

G:\WDOTSW\15026-000\CIVIL 3D\SHEETSPLAN\RW\040101-RP.DWG APPRAISAL PLAT DATE : NOVEMBER 08, 2018

PLOT DATE

12/17/2018 10:55 AM

PLOT BY: KL ENGINEERING

PLOT NAME

R/W MONUMENT (TO BE SET)

R/W POINT

OFF-PREMISE

PΙ

(100')

RFM

RDF

R/W

SF

STH

STA

TP

TLE

CONVENTIONAL

UTILITY SYMBOLS

WATER

OVERHEAD

ELECTRIC

TRANSMISSION LINES

CABLE TELEVISION FIBER OPTIC

SANITARY SEWER

NON-MONUMENTED O

FOUND IRON PIN (3/4-INCH UNLESS NOTED)

COMPENSABLE NON-COMPENSABLE

......

FOUND CHISLED X

CONVENTIONAL SYMBOLS

SECTION

CORNER

SYMBOI

SECTION

CORNER

ELECTRIC POLE

TELEPHONE POLE

PEDESTAL (LABEL TYPE)

(TV, TEL, ELEC, ETC.)

P.L.

111111111

WIII

AL LIM

ET AL

CZL

CSM

CONC

DIST

DOC

FASE

FX

GV

GN

CONVENTIONAL ABBREVIATIONS

TO BE REMOVED

GEODETIC SURVEY MONUMENT

SIXTEENTH CORNER MONUMENT

ACCESS RESTRICTED BY ACQUISITION

NO ACCESS (BY STATUTORY AUTHORITY)

ACCESS RESTRICTED (BY PREVIOUS

PROJECT OR CONTROL)

NO ACCESS (NEW HIGHWAY

PARALLEL OFFSETS

PROPERTY LINE

RECORDED AS

REEL / IMAGE

REMATRITUG

RIGHT

SECTION

STATTON

REFERENCE LINE

EASEMENT

RIGHT OF WAY

SEPTIC VENT

SQUARE FEET

STATE TRUNK HIGHWAY

TELEPHONE PEDESTAL

TEMPORARY I IMITED

UNITED STATES HIGHWAY

CURVE DATA

LCB

Δ/DELTA

FASEMENT TRANSPORTATION PROJECT

PLA1

LONG CHORD

LONG CHORD BEARING

DEGREE OF CURVE

LENGTH OF CURVE

CENTRAL ANGLE

DIRECTION BACK

TANGENT DIRECTION AHEAD

PARCEL NUMBER (25)

POINT OF INTERSECTION

RESTICTIVE DEVELOPMENT

SECTION LINE

QUARTER LINE

SIXTEENTH LINE

NEW R/W LINE

PROPERTY LINE

LOT. TIE & OTHER

SLOPE INTERCEPT

CORPORATE LIMITS

UNDERGROUND FACILITY

NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)

PERMANENT LIMITED OR

RESTRICTED DEVELOPMENT)

TRANSMISSION STRUCTURES

TEMPORARY LIMITED

FASEMENT AREA

EASEMENT AREA

BUILDING

ACCESS RIGHTS

ACRES

AHEAD

BACK

BLOCK

ALUMINUM

AND OTHERS

CENTERLINE

CONCRETE

DISTANCE

DOCUMENT

EASEMENT

EXISTING

NUMBER

OUTL OT

PAGE

GAS VALVE

GRID NORTH

HIGHWAY FASEMENT

POINT OF TANGENCY

PERMANENT LIMITED

POINT OF BEGINNING

POINT OF CURVATURE

EASEMENT

NATIONAL GEODETIC SURVEY NGS

POINT OF COMPOUND CURVE PCC

IDENTIFICATION

LAND CONTRACT

COUNTY

CORNER

CERTIFIED SURVEY MAR

COUNTY TRUNK HIGHWAY

NEW REFERENCE LINE

EXISTING R/W OR HE LINE

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION TRANSPORTATION PROJECT PLAT TITLE SHEET 6918-01-22

CITY OF PORTAGE, WISCONSIN & DEWITT STREETS

USH 51

39

LAYOUT

SCALE

0.5 MI.

(ONTARIO STREET - EAST PLEASANT STREET)

COLUMBIA COUNTY

THE NOTES CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS). COLUMBIA COUNTY, NAD83(2011), IN U.S. SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS AND GRID DISTANCES GRID DISTANCES MAY RE LISED AS GROUND DISTANCES

RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/2" X 24" IRON REBAR), UNLESS OTHERWISE NOTED,

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW

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

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, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE CITY OF

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

EXISTING ACCESS CONTROL ALONG USH 51 HAS BEEN ESTABLISHED FROM PREVIOUS PROJECT CA 05-2(1).

PROJECT LOCATION

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE:

EXISTING HIGHWAY RIGHT-OF-WAY FOR LISH 51 / DEWITT STREET ESTABLISHED FROM PREVIOUS PROJECTS AND SURVEYS: R/W PLAT 6996-05-06 JJ GUPPEY'S SUBDIVISION OF THE CITY OF PORTAGE, CSM 1569, CSM 2460, CSM 4645, PLATS OF SURVEYS 9980, 13164, 12268, 5466, 7022

