

PROJECT ID: 1000-08-88
WITH: N/A
COUNTY: NW REGION WIDE

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 4	Right of Way Plat
Section No. 5	Plan and Profile
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS =

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

NWREGION, VAR HWY/FREIGHT MITIGATION

VARIOUS LOCATIONS - NORTH

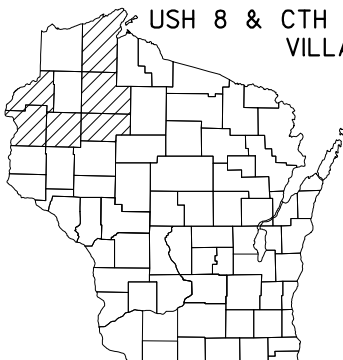
VARIOUS HIGHWAY

FIIPS PAGE SAYS "VAR HWY"

NORTHWEST REGION WIDE

STATE PROJECT NUMBER
1000-08-88

60% PS&E



FIIPS PAGE AND CDR ARE DIFFERENT. USED FIIPS ID.

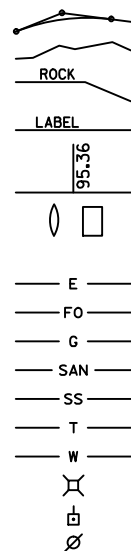
DESIGN DESIGNATION 1000-08-08

A.A.D.T.	N/A	=	N/A
A.A.D.T.	N/A	=	N/A
D.H.V.		=	N/A
D.D.		=	N/A
T.		=	N/A
DESIGN SPEED		=	N/A
ESALS		=	N/A

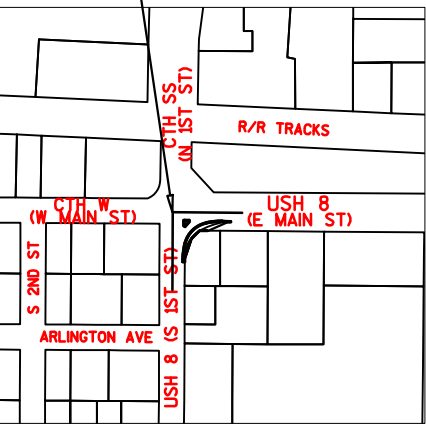
CONVENTIONAL SYMBOLS

- PLAN
- CORPORATE LIMITS
 - PROPERTY LINE
 - LOT LINE
 - LIMITED HIGHWAY EASEMENT
 - EXISTING RIGHT OF WAY
 - PROPOSED OR NEW R/W LINE
 - SLOPE INTERCEPT
 - REFERENCE LINE
 - EXISTING CULVERT
 - PROPOSED CULVERT (Box or Pipe)
 - COMBUSTIBLE FLUIDS
 - MARSH AREA
 - WOODED OR SHRUB AREA

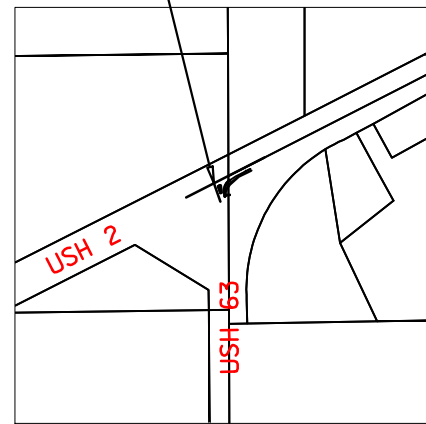
- PROFILE
- GRADE LINE
 - ORIGINAL GROUND
 - MARSH OR ROCK PROFILE (To be noted as such)
 - SPECIAL DITCH
 - GRADE ELEVATION
 - CULVERT (Profile View)
 - UTILITIES
 - ELECTRIC
 - FIBER OPTIC
 - GAS
 - SANITARY SEWER
 - STORM SEWER
 - TELEPHONE
 - WATER
 - UTILITY PEDESTAL
 - POWER POLE
 - TELEPHONE POLE



LOCATION #1
USH 8 & CTH SS INTERSECTION
VILLAGE OF CAMERON
BARRON COUNTY



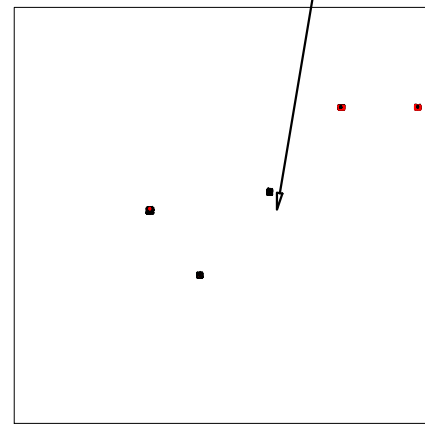
LOCATION #2
USH 2 & USH 63 INTERSECTION
TOWN OF KEYSTONE
BAYFIELD COUNTY



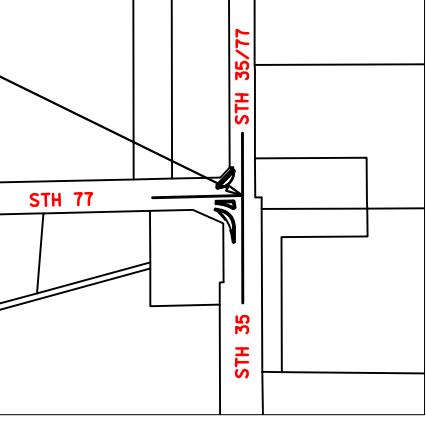
LOCATION #3
USH 63/STH 27 & STH 27/77
INTERSECTION
CITY OF HAYWARD
SAWYER COUNTY



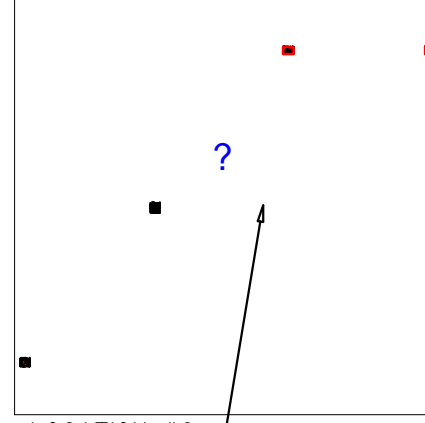
LOCATION #4
USH 8 & STH 73 INTERSECTION
VILLAGE OF INGRAM
RUSK COUNTY



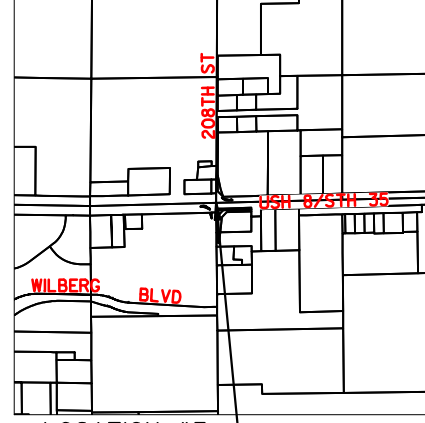
LOCATION #5
STH 35/77 & STH 77 INTERSECTION
DANBURY (UNINCORPORATED)
BURNETT COUNTY



LOCATION #6
USH 8 INTERSECTION (LAKE AVE. AND E 3RD ST.)
CITY OF LADYSMITH
RUSK COUNTY



LOCATION #7
USH 8/STH 35 & 208TH ST.
ROUN-A-BOUT
CITY OF ST CROIX FALL
POLK COUNTY



LAYOUT
SCALE 0 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 0.00

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, COUNTY COUNTY, NAD83 (YEAR), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ORIGINAL PLANS PREPARED BY

DATE:

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	NWBE, INC. - JSSH
Designer	NWBE, INC. - GTC
Project Manager	PHIL KEPPERS
Regional Examiner	DAN OJWAY
Regional Supervisor	DAVE OSTROWSKI

APPROVED FOR THE DEPARTMENT

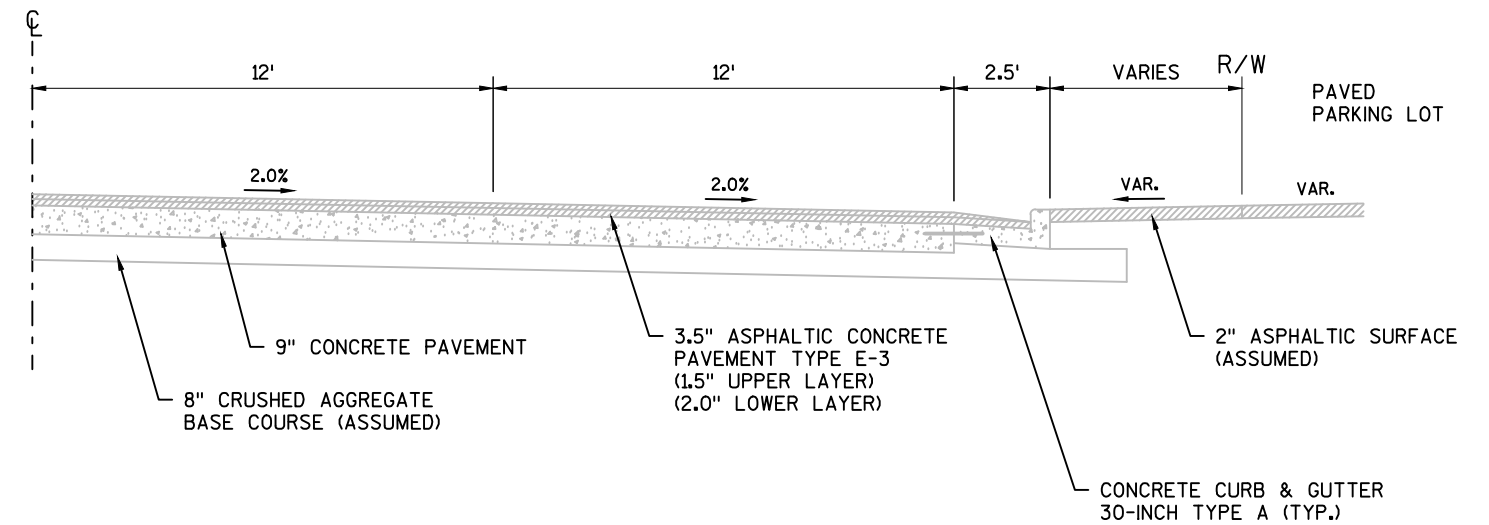
DATE: (Signature)

E



LOCATION #1 - USH 8 & CTH SS INTERSECTION (VILLAGE OF CAMERON - BARRON COUNTY)

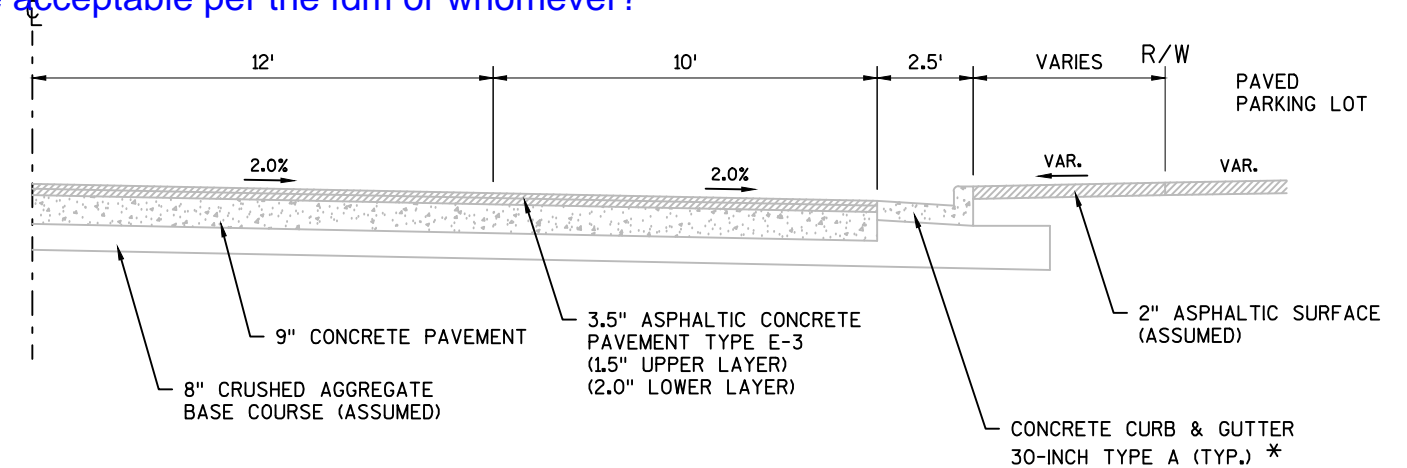
General Note sheet is needed
with utility contacts and Diggers info.



TYPICAL EXISTING SECTION
STA. 135+40.0 - 136+70.0 (USH 8, S. 1ST STREET)

how does this stationing relate
to proposed typical sta?

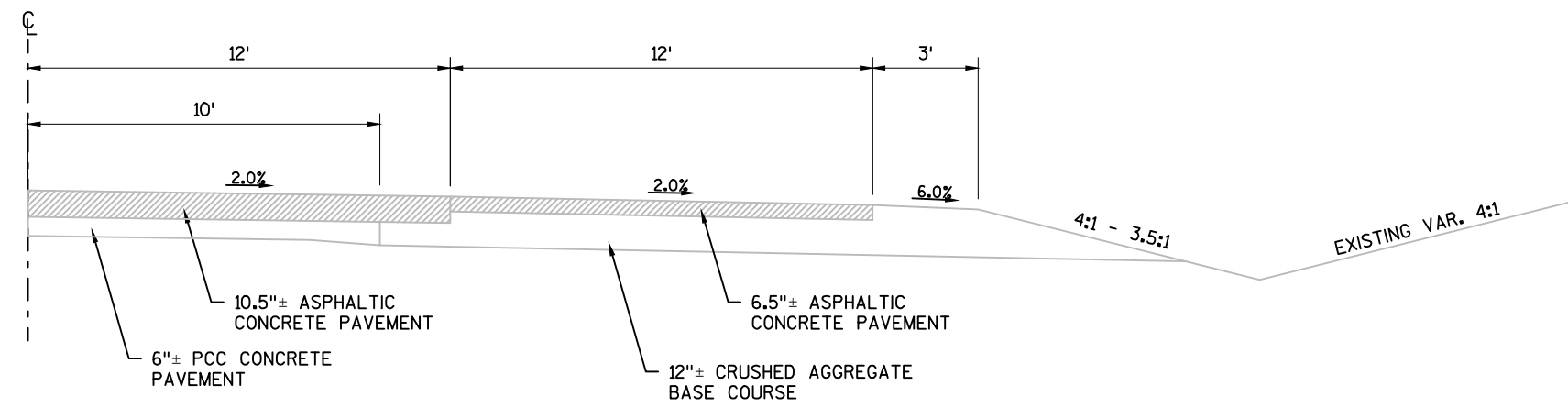
Can existing typical sections and proposed section per intersection follow each other - would that
be acceptable per the fdm or whomever?



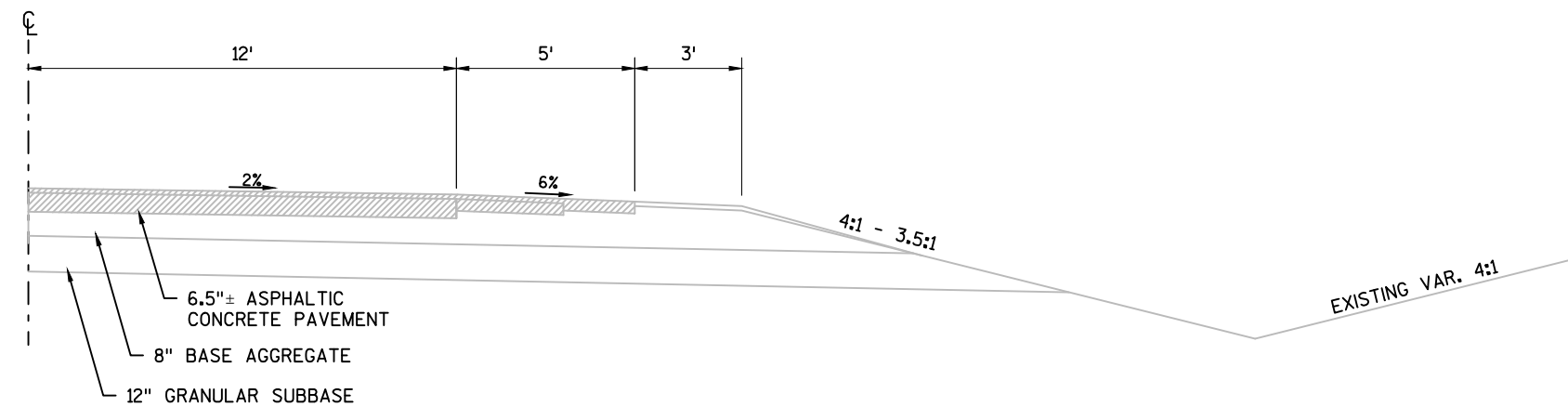
TYPICAL EXISTING SECTION
STA. 0+44.0 - 1+52.3 (USH 8, E. MAIN STREET)

* CURB & GUTTER REPLACED IN APPROX.
2002. ASSUMED FLAGLINE REPLACED AT
3.5" OVERLAY ELEVATION.

LOCATION #2 - USH 2 & USH 63 INTERSECTION
(TOWN OF KEYSTONE - BAYFIELD COUNTY)

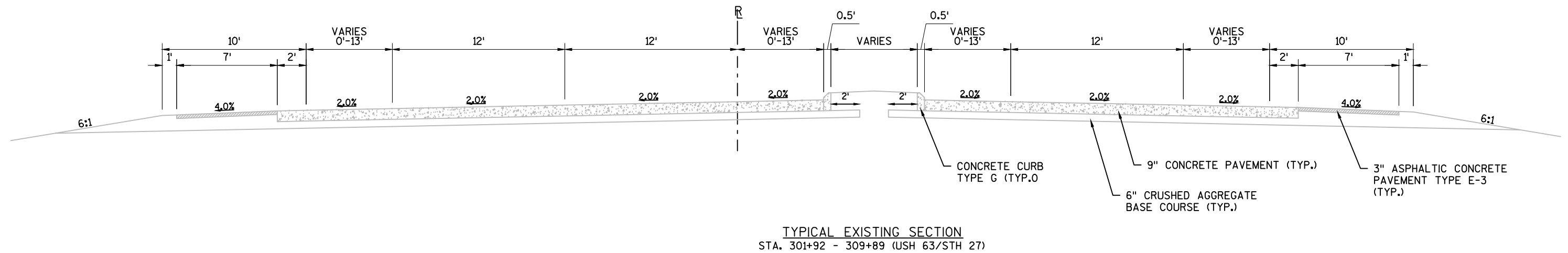
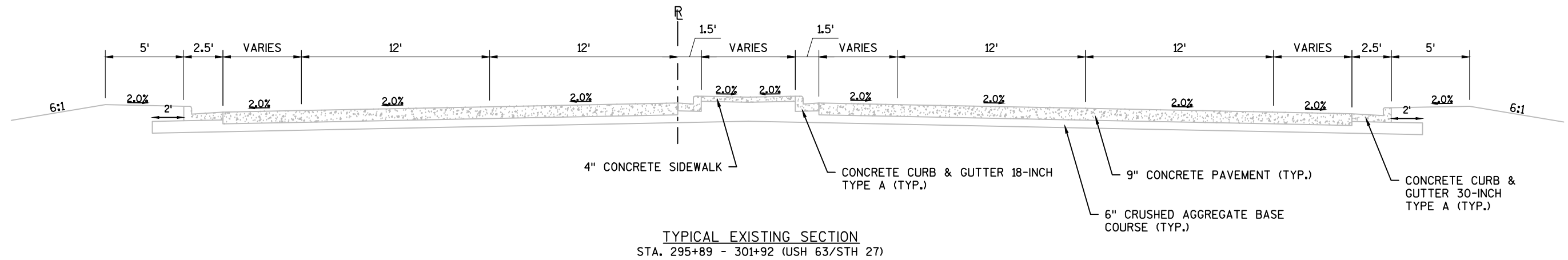


TYPICAL EXISTING 1/2-SECTION
(USH 2)

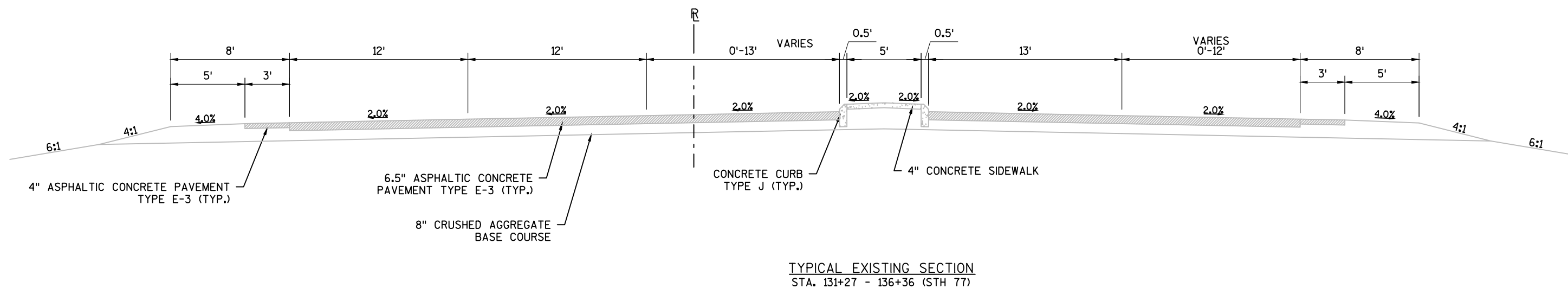
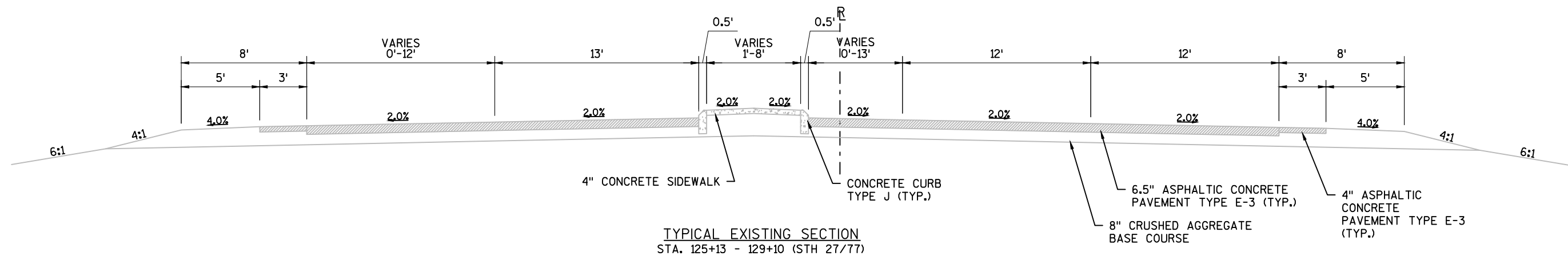


TYPICAL EXISTING 1/2-SECTION
(USH 63)

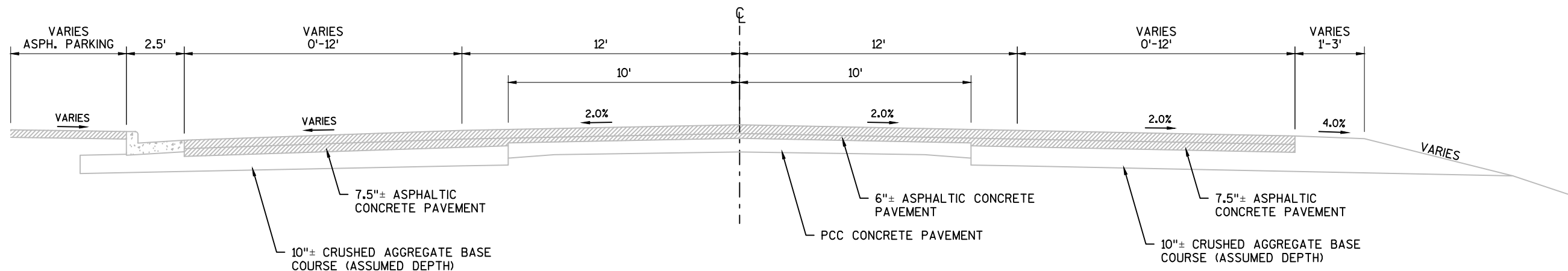
LOCATION #3 - USH 63/STH 27 & STH 27/77 INTERSECTION (CITY OF HAYWARD - SAWYER COUNTY)



LOCATION #3 - USH 63/STH 27 & STH 27/77 INTERSECTION (CITY OF HAYWARD - SAWYER COUNTY)

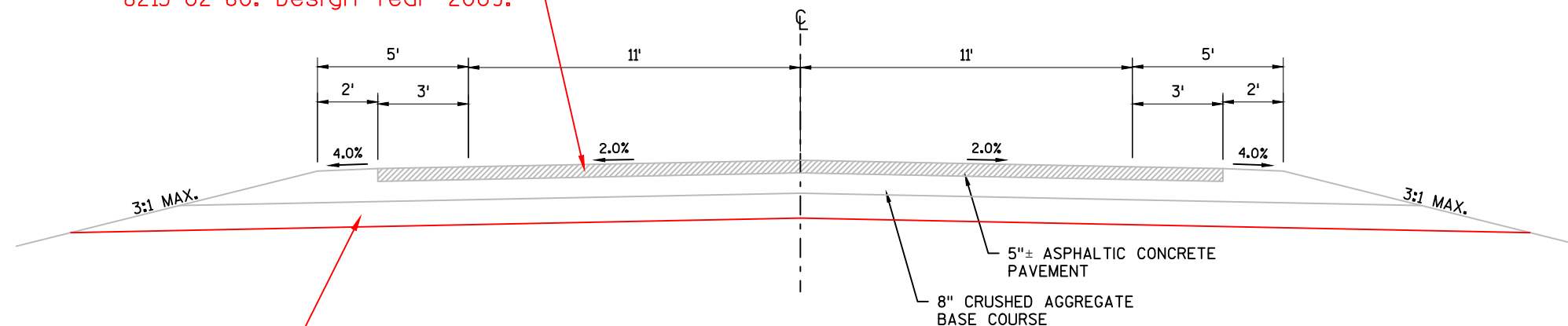


LOCATION #4 - USH 8 & STH 73 INTERSECTION (VILLAGE OF INGRAM - RUSK COUNTY)



TYPICAL EXISTING SECTION
(USH 8)

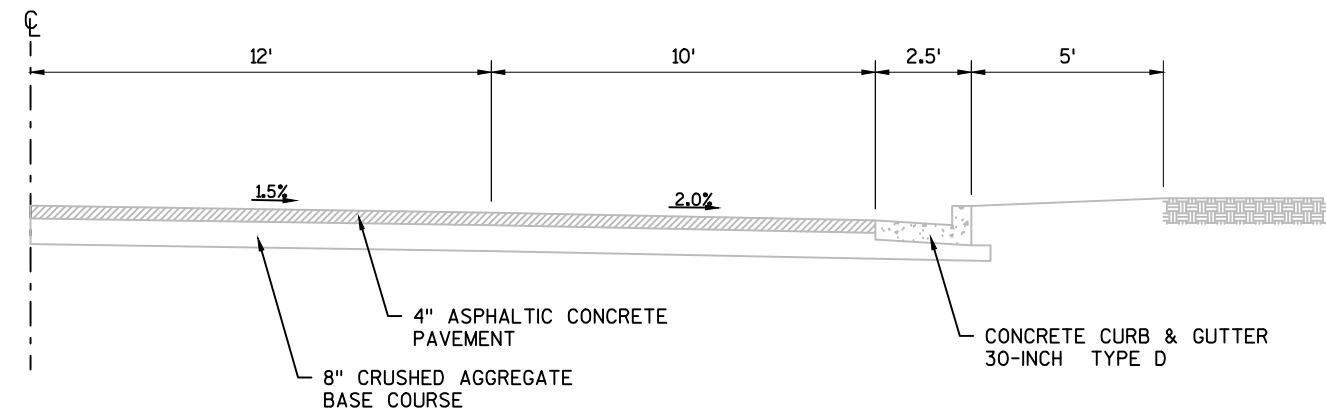
Dimensions from Project No. 8213-02-60. Design Year 2009.



