Southwest Region

Request for Proposals: Instructions to Proposers

Addendum #2~~1~~

STH 130, STH 23 – Lone Rock

(Wisconsin River/B-25-192, B-52-279)

Richland County, Design-Build Project

State Design/Construction IDs: 5770-01-02/71

April 15~~March 17~~, 2022

Tables

Proposal Forms

Exhibits

- Installation of Department provided traffic signal (flashing beacon) and lighting at the proposed STH 130/STH 133 intersection
- Permanent signing and pavement markings
- Maintenance of traffic
- Perform all work within Department Right-of-Way

1.2.2 Project Environmental Status

National Environmental Policy Act (NEPA) requirements are complete. Environmental Report (ER) was signed on July 9, 2021.

1.2.3 Status of Required Right-of-Way Acquisition

Existing and proposed permanent Right-of-Way and proposed temporary limited easements for the Project are as shown on the Transportation Project Plat (TPP) in Book 2, Section 7, Exhibit 7-A. For the STH 130 corridor, there is one parcel (Parcel 2) that is shown as “yet to be acquired”. This parcel is a land transfer between the Department and the Wisconsin Department of Natural Resources (WDNR). The Department will acquire this parcel, based on the following conditions, at no cost to the Design-Builder:

- Parcel 2 (TPP No. 5770-01-21-4.01 and 4.02) is expected to be acquired by October 1, 2022.

1.2.4 Status of Utility Coordination/Relocation

The Department is continuing coordination efforts with all utilities known to be present within the Project limits. One communication and one power facility will require relocation due to the Project. These relocations are scheduled to be completed by the time of Contract Award. Approved Utility Work Plans are shown in Book 2, Section 6, Exhibit 6-D. ~~except for an Approved Utility Work Plan from Alliant Energy – Electrical which is anticipated to be received by March 15, 2022.~~

1.3 Project Goals

The Department’s primary goals for this procurement and the Project include:

- Safety
  - Provide a safe Project area for the traveling public and workers during the execution of the Project.
  - Minimize or eliminate existing crash hazards at the current STH 130/STH 133 intersection, the exposed rock face on the south side of the river, overhead structural truss members of the existing STH 130 structures, and beam guard locations.
  - Removal of three structurally deficient and functionally obsolete structures.

2 Procurement Schedule

The deadlines and due dates shown in Table 2-1 apply to this ITP. The Department may at its discretion amend this schedule by issuing an Addendum to the RFP.

Table 2-1: Procurement Schedule

February 4, 2022	Issue RFPs
February 18, 2022	Clarification Submittal #1 and One-on-One Meeting Agenda Deadline (5:00 pm Central Time)
February 25, 2022	One-on-One Meeting on RFP and Initial Alternative Technical Concepts (ATCs)
March 4, 2022	DBE Meet and Greet (see Note 1)
March 4, 2022	Clarification Submittal #2 and One-on-One Meeting Agenda Deadline (5:00 pm Central Time)
March 10, 2022	One-on-One Meeting on RFP and Initial/Final ATCs
March 25, 2022	ATC Submittal Deadline (5:00 pm Central Time) (see Note 2)
April 1, 2022	Department ATC Response Date
April 8, 2022	ATC Resubmittal Deadline (5:00 pm Central Time)
One week after posting of Addendum # 2~~April 8, 2022~~	Final Clarification Deadline (5:00 pm Central Time)
April 8, 2022	SOQ Modification Request Deadline (5:00 pm Central Time)
April 15, 2022	Department ATC Final Response Date
April 15, 2022	Department SOQ Modification Request Response Date
One week after Final Clarification Deadline~~April 19, 2022~~	Department Clarification Response Date
May 12, 2022	Proposal (Technical Proposal and Price Proposal) Due Date (3:00 pm Central Time) (see Note 3)
June 3, 2022	Anticipated Award Date
June 30, 2022	Anticipated Contract Final Execution Date
July 15, 2022	Anticipated Notice to Proceed (NTP1)

Notes:

(1) All Proposers are required to attend a Meet and Greet event with DBEs. The purpose of this meeting is to inform the DBE community about the Project and provide an opportunity for DBEs and Proposers to discuss DBE opportunities on this Project. The DBE Meet and Greet will be held during the Department's Annual DBE Workshop, Day 2 Networking Sessions. The Department will provide the meeting room and time.

(2) Formal ATCs may be submitted at any time before this date. Upon receipt of a compliant ATC submittal (Section 3.8), the Department will respond according to the dates in Table 2-1.

(3) Technical Proposal and Price Proposal to be submitted through the Department's eSubmit website. See Exhibit 1 for instructions on the Department's eSubmit transmittal process.

4 Proposal Delivery, Content, and Format

4.1 General

This Proposal will be delivered through the Department's eSubmit website. See Exhibit 1 for instructions on the Department's eSubmit transmittal process. The Proposal must include both a Technical Proposal and a Price Proposal and must be received by the Proposal Due Date identified in Section 2, Table 2-1.

4.2 Technical Proposal Submittal Requirements

4.2.1 General

The Technical Proposal must include concise narrative descriptions and graphic illustrations, drawings, charts, technical reports, and calculations that will enable the Department to clearly understand and evaluate both the capabilities of the Proposer and the characteristics and benefits of the proposed Work. The Technical Proposal will be reviewed to assure that the Proposer is eligible to be awarded the Contract. No price information of any kind may be included in the Technical Proposal**.**

4.2.2 Due Date, Time, and Location

Technical Proposals must be received by 3:00 pm Central Time on the Proposal Due Date indicated in Section 2, Table 2-1 and must be submitted via the Department's eSubmit website (https://trust.dot.state.wi.us/ESubmit/). ~~(https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/Submit.aspx).~~ A Wisconsin Web Access Management System (WAMS) ID and password are required to access eSubmit. Information on obtaining a WAMS ID and password is located at https://on.wisconsin.gov/WAMS/SelfRegController. See Exhibit 1 for instructions on the Department's eSubmit transmittal process.

Design-Builders will receive a confirmation email upon successful delivery to the Department.

4.2.3 Disqualification

Any Technical Proposal that fails to meet the deadline or delivery requirements will be rejected without opening, consideration, or evaluation. Proposer will be solely responsible for any consequences, including disqualification of the Technical Proposal, that results from a Proposer's failure to follow the instructions in the ITP and RFP. A disqualified Technical Proposal will be considered non-responsive. It is Proposer's sole responsibility to see that its Technical Proposal is received as required. Proposers shall provide responses to all information requested in the ITP. Failure to respond or to provide requested information may result in a determination by the Department, in its sole discretion, that a Technical Proposal is non-responsive.

4.3.2 Due Date, Time, and Location

Price Proposals must be received via the Department's eSubmit website (https://trust.dot.state.wi.us/ESubmit/) ~~(https://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/eSubmit.aspx)~~ by 3:00pm Central Time on the Proposal Due Date indicated in Section 2, Table 2-1. WAMS ID and password are required to access eSubmit. Information on obtaining a WAMS ID and password is located at https://on.wisconsin.gov/WAMS/SelfRegController. See Exhibit 1 for instructions on the Department's eSubmit transmittal process.~~.~~

4.3.3 Format and Content

Complete Form 7 for the Price Proposal which includes DT 1502 Highway Proposal, Proposal Guaranty, and the schedule of items. Review, complete, and sign DT 1502. Provide Proposal Guaranty for the amount shown on DT 1502. The schedule of items provided by the Proposer in the Price Proposal for this Project will include categories selected by the Department. See Form 7, Price Proposal, for a list of the categories to assign a lump sum price. Proposer must total the line items in the Price Proposal to determine the total lump sum.

4.4 DBE Submittal Requirements

Proposers must submit all required documents with the Technical Proposal in accordance with the requirements of Book 1, Exhibit E (DBE Program Implementation, Additional Special Provisions – 3 (ASP-3). The Department's Design-Build Program Manager will forward the DBE Submittal materials to the Department's Office of Business Opportunity and Equity Compliance (OBOEC).

4.5 EEO Submittal Requirements

Proposers must submit all required documents with the Technical Proposal in accordance with Book 1, Exhibit D (EEO Contract Provisions). The Department's Design-Build Program Manager will forward the EEO Submittal materials to the Department's OBOEC.

FORMS

Form 1 Information about Proposer Organization
Form 2 Information about Major Participants and Identified Subcontractors
Form 3 Conflict of Interest Disclosure Statement
Form 4 Certificate of Annual Bid Bond
Form 5 30 Percent Rule – Design-Builder Participation
Form 6 Sample Stipend Agreement (Draft) and Sample Waiver of Stipend Agreement (Draft)
Form 7 Price Proposal – DT 1502 Highway Proposal and Schedule of Items

EXHIBITS

Exhibit 1 Instructions for eSubmit Transmittal of Design-Build Project Proposals

EXHIBIT 1

INSTRUCTIONS FOR eSUBMIT TRANSMITTAL OF DESIGN-BUILD PROJECT PROPOSALS

Exhibit 1 Instructions for eSubmit Transmittal of Design-Build Project Proposals

Accessing eSubmit

See FDM Section 19-10-1.1.

Creating a Wisconsin User ID

See FDM Section 19-10-1.1.1

Requesting Authorization from WisDOT

See FDM Section 19-10-1.1.2

Submitting Technical and Cost Proposals with eSubmit

After you have been granted eSubmit access, you may browse to the eSubmit application at:

https://trust.dot.state.wi.us/ESubmit/

From the main “Electronic Submittal System” page, select "Design-Build Proposal." In the top section of the “Submit Design-Build Proposals” page, provide required information about the submittal.

Comments: Enter up to 80 characters of special information including any appropriate message for the recipients, i.e., Original, Revision, etc. Otherwise enter “NA.”

Design-Build Firm ID: Enter the Design-Builder’s WisDOT Vendor ID or AASHTOWARE Project ID.

Project ID: Enter the 8-digit Construction ID using the format: 00000000. Do not enter dashes. Do not enter a Design ID. If there are multiple ID numbers shown on the title sheet of the plan, enter the lowest ID number.

Route Name: Enter the route name (e.g. USH 45).

Project Name: Enter the project name (e.g. CTH Y – 10TH Avenue).

Design-Build Contact/Phone: If applicable, enter the Design-Build Contact’s firm name, full name and phone number (e.g., ABC Design-Builder Inc., John Buck / 608-334-4556). Otherwise, enter “NA.”

Naming Exhibits

Each electronic exhibit must be named using the Construction ID number, with no dashes, plus the 2-letter code shown below indicating the type of exhibit. An underbar "_" must be used between the Construction ID and the 2-letter code.

Document	2-Letter Code	File name
Technical Proposal	tp	00000000_tp.pdf
Cost Proposal	cp	00000000_cp.pdf

When multiple Construction IDs are shown on a single title sheet, submit all the exhibits under the lowest ID.

The eSubmit system inserts the Design-Build Firm ID at the beginning of the filename and appends the Date and Time to each exhibit as it is copied to the WisDOT network. This suffix serves as the exhibit revision number, and the format is YYMMDD_TIME. YY is Year, MM is Month and DD is Date. Time is in 24-hour format. For example: a cost proposal for project 11302072 submitted at 4:03 PM on September 16, 2005 by a firm with the Firm ID ABC123 would be named: ABC123_11302072_cp_050916_1603.pdf

Click the Browse button in eSubmit to the right of each exhibit you wish to submit. When the "Choose file" dialog appears, browse to the exhibit on your computer or network. Repeat until you have specified all the exhibits you wish to submit.

Modifying Exhibits

When submitting modified exhibits, the entire document must be re-submitted. When modifying exhibits, include the words "revised exhibits" on the comments line. A new Date and Time suffix will automatically be added to the eSubmitted filename to prevent overriding previous submittals.

Submittal

An email notification is sent automatically to WisDOT staff when exhibits are submitted. The email contains the same information that is included on the confirmation page. The submitter also receives a copy of the email notification. It is sent to the email address specified by the submitter at the time he/she created their Wisconsin Web Access Management System (WAMS) ID.

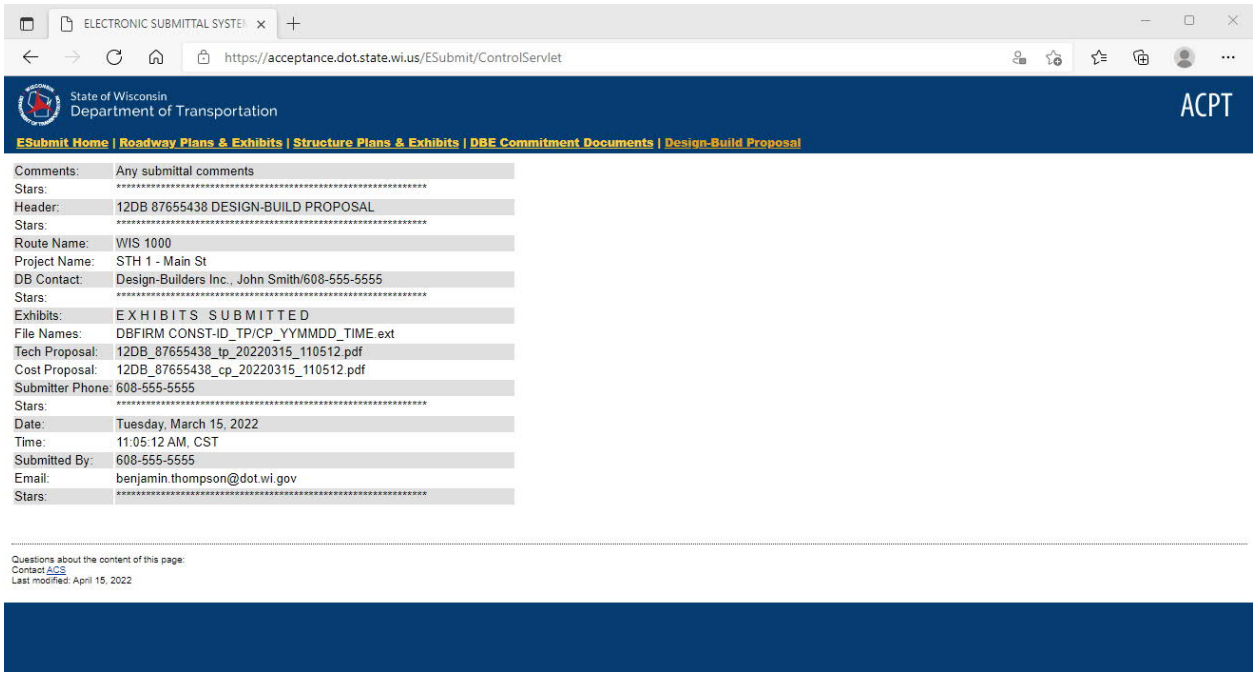
Additional email addresses may be entered manually on the "Additional Emails" line. Separate multiple email addresses with commas.

The submitter is *required* to include their phone number as it may be different than the Contact Phone number.

Before clicking the Submit button, review the information you have entered. You will not be prompted to confirm when you press Submit. The submittal will begin immediately.

Click the Submit button once and wait. Exhibits may take several minutes to upload depending on your Internet connection speed.

When processing is complete, you will see a confirmation page like the Figure below. If you do not see the confirmation page, the submittal was not successful. Please attempt submittal a second time before contacting 608-266-1020 or the DOT help desk at 608-266-9434.



Error Messages

See FDM Section 19-10-1.2.7.

Wisconsin Department of Transportation

Southwest Region

Request for Proposals: Design-Build Contract

Book 1

Addendum #2~~Original Issue~~

STH 130, STH 23 – Lone Rock

(Wisconsin River, B-25-192, B-52-279)

Richland County, Design-Build Project

State Design/Construction IDs: 5770-01-02/71

April 15,~~February 4,~~ 2022

13 Changes in the Work

This Section 13 sets forth the requirements for obtaining all Change Orders under the Contract. The Design-Builder agrees (1) that the Contract Price constitutes full compensation for performing all of the Work, subject only to those exceptions specified in this Section 13, and (2) that the Department is subject to constraints that limit its ability to increase the Contract Price or extend the Completion dates. The Design-Builder waives the right to make any claim for a time extension or an increase in the Contract Price and other compensation specified in the Contract, except as set forth in this Section 13. If any other provision of this Contract expressly provides for a Change Order to be issued, the provision is incorporated into this Section 13.

13.1 Circumstances under which Change Orders May Be Issued

13.1.1 Definition of and Requirements Relating to Change Orders

13.1.1.1 Change Orders

The term “Change Order” means a written amendment to the Contract Documents issued in accordance with this Section 13. the Department may issue unilateral Change Orders as specified in Section 13.2. A Change Order will not be effective unless executed by the Department, as specified herein. The Department-executed Change Order means that the Change Order has been signed by all the required the Department and State of Wisconsin officials. Change Orders may be requested by the Design-Builder only pursuant to Section 13.3. Change Orders may be issued for the following purposes (or combination of the following purposes):

1. To modify the scope of the Work;
2. To revise a Substantial Completion Date;
3. To revise the Contract Price; ~~or~~
4. To revise other terms and conditions of the Contract Documents; or
5. To reflect a change in Governmental Rule

13.1.1.2 Issuance of Directive Letter

The Department may issue a Directive Letter to the Design-Builder, at any time, if the Department desires a change in the Work or if there is a Dispute regarding the scope of the Work. The Directive Letter will (1) state that it is issued under this Section 13.1.1.2, and (2) describe the required Work, and (3) state the basis for determining compensation, if any. The Design-Builder must immediately proceed with the Work as directed in the letter and process a formal Change Order as promptly as possible (or, if the letter states that the Work is within the original scope of the Work, the Design-Builder must proceed with the Work as directed but may

13.2.3 Changes in Law

The Department will be entitled to a decrease in the Contract Price for any change in Governmental Rules that reduces the cost of the Work, if and to the extent that the change (a) allows a material modification in the design of the Project resulting in a net cost savings, or (b) reduces the requirements of complying with environmental Approvals. The Department will issue a Change Order for any change in Governmental Rules.

13.3 Procedure for Design-Builder-Initiated Change Orders

13.3.1 Eligible Changes

This section outlines when the Design-Builder must submit Change Notice and request for Change Proposal to the Department.

13.3.1.1 Time Extension

The Design-Builder may submit a request for Change Order to extend a Completion date, subject to certain limitations, only for the following excusable delays if the delay changes the duration of the Critical Path:

1. The Department-Caused Delays
2. Delays directly attributable to Differing Site Conditions, if permitted by Book 1, Section 13.8
3. Delays directly attributable to Force Majeure events, if permitted by Book 1, Section 13.9
4. Certain delays relating to Contaminated Materials, as described in Book 1, Section 13.10, if permitted in that section and Book 1, Section 5.3
5. Certain delays relating to Utility interference within the Project limits that are caused by the Department and could not have been reasonably foreseen or anticipated by the Design-Builder, as described in Book 2, Section 6.

13.3.1.2 Contract Price Increase

The Design-Builder may submit a request for Change Order to increase the Contract Price, subject to certain limitations, including a request for delay damages, as specified in Book 1, Section 13.5.2, only for the following increased costs in the Work:

1. Additional costs directly attributable to additional Work resulting from Department-Directed Changes for which the Department has not submitted a Change Order or a Request for Change Proposal
2. Additional costs directly attributable to Department-Caused Delays
3. Additional costs directly attributable to Differing Site Conditions, if permitted in Book 1, Section 13.8

4. Additional costs directly attributable to the following, if permitted in Book 1, Section 13.9:
    - Cataclysmic phenomena of nature or Extreme Rainfall Events to the extent not covered by the Design-Builder's builders' risk insurance policy, but only for costs necessarily incurred to recover and replace displaced material and remove debris from the Site
    - Any acts of a public enemy, rebellion, war, riot, terrorism, or civil commotion
    - The discovery at, near, or on the Site of any paleontological, cultural, or biological resources or any species presently or in the future listed as threatened or endangered under the federal or state endangered species act, provided that the existence of such resources was not disclosed in the RFP documents
    - The suspension, termination, interruption, denial, failure to obtain, nonrenewal, or amendment of any Environmental Approval or New Environmental Approval, except as otherwise provided in Book 1, Section 6.2.3.1
    - Any change in a Governmental Rule, change in the judicial interpretation of a Governmental Rule, or adoption of any new Governmental Rule that is materially inconsistent with Governmental Rules in effect on the Proposal Due Date (excluding any such change or new Governmental Rule which was passed or adopted but not yet effective as of the Proposal Due Date), and which (A) requires a material modification in the Project design; (B) requires the Design-Builder to obtain a major State or federal environmental Approval not previously required for the Project; or (C) specifically targets the Project or Design-Builder
5. Certain additional costs relating to Contaminated Materials and Regulated Materials, as described in Book 1, Section 13.10, if permitted in that section
6. Adjustments as specified in Book 1, Section 11.1.4, if permitted therein
7. Additional costs directly attributable to uncovering, removing, and restoring Work, if permitted in Book 1, Section 5.5.3
8. Certain additional costs relating to Utility interference within the Project limits that are caused by the Department and could not have been reasonably foreseen or anticipated by the Design-Builder.

13.3.1.3 Design-Builder-Initiated Change Proposal

The Design-Builder at any time may submit a request for Change Order to the Department that proposes changes to the scope of Work of the Contract. Proposals can include changes to add or reduce the scope of Work or implement changes to the Contract that are "equal to or better" than the original requirements. Provisions of Book 1, Section 13.3.2 regarding delivery of Change Notice do not apply to a Design-Builder-initiated Change Proposal. The Department will determine if the proposed changes to the scope of Work will be allowed and will complete the Change Order, if applicable, accordingly.

Wisconsin Department of Transportation

Southwest Region

Request for Proposals: Project Requirements

Book 2

Addendum #21~~1~~

STH 130, STH 23 – Lone Rock

(Wisconsin River B-25-192, B-52-279)

Richland County, Design-Build Project

State Design/Construction IDs: 5770-01-02/71

April 15~~March 17~~, 2022

4.4.2.11 Water-Related Land Use Management

Provide a new base aggregate access point from the proposed STH 130 northbound roadway which includes a 40-foot by 40-foot base aggregate parking area within the TLE between Sta. 114+75 and 115+75 as shown in Book 2, Section 7, Exhibit 7-A. No access beyond the base aggregate parking area to the Wisconsin River is required. ~~for recreational access to the Wisconsin River on Long Island. The gravel access will include a 40-foot by 40-foot parking area.~~ See Book 2, Section 10.2.6~~1~~ for additional details. Coordinate with the Department's~~WisDOT~~ PM and WDNR to develop the access point and parking area.