EXISTING HIGHWAY RIGHT-OF-WAY FOR USH 51 / STH 16 / WISCONSIN STREET ESTABLISHED FROM PREVIOUS PROJECTS AND SURVEYS: R/W PLAT 6996-05-06 ILIGUPPEY'S SURDIVISION OF THE CITY OF PORTAGE, WEBB AND BRONSON'S PLAT OF THE CITY OF PORTAGE, MC FARLANE, DUNN 35950-306, NOTIFICATION TO THE CITY OF PORTAGE, CSM 1113, CSM 5166, CSM 1329, CSM 1042, CSM 4645, CSM 5165, CSM 5209, CSM 1034, PLATS OF SURVEYS 13164, 13857, 10369, 5471, 7612, 5470, 1571, 13120, 9135, 8955, 4349, 10213, 5362, 14524, 5230, 5361, 8859, 9088,

EXISTING HIGHWAY RIGHT-OF-WAY FOR PLEASANT STREET ESTABLISHED FROM PREVIOUS SURVEYS: JJ GUPPEY'S SUBDIVISION OF THE CITY OF PORTAGE PLATS OF SURVEYS 5459 9980 14531

PORTINGE, PORTS OF SURVEYS 393, 3930, 14331.

**EXISTING HIGHWAY RIGHT-OF-WAY FOR CONANT STREET ESTABLISHED FROM PREVIOUS SURVEYS: JJ GUPPEY'S SUBDIVISION OF THE CITY OF PORTAGE, CSM 2640, CSM 4645, PLATS OF SURVEYS 980, 13164, 11537, 5579.

EXISTING HIGHWAY RIGHT-OF-WAY FOR COOK STREET / STH 33 ESTABLISHED FROM PREVIOUS SURVEYS: JJ GUPPEY'S SUBDIVISION OF THE CITY OF PORTAGE, CSM 2460, CSM 4095, PLATS OF SURVEYS 13164, 12754, 12268.

EXISTING HIGHWAY RIGHT-OF-WAY FOR EDGEWATER STREET ESTABLISHED FROM PREVIOUS SURVEYS: MC FARLANE, DUNN AND ARMSTRONG'S ADDITION TO THE CITY OF PORTAGE, CSM 1569, PLATS OF SURVEYS 13164, 5466, 13857, 7022.

EXISTING HIGHWAY RIGHT-OF-WAY FOR DODGE STREET ESTABLISHED FROM PREVIOUS SURVEYS: JJ GUPPEY'S SUBDIVISION OF THE CITY OF PORTAGE, WEBB AND BRONSON'S PLAT OF THE CITY OF PORTAGE, PLATS OF SURVEYS 5373, 5470, 5371. EXISTING HIGHWAY RIGHT-OF-WAY FOR EAST MULLET STREET ESTABLISHED FROM PREVIOUS SURVEYS: CSM 1113, PLATS OF SURVEYS 7612,

EXISTING HIGHWAY RIGHT-OF-WAY FOR WEST MULLET STREET ESTABLISHED FROM PREVIOUS SURVEYS: JJ GUPPEY'S SUBDIVISION OF THE CITY

OF PORTAGE, PLATS OF SURVEYS 2012, 13425.

EXISTING HIGHWAY RIGHT-OF-WAY FOR WARREN STREET ESTABLISHED PREVIOUS SURVEYS: JJ GUPPEY'S SUBDIVISION OF THE CITY OF PORTAGE, DOCUMENT NO. 471209, CSM 568 EXISTING HIGHWAY RIGHT-OF-WAY FOR PAUQUETTE STREET ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY

EXISTING HIGHWAY RIGHT-OF-WAY FOR BRADY STREET ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY OF PORTAGE PLATS OF SURVEYS 13120, 5367, 9135, 8955

EXISTING HIGHWAY RIGHT-OF-WAY FOR BROOKE STREET ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY OF PORTAGE, PLATS OF SURVEYS 9135, 8955.

EXISTING HIGHWAY RIGHT-OF-WAY FOR WASHINGTON STREET ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY OF PORTAGE, PLAT OF SURVEY 4349.

EXISTING HIGHWAY RIGHT-OF-WAY FOR SUPERIOR STREET ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY O PORTAGE, PLATS OF SURVEYS 5798, 10213, 5362, 7043, 14524.

EXISTING HIGHWAY RIGHT-OF-WAY FOR MICHIGAN STREET ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY OF PORTAGE, PLATS OF SURVEYS 3804, 9859, 5362

EXISTING HIGHWAY RIGHT-OF-WAY FOR WAUONA TRAIL ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY OF PORTAGE, PLATS OF SURVEYS 5230, 5361, 5345, 9088, 5347.

EXISTING HIGHWAY RIGHT-OF-WAY FOR HURON STREET ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY OF

EXISTING HIGHWAY RIGHT-OF-WAY FOR ERIE STREET ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY OF PORTAGE, CSM 5166, PLATS OF SURVEYS 5345, 6959

EXISTING HIGHWAY RIGHT-OF-WAY FOR ONTARIO STREET ESTABLISHED FROM PREVIOUS SURVEYS: WEBB AND BRONSON'S PLAT OF THE CITY OF PORTAGE, CSM 5166, CSM 1329, CSM 1042, CSM 5165

