 050120 pp.i PLOT SCALE : 97.352941:1

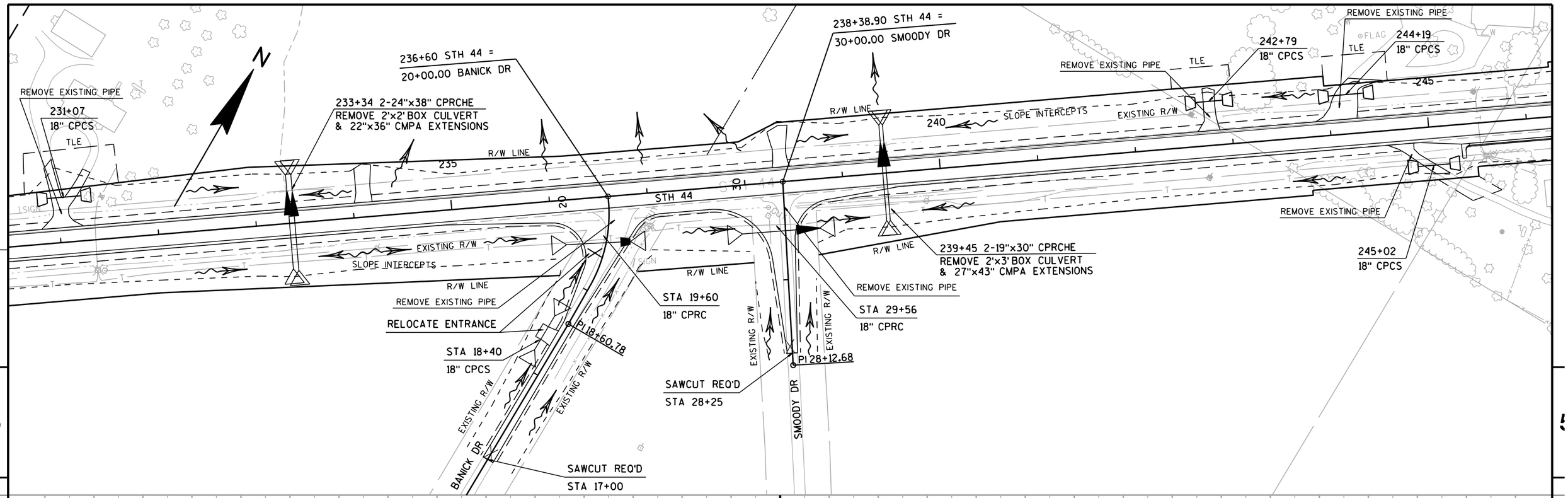
WISDOT/CADDS SHEET 40

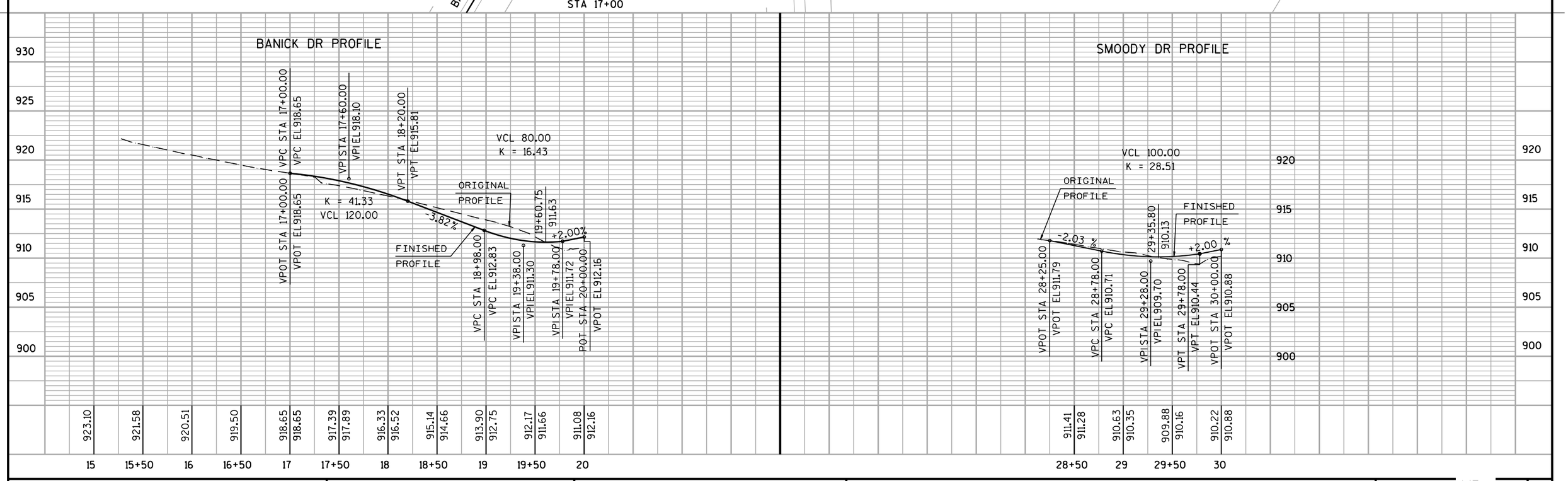



| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE - ISLAND ROAD | SHEET 145 | E |
|---|---|---|---|---|---|

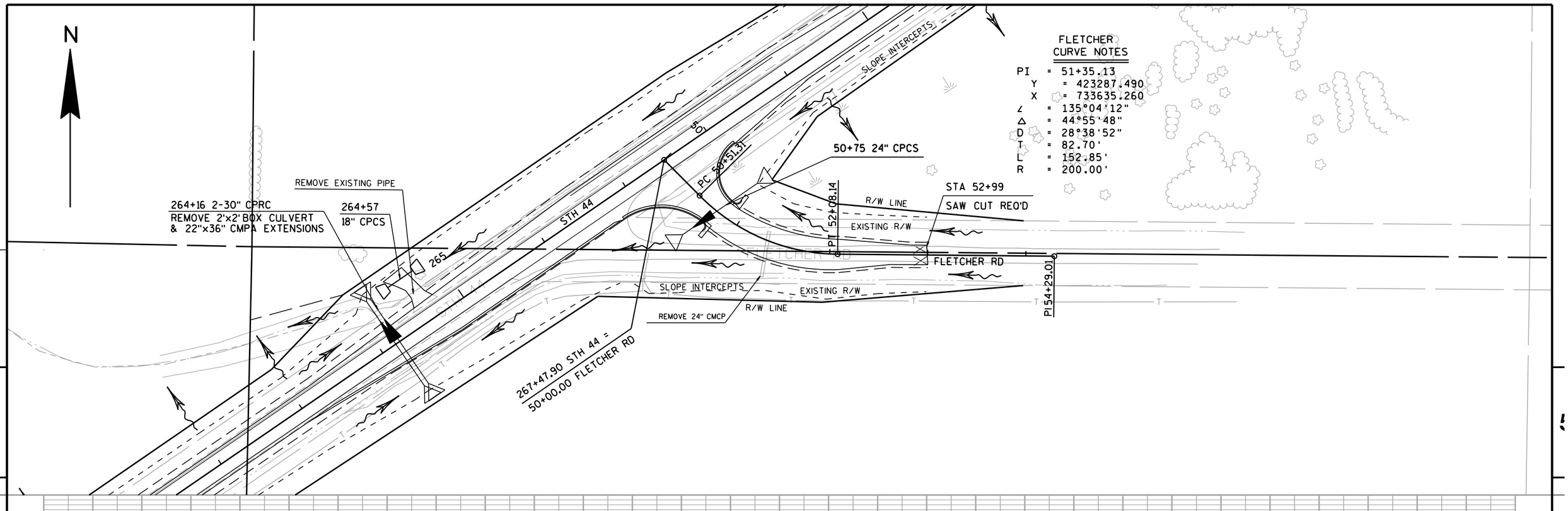



| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE - CUSTER ROAD | SHEET 146 | E |
|---|---|---|---|---|---|




| | | | | |
|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE - BANICK DR & SMOODY DR | SHEET 147 E |




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE - FLETCHER ROAD | SHEET 148 | E |
|---|---|---|---|---|---|

N

SPRINGBROOK
CURVE NOTES

PI = 57+87.21
Y = 427466.440
X = 738441.560
∠ = 126°36'54"
Δ = 53°23'06"
D = 28°38'52"
T = 100.56'
L = 186.35'
R = 200.00'

330

331+50.00 STH 44 =
60+00.00 SPRINGBROOK RD

REMOVE EXISTING
PIPE

PT 58+73.01

56+50
18" CPCS

PC R/W LINE
56+86.86

SLOPE INTERCEPTS

SPRINGBROOK RD

STH 44

PC 333+40.17

EXISTING TREE (TO REMAIN
IF POSSIBLE)

SEPV SEPC SEPV
SEPC SEPC
SEPV

ANT

EXISTING R/W 55

335

PI 53+94.80

EXISTING R/W

SLOPE INTERCEPTS

R/W LINE

59+00 24" CPCS

REMOVE EXISTING FE

STA 56+25
SAW CUT REQ'D

56+50
18" CPCS

5

5

915
910
905
900
895
890
885

VCL 100.00
K = 43.22

FINISHED
PROFILE

-0.31%

ORIGINAL
PROFILE

VPOT STA 56+25.00
VPOT EL902.33

VPC STA 58+50.00
VPC EL901.63

58+63.57
901.61

VPI STA 59+00.00
VPI EL901.47

VPT STA 59+50.00
VPT EL902.47

VPOT STA 60+00.00
VPOT EL903.47

STA 59+00
1-19"x30" CPRCHE

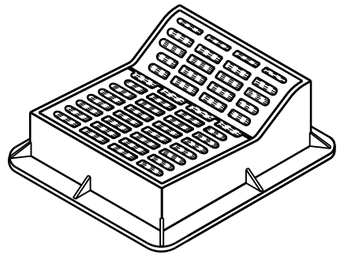
| 56 | 56+50 | 57 | 57+50 | 58 | 58+50 | 59 | 59+50 | 60 |
|---|---|---|---|---|---|---|---|---|
| 902.32 | 902.28<br>902.25 | 902.28<br>902.10 | 902.04<br>901.94 | 898.79<br>901.78 | 899.52<br>901.63 | 899.49<br>901.76 | 900.59<br>902.47 | 903.47 |

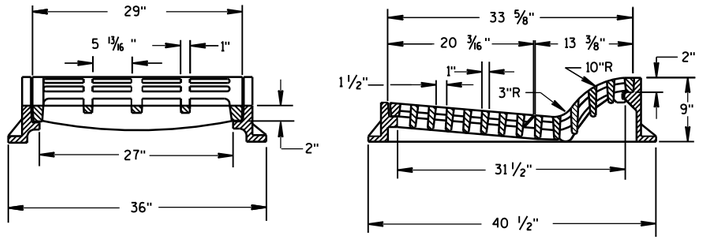
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PLAN & PROFILE - SPRINGBROOK | SHEET 149 | E |
|---|---|---|---|---|---|

# Standard Detail Drawing List

| | |
|---|---|
| 08A05-19C | INLET COVERS TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S |
| 08A05-19D | INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M |
| 08B09-01 | MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER |
| 08C07-01 | INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT |
| 08D01-18 | CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES |
| 08D04-05 | CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES |
| 08D05-16A | CURB RAMPS TYPES 1 AND 1-A |
| 08D05-16B | CURB RAMPS TYPES 2 AND 3 |
| 08D05-16C | CURB RAMPS TYPES 4A AND 4A1 |
| 08D05-16D | CURB RAMPS TYPE 4B AND 4B1 |
| 08D05-16E | CURB RAMPS TYPES 5, 6, 7A, 7B & 8 |
| 08E08-03 | TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS |
| 08E09-06 | SILT FENCE |
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 08F01-11 | APRON ENDWALLS FOR CULVERT PIPE |
| 08F02-01 | APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE |
| 08F04-07 | JOINT TIES FOR CONCRETE PIPE  AND CONCRETE COLLAR DETAIL |
| 08F06-04 | REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN |
| 08F07-05 | STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE FRAINS |
| 09A01-13A | AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND  D AND TEE INTERSECTION BYPASS LANE |
| 09B02-09 | CONDUIT |
| 09B04-11 | PULL BOX |
| 09C02-07 | CONCRETE BASES, TYPES 1, 2,  5, & 6 |
| 09C03-04 | TRANSFORMER/PEDESTAL BASES |
| 09C06-07 | CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL |
| 09D01-05 | CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL) |
| 09D02-03 | SIGNAL CONTROL CABINET |
| 09E01-14A | POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2 |
| 09E01-14B | POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY) |
| 09E01-14G | HARDWARE DETAILS FOR POLE MOUNTINGS |
| 09E03-05 | NON-FREEWAY LIGHTING UNIT POLE WIRING |
| 11B02-02 | CONCRETE MEDIAN NOSE |
| 13A10-01A | 2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING |
| 13A10-01C | 2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING |
| 13A10-01D | 2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING |
| 13A11-02A | 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING |
| 13A11-02B | 2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING |
| 15A03-02A | FLEXIBLE MARKER POST FOR CULVERT END |
| 15A03-02B | FLEXIBLE MARKER POST FOR CULVERT END |
| 15C02-06A | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-06B | BARRICADES AND SIGNS FOR MAINLINE CLOSURES |
| 15C02-06C | DETOUR SIGNING FOR MAINLINE CLOSURES |
| 15C03-03 | BARRICADES AND SIGNS FOR SIDEROAD CLOSURES |
| 15C04-03 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C08-16A | PAVEMENT MARKING (MAINLINE) |
| 15C08-16B | PAVEMENT MARKING (INTERSECTIONS) |
| 15C08-16C | PAVEMENT MARKING (CLIMBING LANE & PASSING LANE) |
| 15C08-16D | PAVEMENT MARKING (CLIMBING LANE & PASSING LANE) |
| 15C08-16F | PAVEMENT MARKING (ISLANDS) |
| 15C33-01 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D28-03 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED  ROADWAY |

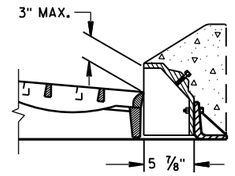

6






## TYPE "F"

USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.




## ALTERNATIVE CURB BOX FOR TYPE "HM" COVER

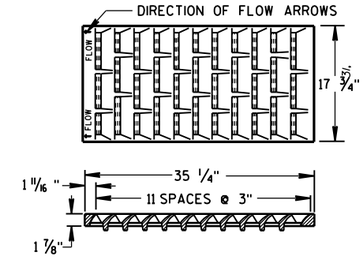
USE WITH TYPES G & J CONCRETE CURB & GUTTER, 30 INCH
NOTED AS TYPE HM-GJ ON DRAINAGE TABLE

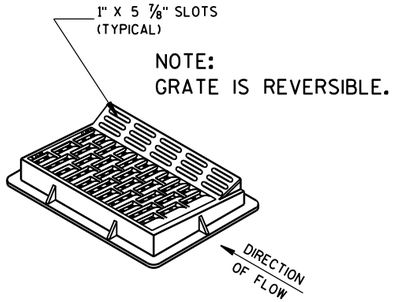
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM-GJ" COVER
NOTED AS TYPE HM-GJ-S ON DRAINAGE TABLE

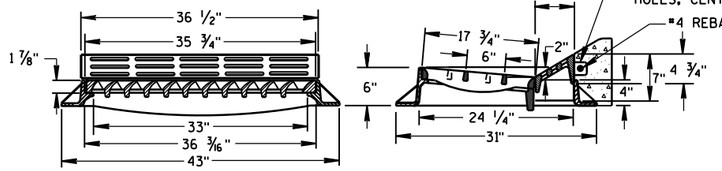
## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



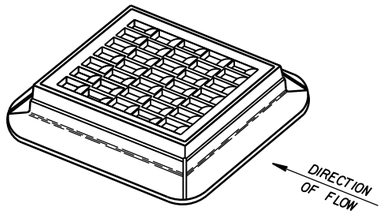



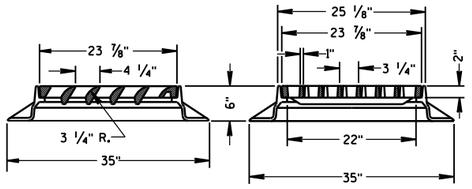




## TYPE "HM"

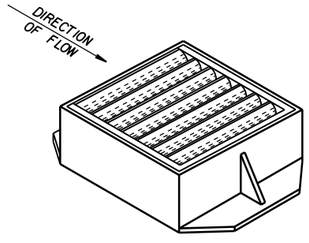
USE WITH TYPES A & D CONCRETE CURB & GUTTER, 36 INCH.

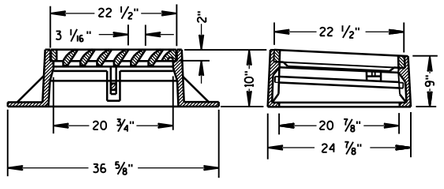
NOTE:
SPECIAL GRATE FOR THE
TYPE "H" COVER MAY ALSO BE
USED FOR THE TYPE "HM" COVER
NOTED AS TYPE HM-S ON DRAINAGE TABLE



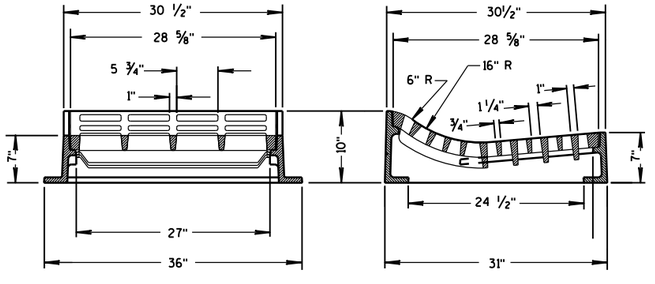



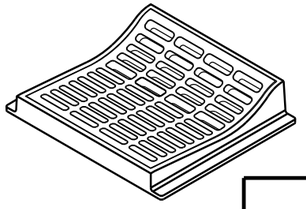

## TYPE "S"




## TYPE "V"



## TYPE "T"

USE WITH TYPES R & T CONCRETE CURB & GUTTER, 36 INCH.

## INLET COVERS
## TYPE F, HM, HM-S, S, T, V, HM-GJ, & HM-GJ-S

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

FHWA

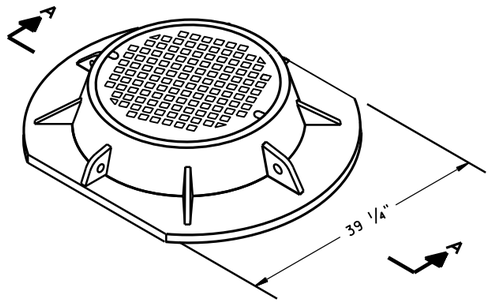


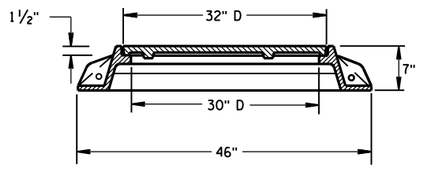
6

S.D.D. 8 A 5-19c

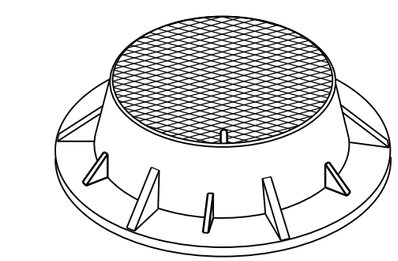
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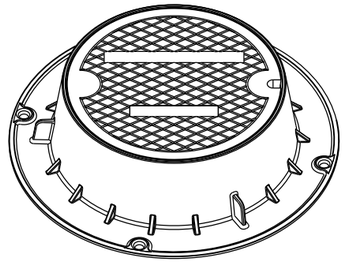
S.D.D. 8 A 5-19c

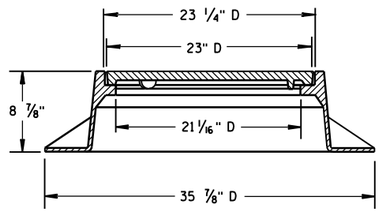


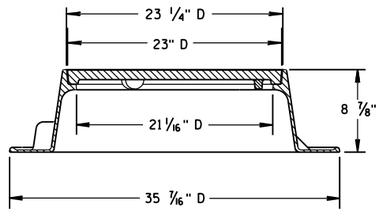




SECTION A-A
TYPE "K"







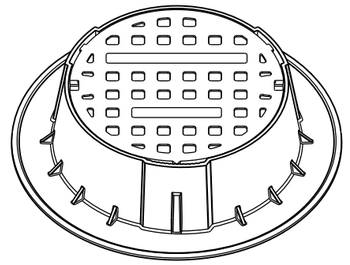

TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

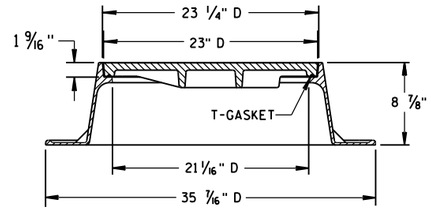
## GENERAL NOTES

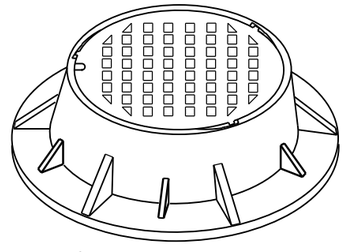
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

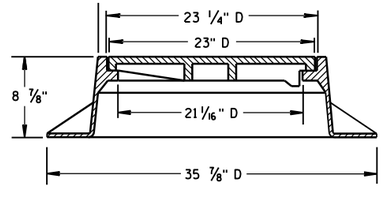
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

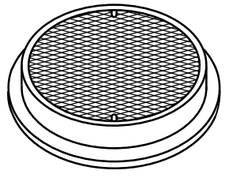


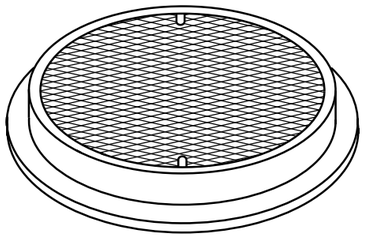


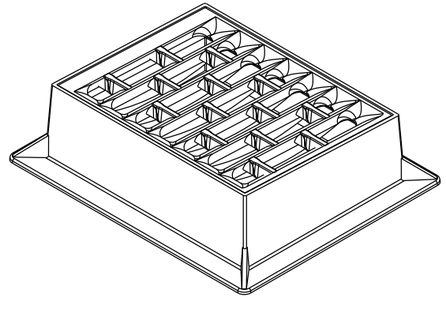



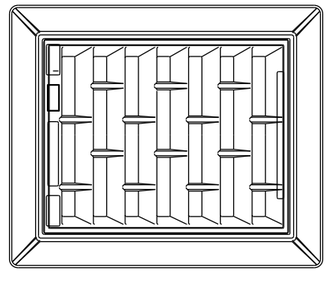


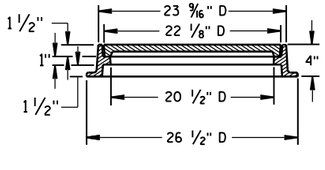

TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE



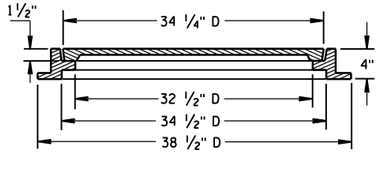




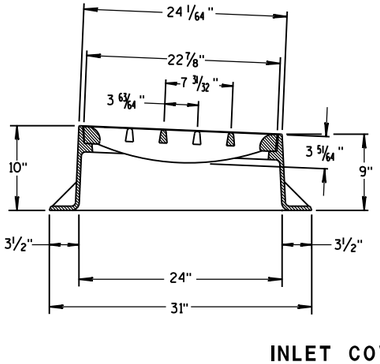


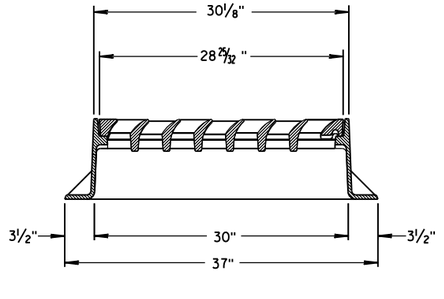



TYPE "L"




TYPE "M"



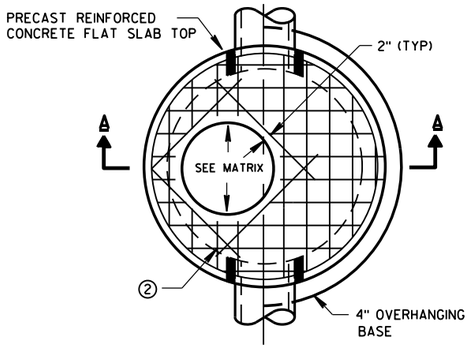

INLET COVER TYPE "BW"

INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

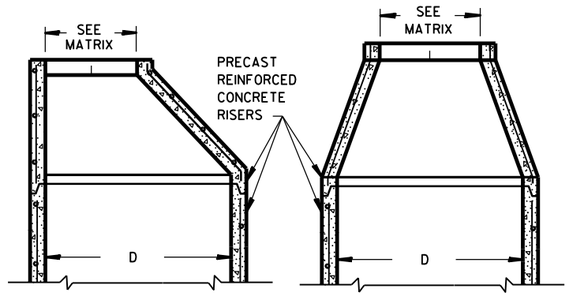
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA


6
S.D.D. 8 A 5-19d

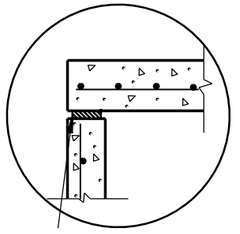



PLAN VIEW CIRCULAR OPENING

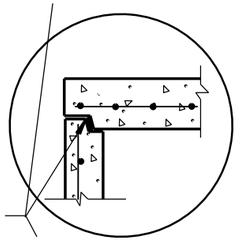



OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

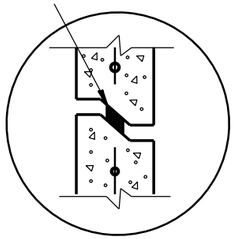


TOP WITH PLAIN END JOINT



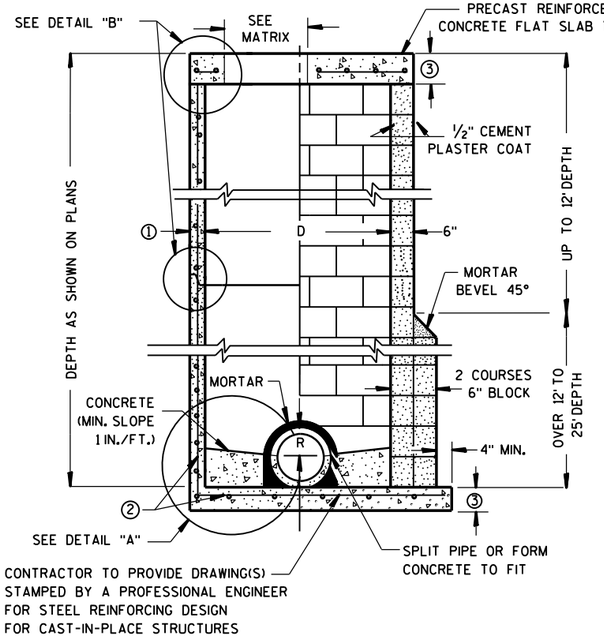
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



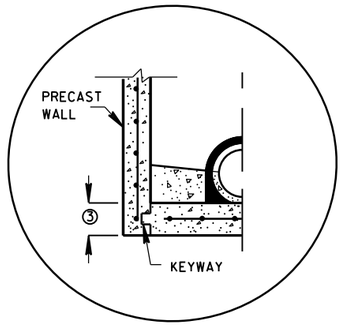
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

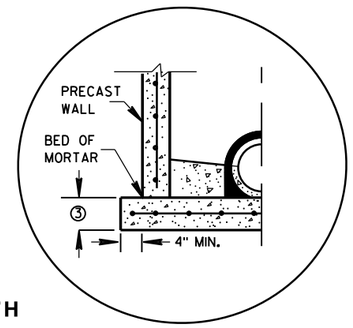



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

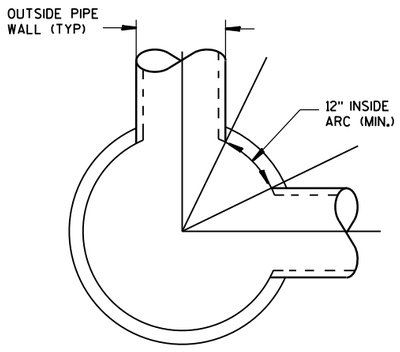



PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"




DETAIL "C"

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES. THE CONE TOPS SHALL BE INSTALLED ON A BED OF MORTAR.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

## MANHOLE COVER OPENING MATRIX

| MANHOLE COVER TYPE | C | ALL J'S | K | L | M |
|---|---|---|---|---|---|
| OPENING SIZE (FT) | | | | | |
| 2 DIA. | X | X | | X | |
| 3 DIA. | | | X | | X |

## PIPE MATRIX

| MANHOLE SIZE | MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES | |
|---|---|---|
| | 180° SEPARATION (IN) | 90° SEPARATION (IN) |
| 3-FT | 15 | 12 |
| 4-FT | 24 | 18 |
| 5-FT | 36 | 24 |
| 6-FT | 42 | 36 |
| 7-FT | 48 | 36 |
| 8-FT | 60 | 42 |

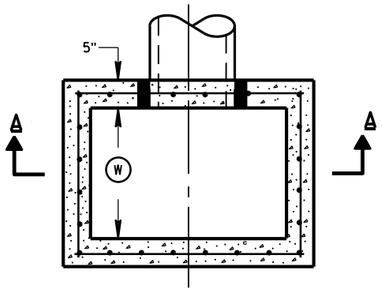
MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

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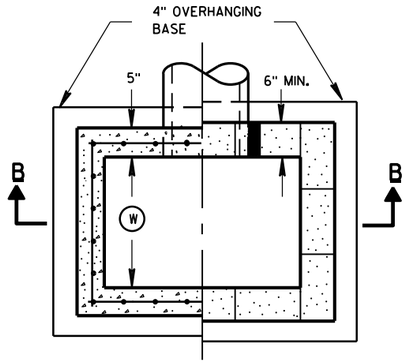
APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



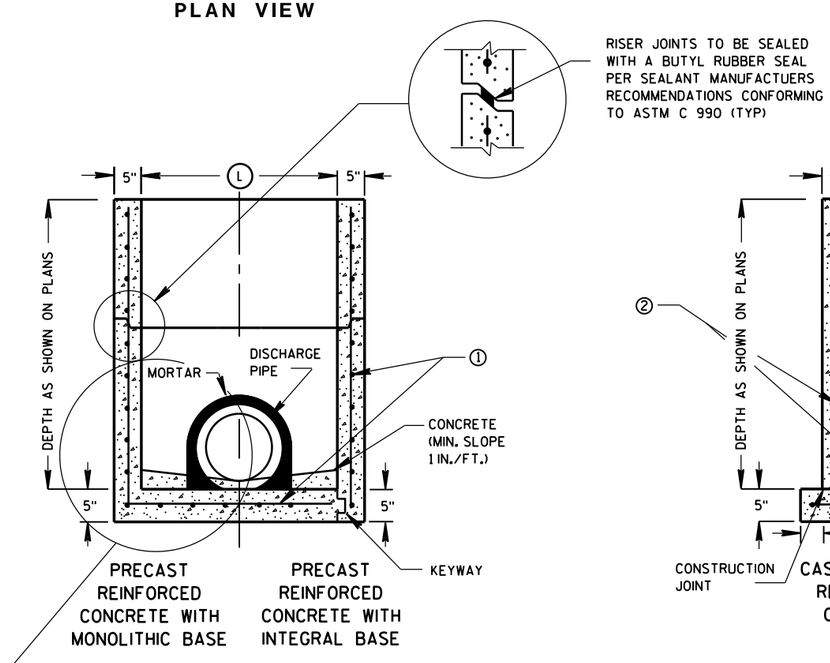

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S.D.D. 8 B 9-1



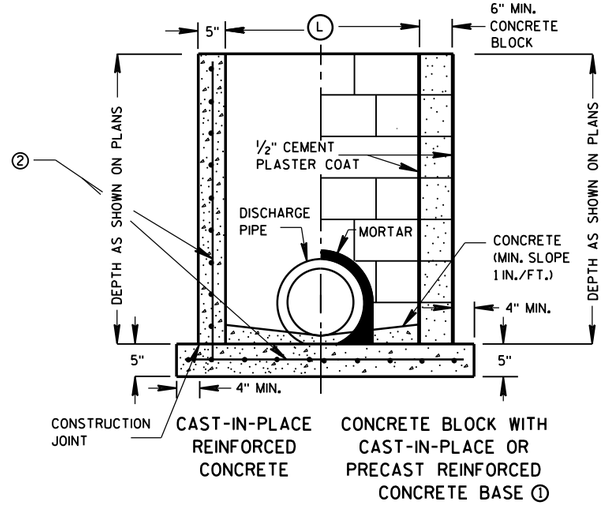

PLAN VIEW



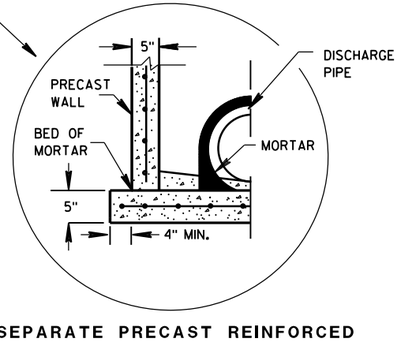

PLAN VIEW




SECTION A-A




SECTION B-B




SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF GRANULAR BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS.
4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED.
OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

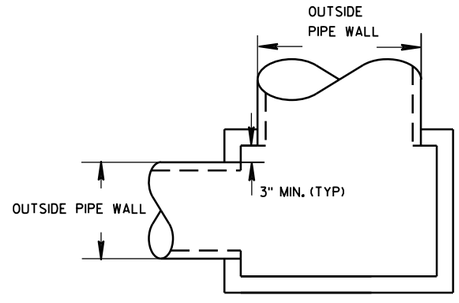
② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

## INLET COVER MATRIX

| INLET SIZE | | INLET COVER TYPE | ALL A'S | ALL B'S | BW | F | ALL H'S | S | T | V | WM |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | WIDTH (W) (FT) | LENGTH (L) (FT) | | | | | | | | | |
| 2X2-FT | 2 | 2 | X | X | | | | X | | X | |
| 2X2.5-FT | 2 | 2.5 | | | X | | | X | X | X | X |
| 2X3-FT | 2 | 3 | | | | | X | | | | |
| 2.5X3-FT | 2.5 | 3 | | | | X | | | | | |

## PIPE MATRIX

| INLET SIZE | MAXIMUM INSIDE PIPE DIAMETER | |
|---|---|---|
| | WIDTH (IN) | LENGTH (IN) |
| 2X2-FT | 12 | 12 |
| 2X2.5-FT | 12 | 18 |
| 2X3-FT | 12 | 24 |
| 2.5X3-FT | 18 | 24 |




DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

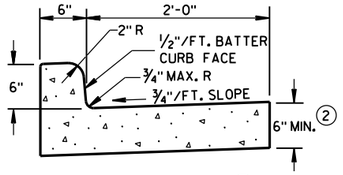
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DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DE ENGINEER
FHWA

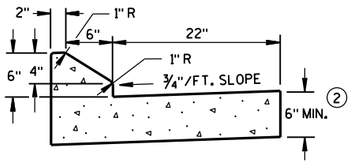



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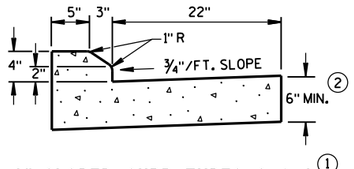
S.D.D. 8 C 7-1




TYPES A & D ①

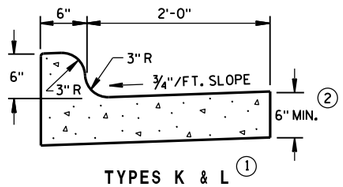



6" SLOPED CURB TYPES G & J ①

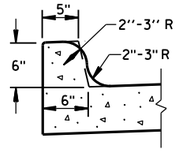



4" SLOPED CURB TYPES G & J ①

## CONCRETE CURB & GUTTER 30"

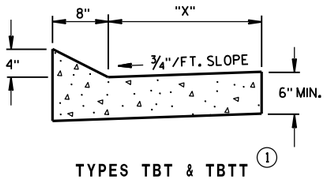



TYPES K & L ①




OPTIONAL CURB SHAPE FOR TYPES K & L ①

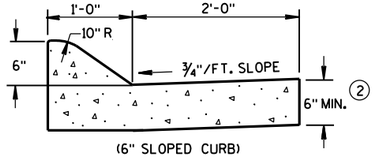
## CONCRETE CURB & GUTTER 30"



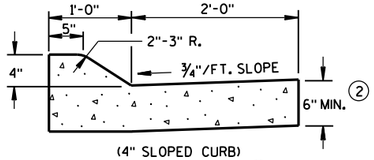

TYPES TBT & TBTT ①

## CONCRETE CURB & GUTTER

| TBT & TBTT | "X" |
|---|---|
| 30" | 22" |
| 36" | 28" |

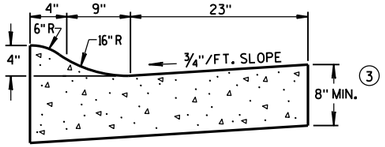



(6" SLOPED CURB)




(4" SLOPED CURB)

TYPES A & D ①




4" SLOPED CURB TYPES R & T ① ④

## CONCRETE CURB & GUTTER 36"

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

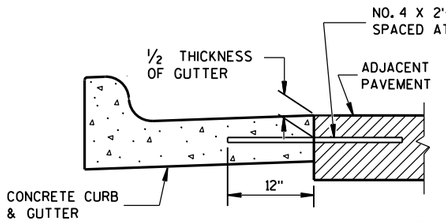
① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

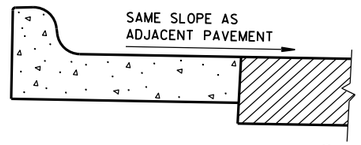
③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

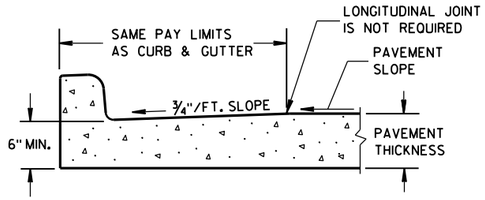
⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



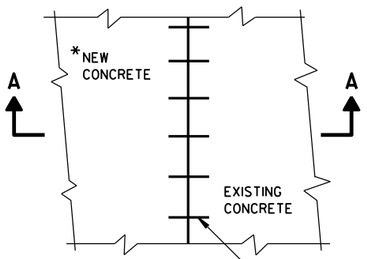

TYPICAL TIE BAR LOCATION ①




REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)

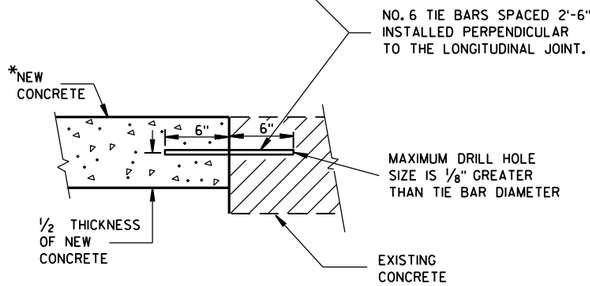



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER



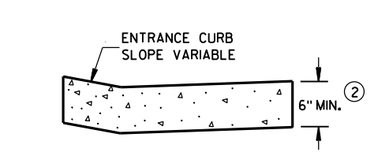

PLAN VIEW

*NEW CURB & GUTTER, SURFACE DRAINS, CONCRETE PAVEMENT OR OTHER NEW CONCRETE.

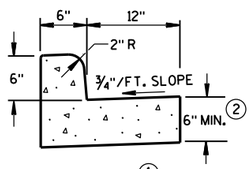



SECTION A-A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

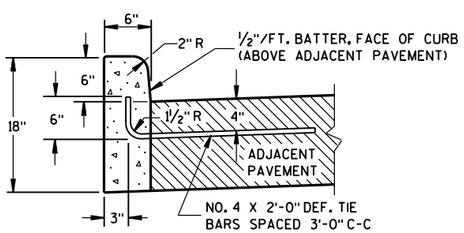



DRIVEWAY ENTRANCE CURB
(WHEN DIRECTED BY THE ENGINEER)

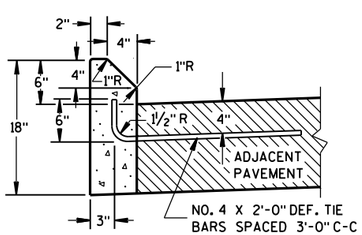



① TYPES A & D

CONCRETE CURB & GUTTER 18"

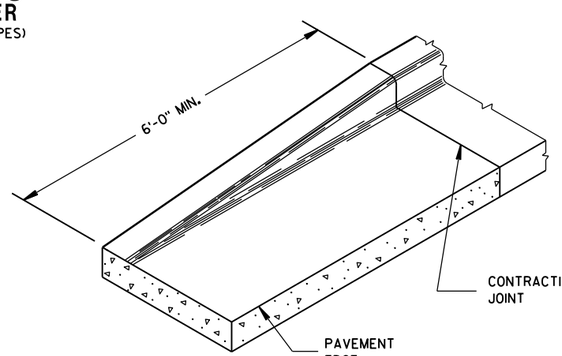



① TYPES A & D




① TYPES G & J

CONCRETE CURB




END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE CURB & GUTTER AND TIES

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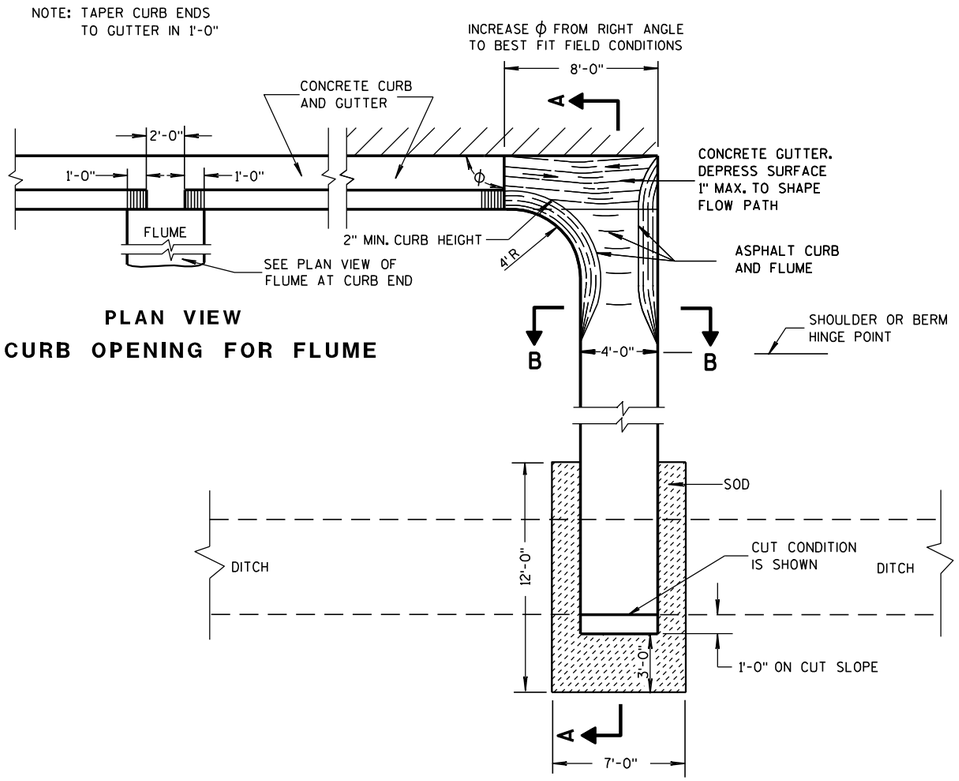
APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA



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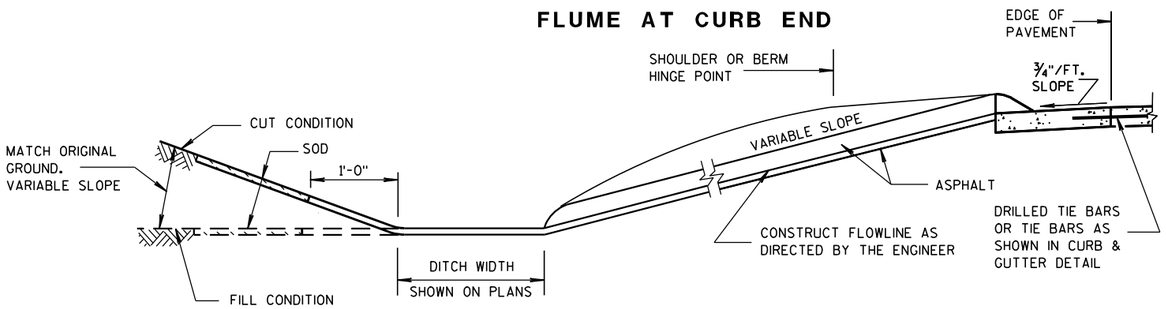
S.D.D. 8 D 1-18

## ASPHALTIC FLUME

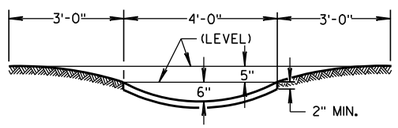



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END




SECTION A-A




SECTION B-B

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

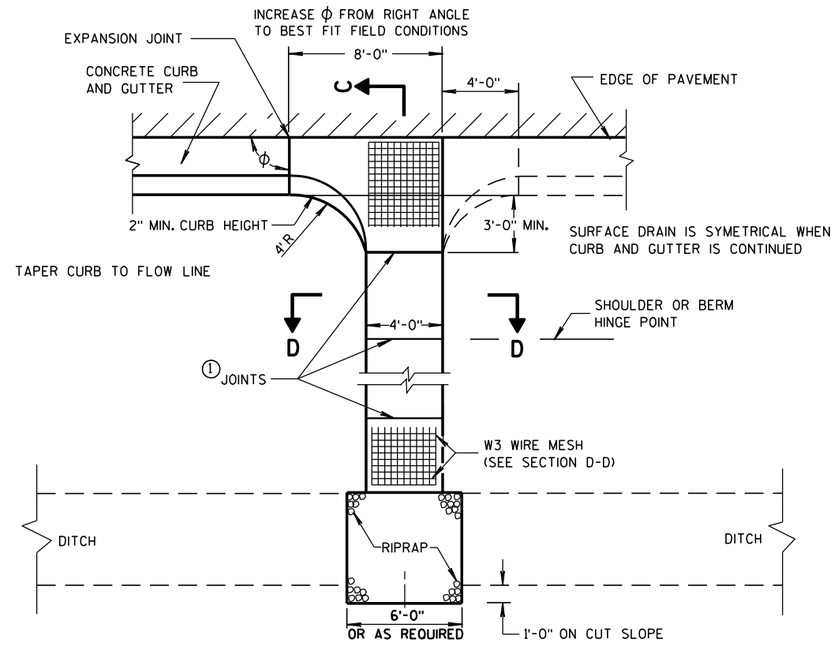
WELDED STEEL WIRE FABRIC SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

① JOINTS SHALL BE ⅛ TO ¼ INCH WIDE BY 1½ INCHES DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

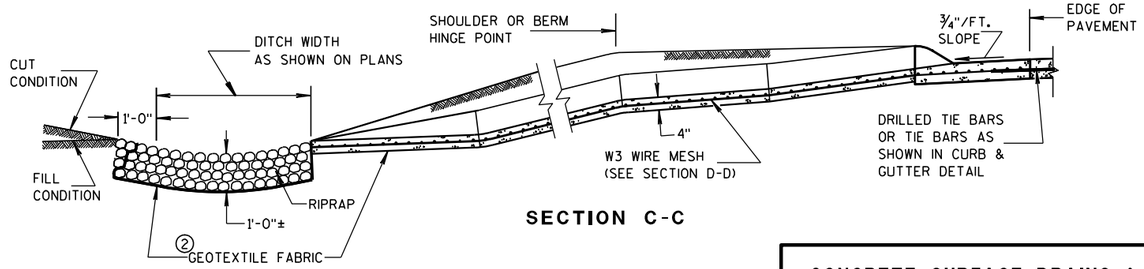
② GEOTEXTILE FABRIC TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED

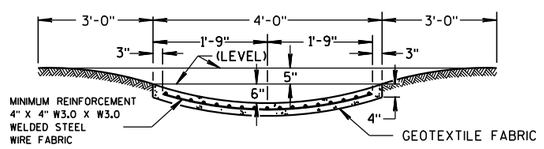
## ③ CONCRETE SURFACE DRAIN




PLAN VIEW




SECTION C-C




SECTION D-D

## CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

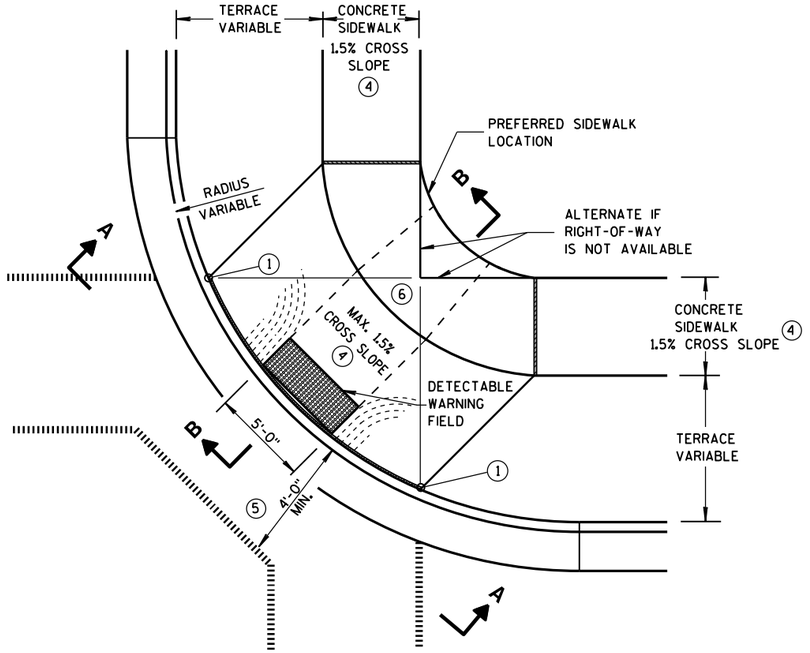
APPROVED
9-4-08 DATE
/S/ Jerry H. [illegible]
ROADWAY STANDARDS ENGINEER
156
MENT
FHWA

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S.D.D. 8 D 4-5

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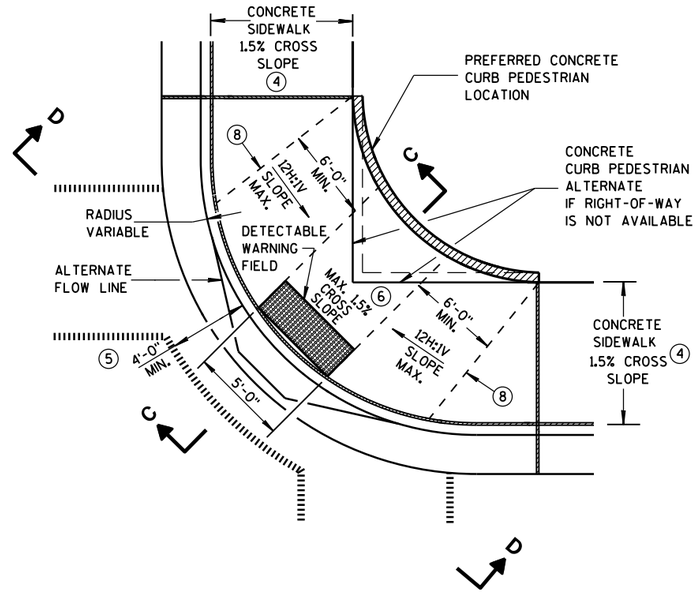
S.D.D. 8 D 4-5




PLAN VIEW

## TYPE 1 RAMP

(CENTER OF CORNER RADIUS)




PLAN VIEW

## TYPE 1-A RAMP

(NO TERRACE)

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

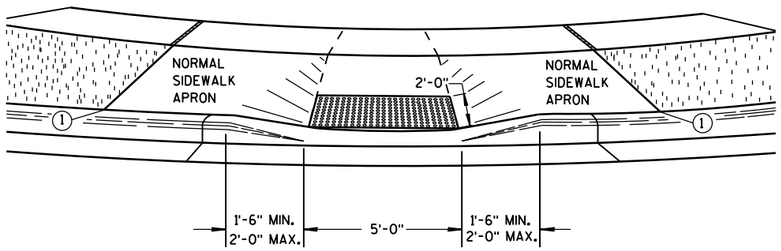
(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

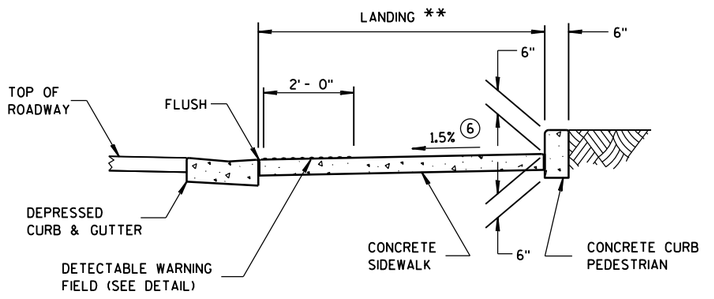
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.




VIEW A-A

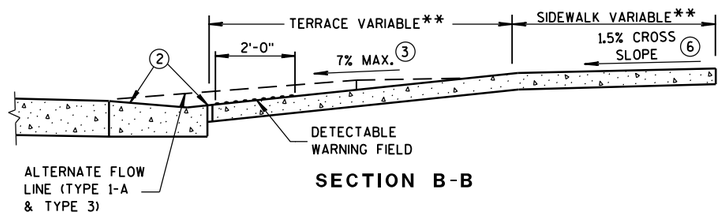
** WIDTH SHOWN ELSEWHERE IN THE PLANS



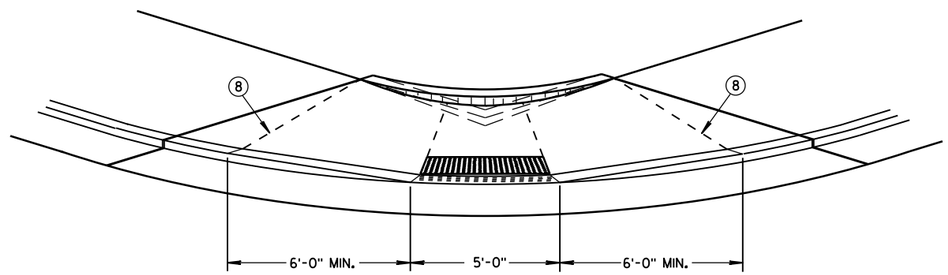

SECTION C-C

### LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT




SECTION B-B




VIEW D-D

## CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

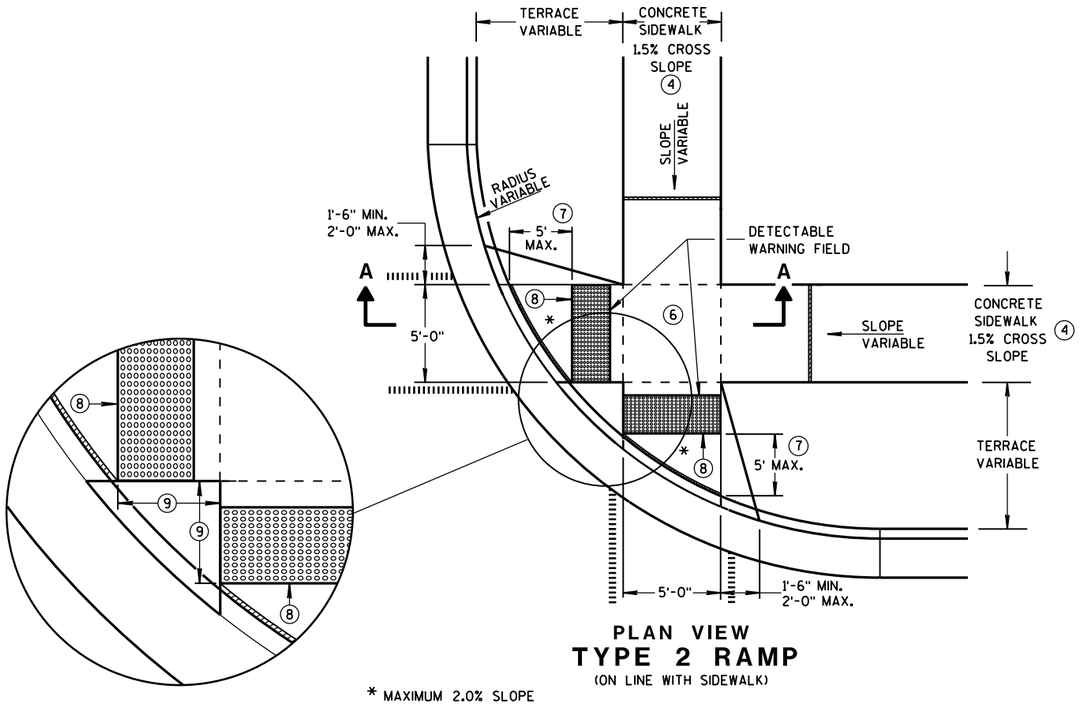


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S.D.D. 8 D 5-16a

6

S.D.D. 8 D 5-16a

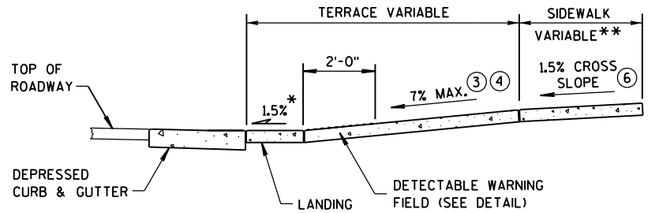



PLAN VIEW

## TYPE 2 RAMP

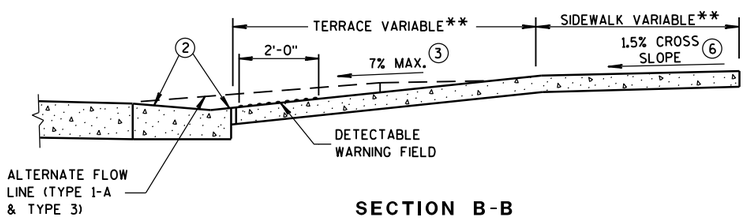
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK




SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS




SECTION B-B

## GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

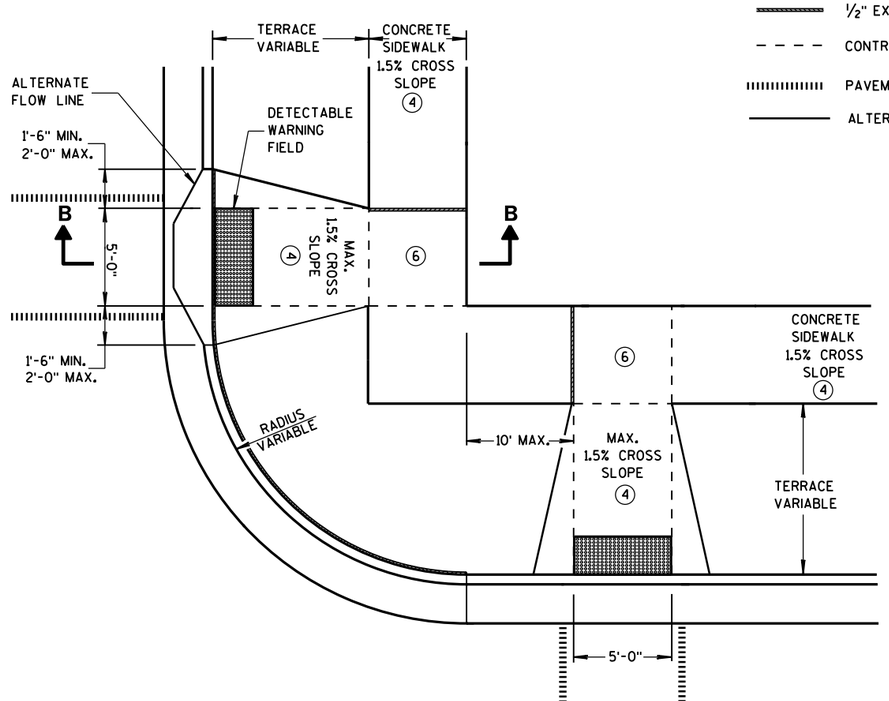
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. 2" MINIMUM CURB HEIGHT.

### LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT




PLAN VIEW

## TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)

## CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

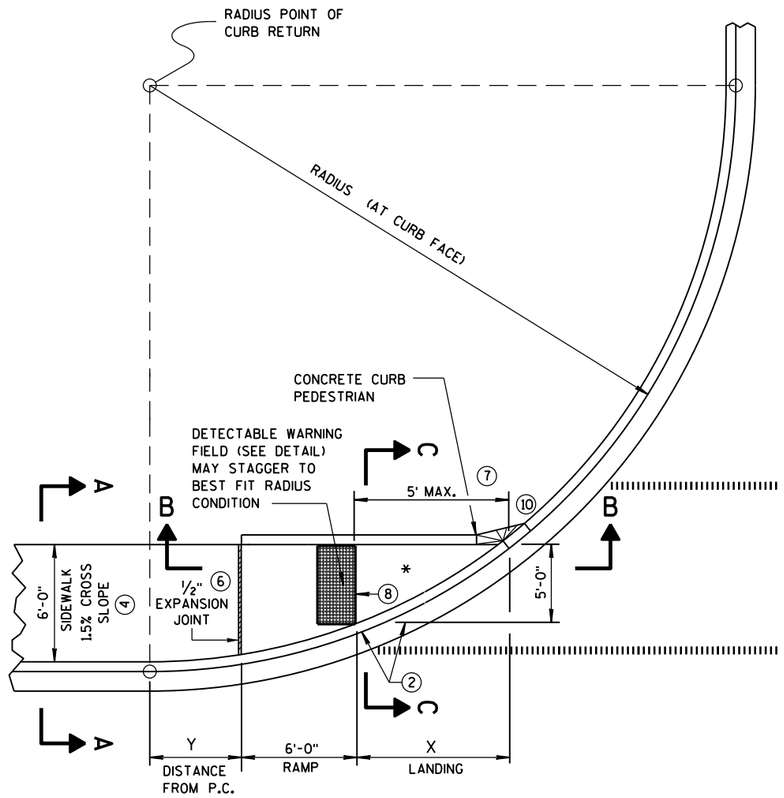






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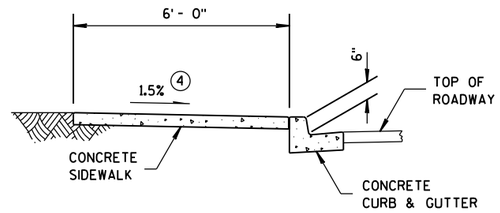
S.D.D. 8 D 5-16b



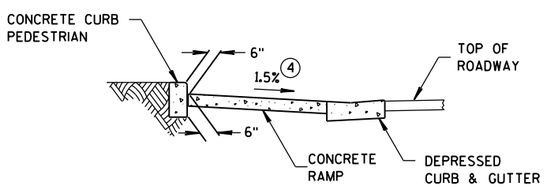

## CURB RAMP TYPE 4A
### PLAN VIEW

| RADIUS (AT CURB FACE) | X | Y |
|---|---|---|
| 20 FEET | 6'-1¾" | 2'-7¼" |
| 30 FEET | 7'-11¾" | 4'-8¼" |
| 40 FEET | 9'-5¼" | 6'-5" |
| 50 FEET | 10'-8¾" | 7'-11¼" |
| 60 FEET | 11'-10¼" | 9'-3½" |

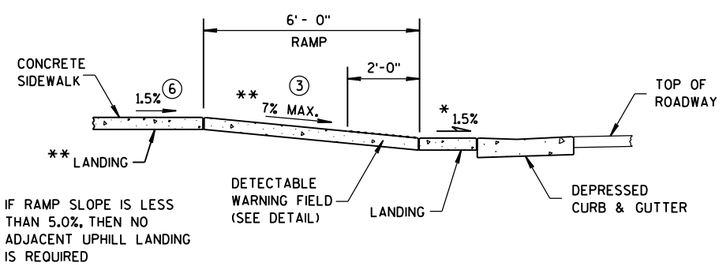
INTERMEDIATE RADII CAN BE INTERPOLATED



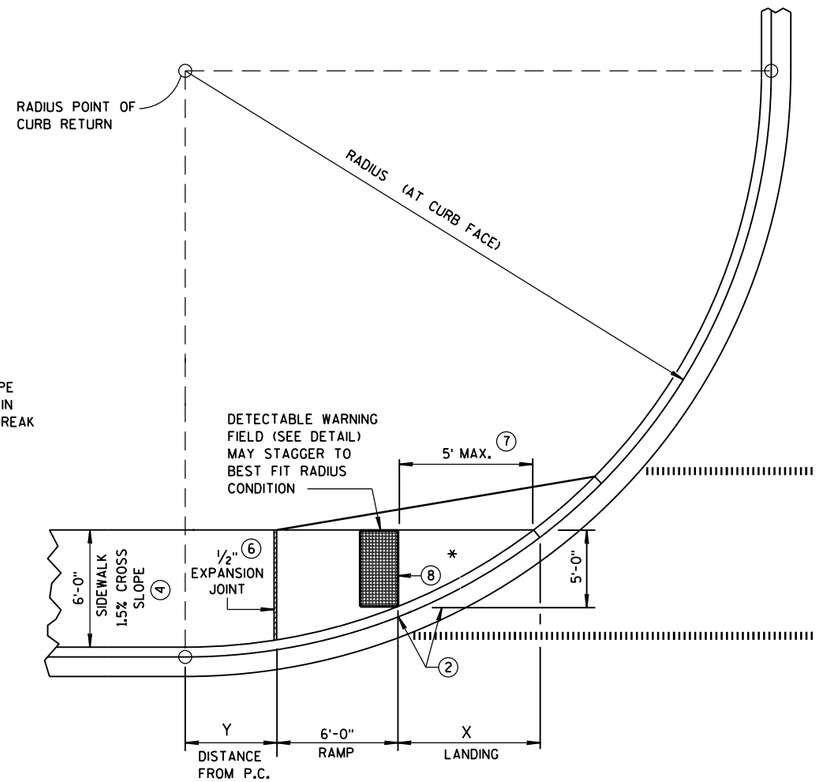

SECTION A-A FOR TYPE 4A




SECTION C-C FOR TYPE 4A




SECTION B-B FOR TYPE 4A




* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

## CURB RAMP TYPE 4A1
### PLAN VIEW

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

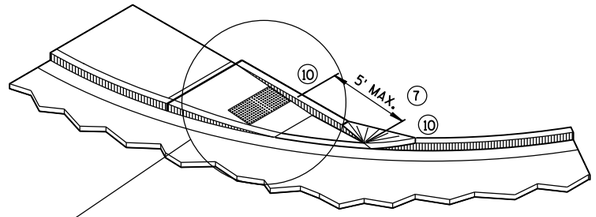
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

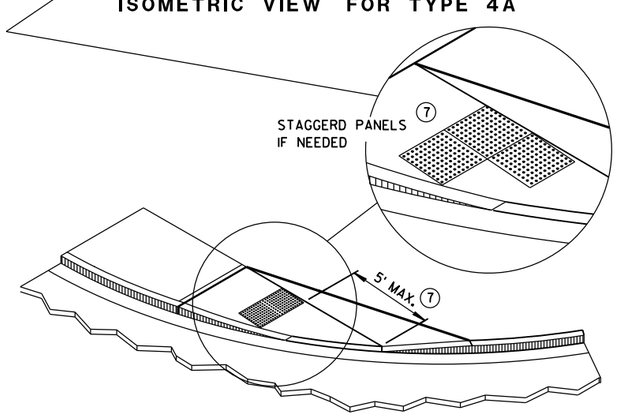
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.




ISOMETRIC VIEW FOR TYPE 4A




ISOMETRIC VIEW FOR TYPE 4A1

### LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

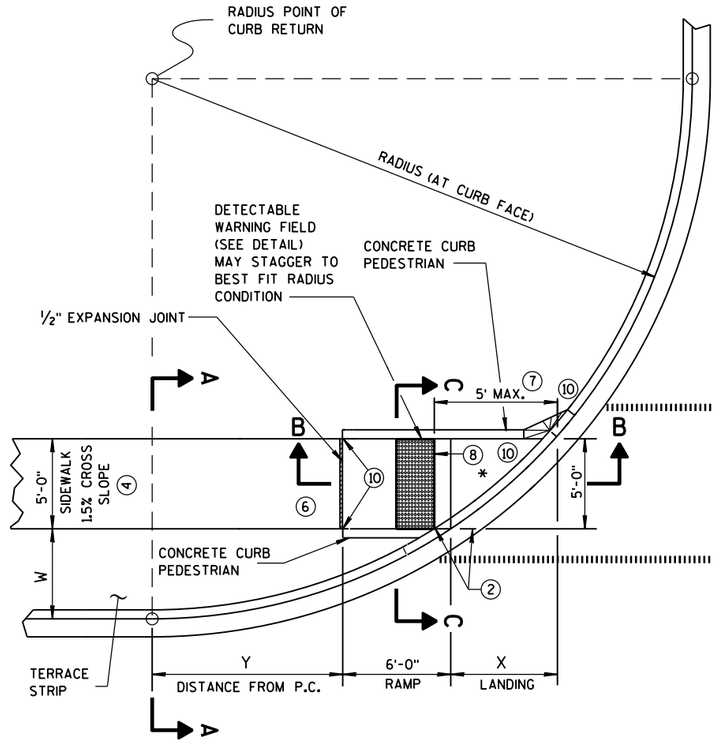
**CURB RAMPS TYPES 4A AND 4A1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

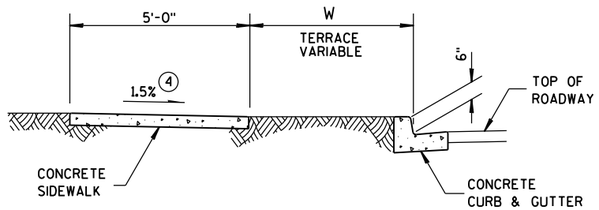



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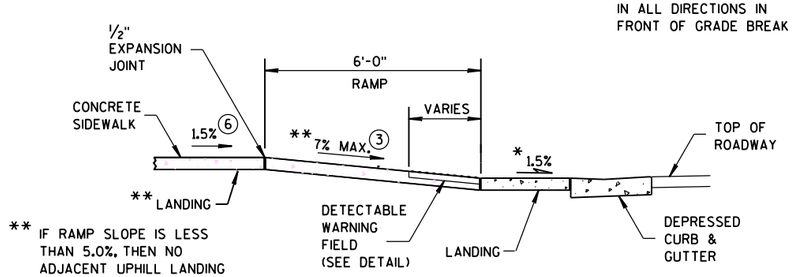

S.D.D. 8 D 5-16c




## CURB RAMP TYPE 4B
### PLAN VIEW




## SECTION A-A FOR TYPE 4B




* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

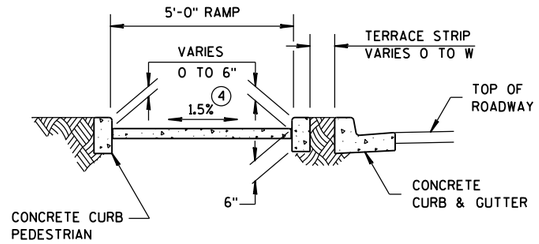
## SECTION B-B FOR TYPE 4B

## LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

PAVEMENT MARKING CROSSWALK (WHITE)




## SECTION C-C FOR TYPE 4B

| RADIUS (AT CURB FACE) | W = 3'-0" | | W = 4'-0" | | W = 5'-0" | | W = 6'-0" | | W = 7'-0" | |
|---|---|---|---|---|---|---|---|---|---|---|
| | X | Y | X | Y | X | Y | X | Y | X | Y |
| 20 FEET | 5'-5½" | 4'-6½" | 4'-8½" | 6'-0" | 4'-1" | 7'-2¾" | 3'-7" | 8'-3½" | 3'-1½" | 9'-2½" |
| 30 FEET | 7'-3¾" | 7'-1" | 6'-5½" | 8'-11½" | 5'-9¼" | 10'-7" | 5'-2½" | 12'-0" | 4'-8¾" | 13'-3¼" |
| 40 FEET | 8'-9½" | 9'-2½" | 7'-10" | 11'-5¼" | 7'-1" | 13'-4½" | 6'-5¾" | 15'-¾" | 5'-11½" | 16'-7¼" |
| 50 FEET | 10'-¾" | 11'-¾" | 9'-¼" | 13'-7¼" | 8'-2½" | 15'-9½" | 7'-6½" | 17'-9" | 6'-11¾" | 19'-6¼" |
| 60 FEET | 11'-2½" | 12'-8¾" | 10'-¾" | 15'-6½" | 9'-2¼" | 17'-11¾" | 8'-5¾" | 20'-1¾" | 7'-10½" | 22'-1½" |

INTERMEDIATE RADII CAN BE INTERPOLATED

## GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

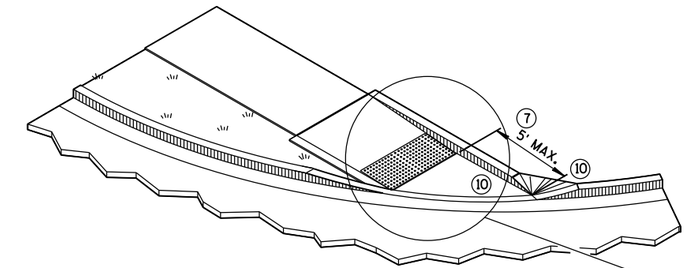
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

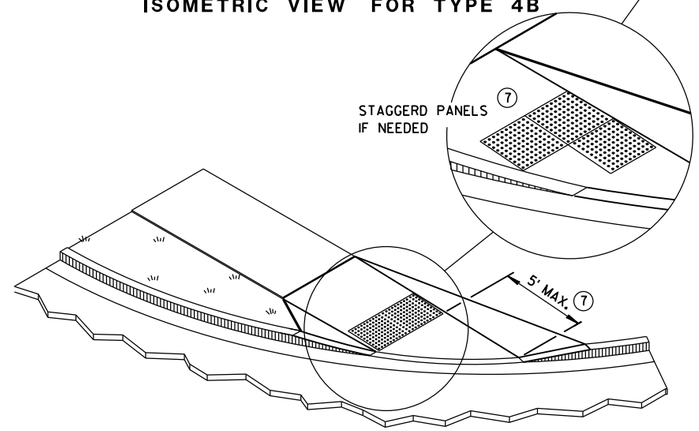
(7) WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

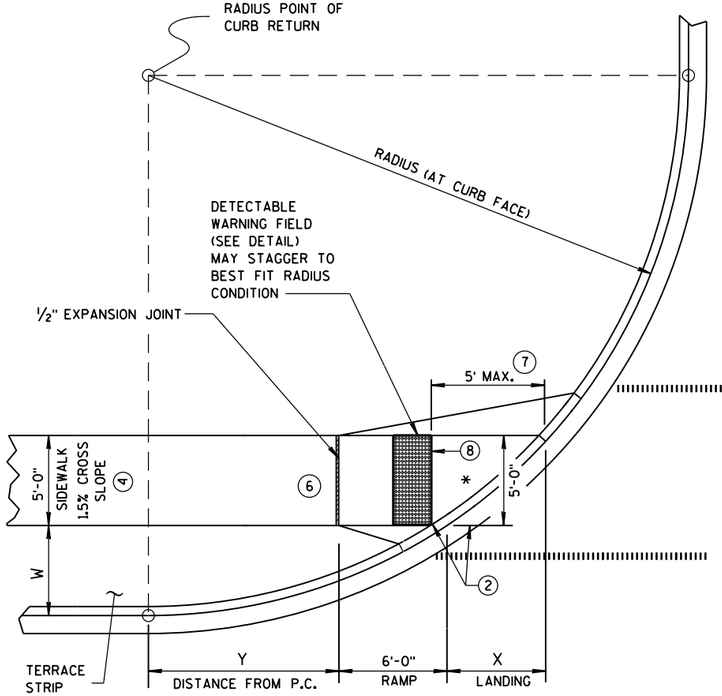
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.




## ISOMETRIC VIEW FOR TYPE 4B




## ISOMETRIC VIEW FOR TYPE 4B1




## CURB RAMP TYPE 4B1
### PLAN VIEW

**CURB RAMPS**
**TYPE 4B AND 4B1**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

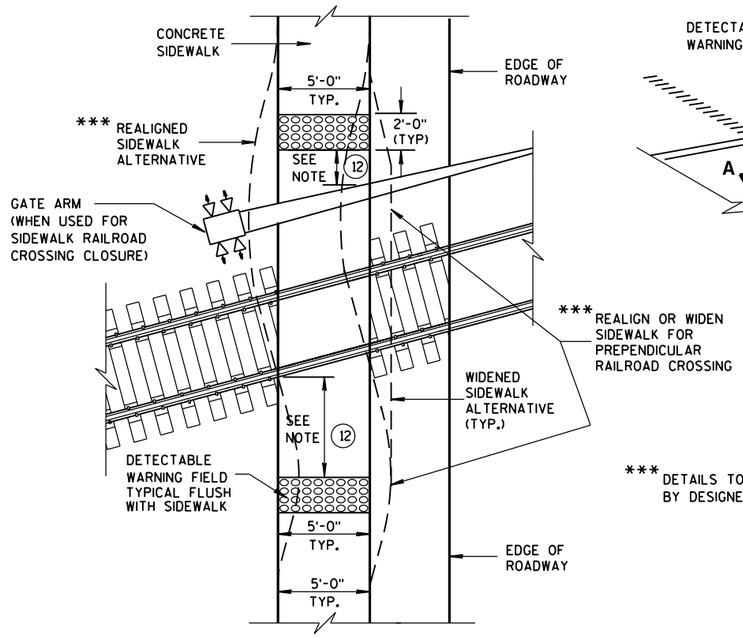


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S.D.D. 8 D 5-16d

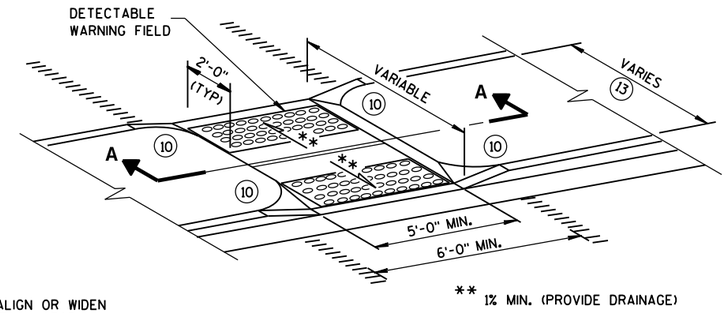
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S.D.D. 8 D 5-16d




**TYPE 8**
**DETECTABLE WARNINGS AT RAILROAD CROSSING**

*** DETAILS TO BE DETERMINED BY DESIGNER




** 1% MIN. (PROVIDE DRAINAGE)

**MEDIAN ISLAND**
**NON-ELEVATED CROSSING**
**TYPE 5**

## GENERAL NOTES

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

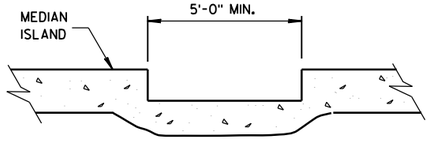
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

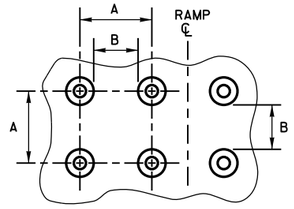
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



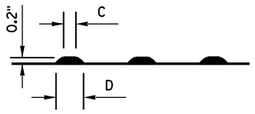

**SECTION A-A**

| | MIN. | MAX. |
|---|---|---|
| A | 1.6" | 2.4" |
| B | 0.65" | 1.5" |
| C | * | * |
| D | 0.9" | 1.4" |

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

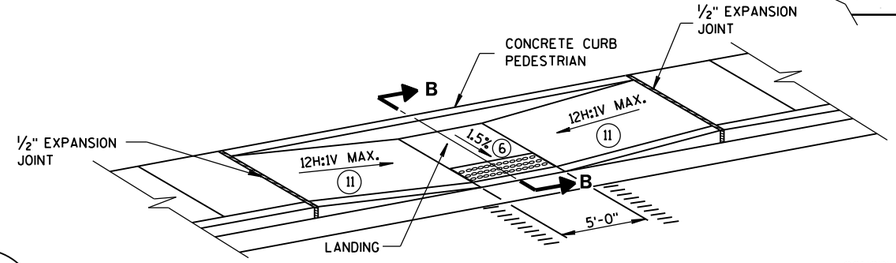



**PLAN VIEW**

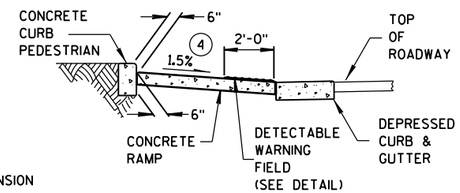



**ELEVATION VIEW**

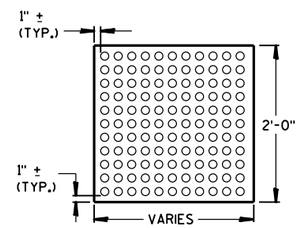
**TRUNCATED DOMES**
**DETECTABLE WARNING PATTERN DETAIL**




**MID-BLOCK CROSSING**
**TYPE 7A**



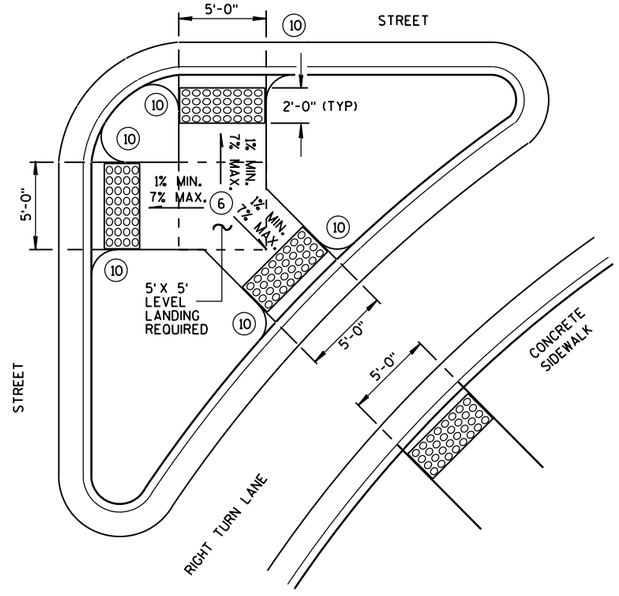

**SECTION B-B**



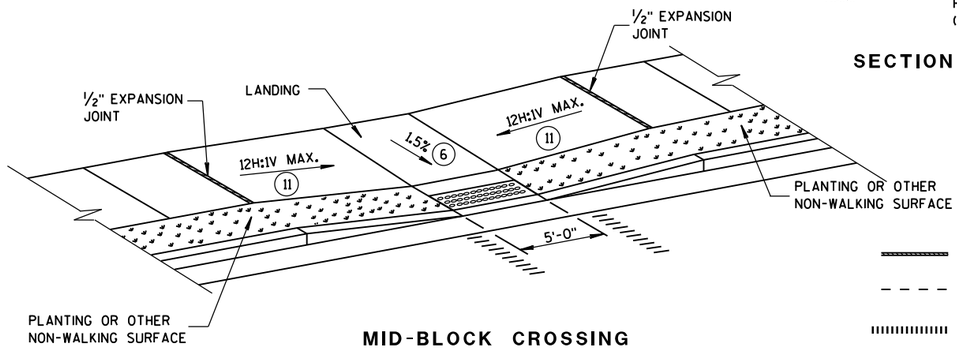

**PLAN VIEW**

**DETECTABLE WARNING FIELD (TYPICAL)**

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS




**TYPE 6**
**DETECTABLE WARNING AT ISLANDS**




**MID-BLOCK CROSSING**
**TYPE 7B**

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

**LEGEND**

- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS**
**TYPES 5, 6, 7A, 7B & 8**

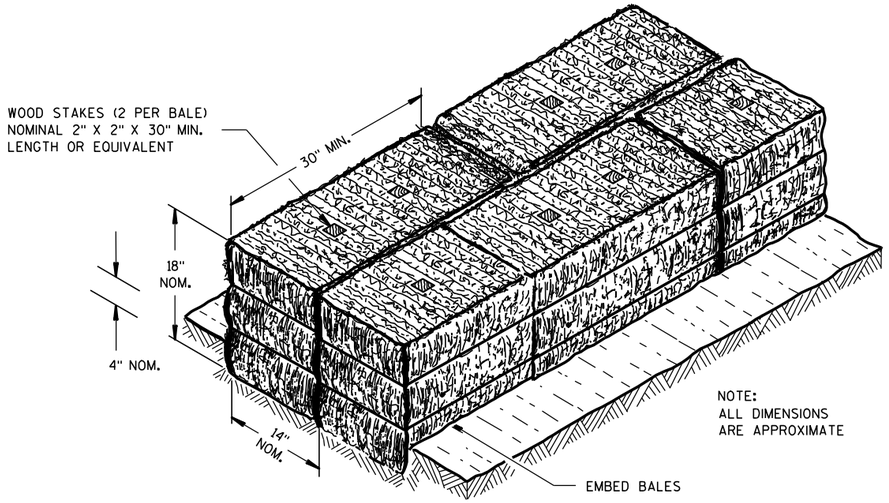
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS [illegible] ENGINEER
FHWA

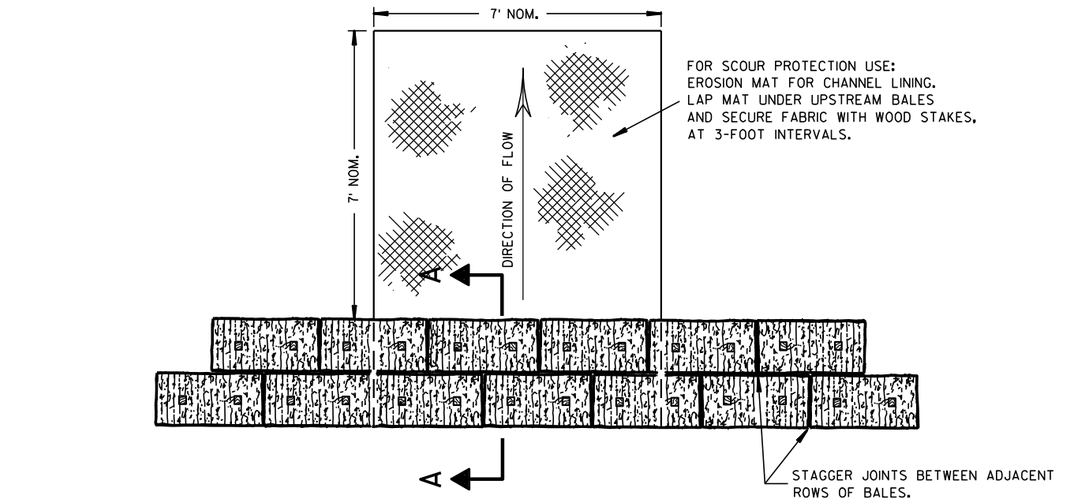



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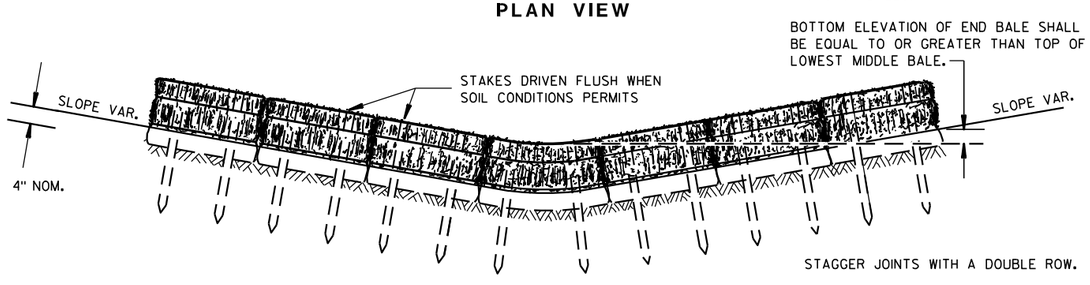
S.D.D. 8 D 5-16e




**SECTION A-A**




**PLAN VIEW**



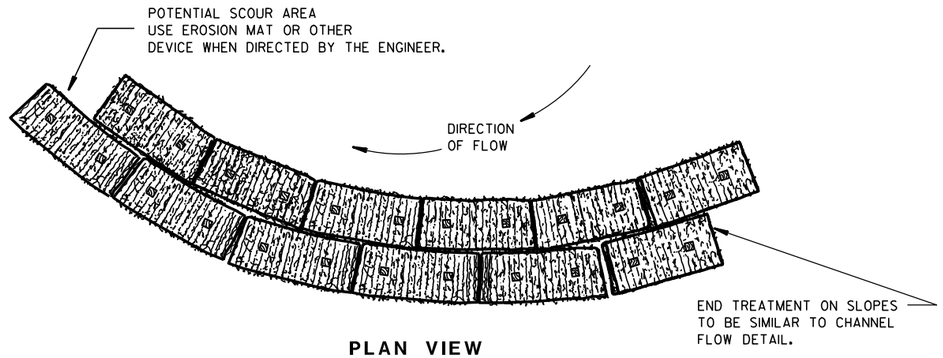

**FRONT ELEVATION**

## TEMPORARY DITCH CHECK USING EROSION BALES ①

## GENERAL NOTES

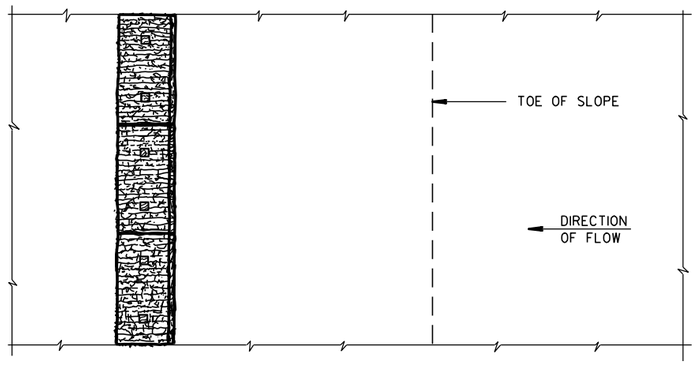
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

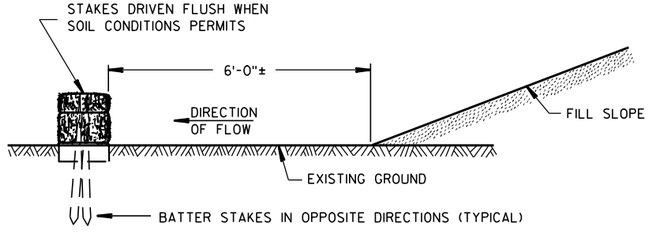



**PLAN VIEW**

WHEN ALTERING THE DIRECTION OF FLOW




**PLAN VIEW**




**FRONT ELEVATION**

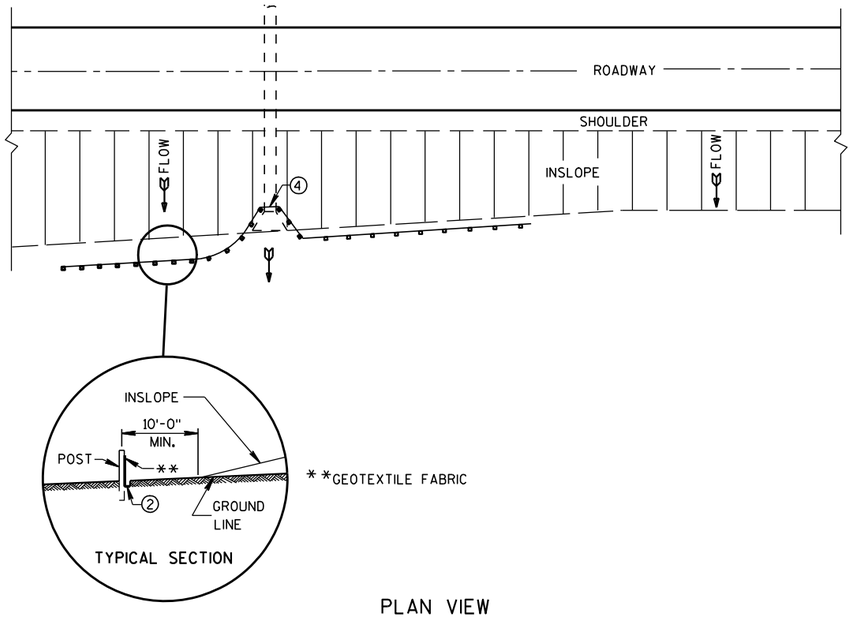
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

## EROSION BALES FOR SHEET FLOW

**TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS**

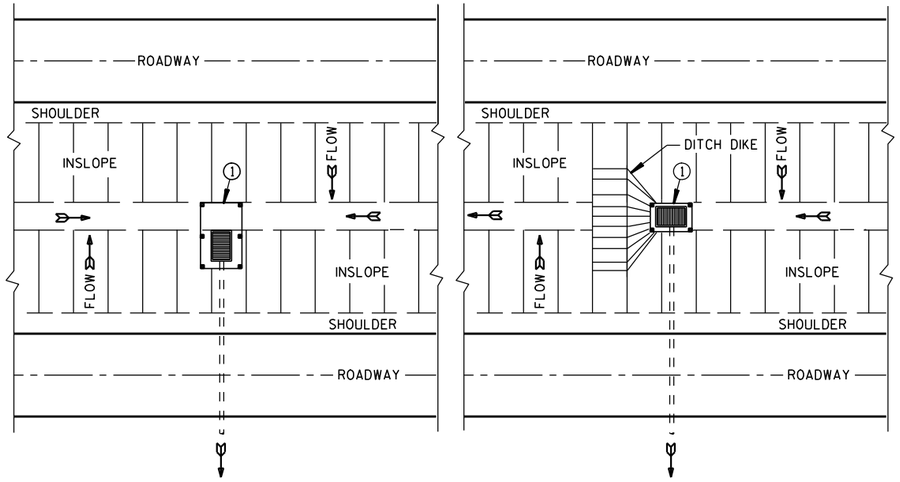
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/04/02 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




PLAN VIEW

## TYPICAL APPLICATION OF SILT FENCE




PLAN VIEW

## SILT FENCE AT MEDIAN SURFACE DRAINS

## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

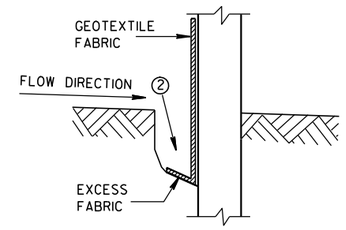
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

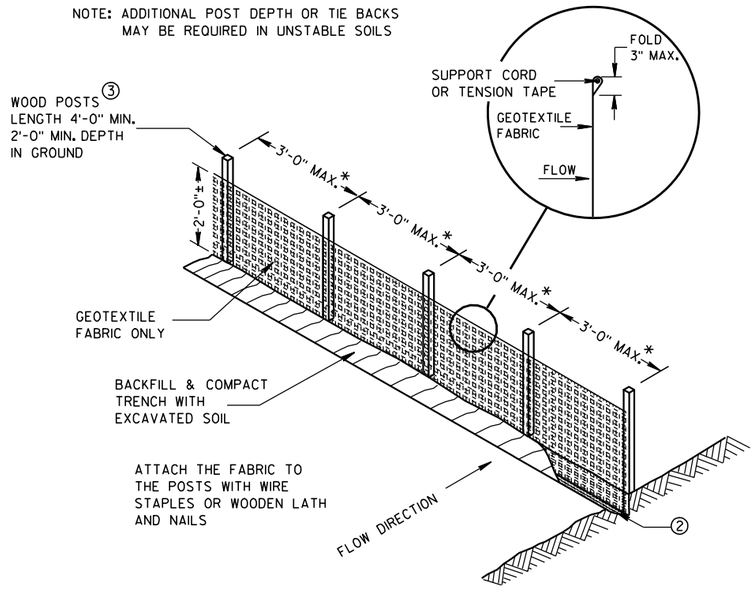
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

