

| | | |
|--|--|--|
| PI = 215+24.34 Y = 125,779.15 X = 464,343.61 L = 19°58'07" R D = 02°30'00" T = 403.47' R = 2,291.83' L = 798.75' PC = 211+20.87 PT = 219+19.62 PI = 243+92.35 Y = 126,325.17 X = 467,167.50 L = 31°54'33" R D = 05°00'00" T = 327.60' R = 1,145.92' L = 638.19' PC = 240+64.75 PT = 247+02.93 | PI = 10+00.00 HO Y = 125,884.20 X = 464,886.92 PI = 11+41.28 HO Y = 125,747.00 X = 464,920.64 L = 20°18'02" R D = 16°22'12" T = 62.66' R = 350.00' L = 124.01' PC = 10+78.62 HO PT = 12+02.63 HO PI = 12+12.48 HO Y = 125,674.96 X = 464,912.44 | PI = 10+00.00 I Y = 125,971.88 X = 465,340.36 PI = 10+51.17 I Y = 126,022.12 X = 465,330.64 L = 12°50'59" R D = 28°38'52" T = 22.52' R = 200.00' L = 44.85' PC = 10+28.65 I PT = 10+73.51 I PI = 12+03.40 I Y = 126,174.45 X = 465,335.69 |
|--|--|--|

| PT. NO. | STATION | OFFSET | POINT |
|---------|-------------|---------|-------|
| 100 | 217+00.00 | 73.61' | LT |
| 101 | 217+81.49 | 73.40' | LT |
| 102 | 220+06.98 | 78.01' | LT |
| 103 | 221+41.51 | 53.55' | LT |
| 104 | 224+01.33 | 53.31' | LT |
| 105 | 224+50.00 | 54.00' | LT |
| 106 | 11+50.00 I | 31.16' | LT |
| 107 | 11+00.00 I | 29.40' | RT |
| 108 | 226+25.00 | 59.90' | LT |
| 109 | 227+18.74 | 66.39' | LT |
| 110 | 228+24.23 | 81.09' | LT |
| 111 | 229+28.04 | 88.04' | LT |
| 112 | 230+79.42 | 78.37' | LT |
| 113 | 232+66.43 | 44.15' | LT |
| 114 | 234+48.19 | 42.23' | LT |
| 115 | 234+48.45 | 67.23' | LT |
| 116 | 239+38.42 | 62.06' | LT |
| 117 | 239+38.16 | 37.07' | LT |
| 118 | 240+83.48 | 35.68' | LT |
| 119 | 240+40.95 | 192.40' | RT |
| 120 | 237+58.74 | 102.22' | RT |
| 121 | 236+93.08 | 95.53' | RT |
| 122 | 236+37.56 | 138.49' | RT |
| 123 | 232+99.68 | 86.66' | RT |
| 124 | 231+27.95 | 75.74' | RT |
| 125 | 230+01.32 | 90.12' | RT |
| 126 | 228+38.22 | 129.61' | RT |
| 127 | 227+59.50 | 160.67' | RT |
| 128 | 223+71.57 | 159.14' | RT |
| 129 | 222+10.00 | 109.98' | RT |
| 130 | 12+00.00 HO | 35.05' | LT |
| 131 | 11+30.00 HO | 32.54' | RT |
| 132 | 219+18.57 | 54.49' | RT |
| 133 | 217+00.00 | 54.40' | RT |

| PT. NO. | STATION | OFFSET | POINT |
|---------|-------------|---------|-------|
| 550 | 11+73.75 HO | 195.77' | RT |
| 551 | 11+95.53 HO | 193.24' | RT |
| 552 | 11+44.16 HO | 32.17' | RT |
| 553 | 11+33.10 HO | 32.46' | RT |

| PT. NO. | STATION | OFFSET | POINT |
|---------|------------|--------|-------|
| 500 | 10+98.00 I | 35.49' | RT |
| 501 | 11+75.00 I | 35.00' | RT |
| 502 | 11+75.00 I | 28.57' | RT |