EXISTING HIGHWAY RIGHT-OF-WAY FOR SOUTHTOWN ROAD ESTABLISHED FROM PREVIOUS SURVEYS: CSM 5209, CSM 1034, DOCUMENT 365152

PROJECT NUMBER 6918-01-22 - 4.01 SHEET 2 OF 3

G:\WDOTSW\15026-000\CIVIL 3D\SHEETSPLAN\RW\TITLE SHEET.DWG APPRAISAL PLAT DATE: NOVEMBER 08, 2018

PLE

PLOT DATE : NOVEMBER 08 2018

PLOT BY: KLENGINEERING

	R/W Course Table	
COURSE	BEARING	DISTANCE
100-101	S44° 13' 48"E	68.03'
101-102	S59° 47" 28"W	15.00'
102-103	S31° 29' 29"E	114.36'
103-104	S31° 29' 29"E	20.01'
104-105	S31° 29' 29"E	113.79'
105-106	N59° 23' 39"E	40.50'
106-107	S00° 24' 53"W	76.63'
107-108	S31° 29' 29"E	115.13'
108-109	S31° 29' 29"E	18.69'
109-110	S31° 29' 29"E	113.64'
110-111	S31° 29' 10"E	66.08'
111-112	S31° 59′ 14″E	126.38'
112-113	S31° 59' 14"E	20.01'
113-114	S31° 59' 14"E	126.33'
114-115	S57° 10' 24"W	66.01'
115-116	S68° 40' 04"W	2.46'
116-117	N13° 06' 26"W	7.48'
117-118	N31° 59' 14"W	125.24'
118-119	N47° 36' 45"W	22.28'
119-120	N68° 31' 30"E	6.10'
120-121	N31° 59' 14"W	132.78'
121-122	N31° 23' 30"W	62.76'
122-123	N31° 29' 29"W	115.71'
123-124	N31° 29' 29"W	20.36'
124-125	N31° 29' 29"W	115.71'
125-126	N52° 20' 34"W	75.85'
126-127	N69° 23' 29"E	15.27'
127-128	N17° 59' 49"E	15.79'
128-129	N31° 29' 29"W	235.79'
129-130	S70° 22' 26"W	26.81'
130-131	N08° 31' 59"W	67.26'
131-100	N70° 42' 34"E	67.53'

R/W Station & Offset Table		
Point No.	Station	Offset
100	549+53.52'DW'	33.92
101	548+87.66'DW'	48.00
102	548+88.00'DW'	33.00
103	547+73.63'DW'	33.00
104	547+53.62'DW'	33.00
105	546+39.83'DW'	33.00
106	546+39.21'DW'	73.50
107	545+74.16'DW'	33.00
108	544+59.03'DW'	33.00
109	544+40.34'DW'	33.00
110	543+26.70'DW'	33.00
111	542+60.62'DW'	32.99
112	541+33.96'DW'	33.00
113	541+13.95'DW'	33.00
114	539+93.84'DW'	36.62
115	539+79.30'DW'	27.74
116	539+79.12'DW'	30.20
117	539+87.88'DW'	29.44
118	541+19.43'DW'	33.00
119	541+40.88'DW'	39.00
120	541+39.77'DW'	33.00
121	542+72.26'DW'	33.11
122	543+35.01'DW'	33.00
123	544+50.73'DW'	33.00
124	544+71.08'DW'	33.00
125	545+86.80'DW'	33.00
126	546+57.69'DW'	60.00
127	546+54.80'DW'	45.00
128	546+65.06'DW'	33.00
129	549+01.33'DW'	32.85
130	549+07.22'DW'	59.00
131	549+68.27'DW'	32.04

TLE Station & Offset Table		
Point No.	Station	Offset
T1	548+83.00'DW'	40.00'
T2	547+73.42'DW'	40.00'
T3	547+53.41'DW'	40.00'
T4	546+45.73'DW'	40.00'
T5	546+45.21'DW'	73.50
T6	541+89.91'DW'	33.00'
T7	541+89.88'DW'	38.00'
T8	541+79.93'DW'	38.00'
Т9	541+80.21'DW'	33.00'
T10	539+78.83'DW'	33.83'
T11	540+74.61'DW'	39.00'
T29	540+74.61'DW'	33.00'
T12	541+45.18'DW'	39.00'
T13	541+45.24'DW'	33.00'
T14	543+77.50'DW'	33.00'
T15	543+77.50'DW'	38.00'
T16	544+51.67'DW'	38.00'
T17	546+63.60'DW'	59.00'
T18	546+60.34'DW'	42.00'
T19	546+66.00'DW'	38.00'
T20	548+90.00'DW'	38.00'

PROJECT NUMBER 6918-01-22-4.01 SHEET 3 OF 3

FILE NAME : G:\WDOTSW\15026-000\CIVIL 3D\SHEETSPLAN\RW\040101-RP.DWG APPRAISAL PLAT DATE : <u>NOVEMBER_08, 2018</u>

PLOT DATE :

PLOT DATE: 11/8/2018 8:30 AM

PLOT BY: KL ENGINEERING

6918-01-22 4.01

PLOT DATE :

FILE NAME : G:\WDOTSW\15026-000\CIVII 3D\SHFETSPLAN\RW\040101-RP.DWG

APPRAISAL PLAT DATE: JANUARY 29, 2019

1/29/2019 10:45 AM

PLOT BY: KL ENGINEERING

PLOT NAME

PLOT SCALE

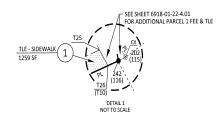
1 IN:100 FT

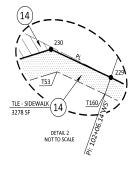
CURVE 209-210 L = 71.70' LCH = 70.98' LCB = \$48° 09' 46"E R = 145.68'