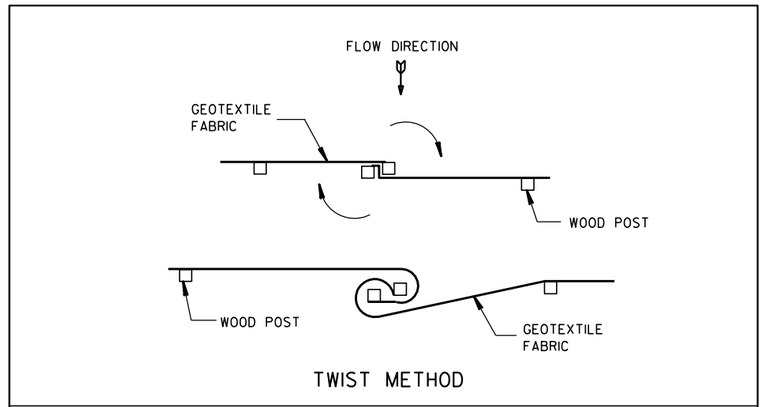
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



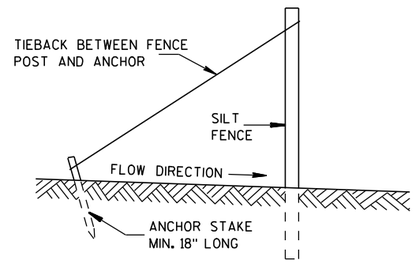

## TRENCH DETAIL




## SILT FENCE




## JOINING TWO LENGTHS OF SILT FENCE ⑤




## SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

**SILT FENCE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

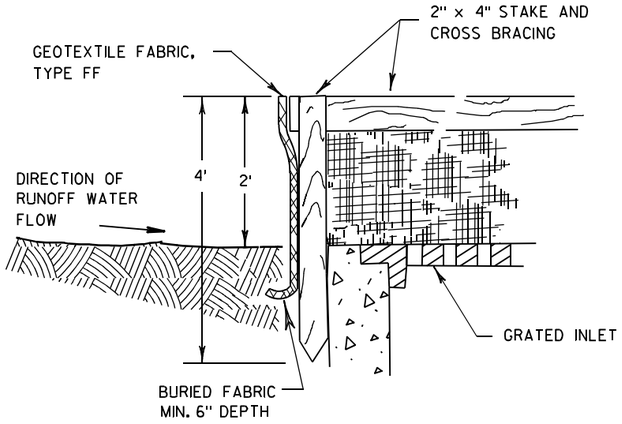


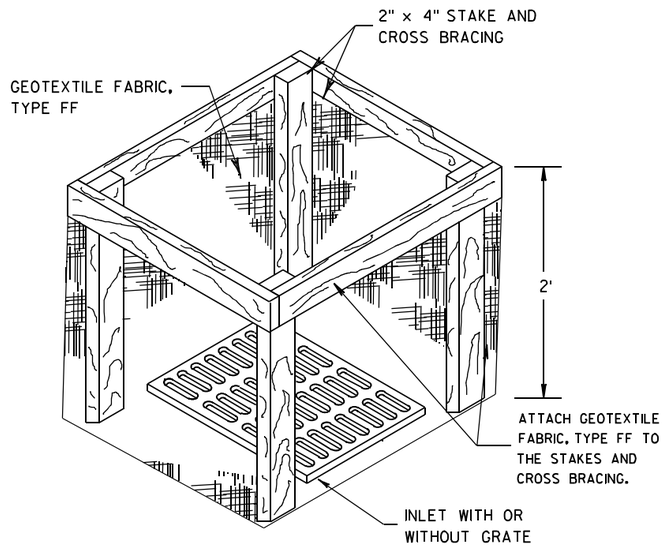
6

S.D.D. 8 E 9-6

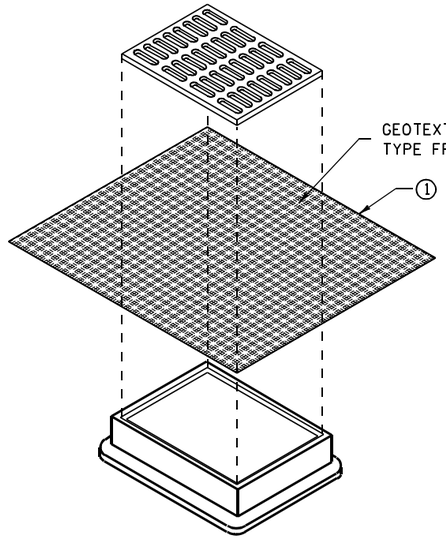
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S.D.D. 8 E 9-6



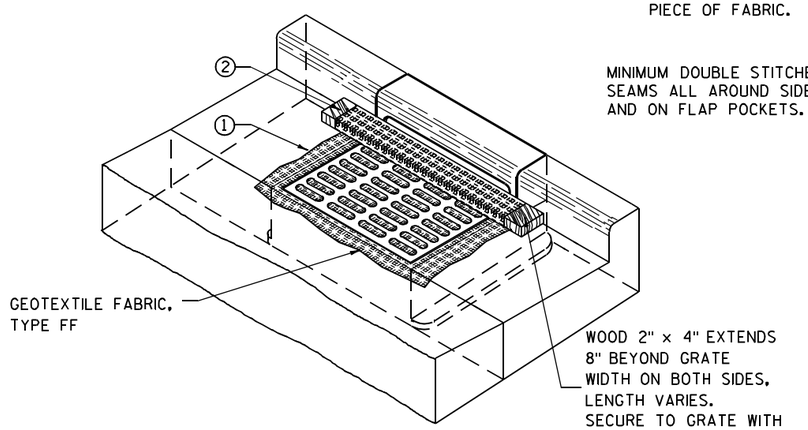




## INLET PROTECTION, TYPE A

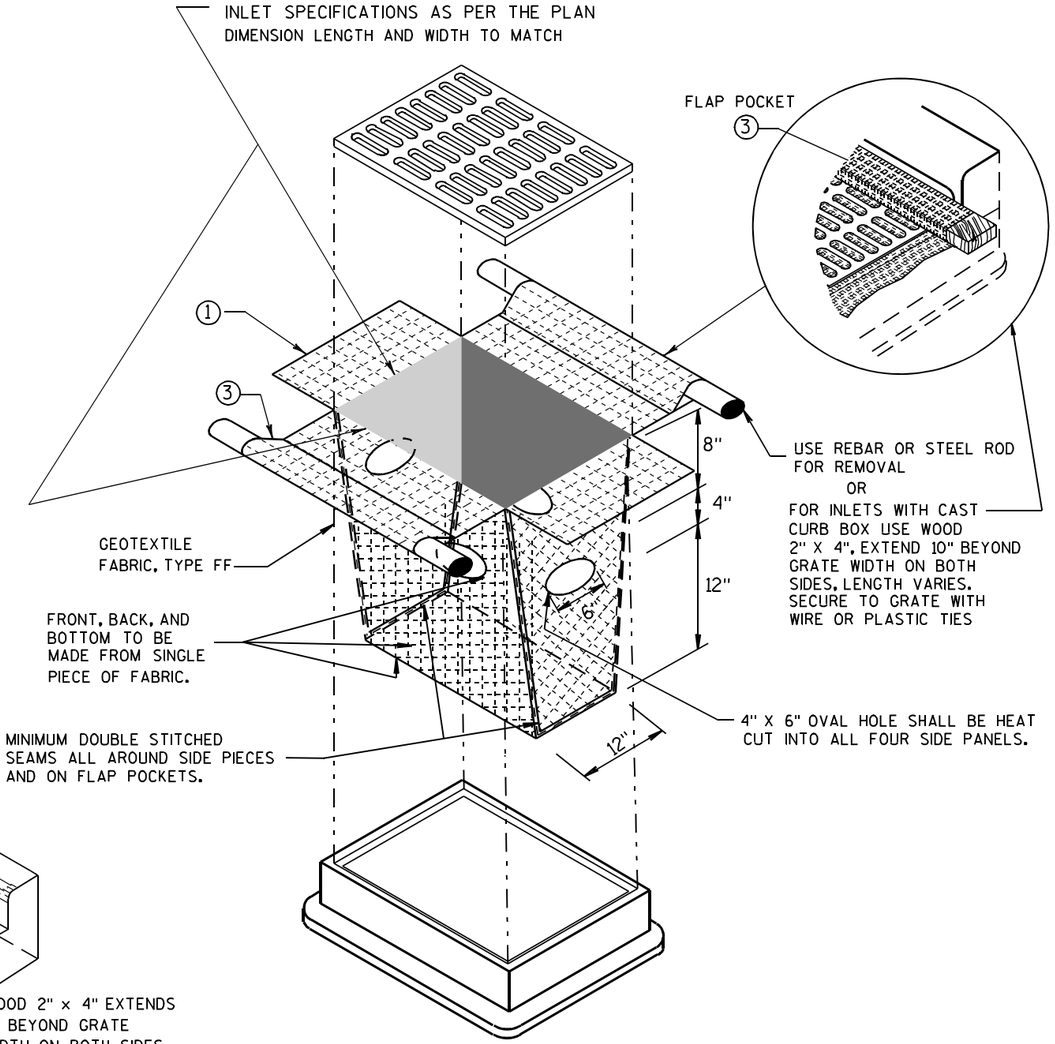



## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)




## INLET PROTECTION, TYPE C (WITH CURB BOX)




## INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ② )

## GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

## INSTALLATION NOTES

### TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

### TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA




6
S.D.D. 8 E 10-2

## METAL APRON ENDWALLS

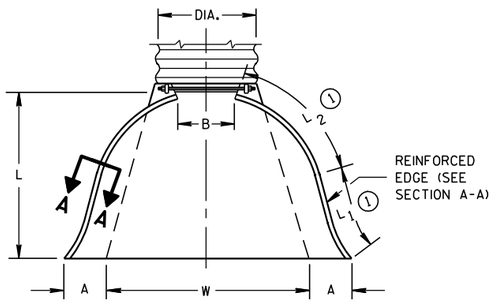
| PIPE DIA. (IN.) | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 12 | .064 | .060 | 6 | 6 | 6 | 21 | 12 | 17 1/2 | 24 | 2 1/2 to 1 | 1 Pc. |
| 15 | .064 | .060 | 7 | 8 | 6 | 26 | 14 | 21 3/4 | 30 | 2 1/2 to 1 | 1 Pc. |
| 18 | .064 | .060 | 8 | 10 | 6 | 31 | 15 | 28 1/4 | 36 | 2 1/2 to 1 | 1 Pc. |
| 21 | .064 | .060 | 9 | 12 | 6 | 36 | 18 | 29 5/8 | 42 | 2 1/2 to 1 | 1 Pc. |
| 24 | .064 | .075 | 10 | 13 | 6 | 41 | 18 | 37 1/4 | 48 | 2 1/2 to 1 | 1 Pc. |
| 30 | .079 | .075 | 12 | 16 | 8 | 51 | 18 | 52 1/4 | 60 | 2 1/2 to 1 | 1 Pc. |
| 36 | .079 | .105 | 14 | 19 | 9 | 60 | 24 | 59 3/4 | 72 | 2 1/2 to 1 | 2 Pc. |
| 42 | .109 | .105 | 16 | 22 | 11 | 69 | 24 | 75 5/8 | 84 | 2 1/2 to 1 | 2 Pc. |
| 48 | .109 | .105 | 18 | 27 | 12 | 78 | 24 | 81 | 90 | 2 1/4 to 1 | 3 Pc. |
| 54 | .109 | .105 | 18 | 30 | 12 | 84 | 30 | 85 1/2 | 102 | 2 1/4 to 1 | 3 Pc. |
| 60 | .109× | .105× | 18 | 33 | 12 | 87 | — | — | 114 | 2 to 1 | 3 Pc. |
| 66 | .109× | .105× | 18 | 36 | 12 | 87 | — | — | 120 | 2 to 1 | 3 Pc. |
| 72 | .109× | .105× | 18 | 39 | 12 | 87 | — | — | 126 | 2 to 1 | 3 Pc. |
| 78 | .109× | .105× | 18 | 42 | 12 | 87 | — | — | 132 | 1 1/2 to 1 | 3 Pc. |
| 84 | .109× | .105× | 18 | 45 | 12 | 87 | — | — | 138 | 1 1/2 to 1 | 3 Pc. |
| 90 | .109× | .105× | 18 | 37 | 12 | 87 | — | — | 144 | 1 1/2 to 1 | 3 Pc. |
| 96 | .109× | .105× | 18 | 35 | 12 | 87 | — | — | 150 | 1 1/2 to 1 | 3 Pc. |

× EXCEPT CENTER PANEL SEE GENERAL NOTES

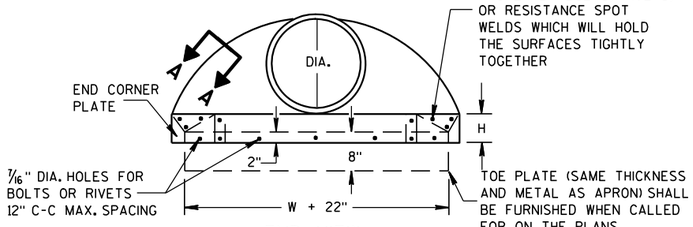
## REINFORCED CONCRETE APRON ENDWALLS

| PIPE DIA. (IN.) | DIMENSIONS (Inches) T | A | B | C | D | E | G | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|
| 12 | 2 | 4 | 24 | 48 7/8 | 72 1/8 | 24 | 2 | 3 to 1 |
| 15 | 2 1/4 | 6 | 27 | 46 | 73 | 30 | 2 1/4 | 3 to 1 |
| 18 | 2 1/2 | 9 | 27 | 46 | 73 | 36 | 2 1/2 | 3 to 1 |
| 21 | 2 3/4 | 9 | 36 | 37 1/2 | 73 1/2 | 42 | 2 3/4 | 3 to 1 |
| 24 | 3 | 9 1/2 | 43 1/2 | 30 | 73 1/2 | 48 | 3 | 3 to 1 |
| 27 | 3 1/4 | 10 1/2 | 49 1/2 | 24 | 73 1/2 | 54 | 3 1/4 | 3 to 1 |
| 30 | 3 1/2 | 12 | 54 | 19 3/4 | 73 1/2 | 60 | 3 1/2 | 3 to 1 |
| 36 | 4 | 15 | 63 | 34 3/4 | 97 3/4 | 72 | 4 | 3 to 1 |
| 42 | 4 1/2 | 21 | 63 | 35 | 98 | 78 | 4 1/2 | 3 to 1 |
| 48 | 5 | 24 | 72 | 26 | 98 | 84 | 5 | 3 to 1 |
| 54 | 5 1/2 | 27 | 65 | * 33 1/4 - ** 35 | * 98 1/4 - ** 100 | 90 | 5 1/2 | 2 2/5 to 1 |
| 60 | 6 | * 30 - ** 35 | 60 | 39 | 99 | 96 | 5 | 2 to 1 |
| 66 | 6 1/2 | * 24 - ** 30 | * 72 - ** 78 | * 21 - ** 27 | 99 | 102 | 5 1/2 | 2 to 1 |
| 72 | 7 | * 24 - ** 36 | 78 | 21 | 99 | 108 | 6 | 2 to 1 |
| 78 | 7 1/2 | * 24 - ** 36 | 78 | 21 | 99 | 114 | 6 1/2 | 2 to 1 |
| 84 | 8 | 36 | 90 1/2 | 21 | 111 1/2 | 120 | 6 1/2 | 1 1/2 to 1 |
| 90 | 8 1/2 | 41 | 87 1/2 | 24 | 111 1/2 | 132 | 6 1/2 | 1 1/2 to 1 |

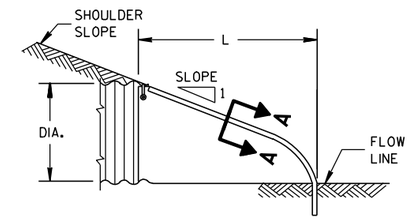
* MINIMUM
** MAXIMUM




PLAN VIEW

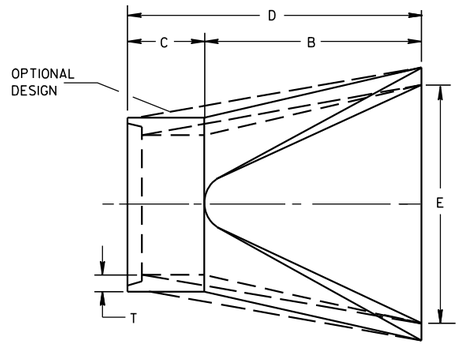



END VIEW

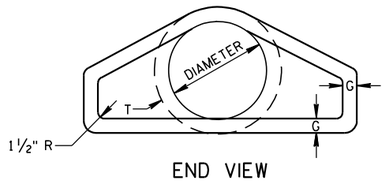



SIDE ELEVATION

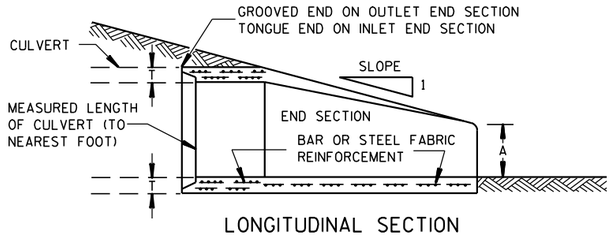
## METAL ENDWALLS




PLAN

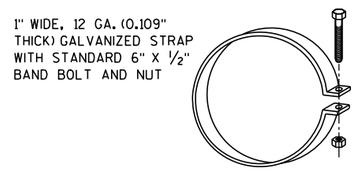



END VIEW



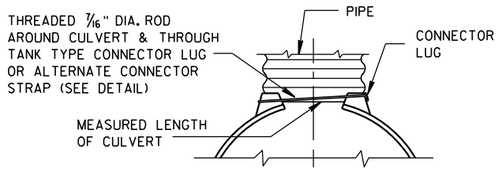

LONGITUDINAL SECTION

## CONCRETE ENDWALLS

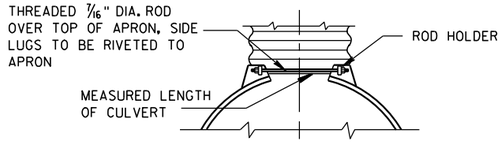



ALTERNATE FOR TYPE 1 CONNECTION

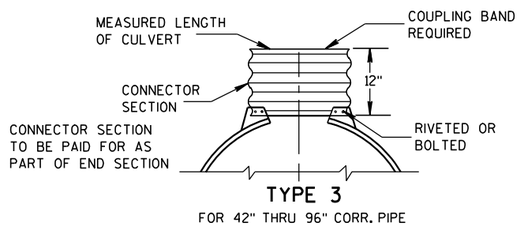
## END SECTION CONNECTOR STRAP



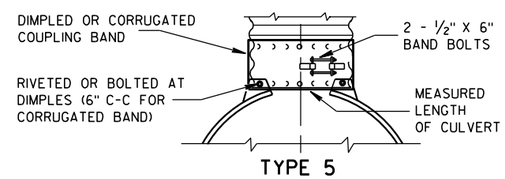

TYPE 1
FOR 12" THRU 24" CORR. PIPE




TYPE 2
FOR 30" THRU 96" CORR. PIPE




TYPE 3
FOR 42" THRU 96" CORR. PIPE




TYPE 5
ALTERNATE FOR:
ALL SIZES CORRUGATED CIRCULAR PIPE

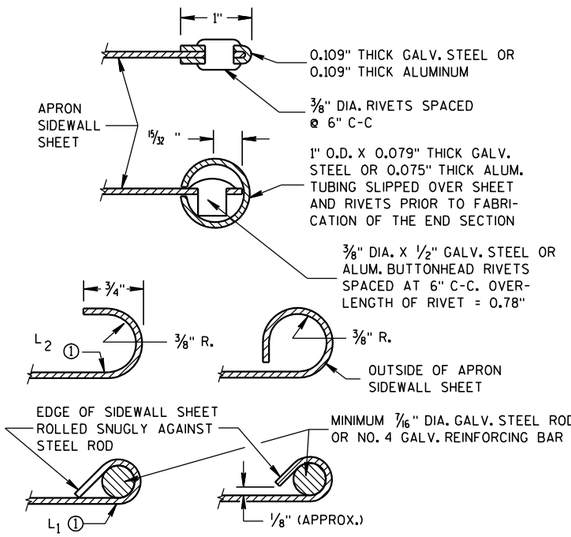
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL. AND CORRUGATED BAND FITS INSIDE ENDWALL. DIMPLED BAND MAY BE USED WITH HELICALLY CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5 AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO CIRCUMFERENTIAL CORRUGATIONS AT EACH END USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

## CONNECTION DETAILS




## SECTION A-A

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

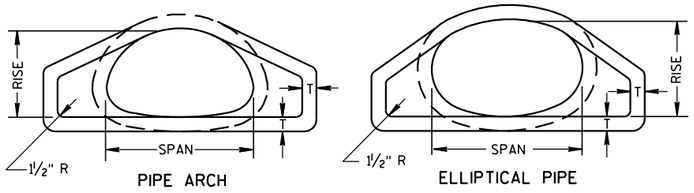
# APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

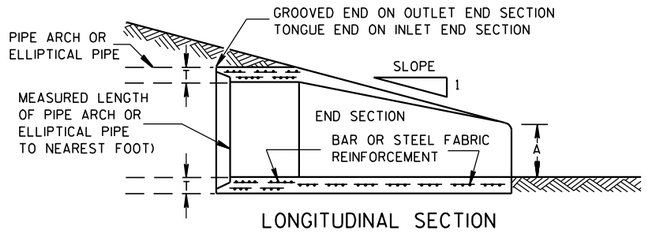
APPROVED
11/30/94 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



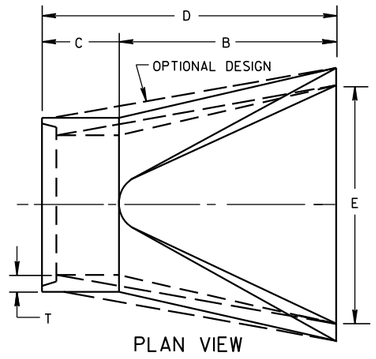

6
S.D.D. 8 F 1-11




END VIEW

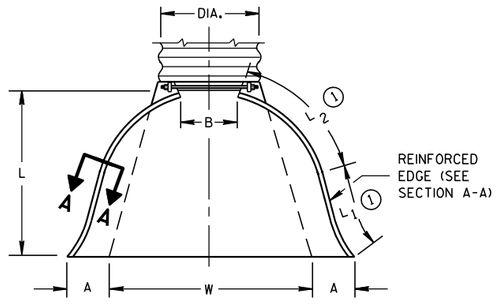



LONGITUDINAL SECTION

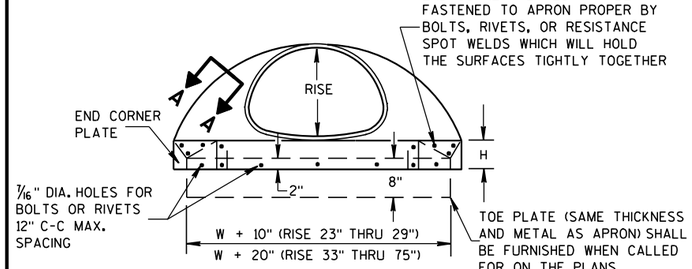



PLAN VIEW

# CONCRETE ENDWALLS

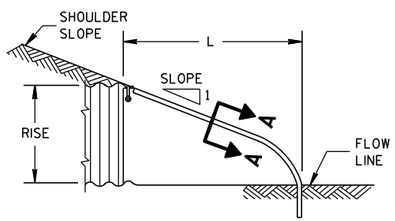



PLAN VIEW



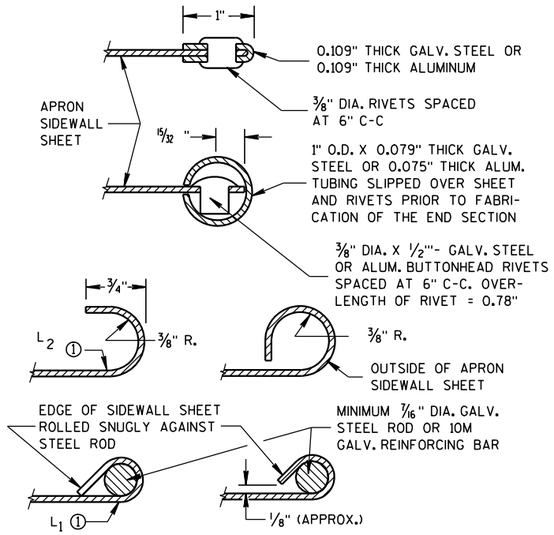

END CORNER PLATES MAY BE FASTENED TO APRON PROPER BY BOLTS, RIVETS, OR RESISTANCE SPOT WELDS WHICH WILL HOLD THE SURFACES TIGHTLY TOGETHER

END VIEW




SIDE ELEVATION

## METAL ENDWALLS




## SECTION A-A

### 2- 2/3" X 1/2" CORRUGATIONS

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 13 | .064 | .060 | 7 | 9 | 6 | 19 | 14 | 16 | 30 | 2½ to 1 | 1 Pc. |
| 18 | 21 | 15 | .064 | .060 | 7 | 10 | 6 | 23 | 14 | 19⅜ | 36 | 2½ to 1 | 1 Pc. |
| 21 | 24 | 18 | .064 | .060 | 8 | 12 | 6 | 28 | 18 | 21¾ | 42 | 2½ to 1 | 1 Pc. |
| 24 | 28 | 20 | .064 | .060 | 9 | 14 | 6 | 32 | 18 | 27½ | 48 | 2½ to 1 | 1 Pc. |
| 30 | 35 | 24 | .079 | .075 | 10 | 16 | 6 | 39 | 18 | 37⅝ | 60 | 2½ to 1 | 1 Pc. |
| 36 | 42 | 29 | .079 | .075 | 12 | 18 | 8 | 46 | 24 | 45⅜ | 75 | 2½ to 1 | 1 Pc. |
| 42 | 49 | 33 | .109 | .105 | 13 | 21 | 9 | 53 | 24 | 54¾ | 85 | 2½ to 1 | 2 Pc. |
| 48 | 57 | 38 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 68 | 90 | 2½ to 1 | 3 Pc. |
| 54 | 64 | 43 | .109 | .105 | 18 | 30 | 12 | 70 | 24 | 72¾ | 102 | 2¼ to 1 | 3 Pc. |
| 60 | 71 | 47 | .109* | .105* | 18 | 33 | 12 | 77 | 30 | 82¼ | 114 | 2¼ to 1 | 3 Pc. |
| 66 | 77 | 52 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 2 to 1 | 3 Pc. |
| 72 | 83 | 57 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |

### 3" X 1" CORRUGATIONS

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) STEEL | MIN. THICK. (Inches) ALUM. | DIMENSIONS (Inches) A (±1") | B (MAX.) | H (±1") | L (±1 1/2") | L1 ① | L2 ① | W (±2") | APPROX. SLOPE | BODY |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 48 | 53 | 41 | .109 | .105 | 18 | 26 | 12 | 63 | 24 | 72¾ | 90 | 2½ to 1 | 2 Pc. |
| 54 | 60 | 46 | .109 | .105 | 18 | 30 | 12 | 70 | 30 | 82¼ | 102 | 2 to 1 | 2 Pc. |
| 60 | 66 | 51 | .109* | .105* | 18 | 33 | 12 | 77 | — | — | 114 | 1½ to 1 | 3 Pc. |
| 66 | 73 | 55 | .109* | .105* | 18 | 36 | 12 | 77 | — | — | 126 | 1½ to 1 | 3 Pc. |
| 72 | 81 | 59 | .109* | .105* | 18 | 39 | 12 | 77 | — | — | 138 | 2 to 1 | 3 Pc. |
| 78 | 87 | 63 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 148 | 1½ to 1 | 3 Pc. |
| 84 | 95 | 67 | .109* | .105* | 22 | 34 | 12 | 77 | — | — | 162 | 1½ to 1 | 3 Pc. |
| 90 | 103 | 71 | .109* | .105* | 22 | 38 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |
| 96 | 112 | 75 | .109* | .105* | 24 | 40 | 12 | 77 | — | — | 174 | 1½ to 1 | 3 Pc. |

NOTE: ALL SPLICES TO BE LAP RIVETED OR BOLTED.

* EXCEPT CENTER PANEL SEE GENERAL NOTES

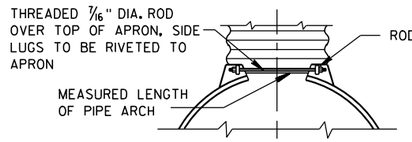
### REINFORCED CONCRETE PIPE ARCH

| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 29 | 18 | 3 | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 36 | 22 | 3½ | 9½ | 50 | 46 | 96 | 60 | 3 to 1 |
| 36 | 44 | 27 | 4 | 11⅛ | 60 | 36 | 96 | 72 | 3 to 1 |
| 42 | 51 | 31 | 4½ | 15 13/16 | 60 | 36 | 96 | 78 | 3 to 1 |
| 48 | 58 | 36 | 5 | 21 | 60 | 36 | 96 | 84 | 3 to 1 |
| 54 | 65 | 40 | 5½ | 25½ | 60 | 36 | 96 | 90 | 3 to 1 |
| 60 | 73 | 45 | 6 | 31 | 60 | 36 | 96 | 96 | 3 to 1 |
| 72 | 88 | 54 | 7 | 31 | 60 | 39 | 99 | 120 | 2 to 1 |
| 84 | 102 | 62 | 8 | 28½ | 83 | 19 | 102 | 144 | 2 to 1 |

### REINFORCED CONCRETE ELLIPTICAL PIPE

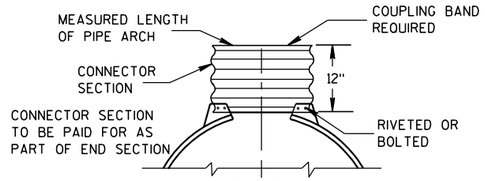
| EQUIV. DIA. (Inches) | DIMENSIONS (Inches) ** SPAN | ** RISE | T | A | B | C | D | E | APPROX. SLOPE |
|---|---|---|---|---|---|---|---|---|---|
| 24 | 30 | 19 | 3¼ | 8½ | 39 | 33 | 72 | 48 | 3 to 1 |
| 30 | 38 | 24 | 3¾ | 9½ | 54 | 18 | 72 | 60 | 3 to 1 |
| 36 | 45 | 29 | 4½ | 11⅛ | 60 | 24 | 84 | 72 | 2½ to 1 |
| 42 | 53 | 34 | 5 | 15¾ | 60 | 36 | 96 | 78 | 2½ to 1 |
| 48 | 60 | 38 | 5½ | 21 | 60 | 36 | 96 | 84 | 2½ to 1 |
| 54 | 68 | 43 | 6 | 25½ | 60 | 36 | 96 | 90 | 2½ to 1 |
| 60 | 76 | 48 | 6½ | 30 | 60 | 36 | 96 | 96 | 2½ to 1 |

**NOMINAL SIZE



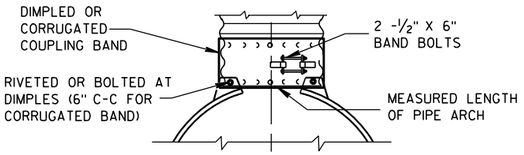

TYPE 2

FOR 17" X 13" THRU 112" X 75" PIPE ARCH




TYPE 3

FOR 64" X 43" THRU 112" X 75" PIPE ARCH




TYPE 5

ALTERNATE FOR:

ALL SIZES CORRUGATED PIPE ARCHES

NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL, AND CORRUGATED BAND FITS INSIDE ENDWALL.

## CONNECTION DETAILS

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CONCRETE APRON ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL OR ALUMINUM CULVERT PIPE OR VISE VERSA. GALVANIZED STEEL OR ALUMINUM APRON ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL THREE PIECE ALUMINUM APRON ENDWALLS FOR 66" X 51" PIPE ARCH AND LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE ARCH PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS. FOR THE 77" X 52" THROUGH 112" X 75" APRON ENDWALL SIZES, THE REINFORCED EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

① FOR PIPE ARCH SIZES UP TO 73" X 55" A 180° ROLLED EDGE MAY BE USED INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

**APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/94 — DATE

/S/ Rory L. Rhinesmith — CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

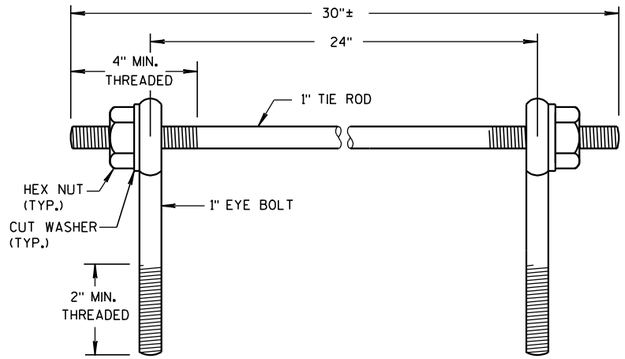


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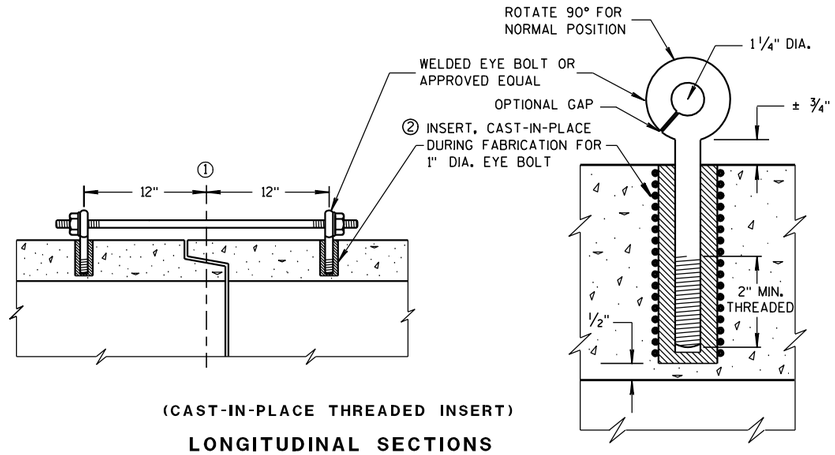
S.D.D. 8 F 2-1

6

S.D.D. 8 F 2-1




EYE BOLTS AND TIE ROD




(CAST-IN-PLACE THREADED INSERT)

LONGITUDINAL SECTIONS

# EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 1)

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS, AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

CONCRETE CULVERT AND STORM SEWER PIPE SHALL BE TIED TOGETHER IN THE MANNER ILLUSTRATED BY THIS DETAIL AT LOCATIONS DESIGNATED IN THE STANDARD SPECIFICATIONS AND THE PLAN. THE CONTRACTOR MAY USE EITHER ALTERNATE 1, 2 OR 3 FOR DRAINAGE STRUCTURES. ONLY ALTERNATE 1 AND 3 MAY BE USED FOR CATTLE PASSES, UNLESS OTHERWISE STATED IN THE CONTRACT. THE MATERIALS, FABRICATION AND WORK NECESSARY TO TIE THE PIPE BY THIS DETAIL WILL BE CONSIDERED INCIDENTAL TO THE PIPE AND APRON ENDWALLS IF REQUIRED.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR JOINT TIES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

JOINT TIES TO BE HOT-DIP GALVANIZED PER ASTM A 153.

① ℄ OF TONGUE AND GROOVE OR BELL AND SPIGOT JOINTS.

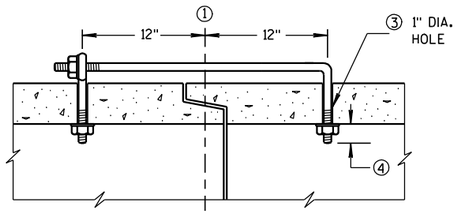
② THE INSIDE OF THE THREADED INSERTS SHALL BE CLEAN TO ALLOW THE INSERTION OF THREADED EYE BOLTS.

③ HOLES SHALL BE CAST-IN-PLACE OR DRILLED 12 INCHES FROM ℄ OF TONGUE AND GROOVE.

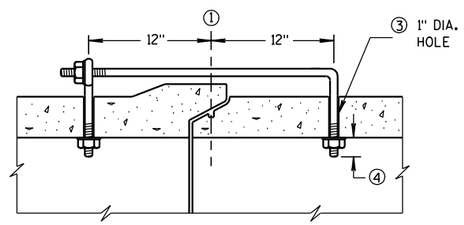
④ BOLT PROJECTION INSIDE OF PIPE SHALL NOT EXCEED 2 INCHES.

⑤ OPENING TO BE ROD DIAMETER PLUS 1 INCH.

⑥ LENGTH ADEQUATE TO EXTEND TO WITHIN 1/2 INCH OF THE INNER SURFACE OF THE PIPE.




(TONGUE & GROOVE PIPE)

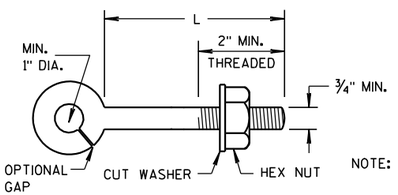



(MODIFIED BELL PIPE)

LONGITUDINAL SECTION

**EYE BOLT DIMENSION TABLE**

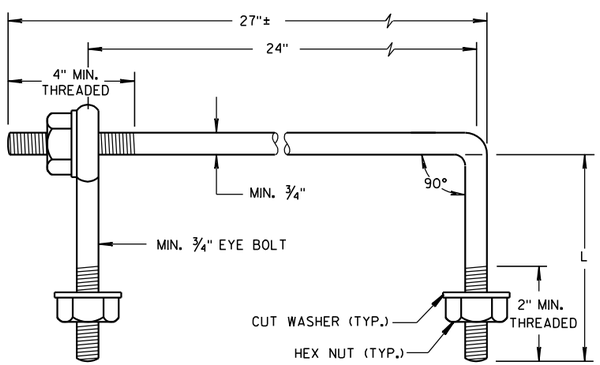
| PIPE SIZE | L = LENGTH | |
|---|---|---|
| | TONGUE & GROOVE PIPE | MODIFIED BELL PIPE |
| 18" TO 24" | 4 1/2" | 6 1/4" |
| 30" | 5" | 7" |
| 36" | 5 1/2" | 7" |
| 42" | 6" | |
| 48" | 6 1/2" | |
| 60" | 7 1/2" | |
| 66" | 8" | |




NOTE:

EYE BOLT

NOTE: TWO EYE BOLTS MAY BE USED WITH A 30" LONG THREADED ROD IN LIEU OF THE 90° BENT TIE ROD.




EYE BOLT AND TIE ROD

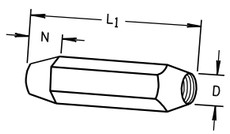
(JOINT TIES FOR 18" TO 66" DIA. CONCRETE PIPE)

# EYE BOLT AND TIE ROD ASSEMBLY (ALTERNATE NO. 2)

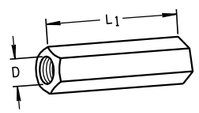
**ADJUSTABLE TIE ROD TABLE**

| PIPE DIAMETER | TIE ROD DIAMETER | D | $L_1$ | N |
|---|---|---|---|---|
| 12-60 | 5/8 | 5/8 | 5 | 1/2 |
| 66-84 | 3/4 | 3/4 | 5 | 1/2 |
| 90-108 | 1 | 1 | 7 | 1 1/16 |

DIMENSIONS SHOWN ARE IN INCHES



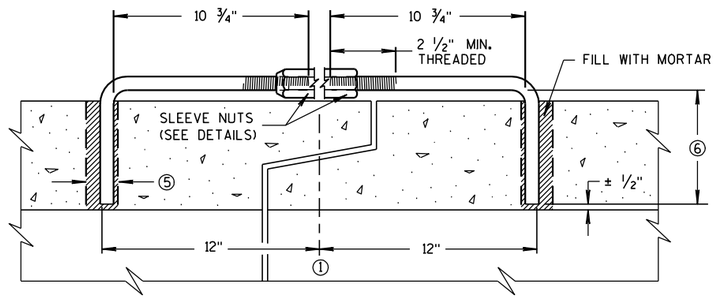

TAPERED




PLAIN

RIGHT AND LEFT THREADS

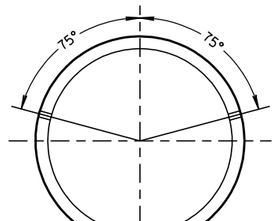
SLEEVE NUTS




LONGITUDINAL SECTION

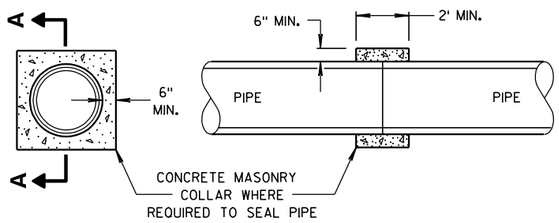
(JOINT TIES FOR 12" TO 108" DIA. CONCRETE PIPE)

# ADJUSTABLE TIE ROD (ALTERNATE NO. 3)




PLACEMENT OF (2) CAST-IN-PLACE INSERTS OR HOLES DURING FABRICATION FOR PIPE SECTIONS REQUIRING TIE RODS

TRANSVERSE SECTION




SECTION A-A

# CONCRETE COLLAR DETAIL

JOINT TIES FOR CONCRETE PIPE AND CONCRETE COLLAR DETAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/5/2012 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS ENGINEER
FHWA



6

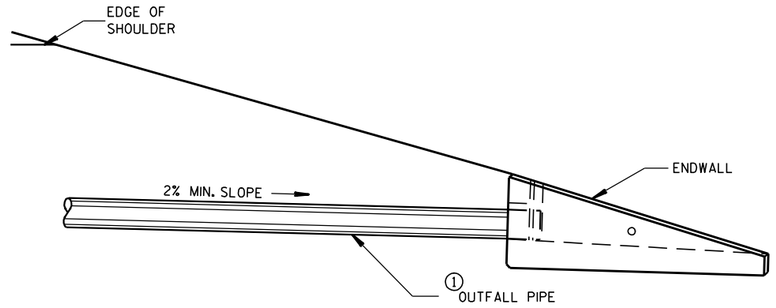
S.D.D. 8 F 4-7

6

S.D.D. 8 F 4-7

| DIMENSIONS IN INCHES | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIA. | A | B | C | D | E | F | G | H | J | L | Z |
| **4 | 6 | 12 | 5 1/4 | 9 | 8 | 32 | 36 | 11 | 2 3/8 | 6 1/2 | 4 |
| 6 | 8 | 14 | 7 1/4 | 11 | 10 | 42 | 44 | 13 | 3 5/8 | 8 1/2 | 6 |

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)




INSTALLATION DETAIL

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

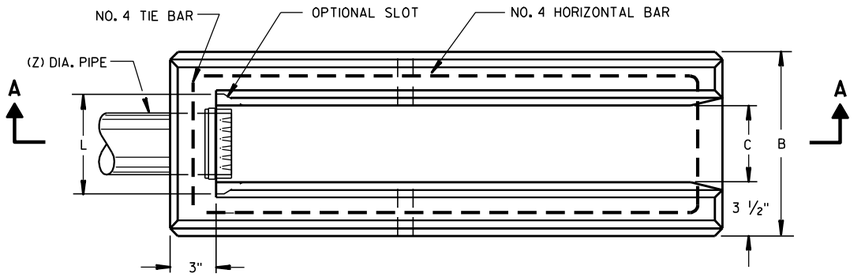
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

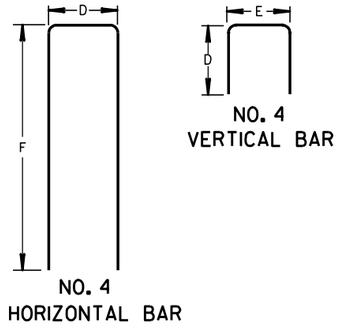
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



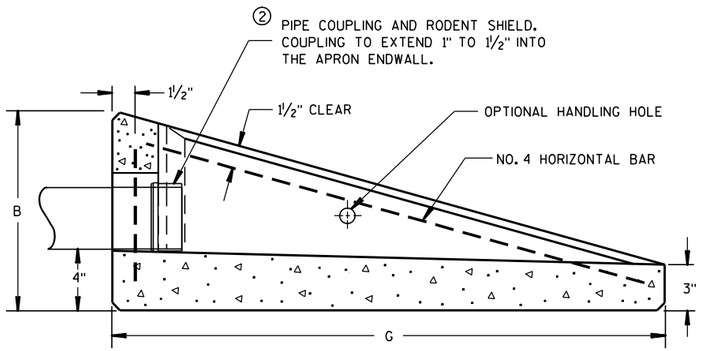

PLAN VIEW



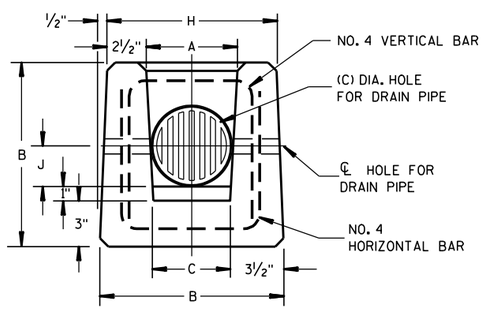




BAR STEEL REINFORCEMENT DETAILS

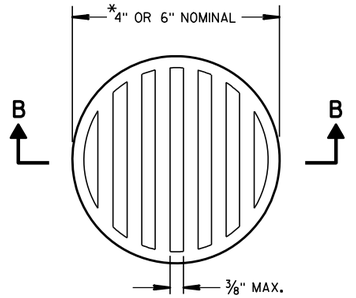


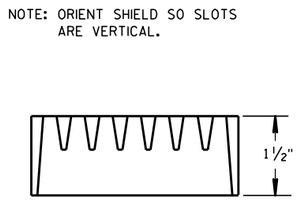

SECTION A-A




END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN




SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

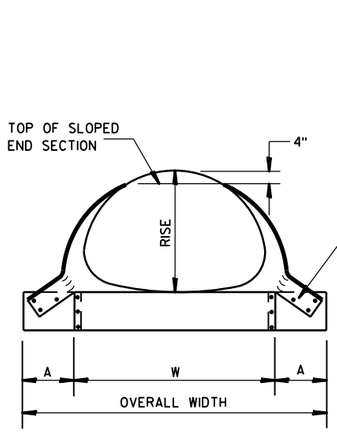
**REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

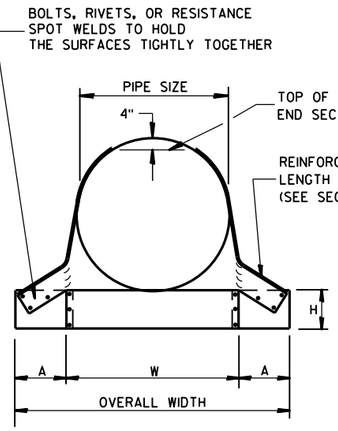
APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



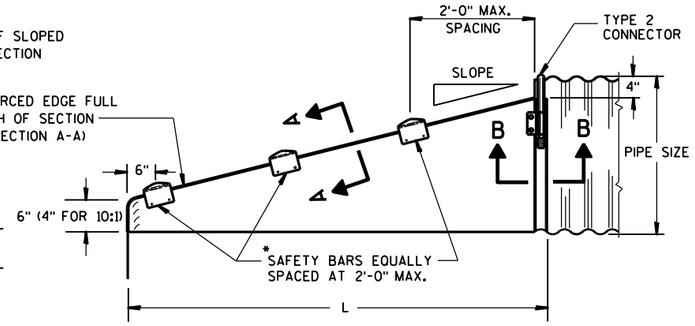

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S.D.D. 8 F 6-4




FRONT VIEW




FRONT VIEW




SIDE VIEW

## GENERAL NOTES

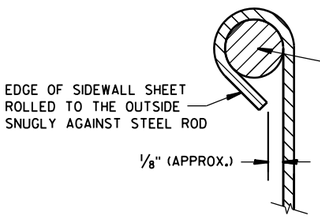
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

SLOPED END SECTIONS SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTION 521 FOR STEEL APRON ENDWALLS.

SAFETY BARS SHALL BE FABRICATED FROM GALVANIZED STEEL PIPE MEETING THE REQUIREMENTS OF ASTM A-53, GRADE B, SCHEDULE 40 OR APPROVED EQUAL.

**STEEL APRON ENDWALLS FOR CULVERT PIPE**
**SLOPED SIDE DRAINS**

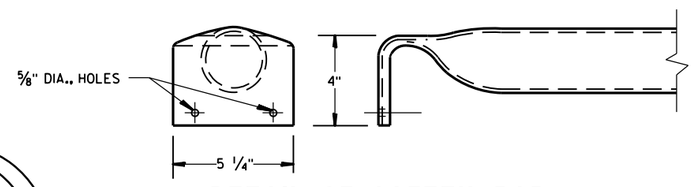
| PIPE DIA. (IN.) | MIN. THICK. (Inches) | DIMENSIONS (Inches) | | | | L DIMENSIONS | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A | H | W | OVERALL WIDTH | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
| 15 | .064 | 8 | 6 | 21 | 37 | 4:1 | 20 | 6:1 | 30 | 10:1 | 70 |
| 18 | .064 | 8 | 6 | 24 | 40 | 4:1 | 32 | 6:1 | 48 | 10:1 | 100 |
| 21 | .064 | 8 | 6 | 27 | 43 | 4:1 | 44 | 6:1 | 66 | 10:1 | 130 |
| 24 | .064 | 8 | 6 | 30 | 46 | 4:1 | 56 | 6:1 | 84 | 10:1 | 160 |
| 30 | .109 | 12 | 9 | 36 | 60 | 4:1 | 80 | 6:1 | 120 | 10:1 | 220 |
| 36 | .109 | 12 | 9 | 42 | 66 | 4:1 | 104 | 6:1 | 156 | 10:1 | 280 |
| 42 | .109 | 16 | 12 | 48 | 80 | 4:1 | 128 | 6:1 | 192 | —— | —— |
| 48 | .109 | 16 | 12 | 54 | 86 | 4:1 | 152 | 6:1 | 228 | —— | —— |
| 54 | .109 | 16 | 12 | 60 | 92 | 4:1 | 176 | 6:1 | 264 | —— | —— |
| 60 | .109 | 16 | 12 | 66 | 98 | 4:1 | 200 | 6:1 | 300 | —— | —— |




SECTION A-A

*NOTE:
THREE SAFETY BARS ARE SHOWN. ACTUAL NUMBER OF BARS REQUIRED AT A 2'-0" C-C MAX. SPACING WILL VARY DEPENDING ON THE LENGTH OF THE END SECTION.

3" GALVANIZED PIPE. FLATTEN ENDS, THEN BEND OUTSIDE 4" TO MATCH END SECTION SIDES.

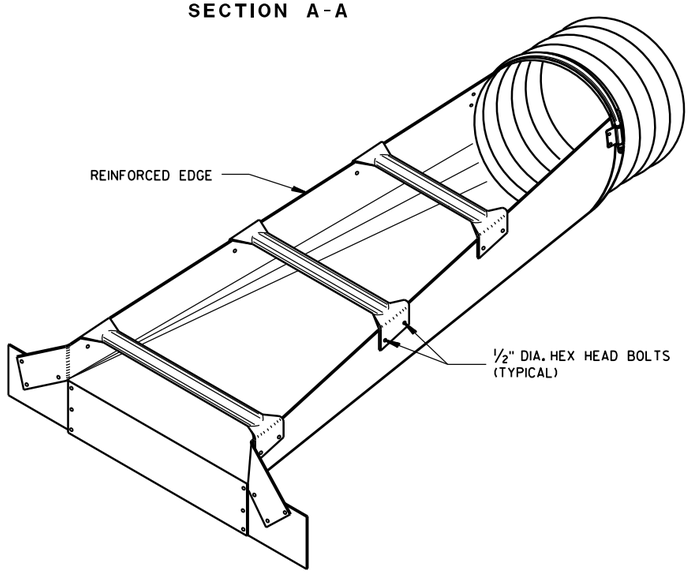



DETAIL OF SAFETY BAR

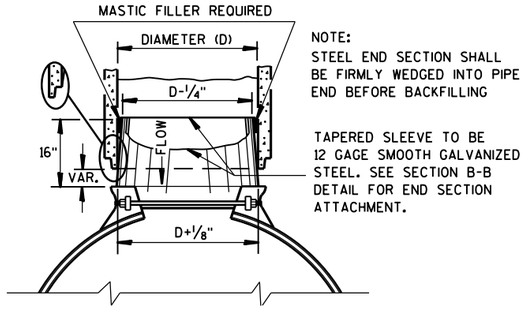
**STEEL APRON ENDWALLS FOR PIPE ARCH**
**SLOPED SIDE DRAINS**

| EQUIV. DIA. (Inches) | (Inches) SPAN | (Inches) RISE | MIN. THICK. (Inches) ① | DIMENSIONS (Inches) A | H | W | OVERALL WIDTH | L DIMENSIONS SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES | SLOPE | LENGTH INCHES |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15 | 17 | 13 | .064 * | 7 | 6 | 30 | 44 | 4:1 | 19 | 6:1 | 30 | 10:1 ② | 70 |
| 18 | 21 | 15 | .064 * | 8 | 6 | 27 | 43 | 4:1 | 20 | 6:1 | 30 | 10:1 | 70 |
| 21 | 24 | 18 | .064 * | 8 | 6 | 30 | 46 | 4:1 | 32 | 6:1 | 48 | 10:1 | 100 |
| 24 | 28 | 20 | .064 * | 8 | 6 | 34 | 50 | 4:1 | 40 | 6:1 | 60 | 10:1 | 120 |
| 30 | 35 | 24 | .079 * | 12 | 9 | 41 | 65 | 4:1 | 56 | 6:1 | 84 | 10:1 | 160 |
| 36 | 42 | 29 | .109 * | 12 | 9 | 48 | 72 | 4:1 | 76 | 6:1 | 114 | 10:1 | 210 |
| 42 | 49 | 33 | .109 | 16 | 12 | 55 | 87 | 4:1 | 92 | 6:1 | 138 | —— | —— |
| 48 | 57 | 38 | .109 | 16 | 12 | 63 | 95 | 4:1 | 112 | 6:1 | 168 | —— | —— |
| 54 | 64 | 43 | .109 | 16 | 12 | 70 | 102 | 4:1 | 132 | 6:1 | 198 | —— | —— |

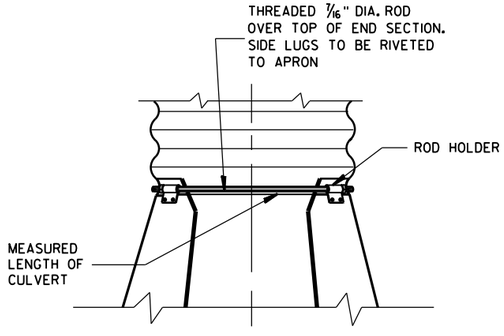
① * MINIMUM THICKNESS OF ALL 10:1 SLOPED SIDE DRAINS IS 0.109".
② ACTUAL SLOPE GREATER THAN 10:1.



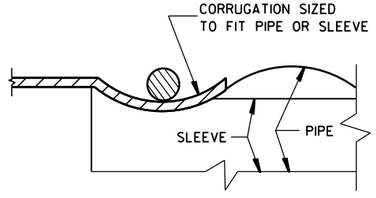

ISOMETRIC VIEW




STEEL ADAPTER SLEEVE FOR CONCRETE PIPE




TYPE 2
CONNECTION DETAIL




SECTION B-B

**STEEL APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH SLOPED SIDE DRAINS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/14/2012 — DATE
/S/ Jerry H. Zoda — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

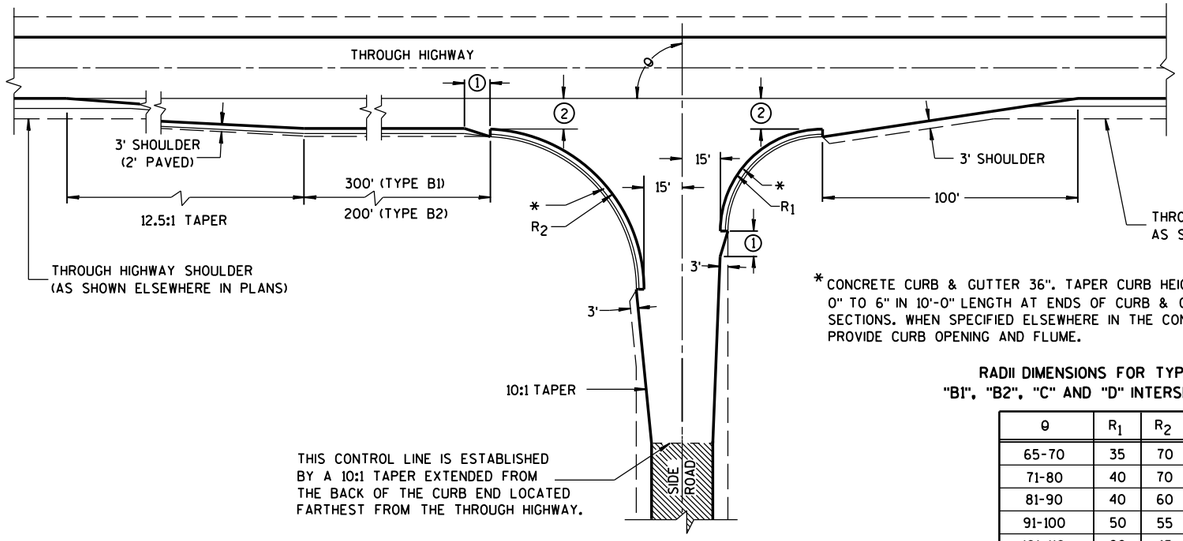


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S.D.D. 8 F 7-5

6

S.D.D. 8 F 7-5

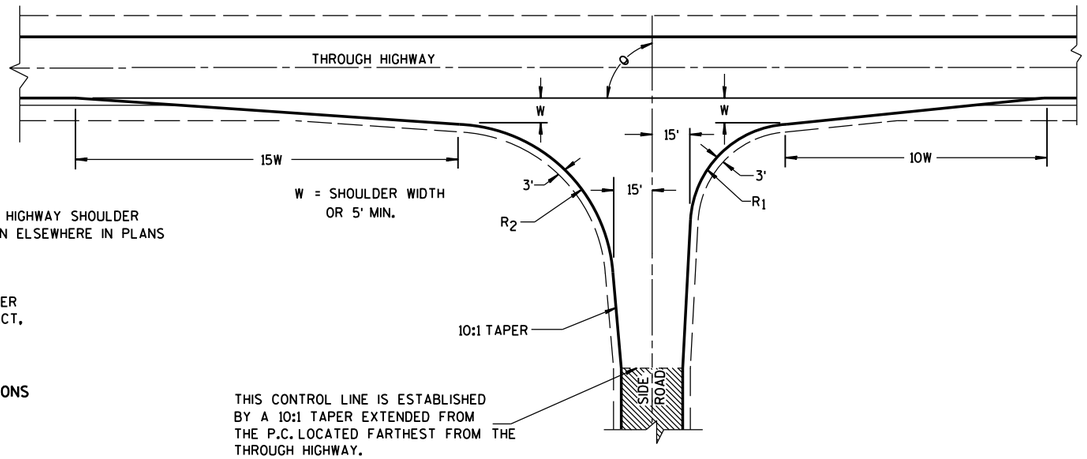



TYPE "B1" AND "B2"

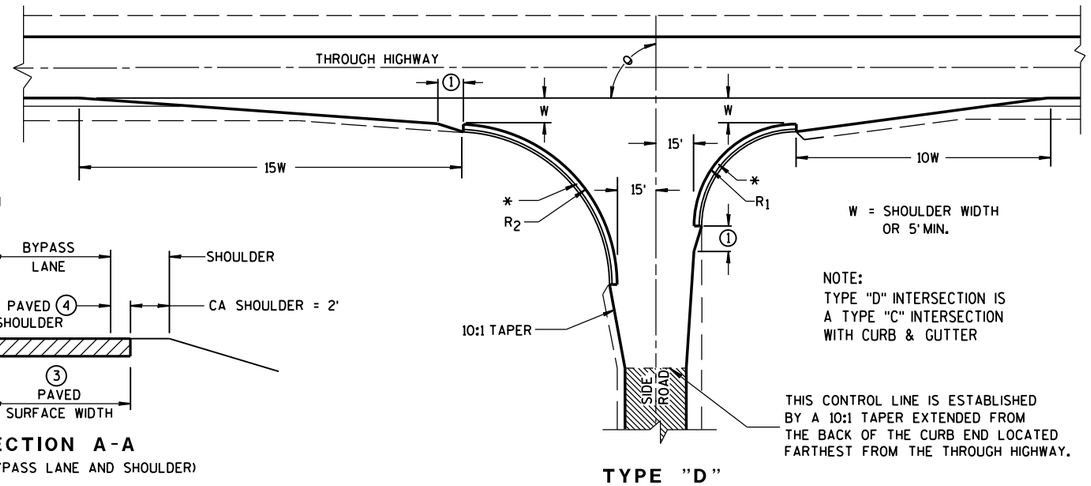
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

**RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS**

| θ | $R_1$ | $R_2$ |
|---|---|---|
| 65-70 | 35 | 70 |
| 71-80 | 40 | 70 |
| 81-90 | 40 | 60 |
| 91-100 | 50 | 55 |
| 101-110 | 60 | 45 |




TYPE "C"




TYPE "D"

## GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

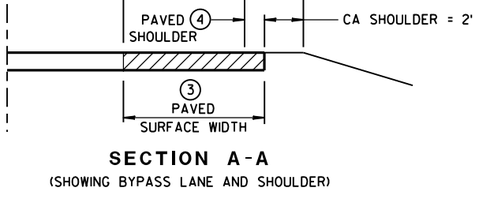
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

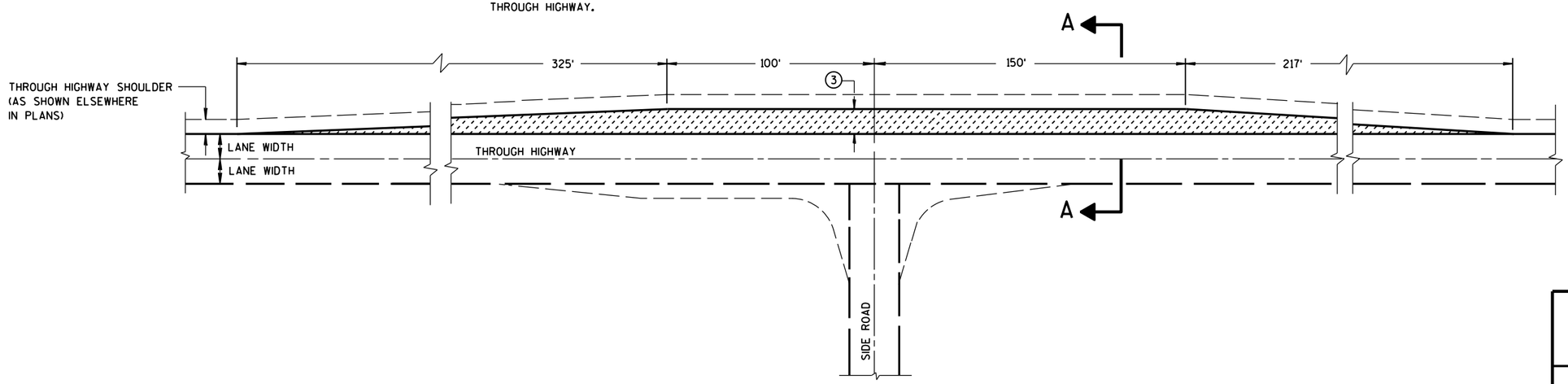
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.




SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)




TEE INTERSECTION BYPASS LANE DETAIL

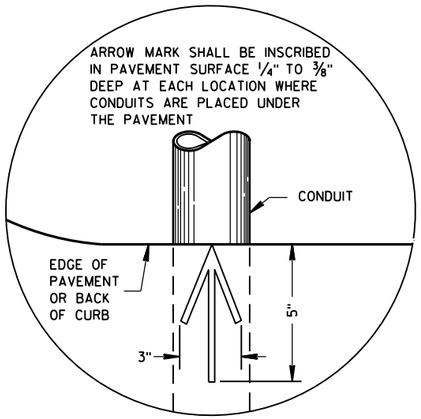
AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



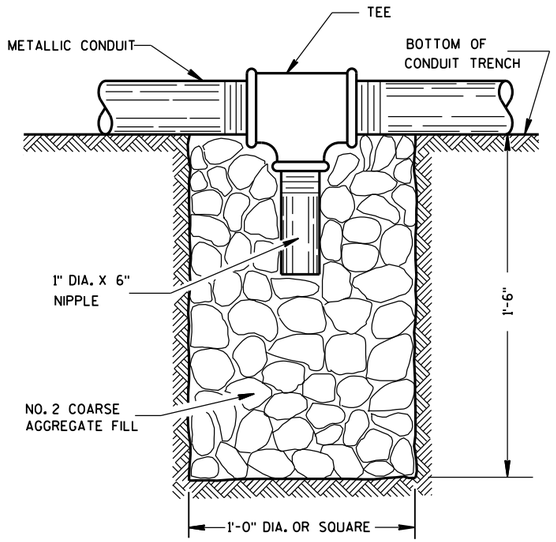

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S.D.D. 9 A 1-13a



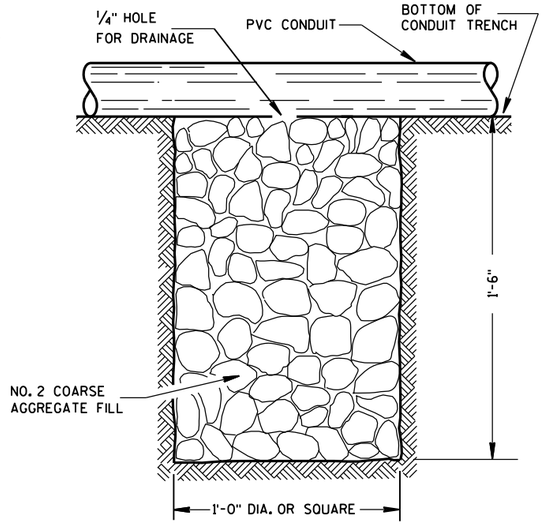

PLAN VIEW

## ARROW MARK




NOTE: INSTALL AT LOCATIONS WHERE METALLIC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

## DRAIN SUMP FOR METALLIC CONDUIT




NOTE: INSTALL AT LOCATIONS WHERE PVC CONDUITS CANNOT BE PITCHED TO DRAIN INTO A PULL BOX.

## DRAIN SUMP FOR PVC CONDUIT

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

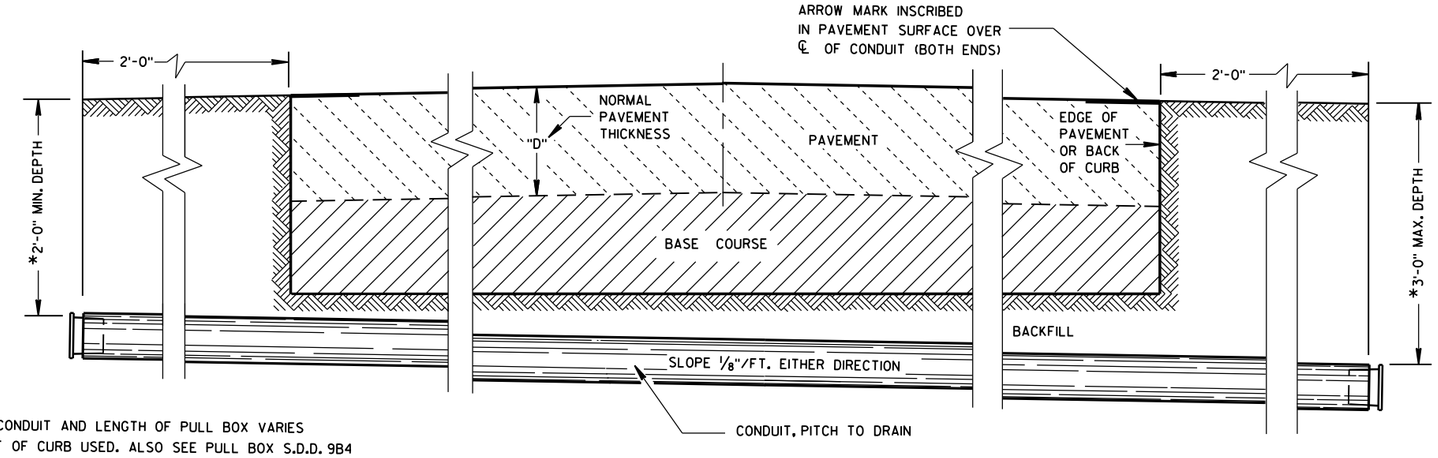
PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.




*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

## DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

## CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA



6

S.D.D. 9 B 2-9

6

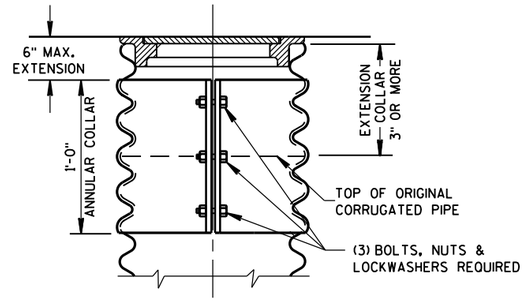
S.D.D. 9 B 2-9

## TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

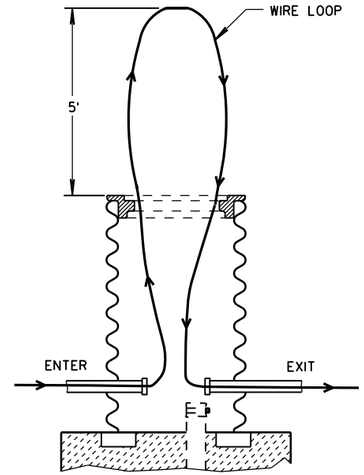
| DIMENSION IN INCHES | | CORRUGATED STEEL PIPE | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| PIPE DIAMETER (INSIDE) | A | 12 | 12 | 12 | 18 | 18 | 18 | 24 | 24 | 24 |
| PIPE LENGTH ** | B | 24 | 30 | 36 | 24 | 30 | 36 | 36 | 42 | 48 |
| WALL THICKNESS | C | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 | 0.064 |
| COVER | D | 10 1/4 | 10 1/4 | 10 1/4 | 16 1/4 | 16 1/4 | 16 1/4 | 22 1/4 | 22 1/4 | 22 1/4 |
| FRAME | E | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 | 26 1/2 | 26 1/2 | 26 1/2 |
| FRAME | F | 8 1/2 | 8 1/2 | 8 1/2 | 14 1/2 | 14 1/2 | 14 1/2 | 20 1/2 | 20 1/2 | 20 1/2 |
| FRAME | G | 11 1/2 | 11 1/2 | 11 1/2 | 17 1/2 | 17 1/2 | 17 1/2 | 23 1/2 | 23 1/2 | 23 1/2 |
| WEIGHT IN POUNDS * | | | | | | | | | | |
| FRAME AND COVER | | 60 | 60 | 60 | 110 | 110 | 110 | 155 | 155 | 155 |

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

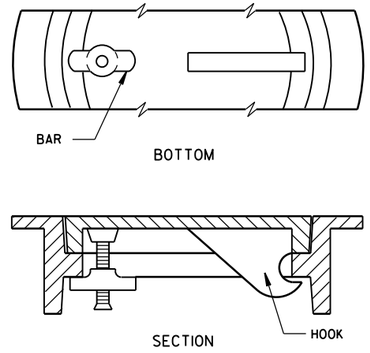
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.




CORRUGATED PIPE EXTENDER

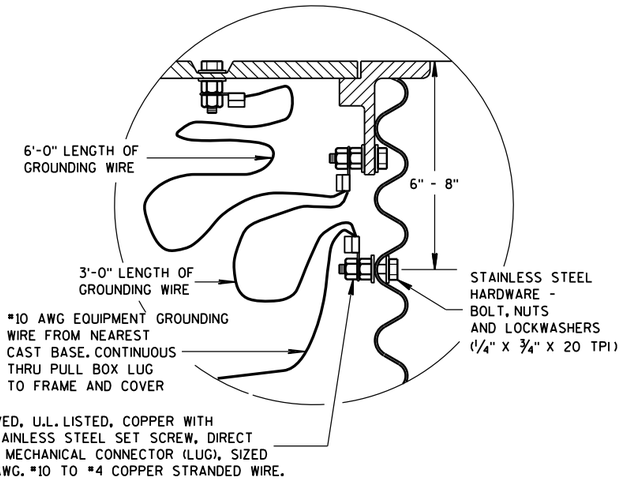



MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX

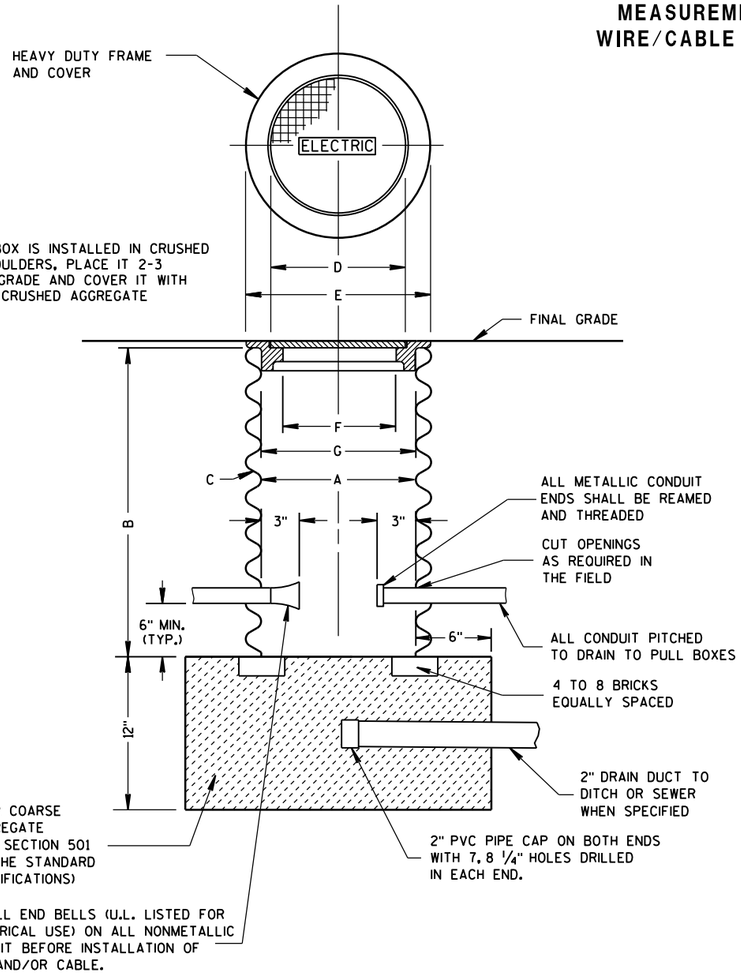



ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE




EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES




PULL BOX

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

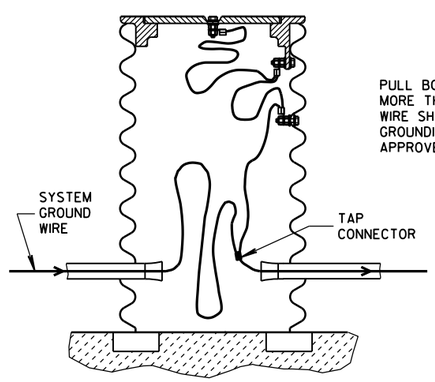
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.




PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

PULL BOX

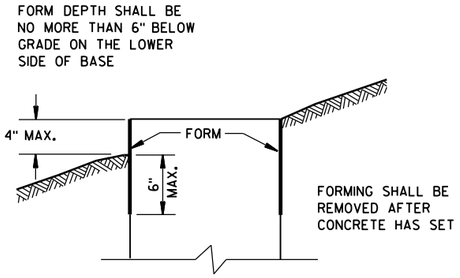
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL
FHWA



6

S.D.D. 9 B 4-11




## FORMING DETAIL

| QUANTITY REQUIREMENTS | CONCRETE BASE TYPE | | |
|---|---|---|---|
| | 1 | 2 | 5 & 6 |
| APPROX. CUBIC YARDS OF CONCRETE | 0.40 | 0.57 | 0.40 |
| LBS. OF HOOP BAR STEEL | NONE | 23 | 16 |
| LBS. OF VERTICAL BAR STEEL | NONE | 60 | 18 |

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

## GENERAL NOTES (CONTINUED)

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5, AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE OF THE TYPE 2 AND TYPE 5 BASES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4" "L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND END SHALL NOT BE THREADED.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(3) (4) 1" DIA. X 5'-0" ANCHOR RODS.

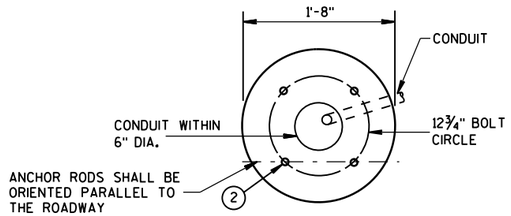
(4) (6) NO. 6 X 6'-8" BAR STEEL REINFORCEMENT.

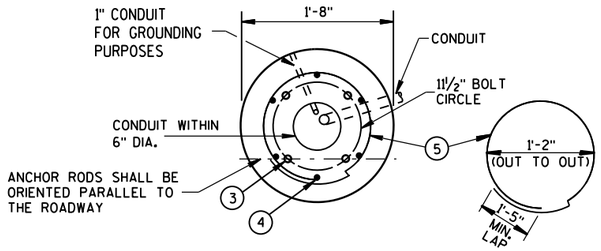
(5) (7) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

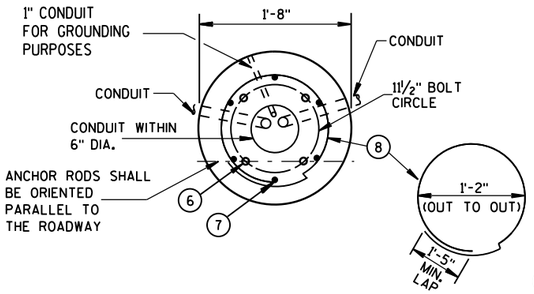
(6) (4) 1" DIA. X 3'-6" ANCHOR RODS.

(7) (6) NO.4 X 4'-8" BAR STEEL REINFORCEMENT.

(8) (5) NO. 4 X 5'-1" BAR STEEL REINFORCEMENT @ 1'-0" C-C.

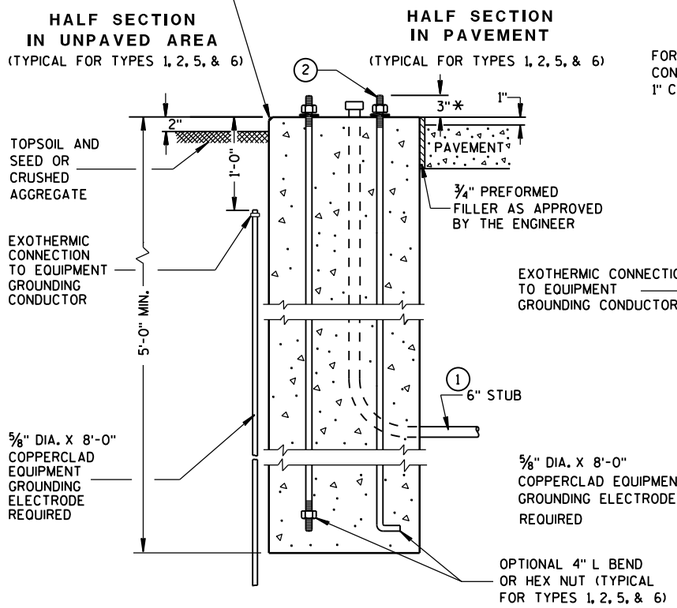


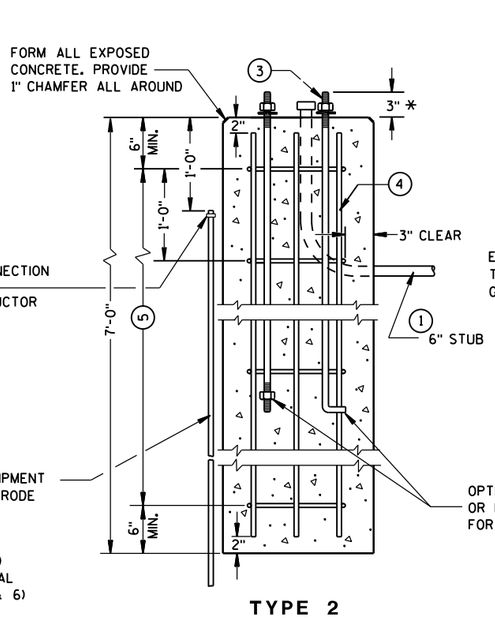



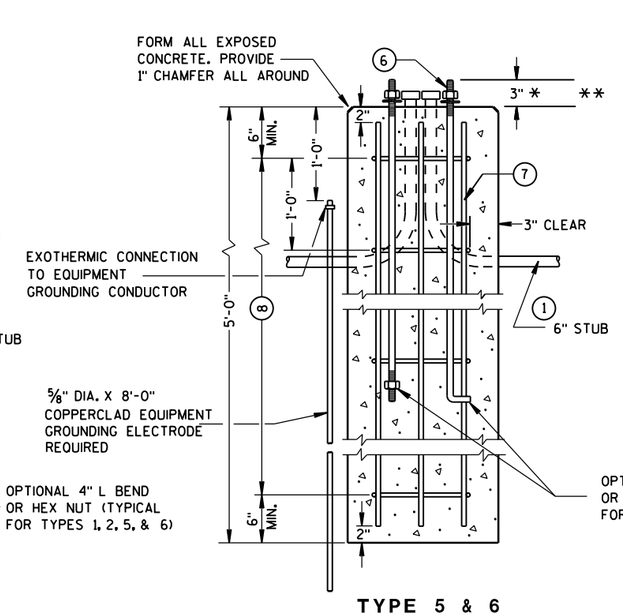

### HALF SECTION IN UNPAVED AREA
(TYPICAL FOR TYPES 1, 2, 5, & 6)

### HALF SECTION IN PAVEMENT
(TYPICAL FOR TYPES 1, 2, 5, & 6)




TYPE 2




TYPE 5 & 6

## CONCRETE BASES

* ANY ANCHOR ROD PROJECTION SHORTER THAN 2¾" OR LONGER THAN 3¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

** FOR NONBREAKAWAY INSTALLATIONS, 4½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

**CONCRETE BASES, TYPES 1, 2, 5, & 6**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA




6

S.D.D. 9 C 2-7

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

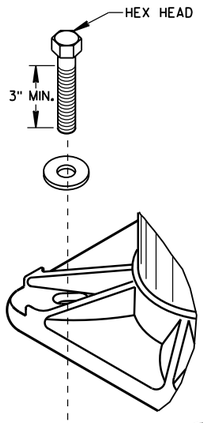
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

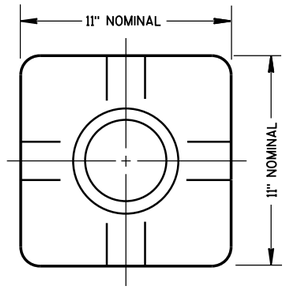
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

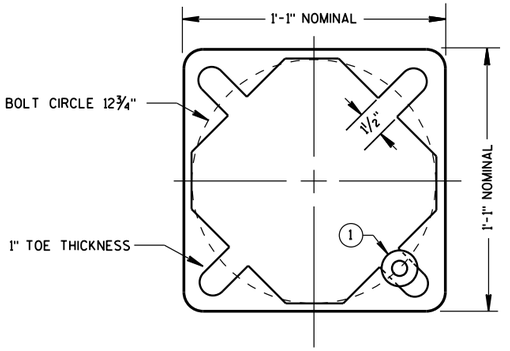
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

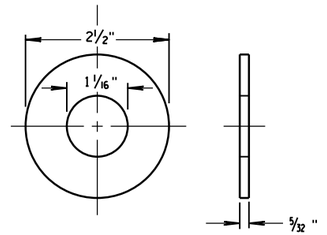



TOP VIEW
(PEDESTAL BASE)

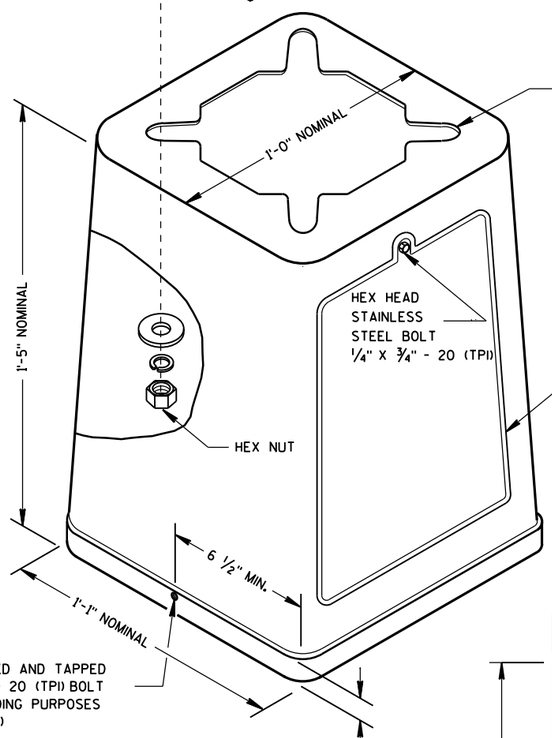



BOTTOM VIEW
(PEDESTAL BASE)

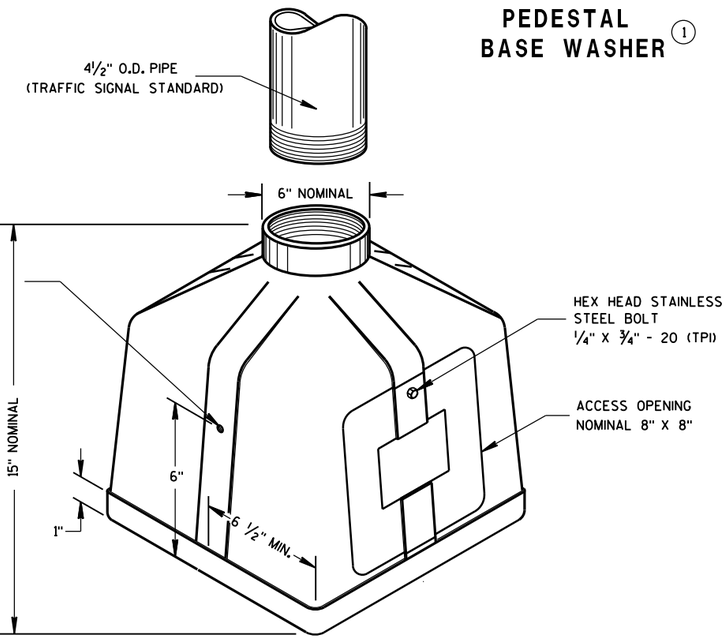



ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

**PEDESTAL BASE WASHER** (1)

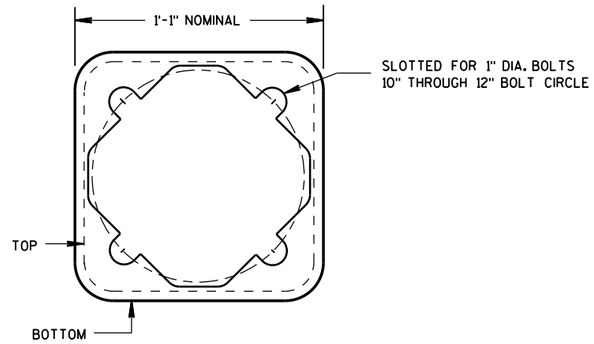



ISOMETRIC VIEW

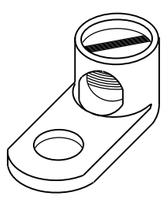



ISOMETRIC VIEW

**PEDESTAL BASE**




BOTTOM VIEW
(TRANSFORMER BASE)

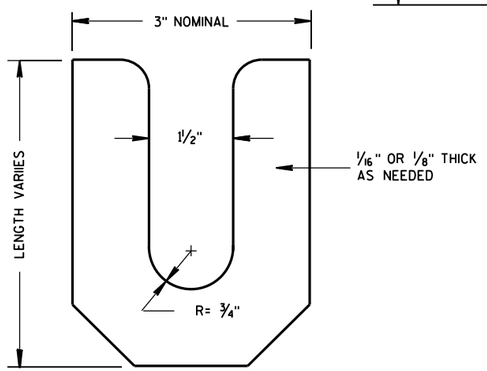


**TYPICAL MECHANICAL CONNECTOR LUG**

TO BE FURNISHED WITH EACH BASE

**TRANSFORMER BASE**

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES




**LEVELING SHIM**

**TRANSFORMER/PEDESTAL BASES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

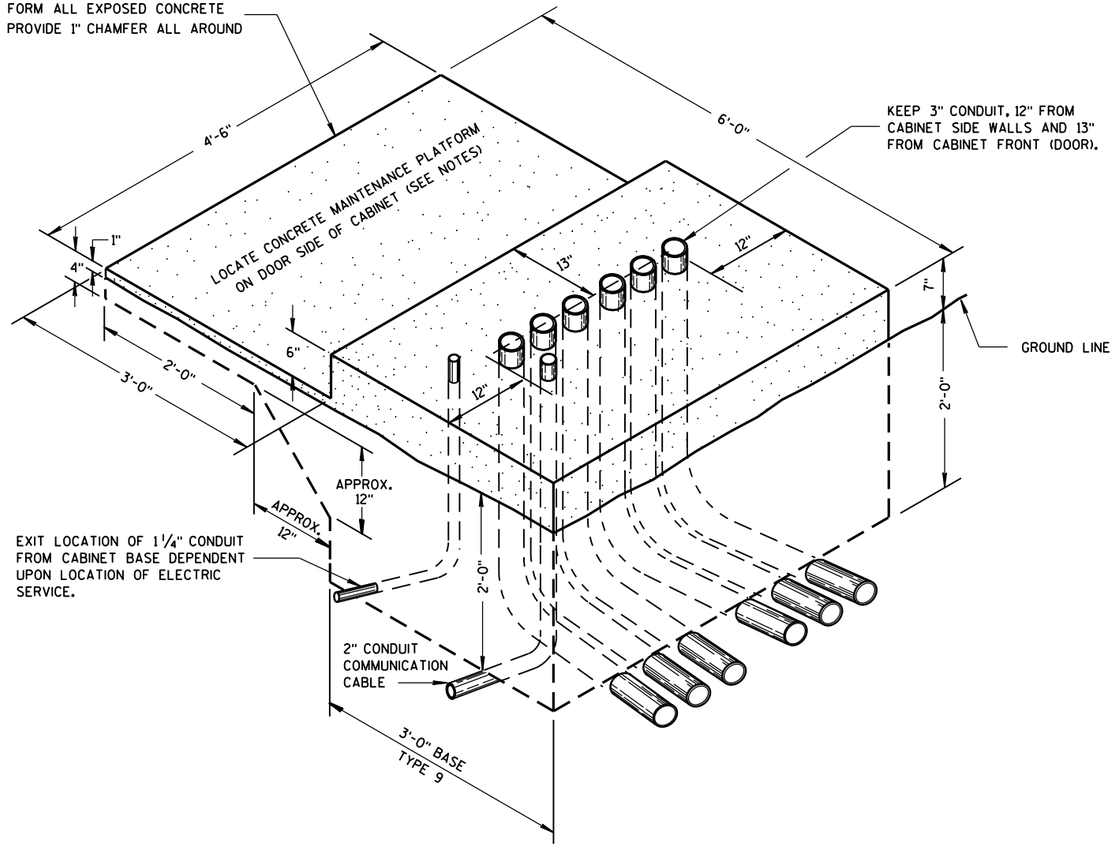


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S.D.D. 9 C 3-4

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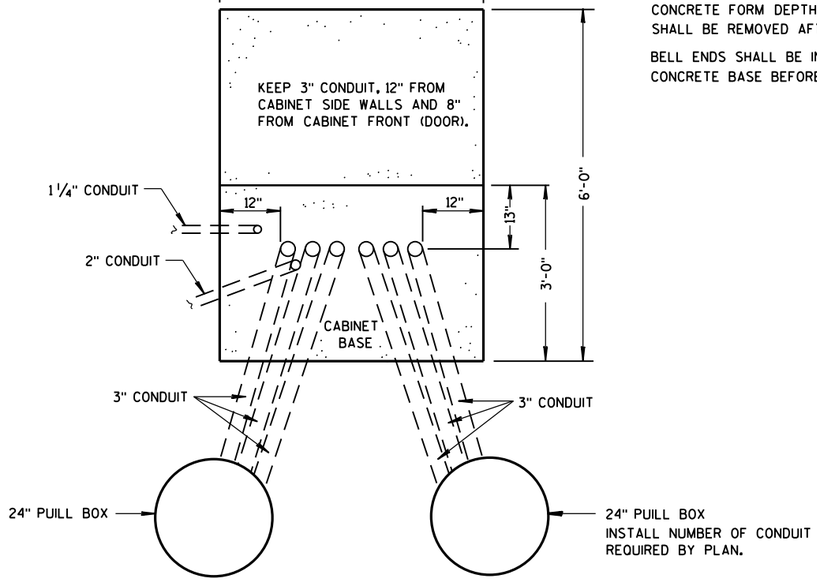
S.D.D. 9 C 3-4




ISOMETRIC VIEW

**TYPE 9, SPECIAL**

( C.Y. CONCRETE = APPROX. 1.56)




PLAN VIEW

**CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

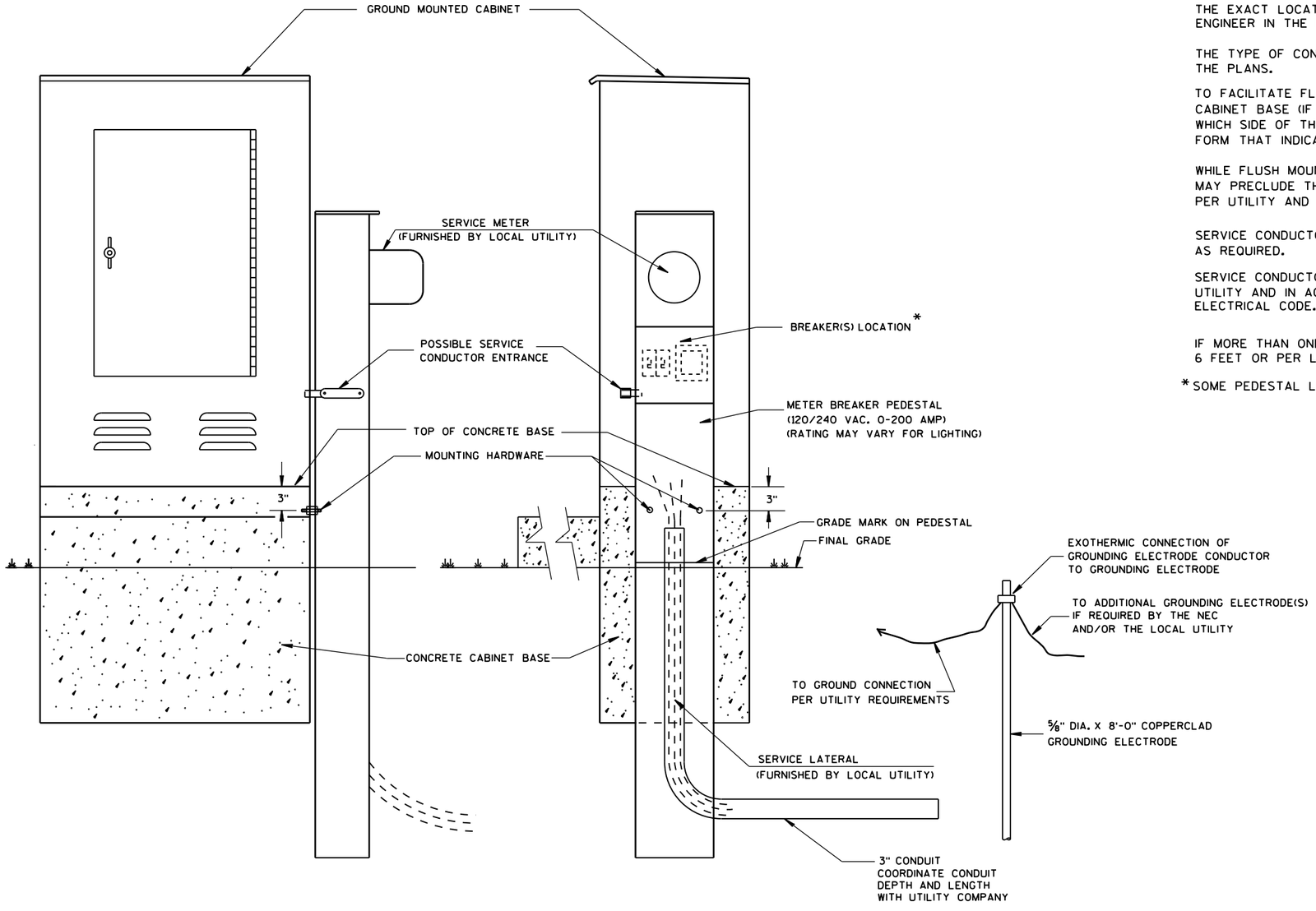
CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

**CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA




**TYPICAL CABINET SERVICE INSTALLATION**

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

*SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

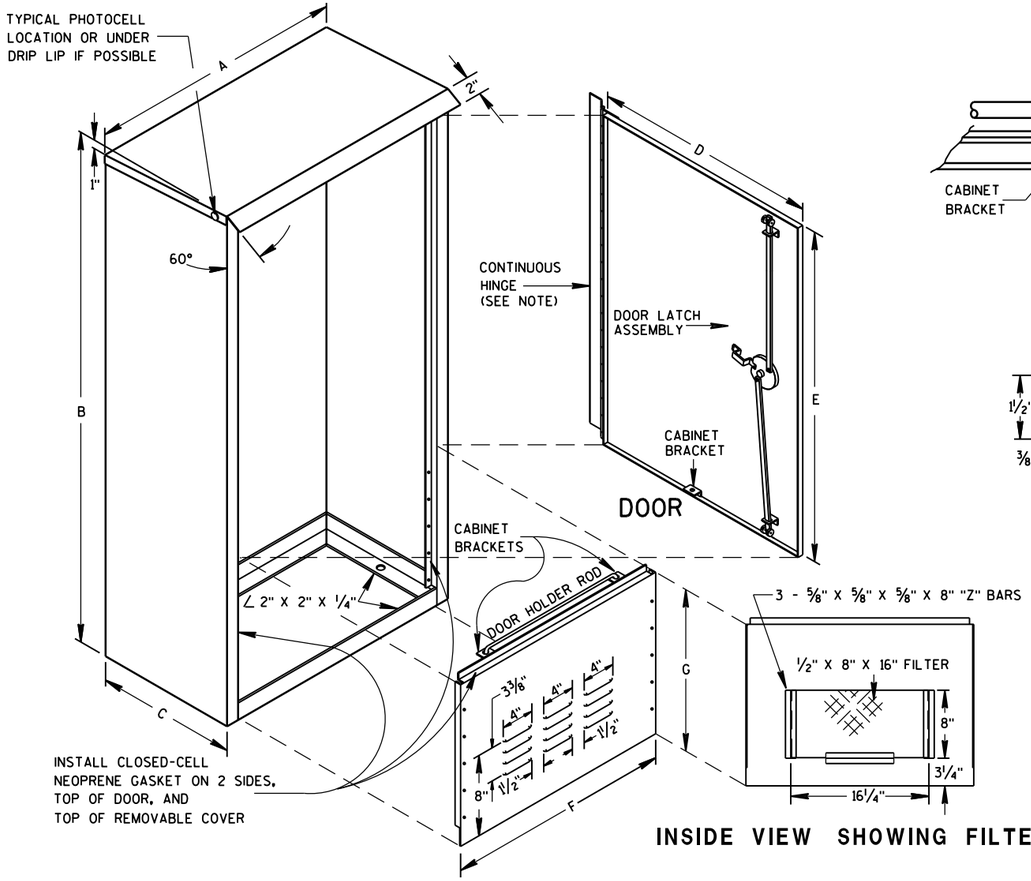
**CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

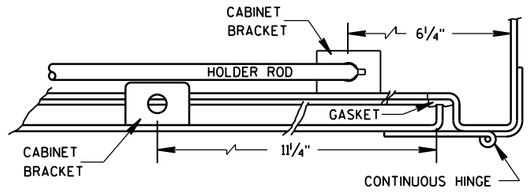



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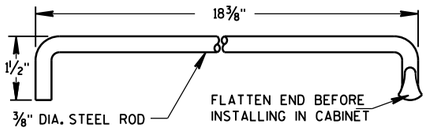



REMOVABLE COVER

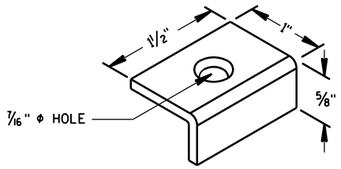
INSIDE VIEW SHOWING FILTER



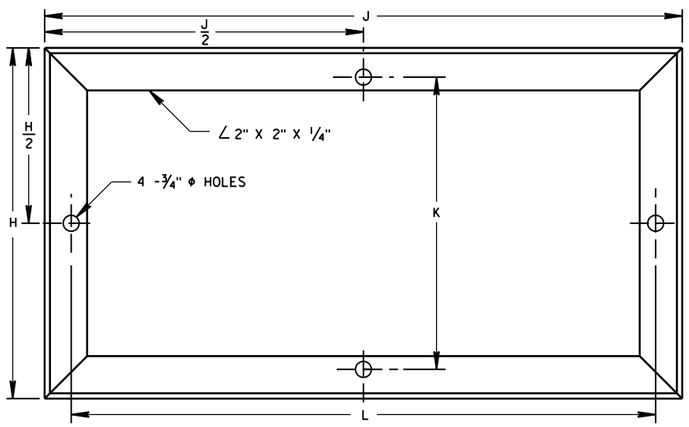

HINGE & DOOR HOLDER




HOLDER ROD




CABINET BRACKET




MOUNTING BASE

TABLE OF DIMENSIONS (INCHES)

| MARK | CABINET TYPE | | |
|---|---|---|---|
| | 3060 | 3860 | 3866 |
| A | 30 | 38 | 38 |
| B | 60 | 60 | 66 |
| C | 16 1/2 | 16 1/2 | 24 |
| D | 26 1/2 | 34 3/4 | 33 3/4 |
| E | 38 3/4 | 38 3/4 | 38 3/4 |
| F | 26 1/2 | 34 3/4 | 33 3/4 |
| G | 19 | 19 | 25 |
| H | 16 1/2 | 16 1/2 | 24 |
| H/2 | 8 1/4 | 8 1/4 | 12 |
| J | 30 | 38 | 38 |
| J/2 | 15 | 19 | 19 |
| K | 13 3/4 | 13 3/4 | 21 1/4 |
| L | 27 1/2 | 35 1/2 | 35 1/2 |

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PRIME WITH PHOSPHATE TREATMENT AND PRIMER.