4.4.2.12 Section 4(f) of the US Department of Transportation Act of 1966

Resources protected under Section 4(f) exist in the project area. An area of Federal Interest, shown in Exhibit 4-B, is located on Long Island and must be avoided to the extent possible. Minimize temporary and permanent impacts to this area. The project will require acquisition of approximately 6.42 acres of land owned and managed by the Wisconsin Department of Natural Resources; the acquisition will be completed by the Department. A *de minimis* Section 4(f) evaluation was completed and accepted. See the Environmental Document in the RID. When there are changes proposed to the roadway footprint and possible changes to the area of potential effect, consult with the REC to determine if additional Section 4(f) evaluations are required. If Section 4(f) amendments are required, prepare and submit to the REC.

4.4.2.13 Section 6(f) of the Land and Water Conservation Fund Act

No resources protected under Section 6(f) have been identified in the Project area. When there are changes proposed to the roadway footprint and possible changes to the area of potential effect, review the approved Environmental Document and consult with the REC to determine if additional Section 6(f) evaluations are required. If Section 6(f) amendments are required, prepare and submit them to the REC.

4.4.2.14 Physical Impacts to Water Resources

Avoid and minimize impacts to wetlands, surface water, groundwater and floodplains. "Impacts" include the permanent or temporary placement of fill, excavation, or other activities.

4.4.2.14.1 Wetlands

Approximately 4.246.03 acres of permanent impacts and 3.385.79 acres of temporary impacts to wetlands are identified in the USACE permit applications. These impacts are described in Exhibits 4-A (Permit Application Wetland Impacts) and the Wetland Reports included in the RID. Comply with all permit requirements. Coordinate the permitted locations with the WisDOT PM and REC. Mitigation will take place in a Department wetland bank, which has been assigned.

If Work is needed within wetlands and outside the proposed impact areas, provide analysis to the Department to amend the existing permit or to obtain a new permit prior to beginning construction operations requiring the permit. No time extensions as discussed in standard spec

determine suitable habitat locations and the relocation will take place in summer or fall of 2022. See Mussel Survey Report in the RID for additional details.

The 2021 survey is good until September 19, 2022 which is ~~for~~ one year from its completion. The Department will conduct another survey in mid-2022 and relocate any mussels by September 2022, weather permitting. Another survey by the Design-Builder will need to be conducted within 1-year from the 2022 relocation date unless "in-stream" work commences prior to the 2023 expiration date. Placement or removal of material from a channel that would disturb the channel bottom would be considered in-stream work for the respective channel. Each channel will be considered independent of each other regarding in-stream work. ~~If in-stream construction commences prior to September 19, 2022 no resurvey of the area impacted by the proposed alignment is necessary.~~ Resurvey any channels where ~~the APE if~~ in-water construction has not started within 1-year from the 2022 relocation date~~the one-year expiration of the 2021 survey on September 19, 2022~~. In this case, conduct a survey in the area affected by the proposed alignment by a qualified biologist in advance of construction commencement, allowing sufficient time to relocate protected mussels if present. Relocate any mussels documented in the project area to suitable habitat upstream of the project area or as otherwise directed by the WDNR biologist. Mussel relocation must take place between May 1 and September 30. Survey and removal should not be conducted more than one year prior to starting construction activities. Consultation with USFWS must be reinitiated if any federally endangered mussels are found during the surveys. Formal consultation, which includes a biological assessment, biological opinion, and incidental take permit will be required before any federally endangered mussels can be relocated or the project can begin.

For the removal of existing bridges, complete a survey as described above and relocate protected mussels in the area affected by the Project to suitable habitat upstream of the project area or as otherwise directed by the WDNR biologist. Survey and removal should not be conducted more than one year prior to starting construction activities. Consultation with USFWS must be reinitiated if any federally endangered mussels are found during the surveys. Formal consultation, which includes a biological assessment, biological opinion, and incidental take permit will be required before any federally endangered mussels can be relocated or the project can begin.

4.4.2.17.5 Blanchard's Cricket Frog

Suitable habitat has been determined to occur within the project limits. The Department will complete a survey May 25 – June 30 of 2022. The information will be given to the Design-Builder. If Survey results show that the species is not present, no restrictions that pertain to Blanchard's Cricket Frog breeding periods are necessary.

If the 2022 Survey results show that Blanchard Cricket Frogs are present, restrictions apply to both in-water and shoreline work and work in suitable habitat found in wetland and upland areas.

In-water work and shoreline work may not take place from May 20-August 16 and from October 16-April 7. These restrictions apply to the bank/water line interface for areas in waters on

EXHIBIT 4-A
PERMIT APPLICATION WETLAND IMPACTS

2

WETLAND LEGEND

0.31 ac	AQUATIC BED (AB)
122,606 sf	AQUATIC BED (AB) TEMPORARY IMPACTS
5.65 ac	FLOODPLAIN FOREST (RPF)
120,407 sf	FLOODPLAIN FOREST (RPF) TEMPORARY IMPACTS
0.06 ac	WET MEADOW (M)
0.01 ac	SEASONALLY FLOODED BASIN/WET MEADOW (RPE)
9,120 sf	SEASONALLY FLOODED BASIN/WET MEADOW (RPE) TEMPORARY IMPACTS

N

WISCONSIN RIVER

PROPOSED STRUCTURE B-25-192

PROPOSED STRUCTURE B-52-279

W-1 RPF

W-3 RPF

R-1 AB

R-2 AB

R-3 AB

W-5 RPE

W-5 RPF

W-6 M

EX. STR. 252

DESIGN NOTE:
TEMPORARY RIVER ACCESS, ACCESS ROAD, AND EQUIPMENT STORAGE ARE ESTIMATED FOR PURPOSES OF AGENCY COORDINATION AND PERMITTING. ACTUAL ACCESS WILL BE IDENTIFIED IN CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN

LEGEND

- TEMPORARY RIVER ACCESS
- TEMPORARY ACCESS ROAD
- TEMPORARY EQUIPMENT STORAGE

0 250 500 Ft

2

PROJECT NO: 5770-01-71	HWY: STH 130	COUNTY: RICHLAND	WETLAND AND OPEN WATER IMPACTS	SHEET	E

FILE NAME : K:\185668_STH 130 POST 30 PCT\3.0 DELIVERABLES\3.02 ROADWAY\AUTOCAD\SHEETSOTHER\USACE_PERMIT EXHIBIT.DWG
LAYOUT NAME - 021051_cd

PLOT DATE : 10/15/2021 12:02 PM PLOT BY : KAUFMANN, LINDSAY PLOT NAME : PLOT SCALE : 1 IN:250 FT

WISDOT/CADDS SHEET 42

Wisconsin Department of Transportation

Division of Transportation System Development

Revised 8/202

WETLAND IMPACT TRACKING FORM

****This form must be filled out for all projects.****

Return This Completed Form to:

Steve Vetsch
Environmental Coordinator
WisDOT-SW Region
3550 Mormon Coulee Rd
La Crosse, WI, 5460
Phone: (608) 785-9049
Stephan.Vetsch@dot.wi.gov

Please Complete All Information Highlighted In Yellow

WisDOT Regional Environmental Coordinator (REC) Will Complete Sections Highlighted In Green

Project Design I.D. #:	5770-01-02
Project Construction I.D. #:	5770-01-71
Hwy/Project Title :	STH 130
	STH 23 - Lone Rock, Wisconsin River, B-25-192 & B-52-279
County :	Richland
Construction Year :	2022
Let Date:	N/A - Design-Build Project
Date this form is completed:	10/12/2021
Date this form is approved:	1027/2021

	NAME	PHONE	EMAIL
This Form Prepared by:	Lindsay Kaufmann	414-751-9984	lkaufmann@mbakerintl.com
This Form Approved by:	Steve Vetsch	608-785-9049	stephan.vetsch@dot.wi.gov

Is a discharge of dredged or fill material into wetlands anticipated?

NO [ ] ➡ **Form complete; no further information is required (RETURN FORM TO REC).**

YES [X] ➡ **1. Complete remainder of form:**

After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval. Also provide a copy of wetland impact displays.

2. Include this final APPROVED form with DNR 401 request and USACE 404 permit application.

3. Provide a PDF copy of the USACE 404 permit and DNR 401/final concurrence letter to REC.

	NAME	PHONE	EMAIL
Wetland Delineation/ Determination completed by:	Josh Sulman	608-469-8096	joshua.sulman@stantec.com
	Professional Wetland Scientist		
	QUALIFICATIONS		

Describe methods used to avoid and minimize impacts to wetlands:

Utilizing structures where feasible and steepening slopes to 3:1 with guardrail to minimize impacts.

Was professional discretion used to determine debit ratio?

No [x]
Yes [ ] ➡ Describe discretionary rationale below:

WETLAND IMPACT / REPLACEMENT SUMMARY

Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	0.31	AB	-
BOG	-	BOG	-
DM	-	DM	-
M	06	M	0.37
RPE	0.0	RPE	-
RPF	5.65	RPF	0.14
SM	-	SM	8.27
SS	-	SS	0.01
WS	-	WS	-
AB(D)	-	**TOTAL**	**8.78**
DM(D)	-		
M(D)	-		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	**6.03**		

Wisconsin Department of Transportation

Division of Transportation System Development

Project Design ID #: 5770-01-02

WETLAND IMPACT TRACKING FORM - PAGE 2
DETAILED TABLE OF WETLAND IMPACTS

Notes for Page 2 completion:

1. A wetland area (ID) may be made up of multiple wetland types. Separate the impact area by type and report in separate rows.
2. To add additional rows, right click on row number within the table and select "insert". Repeat as needed.
3. Use Department of Transportation Wetland Classification System. See abbreviations tab.
4. Individual wetland impacts should be reported to the nearest 0.001-acre.
5. The Environmental Coordinator will enter the appropriate debit ratio, mitigation type, area and bank information.
6. Impacts and mitigation are automatically summed by type and rounded to the nearest 0.01-acre. See page 1.

			Decimal Degrees				DOT REC will provide this information.		
Point #	Wetland ID	Impact Location (project station)	Latitude	Longitude	Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
	R-3	104+50	43°10'5.75"N	90°11'41.67"W	AB	0.160	1.000	M	0.160
	W-5	115+00	43°10'5.75"N	90°11'41.67"W	RPF	5.330	1.500	SM	7.995
	W-5	109+12	43°10'0.66"N	90°11'45.38"W	RPE	0.010	1.200	SS	0.012
	R-2	124+00	43°10'13.68"N	90°11'36.2"W	AB	0.120	1.000	M	0.120
	W-3	128+00	43°10'17.41"N	90°11'4.54"W	RPF	0.090	1.500	SM	0.135
	R-1	130+75	43°10'20.04"N	90°11'3.72"W	AB	0.030	1.000	M	0.030
	W-1	132+50	43°10'21.74"N	90°11'33.36"W	RPF	0.090	1.500	SM	0.135
	W-6	452'B'+00	43° 9'49.94"N	90°11'43.73"W	M	0.060	1.000	M	0.060
	W-5	115+00	43°10'5.75"N	90°11'41.67"W	RPF	0.137	1.000	RPF	0.137
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000

Is there potential for onsite mitigation? If unknown, check with the REC.

YES [ ] Where is it located? (T/R, station, map)

NO [X] List bank site to be used. **(Determined by REC)** Rockbridge-Richland

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

Revised 8/2021

Wisconsin Department of Transportation

Division of Transportation System Development

Revised 8/202

WETLAND IMPACT TRACKING FORM

****This form must be filled out for all projects.****

Return This Completed Form to:

Steve Vetsch
Environmental Coordinator
WisDOT-SW Region
3550 Mormon Coulee Rd
La Crosse, WI, 5460
Phone: (608) 785-9049
Stephan.Vetsch@dot.wi.gov

Please Complete All Information Highlighted In Yellow

WisDOT Regional Environmental Coordinator (REC) Will Complete Sections Highlighted In Green

Project Design I.D. #:	5770-01-02
Project Construction I.D. #:	5770-01-71
Hwy/Project Title :	STH 130
	STH 23 - Lone Rock, Wisconsin River B-25-192 & B-52-279
County :	Richland
Construction Year :	2022
Let Date:	6/1/2022
Date this form is completed:	10/12/2021
Date this form is approved:	10/27/2021

	NAME	PHONE	EMAIL
This Form Prepared by:	Lindsay Kaufmann	414-751-9984	lkaufmann@mbakerintl.com
This Form Approved by:	Steve Vetsch	608-785-9049	stephan.vetsch@dot.wi.gov

Is a discharge of dredged or fill material into wetlands anticipated?

NO [ ] ➡ **Form complete; no further information is required (RETURN FORM TO REC).**

YES [X] ➡ **1. Complete remainder of form:**

After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval. Also provide a copy of wetland impact displays.

2. Include this final APPROVED form with DNR 401 request and USACE 404 permit application.

3. Provide a PDF copy of the USACE 404 permit and DNR 401/final concurrence letter to REC.

	NAME	PHONE	EMAIL
Wetland Delineation/ Determination completed by:	Josh Sulman	608-469-8096	joshua.sulman@stantec.com
	Professional Wetland Scientist		
	QUALIFICATIONS		

Describe methods used to avoid and minimize impacts to wetlands:

TEMPORARY IMPACTS for construction purposes. Place causeways adjacent to the proposed alignment. Develop one roadway between the existing and proposed roadway on the same alignment as the proposed DNR access and parking lot.

Was professional discretion used to determine debit ratio?

No [x]

Yes [ ] ➡ Describe discretionary rationale below:

WETLAND IMPACT / REPLACEMENT SUMMARY

Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	2.82	AB	-
BOG	-	BOG	-
DM	-	DM	-
M	-	M	7.23
RPE	0.21	RPE	-
RPF	2.76	RPF	-
SM	-	SM	-
SS	-	SS	-
WS	-	WS	-
AB(D)	-	**TOTAL**	**7.23**
DM(D)	-		
M(D)	-		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	**5.79**		

Wisconsin Department of Transportation

Division of Transportation System Development

Project Design ID #: 5770-[illegible]-02

WETLAND IMPACT TRACKING FORM - PAGE 2

DETAILED TABLE OF WETLAND IMPACTS

Notes for Page 2 completion:

1. A wetland area (ID) may be made up of multiple wetland types. Separate the impact area by type and report in separate rows.
2. To add additional rows, right click on row number within the table and select "insert". Repeat as needed.
3. Use Department of Transportation Wetland Classification System. See abbreviations tab.
4. Individual wetland impacts should be reported to the nearest 0.001-acre.
5. The Environmental Coordinator will enter the appropriate debit ratio, mitigation type, area and bank information.
6. Impacts and mitigation are automatically summed by type and rounded to the nearest 0.01-acre. See page 1.

			Decimal Degrees				DOT REC will provide this information.		
Point #	Wetland ID	Impact Location (project station)	Latitude	Longitude	Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
	R-3	105+25	43°10'5.75"N	90°11'41.67"W	AB	0.910	1.000	M	0.910
	R-3	105+00	43°10'5.75"N	90°11'41.67"W	AB	0.710	1.000	M	0.710
	W-5	108+50	43°10'5.75"N	90°11'41.67"W	RPF	0.100	1.500	M	0.150
	W-5	110+00	43°10'0.66"N	90°11'45.38"W	RPE	0.210	1.300	M	0.273
	W-5	110+25	43°10'13.68"N	90°11'36.22"W	RPF	0.070	1.500	M	0.105
	W-5	115+00	43°10'17.41"N	90°11'34.54"W	RPF	2.140	1.500	M	3.210
	R-2	122+50	43°10'13.68"N	90°11'36.22"W	AB	0.390	1.000	M	0.390
	R-2	124+00	43°10'13.68"N	90°11'36.22"W	AB	0.570	1.000	M	0.570
	R-2	125+50	43°10'13.68"N	90°11'36.22"W	AB	0.240	1.000	M	0.240
	W-3	128+00	43°10'17.41"N	90°11'34.54"W	RPF	0.450	1.500	M	0.675
									0.000
									0.000
									0.000
									0.000

Is there potential for onsite mitigation? If unknown, check with the REC.

YES [ ] Where is it located? (T/R, station, map)

NO [X] List bank site to be used. **(Determined by REC)** Rockbridge-Richland

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

Revised 8/2021

WETLAND LEGEND

0.31 ac	AQUATIC BED (AB)
122,696 sf	AQUATIC BED (AB) TEMPORARY IMPACTS
3.90 ac	FLOODPLAIN FOREST (RPF)
137,996 sf	FLOODPLAIN FOREST (RPF) TEMPORARY IMPACTS
0.06 ac	WET MEADOW (M)
0.01 ac	SEASONALLY FLOODED BASIN/WET MEADOW (RPE)
9,210 sf	SEASONALLY FLOODED BASIN/WET MEADOW (RPE) TEMPORARY IMPACTS

WISCONSIN RIVER

PROPOSED STRUCTURE B-25-192

PROPOSED STRUCTURE B-52-279

STH 130

EX STH 130

CTH HS

W-1 RPF

W-3 RPF

R-1 AB

R-2 AB

R-3 AB

W-5 RPE

W-5 RPF

W-6 M

0.06 ac

PC: 454+49.18

PT: 456+15.51

DESIGN NOTE:
TEMPORARY RIVER ACCESS AND ACCESS ROAD ARE ESTIMATED FOR PURPOSES OF AGENCY COORDINATION AND PERMITTING. ACTUAL ACCESS WILL BE IDENTIFIED IN CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN

0 250 500 Feet

PROJECT NO: 5770-01-71	HWY: STH 130	COUNTY: RICHLAND	TEMPORARY ACCESS IMPACTS	SHEET E

FILE NAME : K:\185668_STH 130 POST 30 PCT\3.0 DELIVERABLES\3.02 ROADWAY\AUTOCAD\SHEETSOTHER\USACE_PERMIT EXHIBIT_DNR MEMO.DWG
LAYOUT NAME - 021051_cd

PLOT DATE : 3/16/2022 11:25 AM PLOT BY : KAUFMANN, LINDSAY PLOT NAME : PLOT SCALE : 1 IN:250 FT

Wisconsin Department of Transportation

Division of Transportation System Development

Revised 8/2021

WETLAND IMPACT TRACKING FORM

This form must be filled out for all projects.

Return This Completed Form to:

Steve Vetsch
Environmental Coordinator
WisDOT-SW Region
3550 Mormon Coulee Rd
La Crosse, WI, 54601
Phone: (608) 785-9049
Stephan.Vetsch@dot.wi.gov

Please Complete All Information Highlighted In Yellow

WisDOT Regional Environmental Coordinator (REC) Will Complete Sections Highlighted In Green

Project Design I.D. #:	5770-01-02
Project Construction I.D. #:	5770-01-71
Hwy/Project Title :	STH 130
	STH 23 - Lone Rock, Wisconsin River B-25-192 & B-52-279
County :	Richland
Construction Year :	2022
Let Date:	N/A - Design-Build Project
Date this form is completed:	4/8/2022
Date this form is approved:	4/12/2022

	NAME	PHONE	EMAIL
This Form Prepared by:	Lindsay Kaufmann	414-751-9984	lkaufmann@mbakerintl.com
This Form Approved by:	Steve Vetsch	608-785-9049	stephan.vetsch@dot.wi.gov

Is a discharge of dredged or fill material into wetlands anticipated?

NO [ ] ➡ **Form complete; no further information is required (RETURN FORM TO REC).**

YES [X] ➡ **1. Complete remainder of form:**

After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval. Also provide a copy of wetland impact displays.

2. Include this final APPROVED form with DNR 401 request and USACE 404 permit application.

3. Provide a PDF copy of the USACE 404 permit and DNR 401/final concurrence letter to REC.

	NAME	PHONE	EMAIL
Wetland Delineation/ Determination completed by:	Josh Sulman	608-469-8096	joshua.sulman@stantec.com

Professional Wetland Scientist

QUALIFICATIONS

Describe methods used to avoid and minimize impacts to wetlands:

Utilizing structures where feasible.

Was professional discretion used to determine debit ratio?

No [x]

Yes [ ] ➡ Describe discretionary rationale below:

WETLAND IMPACT / REPLACEMENT SUMMARY

Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	0.29	AB	-
BOG	-	BOG	-
DM	-	DM	-
M	0.06	M	0.35
RPE	0.01	RPE	-
RPF	3.88	RPF	0.12
SM	-	SM	5.70
SS	-	SS	0.01
WS	-	WS	-
AB(D)	-	**TOTAL**	**6.18**
DM(D)	-		
M(D)	-		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	**4.24**		

Wisconsin Department of Transportation

Division of Transportation System Development

Project Design ID #: 5770-01-02

WETLAND IMPACT TRACKING FORM - PAGE 2
DETAILED TABLE OF WETLAND IMPACTS

Notes for Page 2 completion:

1. A wetland area (ID) may be made up of multiple wetland types. Separate the impact area by type and report in separate rows.
2. To add additional rows, right click on row number within the table and select "insert". Repeat as needed.
3. Use Department of Transportation Wetland Classification System. See abbreviations tab.
4. Individual wetland impacts should be reported to the nearest 0.001-acre.
5. The Environmental Coordinator will enter the appropriate debit ratio, mitigation type, area and bank information.
6. Impacts and mitigation are automatically summed by type and rounded to the nearest 0.01-acre. See page 1.