TYPICAL EXISTING SECTION
(STH 73)

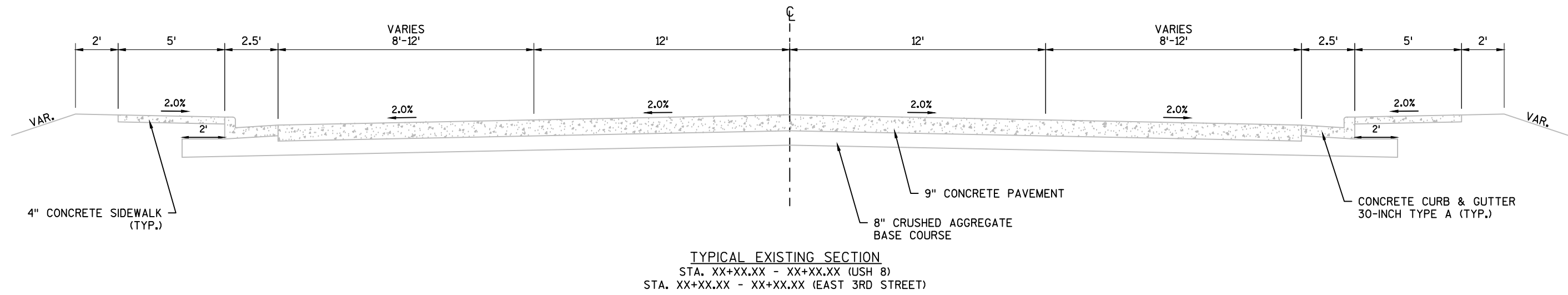
Unknown depth subbase layer shown in Project No. 8213-02-60. Design Year 2009 but not in 1981 plan. Intersection built in 1981, therefore assuming no subbase.

LOCATION #5 - STH 77 & STH 35 INTERSECTION
(VILLAGE OF DANBURY - BURNETT COUNTY)

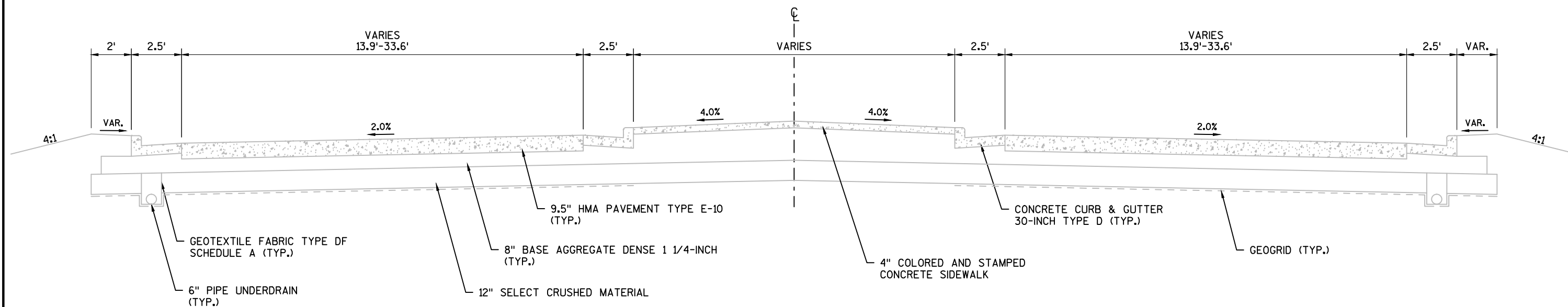


TYPICAL EXISTING 1/2-SECTION
STA. XX+XX.XX - XX+XX.XX (STH 77)
STA. XX+XX.XX - XX+XX.XX (STH 35)

LOCATION #6 - USH 8 & EAST 3RD STREET INTERSECTION
(LAKE AVENUE & N. 3RD STREET)
(CITY OF LADYSMITH - RUSK COUNTY)

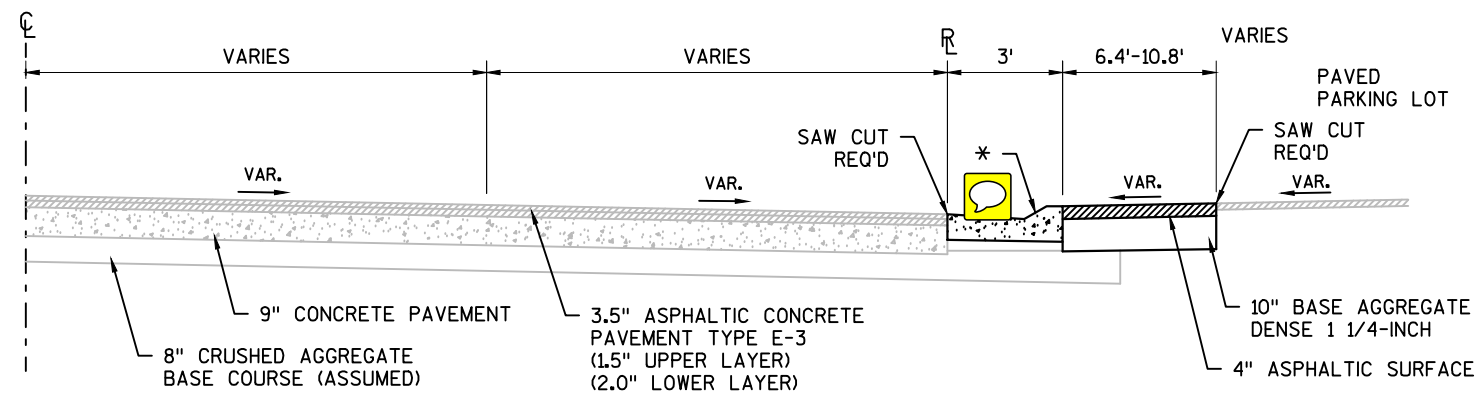


LOCATION #7 - USH 8 & 208TH STREET INTERSECTION
(W 130TH AVENUE & 208TH STREET)
(CITY OF ST CROIX FALLS - POLK COUNTY)

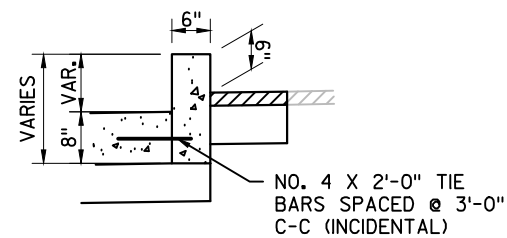


TYPICAL EXISTING SECTION
STA. XX+XX.XX - XX+XX.XX (USH 8)

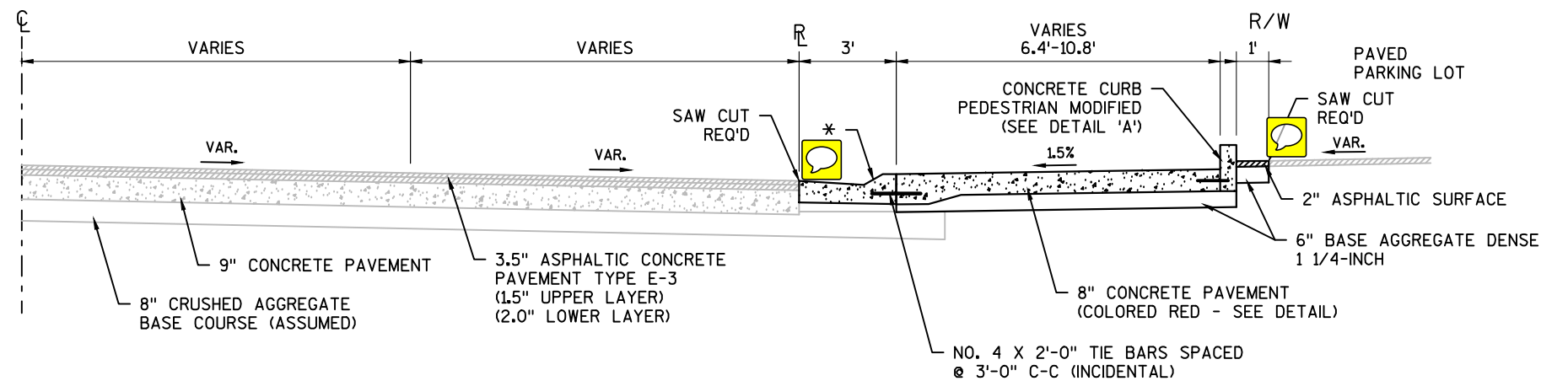
LOCATION #1 - USH 8 (LAKE AVE. & N 3RD ST. INTERSECTION)
(VILLAGE OF CAMERON - BARRON COUNTY)



TYPICAL PROPOSED SECTION
STA. 10+48.8 - 10+24.8
STA. 12+01.3 - 12+11.3



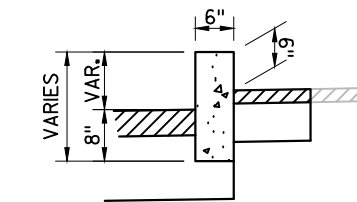
CONCRETE CURB PEDESTRIAN
MODIFIED DETAIL 'A'



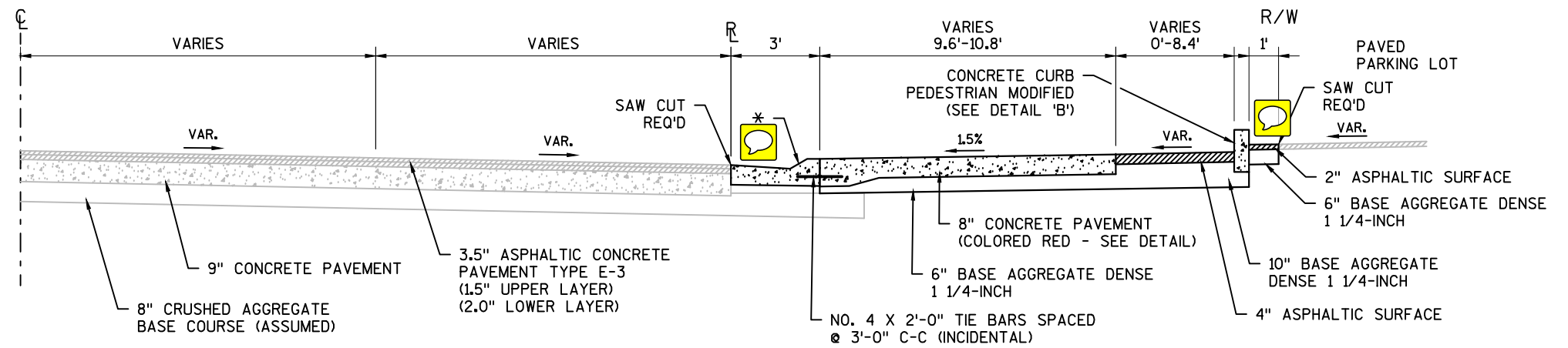
TYPICAL PROPOSED SECTION
STA. 10+24.8 - 11+21.4

* CONCRETE CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE D MODIFIED

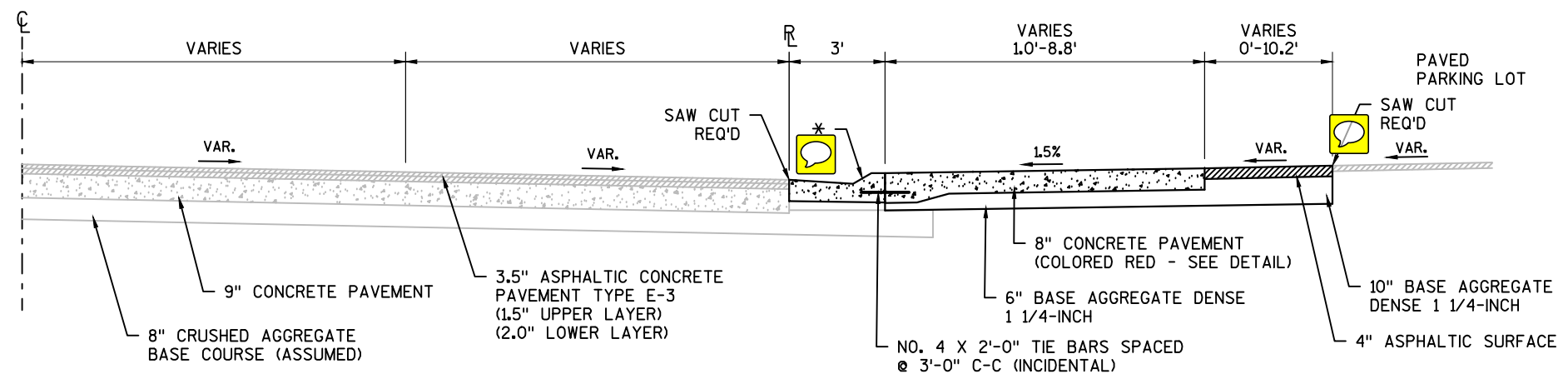
LOCATION #1 - USH 8 (LAKE AVE. & N 3RD ST. INTERSECTION) (VILLAGE OF CAMERON - BARRON COUNTY)



CONCRETE CURB PEDESTRIAN
MODIFIED DETAIL 'B'



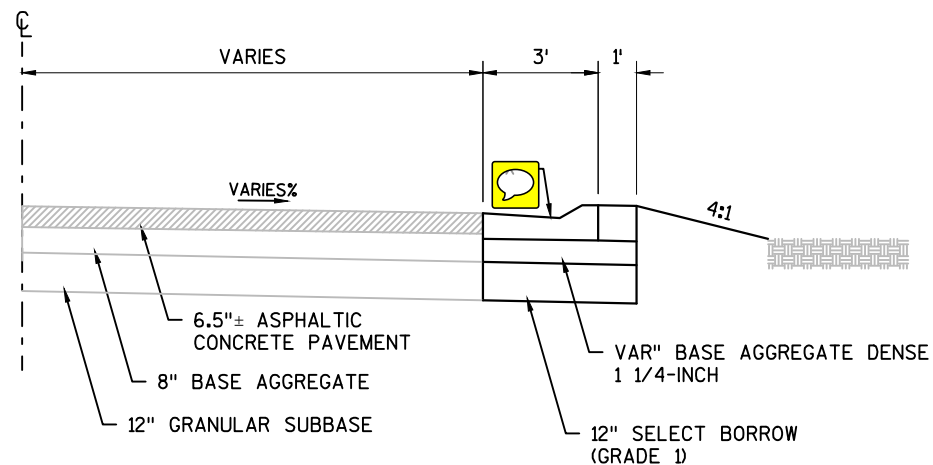
TYPICAL PROPOSED SECTION
STA. 11+21.4 - 11+44.1



TYPICAL PROPOSED SECTION
STA. 11+44.1 - 12+01.3

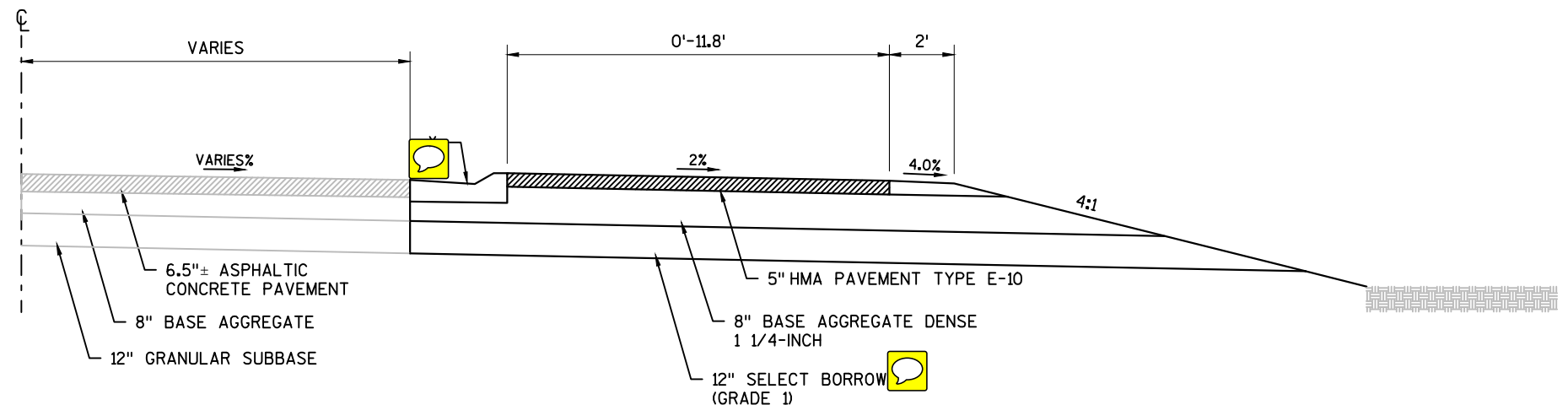
* CONCRETE CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE D MODIFIED

LOCATION #2 - USH 2 & USH 63 INTERSECTION
(TOWN OF KEYSTONE - BAYFIELD COUNTY)

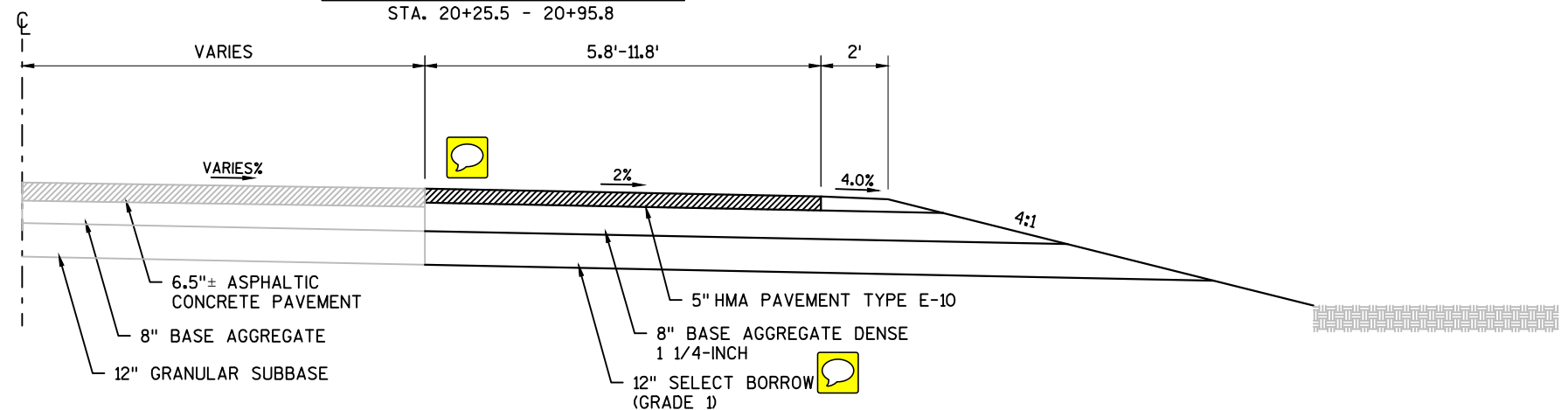


TYPICAL SECTION ALIGNMENT 'B'
STA. 20+00.0 - 20+25.5

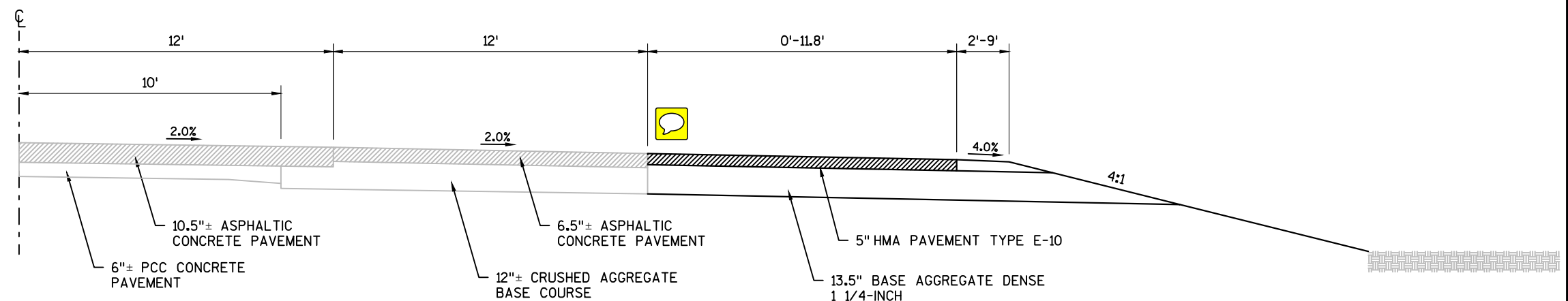
* CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE D MODIFIED



TYPICAL SECTION ALIGNMENT 'B'
STA. 20+25.5 - 20+95.8

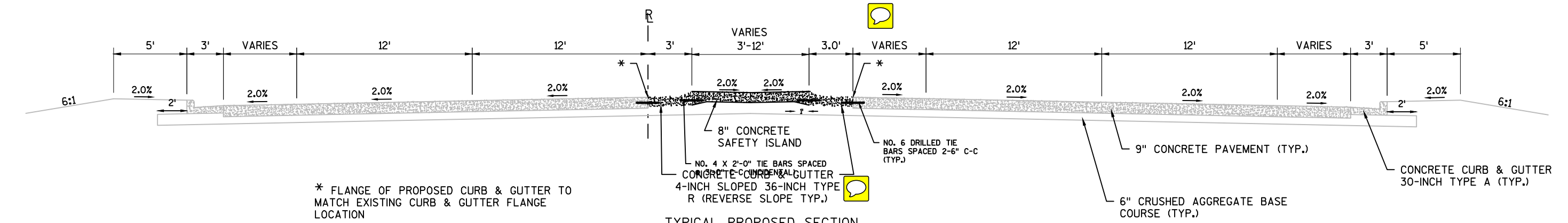


TYPICAL SECTION ALIGNMENT 'B'
STA. 20+95.8 - 21+36.1



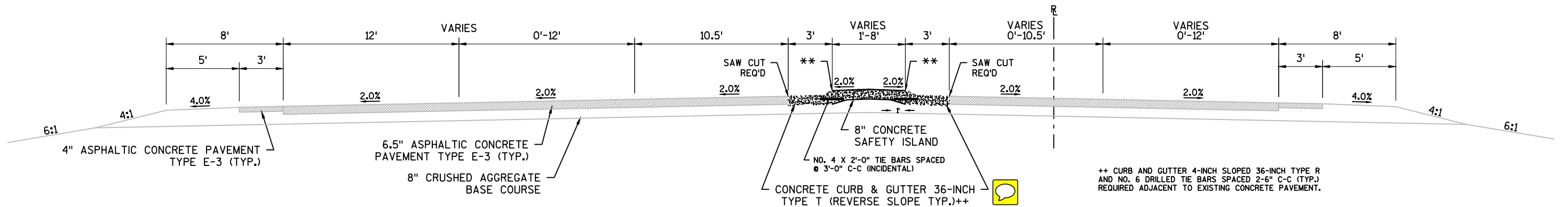
TYPICAL SECTION ALIGNMENT 'B'
STA. 21+36.1 - 21+74.9

LOCATION #3 - USH 63/STH 27 & STH 27/77 INTERSECTION
(CITY OF HAYWARD - SAWYER COUNTY)



TYPICAL PROPOSED SECTION

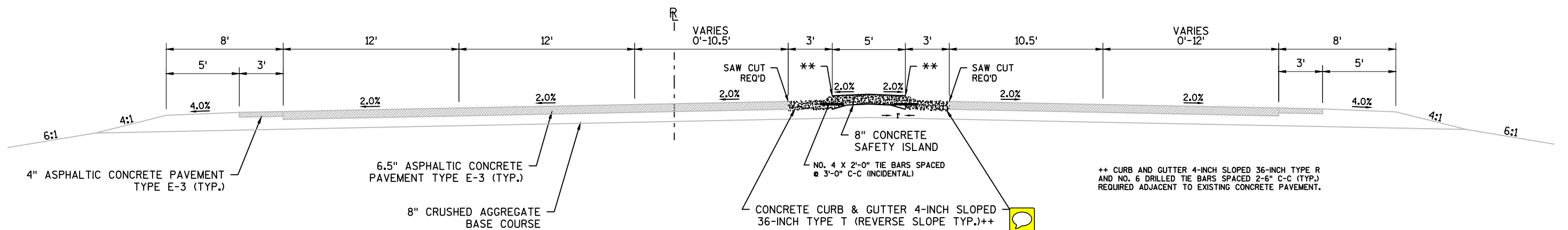
STA. 297+14.4 - 300+64.9 (USH 63/STH 27)



** BACK OF PROPOSED CURB & GUTTER TO MATCH EXISTING BACK OF CURB LOCATION

TYPICAL PROPOSED SECTION

STA. 127+09.0 - 129+52.2 (STH 27/77)

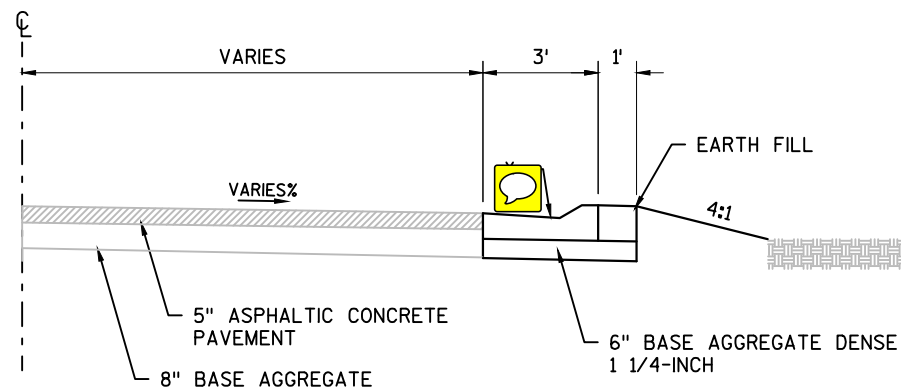


** BACK OF PROPOSED CURB & GUTTER TO MATCH EXISTING BACK OF CURB LOCATION

TYPICAL PROPOSED SECTION

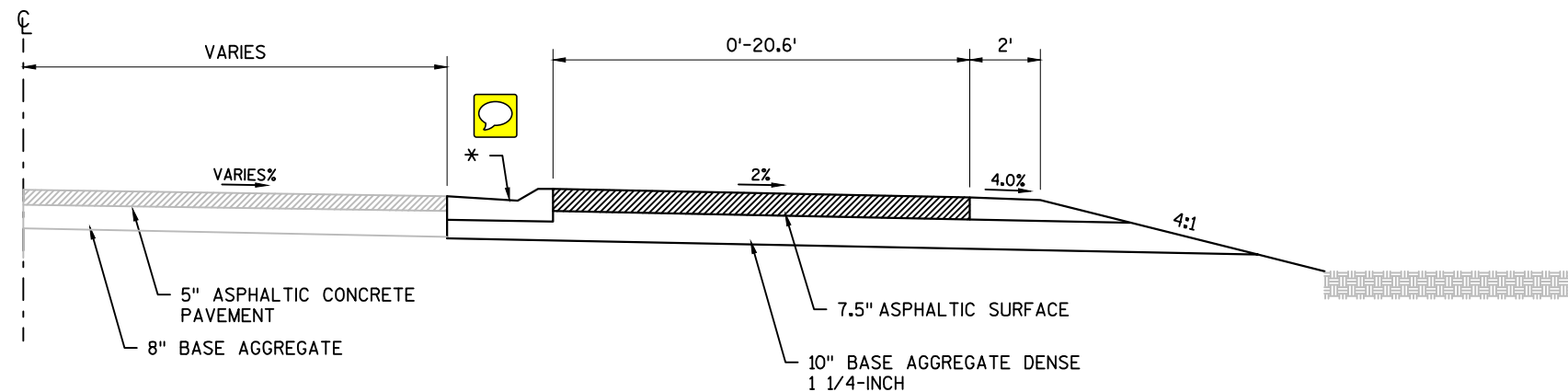
STA. 130+85.8 - 133+06.4 (STH 77)

LOCATION #4 - USH 8 & STH 73 INTERSECTION (VILLAGE OF INGRAM - RUSK COUNTY)

