

CONVEYANCE OF LANDS FOR HIGHWAY PURPOSES

It having been deemed necessary, for the proper improvement of a _____ County Highway, to change or relocate a portion thereof through lands owned by Frank J. Kovars and Margaret B. Kovars, his wife and together with Donald C. Kovars and Helen Kovars, his wife, the last two named having purchasers' interest by land contract recorded "294-252"

in the Town of Hickory Grove, Grant County, and a plat showing the existing location and the proposed change having been filed by the County Highway Committee with the County Clerk of said County and the said County Highway Committee having dealt by contract with the owner of said lands;

KNOW ALL MEN BY THESE PRESENTS, That the said owner S., for a valuable consideration, to-wit: the sum of Two Thousand and no/100 - - - - - Dollars (\$ 2000.00) in hand paid, the receipt of which is hereby acknowledged, do hereby grant and convey to Grant County, Wisconsin, for highway purposes as long as so used, the lands of said owner S. necessary for said relocation, shown on the said plat and described as follows, to-wit:

A parcel of land in T7N, R2W, Section 3, SE $\frac{1}{4}$ -SW $\frac{1}{4}$, NE $\frac{1}{4}$ -SW $\frac{1}{4}$, NW $\frac{1}{4}$ -SW $\frac{1}{4}$ thereof.

The reference line of the new road is described as follows:

Commencing at a point 585 feet west of the south quarter corner, Section 3, T7N, R2W, Thence N 5° 16' E (Mag.) 43.0 feet to a point of curve,

Thence northwesterly on a curve to the left with radius 1910 feet, concave to the west 949.5 feet to a point of tangency,

Thence N 23° 13' W (Mag.) 507 feet to a point of curve,

Thence northerly on a curve to the right with radius 5730 feet concave to the east 418.3 feet to a point of tangency,

Thence N 19° 02' W (Mag.) 867.3 feet to a line normal thereto and a north property line of the Grantor.

The said parcel consists of all the Grantors land lying therein exclusive of land already in use for highway purposes between the Grantors present property line and a new highway right of way line 50 feet westerly of and 50 feet easterly of and parallel to the above described reference line.

The area of said parcel, exclusive of land already in use for highway purposes, is 5.06 acres more or less.

This Instrument was Drafted by Grant County Highway Commission.

The grantor releases all claim to any trees within the said lands, and understands and agrees that the purposes of this agreement include the right to preserve and protect any vegetation existing on the said lands, and the right to plant thereon and protect any vegetation that the highway authorities may deem desirable to prevent erosion of the soil or to beautify the highway.

A covenant is hereby made with the said Grant County that the said grantor holds the above described premises by good and perfect title; having good right and lawful authority to sell and convey the same; that said premises are free and clear from all liens and encumbrances whatsoever except as hereinafter set forth.

This conveyance shall be binding on the grantor, theirs, executors, assigns and grantees, and the consideration hereinbefore named is acknowledged to be in full payment of all claims of whatsoever nature by the grantor arising through or by reason of the granting and conveying of the said lands.

~~AND~~

~~being the owner~~ and holder of certain _____ lien against said premises, do hereby join in and consent to said conveyance free of said lien.

WITNESS the hand and seal of the grantor and the person S. joining in and consenting to this conveyance, this 2nd day of June, 19 59.

In Presence of Mr. W. C. Bailie
W. C. Bailie

Donald C. Kovars (SEAL)
Donald C. Kovars

Helen Kovars (SEAL)
Helen Kovars

Frank J. Kovars (SEAL)
Frank J. Kovars

Margaret B. Kovars (SEAL)
Margaret B. Kovars

E. J. Nickson
E. J. Nickson

STATE OF WISCONSIN

County of Grant

On this the 2nd day of June, 19 59, before me, Edward J. Nickson

the undersigned officer, personally appeared Frank J. Kovars and Margaret B. Kovars, his wife and Donald C. Kovars and Helen Kovars, his wife known to me (or satisfactorily proven) to be the person S. whose name S. are subscribed to the within instrument and acknowledged that they executed the same for the purposes therein contained.

In witness whereof I hereunto set my hand and official seal.

My commission expires April 30, 1961

Edward J. Nickson
Edward J. Nickson Notary Public.

Project S 0990(1)

Kovars

Parcel No 19

INDEX OF SHEETS

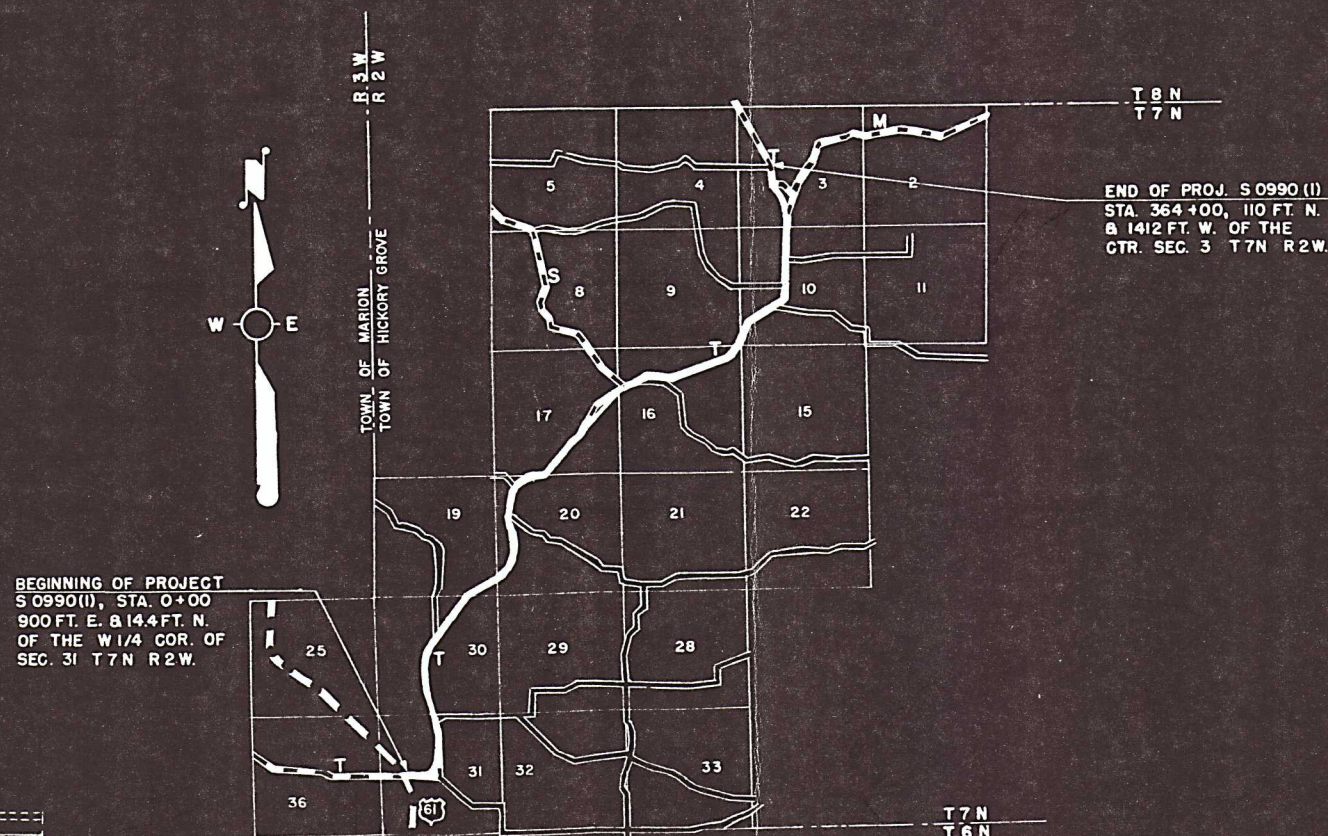
SHEET NO.	TITLE
283	TYPICAL CROSS SECTIONS
3	ESTIMATE OF QUANTITIES
3	MISCELLANEOUS QUANTITIES
—	RIGHT OF WAY PLAT
4-16	PLAN AND PROFILE STA. TO STA.
17-22	STANDARD DETAILS
—	DRAINAGE STRUCTURES
23-94	CROSS SECTIONS



STATE OF WISCONSIN STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED U.S.H. 61—BLUE RIVER ROAD C.T.H. "T" GRANT COUNTY PROJECT S 0990 (1)

SCALES { PLAN 1 IN. = 100 FT.
PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



