USH 14 & Hive Drive Intersection

Proposed New Street Connection

CITY OF RICHLAND CENTER

RICHLAND COUNTY, WISCONSIN

PREPARED FOR:
Joe Rox
Access Management Coordinator
Division of Transportation System Development
WisDOT, Southwest Region – La Crosse

PREPARED BY:
KL Engineering, Inc. with Vierbicher Associates
On behalf of the City of Richland Center

TECHNICAL MEMORANDUM

5400 King James Way, Suite 200
Madison, Wisconsin 53719
608-663-1218
www.klengineering.com

To: Joe Rox
Access Management Coordinator
Division of Transportation System Development
WISDOT, Southwest Region – La Crosse

From: Mike Scarmon, P.E., PTOE
KL Engineering, Inc.

CC: Melinda D. Jones
City Clerk / Treasurer / Zoning Administrator
City of Richland Center

Matt Muchow, P.E.
Vierbicher Associates

Date: June 7, 2017

Subject: USH 14 & Hive Drive Intersection – Proposed New Street Connection

Introduction

The purpose of this memo is to present technical information and exhibits for WisDOT's formal review of a proposed new public street connection to US Highway 14 (USH) in Richland Center. Approval of the proposed new street connection will also require an amendment to WisDOT's existing 84.25 access control mapping.

The new street connection is proposed to be located opposite from Hive Drive, on the far west side of the City. Currently, an existing residential access is in the same location as the proposed new street. The new connection is being proposed in conjunction with a pending multi-family development on the currently unimproved Kleinsasser parcel.

The data presented in this memo has been completed as part of a scoping-level intersection study prepared for the City of Richland Center by KL Engineering, with support from Vierbicher Associates. The outline format of this memo was developed primarily as a transmittal of basic project data and exhibits from the study to initiate the review process and is not intended to be a full design study of the proposed intersection.

See Attachment A – Development Site Photos

Proposed Developments

This study evaluated the new street connection in conjunction with the proposed development, and with additional future developments along USH 14 on the west side of Richland Center (RC). See below for a summary of the proposed and future developments.

Proposed Immediate Development

- Development concept includes 3 apartment buildings – 135 total units
- Proposed apartments expected to provide appealing location due to proximity to UW-R and RC high school
- First phase of site construction scheduled for late 2017
- Will require conversion of an existing permitted residential access into a public street
- New public street connection expected to dead-end with a cul-de-sac until future phase(s)
- Concept includes multi-use path and sidewalk connectivity to adjacent facilities

Future Development

- Future development expected to include single family detached residential immediately west of Kleinsasser parcel – Approximately 148 total units
- Will require additional public street connection to USH 14 near existing RC well site driveway
- Parcel is likely the ultimate western urban limit of RC due to steep topography
- Additional future development may occur north of USH 14 – limited potential due to floodplain
- No current timeframe for any future development

See Attachment B – Land Development Documents

USH 14 Corridor Overview

USH 14 was last reconstructed in 2013, from 300-ft west of Hive Drive to the east through the City of Richland Center. This project primarily included an urban roadway with raised medians, turn lanes, curb & gutter, sidewalks, and concrete pavement. The Hive Drive intersection was the western limit of the 2013 project. An urban roadway cross section was constructed on the east half of the Hive Drive intersection, and a transitional asphaltic pavement segment was constructed on the west in order to match into the existing 2-lane rural cross section. See below for a summary of the existing roadway characteristics within the USH 14 study corridor:

Access Review Area

- Eastbound upstream intersection functional area is 385-ft based on a 30 mph posted speed
- Approximate project limits for the proposed street connection extend from 500-ft west and east of Hive Drive
- Project limits for longer-term improvements are dependent on future developments, but may extend up to 2,050-ft west of Hive Drive

Existing Roadway Cross Section

- 12-ft through lanes
- 3-ft paved shoulder in rural section
- 5 to 10-ft paved shoulder in urban section
- 24-ft clear zone in rural section
- Hive Drive intersection:
    - No left turn lanes either direction
    - Includes SB & WB channelized right turns

Existing Pedestrian and Bicycle Facilities

- 4-ft bike lanes in urban section
- Sidewalk currently ends at the west edge of Hive Drive intersection – north & south of USH 14
- Hive Drive intersection includes crosswalks on north & east sides

See Attachment C – USH 14 & Hive Drive As Built

USH 14 Access Conditions

This study evaluated the new street connection with the assumption that all existing accesses along USH 14 would remain unchanged. Future developments and corresponding roadway improvements are expected to require reconfiguring access locations within the study corridor. See below for a summary of the existing access characteristics within the USH 14 study corridor:

Existing Access Controls and Recent Mapping Projects

- Controlled access project (1643-00-29) established controls along USH 14 through the Hive Drive intersection in 2003
- Controlled access was ended at RC urban limits, immediately to the east of Hive Drive
- Reconstruction project (1643-07-72) included expanded ROW and maintained controls along USH 14 through the Hive Drive intersection in 2013
- All existing access points west of Hive Drive are identified as permitted locations
- A short segment of future 66' ROW corridor south of USH 14 was informally designated as part of a 2009 Certified Survey Mapping of the City's well site

Existing Access Locations

- 12 existing access locations west of Hive Drive include:
    - 2 commercial locations
    - 3 agricultural locations
    - 6 residential locations
    - 1 municipal (well site)
- 7 access locations on south side of USH 14
- 5 access locations on north side of USH 14
- The location of the eastern-most residential access matches the proposed new street

Interim and Future Access Modifications

- Proposed immediate development assumes all 12 existing access locations will remain unchanged
- Future development and corresponding roadway improvements expected to include:
    - Land use changes and elimination of several access locations
    - Reconfiguring any remaining access locations to new internal public streets
    - Existing RC well site access to be converted to future public street connection

Attachment D – Access Mapping

Traffic Data

This study included traffic data collection within the project limits, and included trip generation for the proposed and future residential developments along USH 14. Traffic data was evaluated for purposes of documenting the expected increase in volume and turning movements at the Hive Drive intersection, and to understand changes in traffic flow as a result of future street connection(s). This study does not include capacity analysis at this time. See below for a summary of the existing traffic characteristics within the USH 14 study corridor:

Existing Traffic Conditions

- USH 14 ADT – 4,100 vph west of Hive Drive
- USH 14 & Covered Bridge turning volume:
    - AM peak hour – 53 vph (7 EB left turns/hr)
    - PM peak hour – 93 vph (3 EB left turns/hr)
- USH 14 & Hive Drive turning volume:
    - AM peak hour – 317 vph (15 EB left turns/hr)
    - PM peak hour – 191 vph (4 EB left turns/hr)

Future Trip Generation

- Proposed Immediate Development – 135 units of multi-family residential
    - 942 trips per weekday
    - 70 trips per AM peak hour

Future Trip Generation (continued)

- 92 trips per PM peak hour

- Future Development – Assumed 148 units of detached single-family residential
  - 1,506 trips per weekday
  - 113 trips per AM peak hour
  - 150 trips per PM peak hour
- Assumes a 5% multimodal reduction for ped/bike trips due to proximity to schools
- Immediate development will access USH 14 via Hive Drive only
- Future development is assumed to have access to USH 14 via 2 connections
- Commercial land use is not anticipated at this time

Traffic Patterns

- Anticipated traffic patterns at Hive Drive include:
  - 85% to/from the east (toward Richland Center)
  - 7.5% to/from the west (toward La Crosse)
  - 7.5% to/from the north (toward schools)
- Traffic patterns are based on existing movements on the north leg of Hive Drive
- New street connection will result in USH 14 cross traffic & WB left turns at Hive Drive

Vehicle Speeds and Posted Limits

- Existing speed zone located 635' west of Hive Drive:
  - 55 mph posted – USH 14 west
  - 30 mph posted – USH 14 east
- 85th percentile speeds indicated traffic flow is moving at higher than posted speeds
- USH 14 speed data for location 1 – 2,200' west of Hive Drive (within 55 mph zone)
  - Eastbound – 62 mph
  - Westbound – 60 mph
- USH 14 speed data for location 2 – 300' west of Hive Drive (within 30 mph zone)
  - Eastbound – 46 mph
  - Westbound – 48 mph
- Hive Drive intersection is located within a speed zone transition area
- The project area also includes the urban-to-rural transition from curbed section to shoulders

Crash Data Screening Analysis

- Crash data for 2012 thru 2016 was reviewed for two intersections:
  - Covered Bridge Drive – 1 crash in 5 years
  - Hive Drive – 2 crashes in 5 years
- All crashes were minimal severity

Attachment E – Traffic Data

Proposed Intersection Improvements

This study included a scoping-level design for potential improvements to the USH 14 & Hive Drive intersection, in two phases. See below for a summary of the proposed intersection improvements:

Immediate Improvements

Improvements are expected to be limited to the eastbound upstream functional area of the Hive Drive intersection, based on the 30 mph posted speed limit. All roadway improvements expected to occur south of the existing centerline. See below for key improvements:

- East leg improvements designed for full build-out conditions
    - Median provided
- West leg improvements designed for interim transition – future improvements likely to reconfigure this approach
- Eastbound shift taper rate based on design speed of 35 MPH
- Left turn lanes provided in both directions
- EB USH 14 approach to Hive Drive to include curb offset for right turning traffic
- Includes 5-ft paved shoulder (min) in rural section & 4-ft bike lane adjacent to curb & gutter
- No ROW acquisition required - grading easements likely
- Intersection construction expected to occur after the next school year (summer of 2018) to minimize disruption

Future Improvements

Future improvements are expected to include upgrading the west leg of the Hive Drive intersection with urban features similar to USH 14 east of Hive Drive (raised medians / turn lanes). Doing so is likely to result in the eastbound upstream functional area being entirely, or partially based on the 55 mph posted speed limit. This concept also includes a new tee-intersection located 1,700-ft west of Hive Drive. See below for key improvements:

- No change to east leg immediate improvements
- Left & right turn lanes provided in both directions
- Includes a raised median on the east leg of the intersection
- Includes 5-ft paved shoulder (min) in rural sections & 4-ft bike lanes adjacent to curb & gutter
- ROW acquisition required – multiple access relocations on USH 14
- Intersection construction expected to be prompted as a result of future development(s)
- Final geometry at Hive Drive intersection could accommodate signalization if needed in future

Attachment F – Intersection Concepts

Conclusions of Study

This scoping-level intersection design study was completed on behalf of the City of Richland Center and included: data collection, trip generation, future land use planning, and preliminary intersection design. This memo summarizes data and provides exhibits for WisDOT's formal review of the proposed street connection, and required amendment of existing 84.25 mapping limits.

This study provides the following conclusions to provide additional context during the review process:

- No current safety or traffic operational issues were identified at the Hive Drive intersection
- The relatively low trip generation potential from the initial phase of residential development is not anticipated to create any significant traffic operational impacts
- Local officials support the proposed development for providing desirable housing near educational facilities
- Development will include on and off-street multimodal connectivity
- Interim roadway improvements can be designed to meet standards based on 30 mph posted speed without impacting existing access locations or requiring additional right of way
- Long term roadway improvements can be designed to accommodate future development to the west based on 55 mph posted speed, but will require right of way and multiple access relocations
- Future development(s) are expected to prompt a long term roadway improvement

Attachment A
Development Site Photos

The photo was taken from 700 feet west of the Hive Drive Intersection facing east.

The photo was taken 150 feet west of Hive Drive intersection fasting east.

The photo was taken just south of the Hive Drive intersection facing south.

The photo was taken just south of the Hive Drive intersection facing north.

The photo was taken at the existing authorized driveway facing south.

The photo was taken 300 feet west of the Hive Drive intersection facing east.

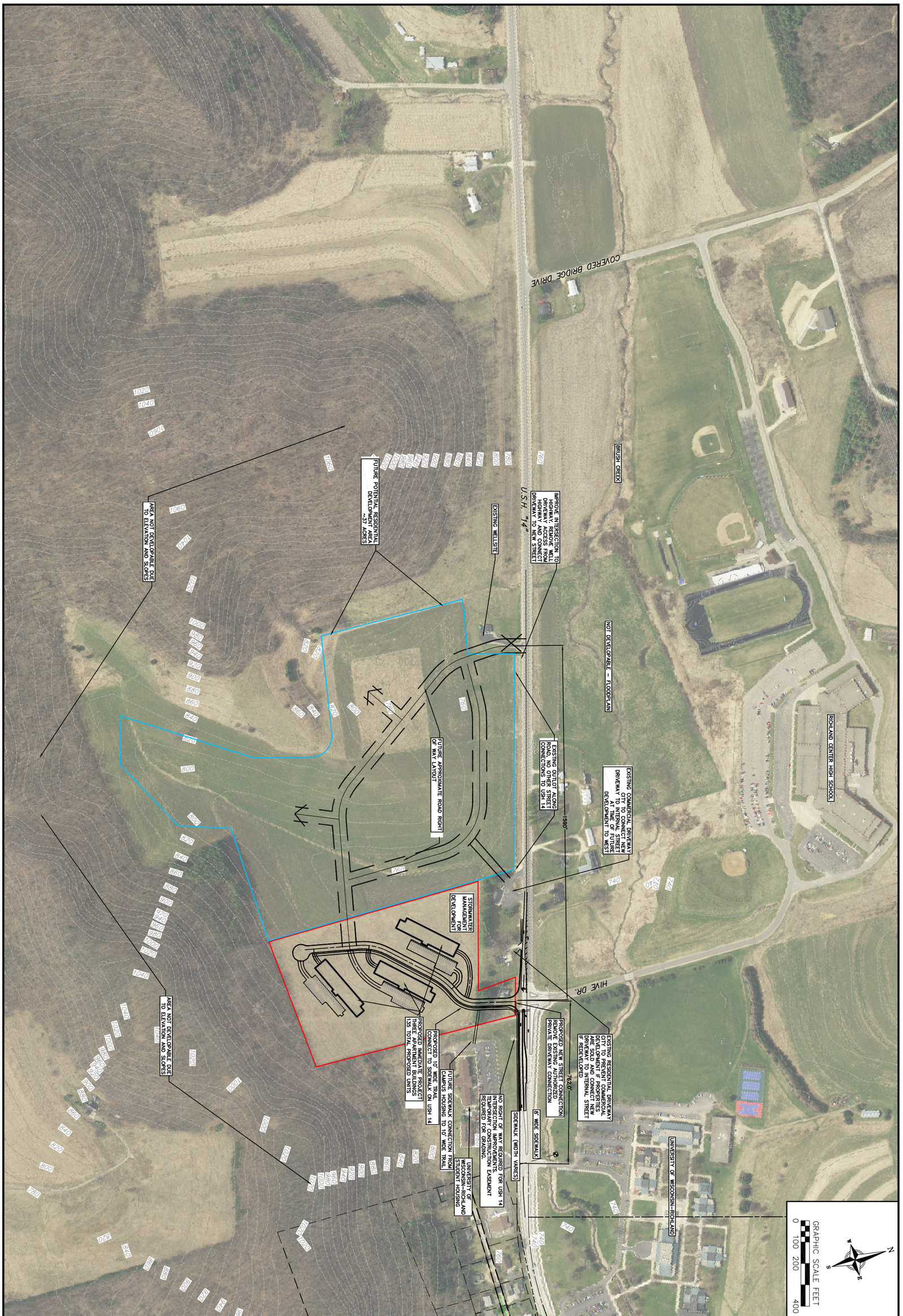
The photo was taken on Hive Drive facing south.

The photo was taken at Hive Drive facing east.

The photo was taken 900 feet east of Hive Drive facing east.

The photo was taken 1,500 feet east of Hive Drive facing east.

Attachment B
Land Development Documents



DWG. NO.	1 OF 1
SHEET	
PROJECT NO.	
CHECKED	
DRAFTER	IGRE
DATE	MAY 2017
SCALE	AS SHOWN

REVISIONS			REVISIONS		
NO.	DATE	REMARKS	NO.	DATE	REMARKS

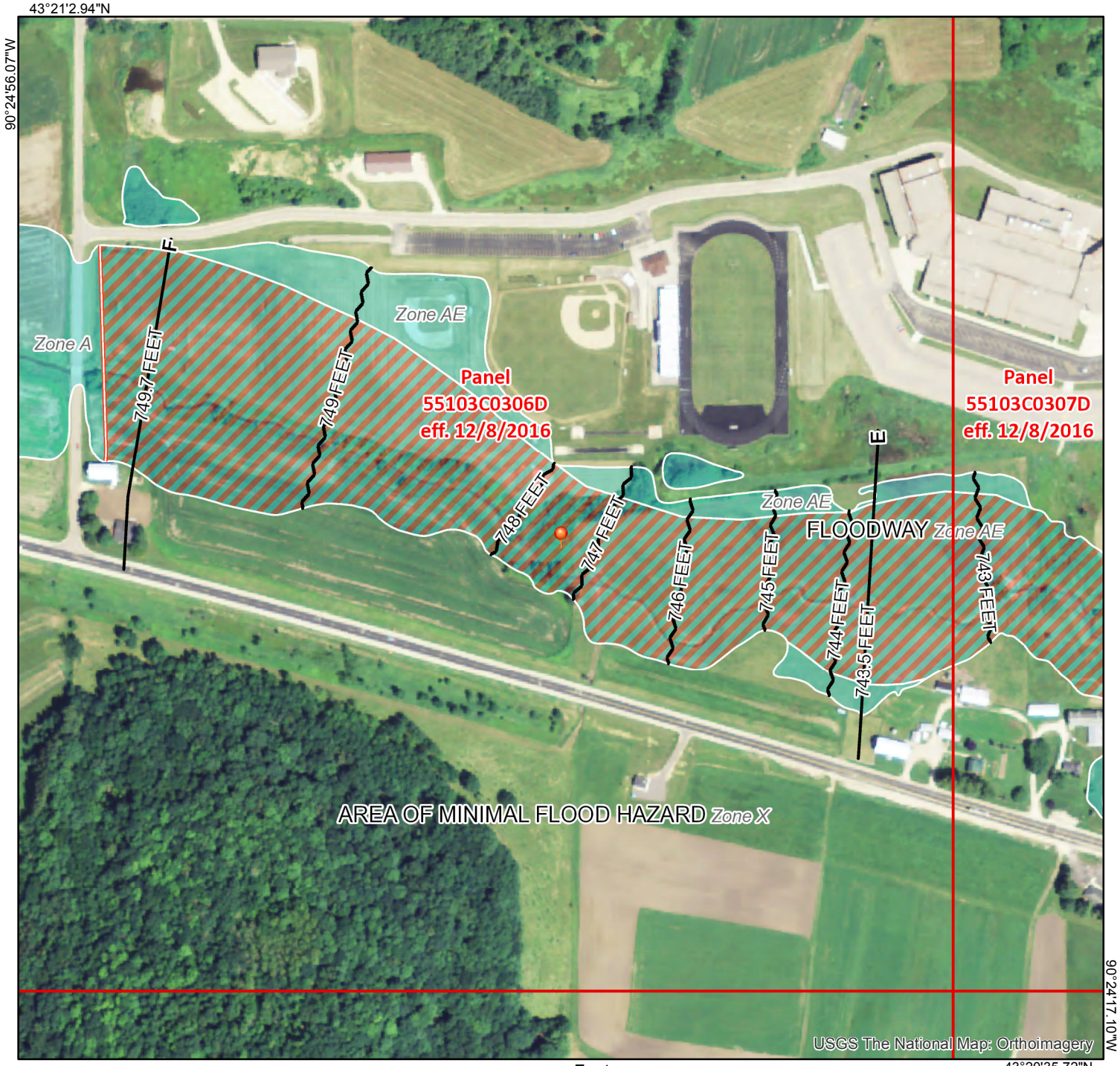
KLEINSASSER APARTMENTS

OVERALL SITE PLAN

RICHLAND CENTER, WISCONSIN

vierbicher
planners | engineers | advisors
REEDSBURG - MADISON - PRAIRIE DU CHIEN
400 Viking Drive Reedsburg, Wisconsin 53959
Phone: (608) 524-4468 Fax: (608) 524-8218

National Flood Hazard Layer FIRMette



Legend

- Cross-Sections
- Base Flood Elevations

Flood Hazard Zones

- 1% Annual Chance Flood
- Regulatory Floodway
- Special Floodway
- Area of Undetermined Flood Hazard
- 0.2% Annual Chance Flood
- Future Conditions 1% Annual Chance Flood Hazard
- Area with Reduced Risk Due to Levee

LOMRs

- Effective

Map Panels

- Digital Data
- Unmodernized Maps
- Unmapped

This map complies with FEMA's standards for the use of digital flood maps. The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. The base map shown complies with FEMA's base map accuracy standards.