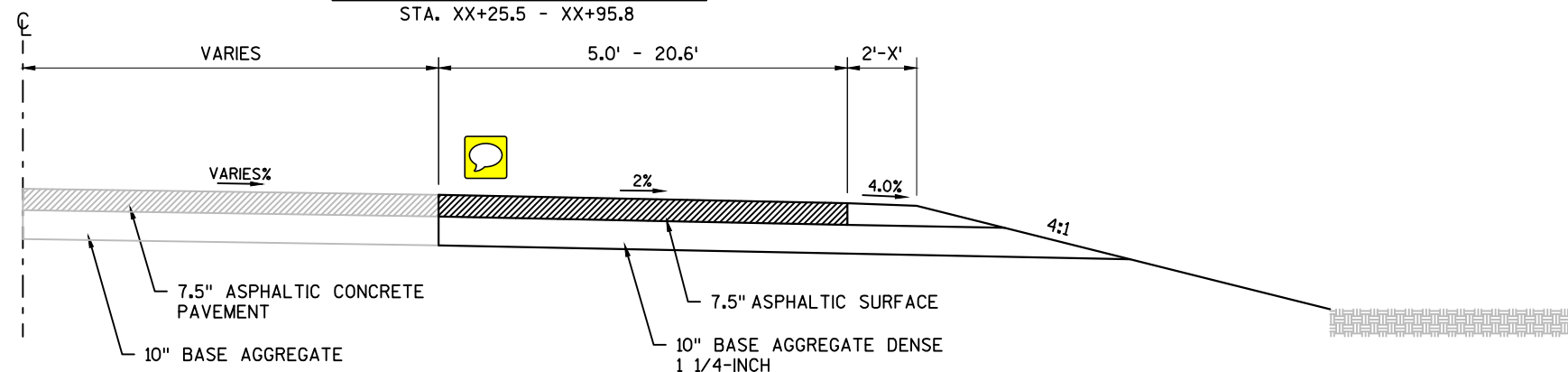


TYPICAL SECTION ALIGNMENT 'B'
STA. 70+00.0 - XX+25.5

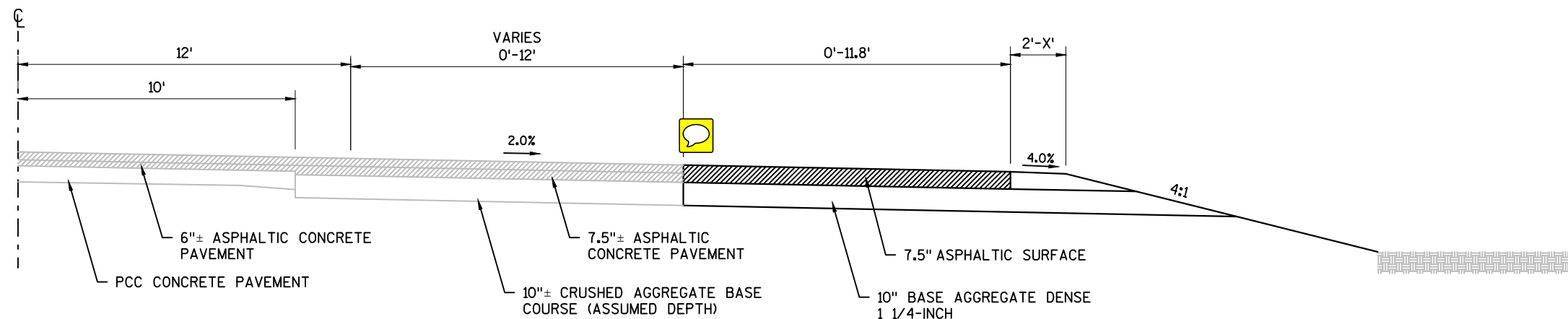
* CONCRETE CURB & GUTTER 4-INCH SLOPED
36-INCH TYPE D MODIFIED



TYPICAL SECTION ALIGNMENT 'B'
STA. XX+25.5 - XX+95.8

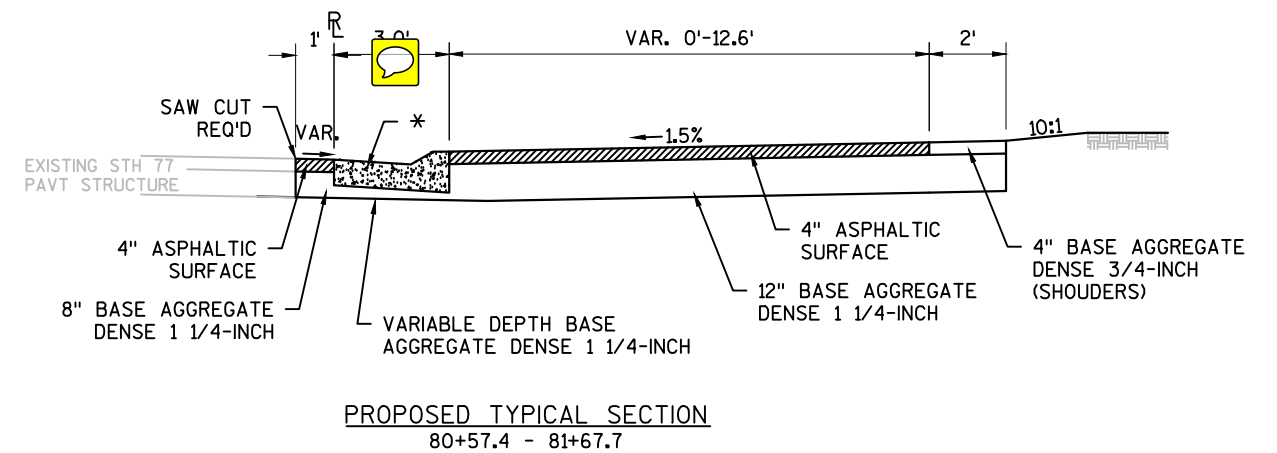
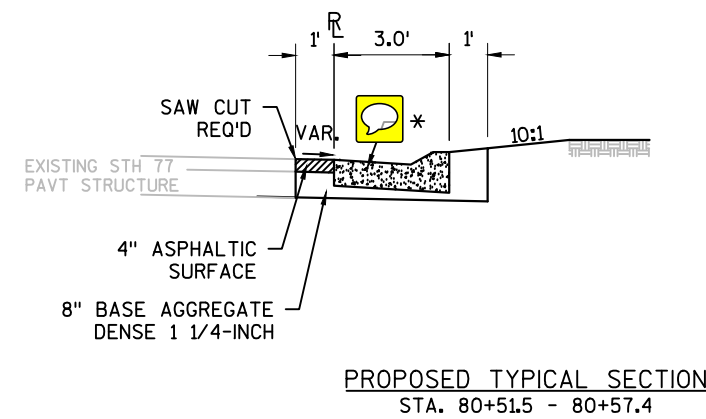
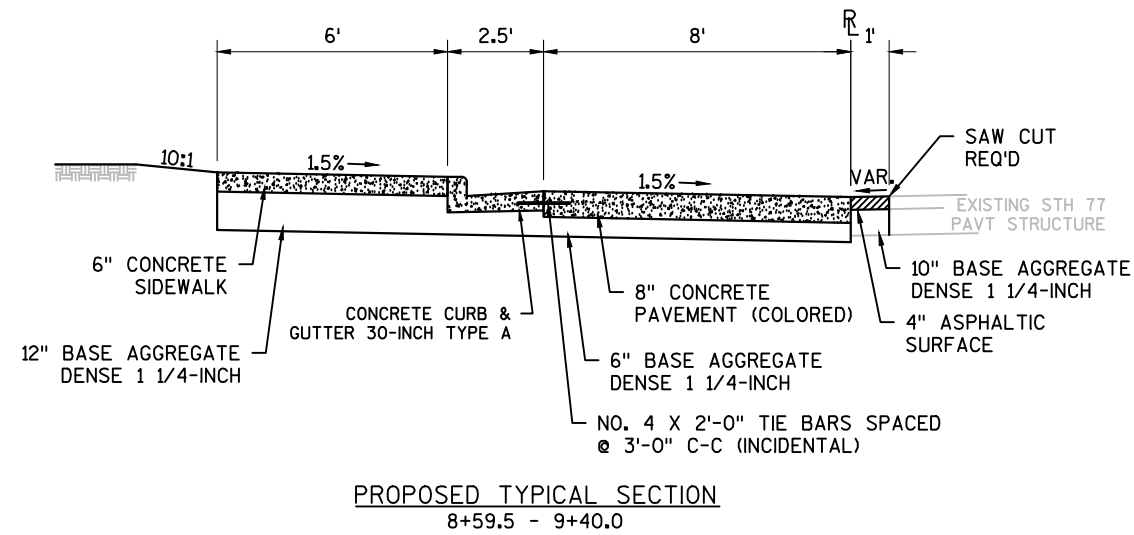


TYPICAL SECTION ALIGNMENT 'B'
STA. XX+95.8 - XX+36.1



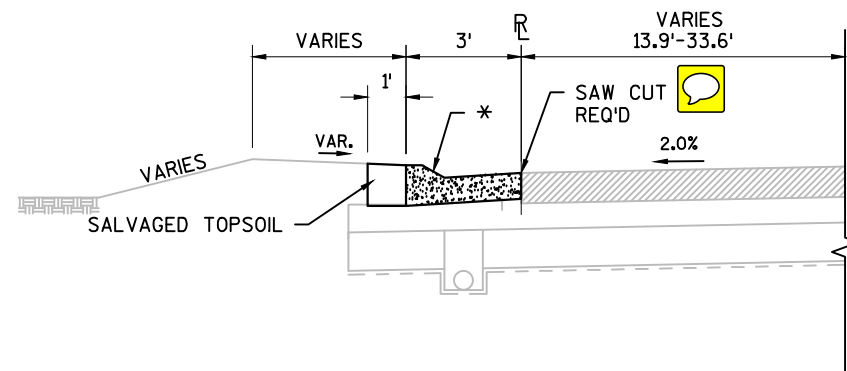
TYPICAL SECTION ALIGNMENT 'B'
STA. XX+36.1 - XX+74.9

LOCATION #5 - STH 77 & STH 35 INTERSECTION (VILLAGE OF DANBURY - BURNETT COUNTY)

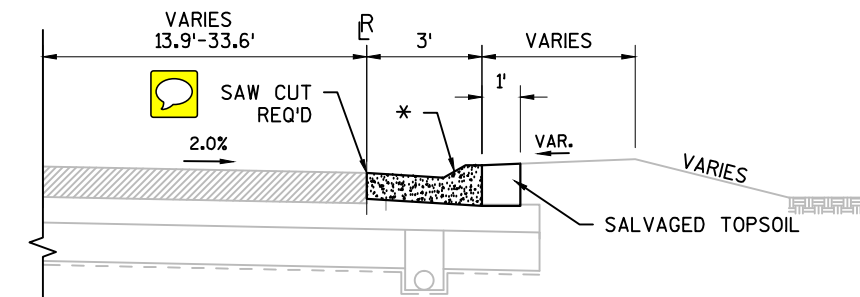


* CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE D MODIFIED

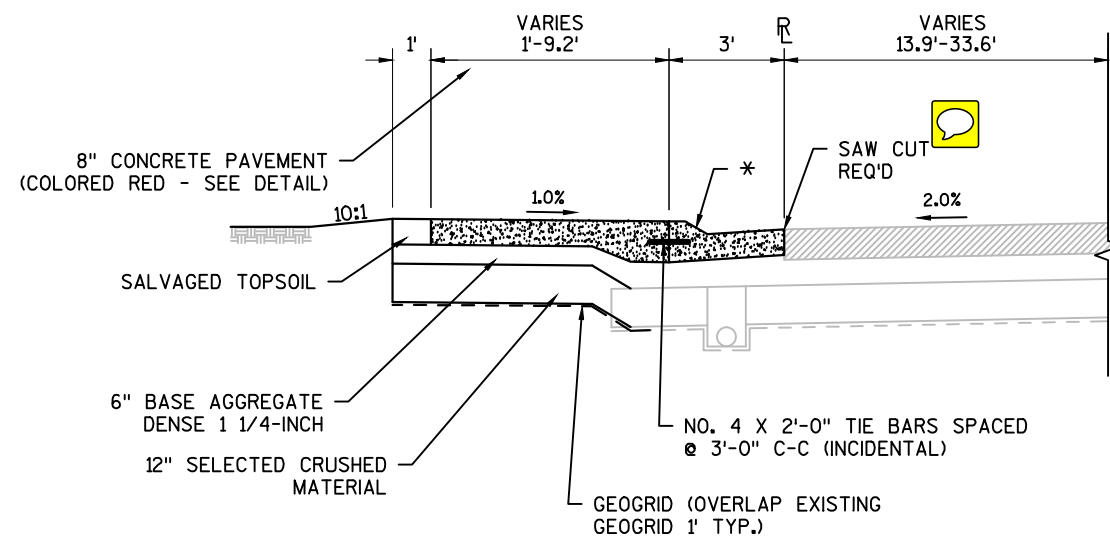
LOCATION #7 - USH 8/STH 35 & 208TH STREET ROUND-A-BOUT
(130TH AVENUE & 208TH STREET)
(CITY OF ST CROIX FALLS)



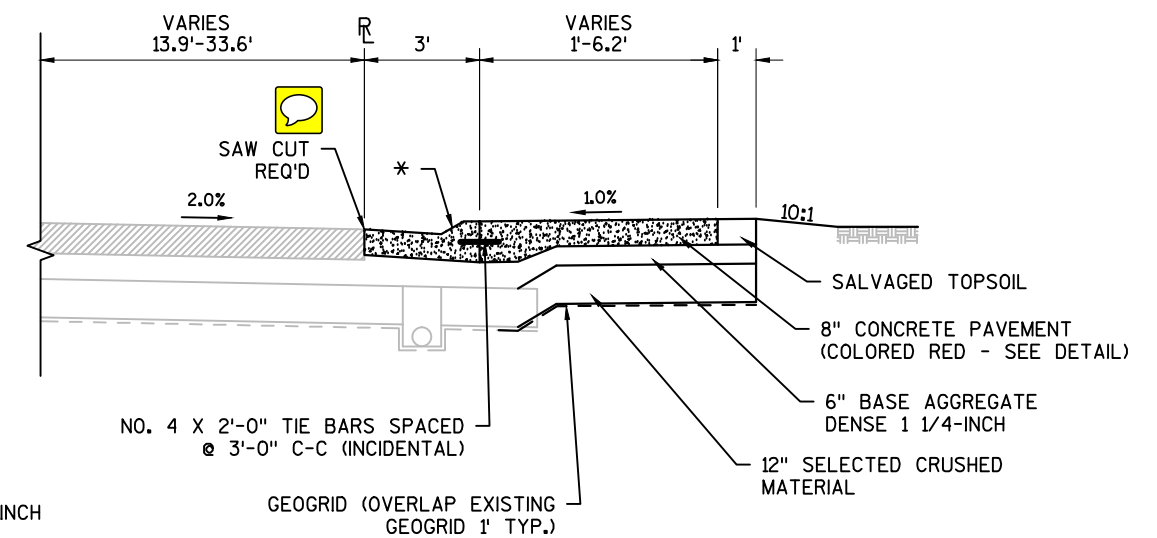
PROPOSED TYPICAL SECTION
STA. 20+00.0 - 20+10.0
STA. 21+05.9 - 21+15.9



PROPOSED TYPICAL SECTION
STA. 10+00.0 - 10+10.0
STA. 10+93.7 - 11+03.7

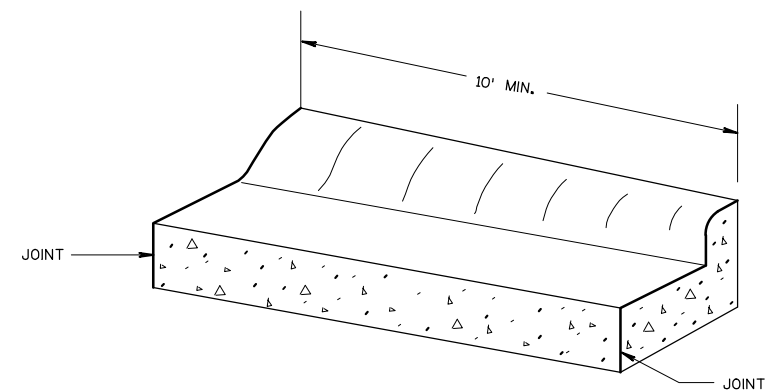


PROPOSED TYPICAL SECTION
STA. 20+10.0 - 21+05.9



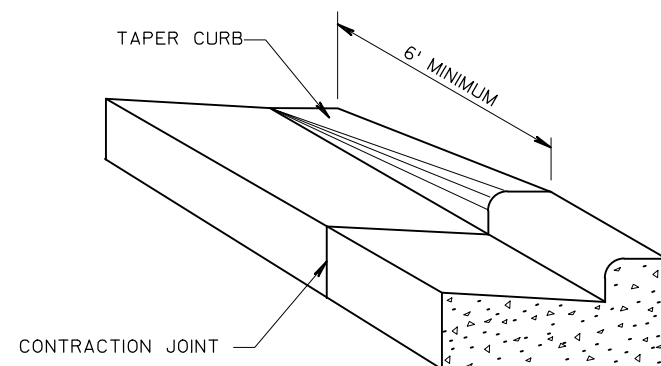
PROPOSED TYPICAL SECTION
STA. 10+10.0 - 10+93.7

* CONCRETE CURB & GUTTER 4-INCH
SLOPED 36-INCH TYPE D MODIFIED

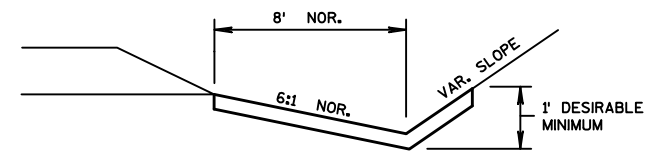


TRANSITION DETAIL

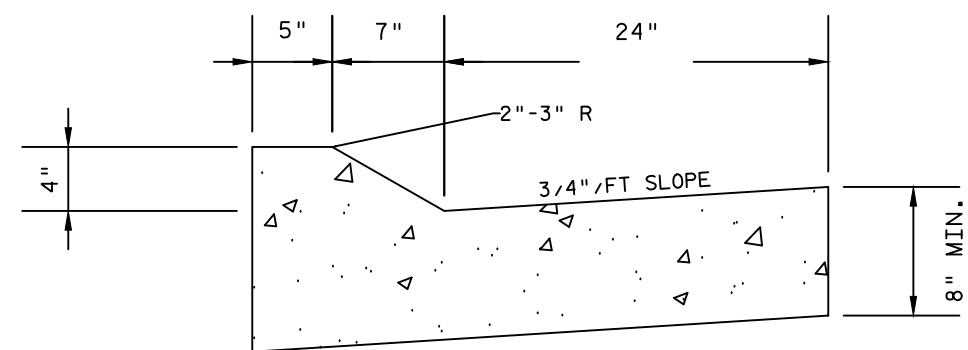
36" TYPE "T/R" CURB & GUTTER TO 30" TYPE "A/D" CURB & GUTTER (TO BE MEASURED & PAID FOR AS 36" CONC. C&G)



DETAIL OF CURB & GUTTER TERMINI

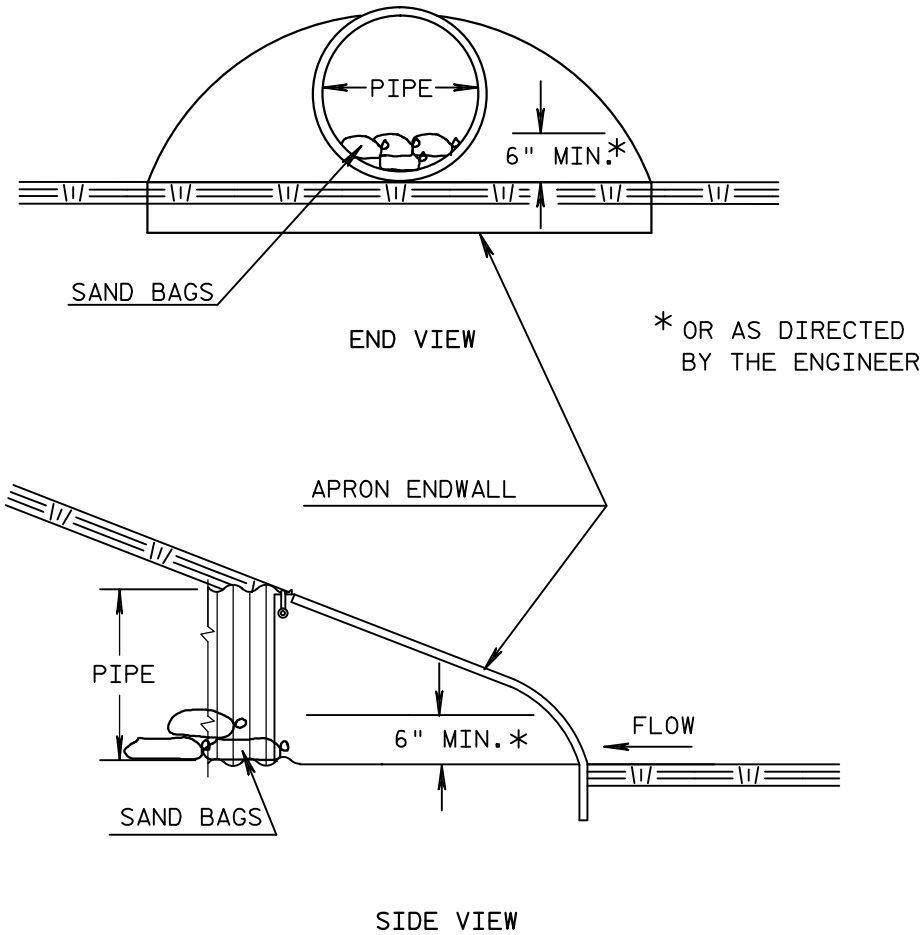


EROSION MAT DETAIL FOR DITCHES

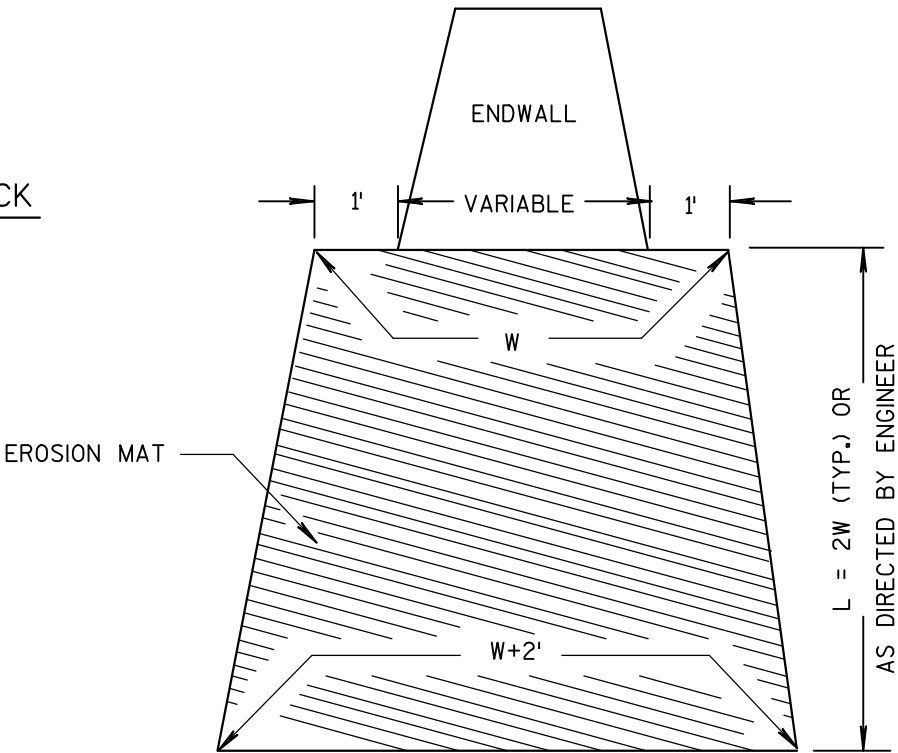


DETAIL FOR CONCRETE CURB & GUTTER,
4-INCH SLOPED 36-INCH TYPE A OR D MODIFIED

RUNOFF COEFFICIENT TABLE



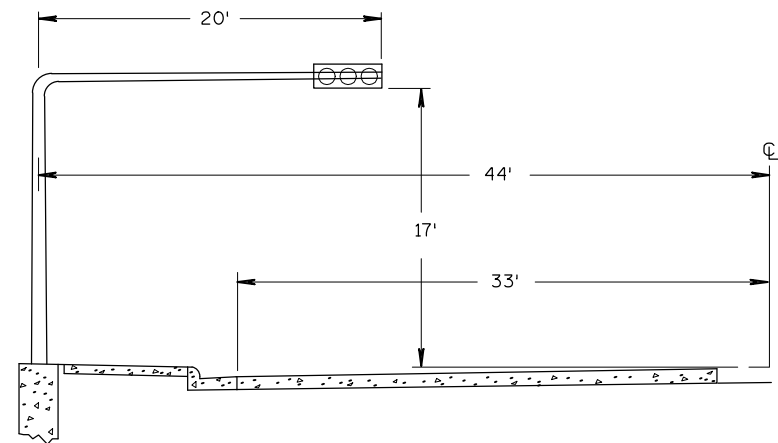
CULVERT PIPE DITCH CHECK



EROSION MAT TREATMENT AT CULVERTS

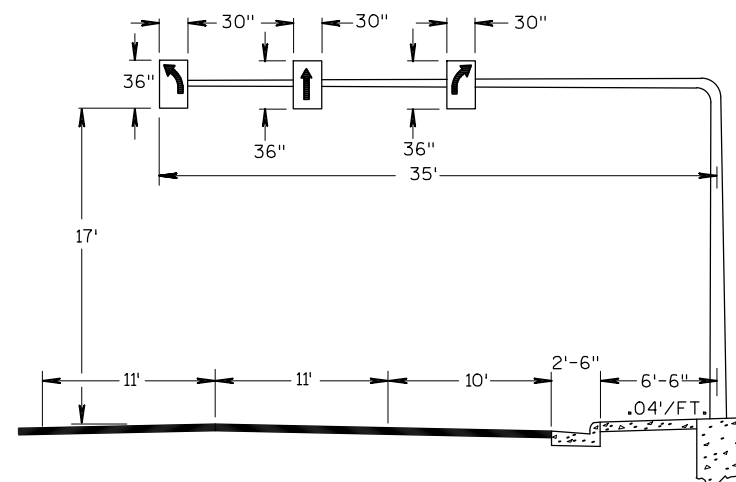
	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL PROJECT AREA = _____ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = _____ACRES



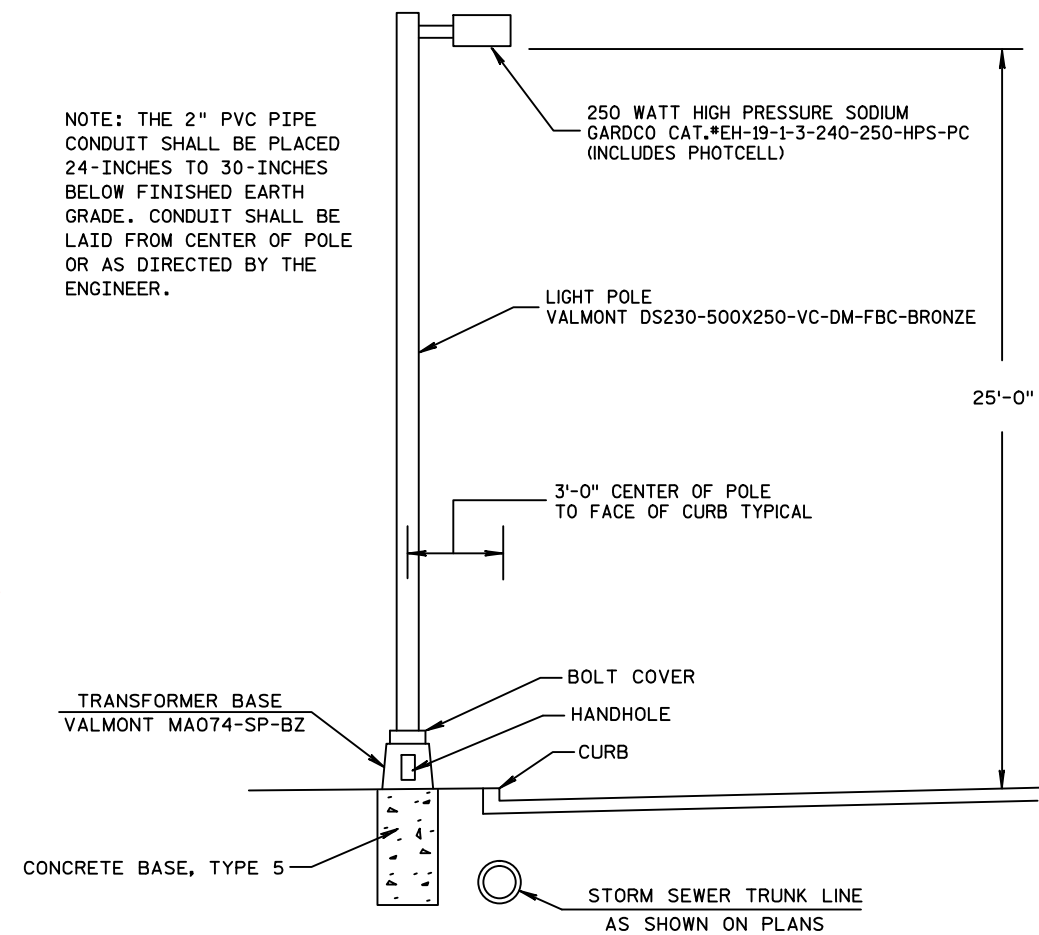
OVERHEAD SIGNAL MOUNTING STRUCTURE - 20' SPAN

Where are each of these to be used?
Are these just place holders?

