

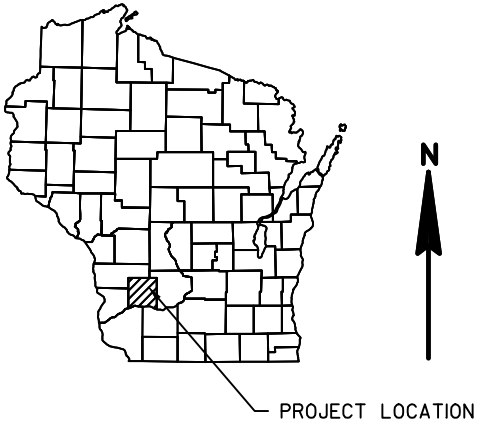
PROJECT ID: 5419-06-71
WITH: N/A

COUNTY: RICHLAND

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 (Includes Erosion Control Plans)
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 =



DESIGN DESIGNATION	SANTA KLAUS LN-CTH 00	CTH 00-PINE RIVER TRAIL
A.A.D.T. 2018	= 1050	1800
A.A.D.T. 2038	= 1300	2300
D.H.V.	= 161	285
D.D.	= 50%	50%
T.	= 6.1% ADT	6.1% ADT
DESIGN SPEED	= 50 MPH	55 MPH
ESALS	= 160,600	270,100

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	OVERHEAD UTILITY
PROPOSED CULVERT (Box or Pipe)	FIBER OPTIC
COMBUSTIBLE FLUIDS	GAS
MARSH AREA	SANITARY SEWER
WOODED OR SHRUB AREA	STORM SEWER
	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

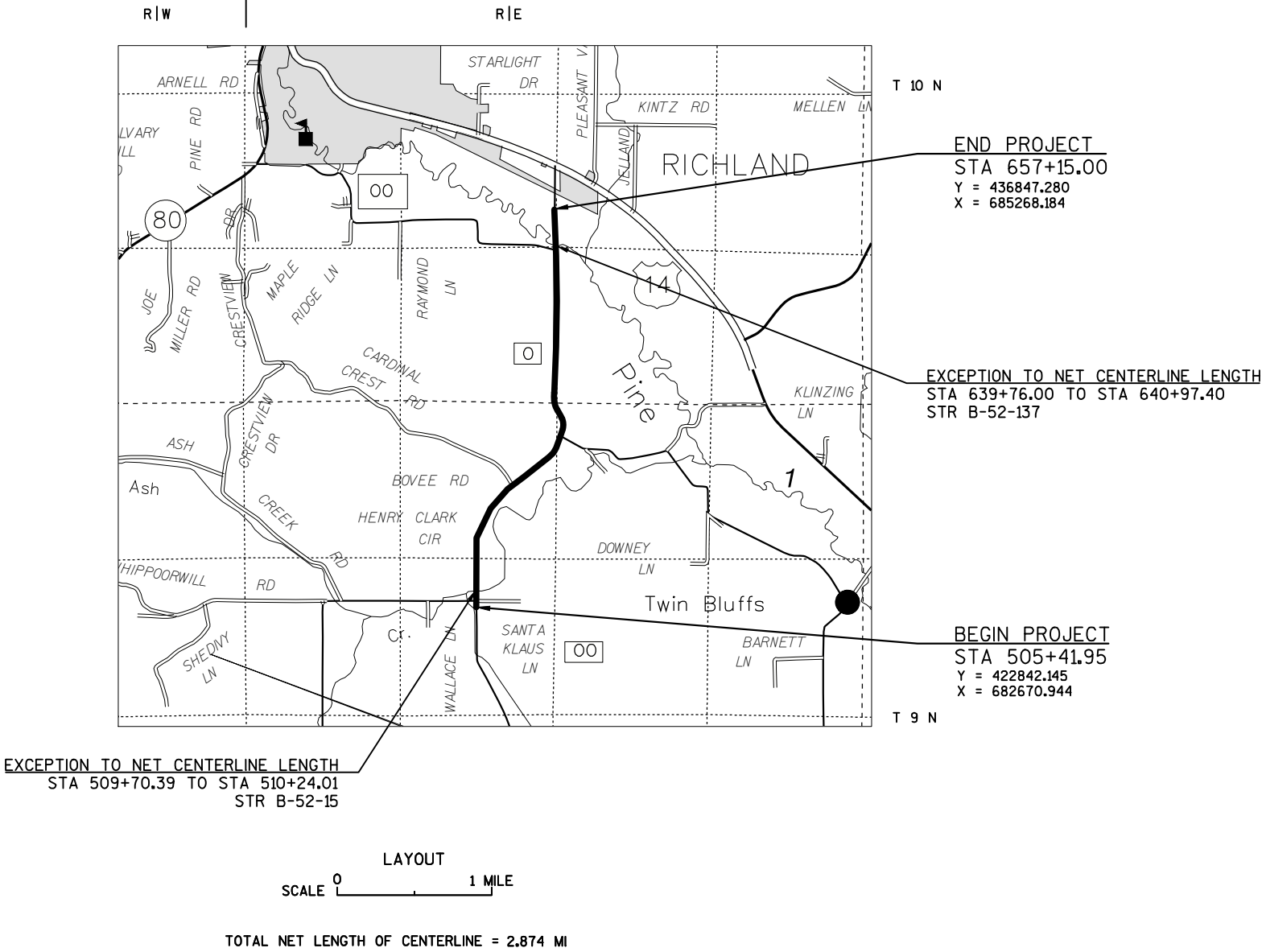
STH 80 - RICHLAND CENTER

(CTH 00 TO USH 14)

CTH 0

RICHLAND COUNTY

STATE PROJECT NUMBER
5419-06-71



STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5419-06-71		

ACCEPTED FOR

COUNTY _____ of _____ RICHLAND

(Date)

(Signature & Title of Official)

ORIGINAL PLANS PREPARED BY



(Date)

(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor _____ SEH

Designer _____ SEH

Management Consultant _____ KL Engineering

APPROVED FOR THE DEPARTMENT

DATE: _____

Management Consultant Signature

E

STANDARD ABBREVIATIONS

ABUT	ABUTMENT
AC	ACRE
AGG	AGGREGATE
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
ASPH	ASPHALTIC
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BF	BACK FACE
BM	BENCH MARK
BR	BRIDGE
CE	COMMERCIAL ENTRANCE
CL OR C/L OR ☉	CENTER LINE
CONC	CENTRAL ANGLE OR DELTA CONCRETE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
CR	CREEK
CY	CUBIC YARD
C & G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DISCH	DISCHARGE
DG	DITCH GRADE
DWY	DRIVEWAY
X	EAST GRID COORDINATE
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
EOR	END POINT OF RADIUS
EL	ELEVATION
ENT	ENTRANCE
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FC	FACE OF CURB
FF	FACE TO FACE
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FO	FIBER OPTIC
CWT	HUNDREDWEIGHT
HYD	HYDRANT
ID	INSIDE DIAMETER
INV	INVERT
IP	IRON PIPE ON PIN
LHF	LEFT-HAND FORWARD
L	LENGTH OF CURVE
LF	LINEAR FOOT
LC	LONG CHORD OF CURVE
LS	LUMP SUM
MH	MANHOLE
MOR	MID POINT OF RADIUS
NC	NORMAL CROWN
NO	NUMBER
OBLIT	OBLITERATE
PAVT	PAVEMENT
PE	PRIVATE ENTRANCE
PVRC	POINT OF VERTICAL REVERSE CURVE
QOR	QUARTER POINT OF RADIUS
R	RADIUS
REQ'D	REQUIRED
RES	RESIDENCE OR RESIDENTIAL
RHF	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY
R	RIVER
RDWY	ROADWAY
R/L OR ☉	REFERENCE LINE
SALV	SALVAGED
SAN	SANITARY SEWER
SF	SQUARE FEET
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
SE	SUPERELEVATION RATE
TC	TOP OF CURB
T OR TN	TOWN
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VC	VERTICAL CURVE
Y	NORTH GRID COORDINATE
YD	YARD

GENERAL NOTES

WHEN THE QUANTITY OF BASE AGGREGATE OR ASPHALTIC SURFACE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

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

THE EXACT LOCATION OF THE EROSION CONTROL DEVICES SHALL BE DETERMINED IN THE FIELD.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE 4-INCH SALVAGED TOPSOILED, FERTILIZED, AND SEEDED AND MULCHED. FINISHED SEEDED SURFACE SHALL BE 1-INCH BELOW THE TOP OF ADJACENT CONCRETE.

BEARINGS SHOWN ON THE PLANS ARE GROUND BEARINGS TO THE NEAREST SECOND.

THE LOCATION OF ALL DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

ALL CURB AND GUTTER RADII, PAVEMENT DIMENSIONS AND STATIONS ARE SHOWN TO THE EDGE OF PAVEMENT UNLESS NOTED OTHERWISE.

ALL SIDE ROAD EARTHWORK QUANTITIES ARE INCLUDED IN MAINLINE EARTHWORK QUANTITIES.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS AND PAVEMENTS AT REMOVAL LIMITS.

TOP OF CASTING ELEVATIONS SHOWN FOR INLETS REFER TO THE CASTING ELEVATION AT THE FLOWLINE OF GRATE.

ALL STORM SEWER INVERTS, ELEVATIONS, PIPE LENGTHS, AND GRADES ARE COMPUTED CENTER-TO-CENTER OF STRUCTURES.

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 OR ROCK EXCAVATION.

ASPHALTIC SURFACE/HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYER THICKNESSES:

PAVEMENT THICKNESS (INCH)	LOWER (INCH)	NOM AGG SIZE (mm)	MIDDLE (INCH)	NOM AGG SIZE (mm)	UPPER (INCH)	NOM AGG SIZE (mm)
4	2.25	---	---	---	1.75	---

WISDOT MONUMENTS WILL BE SUPPLIED BY THE STATE AND INSTALLED BY THE CONTRACTOR AS DIRECTED BY THE ENGINEER.

EXISTING PIPE CULVERT AND/OR CONCRETE BOX CULVERT SIZES SHOWN ARE APPROXIMATE AND THE CONTRACTOR SHALL BASE ITS BID ON ACTUAL FIELD CONDITIONS.

WETLANDS ARE PRESENT AT:
STA 509+50 TO STA 510+50 LT AND RT
STA 533+50 TO STA 534+00 LT AND RT
STA 553+75 TO STA 555+50 LT AND RT
STA 639+50 TO STA 652+00 LT AND RT

DO NOT OPERATE MACHINERY OUTSIDE OF THE SLOPE INTERCEPTS IN THESE AREAS.

ORDER OF SECTION NO 2 SHEETS

TYPICAL SECTIONS
CONSTRUCTION DETAILS
INTERSECTION DETAILS
SIGNING
PAVEMENT MARKING
TRAFFIC CONTROL AND CONSTRUCTION STAGING
ALIGNMENT DETAIL

UTILITY CONTACTS

CHARTER COMMUNICATIONS
2701 DANIELS STREET
MADISON, WI 53718
TELEPHONE: 608.576.2613
ATTENTION: STEVE HEGGE
EMAIL: STEVE.HEGGE@CHARTER.COM

FRONTIER NORTH
PORTAGE WI 53901
TELEPHONE: 608.742.8644
CELL*: 608.742.9507
ATTENTION: JERALD MOORE
EMAIL: JERALD.R.MOORE@FTR.COM

WISCONSIN POWER & LIGHT COMPANY
4902 NORTH BITMORE LANE
MADISON, WI 53718
TELEPHONE: 608.458.4871
CELL*: 608.395.7395
ATTENTION: JASON HOGAN
EMAIL: JASONHOGAN@ALLIANTENERGY.COM

GENUINE TELECOM
1027 NORTH JEFFERSON ST
RICHLAND CENTER, WI 53581
TELEPHONE: 608.647.2345
CELL*: 608.604.6062
ATTENTION: BRANDON KINNEY
EMAIL: BKinney@GENUINETEL.COM

DESIGN CONTACT

SEH INC
10 NORTH BRIDGE STREET
CHIPPewa FALLS, WI 54729
TELEPHONE: 715.720.6261
ATTENTION: JARROD STARREN
EMAIL: JSTARREN@SEHINC.COM

DNR CONTACT

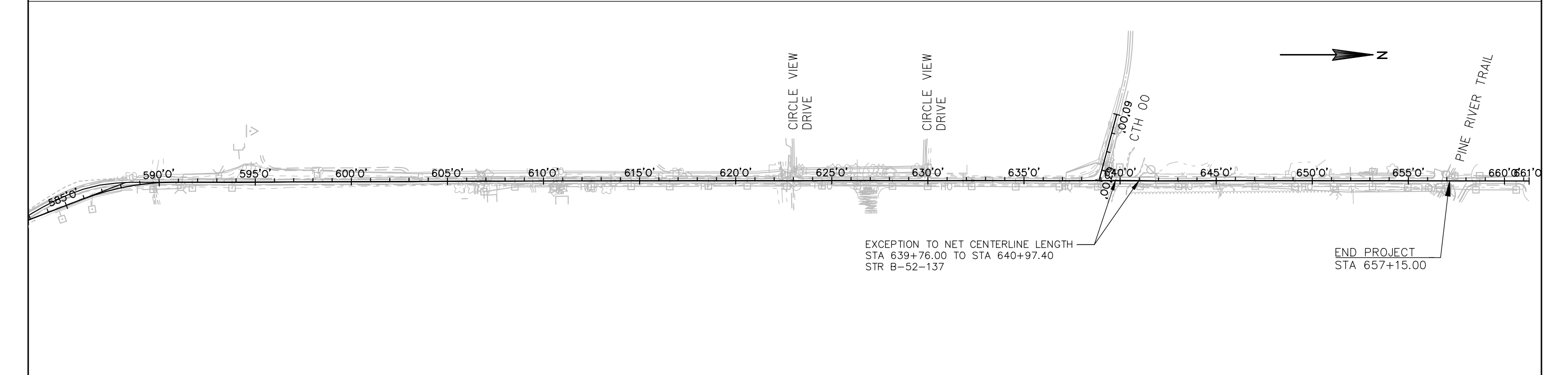
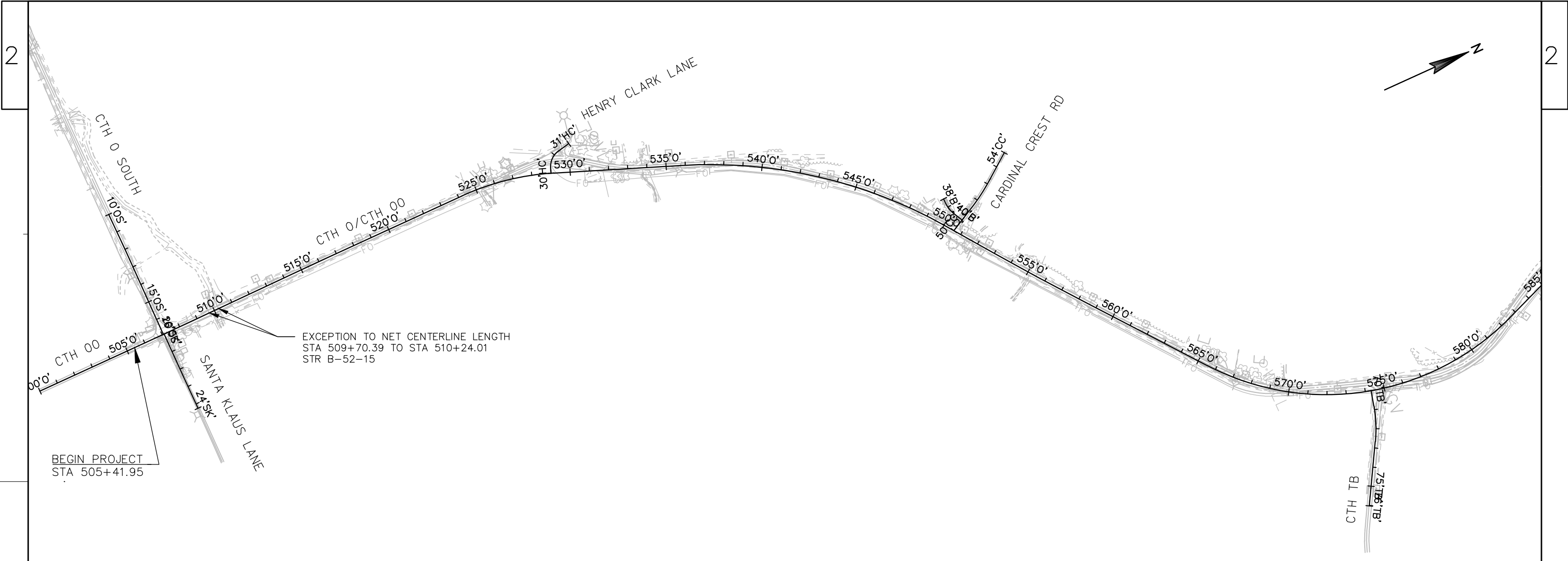
DNR SOUTH CENTRAL REGION
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
TELEPHONE: 608.275.3008
ATTENTION: ANDREW BARTA
EMAIL: ANDREW.BARTA@WISCONSIN.GOV



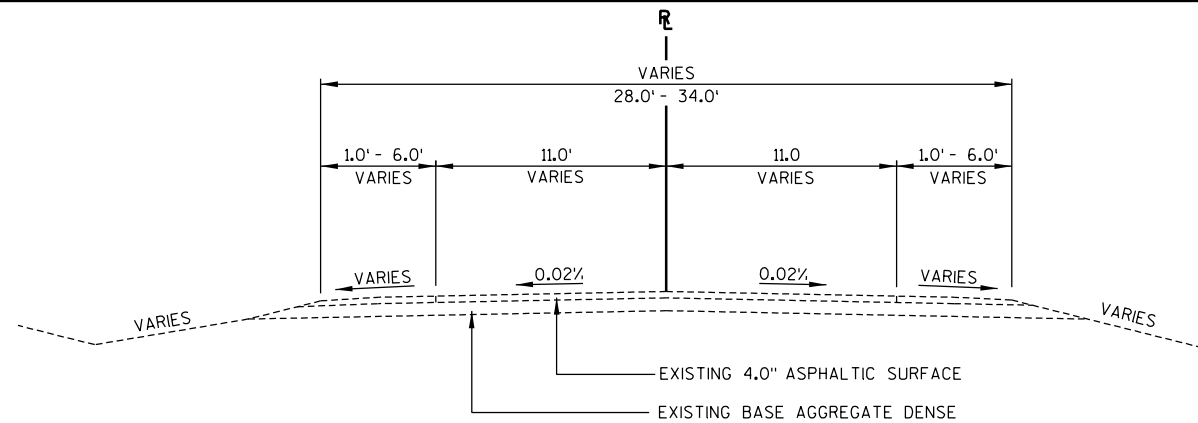
Dial 811 or (800)242-8511

www.DiggersHotline.com

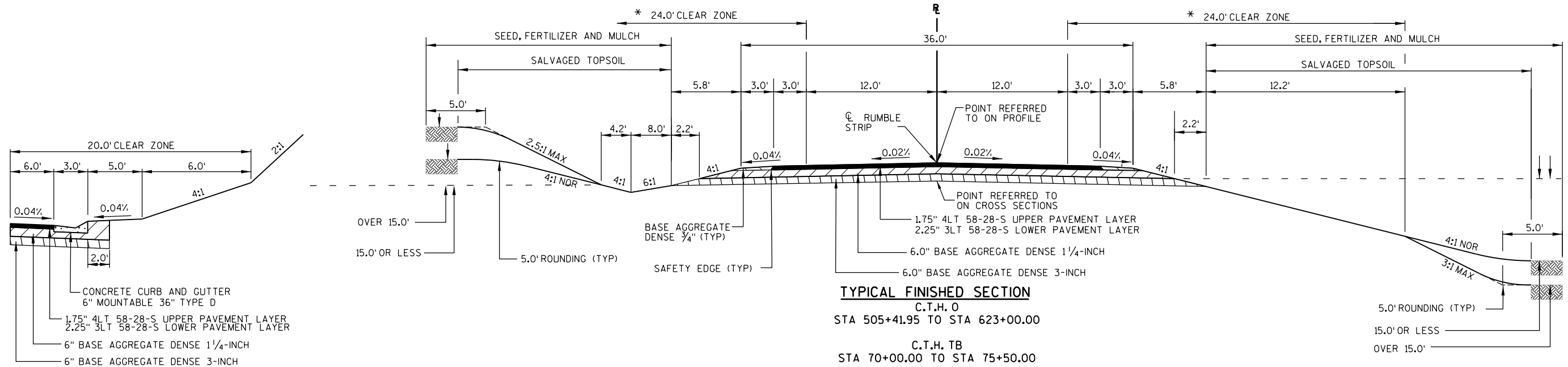
**DENOTES UTILITIES THAT ARE NOT DIGGERS HOTLINE MEMBERS



PROJECT NO:5419-06-71	HWY:CTH O	COUNTY:RICHLAND	PROJECT OVERVIEW	SHEET	E
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**TYPICAL EXISTING SECTION**

C.T.H. 0
STA 505+41 TO STA 657+15.00

**TYPICAL FINISHED SECTION**

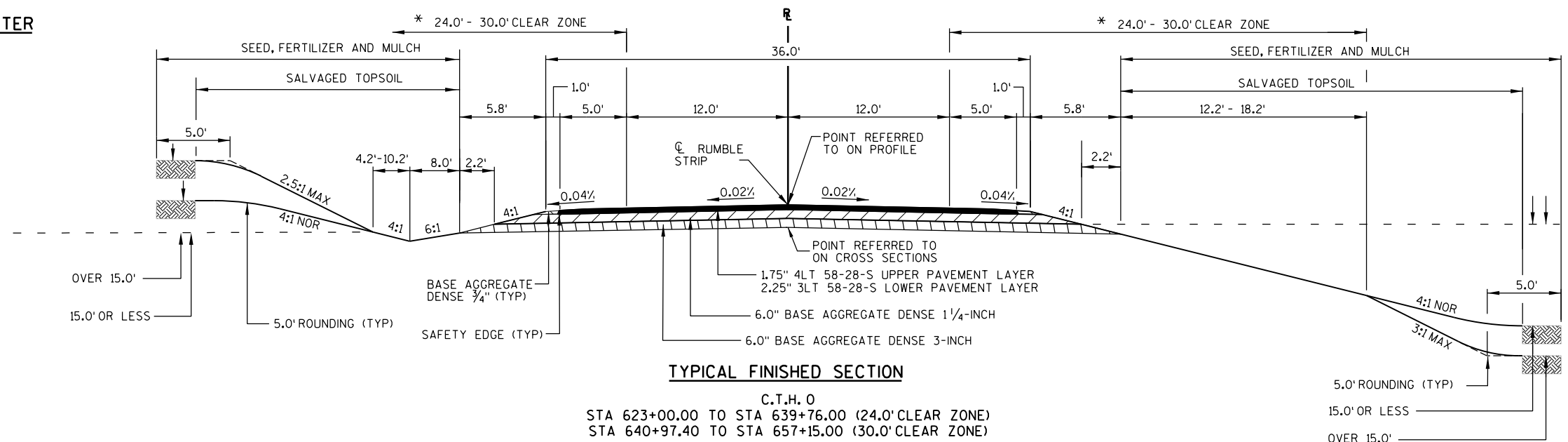
C.T.H. 0
STA 505+41.95 TO STA 623+00.00

C.T.H. TB
STA 70+00.00 TO STA 75+50.00

TYPICAL FINISHED SECTION - CURB & GUTTER

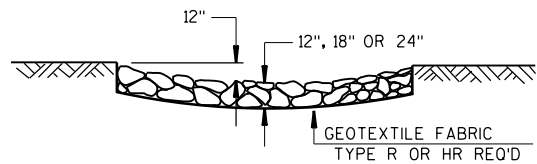
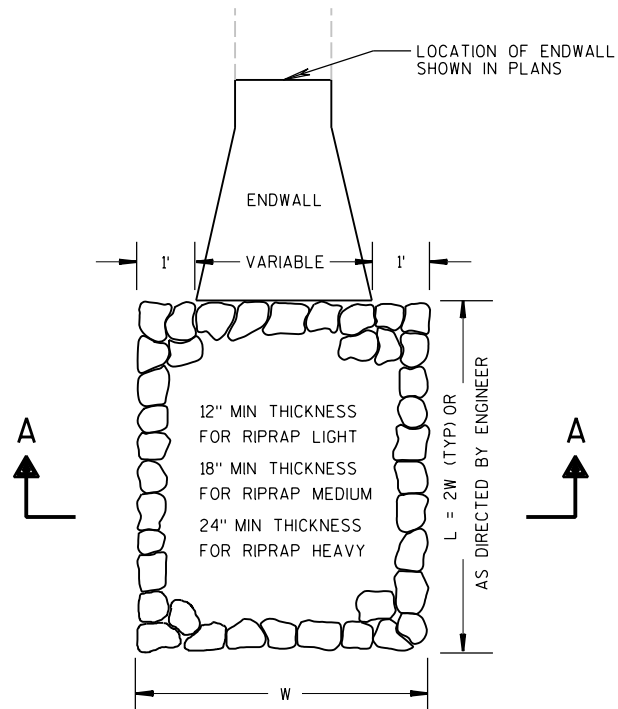
STA 541+00.00 TO STA 550+58.98 LT
STA 558+00.00 TO STA 562+00.00 LT
STA 567+37.97 TO STA 570+50.00 LT
STA 610+48.00 TO STA 615+00.00 RT
STA 625+50.00 TO STA 627+50.00 RT