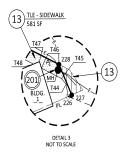
	R/W Course Table	
COURSE	BEARING	DISTANCE
200-201	S66° 09' 00"E	183.00'
201-242	N68° 40' 04"E	162.39'
242-202	N68° 40' 04"E	2.46'
202-203	N57° 10' 24"E	66.01'
203-204	S53° 46' 22"E	70.96'
204-205	S57° 46' 19"W	26.34'
205-206	S31° 59' 14"E	90.94'
206-207	S34° 03' 47*E	23.82'
207-208	S35° 21' 20"E	75.12'
208-209	S34° 03' 47"E	2.27'
209-210	SEE CURV	E NOTE
210-211	S62° 00' 28"E	88.99'
211-212	N79° 20' 42"E	33.32'
212-213	N29° 46' 54"E	37.42'
213-214	S35° 33' 19"E	69.32'
214-215	S29° 46' 54"W	6.02
215-216	S17° 05' 05"E	25.51'
216-217	S65° 13' 42"E	135.57"
217-218	N84° 48' 16"E	76.08'
218-219	S24° 37' 40"W	18.00'
219-222	S24° 37' 40"W	90.00'
222-223	N65° 13' 42"W	273.82'
223-224	N64° 54' 29"W	64.94'
224-225	S70° 16' 25"W	7.09'
225-226	N71° 28' 15"W	104.83'
226-227	N69° 38' 31"E	3.11'
227-228	N25° 54' 05"W	23.26'
228-229	N66° 09' 00"W	264.73'
229-230	N67° 49' 32"W	41.53'
230-231	S75° 03' 33"W	188.00'
231-232	N14° 56' 27"W	7.00'
232-233	S75° 03' 33"W	50.04'
233-234	N14° 56' 27"W	10.00'
234-235	N14° 56' 27"W	56.00'
235-236	N75° 03' 33"E	149.16'
236-237	N66° 09' 00"W	130.91'
237-200	N23° 51' 00"E	66.00'
242-238	S34° 02' 14"E	67.67'
238-239	S31° 59' 14"E	98.78'
239-240	S69° 25' 36"W	33.93'
240-241	N66° 09' 00"W	136.22'
241-238	N68° 40' 04"E	111.67'

	W Station & Offset Tal	Offset
Point No.	Station 99+19.14'WS'	34.00'
200		
201	101+02.15'WS'	34.00'
202	539+79.30'DW'	27.74'
203	539+93.84'DW'	36.62'
204	539+50.68'DW'	80.66
205	539+42.74'DW'	56.59'
206	538+88.35'DW'	106.23'
207	104+04.69'WS'	102.31'
208	104+69.23'WS'	63.84'
209	104+71.15'WS'	62.64'
210	105+37.76'WS'	42.04'
211	106+26.64'WS'	37.53'
212	106+53.68'WS'	57.00'
213	106+56.74'WS'	94.29'
214	107+17.50'WS'	60.00'
215	107+16.97'WS'	54.00'
216	107+34.00'WS'	35.00'
217	108+69.57'WS'	35.00'
218	109+35.47'WS'	73.00'
219	109+35.51'WS'	55.00'
222	109+35.74'WS'	35.00'
223	106+62.02'WS'	35.00'
224	105+97.18'WS'	35.00'
225	105+92.14'WS'	40.00'
226	104+88.00'WS'	51.98'
227	104+90.18'WS'	49.76'
228	104+71.35'WS'	35.00'
229	102+05.60'WS'	35.00'
230	101+64.07'WS'	35.00'
231	100+18.53'WS'	151.00'
232	100+14.15'WS'	145.54'
233	99+75.14'WS'	176.89
234	99+68.88'WS'	169.10'
235	99+33.79'WS'	125.45'
236	100+50.06'WS'	32.00'
237	99+19.14'WS'	32.00'
238	539+12.91'DW'	0.16'(LT.)
239	538+44.88'DW'	66.55
240	103+31,47'WS'	31.00
241	101+96.17'WS'	31.30'
242	539+79.12'DW'	30.20

TLE Station & Offset Table Point No. Station Offset		
T21	100+10.14"WS'	34.00
T22	100+10.14 WS	39.00
T23	100+10.14 WS	39.00
T24	101+93.02'WS'	43.94
T25	539+84.82'DW'	35.02
T26	539+78.83'DW'	33.83
T27	539+40.55'DW'	65.68'
T28	104+02.64'WS'	112.20
T31	104+82.90'WS'	61.08'
T32	105+38.00'WS'	47.03'
T33	106+29.87'WS'	42.38'
T34	106+48.58'WS'	56.00'
T35	106+51.72'WS'	94.27'
T36	107+33.00'WS'	43.00'
T37	108+11.16'WS'	43.00'
T38	109+35.75'WS'	40.00'
T39	107+89.00'WS'	40.00
T40	107+89.00'WS'	45.00'
T41	107+25.00'WS'	45.00'
T42	107+25.00'WS'	40.00'
T43	106+62.08'WS'	40.00'
T44	104+83.00'WS'	45.00'
T45	104+78.00'WS'	43.00'
T46	104+59.50'WS'	43.00'
T47	104+56.11'WS'	39.49'
T48	104+52.44'WS'	43.00'
T49	103+64.80'WS'	43.00'
T50	103+02.56'WS'	104.00
T51	101+82.68'WS'	104.00
T52	102+45.54'WS'	45.00'
T53	101+72.40'WS'	45.00
T54	100+26.68'WS'	161.13'
T55	99+97.22'WS'	74.47
T56	99+97.17'WS'	68.09'
T57	100+35.22'WS'	37.51'
T58	100+35,29'WS'	32.00
T156	104+46.08'WS'	172.00
T157	105+19.23'WS'	127.00
T158	105+01.83'WS'	98.30
T159	104+92.93'WS'	78.24
T160	102+05.48'WS'	45.00
T161	102+05.46 WS	35.00