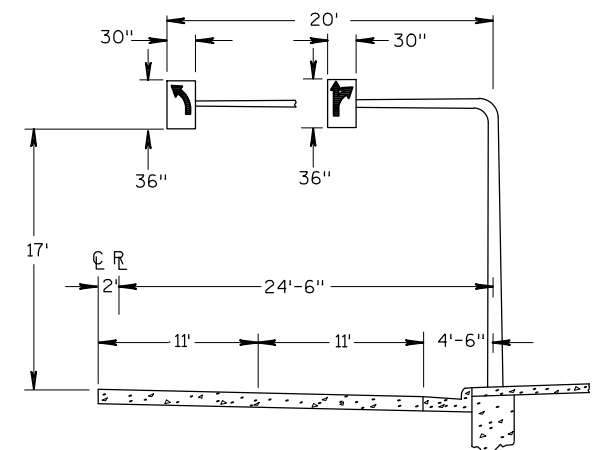


OVERHEAD SIGN MOUNTING STRUCTURE - 35' SPAN

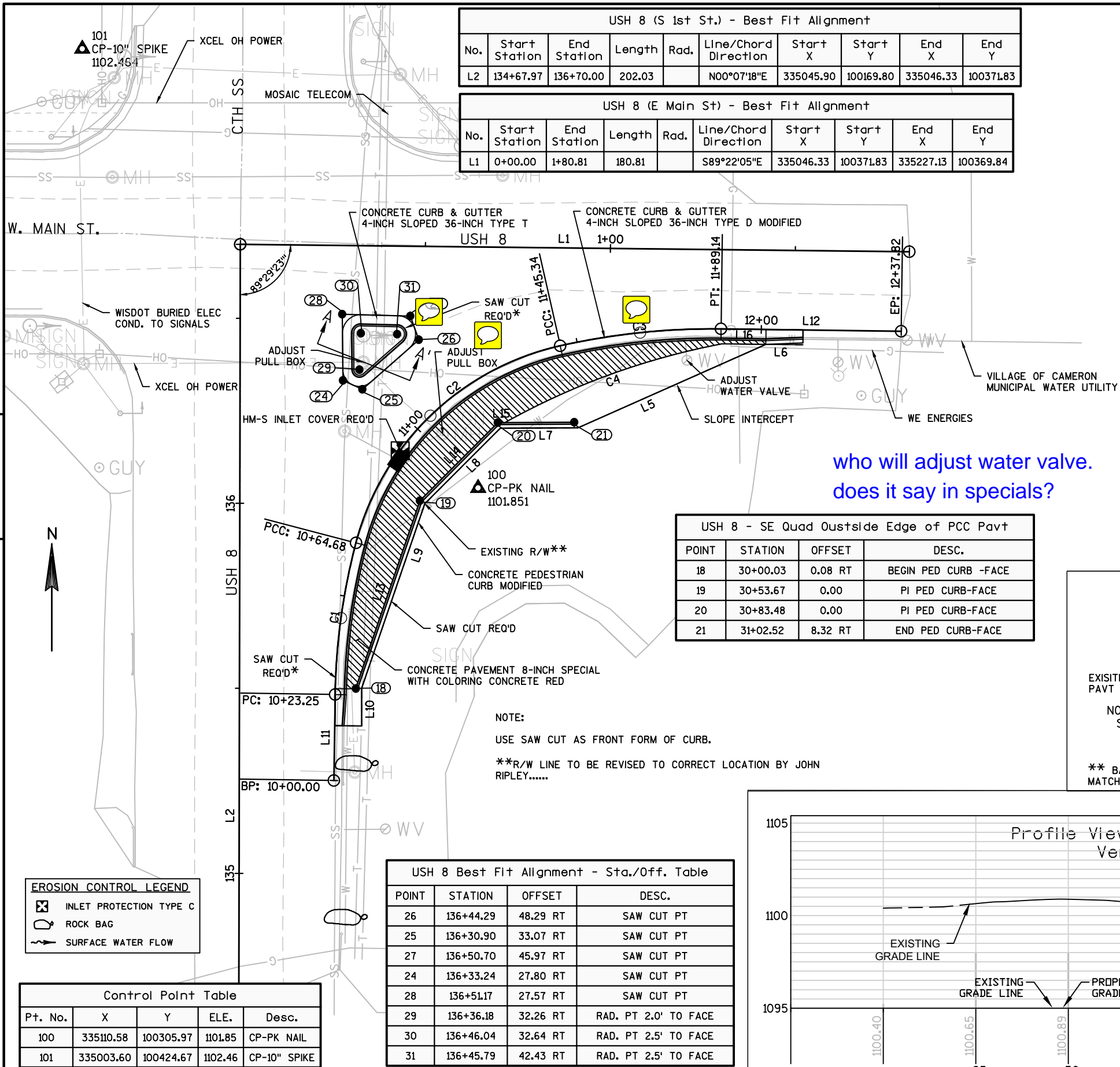
NOTE: THE 2" PVC PIPE CONDUIT SHALL BE PLACED 24-INCHES TO 30-INCHES BELOW FINISHED EARTH GRADE. CONDUIT SHALL BE LAID FROM CENTER OF POLE OR AS DIRECTED BY THE ENGINEER.



LIGHT POLE DETAIL



OVERHEAD SIGN MOUNTING STRUCTURE - 20' SPAN



USH 8 (S 1st St.) - Best Fit Alignment									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L2	134+67.97	136+70.00	202.03		N00°07'18"E	335045.90	100169.80	335046.33	100371.83

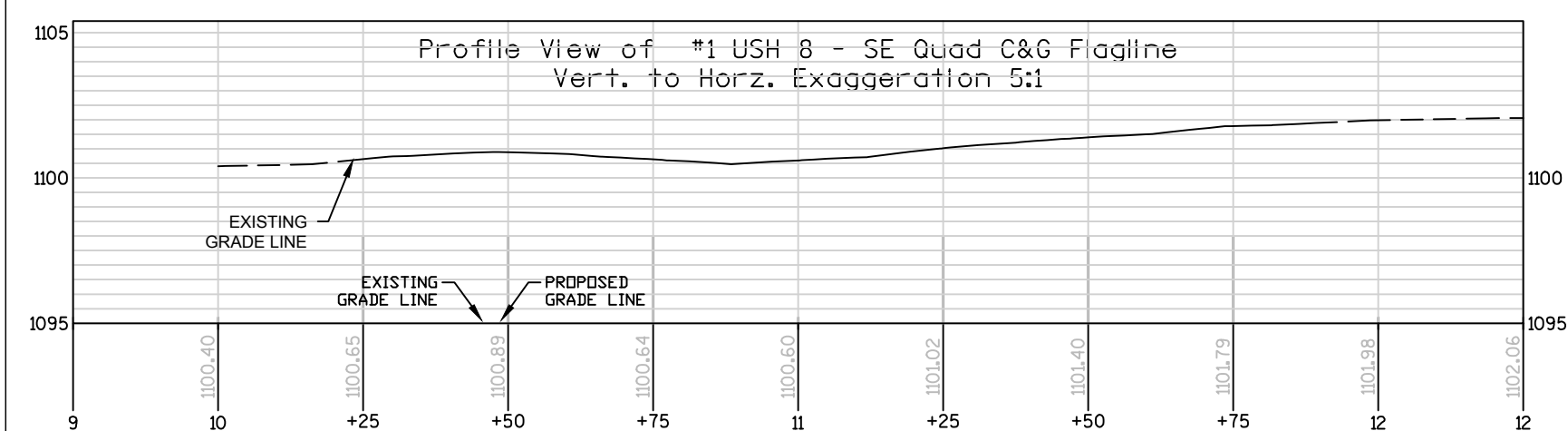
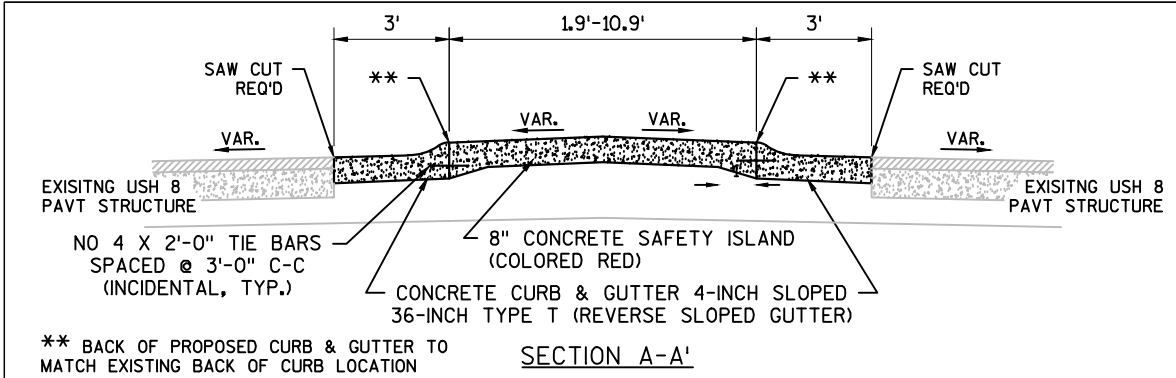
USH 8 (E Main St.) - Best Fit Alignment									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L1	0+00.00	1+80.81	180.81		S89°22'05"E	335046.33	100371.83	335227.13	100369.84

USH 2 - SE Quad Inside Edge of Pavement (Gutter Flag Line)									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L11	10+00.00	10+23.25			N00°53'25"E	335071.62	100226.92	335071.98	100250.17
C1	10+23.25	10+64.68	41.43	171.60	N07°48'27"E	335071.98	100250.17	335077.59	100291.12
C2	10+64.68	11+45.34	80.65	73.87	N46°00'16"E	335077.59	100291.12	335132.77	100344.40
C3	11+45.34	11+89.14	43.80	186.51	N84°00'43"E	335132.77	100344.40	335176.23	100348.96
L12	11+89.14	12+37.82			S89°15'38"E	335176.23	100348.96	335224.91	100348.33

USH 8 - SE Quad Parking Lot Saw Cut									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L10	0+00.00	0+10.10			N00°10'26"W	335079.11	100241.66	335079.08	100251.75
L9	0+10.10	0+62.91			N18°53'58"E	335079.08	100251.75	335096.18	100301.72
L8	0+62.91	0+91.76			N44°55'47"E	335096.18	100301.72	335116.56	100322.14
L7	0+91.76	1+12.76			N89°44'09"E	335116.56	100322.14	335137.56	100322.24
L5	1+12.76	1+68.31			N66°02'57"E	335137.56	100322.24	335188.33	100344.79
L6	1+68.31	1+78.36			S89°19'05"E	335188.33	100344.79	335198.38	100344.67

USH 8 - SE Quad Outside Edge of PCC Pavt									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L13	30+00.00	30+53.67			N18°53'58"E	335077.49	100251.76	335094.88	100302.53
L14	30+53.67	30+83.48			N44°55'47"E	335094.88	100302.53	335115.93	100323.64
L15	30+83.48	30+85.40			N89°44'09"E	335115.93	100323.64	335117.85	100323.65
C4	30+85.40	31+48.17	62.77	194.53	N70°04'19"E	335117.85	100323.65	335176.61	100344.95
L16	31+48.17	31+59.89			S89°15'38"E	335176.61	100344.95	335188.33	100344.80

USH 8 - SE Quad Outside Edge of PCC Pavt			
POINT	STATION	OFFSET	DESC.
18	30+00.03	0.08 RT	BEGIN PED CURB -FACE
19	30+53.67	0.00	PI PED CURB-FACE
20	30+83.48	0.00	PI PED CURB-FACE
21	31+02.52	8.32 RT	END PED CURB-FACE



USH 8 Best Fit Alignment - Sta./Off. Table			
POINT	STATION	OFFSET	DESC.
26	136+44.29	48.29 RT	SAW CUT PT
25	136+30.90	33.07 RT	SAW CUT PT
27	136+50.70	45.97 RT	SAW CUT PT
24	136+33.24	27.80 RT	SAW CUT PT
28	136+51.17	27.57 RT	SAW CUT PT
29	136+36.18	32.26 RT	RAD. PT 2.0' TO FACE
30	136+46.04	32.64 RT	RAD. PT 2.5' TO FACE
31	136+45.79	42.43 RT	RAD. PT 2.5' TO FACE

EROSION CONTROL LEGEND			
	INLET PROTECTION TYPE C		
	ROCK BAG		
	SURFACE WATER FLOW		

Control Point Table				
Pt. No.	X	Y	ELE.	Desc.
100	335110.58	100305.97	1101.85	CP-PK NAIL
101	335003.60	100424.67	1102.46	CP-10" SPIKE

PROJECT NO:1000-08-88

HWY:USH 8

COUNTY:BARRON

PLAN: LOCATION #1 - VILLAGE OF CAMERON

SHEET

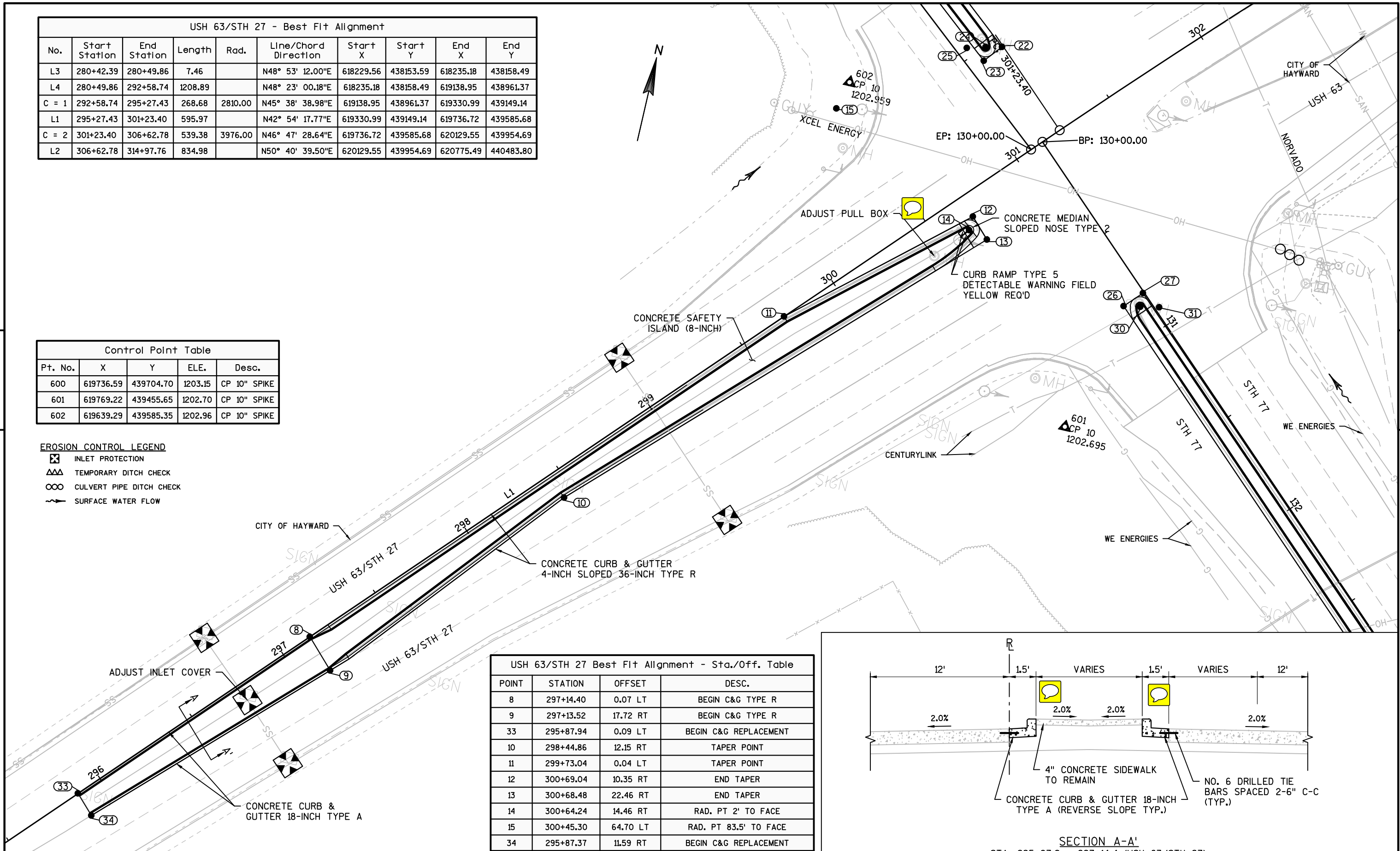
E

USH 63/STH 27 - Best Fit Alignment									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L3	280+42.39	280+49.86	7.46		N48° 53' 12.00"E	618229.56	438153.59	618235.18	438158.49
L4	280+49.86	292+58.74	1208.89		N48° 23' 00.18"E	618235.18	438158.49	619138.95	438961.37
C = 1	292+58.74	295+27.43	268.68	2810.00	N45° 38' 38.98"E	619138.95	438961.37	619330.99	439149.14
L1	295+27.43	301+23.40	595.97		N42° 54' 17.77"E	619330.99	439149.14	619736.72	439585.68
C = 2	301+23.40	306+62.78	539.38	3976.00	N46° 47' 28.64"E	619736.72	439585.68	620129.55	439954.69
L2	306+62.78	314+97.76	834.98		N50° 40' 39.50"E	620129.55	439954.69	620775.49	440483.80

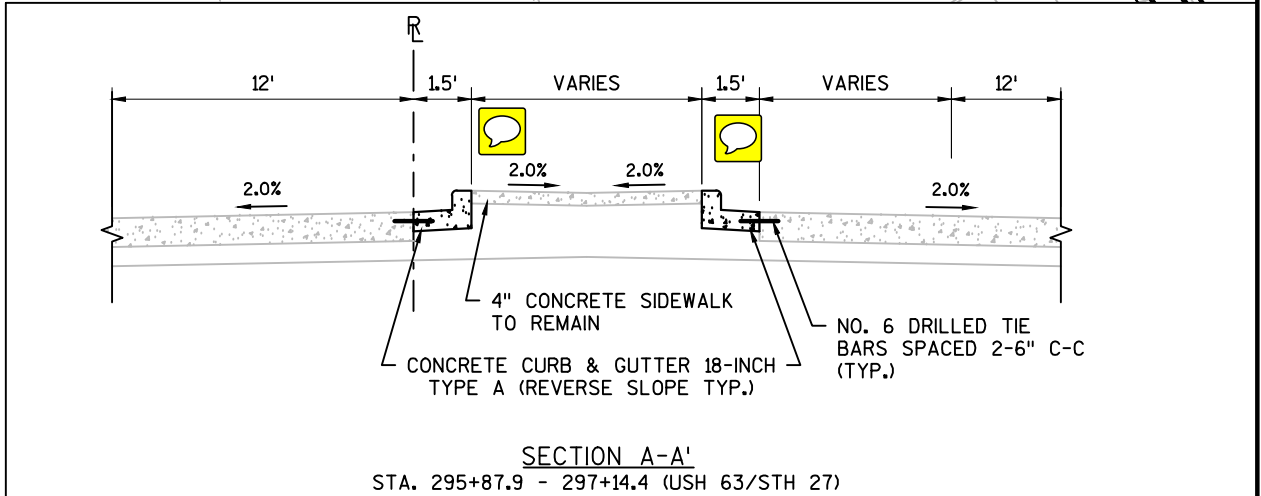
Control Point Table				
Pt. No.	X	Y	ELE.	Desc.
600	619736.59	439704.70	1203.15	CP 10" SPIKE
601	619769.22	439455.65	1202.70	CP 10" SPIKE
602	619639.29	439585.35	1202.96	CP 10" SPIKE

EROSION CONTROL LEGEND

- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

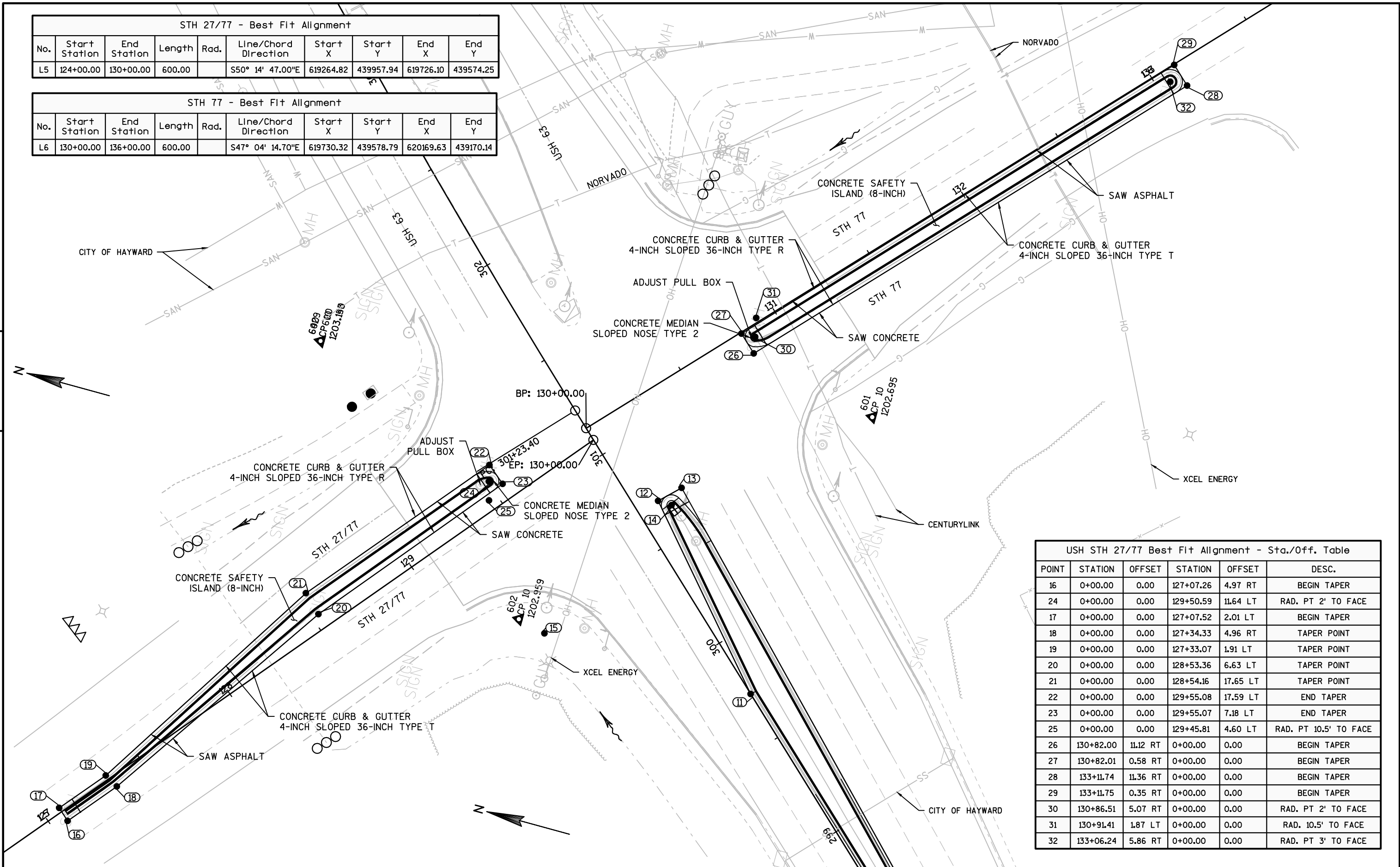


USH 63/STH 27 Best Fit Alignment - Sta./Off. Table			
POINT	STATION	OFFSET	DESC.
8	297+14.40	0.07 LT	BEGIN C&G TYPE R
9	297+13.52	17.72 RT	BEGIN C&G TYPE R
33	295+87.94	0.09 LT	BEGIN C&G REPLACEMENT
10	298+44.86	12.15 RT	TAPER POINT
11	299+73.04	0.04 LT	TAPER POINT
12	300+69.04	10.35 RT	END TAPER
13	300+68.48	22.46 RT	END TAPER
14	300+64.24	14.46 RT	RAD. PT 2' TO FACE
15	300+45.30	64.70 LT	RAD. PT 83.5' TO FACE
34	295+87.37	11.59 RT	BEGIN C&G REPLACEMENT

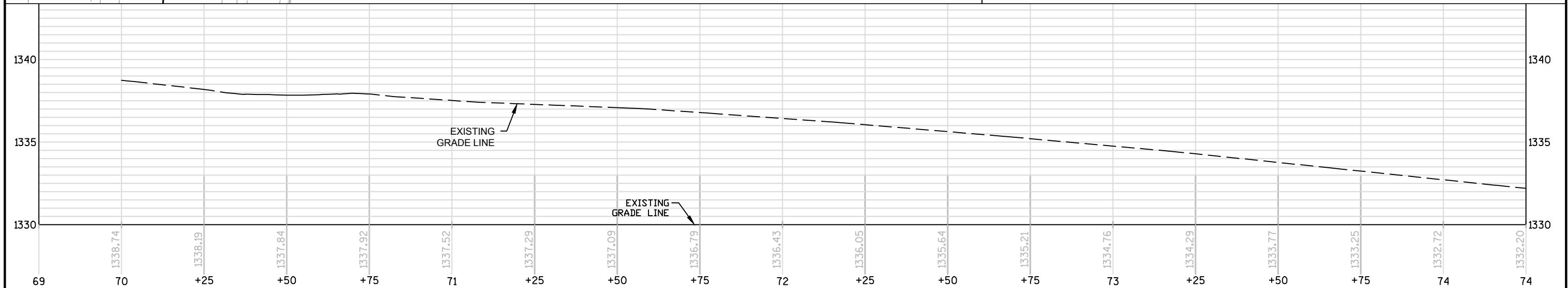
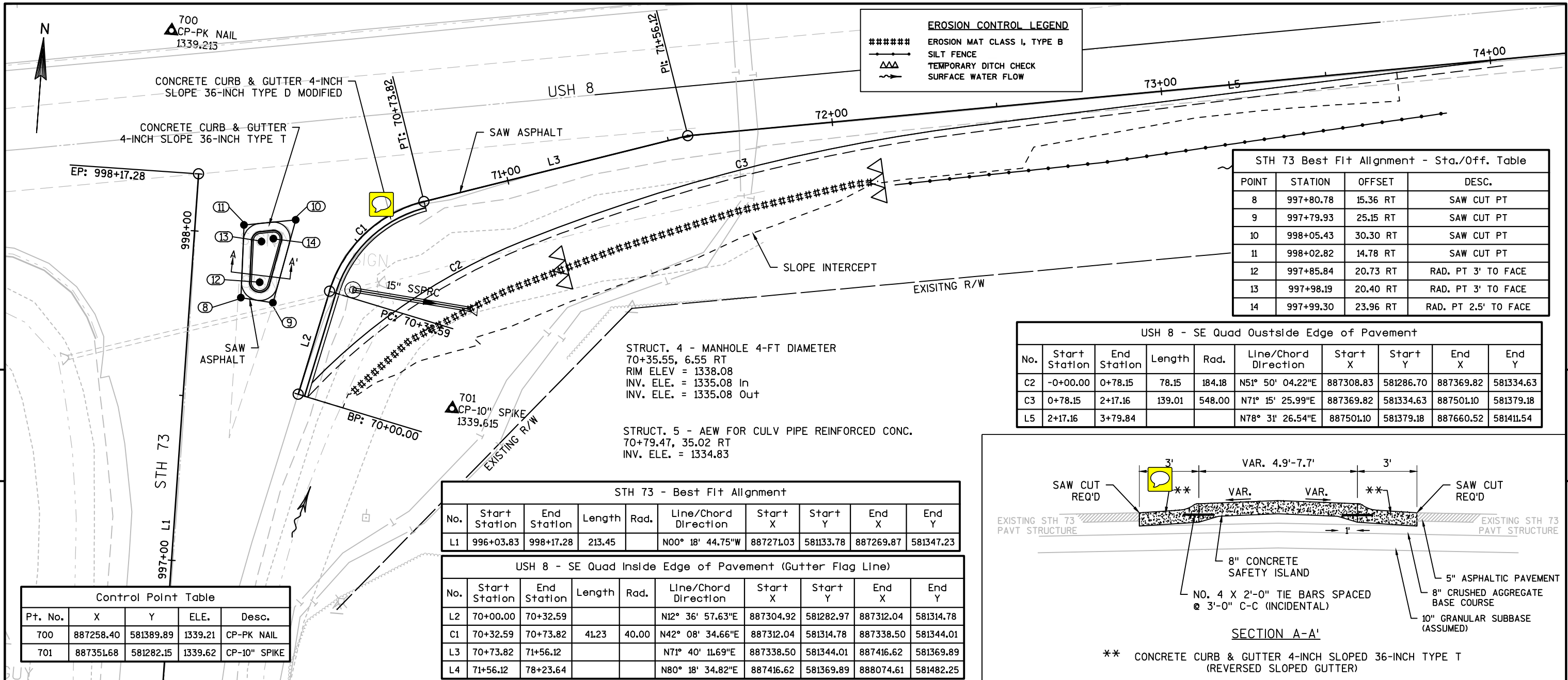


