CORRESPONDENCE/MEMORANDUM _____ **State of Wisconsin**

Date: June 4, 2014

To: Beth Cannestra, P.E.
Director, Bureau of Project Development
Attn: Don Greuel, P.E. (Project Services Chief)

From: Don Gutkowski, P.E.
Northwest Region

Subject: DESIGN STUDY REPORT
Project I.D. 1560-31-00
Cumberland - Spooner
Woodyard Road to CTH B (East)
USH 63
Washburn County

Having considered the economic and social effects of this project, its impact on the environment, and its consistency with the goals of community planning, we request your approval of the attached design study report.

Mark B. Hyde 6/4/14
Region Project Development Chief Date

Concur:

for John J. Stolpa 6/5/14
Bureau of Project Development, Date
Project Services Chief

DESIGN STUDY REPORT

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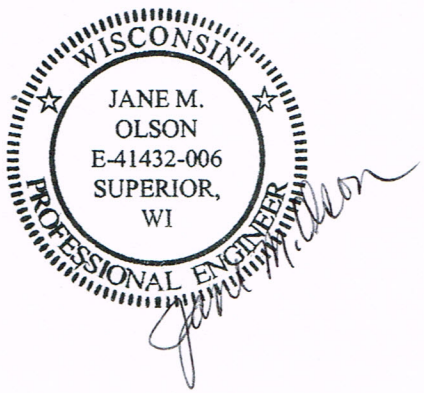


DESIGN STUDY REPORT

1.0 PROJECT DESCRIPTION AND NEED

1.1. Federal Oversight Project (Yes or No): Yes

1.2. Project Length & Termini

Project Length: 4.896 miles

Termini/Limits:

Cumberland - Spooner, Woodyard Road to CTH B (East), (Sta. 625+00-Sta. 883+53.47) See location map.

1.3. Functional Classification/Access Control

Roadway Name	Functional Class (Arterial, Collector or Local)	Rural, Urban or Transitional	Corridors 2020 or Backbone (No or State which)	NHS Route (Yes or No)	Long Truck Route(No or state Federal or State)	Access Control Tier	On Ped. Trans. Plan (Yes or No)	On Bike Trans. Plan (Yes or No)
USH 63	Principal Arterial	Rural	Existing Connector for Corridors 2030	Yes	Yes	Tier 2	No	No

1.4. Need for the Project

Within project limits, the existing USH 63 roadway asphaltic pavement is in poor condition and has reached the end of its service life. The pavement exhibits extensive rutting, cracking , and settling that produces a rough ride and ponding of water during rain events and snow melt. A thin (1-inch) maintenance overlay was placed within project limits in 2005 which proved inadequate, and another thin (1.5-inch) overlay was placed in 2006.

Although the existing USH 63 horizontal alignment and vertical profile, lane widths and shoulder widths meet or exceed 35 mph within the urban segment of the project, lane and shoulder widths are not consistent. There is on-street parking on part of the east side, then no parking and a minimum shoulder width. The 1940 grading project was limited by an active railroad and several railroad buildings adjacent to the highway on the east side, requiring the varying shoulder width. Just south of CTH B (East), USH 63 has a wider shoulder that varies from 6 feet to 11.5 feet and is often used as an unmarked right turn lane.

Existing USH 63 is two-lane, two-way within the limits of the project. An improvement flag was noted in Metamanager (2011 data) to check crashes between Lewis Street (2nd Street) and just north of 5th Avenue in the City of Shell Lake. No improvement flags were noted in the 2012 Metmanager data. Six of the crashes that occurred in this segment were rear end crashes involving vehicles waiting for oncoming traffic to clear before making a left turn.

Within the urban project corridor, there are no continuous accommodations or facilities for bicyclists or pedestrians along USH 63. The lack of bicycle and pedestrian facilities forces pedestrians to walk on the shoulder and bicycles to use the travel lanes at some locations. USH 63 in the City of Shell Lake has two marked crosswalks, one just south of 5th Avenue and one just north of 5th Avenue. During peak times, vehicles park on the roadside shoulder of USH 63 to access local businesses and Memorial Park. Due to the lack of bicycle and pedestrian accommodations or dedicated facilities, significant interaction and potential conflict occurs between drivers and pedestrians/bicyclists.

The storm sewer system in the City of Shell Lake was built in 1940. Much of the city system is conveyed into an existing trunkline located along the east side of USH 63 and is discharged to Sawyer Creek at two locations, one of which has erosion problems. Blind connections, blocked connections, and flow that frequently disjars certain manhole lids characterizes the existing storm water system.

The City of Shell Lake's water and sewer utilities within the project corridor are due for complete replacement,

as they were originally constructed in the 1930's. In order to accomplish this work, the utilities will be replaced in conjunction with the proposed improvement project.

2.0 PRESENT FACILITY

2.1. Posted Speed

Roadway or Roadway Segment	Posted Speed	Advisory Speed
Northbound Woodyard Road to just north of CTH D Station 625+00 - Station 805+00	55 mph	none
Northbound just north of CTH D to just south of West Lake Drive, Station 805+00 - Station 847+00	45 mph	none
Northbound just south of 1st Avenue/West Lake Drive - End of Project, Station 847+00 - Station 883+53.47	35 mph	none
Southbound End of Project to just south of 1st Avenue/West Lake Drive, Station 883+53.47 - Station 841+27	35 mph	none
Southbound just south of 1st Avenue/West Lake Drive to just south of the school entrance, Station 841+27 - Station 805+37	45 mph	none
Southbound just south of the school entrance to Woodyard Road, Station 805+37 - Station 625+00	55 mph	none

2.2. Geometrics

2.2.1. * Horizontal Alignment Features Outside of Desirable or Minimum Design Standards.

* Horizontal Feature (Curve, P.I. Deflection, etc.)	Location (Stationing)	* Size (Radius, P.I. Deflection, etc.)*	* Super-Elevation (s.e.)	Speed Rating
Curve	PC: 856+75 PT: 861+03	Radius: 1909 feet Outside of desirable Minimum Met	2.4%	>30 mph Desirable is 40 mph

***Controlling Criteria**

Comments: See Attached, Horizontal Alignment. There are no P.I. Deflections, Existing superelevation is 2.7% in the rural section in a 55 mile per hour speed zone (60 miles per hour -desirable) and 2.4% in the urban section in a 35 mile per hour speed zone (40 miles per hour -desirable).

2.2.2. * Vertical Alignment Features/SSD Outside Desirable or Minimum Design Standards.

* Vertical Feature (Curve, Vertical Grade Deflection, etc.)	Location (Stationing)	Sag or Crest	* % Grades	K Value/ Grade Deflection	Speed Rating	* SSD** Met (Yes or No/ Length)	DSD Met (Yes or No/ Length)
None							

*Controlling Criteria **SSD = Stopping Sight Distance

Comments: There are no vertical alignment features/SDD outside desirable or minimum design standards.

2.2.3 * Grades and Vertical Clearance Outside Desirable or Minimum Design Standards.

Location (Stationing, Overpass Structures, etc.)	* % Grade	* Vertical Clearance
None		

*Controlling Criteria

Comments: No grades or vertical clearance outside of desirable or minimum design standards. Maximum grade is 2.3%. See As-built plans 385G(2) and 385G(3). Vertical clearance is limited only by overhead utilities. See 2.4 Cross Section for location information.

2.3 Side-Roads/Intersections/Interchanges

2.3.1 Side-roads

Roadway Name	Functional Class	Posted Speed (MPH)	Existing Traffic*** (AADT)	Approach Grades	Pedestrian Facilities (Yes or No)	Bicycle Facilities (Yes or No)
Woodyard Road (West)	Local Road	55	>100	1.48%	No	No
Woodyard Road (East)	Local Road	55	<100	3.41%	No	No
North Woodyard Road (North)	Local Road	55	>100	2.85%	No	No
North Woodyard Road (South)	Local Road	55	<100	2.35% CL- 50' 8.14% Beyond 50'	No	No
Lehman Lake Road	Local Road	55	120	-1.16%	No	No
Heart Lake Road	Local Road	55	120	-3.42%	No	No
Old Hwy 63 Road	Local Road	55	<100	2.39%	No	No
CTH D	Major Collector	35	1200	-1.16%	No	No
Hilltop Road	Local Road	35	270	-4.99%	No	No
North Industrial Drive	Local Street	25	>100	1.34%	No	No
Pederson Drive	Collector	25	450	3.29%	No	No
Industrial Boulevard	Local Street	25	360	1.64%	No	No
Third Street/Merritt Drive	Local Street	25	250	-2.78%	No	No
West Lake Drive	Collector	25	1200	5.85%	No	No
1st Avenue	Local Street	25	>100	-3.04%	No	No
2nd Avenue	Local Street	25	>100	-6.12%	No	No
4th Avenue	Local Street	25	>100	-3.32%	Yes	No
5th Avenue/Main Avenue	Collector	25	480	-1.35%	Yes	No
6th Avenue/CTH B (West)	Major Collector	25	1500	3.90%	No	No
Playground Drive	Local Street	25	<100	-8.89%	No	No
Peterson Court	Local Street	25	<100	-2.19%	No	No
CTH B (East)	Major Collector	35	1400	2.83%	No	No

*****If Existing Traffic volumes are not available, then state at a minimum whether AADT is assumed to be <100 or >100.**

Comments: None

2.3.2 Intersections

Intersecting Roadway Names	Intersect. Type	* Intersect. Angle	Traffic Control	* SSD** Met [(Y/N) / Length]	ISD** Met [(Y/N) / Length]	DSD** Met [(Y/N) / Length]	Vision Triangle (Y/N)	Corner Clearance To Driveways Present (Y/N)
Woodyard Road (West)	C	46° 54' 30"	2-way Stop	Y >570'	Y >1150' L &R	Y >1000'	N	Yes
Woodyard Road (East)	C	46° 3' 39"	2-way Stop	Y >570'	Y >1500' L & R	Y >1000	N	Yes
North Woodyard Road (North)	C	135° 24' 25"	2-way Stop	Y >570'	Y >1600' L& R	Y 2546'	N	Yes
North Woodyard Road (South)	C	35° 01' 06"	2-way Stop	Y >570'	Y >1600' L& R	Y 2546'	N	Yes
Lehman Lake Road	C	93° 8' 57"	1 way Stop	Y >570'	Y >1200' L & R	Y >1000'	N	Yes
Heart Lake Road	C	66° 13' 19"	1-way Stop	Y >570'	Y >1200' L & R	Y >1000'	N	Yes
Old Hwy 63 Road	C	91° 16' 50"	1-way Stop	Y >570'	Y >1200' L & R	Y >1000'	N	Yes
CTH D	A	68° 35' 59"	2-way Stop	Y >570'	Y >2900' L & R	Y >1000'	Y	Yes
Hilltop Road	C	66° 12' 09"	2-way Stop	Y >570'	Y >2900' L & R	Y >1000'	N	Yes
North Industrial Drive	C	89° 56' 01"	2-way Stop	Y >425'	Y >2000' L & R	Y >1000'	Y	Yes
Pederson Drive	C	77° 42' 44"	2 way Stop	Y >425'	Y >2000' L & R	Y >1000'	Y	Yes
Industrial Boulevard	C	91° 52' 17"	2-way Stop	Y >425'	Y >2000' L 1100' R	Y 1335'	Y	Yes
Third Street /Merritt Drive	C	81° 21' 23"	2-way Stop	Y >425'	Y 1100' L >2000' R	Y 1335'	Y	Yes

Intersecting Roadway Names	Intersect. Type	* Intersect. Angle	Traffic Control	* SSD** Met [(Y/N) / Length]	ISD** Met [(Y/N) / Length]	DSD** Met [(Y/N) / Length]	Vision Triangle (Y/N)	Corner Clearance To Driveways Present (Y/N)
West Lake Drive	B	89° 46' 33"	2-way Stop	Y >305'	Y 900' L >1000' R	Y 1101'	Y	Yes
1st Avenue	Urban	65° 38' 58"	2-way Stop	Y >305'	Y >1000'L 900' R	Y 1101'	N	No
2nd Avenue	Urban	80° 36' 10"	1-way Stop	Y >305'	Y >1000' L & R	Y >850'	Y	Yes
4th Avenue	Urban	68° 3' 48"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	N	No
5th Avenue/Main Avenue	Urban	57° 2' 23"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	N	Yes
6th Avenue/CTH B (West)	B - Urban	55° 58' 59"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	N	No
Playground Drive	Urban		1-way Stop	Y >305'	Y 900' L >1000' R	Y >600'	Y	Yes
Peterson Court	Urban	90°	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	Y	Yes
CTH B (East)	B- Urban	68° 27' 43"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	Y	Yes

***Controlling Criteria**

****SSD=Stopping Sight Distance, ISD=Intersection Sight Distance, and DSD=Decision Sight Distance (See FDM 11-25-1).**

Comments:

2.3.3 Interchanges

Comments: Do not exist on project.

2.4 Cross Section

Number of roadways: one.

Number of lanes: 2.

Median width: Does not exist on project.

* Lane width: 12 feet

* Shoulder width (Total and Paved or Curb & Gutter):

- Woodyard Road to just south of 1st Avenue/West Lake Drive: 6-foot with 3-foot paved and 3-foot gravel. (Station 625+00-Station 845+70).
- 1st Avenue/West Lake Drive to about 200 feet south of 4th Avenue: Left is 8-foot to the flag of the curb; Right varies from 11-foot to 13-foot, 10-foot paved and 1 to 3-foot gravel. (Station 845+70-Station 855+60).
- 200 feet south of 4th Avenue to just north of 6th Avenue(CTH B (west)): Left is 8-foot to the flag of the curb; Right is 8-foot to 12-foot to the flag of the curb. (Station 855+60 - Station 866+26).
- Just north of 6th Avenue (CTH B (west)) to Peterson Court: Left is 10-foot gravel; Right is 4-foot to the flag of a 30-inch curb and gutter. (Station 866+26-Station 874+67).
- Peterson Court to just south of CTH B (east); Left varies from 8-foot to 13-foot, with 3-foot to 8-foot paved and 5-foot gravel; Right is 4-foot to 9.5-foot paved to the flag of the 30-inch curb and gutter. (Station 874+67-Station 881+32).
- Just south of CTH B (east) to just north of CTH B (east) Left is 13-foot with 8-foot paved and 5-foot gravel; Right varies from 4-foot to 7-foot with 3-foot paved and 1-foot to 4-foot gravel.

Bicycle Facility Type: Woodyard Road to CTH B (east) shown on the Washburn County (South) Wisconsin Bicycle Map as being a High Volume Undesirable location for bicycle travel.

Sidewalk and curb ramps: Within the City of Shell Lake, sidewalk exist on the west side of USH 63 from the south side of 5th Avenue(Main) extending northerly to just south of 6th Avenue(CTH B (west)). There are two existing curb ramps on 5th Avenue(Main) on the north and south side of the intersection with USH 63.

* Cross slope: 2%

* Super-elevation: 2.7% Maximum

* Horizontal clearance: 18-foot minimum horizontal clearance at beam guard location, Station 659+80-Station 662+40 Right

Clear Zone: 18 feet from the traveled way.

* Vertical clearance: The only vertical clearance obstructions are utility overhead crossings of USH 63 at Heart Lake Road, Old Hwy 63, CTH D, Cenex Gas Station, north of 1st Avenue/West Lake Drive, near 4th Avenue and just south of 6th Avenue CTH B (west).

Side-slopes and Ditch sections: Ditch sections 6:1, inslope 4:1 backslope normal with various locations of inslopes just steeper than 3:1, and 2:1 behind beam guard locations. (See section 4.3)

*Controlling Criteria

2.5 Pavement Structure/Condition

Roadway	Pavement Types & Thicknesses	Physical Description
Station 625+00 - Station 829+30	4-inch recycled bituminous surface over 7-inch crushed aggregate over existing 9-inch-6.5-inch-9-inch PCC Pavement	Heavy cracking
Station 829+30 - Station 850+02	3-inch recycled bituminous surface over existing 9-inch-6.5-inch-9-inch PCC Pavement	Heavy cracking
Station 850+02 - Station 855+60	3-inch recycled bituminous surface over 4-inch bituminous base over various depth gravel existing 9-inch-6.5-inch-9-inch PCC Pavement	Heavy cracking
Station 855+60 - Station 864+25	3-inch recycled bituminous surface over 4-inch bituminous base over 8-inch crushed aggregate base course	Heavy cracking
Station 864+25 - Station 866+26	3-inch recycled bituminous surface over 4-inch bituminous base over various depths crushed aggregate base course over existing 9-inch-6.5-inch-9-inch PCC Pavement	Heavy cracking
Station 866+26 - Station 874+67	3-inch recycled bituminous surface over 4-inch bituminous base over 8-inch crushed aggregate base course over various depth granular subbase over existing 9-inch-6.5-inch-9-inch PCC Pavement	Heavy cracking
Station 874+67 - Station 883+53.47	2-inch recycled bituminous surface over 4-inch bituminous base over 4-inch crushed aggregate base course over existing broken concrete pavement	Heavy cracking

2.6 Right Of Way

2.6.1 Encroachments

Location (Station & Distance Left or Right)	Encroachment Type
694+40 60 feet Left (R/W - 100 feet)	Non-permitted sign
808+50, 60 feet Right	Non-permitted sign
824+89, 60 feet Right	Non-permitted sign
827+00, 60 feet Right	Non-permitted sign
829+50, 60 feet Right	Non-permitted sign
877+50, 50 feet Left	On-premise sign

See Attached Encroachment Report.

2.6.2 Unique Right of Way Issues:

The City of Shell Lake's Memorial Park lies just east of a northern portion of the project. The project proposes to construct a shared-use path for the city within the city-owned abandoned railroad grade adjacent to Memorial Park. The proposed shared-use path will be constructed with City of Shell Lake and state dollars. See the Attached State Municipal Agreement (SMA). Work will be allowed on the city-owned abandoned railroad property via temporary limited easement.

2.7 Structures

Comments: Structures do not exist on project.

2.8 Utilities

Utility Name	Type of Utility	General Location	Underground/ Overhead/Both
City of Shell Lake	Sanitary Sewer	On west side of USH 63 south of 1st Avenue north to 2nd Avenue; crosses USH 63 between 4th Avenue and 5th Avenue. Forced main from Third Street south to Pederson Drive, where it crosses USH 63 to North Industrial Drive.	Underground
City of Shell Lake	Water	Crosses USH 63 at 5th Avenue and Pederson Drive. West side of USH 63 south of 1st Avenue to Pederson Drive.	Underground
We Energy - Gas	Gas	Crossings on USH 63 just south of Hilltop Road and CTH D, just south of 1st Avenue/West Lake Drive, just south of the alley between 4th Avenue and 5th Avenue, at the alley between 5th Avenue and 6th Avenue, at 6th Avenue, along the centerline of Playground Drive, Several locations near the proposed shared-use path.	Underground
Xcel Energy	Electricity	On the east side of USH 63, electric from Woodyard Road to Hilltop Road and CTH D. USH 63 overhead crossing at Hilltop Road and CTH D, just north of CTH D, just south of Third Street, West Lake Drive to 1st Avenue, the alley between 5th Avenue and 6th Avenue, and just north of CTH B (east). It travels along the west side of USH 63 from just south of Pederson Drive to just north of Third Street. On the west side of USH 63 from 3rd Avenue to 4th Avenue. On the east side of USH 63 from Playground Drive to CTH B(east).	Overhead

Barron County Electric	**Electricity**	**Crosses USH 63 just south of Woodyard Road. One phase overhead X3 is located just north of North Woodyard Road. Three phase overhead located at Heart Lake Road and travels north to just north of Old Highway 63 on the west side of USH 63.**	**Overhead**
Century Link	**Communication Line**	**East side of Woodyard Road northward to Lehman Lake Road. East and west side of USH 63 northward to Heart Lake Road, east side of USH 63 to Old Highway 63, east and west side from Old Highway 63 to West Lake Drive, east side of USH 63 to the end of the project just north of CTH B(east).** **Crossings of USH 63 include the following locations: Heart Lake Road, between Heart Lake Road and Old Highway 63, just south of Pederson Drive, West Lake Drive/1st Avenue, alley between 4th Avenue and 5th Avenue, alley between 5th Avenue and 6th Avenue and CTH B(east).**	**Underground and overhead**
Charter Communications	**Communication Line**	**Underground fiber optic cable located on the west side of USH 63 from Woodyard Road to just south of Heart Lake Road where it crosses to the east side of USH 63 and becomes Aerial fiber optics on power poles to just south of Hilltop Road and CTH D. The fiber optics line becomes underground just north of CTH D. The underground fiber optics line extends northward to the alley between 5th Avenue and 6th Avenue. Some underground coaxial cable is located on the west side of USH 63 extends a short distance between Pederson Drive and Third Street. Some aerial coaxial cable is on the west side of USH 63 between Pederson Drive and Third Street. Aerial Coaxial and Fiber Optics cables extend northward from 6th Avenue on the east side of USH 63 to CTH B(east), then follows the south side of CTH B(east)..** **Crossings of USH 63 include the following: Underground fiber optics cable just south of Industrial Drive/Pederson Drive, Aerial Coaxial cable half way between Industrial Drive and Industrial Boulevard, Aerial Coaxial cable just north of West Lake Drive, Aerial Coaxial Cable and Fiber Optics Cable cross USH 63 at the alley between 5th Avenue and 6th Avenue.**	**Underground and overhead**

Comments: None

2.9 Railroad Crossings

Comments: Do not exist on project.

2.10 Special Soils Conditions

Project soils include Feeon, Very Stoney; Graycalm Loamy Sand; Haugen Sandy Loam; Magnor Very Stoney; Menahga Sand; Rosholt Sandy Loam; Wurtsmith Loamy Sand. The native soils silty sand and silty soil are very erodible in the raw state. Every means necessary should be used to retain the soil within the project in the event of heavy rains. Silt fence for silty soils should be used, even though the soils are mixed along the project. The native soils throughout the project are only moderately corrosive to both uncoated steel and concrete pipes, but the marsh soils are highly corrosive to uncoated steel. The soils report recommended to use aluminum or aluminized steel pipe in marshes if any of the existing pipes are to be replaced or extended.

2.11 Unique Project Features

Memorial Park is adjacent to the city-owned abandoned railroad property just east of the project in the City of Shell Lake. Community Sensitive Design monies and City of Shell Lake are participating in improvements to the park, which include constructing a 10-foot wide pedestrian/bicycle shared-use path from Industrial Boulevard to CTH B (east) to improve mobility within the city-owned property and park. See attached State Municipal Agreement (SMA). A man-mane Monarch butterfly habitat exists within the city-owned property, which will be partially destroyed and possibly relocated.

3.0 TRAFFIC

3.1 Traffic Volumes/Conditions

Woodyard Road to Heart Lake Road, 2014 AADT - 3700

Heart Lake Road to CTH D/Hilltop Road, 2014 AADT - 4300

CTH D/Hilltop Road to CTH B (west), 2014 AADT - 6900

CTH B (west) to just north of CTH B (east), 2014 AADT - 5000

3.1.1 See attached Traffic Forecast Report - Attachment 6

3.1.2 Highway Capacity Analysis

Location (Roadway Segment or Intersection)	Existing Level of Service	Design Year Level of Service Under Existing Roadway	Design Year Level of Service Under Proposed Roadway
Woodyard Road to Heart Lake Road	3.11 - C	3.33 - C	3.33 - C
Heart Lake Road to CTH D	3.07 - C	3.41 - C	3.41 - C
CTH D to West Lake Drive/1st Avenue	3.07 - C	3.07 - C	3.07 C
West Lake Drive/1st Avenue to Lewis Street	2.26 - B	2.32 - B	2.32 - B
Lewis Street to CTH B	2.36 - B	2.45 - B	2.45 - B
CTH B to End of Project	2.44 - B	2.50 - B	2.50 - B

Comments: LOS from Metamanager

3.2 Crash Analysis

3.2.1 Project Crash Information

Roadway	Crash Rate [1] from Metamanager (2008-2012.)	Statewide Crash From Metamanager Rate [1] (2012)	Number & Severity of Crashes			
			Fatal	Injury	Property Damage	Total No. Crashes
Woodyard Road - Station 694+84 (Sta. 625+14- 694+84)	84.480	68.850	0	0	3	4 (0.8/year)
Station 694+84 - Heart Lake Road (Sta. 694+84 -750+28)	25.173	68.850	0	1	1	2 (0.4/year)
Heart Lake Road - CTH D (Sta.750+28 - 804+14)	31.647	68.850	0	0	2	2 (0.4/year)
CTH D - Station 807+30 (Sta. 804+14- 807+30)	108.198	68.850	0	2	8	11 (2.2/year)
Station 807+30 - West Lake Drive (Sta.807+30 - 845+25)	0.000	233.382	0	0	0	0 (0/year)
West Lake Drive - Lewis Street (Sta. 845+25 - 853+00)	91.968	233.382	0	0	1	2 (0.4/year)
Lewis Street - 5th Avenue (Sta. 853+00 - 862+00)	150.592	233.382	0	1	1	2 (0.4/year)
5th Avenue - Station 863+06 (Sta. 862+00 - 863+06)	0.000	233.382	0	0	0	0 (0/year)
Station 863+06 - CTH B (west) (Sta. 863+06 - 867+00)	79.446	233.382	0	0	1	1 (0.2/year)
CTH B (west) - CTH B (east) (Sta. 867+00 - 883+53	81.651	233.382	0	2	2	4 (0.8/year)

[1] Crash rate based on 100 million vehicles miles traveled (100 MVMT)

Comments: Information from Metamanager September 2013 data. See Attached Safety Screening Analysis

3.2.2 Significant Crash Locations or Patterns

Location or Pattern	Year	Number & Severity of Crashes				Crash Rate[(2)]	Possible Factors Contributing to Crashes
		Fatal	Injury	Property Damage	Total		
Station 853+00- Station 862+00	2007-2013	0	3	7	10	333.7	Rear ending of left turning traffic waiting for oncoming traffic to clear accounted for 6 crashes in 7 years. No existing left turn lane.

[(2)] **Crashes per million entering vehicles (MEV)**

Comments: Two-way left turn lane (TWLTL) will improve safety for the left turning vehicles between 1st Avenue and 6th Avenue/CTH B (east).

4.0 PROPOSED DESIGN CRITERIA

4.1 Design Class

Roadway or Roadway Segment	Design Class
Woodyard Road to CTH B (east)	3RA3

4.2 * Design Speed

Roadway or Roadway Segment	Design Speed	Posted Speed
Northbound Woodyard Road to just north of CTH D Station 625+00- Station 805+00	60 mph	55 mph
Northbound just north of CTH D to just south of West Lake Drive/1st Avenue, Station 805+00 - Station 847+00	50 mph	45 mph
Northbound just south of West Lake Drive/1st Avenue to End of Project, Station 847+00 - Station 883+53.47	40 mph	35 mph
Southbound End of Project to just south of 1st Avenue/West Lake Drive, Station 833+53.47 - Station 841+27	40 mph	35 mph
Southbound just south of 1st Avenue/West Lake Drive to just south of the school entrance, Station 841+27 - Station 805+37	50 mph	45 mph
Southbound just south of the school entrance to Woodyard Road, Station 805+37 - Station 625+00	60 mph	55 mph

*** Controlling Criteria**

4.3 Design Criteria Outside Of Desirable Standards

Existing foreslopes are typically 4:1 slopes within the clear zone. Some foreslopes are 3:1 or just less on tangent sections.

Inslopes steeper than 4:1 on the outside of a horizontal curve are located at the following stations.

Station 719+25 - Station 720+75 Right

Station 722+50 - Station 735+16 Right

Inslopes just steeper than 3:1 are located at the following locations:

Station 625+00 - 626+00 Left

Station 628+75 - 628+90 Right

Station 643+00 - 647+50 Right

Station 652+50 Left

Station 658+50 - Station 662+50 Right (2:1 slopes behind beam guard)

Station 670+50 - Station 674+00 Left

Station 697+00 - Station 679+50 Left

Station 698+50 Right - end of 36-inch culvert pipe

Station 701+50 - Station 702+50 Right

Station 706+50 - Station 708+25 Left

Station 708+50 - Station 710+50 Right

Station 717+00 - Station 718+00 Left

Station 719+06 Left and Right, at 24-inch RCCP culvert

Station 756+05 Right 36-inch RCCP culvert

Station 762+50 Right

Station 818+50 Right

Station 822+50 Right

4.4 Exceptions To Standards

An exception to standards for non-controlling criteria side slopes and intersection angles at the following intersections: Woodyard Road (East and West), North Woodyard Road (North and South), 5th Avenue and 6th Avenue is attached. See attached Exceptions to Standards for Non-Controlling Criteria Side Slopes and Exception to Standards for Non-Controlling Criteria Intersection Angles. See Attached Safety Screening Analysis.

4.4.1 Safety Screening Analysis (SSA) and Programmatic Exception to Standards per FDM 11-1-4 (3R projects and Preventive Maintenance (PM) Group I and Group II pavement strategy projects)

See attached Safety Screening worksheets for locations and details of Crash Flags, Improvement Flags within the project limits.

National Highway System (NHS) Roadway- Substandard Geometric Features Covered by a Programmatic Exception to Standards (3R & PM projects)

NHS roadway name: USH 63

Location					
Sta.	to Sta.	RP	to RP	Feature Type	Magnitude of Variance
625+14	694+84	118059	121000	Intersection angle	Desirable - 3R Minimum
					(80°- 100°) - (60°-120°)
				Woodyard Road (west)	33° 05' 30" - 13° 5' 30"
				Woodyard Road (east)	33° 56' 21" - 13° 56' 21"
				North Woodyard Road (north)	35° 24' 25" - 15° 24' 25"
				North Woodyard Road (south)	44° 58' 54" - 24° 58' 54"
694+84	750+28	121000	122000	Intersection angle (inside curve)	(80° - 100°) - (65° - 115°)
				Heart Lake Road	13° 46' 41" - meets min.
750+28	804+14	122000	122102	Intersection angle	(75°- 105°) - (60°-120°)
				CTH D	6° 24' 59" - meets min.
				Hilltop Road	8° 47' 51" - meets min.
845+25	853+00	123015	123029	Intersection angle	(75° - 105°) - (60° - 120°)
				1st Avenue	9° 21' 2" - meets min.
853+00	862+00	123029	123035	Intersection angle	(75° - 105°) - (60° - 120°)
				4th Avenue	6° 56' 12" - meets min.
863+06	867+00	124000	125000	Intersection angle	(75°- 105°) - (60°-120°)
				5th Avenue	17° 57' 37" - 2° 57' 37"
863+06	867+00	124000	125000	Intersection angle	(75°- 105°) - (60°-120°)
				6th Avenue/CTH B (west)	19° 1' 1" - 4° 1' 1"
867+00	883+53	125000	126000	Intersection angle	(75°- 105°) - (60°-120°)
				6th Avenue/CTH B (east)	6° 32' 17" - meets min.

*** This documentation is required only for 3R projects on the National Highway System.**

These substandard features are located on highway segments containing no flags or only Crash Type Flags. These features do not contribute significantly to the crash situation on these segments of highway so these highway segments are covered by the Programmatic Exception to Standards.

See attached map

Comments:

Substandard Geometric Features <u>NOT</u> Covered by a Programmatic Exception to Standards and NOT corrected as part of PM project (PM Group I and Group II pavement strategy projects)

Roadway Name:

Location				Feature Type	Magnitude of Variance	Operational Improvements
Sta.	to Sta.	RP	to RP			

Construction is required for safety improvements or to correct the above sub-standard features. The region will either consider this construction for HSIP funding or address this construction with future programming. Operational improvements will be incorporated into the PM project at these locations that are consistent with the scope of the preventive maintenance work and appropriate based on the analysis of crash types.

<u>Comments:</u>

4.5 Typical Cross Section Elements Considered

Typical cross section elements considered include shoulder widening, paving wider shoulders, inlsope flattening and a two-way left turn lane (TWLTL) in the City of Shell Lake. Existing 6-foot shoulders will remain in place. The plan calls for widening the existing 3-foot paved and 3-foot gravel shoulders to 5-foot paved and 1-foot gravel shoulders. Most of the deficient inslopes are just below the minimum of 3:1 or 4:1 on the outside of a horizontal curve and were not contributing to crashes.

5.0 PROPOSED DESIGN IMPROVEMENT

5.1 Improvement Type

303 Recondition Type Project

5.2 Geometrics

5.2.1 * Horizontal alignment

See Attached Horizontal Alignment

5.2.2 * Vertical alignment/Stopping sight distance

See Attached Vertical Alignment/Stopping Sight Distance

5.2.3 * Grades

2.3% maximum grade in rural section. See Attached As-Built plan.

*** Controlling Criteria**

5.3 Sideroads/Intersections/Interchanges

5.3.1 Side-roads

Roadway Name	Functional Class	Design Speed (MPH)	Design Year Traffic (AADT)	Design Class	Approach Grades	Ped. Facilities (Y / N)	Bike Facilities (Y / N)
Woodyard Road (West)	Local Road	55	>100	L1	1.48%	N	N
Woodyard Road (East)	Local Road	55	<100	L1	3.41%	N	N
North Woodyard Road (North)	Local Road	55	>100	L1	2.85%	N	N
North Woodyard Road (South)	Local Road	55	<100	L1	2.35% CL- 50' 8.14% Beyond 50'	N	N
Lehman Lake Road	Local Road	55	120	L1	-1.16%	N	N
Heart Lake Road	Local Road	55	120	L1	-3.42%	N	N
Old Hwy 63 Road	Local Road	55	<100	L1	2.39%	N	N
CTH D	Major Collector	35	1200	C3	-1.16%	N	N
Hilltop Road	Local Road	35	270	L2	-4.99%	N	N
North Industrial Drive	Local Road	25	>100	L1	1.34%	N	N
Pederson Drive	Collector	25	450	C2	3.29%	N	N
Industrial Boulevard	Local Road	25	360	L2	1.64%	N	N
Third Street /Merritt Drive	Local Road	25	250	L1	-2.78%	N	N
West Lake Drive	Collector	25	1200	C2	5.85%	N	N
1st Avenue	Local Road	25	>100	L1	-3.04%	Y	N
2nd Avenue	Local Road	25	>100	L1	-6.12%	N	N
4th Avenue	Local Road	25	>100	L1	-3.32%	Y	Y
5th Avenue/Main Avenue	Collector	25	480	C2	-1.35%	Y	Y
6th Avenue/CTH B (West)	Major Collector	25	1500	C3	3.90%	Y	Y
Playground Drive	Local Road	25	<100	L1	-8.89%	N	N
Peterson Court	Local Road	25	<100	L1	-2.19%	N	N
CTH B (East)	Major Collector	35	1400	C2	2.83%	N	N

Comments: Sidewalk connections to shared-use path crossing USH 63 at 1st Avenue, 4th Avenue, 5th Avenue and 6th Avenue. Shared-use path is on the east side of USH 63. See Attached Proposed Shared-Use Path plan sheets.

5.3.2 Intersections

Intersecting Roadway Names	Intersect. Type	* Intersect. Angle	Traffic Control	* SSD** Met [(Y/N) / Length]	ISD** Met [(Y/N) / Length]	DSD** Met [(Y/N)/ Length]	Vision Triangles Proposed (Y / N)	Corner Clearance To Driveways Met (Y / N)
Woodyard Road (West)	C	46° 54' 30"	2-way Stop	Y >570'	Y >1150' L &R	Y >1000'	N	Y
Woodyard Road (East)	C	46° 3' 39"	2-way Stop	Y >570'	Y >1500' L & R	Y >1000	N	Y
North Woodyard Road (North)	C	135° 24' 25"	2-way Stop	Y >570'	Y >1600' L& R	Y 2546'	N	Y
North Woodyard Road (South)	C	35° 01' 06"	2-way Stop	Y >570'	Y >1600' L& R	Y 2546'	N	Y
Lehman Lake Road	C	93° 8' 57"	1 way Stop	Y >570'	Y >1200' L & R	Y >1000'	N	Y
Heart Lake Road	C	66° 13' 19"	1-way Stop	Y >570'	Y >1200' L & R	Y >1000'	N	Y
Old Hwy 63 Road	C	91° 16' 50"	1-way Stop	Y >570'	Y >1200' L & R	Y >1000'	N	Y
CTH D	A	68° 35' 59"	2-way Stop	Y >570'	Y >2900' L & R	Y >1000'	Y	Y
Hilltop Road	C	66° 12' 09"	2-way Stop	Y >570'	Y >2900' L & R	Y >1000'	Y	Y
North Industrial Drive	C	89° 56' 01"	2-way Stop	Y >425'	Y >2000' L & R	Y >1000'	Y	Y
Pederson Drive	C	77° 42' 44"	2 way Stop	Y >425'	Y >2000' L & R	Y >1000'	Y	Y
Industrial Boulevard	C	91° 52' 17"	2-way Stop	Y >425'	Y >2000' L 1100' R	Y 1335'	Y	Y

Intersecting Roadway Names	Intersect. Type	* Intersect. Angle	Traffic Control	* SSD** Met [(Y/N) / Length]	ISD** Met [(Y/N) / Length]	DSD** Met [(Y/N)/ Length]	Vision Triangles Proposed (Y / N)	Corner Clearance To Driveways Met (Y / N)
Third Street /Merritt Drive	C	81° 21' 23"	2-way Stop	Y >425'	Y 1100' L >2000' R	Y 1335'	Y	Y
West Lake Drive	B	89° 46' 33"	2-way Stop	Y >305'	Y 900' L >1000' R	Y 1101'	Y	Y
1st Avenue	Urban	65° 38' 58"	2-way Stop	Y >305'	Y >1000'L 900' R	Y 1101'	N	N
2nd Avenue	Urban	80° 36' 10"	1-way Stop	Y >305'	Y >1000' L & R	Y >850'	Y	Y
4th Avenue	Urban	68° 3' 48"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	N	N
5th Avenue/Main Avenue	Urban	57° 2' 23"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	N	Y
6th Avenue/CTH B (West)	B - Urban	55° 58' 59"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	N	N
Playground Drive	Urban	90°	1-way Stop	Y >305'	Y 900' L >1000' R	Y >600'	Y	Y
Peterson Court	Urban	90°	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	Y	Y
CTH B (East)	B- Urban	68° 27' 43"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	Y	Y

*** Controlling Criteria**

****SSD = Stopping Sight Distance, ISD = Intersection Sight Distance & DSD = Decision Sight Distance (See FDM 11-25-1).**

Comments: Hilltop Road vision triangle improved due to the proposed project improvements.

5.3.3 Interchanges

Comments: Interchanges do not exist on the project.

5.4 Roundabouts

Roundabouts do not exist on the project.

5.5 Cross Section/Pavement Structure

Number of roadways: One

Number of lanes: 2 lanes in rural portion form Woodyard Road to 1st Avenue. Urban portion from 1st Avenue -West Lake Drive to 6th Avenue(CTH B (West)) a three-lane two way left turn lane (TWLTL) is proposed.

Median width/Type:

PAINTED

- 9.0-foot median just south of CTH D/Hilltop Road
- 12.0-foot median just north of CTH D/Hilltop Road to school entrance
- 12.0-foot median just north of the school entrance
- 5.0-foot painted offset between the southbound lane and right turn lane to the school entrance.
- 12.0-foot painted median south of 1st Avenue (prior to the TWLTL).
- 14-foot TWLTL (1st Avenue to 5th Avenue)
- 6-foot painted median (north of pedestrian refuge island between 5th Avenue and 6th Avenue)
- 6-foot to 13.4-foot painted median north of 6th Avenue(CTH B(west))

* Lane width/Type (Driving, Parking, Bike Lane, etc.):

- 12-foot lane width for the travel lanes from Woodyard Road to CTH B (east) (Station 625+00 - Station 883+63)
- 12-foot for left and right turn lane widths, except 10-foot lanes at two raised pedestrian refuge island locations between 5th Avenue and 6th Avenue: Station 860+50 and Station 864+75.
- 14-foot TWLTL from 1st Avenue/West Lake Drive to 5th Avenue (Station 845+75 - Station 860+50)
- Shared-use path for bicycles and pedestrians 10-foot paved width.

* Shoulder width (Total & Paved or Curb & Gutter):

RURAL SHOULDERS

LEFT Shoulder

- 6-foot,(5-foot paved and 1-foot gravel):
  - Woodyard Road to just south of CTH D/Hilltop Road.
    (Station 625+00 - Station 776+97 Left)
  - 420 feet north of Pederson Drive to 200 feet north of Third Street
    (Station 821+11 - Station 832+40 Left)
- 10-foot shoulder, (5-foot paved and 5-foot gravel)
  - South of CTH D/Hilltop Road to CTH D/Hilltop Road
    (Station 776+97 - Station 787+49 Left)
  - North of CTH D/Hilltop Road to School Entrance
    (Station 792+11 - Station 807+50 Left)
  - 420 feet north of School Entrance to Pederson Drive
    (Station 812+80 - Station 815+82 Left)
  - 200 feet north of Third Street to 1st Avenue
    (Station 833+00 - Station 845+77 Left)
- 3-foot shoulders,(2-foot paved and 1-foot gravel)
  - CTH D/Hilltop Road to north of CTH D/Hilltop Road

(Station 787+17 - 792+99 Left)
- School Entrance to 420 feet north of School Entrance
  (Station 808+59 - Station 812+79 Left)
- Pederson Drive to 420 feet north of Peterson Drive
  (Station 815+59 - Station 821+11 Left)

RIGHT Shoulder

- 6-foot,(5-foot paved and 1-foot gravel):
  - Woodyard Road to south of CTH D/Hilltop Road
    (Station 625+00 - Station 783+49 Right)
  - North Industrial Drive to 200 feet north of Third Street
    (Station 815+59 - Station 832+40 Right)
- 10-foot shoulder, (5-foot paved and 5-foot gravel)
  - North of CTH D/Hilltop Road to North Industrial Drive
    (Station 790+77 - Station 815+59 Right)
  - North of Third Street to south of West Lake Drive
    (Station 833+00 - Station 837+50 Right)
- 3-foot shoulders,(2-foot paved and 1-foot gravel)
  - Right turn lane for CTH D
    (Station 783+49 - Station 790+77 Right)
  - Right turn lane for West Lake Drive
    (Station 843+03 - Station 845+00 Right)

URBAN - CURB and GUTTER Sections

- Curb and Gutter Section: 10-foot shoulder with 36-inch Type D curb and gutter
  - Just south of West Lake Drive
    (Station 837+50 - Station 843+03 Right)
- Curb and Gutter Section: 3-foot shoulders with 30-inch Type D curb and gutter,
  - North of 1st Avenue/West Lake Drive to CTH B (West)
    (Station 845+77 - Station 865+78 Left and Right)
- Curb and Gutter Section: 4-foot shoulders with 30-inch Type D curb and gutter,
  - North of CTH B (West) to End of Project
    (Station 865+78 - Station 883+53 Right)
- 10-foot shoulder, 8-foot paved and 2-foot gravel,
  - North of CTH B (west)
    (Station 868+55 - Station 877+21 Left) and
    (Station 880+55 - Station 883+53.5 Left)
- 10-foot shoulder, 10-foot paved with curb and gutter
  - North of CTH B (west)
    (Station 877+21 - Station 880+55 Left)

Bike facilities proposed: Proposed pedestrian bicycle shared-use path from Industrial Boulevard to CTH B (east). Curb ramps proposed for four raised pedestrian refuge islands. 5-foot paved shoulders will provide bike lanes on USH 63 between Woodyard Road and CTH D/Hilltop Road. See Shared-Use Plan and Profile Sheets, Shared-Use Path horizontal alignment and vertical profile.

Pedestrian facilities / sidewalk proposed: pedestrian bicycle shared-use path from Industrial Boulevard to CTH B (east). Sidewalk on the west side of USH 63 from 1st Avenue to 6th Avenue (Left). Also, sidewalk will be slightly reconfigured in the city-owned abandoned railroad property just east of USH 63. Curb ramps proposed for the sidewalks and shared-use path intersections with highways and the four raised pedestrian refuge islands.

* Cross slope: 2%

* Super-elevation: 2.7% Maximum

* Horizontal clearance: 18-foot minimum horizontal clearance at beam guard location from (Station 659+30 to Station 662+90 Right)

* Vertical clearance: Same as existing, only vertical clearance obstructions are utility overhead crossings of USH 63 at Heart Lake Road, Old Hwy 63, CTH D, Cenex Gas Station, north of 1st Avenue/West Lake Drive, near 4th Avenue and just south of 6th Avenue CTH B (west).

Pavement Structure: Mill and overlay segment from Woodyard Road to Third Street/Industrial Boulevard: Mill 2.5 inches of recycled bituminous, Pave 4 inches of HMA Pavement over 1.5 inches of recycled bituminous surface over 7 inches of crushed aggregate base course over existing 9-inch to 9.6-inch concrete pavement (Station 625+00 to Station 836+53).

Reconstruct segment from Third Street/Industrial Boulevard to CTH B (east) 6 inches of HMA Pavement over 10 inches of base aggregate dense graded (1 1/4-inch), over 12 inches of select borrow (Station 836+53 to Station 883+53.5).

Clear Zone: 18 feet from edge of traveled way.

Side-slope / Ditch Sections: Ditch sections 6:1, inslope 4:1 backslope normal with various locations of inslopes just steeper than 3:1, and 2:1 behind beam guard locations. (See section 4.3)

* Controlling Criteria

5.6 Street Lighting

Location	Type	Break-away Requirements
Along USH 63 proposed street lighting improvements are not part of this project. Street Lighting will be upgraded by the City of Shell Lake and Xcel Energy via a permit to work on WisDOT right-of way and will not be handled through this contract. However, two street lights that will light a municipal parking lot are included in the design of this project.		

5.7 Structures

5.7.1 Bridge Structures

*** Controlling Criteria**

Comments: Bridge structures do not exist on the project.

5.7.2 Box Culverts and Multiple Pipe Structures

Structure I.D. #	Location	Type	Length	No. Pipes
Multiple Pipe	**Station 779+65 & Station 779+70**	**48-inch RCCP**	**60 feet**	**2**
	Proposed Improvement:	**Extend existing 48-inch RCCP 16 feet left and 18 feet right, add apron end walls.**		
	Station 709+13 C-718			
	Proposed Improvement:	**Possible lining or concrete surface repair and metal grate.**		

Comments: One concrete cattle pass exists on the project at Station 638+05. Cattle pass is no longer being used for livestock passage, but is used for drainage. Project proposes to line the cattle pass for drainage purposes.

5.7.3 Retaining Walls and Noise Barrier Structures

Comments: No existing retaining walls or noise barrier structures exist on the project. Possible short (less than a 4-foot height) retaining wall in a city parking area east of USH 63. Also, possible short (less than 2-foot height) retaining wall along sidewalk for less than 25 feet on the west side of USH 63.

5.7.4 Sign Bridge Structures

*** Controlling Criteria**

Comments: Sign bridges do not exist on the project.

5.7.5 Tunnel Structures

*** Controlling Criteria**

Comments: Tunnel structures do not exist on the project.

5.8 Permanent Traffic Control

Will permanent signs be installed (Yes or No)? Yes

Are non-standard sign layout details needed (Yes or no)? Yes

Comments: Non-standard sign layout details are needed for Pederson Dr and Industrial Blvd.Shell Lake, Population 1309, Cumberland 15 miles, Sarona <----,Industrial Blvd & Pederson Dr.<---- Business Dist.

5.9 Transportation Management Plan

See Transportation Management Plan Attachment.

5.10 Safety Enhancements/Mitigation Measures

Reconfiguring USH 63 from a two-lane highway with some parking on the east side of the street to a three-lane two-way left turn lane configuration will improve pedestrian and vehicle safety. The raised pedestrian refuge islands will improve pedestrian safety. Typical accident type in the city limits was a rear end type accident. The TWLTL configuration will allow the left turning vehicle to be outside of the through traffic lane.

5.11 Real Estate

5.11.1 Real Estate Acquisition

Plat I.D.:1560-31-21

Relocations Type	Number	Land (Acres)	Permanent Easements	Temporary Easements	Construction Permits
Private Property	0	0.45	0	1.06 Acres	0
City of Shell Lake	0	0.06	0	9.04 acres	0

Comments: No business or residential relocations are required. The project parcels include 13 private property and 4 public parcels which will be purchased in either TLE, PLE or fee title.

5.11.2 Encroachment Actions

Encroachment Location	Encroachment Type	What is to be Done? (Removed, Revocable Permit, etc.)
Sta. 694+40 60 feet Left	Non-permitted sign	WisDOT county liaison to request its removal.
Sta. 808+50 - 60 feet Right	Non-permitted sign	WisDOT sign coordinator sent letter 1/24/2014
824+89 - 60 feet Right	Non-permitted sign	WisDOT sign coordinator sent letter 1/24/2014
827+00 - 60 feet Right	Non-permitted sign	WisDOT sign coordinator sent letter 1/24/2014
829+50 - 60 feet Right	Non-permitted sign	WisDOT sign coordinator sent letter 1/24/2014
877+50 - 50 feet Left	On-premise sign	Sign allowed.

Comments: See Encroachment Report

5.12 Utilities

Is Project Trans 220 Utility Project (Yes or No)? Yes

Describe any special design features to accommodate utilities:

The project has no special design features to accommodate utilities.

Major Utility Agreements:

The project has an agreement with the City of Shell Lake for the city to do sanitary and water utility work during the USH 63 construction project. See attached State Municipal Agreement. The project has no other utility agreements.

Comments:

5.13 Railroads

Comments: No active rail line is on the project. However, railroad owned property exists adjacent to the project. The project will need a parcel containing fee and TLE. Coordination is ongoing with the NW Region's rail coordinator.

5.14 Financing And Scheduling

Construction I.D.	Cost Estimate	Type of Funding			Proposed Timeframe For Construction	Ties to Other Work or Projects	Incentive/ Disincentive Clauses (Yes or No)
		% Fed.	% State	% Local			
1560-31-71	$3,961,000	76.5	19.1	4.4	4/2015-11/2015	1550-21-71 1550-04-60	Yes

Describe Incentive/Disincentive Clauses:

Interim completion of July 24 , 2013 at noon for the completion of shared-use path.

Non-participating Work:

The City of Shell Lake has water and sanitary sewer work in this contract.

Deferred Construction Work (Preventative Maintenance projects)

Does not exist on the project.

5.15 Unique Or Non-standard Features

5.15.1 Hazardous Waste

Within the project limits all hazardous waste sites are closed and the monitoring wells have been abandoned. Special provisions will notify the contractor of possible contaminated soils in the City of Shell Lake at the following locations: on the west side of USH 63 between 4th Avenue and 5th Avenue, from the alley between 5th Avenue and 6th Avenue to 6th Avenue, from 6th Avenue north to the property line, the business just south of CTH B (east); on the east side of USH 63, from the alley between 4th Avenue and 5th Avenue to 5th Avenue, between Peterson Court and CTH B (east). Special provisions will be added to manage possible contaminated soil. See attached Environmental Commitments.

5.15.2 Environmental Commitments

See attached Environmental Commitments.

5.15.3 Community Sensitive Design/Public Involvement

Community Sensitive Design is included in this project, see attached State Municipal Agreement. The project proposes to improve bicycle and pedestrian traffic flow within the City of Shell Lake by constructing a shared-use path from Industrial Boulevard northward to CTH B (east). The shared-use path will be located on the city-owned abandoned railroad grade just east of USH 63. Pedestrian traffic will be directed to four pedestrian crossings on USH 63. Each pedestrian crossing will feature a raised pedestrian refuge island for added safety when crossing USH 63. An ATV/Snowmobile trail parallel to the proposed shared-use path will be shifted slightly at intersections and just south of CTH B(east). See attached shared-use path plan and profile sheets.

5.15.4 Value Engineering

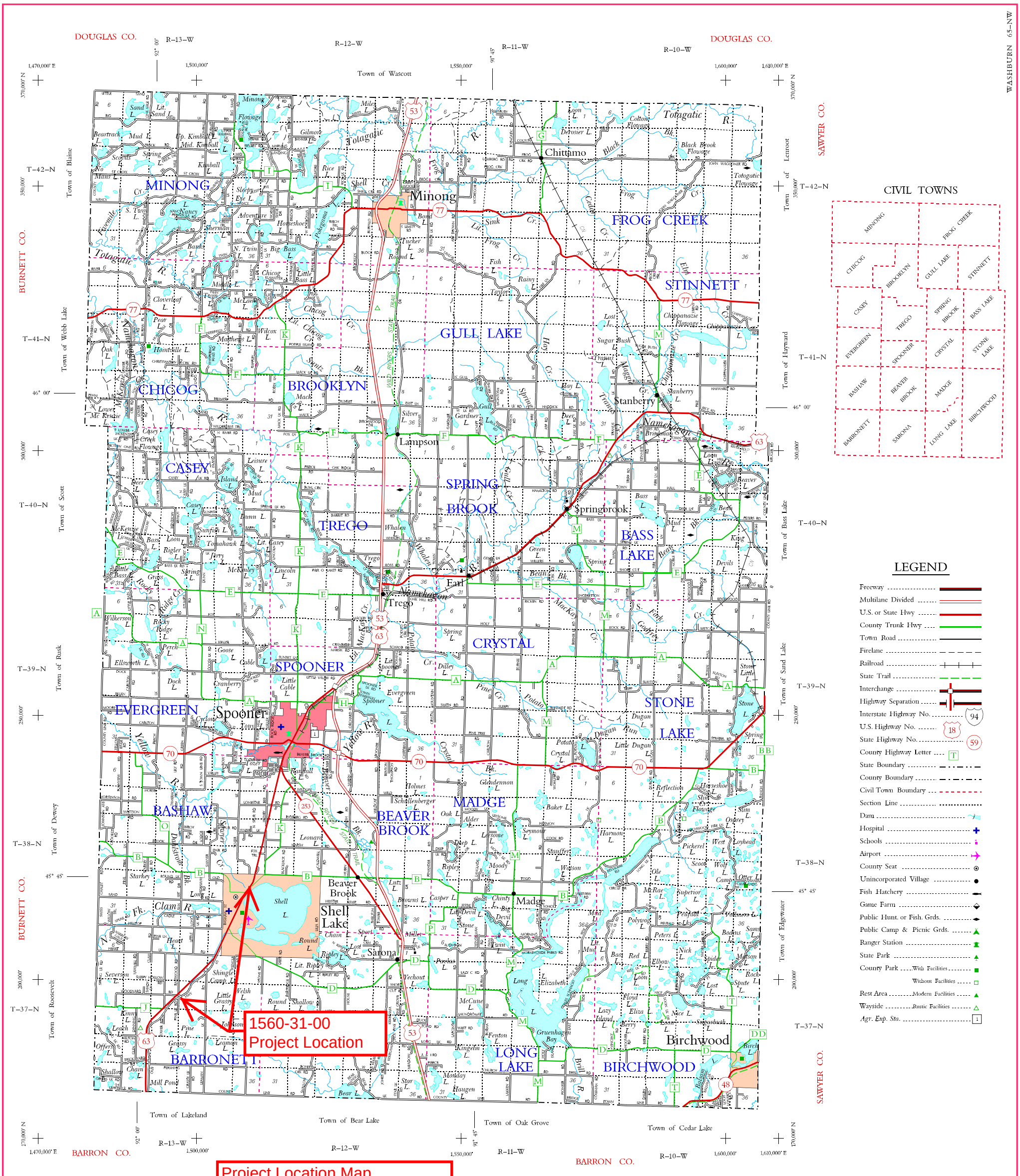
Value Engineering is not required for this project.

6.0 SYNOPSIS

	Completion/Approval Dates	Status of Coordination or Other Information as Needed
Concept Definition Report	**3/18/2008**	
Scoping Document	**3/18/2008**	
Public Involvement Plan	**2/10/2014**	
Final Aesthetic & Visual Level of Impact Worksheet	**N/A**	
Speed Limit Change Declaration	**N/A**	
Environmental Document (Type: ER)	**2/20/2014**	
Public Hearing/Public Information	**3/2/2011,11/14/2012,**	
Public Information continued	**10/30/2013**	**Another meeting scheduled Spring 2014.**
SHPO Involvement	**12/13/2012 & 9/13/2013**	
DNR Involvement	**IC 12/26/2012**	**Ongoing for final concurrence.**
Agricultural Impact Statement	**N/A**	
Pavement Design Report	**5/17/2011**	
Roundabout Review	**N/A**	
Transportation Management Plan (Type:		**See Attached.**
Permits Required (Types: 401 & 404)		**Ongoing coordination with DNR & Corps**
Local Project Agreements	**SMA-1/15/2013**	
Value Engineering Study	**N/A**	
Status of Statutory Actions	**N/A**	

7.0 ATTACHMENTS

- Project Location/Overview Map
- As-built Plan Sheets - dj8613 and 8613a
- Preliminary Plan
  - Existing Typical Cross Sections
  - Finished/Proposed Typical Cross Sections
  - Preliminary Plan Sheets
- Encroachment Report
- Exceptions to Standards for Non-Controlling Criteria
  - Side Slopes
  - Intersection Angles
- Safety Screening Analysis
- Traffic Forecast Report
- Environmental Commitments Basic Sheet
  - Initial Concurrence from Wisconsin DNR
  - Environmental Report
- Public Involvement Plan
- Transportation Management Plan Documentation and Request for Approval Form
- Horizontal Alignment
- Vertical Alignment
- State Municipal Agreement
- Trans 75 Complete Streets Compliance Check Sheet


DOUGLAS CO.
R–13–W
92° 00'
R–12–W
Town of Wascott
R–11–W
91° 45'
R–10–W
DOUGLAS CO.
WASHBURN 65–NW
1,470,000' E
1,500,000'
1,550,000'
1,600,000'
1,610,000' E
370,000' N
350,000'
T–42–N
Town of Blaine
Town of Lenroot
SAWYER CO.
BURNETT CO.
MINONG
FROG CREEK
GULL LAKE
STINNETT
Minong
Chittamo
Totagatic R.
Totagatic Flowage
Black Brook Flowage
Colton Flowage
Frog Cr.
Black Cr.
Fish L.
Rainy L.
Taylor L.
Elm Cr.
Lost L.
Sugar Bush L.
Chippanazie Flowage
Stanberry
Namekagon
Lampson
Springbrook
Earl
Trego
Whalen L.
Trego L.
Whalen Cr.
Gull Cr.
Spring Cr.
Hay L.
Deer L.
Gardner L.
Silver L.
Gilmore L.
Miles L.
Loon L.
Dossier L.
Bass L.
Beaver L.
Mud L.
King L.
Green L.
Spring L.
Devils L.
Beaver Cr.
Bk.
Mack Cr.
S. Fork Godfrey Cr.
Godfrey Cr.
Potato Cr.
Pine Cr.
Dugan Run
Little Dugan L.
Dugan L.
Stone Little L.
Stone L.
Spring L.
Crystal L.
Potato L.
Glendennon L.
Reflection L.
Horseshoe L.
Slim Flowage
Osprey L.
Loyhead L.
West L.
Wolf L.
Scott L.
Camp L.
Otter L.
Pickerel L.
Harmon L.
Seymour L.
Lessome L.
Deep L.
Moody L.
Ripley L.
Watson L.
Stauffer L.
Oak L.
Alder L.
Baker L.
Schallenberger L.
Holmes L.
Mack L.
Silver L.
Gardner L.
Gull L.
Hay L.
Deer L.
Stanberry L.
Namekagon L.
Bass L.
Beaver L.
Mud L.
Green L.
Spring L.
Devils L.
King

11 - 26

DIVISION JOB NO. 8620 & 8613

FED. ROUTE (SEC. NO.)	STATE
4	WISC. 29 & 38 RE-DP 3856

15 104

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
22	211+90	TWIN ELM 200' RT.	797.93
23	223+80	12" POPLAR 150' RT.	780.74
24	235+00	GROUP WILLOWS 115 RT.	765.86

JOHN K. REGENAUER

ROBERT HEINECKE

HARRY KRUGER

FRED M. KRUPP

STA. 213+50 LT. & RT.
TAKE-OFF DITCH REQ'D. WASTE

PASTURE

CULT.

OAK-POPLAR-MAPLE

TOWN ROAD

STA. 228+0 18"X44'
C.G.S.M.C.P REQ'D. T.R. LT.

TREES

STA. 234+50 18"X22'
C.G.S.M.C.P REQ'D P.E. LT.

210 215 220 225 230 235 240

R.P. 6" POPLAR 66.35'

P.O.T. 214+96.7

P.O.T. 221+73.1

P.O.T. 227+07.8

40°

N 44°-07'E

99.79 ft

232+83.7 SEC. LINE

R.P. 8" POPLAR 72.6'

R.P. 12"-OAK 67.9'

R.P. 10"-POPLAR 88.6'

R.P. 2"-POPLAR 77.4'

R.P. 2" POPLAR 75.0' PAST.

210+16.7 1/16 LINE

214+06.8 1/16 LINE

228+02.4 1/4 LINE

236+75

C. ST. P. M. & O. RY.

R.R. CULVERT NO. 174

STA. 234+50 18"X22'
C.G.S.M.C.P REQ'D. P.E. RT.

STA. 236+75 TO STA. 238+0 RT.
TAKE-OFF DITCH REQ'D.

M.B.O. K.K.K. E.B.H. L.C.W. 1936 1937

L.L.

NET ℄ LENGTH STA. 210+0 TO STA. 222+80 = 1280'
" " " " 222+80 " " 240+0 = 1720'

(6) (7)

(+41) UNC. EXC. 8054 C.Y. F. 6002 C.Y. F. (SUB F) 292 C.Y. SHG. 40% SHG. 30%

(+41) UNC. EXC. 3617 C.Y. F. 2782 C.Y. SHG. 30%

(+80) UNC. EXC. 10143 C.Y. F. 7657 C.Y. F. (SR. & P.E.) 56 C.Y. SHG. 30%

(+90) UNC. EXC. 3809 C.Y. F. 3346 C.Y. SHG. 25%
USE 419 C.Y. FROM TAKE-OFF DITCH.

R.W.B. H.C.H. K.K.K. E.B.H. L.L. 1937

V.C.=1220'

-1.5%

STA. 213+40 24"X54'
R.C.C.P. REQ'D.

STA. 218+0 TO STA. 219+30
MARSH EXC. = 292 C.Y.

STA. 218+30 24"X122'
R.C.C.P. REQ'D.

STA. 225+32 36"X84' R.C.C.P.
REQ'D. SKEW 40° L.H.F.

-1.6%

STA. 231+0 24"X104'
R.C.C.P. REQ'D.

STA. 238+0 C-715 42"X72"X50'
REINF. CONC. CULVERT REQ'D.
DRAWING NO. M-3604

V.C.=860'

+0.6%

57.3 +0.8% 58.7 SPECIAL DITCH RT.

800 790 780 770 760 750

+60 +50 +50 +50 +50 +20 +85 +50 +45 +70 +75 +50 +25 +32 +40 +60 +35 +105 +45 +40 +25 +70 +64 +75 +20 +40 +60 +75 +20 +40 +60 +80 +60

BENCH MARKS			
NO	STA.	DESCRIPTION	ELEV.
25	247+80	24" STUMP 160' RT.	766.18
26	257+20	TOP 24" STUMP 210' LT.	753.99
27	267+00	4" TWIN MAPLE 100' LT.	752.54

FED. AID PROJ. NO. | STATE | SHEET NO. | TOTAL SHEETS
WIS. 29.08 RE-OP 3856 16 104
DIVISION JOB NO. 8620 & 8613

1936 1937 M.B.O. K.K.K. E.B.H. L.C.N.

CHRIST JOHNSON

CHRISTOPHER MORTENSON

JOHN LEE

246+146 1/16 LINE

251+22.8 1/16 LINE

264+737 SEC. LINE

269+809 1/4 LINE

STA. 257+50 18"X22' C.G.S.M.C.P. REQ'D. P.E. LT.

STA. 259+48 LT. TAKE-OFF DITCH REQ'D. WASTE

STA. 257+50 18"X22' C.G.S.M.C.P. REQ'D. P.E. RT.

PASTURE - STUMPS

CULT.

TREES

POPLAR - BIRCH

R.P. 7" POPLAR 63.9'

R.P. 8" POPLAR 72.5'

P.O.T. 265+784

240 245 250 255 260 265 270

100' 50°

N 44° 07' E

L.L.

NET ℄ LENGTH STA. 240+0 TO STA. 270+0 = 3000'

(+40) UNC. EXC. 1376 C.Y. F. 1101 C.Y. SHG. 25%

(+42) UNC. EXC. 3993 " " F. 3303 C.Y. SUR. ROCK 3 C.Y. SHG. 20%

(+74) UNC. EXC. 14702 C.Y. " " F. 12041 C.Y. (P.E.) 29 C.Y. SHG. 20%

(+28) UNC. EXC. 7390 C.Y. F. 5551 C.Y. SHG. 25 %

F(SUB F) 303 C.Y. SHG. 40%

(+84) UNC. EXC. 10320 C.Y. F. 8044 C.Y. SHG. 25%

F(SUB F) 118 C.Y. SHG. 40%

R.W.B. K.W.J. K.K.K. M.T. E.P.C. 1936 1937

780 770 760 750 740 730

+0.6%

V.C. 460'

-2.0%

V.C. = 300'

-0.6%

STA. 245+95 48"X160' R.C.C.P. REQD. SKEW 30° L.H.F.

STA. 259+48 48"x110' REINF. CONC. CULVERT PIPE REQ'D.

~~STA. 258+36 C.T.H. 42"X72"X80' REIN. CONC. CATTLE PASS REQ'D. DRAWING NO. M-3612~~

STA. 261+0 TO STA. 262+0 MARSH EXC. = 303 C.Y.

240 245 250 255 260 265 270

+60 +20 +65 +40 +70 +95 +55 +70 +15 +40 +60 +02 +80 +20 +60 +50 +40 +70 +90 +65 +50 +75 +50 +65 +50 +60 +80 +30

DIVISION JOB NO 8620 & 8615

		29 & 28 RE-OP. 385G	17 104

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
28	278+15	5" POPLAR 100' LT.	736.25
29	288+20	8" " 100' RT	721.79
30	300+25	5" MAPLE 160' LT.	709.65

HENRY NEHLS

~~STA. 272+0 LT. TAKE-OFF DITCH REQ'D WASTE~~

STA. 278+85 18"X22' C.G.S.M.C.P. REQ'D P.E. LT.

HENRY NEHLS

282+50 1/16 LINE

HENRY NEHLS

288+62 1/16 LINE

HENRY NEHLS

300+050 1/4 LINE

WOODS

R.P. 6" POPLAR 78.5'

R.P. 26 STUMP 78.9

R.P. 36" STUMP 98.7'

R.P. 6" RED OAK 53.9'

R.P. 36" STUMP 93.7'

TREES - STUMPS

CULT.

P.O.T. 285+42.5

N 44°-07' E

P.O.T. 273+30.7

P.O.T. 279+11.8

R.P. 5" POPLAR 78.8'

PASTURE

POPLARS

TREES - STUMPS

PASTURE - STP

STA. 278+85 18"X22' C.G.S.M.C.P. REQ'D. P.E. RT.

270 275 280 285 290 295 300

100' 100' 100' 100'

M.B.O. K.K.K. E.B.H. L.C.W. 1936 1937

L.L.

(7 8) NET ℄ LENGTH STA 270+0 TO STA. 275+0 = 500'
" " " " 275+0 " " 300+0 = 2500'

(+00) UNC. EXC. 2341 C.Y. F. 1715 C.Y. SHG. 35% F.(SUB F.) 120 C.Y. SHG. 40% (+60) UNC. EXC. 8150 C.Y. F. 5993 C.Y. SHG. 35% (+00)

R.W.B. W.W.J. M.T. K.K.K. E.P.C. 1936 1937

750 740 730 720 710 700

-0.6%

~~STA. 272+0 C.717 42"X72"X 49' REINF. CONC. CULVERT REQ'D. DRAWING M-3606~~

STA. 275+50 48"X74' R.C.C.P. REQ'D.

STA. 273+70 TO STA. 275+10 MARSH EXC. 120 C.Y.

+00 36.95

STA. 281+75 TO STA. 282+25 UNC. EXC. 170 C.Y. WASTE S.G.F. = 180 C.Y. IN SUBGRADE DRAIN

V.C. = 800'

-2.3%

+61.1 23.94

+00 25.35

V.C. = 760'

+21.1 13.30

-0.5%

STA. 296+28 36"X66' R.C.C.P. REQ'D.

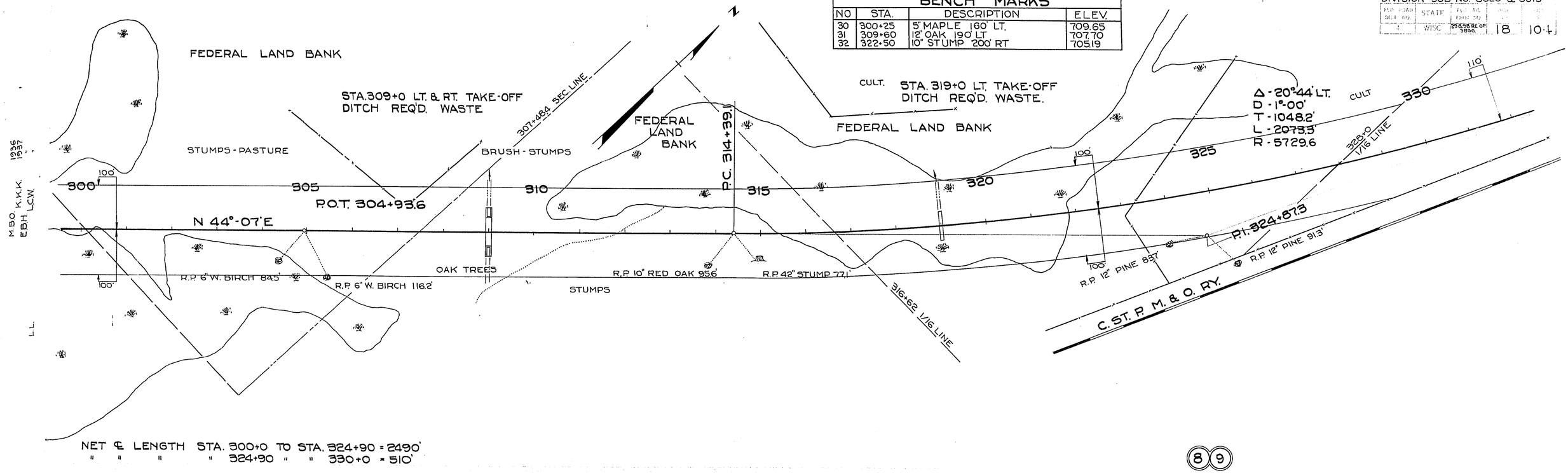
| | | |

14 - 26

DIVISION JOB NO. 8620 & 8613

P.P. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHT. NO.	TOT. SHTS.
2	WISC.	29.08 RE OP 389.0	18	10-1

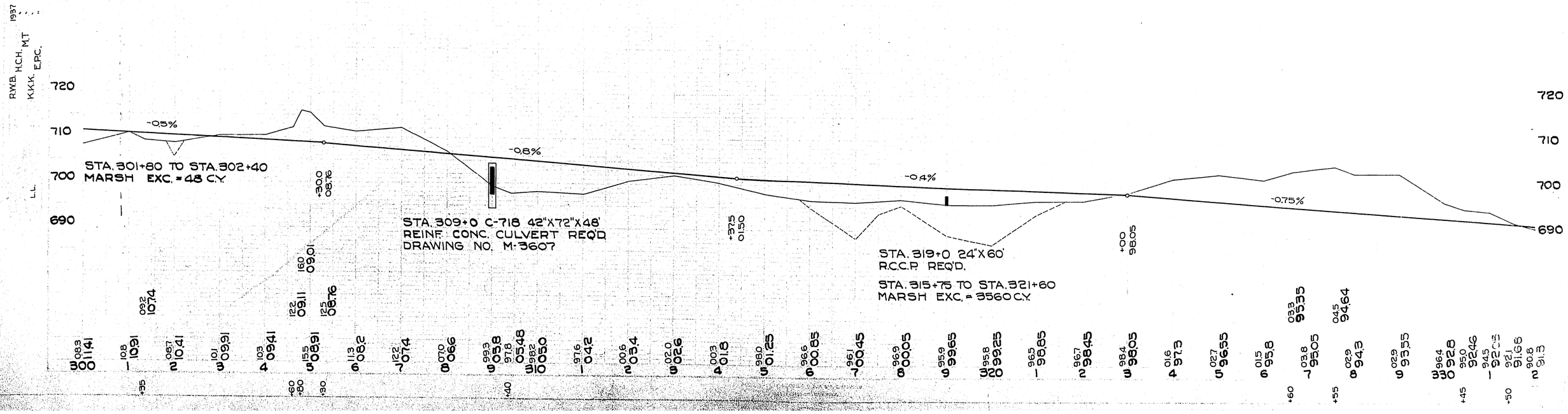
BENCH MARKS			
NO	STA.	DESCRIPTION	ELEV.
30	300+25	5" MAPLE 160' LT.	709.65
31	309+60	12" OAK 190' LT.	707.70
32	322+50	10" STUMP 200' RT	705.19



NET ℄ LENGTH STA. 300+0 TO STA. 324+90 = 2490'
" " " " 324+90 " " 330+0 = 510'

8 9

+00 — UNC. EXC. 12699 C.Y. F. 8179 C.Y. F.(P.E.) 9 C.Y. SHG. 30% F.(SUB F.) 1350 C.Y. SHG. 40% — +20 — UNC. EXC. 5599 C.Y. F. 2012 C.Y. SHG. 20% F.(SUB F.) 2258 C.Y. SHG. 40% — +90



15-26

DIVISION JOB NO 8620 & 8613

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	29(8,9)8 & OB 3890	19	104

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
33	334+50	R.R. CROSSING SIGN 100' RT.	691.54
34	348+00	X ON BOULDER 90' RT	682.61
35	359+30	MILE POST NO 69 145 RT	680.97

FEDERAL LAND BANK

333+71.0 SEC. LINE

BANKING COMMISSION OF WISCONSIN

P.T. 335+12.4

STA. 333+73 18"X40' C.G.S.M.C.P. REQ'D. S.R. LT.

348+41.0 1/16 LINE

WISCONSIN LIFE INSURANCE CO.

362+38.5 1/4 LINE

1936 1937

M.B.O. K.K.K. E.B.H. L.C.W.

330 110' 335 340 345 350 355 360

MEADOW LOW LAND

BRUSH LOW LAND

ROCK PILE

ROCK PILE

MEADOW

100

DITCH

R.P. 18" STUMP 100.0'

P.O.T. 355+94.2

N 23°-23' E

R.P. FNC. POST 98.4

R.P. FNC. POST 77.8'

R.P. 5" BIRCH 54.9'

C. ST. P. M. & O. RY.

VILLAGE LIMITS OF SHELL LAKE

36" CULVERT #188

36" CULVERT #189

L.L.

STA. 333+73 18"X40' C.G.S.M.C.P. REQ'D S.R. RT.

STA. 356+0 LT. & RT. TAKE-OFF DITCH REQ'D. WASTE.

360+38 1/4 LINE

WISCONSIN LIFE INSURANCE CO.

NET ℄ LENGTH STA. 330+0 TO STA. 360+0 = 3000'

RURAL 99 URBAN

UNC. EXC. 31607 C.Y. F. 13269 C.Y. F. (S.R.) 537 C.Y. SHG. 20% F. (SUB F) 10446 C.Y. SHG. 40%

+00 UNC. EXC. 591 C.Y. F. 2106 C.Y. SHG. 20% F. (SUB F) 6 C.Y. SHG. 40% +38

R.W.B. H.C.H. K.K.K. E.P.C. M.T. 1937

L.L.

700 690 680 670

-0.75% -0.1% -0.9%

+00 86.05 +00 85.20 V.C.=200'

+00 83.8 V.C.=250' +50 82.55

STA. 335+0 TO STA. 355+10 MARSH EXC. = 10452 C.Y.

STA. 356+0 36"X62" R.C.C.P. REQ'D.

| | | |

16 - 26

DIVISION JOB NO. 8620 & 8613

FED ROAD DIST. NO.	STATE	FED. AID PROJ. NO.		
4	WISC	258.2(2) RE-OP 265.6	20	104

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
36	367+10	12" W PINE 75' RT	674.65
37	376+40	12" MAPLE 160' LT	665.55
38	389+80	12" ELM 70 RT.	666.15

M.B.O. K.K.K. E.B.H. L.C.W. 1936 1937

L.L.

B.

H.

362+38.5 1/4 LINE

SHELL LAKE 360+38

CORPORATE LIMITS OF

WISCONSIN LIFE INSURANCE CO

STA. 366+80 TO STA. 374+00 LT.
SPECIAL DITCH REQ'D. WASTE 219 C.Y.

376+97 1/16 LINE

GEORGE BRIGGS

JAMES P. LUKAVSKY

STA. 388+90 18"X40'
C.G.S.M.C.P. REQ'D. S.R. LT.

388+03.6 SEC. LINE

360 ROCK PILE PASTURE 100' 365 CULT. 370 375 DRY RUN 380 385 CULT. 100' 390

DITCH

ROCK PILE 10 C.Y.

DITCH N 23°-23' E

PASTURE

TREES

125'

POND

P.O.T. 386+69.0

C. ST. P. M. & O. RY.

R.P. FNC. POST 76.8'

R.P. F. POST 97.2'

42" CULVERT * 190

PRES U.S.H. 63

C.T.H. 'B'

STA. 360+79 LT. & RT. TAKE-OFF DITCH REQ'D. WASTE.

NET ℄ LENGTH STA. 360+0 TO STA. 388+50 = 2850'
" " " " 388+50 " " 390+0 = 150'

9 10

UNC. EXC. 17,844 UNC. EXC. SURFACE ROCK 69 C.Y. F 11459 C.Y. F.(P.E.) 9 C.Y. SHG. 20% F.(SUB F.) 1527 C.Y. SHG. 40%
HAUL 1943 C.Y. TO STA. 356+0 TO 360+38.

+50

R.W.B. H.C.H. M.T. K.K.K. E.P.C. 1937

L.L.

680 670 660 650

STA. 360+79 30"X56'
R.C.C.P. REQ'D.

-0.9%

+87.5 65.11

-0.5%

SPECIAL DITCH -0.5%

STA. 380+0 2-48"X70'
R.C.C.P. REQ'D.

STA. 379+65 TO STA. 382+70
MARSH EXC. = 1527 C.Y.

| | | |

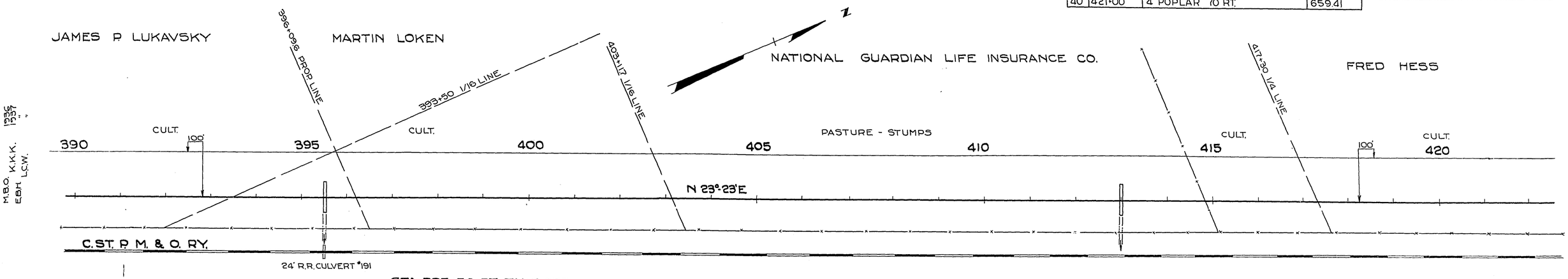
17-26

DIVISION JOB NO. 8620 & 8613

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	29 & 98 RE-66 3850	21	104

BENCH MARKS

NO	STA.	DESCRIPTION	ELEV
39	404+15	8" OAK 70' RT	656.86
40	421+00	4" POPLAR 70' RT.	659.41



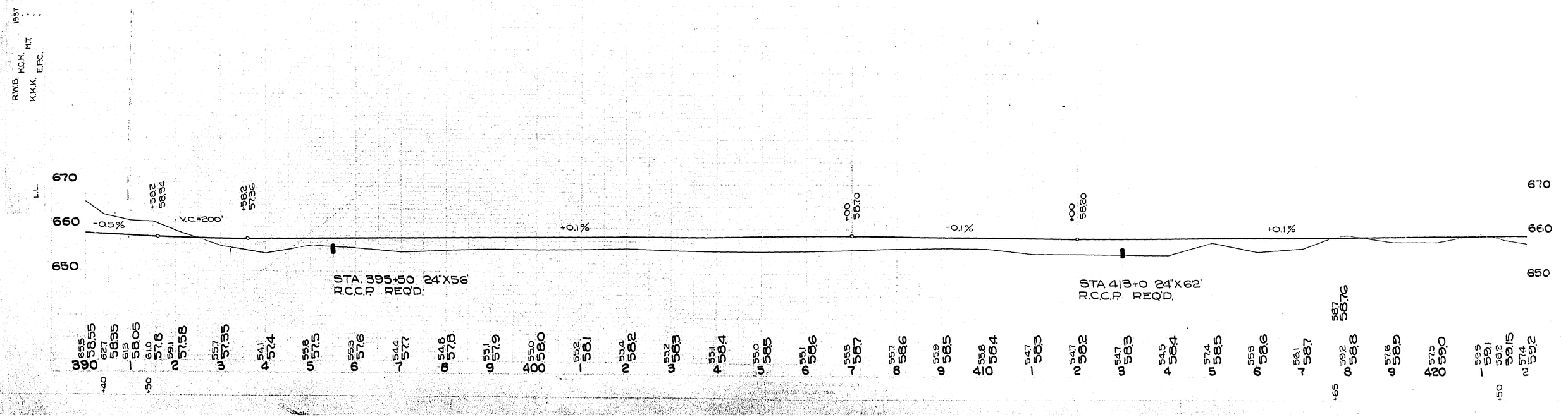
STA. 395+50 RT. TAKE-OFF
DITCH REQ'D. WASTE.

STA. 413+0 RT. TAKE-OFF
DITCH REQ'D. WASTE

NET ℄ LENGTH STA. 390+0 TO STA. 420+0 = 3000'

UNC. EXC. 11447 C.Y. UNC. EXC. SURFACE ROCK 20 C.Y. UNC. EXC. (S.R.) 2936 C.Y. F. 11992 C.Y. SHG. 20%

(+24) UNC. EXC. 3226 C.Y. F. 2478 C.Y. SHG. 30%



18-26

DIVISION JOB NO 8620 & 8618

22 104

BENCH MARKS			
NO	STA.	DESCRIPTION	ELEV
41	436+00	18" ELM 60' RT.	666.84
42	446+85	W. COR. W. SIGNAL BASE 70R	661.18

M.B.O. 1936
K.K.K. 1937
E.B.H. L.C.W.

FRED HESS

LUMBERMEN'S BANK OF SHELL LAKE

CULT.

100'

425+24.2 SEC. LINE

431+19 1/16 LINE

FARM YARD

ELLA C. WANG

OLD FOUNDATION

STA. 431+33 18"X22'
C.G.S.M.C.P. REQ'D. P.E. LT.

110'

CULT.

CULT.

420 425 430 435 440 445

N 23°-23' E

P.O.T. 433+56.0

P.O.T. 445+25.0

R.P. 12 ELM 80.8'

R.P. 10' ELM 74.3'

C.ST.P.M.&O. RY.

STA. 431+33 18"X22'
C.G.S.M.C.P. REQ'D P.E. RT.

30" CULVERT #192

P.C. 445+42.2

Δ - 3°-45' LT.
D - 1°-00'
T - 187.6'
L - 375.0'
R - 5729.7'

FIRST AVE.

SECOND AVE.

P.T. 449+17.2

450

20'

R.P. TEL. POLE
U 29.8'

R.P. TEL. POLE 2.8'

P.I. 447+29.6

XING SIGNAL

24" CULVERT #193

XING. SIGNAL

STA. 447+66 24"X22'
C.G.S.M.C.P. REQ'D. P.E. LT.

STA. 449+50 24"X60'
C.G.S.M.C.P. REQ'D. S.R. LT.

18" C.G.S.M.C.P. IN PLACE

PRESENT U.S.H. 63

STA. 445+70 24"X40'
C.G.S.M.C.P. REQ'D. S.R. LT.

445+70 SEC. LINE

NET ℄ LENGTH STA. 420+0 TO STA. 436+13 = 1813'
" " " " 436+13 " " 450+0 = 1187'

10 11

+00 UNC. EXC. 3641 C.Y. F. 2788 C.Y.
" " SURFACE ROCK 103 C.Y. F.(P.E.) 9 C.Y.
SHG. 30%

+13 UNC. EXC. 7051 C.Y.
" " SURFACE ROCK 5 C.Y.
" " (S.R.) 37 C.Y.
F. 5256 C.Y.
F. (S.R.) 320 C.Y.
SHG. 30%

R.W.B. 1936
W.W.J. 1937
M.T. "
K.K.K. "
E.P.C. "

680
670
660
650

-0.1% +0.5% +1.0% -1.2%

V.C.=200' V.C.=360'

+00 59.20
+50.0 62.45
+50.0 63.95
+223 71.67
+823 71.31
+600 61.98

STA. 436+0 30"X64'
R.C.C.P. REQ'D.

STA. 446+50 24"X64'
R.C.C.P. REQ'D.

| | | |

19 - 26

DIVISION JOB NO 8620 & 8613

23 104

BENCH MARKS			
NO.	STA.	DESCRIPTION	ELEV.
43	455+00	R.R.TEL. POLE 130 RT.	654.90
A46	463+80	U.S.G.S. B.M. E. OF DEPOT N. END	657.33
44	470+00	NO THRU FARE SIGN POST 92 R.	661.85
45	479+00	24" COT TONWOOD 40 LT.	663.70

M.B.O. K.K.K. 1936
E.B.H. L.C.W. 1937

THIRD AVE. FOURTH AVE. FIFTH AVE. SIXTH AVE. FIRST ST.

PRESENT U.S.H. 63

C.ST.P.M.&O.RY.

SHELL LAKE

STA. 453+50 18"X50'
C.G.S.M.C.P. REQ'D. S.R. LT.

STA. 455+30 18"X22'
C.G.S.M.C.P. REQ'D. P.E. LT.

STA. 457+20 18"X60'
C.G.S.M.C.P. REQ'D. S.R. LT.

Δ - 12°-51' RT.
D - 3°-00'
T - 215.1'
L - 428.3'
R - 1910.1'
P.I. 458+82.9
P.C. 456+67.8
P.T. 460+96.1

NOTE: P.I. SURVEY LINE & P.I. PROPOSED CURVE ARE IDENTICAL.

END PROJ. 385G
STA. 461+00

NET ℄ LENGTH STA. 450+0 TO STA. 461+0 = 1100'

(11)

Δ - 3°00' RT.
D - 0°45'
T - 200.1'
L - 400.0
R - 7639.5'
P.I. 466+69.7
P.C. 464+69.6
P.T. 468+69.6

NOTE:- P.I. 465+59.9 SURVEY LINE IS 6.6' LT. PROPOSED TANGENT

EQUATION
468+69.6 =
468+75.1

SHELL LAKE FARMERS PRODUCE COMPANY

R.P. POST ON GREASE RACK 82.5'

R.P. 4" POPLAR 78.6'

R.P. 6" BOX ELDER 82.7

VILLAGE OF SHELL LAKE & SHELL LAKE CO-OP CREAMERY

VILLAGE OF SHELL LAKE

MRS. H.M. LAURSON 1X10 RODS.

MRS. H.M. LAURSON 3X10 RODS

MRS. KATE SCHULTZ

P.O.T. 481+22.5

CULT.

EAST LINE RR ST.

BRUSH LINE

475+85 1/4 LINE

480+56 P.L.

482+45 1/4 LINE

CTR. SEC. 25

R.P.-R. POLE 54.75

R.P.-R. POLE 99.45

TO SPOONER

RWB W.W.J. M.T. 1936 1937
K.K.K. E.P.C.

V.C.=500'

+0.2%

V.C.=260'

+60.0 59.48

+11.7 60.58

+71.7 59.54

STA. 452+0 24"X54'
R.C.C.P. REQ'D.

(+50) UNC. EXC. 449 C.Y. F. 567 C.Y. B. 316 C.Y. SHG. 35% (+00)

670 660 650

450 57.9 61.5 — 57.2 60.57 — 2 56.7 59.91 — 57.0 59.68 — 3 58.0 59.52 — 58.8 59.43 — 4 59.3 59.41 — 5 58.6 59.56 — 58.6 59.66 — 6 58.9 59.76 — 7 58.9 59.96 — 606 6002 — 8 60.4 60.16 — 9 60.2 60.36 — 460 60.5 60.56 — 1 61.6 60.58 — 61.4 60.46 — 2 60.5 60.14 — 3 59.6 — 59.5 — 4 59.2 — 5 58.6 — 57.7 — 6 57.4 — 7 55.4 — 54.4 — 8 54.1 — 9 53.7 — 470 52.9 — 1 52.9 — 53.1 — 2 53.3 — 3 54.5 — 4 56.8 — 5 58.9 — 6 60.5 — 7 61.7 — 8 62.6 — 9 63.2 — 480 62.7 — 1 62.4 — 2 60.3

+50 +50 +50 +32 +40 +47 +75 +60 +30 +65

DIVISION	JOB NO.			8618A
FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC	388-C(3)	6	53

BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV
43	455+00	R.R.TEL. POLE 130' RT.	654.90
A46	463+80	U.S.G.S. B.M. E. OF DEPOT N.END.	657.33
44	470+00	NO THRU FARE SIGN POST 92' R.	661.85
45	479+00	24" COTTONWOOD 40' LT.	663.70

DATUM IS CONTINUATION OF F.A.P. 385-G

PLAN

DATE	BY	
1935	M.B.O.	CHANGED
	K.K.K.	PLOTTED
	F.B.H.	NOTE BOOK ALIGNMENT CHECKED
	C.D.W.	AT 25 MPH CHECKED

N

FIFTH AVE.
FOURTH AVE.
THIRD AVE.
FIRST ST.
SIXTH AVE.
PRESENT U.S.H. 63
C.ST.P.M.&O.RY.
SHELL LAKE
SHELL LAKE FARMERS PRODUCE COMPANY
P.T.-460+96.1
R.P.-TOP HYD.-47.6'
R.P. N.W. COR. MILL BLDG. FOUND.-61.4'
R.P. 6" BOX ELDER 62.7
EQUATION
468+69.6 =
468+75.1
VILLAGE OF SHELL LAKE & SHELL LAKE CO-OP CREAMERY
VILLAGE OF SHELL LAKE
MRS. H.M. LAURSON 1X10 RODS
MRS. H.M. LAURSON 3X10 RODS
MRS. KATE SCHULTZ
475+85 1/4 LINE
480+56 P.L.
P.C.-479+63.8
P.O.T. 481+20.1
R.R.T. POLE 49.8'
R.R.P. POLE 43.1'
WEST LINE RR ST.
BRUSH LINE
N32°29'E
N35°29'E
P.I.-466+69.7
R.P.-S.E. COR. FARM. UNION BLDG. 44.6'
R.P.-N.E. COR. OLD FOUND.-63.4'
STA. 455+30 18"X22' C.G.S.M.C.P. REQ'D. P.E. LT.
STA. 453+50 18"X50' C.G.S.M.C.P. REQ'D. S.R. LT.
STA. 457+20 18"X60' C.G.S.M.C.P. REQ'D S.R. LT.
Δ - 12°-51' RT.
D - 3°-00'
T - 215.1'
L - 428.3'
R - 1910.1'
P.I. 458+82.9
P.C. 456+67.8
P.T. 460+96.1
NOTE: P.I. SURVEY LINE & P.I. PROPOSED CURVE ARE IDENTICAL.
Δ - 3°00' RT.
D - 0°45'
T - 200.1'
L - 400.0
R - 7639.5'
P.I. 466+69.7
P.C. 464+69.6
P.T. 468+69.6
STA. 465+50 TO STA. 475+0 RT. CONC. CURB & GUTTER REQ'D
STA. 480+60 P.E. LT. 1-18"X 22' C.G.S.M.C.P. REQ'D.
CTR. SEC. 25 485+60 1/4 LINE
TO SPOONER

NET ℄ LENGTH STA. 450+0 TO STA. 461+0 = 1100'
NET ℄ LENGTH STA. 461+0 TO STA. 482+0 = 2094.5 L.F.
STATION 461+0
SHORT STA. — 94.5' —
UNC. EXC 449 C.Y. F. 367 C.Y. B. 316 C.Y. SHG 35%
UNC. EXC. 982 C.Y. W. 377 C.Y. F. 448 C.Y. SHG. 35 %
UNC. EXC. 289 C.Y. W. 80 C.Y. F. 155 C.Y. SHG. 35 %
UNC. EXC. 0 C.Y. F. 806 C.Y. SHG. 25 %
STA. 461+0 BEG. F.A.P. 385-C (3)
STA. 471+78 REMOVE 12" & 18" X 43' TILE & IRON CULV. PIPE
STA. 470+00 1-12" X 48' R.C.C.P. REQ'D. DROP INLET REQ'D. TYPE "A"
STA. 452+0 24"X54' R.C.C.P. REQ'D.
VC.-500'
VC.-260'
+0.2%
-1.0%
+1.6%
400' V.C.
500' V.C.
E=1.66
E=0.81
670
660
650

F.A.PROJ. 385C(3) 5 - 27

385-C (2) 7 93

DIVISION JOB NO. 8613 A

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
46	488+40	SPK. TEL. POLE 90' RT.	666.63
47	498+20	" TWIN ELM 160' LT.	654.83
48	508+85	R.R. SPK 40" STUMP 95' RT.	652.68

PLANT SYMBOLS

- DECIDUOUS TREES REQD.
- CONIFEROUS TREES REQD.
- EXISTING DECIDUOUS TREES.
- EXISTING CONIFEROUS TREES.
- TREES REMOVED.
- SHRUBS REQD.
- WOODS LINE.
- SODDING REQD.

Δ·24°-07' LT.
D·2°-00'
T·612.0'
L·1205.8'
R·2864.9'

P.O.T. 481+20.1
R.R. TEL. POLE 49.8'
P.I. 480+56
MRS. KATE SCHULTZE
5 MAPLE (TO SCREEN ROAD)
P.E. 480
100'
P.C. 483+31.0
P.I. 483+82
483+63 1/4 LINE
PASTURE
VILLAGE OF SHELL LAKE
WASHBURN COUNTY
5 THORN (TO SCREEN PIT)
GRAVEL PIT
5 THORN (TO SCREEN PIT)
1/16 LINE
P.E. 485
P.E. 490
P.T.c. 495+36.8
P.T.T. 495+55.0
495
PASTURE
6" BUTTERNUTS
2" CHERRY'S
N. 11°-22' E.
500
TWIN RD.
VILLAGE DUMP
505
R.P. 12" OAK 64.0'
R.P. COR. POST 95.8'
R.P. 3" BUTTERNUT 70.5'
R.P. 14" OAK 60.1'
PASTURE
7 MAPLE (SKYLINE PLANTING) 510
5 MAPLE (SKYLINE PLANTING)
CULT.
P.O.T. T.L. 508+22 ℄ 0.49 LT.
EDWIN RYDBERG
R.R. POW. POLE 43.1'
PRESENT U.S. 63
3 MAPLE (SKYLINE PLANTING)
STA. 484 + 63 P.E. LT.
1-18" X 22' C.G.S.M.C.P. REQ'D.
R.R. NAIL IN STK. 9.8'
R.R. 24" STUMP 4.7'
P.I. 489+43.0
P.O.T. T.L. 502+36.8 ℄ 0.34' LT.
STA. 502 +0 S.R. LT.
1-18" X 36' C.G.S.M.C.P. REQ'D.
TWN. RD.
SEC. LINE 504-85.2 E.
VILLAGE LIMITS OF SHELL LAKE
STA. 482+00 BEG. OF F.A.P. 385 C(2)
NOTE: EXACT LOCATION OF ALL PLANT MATERIALS TO BE INDICATED IN THE FIELD BY THE ENGINEER.
STA. 496 + 60 P.E. LT.
1-18" X 22' C.G.S.M.C.P. REQ'D.
STA. 496+70 SD. RD. RT.
1-18" X 36' C.G.S.M.C.P. REQ'D.

NET ℄ LENGTH STA. 482+0 TO STA. 504 + 87.5 = 2269.3 L.F.
NET ℄ LENGTH STA. 504+87.5 TO STA. 510 + 0 = 512.5 L.F.

100.0 60.1 400 50.1 50.2 100.6 50.5 50.6 66.1 35.6 25.5 18.4 30.6 50.9 50.7 50.5 50.5 20.1 45.3 35.2 65.1 35.1 30.0 70.1 80.0 20 SHORT STA.

PROFILE OF SIDE ROAD 482+0
660
0.0%
-3.3%
℄ TRACK

PROFILE OF SIDE ROAD 497+15
660
+4.0%
℄ TRACK

PROFILE OF SIDE ROAD 502+00
LT. RT.
660
-6.0%
650

+0.2 %
+17 64.49
400' = V.C.
+17 61.62
-1.6 %
+20 56.76
+38 53.01
0.6 = V.C.
-0.5 %
+89.1 49.35
WASTE
50' = V.C.

UNC. EXC. 4517 C.Y.
F. 2659 C.Y.
F.(APP)(480-482)1007 C.Y.
F.(SD.RD.) 48 C.Y.
F.(P.E.) 37 C.Y.
SHG. 25 %

UNC. EXC. 2929 C.Y.
F. 2392 C.Y.
SHG. 20 %

UNC. EXC. 3276 C.Y.
UNC. EXC.(SD.RD.)1296 C.Y.
F. 3713 C.Y.
F.(SD.RD.) 74 C.Y.
SHG. 20 %

UNC. EXC. 5265 C.Y.
W.(CITY DUMP MATERIAL) 2244 C.Y.
F. 5456 C.Y.
F.(SD.RD.) 25 C.Y.
SHG. 20 %

UNC. EXC. 3716 C.Y.
F. 115 C.Y.
SHG. 20%
HAUL 3551 C.Y. TO STA. 502+0 TO STA. 504+87.5

UNC. EXC. 3600 C.Y.
F. 2995 C.Y.
SHG. 20 %

480 63.0 | 622 63.2 | 622 63.4 | 599 63.6 | 596 63.8 | 606 63.8 | 609 63.92 | 614 64.0 | 614 64.1 | 638 64.2 | 644 64.4 | 669 64.47 | 680 64.44 | 704 64.22 | 696 64.02 | 692 63.83 | 692 63.68 | 692 63.41 | 681 62.85 | 678 62.18 | 603 61.41 | 639 60.60 | 604 60.28 | 637 59.56 | 592 59.0 | 507 57.96 | 481 57.4 | 471 56.92 | 487 55.86 | 519 54.83 | 542 54.61 | 522 54.05 | 520 53.65 | 528 53.46 | 430 53.20 | 443 53.0 | 509 52.75 | 533 52.5 | 541 52.2 | 531 52.0 | 500 | 537 51.72 | 519 51.15 | 518 51.3 | 597 51.0 | 588 50.75 | 549 50.5 | 470 50.28 | 465 50.0 | 385 49.85 | 514 49.5 | 558 49.13 | 555 48.85 | 523 48.32 | 515 47.64 | 496 46.81 | 528 45.85 | 536 44.96 | 423 43.45 | 415 41.88 | 316 40.47 | 381 37.84 | 510 36.9 | 311 35.19 | 247 33.1 | 512

+00 | +60.1 | +00 | +50.2 | +00 | +04.6 | +10 | +44.4 | +15 | +66.9 | +21 | +68.0 | +38 | +25.5 | +82 | +29.3 | +77.7 | +83.6 | +92 | +78.8 | +99 | +03.8 | +09 | +10.2 | +63 | +15.7 | +81 | +17.5 | +86 | +80 | +55 | +25 | +65 | +50 | +60 | +55 | +40 | +97 | +50 | +70 | +45 | +30 | +65 | +50 | +50 | +40 | +55 | +75 | +45 | +65

670 660 650 640 630 620

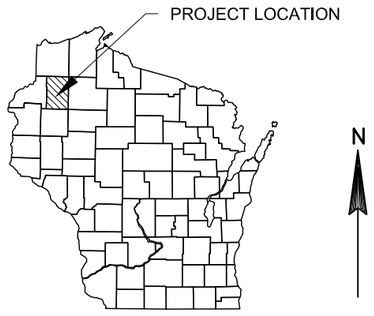
PROJECT ID: 1560-31-71
WITH: 1550-04-60

COUNTY: WASHBURN

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

CUMBERLAND - SPOONER

WOODYARD RD TO CTH B EAST JUNCTION

USH 63

WASHBURN COUNTY

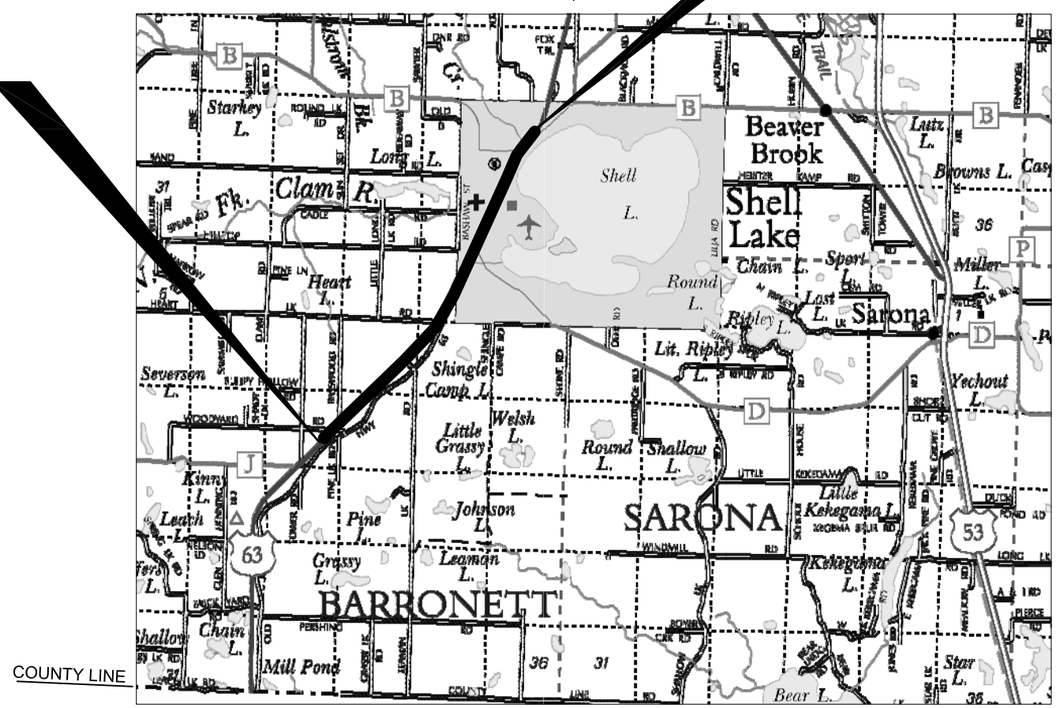
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1560-31-71	----------	---
----------	----------	---
----------	----------	---
----------	----------	---

STATE PROJECT NUMBER
1560-31-71

90% PS&E
PRELIMINARY PLAN
APRIL. 30, 2014

BEGIN PROJECT
STA. 625+00
X = 719,626.34
Y = 518,858.64

END PROJECT
STA. 883+62.84


R-13-W
R-12-W
T-38-N
T-37-N
COUNTY LINE
Starley L.
Long L.
Clam R.
Fk.
Heart L.
Shell L.
Beaver Brook
Shell Lake
Round L.
Ripley L.
Lit. Ripley L.
Sarona
SARONA
BARRONETT
Severson L.
Shingle Camp L.
Little Grassy L.
Welsh L.
Round L.
Shallow L.
Johnson L.
Pine L.
Grassy L.
Leamon L.
Kinny L.
Leath L.
Chain L.
Mill Pond
Bear L.
Star L.
Yechout L.
Little Kekegama L.
Kekegama L.
Lutz L.
Browns L.
Miller L.
Chain L.
Sport L.
Last L.
Trail
Fox Trl.
Blackwell
Windmill
Woodyard
Happy Hollow
Shingle Camp
Oak Hill
Pershing
Old 63
Fern
Pine
Oak
Maple
Cedar
Spruce
Birch
Hemlock
Juniper
Aspen
Elm
Ash
Walnut
Cherry
Locust
Hickory
Willow
Poplar
Sycamore
Dogwood
Redbud
Magnolia
Holly
Laurel
Rhododendron
Azalea
Camellia
Gardenia
Jasmine
Lilac
Rose
Tulip
Daffodil
Iris
Orchid
Lily
Peony
Carnation
Chrysanthemum
Dahlia
Zinnia
Marigold
Petunia
Geranium
Begonia
Impatiens
Coleus
Fuchsia
Pansy
Viola
Snapdragon
Salvia
Verbena
Lobelia
Alyssum
Candytuft
Sweet Alyssum
Ageratum
Celosia
Cockscomb
Amaranth
Globe Amaranth
Strawflower
Statice
Sea Lavender
Baby's Breath
Gypsophila
Queen Anne's Lace
Wild Carrot
Yarrow
Tansy
Mugwort
Wormwood
Sagebrush
Artemisia
Goldenrod
Aster
Daisy
Coneflower
Black-eyed Susan
Sunflower
Helianthus
Rudbeckia
Echinacea
Gaillardia
Blanket Flower
Coreopsis
Tickseed
Calliopsis
Plains Coreopsis
Lance-leaved Coreopsis
Threadleaf Coreopsis
Golden Tickseed
Pink Tickseed
Rose Tickseed
Purple Tickseed
Prairie Coreopsis
Sand Coreopsis
Mouse-ear Coreopsis
Dwarf Coreopsis
Whorled Coreopsis
Star Tickseed
Lance-leaf Coreopsis
Plains Tickseed
Prairie Tickseed
Sand Tickseed
Mouse-ear Tickseed
Dwarf Tickseed
Whorled Tickseed
Star Tickseed
Lance-leaf Tickseed

2

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY FACILITIES AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

NO TREE SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.

THE LIMITS OF MARSH EXCAVATION AND MARSH DISPOSAL SHOWN ON THE CROSS SECTION SHEETS ARE APPROXIMATE. THE EXACT LIMITS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. THE BACKFILL EXPANSION FACTOR USED FOR MARSH EXCAVATION IS 50%, BASED ON ITS ORIGINAL POSITION.

WHEN THE QUANTITY FOR DENSE AGGREGATE BASE AND ASPHALTIC PAVEMENT ARE MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

CURB AND GUTTER RADII ARE SHOWN TO THE FLAG OF THE GUTTER.

CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION".

ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS BETWEEN THE SUBGRADE SHOULDER POINTS, SHALL BE FERTILIZED, SEEDED AND MULCHED.

THE EXACT LOCATION OF DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.

HMA PAVEMENT LONGITUDINAL CONSTRUCTION JOINTS SHALL NOT BE PLACED IN WHEEL PATHS.

HMA PAVEMENT CENTERLINE JOINT SHALL NOT BE OFFSET IN THE LOWER LAYERS.