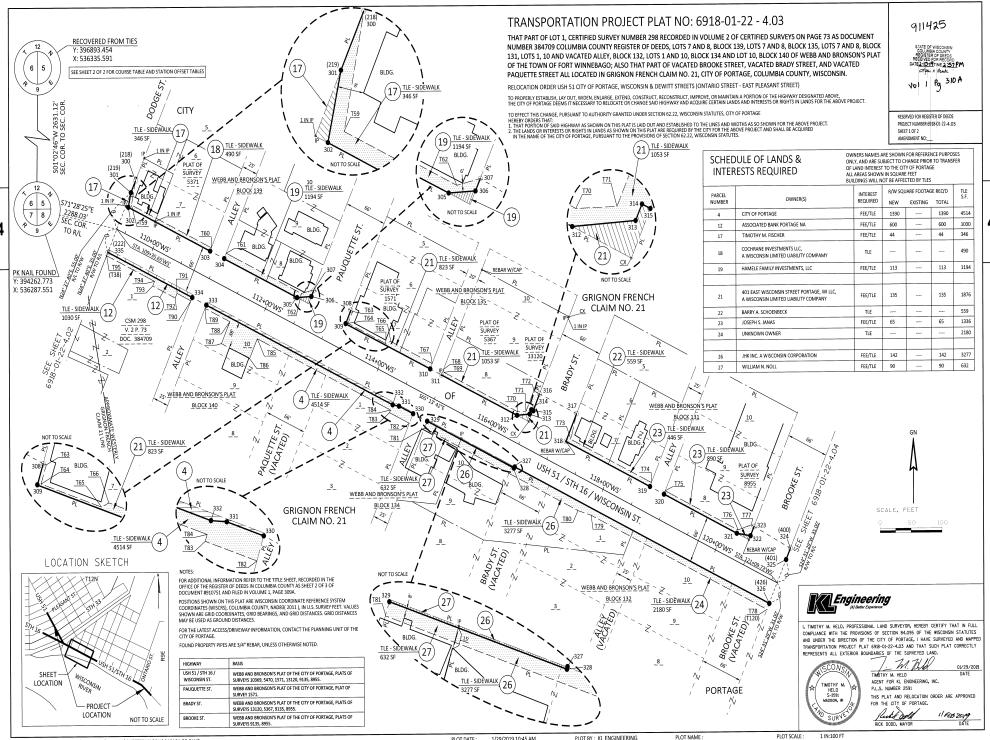
PROJECT NUMBER 6918-01-22-4.02 SHEET 2 OF 2

PLOT DATE: 1/29/2019 10:45 AM

PLOT BY: KL ENGINEERING

PLOT NAME :

PLOT SCALE :