The NFHL is a living database, updated daily, and this map represents a snapshot of information at a specific time.

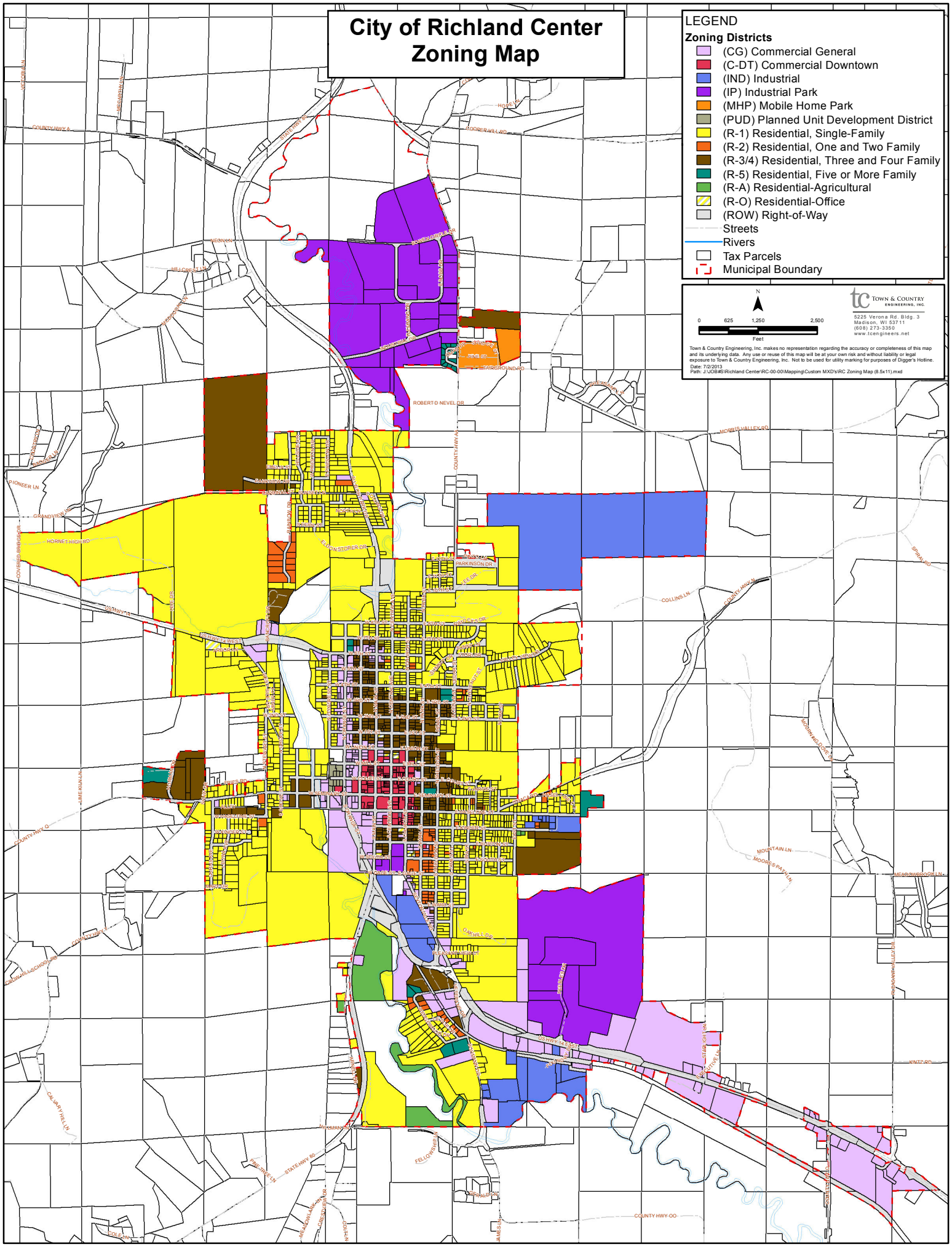
Flood risks are dynamic and can change frequently due to a variety of factors, including weather patterns, erosion, and new development. FEMA flood maps are continually updated through a variety of processes. Users should always verify through the Map Service Center (http://msc.fema.gov) or the Community Map Repository that they have the current effective information.

NFHL maps should not be created for unmapped or unmodernized areas.

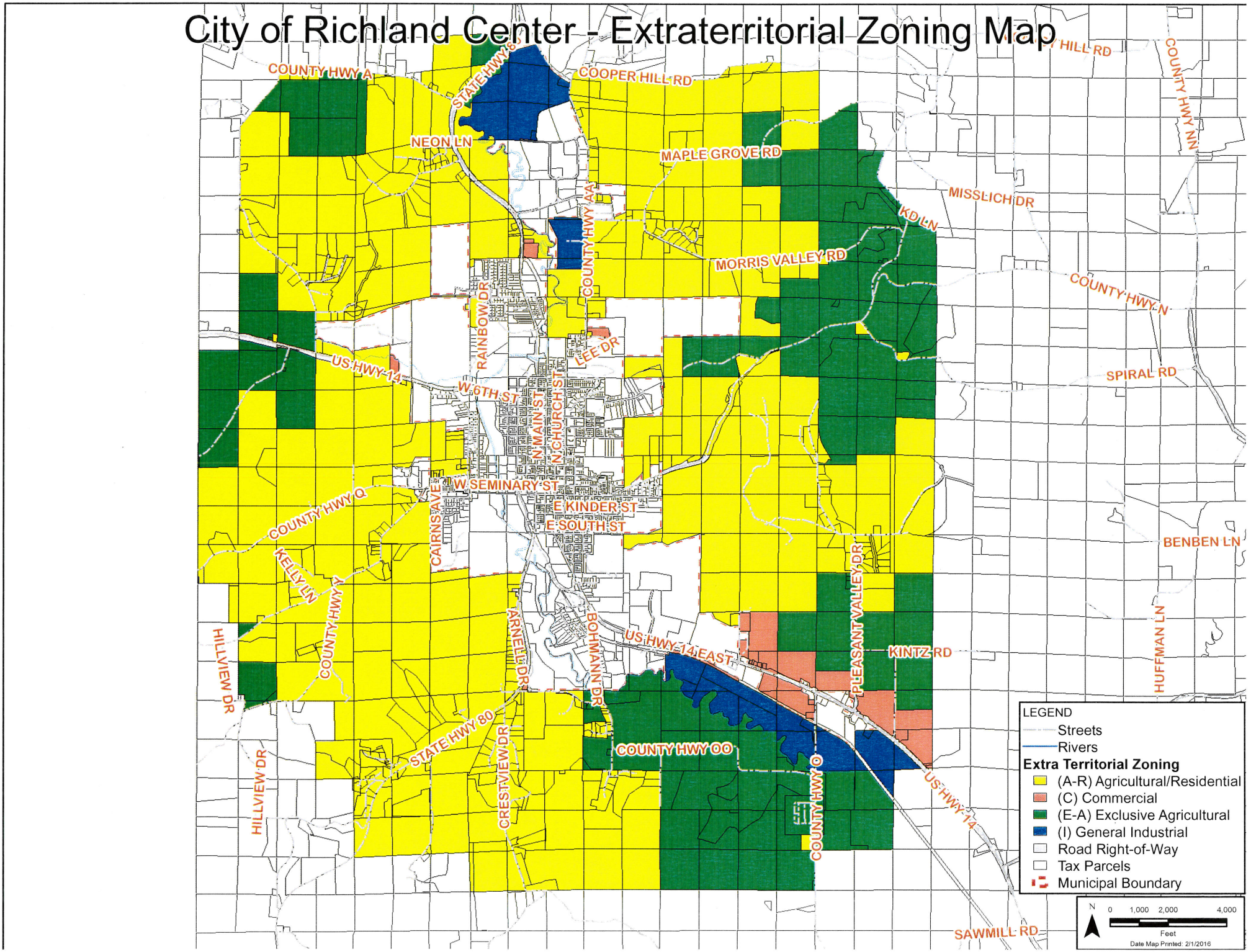
FEMA

Date: 5/30/2017 Time: 11:39:25 AM

City of Richland Center
Zoning Map



City of Richland Center - Extraterritorial Zoning Map



Attachment C
USH 14 & Hive Drive As Built

LAX NOV 12

PROJECT ID: 1643-07-72
WITH: 1643-07-82

COUNTY: RICHLAND

ORDER OF SHEETS

TOTAL SHEETS = 272

03

N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

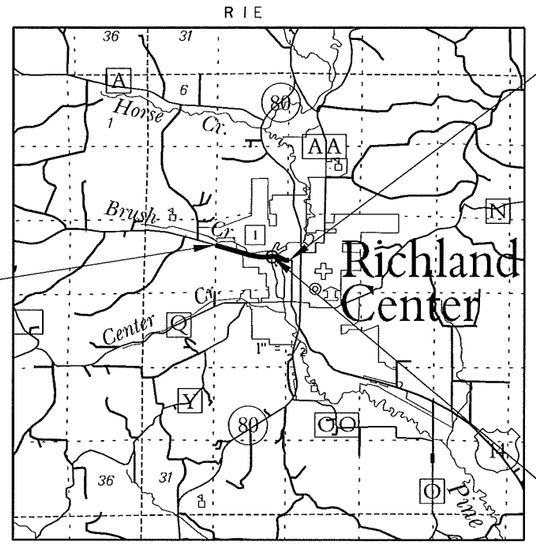
RICHLAND CENTER/CITY LIMITS-W 6TH

(HIVE DRIVE ELY TO WEST 6TH ST)

USH 14
RICHLAND COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1643-07-72	WISC 2012601	1

STATE PROJECT NUMBER
1643-07-72



END PROJECT
STA 381+00.47

BEGIN PROJECT
STA 339+80.00
Y = 448631.734
X = 670995.078

STRUCTURE B-52-63
STA 367+35.96

AS-BUILT PLAN

SUPERVISOR: Steve Flottmeyer, WisDOT LaCrosse
PROJECT MANAGER: Todd Waldo, WisDOT LaCrosse
PROJECT LEADER: Lorie Peterson, WisDOT LaCrosse
PRIME CONTRACTOR: McGuire, Inc.
WORK STARTED: May 8, 2013
WORK COMPLETED: November 21, 2013
CONTRACT ID: 20121113003
AWARDED CONTRACT AMOUNT: $2,926,561.43

DESIGN DESIGNATION

A.A.D.T.	2011	=	5,200
A.A.D.T.	2031	=	7,250
D.H.V.	2031	=	906
D.D.		=	58/42
T. %		=	8.6
DESIGN SPEED		=	35 MPH
ESALS		=	2,941,900

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE (P.L. + 58.1)
LOT LINE
LIMITED EASEMENT
EARTHWORK BALANCE POINT
EXISTING RIGHT OF WAY
PROPOSED OR NEW R/W LINE
SURVEY LINE
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
MARSH AREA
WOODED OR SHRUB AREA

COMBUSTIBLE FLUIDS (CAUTION)
UNDERGROUND UTILITIES
GAS (G)
ELECTRIC (E)
TELEPHONE OR TELEGRAPH (T)
TV/CABLE (TV)
SERVICE PEDESTAL
POWER POLE
TELEPHONE POLE
RAILRDAD
SANITARY SEWER (SAN)
STORM SEWER (SS)
WATER (W)
EXISTING CULVERT
PROPOSED CULVERT (Box or Pipe)
CULVERT (Profile View)

LAYOUT
SCALE 0 1.0 MI

TOTAL NET LENGTH OF CENTERLINE = 0.781 MI (URBAN)

SUBCONTRACTORS:
Arbor Green, Inc.
Augelli Concrete & Excavating, LLC
Con-Cor Company, Inc.
D L Gasser Construction
Guide Lines Pavement Marking, LLC
Lunda Construction Company
Red Arrow Electric
Safety Equipment Leasing Co.
Snyder & Associates, Inc.

Coordinates on this plan are referenced to the Wisconsin County Coordinate System (WCCS), Richland County.

ORIGINAL PLANS PREPARED BY:
SHORT ELLIOTT HENDRICKSON, INC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	SEH
Designer	SEH
Project Manager	TIM MAEDKE
Regional Examiner	
Regional Supervisor	OSCAR WINGER
C.O. Examiner	JE

APPROVED FOR THE DEPARTMENT
DATE: 4-23-2012 (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
△	CENTRAL ANGLE OR DELTA
CONC	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 HMA PAVEMENT 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 IS 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 EXISTING OR FINISHED SIDEWALK, ARE TO BE 4-INCH SALVAGED TOPSOILED, FERTILIZED, SEEDED, AND MULCHED OR EROSION MATTED AS SHOWN IN THE PLAN.

THE FINAL 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.

CONSTRUCT INSIDE EDGE OF SIDEWALK 1/4 INCH HIGHER THAN THE TOP OF CURB, WHEN THEY ARE ADJACENT TO EACH OTHER.

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.

INLET PROTECTION TYPE A AND C REQUIRED ON ALL INLETS.

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.

PAVEMENT THICKNESS (INCH)	LOWER (INCH)	NOM AGG SIZE (mm)	UPPER (INCH)	NOM AGG SIZE (mm)
3.0			3.0	12.5
5.25	3.25	19.0	2.00	12.5

CURB RAMP TYPES ARE SHOWN ON THE PLAN AND PROFILE SHEETS.

UTILITY CONTACTS

WISCONSIN POWER & LIGHT COMPANY
761 ENTERPRISE DRIVE
PLATTEVILLE, WI 53818
TELEPHONE: 608.342.4114
CELL*: 608.558.7708
ATTENTION: DENNIS STEPHENSON
EMAIL: DENNISSTEPHENSON@ALLIANTENERGY.COM

RICHLAND ELECTRIC COOPERATIVE
PO BOX 439
1027 NORTH JEFFERSON STREET
RICHLAND CENTER, WI 53581
TELEPHONE: 608.647.3173
CELL*: 608.553.1418
ATTENTION: LARRY HALLETT
EMAIL: LARRY@REC.COOP

WE ENERGIES
500 S. 116TH STREET
WEST ALLIS, WI 53214
TELEPHONE: 414.944.5662
CELL* 262.993.1217
ATTENTION: CRAIG DEKARSKE
EMAIL: CRAIG.DEKARSKE@WE-ENERGIES.COM

811 DIGGERS HOTLINE

CALL 811 OR (800)242.8511
(877)500.9592 (EMERGENCY ONLY)
www.DiggersHotline.com

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

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

FRONTIER
415 BROADWAY DRIVE
SUN PRAIRIE, WI 53590
TELEPHONE: 608.837.1151
CELL*: 608.509.5051
ATTENTION: BRIAN VAN OOYEN
EMAIL: BRIAN.VANOOYEN@FTR.COM

RICHLAND CENTER MUNICIPAL (ACTING DPW)
450 SOUTH MAIN ST.
RICHLAND CENTER, WI 53581
TELEPHONE: 608.647.3559
CELL*: 608.604.0328
ATTENTION: TERRY NELSON
EMAIL: TNELSON@WPPIENERGY.ORG

RICHLAND CENTER MUNICIPAL (ELECTRIC)
450 SOUTH MAIN ST.
RICHLAND CENTER, WI 53581
TELEPHONE: 608.647.2434
CELL*: 608.604.4947
ATTENTION: DALE BENDER
EMAIL: DBENDER@WPPIENERGY.ORG

RICHLAND CENTER MUNICIPAL (WATER)
450 SOUTH MAIN ST.
RICHLAND CENTER, WI 53581
TELEPHONE: 608.647.4226
CELL*: 608.604.1048
ATTENTION: GAYLE MATHEWS
EMAIL: GMATHEWS@WPPIENERGY.ORG

RICHLAND CENTER MUNICIPAL (SANITARY SEWER)
450 SOUTH MAIN ST.
RICHLAND CENTER, WI 53581
TELEPHONE: 608.647.3917
CELL*: 608.604.4917
ATTENTION: TODD FISCHER
EMAIL: RCWWRC@MWT.NET

RICHLAND SCHOOL DISTRICT (WATER)
1996 HWY 14 W
RICHLAND CENTER, WI 53581
TELEPHONE: 608.647.6106
CELL*: 608.604.1465
ATTENTION: RACHEL SCHULTZ
EMAIL: RSCHULTZ@RICHLAND.K12.WI.US

WDNR CONTACT

WIS DNR
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
TELEPHONE: 608.275.3308
ATTENTION: CATHERINE A. BLESER
EMAIL: CATHERINE.BLESER@WISCONSIN.GOV

DESIGN CONTACT

SEH INC
418 WEST SUPERIOR STREET SUITE 200
DULUTH, MN 55802-1512
TELEPHONE: 218.279.3000
ATTENTION: SCOTT WEYANDT
EMAIL: SWEYANDT@SEHINC.COM