| COURSE | BEARING | DISTANCE |
|-----------|---------------|----------|
| 101 - 102 | N76°-50'-15"E | 230.00' |
| 102 - 103 | N89°-21'-45"E | 136.73' |
| 103 - 104 | N79°-06'-37"E | 259.83' |
| 104 - 105 | N78°-14'-37"E | 48.67' |
| 105 - 106 | N25°-00'-45"E | 124.32' |
| 107 - 108 | S69°-54'-47"E | 63.10' |
| 108 - 109 | N75°-05'-37"E | 93.97' |
| 109 - 110 | N71°-07'-37"E | 106.51' |
| 110 - 111 | N75°-13'-37"E | 104.04' |
| 111 - 112 | N82°-42'-37"E | 151.69' |
| 112 - 113 | N89°-25'-37"E | 190.11' |
| 113 - 114 | N79°-39'-37"E | 181.77' |
| 114 - 115 | N10°-20'-23"W | 25.00' |
| 115 - 116 | N79°-39'-37"E | 490.00' |
| 116 - 117 | S10°-20'-23"E | 25.00' |
| 117 - 118 | N79°-39'-37"E | 145.91' |
| 119 - 120 | N83°-13'-22"W | 296.27' |
| 120 - 121 | S84°-52'-36"W | 66.00' |
| 122 - 123 | S87°-46'-37"W | 341.84' |
| 123 - 124 | S82°-41'-36"W | 172.07' |
| 125 - 126 | S65°-26'-36"W | 167.81' |
| 127 - 128 | S79°-16'-54"W | 387.94' |
| 128 - 129 | N84°-01'-09"W | 168.88' |
| 129 - 130 | S39°-08'-00"W | 153.72' |
| 131 - 132 | N70°-10'-23"W | 141.14' |

| COURSE | BEARING | DISTANCE |
|-----------|---------------|----------|
| 552 - 551 | S78°-54'-11"W | 164.37' |
| 551 - 550 | N11°-05'-49"W | 10.00' |
| 550 - 553 | N78°-54'-11"E | 165.32' |

TRANSPORTATION PROJECT PLAT NO: 5120-07-21 - 4.01
 LA CROSSE - CASHTON
 BOMA ROAD - FOREST RIDGE DRIVE
 PART OF LOT 3 OF CSM NO. 207; LOTS 3 & 4 OF CSM NO. 208; LOTS 1 & 2 OF SUNSET SLOPE ADDITION TO THE TOWN OF SHELBY; LOT 26 OF CSM NO. 5, IN AND INCLUDING PART OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4; ALSO PART OF LOTS 4-8 OF THE SUNSET SLOPE ADDITION TO THE TOWN OF SHELBY; LOT 1 OF CSM NO. 13, IN AND INCLUDING PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4, ALL BEING IN SECTION 11, TOWN 15 NORTH, RANGE 7 WEST, IN THE TOWN OF SHELBY, LA CROSSE COUNTY, WISCONSIN.
 RELOCATION ORDER STH 33, LA CROSSE COUNTY