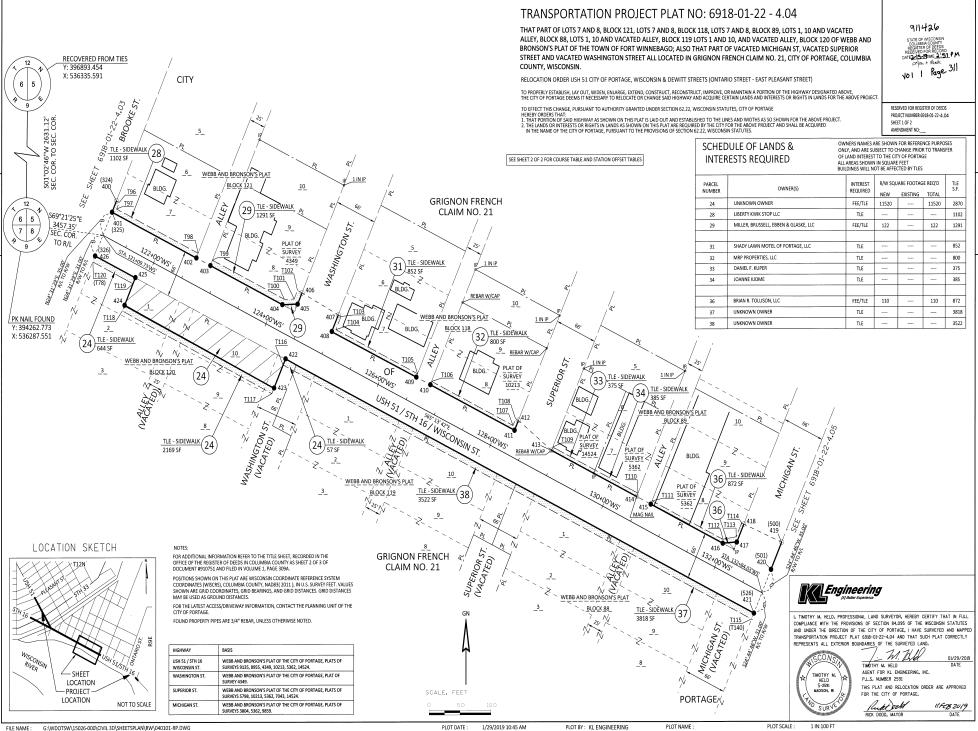


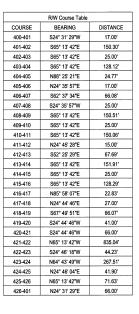
R/W Station & Offset Table		
Point No.	Station	Offset
300	109+35.47'WS'	73.00'
301	109+35.51'WS'	55.00
302	109+40.00'WS'	35.00
303	110+85.57'WS'	35.00
304	111+10.57'WS'	35.00
305	112+40.00'WS'	35.00
306	112+60.49'WS'	46.00
307	112+60.46'WS'	56.00'
308	113+26.47'WS'	55.00'
309	113+26.51'WS'	35.00
310	114+76.69'WS'	35.00'
311	114+96.69'WS'	35.00
312	116+31.00'WS'	35.00
313	116+48.96'WS'	45.00
314	116+48.96'WS'	50.00
315	116+51.96'WS'	50.00
316	116+51.86'WS'	77.00'
317	117+17.86'WS'	77.00'
318	117+18.02'WS'	35.00'
319	118+67.46'WS'	35.00
320	118+92.46'WS'	35.00
321	120+22.00'WS'	35.00
322	120+43.55'WS'	41.00
323	120+43.49'WS'	55.00'
324	121+09.51'WS'	52.00'
325	121+09.58'WS'	35.00'
326	121+09.87'WS'	31.00'
327	116+57.00'WS'	31.00
328	116+57.00'WS'	32.50
329	115+02.09'WS'	32.50'
330	114+77.09'WS'	32.50'
331	114+52.00'WS'	32.50'
332	114+42.00'WS'	35.00'
333	111+10.74'WS'	35.00'
334	110+85.74'WS'	35.00
335	109+35.74'WS'	35.00'

TLE Station & Offset Table		
Point No.	Station & Oilset 1	Offset
T59	109+43.50'WS'	40.00°
T60	110+85.55'WS'	40.00
T61	111+10.55'WS'	43.00
T62	112+44.00'WS'	43.00
T63	113+29.97'WS'	55.00
T64	113+29.97'WS'	37.00
T65	113+97.00'WS'	37.00
T66	114+03.00'WS'	43.00'
T67	114+76.66'WS'	43.00
T68	114+76.66'WS'	
T69		43.00'
	114+99.00'WS'	40.00
T70	116+30.00'WS'	40.00'
T71	116+41.86'WS'	46.00'
T72	116+41.86'WS'	77.00'
T73	117+24.00'WS'	41.00'
T74	118+67.43'WS'	41.00'
T75	118+92.44'WS'	40.00'
T76	120+22.00'WS'	40.00'
T77	120+38.49'WS'	55.00'
T78	121+09.90'WS'	40.00'
T79	117+97.00'WS'	40.00'
T80	117+75.00'WS'	43.00'
T81	115+02.12'WS'	43.00'
T82	114+77.13'WS'	47.00'
T83	114+42.00'WS'	47.00'
T84	114+42.00'WS'	43.00'
T85	112+05.00'WS'	43.00'
T86	112+05.00'WS'	73.00'
T87	111+55.00'WS'	73.00'
T88	111+55.00'WS'	40.00'
T89	111+10.75'WS'	40.00'
T90	110+85.75'WS'	40.00'
T91	110+61.00'WS'	40.00'
T92	110+61.00'WS'	47.00'
T93	110+21.00'WS'	47.00'
T94	110+21.00'WS'	40.00'
T95	109+35.75'WS'	40.00'

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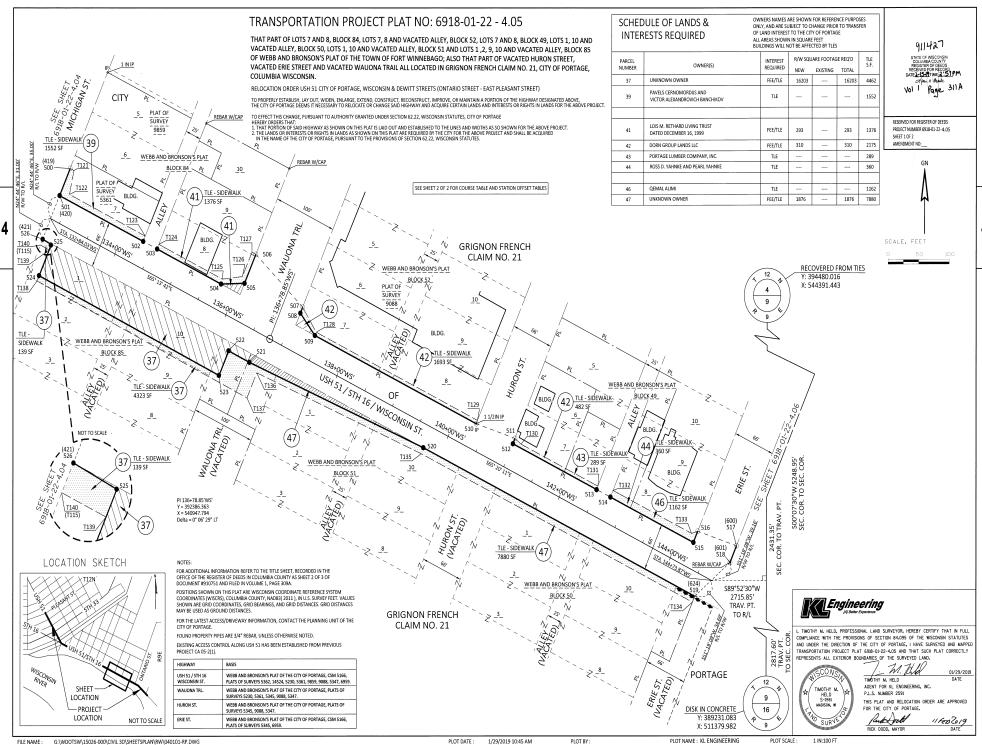