			Decimal Degrees				DOT REC will provide this information.		
Point #	Wetland ID	Impact Location (project station)	Latitude	Longitude	Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
	R-3	104+50	43°09'56"N	90°11'48"W	AB	0.150	1.000	M	0.150
	W-5	109+12	43°10'01"N	90°11'45"W	RPE	0.010	1.200	SS	0.012
	W-5	109+12	43°10'01"N	90°11'45"W	RPF	0.010	1.500	SM	0.015
	W-5	115+00	43°10'06"N	90°11'42"W	RPF	3.720	1.500	SM	5.580
	R-2	124+00	43°10'14"N	90°11'36"W	AB	0.110	1.000	M	0.110
	W-3	128+00	43°10'17"N	90°11'35"W	RPF	0.080	1.500	RPF	0.120
	R-1	130+75	43°10'20"N	90°11'34"W	AB	0.030	1.000	M	0.030
	W-1	132+50	43°10'22"N	90°11'33"W	RPF	0.070	1.500	SM	0.105
	W-6	452'B'+00	43° 9'50"N	90°11'44"W	M	0.060	1.000	M	0.060
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000

Is there potential for onsite mitigation? If unknown, check with the REC.

YES [ ] Where is it located? (T/R, station, map)

NO [X] List bank site to be used. **(Determined by REC)** Rockbridge-Richland

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

Revised 8/2021

Wisconsin Department of Transportation Revised 8/2021

Division of Transportation System Development

WETLAND IMPACT TRACKING FORM

This form must be filled out for all projects.

Return This Completed Form to:

Steve Vetsch
Environmental Coordinator
WisDOT-SW Region
3550 Mormon Coulee Rd
La Crosse, WI, 54601
Phone: (608) 785-9049
Stephan.Vetsch@dot.wi.gov

Please Complete All Information Highlighted In Yellow

WisDOT Regional Environmental Coordinator (REC) Will Complete Sections Highlighted In Green

Project Design I.D. #:	5770-01-02
Project Construction I.D. #:	5770-01-71
Hwy/Project Title :	STH 130
	STH 23 - Lone Rock, Wisconsin River B-25-192 & B-52-279
County :	Richland
Construction Year :	2022
Let Date:	6/1/2022
Date this form is completed:	4/8/2022
Date this form is approved:	4/12/2022

	NAME	PHONE	EMAIL
This Form Prepared by:	Lindsay Kaufmann	414-751-9984	lkaufmann@mbakerintl.com
This Form Approved by:	Steve Vetsch	608-785-9049	stephan.vetsch@dot.wi.gov

Is a discharge of dredged or fill material into wetlands anticipated?

NO [ ] ➡ **Form complete; no further information is required (RETURN FORM TO REC).**

YES [X] ➡ **1. Complete remainder of form:**

After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval. Also provide a copy of wetland impact displays.

2. Include this final APPROVED form with DNR 401 request and USACE 404 permit application.

3. Provide a PDF copy of the USACE 404 permit and DNR 401/final concurrence letter to REC.

	NAME	PHONE	EMAIL
Wetland Delineation/ Determination completed by:	Josh Sulman	608-469-8096	joshua.sulman@stantec.com

Professional Wetland Scientist

QUALIFICATIONS

Describe methods used to avoid and minimize impacts to wetlands:

TEMPORARY IMPACTS for construciton purposes. Place causeways adjacent to the proposed alignment. Develop one roadway between the existing and proposed roadway on the same alignment as the proposed DNR access and parking lot.

Was professional discretion used to determine debit ratio?

No [x]

Yes [ ] ➡ Describe discretionary rationale below:

WETLAND IMPACT / REPLACEMENT SUMMARY

Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	-	AB	-
BOG	-	BOG	-
DM	-	DM	-
M	-	M	0.85
RPE	0.21	RPE	-
RPF	3.17	RPF	-
SM	-	SM	-
SS	-	SS	-
WS	-	WS	-
AB(D)	-	**TOTAL**	**0.85**
DM(D)	-		
M(D)	-		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	**3.38**		

Wisconsin Department of Transportation

Division of Transportation System Development

Project Design ID #: 5770-01-02

WETLAND IMPACT TRACKING FORM - PAGE 2

DETAILED TABLE OF WETLAND IMPACTS

Notes for Page 2 completion:

1. A wetland area (ID) may be made up of multiple wetland types. Separate the impact area by type and report in separate rows.
2. To add additional rows, right click on row number within the table and select "insert". Repeat as needed.
3. Use Department of Transportation Wetland Classification System. See abbreviations tab.
4. Individual wetland impacts should be reported to the nearest 0.001-acre.
5. The Environmental Coordinator will enter the appropriate debit ratio, mitigation type, area and bank information.
6. Impacts and mitigation are automatically summed by type and rounded to the nearest 0.01-acre. See page 1.

			Decimal Degrees				DOT REC will provide this information.		
Point #	Wetland ID	Impact Location (project station)	Latitude	Longitude	Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
	W-5	108+50	43°10'06"N	90°11'42"W	RPF	0.100	0.250	M	0.025
	W-5	110+00	43°10'01"N	90°11'45"W	RPE	0.210	0.250	M	0.053
	W-5	112+50	43°10'03"N	90°11'43"W	RPF	0.310	0.250	M	0.078
	W-5	115+00	43°10'17"N	90°11'35"W	RPF	0.990	0.250	M	0.248
	W-5	116+00	43°10'07"N	90°11'42"W	RPF	0.840	0.250	M	0.210
	W-5	118+50	43°10'09"N	90°11'39"W	RPF	0.460	0.250	M	0.115
	W-3	128+00	43°10'17"N	90°11'35"W	RPF	0.450	0.250	M	0.113
	W-1	132+00	43°10'22"N	90°11'34"W	RPF	0.020	0.250	M	0.005
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000

Is there potential for onsite mitigation? If unknown, check with the REC.

YES [ ] Where is it located? (T/R, station, map)

NO [X] List bank site to be used. **(Determined by REC)** Rockbridge-Richland

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

Revised 8/2021

unpredictable and thus pose a risk to whoever is responsible. Notify the Department if any unknown utility impacts are identified.

6.3.2 Department Supplied Information

The Department has compiled information regarding known utility facilities and their approximate locations within the Project area and has held one Utility Coordination Meeting. The information received from utility responses has been compiled into Exhibit 6-A, which summarizes the known utilities contact information; and Exhibit 6-B, which summarizes the known anticipated utility coordination including approximate locations of the existing facilities and potential conflicts and anticipated relocations of the known utilities with the proposed Project improvements.

The Department's draft Utility Status Report (USR) is attached as Exhibit 6-C.

Approved Utility Work Plans and the related start work notices have been provided in Exhibit 6-D. ~~Alliant Energy start work notice will be provided when complete.~~ Portions of these work plans, utility agreements, utility permits, and some correspondence may be identified by the utility owners as being subject to homeland security provisions and confidential and so should not be shared.

If the Design-Builder discovers an unknown utility, a utility not accurately identified or located, or additional utility coordination requirements, immediately notify the Department and the utility. The Design-Builder's responsibilities regarding additional unknown utility relocations are provided in Book 2, Section 6.4.

6.4 Design-Builder Responsibilities

6.4.1 Utility Coordination

The Design-Builder shall hold a Utility Coordination Meeting with the Department and the utilities within 4 weeks of Award of the Contract, and as often as needed thereafter. Notify and invite the Department's Central Office and Region Utility Units at least five working days in advance of any utility meetings. This meeting will confirm utility locations, potential conflicts, and coordination requirements with the Design-Builder's design. The Design-Builder shall confirm Utility Work Plans for known utilities or begin scheduling Utility Work Plans for any recently discovered unknown utility. All Utility Work Plans shall first be reviewed and accepted by the Design-Builder and then sent to the Department for Approval.

The Design-Builder shall use best efforts to minimize relocations and costs to utilities, and be consistent with other requirements of the Contract Documents.

No additional compensation will be allowed for any delays, inconveniences, or damage sustained by the Design-Builder or its Subcontractors due to interference from utilities or the operation of relocating utilities if the circumstances are a result of the Design-Builder's design.

The Design-Builder's obligations with respect to each utility will include the following:

EXHIBIT 6-B
PROJECT SPECIFIC UTILITY COORDINATION

Some of the utility work described below is dependent on prior work being performed by the contractor at a specific site. In such situations, provide the engineer and the affected utility a good faith notice of when the utility is to start work at the site. Provide this notice 14 to 16 calendar days in advance of when the prior work will be completed and the site will be available to the utility owner. Follow-up with a confirmation notice to the engineer and the utility owner not less than three working days before the site will be ready for the utility owner to begin its work.

Known utilities in the project area are as follows and station locations are approximate locations:

Alliant Energy (Electricity) has overhead facilities in the following locations:

- An overhead facility that starts on the east side at the north end of STH 130/133 and crosses over at approximately Station 135+00 near Brace Memorial Park. The line runs south along the west side of STH 130/133 until it crosses over the road at approximate Station 13+50"EX". The line terminates in a transformer at Station 12+59"EX", where it changes ownership to WisDOT.

Alliant Energy will direct bury 580 feet of line at the north end of the project to maintain service to residents. Alliant Energy will retire all overhead lines to the south of pole #00/42, located at approximately Station 136+80, 70' RT. Alliant Energy will install a solar option to maintain service to the existing beacon and flasher lights temporary solar powered system to provide lighting and intersection warning at the existing intersection of STH 130 and STH 133.

Alliant Energy (Gas) has underground facilities in the following locations:

- An underground gas line from approximately Station 138+00 past the north end of the project on the west side of the roadway.

No conflicts are anticipated.

Frontier (Communication):

- An underground communications line that runs from approximately Station 134+00 past the north end of the project on the west side of the roadway.

Frontier will remove the pedestal at approximate Station 134+50 just north of Lake Lane.

Some of the utility work described below is dependent on prior work being performed by the contractor at a specific site. In such situations, provide the engineer and the affected utility a good faith notice of when the utility is to start work at the site. Provide this notice 14 to 16 calendar days in advance of when the prior work will be completed and the site will be available to the utility owner. Follow-up with a confirmation notice to the engineer and the utility owner not less than three working days before the site will be ready for the utility owner to begin its work.

The location of utility installations as described in this article are approximate.

Alliant Energy (Electricity) has overhead facilities in the following locations:

• An overhead electric line that starts on the east side at the north end of STH 130 and crosses over near Station 135+00. The line runs south along the west side of STH 130 until it crosses over the road near Station 13+50"EX". The line terminates in a transformer at Station 12+59"EX" where it changes ownership to WisDOT.

Alliant Energy will relocate in 2 phases to avoid construction conflicts at the north bridge and maintain power to the existing flasher and lighting at the STH 130/133 intersection.

• PHASE 1—Alliant Energy will install new underground facilities starting at pole 0/42, Station 136+85 RT 75', to a new pole at Station 132+72 RT 56'. Overhead facilities will then be installed going south on 2 new poles to Station 128+90 RT 132', then crossing existing STH 130 to existing pole 52/33 at Station 128+75 RT 67'. An underground crossing will be installed near Station 134+00 from a junction cabinet at Station 134+00 RT 58' to Station 133+50 LT 200'. All existing overhead facilities and poles will be discontinued from Station 136+85 RT 75' to Station 128+75 RT 67'. This work is anticipated to be completed prior to construction.

• PHASE 2— Alliant Energy will discontinue all overhead facilities and poles from Station 132+72 RT 56' going south to Station 12+50"EX" once traffic is moved to the new highway. Provide advance notice of when the existing highway will be closed but before the pavement is removed and the site will be accessible for Alliant personnel to perform their task safely. This work is anticipated to take 4 working days.

Alliant Energy (Gas) has underground facilities in the following locations:

• An underground gas line from approximately Station 138+00 past the north end of the project on the west side of the roadway.

No conflicts are anticipated.

Frontier (Communication) has underground facilities in the following locations:

• An underground communications line that runs from Station 134+00 past the north end of the project on the west side of the roadway.

Frontier will remove the pedestal near Station 134+25 LT and discontinue the underground lines going north to the pedestal near Station 137+50 LT. This work is anticipated to be completed prior to construction.

EXHIBIT 6-C
UTILITY STATUS REPORT (USR)

UTILITY STATUS REPORT

Wisconsin Department of Transportation

DT1080 7/2020

PROJECT INFORMATION, DESCRIPTION, ID(S), DATES

Date 02/04/2022	Title STH 23 - LONE ROCK	Design Project ID 5770-01-02	PS&E Date 05/01/2024
To: Bureau of Technical Services ATTN: Utility & Access Unit	Limits WISCONSIN RIVER/B-25-192,B-52-279	Construction Project ID 5770-01-71	Let Date 06/13/2024
From: Director Region/Office: SW-La Crosse	Highway STH 130	Right of Way Project ID 5770-01-21	Plat Date 11/15/2021
	County Richland	Right of Way Project ID -	Plat Date -

UTILITY COORDINATION SUMMARY

UTILITY		UTL OR UA					DATES			
OWNER	TYPE	UTL NO	UA NO	R/W PROJECT ID	UTILITY PROJECT ID	ESTIMATED COST	PROJECT PLANS SENT	UTL OR UA TO CO	CO APP OR LUG ACQ	WORK TO BE DONE
Alliant Energy	GSPTR	-	-	-	-	-	10/08/21	-	-	NONE
Alliant Energy	ELCTY	201	-	5770-01-21	5770-01-21	$1.00	10/08/21	-	-	PC/DC
Frontier Communications of WI LLC	COMLN	-		-	-	-	10/08/21	-	-	PC

STATUS OF UTL'S OR UA'S NOT CLEAR

UTL / UA	REASON
201	Release documents not complete

COMMENTS

An acceptable work plan has not been received from Alliant Energy - Electric

UTILITY COORDINATION CONTACTS

Name of Utility Coordinator Scott Burmeister	E-mail Address Scott.Burmeister@dot.wi.gov	Area Code - Telephone Number (608) 246-5637
Name of Region/Office, Firm or Local Program Agency SW-Madison		Date Prepared 02/04/2022
Name of Region Project Manager Gregory Brecka		

- - For WisDOT Region Utility Representative Use Only - -

Wisconsin Certification

Project Description (Check one)

☒ This is a Trans 220 project ☐ This is NOT a Trans 220 project

Utility Coordination Summary (Check one)

☐ The above table contains any known utility(s) within the construction project limits.

☐ Within the construction project limits, the project will not conflict with or impact every utility. Any utility(s) not in conflict or impacted by the project need not be listed in the table above.

☐ No known utility(s) within the construction project limits.

Utility(s) Clear for Letting (Check if applicable)

☐ We certify that all necessary coordination arrangements have been made in accordance with Wisconsin Statutes, Administrative Code, and applicable policies and procedures.

Federal Highway Administration Certification

Utility Coordination (Check if applicable)

☐ In accordance with the Code of Federal Regulations 23, Part 635, Subpart C – Physical Construction Authorization, we certify that arrangements for work affecting the subject contract have been completed as required for proper coordination with the physical construction schedules.

Accommodation of Utilities (Check if applicable)

☐ Upon completion of the construction project, we certify that all known utility facilities along, across or within the right-of-way of the construction project limits are authorized and such facilities are located in accordance with the Code of Federal Regulations 23, Part 645, Subpart B – Accommodation of Utilities, and such policies and practices as agreed to between the Department and the Federal Highway Administration.

Defer Wisconsin and/or Federal Highway Administration Certification

Utility(s) Not Clear for Letting (Exception request submitted. When utility(s) clear, resubmit USR.) (Check if applicable)

☒ Necessary coordination arrangements have not been made with utility(s). (See COMMENTS)

☒ UTL's or UA's not clear. (See STATUS OF UTL'S OR UA'S NOT CLEAR)

Scott Burmeister		**02/04/2022**
Region Utility Representative Print Name	Region Utility Representative Signature	Date

UTILITY STATUS REPORT

DT1080 7/2020

Wisconsin Department of Transportation

PROJECT INFORMATION, DESCRIPTION, ID(S), DATES

Date 04/12/2022	Title STH 23 - LONE ROCK	Design Project ID 5770-01-02	PS&E Date 05/01/2024
To: Bureau of Technical Services ATTN: Utility & Access Unit	Limits WISCONSIN RIVER/B-25-192,B-52-279	Construction Project ID 5770-01-71	Let Date 08/13/2024
From: Director Region/Office: SW-La Crosse	Highway STH 130	Right of Way Project ID 5770-01-21	Plat Date 11/15/2021
	County Richland	Right of Way Project ID -	Plat Date -

UTILITY COORDINATION SUMMARY

UTILITY		UTL OR UA					DATES			
OWNER	TYPE	UTL NO	UA NO	R/W PROJECT ID	UTILITY PROJECT ID	ESTIMATED COST	PROJECT PLAN SENT	UTL OR UA TO CO	CO APP OR LUG ACQ	WORK TO BE DONE
Alliant Energy	GSPTR	-	-	-	-	-	10/08/21	-	-	NONE
Alliant Energy	ELCTY	201	-	5770-01-21	5770-01-21	$1.00	10/08/21	04/08/22	04/08/22	PC/DC
Frontier Communications of WI LLC	COMLN	-	-	-	-	-	10/08/21	-	-	PC

STATUS OF UTL'S OR UA'S NOT CLEAR

UTL / UA	REASON
-	-

COMMENTS

-

UTILITY COORDINATION CONTACTS

Name of Utility Coordinator Scott Burmeister	E-mail Address Scott.Burmeister@dot.wi.gov	Area Code - Telephone Number (608) 246-5637
Name of Region/Office, Firm or Local Program Agency SW-Madison		Date Prepared 04/12/2022
Name of Region Project Manager Greg Brecka		

- - For WisDOT Region Utility Representative Use Only - -

Wisconsin Certification

Project Description (Check one)

☒ This is a Trans 220 project ☐ This is NOT a Trans 220 project

Utility Coordination Summary (Check one)

☒ The above table contains any known utility(s) within the construction project limits.

☐ Within the construction project limits, the project will not conflict with or impact every utility. Any utility(s) not in conflict or impacted by the project need not be listed in the table above.

☐ No known utility(s) within the construction project limits.

Utility(s) Clear for Letting (Check if applicable)

☒ We certify that all necessary coordination arrangements have been made in accordance with Wisconsin Statutes, Administrative Code, and applicable policies and procedures.

Federal Highway Administration Certification

Utility Coordination (Check if applicable)

☒ In accordance with the Code of Federal Regulations 23, Part 635, Subpart C – Physical Construction Authorization, we certify that arrangements for work affecting the subject contract have been completed as required for proper coordination with the physical construction schedules.

Accommodation of Utilities (Check if applicable)

☒ Upon completion of the construction project, we certify that all known utility facilities along, across or within the right-of-way of the construction project limits are authorized and such facilities are located in accordance with the Code of Federal Regulations 23, Part 645, Subpart B – Accommodation of Utilities, and such policies and practices as agreed to between the Department and the Federal Highway Administration.

Defer Wisconsin and/or Federal Highway Administration Certification

Utility(s) Not Clear for Letting (Exception request submitted. When utility(s) clear, resubmit USR.) (Check if applicable)

☐ Necessary coordination arrangements have not been made with utility(s). (See COMMENTS)

☐ UTL's or UA's not clear. (See STATUS OF UTL'S OR UA'S NOT CLEAR)

Digitally signed by Scott Burmeister
DN: C=US, E=Scott.Burmeister@dot.wi.gov, O=Wisconsin Department of Transportation, OU=Utility Unit, CN=Scott Burmeister
Date: 2022.04.12 14:37:09-05'00'

Scott Burmeister		**04/12/2022**
Region Utility Representative Print Name	Region Utility Representative Signature	Date

EXHIBIT 6-D
APPROVED UTILITY WORK PLANS

Approved
Scott Burmeister
Apr 11, 2022 12:14:11 PM

UTILITY WORKSHEET

DT2236 6/2009 s.84.063 Wis. Stats.

Wisconsin Department of Transportation

Utility Company Name	**PLEASE RETURN THIS WORKSHEET BY**
Alliant Energy - Electricity	January 6, 2022
Project Description Design Project ID: 5770-01-02 Construction Project ID: 5770-01-71 STH 23 - LONE ROCK WISCONSIN RIVER/B-25-192,B-52-279 STH 130, Richland County	**RETURN TO** Scott Burmeister Division of Transportation System Development Southwest Region La Crosse Office 2101 Wright Street Madison WI 53704-2583

1. Describe your proposed relocation plan for the above project, as requested in the enclosed letter, using highway stationing whenever possible. Attach extra sheets if needed.

   PHASE 1-Alliant Energy will install new underground facilities, starting at pole 0/42, STA 136+85 RT 75', extending south to a junction cabinet, STA 134+00 RT 58'. From junction cabinet, continuing with UG distribution west, STA 133+50 LT 200'. Then from J-cabinet, STA 134+00 RT 58', continue UG distribution south to new POLE, STA 132+72 RT 56', this completing UG dist and going to OH dist. From pole with OH dist to new POLE, STA 131+00 RT 85', continuing OH dist to new POLE, STA 128+90 RT 132. Then crossing existing STH 130 to existing POLE 52/33, STA 128+75 RT 67'
   PHASE 2-referencing removal plan-From STA 36+00 south to STA 12+50 all OH distribution and poles will be retired once traffic is moved to new highway. Provide advance notice of when the existing highway will be closed but before the pavement is removed and the site will be accessible for Alliant personnel to perform their task safely.

2. Conflicting utility facilities will need to be relocated prior to construction. If this is not feasible, provide an explanation and an indication of what work will require coordination with the highway contractor during construction.

   All conflicting Alliant Energy facilities will be retired and/or relocated before highway and bridge construction

3. Anticipated Start Date

   May 16, 2022

4. Estimated construction time required (In working days)

   4 days

5. List the approvals required and the expected time schedule to obtain those approvals.

   DOT ROW PERMIT-unknown

6. Include a list of the real estate parcels that the Wisconsin Department of Transportation (DOT) must have acquired to enable your company to complete the necessary facility installations and relocations prior to construction.

7. Review the enclosed plans for the above project. Are your facilities correct as shown? If not, list the errors. In some cases, it may be easier to return a marked up copy of the plan. **It is very important that your facilities are shown correctly because all construction field personnel will use this information. Uncorrected location errors could create construction delays or damage to utility facilities.**

   Appear to be correct

8. Is this work dependent on work by other utilities? If so, which other utilities, and what time schedule has been coordinated with them?

N/A

9. Please provide the name, address, and telephone number of the field contact person for this project, so that we may place this information on the highway plan

Name NICK NIEMANN	
Address 900 PRAIRIE DR	
City, State, ZIP Code SPRING GREEN, WI 53588	
Area Code - Telephone Number 608-845-1105	Area Code - Telephone Number (Mobile) 608-501-9061
E-mail Address NICHOLASNIEMANN@ALLIANTENERGY.COM	

10. List any other relevant information that may impact the ultimate goal of preventing construction delay due to uncertain scheduling of utility facility relocations.