ORDER OF SECTION 2 SHEETS

2

RADIUS POINT TABLE				
POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	342+41.83 USH 14 20+78.87 HIVE DR	68.6' LT 114.8' LT	98.0' R	Y = 448626.355 X = 671265.685
CC2	342+80.77 USH 14 20+73.92 HIVE DR	67.0' LT 76.2' LT	45.0' R	Y = 448614.241 X = 671302.724
CC3	343+31.27 USH 14 20+21.20 HIVE DR	18.5' LT 30.1' LT	2.5' R	Y = 448553.814 X = 671338.101
CC4	342+33.57 USH 14 21+63.31 HIVE DR	131.9' LT 113.8' LT	100.0' R	Y = 448689.605 X = 671275.009
CC5	344+48.56 USH 14 21+19.19 HIVE DR	132.3' LT 97.3' RT	100.0' R	Y = 448631.318 X = 671481.949
CC6	344+56.42 USH 14 21+11.93 HIVE DR	123.9' LT 104.0' RT	80.0' R	Y = 448621.090 X = 671487.227
CC7	343+88.13 USH 14 20+44.04 HIVE DR	46.4' LT 29.0' RT	3.0' R	Y = 448565.165 X = 671400.409

(1) TYPE 1 CURB RAMP
(2) TYPE 2 CURB RAMP
(6) TYPE 6 CURB RAMP
(7B) TYPE 7-B CURB RAMP

(1) CONCRETE MEDIAN SLOPED NOSE TYPE 1
(2) CONCRETE MEDIAN SLOPED NOSE TYPE 2

ELEVATION TABLE		
POINT	ELEVATION	COMMENTS
A	742.36	EOR
B	742.22	OOR
C	741.53	MOR
D	740.85	OOR
E	740.48	EOR
F	742.29	EOR
G	742.21	EOR
H	741.38	MOR
I	740.89	EOR
J	742.18	EOR
K	741.02	EOR
L	741.97	EOR
M	740.82	EOR

ELEVATION TABLE (CONT)		
POINT	ELEVATION	COMMENTS
N	739.89	EOR
O	740.14	OOR
P	740.70	MOR
Q	741.04	OOR
R	741.17	EOR
S	740.77	EOR
T	741.05	OOR
U	741.20	MOR
V	741.32	OOR
W	741.38	EOR
X	740.17	EOR
Y	740.36	EOR
Z	739.81	EOR

2

END CONSTRUCTION
STA 21+86.80
MATCH EXISTING
SAWCUT REQ'D

STA 21+01.25
END CONCRETE PAVEMENT
BEGIN HMA PAVEMENT TYPE E-1

SLOPE INTERCEPTS (TYP)

CONCRETE MEDIAN SLOPED NOSE TYPE 1

RICHLAND ELECTRIC COOPERATIVE

FRONTIER

RICHLAND CENTER MUNICIPAL

CONCRETE CURB & GUTTER 30" TYPE A

CONCRETE MEDIAN SLOPED NOSE TYPE 1

CHARTER COMMUNICATIONS

CAUTION

RICHLAND ELECTRIC COOP

WE ENERGIES

CONCRETE CURB & GUTTER 30" TYPE D

GENUINE TELECOM

STA 342+80.77
END HMA PAVEMENT TYPE E-10
BEGIN CONCRETE PAVEMENT

CONCRETE CURB & GUTTER 30" TYPE A

STA 343+63.08 USH 14 =
STA 20+00.00 HIVE DR

CONCRETE MEIDAN SLOPE NOSE TYPE 2

RICHLAND CENTER MUNICIPAL

ALLIANT ENERGY (POLES & OH)
CHARTER COMMUNICATIONS (ATTACHED)

RICHLAND CENTER MUNICIPAL (UG ELECTRIC)

HIVE DR

USH 14

S 74°11'14" E

N 10°48'46" E

N 00°29'24" W

PI 21+69.80

PC 21+00.73

PI 21+35.38

PI 346+

Δ =4°17

85°0'0"

12.5:1

PROJECT NO: 1643-07-72	HWY: USH 14	COUNTY: RICHLAND	INTERSECTION DETAIL	SHEET 17	E

CLEANING CULVERT PIPES
STA 336+50 LT
STA 338+72 LT

PI 11+13.97
00+11
PI 10+91.06
PLE
PT 10+70.00
RICHLAND ELECTRIC COOPERATIVE
SLOPE INTERCEPTS (TYP)
FRONTIER
TLE
HIVE DR
RICHLAND CENTER MUNICIPAL
FRONTIER
PC 10+41.39
STA 340+06.00 USH 14 =
STA 10+00.00 DRAINAGE CHANNEL
N 15°48'46" E
7.0'
+8.37'
339+00
340+00
341+00
S 74°11'14" E
342+00
343+00
344+00
345+00
MATCHLINE STA 345+00
15.0'
22.0'
+92.52
24' WIDE CONCRETE PAVEMENT
WITH ASPHALT OVERLAY
FRONTIER
USH 14
+90.00
REMOVE RCCPSS
14.0'
24.0'
N 10°48'46" E
CHARTER COMMUNICATIONS
8.0'
10.0'
12.0'
14.0'
22.0'
5.0'
RICHLAND ELECTRIC COOP
CAUTION
ASPH
SAN
GRASS
3" PLASTIC
18"CMP
36"CMP
GRAV
OH
GENUINE TELECOM
WE ENERGIES
TLE
STA 342+80.77
END HMA PAVEMENT TYPE E-10
BEGIN CONCRETE PAVEMENT
RICHLAND CENTER MUNICIPAL
GENUINE TELECOM
STA 344+41.2, RT
CONSTRUCT 16.0' WIDE PE
SAWCUT REQ'D
ALLIANT ENERGY (POLES & OH)
CHARTER COMMUNICATIONS (ATTACHED)

BEGIN PROJECT
STA 339+80.00
Y = 448631.734
X = 670995.078
MATCH EXISTING
SAWCUT REQ'D

CLEANING CULVERT PIPES
STA 337+60 RT
STA 338+80 RT

STA 340+27
REMOVE 18"X50' CMP

STA 341+06.3 RT
CONSTRUCT 18.0' WIDE PE
REMOVE 18"X46' CMP

RICHLAND CENTER MUNICIPAL (UG ELECTRIC)

STA 342+44.00
REMOVE EXISTING 3'x4'
CONCRETE BOX CULVERT

STA 343+63.08 USH 14 =
STA 20+00.00 HIVE DR
SEE INTERSECTION DETAIL

23339
HSE
GAR

X = REMOVE TREE
(1) CONCRETE MEDIAN SLOPED NOSE TYPE 1
(2) CONCRETE MEDIAN SLOPED NOSE TYPE 2

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
1	338+58.29, 50.2' RT	RR SPIKE IN PP #10-1-17 16/29 SOUTH USH 14	746.43

(1) TYPE 1 CURB RAMP
(2) TYPE 2 CURB RAMP
(6) TYPE 6 CURB RAMP
(7B) TYPE 7-B CURB RAMP

748
746
744
742
740
738
736

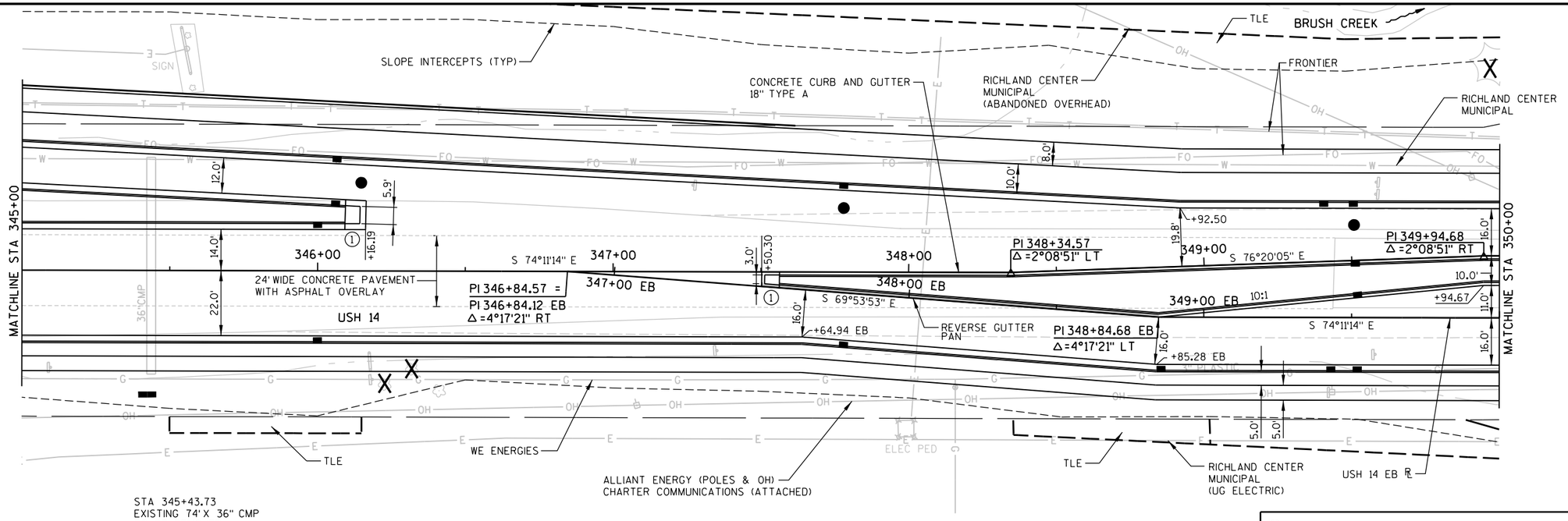
PVI STA 339+80.00
PVI EL 745.64
-0.62 %
PVC STA 340+50.00
PVC EL 745.21
PVI STA 341+00.00
PVI EL 744.90
PVT STA 341+50.00
PVT EL 744.17
-1.46 %
K = 119.14
100' VC
100' VC
K = 104.92
PVC STA 341+75.00
PVC EL 743.81
PVI STA 342+25.00
PVI EL 743.08
PVT STA 342+75.00
PVT EL 742.83
EXISTING ℄ PROFILE
-0.50 %
PVC STA 343+45.00
PVC EL 742.48
℄ HIVE DRIVE
PVI STA 344+00.00
PVI EL 742.20
K = 498.24
110' VC
PVT STA 344+55.00
PVT EL 741.80
-0.72 %
FINISHED ℄ PROFILE

STA 340+14.60
1-29"x45"X74' CPRCHE CL III REQ'D
2-29"x45" AEW'S REQ'D
SPECIAL DITCH RT
-1.35 %
-1.56 %
-5.23 %
-3.17 %
-3.29 %
+2.49 %
+2.07 %
+2.10 %
1.72%
0.50%
SPECIAL DITCH LT
SPECIAL DITCH RT
STA 340+06.00
1-29"x45"X74' CPRCHE CL III REQ'D
2-29"x45" AEW'S REQ'D
SPECIAL DITCH LT
REMOVING OLD STRUCTURE
STA 342+44
REINFORCED CONCRETE BOX CULVERT
4'x3'x62'
5.25%
SPECIAL DITCH LT
EXISTING ℄ ELEVATIONS
FINISHED ℄ ELEVATIONS

746.01 745.89 745.81 745.74 745.64 **745.64** 745.53 **745.52** 745.41 **745.39** 745.29 **745.27** 745.17 **745.14** 745.04 **744.99** 744.90 **744.80** 744.76 **744.57** 744.62 **744.31** 744.48 **744.03** 744.34 **743.74** 744.19 **743.47** 744.07 **743.25** 744.01 **743.06** 743.94 **742.91** 743.86 **742.80** 743.71 **742.70** 743.55 **742.60** 743.40 **742.50** 743.26 **742.40** 743.12 **742.29** 743.03 **742.17** 742.93 **742.04** 742.83 **741.91** 742.64 **741.77** 742.45 **741.62** 742.27 **741.48**

339+00 340+00 341+00 342+00 343+00 344+00 345+00

PROJECT NO: 1643-07-72	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE	SHEET 110	E



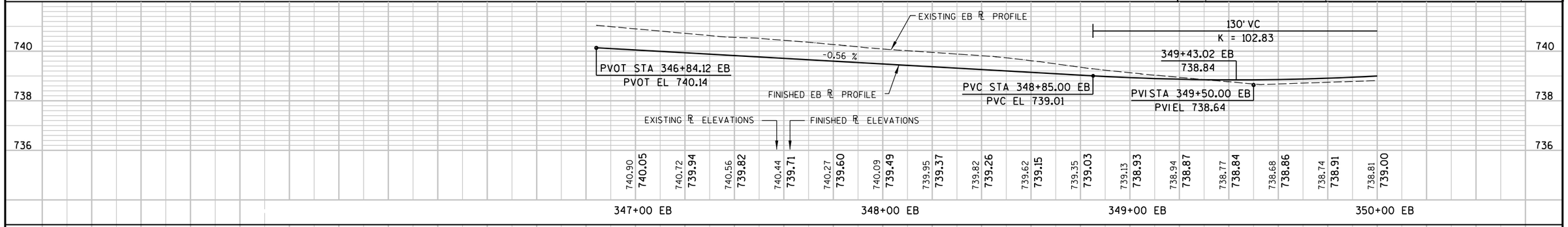
STA 345+43.73
EXISTING 74' X 36" CMP
TO BE REMOVED

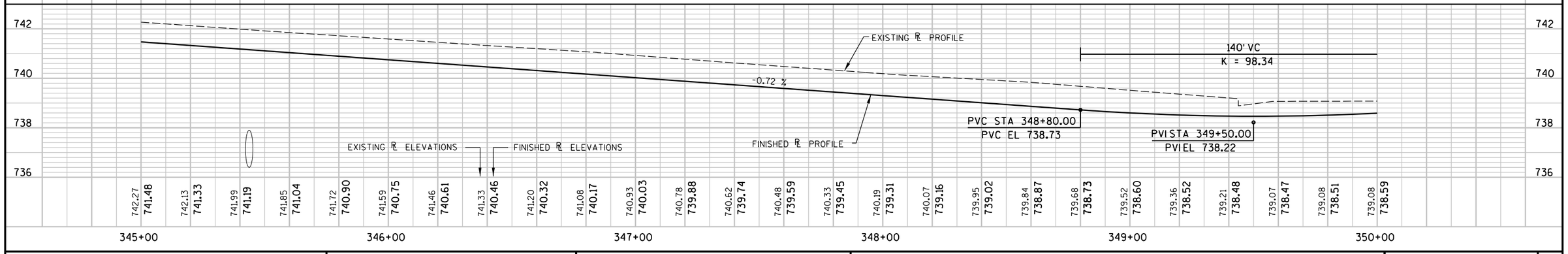
X = REMOVE TREE

(1) CONCRETE MEDIAN SLOPED NOSE TYPE 1

BENCHMARK TABLE

NO	STATION	DESCRIPTION	ELEV
2	351+17.64, 100.3' LT	CHISLED "X" IN TOP CENTER W SIDE OF BRDG@ENTRANCE TO COLLEGE & USH 14	738.04





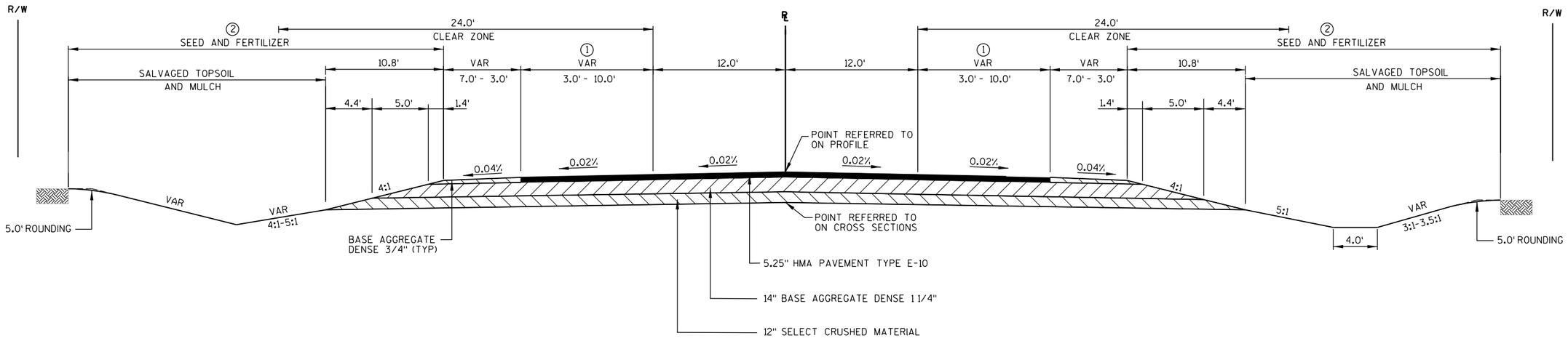
PROJECT NO: 1643-07-72	HWY: USH 14	COUNTY: RICHLAND	PLAN AND PROFILE	SHEET 111	E

2

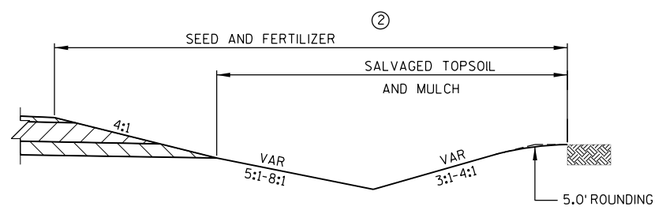
NOTES:

① TRANSITION HMA PAVEMENT FROM 3.0' WIDE TO 10.0' WIDE FROM:
STA 339+92.52 TO STA 340+80.00 RT
STA 342+08.40 TO STA 342+80.77 LT

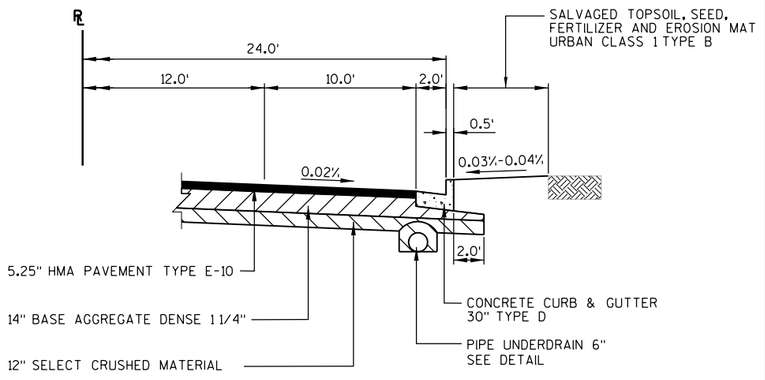
② SEE EROSION CONTROL PLANS FOR LOCATIONS AND TYPES OF EROSION CONTROL ITEMS. OMIT SALVAGED TOPSOIL, SEED, FERTILIZER AND MULCH AT LOCATIONS WHERE RIPRAP IS THE EROSION CONTROL ITEM.