* 20.0' CLEAR ZONE MINIMUM
STA 552+00.00 TO STA 564+00.00 LT/RT
STA 625+50.00 TO STA 627+50.00 RT
STA 651+75.00 TO STA 654+25.00 RT

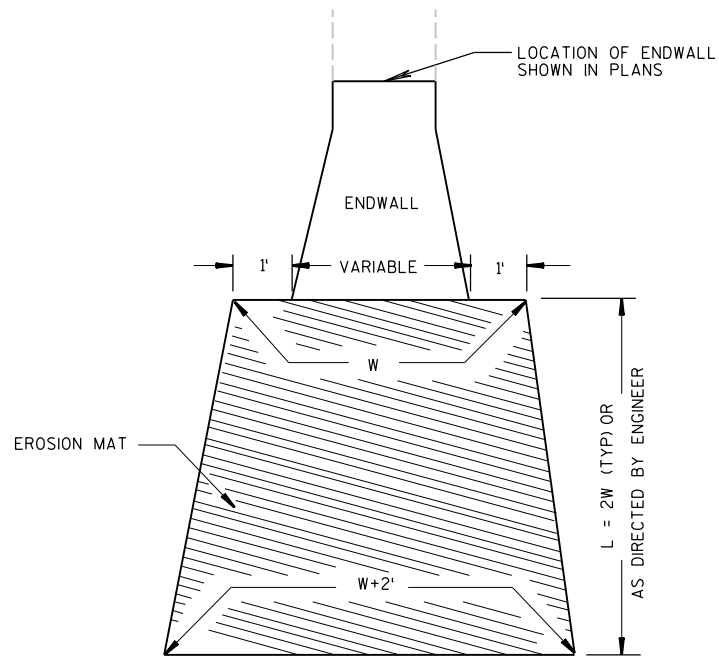
**TYPICAL FINISHED SECTION**

C.T.H. 0
STA 623+00.00 TO STA 639+76.00 (24.0' CLEAR ZONE)
STA 640+97.40 TO STA 657+15.00 (30.0' CLEAR ZONE)

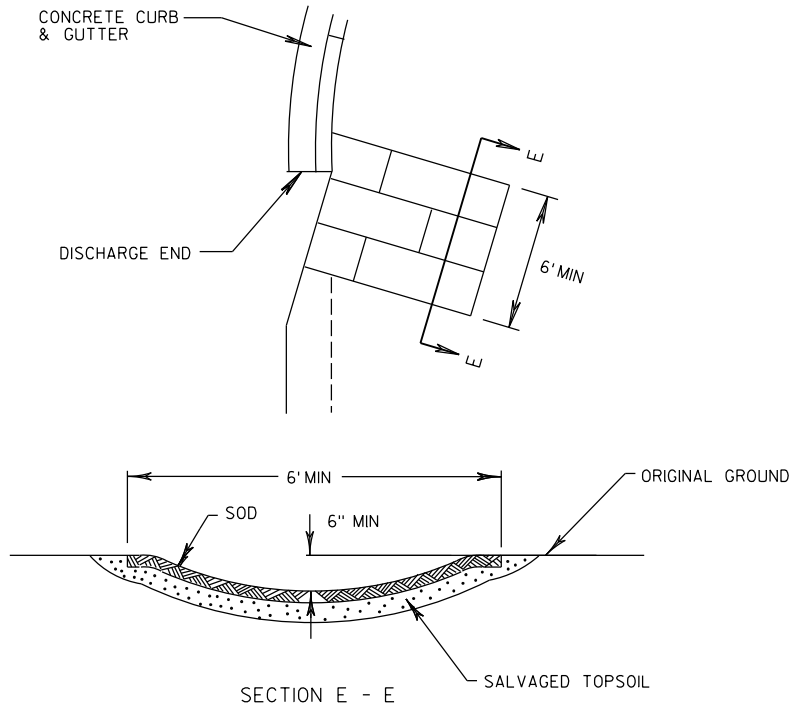
Superelevation Curve	Station	Description	Left Shlder	Left Lane	Right Shlder	Right Lane
	500+00.00'	Begin Alignment	-4.00%	-2.00%	-4.00%	-2.00%
1	522+58.42'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
1	522+58.42'	End Normal Crown	-2.00%	-2.00%	-2.00%	-2.00%
1	523+11.76'	Level Crown	0.00%	0.00%	-2.00%	-2.00%
1	523+65.09'	Reverse Crown	2.00%	2.00%	-2.00%	-2.00%
1	524+71.76'	Begin Full Super	6.00%	6.00%	-6.00%	-6.00%
1	528+61.26'	End Full Super	6.00%	6.00%	-6.00%	-6.00%
1	529+67.93'	Reverse Crown	2.00%	2.00%	-2.00%	-2.00%
1	530+21.26'	Level Crown	0.00%	0.00%	-2.00%	-2.00%
1	530+74.60'	Begin Normal Crown	-2.00%	-2.00%	-2.00%	-2.00%
1	530+74.60'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
3	534+41.73'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
3	534+41.73'	End Normal Crown	-2.00%	-2.00%	-2.00%	-2.00%
3	534+95.20'	Level Crown	0.00%	0.00%	-2.00%	-2.00%
3	535+48.67'	Reverse Crown	2.00%	2.00%	-2.00%	-2.00%
3	536+26.20'	Begin Full Super	4.90%	4.90%	-4.90%	-4.90%
3	549+65.21'	End Full Super	4.90%	4.90%	-4.90%	-4.90%
3	550+42.74'	Reverse Crown	2.00%	2.00%	-2.00%	-2.00%
3	550+96.21'	Level Crown	0.00%	0.00%	-2.00%	-2.00%
3	551+49.68'	Begin Normal Crown	-2.00%	-2.00%	-2.00%	-2.00%
3	551+49.68'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
7	563+95.28'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
7	563+95.28'	End Normal Crown	-2.00%	-2.00%	-2.00%	-2.00%
7	564+48.61'	Level Crown	-2.00%	-2.00%	0.00%	0.00%
7	565+01.94'	Reverse Crown	-2.00%	-2.00%	2.00%	2.00%
7	566+08.61'	Begin Full Super	-6.00%	-6.00%	6.00%	6.00%
7	582+06.18'	End Full Super	-6.00%	-6.00%	6.00%	6.00%
7	583+12.84'	Reverse Crown	-2.00%	-2.00%	2.00%	2.00%
7	583+66.18'	Level Crown	-2.00%	-2.00%	0.00%	0.00%
7	584+19.51'	Begin Normal Crown	-2.00%	-2.00%	-2.00%	-2.00%
7	584+19.51'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
9	584+24.53'	End Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
9	584+24.53'	End Normal Crown	-2.00%	-2.00%	-2.00%	-2.00%
9	584+77.87'	Level Crown	0.00%	0.00%	-2.00%	-2.00%
9	585+31.20'	Reverse Crown	2.00%	2.00%	-2.00%	-2.00%
9	586+37.87'	Begin Full Super	6.00%	6.00%	-6.00%	-6.00%
9	590+20.15'	End Full Super	6.00%	6.00%	-6.00%	-6.00%
9	591+26.82'	Reverse Crown	2.00%	2.00%	-2.00%	-2.00%
9	591+80.15'	Level Crown	0.00%	0.00%	-2.00%	-2.00%
9	592+33.48'	Begin Normal Crown	-2.00%	-2.00%	-2.00%	-2.00%
9	592+33.48'	Begin Normal Shoulder	-4.00%	-2.00%	-4.00%	-2.00%
	661+27.98'	End Alignment	-4.00%	-2.00%	-4.00%	-2.00%
Design Speed = 60 mph						
Normal Crown Superelevation Rate = 2 %						
Normal Shoulder Crown Superelevation Rate = 4 %						



RIPRAP TREATMENT AT CULVERTS



EROSION MAT TREATMENT AT CULVERTS

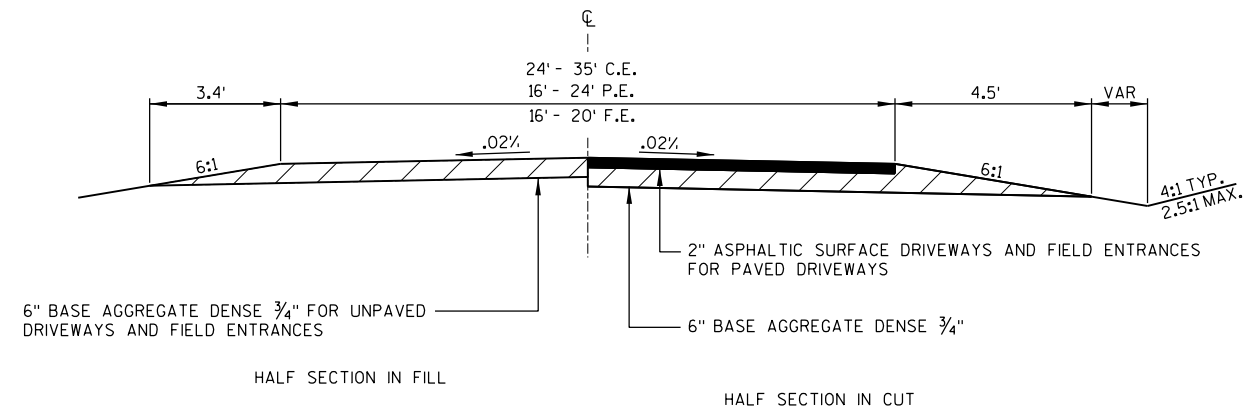


SOD FLUME DETAIL

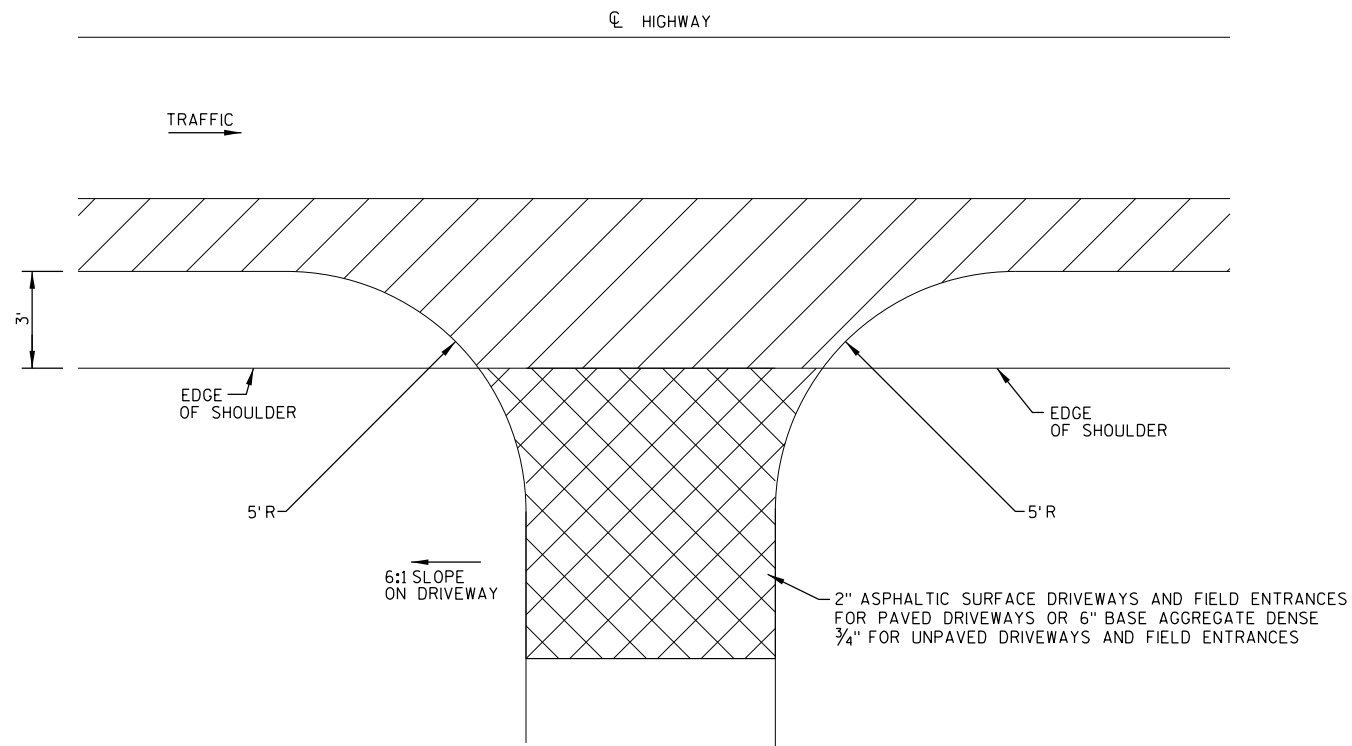
RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

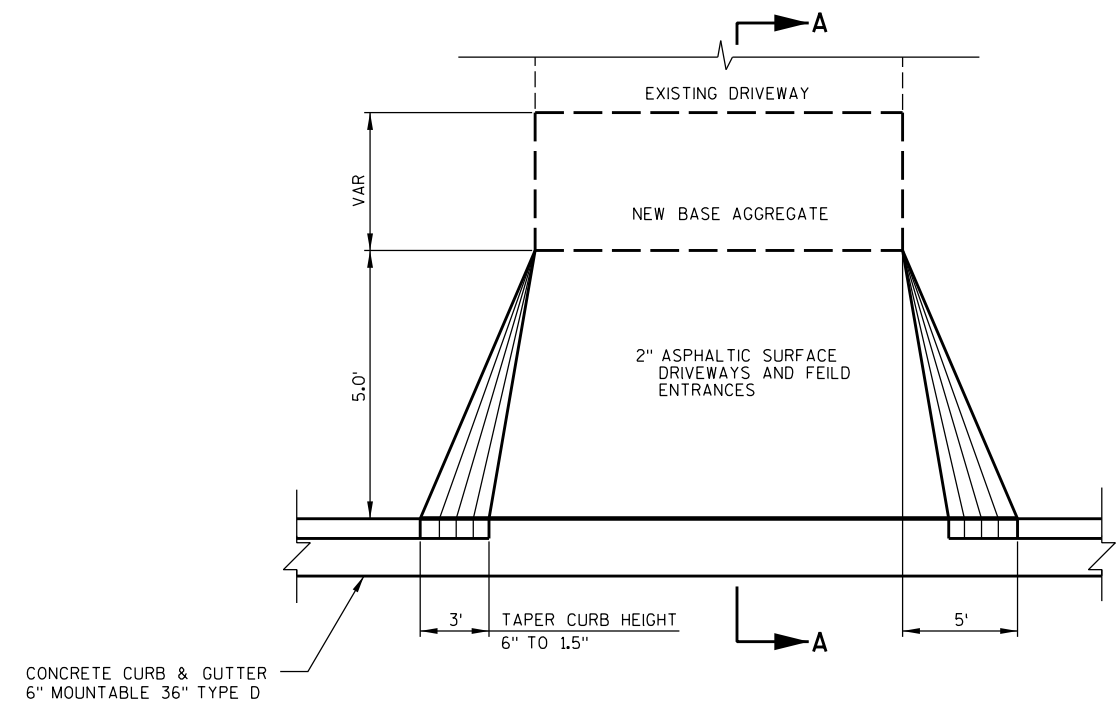
TOTAL PROJECT AREA = 84 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = XX ACRES



