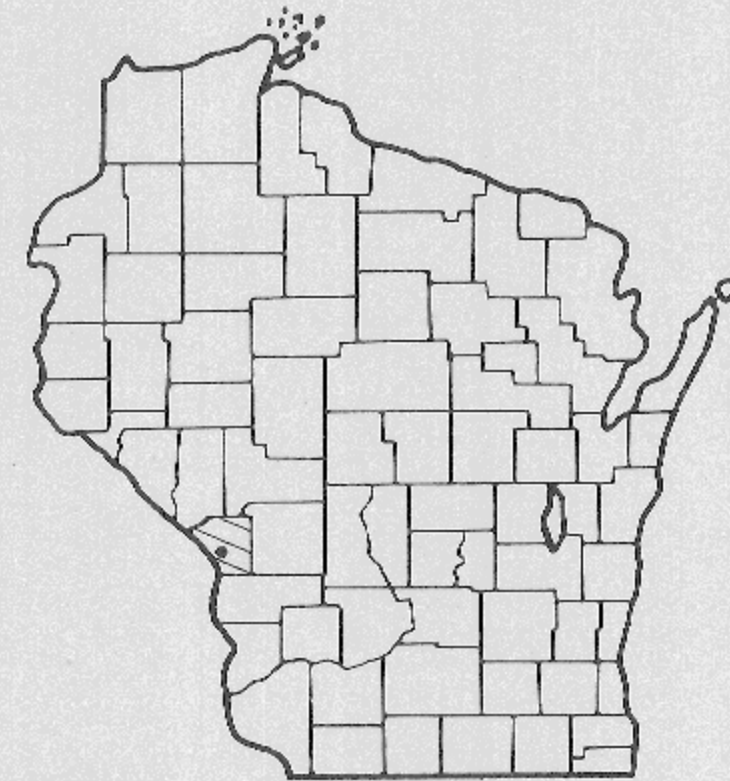


Index of Sheets

Sheet No. 1	Title
Sheet No.	Typical Cross Sections
Sheet No.	Estimate of Quantities
Sheet No.	Miscellaneous Quantities
Sheet No.	Right of Way Plat
Sheet No.	Plan and Profile
Sheet No.	Standard Details
Sheet No.	Structure Plans
Sheet No.	Computer Earthwork Data
Sheet No.	Cross Sections

TOTAL SHEETS =



Design Designation

	U.S.H. 16	C.T.H. "B"
A.D.T. 1978	= 13,600	4,600
A.D.T. 1998	= 26,000	7,400
D.H.V. (ONE WAY)	= 2,600	740
D.	= 60-40	60-40
T.	= 8.4%	10.1%
V.	= 55 MPH.	45 M.P.H.

Conventional Signs

County Line	-----
Township or Range Line	-----
Section Line	-----
New Right of Way Line	-----
Present Right of Way Line	-----
Wire Fence	(type) x
Corporate or City Limits	-----
Property Line	P.L.
Traveled Way or P.E.	-----
Railroads	-----
Base or Survey Line	-----
Caution Symbol (combustible fluids under pressure)	

Culverts in Place	-----
Culverts Required	-----
Drop Inlet	-----
Power Pole	-----
Telephone or Telegraph Pole	-----
Right of Way Markers	-----
Reference Stake for Hubs Only	+61.7 25.9
Marsh	-----
Hedge	-----
Trees	-----
Ground Elevation	Datum Line 2
Grade Elevation	Datum Line 10

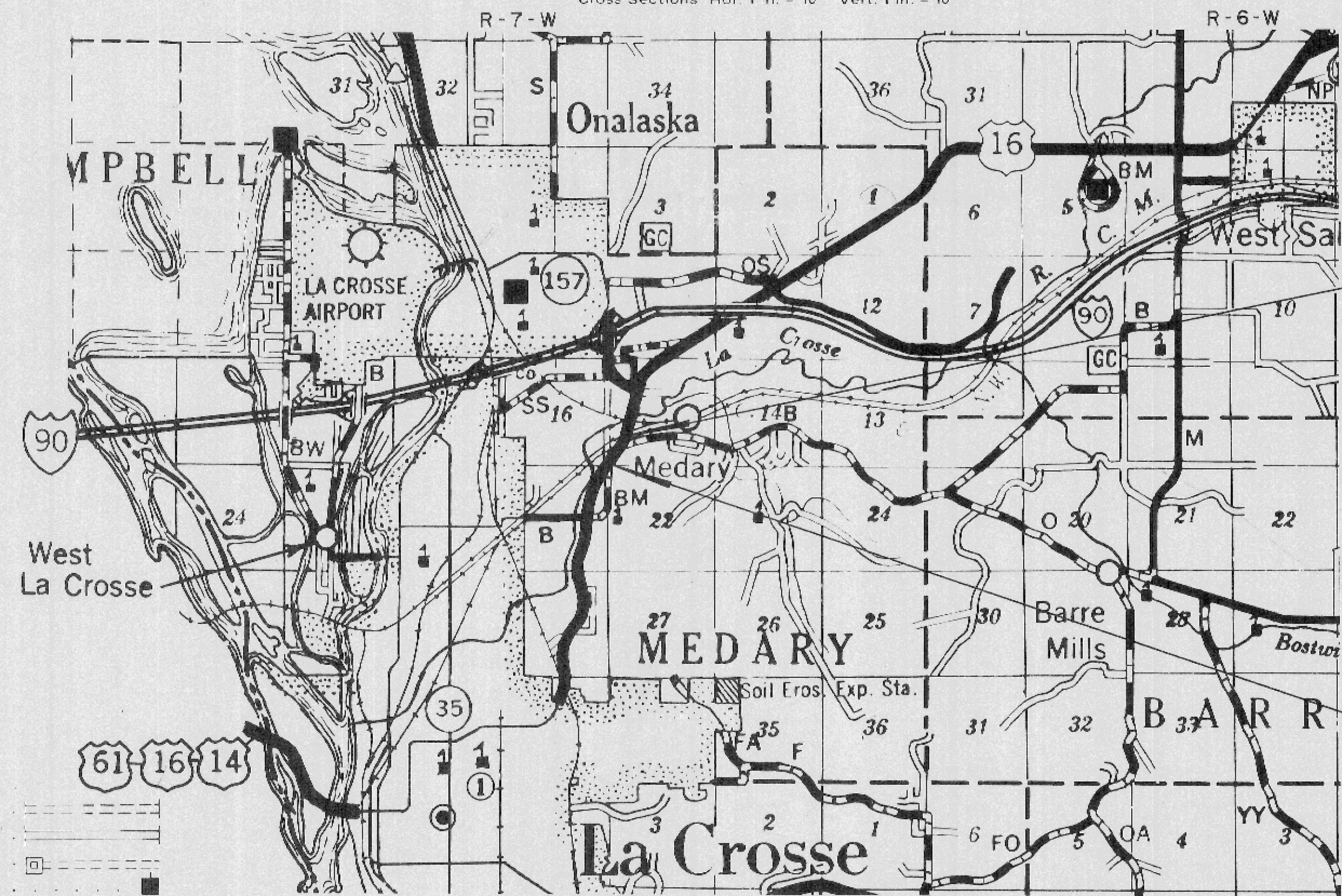
STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS
 PLAN AND PROFILE OF PROPOSED
LA CROSSE - WEST SALEM

INTERSECTION OF U.S.H. 16 & C.T.H. "B"

U.S.H. 16
 LA CROSSE COUNTY

STATE PROJECT NUMBER
7575-1-71

Plan 1 in. = 100 ft.
 Profile Hor. 1 in. = 50 ft. Vert. 1 in. = 5 ft.
 Cross Sections Hor. 1 in. = 10' Vert. 1 in. = 10'



Layout
 Scale 0 1 Mi.

Total Net Length of Centerline = 0.207 Mi.

FOR PRELIMINARY
 USE ONLY

DATE 2-20-78 BY *AS*

Resolution filed with State 2/22/78. Preliminary Plan filed in June 1978.

END PROJECT 7575-1-71
 STATION 156 + 04
 X = 1,681,915.255
 Y = 679,776.371
 ± 1325 Feet North and ± 1055 Feet East
 of the Southwest Corner of Section 15,
 T 16 N, R 7 W.

BEGIN PROJECT 7575-1-71
 STATION 145 + 00
 X = 1,681,183.257
 Y = 678,964.387
 ± 302 Feet East and ± 542 Feet North
 of the Southwest Corner of Section 15,
 T 16 N, R 7 W.

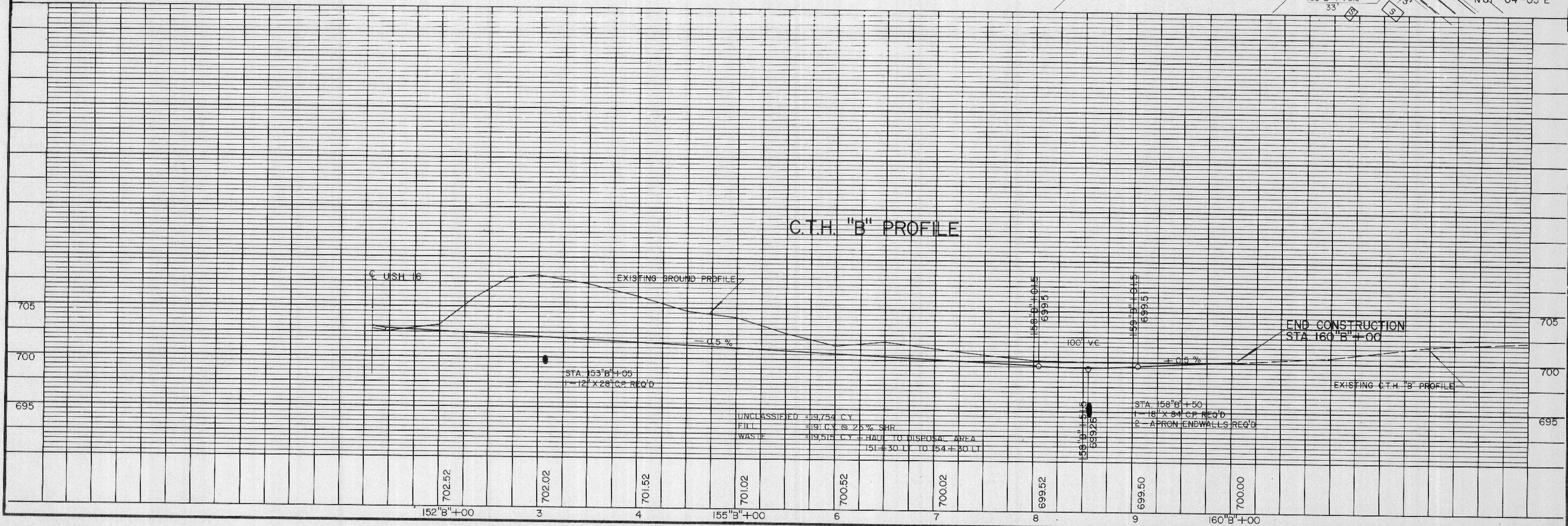
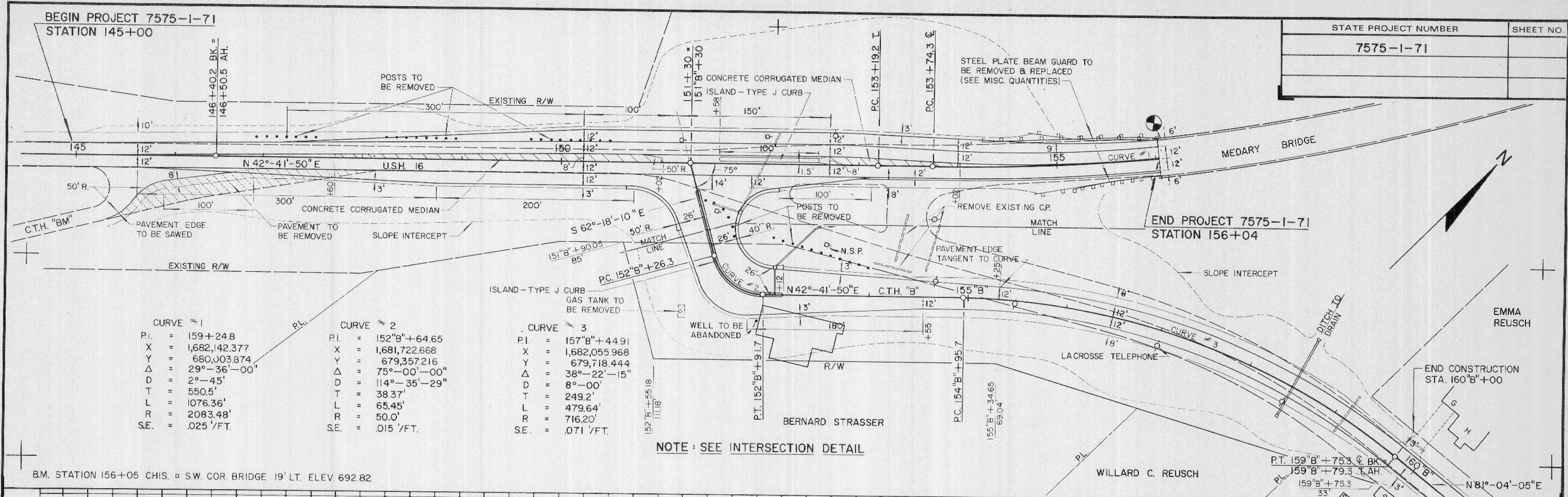
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS	
Submitted by <u>M.E.W.</u>	Checked by <u>D.B.D.</u>
Designed by <u>G.L.S.</u>	Checked by <u>G.W.P.</u>
Drawn by <u>G.W.P.</u>	Checked by <u>G.W.P.</u>
Approved: <u>[Signature]</u>	Date: <u>2/16/78</u>
Approved: _____	Date: _____
Approved: _____	Date: _____
Approved: _____	Date: _____
Approved: _____	Date: _____
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION REGION 5 WISCONSIN DIVISION	
Approved: _____	Date: _____

NOTE: COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM SOUTH ZONE.