TYPICAL FINISHED SECTION
USH 14
STA 339+80.00 TO STA 342+80.77



USH 14
STA 340+18.00 TO STA 340+90.00



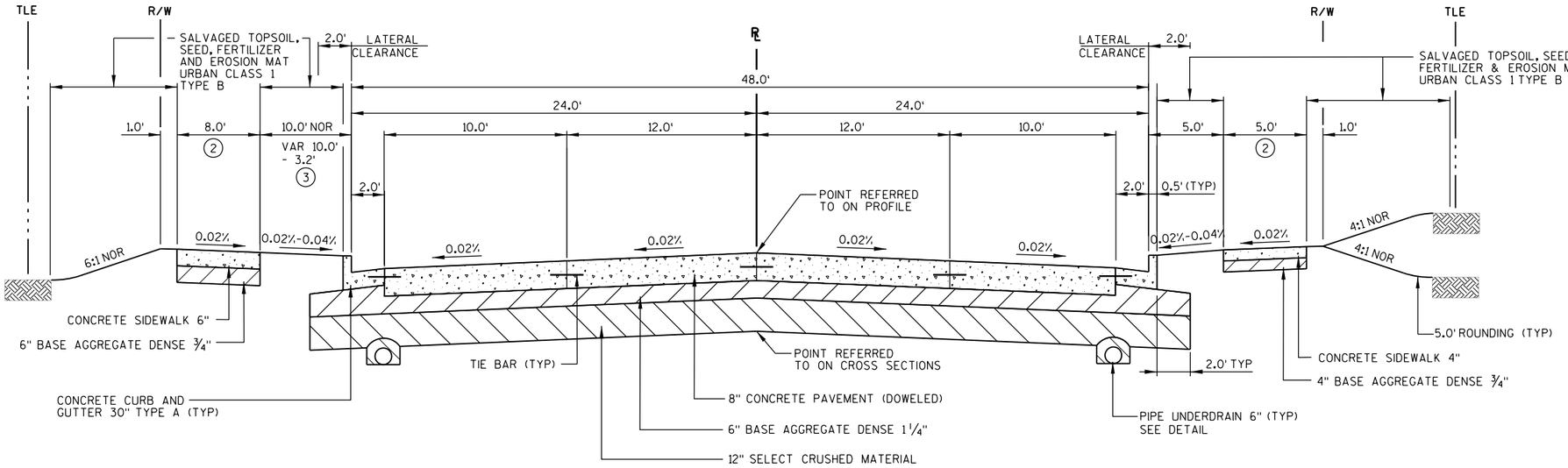
USH 14
STA 340+90.00 TO STA 342+80.77

PROJECT NO: 1643-07-72	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 5	E

2

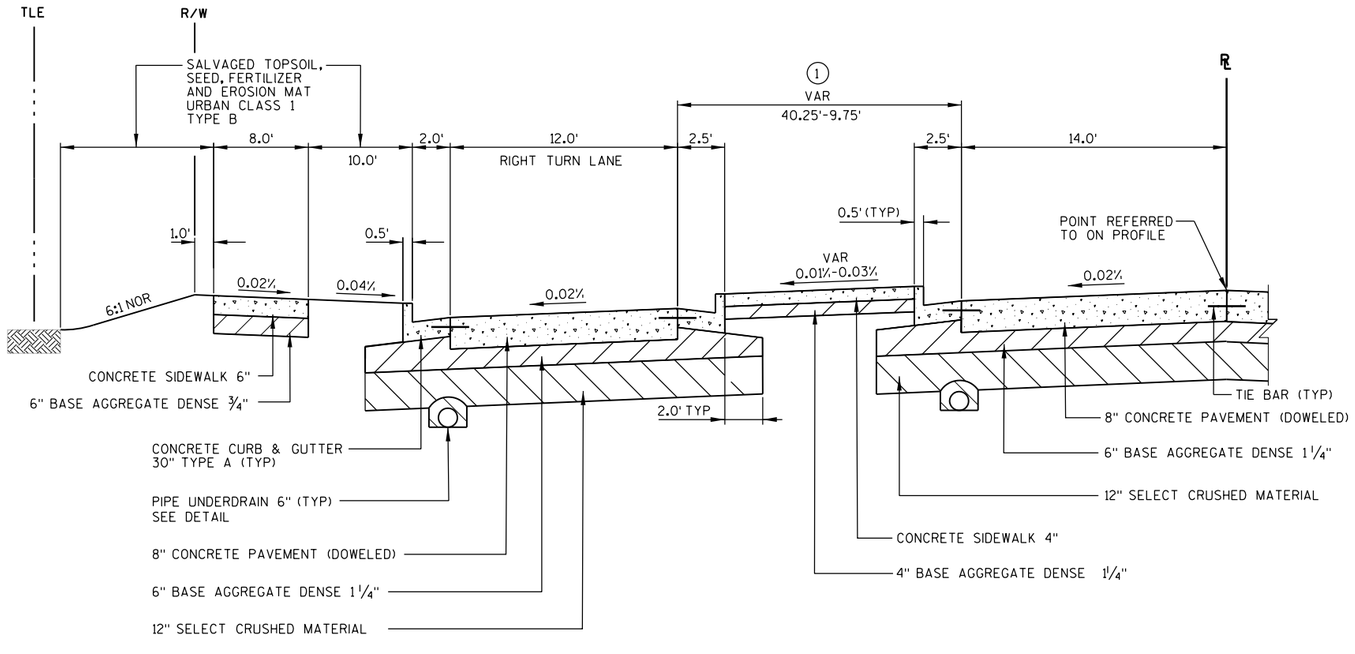
NOTES:

1. REFER TO PLAN AND PROFILE SHEETS FOR RAISED MEDIAN LOCATIONS AND WIDTHS.
2. REFER TO PLAN AND PROFILE SHEETS FOR CONCRETE SIDEWALK LOCATIONS.
3. REFER TO PLAN AND PROFILE SHEETS FOR TERRACE WIDTH LOCATIONS.

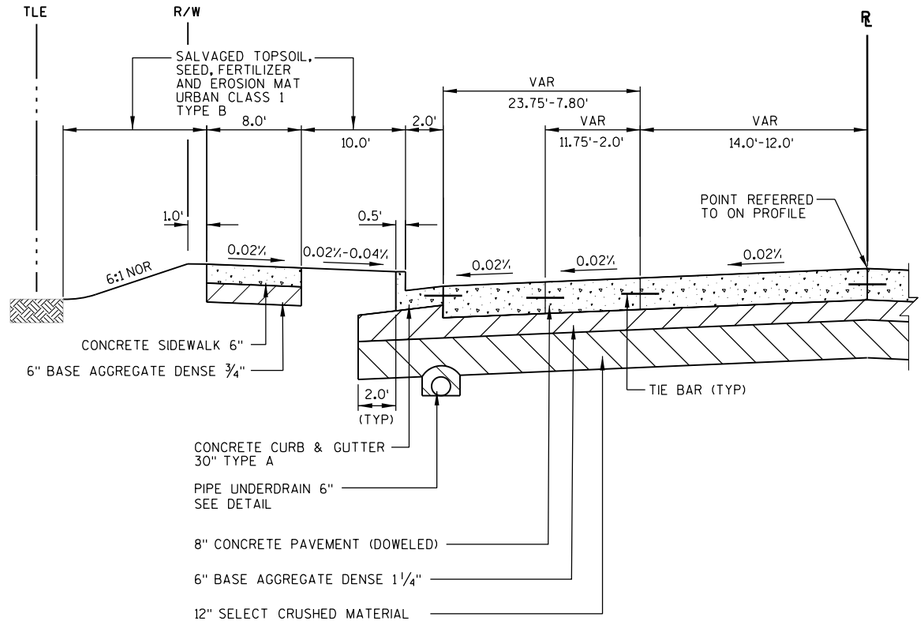


TYPICAL FINISHED SECTION

USH 14
STA 342+80.77 TO STA 346+84.57
STA 355+40.11 TO STA 359+00.00



USH 14
STA 343+87.98 TO STA 346+16.19 LT

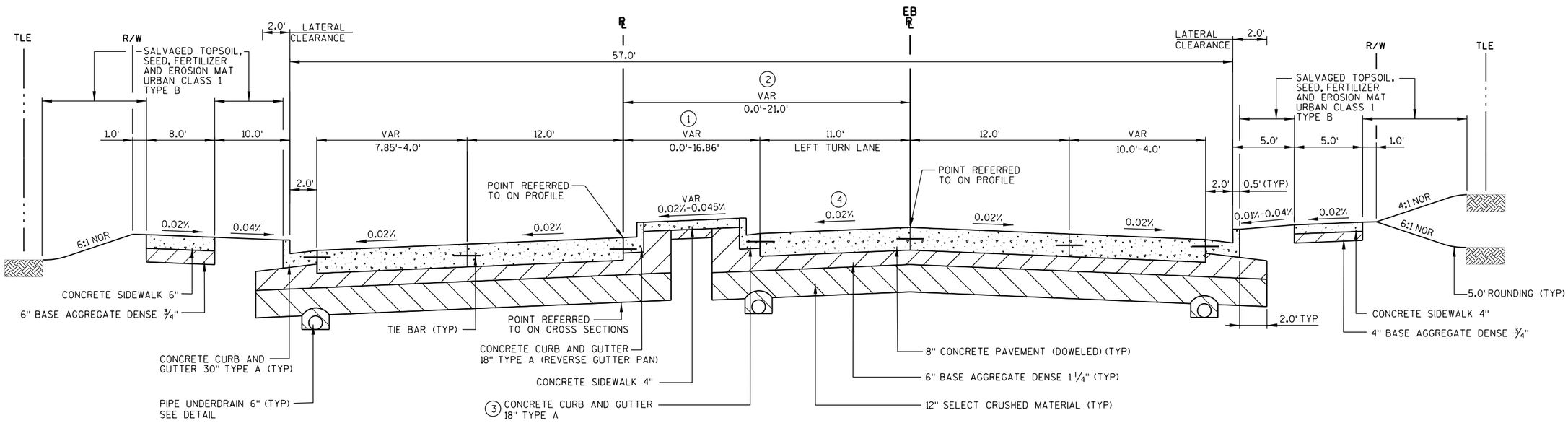


USH 14
STA 346+16.19 TO STA 348+92.50 LT

2

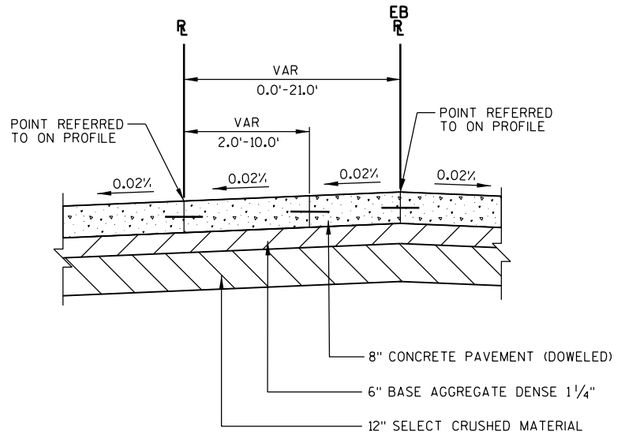
NOTES:

1. REFER TO PLAN AND PROFILE SHEETS FOR RAISED MEDIAN LOCATIONS AND WIDTHS. 10.0' NORMAL WHEN ADJACENT TO LEFT TURN LANE.
2. REFER TO PLAN AND PROFILE SHEETS FOR LEFT TURN LANE WIDTH AND TAPER LOCATION.
3. REFER TO PLAN AND PROFILE SHEETS FOR REVERSE GUTTER PAN LOCATIONS.
4. REFER TO CROSS SECTION SHEETS FOR LEFT TURN LANE CROSS SLOPES. VARIES AT THE FOLLOWING LOCATIONS:
   STA 348+84.68 EB, 0.00% TO
   STA 349+52.00 EB, 0.35% TO
   STA 349+94.67 EB, 0.02%



TYPICAL FINISHED SECTION

USH 14
STA 346+84.57 TO STA 351+25.11



TYPICAL FINISHED SECTION

USH 14
BEFORE, BETWEEN & AFTER MEDIANS

PROJECT NO: 1643-07-72	HWY: USH 14	COUNTY: RICHLAND	TYPICAL SECTIONS	SHEET 7	E

Attachment D
Access Mapping

VOL 420 PAGE 735

Document Number

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY

Wisconsin Department of Transportation
ED1002 697

260730

RECORDED
AT 12:15 O'CLOCK P.M.
NOV 20 2003
VOL 420 OF Records PAGE 735
REGISTER OF DEEDS
RICHLAND COUNTY, WISCONSIN
BY Susan Griggs

Pursuant to the provisions of s.84.25 Wisconsin Statutes, the Department of Transportation has established a section of U.S.H. 14 in Richland County, as a Controlled-Access Highway, designated as Controlled-Access Project 1643-00-29, effective on and after 6/4/02; as recorded in Volume 367 of Deeds Title, Pages 526-529 as the Document Number 250230.

The Department of Transportation approves and consents to direct access between said highway and the lands of the owner(s) in the SE 1/4 of the NW 1/4 and the NE 1/4 of the SW 1/4 of SEC 17, T10N, R1E, Town of Richland, Richland County,

by means of one Private Driveway located as follows: one private driveway located on the south side of U.S.H. 14.

The authorized access shall be located entirely within the limits of the above described property, subject to the terms and conditions as are set forth in the 'APPLICATIONS/PERMIT TO CONSTRUCT ACCESS DRIVEWAY TO STATE HIGHWAY', required by Section 86.07(2), Wisconsin Statutes.

This space is reserved for recording data

Return to
Wisconsin Department of Transportation
District 5
3550 Mormon Coulee Road
La Crosse, WI 54601

Parcel Identification Number/Tax Key Number
22017241000, 22017311000

THIS AUTHORIZATION, superseding any and all prior Notices of Authorizations, is issued to the following owner(s) of the above-described property, the heirs, successors and assigns.

Robert L. & Thomas D. Pellett
(Owner Name)

741 Hwy 51 E, Stoughton, WI 53589
(Address)

(Owner Name)

(Address)

Wisconsin Department of Transportation

Joseph S. Olson
(For District Director Signature)

Joseph S. Olson
(Print Name)

3/14/03
(Date)

State of Wisconsin)
) ss.
La Crosse County)

On the above date, this instrument was acknowledged before me by the named person(s).

Gregory S. Messling
(Signature, Notary Public, State of Wisconsin)

Gregory S. Messling
(Print or Type Name, Notary Public, State of Wisconsin)

8/22/04
(Date Commission Expires)

GREGORY S. MESSLING
NOTARY PUBLIC
STATE OF WISCONSIN

Sheet Number 21
Project ID 1643-00-29

Driveway No.(s) 81
This instrument was drafted by Wisconsin Department of Transportation.

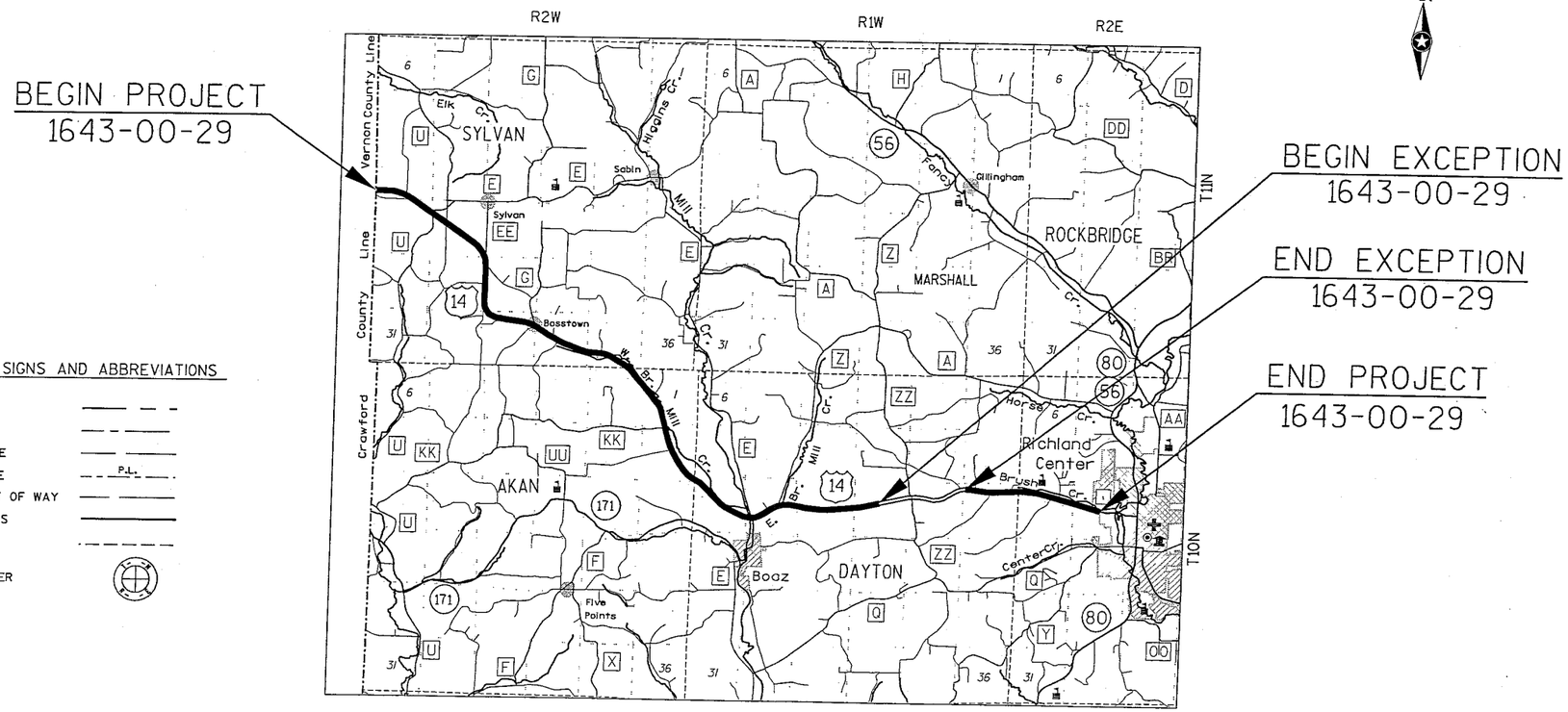
Parcel No. 508

FINDING, DETERMINATION AND DECLARATION
APPROVED BY THE DIRECTOR, BUREAU OF
HIGHWAY DEVELOPMENT, DIVISION OF INFRASTRUCTURE
DEVELOPMENT, DEPARTMENT OF TRANSPORTATION
ON 5-21-02, RECORDED 6-4-02, VOLUME 367
OF RECORDS, PAGES 526-529, DOCUMENT NO. 250230.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

MAP OF CONTROLLED ACCESS
WEST COUNTY LINE - RICHLAND CENTER
U.S.H. 14 RICHLAND COUNTY

CONTROLLED ACCESS PROJECT 1643-00-29



CONVENTIONAL SIGNS AND ABBREVIATIONS

SECTION LINE	——— — —
QUARTER LINE	— — ———
SIXTEENTH LINE	——— ———
PROPERTY LINE	— — P.L. — —
EXISTING RIGHT OF WAY	——— ———
CONTROL LIMITS	———
EASEMENT	·— — — —
SECTION CORNER	⊕

AGRI.	AGRICULTURAL
O.L.	OUTLOT
P.L.	PROPERTY LINE
P.H.	PUBLIC HIGHWAY

LAYOUT
SCALE 0 1 MILE

TOTAL NET LENGTH OF ℄ = 15.51 MI.

