

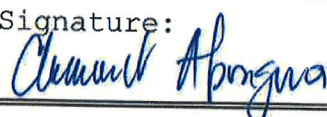
Kenosha



County

BOARD OF SUPERVISORS

RESOLUTION NO. _____

Subject: Request for the approval of the plat and relocation order for the County Highway (CTH) W project from Illinois Stateline to County Highway (CTH) C and authorization for the highway commissioner to acquire the necessary highway right-of-way required for the project (Town of Randall and Village of Salem Lakes) .	
Original ☒ Corrected ☐ 2 nd Correction ☐ Resubmitted ☐	
Date Submitted: February 26, 2024	Date Resubmitted:
Submitted by: Clement Abongwa	
Fiscal Note Attached ☐	Legal Note Attached ☐
Prepared by: Clement Abongwa	Signature: 

WHEREAS, the design of the reconditioning project along County Highway (CTH) W from Illinois Stateline to CTH C is on schedule to be completed by late Fall of 2024, and

WHEREAS, several sections of private properties have been identified as needed for highway right-of-way to complete the proposed highway improvements along this section of CTH W, and

WHEREAS, the acquisition of said right-of-way should be completed prior to advertising the project for bids in order to prevent delay of the project, and

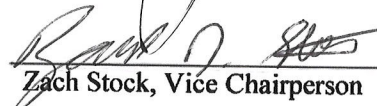
NOW, THEREFORE BE IT RESOLVED, that the County Board of Supervisors approves the attached plat and relocation order of the CTH W project with limits from Illinois Stateline to CTH C located in the Town of Randall and the Village of Salem Lakes, and also authorize the highway commissioner to acquire the necessary right-of-way required to complete the said project.

2/26/2024
~~April 22, 2022~~
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Respectfully Submitted:

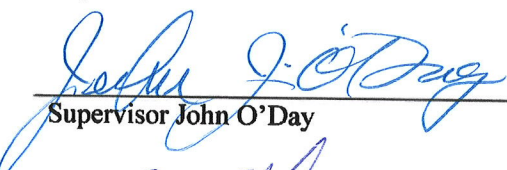
Committee:


Mark Nordin, Chairperson


Zach Stock, Vice Chairperson


Supervisor Laura Belsky


Supervisor Aaron Karow


Supervisor John O'Day


Supervisor Tim Stocker

Supervisor Brian Thomas

Aye

Nay

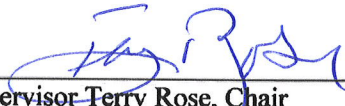
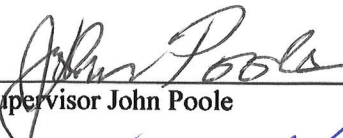
Abstain

Excused

☒☐☐☐☒☐☐☐☒☐☐☐☒☐☐☐☒☐☐☐☒☐☐☐☐☐☐☐

2/26/2024
~~April 22, 2022~~
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FINANCE/ADMINISTRATION COMMITTEE

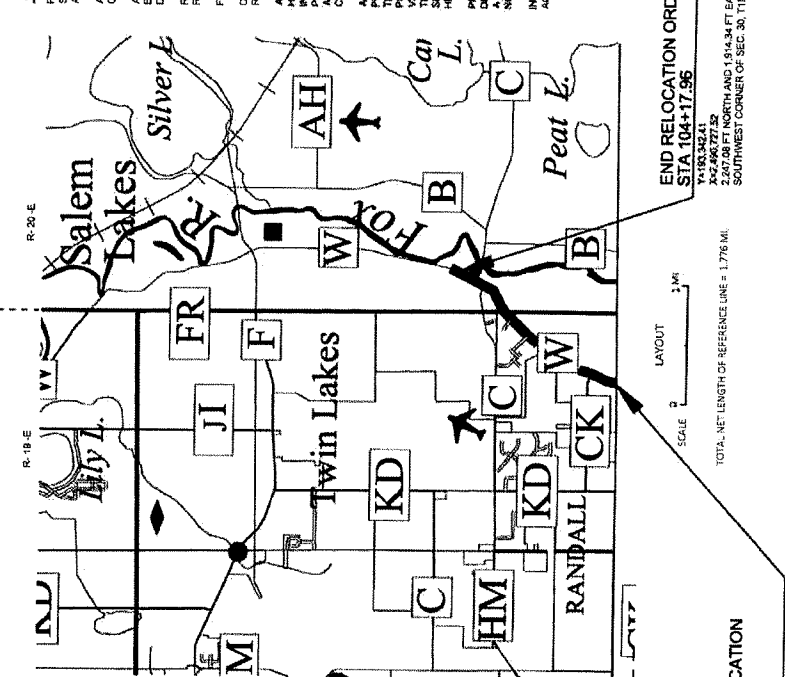
	Aye	Nay	Abstain	Excused
 Supervisor Terry Rose, Chair	☒	☐	☐	☐
 Supervisor Dave Geertsen, Vice-Chair	☒	☐	☐	☐
 Supervisor John Franco	☒	☐	☐	☐
 Supervisor Erin Decker	☒	☐	☐	☐
 Supervisor William Grady	☐	☐	☐	☐
 Supervisor John Poole	☒	☐	☐	☐
 Supervisor Tim Stocker	☒	☐	☐	☐

RAW PROJECT NUMBER 3751-09-00 SHEET NUMBER 4.01 TOTAL SHEETS 15
FEDERAL PROJECT NUMBER
PLAT OF RIGHT OF WAY REQUIRED FOR
KENOSHA - CTH W
ILLINOIS STATE LINE TO CTH C EAST
CTH W KENOSHA COUNTY
CONSTRUCTION PROJECT NUMBER 3751-03-70

NOTES:

PORTIONS SHOWN ON THIS PLAT ARE MECONSON STATE PLANE COORDINATE SYSTEM (MPCS), AND ALL DISTANCES ARE IN FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3" X 4" IRON REBAR), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, CENTRAL OF EXISTING PAVEMENTS AND/OR EXISTING OCCUPANCY LINES.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD.
FOR CURRENT ACCESSORYWAY INFORMATION, CONTACT KENOSHA COUNTY.
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.
A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT TO ENTER AND EGRESS AS REQUIRED FOR SUCH PUBLIC PURPOSES, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REPAIR, MAINTAIN, OR IMPROVE THE HIGHWAY OR THE HIGHWAY CONSTRUCTION PROJECT, AND THE RIGHT TO PLACE OR REMOVE ANY TEMPORARY OBSTRUCTION TO THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.
A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT TO ENTER AND EGRESS AS REQUIRED FOR SUCH PUBLIC PURPOSES, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REPAIR, MAINTAIN, OR IMPROVE THE HIGHWAY OR THE HIGHWAY CONSTRUCTION PROJECT, AND THE RIGHT TO PLACE OR REMOVE ANY TEMPORARY OBSTRUCTION TO THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN, BUT WITHOUT PREJUDICE TO THE OWNERS RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON AND AROUND THE HIGHWAY SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.
PROPERTY LINES SHOWN ON THIS PLAT FOR PROPERTIES BEING IMPACTED ARE DRAWN FROM DATA DERIVED FROM FILED RECORDED MAPS AND DOCUMENTS OF PUBLIC RECORD. THIS PLAT MAY NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.
INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON DETAIL SHEETS.

ORIGINAL PLAT PREPARED BY
J. Smith
DATE: 2/15/2024
LAND SURVEYOR
APPROVED FOR KENOSHA COUNTY
DATE: _____
(PRINTED NAME)
(SIGNATURE)
KENOSHA COUNTY
FILE NAME: 3751-09-00-4.01



END RELOCATION ORDER
STA 104+17.96
Y=183.92, X=249.77, Z=2.5
2,207.08 FT NORTH AND 1,514.34 FT EAST OF THE
SOUTHWEST CORNER OF SEC. 30, T1N, R28E
TOTAL NET LENGTH OF REFERENCE LINE = 1.776 MI.
SCALE 1"=40'
BEGIN RELOCATION ORDER
STA 104+17.69
Y=183.92, X=249.77, Z=2.5
2,207.08 FT NORTH AND 1,514.34 FT WEST OF THE
SOUTHWEST CORNER OF SEC. 30, T1N, R28E
TOTAL NET LENGTH OF REFERENCE LINE = 1.776 MI.
SCALE 1"=40'