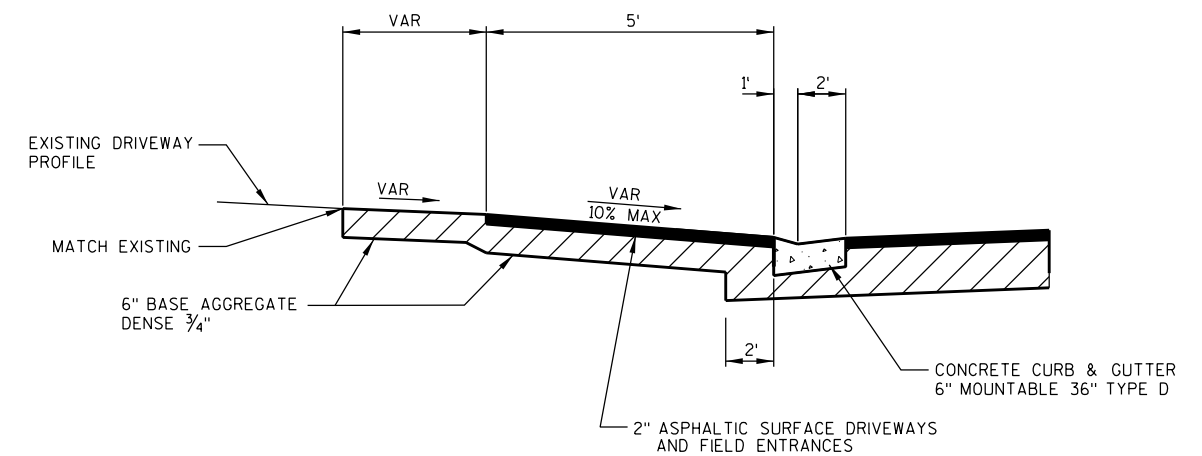
TYPICAL SECTION FOR PRIVATE ENTRANCES



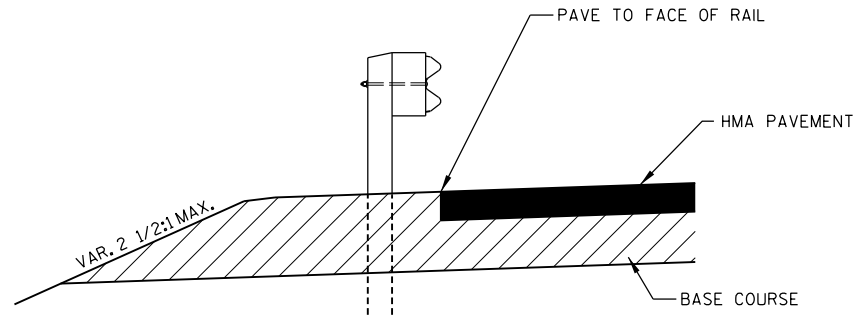
**PLAN VIEW
PRIVATE ENTRANCE DETAIL**



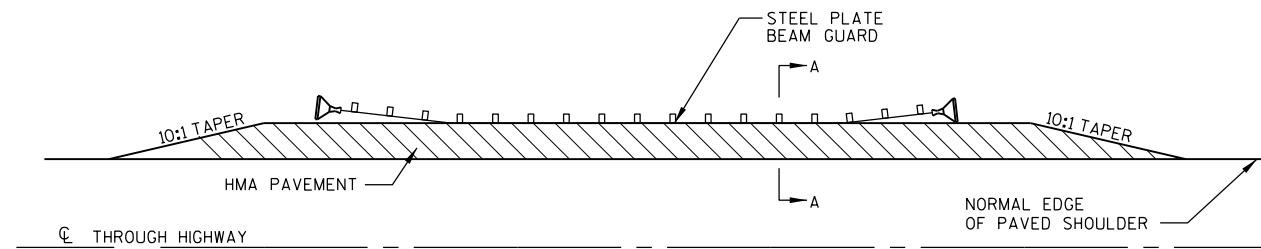
**PRIVATE ENTRANCE AT CURB AND GUTTER LOCATIONS
TYPE 1**



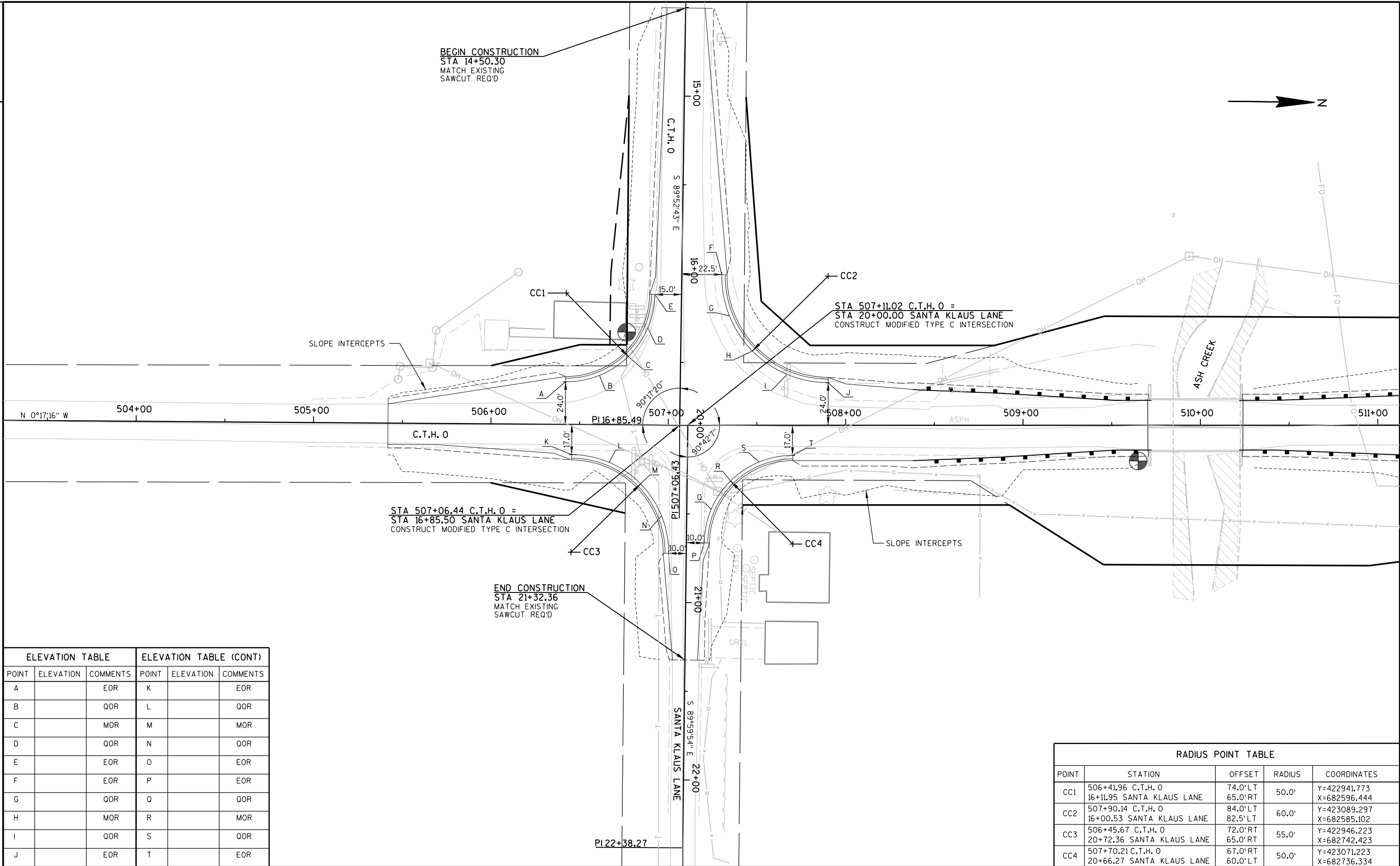
SECTION A-A



SECTION A-A
SHOULDER DETAIL AT GUARDRAIL

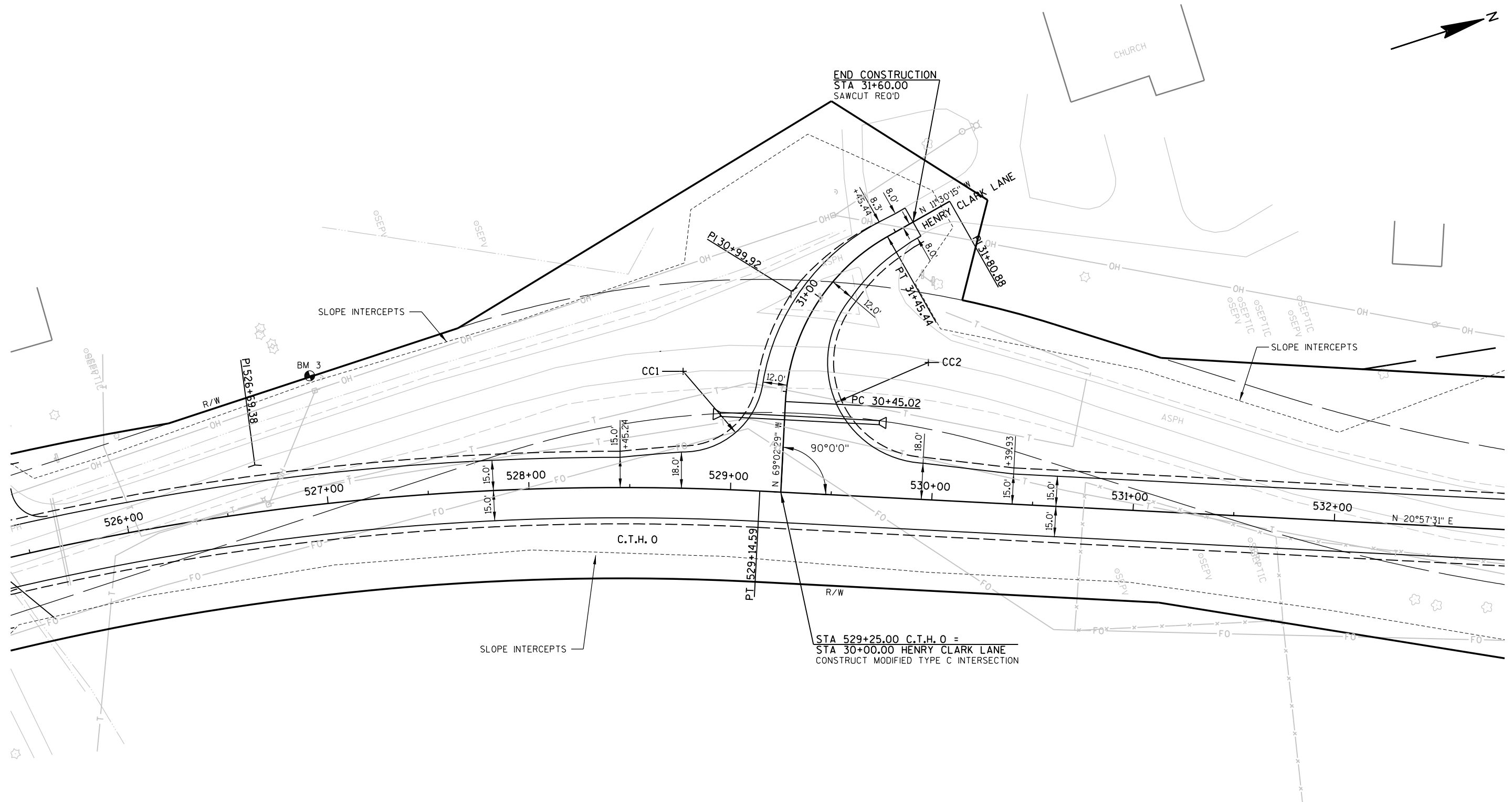


ASPHALTIC PAVING ALONG BEAM GUARD

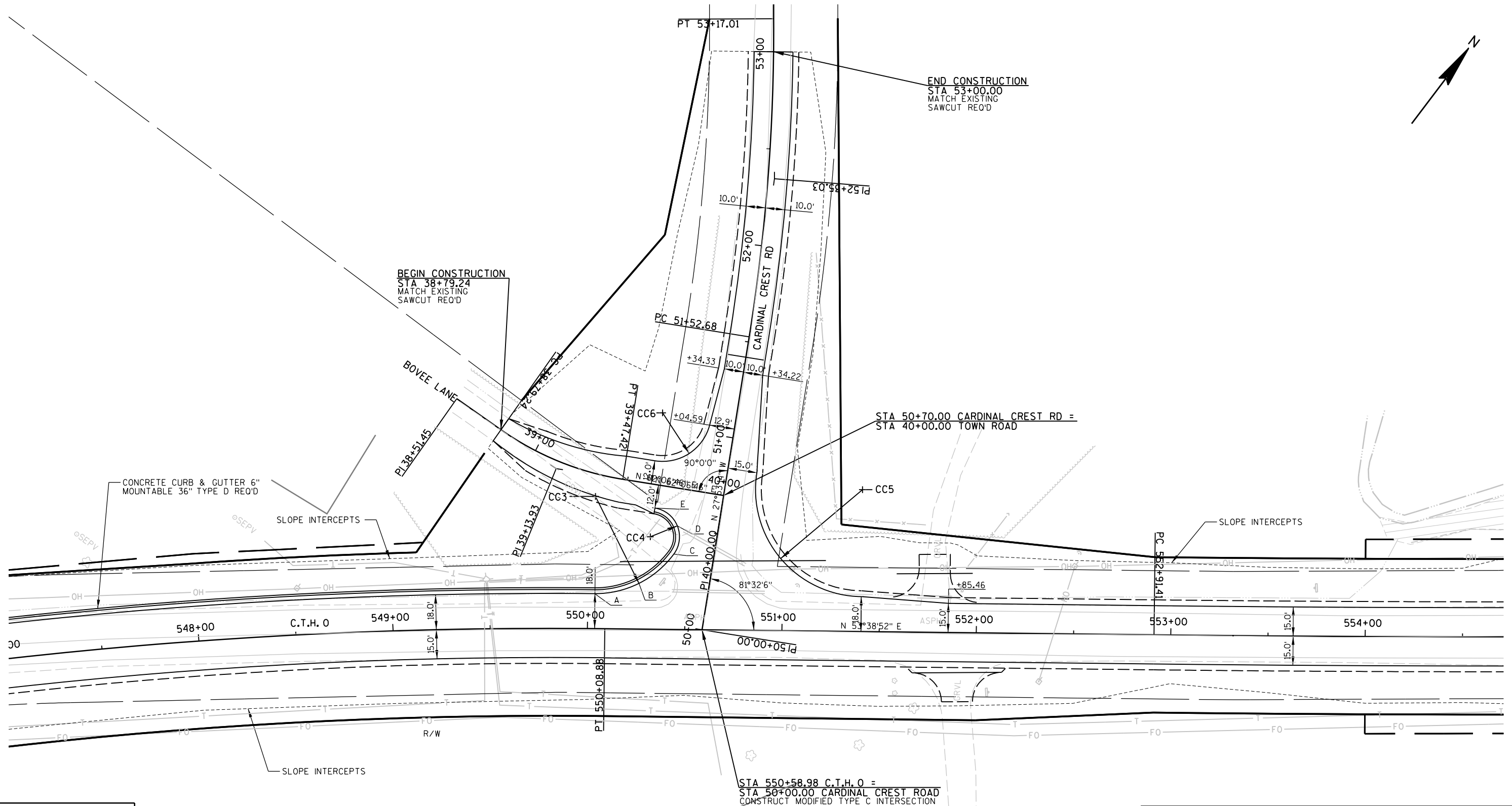


ELEVATION TABLE			ELEVATION TABLE (CONT)		
POINT	ELEVATION	COMMENTS	POINT	ELEVATION	COMMENTS
A		EOR	K		EOR
B		QOR	L		QOR
C		MOR	M		MOR
D		QOR	N		QOR
E		EOR	O		EOR
F		EOR	P		EOR
G		QOR	Q		QOR
H		MOR	R		MOR
I		QOR	S		QOR
J		EOR	T		EOR

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	506+41.96 C.T.H. O	74.0'LT	50.0'	Y=422941.773 X=682596.444
	16+11.95 SANTA KLAUS LANE	65.0'RT		
CC2	507+90.14 C.T.H. O	84.0'LT	60.0'	Y=423089.297 X=682585.102
	16+00.53 SANTA KLAUS LANE	82.5'LT		
CC3	506+45.67 C.T.H. O	72.0'RT	55.0'	Y=422946.223 X=682742.423
	20+72.36 SANTA KLAUS LANE	65.0'RT		
CC4	507+70.21 C.T.H. O	67.0'RT	50.0'	Y=423071.223 X=682736.334
	20+66.27 SANTA KLAUS LANE	60.0'LT		

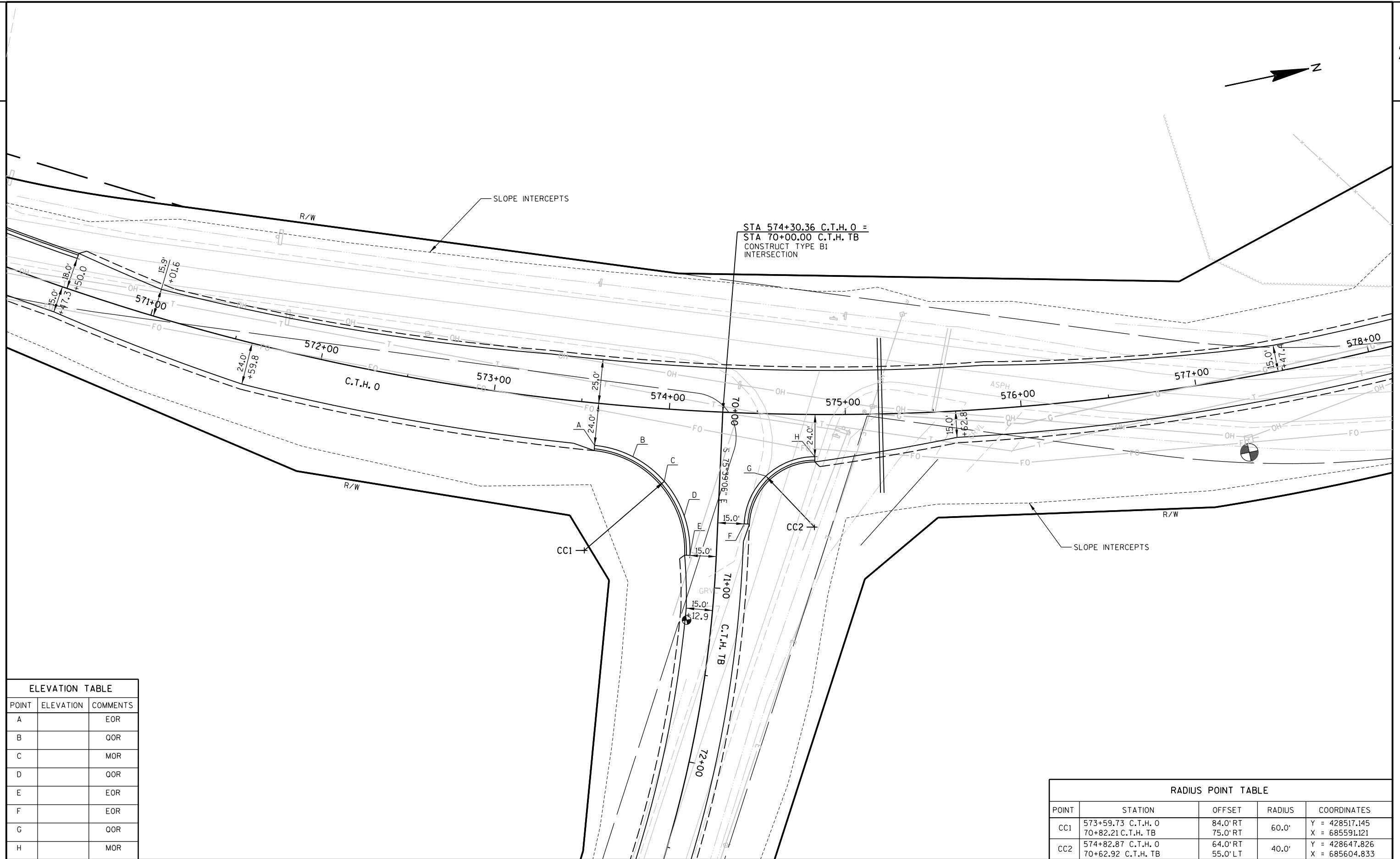


RADIUS POINT TABLE					
POINT	STATION	OFFSET	RADIUS	COORDINATES	
CC1	528+75.22 C.T.H. 0	58.0' LT	40.0'	Y =	425186.015
	31+53.17 HENRY CLARK LN	52.0' LT		X =	682675.843
CC2	529+94.78 C.T.H. 0	68.0' LT	50.0'	Y =	425303.053
	31+10.05 HENRY CLARK LN	62.0' RT		X =	682709.310



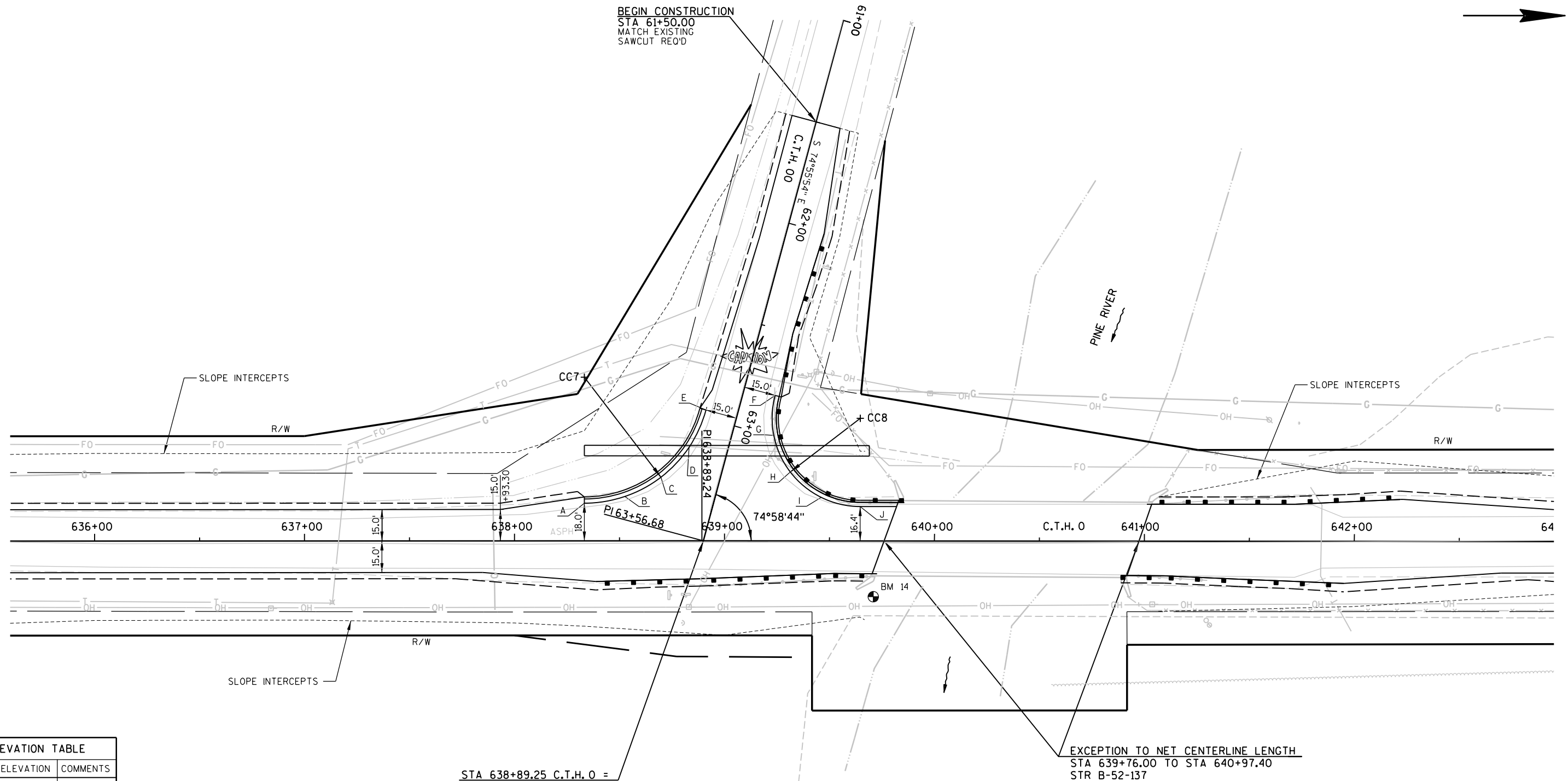
ELEVATION TABLE		
POINT	ELEVATION	COMMENTS
A		EOR
B		MOR
C		EOR
D		MOR
E		EOR

RADIUS POINT TABLE					
POINT	STATION		OFFSET	RADIUS	COORDINATES
CC3	550+03.55	C.T.H. 0	68.0' LT	50.0'	Y = 426998.344
	50+59.05	CARD CREST RD	65.0' LT		X = 683791.063
CC4	550+31.98	C.T.H. 0	47.5' LT	15.0'	Y = 426998.692
	50+42.99	CARD CREST RD	33.9' LT		X = 683826.061
CC5	551+84.24	C.T.H. 0	73.0' LT	55.0'	Y = 427083.725
	50+40.62	CARD CREST RD	70.0' RT		X = 683898.618
CC6	51+06.99	CARD CREST RD	37.8' LT	25.0'	Y = 427053.454
	39+62.27	DRIVEWAY	37.0' LT		X = 683792.717



ELEVATION TABLE		
POINT	ELEVATION	COMMENTS
A		EOR
B		QOR
C		MOR
D		QOR
E		EOR
F		EOR
G		QOR
H		MOR

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	573+59.73 C.T.H. 0	84.0' RT	60.0'	Y = 428517.145
	70+82.21 C.T.H. TB	75.0' RT		X = 685591.121
CC2	574+82.87 C.T.H. 0	64.0' RT	40.0'	Y = 428647.826
	70+62.92 C.T.H. TB	55.0' LT		X = 685604.833