FINISH EXTERIOR SURFACES WITH RUSTOLEUM #906 SILVER GRAY OR APPROVED EQUAL.

FINISH INTERIOR WITH RUSTOLEUM #2766 HIGH GLOSS WHITE ENAMEL OR APPROVED EQUAL.

ALL SHEET METAL PARTS SHALL BE .125 INCH THICK ALUMINUM.

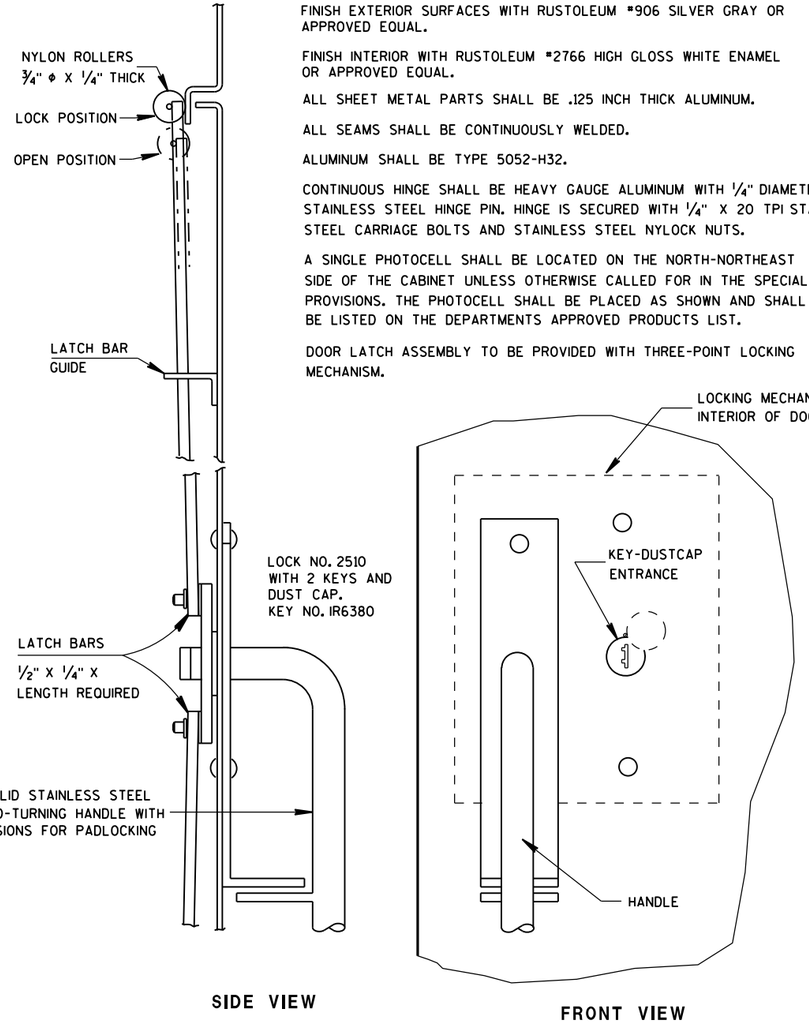
ALL SEAMS SHALL BE CONTINUOUSLY WELDED.

ALUMINUM SHALL BE TYPE 5052-H32.

CONTINUOUS HINGE SHALL BE HEAVY GAUGE ALUMINUM WITH 1/4" DIAMETER STAINLESS STEEL HINGE PIN. HINGE IS SECURED WITH 1/4" X 20 TPI STAINLESS STEEL CARRIAGE BOLTS AND STAINLESS STEEL NYLOCK NUTS.

A SINGLE PHOTOCELL SHALL BE LOCATED ON THE NORTH-NORTHEAST SIDE OF THE CABINET UNLESS OTHERWISE CALLED FOR IN THE SPECIAL PROVISIONS. THE PHOTOCELL SHALL BE PLACED AS SHOWN AND SHALL BE LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST.

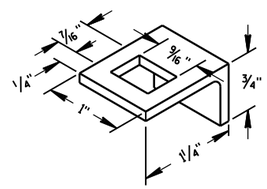
DOOR LATCH ASSEMBLY TO BE PROVIDED WITH THREE-POINT LOCKING MECHANISM.




SIDE VIEW

FRONT VIEW

LATCH ASSEMBLY




LATCH BAR GUIDE

SIGNAL CONTROL CABINET

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

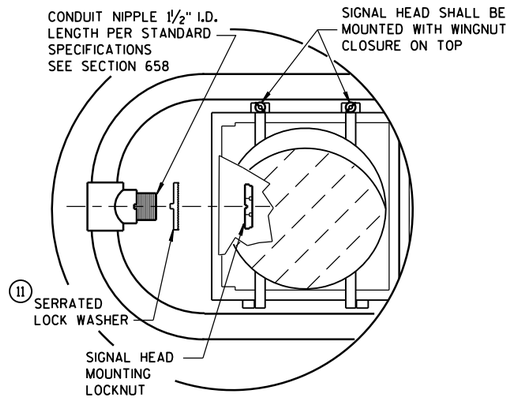
APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

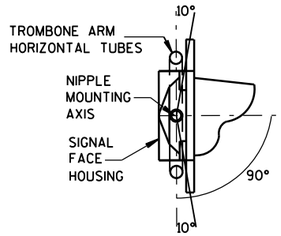



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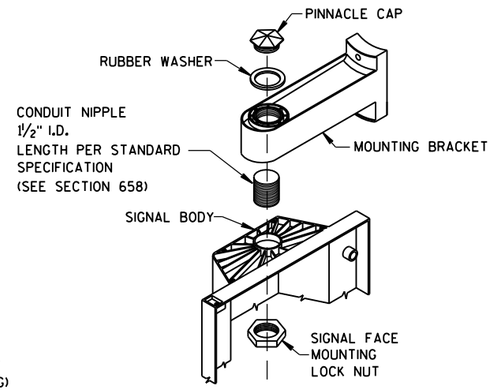

## HORIZONTAL SIGNAL HEAD MOUNTING DETAIL *

* SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR




SECTION A-A

(10 DEGREES TILT REQUIREMENT OF FACE(S) IN THE TROMBONE MOUNTING)




## SIGNAL FACE MOUNTING DETAIL

(BANDED)

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

POLES SHALL BE EITHER ALUMINUM OR GALVANIZED STEEL AS CALLED FOR IN THE CONTRACT.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652 SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

TYPE 2 ALUMINUM POLES SHALL BE CONSTRUCTED OF 6063-T6 ALUMINUM ALLOY. SLEEVING INSIDE THE POLE IS NOT ACCEPTABLE.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS. MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACES.

(6) CAST ALUMINUM TRANSFORMER BASE, WHEN REQUIRED.

(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658).

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (¼" X ¾" LONG - 20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

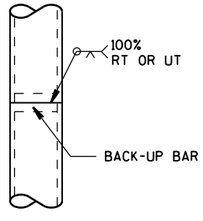
(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND THE TRANSFORMER BASE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.

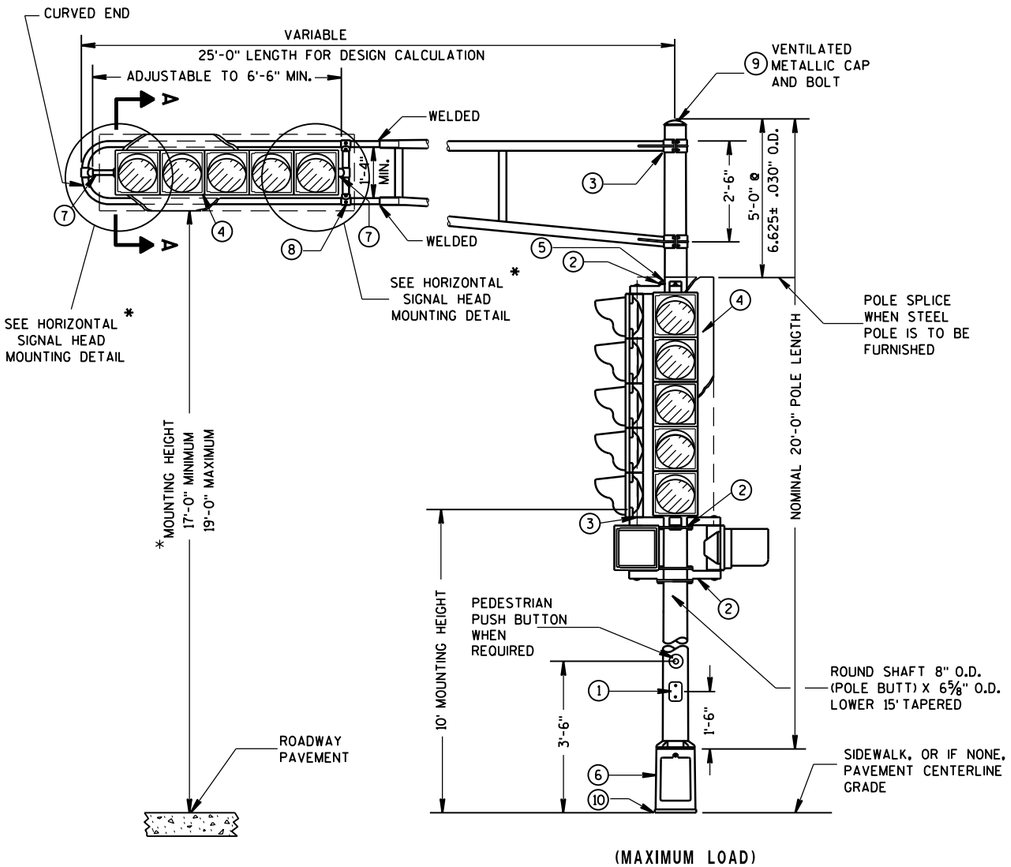
*MOUNTING HEIGHT LIMITATION DIMENSIONS OF THE TROMBONE MAST ARM WILL BE DEPENDENT UPON THE USE/NON-USE OF A TRANSFORMER BASE.

### FOR MANUFACTURERS USE ONLY

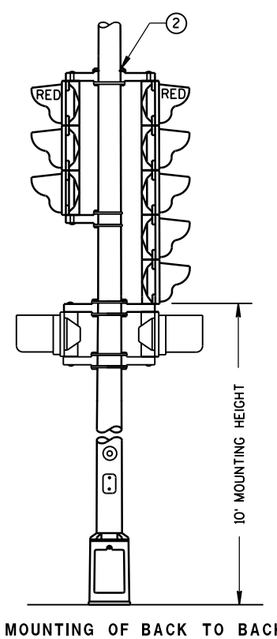
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.



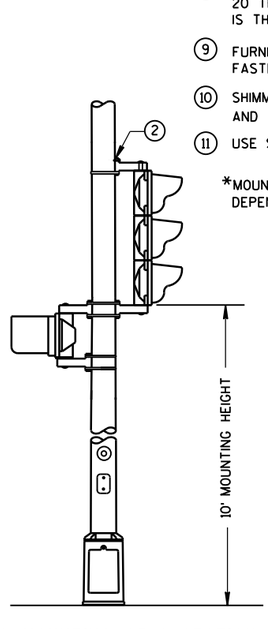

POLE SPLICE DETAIL




(MAXIMUM LOAD)




TYPICAL MOUNTING OF BACK TO BACK 3 AND 5 SECTION SIGNAL FACES




TYPICAL MOUNTING OF 3 SECTION SIGNAL FACE

## TYPE 2 POLE MOUNTING CONFIGURATION

POLE MOUNTINGS FOR TRAFFIC SIGNALS TYPE 2

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



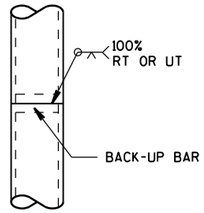

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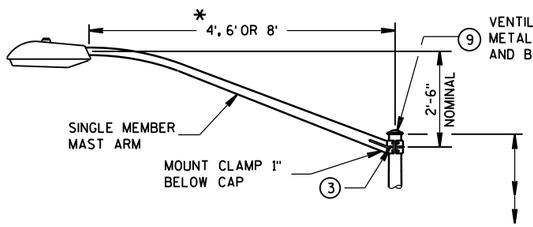
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**FOR MANUFACTURERS USE ONLY**

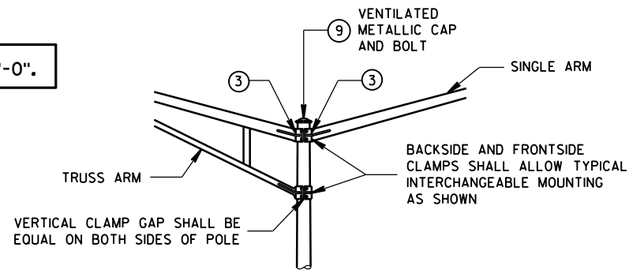
WELD TO BE 100% R.T. OR U.T. TESTED AS PER THE REQUIREMENTS OF AWS D 1.5-88. RECORDS OF COMPLIANCE OF SUCH TESTING SHALL BE FURNISHED TO THE OFFICE OF DESIGN/BRIDGE FOR VERIFICATION AND APPROVAL.

*RISE FOR 4' ARM SHALL BE 2'-0".



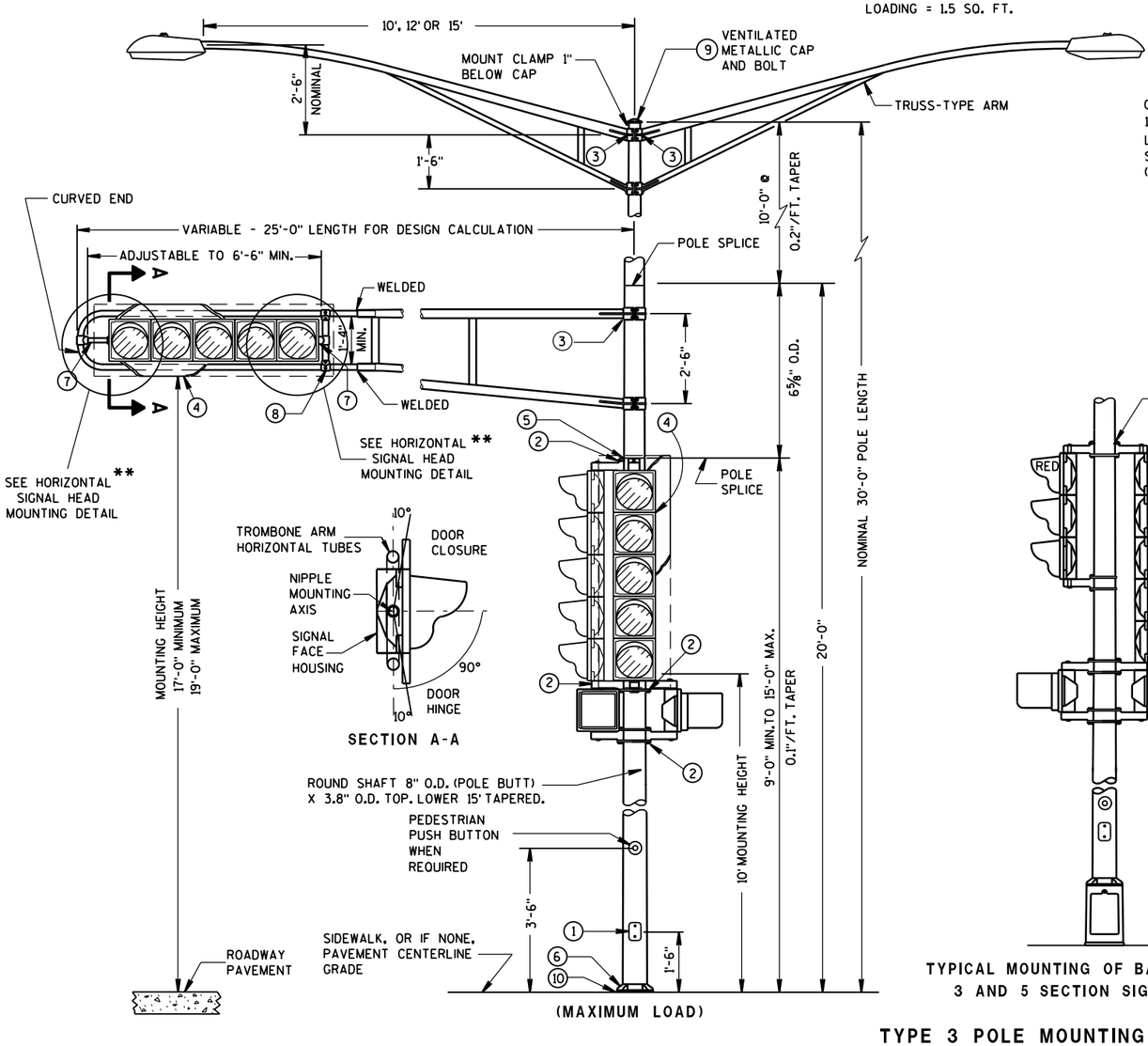

**POLE SPLICE DETAIL**

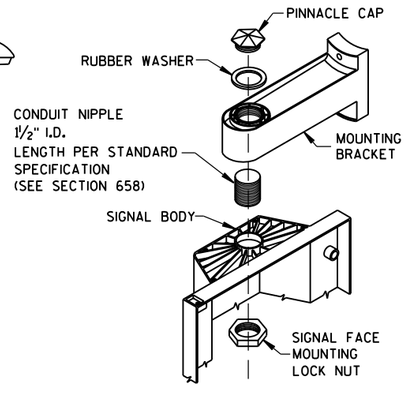



**INTERCHANGEABLE MOUNTING DETAIL**

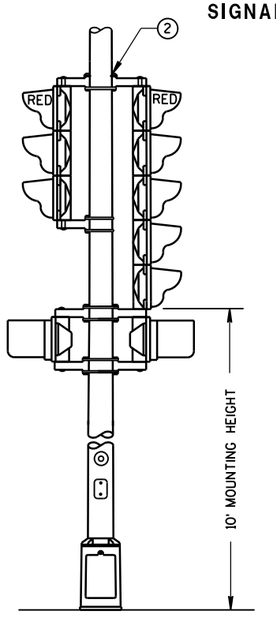
LUMINAIRE

WT. - 50 LBS.
EFFECTIVE PROJECTED
AREA FOR WIND
LOADING = 1.5 SQ. FT.

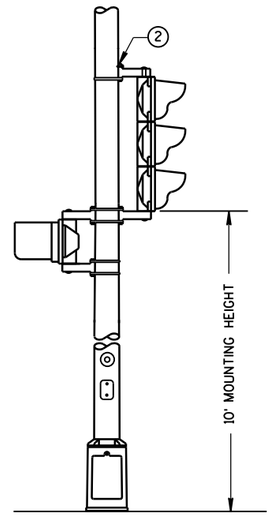



**SIGNAL FACE MOUNTING DETAIL**
**(BANDED)**




TYPICAL MOUNTING OF BACK TO BACK
3 AND 5 SECTION SIGNAL FACES




TYPICAL MOUNTING OF 3 SECTION
SIGNAL FACE

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

ALL TYPE 3 POLE MOUNTINGS SHALL BE DESIGNED TO INCLUDE TWIN 15' ARMS WITH LUMINAIRES.

POLES SHALL BE GALVANIZED STEEL.

SECTION 657, POLES, OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

A PULL WIRE/ROPE IN ACCORDANCE WITH STANDARD SPECIFICATION 652, SHALL BE INSTALLED IN EACH TROMBONE ARM RACEWAY DURING THE MANUFACTURING PROCESS.

THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 2⅜ INCHES IN OUTSIDE DIAMETER. THE STRAIGHT PORTION OF THE SLIPFITTER END OF THE LUMINAIRE MAST ARM SHALL BE A NOMINAL 12 INCHES IN LENGTH.

WHEN TRANSFORMER BASES ARE USED, WIRE CONNECTIONS SHALL BE MADE IN THE TRANSFORMER BASE.

(1) 4" X 6" REINFORCED HANDHOLE & COVER ASSEMBLY WITH 2 (TWO) ¼" X ¾" - 20 TPI HEX HEAD STAINLESS STEEL BOLTS.

(2) SIGNAL FACE MOUNTING BRACKETS, MOUNT WITH CAP SCREWS AND BANDING. (SEE STANDARD SPECIFICATIONS - SEC. 658)

(3) GROMMETS, 1" CHASE NIPPLES OR 1" CLOSE CONDUIT NIPPLES WITH BUSHINGS SHALL BE PROVIDED FOR 1⅜" HOLE IN POLE SHAFT FOR WIRING.

(4) SECURELY MOUNT DULL BLACK POLYCARBONATE BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURER'S RECOMMENDATIONS.

(5) POLE MOUNTED SIGNAL FACES SHALL REQUIRE 1 OR MORE MOUNTING SPACERS UNDER THE TOP MOUNTING BRACKET(S) AS REQUIRED, TO PLUMB THE SIGNAL FACE.

(6) TYPE 3 POLE CONFIGURATIONS SHALL BE MOUNTED DIRECTLY TO THEIR CONCRETE BASES.

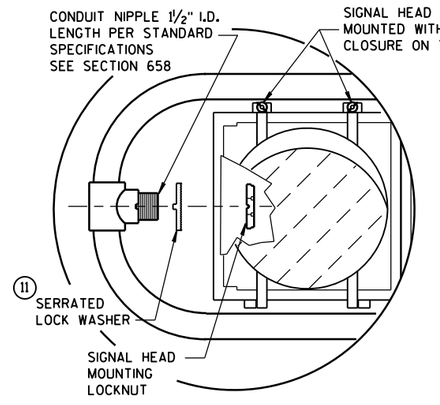
(7) MOUNTING BRACKET NIPPLES FOR THE SIGNAL FACE(S) SHALL BE 2 INCHES IN LENGTH AND 1½ INCHES IN DIAMETER. (SEE STANDARD SPECIFICATION - SECTION 658)

(8) VERTICAL STRUT (ADJUSTABLE). ONE (1) SET SCREW (1/4 " X ¾" -20 TPI, STAINLESS STEEL, HEX HEAD) INTO EACH ARM MEMBER IF STRUT IS THE SLIDING TYPE.

(9) FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.

(10) SHIMMING, IF NEEDED, SHALL BE LOCATED BETWEEN THE CONCRETE FOUNDATION AND POLE.

(11) USE SERRATED LOCK WASHERS WITH NOTCHES BETWEEN END TEE AND SIGNAL HEAD.




**HORIZONTAL SIGNAL HEAD MOUNTING DETAIL****

** SIGNAL HEAD ATTACHMENT ALSO APPLYS TO MOUNTING AT CROSS BAR

**TYPE 3 POLE MOUNTING CONFIGURATION**

**POLE MOUNTINGS FOR TRAFFIC SIGNALS AND LIGHTING UNITS, TYPE 3 (HEAVY DUTY)**

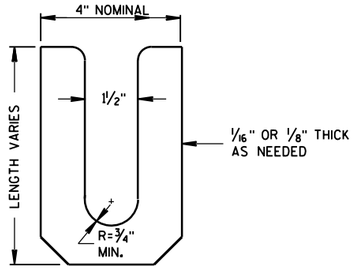
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI





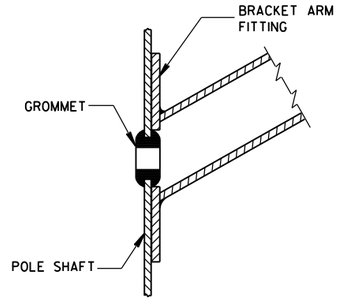
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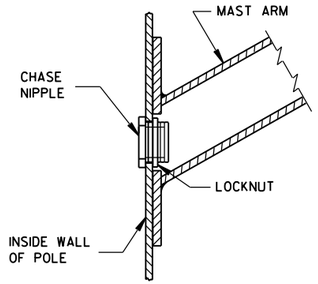



**LEVELING SHIM** (13)

SHALL BE ALUMINUM




**TYPICAL APPLICATION OF GROMMET IN POLE SHAFT**




**TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT**

## GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

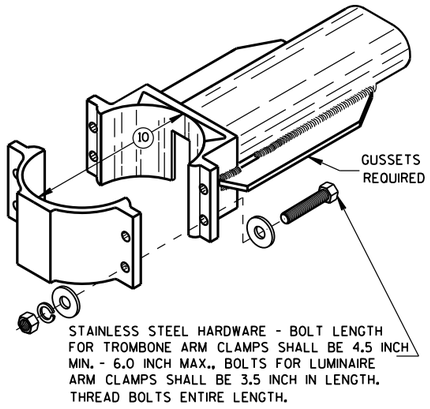
(10) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP.
6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(11) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

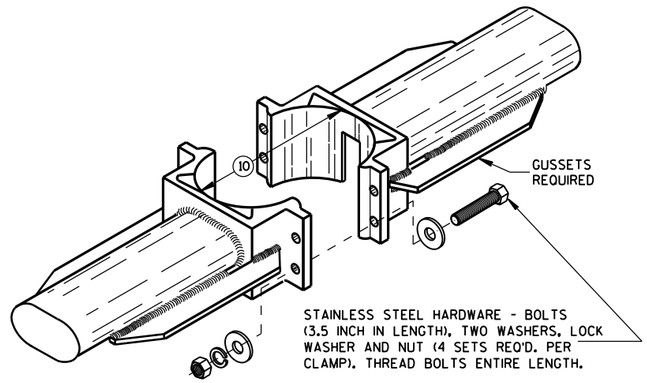
(12) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(13) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

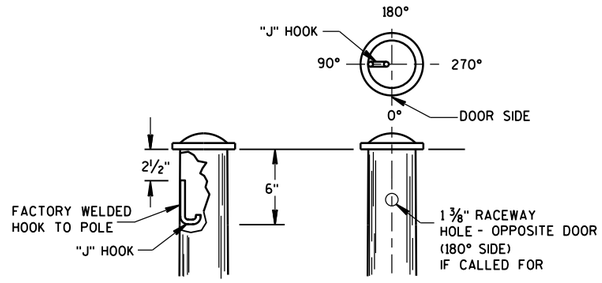
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



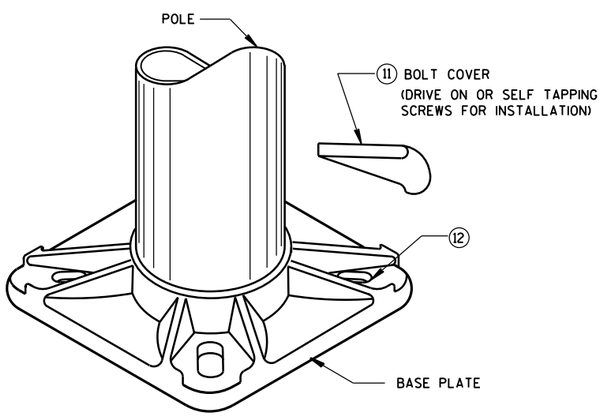

**TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP**



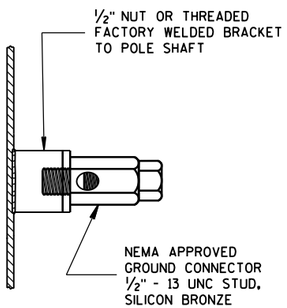

**TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS**

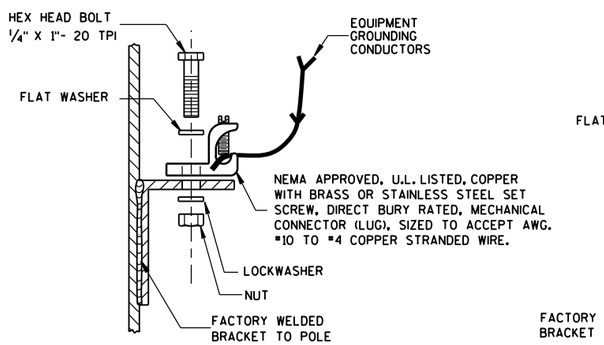



**TYPICAL "J" HOOK LOCATION**



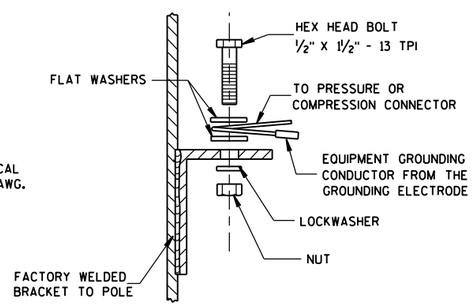

**BASE PLATE**




**TYPICAL GROUNDING CONNECTIONS**

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL




**HARDWARE DETAILS FOR POLE MOUNTINGS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Feb. 2015
DATE

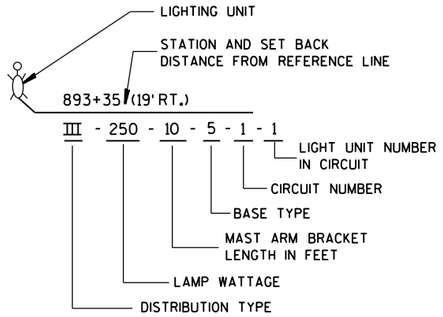
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

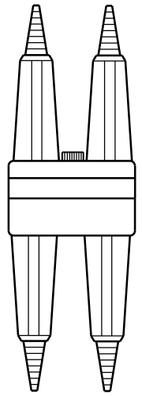



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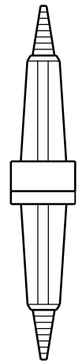

S.D.D. 9 E 1-14g



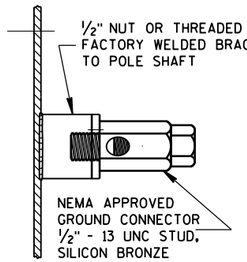

## LIGHTING UNIT CODE
(TYPICAL)

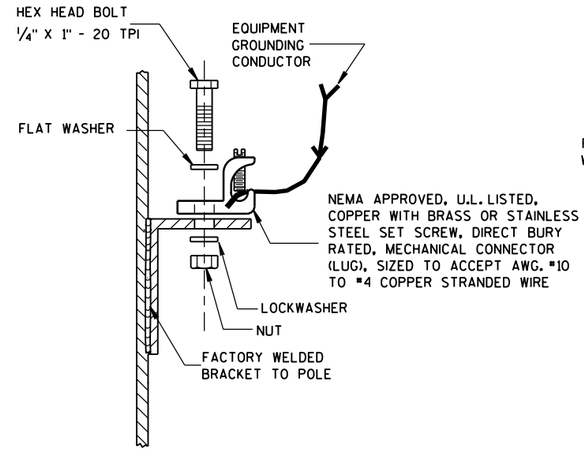


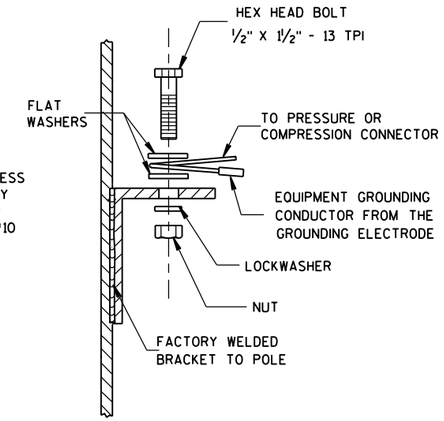
## DETAIL "A"
BREAKAWY
DOUBLE POLE WITH
WATERPROOF
INSULATING BOOT



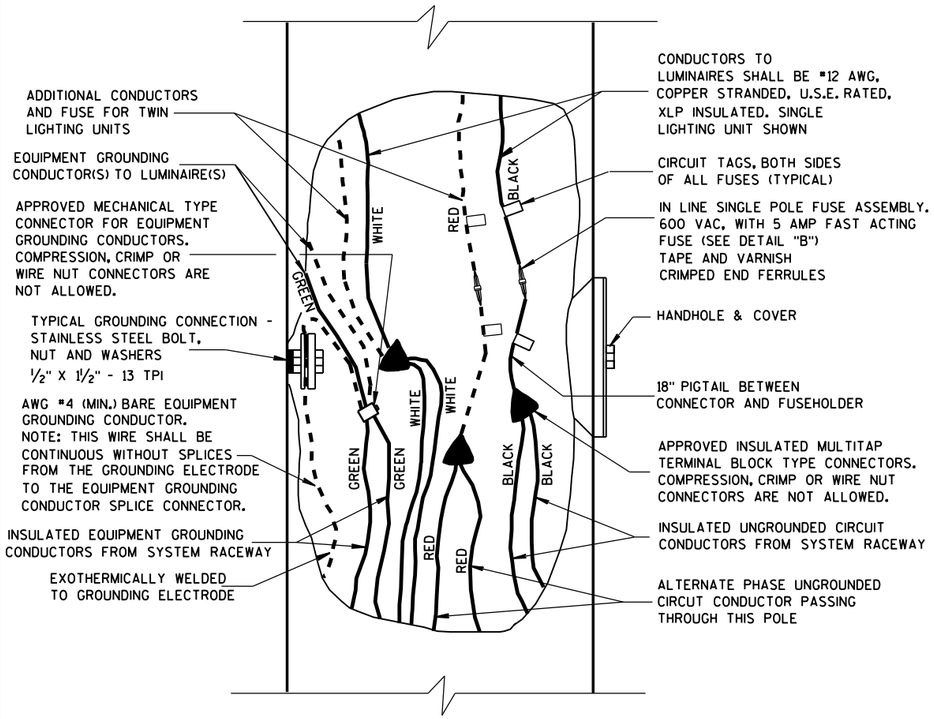
## DETAIL "B"
BREAKAWY
SINGLE POLE WITH
WATERPROOF
INSULATING BOOT



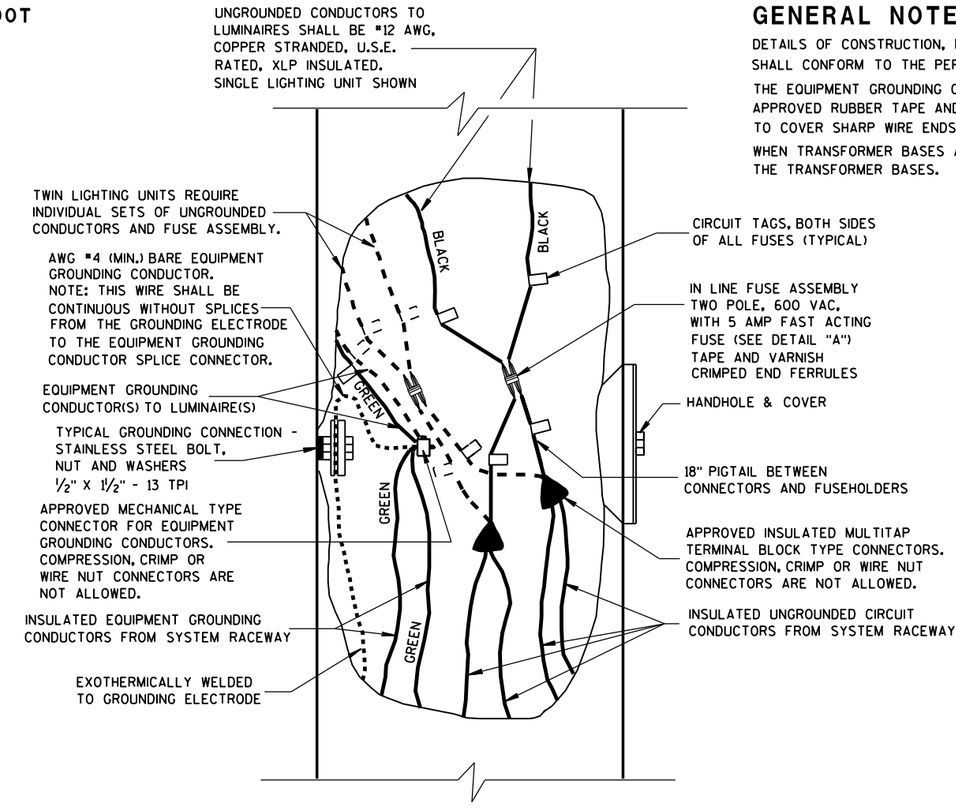




## TYPICAL GROUNDING CONNECTIONS
NUT, BOLT, WASHERS AND LOCKWASHERS SHALL BE STAINLESS STEEL




## 3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTOR) WITH GROUNDED CONDUCTOR AND WITH EQUIPMENT GROUNDING CONDUCTOR




## 2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUNDING CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND THEN 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.

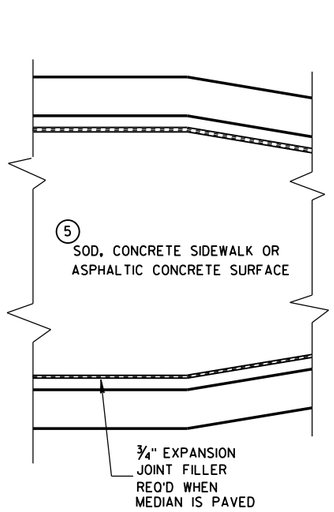
# NON-FREEWAY LIGHTING UNIT POLE WIRING

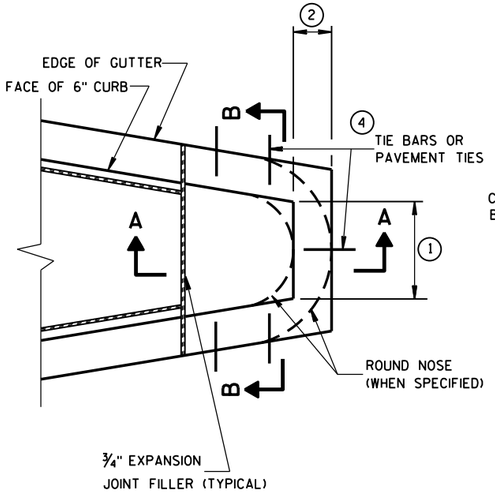
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

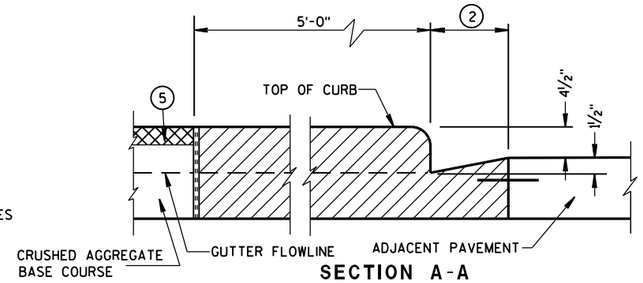
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA



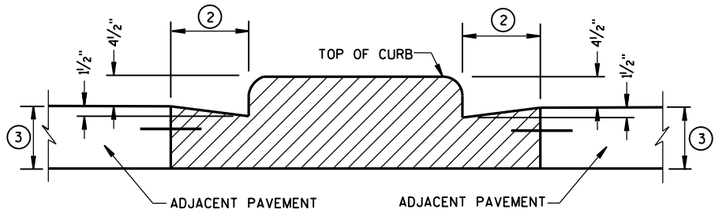

6
S.D.D. 9 E 3-5




SECTION A-A




SECTION B-B

## CONCRETE MEDIAN BLUNT NOSE DETAIL

## GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

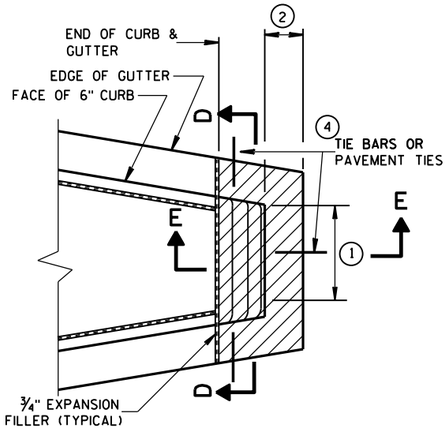
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

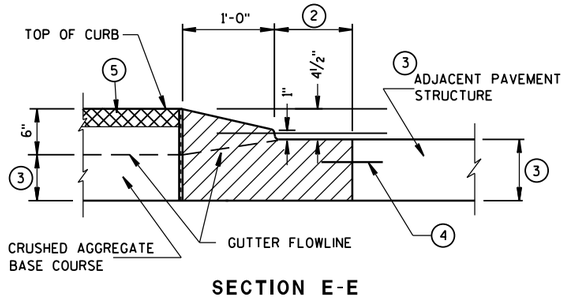
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

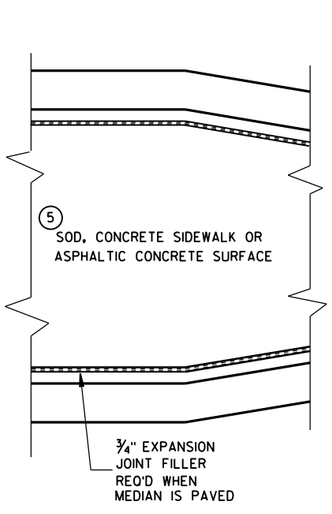
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

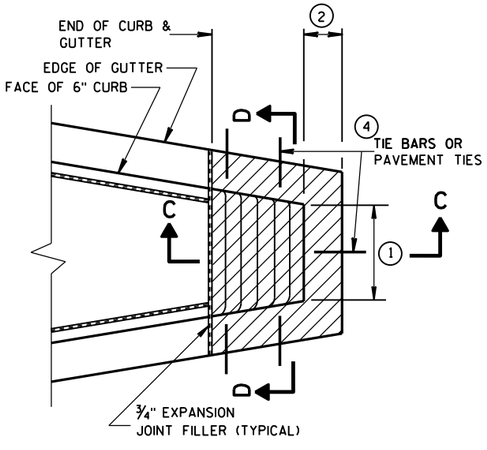


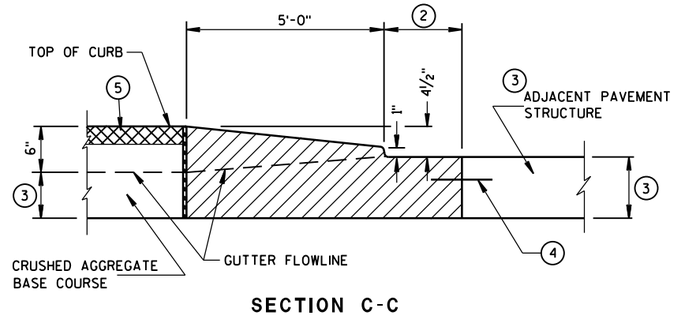




SECTION E-E

## CONCRETE MEDIAN SLOPED NOSE TYPE 2

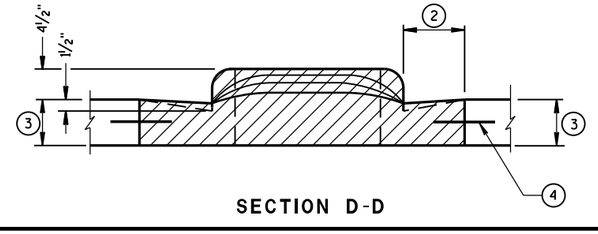



SECTION C-C

## CONCRETE MEDIAN SLOPED NOSE TYPE 1




SECTION D-D

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

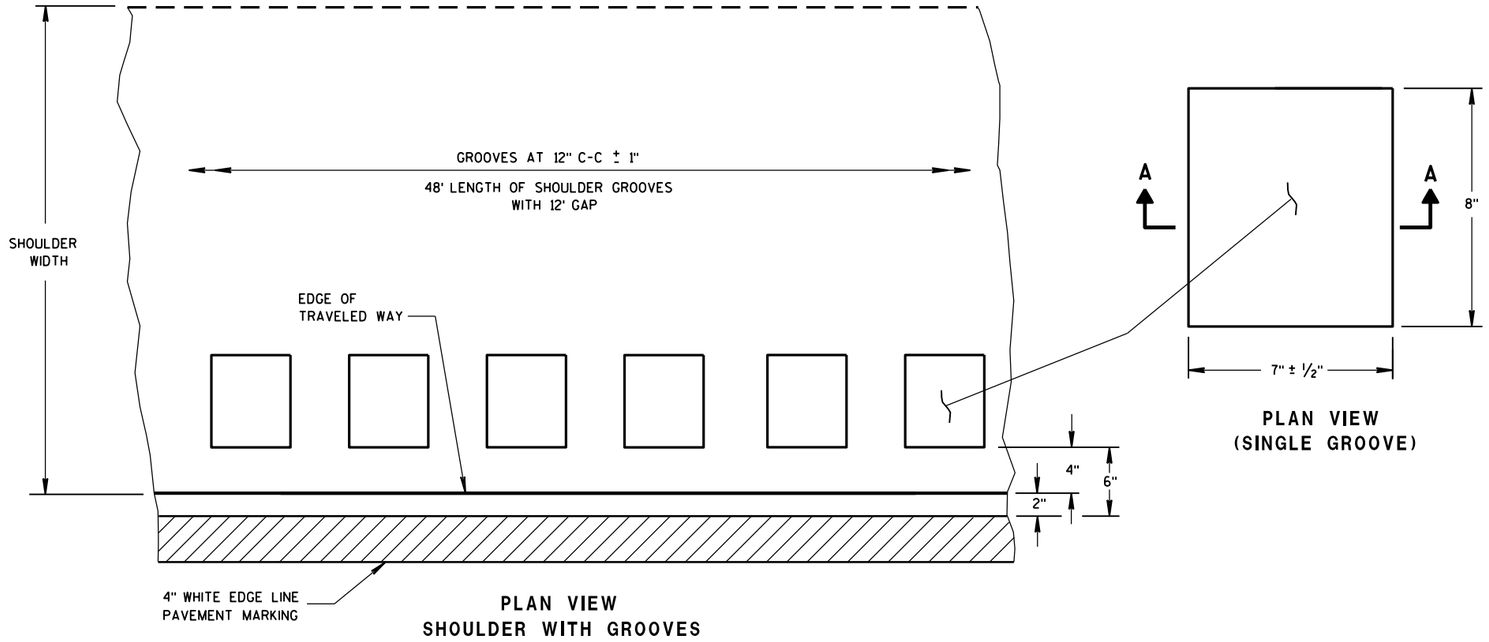


6

S.D.D. 11 B 2-2

6

S.D.D. 11 B 2-2




PLAN VIEW
SHOULDER WITH GROOVES



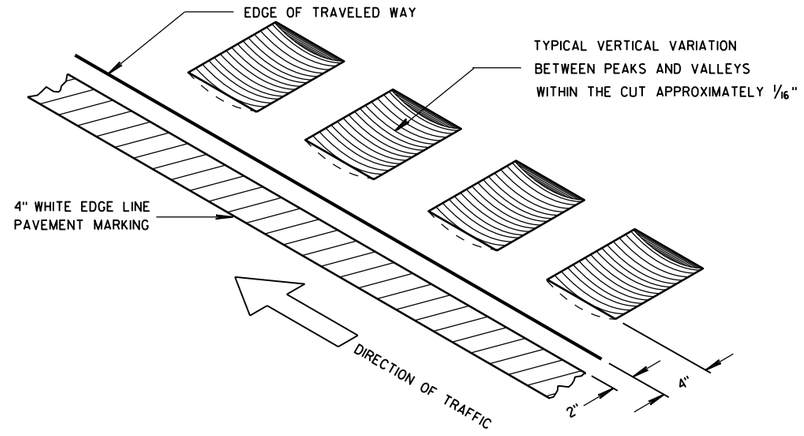

PLAN VIEW
(SINGLE GROOVE)

## GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

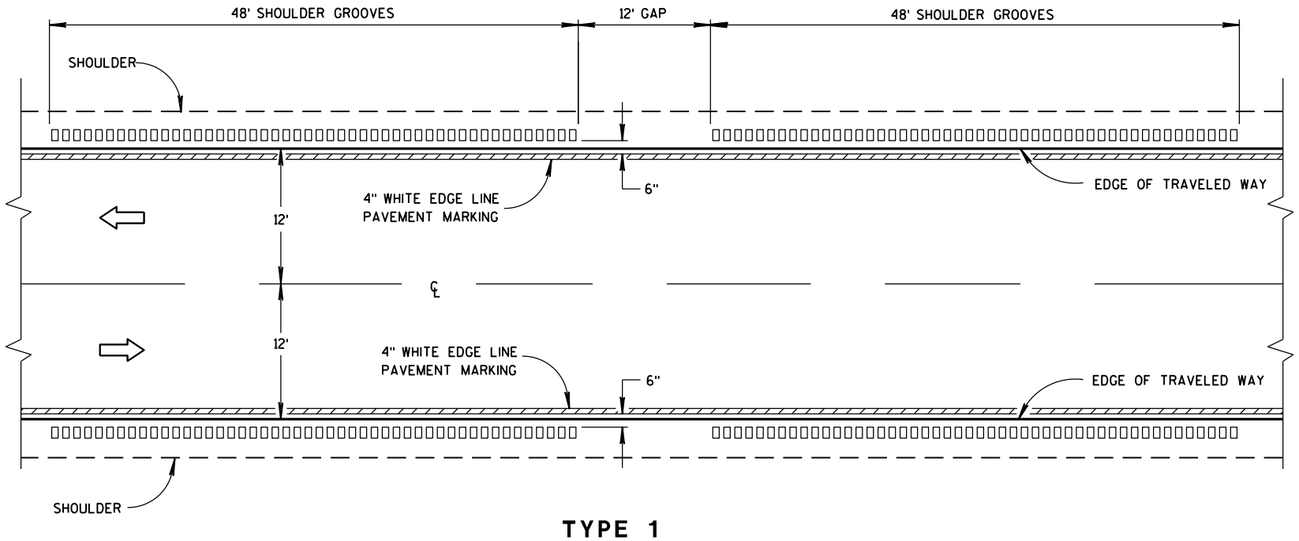
DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.

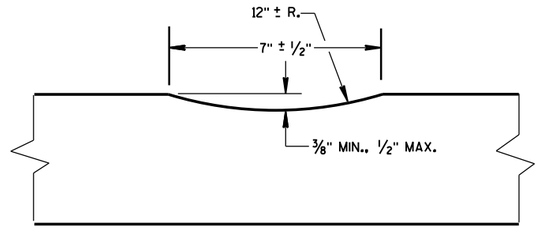



ISOMETRIC

## PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP




TYPE 1
2-LANE SHOULDER RUMBLE STRIP




SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

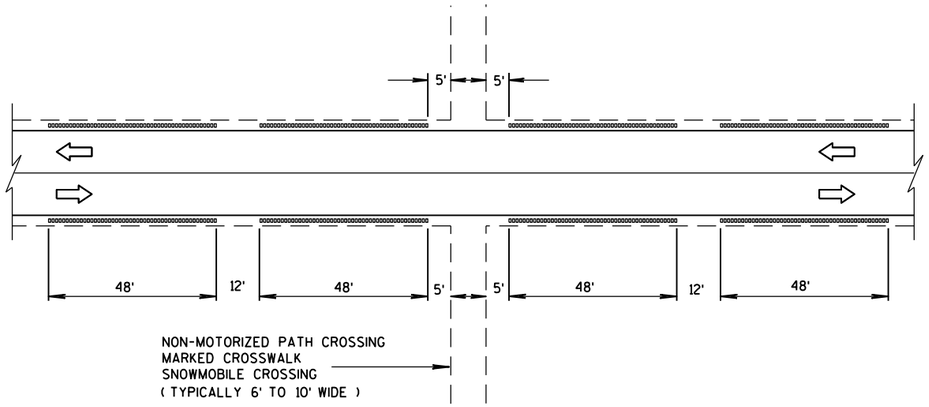


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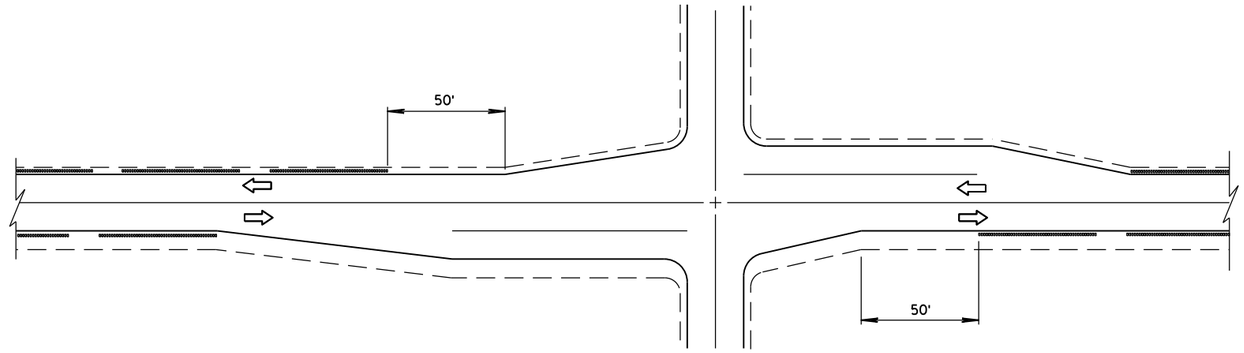
S.D.D. 13 A 10-1a

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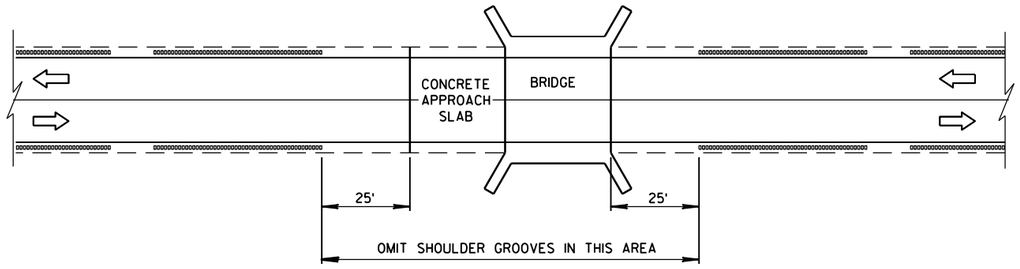
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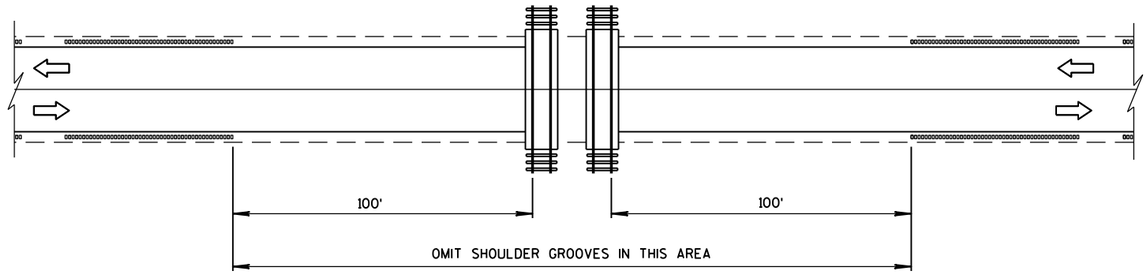

SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



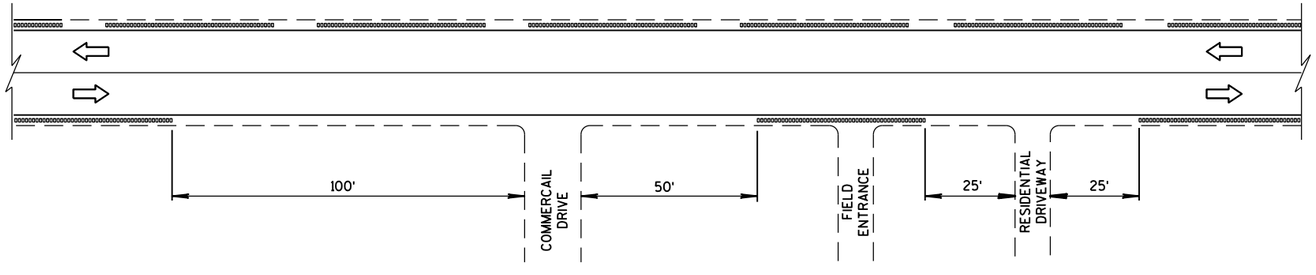

SHOULDER GROOVES AT INTERSECTIONS




SHOULDER GROOVES AT BRIDGES




SHOULDER GROOVES AT RAILROADS




SHOULDER GROOVES AT DRIVEWAYS (1)

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

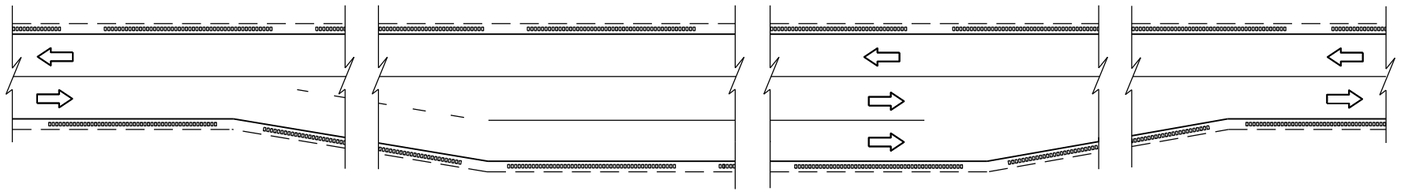


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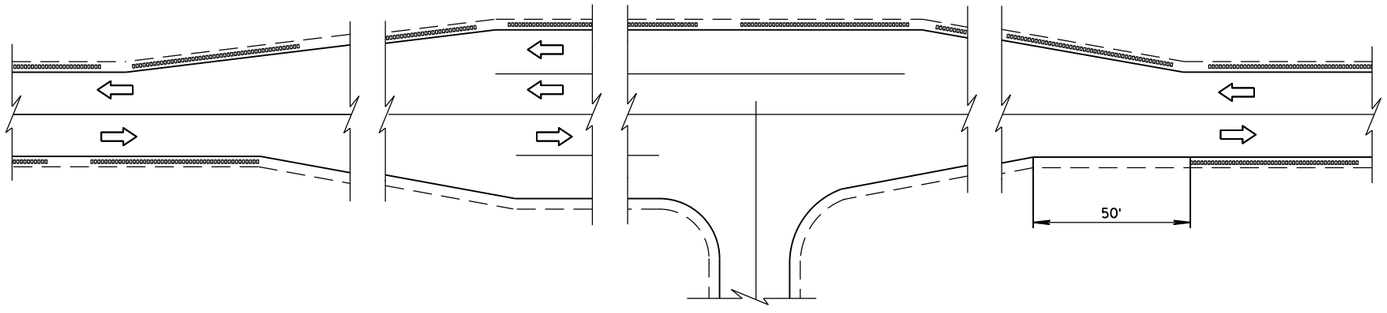
S.D.D. 13 A 10-1c

6

S.D.D. 13 A 10-1c



SHOULDER GROOVES AT PASSING AND CLIMBING LANES




SHOULDER GROOVES AT BYPASS LANES

6

6

S.D.D. 13 A 10-1d

S.D.D. 13 A 10-1d

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

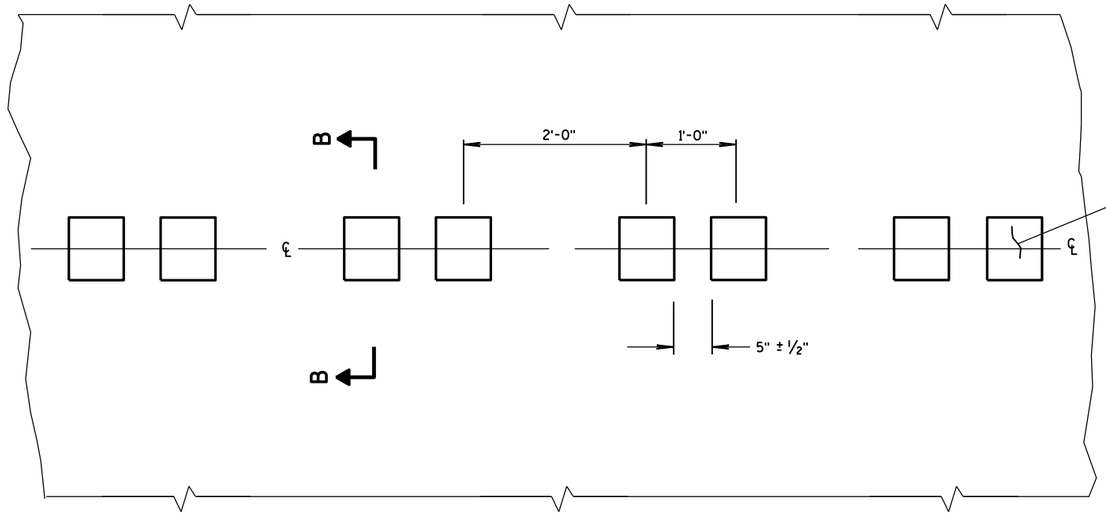
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

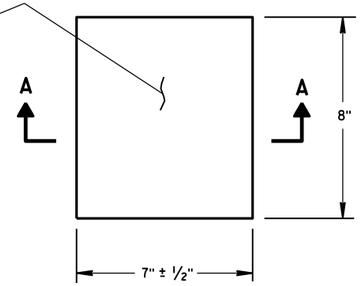
12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA




PLAN VIEW
CENTER LINE WITH GROOVES




PLAN VIEW
(SINGLE GROOVE)

## PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

## GENERAL NOTES

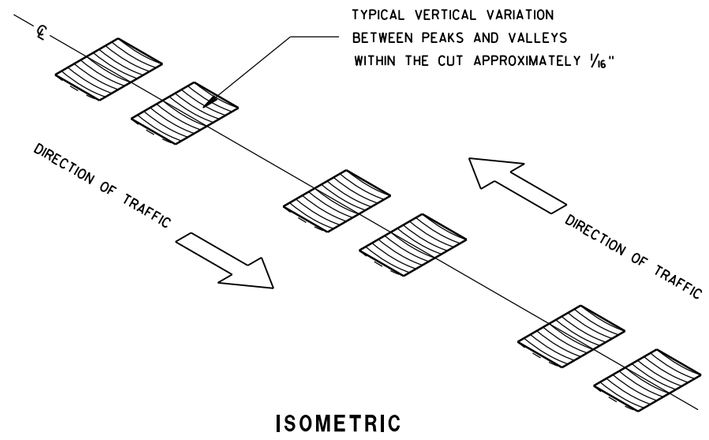
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

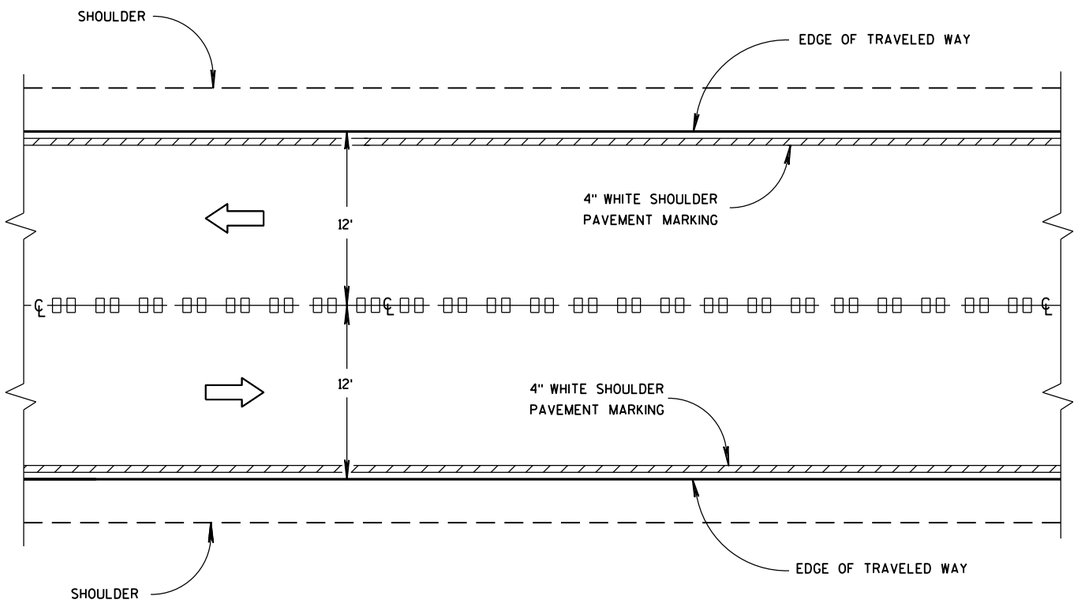
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

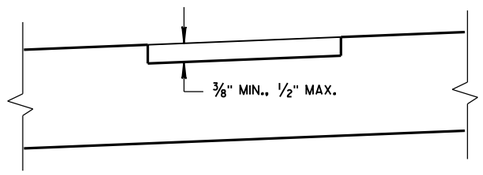
(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



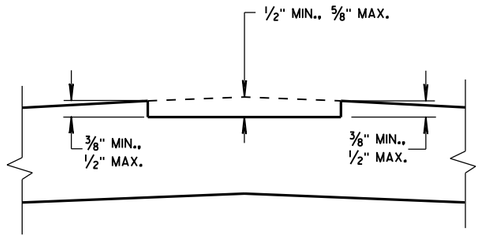

ISOMETRIC



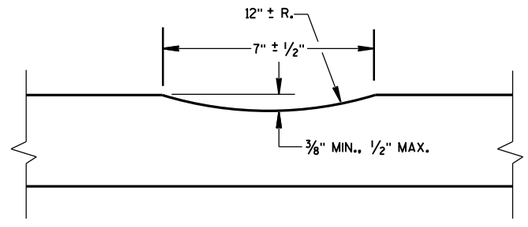

CENTER LINE GROOVES ON TWO-WAY ROADWAYS




SECTION B-B
SUPERELEVATED ROADWAY




SECTION B-B
CROWNED ROADWAY




SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

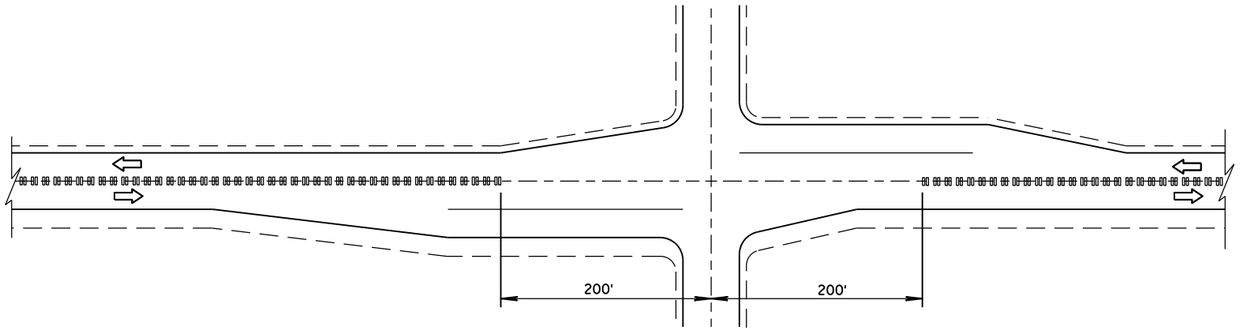


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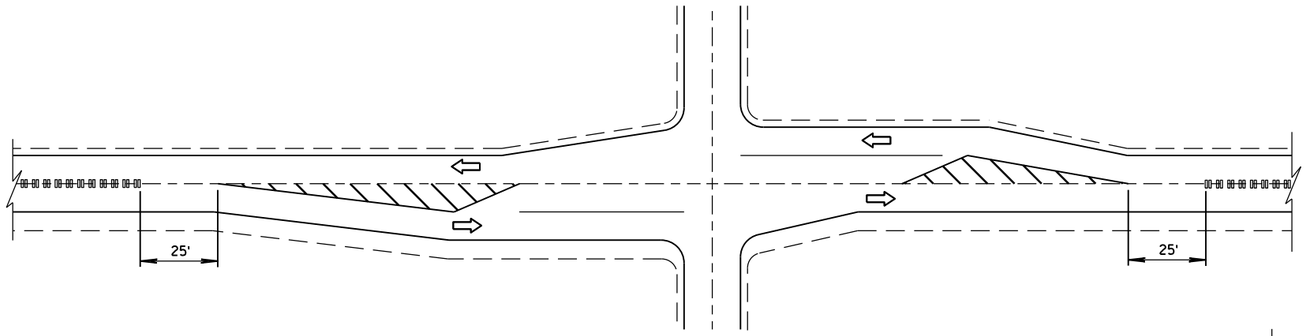
S.D.D. 13 A 11-2a

6

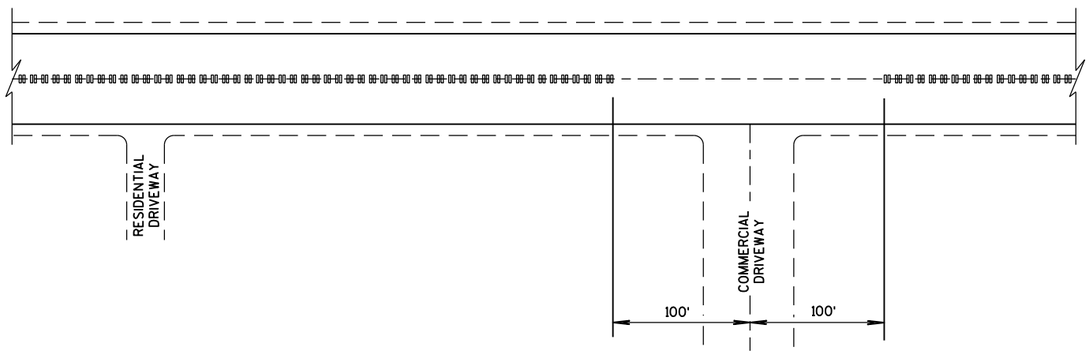
S.D.D. 13 A 11-2a




## CENTER LINE GROOVES AT INTERSECTIONS

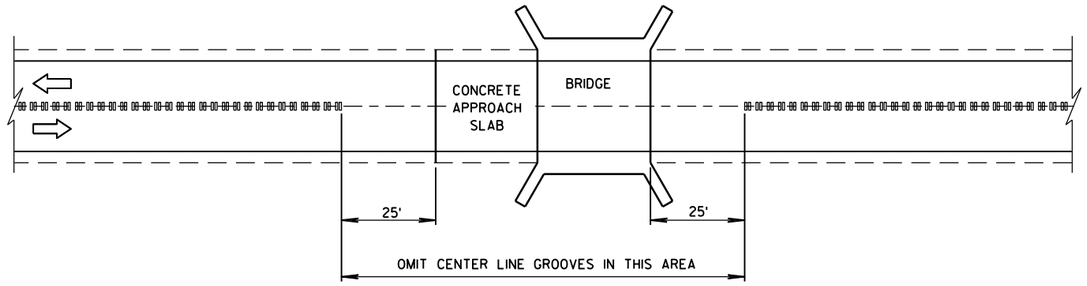



## CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

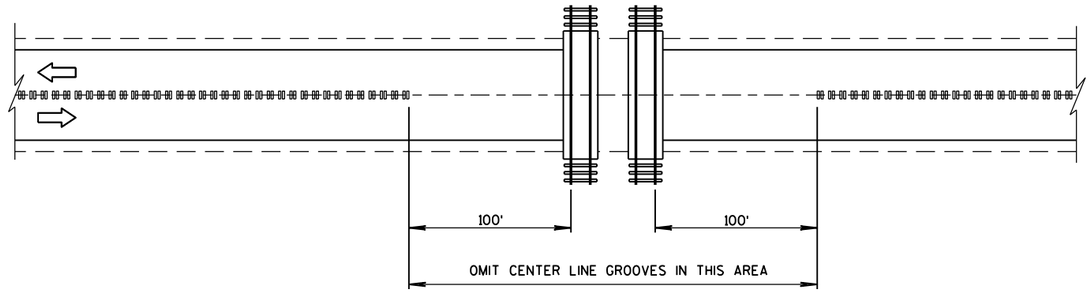



## CENTER LINE GROOVES AT DRIVEWAYS (1)

(1) CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.




## CENTER LINE GROOVES AT BRIDGES




## CENTER LINE GROOVES AT RAILROADS

6

S.D.D. 13 A 11-2b

# 2-LANE RURAL
# CENTER LINE RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/15/2013
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

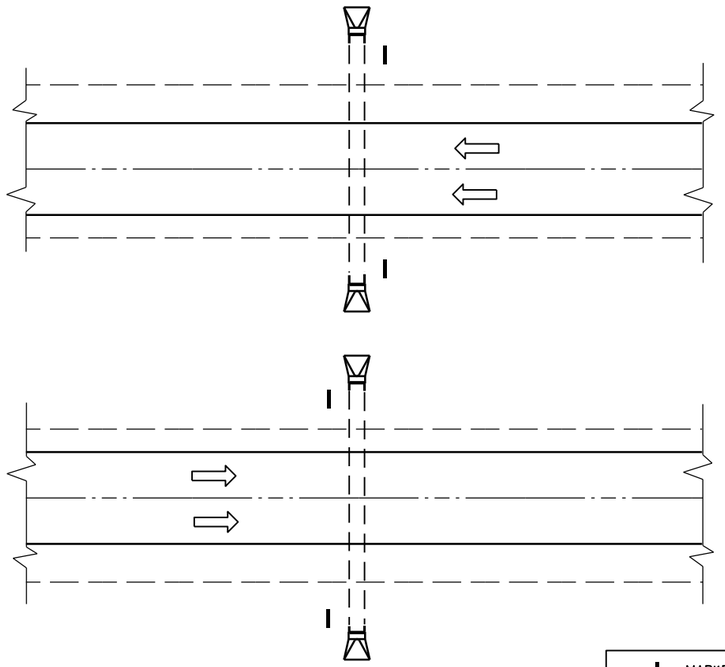
NT

FHWA



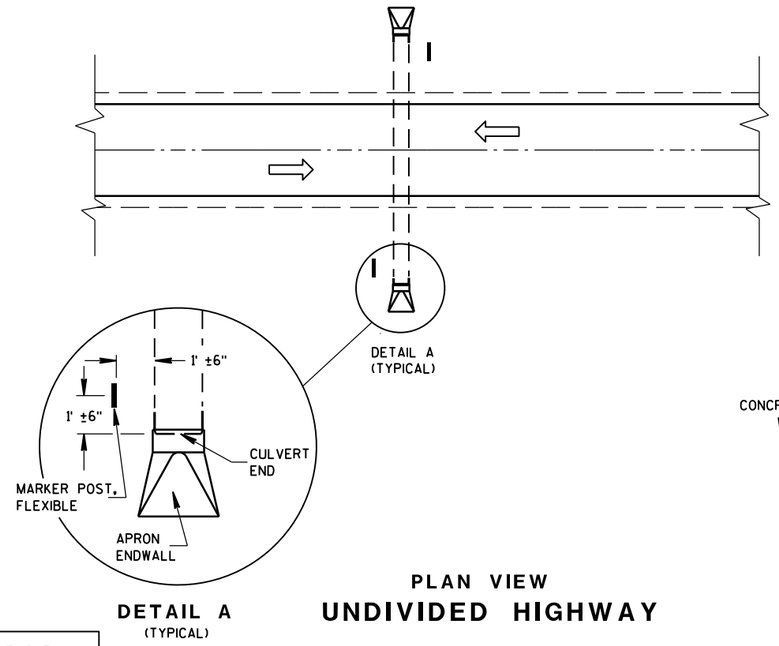
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S.D.D. 13 A 11-2b



PLAN VIEW

## DIVIDED HIGHWAY




DETAIL A
(TYPICAL)

PLAN VIEW

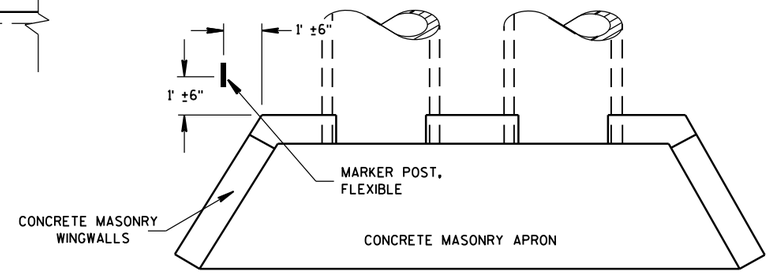
## UNDIVIDED HIGHWAY

MARKER POST, FLEXIBLE

DIRECTION OF TRAFFIC FLOW

## GENERAL NOTES

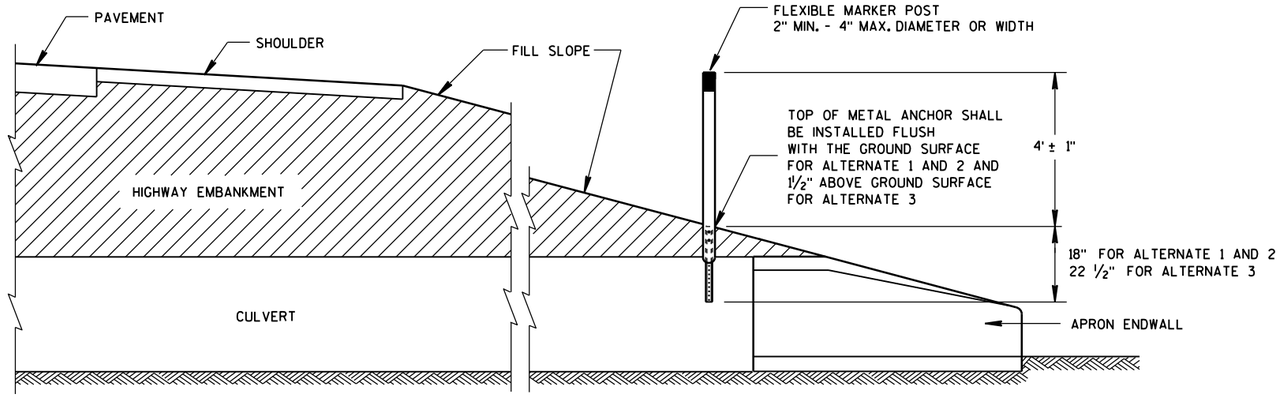
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.




PLAN VIEW

## CONCRETE MASONRY ENDWALLS FOR CULVERT PIPE AND PIPE ARCH

## FLEXIBLE MARKER POST LOCATION




CROSS SECTION

## FLEXIBLE MARKER POST

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

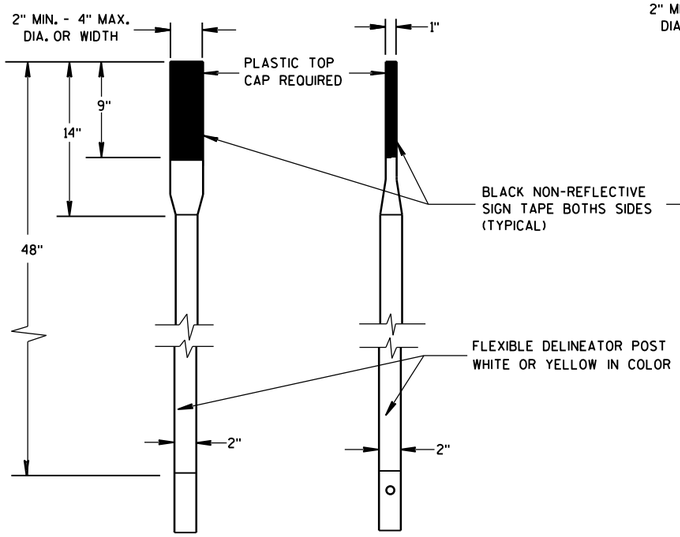


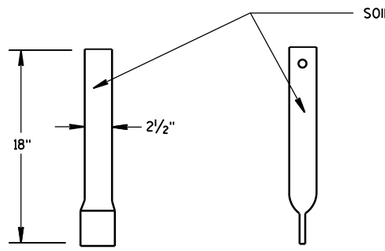
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S.D.D. 15 A 3-2a

6

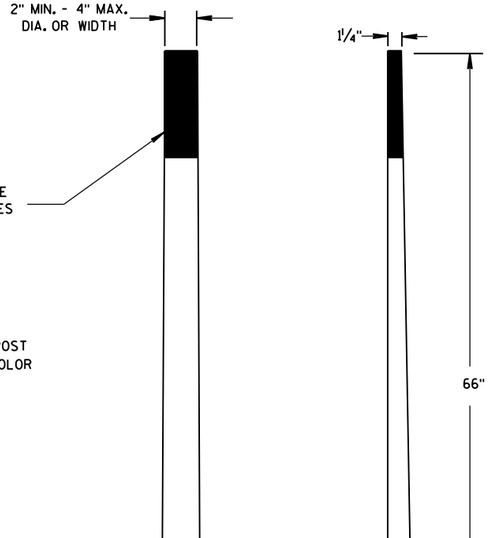
S.D.D. 15 A 3-2a



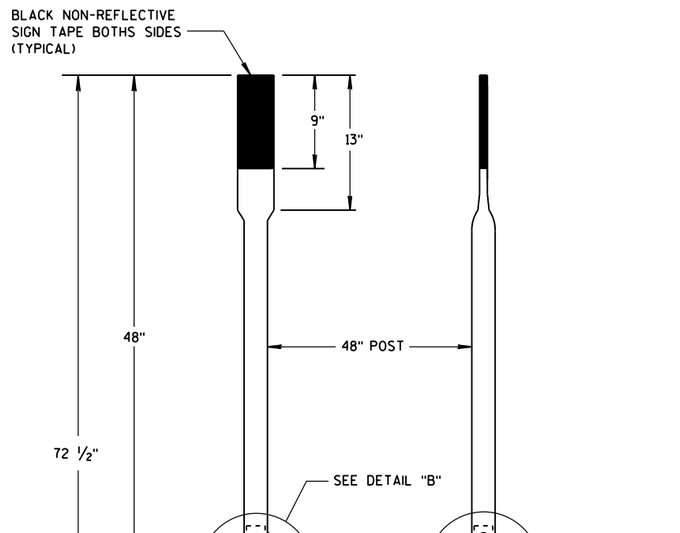

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

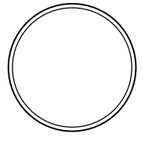
ALTERNATE 2



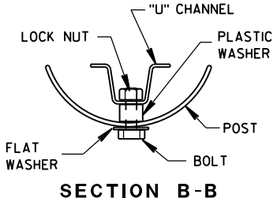

FRONT VIEW SIDE VIEW

ALTERNATE 3

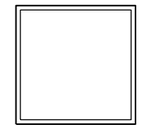
## FLEXIBLE MARKER POSTS



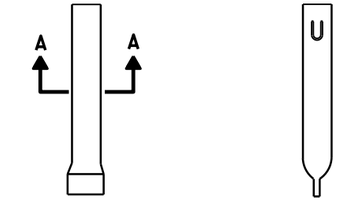
SECTION A-A




SECTION B-B

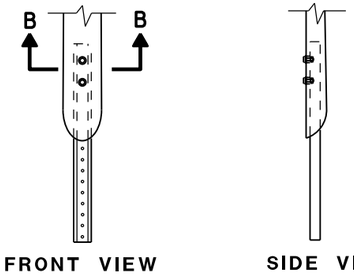


SECTION C-C



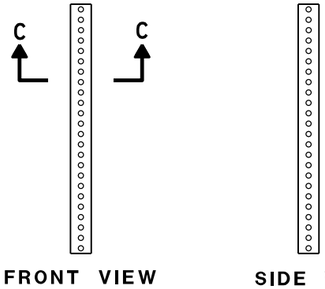

FRONT VIEW SIDE VIEW

ALTERNATE 1




FRONT VIEW SIDE VIEW

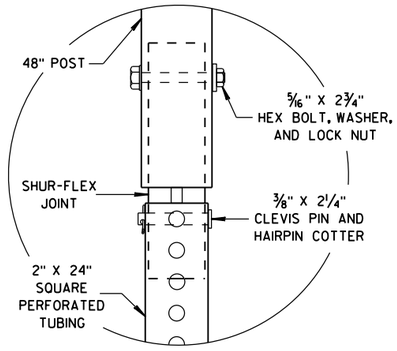
ALTERNATE 2



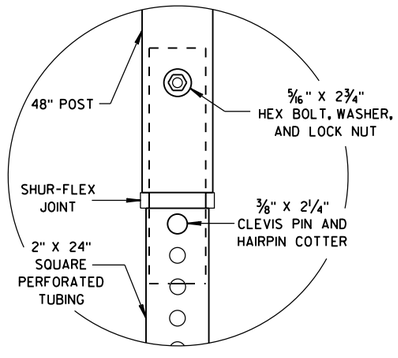

FRONT VIEW SIDE VIEW

ALTERNATE 3

## FLEXIBLE MARKER POST ANCHORS




DETAIL B




DETAIL C

FLEXIBLE MARKER POST
FOR CULVERT END

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/1/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

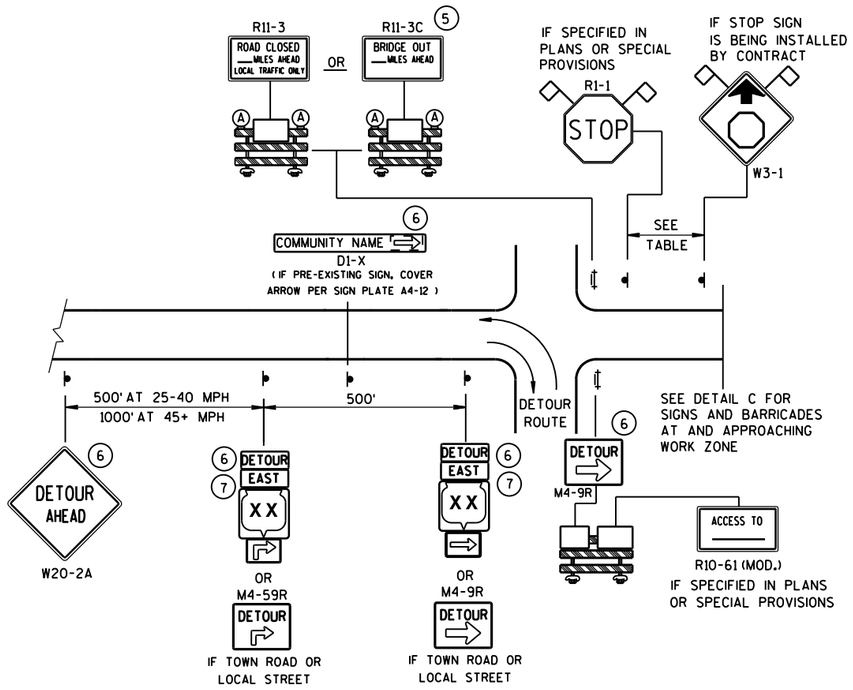


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S.D.D. 15 A 3-2b

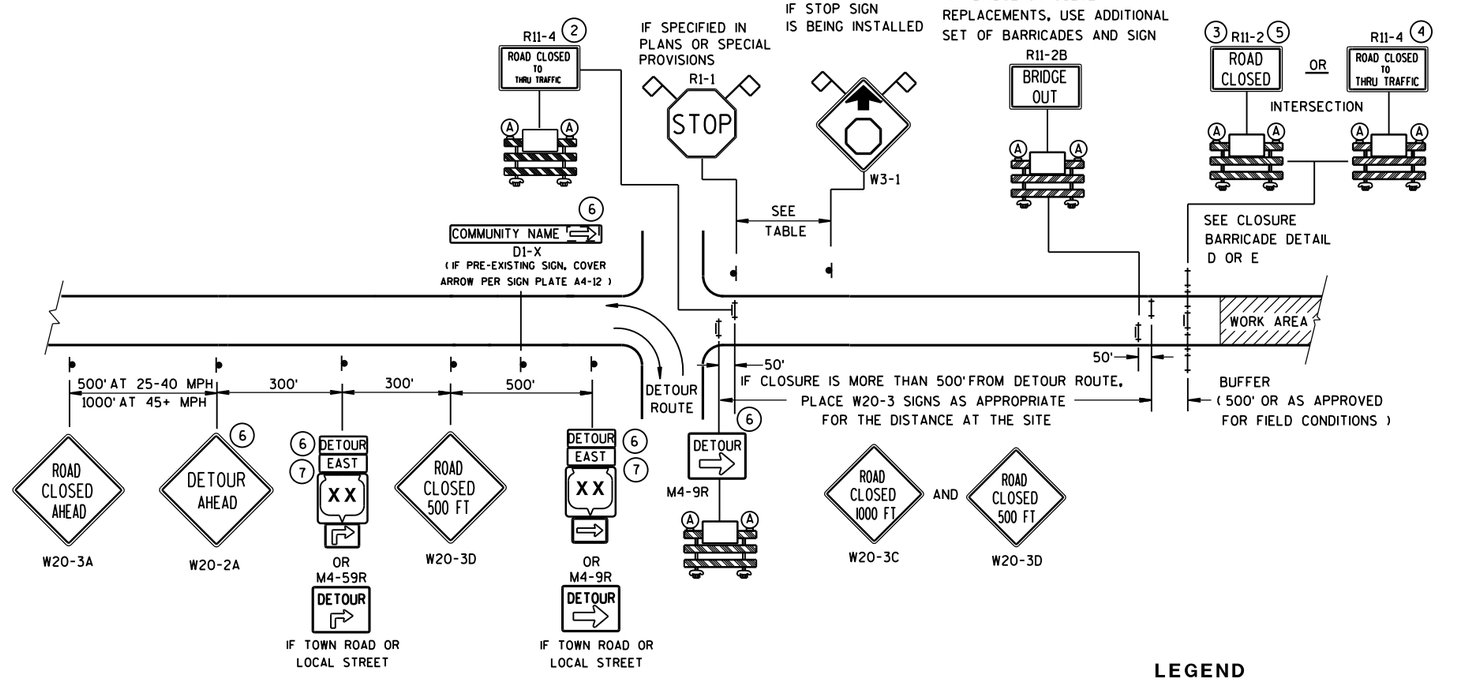
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S.D.D. 15 A 3-2b



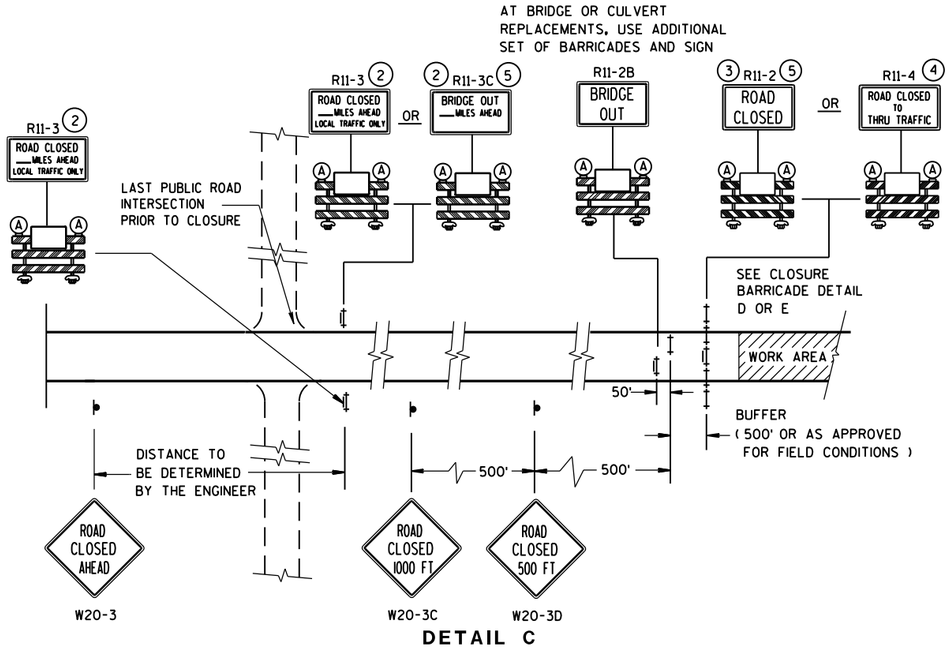

## DETAIL A
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL B
## MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE ( 1000 FEET IF URBAN )




## DETAIL C
## MAINLINE CLOSURE, NO POSTED DETOUR

| SPEED LIMIT (MPH) | "STOP AHEAD" ADVANCE WARNING DISTANCE (FT) |
|---|---|
| 25 | 200 |
| 30 | 200 |
| 35 | 350 |
| 40 | 350 |
| 45 | 500 |
| 50 | 550 |
| 55 | 750 |

### LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES (1) THROUGH (7)

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

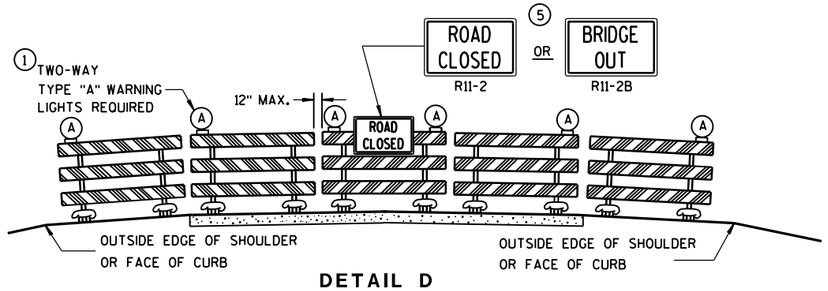


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S.D.D. 15 C 2-6a

6

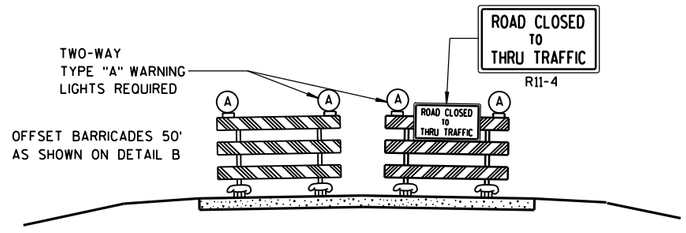
S.D.D. 15 C 2-6a




**DETAIL D**

## ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW




**DETAIL E**

## LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

## GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Sept. 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FIC

FHWA




6


S.D.D. 15 C 2-6b

**THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.**

## GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE", SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

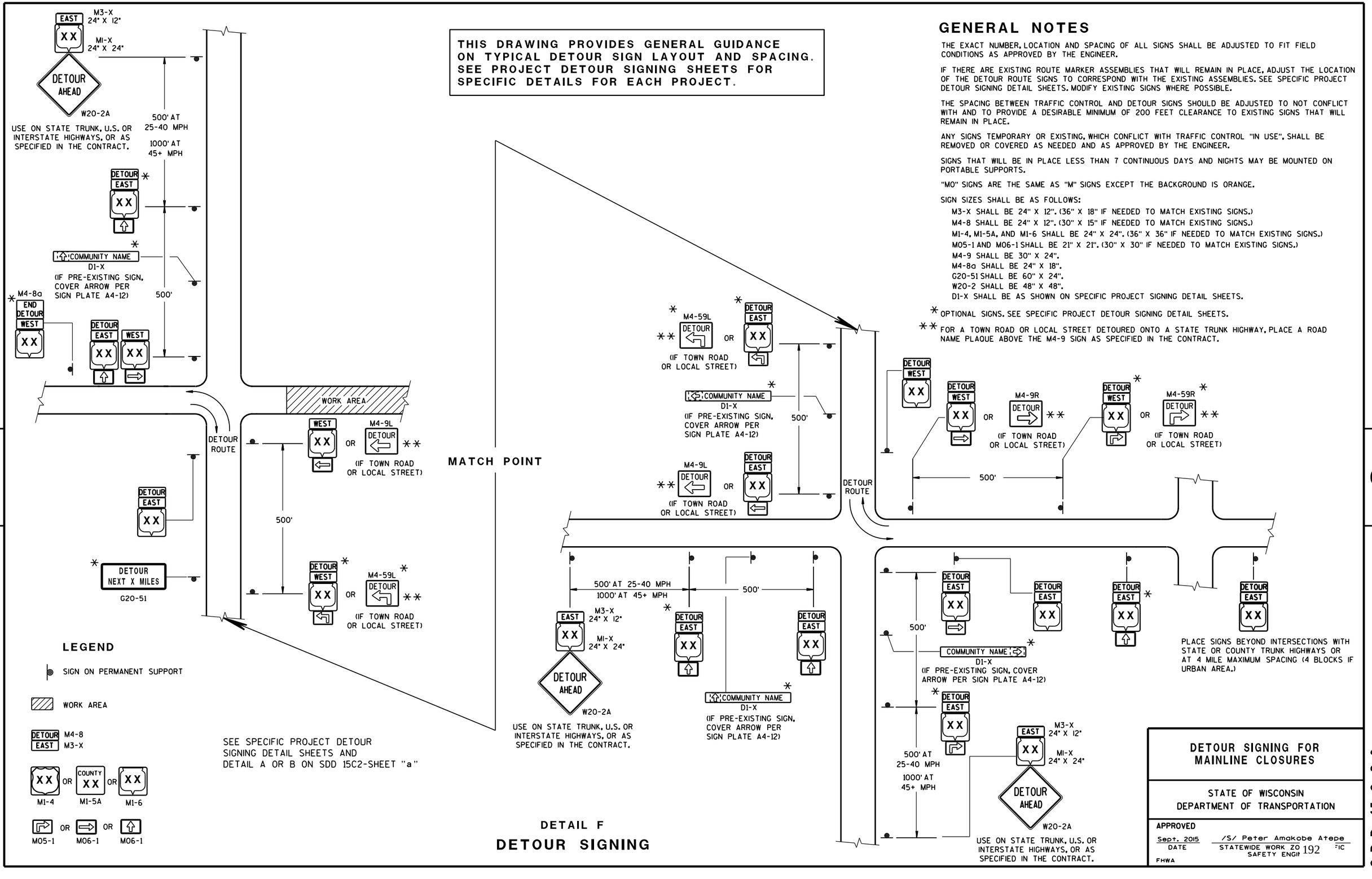
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- MO5-1 AND MO6-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.