CONVENTIONAL SYMBOLS

SECTION LINE	CLUSTER LINE	SECTION MONUMENT	SECTION MONUMENT (TO BE SET)	SECTION MONUMENT (NON-MONUMENTED)	SECTION MONUMENT (NON-MONUMENTED)
SIXTEENTH LINE	NEW REFERENCE LINE	NEW REFERENCE LINE	NEW REFERENCE LINE	NEW REFERENCE LINE	NEW REFERENCE LINE
EXISTING 1/4 OR 1/2 LINE	EXISTING 1/4 OR 1/2 LINE	EXISTING 1/4 OR 1/2 LINE	EXISTING 1/4 OR 1/2 LINE	EXISTING 1/4 OR 1/2 LINE	EXISTING 1/4 OR 1/2 LINE
LOT, TR. & OTHER	LOT, TR. & OTHER	LOT, TR. & OTHER	LOT, TR. & OTHER	LOT, TR. & OTHER	LOT, TR. & OTHER
SLOPE INTERCEPT	SLOPE INTERCEPT	SLOPE INTERCEPT	SLOPE INTERCEPT	SLOPE INTERCEPT	SLOPE INTERCEPT
CORPORATE LIMITS	CORPORATE LIMITS	CORPORATE LIMITS	CORPORATE LIMITS	CORPORATE LIMITS	CORPORATE LIMITS
UNDERGROUND UTILITY	UNDERGROUND UTILITY	UNDERGROUND UTILITY	UNDERGROUND UTILITY	UNDERGROUND UTILITY	UNDERGROUND UTILITY
NEW 1/4 OR 1/2 LINE	NEW 1/4 OR 1/2 LINE	NEW 1/4 OR 1/2 LINE	NEW 1/4 OR 1/2 LINE	NEW 1/4 OR 1/2 LINE	NEW 1/4 OR 1/2 LINE
TEMPORARY LIMITED EASEMENT	TEMPORARY LIMITED EASEMENT	TEMPORARY LIMITED EASEMENT	TEMPORARY LIMITED EASEMENT	TEMPORARY LIMITED EASEMENT	TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT	PERMANENT LIMITED EASEMENT	PERMANENT LIMITED EASEMENT	PERMANENT LIMITED EASEMENT	PERMANENT LIMITED EASEMENT	PERMANENT LIMITED EASEMENT
RESTRICTED DEVELOPMENT	RESTRICTED DEVELOPMENT	RESTRICTED DEVELOPMENT	RESTRICTED DEVELOPMENT	RESTRICTED DEVELOPMENT	RESTRICTED DEVELOPMENT
TRANSMISSION STRUCTURES	TRANSMISSION STRUCTURES	TRANSMISSION STRUCTURES	TRANSMISSION STRUCTURES	TRANSMISSION STRUCTURES	TRANSMISSION STRUCTURES
TO BE REMOVED	TO BE REMOVED	TO BE REMOVED	TO BE REMOVED	TO BE REMOVED	TO BE REMOVED
BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE	BRIDGE
CULVERT	CULVERT	CULVERT	CULVERT	CULVERT	CULVERT

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	ACCESS RIGHTS	ACCESS RIGHTS	ACCESS RIGHTS	ACCESS RIGHTS	ACCESS RIGHTS
ADJACENT	ADJACENT	ADJACENT	ADJACENT	ADJACENT	ADJACENT
ALUMINUM	ALUMINUM	ALUMINUM	ALUMINUM	ALUMINUM	ALUMINUM
AND OTHERS	AND OTHERS	AND OTHERS	AND OTHERS	AND OTHERS	AND OTHERS
BACK	BACK	BACK	BACK	BACK	BACK
BLOCK	BLOCK	BLOCK	BLOCK	BLOCK	BLOCK
CENTERLINE	CENTERLINE	CENTERLINE	CENTERLINE	CENTERLINE	CENTERLINE
CERTIFIED SURVEY MAP	CERTIFIED SURVEY MAP	CERTIFIED SURVEY MAP	CERTIFIED SURVEY MAP	CERTIFIED SURVEY MAP	CERTIFIED SURVEY MAP
COUNTY	COUNTY	COUNTY	COUNTY	COUNTY	COUNTY
COUNTY TRUNK HIGHWAY	COUNTY TRUNK HIGHWAY	COUNTY TRUNK HIGHWAY	COUNTY TRUNK HIGHWAY	COUNTY TRUNK HIGHWAY	COUNTY TRUNK HIGHWAY
DISTANCE	DISTANCE	DISTANCE	DISTANCE	DISTANCE	DISTANCE
DOCUMENT	DOCUMENT	DOCUMENT	DOCUMENT	DOCUMENT	DOCUMENT
EASEMENT	EASEMENT	EASEMENT	EASEMENT	EASEMENT	EASEMENT
EXISTING	EXISTING	EXISTING	EXISTING	EXISTING	EXISTING
GRASSY	GRASSY	GRASSY	GRASSY	GRASSY	GRASSY
IDENTIFICATION	IDENTIFICATION	IDENTIFICATION	IDENTIFICATION	IDENTIFICATION	IDENTIFICATION
LAND CO. TRACT	LAND CO. TRACT	LAND CO. TRACT	LAND CO. TRACT	LAND CO. TRACT	LAND CO. TRACT
LEFT	LEFT	LEFT	LEFT	LEFT	LEFT
MONUMENT	MONUMENT	MONUMENT	MONUMENT	MONUMENT	MONUMENT
NATIONAL GEODETIC SURVEY	NATIONAL GEODETIC SURVEY	NATIONAL GEODETIC SURVEY	NATIONAL GEODETIC SURVEY	NATIONAL GEODETIC SURVEY	NATIONAL GEODETIC SURVEY
NUMBER	NUMBER	NUMBER	NUMBER	NUMBER	NUMBER

CONVENTIONAL UTILITY SYMBOLS

TELEPHONE	TELEPHONE	TELEPHONE	TELEPHONE	TELEPHONE	TELEPHONE
ELECTRIC	ELECTRIC	ELECTRIC	ELECTRIC	ELECTRIC	ELECTRIC
CABLE TELEVISION	CABLE TELEVISION	CABLE TELEVISION	CABLE TELEVISION	CABLE TELEVISION	CABLE TELEVISION
POWER POLE	POWER POLE	POWER POLE	POWER POLE	POWER POLE	POWER POLE
TELEPHONE POLE	TELEPHONE POLE	TELEPHONE POLE	TELEPHONE POLE	TELEPHONE POLE	TELEPHONE POLE
TELEPHONE PEDestal	TELEPHONE PEDestal	TELEPHONE PEDestal	TELEPHONE PEDestal	TELEPHONE PEDestal	TELEPHONE PEDestal
TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER
TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER
TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER
TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER	TELEPHONE TOWER

CURVE DATA ABBREVIATIONS

LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING
LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING
LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING
LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING
LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING
LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING
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LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING	LONG CHORD BEARING

[illegible]

REVISION DATE: 02/01/2011

SCALE, FEET

0 N/A N/A

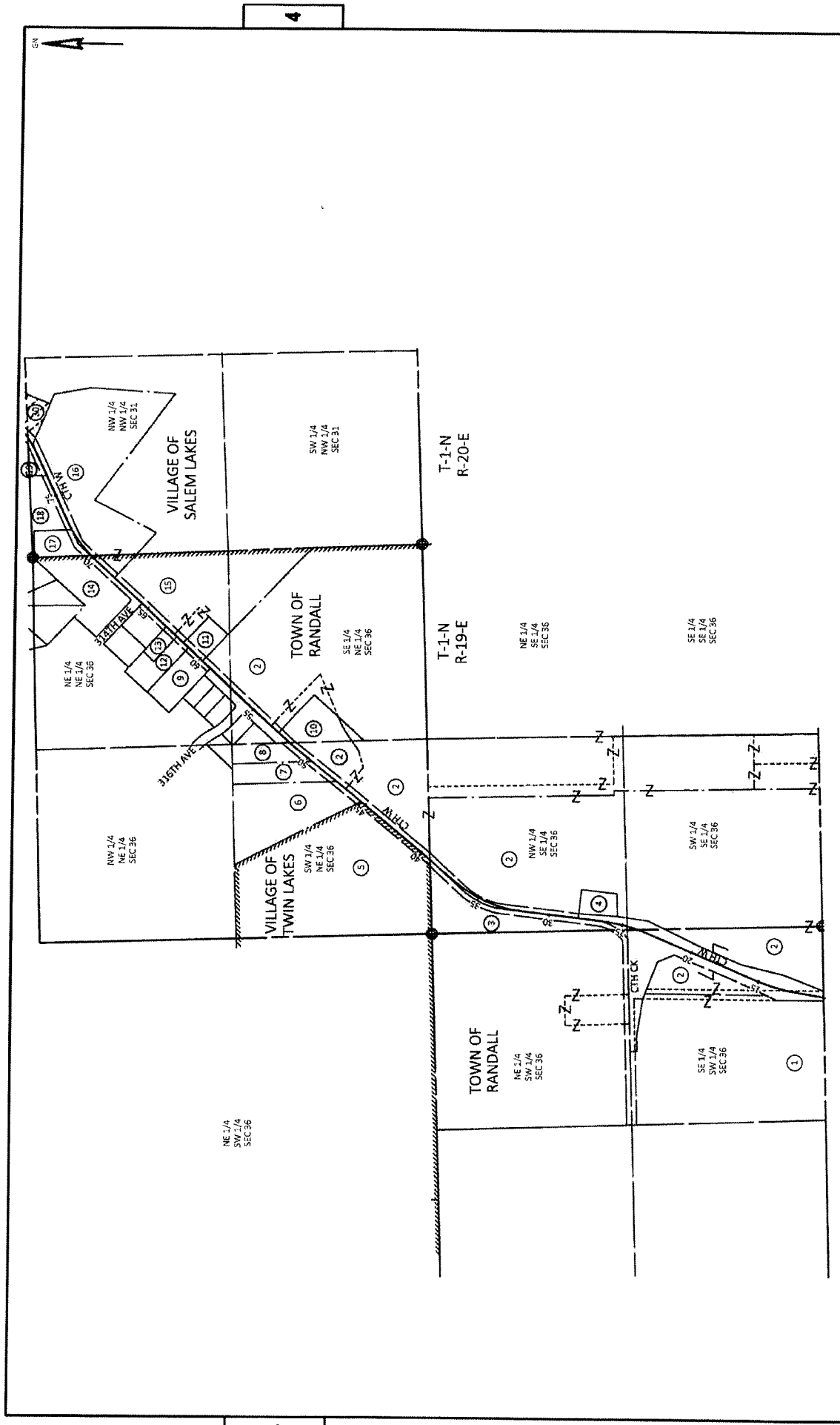
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STATE R/W PROJECT NUMBER