THIS CONTROLLED ACCESS PLAN
APPROVED AND ADOPTED ON 8-6, 2003
PURSUANT TO
FINDING DETERMINATION AND DECLARATION
BY THE
WISCONSIN DEPARTMENT OF TRANSPORTATION

DATE: 8/6/03 Ronald Nolan
DIRECTOR BUREAU OF HIGHWAY DEVELOPMENT

REVISED & AMENDED

CORRECTED

CLIENT NAME	WIDOT
PROJECT NO	WIDOT9931
DESIGNED BY	NCB
DRAWN BY	JH
CHECKED BY	JH
GRAPHICS BY	NCB

UGN NAME	R140000
REF. FILE 1	
REF. FILE 2	
REF. FILE 3	
REF. FILE 4	

N

T - 10 - N
R - 1 - E
7 18

T - 10 - N
R - 1 - E
7 8 18 17

T - 10 - N
R - 1 - E
8 17

T - 10 - N
R - 1 - E
18

T - 10 - N
R - 1 - E
18 17

T - 10 - N
R - 1 - E
17

P.L.

(122) Golden Erroe Farm Trust

NW - NE

(125) C. Jean Gochenaur

CITY OF RICHLAND CENTER

NE - NE

George G. & Donna J. Sutton
TAX ID# 22018142000

NW - NW

NE - NW

(511) Richland School District
TAX ID# 5227617241000
TAX ID# 5227617242000
TAX ID# 5227617243000

COVERED BRIDGE ROAD

88 (agri)

(124)

(125) C. Jean Gochenaur
TAX ID# 22018111100

(126) Charles L. & Helen M. Sheafor

(128)

(122)

SPRING VALLEY ROAD

Edgar J. & Elizabeth Boeing
TAX ID# 22018132100

SW - NE

Golden Erroe Farm Trust

(129)

F. J. Bradford
TAX ID# 22018131000
TAX ID# 22018242000
TAX ID# 22018420000

U.S.H. 14

87

Lonnie & Sally L. Sheafor
TAX ID# 22017245000

SW - NW

SE - NW

(127)

HIVE DRIVE

END PROJECT
1643-00-29

74 (joint)

75 (agri)

(agri) 86

(agri) 85

84

83

82

76 (agri)

77

78

79

80

81

(509)

(510)

SE - NE

TOWN OF RICHLAND

(126) Charles L. & Helen M. Sheafor
TAX ID# 22017231000
TAX ID# 22017321000
TAX ID# 22018141000
TAX ID# 22018411000

Donald P. & Beth B. Huebner
TAX ID# 22017243000

William D. & Lisa M. Muth
TAX ID# 22017244000

(508) Robert L. & Thomas D. Pellett
TAX ID# 22017241000
TAX ID# 22017311000

NE - SW

Kory D. & Darlene T. Sheafor
TAX ID# 22017322000
TAX ID# 22018412000

NW - SE

NE - SE

NW - SW

(132)

LEGEND

PRIVATE DRIVEWAY

SPECIAL CROSSING

PUBLIC HIGHWAY — PH

LIMITS OF CONTROL

CONTROLLED ACCESS PLAN
I.D. 1643-00-29
WEST COUNTY LINE-RICHLAND CENTER
U.S.H. 14- RICHLAND COUNTY

0 100 200
SCALE

FILE NAME : e:\trans\widot\9931.00-ush14richland\cad\r1400020.dgn PLOT DATE : 01/30/03 PLOT TIME : 04:08:00 PM

VOL 584 PAGE 359

297449

RECORDED
AT 8:30 O'CLOCK a. M

APR 05 2012
VOL 584 OF Records PAGE 359
REGISTER OF DEEDS
RICHLAND COUNTY, WISCONSIN
BY Susan Knigge

Document Number
VACATION ORDER
TRANSPORTATION PROJECT PLAT
Wisconsin Department of Transportation
s.84.095(3)(b) Wis. Stats.
DT2222 2006

This Vacation Order applies to Transportation Project Plat 1643-07-21-4.01, recorded on November 9, 2011 as Document Number 295731 in the Office of the Register of Deeds for Richland County.

Whereas, parcel 4 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 Dept. of Transportation
SW Region - La Crosse
Attn.: Robert L. Pozorski
3550 Mormon Coulee Drive
La Crosse, WI 54601

Parcel Identification Number/Tax Key Number
022-1724-4000

This Vacation Order has been approved by the Wisconsin Department of Transportation.

(Signature)

Robert L. Pozorski
(Print Name)

Right of Way Plat Coordinator
(Title)

April 3, 2012
(Date)

State of Wisconsin)
) ss.
La Crosse County)

On the above date, this instrument was acknowledged before me by the named person(s).

(Signature, Notary Public, State of Wisconsin)

Gregory M. Messling
(Print or Type Name, Notary Public, State of Wisconsin)

August 19, 2012
(Date Commission Expires)

(Seal)

Project ID 1643-07-21-4.01 This instrument was drafted by Wisconsin Department of Transportation Parcel 4

TRANSPORTATION PROJECT PLAT NO: 1643-07-21 - 4.01

RICHLAND CENTER/CITY LIMITS - WEST 6TH STREET

PART OF OUTLOT 1, CSM 602, VOL. 5, PG. 227, LOT 2, CSM 633, VOL. 6, PG. 54; AND LOT 1, CSM 856, VOL. 8, PG. 47, IN AND INCLUDING PART OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 17, TOWNSHIP 10 NORTH, RANGE 1 EAST, IN THE TOWN OF RICHLAND;

ALSO PART OF LOT 1, CSM 602, VOL. 5, PG. 227, LOT 1, CSM 174, VOL. 2, PG. 64, IN AND INCLUDING PART OF THE SOUTHEAST 1/4 OF THE NORTHWEST 1/4; AND PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, IN SECTION 17, TOWNSHIP 10 NORTH, RANGE 1 EAST, IN THE CITY OF RICHLAND CENTER, ALL IN RICHLAND COUNTY, WISCONSIN.

PARCEL 4 WAS VACATED FROM THIS TPP. DOCUMENT #297449 V.584, P.359, APRIL 5, 2012

RELOCATION ORDER USH 14

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 NAMED 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.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	PLE (S.F.)	TLE (S.F.)
1	THE RICHLAND SCHOOL DISTRICT	FEE,PLE,TLE	6744	22865	29609	17357	9360
2	RICHLAND COUNTY	FEE,TLE	3140	8875	12015	-	18960
3	PSYCHOLOGICAL PROPERTIES	FEE,TLE	970	6050	7020	-	485
~~4~~	~~WILLIAM D. & LISA W. WUTH~~	~~TLE~~					~~20~~
5	NORMAN D. & MARY S. SANDMIRE	TLE	-	-	-	-	140
6	CAMPUS VIEW CORPORATION	TLE	-	-	-	-	830
40	RICHLAND CENTER MUNICIPAL (ELECTRIC)	RELEASE OF RIGHTS					
41	CHARTER COMMUNICATIONS						
42	RICHLAND ELECTRIC COOP.						
43	WE ENERGIES						
44	FRONTIER						
45	RICHLAND CENTER MUNICIPAL (WATER)						

CONVENTIONAL ABBREVIATIONS

ACCESS POINT	AP	MONUMENT	MON
ACCESS RIGHTS	AR	PAGE	Pg.
ACRES	AC	PERMANENT LIMITED EASEMENT	PLE
AND OTHERS	ET AL	PROPERTY LINE	PL
CENTER LINE	℄	RECORDED AS	(101')
CERTIFIED SURVEY MAP	CSM	REFERENCE LINE	℞
CORNER	COR	REMAINING	REM
CONVEYANCE OF RIGHTS	CR	RIGHT-OF-WAY	R/W
DOCUMENT	DOC	SECTION	SEC
EASEMENT	EASE	STATION	STA
HIGHWAY EASEMENT	H.E.	TEMPORARY LIMITED EASEMENT	TLE
LAND CONTRACT	LC	VOLUME	Vol.
SQUARE FEET	S.F.		

CONVENTIONAL SYMBOLS

IRON PIPE/PIN (FOUND) I.P. (1" UNLESS NOTED)
RIGHT OF WAY POINT ○ ● (MONUMENTED)
OFF PREMISE SIGN 15-1 SIGN
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT 867
PARCEL NUMBER (5)
UTILITY PARCEL NUMBER (5)
BUILDING B
BUILDING TO BE RAZED
PROPOSED R/W LINE
EXISTING R/W OR H.E. LINE
PROPERTY LINE

LOT & TIE LINES
SLOPE INTERCEPTS
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTER LINE
CORPORATE LIMITS
PROPERTY CONNECTOR/ SAME OWNER
PARALLEL OFFSET
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)

CONVENTIONAL UTILITY SYMBOLS

	COMPENSABLE	NON COMPENSABLE
UTILITY POLE	■	□
TELEPHONE PEDESTAL	✕	⌧
WATER	W	W

GAS G
TELEPHONE T
OVERHEAD TRANSMISSION LINES OH
ELECTRIC E
CABLE TELEVISION TV
FIBER OPTIC FO
SANITARY SEWER SAN

RICHLAND COUNTY CAST IRON MON'T
Y= 448,459.829
X= 672,093.807

RICHLAND COUNTY CAST IRON MON'T
Y= 448,183.646
X= 669,456.451

SCALE, FEET
0 50 100

GN

** CONTROLLED ACCESS **
ACCESS CONTROLLED BY C.A. PROJECT 1643-00-29 PURSUANT TO SECTION 84.25 WISTATUTES

ACCESS CONTROL PROJECT COVERS BOTH SIDES OF USH 14 TO THE RICHLAND CENTER CITY LIMITS

ROAD NAME	BASIS OF EXISTING R/W	YEAR
USH 14	CSM 856	2009
USH 14	R/W PLAT 1640-09-21	1981
USH 14	R/W PLAT F 014-1(31)	1962
USH 14	DIVISION JOB NO. 8485	-

EASEMENT TABLE		
PARCEL	EASEMENT TYPE	
1	UTILITY SERVICES	Vol.255, Pg.779
2	WATER & SEWER LINES	Vol.172, Pg.249
	TECH COM.	Vol.331, Pg.234
	SANITARY SEWER	Vol.270, Pg.203
3	RICHLAND ELECTRIC COOP.	Vol.320, Pg.96-99

PI 10+70.00
Y =448692.000
X =671039.169
Δ =71°08'58" (LT)
R =40.00'
D =143°14'22"
T =28.61'
L =49.67'

PI 11+13.97
Y =448721.302
X =670996.794
Δ =54°31'22" (RT)
R =40.00'
D =143°14'22"
T =20.61'
L =38.06'

PI 13+60.37
Y =448970.838
X =670993.249
Δ =106°37'36" (RT)
R =50.00'
D =114°35'30"
T =67.11'
L =93.05'

PI 14+88.02
Y =448985.858
X =671147.779
Δ =26°15'51" (RT)
R =100.00'
D =57°17'45"
T =23.33'
L =45.84'

PI 14+19.76
Y =448943.435
X =671090.007
Δ =52°06'12" (LT)
R =50.00'
D =114°35'30"
T =24.44'
L =45.47'

PLE CURVE DATA TABLE				
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
524-523	60.00'	111.66'	96.23'	N52°29'59"E
522-521	40.00'	36.37'	35.13'	N79°45'32"E
520-519	110.00'	50.42'	49.98'	N66°50'31"E
514-513	65.00'	46.18'	45.21'	S85°27'26"W
512-511	35.00'	65.13'	56.13'	S52°30'00"W

PLE LOCATION TABLE		
PT.	STATION	OFFSET
508	341+00	49.5' LT
509	340+40	70' LT
510	11+31.42	25' RT
511	12+93.26	15' RT
512	13+86.31	15' RT
513	13+95.31	15' RT
514	14+30.84	15' RT
516	15+10.53	20' RT
517	15+67.14	20' RT
518	15+67.14	10' LT
519	15+10.53	10' LT
520	14+64.69	10' LT
521	14+40.79	10' LT
522	13+95.32	10' LT
523	13+86.31	10' LT
524	12+93.26	10' LT
525	11+12.39	18.87' LT

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
300-525	N09°02'52"W	30.34'
525-524	N00°06'21"W	188.82'
523-522	S74°11'12"E	9.01'
521-520	N53°42'35"E	23.90'
519-518	N79°58'25"E	56.61'
518-517	S10°01'35"E	30.00'
517-516	S79°58'25"W	56.61'
516-514	S65°06'15"W	73.60'
513-512	N74°11'12"W	9.01'
511-510	S04°20'59"E	162.15'
510-509	S40°14'37"E	77.99'
509-508	S55°19'21"E	63.41'

CURVE 348-309
L= 66.66'
LC= 63.17'
LCB= S35°39'56"E
R= 59.00'

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
317-316	S15°48'46"W	8.25'
315-314	S86°12'15"W	42.46'
314-313	N74°11'14"W	30.00'
313-312	N52°02'02"W	37.79'
302-303	N29°50'56"E	20.62'
304-348	S00°04'47"E	5.77'

TLE LOCATION TABLE		
PT.	STATION	OFFSET
910	340+85	57.8' RT

CURVE DATA	
LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T

SIGN TABLE	
SIGN	OWNER
2-1	CITY OF RICHLAND CENTER

R/W LOCATION TABLE		
PT.	STATION	OFFSET
302	343+05	80.00' LT
318	349+86.61	55.23' RT
348	344+00.58	104.45' LT

NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, RICHLAND COUNTY, (ENGLISH), NAD 1983 (1991) ADJUSTMENT. DISTANCES ARE GROUND LENGTH.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (3/4" REBAR) AND WILL BE 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 RECORD.

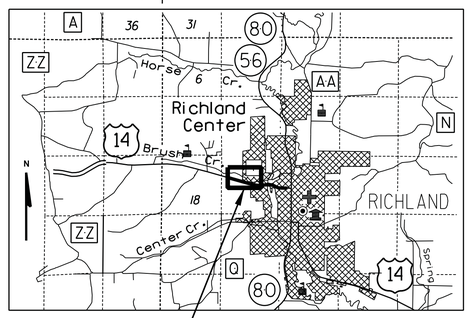
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. EXCLUDING RIGHT-OF-WAY BOUNDARIES, THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR THE CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE THE 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, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES PROVIDED SAID ACTIVITIES WOUD NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

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. ALL TEMPORARY LIMITED EASEMENTS (TLEs) EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

NE-SW 17-10-1E

SHEET LOCATION



SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, NEIL C. BOWE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1643-07-21- 4.01 AND THAT SUCH PLAT CORRECTYLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE 9-30-2011

NEIL C. BOWE, RLS 2827

WISCONSIN NEIL C. BOWE S-2827 CHIPPEWA FALLS WI LAND SURVEYOR

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

DATE 11/03/2011

JAMES R. KUEHN, REAL ESTATE SUPERVISOR

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1643-07-21- 4.01

DOCUMENT #295731

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN RICHLAND COUNTY, WISCONSIN, AT 10:30 A.M. ON NOVEMBER 9, 2011.
IT WAS FILED IN PLAT CAB.1, IN ENVELOPE 175A, AS SHEET 1.

THE ORIGINAL DOCUMENT WAS SIGNED BY SUSAN TRIGGS (R.O.D.)

FILE NAME : P:\UZ\W\Widot\064100\CAD files in RL\Plat_TPP_HiveDr-OrangeSt\rdush1401.dgn PLOT DATE : 11/4/2011 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A

4.01

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W REQUIRED (S.F.) NEW	R/W REQUIRED (S.F.) EXISTING	R/W REQUIRED (S.F.) TOTAL	PLE (S.F.)	TLE (S.F.)
2	RICHLAND COUNTY	FEE,PLE,TLE	550	4255	4805	1310	10985
6	CAMPUS VIEW CORPORATION	FEE,TLE	10270	7500	17770	-	7829
7	THOMAS R. STAFFORD	FEE,TLE	2790	1740	4530	-	6375
8	MARLENE J. MATHEWS	TLE	-	-	-	-	140
40	RICHLAND CENTER MUNICIPAL (ELECTRIC)	RELEASE OF RIGHTS					
42	RICHLAND ELECTRIC COOP.						
44	FRONTIER						

ROAD NAME	BASIS OF EXISTING R/W	YEAR
USH 14	R/W PLAT 1640-09-21	1981
USH 14	R/W PLAT F 014-1(31)	1962
USH 14	DIVISION JOB NO. 8485	-
WEST SIDE DR.	MAP OF SURVEY BY MATT JANIAK	1983
WEST SIDE DR.	MAP OF SURVEY BY SEAN WALSH	1995
WEST SIDE DR.	RW PLAT 1640-09-21	1981

SCALE, FEET
0 50 100

GN

TRANSPORTATION PROJECT PLAT NO: 1643-07-21 - 4.02

RICHLAND CENTER/CITY LIMITS - WEST 6TH STREET

PART OF THE NORTHEAST 1/4 OF THE SOUTHWEST 1/4, THE NORTHWEST 1/4 OF THE SOUTHEAST 1/4, SECTION 17; TOWNSHIP 10 NORTH, RANGE 1 EAST, CITY OF RICHLAND CENTER, RICHLAND COUNTY, WISCONSIN.