CONVENTIONAL SIGNS

STATE LINE	---	CULVERTS IN PLACE	=====
COUNTY LINE	---	CULVERTS REQUIRED	=====
TOWNSHIP OR RANGE LINE	---	DROP INLET	□
SECTION LINE	---	POWER POLE	—●—
NEW RIGHT OF WAY LINE	---	TELEPHONE OR TELEGRAPH POLE	—●—
PRESENT RIGHT OF WAY LINE	---	RIGHT OF WAY MARKERS	—▲—
WIRE FENCE { WOVEN	---	REFERENCE STAKE FOR HUBS ONLY	—▲—
{ BARBED	---	MARSH	—▲—
LOT LINE	---	HEDGE	—▲—
CORPORATE OR CITY LIMITS	---	TREES	—▲—
PROPERTY LINE	---	GROUND ELEVATION	—▲—
TRAVELED WAY OR P.E.	---	GRADE ELEVATION	—▲—
RAILROADS	---		
BASE OR SURVEY LINE	---		

LAYOUT

SCALE

TOTAL NET LENGTH OF CENTERLINE = 6.894 MI

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
22.6	990.0	STATE	FEDERAL	4 WIS.	94

APPROVED FOR GRANT COUNTY BY

6/9/59 *E. J. Johnson*
DATE COMMISSIONER

STATE HIGHWAY
COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR J.W.K. NOTE BOOK
DIVISION COMPUTER J.W.K. M.O. CHECKER
DISTRICT CHECKER F.H. CORRECT

CORRECT:
DATE 6-23-59 *V. L. Fiedler*
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:

DATE 6/29/59 *J. D. Pelly*
ENGINEER OF DESIGN

APPROVED:

DATE 6/29/59 *E. C. Kristiansen*
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: *[Signature]*
DATE

[Signature]
DIVISION ENGINEER

S 0990 (1)

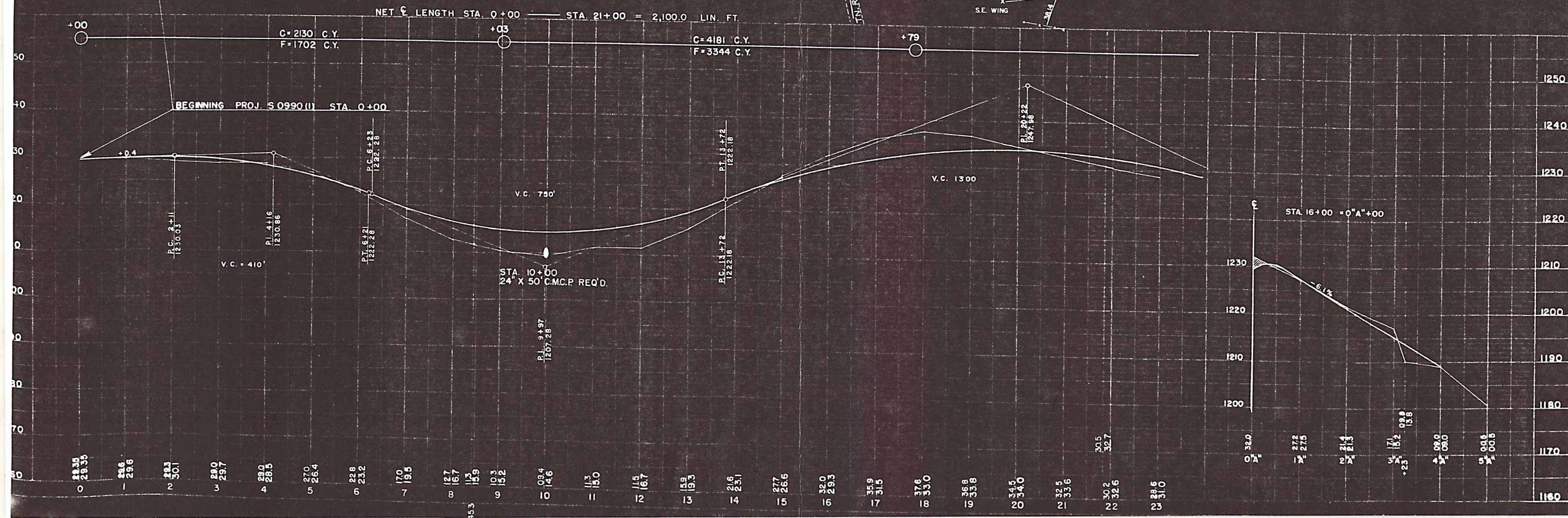
D.P.H. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (I)	4	94

DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (1)	4	94

NET LENGTH STA. 0+00 - STA. 21+00 = 2,100.0 LIN. FT.

NO.	STA.	DESCRIPTION	ELEV.
1	2+50	X CHISELED SWING BASE	1221.83
2	10+07	SPIKE IN P.P. 41' R	1212.29
3	17+00	X CHISELED S.W. WING WALL	1211.62
4	20+98	SPIKE IN P.P. 75' R	1234.06

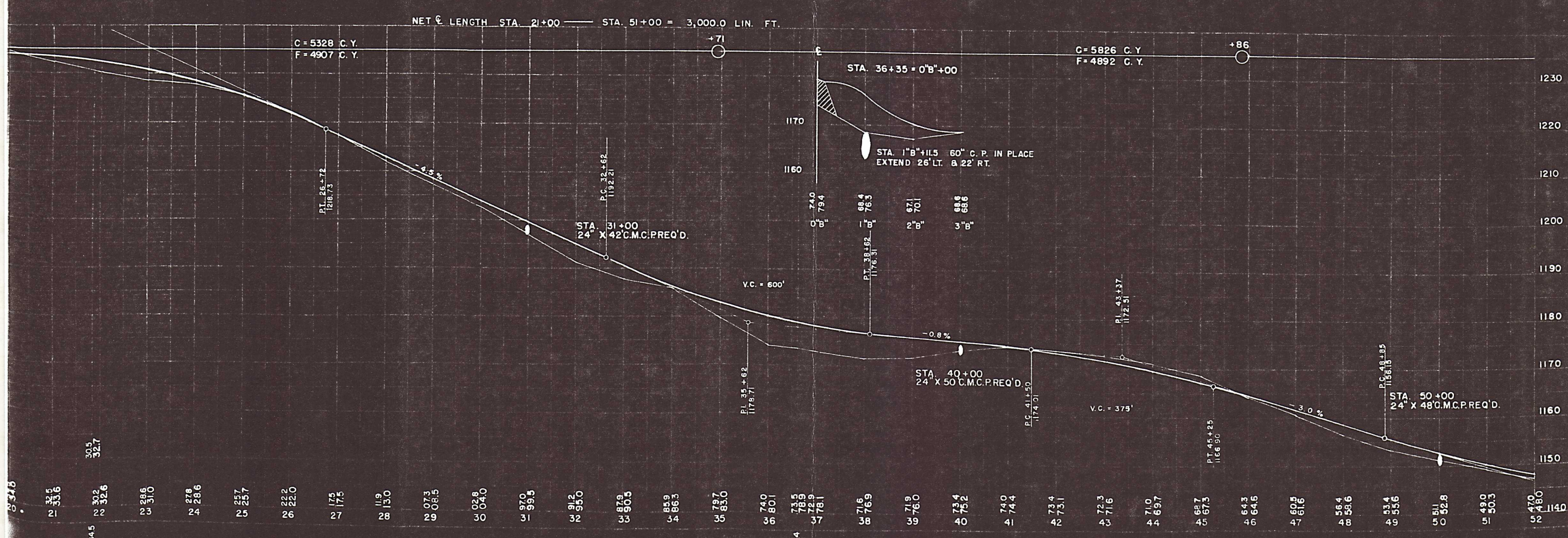
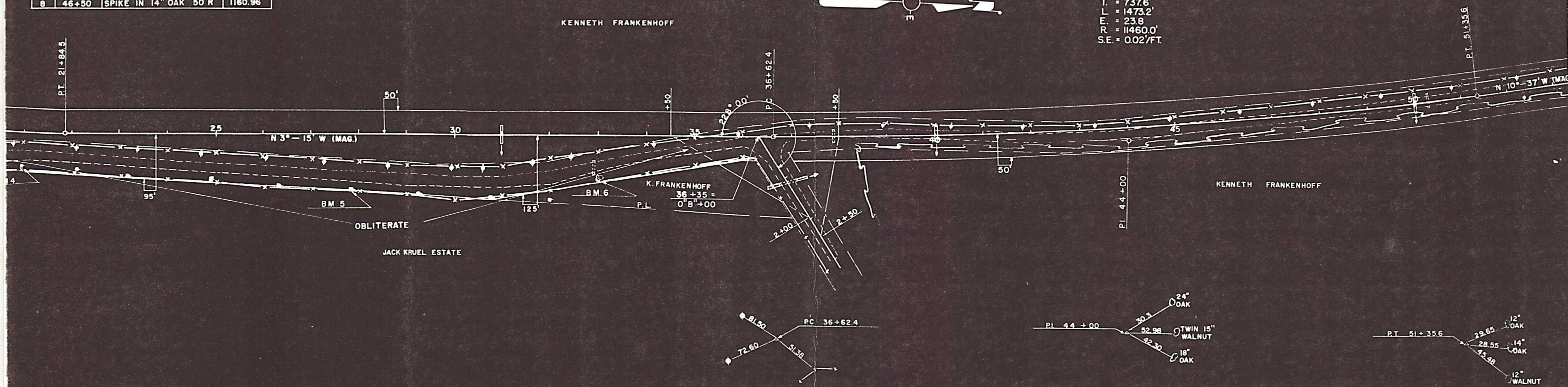
PI = 17+19.3
 I = 86°-15'
 Δ = 93°-45'
 D = 7°-00'
 T = 874.0'
 L = 1339.2'
 E = 3788'
 R = 818.55'
 S.E. = 0.06'/FT.