R/W Station & Offset Table			
Point No.	Station	Offset	
400	121+09.51'WS'	52.00'	
401	121+09.58'WS'	35.00'	
402	122+59.88'WS'	35.00'	
403	122+84.88'WS'	35.00'	
404	124+13.00'WS'	35.00'	
405	124+35.19'WS'	46.00	
406	124+35.14'WS'	63.00'	
407	125+01.15'WS'	60.00'	
408	125+01.23'WS'	35.00"	
409	126+51.74'WS'	35.00	
410	126+76.74'WS'	35.00"	
411	128+26.79'WS'	35.00'	
412	128+26.79'WS'	50.00'	
413	128+92.79'WS'	35.00'	
414	130+44.71'WS'	35.00'	
415	130+69.71'WS'	35.00'	
416	131+98.00'WS'	35.00'	
417	132+18.01'WS'	46.00'	
418	132+18.00'WS'	73.00'	
419	132+83.99'WS'	76.00'	
420	132+84.01'WS'	35.00'	
421	132+84.04'WS'	31.00'	
422	124+49.00'WS'	31.00'	
423	124+49.00'WS'	75.23'	
424	121+81.50'WS'	72.90'	
425	121+81.50'WS'	31.00'	
426	121+09.87'WS'	31.00'	

TLE Station & Offset Table		
Point No.	Station	Offset
T96	121+14.51'WS'	52.00'
T97	121+14.51'WS'	42.00'
T98	122+59.85'WS'	42.00'
T99	122+84.86'WS'	43.00'
T100	124+13.00'WS'	43.00'
T101	124+27.14'WS'	50.00
T102	124+27.14'WS'	63.00'
T103	125+06.15'WS'	60.00
T104	125+06.15'WS'	40.00'
T105	126+51.72'WS'	40.00'
T106	126+76.72'WS'	40.00'
T107	128+21.79'WS'	40.00'
T108	128+21.79'WS'	50.00'
T109	128+92.79'WS'	40.00'
T110	130+44.67'WS'	40.00'
T111	130+69.67'WS'	40.00'
T112	131+96.00'WS'	40.00'
T113	132+14.00'WS'	52.00'
T114	132+14.00'WS'	73.00'
T115	132+84.05'WS'	40.00
T116	124+49.00'WS'	40.00'
T117	124+49.00'WS'	83.35'
T118	121+81.50'WS'	81.00'
T119	121+81.50'WS'	40.00'
T120	121+09.90'WS'	40.00'

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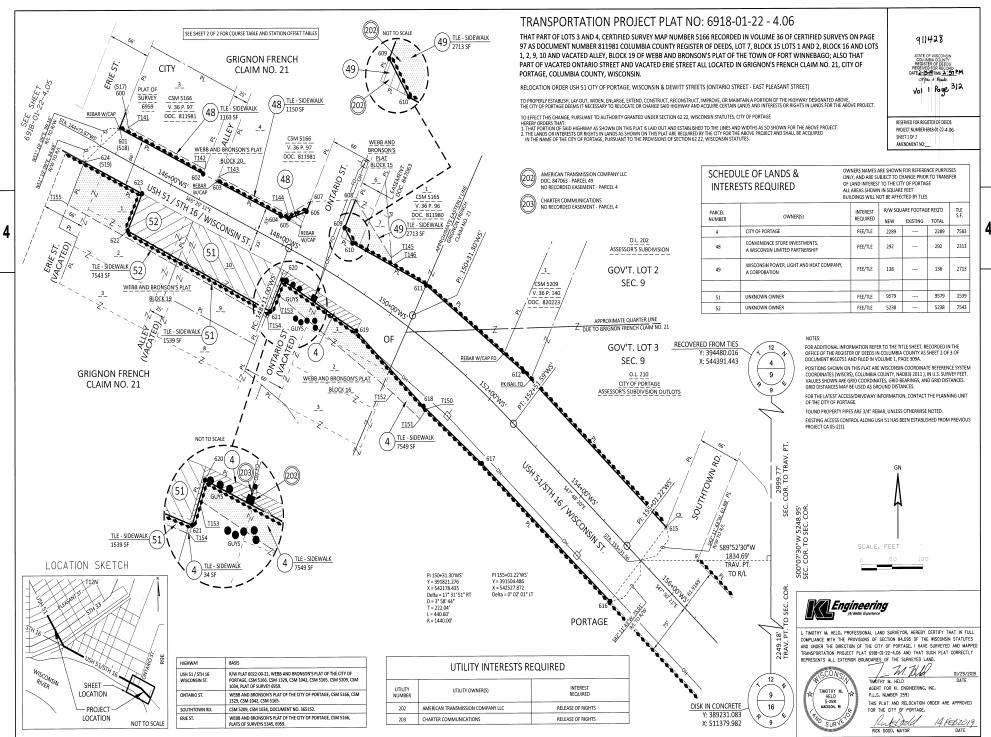


	R/W Course Table	
COURSE	BEARING	DISTANCE
500-501	S24° 44' 46"W	41.00'
501-502	S65° 13' 42"E	150.66'
502-503	S65° 13' 42"E	25.00'
503-504	S65° 13' 42"E	115.32'
504-505	N88° 32' 27"E	38.46'
505-506	N24° 45' 03"E	44.00'
506-507	S46° 28' 56"E	105.62'
507-508	S24° 45' 03"W	9.00'
508-509	S37° 42' 52"E	38.82"
509-510	S65° 20' 11"E	290.40'
510-511	S72° 14' 45"E	66.50'
511-512	S24° 46' 36"W	8.00'
512-513	S65° 20' 11"E	150.54'
513-514	S65° 20' 11"E	25.00'
514-515	S65° 20' 11"E	149.50'
515-516	N24° 46' 36"E	17.00'
516-517	S72° 14' 57"E	66.50'
517-518	S24° 46' 36"W	25.00'
518-519	S51° 19' 09"W	73.85'
519-520	N65° 20' 11"W	488.81"
520-521	N67° 33' 55"W	307.82'
521-522	N65° 13' 33"W	37.25'
522-523	S24° 46' 18"W	37.10'
523-524	N65° 03' 01"W	324.75'
524-525	N24° 46' 07"E	47.47'
525-526	N62° 59' 48"W	15.97'
526-501	N24° 44' 46"E	66.00'