RELOCATION ORDER USH 14

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 NAMED 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.
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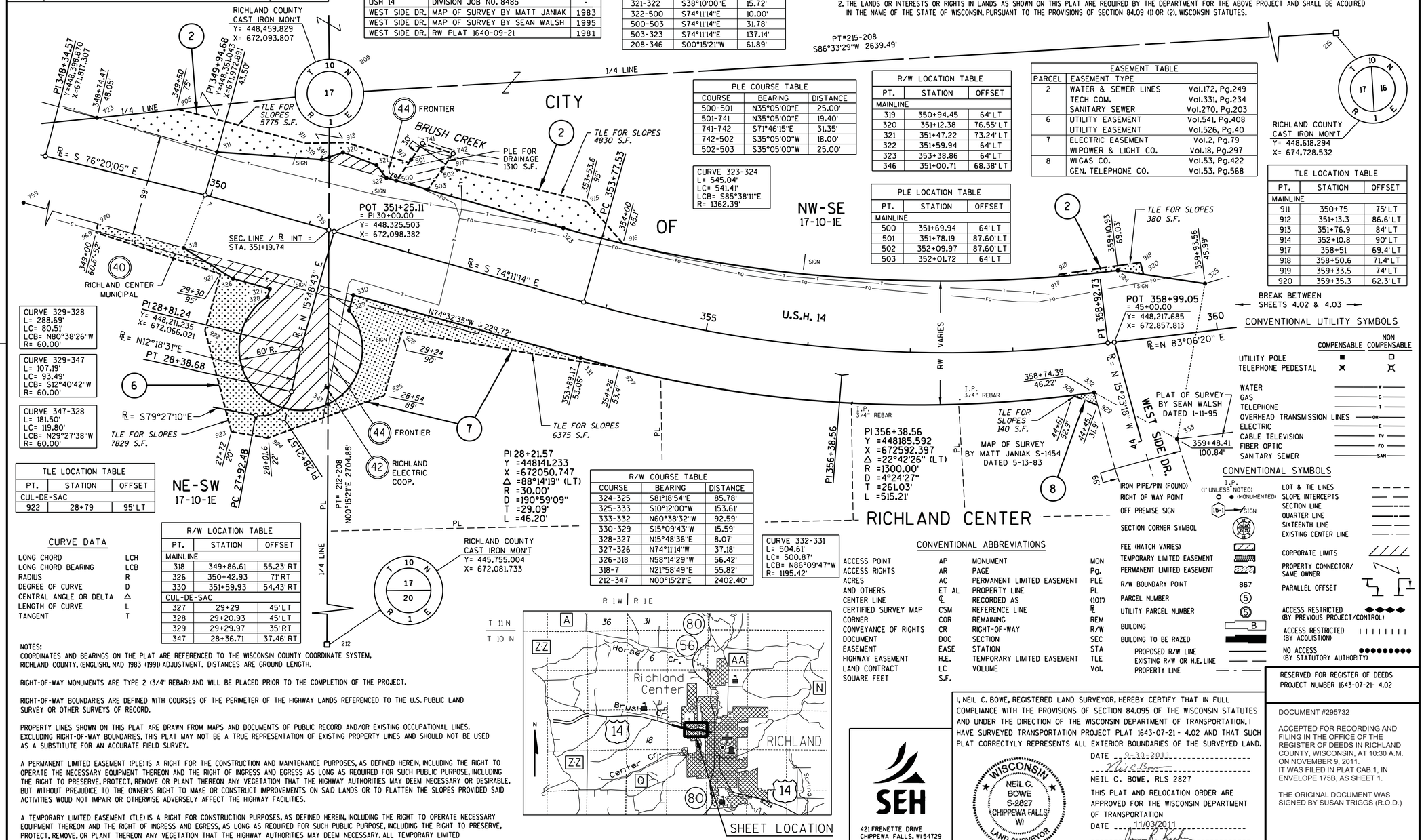

PLE COURSE TABLE		
COURSE	BEARING	DISTANCE
500-501	N35°05'00"E	25.00'
501-741	N35°05'00"E	19.40'
741-742	S71°46'15"E	31.35'
742-502	S35°05'00"W	18.00'
502-503	S35°05'00"W	25.00'

R/W LOCATION TABLE		
PT.	STATION	OFFSET
MAINLINE		
319	350+94.45	64' LT
320	351+12.38	76.55' LT
321	351+47.22	73.24' LT
322	351+59.94	64' LT
323	353+38.86	64' LT
346	351+00.71	68.38' LT

EASEMENT TABLE		
PARCEL	EASEMENT TYPE	
2	WATER & SEWER LINES	Vol.172, Pg.249
	TECH COM.	Vol.331, Pg.234
	SANITARY SEWER	Vol.270, Pg.203
6	UTILITY EASEMENT	Vol.541, Pg.408
	UTILITY EASEMENT	Vol.526, Pg.40
7	ELECTRIC EASEMENT	Vol.2, Pg.79
	WI POWER & LIGHT CO.	Vol.18, Pg.297
8	WI GAS CO.	Vol.53, Pg.422
	GEN. TELEPHONE CO.	Vol.53, Pg.568

CURVE 323-324
L= 545.04'
LC= 541.41'
LCB= S85°38'11"E
R= 1362.39'

PLE LOCATION TABLE		
PT.	STATION	OFFSET
MAINLINE		
500	351+69.94	64' LT
501	351+78.19	87.60' LT
502	352+09.97	87.60' LT
503	352+01.72	64' LT

TLE LOCATION TABLE		
PT.	STATION	OFFSET
MAINLINE		
911	350+75	75' LT
912	351+13.3	86.6' LT
913	351+76.9	84' LT
914	352+10.8	90' LT
917	358+51	69.4' LT
918	358+50.6	71.4' LT
919	359+33.5	74' LT
920	359+35.3	62.3' LT

BREAK BETWEEN SHEETS 4.02 & 4.03

CURVE 329-328
L= 288.69'
LC= 80.51'
LCB= N80°38'26"W
R= 60.00'

CURVE 329-347
L= 107.19'
LC= 93.49'
LCB= S12°40'42"W
R= 60.00'

CURVE 347-328
L= 181.50'
LC= 119.80'
LCB= N29°27'38"W
R= 60.00'

TLE LOCATION TABLE		
PT.	STATION	OFFSET
CUL-DE-SAC		
922	28+79	95' LT

R/W LOCATION TABLE		
PT.	STATION	OFFSET
MAINLINE		
318	349+86.61	55.23' RT
326	350+42.93	71' RT
330	351+59.93	54.43' RT
CUL-DE-SAC		
327	29+29	45' LT
328	29+20.93	45' LT
329	29+29.97	35' RT
347	28+36.71	37.46' RT

R/W COURSE TABLE		
COURSE	BEARING	DISTANCE
324-325	S81°18'54"E	85.78'
325-333	S10°12'00"W	153.61'
333-332	N60°38'32"W	92.59'
330-329	S15°09'43"W	15.59'
328-327	N15°48'36"E	8.07'
327-326	N74°11'14"W	37.18'
326-318	N58°14'29"W	56.42'
318-7	N21°58'49"E	55.82'
212-347	N00°15'21"E	2402.40'

CURVE 332-331
L= 504.61'
LC= 500.87'
LCB= N86°09'47"W
R= 1195.42'

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T

NOTES:
COORDINATES AND BEARINGS ON THE PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, RICHLAND COUNTY, (ENGLISH), NAD 1983 (1991) ADJUSTMENT. DISTANCES ARE GROUND LENGTH.

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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. ALL TEMPORARY LIMITED EASEMENTS (TLES) EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
UTILITY POLE	■	□
TELEPHONE PEDESTAL	✕	⌧

WATER — W
GAS — G
TELEPHONE — T
OVERHEAD TRANSMISSION LINES — OH
ELECTRIC — E
CABLE TELEVISION — TV
FIBER OPTIC — FO
SANITARY SEWER — SAN

CONVENTIONAL SYMBOLS

IRON PIPE/PIN (FOUND) I.P. (1" UNLESS NOTED) ○ ● (MONUMENTED)
RIGHT OF WAY POINT
OFF PREMISE SIGN (15-1)
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT 867
PARCEL NUMBER (5)
UTILITY PARCEL NUMBER (5)
BUILDING (B)
BUILDING TO BE RAZED
PROPOSED R/W LINE
EXISTING R/W OR H.E. LINE
PROPERTY LINE

LOT & TIE LINES
SLOPE INTERCEPTS
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTER LINE
CORPORATE LIMITS
PROPERTY CONNECTOR/ SAME OWNER
PARALLEL OFFSET
ACCESS RESTRICTED (BY PREVIOUS PROJECT/CONTROL)
ACCESS RESTRICTED (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)

CONVENTIONAL ABBREVIATIONS

ACCESS POINT	AP	MONUMENT	MON		
ACCESS RIGHTS	AR	PAGE	Pg.		
ACRES	AC	PERMANENT LIMITED EASEMENT	PLE		
AND OTHERS	ET AL	PROPERTY LINE	PL		
CENTER LINE	℄	RECORDED AS	(10')		
CERTIFIED SURVEY MAP	CSM	REFERENCE LINE	℞		
CORNER	COR	REMAINING	REM		
CONVEYANCE OF RIGHTS	CR	RIGHT-OF-WAY	R/W		
DOCUMENT	DOC	SECTION	SEC		
EASEMENT	EASE	STATION	STA		
HIGHWAY EASEMENT	H.E.	TEMPORARY LIMITED EASEMENT	TLE		
LAND CONTRACT	LC	VOLUME	Vol.		
SQUARE FEET	S.F.				

SEH
421 FRENETTE DRIVE
CHIPPEWA FALLS, WI 54729

I, NEIL C. BOWE, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1643-07-21 - 4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN NEIL C. BOWE S-2827 CHIPPEWA FALLS WI LAND SURVEYOR

DATE 9-30-2011
Neil C. Bowe
NEIL C. BOWE, RLS 2827

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
DATE 11/03/2011
James R. Kuehn
JAMES R. KUEHN, REAL ESTATE SUPERVISOR

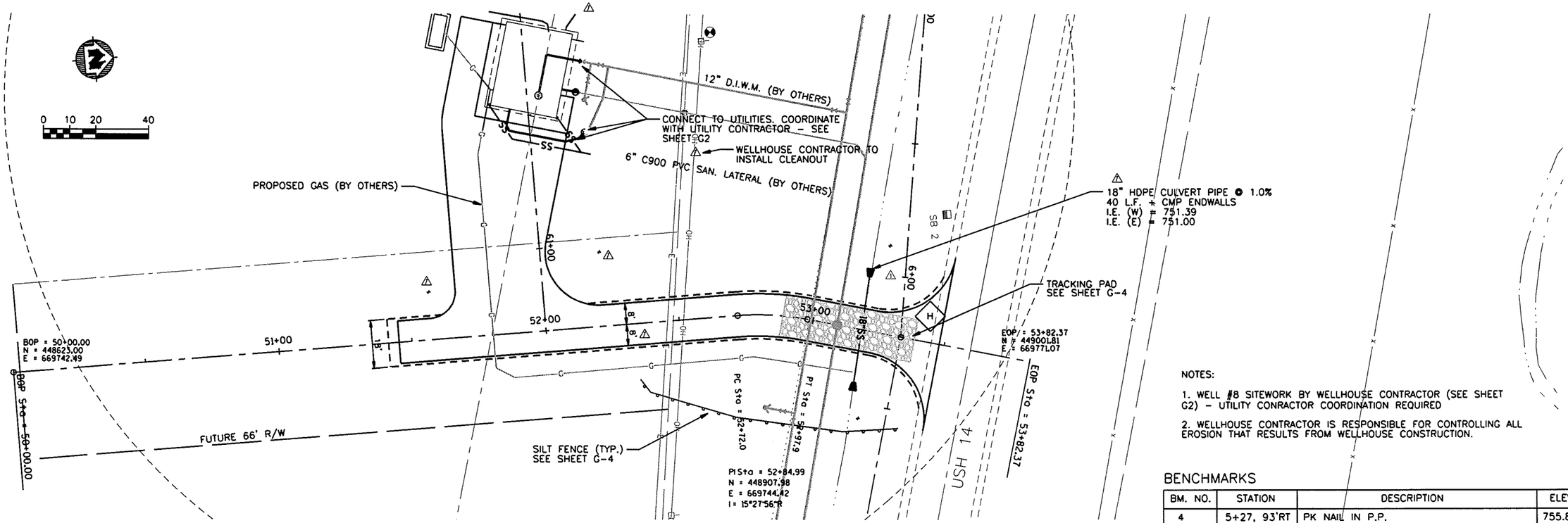
RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1643-07-21- 4.02

DOCUMENT #295732

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN RICHLAND COUNTY, WISCONSIN, AT 10:30 A.M. ON NOVEMBER 9, 2011.
IT WAS FILED IN PLAT CAB.1, IN ENVELOPE 175B, AS SHEET 1.

THE ORIGINAL DOCUMENT WAS SIGNED BY SUSAN TRIGGS (R.O.D.)

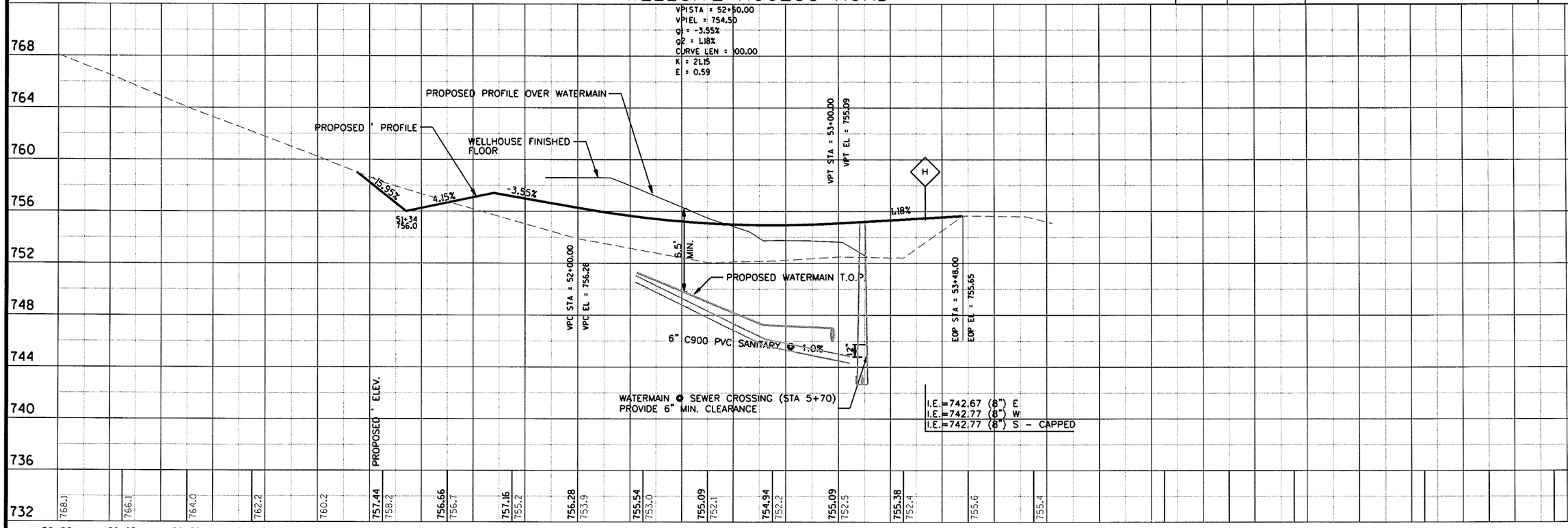
FILE NAME : P:\UZ\W\Widot\064100\CAD files in RL\Plat_TPP_HiveDr-OrangeSt\rdush1402.dgn PLOT DATE : 10/5/2011 PLOT BY : SEH PLOT NAME : PLOT SCALE : N/A



WELLSITE ACCESS ROAD

BENCHMARKS

BM. NO.	STATION	DESCRIPTION	ELEV.
4	5+27, 93'RT	PK NAIL IN P.P.	755.86



TRANSPORTATION • MUNICIPAL
DEVELOPMENT • ENVIRONMENTAL
1230 South Boulevard Baraboo, WI 53913
608-356-2771 1-800-362-4005 Fax: 608-356-2770
Web Address: www.msa-ps.com
© MSA PROFESSIONAL SERVICES

MSA PROFESSIONAL SERVICES

NO.	DATE	REVISION	BY
1	3/18/09	WELLHOUSE ROTATION	BAB

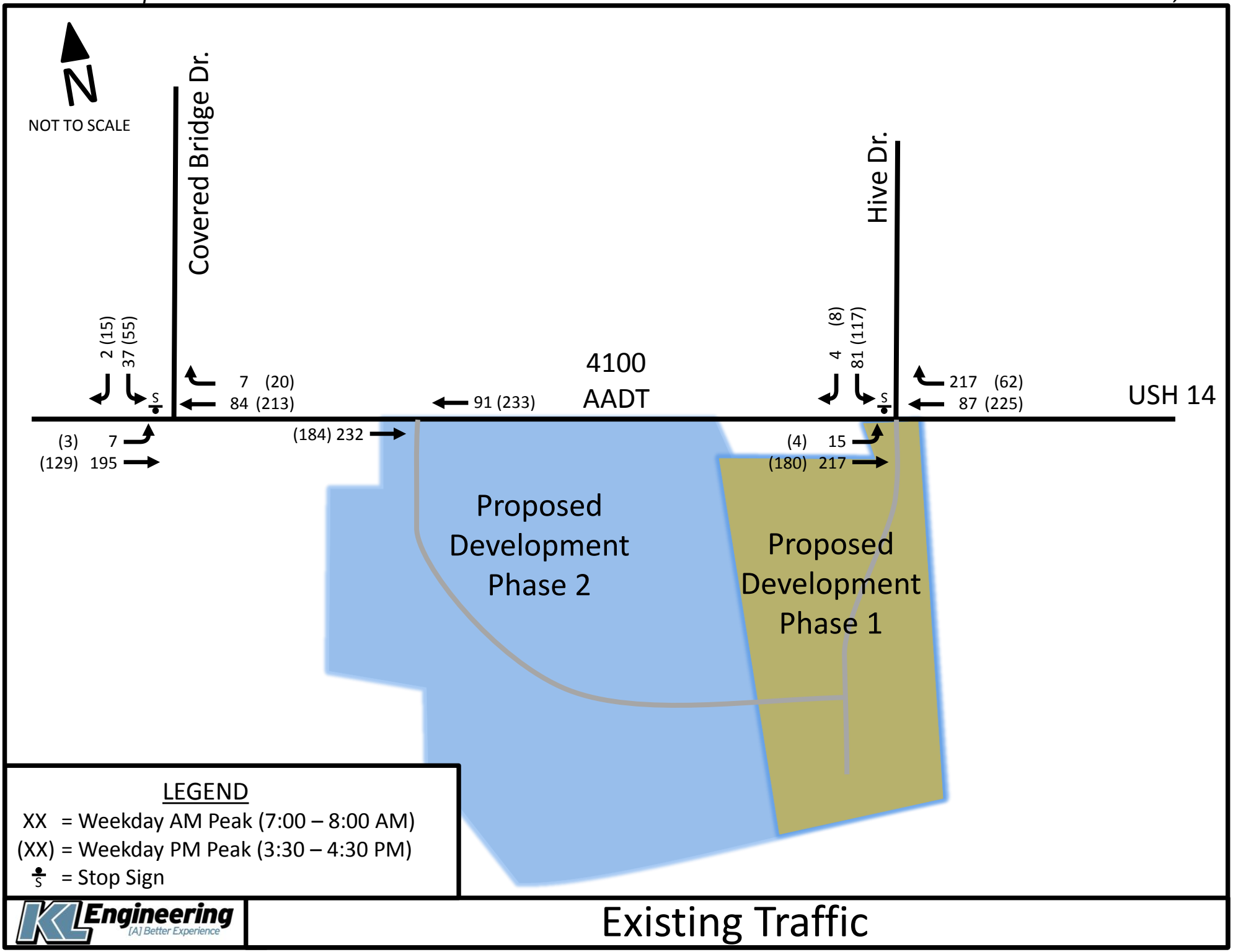
PROJECT NO: 130803
DATE: NOV. 2008
SCALE: AS SHOWN
F.B.: 1148
DRAWN BY:
CHECKED BY:
FILE: #FILE#
PLOT DATE: #DATE#
PLOT TIME: #TIME#