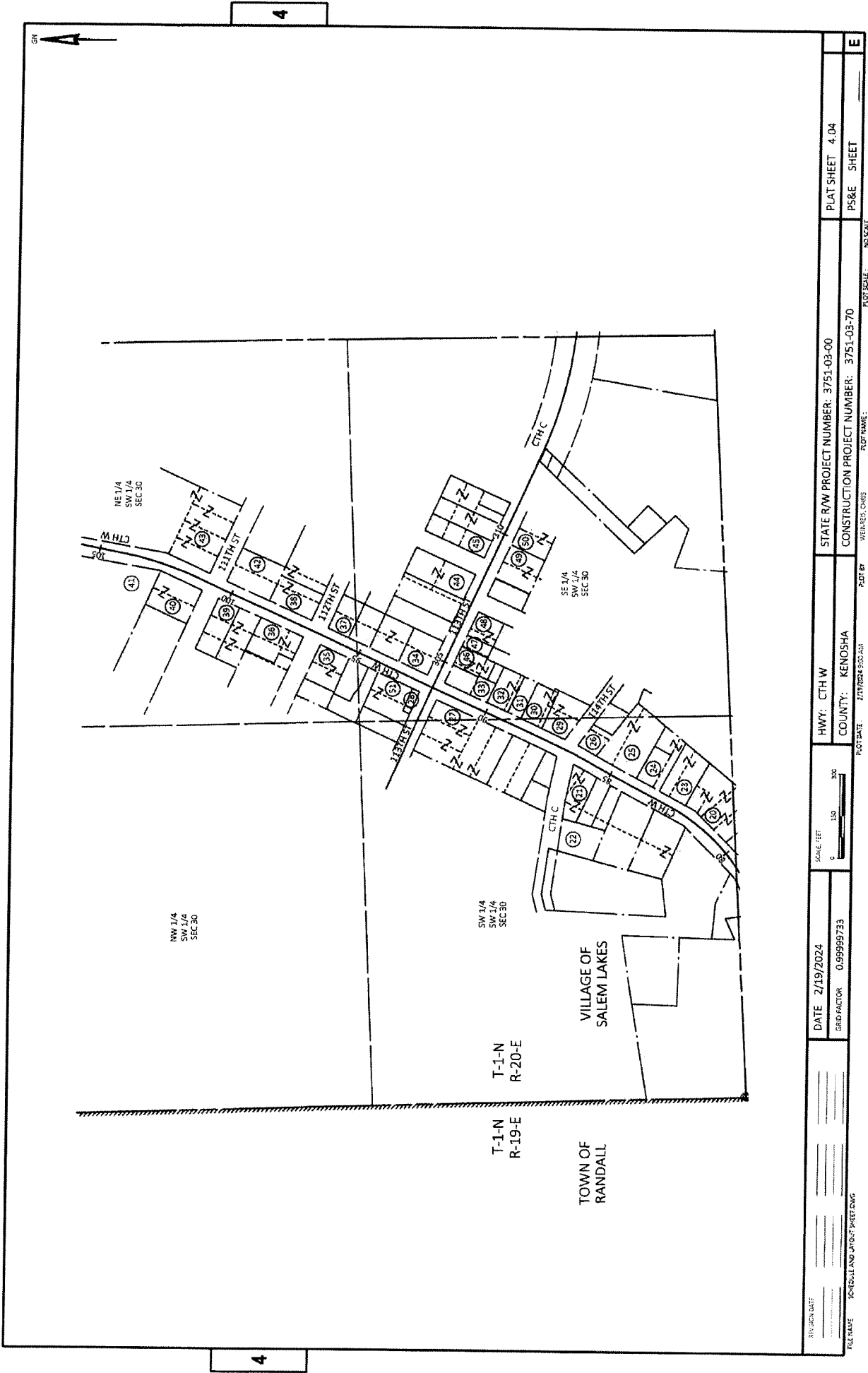
751-03-00
ER: 3751-03-70

PLA	
PS8	

SHEET 4.02

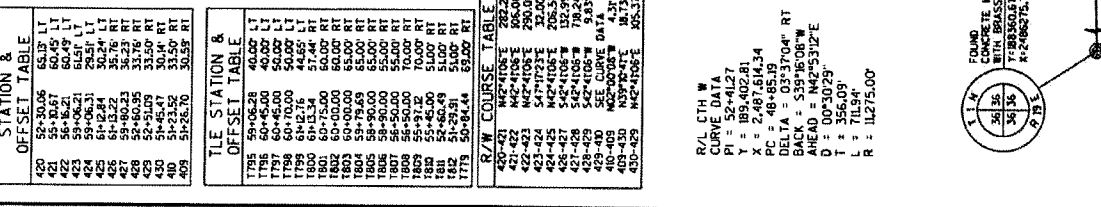


SECTION: 1	DATE: 2/19/2024	SCALE: 1"=100'	HWY: CTH W	STATE R/W PROJECT NUMBER: 3751-03-00	PLAT SHEET: 4.03
GRID FACTOR: 0.99999733			COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: 3751-03-70	PS&E SHEET: E
FILE NAME: K:\ENGINEER AND LAYOUT\7-SHEET DWG PLOT DATE: 2/29/2024 4:39 AM PLOT BY: WENDELL CHASE STIP NAME: NO SCALE					



PROJECT NAME	DATE	SCALE	HWY	STATE R/W PROJECT NUMBER	PLAT SHEET
SCHEDULE AND LAYOUT SHEET	2/19/2024	0 150 300	CTH W	3751-03-00	4.04
GRID FACTOR	0.99999733		COUNTY: KENOSHA	CONSTRUCTION PROJECT NUMBER: 3751-03-70	PS&E SHEET
			POST DATE: 2/19/2024 9:50 AM	POST BY: WENDY CORNE	E
				POST NAME:	
				POST SCALE: NO SCALE	

WOODWARD CLARK SHEET 15



R/W	COURSE	TABLE
420-421	N42°41'06"E	282.2
421-422	N42°41'06"E	106.0
422-423	N42°41'06"E	230.0
423-424	S47°17'23"E	32.0
424-425	N42°41'06"E	206.5
426-427	S42°41'06"W	132.9
427-428	S42°41'06"W	170.2
428-429	S42°41'06"W	9.8
429-430	SEE CURVE DATA	
410-409	N02°00'00"E	4.3
409-430	S39°12'41"E	10.7
430-429	N42°41'06"E	105.3

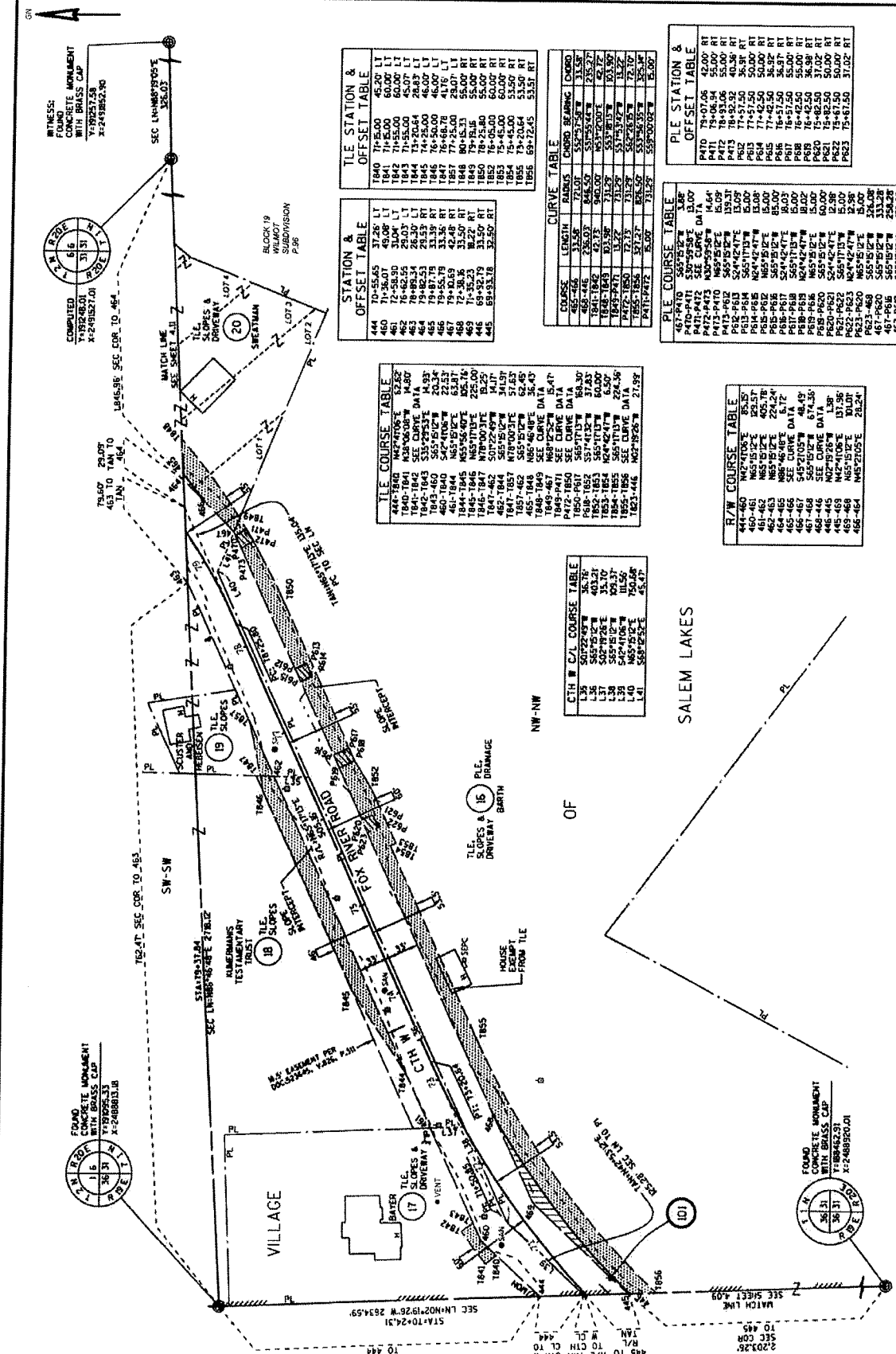
C/T H W C/L COURSE TABLE	
L17	S42°47'06"E 206.62'
L18	N47°17'23"W 31.00'
L19	N42°47'06"E 99.36'
L20	S47°19'50"E 31.00'
L21	N42°47'06"E 788.95'
L22	S46°07'26"E 33.01'
L23	N42°47'06"E 132.17'

```
R/L CTH W
CURVE DATA
PI = 52+41.27
Y = 189.402,81
X = 2.487,514,34
PC = 48+85.19
DELTA = 03°37'04" RT
BACK = S39°46'08"W
AHEAD = N42°53'12"E
D = 00°30'29"
T = 356,09'
L = 711,94'
R = 11275,00'
```