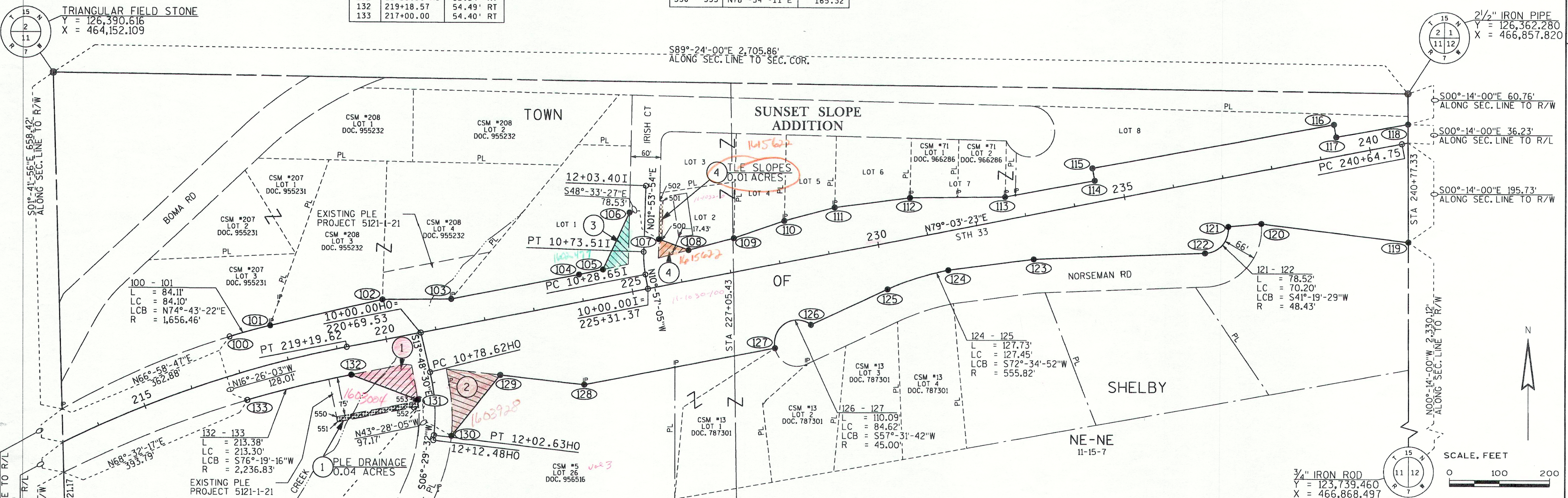
TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3) AND 84.09, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY 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.

EXISTING HIGHWAY RIGHT OF WAY BASED ON RIGHT OF WAY PLATS NO. 5358, NO. 5121-1-21 & NO. 5120-03-21, ASSESSOR'S PLATS OF THE TOWN OF SHELBY, FILED PLATS OF SURVEY, AND CERTIFIED SURVEY MAPS OF RECORD AND EXISTING IRONS LOCATED IN THE FIELD.

4

4



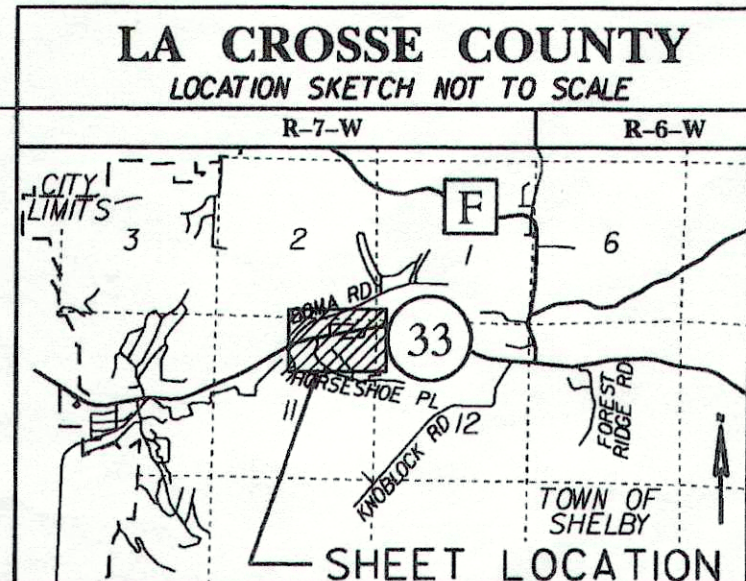
TRIANGULAR FIELD STONE
 Y = 126,390.616
 X = 464,152.109