NO.	STA	DESCRIPTION	ELEV.
5	27+81	SPIKE IN P.P. 113' R	1207.21
6	33+00	SPIKE IN 24" OAK 93' R	1179.04
7	41+30	SPIKE IN 27" OAK 44' R	1173.29
8	46+50	SPIKE IN 14" OAK 50' R	1160.96

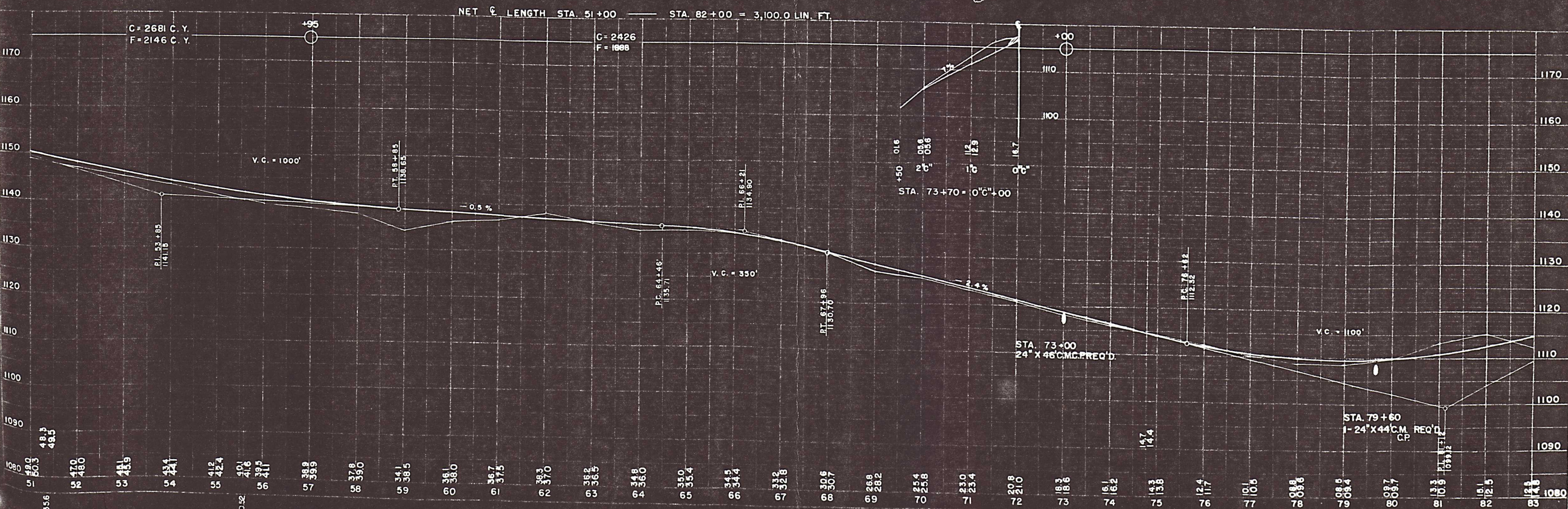
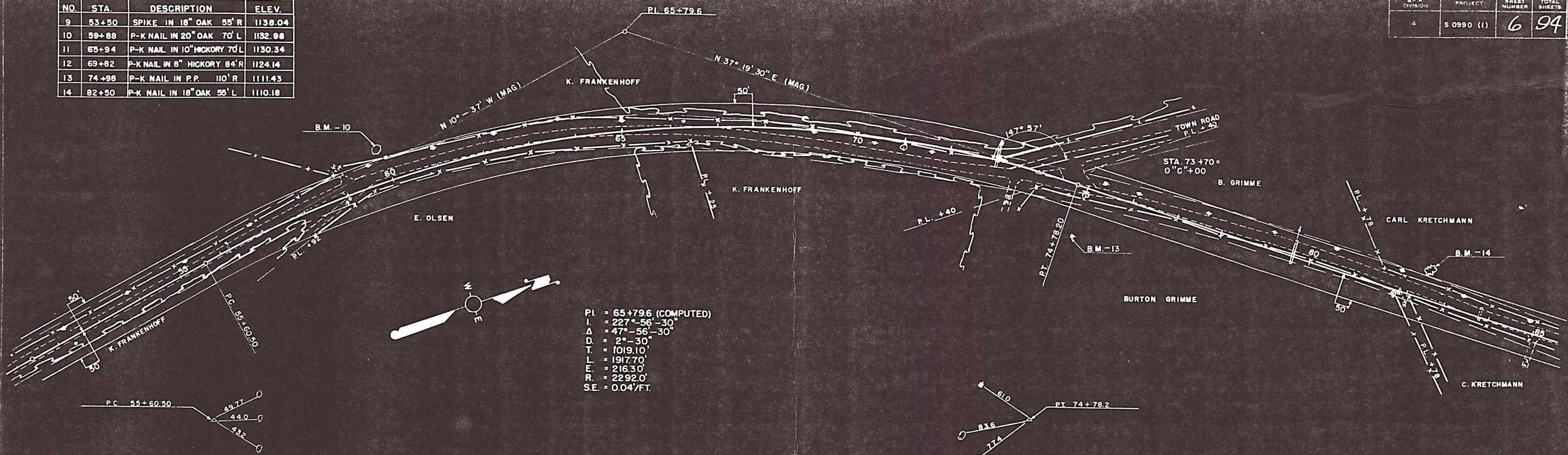
SHEET NUMBER	TOTAL SHEETS
5	24

P.I. = 44+00
 I. = 172'-38"
 Δ = 7°-22'
 D = 0°-30'
 T = 737.6'
 L = 1473.2'
 E = 23.8
 R = 11460.0'
 SE = 0.02/FT

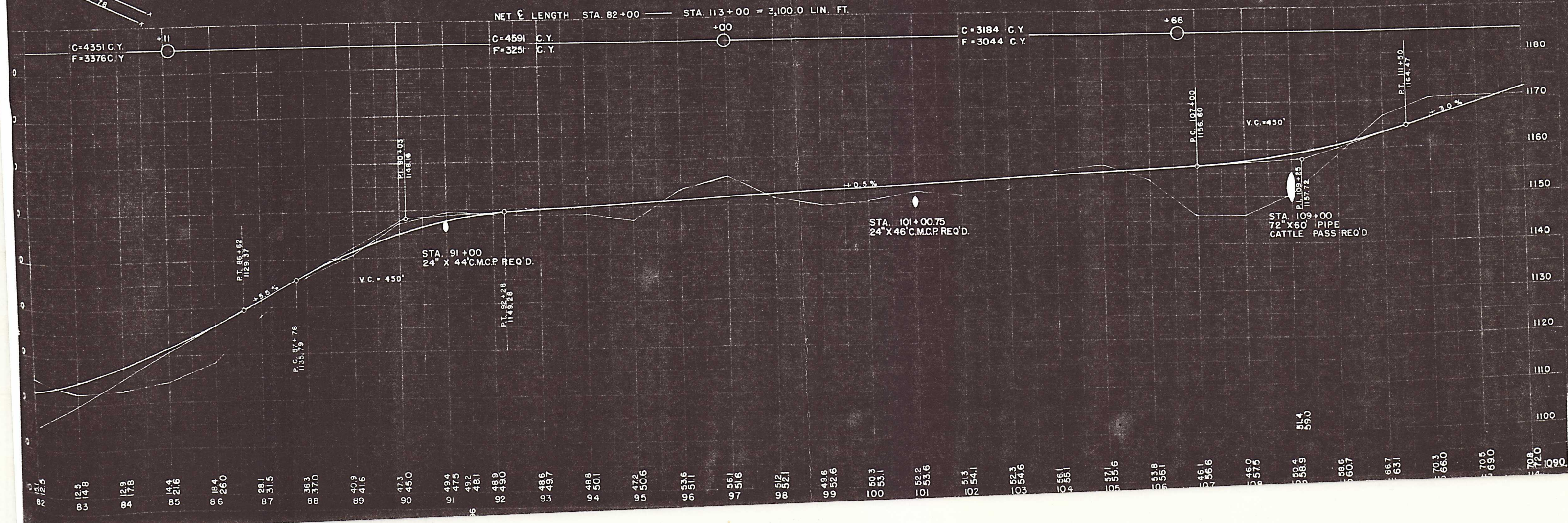
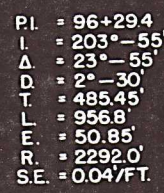