ALIGNMENT ALPHA CODES

USH 63	---
WOODYARD ROAD SOUTH	'WS'
WOODYARD ROAD NORTH	'WN'
LEHMAN LAKE ROAD	'LL'
HEART LAKE ROAD	'HL'
OLD 63 CONNECTION	'OC'
HILLTOP ROAD	'HT'
CTH D	'D'
SCHOOL ENTRANCE	'SE'
PEDERSON DRIVE	'PD'
COMMERCIAL ENTRANCE (U-TURN BUILDING)	'C1'
NORTH INDUSTRIAL DRIVE	'ID'
3RD STREET	'3S'
SHARED-USE PATH	'SU'
ATV/SNOWMOBILE TRAIL SOUTH	'T1'
INDUSTRIAL BOULEVARD	'IB'
1ST AVENUE	'1A'
WEST LAKE DRIVE	'WL'
1ST STREET	'1S'
PARKING ENTRANCE (STA. 853+50 RT)	'P1'
PARKING ENTRANCE (STA. 855+50 LT)	'P5'
PARKING ENTRANCE (STA. 857+20 RT)	'P2'
4TH AVENUE	'4A'
PARKING ENTRANCE (STA. 859+00 RT)	'P3'
PARKING ENTRANCE (STA. 860+25 RT)	'P4'
5TH AVENUE	'5A'
ATV/SNOWMOBILE TRAIL NORTH	'T2'
6TH AVENUE	'6A'
PARKING ENTRANCE (STA. 865+80 RT)	'P6'
PLAYGROUND DRIVE	'PG'
PERTERSON COURT	'PC'
CTH B	'B'
COMMERCIAL ENTRANCE (FARLEY AUTO BODY)	'C2'
LIND AVENUE	'LA'

LIST OF STANDARD ABBREVIATIONS

ABUT.	ABUTMENT
AGG.	AGGREGATE
AH.	AHEAD
AADT	ANNUAL AVERAGE DAILY TRAFFIC
APPROX.	APPROXIMATE
A.E.W.	APRON END WALL
ASPH.	ASPHALTIC
BK.	BACK
BEG.	BEGIN
B.M.	BENCH MARK
C/L OR ℄	CENTER LINE
C.E.	COMMERCIAL ENTRANCE
CONC.	CONCRETE
CONSTR.	CONSTRUCTION
CO.	COUNTY
C.T.H.	COUNTY TRUNK HIGHWAY
X-SEC.	CROSS SECTION
CR.	CRUSHED
CULV.	CULVERT
C.P.	CULVERT PIPE
D.O.T.	DEPARTMENT OF TRANSPORTATION
D.H.V.	DESIGN HOUR VOLUME
DIA.	DIAMETER
DISCH. OR DIS.	DISCHARGE
E.	EAST
X	EAST GRID COORDINATE
EB	EASTBOUND
EA.	EACH
ELEC.	ELECTRIC
EL. OR ELEV.	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
E.B.S.	EXCAVATION BELOW SUBGRADE
EXIST.	EXISTING
FERT.	FERTILIZE
F.E.	FIELD ENTRANCE
FIN.	FINISHED
F.L. OR ℉	FLOW LINE
HORIZ.	HORIZONTAL
INL.	INLET
INT.	INTERSECTION
INV.	INVERT
LT.	LEFT
L.H.F.	LEFT-HAND FORWARD
L.F.	LINEAR FOOT
L.S.	LUMP SUM
MAX.	MAXIMUM
MISC.	MISCELLANEOUS
N.	NORTH
Y	NORTH GRID COORDINATE
N.E.	NORTHEAST
N.W.	NORTHWEST
PAVT.	PAVEMENT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
POT	POINT ON TANGENT
PE	PRIVATE ENTRANCE
PROJ.	PROJECT
R.	RANGE
REQD.	REQUIRED
R/L	REFERENCE LINE
RT.	RIGHT
R.H.T.	RIGHT-HAND FORWARD
R/W	RIGHT-OF-WAY
RD.	ROAD
SHLD.	SHOULDER
S.	SOUTH
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA.	STATION
STRUCT.	STRUCTURE
TEL	TELEPHONE
TEMP.	TEMPORARY
TEL.	TOWN
T.	TRUCKS (PERCENT OF)
TYP.	TYPICAL
UG	UNDERGROUND
VAR.	VARIABLE
V	VELOCITY OR DESIGN SPEED
VC	VERTICAL CURVE
V.	WEST
WB	WESTBOUND
WD	WORKING DAY
WZ	WORK ZONE

DESIGN CONTACT

NORTHERN WISCONSIN-BASED ENGINEERS
ATTN: JANE OLSON
P.O. BOX 328
HAYWARD, WI 54843
PHONE (715) 634-4334

WISCONSIN DEPARTMENT OF TRANSPORTATION
ATTN: PHIL KEPPERS - SUPERVISOR
NW REGION
1701 N. 4TH STREET
SUPERIOR, WI 54880
PHONE (715) 395-3027

WDNR CONTACT

WDNR - NORTHERN REGION
ATTN: BILL GANTZ
810 WEST MAPLE STREET
SPOONER, WI 54801
PHONE (715) 635-4227
EMAIL: WILLIAM.GANTZ@WISCONSIN.GOV

TOWN OF BARRONETT

TOWN CHAIRPERSON
MR. JERRY CHARTRAW
PHONE: (715) 468-2904

UTILITIES

CITY OF SHELL LAKE - DEPARTMENT OF PUBLIC WORKS
ATTN: MITCH BROWN - DIRECTOR
501 1ST STREET
P.O. BOX 520
SHELL LAKE, WI 54871
PHONE: (715) 468-7679

BARRON ELECTRIC COOPERATIVE
ATTN: JEFF NELSON
1434 N. STH 25
P.O. BOX 40
BARRON, WI 54812
PHONE: (800) 322-1008
email: jnelson@barronelectric.com

CENTURYLINK
ATTN: REED LECHNIR
20 SOUTH WILSON AVE
RICE LAKE, WI 54868
PHONE: (715) 234-5528

CHARTER COMMUNICATIONS
ATTN: TOM HAASE
2304 S MAIN STREET
RICE LAKE, WI 54868
PHONE: (715) 234-5341 EXT. 252
(715) 370-1601 CELL
email: thomas.haase@chartercom.com

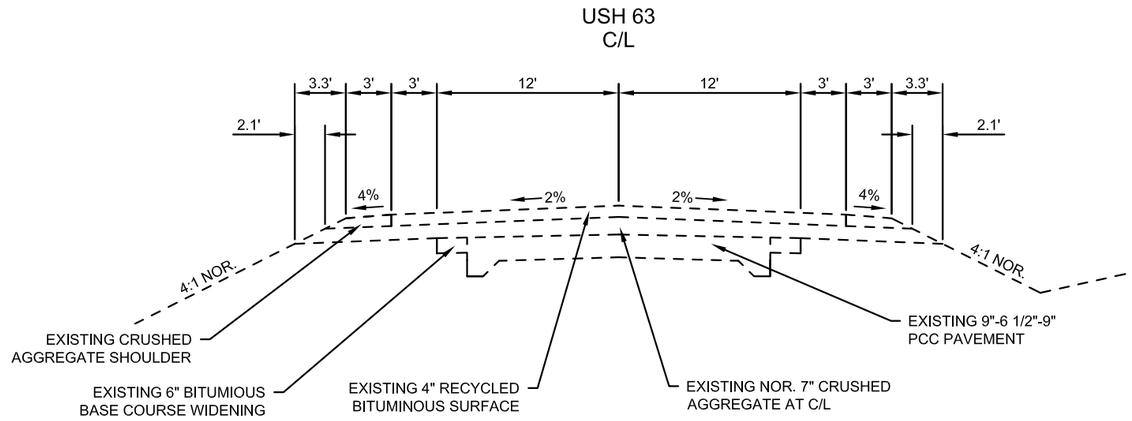
UTILITIES

XCEL ENERGY
ATTN: KEN DISCHER
16048 ELECTRIC AVENUE
HAYWARD, WI 54843
PHONE: (715)-682-6923
email: kenneth.discher@excelenergy.com

WE ENERGIES
ATTN: LEWIS KNAPP
104 W. SOUTH STREET
RICE LAKE, WI 54868
PHONE: (715) 419-2196
GAS DISPATCH: (800) 261-5325

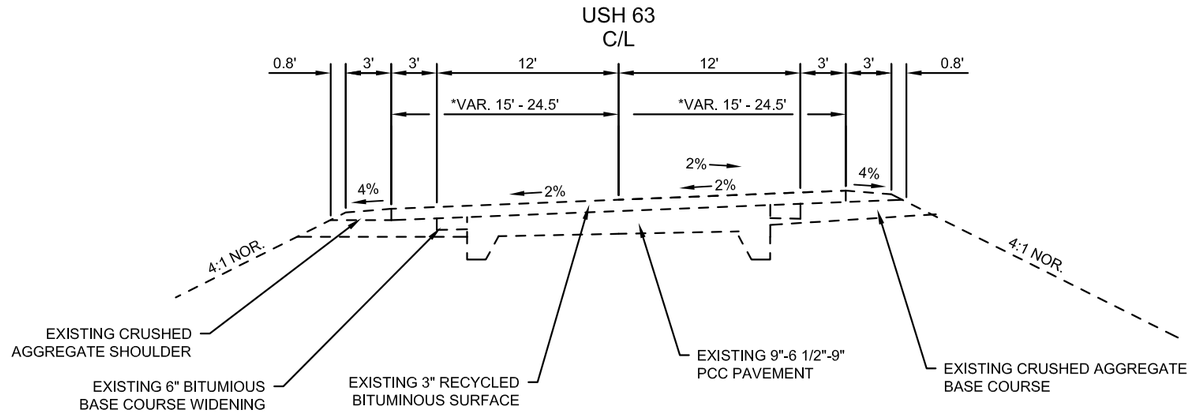
DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

2



EXISTING TYPICAL SECTION

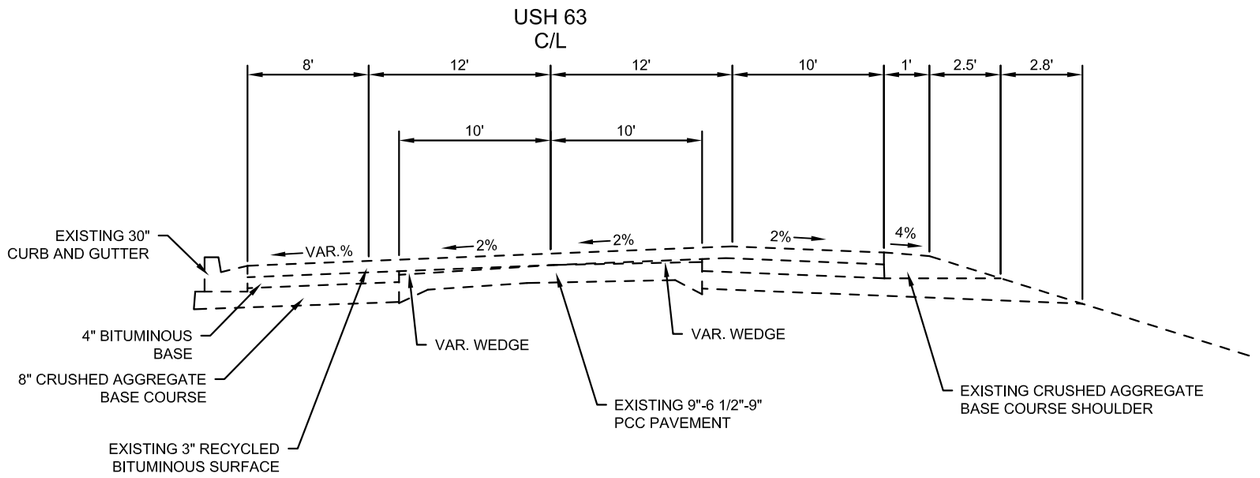
STA. 625+00 - 829+30



EXISTING TYPICAL SECTION

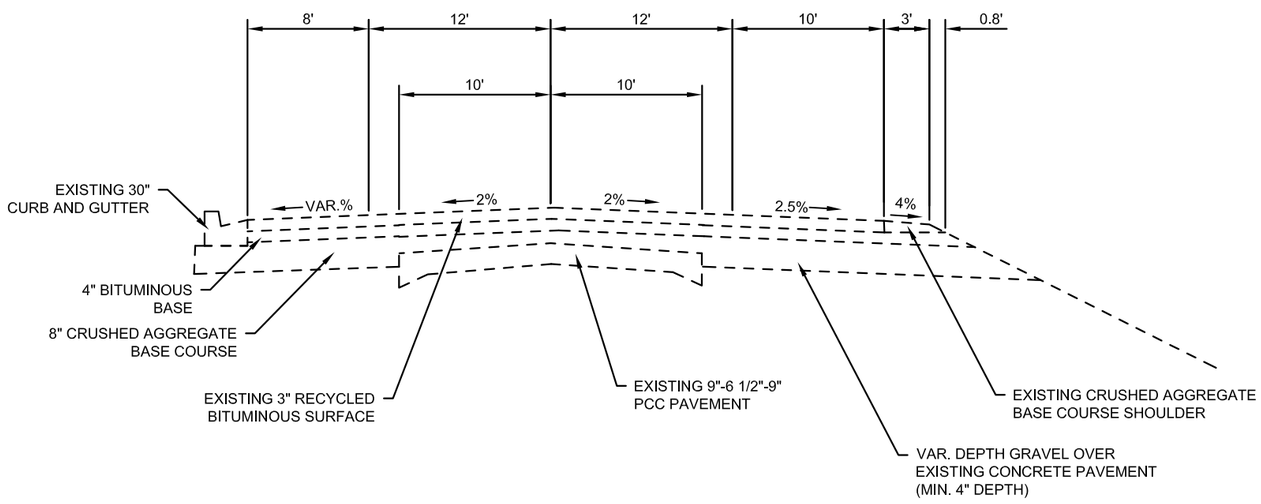
STA. 829+30 - 842+37
*STA. 842+37 - 845+70

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



EXISTING TYPICAL SUPERELEVATED SECTION

STA. 845+70 - 850+02

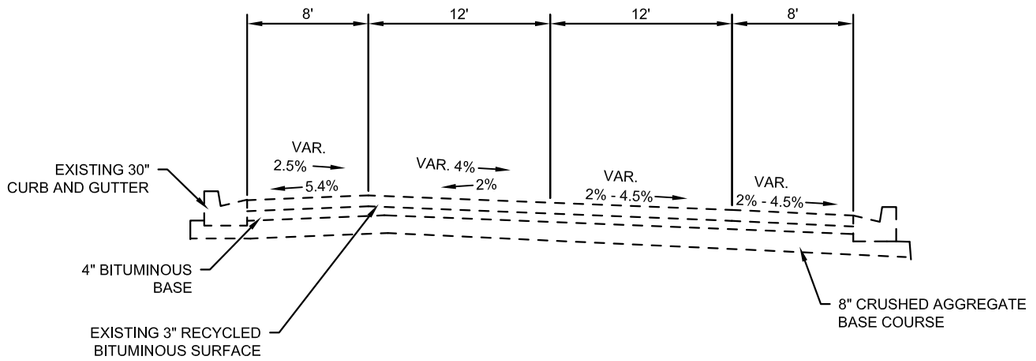


EXISTING TYPICAL SECTION

STA. 850+02 - 855+60

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E

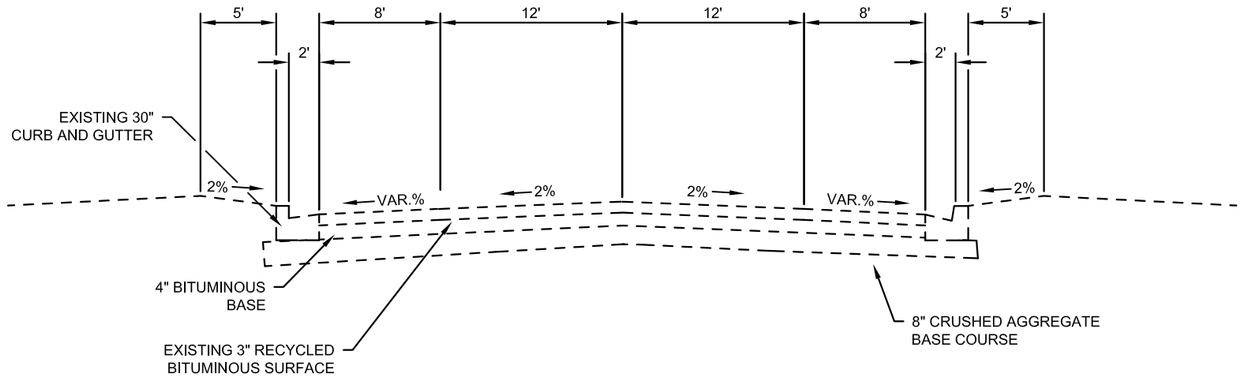
USH 63



EXISTING SUPERELEVATED TYPICAL SECTION

STA. 855+60 - 862+00

USH 63



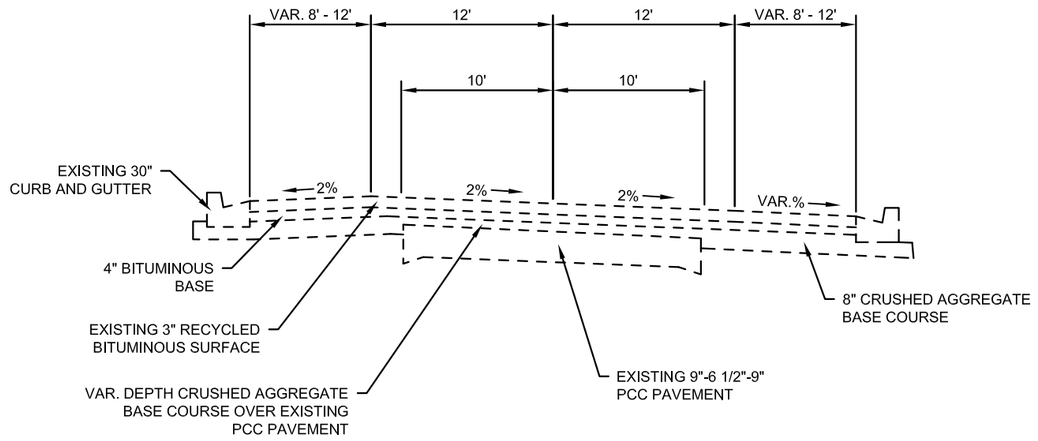
EXISTING TYPICAL SECTION

STA. 862+00 - 864+25

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\020301_TS_12.DWG PLOT DATE : 4/2/2014 3:05 PM PLOT BY : USER PLOT NAME : ----------
WISDOT/CADDS SHEET 42

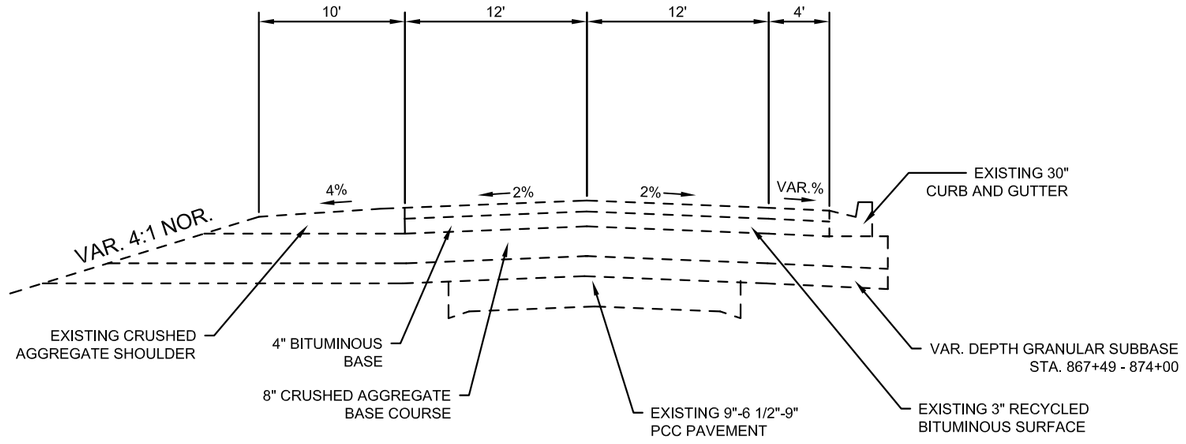
USH 63



EXISTING TYPICAL SECTION

STA. 864+25 - 686+26

USH 63

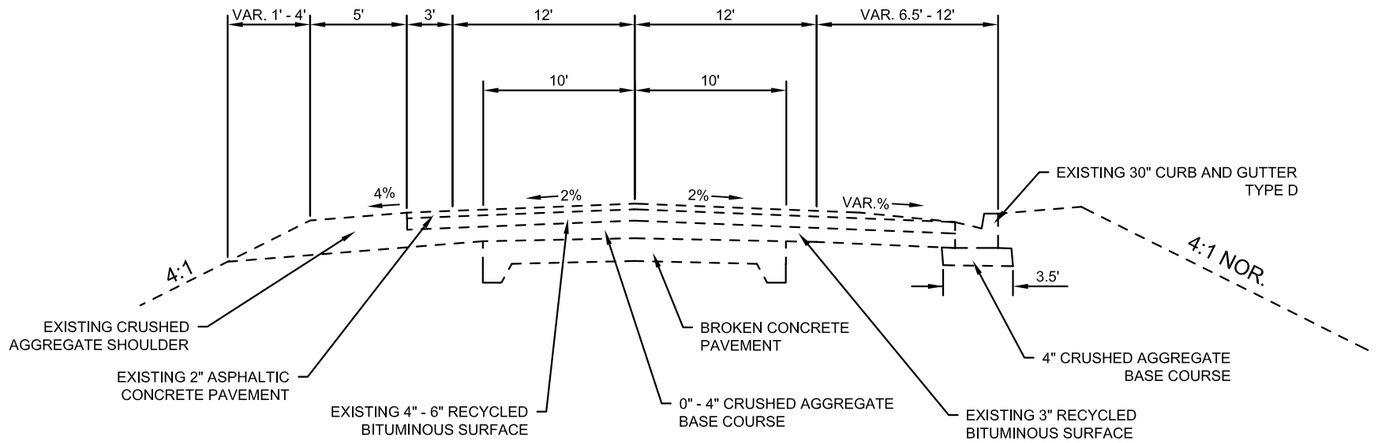


EXISTING TYPICAL SECTION

STA. 868+26 - 874+67

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E

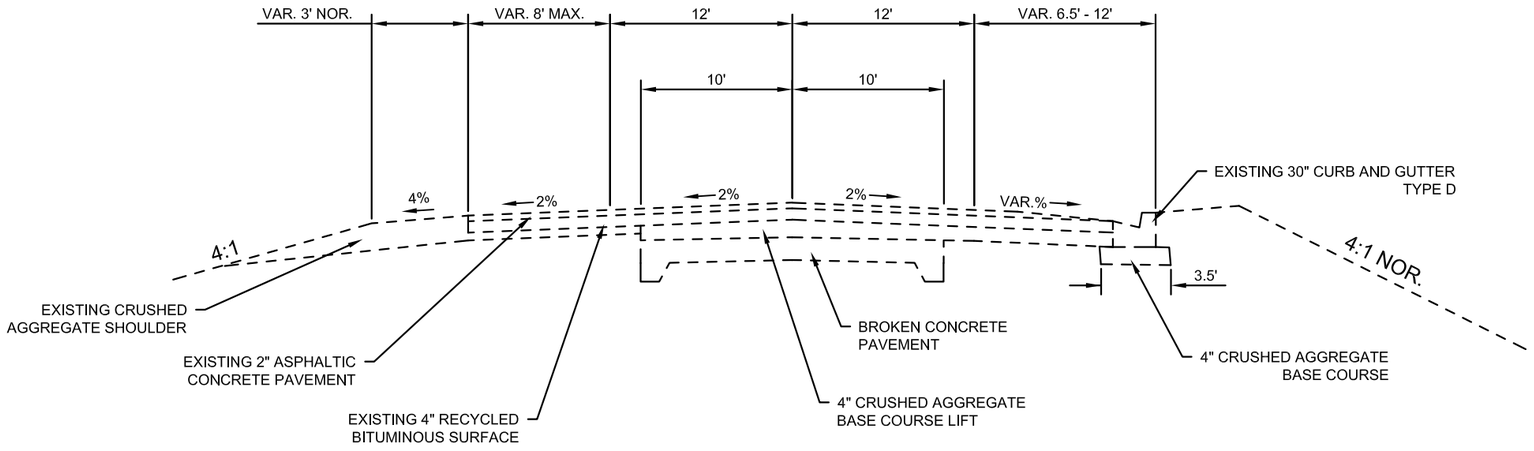
USH 63



EXISTING TYPICAL SECTION

STA. 874+67 - 879+21

USH 63

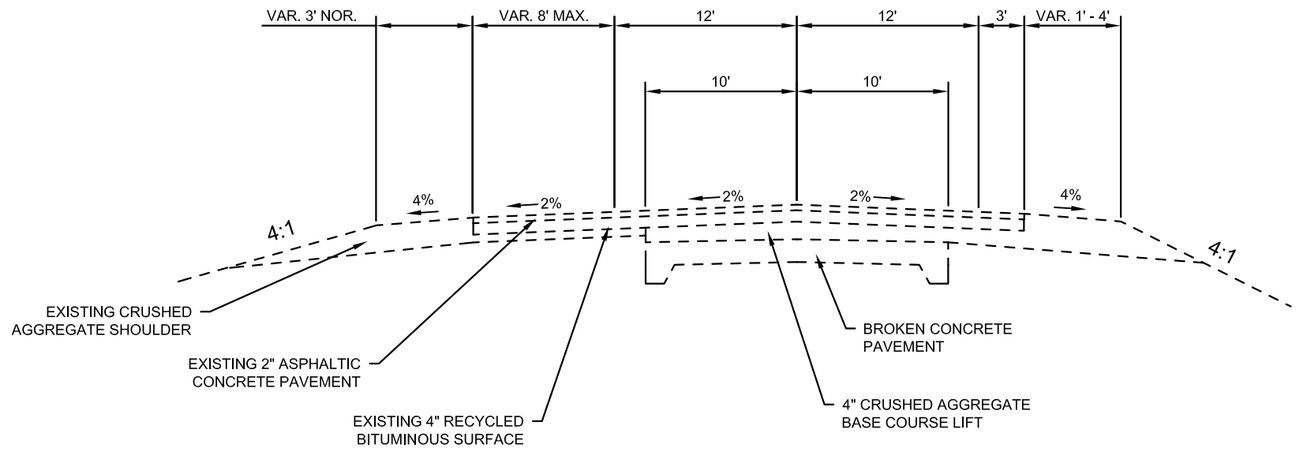


EXISTING TYPICAL SECTION

STA. 879+21 - 881+32

2

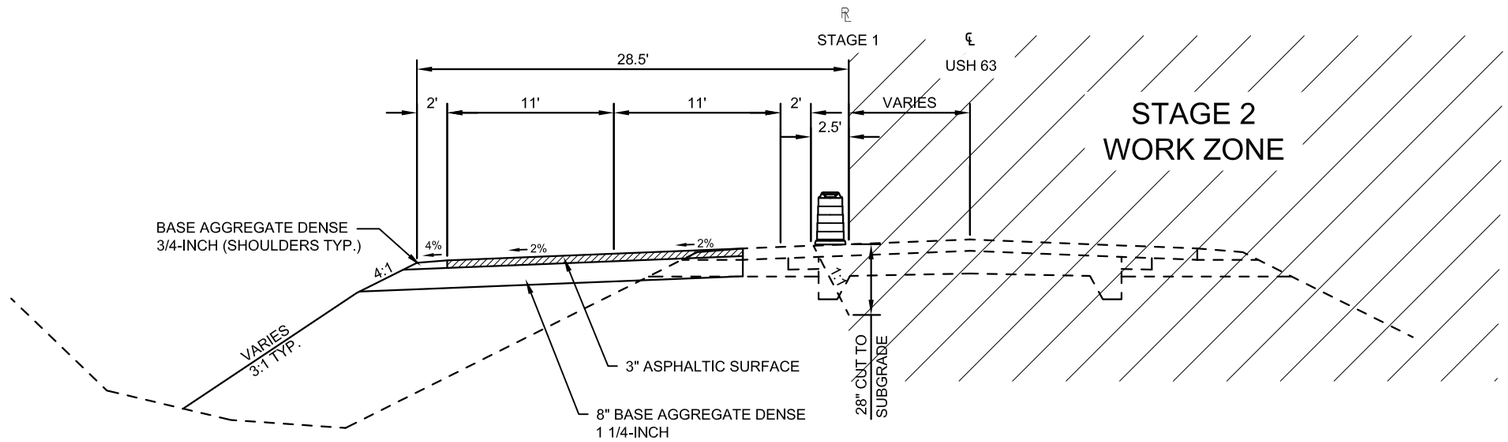
USH 63



EXISTING TYPICAL SECTION

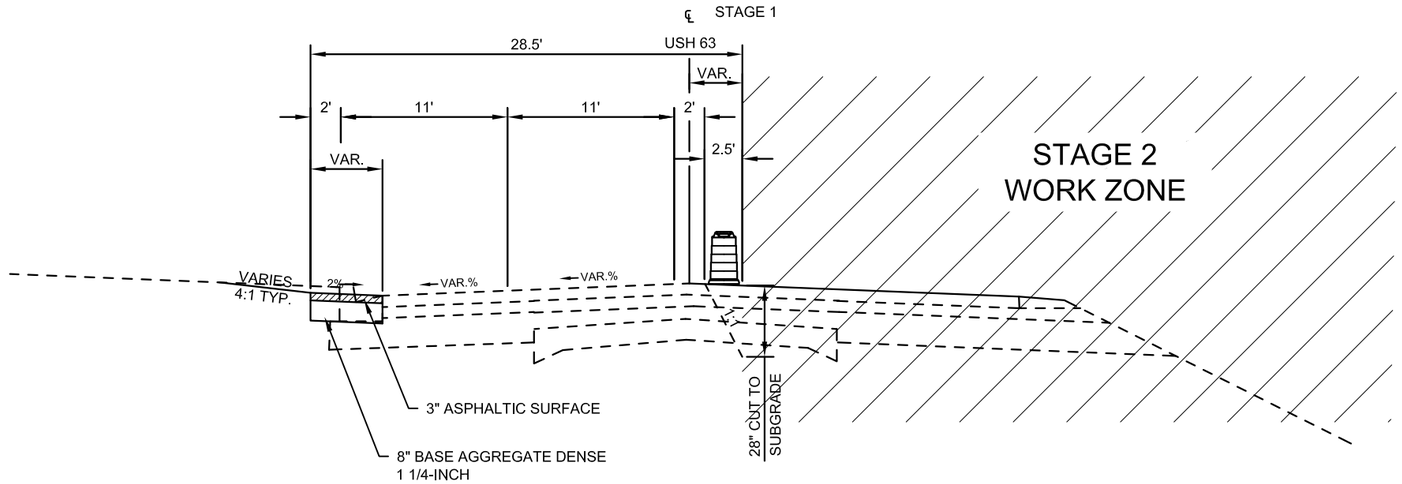
STA. 881+32 - 883+53.5

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



TYPICAL FINISHED SECTION FOR STAGE 1 WIDENING

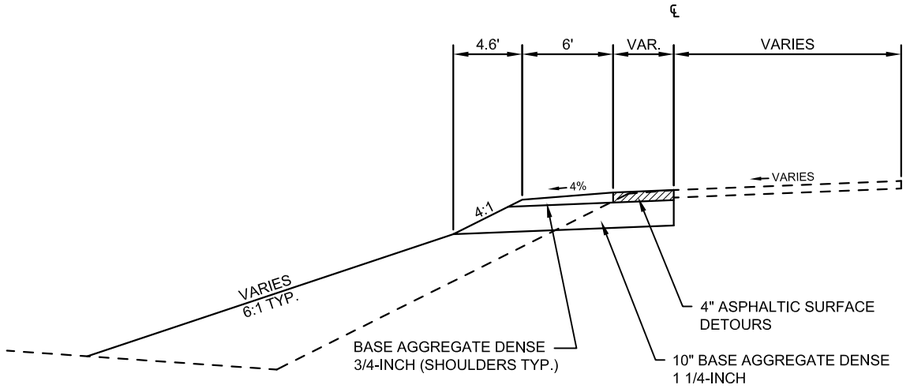
STA. 829+55 - 844+71 LT
STA. 869+00 - 886+60 LT



TYPICAL FINISHED SECTION FOR STAGE 1 WIDENING

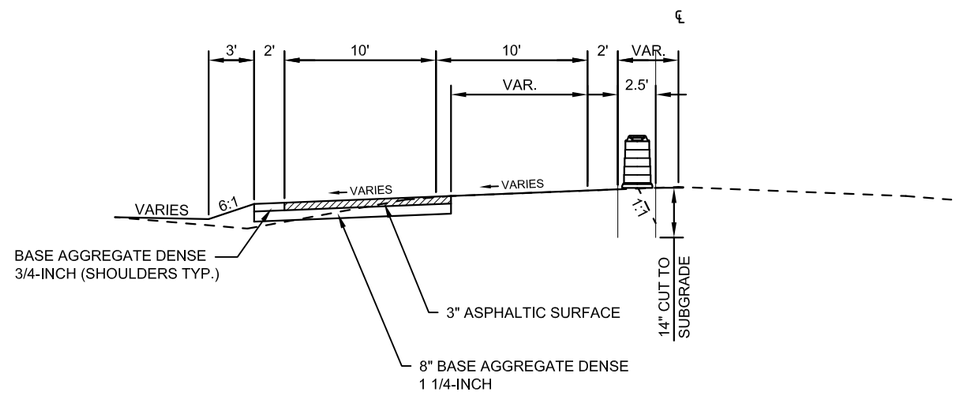
STA. 846+29 - 864+25 RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



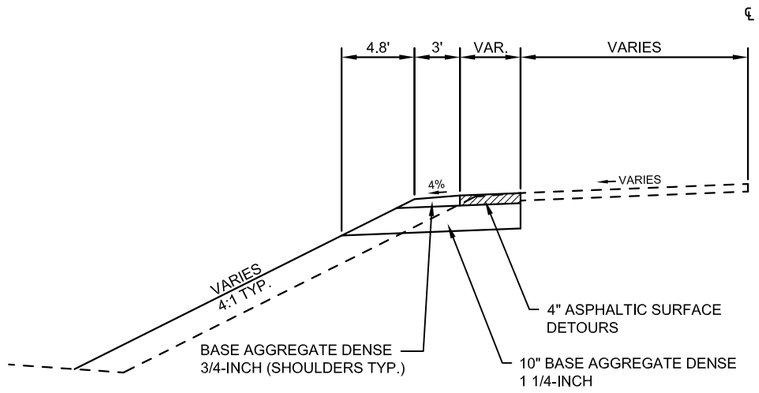
TYPICAL HALF SECTION FOR DETOUR WIDENING

THIRD STREET STA. 10+60 - 12+00 LT



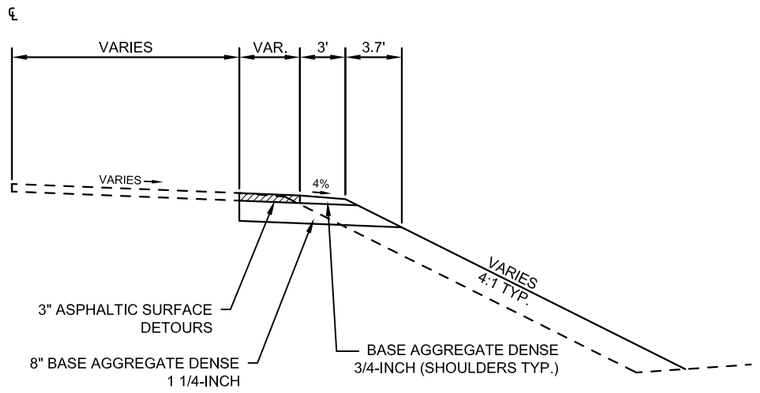
TYPICAL FINISHED SECTION FOR STAGE 1 WIDENING

WEST LAKE DRIVE STA. 0+36 - 1+64 LT



TYPICAL HALF SECTION FOR DETOUR WIDENING

NORTH INDUSTRIAL DRIVE STA. 10+19 - 10+59 RT
LIND AVENUE STA. 10+36 - 10+90 RT



TYPICAL HALF SECTION FOR DETOUR WIDENING

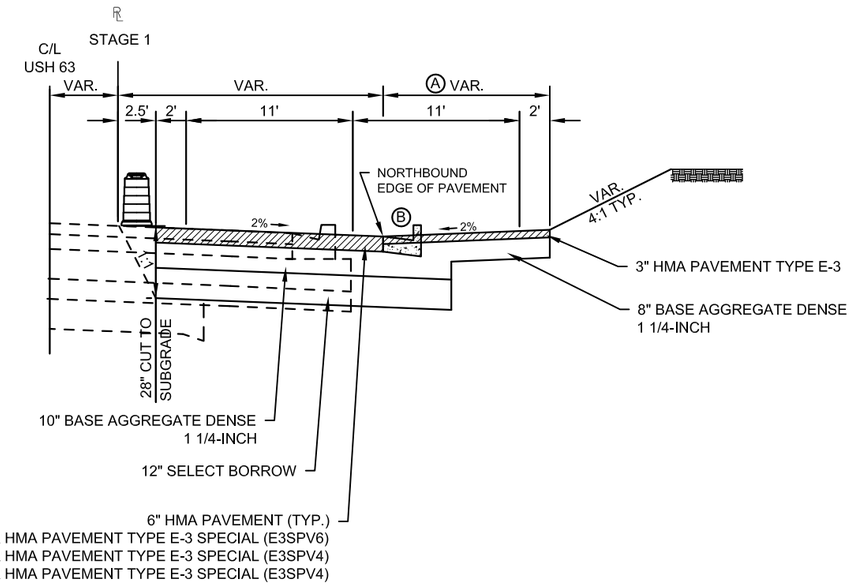
THIRD STREET STA. 13+14 - 13+43 RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E

2

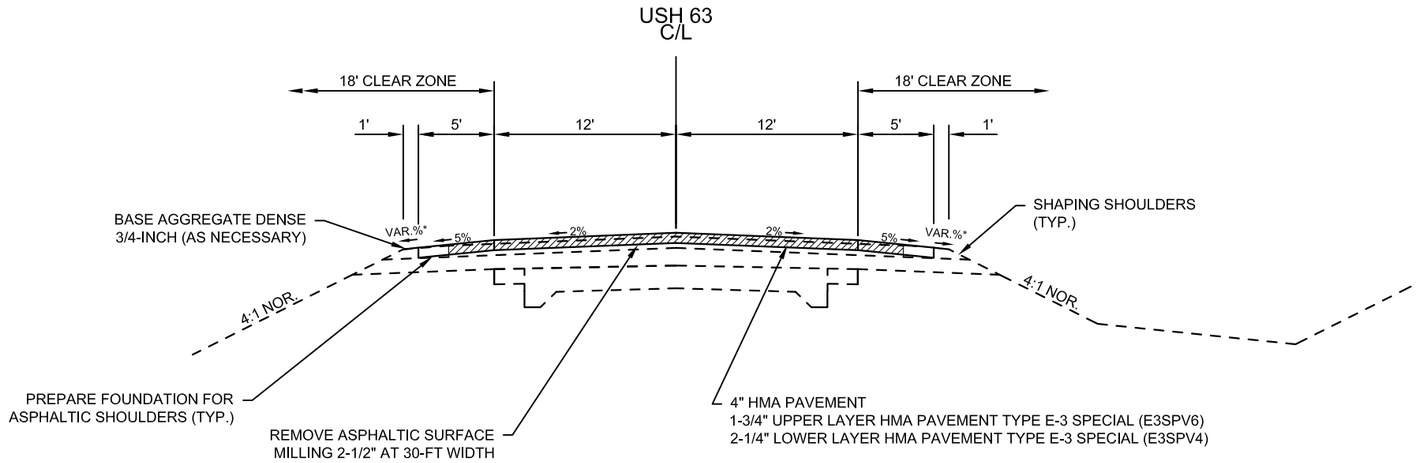
Ⓐ CONSTRUCT WIDENED LANE DURING STAGE 2 TO PROVIDE REQUIRED ROADWAY WIDTH FOR STAGE 3 CONSTRUCTION.

Ⓑ CONCRETE CURB & GUTTER 30-INCH TYPE D TO BE INSTALLED DURING STAGE 3



STAGE 2 WIDENING SECTION

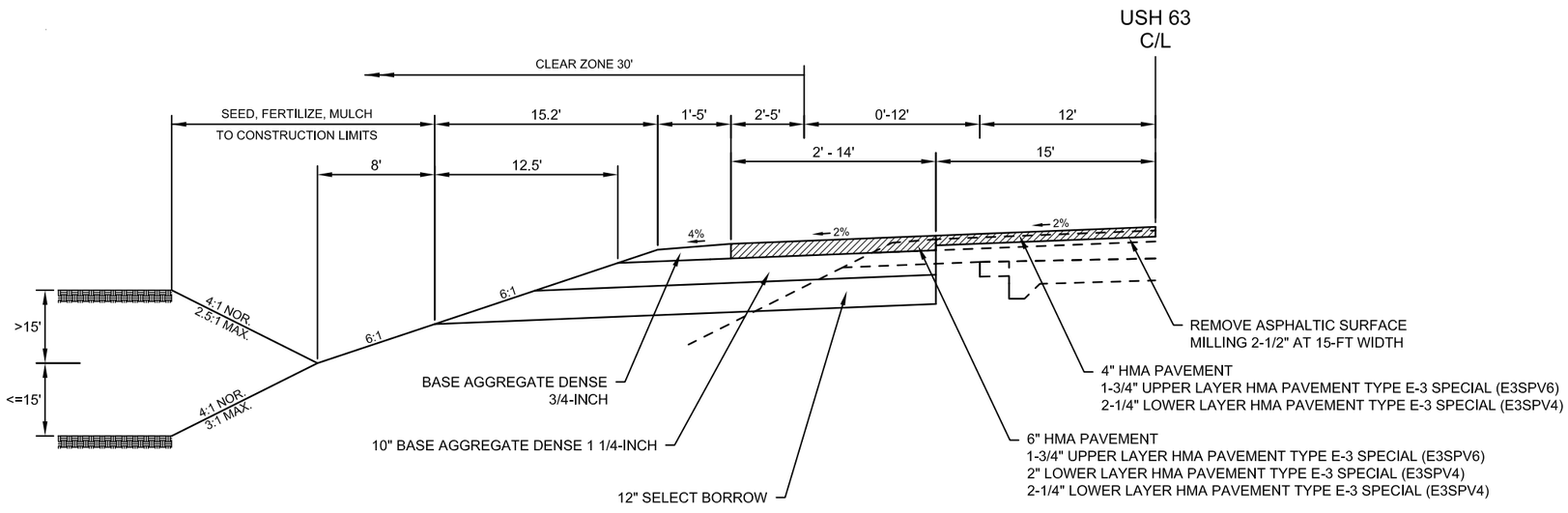
STA. 868+31.4 - 877+27.90 RT



TYPICAL FINISHED SECTION

STA. 625+00.0 - 776+97.6 LT
STA. 821+11.5 - 832+40.0 LT
STA. 625+00.0 - 783+49.0 RT
STA. 815.59.4 - 832+40.0 RT

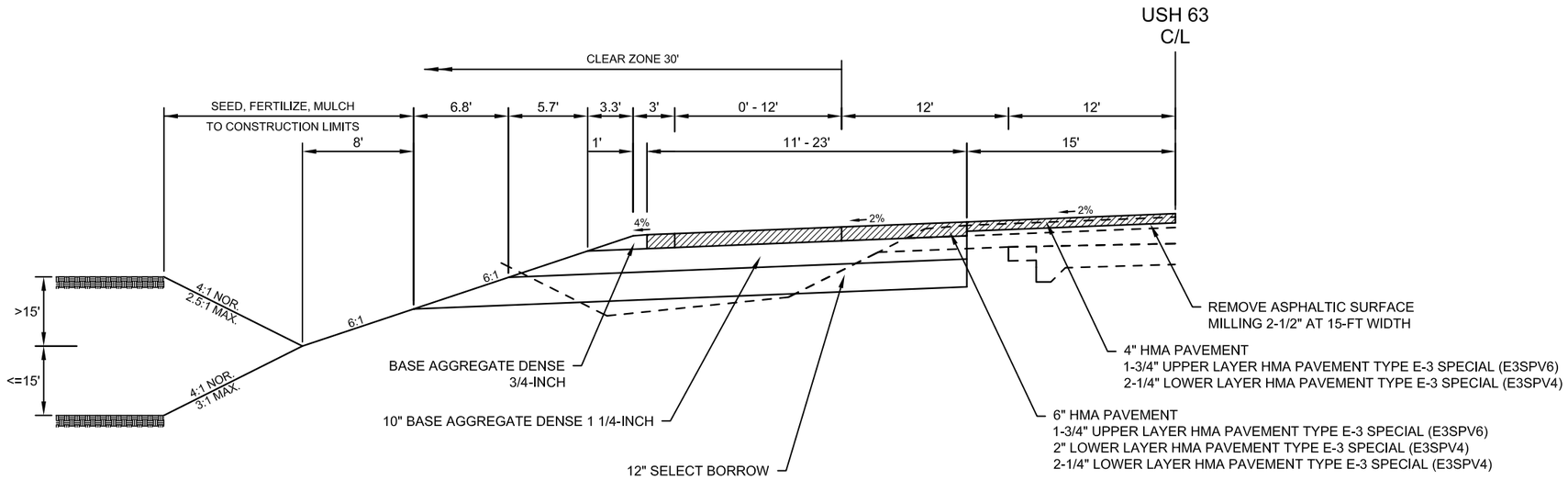
*NOTE: VARY FINISHED BASE AGGREGATE DENSE SHOULDER SLOPE AS NEEDED TO MATCH EXISTING SHOULDER POINT.



TYPICAL FINISHED HALF SECTION

STA. 776+97.6 - 787+16.8 LT
STA. 792+98.9 - 808+59.4 LT
STA. 812+79.1 - 821+11.5 LT

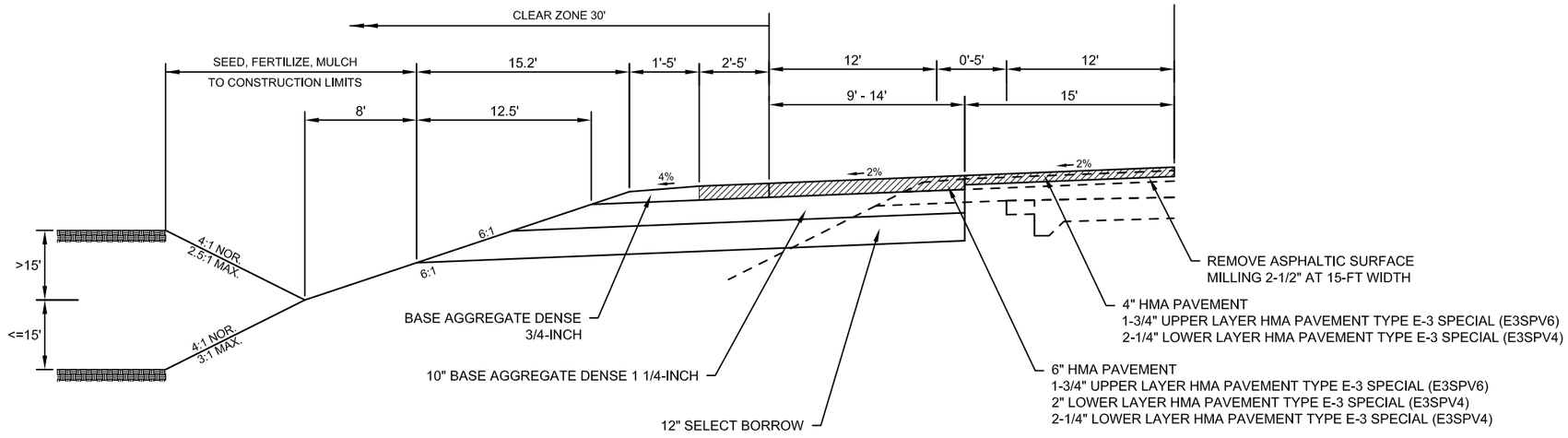
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



TYPICAL FINISHED HALF SECTION

STA. 787+16.8 - 792.98.9 LT

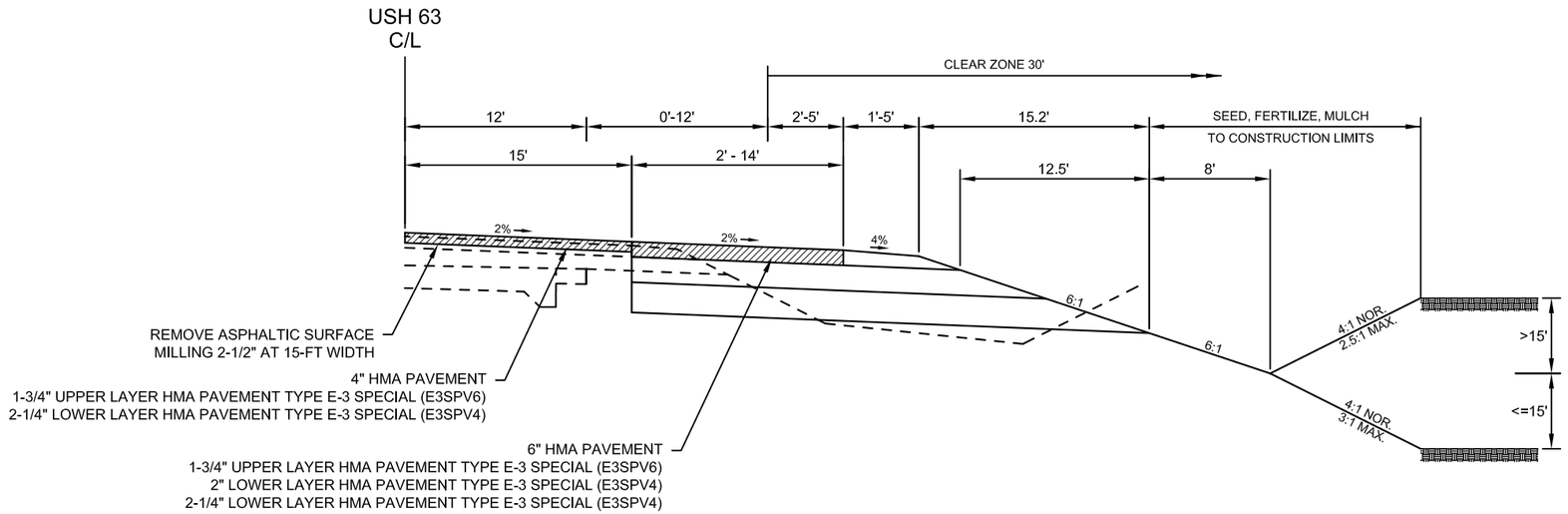
C/L
USH 63



TYPICAL FINISHED HALF SECTION

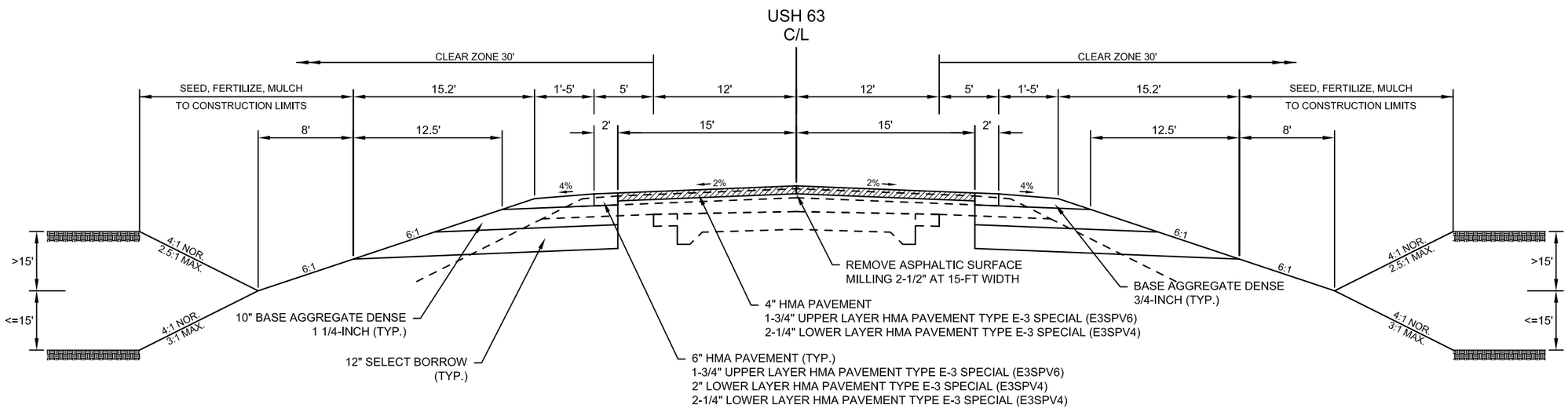
STA. 808+59.4 - 812+79.1 LT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



TYPICAL FINISHED HALF SECTION

STA. 783+40.0 - 815+59.4

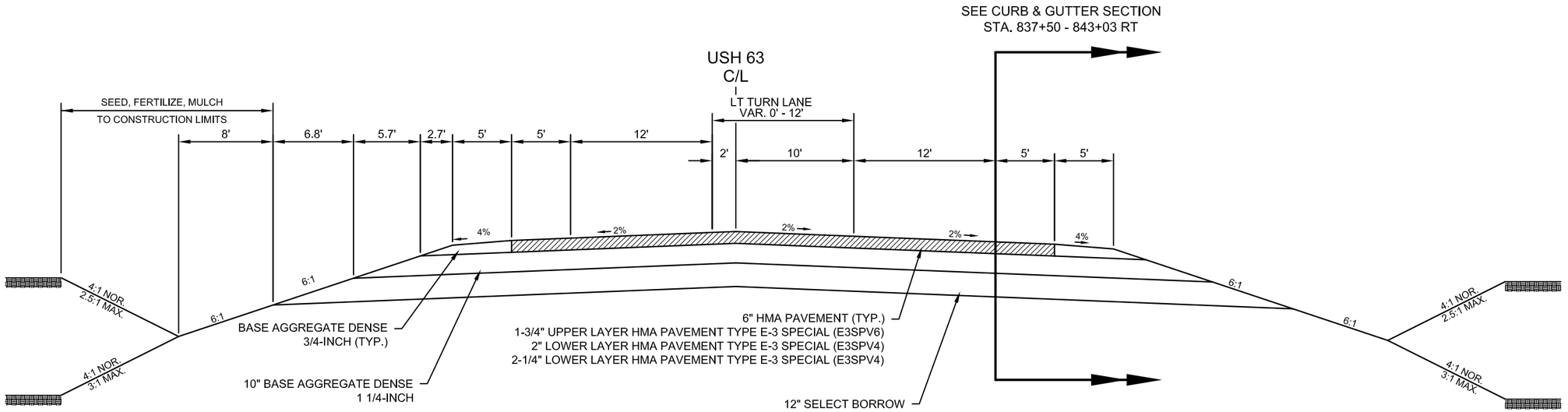


TYPICAL FINISHED SECTION

STA. 832+40.0 - 833+00.0

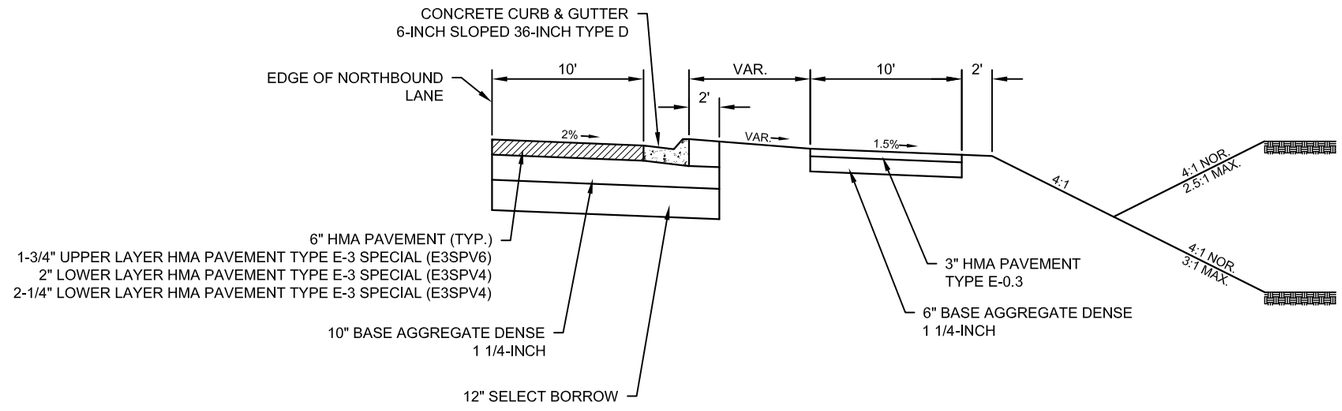
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E

2



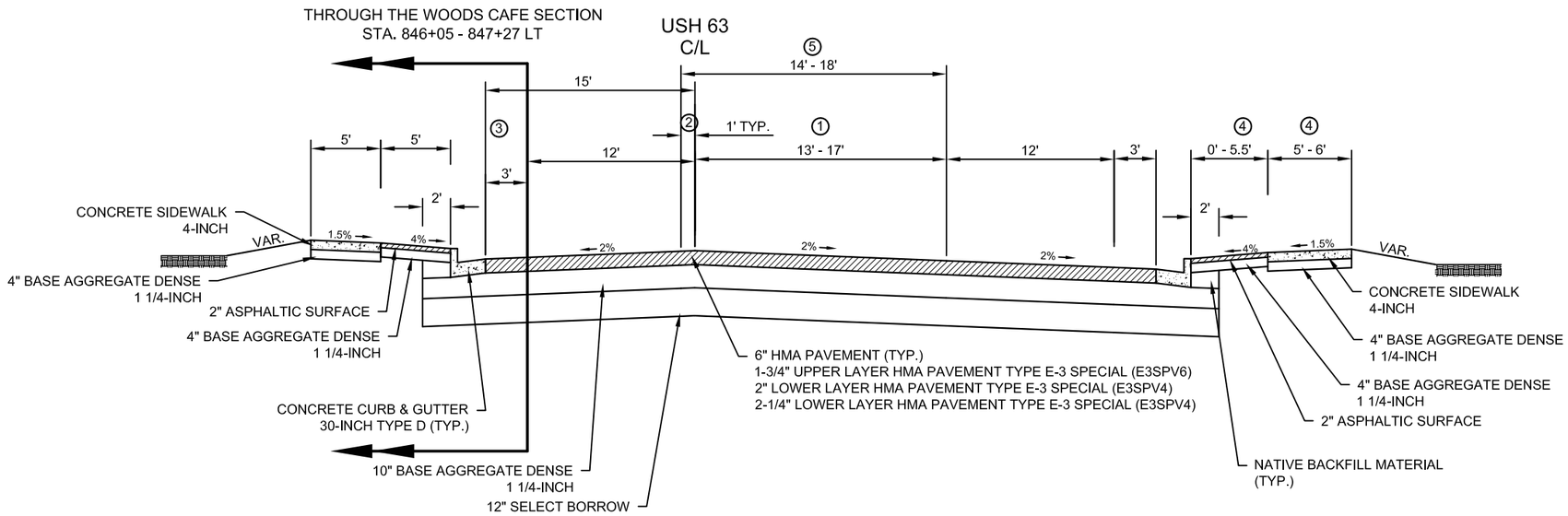
TYPICAL FINISHED SECTION

STA. 833+00 - 845+77



CURB & GUTTER SECTION
STA. 837+50 - 843+03 RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



TYPICAL FINISHED SECTION

STA. 845+77 - 865+77.82

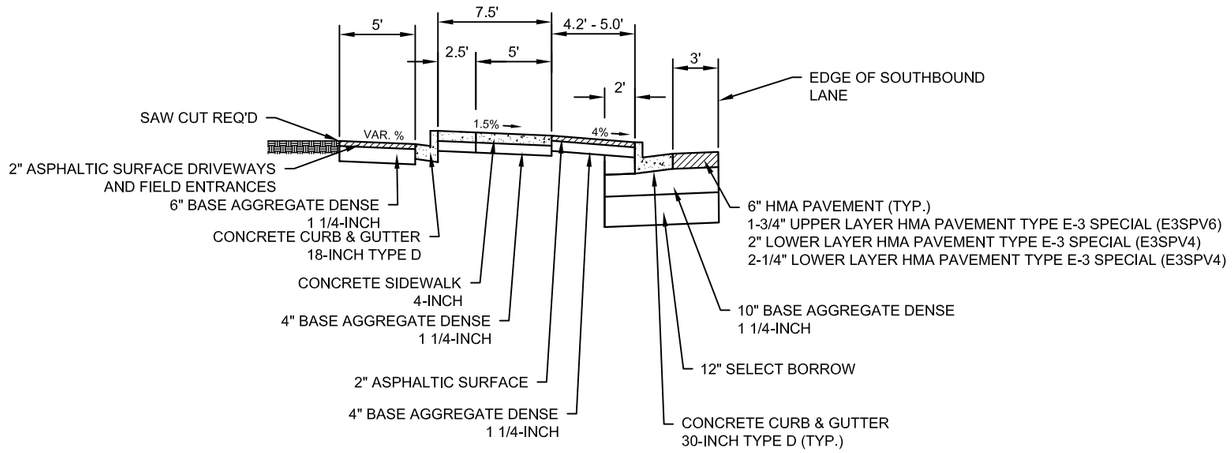
① 10' WIDTH: STA. 845+77 - 856+10
10' - 14' WIDTH: STA. 856+10 - 857+18
14' WIDTH: STA. 857+18 - 863+49
14' - 18' WIDTH: STA. 863+49 - 864+79

② 0' - 1' WIDTH TAPER: STA. 863+49 - 864.79

③ 3' - 9.5' WIDTH TAPER: STA. 863+49 - 864+79

④ CONCRETE SIDEWALK 4-INCH LOCATION:
STA. 863+40 - 864+60 RT
ELSEWHEREGRADE BERM AS SHOWN ON THE CROSS-SECTIONS.

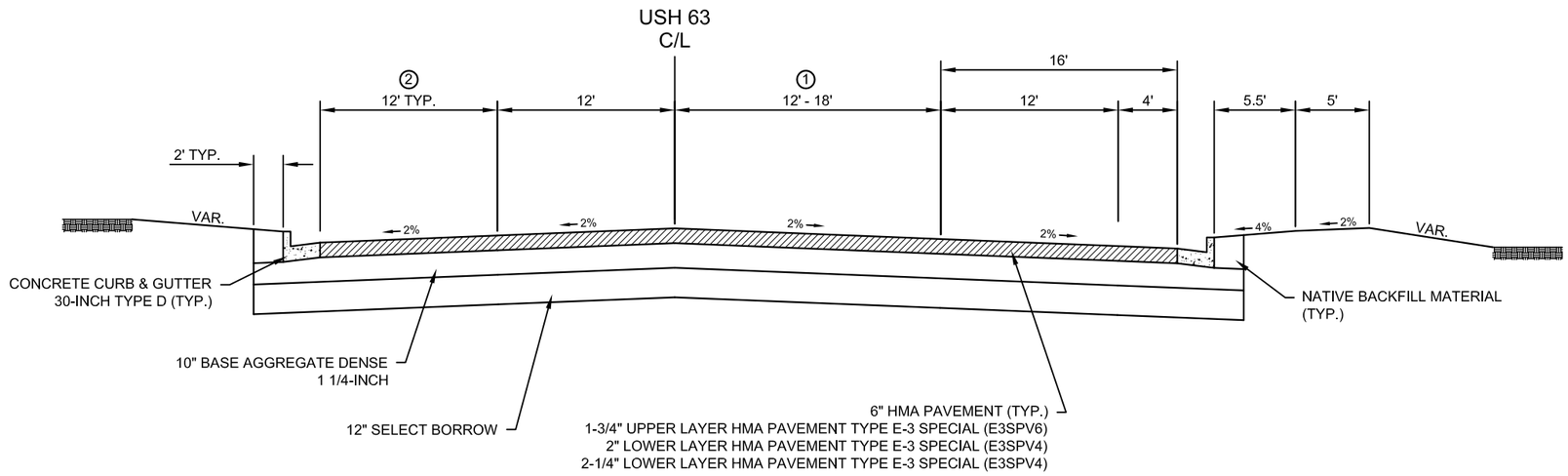
⑤ 14' TWLTL: STA. 845+77 - 856+18
14' - 18' TWLTL: STA. 856+10 - 857+18
10' LT TURN LANE AND 8' ISLAND FLANGE TO FLANGE: STA. 857+18 - 864+79



THROUGH THE WOODS CAFE SECTION
STA. 846+05 - 847+27 LT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E

2



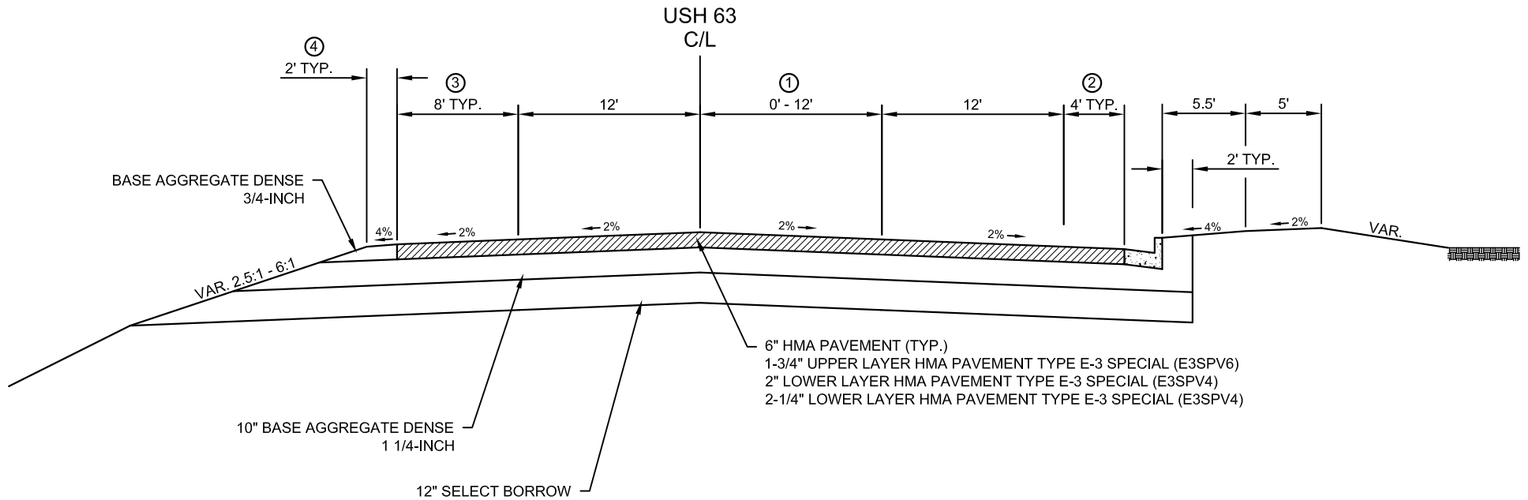
① 12' LEFT TURN LANE W/ 6' PAINTED MEDIAN:
STA. 866+16 - 867+13

② 12' RIGHT TURN LANE:
STA. 866+19 - 868+55

TYPICAL FINISHED SECTION

STA. 865+77.82 - 868+55

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



TYPICAL FINISHED SECTION

STA. 868+55 - 883+53.5

① MEDIAN TRANSITION TO 2-LANE ROADWAY:
STA. 868+55 - 871+68

② 4' - 12' WIDTH TAPER:
STA. 878+52 - 879+32

12' RIGHT TURN LANE
STA. 879+32 - 881+32

③ 10' - 12' WIDTH TAPER:
STA. 686+55 - 868+80

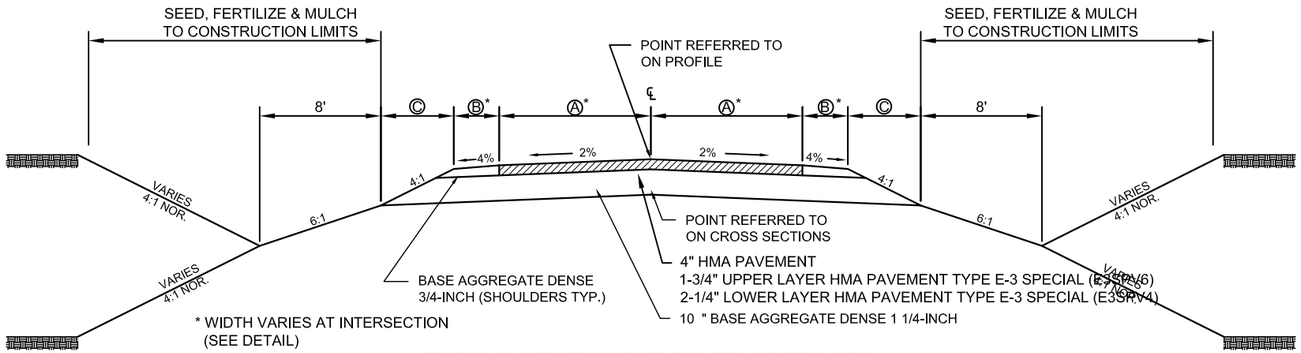
10' WIDTH (ALONG BEAMGUARD):
STA. 868+80 - 874+83

6.1' - 8' WIDTH TAPER:
STA. 882+65 - 883+54

④ 3.7' TYP. VAR. WIDTH (ALONG BEAMGUARD):
STA. 868+72 - 874+83

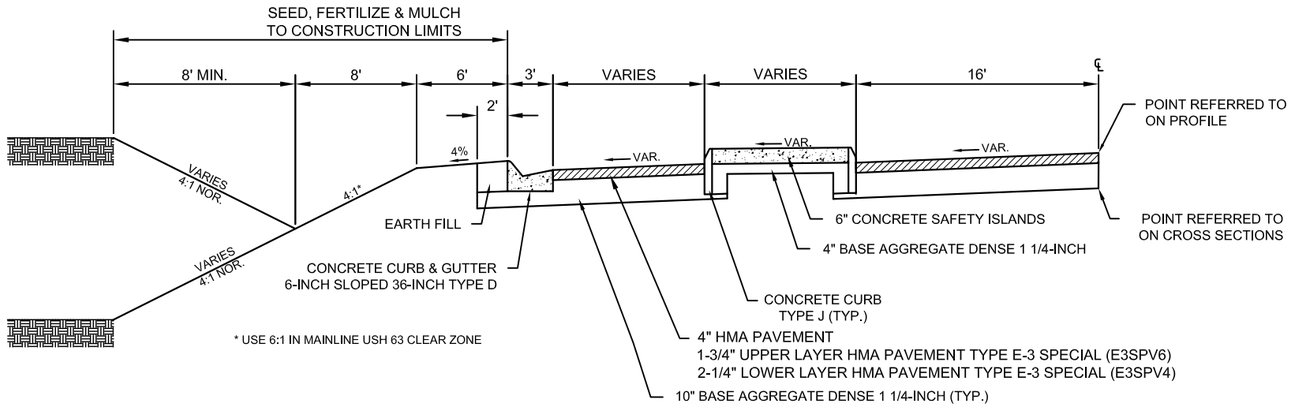
CONCRETE CURB & GUTTER 30-INCH TYPE D:
STA. 876+71 - 880+55

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



TYPICAL SECTION FOR PAVED SIDEROADS

TYPICAL SIDE ROAD DIMENSIONS				
ROADWAY	STA. - STA.	A (FT)	B (FT)	C (FT)
HILLTOP RD	4+97.0 - 9+21.6 LT	11	4	4.7
HILLTOP RD	4+97.0 - 9+00.4 RT	11	4	4.7
CTH D	10+97.1 - 11+55.6 LT	15	4	4.7
CTH D	10+49.3 - 11+54.2 RT	11	4	4.7
CTH B	10+83.2 - 11+42.0 LT	11	3	4.7
CTH B	10+67.5 - 11+42.0 RT	10	3	4.7

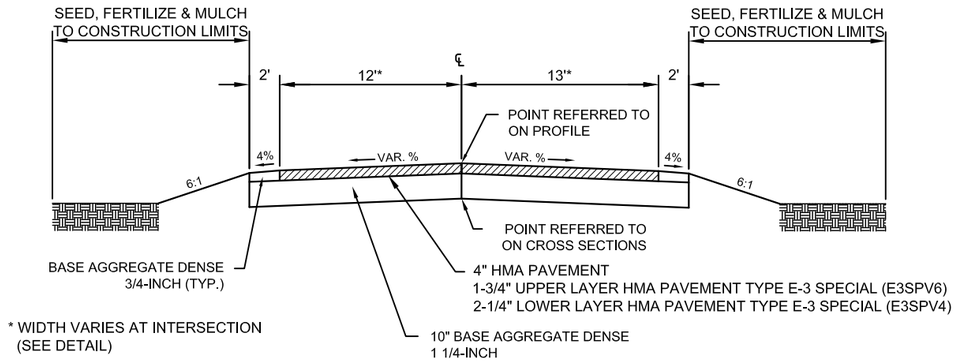


TYPICAL CURB ISLAND HALF SECTION FOR PAVED SIDEROADS

CTH D STA. 10+35.2 - 10+81.49 LT

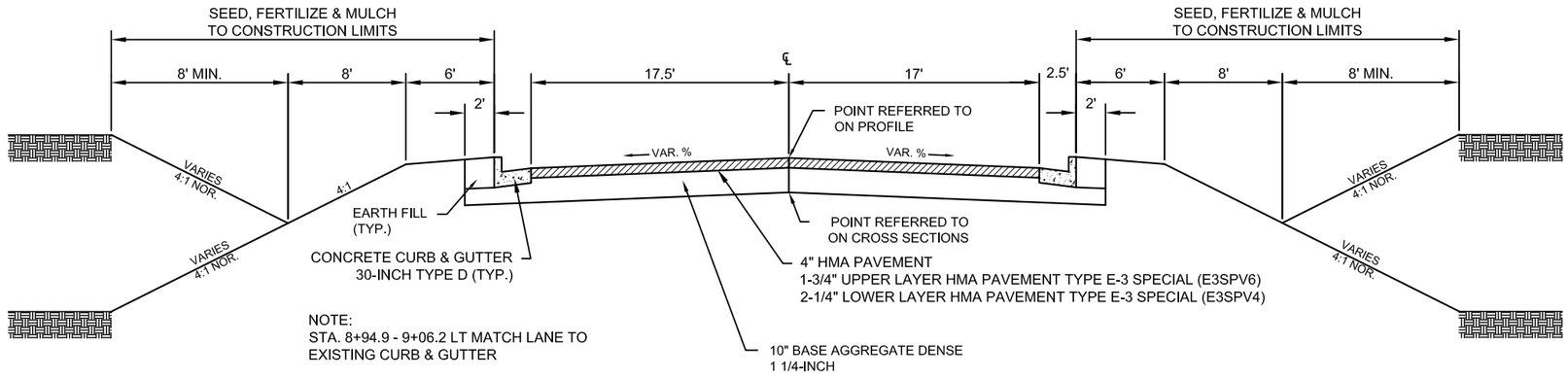
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E

2



TYPICAL SCHOOL ENTRANCE FINISHED SECTION

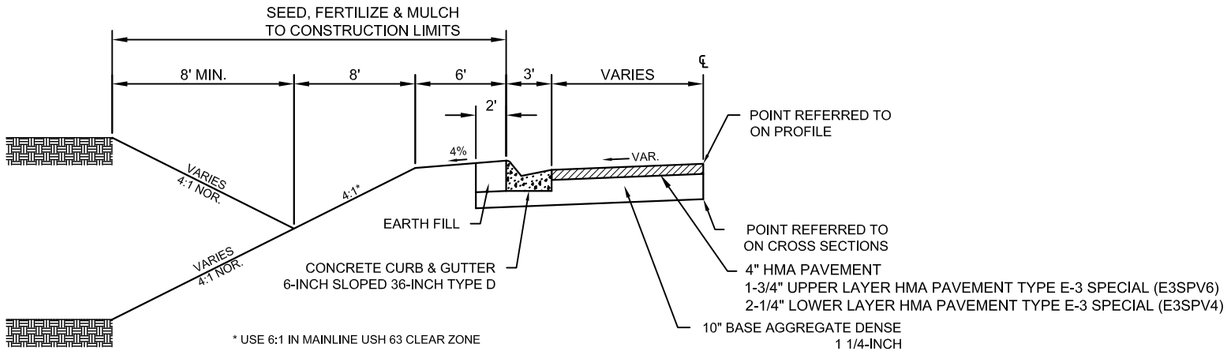
SCHOOL ENTRANCE STA. 8+25.4 - 9+15.4 LT
SCHOOL ENTRANCE STA. 8+25.4 - 9+32.5 RT



TYPICAL PEDERSON DRIVE FINISHED SECTION

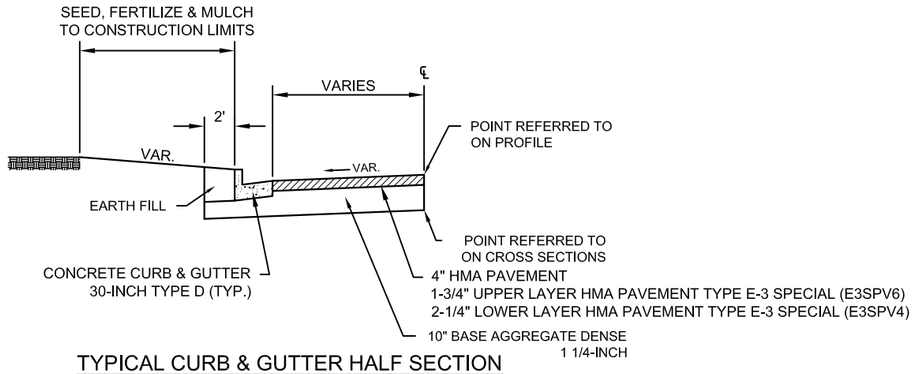
PEDERSON DRIVE STA. 8+94.9 - 9+23.4 LT
PEDERSON DRIVE STA. 8+94.8 - 9.22.4 RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



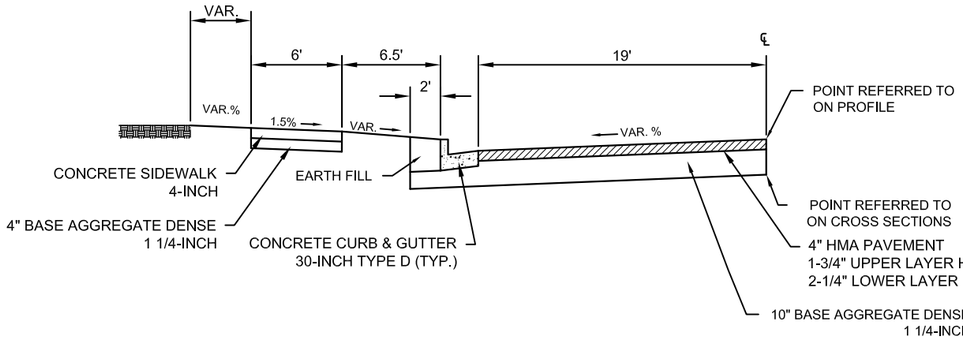
TYPICAL CURB & GUTTER HALF SECTION FOR PAVED SIDEROADS

HILLTOP ROAD STA. 9+21.6 - 9+85.7 LT
HILLTOP ROAD STA. 8+9+00.4 - 9+32.4 RT
CTH D STA. 10+61.6 - 10+97.1 LT
CTH D STA. 10+02.9 - 10+49.3 RT
SCHOOL ENTRANCE STA. 9+15.4 - 9+75.3 LT
SCHOOL ENTRANCE STA. 9+32.5 - 9+72.5 RT
PEDERSON DRIVE STA. 9+23.4 - 9+91.3 LT
PEDERSON DRIVE STA. 9+22.4 - 9+60.2 RT
1ST AVENUE STA. 9+11.6 - 9+43.4 RT
WEST LAKE DRIVE STA. 10+33.4 - 11+28.0 RT
CTH B STA. 10+50.6 - 10+83.2 LT
CTH B STA. 10+02.4 - 10+67.5 RT



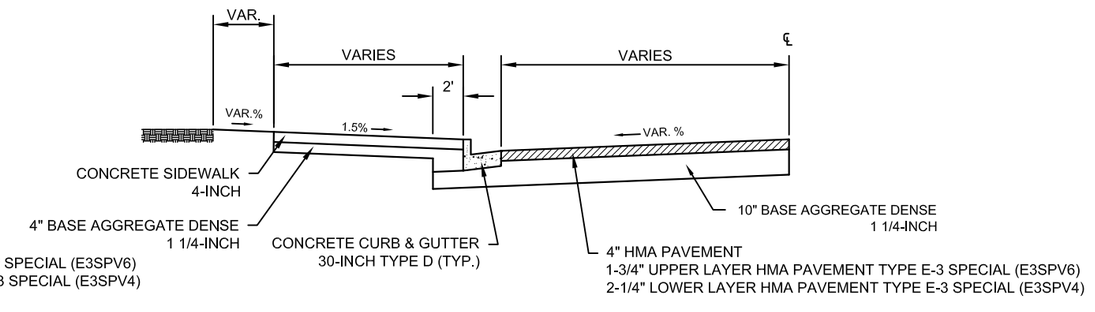
TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

1ST AVENUE STA. 9+11.6 - 9+92.0 LT
WEST LAKE DRIVE STA. 10+34.0 - 11+28.0 RT
1ST STREET STA. 9+48.5 - 9+85.9 LT
1ST STREET STA. 9+48.5 - 9+72.3 RT
PARKING ENTRANCE 1 STA. 10+26.0 - 10+60.0 LT & RT
PARKING ENTRANCE 5 STA. 9+56.5 - 9+80.0 LT & RT
PARKING ENTRANCE 2 STA. 10+29.4 - 10+65.1 LT
PARKING ENTRANCE 2 STA. 10+30.3 - 10+65.1 RT
PARKING ENTRANCE 3 STA. 10+30.1 - 10+83.4 LT
PARKING ENTRANCE 3 STA. 10+30.4 - 10+69.2 RT
PARKING ENTRANCE 4 STA. 10+30.1 - 10+47.5 LT
PARKING ENTRANCE 4 STA. 10+30.1 - 10+79.1 RT
6TH AVENUE STA. 8+63.8 - 10+00.0 LT



TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

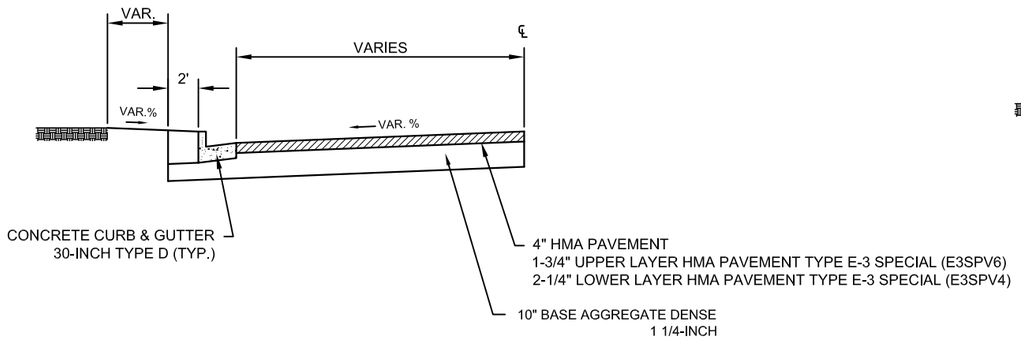
4TH AVENUE STA. 9+41.0 - 9+69.6 LT



TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

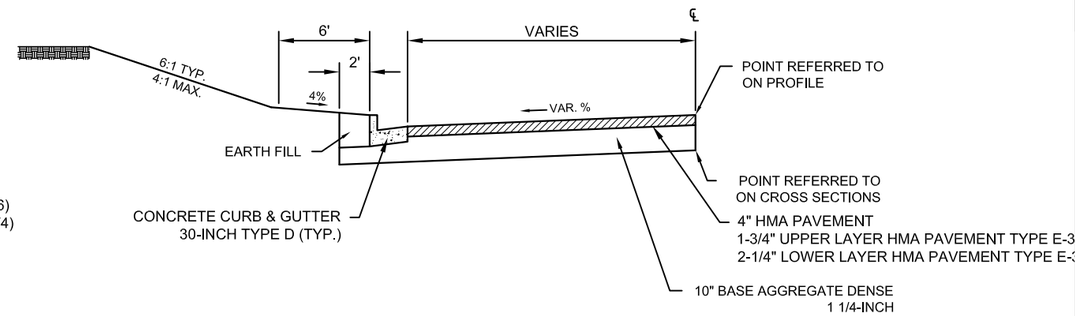
4TH AVENUE STA. 9+41.0 - 9+60.8 RT
5TH AVENUE STA. 9+58.3 - 10+00.0 LT
5TH AVENUE STA. 9+33.9 - 9+44.9 RT
6TH AVENUE STA. 8+63.8 - 9+20.6 RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



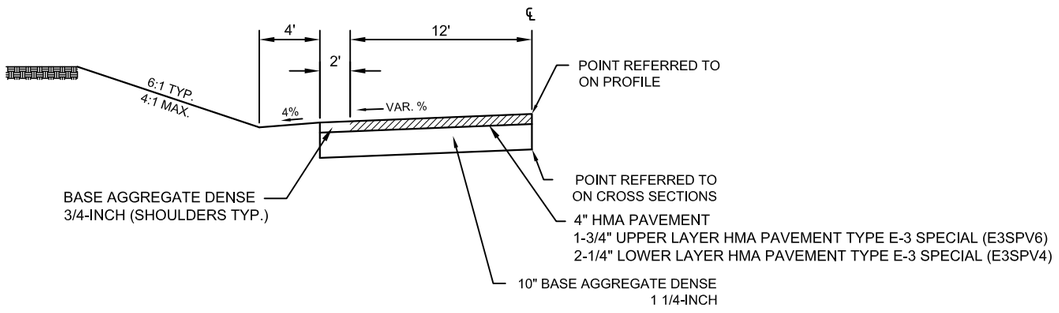
TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

6TH AVENUE STA. 8+63.8 - 10+00.0 LT



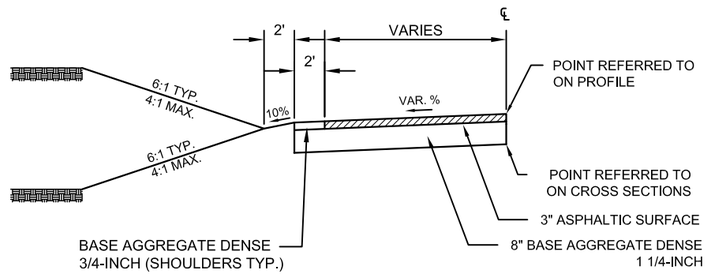
TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

PARKING ENTRANCE 6 STA. 10+34.1 - 10+64.1 LT & RT
PLAYGROUND DRIVE STA. 10+22.1 - 10+52.0 LT
PLAYGROUND DRIVE STA. 10+25.2 - 10+55.2 RT
PETERSON DRIVE STA. 10+16.0 - 10+46.0 LT & RT



TYPICAL CURB & GUTTER HALF SECTION FOR PAVED CITY STREETS

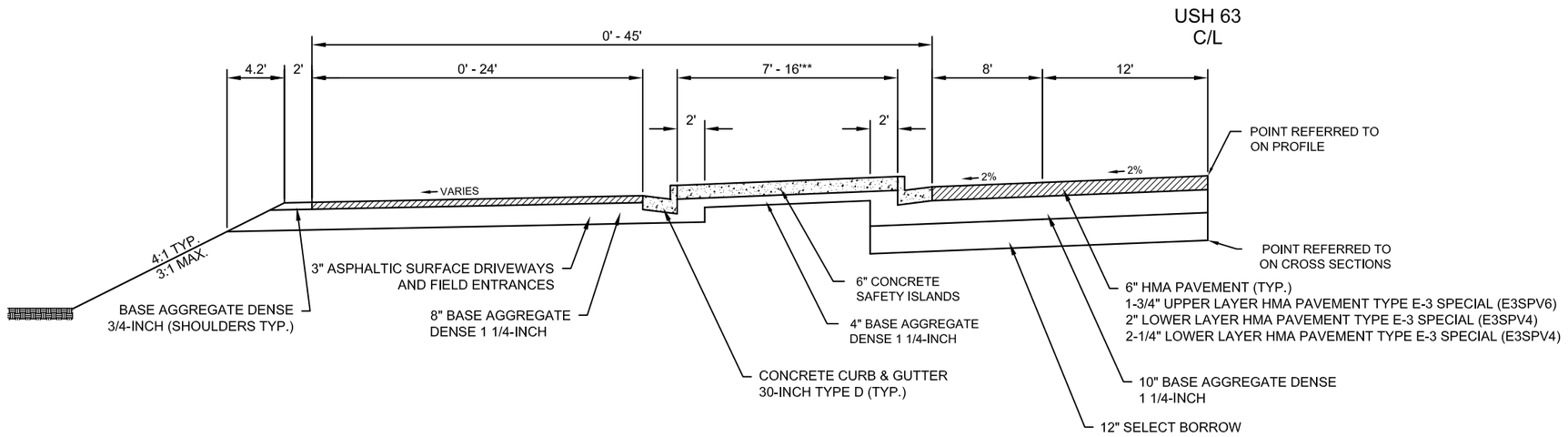
PARKING ENTRANCE 6 STA. 10+64.1 - 11+39.0 LT & RT
PLAYGROUND DRIVE STA. 10+52.0 - 11+47.0LT
PLAYGROUND DRIVE STA. 10+55.2 - 11+47.0 RT
PETERSON DRIVE STA. 10+46.0 - 11+08.0 LT & RT



TYPICAL SECTION FOR C2

COMMERICIAL ENTRANCE C2 (FARLEY AUTO BODY)
STA. 8+31.9 - 9+91.0 LT
STA. 8+76.4 - 9+89.6 RT

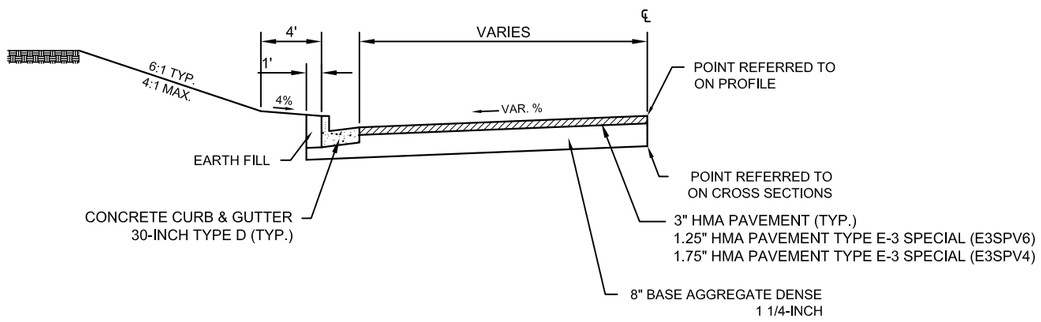
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



TYPICAL HALF SECTION AT SHELL LAKE MARINE ENTRANCE

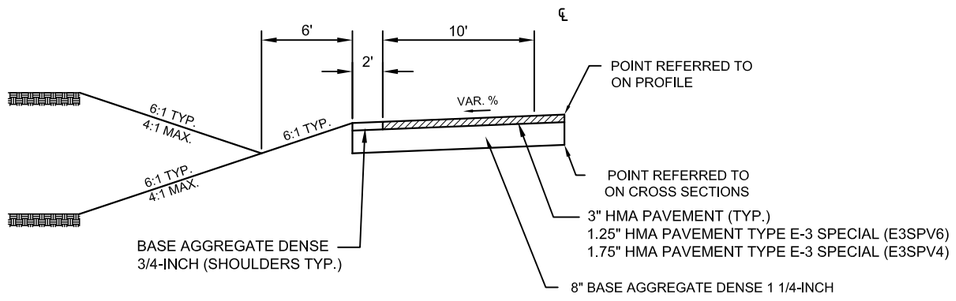
USH 63 STA. 876+42.7 - 877+83.9 LT

** SAFETY ISLAND STA. 877+14.9 - 877+65.2



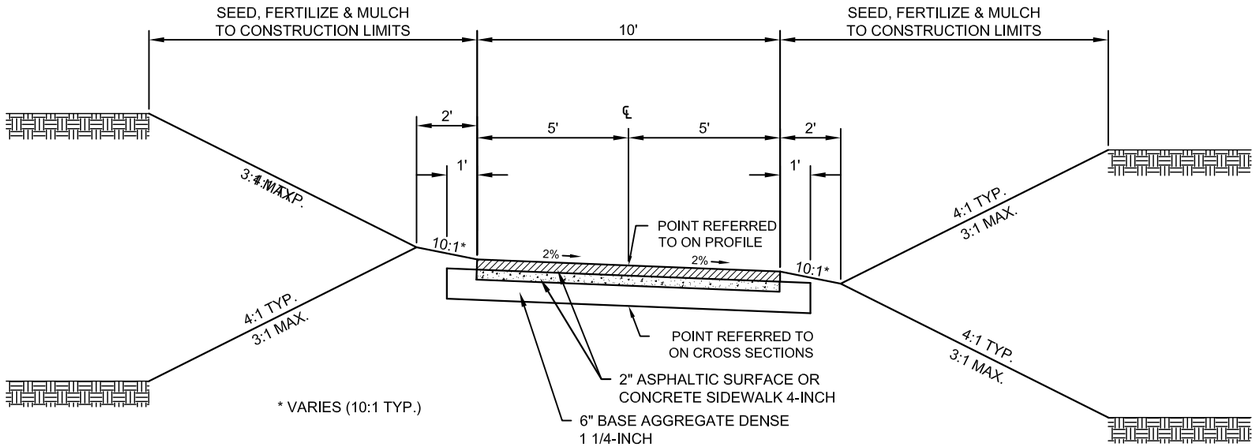
TYPICAL CURB & GUTTER HALF SECTION FOR COMMERCIAL ENTRANCES

COMMERCIAL ENTRANCE C1 (U-TURN BUILDING)
STA. 10+17.5 - 10+42.5 LT
STA. 10+16.7 - 10+41.7 RT



TYPICAL HALF SECTION FOR PAVED COMMERCIAL ENTRANCES

COMMERCIAL ENTRANCE C1 (U-TURN BUILDING)
STA. 10+42.5 - 11+54.2 LT
STA. 10+41.7 - 11+54.2 RT

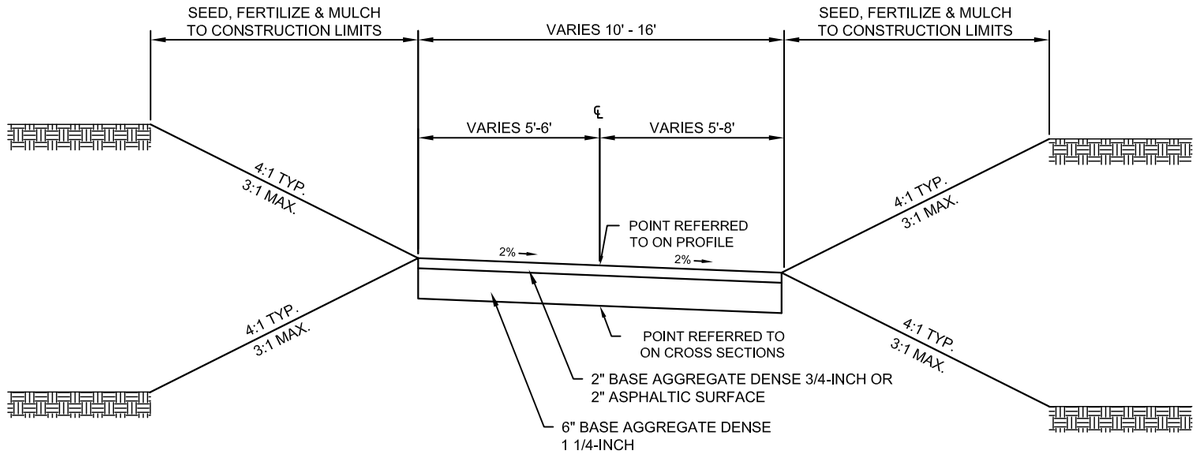


TYPICAL FINISHED SECTION FOR SHARED-USE PATH

NOTE:

2" ASPHALTIC SURFACE EXCEPT CONCRETE SIDEWALK 4-INCH WITHIN 10' OF ROAD CROSSINGS OR AS SHOWN ON THE PLAN.

STA. 10+11.0 - 24+75.6
STA. 25+05.6 - 32+62.6
STA. 32+87.3 - 36+27.3
STA. 36+51.5 - 40+00.0
STA. 40+20.7 - 41+98.7
STA. 42+13.0 - 48+72.2
STA. 48+96.2 - 53+45.0
STA. 53+69.6 - 58+78.8
STA. 59+04.6 - 61+59.8



TYPICAL FINISHED SECTION FOR ATV / SNOWMOBILE PATH

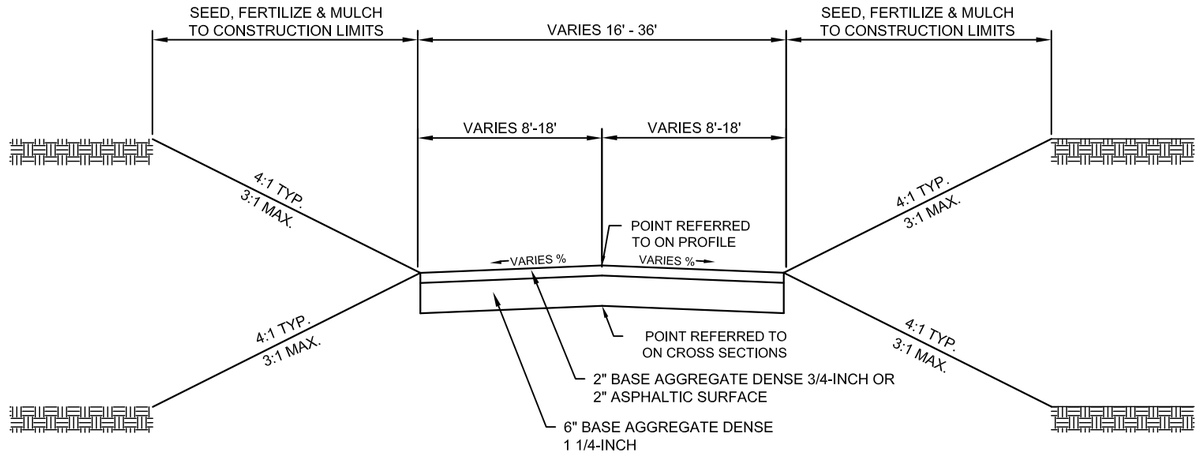
NOTE:

* 2" BASE AGGREGATE DENSE 3/4-INCH EXCEPT 2" ASPHALTIC SURFACE WITHIN 20' OF ROAD CROSSINGS.

** 2" ASPHALTIC SURFACE.

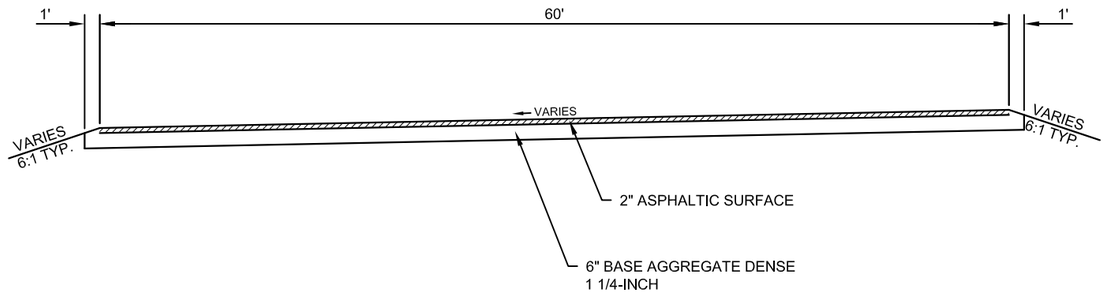
* TRAIL 1 STA. 10+11.0 - 11+03.0
* TRAIL 1 STA. 11+35.8 - 12+59.2
* TRAIL 1 STA. 24+38.3 - 25+96.9
** TRAIL 1 STA. 26+26.9 - 30+55.6
** TRAIL 1 STA. 30+65.6 - 30+99.6
** TRAIL 1 STA. 31+50.6 - 31+69.4

** TRAIL 2 STA. 10+64.1 - 10+88.6
* TRAIL 2 STA. 14+28.7 - 14+84.0
* TRAIL 2 STA. 16+59.5 - 16+99.5
* TRAIL 2 STA. 17+23.6 - 17+63.6
* TRAIL 2 STA. 19+82.4 - 21+72.5
* TRAIL 2 STA. 21+97.0 - 27+06.1
* TRAIL 2 STA. 37+30.2 - 27+64.7



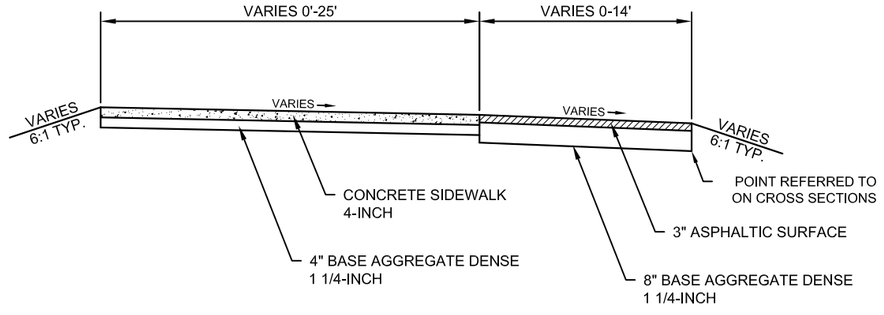
TYPICAL FINISHED SECTION FOR TRAIL 3

STA. 10+17 - 11+10



TYPICAL FINISHED SECTION FOR PAVED CITY PARKING LOT

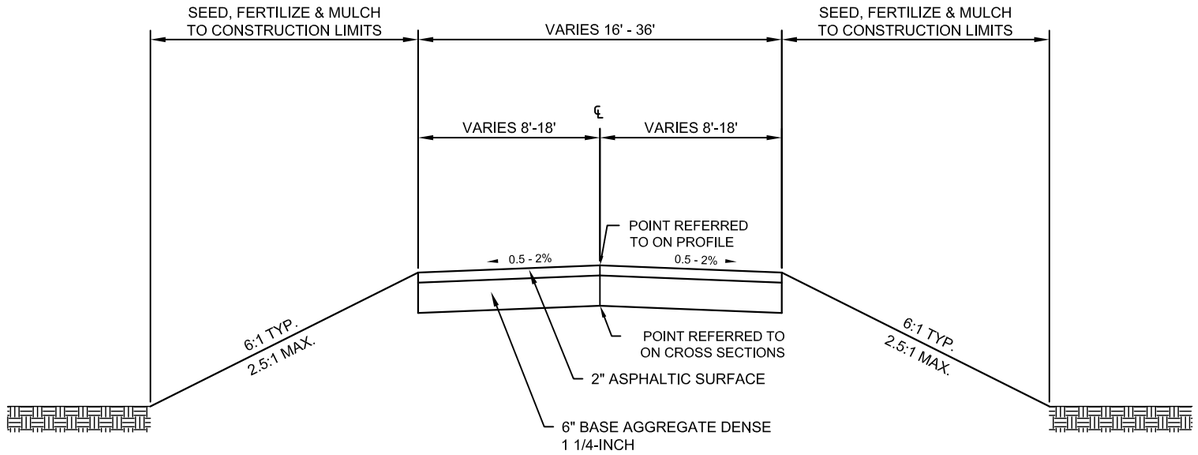
STA. 863+54.2 - 869+70.6 RT
STA. 865+94.9 - 866+81.3 RT



TYPICAL FINISHED SECTION FOR PAVED COMMERCIAL ENTRANCES

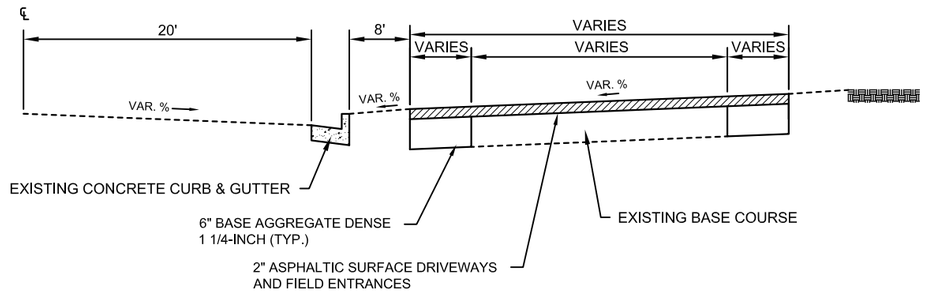
COMMERCIAL ENTRANCE (THROUGH THE WOODS CAFE')
STA. 845+83 - 846+23 LT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E



TYPICAL FINISHED SECTION FOR ATV / SNOWMOBILE PATH 'T3'

TRAIL 3 STA. 10+17.0 - 11+10.0

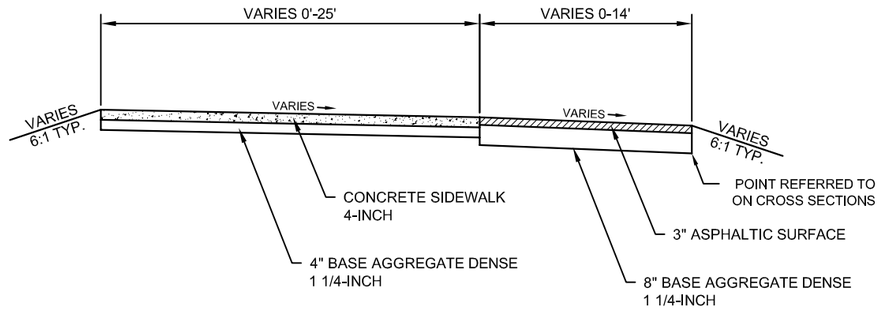


TYPICAL FINISHED SECTION FOR CHURCH PARKING LOT

PEDERSON DRIVE 'PD'
STA. 6+61.0 - 8+44.0 RT

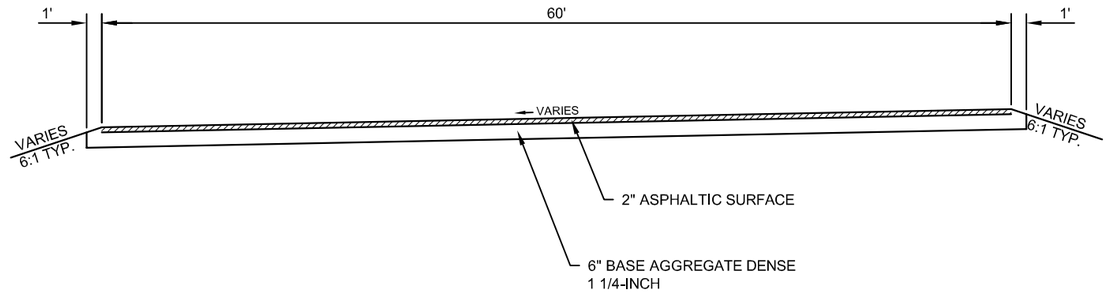
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	TYPICAL SECTIONS	SHEET /	E

2



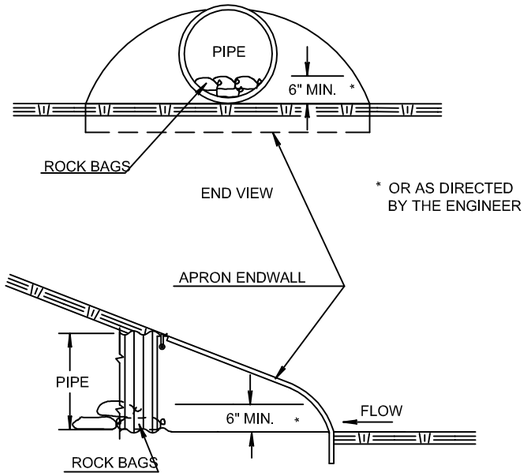
TYPICAL FINISHED SECTION FOR PAVED COMMERCIAL ENTRANCES

COMMERCIAL ENTRANCE (THROUGH THE WOODS CAFE')
STA. 845+83 - 846+23 LT

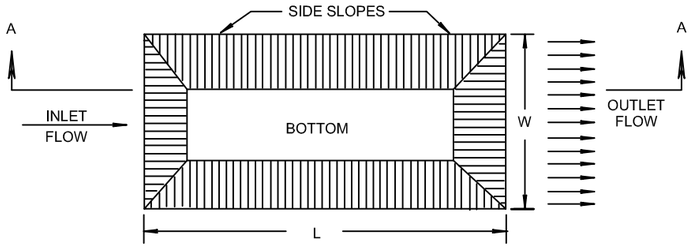


TYPICAL FINISHED SECTION FOR PAVED CITY PARKING LOT

STA. 863+54.2 - 869+70.6 RT
STA. 865+94.9 - 866+81.3 RT

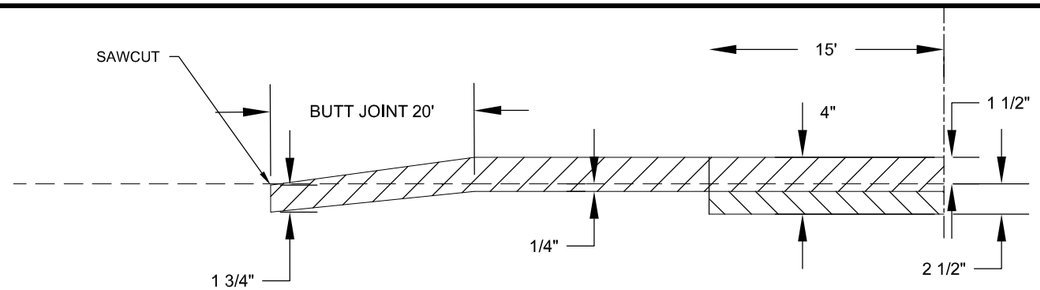


CULVERT PIPE CHECK



TEMPORARY SEDIMENT BASIN DETAIL

NOTE: EXCAVATION AND BACKFILL FOR SEDIMENT BASIN TO BE PAID FOR UNDER "EXCAVATION COMMON" ITEM. (EXACT LOCATIONS AND DIMENSIONS TO BE AS DIRECTED BY THE ENGINEER.)

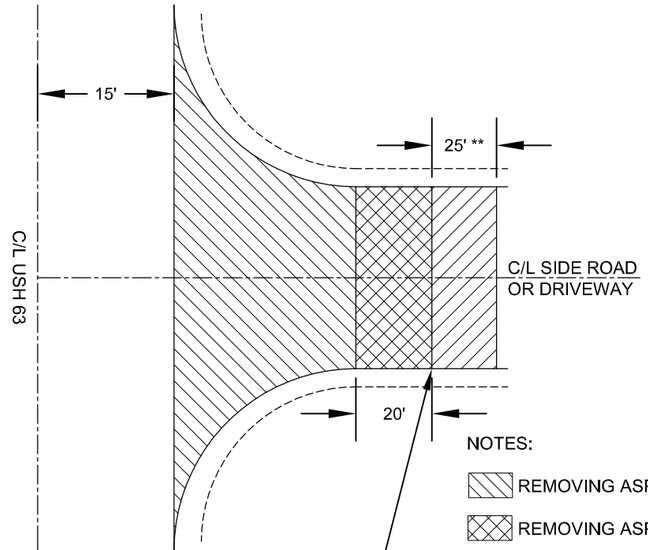


BUTT JOINT

NOTES:

UPPER LAYER 1-3/4" HMA PAVEMENT

LOWER LAYER 2-1/4" HMA PAVEMENT



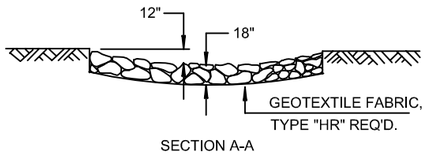
NOTES:

REMOVING ASPHALTIC SURFACE MILLNG

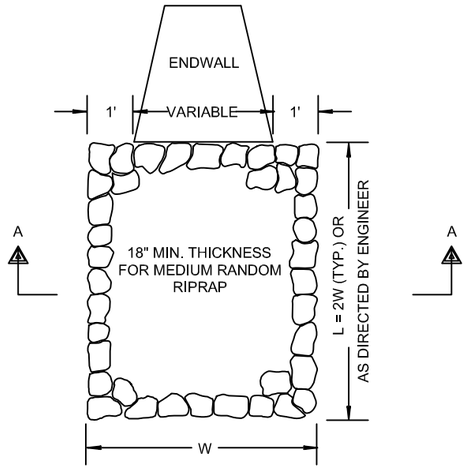
REMOVING ASPHALTIC SURFACE BUTT JOINT

3/4-INCH BASE AGGREGATE DENSE,**
FEATHER TO MATCH PAVED SIDE ROAD APRONS.

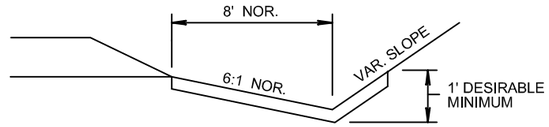
MATCH EXISTING PAVED SURFACE RADII AND TAPERS.
* REQUIRED ON PAVED SIDE ROADS AND ENTRANCES ONLY.
**REQUIRED ON UN-PAVED SIDE ROADS ONLY.