1/2" IRON PIPE
 Y = 126,362.280
 X = 466,857.820

1" IRON PIPE
 Y = 123,740.263
 X = 464,230.717

| PARCEL NUMBER | OWNERS | INTEREST REQUIRED | R/W ACRES OR S.F. REQUIRED | | | PLE ACRES OR S.F. | TLE ACRES OR S.F. |
|---------------|-------------------------------|-------------------|----------------------------|----------|----------|-------------------|-------------------|
| | | | NEW | EXISTING | TOTAL | | |
| 1 | TOWN OF SHELBY | FEE & PLE | 0.10 AC. | --- | 0.10 AC. | 0.04 AC. | --- |
| 2 | CHARLES E. & CHERYL L. HANSON | FEE | 0.15 AC. | --- | 0.15 AC. | --- | --- |
| 3 | MALDON & CAROL LAITINEN | FEE | 0.06 AC. | --- | 0.06 AC. | --- | --- |
| 4 | IVENS INVESTMENTS, LLC. | FEE & TLE | 0.03 AC. | --- | 0.03 AC. | --- | 0.01 AC. |

ALL AREAS SHOWN IN ACRES UNLESS OTHERWISE NOTED



FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, SHEET 2 OF 2 OF THIS DOCUMENT.

ROBERT L. POZORSKI
 PRINTED NAME SIGNATURE 2/2/2012
 DATE

JAMES R. KUEHN
 PRINTED NAME SIGNATURE 2/15/2012
 DATE

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 5120-07-21 - 4.01
 SHEET 1 OF 2

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN LA CROSSE COUNTY, WISCONSIN AT 11:22AM on Feb. 22, 2012 AS DOCUMENT 1591210 AND FILED IN TPP.CAB. Page 25A