NO.	STA.	DESCRIPTION	ELEV.
9	53+50	SPIKE IN 18" OAK 55' R	1138.04
10	59+88	P-K NAIL IN 20" OAK 70' L	1132.98
11	65+94	P-K NAIL IN 10" HICKORY 70' L	1130.34
12	69+82	P-K NAIL IN 8" HICKORY 84' R	1124.14
13	74+98	P-K NAIL IN P.P. 110' R	1111.43
14	82+50	P-K NAIL IN 18" OAK 55' L	1110.18

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (1)	6	94



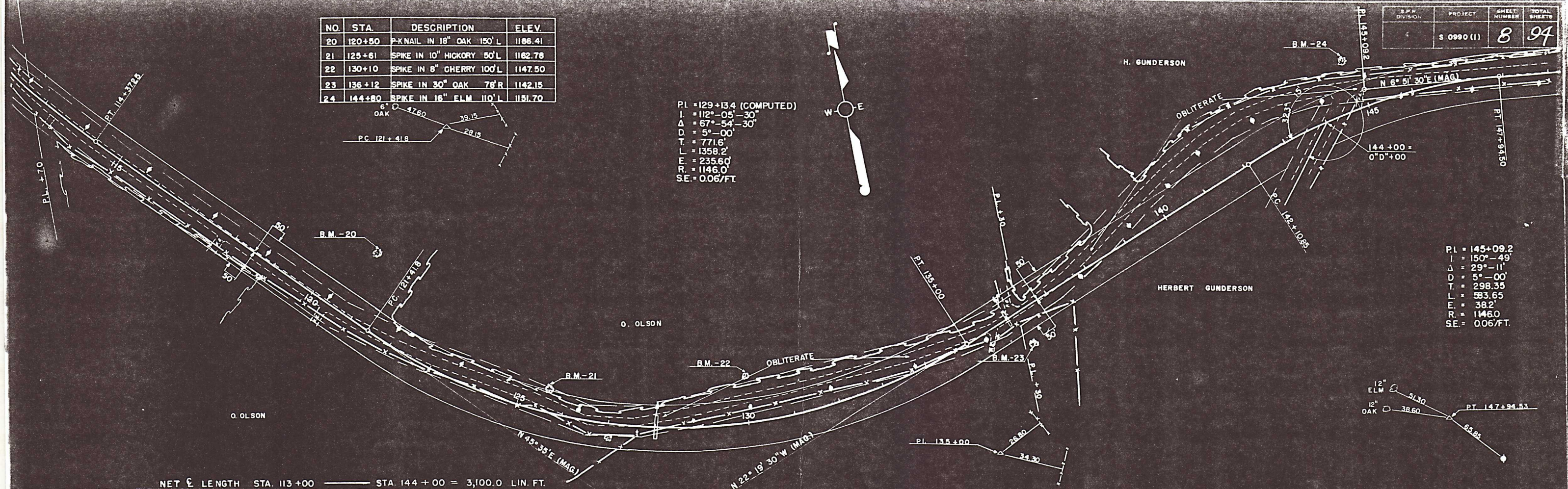
B.P.P. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (I)	7	94



NO.	STA.	DESCRIPTION	ELEV.
20	120+50	P-K NAIL IN 18" OAK 150' L	1186.41
21	125+61	SPIKE IN 10" HICKORY 50' L	1182.78
22	130+10	SPIKE IN 8" CHERRY 100' L	1147.50
23	136+12	SPIKE IN 30" OAK 78' R	1142.15
24	144+80	SPIKE IN 16" ELM 110' L	1151.70

PI = 129+13.4 (COMPUTED)
 I = 112°-05'-30"
 Δ = 67°-54'-30"
 D = 5°-00'-30"
 T = 771.6'
 L = 1358.2'
 E = 235.60'
 R = 1146.0'
 SE = 0.06/FT.

S.P.P. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (1)	8	94

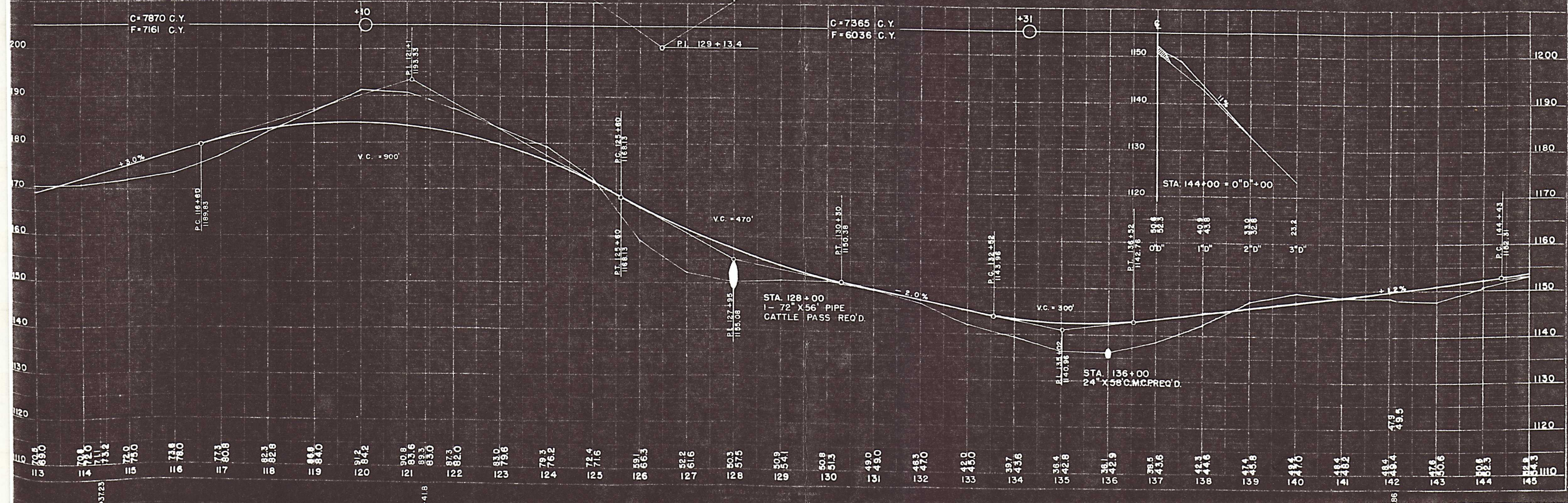


PI = 145+09.2
 I = 150°-49'-49"
 Δ = 29°-11'-11"
 D = 5°-00'-00"
 T = 298.35'
 L = 583.65'
 E = 38.2'
 R = 1146.0'
 SE = 0.06/FT.

NET LENGTH STA. 113+00 — STA. 144+00 = 3,100.0 LIN. FT.