SHEET DATE		DATE 2/19/2024		SCALE FEET 0 50 100		Hwy: CTH W		STATE R/W PROJECT NUMBER: 3751-03-00		PLAT SHEET 4.08		
		GRID FACTOR 0.99999733				COUNTY: KENOSHA		CONSTRUCTION PROJECT NUMBER: 3751-03-70		PS&E SHEET		
FILE NAME: TYPING.DWG						PLOT DATE: 2/19/2024 3:21 AM						E

R/L CTH W
 CURVE DATA
 P1 = 71-50.85
 P2 = 190-802.13
 PC = 249-314.06
 DELTA = 22°24'00" RT
 BACK = 54°53'12" W
 AHEAD = N65°17'15" E
 D = 08°20'39"
 T = 174.25
 L = 440.00
 R = 860.00

R/L CTH W
 CURVE DATA
 P1 = 80-54.37
 P2 = 191-81.73
 PC = 249-314.06
 DELTA = 22°24'00" RT
 BACK = 54°53'12" W
 AHEAD = N65°17'15" E
 D = 08°20'39"
 T = 174.25
 L = 440.00
 R = 860.00



STATION & OFFSET TABLE

STATION	OFFSET	STATION	OFFSET
1840	71-50.85	1840	71-50.85
1841	71-50.85	1841	71-50.85
1842	71-50.85	1842	71-50.85
1843	71-50.85	1843	71-50.85
1844	71-50.85	1844	71-50.85
1845	71-50.85	1845	71-50.85
1846	71-50.85	1846	71-50.85
1847	71-50.85	1847	71-50.85
1848	71-50.85	1848	71-50.85
1849	71-50.85	1849	71-50.85
1850	71-50.85	1850	71-50.85
1851	71-50.85	1851	71-50.85
1852	71-50.85	1852	71-50.85
1853	71-50.85	1853	71-50.85
1854	71-50.85	1854	71-50.85
1855	71-50.85	1855	71-50.85
1856	71-50.85	1856	71-50.85
1857	71-50.85	1857	71-50.85
1858	71-50.85	1858	71-50.85
1859	71-50.85	1859	71-50.85
1860	71-50.85	1860	71-50.85

TILE COURSE TABLE

STATION	OFFSET	STATION	OFFSET
1840	71-50.85	1840	71-50.85
1841	71-50.85	1841	71-50.85
1842	71-50.85	1842	71-50.85
1843	71-50.85	1843	71-50.85
1844	71-50.85	1844	71-50.85
1845	71-50.85	1845	71-50.85
1846	71-50.85	1846	71-50.85
1847	71-50.85	1847	71-50.85
1848	71-50.85	1848	71-50.85
1849	71-50.85	1849	71-50.85
1850	71-50.85	1850	71-50.85
1851	71-50.85	1851	71-50.85
1852	71-50.85	1852	71-50.85
1853	71-50.85	1853	71-50.85
1854	71-50.85	1854	71-50.85
1855	71-50.85	1855	71-50.85
1856	71-50.85	1856	71-50.85
1857	71-50.85	1857	71-50.85
1858	71-50.85	1858	71-50.85
1859	71-50.85	1859	71-50.85
1860	71-50.85	1860	71-50.85

CURVE TABLE

CURVE	LENGTH	RADIUS	CHORD BEARING	CHORD
1840-1841	71.5085	1840.00	71.5085	71.5085
1841-1842	71.5085	1841.00	71.5085	71.5085
1842-1843	71.5085	1842.00	71.5085	71.5085
1843-1844	71.5085	1843.00	71.5085	71.5085
1844-1845	71.5085	1844.00	71.5085	71.5085
1845-1846	71.5085	1845.00	71.5085	71.5085
1846-1847	71.5085	1846.00	71.5085	71.5085
1847-1848	71.5085	1847.00	71.5085	71.5085
1848-1849	71.5085	1848.00	71.5085	71.5085
1849-1850	71.5085	1849.00	71.5085	71.5085
1850-1851	71.5085	1850.00	71.5085	71.5085
1851-1852	71.5085	1851.00	71.5085	71.5085
1852-1853	71.5085	1852.00	71.5085	71.5085
1853-1854	71.5085	1853.00	71.5085	71.5085
1854-1855	71.5085	1854.00	71.5085	71.5085
1855-1856	71.5085	1855.00	71.5085	71.5085
1856-1857	71.5085	1856.00	71.5085	71.5085
1857-1858	71.5085	1857.00	71.5085	71.5085
1858-1859	71.5085	1858.00	71.5085	71.5085
1859-1860	71.5085	1859.00	71.5085	71.5085

PILE COURSE TABLE

PILE	LENGTH	RADIUS	CHORD BEARING	CHORD
1840-1841	71.5085	1840.00	71.5085	71.5085
1841-1842	71.5085	1841.00	71.5085	71.5085
1842-1843	71.5085	1842.00	71.5085	71.5085
1843-1844	71.5085	1843.00	71.5085	71.5085
1844-1845	71.5085	1844.00	71.5085	71.5085
1845-1846	71.5085	1845.00	71.5085	71.5085
1846-1847	71.5085	1846.00	71.5085	71.5085
1847-1848	71.5085	1847.00	71.5085	71.5085
1848-1849	71.5085	1848.00	71.5085	71.5085
1849-1850	71.5085	1849.00	71.5085	71.5085
1850-1851	71.5085	1850.00	71.5085	71.5085
1851-1852	71.5085	1851.00	71.5085	71.5085
1852-1853	71.5085	1852.00	71.5085	71.5085
1853-1854	71.5085	1853.00	71.5085	71.5085
1854-1855	71.5085	1854.00	71.5085	71.5085
1855-1856	71.5085	1855.00	71.5085	71.5085
1856-1857	71.5085	1856.00	71.5085	71.5085
1857-1858	71.5085	1857.00	71.5085	71.5085
1858-1859	71.5085	1858.00	71.5085	71.5085
1859-1860	71.5085	1859.00	71.5085	71.5085

PILE STATION & OFFSET TABLE

PILE	STATION	OFFSET
1840	71-50.85	71.5085
1841	71-50.85	71.5085
1842	71-50.85	71.5085
1843	71-50.85	71.5085
1844	71-50.85	71.5085
1845	71-50.85	71.5085
1846	71-50.85	71.5085
1847	71-50.85	71.5085
1848	71-50.85	71.5085
1849	71-50.85	71.5085
1850	71-50.85	71.5085
1851	71-50.85	71.5085
1852	71-50.85	71.5085
1853	71-50.85	71.5085
1854	71-50.85	71.5085
1855	71-50.85	71.5085
1856	71-50.85	71.5085
1857	71-50.85	71.5085
1858	71-50.85	71.5085
1859	71-50.85	71.5085
1860	71-50.85	71.5085

R/W COURSE TABLE

R/W	LENGTH	RADIUS	CHORD BEARING	CHORD
1840-1841	71.5085	1840.00	71.5085	71.5085
1841-1842	71.5085	1841.00	71.5085	71.5085
1842-1843	71.5085	1842.00	71.5085	71.5085
1843-1844	71.5085	1843.00	71.5085	71.5085
1844-1845	71.5085	1844.00	71.5085	71.5085
1845-1846	71.5085	1845.00	71.5085	71.5085
1846-1847	71.5085	1846.00	71.5085	71.5085
1847-1848	71.5085	1847.00	71.5085	71.5085
1848-1849	71.5085	1848.00	71.5085	71.5085
1849-1850	71.5085	1849.00	71.5085	71.5085
1850-1851	71.5085	1850.00	71.5085	71.5085
1851-1852	71.5085	1851.00	71.5085	71.5085
1852-1853	71.5085	1852.00	71.5085	71.5085
1853-1854	71.5085	1853.00	71.5085	71.5085
1854-1855	71.5085	1854.00	71.5085	71.5085
1855-1856	71.5085	1855.00	71.5085	71.5085
1856-1857	71.5085	1856.00	71.5085	71.5085
1857-1858	71.5085	1857.00	71.5085	71.5085
1858-1859	71.5085	1858.00	71.5085	71.5085
1859-1860	71.5085	1859.00	71.5085	71.5085

STATE R/W PROJECT NUMBER: 3751-03-00
 CONSTRUCTION PROJECT NUMBER: 3751-03-70
 COUNTY: KENOSHA
 DATE: 2/19/2024
 GRID FACTOR: 0.99999733
 SCALE: 1" = 40' 0"