CHERYL L. BRIDGE
 SIGNATURE OF REGISTER OF DEEDS

117

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

TRANSPORTATION PROJECT PLAT TITLE SHEET

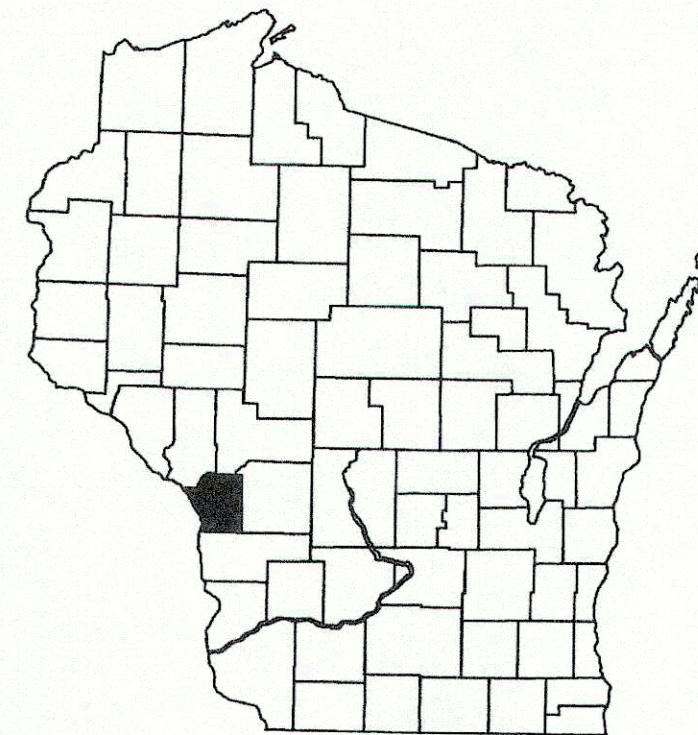
PROJECT NO. 5120-07-21

LA CROSSE - CASHTON

BOMA ROAD - FOREST RIDGE DRIVE

STH 33

LA CROSSE COUNTY



4

4

CONVENTIONAL ABBREVIATIONS

| | | | |
|------------------------------------|--------|----------------------------|--------|
| ACCESS POINT / DRIVEWAY CONNECTION | AP | PAGE | P. |
| ACCESS RIGHTS | AR | PERMANENT LIMITED EASEMENT | PLE |
| ACRES | AC. | PROPERTY LINE | PL |
| AND OTHERS | ET.AL. | RECORDED AS | (100') |
| CENTERLINE | C/L | REFERENCE LINE | R/L |
| CERTIFIED SURVEY MAP | CSM | RELEASE OF RIGHTS | ROR |
| CORNER | COR. | REMAINING | REM. |
| DOCUMENT | DOC. | RIGHT-OF-WAY | R/W |
| EASEMENT | EASE. | SECTION | SEC. |
| HIGHWAY EASEMENT | H.E. | SQUARE FEET | S.F. |
| LAND CONTRACT | LC | STATION | STA. |
| MONUMENT | MON. | TEMPORARY LIMITED EASEMENT | TLE |
| | | VOLUME | V. |

CURVE DATA

| | |
|------------------------|-----|
| POINT OF INTERSECTION | PI |
| POINT OF CURVE | PC |
| POINT OF TANGENCY | PT |
| RADIUS | R |
| DEGREE OF CURVE | D |
| CENTRAL ANGLE OR DELTA | Δ |
| LENGTH OF CURVE | L |
| TANGENT | T |
| LONG CHORD | LCH |
| LONG CHORD BEARING | LCB |

CONVENTIONAL SYMBOLS

| | | | |
|----------------------------------|-------------------|---|-------|
| FOUND IRON PIPE/PIN | IF (UNLESS NOTED) | PROPOSED R/W LINE | --- |
| | | EXISTING R/W LINE | --- |
| R/W MONUMENT | ○ (SET) | PROPERTY LINE | --- |
| R/W STANDARD | △ (SET) | EASEMENT LINES | --- |
| SIGN | ISIGN | LOT & TIE LINES | --- |
| SECTION CORNER MONUMENT | ● | CORPORATE LIMITS | --- |
| SECTION CORNER SYMBOL | ⊙ | ACCESS RESTRICTED (BY PREVIOUS ACQUISITION/CONTROL) | ----- |
| FEE (HATCH VARIES) | | ACCESS RESTRICTED (BY ACQUISITION) | ----- |
| TEMPORARY LIMITED EASEMENT (TLE) | | NO ACCESS (BY STATUTORY AUTHORITY) | ----- |
| PERMANENT LIMITED EASEMENT (PLE) | | SECTION LINE | --- |
| R/W POINT MONUMENT | ● | QUARTER LINE | --- |
| R/W POINT NON-MONUMENTED | ○ | SIXTEENTH LINE | --- |
| R/W BOUNDARY POINT | ○ | EXISTING CENTERLINE | --- |
| PARCEL NUMBER | 10 | PROPOSED REFERENCE LINE | --- |
| UTILITY PARCEL NUMBER | 92 | PARALLEL OFFSET | --- |
| SIGN NUMBER (OFF PREMISE) | 21 | | |
| BUILDING | ■ | | |
| BUILDING TO BE RAZED | ■ | | |