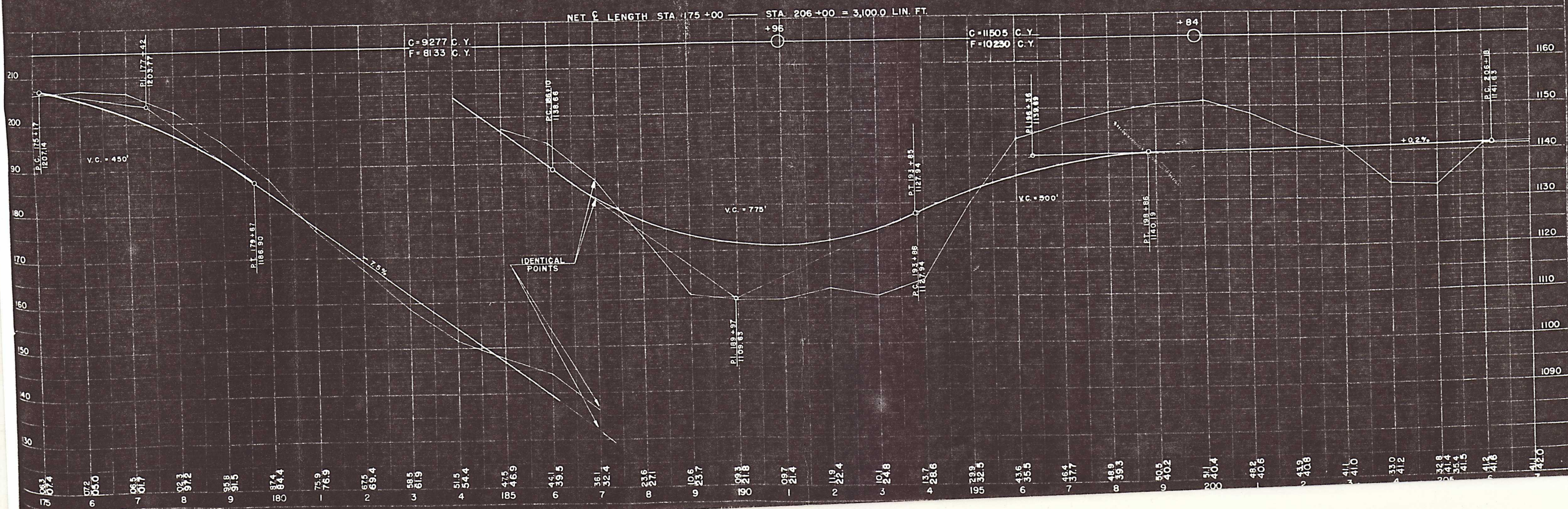
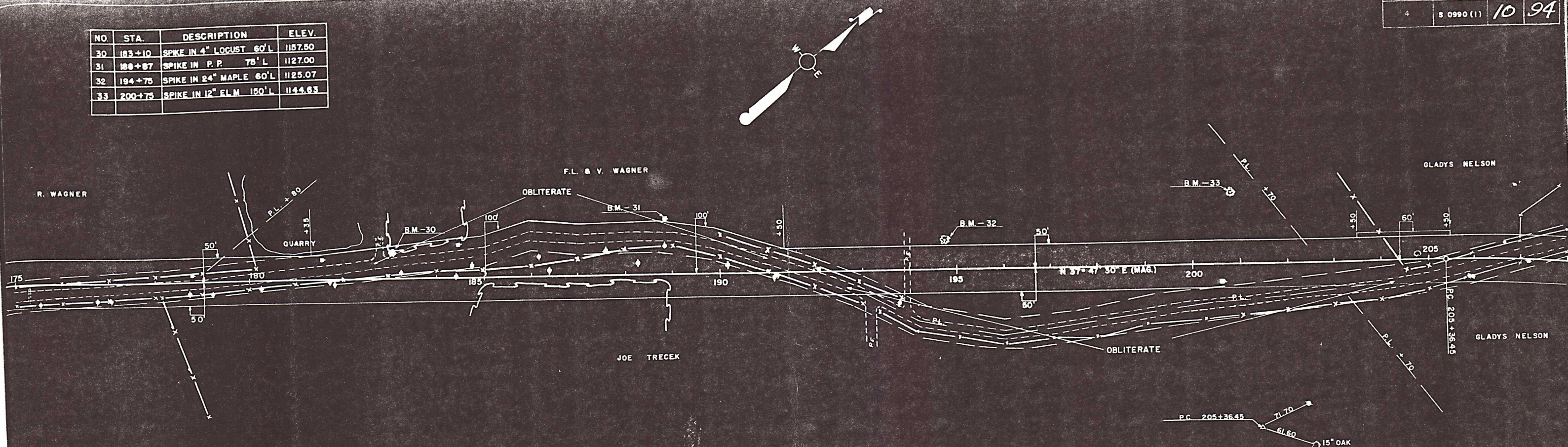
C = 7870 C.Y.
 F = 7161 C.Y.

C = 7365 C.Y.
 F = 6036 C.Y.



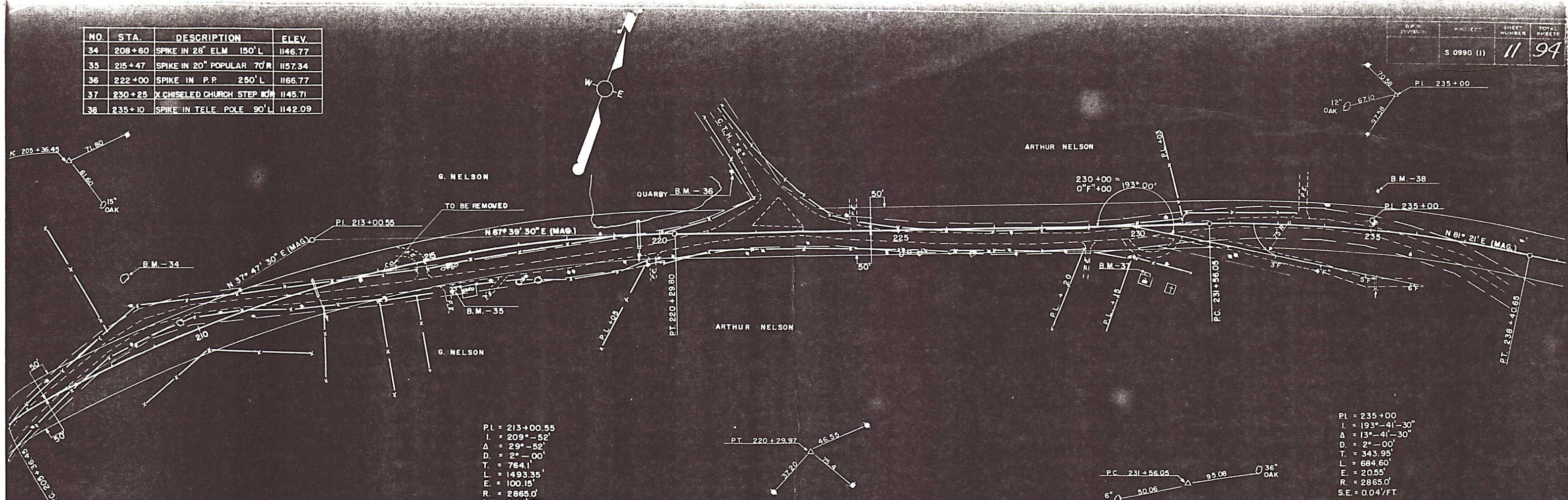
NO.	STA.	DESCRIPTION	ELEV.
30	183+10	SPIKE IN 4" LOCUST 60' L	1157.50
31	186+87	SPIKE IN P.P. 78' L	1127.00
32	194+75	SPIKE IN 24" MAPLE 60' L	1125.07
33	200+75	SPIKE IN 12" ELM 150' L	1144.63

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (1)	10	94



NO.	STA.	DESCRIPTION	ELEV.
34	208+60	SPIKE IN 28' ELM 150' L	1146.77
35	215+47	SPIKE IN 20' POPULAR 70' R	1157.34
36	222+00	SPIKE IN P.P. 250' L	1166.77
37	230+25	X CHISELED CHURCH STEP 10' R	1145.71
38	235+10	SPIKE IN TELE. POLE 90' L	1142.09