HWY: CTH W
 COUNTY: KENOSHA
 DATE: 2/19/2024
 GRID FACTOR: 0.99999733

PLAT SHEET: 4.10
 SHEET: E

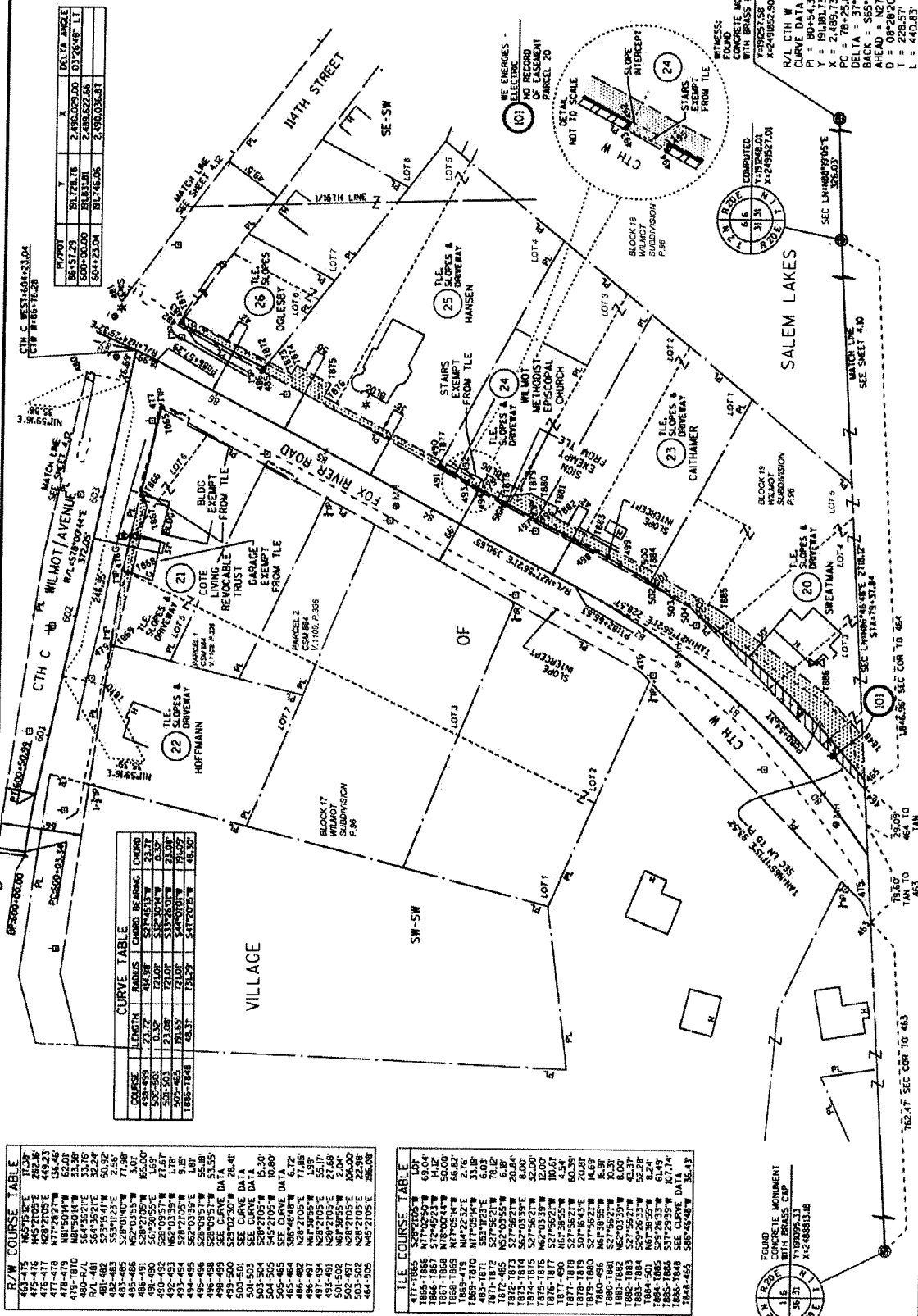
WISCONSIN SHEET 72

P/P01	Y	X	DELTA ANGLE
86+51.29	191728.78	2.490,029.00	03°26'48" LT
500+00.00	191031.01	2.489,522.66	
60+23.04	191745.06	2.490,036.87	

463-475	M52-105E	26.28
475-476	M45-2105E	26.28
476-477	M28-2105E	44.23
477-478	M52-105E	26.28
478-479	N81-5014W	52.01
479-18710	N81-5014W	53.38
480-564	S64-2812E	33.76
481-482	S64-2812E	33.76
482-483	S23-5815E	50.92
483-484	S23-5815E	50.92
484-485	S23-5815E	71.98
485-491	S23-5815E	71.98
491-490	S67-3855E	65.00
490-491	S67-3855E	65.00
491-492	S67-3855E	65.00
492-493	S28-2105E	21.67
493-494	S28-2105E	9.15
494-495	S62-7039E	1.81
495-496	S62-7039E	1.81
496-497	S62-7039E	1.81
497-498	S62-7039E	1.81
498-499	S62-7039E	1.81
499-500	S62-7039E	1.81
500-501	S62-7039E	1.81
501-502	S62-7039E	1.81
502-503	S62-7039E	1.81
503-504	S62-7039E	1.81
504-505	S62-7039E	1.81
505-506	S62-7039E	1.81
506-507	S62-7039E	1.81
507-508	S62-7039E	1.81
508-509	S62-7039E	1.81
509-510	S62-7039E	1.81
510-511	S62-7039E	1.81
511-512	S62-7039E	1.81
512-513	S62-7039E	1.81
513-514	S62-7039E	1.81
514-515	S62-7039E	1.81
515-516	S62-7039E	1.81
516-517	S62-7039E	1.81
517-518	S62-7039E	1.81
518-519	S62-7039E	1.81
519-520	S62-7039E	1.81
520-521	S62-7039E	1.81
521-522	S62-7039E	1.81
522-523	S62-7039E	1.81
523-524	S62-7039E	1.81
524-525	S62-7039E	1.81
525-526	S62-7039E	1.81
526-527	S62-7039E	1.81
527-528	S62-7039E	1.81
528-529	S62-7039E	1.81
529-530	S62-7039E	1.81
530-531	S62-7039E	1.81
531-532	S62-7039E	1.81
532-533	S62-7039E	1.81
533-534	S62-7039E	1.81
534-535	S62-7039E	1.81
535-536	S62-7039E	1.81
536-537	S62-7039E	1.81
537-538	S62-7039E	1.81
538-539	S62-7039E	1.81
539-540	S62-7039E	1.81
540-541	S62-7039E	1.81
541-542	S62-7039E	1.81
542-543	S62-7039E	1.81
543-544	S62-7039E	1.81
544-545	S62-7039E	1.81
545-546	S62-7039E	1.81
546-547	S62-7039E	1.81
547-548	S62-7039E	1.81
548-549	S62-7039E	1.81
549-550	S62-7039E	1.81
550-551	S62-7039E	1.81
551-552	S62-7039E	1.81
552-553	S62-7039E	1.81
553-554	S62-7039E	1.81
554-555	S62-7039E	1.81
555-556	S62-7039E	1.81
556-557	S62-7039E	1.81
557-558	S62-7039E	1.81
558-559	S62-7039E	1.81
559-560	S62-7039E	1.81
560-561	S62-7039E	1.81
561-562	S62-7039E	1.81
562-563	S62-7039E	1.81
563-564	S62-7039E	1.81
564-565	S62-7039E	1.81
565-566	S62-7039E	1.81
566-567	S62-7039E	1.81
567-568	S62-7039E	1.81
568-569	S62-7039E	1.81
569-5		

T.E. COURSE TABLE		LOF
1971-1985	527-2105 W	49.34
1986-1987	512-2655 W	49.34
1988-1989	512-2655 W	50.00
1990-1991	512-2655 W	50.00
1992-1993	512-2655 W	50.00
1994-1995	512-2655 W	50.00
1996-1997	512-2655 W	50.00
1998-1999	512-2655 W	50.00
2000-2001	512-2655 W	50.00
2002-2003	512-2655 W	50.00
2004-2005	512-2655 W	50.00
2006-2007	512-2655 W	50.00
2008-2009	512-2655 W	50.00
2010-2011	512-2655 W	50.00
2012-2013	512-2655 W	50.00
2014-2015	512-2655 W	50.00
2016-2017	512-2655 W	50.00
2018-2019	512-2655 W	50.00
2020-2021	512-2655 W	50.00
2022-2023	512-2655 W	50.00
2024-2025	512-2655 W	50.00
2026-2027	512-2655 W	50.00
2028-2029	512-2655 W	50.00
2030-2031	512-2655 W	50.00
2032-2033	512-2655 W	50.00
2034-2035	512-2655 W	50.00
2036-2037	512-2655 W	50.00
2038-2039	512-2655 W	50.00
2040-2041	512-2655 W	50.00
2042-2043	512-2655 W	50.00
2044-2045	512-2655 W	50.00
2046-2047	512-2655 W	50.00
2048-2049	512-2655 W	50.00
2050-2051	512-2655 W	50.00
2052-2053	512-2655 W	50.00
2054-2055	512-2655 W	50.00
2056-2057	512-2655 W	50.00
2058-2059	512-2655 W	50.00
2060-2061	512-2655 W	50.00
2062-2063	512-2655 W	50.00
2064-2065	512-2655 W	50.00
2066-2067	512-2655 W	50.00
2068-2069	512-2655 W	50.00
2070-2071	512-2655 W	50.00
2072-2073	512-2655 W	50.00
2074-2075	512-2655 W	50.00
2076-2077	512-2655 W	50.00
2078-2079	512-2655 W	50.00
2080-2081	512-2655 W	50.00
2082-2083	512-2655 W	50.00
2084-2085	512-2655 W	50.00
2086-2087	512-2655 W	50.00
2088-2089	512-2655 W	50.00
2090-2091	512-2655 W	50.00
2092-2093	512-2655 W	50.00
2094-2095	512-2655 W	50.00
2096-2097	512-2655 W	50.00
2098-2099	512-2655 W	50.00
2100-2101	512-2655 W	50.00
2102-2103	512-2655 W	50.00
2104-2105	512-2655 W	50.00
2106-2107	512-2655 W	50.00
2108-2109	512-2655 W	50.00
2110-2111	512-2655 W	50.00
2112-2113	512-2655 W	50.00
2114-2115	512-2655 W	50.00
2116-2117	512-2655 W	50.00
2118-2119	512-2655 W	50.00
2120-2121	512-2655 W	50.00
2122-2123	512-2655 W	50.00
2124-2125	512-2655 W	50.00
2126-2127	512-2655 W	50.00
2128-2129	512-2655 W	50.00
2130-2131	512-2655 W	50.00
2132-2133	512-2655 W	50.00
2134-2135	512-2655 W	50.00
2136-2137	512-2655 W	50.00
2138-2139	512-2655 W	50.00
2140-2141	512-2655 W	50.00
2142-2143	512-2655 W	50.00
2144-2145	512-2655 W	50.00
2146-2147	512-2655 W	50.00
2148-2149	512-2655 W	50.00
2150-2151	512-2655 W	50.00
2152-2153		