DETAIL F

DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015 DATE

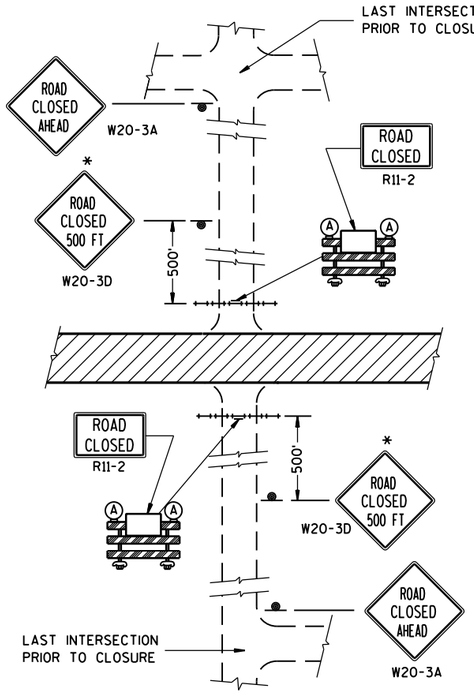
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI FIC

FHWA



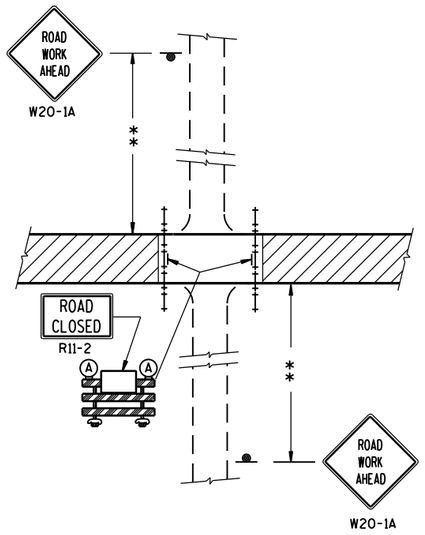
S.D.D. 15 C 2-6c

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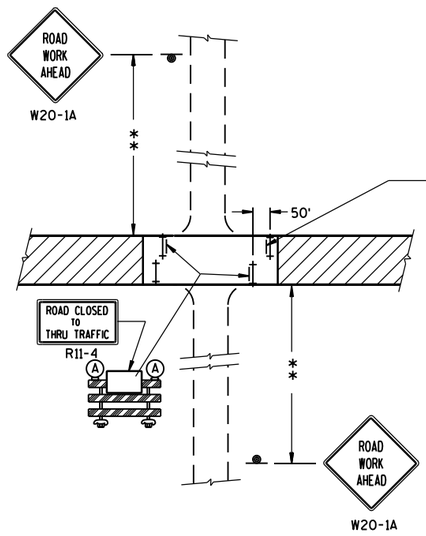

**DETAIL 1**

(NO ACCESS TO PROJECT)



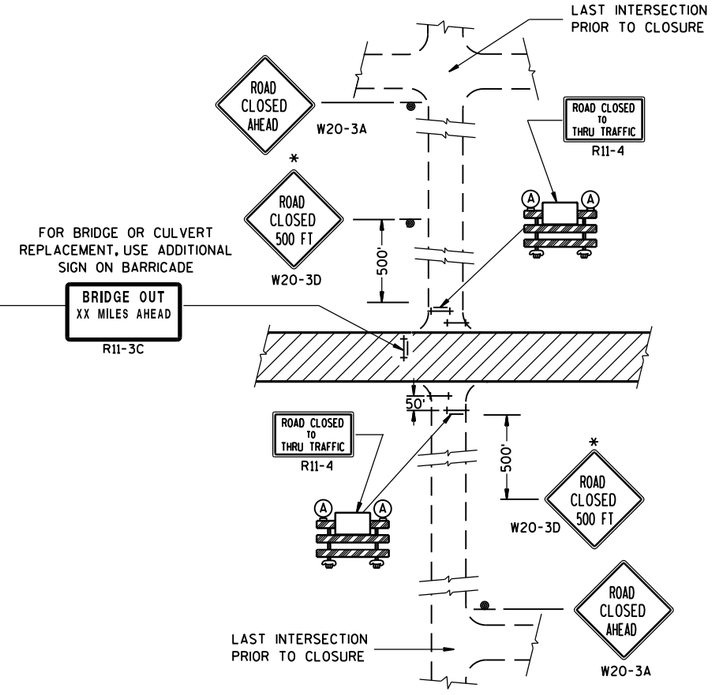

**DETAIL 2**

(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).




**DETAIL 3**

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR,
LOCAL BUSINESS AND RESIDENT ACCESS).




**DETAIL 4**

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

## GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS FOR SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible]FIC SAFETY ENGI[illegible]
FHWA

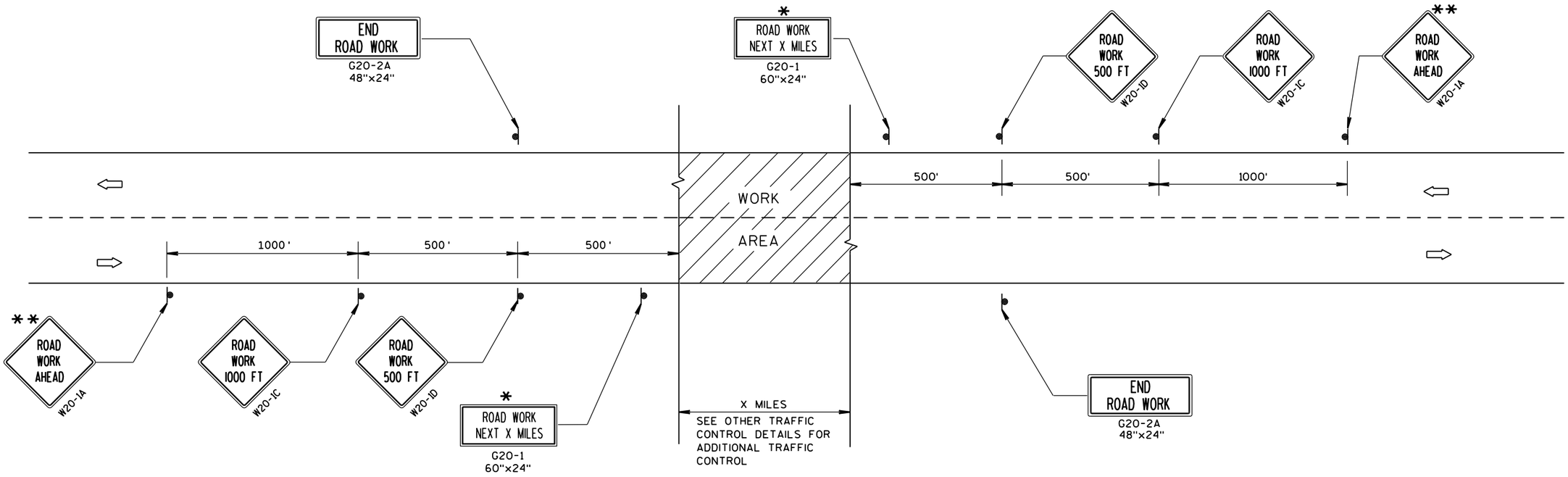


6

S.D.D. 15 C 3-3

6

S.D.D. 15 C 3-3




# TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

## GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

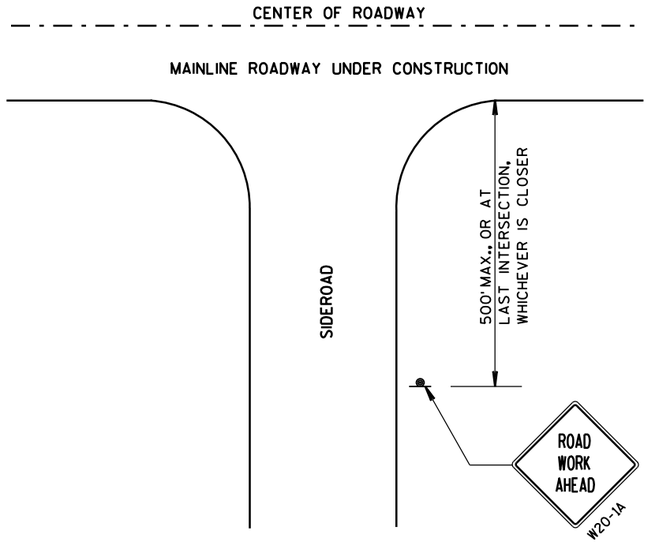
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.




## LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

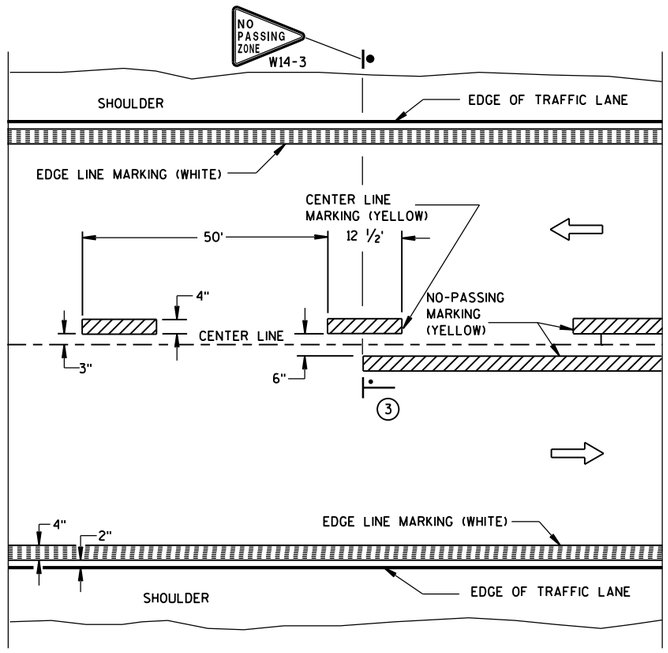


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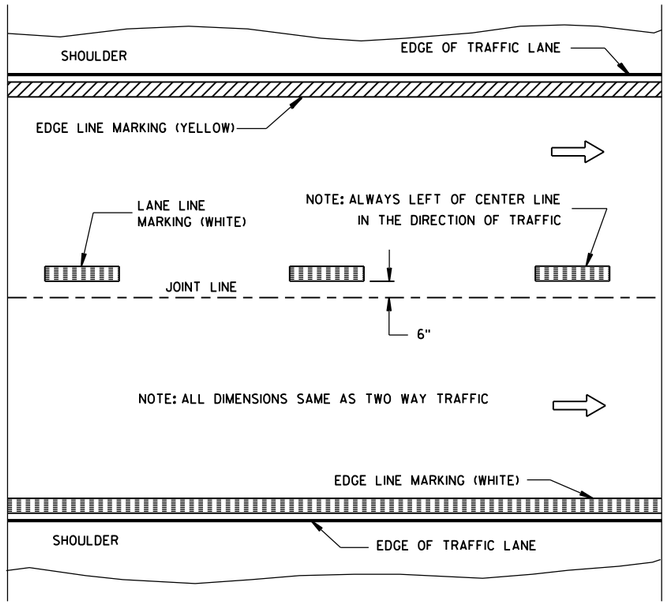
S.D.D. 15 C 4-3

6

S.D.D. 15 C 4-3

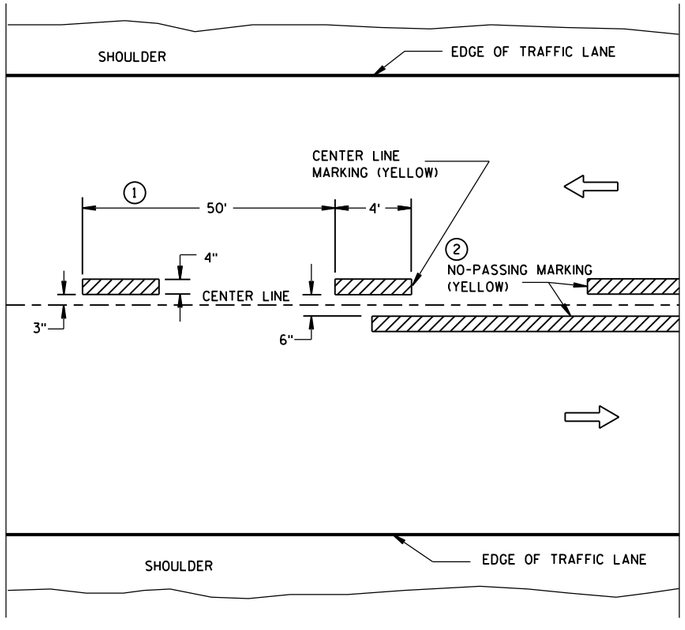



TWO WAY TRAFFIC

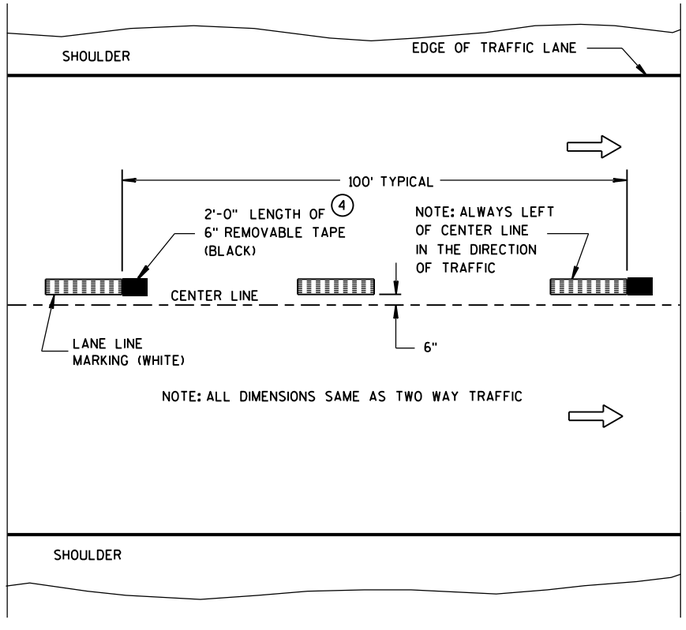



ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING




TWO WAY TRAFFIC




ONE WAY TRAFFIC

## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

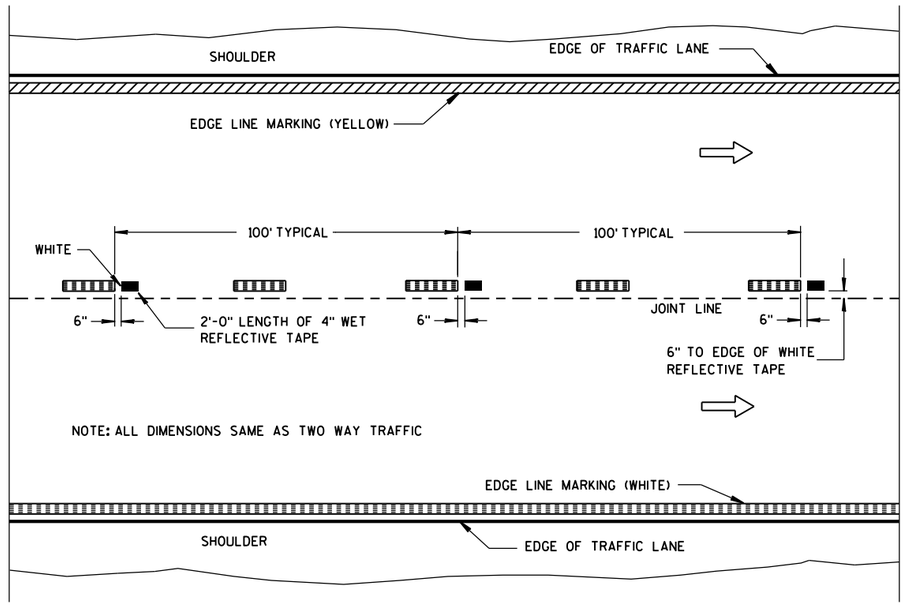
## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

## NOTE

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL




WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

**LEGEND**

"T" MARKING

POST MOUNTED SIGN

**PAVEMENT MARKING (MAINLINE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC E

FHWA

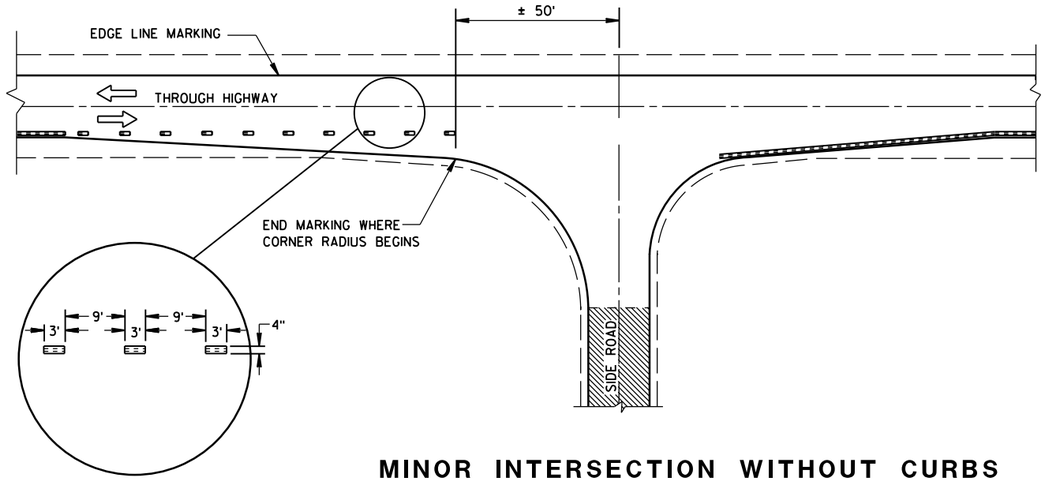


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S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a




## MINOR INTERSECTION WITHOUT CURBS

## GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

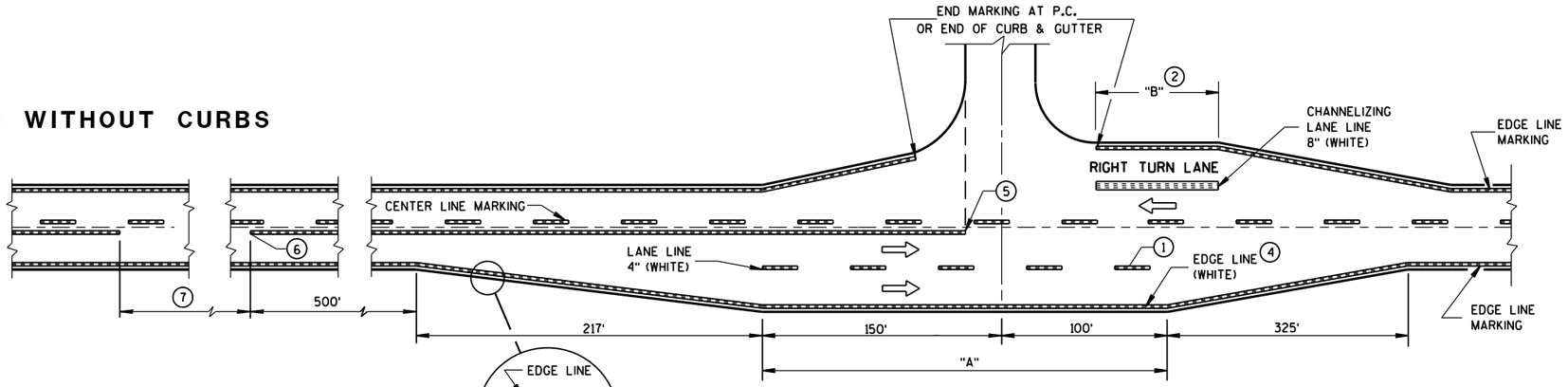
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL

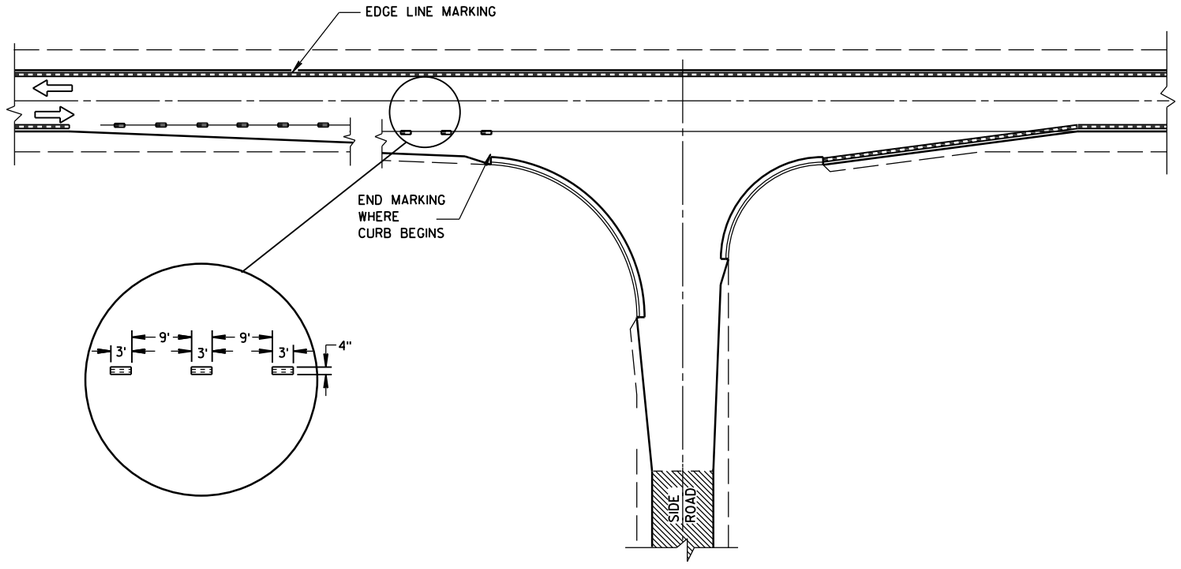
(7)

| POSTED SPEED (MPH) | MINIMUM DISTANCE BETWEEN ZONES (FEET) |
|---|---|
| 25 - 30 | 528 |
| 35 - 40 | 528 |
| 45 - 50 | 686 |
| 55 | 792 |



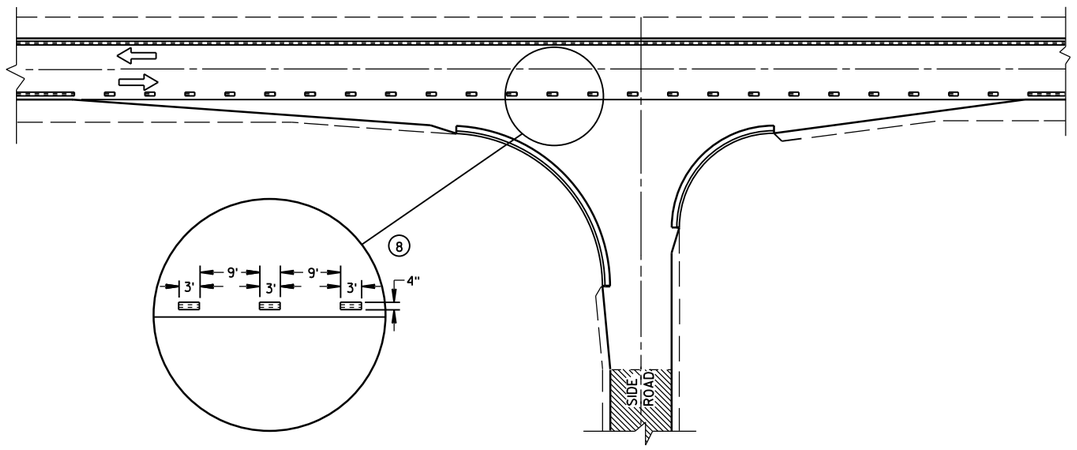

## MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)




## MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)




## MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

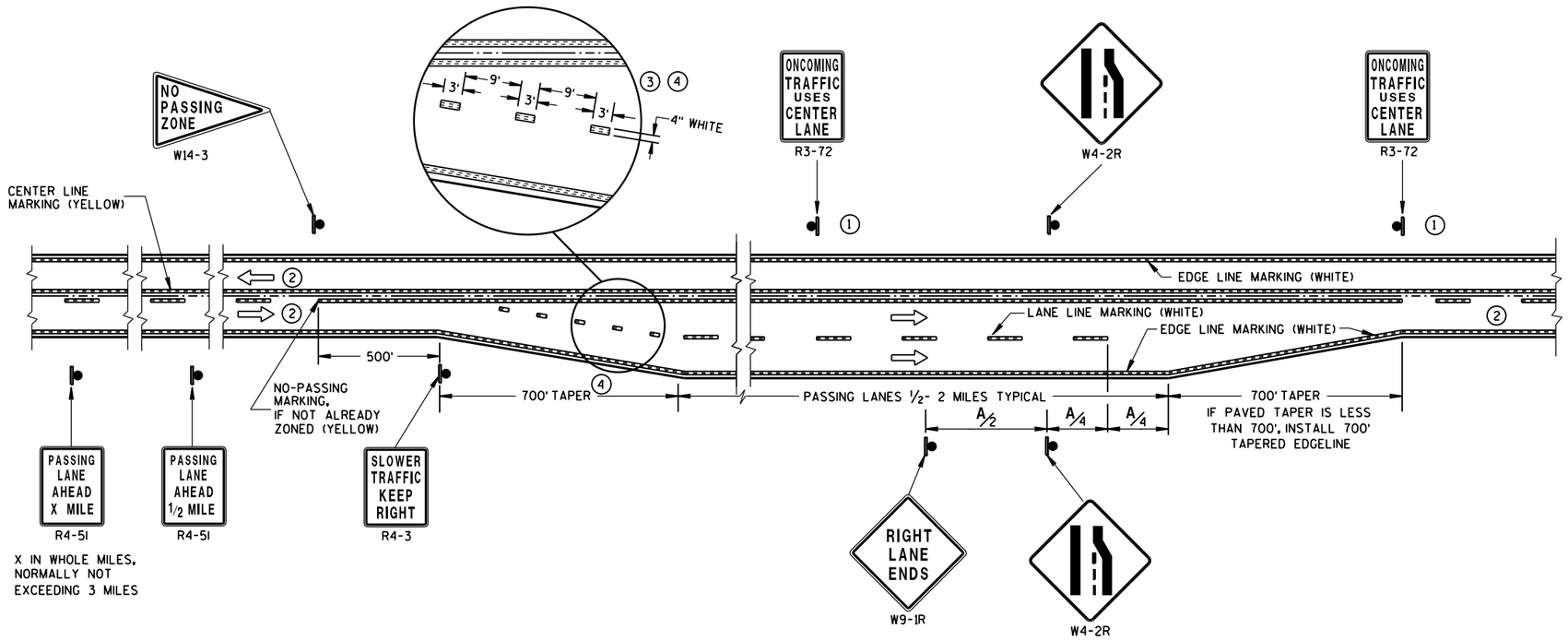


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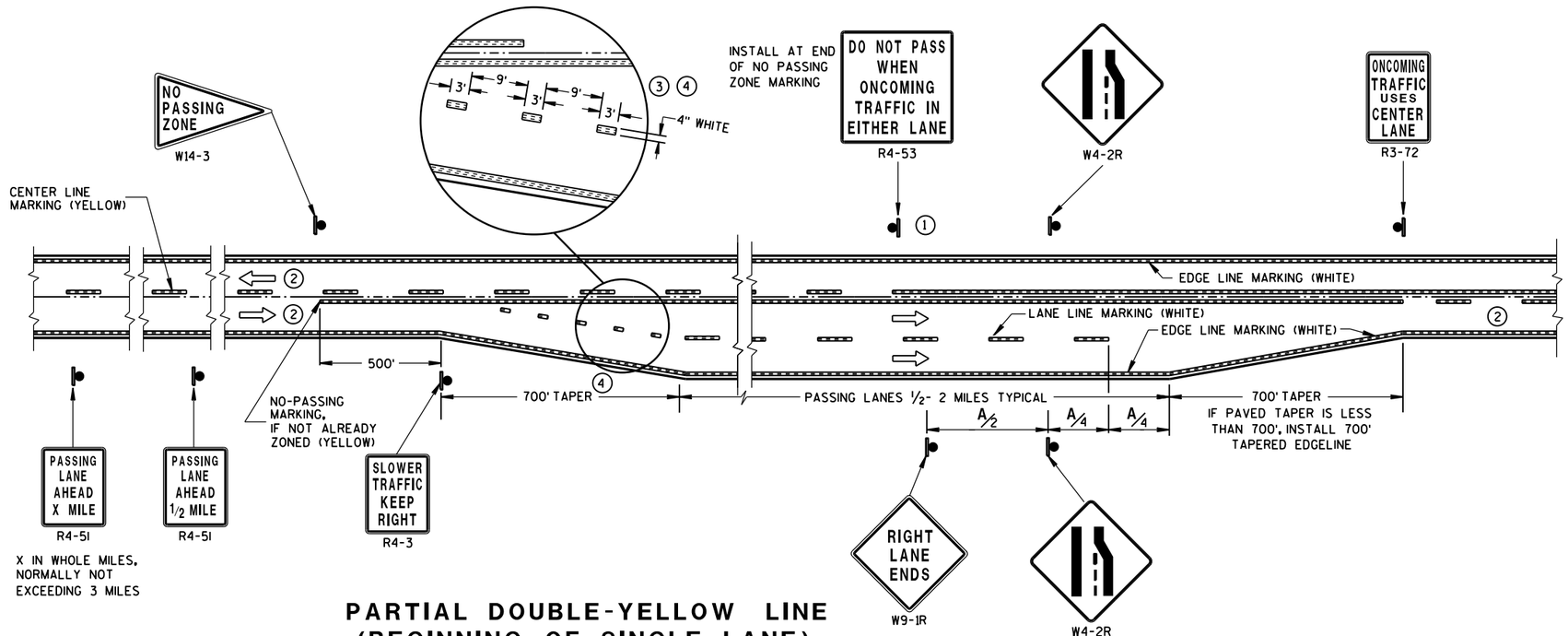
S.D.D. 15 C 8-16b

6

S.D.D. 15 C 8-16b




## SOLID DOUBLE-YELLOW LINE
## (THROUGHOUT ENTIRE PASSING/CLIMBING LANE)




## PARTIAL DOUBLE-YELLOW LINE
## (BEGINNING OF SINGLE LANE)

## GENERAL NOTES

1. SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3'LINE 9'GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL

**DISTANCE TABLE**

| POSTED OR 85th PERCENTILE SPEED | DISTANCE "A" |
|---|---|
| 45 | 750 |
| 50 | 850 |
| 55 | 950 |

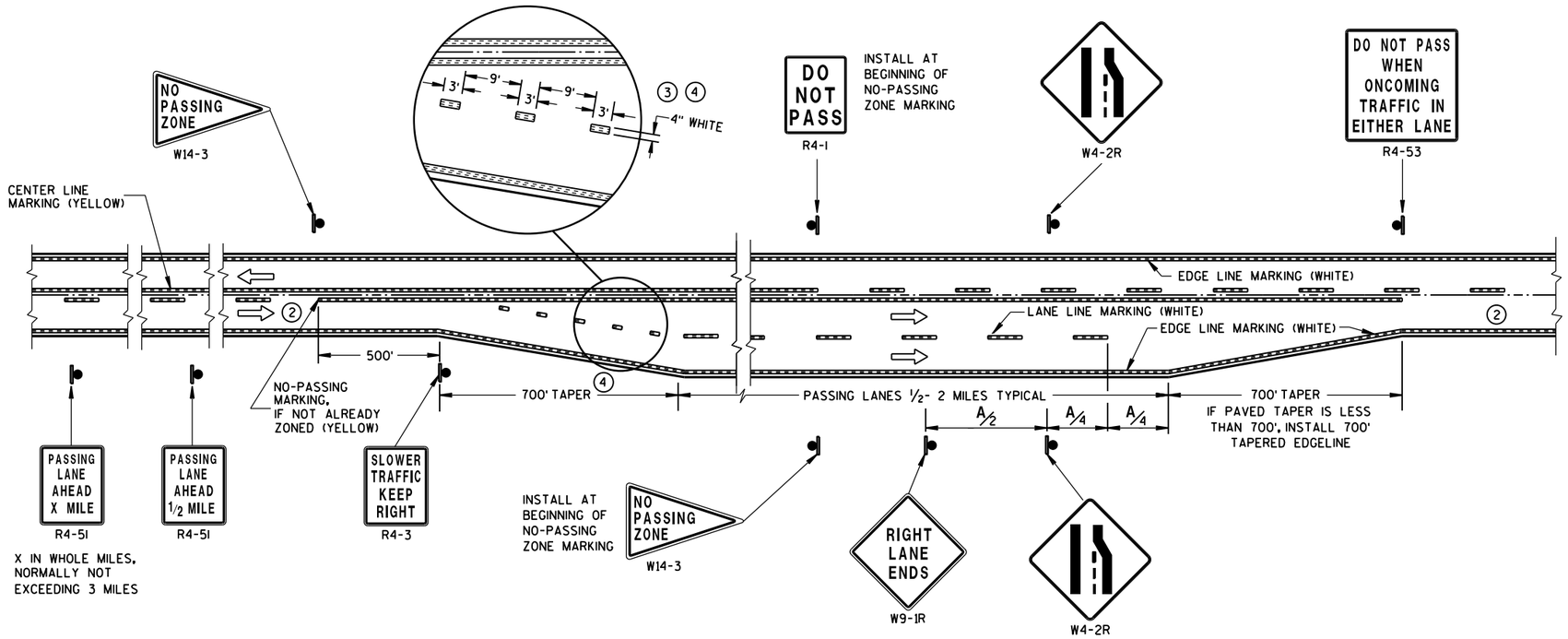
**PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

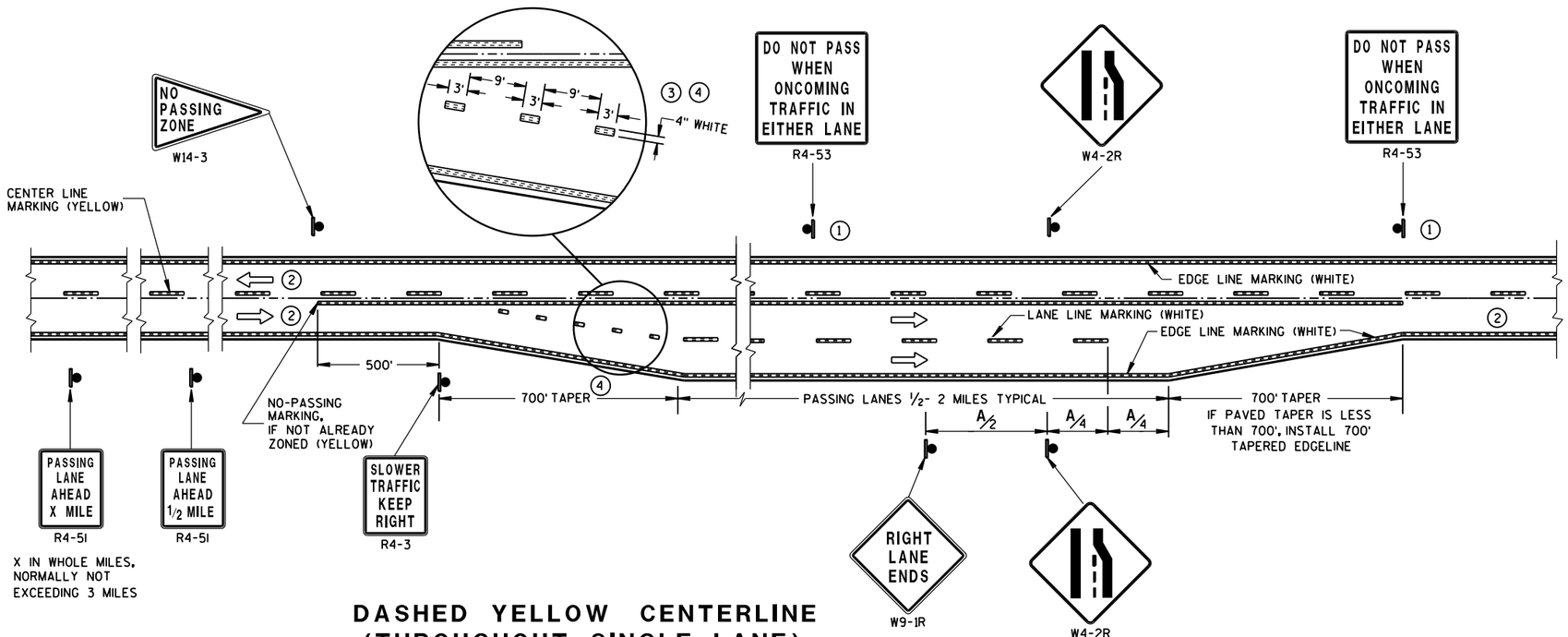



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S.D.D. 15 C 8-16c




## SOLID DOUBLE-YELLOW LINE (END OF SINGLE LANE)




## DASHED YELLOW CENTERLINE (THROUGHOUT SINGLE LANE)

## GENERAL NOTES

1. SIGN SHALL BE REPEATED AT 1/2 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
2. THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
3. THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3'LINE 9'GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
4. WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL

**DISTANCE TABLE**

| POSTED OR 85th PERCENTILE SPEED | DISTANCE "A" |
|---|---|
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| 50 | 850 |
| 55 | 950 |

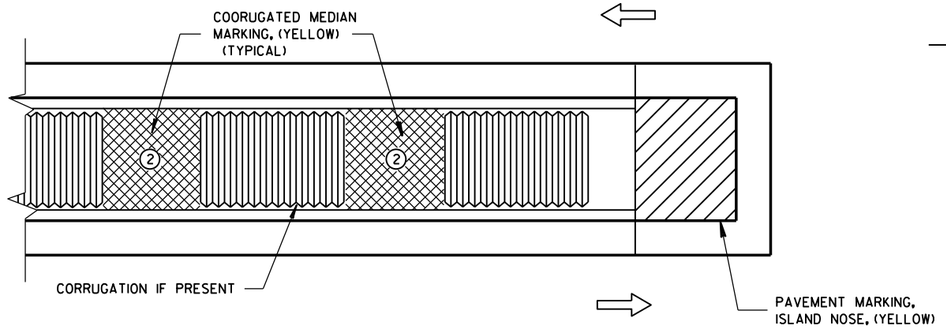
**PAVEMENT MARKING & SIGNING (CLIMBING LANE & PASSING LANE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

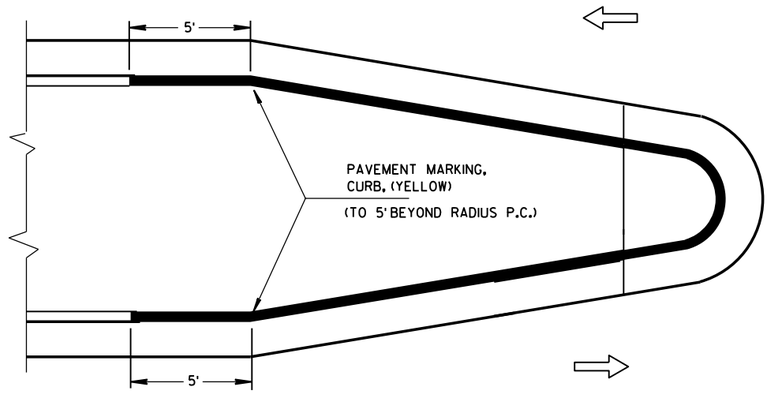


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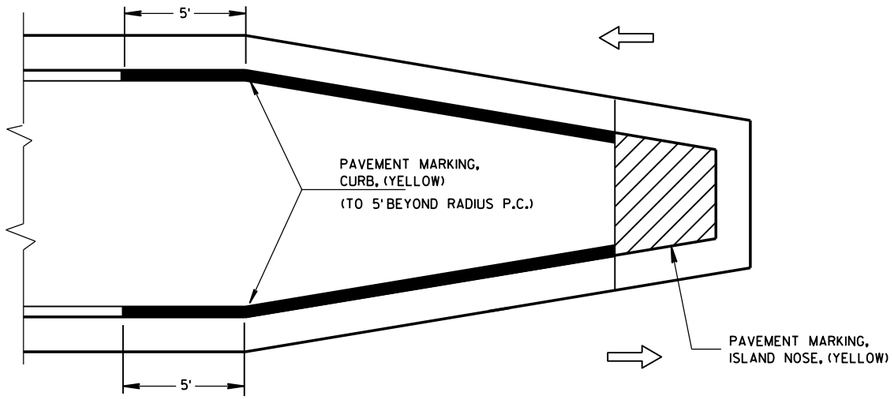
S.D.D. 15 C 8-16d




MEDIAN ISLAND WITH SQUARE BLUNT NOSE

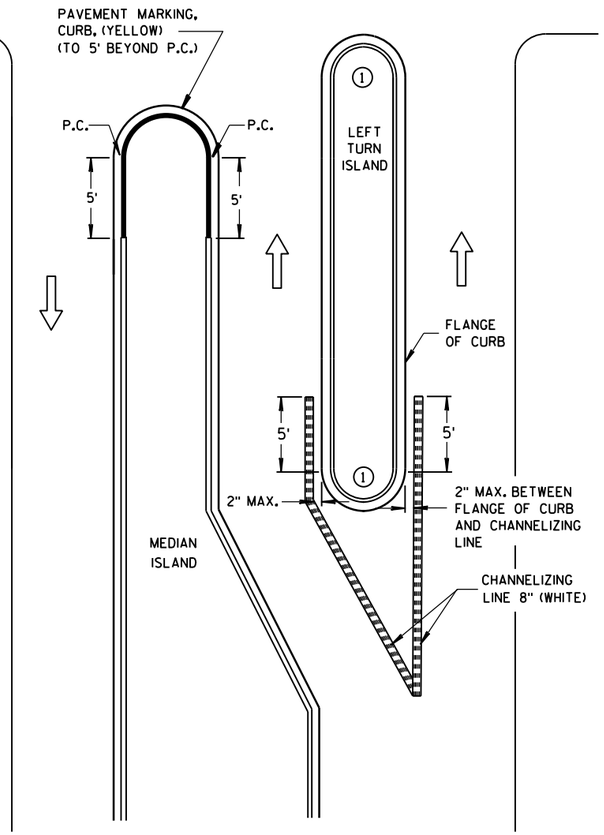



MEDIAN ISLAND WITH ROUND BLUNT NOSE




MEDIAN ISLAND WITH SLOPED NOSE

## TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

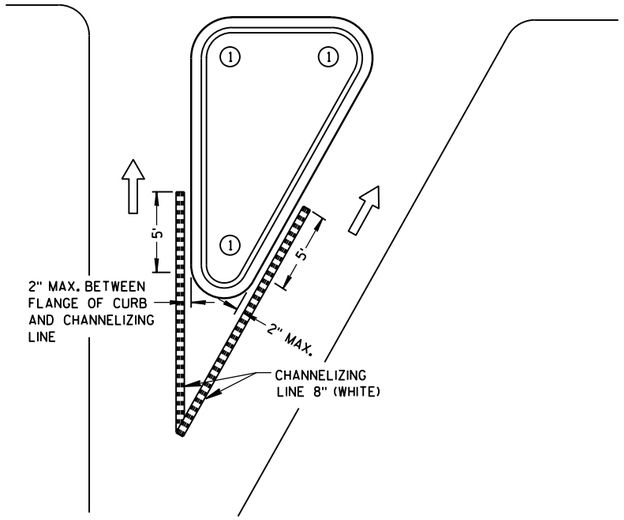



LEFT TURN & MEDIAN ISLAND

## GENERAL NOTES

1. DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.

2. WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.




RIGHT TURN ISLAND

### LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

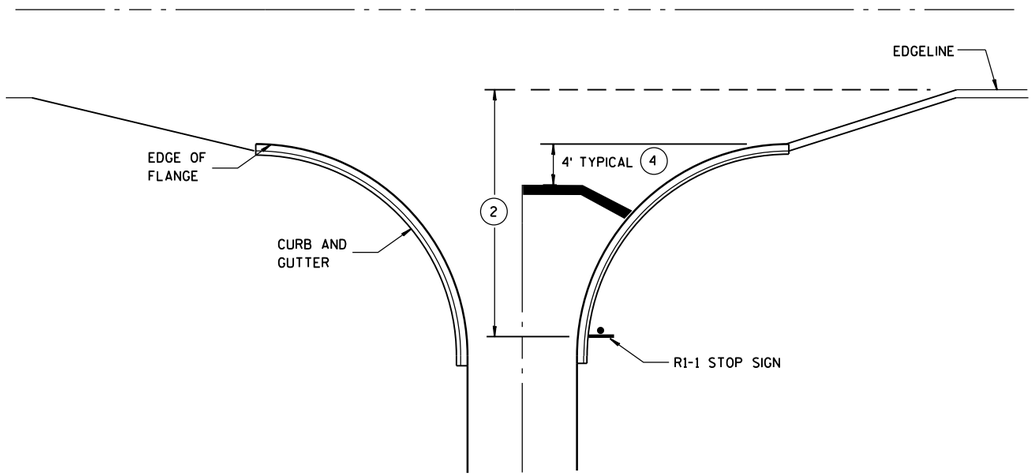


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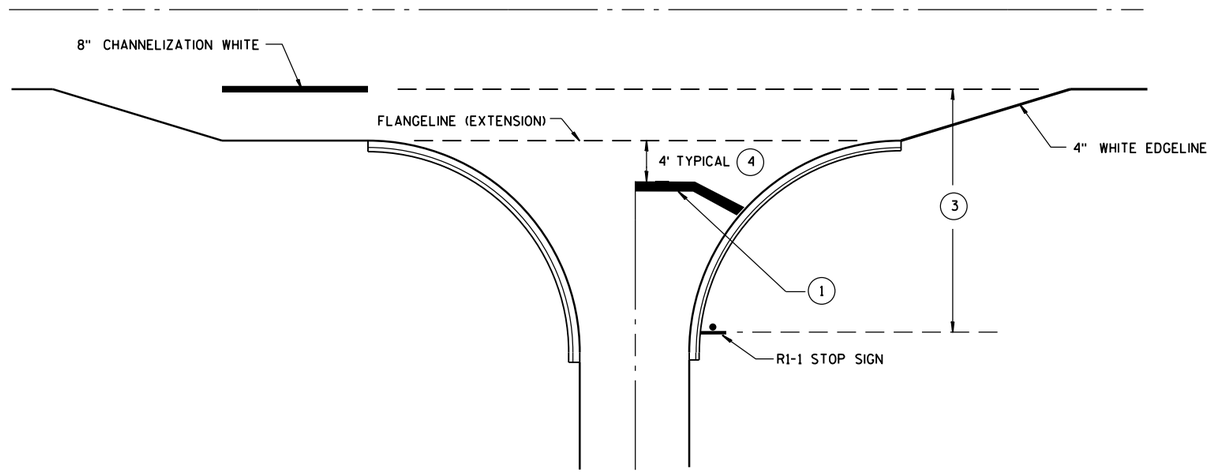
S.D.D. 15 C 8-16f

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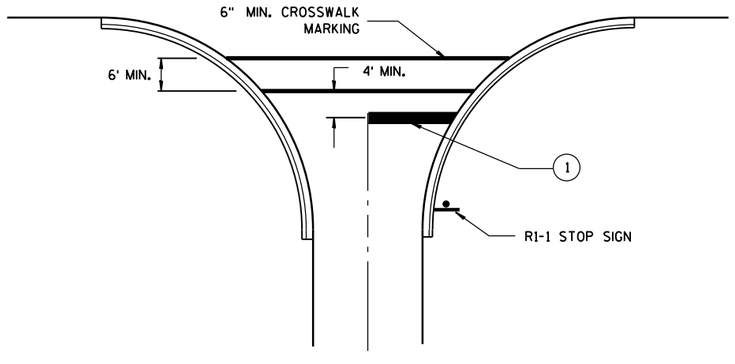
S.D.D. 15 C 8-16f



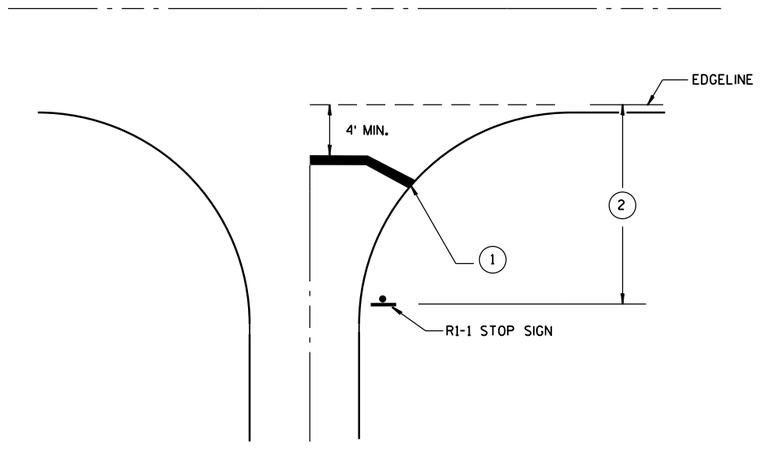

**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**




**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**




**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**




**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

## GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/30/2013 DATE
/S/ Travis Feltes
STATE TRAFFIC E
FHWA




6

S.D.D. 15 C 33-1

## GENERAL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

## TABLE A

| S \ W | SHOULDER TAPER LENGTH (FEET) 4 | 6 | 8 | 10 | BUFFER SPACE (FEET) |
|---|---|---|---|---|---|
| 30 | 20 | 30 | 40 | 50 | 200 |
| 35 | 30 | 45 | 55 | 70 | 250 |
| 40 | 40 | 55 | 75 | 90 | 305 |
| 45 | 60 | 90 | 120 | 150 | 360 |
| 50 | 70 | 100 | 135 | 170 | 425 |
| 55 | 75 | 110 | 150 | 185 | 495 |

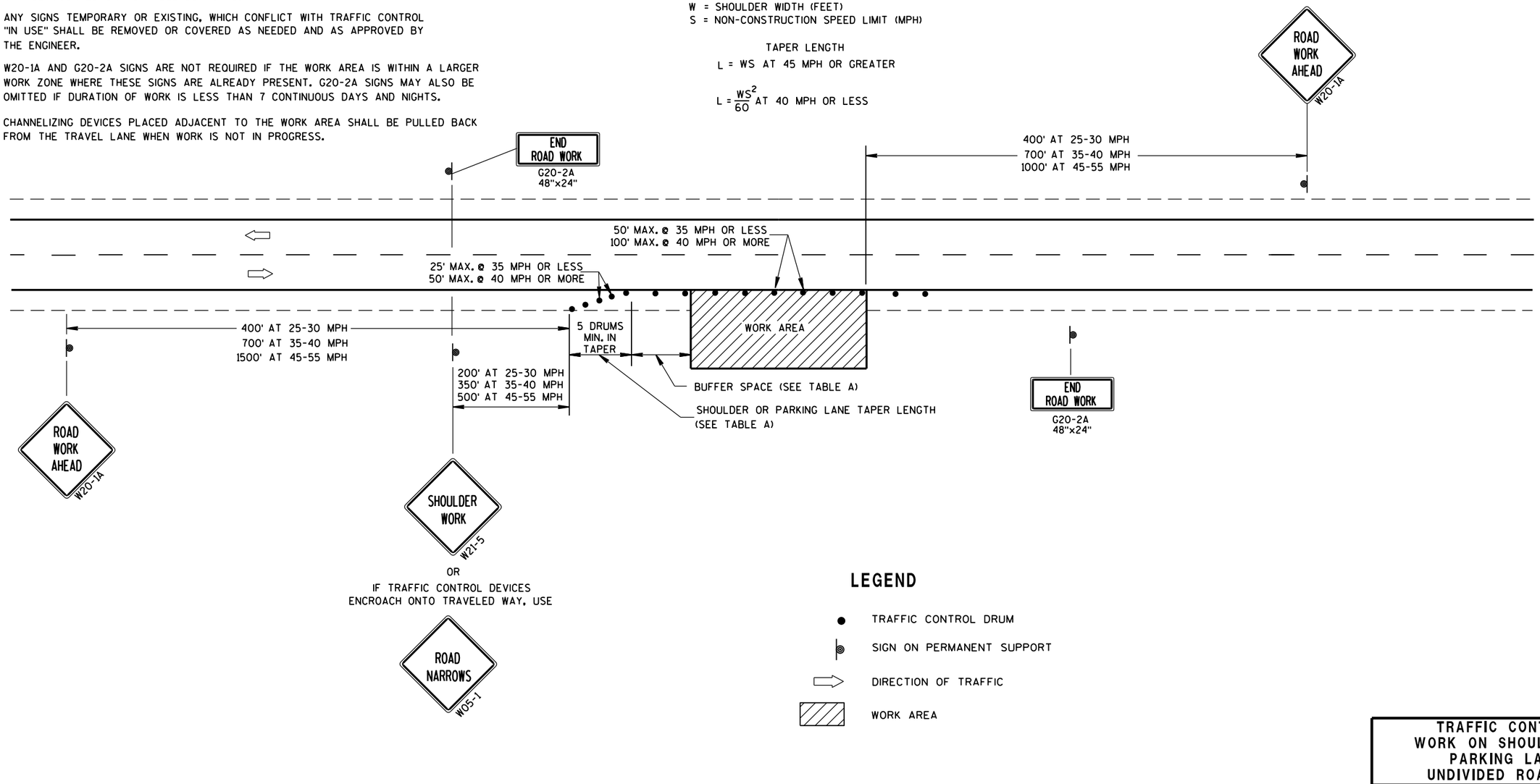
W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

TAPER LENGTH

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

SHOULDER TAPER LENGTH = $\frac{1}{3}L$




## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

**TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

July 14, 2015 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA



6

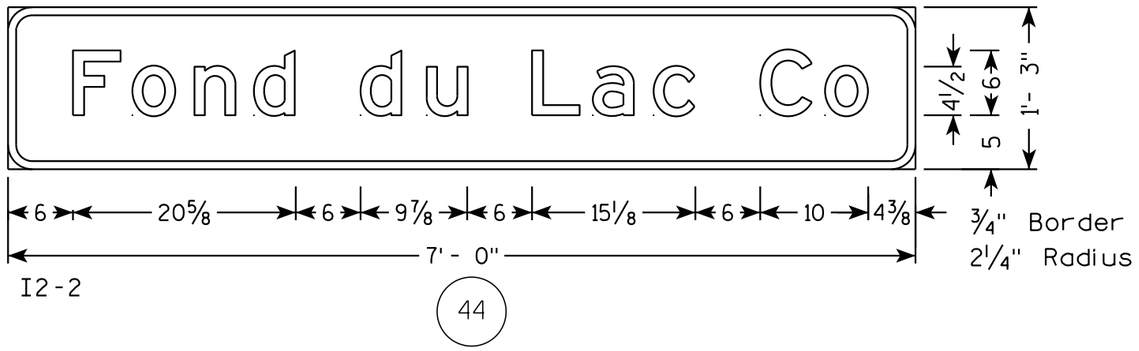
S.D.D. 15 D 28-3

6

S.D.D. 15 D 28-3

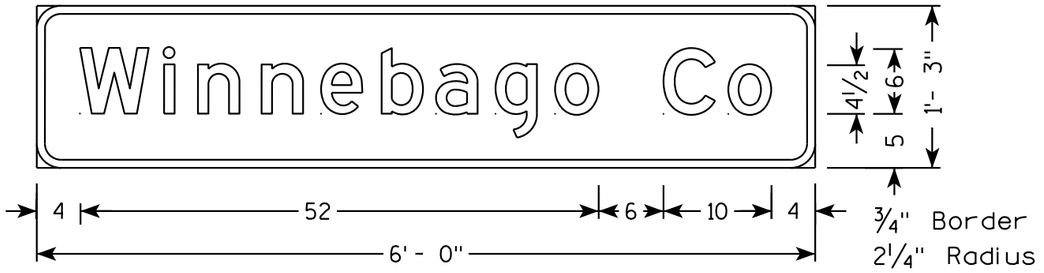
NOTES

1. All Signs Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE
3. Message Series - E



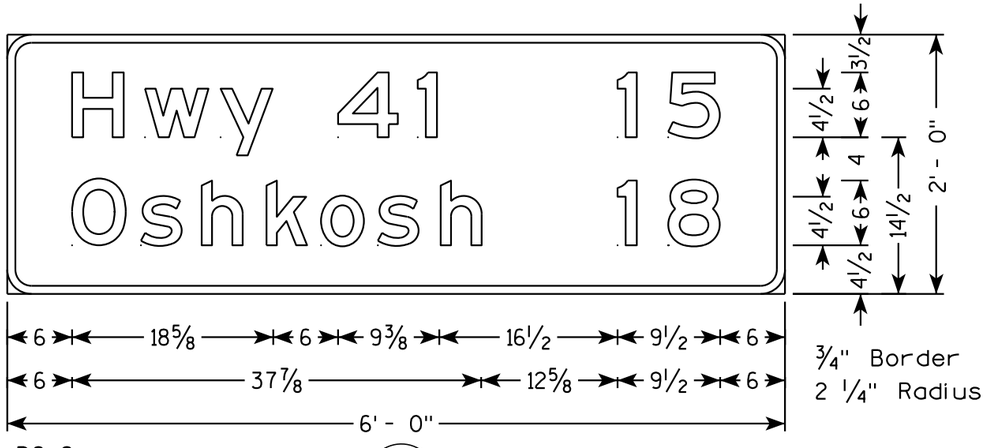

I2-2

44




I2-2

43




D2-2

6

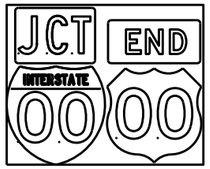
PLAN SHEET PRODUCED BY WisDOT-NE REGION

| PROJECT NO: 6110-50-70 | HWY: STH 44 | COUNTY: FOND DU LAC | PERMANENT SIGNING | SHEET NO: 202 | E |
|---|---|---|---|---|---|

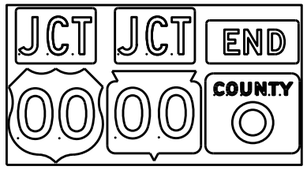
## TYPICAL ASSEMBLIES



J1-1



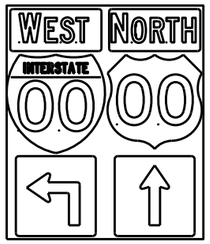
J1-2



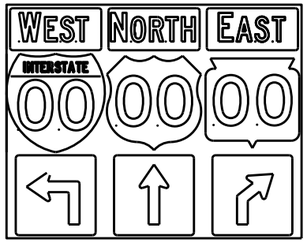
J1-3



J2-1



J2-2

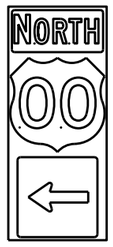


J2-3

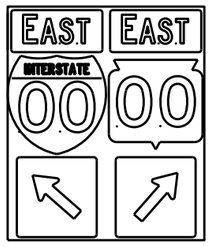


JV

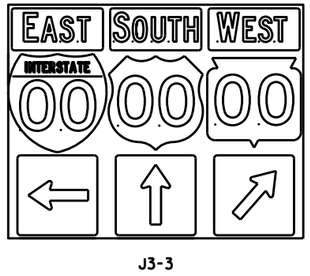
( Typical Vertical J-Assembly
See Note 10 and 11 )



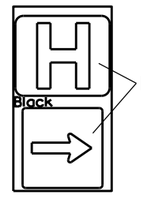
J3-1



J3-2



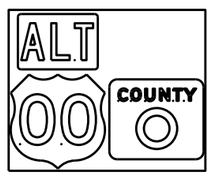
J3-3



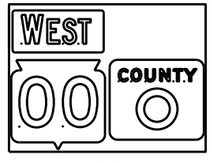
JH-1



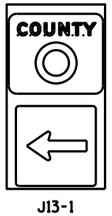
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

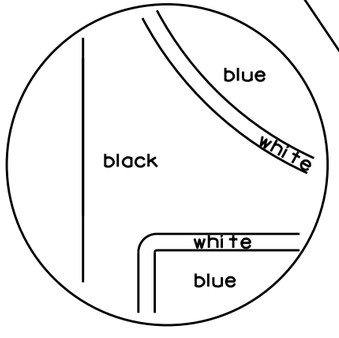


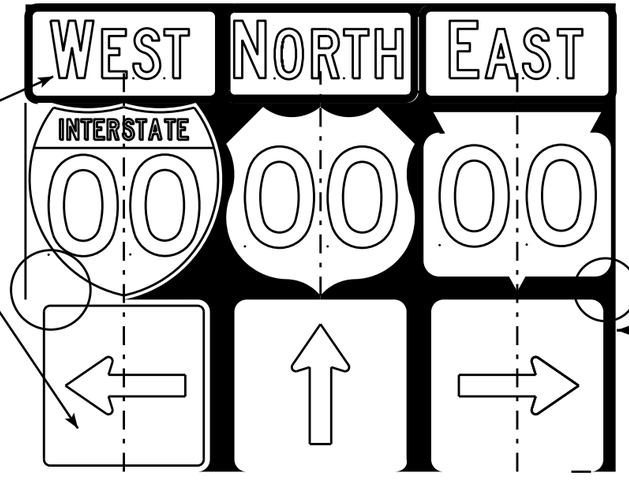
J23-1

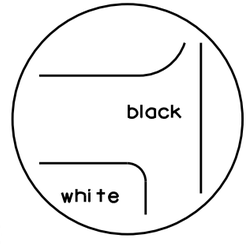


J22-1

[blue background with interstate]




[black background]

### NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Black Non-reflective
   Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/06/14 PL... A2-1S.8

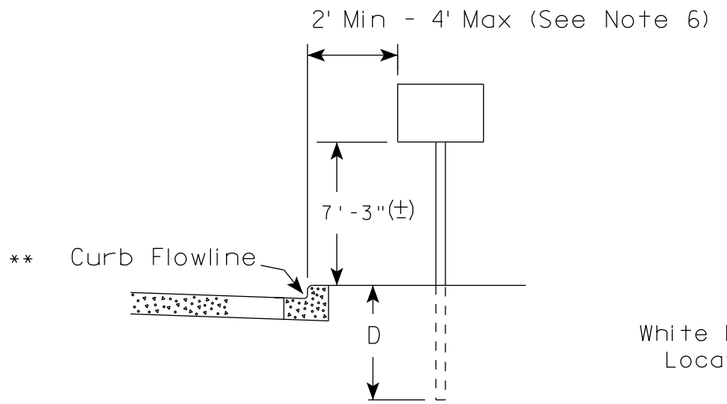
PROJECT NO: | SHEET NO: E



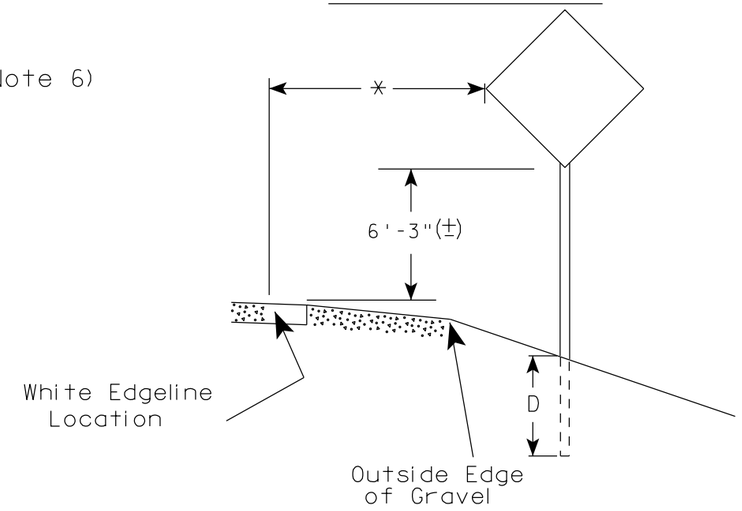
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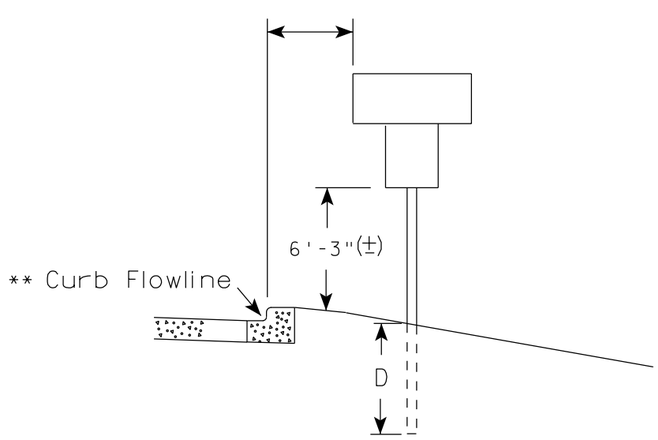
WISDOT/CADDS SHEET 42

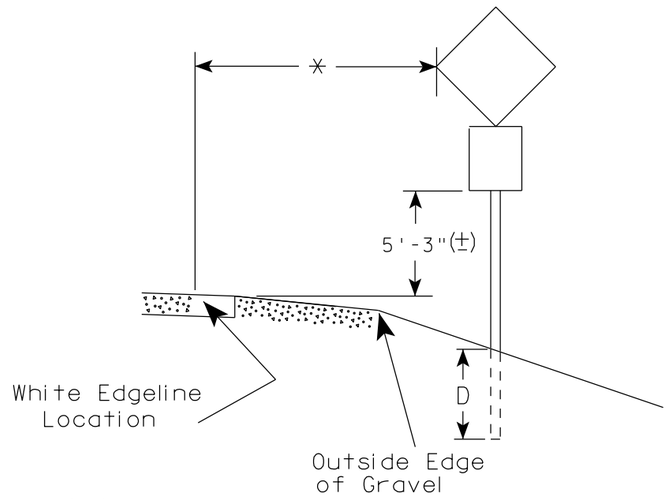
## URBAN AREA




## RURAL AREA (See Note 2)




** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

## GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

# TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

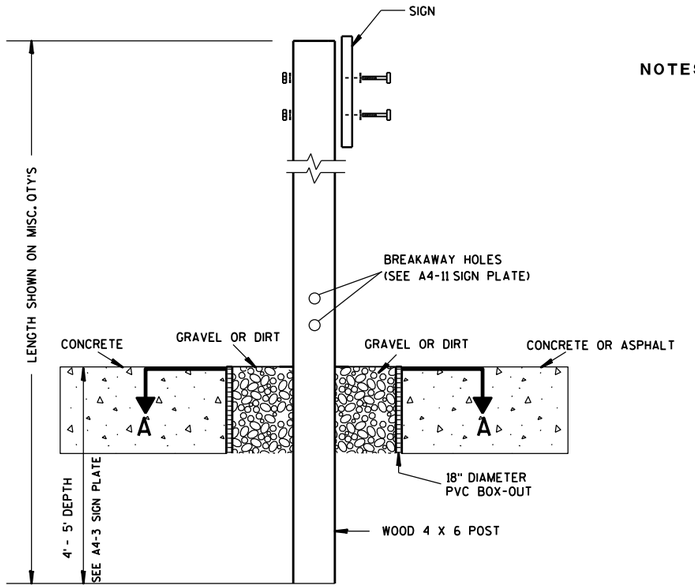
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-3.20



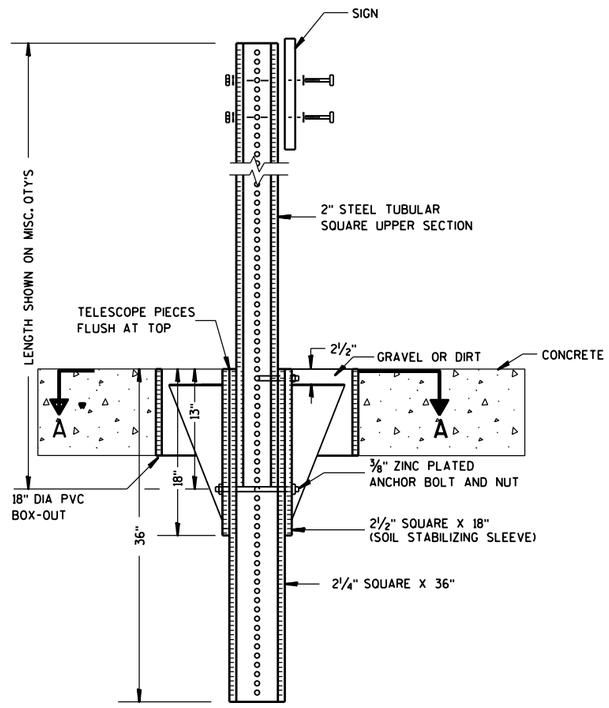
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

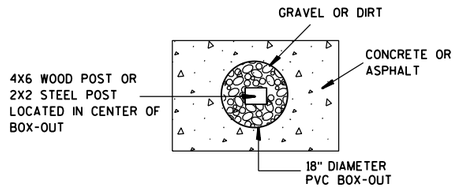
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

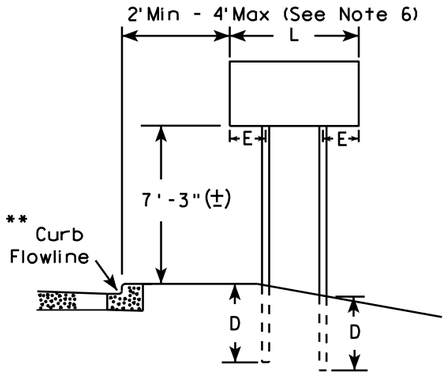
DATE 1/27/14 PLATE NO. A4-3B.1



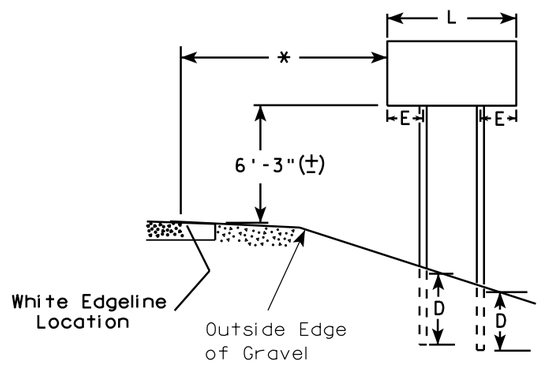
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

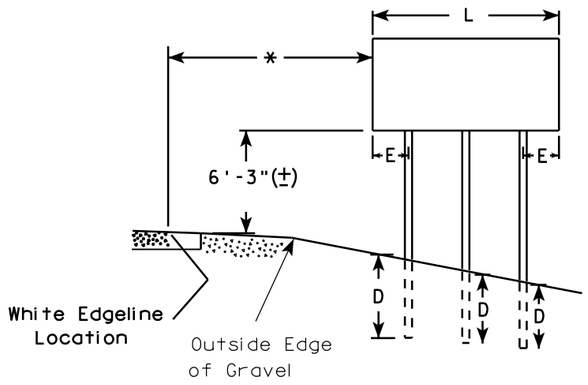
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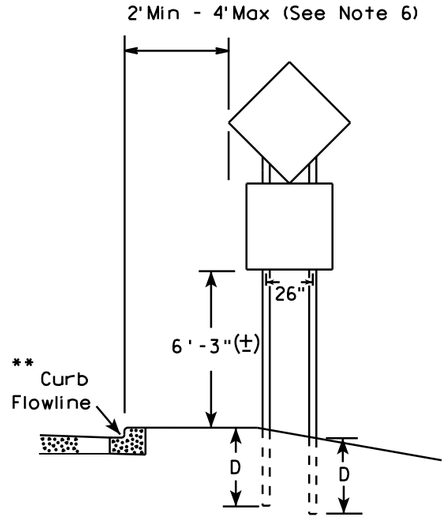
## URBAN AREA



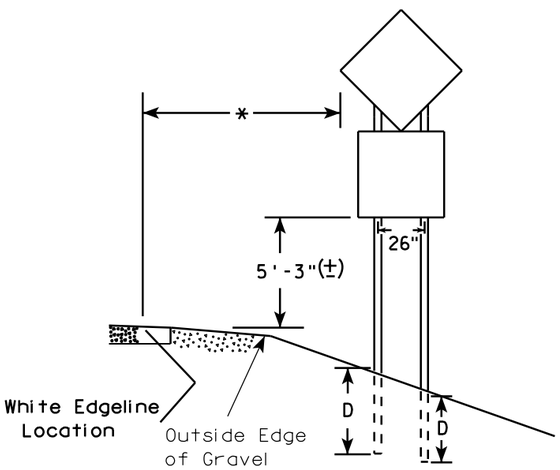

## RURAL AREA (See Note 3)




48" DIAMOND WARNING SIGN




48" DIAMOND WARNING SIGN

### GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±).

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

***

| SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 48" Less than 60" | 12" |
| 60" to 120" | L/5 |

| SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED) | |
|---|---|
| L | E |
| Greater than 120" less than 168" | 12" |

| SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED) | |
|---|---|
| L | E |
| 168" and greater | 12" |

### POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

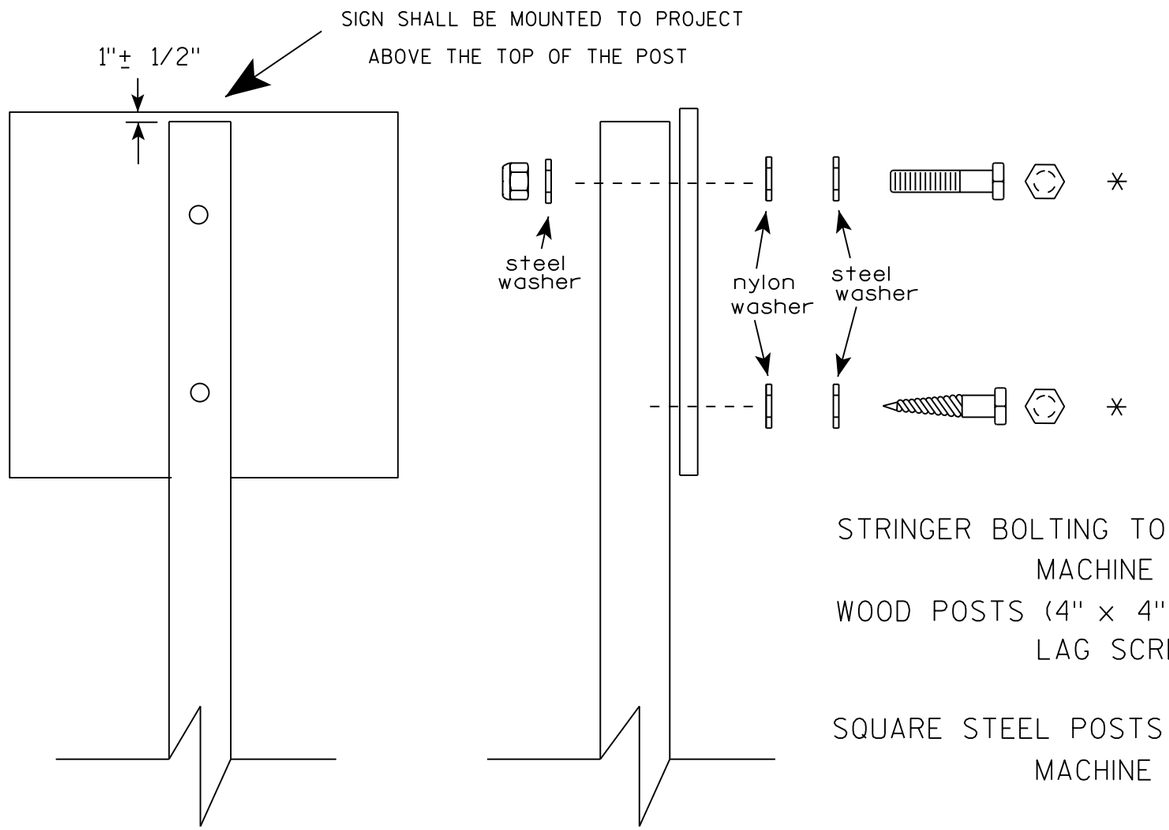
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4 206 14

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8

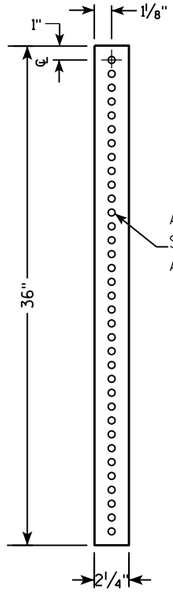


PROJECT NO: SHEET NO: E

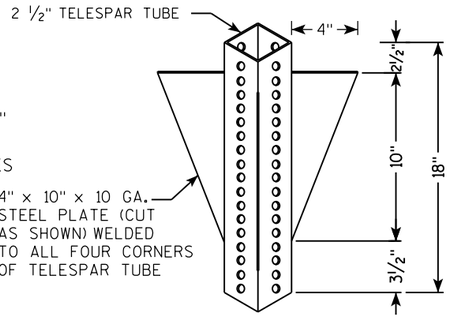
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

## TELESCOPIC TUBING ANCHORS
## TWO PIECE SYSTEM

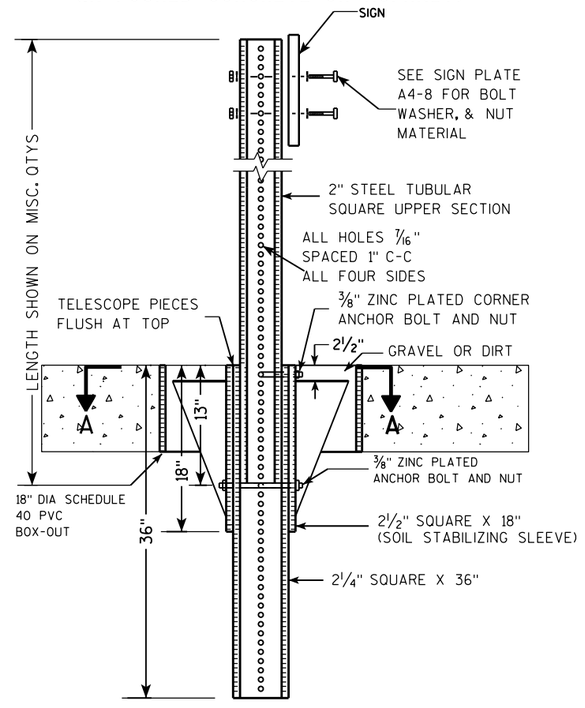
**2 1/4 " SQUARE**
**12 GAUGE**
**PERFORATED**
**GALVANIZED FINISH**



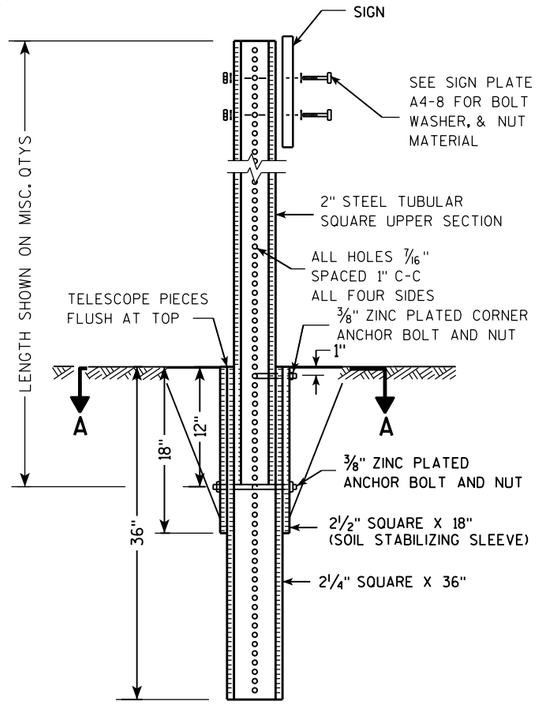

**2 1/2 " SQUARE**
**12 GAUGE**
**OMNI-DIRECTIONAL**
**PERFORATED**
**SOIL STABILIZING SLEEVE**
**GALVANIZED FINISH**

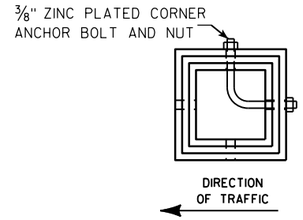



## DETAIL OF TUBULAR STEEL SIGN POST
**(IN POURED CONCRETE OR ASPHALT)**




## DETAIL OF TUBULAR STEEL SIGN POST
**(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**




**SECTION A-A**

| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|---|---|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

**Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).**

TUBULAR STEEL
SIGN POST
A4-9

*WISCONSIN DEPT OF TRANSPORTATION*

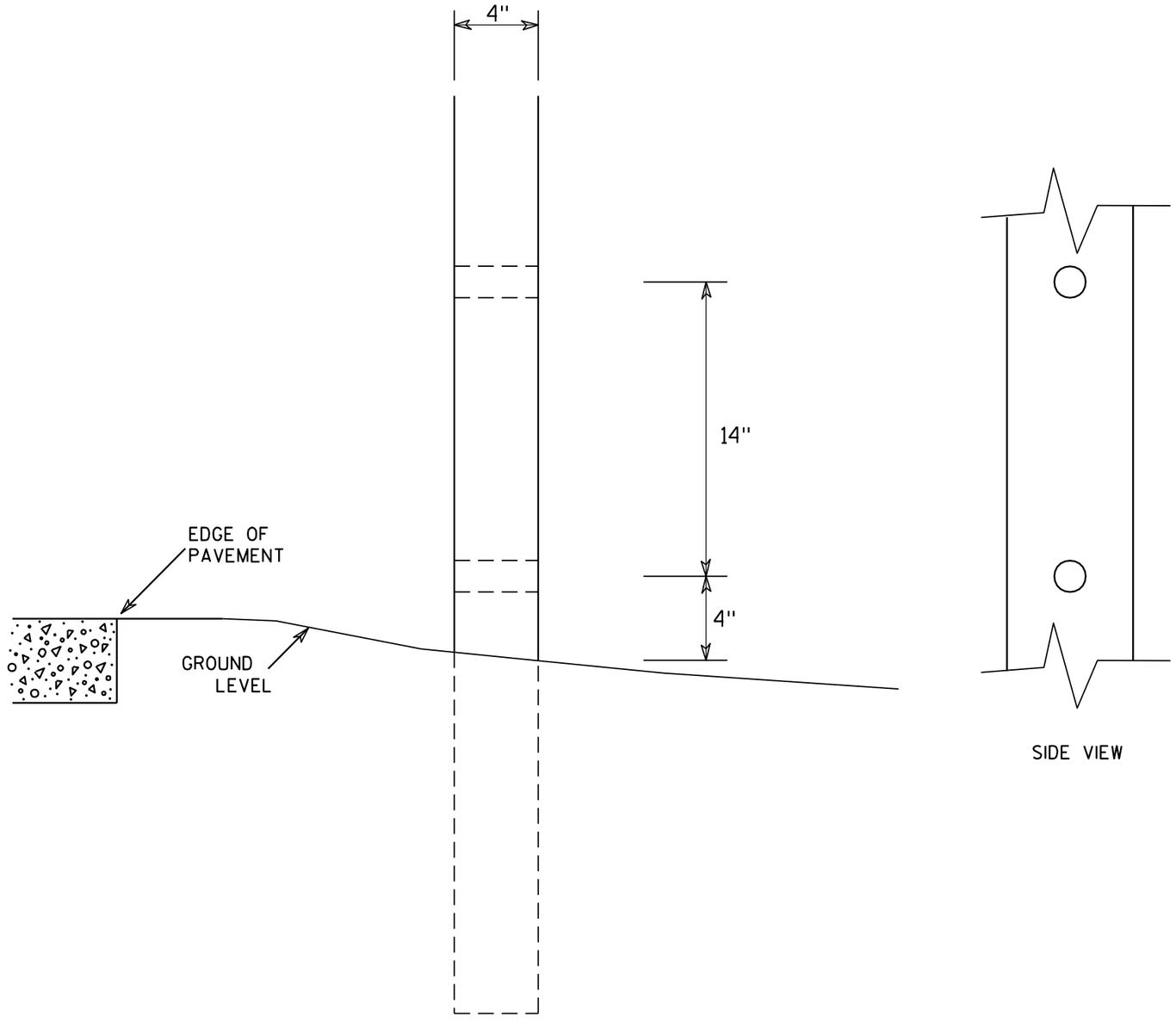
APPROVED Matthew R Rauch
*for* State Traffic Engineer

DATE 2/05/15 PLATE 208 A4-9.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

# 4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

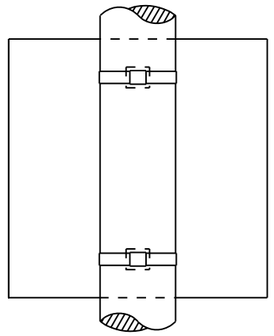
APPROVED Chester J Spang for State Traffic Engineer

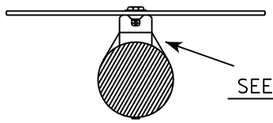
DATE 3/27/97 PLATE NO. A4-11.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 209 | E |
|---|---|---|---|---|---|

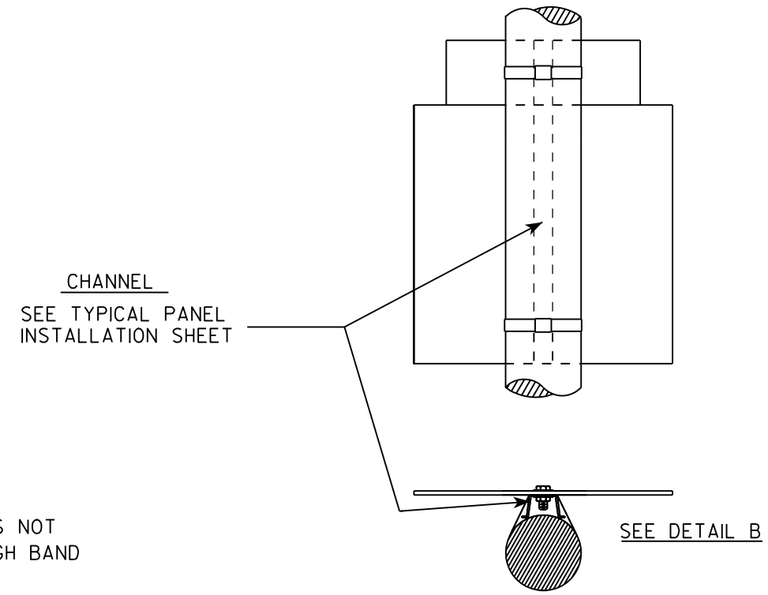
# BANDING

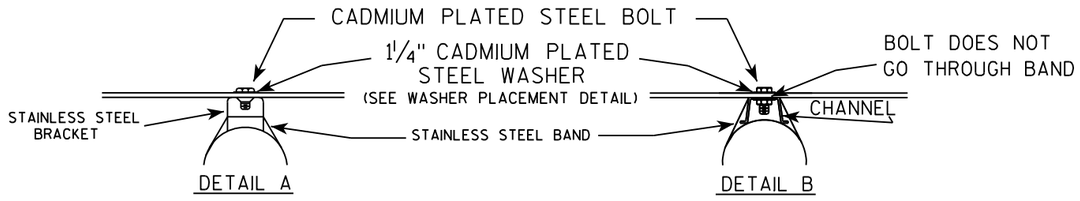
SINGLE SIGN



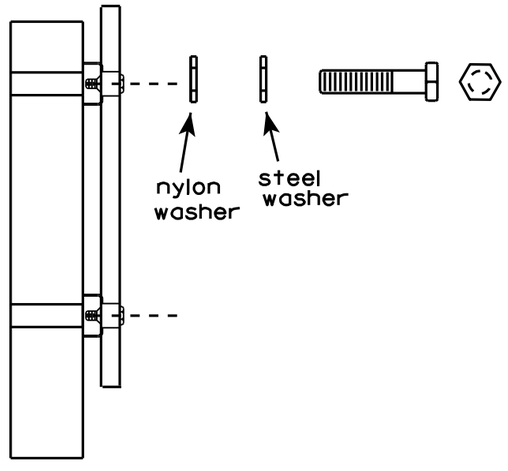



"J" ASSEMBLY




WASHER PLACEMENT




WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

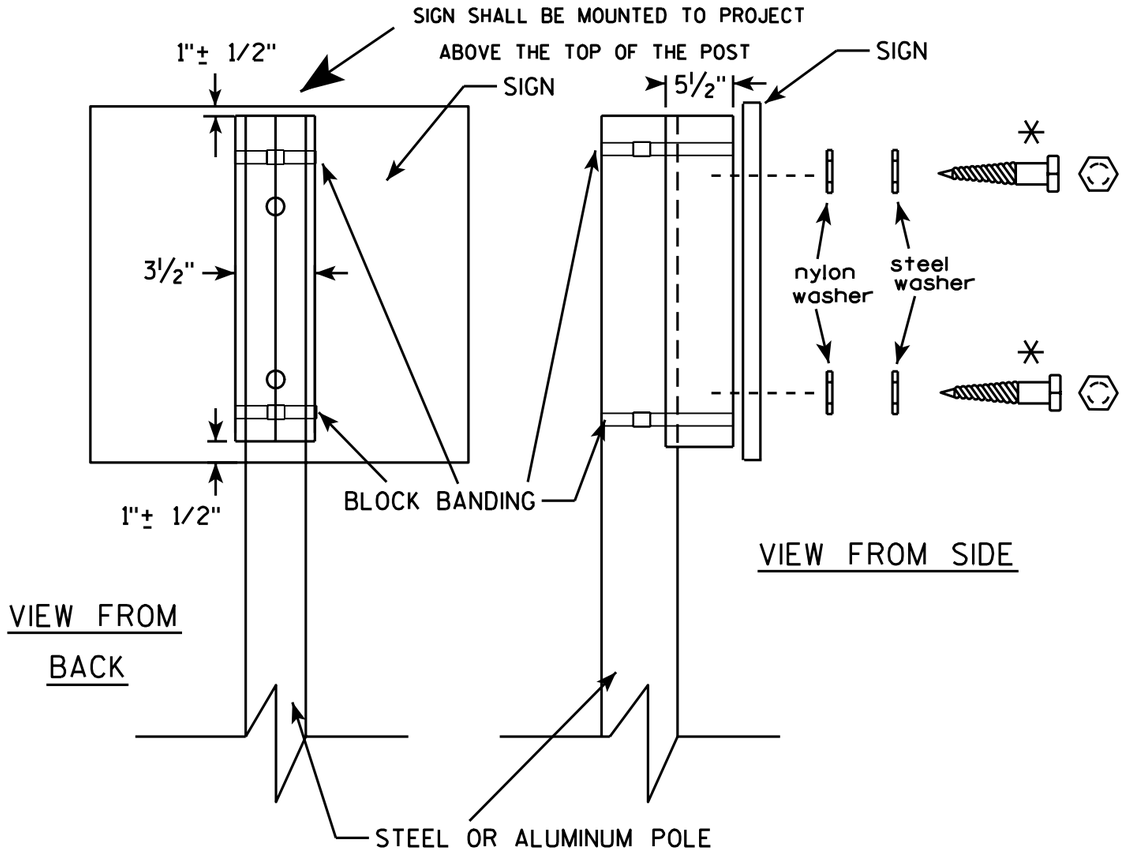
STANDARD SIGN
SIGN BANDING DETAILS

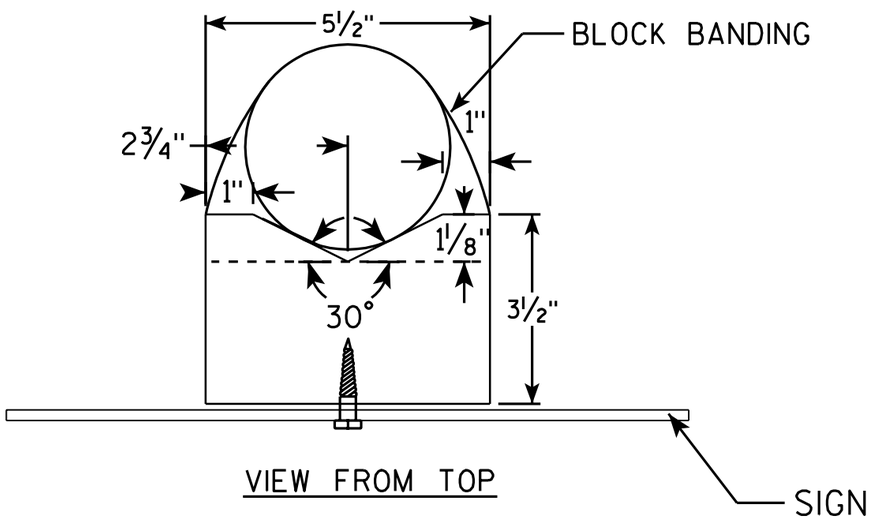
*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 210 | E |
|---|---|---|---|---|---|




## GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
   b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
   c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

# BLOCK BANDING DETAIL ( V-BLOCK OPTION )

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO: 211 E

FILE NAME : C:\Users\Projects\tr_stdplate\A510.dgn PLOT DATE : 06-AUG-2007 13:37 PLOT BY : ditjph

WISDOT/CADDS SHEET 42

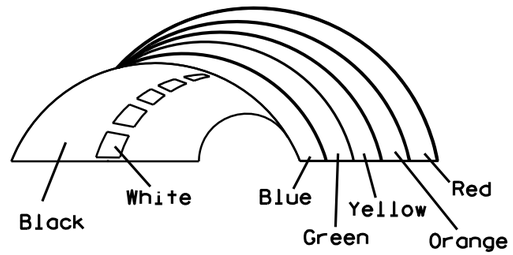



* VARIES

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - (See Note 5)
3. Message Series - (See Note 6)
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Border - Blue
   Line 1 - Red
   Line 2 - Black
   Line 3-5 - Blue
6. Line 1 - Dutch 8011L
   Line 2 - Series E
   Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

Background Colors of Symbol*




*1/4" Black Border between each color of rainbow and border of rainbow

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 36 | 1 1/2 | 1/2 | 5/8 | 3 | 2 | 3 1/2 | 2 7/8 | 1 | 8 | 2 1/8 | 11 1/4 | 11 1/8 | 9 3/8 | 1 1/4 | | 3/4 | 12 5/8 | 7 1/2 | | | | | | | 7.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
I55-56

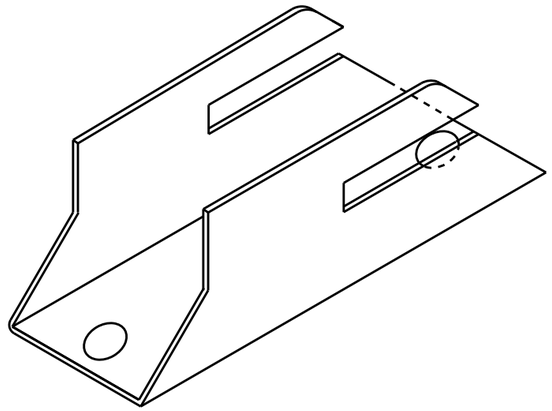
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

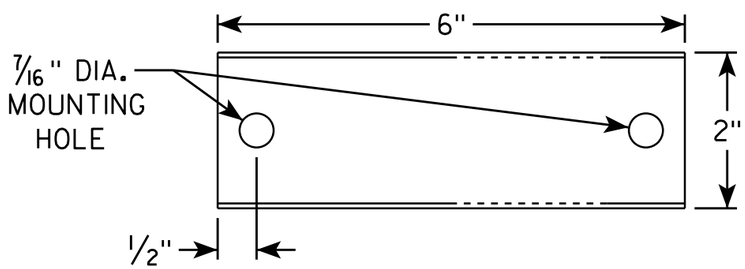
DATE 4/27/11 PLATE NO. 155-56.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 212 |
|---|---|---|---|---|

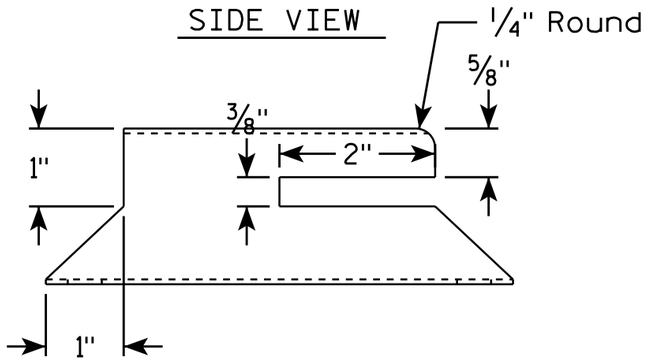
## ISOMETRIC VIEW



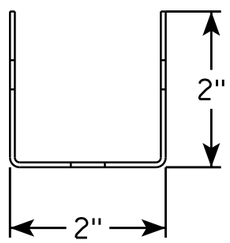
## TOP VIEW




## SIDE VIEW



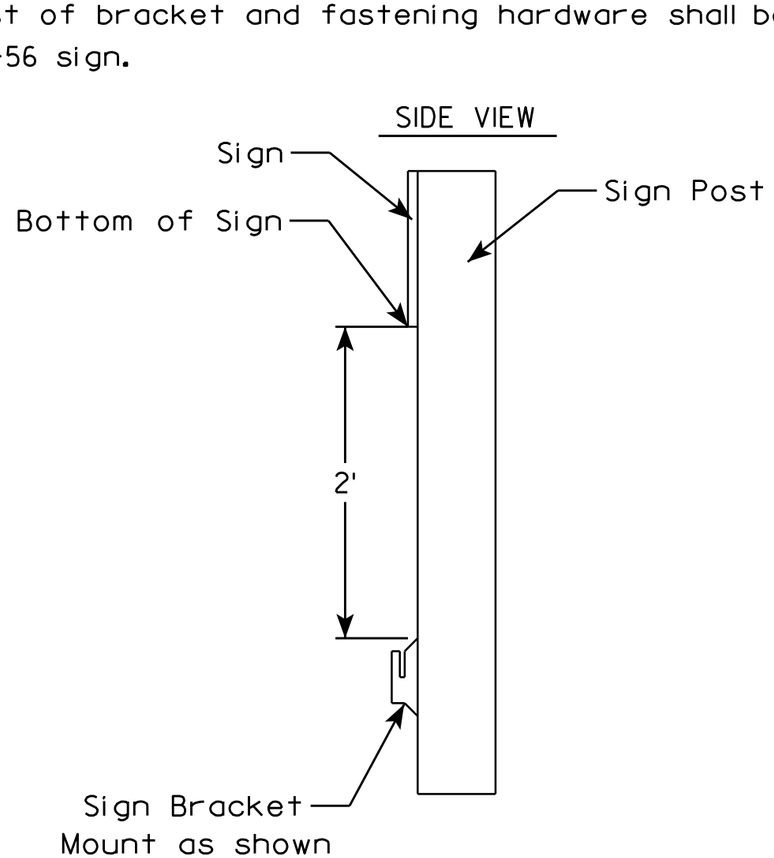

## END VIEW




## NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

## SIDE VIEW




ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

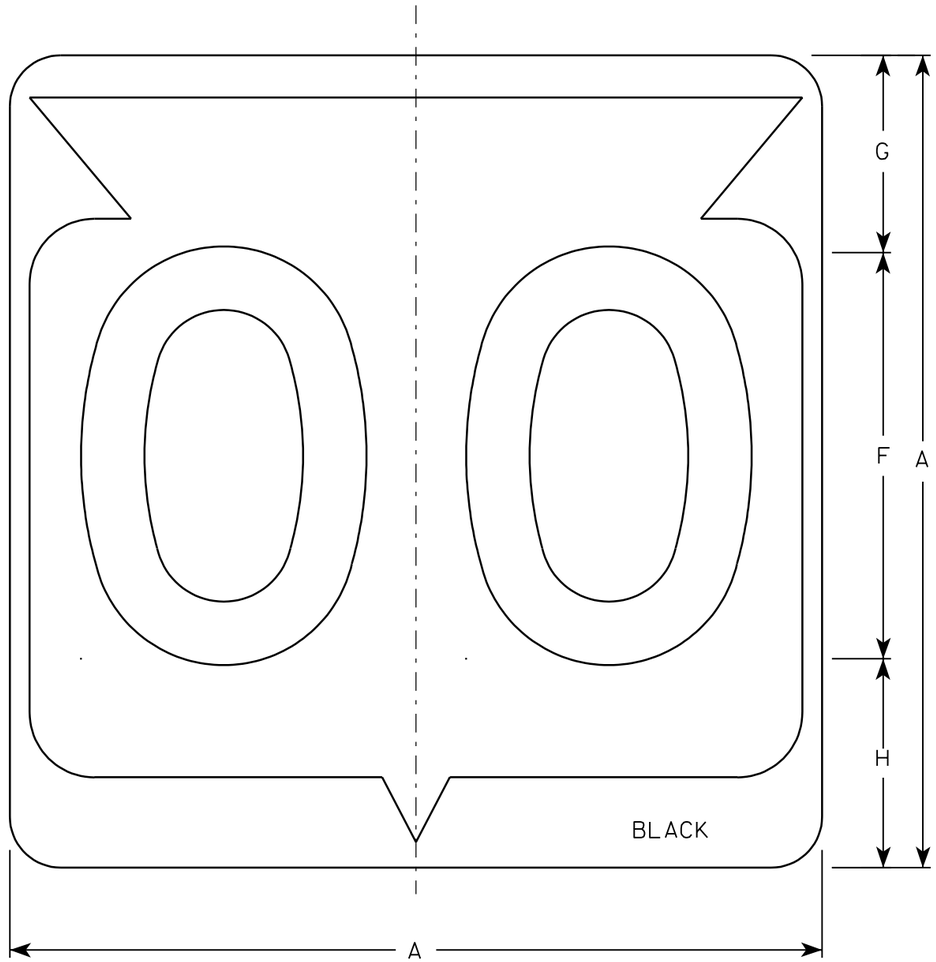
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/26/16 PLATE I55-56B.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



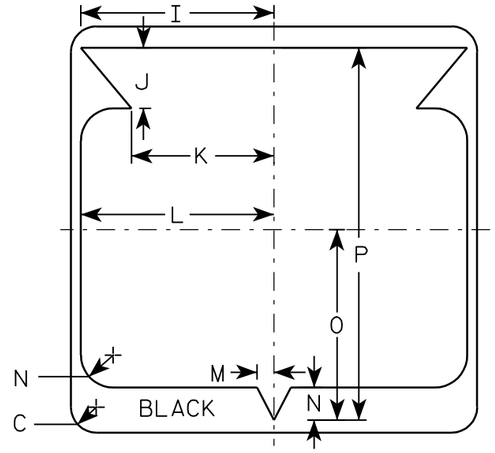
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000
WISDOT/CADDS SHEET 42




M1-6

## NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 6
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective




Metric equivalent for this sign is:

| SIZE | |
|---|---|
| 1 | |
| 2 | 600 mm X 600 mm |
| 3 | 900 mm X 900 mm |
| 4 | 900 mm X 900 mm |
| 5 | 900 mm X 900 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area m2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | | 1 1/2 | | | 12 | 5 1/2 | 6 1/2 | 10 1/4 | 2 1/2 | 8 7/8 | 11 1/2 | 1 | 1 7/8 | 11 1/4 | 21 7/8 | | | | | | | | | | | 4.0 | .36 |
| 3 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 4 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |
| 5 | 36 | | 2 1/4 | | | 18 | 8 3/4 | 9 1/4 | 15 3/8 | 5 3/8 | 12 5/8 | 17 1/8 | 1 1/2 | 2 7/8 | 16 7/8 | 33 | | | | | | | | | | | 9.0 | .81 |

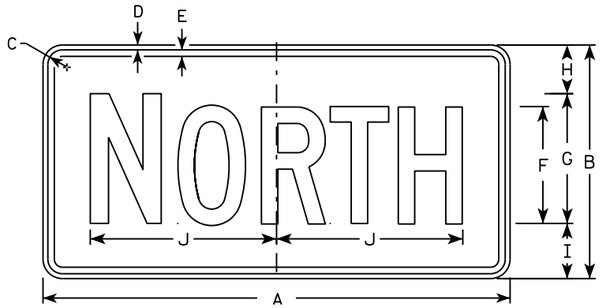
# STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

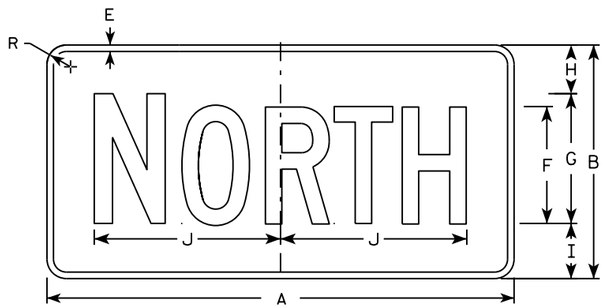
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 214 | E |
|---|---|---|---|---|---|




M3-1
MM3-1
MP3-1



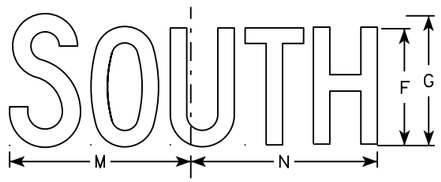

MB3-1
MK3-1
MN3-1



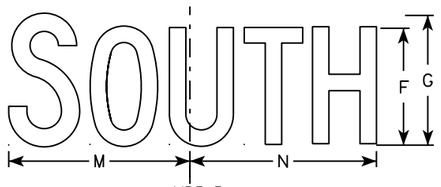

M3-2
MM3-2
MP3-2



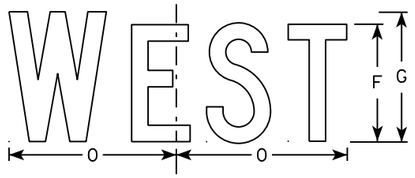

MB3-2
MK3-2
MN3-2



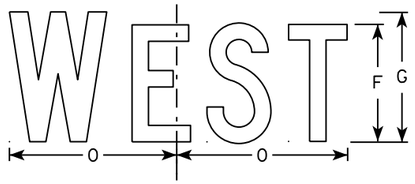

M3-3
MM3-3
MP3-3




MB3-3
MK3-3
MN3-3




M3-4
MM3-4
MP3-4




MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 7 | 2 1/4 | 2 3/4 | 10 1/4 | 7 7/8 | 8 3/8 | 10 1/4 | 9 3/4 | 8 3/4 | | | 1 1/2 | | | | | | | | | 2.00 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 4 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |
| 5 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 10 | 3 3/4 | 4 1/4 | 14 3/8 | 12 | 12 1/8 | 14 | 14 1/8 | 13 | | | 1 1/2 | | | | | | | | | 4.5 |

STANDARD SIGNS
M3-1 thur M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

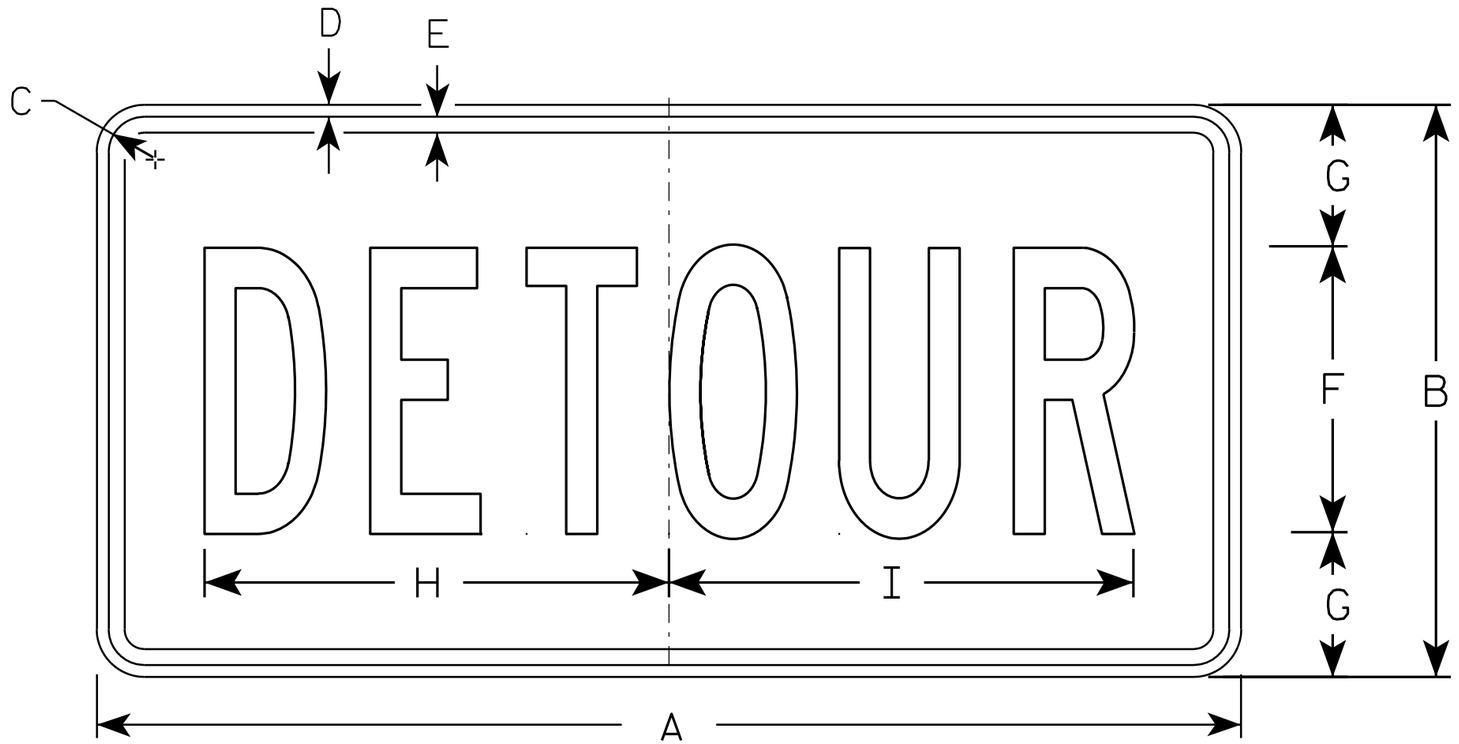
APPROVED Matthew P Rauch for State Traffic Engineer

DATE 10/15/15 PLATE NO M3-1.14



PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000




M4-8

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 12 | 1 1/8 | 3/8 | 3/8 | 6 | 3 | 10 | 10 1/4 | | | | | | | | | | | | | | | | | | 2.0 |
| 3 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 9 | 4 1/2 | 14 5/8 | 14 1/2 | | | | | | | | | | | | | | | | | | 4.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

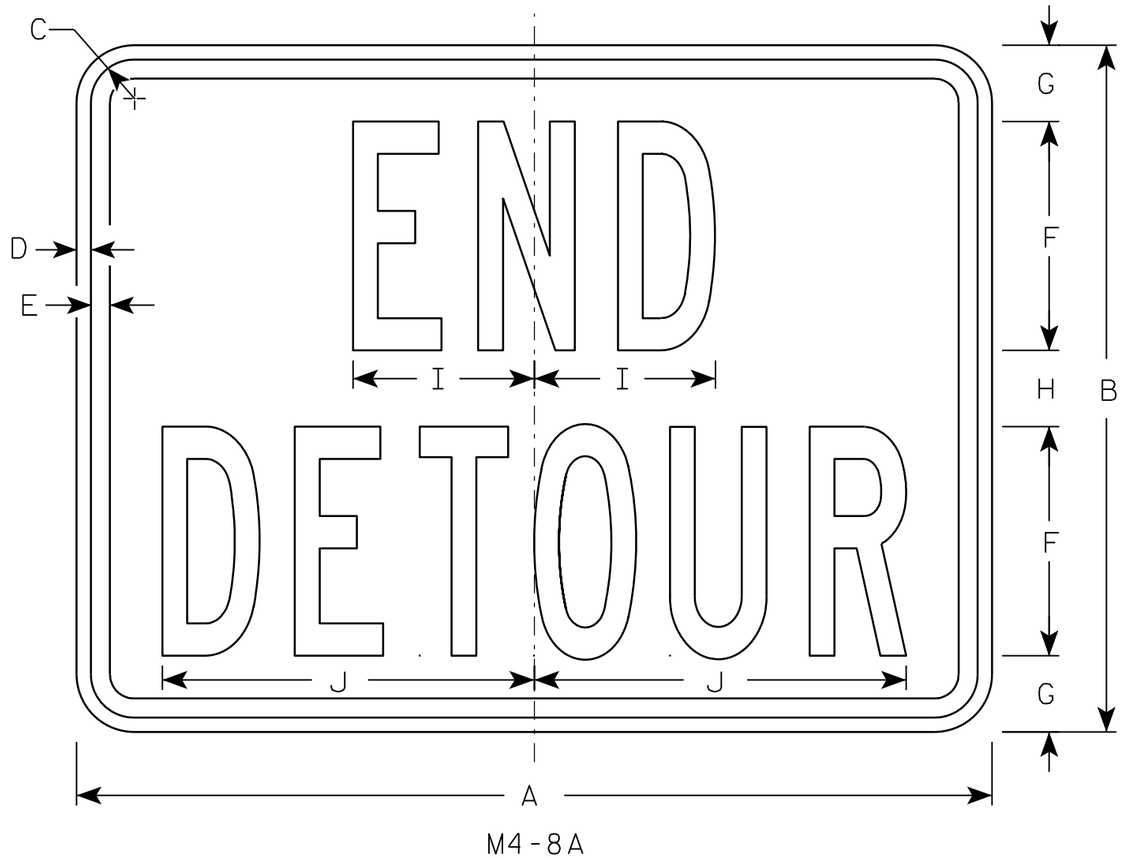
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 216 | E |
|---|---|---|---|---|---|




M4-8A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 24 | 18 | 1 1/8 | 3/8 | 1/2 | 6 | 2 | 2 | 4 3/4 | 9 3/4 | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 8 | 2 1/2 | 3 | 6 3/4 | 13 | | | | | | | | | | | | | | | | | 5.0 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

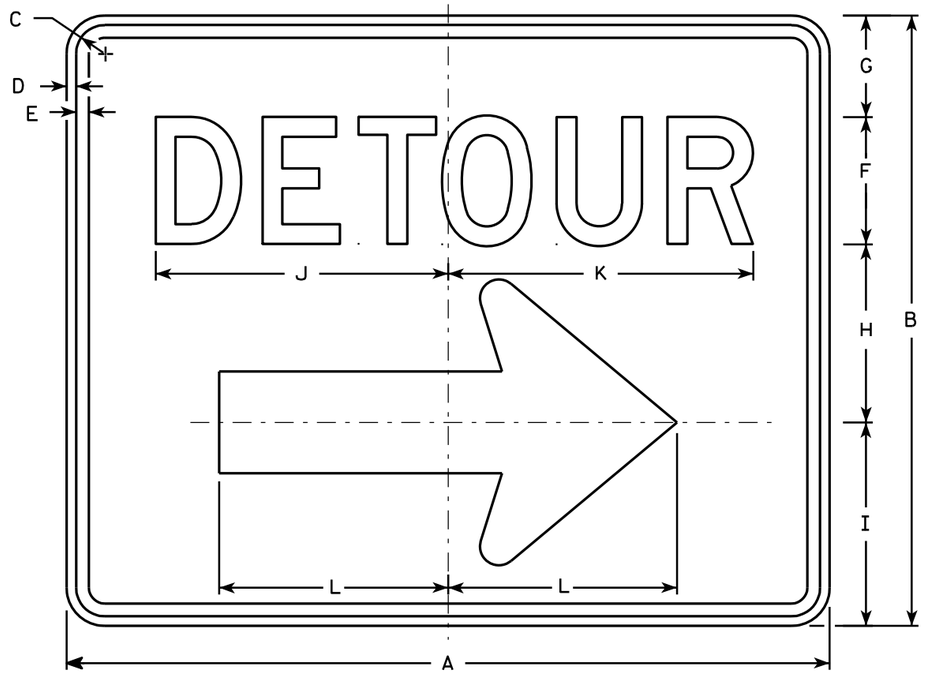
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

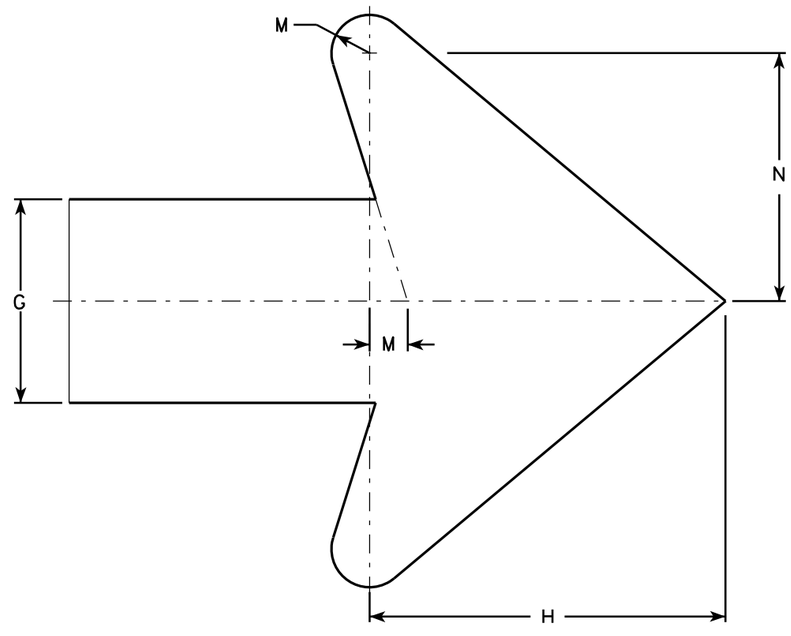
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 217 | E |
|---|---|---|---|---|---|




M4-9R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9L is the same as M4-9R except the arrow is reversed.




Arrow Detail

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 3 | 30 | 24 | 1 1/8 | 3/8 | 1/2 | 5 | 4 | 7 | 8 | 11 1/2 | 12 | 9 | 3/4 | 4 7/8 | | | | | | | | | | | | | 5.00 |
| 4 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 36 | 1 3/8 | 1/2 | 5/8 | 8 | 6 | 10 1/2 | 11 5/8 | 20 5/8 | 20 1/2 | 13 1/4 | 1 1/8 | 6 7/8 | | | | | | | | | | | | | 12.0 |

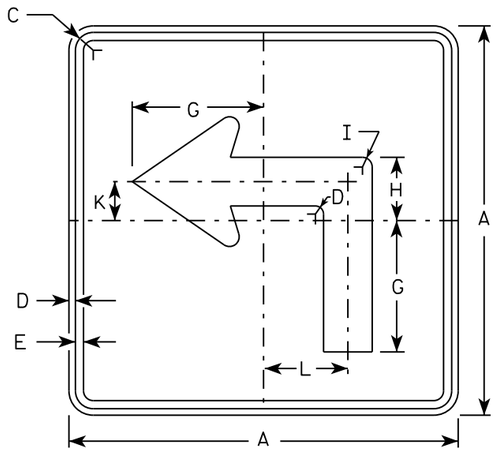
STANDARD SIGN
M4-9 R & L

WISCONSIN DEPT OF TRANSPORTATION

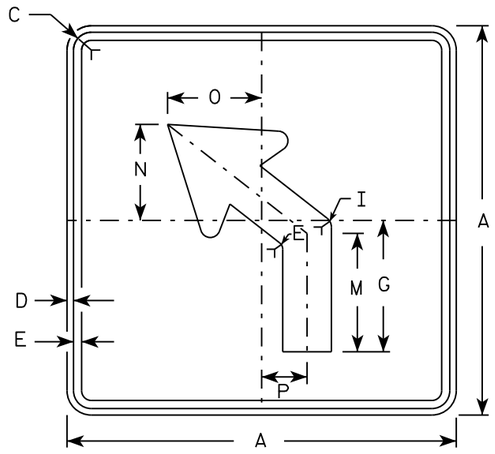
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-9R.4

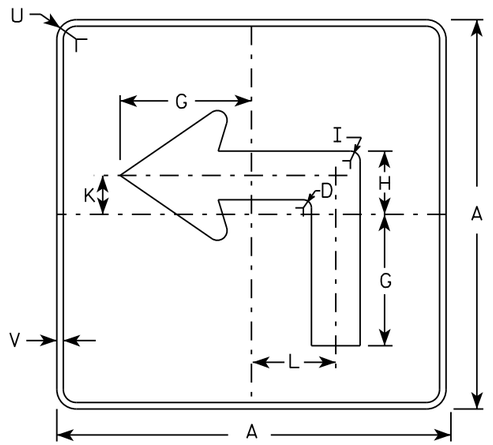
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 218 | E



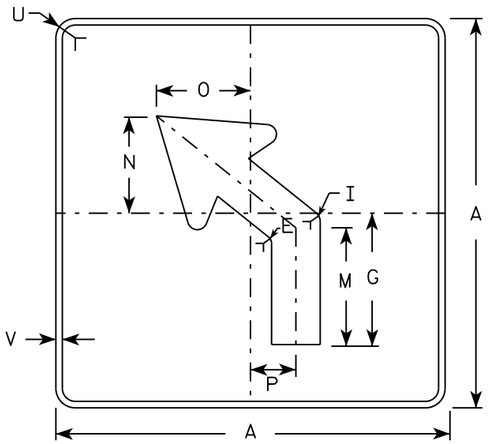

M5-1L
MM5-1L
MO5-1L
MP5-1L



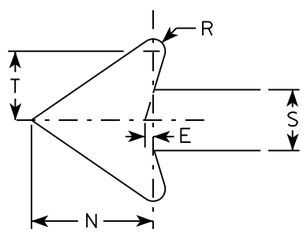

M5-2L
MM5-2L
MO5-2L
MP5-2L




MB5-1L
MK5-1L
MN5-1L
MR5-1L




MB5-2L
MK5-2L
MN5-2L
MR5-2L




NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 | 3 3/8 | 5/8 | | 2 1/8 | 4 1/2 | 6 3/8 | 5 1/4 | 5 | 2 1/2 | | 1/2 | 2 5/8 | 3 | 1 1/2 | 1/2 | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 1/8 | 4 7/8 | 7/8 | | 3 | 6 1/2 | 9 1/8 | 7 1/2 | 7 1/4 | 3 1/2 | | 3/4 | 3 3/4 | 4 1/4 | 1 7/8 | 1/2 | | | | | 6.25 |

STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

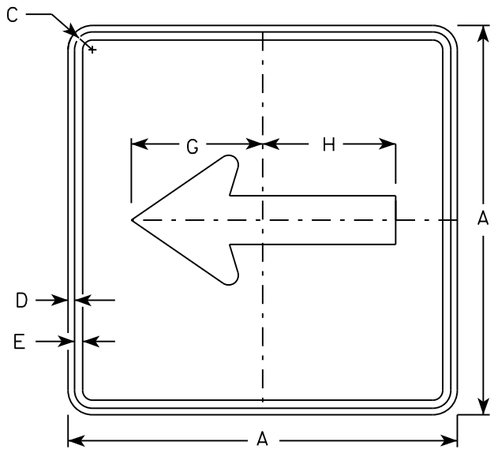
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M5-1.13

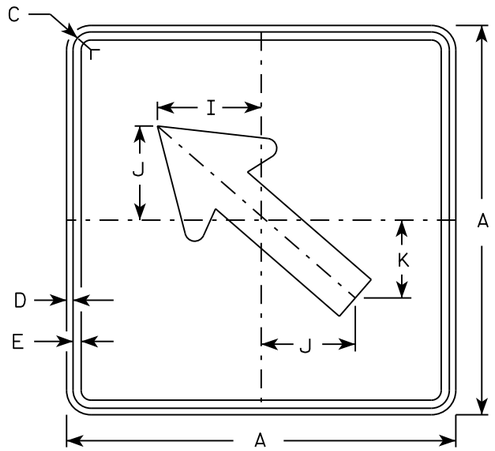


PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



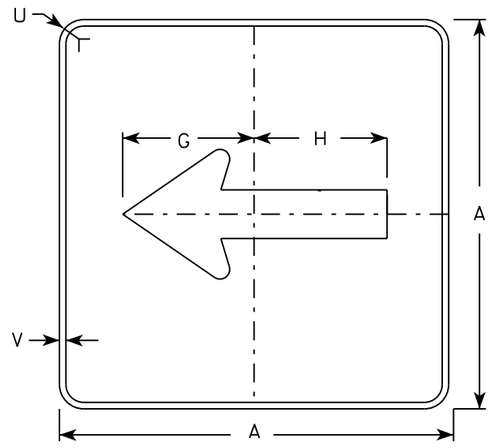

M6-1
MM6-1
MO6-1
MP6-1



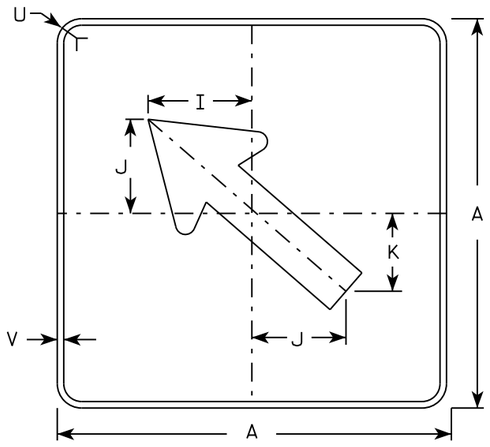

M6-2
MM6-2
MO6-2
MP6-2

NOTES

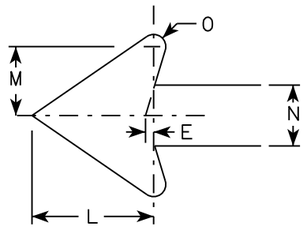
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow




MB6-1
MK6-1
MN6-1
MR6-1




MB6-2
MK6-2
MN6-2
MR6-2




| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2 | 21 | | 1 1/8 | 3/8 | 3/8 | | 7 1/2 | 7 1/8 | 5 5/8 | 5 | 4 1/4 | 5 1/4 | 3 | 2 5/8 | 1/2 | | | | | | 1 1/2 | 1/2 | | | | | | 3.06 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 4 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |
| 5 | 30 | | 1 3/8 | 1/2 | 5/8 | | 10 3/4 | 10 1/4 | 8 | 7 1/4 | 6 | 7 1/2 | 4 1/4 | 3 3/4 | 3/4 | | | | | | 1 7/8 | 1/2 | | | | | | 6.25 |

STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

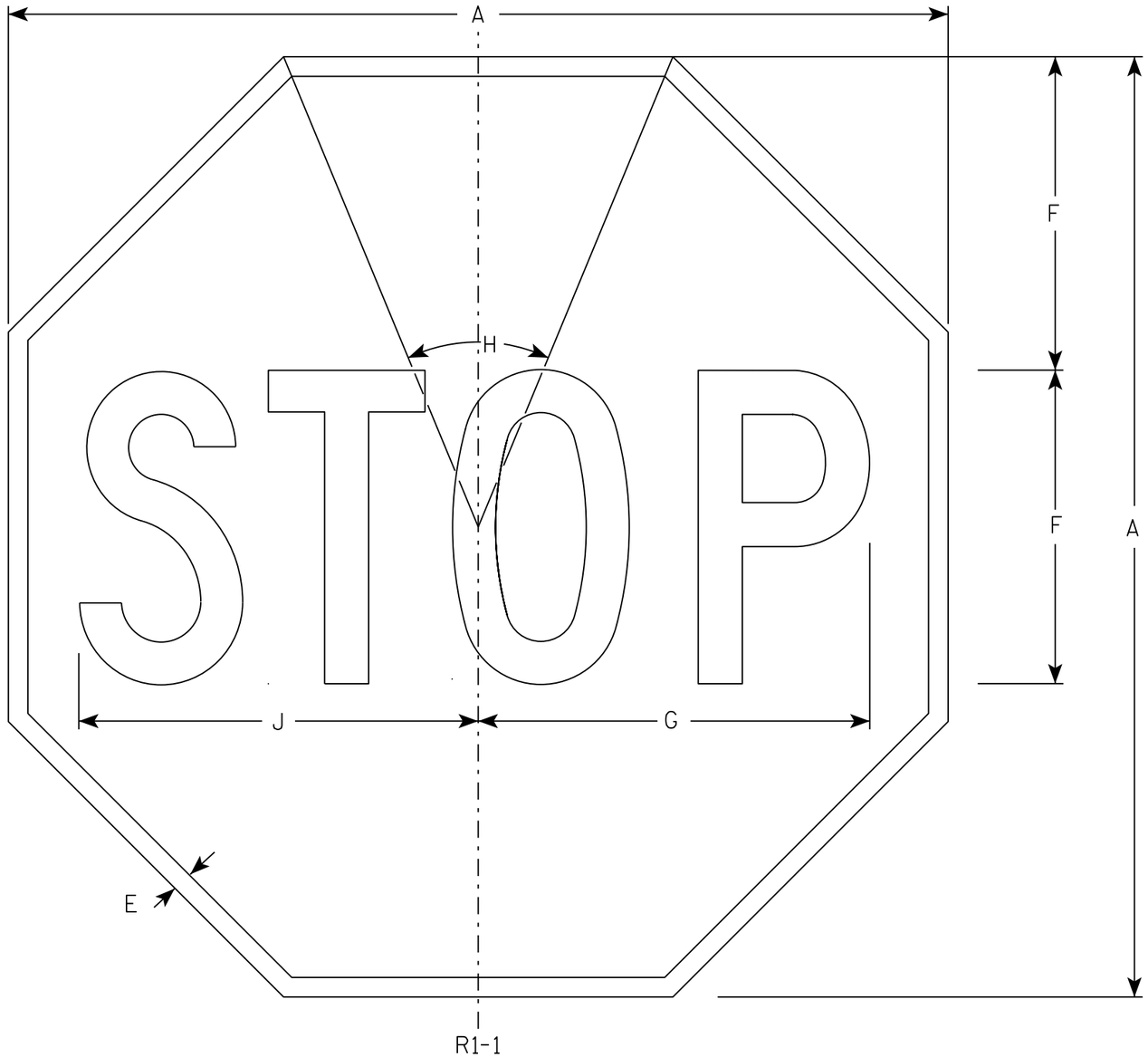
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATI 220 M6-1.15

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000




R1-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | | | 5/8 | 10 | 12 1/2 | 45° | | 12 3/4 | | | | | | | | | | | | | | | | | 5.18 |
| 2S | 30 | | | | 5/8 | 10 | 12 1/2 | 45° | | 12 3/4 | | | | | | | | | | | | | | | | | 5.18 |
| 2M | 36 | | | | 3/4 | 12 | 15 | 45° | | 15 3/8 | | | | | | | | | | | | | | | | | 7.46 |
| 3 | 36 | | | | 3/4 | 12 | 15 | 45° | | 15 3/8 | | | | | | | | | | | | | | | | | 7.46 |
| 4 | 48 | | | | 1 | 16 | 20 | 45° | | 20 1/2 | | | | | | | | | | | | | | | | | 13.25 |
| 5 | 48 | | | | 1 | 16 | 20 | 45° | | 20 1/2 | | | | | | | | | | | | | | | | | 13.25 |
| 6 | 18 | | | | 3/8 | 6 | 7 3/4 | 45° | | 7 3/4 | | | | | | | | | | | | | | | | | 1.86 |
| 7 | 12 | | | | 1/4 | 4 | 5 | 45° | | 5 1/8 | | | | | | | | | | | | | | | | | 0.78 |

STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

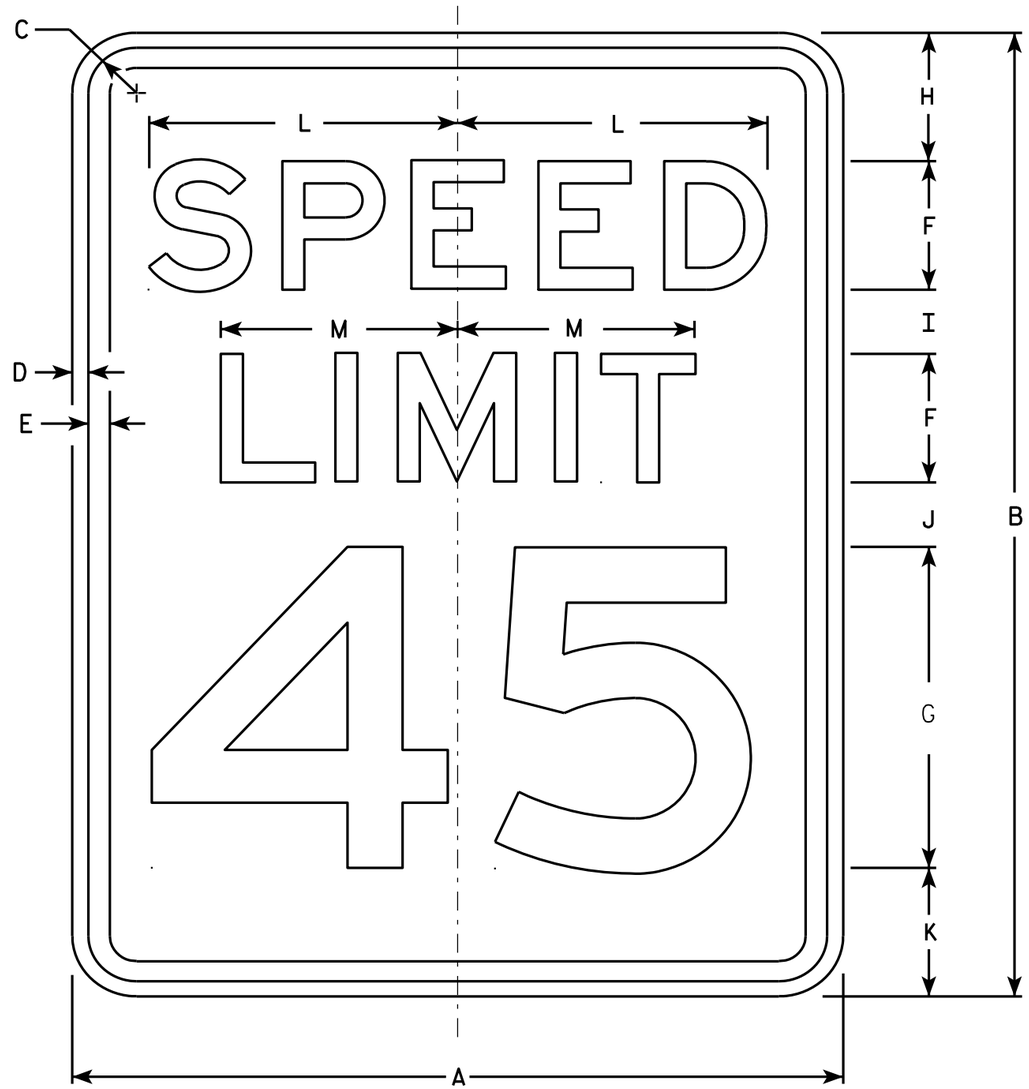
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE 221 R1-1.13

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R11.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.378143:1.000000




R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 3 | 8 | 3 | 2 | 2 | 3 | 7 1/4 | 5 1/2 | | | | | | | | | | | | | | 3.0 |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 10 | 3 | 2 1/4 | 3 3/8 | 3 3/8 | 9 5/8 | 7 3/8 | | | | | | | | | | | | | | 5.0 |
| 2M | 30 | 36 | 1 3/8 | 1/2 | 5/8 | 5 | 12 | 5 | 2 1/2 | 2 1/2 | 4 | 12 | 9 1/4 | | | | | | | | | | | | | | 7.5 |
| 3 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 4 | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 14 | 6 | 5 | 5 | 6 | 14 3/8 | 11 | | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 8 | 20 | 6 | 4 1/2 | 6 3/4 | 6 3/4 | 19 1/4 | 14 5/8 | | | | | | | | | | | | | | 20.0 |

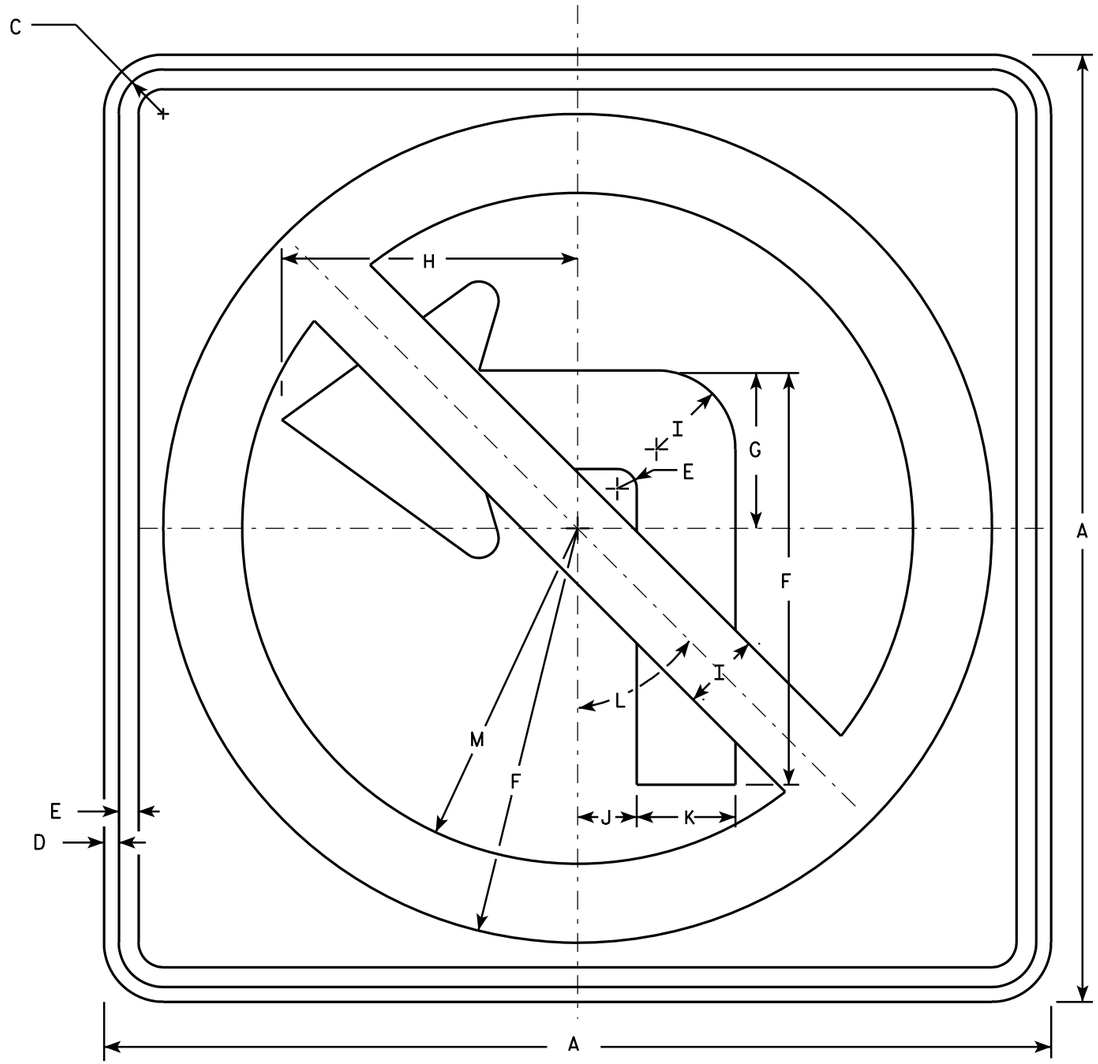
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

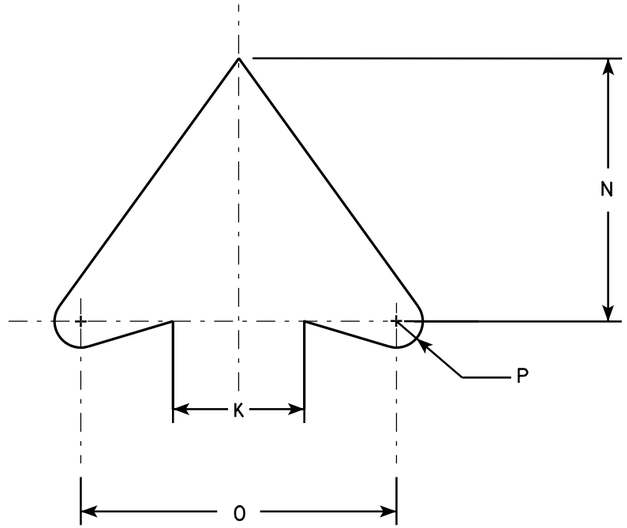
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 222 | E




R3-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | 10 1/2 | 4 | 7 1/2 | 2 | 1 1/2 | 2 1/2 | 45° | 8 1/2 | 5 | 6 | 1/2 | | | | | | | | | | | 4.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 15 3/4 | 6 | 11 1/4 | 3 | 2 1/4 | 3 3/4 | 45° | 12 3/4 | 7 1/2 | 9 | 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 21 | 8 | 15 | 4 | 3 | 5 | 45° | 17 | 10 | 12 | 1 | | | | | | | | | | | 16.0 |

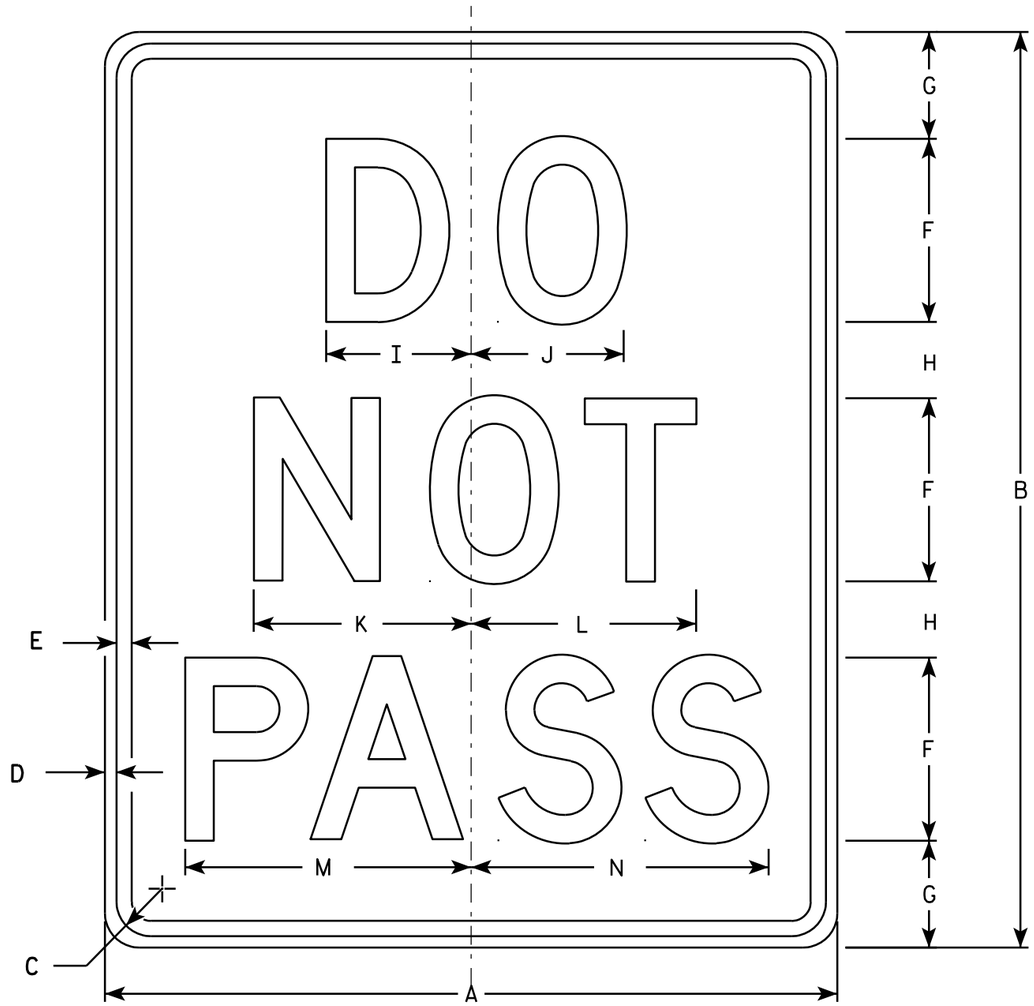
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 223 | E




R4-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 18 | 24 | 1 1/8 | 3/8 | 1/2 | 4 | 3 1/2 | 2 1/2 | 3 1/8 | 3 1/4 | 4 3/4 | 4 7/8 | 6 1/4 | 6 1/2 | | | | | | | | | | | | | 3.0 |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 6 | 3 1/2 | 2 1/2 | 4 3/4 | 5 | 7 1/8 | 7 3/8 | 9 3/8 | 9 3/4 | | | | | | | | | | | | | 5.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 6 | 3 1/2 | 2 1/2 | 4 3/4 | 5 | 7 1/8 | 7 3/8 | 9 3/8 | 9 3/4 | | | | | | | | | | | | | 5.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | 36 | 48 | 1 5/8 | 5/8 | 3/4 | 8 | 7 | 5 | 6 1/4 | 6 5/8 | 9 1/2 | 9 3/4 | 12 1/2 | 13 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 10 | 8 | 7 | 7 3/4 | 8 3/8 | 11 7/8 | 12 1/4 | 15 5/8 | 16 1/4 | | | | | | | | | | | | | 20.0 |

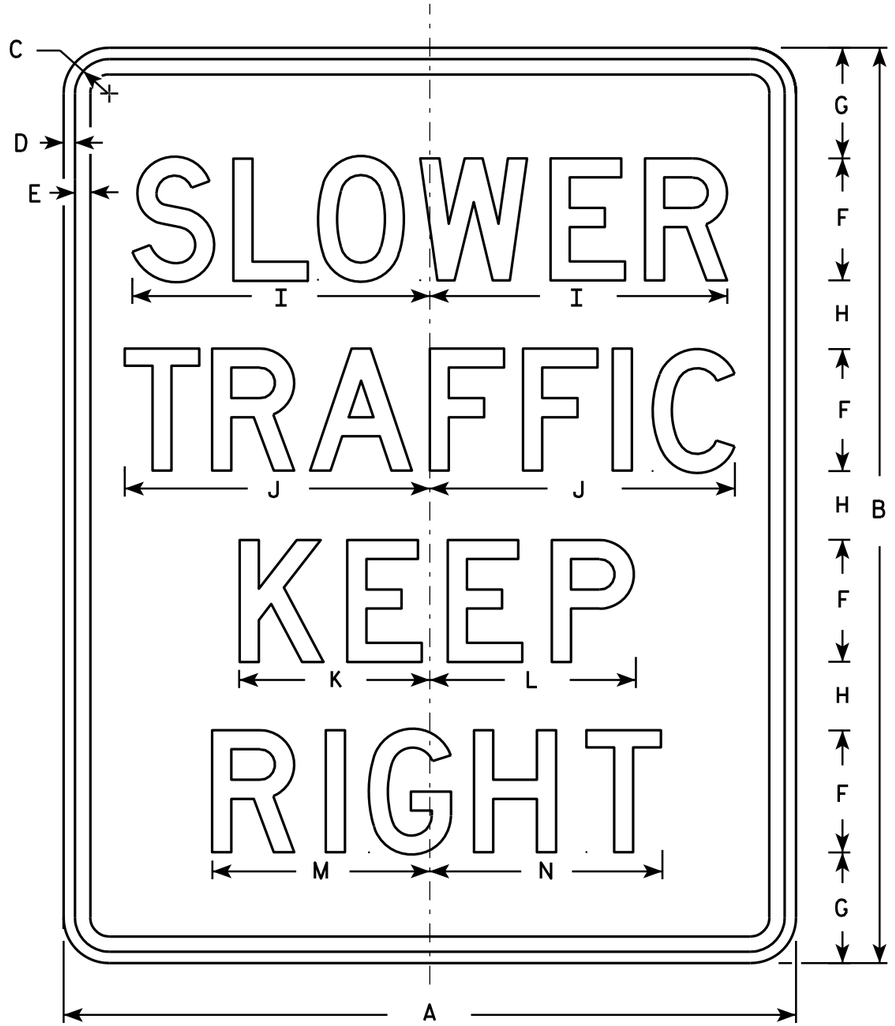
STANDARD SIGN
R4-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-1.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 224 | E




R4-3

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 3 5/8 | 2 1/4 | 9 3/4 | 10 | 6 1/4 | 6 3/4 | 7 1/8 | 7 5/8 | | | | | | | | | | | | | 5.0 |
| 2M | 24 | 30 | 1 1/8 | 3/8 | 1/2 | 4 | 3 5/8 | 2 1/4 | 9 3/4 | 10 | 6 1/4 | 6 3/4 | 7 1/8 | 7 5/8 | | | | | | | | | | | | | 5.0 |
| 3 | 36 | 48 | 1 5/8 | 5/8 | 3/4 | 6 | 6 | 4 | 14 5/8 | 15 | 9 3/8 | 10 | 10 3/4 | 11 3/8 | | | | | | | | | | | | | 12.0 |
| 4 | 36 | 48 | 1 5/8 | 5/8 | 3/4 | 6 | 6 | 4 | 14 5/8 | 15 | 9 3/8 | 10 | 10 3/4 | 11 3/8 | | | | | | | | | | | | | 12.0 |
| 5 | 48 | 60 | 2 1/4 | 3/4 | 1 | 8 | 7 1/4 | 4 1/2 | 19 1/2 | 20 | 12 1/2 | 13 1/2 | 14 1/4 | 15 1/4 | | | | | | | | | | | | | 20.0 |

STANDARD SIGN
R4-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-3.8

PROJECT NO:

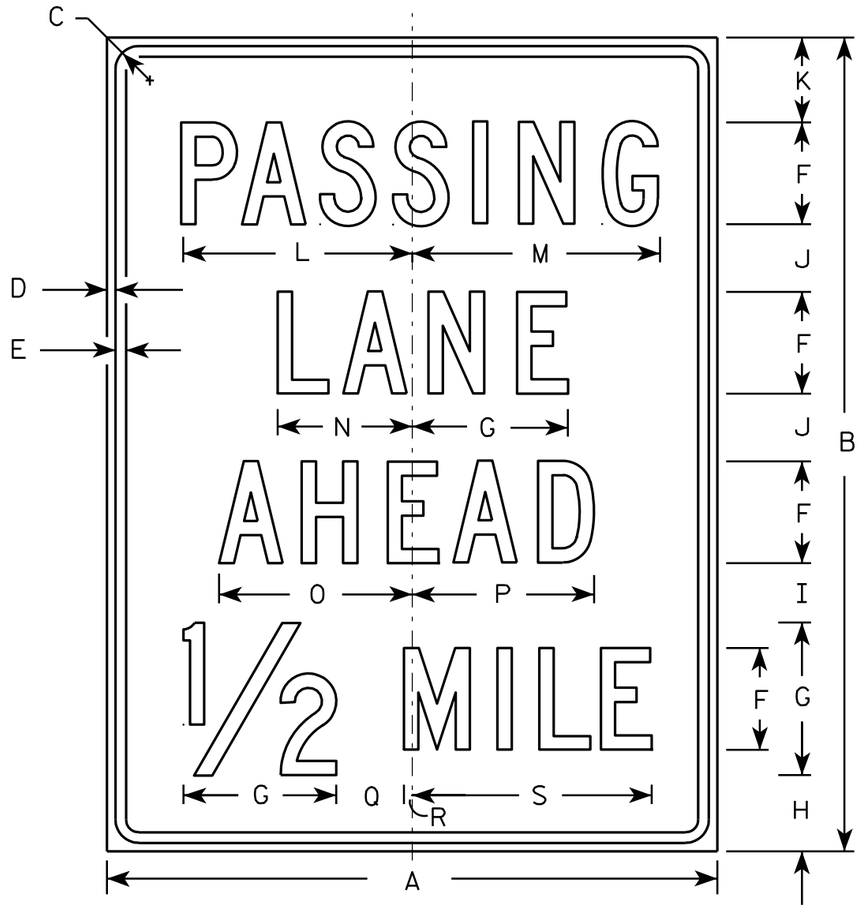
SHEET NO: 225 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R43.DGN PLOT DATE : 25-MAR-2011 13:40 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7




R4-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 9 | 4 1/2 | 3 1/2 | 4 | 5 | 13 5/8 | 14 1/2 | 8 | 11 3/8 | 10 3/4 | 4 | 1/2 | 14 1/8 | | | | | | | | 12.0 |
| 2M | 36 | 48 | 1 3/8 | 1/2 | 5/8 | 6 | 9 | 4 1/2 | 3 1/2 | 4 | 5 | 13 5/8 | 14 1/2 | 8 | 11 3/8 | 10 3/4 | 4 | 1/2 | 14 1/8 | | | | | | | | 12.0 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

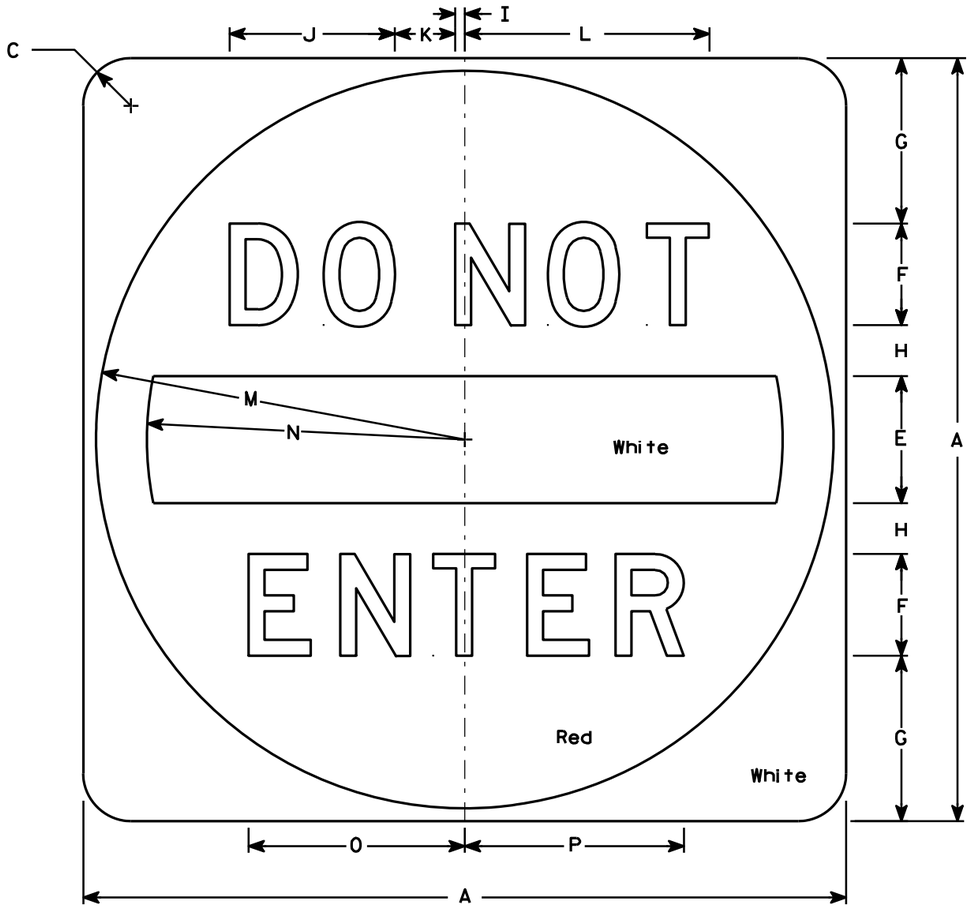
STANDARD SIGN
R4-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R4-51.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 226 | E




R5-1

## NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 30 | | 1 7/8 | | 5 | 4 | 6 1/2 | 2 | 3/8 | 6 1/2 | 2 3/8 | 9 5/8 | 14 1/2 | 12 1/2 | 8 1/2 | 8 5/8 | | | | | | | | | | | 6.26 |
| 2M | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 3 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 4 | 36 | | 2 1/4 | | 6 | 5 | 7 1/2 | 2 1/2 | 1/2 | 8 1/8 | 3 | 12 1/8 | 17 1/2 | 15 | 10 5/8 | 10 3/4 | | | | | | | | | | | 9.0 |
| 5 | 48 | | 3 | | 8 | 6 | 11 | 3 | 5/8 | 9 3/4 | 3 5/8 | 14 1/2 | 23 1/2 | 20 | 12 3/4 | 12 7/8 | | | | | | | | | | | 16.0 |

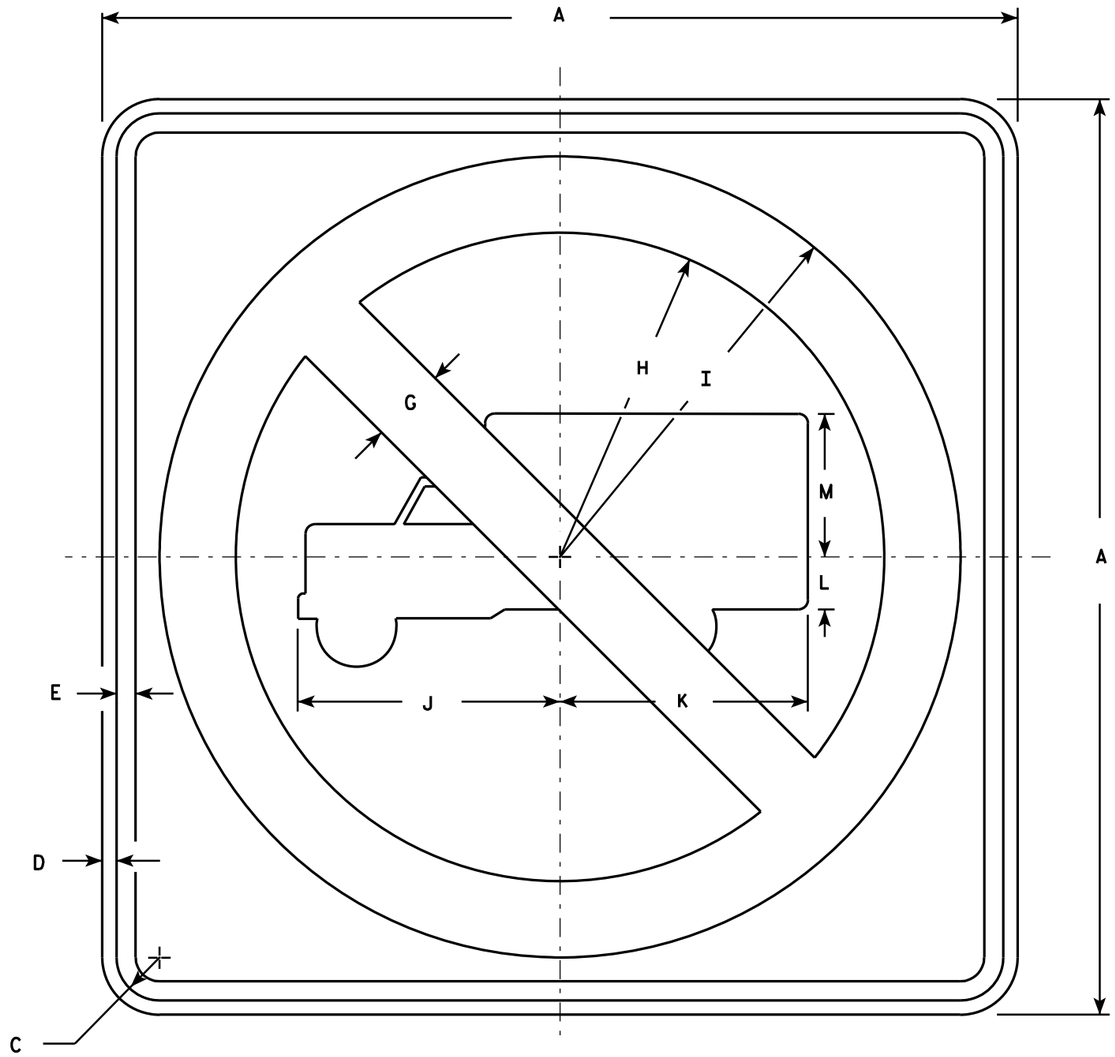
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 227 | E




R5-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Circle & Diagonal - Reflective red.
   Truck Symbol & Border - Non-reflective black.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | | 1 1/8 | 3/8 | 1/2 | | 2 | 8 1/2 | 10 1/2 | 6 7/8 | 6 1/2 | 1 3/8 | 3 3/4 | | | | | | | | | | | | | | 4.0 |
| 2M | 24 | | 1 1/8 | 3/8 | 1/2 | | 2 | 8 1/2 | 10 1/2 | 6 7/8 | 6 1/2 | 1 3/8 | 3 3/4 | | | | | | | | | | | | | | 4.0 |
| 3 | 30 | | 1 3/8 | 1/2 | 5/8 | | 2 1/2 | 10 5/8 | 13 1/8 | 8 1/2 | 8 1/8 | 1 5/8 | 4 3/4 | | | | | | | | | | | | | | 6.25 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | | 3 | 12 3/4 | 15 3/4 | 10 1/4 | 9 3/4 | 2 | 5 3/4 | | | | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 4 | 17 | 21 | 13 5/8 | 13 | 2 5/8 | 7 5/8 | | | | | | | | | | | | | | 16.0 |

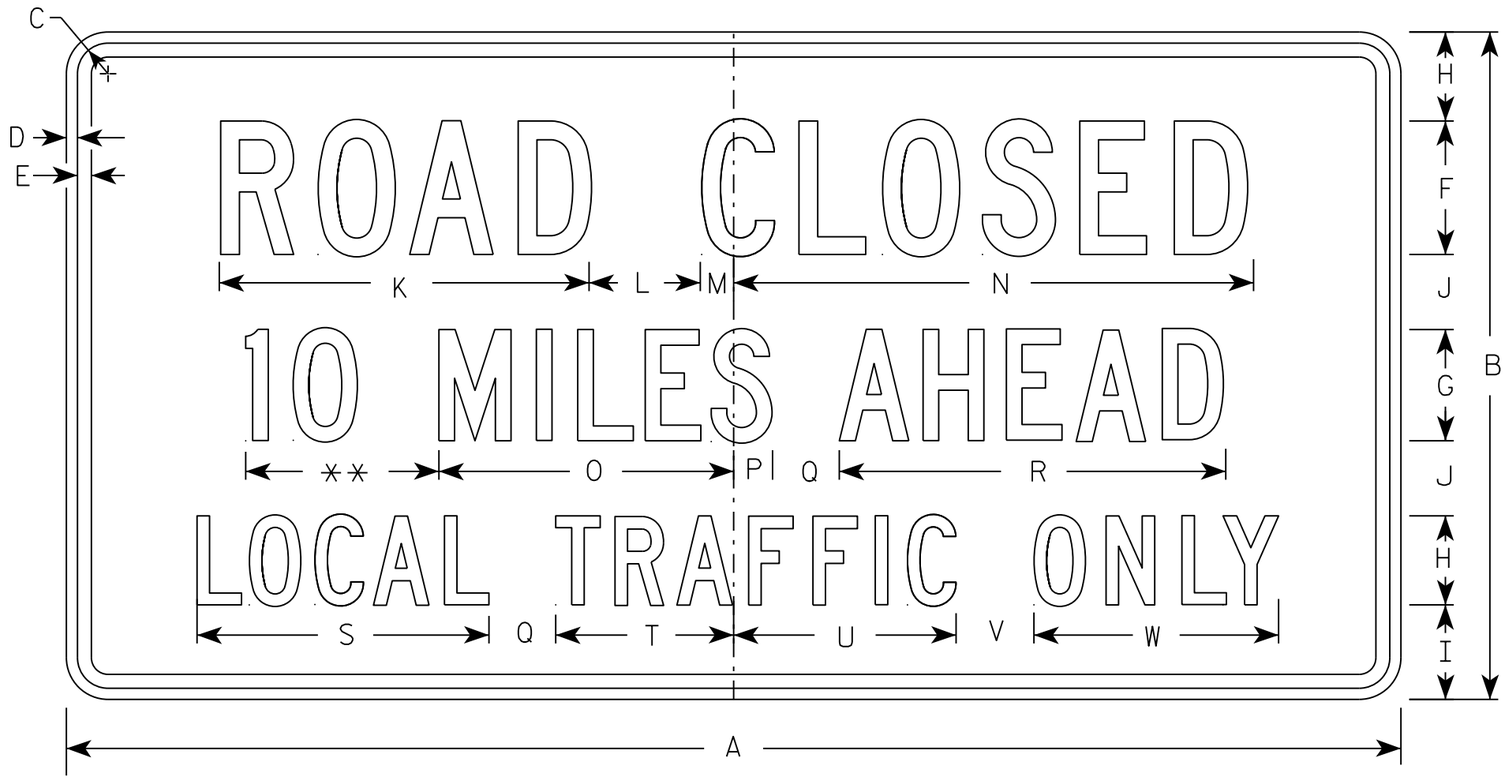
STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-2.6

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 228 | E |
|---|---|---|---|---|---|




R11-3

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.

** See Note 5

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | 18 | 1 3/8 | 1/2 | 5/8 | 4 | 3 | 2 1/2 | 2 | 2 | 11 1/8 | 3 | 1 1/8 | 15 1/4 | 8 | 1 1/2 | 2 | 10 3/4 | 8 3/8 | 4 3/4 | 6 1/2 | 2 | 6 3/4 | | | | 4.5 |
| 2S | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 4 1/4 | 3 3/8 | 16 5/8 | 5 | 1 1/2 | 23 | 13 1/4 | 1 3/4 | 3 | 17 3/8 | 13 1/8 | 8 | 10 | 3 1/2 | 11 | | | | 12.5 |
| 2M | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 4 1/4 | 3 3/8 | 16 5/8 | 5 | 1 1/2 | 23 | 13 1/4 | 1 3/4 | 3 | 17 3/8 | 13 1/8 | 8 | 10 | 3 1/2 | 11 | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

STANDARD SIGN
R11-3

WISCONSIN DEPT OF TRANSPORTATION

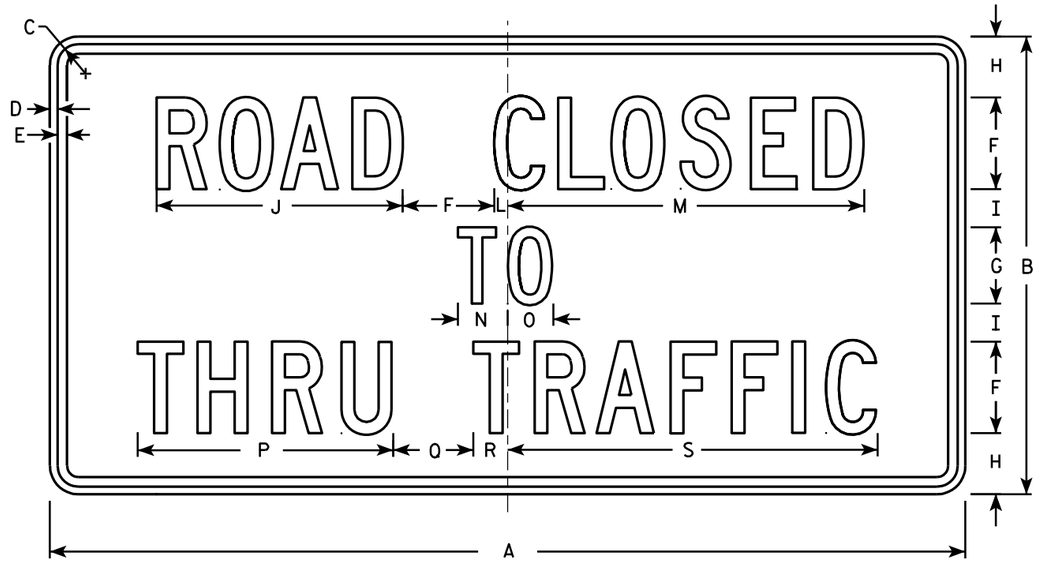
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/28/16 PLATE NO. R11-3.7



PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R113.DGN PLOT DATE : 28-JUL-2016 16:25 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 6.810445:1.000000




R11-4

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 2M | 60 | 30 | 1 3/8 | 1/2 | 5/8 | 6 | 5 | 4 | 2 1/2 | 16 1/8 | | 7/8 | 23 3/8 | 3 1/4 | 3 | 16 3/4 | 5 1/4 | 2 1/4 | 24 1/4 | | | | | | | | 12.5 |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

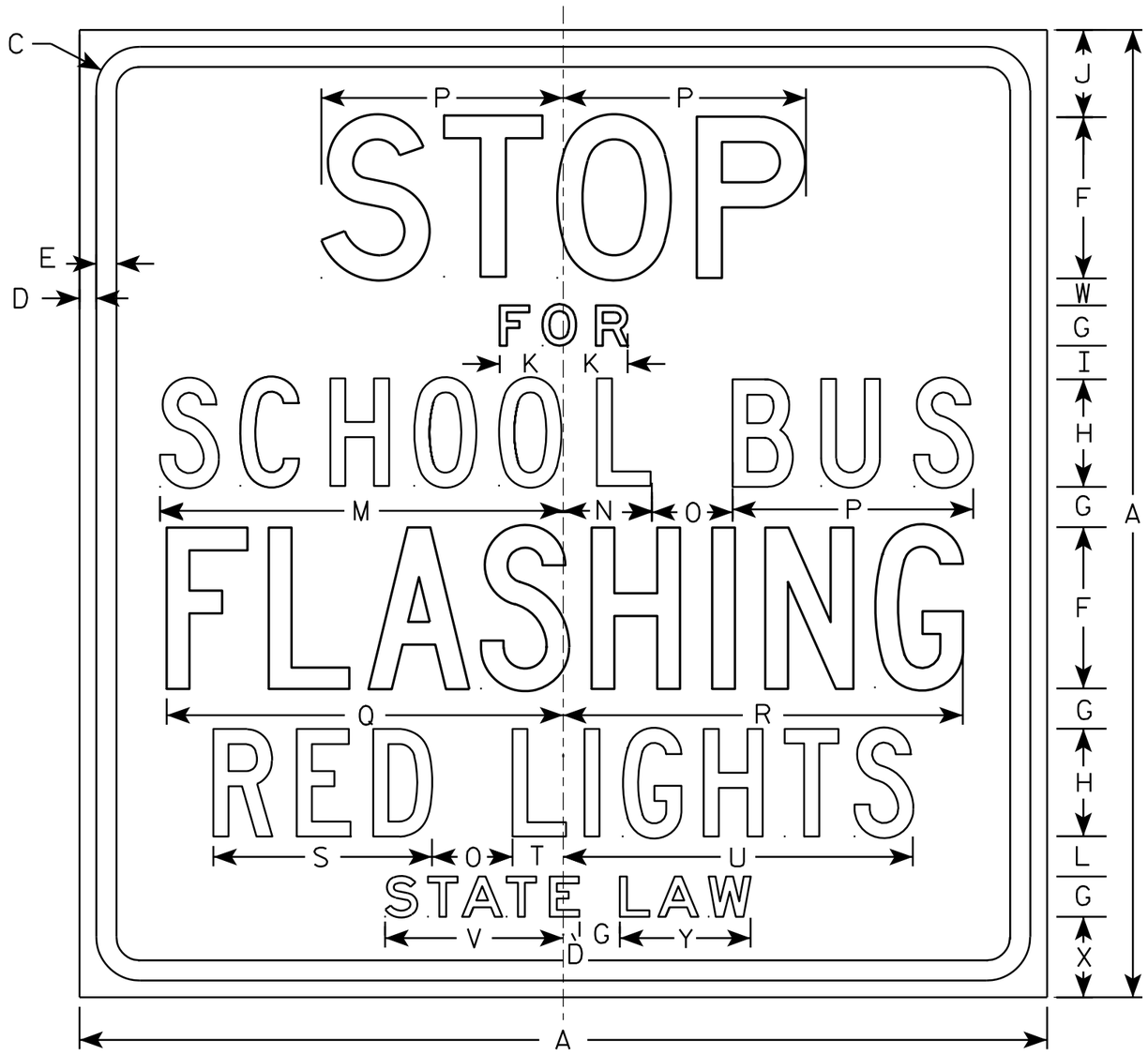
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-4.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 230 | E




R59-51

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D
   Lines 2 & 6 are Series E
   Line 3, 4 & 5 are Series C

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 1 1/2 | 4 | 1 1/4 | 3 1/4 | 2 3/8 | 1 1/2 | 15 | 3 1/4 | 3 | 9 | 14 3/4 | 14 7/8 | 8 1/8 | 1 7/8 | 13 | 6 5/8 | 1 | 3 | 4 7/8 | | 9.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 1 1/2 | 4 | 1 1/4 | 3 1/4 | 2 3/8 | 1 1/2 | 15 | 3 1/4 | 3 | 9 | 14 3/4 | 14 7/8 | 8 1/8 | 1 7/8 | 13 | 6 5/8 | 1 | 3 | 4 7/8 | | 9.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 2 | 6 | 1 1/4 | 4 3/4 | 3 1/4 | 1 1/2 | 20 1/4 | 5 | 3 5/8 | 12 | 19 1/2 | 20 | 11 5/8 | 3 3/4 | 19 | 9 1/2 | 1 | 3 1/2 | 6 3/4 | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 2 | 6 | 1 1/4 | 4 3/4 | 3 1/4 | 1 1/2 | 20 1/4 | 5 | 3 5/8 | 12 | 19 1/2 | 20 | 11 5/8 | 3 3/4 | 19 | 9 1/2 | 1 | 3 1/2 | 6 3/4 | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

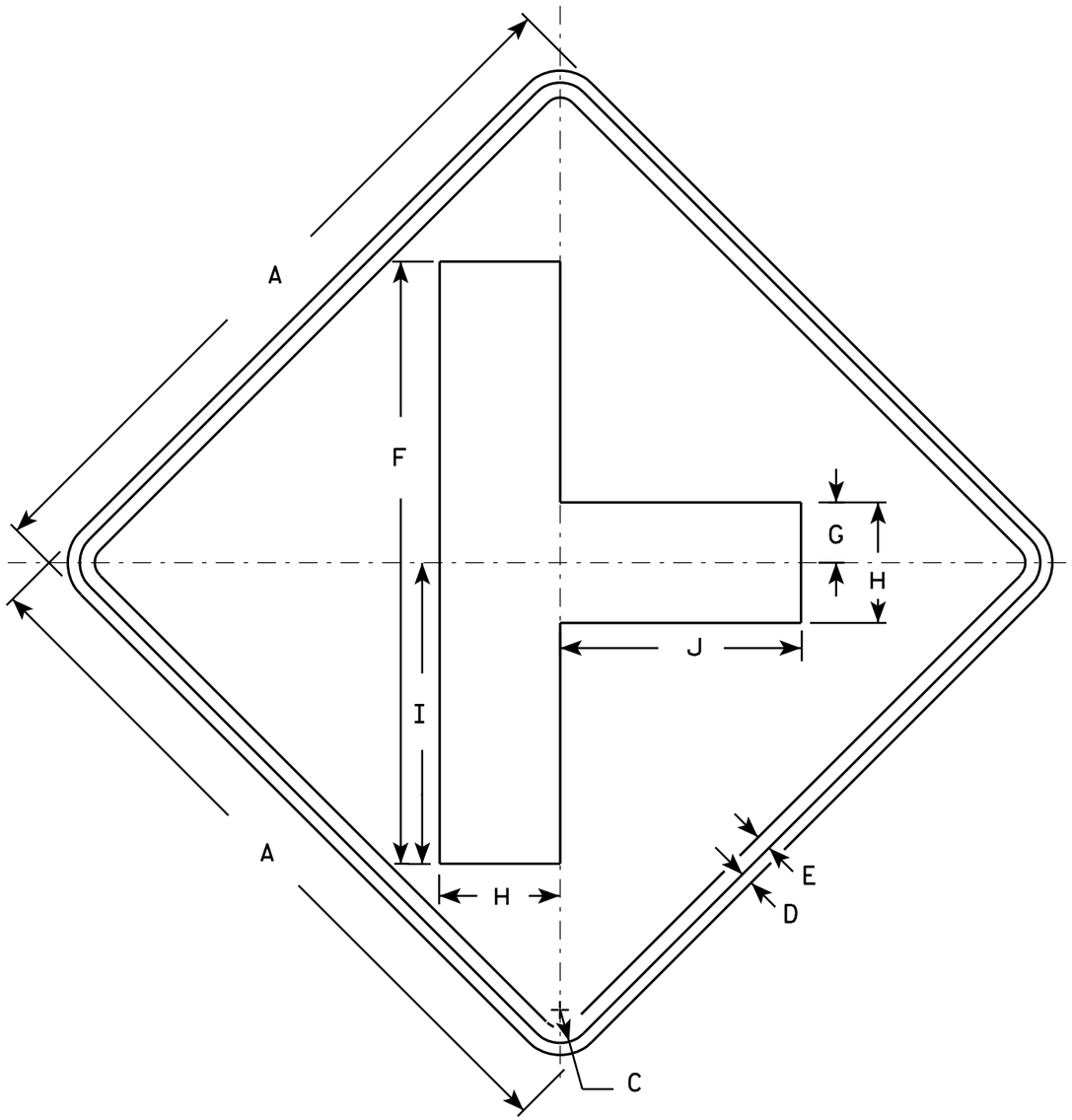
STANDARD SIGN
R59-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/30/11 PLATE NO. R59-51.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 231 | E




W2-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 20 | 2 | 4 | 10 | 8 | | | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 25 | 2 1/2 | 5 | 12 1/2 | 10 | | | | | | | | | | | | | | | | | 6.25 |
| 2M | 30 | | 1 3/8 | 1/2 | 5/8 | 25 | 2 1/2 | 5 | 12 1/2 | 10 | | | | | | | | | | | | | | | | | 6.25 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 30 | 3 | 6 | 15 | 12 | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 40 | 4 | 8 | 20 | 16 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

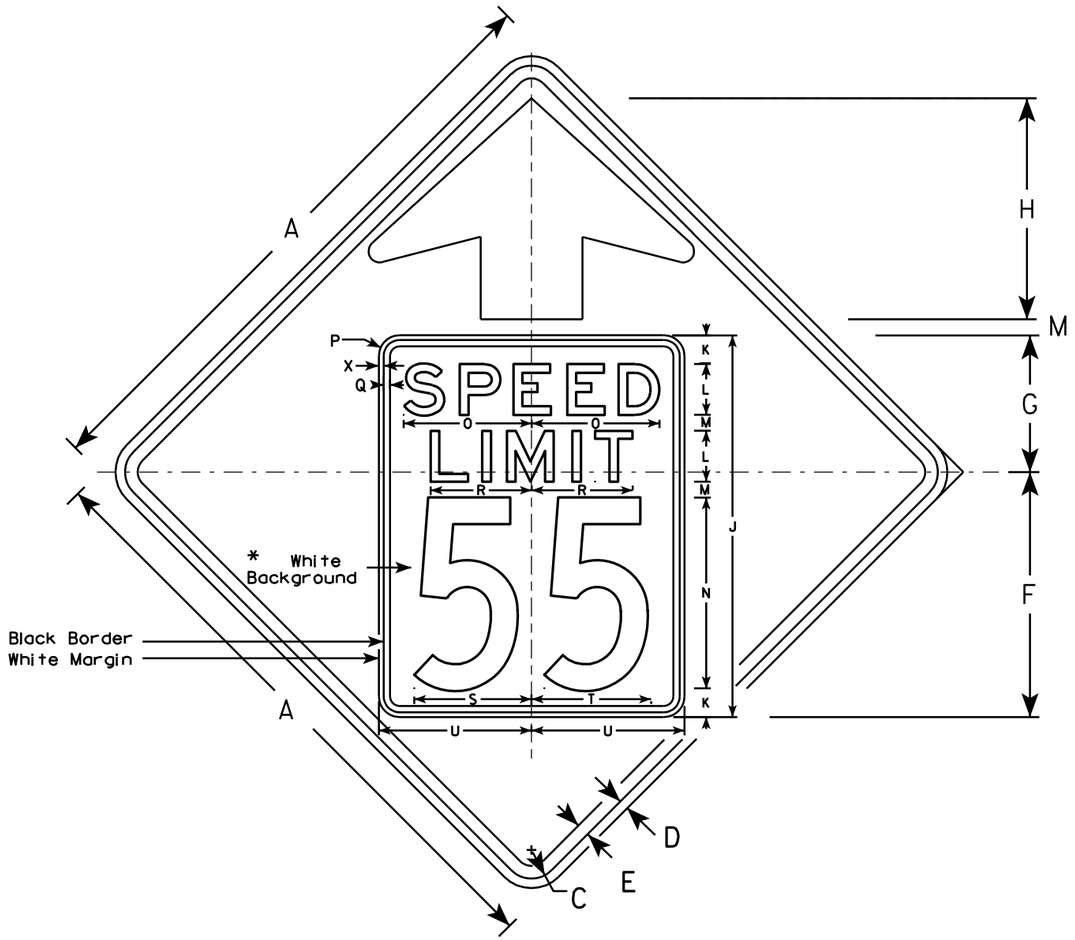
STANDARD SIGN
W2-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-2.6

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 232 | E |
|---|---|---|---|---|---|

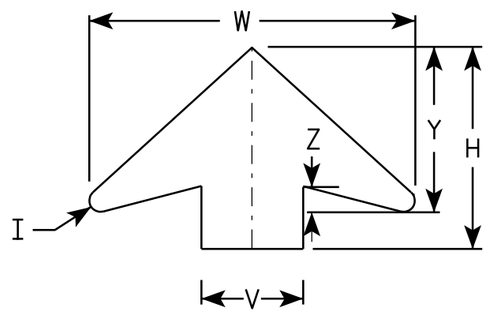



W3-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - YELLOW*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background




ARROW DETAIL

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | 9 1/2 | 11 1/2 | 5/8 | 24 | 2 | 3 | 1 | 12 | 7 1/8 | 1 1/2 | 3/8 | 5 3/4 | 7 1/4 | 7 1/8 | 9 | 6 | 19 1/4 | 3/8 | 9 3/4 | 1 5/8 | 9.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | 9 1/2 | 11 1/2 | 5/8 | 24 | 2 | 3 | 1 | 12 | 7 1/8 | 1 1/2 | 3/8 | 5 3/4 | 7 1/4 | 7 1/8 | 9 | 6 | 19 1/4 | 3/8 | 9 3/4 | 1 5/8 | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | 9 1/2 | 11 1/2 | 5/8 | 24 | 2 | 3 | 1 | 12 | 7 1/8 | 1 1/2 | 3/8 | 5 3/4 | 7 1/4 | 7 1/8 | 9 | 6 | 19 1/4 | 3/8 | 9 3/4 | 1 5/8 | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 19 1/4 | 10 3/4 | 17 3/8 | 7/8 | 30 | 2 1/4 | 4 | 1 1/4 | 15 | 10 | 1 5/8 | 1/2 | 8 | 9 1/4 | 9 3/8 | 12 | 8 | 25 5/8 | 3/8 | 13 | 2 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 19 1/4 | 10 3/4 | 17 3/8 | 7/8 | 30 | 2 1/4 | 4 | 1 1/4 | 15 | 10 | 1 5/8 | 1/2 | 8 | 9 1/4 | 9 3/8 | 12 | 8 | 25 5/8 | 3/8 | 13 | 2 | 16.0 |

STANDARD SIGN
W3-5

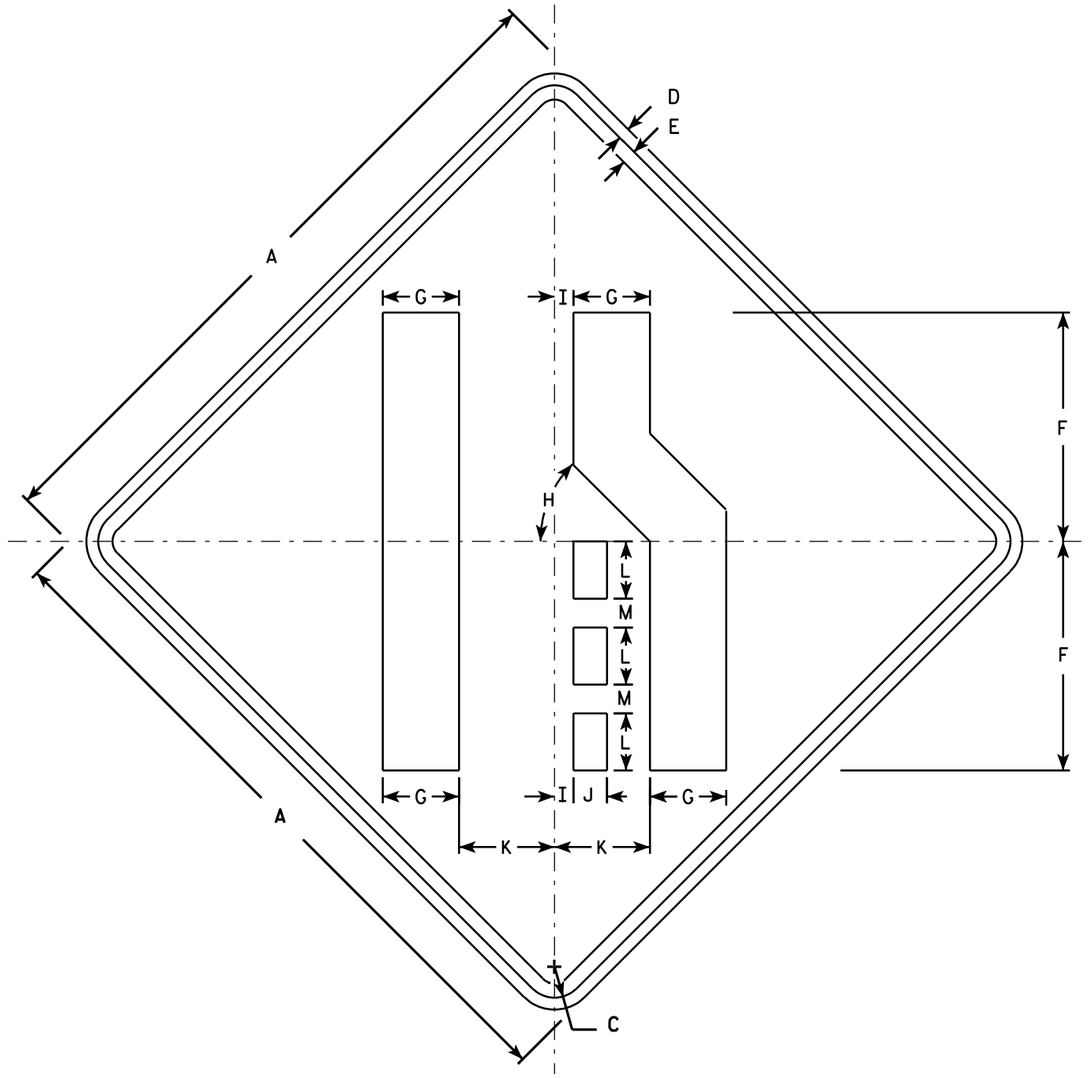
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W3-5.5