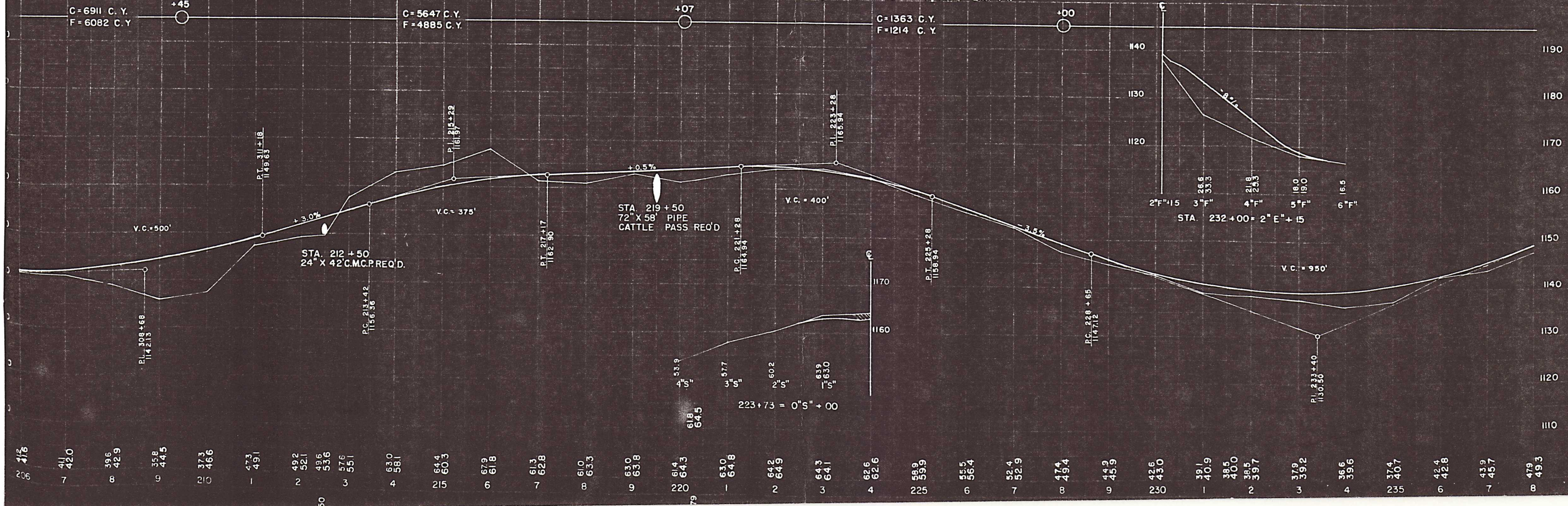
DATE	PROJECT	SHEET NUMBER	TOTAL SHEETS
5/9/90 (1)		11	94



P.I. = 213+00.55
 I. = 209°-52'
 Δ = 29°-52'
 D = 2°-00'
 T = 764.1'
 L = 1493.35'
 E = 100.15'
 R = 2865.0'
 S.E. = 0.04'/FT.

P.I. = 235+00
 I. = 193°-41'-30"
 Δ = 13°-41'-30"
 D = 2°-00'
 T = 343.95'
 L = 684.60'
 E = 20.55'
 R = 2865.0'
 S.E. = 0.04'/FT.

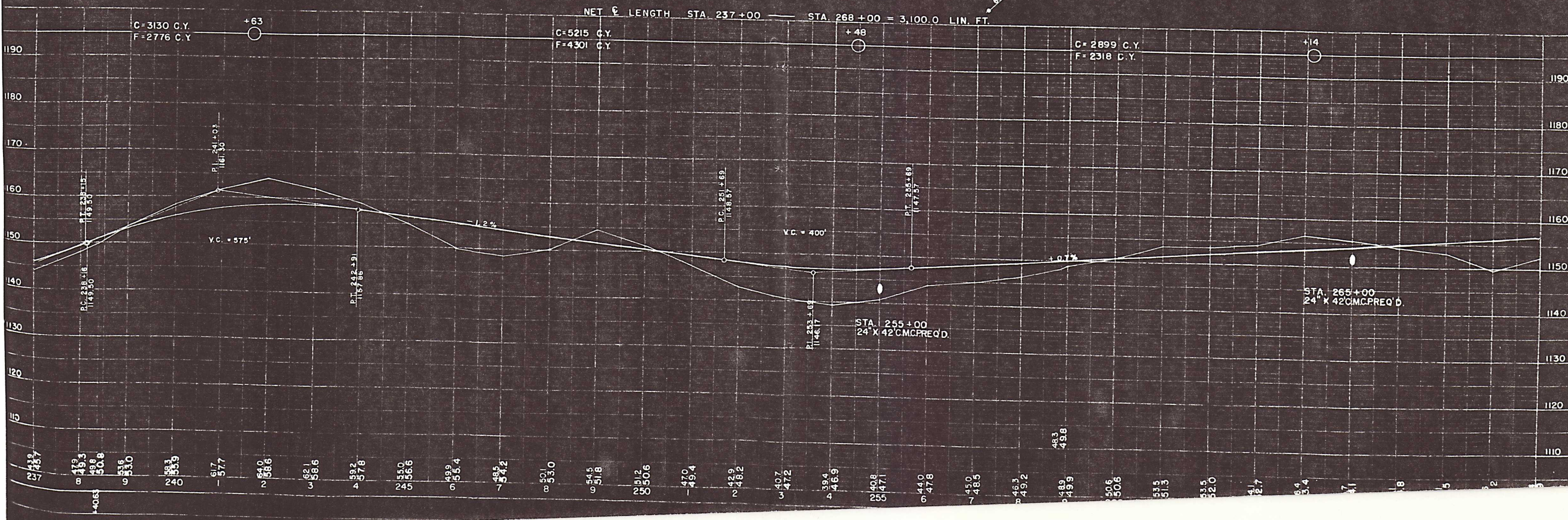
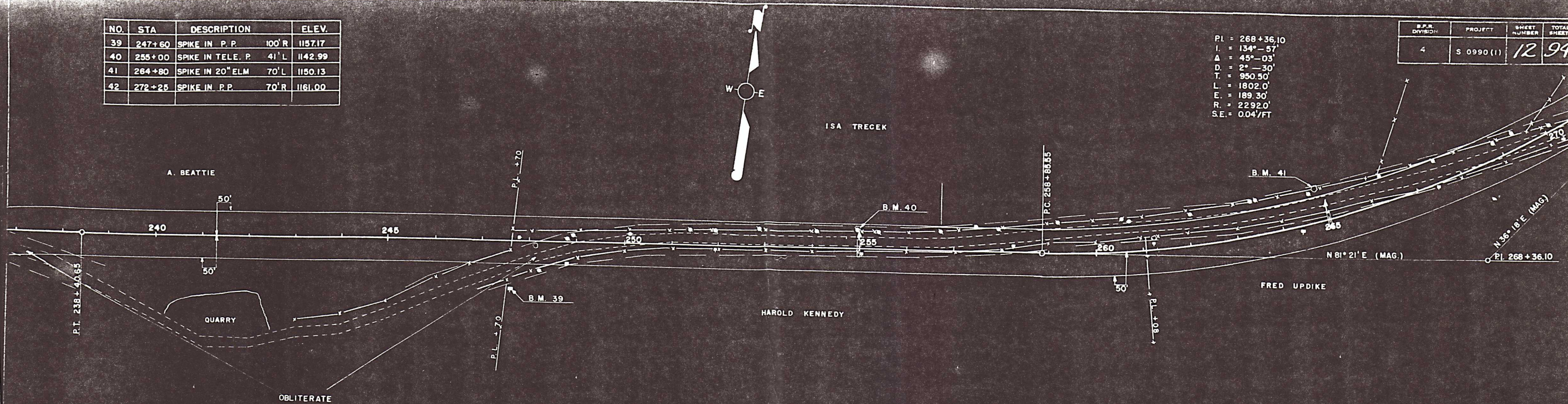
NET LENGTH STA. 206+00 — STA. 237+00 = 3,100.0 LIN. FT.



NO.	STA	DESCRIPTION	ELEV.
39	247+60	SPIKE IN P.P. 100' R	1157.17
40	255+00	SPIKE IN TELE. P. 41' L	1142.99
41	264+80	SPIKE IN 20" ELM 70' L	1150.13
42	272+25	SPIKE IN P.P. 70' R	1161.00

S.F.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (1)	12	94

PI = 268+36.10
 I = 134°-57'
 A = 45°-03'
 D = 2°-30'
 T = 950.50'
 L = 1802.0'
 E = 189.30'
 R = 2292.0'
 S.E. = 0.04'/FT