N/A

11.

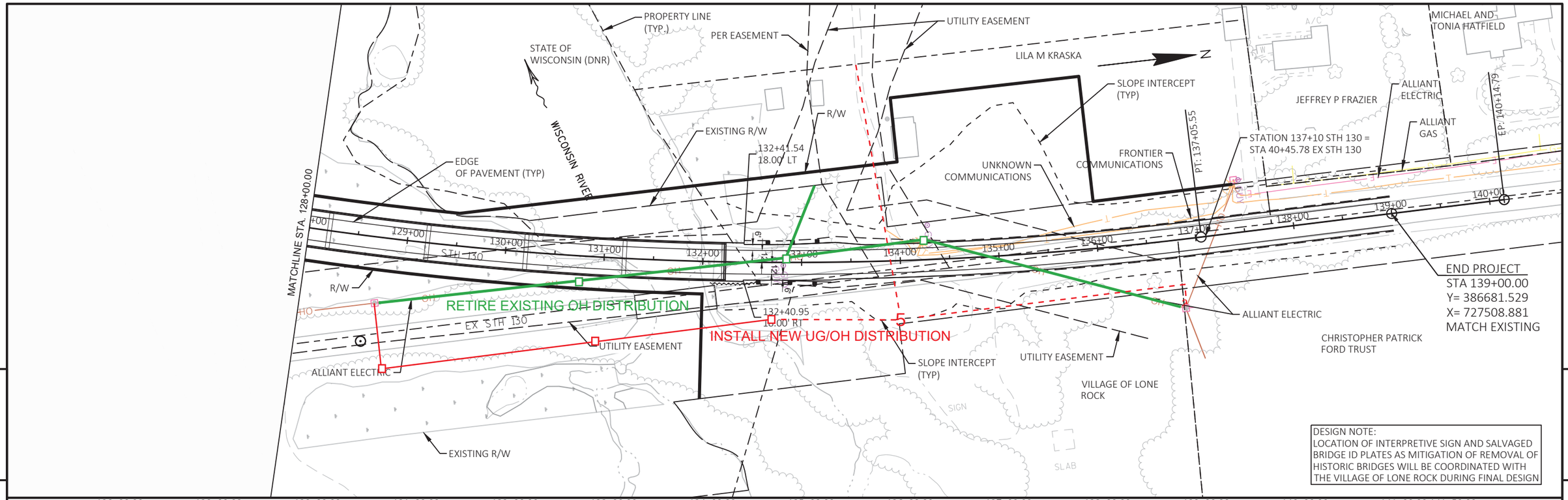
Yes	No	
☐	☐	Do you have any facilities that are no longer in use but have been left in place in the project area? If "Yes", approximately where are the facilities located and what type and size of facility is involved?
☐	☐	Does the line have any remaining product?
☐	☐	Does the line have any asbestos wrap or any other hazardous materials associated with it?
☐	☐	Does any part of the line conflict directly with the proposed highway project? If so, what arrangements have been made to remove those portions? This should be mentioned as part of your work plan in question number 1 on this form.
☐	☐	Is there any reason the highway contractor cannot remove portions of the line left in place?

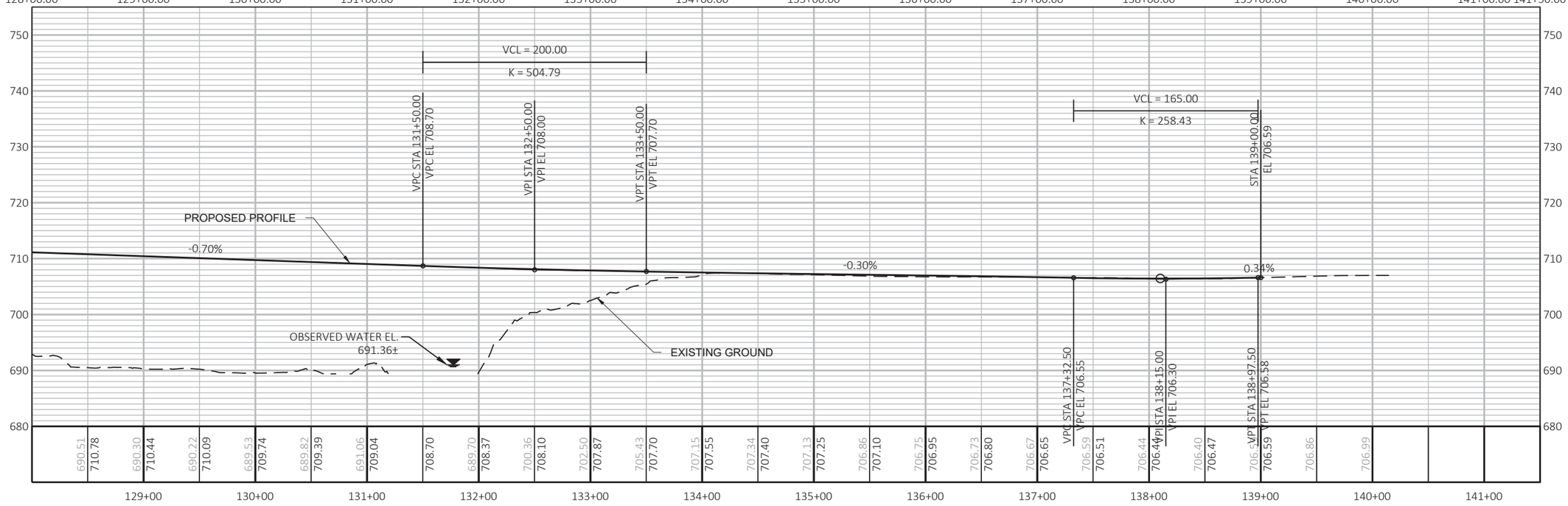
If you answered "Yes" to any of the questions above, please attach additional pages.

Preparer Area Code – Telephone #, Ext. 608-501-9061	Preparer E-Mail Address NICHOLASNIEMANN@ALLIANTENERGY.COM	
	Nick Niemann	04/07/2022

	(Name of Person Who Prepared this Worksheet) (If completed electronically, Brush Script Font)	(Date)

NOTE: DOT will be sending to you a Trans 220 Work Plan Approval letter and a Start Work Notice after we complete the review of your Work Plan.





PROJECT NO: 5770-01-71	HWY: STH 130	COUNTY: RICHLAND	PLAN AND PROFILE: STH 130	SHEET	E

FILE NAME : K:\185668_STH 130 POST 30 PCT\3.0 DELIVERABLES\3.02 ROADWAY\AUTOCAD\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050103-pp

PLOT DATE : 10/5/2021 3:41 PM PLOT BY : WAGNER, NOLAN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

WISCONSIN RIVER

435"R"

400"R"

445"R"

REMOVING GUARDRAIL

105 110 115 120 125 130 135

STH 130

EXCAVATION COMMON

REMOVING GUARDRAIL

REMOVING GUARDRAIL

STA 35+00
REMOVE B-52-857
SINGLE SPAN STEEL PONY TRUSS
85' OVERALL LENGTH
24' OVERALL WIDTH

REMOVING GUARDRAIL

REMOVING GUARDRAIL

REMOVING GUARDRAIL

STA XX+XXX
REMOVE EMBANKMENT

REMOVING GUARDRAIL

STA 26+00
REMOVE B-52-856
4 SPAN STEEL OVERHEAD TRUSS
554' OVERALL LENGTH
24' OVERALL WIDTH

REMOVING GUARDRAIL

REMOVING GUARDRAIL

REMOVING GUARDRAIL

REMOVING GUARDRAIL

REMOVING
CURB & GUTTER

EXCAVATION COMMON

REMOVING GUARDRAIL

REMOVING
CURB & GUTTER

REMOVING GUARDRAIL

STA 5+00
REMOVE B-25-81
3 SPAN STEEL OVERHEAD TRUSS
683' OVERALL LENGTH
24' OVERALL WIDTH

NOTE:
EXISTING ELECTRICAL CONDUIT TO BE PRESERVED AND MAINTAINED UNTIL NEW ELECTRIC SERVICE FOR STH 130/133 INTERSECTION IS OPERATIONAL.

DESIGN NOTE:
LANDSCAPING PLAN WITH WETLAND RESTORATION IN AREA OF EMBAKMENT REMOVAL WILL BE ADDED DURING FINAL DESIGN.

DESIGN NOTE:
RIGHT OF WAY ALONG EXISTING STH 130 CORRIDOR WILL BE TRANSFERRED TO DNR.

LEGEND

EXCAVATION COMMON TO REMOVE EMBANKMENT AND ROADWAY

REMOVING GUARDRAIL

PROJECT NO: 5770-01-71	HWY: STH 130	COUNTY: RICHLAND	REMOVAL PLAN	SHEET	E

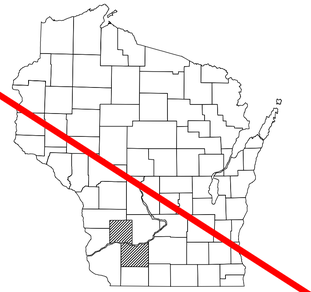
FILE NAME : K:\185668_STH 130 POST 30 PCT\3.0 DELIVERABLES\3.02 ROADWAY\AUTOCAD\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021101-rm

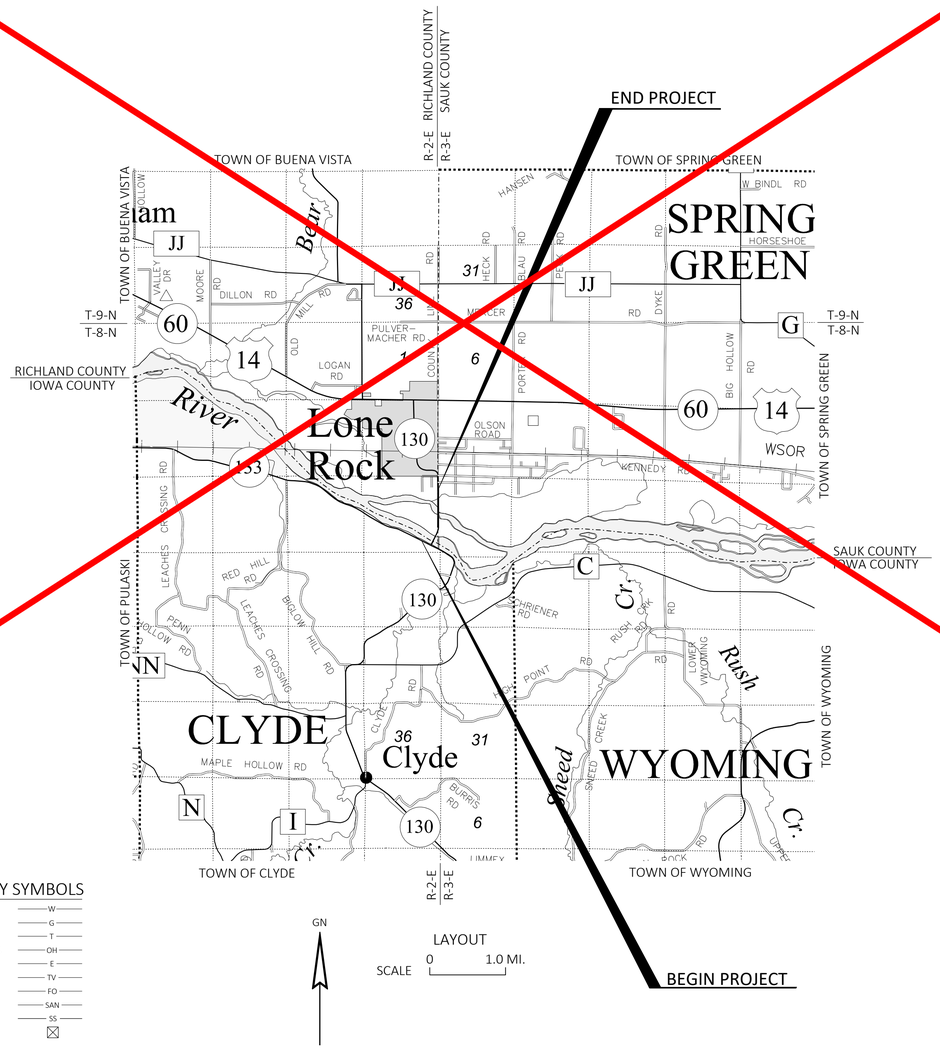
PLOT DATE : 10/5/2021 3:38 PM PLOT BY : WAGNER, NOLAN PLOT NAME : PLOT SCALE : 1 IN:250 FT

WISDOT/CADDS SHEET 42

EXHIBIT 7-A
EXISTING RIGHT-OF-WAY TPP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5770-01-21
STH 23 - LONE ROCK
WISCONSIN RIVER ROADWAY & REPLACE B-25-81, B-52-856, 857
STH 130
RICHLAND COUNTY AND IOWA COUNTY





THE NOTES,CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5770-01-21

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD83(2011), IN U.S. SURVEY 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 ¾" X 24" IRON REBARS), 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, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW 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 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 DESIRABLE. ALL (TLEs) ON THIS PLAT 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 DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

CONVENTIONAL SYMBOLS

SECTION LINE		SECTION CORNER SYMBOL	R/W MONUMENT (TO BE SET)
QUARTER LINE			NON-MONUMENTED R/W POINT
SIXTEENTH LINE		SECTION CORNER MONUMENT	FOUND IRON PIN (1-INCH UNLESS NOTED) IP
NEW REFERENCE LINE		GEODETIC SURVEY MONUMENT	
NEW R/W LINE		SIXTEENTH CORNER MONUMENT	
EXISTING R/W OR HE LINE		SIGN SIGN	OFF-PREMISE SIGN SIGN
PROPERTY LINE	P.L.		COMPENSABLE / NON-COMPENSABLE
LOT, TIE & OTHER MINOR LINES		ELECTRIC POLE	
SLOPE INTERCEPT		TELEPHONE POLE	
CORPORATE LIMITS		PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	W (TYPE)	ACCESS RESTRICTED BY ACQUISITION	
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)		NO ACCESS (BY STATUTORY AUTHORITY)	
TEMPORARY LIMITED EASEMENT AREA		ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)	
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)		NO ACCESS (NEW HIGHWAY)	
TRANSMISSION STRUCTURES		PARCEL NUMBER 25	UTILITY NUMBER 40
BUILDING TO BE REMOVED		PARALLEL OFFSETS	
BRIDGE CULVERT			

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

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

PROJECT NUMBER	5770-01-21 4. 01
SHEET	2 OF 2
AMENDMENT NO:	

FILE NAME : S:\PROJECTS\W11641 WISDOT - SW REGION JV SURVEY WO 2021\5000 5770-01-71 STH 130 RICHLAND CO\5770-01-21 STH 130 TPP.DWG PLOT DATE : 9/20/2021 4:12 PM PLOT BY : KRAEMER, WES PLOT NAME : _____ APPRAISAL PLAT DATE : 9/15/2021

4

TRANSPORTATION PROJECT PLAT NO: 5770-01-21-4.01

PART OF GOV'T LOT 4, SECTION 13, TOWNSHIP 8 NORTH, RANGE 2 EAST, TOWN OF BUENA VISTA, RICHLAND COUNTY, WISCONSIN
AND PART OF GOV'T LOT 1, SECTION 13, TOWNSHIP 8 NORTH, RANGE 2 EAST, TOWN OF CLYDE, IOWA COUNTY, WISCONSIN.

RELOCATION ORDER STH 130, STH 23 - LONE ROCK, WISCONSIN RIVER ROADWAY & REPLACE B-25-81, B-52-856, 857, RICHLAND COUNTY AND IOWA 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, 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 NAMED 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 SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING STH 130 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 9103 AND RIGHT OF WAY PROJECT 9103-A.

EXISTING STH 133 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT T 0362(3).

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

GOV'T LOT LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

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

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE
1	JEANETTE CAROL WHISLER a/k/a JEANETTE C. WHISLER, AS TRUSTEE OF THE JEANETTE CAROL WHISLER TRUST U/A/D 3/5/93	TLE	0	0	0	0.062
2	WISCONSIN DEPARTMENT OF NATURAL RESOURCES	FEE, TLE	4.837	0	4.837	2.036

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

R/W POINTS

PT #	STATION	OFFSET	Y	X
100	101+11.03	33.00' RT.	383163.985	726250.375
101	101+10.17	0.00' LT.	383178.657	726220.804
102	101+09.30	33.00' LT.	383193.330	726191.232
103	108+00.00	33.00' LT.	383803.782	726514.367
104	108+00.00	100.00' LT.	383835.127	726455.152
105	110+00.00	100.00' LT.	384011.890	726548.719
106	119+00.00	100.00' LT.	384807.323	726969.772
107	119+00.00	0.00' RT.	384760.539	727058.154
108	119+00.00	100.00' RT.	384713.756	727146.535
109	110+00.00	100.00' RT.	383918.322	726725.482
110	108+00.00	100.00' RT.	383741.559	726631.915
111	108+00.00	33.00' RT.	383772.904	726572.699
112	446"B"+14.42	0.00' RT.	383066.616	726198.834
113	446"B"+12.59	69.87' RT.	383004.844	726166.136
114	445"B"+46.56	69.88' RT.	383034.188	726106.993
115	445"B"+48.39	0.00' LT.	383095.966	726139.694

TLE POINTS

PT #	STATION	OFFSET	Y	X
500	441"B"+00.00	60.08' LT.	383349.116	725764.751
501	441"B"+00.00	70.08' LT.	383358.073	725769.197
502	442"B"+99.99	70.10' LT.	383269.185	725948.350
503	442"B"+99.99	60.10' LT.	383260.227	725943.906
504	445"B"+60.00	69.87' RT.	383028.216	726119.029
505	445"B"+60.00	75.01' RT.	383023.613	726116.744
506	447"B"+00.00	75.00' RT.	382961.389	726242.156
507	447"B"+00.00	69.86' RT.	382965.992	726244.441
508	114+75.00	100.00' RT.	384338.134	726947.705
509	115+75.00	100.00' RT.	384426.516	726994.488
510	115+76.02	591.92' RT.	384197.283	727429.731
511	114+86.88	640.05' RT.	384095.984	727430.567
512	112+96.83	724.24' RT.	383888.620	727416.064
513	112+93.98	483.81' RT.	383998.581	727202.237
514	114+74.31	487.73' RT.	384156.129	727290.066

RIGHT OF WAY COURSE TABLE

POINT TO POINT	BEARING	DISTANCE
100 TO 101	N63°36'41"W	33.01'
101 TO 102	N63°36'41"W	33.01'
102 TO 103	N27°53'38"E	690.70'
103 TO 104	N62°06'22"W	67.00'
104 TO 105	N27°53'38"E	200.00'
105 TO 106	N27°53'38"E	900.00'
106 TO 107	S62°06'22"E	100.00'
107 TO 108	S62°06'22"E	100.00'
108 TO 109	S27°53'38"W	900.00'
109 TO 110	S27°53'38"W	200.00'
110 TO 111	N62°06'22"W	67.00'
111 TO 100	S27°53'38"W	688.97'
100 TO 112	S27°53'38"W	110.17'
112 TO 113	S27°53'38"W	69.89'
113 TO 114	N63°36'41"W	66.02'
114 TO 115	N27°53'38"E	69.90'
115 TO 102	N27°53'38"E	110.16'

330744
RECORDED
AT 12:25 O'CLOCK P.M.
SEP 23 2021
Cab. 1 OF Plats PAGE 184B
REGISTER OF DEEDS
RICHLAND COUNTY, WISCONSIN
BY: [illegible]
Richland County

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5770-01-21-4.01
SHEET 1 OF 2

5770-01-21-4.01

GN

SCALE, FEET
0 100' 200'

COTTON GIN SPIKE FOUND
Y = 387509.354
X = 727502.394

STA. 119+00.00
SEE TPP 5770-01-21-4.02

N.E. COR. OF SEC. 13 TO PT. 107
S0°10'49"W, 2784.48'

STA. 23"EX"+00.00
Y = 384673.092
X = 727525.807
SEE TPP 5770-01-21-4.02

3412.66'

R/W 100' 100' R/W

BUENA VISTA

GOV'T LOT 4

Y = 384096.809 X = 727530.564
EX. S.T.H. 130 R/L INTERSECTS SECTION LINE AT PT STA 17"EX"+23.70
EX. S.T.H. 130 R/L AND SECTION LINE ARE COLLINEAR FROM THIS POINT NORTHWARD

EXISTING ROAD TO BE CLOSED

EAST LINE OF GOV'T LOT 5
WEST LINE OF GOV'T LOT 4

TOWN OF

FEE
4.837 ACRES (2)

PROPOSED S.T.H. 130

TLE - ACCESS, PARKING, & EQUIPMENT STORAGE
2.036 ACRES (2)

EXISTING S.T.H. 130

N00°28'23"W

PT STA. 17"EX"+23.70 TO N.E. COR. OF SEC. 13

GOV'T LOT 6

PT: 17"EX"+23.70

-101.30'
S00°28'23"E

SEE CURVE DATA

TLE & EX. R/W CURVE DATA
PT. 511 TO PT. 512
L = 208.08'
R = 1332.50'
LCB = S04°00'02"W
LCH = 207.87'

ALIGNMENT SUB-CURVE
PC STA 10"EX"+45.36 TO
STA 14"EX"+00.00
L = 354.64'
R = 1432.50'
LCB=N19°33'58"E
LCH=353.73'

ALIGNMENT SUB-CURVE
STA 14"EX"+00.00 TO
PT STA 17"EX"+23.70
L = 323.70'
R = 1432.50'
LCB=N06°00'02"E
LCH=323.01'

PI STA = 13"EX"+91.01
Y = 383751.171
X = 727533.417
DELTA = 27°07'53" LT.
D = 3°59'59"
T = 345.65'
L = 678.33'
R = 1432.50'
PC STA = 10"EX"+45.36
Y = 383442.264
X = 727378.334
PT STA = 17"EX"+23.70
Y = 384096.809
X = 727530.564
DB = N26°39'30"E
DA = N00°28'23"W

STA. 14"EX"+00.00
Y = 383775.570
X = 727496.797

RICHLAND COUNTY
SAUK COUNTY

EAST LINE OF SECTION 13
N00°28'23"W, 5261.04'

S.E. COR. OF SEC. 13 TO PT. STA. 17"EX"+23.70 N00°28'23"W, 1848.38'

S.E. COR. OF SEC. 13 TO PT. 100
N54°45'04"W, 1586.28'

2"Ø IRON PIPE WITH BRASS CAP FOUND
Y = 382248.496
X = 727545.821

S.E. COR. OF SEC. 13 TO PROPOSED R/L STA. 100+00.00
N58°49'36"W, 1608.87'

EDGE OF WATER PER ORTHO FLIGHT SURVEY

PROPOSED BRIDGE B-25-192

RICHLAND COUNTY
IOWA COUNTY

WISCONSIN RIVER

(1) TLE - SLOPES
0.046 ACRES

(1) TLE - SLOPES
0.016 ACRES

GOV'T LOT 1

STA. 100+00.00 =
STA. 445"B"+81.40
Y = 383081.291
X = 726169.264

POINTS 113 & 114 ARE WITNESS MONUMENTS

TOWN OF CLYDE

S.T.H. 133

SCENIC EASEMENT

RICHLAND COUNTY
TOWN OF BUENA VISTA
SAUK COUNTY
TOWN OF SPRING GREEN
IOWA COUNTY
TOWN OF CLYDE
TOWN OF WYOMING
IOWA COUNTY

Lone Rock
130

SHEET LOCATION

LOCATION MAP SCALE
0 1 MI. 2 MI.