PROJECT NO:

SHEET NO: 233 E




W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbol is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | 1 3/8 | 1/2 | 5/8 | 10 | 3 3/8 | 45° | 7/8 | 1 1/2 | 4 1/4 | 2 1/2 | 1 1/4 | | | | | | | | | | | | | | 6.25 |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | 12 | 4 | 45° | 1 | 1 3/4 | 5 | 3 | 1 1/2 | | | | | | | | | | | | | | 9.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 12 | 4 | 45° | 1 | 1 3/4 | 5 | 3 | 1 1/2 | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 12 | 4 | 45° | 1 | 1 3/4 | 5 | 3 | 1 1/2 | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 16 | 5 3/8 | 45° | 1 1/4 | 2 3/8 | 6 3/4 | 4 | 2 | | | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W4-2

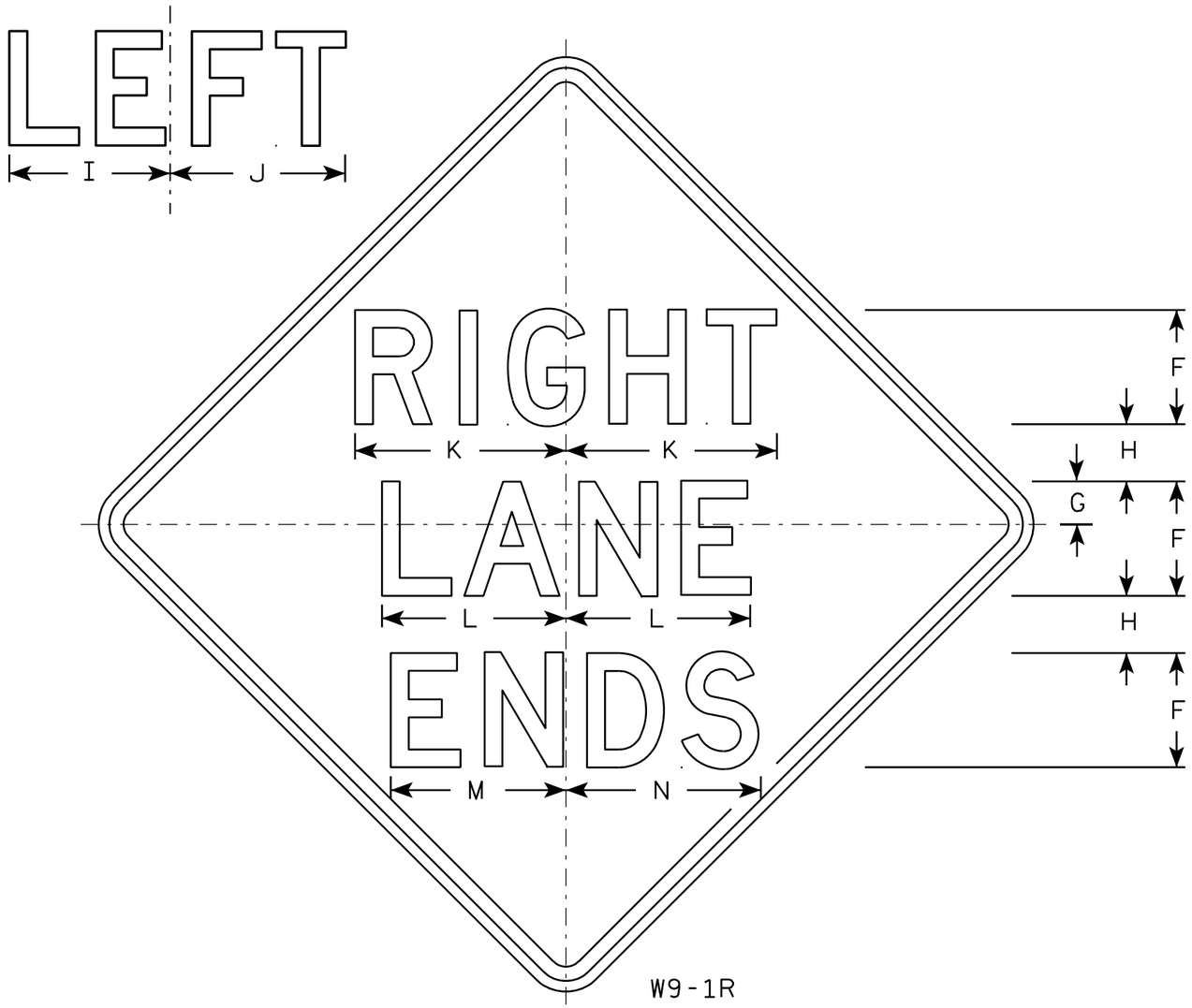
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 234 E




W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces Right.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 30 | | 1 3/8 | 1/2 | 5/8 | 5 | 1 1/2 | 2 1/2 | 7 1/8 | 7 5/8 | 9 1/4 | 8 1/8 | 7 5/8 | 8 5/8 | | | | | | | | | | | | | 6.25 |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 2 | 3 | 8 1/2 | 9 1/8 | 11 | 9 3/4 | 9 | 10 3/8 | | | | | | | | | | | | | 9.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 2 | 3 | 8 1/2 | 9 1/8 | 11 | 9 3/4 | 9 | 10 3/8 | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 2 | 3 | 8 1/2 | 9 1/8 | 11 | 9 3/4 | 9 | 10 3/8 | | | | | | | | | | | | | 9.0 |
| 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 2 | 3 | 8 1/2 | 9 1/8 | 11 | 9 3/4 | 9 | 10 3/8 | | | | | | | | | | | | | 9.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 | 4 | 11 1/4 | 12 1/4 | 14 3/4 | 12 7/8 | 12 1/4 | 13 5/8 | | | | | | | | | | | | | 16.0 |

STANDARD SIGN
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 03/18/13 PLATE NO. W9-1.8

PROJECT NO:

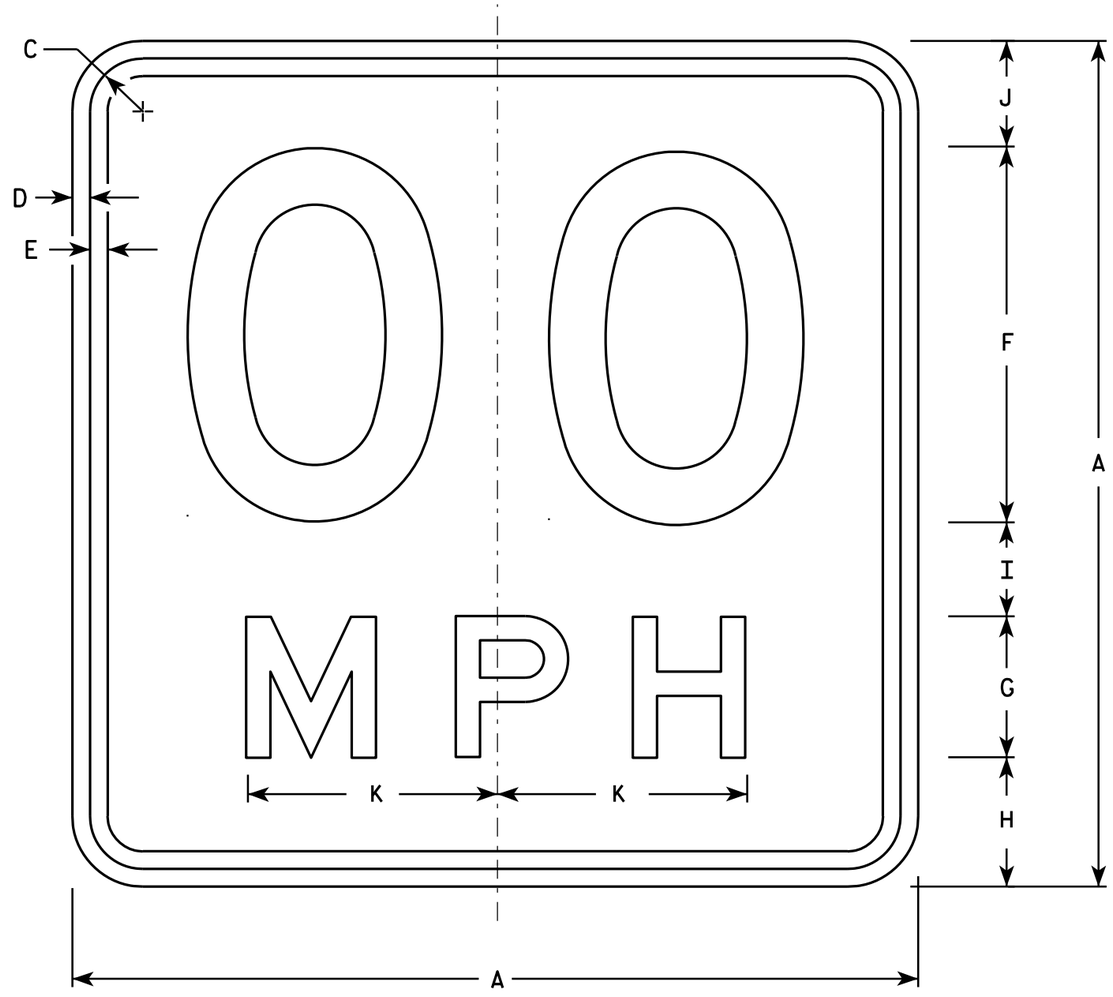
SHEET NO: 235 E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W91.DGN PLOT DATE : 18-MAR-2013 11:42 PLOT BY : mscsja

WISDOT/CADDS SHEET 42

7

7




W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2S | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2M | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| | 3 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 | 4 | 4 | 2 3/4 | 3 1/4 | 6 5/8 | | | | | | | | | | | | | | | | 4.00 |
| | 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |
| | 5 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |

STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

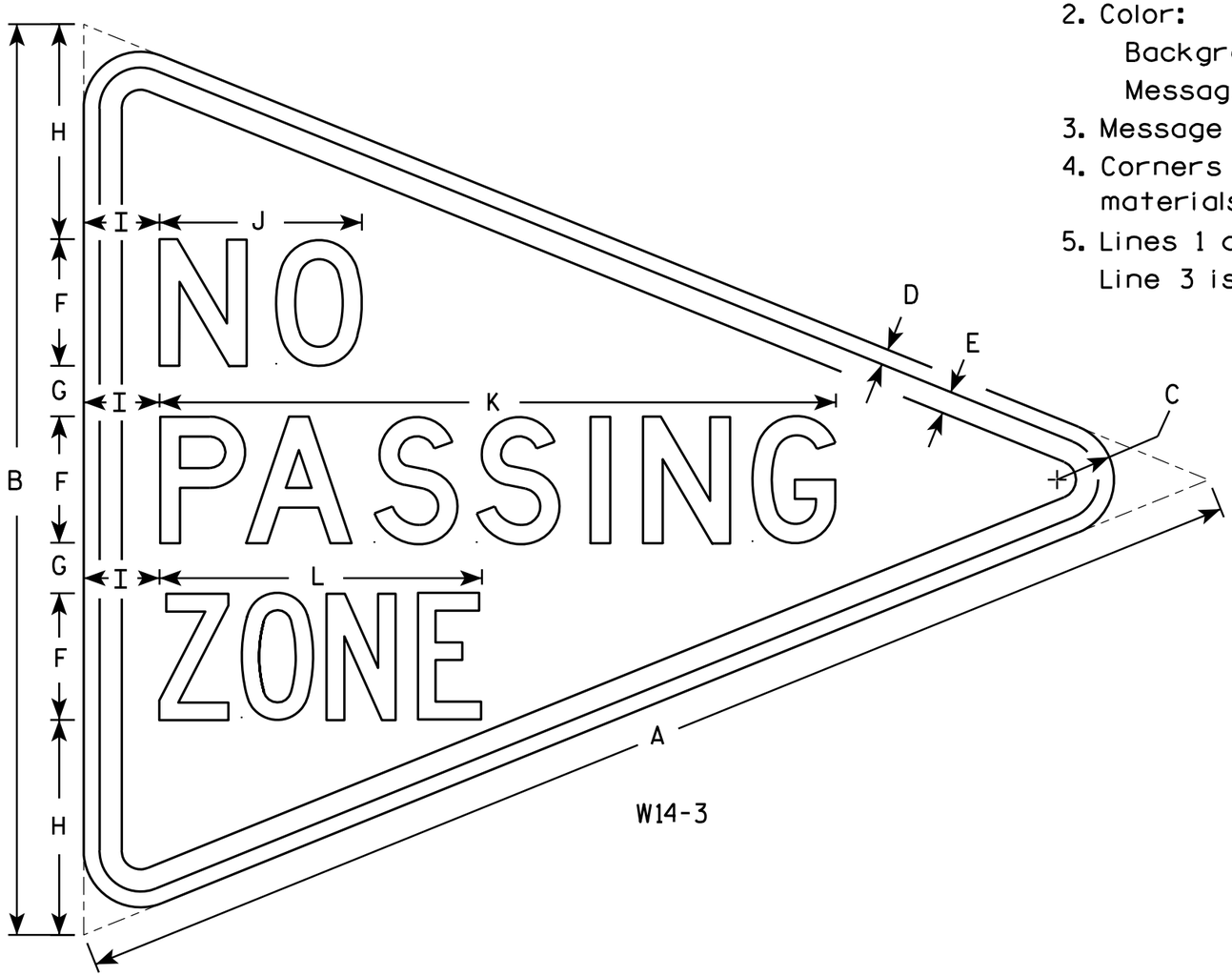
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 | E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See note 5
4. Corners and borders shall be rounded on all base materials for this sign.
5. Lines 1 and 2 are Series D.
   Line 3 is series C.




W14-3

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | O | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 36 | 2 1/4 | 5/8 | 7/8 | 5 | 2 | 8 1/2 | 3 | 8 | 26 3/4 | 12 3/4 | | | | | | | | | | | | | | | 6.0 |
| 2M | 48 | 36 | 2 1/4 | 5/8 | 7/8 | 5 | 2 | 8 1/2 | 3 | 8 | 26 3/4 | 12 3/4 | | | | | | | | | | | | | | | 6.0 |
| 3 | 64 | 48 | 3 | 3/4 | 1 1/4 | 6 | 3 | 12 | 4 | 10 3/4 | 33 5/8 | 16 1/2 | | | | | | | | | | | | | | | 10.7 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

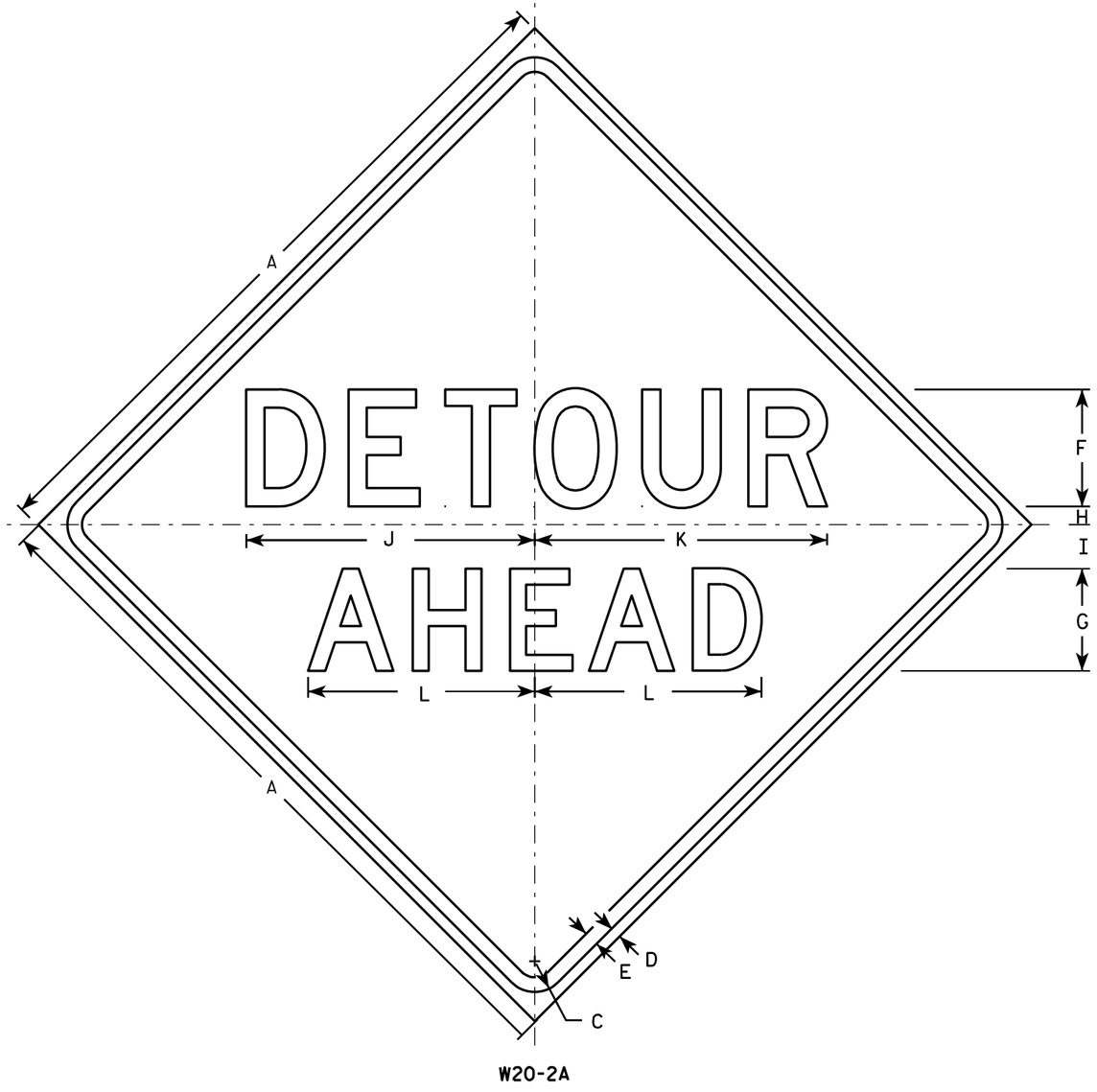
STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

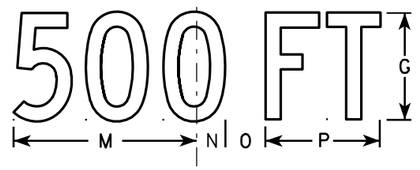
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

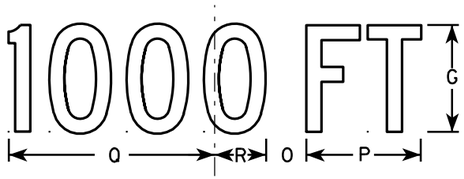
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 237 | E |
|---|---|---|---|---|---|



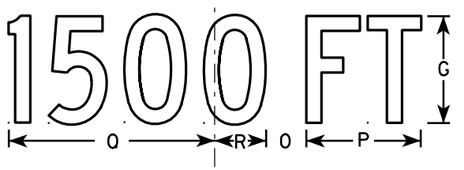

W20-2A



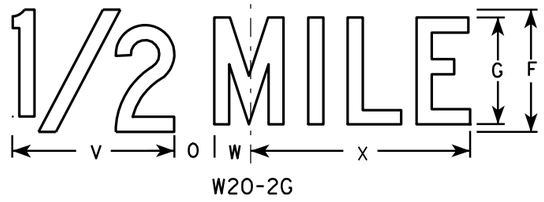

W20-2D



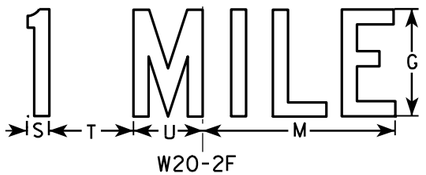

W20-2C




W20-2B




W20-2G




W20-2F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 6 | 5 | 1 | 2 1/4 | 14 3/4 | 15 | 11 5/8 | 9 | 1 3/8 | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 1/8 | 4 1/2 | 3 1/2 | 8 | 1 3/4 | 10 3/4 | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 7 | 1 1/4 | 3 | 19 3/4 | 20 | 15 1/2 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 10 5/8 | 2 3/8 | 14 3/8 | | | 16.0 |

STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

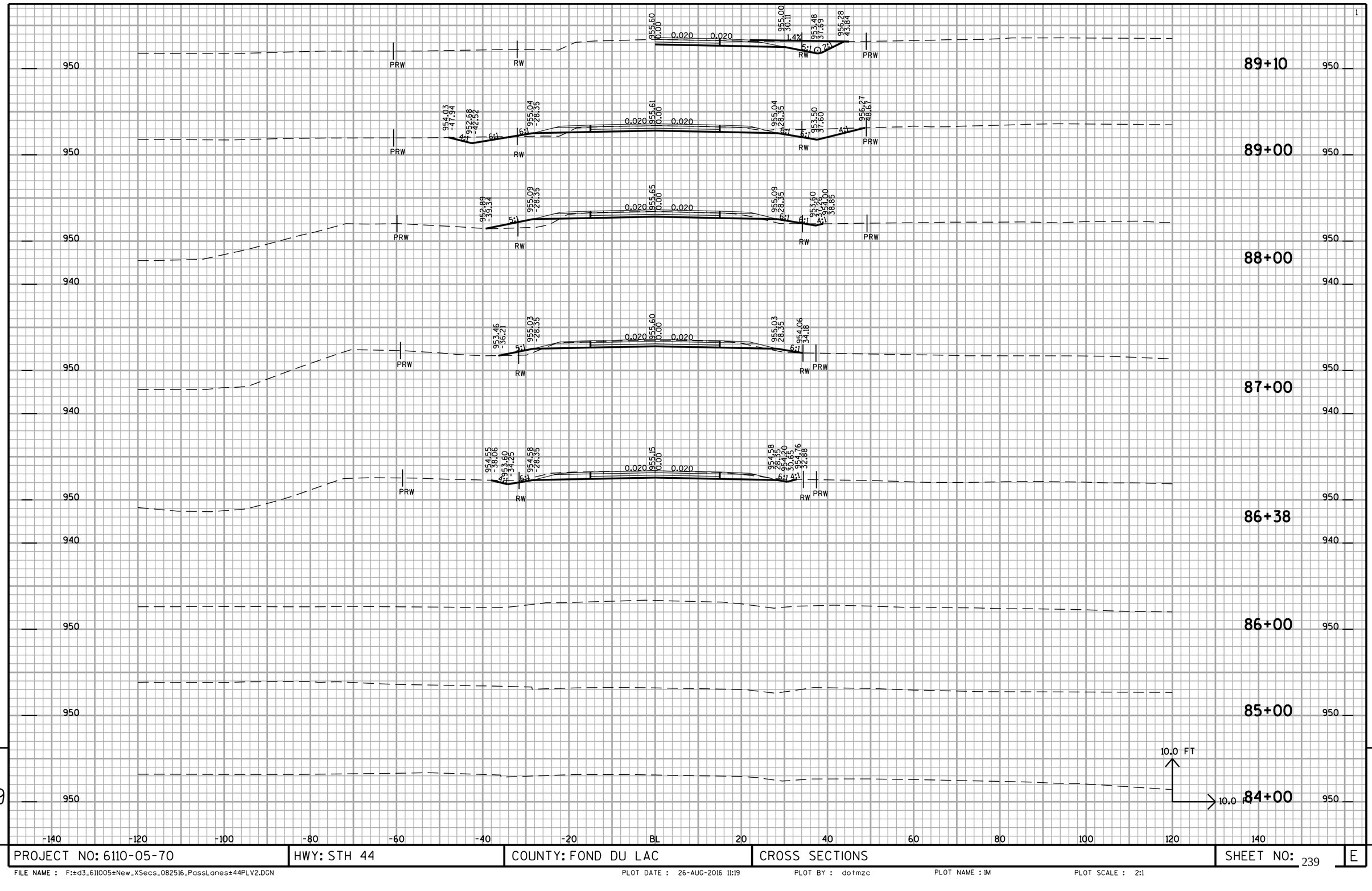
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 238 | E



FILE NAME : C:\Users\PROJECTS\tr_stdplate\W202.DGN PLOT DATE : 18-MAR-2011 10:00 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42

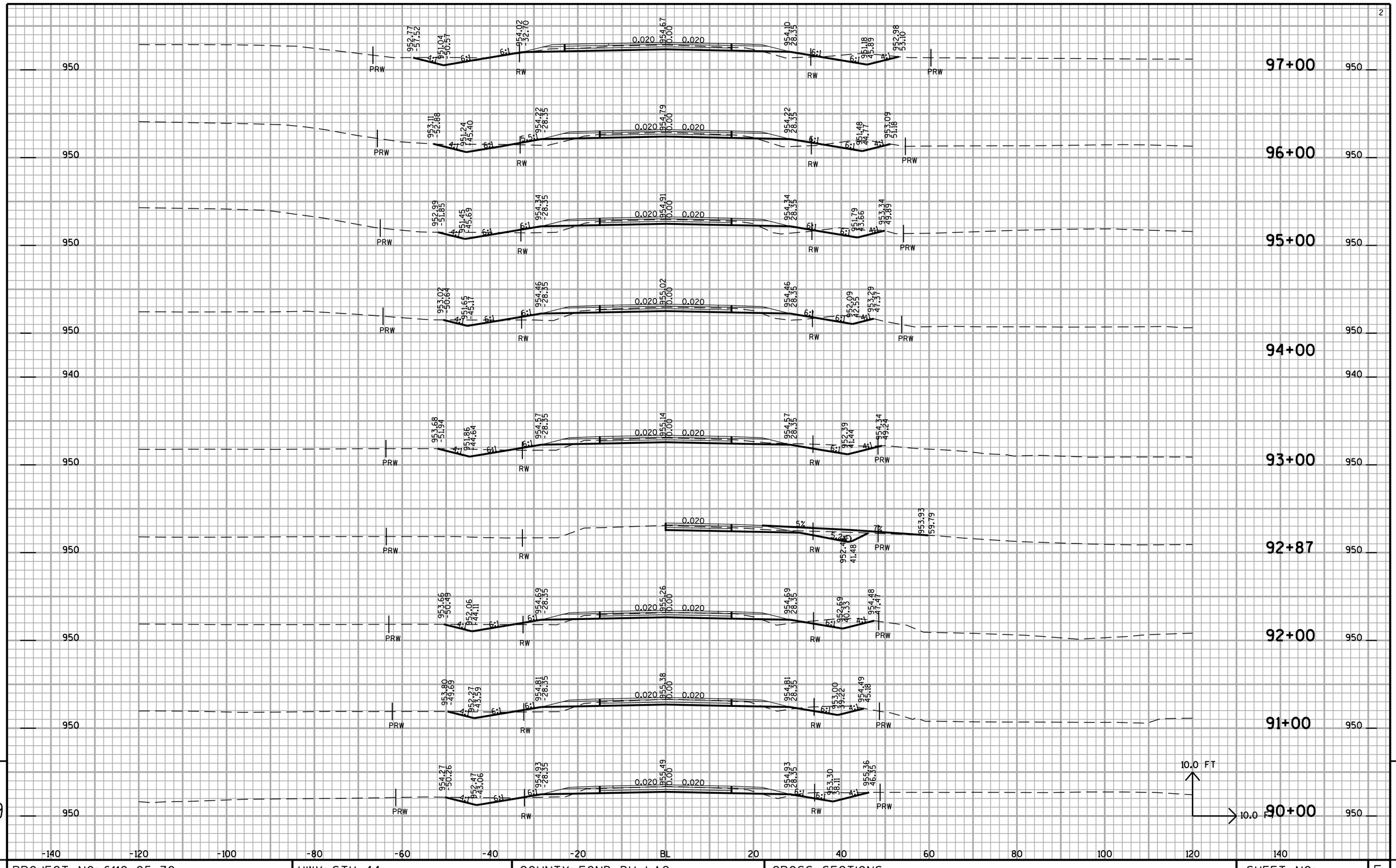



9

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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 239 | E |
|---|---|---|---|---|---|

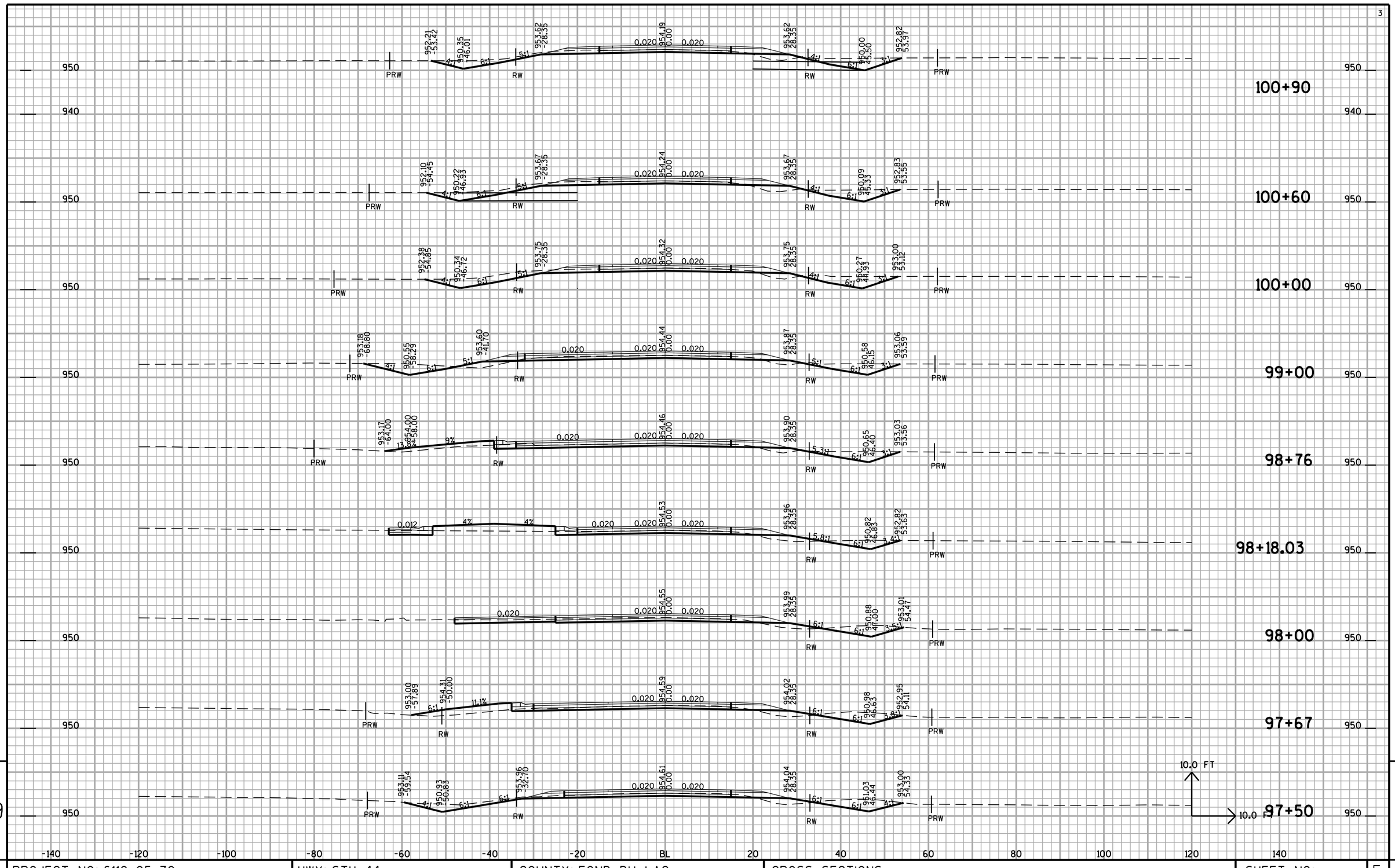
FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 1M PLOT SCALE : 2:1






| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 240 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 2M PLOT SCALE : 2:1

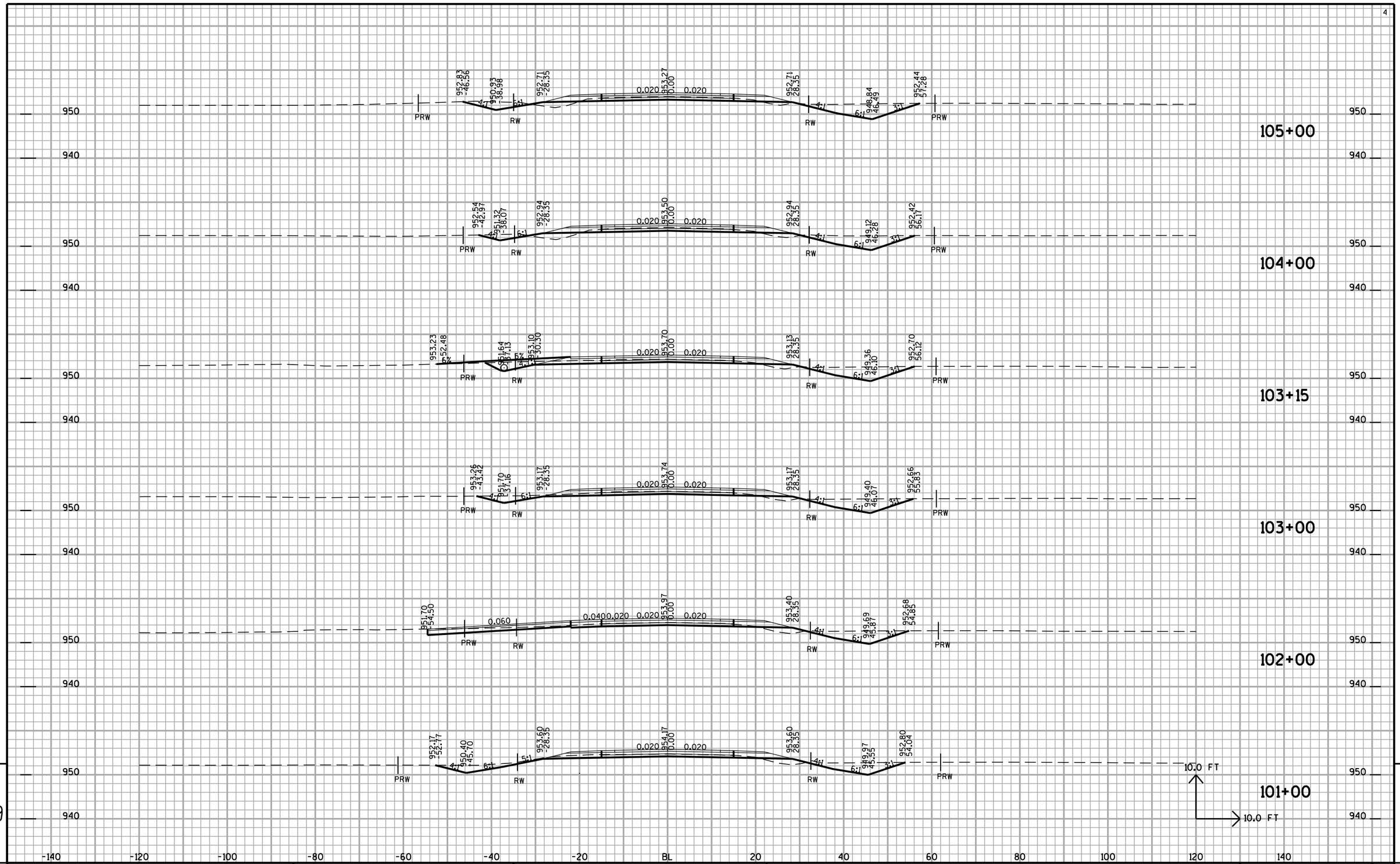



9

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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 241 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 3M PLOT SCALE : 2:1

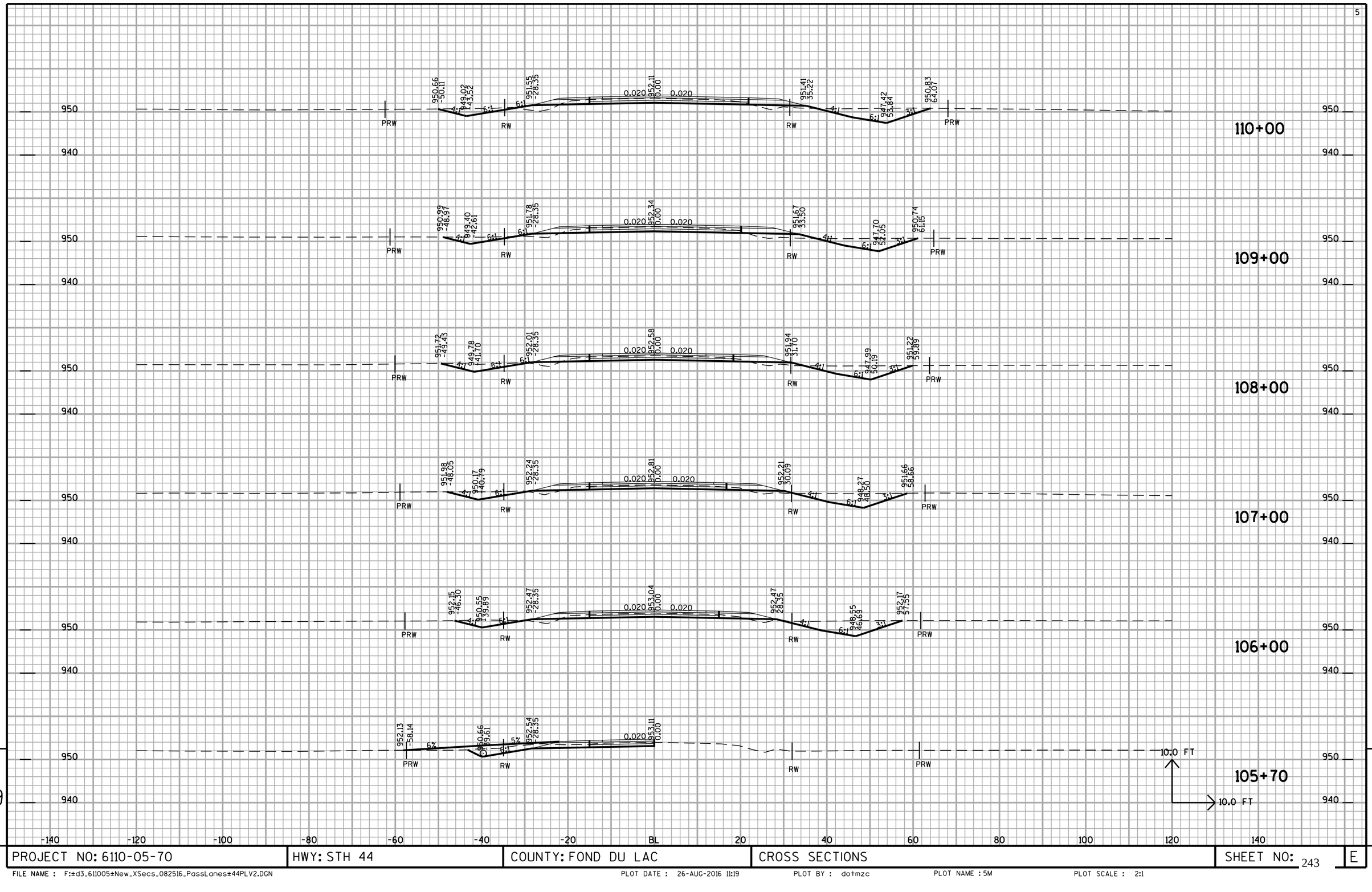



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 242 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\New_XSecs_082516_PassLanes\44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 4M PLOT SCALE : 2:1

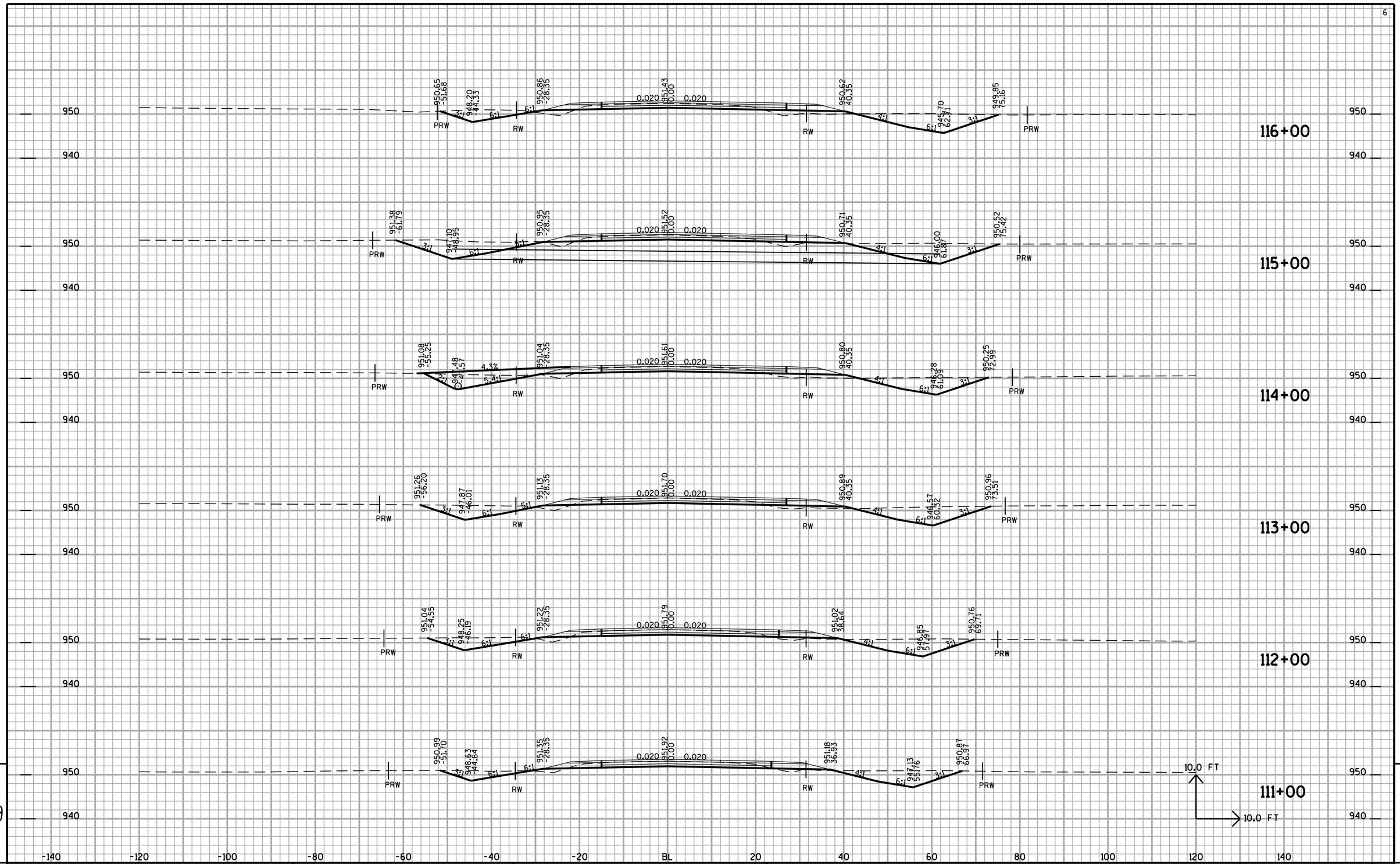



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 243 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\New_XSecs_082516_PassLanes\44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 5M PLOT SCALE : 2:1

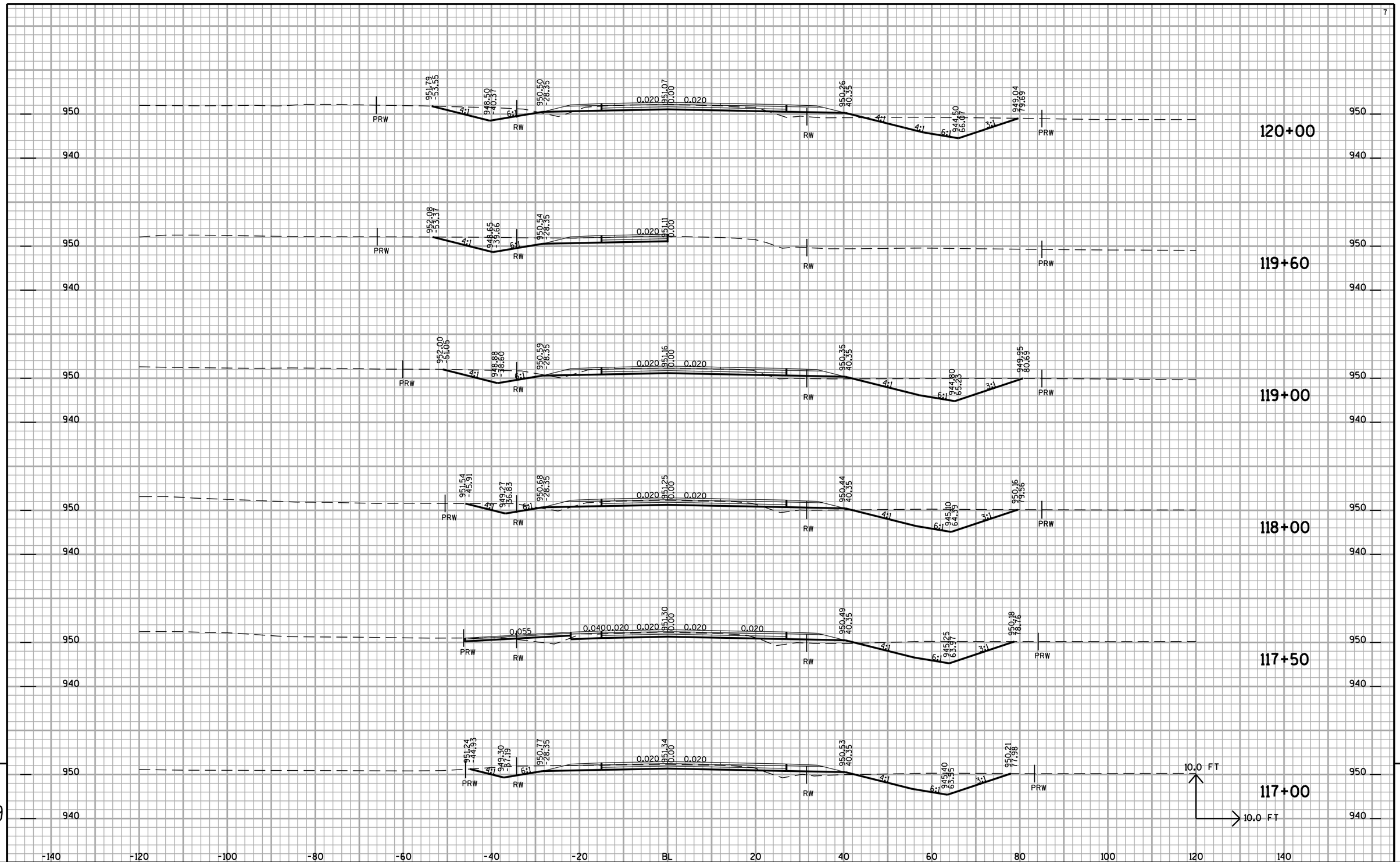



9

9

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 244 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 6M PLOT SCALE : 2:1

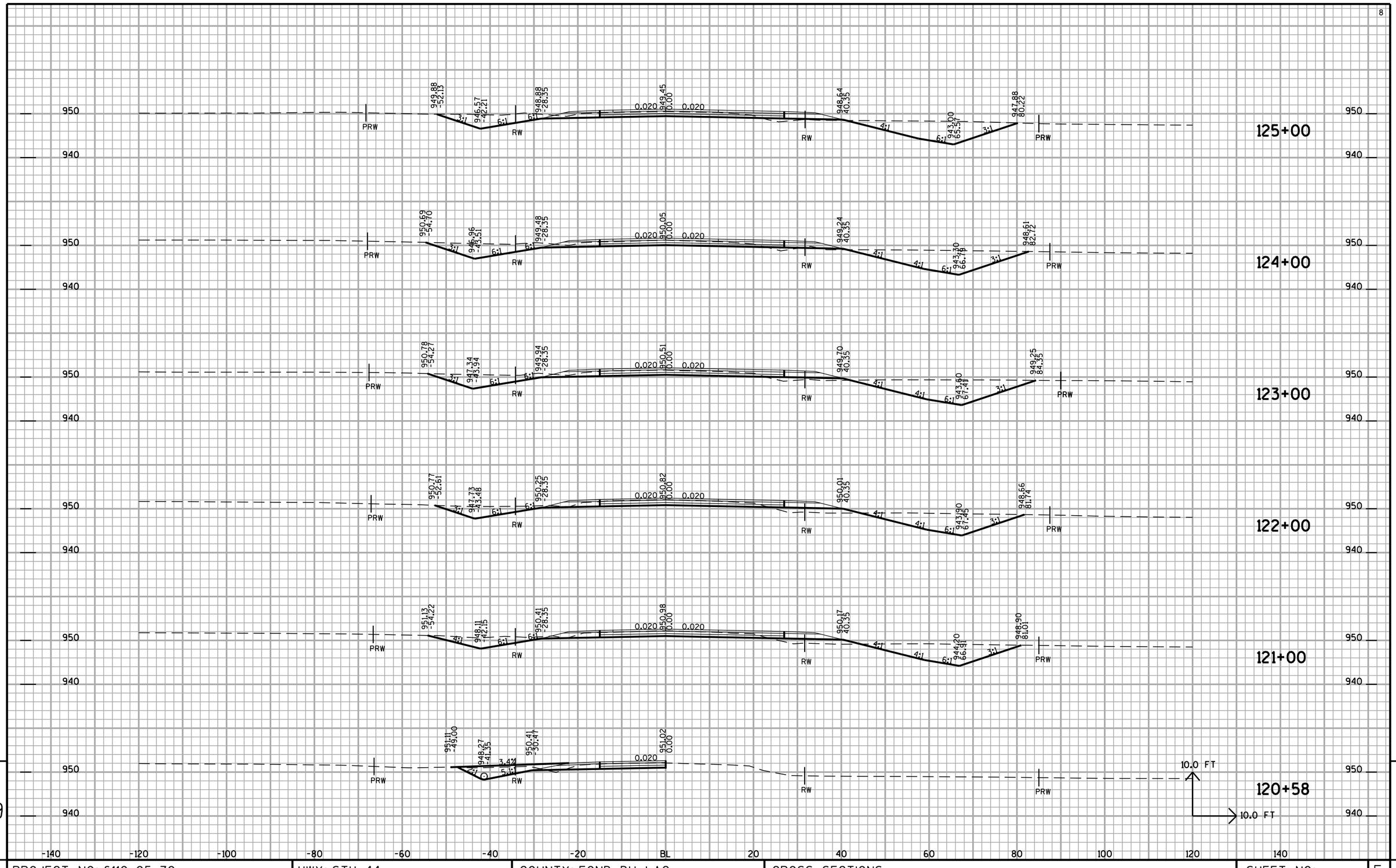



9

9

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 245 | E |
|---|---|---|---|---|---|

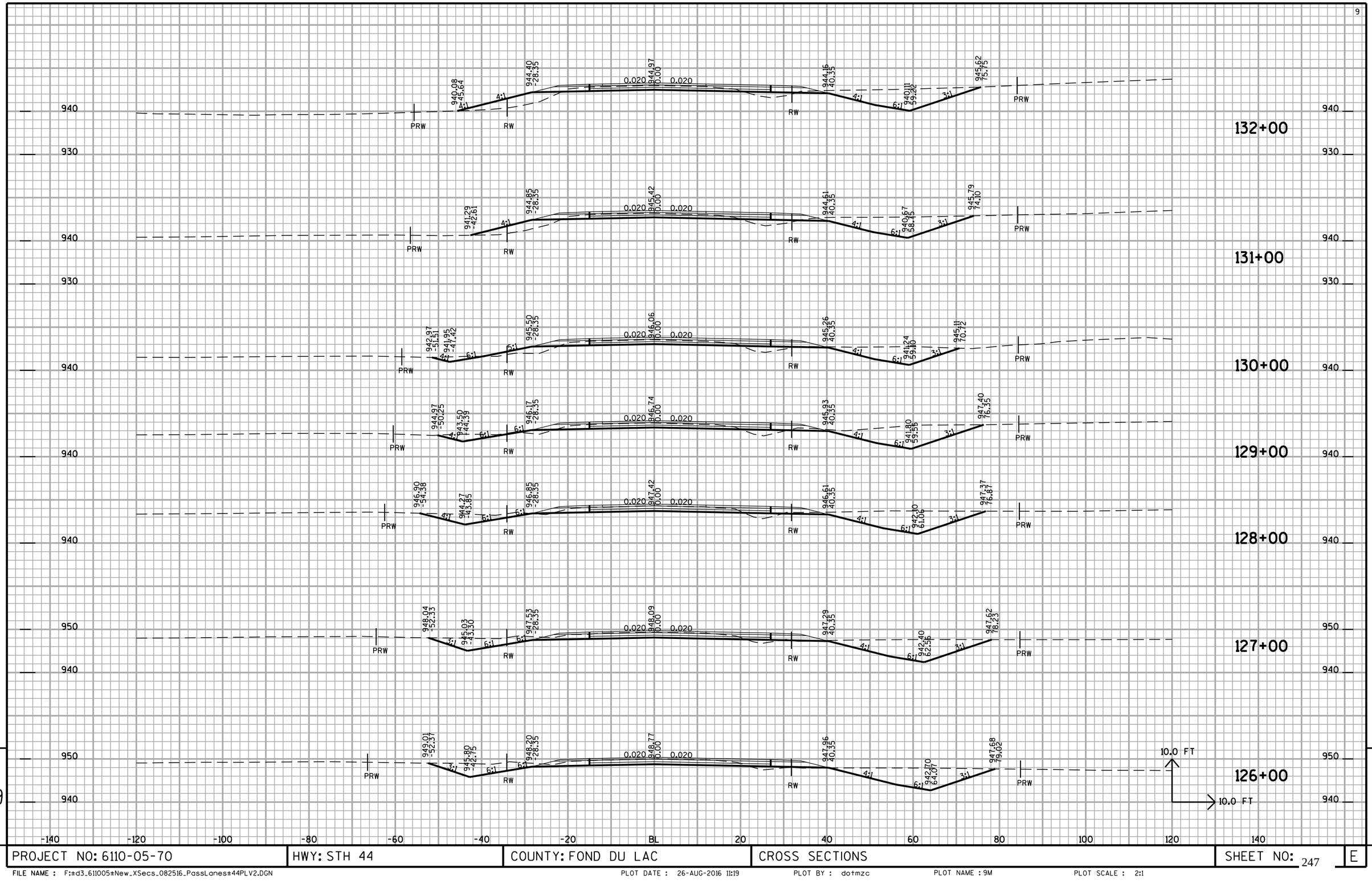
FILE NAME : F:\d3_611005\New_XSecs_082516_PassLanes\44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 7M PLOT SCALE : 2:1




9

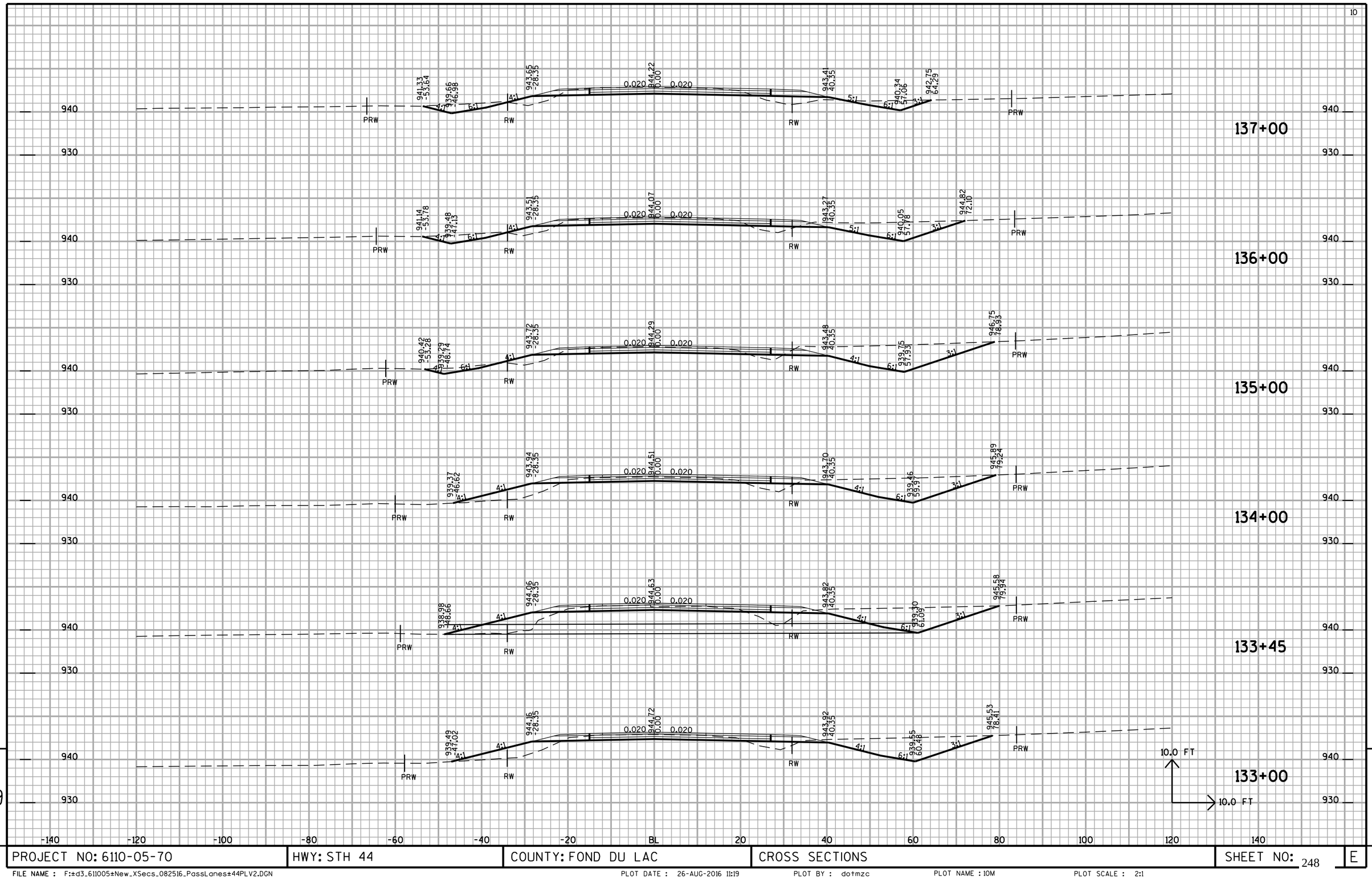
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 246 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\New_XSecs_082516_PassLanes\44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 8M PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 247 | E |
|---|---|---|---|---|---|

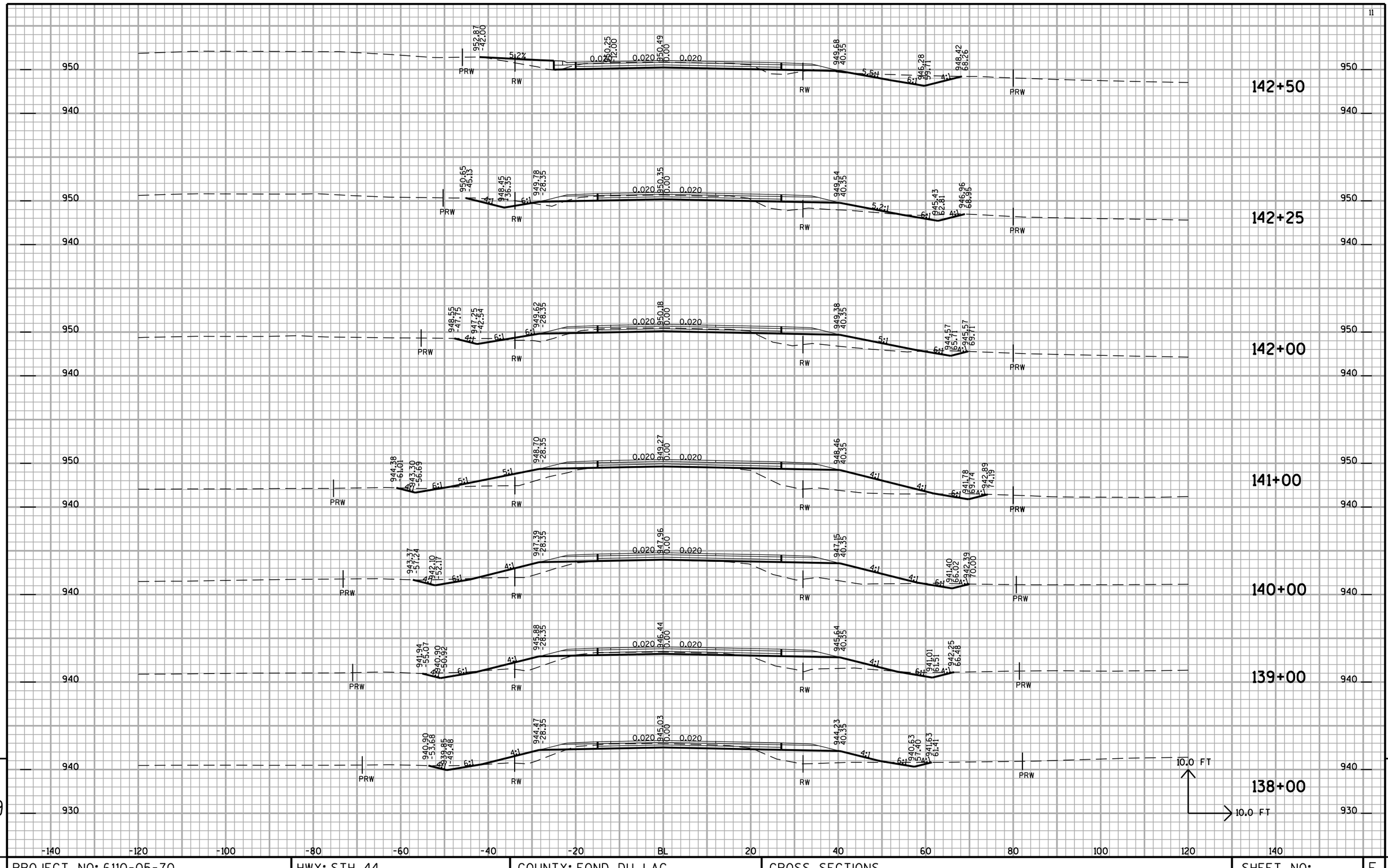
FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 9M PLOT SCALE : 2:1




9

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 248 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 10M PLOT SCALE : 2:1

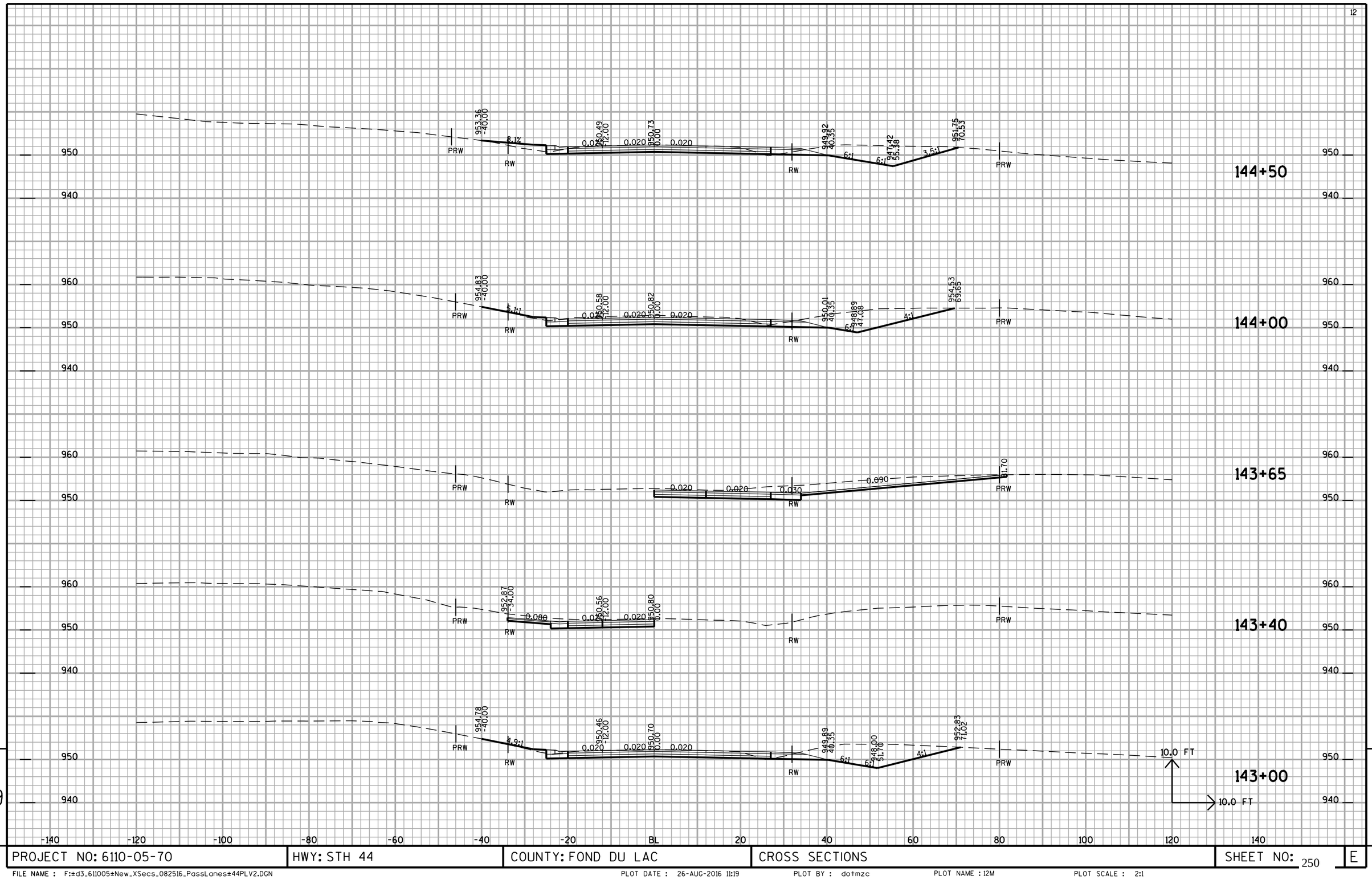



9

9

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 249 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\New_XSecs_082516_PassLanes\44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 11M PLOT SCALE : 2:1

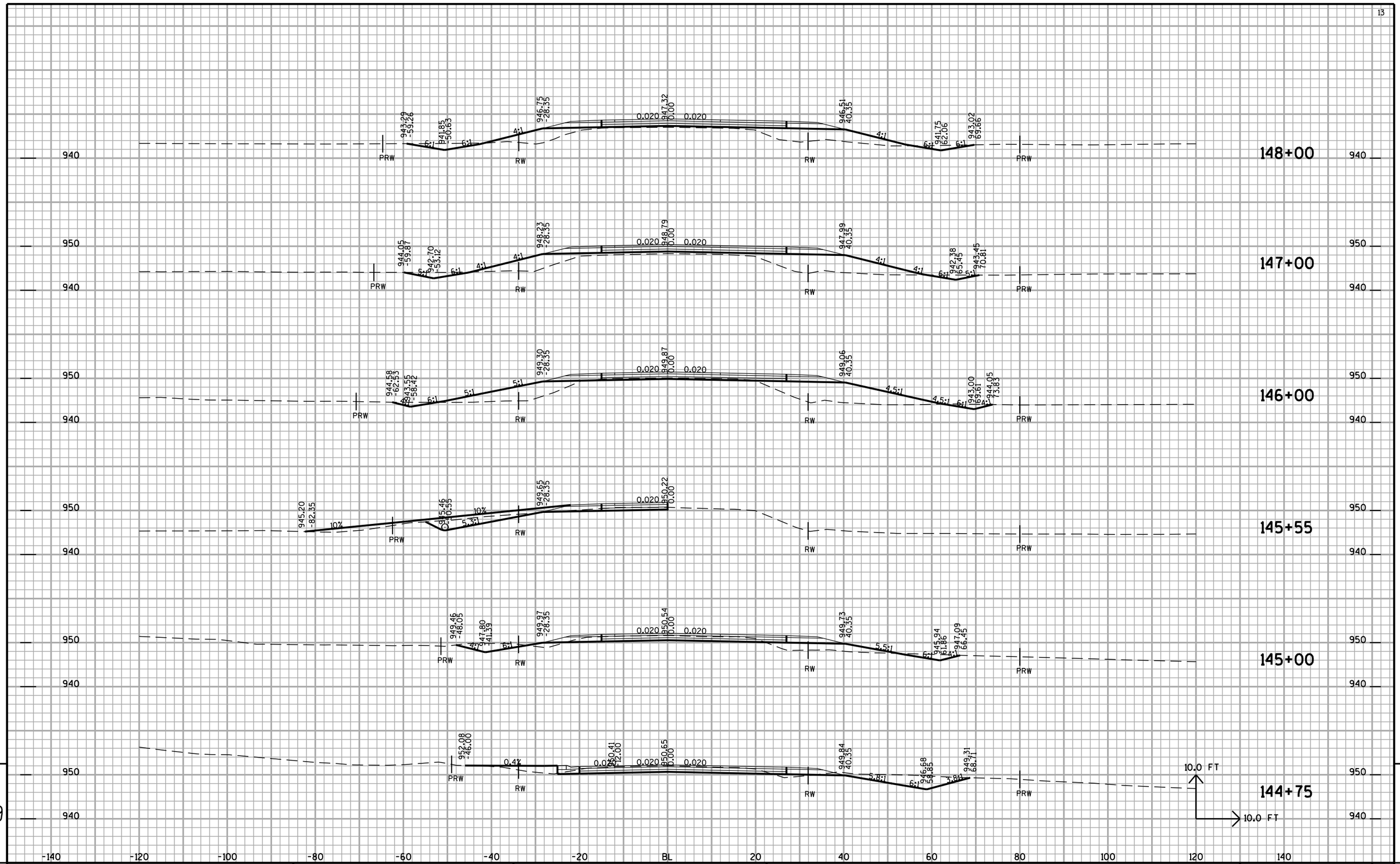



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 250 | E |
|---|---|---|---|---|---|

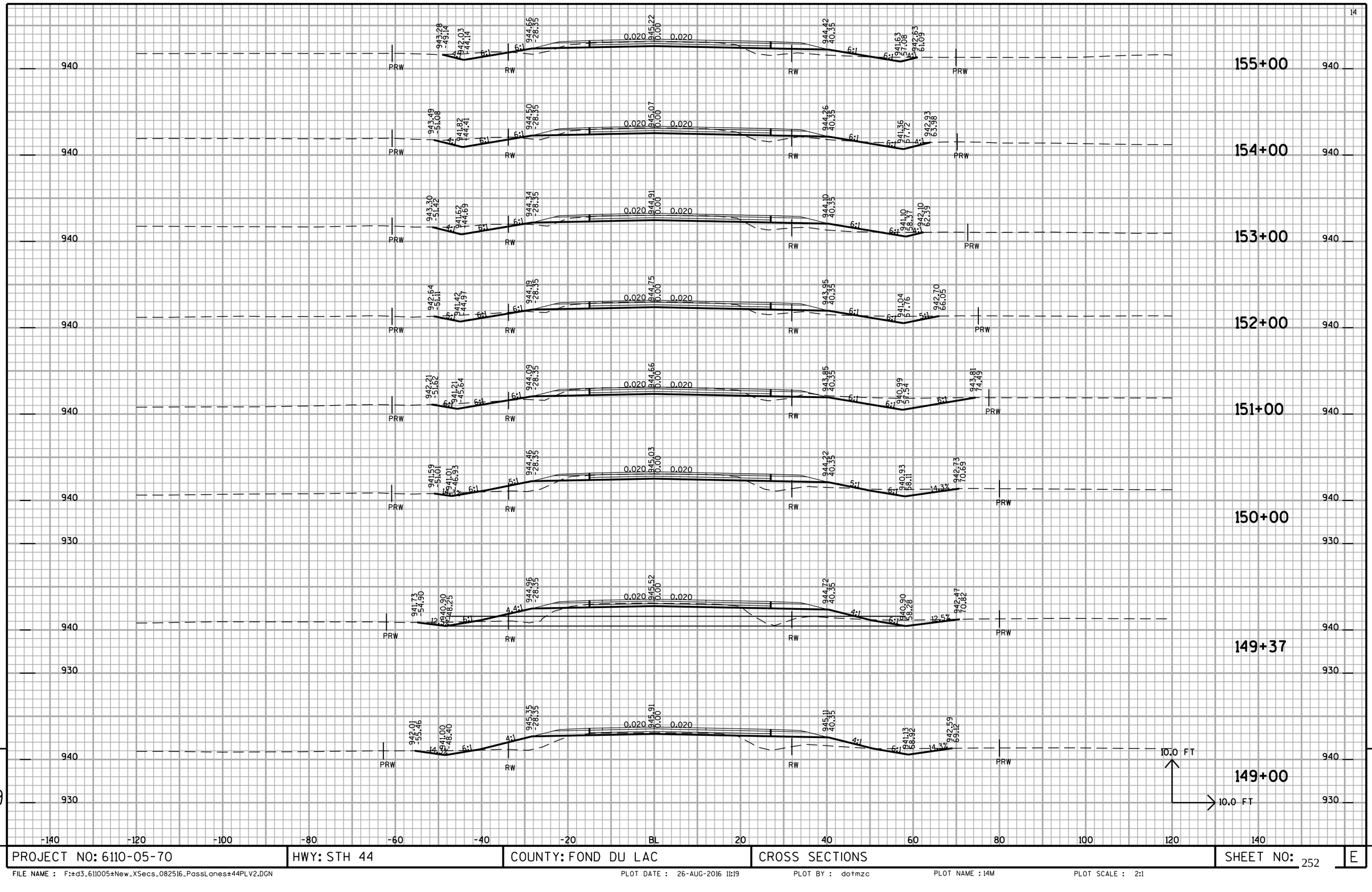
FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 12M PLOT SCALE : 2:1




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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 251 E |

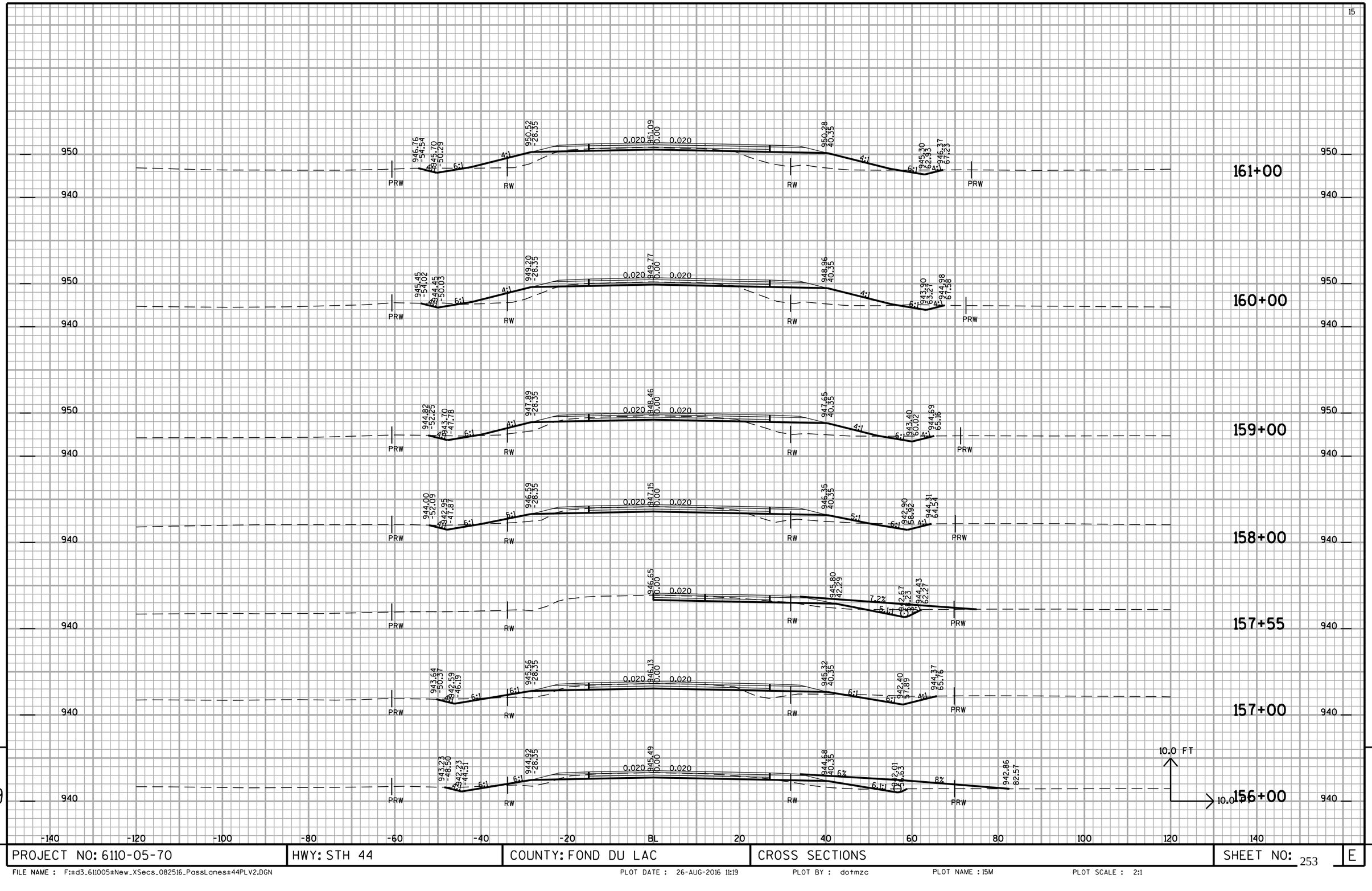
FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 13M PLOT SCALE : 2:1

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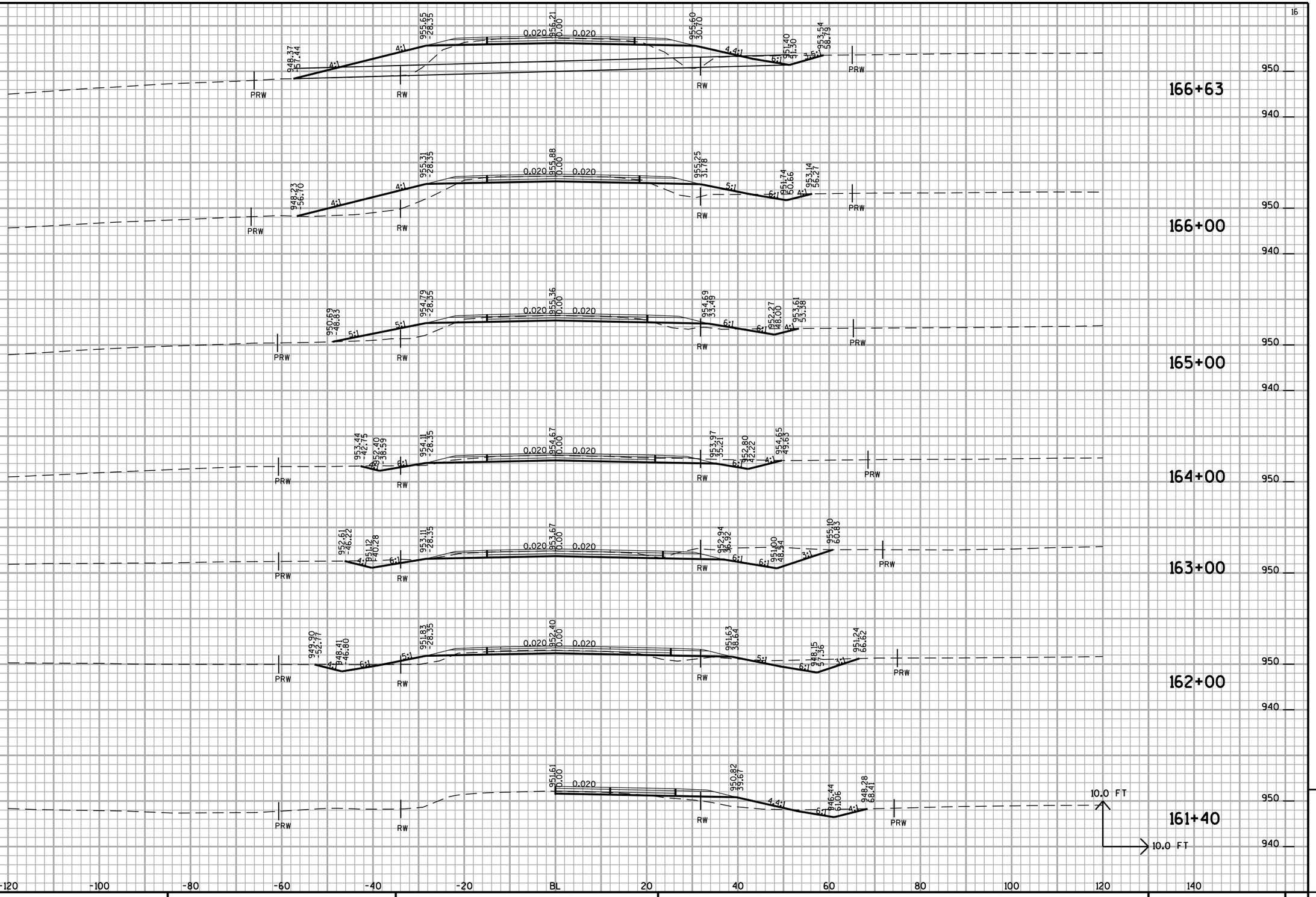

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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 252 E |

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 14M PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 253 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 15M PLOT SCALE : 2:1

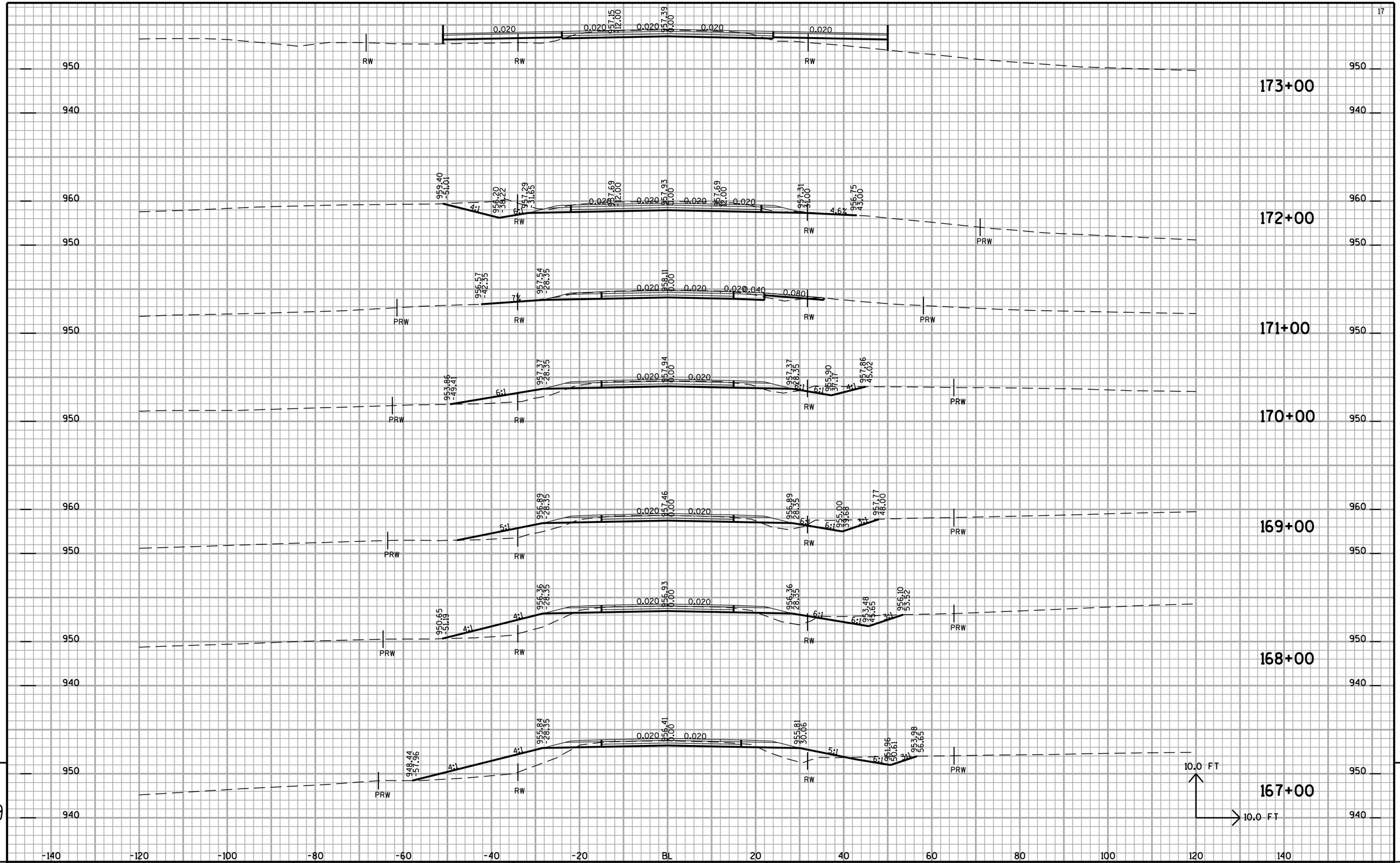



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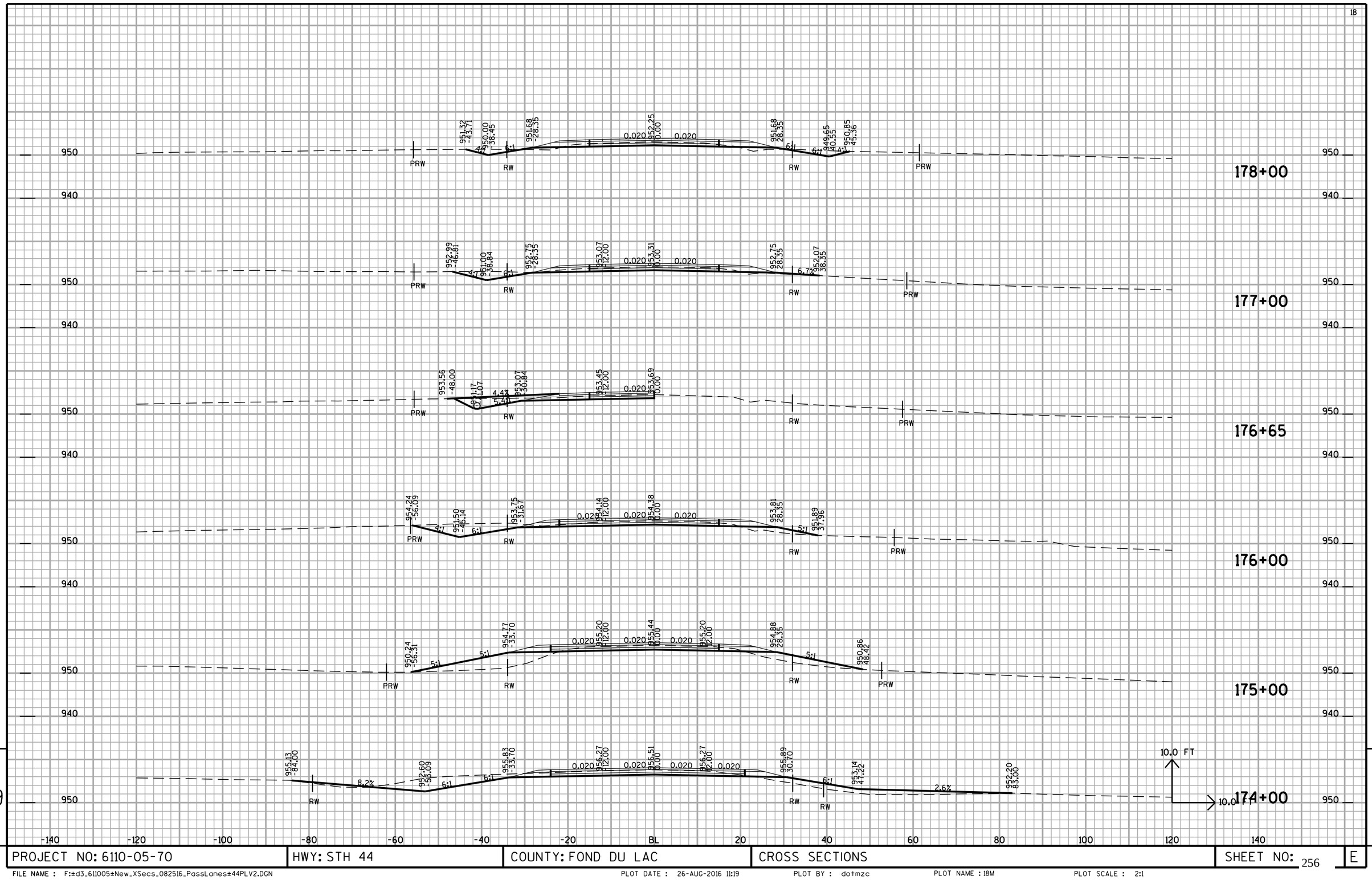
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 254 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 16M PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 255 E |
|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 17M PLOT SCALE : 2:1

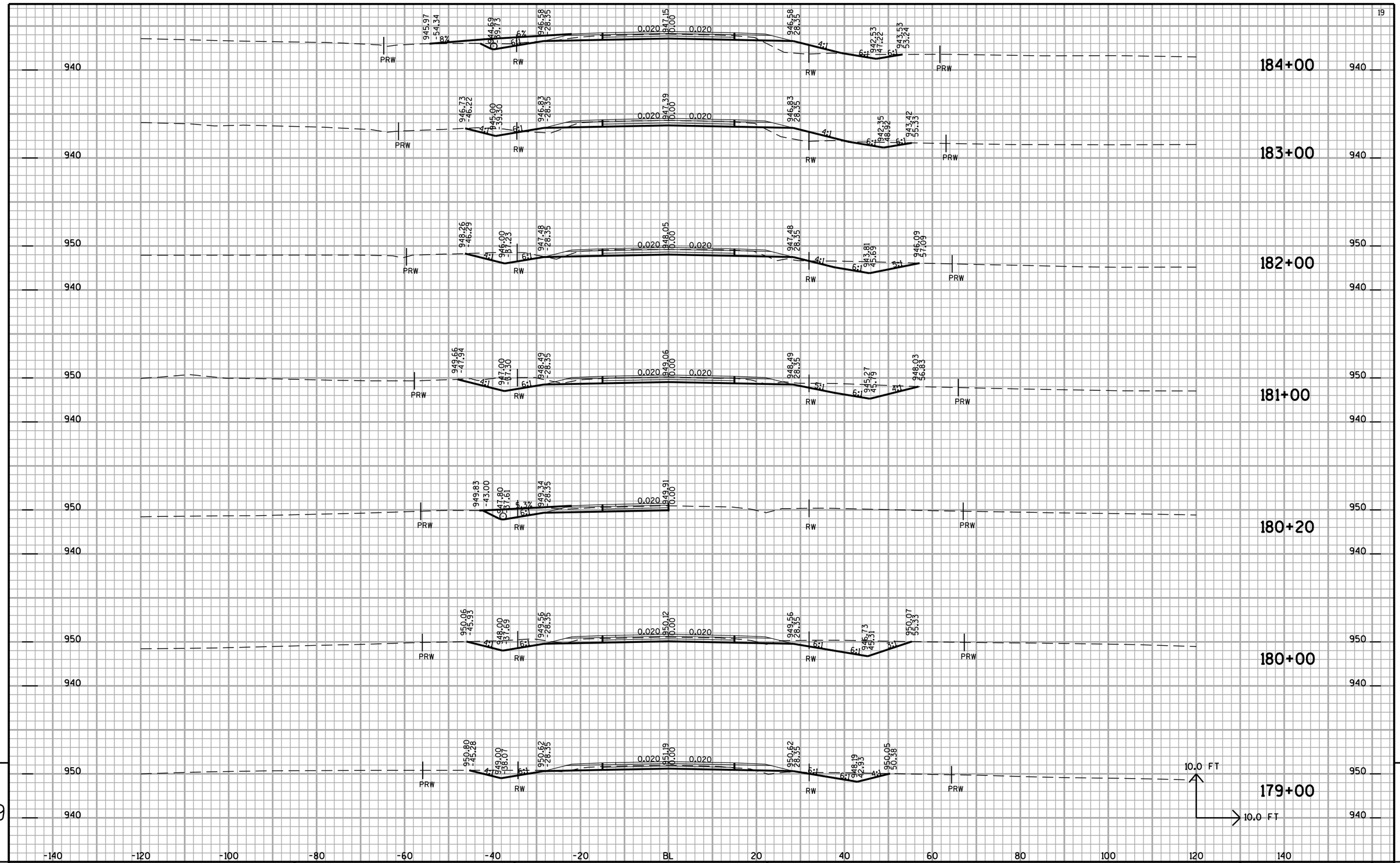



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 256 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 18M PLOT SCALE : 2:1

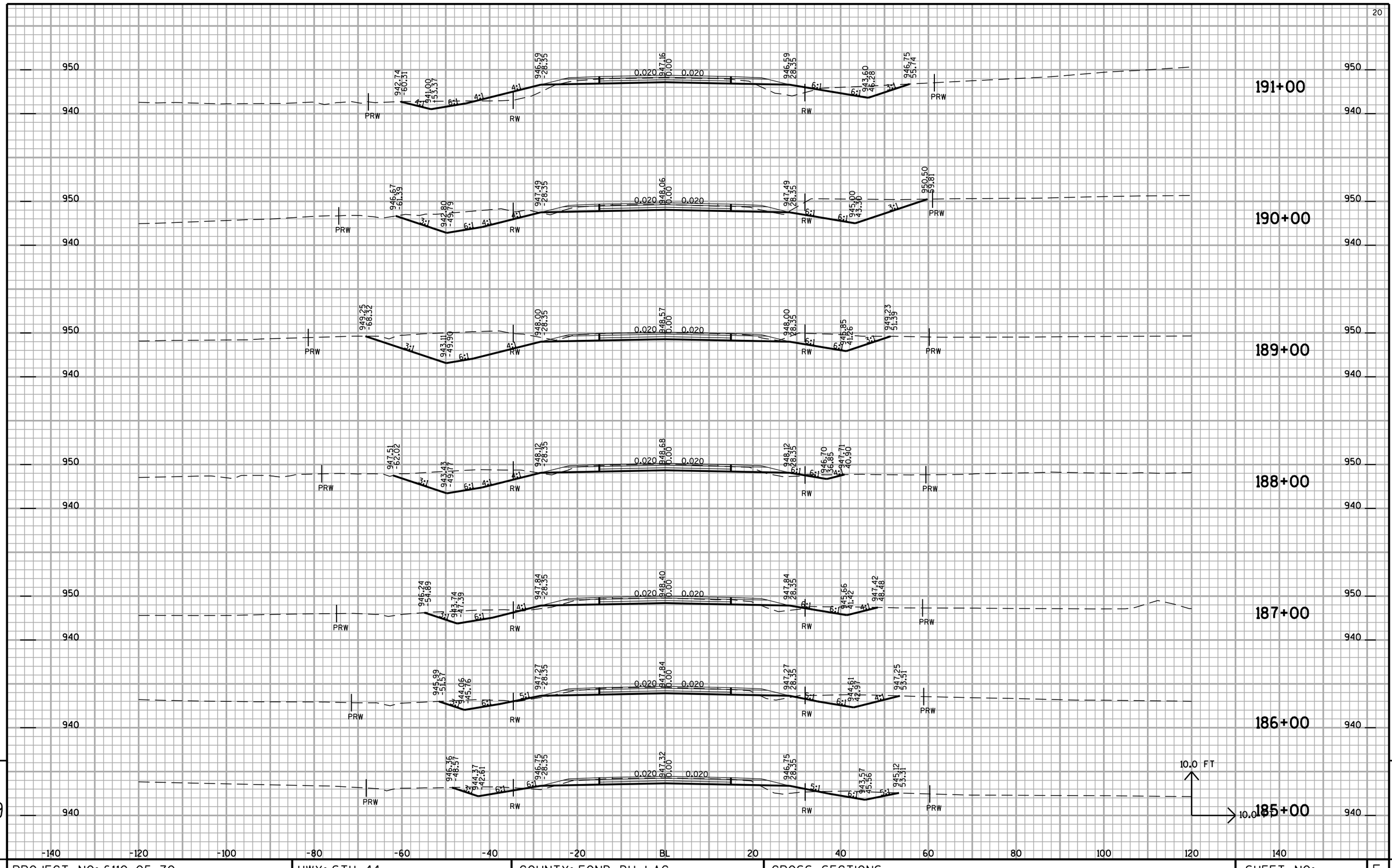



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 257 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:19 PLOT BY : dotmzc PLOT NAME : 19M PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 258 | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\New_XSecs_082516_PassLanes\44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 20M PLOT SCALE : 2:1