TLE STATION & TABLE	
0655	96:34.72 32:64.17
0656	96:34.23 32:64.17
0657	96:34.23 32:64.17
0658	96:34.23 32:64.17
0659	96:34.23 32:64.17
0660	96:34.23 32:64.17
0661	96:34.23 32:64.17
0662	96:34.23 32:64.17
0663	96:34.23 32:64.17
0664	96:34.23 32:64.17
0665	96:34.23 32:64.17
0666	96:34.23 32:64.17
0667	96:34.23 32:64.17
0668	96:34.23 32:64.17
0669	96:34.23 32:64.17
0670	96:34.23 32:64.17
0671	96:34.23 32:64.17
0672	96:34.23 32:64.17
0673	96:34.23 32:64.17
0674	96:34.23 32:64.17
0675	96:34.23 32:64.17
0676	96:34.23 32:64.17
0677	96:34.23 32:64.17
0678	96:34.23 32:64.17
0679	96:34.23 32:64.17
0680	96:34.23 32:64.17
0681	96:34.23 32:64.17
0682	96:34.23 32:64.17
0683	96:34.23 32:64.17
0684	96:34.23 32:64.17
0685	96:34.23 32:64.17
0686	96:34.23 32:64.17
0687	96:34.23 32:64.17
0688	96:34.23 32:64.17
0689	96:34.23 32:64.17
0690	96:34.23 32:64.17
0691	96:34.23 32:64.17
0692	96:34.23 32:64.17
0693	96:34.23 32:64.17
0694	96:34.23 32:64.17
0695	96:34.23 32:64.17
0696	96:34.23 32:64.17
0697	96:34.23 32:64.17
0698	96:34.23 32:64.17
0699	96:34.23 32:64.17
0700	96:34.23 32:64.17

[illegible]

PLE STATION & OFFSET TABLE

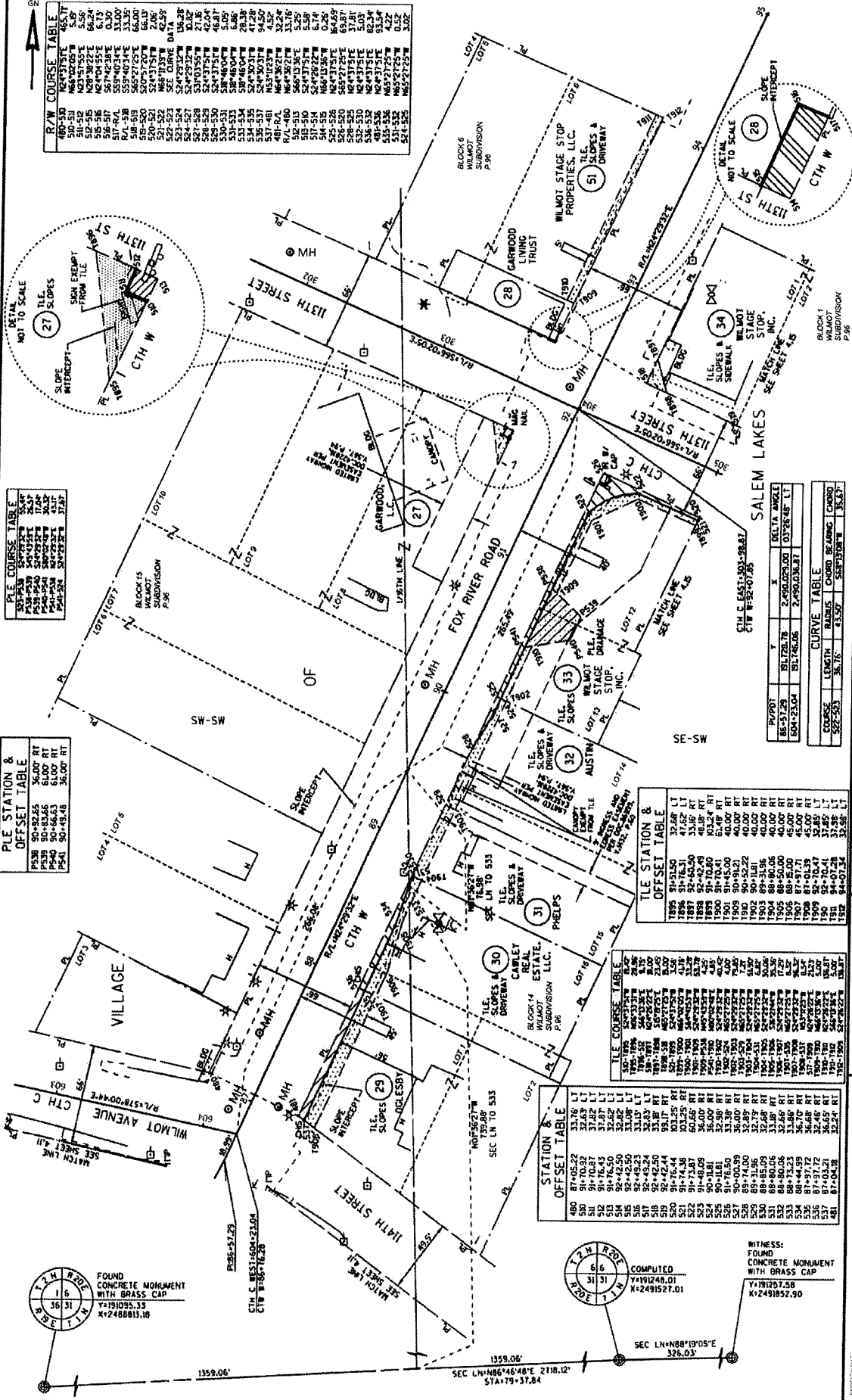
PLE	STATION	OFFSET	RT
P338	30+82.25	36.00	RT
P339	30+82.25	36.00	RT
P340	30+82.25	36.00	RT
P341	30+82.25	36.00	RT
P342	30+82.25	36.00	RT
P343	30+82.25	36.00	RT
P344	30+82.25	36.00	RT
P345	30+82.25	36.00	RT

PLE COURSE TABLE

PLE	COURSE	START	END	LENGTH	BEARING	AREA
P338	30+82.25	30+82.25	30+82.25	0.00	0.00	0.00
P339	30+82.25	30+82.25	30+82.25	0.00	0.00	0.00
P340	30+82.25	30+82.25	30+82.25	0.00	0.00	0.00
P341	30+82.25	30+82.25	30+82.25	0.00	0.00	0.00
P342	30+82.25	30+82.25	30+82.25	0.00	0.00	0.00
P343	30+82.25	30+82.25	30+82.25	0.00	0.00	0.00
P344	30+82.25	30+82.25	30+82.25	0.00	0.00	0.00
P345	30+82.25	30+82.25	30+82.25	0.00	0.00	0.00