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors

I, WESLEY L. KRAEMER, PROFESSIONAL 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: Wes Kraemer DATE: 9/15/2021
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

WISCONSIN
WESLEY L KRAEMER
S-3026
SPRING GREEN
WIS.
9-15-2021
LAND SURVEYOR

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

SIGNATURE: Cory Schlagel DATE: 9/15/2021
PRINT NAME: CORY SCHLAGEL

PLOT SCALE: 1
PLOT NAME:
PLOT BY: Kraemer, Wes
PLOT DATE: 9/20/2021 4:18 PM
FILENAME: S:\Projects\W11641 WisDOT - SW Region JV Survey WO 2021\5000 5770-01-71 STH 130 Richland Co\5770-01-21 STH 130 TPP.dwg
APPRAISAL PLAT DATE: 9/15/2021

4

TRANSPORTATION PROJECT PLAT NO: 5770-01-21-4.02 AMENDMENT NO. 1

AMENDS PARCEL 3 OF TRANSPORTATION PROJECT PLAT 5770-01-21- 4.02 RECORDED AS DOCUMENT #330910 IN PLAT CABINET 1 ON PAGE 184B

PART OF GOV'T LOT 4, PART OF GOV'T LOT 11, AND PART OF GOV'T LOT 9, ALL IN SECTION 13, TOWNSHIP 8 NORTH, RANGE 2 EAST, TOWN OF BUENA VISTA, RICHLAND COUNTY, WISCONSIN.

RELOCATION ORDER STH 130, STH 23 - LONE ROCK, WISCONSIN RIVER ROADWAY & REPLACE B-25-81, B-52-856, 857, RICHLAND COUNTY AND IOWA 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, 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 NAMED 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 SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING STH 130 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 9103 AND PLAT OF SURVEY 10780.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN RICHLAND COUNTY AS SHEET 2 OF 2 OF DOCUMENT 330744.

Document #331303
Recorded at1:50 p.m.
On November 15, 2021
Document #331303
Filed in Plat Cabinet 1, 184B
Susan Triggs

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5770-01-21-4.02
AMENDMENT NO. 1

5770-01-21-4.02

UTILITY EASEMENT TABLE				
UTILITY NUMBER	OWNER	RECORDING INFORMATION	DESCRIPTION	LOCATED IN R/W PARCEL #
201	ALLIANT ENERGY (ELECTRIC)	DOC. 11220[illegible] V. 23, P. 16	80' WIDE CENTERED ON POWER POLES	2 & 3
201	ALLIANT ENERGY (ELECTRIC)	DOC. 103396, V. 22, P. 75	BLANKET EASEMENT E½-NE¼ OF SEC. 13	2 & 3
201	ALLIANT ENERGY (ELECTRIC)	DOC. 93625, V. 21, P. 47	BLANKET EASEMENT GOVERNMENT LOT 9	3

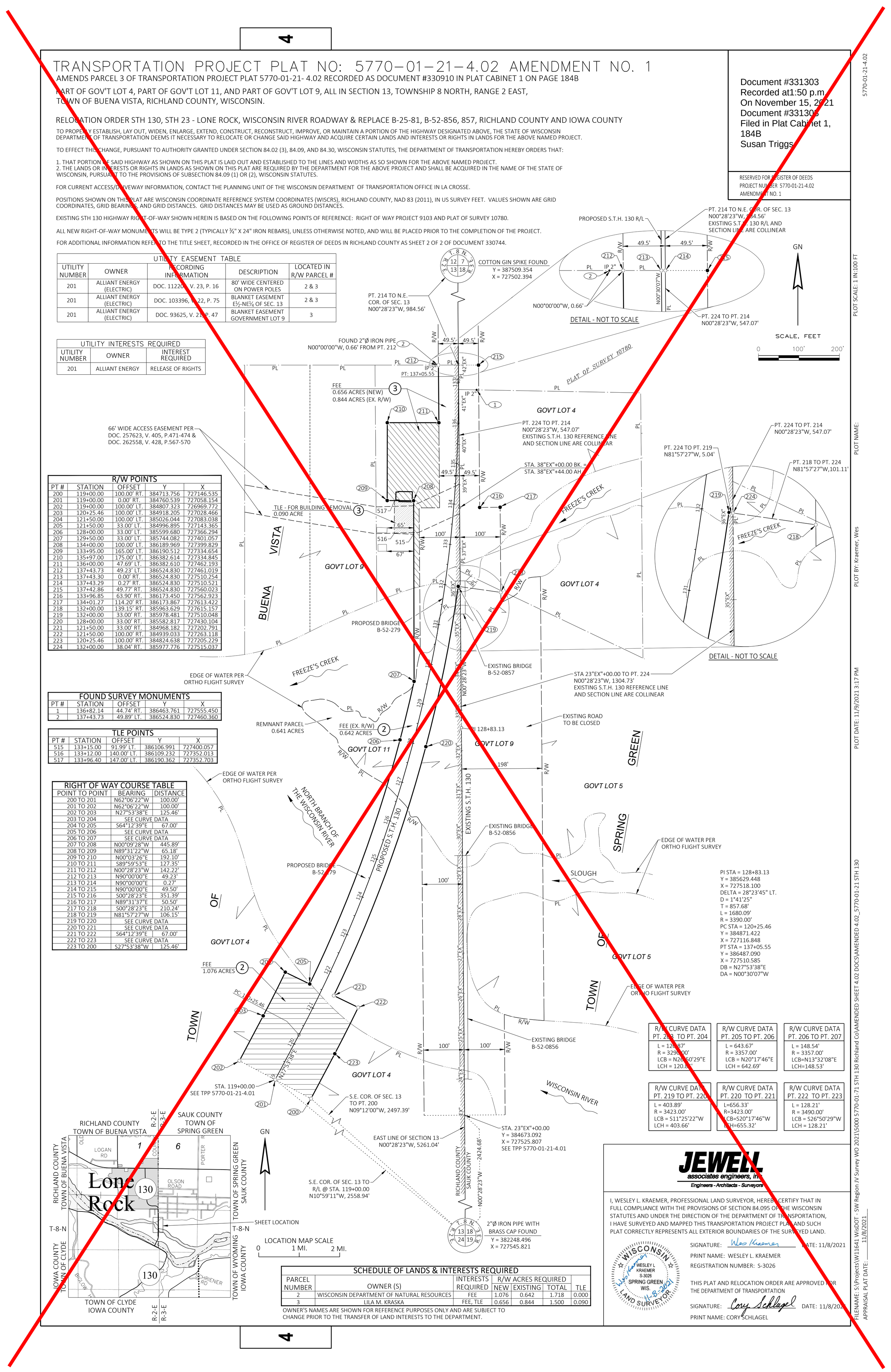
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
201	ALLIANT ENERGY	RELEASE OF RIGHTS

R/W POINTS				
PT #	STATION	OFFSET	Y	X
200	119+00.00	100.00' RT.	384713.756	727146.535
201	119+00.00	0.00' RT.	384760.539	727058.154
202	119+00.00	100.00' LT.	384807.323	726969.772
203	120+25.46	100.00' LT.	384918.205	727028.466
204	121+50.00	100.00' LT.	385026.044	727083.038
205	121+50.00	33.00' LT.	384996.895	727143.365
206	128+00.00	33.00' LT.	385599.680	727366.294
207	129+50.00	33.00' LT.	385744.082	727401.057
208	134+00.00	100.00' LT.	386189.969	727399.829
209	133+95.00	165.00' LT.	386190.512	727334.654
210	135+97.00	175.00' LT.	386382.614	727334.845
211	136+00.00	47.69' LT.	386382.610	727462.193
212	137+43.73	49.23' LT.	386524.830	727461.019
213	137+43.30	0.00' RT.	386524.830	727510.254
214	137+43.29	0.27' RT.	386524.830	727510.521
215	137+42.86	49.77' RT.	386524.830	727560.023
216	133+96.85	63.90' RT.	386173.450	727562.923
217	134+01.27	114.20' RT.	386173.867	727613.422
218	132+00.00	139.15' RT.	385963.629	727615.157
219	132+00.00	33.00' RT.	385978.481	727510.048
220	128+00.00	33.00' RT.	385582.817	727430.104
221	121+50.00	33.00' RT.	384968.182	727202.791
222	121+50.00	100.00' RT.	384939.033	727263.118
223	120+25.46	100.00' RT.	384824.638	727205.229
224	132+00.00	38.04' RT.	385977.776	727515.037

FOUND SURVEY MONUMENTS				
PT #	STATION	OFFSET	Y	X
1	136+82.14	44.74' RT.	386463.761	727555.450
2	137+43.73	49.89' LT.	386524.830	727460.360

TLE POINTS				
PT #	STATION	OFFSET	Y	X
515	133+15.00	91.99' LT.	386106.991	727400.057
516	133+12.00	140.00' LT.	386109.232	727352.013
517	133+96.40	147.00' LT.	386190.362	727352.703

RIGHT OF WAY COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
200 TO 201	N62°06'22"W	100.00'
201 TO 202	N62°06'22"W	100.00'
202 TO 203	N27°53'38"E	125.46'
203 TO 204	SEE CURVE DATA	
204 TO 205	S64°12'39"E	67.00'
205 TO 206	SEE CURVE DATA	
206 TO 207	SEE CURVE DATA	
207 TO 208	N00°09'28"W	445.89'
208 TO 209	N89°31'22"W	65.18'
209 TO 210	N00°03'26"E	192.10'
210 TO 211	S89°59'53"E	127.35'
211 TO 212	N00°28'23"W	142.22'
212 TO 213	N90°00'00"E	49.23'
213 TO 214	N90°00'00"E	0.27'
214 TO 215	N90°00'00"E	49.50'
215 TO 216	S00°28'23"E	351.39'
216 TO 217	N89°31'37"E	50.50'
217 TO 218	S00°28'23"E	210.24'
218 TO 219	N81°57'27"W	106.15'
219 TO 220	SEE CURVE DATA	
220 TO 221	SEE CURVE DATA	
221 TO 222	S64°12'39"E	67.00'
222 TO 223	SEE CURVE DATA	
223 TO 200	S27°53'38"W	125.46'



R/W CURVE DATA PT. 203 TO PT. 204	R/W CURVE DATA PT. 205 TO PT. 206	R/W CURVE DATA PT. 206 TO PT. 207
L = 120.87' R = 3290.00' LCB = N26°50'29"E LCH = 120.87'	L = 643.67' R = 3357.00' LCB = N20°17'46"E LCH = 642.69'	L = 148.54' R = 3357.00' LCB=N13°32'08"E LCH=148.53'

R/W CURVE DATA PT. 219 TO PT. 220	R/W CURVE DATA PT. 220 TO PT. 221	R/W CURVE DATA PT. 222 TO PT. 223
L = 403.89' R = 3423.00' LCB = S11°25'22"W LCH = 403.66'	L=656.33' R=3423.00' LCB=S20°17'46"W LCH=655.32'	L = 128.21' R = 3490.00' LCB = S26°50'29"W LCH = 128.21'

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE
2	WISCONSIN DEPARTMENT OF NATURAL RESOURCES	FEE	1.076	0.642	1.718	0.000
3	LILA M. KRASKA	FEE, TLE	0.656	0.844	1.500	0.090

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

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, WESLEY L. KRAEMER, PROFESSIONAL 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN WESLEY L KRAEMER S-3026 SPRING GREEN WIS. 11-8-2021 LAND SURVEYOR

SIGNATURE: Wes Kraemer DATE: 11/8/2021
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

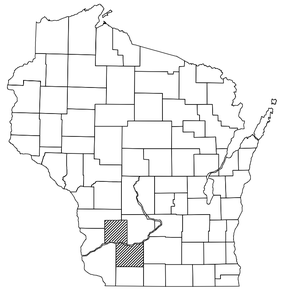
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION

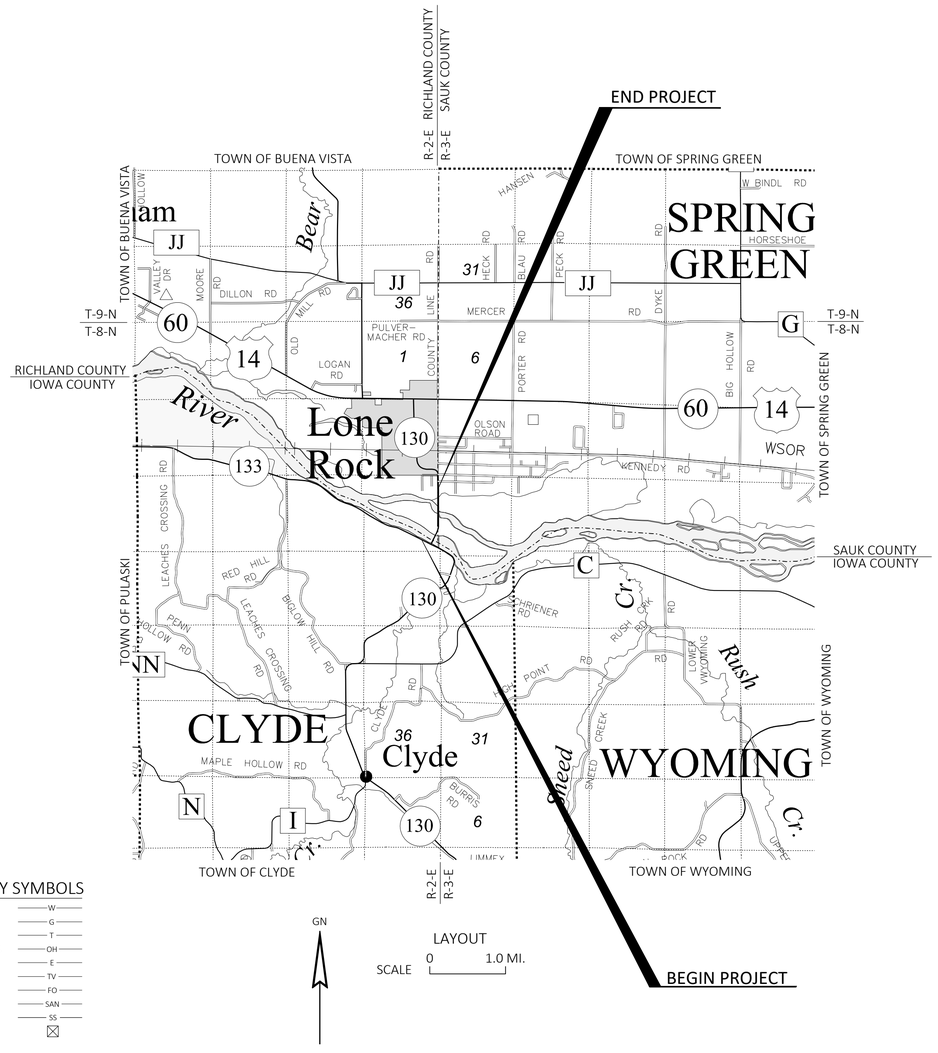
SIGNATURE: Cory Schlagel DATE: 11/8/2021
PRINT NAME: CORY SCHLAGEL

PLOT SCALE: 1 IN:100 FT
PLOT NAME:
PLOT BY: Kraemer, Wes
PLOT DATE: 11/9/2021 3:17 PM
FILENAME: S:\Projects\W11641 WisDOT - SW Region JV Survey WO 2021\5000 5770-01-71 STH 130 Richland Co\AMENDED SHEET 4.02_5770-01-21 STH 130 Richland Co\AMENDED 4.02 DOCS\AMENDED 4.02_5770-01-21 STH 130
APPRAISAL PLAT DATE: 11/8/2021

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
PROJECT NO. 5770-01-21
STH 23 - LONE ROCK
WISCONSIN RIVER ROADWAY & REPLACE B-25-81, B-52-856, 857
STH 130
RICHLAND COUNTY AND IOWA COUNTY

REPLACE (NO CHANGES)





THE NOTES,CONVENTIONAL SYMBOLS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5770-01-21

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD83(2011), IN U.S. SURVEY 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 ¾" X 24" IRON REBARS), 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, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

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

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW 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 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 DESIRABLE. ALL (TLEs) ON THIS PLAT 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 DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

AN EASEMENT FOR HIGHWAY PURPOSES (HE), AS LONG AS SO USED, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE.

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE TPP DETAIL PAGES.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON THE TPP DETAIL PAGES.

CONVENTIONAL SYMBOLS

- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- NEW REFERENCE LINE
- NEW R/W LINE
- EXISTING R/W OR HE LINE
- PROPERTY LINE
- LOT, TIE & OTHER MINOR LINES
- SLOPE INTERCEPT
- CORPORATE LIMITS
- UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC) — W (TYPE)
- NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
- TEMPORARY LIMITED EASEMENT AREA
- EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
- TRANSMISSION STRUCTURES
- BUILDING — TO BE REMOVED
- BRIDGE — CULVERT
- SECTION CORNER SYMBOL
- SECTION CORNER MONUMENT
- GEODETIC SURVEY MONUMENT
- SIXTEENTH CORNER MONUMENT
- SIGN
- R/W MONUMENT (TO BE SET)
- NON-MONUMENTED R/W POINT
- FOUND IRON PIN (1-INCH UNLESS NOTED) — IP
- OFF-PREMISE SIGN (01-25)

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	○
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	✱	⌑

- ACCESS RESTRICTED BY ACQUISITION
- NO ACCESS (BY STATUTORY AUTHORITY)
- ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
- NO ACCESS (NEW HIGHWAY)
- PARCEL NUMBER (25)
- UTILITY NUMBER (40)
- PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

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

PROJECT NUMBER	5770-01-21 - 4. 01
SHEET	2 OF 2
AMENDMENT NO:	

FILE NAME : S:\PROJECTS\W11641 WISDOT - SW REGION JV SURVEY WO 2021\5000 5770-01-71 STH 130 RICHLAND CO\5770-01-21 STH 130 TPP.DWG

PLOT DATE : 9/20/2021 4:12 PM PLOT BY : KRAEMER, WES PLOT NAME : _____

APPRAISAL PLAT DATE : 9/15/2021

4

TRANSPORTATION PROJECT PLAT NO: 5770-01-21-4.01

PART OF GOV'T LOT 4, SECTION 13, TOWNSHIP 8 NORTH, RANGE 2 EAST, TOWN OF BUENA VISTA, RICHLAND COUNTY, WISCONSIN
AND PART OF GOV'T LOT 1, SECTION 13, TOWNSHIP 8 NORTH, RANGE 2 EAST, TOWN OF CLYDE, IOWA COUNTY, WISCONSIN.

RELOCATION ORDER STH 130, STH 23 - LONE ROCK, WISCONSIN RIVER ROADWAY & REPLACE B-25-81, B-52-856, 857, RICHLAND COUNTY AND IOWA 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, 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 NAMED 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 SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING STH 130 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 9103 AND RIGHT OF WAY PROJECT 9103-A.

EXISTING STH 133 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT T 0362(3).

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

GOV'T LOT LINES WERE ESTABLISHED BY SECTION BREAKDOWN OF OBSERVED PLSS MONUMENTS.