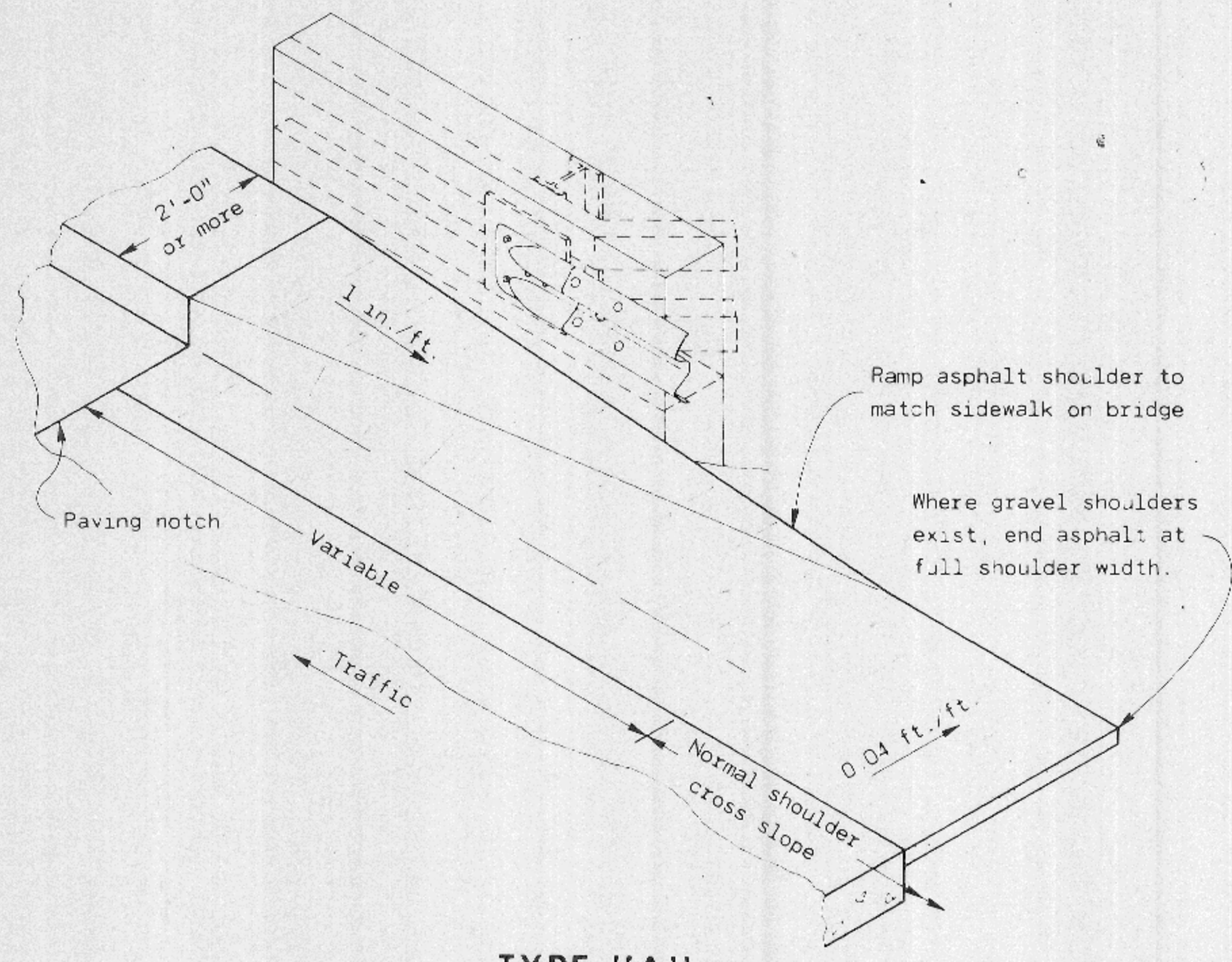
PLAN NO. 564

LARGE PLAN (DUPLICATE), SMALL PLAN IN FILE ALSO

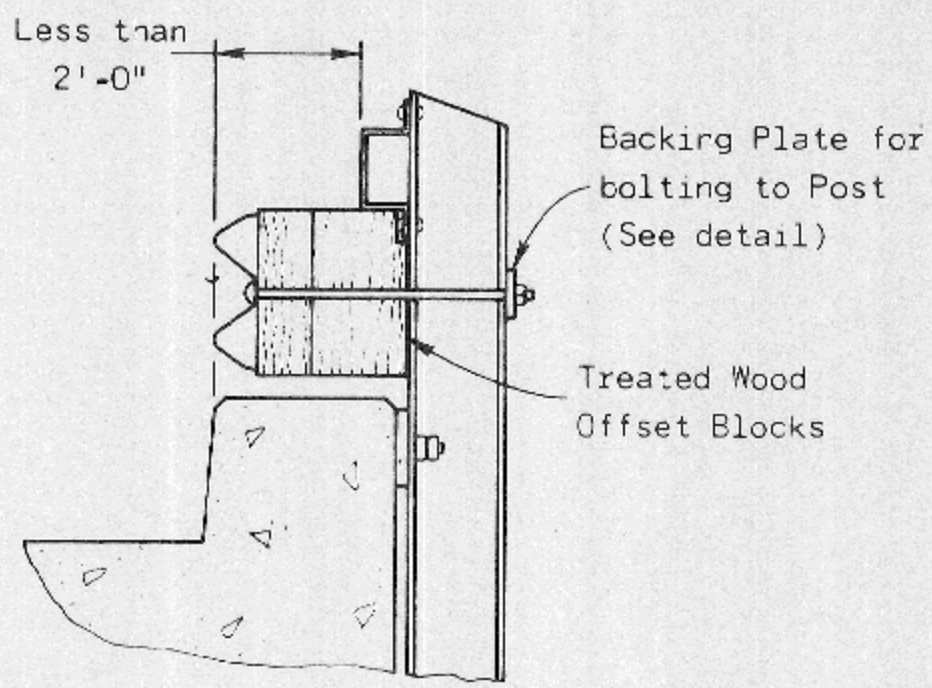
STATE PROJECT NUMBER	SHEET NO.
7575-1-71	



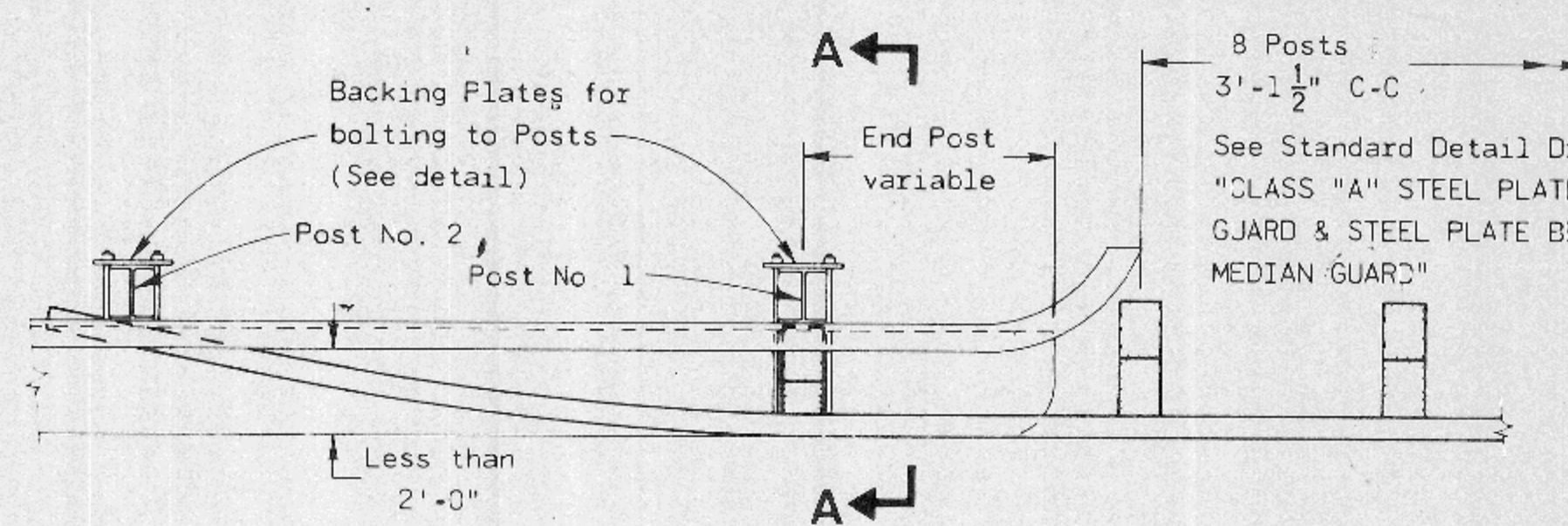
STATE PROJECT NUMBER	SHEET NO.
TYPICAL METHODS FOR CONNECTING GUARDRAIL TO EXISTING STRUCTURES (TRAFFIC APPROACH END)	



TYPE "A"
SIDEWALK 2 FEET OR MORE IN WIDTH
(Direct connection to End Post - all types)