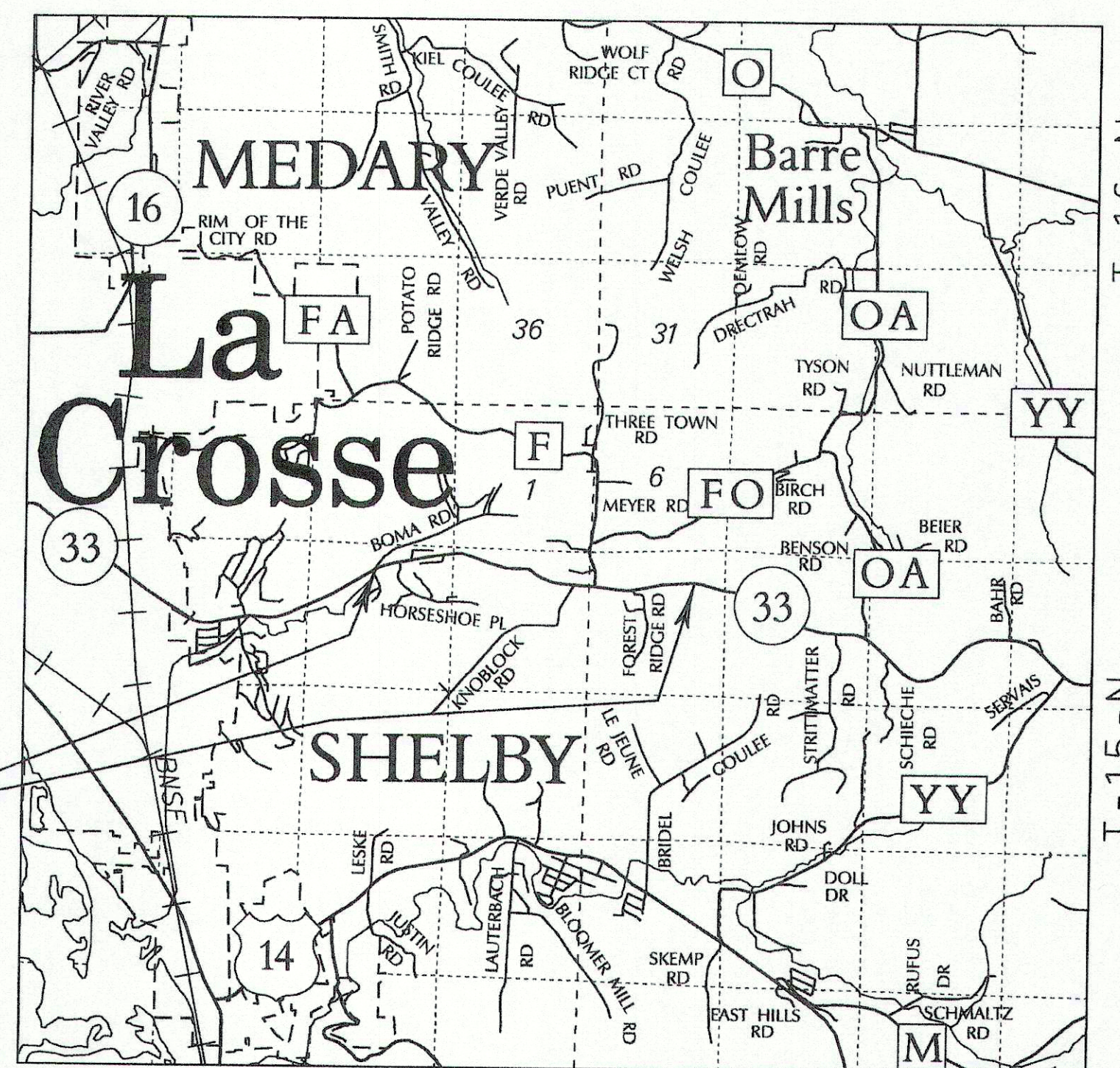
CONVENTIONAL UTILITY SYMBOLS

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

HIGHWAY DESIGNATIONS

| | |
|-----------------------|---|
| COUNTY TRUNK HIGHWAY | # |
| STATE TRUNK HIGHWAY | # |
| UNITED STATES HIGHWAY | # |
| INTERSTATE HIGHWAY | # |

| | |
|--------------------|---|
| POWER POLE | ⊕ |
| TELEPHONE POLE | ⊗ |
| TELEPHONE PEDESTAL | ⊗ |
| ELECTRIC TOWER | ⊗ |



PROJECT LOCATION

NOTES:

COORDINATES AND BEARINGS SHOWN ON THIS PLAT ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM, LA CROSSE COUNTY ZONE, NAD83 (1991) ADJUSTMENT. THE COORDINATES SHOWN ARE GRID COORDINATES AND ARE TO BE USED AS GRID OR GROUND VALUES ON THIS PLAT.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 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 SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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 LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

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

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

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