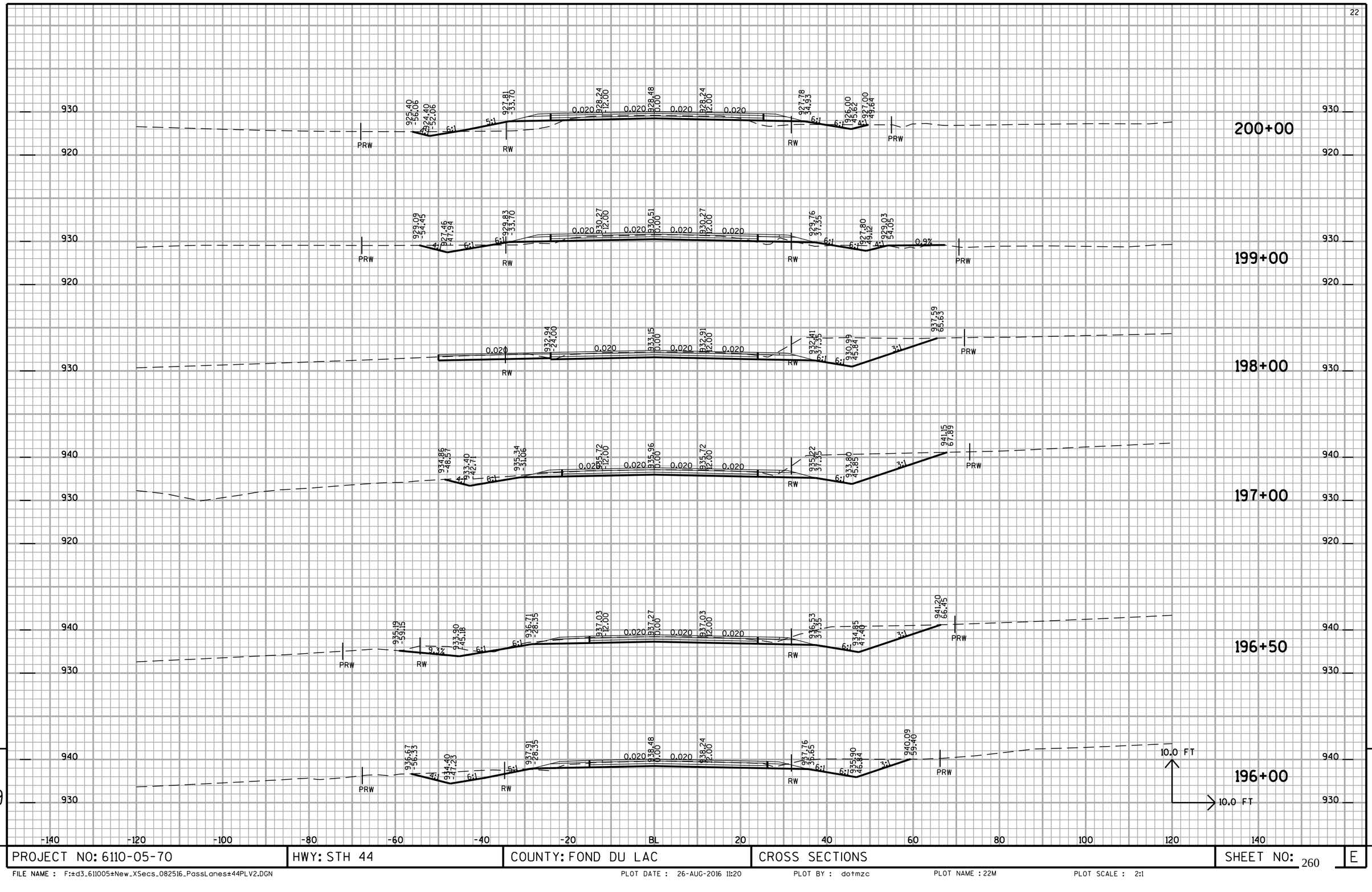



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 259 | E |
|---|---|---|---|---|---|

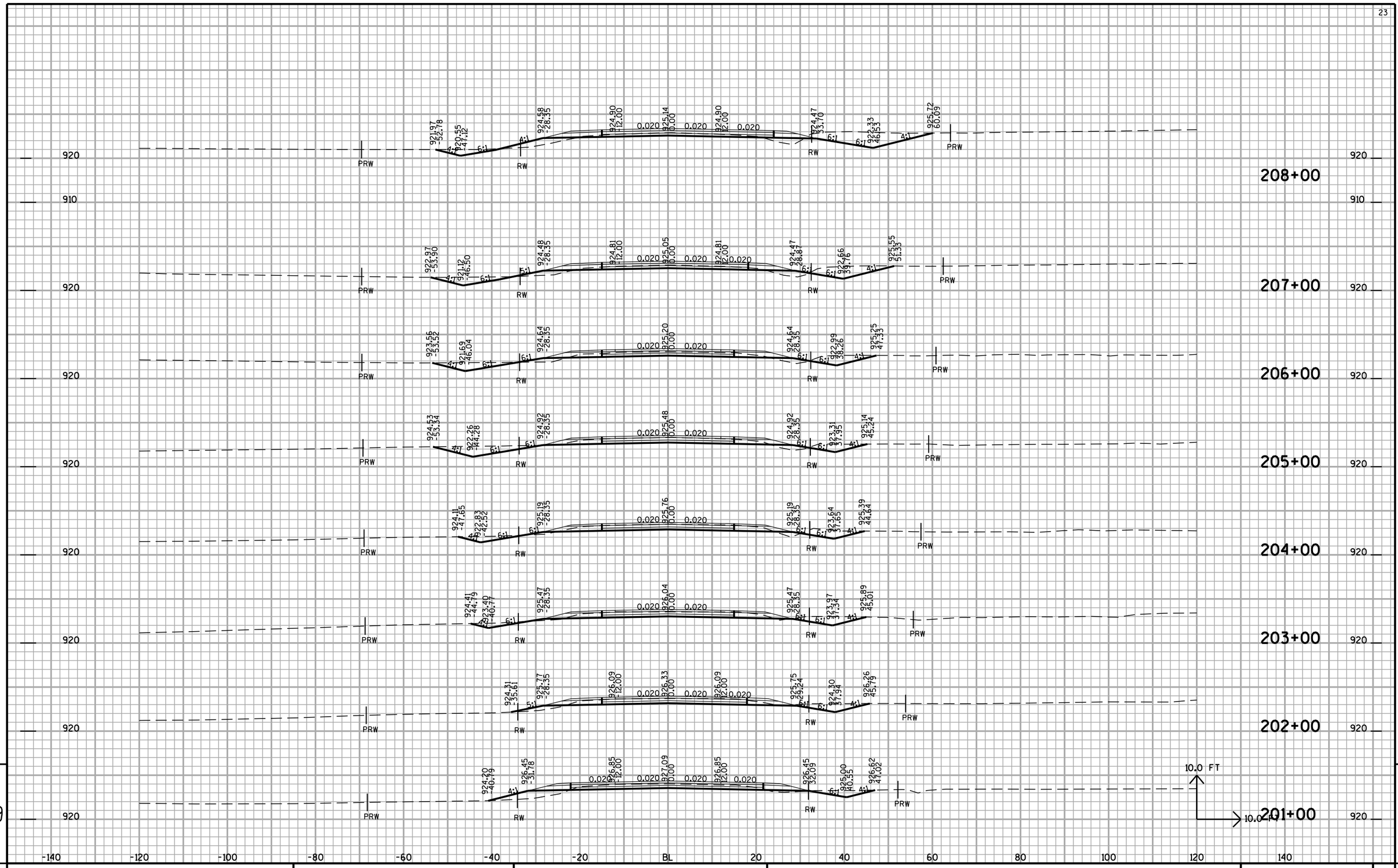
FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 21M PLOT SCALE : 2:1





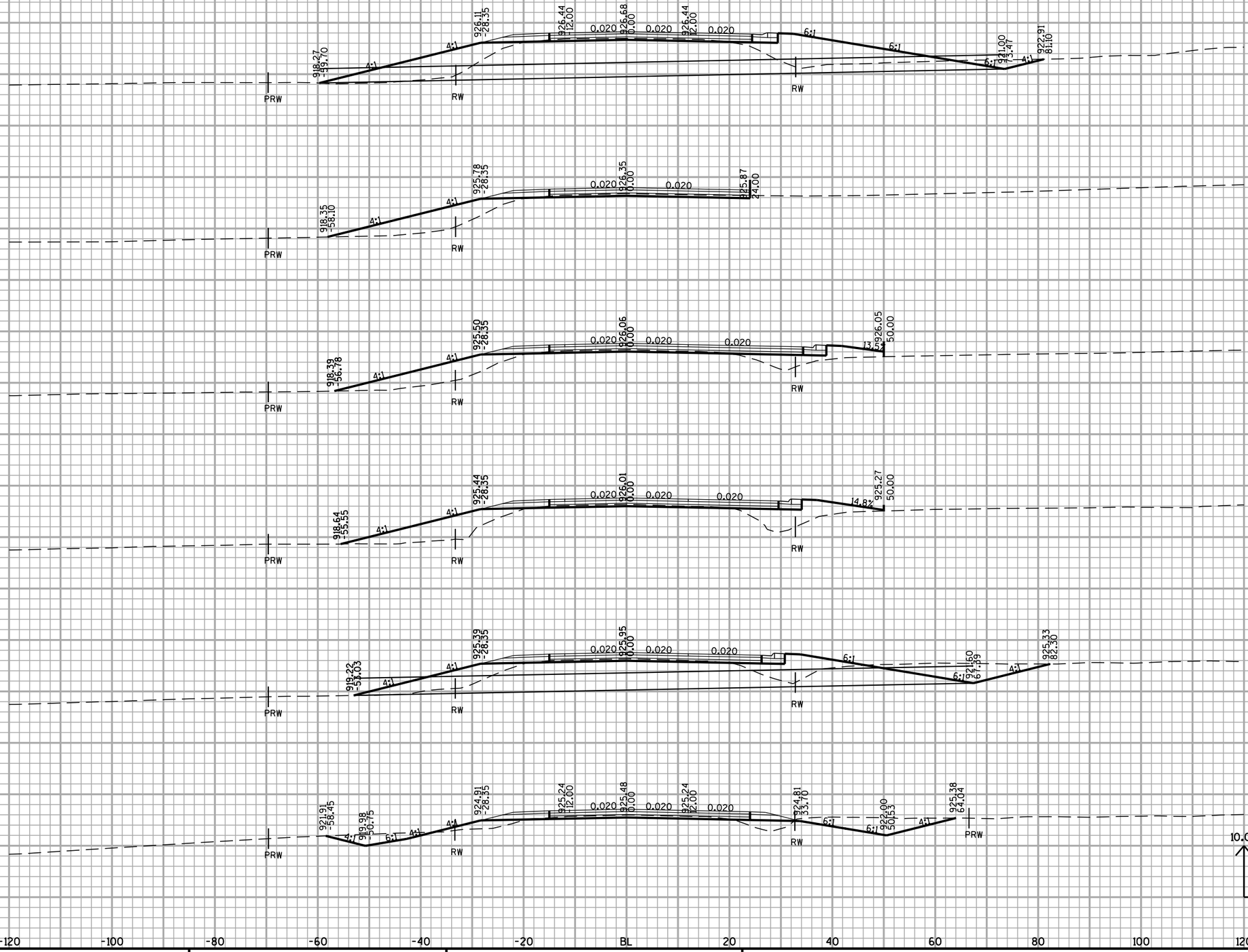

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 260 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 22M PLOT SCALE : 2:1



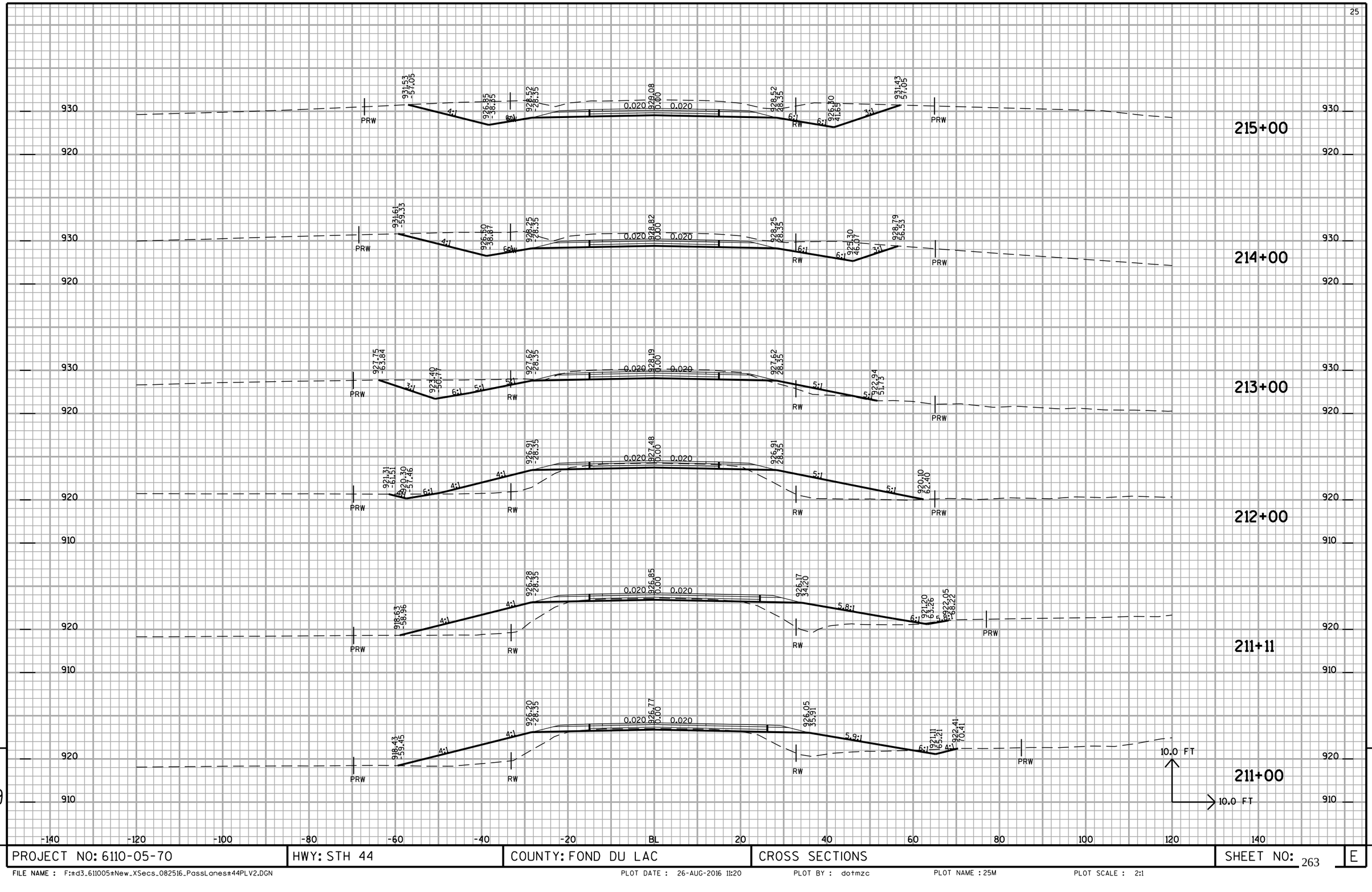

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 261 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 23M PLOT SCALE : 2:1



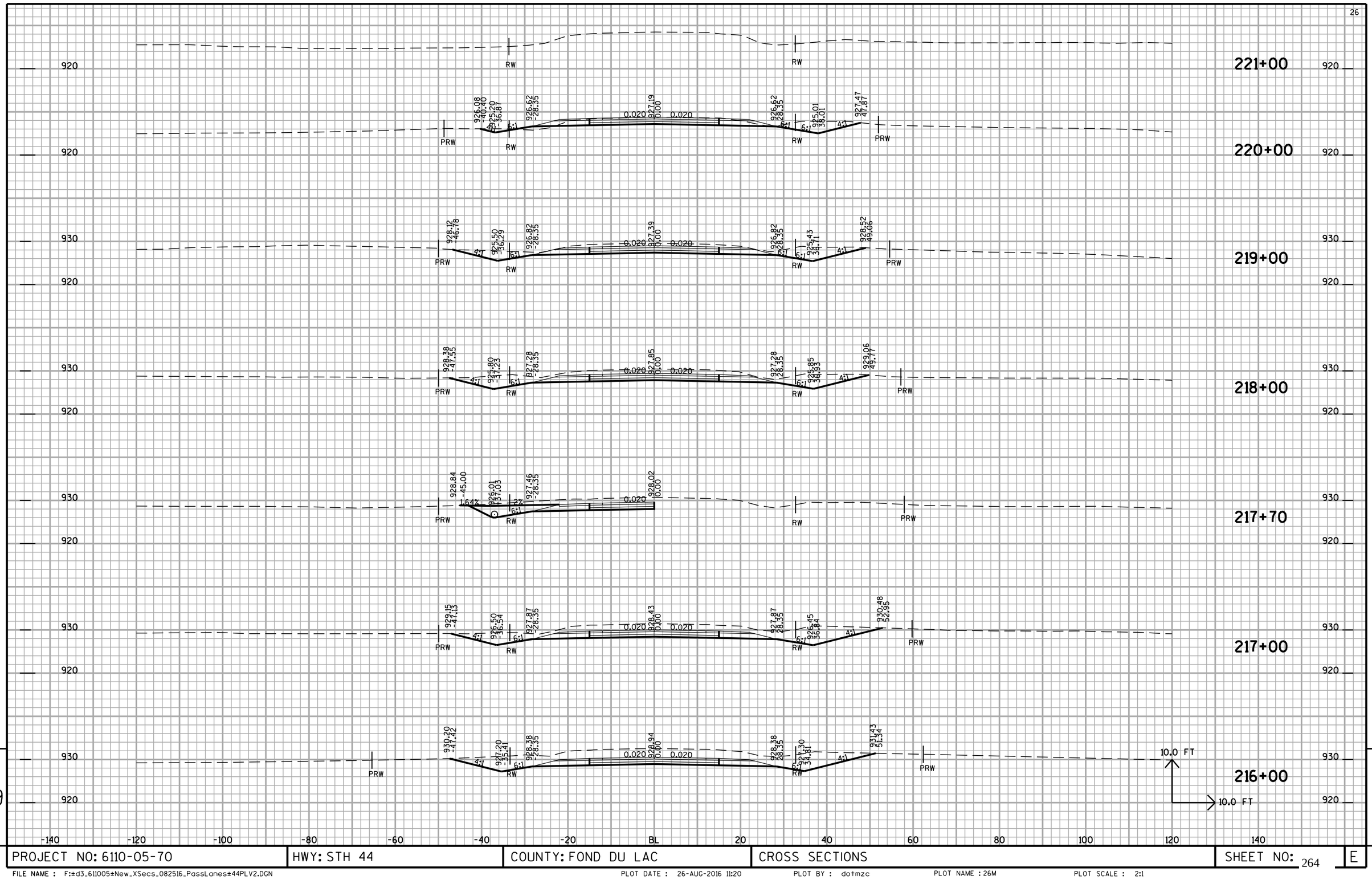

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 262 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 24M PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 263 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 25M PLOT SCALE : 2:1

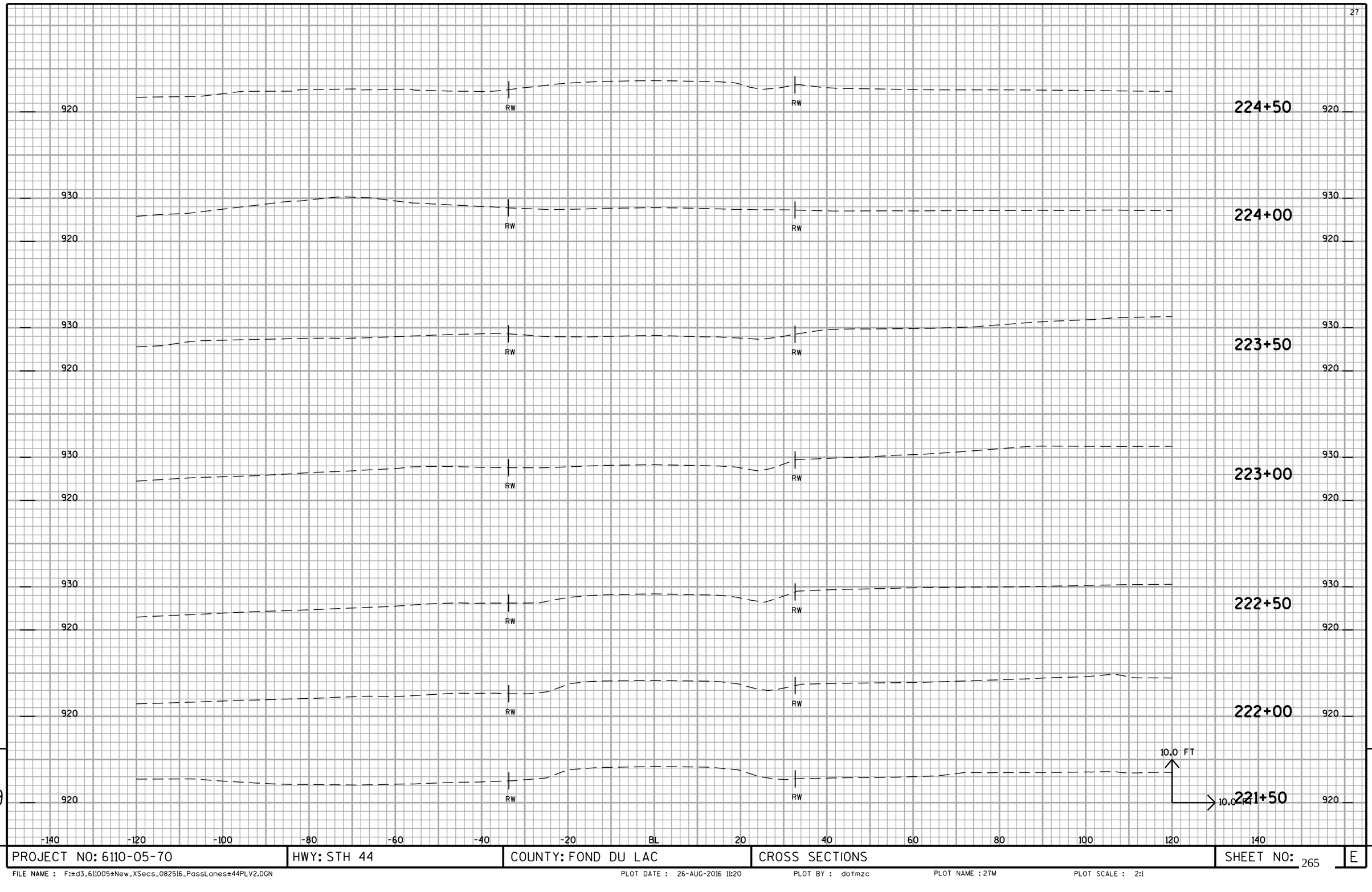



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 264 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 26M PLOT SCALE : 2:1

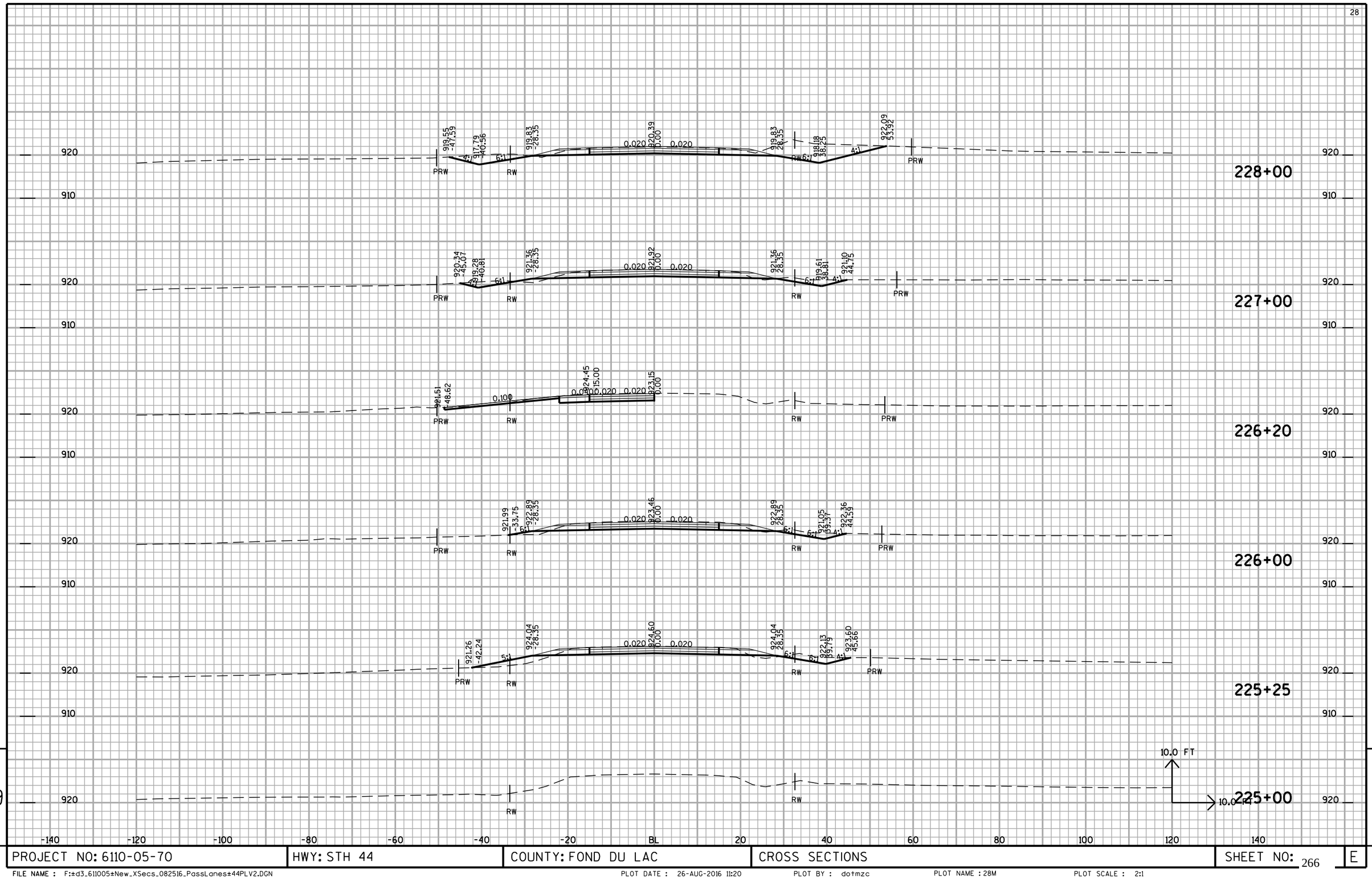



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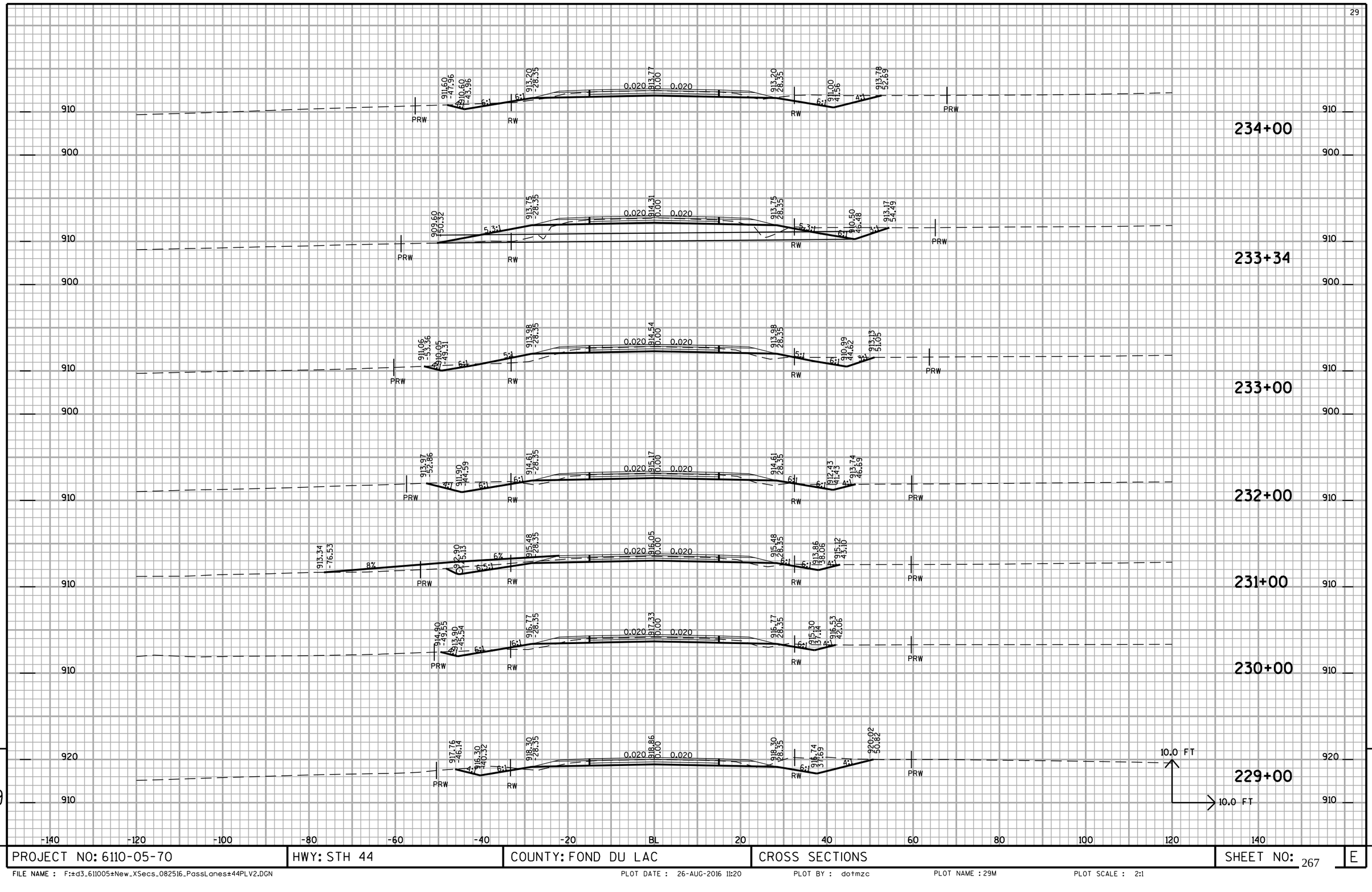
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 265 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 27M PLOT SCALE : 2:1



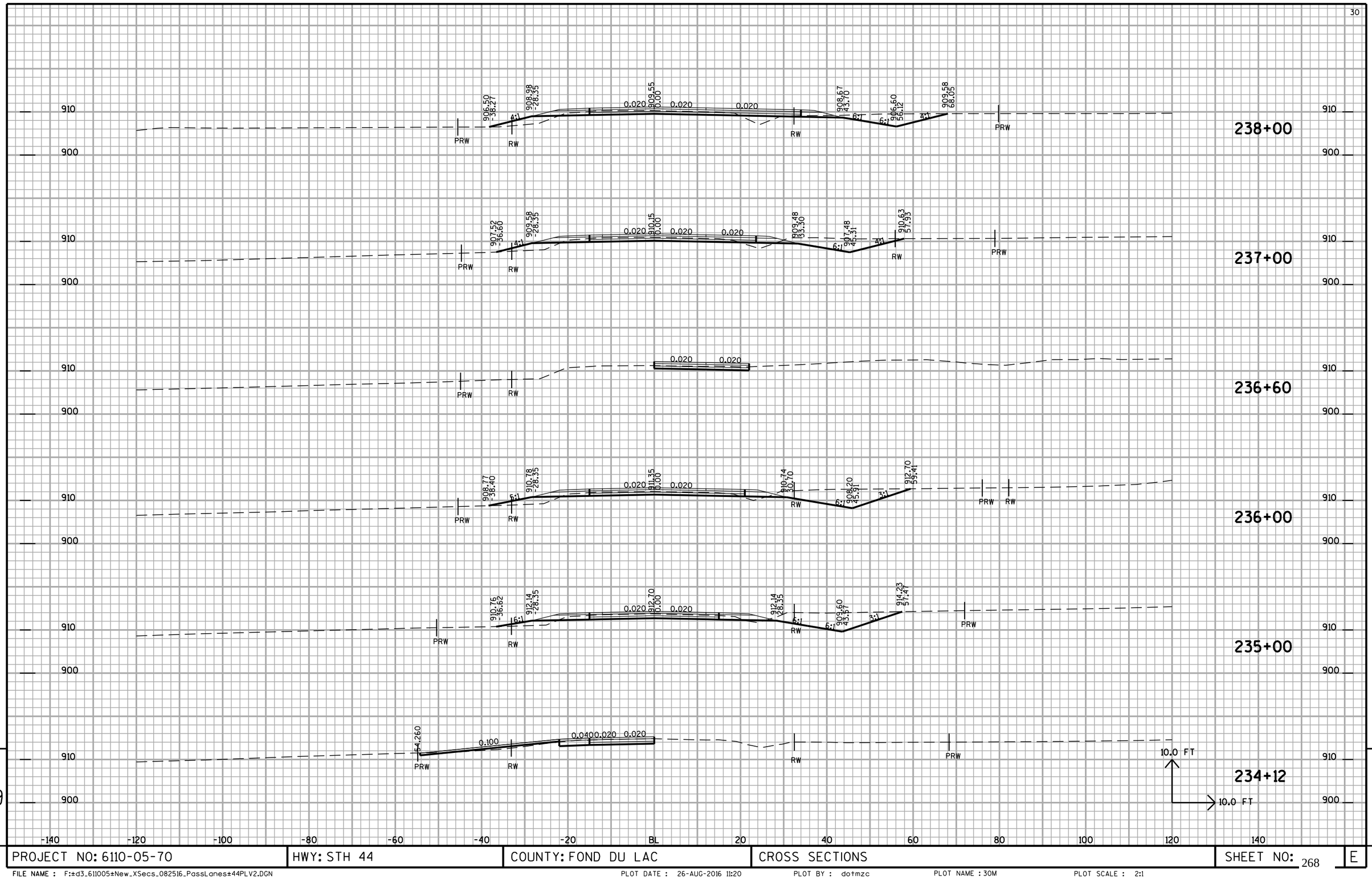

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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 266 E |

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 28M PLOT SCALE : 2:1



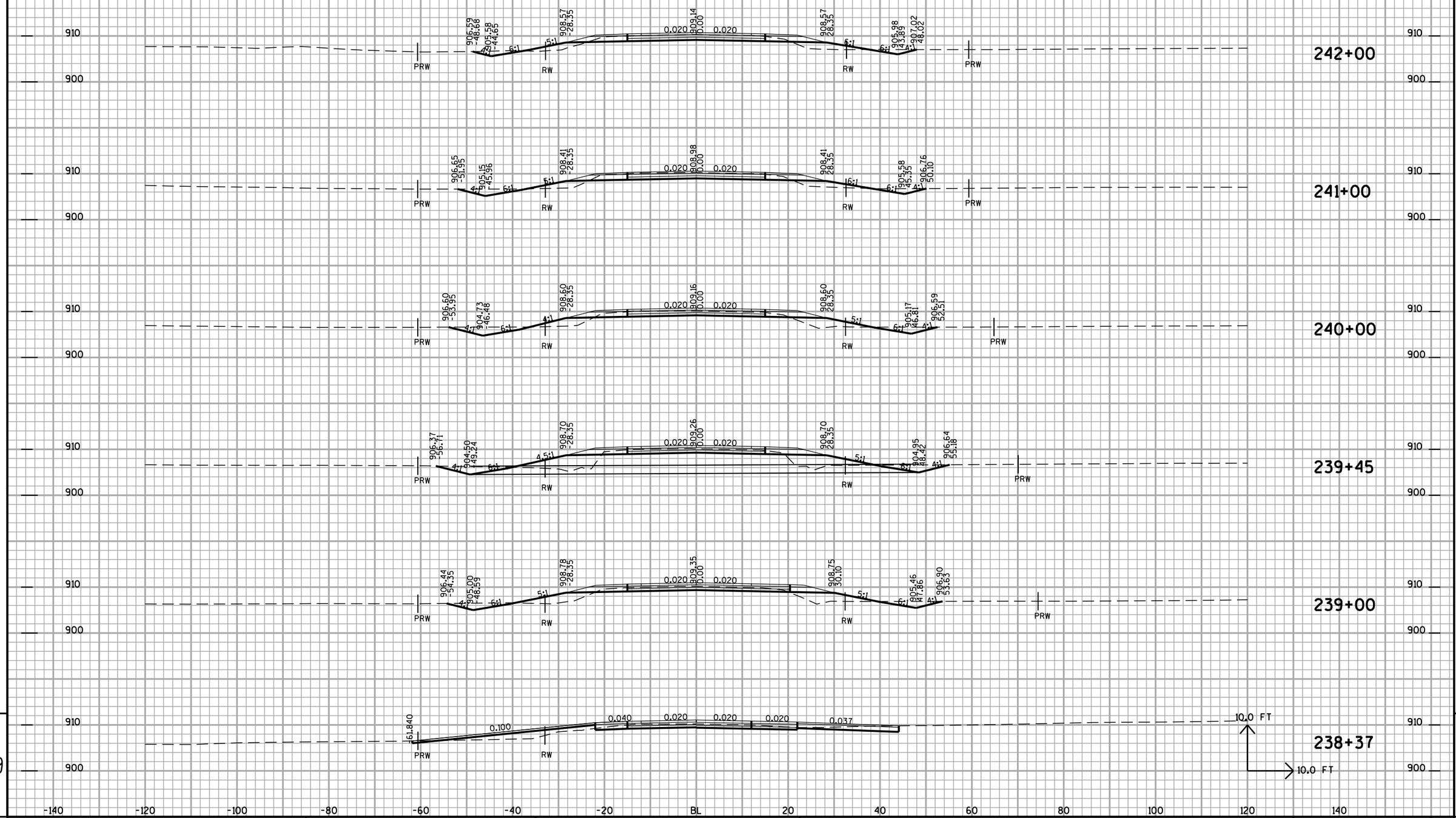

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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 267 E |

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 29M PLOT SCALE : 2:1



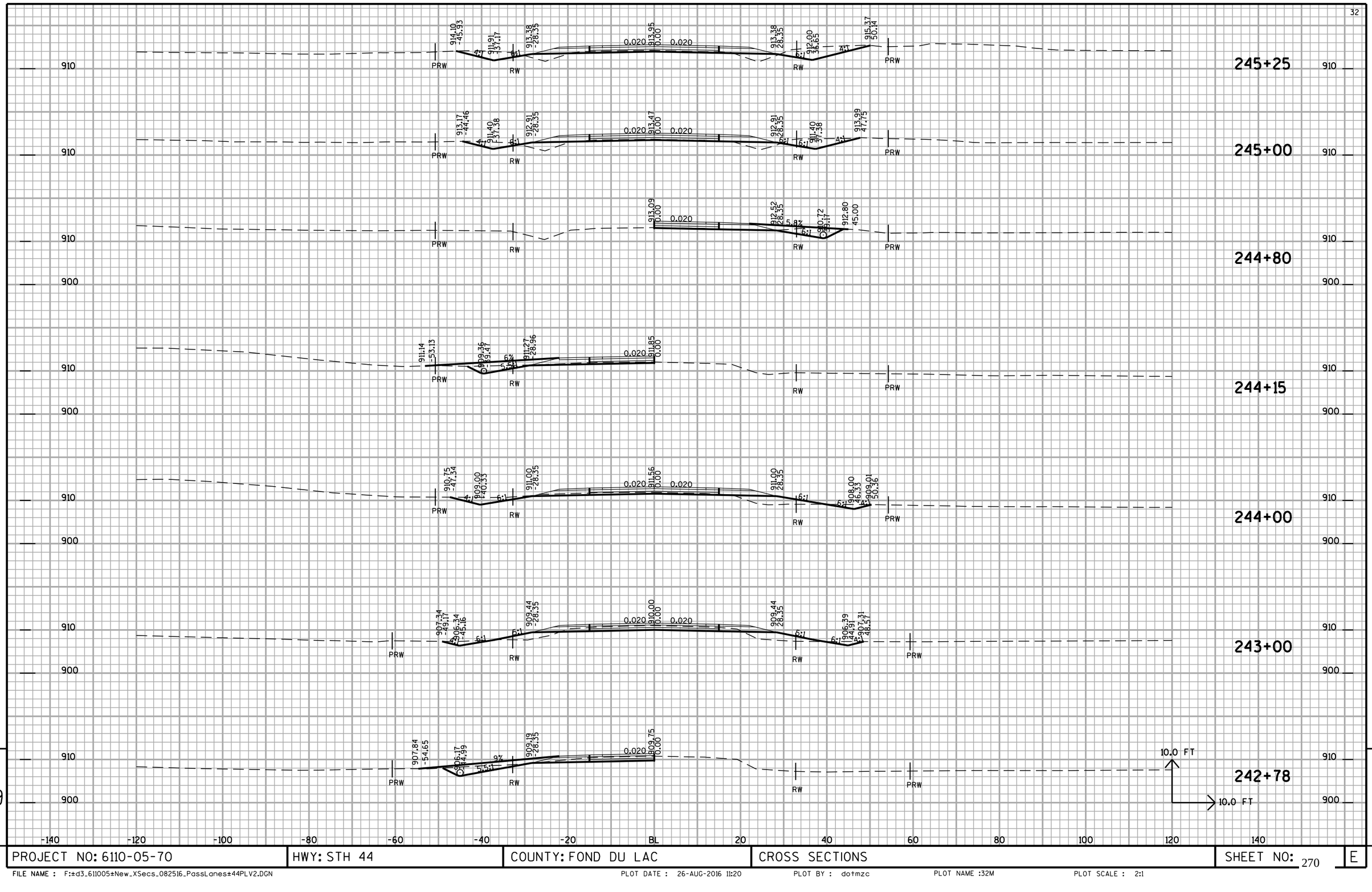

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 268 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 30M PLOT SCALE : 2:1




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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 269 E |

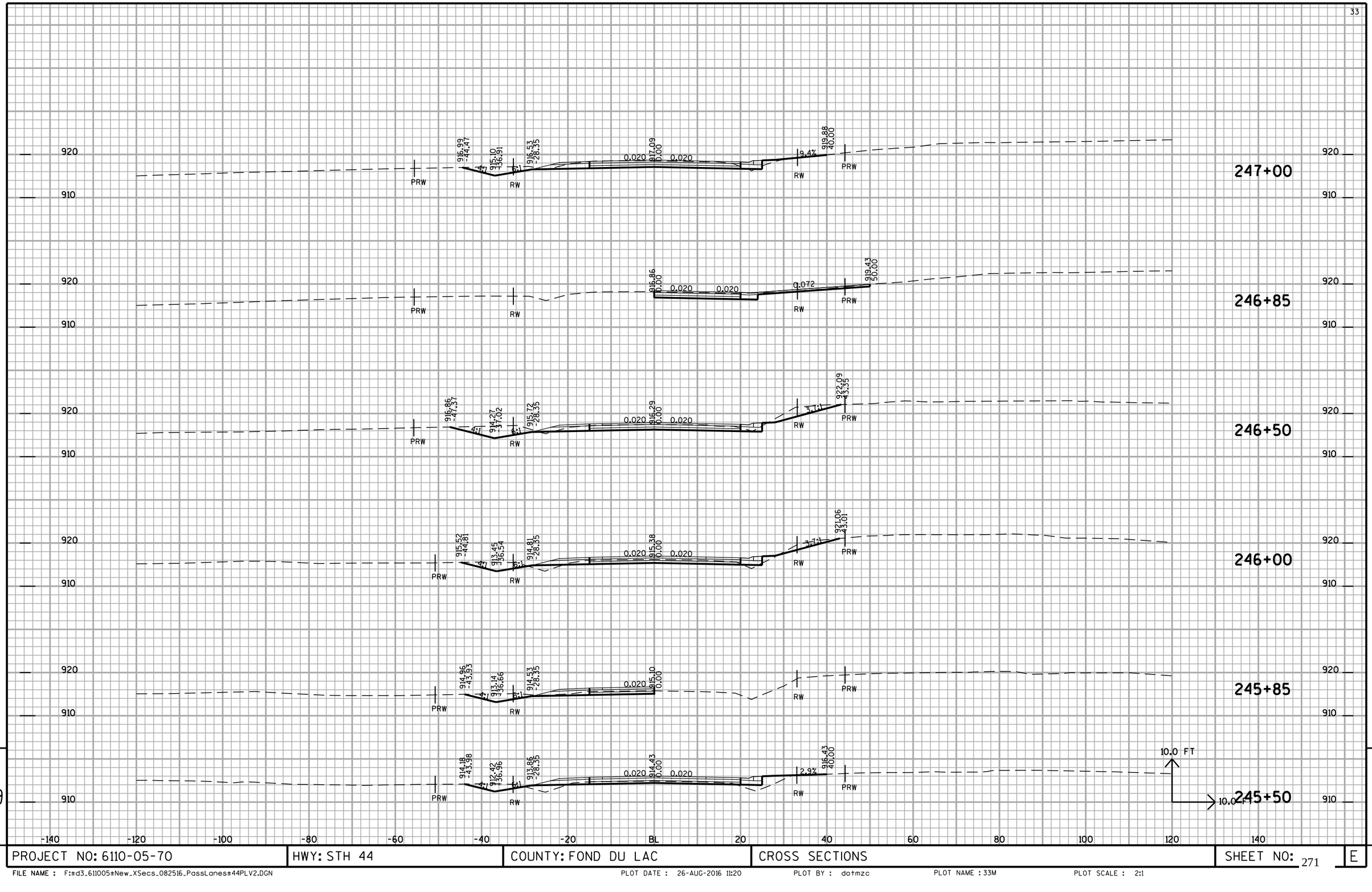
FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 31M PLOT SCALE : 2:1




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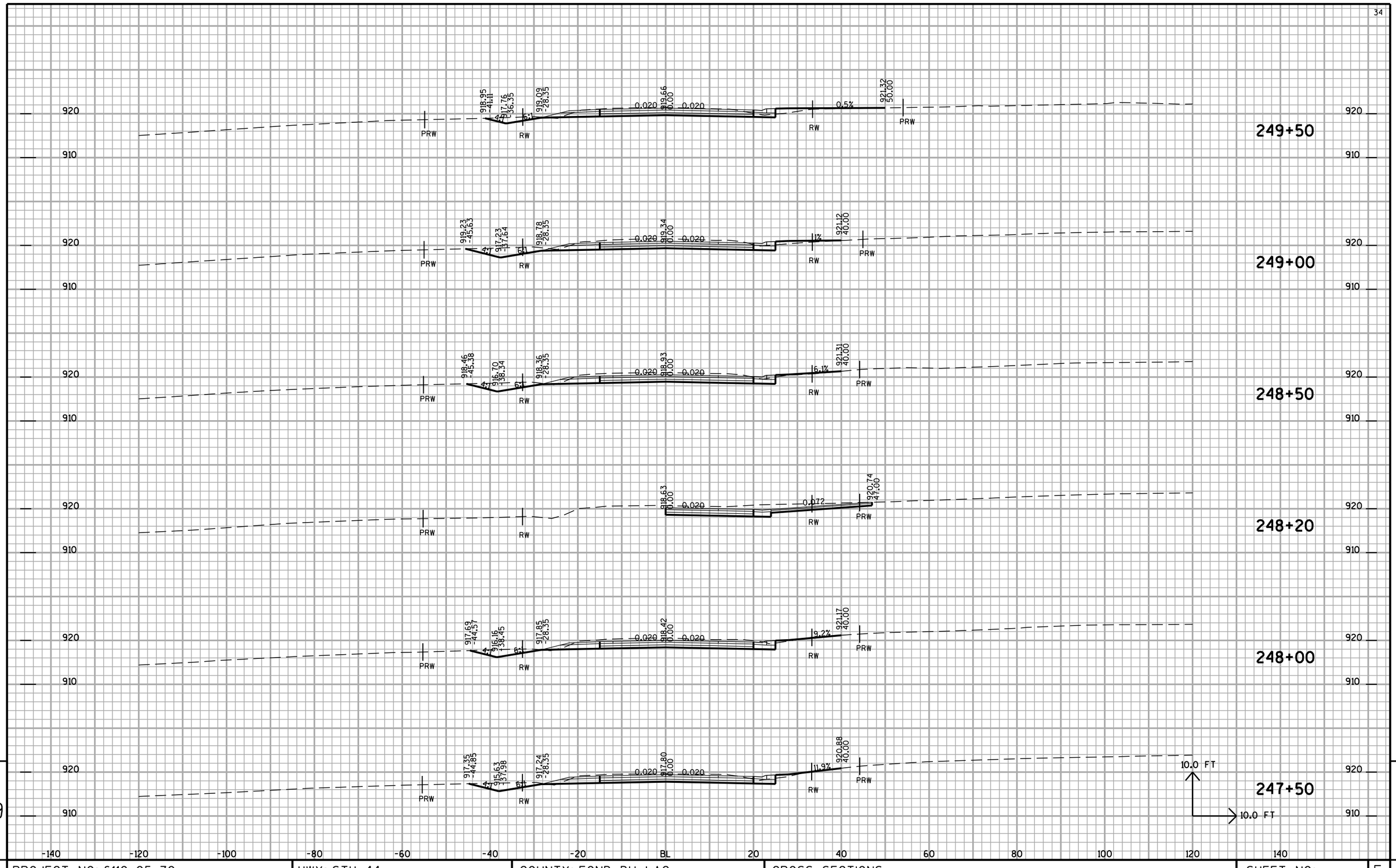
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 270 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME :32M PLOT SCALE : 2:1



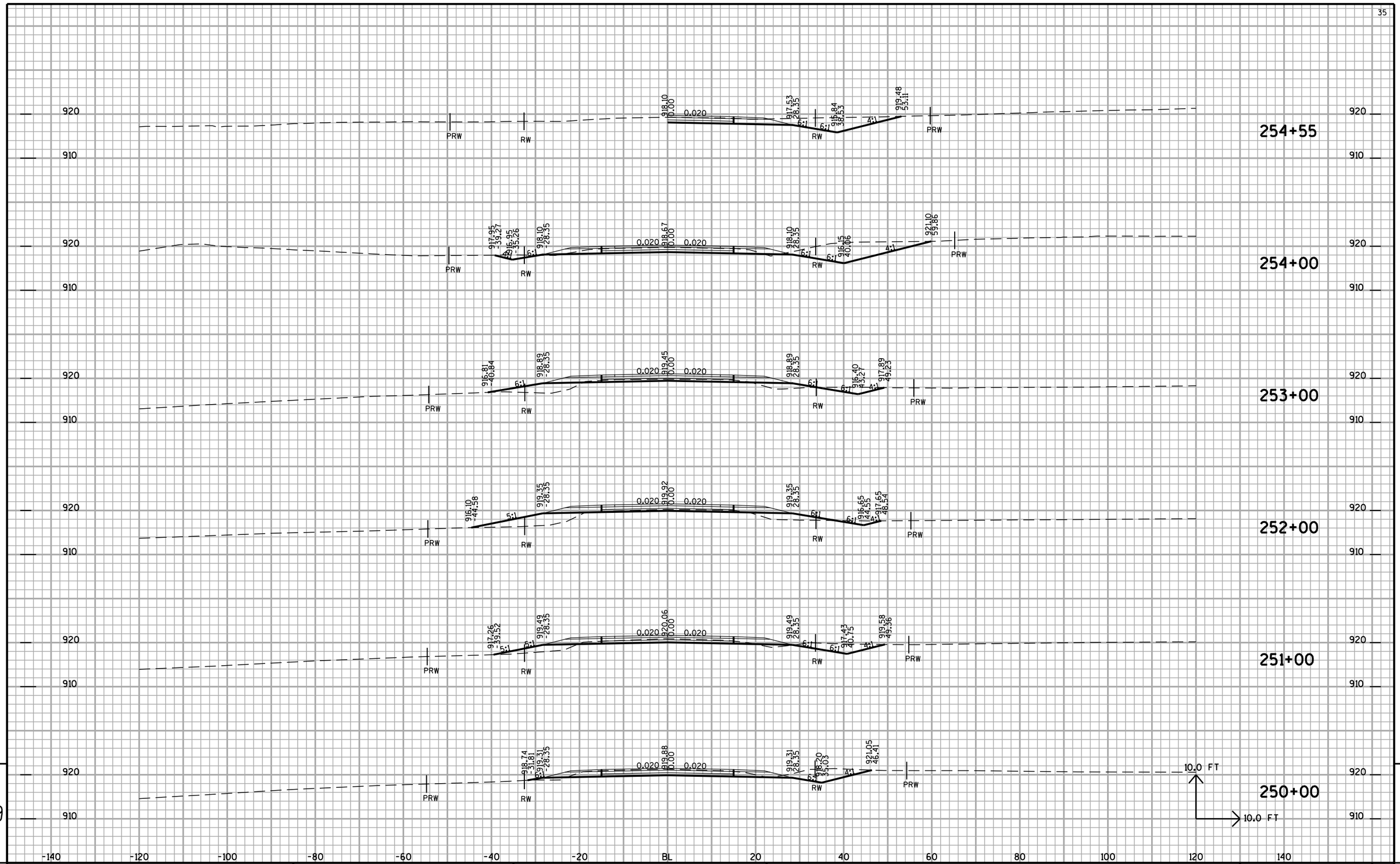

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 271 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 33M PLOT SCALE : 2:1




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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 272 E |

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 34M PLOT SCALE : 2:1

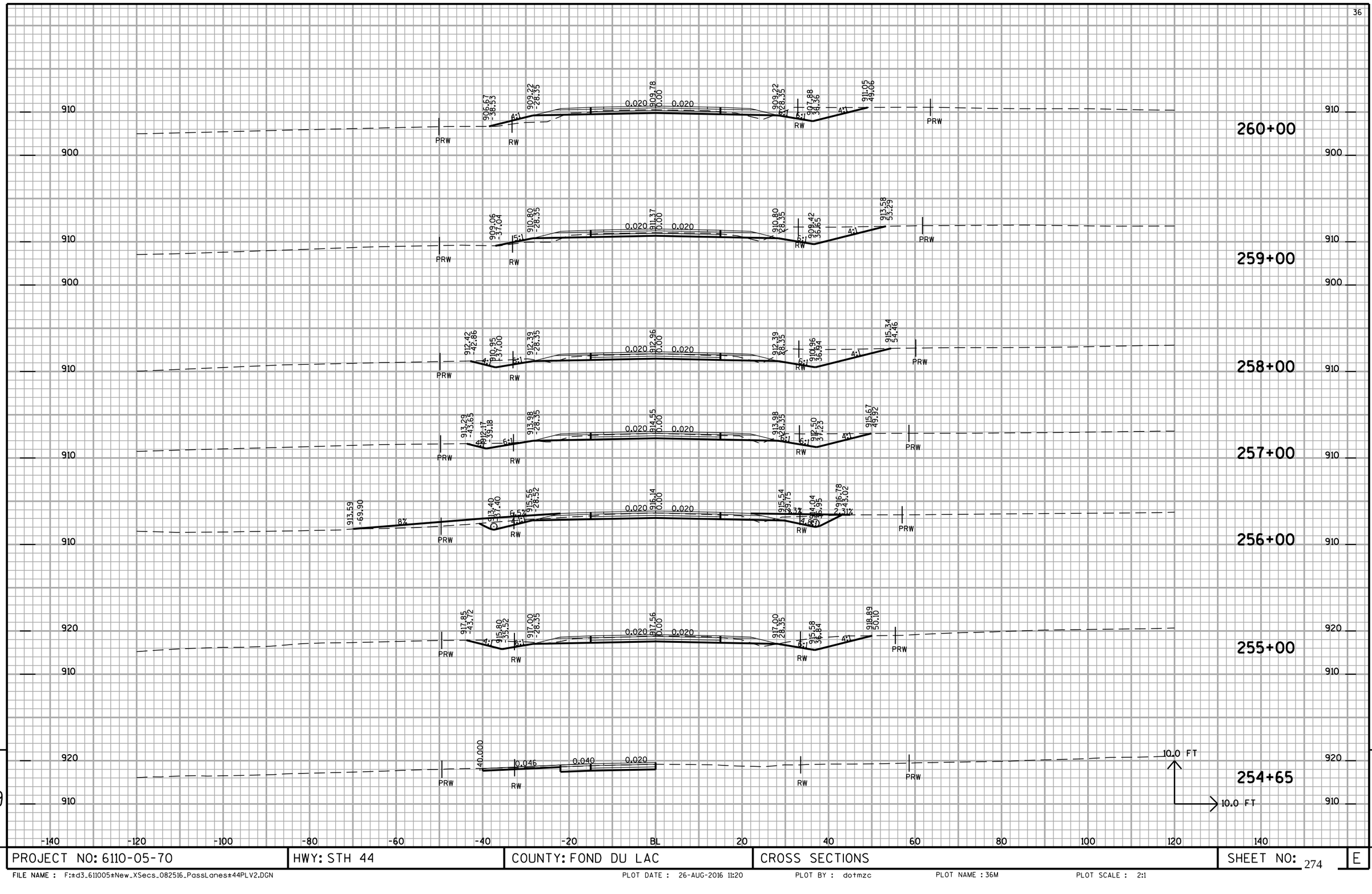



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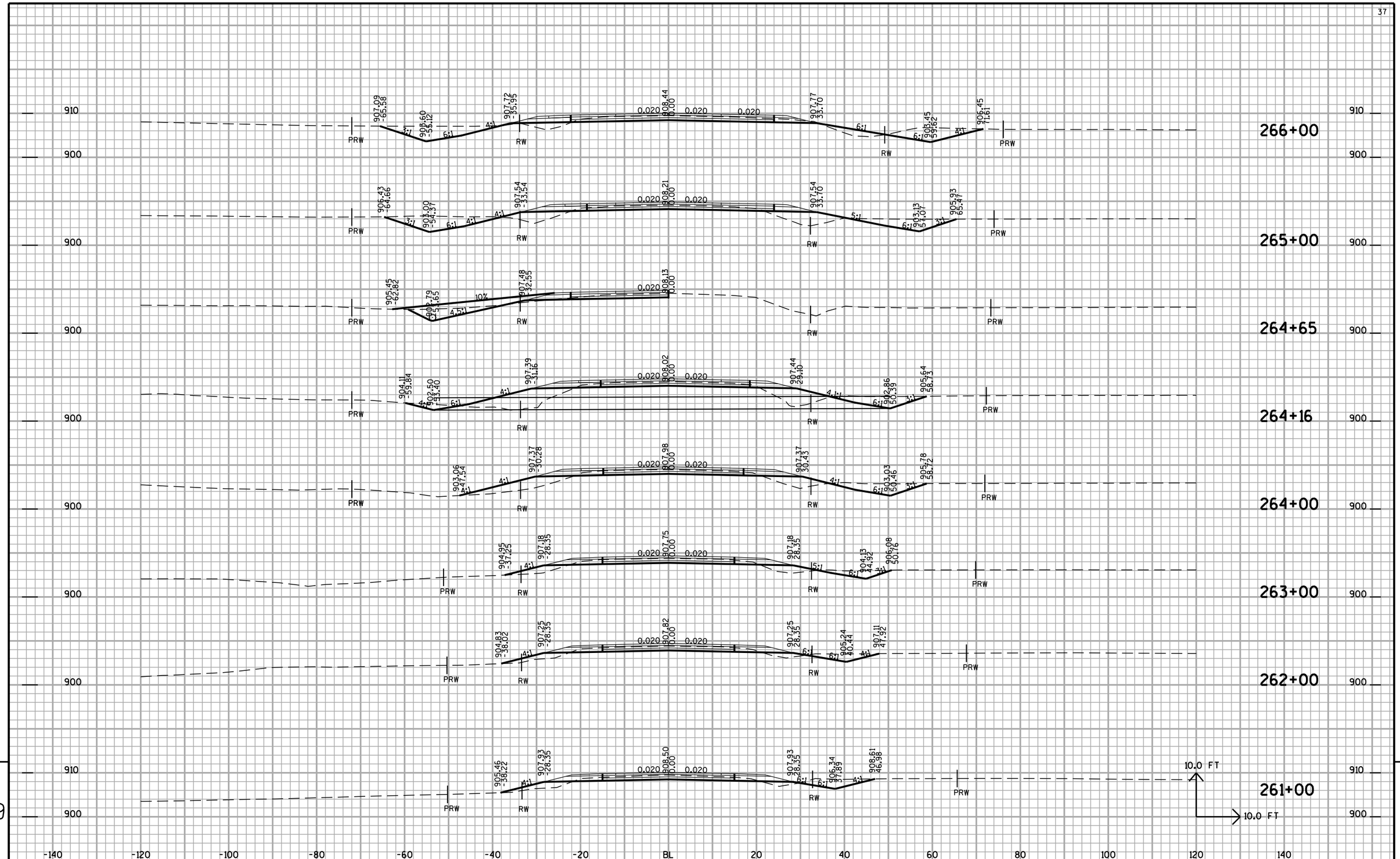
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 273 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 35M PLOT SCALE : 2:1



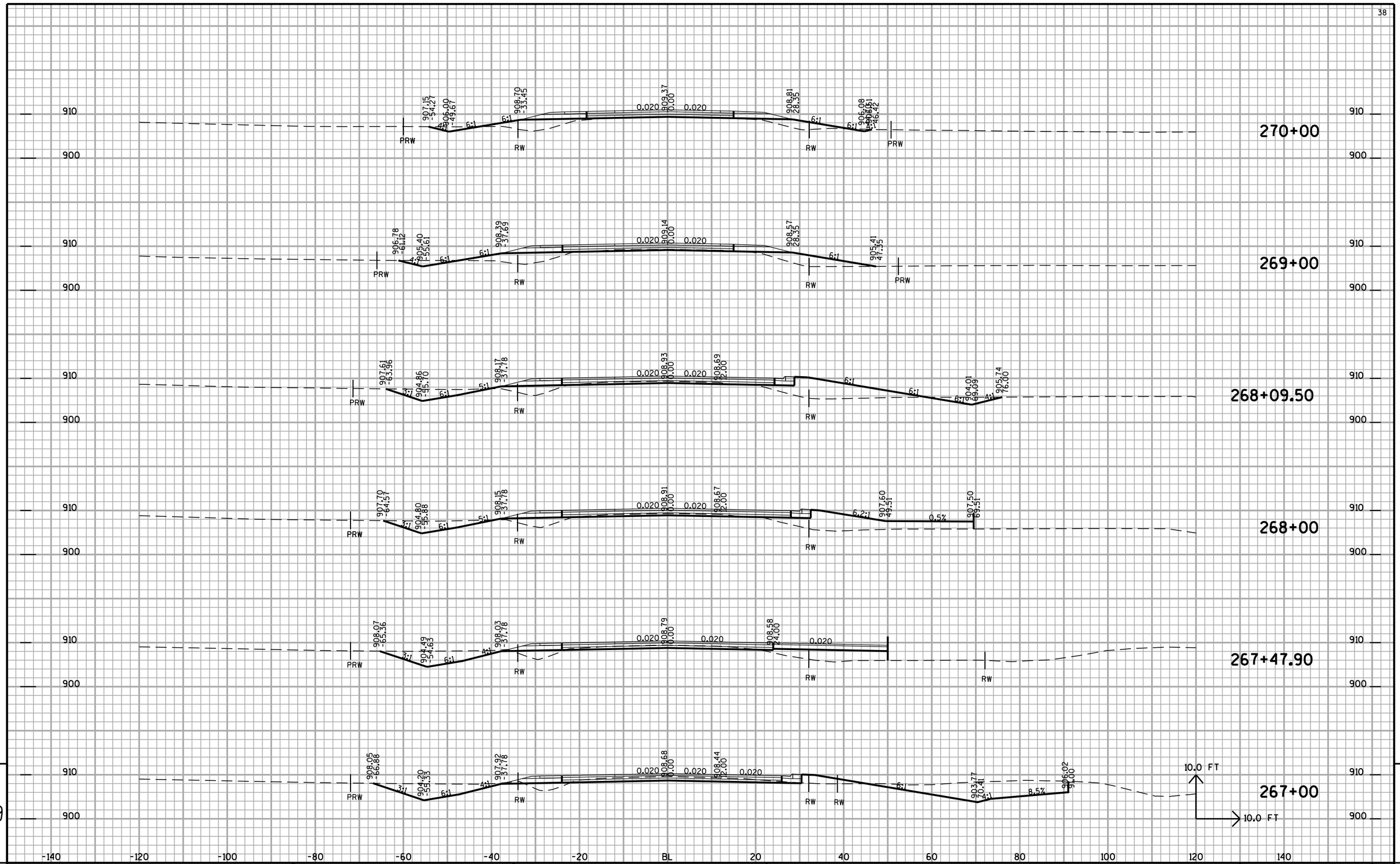

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 274 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 36M PLOT SCALE : 2:1



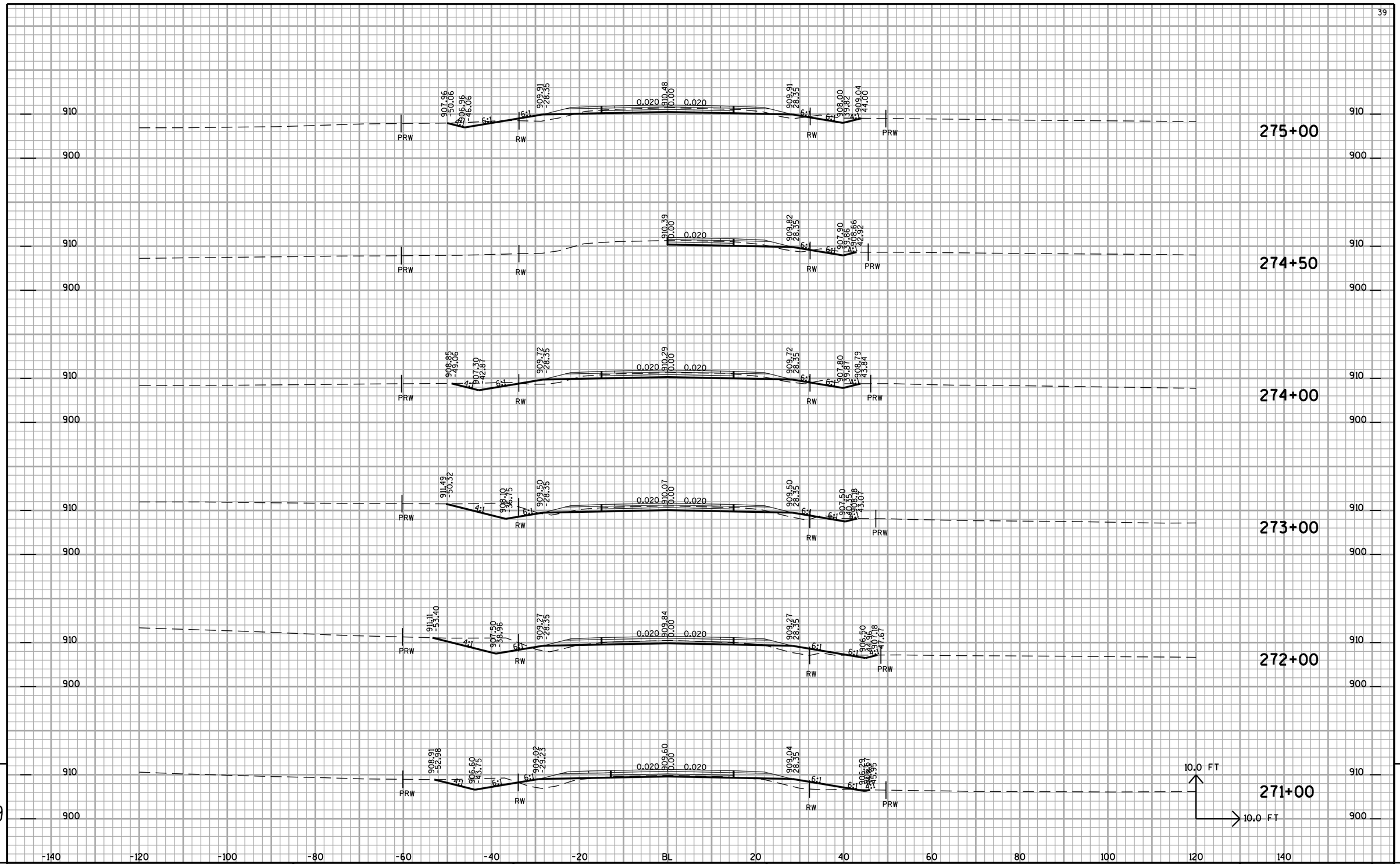

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 275 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 37M PLOT SCALE : 2:1



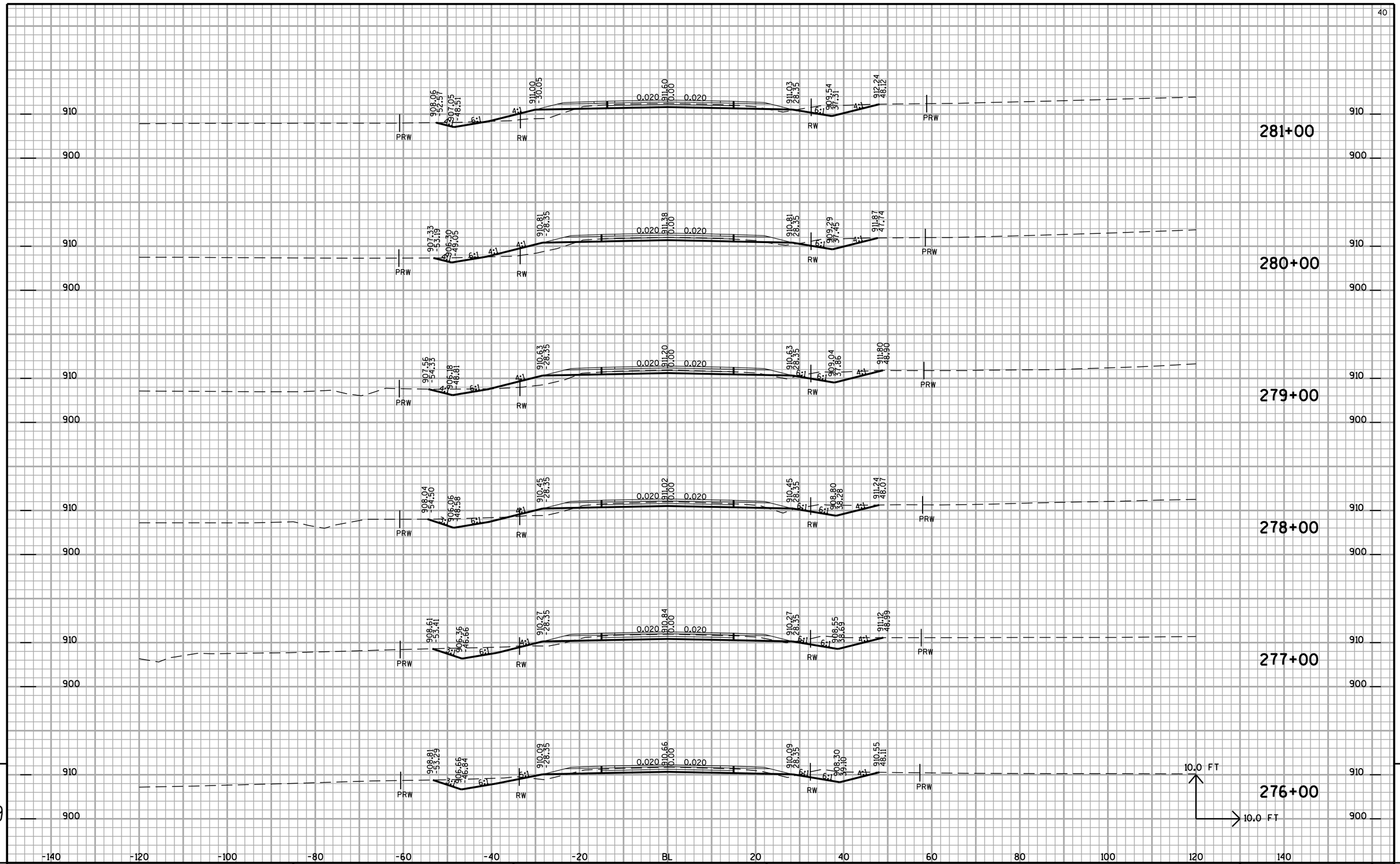

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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 276 E |

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 38M PLOT SCALE : 2:1



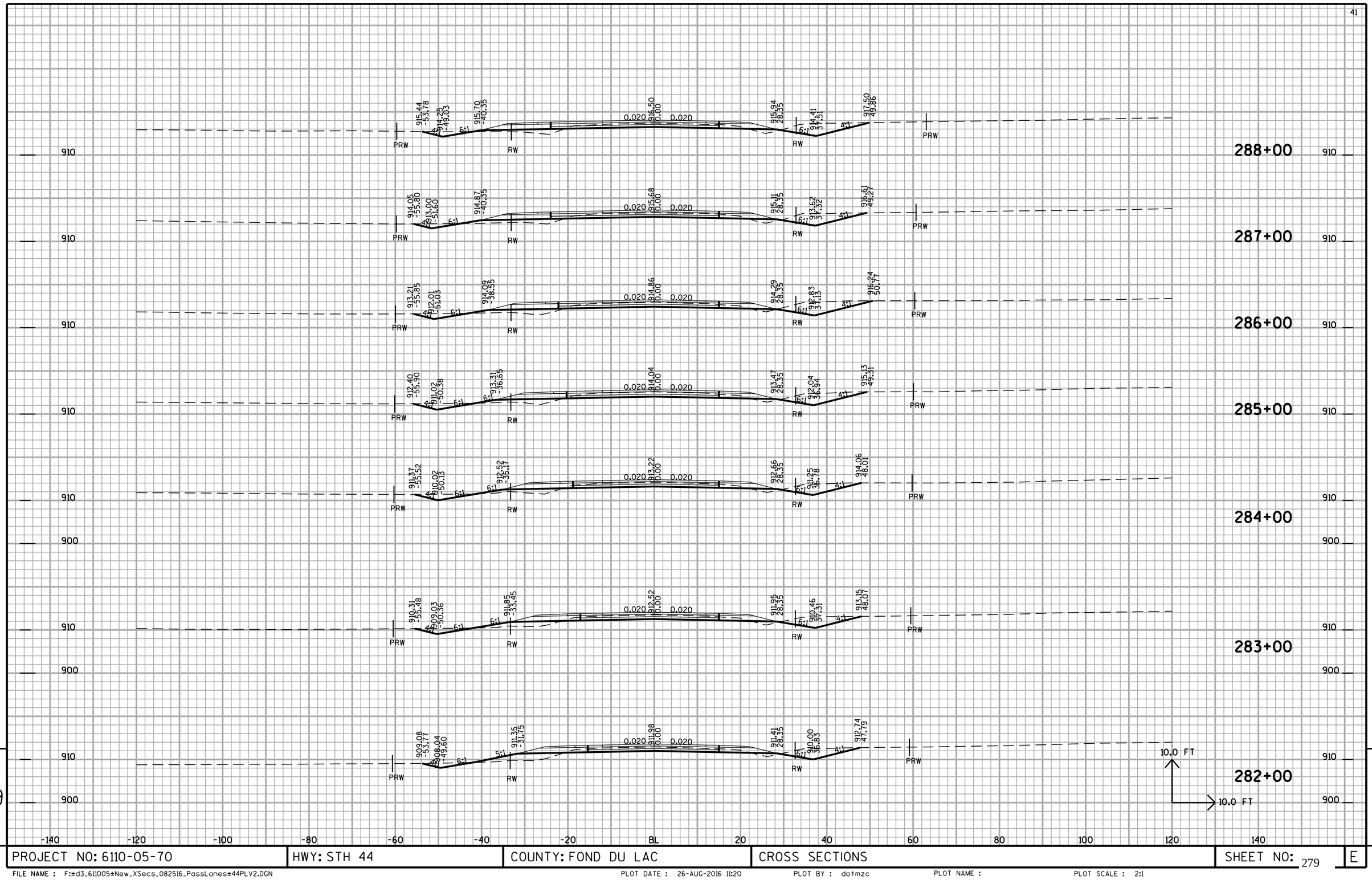

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 277 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME :39M PLOT SCALE : 2:1



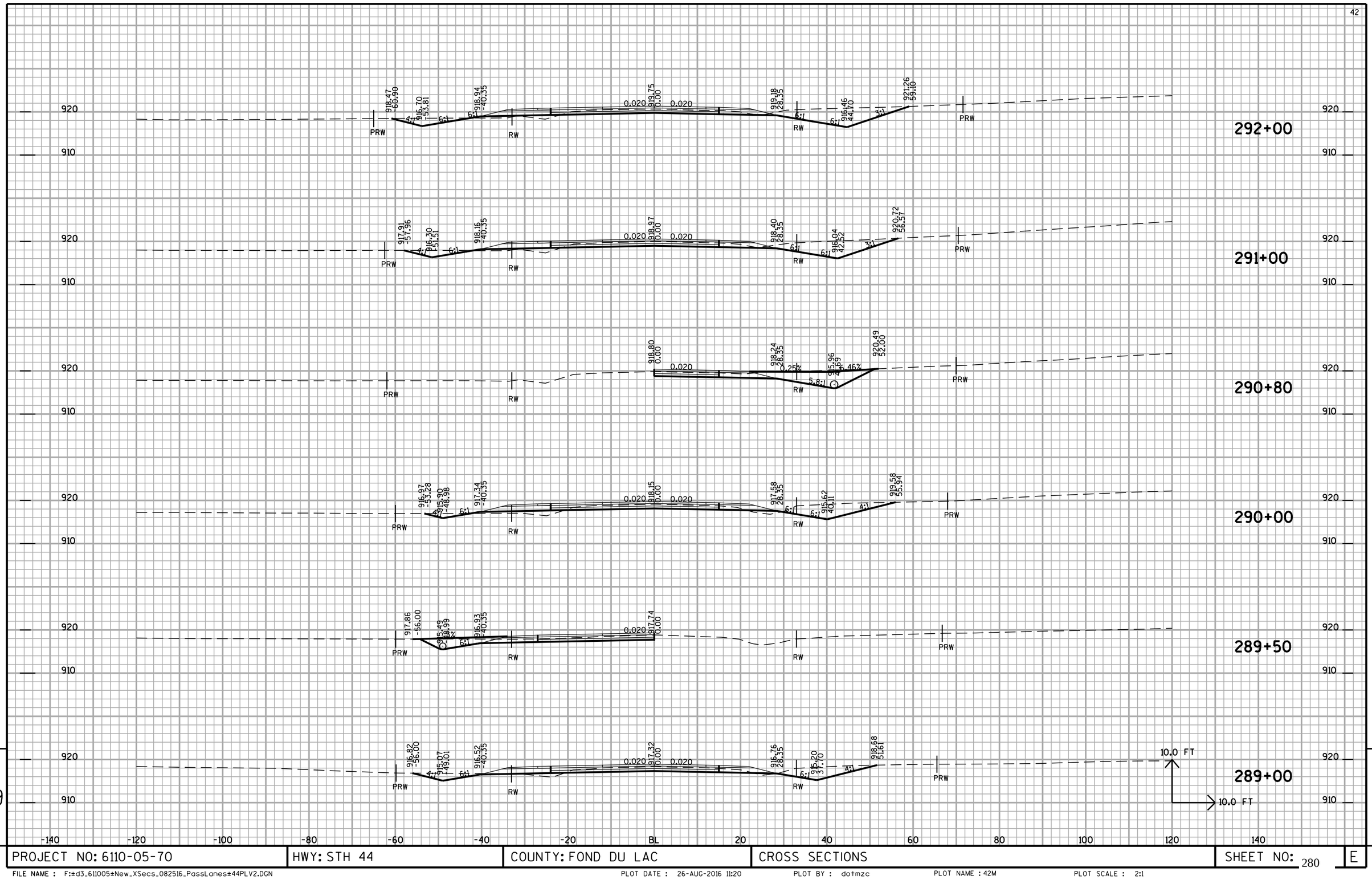

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 278 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 40M PLOT SCALE : 2:1



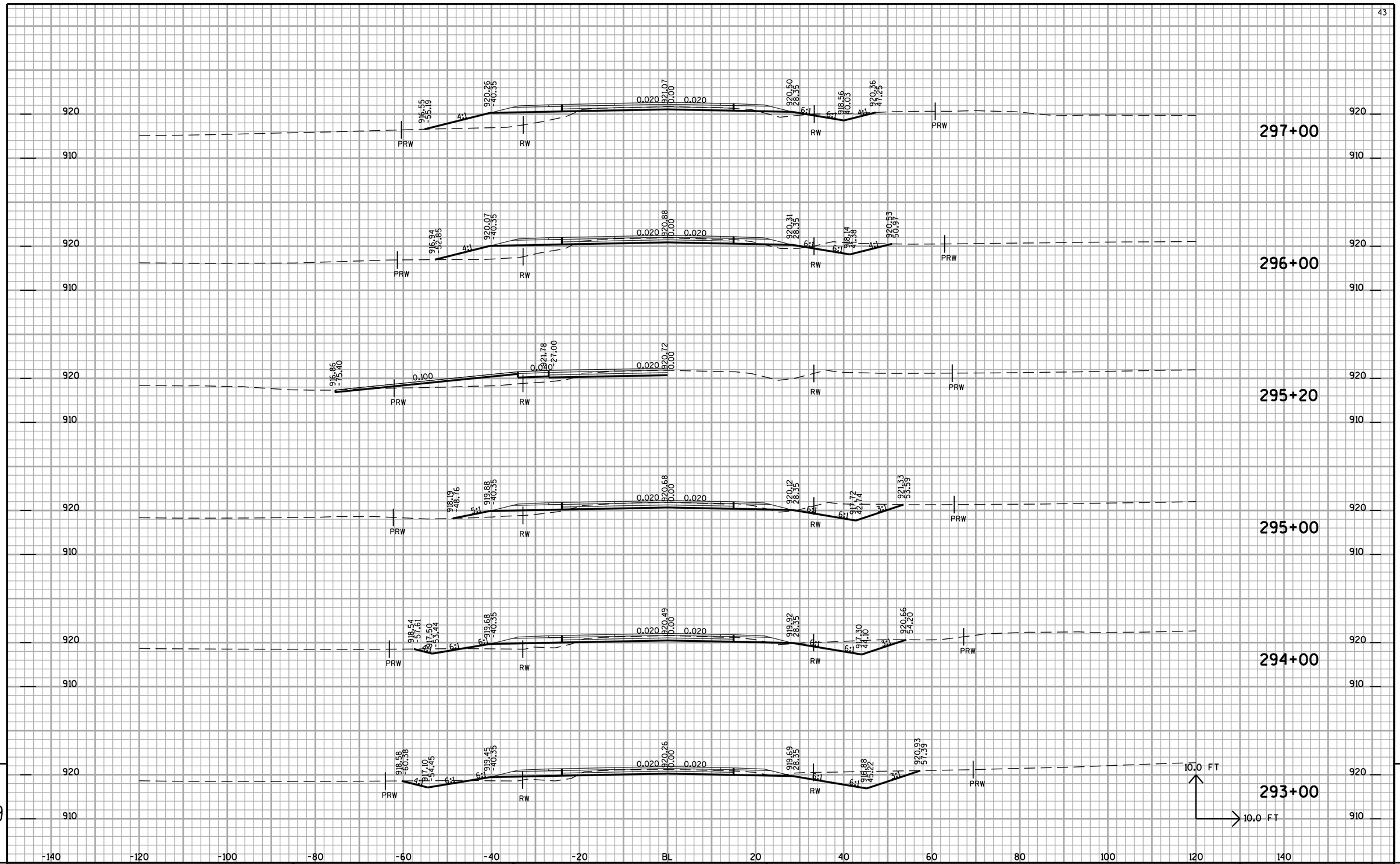

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 279 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : PLOT SCALE : 2:1




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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 280 E |

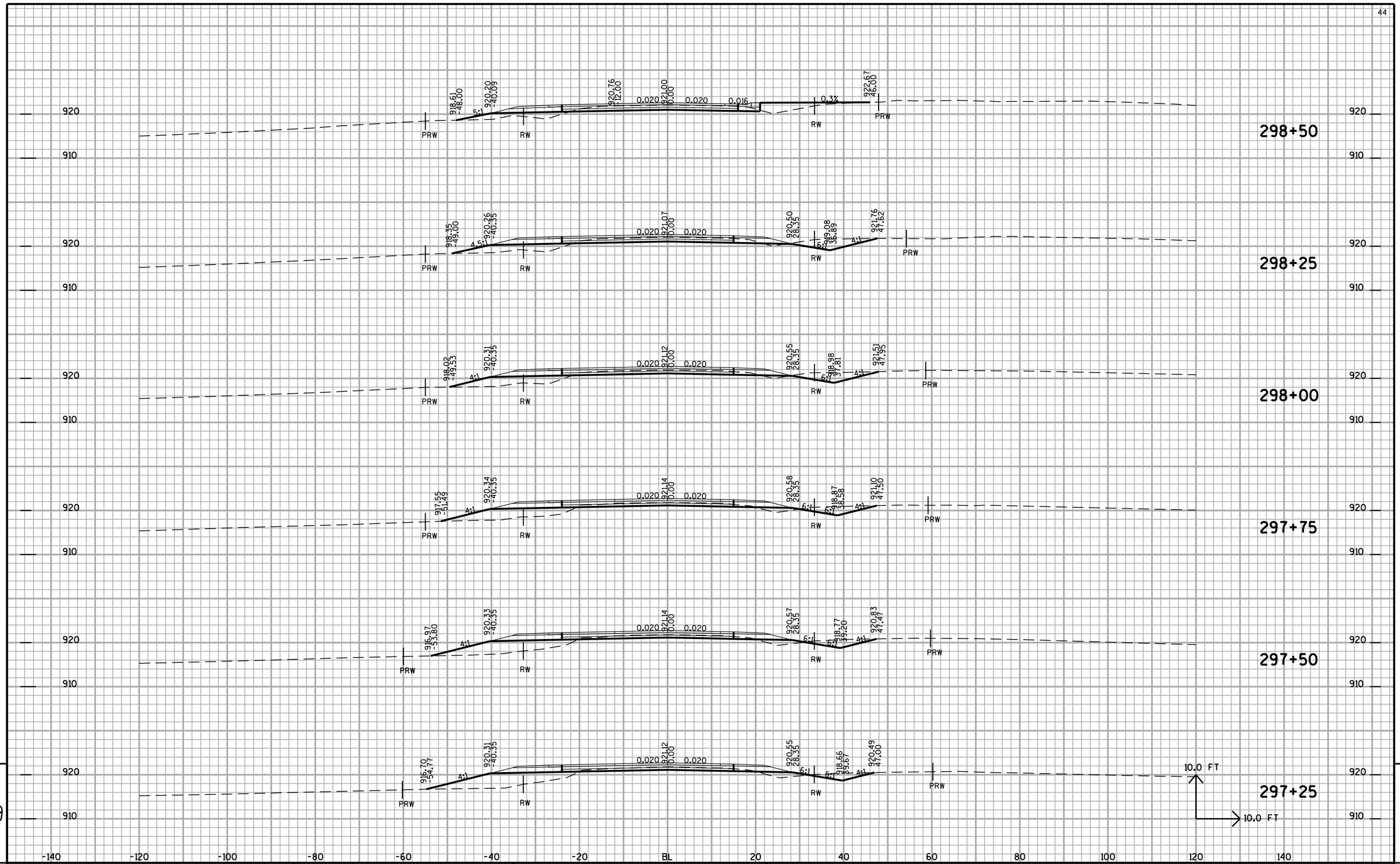
FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 42M PLOT SCALE : 2:1




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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 281 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 43M PLOT SCALE : 2:1

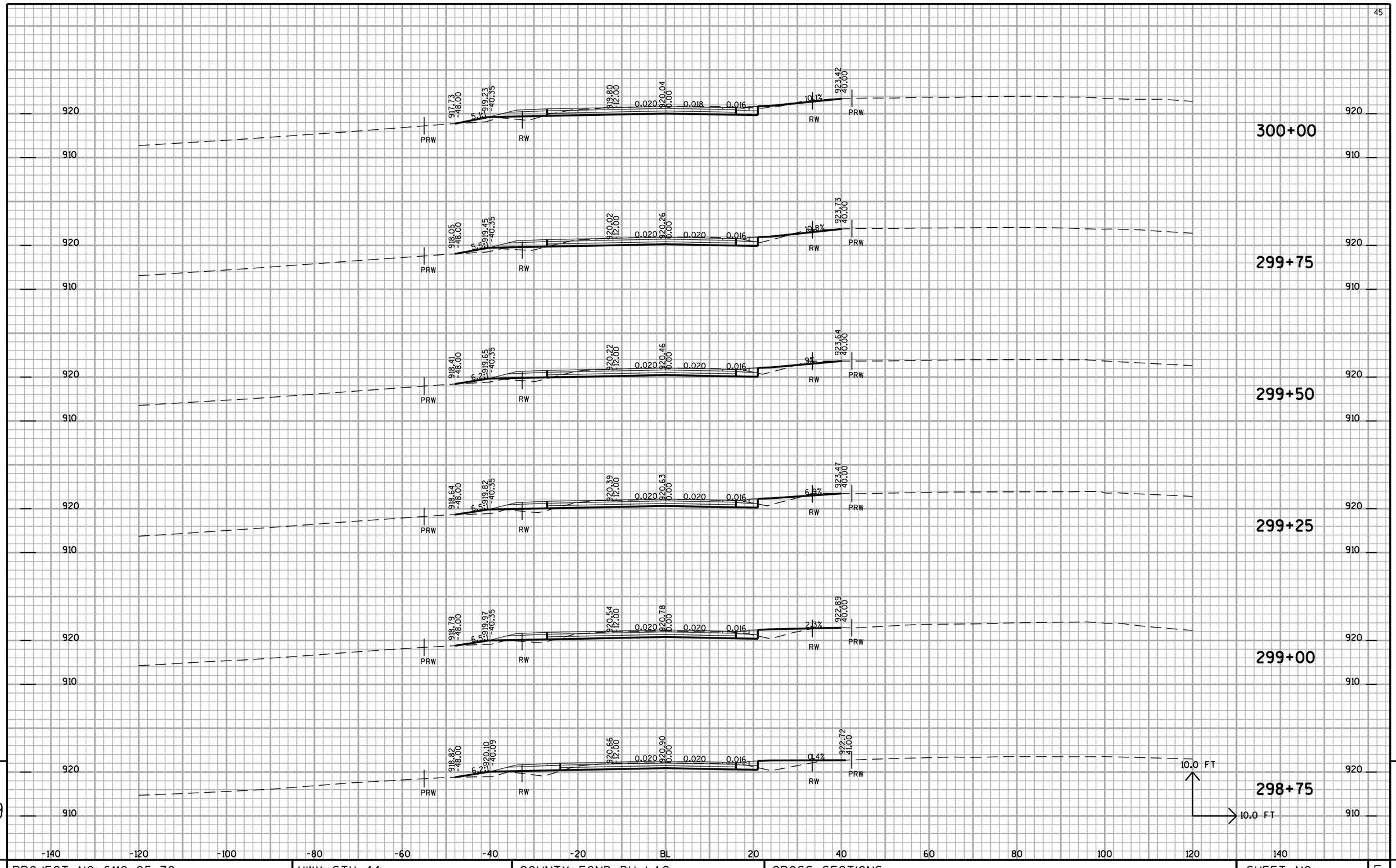



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 282 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 44M PLOT SCALE : 2:1