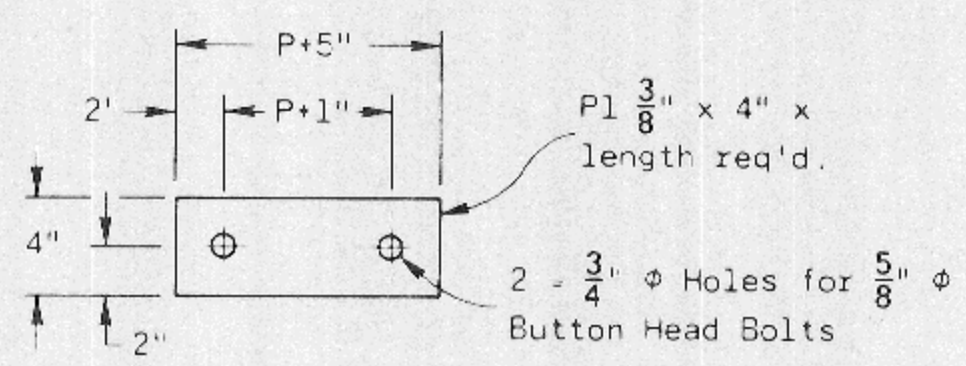


SECTION A - A

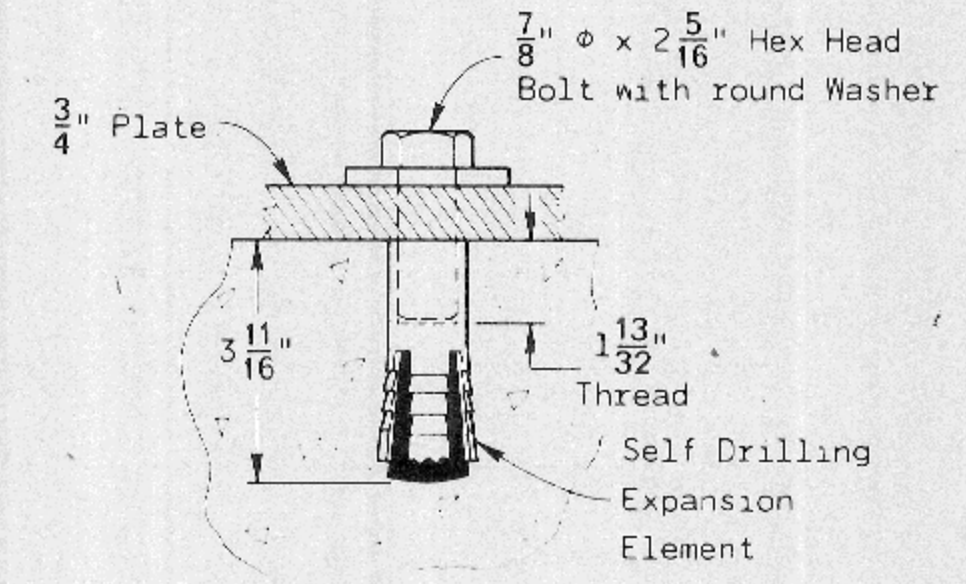


TYPE "B"

PLAN VIEW



BACKING PLATE
(Galvanized)



EXPANSION ELEMENT DETAIL
(For mounting Post: Base)

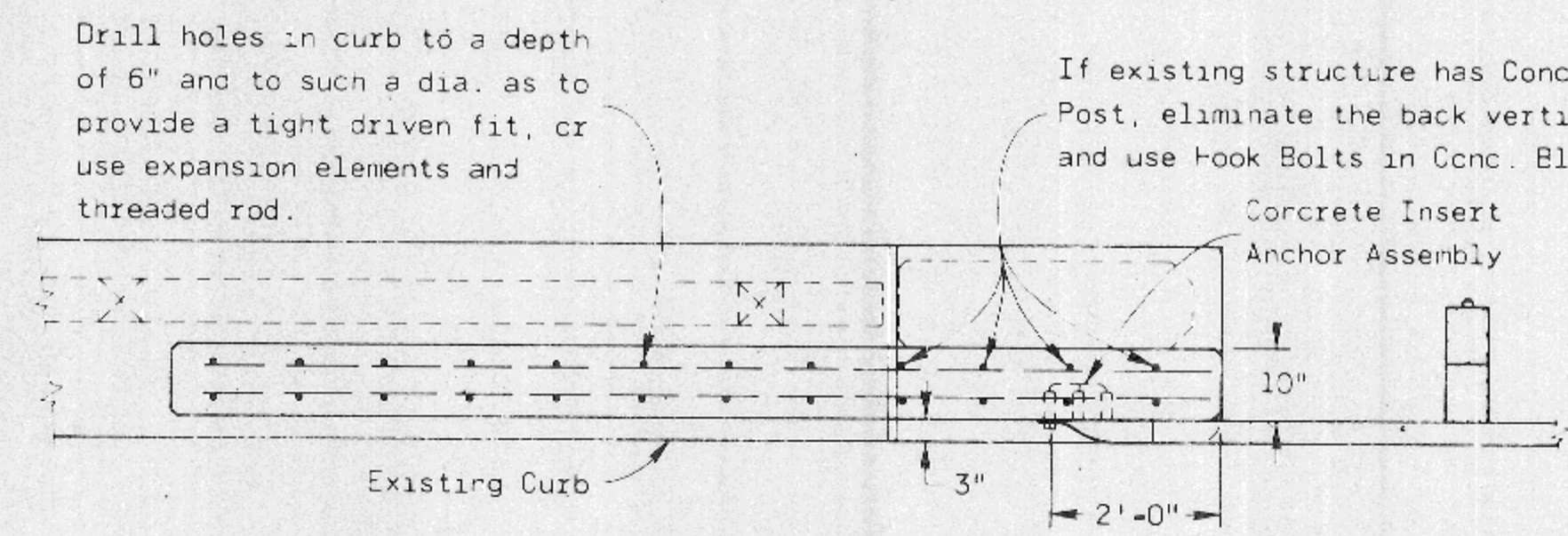
NOTES
Expansion and contraction of the bridge superstructure precludes a rigid connection between the existing structure and the guardrail installation. The guardrail splice at the terminal connection must permit any expansion or contraction to be absorbed within the splice. Bolt (splice) tension necessary to prevent the connection from becoming a rigid connection shall be determined by the Engineer.

The methods illustrated for attaching guardrail to existing structures are TYPE SOLUTIONS ONLY. Specific dimensions must be based on the existing structure design, with guardrail height and post spacing meeting the requirements of the current Standard Detail Drawing for "CLASS "A" STEEL PLATE BEAM GUARD & STEEL PLATE BEAM MEDIAN GUARD".

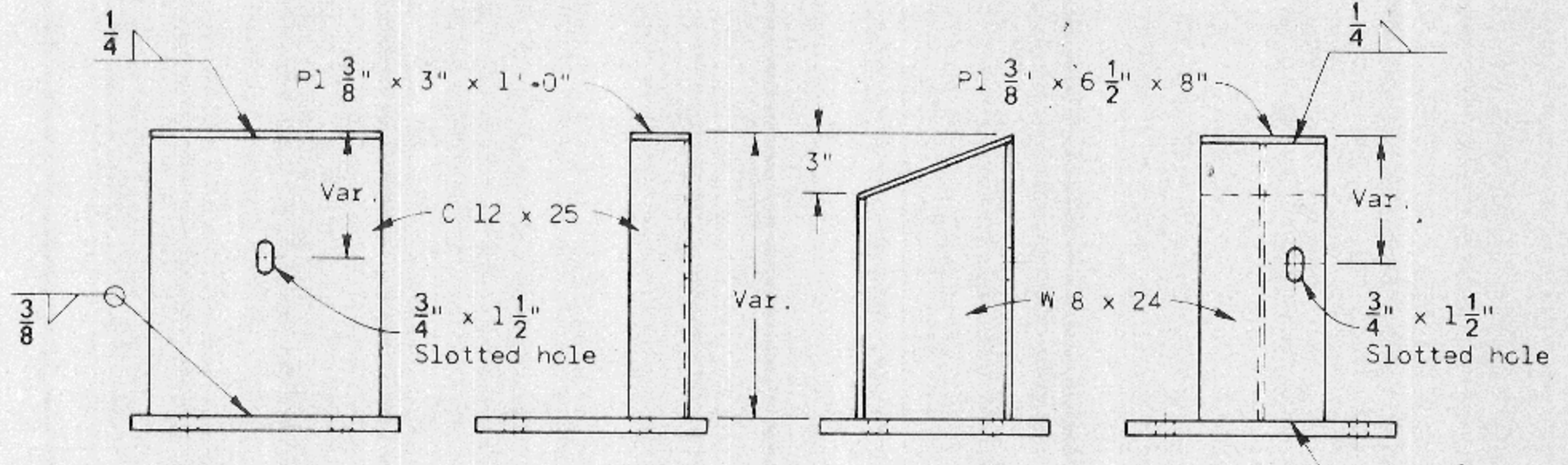
Bolts, studs, nuts and washers to be ASTM Specification A 325, and galvanized in accordance with ASTM A 153.

Maximum rate of flare for guardrail shall be 10:1 where normal guardrail alignment is outside the structure railing.

Types "B" thru "D" structure connection options shall be used only on traffic approach end of structure. Connect directly to structure end post on exit end of structure.