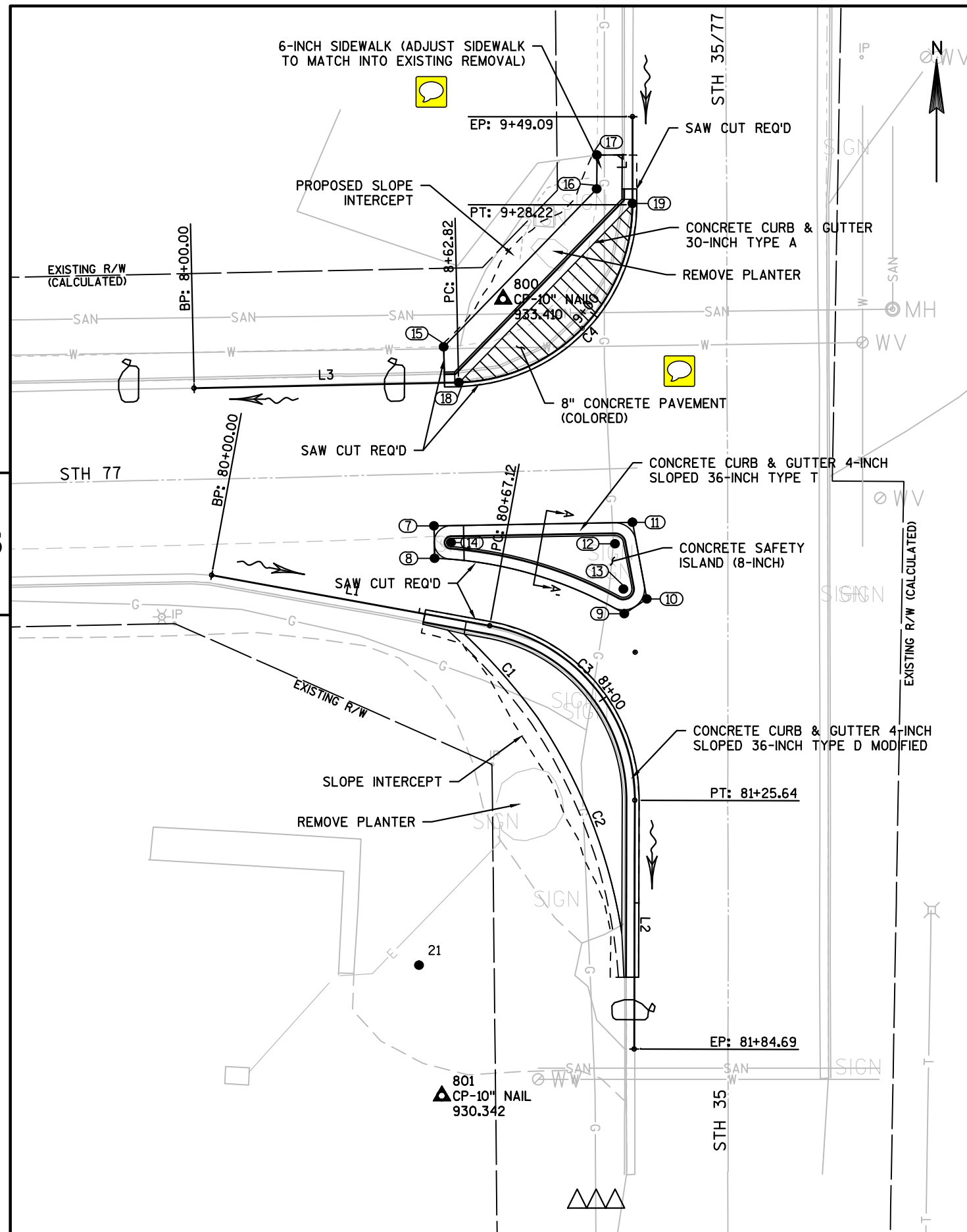
STH 27/77 - Best Fit Alignment									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L5	124+00.00	130+00.00	600.00		S50° 14' 47.00"E	619264.82	439957.94	619726.10	439574.25

STH 77 - Best Fit Alignment									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L6	130+00.00	136+00.00	600.00		S47° 04' 14.70"E	619730.32	439578.79	620169.63	439170.14



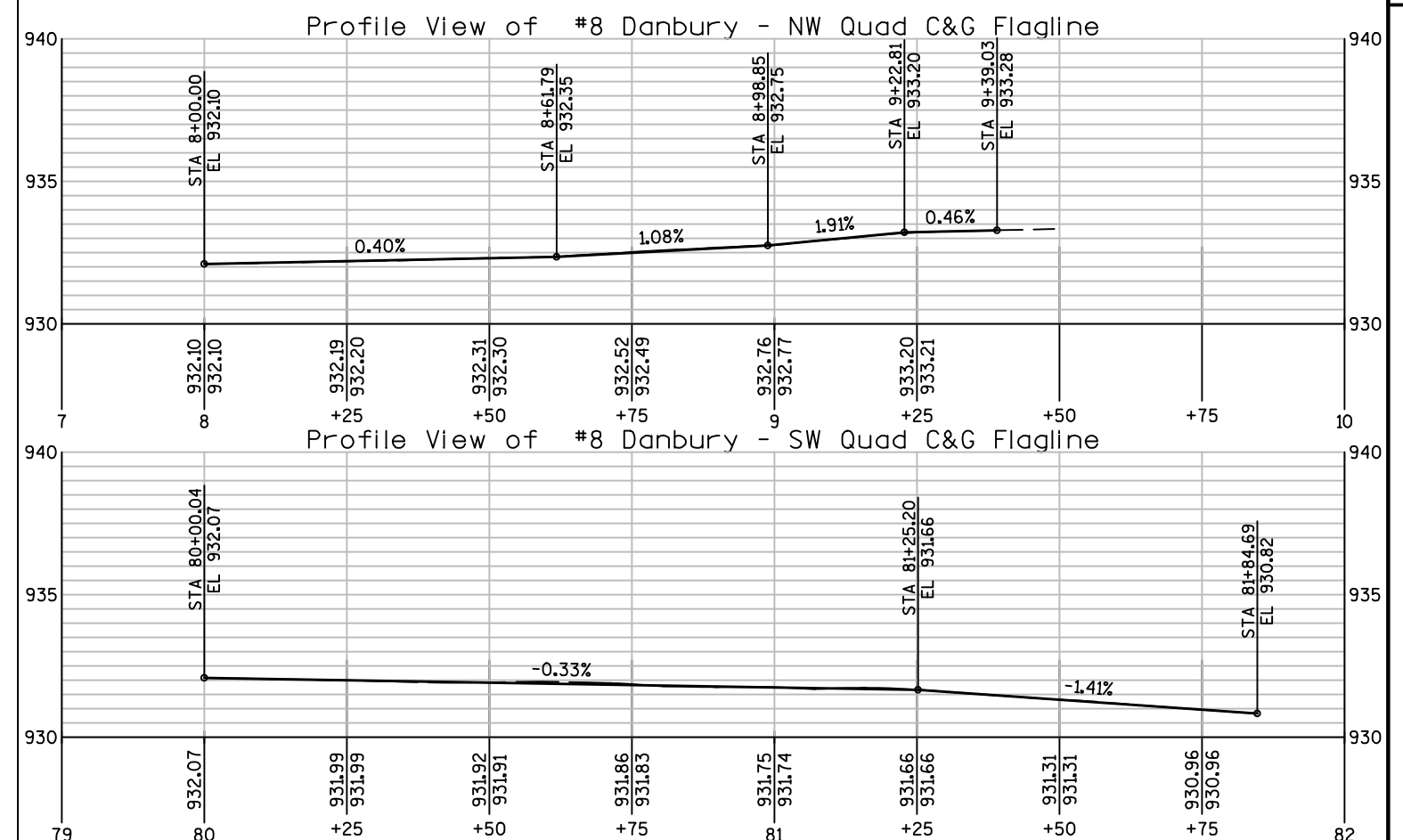
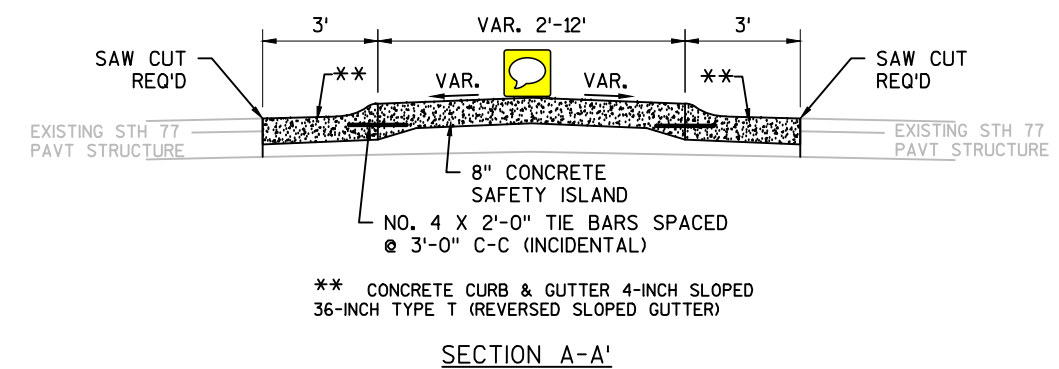
USH STH 27/77 Best Fit Alignment - Sta./Off. Table					
POINT	STATION	OFFSET	STATION	OFFSET	DESC.
16	0+00.00	0.00	127+07.26	4.97 RT	BEGIN TAPER
24	0+00.00	0.00	129+50.59	11.64 LT	RAD. PT 2' TO FACE
17	0+00.00	0.00	127+07.52	2.01 LT	BEGIN TAPER
18	0+00.00	0.00	127+34.33	4.96 RT	TAPER POINT
19	0+00.00	0.00	127+33.07	1.91 LT	TAPER POINT
20	0+00.00	0.00	128+53.36	6.63 LT	TAPER POINT
21	0+00.00	0.00	128+54.16	17.65 LT	TAPER POINT
22	0+00.00	0.00	129+55.08	17.59 LT	END TAPER
23	0+00.00	0.00	129+55.07	7.18 LT	END TAPER
25	0+00.00	0.00	129+45.81	4.60 LT	RAD. PT 10.5' TO FACE
26	130+82.00	11.12 RT	0+00.00	0.00	BEGIN TAPER
27	130+82.01	0.58 RT	0+00.00	0.00	BEGIN TAPER
28	133+11.74	11.36 RT	0+00.00	0.00	BEGIN TAPER
29	133+11.75	0.35 RT	0+00.00	0.00	BEGIN TAPER
30	130+86.51	5.07 RT	0+00.00	0.00	RAD. PT 2' TO FACE
31	130+91.41	1.87 LT	0+00.00	0.00	RAD. 10.5' TO FACE
32	133+06.24	5.86 RT	0+00.00	0.00	RAD. PT 3' TO FACE

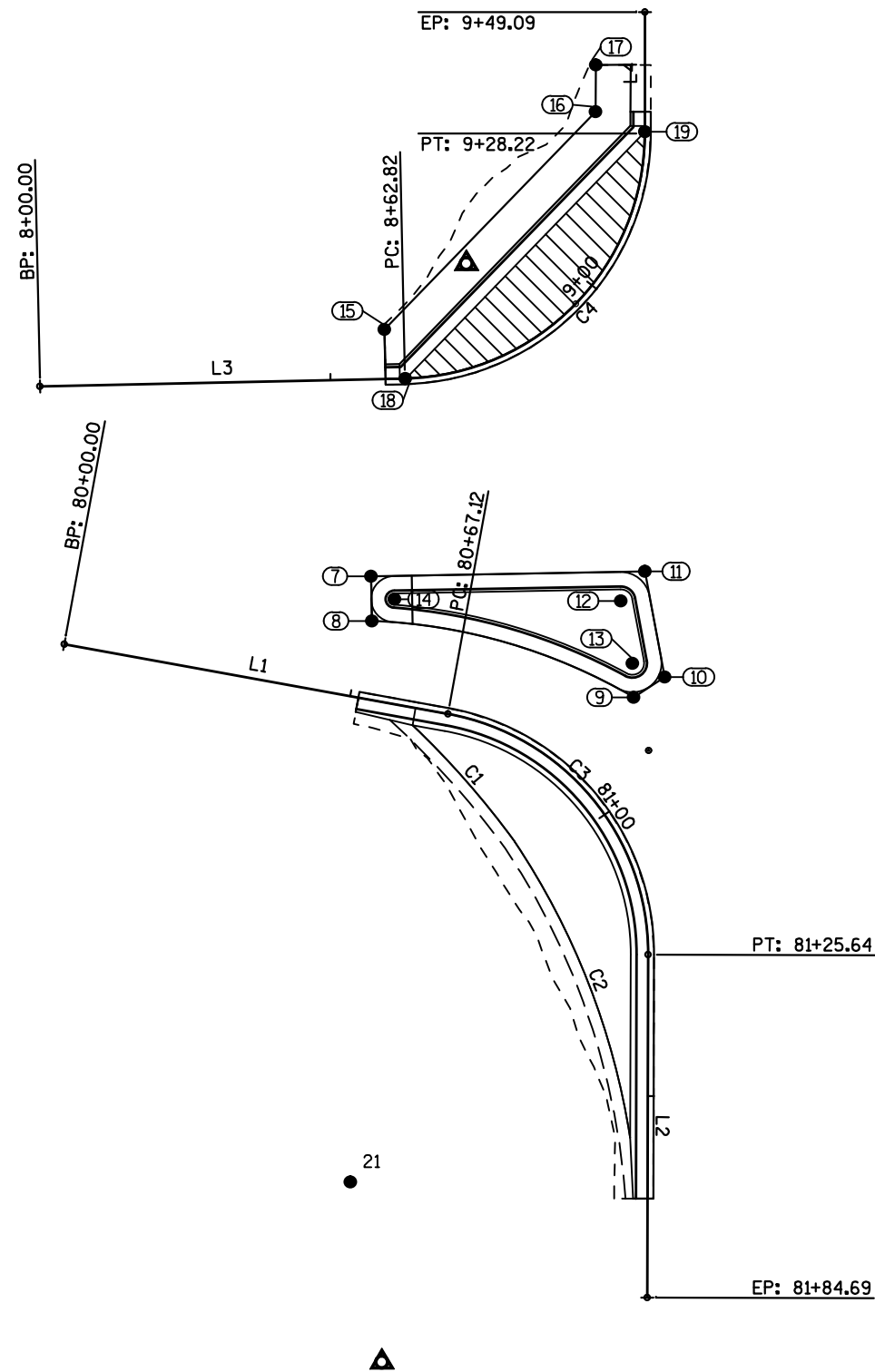




EROSION CONTROL LEGEND	
	TEMPORARY DITCH CHECK
	CULVERT PIPE DITCH CHECK
	ROCK BAG
	SURFACE WATER FLOW

Control Point Table				
Pt. No.	X	Y	ELE.	Desc.
800	234037.77	234600.01	933.41	CP-10" NAIL
801	234023.24	234410.83	930.34	CP-10" NAIL





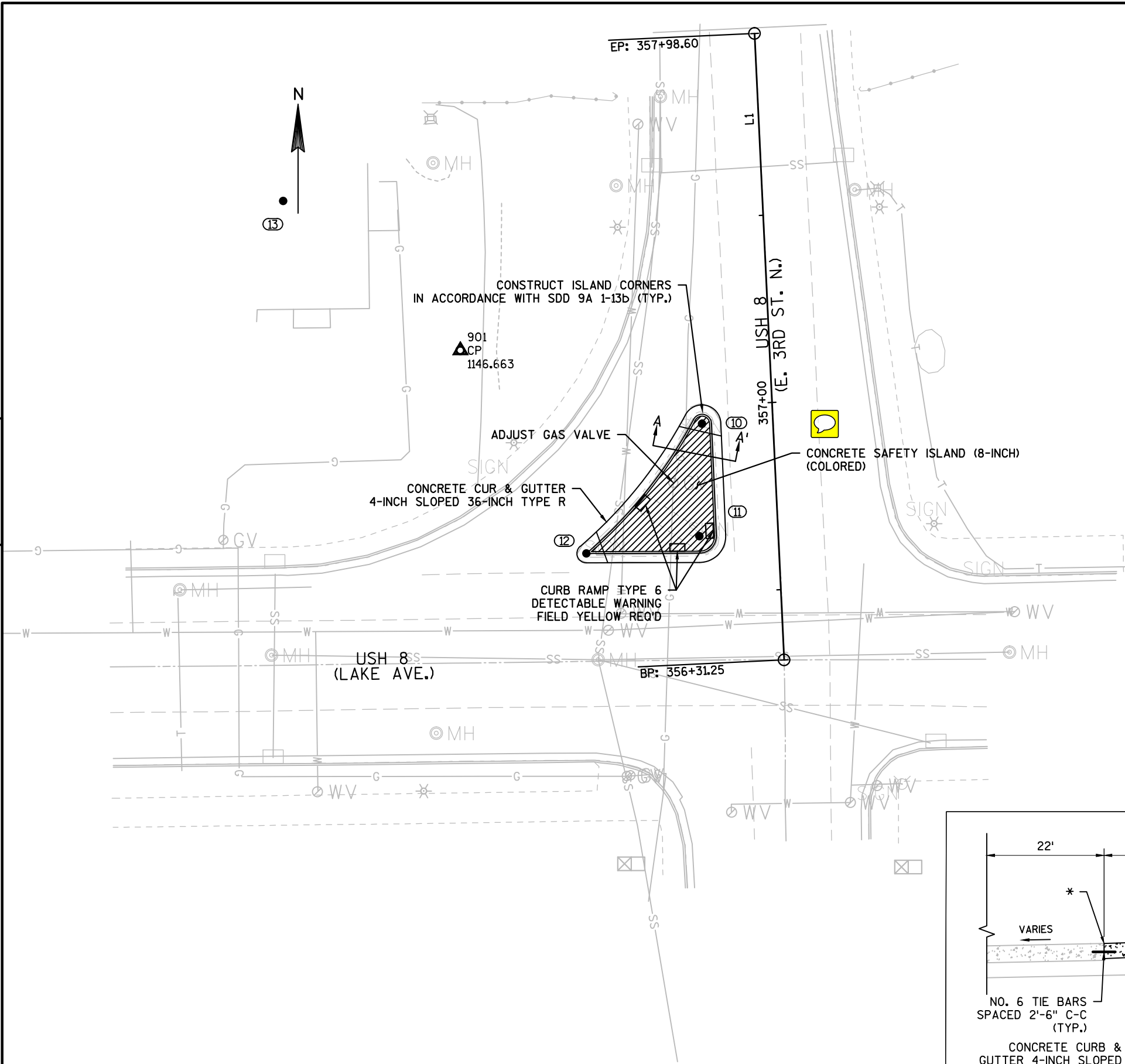
STH35 SW Quad C&G Flag Line-Sta./Off. Table			
POINT	STATION	OFFSET	DESC.
7	80+49.85	20.94 LT	SAW CUT PT
8	80+51.36	13.38 LT	SAW CUT PT
9	80+90.18	17.26 LT	SAW CUT PT
10	80+91.25	23.44 LT	SAW CUT PT
11	80+83.14	35.80 LT	SAW CUT PT
12	80+82.67	29.31 LT	RAD. PT 2.5' TO FACE
13	80+87.52	21.62 LT	RAD. PT 2.5' TO FACE
21	81+64.94	51.16 RT	RAD. PT 99.2' TO FACE
14	80+54.56	17.80 LT	RAD. PT 15' TO FACE

STH 77 NW Quad C&G Flag Line - Sta./Off. Table			
POINT	STATION	OFFSET	DESC.
15	8+59.49	8.49 LT	BACK OF SDWLK
16	9+31.96	8.47 LT	BACK OF SDWLK
17	9+40.00	8.46 LT	BACK OF SDWLK
18	8+62.90	RT	BEGIN CONC PAVT
19	9+28.52	0.03 RT	END CONC PAVT

STH 35/77 - SW Quad Outside Edge of Pavement									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
C1	-0+00.00	0+26.76	26.76	148.21	S41° 16' 14.40"E	234028.50	234520.50	234046.12	234500.42
C2	0+26.76	0+81.90	55.14	126.87	S21° 17' 29.54"E	234046.12	234500.42	234065.99	234449.44

STH 35/77 - SW Quad C&G Flag Line									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L1	80+00.00	80+67.12			S79° 40' 38.64"E	233968.57	234534.47	234034.60	234522.44
C3	80+67.12	81+25.64	58.52	42.00	S39° 45' 46.06"E	234034.60	234522.44	234069.07	234481.01
L2	81+25.64	81+84.69			S00° 09' 06.53"W	234069.07	234481.01	234068.92	234421.95

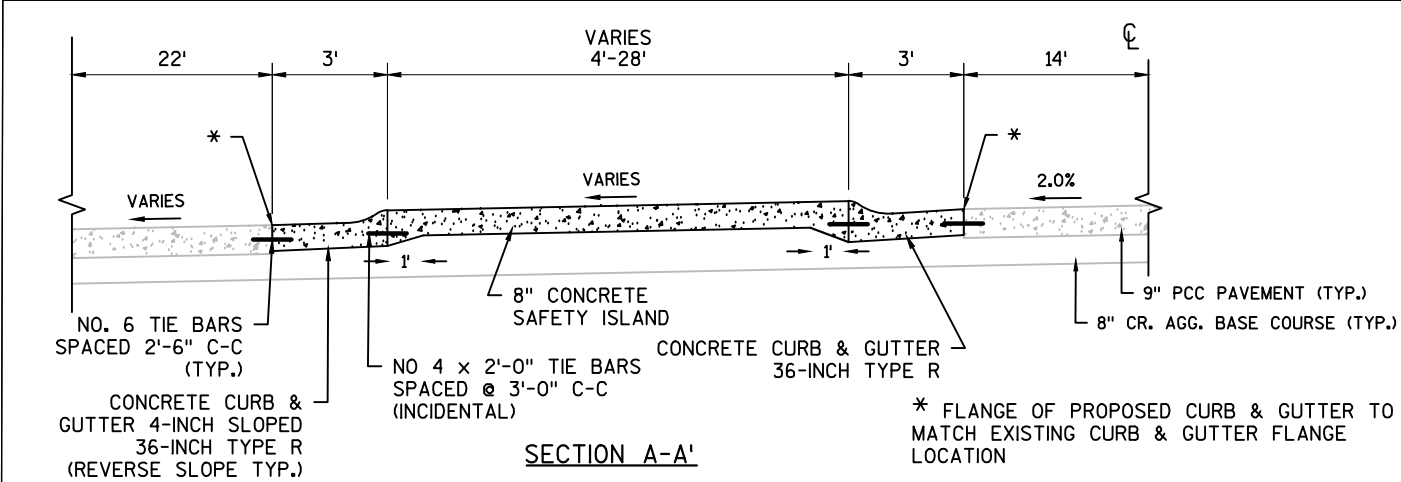
STH 35/77 - NW Quad C&G Flag Line									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L3	8+00.00	8+62.82			N88° 45' 36.53"E	233964.39	234578.84	234027.20	234580.20
C4	8+62.82	9+28.22	65.40	42.22	N44° 23' 15.87"E	234027.20	234580.20	234068.50	234622.40
L4	9+28.22	9+49.09			N00° 00' 55.22"E	234068.50	234622.40	234068.51	234643.28

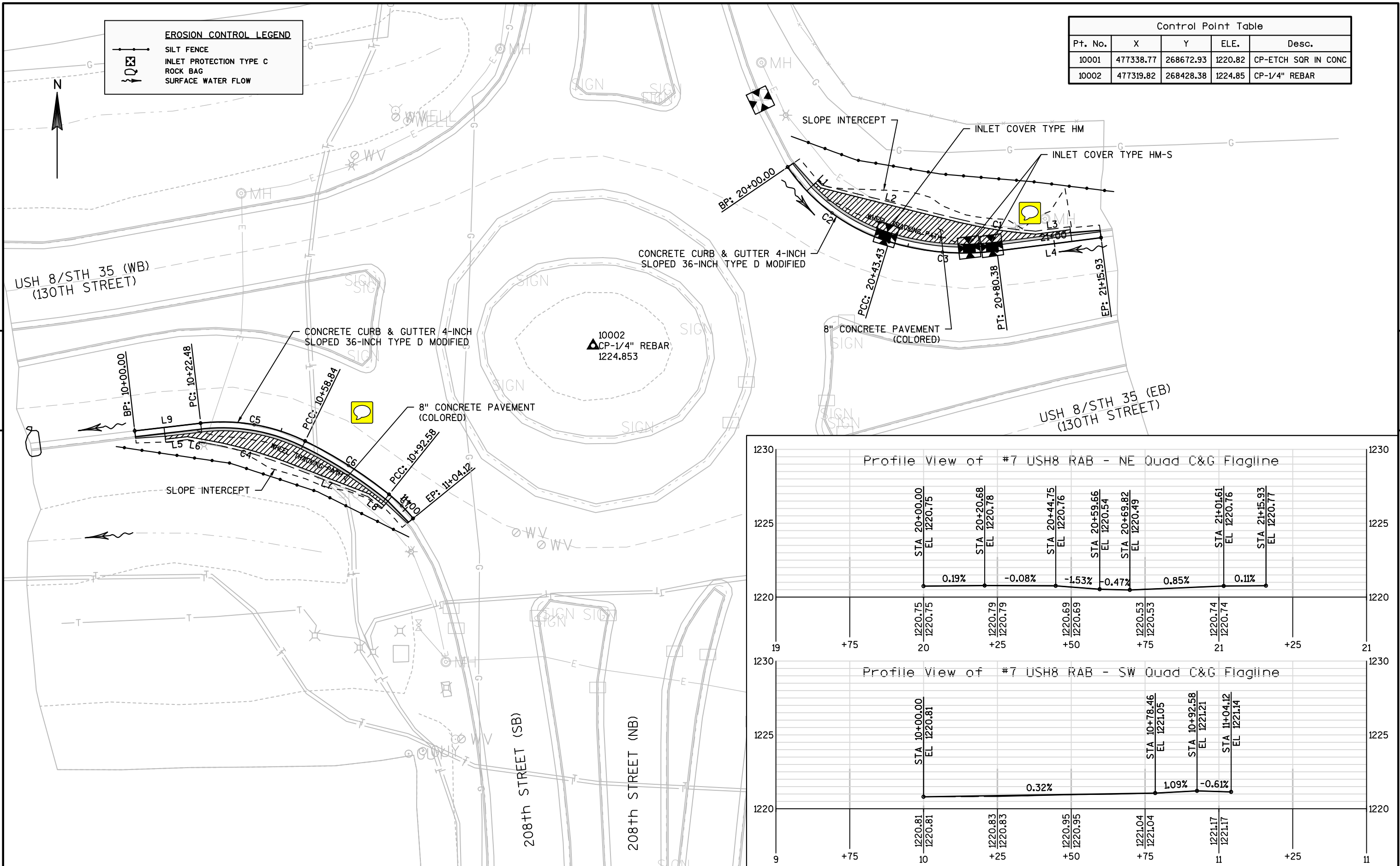


USH 8 - Best Fit Alignment									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L1	356+31.25	357+98.60	167.35		N02° 42' 26.68"W	813892.75	563591.92	813884.84	563759.09