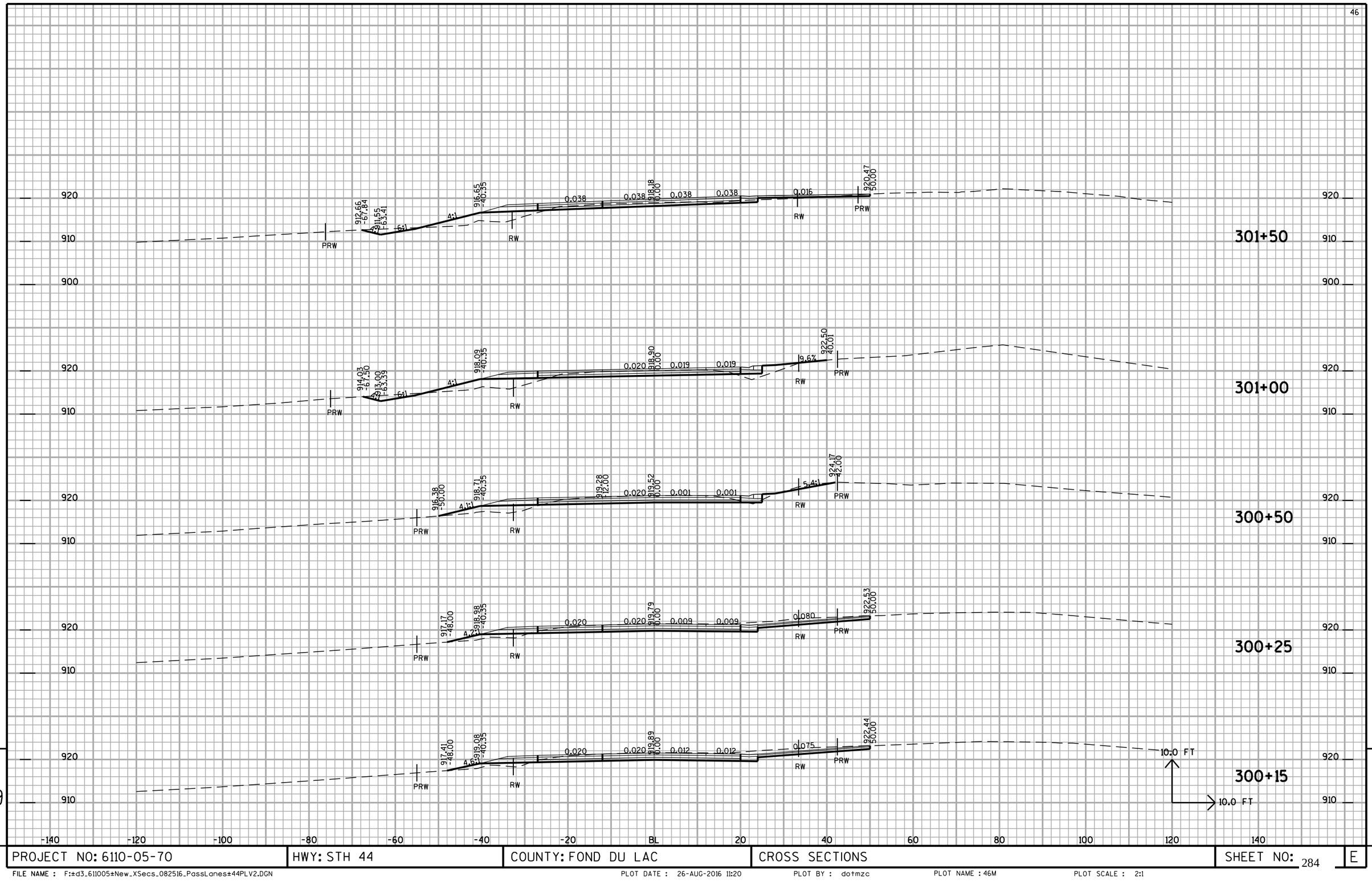



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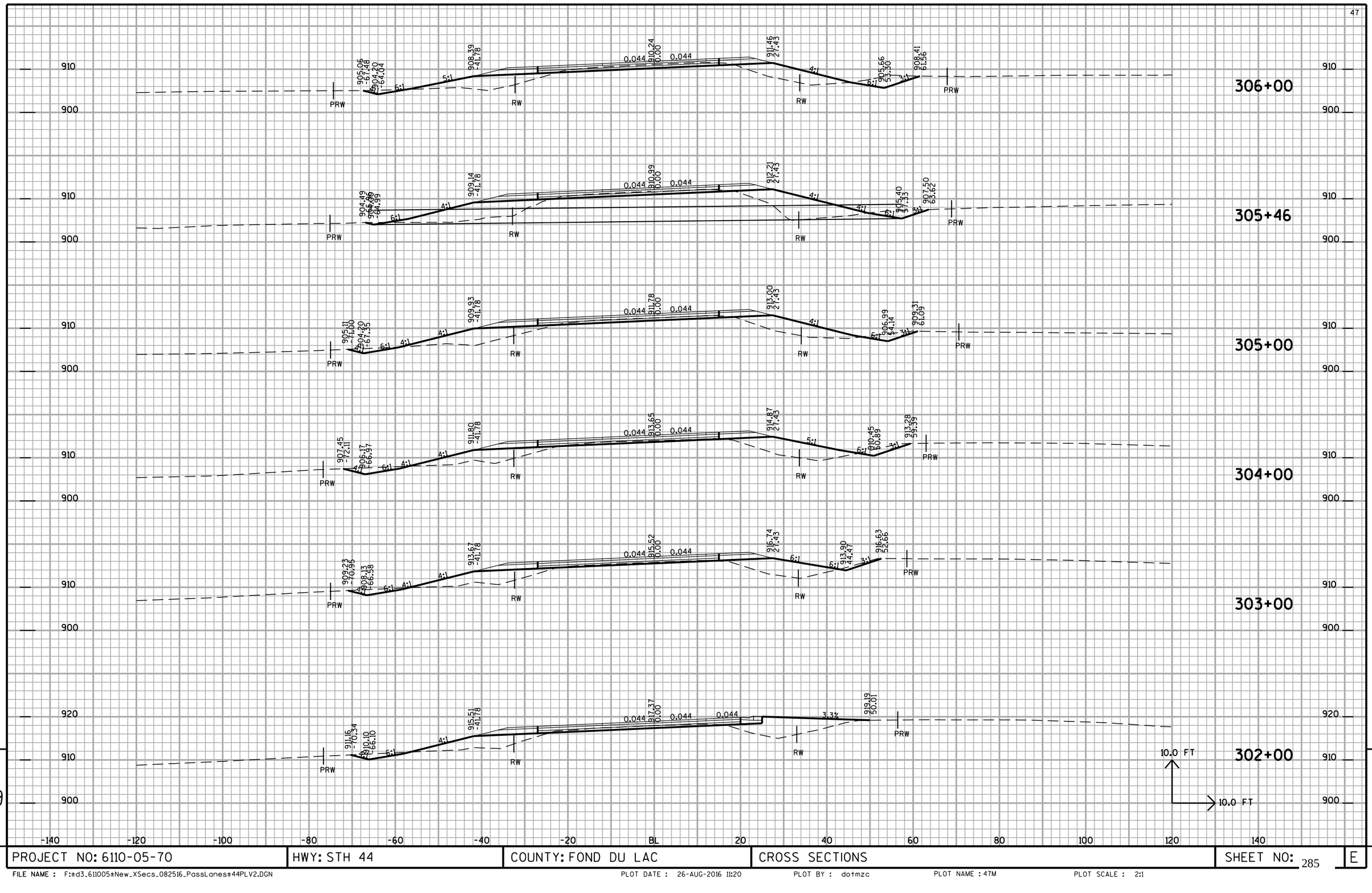
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 283 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 45M PLOT SCALE : 2:1



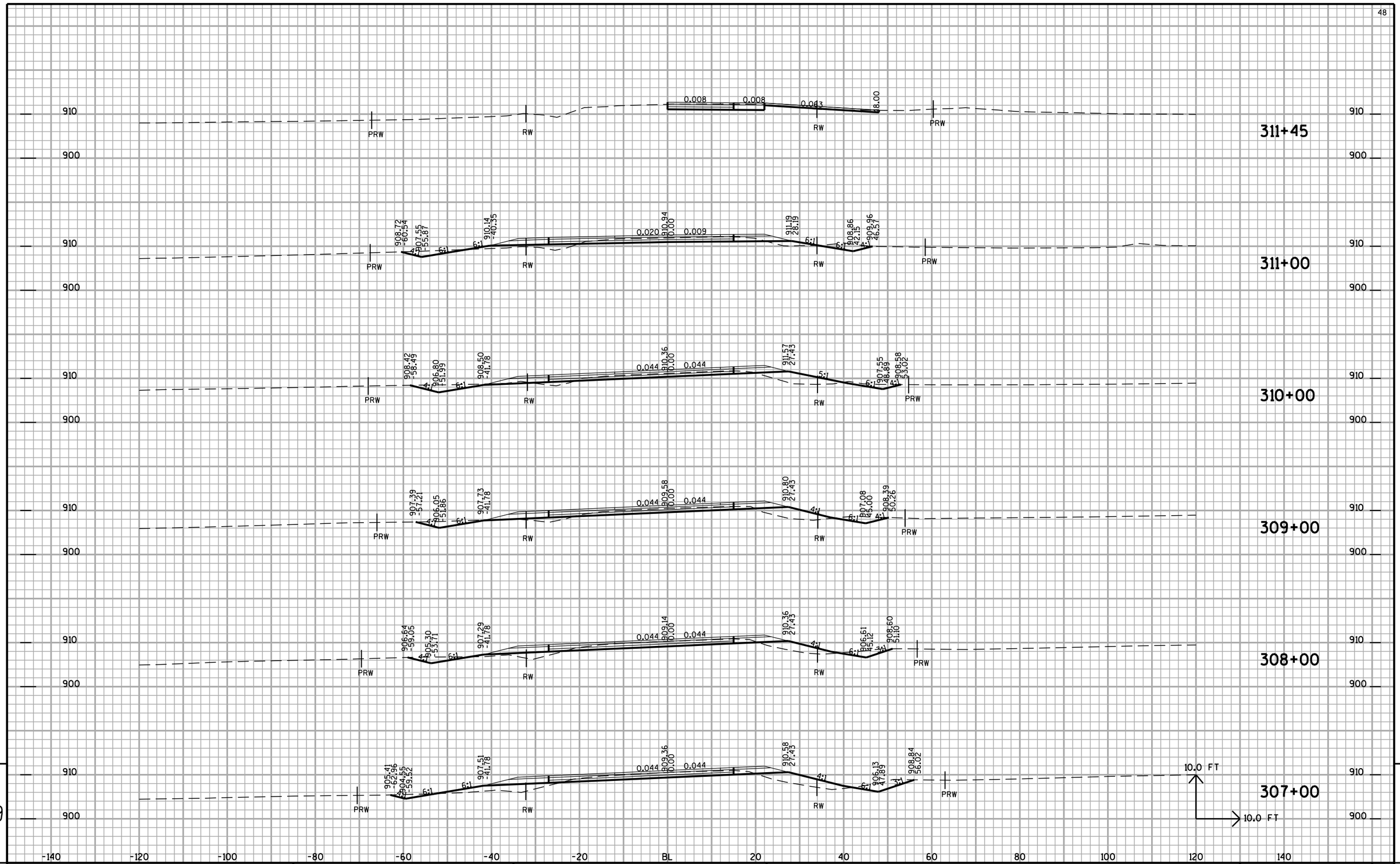

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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 284 E |

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 46M PLOT SCALE : 2:1



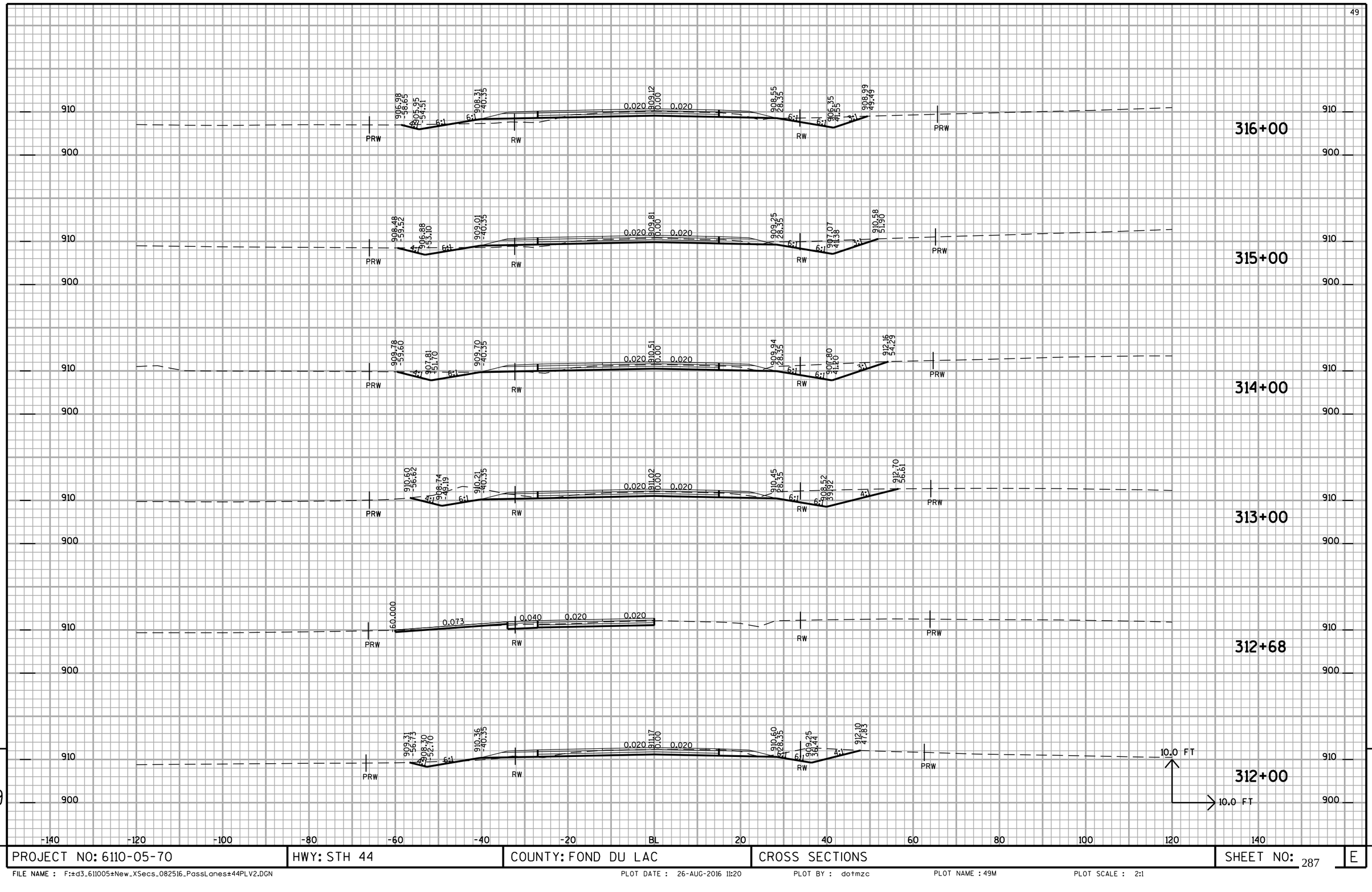

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 285 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 47M PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 286 | E |
|---|---|---|---|---|---|

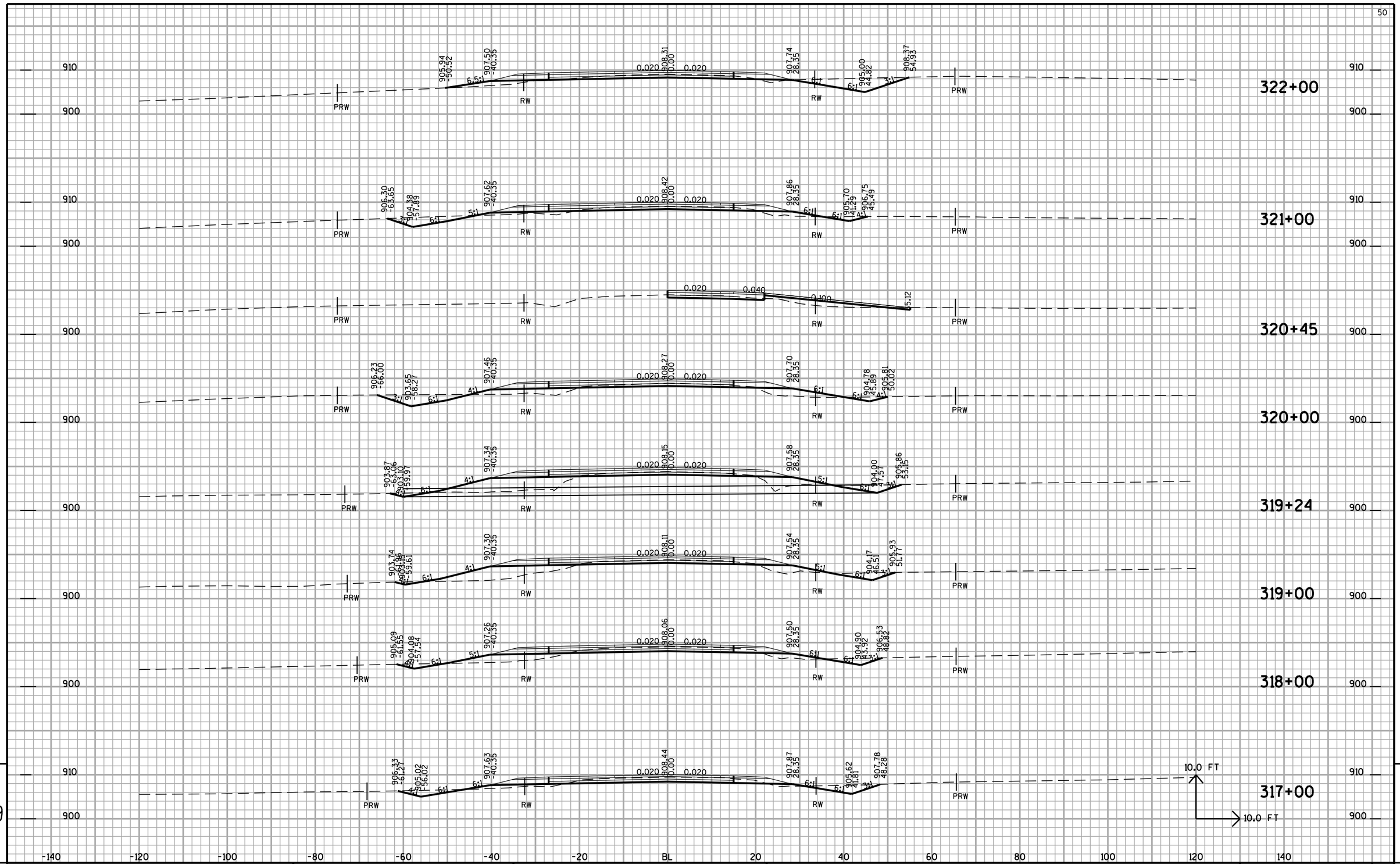
FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 48M PLOT SCALE : 2:1




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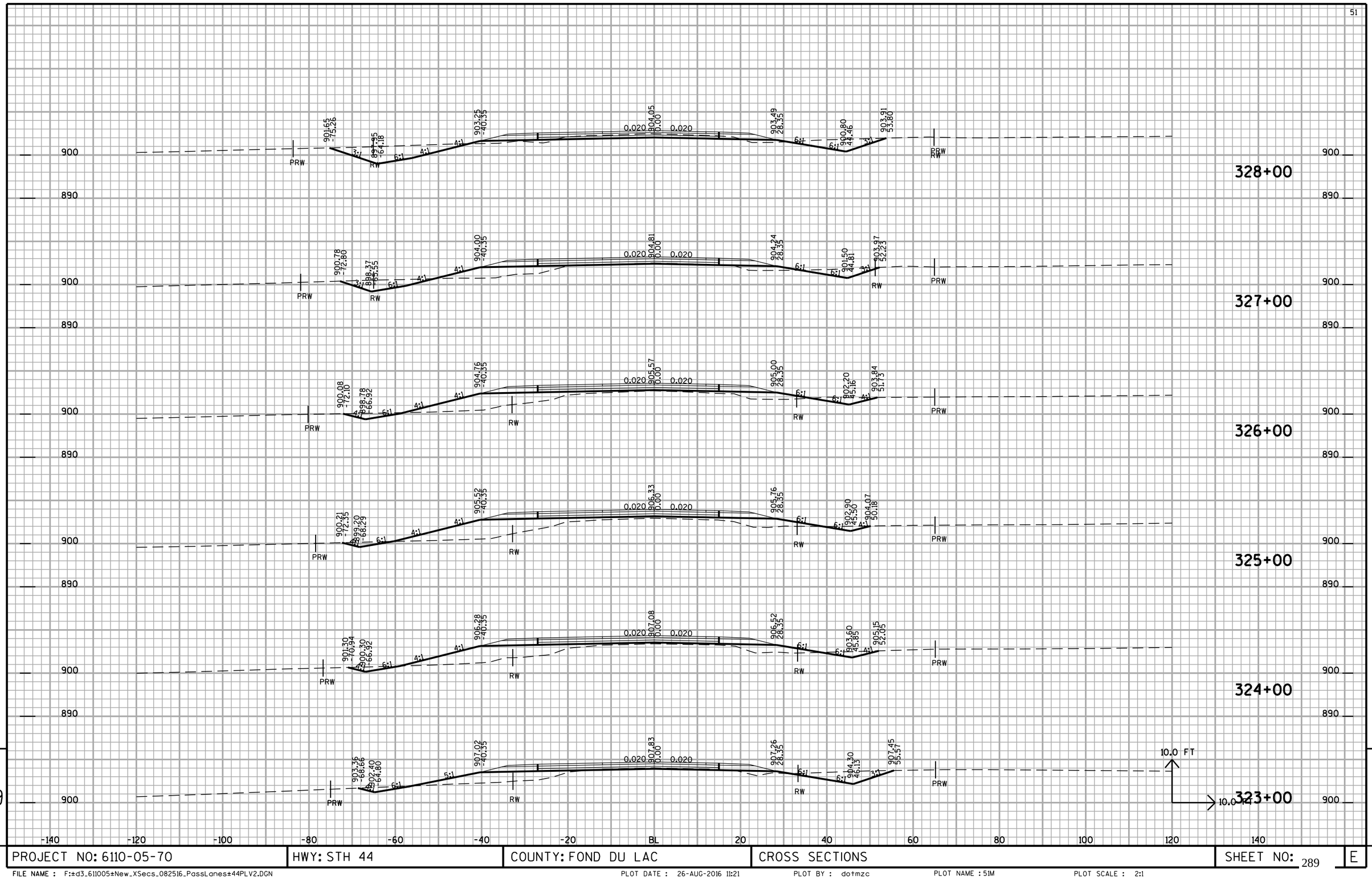
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 287 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 49M PLOT SCALE : 2:1



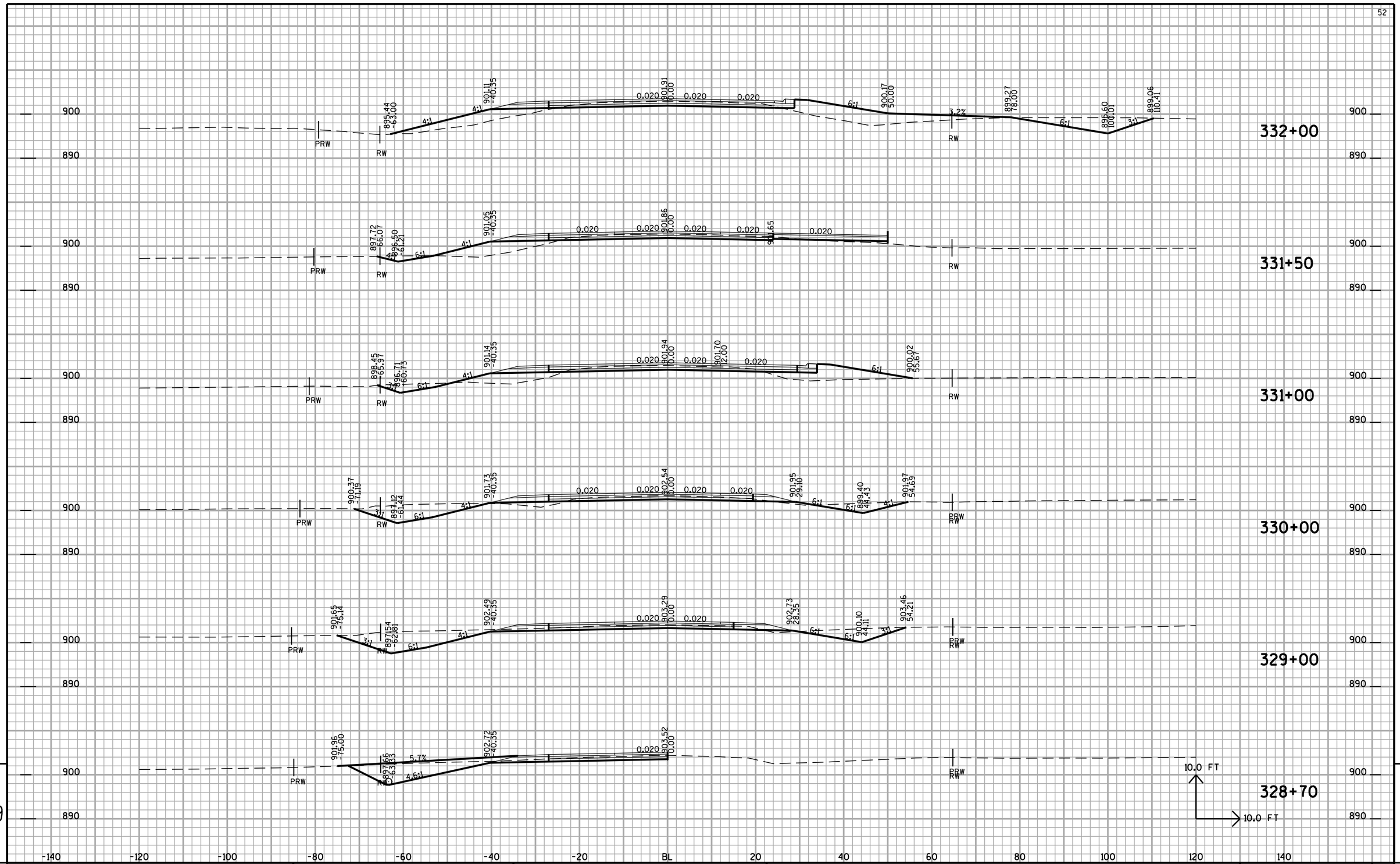

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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 288 E |

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:20 PLOT BY : dotmzc PLOT NAME : 50M PLOT SCALE : 2:1




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|---|---|---|---|---|
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 289 E |

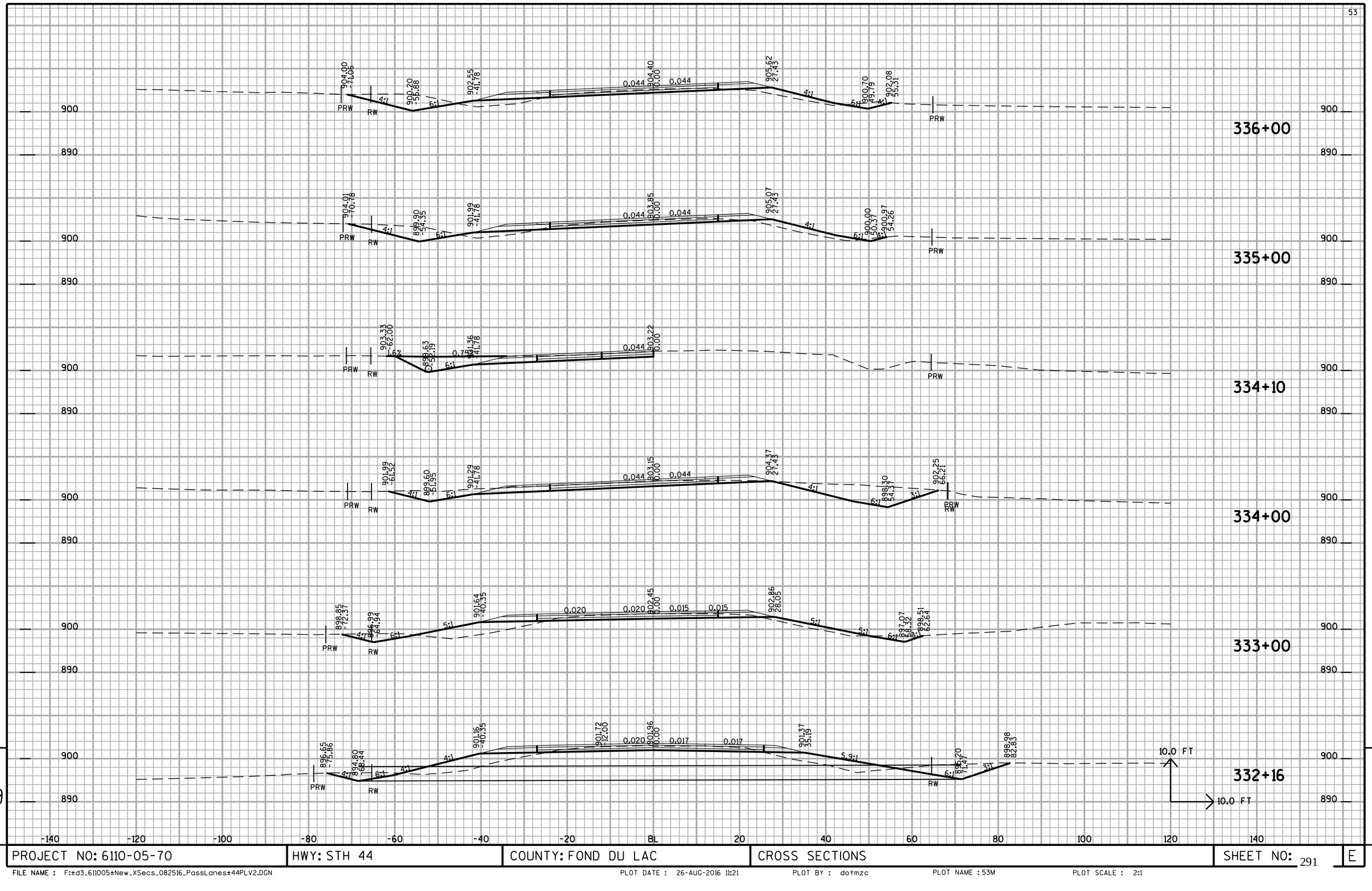
FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:21 PLOT BY : dotmzc PLOT NAME : 51M PLOT SCALE : 2:1




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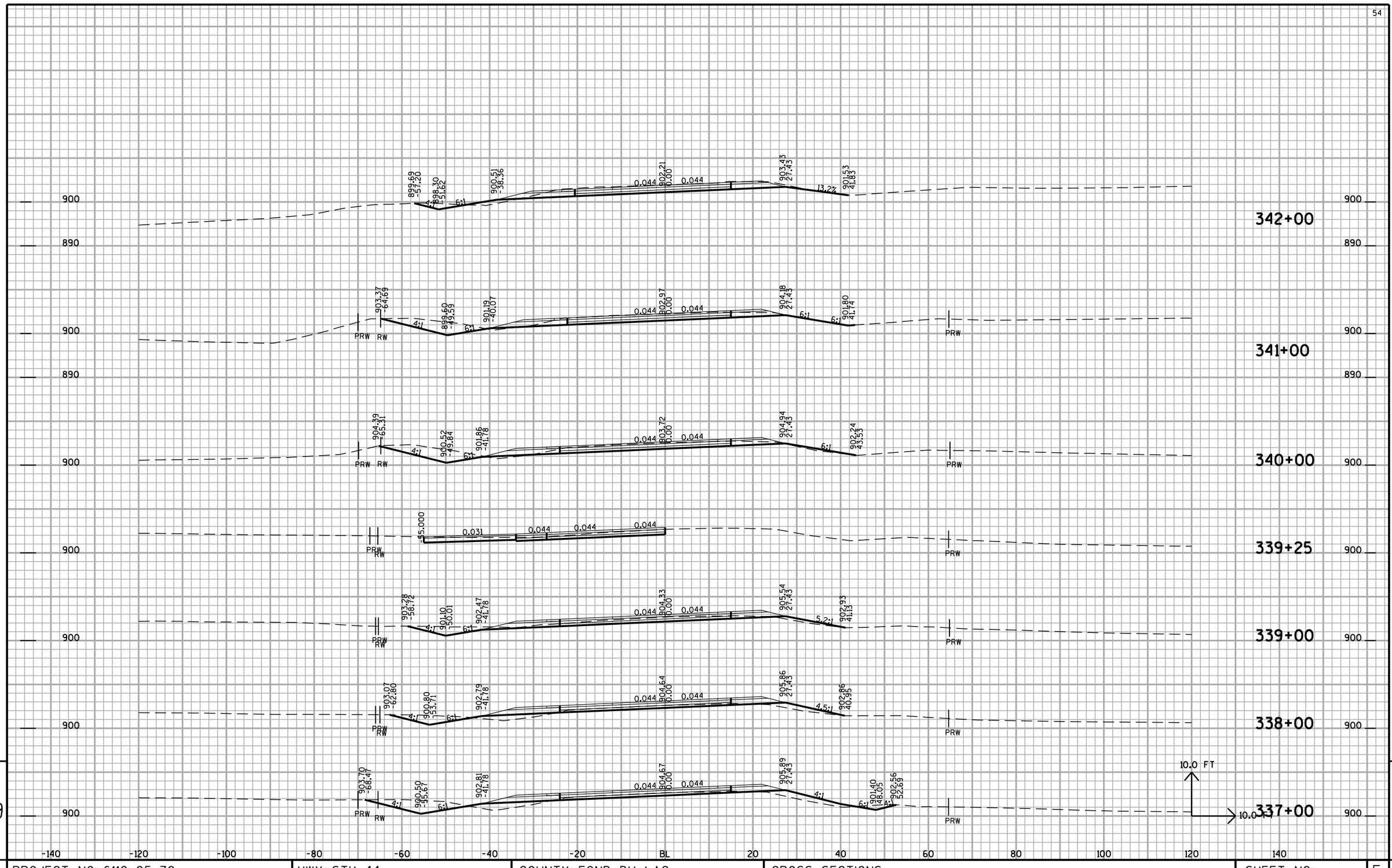
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 290 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:21 PLOT BY : dotmzc PLOT NAME : 52M PLOT SCALE : 2:1



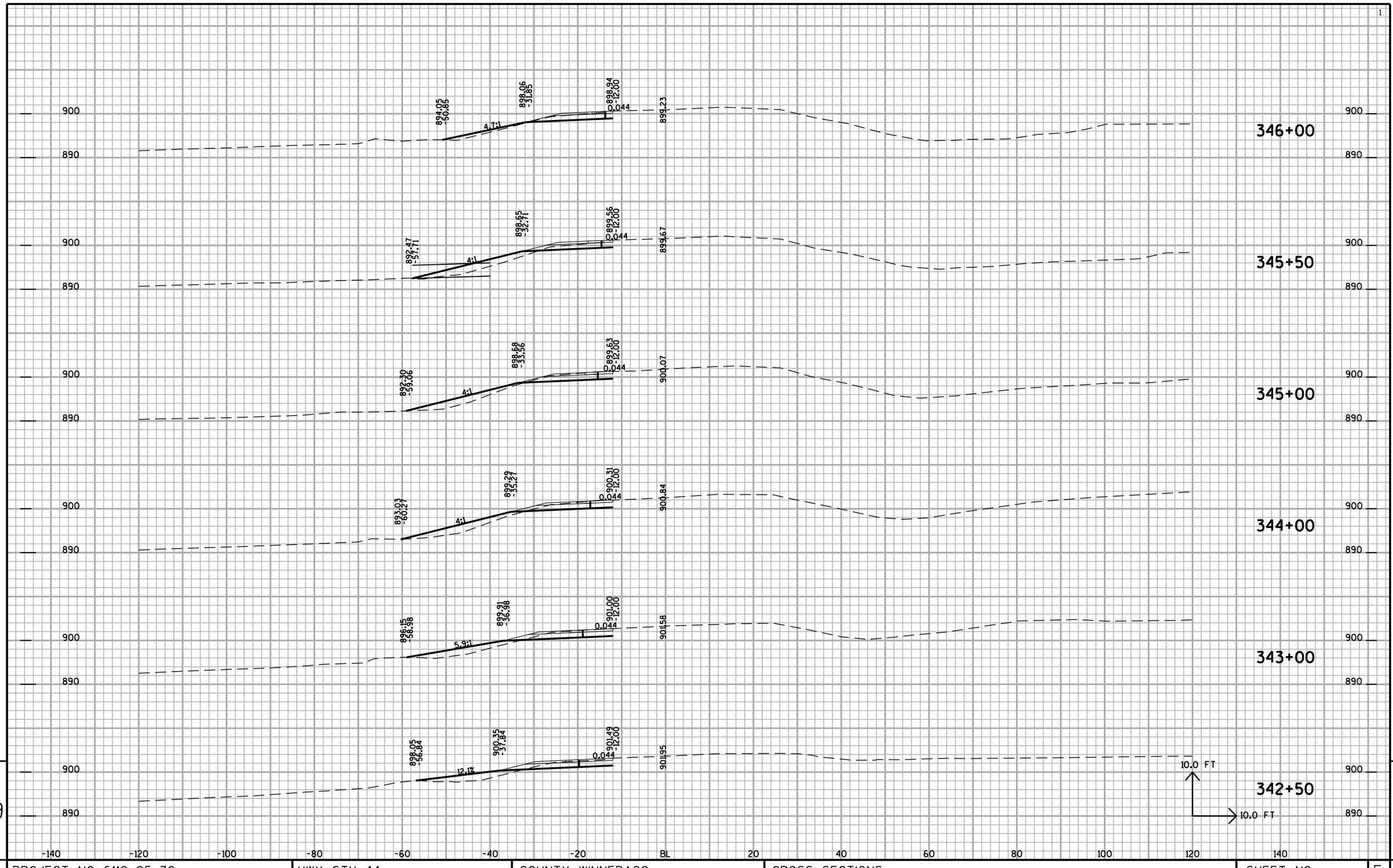

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 291 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:21 PLOT BY : dotmzc PLOT NAME : 53M PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS | SHEET NO: 292 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±44PLV2.DGN PLOT DATE : 26-AUG-2016 11:21 PLOT BY : dotmzc PLOT NAME : 54M PLOT SCALE : 2:1

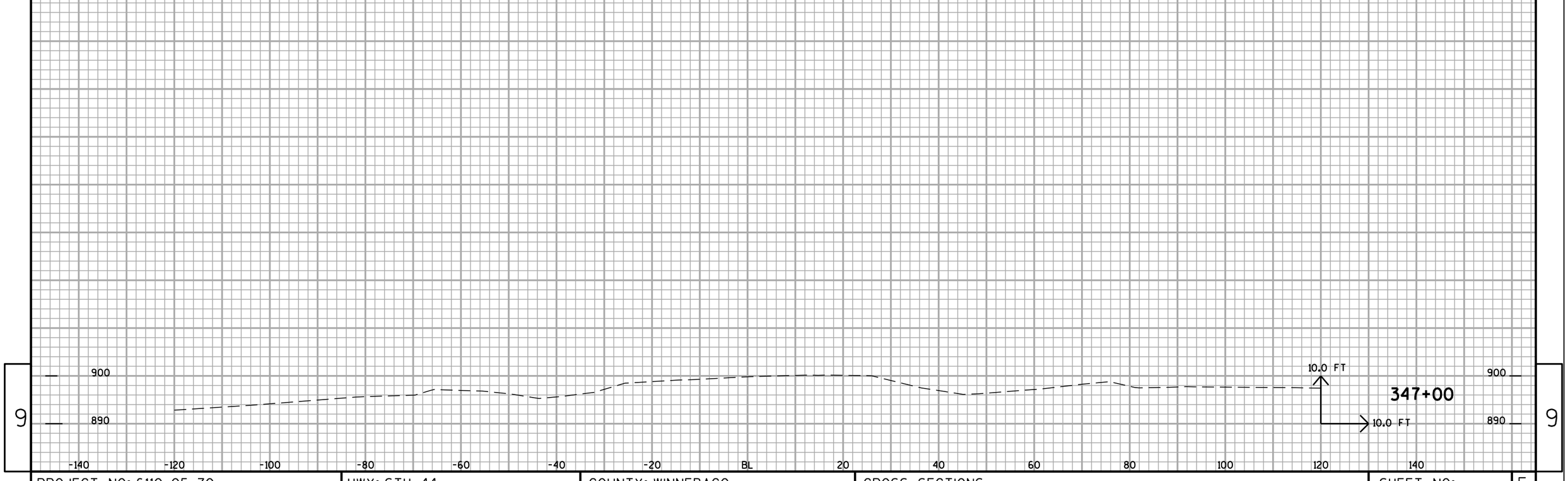



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: WINNEBAGO | CROSS SECTIONS | SHEET NO: 293 | E |
|---|---|---|---|---|---|

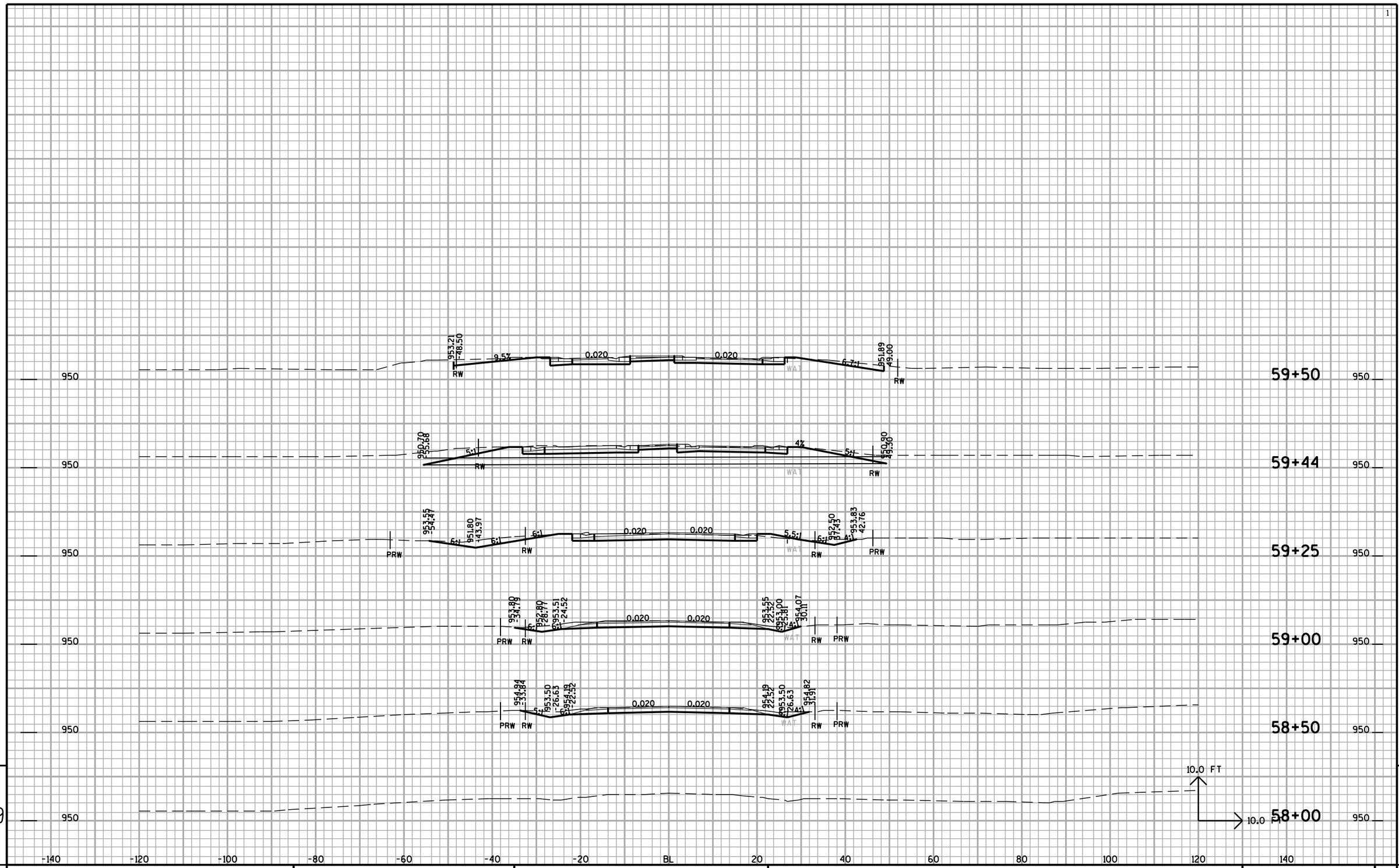
FILE NAME : F:\d3_611005\New_XSecs_082516_PassLanes\FINWINN.DGN PLOT DATE : 26-AUG-2016 11:44 PLOT BY : dotmzc PLOT NAME : 55M PLOT SCALE : 2:1




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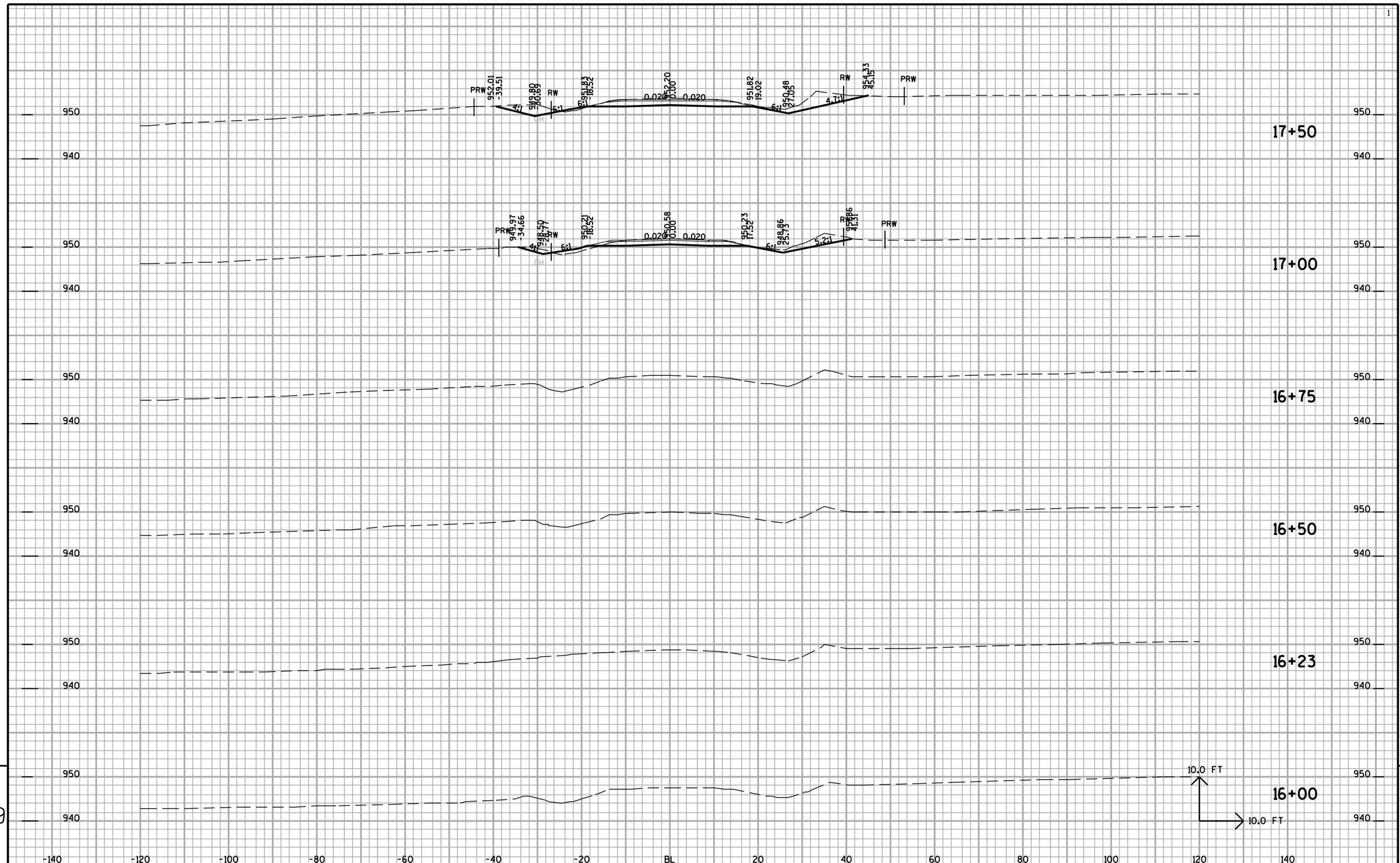
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: WINNEBAGO | CROSS SECTIONS | SHEET NO: 294 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_082516_PassLanes±FINWINN.DGN PLOT DATE : 26-AUG-2016 11:44 PLOT BY : dotmzc PLOT NAME : 56M PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (SEELIG WAY) | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : F:\d3_611005\New_XSecs_011216\Side Roads\FINSEELIG.DGN PLOT DATE : 04-FEB-2016 16:40 PLOT BY : dotmzc PLOT NAME : SEELIG1 PLOT SCALE : 2:1

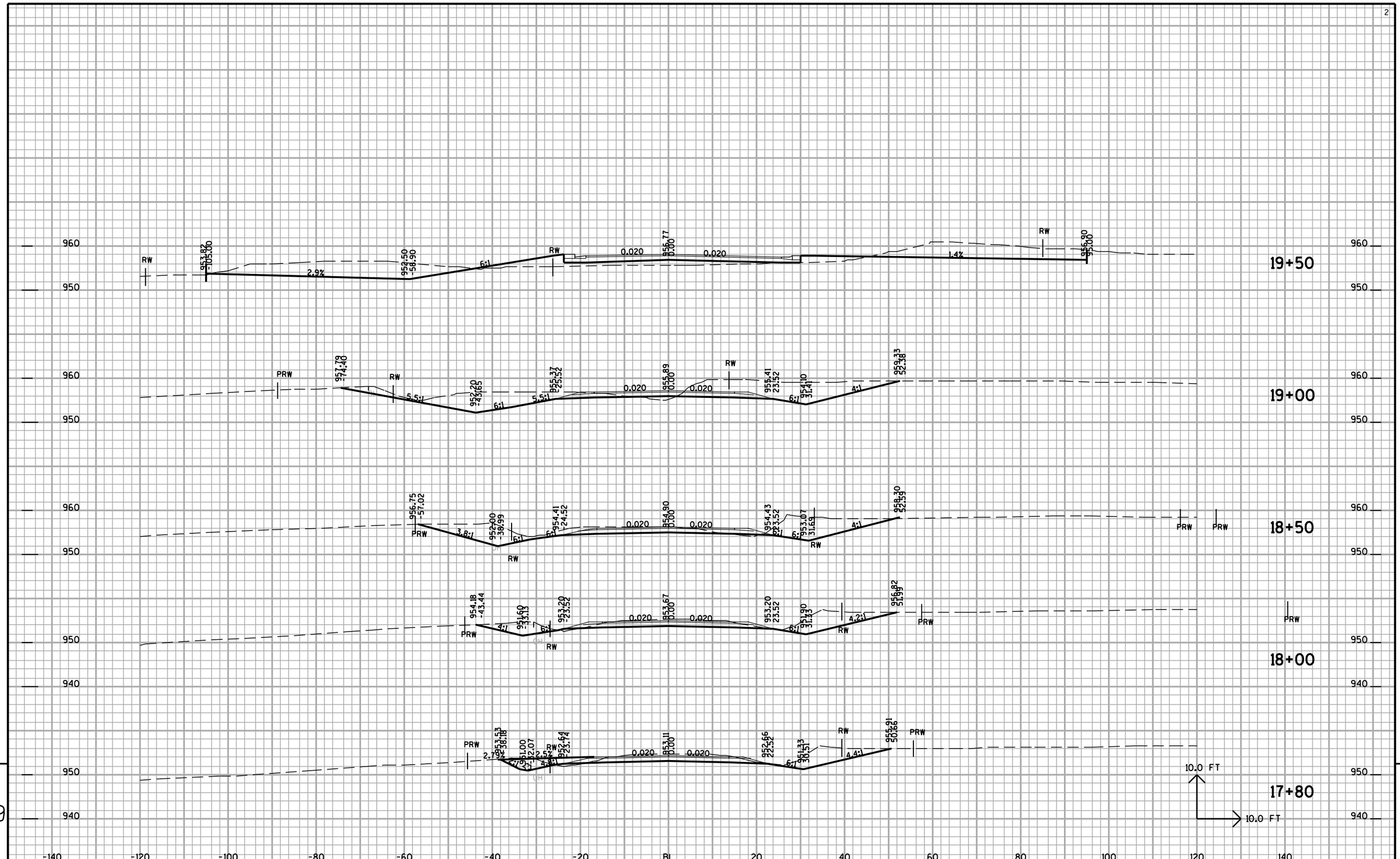



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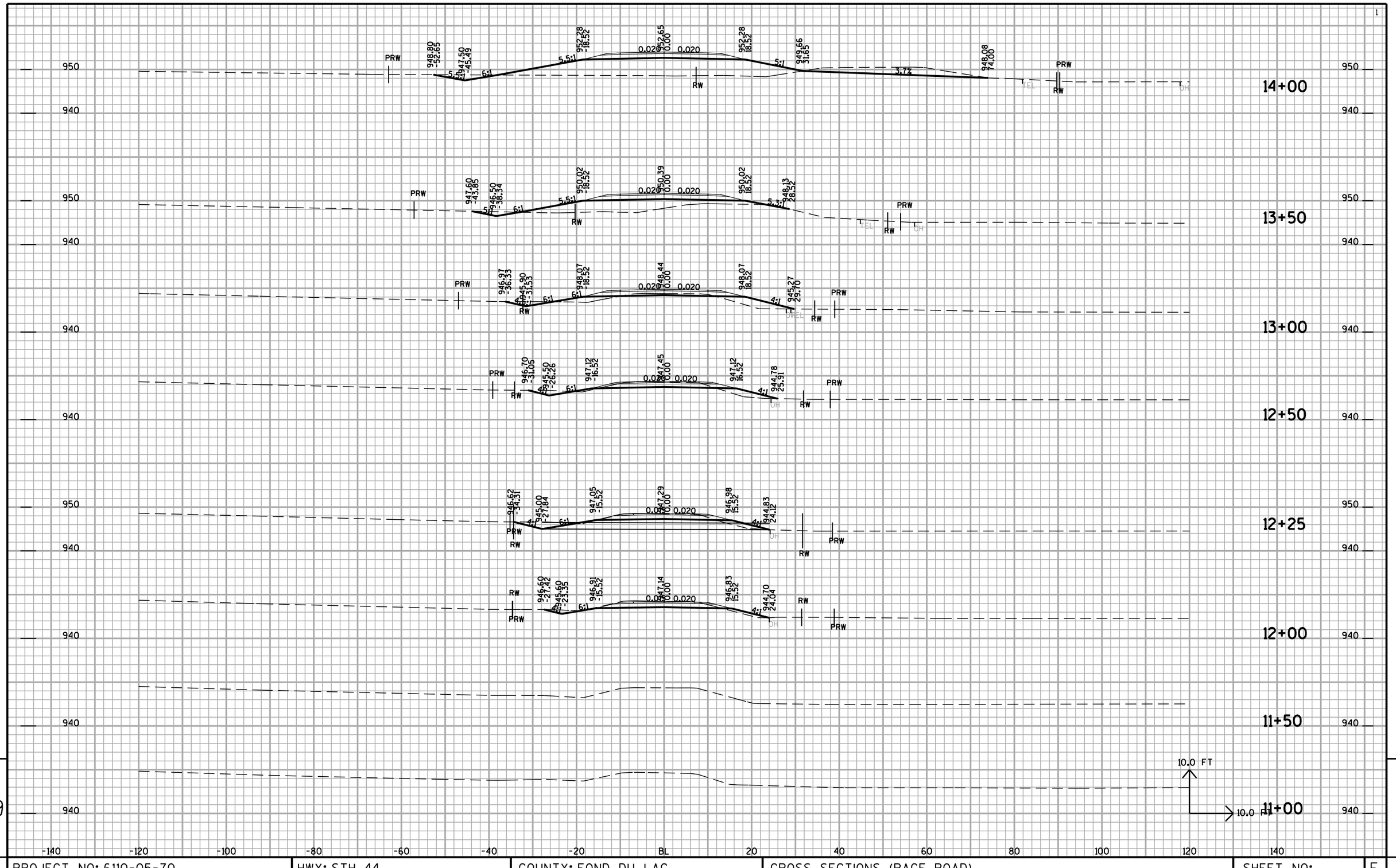
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (LOCUST ROAD) | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINLOCUST.DGN PLOT DATE : 04-FEB-2016 16:40 PLOT BY : dotmzc PLOT NAME : LOCUST1 PLOT SCALE : 2:1



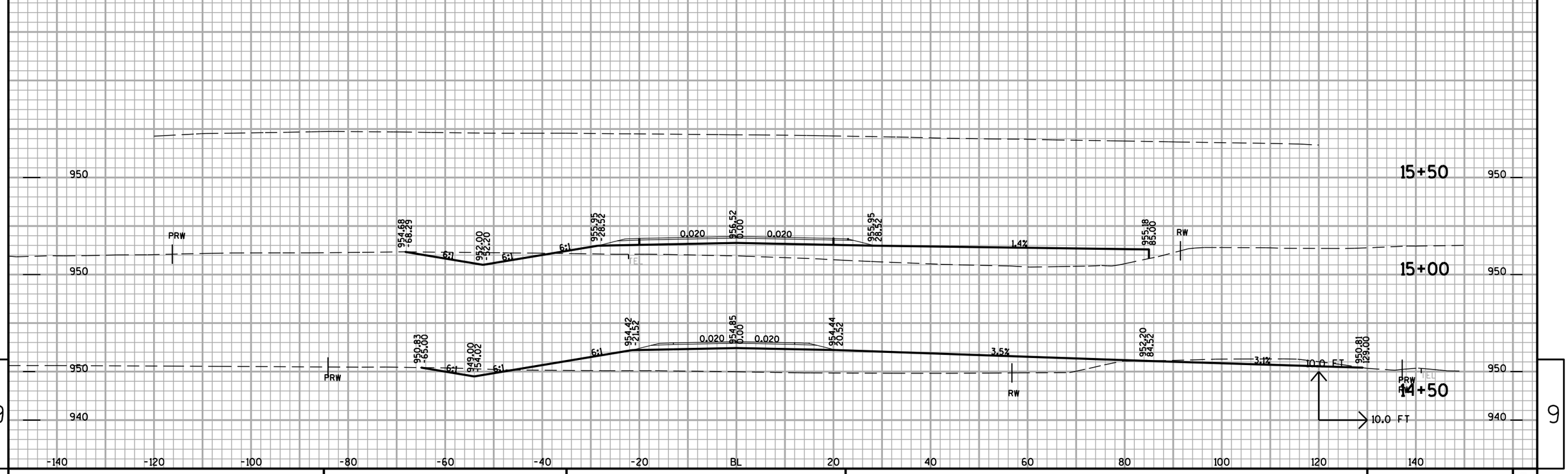

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (LOCUST ROAD) | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINLOCUST.DGN PLOT DATE : 04-FEB-2016 16:40 PLOT BY : dotmzc PLOT NAME : LOCUST2 PLOT SCALE : 2:1



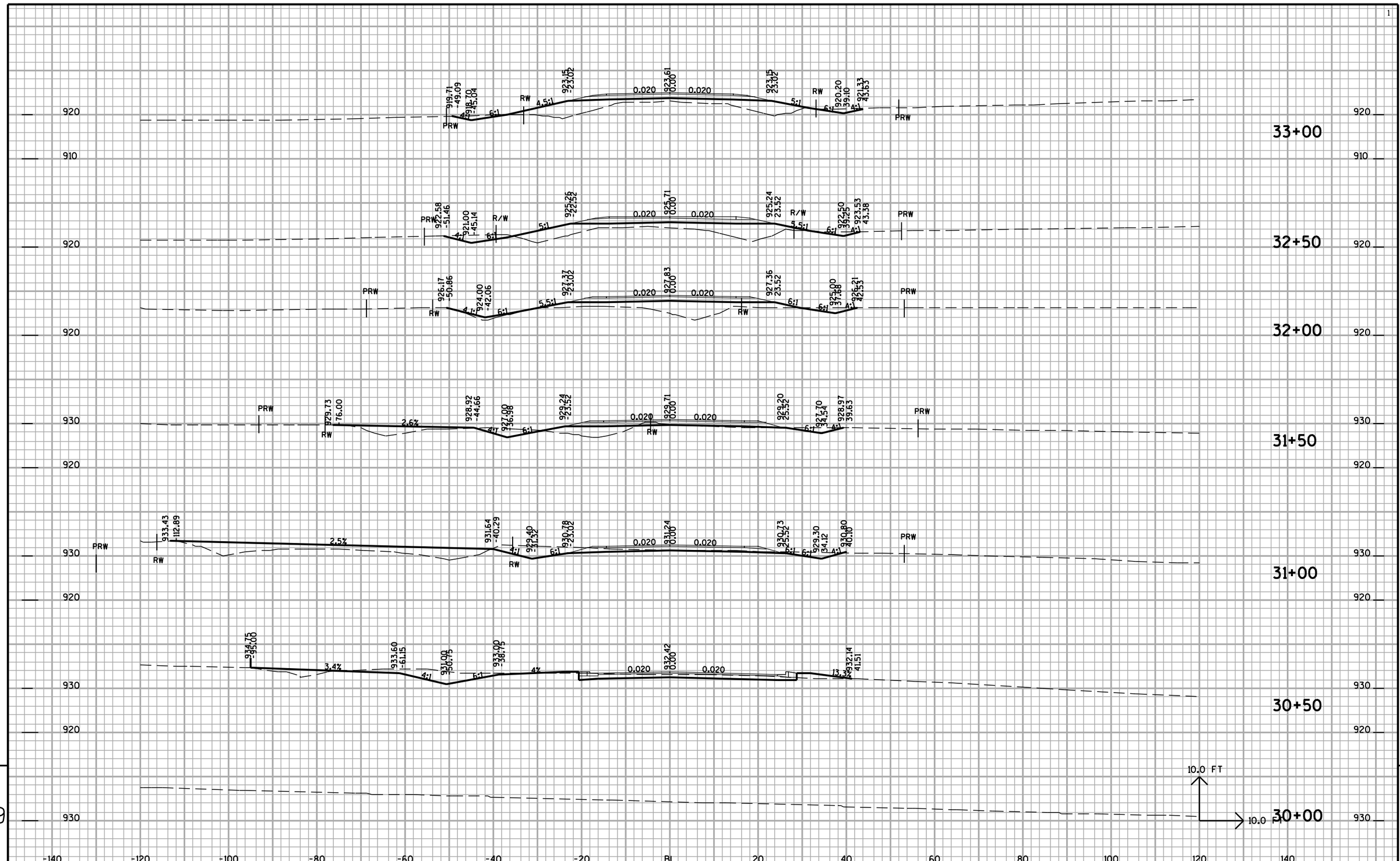

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (PAGE ROAD) | SHEET NO: 298 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINPAGE.DGN PLOT DATE : 04-FEB-2016 16:40 PLOT BY : dotmzc PLOT NAME : PAGE1 PLOT SCALE : 1.986:1



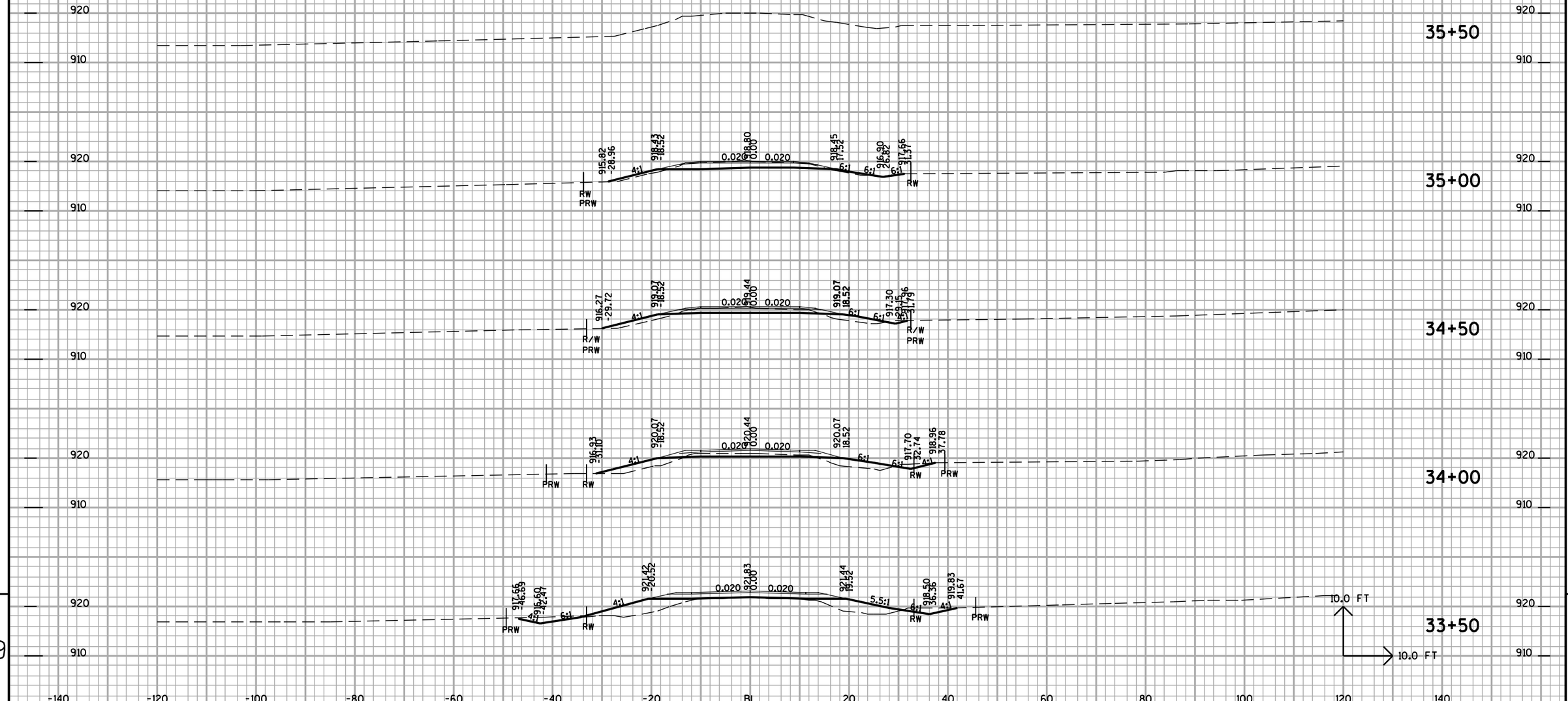

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (PAGE ROAD) | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINPAGE.DGN PLOT DATE : 04-FEB-2016 16:40 PLOT BY : dotmzc PLOT NAME : PAGE2 PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (ISLAND ROAD) | SHEET NO: E |
|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINISLND.DGN PLOT DATE : 04-FEB-2016 16:40 PLOT BY : dotmzc PLOT NAME : ISLAND1 PLOT SCALE : 2:1

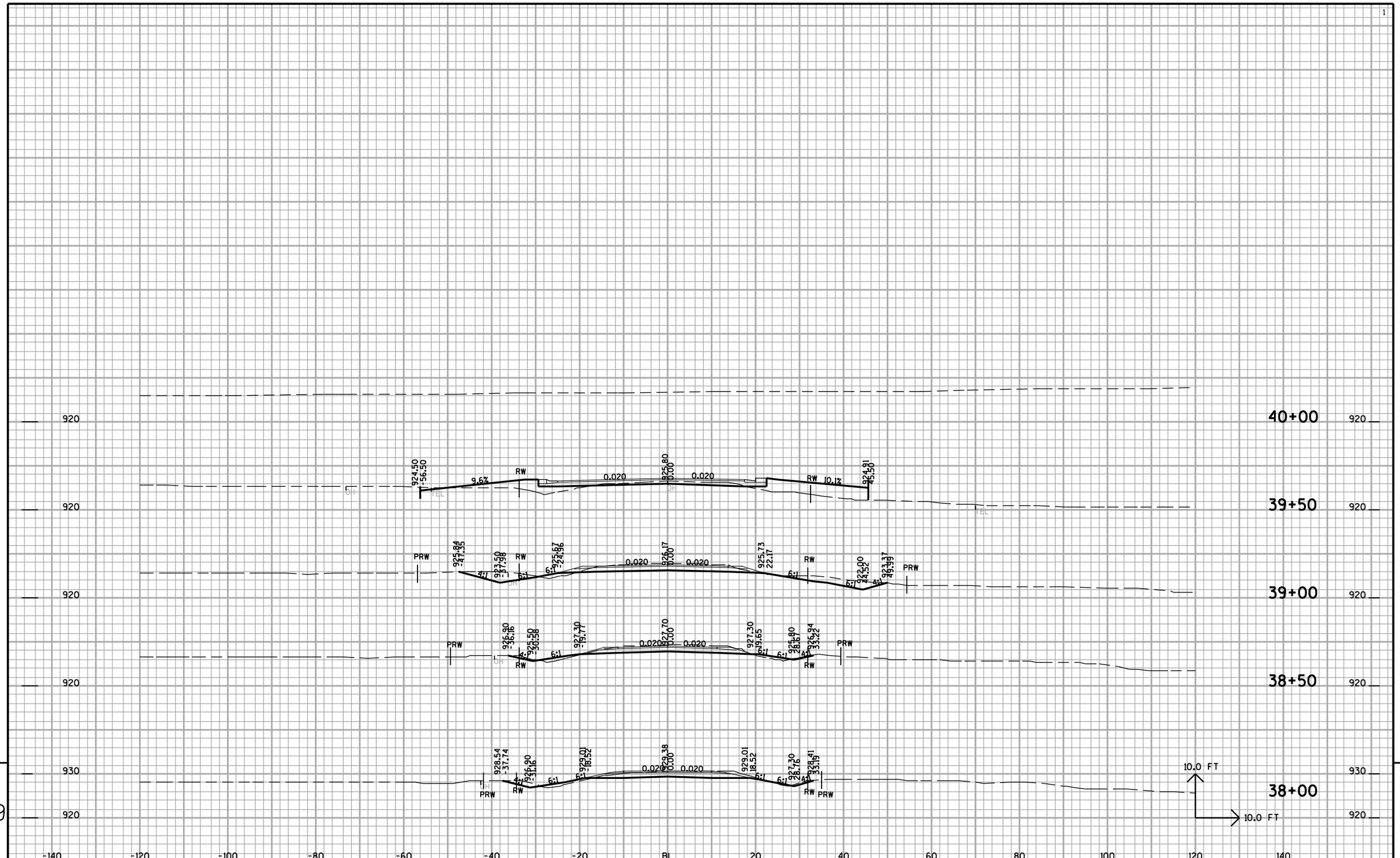



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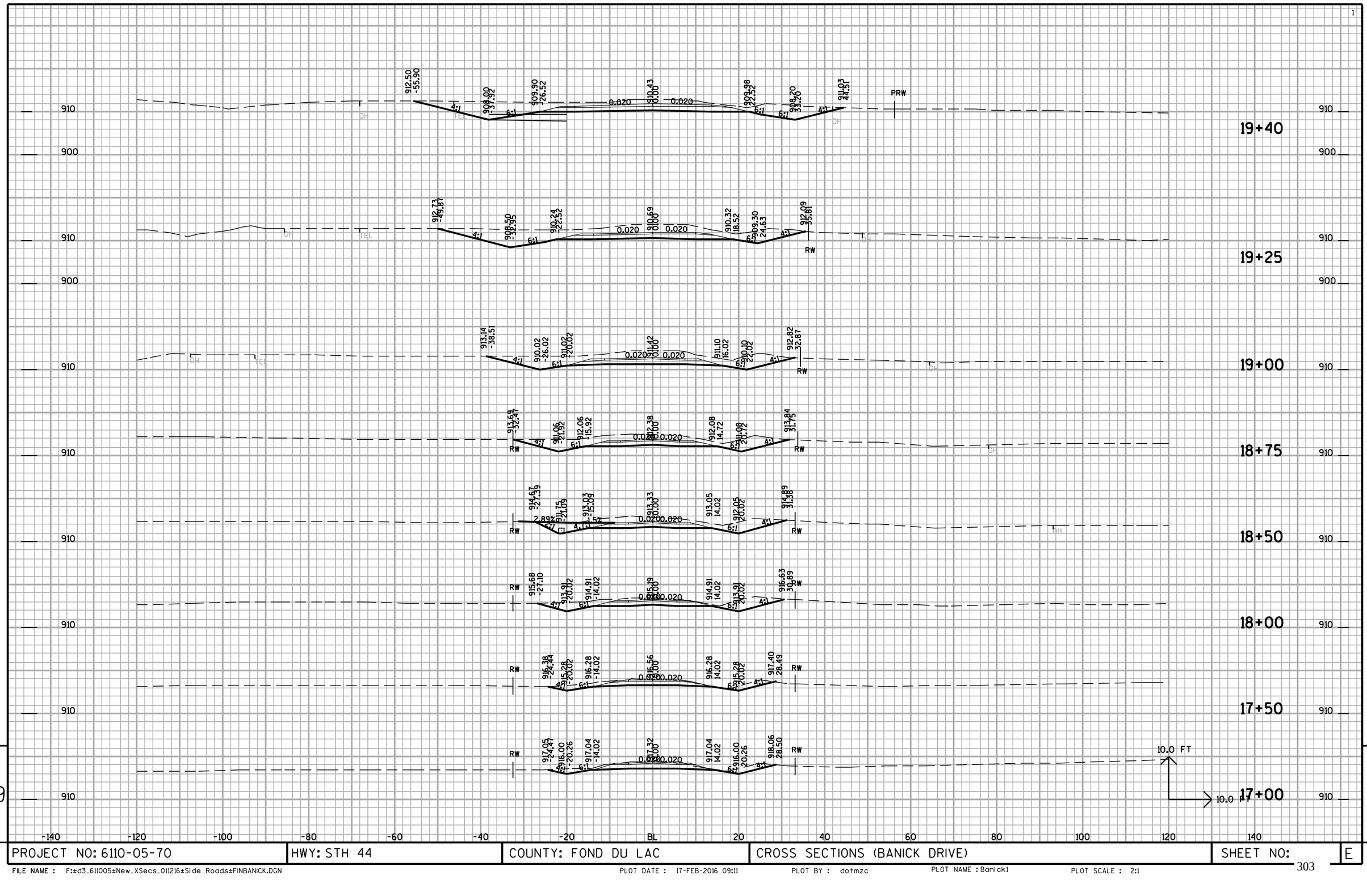
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (ISLAND ROAD) | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINISLND.DGN PLOT DATE : 04-FEB-2016 16:40 PLOT BY : dotmzc PLOT NAME : ISLAND2 PLOT SCALE : 2:1



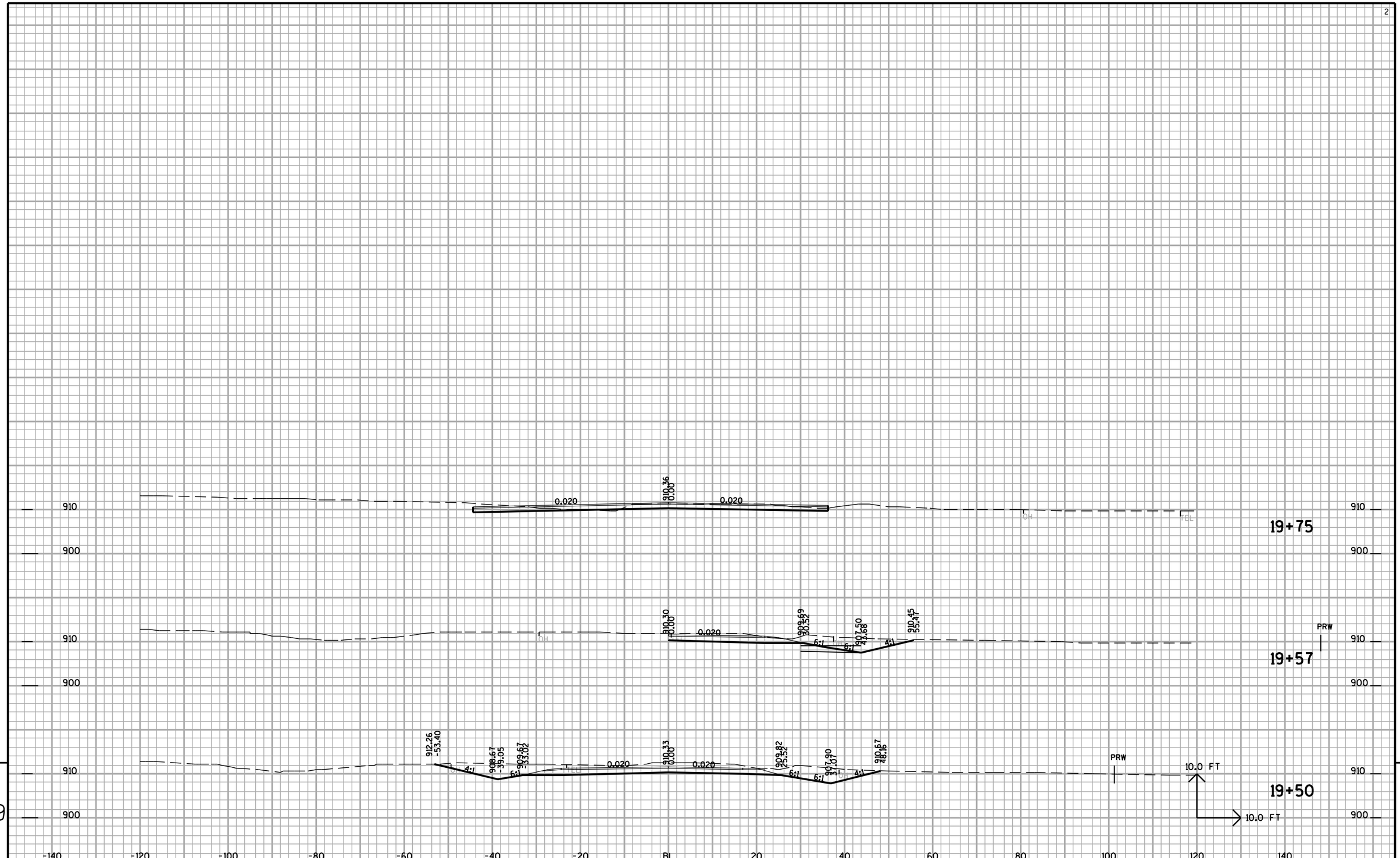

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (CUSTER ROAD) | SHEET NO: E |
|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINCUSTER.DGN PLOT DATE : 09-MAY-2016 14:33 PLOT BY : dotmzc PLOT NAME : Custer PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (BANICK DRIVE) | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINBANICK.DGN PLOT DATE : 17-FEB-2016 09:11 PLOT BY : dotmzc PLOT NAME : Banick1 PLOT SCALE : 2:1

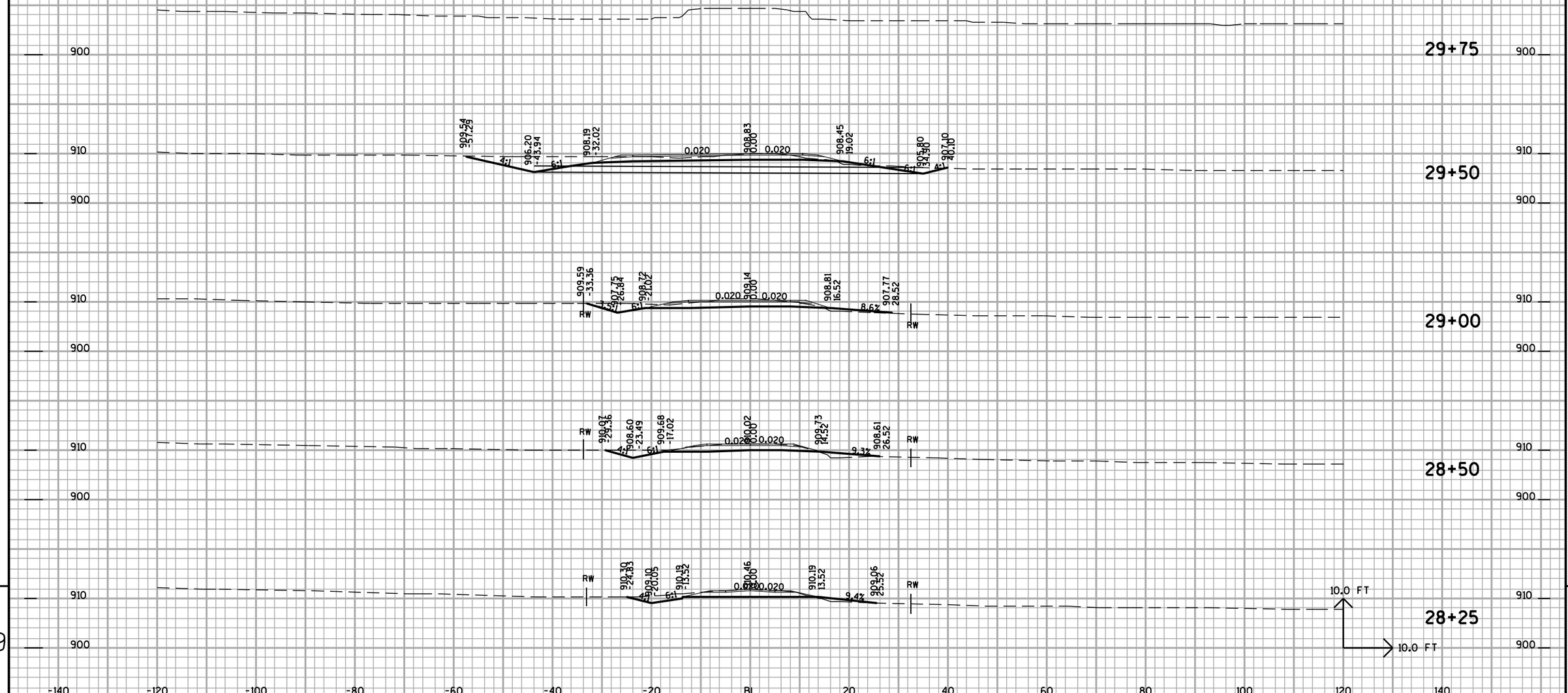



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| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (BANICK DRIVE) | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINBANICK.DGN PLOT DATE : 17-FEB-2016 09:11 PLOT BY : dotmzc PLOT NAME : Banick2 PLOT SCALE : 2:1

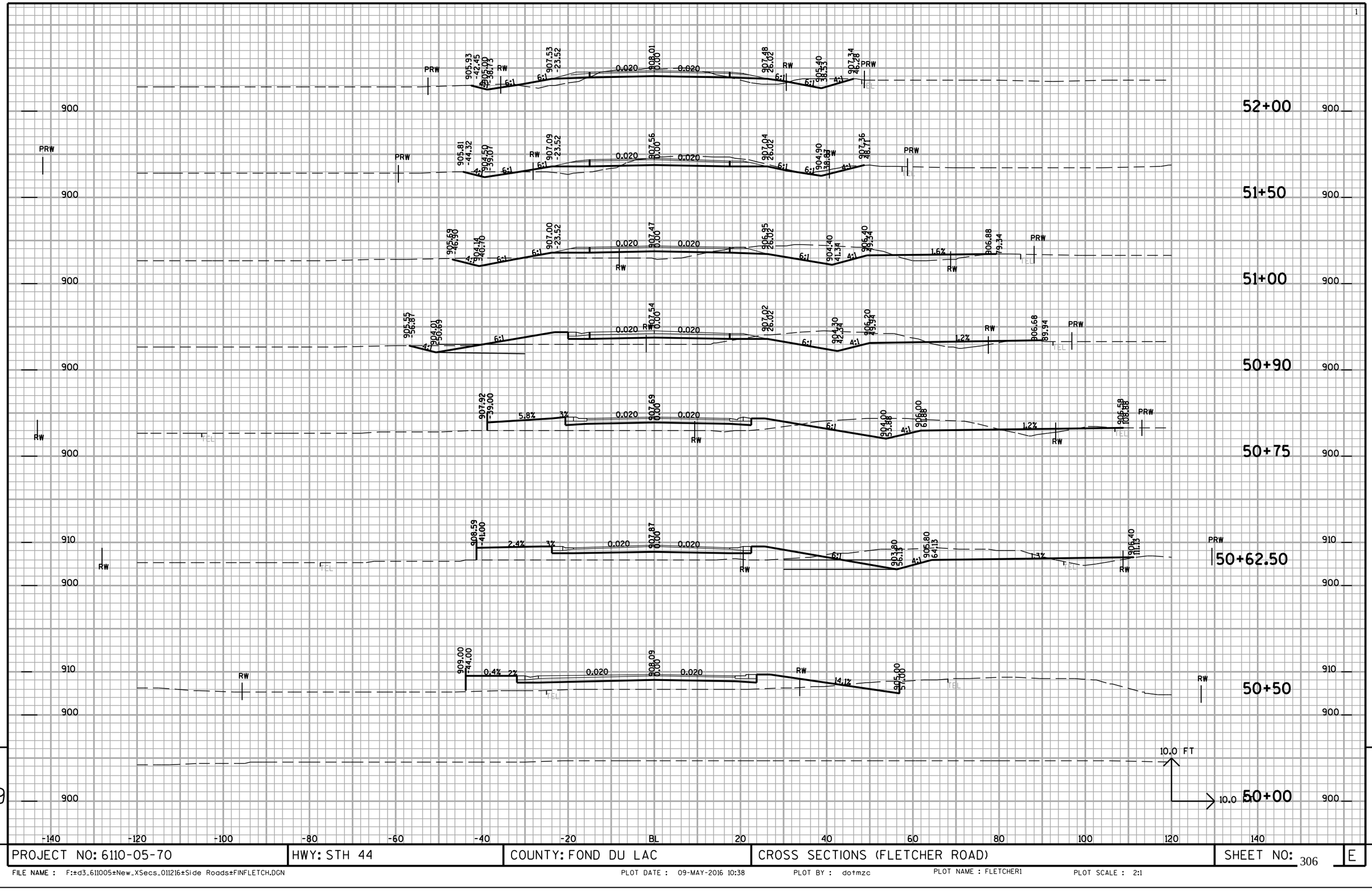



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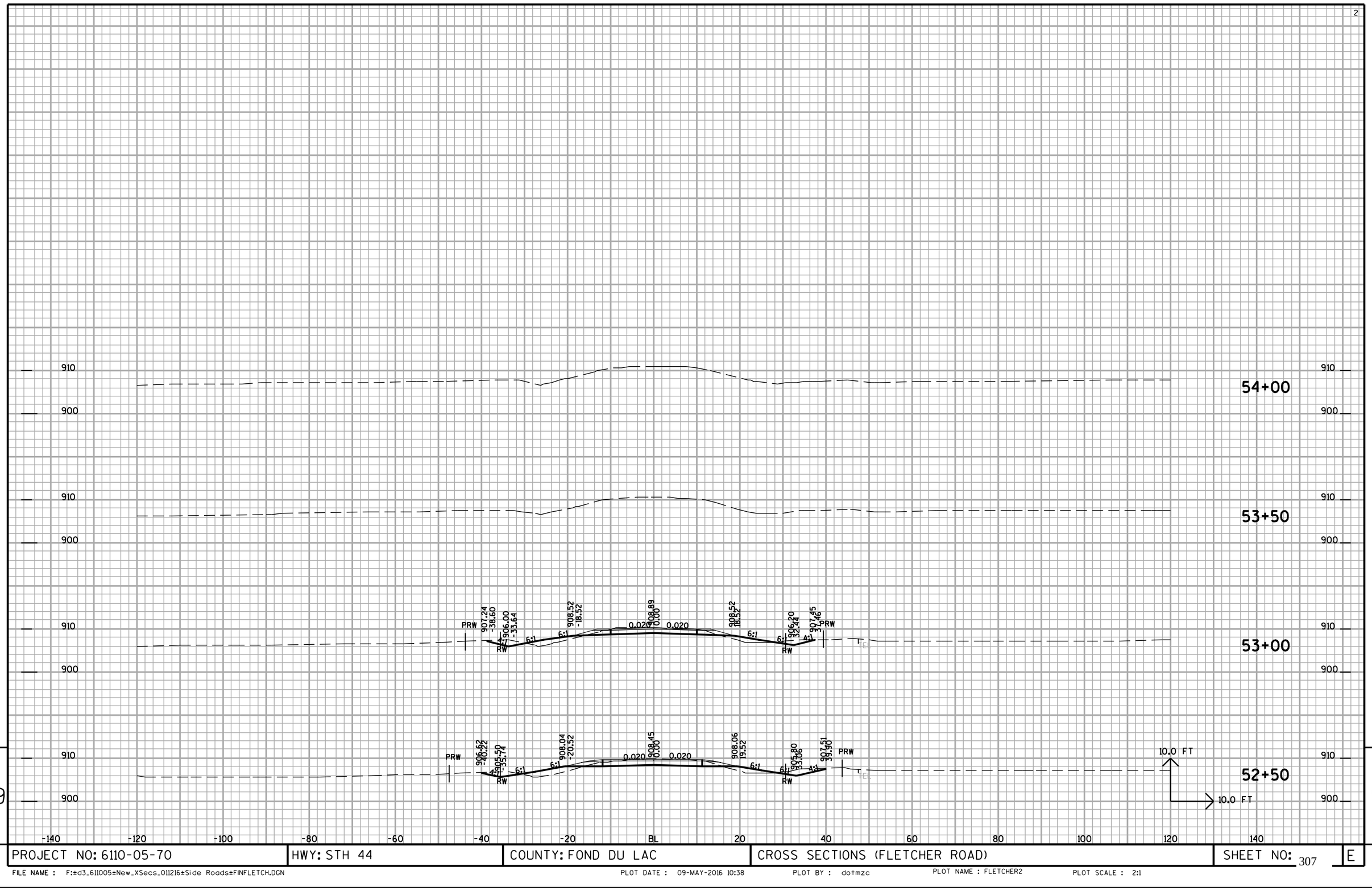
| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (SMOODY DRIVE) | SHEET NO: | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINSMOODY.DGN PLOT DATE : 04-FEB-2016 16:40 PLOT BY : dotmzc PLOT NAME : SMOODY1 PLOT SCALE : 2:1



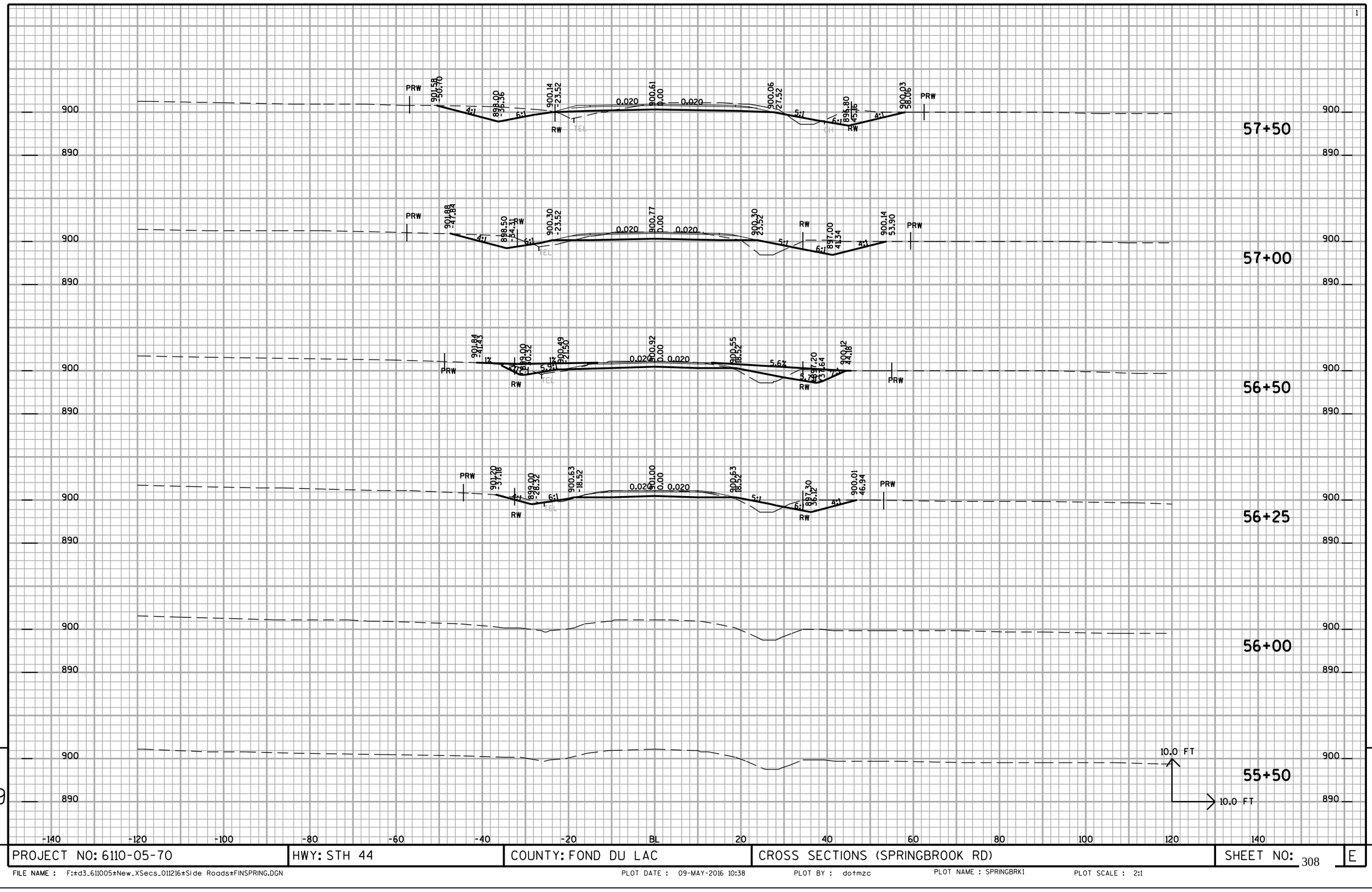

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (FLETCHER ROAD) | SHEET NO: 306 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINFLETCH.DGN PLOT DATE : 09-MAY-2016 10:38 PLOT BY : dotmzc PLOT NAME : FLETCHER1 PLOT SCALE : 2:1



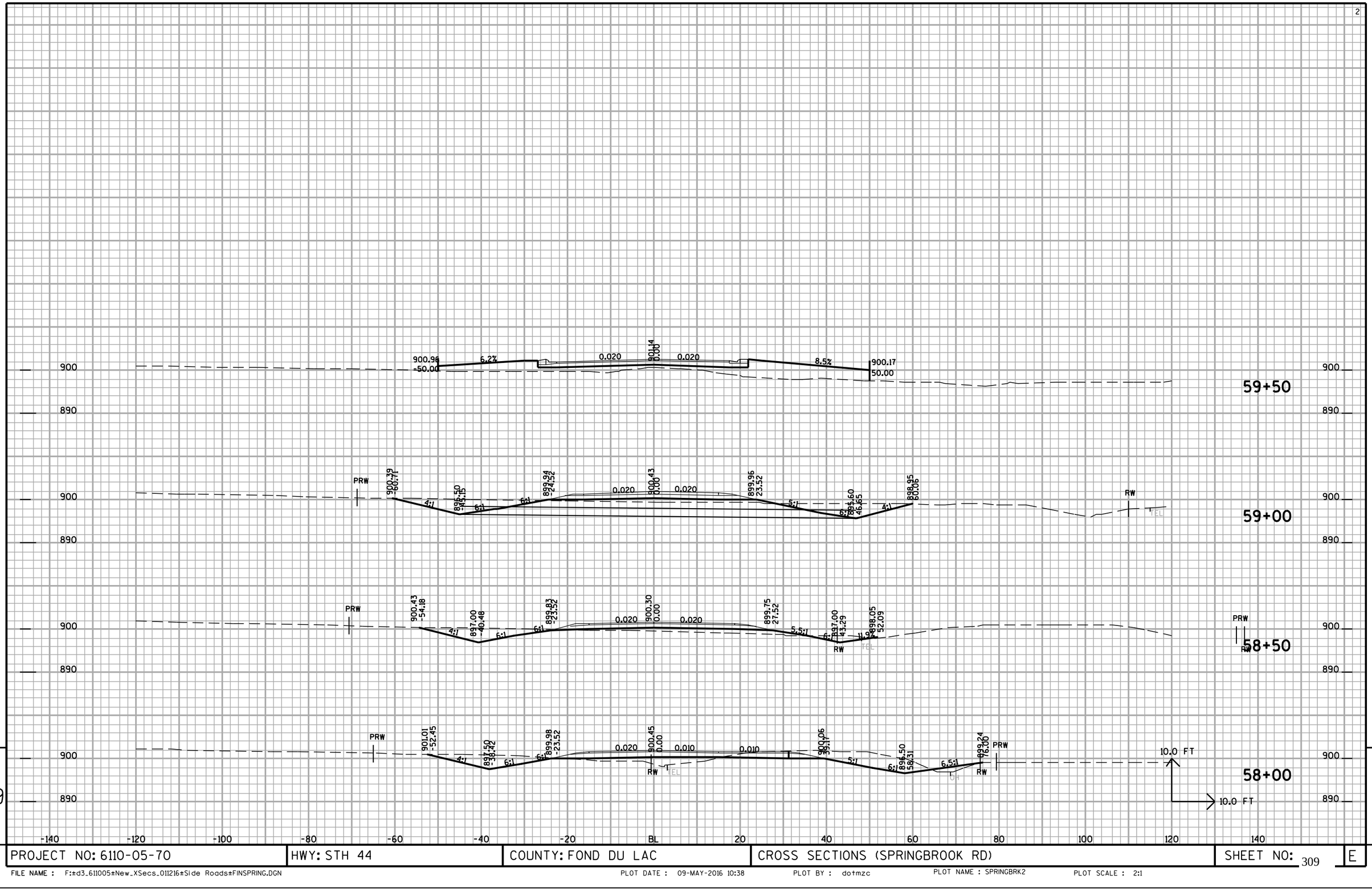

| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (FLETCHER ROAD) | SHEET NO: 307 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINFLETCH.DGN PLOT DATE : 09-MAY-2016 10:38 PLOT BY : dotmzc PLOT NAME : FLETCHER2 PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (SPRINGBROOK RD) | SHEET NO: 308 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINSPRING.DGN PLOT DATE : 09-MAY-2016 10:38 PLOT BY : dotmzc PLOT NAME : SPRINGBRK1 PLOT SCALE : 2:1




| PROJECT NO: 6110-05-70 | HWY: STH 44 | COUNTY: FOND DU LAC | CROSS SECTIONS (SPRINGBROOK RD) | SHEET NO: 309 | E |
|---|---|---|---|---|---|

FILE NAME : F:±d3_611005±New_XSecs_011216±Side Roads±FINSPRING.DGN PLOT DATE : 09-MAY-2016 10:38 PLOT BY : dotmzc PLOT NAME : SPRINGBRK2 PLOT SCALE : 2:1

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