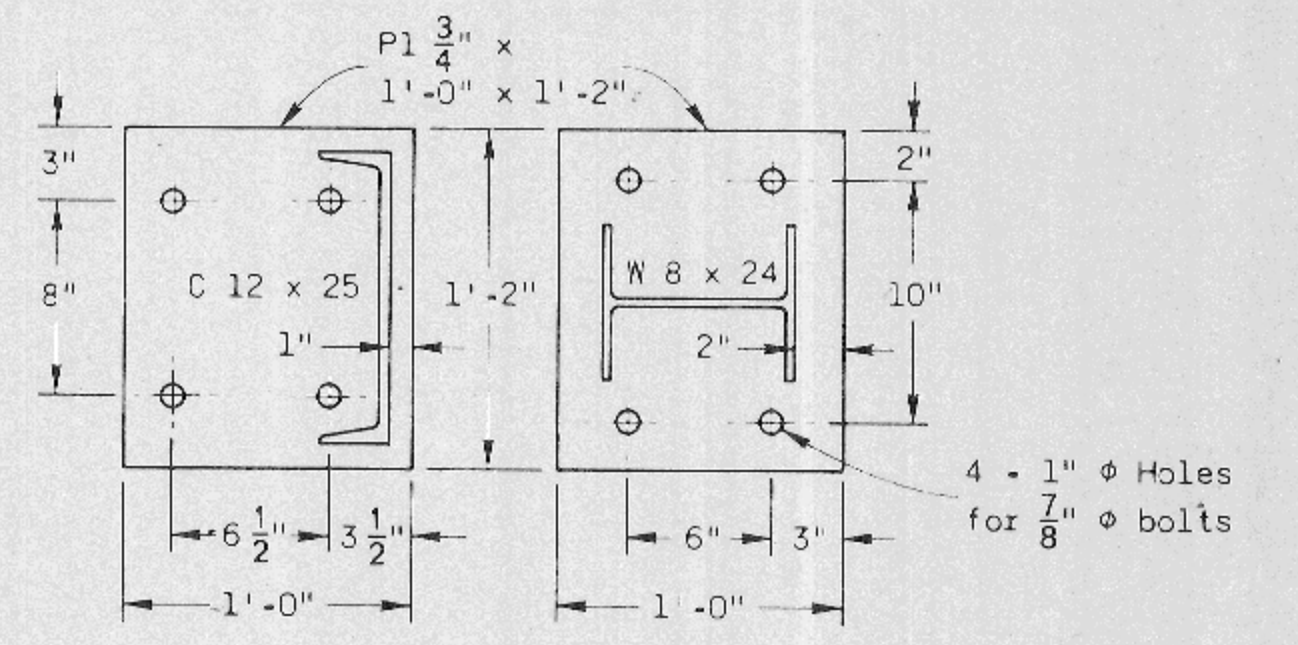


PLAN VIEW

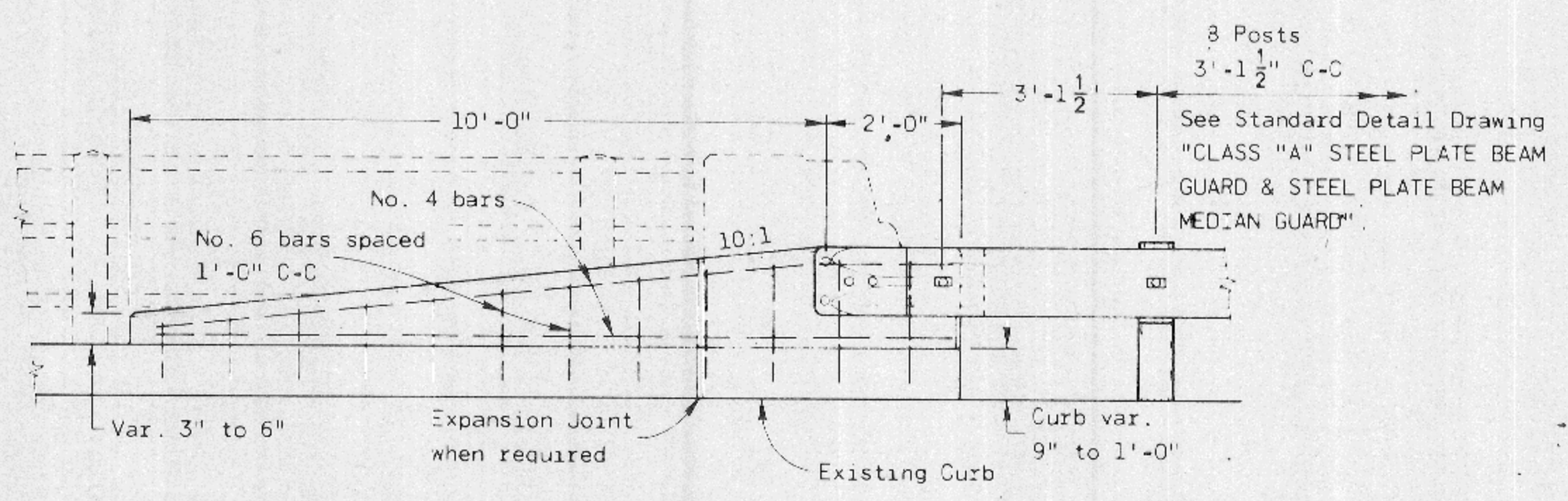


CHANNEL POST

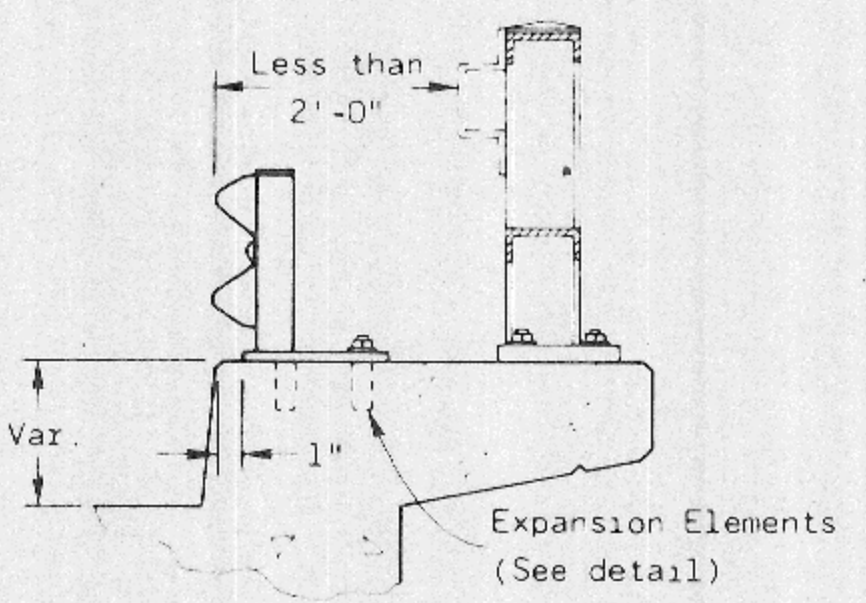
W SHAPE POST



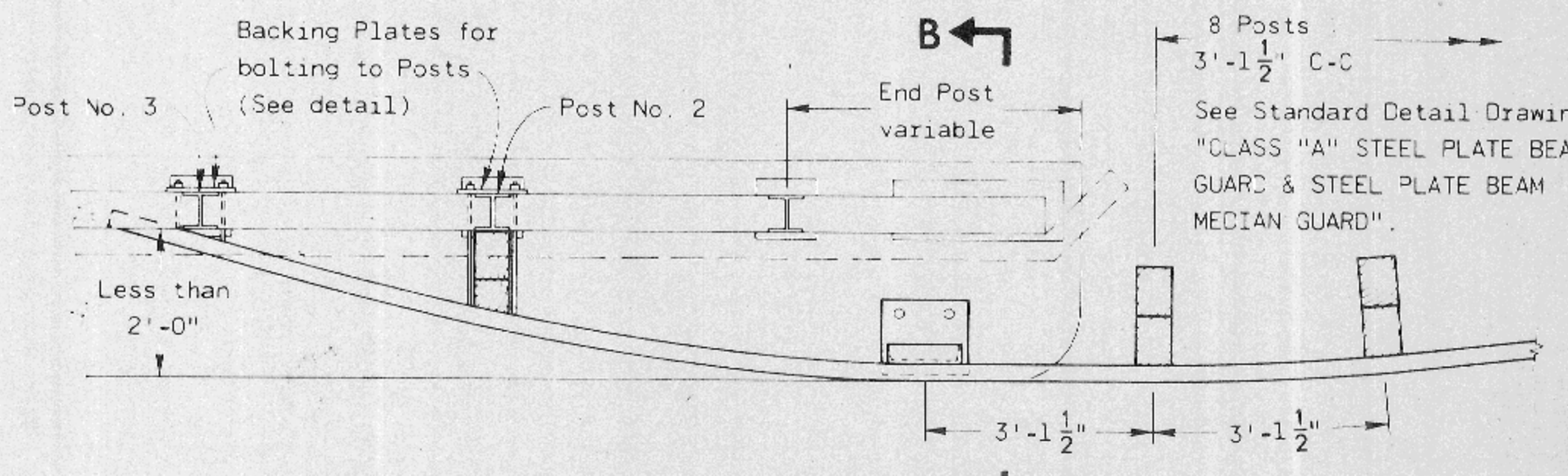
**CHANNEL POST W SHAPE POST
3/4" PLATE (POST BASE)**



**FRONT ELEVATION
TYPE "C"**

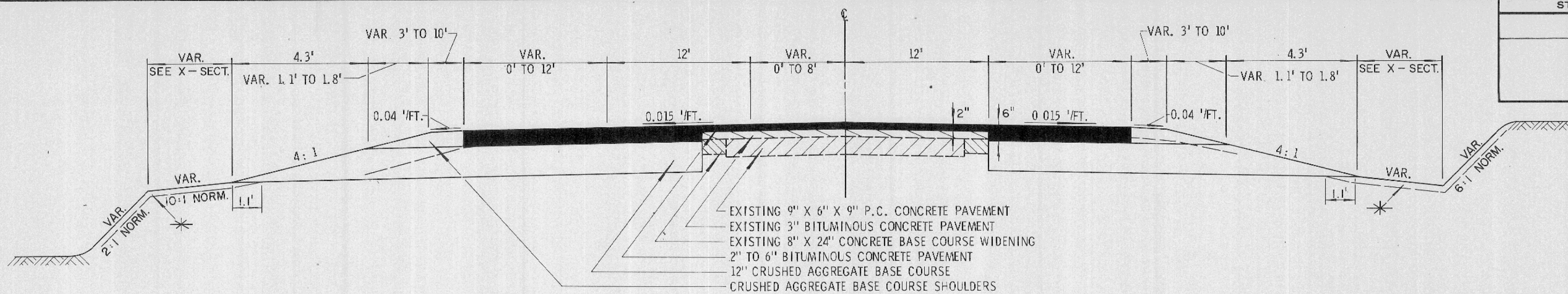


SECTION B - B



TYPE "D"

PLAN VIEW



TYPICAL SECTION
U.S.H. 16

GENERAL NOTES

CURVE DATA IS BASED ON THE ARC DEFINITION

DISTURBED AREAS WITHIN THE RIGHT OF WAY EXCEPT THE AREA WITHIN THE FINISHED SHOULDER POINTS, ARE TO BE FERTILIZED AND SEED AS DIRECTED BY THE ENGINEER.

ALL DEPTHS SHOWN ON TYPICAL SECTIONS ARE APPROXIMATE AND ACTUAL DIMENSIONS WILL DEPEND ON ADJUSTMENTS AS DIRECTED BY THE ENGINEER IN THE FIELD.

PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD, THE CRUSHED AGGREGATE BASE COURSE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED.

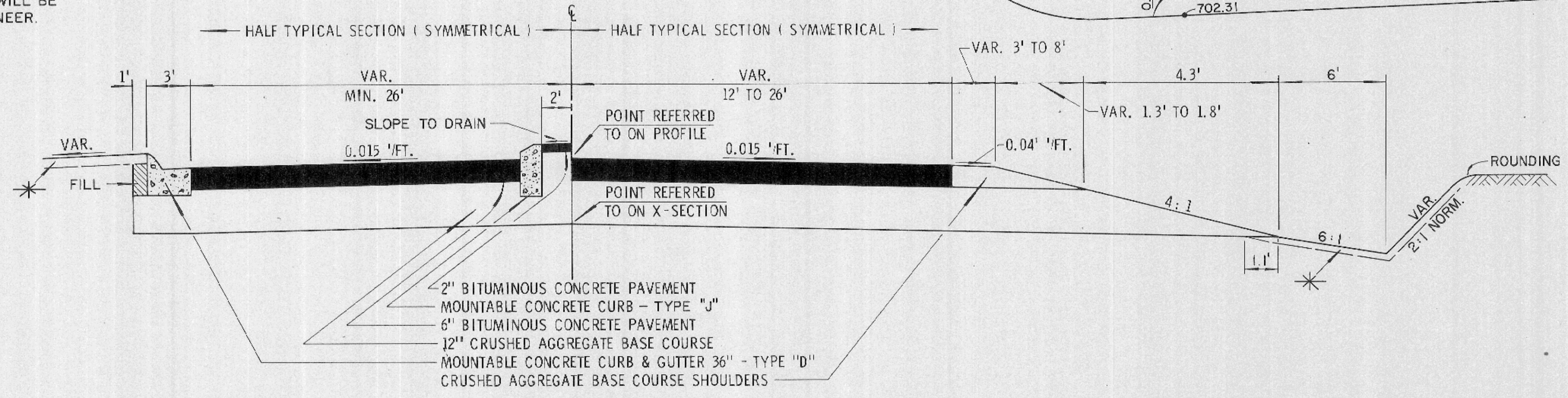
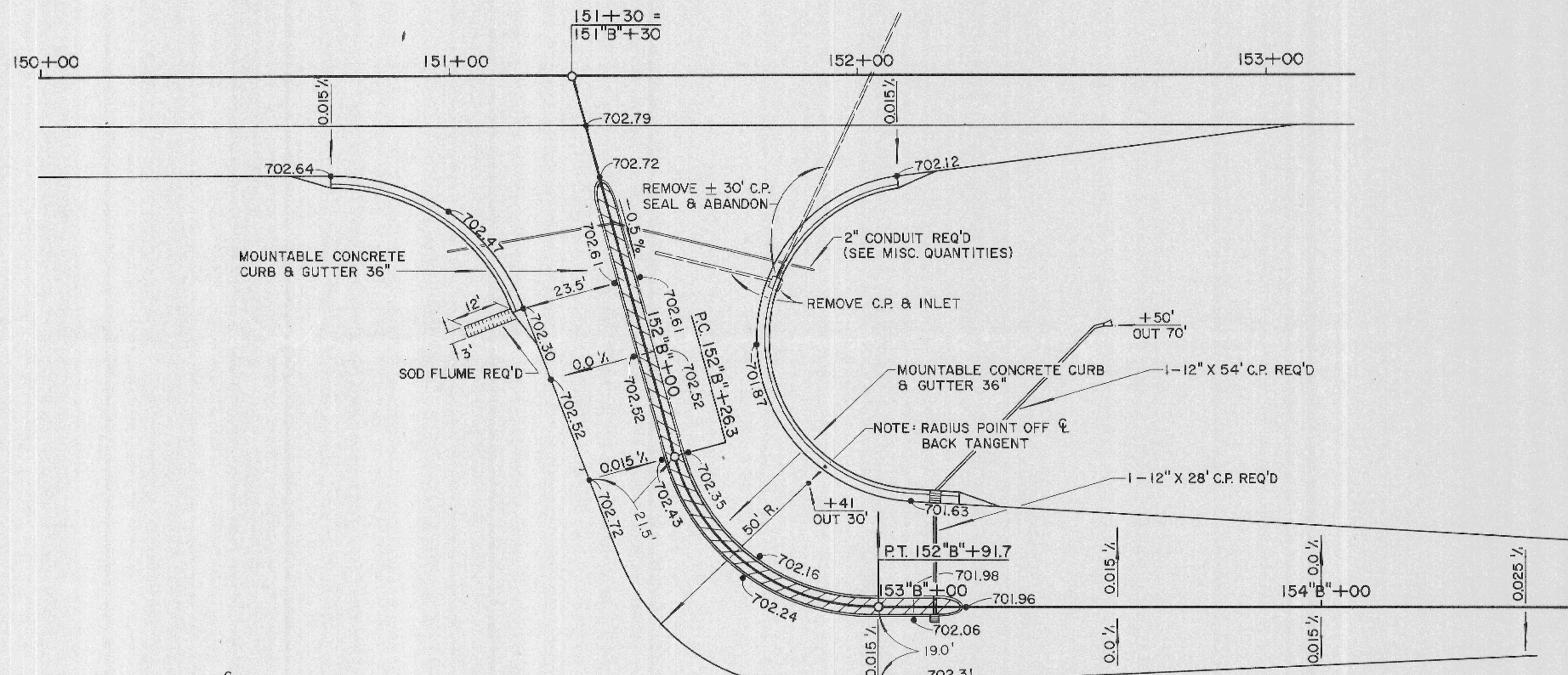
ALL AVAILABLE TOPSOIL SHALL BE SALVAGED AND REPLACED ON FINISHED SLOPES. WHERE REQUIRED, ADDITIONAL TOPSOIL WILL BE PAID FOR BY THE SQUARE YARD TO OBTAIN A TOTAL DEPTH OF 4-INCHES.