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

330744
RECORDED
AT 12:25 O'CLOCK P.M
SEP 23 2021
Cab. 1 OF Plats PAGE 184B
REGISTER OF DEEDS
RICHLAND COUNTY, WISCONSIN
BY: [illegible]

Richland County

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5770-01-21-4.01
SHEET 1 OF 2

5770-01-21-4.01

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE
1	JEANETTE CAROL WHISLER a/k/a JEANETTE C. WHISLER, AS TRUSTEE OF THE JEANETTE CAROL WHISLER TRUST U/A/D 3/5/93	TLE	0	0	0	0.062
2	WISCONSIN DEPARTMENT OF NATURAL RESOURCES	FEE, TLE	4.837	0	4.837	2.036

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

REPLACE (NO CHANGES)

R/W POINTS

PT #	STATION	OFFSET	Y	X
100	101+11.03	33.00' RT.	383163.985	726250.375
101	101+10.17	0.00' LT.	383178.657	726220.804
102	101+09.30	33.00' LT.	383193.330	726191.232
103	108+00.00	33.00' LT.	383803.782	726514.367
104	108+00.00	100.00' LT.	383835.127	726455.152
105	110+00.00	100.00' LT.	384011.890	726548.719
106	119+00.00	100.00' LT.	384807.323	726969.772
107	119+00.00	0.00' RT.	384760.539	727058.154
108	119+00.00	100.00' RT.	384713.756	727146.535
109	110+00.00	100.00' RT.	383918.322	726725.482
110	108+00.00	100.00' RT.	383741.559	726631.915
111	108+00.00	33.00' RT.	383772.904	726572.699
112	446"B"+14.42	0.00' RT.	383066.616	726198.834
113	446"B"+12.59	69.87' RT.	383004.844	726166.136
114	445"B"+46.56	69.88' RT.	383034.188	726106.993
115	445"B"+48.39	0.00' LT.	383095.966	726139.694

TLE POINTS

PT #	STATION	OFFSET	Y	X
500	441"B"+00.00	60.08' LT.	383349.116	725764.751
501	441"B"+00.00	70.08' LT.	383358.073	725769.197
502	442"B"+99.99	70.10' LT.	383269.185	725948.350
503	442"B"+99.99	60.10' LT.	383260.227	725943.906
504	445"B"+60.00	69.87' RT.	383028.216	726119.029
505	445"B"+60.00	75.01' RT.	383023.613	726116.744
506	447"B"+00.00	75.00' RT.	382961.389	726242.156
507	447"B"+00.00	69.86' RT.	382965.992	726244.441
508	114+75.00	100.00' RT.	384338.134	726947.705
509	115+75.00	100.00' RT.	384426.516	726994.488
510	115+76.02	591.92' RT.	384197.283	727429.731
511	114+86.88	640.05' RT.	384095.984	727430.567
512	112+96.83	724.24' RT.	383888.620	727416.064
513	112+93.98	483.81' RT.	383998.581	727202.237
514	114+74.31	487.73' RT.	384156.129	727290.066

RIGHT OF WAY COURSE TABLE

POINT TO POINT	BEARING	DISTANCE
100 TO 101	N63°36'41"W	33.01'
101 TO 102	N63°36'41"W	33.01'
102 TO 103	N27°53'38"E	690.70'
103 TO 104	N62°06'22"W	67.00'
104 TO 105	N27°53'38"E	200.00'
105 TO 106	N27°53'38"E	900.00'
106 TO 107	S62°06'22"E	100.00'
107 TO 108	S62°06'22"E	100.00'
108 TO 109	S27°53'38"W	900.00'
109 TO 110	S27°53'38"W	200.00'
110 TO 111	N62°06'22"W	67.00'
111 TO 100	S27°53'38"W	688.97'
100 TO 112	S27°53'38"W	110.17'
112 TO 113	S27°53'38"W	69.89'
113 TO 114	N63°36'41"W	66.02'
114 TO 115	N27°53'38"E	69.90'
115 TO 102	N27°53'38"E	110.16'

GN

SCALE, FEET
0 100' 200'

COTTON GIN SPIKE FOUND
Y = 387509.354
X = 727502.394

STA. 119+00.00
SEE TPP 5770-01-21-4.02

N.E. COR. OF SEC. 13 TO PT. 107
S09°10'49"W, 2784.48'

STA. 23"EX"+00.00
Y = 384673.092
X = 727525.807
SEE TPP 5770-01-21-4.02

3412.66'

R/W 100' 100' R/W

BUENA VISTA

GOV'T LOT 4

GOV'T LOT 6

GOV'T LOT 1

TOWN OF CLYDE

EAST LINE OF GOV'T LOT 5
WEST LINE OF GOV'T LOT 4

FEE
4.837 ACRES (2)

TLE - ACCESS, PARKING, & EQUIPMENT STORAGE
2.036 ACRES (2)

Y = 384096.809 X = 727530.564
EX. S.T.H. 130 R/L INTERSECTS SECTION LINE AT PT STA 17"EX"+23.70
EX. S.T.H. 130 R/L AND SECTION LINE ARE COLLINEAR FROM THIS POINT NORTHWARD

EXISTING ROAD TO BE CLOSED

PROPOSED S.T.H. 130

EXISTING S.T.H. 130

N00°28'23"W

PT STA. 17"EX"+23.70 TO N.E. COR. OF SEC. 13 N00°28'23"W, 1848.38'

-101.30'
S00°28'23"E

PT: 17"EX"+23.70

SEE CURVE DATA

TLE & EX. R/W CURVE DATA
PT. 511 TO PT. 512
L = 208.08'
R = 1332.50'
LCB = S04°00'02"W
LCH = 207.87'

ALIGNMENT SUB-CURVE
PC STA 10"EX"+45.36 TO
STA 14"EX"+00.00
L = 354.64'
R = 1432.50'
LCB=N19°33'58"E
LCH=353.73'

ALIGNMENT SUB-CURVE
STA 14"EX"+00.00 TO
PT STA 17"EX"+23.70
L = 323.70'
R = 1432.50'
LCB=N06°00'02"E
LCH=323.01'

PI STA = 13"EX"+91.01
Y = 383751.171
X = 727533.417
DELTA = 27°07'53" LT.
D = 3°59'59"
T = 345.65'
L = 678.33'
R = 1432.50'
PC STA = 10"EX"+45.36
Y = 383442.264
X = 727378.334
PT STA = 17"EX"+23.70
Y = 384096.809
X = 727530.564
DB = N26°39'30"E
DA = N00°28'23"W

STA. 14"EX"+00.00
Y = 383775.570
X = 727496.797

RICHLAND COUNTY
SAUK COUNTY

EAST LINE OF SECTION 13
N00°28'23"W, 5261.04'

S.E. COR. OF SEC. 13 TO PT STA. 17"EX"+23.70 N00°28'23"W

S.E. COR. OF SEC. 13 TO PT. 100
N54°45'04"W, 1586.28'

2"Ø IRON PIPE WITH BRASS CAP FOUND
Y = 382248.496
X = 727545.821

S.E. COR. OF SEC. 13 TO PROPOSED R/L STA. 100+00.00
N58°49'36"W, 1608.87'

EDGE OF WATER PER ORTHO FLIGHT SURVEY

PROPOSED BRIDGE B-25-192

RICHLAND COUNTY
IOWA COUNTY

WISCONSIN RIVER

(1) TLE - SLOPES
0.046 ACRES

(1) TLE - SLOPES
0.016 ACRES

STA. 100+00.00 =
STA. 445"B"+81.40
Y = 383081.291
X = 726169.264

POINTS 113 & 114 ARE WITNESS MONUMENTS

S.T.H. 133

SCENIC EASEMENT

LOCATION MAP SCALE
0 1 MI. 2 MI.

SHEET LOCATION

RICHLAND COUNTY
TOWN OF BUENA VISTA

SAUK COUNTY
TOWN OF SPRING GREEN

TOWN OF CLYDE
IOWA COUNTY

TOWN OF WYOMING
IOWA COUNTY

Lone Rock

LOGAN RD
OLSON ROAD
PORTER RD
SCHRIENER RD
BIGLOW RD
MACHER RD
OLD COUNTY

R-2-E R-3-E
T-8-N

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, WESLEY L. KRAEMER, PROFESSIONAL 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN WESLEY L KRAEMER S-3026 SPRING GREEN WIS. LAND SURVEYOR 9-15-2021

SIGNATURE: Wes Kraemer DATE: 9/15/2021
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

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

SIGNATURE: Cory Schlagel DATE: 9/15/2021
PRINT NAME: CORY SCHLAGEL

PLOT SCALE: 1
PLOT NAME:
PLOT BY: Kraemer, Wes
PLOT DATE: 9/20/2021 4:18 PM
FILENAME: S:\Projects\W11641 WisDOT - SW Region JV Survey WO 2021\5000 5770-01-71 STH 130 Richland Co\5770-01-21 STH 130 TPP.dwg
APPRAISAL PLAT DATE: 9/15/2021

4

TRANSPORTATION PROJECT PLAT NO: 5770-01-21-4.02 AMENDMENT NO. 1

AMENDS PARCEL 3 OF TRANSPORTATION PROJECT PLAT 5770-01-21- 4.02 RECORDED AS DOCUMENT #330910 IN PLAT CABINET 1 ON PAGE 184B

PART OF GOV'T LOT 4, PART OF GOV'T LOT 11, AND PART OF GOV'T LOT 9, ALL IN SECTION 13, TOWNSHIP 8 NORTH, RANGE 2 EAST, TOWN OF BUENA VISTA, RICHLAND COUNTY, WISCONSIN.

RELOCATION ORDER STH 130, STH 23 - LONE ROCK, WISCONSIN RIVER ROADWAY & REPLACE B-25-81, B-52-856, 857, RICHLAND COUNTY AND IOWA 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 NAMED PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, 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 NAMED 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 SUBSECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), RICHLAND COUNTY, NAD 83 (2011), IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

EXISTING STH 130 HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT OF WAY PROJECT 9103 AND PLAT OF SURVEY 10780.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY ¾" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS IN RICHLAND COUNTY AS SHEET 2 OF 2 OF DOCUMENT 330744.

Document #331303
Recorded at1:50 p.m.
On November 15, 2021
Document #331303
Filed in Plat Cabinet 1, 184B
Susan Triggs

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5770-01-21-4.02
AMENDMENT NO. 1

UTILITY EASEMENT TABLE				
UTILITY NUMBER	OWNER	RECORDING INFORMATION	DESCRIPTION	LOCATED IN R/W PARCEL #
201	ALLIANT ENERGY (ELECTRIC)	DOC. 112203, V. 23, P. 16	80' WIDE CENTERED ON POWER POLES	2 & 3
201	ALLIANT ENERGY (ELECTRIC)	DOC. 103396, V. 22, P. 75	BLANKET EASEMENT E½-NE¼ OF SEC. 13	2 & 3
201	ALLIANT ENERGY (ELECTRIC)	DOC. 93625, V. 21, P. 47	BLANKET EASEMENT GOVERNMENT LOT 9	3

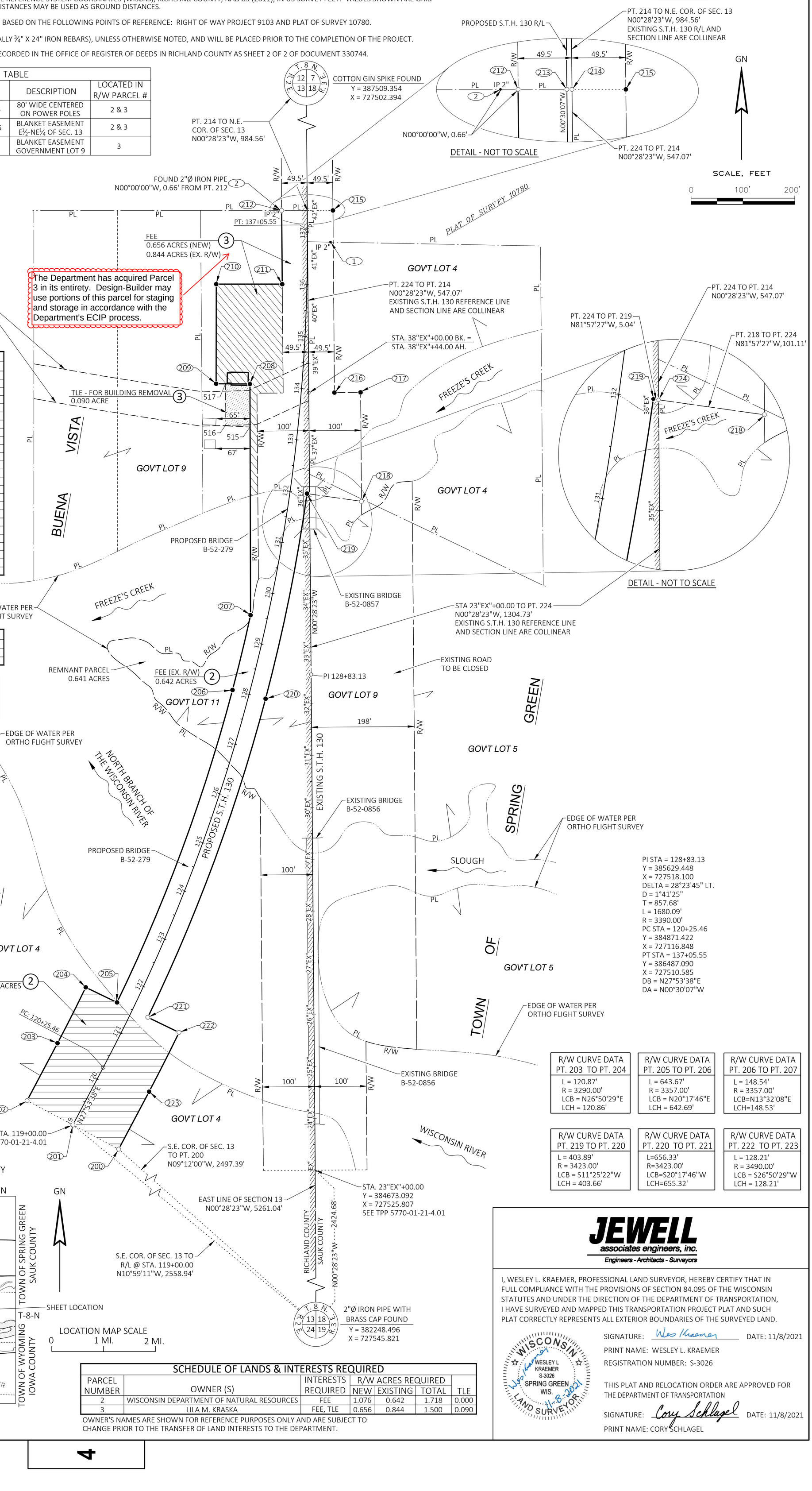
UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
201	ALLIANT ENERGY	RELEASE OF RIGHTS

R/W POINTS				
PT #	STATION	OFFSET	Y	X
200	119+00.00	100.00' RT.	384713.756	727146.535
201	119+00.00	0.00' RT.	384760.539	727058.154
202	119+00.00	100.00' LT.	384807.323	726969.772
203	120+25.46	100.00' LT.	384918.205	727028.466
204	121+50.00	100.00' LT.	385026.044	727083.038
205	121+50.00	33.00' LT.	384996.895	727143.365
206	128+00.00	33.00' LT.	385599.680	727366.294
207	129+50.00	33.00' LT.	385744.082	727401.057
208	134+00.00	100.00' LT.	386189.969	727399.829
209	133+95.00	165.00' LT.	386190.512	727334.654
210	135+97.00	175.00' LT.	386382.614	727334.845
211	136+00.00	47.69' LT.	386382.610	727462.193
212	137+43.73	49.23' LT.	386524.830	727461.019
213	137+43.30	0.00' RT.	386524.830	727510.254
214	137+43.29	0.27' RT.	386524.830	727510.521
215	137+42.86	49.77' RT.	386524.830	727560.023
216	133+96.85	63.90' RT.	386173.450	727562.923
217	134+01.27	114.20' RT.	386173.867	727613.422
218	132+00.00	139.15' RT.	385963.629	727615.157
219	132+00.00	33.00' RT.	385978.481	727510.048
220	128+00.00	33.00' RT.	385582.817	727430.104
221	121+50.00	33.00' RT.	384968.182	727202.791
222	121+50.00	100.00' RT.	384939.033	727263.118
223	120+25.46	100.00' RT.	384824.638	727205.229
224	132+00.00	38.04' RT.	385977.776	727515.037

FOUND SURVEY MONUMENTS				
PT #	STATION	OFFSET	Y	X
1	136+82.14	44.74' RT.	386463.761	727555.450
2	137+43.73	49.89' LT.	386524.830	727460.360

TLE POINTS				
PT #	STATION	OFFSET	Y	X
515	133+15.00	91.99' LT.	386106.991	727400.057
516	133+12.00	140.00' LT.	386109.232	727352.013
517	133+96.40	147.00' LT.	386190.362	727352.703

RIGHT OF WAY COURSE TABLE		
POINT TO POINT	BEARING	DISTANCE
200 TO 201	N62°06'22"W	100.00'
201 TO 202	N62°06'22"W	100.00'
202 TO 203	N27°53'38"E	125.46'
203 TO 204	SEE CURVE DATA	
204 TO 205	S64°12'39"E	67.00'
205 TO 206	SEE CURVE DATA	
206 TO 207	SEE CURVE DATA	
207 TO 208	N00°09'28"W	445.89'
208 TO 209	N89°31'22"W	65.18'
209 TO 210	N00°03'26"E	192.10'
210 TO 211	S89°59'53"E	127.35'
211 TO 212	N00°28'23"W	142.22'
212 TO 213	N90°00'00"E	49.23'
213 TO 214	N90°00'00"E	0.27'
214 TO 215	N90°00'00"E	49.50'
215 TO 216	S00°28'23"E	351.39'
216 TO 217	N89°31'37"E	50.50'
217 TO 218	S00°28'23"E	210.24'
218 TO 219	N81°57'27"W	106.15'
219 TO 220	SEE CURVE DATA	
220 TO 221	SEE CURVE DATA	
221 TO 222	S64°12'39"E	67.00'
222 TO 223	SEE CURVE DATA	
223 TO 200	S27°53'38"W	125.46'



R/W CURVE DATA PT. 203 TO PT. 204	R/W CURVE DATA PT. 205 TO PT. 206	R/W CURVE DATA PT. 206 TO PT. 207
L = 120.87' R = 3290.00' LCB = N26°50'29"E LCH = 120.86'	L = 643.67' R = 3357.00' LCB = N20°17'46"E LCH = 642.69'	L = 148.54' R = 3357.00' LCB=N13°32'08"E LCH=148.53'

R/W CURVE DATA PT. 219 TO PT. 220	R/W CURVE DATA PT. 220 TO PT. 221	R/W CURVE DATA PT. 222 TO PT. 223
L = 403.89' R = 3423.00' LCB = S11°25'22"W LCH = 403.66'	L=656.33' R=3423.00' LCB=S20°17'46"W LCH=655.32'	L = 128.21' R = 3490.00' LCB = S26°50'29"W LCH = 128.21'

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTERESTS REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	TLE
2	WISCONSIN DEPARTMENT OF NATURAL RESOURCES	FEE	1.076	0.642	1.718	0.000
3	LILA M. KRASKA	FEE, TLE	0.656	0.844	1.500	0.090

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

JEWELL associates engineers, inc.
Engineers - Architects - Surveyors

I, WESLEY L. KRAEMER, PROFESSIONAL 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 DEPARTMENT OF TRANSPORTATION, I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN WESLEY L KRAEMER S-3026 SPRING GREEN WIS. LAND SURVEYOR 11-8-2021

SIGNATURE: Wes Kraemer DATE: 11/8/2021
PRINT NAME: WESLEY L. KRAEMER
REGISTRATION NUMBER: S-3026

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
SIGNATURE: Cory Schlagel DATE: 11/8/2021
PRINT NAME: CORY SCHLAGEL

5770-01-21-4.02
PLOT SCALE: 1 IN:100 FT
PLOT NAME:
PLOT BY: Kraemer, Wes
PLOT DATE: 11/9/2021 3:17 PM
FILENAME: S:\Projects\W11641 WisDOT - SW Region JV Survey WO 2021\5000 5770-01-71 STH 130 Richland Co\AMENDED SHEET 4.02 DOCS\AMENDED 4.02_5770-01-21 STH 130
APPRAISAL PLAT DATE: 11/8/2021

10.2.5 Concrete Moment Slab with Concrete Barrier Type S36

Design and construct concrete moment slabs with Concrete Barrier Type S36 at the locations listed in Book 2, Section 11.4.2.7 and as shown in Exhibit 10-A.

Design the moment slab in accordance with the Department's LRFD Bridge Manual, and the Department's Bridge Manual Standard Drawings.

Earth cover must be between 6 inches below top of Concrete Barrier Type S36 and 12 inches above bottom of moment slab.

Furnish all materials for the concrete moment slab conforming to the *Standard Specifications* for cast-in-place concrete retaining walls. Furnish all materials for the structural concrete barrier located on moment slabs conforming to the *Standard Specifications* for permanent concrete barrier.

Construct the concrete moment slabs in conformance with the *Standard Specifications*.. Construct the structural concrete barrier located on moment slabs in conformance with the *Standard Specifications*.

10.2.6 Local Roadways and Standards

~~Local Roadways and Standards~~

When roadways and driveways adjacent to the Project are disturbed by construction activities, match the in-place surface type and structure of the existing roadways or driveways, and as specified:

- Conform to SDD 8D21 Driveways without Curb and Gutter except provide 3 inches HMA over 8 inches Base Aggregate Dense 1 ¼-Inch
- Provide 12 inches Base Aggregate Dense 1 ¼-Inch at WDNR access road within the TLE shown in Book 2, Section 7, Exhibit 7-A between Sta. 114+75 and 115+75 RT of the proposed STH 130 alignment. ~~Place base aggregate at a minimum 20 foot width.~~ Maintain a minimum of 10~~-~~ foot distance inside TLE boundary to edge of base aggregate.

Design and construct HMA parking area for interpretive sign display at Brace Memorial Park. Parking area shall include three parking stalls. One parking stall must be ADA van accessible. Conform design and construction to SDD 15C36 Parking Stall Marking. Include signing and pavement marking epoxy. Parking area shall be constructed using 3 inches HMA over 8 inches Base Aggregate Dense 1 ¼-Inch.

Design and construct Concrete Sidewalk 5-Inch between parking area and interpretive sign display at Brace Memorial Park. Construct Sidewalk 5-Inch over 6 inches Base Aggregate Dense 1 ¼-Inch.

Avoid variation greater than 1/8 inch as tested with a 10-foot straightedge for all pavement tie-ins, and account for total surfacing thickness, minimum structural requirements, unbound base/subbase thickness, frost-free characteristics, and other appropriate factors.

~~10.2.6~~10.2.7 Slopes in Rock Cuts

Construct rock face cuts at slopes of up to 0.50:1 (H:V). Overburden material above exposed sandstone face shall be constructed at slopes less than 2:1 (H:V).

Rock face cut slopes 3H:1V and less shall be covered with a minimum 6 inches of topsoil, turf seeding, and erosion mat on all exposed slopes.

10.3 Construction Requirements

10.3.1 General Construction Requirements

Construct roadway embankment fill placed under this Contract meeting the requirements of Standard Specification 205 Roadway and Drainage Excavation, 207 Embankment, 208 Borrow, and 209 Granular Backfill. Provide Borrow, Excavation Common, Select Borrow, or Excavation Rock for all new embankment and embankment-widening Material.