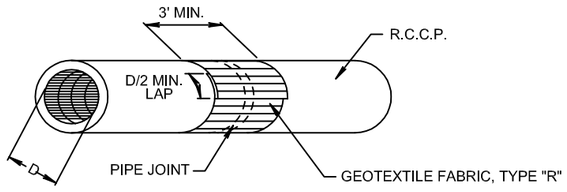
SECTION A-A



MEDIUM RIPRAP TREATMENT AT CULVERTS



EROSION MAT DETAIL FOR DITCHES



NOTE: GEOTEXTILE FABRIC FOR PIPE JOINTS
IS INCIDENTAL TO THE PIPE ITEM.

DETAIL OF WRAPPED PIPE JOINT
WRAP ALL JOINTS

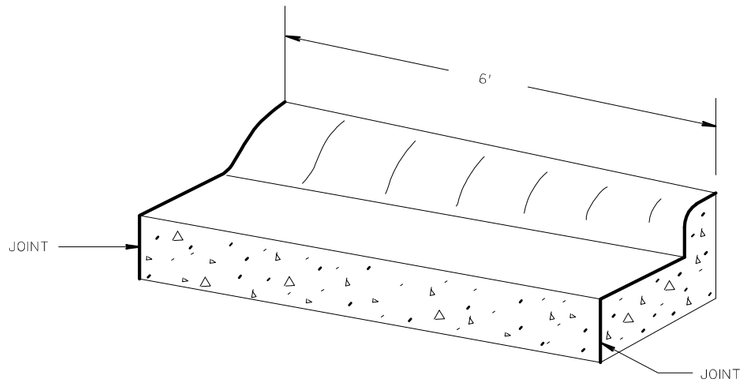
GEOTEXTILE FABRIC REQUIRED FOR PIPE JOINTS

PIPE DIA. (IN.)	PIPE O.D. (IN.)	FABRIC/JOINT (S.Y.)
18	23	2.3
21	26.5	2.6
24	30	3.0
27	33.5	3.3
30	37	3.6
36	44	4.3
42	51	5.0
48	58	5.7
54	65	6.4
60	72	7.1
66	79	7.8
72	86	8.5

RUNOFF COEFFICIENT TABLE

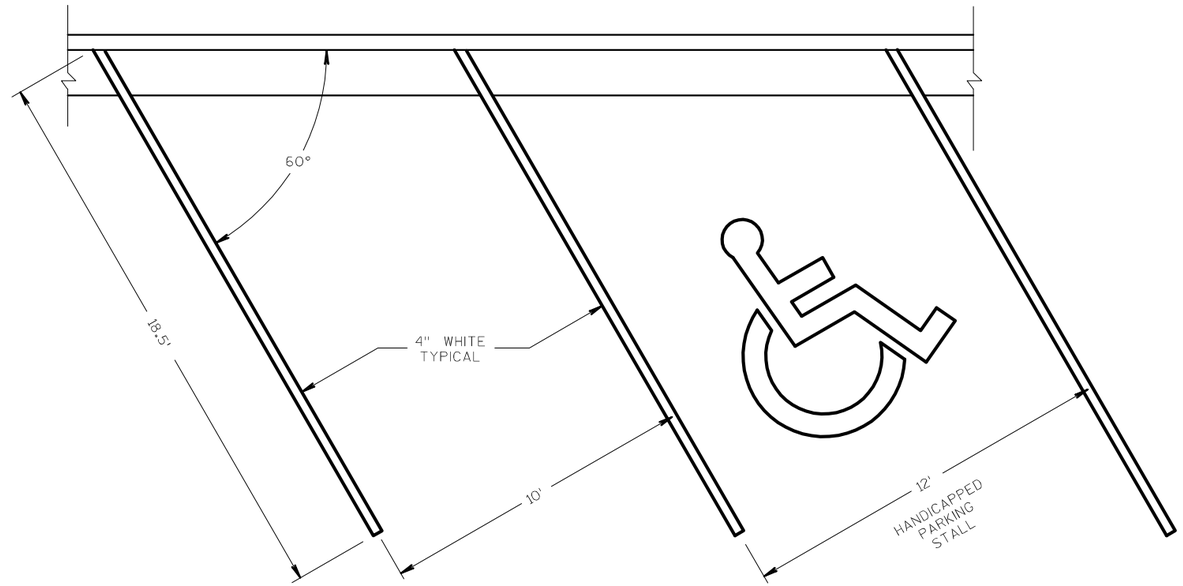
	HYDROLOGIC SOIL GROUP																							
	A			B			C						D											
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)						SLOPE RANGE (PERCENT)											
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER				0-2	2-6	6 & OVER									
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19											.28	.38		
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34											.41	.56		
MEDIAN STRIP-TURF	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20											.25	.30		
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27											.32	.40		
SIDE SLOPE-TURF		.25			.27			.28														.30		
		.32			.34			.36														.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 = 42.4 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 42.4 ACRES (INCLUDING ROADWAYS)

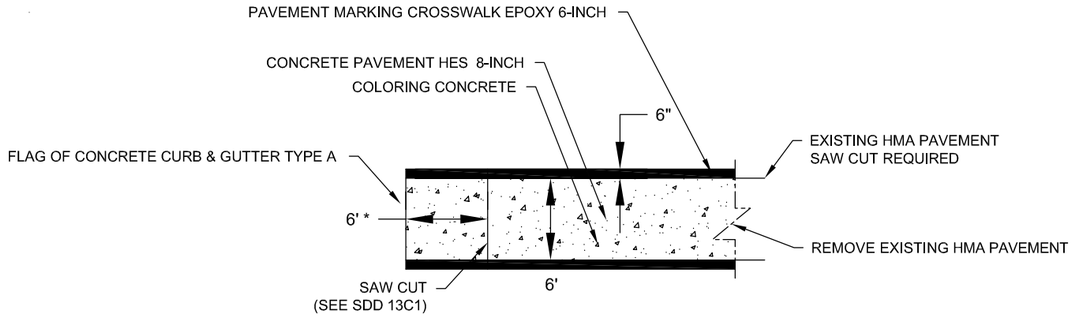


TRANSITION DETAIL

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



PARKING STALLS
(TYPICAL)

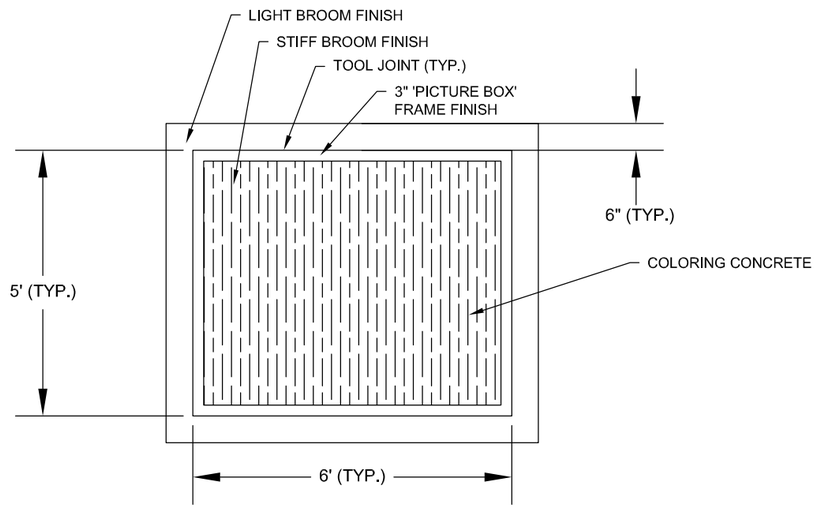


NOTES:

PLACE TIE BARS AT ALL CONSTRUCTION JOINTS AND SAW CUTS.
SEE SDD 8D1

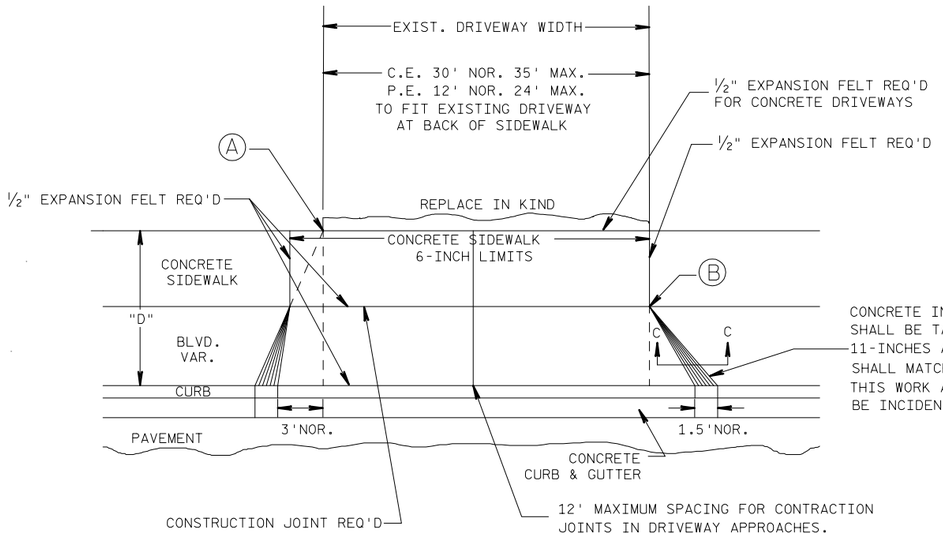
* SAW CUTS @ 6' SPACING FROM FLAG OF 30" CURB TO KEEP
JOINTS OUT OF WHEEL PATH. 4 TIE BARS @ EQUAL SPACING REQ'D
AT ALL SAW CUTS IN CONCRETE PAVEMENT

CONCRETE CROSSWALK DETAIL



COLORED CONCRETE
SIDEWALK FINISHING DETAIL

DRIVEWAY ENTRANCE DETAIL WITH SIDEWALK, CURB & GUTTER

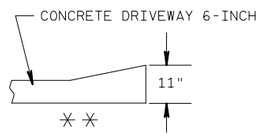


CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 11-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.

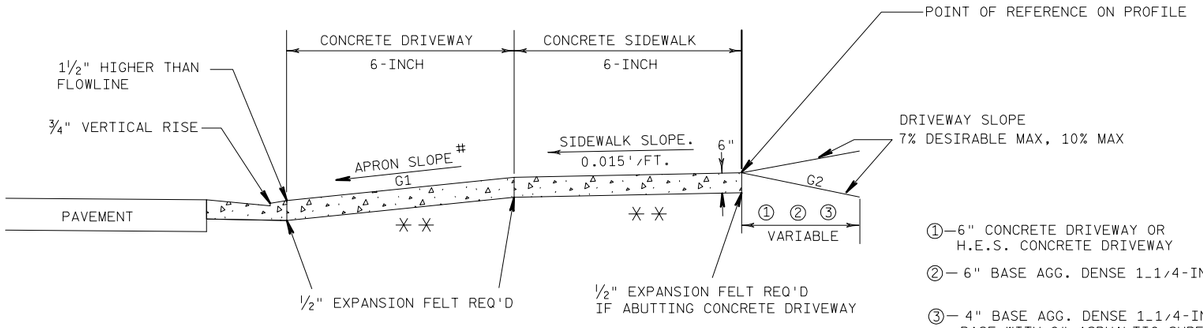
PLAN VIEW

Ⓐ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

Ⓑ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK



SECTION C-C



TYPICAL SIDEWALK SECTION

①—6" CONCRETE DRIVEWAY OR H.E.S. CONCRETE DRIVEWAY

②— 6" BASE AGG. DENSE 1_1/4-INCH

③— 4" BASE AGG. DENSE 1_1/4-INCH BASE WITH 2" ASPHALTIC SURFACE

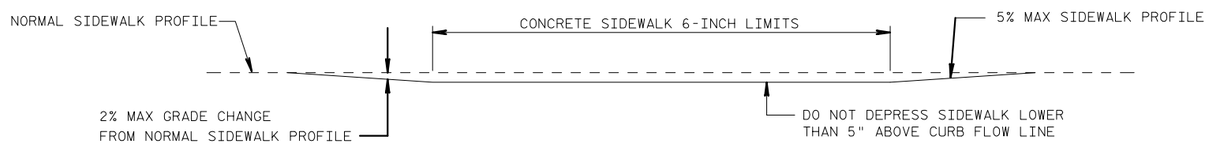
✳✳ = 6" BASE AGG. DENSE 1_1/4-INCH REQ'D UNDER CONCRETE DRWY

\#

TERRACE WIDTH	APRON SLOPE (G1) MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

NOTE: ALGEBRAIC DIFFERENCE BETWEEN TANGENT GRADES G1 & G2 TO NOT EXCEED 15%

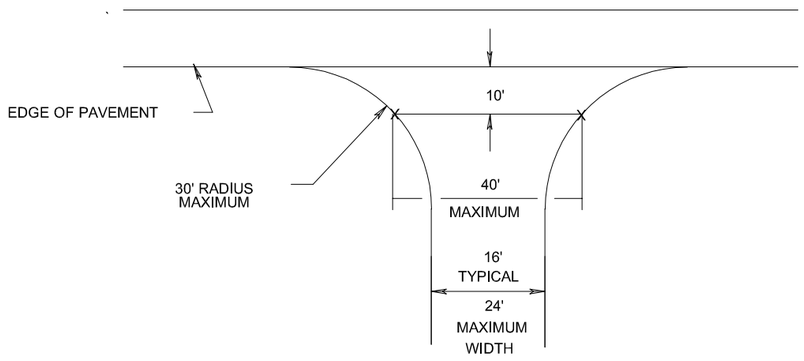
DEPRESS SIDEWALK PROFILE IF DRIVEWAY APRON EXCEEDS MAX SLOPE



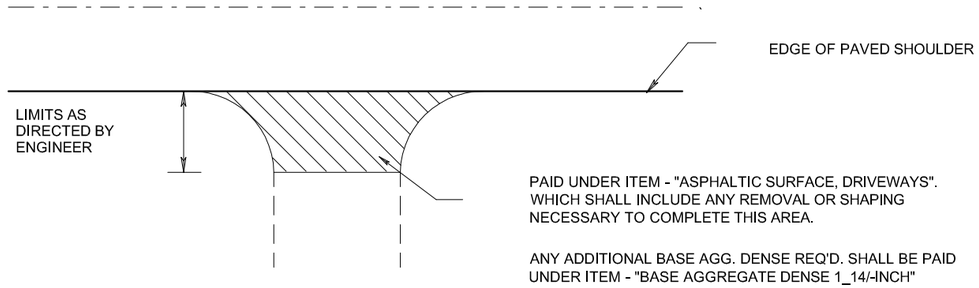
DEPRESSED SIDEWALK PROFILE DETAIL

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CONSTRUCTION DETAILS	SHEET /	E

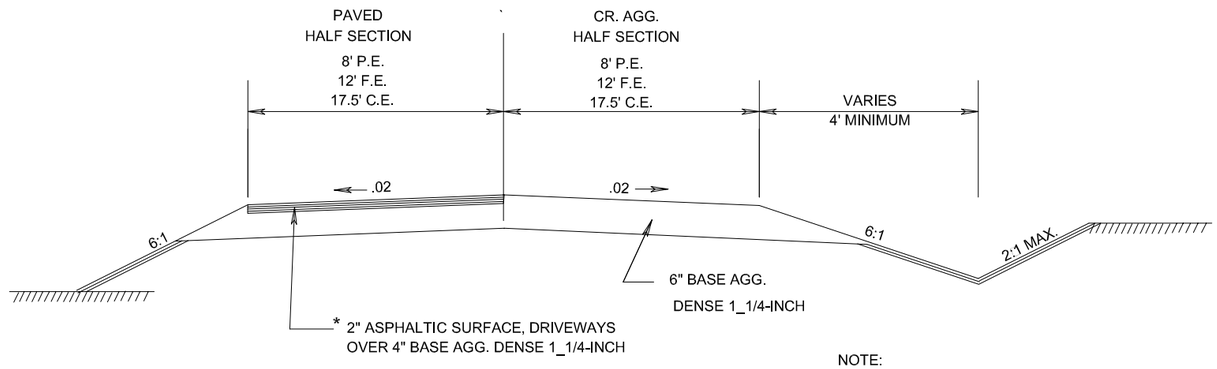
2



TYPICAL DRIVEWAY DETAIL
(NON-COMMERCIAL RURAL)



RURAL DRIVEWAY DETAIL - ASPHALT



NOTE:

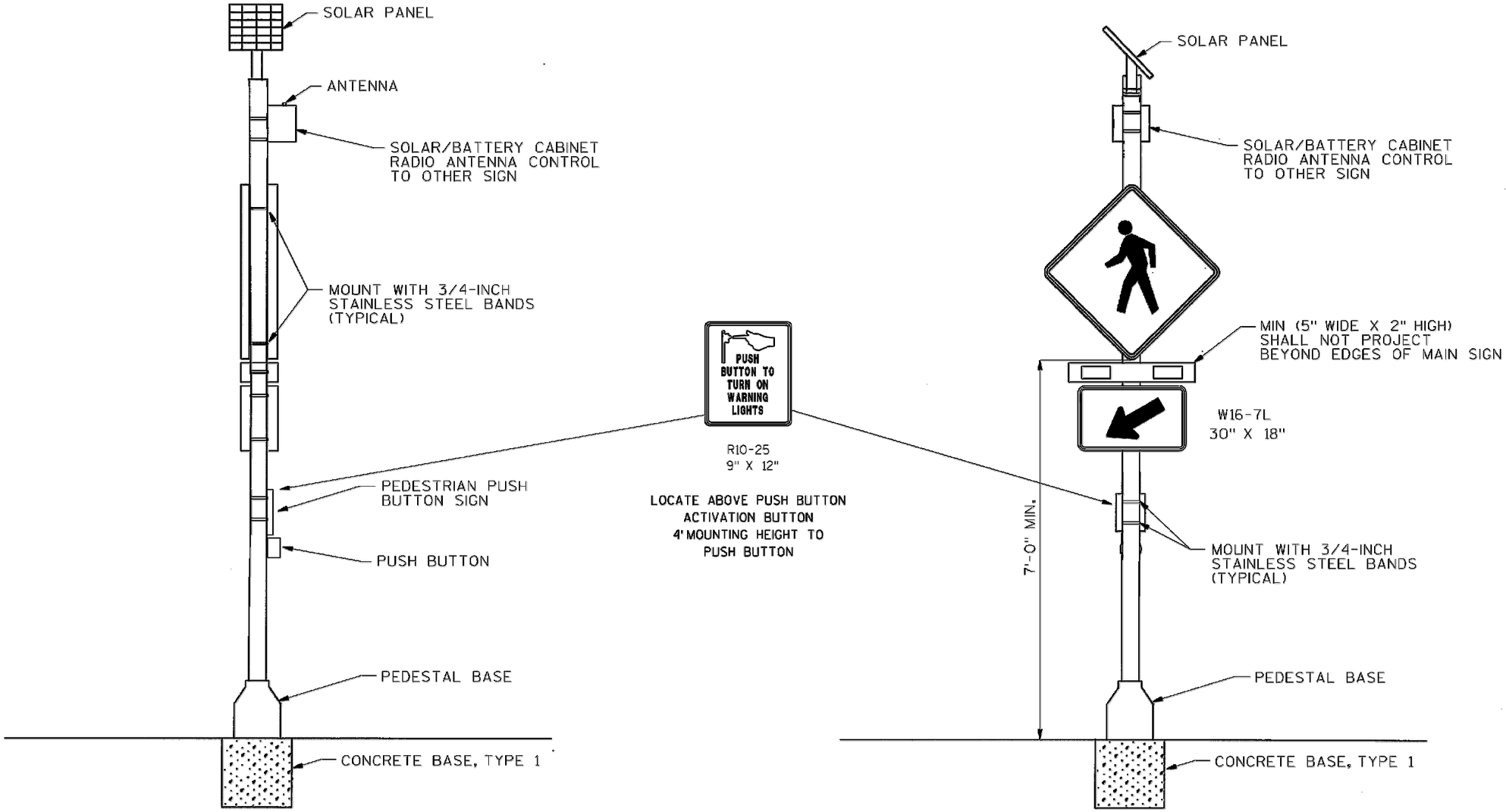
DRIVEWAY PROFILES NOT EXPECTED TO EXCEED 10%. PLACE LOW POINT OF DRIVEWAY PROFILE OVER DITCH FLOW LINE.

* OR MATCH EXIST. ASPH. DEPTH

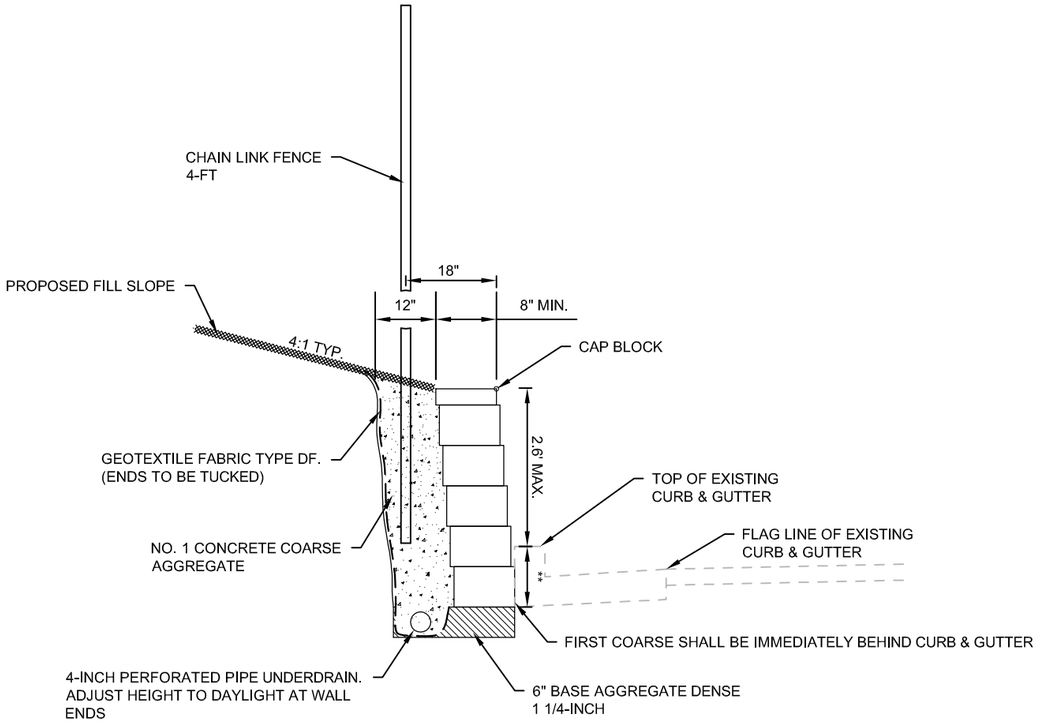
TYPICAL SECTION
FOR PRIVATE ENTRANCES

NOTE:
SIGNS TO BE PLACED BACK TO BACK ON POLE, (4) SIGNS
TOTAL WITH (2) RRFB PLACED BACK TO BACK

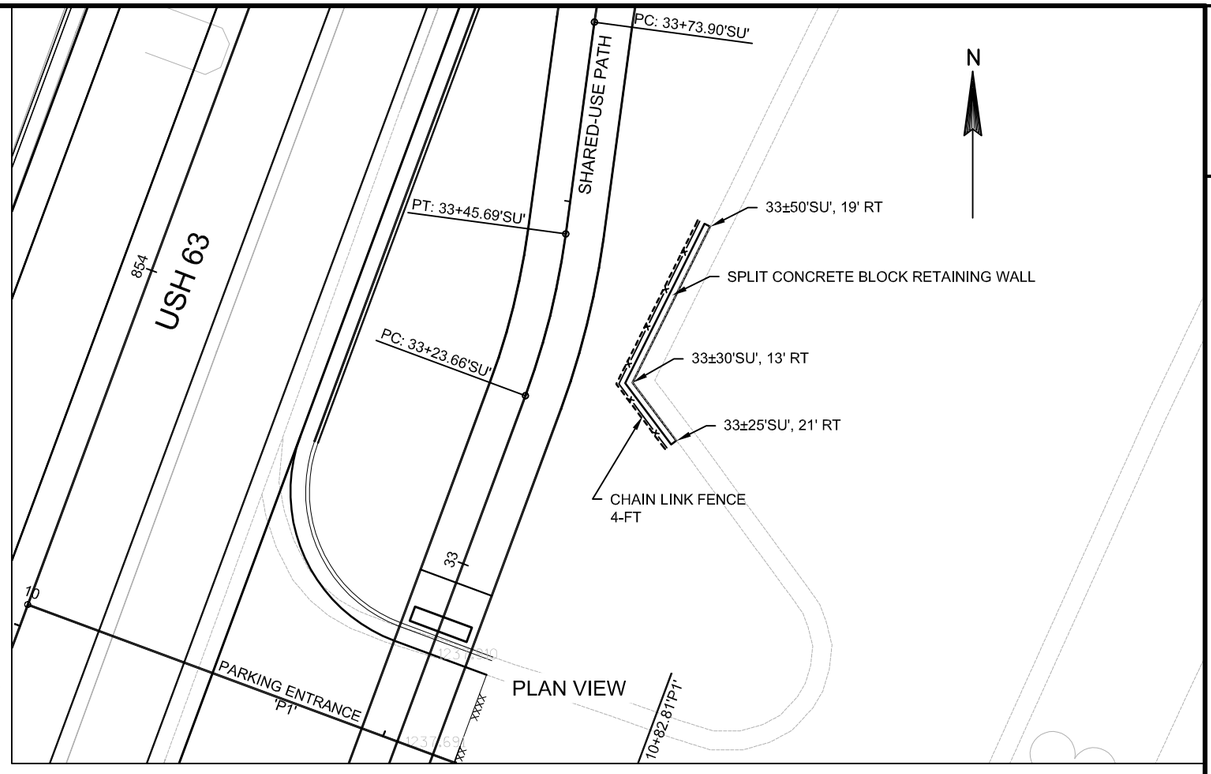
SOLAR PANEL MUST POINT SOUTH



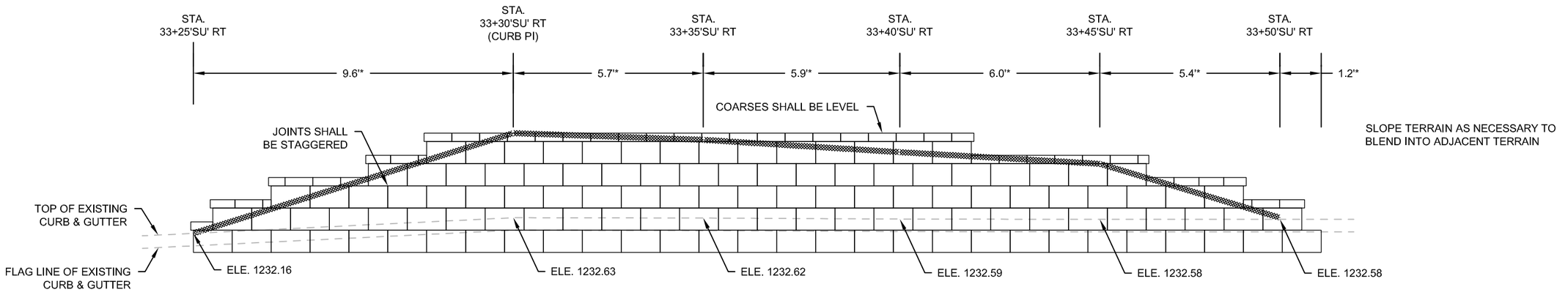
LED RECTANGULAR RAPID FLASHING BEACON (RRFB) DETAIL



** MINIMUM ONE BLOCK BELOW TOP OF CURB



SIDE VIEW



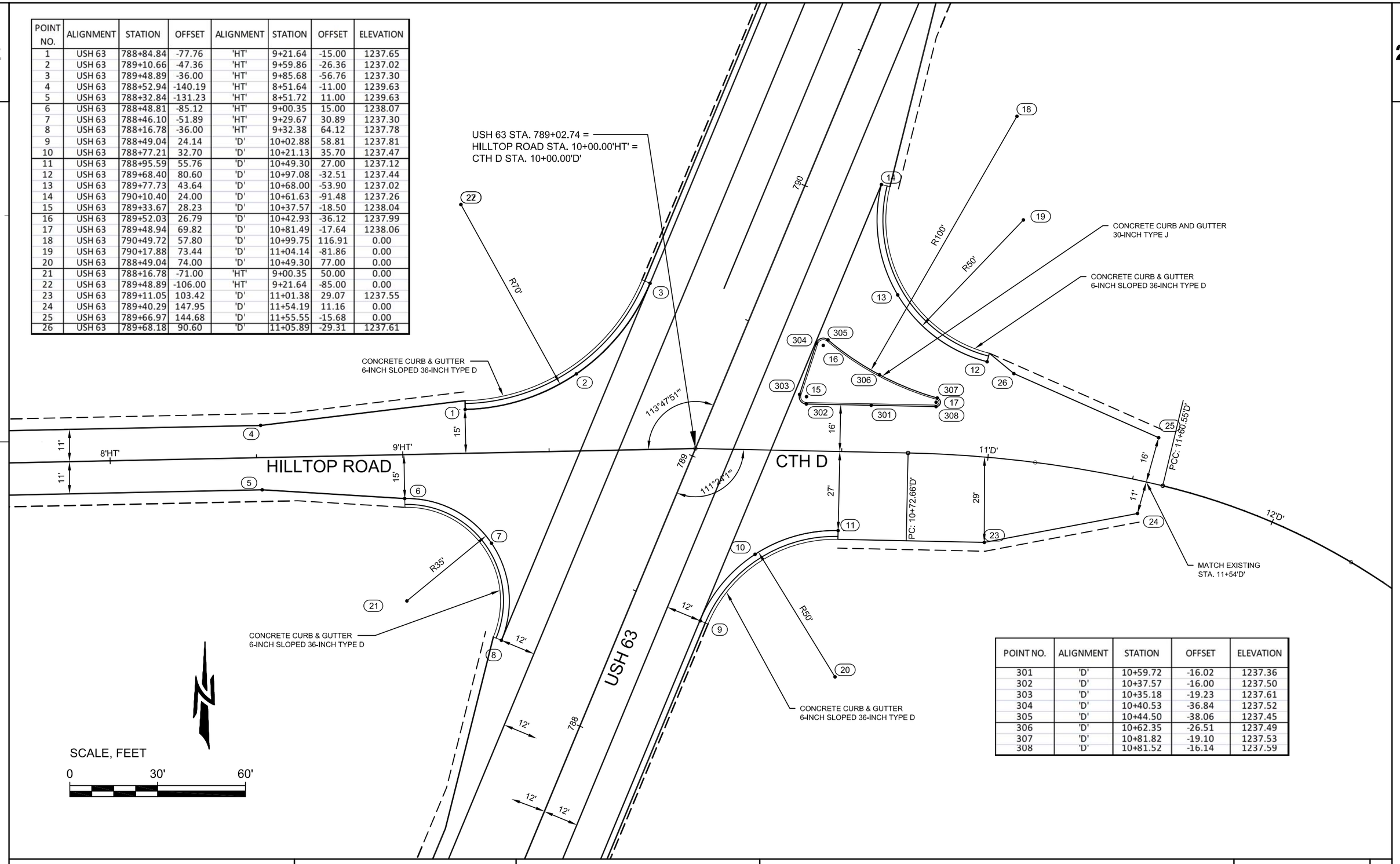
FRONT VIEW

* DIMENSION PARALLEL TO THE BACK
OF CURB.

DETAIL FOR SPLIT CONCRETE BLOCK RETAINING WALL

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CONSTRUCTION DETAILS	SHEET /	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
1	USH 63	788+84.84	-77.76	'HT'	9+21.64	-15.00	1237.65
2	USH 63	789+10.66	-47.36	'HT'	9+59.86	-26.36	1237.02
3	USH 63	789+48.89	-36.00	'HT'	9+85.68	-56.76	1237.30
4	USH 63	788+52.94	-140.19	'HT'	8+51.64	-11.00	1239.63
5	USH 63	788+32.84	-131.23	'HT'	8+51.72	11.00	1239.63
6	USH 63	788+48.81	-85.12	'HT'	9+00.35	15.00	1238.07
7	USH 63	788+46.10	-51.89	'HT'	9+29.67	30.89	1237.30
8	USH 63	788+16.78	-36.00	'HT'	9+32.38	64.12	1237.78
9	USH 63	788+49.04	24.14	'D'	10+02.88	58.81	1237.81
10	USH 63	788+77.21	32.70	'D'	10+21.13	35.70	1237.47
11	USH 63	788+95.59	55.76	'D'	10+49.30	27.00	1237.12
12	USH 63	789+68.40	80.60	'D'	10+97.08	-32.51	1237.44
13	USH 63	789+77.73	43.64	'D'	10+68.00	-53.90	1237.02
14	USH 63	790+10.40	24.00	'D'	10+61.63	-91.48	1237.26
15	USH 63	789+33.67	28.23	'D'	10+37.57	-18.50	1238.04
16	USH 63	789+52.03	26.79	'D'	10+42.93	-36.12	1237.99
17	USH 63	789+48.94	69.82	'D'	10+81.49	-17.64	1238.06
18	USH 63	790+49.72	57.80	'D'	10+99.75	116.91	0.00
19	USH 63	790+17.88	73.44	'D'	11+04.14	-81.86	0.00
20	USH 63	788+49.04	74.00	'D'	10+49.30	77.00	0.00
21	USH 63	788+16.78	-71.00	'HT'	9+00.35	50.00	0.00
22	USH 63	789+48.89	-106.00	'HT'	9+21.64	-85.00	0.00
23	USH 63	789+11.05	103.42	'D'	11+01.38	29.07	1237.55
24	USH 63	789+40.29	147.95	'D'	11+54.19	11.16	0.00
25	USH 63	789+66.97	144.68	'D'	11+55.55	-15.68	0.00
26	USH 63	789+68.18	90.60	'D'	11+05.89	-29.31	1237.61



POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
301	'D'	10+59.72	-16.02	1237.36
302	'D'	10+37.57	-16.00	1237.50
303	'D'	10+35.18	-19.23	1237.61
304	'D'	10+40.53	-36.84	1237.52
305	'D'	10+44.50	-38.06	1237.45
306	'D'	10+62.35	-26.51	1237.49
307	'D'	10+81.82	-19.10	1237.53
308	'D'	10+81.52	-16.14	1237.59

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: HILLTOP ROAD / CTH D	SHEET /	E

2

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
31	USH 63	808+36.57	-173.54	'SE'	8+25.40	12.22	1235.49
32	USH 63	808+40.30	-66.43	'SE'	9+32.53	15.00	1236.51
33	USH 63	808+29.50	-36.59	'SE'	9+61.66	27.59	1237.01
34	USH 63	808+00.37	-24.00	'SE'	9+72.46	57.43	1237.51
35	USH 63	807+37.87	-17.00	'SE'	9+75.65	120.24	1237.82
36	USH 63	809+29.09	-29.00	'SE'	9+75.28	-71.36	1237.34
37	USH 63	808+87.98	-45.30	'SE'	9+56.51	-31.30	1236.80
38	USH 63	808+69.20	-85.36	'SE'	9+15.40	-15.00	1236.25
39	USH 63	808+61.53	-175.05	'SE'	8+25.40	-12.79	1235.25
40	USH 63	809+29.09	-89.00	'SE'	9+15.40	-75.00	0.00
41	USH 63	808+00.37	-64.00	'SE'	9+32.53	55.00	0.00

MATCH EXISTING
STA. 8+25'SE'

SCHOOL ENTRANCE

USH 63

SCALE, FEET
0 30' 60'

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D (TYP.)

R60'

R40'

86°31'1"

USH 63 STA. 808+59.37 =
SCHOOL ENTRANCE STA. 808+59.37'SE'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL: SCHOOL ENTRANCE	SHEET /	E

2

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
48	'PD'	7+79.31	-17.11	'CE1'	10+16.74	34.70	1234.63
49	'PD'	7+61.98	-24.33	'CE1'	10+24.16	17.22	1234.73
50	'PD'	7+54.58	-41.83	'CE1'	10+41.73	10.00	1234.83
53	'PD'	7+09.60	-17.11	'CE1'	10+17.46	-35.22	1235.07
54	'PD'	7+27.35	-24.53	'CE1'	10+24.70	-17.40	1234.81
55	'PD'	7+34.58	-42.36	'CE1'	10+42.46	-10.00	1234.60
59	'PD'	7+79.08	-42.11	'CE1'	10+41.73	35.00	0.00
60	'PD'	7+09.58	-42.11	'CE1'	10+42.46	-35.00	0.00

MATCH EXISTING
STA. 11+54.21'C1'

PT: 11+65.27'CE1'

R40'

10'

10'

R25'

R35'

11+11.60'CE1'

11'CE1'

COMMERICIAL ENTRANCE (U-TURN BUILDING)

SCALE, FEET

0 30' 60'

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

58

R70'

42

N24° 04' 43"E

USH 63

1'

14'

1'

5'

12'

12'

818

CONCRETE CURB AND GUTTER
TRANSITION 6-INCH SLOPED 36-INCH TYPE D TO
6-INCH SLOPE 30-INCH TYPE D
(SEE CONS. DETAIL)

CONCRETE CURB AND GUTTER
6-INCH SLOPED 30-INCH TYPE D

59

R25'

50

60

R25'

55

54

53

49

48

17'

17'

8'PD'

PC: 8+71.62'PD'

56

18'

18'

9'PD'

44

PT: 9+35.32'PD'

PI: 9+68.30'PD'

43

89°56'1"

817

USH 63 STA. 816+92.40 =
PEDERSON DRIVE STA. 10+00.00'PD'

PEDERSON DRIVE

PT: 8+21.09'PD'

17'

MATCH EXISTING
STA. 8+94.83'PD'

45

CONCRETE CURB AND GUTTER
6-INCH SLOPED 30-INCH TYPE D

46

R40'

CONCRETE CURB AND GUTTER
TRANSITION 6-INCH SLOPED 36-INCH TYPE D TO
6-INCH SLOPE 30-INCH TYPE D
(SEE CONS. DETAIL)

57

47

13'

3'

5'

4'

816

12'

12'

7°42'44"

N. INDUSTRIAL DRIVE

11'ID'

11'ID'

EP: 11+48.57'ID'

PEDERSON DRIVE STA. 7+81.62'PD' =
COMMERCIAL ENTRANCE (U-TURN BUILDING) STA. 10+00.00'C1'

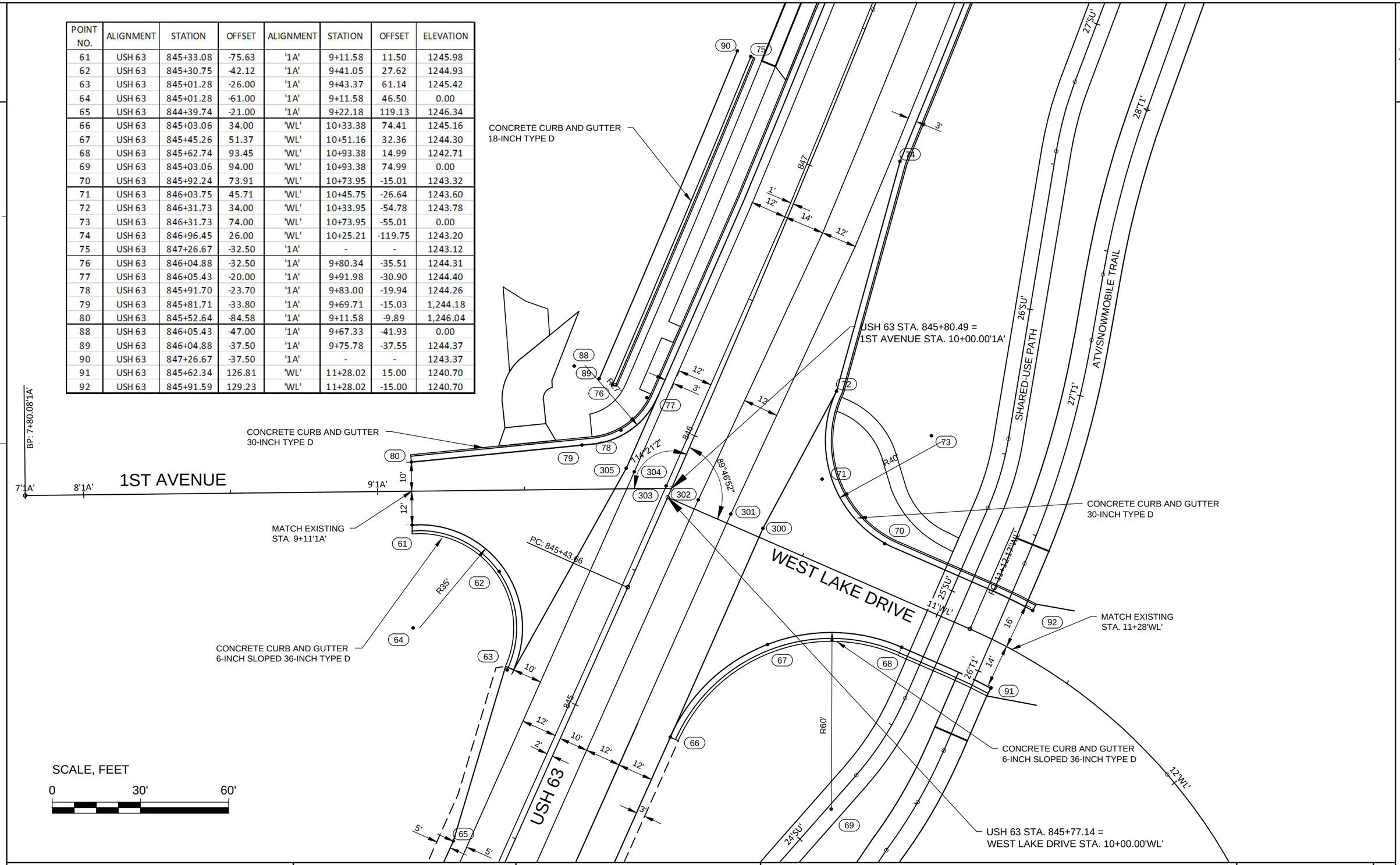
CONCRETE CURB AND GUTTER
6-INCH SLOPED 36-INCH TYPE D

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
42	USH 63	817+61.49	-24.00	'PD'	9+91.25	-72.62	1236.83
43	USH 63	817+17.78	-39.32	'PD'	9+66.98	-33.17	1234.21
44	USH 63	816+89.31	-95.59	'PD'	9+06.20	-17.54	1234.61
45	USH 63	816+53.03	-98.76	'PD'	8+94.78	17.04	1234.53
46	USH 63	816+50.70	-39.19	'PD'	9+52.83	32.40	1236.00
47	USH 63	816+18.54	-24.69	'PD'	9+60.15	66.91	1235.97
56	USH 63	816+86.76	-106.72	'PD'	8+94.88	-17.62	1234.55
57	USH 63	816+21.69	-63.70	'PD'	9+22.36	55.49	0.00
58	USH 63	817+61.49	-94.00	'PD'	9+23.38	-87.551	0.00

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PEDERSEN DR./N. INDUSTRIAL DR. - INTERSECTION LAYOUT DETAIL	SHEET /	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021101_ID_NEW_SCOPE.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : USER PLOT NAME : ----------

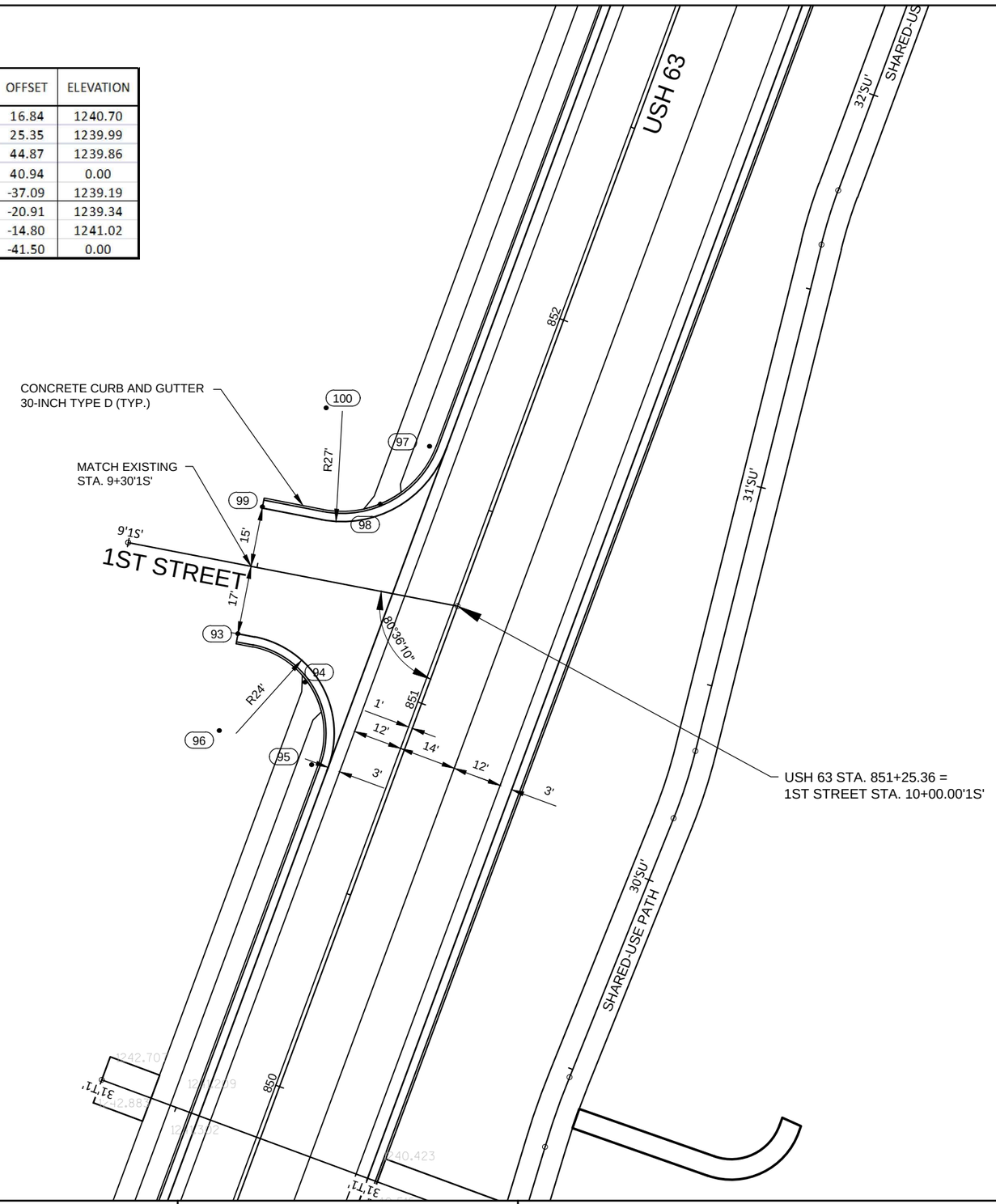
POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
61	USH 63	845+33.08	-75.63	'1A'	9+11.58	11.50	1245.98
62	USH 63	845+30.75	-42.12	'1A'	9+41.05	27.62	1244.93
63	USH 63	845+01.28	-26.00	'1A'	9+43.37	61.14	1245.42
64	USH 63	845+01.28	-61.00	'1A'	9+11.58	46.50	0.00
65	USH 63	844+39.74	-21.00	'1A'	9+22.18	119.13	1246.34
66	USH 63	845+03.06	34.00	'WL'	10+33.38	74.41	1245.16
67	USH 63	845+45.26	51.37	'WL'	10+51.16	32.36	1244.30
68	USH 63	845+62.74	93.45	'WL'	10+93.38	14.99	1242.71
69	USH 63	845+03.06	94.00	'WL'	10+93.38	74.99	0.00
70	USH 63	845+92.24	73.91	'WL'	10+73.95	-15.01	1243.32
71	USH 63	846+03.75	45.71	'WL'	10+45.75	-26.64	1243.60
72	USH 63	846+31.73	34.00	'WL'	10+33.95	-54.78	1243.78
73	USH 63	846+31.73	74.00	'WL'	10+73.95	-55.01	0.00
74	USH 63	846+96.45	26.00	'WL'	10+25.21	-119.75	1243.20
75	USH 63	847+26.67	-32.50	'1A'	-	-	1243.12
76	USH 63	846+04.88	-32.50	'1A'	9+80.34	-35.51	1244.31
77	USH 63	846+05.43	-20.00	'1A'	9+91.98	-30.90	1244.40
78	USH 63	845+91.70	-23.70	'1A'	9+83.00	-19.94	1244.26
79	USH 63	845+81.71	-33.80	'1A'	9+69.71	-15.03	1,244.18
80	USH 63	845+52.64	-84.58	'1A'	9+11.58	-9.89	1,246.04
88	USH 63	846+05.43	-47.00	'1A'	9+67.33	-41.93	0.00
89	USH 63	846+04.88	-37.50	'1A'	9+75.78	-37.55	1244.37
90	USH 63	847+26.67	-37.50	'1A'	-	-	1243.37
91	USH 63	845+62.34	126.81	'WL'	11+28.02	15.00	1240.70
92	USH 63	845+91.59	129.23	'WL'	11+28.02	-15.00	1240.70



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	1ST AVENUE / WEST LAKE DRIVE - INTERSECTION DETAIL	SHEET _____	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021102_ID.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GARY COLBERT PLOT NAME : _____
WISDOT/CADDS SHEET 42

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
93	USH 63	851+00.34	-48.04	'1S'	9+48.53	16.84	1240.70
94	USH 63	850+94.95	-28.51	'1S'	9+66.90	25.35	1239.99
95	USH 63	850+76.57	-20.00	'1S'	9+72.30	44.87	1239.86
96	USH 63	850+76.57	-44.10	'1S'	9+48.53	40.94	0.00
97	USH 63	851+59.65	-20.00	'1S'	9+85.87	-37.09	1239.19
98	USH 63	851+42.18	-26.41	'1S'	9+76.69	-20.91	1239.34
99	USH 63	851+31.55	-53.20	'1S'	9+48.53	-14.80	1241.02
100	USH 63	851+59.65	-47.00	'1S'	9+59.23	-41.50	0.00



SCALE, FEET

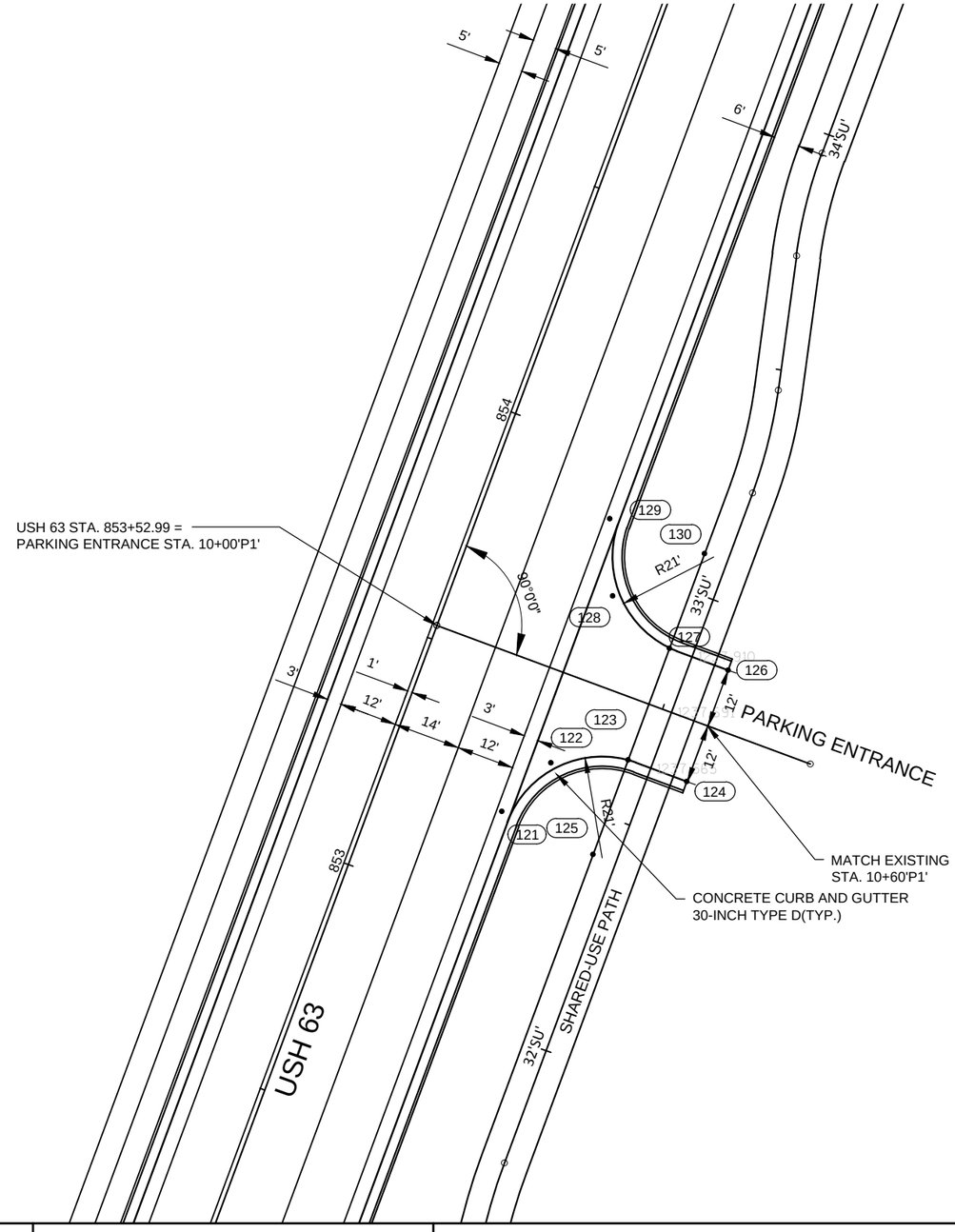
0 30' 60'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	1ST STREET - INTERSECTION DETAIL	SHEET _____	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\021102_ID.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : GARY COLBERT PLOT NAME : _____

2

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
121	USH 63	853+21.43	26.08	'P1'	10+26.08	31.56	1238.51
122	USH 63	853+34.48	32.15	'P1'	10+32.15	18.50	1238.36
123	USH 63	853+40.63	47.00	'P1'	10+47.00	12.35	1237.78
124	USH 63	853+40.63	60.13	'P1'	10+60.13	12.35	1237.02
125	USH 63	853+19.63	47.00	'P1'	10+47.00	33.35	--
126	USH 63	853+65.34	60.00	'P1P	10+60.00	-12.35	1237.38
127	USH 63	853+65.34	47.00	'P1'	10+47.00	-12.35	1238.16
128	USH 63	853+71.49	32.15	'P1'	10+32.15	-18.50	1238.42
129	USH 63	853+86.34	26.00	'P1'	10+26.00	-33.35	1238.59
130	USH 63	853+86.34	47.00	'P1'	10+47.00	-33.35	--

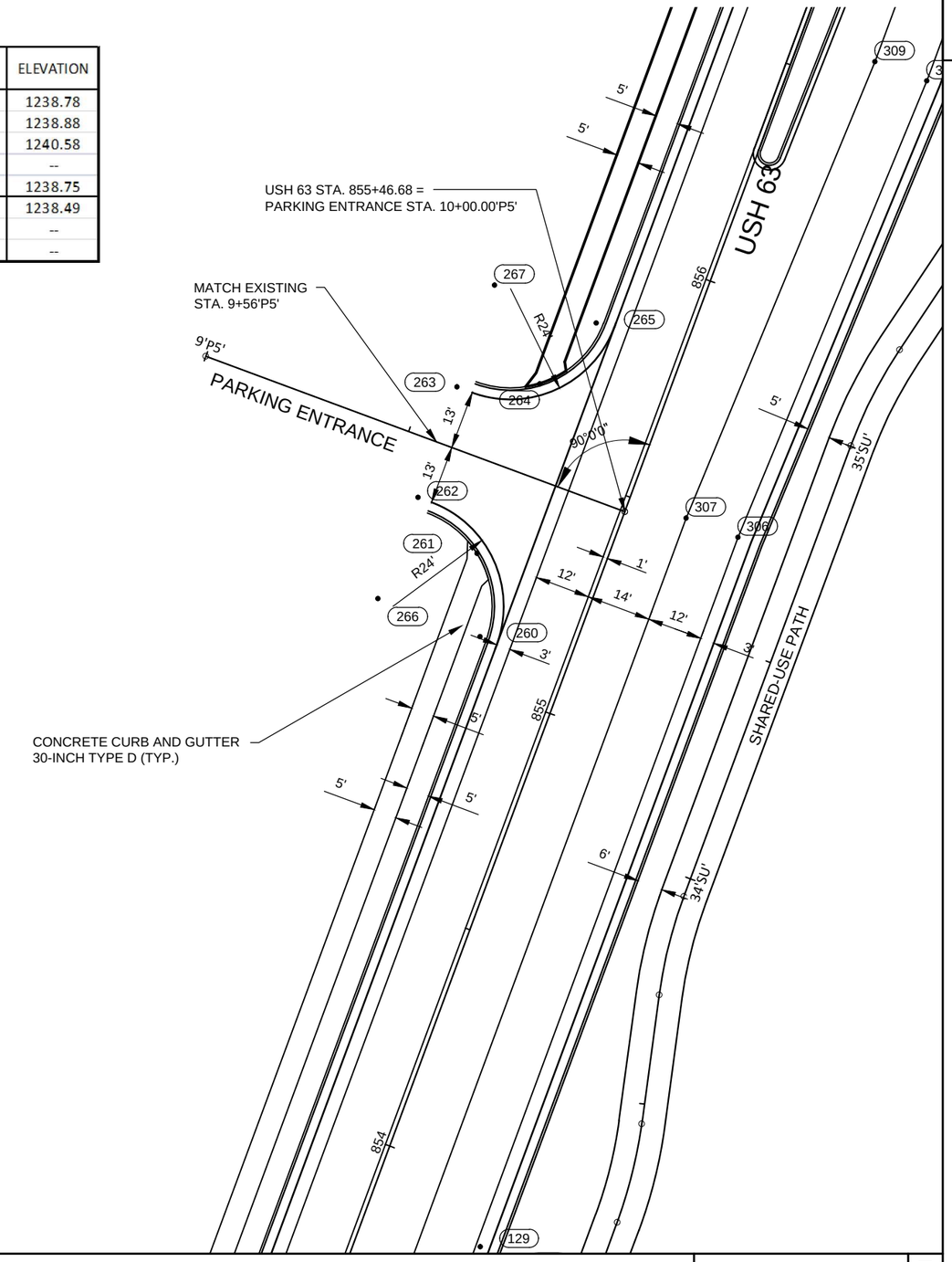


SCALE, FEET

0 30' 60'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PARKING ENTRANCE - INTERSECTION DETAIL	SHEET _____	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
260	USH 63	855+10.34	-20.00	'P5'	9+80.00	36.34	1238.78
261	USH 63	855+27.05	-26.91	'P5'	9+73.09	19.63	1238.88
262	USH 63	855+33.97	-43.08	'P5'	9+56.92	12.70	1240.58
263	USH 63	855+59.38	-43.50	'P5'	9+56.50	-12.70	--
264	USH 63	855+66.26	-26.88	'P5'	9+73.12	-19.58	1238.75
265	USH 63	855+82.88	-20.00	'P5'	9+80.00	-36.20	1238.49
266	USH 63	855+10.37	-43.61	'P5'	9+56.39	36.31	--
267	USH 63	855+82.88	-43.50	'P5'	9+56.50	-36.20	--



SCALE, FEET

0 30' 60'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PARKING ENTRANCE - INTERSECTION DETAIL	SHEET _____	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
101	USH 63	856+98.97	-47.94	'4A'	9+41.06	19.10	1238.89
102	USH 63	856+97.18	-28.66	'4A'	9+58.44	27.64	1238.71
103	USH 63	856+81.05	-20.01	'4A'	9+60.83	45.96	1238.53
105	USH 63	857+66.78	-20.00	'4A'	9+92.61	-34.61	1238.29
106	USH 63	857+53.12	-24.23	'4A'	9+83.41	-23.48	1238.42
107	USH 63	857+44.15	-35.45	'4A'	9+69.57	-19.30	1238.58
108	USH 63	857+66.78	-45.00	'4A'	9+69.57	-44.30	0.00
109	USH 63	857+33.75	-61.89	'4A'	9+41.06	-19.30	1239.34
110	USH 63	856+81.00	-40.01	'4A'	9+42.05	39.10	0.00

SCALE, FEET

0 30' 60'

4TH AVENUE

8'4A' 9'4A'

MATCH EXISTING

USH 63 STA. 857+37.73 =
4TH AVENUE STA. 10+00.00'4A'

USH 63 STA. 857+16.09 =
PARKING ENTRANCE STA. 10+00.00'P2'

MATCH EXISTING
STA 10+65'P2'

PARKING ENTRANCE

CONCRETE CURB AND GUTTER
30-INCH TYPE D (TYP.)

SHARED-USE PATH

USH 63

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
111	USH 63	856+84.99	29.17	'P2'	10+29.42	30.63	1237.55
112	USH 63	856+98.06	35.67	'P2'	10+35.76	17.71	1237.29
113	USH 63	857+03.92	50.69	'P2'	10+50.73	11.86	1237.02
114	USH 63	857+03.53	65.00	'P2'	10+65.04	12.14	1236.64
115	USH 63	856+82.36	50.01	'P2'	10+50.30	32.85	0.00
116	USH 63	857+28.67	65.12	'P2'	10+65.16	-12.14	1236.07
117	USH 63	857+28.67	51.12	'P2'	10+51.16	-12.24	1236.65
118	USH 63	857+35.02	36.18	'P2'	10+36.27	-18.57	1236.98
119	USH 63	857+50.25	30.00	'P2'	10+30.30	-33.61	1237.12
120	USH 63	857+50.25	51.00	'P2'	10+51.30	-33.23	0.00

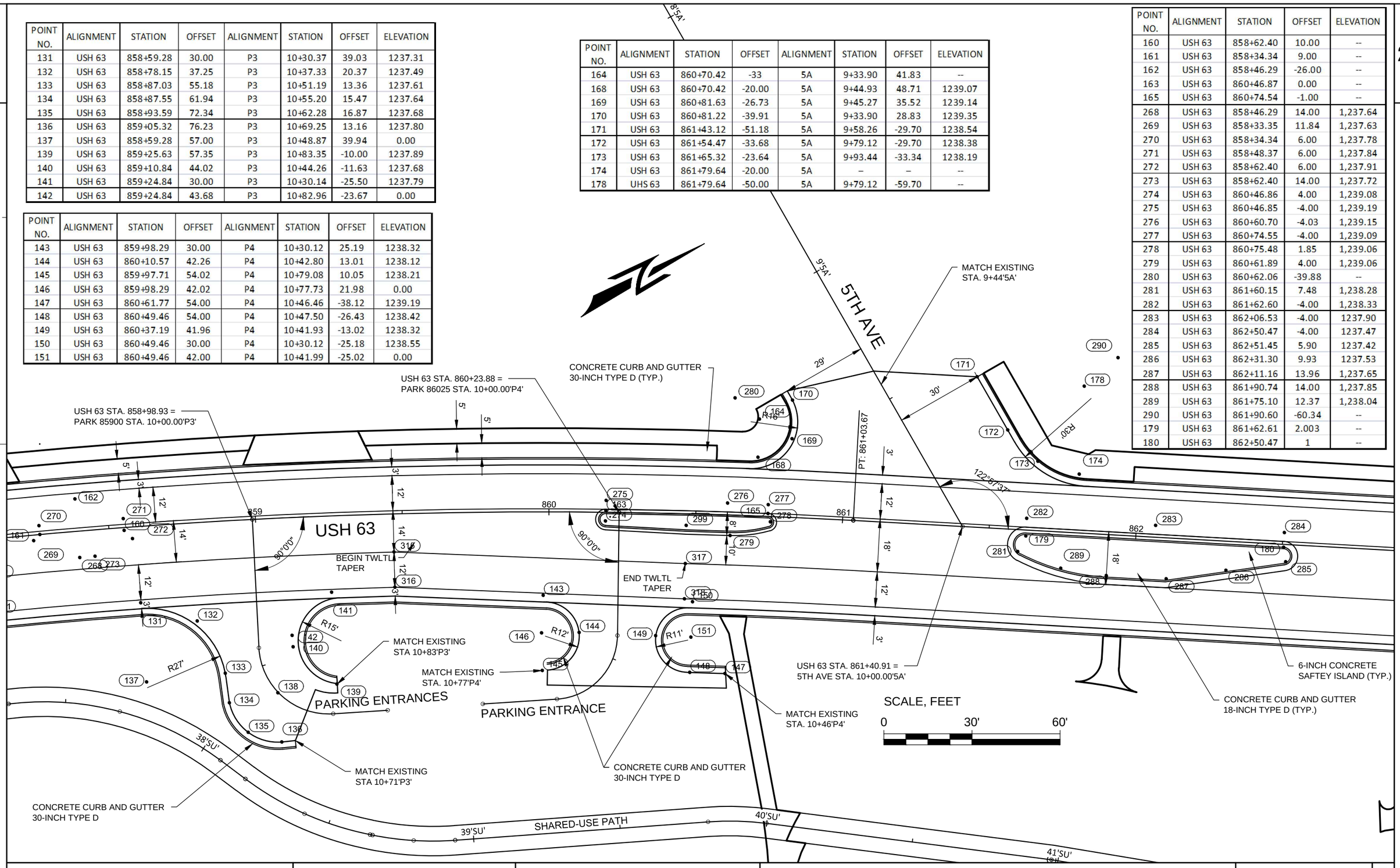
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	4TH AVENUE / PARKING ENTRANCE - INTERSECTION DETAIL	SHEET _____	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
131	USH 63	858+59.28	30.00	P3	10+30.37	39.03	1237.31
132	USH 63	858+78.15	37.25	P3	10+37.33	20.37	1237.49
133	USH 63	858+87.03	55.18	P3	10+51.19	13.36	1237.61
134	USH 63	858+87.55	61.94	P3	10+55.20	15.47	1237.64
135	USH 63	858+93.59	72.34	P3	10+62.28	16.87	1237.68
136	USH 63	859+05.32	76.23	P3	10+69.25	13.16	1237.80
137	USH 63	858+59.28	57.00	P3	10+48.87	39.94	0.00
139	USH 63	859+25.63	57.35	P3	10+83.35	-10.00	1237.89
140	USH 63	859+10.84	44.02	P3	10+44.26	-11.63	1237.68
141	USH 63	859+24.84	30.00	P3	10+30.14	-25.50	1237.79
142	USH 63	859+24.84	43.68	P3	10+82.96	-23.67	0.00

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
143	USH 63	859+98.29	30.00	P4	10+30.12	25.19	1238.32
144	USH 63	860+10.57	42.26	P4	10+42.80	13.01	1238.12
145	USH 63	859+97.71	54.02	P4	10+79.08	10.05	1238.21
146	USH 63	859+98.29	42.02	P4	10+77.73	21.98	0.00
147	USH 63	860+61.77	54.00	P4	10+46.46	-38.12	1239.19
148	USH 63	860+49.46	54.00	P4	10+47.50	-26.43	1238.42
149	USH 63	860+37.19	41.96	P4	10+41.93	-13.02	1238.32
150	USH 63	860+49.46	30.00	P4	10+30.12	-25.18	1238.55
151	USH 63	860+49.46	42.00	P4	10+41.99	-25.02	0.00

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
164	USH 63	860+70.42	-33	5A	9+33.90	41.83	--
168	USH 63	860+70.42	-20.00	5A	9+44.93	48.71	1239.07
169	USH 63	860+81.63	-26.73	5A	9+45.27	35.52	1239.14
170	USH 63	860+81.22	-39.91	5A	9+33.90	28.83	1239.35
171	USH 63	861+43.12	-51.18	5A	9+58.26	-29.70	1238.54
172	USH 63	861+54.47	-33.68	5A	9+79.12	-29.70	1238.38
173	USH 63	861+65.32	-23.64	5A	9+93.44	-33.34	1238.19
174	USH 63	861+79.64	-20.00	5A	–	–	--
178	UHS 63	861+79.64	-50.00	5A	9+79.12	-59.70	--

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
160	USH 63	858+62.40	10.00	--
161	USH 63	858+34.34	9.00	--
162	USH 63	858+46.29	-26.00	--
163	USH 63	860+46.87	0.00	--
165	USH 63	860+74.54	-1.00	--
268	USH 63	858+46.29	14.00	1,237.64
269	USH 63	858+33.35	11.84	1,237.63
270	USH 63	858+34.34	6.00	1,237.78
271	USH 63	858+48.37	6.00	1,237.84
272	USH 63	858+62.40	6.00	1,237.91
273	USH 63	858+62.40	14.00	1,237.72
274	USH 63	860+46.86	4.00	1,239.08
275	USH 63	860+46.85	-4.00	1,239.19
276	USH 63	860+60.70	-4.03	1,239.15
277	USH 63	860+74.55	-4.00	1,239.09
278	USH 63	860+75.48	1.85	1,239.06
279	USH 63	860+61.89	4.00	1,239.06
280	USH 63	860+62.06	-39.88	--
281	USH 63	861+60.15	7.48	1,238.28
282	USH 63	861+62.60	-4.00	1,238.33
283	USH 63	862+06.53	-4.00	1237.90
284	USH 63	862+50.47	-4.00	1237.47
285	USH 63	862+51.45	5.90	1237.42
286	USH 63	862+31.30	9.93	1237.53
287	USH 63	862+11.16	13.96	1,237.65
288	USH 63	861+90.74	14.00	1,237.85
289	USH 63	861+75.10	12.37	1,238.04
290	USH 63	861+90.60	-60.34	--
179	USH 63	861+62.61	2.003	--
180	USH 63	862+50.47	1	--

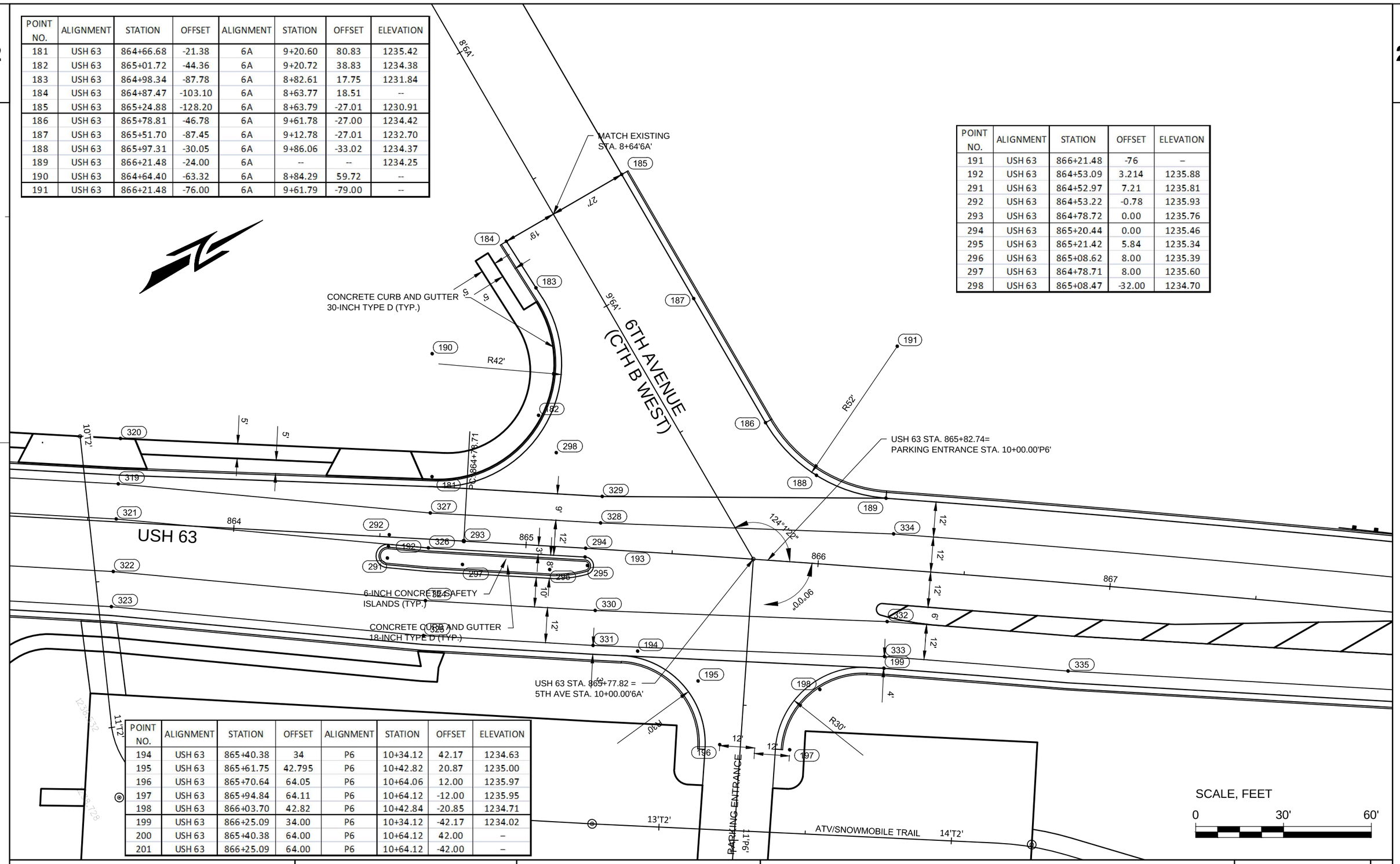


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PARKING ENTRANCES - INTERSECTION DETAIL	SHEET _____	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
181	USH 63	864+66.68	-21.38	6A	9+20.60	80.83	1235.42
182	USH 63	865+01.72	-44.36	6A	9+20.72	38.83	1234.38
183	USH 63	864+98.34	-87.78	6A	8+82.61	17.75	1231.84
184	USH 63	864+87.47	-103.10	6A	8+63.77	18.51	--
185	USH 63	865+24.88	-128.20	6A	8+63.79	-27.01	1230.91
186	USH 63	865+78.81	-46.78	6A	9+61.78	-27.00	1234.42
187	USH 63	865+51.70	-87.45	6A	9+12.78	-27.01	1232.70
188	USH 63	865+97.31	-30.05	6A	9+86.06	-33.02	1234.37
189	USH 63	866+21.48	-24.00	6A	--	--	1234.25
190	USH 63	864+64.40	-63.32	6A	8+84.29	59.72	--
191	USH 63	866+21.48	-76.00	6A	9+61.79	-79.00	--

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
191	USH 63	866+21.48	-76	–
192	USH 63	864+53.09	3.214	1235.88
291	USH 63	864+52.97	7.21	1235.81
292	USH 63	864+53.22	-0.78	1235.93
293	USH 63	864+78.72	0.00	1235.76
294	USH 63	865+20.44	0.00	1235.46
295	USH 63	865+21.42	5.84	1235.34
296	USH 63	865+08.62	8.00	1235.39
297	USH 63	864+78.71	8.00	1235.60
298	USH 63	865+08.47	-32.00	1234.70

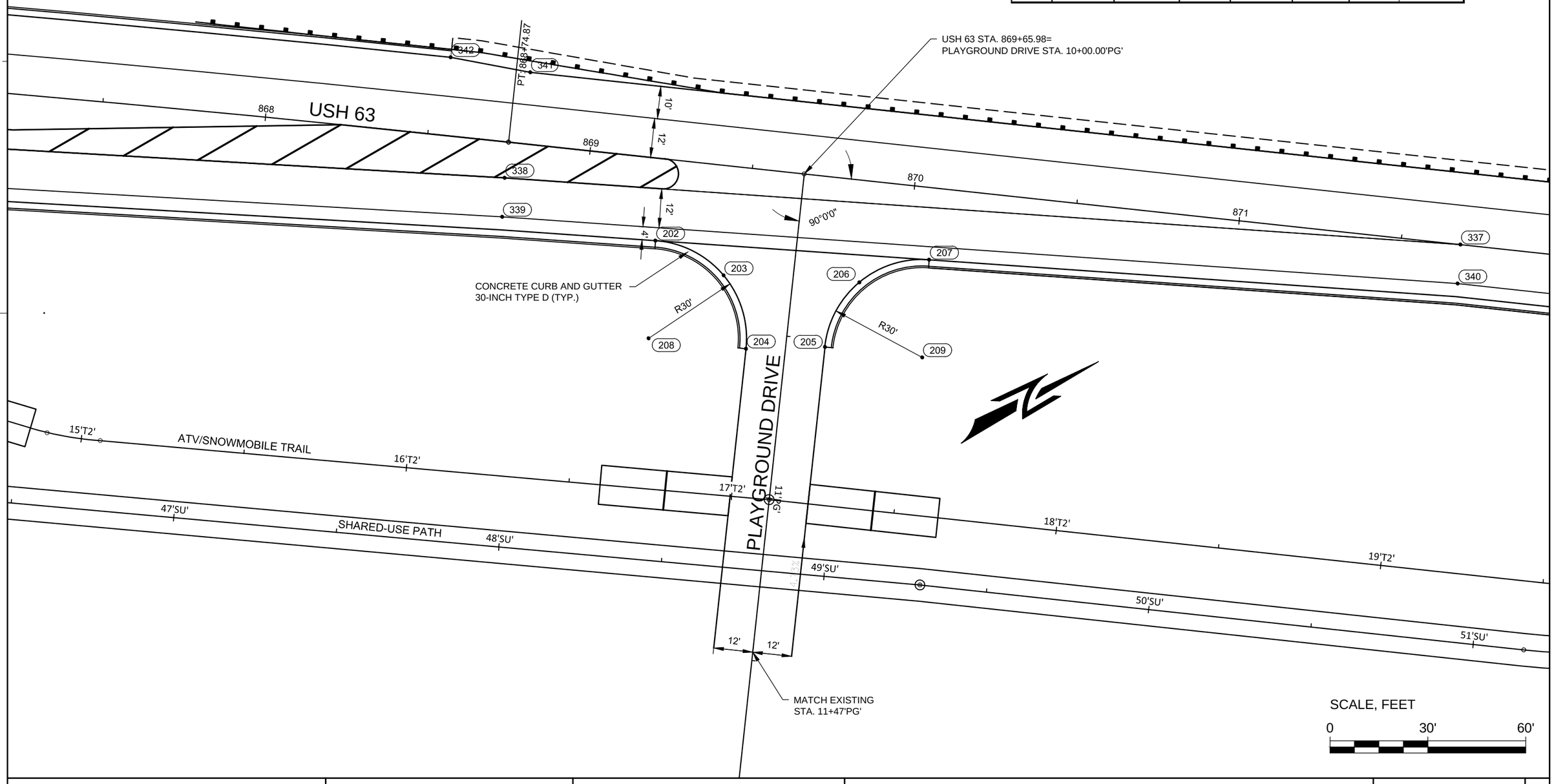
POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
194	USH 63	865+40.38	34	P6	10+34.12	42.17	1234.63
195	USH 63	865+61.75	42.795	P6	10+42.82	20.87	1235.00
196	USH 63	865+70.64	64.05	P6	10+64.06	12.00	1235.97
197	USH 63	865+94.84	64.11	P6	10+64.12	-12.00	1235.95
198	USH 63	866+03.70	42.82	P6	10+42.84	-20.85	1234.71
199	USH 63	866+25.09	34.00	P6	10+34.12	-42.17	1234.02
200	USH 63	865+40.38	64.00	P6	10+64.12	42.00	–
201	USH 63	866+25.09	64.00	P6	10+64.12	-42.00	–



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	6TH AVENUE / PARKING ENTRANCE - INTERSECTION DETAIL	SHEET _____	E

2

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
202	USH 63	869+22.85	25.21	'PG'	10+25.21	43.12	1233.09
203	USH 63	869+44.79	33.58	'PG'	10+33.58	21.19	1233.40
204	USH 63	869+53.98	55.19	'PG'	10+55.19	12.00	1234.55
205	USH 63	869+77.98	52.04	'PG'	10+52.04	-12.00	1,234.310
206	USH 63	869+86.37	31.23	'PG'	10+31.23	-20.39	1233.50
207	USH 63	870+06.85	22.06	'PG'	10+22.06	-40.88	1233.25
208	USH 63	869+23.98	55.19	'PG'	10+55.19	42.00	--
209	USH 63	870+07.98	52.04	'PG'	10+52.04	-42.00	--

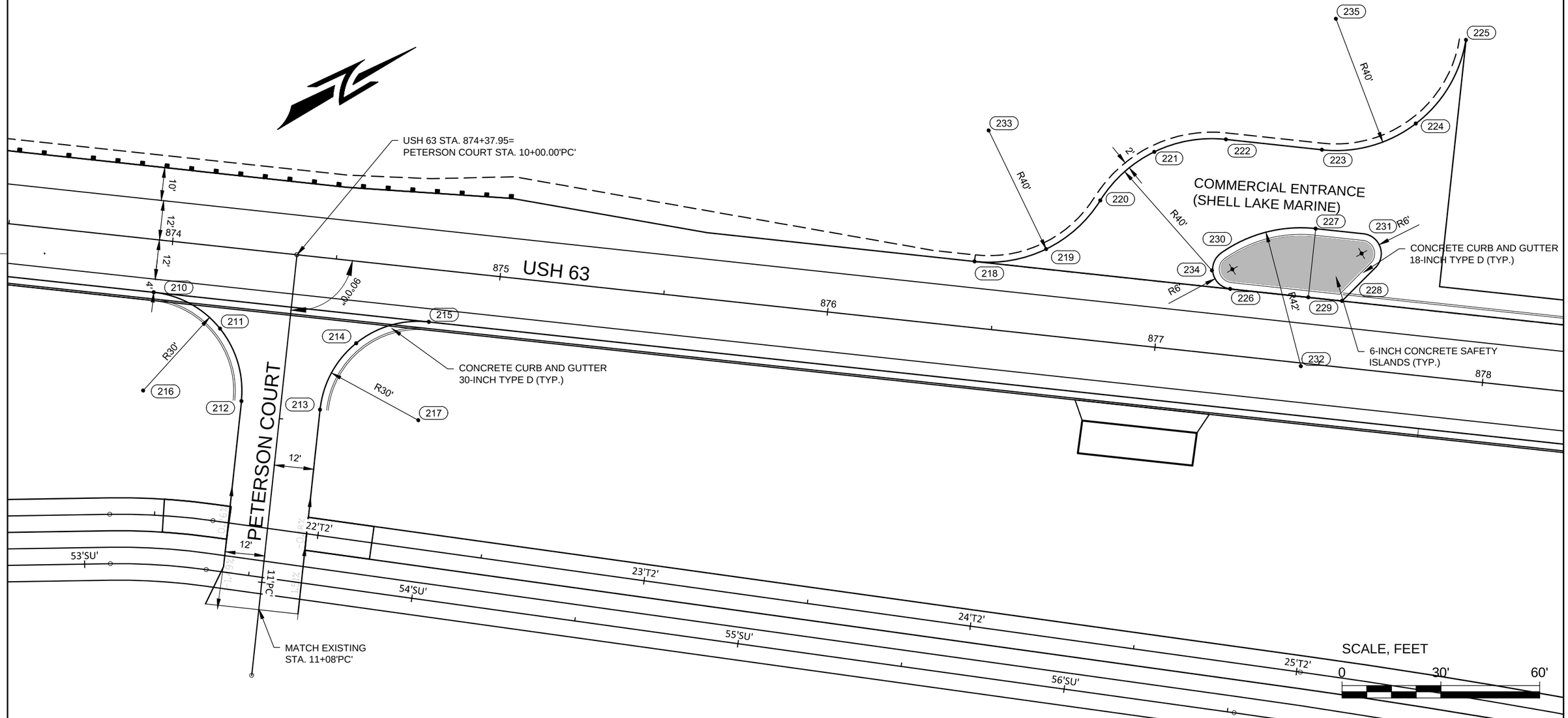


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAYGROUND DRIVE - INTERSECTION DETAIL	SHEET _____	E

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
210	USH 63	873+95.95	16.00	'PC'	10+16.00	42.00	1235.80
211	USH 63	874+17.17	24.79	'PC'	10+24.79	20.79	1236.13
212	USH 63	874+25.95	46.00	'PC'	10+46.00	12.00	1236.46
213	USH 63	874+49.95	46.00	'PC'	10+46.00	-12.00	1,236.580
214	USH 63	874+58.74	24.79	'PC'	10+24.79	-20.79	1236.48
215	USH 63	874+79.95	16.00	'PC'	10+16.00	-42.00	1236.81
216	USH 63	873+95.95	46.00	'PC'	10+46.00	42.00	--
217	USH 63	874+79.95	46.00	'PC'	10+46.00	-42.00	--

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
218	USH 63	876+42.74	-20	1,238.56
219	USH 63	876+63.95	-26.088	
220	USH 63	876+78.71	-42.50	
221	USH 63	876+93.46	-58.91	
222	USH 63	877+14.68	-65.00	
223	USH 63	877+43.96	-65.00	
224	USH 63	877+71.47	-75.96	
225	USH 63	877+83.90	-102.84	
232	USH 63	877+44.64	1.00	
233	USH 63	876+42.74	-60.00	

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
226	USH 63	877+20.82	-20.01	--
227	USH 63	877+44.64	-41	--
228	USH 63	877+54.94	-20.01	1239.84
229	USH 63	877+44.63	-20.01	1239.74
230	USH 63	877+20.81	-26.00	--
231	USH 63	877+59.32	-35.00	--
232	USH 63	877+44.64	1.00	1240.12



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PETERSON COURT - INTERSECTION DETAIL	SHEET _____	E

2

POINT NO.	ALIGNMENT	STATION	OFFSET	ALIGNMENT	STATION	OFFSET	ELEVATION
252	USH 63	881+32.18	24.00	B	10+02.40	59.30	1241.81
253	USH 63	881+71.56	36.13	B	10+28.13	27.13	1241.58
254	USH 63	881+97.29	68.30	B	10+67.51	15.00	1240.71
255	USH 63	882+30.96	71.88	B	10+83.20	-15.00	1240.32
256	USH 63	882+34.58	39.34	B	10+54.25	-30.32	1241.51
257	USH 63	882+63.51	24.00	B	10+50.61	-62.86	1242.02
258	USH 63	881+32.18	94.00	B	10+67.51	85.00	--
259	USH 63	882+63.55	59.04	B	10+83.21	-50.04	--

POINT NO.	ALIGNMENT	STATION	OFFSET	ELEVATION
236	C2	8+31.93	-12	–
237	C2	8+96.45	-12	1240.02
238	C2	9+60.97	-12.00	1236.19
239	C2	9+82.01	-20.61	1235.55
240	C2	9+90.96	-41.51	1235.71
241	C2	9+89.58	42.49	1235.26
242	C2	9+80.98	20.96	1235.31
243	C2	9+59.59	12.00	1236.12
244	C2	9+30.50	12.00	1237.89
245	C2	9+03.89	12.00	1239.51
246	C2	8+83.74	19.32	1240.75
247	C2	8+76.42	37.00	–
248	C2	8+76.42	0.68	1241.30
249	C2	9+60.97	-42.00	–
250	C2	9+59.59	42.00	–
251	C2	9+01.42	37.00	–

USH 63 STA. 881+86.46=
CTH B (EAST) STA. 10+00.00'B'

PI 882+64.56

879 880 881 882 883

USH 63

2' 8' 12' 12' 12'

111°32'17"

252 253 254 255 256 257 258 259

CONCRETE CURB AND GUTTER
30-INCH TYPE D (TYP.)

R70' R35' R25' R30' R30'

15' 15' 3' 11'8' 3' 10' 11'

CTH B
(EAST)

MATCH EXISTING

MATCH EXISTING
STA. 11+42'B'

236 237 238 239 240 241 242 243 244 245 246 247 248 249 250 251

9'C2 10'C2

COMMERCIAL ENTRANCE
(FARLEY AUTO BODY)

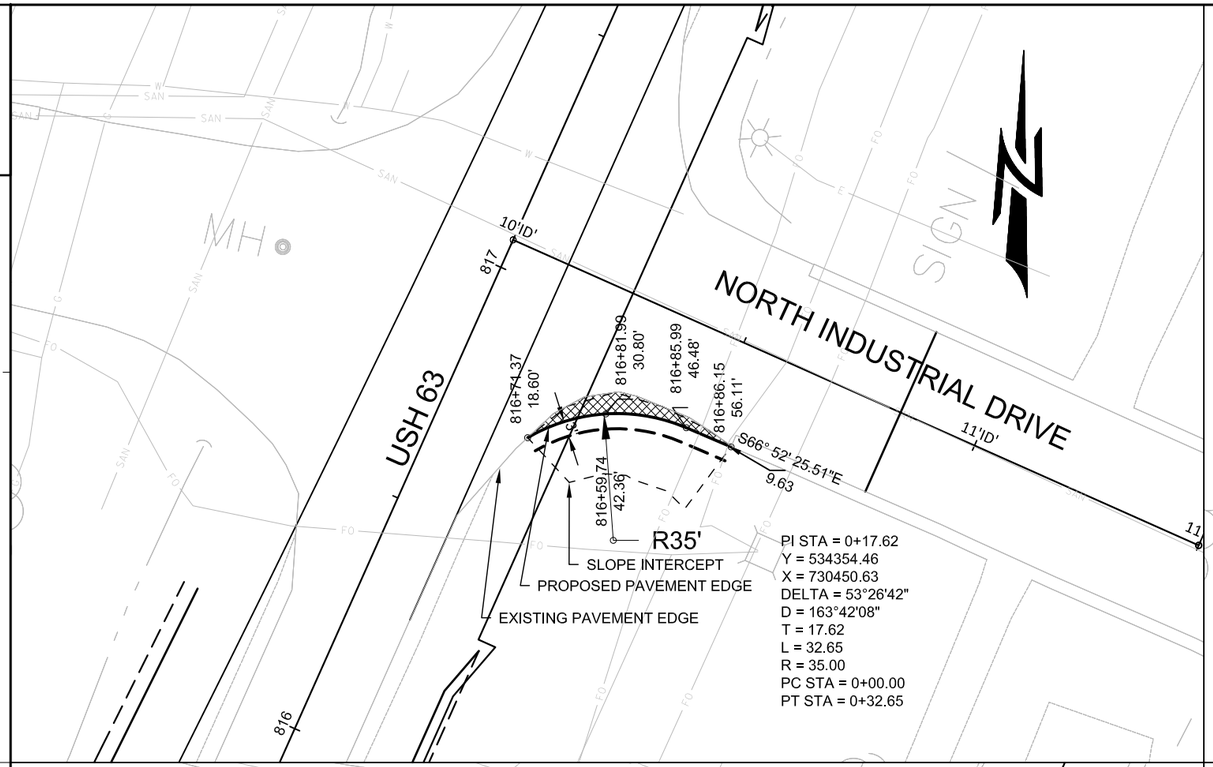
12' 12'

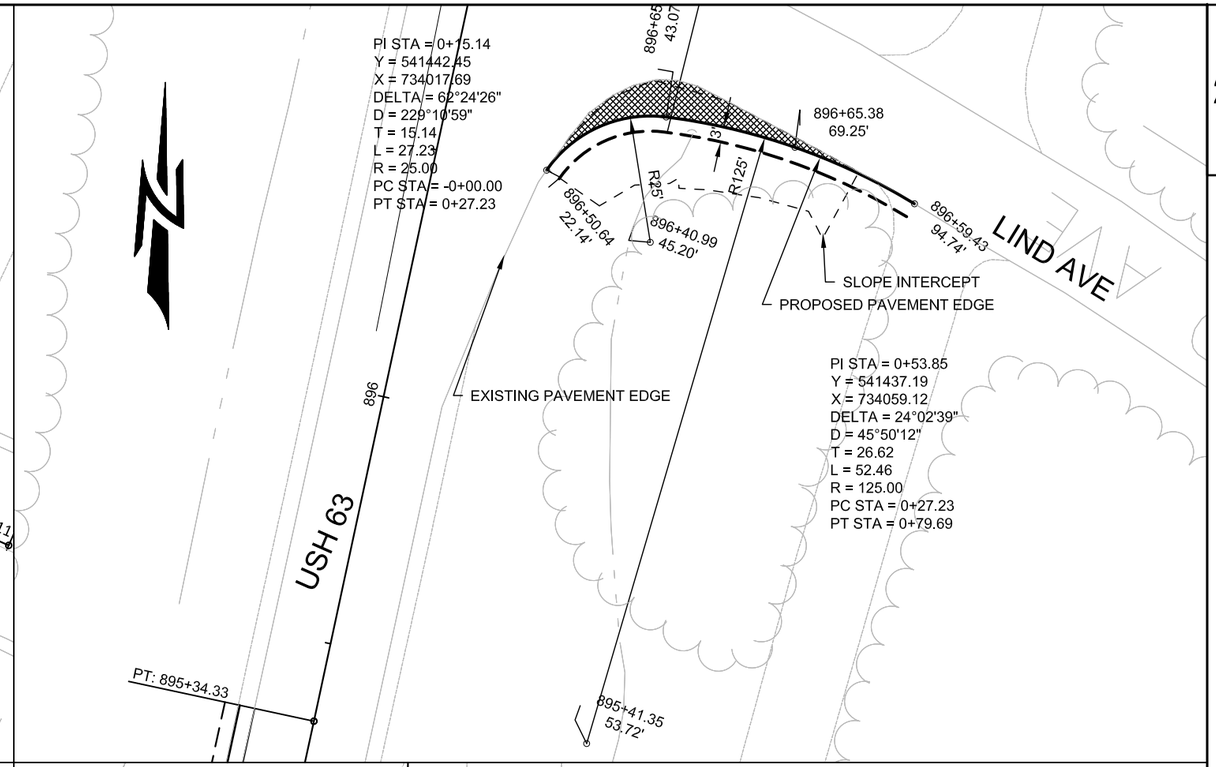
27'T2' 27'T2'

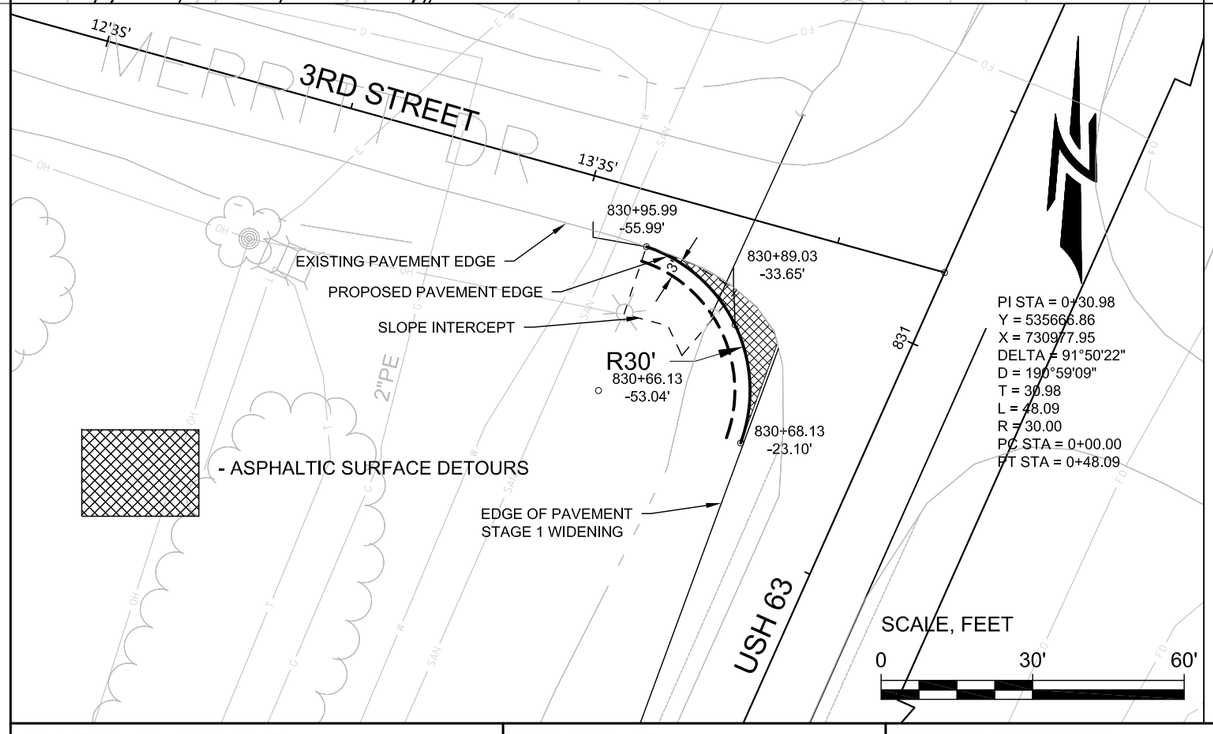
58'SU' 59'SU' 60'SU' 61'SU' 61'SU'

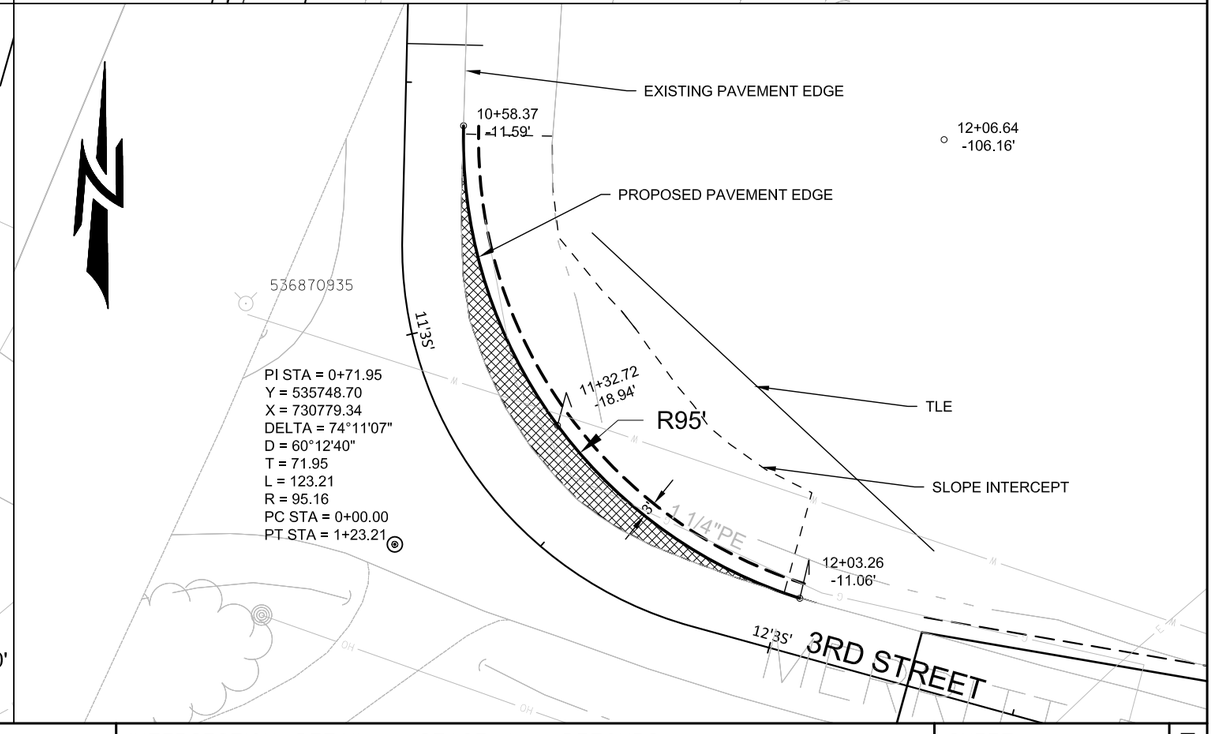
SCALE, FEET
0 30' 60'

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CTH B & COMMERCIAL ENTRANCE - INTERSECTION DETAIL	SHEET _____	E









PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	INTERSECTION DETAIL - STAGE 1 - DETOURS	SHEET _____	E

2

2

N

863

864

865

866

867

20' 0"

5' 0"

9' 0"

9' 0"

20' 0"

9' 0"

45°

4-INCH PARKING STALL EPOXY (WHITE)

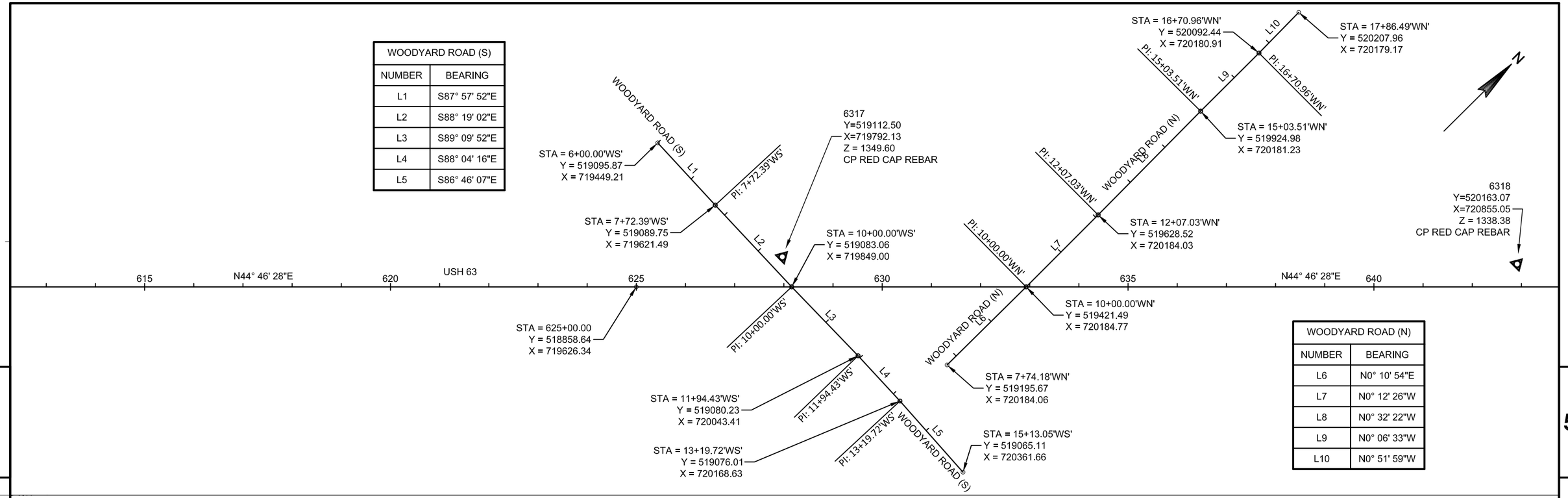
PAVEMENT MARKING SYMBOLS EPOXY

DIAGONAL EPOXY 6-INCH (YELLOW)

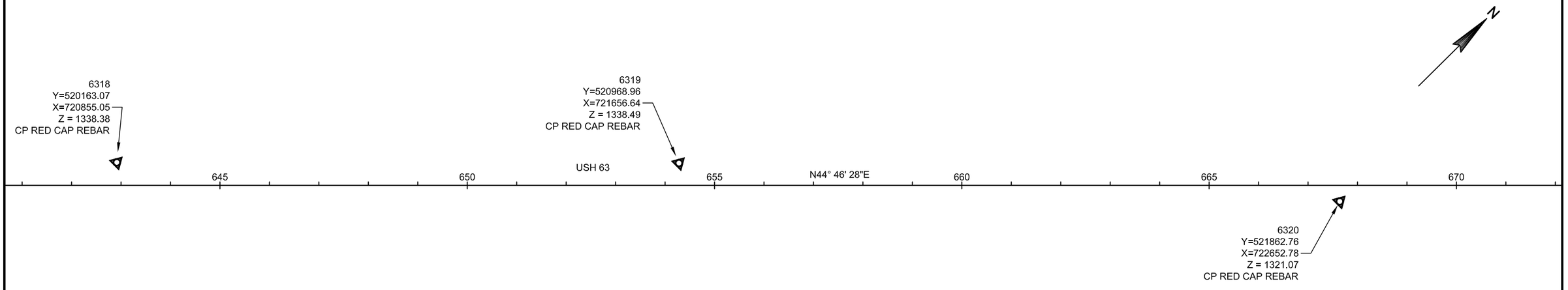
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PERMANENT SIGNING	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\CADD\Pavement Markings\15603171_024501_pm.dgn PLOT DATE : 5/19/2014 PLOT BY : NWBE PLOT NAME : PLOT SCALE : N/A

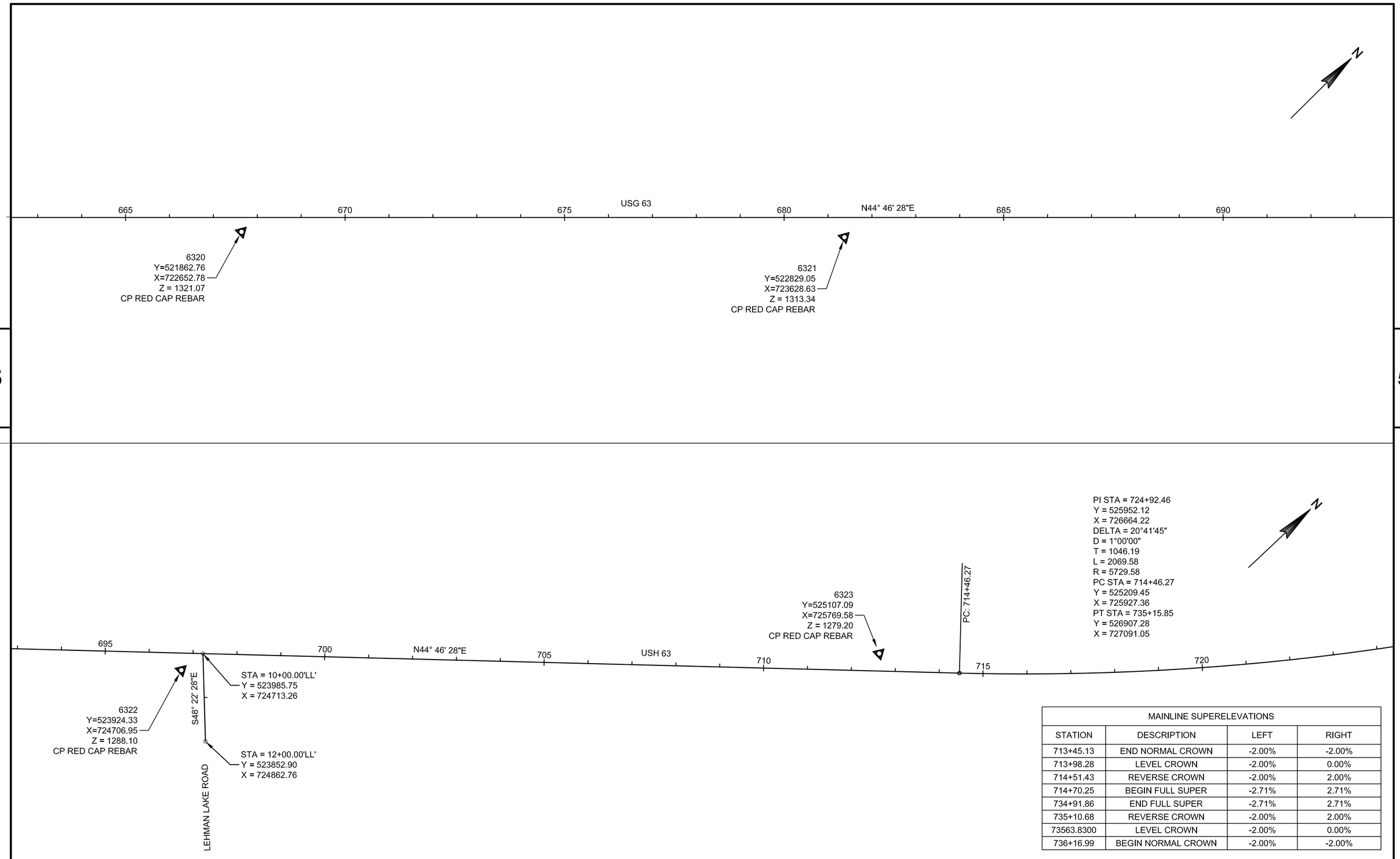
WOODYARD ROAD (S)	
NUMBER	BEARING
L1	S87° 57' 52"E
L2	S88° 19' 02"E
L3	S89° 09' 52"E
L4	S88° 04' 16"E
L5	S86° 46' 07"E



WOODYARD ROAD (N)	
NUMBER	BEARING
L6	N0° 10' 54"E
L7	N0° 12' 26"W
L8	N0° 32' 22"W
L9	N0° 06' 33"W
L10	N0° 51' 59"W

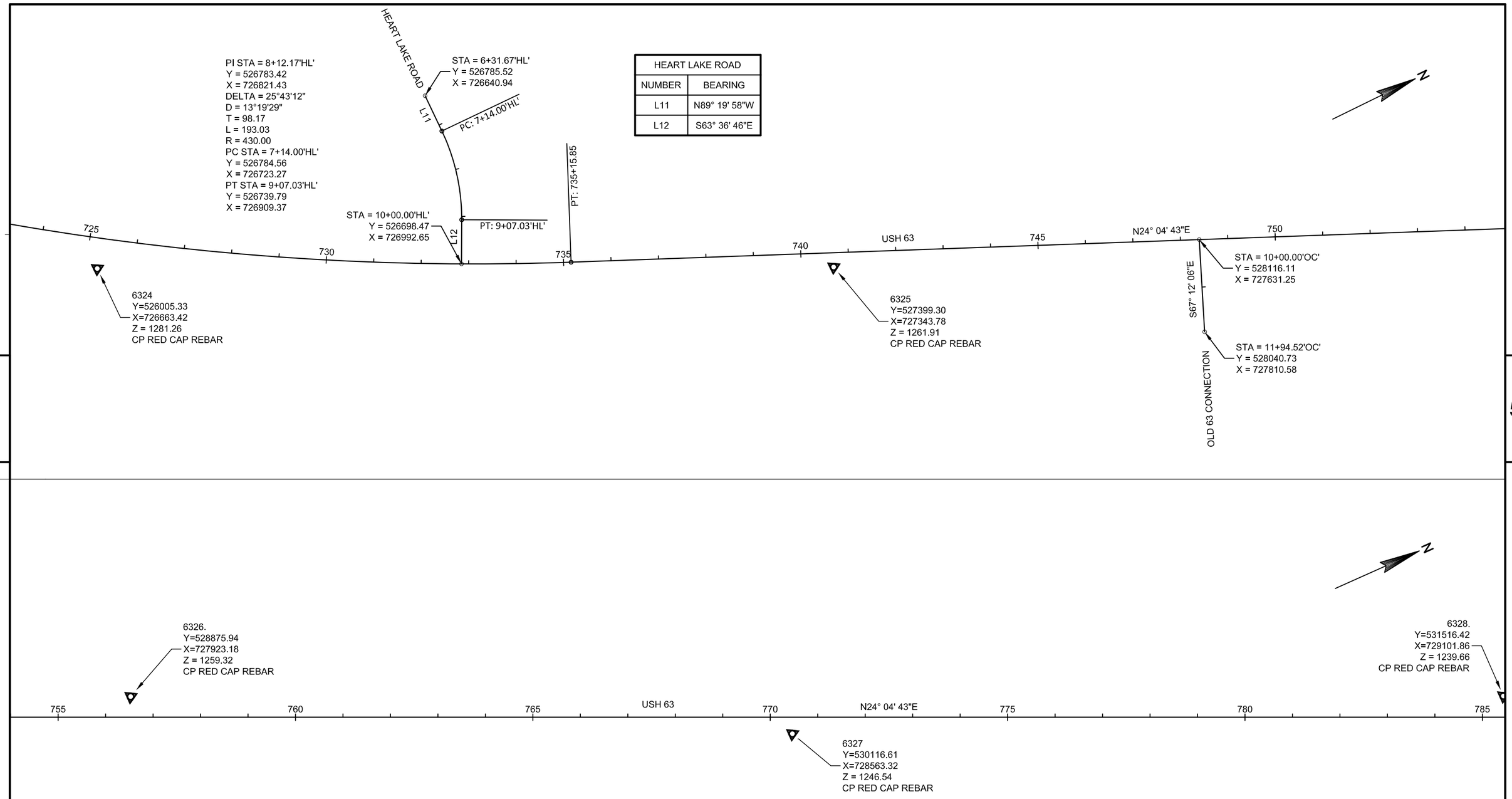


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	ALIGNMENT DETAILS	SHEET	E



MAINLINE SUPERELEVATIONS			
STATION	DESCRIPTION	LEFT	RIGHT
713+45.13	END NORMAL CROWN	-2.00%	-2.00%
713+98.28	LEVEL CROWN	-2.00%	0.00%
714+51.43	REVERSE CROWN	-2.00%	2.00%
714+70.25	BEGIN FULL SUPER	-2.71%	2.71%
734+91.86	END FULL SUPER	-2.71%	2.71%
735+10.68	REVERSE CROWN	-2.00%	2.00%
73563.8300	LEVEL CROWN	-2.00%	0.00%
736+16.99	BEGIN NORMAL CROWN	-2.00%	-2.00%