ALL SLOPES 4: 1 AND STEEPER WHICH ARE TO BE TOPSOILED SHALL BE COVERED WITH MULCH.

NO TREES OR SHRUBS SHALL BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE BEEN DESIGNATED FOR REMOVAL BY THE ENGINEER.

EXACT LOCATION OF ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

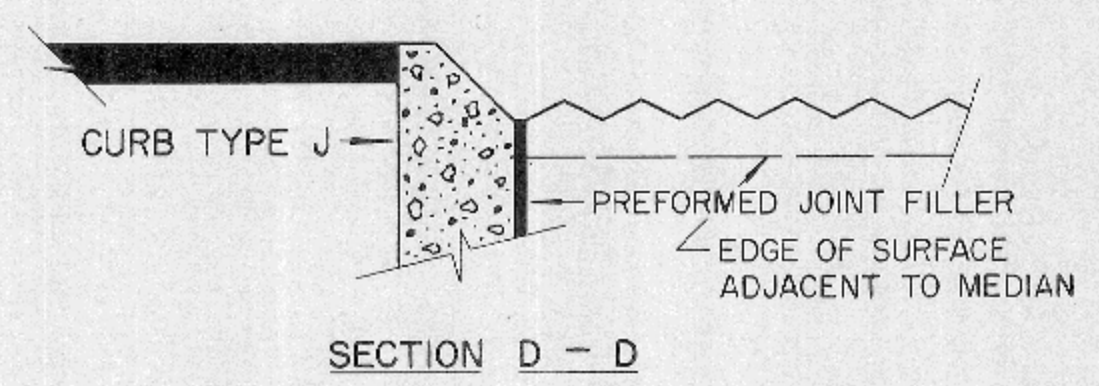
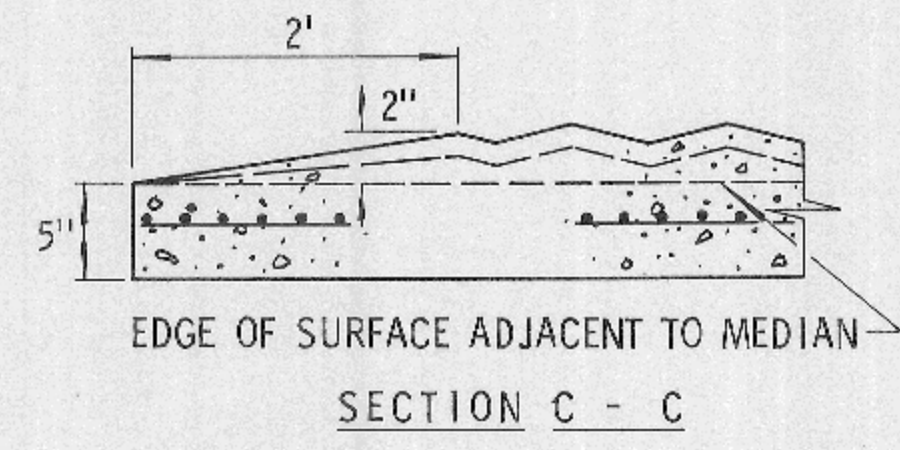
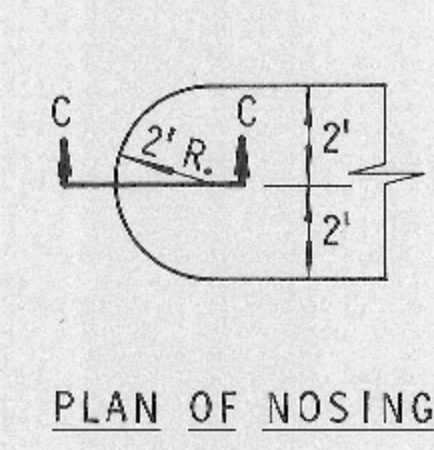
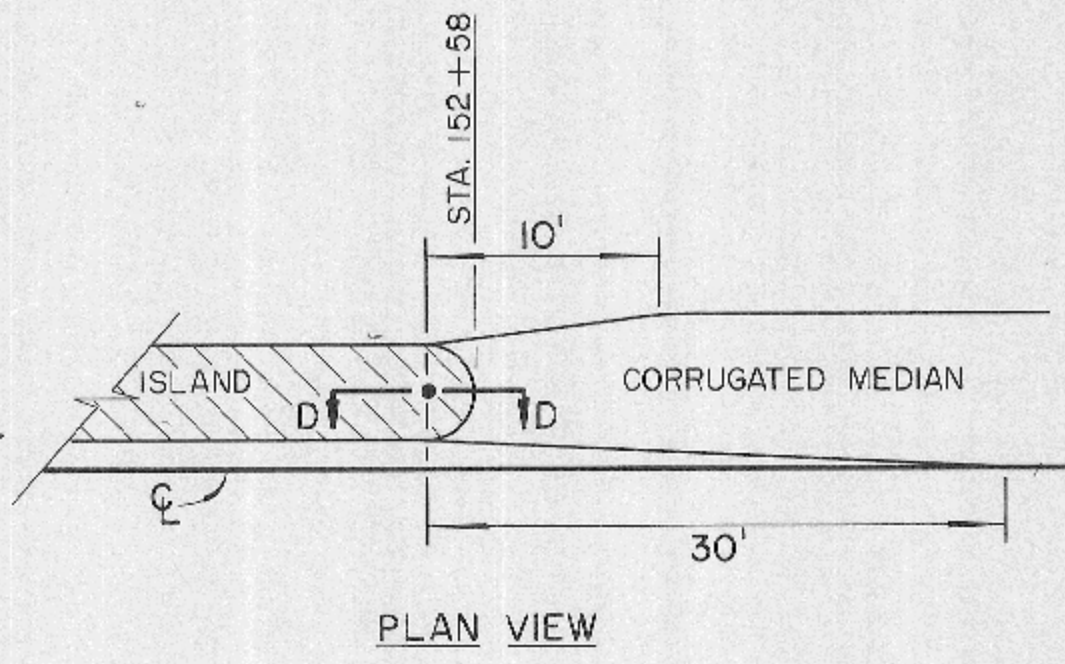
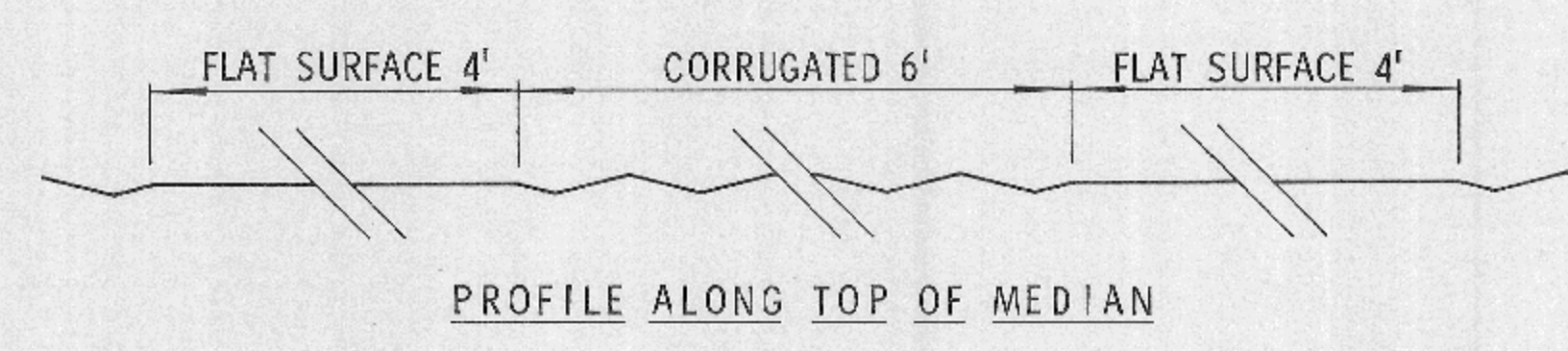
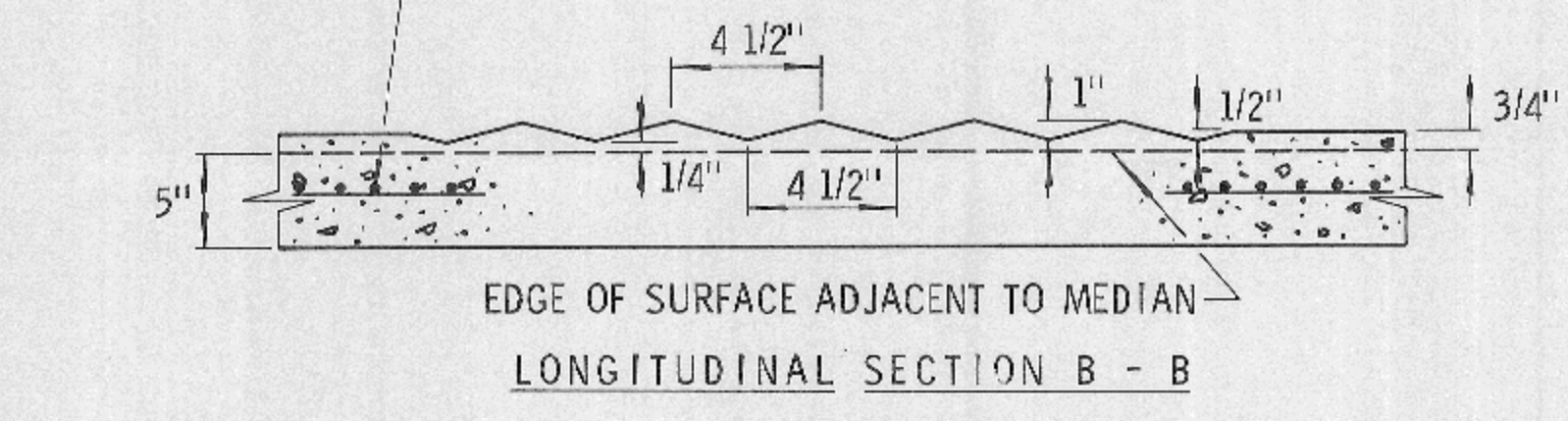
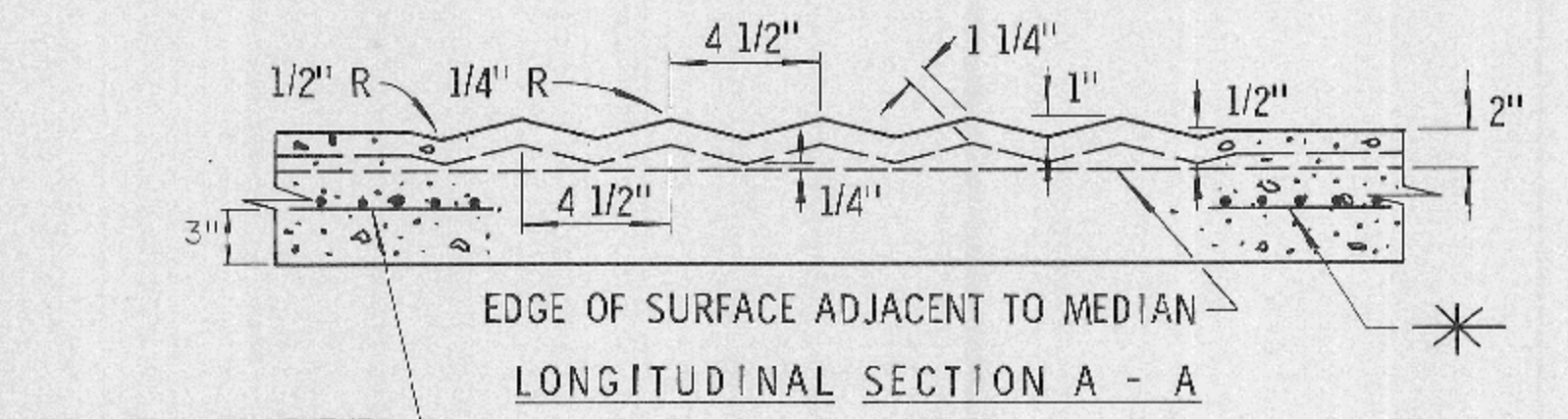
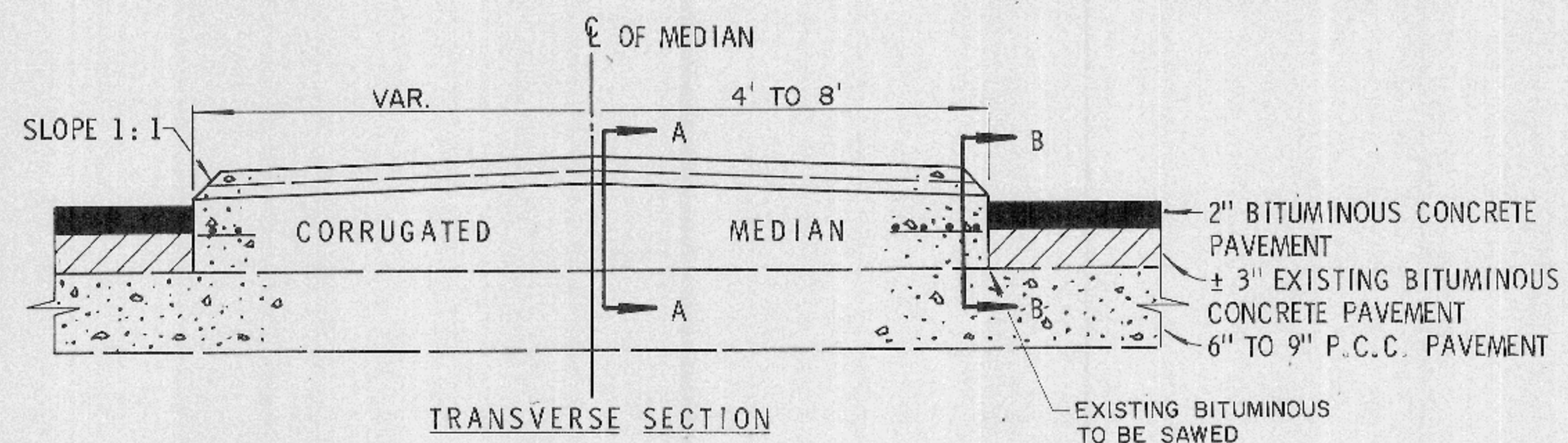
THE WASTE MATERIAL (FILL) SHOWN ON THE CROSS SECTIONS, STATION 151+30 TO STATION 154+30, IS APPROXIMATE, AND THE EXACT SLOPES AND AREA OF SUCH FILL WILL BE DETERMINED IN THE FIELD BY THE PROJECT ENGINEER.