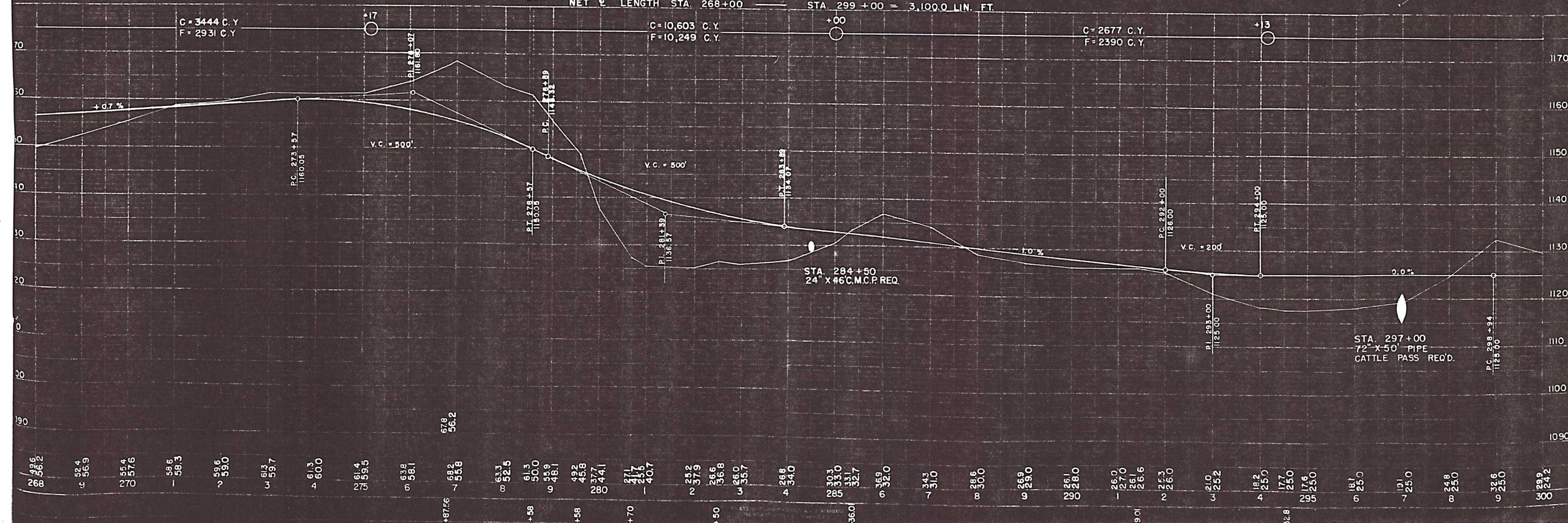
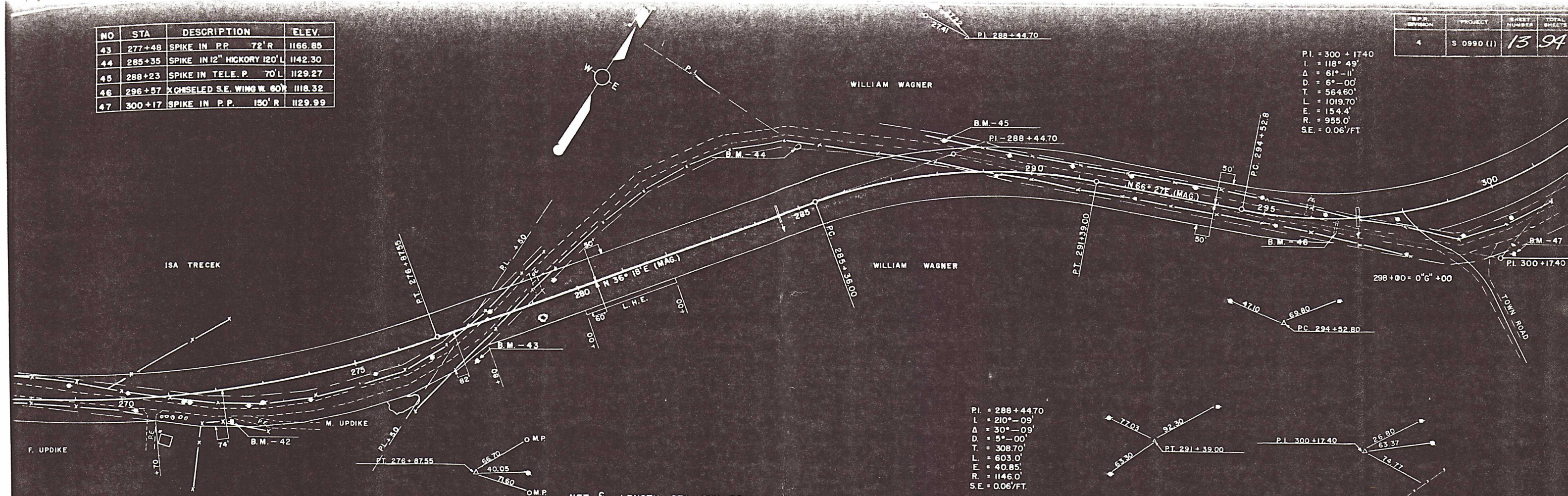


NO	STA	DESCRIPTION	ELEV.
43	277+48	SPIKE IN P.P. 72' R	1166.85
44	285+35	SPIKE IN 12" HICKORY 120' L	1142.30
45	288+23	SPIKE IN TELE. P. 70' L	1129.27
46	296+57	XCHISELED S.E. WING W. 60'	1118.32
47	300+17	SPIKE IN P.P. 150' R	1129.99

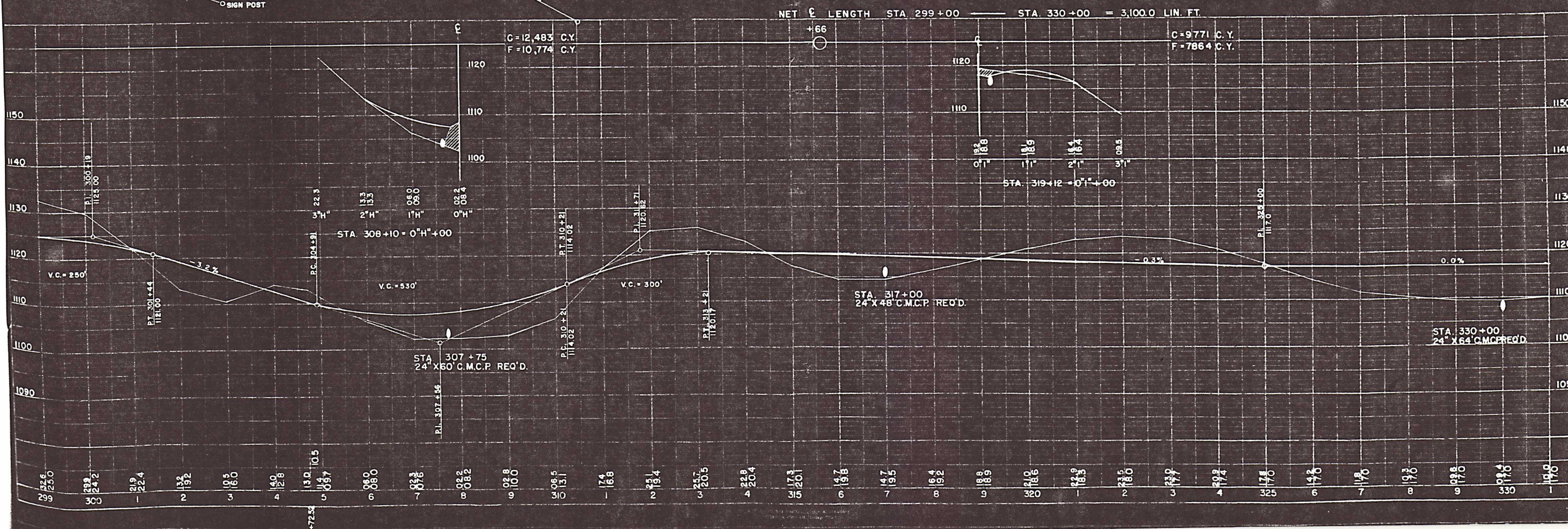
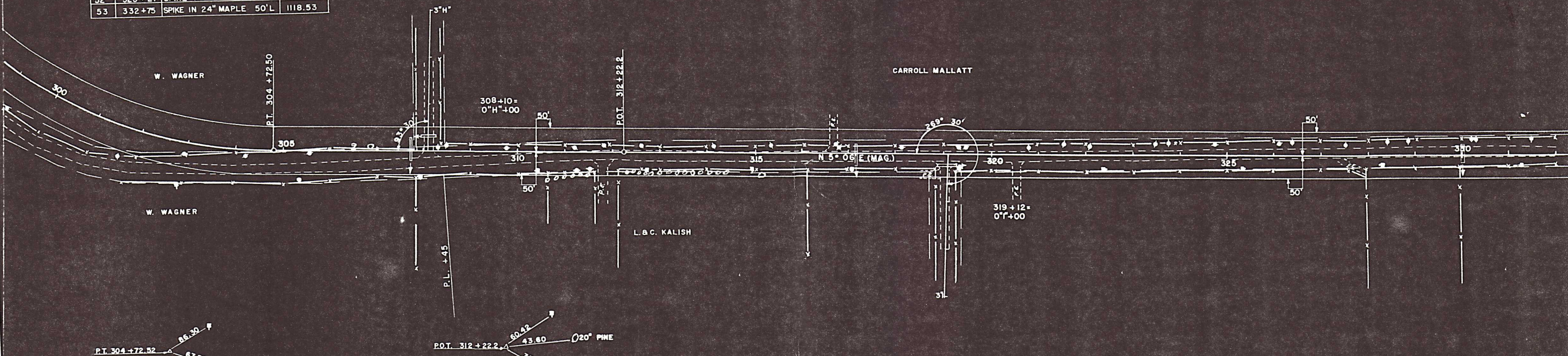
DIST. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (1)	13	94

P.I. = 300 + 17.40
 I. = 118° 49'
 Δ = 61° - 11'
 D = 6° - 00'
 T = 564.60'
 L = 1019.70'
 E = 154.4'
 R = 955.0'
 S.E. = 0.06'/FT.