PROJECT NO:1560-31-71	HWY: USH 63	COUNTY: WASHBURN	ALIGNMENT DETAILS	SHEET	E



5

5

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	ALIGNMENT DETAILS	SHEET	E

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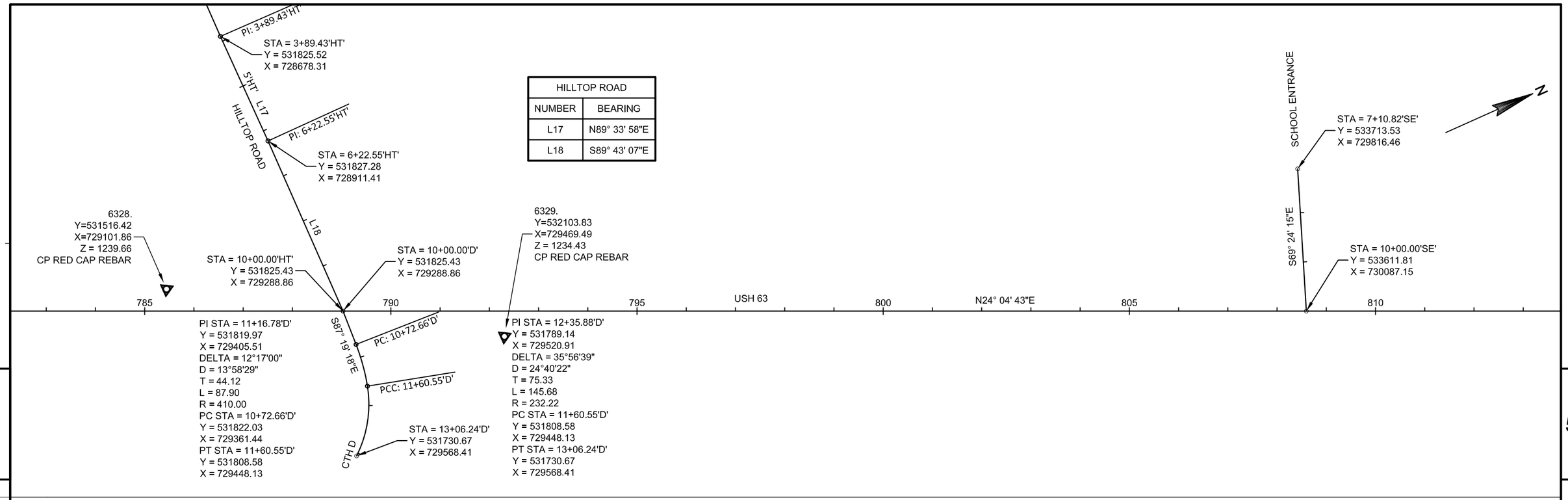

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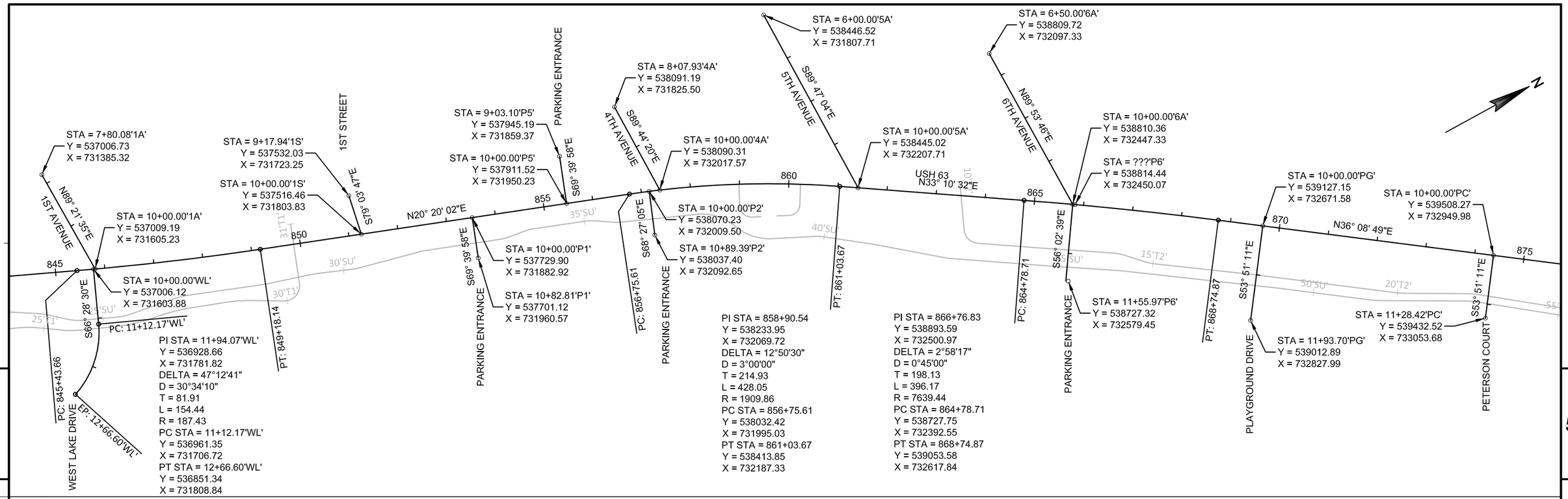
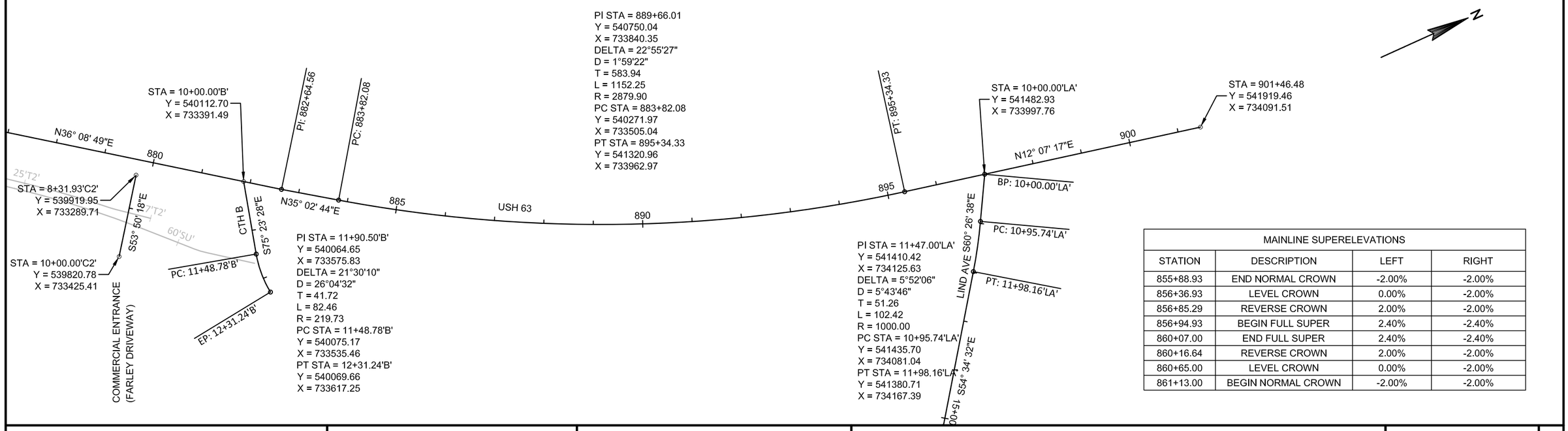
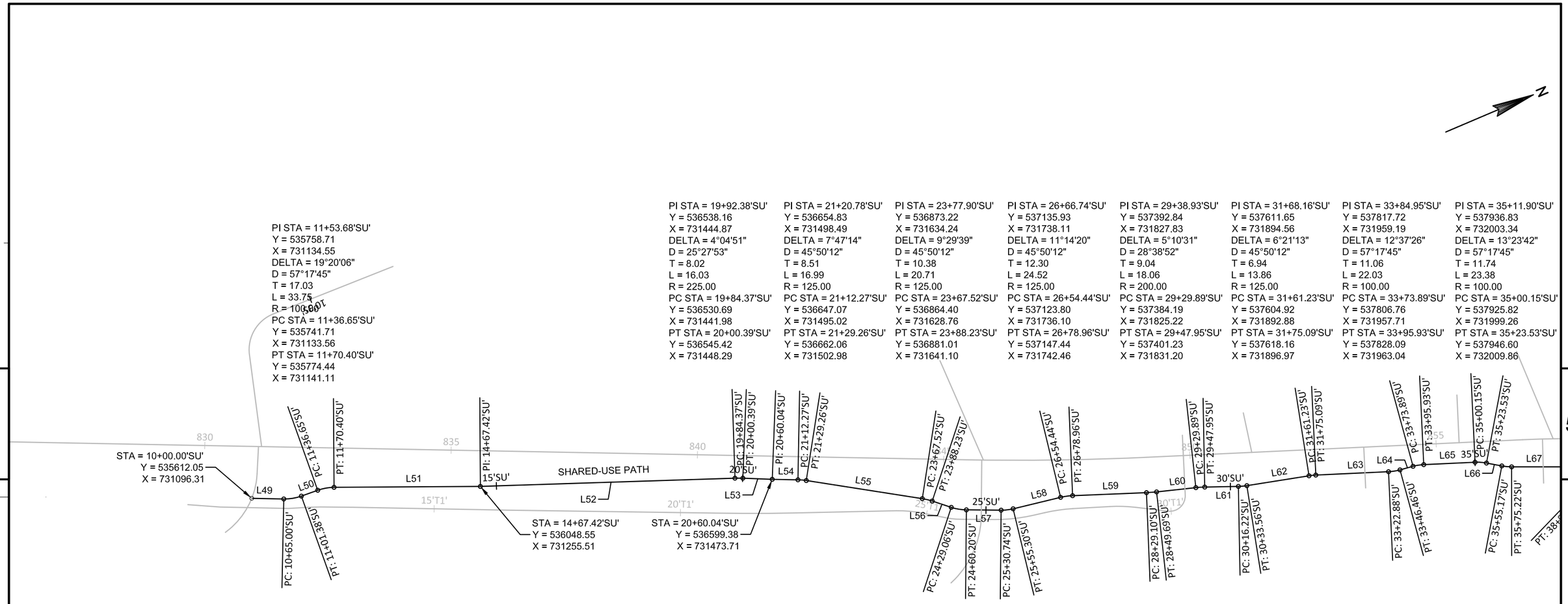




MAINLINE SUPERELEVATIONS			
STATION	DESCRIPTION	LEFT	RIGHT
855+88.93	END NORMAL CROWN	-2.00%	-2.00%
856+36.93	LEVEL CROWN	0.00%	-2.00%
856+85.29	REVERSE CROWN	2.00%	-2.00%
856+94.93	BEGIN FULL SUPER	2.40%	-2.40%
860+07.00	END FULL SUPER	2.40%	-2.40%
860+16.64	REVERSE CROWN	2.00%	-2.00%
860+65.00	LEVEL CROWN	0.00%	-2.00%
861+13.00	BEGIN NORMAL CROWN	-2.00%	-2.00%

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	ALIGNMENT DETAILS	SHEET	E



PI STA = 10+83.40'SU'
Y = 535688.14
X = 731130.45
DELTA = 20°50'44"
D = 57°17'45"
T = 18.39
L = 36.38
R = 100.00
PC STA = 10+65.00'SU'
Y = 535671.36
X = 731122.92
PT STA = 11+01.38'SU'
Y = 535706.50
X = 731131.52

SHARED-USE PATH		SHARED-USE PATH	
NUMBER	BEARING	NUMBER	BEARING
L49	N24° 09' 55"E	L59	N20° 41' 12"E
L50	N3° 19' 11"E	L60	N16° 45' 18"E
L51	N22° 39' 15"E	L61	N21° 55' 48"E
L52	N21° 08' 37"E	L62	N13° 58' 50"E
L53	N25° 13' 28"E	L63	N20° 20' 02"E
L54	N24° 04' 44"E	L64	N7° 42' 36"E
L55	N31° 51' 57"E	L65	N20° 20' 02"E
L56	N41° 21' 36"E	L66	N33° 43' 44"E
L57	N23° 31' 11"E	L67	N22° 59' 33"E
L58	N9° 26' 52"E		

PI STA = 24+44.76'SU'
Y = 536923.44
X = 731678.46
DELTA = 17°50'25"
D = 57°17'45"
T = 15.70
L = 31.14
R = 100.00
PC STA = 24+29.06'SU'
Y = 536911.66
X = 731668.08
PT STA = 24+60.20'SU'
Y = 536937.83
X = 731684.72

PI STA = 25+43.09'SU'
Y = 537013.83
X = 731717.80
DELTA = 14°04'19"
D = 57°17'45"
T = 12.34
L = 24.56
R = 100.00
PC STA = 25+30.74'SU'
Y = 537002.51
X = 731712.87
PT STA = 25+55.30'SU'
Y = 537026.01
X = 731719.82

PI STA = 28+39.40'SU'
Y = 537297.53
X = 731799.13
DELTA = 3°55'55"
D = 19°05'55"
T = 10.30
L = 20.59
R = 300.00
PC STA = 28+29.10'SU'
Y = 537287.90
X = 731795.50
PT STA = 28+49.69'SU'
Y = 537307.39
X = 731802.10

PI STA = 30+24.90'SU'
Y = 537472.61
X = 731859.94
DELTA = 7°56'59"
D = 45°50'12"
T = 8.69
L = 17.34
R = 125.00
PC STA = 30+16.22'SU'
Y = 537464.55
X = 731856.70
PT STA = 30+33.56'SU'
Y = 537481.04
X = 731862.04

PI STA = 33+34.72'SU'
Y = 537767.84
X = 731952.44
DELTA = 12°37'26"
D = 53°32'51"
T = 11.84
L = 23.58
R = 107.00
PC STA = 33+22.88'SU'
Y = 537756.74
X = 731948.33
PT STA = 33+46.46'SU'
Y = 537779.57
X = 731954.03

PI STA = 35+65.23'SU'
Y = 537981.28
X = 732033.01
DELTA = 10°44'11"
D = 53°32'51"
T = 10.05
L = 20.05
R = 107.00
PC STA = 35+55.17'SU'
Y = 537972.92
X = 732027.43
PT STA = 35+75.22'SU'
Y = 537990.53
X = 732036.94

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	ALIGNMENT DETAILS	SHEET	E

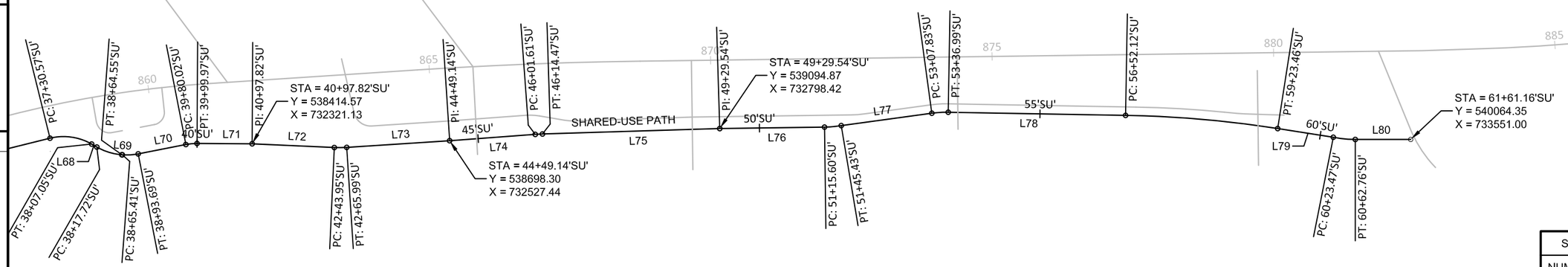
PI STA = 38+79.64'SU'
Y = 538229.21
X = 732207.65
DELTA = 15°25'52"
D = 54°34'03"
T = 14.23
L = 28.28
R = 105.00
PC STA = 38+65.41'SU'
Y = 538218.52
X = 732198.27
PT STA = 38+93.69'SU'
Y = 538242.02
X = 732213.85

PI STA = 39+90.03'SU'
Y = 538328.72
X = 732255.83
DELTA = 11°25'40"
D = 57°17'45"
T = 10.01
L = 19.95
R = 100.00
PC STA = 39+80.02'SU'
Y = 538319.72
X = 732251.47
PT STA = 39+99.97'SU'
Y = 538336.69
X = 732261.89

PI STA = 46+08.04'SU'
Y = 538832.02
X = 732613.29
DELTA = 2°27'18"
D = 19°05'55"
T = 6.43
L = 12.85
R = 300.00
PC STA = 46+01.61'SU'
Y = 538826.61
X = 732609.82
PT STA = 46+14.47'SU'
Y = 538837.27
X = 732617.00

PI STA = 53+22.44'SU'
Y = 539425.09
X = 733010.00
DELTA = 8°47'35"
D = 30°09'20"
T = 14.61
L = 29.16
R = 190.00
PC STA = 53+07.83'SU'
Y = 539412.33
X = 733002.89
PT STA = 53+36.99'SU'
Y = 539436.61
X = 733018.98

PI STA = 57+88.00'SU'
Y = 539792.39
X = 733296.18
DELTA = 7°53'30"
D = 2°54'30"
T = 135.89
L = 271.34
R = 1970.00
PC STA = 56+52.12'SU'
Y = 539685.19
X = 733212.66
PT STA = 59+23.46'SU'
Y = 539887.10
X = 733393.62



PI STA = 37+70.79'SU'
Y = 538170.56
X = 732113.33
DELTA = 43°49'21"
D = 57°17'45"
T = 40.22
L = 76.48
R = 100.00
PC STA = 37+30.57'SU'
Y = 538133.54
X = 732097.62
PT STA = 38+07.05'SU'
Y = 538186.40
X = 732150.30

PI STA = 38+41.53'SU'
Y = 538199.97
X = 732181.99
DELTA = 25°33'00"
D = 54°34'03"
T = 23.81
L = 46.82
R = 105.00
PC STA = 38+17.72'SU'
Y = 538190.60
X = 732160.11
PT STA = 38+64.55'SU'
Y = 538217.87
X = 732197.70

PI STA = 42+54.98'SU'
Y = 538535.82
X = 732421.12
DELTA = 6°18'47"
D = 28°38'52"
T = 11.03
L = 22.04
R = 200.00
PC STA = 42+43.95'SU'
Y = 538527.31
X = 732414.11
PT STA = 42+65.99'SU'
Y = 538545.05
X = 732427.16

PI STA = 51+30.54'SU'
Y = 539257.20
X = 732916.96
DELTA = 8°45'57"
D = 29°22'57"
T = 14.95
L = 29.83
R = 195.00
PC STA = 51+15.60'SU'
Y = 539245.13
X = 732908.15
PT STA = 51+45.43'SU'
Y = 539270.47
X = 732923.83

PI STA = 60+43.18'SU'
Y = 539969.94
X = 733480.03
DELTA = 11°15'15"
D = 28°38'52"
T = 19.71
L = 39.28
R = 200.00
PC STA = 60+23.47'SU'
Y = 539956.80
X = 733465.34
PT STA = 60+62.76'SU'
Y = 539985.69
X = 733491.87

SHARED-USE PATH	
NUMBER	BEARING
L68	N66° 48' 55"E
L69	N41° 15' 54"E
L70	N25° 50' 03"E
L71	N37° 15' 43"E
L72	N39° 30' 39"E
L73	N33° 11' 52"E
L74	N32° 42' 10"E
L75	N35° 09' 27"E
L76	N36° 08' 17"E
L77	N29° 07' 50"E
L78	N37° 55' 26"E
L79	N45° 48' 56"E
L80	N36° 56' 00"E

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	ALIGNMENT DETAILS	SHEET	E

DRAFT - REVISED 4/25/14

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.01

PART OF THE NW1/4 - NE1/4 AND GOV'T LOT 1 OF SECTION 2, T 37 N, R 13 W; LOT 2, C.S.M. 7-248, BEING PART OF THE SW1/4 - SE1/4, AND GOV'T LOT 1 OF SECTION 35, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 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 PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

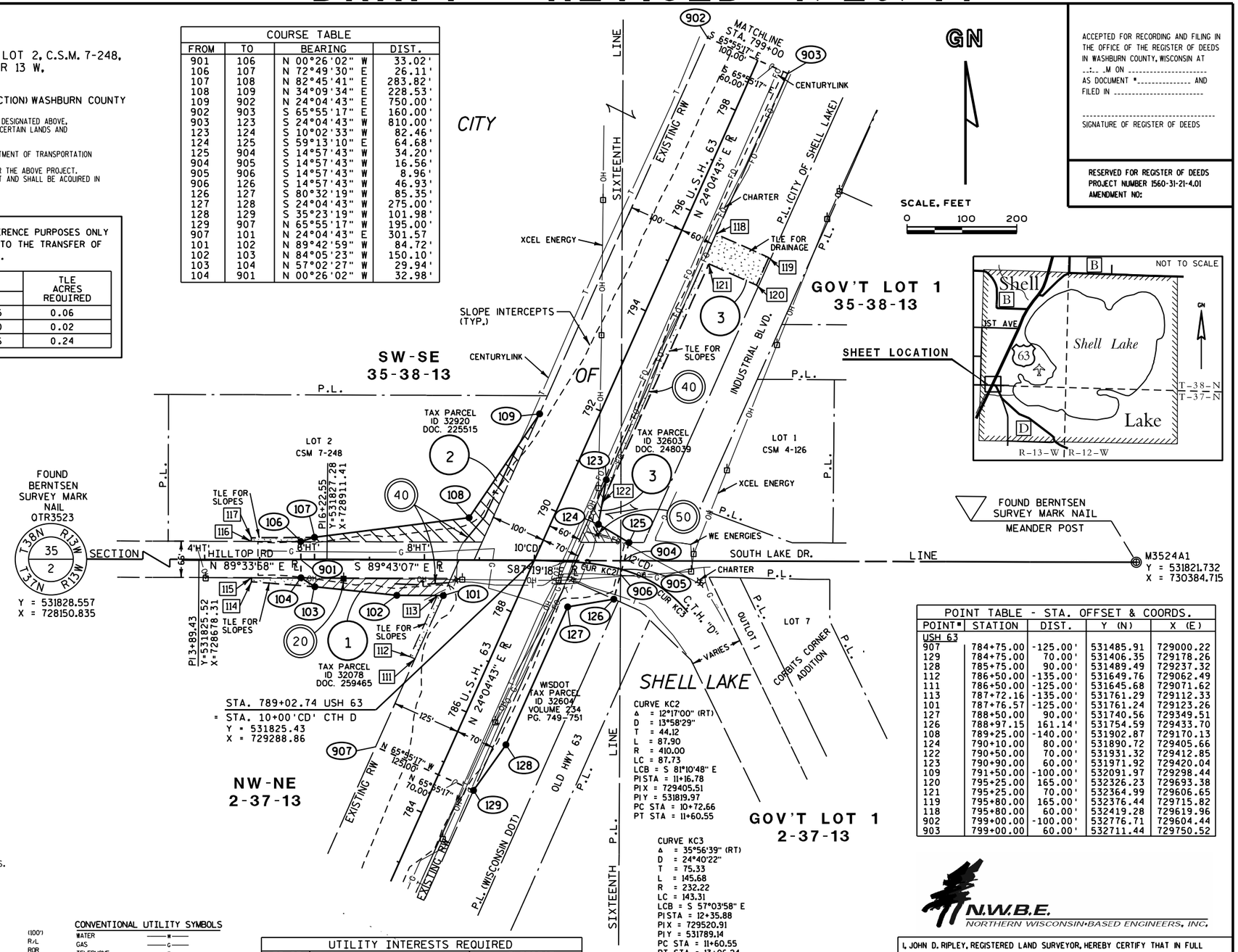
SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
1	ELLEN K. MATSON TRUST	FEE, TLE	0.15	0.00	0.15	0.06
2	SUSAN A. PEDERSON	FEE, TLE	0.30	0.00	0.30	0.02
3	CITY OF SHELL LAKE	FEE, TLE	0.06	0.00	0.06	0.24

POINT TABLE - STA. OFFSET & COORDS.					
POINT*	STATION	DIST.	Y (N)	X (E)	
HILLTOP RD					
116	4+85.00	-33.44'	531859.68	728773.62	
117	4+85.00	-40.00'	531866.24	728773.57	
114	4+85.00	40.00'	531786.24	728774.17	
115	4+85.00	32.56'	531793.68	728774.12	
106	5+75.00	-32.48'	531859.40	728863.62	
901	5+75.00	0.54'	531826.38	728863.87	
104	5+75.00	33.52'	531793.40	728864.12	
107	6+00.00	-40.00'	531867.11	728888.56	
103	6+00.00	50.00'	531777.11	728889.25	
102	7+50.00	65.00'	531761.66	729038.55	
CTH D					
125	11+60.55	-50.75'	531857.62	729461.23	
904	11+60.55	-16.56'	531824.58	729452.40	
905	11+60.55	0.00'	531808.58	729448.13	
906	11+60.55	8.96'	531799.93	729445.81	
126	11+60.55	55.89'	531754.59	729433.70	

COURSE TABLE			
FROM	TO	BEARING	DIST.
901	106	N 00°26'02" W	33.02'
106	107	N 72°49'30" E	26.11'
107	108	N 82°45'41" E	283.82'
108	109	N 34°09'34" E	228.53'
109	902	N 24°04'43" E	750.00'
902	903	S 65°55'17" E	160.00'
903	123	S 24°04'43" W	810.00'
123	124	S 10°02'33" W	82.46'
124	125	S 59°13'10" E	64.68'
125	904	S 14°57'43" W	34.20'
904	905	S 14°57'43" W	16.56'
905	906	S 14°57'43" W	8.96'
906	126	S 14°57'43" W	46.93'
126	127	S 80°32'19" W	85.35'
127	128	S 24°04'43" W	275.00'
128	129	S 35°23'19" W	101.98'
129	907	N 65°55'17" W	195.00'
907	101	N 24°04'43" E	301.57
101	102	N 89°42'59" W	84.72'
102	103	N 84°05'23" W	150.10'
103	104	N 57°02'27" W	29.94'
104	901	N 00°26'02" W	32.98'



POINT TABLE - STA. OFFSET & COORDS.				
POINT*	STATION	DIST.	Y (N)	X (E)
USH 63				
907	784+75.00	-125.00'	531485.91	729000.22
129	784+75.00	70.00'	531406.35	729178.26
128	785+75.00	90.00'	531489.49	729237.32
112	786+50.00	-135.00'	531649.76	729062.49
111	786+50.00	-125.00'	531645.68	729071.62
113	787+72.16	-135.00'	531761.29	729112.33
101	787+76.57	-125.00'	531761.24	729123.26
127	788+50.00	90.00'	531740.56	729349.51
126	788+97.15	161.14'	531754.59	729433.70
108	789+25.00	-140.00'	531902.87	729170.13
124	790+10.00	80.00'	531890.72	729405.66
122	790+50.00	70.00'	531931.32	729412.85
123	790+90.00	60.00'	531971.92	729420.04
109	791+50.00	-100.00'	532091.97	729298.44
120	795+25.00	165.00'	532326.23	729693.38
121	795+25.00	70.00'	532364.99	729606.65
119	795+80.00	165.00'	532376.44	729715.82
118	795+80.00	60.00'	532419.28	729619.96
902	799+00.00	-100.00'	532776.71	729604.44
903	799+00.00	60.00'	532711.44	729750.52

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1123), AND PLAT 1000-58-21. HIGHWAY RIGHT-OF-WAY FOR CTH "D" ESTABLISHED FROM PREVIOUS PROJECT 8813-01-71. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN	(1" UNLESS NOTED)	PROPOSED R/W LINE	
		EXISTING H.E. LINE	
R/W MONUMENT	○ •(SET)	PROPERTY LINE	
R/W STANDARD	▲ •(SET)	LOT & TIE LINES	
SIGN	SIGN	SLOPE INTERCEPTS	
SECTION CORNER MONUMENT		CORPORATE LIMITS	
SECTION CORNER SYMBOL		RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)	
FEE (HATCH VARIES)		RESTRICTED ACCESS (BY ACQUISITION)	
TEMPORARY LIMITED EASEMENT		NO ACCESS (BY STATUTORY AUTHORITY)	
PERMANENT LIMITED EASEMENT		SECTION LINE	
R/W BOUNDARY POINT	XXX	QUARTER LINE	
PARCEL NUMBER	002	SIXTEENTH LINE	
UTILITY INTEREST	40	EXISTING CENTERLINE	
SIGN NUMBER (OFF PREMISE)	21-1	PROPOSED REFERENCE LINE	
BUILDING		PARALLEL OFFSET	

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	RECORDED AS	(100')
ACCESS RIGHTS	AR	REFERENCE LINE	R/L
ACRES	AC.	RELEASE OF RIGHTS	ROR
AND OTHERS	ET.AL.	REMAINING	REM.
CENTERLINE	C/L	RIGHT-OF-WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC.
CORNER	COR.	STATION	STA.
DOCUMENT	DOC.	TEMPORARY LIMITED EASEMENT	TLE
DOING BUSINESS AS	DBA	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LC
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
		TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT INFORMATION		
PARCEL 1	SHELL LAKE TELEPHONE CO. DBA AS CENTURYLINK	223048 / V. 302, P. 348-349
PARCEL 2	SHELL LAKE TELEPHONE CO. DBA AS CENTURYLINK	223102 / V. 302, P. 456-457
PARCEL 3	NO UTILITY INFORMATION FOUND	

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
QTR3523	901	S 89°49'30" E	713.04'
QTR3523	SIX3524	S 89°49'30" E	1295.12'
SIX3524	M3524A1	S 89°49'30" E	938.78'
M3524A1	904	N 89°49'30" W	932.32'

SIX3524 IS THE CALCULATED NORTHEAST CORNER OF THE NW1/4 - NE1/4 OF SECTION 2, T 37 N, R 13 W

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____ SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.01
AMENDMENT NO:

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

JOHN D. RIPLEY REGISTRATION NO. S-2384
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE _____

MICHAEL PILLER

DRAFT - REVISED 4/25/14

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.02

PART OF GOV'T LOT 1 AND THE NE1/4 - SE1/4 OF SECTION 35, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 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 PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

FOUND BERNTSEN SURVEY MARK NAIL CEN3513

T 38 N, R 13 W, 35

Y = 534420.744
X = 728156.427

FOUND 2" STANDARD BRASS CAP OTR3515

T 38 N, R 13 W, 35, 36

Y = 534366.139
X = 730760.005

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT ..:.. M ON _____ AS DOCUMENT *_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.02
AMENDMENT NO:

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

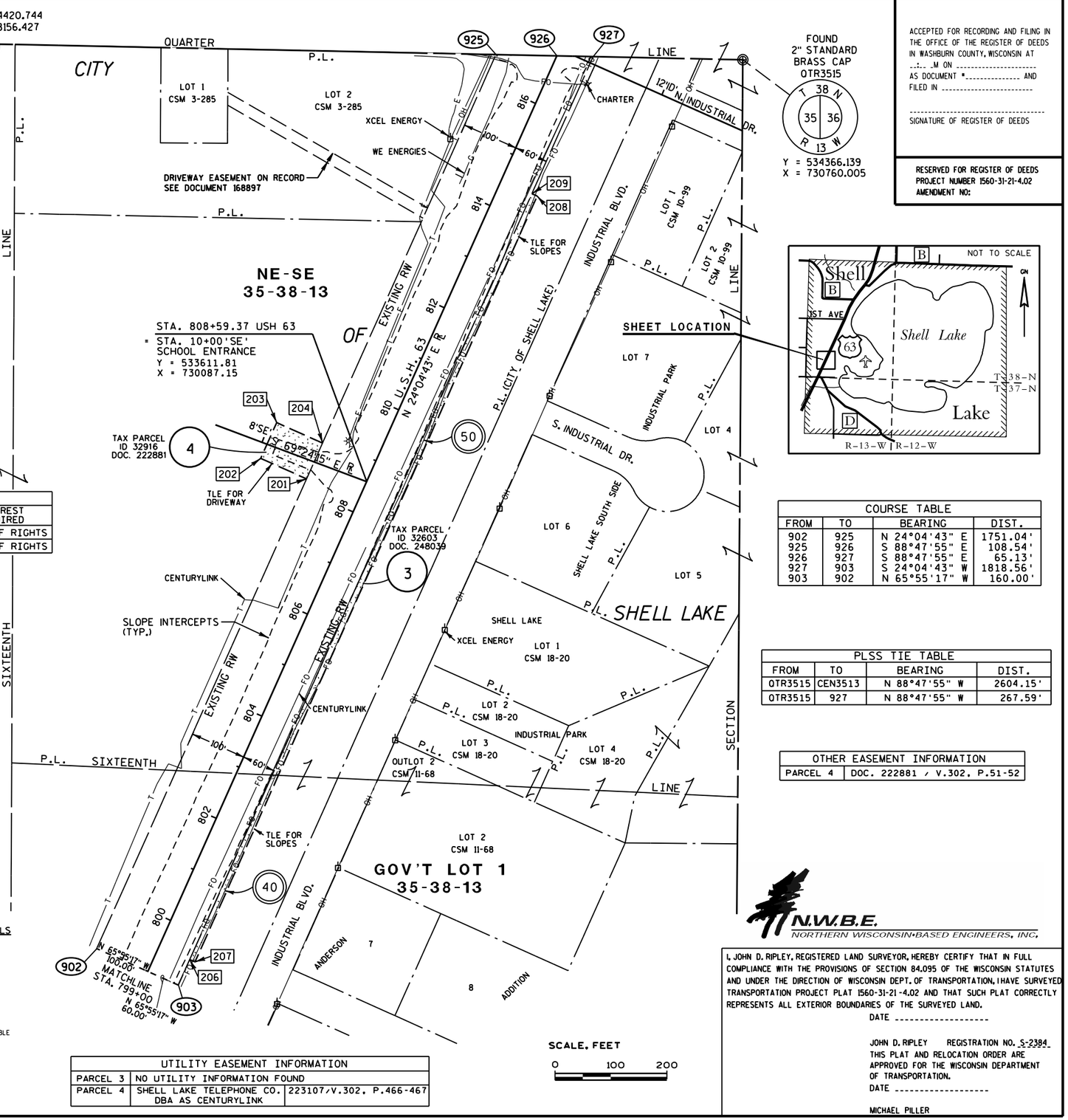
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	0.34
4	SHELL LAKE SCHOOL DISTRICT	TLE	0.00	0.00	0.00	0.14

POINT TABLE - STA. OFFSET & COORDS.

POINT*	STATION	DIST.	Y (N)	X (E)
USH 63				
902	799+00.00	-100.00'	532776.71	729604.44
903	799+00.00	60.00'	532711.44	729750.52
206	779+50.00	60.00'	532757.08	729770.92
207	779+50.00	70.00'	532753.00	729780.05
201	808+20.00	-100.00'	533616.66	729979.79
202	808+20.00	-190.00'	533653.38	729897.62
203	808+90.00	-190.00'	533717.29	729926.18
204	808+90.00	-100.00'	533680.57	730008.35
208	814+50.00	70.00'	534122.48	730392.03
209	814+50.00	60.00'	534126.56	730382.90
925	816+51.04	-100.00'	534375.39	730318.85
926	816+93.24	0.00'	534373.12	730427.36
927	817+18.56	60.00'	534371.75	730492.47
OTR3515	818+22.58	306.54'	534366.14	730760.01

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNERS	INTEREST REQUIRED
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS



COURSE TABLE

FROM	TO	BEARING	DIST.
902	925	N 24°04'43" E	1751.04'
925	926	S 88°47'55" E	108.54'
926	927	S 88°47'55" E	65.13'
927	903	S 24°04'43" W	1818.56'
903	902	N 65°55'17" W	160.00'

PLSS TIE TABLE

FROM	TO	BEARING	DIST.
OTR3515	CEN3513	N 88°47'55" W	2604.15'
OTR3515	927	N 88°47'55" W	267.59'

OTHER EASEMENT INFORMATION

PARCEL 4	DOC. 222881 / V.302, P.51-52

UTILITY EASEMENT INFORMATION

PARCEL 3	NO UTILITY INFORMATION FOUND	
PARCEL 4	SHELL LAKE TELEPHONE CO. DBA AS CENTURYLINK	223107/V.302, P.466-467

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

CONVENTIONAL SYMBOLS

- FOUND IRON PIPE/PIN (1" UNLESS NOTED)
- R/W MONUMENT ○ =(SET)
- R/W STANDARD ▲ =(SET)
- SIGN ISIGN
- SECTION CORNER MONUMENT
- SECTION CORNER SYMBOL
- FEE (HATCH VARIES)
- TEMPORARY LIMITED EASEMENT
- PERMANENT LIMITED EASEMENT
- R/W BOUNDARY POINT XXX
- PARCEL NUMBER 102
- UTILITY INTEREST 40
- SIGN NUMBER (OFF PREMISE) 21
- BUILDING
- PROPOSED R/W LINE
- EXISTING H.E. LINE
- PROPERTY LINE
- LOT & TIE LINES
- SLOPE INTERCEPTS
- CORPORATE LIMITS
- RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
- RESTRICTED ACCESS (BY ACQUISITION)
- NO ACCESS (BY STATUTORY AUTHORITY)
- SECTION LINE
- QUARTER LINE
- SIXTEENTH LINE
- EXISTING CENTERLINE
- PROPOSED REFERENCE LINE
- PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LC
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE	⊕	●
TELEPHONE POLE	⊠	■
TELEPHONE PEDESTAL	⊠	■

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

JOHN D. RIPLEY REGISTRATION NO. S-2384
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.

DATE _____

MICHAEL PILLER

DRAFT - REVISED 5/27/14

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.03

PART OF C.S.M. 4-83, BEING PART OF THE SE 1/4 - NE 1/4 OF SECTION 35, AND GOV'T LOT 2 OF SECTION 36, ALL IN T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 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 PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	0.53
6	SHELL LAKE FULL GOSPEL CHURCH	TLE	0.00	0.00	0.00	0.44

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

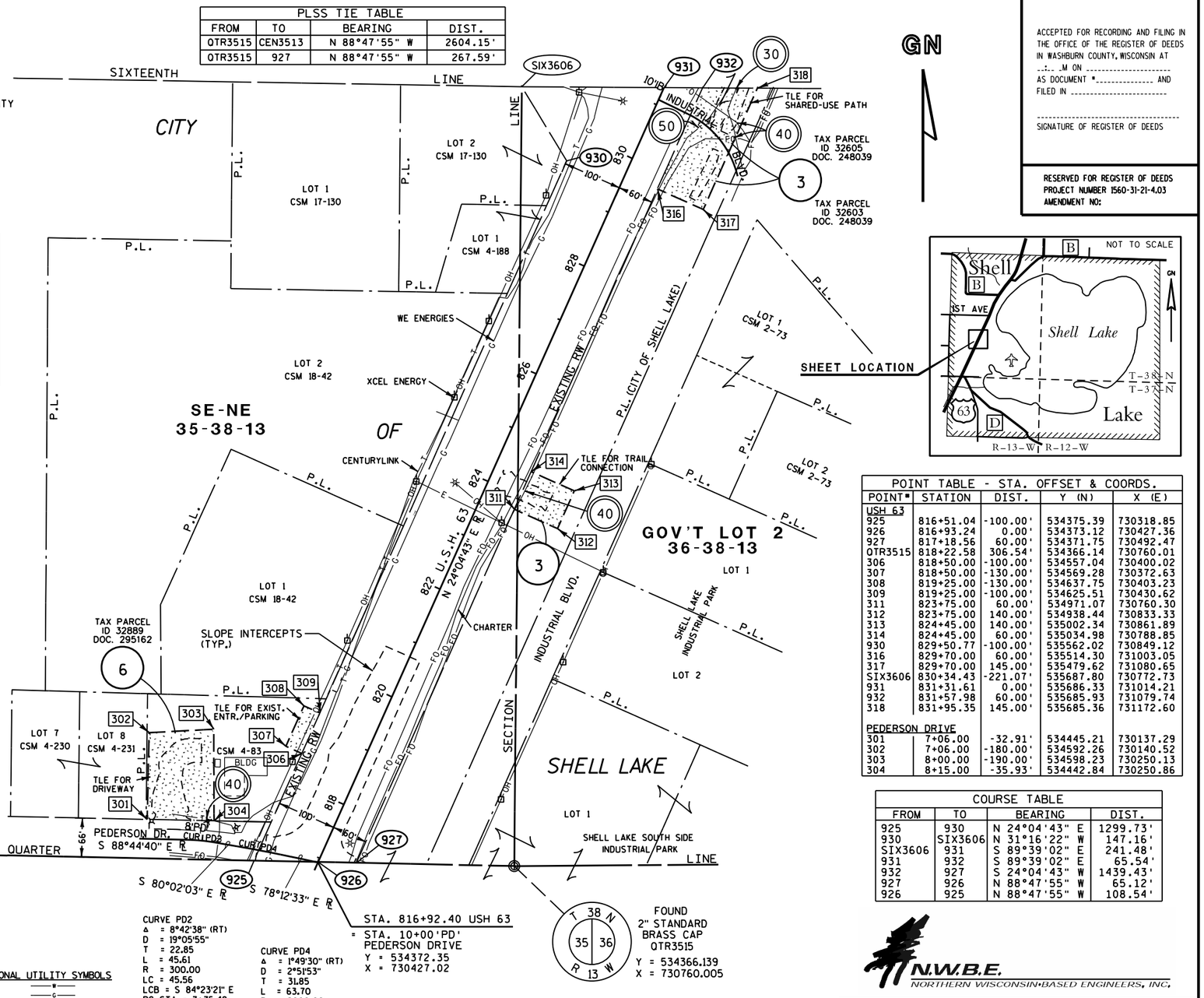
A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY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

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

DIMENSIONING FOR EXISTING PEDERSON DRIVE RIGHT-OF-WAY IS MEASURED FROM THE EAST-WEST QUARTER LINE OF SECTION 35.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
QTR3515	CEN3513	N 88°47'55" W	2604.15'
QTR3515	927	N 88°47'55" W	267.59'



ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.03
AMENDMENT NO:

POINT TABLE - STA. OFFSET & COORDS.				
POINT#	STATION	DIST.	Y (N)	X (E)
USH 63				
925	816+51.04	-100.00'	534375.39	730318.85
926	816+93.24	0.00'	534373.12	730427.36
927	817+18.56	60.00'	534371.75	730492.47
QTR3515	818+22.58	306.54'	534366.14	730760.01
306	818+50.00	-100.00'	534557.04	730400.02
307	818+50.00	-130.00'	534569.28	730372.63
308	819+25.00	-130.00'	534637.75	730403.23
309	819+25.00	-100.00'	534625.51	730430.62
311	823+75.00	60.00'	534971.07	730760.30
312	823+75.00	140.00'	534938.44	730833.33
313	824+45.00	140.00'	535002.34	730861.89
314	824+45.00	60.00'	535034.98	730788.85
930	829+50.77	-100.00'	535562.02	730849.12
316	829+70.00	60.00'	535514.30	731003.05
317	829+70.00	145.00'	535479.62	731080.65
SIX3606	830+34.43	-221.07'	535687.80	730772.73
931	831+31.61	0.00'	535686.33	731014.21
932	831+57.98	60.00'	535685.93	731079.74
318	831+95.35	145.00'	535685.36	731172.60
PEDERSON DRIVE				
301	7+06.00	-32.91'	534445.21	730137.29
302	7+06.00	-180.00'	534592.26	730140.52
303	8+00.00	-190.00'	534598.23	730250.13
304	8+15.00	-35.93'	534442.84	730250.86

COURSE TABLE			
FROM	TO	BEARING	DIST.
925	930	N 24°04'43" E	1299.73'
930	SIX3606	N 31°16'22" W	147.16'
SIX3606	931	S 89°39'02" E	241.48'
931	932	S 89°39'02" E	65.54'
932	927	S 24°04'43" W	1439.43'
927	926	N 88°47'55" W	65.12'
926	925	N 88°47'55" W	108.54'

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

CURVE PD2
Δ = 8°42'38" (RT)
D = 19°05'55"
T = 22.85
L = 45.61
R = 300.00
LC = 45.56
LCB = S 84°23'21" E
PC STA = 7+75.48
PI STA = 7+98.33
PI X = 730228.88
PI Y = 534410.28
PT STA = 8+21.09

CURVE PD4
Δ = 1°49'30" (RT)
D = 2°51'53"
T = 31.85
L = 63.70
R = 2000.00
LC = 63.70
LCB = S 79°07'18" E
PC STA = 8+71.62
PI STA = 9+03.48
PI X = 730332.53
PI Y = 534392.07
PT STA = 9+35.32

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 6	NO UTILITY INFORMATION FOUND

OTHER EASEMENT INFORMATION	
PARCEL 6	DOC. 244732 (HIGHWAY PURPOSES)
PARCEL 6	DOC. 180067 (STREET DEDICATION)

SCALE, FEET
0 100 200

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (IF UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY INTEREST
SIGN NUMBER (OFF PREMISE)
BUILDING
(SET)
(SET)
PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LC
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

		NON COMPENSABLE	COMPENSABLE
WATER	W		
GAS	G		
TELEPHONE	T		
OVERHEAD	OH		
TRANSMISSION LINES			
ELECTRIC	E		
CABLE TELEVISION	TV		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
POWER POLE			
TELEPHONE POLE			
TELEPHONE PEDESTAL			

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

JOHN D. RIPLEY REGISTRATION NO. S-2384
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
DATE _____

MICHAEL PILLER

DRAFT - REVISED 5/27/14

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.04

PART OF LOT 4, C.S.M. 4-16, ALSO BEING PART OF LOT 17 AND PART OF A VACATED ALLEY WITHIN RIDGEWAY ADDITION, AND GOV'T LOT 1, ALL IN SECTION 36, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 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 PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	1.69

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

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

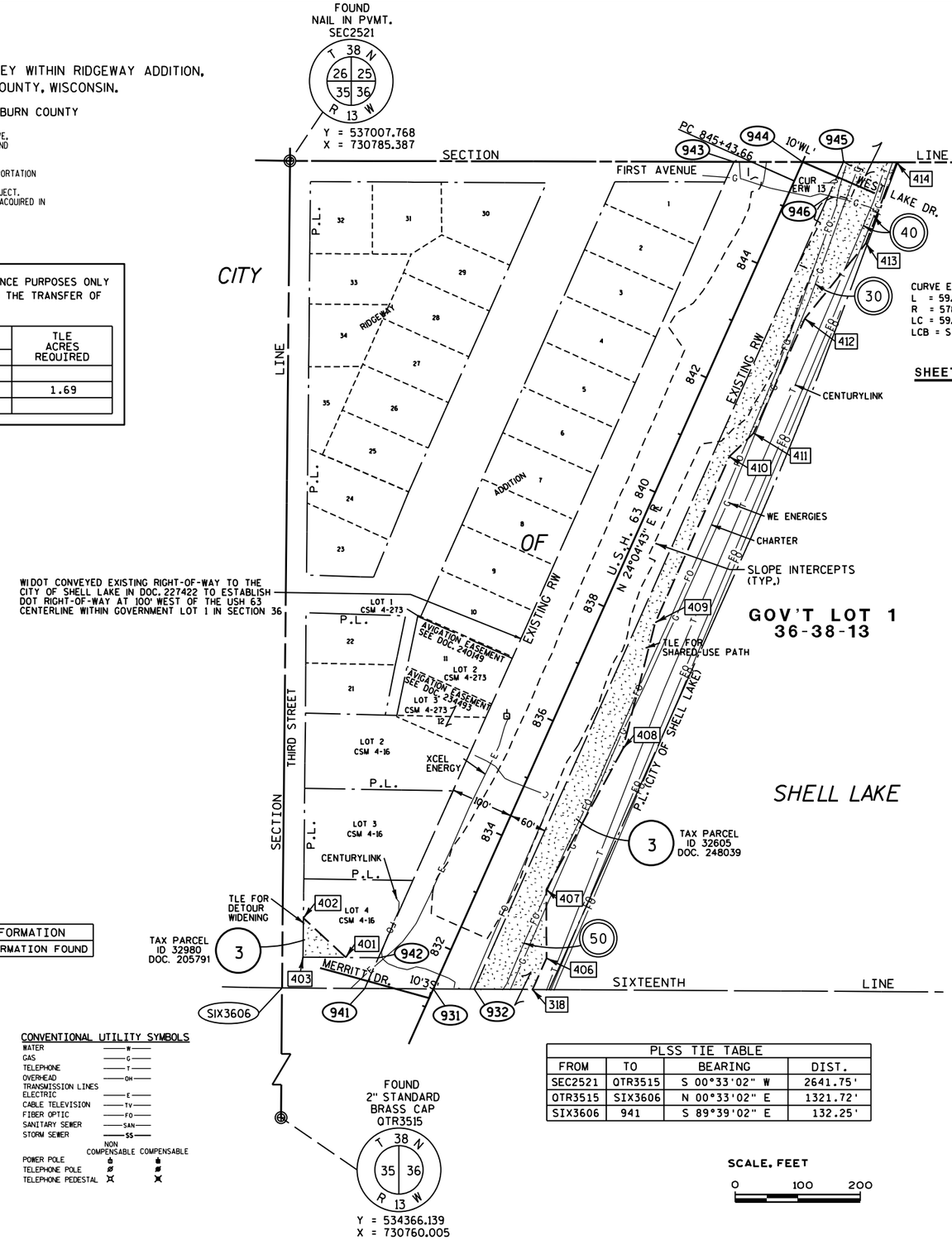
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.



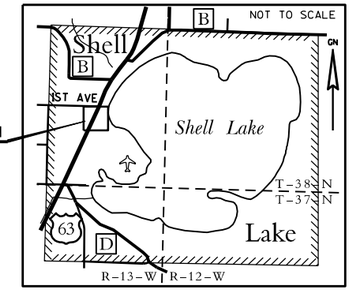
GN

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT ..:.. M ON _____ AS DOCUMENT *_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.04
AMENDMENT NO:

SHEET LOCATION



COURSE TABLE			
FROM	TO	BEARING	DIST.
941	942	N 24°04'43" E	53.69'
942	943	N 24°04'43" E	1391.17'
943	944	S 89°52'04" E	109.31'
944	945	S 89°52'04" E	65.42'
CURVE ERW13			
946	932	S 24°04'43" W	1385.68'
932	931	N 89°39'02" W	65.54'
931	941	N 89°39'02" W	109.23'

POINT TABLE - STA. OFFSET & COORDS.				
POINT*	STATION	DIST.	Y (N)	X (E)
USH 63				
SIX3606	830+34.43	-221.07'	535687.80	730772.73
941	830+87.65	-100.00'	535686.99	730904.98
403	830+93.10	-210.53'	535737.06	730806.29
401	831+20.41	-147.96'	535736.47	730874.55
931	831+31.61	0.00'	535686.33	731014.21
942	831+41.35	-100.00'	535736.02	730926.88
402	831+50.27	-235.41'	535799.41	730806.89
932	831+57.98	60.00'	535685.93	731079.74
318	831+95.35	145.00'	535685.36	731172.60
406	832+50.00	145.00'	535735.26	731194.89
407	833+50.00	100.00'	535844.92	731194.61
408	836+05.00	120.00'	536069.57	731316.90
409	838+10.00	85.00'	536271.01	731368.59
410	841+00.00	85.00'	536535.77	731486.91
411	841+50.00	105.00'	536573.26	731525.57
412	843+50.00	105.00'	536755.86	731607.16
413	845+00.00	145.00'	536876.49	731704.88
943	845+32.51	-100.00'	537006.13	731494.47
946	845+43.66	60.00'	536951.03	731645.09
944	845+76.88	0.00'	537005.88	731603.78
945	846+02.82	60.00'	537005.73	731669.20
414	846+35.70	138.06'	537005.54	731754.12

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
SEC2521	QTR3515	S 00°33'02" W	2641.75'
QTR3515	SIX3606	N 00°33'02" E	1321.72'
SIX3606	941	S 89°39'02" E	132.25'

SCALE, FEET
0 100 200

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1" UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY INTEREST
SIGN NUMBER (OFF PREMISE)
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD TRANSMISSION LINES	OH	
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE	○	●
TELEPHONE POLE	⌀	⌀
TELEPHONE PEDESTAL	⌧	⌧

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

JOHN D. RIPLEY REGISTRATION NO. S-2384
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
DATE _____

MICHAEL PILLER

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.05

PART OF LOTS 5 & 7, BLOCK 7, ORIGINAL PLAT OF THE CITY OF SHELL LAKE, AND GOV'T LOT 4, ALL IN SECTION 25, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 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 PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			TLE ACRES (S.F.) REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	0.97
5	WASHBURN CO. HISTORICAL SOCIETY	TLE	0.00	0.00	0.00	(205)
7	JOHNSON FAMILY IRREV. TRUST	TLE	0.00	0.00	0.00	(673)

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES. GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

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

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

DIMENSIONING FOR EXISTING FIRST AVENUE RIGHT-OF-WAY IS MEASURED FROM THE SOUTH LINE SECTION 25 AS RECORDED ON WASHBURN COUNTY CERTIFIED SURVEY MAP 1924 (C.S.M. 8-85).

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

FOUND BERNTSEN MONUMENT QTR2511
T 38 N, R 13 W, 26, 25
Y = 539658.518
X = 730788.672

FOUND NAIL IN PVMT. SEC2521
T 38 N, R 13 W, 26, 25, 35, 36
Y = 537007.768
X = 730785.387

SECTION LINE

SECTION

COURSE TABLE			
FROM	TO	BEARING	DIST.
943	951	N 61°30'59" E	83.42'
951	952	N 18°50'31" E	139.70'
952	953	N 68°14'12" E	43.42'
953	954	N 17°28'15" E	85.64'
954	955	N 00°15'40" W	50.06'
955	508	N 00°14'58" W	12.55'
508	509	N 29°58'43" E	130.82'
509	956	N 00°44'13" W	103.55'
956	957	S 89°28'45" E	40.96'
957	958	N 18°04'26" E	138.59'
958	968	N 25°09'26" E	42.15'
968	967	S 69°39'58" E	94.23'
967	959	S 20°20'02" W	416.86'
CURVE ERW14			
945	944	N 89°52'04" W	65.42'
944	943	N 89°52'04" W	109.31'

CURVE PRL1-4
Δ = 03°44'41" (LT)
D = 1°00'00"
T = 187.30
L = 374.47
R = 5729.58
LC = 374.41
LCB = N 22°12'23" E
P.I. STA = 847+30.97
P.I. X = 731666.73
P.I. Y = 537146.52
PC = STA 845+43.66
PT = STA 849+18.14

CURVE ERW14
L = 318.62
R = 5789.58
LC = 318.58
LCB = S 21°54'38" W

CITY ORIGINAL PLAT OF THE GOV'T LOT 4 25-38-13

CITY OF SHELL LAKE

SHELL LAKE

FIRST STREET

SECOND AVENUE

1ST AVENUE

BLOCK 7

BLOCK 8

BLOCK 13

ALLEY

LOT 1

LOT 2

CSM 8-85

VACATED (THIRD AVENUE)

EXISTING R/W

VARIES

60'

U.S.H. 63
N 20°20'02" E R

PLATTED CITY STREET REQUIRED FOR STATE PROJECT 1560-31-71. THERE ARE NO CHANGES @ FIRST ST. & SECOND AVE.

MATCHLINE STA. 853+35
S 69°39'58" E
60.00'

P.L.

WE ENERGIES

CENTURYLINK

CHARTER

XCEL ENERGY

TLE FOR SHARED-USE PATH

TLE FOR SIDEWALK

TLE FOR DRIVEWAY

SLOPE INTERCEPTS (TYP.)

TAX PARCEL ID 32605 DOC. 248039 — 3

TAX PARCEL ID 32419 DOC. 191036 — 5

TAX PARCEL ID 132417 DOC. 328838 — 7

IP 1.25"

1.5" P.

PT 849+18.14

N 89°21'35" E R

8'1A'

9'1A'

40'

STA. 845+80.50 USH 63
= STA. 10+00'1A' FIRST AVENUE
Y = 537009.19
X = 731605.23

SHEET LOCATION

NOT TO SCALE

Shell Lake

ISH AVE

T-38-N
T-37-N

R-13-W | R-12-W

POINT TABLE - STA. OFFSET & COORDS.				
POINT #	STATION	DIST.	Y (N)	X (E)
USH 63				
943	845+32.51	-100.00'	537006.13	731494.47
944	845+76.88	0.00'	537005.88	731603.78
951	845+99.23	-49.02'	537045.92	731567.79
945	846+02.82	60.00'	537005.73	731669.20
414	846+35.70	138.06'	537005.54	731754.12
952	847+39.92	-58.71'	537178.13	731612.91
506	847+68.33	-31.98'	537194.27	731648.24
953	847+70.16	-27.33'	537194.23	731653.24
954	848+56.06	-33.17'	537275.92	731678.95
955	849+03.15	-51.10'	537325.99	731678.72
959	849+18.14	60.00'	537301.30	731788.08
508	849+15.00	-55.53'	537338.53	731678.67
509	850+44.00	-33.61'	537451.85	731744.04
511	850+50.00	135.00'	537398.88	731904.23
512	851+00.00	90.00'	537461.40	731879.41
956	851+40.63	-70.84'	537555.39	731742.70
957	851+54.52	-32.30'	537555.02	731783.67
958	852+93.00	-37.77'	537686.78	731826.66
968	853+35.00	-34.23'	537724.93	731844.58
967	853+35.00	60.00'	537692.18	731932.94
513	853+35.00	90.00'	537681.76	731961.07
1ST AVENUE				
502	9+42.98	-37.42'	537045.97	731547.79
503	9+43.13	-69.30'	537077.85	731547.59
504	9+71.00	-59.82'	537068.69	731575.56

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
QTR2511	SEC2521	S 00°04'16" W	2650.75'
SEC2521	943	S 89°52'04" E	709.08'

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1" UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY INTEREST
SIGN NUMBER (OFF PREMISE)
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

ACCESS POINT, DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET. AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LC
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

		NON COMPENSABLE	COMPENSABLE
WATER	W		
GAS	G		
TELEPHONE	T		
OVERHEAD TRANSMISSION LINES	OH		
ELECTRIC	E		
CABLE TELEVISION	TV		
FIBER OPTIC	FO		
SANITARY SEWER	SAN		
STORM SEWER	SS		
POWER POLE			
TELEPHONE POLE			
TELEPHONE PEDESTAL			

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS
50	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

OTHER EASEMENT INFORMATION	
PARCEL 7	DOC. 229277 / V.316, P.517-518

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 5	NO UTILITY INFORMATION FOUND
PARCEL 7	NO UTILITY INFORMATION FOUND

SCALE, FEET
0 50 100

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT ..:.. .M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.05
AMENDMENT NO:

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

JOHN D. RIPLEY REGISTRATION NO. S-2384
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
DATE _____

MICHAEL PILLER

DRAFT (REVISED 5/27/14)

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.06

PART OF LOTS 2, 3, 4, 5, AND VACATED ALLEY IN BLOCK 14 (INCLUDING PART OF FOURTH AVENUE AND THE NORTH HALF OF VACATED THIRD AVENUE); LOTS 4, 5, 7 & 8, BLOCK 15; ALL IN ORIGINAL PLAT OF THE CITY OF SHELL LAKE; GOV'T LOT 3, GOV'T LOT 4, AND THE NW1/4 - SW1/4, ALL IN SECTION 25, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 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 PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W REQUIRED (S.F.) NEW	EXISTING	TOTAL	PLE, TLE ACRES (S.F.) REQUIRED
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	1.09
8	WASHBURN COUNTY	TLE	0.00	0.00	0.00	(3970)
9	J & S SALES OF CHIPPEWA FALLS	TLE	0.00	0.00	0.00	(2268)
10	UNION PACIFIC RAILROAD	FEE,TLE	(4933)	0.00	(4933)	(1714)
11	SHELL LAKE STATE BANK	TLE	0.00	0.00	0.00	(1250)

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS

UTILITY EASEMENT INFORMATION

PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 8	NO UTILITY INFORMATION FOUND
PARCEL 9	NO UTILITY INFORMATION FOUND
PARCEL 11	NO UTILITY INFORMATION FOUND

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT 7011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM FOUND PROPERTY PINS AND DOCUMENTED EVIDENCE.

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

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1" UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY INTEREST
SIGN NUMBER (OFF PREMISE)
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

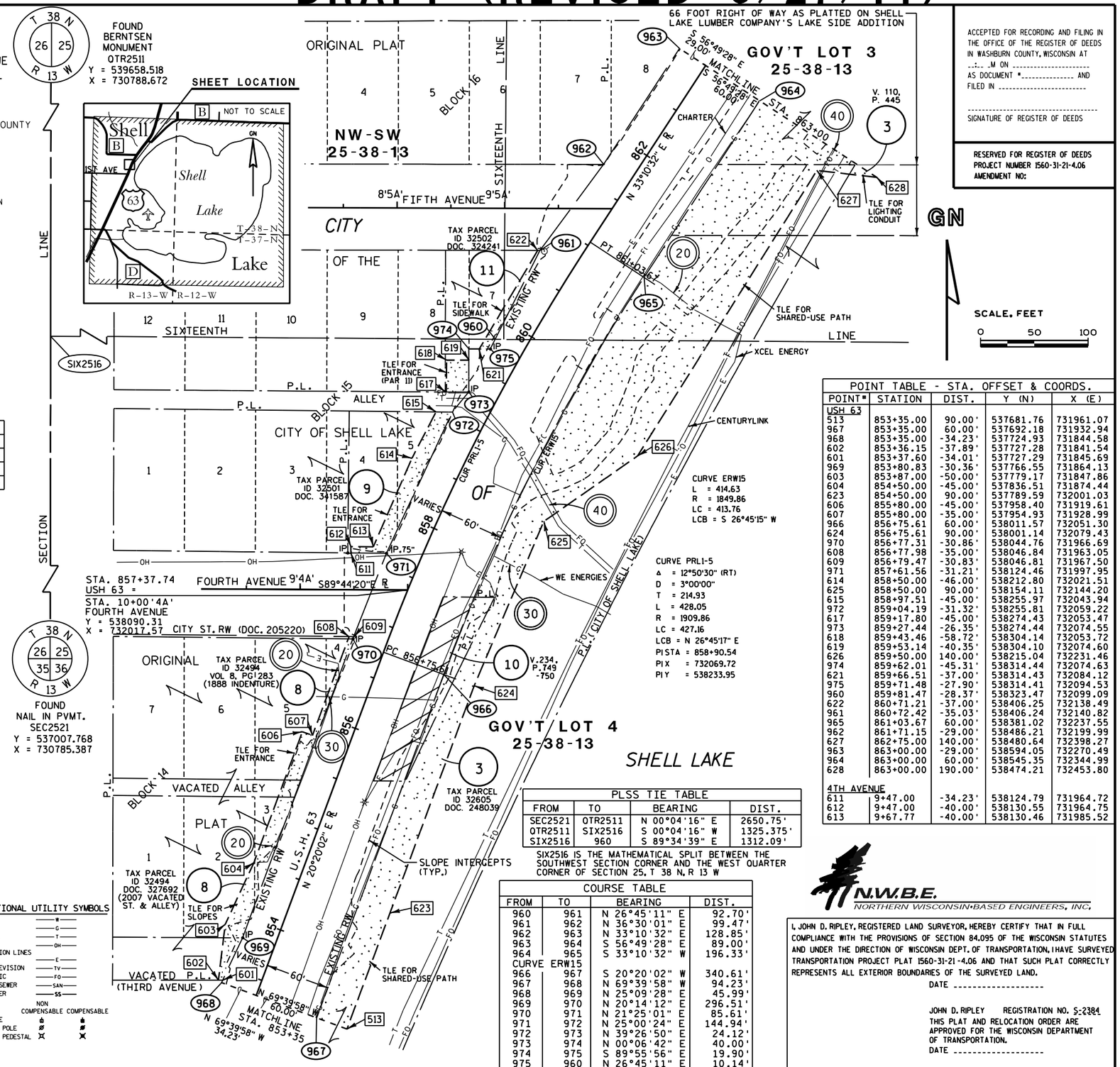
ACCESS POINT, DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LC
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

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 —

NON COMPENSABLE / COMPENSABLE

POWER POLE
TELEPHONE POLE
TELEPHONE PEDESTAL



ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT ___:___ M ON _____ AS DOCUMENT # _____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.06
AMENDMENT NO:

POINT TABLE - STA. OFFSET & COORDS.

POINT #	STATION	DIST.	Y (N)	X (E)
USH 63				
513	853+35.00	90.00'	537681.76	731961.07
967	853+35.00	60.00'	537692.18	731932.94
968	853+35.00	-34.23'	537724.93	731844.58
602	853+36.15	-37.89'	537724.28	731841.54
601	853+37.60	-34.01'	537727.29	731845.69
969	853+80.83	-30.36'	537766.55	731864.13
603	853+87.00	-50.00'	537779.17	731847.86
604	854+50.00	-45.00'	537836.51	731874.44
623	854+50.00	90.00'	537789.59	732001.03
606	855+80.00	-45.00'	537958.40	731919.61
607	855+80.00	-35.00'	537954.93	731928.99
966	856+75.61	60.00'	538011.57	732051.30
624	856+75.61	90.00'	538001.14	732079.43
970	856+77.31	-30.86'	538044.76	731966.69
608	856+77.98	-35.00'	538046.84	731963.05
609	856+79.47	-30.83'	538046.81	731967.50
971	857+61.56	-31.21'	538124.46	731997.95
614	858+50.00	-46.00'	538212.80	732021.51
625	858+50.00	90.00'	538154.11	732144.20
615	858+97.51	-45.00'	538255.97	732043.94
972	859+04.19	-31.32'	538255.81	732059.22
617	859+17.80	-45.00'	538274.43	732053.47
973	859+27.44	-26.35'	538274.44	732074.55
618	859+43.46	-58.72'	538304.14	732053.72
619	859+53.14	-40.35'	538304.10	732074.60
626	859+50.00	140.00'	538215.04	732231.46
974	859+62.01	-45.31'	538314.44	732074.63
621	859+66.51	-37.00'	538314.43	732084.12
975	859+71.48	-27.90'	538314.41	732094.53
960	859+81.47	-28.37'	538323.47	732099.09
622	860+71.21	-37.00'	538406.25	732138.49
961	860+72.42	-35.03'	538406.24	732140.82
965	861+03.67	60.00'	538381.02	732237.55
962	861+71.15	-29.00'	538486.21	732199.99
627	862+75.00	140.00'	538480.64	732398.27
963	863+00.00	-29.00'	538594.05	732270.49
964	863+00.00	60.00'	538545.35	732344.99
628	863+00.00	190.00'	538474.21	732453.80
4TH AVENUE				
611	9+47.00	-34.23'	538124.79	731964.72
612	9+47.00	-40.00'	538130.55	731964.75
613	9+67.77	-40.00'	538130.46	731985.52

PLSS TIE TABLE

FROM	TO	BEARING	DIST.
SEC2521	OTR2511	N 00°04'16" E	2650.75'
OTR2511	SIX2516	S 00°04'16" W	1325.375'
SIX2516	960	S 89°34'39" E	1312.09'

SIX2516 IS THE MATHEMATICAL SPLIT BETWEEN THE SOUTHWEST SECTION CORNER AND THE WEST QUARTER CORNER OF SECTION 25, T 38 N, R 13 W

COURSE TABLE

FROM	TO	BEARING	DIST.
960	961	N 26°45'11" E	92.70'
961	962	N 36°30'01" E	99.47'
962	963	N 33°10'32" E	128.85'
963	964	S 56°49'28" E	89.00'
964	965	S 33°10'32" W	196.33'
CURVE ERW15			
966	967	S 20°20'02" W	340.61'
967	968	N 69°39'58" W	94.23'
968	969	N 25°09'28" E	45.99'
969	970	N 20°14'12" E	296.51'
970	971	N 21°25'01" E	85.61'
971	972	N 25°00'24" E	144.94'
972	973	N 39°26'50" E	24.12'
973	974	N 00°06'42" E	40.00'
974	975	S 89°55'56" E	19.90'
975	960	N 26°45'11" E	10.14'

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.06 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

JOHN D. RIPLEY REGISTRATION NO. S-2384

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

DATE _____

MICHAEL PILLER

DRAFT (REVISED 5/2/14)

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.07

PART OF LOTS 10 & 11, BLOCK 16, ORIGINAL PLAT OF THE CITY OF SHELL LAKE; LOTS 6, 7, 9, AND 10, BLOCK 5, FIRST ADDITION TO THE CITY OF SHELL LAKE; LOT 6, BLOCK 1, SHELL LAKE LUMBER COMPANY'S LAKE SIDE ADDITION; LOT 1, C.S.M. 16-9, AND GOV'T LOT 3, ALL IN SECTION 25, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 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 PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT __:__ _M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.07
AMENDMENT NO:

GN

FOUND BERNTSEN MONUMENT QTR2511

T 38 N, R 13 W, 26, 25

Y = 539658.518
X = 730788.672

SIX2512

QUARTER LINE

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS

SCHEDULE OF LANDS & INTERESTS REQUIRED

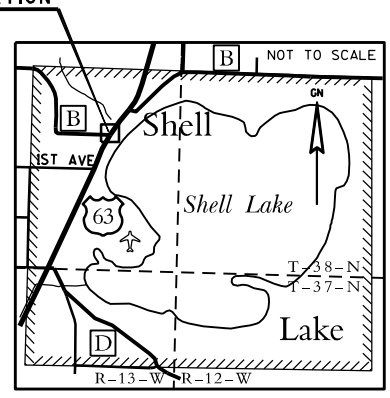
OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W (S.F.) REQUIRED			TLE ACRES (S.F.) REQUIRED
			NEW	EXISTING	TOTAL	
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	2.16
13	MATTHEW C. DRYDEN	FEE,TLE	(790)	0.00	(790)	(1844)
14	LEE R. GRAMBERG	TLE	0.00	0.00	0.00	(1450)
16	KYLE JOHN & AMY MARIE SCHAFFER	FEE	(4282)	0.00	(4282)	---

T 38 N, R 13 W, 25

CALCULATED CENTER SECTION CEN2513
Y = 539625.760
X = 733447.831

SHEET LOCATION



SCALE, FEET
0 50 100

COURSE TABLE			
FROM	TO	BEARING	DIST.
963	995	N 33°10'32" E	31.50'
995	704	N 32°53'21" E	123.50'
704	705	N 06°45'58" W	45.76'
705	706	N 89°55'33" E	34.75'
706	976	N 33°34'07" E	96.09'
CURVE ERW19			
977	978	N 34°30'53" E	14.00'
978	979	N 27°41'20" E	89.46'
979	980	N 37°00'55" E	130.65'
980	981	N 36°08'49" E	361.71'
981	982	S 53°51'11" E	99.58'
982	983	S 36°05'26" W	425.13'
CURVE ERW20			
984	964	S 33°10'32" W	178.71'
964	963	N 56°49'28" W	89.00'

CURVE TABLE				
CURVE	RADIUS	LENGTH	LC	LCB
ERW19	7669.74	101.50	101.50	N 34°30'48" E
ERW20	7579.44	393.05	393.00	S 34°39'41" W

OTHER EASEMENT INFORMATION	
PARCEL 14	DOC. 174351 / V.206, P.364-365
PARCEL 14	DOC. 174352 / V.206, P.366-367
PARCEL 14	DOC. 177070 / V.211, P.629-630

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT T011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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

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

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

CITY OF SHELL LAKE

EXISTING PLE FOR DRAINAGE (RW PLAT 1000-58-21 PAR. 5)

GOV'T LOT 3
25-38-13

SLOPE INTERCEPTS (TYP.)

OF SHELL LAKE

FIRST ADDITION TO THE CITY OF SHELL LAKE

BLOCK 5

ORIGINAL PLAT OF THE CITY OF SHELL LAKE

SIXTEENTH OF THE

BLOCK 16

SHELL LAKE LUMBER COMPANY'S LAKE SIDE ADDITION

LOT 6 BLOCK 1

LOT 1 CSM 16-9

SIXTH AVENUE (C.T.H. "B") N 89°54'08" E R

ALLEY

U.S.H. 63

EXISTING R/W

CENTURYLINK

XCEL ENERGY

WE ENERGIES

CHARTER

TLE FOR SHARED-USE PATH

TLE FOR SLOPES

TLE FOR MANHOLE

TLE FOR ENTRANCE

TLE FOR PARKING LOT

TLE FOR LIGHTING CONDUIT

PLAYGROUND DR.

P.L. (CITY OF SHELL LAKE)

MATCHLINE STA. 863+00

MATCHLINE STA. 873+00

STA. 865+77.82 USH 63 = STA. 10+00'6A' SIXTH AVENUE
Y = 538810.36
X = 732447.33

PC 864+78.71

PT 868+74.87

CURVE PRL1-6
Δ = 02°58'17" (RT)
D = 00°45'00"
T = 198.13
L = 396.17
R = 7639.44
LC = 369.12
LCB = N 34°39'41" E
PISTA = 866+76.83
PIX = 732500.97
PIY = 538893.59

TAX PARCEL ID 32588 V.19, P.82 — 3
TAX PARCEL ID 32589 DOC. 354590 — 14
TAX PARCEL ID 32605 DOC. 248039 — 3
TAX PARCEL ID 32659 DOC. 303497 — 16
TAX PARCEL ID 34891 DOC. 349538 — 13
TAX PARCEL ID 32679 V.152, P.474 — 3

POINT TABLE - STA. OFFSET & COORDS.				
POINT#	STATION	DIST.	Y (N)	X (E)
USH 63				
965	861+03.67	60.00'	538381.02	732237.55
990	862+33.56	-177.89'	538619.91	732109.52
963	863+00.00	-29.00'	538594.05	732270.49
964	863+00.00	60.00'	538545.35	732344.99
628	863+00.00	190.00'	538474.21	732453.80
995	863+31.50	-29.00'	538620.41	732287.73
702	863+40.85	-45.00'	538637.00	732279.46
701	863+51.30	-29.00'	538636.99	732298.56
721	864+25.00	155.00'	538597.99	732492.90
704	864+55.00	-29.62'	538724.12	732354.79
703	864+73.37	-45.00'	538747.91	732351.97
984	864+78.71	60.00'	538694.93	732442.78
705	864+90.00	-59.01'	538769.57	732349.40
706	865+09.02	-30.00'	538769.61	732384.15
714	866+00.00	-44.23'	538853.53	732423.10
976	866+04.73	-30.32'	538849.68	732437.28
715	866+10.00	-39.35'	538859.12	732432.78
716	866+15.00	-38.00'	538862.52	732436.72
717	866+20.00	-37.50'	538866.39	732439.96
722	866+25.00	155.00'	538762.14	732601.86
718	866+50.00	37.00'	538891.00	732457.38
719	867+00.00	-32.00'	538929.48	732490.05
977	867+05.83	-30.30'	538933.31	732494.79
978	867+19.78	-30.40'	538944.85	732502.72
720	867+20.00	-30.50'	538945.09	732502.77
723	867+50.00	150.00'	538865.66	732667.57
979	868+08.03	-42.27'	539024.06	732544.29
983	868+74.87	60.00'	539018.18	732666.29
980	869+38.29	-40.00'	539128.38	732622.95
724	872+25.00	150.00'	539247.83	732945.49
981	873+00.00	-40.00'	539420.46	732836.30
982	873+00.00	59.58'	539361.73	732916.72
725	873+00.00	141.43'	539313.45	732982.81
6TH AVENUE				
707	6+77.00	-39.44'	538849.22	732124.24
708	6+77.00	-60.00'	538869.78	732124.20
709	7+17.00	-60.00'	538869.87	732164.20
710	7+17.00	-39.42'	538849.28	732164.24
711	8+56.00	-33.38'	538843.49	732303.27
712	8+56.00	-40.50'	538850.61	732303.26
713	9+63.25	-40.50'	538850.80	732410.51

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
QTR2511	CEN2513	S 89°17'39" E	2659.36'
QTR2511	SIX2512	S 89°17'39" E	1329.68'
SIX2512	994	S 00°29'21" W	1022.27'
994	995	N 89°50'11" E	178.21'

SIX2512 IS THE MATHEMATICAL SPLIT BETWEEN THE W. QUARTER COR. AND THE CALCULATED CENTER OF SEC. 25, T 38 N, R 13 W

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 13	NO UTILITY INFORMATION FOUND
PARCEL 14	NO UTILITY INFORMATION FOUND
PARCEL 16	NO UTILITY INFORMATION FOUND

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.07 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

JOHN D. RIPLEY REGISTRATION NO. S-2384
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION.
DATE _____

MICHAEL PILLER

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1" UNLESS NOTED)
R/W MONUMENT (SET)
R/W STANDARD (SET)
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT (RWB20)
PARCEL NUMBER (102)
UTILITY INTEREST (40)
SIGN NUMBER (OFF PREMISE) (21-1)
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

ACCESS POINT/ DRIVEWAY CONNECTION	AP	REFERENCE LINE	R/L
ACCESS RIGHTS	AR	RELEASE OF RIGHTS	ROR
ACRES	AC.	REMAINING	REM.
AND OTHERS	ET.AL.	RIGHT-OF-WAY	R/W
CENTERLINE	C/L	SECTION	SEC.
CERTIFIED SURVEY MAP	CSM	STATION	STA.
CORNER	COR.	TEMPORARY LIMITED EASEMENT	TLE
DOCUMENT	DOC.	VOLUME	V.
EASEMENT	EASE.	**CURVE DATA**	
HIGHWAY EASEMENT	H.E.	LONG CHORD	LC
LAND CONTRACT	LC	LONG CHORD BEARING	LCB
MONUMENT	MON.	RADIUS	R
PAGE	P.	DEGREE OF CURVE	D
PERMANENT LIMITED EASEMENT	PLE	CENTRAL ANGLE OR DELTA	DELTA
PROPERTY LINE	PL	LENGTH OF CURVE	L
RECORDED AS	(100')	TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

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

DRAFT (REVISED 4/25/14)

TRANSPORTATION PROJECT PLAT NO: 1560-31-21-4.08

PART OF LOT 1, C.S.M. 5-146, THE SE 1/4 - NW 1/4, THE SW 1/4 - NE 1/4, AND GOV'T LOT 3, ALL IN SECTION 25, T 38 N, R 13 W, CITY OF SHELL LAKE, WASHBURN COUNTY, WISCONSIN.

RELOCATION ORDER USH 63 CUMBERLAND - SPOONER (WOODYARD RD TO CTH B EAST JUNCTION) WASHBURN COUNTY

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

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02(3), 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 PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

ACCEPTED FOR RECORDING AND FILING IN THE OFFICE OF THE REGISTER OF DEEDS IN WASHBURN COUNTY, WISCONSIN AT __:__ _M ON _____ AS DOCUMENT #_____ AND FILED IN _____

_____
SIGNATURE OF REGISTER OF DEEDS

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1560-31-21-4.08
AMENDMENT NO:

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, WASHBURN COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 (1" O.D. X 24" IRON PIPE WITH CAP) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.
RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

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

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: RIGHT-OF-WAY FOR USH 63 ESTABLISHED FROM PREVIOUS DIVISION JOB NO. 8613, PROJECT T011-1(23), AND PLAT 1000-58-21. RIGHT-OF-WAY FOR SIDE ROADS ESTABLISHED FROM CENTERLINE OF EXISTING PAVEMENTS.

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

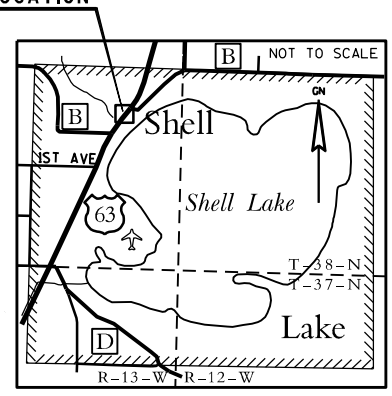
DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHWEST REGIONAL OFFICE.

GN

SCALE, FEET
0 50 100

SHEET LOCATION



FOUND
STD. BRASS CAP
OTR2503
Y = 542235.224
X = 733421.754

T 38 N
24
25
R 13 W

PLSS TIE TABLE			
FROM	TO	BEARING	DIST.
OTR2503	CEN2513	S 00°34'21" E	2609.59'
CEN2513	990	N 89°17'38" W	335.65'

UTILITY EASEMENT INFORMATION	
PARCEL 3	NO UTILITY INFORMATION FOUND
PARCEL 4	NO UTILITY INFORMATION FOUND
PARCEL 17	NO UTILITY INFORMATION FOUND
PARCEL 18	NO UTILITY INFORMATION FOUND

SE-NW 25-38-13

SW-NE 25-38-13

GOV'T LOT 3 25-38-13

SHELL LAKE

CITY OF SHELL LAKE

LOT 1 CSM 5-146

TAX PARCEL ID 34309 DOC. 320974 — 18

TAX PARCEL ID 32657 DOC. 358398 — 17

TAX PARCEL ID 32695 DOC. 172406 — 4

TAX PARCEL ID 32605 DOC. 248039 — 3

U.S.H. 63

N 36°08'49" E R

EXISTING RW

VARIES

40'

100'

P.L.

QUARTER LINE

P.L. (CITY OF SHELL LAKE)

PETERSON CT.

11"PC"

11"CB"

C.T.H. "B"

12"CB"

CENTURYLINK

XCEL ENERGY

BLDG

TLE FOR SLOPES

TLE FOR DRIVEWAY

TLE FOR SHARED-USE PATH

TLE FOR COMMERCIAL ENTRANCE

SLOPE INTERCEPTS (TYP.)

STARIHA DR.

MATCHLINE STA. 873+00

N 53°51'11" W 40.00'

N 53°51'11" W 59.56'

S 53°51'11" E 100.00'

N 35°02'44" E R

S 53°51'11" E 60.06'

COURSE TABLE			
FROM	TO	BEARING	DIST.
981	801	N 36°08'49" E	145.00'
801	802	N 09°34'55" E	33.54'
802	803	N 30°26'11" E	50.25'
803	804	N 36°08'49" E	100.00'
804	805	N 74°48'24" E	32.02'
805	985	N 36°08'49" E	405.79'
985	986	N 53°51'11" W	60.00'
986	987	N 36°08'49" E	206.15'
987	988	S 53°51'11" E	160.06'
988	989	S 37°02'30" W	85.81'
989	990	S 36°05'26" W	544.28'
990	982	S 36°05'26" W	331.86'
982	981	N 53°51'11" W	99.58'

POINT TABLE - STA. OFFSET & COORDS.				
POINT*	STATION	DIST.	Y (N)	X (E)
USH 63				
981	873+00.00	-40.00'	539420.46	732836.30
982	873+00.00	59.58'	539361.73	732916.72
725	873+00.00	141.43'	539313.45	732982.81
816	874+00.00	130.00'	539400.94	733032.57
801	874+45.00	-40.00'	539537.55	732921.83
802	874+75.00	-55.00'	539570.63	732927.42
803	875+25.00	-60.00'	539613.95	732952.87
804	876+25.00	-60.00'	539694.70	733011.86
990	876+31.86	59.26'	539629.90	733112.20
805	876+50.00	-40.00'	539703.09	733042.75
806	876+65.00	-90.00'	539744.70	733011.23
807	877+00.00	-110.00'	539784.76	733015.72
808	877+95.00	-110.00'	539861.47	733071.76
809	877+95.00	-40.00'	539820.18	733128.28
817	878+00.00	130.00'	539723.94	733268.51
811	878+90.00	-40.00'	539896.89	733184.32
812	878+90.00	-85.00'	539923.44	733147.98
818	878+50.00	164.00'	539744.26	733325.46
813	879+70.00	-85.00'	539988.04	733195.17
814	879+70.00	-50.00'	539967.39	733223.43
815	880+55.79	-55.00'	540039.62	733270.00
985	880+55.79	-40.00'	540030.77	733282.11
986	880+55.79	-100.00'	540066.16	733233.66
989	881+76.14	58.72'	540069.72	733432.82
819	882+18.36	168.55'	540039.03	733546.41
987	882+61.94	-100.00'	540232.63	733355.26
988	882+61.94	60.06'	540138.21	733484.51

CALCULATED CENTER SECTION CEN2513
Y = 539625.760
X = 733447.831

T 38 N
25
R 13 W

SCHEDULE OF LANDS & INTERESTS REQUIRED

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

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W REQUIRED (S.F.) NEW	R/W REQUIRED (S.F.) EXISTING	R/W REQUIRED (S.F.) TOTAL	TLE ACRES (S.F.) REQUIRED
3	CITY OF SHELL LAKE	TLE	0.00	0.00	0.00	1.78
4	SHELL LAKE SCHOOL DISTRICT	FEE	(1681)	0.00	(1681)	---
17	T.M. KLASSA JR. & A.P. KLASSA	FEE,TLE	(1668)	0.00	(1668)	(9061)
18	THOMAS M. KLASSA JR.	TLE	0.00	0.00	0.00	(5511)

OTHER EASEMENT INFORMATION	
PARCEL 17	DOC. 358398 (PUBLIC TRAIL)

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNERS	INTEREST REQUIRED
20	XCEL ENERGY	RELEASE OF RIGHTS
30	WE ENERGIES	RELEASE OF RIGHTS
40	CENTURYLINK	RELEASE OF RIGHTS

CONVENTIONAL SYMBOLS

FOUND IRON PIPE/PIN (1" UNLESS NOTED)
R/W MONUMENT
R/W STANDARD
SIGN
SECTION CORNER MONUMENT
SECTION CORNER SYMBOL
FEE (HATCH VARIES)
TEMPORARY LIMITED EASEMENT
PERMANENT LIMITED EASEMENT
R/W BOUNDARY POINT
PARCEL NUMBER
UTILITY INTEREST
SIGN NUMBER (OFF PREMISE)
BUILDING

PROPOSED R/W LINE
EXISTING H.E. LINE
PROPERTY LINE
LOT & TIE LINES
SLOPE INTERCEPTS
CORPORATE LIMITS
RESTRICTED ACCESS (BY PREVIOUS ACQUISITION/CONTROL)
RESTRICTED ACCESS (BY ACQUISITION)
NO ACCESS (BY STATUTORY AUTHORITY)
SECTION LINE
QUARTER LINE
SIXTEENTH LINE
EXISTING CENTERLINE
PROPOSED REFERENCE LINE
PARALLEL OFFSET

CONVENTIONAL ABBREVIATIONS

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

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	DELTA
LENGTH OF CURVE	L
TANGENT	TAN

CONVENTIONAL UTILITY SYMBOLS

	NON COMPENSABLE	COMPENSABLE
WATER	W	
GAS	G	
TELEPHONE	T	
OVERHEAD	OH	
TRANSMISSION LINES		
ELECTRIC	E	
CABLE TELEVISION	TV	
FIBER OPTIC	FO	
SANITARY SEWER	SAN	
STORM SEWER	SS	
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		

N.W.B.E.
NORTHERN WISCONSIN-BASED ENGINEERS, INC.

I, JOHN D. RIPLEY, REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF WISCONSIN DEPT. OF TRANSPORTATION, I HAVE SURVEYED TRANSPORTATION PROJECT PLAT 1560-31-21-4.08 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

DATE _____

JOHN D. RIPLEY REGISTRATION NO. S-2384

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

DATE _____

MICHAEL PILLER

BEGIN PROJECT NO. 1560-31-71
STA. 625+00.00
X = 719,626.34
Y = 518,858.64
(SAW CUT REQUIRED)

STA 625+34
CLEAN EXISTING 36" X 78' CPRC

WOODYARD ROAD
PI: 7+72.39'WS'
8'WS'

STA 631+12
CLEAN EXISTING 24-INCH X 104' CPRC
SEPERATION OF JOINTS UNDER ROAD?
LINE?
PLACE 9' X 9' MEDIUM RIPRAP LT

STA 631+12 LT
REMOVE 8 LF OF EXISTING 24-INCH CPRC
1 - 6 LF CPRC CLASS III REQUIRED
1 - CONCRETE COLLAR REQUIRED
1 - AEW FOR CPRC 24-INCH REQUIRED

PI: 12+07.09'WN'

CLEARING LIMITS
TO 45'

PI: 10+00.00'WS'
10'WS'

PI: 10+00.00'WN'
10'WN'

620
625
630
USH 63

SIGN

CLEARING LIMITS
TO 45'

PI: 11+94.43'WS'
11'WS'

BP: 7+74.18'WN'

NORTH WOODYARD ROAD

PI: 13+19.72'WS'

SIGN

STA 631+12 RT
REMOVE 2.5 LF OF EXISTING 24-INCH CPRC
1 - AEW FOR CPRC 24-INCH REQUIRED
1 - CONCRETE COLLAR REQUIRED

ROADSIDE CLEARING
STA. 632+00 - 640+00, 45' RT

5

5

NORTH WOODYARD RD

STA 646+00
EXISTING 48" X 138' CPRC
PLACE 3' X 3' MEDIUM RIPRAP LT
NO ENDWALLS?

CLEARING LIMITS
TO 45'

635
640
645
USH 63

CLEARING LIMITS
TO 45'

STA 638+10
EXISTING42" X 72" BOX
CONCRETE SURFACE REPAIR
WINGWALLS LT & RT

ROADSIDE CLEARING
STA. 645+00 - 647+00, 45' RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET	E

MATCHLINE STA. 649+50.00

650 USH 63 655 USH 63 660 USH 63

SEPTIC

SEPTIC

STA 659+69
EXISTING 48" X 108' CPRC
PLACE 8' X 8' MEDIUM RIPRAP LT

REVIEW IN FIELD FOR CLEANING?

CLEARING LIMITS
TO 45'

CLEARING LIMITS
TO 45'

ROADSIDE CLEARING
STA. 663+00 - 664+00, 45' LT

MATCHLINE STA. 664+50.00

5

5

MATCHLINE STA. 679+50.00

665 USH 63 670 USH 63 675 USH 63

CLEARING LIMITS
TO 45'

CLEARING LIMITS
TO 45'

STA 675+70
EXISTING 48" X ___ LINED CPRC
TO REMAIN IN PLACE

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET	E

ROADSIDE CLEARING
STA. 679+00 - 680+00, 45' LT

MATCHLINE STA. 679+50.00

MATCHLINE STA. 694+50.00

CLEARING LIMITS
TO 45'

680 685 690

USH 63

SIGN

CLEARING LIMITS
TO 45'

5

5

STA. 698+40
EXISTING 36" X ____ LINE CPRC
TO REMAIN IN PLACE

MATCHLINE STA. 694+50.00

MATCHLINE STA. 709+50.00

CLEARING LIMITS
TO 45'

SIGN

695 700 705

USH 63

10|LL'

BP: 10+00.00'LL'

CLEARING LIMITS
TO 45'

LEHMAN LAKE RD

12|LL'

EP: 12+00.00'LL'

STA. 709+08
CLEAN EXISTING 42" X 60" BOX
REPLACE WINGWALLS

OR
CONCRETE SURFACE REPAIR WINGWALLS LT AND RT

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET	E

MATCHLINE STA. 709+50.00

PC: 714+46.27

710

715

USH 63

720

CLEARING LIMITS
TO 45'

STA 719+08
CLEAN EXISTING CPRC 24-INCH X 50'
1 - 24-INCH X 50' CULVERT PIPE LINER
PLACE 6' X 4' MEDIUM RIPRAP LT

FIELD VERIFY LINING IS CORRECT SOLUTION

MATCHLINE STA. 724+50.00

5

PI STA = 724+92.46
Y = 525952.12
X = 726664.22
DELTA = 20°41'45"
D = 1°00'00"
T = 1046.19
L = 2069.58
R = 5729.58
PC STA = 714+46.27
PT STA = 735+15.85
SE = 2.71%

MATCHLINE STA. 724+50.00

725

730

USH 63

SIGN

SIGN

SIGN

CLEARING LIMITS
TO 45'

STA. 733+46.3 - 734+50 LT
REGRADE DITCH

HEART LAKE ROAD

BP: 7+77.75'HL'

8'HL'

EP: 10+00.00'HL'

10'HL'

PT: 735+15.85

735

USH 63

CLEARING LIMITS
TO 45'

STA 719+08
CLEAN EXISTING CPRC 24-INCH X 64'
1 - 24-INCH X 64' CULVERT PIPE LINER

BIKE PATH

MATCHLINE STA. 739+50.00

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET	E

MATCHLINE STA. 739+50.00

MATCHLINE STA. 754+50.00

5

5

I SIGN

740

745

750

USH 63

USH 63

USH 63

BP: 10+00.00'OC'

10.00'

CLEARING LIMITS
TO 45'

CLEARING LIMITS
TO 45'

BIKE PATH

OLD HWY. 63

OLD HWY. 63

EP: 11+94.52'OC'

N

STA 756+05
CLEAN EXISTING CPRC 36-INCH X 62'
1 - 36-INCH X 62' CULVERT PIPE LINER
PLACE___ X___ MEDIUM RIPRAP RT

STA 760+84
CLEAN EXISTING CPRC 30-INCH X 58'
1 - 30-INCH X 58' CULVERT PIPE LINER

MATCHLINE STA. 754+50.00

MATCHLINE STA. 769+50.00

CLEARING LIMITS
TO 45'

CLEARING LIMITS
TO 45'

755

760

765

USH 63

USH 63

PRW3

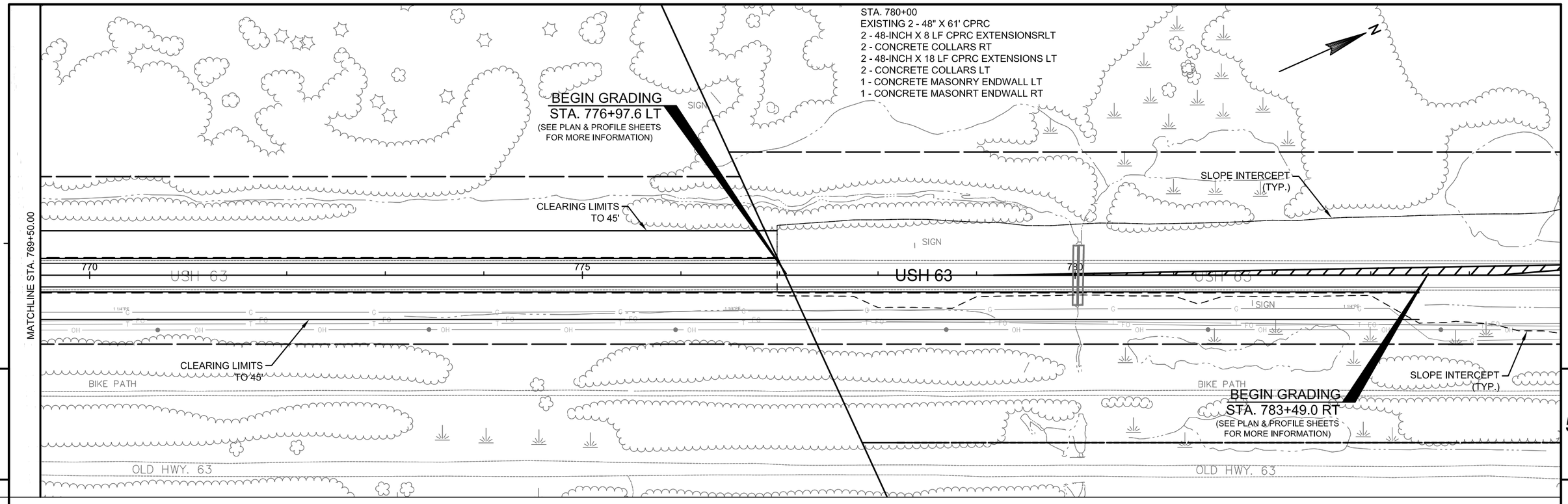
1 1/4"PE

U/C

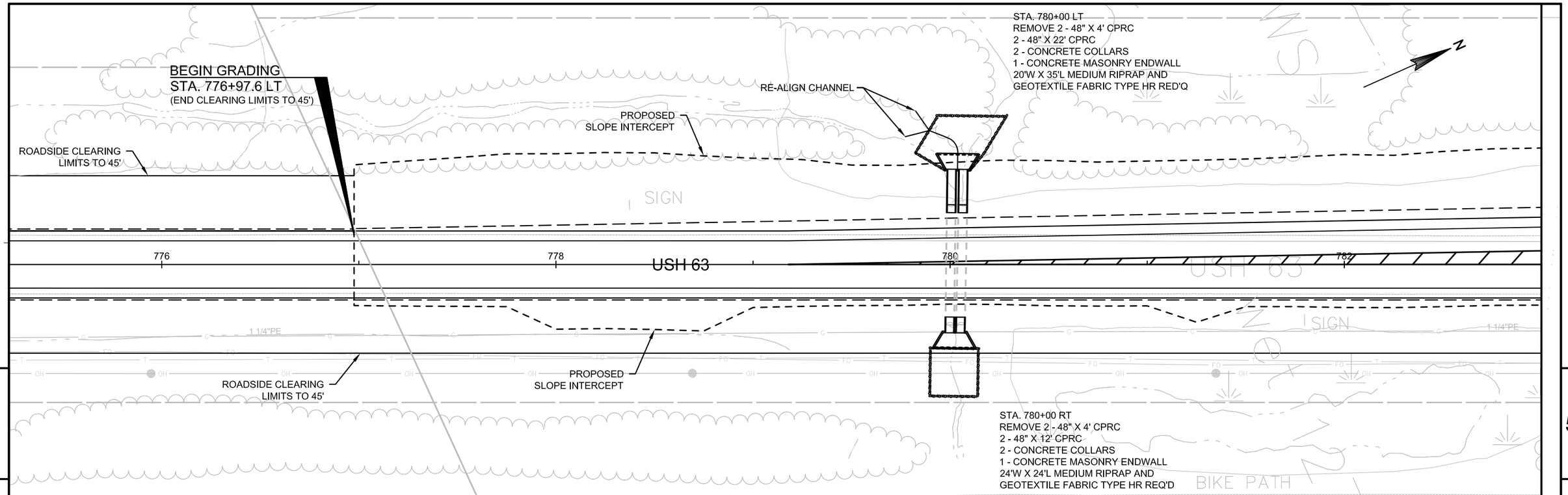
OLD HWY. 63

N

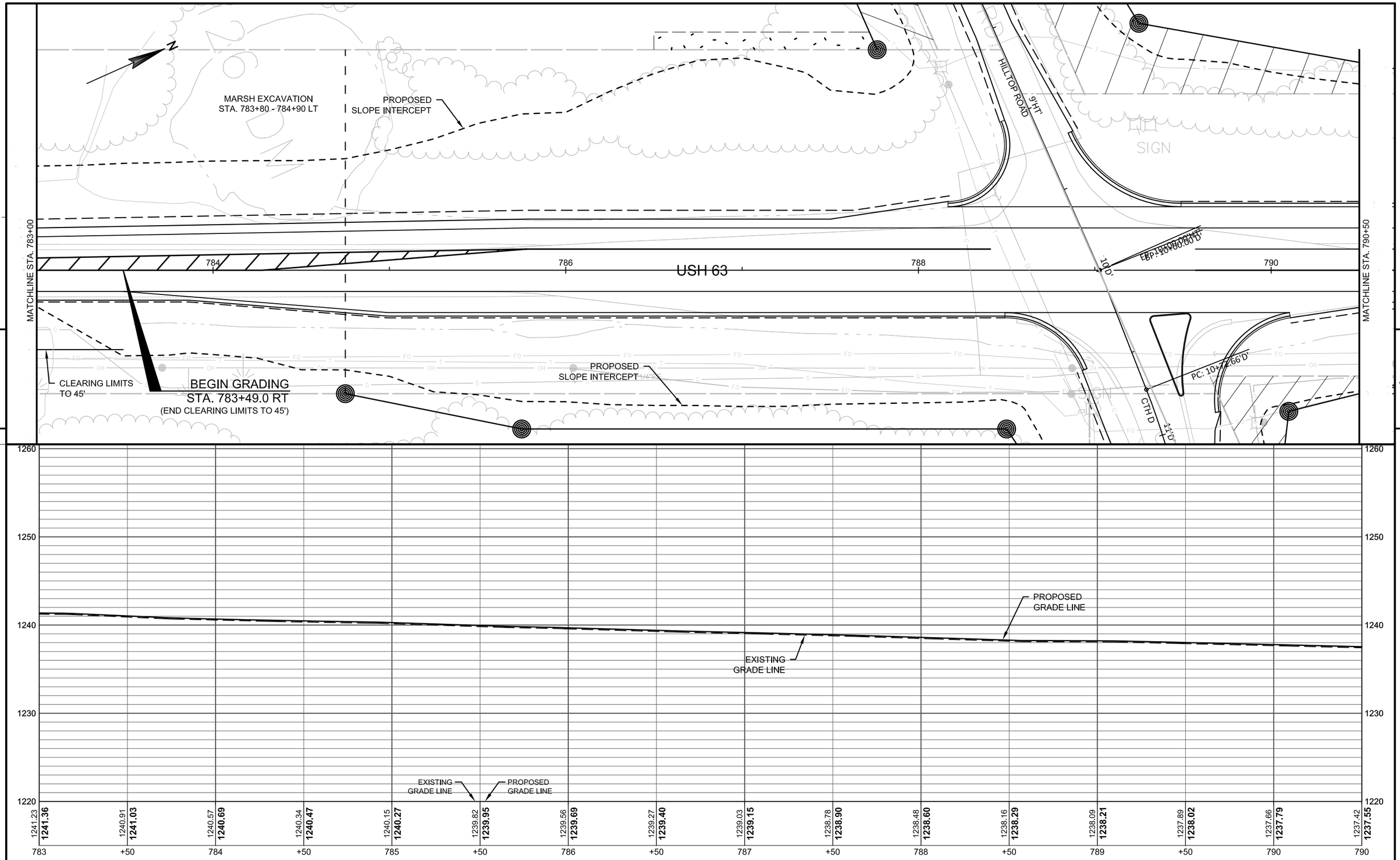
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET	E



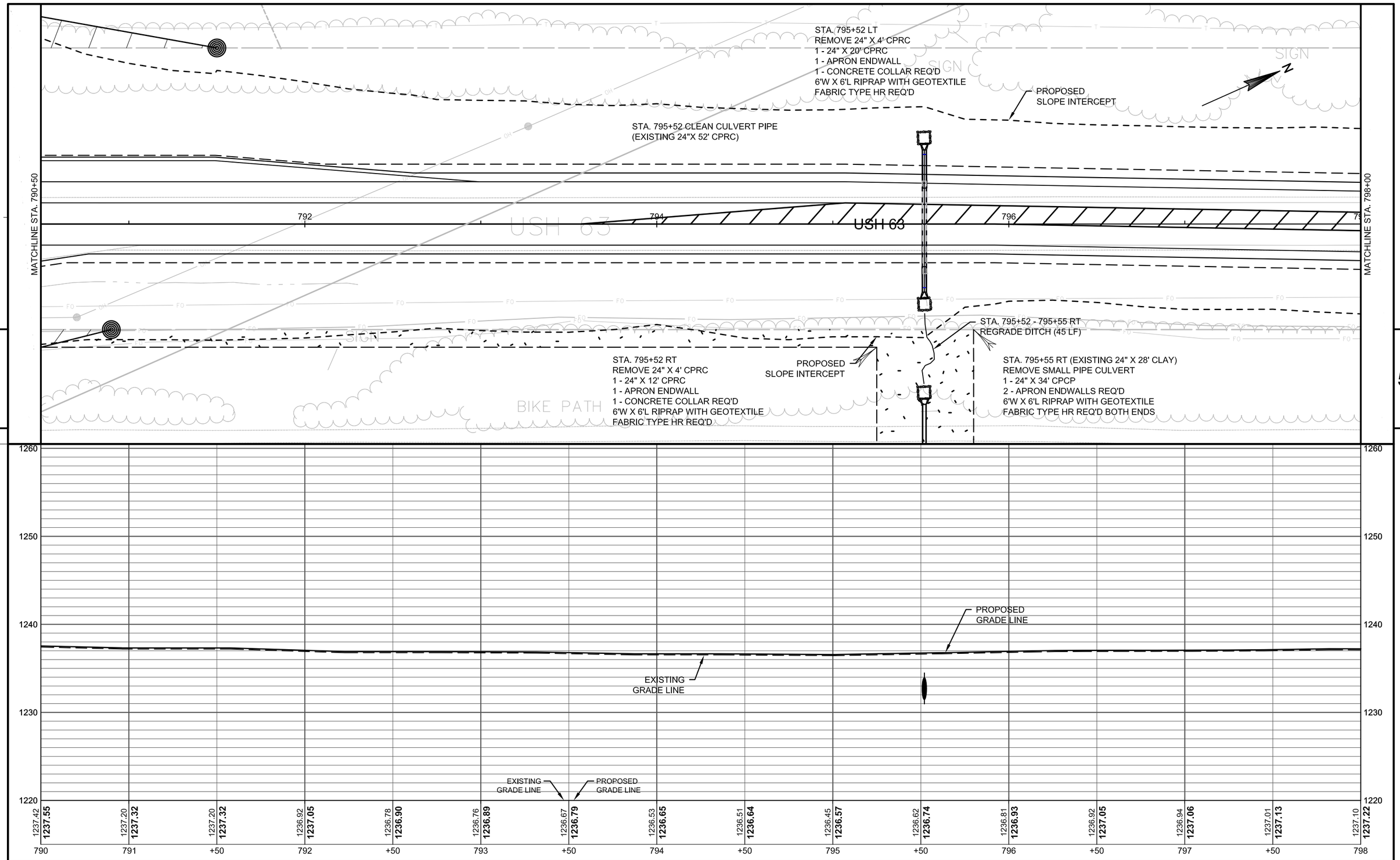
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	USH 63	SHEET	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET E

STA. 799+60 FE LT
1 - 18" X 36' CPCS
2 - APRON ENDWALLS
6'W X 6'L RIPRAP AND GEOTEXTILE FABRIC
TYPE R REQ'D EACH END

PROPOSED
SLOPE INTERCEPT

STA. 802+36 LT
REMOVE FE

N

MATCHLINE STA. 798+00

MATCHLINE STA. 805+50

798 800 802 804

USH 63

PROPOSED
SLOPE INTERCEPT

5

5

1260
1250
1240
1230
1220

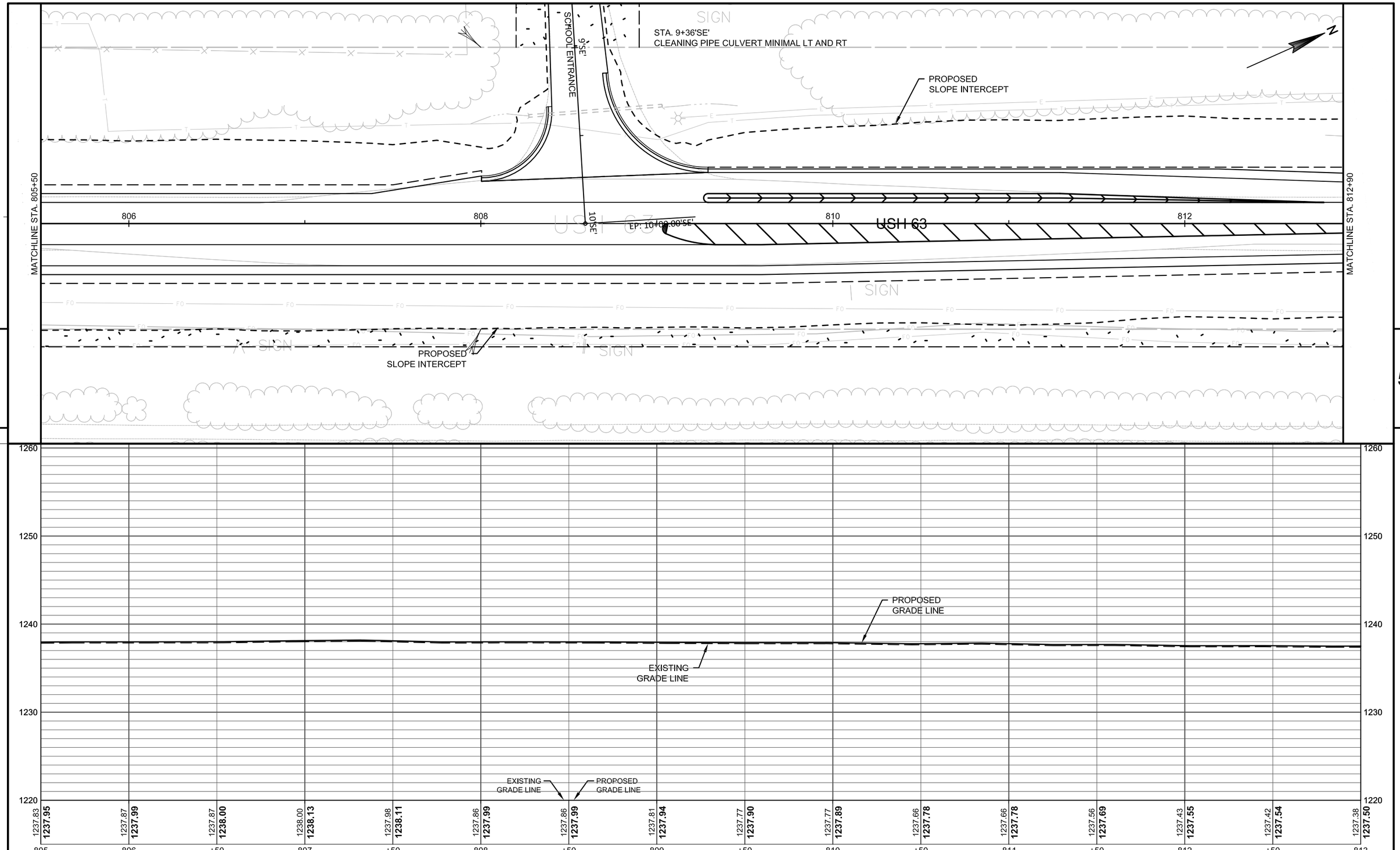
PROPOSED
GRADE LINE

EXISTING
GRADE LINE

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

| | | |



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E

STA. 813+04 LT
REMOVE 24" X 4' CPRC
1 - 24" X 20' CPRC
1 - CONCRETE COLLAR
1 - APRON ENDWALL

STA. 813+38 LT
REMOVE CE
1 - REMOVE SMALL PIPE CULVERT

STA. 813+04 RT
REMOVE 24" X 4' CPRC
1 - 24" X 14' CPRC
1 - CONCRETE COLLAR
1 - APRON ENDWALL

STA. 818+90 LT
REMOVE CE
2 - REMOVE SMALL PIPE CULVERT

PROPOSED
SLOPE INTERCEPT

PROPOSED
SLOPE INTERCEPT

END GRADING
STA. 816+68.2 RT

PEDERSON DRIVE
2'PD'
PT: 9+35.32'PD'
PI: 9+68.30'PD'
10'PD'
10'ID'
EP: 10+00.00'PD'
BP: 10+00.00'ID'
NORTH INDUSTRIAL DRIVE
11'ID'