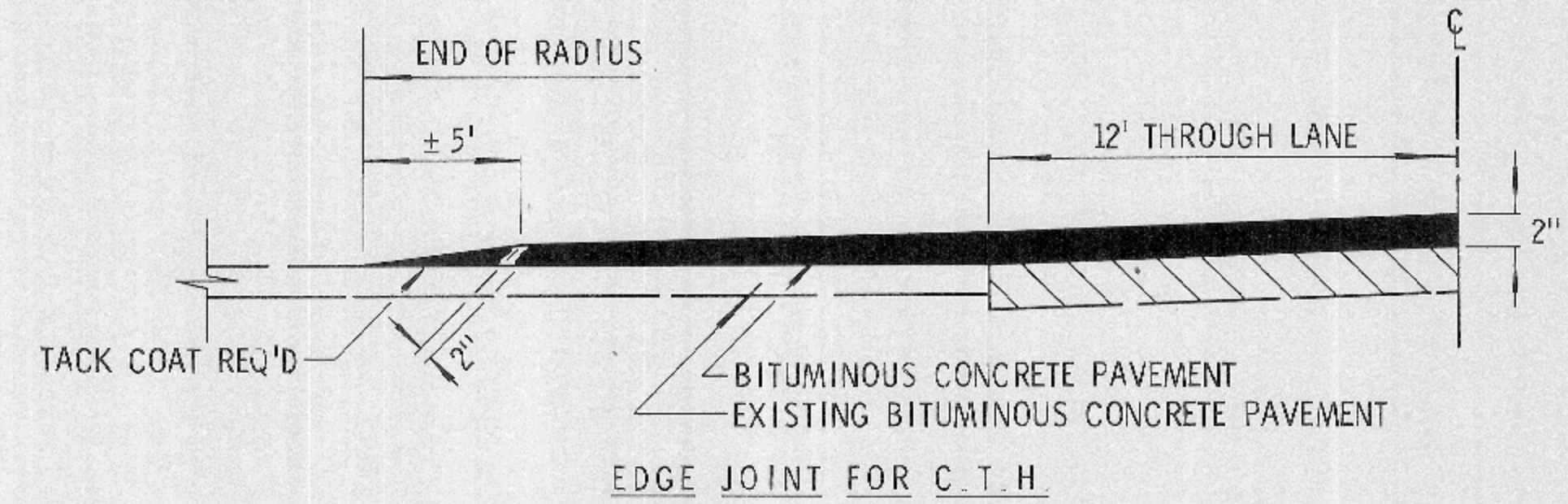
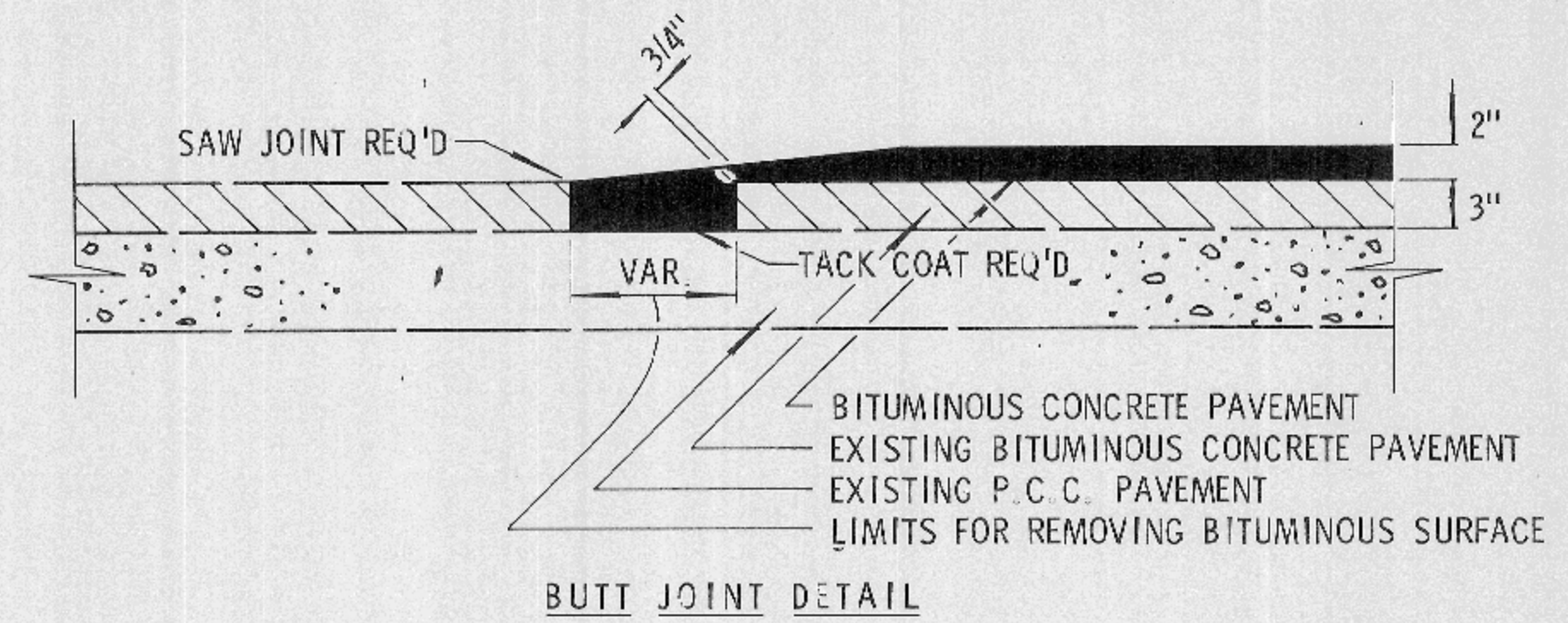
TYPICAL SECTION
C.T.H. "B"

* 4" TOPSOIL OR SALVAGED TOPSOIL

STATE PROJECT NUMBER	SHEET NO.
7575 - 1 - 71	
UTILITIES MEDIAN DETAIL BUTT JOINT DETAIL	EDGE JOINT DETAIL STANDARD ABBREVIATIONS STANDARD DETAIL DRAWINGS



* NOTE: CONCRETE PAVEMENT REINFORCEMENT SHALL BE INCIDENTAL TO THE ITEM OF CONCRETE CORRUGATED MEDIAN



STANDARD ABBREVIATIONS

A.D.T.	AVERAGE DAILY TRAFFIC	G.	GARAGE	R.R.	RAILROAD
AH.	AHEAD	GAL.	GALLON	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
ET AL.	AND OTHERS	H.P.	HIGH POINT	R.C.P.S.S.	REINFORCED CONCRETE PIPE, STORM SEWER
BK.	BACK	H.	HOUSE	REQ'D	REQUIRED
B.	BARN	H.T.	HOUSE TRAILER	RT.	RIGHT
B.M.	BENCH MARK	HOR.	HORIZONTAL	R.H.F.	RIGHT HAND FORWARD
BIT.	BITUMINOUS	IN.	INCHES	R/W	RIGHT OF WAY
BLVD.	BOULEVARD	Δ or I	INTERSECTION ANGLE	RD.	ROAD
BLDGS.	BUILDINGS	I.H.	INTERSTATE HIGHWAY	SALV.	SALVAGED
C.B.	CATCH BASINS	I.P.	IRON PIN	SAN.	SANITARY
€	CENTERLINE	L.F.	LINEAL FEET	S.	SOUTH
Δ	CENTRAL ANGLE OR DELTA	LT.	LEFT	SHR.	SHRINKAGE
CH. CH.	CHANNEL CHANGE	L.H.F.	LEFT HAND FORWARD	S.W.	SIDEWALK
CL.	CLASS	L.	LENGTH OF CURVE	STD.	STANDARD
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	L.S.	LUMP SUM	S.T.H.	STATE TRUNK HIGHWAY
CONC.	CONCRETE	L.H.E.	LIMITED HIGHWAY EASEMENT	STA.	STATION
CONST.	CONSTRUCTION	M.H.	MAN-HOLE	S.S.	STORM SEWER
C.P.	CULVERT PIPE	MAX.	MAXIMUM	ST.	STREET
C.T.H.	COUNTY TRUNK HIGHWAY	MI.	MILE	S.E.	SUPERELEVATION*
CWT.	HUNDRED WEIGHT	MIN.	MINIMUM	SUBD.	SUBDIVISION
C.Y.	CUBIC YARD	MON.	MONUMENT	S.Y.	SQUARE YARD
D	DEGREE OF CURVE	MCL.	MUNICIPAL	SURF.	SURFACE
D.	DIRECTIONAL DISTRIBUTION	N	NORTH	T	TRUCK PERCENTAGE
D.H.V.	DESIGN HOUR VOLUME	PAV'T.	PAVEMENT	T.	TANGENT LENGTH OF CURVE
DIS.	DISCHARGE	P.C.	POINT OF CURVATURE	TEMP.	TEMPORARY
E.	EAST	P.I.	POINT OF INTERSECTION	T.P.	TELEPHONE POLE
ELEV.	ELEVATION	P.T.	POINT OF TANGENCY	T	TRANSIT LINE
EMB.	EMBANKMENT	P.C.C.	PORTLAND CEMENT CONCRETE	UNCL.	UNCLASSIFIED
EXC.	EXCAVATION	P.E.	PRIVATE ENTRANCE	V	DESIGN SPEED
F - F	FACE TO FACE	P.L.	PROPERTY LINE	VAR.	VARIABLE
F. E.	FIELD ENTRANCE	PP	POWER POLE	V.C.	VERTICAL CURVE
F.L.	FLOW LINE	PROJ.	PROJECT	VERT.	VERTICAL
FT.	FOOT (FEET)	R.	RADIUS	W	WEST