BEGIN CONSTRUCTION
STA 61+50.00
MATCH EXISTING
SAWCUT REQ'D



SLOPE INTERCEPTS

CC7

00+19

C.T.H. 00

S 74°58'44" E 62+00

PINE RIVER

SLOPE INTERCEPTS

R/W

636+00

637+00

638+00

639+00

640+00

C.T.H. 0

641+00

642+00

64

SLOPE INTERCEPTS

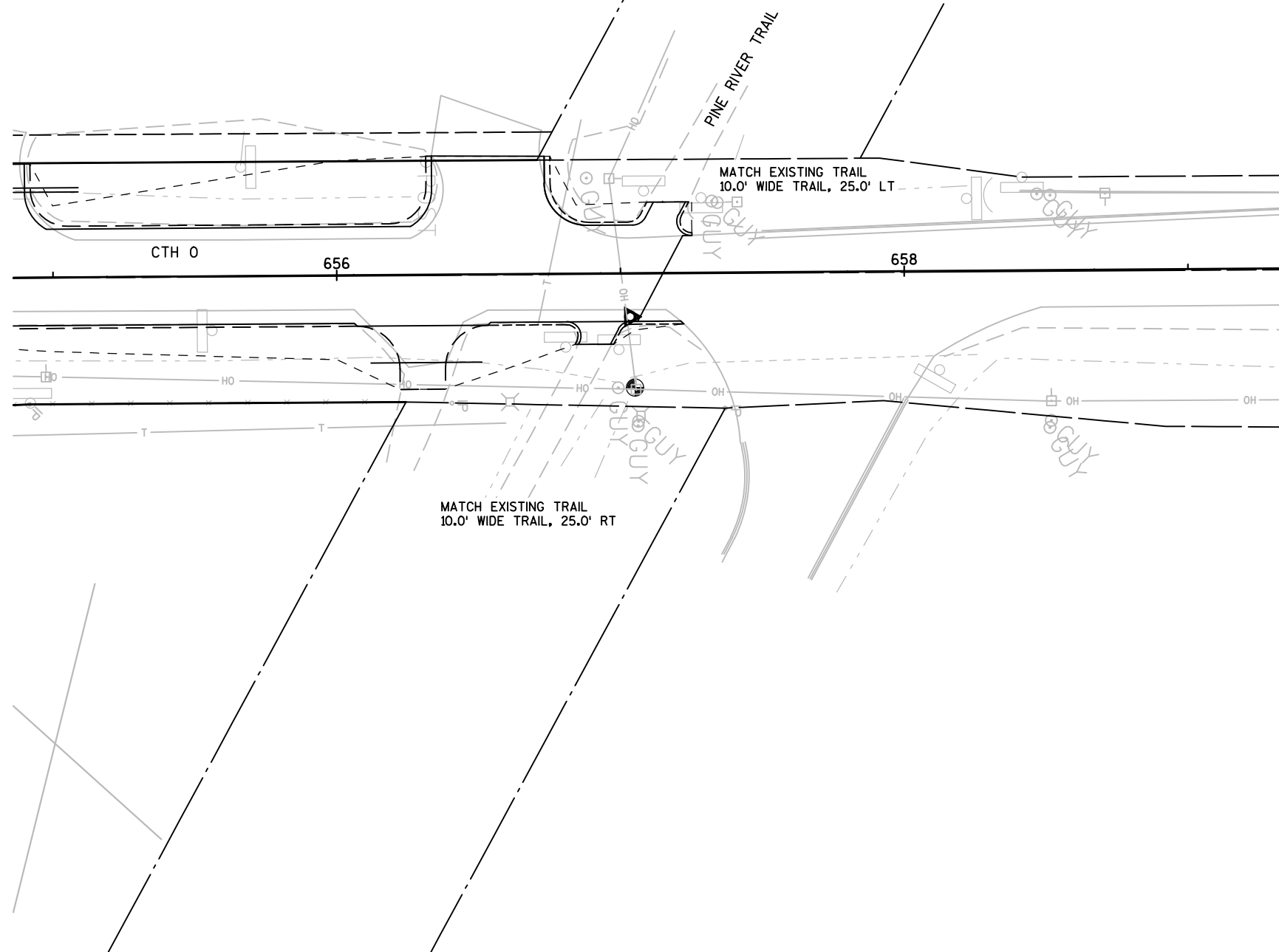
R/W

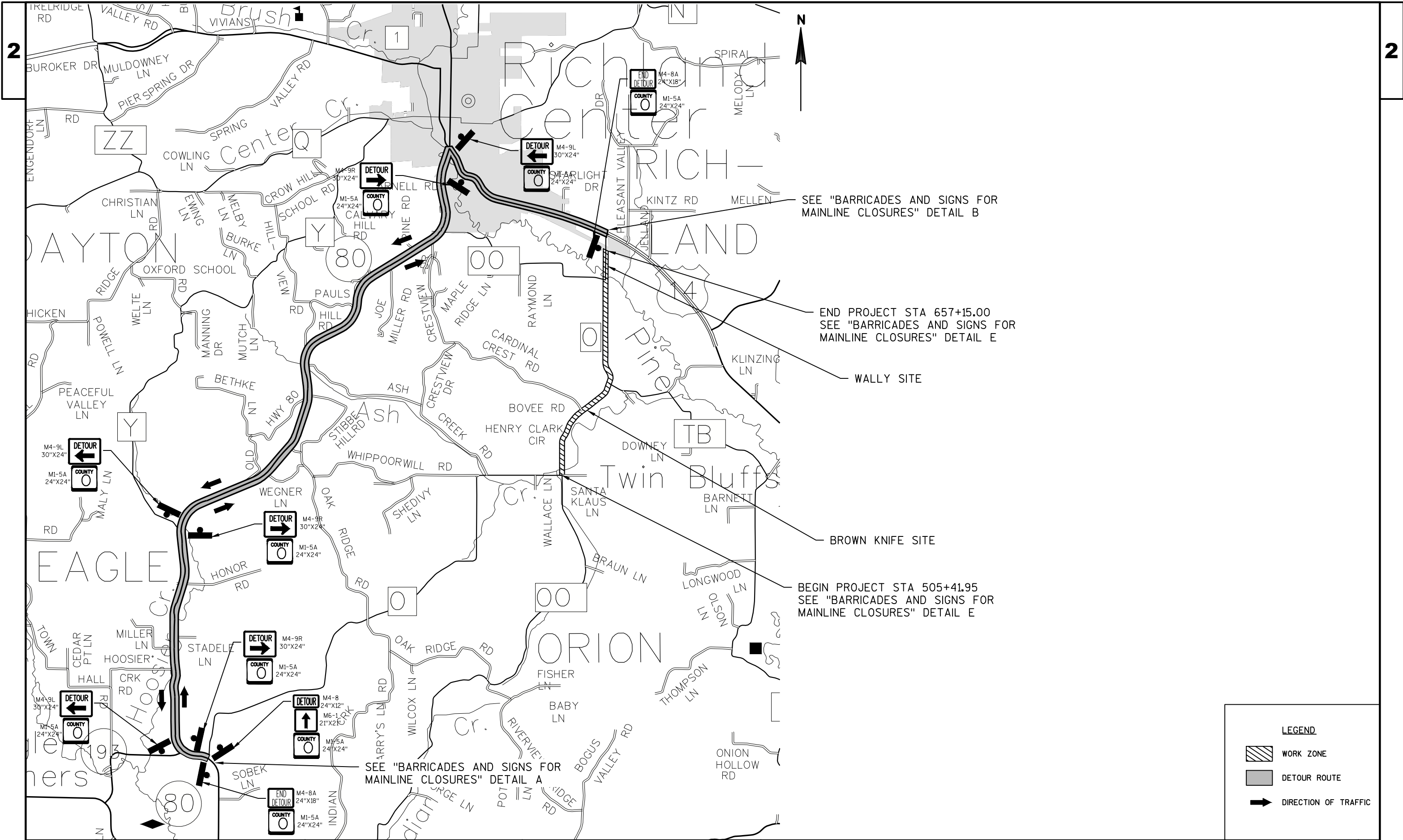
EXCEPTION TO NET CENTERLINE LENGTH
STA 639+76.00 TO STA 640+97.40
STR B-52-137

STA 638+89.25 C.T.H. 0 =
STA 63+56.70 C.T.H. 00
CONSTRUCT MODIFIED TYPE D
INTERSECTION

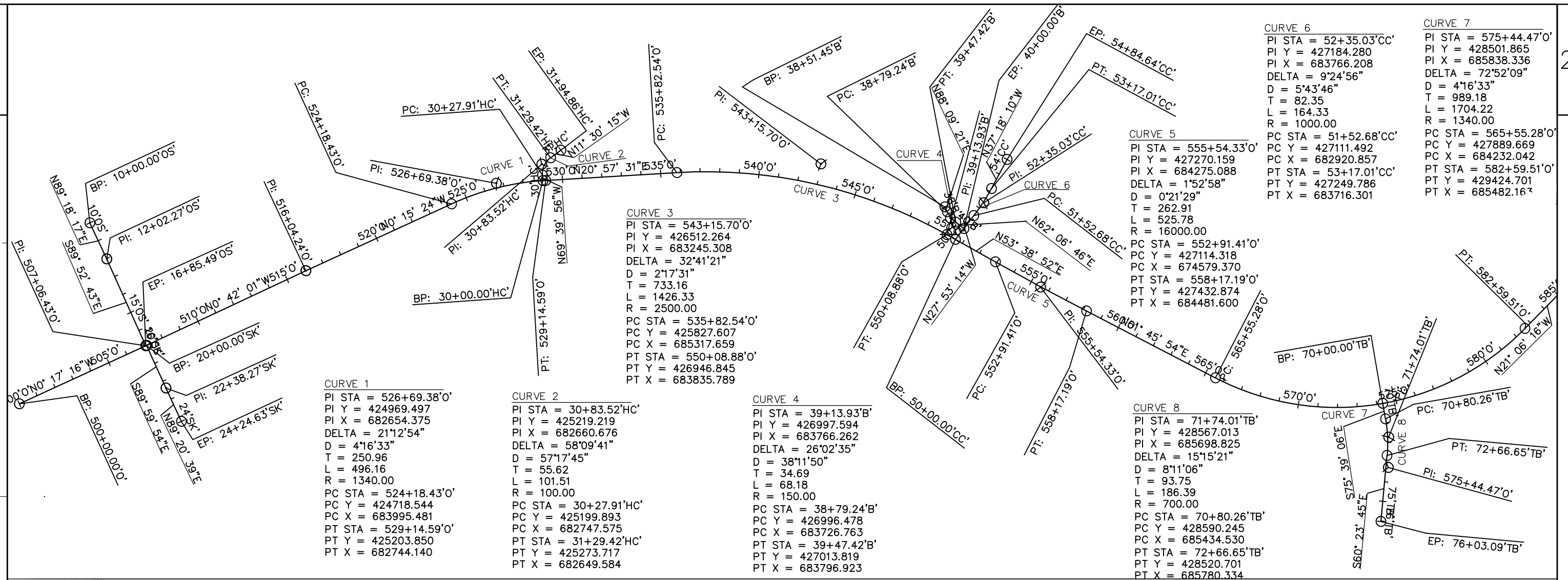
ELEVATION TABLE		
POINT	ELEVATION	COMMENTS
A		EOR
B		QOR
C		MOR
D		QOR
E		EOR
F		EOR
G		QOR
H		MOR
I		QOR
J		EOR

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC7	638+33.30 C.T.H. 0	78.0' LT	60.0'	Y = 434965.547
	62+96.16 C.T.H. 00	75.0' RT		X = 685188.730
CC8	639+64.64 C.T.H. 0	58.4' LT	42.0'	Y = 435096.973
	62+80.91 C.T.H. 00	57.0' LT		X = 685208.319





PROJECT NO: 5419-06-71	HWY: CTH 0	COUNTY: RICHLAND	DETOUR ROUTE	SHEET	E
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PROJECT NO:5419-06-71

HWY:CTH O

COUNTY:RICHLAND

ALIGNMENT DETAIL

SHEET

E

CONVENTIONAL SIGNS AND ABBREVIATIONS

AP	ACCESS POINT
AC	ACRES
AG	AGRICULTURAL
ALUM.	ALUMINUM
ANT	ANTENNA
B	BARN
BLDG	BUILDING
CL	CENTERLINE
CONC	CONCRETE
COR	CORNER
CSM	CERTIFIED SURVEY MAP
CTH	COUNTY TRUNK HIGHWAY
DOC	DOCUMENT
EASE	EASEMENT
ETAL	AND OTHERS
FDN	FOUNDATION
FE	FIELD ENTRANCE
FRL	FRACTIONAL
G	GARAGE
GP	GAS PUMPS
GRAV	GRAVEL
GV	GAS
HSE	HOUSE
IP	IRON PIPE OR PIN
L	LENGTH OF CURVE
LC	LONG CHORD OR LAND CONTRACT
LCB	LONG CHORD BEARING
LT	LEFT
MH	MANHOLE
MON	MONUMENT
OL	OUTLOT
P	PAGE
PC	POINT OF CURVATURE
PE	PRIVATE ENTRANCE
PI	POINT OF INTERSECTION
PK	PARKER-KALON FASTENER
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
PT	POINT OF TANGENCY
R	RADIUS OR RANGE
RDE	RESTRICTED DEVELOPMENT EASEMENT
REM	REMAINING
RL	REFERENCE LINE
RT	RIGHT
R/W	RIGHT OF WAY
S	SHED
SEC	SECTION
SEPV	SEPTIC VENT
STH	STATE TRUNK HIGHWAY
STA	STATION
T	TANGENT LENGTH OF CURVE OR TOWN
TAV	TAVERN
TLE	TEMPORARY LIMITED EASEMENT
USH	UNITED STATES HIGHWAY
V	VOLUME
W	WALL
X	EAST COORDINATE (GRID)
Y	NORTH COORDINATE (GRID)
N	NORTH COORDINATE (GROUND) OR NORTH
E	EAST COORDINATE (GROUND), EAST OR EXTERNAL
Δ	CENTRAL ANGLE OR DELTA

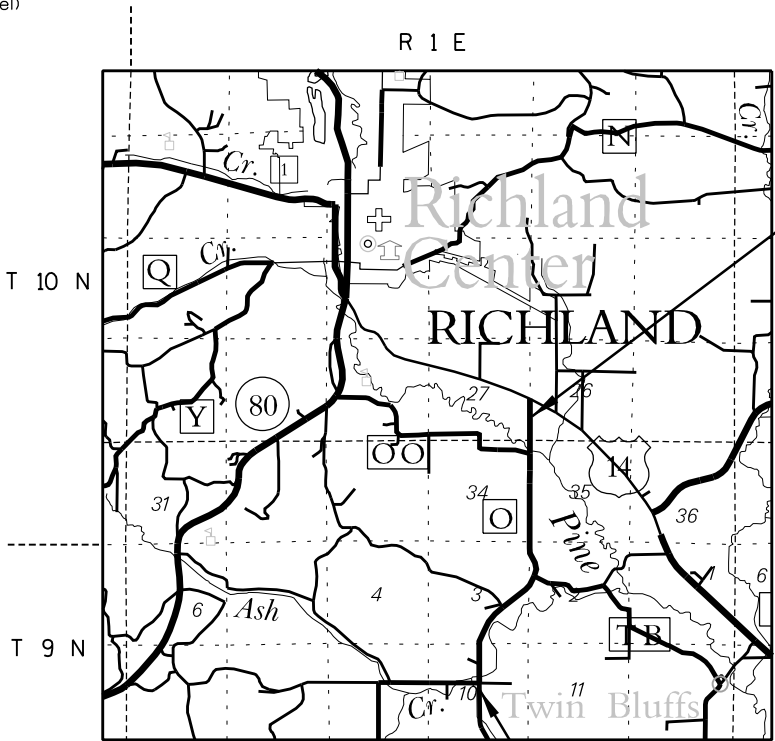
---	STATE LINE
---	COUNTY LINE
---	TOWN OR RANGE LINE
---	SECTION LINE
---	QUARTER LINE
---	SIXTEENTH LINE
---	PROPOSED OR NEW R/W LINE
---	EXISTING R/W LINE
---	LOT LINE
PL ± 58.1	PROPERTY LINE
◆◆◆◆	NO ACCESS (By Previous Acquisition)
	NO ACCESS (By Acquisition)
●●●●●	NO ACCESS (By Statutory Authority)
////	CORPORATE LIMITS
▨	FEE ACQUISITION (Cross-hatching varies by parcel)
▩	PLE ACQUISITION (Pattern varies by parcel)
▪	TLE ACQUISITION (Pattern varies by parcel)

608 ○	RIGHT OF WAY POINT (NOT MONUMENTED)
243 ●	RIGHT OF WAY POINT (MONUMENTED)
IP (Type)	RECOVERED IRON PIN/PIPE
△	TRIANGULATION POINT OR HORIZONTAL CONTROL STATION
□	INLET
○	HYDRANT

COMPENSABLE	NON COMPENSABLE
●	○
■	□
	○
	○

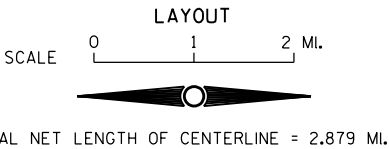
(Size)W	WATER
(Size)G	GAS
—T—	TELEPHONE OR TELEGRAPH
—E—	ELECTRIC
—TV—	CABLE TELEVISION
—FO—	FIBER OPTIC
(Size)SAN	SANITARY SEWER
(Size)SS	STORM SEWER
CAUTION	NOTATION FOR COMBUSTIBLE FLUIDS
⊠	SERVICE PEDESTAL
(Label) ○	SILLO, MANHOLE OR WELL, ETC.

—+—+—+—	RAILROAD
—+—+—+—	BRIDGE
(Label)	BUILDING
(Label)	FOUNDATION OR RUINS
—X—X—	FENCE
⋈	MARSH AREA
⋈	LAKE OR POND
⋈	WOODED OR SHRUB AREA
⋈	TREE
■	BUILDING TO BE REMOVED



END RELOCATION ORDER
STA. 657+00.00
Y= 436832.295
X= 685,268.184
1099.91 FEET SOUTH AND 1.55
FEET WEST OF THE WEST QUARTER
CORNER OF SECTION 27, T10N, R1E.

BEGIN RELOCATION ORDER
STA. 505+00.00
Y= 422,800.193
X= 682,671.155
1116.04 FEET NORTH AND 12.12
FEET EAST OF THE CENTER QUARTER
CORNER OF SECTION 10, T9N, R1E.



NOTES:
COORDINATES AND BEARINGS ON THIS PLAT ARE ORIENTED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, RICHLAND COUNTY (ENGLISH) NAD 83, 1991 ADJUSTMENT. ALL DISTANCES ARE GROUND LENGTH.

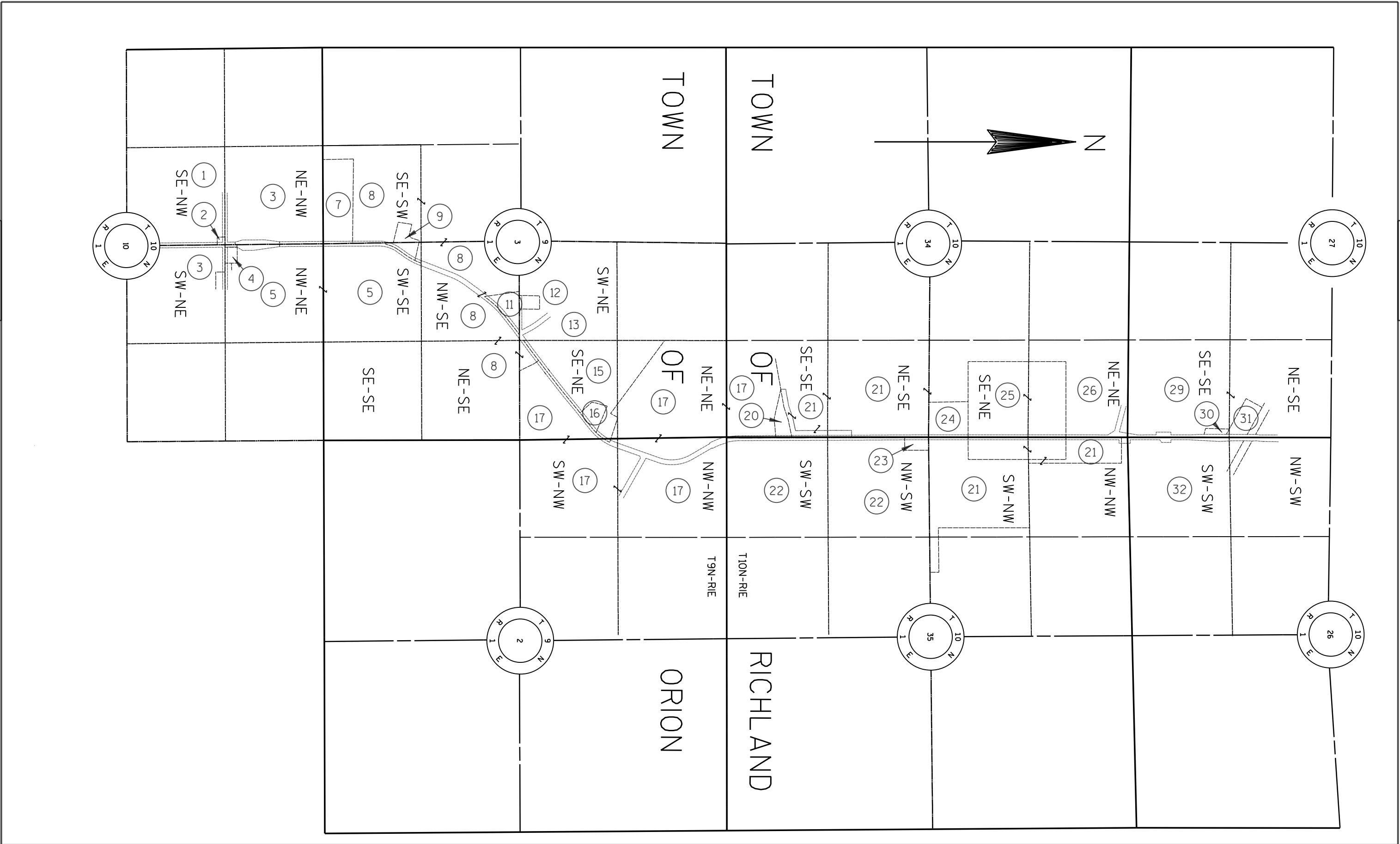
RIGHT OF WAY MONUMENTS ARE TYPE-2 (3/4" X 24" REINFORCEMENT BAR WEIGHING 1.502 LB/FT) AND ARE PLACED PRIOR TO THE COMPLETION OF THE PROJECT

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

R/W PROJECT NUMBER 5419-06-21	SHEET NUMBER 4.01	TOTAL SHEETS 9
FEDERAL PROJECT NUMBER		
PLAT OF RIGHT-OF-WAY REQUIRED FOR C.T.H. 00 - U.S.H. 14		
CTH 0 RICHLAND CO.		
CONSTRUCTION PROJECT NUMBER 5419-06-71		

ORIGINAL PLANS PREPARED BY 10 N. BRIDGE STREET CHIPPEWA FALLS, WI 54729	
DATE: _____ (Signature)	
RICHLAND COUNTY	
APPROVED FOR RICHLAND COUNTY	
DATE: _____ (Signature)	

REVISION DATE

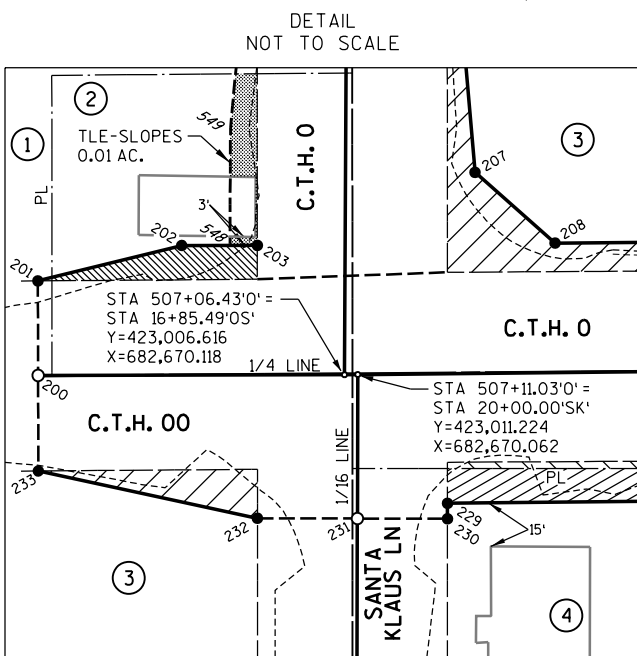
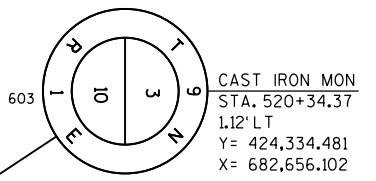
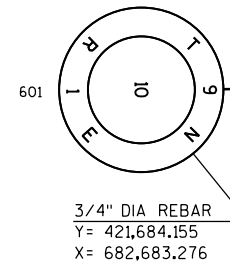
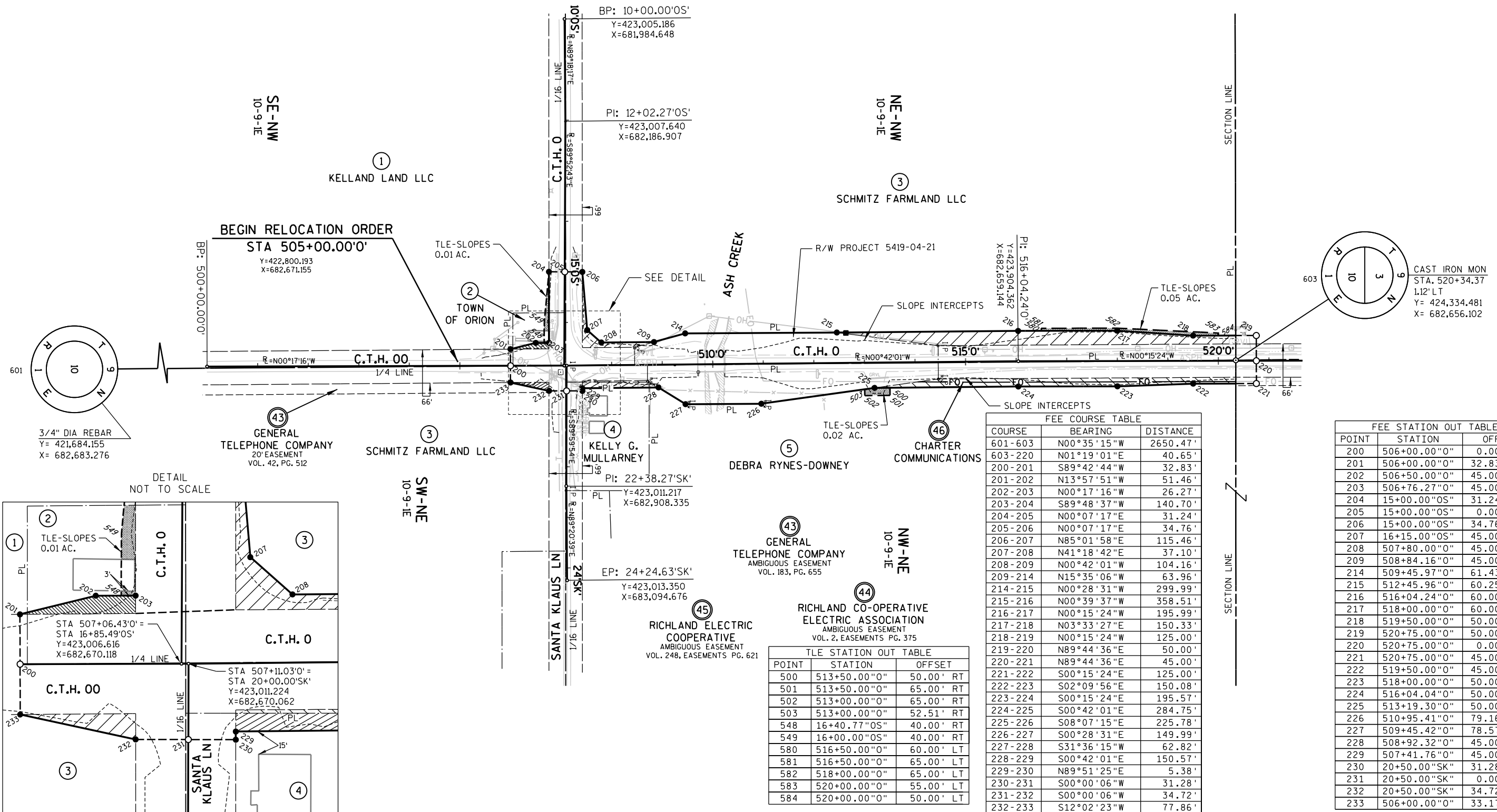


REVISION DATE	DATE	NOT TO SCALE	HWY: C.T.H. 0	STATE R/W PROJECT NUMBER 5419-06-21	PLAT SHEET NO: 4.03	E
			COUNTY: RICHLAND	CONSTRUCTION PROJECT NUMBER 5419-06-71	PS&E SHEET	

BASIS OF EXISTING R/W
EXISTING R/W FOR C.T.H. 0 ESTABLISHED FROM CENTER LINE
OF EXISTING PAVEMENT AND FROM PREVIOUS PROJECT
5419-04-21