USH 63

MATCHLINE STA. 812+90

MATCHLINE STA. 820+50

814 816 818 820

5

5

1260 1250 1240 1230 1220

EXISTING GRADE LINE

PROPOSED GRADE LINE

EXISTING GRADE LINE

PROPOSED GRADE LINE

1237.38	1237.40	1237.44	1237.64	1237.65	1237.74	1237.62	1237.67	1237.65	1237.71	1237.87	1237.86	1238.04	1237.95	1237.96	1238.10
1237.50	**1237.53**	**1237.57**	**1237.76**	**1237.77**	**1237.87**	**1237.75**	**1237.79**	**1237.78**	**1237.83**	**1238.00**	**1237.99**	**1238.17**	**1238.07**	**1238.09**	**1238.22**
813	+50	814	+50	815	+50	816	+50	817	+50	818	+50	819	+50	820	820

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E

END GRADING
STA. 820.74.1 LT

STA. 823+87 LT
CLEANING CULVERT PIPE MINIMAL

STA. 824+42 LT
CLEANING CULVERT PIPE MINIMAL

STA. 827+80 LT
CLEANING CULVERT PIPE MINIMAL

MATCHLINE STA. 820+50

MATCHLINE STA. 828+00

USH 63

BP: 10+00.00'T3'

10'T3'

11'T3'

11'T

SIGN

2"PE

N

5

5

PROPOSED GRADE LINE

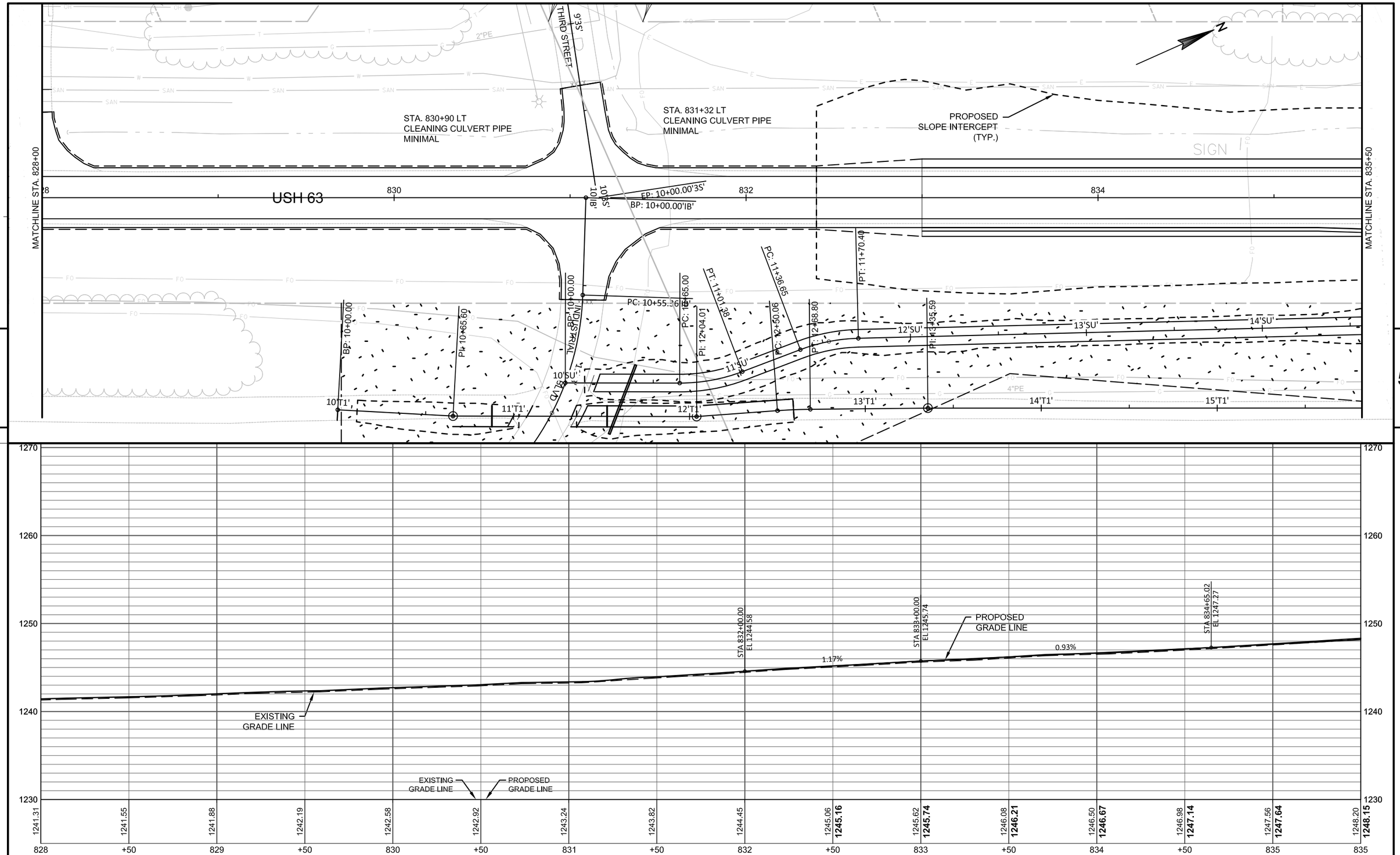
EXISTING GRADE LINE

EXISTING GRADE LINE

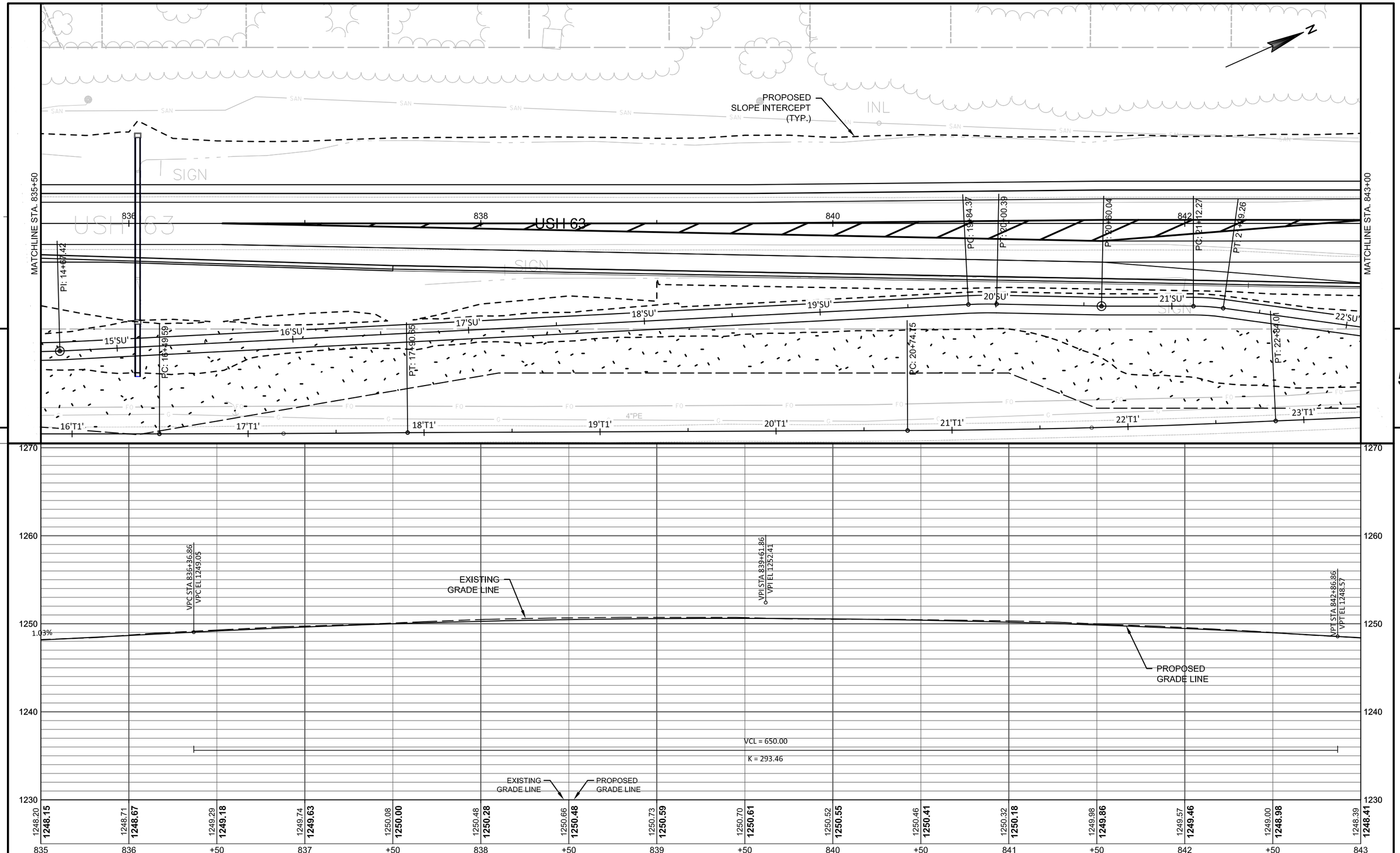
PROPOSED GRADE LINE

1238.10	1238.14	1238.08	1238.32	1238.58	1238.77	1238.97	1239.25	1239.49	1239.71	1239.94	1240.35	1240.64	1240.87	1241.10	1241.31
1238.22	**1238.26**	**1238.20**	**1238.45**	**1238.71**	**1238.89**	**1239.10**	**1239.37**	**1239.61**	**1239.83**	**1240.07**	**1240.48**	**1240.77**	**1241.00**	**1241.23**	**1241.43**
820	821	+50	822	+50	823	+50	824	+50	825	+50	826	+50	827	+50	828

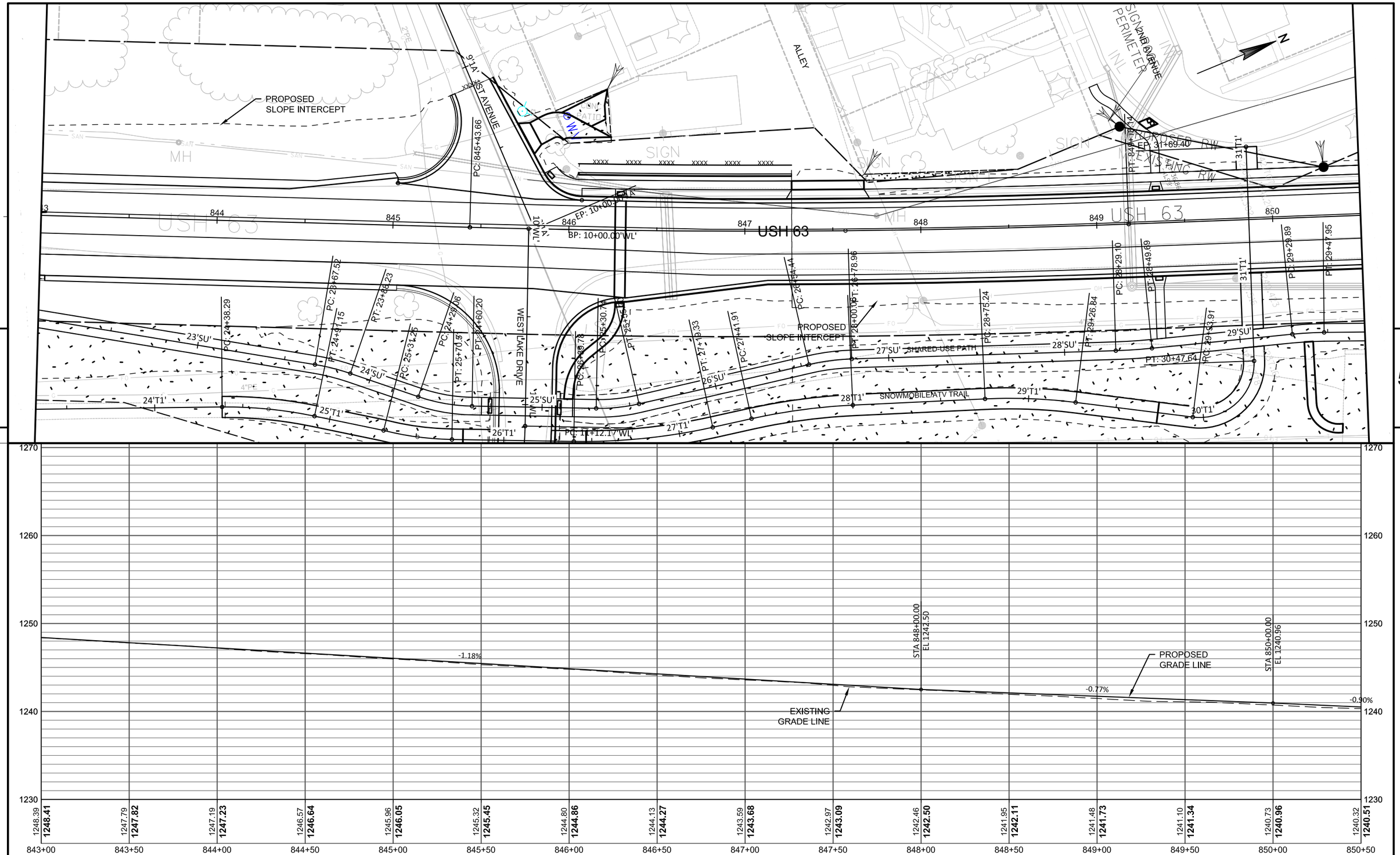
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050102_PP_US63_843-865.DWG PLOT DATE : 6/3/2014 4:44 PM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 50'_XREF

1ST STREET (LEWIS STREET)

9'1S'

BP: 9+17.94'1S'

PROPOSED
SLOPE INTERCEPT

9'P5'

PARKING ENTRANCE

BP: 9+03.10'P5'

9'4A

4TH AVENUE

C: 856+75.61

MATCHLINE STA. 850+50

MATCHLINE STA. 858+00

851

10'1S'

EP: 10+00.00'1S'

852

853

10'P1'

854

BP: 10+00.00'P1'

USH 63

855

10'P5'

856

EP: 10+00.00'P5'

857

10'P2'

EP: 10+00.00'4A'

BP: 10+00.00'P2'

30'SU'

31'SU'

32'SU'

33'SU'

34'SU'

SHARED-USE PATH

35'SU'

36'SU'

37'SU'

PROPOSED
SLOPE INTERCEPT

EP: 10+82.81'P1'

STA. 33+25 - 33+50 SU' RT
CONCRETE BLOCK RETAINING WALL
AND CHAIN LINK FENCE 4-FT

PARKING ENTRANCE

EP: 10+89.39'P2'

5

5

VCL = 300.00
K = 250.00

VCL = 200.00
K = 136.18

VCL = 200.00
K = 198.22

EXISTING
GRADE LINE

PROPOSED
GRADE LINE

-0.90%

0.30%

-0.71%

VPC STA 851+00.00
VPC EL 1240.06

VPI STA 852+50.00
VPI EL 1238.71

VPC STA 854+00.00
VPC EL 1239.16

VPT STA 854+00.00
VPT EL 1239.16

VPI STA 855+00.00
VPI EL 1239.46

VPT STA 856+00.00
VPT EL 1238.75

VPC STA 856+84.00
VPC EL 1238.15

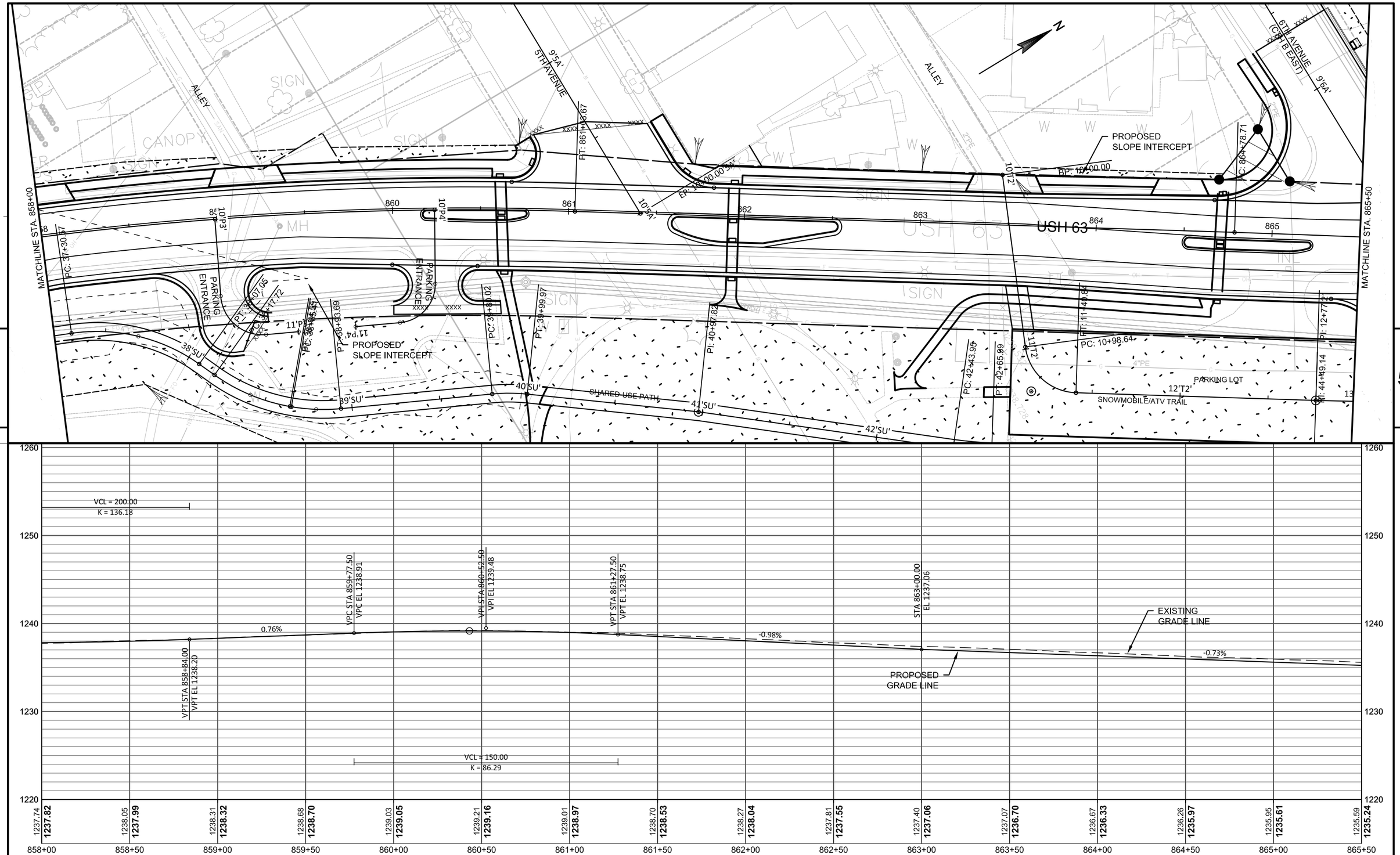
VPI STA 857+84.00
VPI EL 1237.44

1260
1250
1240
1230
1220

1240.32	**1240.51**	1240.02	**1240.06**	1239.62	**1239.66**	1239.32	**1239.36**	1239.20	**1239.16**	1239.08	**1239.06**	1239.13	**1239.06**	1239.21	**1239.16**	1239.30	**1239.24**	1239.19	**1239.20**	1239.02	**1239.04**	1238.78	**1238.75**	1238.42	**1238.39**	1238.05	**1238.05**	1237.84	**1237.84**	1237.74	**1237.82**
850+50		851+00		851+50		852+00		852+50		853+00		853+50		854+00		854+50		855+00		855+50		856+00		856+50		857+00		857+50		858+00	

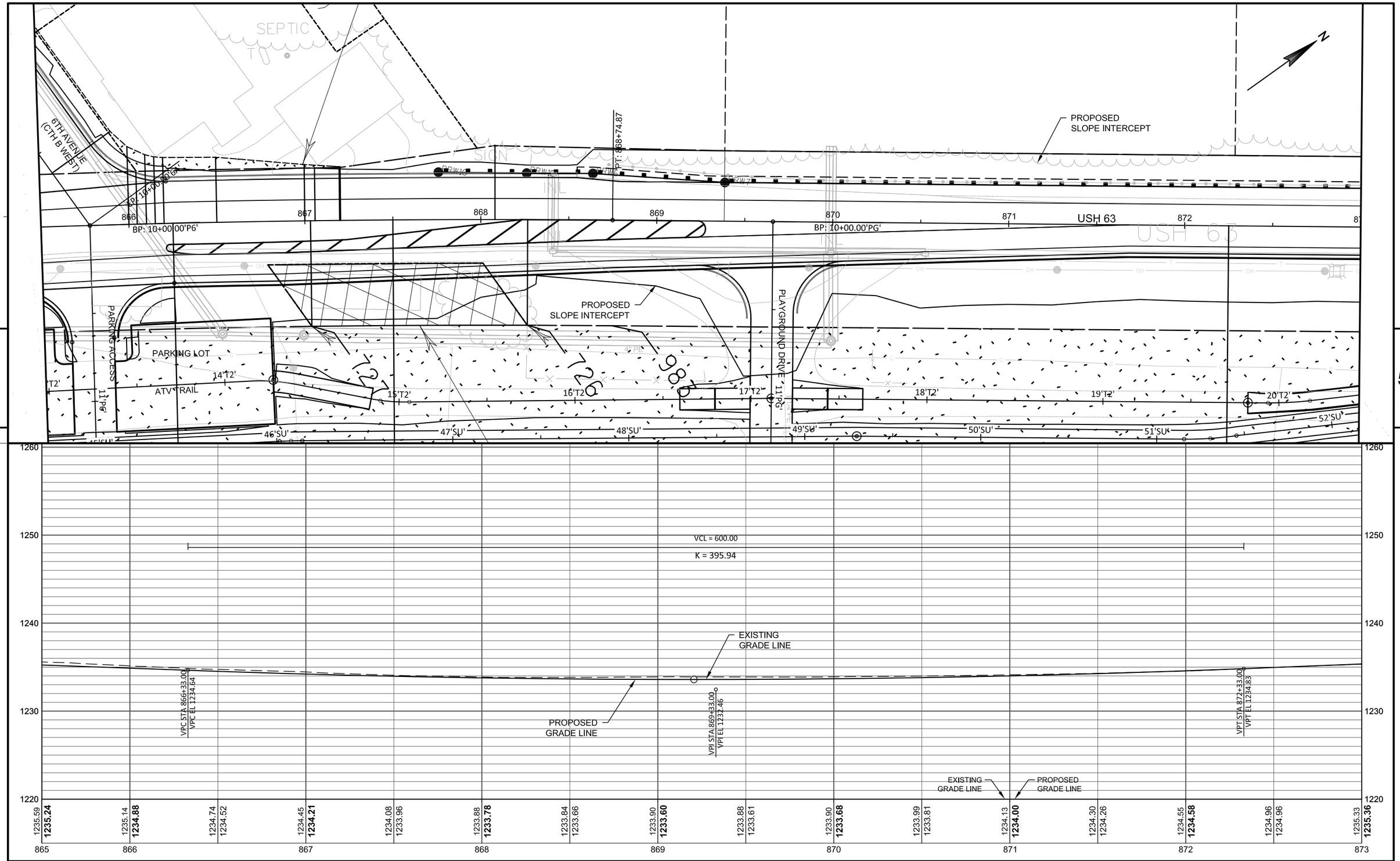
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050102_PP_US63_843-865.DWG PLOT DATE : 6/5/2014 9:35 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 50'_XREF

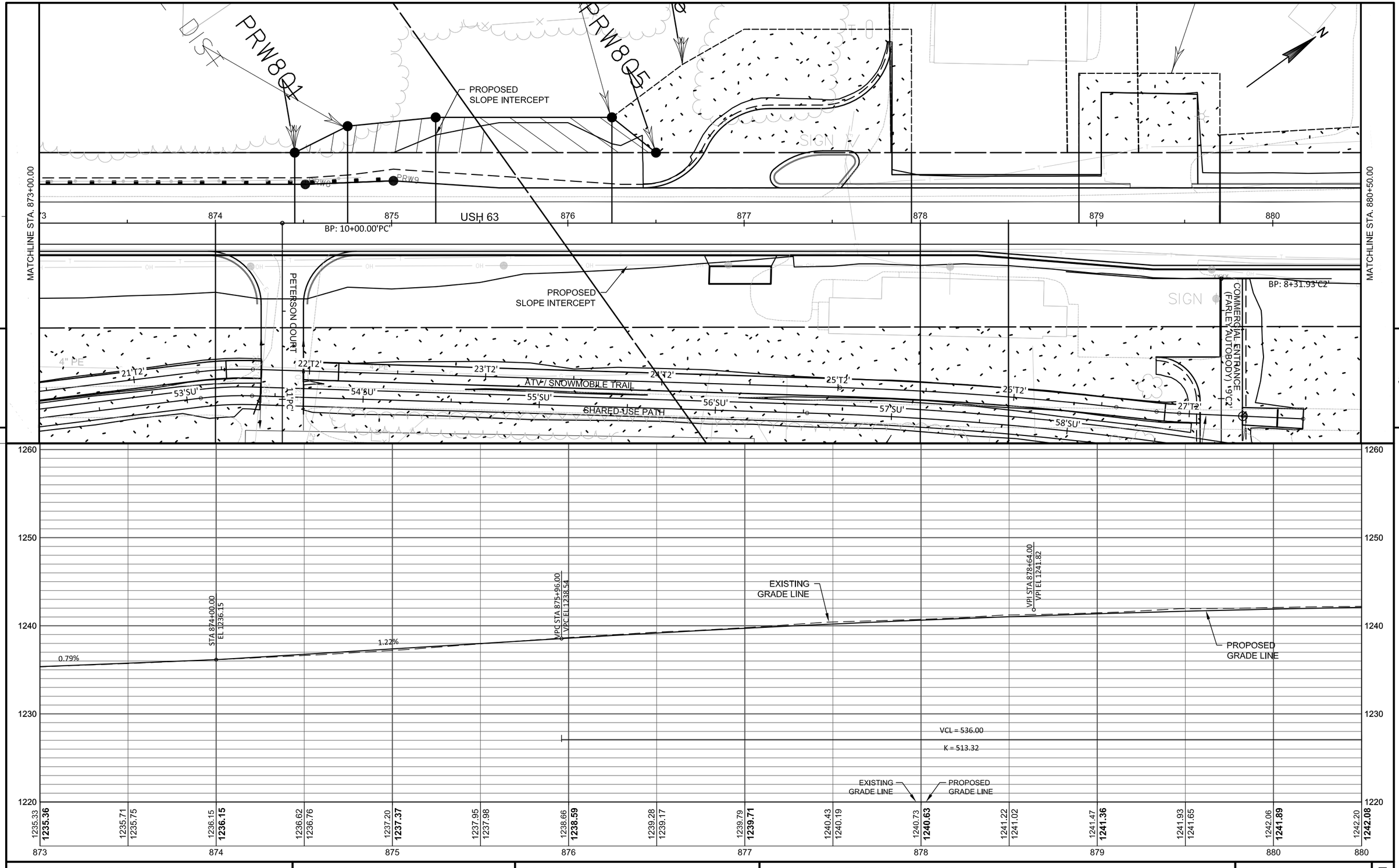


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E

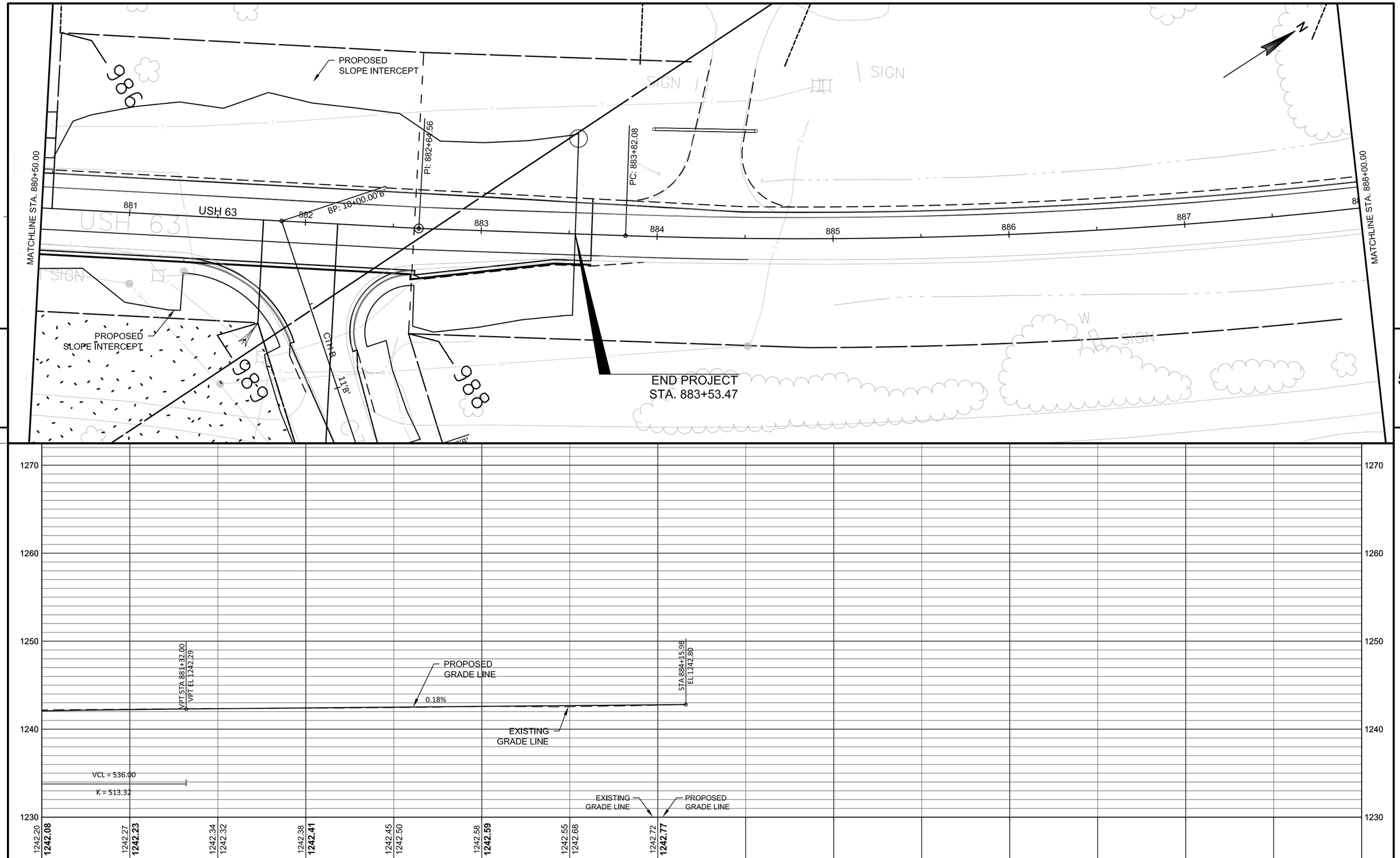
FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050102_PP_US63_843-865.DWG PLOT DATE : 6/3/2014 4:45 PM PLOT BY : USER PLOT NAME : PLOT SCALE : 1" = 50'_XREF



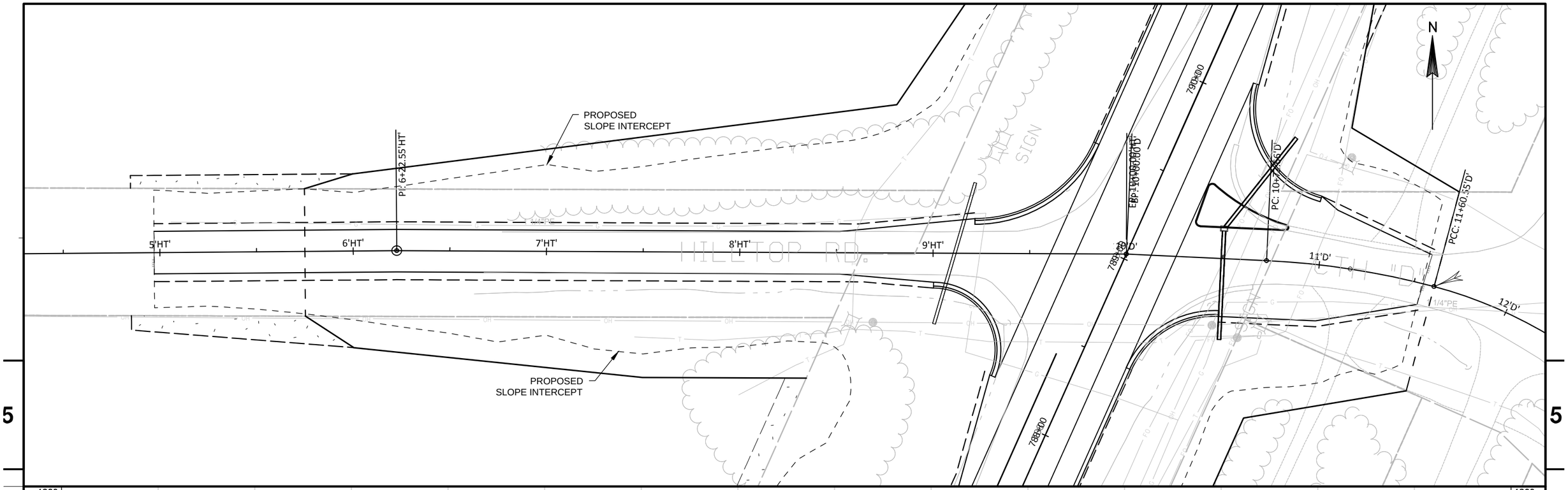
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET E

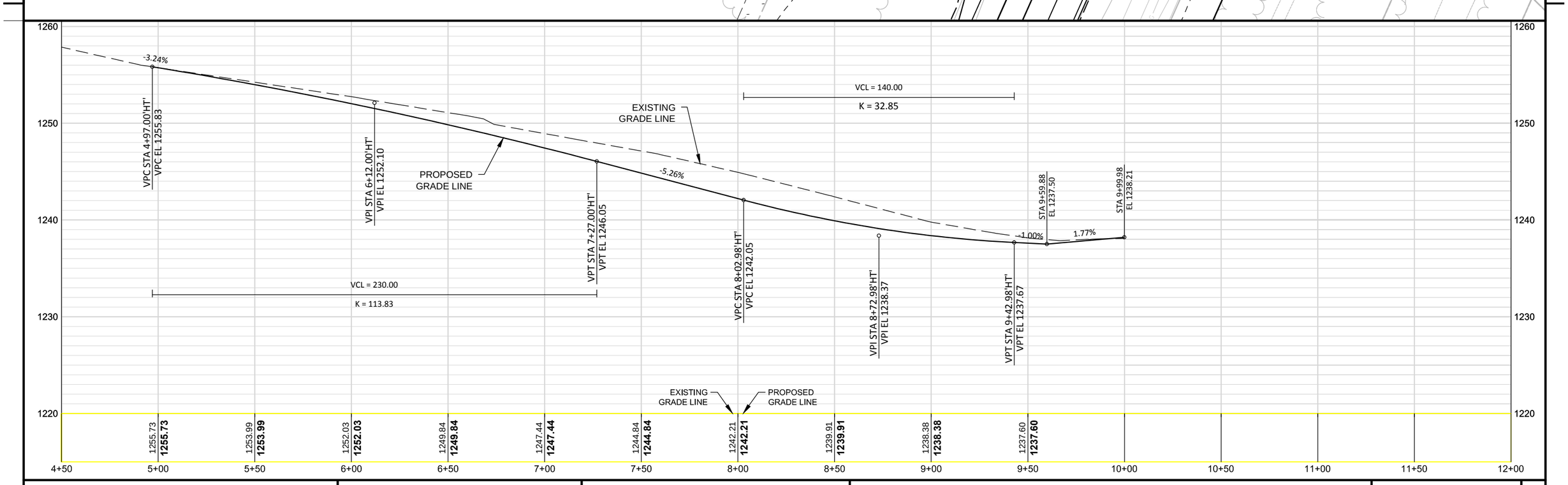


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E

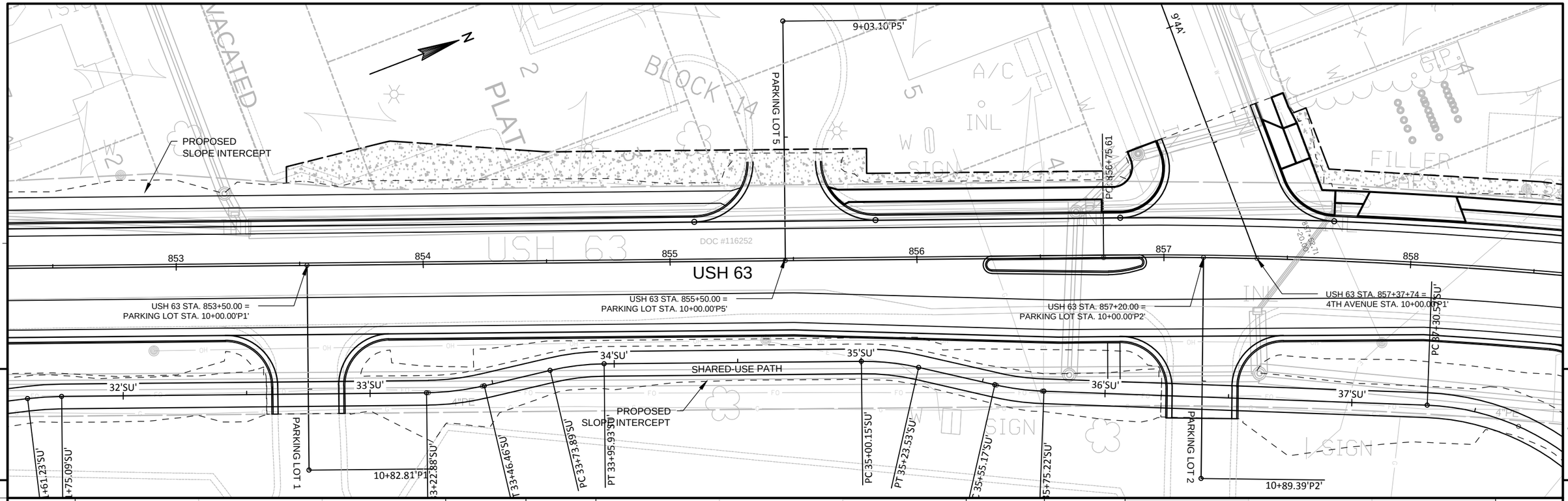


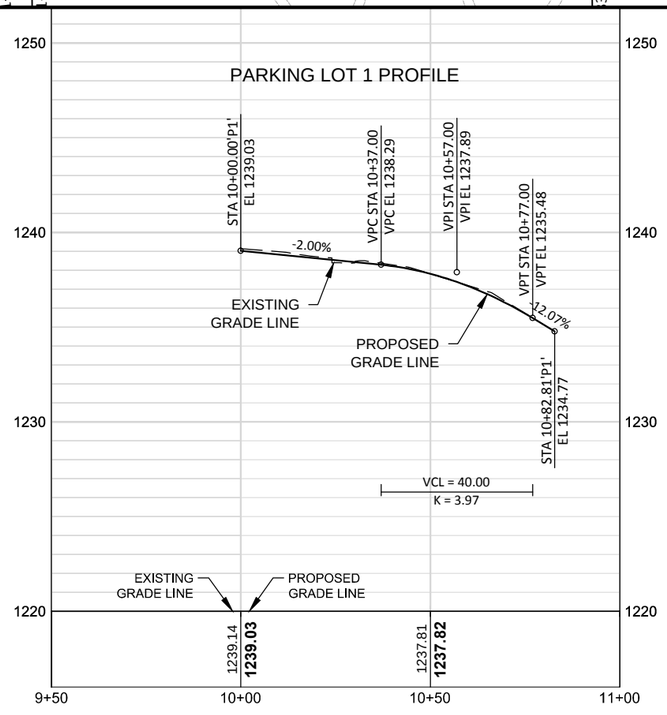
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E

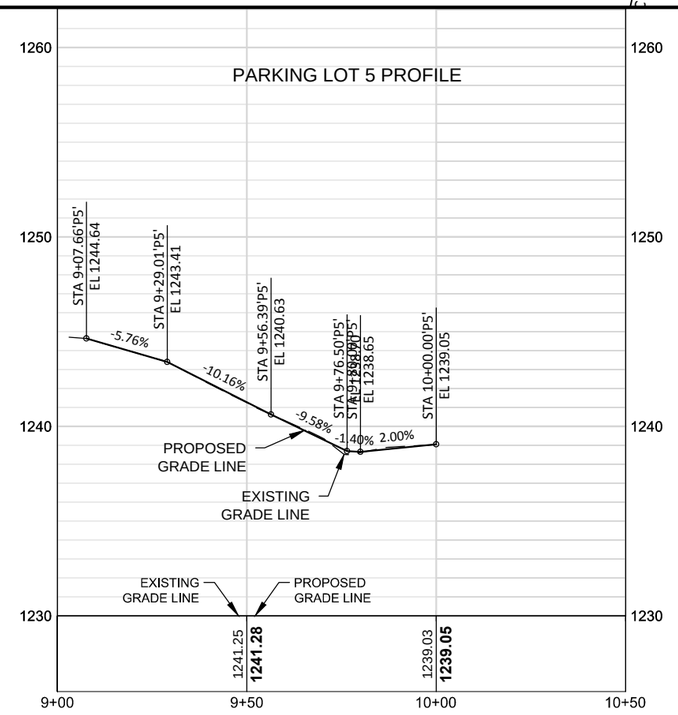


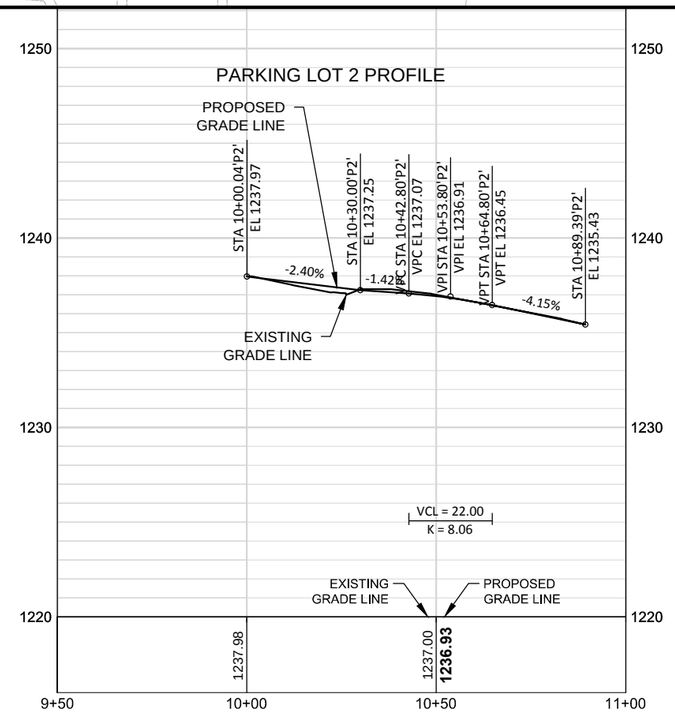


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: HILLTOP ROAD	SHEET E

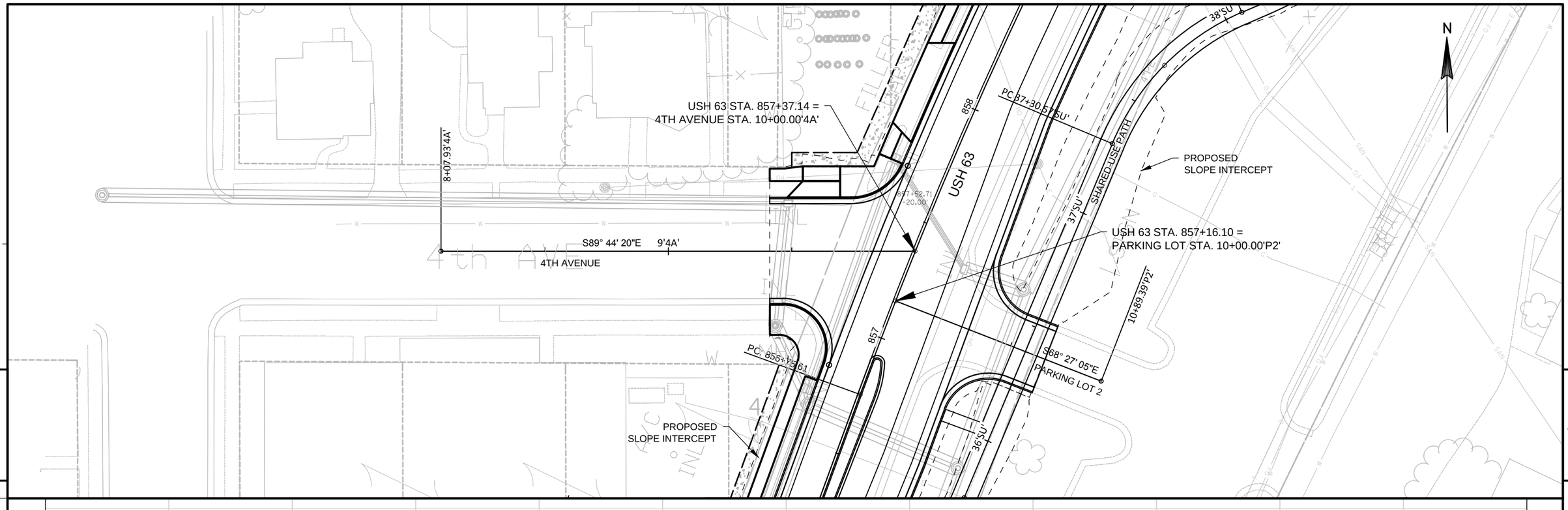


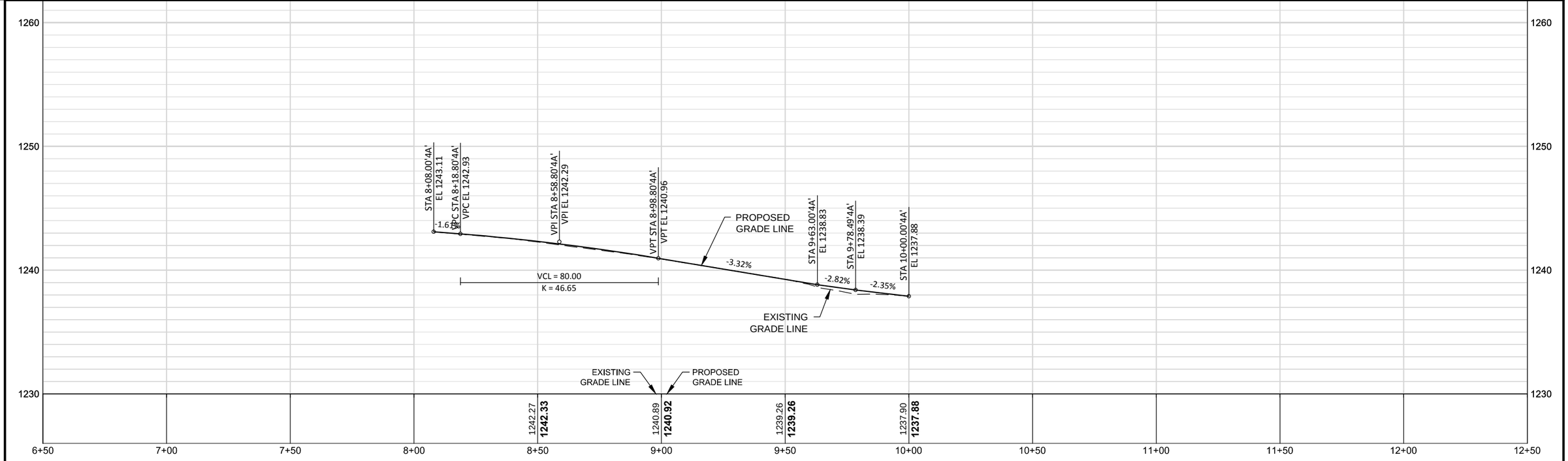




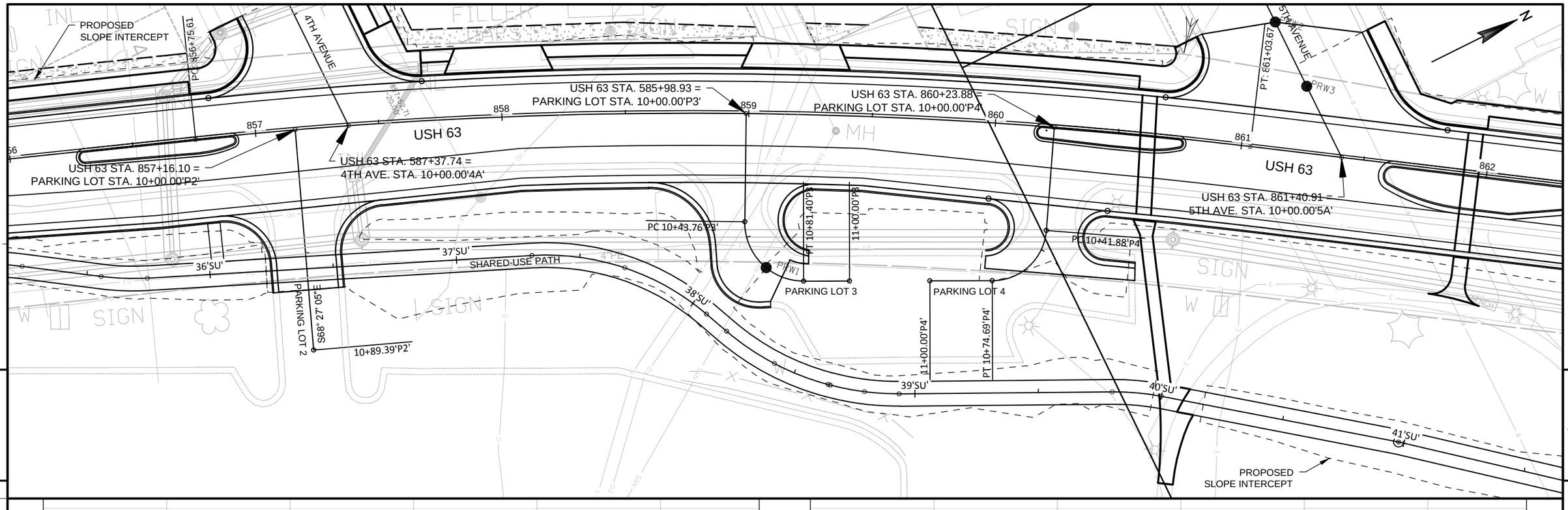


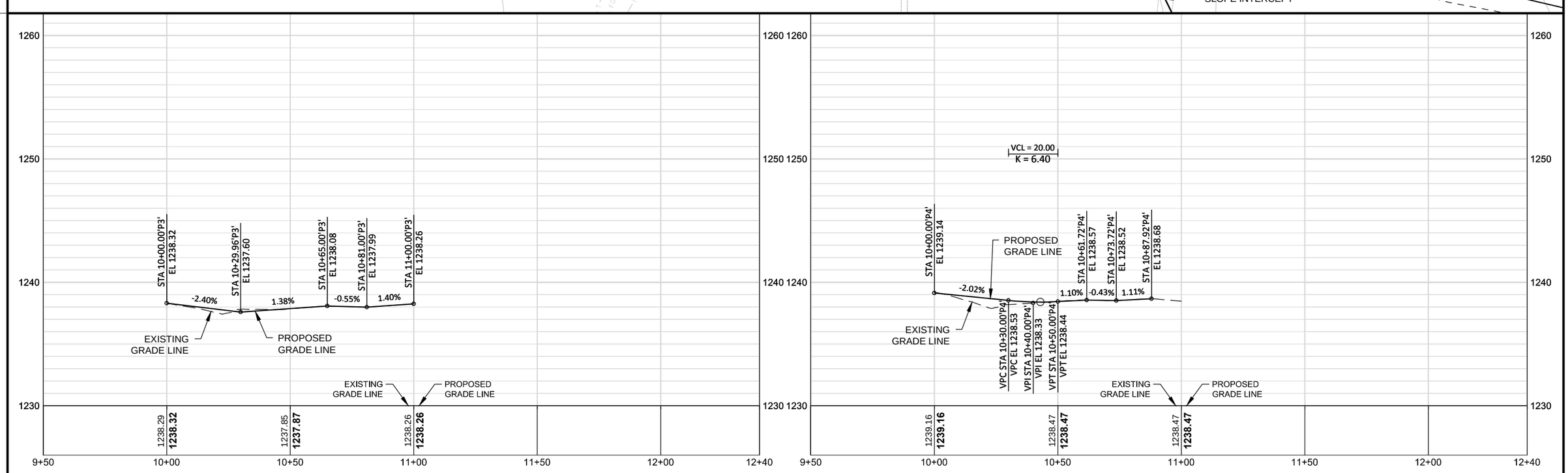
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: PARKING LOT 1, 2, AND 5	SHEET	E





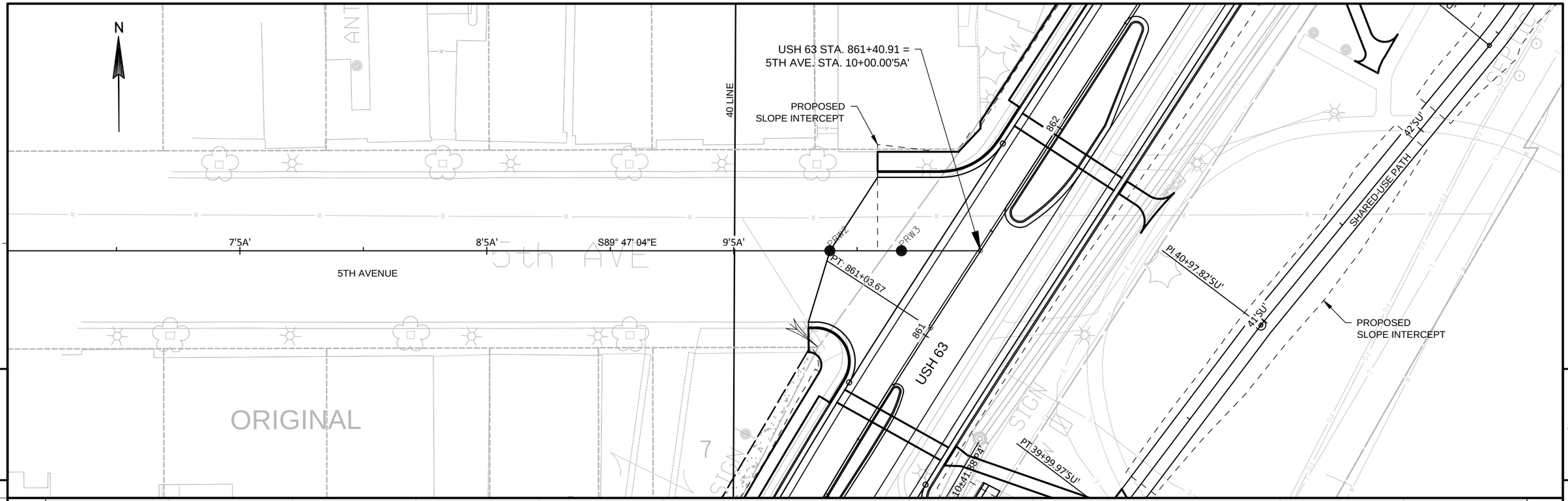
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: 4TH AVENUE	SHEET	E

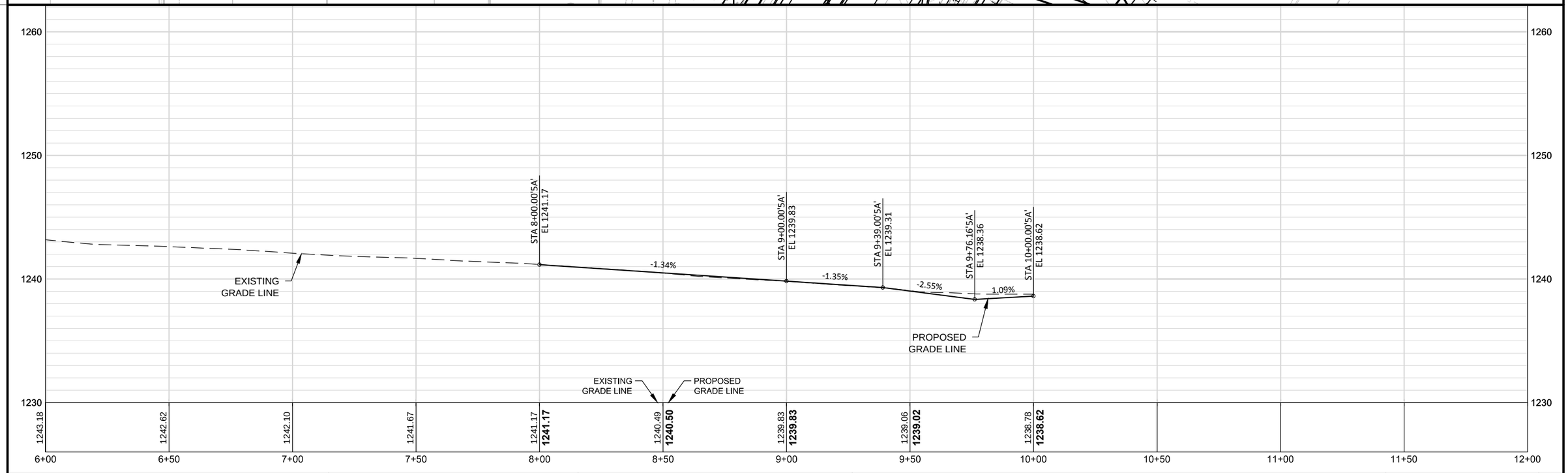




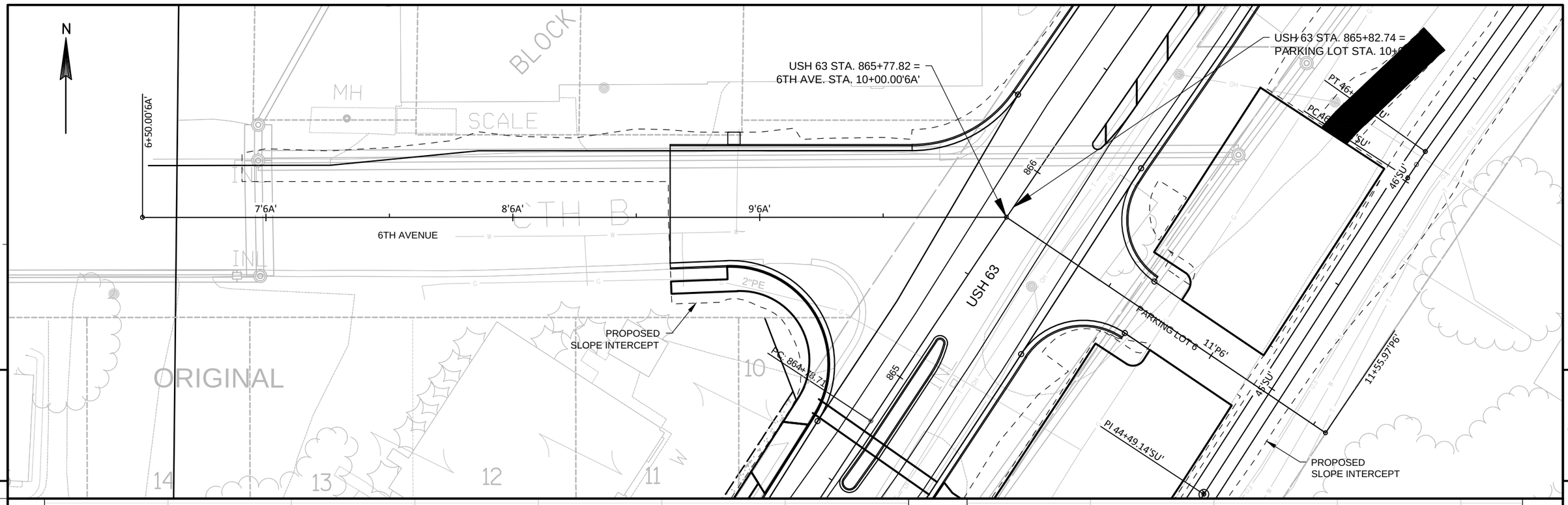
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: PARKING LOT 3 AND 4	SHEET	E

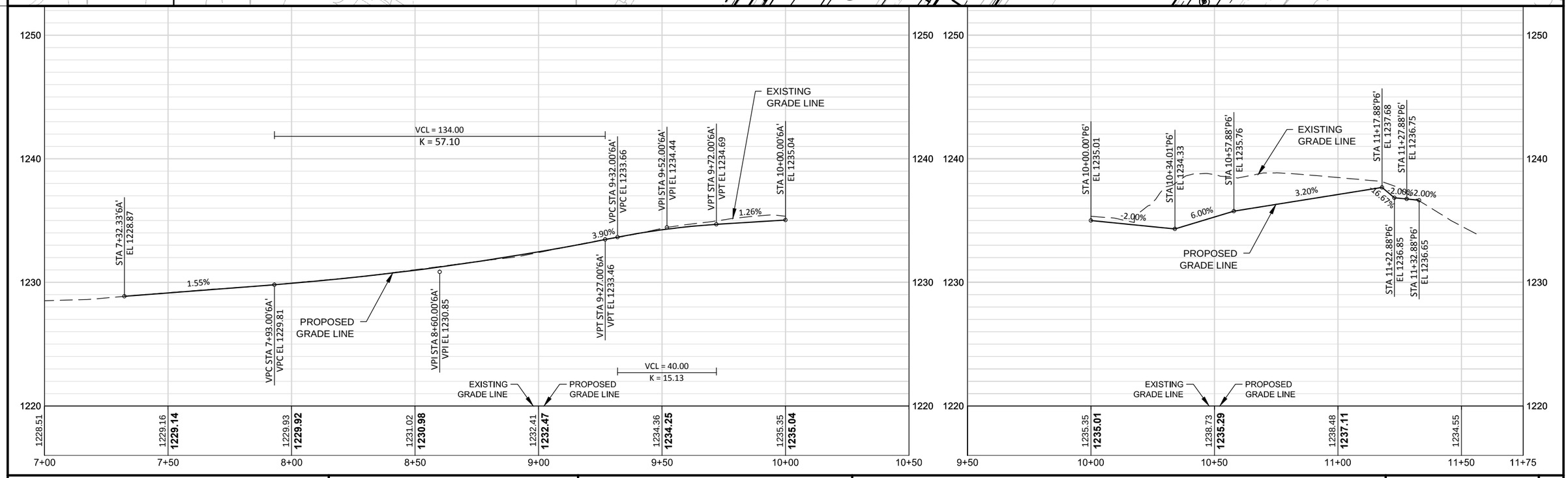
FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050113_PP_PARK3-4.DWG
PLOT DATE : 6/4/2014 1:47 PM
PLOT BY : GARY COLBERT
PLOT NAME :
PLOT SCALE : 1:40_XREF





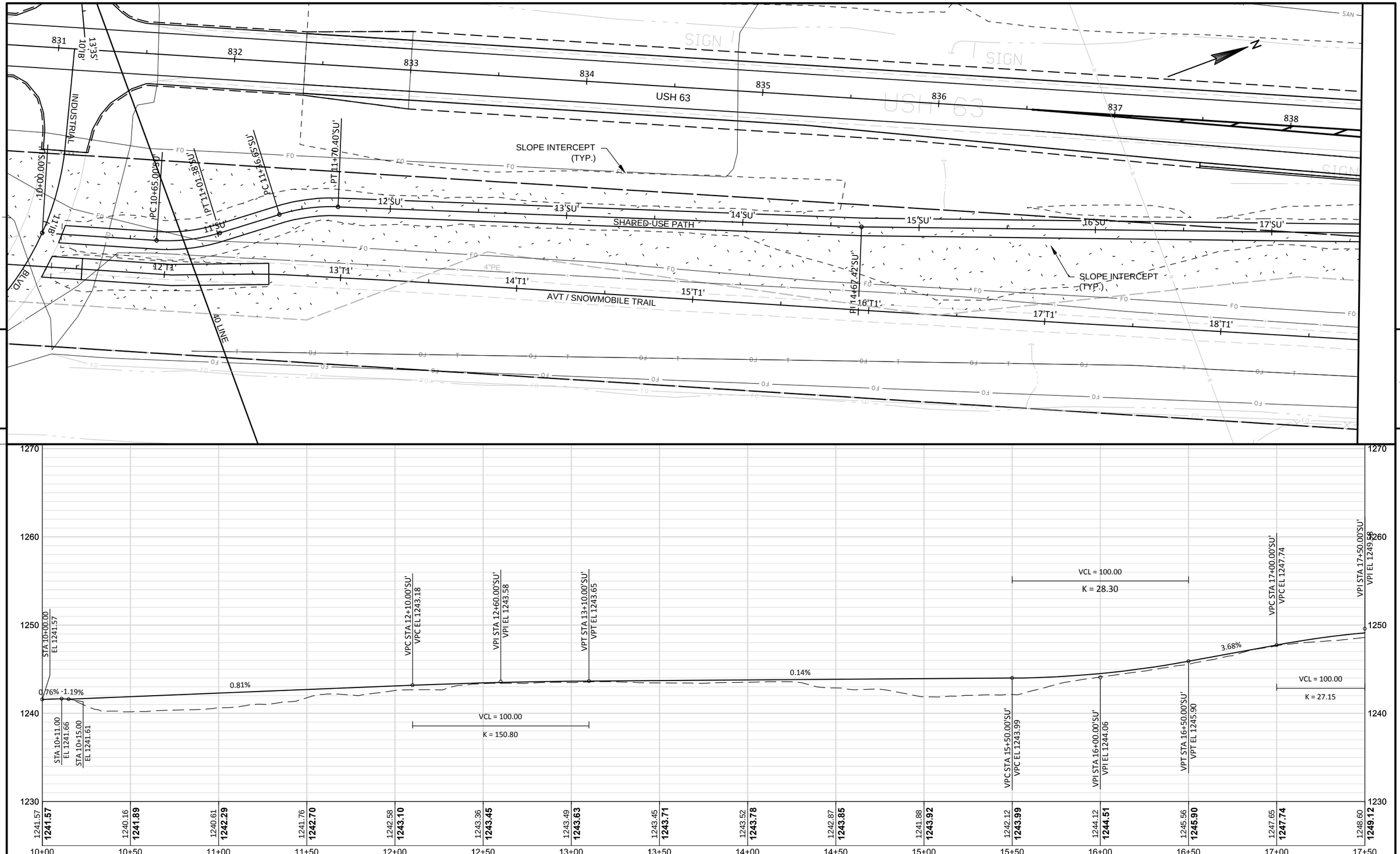
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: 5TH AVENUE	SHEET	E



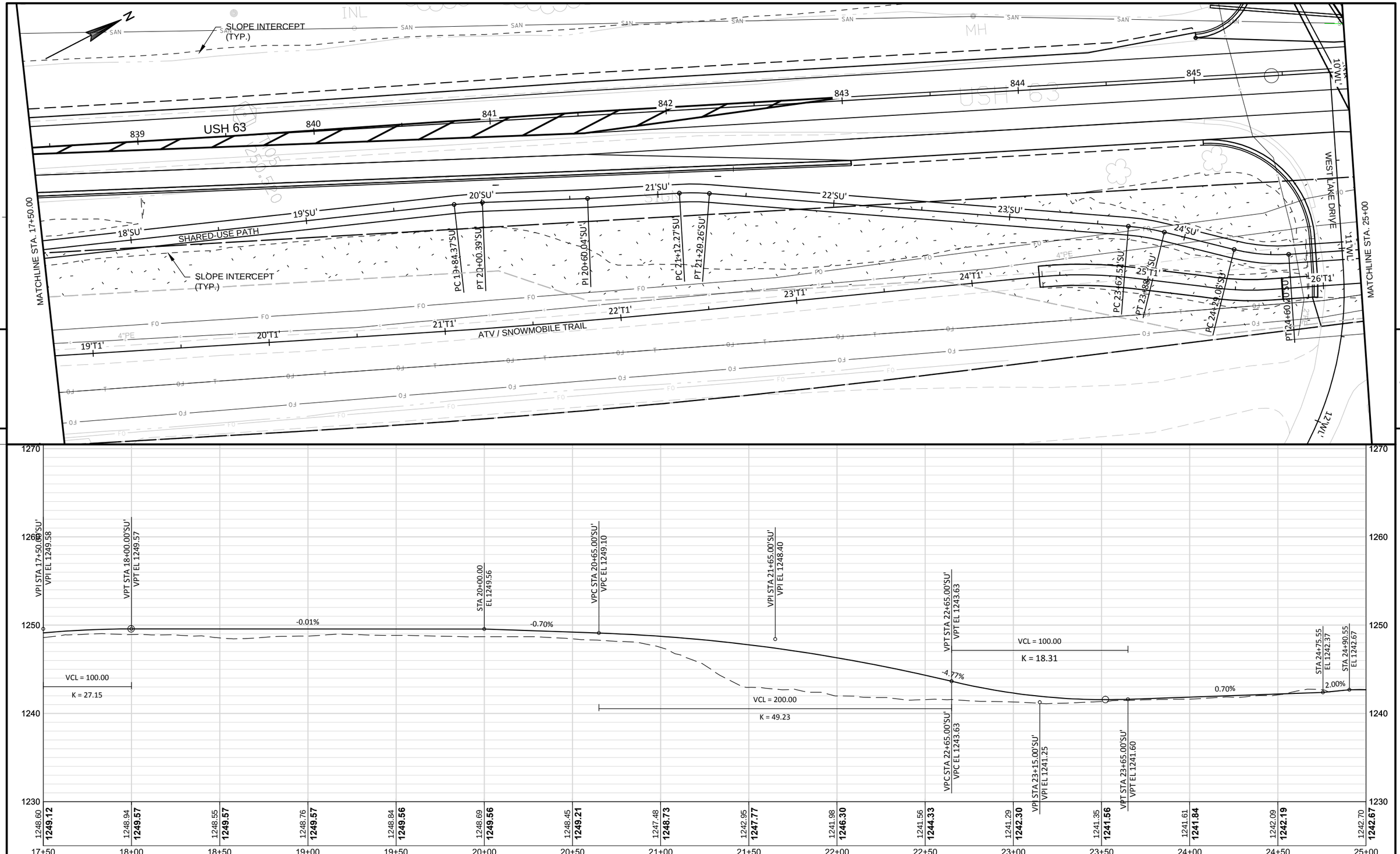


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: 6TH AVENUE	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050115_PP_6TH_AVE.DWG
PLOT DATE : 6/4/2014 2:10 PM
PLOT BY : GARY COLBERT
PLOT NAME :
PLOT SCALE : 1:40_XREF

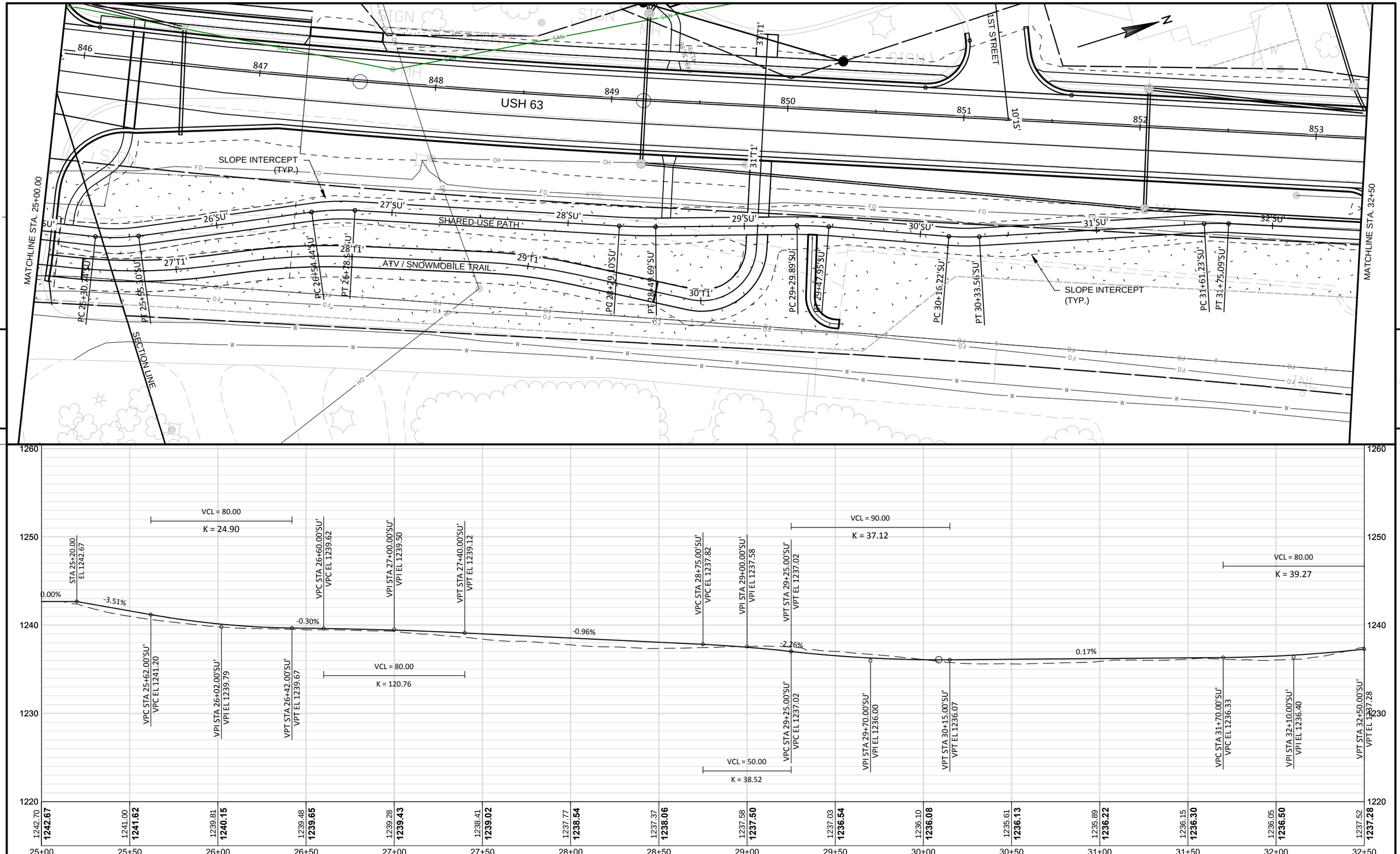


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET	E

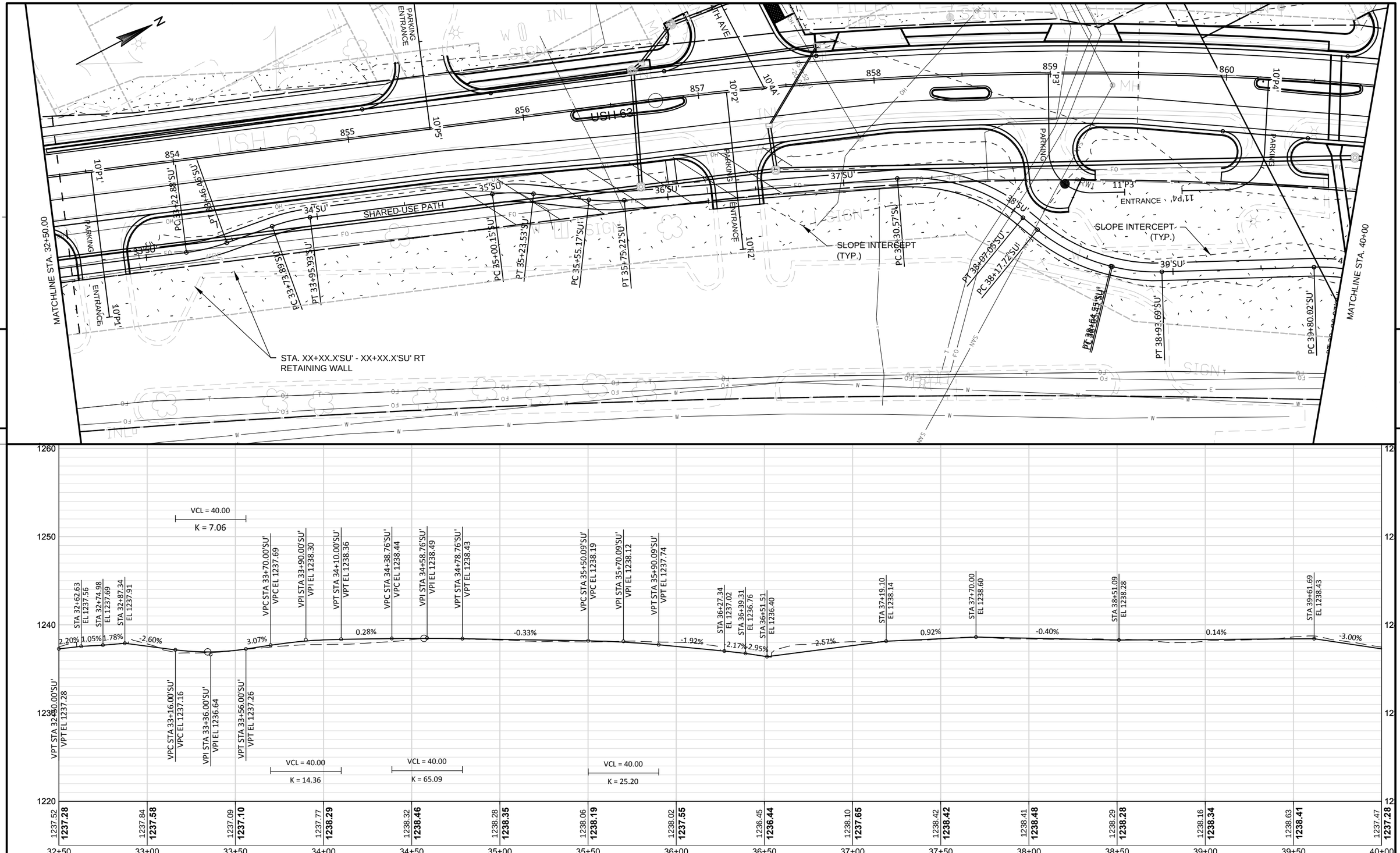


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET	E

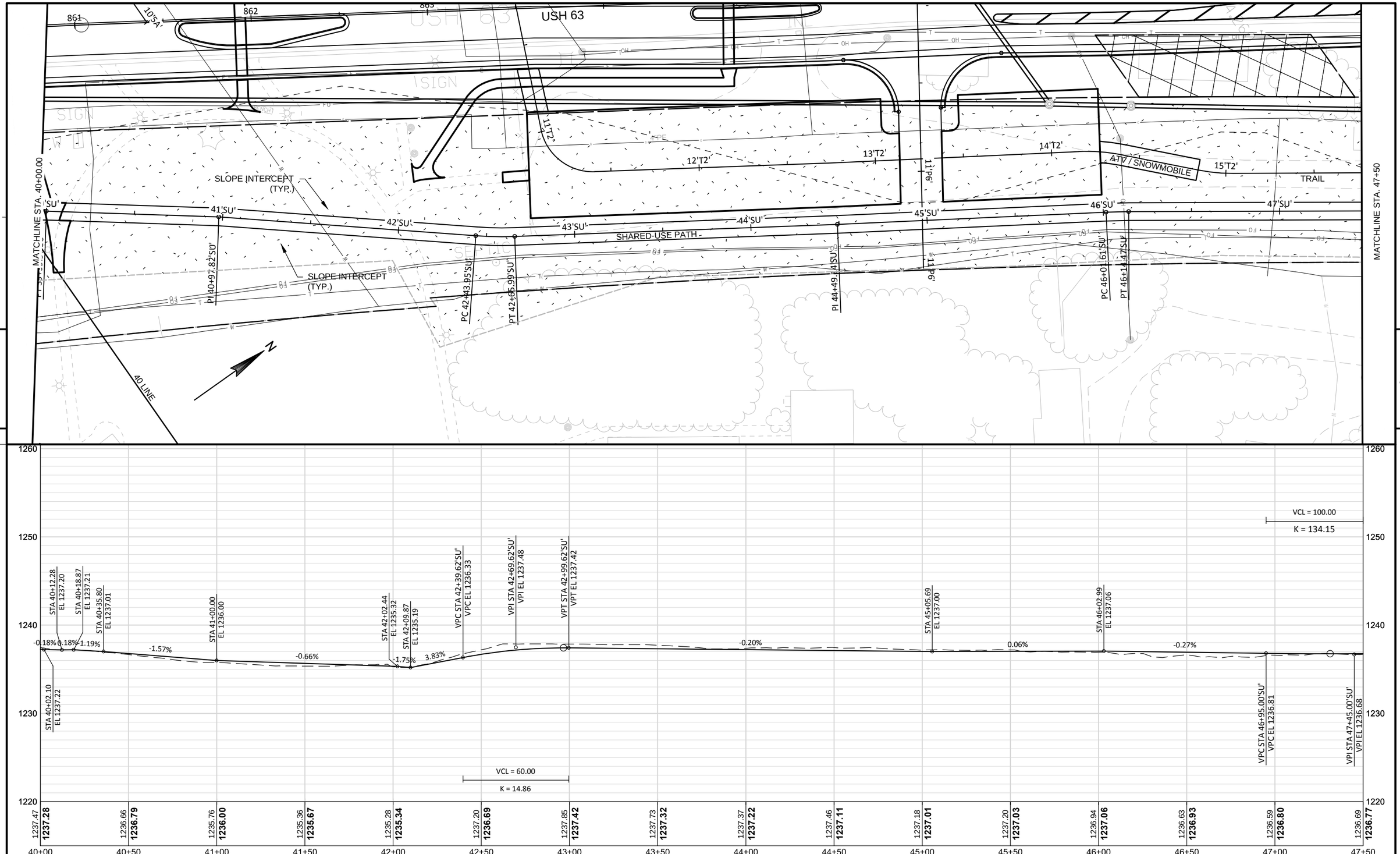
FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050119_PP_SHARED_USE.DWG PLOT DATE : 6/4/2014 12:26 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 50'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET	E

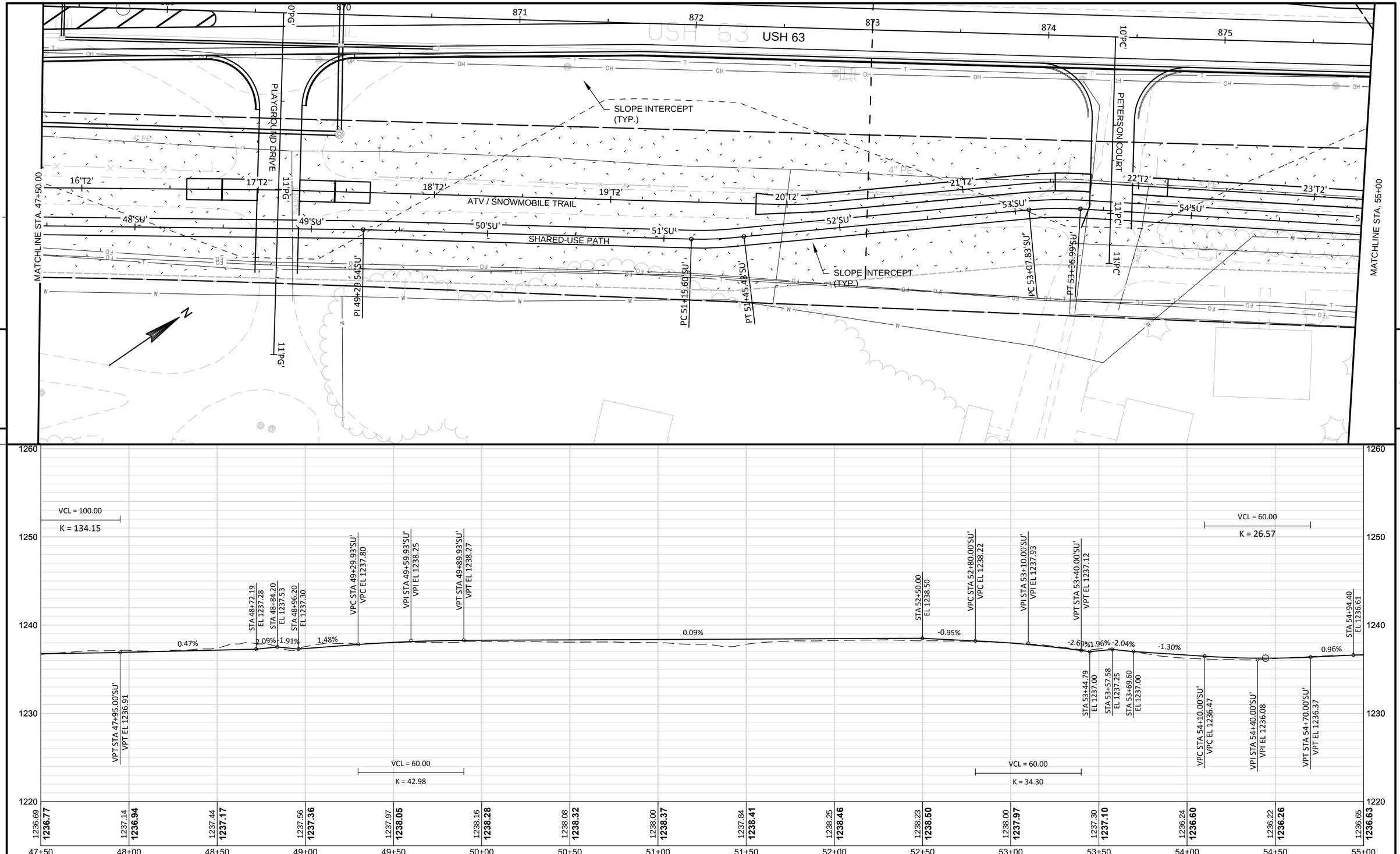


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET	E

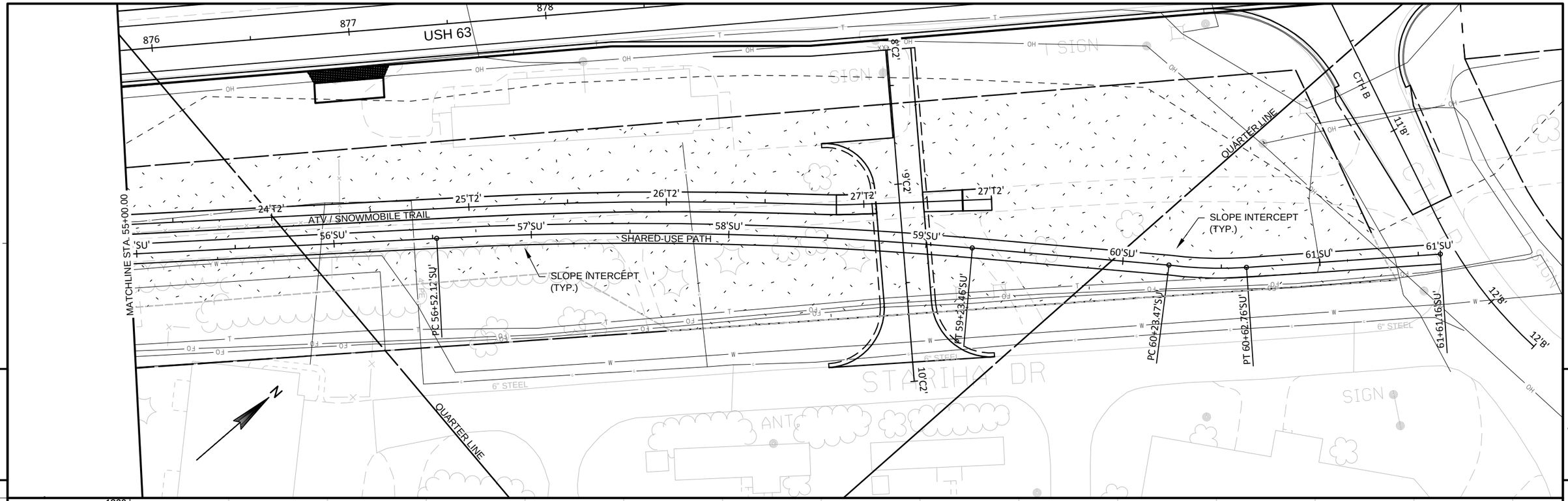


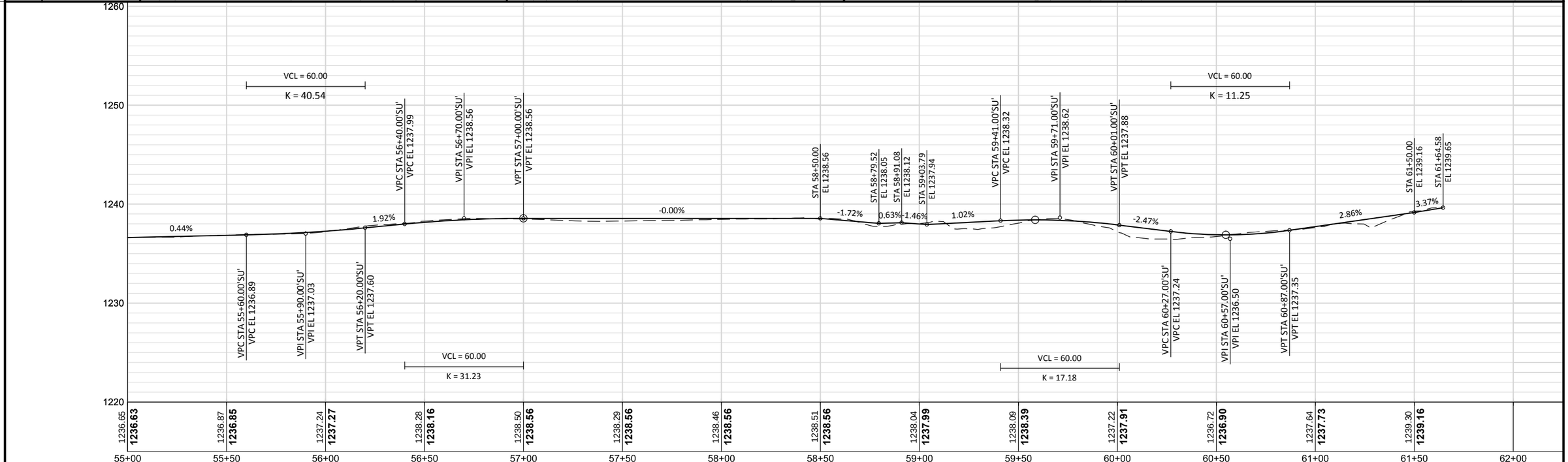
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050119_PP_SHARED_USE.DWG PLOT DATE : 6/4/2014 12:30 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 50'_XREF

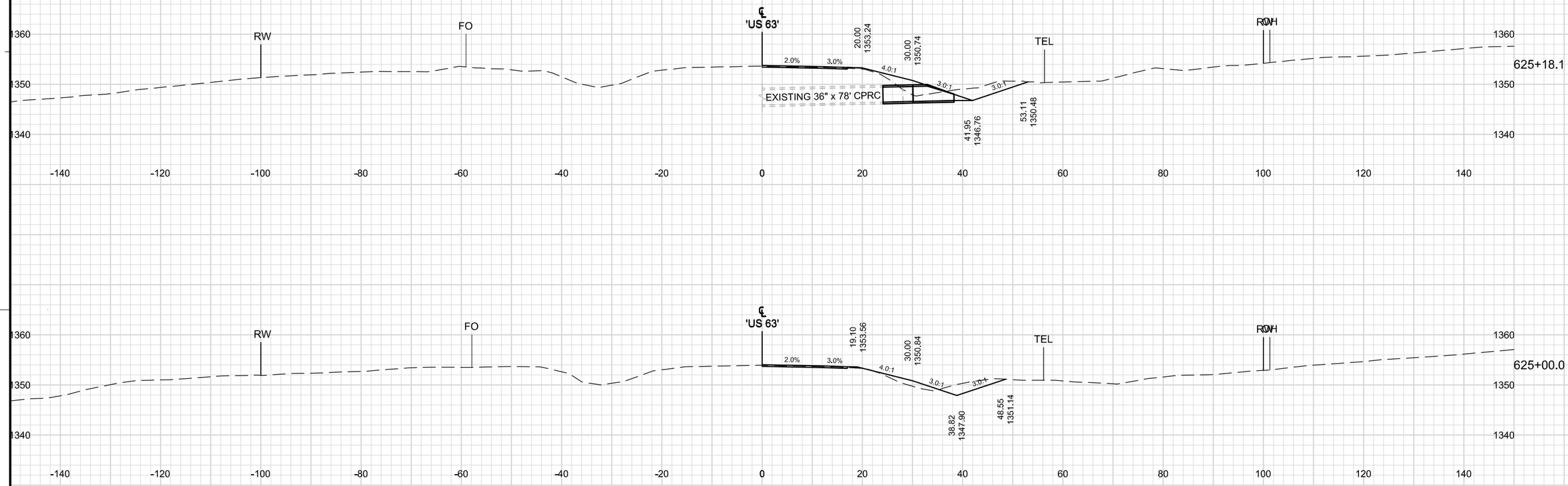


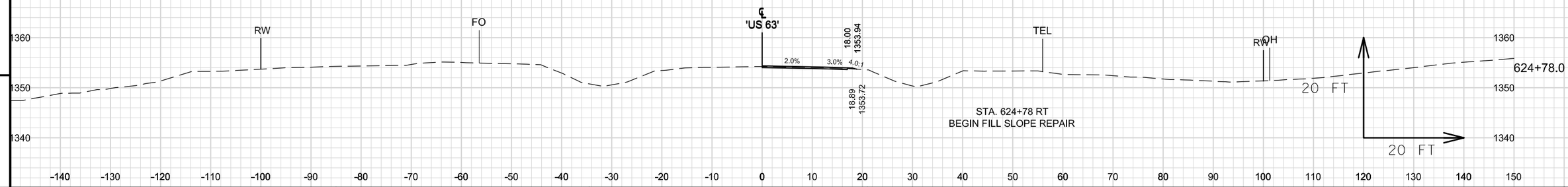
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET	E





PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: SHARED-USE PATH	SHEET	E

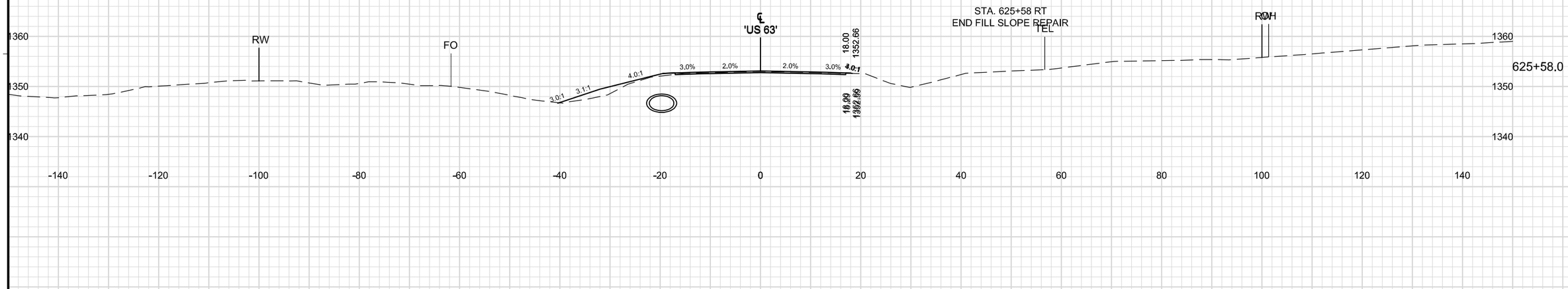


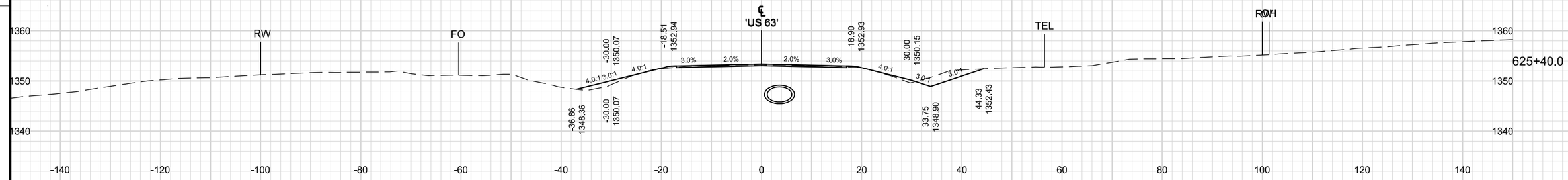


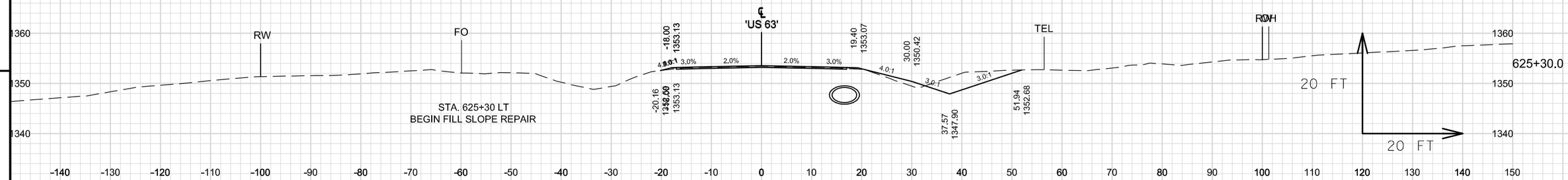
9

9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E







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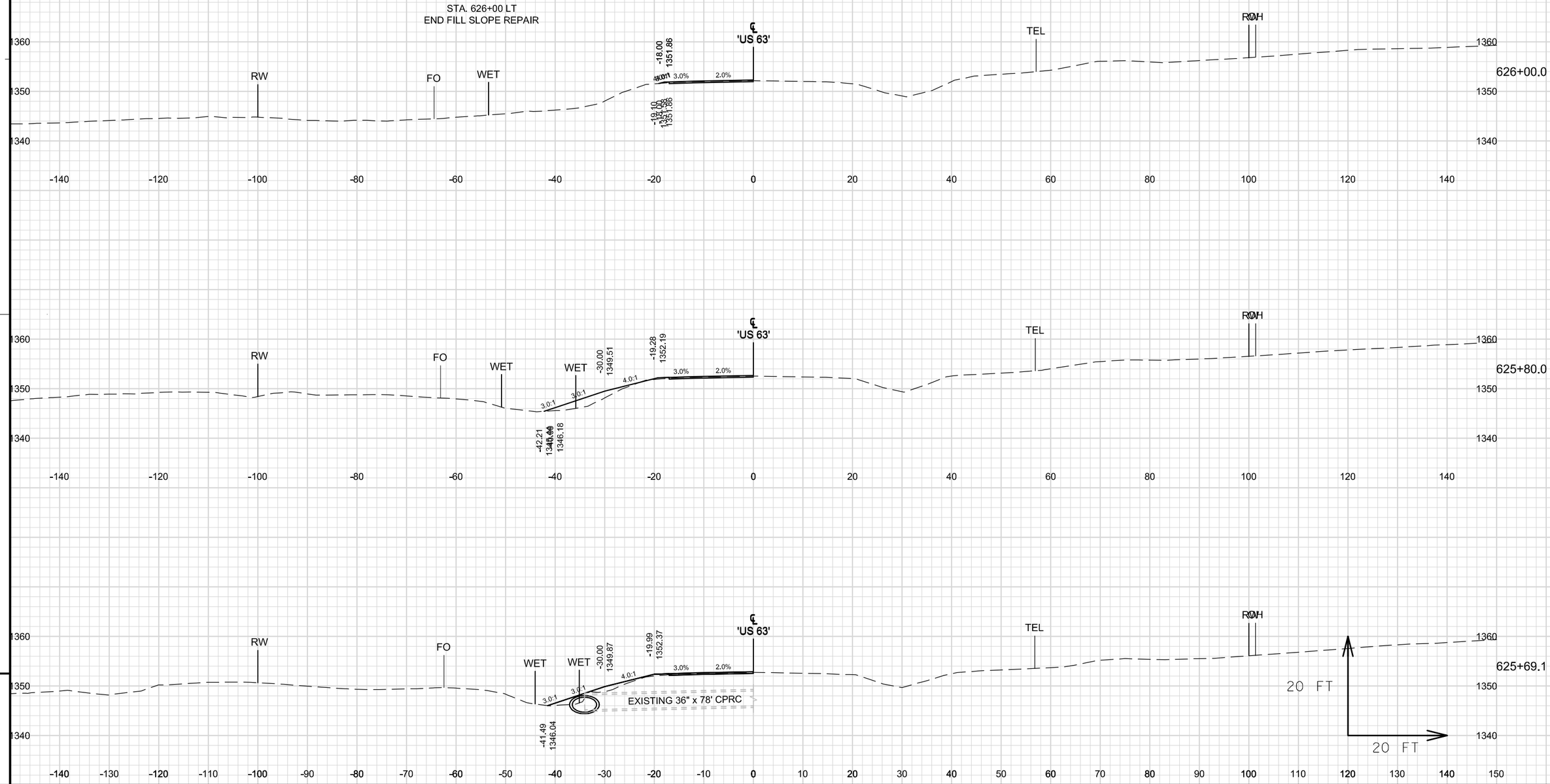
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

STA. 626+00 LT
END FILL SLOPE REPAIR



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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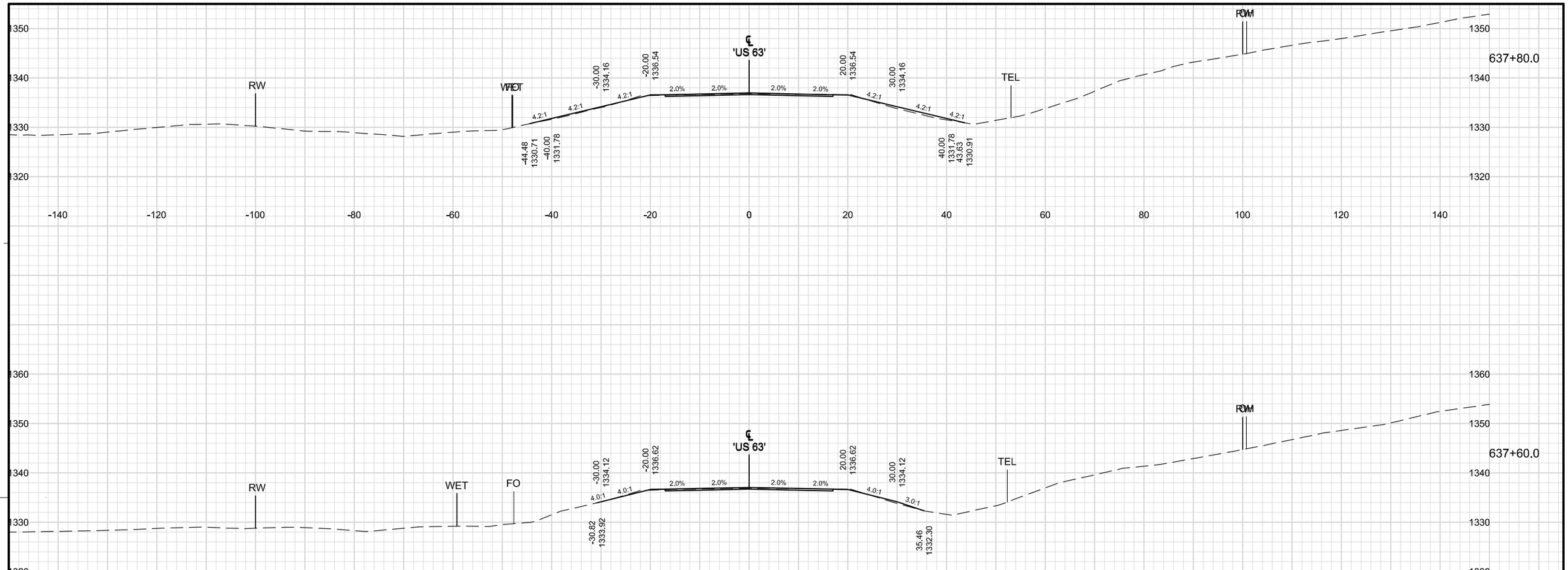
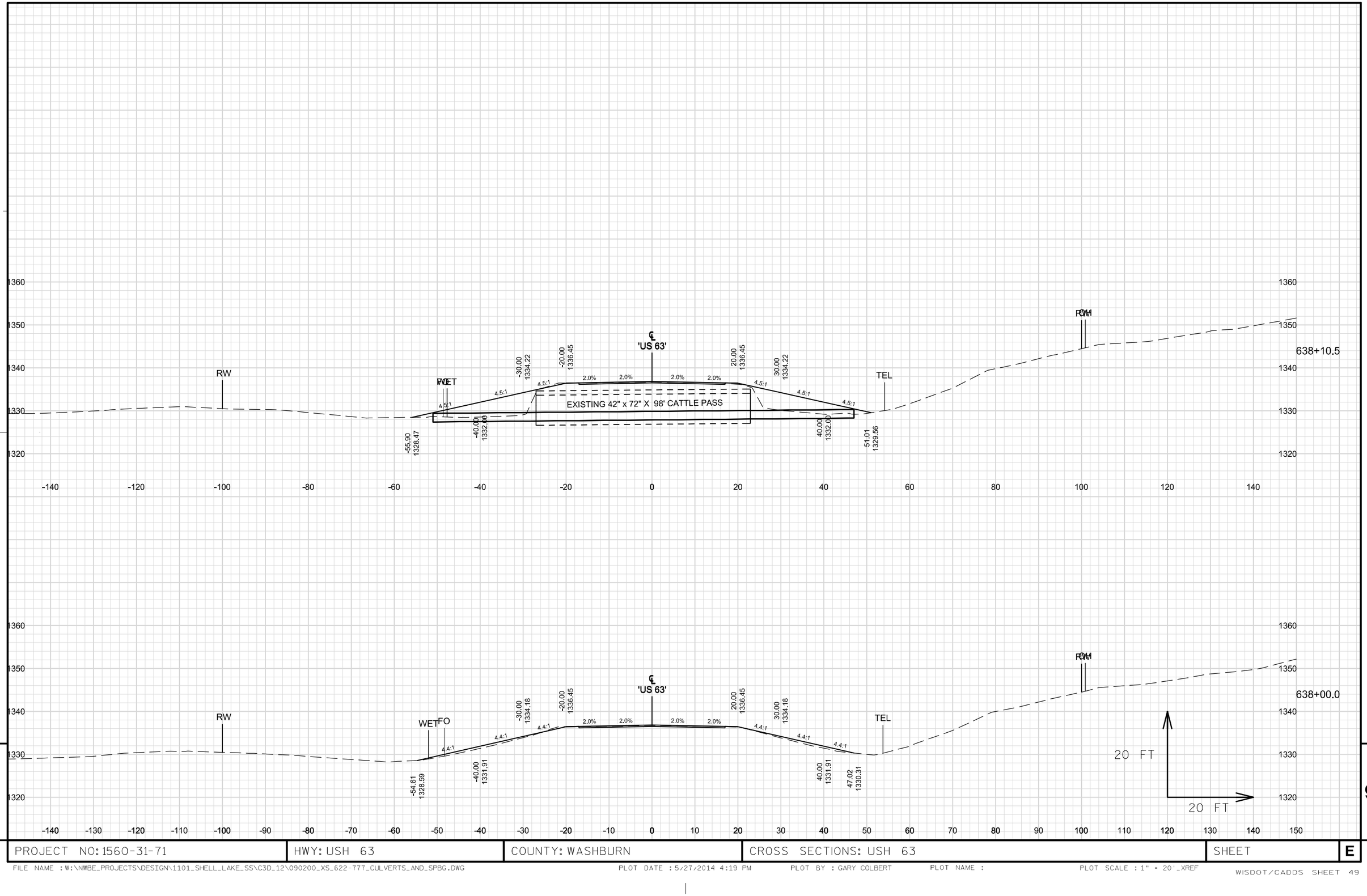