R/	W Station & Offset Ta	able
Point No.	Station	Offset
500	132+83.99'WS'	76.00'
501	132+84.01'WS'	35.00'
502	134+34.68'WS'	35.00'
503	134+59.68'WS'	35.00'
504	135+75.00'WS'	35.00'
505	136+09.50'WS'	52.00'
506	136+09.48'WS'	96.00'
507	137+09.61'WS'	62.00'
508	137+09.60'WS'	53.00'
509	137+44.00'WS'	35.00'
510	140+34.40'WS'	35.00'
511	141+00.42'WS'	43.00'
512	141+00.40'WS'	35.00'
513	142+50.94'WS'	35.00'
514	142+75.94'WS'	35.00'
515	144+25.44'WS'	35.00'
516	144+25.47'WS'	52.00'
517	144+91.49'WS'	60.00'
518	144+91.44'WS'	35.00'
519	144+58.31"WS"	31.00'
520	139+69.50'WS'	31.00'
521	136+62.00'WS'	43.00'
522	136+24.75'WS'	43.00'
523	136+24.75'WS'	81.10'
524	133+00.00'WS'	79.09'
525	133+00.00'WS'	31.62'
526	132+84.04'WS'	31.00'

TLE Station & Offset Table		
Point No.	Station	Offset
T121	132+90.99'WS'	76.00
T122	132+98.00'WS'	43.00
T123	134+34.68'WS'	43.00
T124	134+59.68'WS'	42.00
T125	135+74.00'WS'	42.00
T126	136+02.50'WS'	59.00
T127	136+02.48'WS'	96.00
T128	137+44.00'WS'	40.00
T129	140+34.41'WS'	40.00
T130	141+13.00'WS'	40.00
T131	142+50.95'WS'	40.00
T132	142+75.95'WS'	45.00
T133	144+17.62'WS'	45.00
T134	144+58.29'WS'	40.00'
T135	139+70.00'WS'	40.00'
T136	136+79.04'WS'	51.00
T137	136+79.00'WS'	89.06'
T138	133+00.00'WS'	87.19
T139	133+00.00'WS'	40.00'
T140	132+84.05'WS'	40.00'

PROJECT NUMBER 6918-01-22-4.05 SHEET 2 OF 2



R/W Course Table				
COURSE	BEARING	DISTANCE		
600-601	S24° 46' 36"W	25.00'		
601-602	S65° 20' 11"E	149.96"		
602-603	S65° 20' 11"E	25.00'		
603-604	S65° 20' 11"E	114.61'		
604-605	S74° 05' 08"E	13.15'		
605-606	N71° 31' 18"E	30.70'		
606-607	N24° 47' 01"E	15.00'		
607-608	S88° 14' 32"E	73.78'		
608-609	S24° 47' 01"W	42.51'		
609-610	S30° 57' 41"E	24.66'		
610-611	S64° 19' 20"E	133.24'		
611-612	S53° 05' 31"E	198.31'		
612-615	S47° 26' 41"E	315.97'		
615-616	S42° 11' 43"W	137.00'		
616-617	N47° 48' 17"W	281.78'		
617-618	N50° 24' 34"W	123.38'		
618-619	N46° 35' 34"W	150.75'		
619-620	N59° 42' 05"W	139.56'		
620-621	S24° 44' 33"W	47.25'		
621-622	N64° 30' 13"W	257.62*		
622-623	N24° 39' 49"E	56.45'		
623-624	N65° 20' 11"W	103.69'		
624-601	N51° 19' 09"E	73.85'		

R/W Station & Offset Table		
Point No.	Station	Offset
600	144+91.49'WS'	60.00'
601	144+91.44'WS'	35.00
602	146+41.40'WS'	35.00'
603	146+66.40'WS'	35.00
604	147+81.00'WS'	35.00
605	147+94.00'WS'	37.00
606	148+16.19'WS'	58.00
607	148+16.17'WS'	73.00
608	148+77.56'WS'	107.47
609	148+79.35'WS'	65.00
610	148+99.61'WS'	52.21'
611	150+27.23'WS'	63.95
612	152+17.21'WS'	64.43
615	155+31.68'WS'	61.99'
616	155+31.60'WS'	75.01'
617	152+49.77'WS'	74.99'
618	151+19.58'WS'	74.86'
619	149+64.12'WS'	49.79'
620	148+19.93'WS'	43.91'
621	148+20.17"WS"	91.17'
622	145+62.00'WS'	87.45'
623	145+62.00'WS'	31.00'
624	144+58.31'WS'	31.00'

TLE Station & Offset Table				
Point No.	Station	Offset		
T141	145+04.00'WS'	42.00'		
T142	146+41.41'WS'	42.00'		
T143	146+66.41'WS'	42.00'		
T144	147+91.00'WS'	42.00'		
T145	149+62.23'WS'	65.81'		
T146	149+68.32'WS'	57.04'		
T150	151+26.00'WS'	75.13'		
T151	151+26.00"WS"	92.19'		
T152	150+65.00"WS"	89.29'		
T153	148+20.04"WS'	64.74'		
T154	148+20.22'WS'	100.85'		
T155	144+58.18'WS'	94.73'		

PROJECT NUMBER 6918-01-22-4.06 SHEET 2 OF 2