TOWN OF ORION



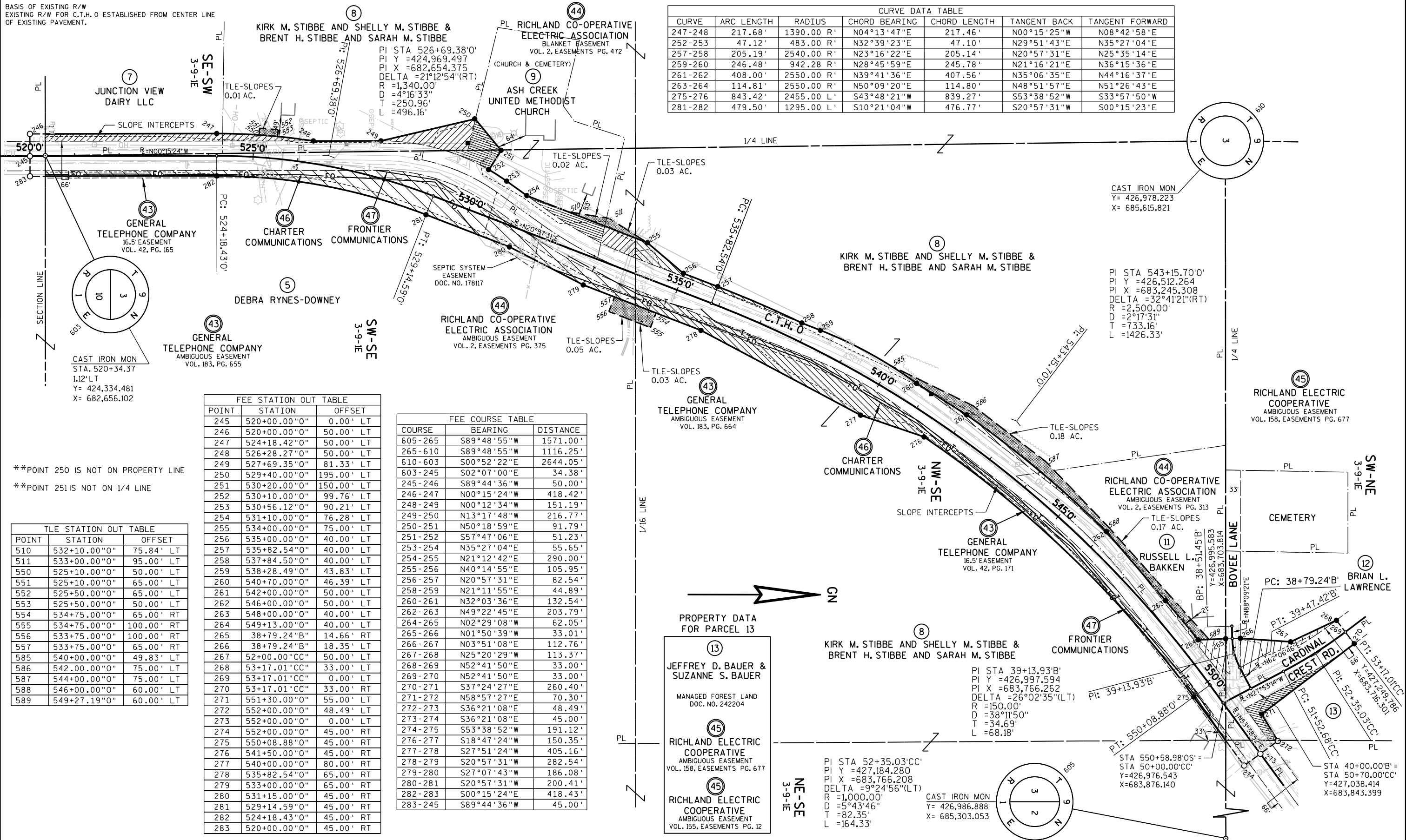
FEE COURSE TABLE		
COURSE	BEARING	DISTANCE
601-603	N00°35'15"W	2650.47'
603-220	N01°19'01"E	40.65'
200-201	S89°42'44"W	32.83'
201-202	N13°57'51"W	51.46'
202-203	N00°17'16"W	26.27'
203-204	S89°48'37"W	140.70'
204-205	N00°07'17"E	31.24'
205-206	N00°07'17"E	34.76'
206-207	N85°01'58"E	115.46'
207-208	N41°18'42"E	37.10'
208-209	N00°42'01"W	104.16'
209-214	N15°35'06"W	63.96'
214-215	N00°28'31"W	299.99'
215-216	N00°39'37"W	358.51'
216-217	N00°15'24"W	195.99'
217-218	N03°33'27"E	150.33'
218-219	N00°15'24"W	125.00'
219-220	N89°44'36"E	50.00'
220-221	N89°44'36"E	45.00'
221-222	S00°15'24"E	125.00'
222-223	S02°09'56"E	150.08'
223-224	S00°15'24"E	195.57'
224-225	S00°42'01"E	284.75'
225-226	S08°07'15"E	225.78'
226-227	S00°28'31"E	149.99'
227-228	S31°36'15"W	62.82'
228-229	S00°42'01"E	150.57'
229-230	N89°51'25"E	5.38'
230-231	S00°00'06"W	31.28'
231-232	S00°00'06"W	34.72'
232-233	S12°02'23"W	77.86'
233-200	S89°42'44"W	33.17'

TLE STATION OUT TABLE		
POINT	STATION	OFFSET
500	513+50.00"0"	50.00' RT
501	513+50.00"0"	65.00' RT
502	513+00.00"0"	65.00' RT
503	513+00.00"0"	52.51' RT
548	16+40.77"0S"	40.00' RT
549	16+00.00"0S"	40.00' RT
580	516+50.00"0"	60.00' LT
581	516+50.00"0"	65.00' LT
582	518+00.00"0"	65.00' LT
583	520+00.00"0"	55.00' LT
584	520+00.00"0"	50.00' LT

FEE STATION OUT TABLE		
POINT	STATION	OFFSET
200	506+00.00"0"	0.00' LT
201	506+00.00"0"	32.83' LT
202	506+50.00"0"	45.00' LT
203	506+76.27"0"	45.00' LT
204	15+00.00"0S"	31.24' RT
205	15+00.00"0S"	0.00' LT
206	15+00.00"0S"	34.76' LT
207	16+15.00"0S"	45.00' LT
208	507+80.00"0"	45.00' LT
209	508+84.16"0"	45.00' LT
214	509+45.97"0"	61.43' LT
215	512+45.96"0"	60.25' LT
216	516+04.24"0"	60.00' LT
217	518+00.00"0"	60.00' LT
218	519+50.00"0"	50.00' LT
219	520+75.00"0"	50.00' LT
220	520+75.00"0"	0.00' LT
221	520+75.00"0"	45.00' RT
222	519+50.00"0"	45.00' RT
223	518+00.00"0"	50.00' RT
224	516+04.04"0"	50.00' RT
225	513+19.30"0"	50.00' RT
226	510+95.41"0"	79.16' RT
227	509+45.42"0"	78.57' RT
228	508+92.32"0"	45.00' RT
229	507+41.76"0"	45.00' RT
230	20+50.00"SK"	31.28' LT
231	20+50.00"SK"	0.00' LT
232	20+50.00"SK"	34.72' RT
233	506+00.00"0"	33.17' RT

REVISION DATE	DATE	SCALE, FEET	HWY: C.T.H. 0	STATE R/W PROJECT NUMBER 5419-06-21	PLAT SHEET NO: 4.04
	GRID FACTOR N/A	0 100 200	COUNTY: RICHLAND	CONSTRUCTION PROJECT NUMBER 5419-06-71	PS&E SHEET

BASIS OF EXISTING R/W
EXISTING R/W FOR C.T.H. 0 ESTABLISHED FROM CENTER LINE
OF EXISTING PAVEMENT.



CURVE DATA TABLE						
CURVE	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH	TANGENT BACK	TANGENT FORWARD
247-248	217.68'	1390.00 R'	N04°13'47"E	217.46'	N00°15'25"W	N08°42'58"E
252-253	47.12'	483.00 R'	N32°39'23"E	47.10'	N29°51'43"E	N35°27'04"E
257-258	205.19'	2540.00 R'	N23°16'22"E	205.14'	N20°57'31"E	N25°35'14"E
259-260	246.48'	942.28 R'	N28°45'59"E	245.78'	N21°16'21"E	N36°15'36"E
261-262	408.00'	2550.00 R'	N39°41'36"E	407.56'	N35°06'35"E	N44°16'37"E
263-264	114.81'	2550.00 R'	N50°09'20"E	114.80'	N48°51'57"E	N51°26'43"E
275-276	843.42'	2455.00 L'	S43°48'21"W	839.27'	S53°38'52"W	S33°57'50"W
281-282	479.50'	1295.00 L'	S10°21'04"W	476.77'	S20°57'31"W	S00°15'23"E

FEE STATION OUT TABLE		
POINT	STATION	OFFSET
245	520+00.00"0"	0.00' LT
246	520+00.00"0"	50.00' LT
247	524+18.42"0"	50.00' LT
248	526+28.27"0"	50.00' LT
249	527+69.35"0"	81.33' LT
250	529+40.00"0"	195.00' LT
251	530+20.00"0"	150.00' LT
252	530+10.00"0"	99.76' LT
253	530+56.12"0"	90.21' LT
254	531+10.00"0"	76.28' LT
255	534+00.00"0"	75.00' LT
256	535+00.00"0"	40.00' LT
257	535+82.54"0"	40.00' LT
258	537+84.50"0"	40.00' LT
259	538+28.49"0"	43.83' LT
260	540+70.00"0"	46.39' LT
261	542+00.00"0"	50.00' LT
262	546+00.00"0"	50.00' LT
263	548+00.00"0"	40.00' LT
264	549+13.00"0"	40.00' LT
265	38+79.24"B"	14.66' RT
266	38+79.24"B"	18.35' LT
267	52+00.00"CC"	50.00' LT
268	53+17.01"CC"	33.00' LT
269	53+17.01"CC"	0.00' LT
270	53+17.01"CC"	33.00' RT
271	551+30.00"0"	55.00' LT
272	552+00.00"0"	48.49' LT
273	552+00.00"0"	0.00' LT
274	552+00.00"0"	45.00' RT
275	550+08.88"0"	45.00' RT
276	541+50.00"0"	45.00' RT
277	540+00.00"0"	80.00' RT
278	535+82.54"0"	65.00' RT
279	533+00.00"0"	65.00' RT
280	531+15.00"0"	45.00' RT
281	529+14.59"0"	45.00' RT
282	524+18.43"0"	45.00' RT
283	520+00.00"0"	45.00' RT

FEE COURSE TABLE		
COURSE	BEARING	DISTANCE
605-265	S89°48'55"W	1571.00'
265-610	S89°48'55"W	1116.25'
610-603	S00°52'22"E	2644.05'
603-245	S02°07'00"E	34.38'
245-246	S89°44'36"W	50.00'
246-247	N00°15'24"W	418.42'
248-249	N00°12'34"W	151.19'
249-250	N13°17'48"W	216.77'
250-251	N50°18'59"E	91.79'
251-252	S57°47'06"E	51.23'
253-254	N35°27'04"E	55.65'
254-255	N21°12'42"E	290.00'
255-256	N40°14'55"E	105.95'
256-257	N20°57'31"E	82.54'
258-259	N21°11'55"E	44.89'
260-261	N32°03'36"E	132.54'
262-263	N49°22'45"E	203.79'
264-265	N02°29'08"W	62.05'
265-266	N01°50'39"W	33.01'
266-267	N03°51'08"E	112.76'
267-268	N25°20'29"W	113.37'
268-269	N52°41'50"E	33.01'
269-270	N52°41'50"E	33.00'
270-271	S37°24'27"E	260.40'
271-272	N58°57'27"E	70.30'
272-273	S36°21'08"E	48.49'
273-274	S36°21'08"E	45.00'
274-275	S53°38'52"W	191.12'
276-277	S18°47'24"W	150.35'
277-278	S27°51'24"W	405.16'
278-279	S20°57'31"W	282.54'
279-280	S27°07'43"W	186.08'
280-281	S20°57'31"W	200.41'
282-283	S00°15'24"E	418.43'
283-245	S89°44'36"W	45.00'

PROPERTY DATA
FOR PARCEL 13

(13) JEFFREY D. BAUER & SUZANNE S. BAUER MANAGED FOREST LAND DOC. NO. 242204 (45) RICHLAND ELECTRIC COOPERATIVE AMBIGUOUS EASEMENT VOL. 158, EASEMENTS PG. 677 (45) RICHLAND ELECTRIC COOPERATIVE AMBIGUOUS EASEMENT VOL. 155, EASEMENTS PG. 12

(8) KIRK M. STIBBE AND SHELLY M. STIBBE & BRENT H. STIBBE AND SARAH M. STIBBE PI STA 39+13.93'B PI Y = 426,997.594 PI X = 683,766.262 DELTA = 26°02'35"(LT) R = 150.00' D = 38°11'50" T = 34.69' L = 68.18' CAST IRON MON Y = 426,986.888 X = 685,303.053
--

(12) BRIAN L. LAWRENCE PI STA 50+00.00'CC PI Y = 427,038.414 PI X = 683,843.399 STA 550+58.98'OS = STA 50+00.00'CC Y = 426,976.543 X = 683,876.140 (13) STA 40+00.00'CC = STA 50+70.00'CC Y = 427,038.414 X = 683,843.399
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REVISION DATE	DATE	SCALE, FEET 0 100 200	HWY: C.T.H. 0	STATE R/W PROJECT NUMBER 5419-06-21	PLAT SHEET NO: 4.05
	GRID FACTOR N/A		COUNTY: RICHLAND	CONSTRUCTION PROJECT NUMBER 5419-06-71	PS&E SHEET

CURVE DATA TABLE						
CURVE	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH	TANGENT BACK	TANGENT FORWARD
298-299	404.06'	717.00' L'	N35°36'30"E	398.74'	N51°45'09"E	N19°27'50"E
303-304	196.19'	859.76' R'	N18°55'12"W	195.76'	N25°27'25"W	N12°22'58"W
309-310	384.07'	1410.00' R'	S04°59'04"E	382.88'	S12°47'16"E	S02°49'08"W

BASIS OF EXISTING R/W
EXISTING R/W FOR C.T.H. 0 ESTABLISHED FROM CENTER LINE
OF EXISTING PAVEMENT, PRIVATE SURVEYS AND FROM
PREVIOUS PROJECT DIVISION JOB NO. 9540.
EXISTING R/W FOR C.T.H. TB ESTABLISHED FROM CENTER LINE
OF EXISTING PAVEMENT.

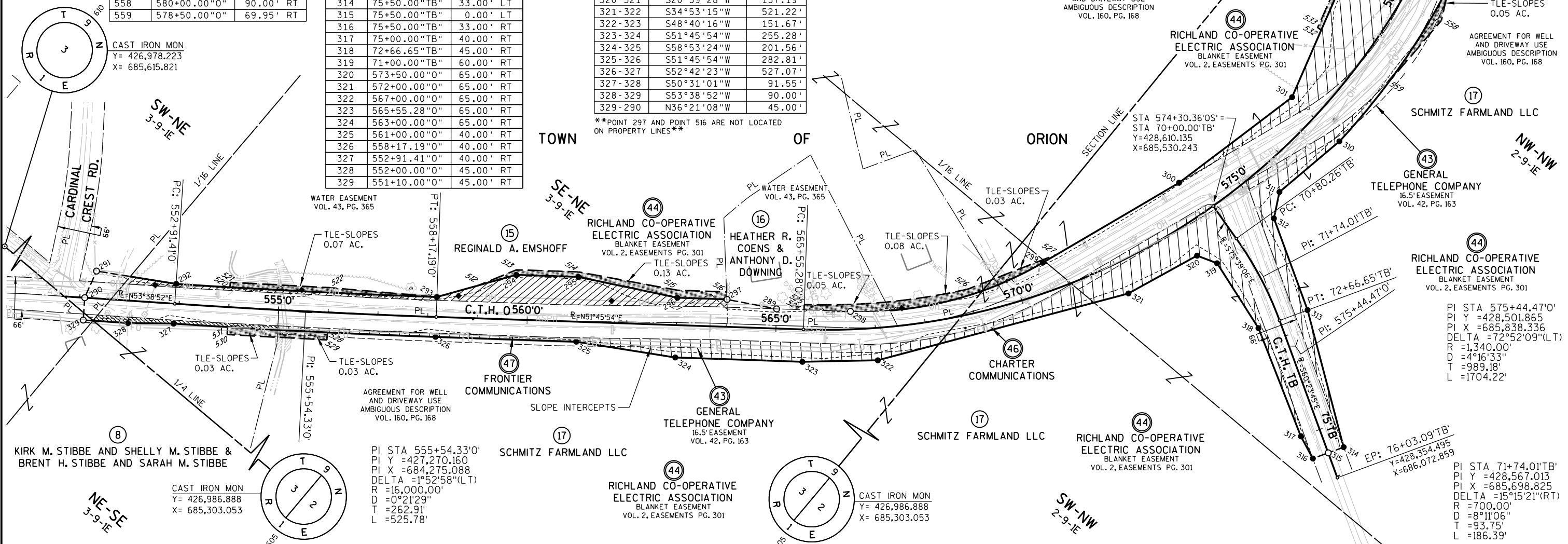
TLE STATION OUT TABLE		
POINT	STATION	OFFSET
512	559+00.00"0"	66.24' LT
513	559+75.00"0"	100.00' LT
514	561+00.00"0"	100.00' LT
515	563+00.00"0"	70.00' LT
516	564+00.00"0"	70.00' LT
520	554+00.00"0"	40.00' LT
521	554+00.00"0"	50.00' LT
522	556+00.00"0"	50.00' LT
524	565+55.28"0"	39.42' LT
525	565+55.28"0"	50.00' LT
526	569+00.00"0"	50.00' LT
527	571+00.00"0"	64.37' LT
528	556+00.00"0"	40.00' RT
529	556+00.00"0"	55.00' RT
530	554+00.00"0"	55.00' RT
531	554+00.00"0"	40.00' RT
532	578+50.00"0"	101.15' LT
533	578+50.00"0"	110.00' LT
534	580+25.00"0"	135.00' LT
535	580+25.00"0"	126.27' LT
558	580+00.00"0"	90.00' RT
559	578+50.00"0"	69.95' RT

FEE STATION OUT TABLE		
POINT	STATION	OFFSET
289	565+00.00"0"	39.41' LT
290	551+10.00"0"	0.00' LT
291	551+30.00"0"	55.00' LT
292	552+91.41"0"	40.00' LT
293	558+17.19"0"	40.00' LT
294	559+75.00"0"	90.00' LT
295	561+00.00"0"	90.00' LT
296	563+00.00"0"	55.00' LT
297	564+00.00"0"	55.00' LT
298	566+50.99"0"	36.12' LT
299	570+65.35"0"	58.69' LT
300	573+99.81"0"	77.32' LT
301	577+00.00"0"	60.00' LT
302	580+00.00"0"	125.00' LT
303	584+75.00"0"	89.73' LT
304	586+65.54"0"	84.87' LT
305	586+75.00"0"	80.00' LT
306	586+75.00"0"	0.00' LT
307	586+75.00"0"	82.62' RT
308	585+00.00"0"	100.00' RT
309	580+65.00"0"	70.00' RT
310	577+00.00"0"	70.00' RT
311	575+50.00"0"	60.00' RT
312	70+90.00"TB"	85.00' LT
313	72+66.65"TB"	60.00' LT
314	75+50.00"TB"	33.00' LT
315	75+50.00"TB"	0.00' LT
316	75+50.00"TB"	33.00' RT
317	75+00.00"TB"	40.00' RT
318	72+66.65"TB"	45.00' RT
319	71+00.00"TB"	60.00' RT
320	573+50.00"0"	65.00' RT
321	572+00.00"0"	65.00' RT
322	567+00.00"0"	65.00' RT
323	565+55.28"0"	65.00' RT
324	563+00.00"0"	65.00' RT
325	561+00.00"0"	40.00' RT
326	558+17.19"0"	40.00' RT
327	552+91.41"0"	40.00' RT
328	552+00.00"0"	45.00' RT
329	551+10.00"0"	45.00' RT

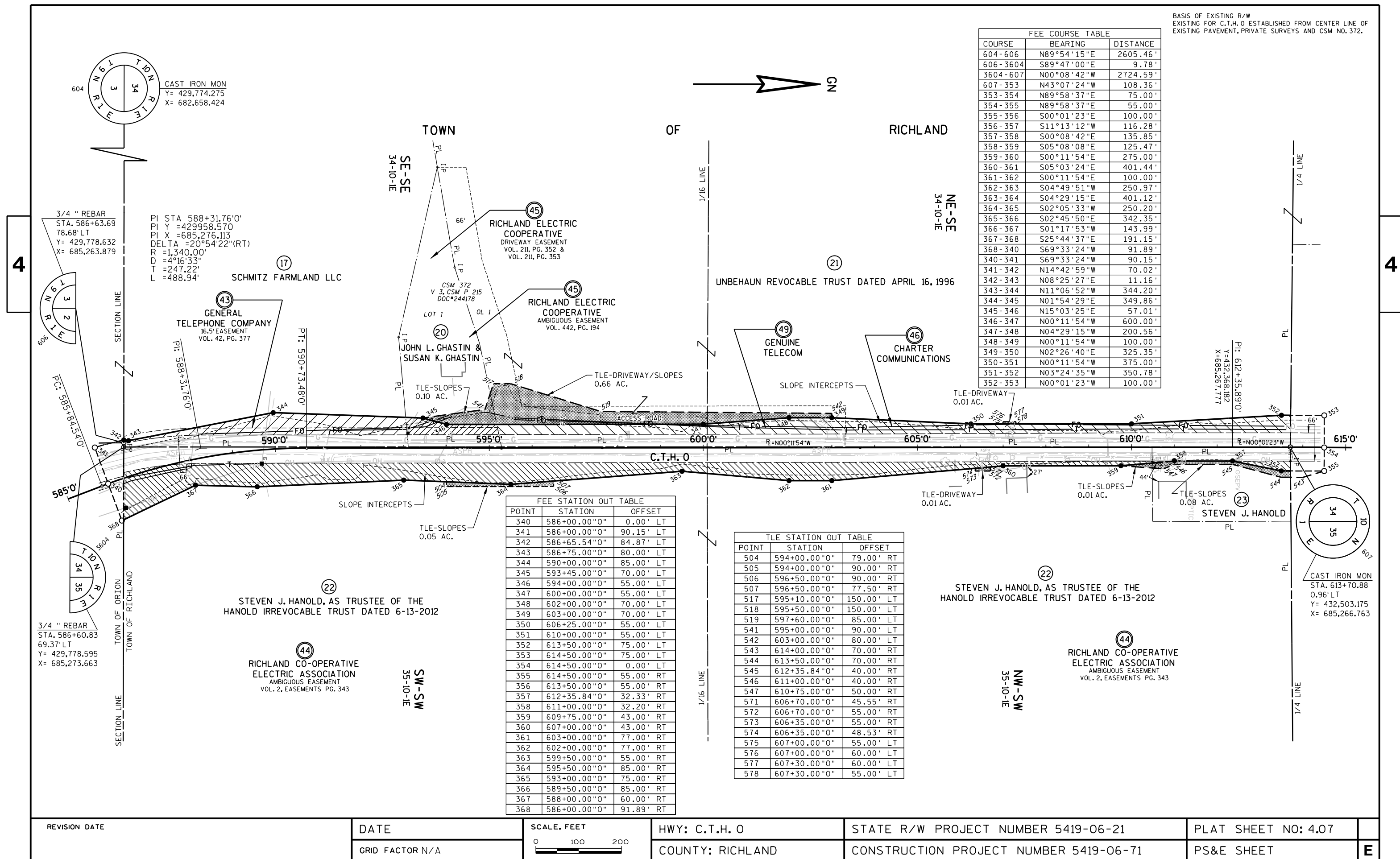
FEE COURSE TABLE		
COURSE	BEARING	DISTANCE
605-610	S89°48'55"W	2687.25'
610-290	N88°44'34"E	1301.73'
290-291	N16°22'09"W	58.52'
291-292	N58°57'25"E	162.11'
292-293	N52°42'23"E	524.44'
293-294	N34°11'05"E	165.54'
294-295	N51°45'54"E	125.00'
295-296	N61°41'28"E	203.04'
296-297	N51°45'54"E	100.00'
297-289	N60°37'30"E	101.21'
289-298	N51°45'09"E	148.33'
299-300	N19°27'50"E	317.20'
300-301	N12°42'06"E	284.73'
301-302	N16°38'35"W	286.10'
302-303	N13°45'03"W	453.05'
304-305	N08°25'27"E	11.16'
305-306	N72°45'49"E	80.00'
306-307	N72°45'49"E	82.62'
307-308	S26°00'17"E	169.98'
308-309	S15°20'41"E	446.70'
310-311	S09°39'37"W	157.51'
311-312	S28°17'54"E	54.26'
312-313	S60°21'21"E	196.00'
313-314	S54°57'09"E	284.64'
314-315	S29°36'15"W	33.00'
315-316	S29°36'15"W	33.00'
316-317	N68°21'55"W	50.49'
317-318	N61°37'24"W	233.41'
318-319	N72°44'52"W	154.51'
319-320	S70°35'19"W	43.10'
320-321	S20°59'28"W	157.19'
321-322	S34°53'15"W	521.22'
322-323	S48°40'16"W	151.67'
323-324	S51°45'54"W	255.28'
324-325	S58°53'24"W	201.56'
325-326	S51°45'54"W	282.81'
326-327	S52°42'23"W	527.07'
327-328	S50°31'01"W	91.55'
328-329	S53°38'52"W	90.00'
329-290	N36°21'08"W	45.00'

**POINT 297 AND POINT 516 ARE NOT LOCATED
ON PROPERTY LINES**

CAST IRON MON
Y= 426,978.223
X= 685,615.821



REVISION DATE	DATE	SCALE, FEET	HWY: C.T.H. 0	STATE R/W PROJECT NUMBER 5419-06-21	PLAT SHEET NO: 4.06
	GRID FACTOR N/A	0 100 200	COUNTY: RICHLAND	CONSTRUCTION PROJECT NUMBER 5419-06-71	PS&E SHEET



BASIS OF EXISTING R/W
EXISTING R/W FOR C.T.H. 0 ESTABLISHED FROM CENTER LINE OF EXISTING
PAVEMENT, PRIVATE SURVEYS, CSM NO. 372 AND PROJECT 5419-03-21.
EXISTING R/W FOR C.T.H. 00 ESTABLISHED FROM CENTER LINE OF
EXISTING PAVEMENT.