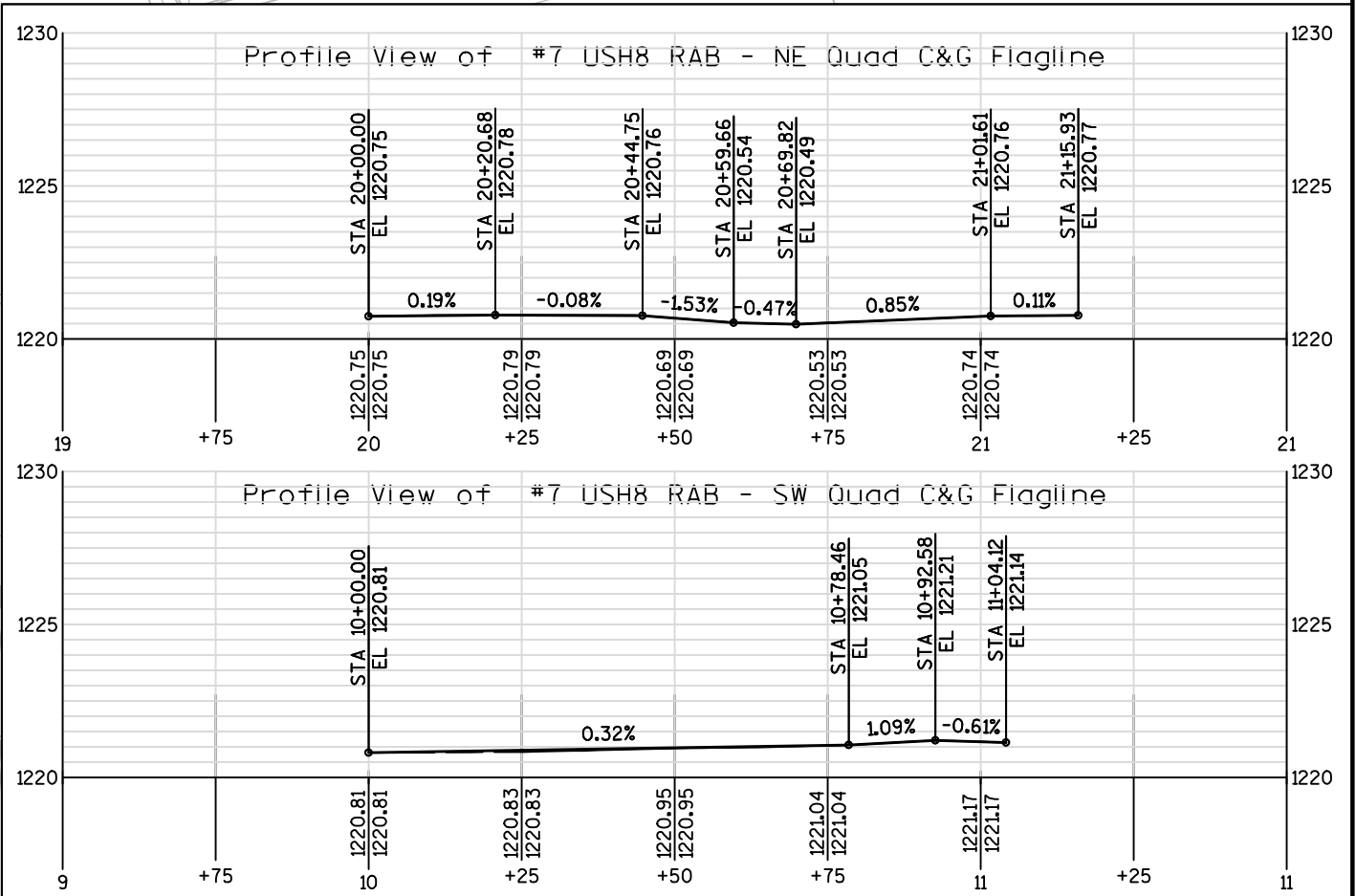
USH 8 Best Fit Alignment - Sta./Off. Table			
POINT	STATION	OFFSET	DESC.
12	356+62.08	51.36 LT	FACE
13	357+59.87	127.70 LT	RAD. PT 124.0' TO FACE
10	356+95.18	18.92 LT	RAD. PT 2.5' TO FACE
11	356+65.28	21.03 LT	RAD. PT 4.5' TO FACE

Control Point Table				
Pt. No.	X	Y	ELE.	Desc.
900	813988.00	563559.61	1149.91	CP-PK NAIL
901	813806.36	563674.51	1146.66	CP-PK NAIL



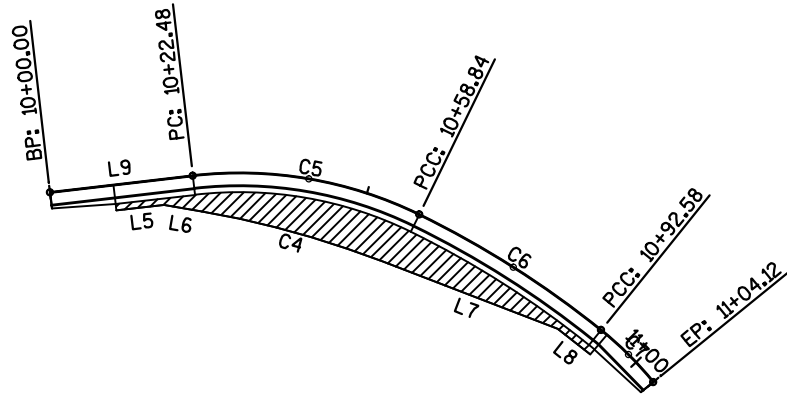


Control Point Table				
Pt. No.	X	Y	ELE.	Desc.
10001	477338.77	268672.93	1220.82	CP-ETCH SQR IN CONC
10002	477319.82	268428.38	1224.85	CP-1/4" REBAR





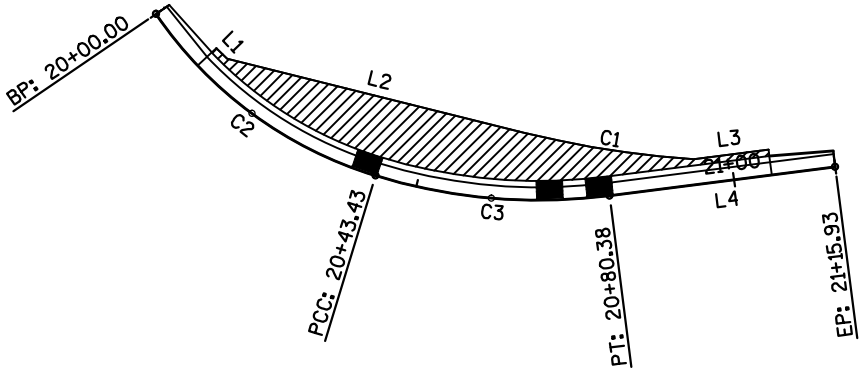
5



USH 8/STH 35 - SW Quad Outside Edge of Pavement									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L5	1+00.00	1+07.51			N83° 23' 27.03"E	477175.00	268396.70	477182.47	268397.57
L6	1+07.51	1+13.64			S80° 06' 04.45"E	477182.47	268397.57	477188.50	268396.52
C4	1+13.64	1+42.80	29.16	150.00	S74° 31' 58.15"E	477188.50	268396.52	477216.55	268388.75
L7	1+42.80	1+72.16			S68° 57' 51.84"E	477216.55	268388.75	477243.96	268378.21
L8	1+72.16	1+78.60			S51° 57' 37.00"E	477243.96	268378.21	477249.03	268374.24

USH 8/STH 35 - SW Quad C & G Flag Line									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L9	10+00.00	10+22.48			N83° 23' 27.03"E	477164.63	268399.53	477186.96	268402.12
C5	10+22.48	10+58.84	36.37	63.86	S80° 17' 43.82"E	477186.96	268402.12	477222.32	268396.07
C6	10+58.84	10+92.58	33.74	150.86	S57° 34' 32.11"E	477222.32	268396.07	477250.74	268378.02
C7	10+92.58	11+04.12	11.54	54.85	S45° 08' 39.53"E	477250.74	268378.02	477258.90	268369.90

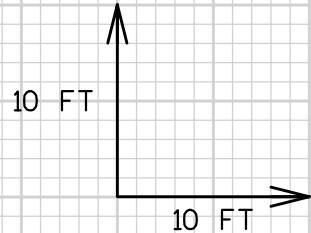
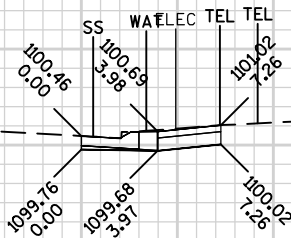
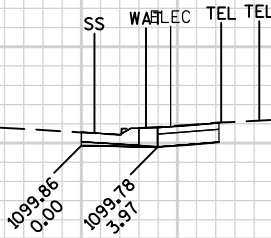
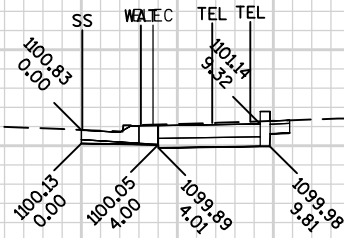
5



USH 8/STH 35 - NE Quad C & G Flag Line									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
C2	20+00.00	20+43.43	43.43	64.32	S53° 37' 21.30"E	477385.74	268488.83	477420.05	268463.55
C3	20+43.43	20+80.38	36.95	87.10	S85° 07' 15.64"E	477420.05	268463.55	477456.59	268460.43
L4	20+80.38	21+15.93			N82° 43' 36.02"E	477456.59	268460.43	477491.86	268464.94

USH 8/STH 35 - NE Quad Outside Edge of Pavement									
No.	Start Station	End Station	Length	Rad.	Line/Chord Direction	Start X	Start Y	End X	End Y
L1	2+00.00	2+02.38			S44° 40' 12.50"E	477395.16	268483.50	477396.84	268481.81
L2	2+02.38	2+50.30			S76° 02' 44.51"E	477396.84	268481.81	477443.35	268470.25
C1	2+50.30	2+77.03	26.73	150.00	S81° 09' 02.80"E	477443.35	268470.25	477469.72	268466.14
L3	2+77.03	2+88.84			N82° 43' 36.02"E	477469.72	268466.14	477481.43	268467.64