UTILITIES
NORTHERN STATES POWER CO.
REP: C. LOEFFLER, LA CROSSE, WIS.
PHONE: 608 - 782 - 8110
LA CROSSE TELEPHONE COOPERATION
REP: JESS GRAHAM, LA CROSSE, WIS.
PHONE: 608 - 782 - 9928

- APPLICABLE
STANDARD DETAIL DRAWINGS
- 8A5-3A
 - 8A5-3B
 - 8C1-3
 - 8F1-7
 - 9A1-3
 - 9B2-1
 - 13A1-3
 - 14B2-4a &
 - 14B2-4b
 - 15A2-1
 - 15C1-5
 - 8D1-3
- CATCH BASIN, MANHOLE & INLET COVERS
INLETS, TYPE 1 & 2
APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
DESIGN AND LAYOUT DETAILS FOR SIDE ROAD
AT - GRADE INTERSECTIONS
METAL CONDUIT & FIBER CONDUIT
CONCRETE PAVEMENT REINFORCEMENT
CLASS "A" STEEL PLATE BEAM GUARD AND STEEL PLATE
BEAM MEDIAN GUARD (TWO SHEETS)
DELINEATOR POSTS, MARKER POSTS AND DELINEATORS
CONSTRUCTION BARRICADES AND STANDARD SIGNS
CONCRETE CURB, CONCRETE CURB & GUTTER,
OR INTEGRAL CURB

ESTIMATE OF QUANTITIES

CONTRACT NO. 1 GRADING, BASE AND BITUMINOUS CONCRETE SURFACE

STATE PROJECT NUMBER SHEET NO

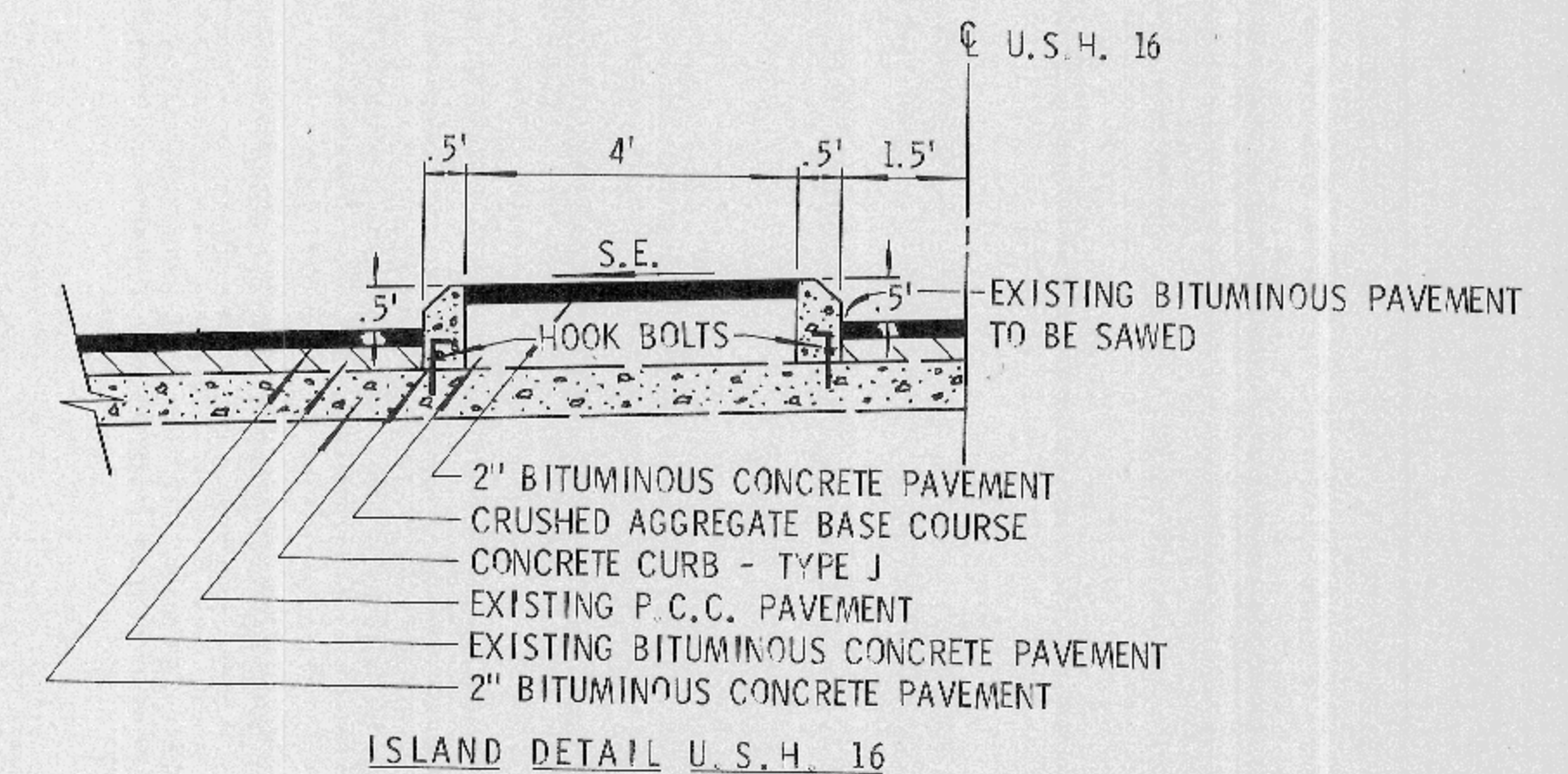
7575 - 1 - 71

STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	REMOVING OLD CULVERTS	REMOVING PAVEMENT	REMOVING GUARDRAIL	REMOVING CATCH BASINS	REMOVING UNDERGROUND TANK, STATION 152' B''+50	REMOVING BUILDING, STATION 153' B''+25	ABANDONING WELLS	UNCLASSIFIED EXCAVATION	FINISHING ROADWAY	CRUSHED AGGREGATE BASE COURSE	BITUMINOUS MATERIAL FOR PRIME COAT	BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	CULVERT PIPE, CLASS 111, 12 - INCH	CULVERT PIPE, CLASS 111, 18 - INCH	APRON ENDWALLS FOR CULVERT PIPE, 12 - INCH
		ITEM NO. UNIT	20101 STA	20104 STA	20330 EACH	20401 S Y	20411 L F	20415 EACH	20450 EACH	20460 L S	20483 EACH	20503 C Y	21301 L S	30403 C Y	40202 GAL	40701 TON	40702 TON	52001 L.F.	52003 L.F.
145+00 - 156+04	1,093.7	10	6	6	450	268	1	1	1	1	19,754	1	3850	1150	2100	126	86	84	1
TOTAL	1,093.7	10	6	6	450	268	1	1	1	1	19,754	1	3850	1150	2100	126	86	84	1

APRON ENDWALLS FOR CULVERT PIPE, 18 - INCH	CONCRETE CURB AND GUTTER, 36 - INCH, TYPE D	INLETS, TYPE 1	INLET COVERS, TYPE F	METAL CONDUIT, 2 - INCH	ANCHORAGES FOR STEEL PLATE BEAM GUARD	STEEL PLATE BEAM GUARD, CLASS A	MAINTENANCE AND REPAIR OF HAUL ROADS	MOBILIZATION	CONCRETE CURB, TYPE J	CONCRETE CORRUGATED MEDIAN	TOP SOIL	SALVAGED TOPSOIL	MULCHING	FERTILIZER	SEEDING	SODDING	DELINEATOR POSTS	DELINEATORS	FIELD OFFICE, TYPE B	TRAFFIC CONTROL	INLETS, TYPE 3	INLET COVERS, TYPE A
ITEM NO. UNIT	60170 L F	61121 EACH	61165 EACH	61313 L F	61406 EACH	61408 L F	61801 L S	61910 L S	60104 L.F.	62001 S F	62501 S.Y	62505 S.Y	62702 S.Y.	62901 CWT.	63002 LB	63101 S Y	63301 EACH	63305 EACH	64202 L S	64301 L S	61122 EACH	61161 EACH
2 EACH	205	1	1	90	2	292	1	1	520	3050	8500	5280	4400	10	300	4	13	21	1	1	1	1
2	205	1	1	90	2	292	1 *	1	520	3050	8500	5280	4400	10	300	4	13	21	1	1	1	1

REMOVING POSTS	HOOK BOLTS	SAWING PAVEMENT	STRUCTURE ATTACHMENT PLATES
ITEM NO. UNIT	90002 EACH	90003 L.F.	90004 EACH
75	70	1370	2
75	70	1370	2

* NO FEDERAL PARTICIPATION



DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

BITUMINOUS CONCRETE PAVEMENT
BITUMINOUS MATERIAL FOR SURFACE COURSE
BITUMINOUS MATERIAL FOR PRIME COAT

Station	Location	Depth	Bit. Conc. Pay't.	Bit. Mat. for Prime Coat	Remarks
145+00	156+04	2"	165	9.9	North Round Lane
145+00	156+04	2"	234	14.0	North Round Lane
145+63	156+63	2"	138	9.5	North Road, Deceleration Lane
147+20	156+63	6"	270	19.0	South Road, Passing Lane
152+15	152+15	2"	23	1.4	South Road, Passing Lane
152+15	152+15	6"	23	1.4	South Road, Acceleration Lane
152+15	152+15	2"	8	0.5	Westing
151+75+44.3	152+04	2"	609	40.1	East 6 West Round Lane
152+92+40.8	152+04	6"	452	27	East 6 West Round Lane
151+75+44.3	152+15	2"	31	2.2	Intersection
151+75+44.3	152+15	2"	4	0.2	Island
151+58	152+38	2"	5	0.3	Island
			64	4	Undistributed

CRUSHED AGGREGATE BASE COURSE

Station	Location	C.Y.	Remarks
145+00	156+04	Rt. of C/L	Base Course
145+00	156+04	Left. of C/L	Base Course
145+00	156+04	Right. of C/L	Shoulder
152+92+40.8	160+92+40.8	Right. of C/L	Base Course
152+92+40.8	160+92+40.8	Left. of C/L	Shoulder
151+58	152+38	Island	Base Course
		31	Undistributed

CONCRETE CURB & GUTTER, 36" HIGH, TYPE "D"

Station	Location	Remarks
147+65	151+00	2" Dia.
152+58	154+00	2" Dia.

CONCRETE CURB & GUTTER, 36" HIGH, TYPE "D"

Station	Location	Remarks
151+75+44.3	151+75+44.3	151" RADIUS RT. 78
151+75+44.3	151+75+44.3	151" RADIUS RT. 126

CONCRETE CURB & GUTTER, 36" HIGH, TYPE "D"

Station	Location	Remarks
147+65	151+00	2" DIA.
152+58	154+00	2" DIA.