FEE COURSE TABLE		
COURSE	BEARING	DISTANCE
608 - 607	S00°00'34"E	2684.38'
607 - 375	S02°39'16"E	20.90'
375 - 376	S89°58'37"W	75.00'
376 - 377	N00°01'23"W	100.00'
377 - 378	N09°26'21"E	152.07'
378 - 379	N00°01'23"W	350.00'
379 - 380	N01°55'56"W	150.08'
380 - 381	N00°01'23"W	925.00'
381 - 382	N02°42'12"E	105.12'
382 - 383	N00°01'23"W	570.00'
383 - 384	N08°46'09"W	131.53'
384 - 385	N59°01'47"W	160.87'
385 - 386	N15°04'06"E	32.01'
386 - 387	N15°04'06"E	33.99'
387 - 388	S84°35'49"E	121.40'
388 - 389	N09°24'47"E	111.49'
389 - 390	S89°57'12"E	51.82'
390 - 391	S89°57'12"E	80.59'
391 - 392	S00°01'39"E	133.21'
392 - 393	S89°58'19"W	35.76'
393 - 394	S00°02'48"W	52.48'
394 - 395	S00°01'23"E	989.21'
395 - 396	S07°34'18"W	75.66'
396 - 397	S00°01'23"E	265.00'
397 - 398	S05°02'10"E	286.09'
398 - 399	S00°01'23"E	175.00'
399 - 400	S01°53'10"W	150.08'
400 - 401	S00°01'23"E	600.00'
401 - 375	S89°58'37"W	55.00'

AMBIGUOUS INGRESS /
EGRESS EASEMENT
VOL. 176, PG. 245

SECTION LINE

PINE RIVER

SECTION LINE

FEE STATION OUT TABLE		
POINT	STATION	OFFSET
375	613+50.00"0"	0.00' LT
376	613+50.00"0"	75.00' LT
377	614+50.00"0"	75.00' LT
378	616+00.00"0"	50.00' LT
379	619+50.00"0"	50.00' LT
380	621+00.00"0"	55.00' LT
381	630+25.00"0"	55.00' LT
382	631+30.00"0"	50.00' LT
383	637+00.00"0"	50.00' LT
384	638+30.00"0"	70.00' LT
385	61+50.00"00"	32.01' LT
386	61+50.00"00"	0.00' LT
387	61+50.00"00"	33.99' RT
388	639+65.00"0"	69.96' LT
389	640+75.00"0"	51.82' LT
390	640+75.00"0"	0.00' LT
391	640+75.00"0"	80.59' RT
392	639+41.79"0"	80.76' RT
393	639+41.74"0"	45.00' RT
394	638+89.21"0"	45.00' RT
395	629+00.00"0"	45.00' RT
396	628+25.00"0"	35.00' RT
397	625+60.00"0"	35.00' RT
398	622+75.00"0"	60.00' RT
399	621+00.00"0"	60.00' RT
400	619+50.00"0"	55.00' RT
401	613+50.00"0"	55.00' RT

TLE STATION OUT TABLE		
POINT	STATION	OFFSET
543	614+00.00"0"	70.00' RT
544	613+50.00"0"	70.00' RT
563	614+50.00"0"	55.00' RT
564	627+00.00"0"	55.00' LT
565	627+00.00"0"	60.00' LT
566	628+00.00"0"	60.00' LT
567	628+00.00"0"	55.00' LT
568	639+42.09"0"	55.00' RT
569	638+77.12"0"	55.00' RT
570	638+00.00"0"	45.00' RT

CAST IRON MON
STA. 613+70.88
0.96' LT
Y= 432,503.175
X= 685,266.763

CAST IRON MON
STA. 640+55.26
0.52' LT
Y= 435,187.554
X= 685,266.323

REVISION DATE	DATE	SCALE, FEET	HWY: C.T.H. 0	STATE R/W PROJECT NUMBER 5419-06-21	PLAT SHEET NO: 4.08
	GRID FACTOR N/A	0 100 200	COUNTY: RICHLAND	CONSTRUCTION PROJECT NUMBER 5419-06-71	PS&E SHEET

BASIS OF EXISTING R/W
EXISTING R/W FOR C.T.H. 0 ESTABLISHED FROM CENTER LINE OF EXISTING
PAVEMENT, PRIVATE SURVEYS AND PROJECT 5419-03-21.



TOWN

OF

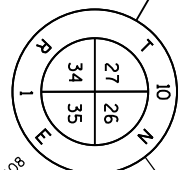
RICHLAND

SE-SE
27-10-1E

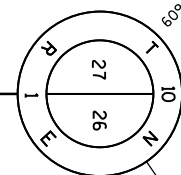
NE-SE
27-10-1E

SW-SW
26-10-1E

NW-SW
26-10-1E



CAST IRON MON
STA. 640+55.26
0.52' LT
Y= 435,187.554
X= 685,266.323



CAST IRON MON
Y= 437,932.214
X= 685,269.720

PI STA 643+11.12'0"
PI Y =435,443.402
PI X =685,269.671
DELTA =01°08'26"(LT)
R =11,150.00'
D =0°30'50"
T =110.98'
L =221.94'

PI STA 644+99.59'0"
PI Y =435,631.866
PI X =685,267.205
DELTA =00°47'47"(RT)
R =11,150.00'
D =0°30'50"
T =77.50'
L =155.01'

29
MATTHEW F. SCHMITZ &
HEATHER D. SCHMITZ

43
GENERAL
TELEPHONE COMPANY
AMBIGUOUS EASEMENT
VOL. 42, PG. 385

43
GENERAL
TELEPHONE COMPANY
AMBIGUOUS EASEMENT
VOL. 42, PG. 385

30
RICHARD A. FRUIT &
MARY JEAN FRUIT

51
TECH COM, INC
AMBIGUOUS EASEMENT
VOL. 413, PG. 90

31
EQUITY CO-OP
LIVESTOCK

PINE RIVER BIKE TRAIL
(RICHLAND COUNTY)

46
CHARTER
COMMUNICATIONS

50
WE ENERGIES
(GAS)

TLE-SLOPES
0.02 AC.

TLE-SLOPES
0.07 AC.

TLE-SLOPES
0.06 AC.

41
WISCONSIN GAS LLC
VOL. 32, PG. 53

47
FRONTIER
COMMUNICATIONS

46
GTE NORTH INC.
AMBIGUOUS EASEMENT
VOL. 219, PG. 29

END RELOCATION ORDER
STA 657+00.00
Y=436,832.279
X=685,268.184

FEE STATION OUT TABLE		
POINT	STATION	OFFSET
410	640+25.00"0"	0.00' LT
411	640+24.64"0"	60.97' LT
412	641+25.19"0"	45.00' LT
413	644+42.28"0"	45.00' LT
414	644+42.56"0"	70.70' LT
415	646+41.33"0"	70.15' LT
416	646+41.35"0"	50.00' LT
417	650+00.00"0"	50.00' LT
418	650+50.00"0"	39.22' LT
419	650+91.35"0"	40.75' LT
420	656+70.74"0"	40.09' LT
421	656+48.70"0"	0.00' LT
422	656+24.03"0"	44.86' RT
423	654+91.50"0"	44.71' RT
424	652+91.26"0"	54.49' RT
425	651+18.54"0"	45.00' RT
426	646+41.47"0"	45.00' RT
427	646+41.51"0"	69.85' RT
428	645+16.12"0"	69.85' RT
429	645+01.44"0"	48.00' RT
430	640+92.04"0"	48.00' RT
431	640+92.27"0"	79.26' RT
432	640+25.48"0"	79.75' RT

TLE STATION OUT TABLE		
POINT	STATION	OFFSET
561	656+76.20"0"	50.00' LT

FEE COURSE TABLE		
COURSE	BEARING	DISTANCE
609-608	S00°04'15"W	2744.66'
608-410	S02°38'38"E	30.29'
410-411	N89°57'12"W	60.97'
411-412	N09°24'47"E	101.81'
412-413	N00°04'40"W	316.27'
413-414	S89°58'20"W	25.70'
414-415	N00°01'41"W	199.62'
415-416	N89°58'25"E	20.15'
416-417	N00°02'48"E	358.65'
417-418	N12°12'56"E	51.15'
418-419	N02°04'15"W	41.38'
419-420	N00°06'44"E	579.39'
420-421	S61°08'36"E	45.75'
421-422	S61°08'36"E	51.20'
422-423	S00°06'49"W	132.52'
423-424	S02°44'59"E	200.48'
424-425	S03°11'25"W	172.98'
425-426	S00°02'48"W	477.06'
426-427	N89°58'20"E	24.85'
427-428	S00°01'41"E	125.00'
428-429	S55°55'35"W	26.29'
429-430	S00°05'59"E	410.00'
430-431	N89°58'19"E	31.26'
431-432	S00°01'39"E	66.79'
432-410	N89°57'12"W	79.75'

REVISION DATE

DATE

SCALE, FEET

HWY: C.T.H. 0

STATE R/W PROJECT NUMBER 5419-06-21

PLAT SHEET NO: 4.09

GRID FACTOR N/A

0 100 200

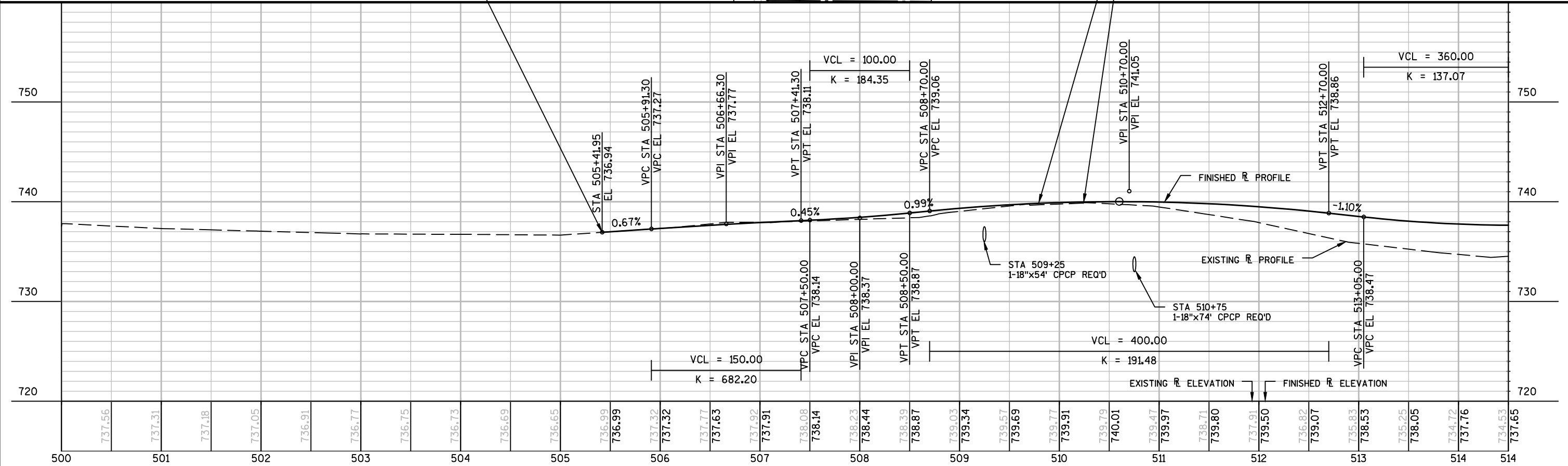
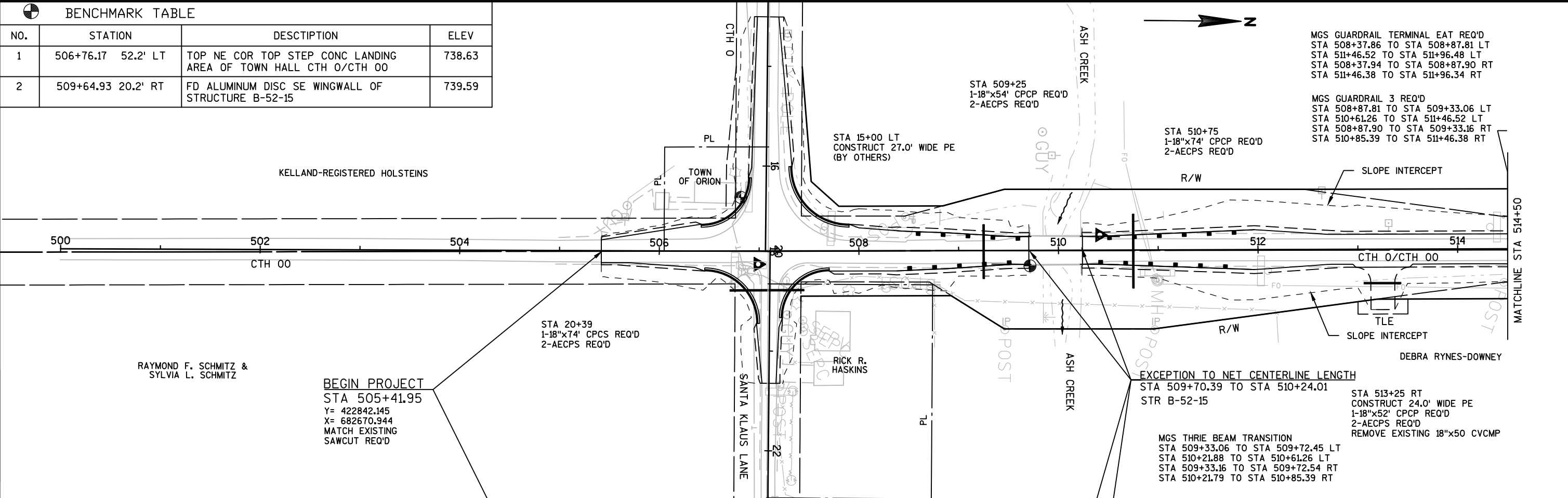
COUNTY: RICHLAND

CONSTRUCTION PROJECT NUMBER 5419-06-71

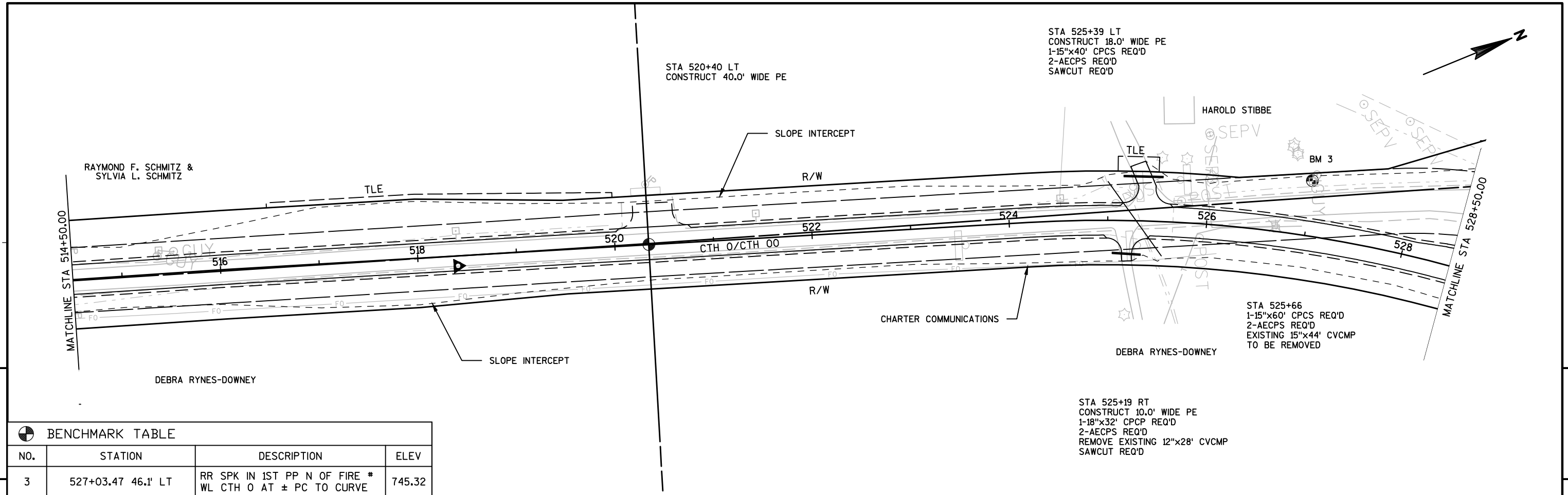
PS&E SHEET

E

BENCHMARK TABLE			
NO.	STATION		DESCRIPTION
1	506+76.17	52.2' LT	TOP NE COR TOP STEP CONC LANDING AREA OF TOWN HALL CTH 0/CTH 00
2	509+64.93	20.2' RT	FD ALUMINUM DISC SE WINGWALL OF STRUCTURE B-52-15

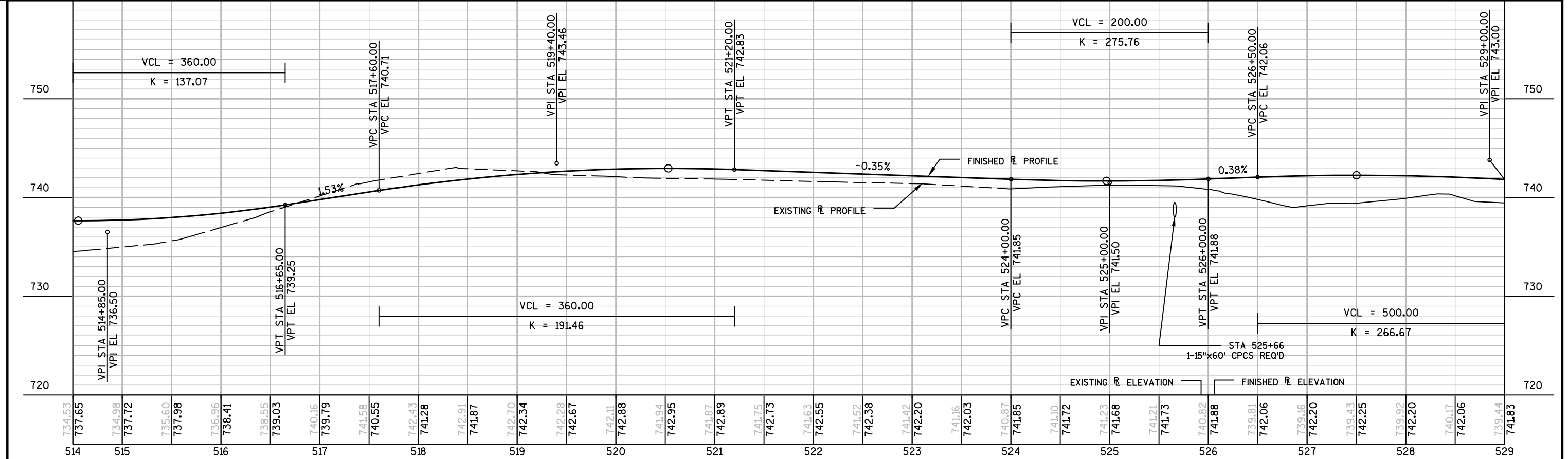


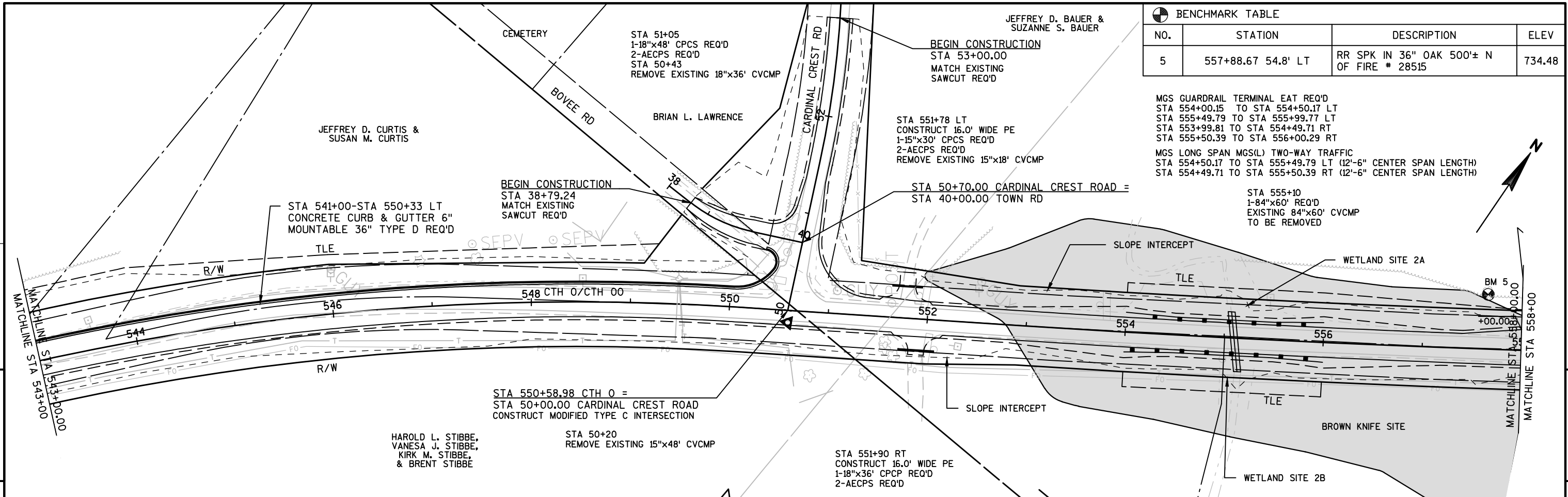
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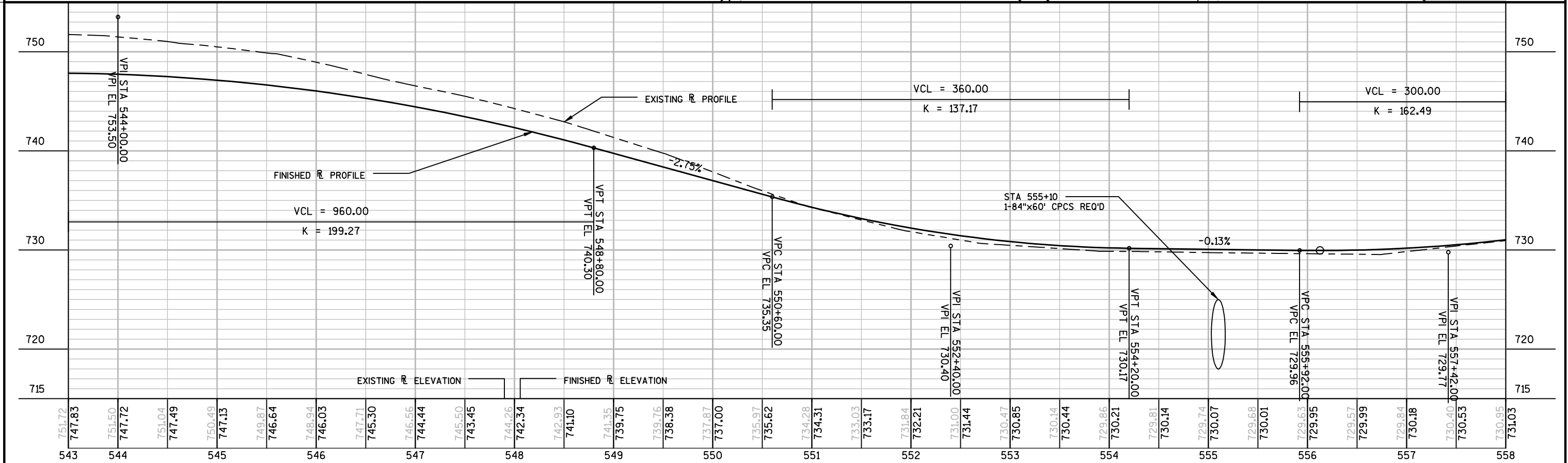
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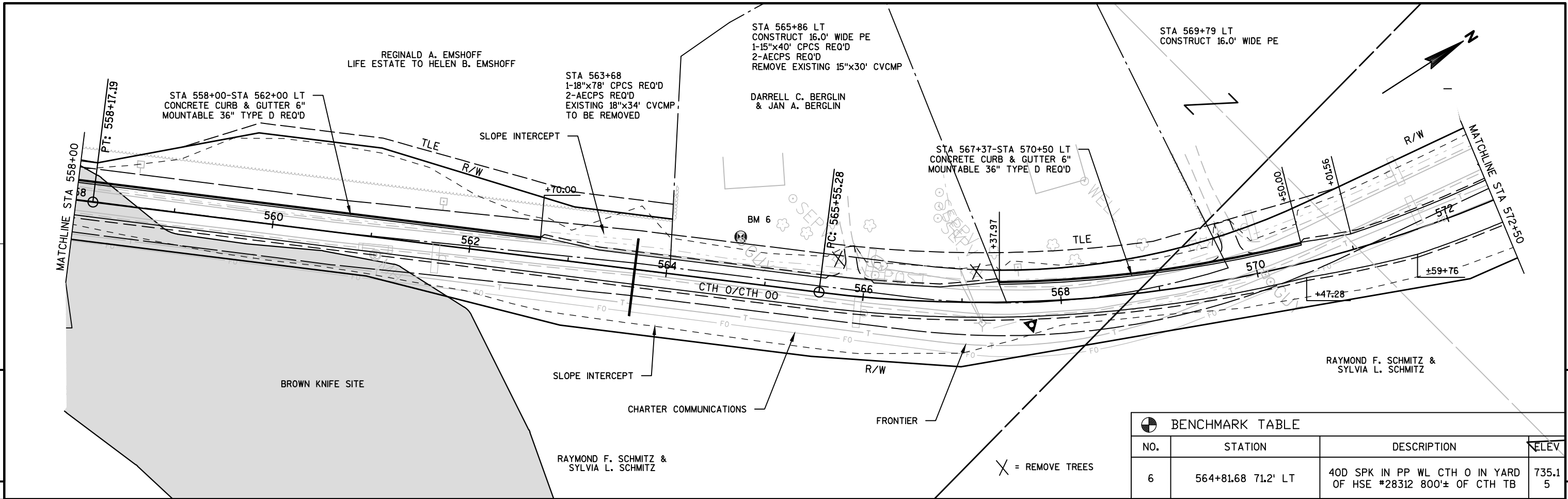
BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV
3	527+03.47 46.1' LT	RR SPK IN 1ST PP N OF FIRE * WL CTH 0 AT ± PC TO CURVE	745.32