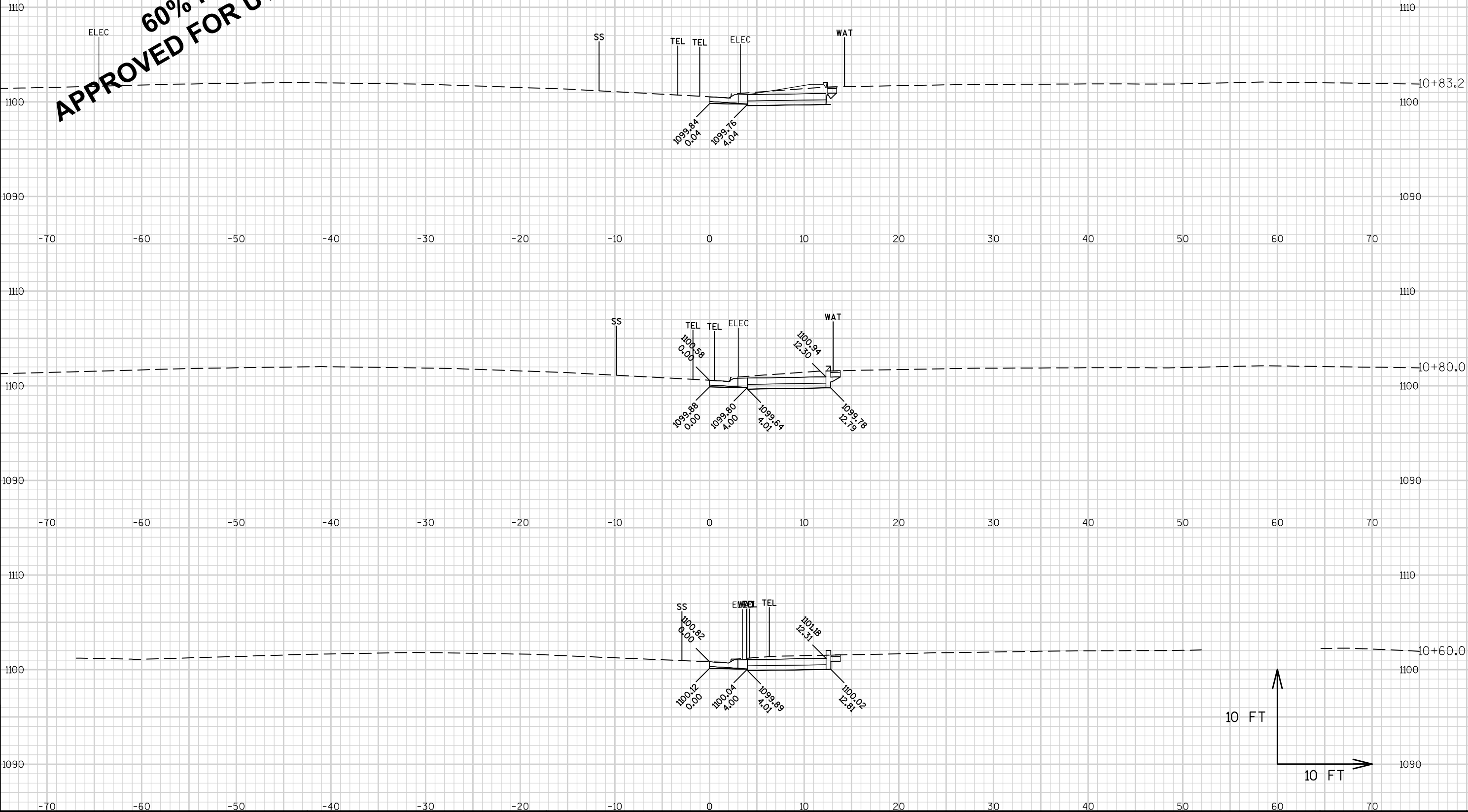
60% PLAN
APPROVED FOR UTILITY USE



9

9

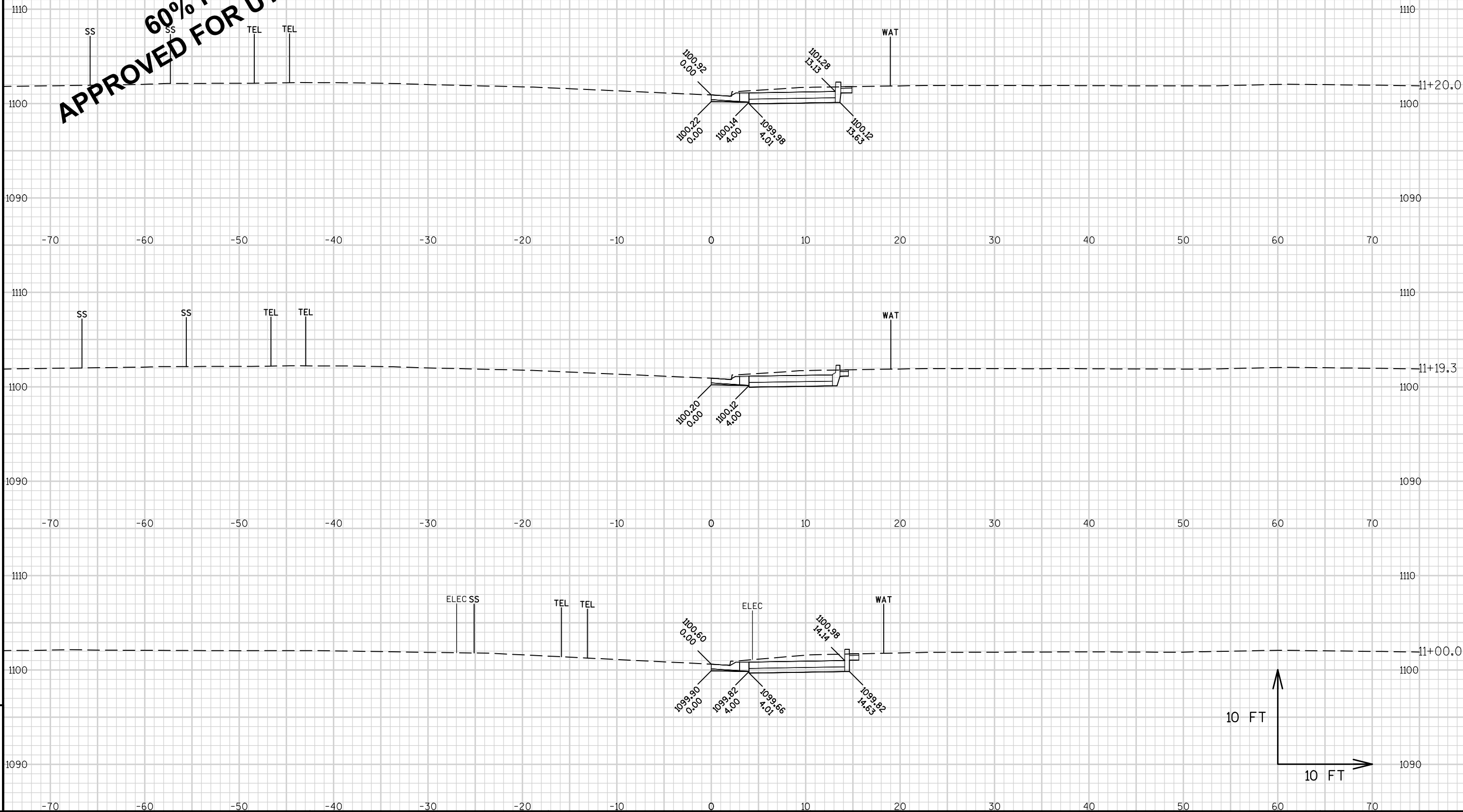
60% PLAN
APPROVED FOR UTILITY USE



9

9

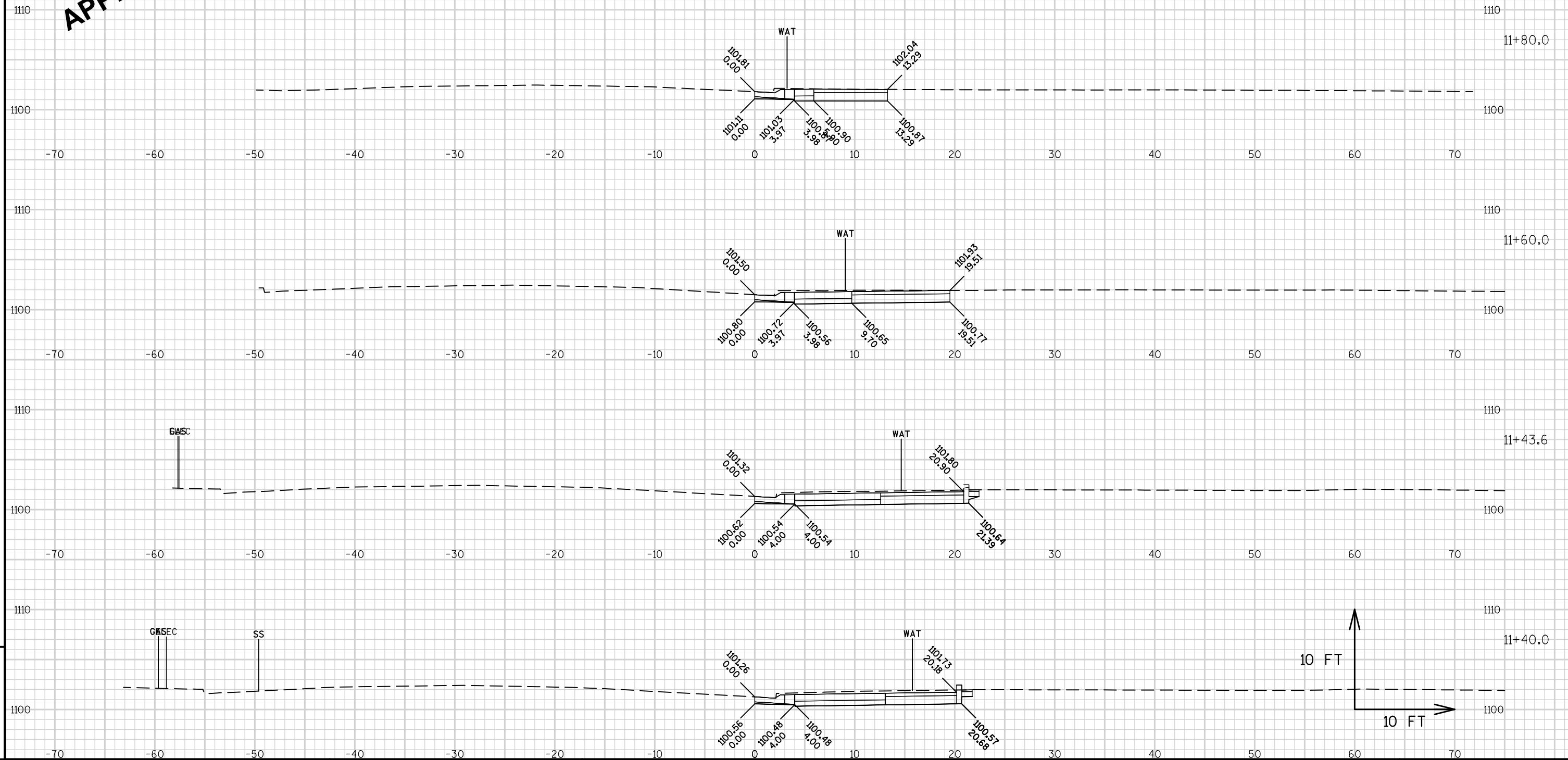
60% PLAN
APPROVED FOR UTILITY USE



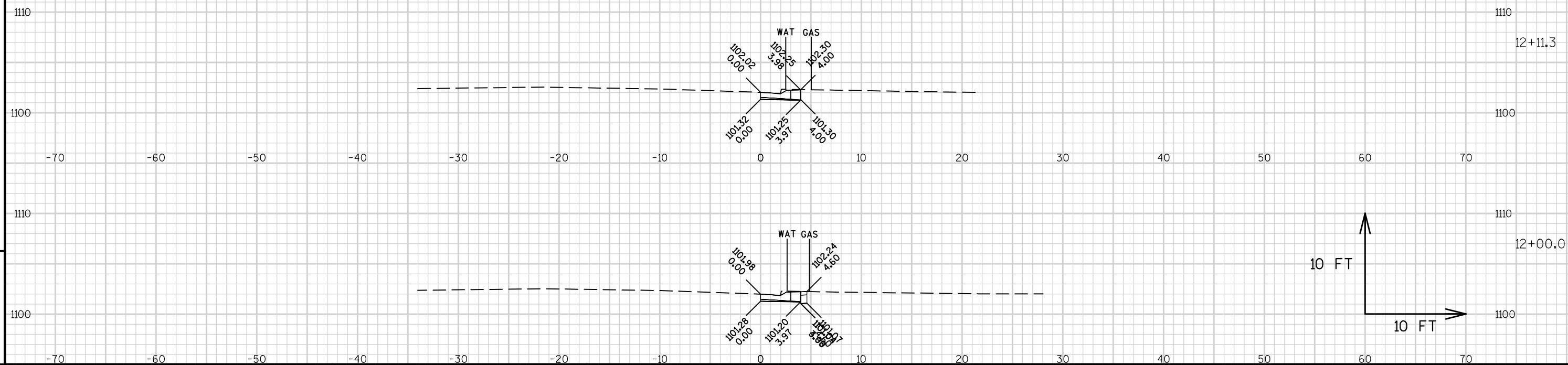
9

9

60% PLAN
APPROVED FOR UTILITY USE

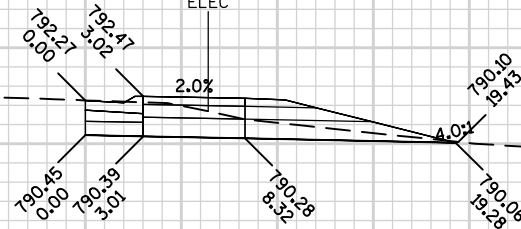


60% PLAN
APPROVED FOR UTILITY USE



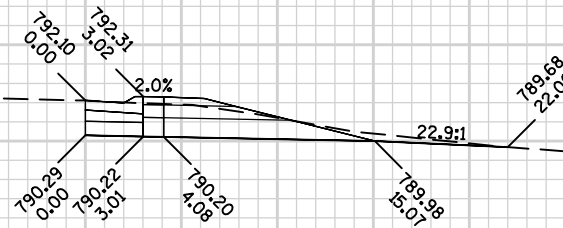
60% PLAN
APPROVED FOR UTILITY USE

ELEC



20+40.0

ELEC



20+26.3

ELEC

10 FT

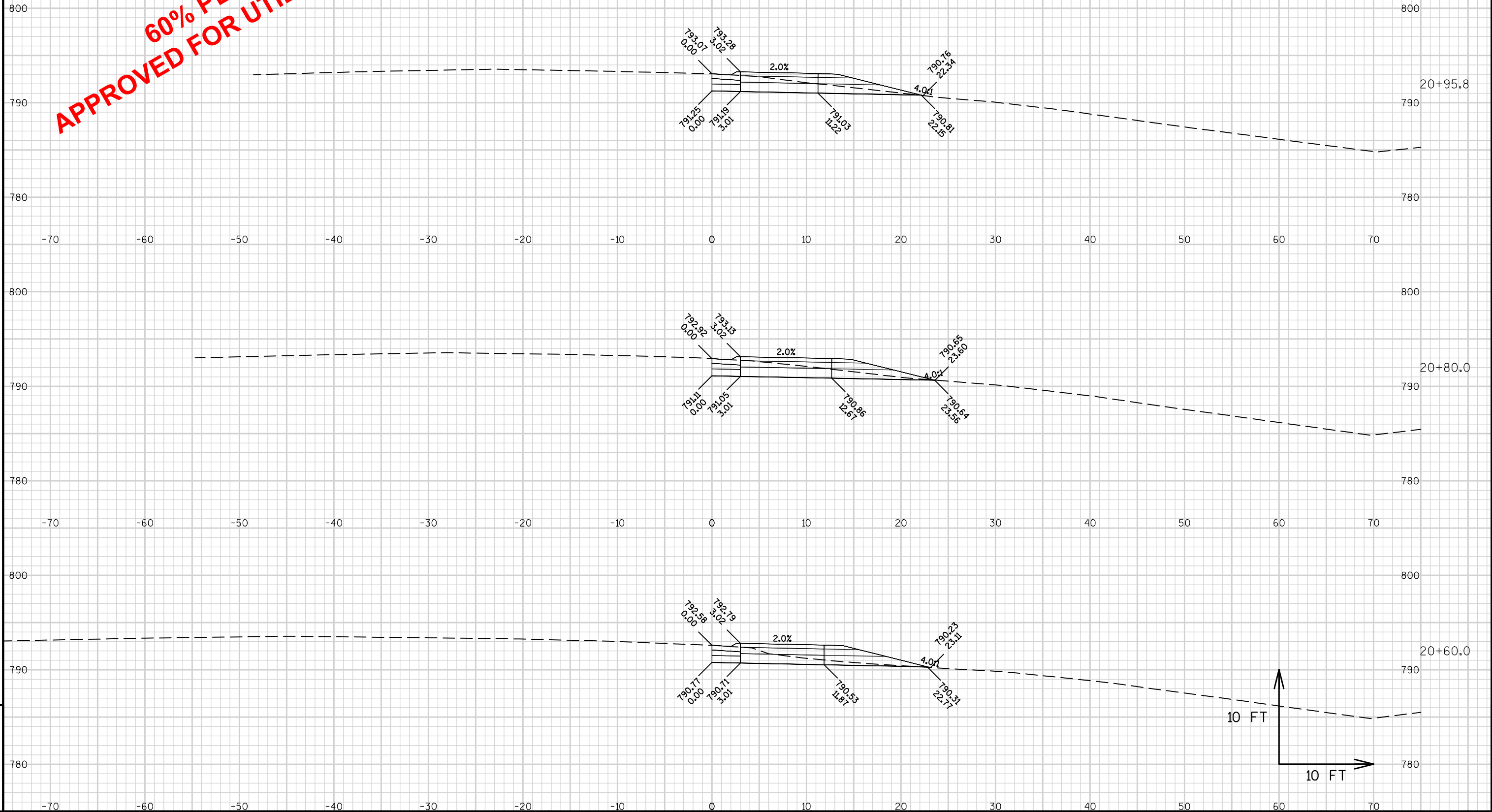
10 FT

20+00.0

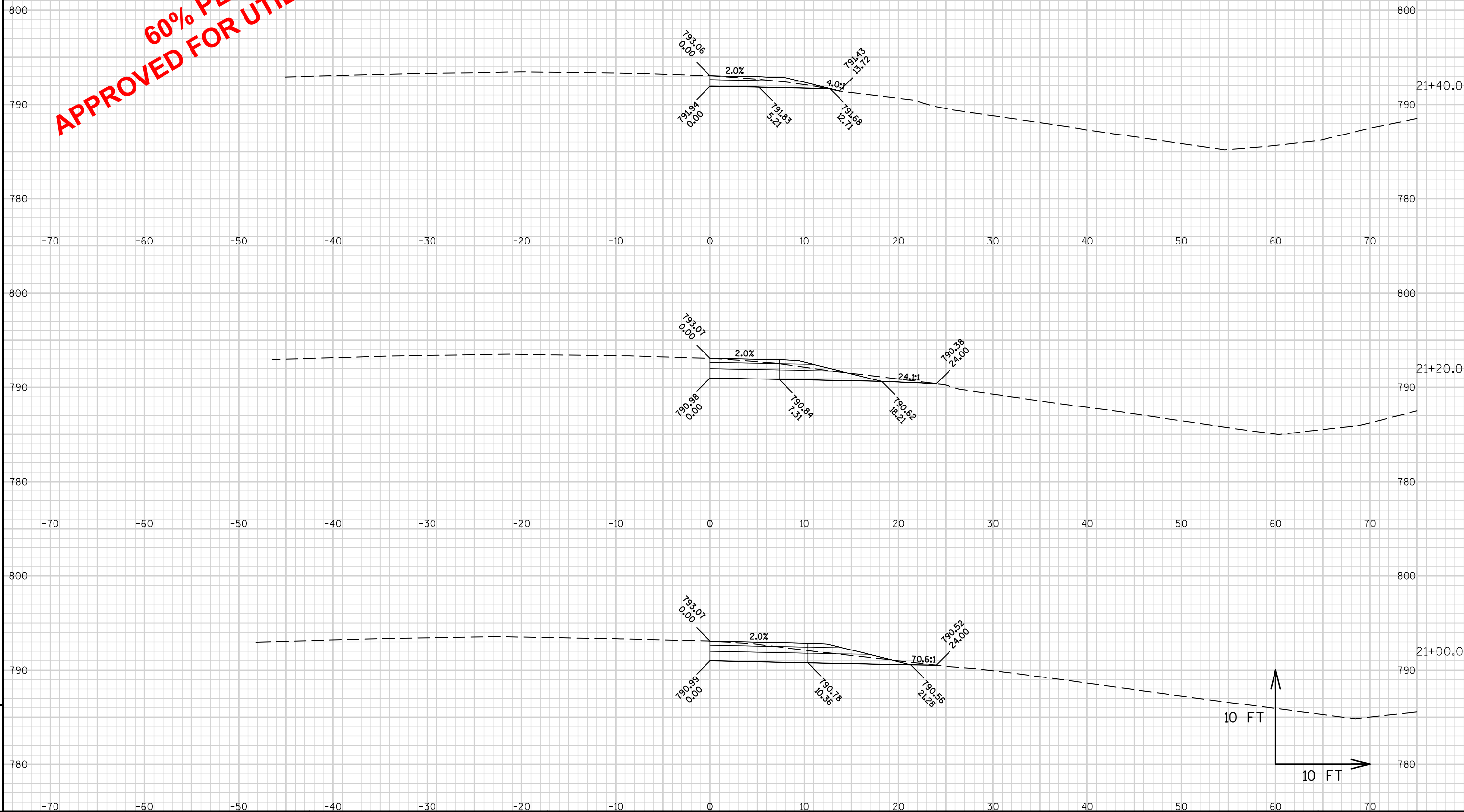
9

9

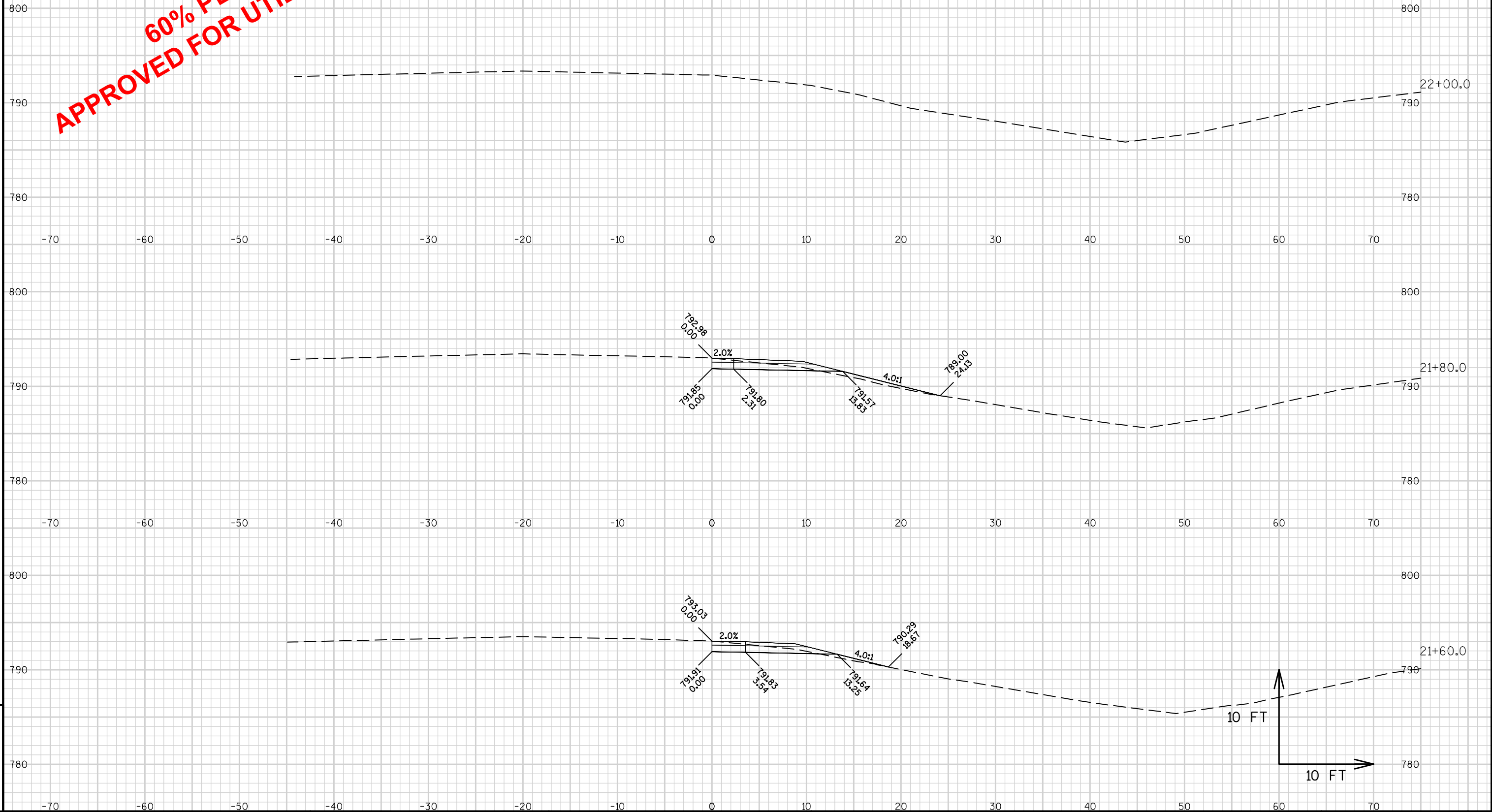
60% PLAN
APPROVED FOR UTILITY USE



60% PLAN
APPROVED FOR UTILITY USE



60% PLAN
APPROVED FOR UTILITY USE

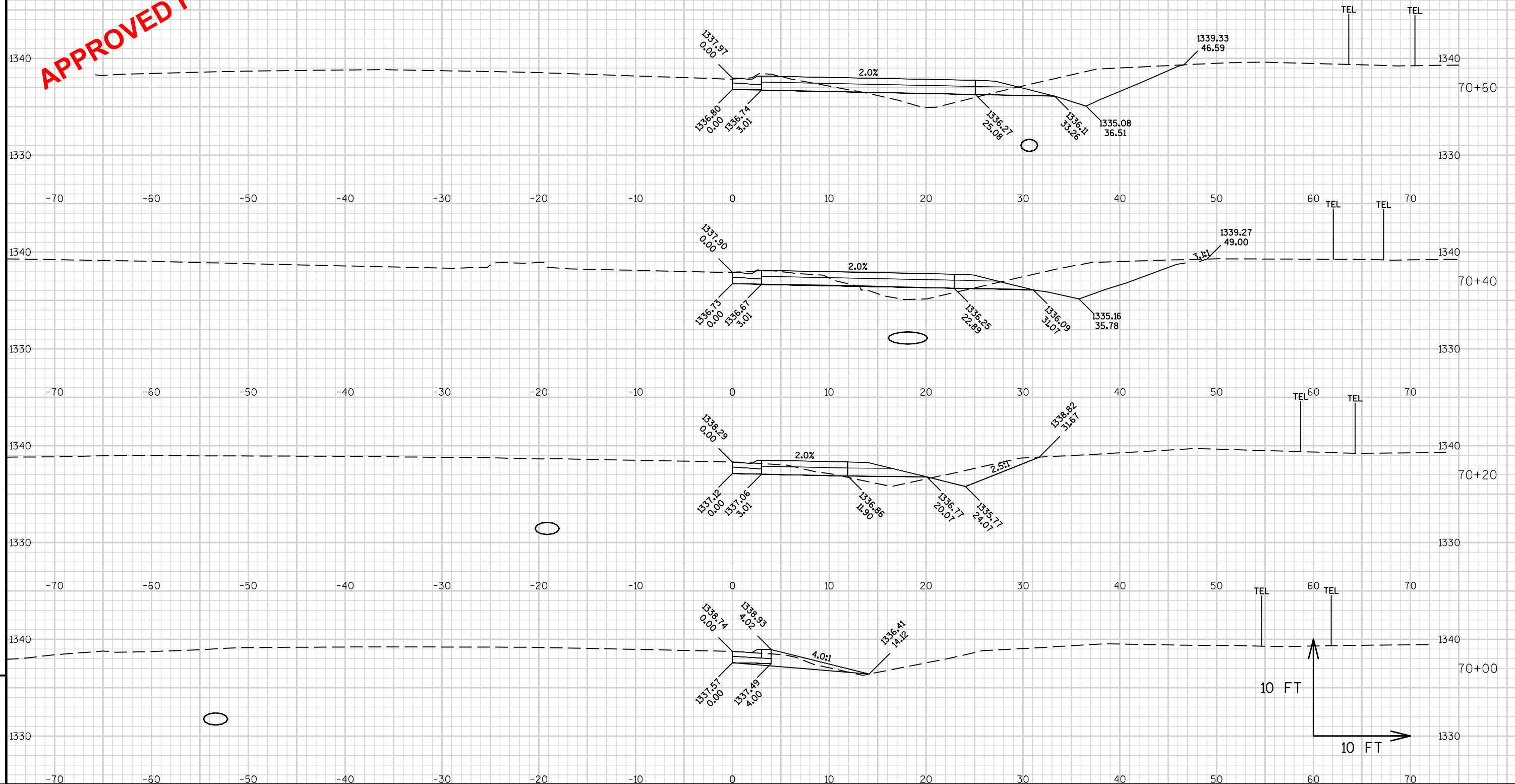


9

9

PROJECT NO:1000-08-88	HWY:USH 8	COUNTY:BAYFIELD	CROSS SECTIONS: LOCATION #2 - SE QUAD EDGE OF PAVMENT	SHEET	E
-----------------------	-----------	-----------------	---	-------	---

60% PLAN
APPROVED FOR UTILITY USE



PROJECT NO:1000-08-88

HWY:USH 8

COUNTY:RUSK

CROSS SECTIONS: LOCATION #4 - SE QUAD EDGE OF PAVEMENT

SHEET

E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1507_FREIGHT_MITIGATION_OSOW\C3D_14\SHEETSPLAN\090207_XS-INGRAM_USH8&STH73.DWG
LAYOUT NAME - LOC#4_INGRAM.XS-1

PLOT DATE : 10/13/2015 3:02 PM

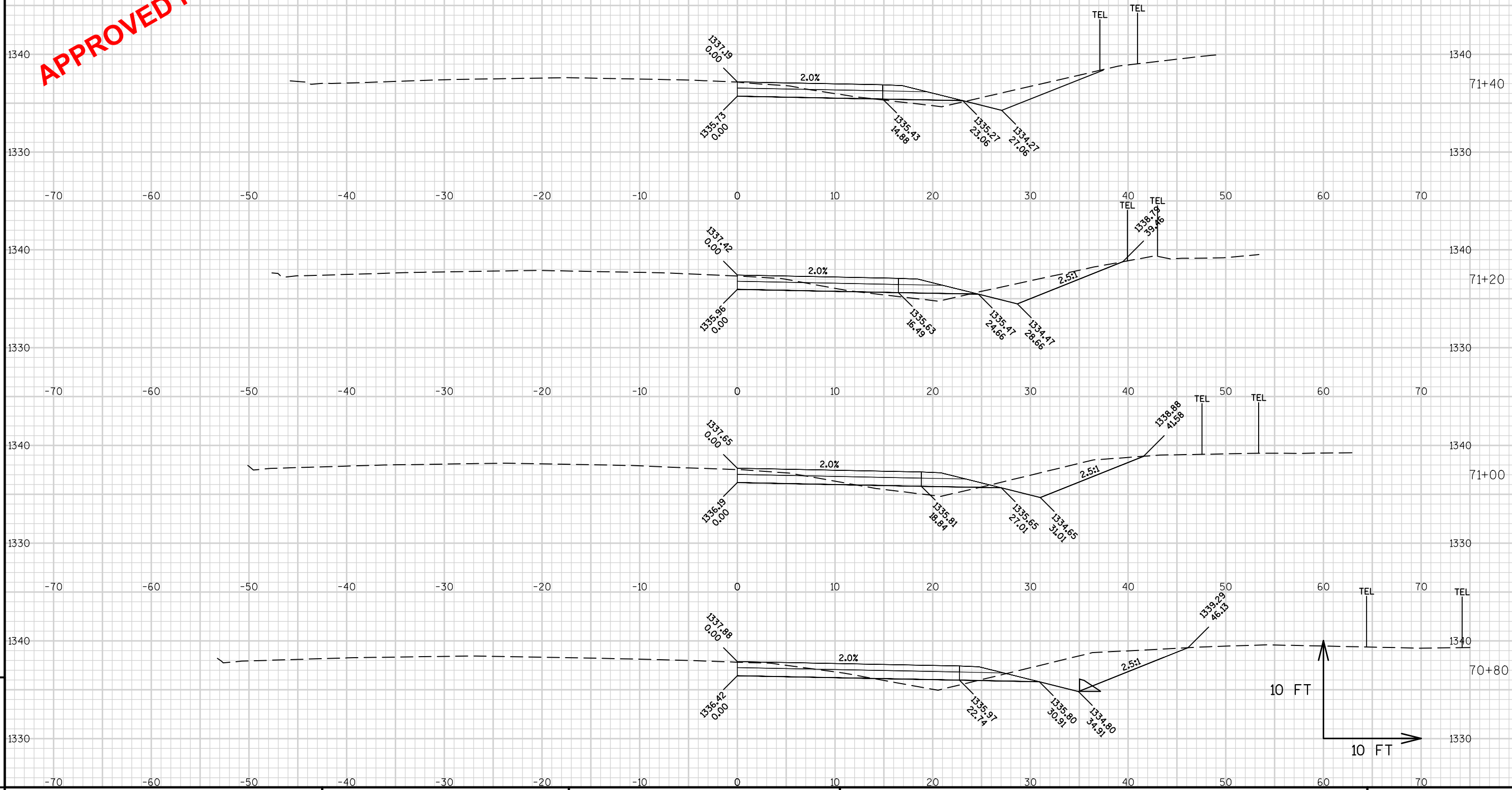
PLOT BY : GARY COLBERT

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49

60% PLAN
APPROVED FOR UTILITY USE



PROJECT NO:1000-08-88

HWY:USH 8

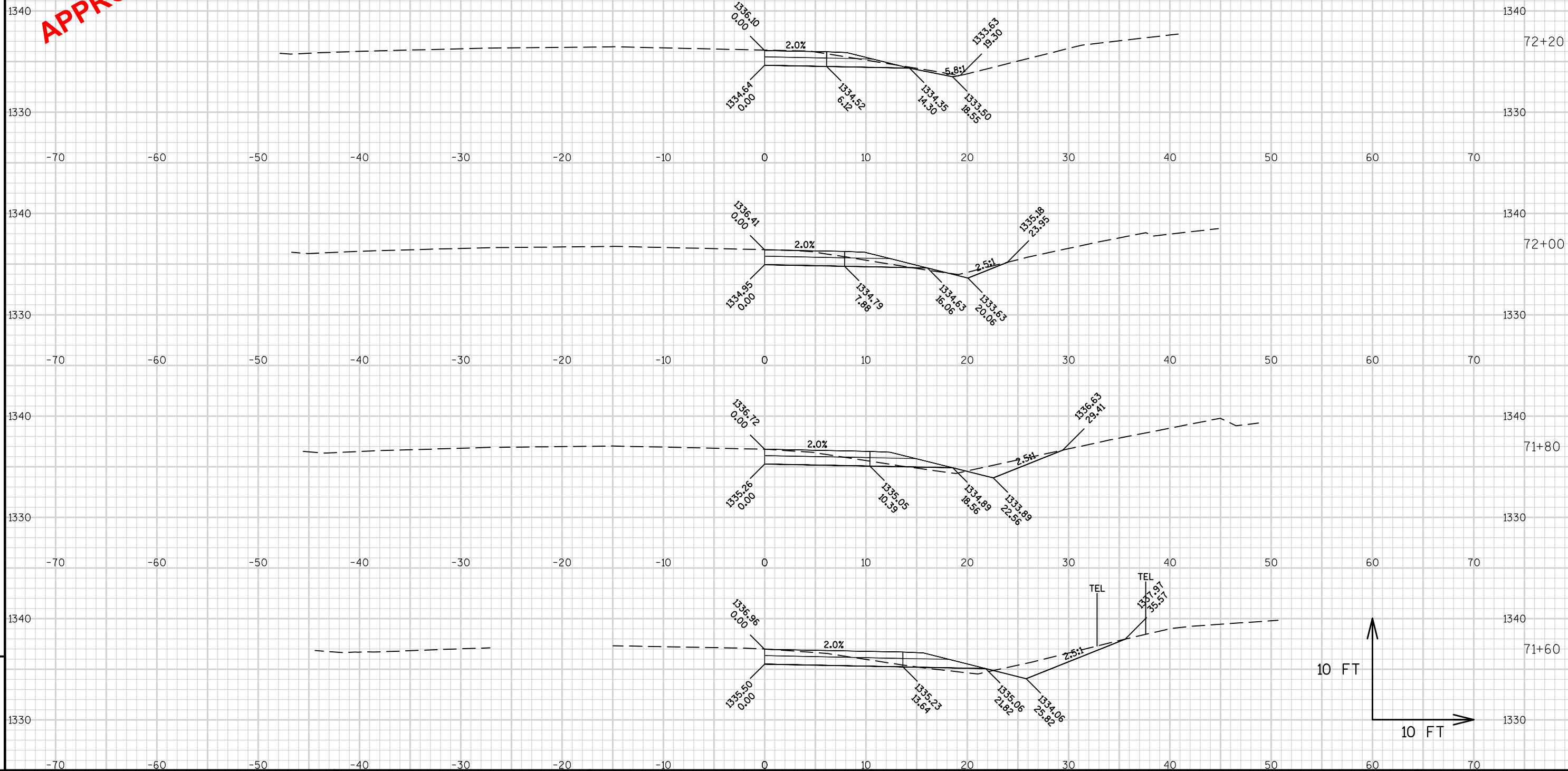
COUNTY:RUSK

CROSS SECTIONS: LOCATION #4 - SE QUAD EDGE OF PAVEMENT

SHEET

E

60% PLAN
APPROVED FOR UTILITY USE



PROJECT NO:1000-08-88

HWY:USH 8

COUNTY:RUSK

CROSS SECTIONS: LOCATION #4 - SE QUAD EDGE OF PAVEMENT

SHEET

E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1507_FREIGHT_MITIGATION_OSOW\NC3D_14\SHEETSPLAN\090207_XS-INGRAM_USH8&STH73.DWG
LAYOUT NAME - LOC#4_INGRAM_XS-3

PLOT DATE : 10/13/2015 3:03 PM

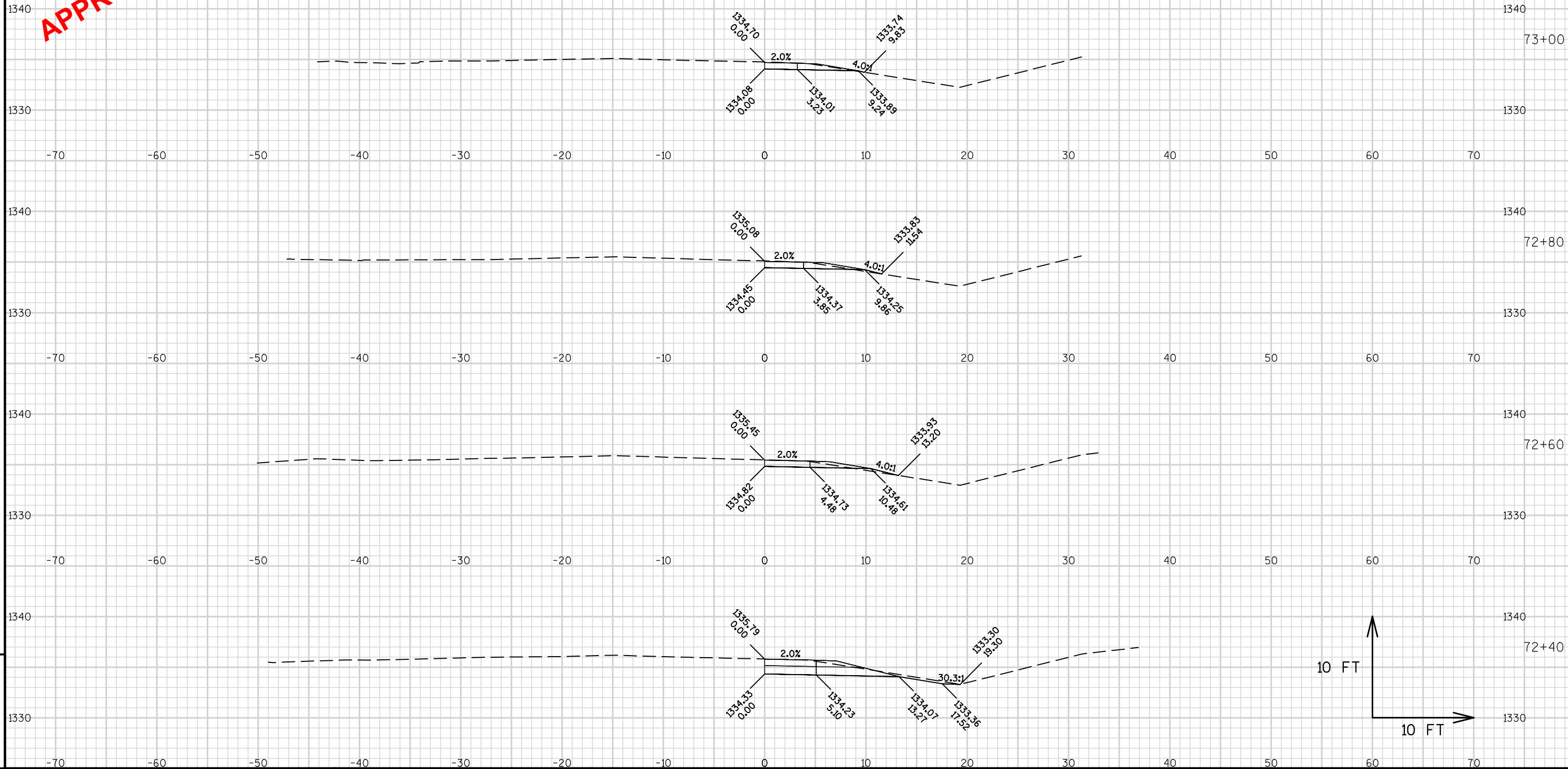
PLOT BY : GARY COLBERT

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49

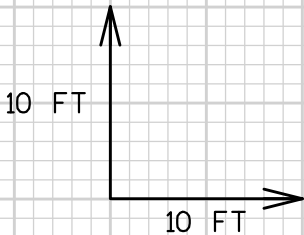
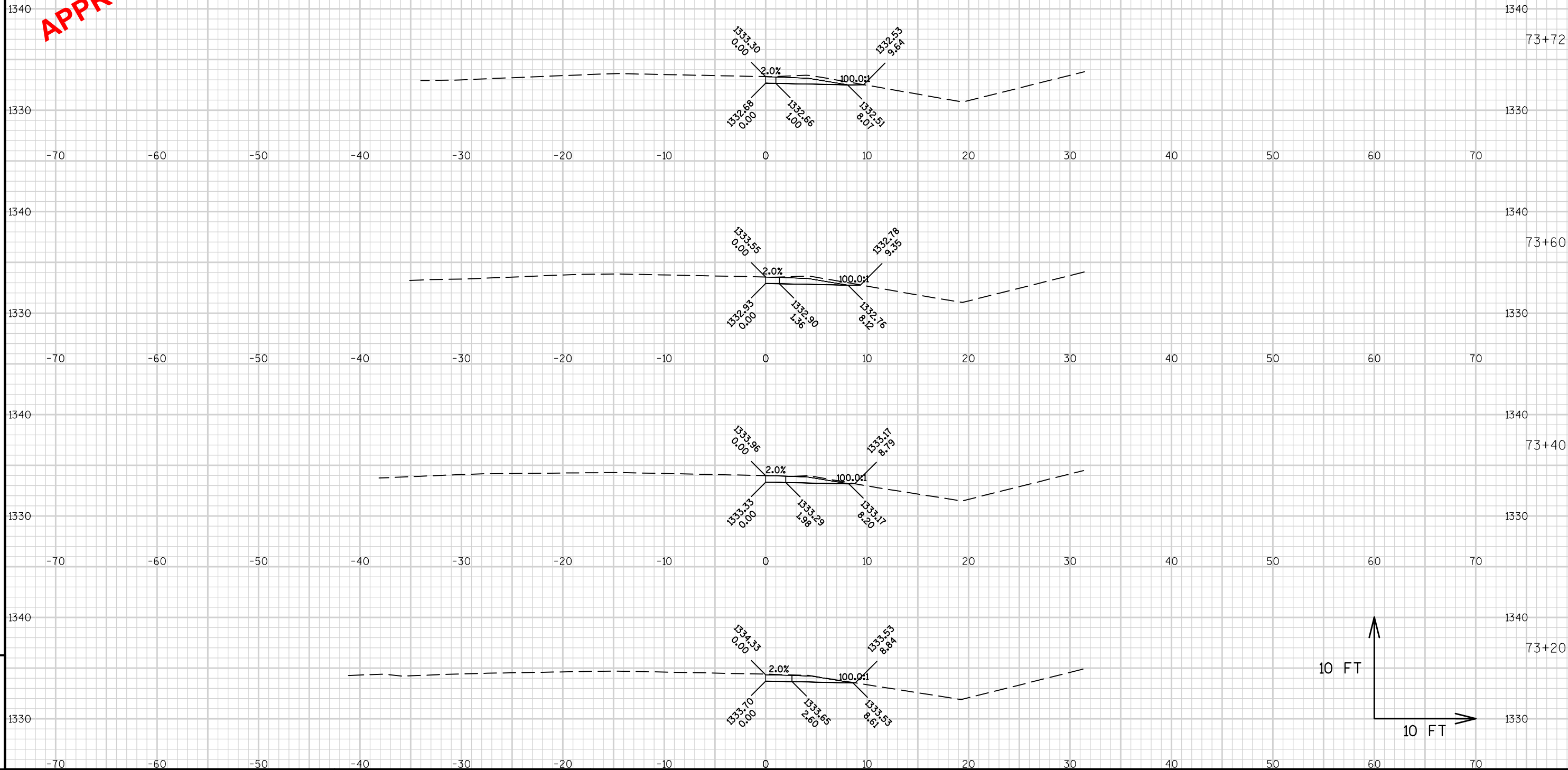
60% PLAN
APPROVED FOR UTILITY USE



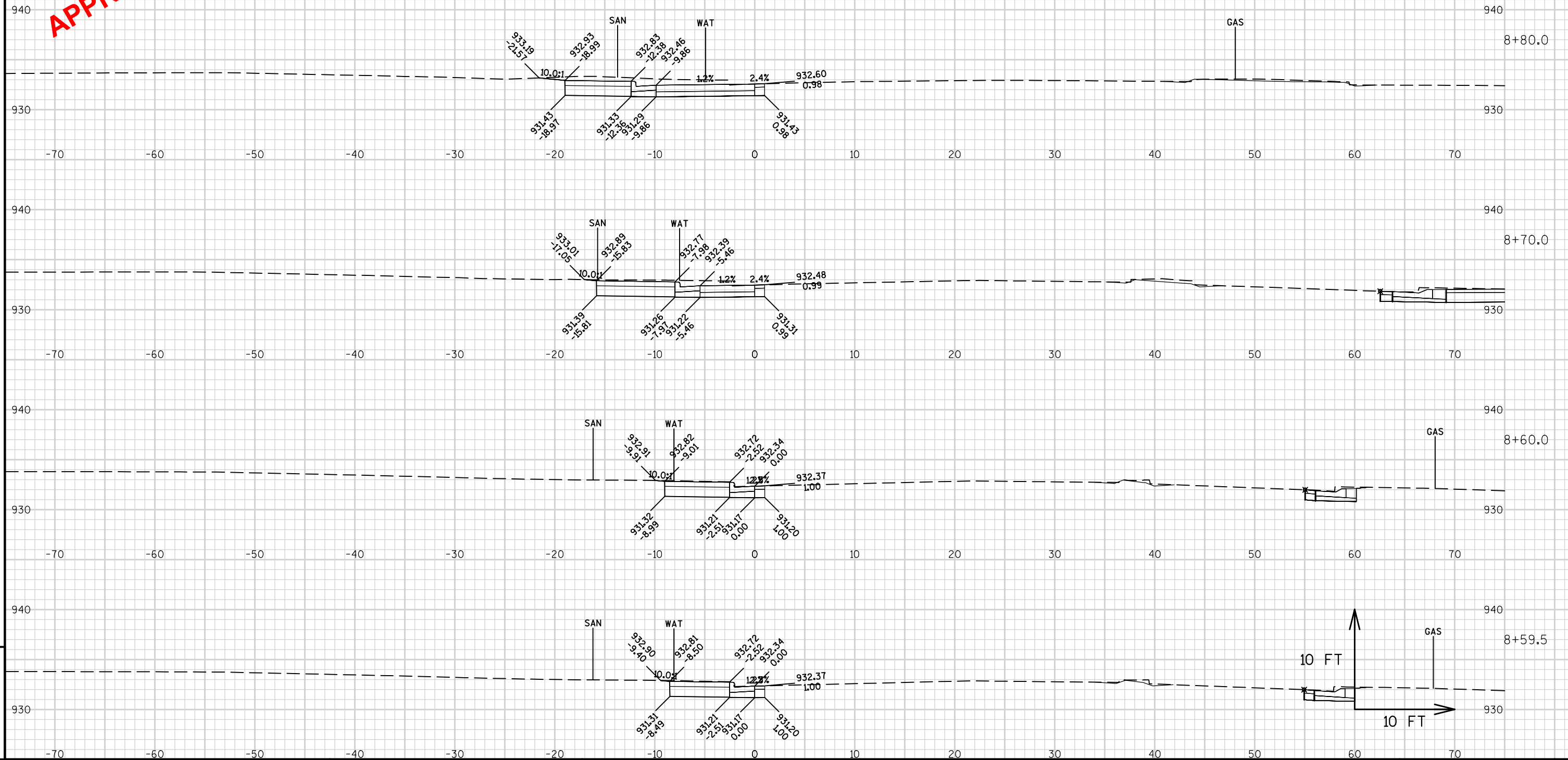
9

9

60% PLAN
APPROVED FOR UTILITY USE



60% PLAN
APPROVED FOR UTILITY USE



PROJECT NO:1000-08-88

HWY:STH 35/STH 77

COUNTY:BURNETT

CROSS SECTIONS: LOCATION #5 - NW QUAD EDGE OF PAVEMENT

SHEET

E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1507_FREIGHT_MITIGATION_OSOW\C3D_14\SHEETSPLAN\090208_XS-DANBURY_STH35&77-NW.DWG
LAYOUT NAME - LOC#8-DANBURYNW_XS-1