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E



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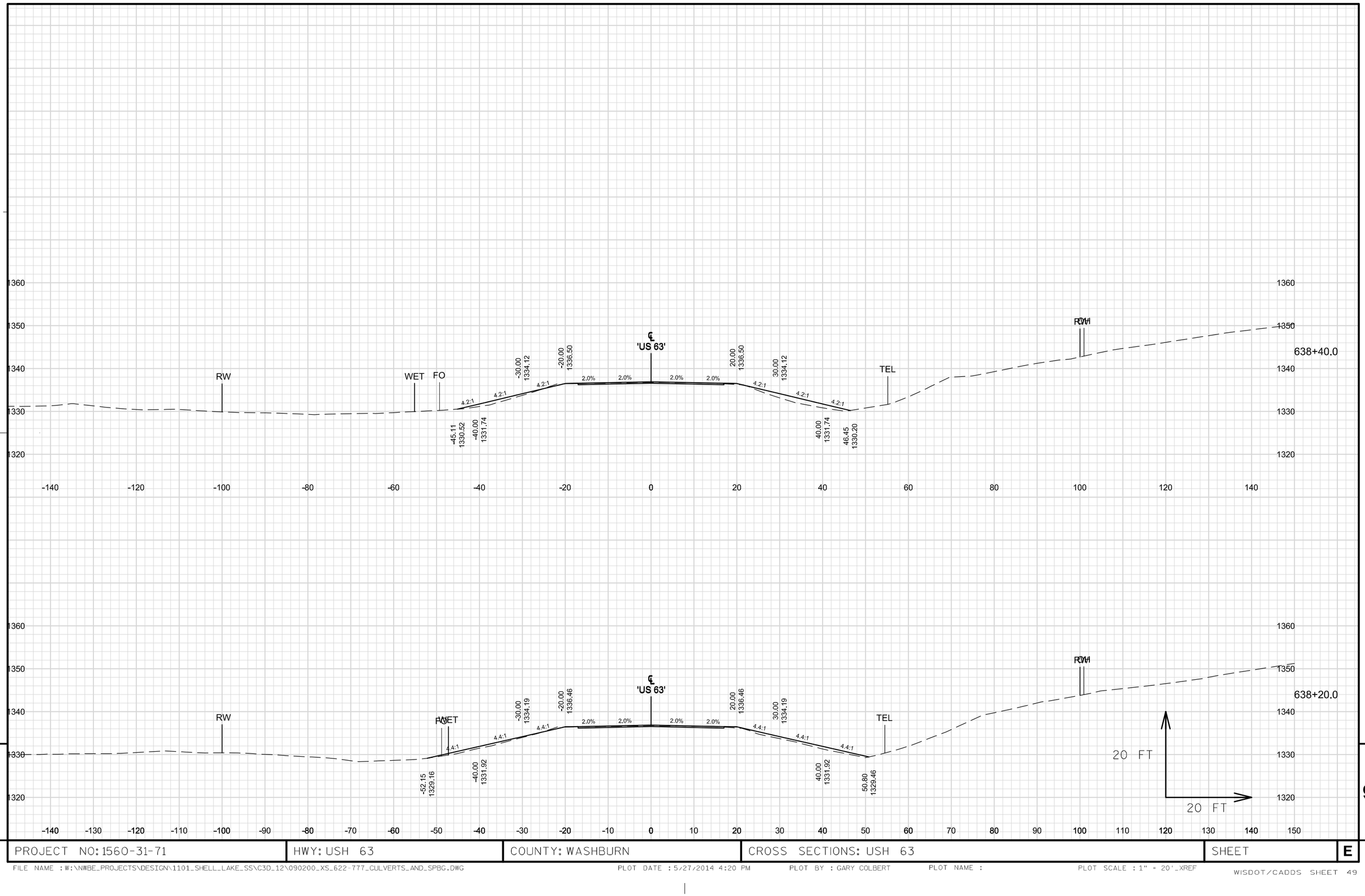
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E



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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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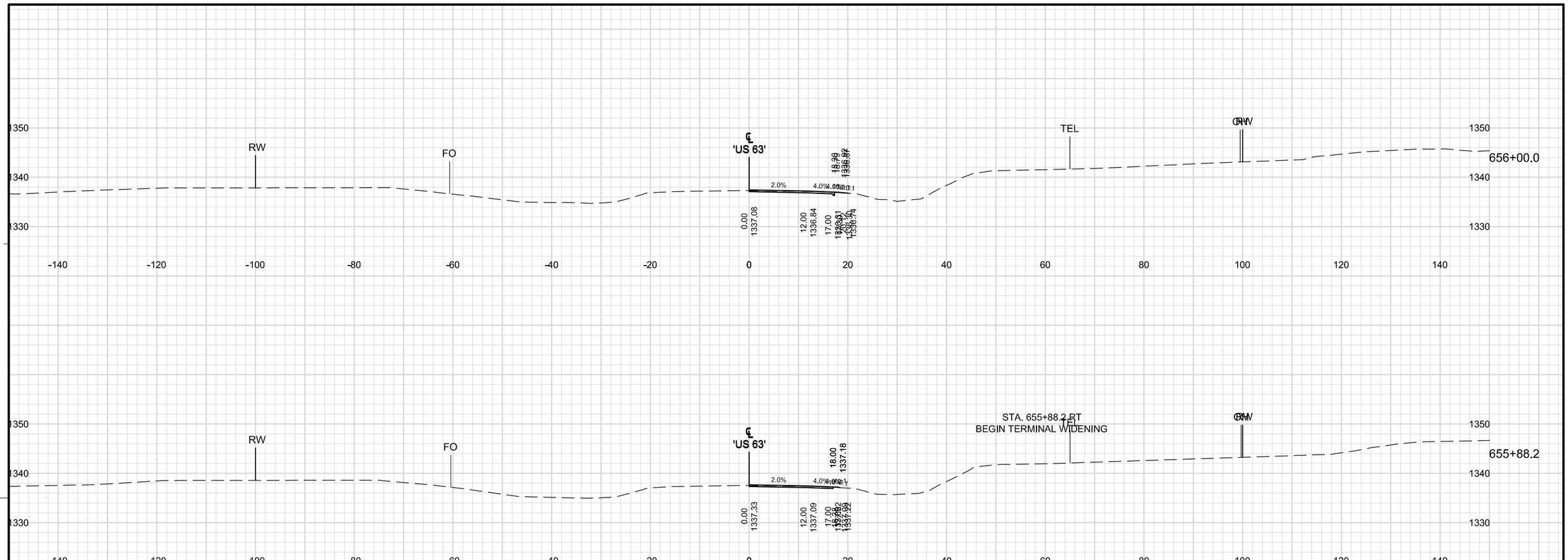

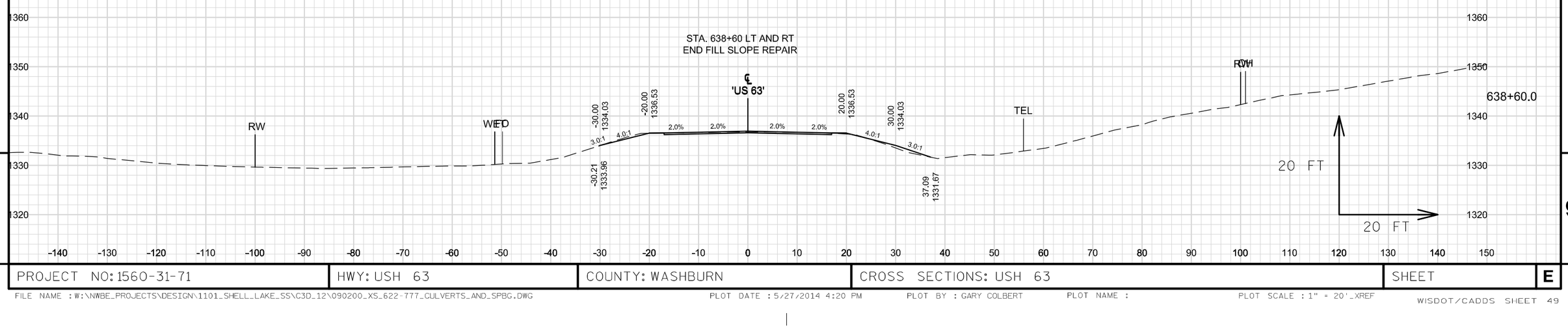

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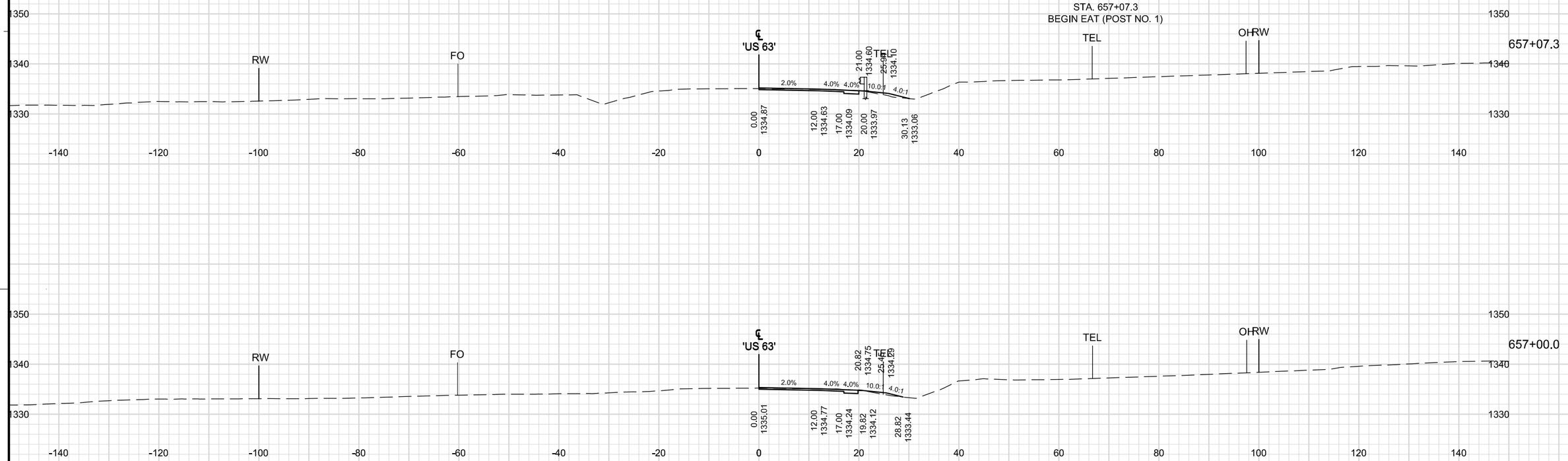
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E



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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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PLOT DATE : 5/27/2014 4:21 PM
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PLOT NAME :
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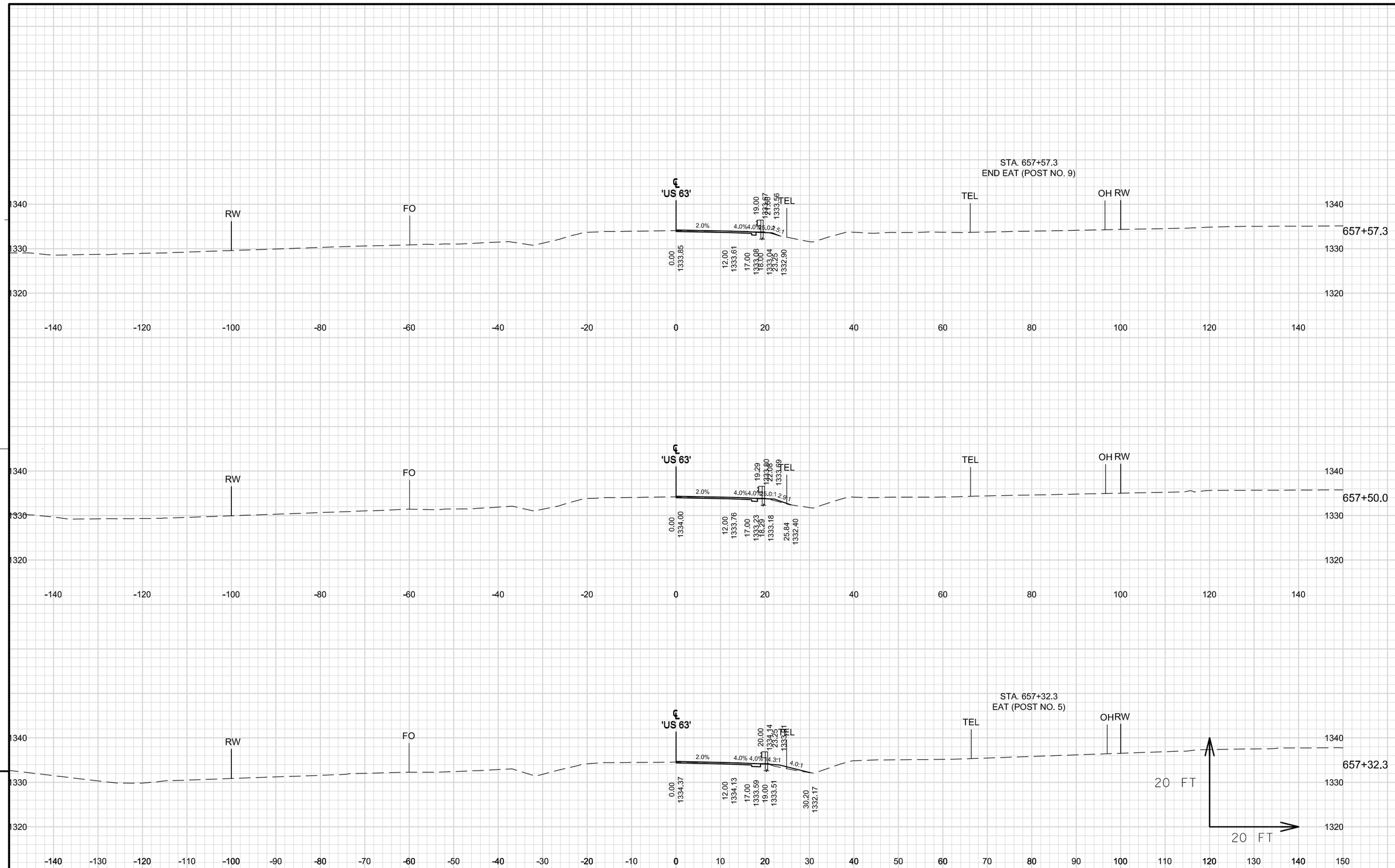
WISDOT/CADDS SHEET 49



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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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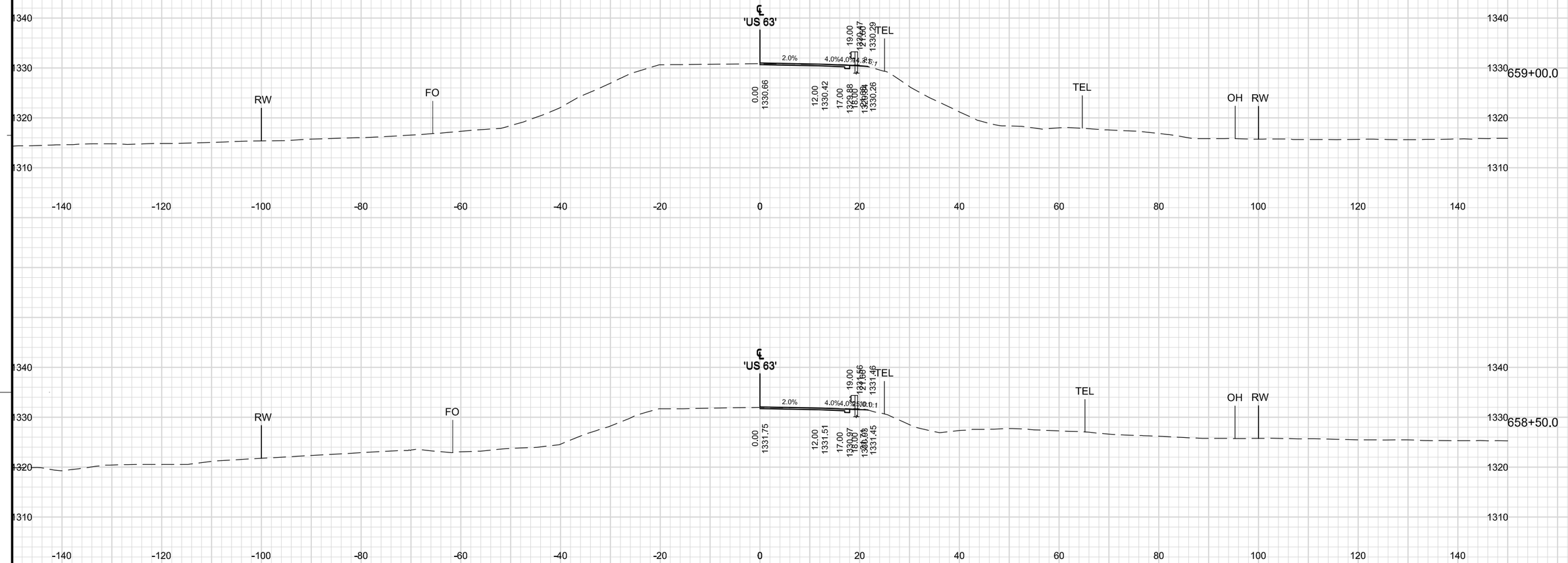

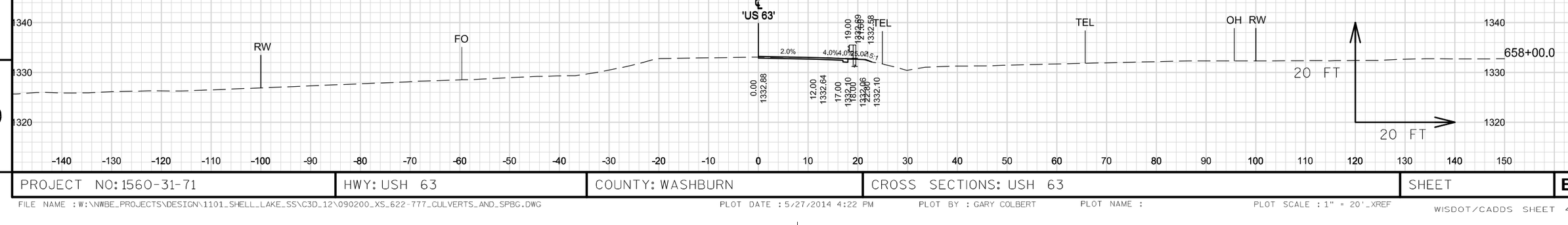

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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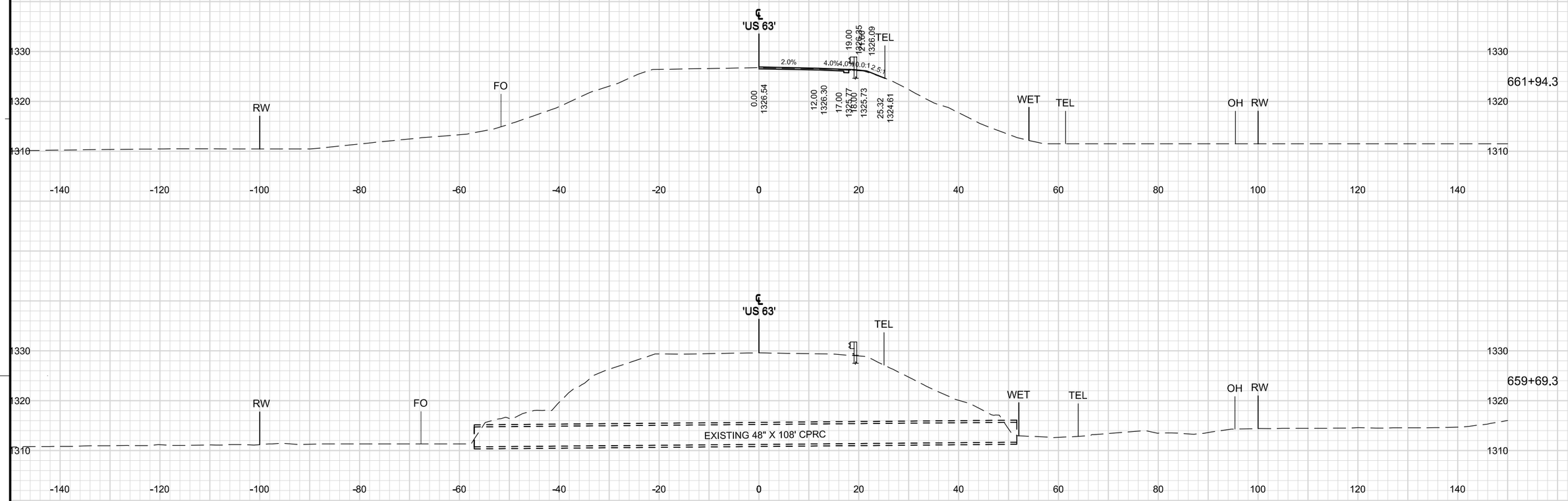

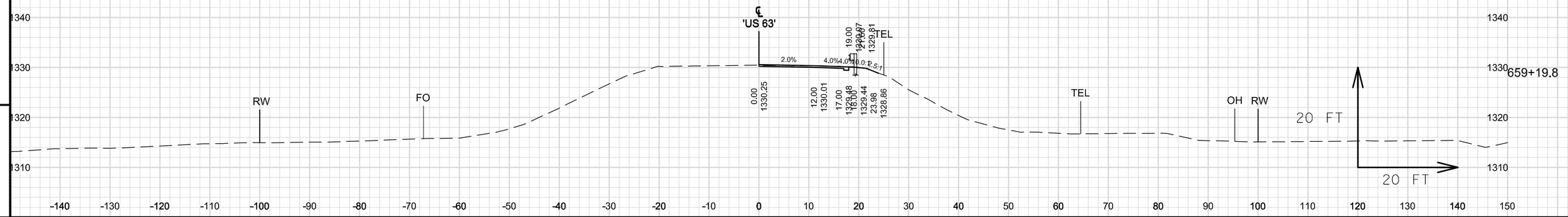

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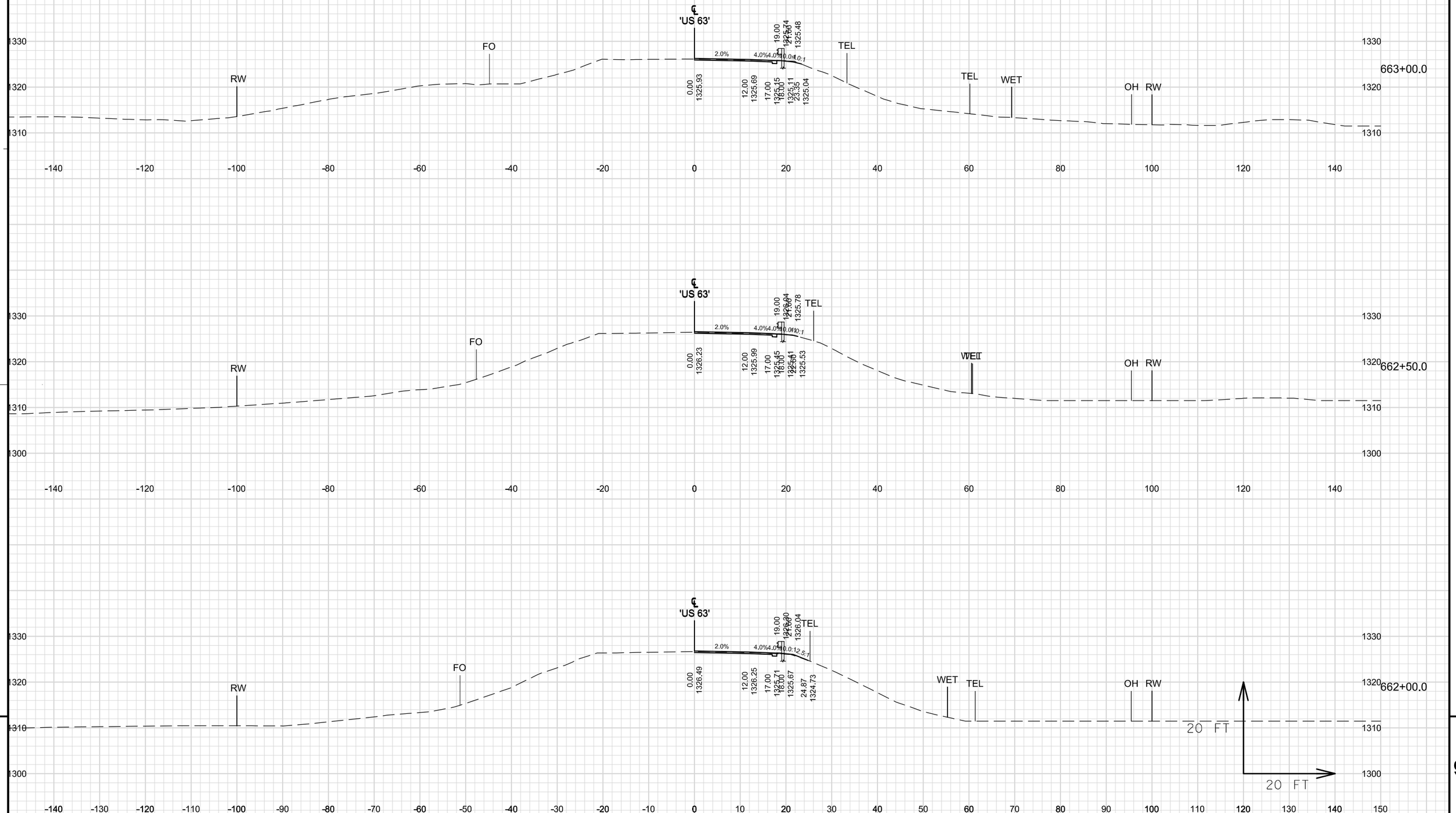
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E



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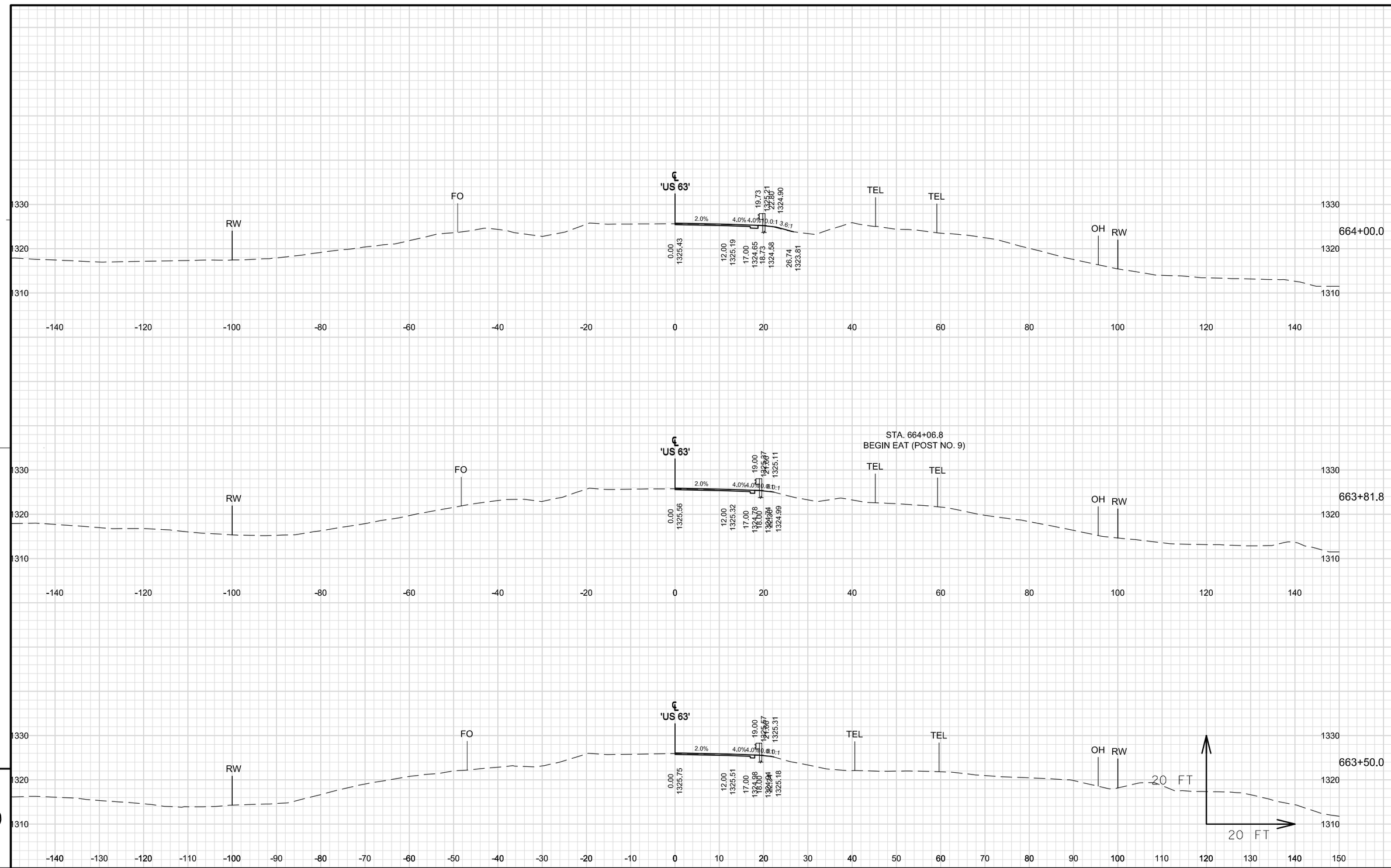
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E



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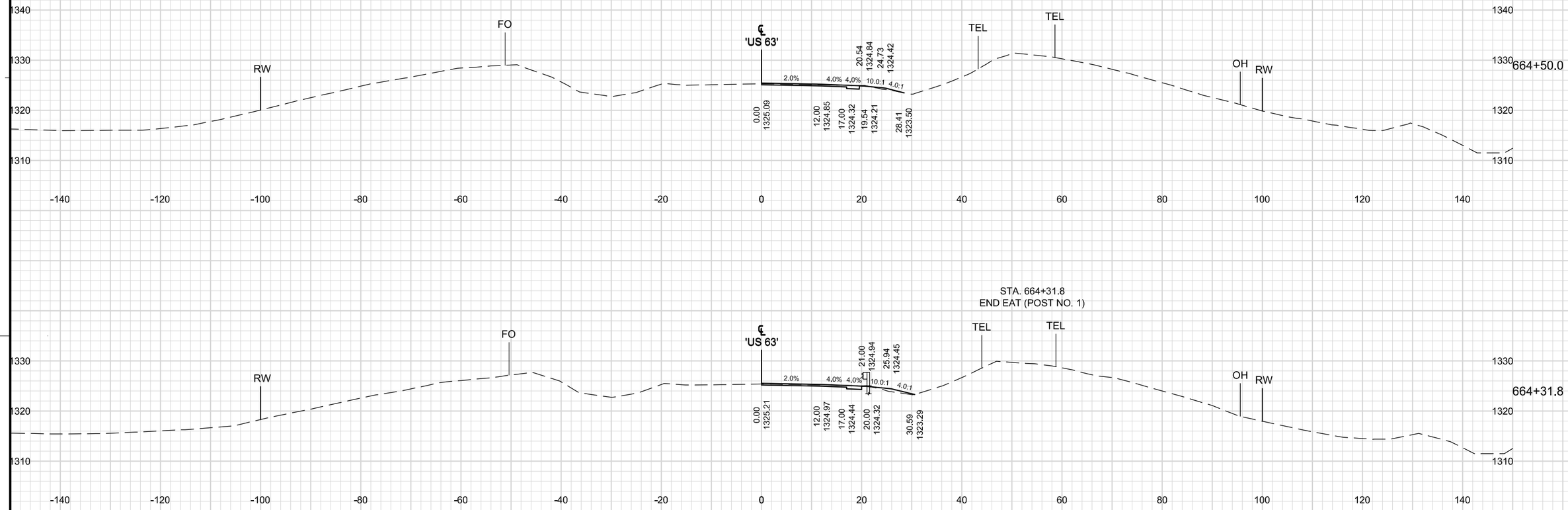
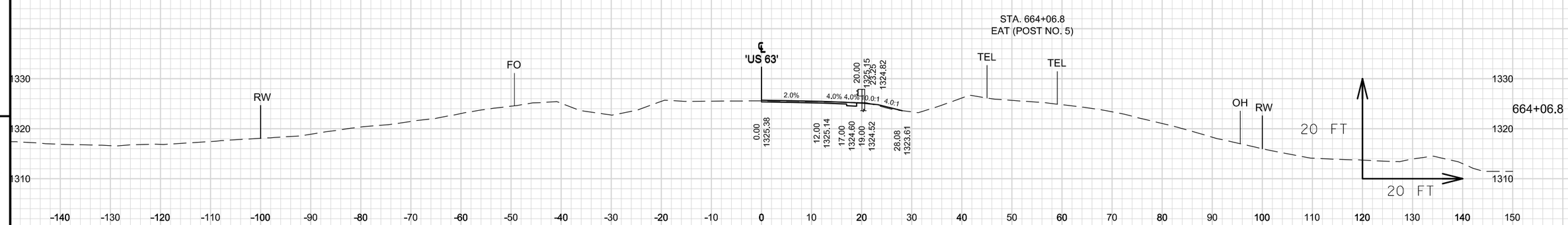
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E





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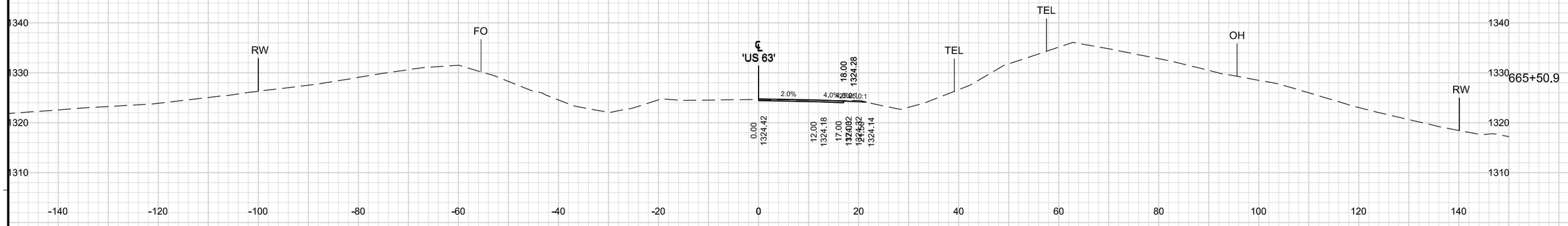
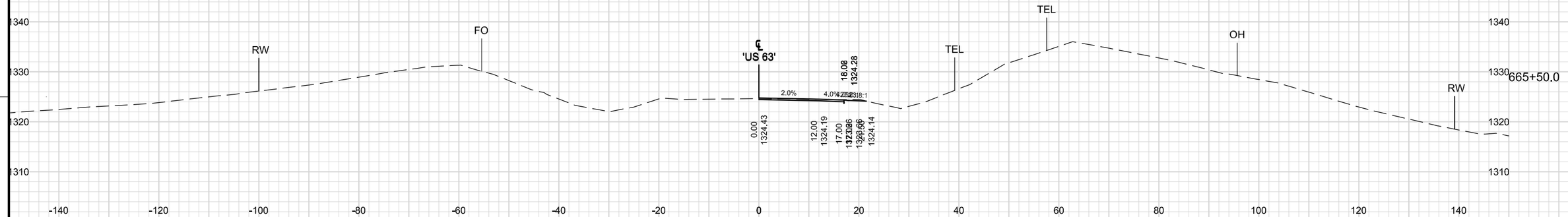
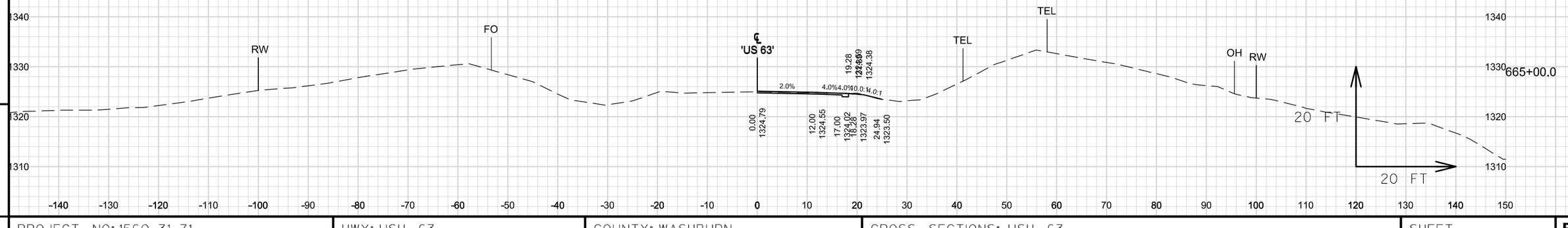
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

STA. 665+50.9 RT
END TERMINAL WIDENING







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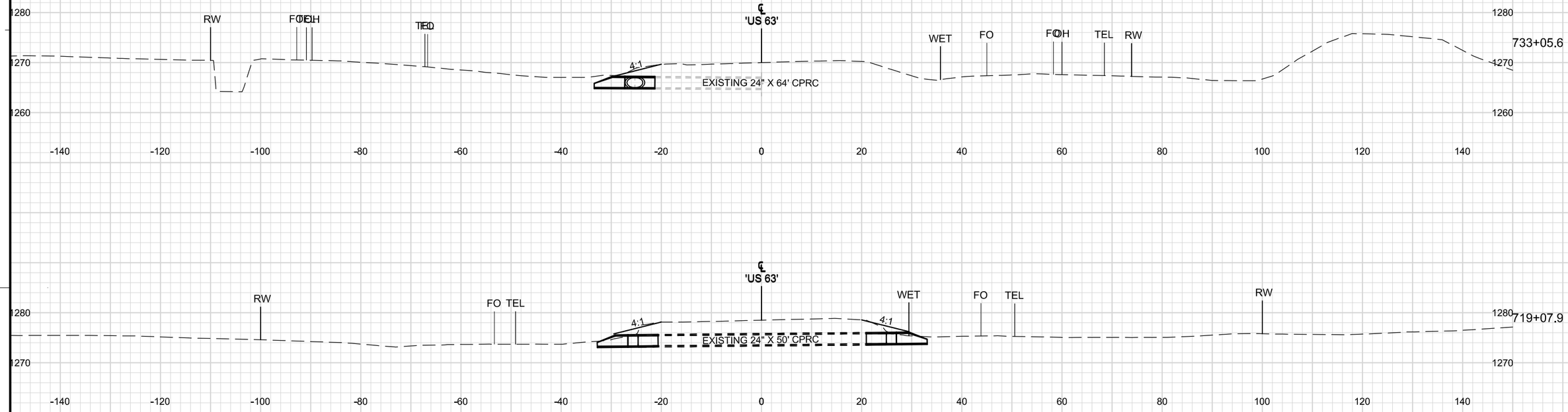
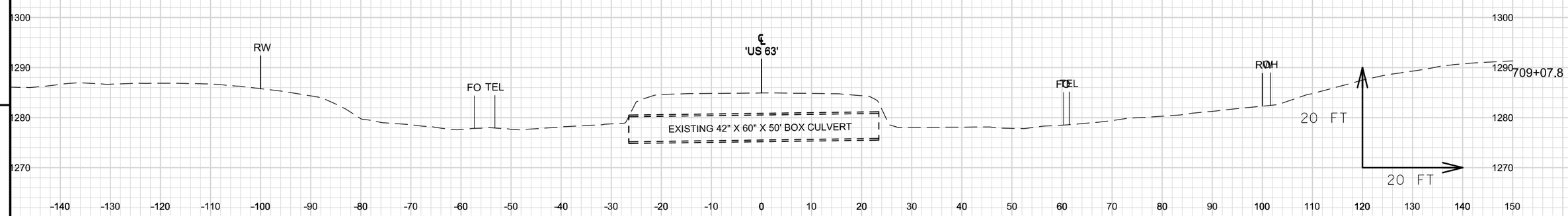
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E





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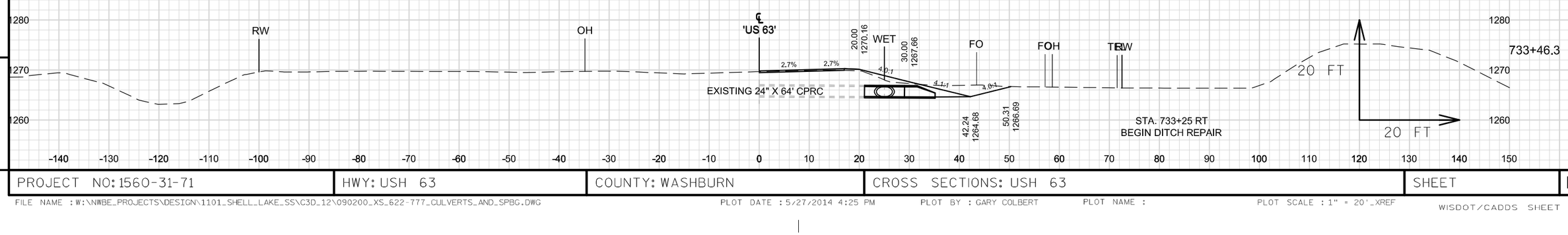
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E



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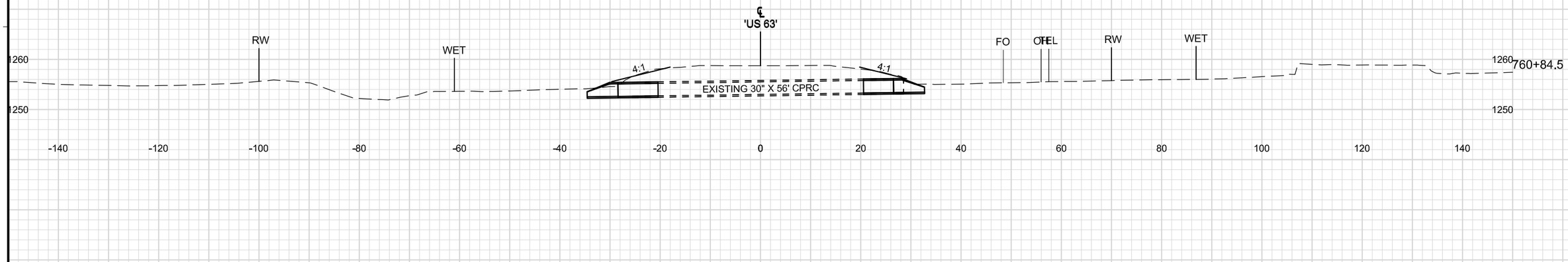
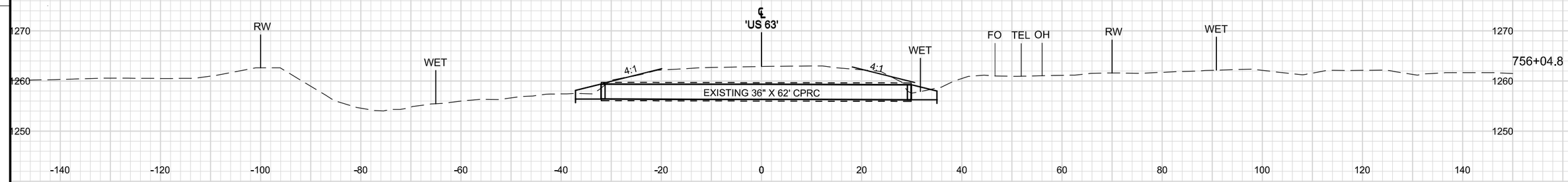
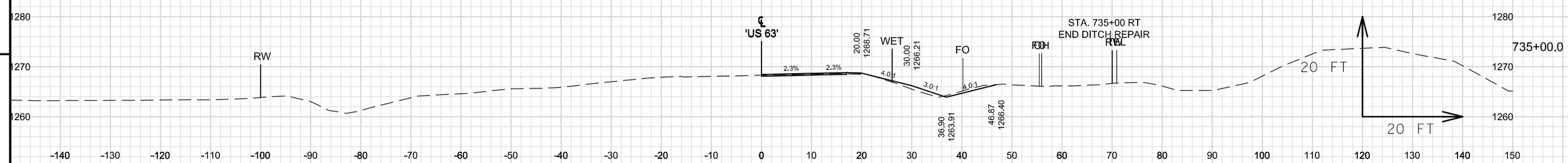
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E







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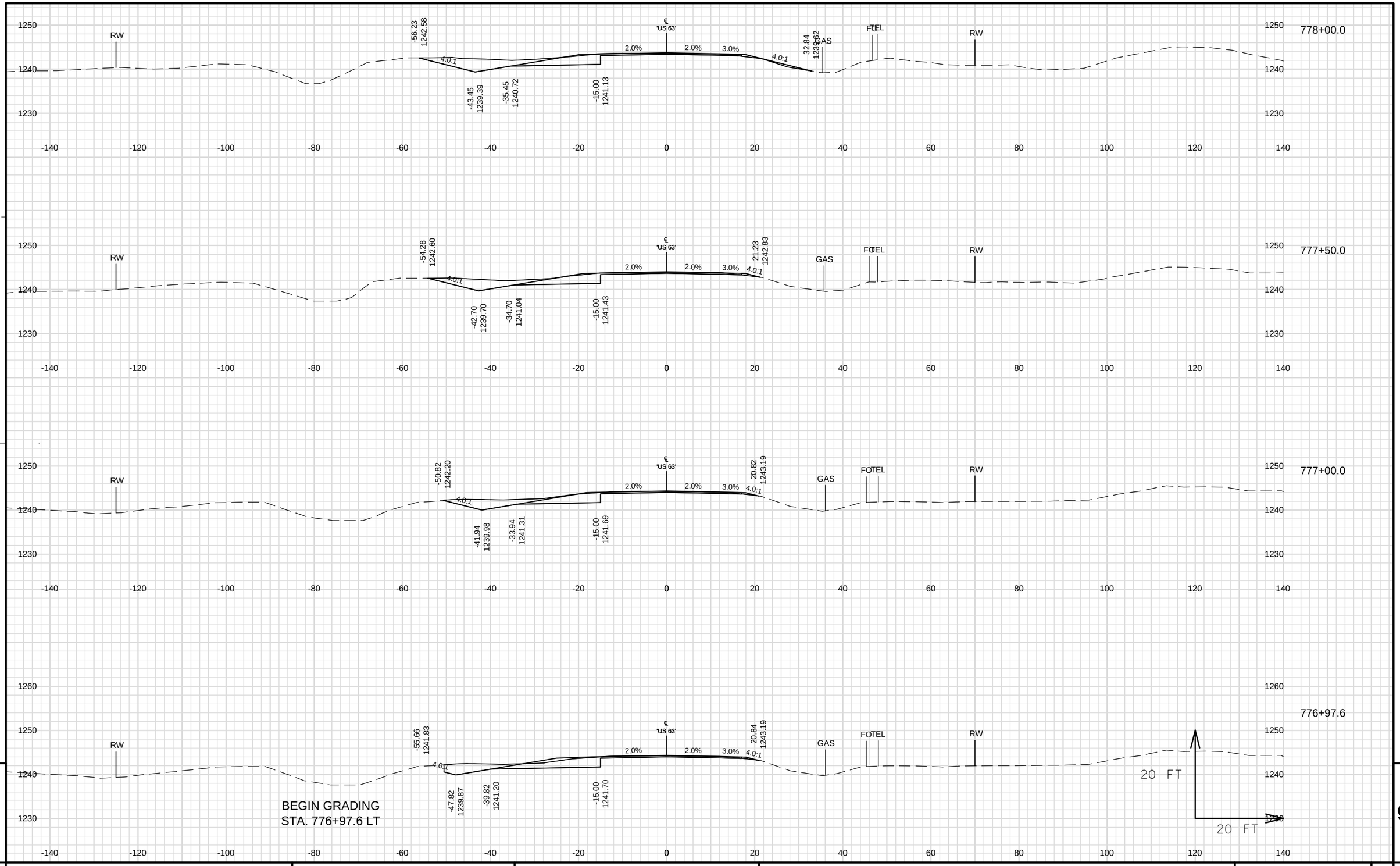
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090200_XS_622-777_CULVERTS_AND_SPBG.DWG PLOT DATE : 5/27/2014 4:25 PM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1" = 20'_XREF



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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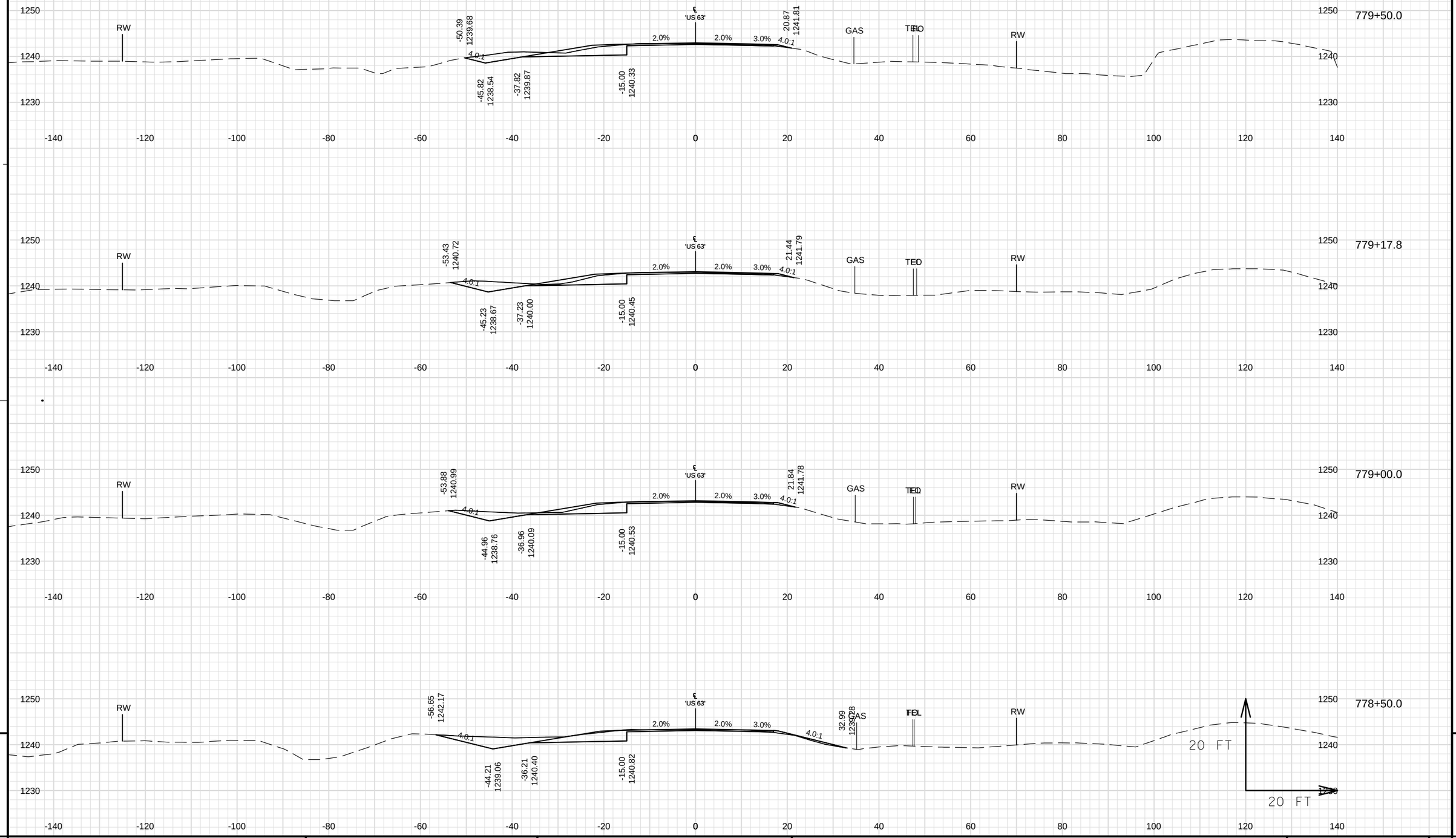

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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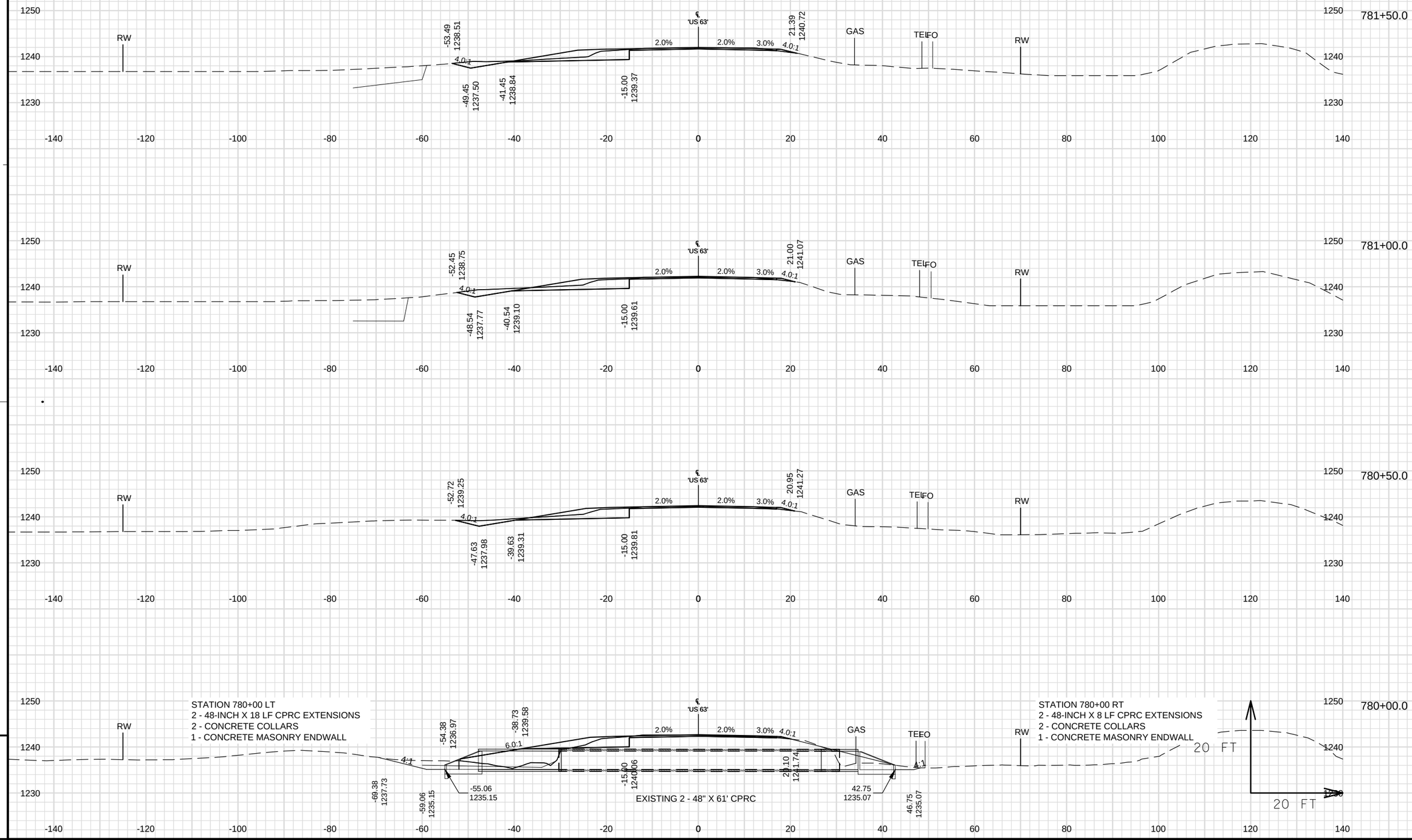

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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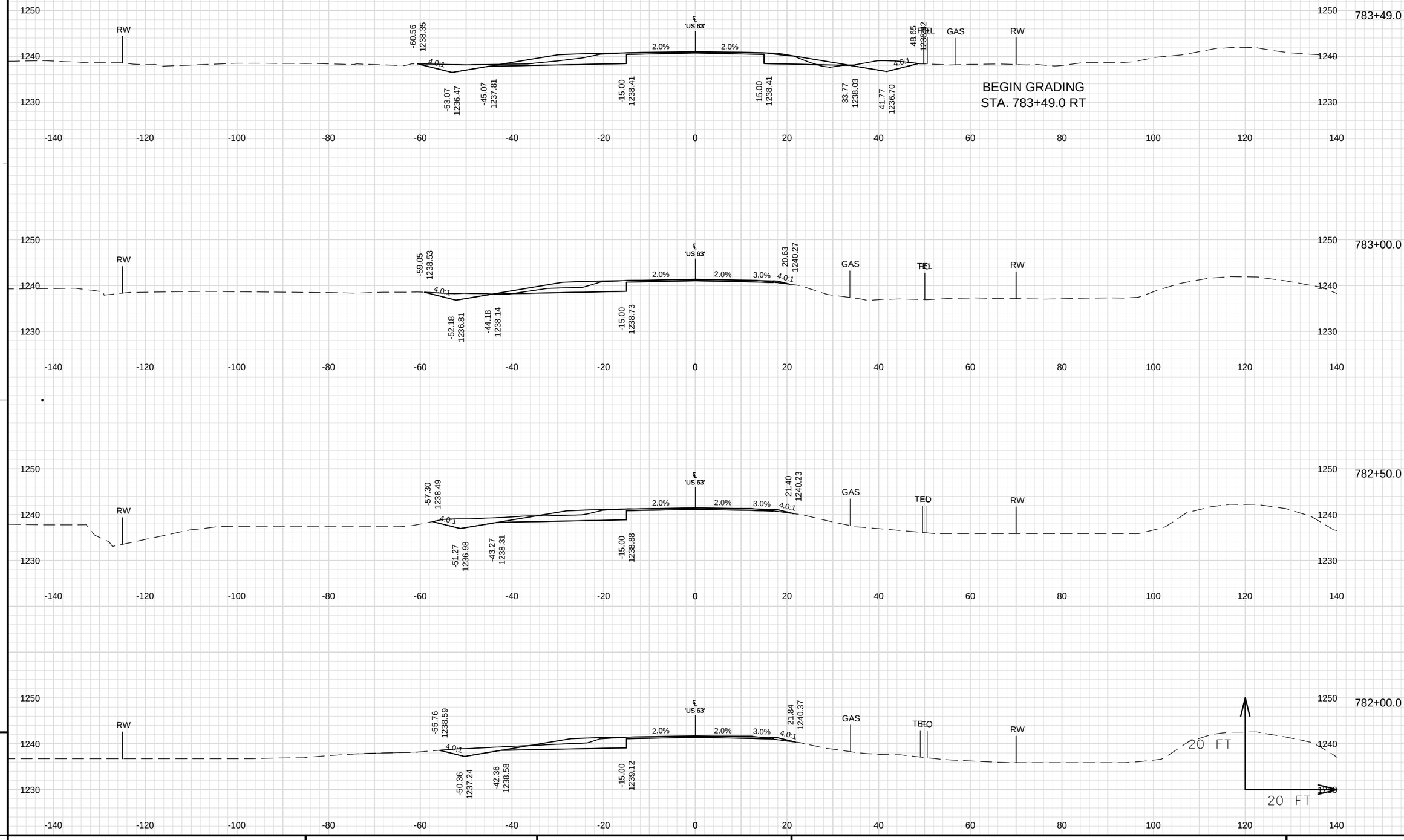

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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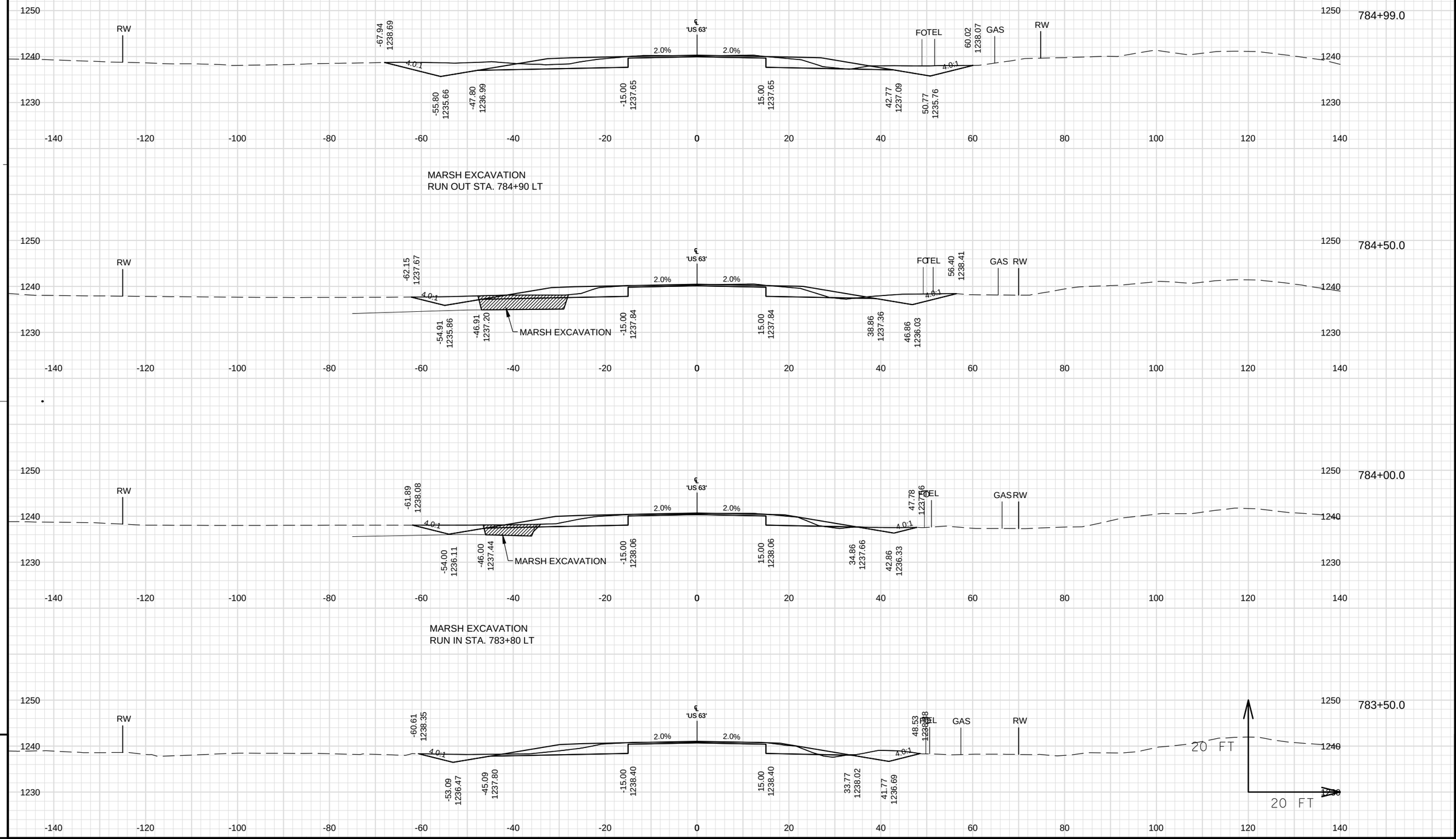

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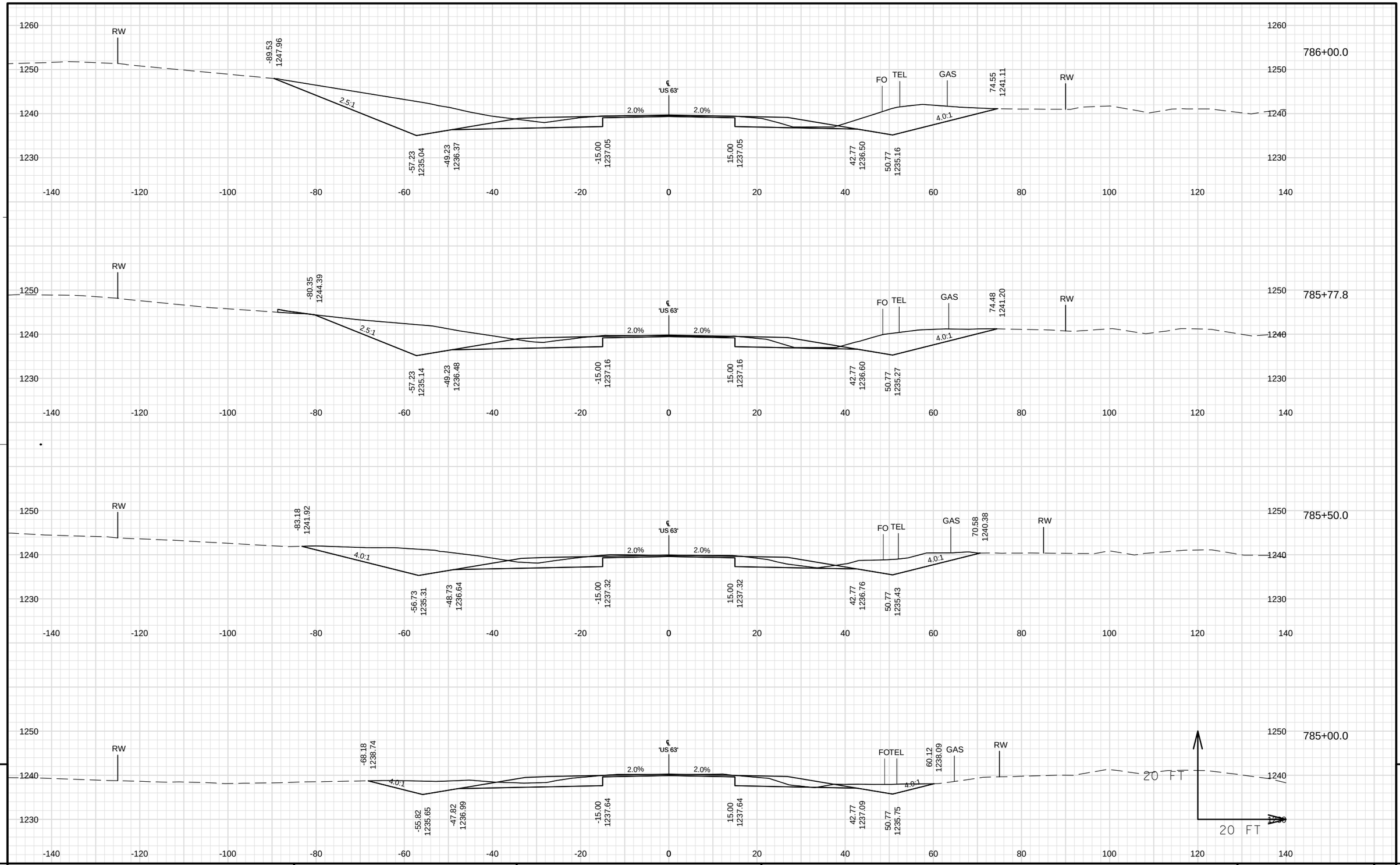
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 4/17/2014 3:22 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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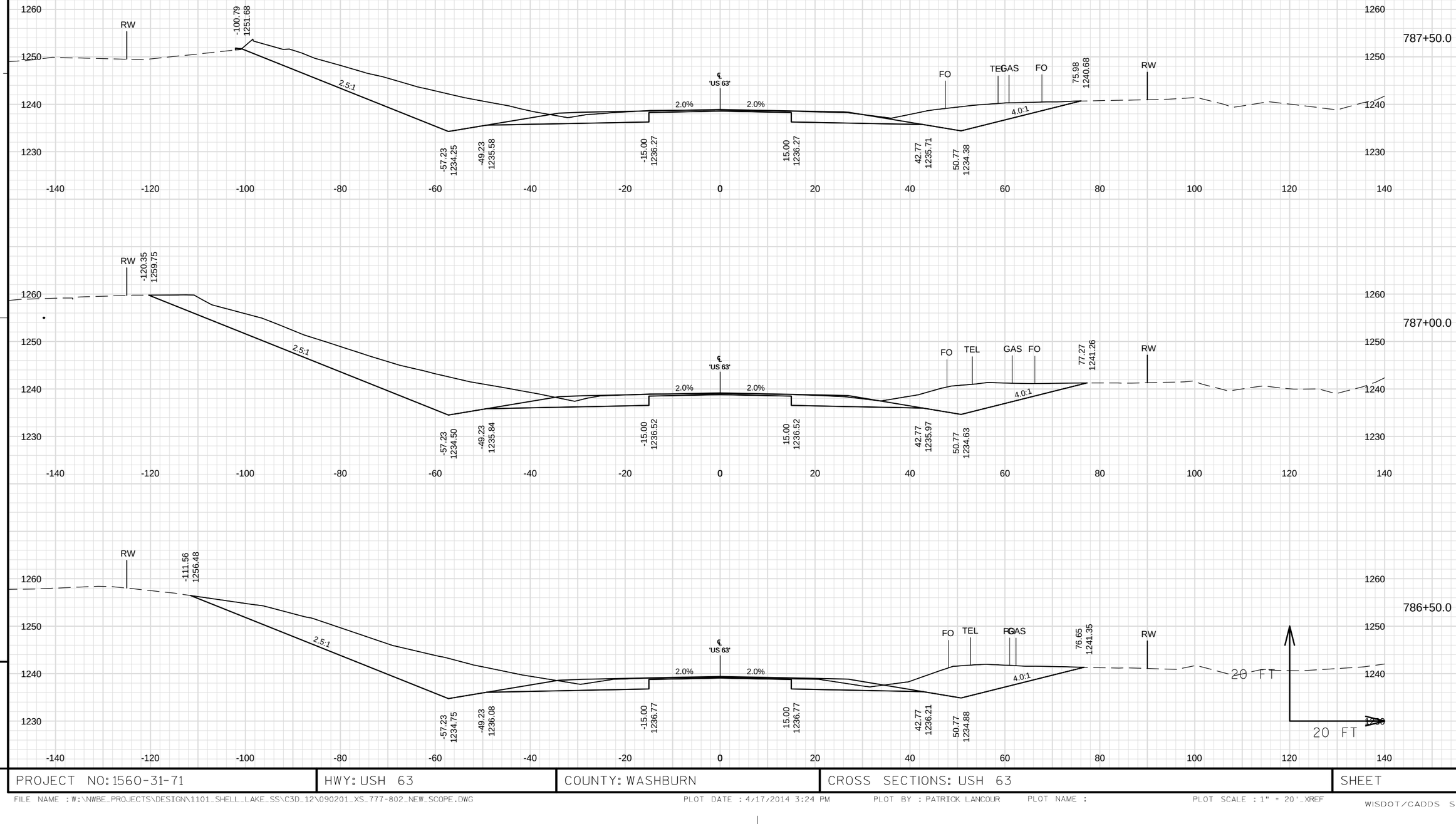

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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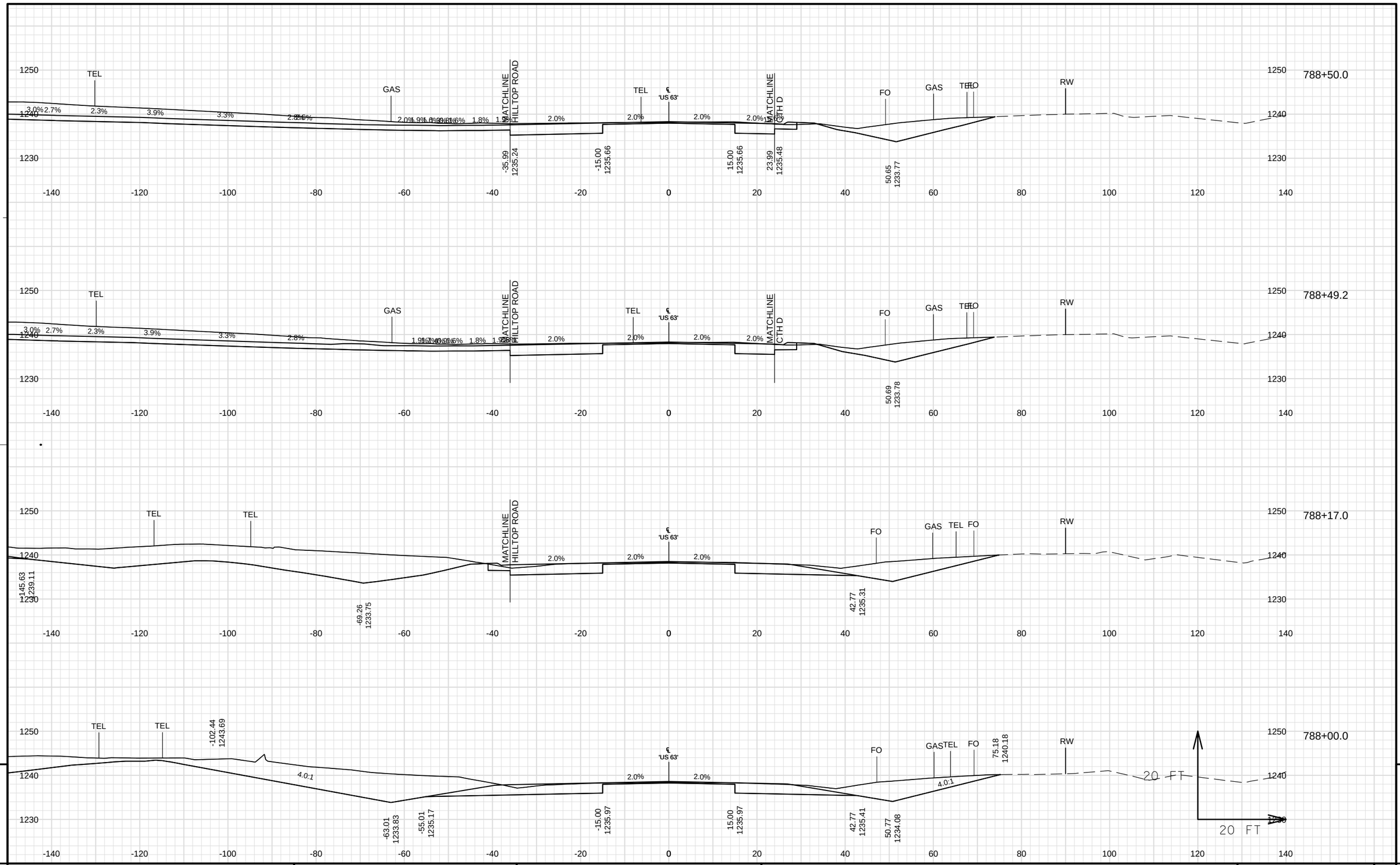
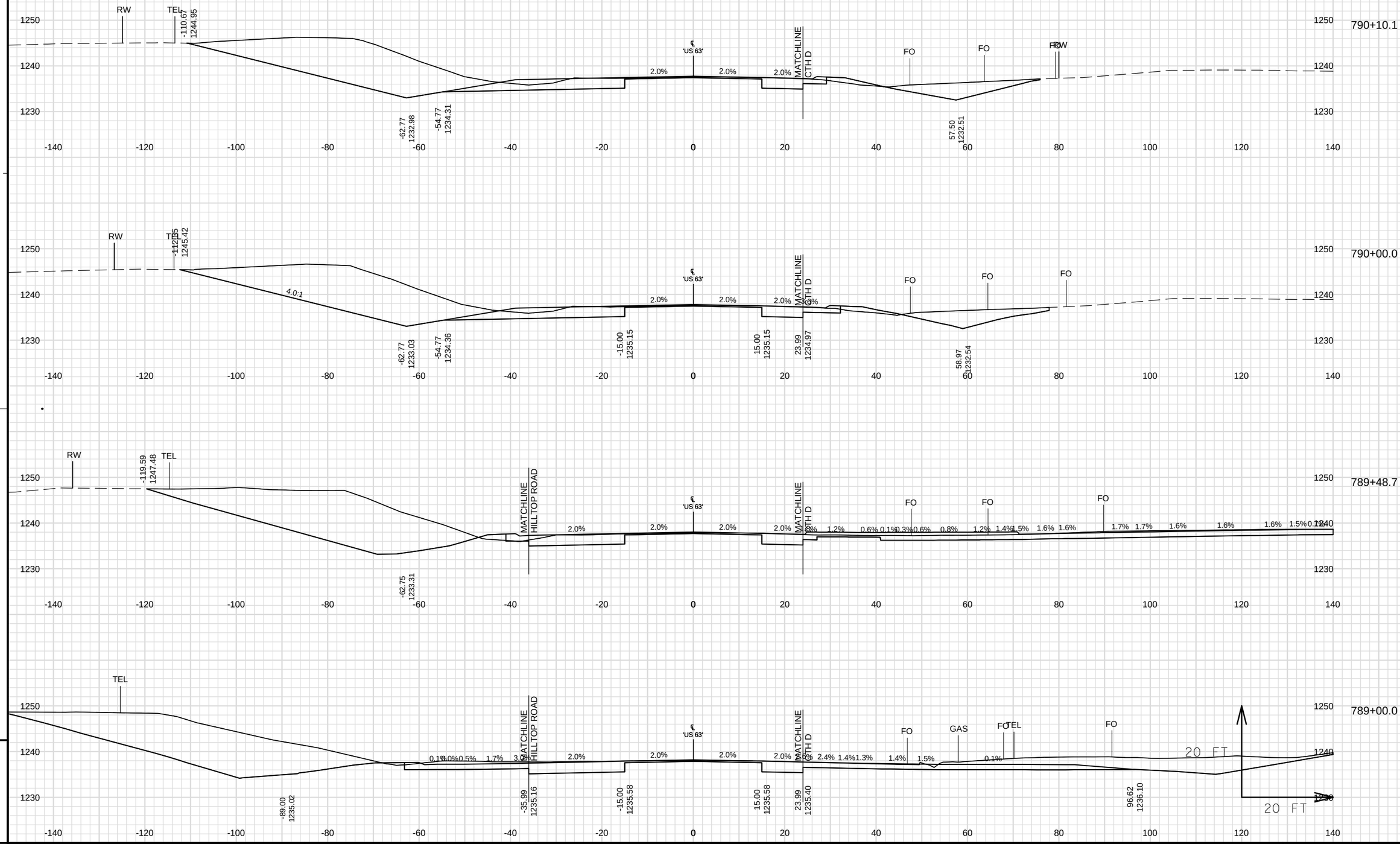


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 4/17/2014 3:25 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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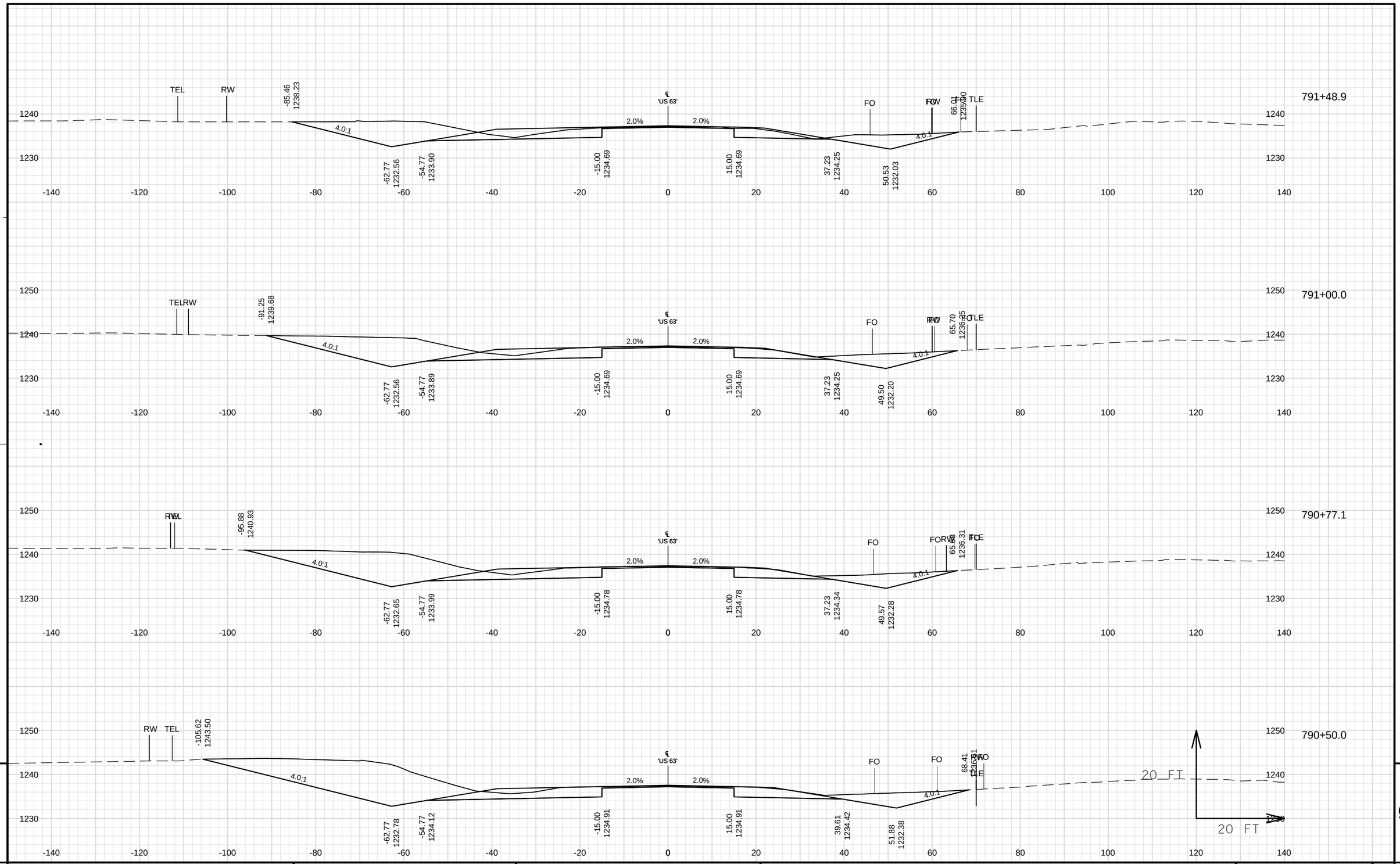
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 4/17/2014 3:27 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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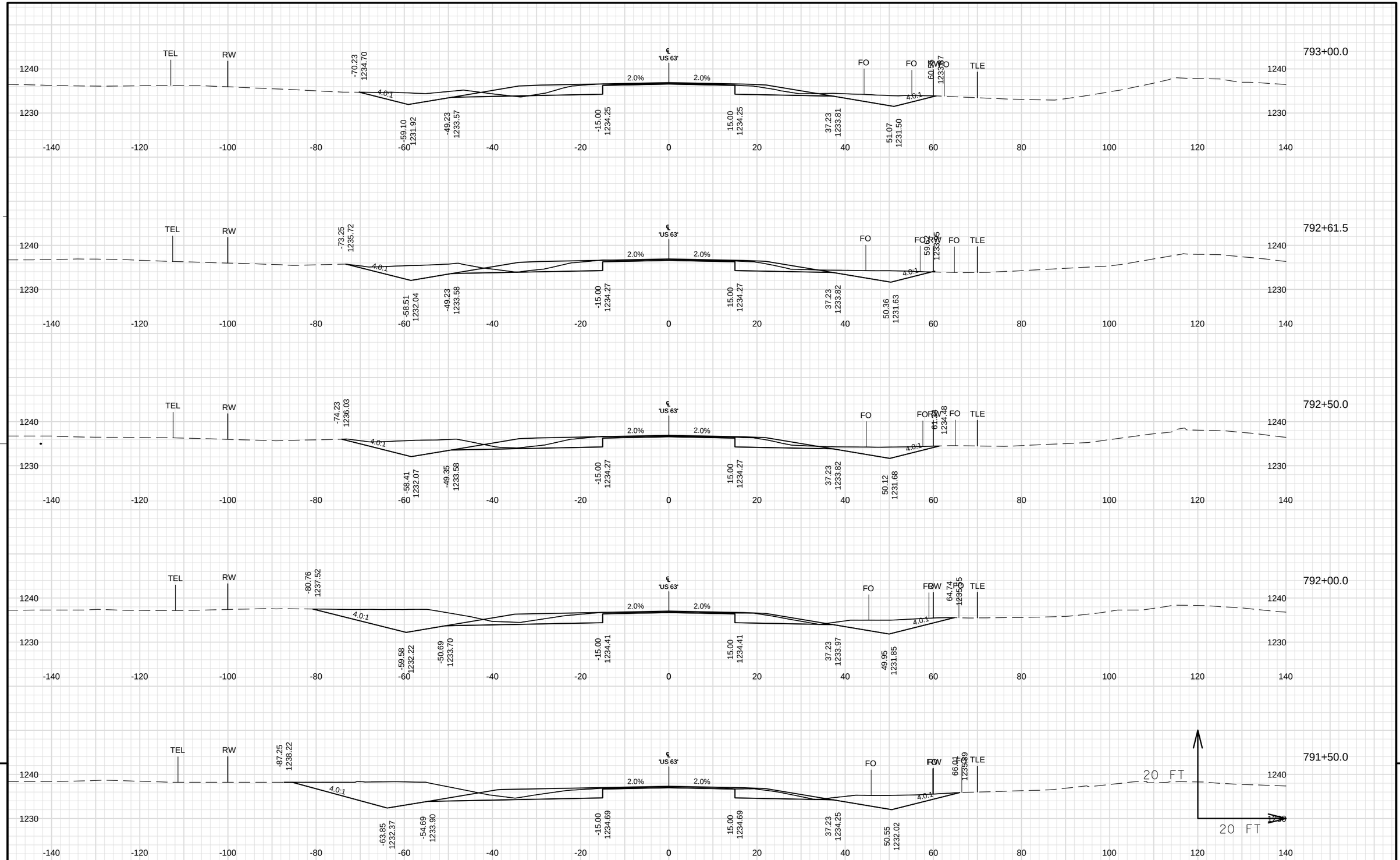
WISDOT/CADDS SHEET 49



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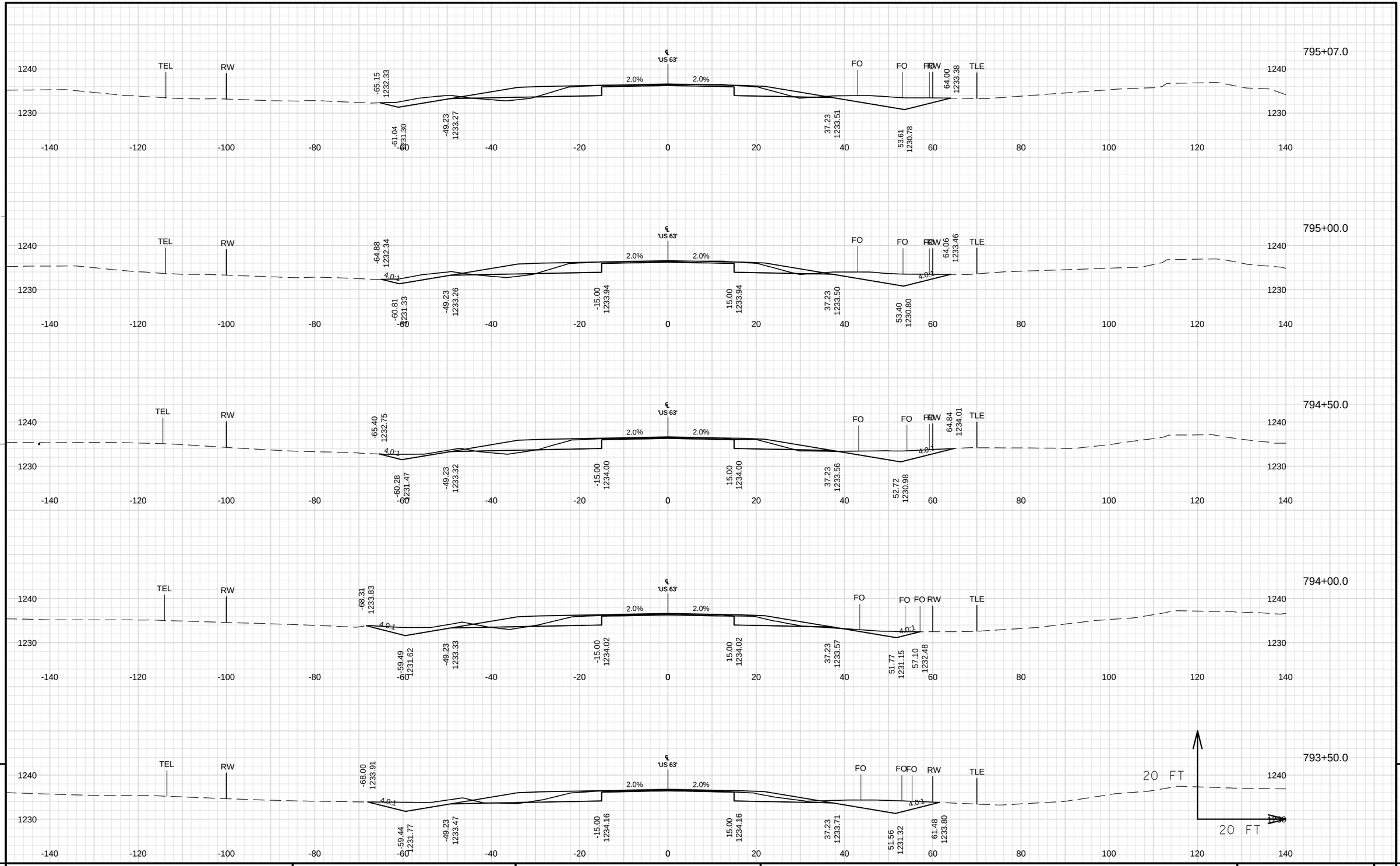
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 4/17/2014 3:29 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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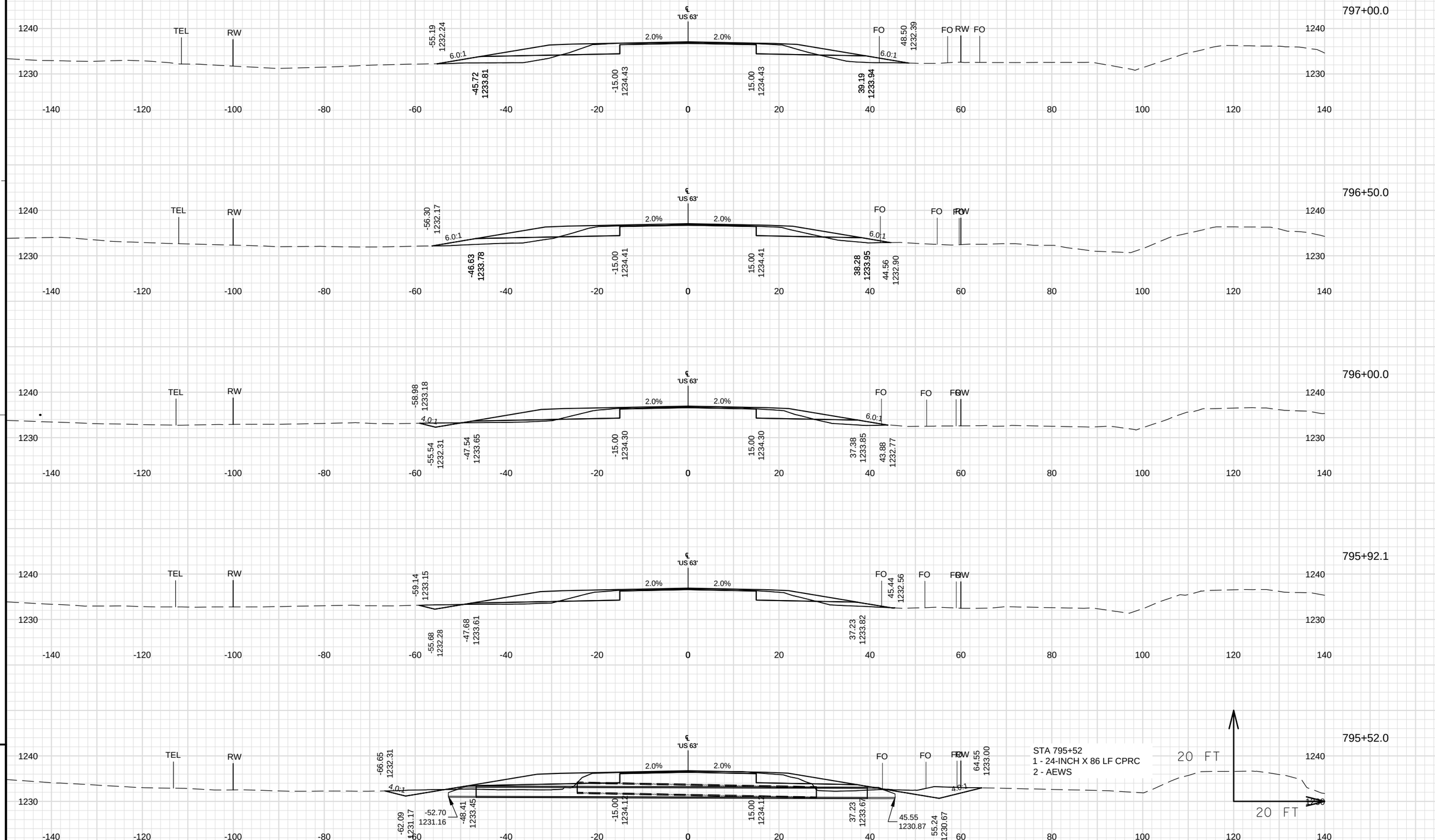
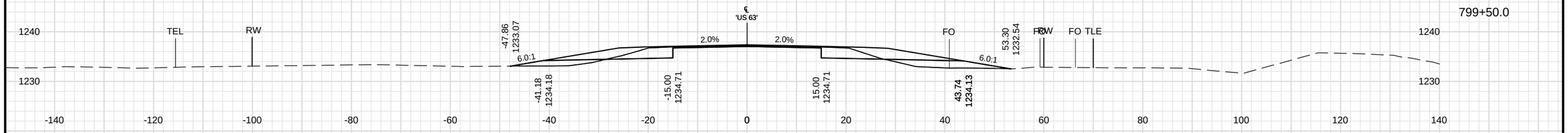
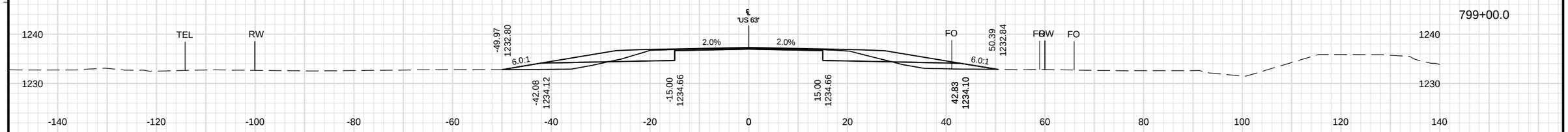
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

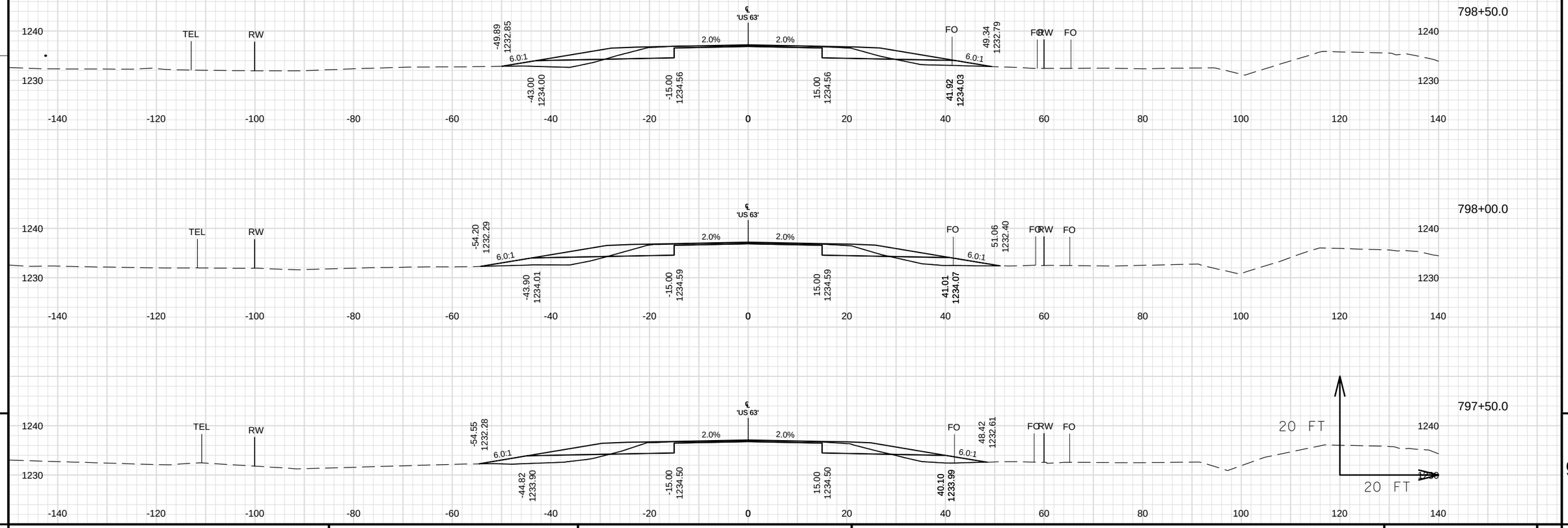


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090201_XS_777-802_NEW_SCOPE.DWG PLOT DATE : 4/17/2014 3:31 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF







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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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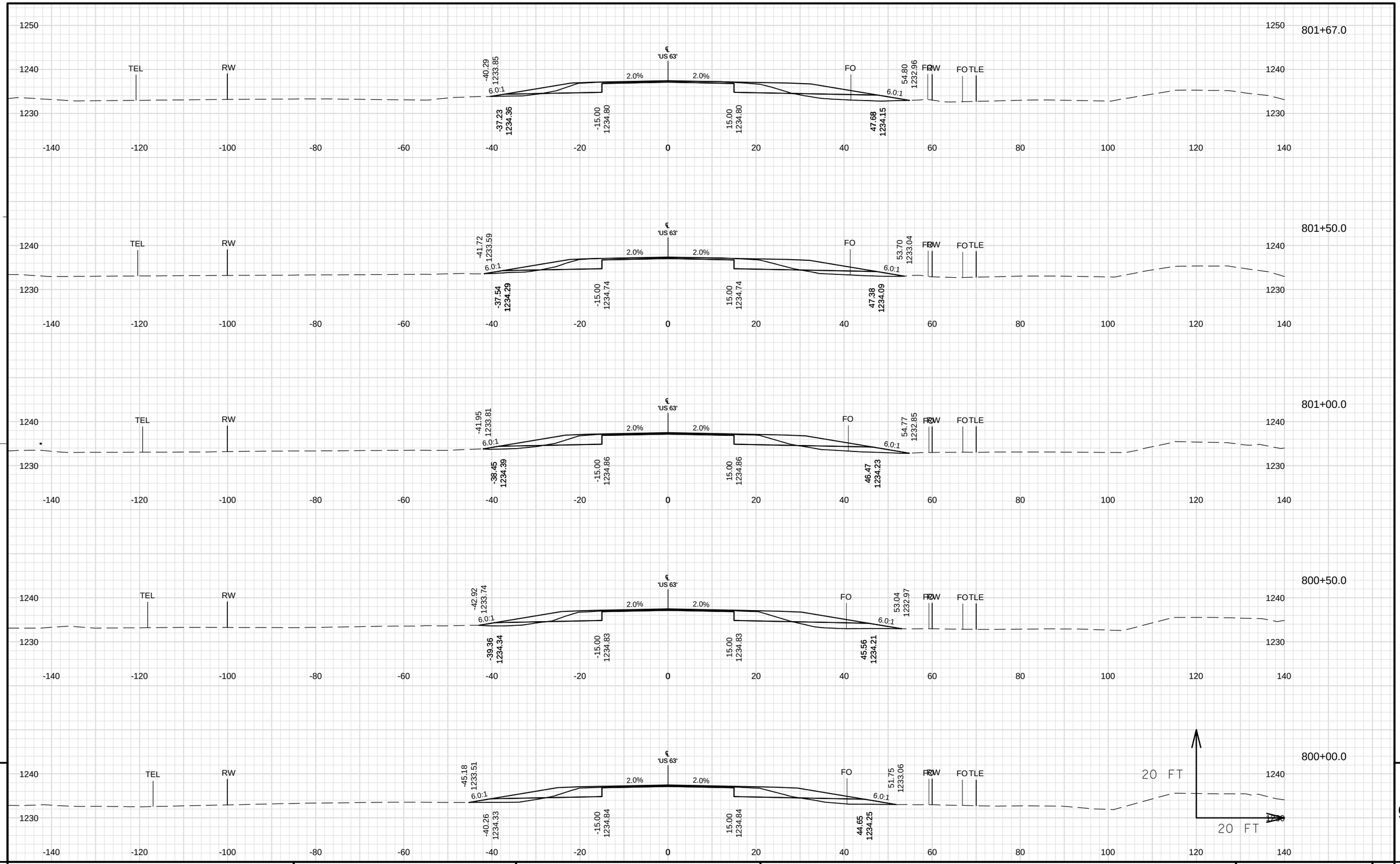

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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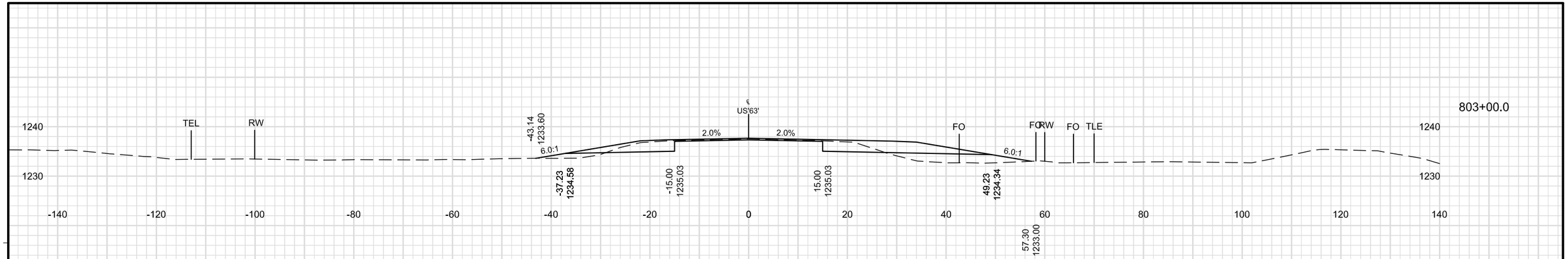

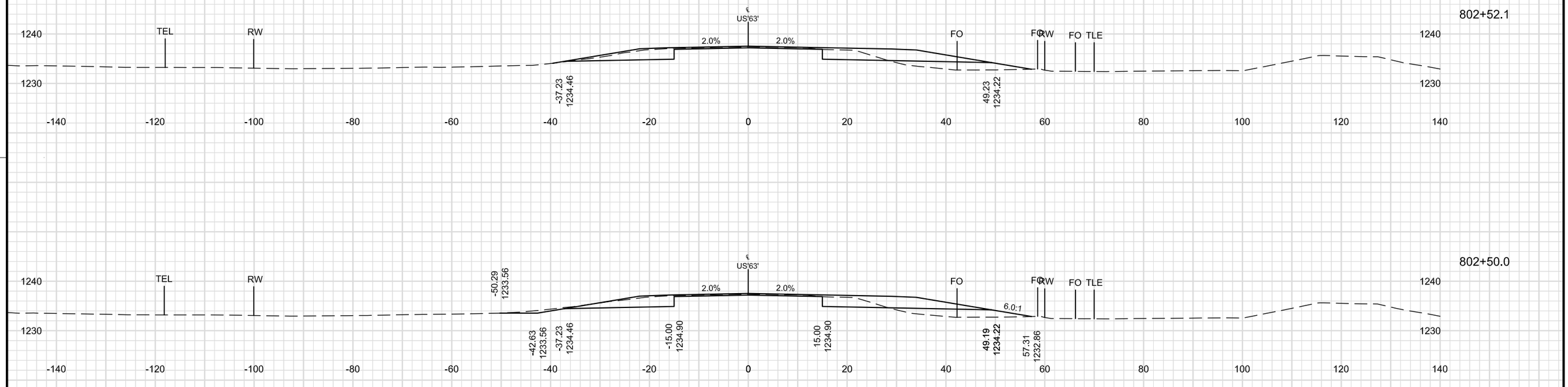

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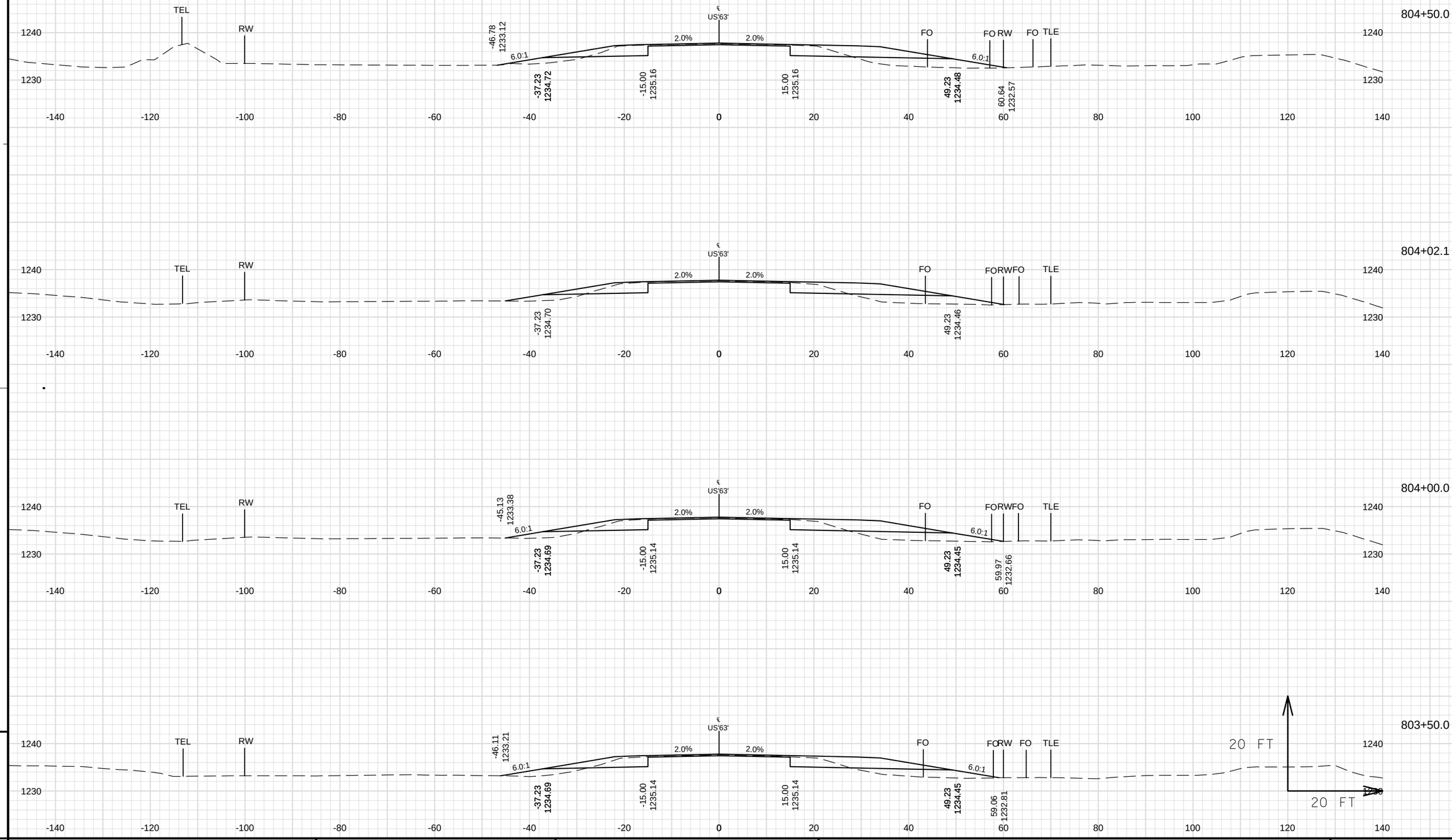
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E