Station	Location	Thickness (Inches)	Remarks
152+15	152+15	0.064	1-30° Elbow
152+15	152+15	0.064	
152+15	152+15	0.064	

STEEL PLATE BENCH CLAMP, CLASS "A"

Station	Location	Remarks
154-74	154+04	1
154-74	154+04	1

CEILING & CURBING

Station	Location	Remarks
152+92+40.8	152+92+40.8	1
152+92+40.8	152+92+40.8	4
152+92+40.8	152+92+40.8	5

ROCK BOLTS

Station	Location	Quantity	Remarks
151+58	152+58	70	3" Curb to P.C.C. Pavement

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

REMOVE CURBING

Station	Location	Quantity	Remarks
151+00	Rt.	4	Close Both Ends
151+00	Left.	1	Remove Inlet
154+25	Left.	1	Buried
154+25	Right.	1	Cross Drain
159+10	C/L	1	Cross Drain

REMOVE CURBING

Station	Location	Type	Remarks
154-30	156+04	Beam	174' Medway Bridge
155-10	156+04	Beam	54'

REMOVE FENCES

Station	Location	Remarks
144+90	147+50	Guard 10
149+70	149+00	Guard 14
150+70	150+50	Guard 17
152+92+40.8	153+00	Guard 16
153+25	154+00	Guard 24

REMOVE FENCES

Station	Location	Remarks
144+90	144+90	13
149+70	149+70	21
150+70	150+70	237
151+58	151+58	179

REMOVE FENCES

Station	Location	Remarks
152+92+40.8	152+92+40.8	20' Yellow
152+92+40.8	152+92+40.8	20' White

REMOVE FENCES

Station	Location	Quantity	Inlet Type	Depth
152+92+40.8	152+92+40.8	1	Type 3	2.3
152+92+40.8	152+92+40.8	1	Type 1	2.6

REMOVE FENCES

Station	Location	Type	Remarks
145+00	156+04	Beam	174' Medway Bridge
155-10	156+04	Beam	54'

REMOVE FENCES

Station	Location	Type	Remarks
144+90	144+90	13	
149+70	149+70	21	
150+70	150+70	237	
151+58	151+58	179	

REMOVE FENCES

Station	Location	Remarks
152+92+40.8	152+92+40.8	20' Yellow
152+92+40.8	152+92+40.8	20' White

REMOVE FENCES

Station	Location	Quantity	Inlet Type	Depth
152+92+40.8	152+92+40.8	1	Type 3	2.3
152+92+40.8	152+92+40.8	1	Type 1	2.6

REMOVE FENCES

Station	Location	Quantity	Remarks
145-30	147+50	24	Market Pavement
149-70	149+00	67	Round Median
150-70	150+50	200	Round Island
C.T.-1, "B"	Rt.	168	Pavement Edge

REMOVE FENCES

Station	Location	No. 1 Seed	No. 3 Seed	Fertilizer	Mulch
145+00	145+00	--	32	--	1.5
151+60	156+04	1442	20	--	1.5
155+50	155+00	4325	32	6C	2.9
152+92+40.8	152+92+40.8	1086	--	39	1.9
152+92+40.8	152+92+40.8	1624	23	6E	1.5
152+92+40.8	152+92+40.8	2020	--	6E	1.6
152+92+40.8	152+92+40.8	1472	25	--	1.2
152+92+40.8	152+92+40.8	33	1	--	4.3

SCHEDULE OF LANDS AND INTERESTS REQUIRED

PARCEL NUMBER	SHEET NUMBER	OWNER	INTEREST	L.H.E. ACRES	ACRES REQUIRED			TOTAL REMAINING ACRES	OPERATIONS PROJECT I.D.
					NEW	EXIST	TOTAL		
1	4.0	BERNARD STRASSER, ET AL.	FEE & ACCESS RIGHTS	—	0.93	—	0.93	8.87	7575-01-21
2	"	WILLARD C. REUSCH	FEE SIMPLE	—	0.17	—	0.17	1.45	"
3	"	EMMA REUSCH, ET AL.	"	—	0.03	0.39	0.42	1.75	"
4	"	BERNARD STRASSER, ET AL.	FEE & ACCESS RIGHTS	—	0.13	—	0.13	6.59	"

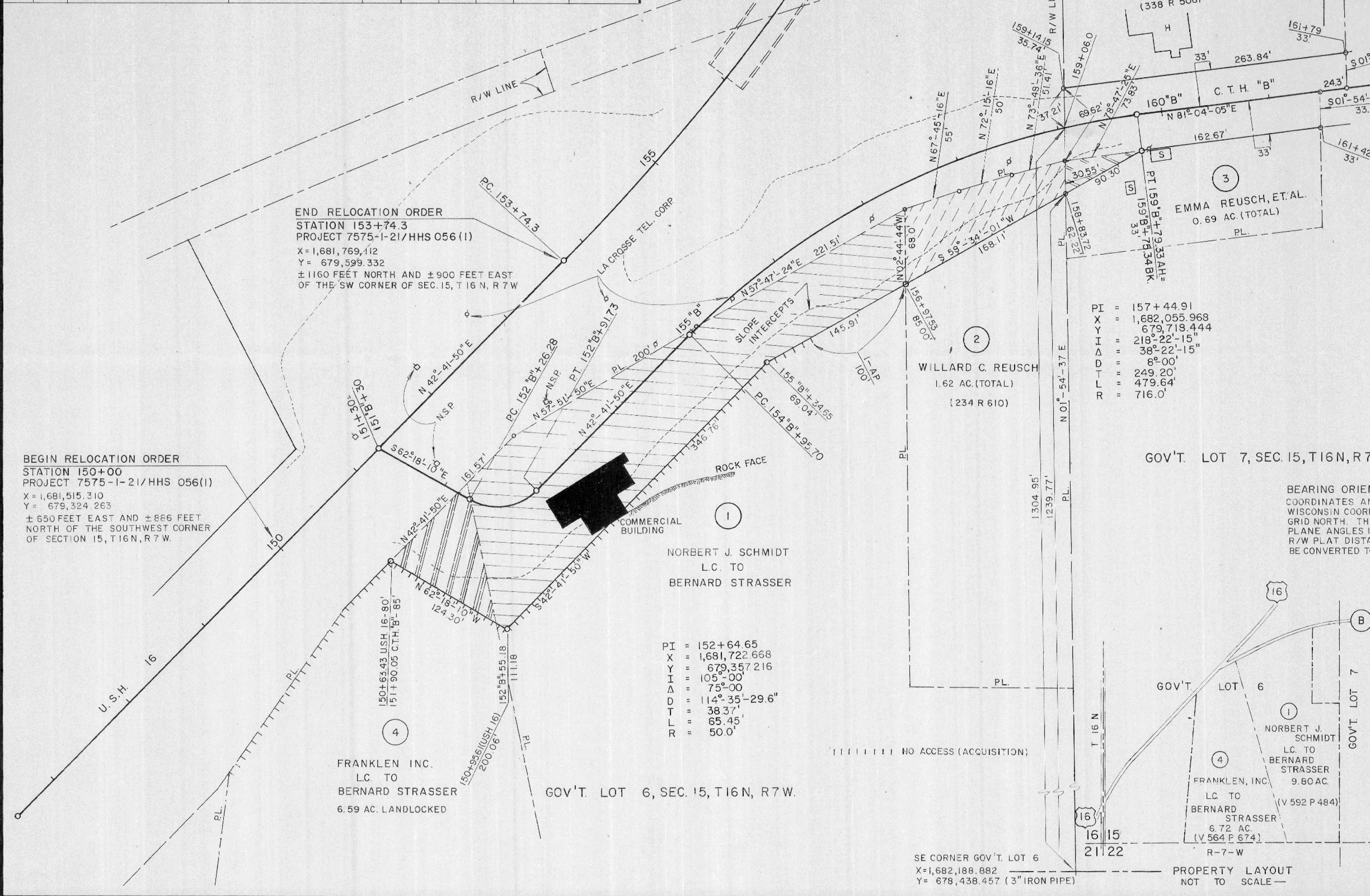
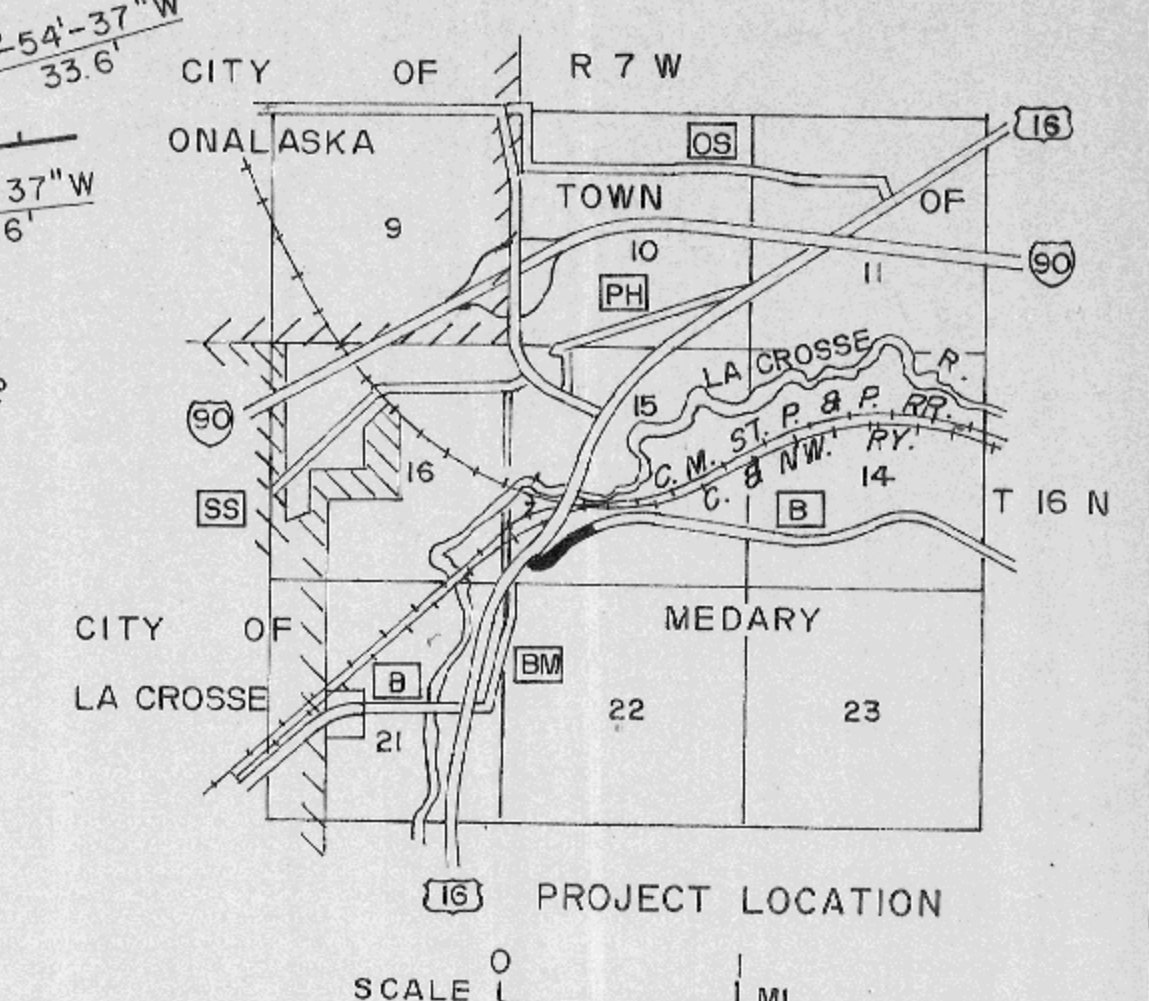
R/W PROJECT NUMBER
7575-1-21

FEDERAL PROJECT NUMBER
HHS 056 (I)

PLAT OF RIGHT OF WAY REQUIRED FOR
LA CROSSE - WEST SALEM ROAD
(INTERSECTION U.S.H. 16 AND C.T.H. "B")
U.S.H. 16 LA CROSSE COUNTY

SCALE 1" = 50'

CONSTRUCTION PROJECT NUMBER



PI = 157+44.91
X = 1,682,055.968
Y = 679,718.444
I = 218°-22'-15"
Δ = 38°-22'-15"
D = 6°-00'
T = 249.20'
L = 479.64'
R = 716.0'

GOV'T. LOT 7, SEC. 15, T 16 N, R 7 W

BEARING ORIENTATION AND GRID CONVERSION
COORDINATES AND RIGHT OF WAY PLAT BEARINGS ARE ORIENTED TO THE WISCONSIN COORDINATE SYSTEM WITH 0 DEGREES, 0 MINUTES, 0 SECONDS BEING GRID NORTH. THE DIFFERENCE BETWEEN PROJECT PLAT BEARINGS REPRESENT PLANE ANGLES IN DEGREES, MINUTES AND SECONDS TO THE NEAREST SECOND. R/W PLAT DISTANCES ARE GROUND LENGTHS UNLESS OTHERWISE NOTED AND MAY BE CONVERTED TO GRID LENGTHS BY MULTIPLYING PLAT DISTANCES BY 0.99992270

REVISION DATE	STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS
Correct:	 District Engineer
Date 11-7-77	
Recommended for Approval:	 Director, Bureau of Right of Way
Date	
Approved:	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION REGION 5 WISCONSIN DIVISION
Date	
Approved:	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION REGION 5 WISCONSIN DIVISION
Date	