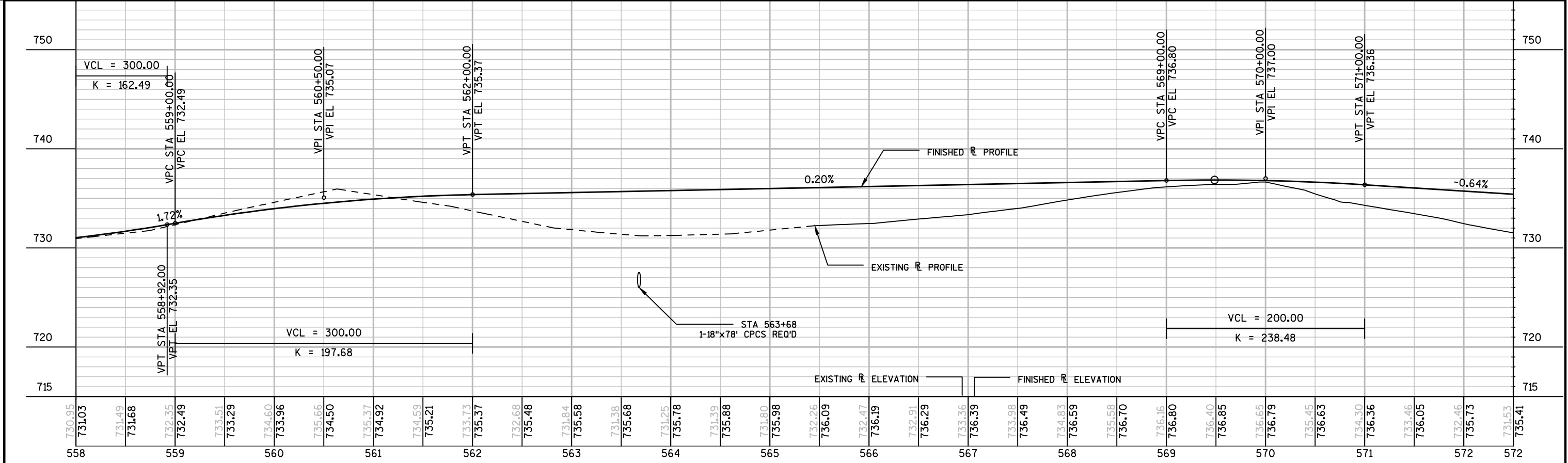


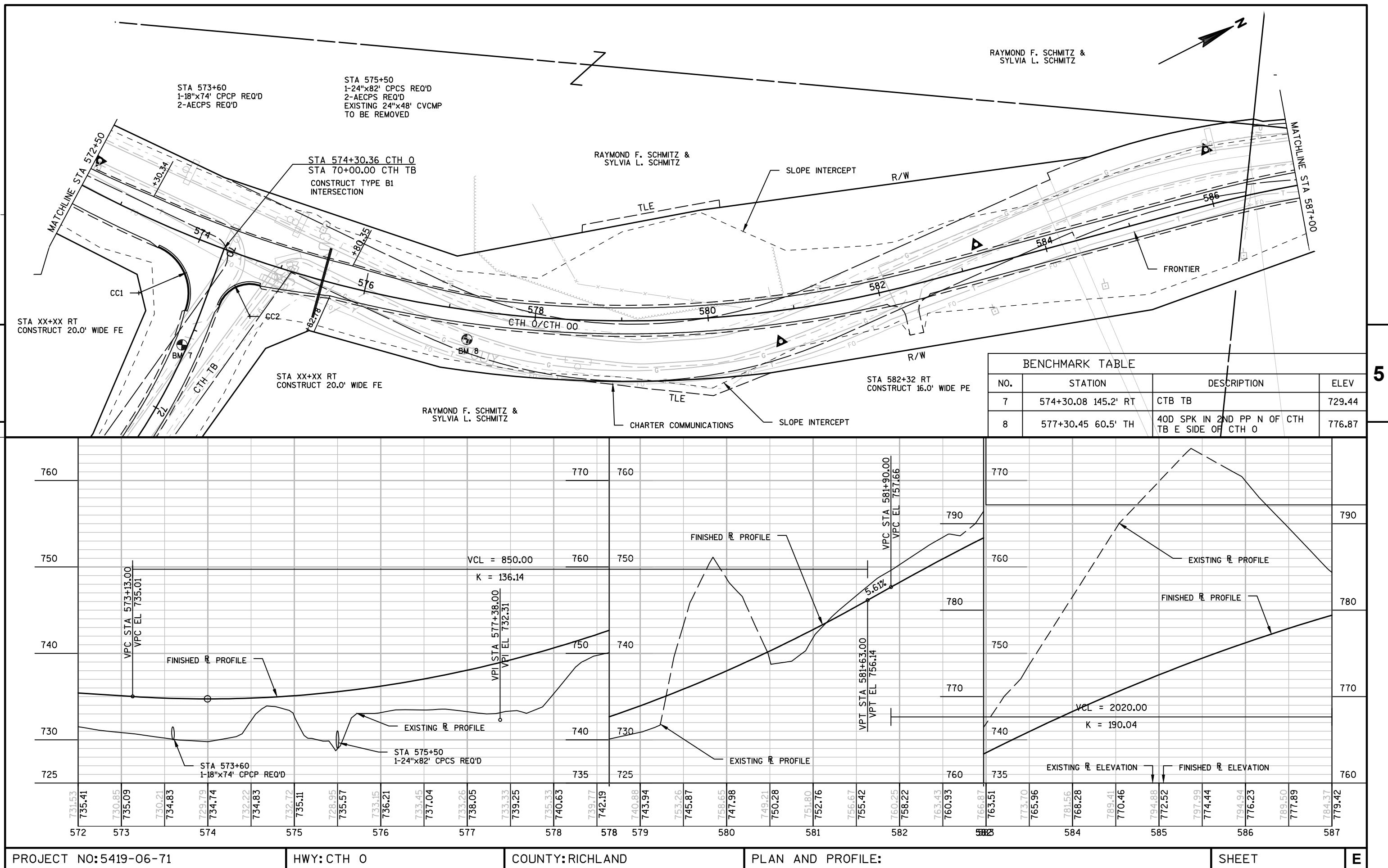
BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV
5	557+88.67 54.8' LT	RR SPK IN 36" OAK 500± N OF FIRE # 28515	734.48

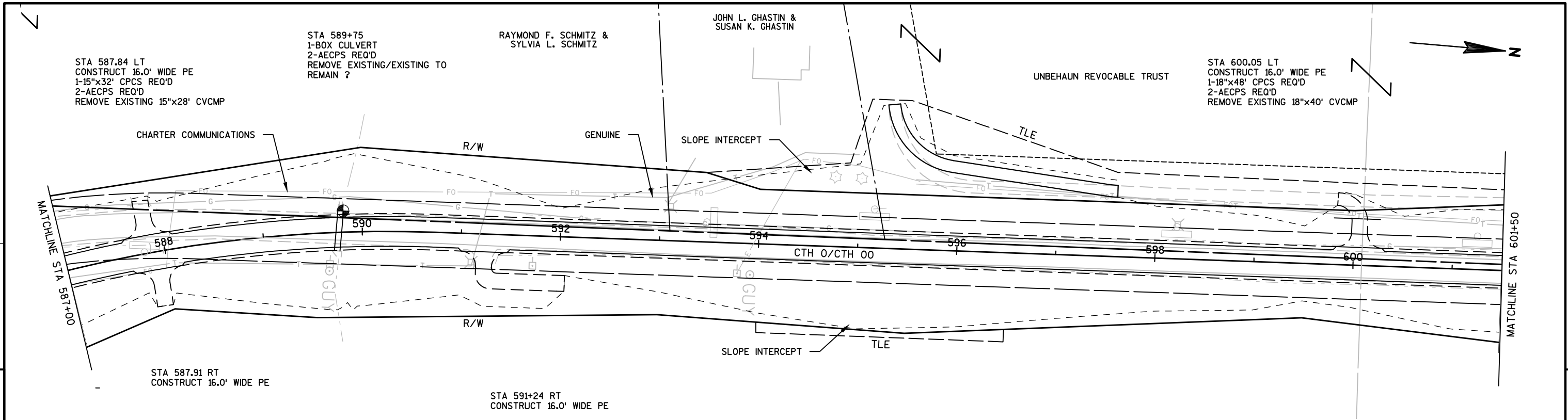




BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV
6	564+81.68 71.2' LT	40D SPK IN PP WL CTH 0 IN YARD OF HSE #28312 800± OF CTH TB	735.15





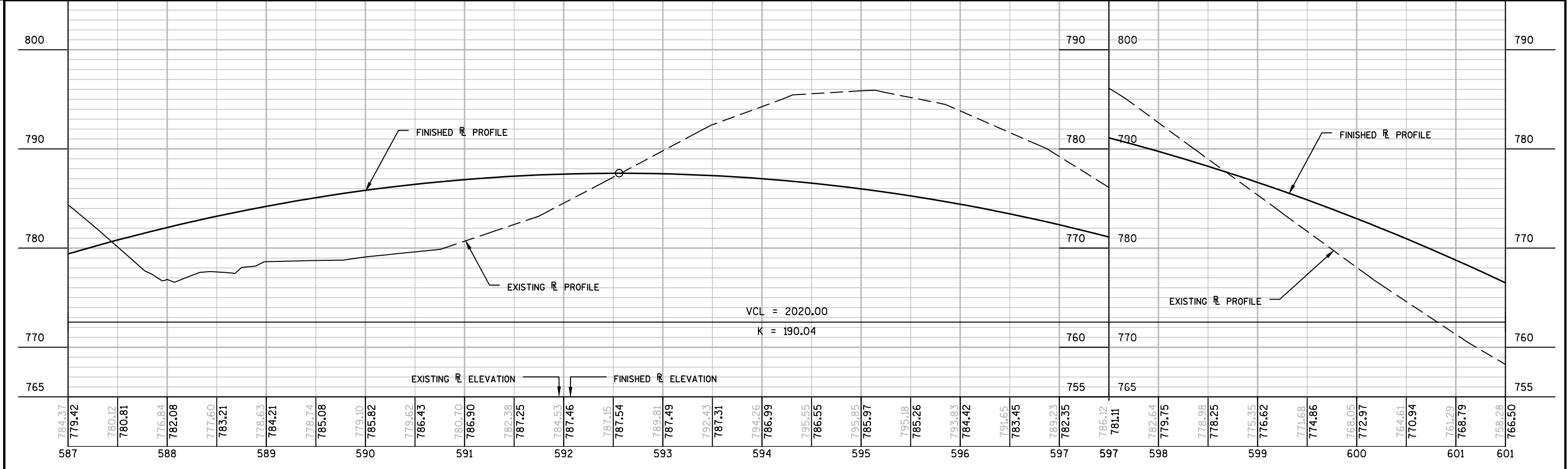


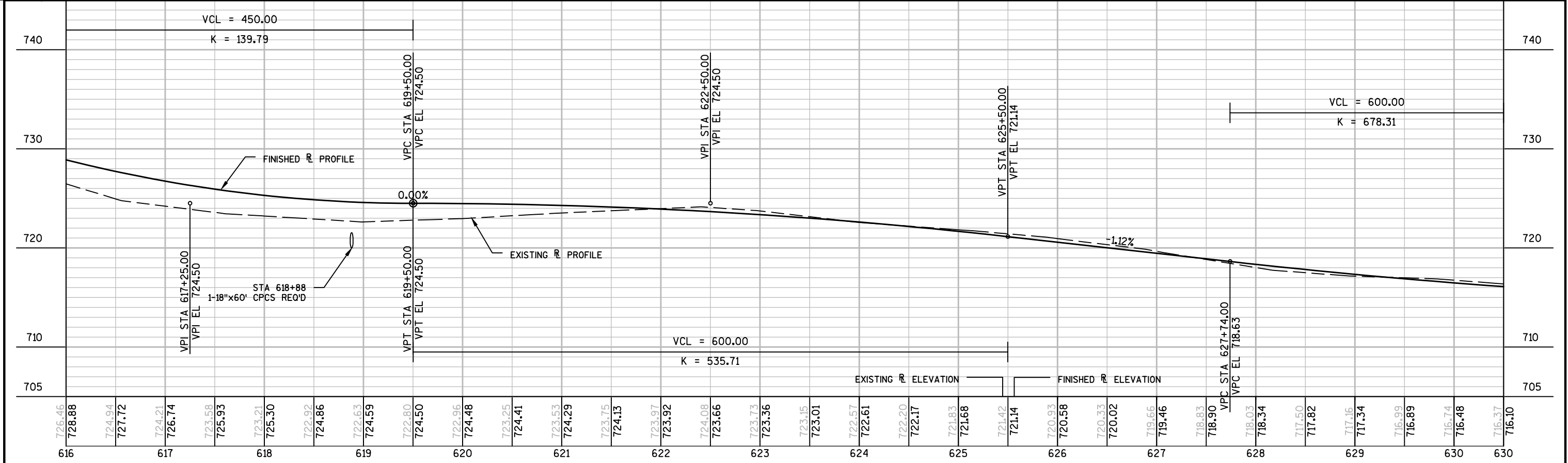
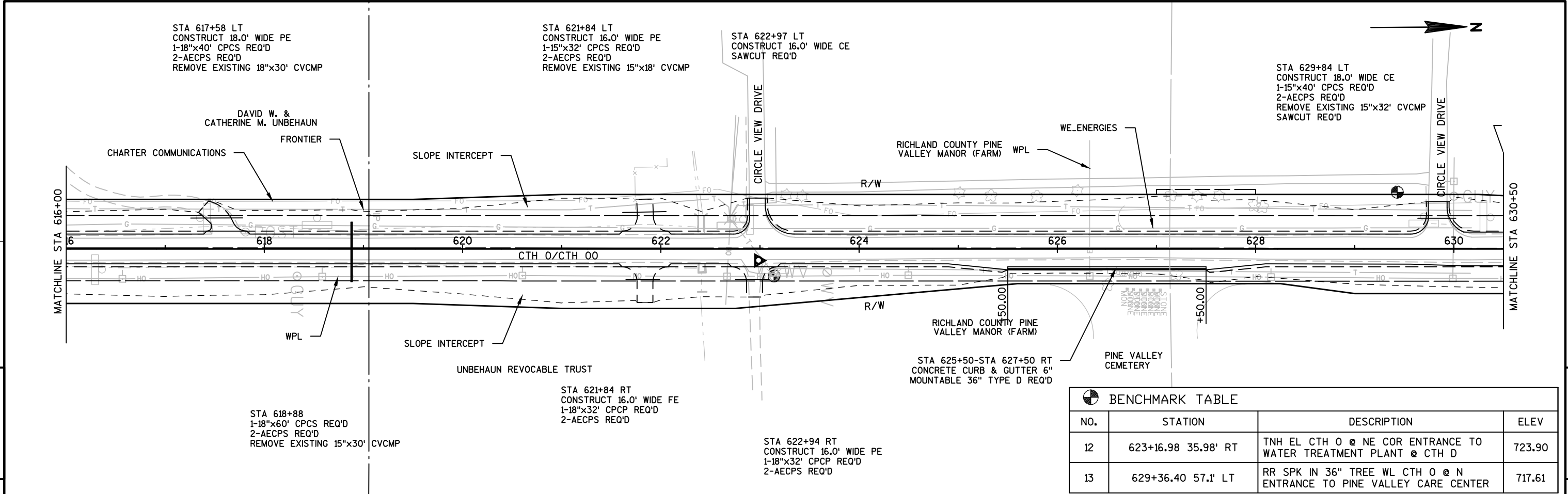
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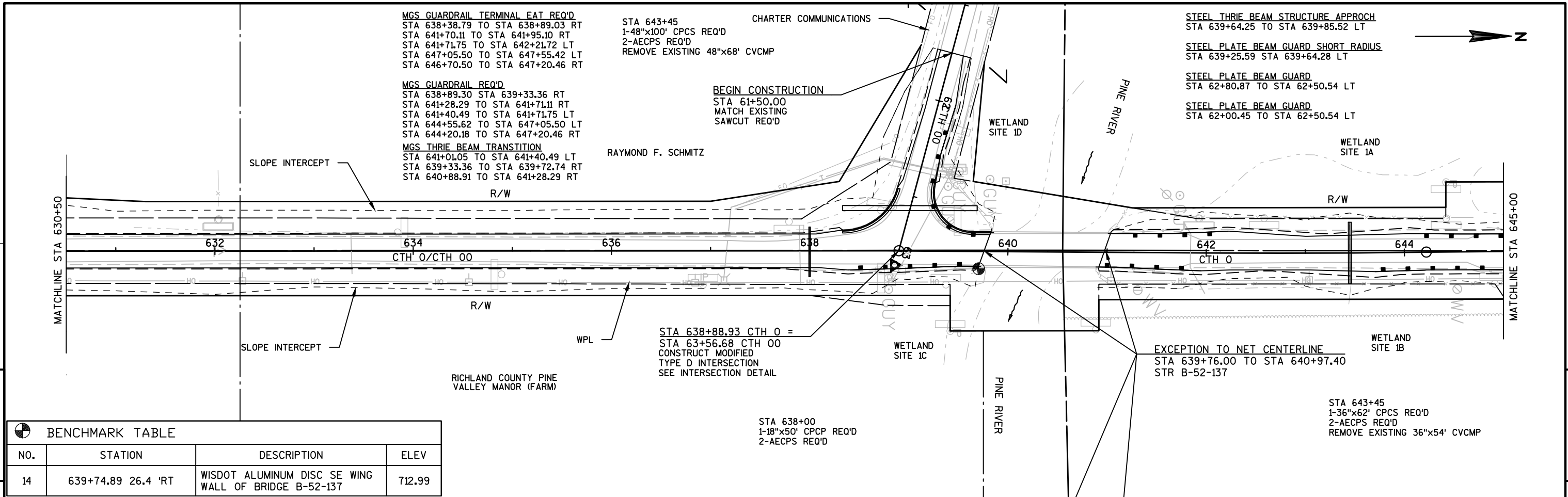
5

MARY LOU HANOLD

BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV
9	589+91.03 20.5' LT	TOP N CONC COR OF BOX CULVERT C-356-36 W SIDE CTH 0	776.87





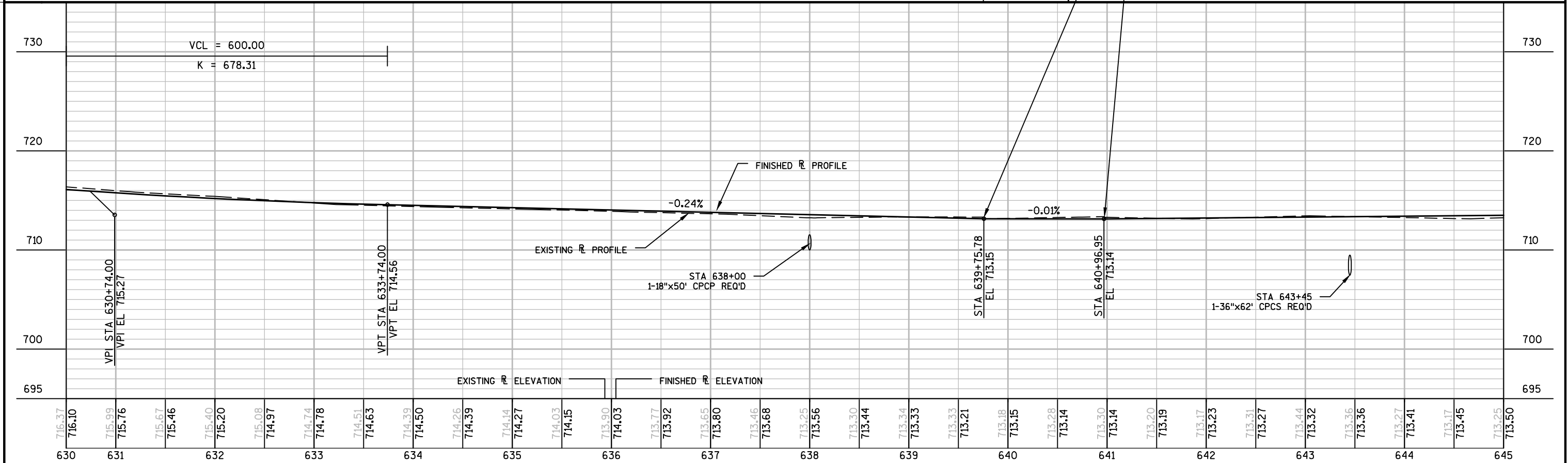


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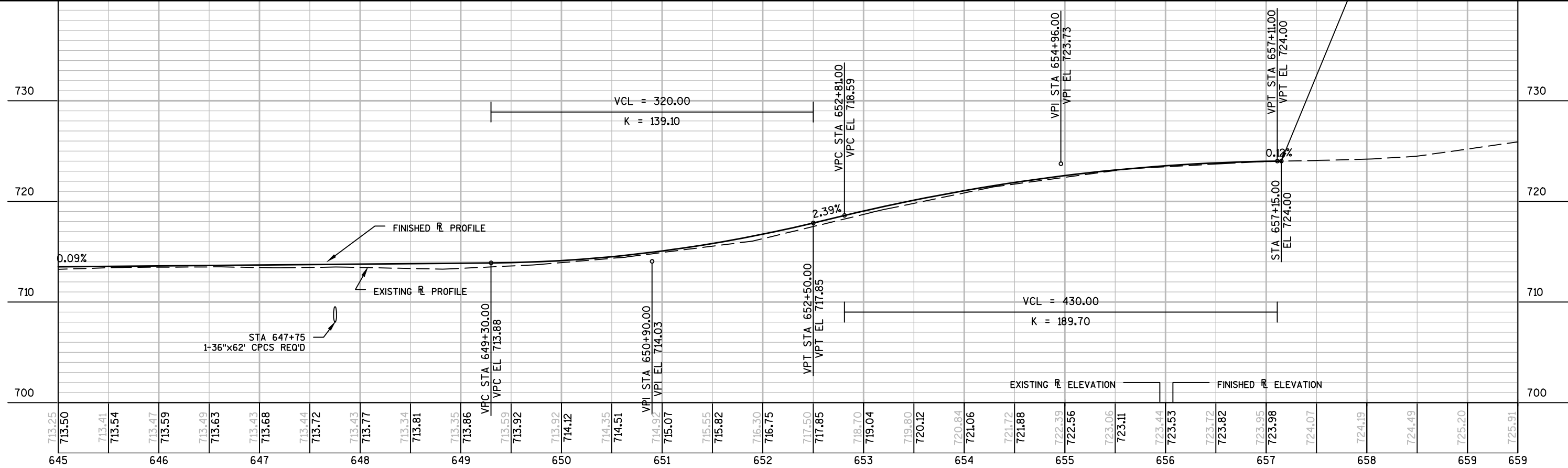
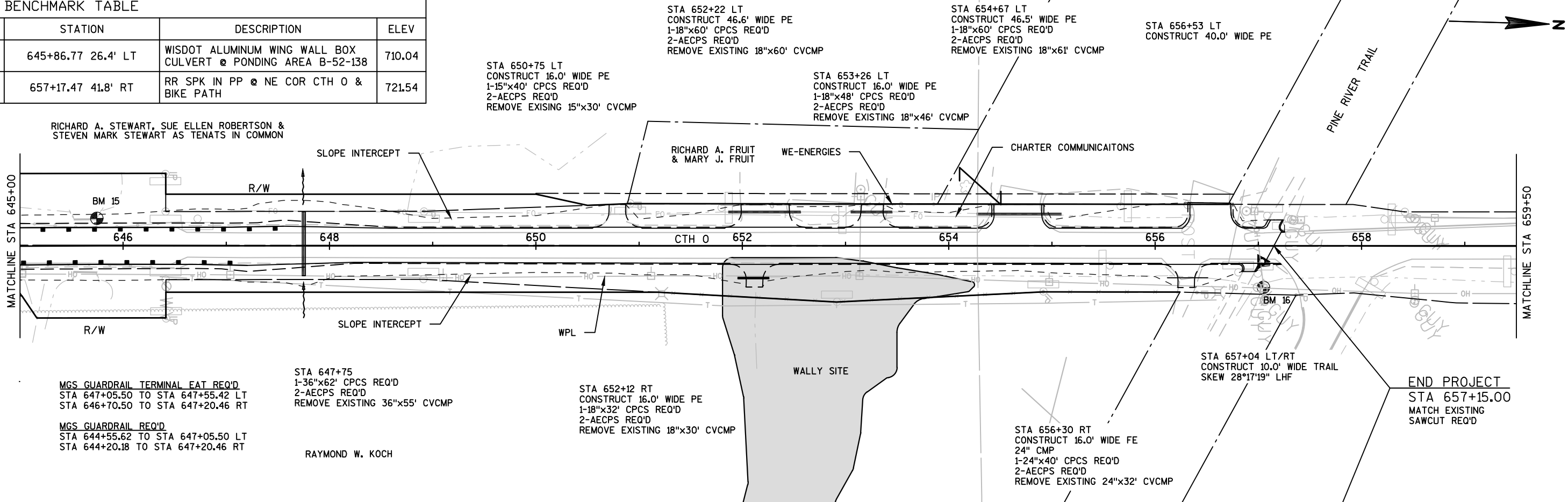
BENCHMARK TABLE