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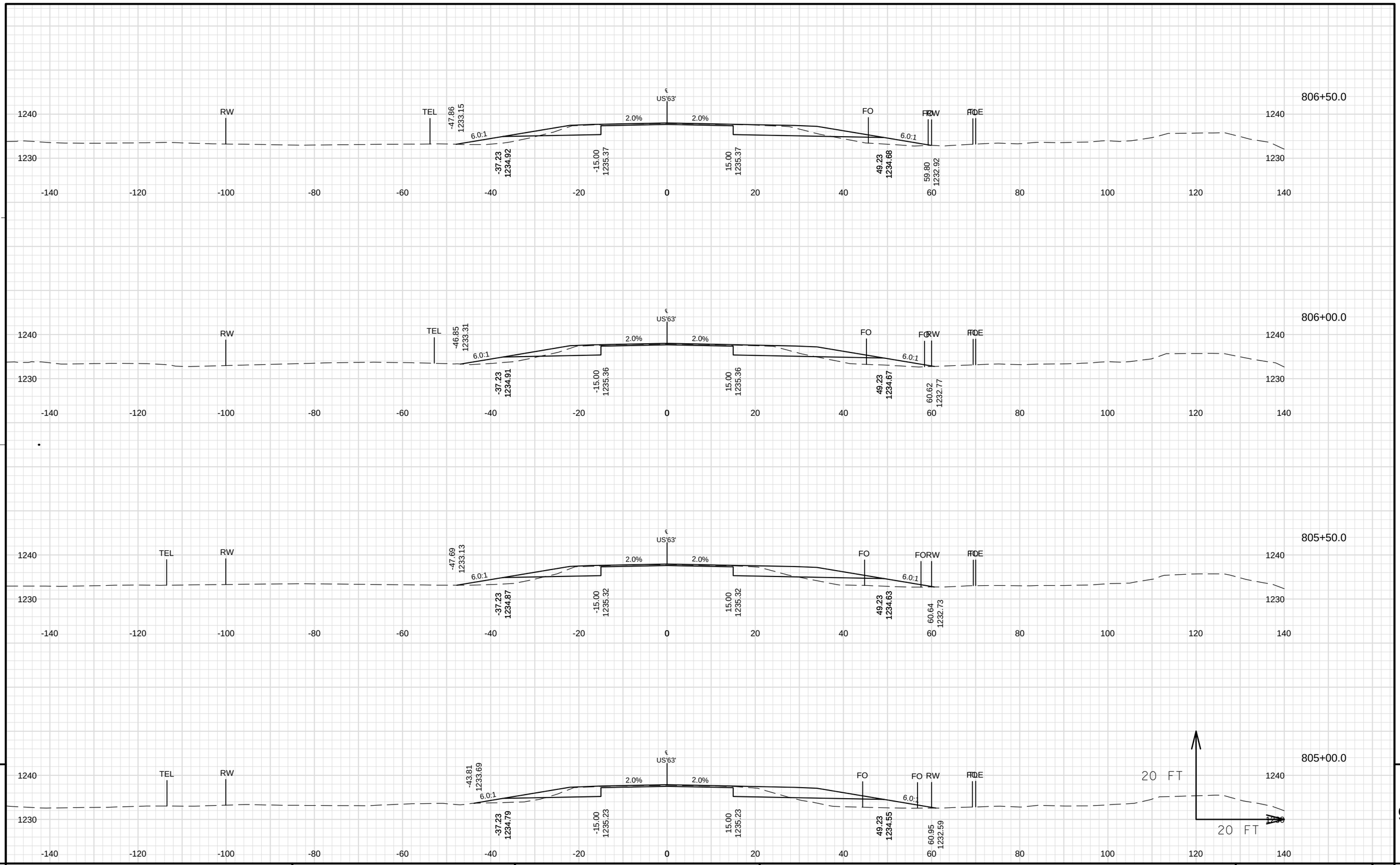
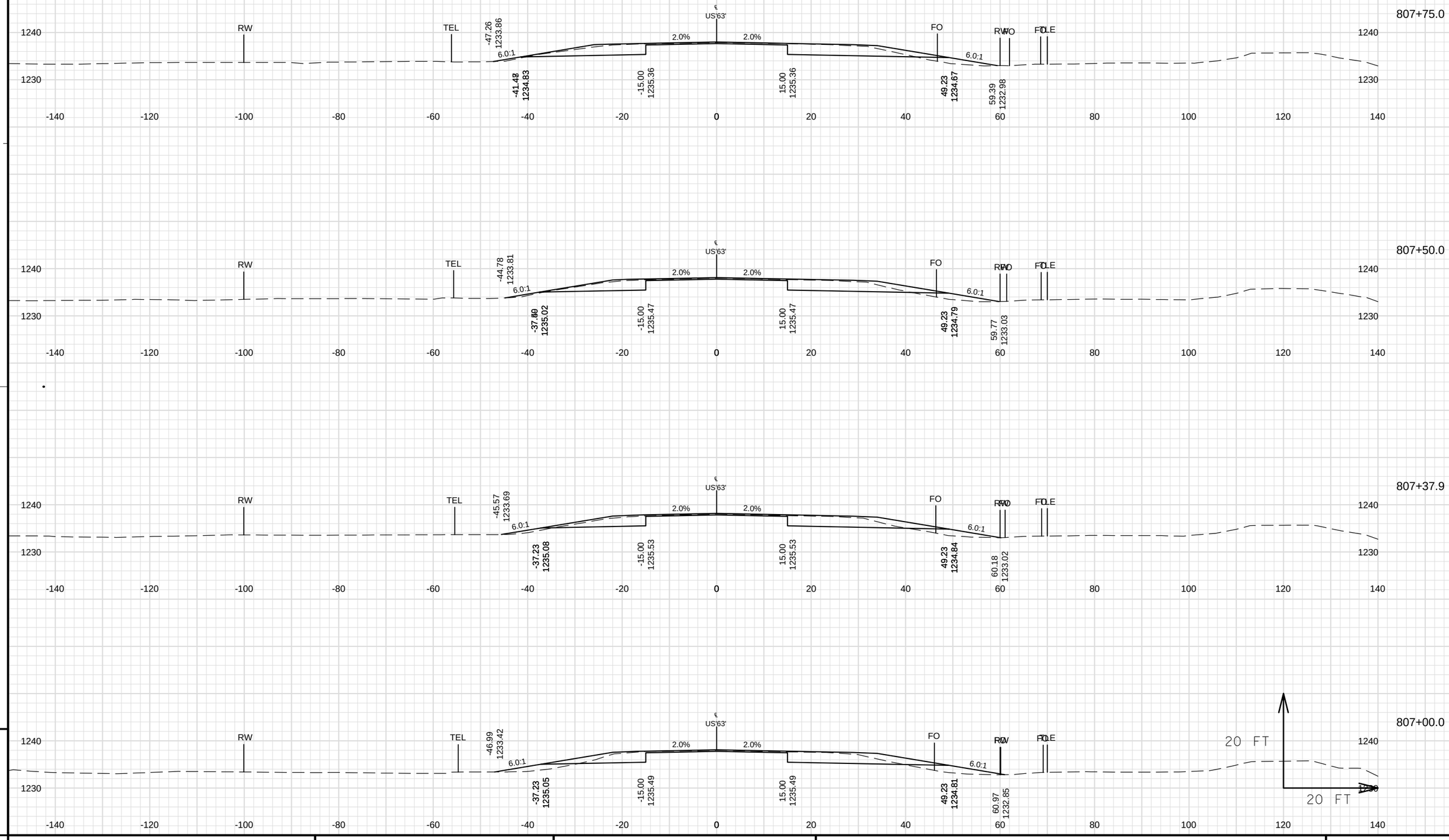
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 3/31/2014 12:03 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E



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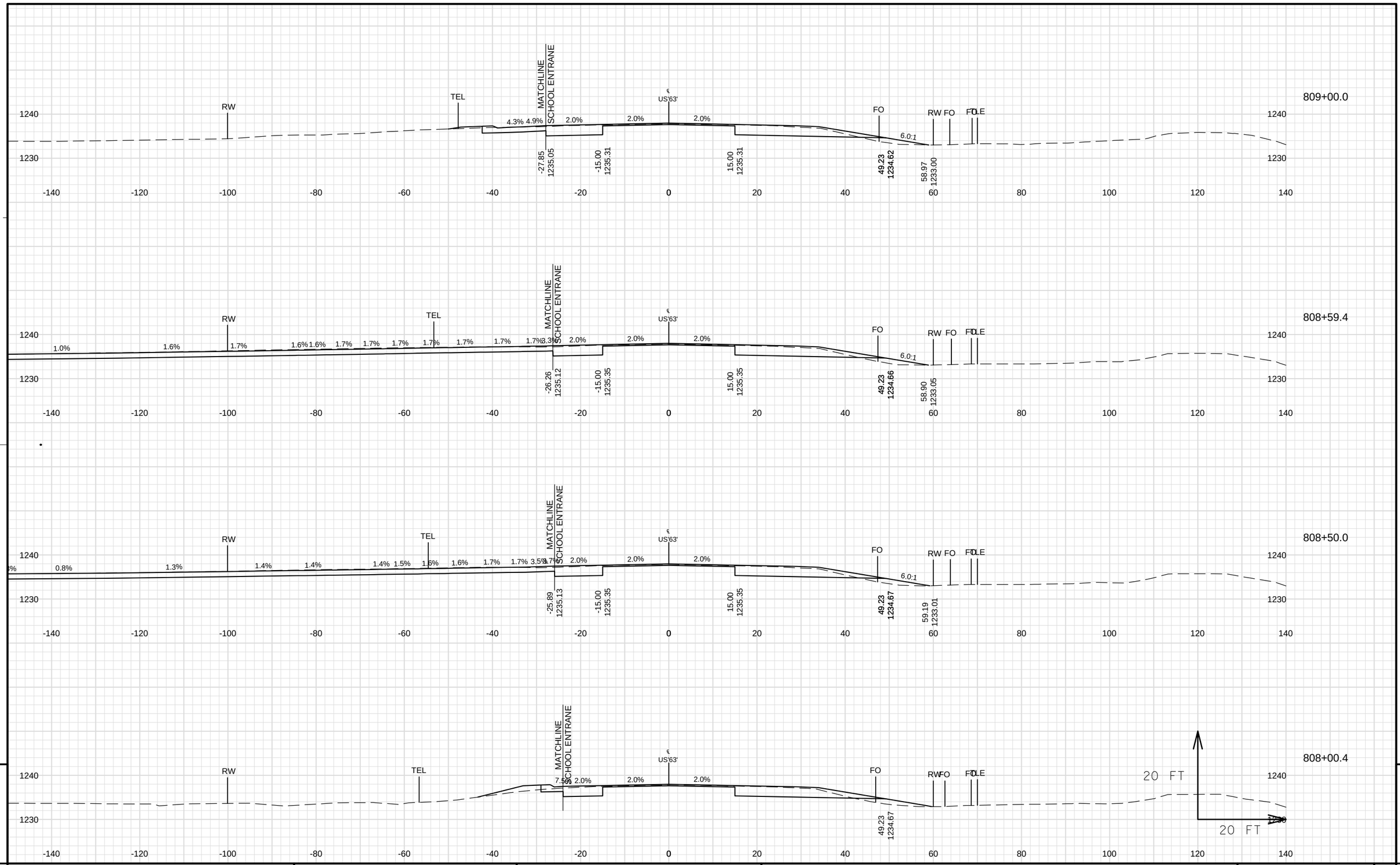
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 3/31/2014 12:05 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



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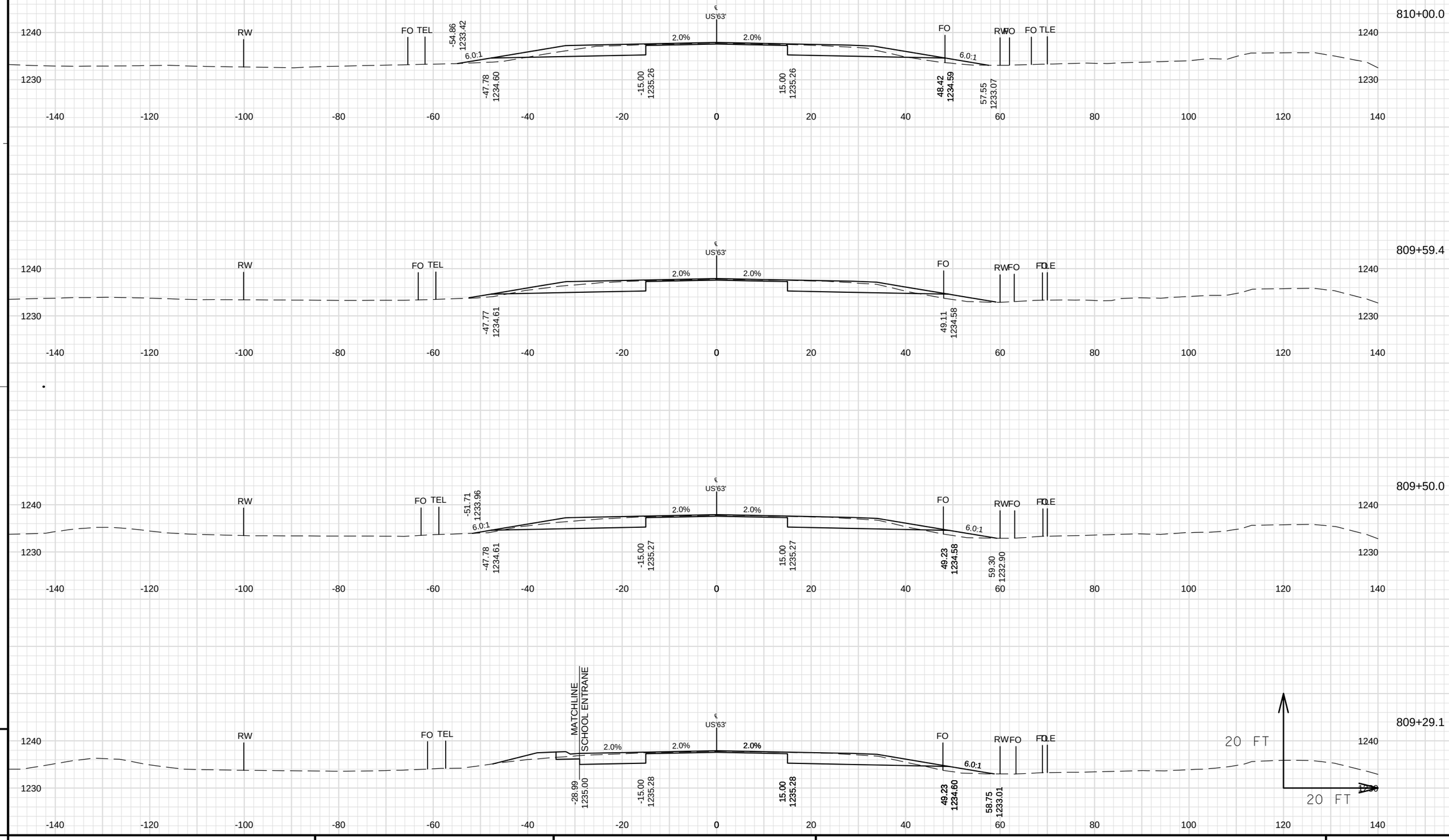
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 3/31/2014 12:06 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF
WISDOT/CADDS SHEET 49



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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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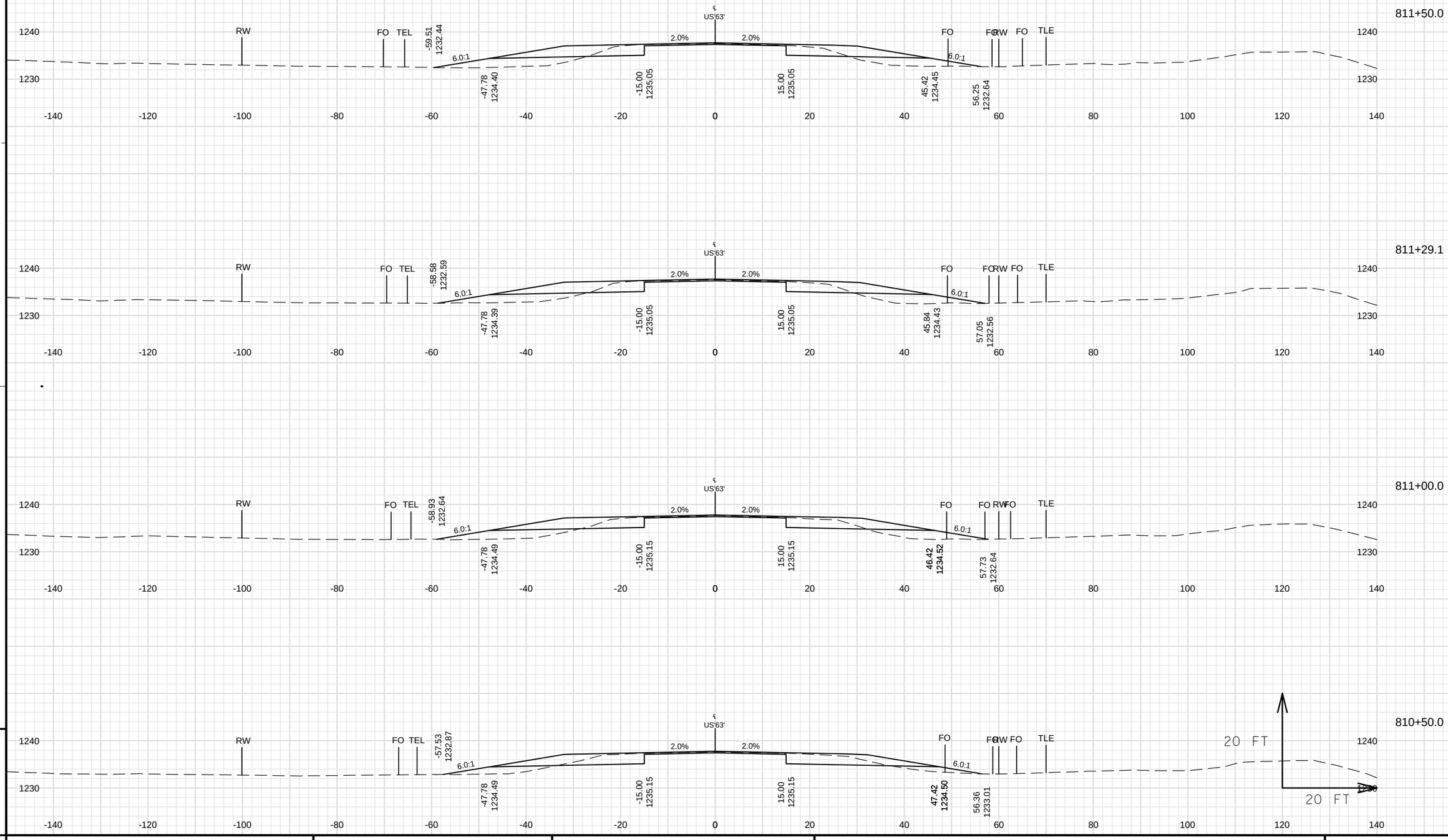
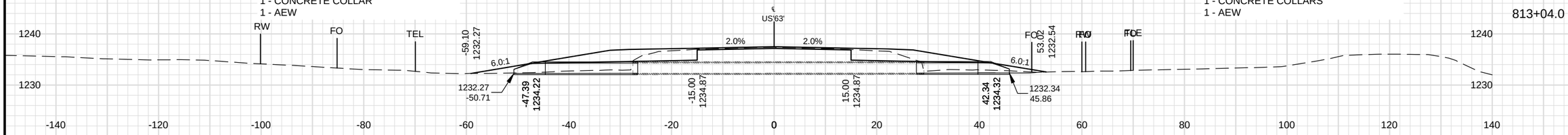


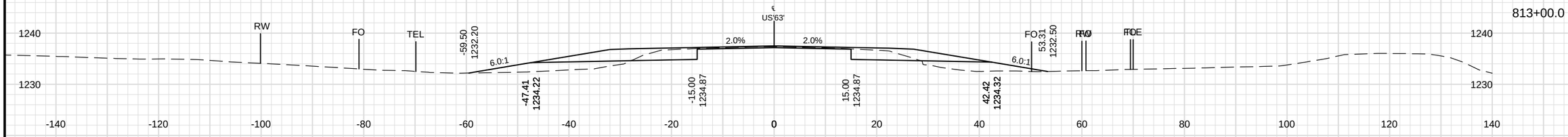
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

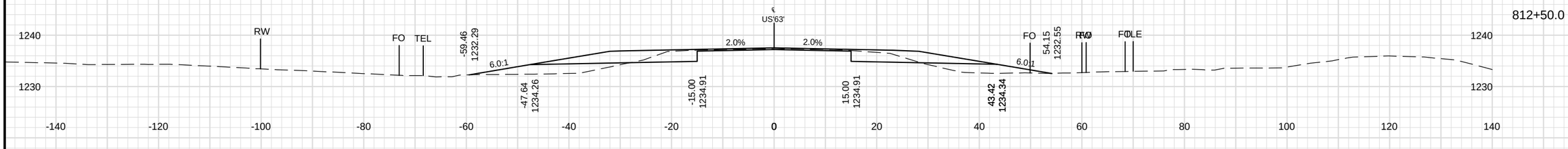
FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 3/31/2014 12:08 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF

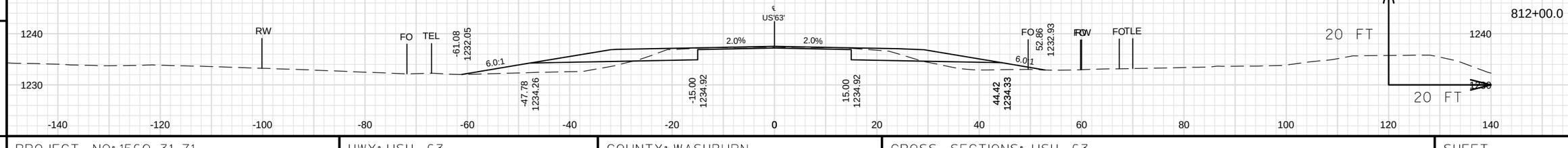
STATION 813+040 LT
1 - 24-INCH X 18 LF CPRC EXTENSION
1 - CONCRETE COLLAR
1 - AEW

STATION 813+04 RT
1 - 24-INCH X 12 LF CPRC EXTENSION
1 - CONCRETE COLLARS
1 - AEW









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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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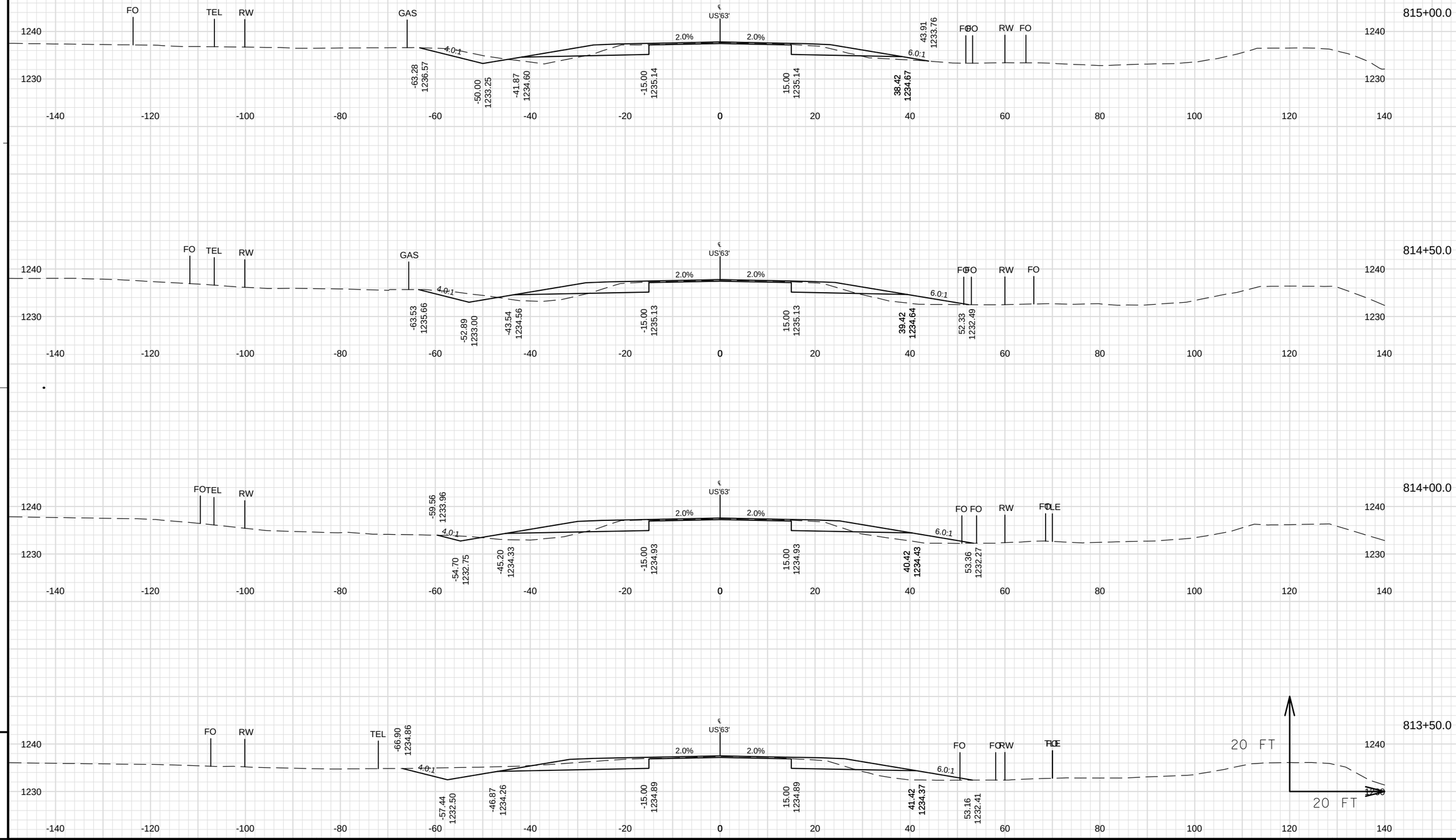

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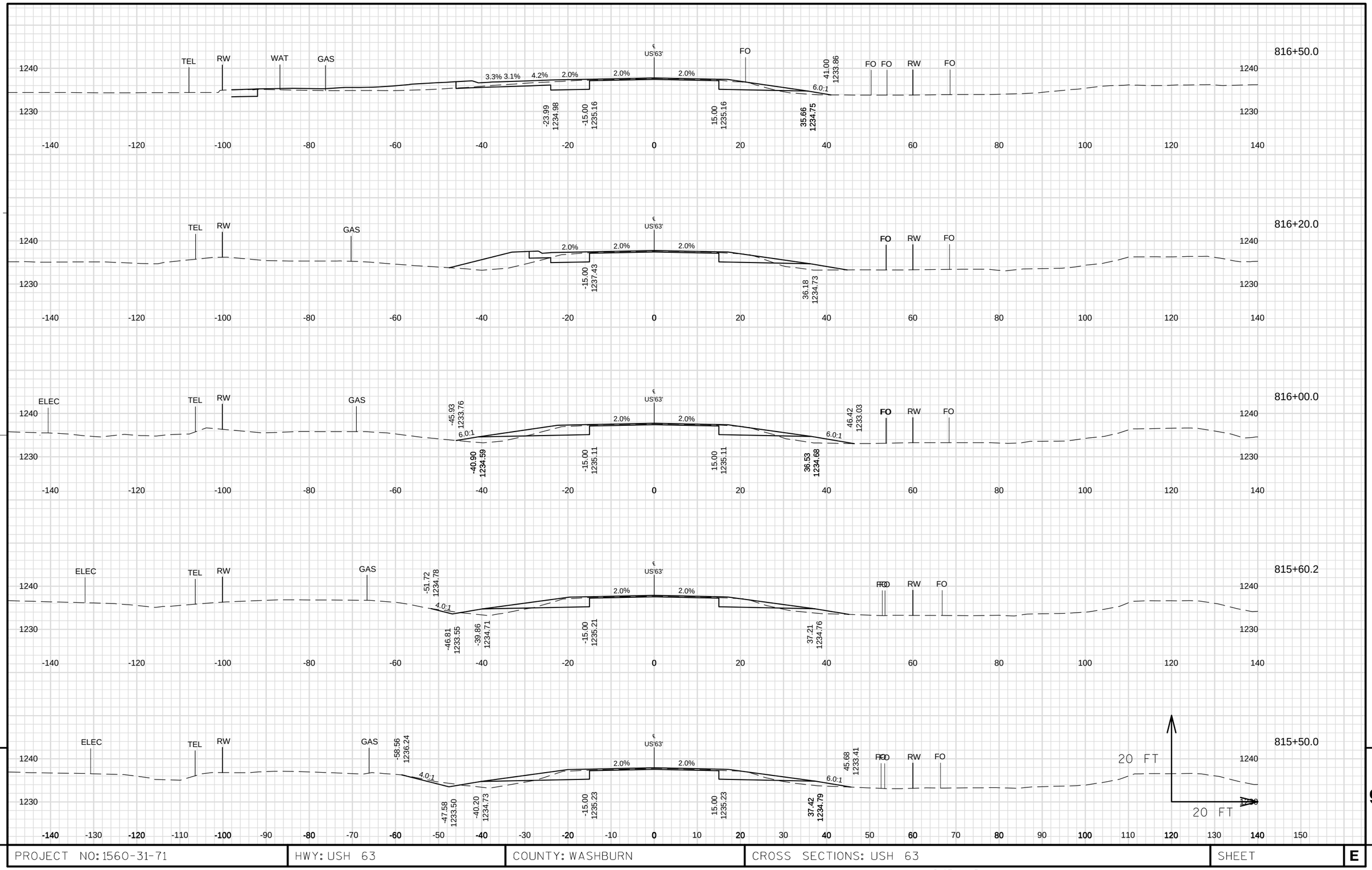
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090202_XS_802-815_NEW_SCOPE.DWG PLOT DATE : 3/31/2014 12:10 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1" = 20'_XREF



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PROJECT NO:1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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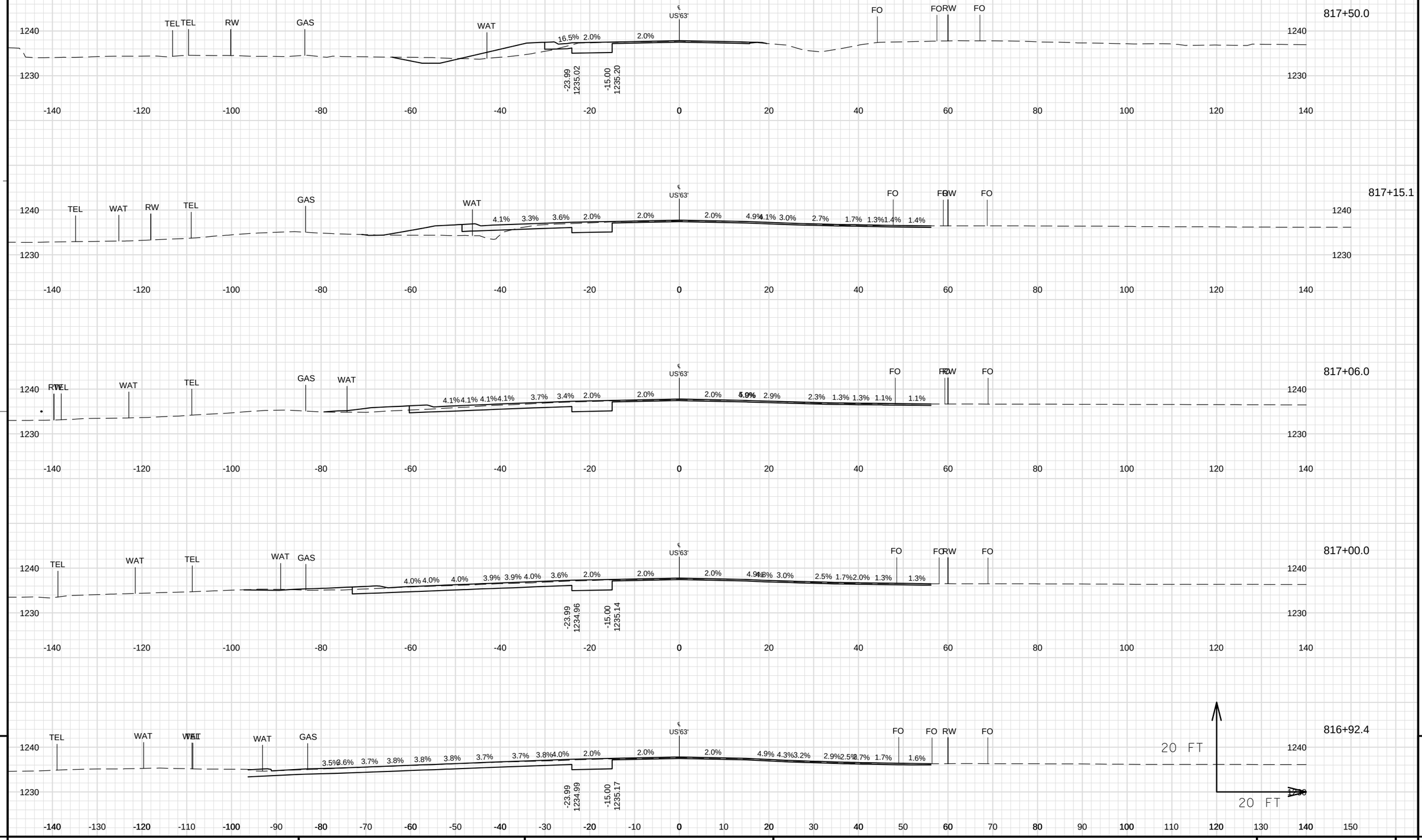

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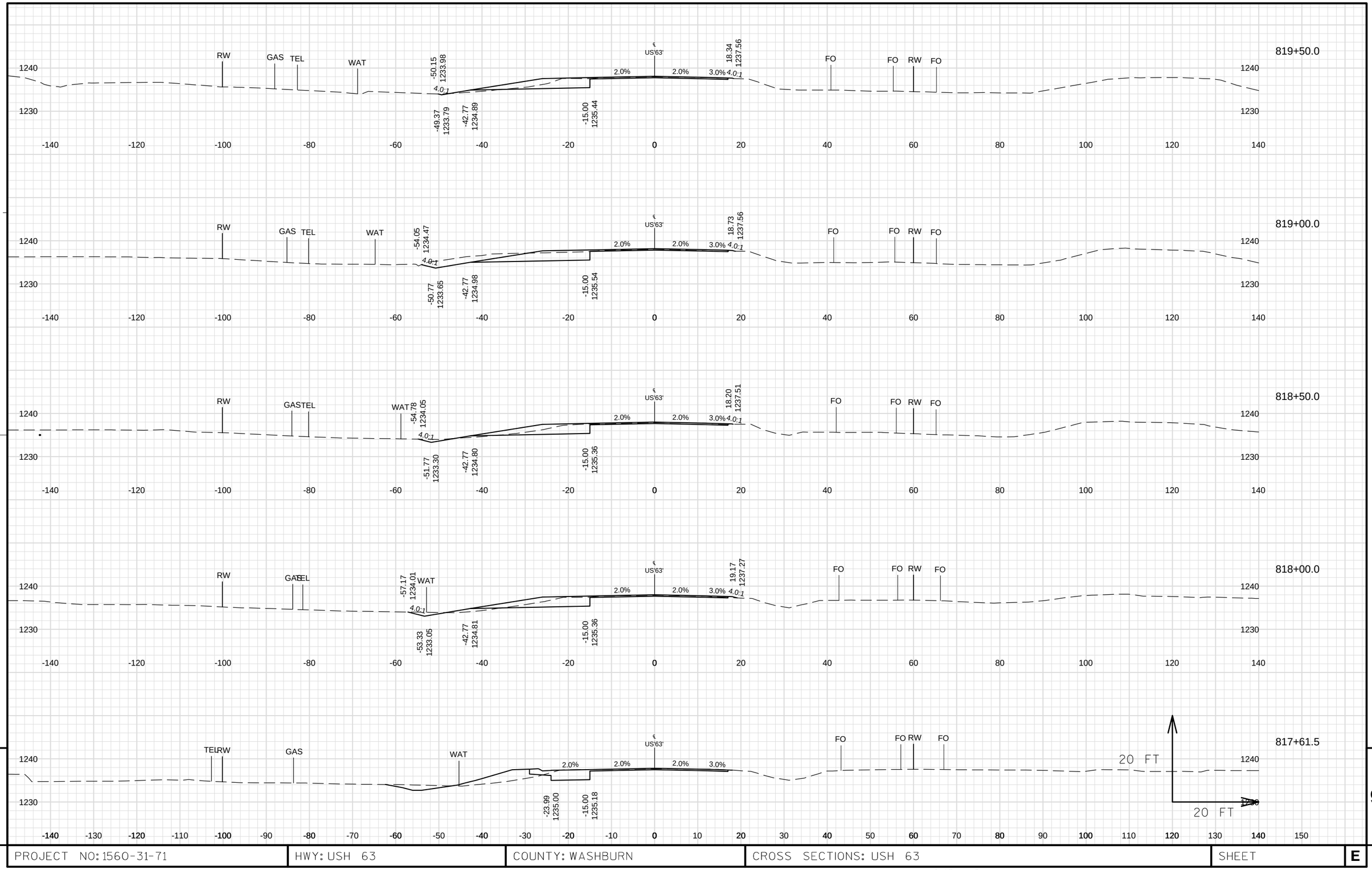
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090203_XS_815-833_NEW_SCOPE.DWG PLOT DATE : 3/31/2014 12:58 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1:20_XREF



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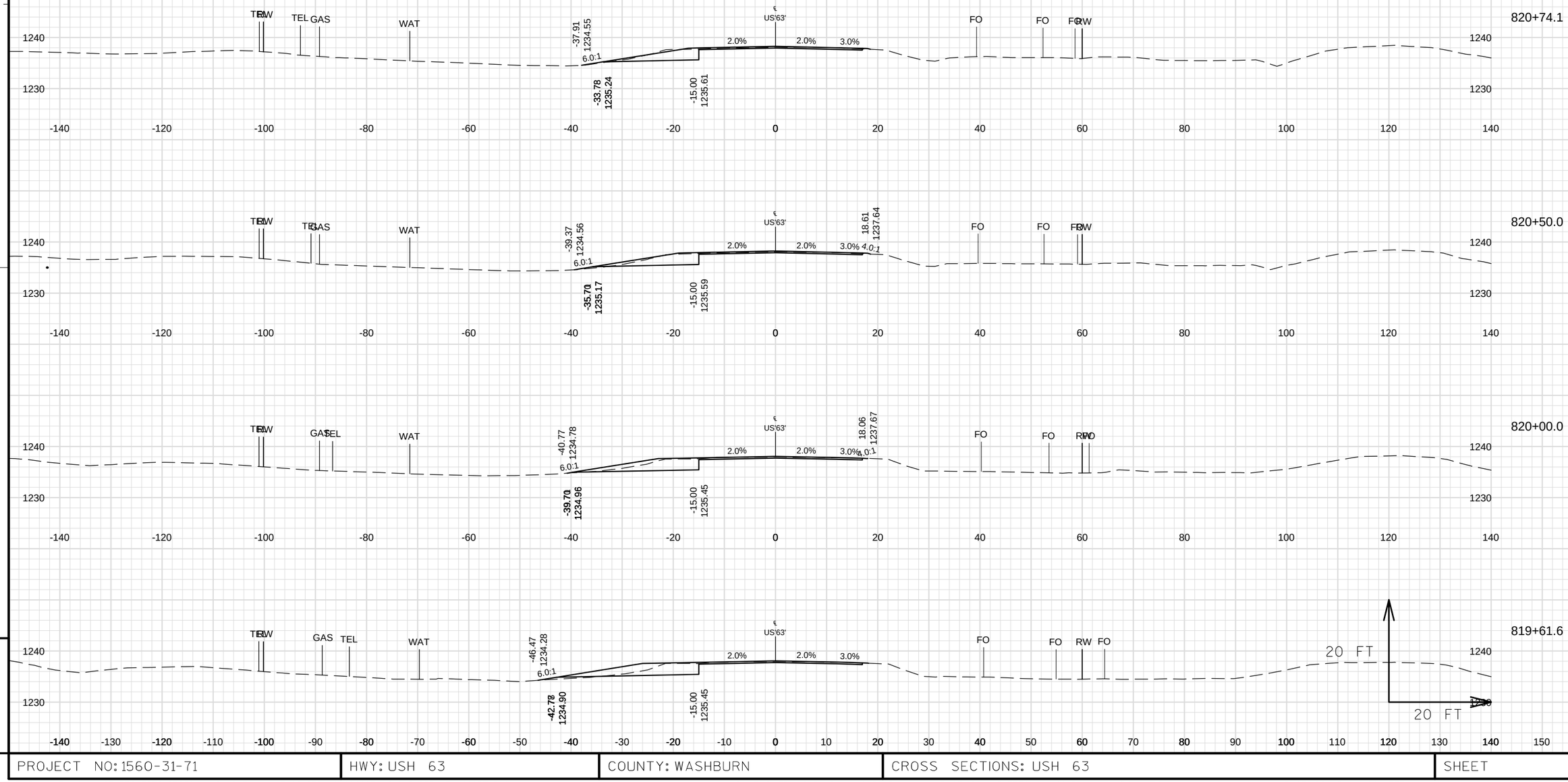
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E



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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: USH 63	SHEET	E

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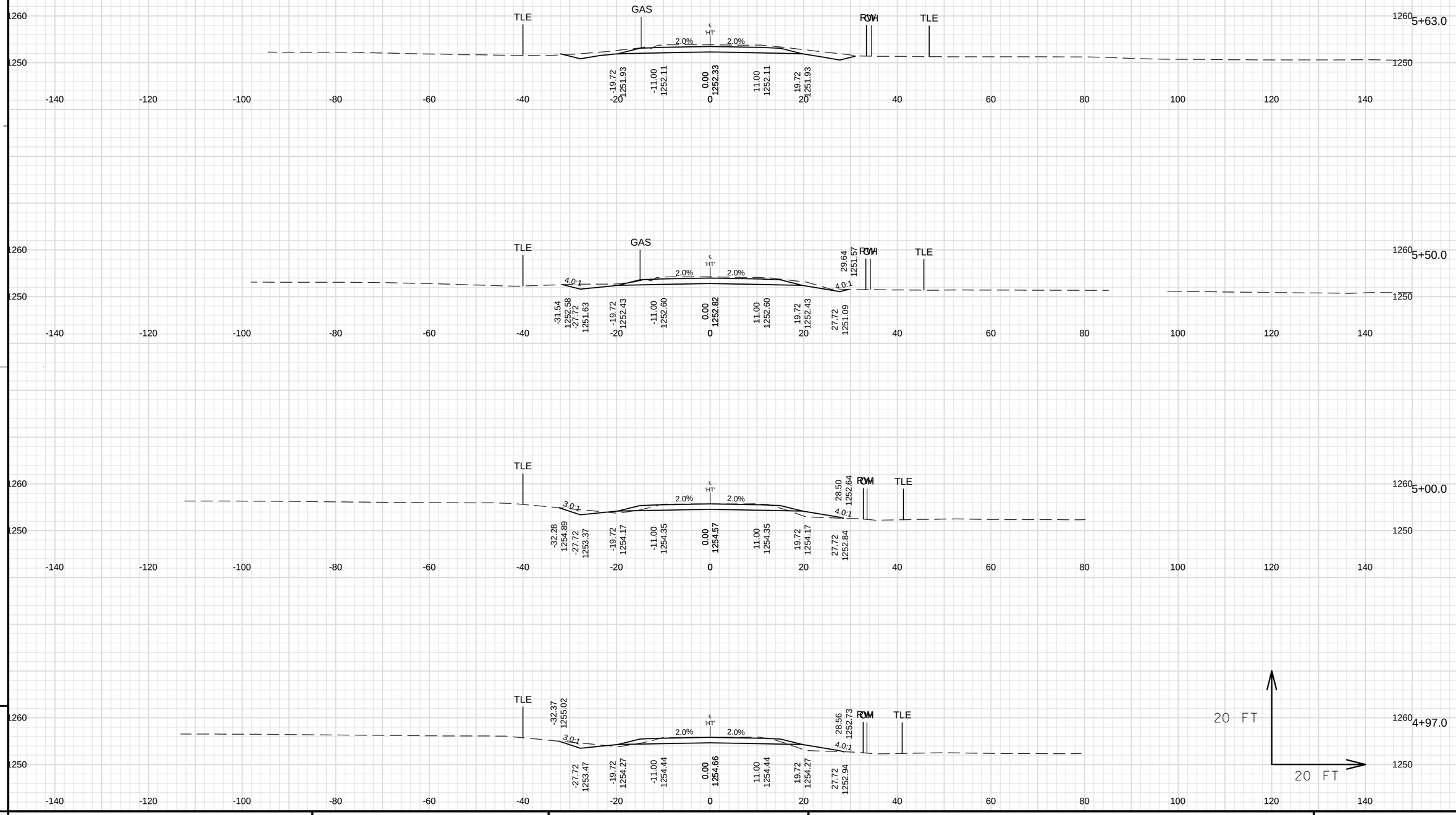

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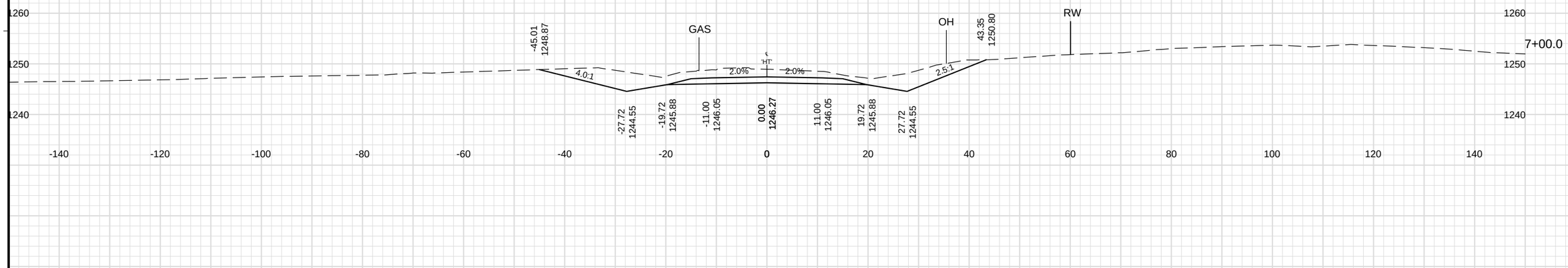
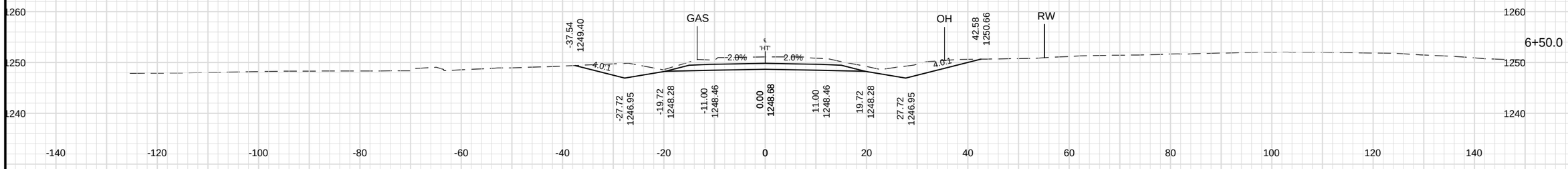
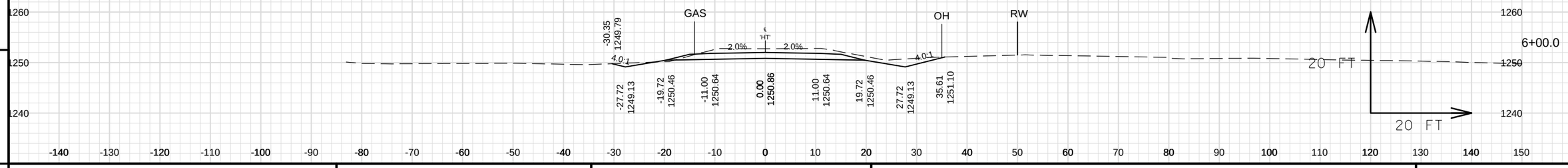
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090207_XS_HILLTOP_RD.DWG PLOT DATE : 3/31/2014 2:54 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1:20_XREF







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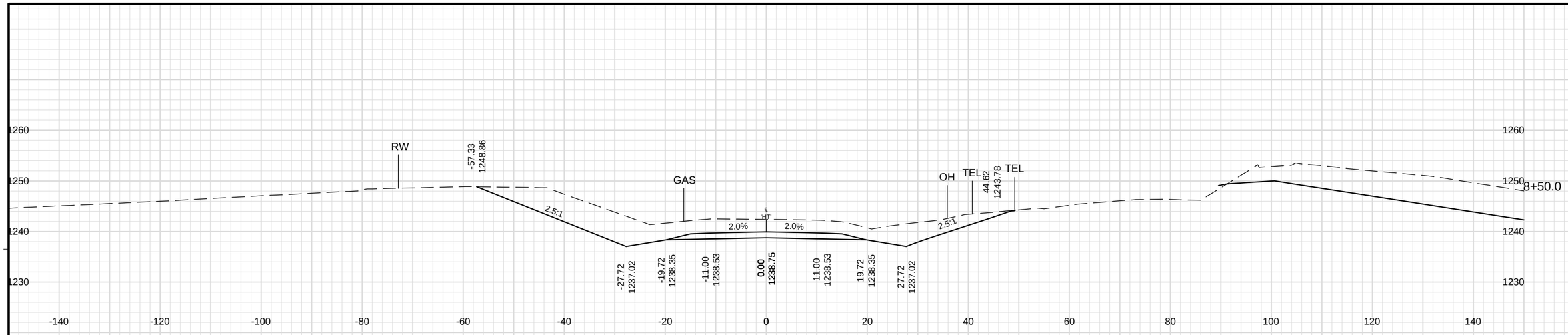
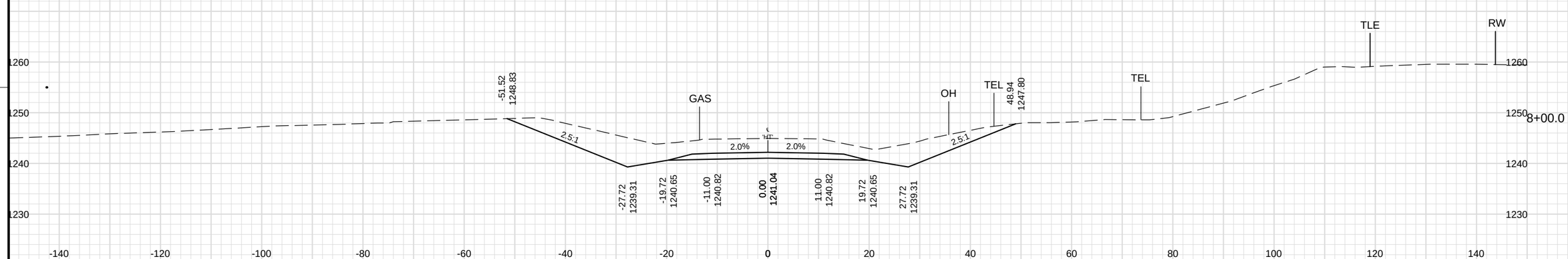
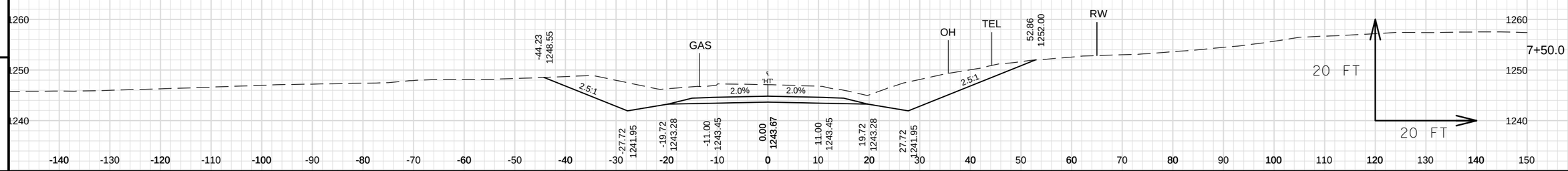
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET	E







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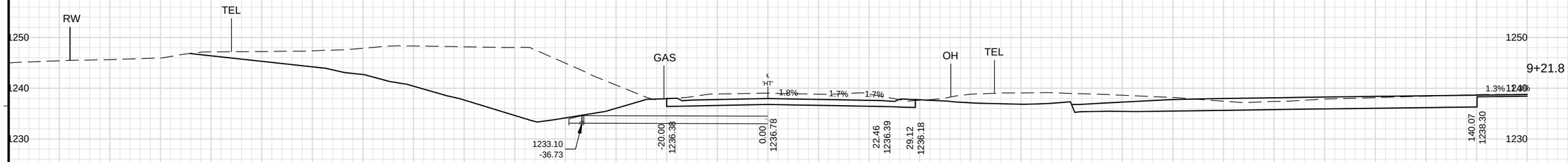
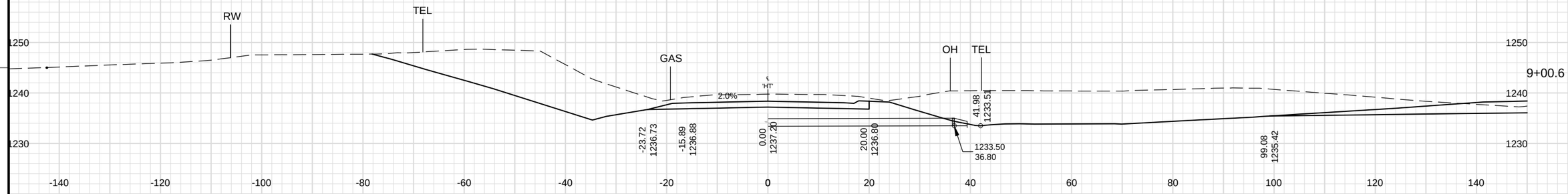
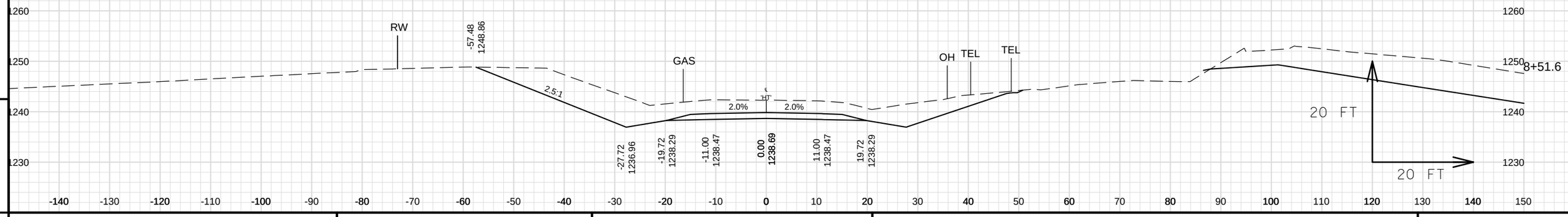
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET	E



STA 9+11
SKEW - 15° LHF
1 - 18-INCH X 76 LF CP CLASS III
2- AEWS





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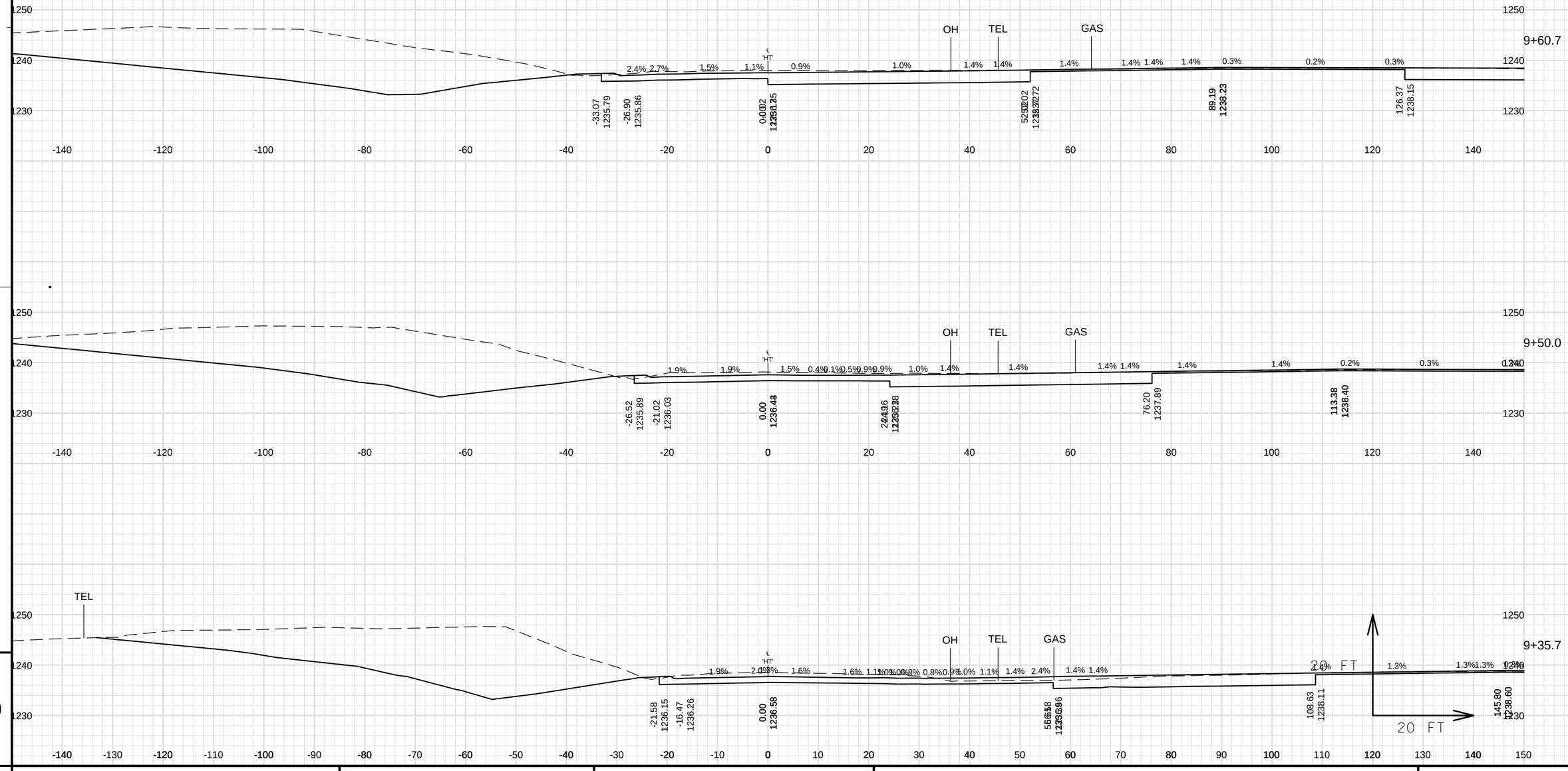
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET	E



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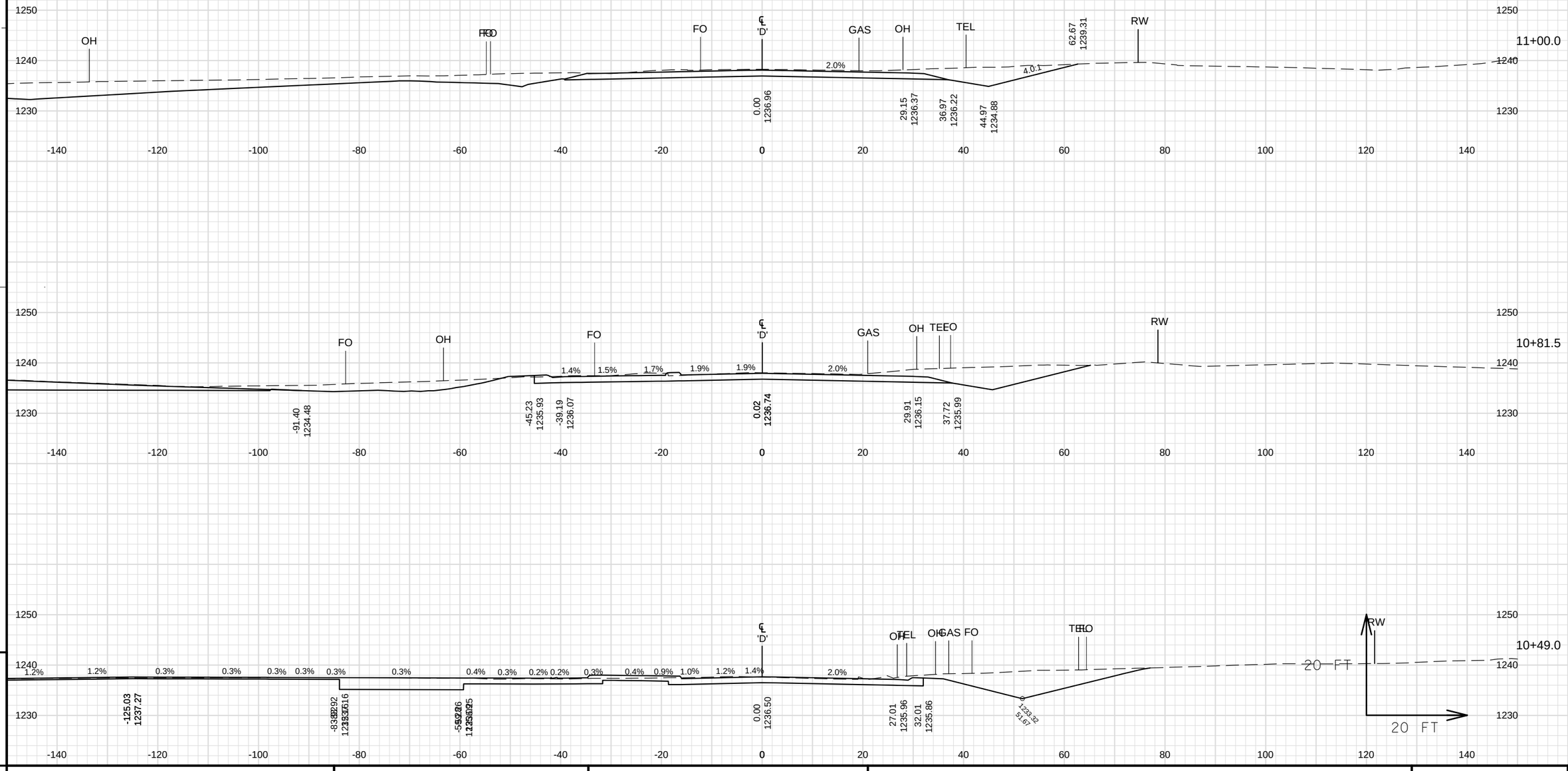
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: HILLTOP ROAD	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090207_XS_HILLTOP_RD.DWG PLOT DATE : 3/31/2014 2:57 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1:20_XREF



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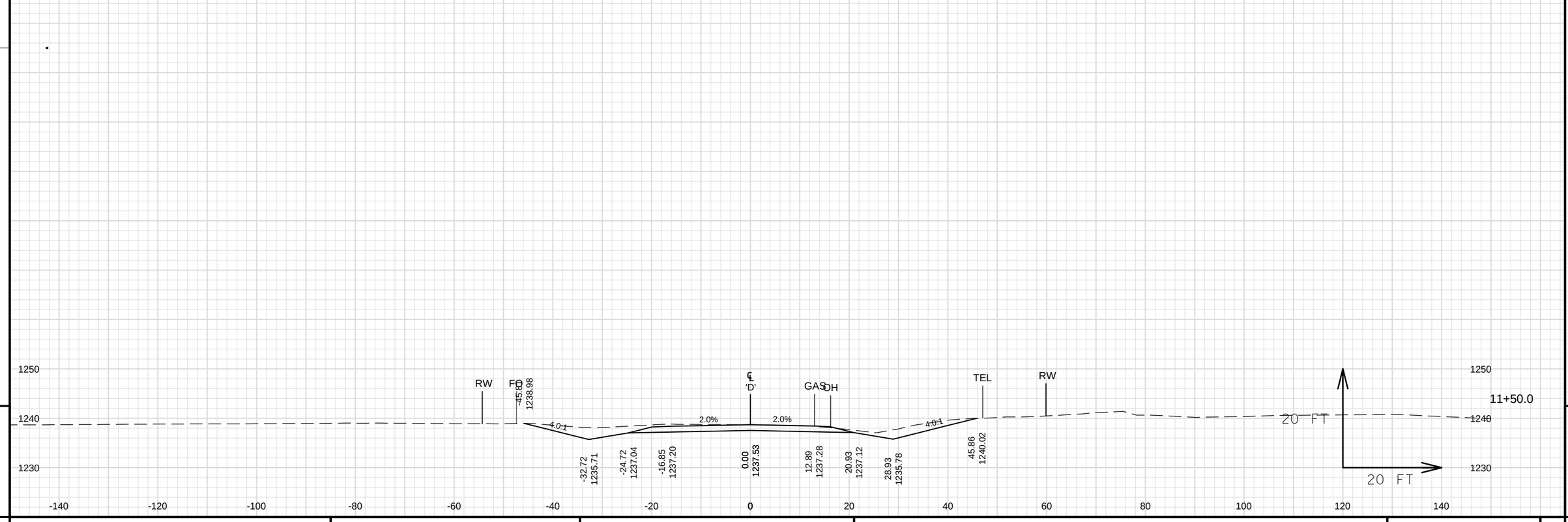
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: CTH D	SHEET	E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\090208_XS_CTH_D.DWG PLOT DATE : 3/31/2014 1:54 PM PLOT BY : PATRICK LANCOUR PLOT NAME : PLOT SCALE : 1:20_XREF



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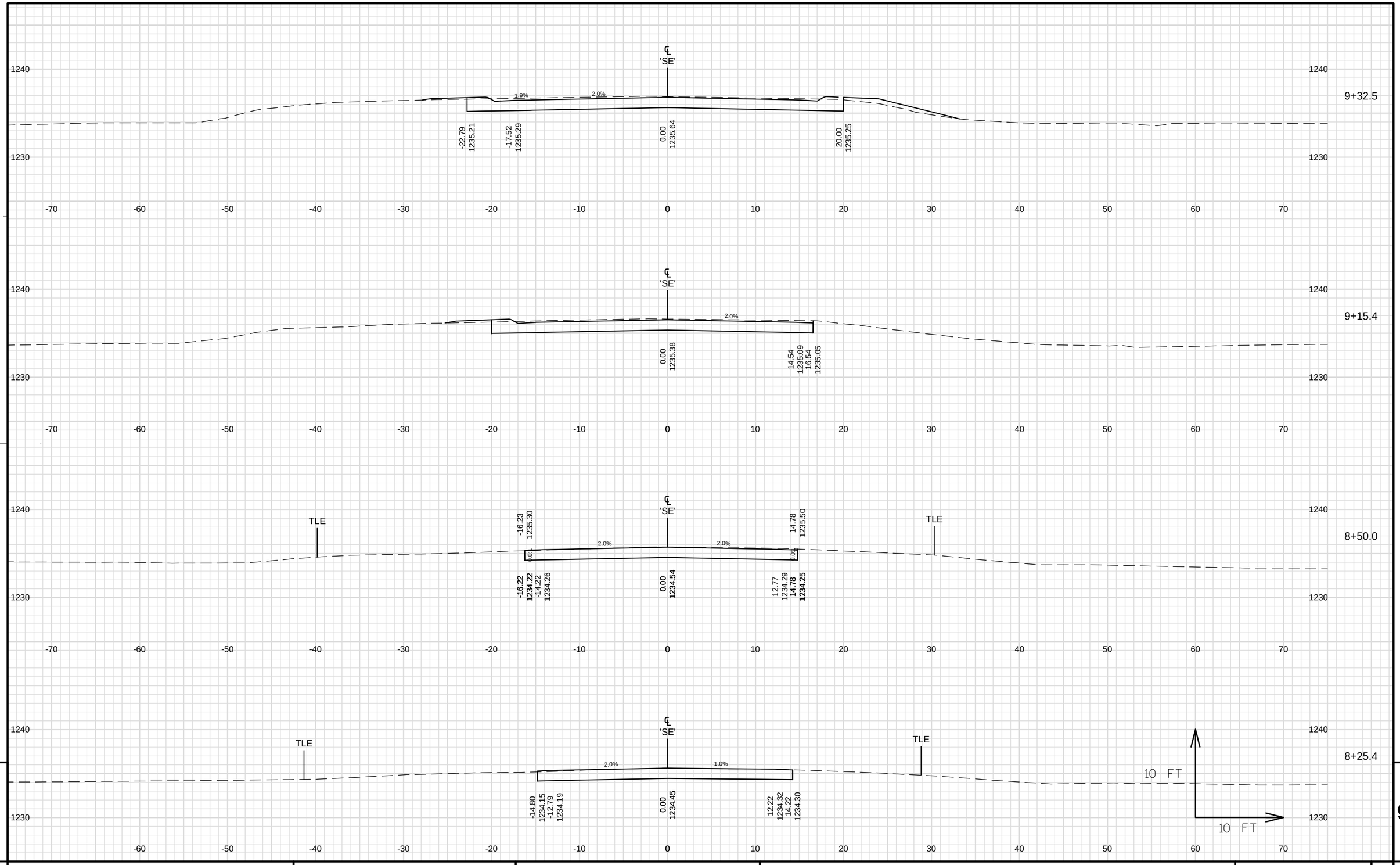
PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: CTH D	SHEET	E



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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SCHOOL ENTRANCE	SHEET	E

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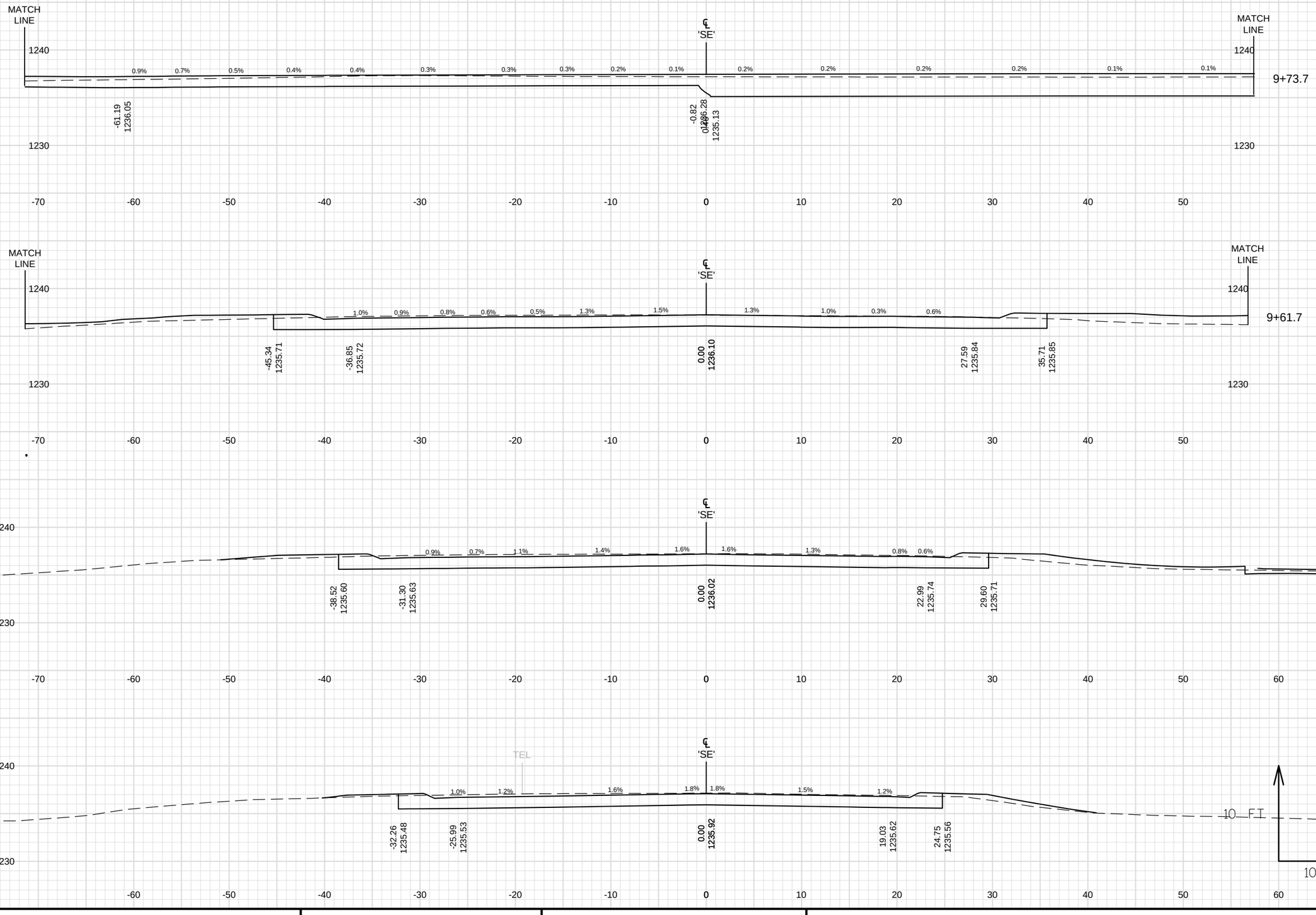

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: SCHOOL ENTRANCE	SHEET	E

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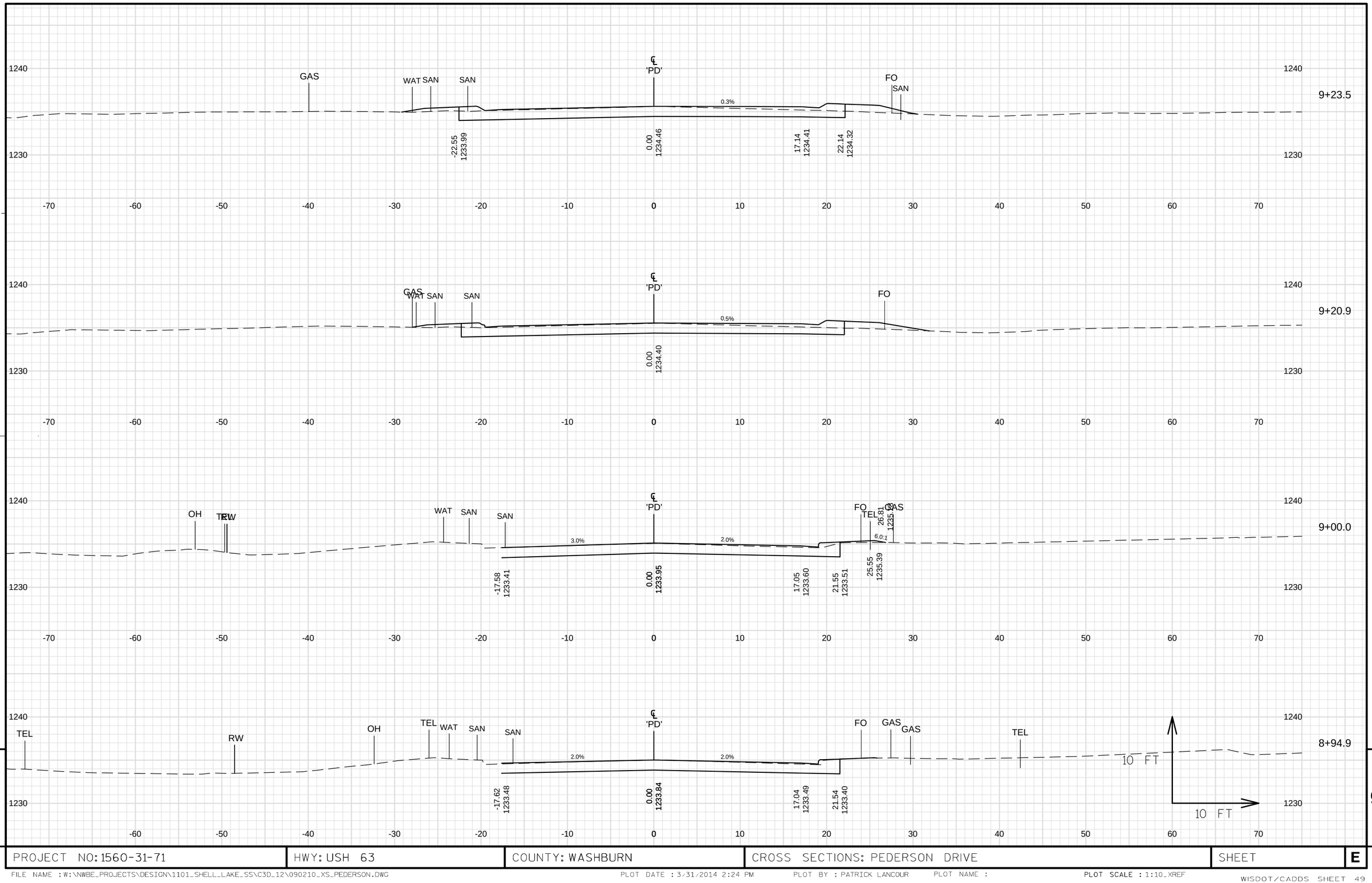

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PEDERSON DRIVE	SHEET	E

9

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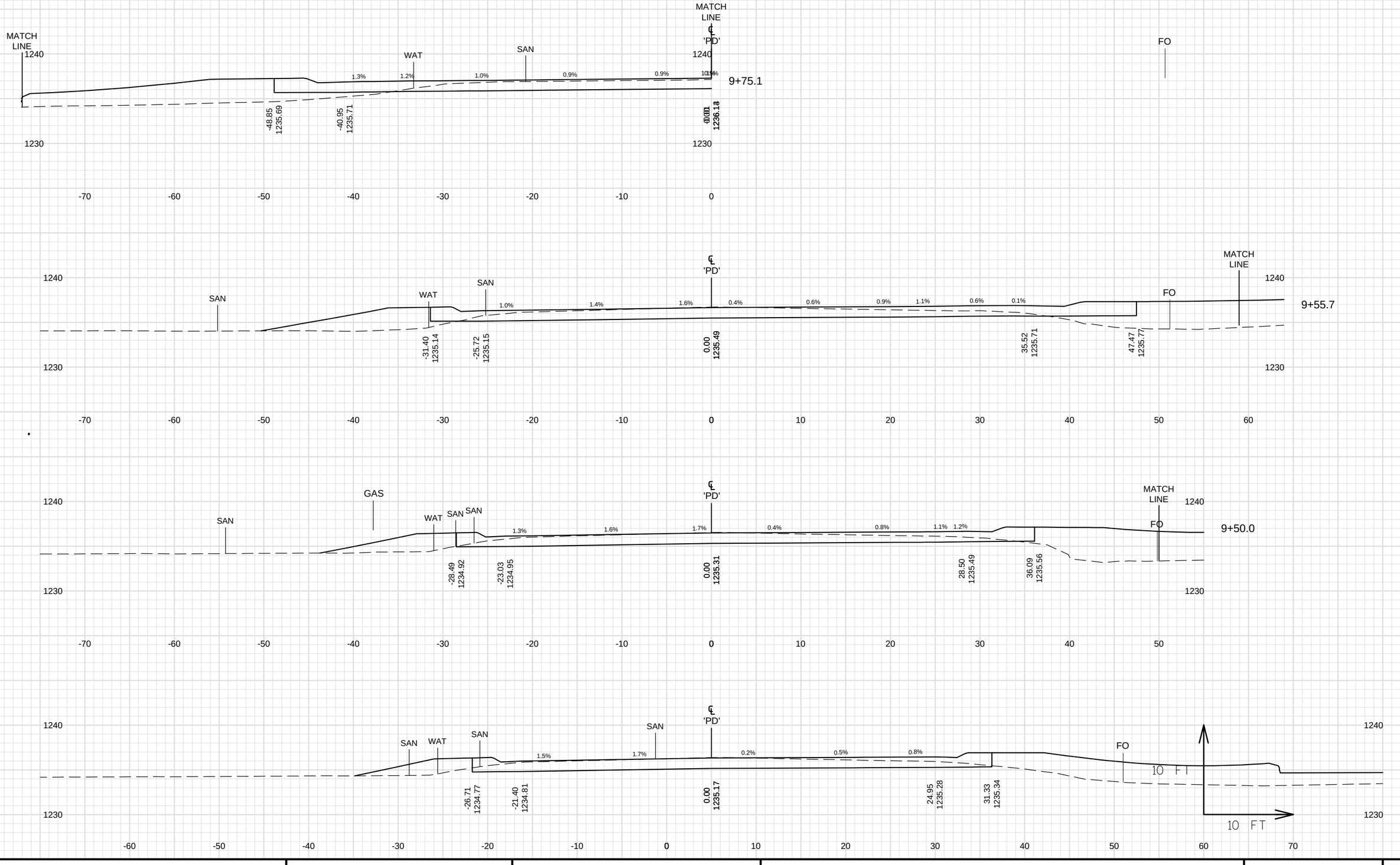
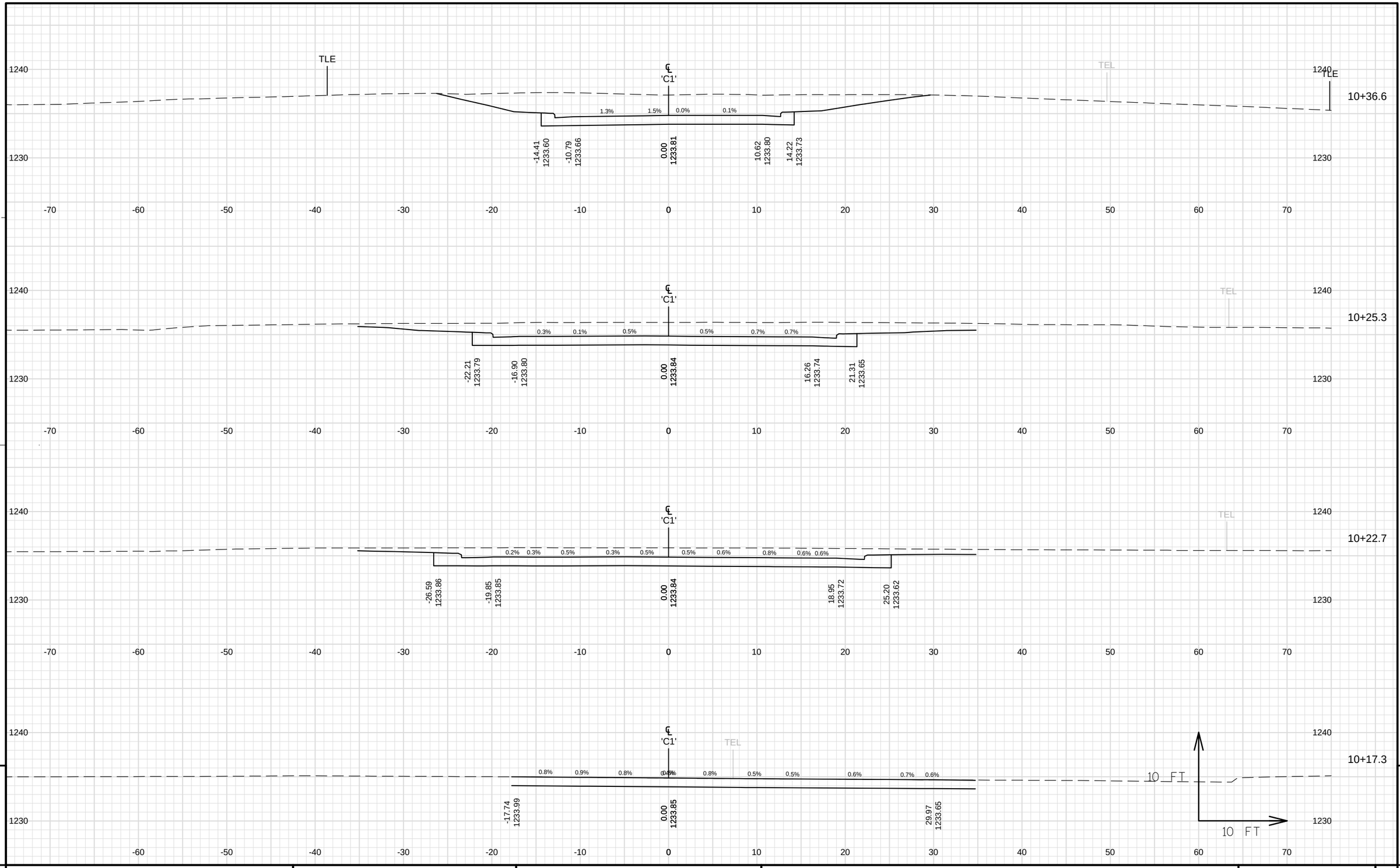


PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: PEDERSON DRIVE	SHEET	E



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9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: COMMERCIAL ENTRANCE (U-TURN BUILDING)	SHEET	E

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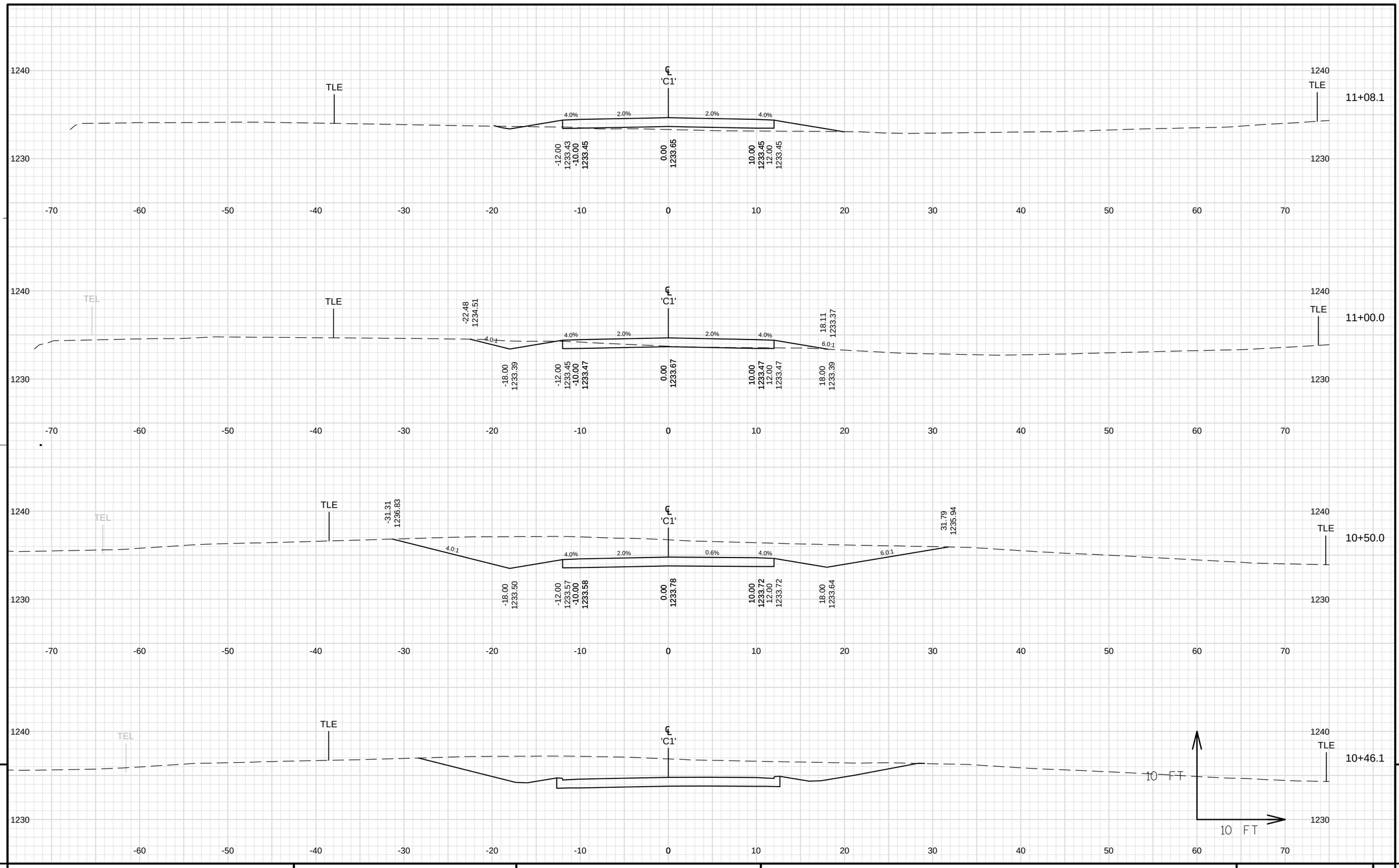

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PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: COMMERCIAL ENTRANCE (U-TURN BUILDING)	SHEET	E

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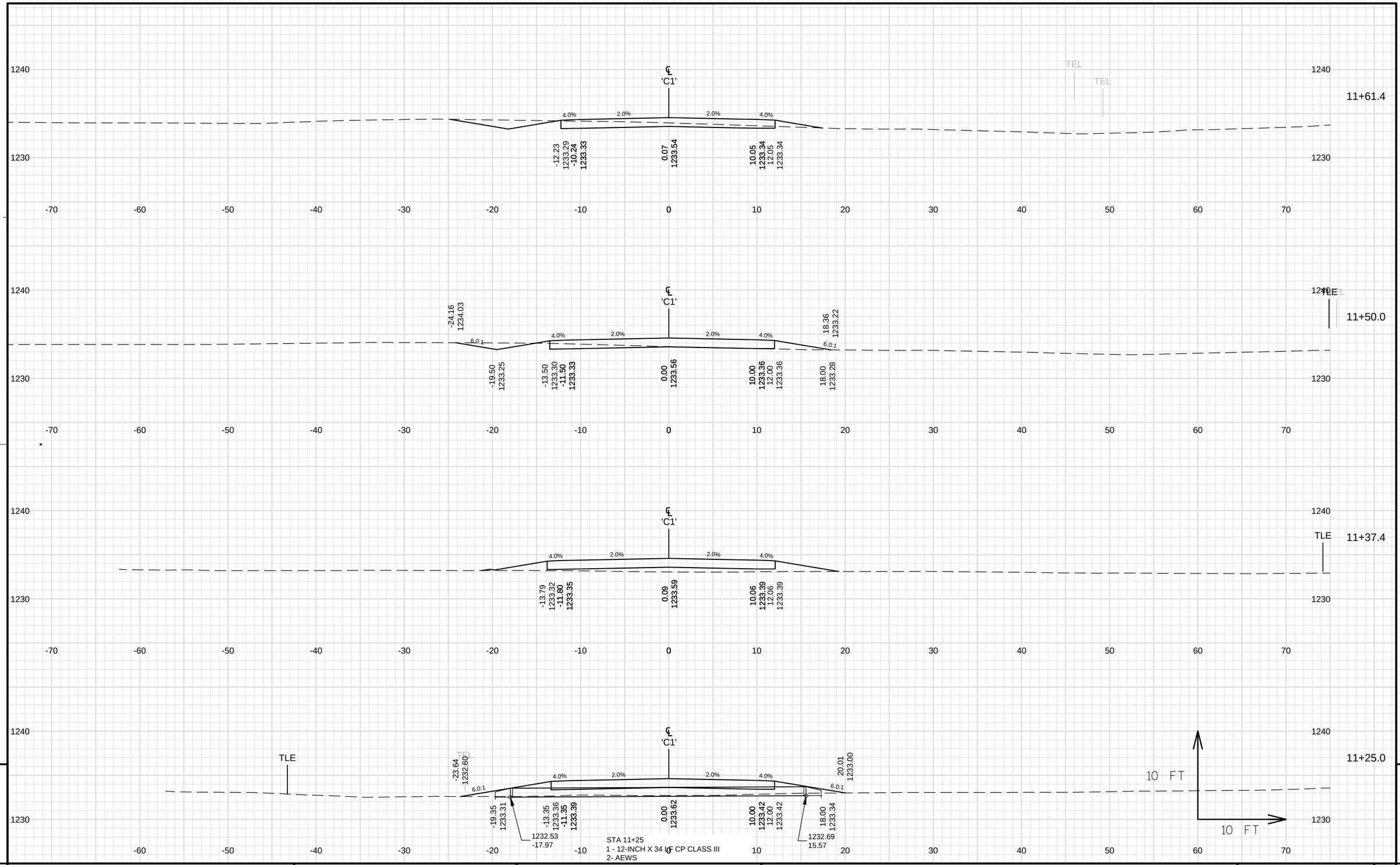


9

9

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	CROSS SECTIONS: COMMERCIAL ENTRANCE (U-TURN BUILDING)	SHEET	E

USH 63 Encroachment Report
Project ID: 1560-31-00
Cumberland - Spooner
Woodyard Road to CTH B (east)

Northern Wisconsin -Based Engineers, Inc. has completed the following Encroachment Report. The following signs are contained within the above named project.

Removing Signs:

Arrow Signs:

The following arrow signs will be removed by Washburn County Highway Department . Those signs that are legal will be replaced after the project's construction completion by the county.

Sign	Station	Left/Right	Photolog
The Gateway	780+63	Right	9945 (N)
The Gateway	798+58	Left	8086 (S)
United Methodist Church	834+80	Left	8019 (S)
Potter's Shed	836+15	Left	8018 (S)
Clam River Golf	841+53	Right	10059(N)
Clam River Golf	848+40	Left	7992 (S)
Historical Society	850+80	Left	7988 (S)
Shell Lakes Arts	868+09	Left	7955 (S)
WITC Office	881+30	Right	10132 (N)
WITC Office	882+75	Left	7926 (S)

A sign located near a driveway at Station 694+40 Left will not be in the construction zone. It is not permitted and the WisDOT's county liaison for Washburn County will request that this sign be removed by the property owner.

Non-Permitted Signs:

WisDOT's sign coordinator will request that the following non-permitted signs be removed , moved or request a permit application:

Station 808+50 Right. This non permitted sign for the High School is in the construction zone. WisDOT has determined that it is illegal, and the permit coordinator will ask the owner to remove it or for a permit application.

Station 824+29 Right. This non permitted sign for Klopps is not in the construction zone. WisDOT has determined that it is illegal, and the permit coordinator will ask the owner to remove it or for a permit application.

USH 63 Encroachment Report
Project ID: 1560-31-00

Station 827+00 Right. This non permitted sign for Muska Tile & Wood is not in the construction zone. WisDOT has determined that it is illegal, and the permit coordinator will ask the owner to remove it or for a permit application.

Station 829+50 Right. This non permitted sign for United Methodist Church is not in the construction zone. WisDOT has determined that it is illegal, and the permit coordinator will ask the owner to remove it or for a permit application.

Station 849+05 Left. The right Museum sign (sign with the attached roof). A corner of the sign's roof is located within the existing and proposed right of way. Although the sign will not be in the construction zone, WisDOT's permit coordinator will ask the owner to move it off the existing and proposed right of way.

Purchased Signs:

None.

Signs to Remain in Place:

There are several on-premise signs that will remain in place, as they are not in the construction zone. They are as follows:

Station 701+79 Left, driveway sign is an on-premise sign.
WisDOT has determined that it will remain in place.

Station 813+85 Left and Station 813+90 Left.

The Full Gospel Church has two on-premise signs, which are not in the construction zone. WisDOT has determined that they will remain in place.

Station 848+76 Left. The left Museum sign above is an on-premise sign that is not in the construction zone. WisDOT has determined that it will remain in place.

Station 879+58 Right. Farley's Collision Center sign is an on-premise sign, that is not in the construction zone. WisDOT has determined that it will remain in place.

Project Work Around Signs:

There are two signs that are in temporary limited easement locations, very near slope intercepts in which the project proposes to work around the existing signs. They are:

At Station 859+40 Left, the Bank's Thank You sign.

At Station 858+50 Left, the gas station's sign.

CORRESPONDENCE/MEMORANDUM **State of Wisconsin**

Date: March 4, 2014

To: Don Greuel, P.E.
Project Services Chief
Bureau of Project Development

ATTN: John Stolzman, P.E.
Project Services Engineer for NW Region
Bureau of Project Development

From: Mark Hughes, P.E.

Project Development Chief
NW Region

Subject: **EXCEPTIONS TO STANDARDS REPORT FOR NON-CONTROLLING CRITERIA - SIDE SLOPES**

WisDOT Project I.D. *1560-31-00(71)*
USH 63, Woodyard Road to CTH B (East)
County Washburn

Report Prepared By: Jane M. Olson, P.E.
Civil Engineer
Northern Wisconsin-Based Engineers, Inc.

Your approval is requested for exception to standards as shown in the attached report for the subject project.

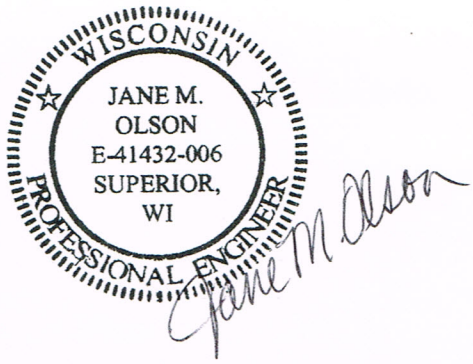
Project Development Chief
NW Region — Date

Approve:

Project Services Chief
Bureau of Project Development — Date

EXCEPTIONS TO STANDARDS REPORT FOR NON-CONTROLLING CRITERIA - SIDE SLOPES

Project ID: 1560-31-00
USH 63
Washburn County



Exception to Standards for Non-Contolling Criteria - Side Slopes

Executive Summary:

The subject of this report is the need to meet the minimum standards described in FDM 11-40-1 section 10.3 Side Slopes and Ditches on the subject project. See Exhibit 1. This standard is not one of the 13 Controlling Criteria. Typically exceptions to non-Controlling Criteria standards are addressed in the DSR. This report is a request of Exception to Standards to maintain the existing less than minimum side slopes.

The existing less than minimum side slopes (2.80:1 to 3.80:1 between shoulder point to the clearzone) within the 3R clear zone are not currently contributing to a rollover accident rate greater than could typically be expected. The review of accident reports found two non-rollover run off the road (ROR) accidents. One non-rollover (ROR) accident resulted in injuries as a result of hitting small trees.

There is no current statewide statistic on the percent of ROR accidents that result in rollovers, but two published studies (Public Roads Volume 52 No. 5 and "Rollovers on Side slopes and Ditches", Viner) indicate that the average can be expected to be between 25% and 33%. On the subject project 0% of the non-deer ROR accidents resulted in rollover; and there were no ROR accidents due to deer crashes .

The percent of total non-deer accidents that resulted in ROR accidents on this section of USH 63 is 6.5%. (2 ROR accidents/31 total non-deer accidents) which is below the statewide average of 49.1%(2011 statewide average) for this class of roadway. This segment of USH 63 has good existing horizontal and vertical alignments and shoulder widths meeting 3R standards and are not contributing to accidents. Because the existing rollover rate is 0%, grading the slopes to meet 3R standards would not result in a reduction in rollovers. Grading the slopes to meet 3R standards would have an additional cost of $1,000,000 over leaving the existing slopes in place. Because the occurrence of both ROR accidents and rollover type accidents is very low and the proposed improvement would not increase the probability of ROR accidents or rollover, the additional cost associated with grading the slopes is not justified on this project and would be better used in other areas of the state where the existing roadway have crash rates outside the expected norms and where additional expenditures on safety related work can make a significant impact.

Existing Highway:

The project is currently at the Design Study Report phase with an improvement type of Recondition. The proposed improvement will be expected to be the only work done on this section of USH 63 for at least 12 to 15 years other than routine maintenance.

USH 63 is a principal arterial on the National Highway System (NHS) and is a Long Truck Route. The length of the project is 4.896 miles and broken into rural and urban sections.

Exception to Standards for Non-Contolling Criteria - Side Slopes

Rural Section - 3.93 miles - Mill and Overlay (Station 625+00 - Station 832+50):

Lane width: In 1940, USH 63 was constructed with two concrete 10-foot lanes. In 1972 the lane configuration was changed to 12-foot lanes. Currently USH 63 has 12-foot wide lanes.

Shoulder width: In 1940, USH 63 was constructed with 8-foot shoulders, of which 3 feet were paved. In 1972, the existing 8-foot shoulders were narrowed by two feet to provide the additional 2 feet required to accomplish a 12-foot lanes. Currently, this segment of USH 63 has 6 foot shoulders, of which 3 feet are paved.

Side slope: In 1940 the existing side slopes were typically constructed at 4:1 from finished shoulder to break point (clear zone equivalent of 20.83 feet from the 10-foot lane edge of lane) and 2:1 behind beam guard locations. See Exhibit 2. In 1972, the project overlaid the concrete pavement with an asphalt wedge and 1 1/4 inch to 4 inches of asphalt, and retained the existing side slopes. See Exhibit 3. In 1989 USH 63 was overlaid with 4 inches of asphaltic pavement with areas of a up to 7-inch gravel lift. The clear zone was 18 feet for the 1989 project, and existing side slopes were retained, except in those locations that added right turn lanes, where a 4:1 side slope was constructed. See Exhibit 4. Most of the side slopes meet the existing 3R criteria for minimum 3:1 side slopes. However, some of the side slopes are just under 3:1, and others behind the beam guard do not meet the 2.5:1 side slopes. Some of the side slopes on the high side of the curve near Heart Lake Road, Station 714+16.27 to Station 735+15.87 are just under 4:1.

Clear Zone: 18 feet
2014 (latest count) AADT: Ranges from 3700 near Woodyard Road to 4300 just north of CTH D.
2034 (design year forecast) AADT: Ranges from 4500 near Woodyard Road to 5500 just north of CTH D.
6.7% Trucks

Urban Reconstruct Section Station 832+50 -Station 883+53.47 (0.967 miles)

This section calls for reconstruction through the City of Shell Lake. USH 63 is proposed to be reconstructed from an urban two lane two-way roadway to a three lane two-way left turn lane. All rural type inslopes will meet or exceed the required 4:1 minimum 3R inslope standards.

Substandard Feature:

The substandard feature in question is the side slope ratio. The Bureau has interpreted the existing slopes shown in Table 3 of FDM 11-40-1 as being the slopes that were built during the last grading or major rehabilitation type project. Based on this interpretation the existing slopes on the project for the purpose of Table 3 are 4:1 although the slopes currently in place are between 2.80:1 to 4:1 because the 4:1 slopes originally constructed have been steepened as the result of resurfacing projects that were constructed after the last major rehabilitation type project.

Exception to Standards for Non-Contolling Criteria - Side Slopes

Table 3 of FDM 11-40-1 states that if the existing side slopes are 4:1 or flatter (which is the case here based on Bureau interpretation) then constructed side slopes may not be steeper than 4:1 and slopes no steeper than 4:1 must be maintained in the clear zone. As discussed above, the existing slopes are steeper than 4:1 within the clear zone because of previous resurface type projects. Also, those side slopes on the high side of a curve are recommended to be a minimum of 4:1 side slopes when the design AADT exceeds 3,500.

Crash Data

Crash data was requested for the years of 2007- September 2013. There were 51 reported accidents of all types during this time period. Of the 51 reported accidents 19 were deer and 1 other animal (bear)crashes. Of the remaining 31 accidents, only 2 were ROR type crashes . Both ROR crashes occurred while USH 63 was snow covered and slushy, and neither of the vehicles overturned. Crash 1 of the ROR crashes occurred on a tangent section and resulted in property damage only. Crash 2 was a ROR crash that occurred on a tangent section and hit some small trees. There likely were injuries but no fatalities due to this crash. The USH 63 improvement project proposes to remove trees from within 45 feet from center line, thus providing a safer runout area for errant vehicles. No other accidents were related to side slopes.

See Exhibit 5 for crash locations and accident summary sheet showing the ROR type accidents.

A review of the Metamanager Safety Sheet showed one 1.32 mile segment with a ROR Flag of 1.10. This segment of USH 63 had 4 crashes over 6.5 years. One accident occurred as a northbound vehicle turning left onto North Woodyard Road collided with a vehicle trying to pass on the left (SSS). Another accident occurred when a semi lost a trailer tire and the tire hit an oncoming vehicle. Another was a head on accident on a tangent section when USH 63 had slushy and snowy conditions. Crash 1 was the only ROR crash noted in this segment, which occurred during snowy road conditions. The ROR flag was removed from this segment.

Clear Zone and Vehicle Recovery:

3R standards for slopes would be met by construction of 4:1 slopes out to the 3R clear zone and then breaking to a 3:1 until slope intercept. The 3:1 slope would intercept the ground at approximately the existing ditch point. Existing slopes outside the new 3:1 slope intercept would be left at their existing slope since the existing slopes are relatively uniform throughout the project and there are no specific concentrations of accident locations. Doing this would not significantly reduce the rollover accidents because although the 3R clear zone standard would be met the 3R clear zone is in itself not generally sufficient to allow a vehicle to recover from leaving the roadway. AASHTO guidance suggest that in the case of 4:1 fore slopes that a clear zone of close to 38 feet would be necessary. FDM guidance would suggest that 30 foot would be the clear zone used under reconstruction or major reconditioning. If the slopes were graded to meet 3R standards providing a 4:1 out to the 3R clear zone many vehicles leaving

the roadway would still not be able to recover in the relatively short distance the 3R clear zone gives (18 to 20 feet) and would then traverse the slope to the bottom of the non traversable ditch or bottom of the slope which is outside the clear zone. This could still result in rollovers. To significantly reduce rollovers the slopes would need to be graded to provide a clear zone in the range of 30+ feet. Even with grading the slopes to new construction standards there would likely be some rollovers.

Alternatives:

No additional beam guard is proposed over replacing based on length of need calculations because there is no concentration of ROR accidents, the existing slopes are fairly uniform throughout the project, and the ROR accident rate and rollover rate are below the statewide average.

Reconstruction:

The existing horizontal and vertical alignments are not contributing to accidents. Complete grading is not justified. The estimated cost including RW for this alternative would be $10,000,000, which includes the urban reconstruction segment. This alternative was rejected because it is not an economically feasible alternative given the small number of injuries it would prevent compared to the high cost.

Recondition, widening shoulders and grading side slopes:

Recondition type project widening the existing 6-foot shoulders to 10-foot and grading side slopes to 4:1 within the 3R clear zone in the rural segment was considered. The existing horizontal and vertical alignments would be maintained, and the pavement structure would be replaced. The estimated cost including RW for this alternative would be $8,390,000, which includes the urban reconstruction segment. This alternative was rejected because it is not an economically feasible alternative given the small number of injuries it would prevent compared to the high cost.

Resurface and Reconditioning maintaining existing shoulder width and existing side slopes. (Preferred)

This alternative would mill 2 1/2 inches of the existing asphalt pavement, then overlay with 4 inches of asphalt pavement. The result would be a raised grade of 1.5 inches, retaining the existing 6 foot shoulder and the existing inslopes. The 6-foot shoulders would be paved to 5 feet . In order to pave 5 feet of the shoulders, 3 feet of the existing gravel shoulders would be bladed 2.5 inches deep and that material would be added to the existing inslopes of the highway, thus slightly improving the inslopes. This alternative would rehabilitate the pavement and would require the approval of this Exception to Standards. The estimated cost including RW for this alternative would be $3,900,000 which includes the urban reconstruction segment. This alternative would restore the pavement condition, increase the pavement width by 2 feet on the highway for errant vehicles, while maintaining a lower than statewide average for the occurrence of ROR and overturn vehicles. For these reasons this is the preferred alternative.

Exception to Standards for Non-Contolling Criteria - Side Slopes

No Build:

This alternative was not selected because it did nothing to improve the pavement's deteriorating condition and did nothing to improve maintenance costs.

Adverse Impacts:

The primary adverse impact to upgrading the slopes to either 3R standards or new construction standards is the LET cost. Raising the grade 1.5 inches will steepen the existing side slopes slightly, but this adverse impact will be offset by grading 2.5 inches of the existing 3 feet gravel shoulders to the side slopes. To meet 3R slope standards real estate and wetland impacts would be minor. However, these impacts would be significantly greater to grade the slopes to new construction standards due to the larger footprint for the highway.

Safety Enhancements:

The project would eliminate the rutted pavement and would increase safety both in the warmer months by reducing hydroplaning and in the colder months by allowing better snow/ice removal. New permanent signing would be installed and new pavement markings would be applied which would provide improved delineation. Clearing trees to 45 feet from center line except in those instances where the trees are considered landscaping for someone's yard would allow for a safer runout area. Rumble strips would be added at centerline and shoulders to warn errant vehicles during inattentive driving or inclement weather. Beam guard would be replaced or raised based on the length of need calculations. Energy absorbing terminals would be installed. Existing edge drops between the pavement and gravel shoulders would be eliminated. The additional 2 foot (5-foot total) paved shoulder width would enhance safety for bicyclists, pedestrians and motorists.

Table 1.3 Standards for 3R Construction of Unshielded Foreslopes Within Clear Zone

Existing Foreslope	Constructed Foreslope
4:1 or flatter	Desirable – not steeper than existing Steepest – 4:1
Steeper than 4:1*	Desirable – not steeper than existing Steepest 3:1

* In particular, consider flattening foreslopes steeper than 4:1 on the outside of horizontal curves when warranted by crash history, or when design AADT exceeds 3,500.

Proposed unshielded foreslopes to be constructed outside the clear zone under 3R work shall not be steeper than 3:1.

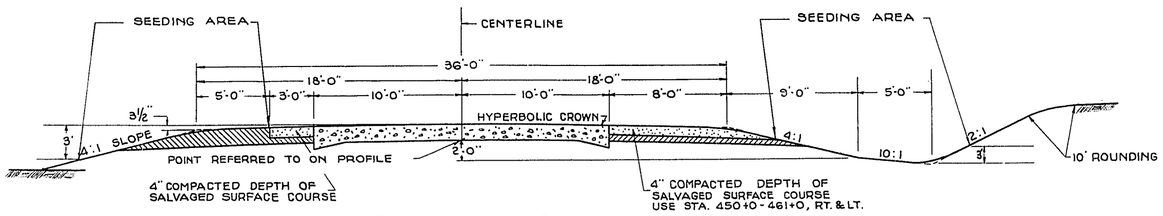
If there is a traversable, but non-recoverable foreslope (i.e. between 3:1 and 4:1) within the clear zone, a recovery area, per FDM 11-15 Attachment 1.9, may be required.

Existing critical foreslopes (i.e. steeper than 3:1) that are outside of the proposed construction limits must be evaluated for possible flattening or shielding.

Evaluate ditch cross sections to determine whether they are traversable. Preferred ditch cross sections are shown in FDM 11-15 Attachment 1.11. Perpetuate existing traversable ditches. Consider safety improvement of ditches with 3R work, when practical.

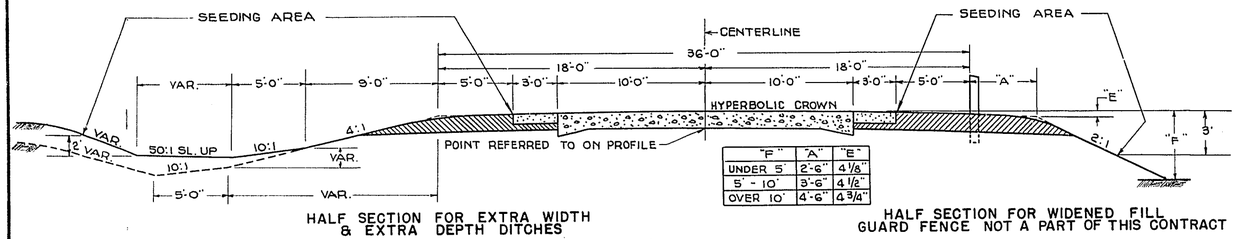
FED. ROAD DIST. NO.	STATE	FED AID PROJ. NO	SHEET NO.	TOTAL SHEETS
4	WISC.	29(4) 98(2) 385-6(2)	2	26

DIVISION JOB NO 8613



HALF SECTION IN LOW FILL HALF SECTION IN CUT

SECTION FOR 9 - 6 1/2 - 9 CONCRETE PAVEMENT

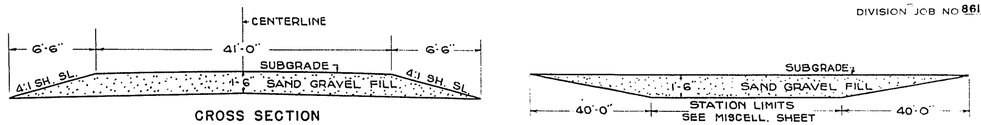


"F"	"A"	"E"
UNDER 5'	2'-6"	4 1/8"
5' - 10'	3'-6"	4 1/2"
OVER 10'	4'-6"	4 3/4"

HALF SECTION FOR EXTRA WIDTH & EXTRA DEPTH DITCHES

HALF SECTION FOR WIDENED FILL GUARD FENCE NOT A PART OF THIS CONTRACT

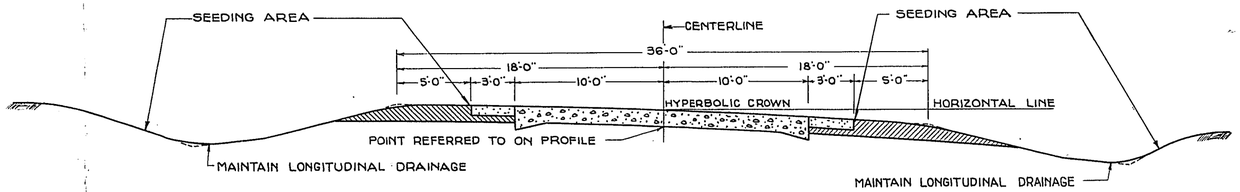
SECTION FOR 9 - 6 1/2 - 9 CONCRETE PAVEMENT



CROSS SECTION

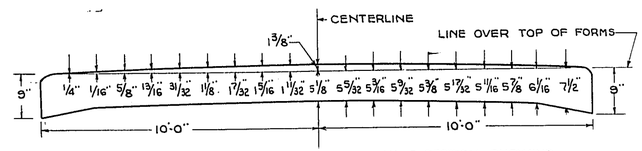
PROFILE

DETAIL FOR SUBGRADE EXCAV. & SAND GRAVEL FILL



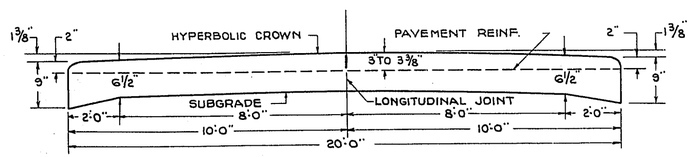
SUPERELEVATION 0.015 FT. PER DEGREE OF CURVE PER FT. WIDTH
MAXIMUM SUPER. = 0.1 FT. PER FT.