R/W COURSE TABLE

R/W	COURSE	START	END	LENGTH	BEARING	AREA
480-53	N24°37'51"E	480.00	53.00	13.00	N24°37'51"E	46.57
53-58	N24°37'51"E	53.00	58.00	5.00	N24°37'51"E	16.24
58-59	N24°37'51"E	58.00	59.00	1.00	N24°37'51"E	6.79
59-60	N24°37'51"E	59.00	60.00	1.00	N24°37'51"E	3.30
60-61	N24°37'51"E	60.00	61.00	1.00	N24°37'51"E	3.30
61-62	N24°37'51"E	61.00	62.00	1.00	N24°37'51"E	3.30
62-63	N24°37'51"E	62.00	63.00	1.00	N24°37'51"E	3.30
63-64	N24°37'51"E	63.00	64.00	1.00	N24°37'51"E	3.30
64-65	N24°37'51"E	64.00	65.00	1.00	N24°37'51"E	3.30
65-66	N24°37'51"E	65.00	66.00	1.00	N24°37'51"E	3.30
66-67	N24°37'51"E	66.00	67.00	1.00	N24°37'51"E	3.30
67-68	N24°37'51"E	67.00	68.00	1.00	N24°37'51"E	3.30
68-69	N24°37'51"E	68.00	69.00	1.00	N24°37'51"E	3.30
69-70	N24°37'51"E	69.00	70.00	1.00	N24°37'51"E	3.30
70-71	N24°37'51"E	70.00	71.00	1.00	N24°37'51"E	3.30
71-72	N24°37'51"E	71.00	72.00	1.00	N24°37'51"E	3.30
72-73	N24°37'51"E	72.00	73.00	1.00	N24°37'51"E	3.30
73-74	N24°37'51"E	73.00	74.00	1.00	N24°37'51"E	3.30
74-75	N24°37'51"E	74.00	75.00	1.00	N24°37'51"E	3.30
75-76	N24°37'51"E	75.00	76.00	1.00	N24°37'51"E	3.30
76-77	N24°37'51"E	76.00	77.00	1.00	N24°37'51"E	3.30
77-78	N24°37'51"E	77.00	78.00	1.00	N24°37'51"E	3.30
78-79	N24°37'51"E	78.00	79.00	1.00	N24°37'51"E	3.30
79-80	N24°37'51"E	79.00	80.00	1.00	N24°37'51"E	3.30
80-81	N24°37'51"E	80.00	81.00	1.00	N24°37'51"E	3.30
81-82	N24°37'51"E	81.00	82.00	1.00	N24°37'51"E	3.30
82-83	N24°37'51"E	82.00	83.00	1.00	N24°37'51"E	3.30
83-84	N24°37'51"E	83.00	84.00	1.00	N24°37'51"E	3.30
84-85	N24°37'51"E	84.00	85.00	1.00	N24°37'51"E	3.30
85-86	N24°37'51"E	85.00	86.00	1.00	N24°37'51"E	3.30
86-87	N24°37'51"E	86.00	87.00	1.00	N24°37'51"E	3.30
87-88	N24°37'51"E	87.00	88.00	1.00	N24°37'51"E	3.30
88-89	N24°37'51"E	88.00	89.00	1.00	N24°37'51"E	3.30
89-90	N24°37'51"E	89.00	90.00	1.00	N24°37'51"E	3.30
90-91	N24°37'51"E	90.00	91.00	1.00	N24°37'51"E	3.30
91-92	N24°37'51"E	91.00	92.00	1.00	N24°37'51"E	3.30
92-93	N24°37'51"E	92.00	93.00	1.00	N24°37'51"E	3.30
93-94	N24°37'51"E	93.00	94.00	1.00	N24°37'51"E	3.30
94-95	N24°37'51"E	94.00	95.00	1.00	N24°37'51"E	3.30
95-96	N24°37'51"E	95.00	96.00	1.00	N24°37'51"E	3.30
96-97	N24°37'51"E	96.00	97.00	1.00	N24°37'51"E	3.30
97-98	N24°37'51"E	97.00	98.00	1.00	N24°37'51"E	3.30
98-99	N24°37'51"E	98.00	99.00	1.00	N24°37'51"E	3.30
99-100	N24°37'51"E	99.00	100.00	1.00	N24°37'51"E	3.30



STATION & OFFSET TABLE

STATION	OFFSET	RT
480	87+05.22	33.76
500	91+70.32	32.82
520	95+70.41	32.82
540	99+70.50	32.82
560	103+70.59	32.82
580	107+70.68	32.82
600	111+70.77	32.82
620	115+70.86	32.82
640	119+70.95	32.82
660	123+71.04	32.82
680	127+71.13	32.82
700	131+71.22	32.82
720	135+71.31	32.82
740	139+71.40	32.82
760	143+71.49	32.82
780	147+71.58	32.82
800	151+71.67	32.82
820	155+71.76	32.82
840	159+71.85	32.82
860	163+71.94	32.82
880	167+72.03	32.82
900	171+72.12	32.82
920	175+72.21	32.82
940	179+72.30	32.82
960	183+72.39	32.82
980	187+72.48	32.82
1000	191+72.57	32.82

TILE STATION & OFFSET TABLE

TILE	STATION	OFFSET	RT
1895	81+51.50	32.82	LT
1896	81+51.50	32.82	RT
1897	81+51.50	32.82	RT
1898	81+51.50	32.82	RT
1899	81+51.50	32.82	RT
1900	81+51.50	32.82	RT
1901	81+51.50	32.82	RT
1902	81+51.50	32.82	RT
1903	81+51.50	32.82	RT
1904	81+51.50	32.82	RT
1905	81+51.50	32.82	RT
1906	81+51.50	32.82	RT
1907	81+51.50	32.82	RT
1908	81+51.50	32.82	RT
1909	81+51.50	32.82	RT
1910	81+51.50	32.82	RT
1911	81+51.50	32.82	RT
1912	81+51.50	32.82	RT