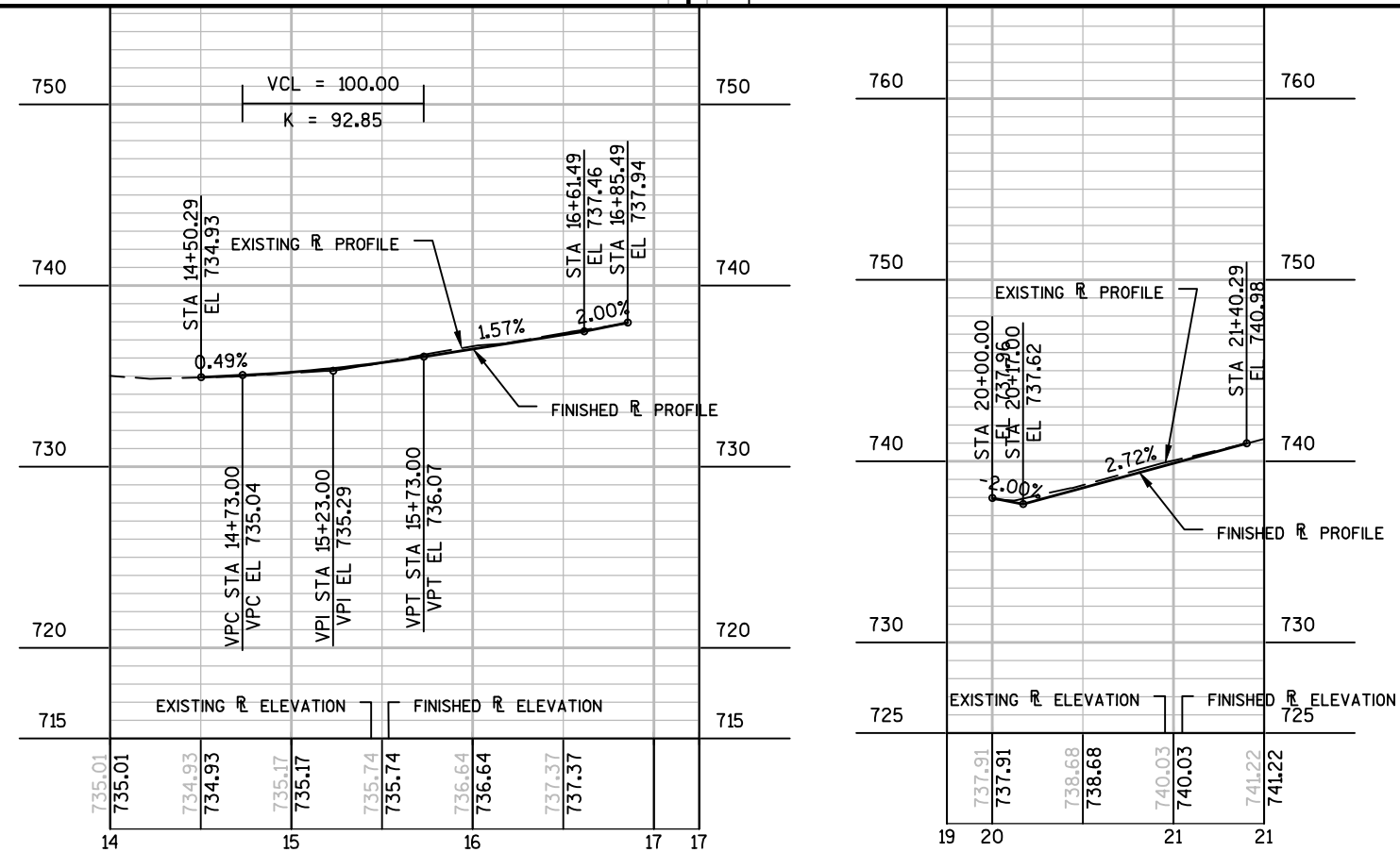
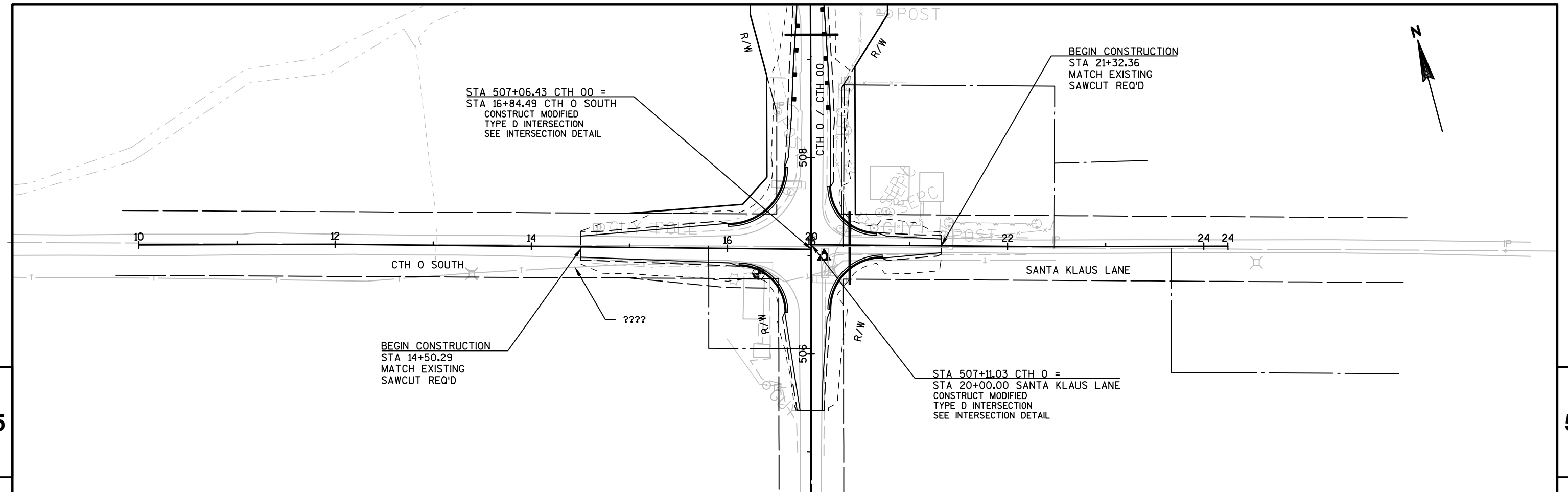
NO.	STATION	DESCRIPTION	ELEV
14	639+74.89 26.4 'RT	WISDOT ALUMINUM DISC SE WING WALL OF BRIDGE B-52-137	712.99

5



BENCHMARK TABLE			
NO.	STATION	DESCRIPTION	ELEV
15	645+86.77 26.4' LT	WISDOT ALUMINUM WING WALL BOX CULVERT @ PONDING AREA B-52-138	710.04
16	657+17.47 41.8' RT	RR SPK IN PP @ NE COR CTH 0 & BIKE PATH	721.54





PROJECT NO: 5419-06-71

HWY: CTH 0

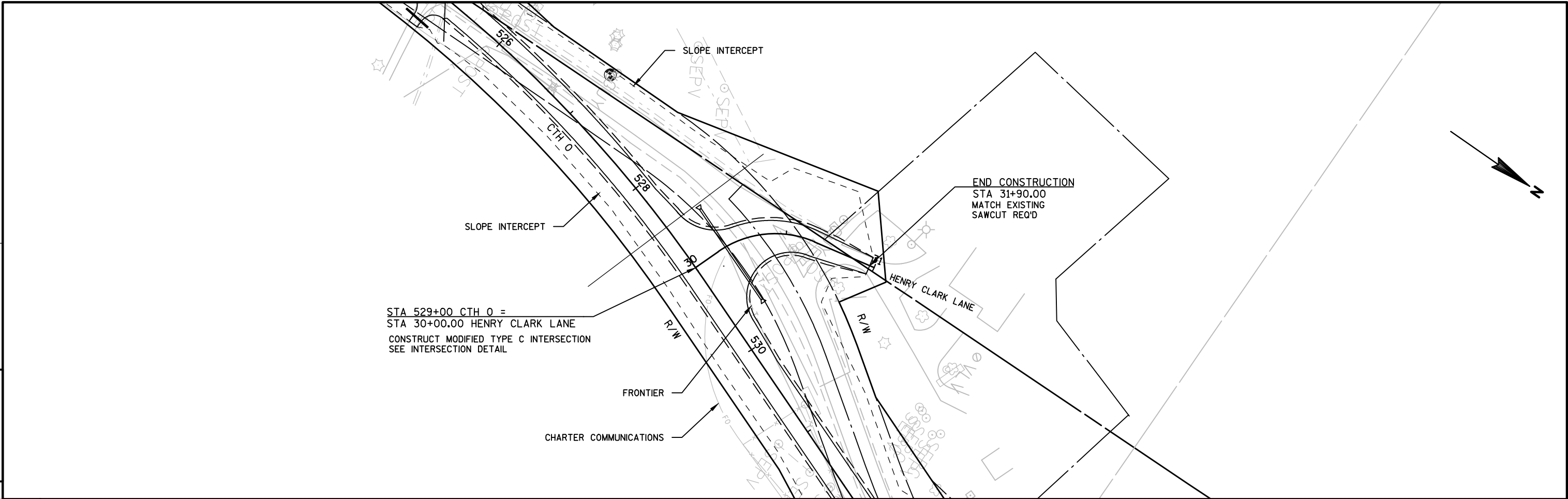
COUNTY: RICHLAND

PLAN AND PROFILE: CTH 00

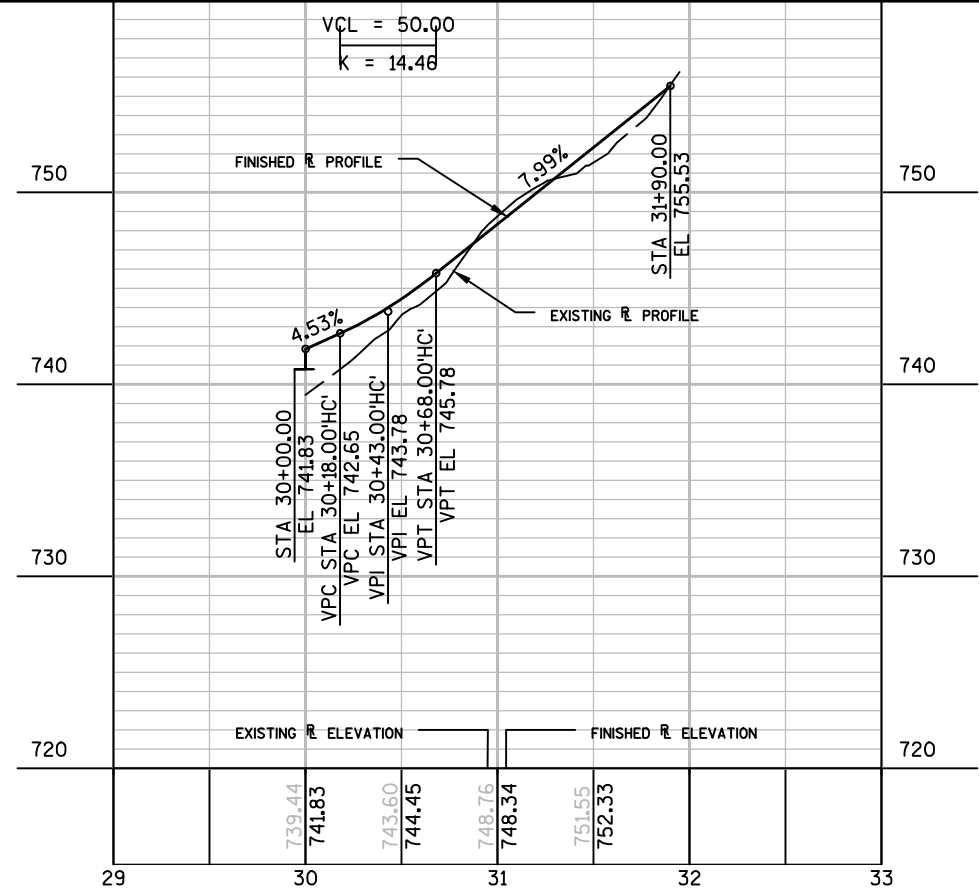
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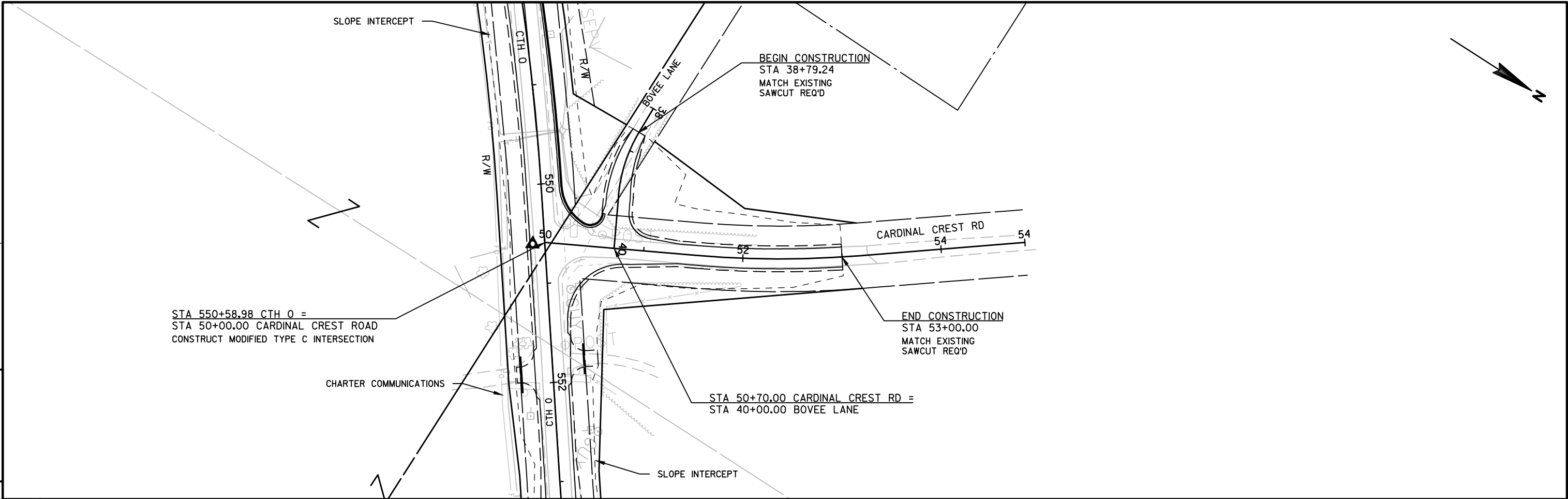
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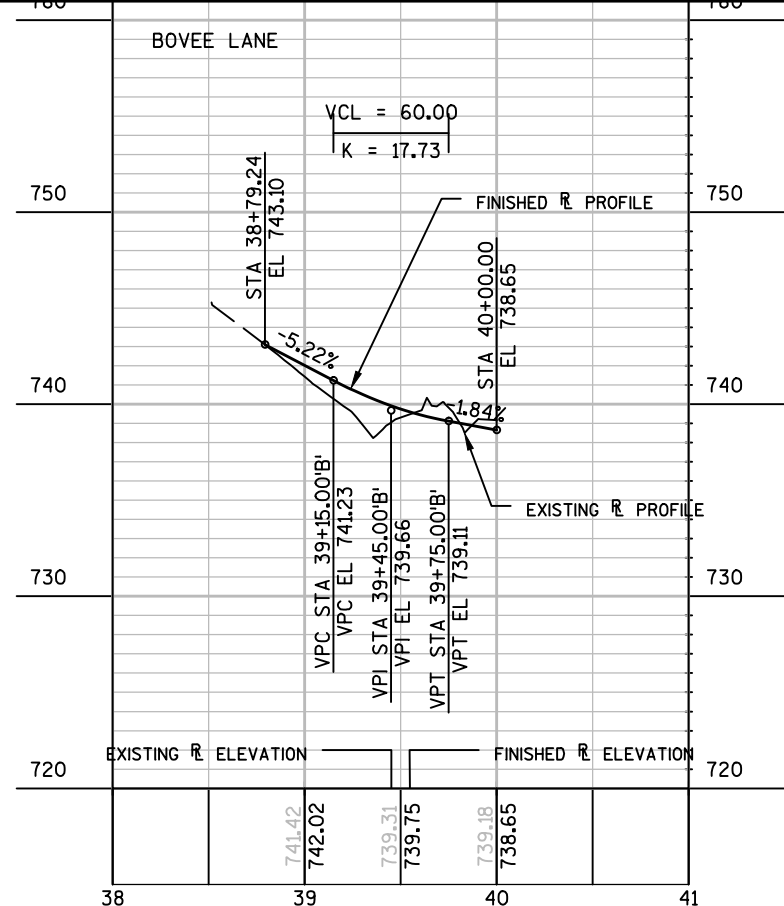
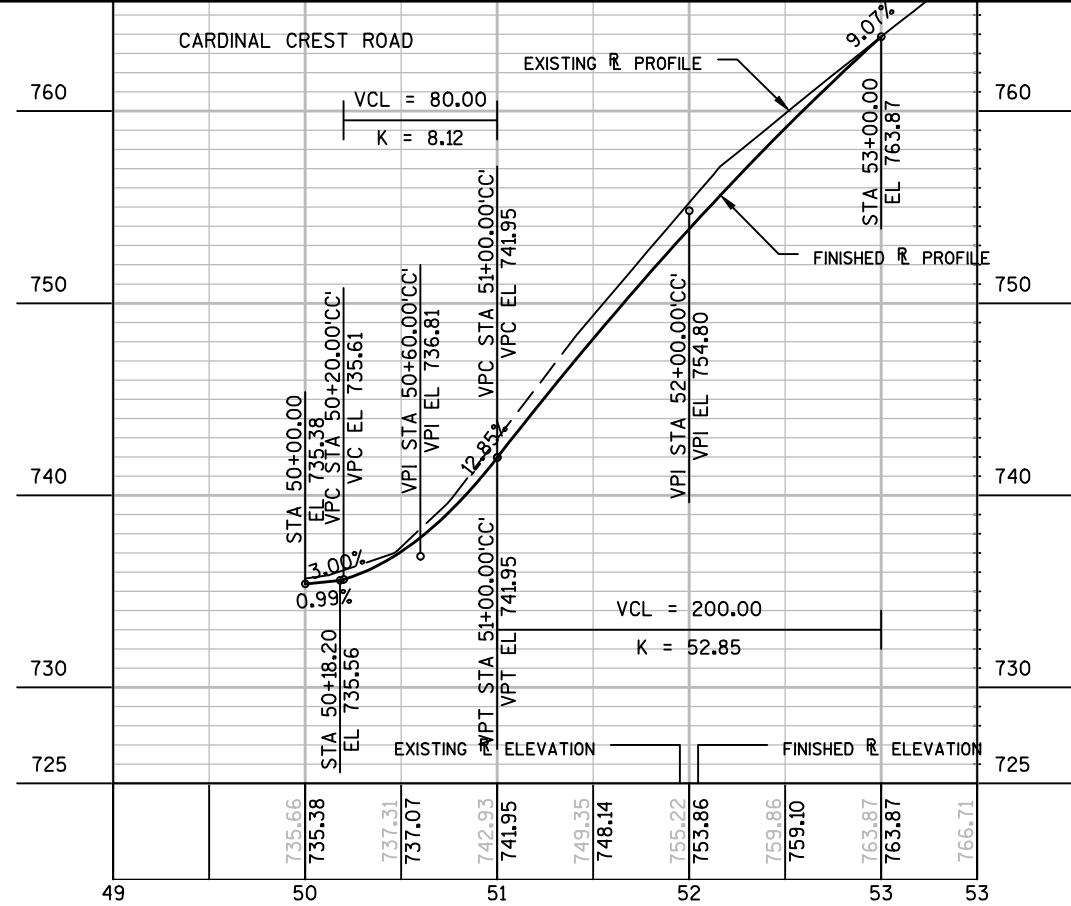
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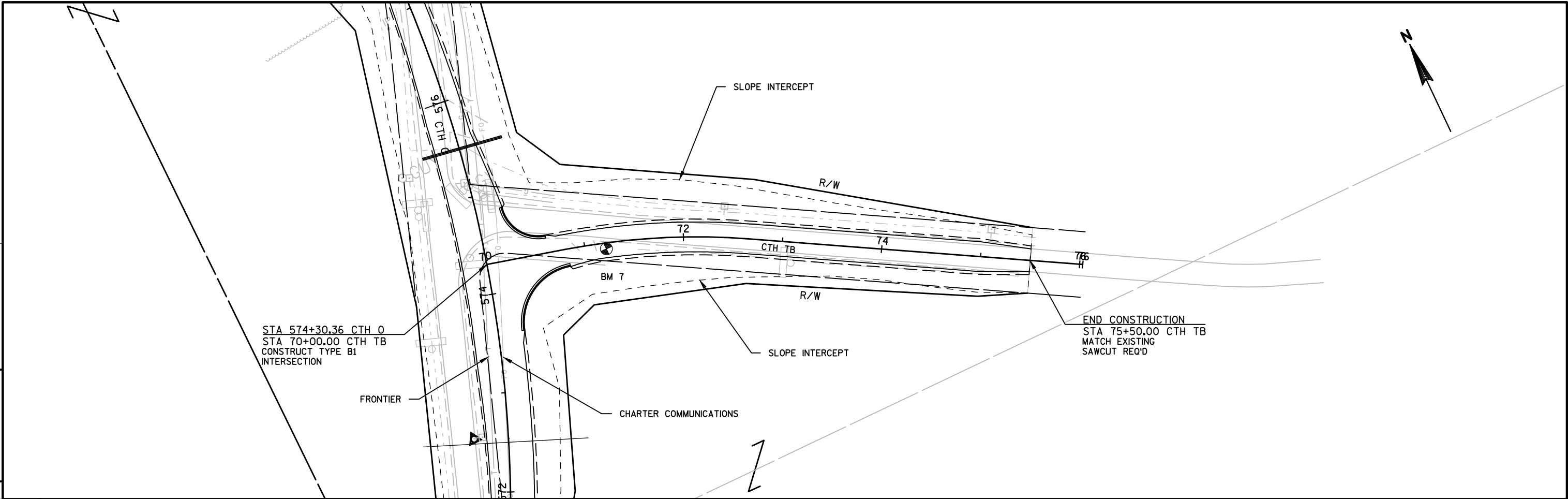
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