P.I. = 288 + 44.70
 I. = 210° - 09'
 Δ = 30° - 09'
 D = 5° - 00'
 T = 308.70'
 L = 603.0'
 E = 40.85'
 R = 1146.0'
 S.E. = 0.06'/FT.



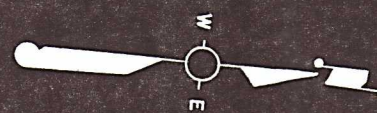
NO	STA.	DESCRIPTION	ELEV
48	305+32	SPIKE IN P.P. 61' R	1103.94
49	310+67	SPIKE IN 12" SPRUCE 45' R	1120.67
50	313+85	SPIKE IN 16" SPRUCE 43' R	1123.39
51	319+00	SPIKE IN TELE. P. 50' R	1119.45
52	325+21	SPIKE IN P.P. 25' R	1120.22
53	332+75	SPIKE IN 24" MAPLE 50' L	1118.53



NO	STA	DESCRIPTION	ELEV
54	336+75	SPIKE IN P.P. 27' R	1108.17
55	341+25	SPIKE IN P.P. 110' R	1091.89
56	344+50	SPIKE IN 12" HICKORY 80' R	1128.88
57	351+20	SPIKE IN 24" OAK 55' L	1127.69
58	354+95	SPIKE IN 20" OAK 60' L	1114.41
59	358+68	SPIKE IN P.P. 90' L	1089.70

S.P.A. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (1)	15	94

P.I. = 340 + 27.8
 I. = 151° - 31'
 Δ = 28° - 29'
 D = 3° 00'
 T = 484.8'
 L = 949.45'
 E = 60.55'
 R = 1910'
 S.E. = 0.045'/FT.



DONALD KOVARS

DONALD KOVARS

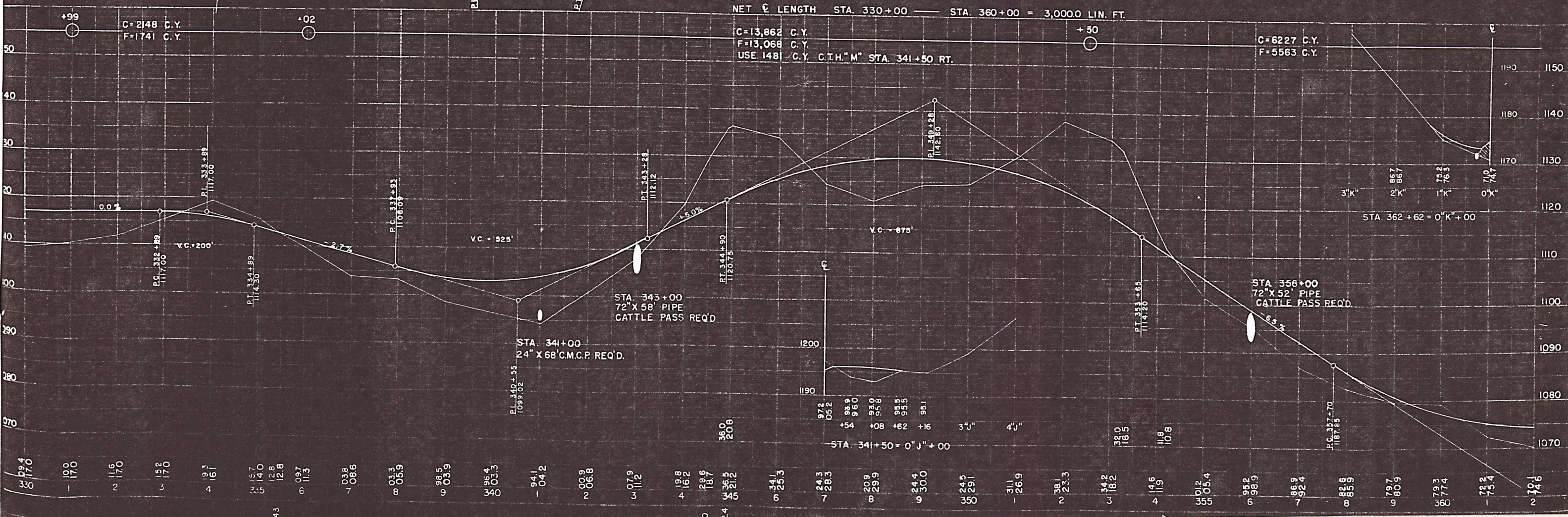
D. KOVARS

P.I. = 352 + 08.7
 I. = 184° - 11'
 Δ = 4° - 11'
 D = 1° 00'
 T = 209.3'
 L = 418.3'
 E = 3.8'
 R = 5730'
 S.E. = 0.03'/FT.

NET LENGTH STA. 330+00 — STA. 360+00 = 3,000.0 LIN. FT.

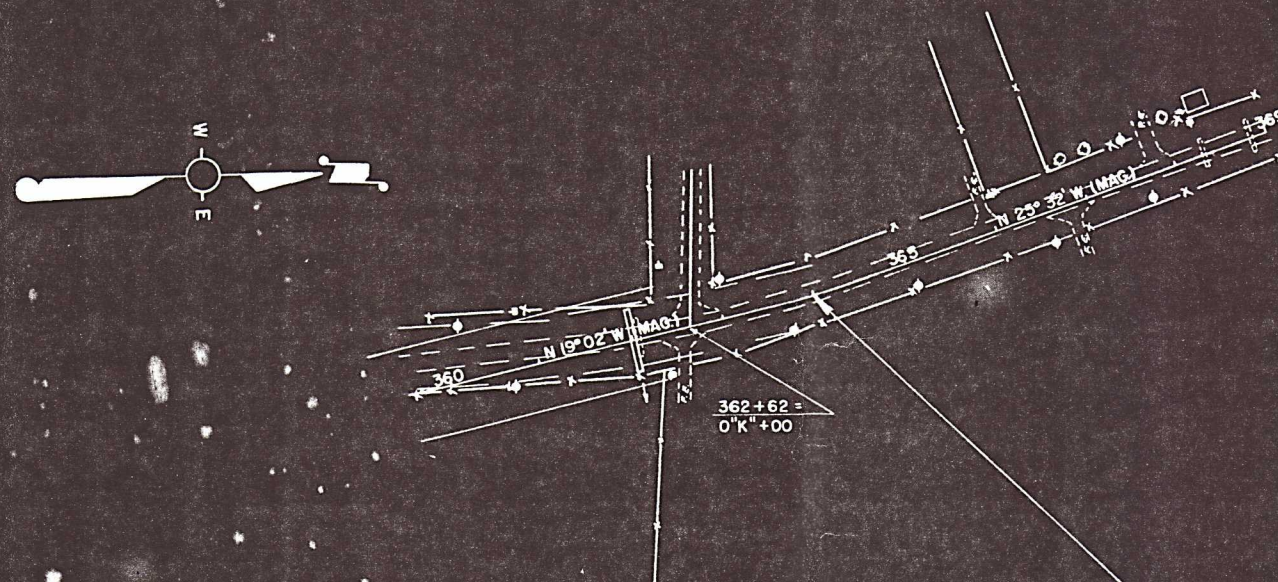
C = 13,862 C.Y.
 F = 13,068 C.Y.
 USE 1481 C.Y. C.T.H. "M" STA. 341+50 RT.

C = 6227 C.Y.
 F = 5563 C.Y.



NO.	STA.	DESCRIPTION	ELEV.
60	362+48	SPIKE IN P.P. 79' R	1074.80

S. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 0990 (1)	16	94



STA. 364+00 END OF
PROJ. S 0990 (1)

NET LENGTH STA. 360+00 — STA. 364+00 = 400.0 LIN. FT.