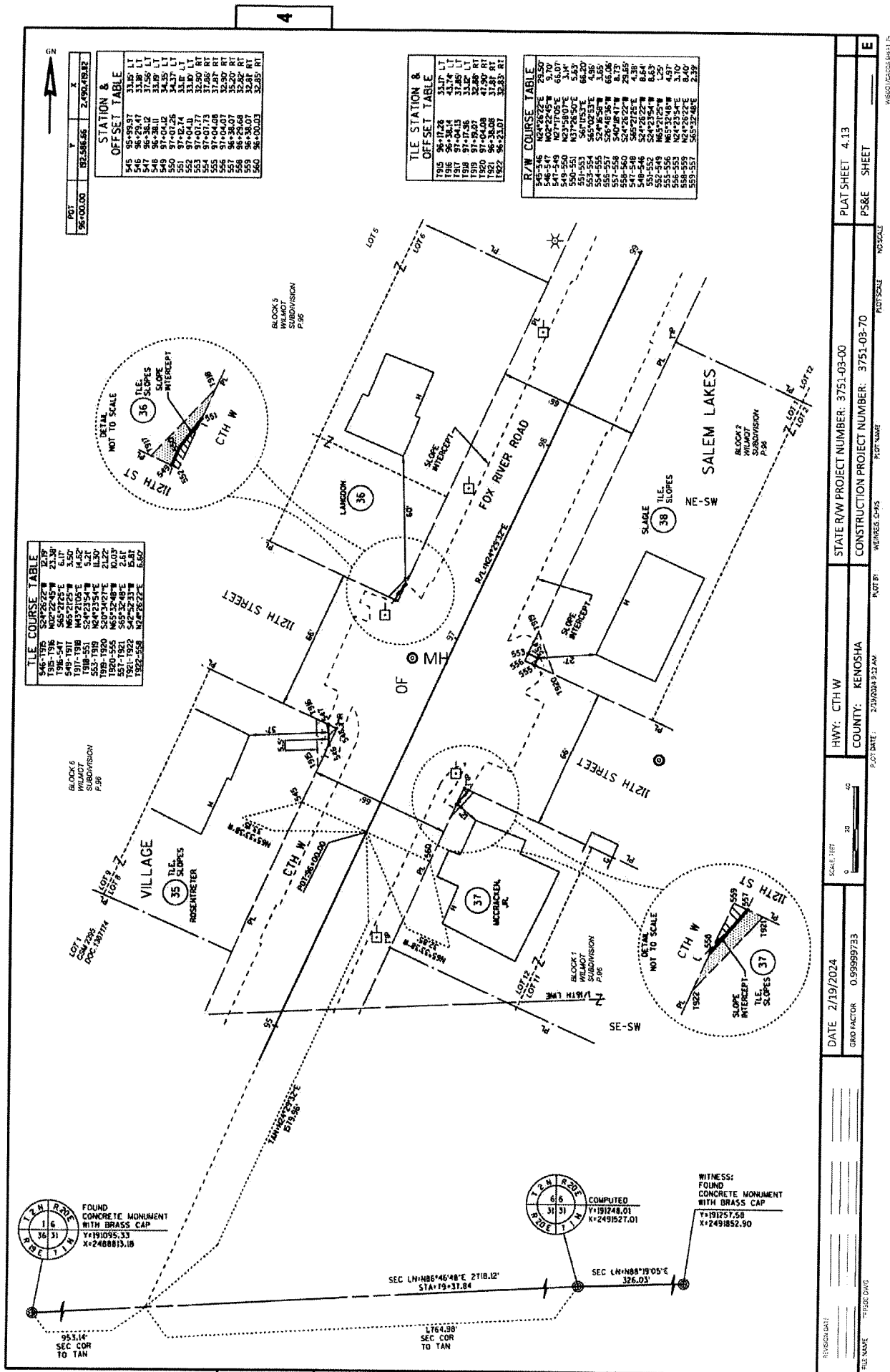
CURVE TABLE

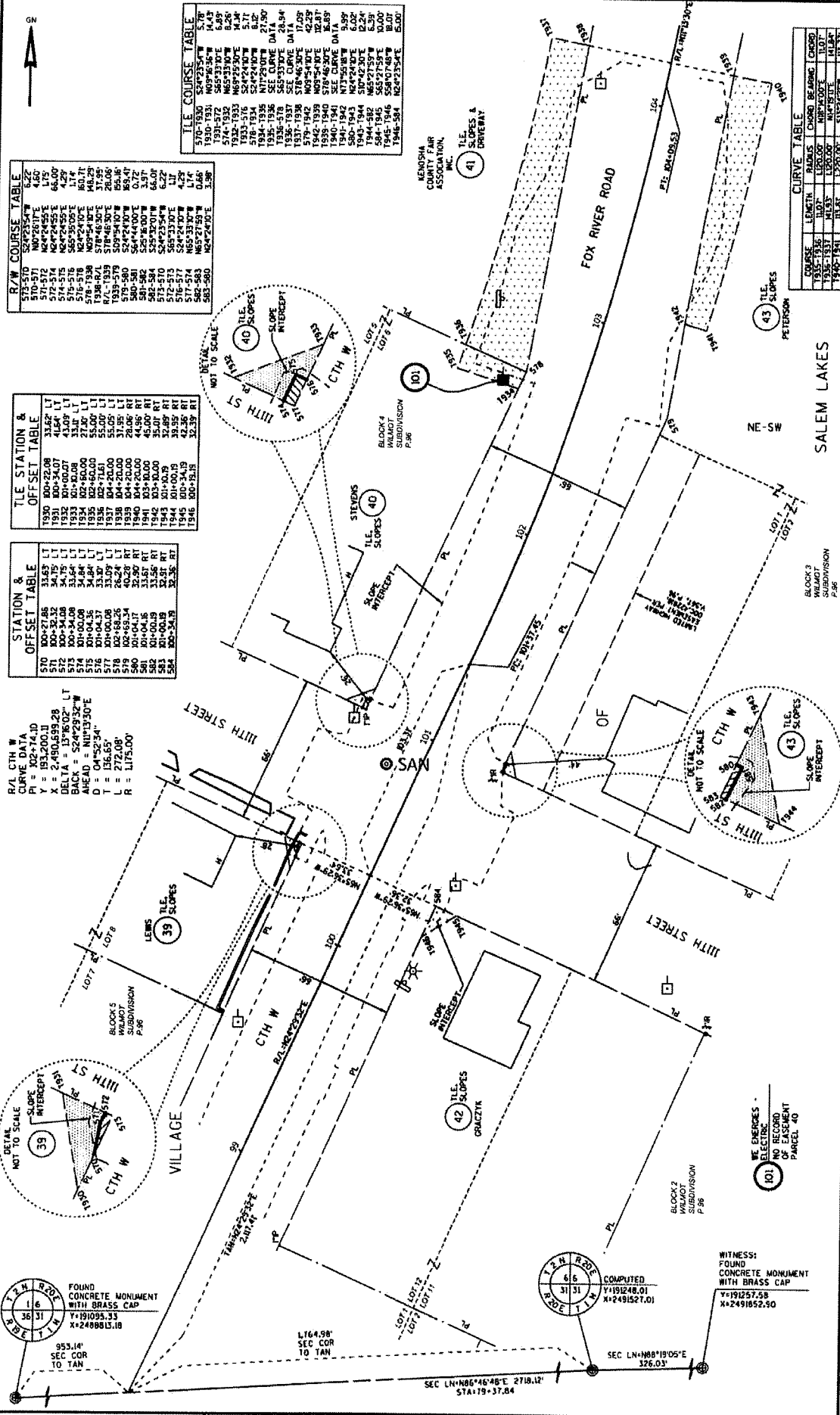
CURVE	LENGTH	BALANCE	CHORD BEARING	CHORD	DELTA ANGLE
1895-1900	51.00	0.00	0.00	0.00	0.00
1900-1905	51.00	0.00	0.00	0.00	0.00
1905-1910	51.00	0.00	0.00	0.00	0.00
1910-1915	51.00	0.00	0.00	0.00	0.00
1915-1920	51.00	0.00	0.00	0.00	0.00
1920-1925	51.00	0.00	0.00	0.00	0.00
1925-1930	51.00	0.00	0.00	0.00	0.00
1930-1935	51.00	0.00	0.00	0.00	0.00
1935-1940	51.00	0.00	0.00	0.00	0.00
1940-1945	51.00	0.00	0.00	0.00	0.00
1945-1950	51.00	0.00	0.00	0.00	0.00

WITNESS: FOUND CONCRETE MONUMENT WITH GRASS CAP

Y=191257.58
X=2491952.90

DATE: 2/19/2024
 GRID FACTOR: 0.99999733
 HWY: CTH W
 COUNTY: KENOSHA
 STATE RAW PROJECT NUMBER: 3751-03-00
 CONSTRUCTION PROJECT NUMBER: 3751-03-70
 PLAT SHEET: 4.12
 PS&E SHEET: E





R/W COURSE TABLE

570-571	571-572	572-573	573-574	574-575	575-576	576-577	577-578	578-579	579-580
N24°23'54"E	N24°23'54"E	N24°23'54"E	N24°23'54"E	N24°23'54"E	N24°23'54"E	N24°23'54"E	N24°23'54"E	N24°23'54"E	N24°23'54"E
4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60	4.60

TLE STATION & OFFSET TABLE

STATION	OFFSET	STATION	OFFSET
1930	800+22.00	1931	800+22.00
1931	800+22.00	1932	800+22.00
1932	800+22.00	1933	800+22.00
1933	800+22.00	1934	800+22.00
1934	800+22.00	1935	800+22.00
1935	800+22.00	1936	800+22.00
1936	800+22.00	1937	800+22.00
1937	800+22.00	1938	800+22.00
1938	800+22.00	1939	800+22.00
1939	800+22.00	1940	800+22.00
1940	800+22.00	1941	800+22.00
1941	800+22.00	1942	800+22.00
1942	800+22.00	1943	800+22.00
1943	800+22.00	1944	800+22.00
1944	800+22.00	1945	800+22.00
1945	800+22.00	1946	800+22.00

STATION & OFFSET TABLE

STATION	OFFSET	STATION	OFFSET
570	800+21.86	571	800+21.86
571	800+21.86	572	800+21.86
572	800+21.86	573	800+21.86
573	800+21.86	574	800+21.86
574	800+21.86	575	800+21.86
575	800+21.86	576	800+21.86
576	800+21.86	577	800+21.86
577	800+21.86	578	800+21.86
578	800+21.86	579	800+21.86
579	800+21.86	580	800+21.86
580	800+21.86	581	800+21.86
581	800+21.86	582	800+21.86
582	800+21.86	583	800+21.86
583	800+21.86	584	800+21.86
584	800+21.86	585	800+21.86

TLE COURSE TABLE

1930-1931	N24°23'54"E	5.78
1931-1932	N24°23'54"E	5.78
1932-1933	N24°23'54"E	5.78
1933-1934	N24°23'54"E	5.78
1934-1935	N24°23'54"E	5.78
1935-1936	N24°23'54"E	5.78
1936-1937	N24°23'54"E	5.78
1937-1938	N24°23'54"E	5.78
1938-1939	N24°23'54"E	5.78
1939-1940	N24°23'54"E	5.78
1940-1941	N24°23'54"E	5.78
1941-1942	N24°23'54"E	5.78
1942-1943	N24°23'54"E	5.78
1943-1944	N24°23'54"E	5.78
1944-1945	N24°23'54"E	5.78
1945-1946	N24°23'54"E	5.78
1946-1947	N24°23'54"E	5.78

CURVE TABLE

COURSE	LENGTH	CHORD BEARING	CHORD
1930-1931	5.78	N24°23'54"E	5.78
1931-1932	5.78	N24°23'54"E	5.78
1932-1933	5.78	N24°23'54"E	5.78
1933-1934	5.78	N24°23'54"E	5.78
1934-1935	5.78	N24°23'54"E	5.78
1935-1936	5.78	N24°23'54"E	5.78
1936-1937	5.78	N24°23'54"E	5.78
1937-1938	5.78	N24°23'54"E	5.78
1938-1939	5.78	N24°23'54"E	5.78
1939-1940	5.78	N24°23'54"E	5.78
1940-1941	5.78	N24°23'54"E	5.78
1941-1942	5.78	N24°23'54"E	5.78
1942-1943	5.78	N24°23'54"E	5.78
1943-1944	5.78	N24°23'54"E	5.78
1944-1945	5.78	N24°23'54"E	5.78
1945-1946	5.78	N24°23'54"E	5.78
1946-1947	5.78	N24°23'54"E	5.78

STATE R/W PROJECT NUMBER: 3751-03-00
 COUNTY: KENOSHA
 CONSTRUCTION PROJECT NUMBER: 3751-03-70
 DATE: 2/19/2024
 SCALE: 1" = 40' (0, 20, 40)
 REVISION: 0.999999/33
 PLAT SHEET: 4.14
 SHEET: E

WITNESS: FOUND CONCRETE MONUMENT WITH BRASS CAP
 X=191257.58
 Y=191257.58
 X=2491852.50
 Y=191257.58

RELOCATION ORDER

lpa1708 08/2011 (Replaces LPA3006)

Project 3751-03-00	Road name Kenosha - CTH W	Highway CTH W	County Kenosha
Right of way plat date 02/19/2024	Plat sheet number(s) 15	Previously approved Relocation Order date None	

Description of termini of project:

Begin Relocation Order: Station 10+49.69, 12.81 Feet South and 481.14 Feet West of the South $\frac{1}{4}$ Corner of Section 36, T1N, R19E

And

End Relocation Order: Station 104+17.96, 2,247.08 Feet North and 1,914.34 Feet East of the Southwest Corner of Sec. 30, T1N, R20E

To properly establish, lay out, widen, enlarge, extend, construct, reconstruct, improve, or maintain a portion of the highway designated above, it is necessary to relocate or change and acquire certain lands or interests in lands as shown on the right of way plat for the above project.

To effect this change, pursuant to authority granted under Sections 83.07 and 83.08,, Wisconsin Statutes, the orders that:

1. The said road is laid out and established to the lines and widths as shown on the plat.
2. The required lands or interests in lands as shown on the plat shall be acquired by: Kenosha County.
3. This order supersedes and amends any previous order issued by the:

Kenosha County Highway Commissioner Date

Clement Abongwa