Construct base and subbase material following Standard Specification 211, Preparing the Foundation, and meeting the requirements of Standard Specifications 301 Base, Subbase, and Subgrade Aggregate 305 Dense-Graded Base, 312 Select Crushed Material, and 350 Subbase.

When connecting new surfacing adjacent to any existing pavements, saw-cut vertically to the bottom of the existing surfacing or to the bottom of the new surfacing design, whichever is deeper; then at a 0.1:1 (H:V) slope to the bottom of the recommended subgrade excavation.

When connecting to existing roadways at the termini of proposed construction, saw-cut vertically to the bottom of the existing surfacing or to the bottom of the new surfacing design, whichever is deeper, then at a 0.1:1 (H:V) taper to the bottom of the recommended subgrade excavation. Where matching in-place crossroads, cut vertically to the bottom of the in-place surfacing, then at a 0.25:1 (H:V) slope to the bottom of the recommended subgrade excavation.

Provide for 0.1:1 (H:V) tapers when changing sub-cut depths.

Provide for 0.1:1 (H:V) tapers when changing subgrade materials.

Provide a saw cut where placing new pavement next to in-place pavement to ensure a uniform joint.

10.3.2 Test Rolling

Perform test rolling on the bottom of sub-cuts and the top of the subgrades in accordance with Standard Specification 205.3.13.

The embankment must be constructed in accordance with Standard Specification 207. Use backfill behind abutment walls for bridges and retaining walls that consists of Structure Backfill Type A meeting the gradation requirements in Standard Specification 210.2.2. For placement and compaction of the backfill, comply with Standard Specification 206.3.13.

13.3.2.5.4 Piers and Pier Caps

Comply with requirements of Book 2, Section 15 (Visual Quality Management and Aesthetics) for required aesthetic treatments on the piers of each structure.

The following pier types are acceptable for use on this Project:

- Solid Wall Pier

13.3.2.5.5 Slope Protection

Provide slope protection for all slopes under bridges in accordance with Book 2, Section 15 (Visual Quality Management and Aesthetics) and the Department's Bridge Manual Chapter 15.

13.3.2.5.6 Joints and Bearings

Limit the number of bridge expansion joints to the extent possible. Design bridges preferably to be continuous with integral or semi-integral abutment diaphragms without deck expansion joints.

Compression seals are not allowed on new bridges.

Where needed, expansion joints between units to be located at abutments—or in the case of longer, multi-unit structures—over piers.

Conventional plain or laminated (steel-reinforced) elastomeric bearings are the preferred bearing type. Refer to Department's LRFD Bridge Manual for guidance.

13.3.2.5.7 Girders

~~Use the same girder material type and the same beam type for all spans in each bridge. Comply with requirements of Book 2, Section 15 (Visual Quality Management and Aesthetics).~~

13.3.2.5.7.1 General

Use the same girder material type and the same beam type for all spans in each bridge. Comply with requirements of Book 2, Section 15 (Visual Quality Management and Aesthetics).

13.3.2.5.7.2 Prestressed Girders

The following girder types are acceptable for use on this Project:

- Prestressed I Girders

~~**Prestressed I Girders**~~

Design prestressed concrete girders without post-tensioning as continuous spans.

Prestressed concrete girder sections and strand patterns shall follow the guidance of the Departments LRFD Bridge Manual and Standard Detail Drawings.

The use of variable number of girders between spans requires approval from the Department's Bureau of Structures Design Chief.

13.3.2.5.8 Decks

The following deck types are acceptable for use on this Project:

- Cast in Place

13.3.2.5.9 Bridge Barriers

Provide 42-inch single sloped barrier on structures B-25-192 and B-52-279 with rustication pattern and staining as detailed in ~~Unless otherwise required, comply with the standard railing details provided in the Department's *Bridge* Standard Drawings and~~ Book 2, Section 15 (Visual Quality Management and Aesthetics).

13.3.2.5.10 Concrete Approach Slabs

Concrete Approach Slabs are required on the following structures: B-25-192, B-52-279. Comply with requirements of Book 2, Section 10 (Pavements and Roadway Materials), subsection 10.2, for required concrete approach slabs at each structure.

13.3.2.5.11 Drainage Systems

The following deck drain types are acceptable on this Project:

- Floor Drain Type 'WF'

13.3.2.6 Additional Design Requirements

13.3.2.6.1 Maintenance and Inspection

Design elements of bridge superstructures to be accessible by ladder or an under-bridge inspection vehicle (UBIV) with a 62-foot arm. Include means for inspection and maintenance access and replacement in the design of bridge joints and bearings, include in RFC Documents.

13.3.2.6.2 Vertical Clearance

Comply with freeboard requirements stated in the Departments LRFD Bridge Manual

13.3.2.7 Permanent Retaining Wall Structures

See the Department's FDM 11-55-5.4 for retaining wall R/W requirements. All segments and structural components of a retaining wall should be constructed within the Department's R/W.

The following permanent retaining wall types are allowed if they meet the Department's standards and are not precluded by conditions defined elsewhere in the Contract Documents:

- Post and Panel wall

All proprietary retaining wall systems must be on the Department's Approved Products List prior to award.

Wall type will need to comply with aesthetic requirements of Book 2, Section 15.

- Each interpretive sign panel frame shall be high strength aluminum extrusions and powder coated with a black durable finish on all components. ~~The top rail shall be removable to allow for panel installation.~~ The bottom rail shall include weep holes to allow for water drainage.
- Mount frame to concrete sign display base at a 45-degree angle using a minimum of two support posts and stainless steel fasteners. Install interpretive sign panels securely to be tamper resistant. ~~and such that the panels may be removed by the village of Lone Rock for winter storage.~~

Design, provide and install mounting stone, sign plaque with text, and concrete base for new bridge plaque monument for removed bridge plaques from Structures B-25-0081 and B-52-0856. See Exhibit 15-E for monument details. See Exhibit 15-~~F~~G for construction location.

Design, provide and install concrete base and mount salvaged Brace Park Memorial Monument at new location as shown in Exhibit 15-F. The village of Lone Rock will remove the existing monument prior to construction and store it off site until reinstallation by the Design-Builder. Provide 14 days notice prior to impacting the area.

Design, provide and install mounting stone, monument plaque and text, and concrete base for new Lone Rock Sign Monument. See Exhibit 15-H for monument details. See Exhibit 15-F for construction location.

Design and construct parking area and walking surface for interpretive signing display and monuments per Exhibit 15-F.

15.3.2.2.2 Bridges

This section applies to all engineered structures constructed as part of the Project that include a superstructure resting on a substructure, and that carry vehicular, bicycle, or pedestrian traffic.

Design and construct concrete masonry Architectural Surface Treatment (Rustication pattern) on both sides of each pier and the river-facing side of each parapet on Structures B-25-0192 and B-52-0279 – See Exhibit 15-A

Design and construct all piers of Structures B-25-0192 and B-52-0279 to have trapezoidal shaped faces with curved noses. See Exhibits 15-A and15-B.

Stain river-facing, exposed concrete surfaces of piers, parapets, slabs, and girders on Structures B-25-0192 and B-52-0279. Parapets, slabs, and girders shall be stained with Federal Standard Color #30475. Piers shall be stained with Federal Standard Colors #30475 and #30318. See Exhibits 15-A and 15-B for stain color locations.

Construct 42-inch single sloped barrier ~~high parapet walls~~ on Structures B-25-0192 and B-52-0279.

15.3.2.2.3 Retaining Structures

This section applies to any structure that is engineered to hold earth in a position steeper than a natural angle of repose or to protect traffic from a steep drop-off or roadside obstacle. Include

EXHIBIT 15-D
INTERPRETIVE SIGN DISPLAY PANELS

The Wisconsin River

Wisconsin's First Highway

At approximately 430 miles in length, the Wisconsin River is the state's longest, flowing south and west from the Michigan border to join the Mississippi River in southwestern Wisconsin. For countless generations of Native Americans, the Wisconsin River served as the primary travel route between the Mississippi River and the Great Lakes via an overland portage to the Fox River. On these waters, Native Americans exchanged both goods and cultural ideas in trade networks that spanned the continent.

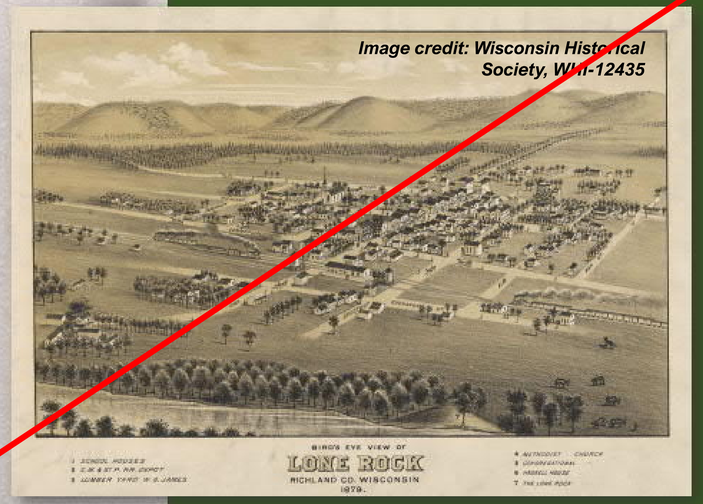


Image credit: Wisconsin Historical Society, WHI-12435

The "lone rock" for which the village was named *(left)*; 1879 view of the Village of Lone Rock with the Wisconsin River in the foreground *(above)*; route of the Wisconsin River *(below)*.

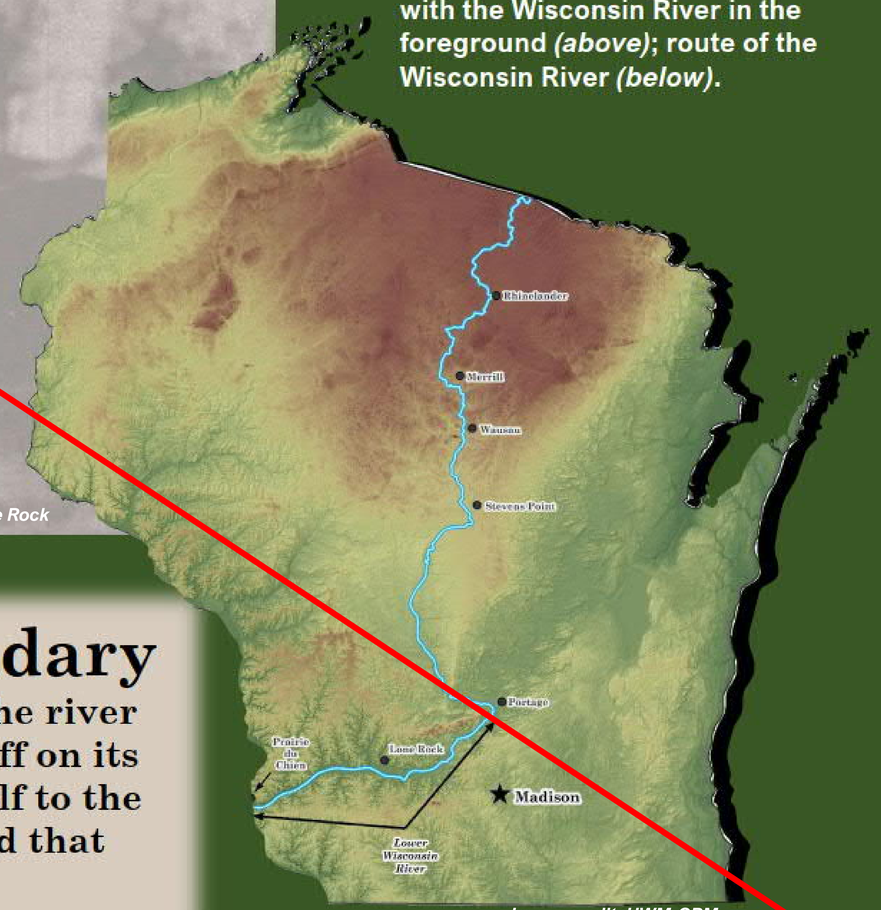


Image credit: UWM-CRM

Image credit: Village of Lone Rock

The Wisconsin River served as a natural boundary

when Richland, Iowa, and Sauk Counties were established in the 1830s and 1840s. The river at this tri-county junction provided early raftsmen with clear views of the rocky bluff on its north bank, leading them to refer to the point as "Lone Rock" – a name that lent itself to the adjacent village. Here, the river is divided into two channels by a 1.8-mile-long island that separates the north channel, or slough, from the river's main channel.

Lone Rock's Early Bridges

An Important Crossing

The Wisconsin River crossing at this location was utilized by Iowa County farmers bringing produce to Lone Rock markets, travelers crossing the river to board trains at the Lone Rock depot, and, later, by high school students from outlying areas attending school in Lone Rock. Between the 1850s and 1890s, a cable-guided ferry carried passengers and goods across the river. The first wagon bridge was constructed over the north channel in the 1870s, providing access to the 270-acre island that divided the river. The main channel was spanned in 1895 when a steel truss toll bridge was completed.

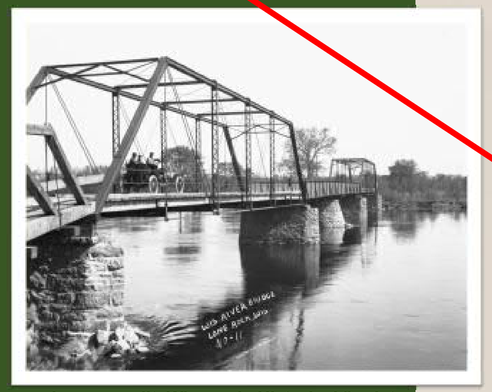


Image credit: Wisconsin Historical Society, WHI-92452

Automobile traffic on the 1895 main channel bridge increased in the 1920s *(above)*; in 1905, a traction engine fell through the bridge's wooden approach, killing two men *(below)*; view of the 1905 north channel bridge shortly before replacement in 1931 *(right).*

Image credit: Richland County History Room

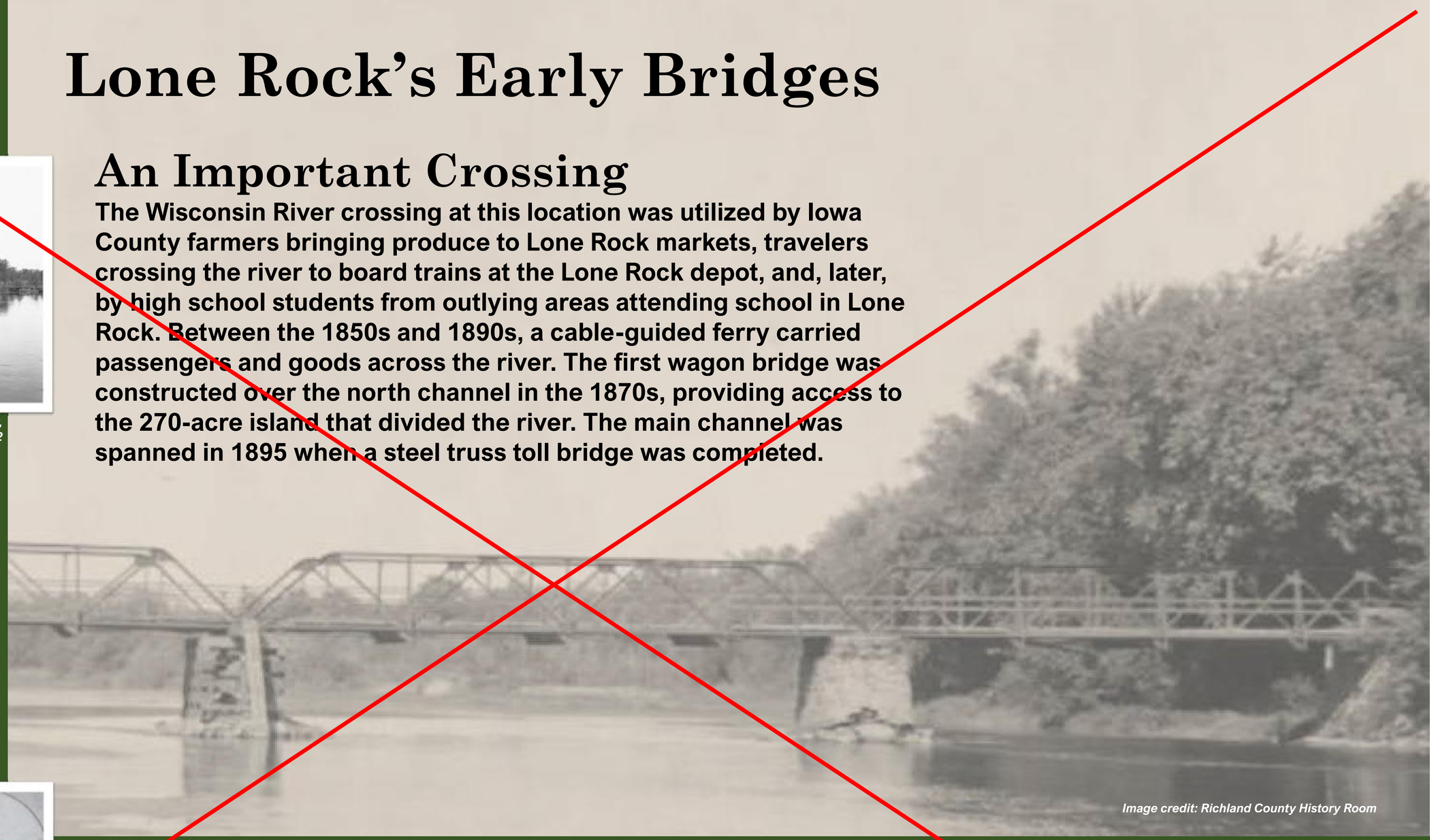


Image credit: Richland County History Room

Neither bridge proved suitable for heavy traffic. The first bridge over the north channel was replaced with a steel structure in 1905. The same year, a wooden approach ramp that provided access to the main channel bridge failed, pitching travelers into the river. The wooden ramps were replaced with steel girder approaches in 1911. However, when State Highway 130 was established along a route through Lone Rock in 1923, it made use of both bridges, significantly increasing the frequency and weight of their daily traffic.

The Lone Rock North Channel Bridges (1932)

A $100,000 Disagreement

In 1923, the State Highway Commission determined the 12-foot-wide north channel bridge to be "dangerous" to automobile traffic. The Commission drew up a plan for a single, $100,000 structure and expected Richland, Sauk, and Iowa Counties to share in half of this cost. Iowa County refused on the grounds that the bridge – ending at the mid-river island – would not cross the county line. The State argued that the bridge was only part of the larger Wisconsin River crossing and that without it, Iowa County's bridge over the main channel could not function.

Image credit: UWM-CRM

The "Lone Rock Bridge Controversy" was the subject of multiple court actions before being decided in Iowa County's favor by the Wisconsin Supreme Court in 1931. In the end, two new bridges – a Warren deck truss bridge paired with a larger 4-span overhead Pratt truss bridge – were constructed over the river's north channel in 1932.

High Court to Decide 10-Year Bridge Fight

Iowa, Sauk, Richland Counties Argue Over Cost

A bridge controversy that has dragged along for 10 years is finally due for final settlement in the supreme court.

Wisconsin State Journal headline from July 1, 1930 *(left)*; the 4-span Lone Rock North Channel Bridge in 2021 *(above)*.

The Lone Rock Bridge (1942-1943)

Image credit: L.G. Arnold Collection, Chippewa Valley Museum

Battle on the Homefront

In 1940, a school bus carrying 30 children on its way to Lone Rock was nearly thrown into the main channel after the supports holding one side of the old bridge failed. The State Highway Commission prepared a plan for a new bridge and acquired the necessary permits for the 554 tons of steel and iron it would require. Construction of the 3-span overhead truss bridge began in the winter of 1941-1942, just as the United States entered World War II. Partway through construction, the Highway Commission received a stop work order from the newly-formed War Production Board (WPB). The order stated that the steel and iron required in the bridge's construction were needed "for the fulfillment of requirements for the defense of the United States."

Work Halted on Lone Rock Bridge, Road Board Aims Its Guns at WPB

Members of the Wisconsin state today appealed the WPB order strong said, has been pending since

Wisconsin State Journal **headline, August 4, 1943**

Wisconsin officials appealed, arguing that the bridge was needed for transporting agricultural products that were needed for civilians and the armed forces to help win the war. In the end, the WPB agreed, and the bridge was completed in 1943. The above photo shows the bridge nearing completion in fall 1943.

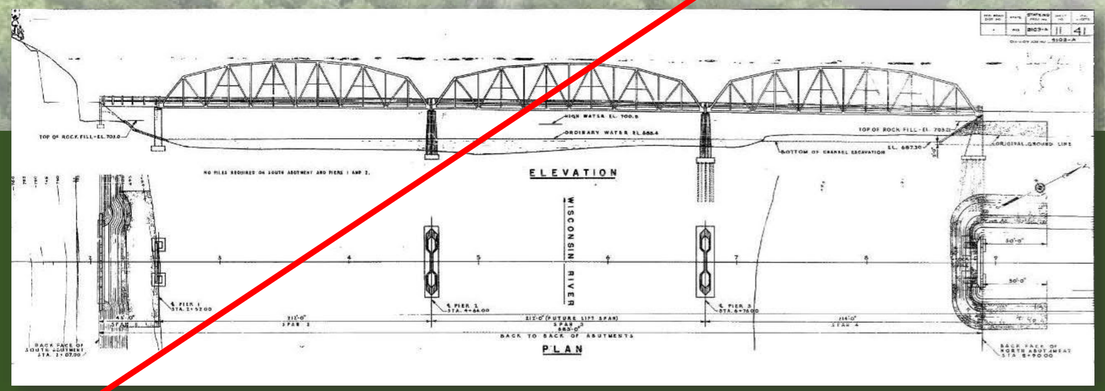
The End of the Road

Image credit: Michael Baker International

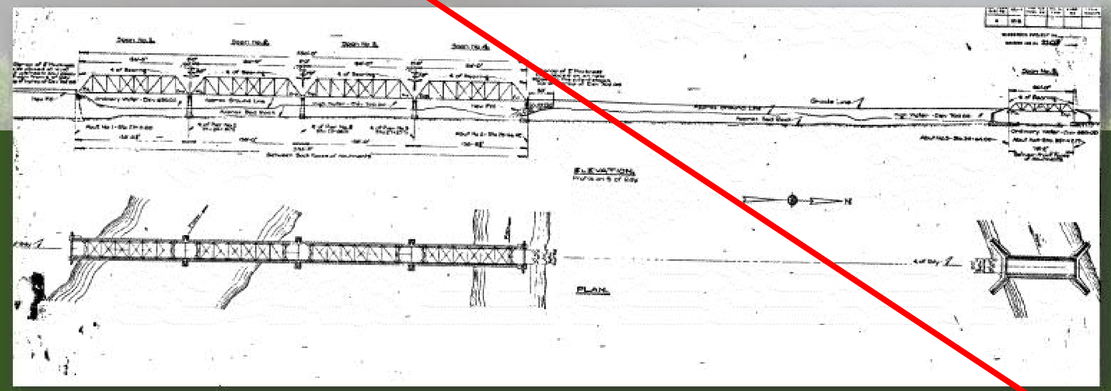
Historic Designation

In the years since their construction, the Lone Rock Bridge and the two Lone Rock North Channel Bridges became local landmarks. In 2019, all three structures were determined eligible for listing in the National Register of Historic Places for their association with the history of transportation in the region and as representatives of standard State Highway Commission designs of the 1930s and 1940s. Until they were replaced in 2024, these structures were the last remaining steel truss highway bridges on the Lower Wisconsin River.