PLOT DATE : 10/14/2015 8:21 AM

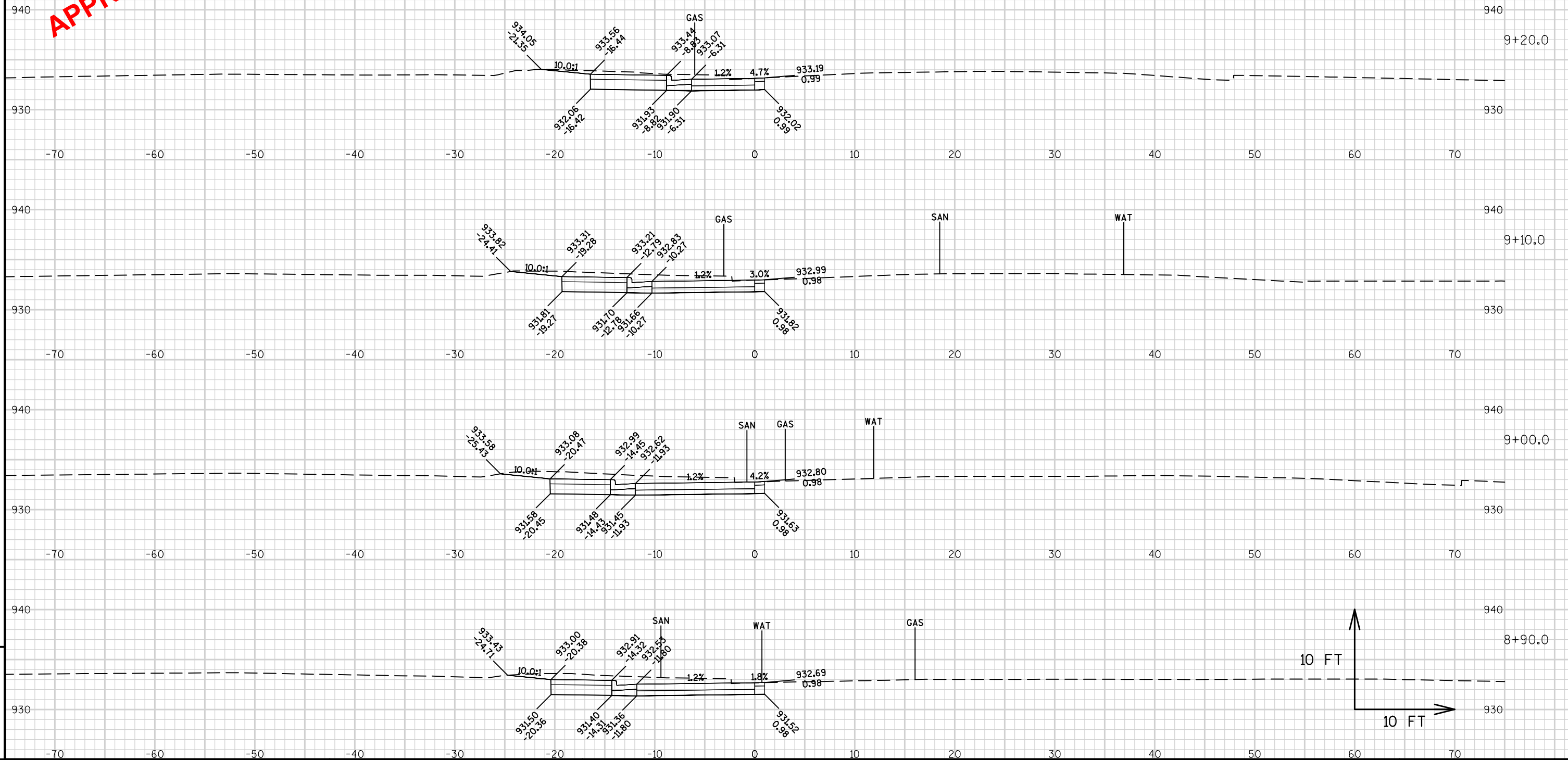
PLOT BY : GARY COLBERT

PLOT NAME :

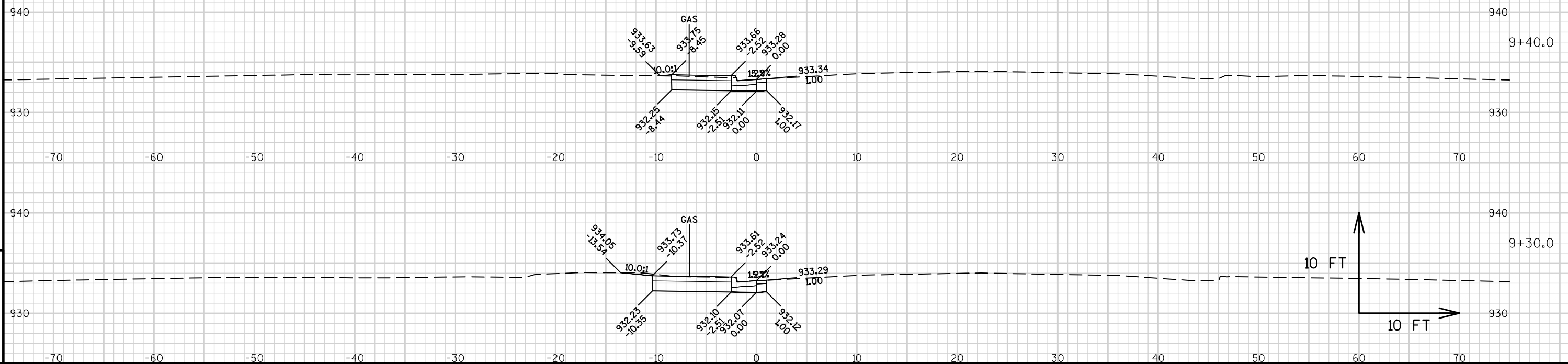
PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 49

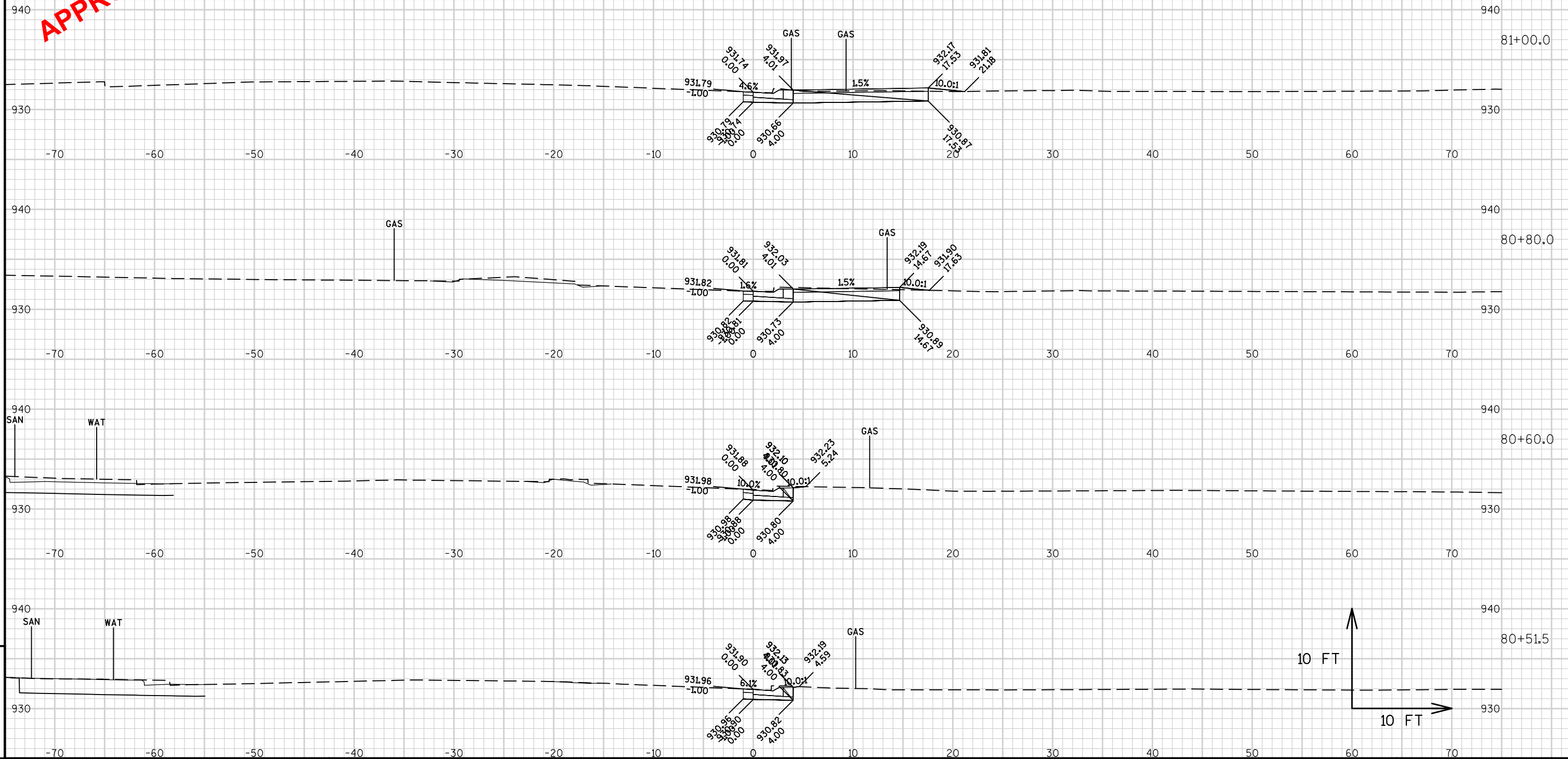
60% PLAN
APPROVED FOR UTILITY USE



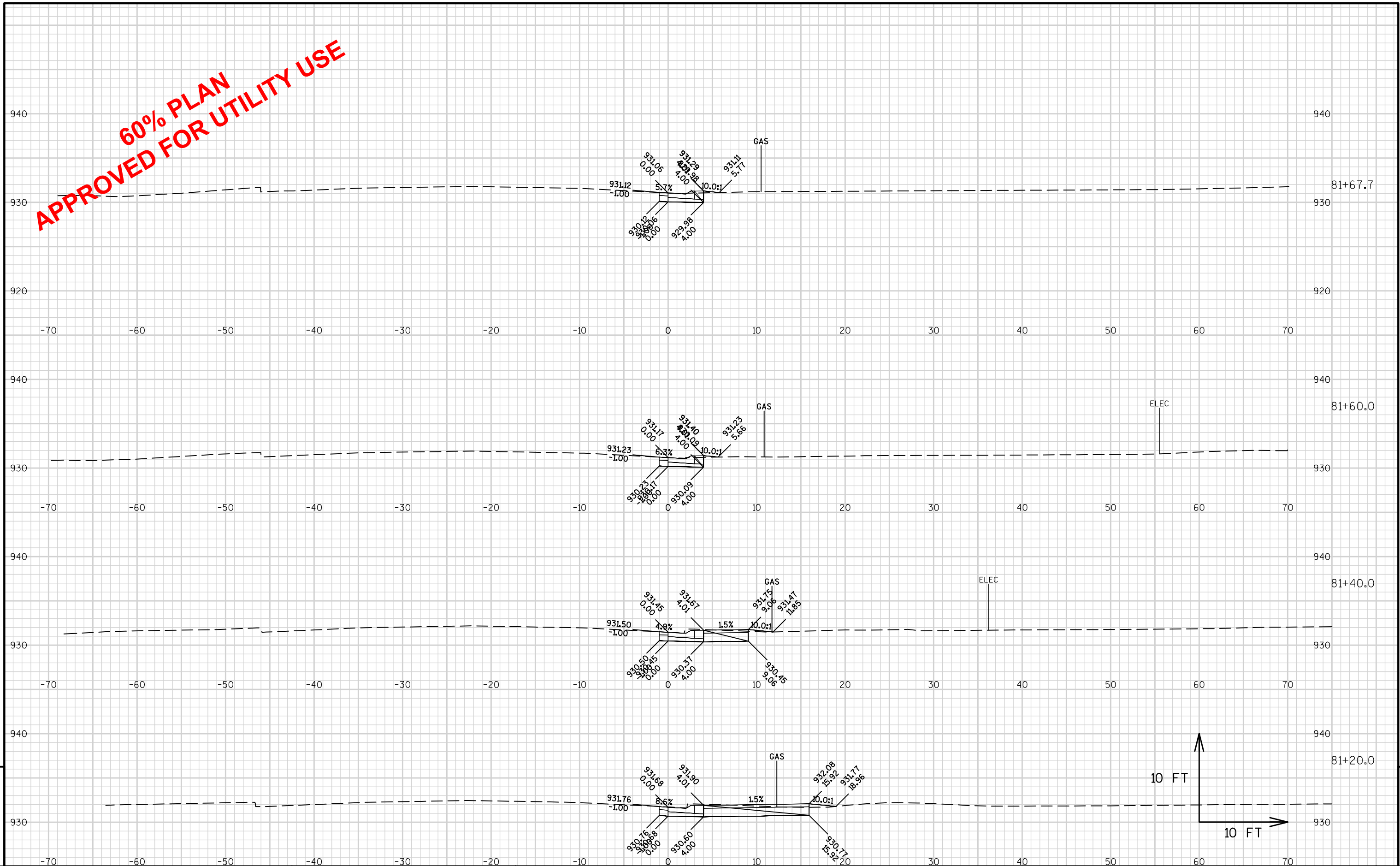
60% PLAN
APPROVED FOR UTILITY USE



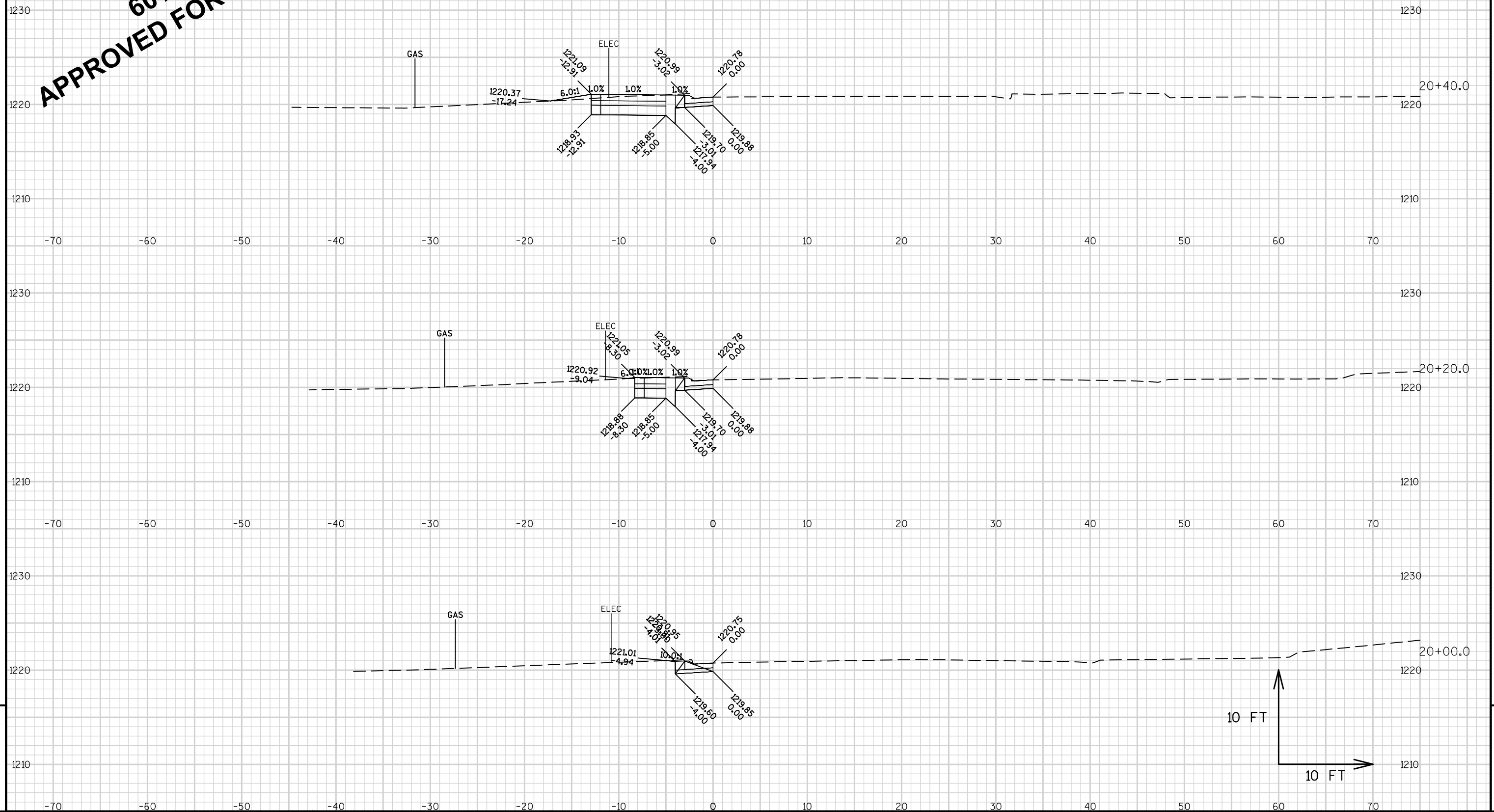
60% PLAN
APPROVED FOR UTILITY USE



60% PLAN
APPROVED FOR UTILITY USE



**60% PLAN
APPROVED FOR UTILITY USE**



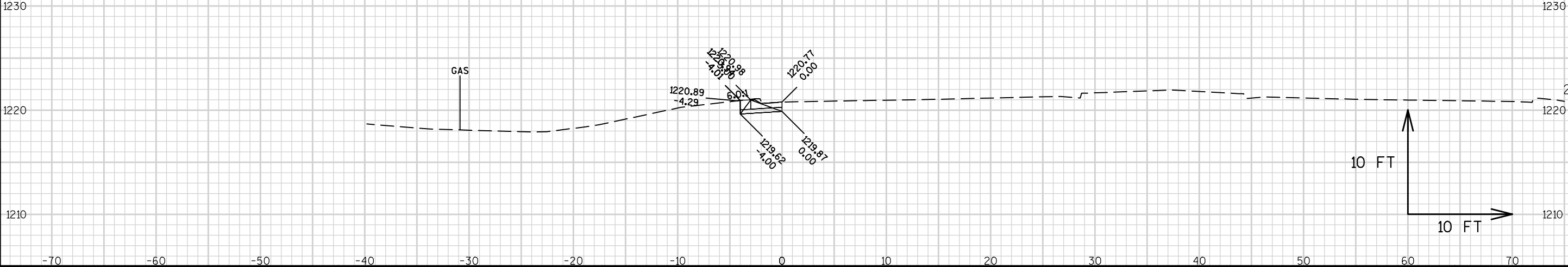
PROJECT NO:1000-08-88

HWY: USH 8/STH 35/208TH ST	COUNTY: POLK
----------------------------	--------------

CROSS SECTIONS: LOCATION #7 - NE QUAD C&G FLAG LINE

SHEET

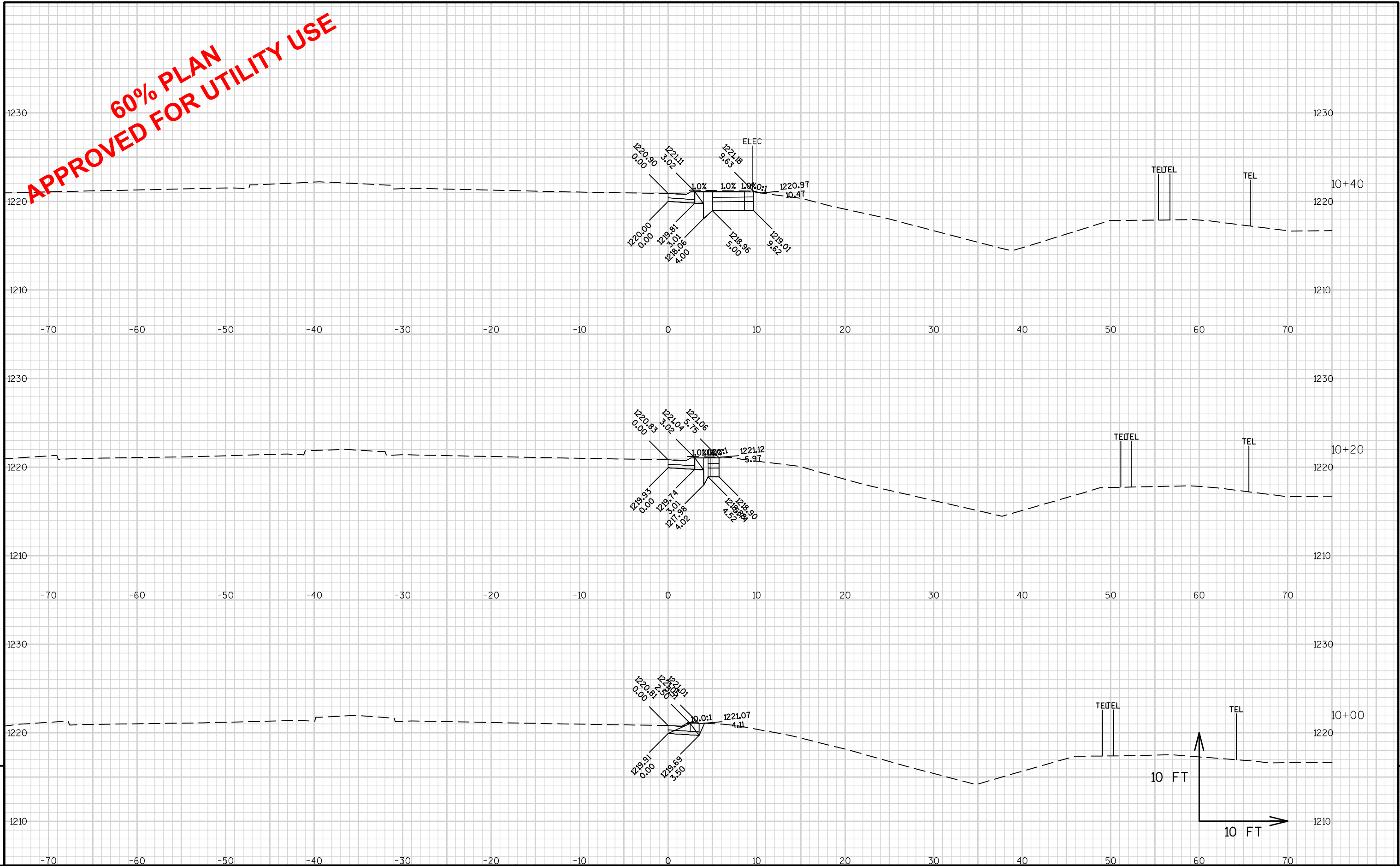
60% PLAN
APPROVED FOR UTILITY USE



9

9

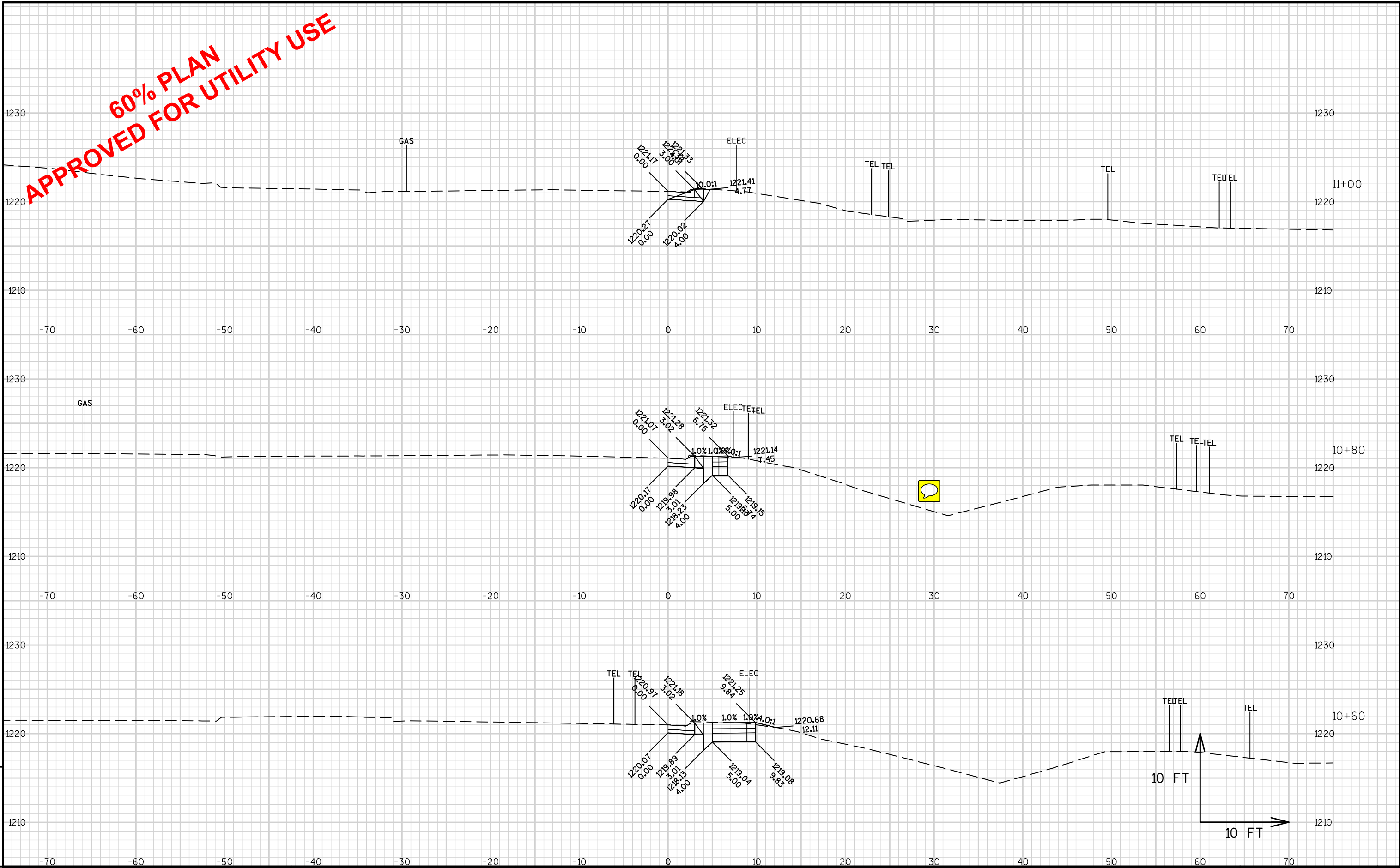
60% PLAN
APPROVED FOR UTILITY USE



9

9

60% PLAN
APPROVED FOR UTILITY USE



9

9

60% PLAN
APPROVED FOR UTILITY USE