WELLSITE ACCESS PLAN & PROFILE
WELLHOUSE #8
CITY UTILITIES - PROJECT C
CITY OF RICHLAND CENTER, WISCONSIN

FILE NO. M13-118
SHEET PP-1

...\130803 Access PP.dgn Jul 02, 2009 BStuczyn

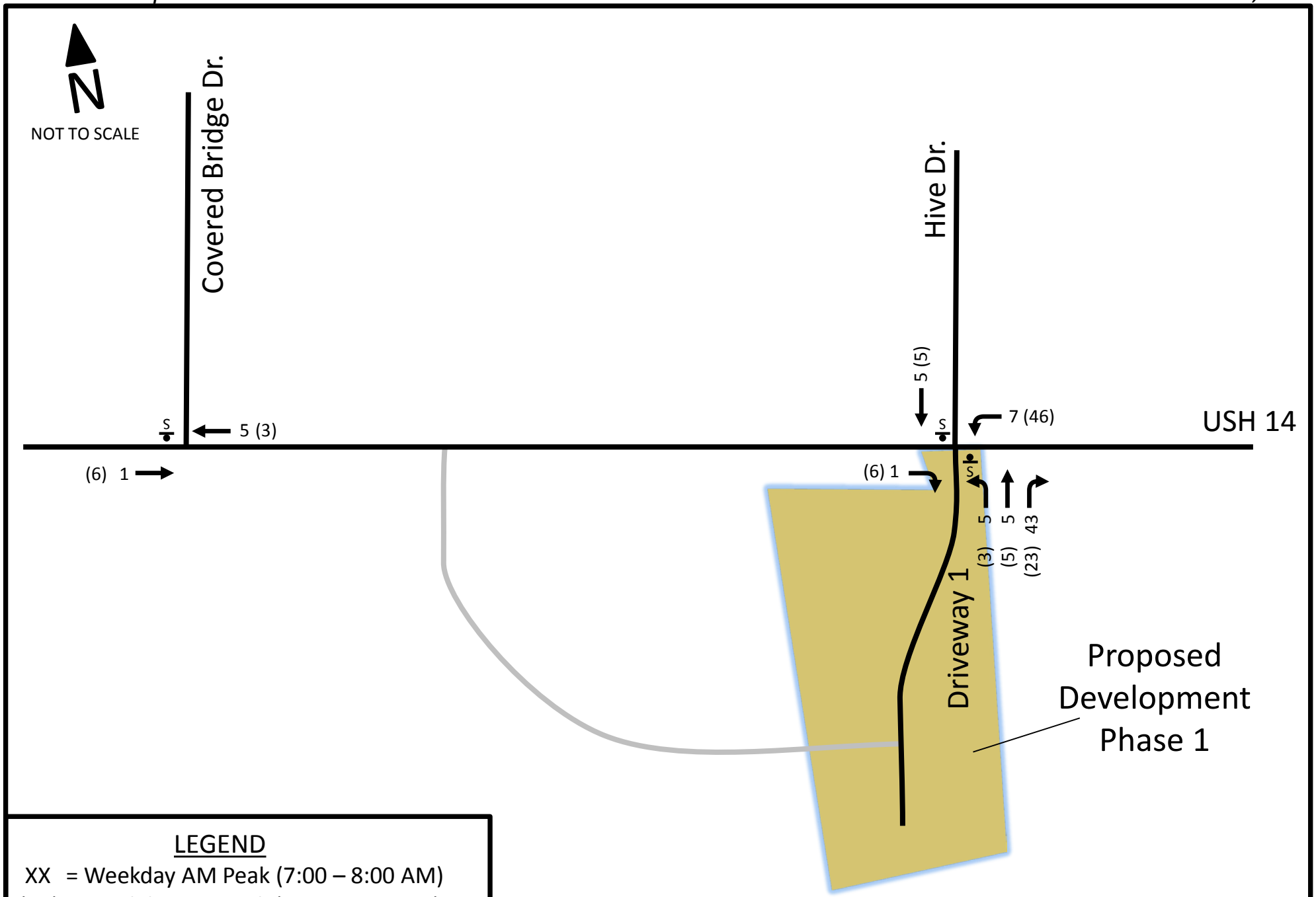
Attachment E
Traffic Data



KL Engineering [A] Better Experience

Existing Traffic

Land Use	ITE Land Use Code	Units	Daily Trips per Unit	Weekday Daily Trips	AM Peak			PM Peak		
					In (%)	Out (%)	Total (Trips Per Unit)	In (%)	Out (%)	Total (Trips Per Unit)
Apartment (Phase 1)	220	135	6.98	942	14 (20%)	56 (80%)	70 (0.52)	60 (65%)	32 (35%)	92 (0.68)
Multimodal Reduction (5%)				-47	-1	-3	-4	-3	-1	-5
Phase 1 Total				**895**	**13**	**53**	**66**	**57**	**31**	**87**
Single-Family Detached Housing (Phase 2)	210	148	10.18	1,506	28 (25%)	85 (75%)	113 (0.77)	95 (63%)	56 (37%)	150 (1.01)
Multimodal Reduction (5%)				-75	-1	-4	-6	-5	-3	-7
Phase 2 Total				**1,431**	**27**	**81**	**107**	**90**	**53**	**143**
Full Build Total				**2,326**	**40**	**134**	**174**	**147**	**84**	**230**



LEGEND

XX = Weekday AM Peak (7:00 – 8:00 AM)

(XX) = Weekday PM Peak (3:30 – 4:30 PM)

S = Stop Sign

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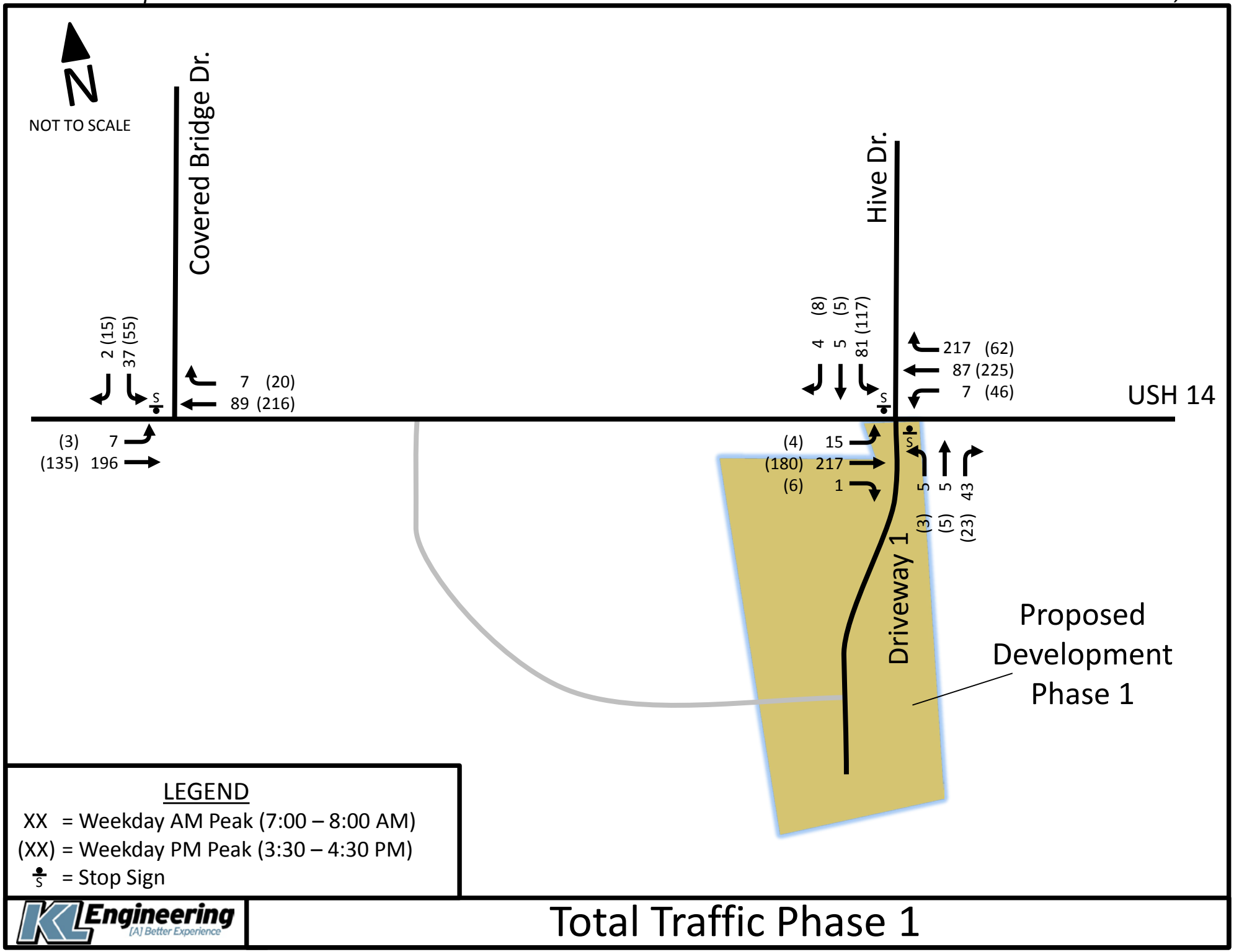
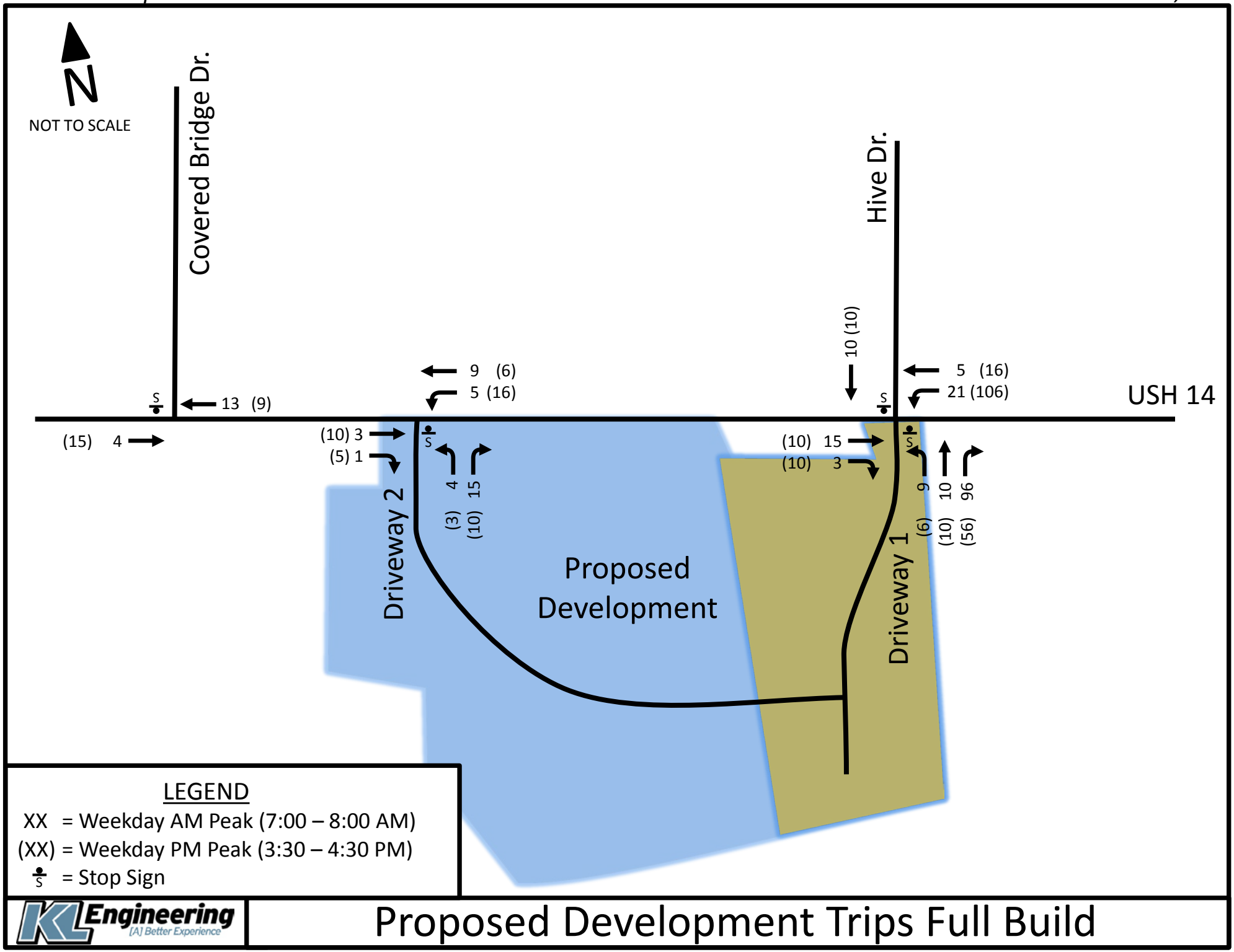
Proposed Development Trips Phase 1


N
NOT TO SCALE
Covered Bridge Dr.
Hive Dr.
USH 14
Driveway 1
Proposed Development Phase 1
2 (15)
37 (55)
7 (20)
89 (216)
4 (8)
5 (5)
81 (117)
217 (62)
87 (225)
7 (46)
(3) 7
(135) 196
(4) 15
(180) 217
(6) 1
5 5 43
(3) (5) (23)
LEGEND
XX = Weekday AM Peak (7:00 – 8:00 AM)
(XX) = Weekday PM Peak (3:30 – 4:30 PM)
= Stop Sign
KL Engineering
[A] Better Experience
Total Traffic Phase 1



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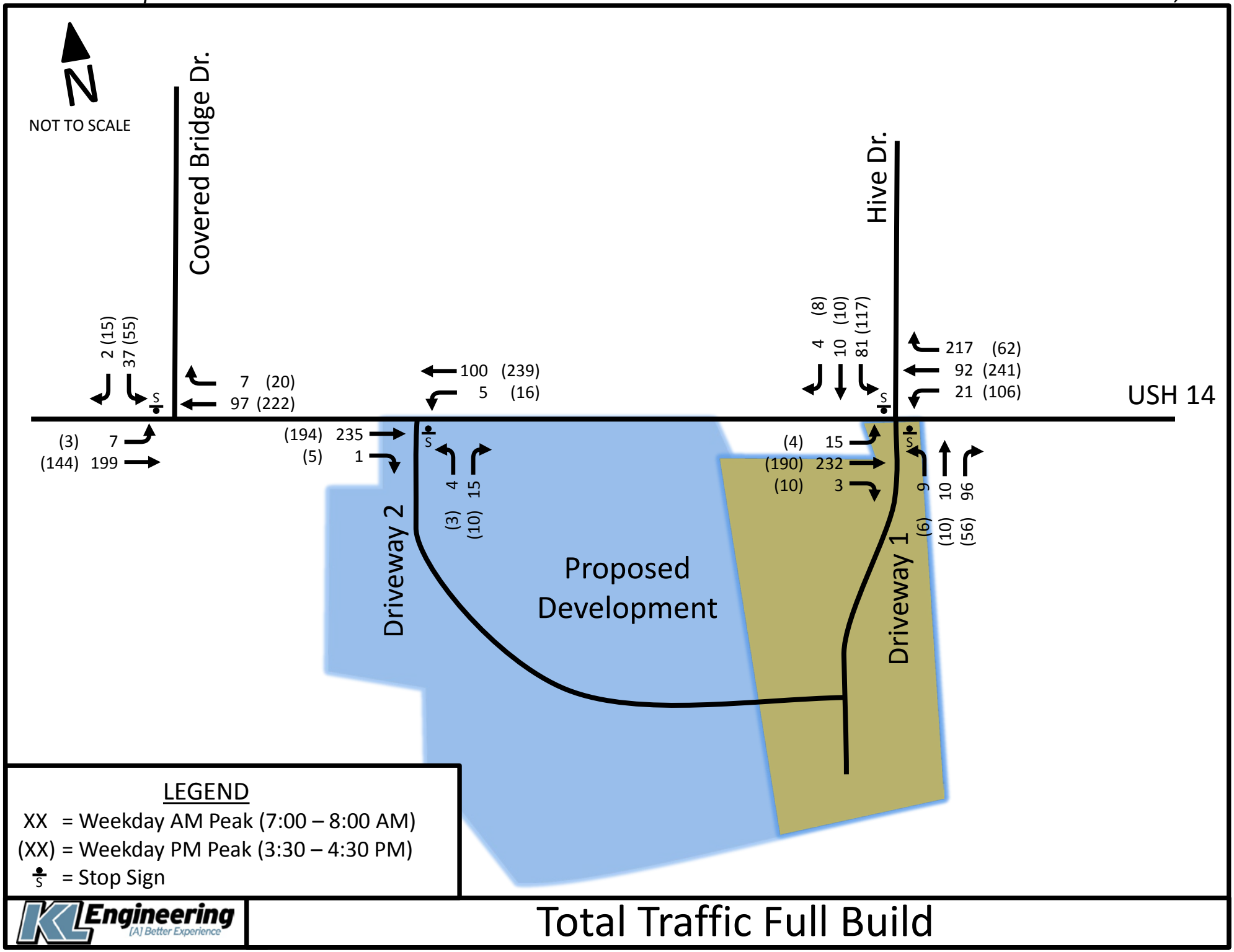
Proposed Development Trips Full Build