View of North Channel bridges in 2021



State Highway Commission plan for Lone Rock Bridge, 1941



State Highway Commission plan for North Channel Bridges, 1932

The Wisconsin River

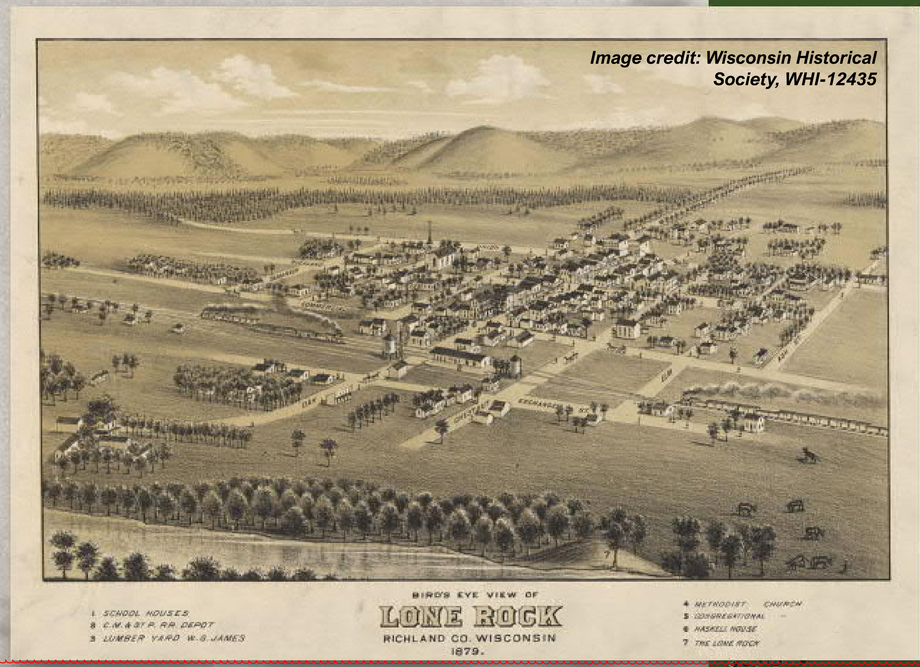


Image credit: Wisconsin Historical Society, WHI-12435

The "lone rock" for which the village was named *(background image)*; 1879 bird's eye view of the Village of Lone Rock with the Wisconsin River in the foreground *(left)*; route of the Wisconsin River *(below)*.

Wisconsin's First Highway

At approximately 430 miles in length, the Wisconsin River is the state's longest, flowing south and west from the Michigan border to join the Mississippi River in southwestern Wisconsin. For countless generations of Native Americans – including the Ho-Chunk, Sauk and Meskwaki, and Kickapoo in the present-day area of Lone Rock – the Wisconsin River served as the primary travel route between the Mississippi River and the Great Lakes via an overland portage to the Fox River. On these waters, Native Americans exchanged both goods and cultural ideas in trade networks that spanned the continent.

Image credit: Village of Lone Rock

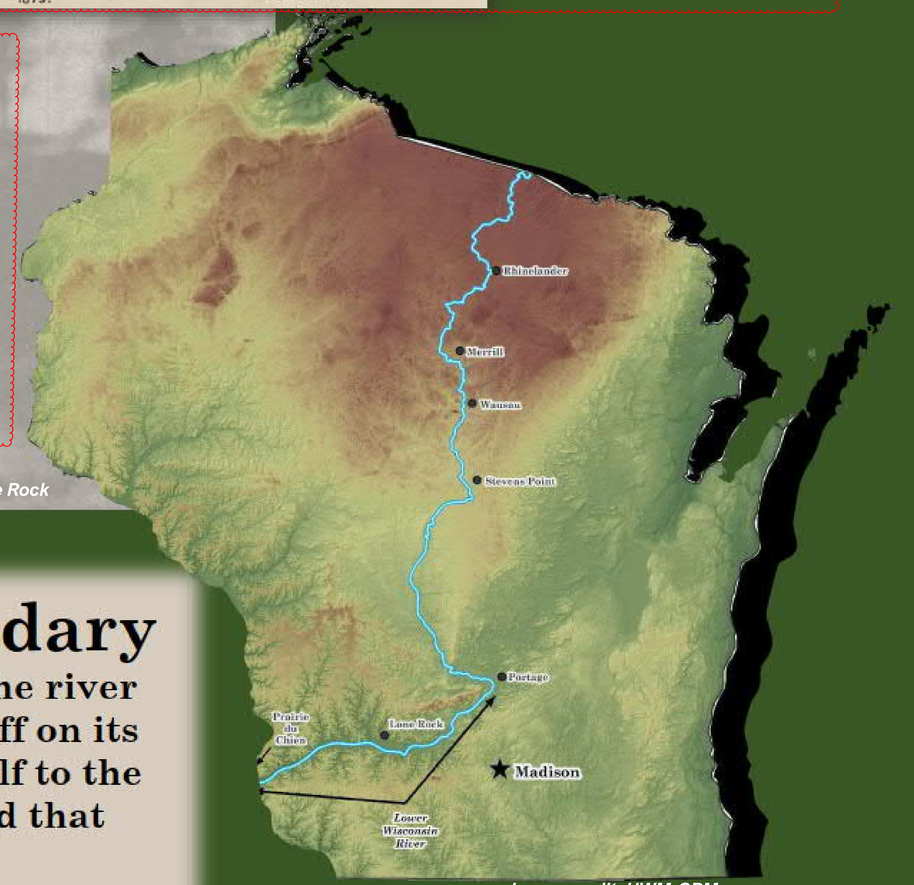


Image credit: UWM-CRM

The Wisconsin River served as a natural boundary

when Richland, Iowa, and Sauk Counties were established in the 1830s and 1840s. The river at this tri-county junction provided early raftsmen with clear views of the rocky bluff on its north bank, leading them to refer to the point as "Lone Rock" – a name that lent itself to the adjacent village. Here, the river is divided into two channels by a 1.8-mile-long island that separates the north channel, or slough, from the river's main channel.

Lone Rock's Early Bridges

An Important Crossing

Iowa County farmers bringing produce to Lone Rock markets, travelers crossing the river to board trains at the Lone Rock depot, and, later, high school students from outlying areas attending school in Lone Rock all made use of the Wisconsin River crossing at this location. Between the 1850s and 1890s, a cable-guided ferry carried passengers and goods across the river. In the 1870s, residents constructed the first wagon bridge over the north channel, providing access to the 270-acre island that divided the river. Later, in 1895, a toll company built a steel truss bridge across the main channel.

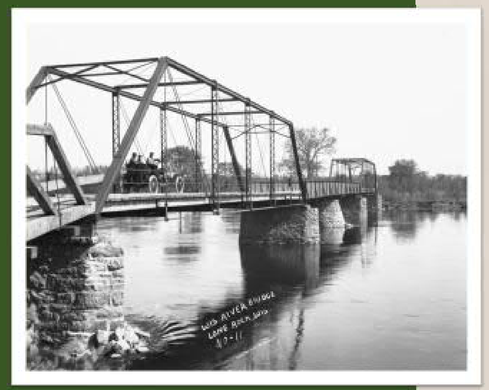


Image credit: Wisconsin Historical Society, WHI-92452

Automobile traffic on the 1895 main channel bridge increased in the 1920s *(above)*; in 1905, a traction engine fell through the bridge's wooden approach, killing two men *(below)*; view of the 1905 north channel bridge shortly before replacement in 1931 *(right).*

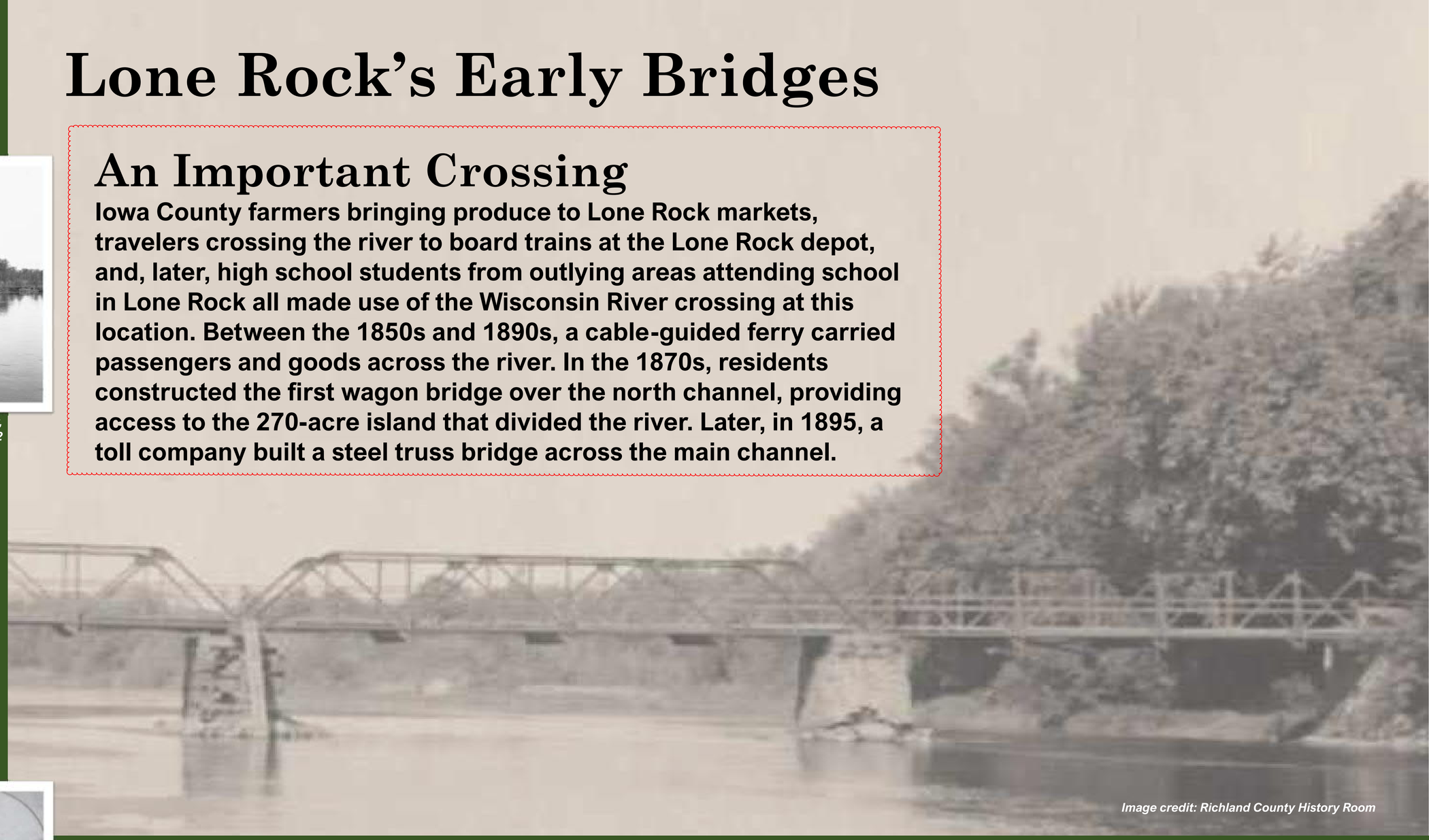


Image credit: Richland County History Room

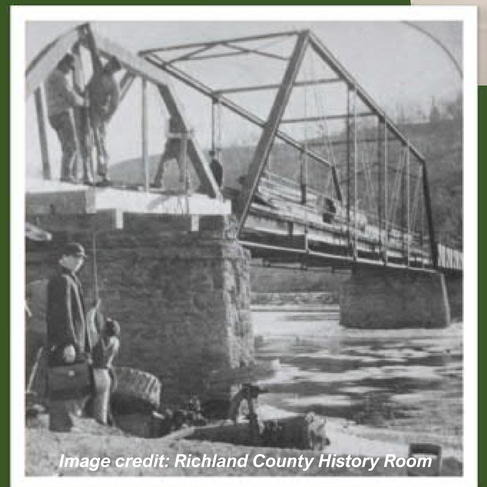


Image credit: Richland County History Room

Neither bridge proved suitable for heavy traffic. A steel structure replaced the first bridge over the north channel in 1905. The same year, a wooden approach ramp that provided access to the main channel bridge failed, pitching travelers into the river. In 1911, steel girder approaches replaced these wooden ramps. However, when Wisconsin established State Highway 130 through Lone Rock in 1923, the route made use of both bridges, significantly increasing the frequency and weight of their daily traffic.

The Lone Rock North Channel Bridges (1932)

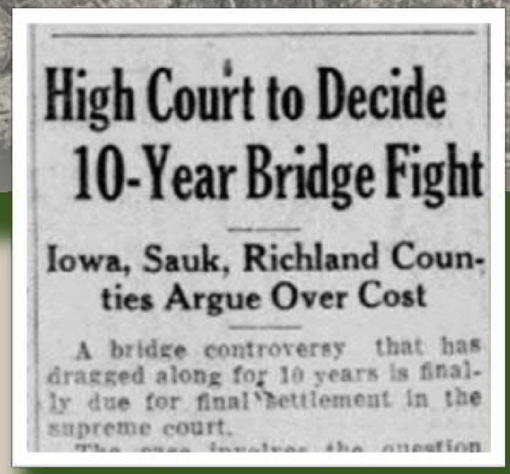
REPLACE (NO CHANGES)

A $100,000 Disagreement

In 1923, the State Highway Commission determined the 12-foot-wide north channel bridge to be "dangerous" to automobile traffic. The Commission drew up a plan for a single, $100,000 structure and expected Richland, Sauk, and Iowa Counties to share in half of this cost. Iowa County refused on the grounds that the bridge – ending at the mid-river island – would not cross the county line. The State argued that the bridge was only part of the larger Wisconsin River crossing and that without it, Iowa County's bridge over the main channel could not function.

Image credit: UWM-CRM

The "Lone Rock Bridge Controversy" was the subject of multiple court actions before being decided in Iowa County's favor by the Wisconsin Supreme Court in 1931. In the end, two new bridges – a Warren deck truss bridge paired with a larger 4-span overhead Pratt truss bridge – were constructed over the river's north channel in 1932.



High Court to Decide 10-Year Bridge Fight

Iowa, Sauk, Richland Counties Argue Over Cost

A bridge controversy that has dragged along for 10 years is finally due for final settlement in the supreme court.

Wisconsin State Journal **headline from July 1, 1930** ***(left)*****; the 4-span Lone Rock North Channel Bridge in 2021** ***(above).***

The Lone Rock Bridge (1942-1943)

REPLACE (NO CHANGES)

Image credit: L.G. Arnold Collection, Chippewa Valley Museum


Work Halted on Lone Rock Bridge, Road Board Aims Its Guns at WPB

Members of the Wisconsin state today appealed the WPB order strong said, has been pending since

Wisconsin State Journal headline, August 4, 1943

Battle on the Homefront

In 1940, a school bus carrying 30 children on its way to Lone Rock was nearly thrown into the main channel after the supports holding one side of the old bridge failed. The State Highway Commission prepared a plan for a new bridge and acquired the necessary permits for the 554 tons of steel and iron it would require. Construction of the 3-span overhead truss bridge began in the winter of 1941-1942, just as the United States entered World War II. Partway through construction, the Highway Commission received a stop work order from the newly-formed War Production Board (WPB). The order stated that the steel and iron required in the bridge's construction were needed "for the fulfillment of requirements for the defense of the United States."

Wisconsin officials appealed, arguing that the bridge was needed for transporting agricultural products that were needed for civilians and the armed forces to help win the war. In the end, the WPB agreed, and the bridge was completed in 1943. The above photo shows the bridge nearing completion in fall 1943.

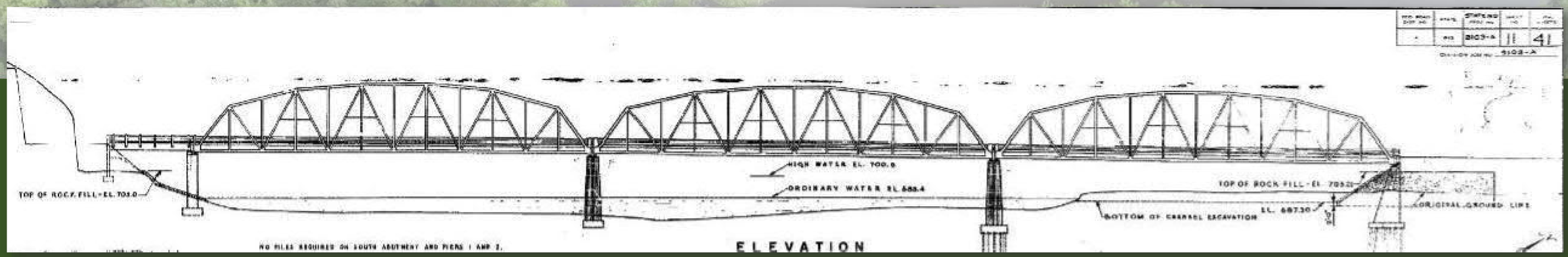
The End of the Road

Image credit: Michael Baker International

Historic Designation

In the years since their construction, the Lone Rock Bridge and the two Lone Rock North Channel Bridges became local landmarks. In 2019, all three structures were determined eligible for listing in the National Register of Historic Places for their association with the history of transportation in the region and as representatives of standard State Highway Commission designs of the 1930s and 1940s. Until they were replaced in 2024, these structures were the last remaining steel truss highway bridges on the Lower Wisconsin River.

View of North Channel bridges in 2021



State Highway Commission plan for Lone Rock Bridge, 1941

Wisconsin Department of Transportation

Southwest Region

Request for Proposals: Reference Information Documents

Addendum #2~~1~~

STH 130, STH 23 – Lone Rock,

(Wisconsin River Crossing, B-25-192, B-52-279),

Richland County, Design-Build Project

State Design/Construction IDs: 5770-01-02/71

April 15~~March 17~~, 2022

RID MISCELLANEOUS REFERENCE	
PUBLIC INVOLVEMENT	**Department e-file**
30% Public Involvement Plan.pdf	
ENVIRONMENTAL	**Department e-file**
2021-07-09 approved 57700101_ER.pdf	
55700102_STH 130_Wetland Delineation Report_20210930.pdf	
57700102_MusselSurveyReport_20211210.pdf	
StreamCross_BCFProtocol BIT.pdf	
5770-01-71_404 Additional Information.pdf	
57700102_USACE Cover Letter.pdf	
5770-01-02_ACM Inspection_33993 Lake Ln-WIS 130_Lone Rock_Richland Co..pdf	
Bridge Asbestos Inspection Report.pdf	
5770-01-71_USACE_Individual Permit.pdf	
57700101_STH 130_Area of Potential Effect.dwg	
STH 130_mussel_area.zip	
UTILITIES	**Department e-file**
GEOTECHNICAL	**Department e-file**
5770-01-01 Soils Report.pdf	
STH 130 Rock slope memo rpt.final.2.pdf	
B-25-0192-UnitNum-NA_geo.pdf	

B-52-0279-UnitNum-NA_geo.pdf	
R-25-0012-UnitNum-NA_geo.pdf	
R-25-0013-UnitNum-NA_geo.pdf	
STH 130 Rock slope memo rpt.final.pdf	
5770-01-01-STH 130-B-25-0192.gpj	
5770-01-01-STH130-B-52-0279.gpj	
PAVEMENTS AND ROADWAY MATERIALS	**Department e-file**
PDR_2021_SWR_State_57700102_STH 130_BRRPL_signed.pdf	
ROADWAYS	**Department e-file**
57700171_pln_Pre RFP_2022-02-04.pdf	
57700102_DSR_2022-01-22.pdf	
DRAINAGE	**Department e-file**
57700201_Drainage Report_20220119.pdf	
Lone Rock Hydraulic Report.pdf	
B-25-192_SMS_2D.zip	
B-25-192_B-52-279_HECRAS.zip	
Surf-Ex_Primary Area South.csv	
Surf-Ex_Primary Area North.csv	
STRUCTURES	**Department e-file**
STH 130 Structure Base File.DGN	
Structures Sheet Files B-52-279	**Department e-file**
080202_gp.DGN	
080201_gp.DGN	

080203_xs.DGN	
Thumbs.db	
Structures Sheet Files R-25-12	**Department e-file**
080301_gp.DGN	
Thumbs.db	
Structures Sheet Files R-25-13	**Department e-file**
080401_gp.DGN	
Thumbs.db	
Structures Sheet Files B-25-192	**Department e-file**
080101_gp.DGN	
080103_xs.DGN	
080102_gp.DGN	
TRAFFIC CONTROL	**Department e-file**
2022-02-02_WisTMP 8294 (5770-01-02)_60% Approved.pdf	
RIGHT OF WAY	**Department e-file**
scenic easement.pdf	