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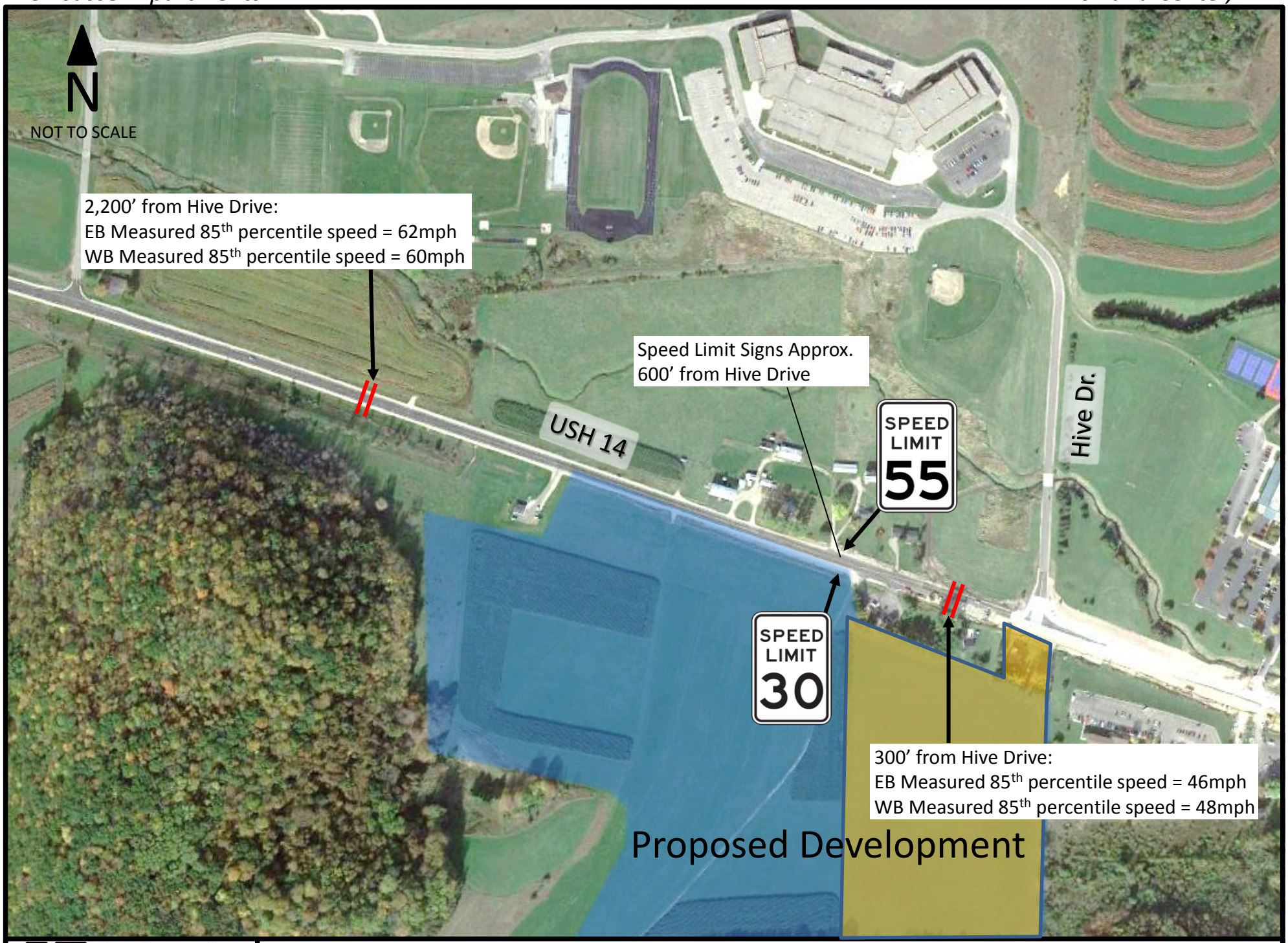
Total Traffic Full Build



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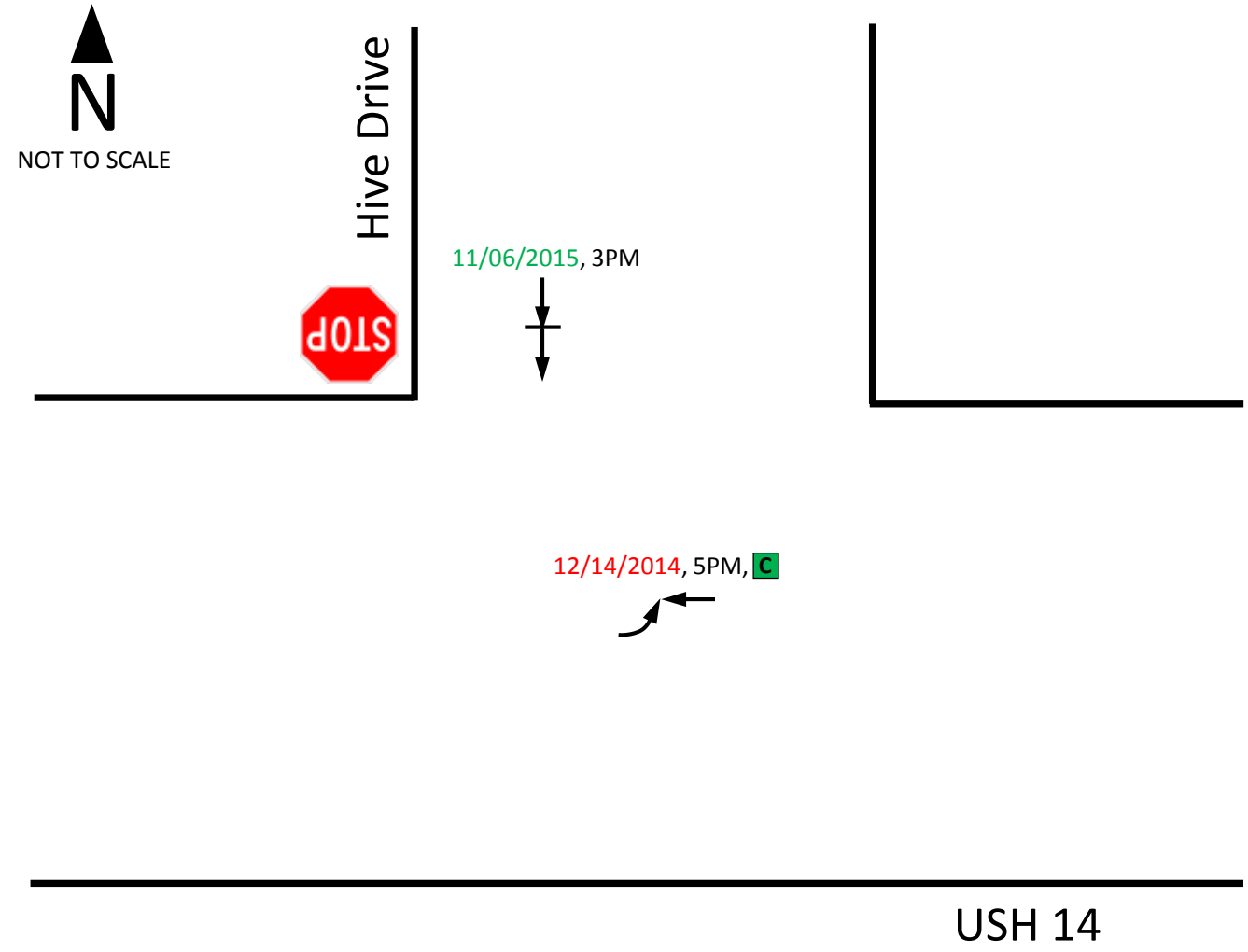
Existing Speeds



NOTE:
DEER CRASHES NOT INCLUDED.
PAGE 1 OF 1.

YEAR

2012 BLACK
2013 BLUE
2014 RED
2015 GREEN
2016 PURPLE

CRASH FREQUENCY/SEVERITY

2 Crashes

0	Fatal Crash (K)
0	Incapacitating (A-Level)
0	Non-Incapacitating (B-Level)
1	Possible (C-Level)
1	Property Damage Only

LEGEND

- Moving Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Parked Vehicle
- Stop/Yield Sign
- (T) Tree
- (U) Utility Pole
- (F) Fixed Object
- (N) Non-Fixed Object
- Angle (Right Angle)
- Angle (Left-Turn)
- Angle (Right-Turn)
- Sideswipe-Same
- Sideswipe-Opposite
- Head-On
- Rear-End
- Out of Control
- Overtake
- Overturn

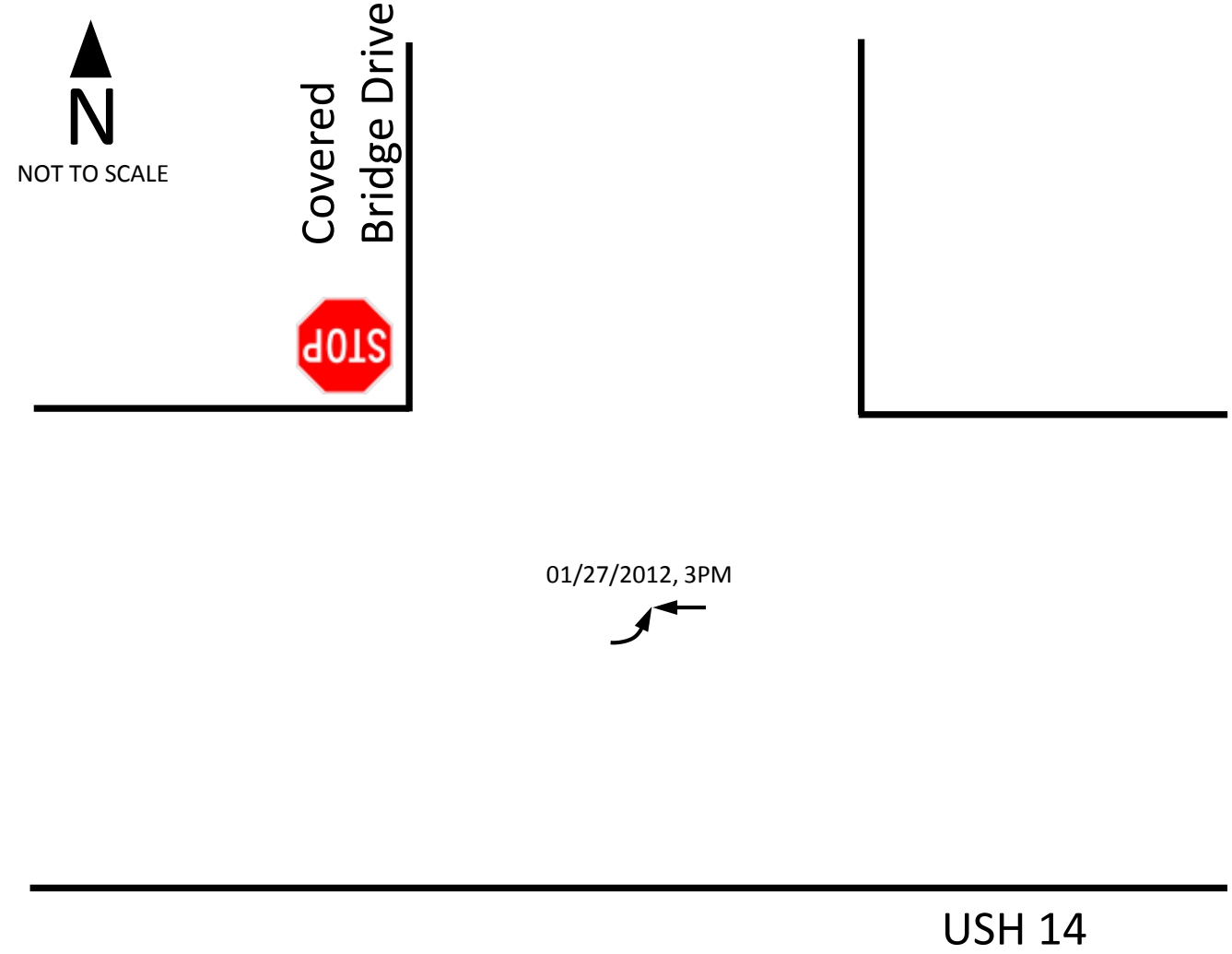
(#) = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING CRASHES IN REPORT AS NEEDED
DATE OF CRASH
HOUR
SEVERITY (SEE SEVERITY DEFINITIONS)
ROAD CONDITIONS (DRY IF BLANK)
LIGHT CONDITIONS (DAYTIME IF BLANK)
ALCOHOL/DRUG INVOLVEMENT (AL/DG)

CRASH SEVERITY DEFINITIONS

- K = Fatal Crash
- A = Incapacitating Injury Crash
- B = Non-Incapacitating Injury Crash
- C = Possible Injury Crash
- = Property Damage Only Crash

INTERSECTION COLLISION DIAGRAM
JANUARY 2012 - DECEMBER 2016
USH 14 & HIVE DRIVE
RICHLAND COUNTY WISCONSIN



NOTE:
DEER CRASHES NOT INCLUDED.
PAGE 1 OF 1.

YEAR

2012 BLACK
2013 BLUE
2014 RED
2015 GREEN
2016 PURPLE

CRASH FREQUENCY/SEVERITY

1 Crashes

0	Fatal Crash (K)
0	Incapacitating (A-Level)
0	Non-Incapacitating (B-Level)
0	Possible (C-Level)
1	Property Damage Only

LEGEND

- Moving Vehicle
- Backing Vehicle
- Pedestrian
- Bicyclist
- Parked Vehicle
- Stop/Yield Sign
- (T) Tree
- (U) Utility Pole
- (F) Fixed Object
- (N) Non-Fixed Object
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(#) = CRASH FREQUENCY

"LETTER" = USED FOR REFERENCING CRASHES IN REPORT AS NEEDED
DATE OF CRASH
HOUR
SEVERITY (SEE SEVERITY DEFINITIONS)
ROAD CONDITIONS (DRY IF BLANK)
LIGHT CONDITIONS (DAYTIME IF BLANK)
ALCOHOL/DRUG INVOLVEMENT (AL/DG)

CRASH SEVERITY DEFINITIONS

- K = Fatal Crash
- A = Incapacitating Injury Crash
- B = Non-Incapacitating Injury Crash
- C = Possible Injury Crash
- = Property Damage Only Crash

INTERSECTION COLLISION DIAGRAM
JANUARY 2012 - DECEMBER 2016
USH 14 & COVERED BRIDGE DRIVE
RICHLAND COUNTY WISCONSIN

Attachment F
Intersection Concepts

N

Proposed Immediate Development Design

SCALE, FEET 0 50 100

KL Engineering
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5400 King James Way
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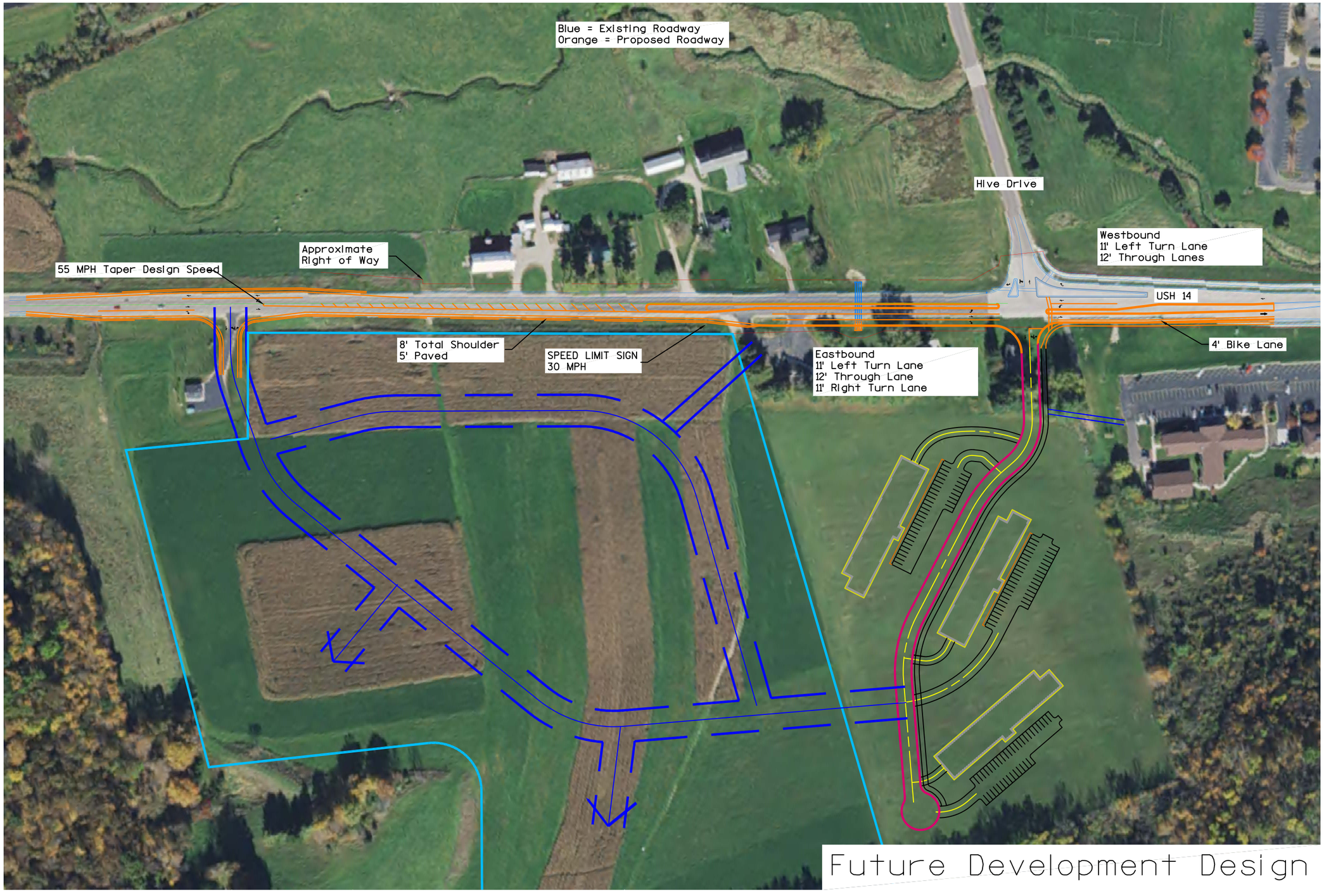
Madison, WI. 53719
Phone: (608) 663-1218
Phone: (800)-810-4012
http://klengineering.com
mscarmon@klengineering.com

G:/XXX/XXX/XXX. dwg



N

SCALE, FEET 0 100 200

Future Development Design

KL Engineering
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Phone: (800)-810-4012
http://klengineering.com
email@klengineering.com

G:/XXX/XXX/XXX. dwg