SECTION FOR SUPERELEVATED CURVES



HALF SECTION SHOWING HYPERBOLIC CROWN 1 FT. INTERVALS

HALF SECTION SHOWING SUBGRADE ORDINATES 1 FT. INTERVALS



SYMMETRICAL ABOUT CENTERLINE
END AREA = 11.250 SQ.FT. - AVE. DEPTH = 6.750" = 0.56250' - 1 SQ. YD. = 5.0625 CU. FT. = 0.18750 CU. YD.

20' CONCRETE PAVEMENT

Exhibit 2

GENERAL NOTES

CONSTRUCTION DETAILS NOT SPECIFICALLY SHOWN HERE SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SPECIAL PROVISIONS AND THE STANDARD DRAWINGS.

ALL EDGING TO BE OF 1/4" RADIUS.

ALL HORIZONTAL CURVES TO BE SPIRALLED AT TIME OF CONSTRUCTION.

APPROVED APPLICABLE DETAIL DRAWINGS TO BE USED ON THIS PROJECT ARE AS FOLLOWS:-

TRANSVERSE EXPANSION JOINT	SD 2.6,	& 27.1
LONGITUDINAL JOINT DETAIL	SD 4.2	
TRANSVERSE JOINTS - CONTR.- CONST.	SD 5.2	
PAVEMENT REINFORCEMENT	SD 8.4	
CONSTRUCTION BARRICADE	SD 16.1	
RIPRAP FOR PIPE CULVERTS	C-46.1 (1933)	

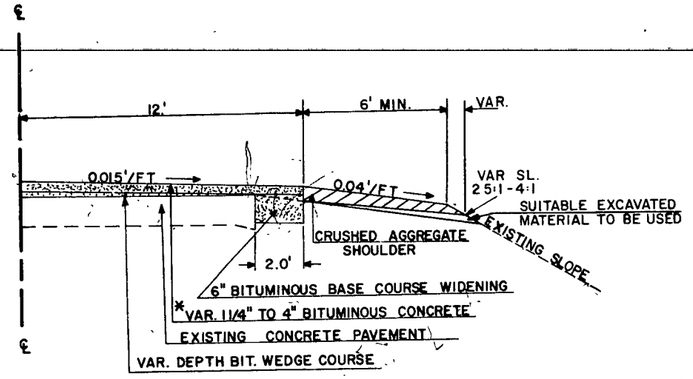
WORK OF SEEDING TO BE DONE BY WASHBURN COUNTY

TYPICAL CROSS SECTION
FOR
36' ROADBED

SCALE
NONE

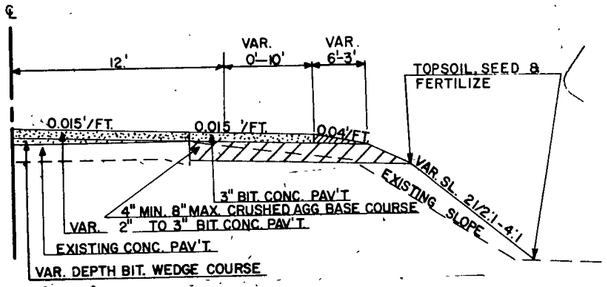
PROJECT I D	SHEET NUMBER	SHEETS
1555-1-71	2	
FEDERAL PROJECT DESIGNATION		

TYPICAL SECTIONS FOR USH 63, BARRON & WASH. CO.



TYPICAL FINISHED HALF SECTION FOR BIT. SURF. & BASE COURSE WIDENING

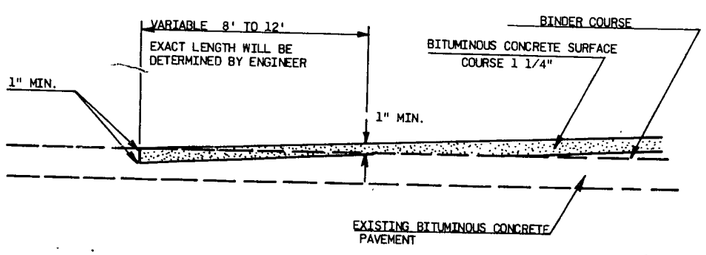
*SECTION	A	BITUMINOUS CONCRETE PAVEMENT	DEPTH	1 1/4"
"	B	"	"	2"
"	C	"	"	3"
"	D	"	"	4"



TYPICAL FINISHED HALF SECTION

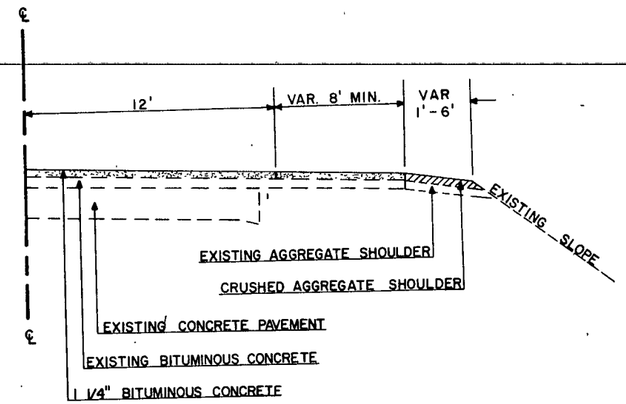
TYPICAL SECTION "E"

STA. 200+10 - 205+72	2" BIT. CONC.
585+26 - 594+26	3" " "
634+00 - 641+00	3" " "
102A+28 - 116A+81	2" " "



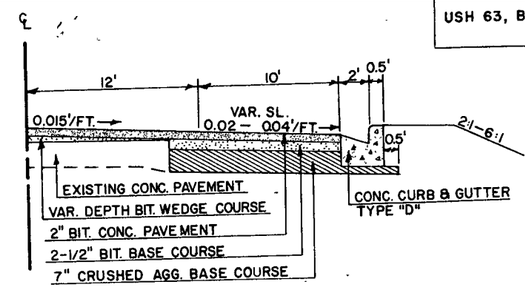
DETAIL OF BUTT JOINT

USE @ STA. 61+60.0
STA. 442B+47.1



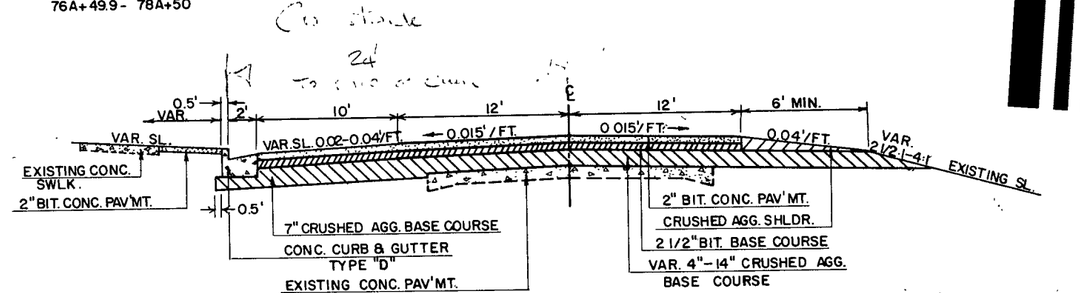
TYPICAL SECTION "G"

STA. 654+50 - 660+72
76A+49.9 - 78A+50

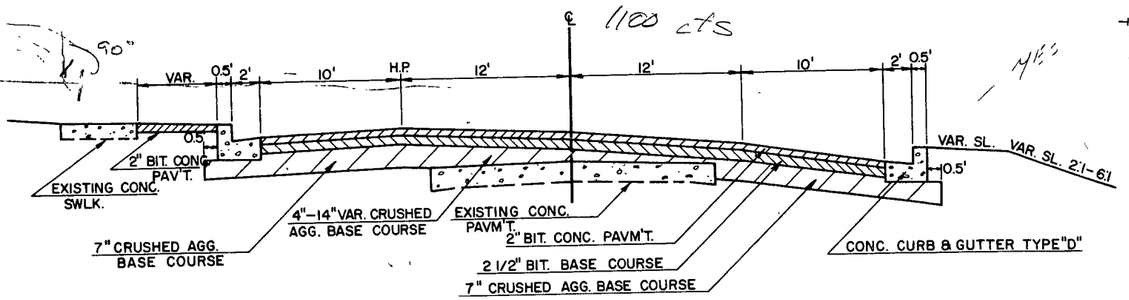


TYPICAL HALF SECTION "K"

395+21 - 397+00 LT. (USE TYPICAL SEC. "B" RT.)
401+50 - 408+50 LT (USE TYPICAL SEC "B" RT)
8B +50 - 10B+00 LT. & RT.
13B +00 - 14B+90 LT. & RT.
14B +90 - 16B+84 LT. (USE TYPICAL SEC. "E" RT)



TYPICAL SECTION "H"
STA. 397+00 - 401+50

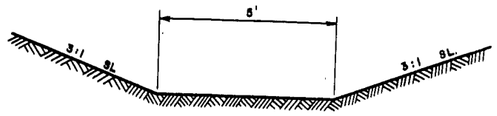


TYPICAL SECTION "H" (HIGH POINT SHIFTED)
STA. 108+0-138+0

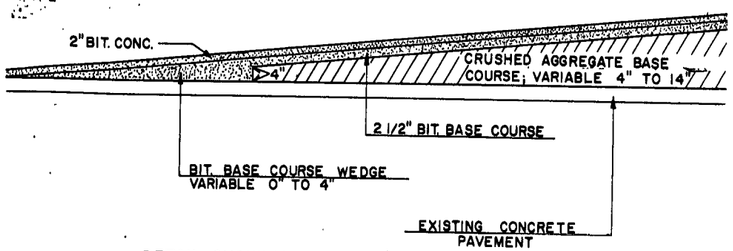
Exhibit 3

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
1555-1-71	2.1	
FEDERAL PROJECT DESIGNATION		

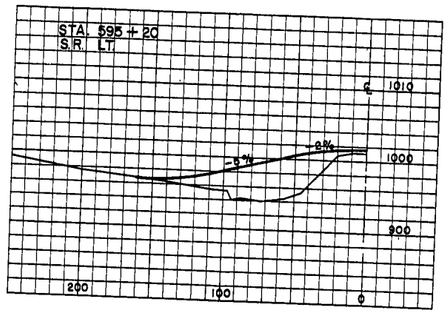
TYPICAL SECTIONS
FOR
USH 63 BARRON & WASHBURN CO.



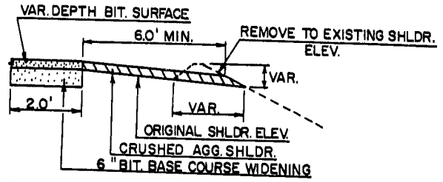
OUTLET DITCH DETAIL



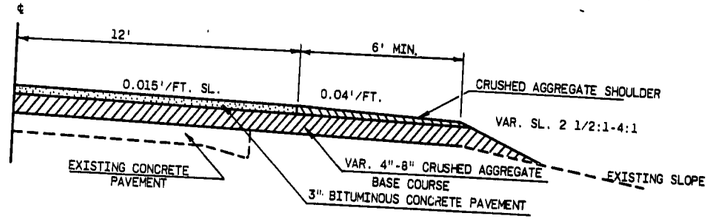
DETAIL SHOWING TRANSITION TO GRAVEL LIFT
(REF. TYP. SEC. "H")



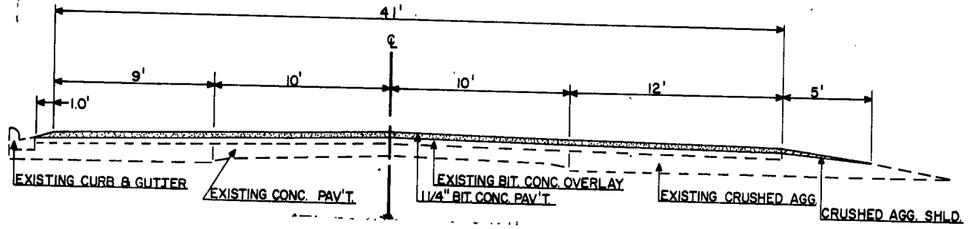
TOWN ROAD PROFILE
STA. 595+20 LT.



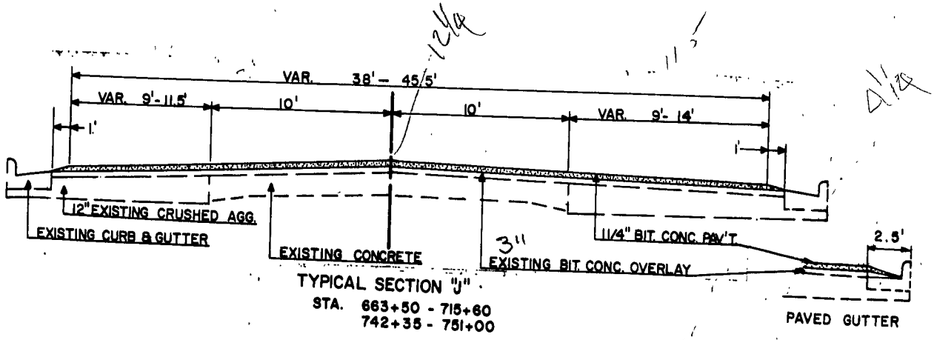
TYPICAL HALF SECTION FOR PREPARATION
OF FOUNDATION FOR SHOULDERS
STA. 319+00—322+00 LT. & RT.



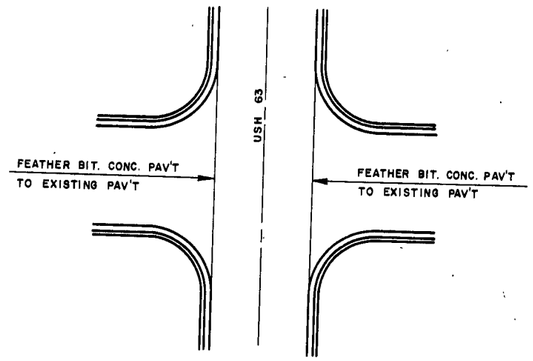
TYPICAL SECTION "M"
STA. 486+30 - 493+00



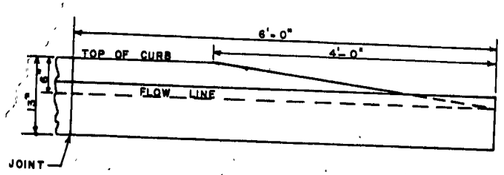
TYPICAL SECTION "I"
STA. 660+72 - 663+50
715+60 - 742+35



TYPICAL SECTION "J"
STA. 663+50 - 715+60
742+35 - 751+00



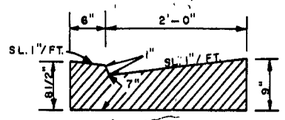
NORMAL STREET INTERSECTION
RESURFACING LIMITS



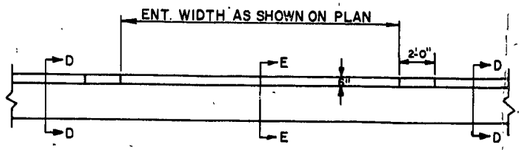
PROFILE VIEW

CURB END TREATMENT DETAIL

STA. 408+50 LT.
STA. 88+50 LT. & RT.
STA. 148+90 RT.



SECTION E—E

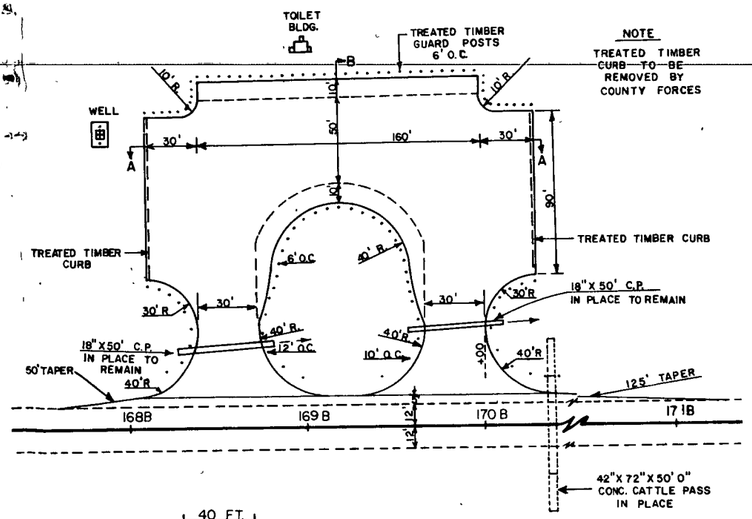


CURB & GUTTER ENTRANCE DETAIL

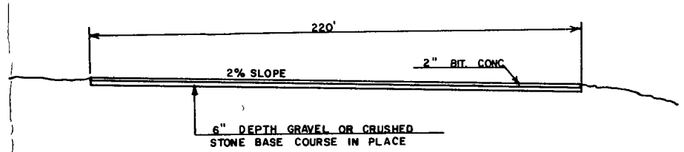
SECTION D-D NORMAL CURB & GUTTER SECTION
PRIVATE ENTRANCES—24' MAXIMUM
BUSINESS ENTRANCES—45' MAXIMUM

PROJECT I D	SHEET NUMBER	TOTAL SHEETS
1555-1-71	2.2	
FEDERAL PROJECT DESIGNATION		

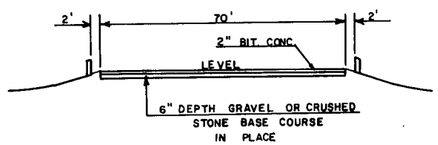
TYPICAL SECTIONS
FOR
USH 63, BARRON & WASH. CO.



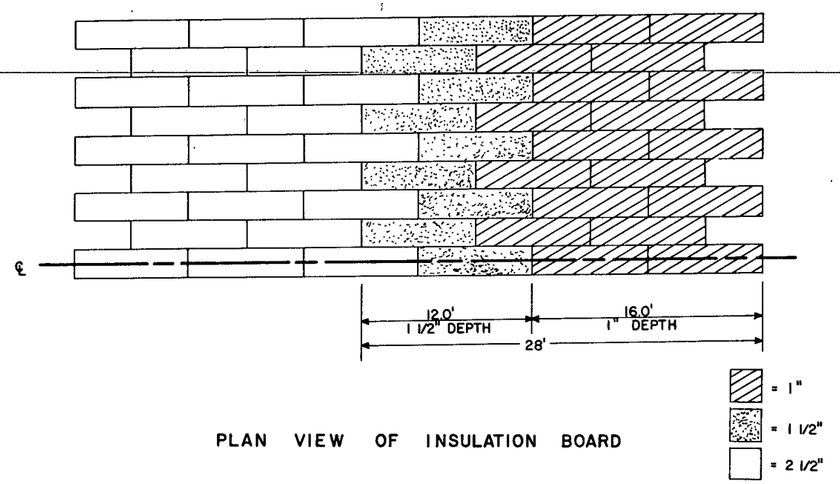
PLAN VIEW



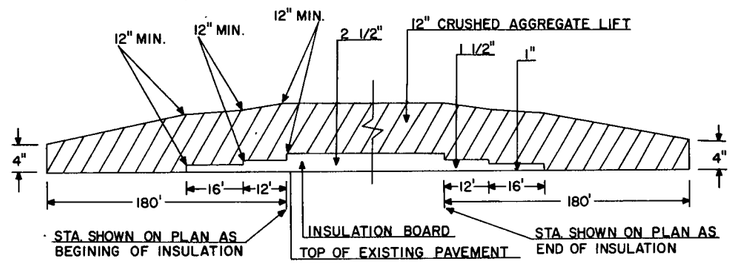
SECTION A—A



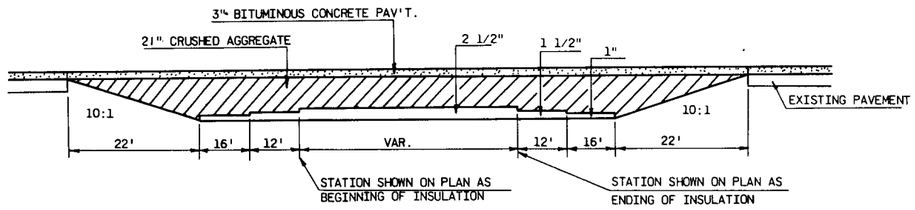
SECTION B—B
SURFACING OF WAYSIDE NO. 6
STA. 169B + 00



PLAN VIEW OF INSULATION BOARD



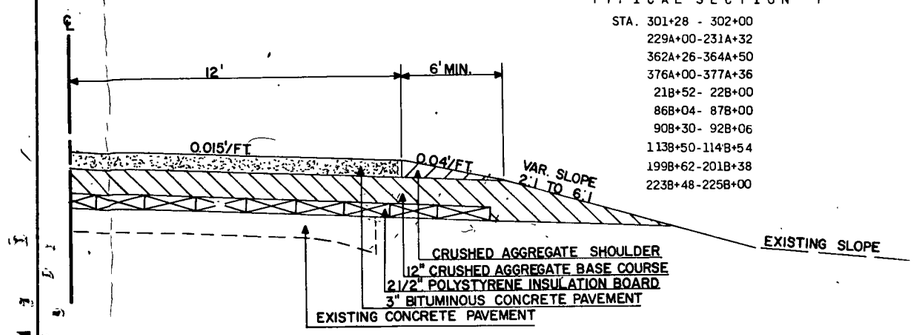
PROFILE OF INSULATION BOARD PLACEMENT



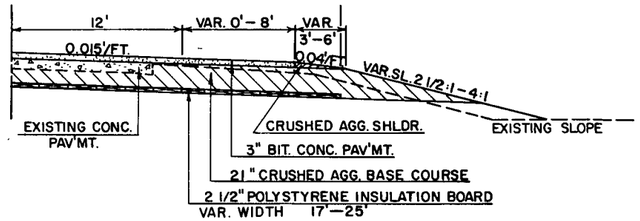
PROFILE VIEW OF INSULATION BOARD PLACEMENT

STA. 206+22 - 207+02
389A+73 -390A+45

TYPICAL SECTION "F"
STA. 301+28 - 302+00
229A+00-231A+32
362A+26-364A+50
376A+00-377A+36
218+52- 228+00
868+04- 878+00
908+30- 928+06
1138+50-1148+54
1998+62-2018+38
2238+48-2258+00



TYPICAL SECTION "F"



TYPICAL SECTION "L"
STA. 206+22 — 207+02
389A+73 —390A+45

STANDARD DETAIL DRAWINGS

CATCH BASINS TYPE 1 AND CATCH BASIN COVER 5	8A1-2
INLETS TYPE 1 & 2 AND INLET COVERS	8C1-2
CONCRETE CURB AND GUTTER, SURFACE DRAINS	8D1-1
APRON ENDWALLS FOR CULVERT PIPE	8F1-2
DESIGN & LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTER-SECTIONS	9A1-1
MARKER POSTS	15A1-1
CONSTRUCTION BARRICADE	15C1-2
STEEL PLATE BEAM GUARD, CLASS 'A'	14B2-2a&b

GENERAL NOTES

CONSTRUCTION DETAILS NOT SPECIFICALLY SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS AND THE STANDARD DRAWINGS.

WHERE SHOULDER WIDTH IS SHOWN AS 6 FOOT MINIMUM, A 10 FOOT WIDTH SHALL BE USED AT ALL LOCATIONS WHERE SUCH WIDTH IS OBTAINABLE WITHOUT ADDITIONAL GRADING. UNLESS OTHERWISE NOTED.

EXCESS UNCLASSIFIED EXCAVATION SHALL BE DISPOSED OF BY THE CONTRACTOR. FILL FOR S.R. 595+20 LT. WILL BE OBTAINED FROM OLD ROAD OBLITERATION IN THE SAME AREA.

CONCRETE SIDEWALK REMOVED BY THE CONTRACTOR FOR CONVENIENCE IN PLACING CURB AND GUTTER SHALL BE REPLACED AND THE COST OF THIS REPLACEMENT SHALL BE INCIDENTAL TO THE ITEM OF CURB AND GUTTER TYPE "D" 30 INCH.

WHEN THE QUANTITY OF THE ITEMS OF BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

PAVEMENT THICKNESS OF 2" OR LESS SHALL BE CONSTRUCTED IN A SINGLE COURSE.

EXISTING MANHOLE COVERS AND WATER SHUT OFFS IN THE CITY OF CUMBERLAND WILL BE ADJUSTED TO GRADE BY CITY FORCES.

ALL RADII SHOWN ARE TO THE FRONT FACE OF CURB.

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE TOPSOILED, FERTILIZED AND SEEDED.

TOPSOIL SHALL BE PLACED TO AN APPROXIMATE THICKNESS OF 4 INCHES AT THE TIME OF PLACEMENT.

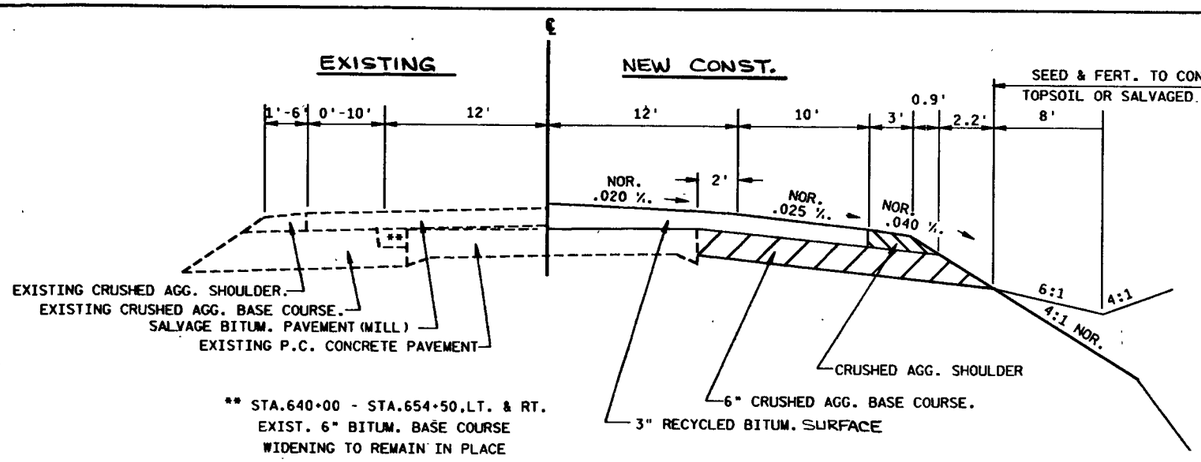
BITUMINOUS BASE COURSE WIDENING WILL NOT BE CARRIED THROUGH THE LIFT SECTIONS.

SUITABLE MATERIAL REMOVED WHEN EXCAVATING FOR BITUMINOUS BASE COURSE WIDENING MAY BE WASTED ON SHOULDERS.

IF S.R. CONNECTIONS CANNOT BE CONSTRUCTED TYPE 'C' AS SHOWN ON STANDARD PLATE 9A1-1 USE VARIABLE RADII TO FIT EXISTING CONDITIONS.

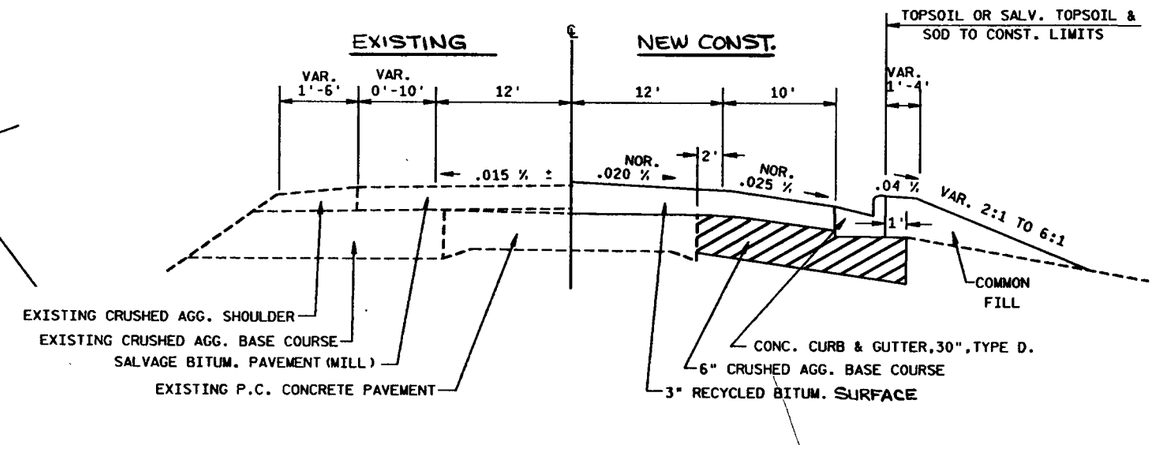
UTILITY OWNERS ARE:
CUMBERLAND TELEPHONE CO. CUMBERLAND, WIS.
NORTHERN STATES POWER CO. AMERY, WIS.

STATE PROJECT NUMBER	SHEET NO.
1550-03-72	2.1



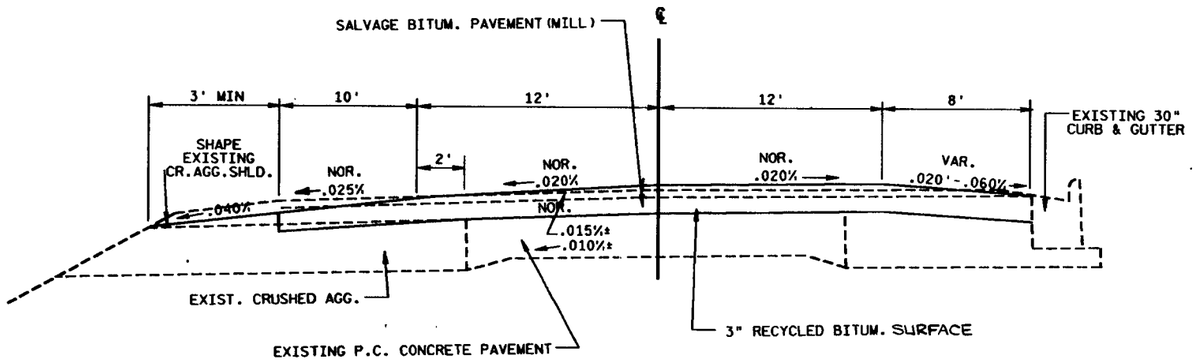
TYPICAL HALF SECTION "A"

STA.637+10 - STA.657+00
STA.657+00 - STA.660+17 LT ONLY
STA.660+17 - STA.660+72



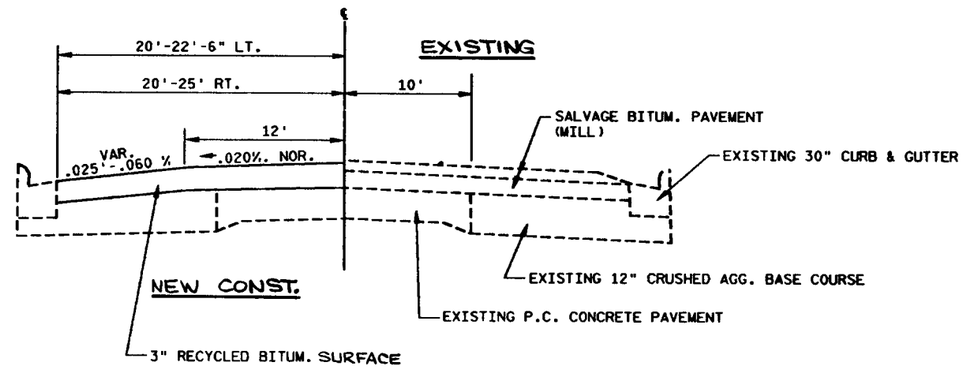
TYPICAL HALF SECTION "B"

STA.657+00 - STA..660+17 RT ONLY



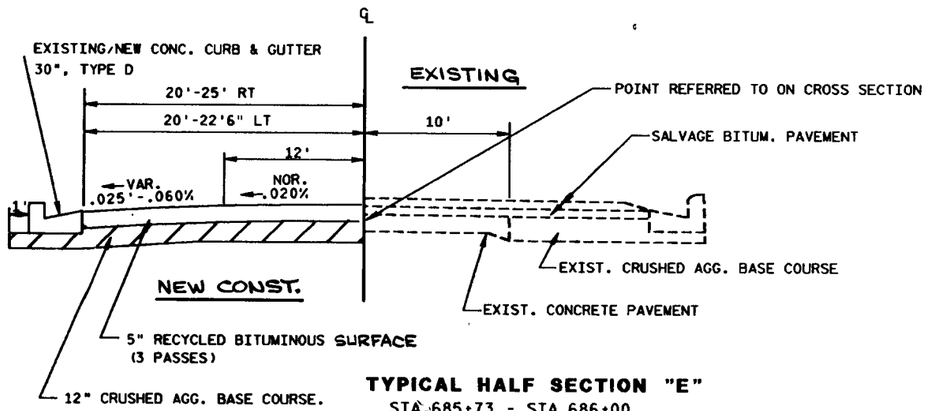
TYPICAL SECTION "C"

STA.660+72 - STA.663+50



TYPICAL HALF SECTION "D"

STA.663+50 - STA.685+73
STA.41+70 - STA.67+85 LT.
STA.67+85 - STA.76+50



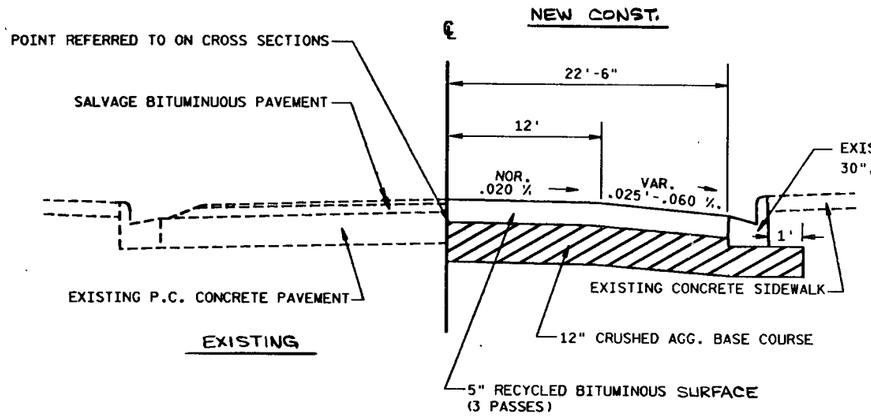
TYPICAL HALF SECTION "E"

STA.685+73 - STA.686+00
STA.26+77 - STA.38+04

Exhibit 4

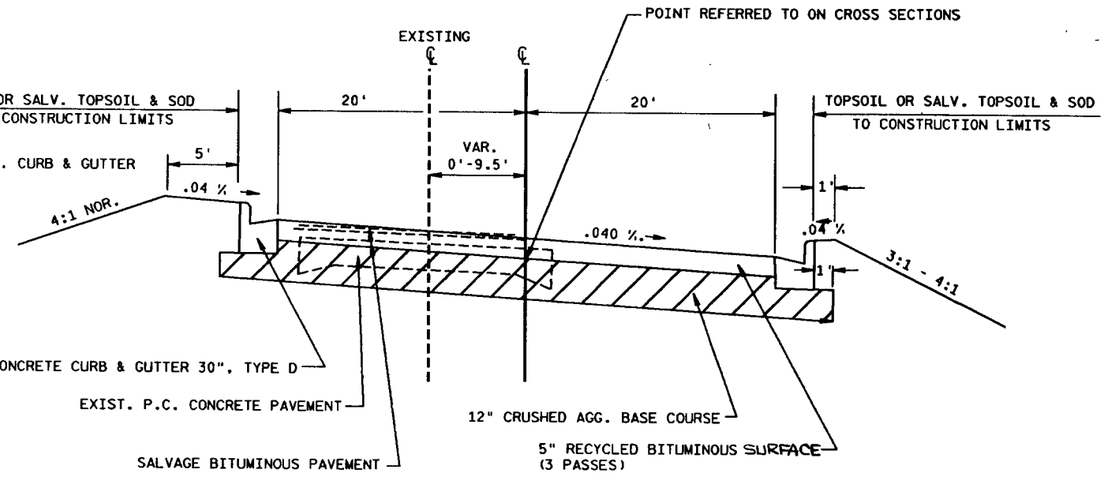
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

STATE PROJECT NUMBER	SHEET NO.
1550-03-72	2.2



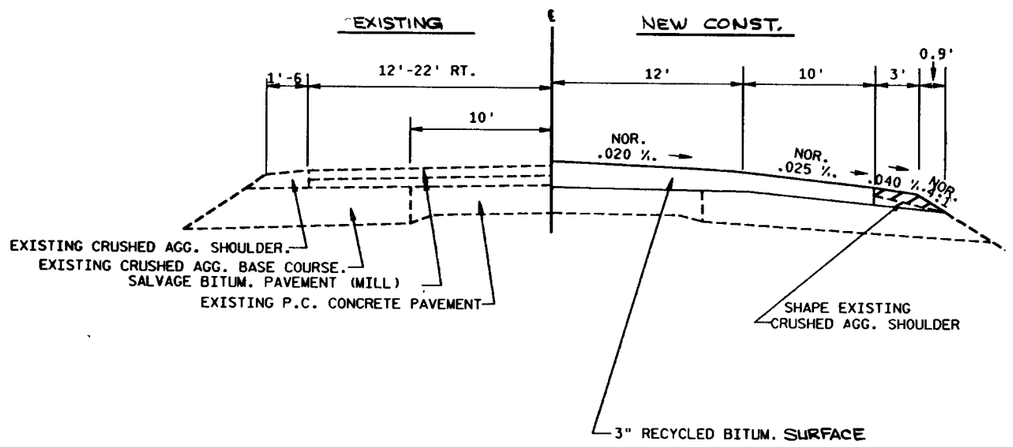
TYPICAL HALF SECTION "F"

STA.686+00 - STA.686+15.53 (11+96.57 AH.)
STA.11+96.57 - STA.26+77



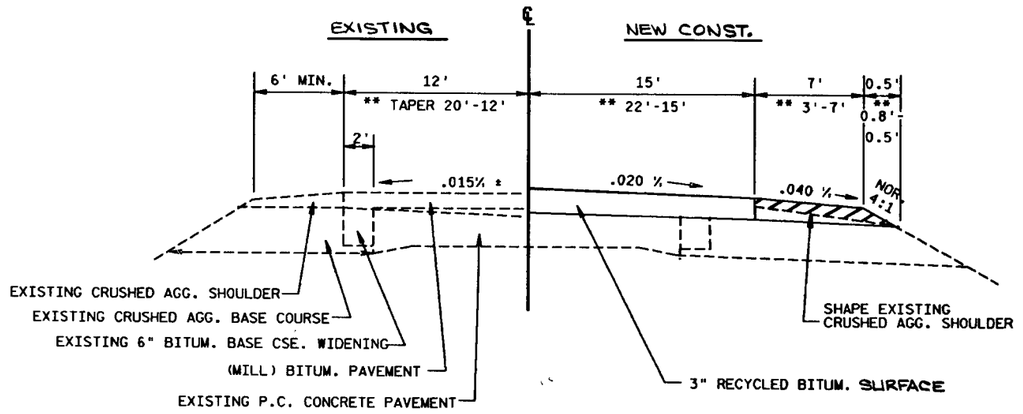
TYPICAL SECTION "G"

STA.38+04 - STA.41+70



TYPICAL HALF SECTION "H"

STA.41+70 - STA.67+85 RT.
STA.76+50 - STA.88+59 RT.



TYPICAL HALF SECTION "I"

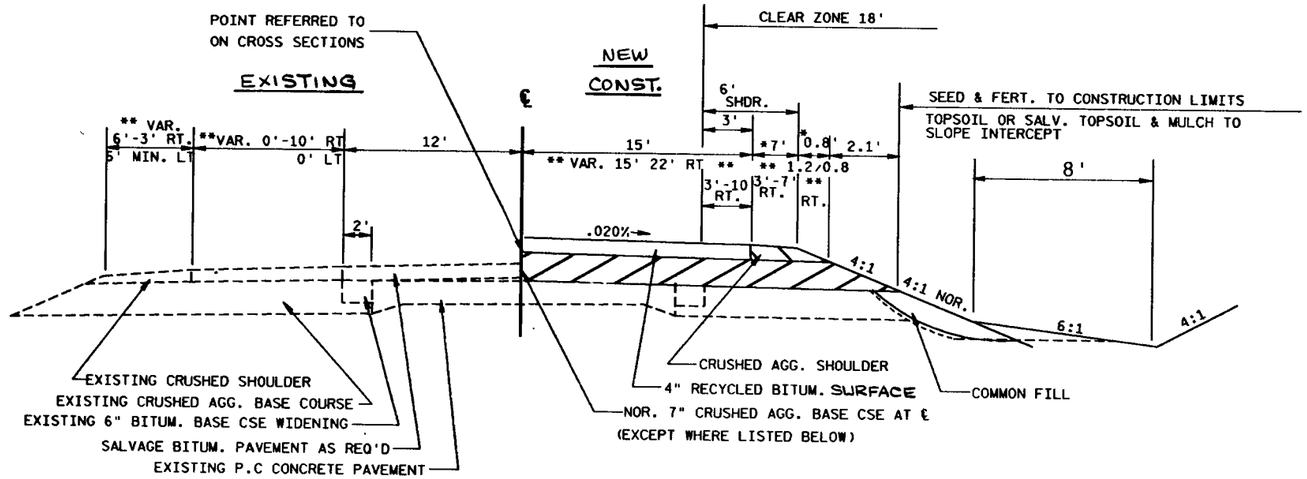
** STA.76+50 - STA.78+50 LT.
STA.78+50 - 90+09 LT.
** STA.88+59 - STA.90+09 RT

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52

FILE NAME: HDGN:15500350.DGN

WISDOT/CADDS SHEET 42

STATE PROJECT NUMBER	SHEET NO.
1550-03-72	2.3
TYPICAL SECTIONS	



485+02 - 494+88
599+32 - 603+49
623+42 - 627+90
EXISTING GRAVEL LIFT VARIES 4"-21" DEPTH

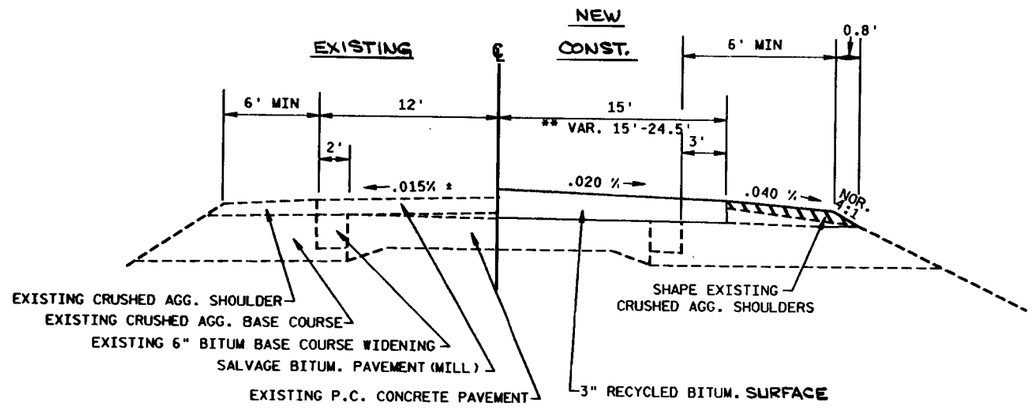
STA.90+09 - 93+07 (2" TO 7")
STA.468+00 - 471+00 (EXIST. TO 7")
STA.826A+00 - 829A+00 (7" TO 2")
SEE DETAIL FOR TRANSITION FROM SALVAGE & RESURFACE SECTION TO CR. AGG. LIFT SECTION

STA.107+00 - 112+00
STA.592+87 - 599+32
S.S.D. CORRECTIONS, SEE CROSS SECTIONS

S.S.D. = STOPPING SITE DISTANCE

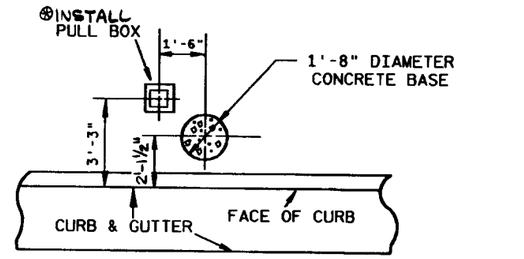
TYPICAL HALF SECTION "J"

* STA.90+09 - STA.103+75
**STA.103+75 - STA.110+00 (INCLUDES TAPER)
**STA.110+00 - STA.116+50 (INCLUDES TAPER) (110+00:BEGIN 6' MIN.SHLD,LT & RT.)
STA.468+00 - STA.829A+00

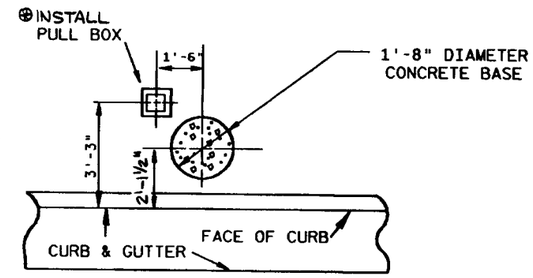


TYPICAL SECTION "K"

STA.829A+00 - STA.842A+07
** STA.842A+07 - STA.843A+57



TYPE 5 BASE LOCATION
(DECORATIVE STREET LIGHT)



⊕ PULL BOX FURNISHED BY OTHERS

TYPE 2 BASE LOCATION
(STREET LIGHT)

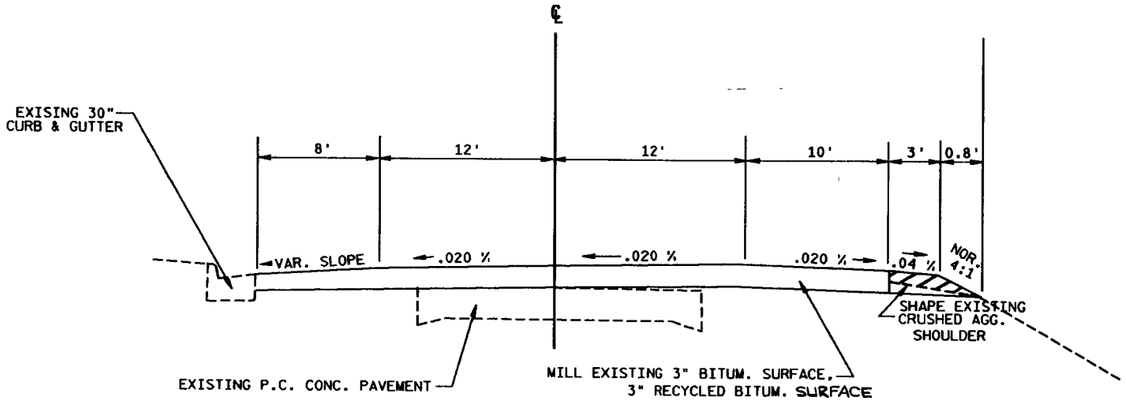
CONCRETE BASES

LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME: HDGN:1550035D.DGN

STATE PROJECT NUMBER	SHEET NO.
1550-03-72	2.4

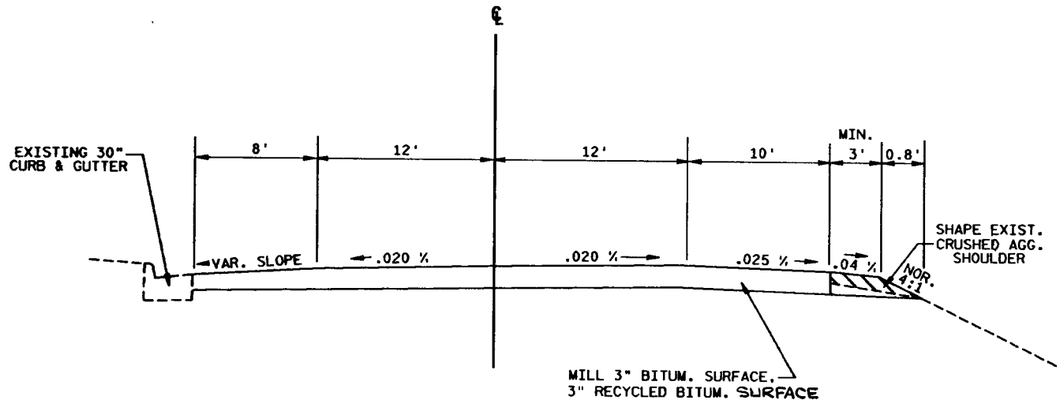
CUMBERLAND - SHELL LAKE
TYPICAL SECTIONS



TYPICAL SECTION "N"

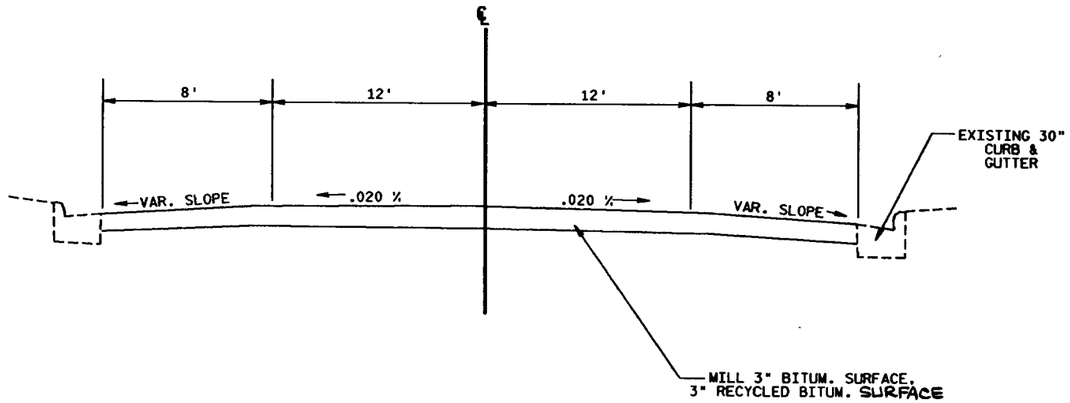
(SUPER ELEVATED SECTION)

STA.843A+57 - STA.847A+89



TYPICAL SECTION "O"

STA.847A+89 - STA.854A+07



TYPICAL SECTION "P"

STA.854A+07 - STA.862A+14

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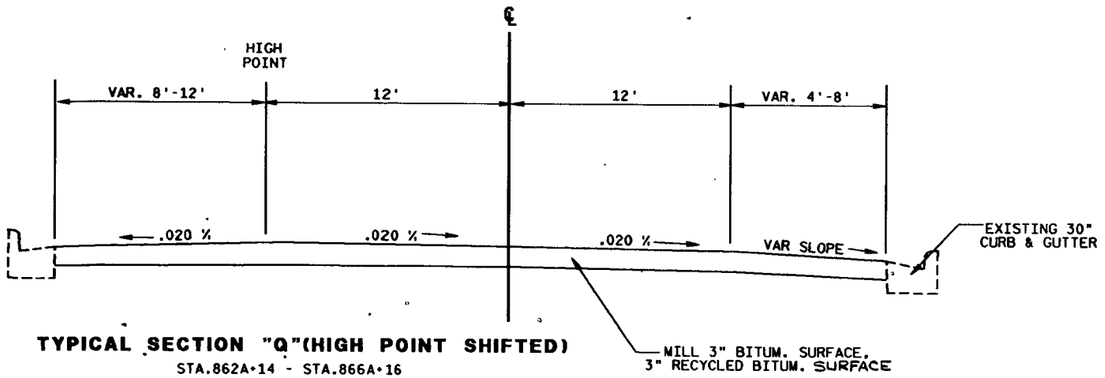
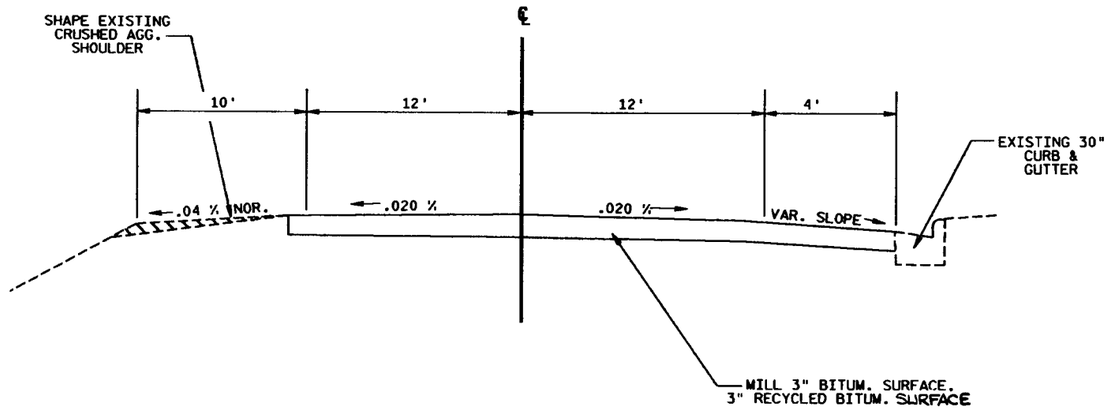
FILE NAME: HDGN:I040,141115500350

STATE PROJECT NUMBER	SHEET NO.
1550-03-72	2.5

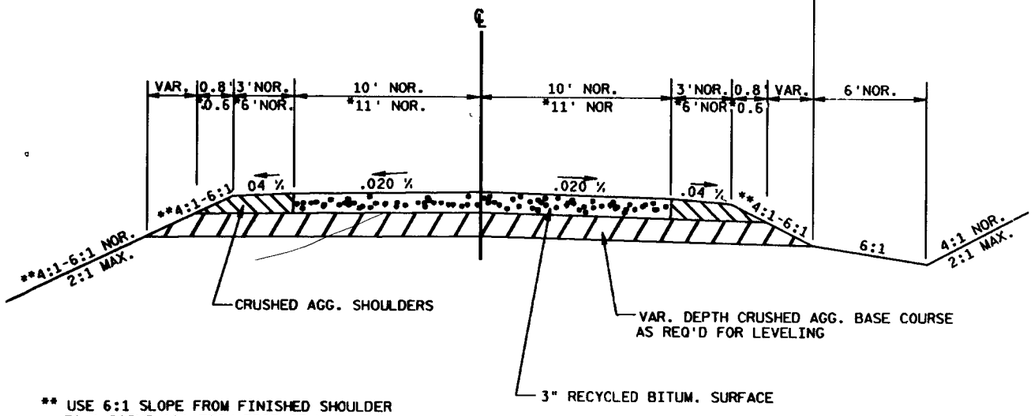
CUMBERLAND - SHELL LAKE
TYPICAL SECTIONS



TYPICAL SECTION "Q"(HIGH POINT SHIFTED)
STA.862A+14 - STA.866A+16



TYPICAL SECTION "R"
STA.866A+16 - STA.873A+40



** USE 6:1 SLOPE FROM FINISHED SHOULDER TO A POINT 18' FROM EDGE OF MAINLINE PAVEMENT

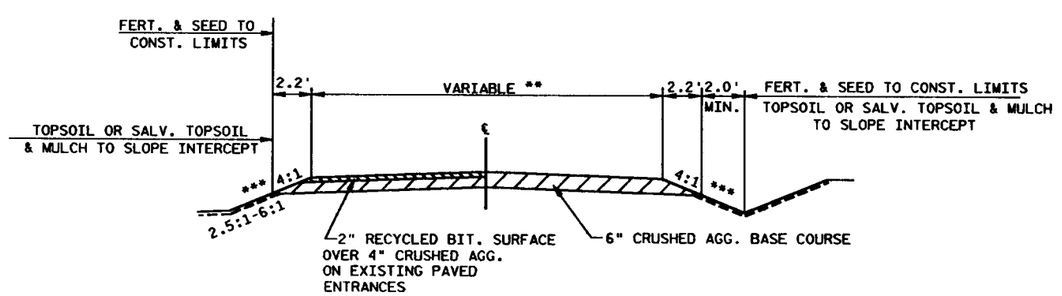
TYPICAL SECTION FOR RURAL SIDE ROADS

TYPE "C" INTERSECTIONS:

STA.483+00,LT.	STA.632A+92,LT.
STA.483+00,RT.	STA.733A+32,LT.
STA.591+88,RT.	STA.748A+09,RT.
STA.595+00,LT.	STA.788A+60,LT.
STA. 627+40,LT.	STA.816A+57,LT.
STA. 628+13,RT.	STA.816A+77,RT.
STA.650+65,RT.	STA.830A+81,LT.

TYPE "B" MOD. INTERSECTIONS:

* STA. 111+00,LT. (C.T.H."H")
* STA. 111+00,RT. (C.T.H."B")
* STA. 591+70,LT. (C.T.H."J")
* STA.788A+50,RT. (C.T.H."D")



TYPICAL SECTION FOR COMMERCIAL OR PRIVATE ENTRANCES

**WIDTH OF PRIVATE ENTRANCES - 16' MIN.-24'MAX.
WIDTH OF COMMERCIAL ENTRANCES - 35' MAX.

***USE 6:1 SLOPE FROM FINISHED SHOULDER TO A POINT 18' FROM EDGE OF MAINLINE PAVEMENT.

LEVELS ON • 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

FILE NAME: HDGN:[141]15500350

WISDOT/CADDS SHEET 42

Run Off the Road Type Crashes

USH 63

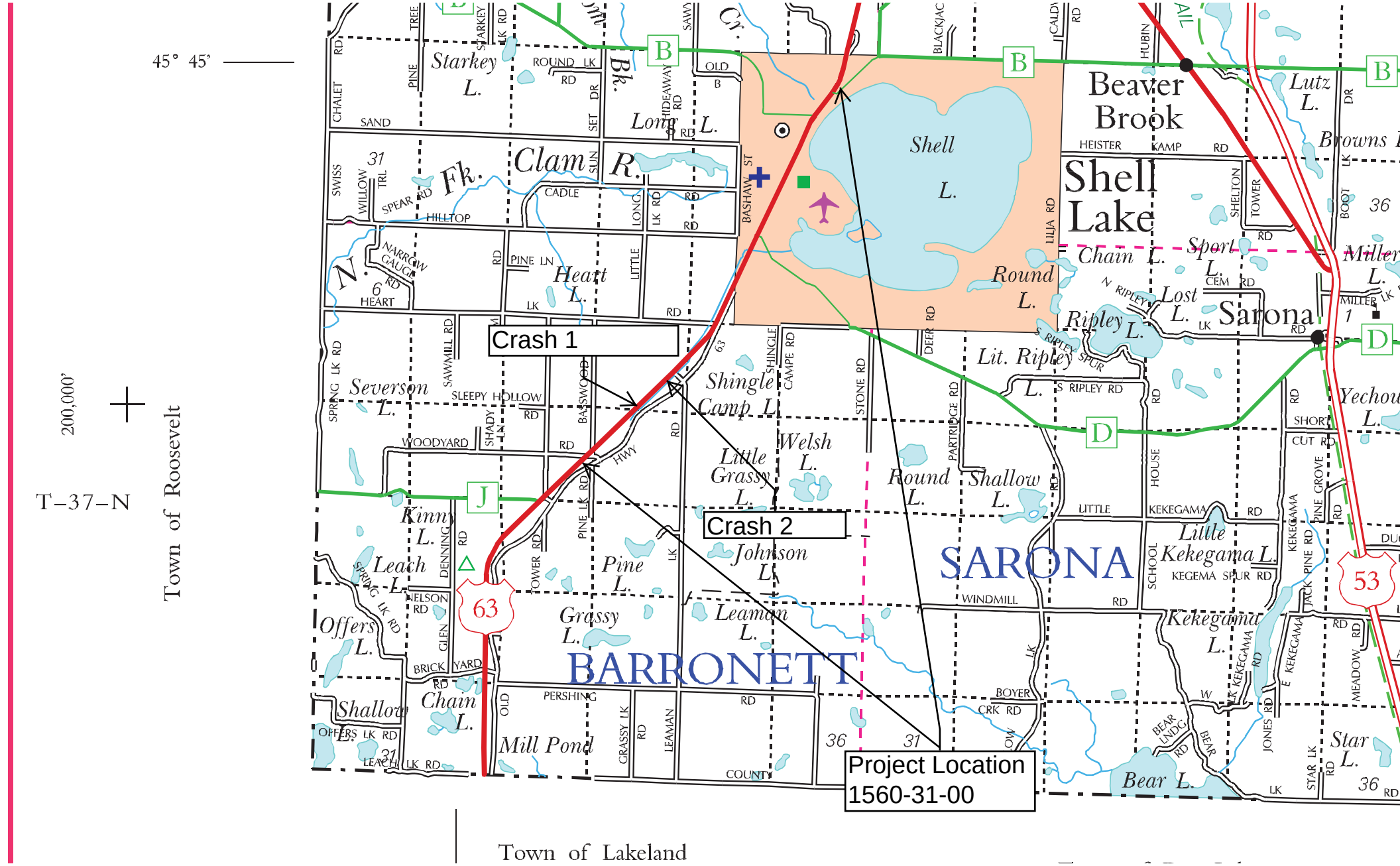
Project ID: 1560-31-00(71)

Cumberland - Spooner

Woodyard Road to CTH B(east)

CRASH #	DOCTNMB	ACCDNMBR	MCFLNMBR	ACCDDATE	COUNTY	MUNICIPALITY	MUNITY	ONHW	ONHWYDIR	ONHWY	ATSTR	INTDIR	INTDIS	ACCDSVR
1	A007803	101108427	10003220087	11/13/2010	WASHBURN	BARRONETT	T	63	N	63	HEART LAKE RD	S	75	INJ
2	A140332	111111450	11003320077	11/19/2011	WASHBURN	BARRONETT	T	63	N	63	LEHMAN LAKE RD	S	50	PD

Exhibit 5


45° 45'
200,000'
T-37-N
Town of Roosevelt
Town of Lakeland
Crash 1
Crash 2
Project Location
1560-31-00
Shell Lake
Beaver Brook
SARONA
BARRONETT
Shell L.
Clam R. Fk.
Clam R.
Long L.
Starkey L.
Heart L.
Round L.
Chain L.
Lost L.
Ripley L.
Lit. Ripley L.
Shingle Camp L.
Little Grassy L.
Welsh L.
Round L.
Shallow L.
Johnson L.
Pine L.
Grassy L.
Leaman L.
Kinny L.
Leach L.
Offers L.
Shallow L.
Chain L.
Mill Pond
Severson L.
Lutz L.
Sport L.
Yechou L.
Little Kekegama L.
Kekegama L.
Star L.
Bear L.
Miller L.
B
D
J
63
53

CORRESPONDENCE/MEMORANDUM **State of Wisconsin**

Date: March 4, 2014

To: Don Greuel, P.E.
Project Services Chief
Bureau of Project Development

ATTN: John Stolzman, P.E.
Project Services Engineer for NW Region
Bureau of Project Development

From: Mark Hughes, P.E.

Project Development Chief
NW Region

Subject: **EXCEPTIONS TO STANDARDS REPORT FOR NON-CONTROLLING CRITERIA - INTERSECTION ANGLES**

WisDOT Project I.D. *1560-31-00(71)*
USH 63, Woodyard Road to CTH B (East)
County Washburn

Report Prepared By: Jane M. Olson, P.E.
Civil Engineer
Northern Wisconsin-Based Engineers, Inc.

Your approval is requested for exception to standards as shown in the attached report for the subject project.

Project Development Chief
NW Region — Date

Approve:

Project Services Chief
Bureau of Project Development — Date

EXCEPTIONS TO STANDARDS REPORT FOR NON-CONTROLLING CRITERIA
INTERSECTION ANGLES

Project ID: 1560-31-00
USH 63
Washburn County

Exception to Standards for Non-Controlling Criteria - Intersection Angles

Purpose:

The subject of this report is the need to meet minimum intersection angles as described in FDM 11-25-2.8.3.1 on the subject project. See Exhibit 1. The intersection angle standard is not one of the 13 Controlling Criteria. This report is a request of Exception to Standards to maintain existing intersection angles on USH 63. The intersection angles are not contributing to a greater accident rate than could typically be expected. This segment of USH 63 has good horizontal and vertical alignments and shoulder widths for 3R standards. This report requests that an exception to standards of minimum intersection angles at four intersections on USH 63 in Washburn County be approved.

Design Class

The 2014 projected AADT ranges from 3700 near Woodyard Road to 6400 near 6th Avenue/CTH B(west). The design year 2034 AADT ranges from 4500 near Woodyard Road to 7400 near 6th Avenue/CTH B(west). This traffic projection places USH 63 in Washburn County in a 3R Design Class of 3RA3.

Substandard Features:

The substandard feature for the purpose of the Design Exception is intersection angle. The minimum 3R intersection angle for tangent or outside of curve of intersections is greater than or equal to 60° or less than or equal to 120°. The below minimum intersection angle has not contributed to intersection crashes more than would be typically expected. Two through intersections at Woodyard Road and North Woodyard Road located in the Town of Barronett have intersection angles below the minimum angle or greater than the maximum angle recommended for 3R projects in FDM 11-25 2.8.3.1. See Exhibit 1. Also two "T" type intersections at 5th Avenue and 6th Avenue/CTH B (west) located within the City of Shell Lake have intersection angles below the minimum angle or greater than the maximum angle recommended for 3R projects.

Existing Highway Conditions:

USH 63 is a principal arterial on the National Highway System (NHS) and a Long Truck Route. The length of the project is 4.896 miles and is broken into two sections, a resurfacing rural section and a reconstruct urban section. The resurfacing rural section with 12 foot lanes and 6-foot shoulders is 3.93 miles and consists of milling 2.5 inches of the existing asphaltic pavement and overlaying it with 4 inches of asphaltic pavement. The reconstruct urban section with 12 foot lanes and 6-foot to 10-foot shoulders is 0.967 miles and consists of reconstructing to a two-way left turn lane with a pavement structure of 6 inches of asphaltic pavement, over 10 inches of 1 1/4 base aggregate dense graded, over 12 inches of select borrow.

Exception to Standards for Non-Controlling Criteria - Intersection Angles

Design Speed

Under existing and proposed conditions:
Station 625+00 to Station 805+00, 3.41 miles, 60 mph (55 mph posted)
Station 805+00 to Station 847+00, 0.795 miles, 50 mph (45 mph posted)
Station 847+00 to Station 883+53, 0.692 miles, 40 mph (35 mph posted)

Substandard Features: The substandard intersections that do not meet 3R intersection criteria include the USH 63 intersections of Woodyard Road and North Woodyard Road in the Town of Barronett and 5th Avenue and 6th Avenue/CTH B (west) in the City of Shell Lake. Both Woodyard Road and North Woodyard Road are gravel top roadways. 5th Avenue and 6th Avenue/CTH B (west) are asphaltic paved roadways. The chart below shows the intersection angle and sight distances:

Intersecting Roadway Names	Intersect. Type	* Intersect. Angle	Traffic Control	* SSD** Met [(Y/N) / Length]	ISD** Met [(Y/N) / Length]	DSD** Met [(Y/N) / Length]	Vision Triangle (Y/N)	Corner Clearance To Driveways Present (Y/N)
Woodyard Road (West)	C	46° 54' 30"	2-way Stop	Y >570'	Y >1150' L &R	Y >1000'	N	Yes
Woodyard Road (East)	C	46° 3' 39"	2-way Stop	Y >570'	Y >1500' L & R	Y >1000	N	Yes
North Woodyard Road (North)	C	135° 24' 25"	2-way Stop	Y >570'	Y >1600' L& R	Y 2546'	N	Yes
North Woodyard Road (South)	C	35° 01' 06"	2-way Stop	Y >570'	Y >1600' L& R	Y 2546'	N	Yes
5th Avenue/Main Avenue	Urban	57° 2' 23"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	N	Yes
6th Avenue/CTH B (West)	B - Urban	55° 58' 59"	1-way Stop	Y >305'	Y >1000' L & R	Y >600'	N	No

The chart below shows the side road functional classifications, posted speed, AADT and approach grades.

Exception to Standards for Non-Controlling Criteria - Intersection Angles

Roadway Name	Functional Class	Posted Speed (MPH)	Existing Traffic*** (AADT)	Approach Grades	Pedestrian Facilities (Yes or No)	Bicycle Facilities (Yes or No)
Woodyard Road (West)	Local Road	55	>100	1.48%	No	No
Woodyard Road (East	Local Road	55	<100	3.41%	No	No
North Woodyard Road (North)	Local Road	55	>100	2.85%	No	No
North Woodyard Road (South)	Local Road	55	<100	2.35% CL- 50' 8.14% Beyond 50'	No	No
5th Avenue/Main Avenue	Collector	25	480	-1.35%	Yes	No
6th Avenue/CTH B (West)	Major Collector	25	1500	3.90%	No	No

***If Existing Traffic volumes are not available, then state at a minimum whether AADT is assumed to be <100 or >100.

The chart below shows the magnitude of variance for meeting desirable or 3R minimum standards.

NHS roadway name: USH 63

Location				Feature Type	Magnitude of Variance
Sta.	to Sta.	RP	to RP		
625+14	694+84	118059	121000	Intersection angle	Desirable - 3R Minimum
					(80°- 100°) - (60°-120°)
				Woodyard Road (west)	33° 05' 30" - 13° 5' 30"
				Woodyard Road (east)	33° 56' 21" - 13° 56' 21"
				North Woodyard Road (north)	35° 24' 25" - 15° 24' 25"
				North Woodyard Road (south)	44° 58' 54" - 24° 58' 54"
863+06	867+00	124000	125000	Intersection angle	(75°- 105°) - (60°-120°)
				5th Avenue	17° 57' 37" - 2° 57' 37"
863+06	867+00	124000	125000	Intersection angle	(75°- 105°) - (60°-120°)
				6th Avenue/CTH B (west)	19° 1' 1" - 4° 1' 1"

Exception to Standards for Non-Controlling Criteria - Intersection Angles

3.2.1 Project Crash Information

Roadway	Crash Rate [1] from Metamanager (2008-2012.)	Statewide Crash From Metamanager Rate [1] (2012)	Number & Severity of Crashes			
			Fatal	Injury	Property Damage	Total No. Crashes
Woodyard Road - Station 694+84 (Sta. 625+14- 694+84)	84.480	70.979	0	0	3	4 (0.6/year)
Lewis Street - 5th Avenue (Sta. 853+00 - 862+00)	150.952	223.648	0	1	1	2 (0.4/year)
5th Avenue - Station 863+06 (Sta. 862+00 - 863+06)	0.000	223.648	0	0	0	0 (0/year)
Station 863+06 - CTH B (west) (Sta. 863+06 - 867+00)	79.446	223.648	0	0	1	1 (0.6/year)

[1] Crash rate based on 100 million vehicles miles traveled (100 MVMT)

Comments: Information from Metamanager September 19,2013 data.

3.2.2 Significant Crash Locations or Patterns

Location or Pattern	Year	Number & Severity of Crashes				Crash Rate[2]	Possible Factors Contributing to Crashes
		Fatal	Injury	Property Damage	Total		
Station 853+00- Station 862+00	2007-2013	0	6	18	10	150.952	Rear ending of left turning traffic waiting for oncoming traffic to clear accounted for 6 crashes in 7 years. No existing left turn lane.

[2] Crashes per million entering vehicles (MEV)

Comments: Two-way left turn lane (TWLTL) will improve safety for the left turning vehicles between 1st Avenue to 6th Avenue/CTH B (east).

Exception to Standards for Non-Controlling Criteria - Intersection Angles

Crash Data:

Woodyard Road (west) and Woodyard Road (east): This section of USH 63 is in a 55 mph speed zone on a tangent section. There are no crashes related to this through intersection from 2007- September of 2013. Crash 1 occurred on USH 63 while a northbound semi lost a rear trailer tire and the tire hit a southbound vehicle. This is a random accident that is not related to the through intersection of Woodyard Road (west) and Woodyard Road (east). An intersection rate flag was not noted in Metamanager for this intersection.

North Woodyard Road (north) and North Woodyard Road (south): This section of USH 63 is in a 55 mph speed zone on a tangent section. There was one crash on USH 63 near this intersection that had nothing to do with the intersection angle. Crash 2 occurred on USH 63 between two northbound vehicles when one vehicle was making a passing movement while the other vehicle was making a left turning movement. An intersection rate flag was not noted in Metamanager for this intersection.

5th Avenue/Main Street: This section of USH 63 is in a 35 mph speed zone. There were four crashes in the proximity of this intersection. Crash 3 on USH 63 occurred when a southbound vehicle hit two pedestrians crossing USH 63 on the south side of 5th Avenue. This crash resulted in two Type B injuries, and was the motivation for the City of Shell Lake to make pedestrian safety a priority for this USH 63 improvement project. Crash 5 and Crash 6 were northbound vehicles experiencing rear end accidents that occurred on USH 63 at the intersection of 5th Avenue. Both crashes were due to one vehicle stopping in the northbound lane waiting for southbound traffic to clear and was hit by another northbound USH 63 vehicle. Crash 5 had two possible injuries. Crash 6 had no injuries only property damage. Crash 7 was due to a northbound USH 63 vehicle that experienced mechanical problems and crashed into a sign and business in the northwest quadrant of the intersection of USH 63 and 5th Avenue. There were no injuries, only property damage. No crashes associated with the intersection angle occurred at this intersection. No intersection flags were noted in Metamanager.

6th Avenue/ CTH B (west): This segment of USH 63 is in a 35 mph speed zone. There were 4 crashes associated with this intersection and USH 63. Crash 8 occurred when a truck pulling out of a parking area on the east side of USH 63 hit a northbound vehicle. Crash 9 occurred when a northbound driver on USH 63 hit a vehicle stopped at CTH B. There were no injuries associated with this accident. The northbound USH 63 vehicle driver was cited for an improper turn. Crash 10 was a rear end type crash that occurred when northbound vehicle 1 stopped to wait for southbound traffic to clear and was rear ended by northbound vehicle 2. There were no injuries due to this accident, only property damage. Crash 11 occurred as vehicle 1 was making a left turn from CTH B (west) to northbound USH 63. Vehicle 2 traveling southbound on USH 63 hit vehicle 1 during the turn onto USH 63. Vehicle 1 did not see vehicle 2 because southbound USH 63 vehicle 3 was making a right turn and in the right turn lane. Injuries were recorded due to this accident. Crash 9 might be associated with intersection angle, and there were no injuries only property damage. No intersection flags were noted in Metamanager.

See Exhibit 2 for crash locations and accident summary sheet showing the above named crashes.

Exception to Standards for Non-Controlling Criteria - Intersection Angles

Woodyard Road and North Woodyard Road Alternatives considered:

Reconstruct Intersections: Prior to the existing project being downscoped, the project considered reconstruction of the intersections at Woodyard Road and North Woodyard Road. See Exhibit 3 for formerly proposed intersection improvements. The intersection improvements would have corrected the intersection angle, while not correcting the expected spacing of 1000 feet between Woodyard Road and North Woodyard Road on USH 63. When this proposed improvement was shown to the public, the adjacent property owners were not receptive with this proposed improvement. This alternative would have resulted in 2.580 acres more right of way, additional wetlands of 0.304 acres and additional costs of $ 140,000 to improve these intersections' angles only. The formerly proposed improvement did not meet the side road spacing requirement for principal arterials. There were no crashes with injuries associated with these intersections. This alternative was rejected due to non public support, and it is not economically feasible given the small number of injuries it would prevent compared to the high cost.

No Build: This alternative was selected and is supported by the adjacent property owners. This alternative has adequate intersection sight distance, stopping sight distance and decision sight distance. Metamanager had no intersection flags at this location. The two reported crashes had no injuries and were not related to the intersection angles. Reconstructing the intersections would not result in fewer injuries. For these reasons this is the preferred alternative.

5th Avenue Alternatives:

Reconstruct Intersection to meet current intersection angle standards: This alternative was not explored in detail like Woodyard Road and North Woodyard Road intersections. In order to correct the existing intersection angle at 5th Avenue commercial real estate would need to be purchased as well as urban utility moves. Two commercial locations valued at $100,000 would need to be purchased as well as relocating the two businesses. One is an appliance store and the other is a bank's ATM. There is a closed BRRTS site at this location, with possible contaminated soils. The costs could well exceed $250,000 for real estate including moving businesses, urban utility moves, possible contaminated soils and construction costs. There were no injuries associated with crashes due to substandard intersection angle. This alternative was rejected because it is not economically feasible given the small number of injuries it would prevent compared to the high cost.

No Build- Preferred: This alternative has adequate intersection sight distance, stopping sight distance and decision sight distance. Metamanager showed no intersection flag at this intersection. There were no injuries associated with crashes due to substandard intersection angle. Reconstructing the intersections would not result in fewer injuries. For these reasons this is the preferred alternative.

Exception to Standards for Non-Controlling Criteria - Intersection Angles

6th Avenue/ CTH B (west) Alternatives:

Reconstruct intersection to meet current intersection angle standards: This alternative was not explored in detail like Woodyard Road and North Woodyard Road intersections. In order to correct the existing intersection angle at 6th Avenue/CTH B commercial real estate would need to be purchased as well as urban utility moves. One commercial location valued at $167,000 would need to be purchased as well as relocating at least two businesses. One business is a small strip mall with at least two tenants. There is a closed BRRTS site at this location, with possible contaminated soils. The costs could well exceed $350,000 for real estate including moving businesses, urban utility moves, possible contaminated soils and construction costs. There were no injuries associated with crashes due to possible intersection angle crashes. This alternative was rejected because it is not economically feasible given the small number of injuries it would prevent compared to the high cost.

No Build - Preferred: This alternative has adequate intersection sight distance, stopping sight distance and decision sight distance. Metamanager showed no intersection flag at this intersection. It is possible that Crash 9 was due to the intersection's angle. However, the driver of the northbound USH 63 vehicle was cited for improper turn. There were no injuries associated with this crash. Reconstructing the intersections would not result in fewer injuries. For these reasons this is the preferred alternative.

Adverse Impacts in reconstructing intersections due to substandard intersection angles:

At Woodyard Road and North Woodyard Road increased project costs, adjacent property owners not favoring this improvement, increased wetland taking, and additional right of way would be the primary adverse impacts.
At 5th Avenue increased project costs, increased right of way, possibly relocating two businesses, moving urban utilities and possible contaminated soils would be the primary adverse impacts.
At 6th Avenue/CTH B increased project costs, increased right of way, possible relocating two or more businesses, moving urban utilities and possible contaminated soils would be the primary adverse impacts.

Safety Enhancements:

The project would eliminate the rutted pavement and would increase safety both in the warmer months by reducing hydoplaning and in the colder months by allowing better snow/ice removal. New permanent signing would be installed and new pavement markings would be applied which would provide improved delineation. In the rural segment, for Woodyard Road and North Woodyard Road, clearing trees to 45 feet from center line except in those instances where the trees are considered landscaping for someone's yard would allow for improved vision triangles. The additional 2 foot (5-foot total) paved shoulder width would enhance safety for bicyclists, pedestrians and motorists. In the urban segment, for 5th Avenue and 6th Avenue/CTH B (west), USH 63 will be reconfigured from a two-way two lane highway with limited parking on its east side, to a three lane two-way left turn lane (TWLTL) with four raised pedestrian islands and no parking. The TWLTL will allow left turning vehicles a safe storage place for left turns while allowing USH 63 northbound traffic to continue. The raised pedestrian refuge islands will improve pedestrian safety both north and south of 5th Avenue. See Exhibit 2. The TWLTL with raised pedestrian refuge islands will improve safety for bicyclists, pedestrians and motorists.

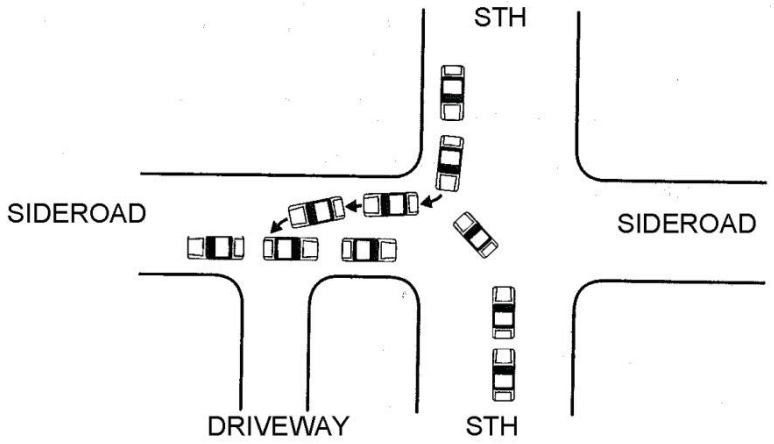


Figure 2.12 Inadequate Corner Clearance on Sideroad[48]

2.6 Intersection Vertical Alignment

See pp.582 and 279-282 of the 2004 GDHS[49].

If possible and practical, avoid grades in excess of 3% within the intersection area and on the portion of approaches where vehicles are required to stop because this complicates intersection design. Desirably, grades will be flatter than the maximum values allowed (see FDM 11-10-5.4.1 and Attachment 5.3).

On the OSOW Freight Network, check the roadway profile to avoid abrupt grade transitions that may affect OSOW-ST vehicles with low ground clearance. OSOW-ST vehicles with very low ground clearance can hang up on the roadway crown or the rollover between a superelevated section and a side road profile at intersections.

Additionally, on the OSOW Freight Network, some loads on OSOW-ST vehicles are susceptible to torsion or twisting forces that can exceed the torsional shear capacity of a blade, beam, or concrete member. If possible, design the vertical alignment and cross slopes in the intersection area to help avoid excessive shear forces created by torsion forces as the OSOW-ST Vehicle maneuvers the intersection.

Avoid locating intersections just beyond the crest of vertical curves.

2.7 Intersection Sight Distance

For information about intersection sight distance, refer to FDM 11-10-5.

2.8 Angle of Intersection[50]

It is preferable for intersecting streets to meet at an angle as close to 90°as possible. On the OSOW Freight Network, it is preferable for roadways to intersect at an angle as close to 90° as possible, thus reducing the impact of those vehicles with a large turning radius.

It may be necessary to shift the intersection and to realign part of the sideroad in order to improve the angle of intersection. This usually requires inserting a horizontal curve on the sideroad in close proximity to the intersection. See FDM 11-10-5.1.1.4, “Sight Distance on a Stop Sign Controlled Approach” and FDM 11-10-5.2.2, “Horizontal Curve on a Stop Sign Controlled Approach”.

2.8.1 Angle of Intersection for New Intersections

The following applies to new intersections on all projects Exhibit 1

[48] Adapted from (*12) Transportation and Land Development*, 2nd edition. Institute of Transportation Engineers, 2006., Figure 6-20 on p. 6-30. © 2012 Institute of Transportation Engineers, 1627 Eye Street, NW, Suite 600, Washington, DC 20006 USA, www.ite.org. Used by permission.

[49] (*1) A Policy on Geometric Design of Highways and Streets 2004*, 5th edition. AASHTO, 2004.

[50] (*15)* Intersection Angle Geometry and the Driver's Field of View. In *Transportation Research Record 1612: Highway Geometric Design Issues* TRB, National Research Council, 1998, pp.10-16.,
(16) Highway Design Handbook for Older Drivers and Pedestrians. FHWA-RD-01-103. Federal Highway Administration Turner-Fairbank Highway Research Center, 2001. http://www.tfhrc.gov/humanfac/01103/coverfront.htm.
(17) Guidelines and Recommendations to Accommodate Older Drivers and Pedestrians. FHWA-RD-01-051. Federal Highway Administration, 2001. http://www.tfhrc.gov/humanfac/01105/cover.htm.
(18) Older Driver Highway Design Handbook [ch.1 - Intersections (At-Grade)]. FHWA-RD-97-135. Federal Highway Administration, 1998. http://www.tfhrc.gov/safety/pubs/97135/index.htm#intro.

2.8.1.1 Intersection on Tangent or on Outside of Curve:

- Desirable: between 75° and 105°
- Minimum: 70°
- Maximum: 110°

2.8.1.2 Intersection on Inside of Curve

Table 2.8 Angle of Intersection for Intersection on Inside of Curve

Road	Radius (ft)	Desirable angle	Minimum angle	Maximum angle
High Speed and Transitional	>6000	between 75° and 105°	70°	110°
	4000-6000	between 80° and 100°	75°	105°
	<4000	between 85° and 95°	80°	100°
Low Speed	>3000	between 75° and 105°	70°	110°
	2000-3000	between 80° and 100°	75°	105°
	<2000	between 85° and 95°	80°	100°

2.8.2 Angle of Intersection for Existing Intersections on New Construction and Reconstruction Projects

2.8.2.1 Intersection on Tangent or on Outside of Curve

Improve the intersection angle using the guidelines for NEW intersections if the existing intersection meets any of the following conditions:

- The existing angle is less than minimum or greater than maximum angle for NEW intersections and the angle is contributing to intersection crashes, or
- The existing angle is less than 65°or greater than 115°.

2.8.2.2 Intersection on inside of curve

Improve the intersection angle using the guidelines for NEW intersections if the existing intersection meets any of the following conditions:

- The existing angle is less than minimum or greater than maximum angle for NEW intersections and the angle is contributing to intersection crashes, or
- The existing angle is less than the minimum angle for new construction by 5° or more, or
- The existing angle is greater than the maximum angle for new construction by 5° or more.

2.8.3 Angle of Intersection for Existing Intersections on 3R Projects

2.8.3.1 Intersection on Tangent or on Outside of Curve

Improve the intersection angle using the guidelines for NEW intersections if the existing intersection meets any of the following conditions:

- The existing angle is less than minimum or greater than maximum angle for NEW intersections and the angle is contributing to intersection crashes, or
- The existing angle is less than 60°or greater than 120°.

2.8.3.2 Intersection on Inside of Curve

Improve the intersection angle using the guidelines for NEW intersections if the existing intersection meets any of the following conditions:

- The existing angle is less than minimum or greater than maximum angle for NEW intersections and the angle is contributing to intersection crashes, or
- The existing angle is less than the minimum angle for new construction by 10° or more, or
- The existing angle is greater than the maximum angle for new construction by 10° or more.

2.9 Intersections on Curves

Intersections on curves of any facility are problematic and are discouraged for the following reasons:

- Drivers have more difficulty judging the speed of vehicles approaching on a curve than on a tangent.
- Superelevation complicates the intersection geometry.
- More right-of-way may be required to ensure adequate intersection sight distance (ISD), particularly on the inside of curves where the line of sight for intersection sight distance may be a considerable distance outside the roadway.
- Intersections on the inside of a curve require drivers on the side road to turn their heads more to see approaching traffic. This can be difficult for some drivers, including older drivers.

If an intersection must be on a curve, then use a flatter radius curve, if possible, and align to make the intersection as close to radial as possible. For example, on high speed roads, using a curve that requires a superelevation of 3% or less will make it easier to match into the side road profile and to transition the cross slope on auxiliary lanes. It will also keep the ISD line of sight closer to the roadway. A radial intersection in combination with a flat radius will reduce the amount drivers have to turn their heads to see approaching traffic.

Intersections on curves of high-speed (posted speed greater than 55 mph) expressways require additional design considerations. Crash history shows that there is no difference in whether the side road intersection approaches the expressway from the outside or the inside of the curve. Providing more than the minimum intersection sight distance at these intersections appears to have no impact on the number or severity of crashes. If there appears to be no alternative to designing an intersection on a curve then provide a wide median. If a wide median for intersections on curves is not possible then it is important to restrict intersection movement by closing the median or at least not allowing side road traffic to turn left onto the expressway.

2.10 References

1. A Policy on Geometric Design of Highways and Streets 2004, 5th edition. AASHTO, Washington, DC, 2004.

2. ORDOT Highway Design Manual ch. 9.0: Intersection and Interchange Design. Oregon Department of Transportation, 2008. ftp://ftp.odot.state.or.us/techserv/roadway/web_drawings/HDM/Rev_E_2003Chp09.pdf. Accessed 8-6-2010.

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11. TRB Committee on Access Management (ed.) (ed.). Access Management Manual. Transportation Research Board, Washington, DC, 2003. [51]

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13. Bonneson, J. A. and M. D. Fontaine. NCHRP Report 457: Engineering Study Guide for Evaluating Intersection Improvements. TRB, National Research Council, Washington, DC, 2001. http://onlinepubs.trb.org/onlinepubs/nchrp/esg/esg.pdf.

14. Manual on Uniform Traffic Control Devices. Federal Highway Administration, Washington, DC, 2009.

[51] [Aug 17, 2004 email from Javy Awan, Director of Publications, Transportation Research Board] TRB references are reproduced with permission of the Transportation Research Board, From Access Management Manual, Transportation Research Board, National Research Council, Washington, D.C., 2003

[52] [Dec 5, 2012 email and attached letter from Zach Pleasant, Information Services Director, ITE] The Institute of Transportation Engineers grants permission to use Figures 6-19, P6-27 and 6-20, P6-30 from Transportation and Land Development, 2nd Edition for the Wisconsin DOT's Facilities Development Manual (FDM 11-25).
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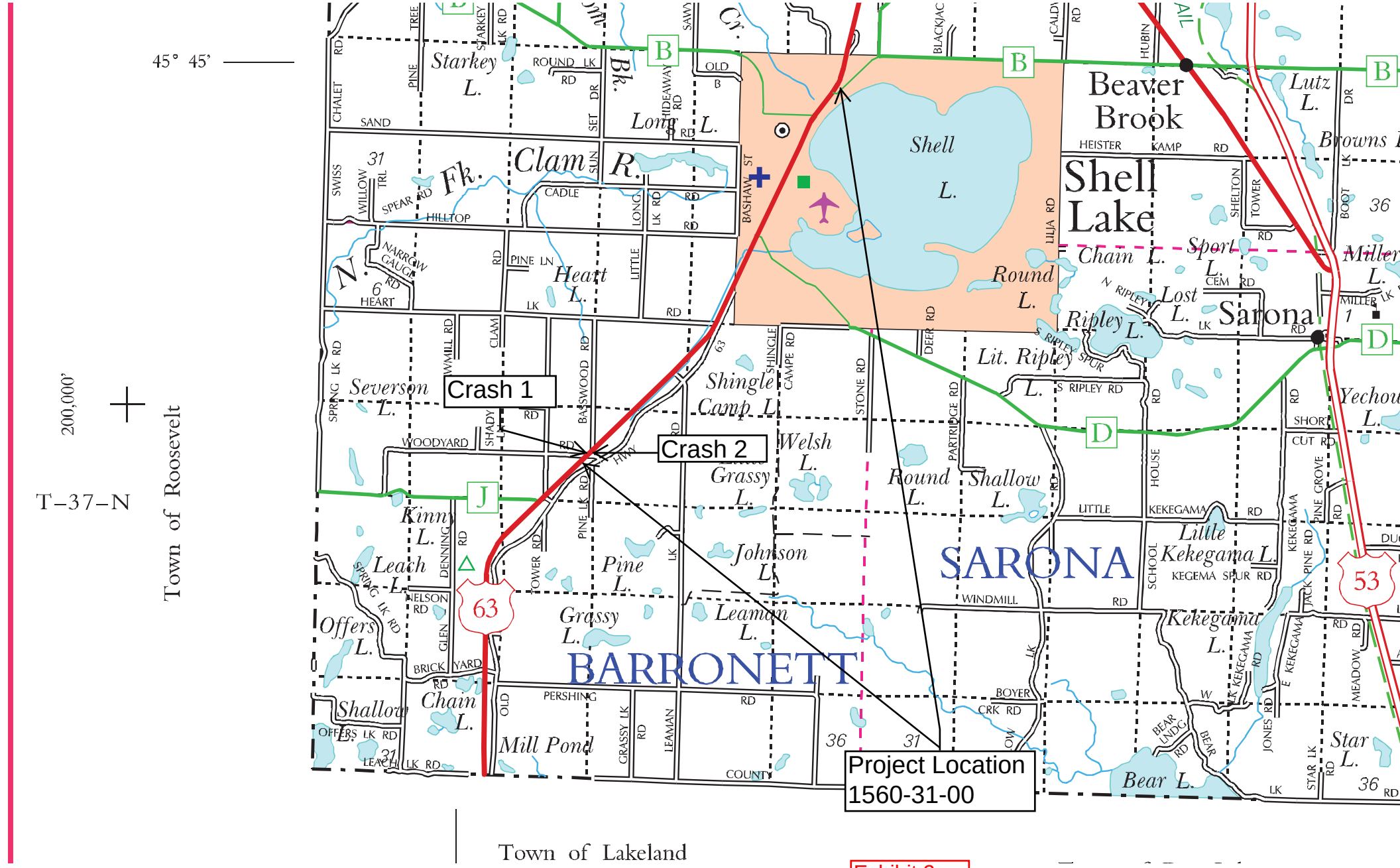
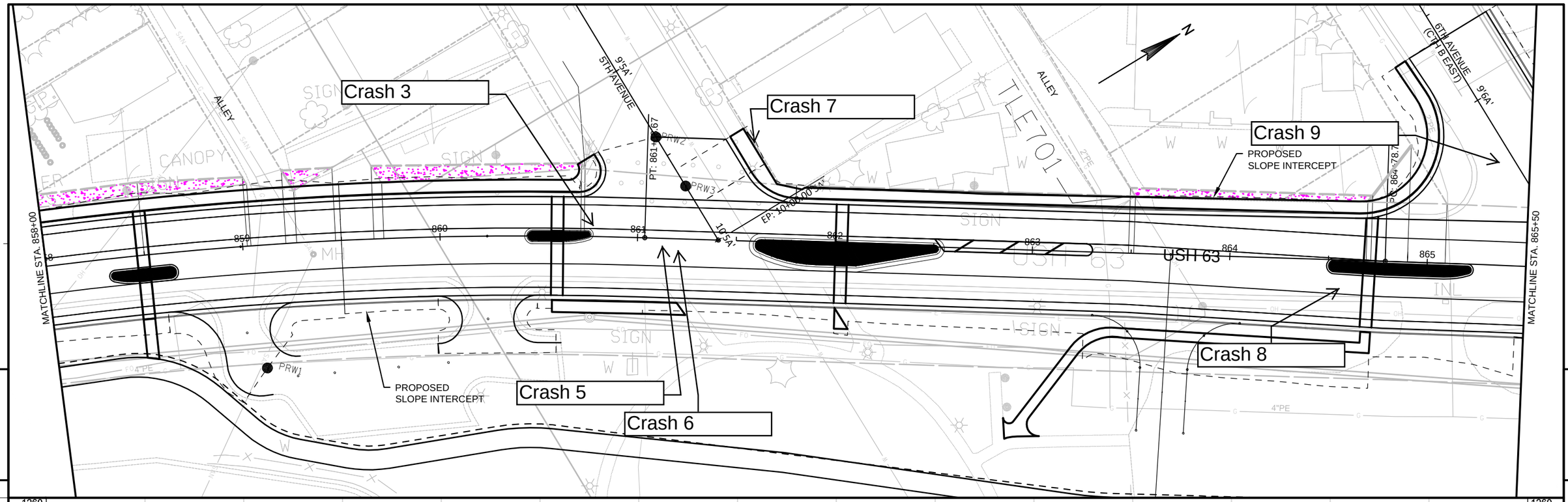

45° 45'
200,000'
T-37-N
Town of Roosevelt
Town of Lakeland
Crash 1
Crash 2
Project Location
1560-31-00
Shell Lake
Beaver Brook
Sarona
SARONA
BARRONETT
Shell L.
Clam R. Fk.
Clam R.
Long L.
Starkey L.
Heart L.
Round L.
Ripley L.
Lit. Ripley L.
Lost L.
Chain L.
Sport L.
Lutz L.
Miller L.
Yechou L.
Star L.
Severson L.
Shingle Camp L.
Welsh L.
Grassy L.
Round L.
Shallow L.
Little Kekegama L.
Kekegama L.
Kinny L.
Leach L.
Offers L.
Pine L.
Johnson L.
Leaman L.
Grassy L.
Shallow L.
Chain L.
Mill Pond
Bear L.
63
53
B
D
J
Exhibit 2



PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET	E

Crash 11

Crash 10

6TH AVENUE (CTH B WEST)

MATCHLINE STA. 865+50.00

MATCHLINE STA. 873+00.00

BP: 10+00.00'PD"

PROPOSED SLOPE INTERCEPT

PROPOSED SLOPE INTERCEPT

PT: 868+74.87

10'PD"

BP: 10+00.00'PD"

USH 63

PARKING ACCESS

PLAYGROUND DRIVE

11'PD"

SEPTIC

SIGN

4" PE

LOT 1 CSM 3345 VOL 26 - PAGE 9 QUIET TITLE JUDGEMENT DOC #311245O

N

VCL = 600.00

K = 395.94

EXISTING GRADE LINE

PROPOSED GRADE LINE

VPC STA 866+33.00
VPC EL 1234.64

VPI STA 869+33.00
VPI EL 1232.46

VPT STA 872+33.00
VPT EL 1234.83

865+50	866+00	866+50	867+00	867+50	868+00	868+50	869+00	869+50	870+00	870+50	871+00	871+50	872+00	872+50	873+00
1235.59	1235.14	1234.74	1234.45	1234.08	1233.88	1233.84	1233.90	1233.88	1233.90	1233.99	1234.13	1234.30	1234.55	1234.96	1235.33
1235.24	**1234.88**	**1234.52**	**1234.21**	**1233.96**	**1233.78**	**1233.66**	**1233.60**	**1233.61**	**1233.68**	**1233.81**	**1234.00**	**1234.26**	**1234.58**	**1234.96**	**1235.36**

1260 1250 1240 1230 1220

PROJECT NO: 1560-31-71	HWY: USH 63	COUNTY: WASHBURN	PLAN AND PROFILE: USH 63	SHEET E

FILE NAME : W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3D_12\050103_PP_US63_865-884.DWG PLOT DATE : 11/7/2013 10:55 AM PLOT BY : GARY COLBERT PLOT NAME : PLOT SCALE : 1:50_XREF

EXCEPTION TO STANDARDS
NON-CONTROLLING CRITERIA INTERSECTIONS

USH 63
PROJECT ID: 1560-31-00

Crash No.	DOCTNMB	ACCDDATE	COUNTY	MUNICIPALITY	MUNITYPE	ONHWYRP	ONHWYDIR	ONHWY	ATHWY	ATSTR	INTDIR	INTDIS	ACCDSVR
1	A136085	3/9/2012	WASHBURN	BARRONETT	T	63	N	63		WOODYARD RD			OBNFX
2	A007790	9/28/2010	WASHBURN	BARRONETT	T	63	N	63		N WOODYARD RD		0	PD
3	C7HW2NM	7/19/2010	WASHBURN	SHELL LAKE	C	63	N	63		5TH AVE	S	1	INJ
5	A006816	1/5/2010	WASHBURN	SHELL LAKE	C			63		MAIN ST		0	INJ
6	A136352	3/21/2013	WASHBURN	SHELL LAKE	C	63	N	63		5TH AVE		0	PD
7	A136350	1/2/2013	WASHBURN	SHELL LAKE	C	63	N	63		5TH AVE		0	PD
8	C7HKFR1	7/10/2007	WASHBURN	SHELL LAKE	C	63	N	63	B		S	1	PD
9	C7HGGXD	2/13/2010	WASHBURN	SHELL LAKE	C	63	N	63	B			0	PD
10	6564975	7/5/2008	WASHBURN	SHELL LAKE	C	63	N	63		6 AVE	S	1	PD
11	8559329	5/18/2007	WASHBURN	SHELL LAKE	C	63	N	63	B			0	INJ

P.I. STA. 8+52.05
Y = 519089.35
X = 719635.18
DELTA = 42° 45' 53" RT
DEG = 25° 27' 53"
T = 88.10'
L = 167.94'
R = 225.00'
S.E. = R.C. (+0.02 '/')
R.O. = 34'
S.E. TRANSITION = 68'

Parcel 1
Approx.
11,500 SF
0.264 acres

END PROJECT 1550-21-00
BEGIN PROJECT 1560-31-00
STA. 625+00

PROPOSED GRAVEL SURFACE

STA. 626+70 LT
CONST. INTERSECTION TYPE C

STA. 626+70 RT
CONST. INTERSECTION TYPE C

Parcel 2
Approx.
52,575 SF
1.207 acres

Exhibit 3

WOODYARD ROAD
N. WOODYARD ROAD
WOODYARD ROAD
OLD HWY 63
USH 63
NE-SE

PROJECT NO: 1560-31-00	HWY: USH 63	COUNTY: WASHBURN	WOODYARD ROAD - CTH B (EAST)	SHEET 1	E

FILE NAME : n:\PDS\Design\Projects\15603100_Woodyard_CTHB\DGNs\Plan View Exhibits_100 scale\Exhibit 1.DGN
PLOT DATE : 16-MAY-2011 08:35
PLOT BY : dotjtn
PLOT NAME :
PLOT SCALE : 100:1

WISDOT/CADDS SHEET 44

Parcel 3
Appx:
6,200 SF
0.142 Acres

Parcel 4
Appx:
16,880 SF
0.388 acres

Parcel 2
Additional Acreage
25,250 SF
0.580 acres

NORTH - WOODYARD ROAD

SW - NW

PROPOSED GRAVEL SURFACE

STA. 635+00 LT
CONST. INTERSECTION TYPE C

P.I. STA. 2+07.70
Y = 519714.81
X = 720183.21
DELTA = 44° 41' 09" RT
DEG = 19° 05' 55"
T = 123.30'

V = 25 MPH

PI 4+96.36
PI 3+28.90
PI 4+09.10
PI 2+07.70
PI 1+92.37
PC 0+84.40
PI 10+00.00
PI 12+00

632+00 634+00 636+00 638+00 640+00 642+00 644+00 646+00

USH 63

SIGN

TOWER

PROJECT NO: 1560-31-00	HWY: USH 63	COUNTY: WASHBURN	WOODYARD ROAD - CTH B (EAST)	SHEET 2	E

FILE NAME : n:\PDS\Design\Projects\15603100_Woodyard_CTHB\DGNs\Plan View Exhibits_100 scale\Exhibit 2.DGN PLOT DATE : 16-MAY-2011 08:38 PLOT BY : dotjtn PLOT NAME : PLOT SCALE : 100:1

Date: 2/5/2014
Updated: 3/3/2014 - Checked 2013 Metamanager data

To: NW Region Files

From: Jane Olson
Northern Wisconsin-Based Engineers, Inc

Subject: Safety Screening Analysis
USH 63, Project ID: 1560-31-00
Cumberland - Spooner
Woodyard Road to CTH B (East)
Washburn County

This report summarizes the Safety Screening Analysis (SSA), per Facilities Development Manual 11-1-4, for highway segments for the above listed project on USH 63.

Metamanager (MM)
MM data: August 2012 edition
Crash Summary List: 2007-2011
MM data: September 2013 edition (checked)
Additional Crash Information: 2012 - September 2013.
No fatalities were noted on any of the following segments.

PDP Segment: 16748 RP From: 118059 to RP To: 121000, Woodyard Road to 3115 feet north of Woodyard Road. (1.32 miles) (Station 625+14 - Station 694+84)

RORFLAG was reported in MM (2012) and MM(2013) . After reviewing the crashes for this segment four crashes were noted. One accident on 9/28/10 occurred as a northbound vehicle turning left onto North Woodyard Road collided with a vehicle trying to pass on the left. (SSS). Another accident occurred on 3/19/2012, in which a semi lost a trailer tire and it hit an oncoming vehicle. Another was a head on accident on a tangent section occurring on 12/22/07 in which USH 63 was slushy and snowy. This crash indicated possible injuries. The fourth accident was a run-off-the-road (ROR) on a tangent section on 11/19/11 when the road condition was snowy. The crashes occurred in different locations and were either random, driver error accidents, or due to snowy driving conditions. Only one crash reported possible injuries, the rest reported property damage only.

Recommendation: Remove RORFLAG

PDP Segment: 16749 RP From: 121000 to RP To: 122000, from 3115 feet north of Woodyard Road to 1628 feet north of Heart Lake Road. (1.05 miles) (Station 694+84 - Station 750+28)

No flag was reported in MM for 2012 and 2013. After reviewing crashes for this segments three crashes were noted. One crash was a ROR type crash that occurred on 11/13/10 under snowy conditions on a tangent section of USH 63. This vehicle hit a tree after running off the road, and resulted in two Type B

injuries. Another single vehicle crash occurred at Heart Lake Road on 1/1/07 under slushy road conditions, when a driver hit a utility pole trying to negotiate a right turn onto Heart Lake Road. Alcohol was a factor. The third accident occurred on 2/7/10 as a southbound vehicle was trying to make a left turn onto Old 63, and a passing vehicle collided with the turning vehicle. All accidents were due to driver error or alcohol issues. One crash resulted in injuries and two resulted in property damage only. Project 1560-31-00 proposes to remove trees out to 45 feet from the center line, which will improve safety for errant vehicles.

PDP Segment: 16750 RP From: 122000 to RP To: 122102, from 1628 feet north of Heart Lake Road to 1514 feet north of CTH D. (1.02 miles) (Station 750+28 - Station 804+14)
MM had an intersection flag and a crash spot (2012). MM from 2013 had an intersection flag only. After checking the crashes, there were three crashes noted. One crash occurred on 10/17/2009 at 200 feet south of CTH D when a southbound vehicle's driver decided to make a U-turn on USH 63 and another southbound vehicle hit the U-turn vehicle. A second crash occurred in the CTH D/Hilltop Road intersection. On 12/18/2007 a southbound vehicle trying to make a left turn did not yield to oncoming traffic, and was hit by a northbound vehicle. The driver of the southbound vehicle was noted for alcohol. The third crash occurred on 9/25/2010 as a vehicle traveling west on CTH D at speeds estimated at 100 miles per hour didn't stop at the intersection of CTH D and USH 63, and traveled across USH 63 landing in the northwest quadrant of the intersection of USH 63 and CTH D/Hilltop Road. Alcohol was a factor in this crash. All accidents were due to driver error or alcohol issues. No injuries were sustained in these crashes.
Recommendation: Remove the intersection flag and the crash spot.

PDP Segment: 16751 RP From: 122102 to RP To: 123000, from 1514 feet north of CTH D to approximately 100 feet south of the school entrance . (0.06 miles) (Station 804+14 - Station 807+30)
MM had no flags for 2012 and 2013 data. There were no crashes in this segment.

PDP Segment: 16752 RP From: 123000 to RP To: 123015, from 100 feet south of the school entrance to100 feet south of West Lake Drive . (0.72 miles) (Station 807+30 - Station 845+25)
MM had no flags for both 2012 and 2013 data. After checking the crashes, six crashes were noted. One accident on 9/25/2009 occurred at the school entrance. A northbound vehicle was making a left turn into the school entrance on a very foggy day and did not see an oncoming southbound motorcycle. The southbound motorcycle driver braked and lost control of the bike and sustained Type B injuries. The vehicles did not collide. There were three crashes noted on USH 63 at the intersection of Pederson Drive and North Industrial Drive. One crash occurring on 9/12/2008 was a rear end crash on Pederson Drive. The other two crashes occurred on USH 63 involving southbound vehicles making a left turn onto North Industrial Drive waiting for traffic to clear and were rear ended. One of the two crashes occurred on 11/30/2011 and was due to the driver in the rear ending vehicle being distracted and talking to someone in the back seat. The other crash occurred on 4/19/2010 and was due to brakes failure of the rear ending vehicle. All accidents were due to driver error or vehicle failure. There were two crashes noted at the intersection of Third Street/Industrial Boulevard and USH 63. One rear end crash occurred on 2/22/2011 on Third Street due to icy roads. The other crash on 4/14/2010 involved two southbound

vehicles on USH 63. The first vehicle was trying to make a left turn on Industrial Boulevard, and the vehicle had tape over the rear left turn light. The second vehicle was trying to pass the left turning vehicle and collided. All crashes were due to driver error of driving too fast for existing conditions, driver error or vehicle failure. One of the six accidents mentioned above resulted in injuries and the other five accidents resulted in property damage only.

PDP Segment: 16753 RP From: 123015 to RP To: 123029, from 100 feet south of West Lake Drive to 300 feet north of Lewis Street. (0.14 miles) (Station 845+25 - Station 853+00)

MM had no flags in the 2012 and 2013 data. After checking the crashes, three crashes were noted. One hit and run crash was noted at the intersection of West Lake Drive. On 10/16/2007 a southbound USH 63 vehicle was making a left turn onto West Lake Drive and hit two northbound vehicles, and drove away. Possible injuries were reported in one of the northbound vehicles. Another crash occurred on 10/15/2011 when a northbound vehicle was making a left turn into a parking lot and was hit by a southbound vehicle. The third crash occurred on 5/29/2010 when a northbound USH 63 vehicle was making a left turn and another northbound vehicle rear ended the turning vehicle. All crashes were due to driver error. One possible injury was reported in one crash.

PDP Segment: 16754 RP From: 123029 to RP To: 123035, from 300 feet north of Lewis Street to just north of 5th Avenue. (0.17 miles) (Station 853+00 - Station 862+00)

MM had no flags in 2012 and 2013 data. There were ten crashes and one abandoned vehicle noted in this segment. three of the ten crashes were on the minor street and due to driver error or vehicle problems. One crash on 5/30/2007 was due to someone exiting a parking stall and collided with a vehicle in the lane the parked vehicle was trying to enter. Another crash occurred on 1/2/2013 when a northbound vehicle turning from USH 63 to 5th Avenue experienced vehicle problems and lost control and hit a road sign and a business. The third crash occurred 6/27/2009 on 5th Avenue approximately 150 feet from the intersection. There is no accident report for this accident. All three crashes resulted in no injuries, only property damage.

Six of the ten crashes were rear end crashes involving northbound left turning vehicles. Four of the six rear end crashes were at the gas station entrance located between 4th Avenue and 5th Avenue. One of the four crashes resulted in possible injuries. The remaining two rear end crashes were due to vehicles stopped in the travel lane waiting for traffic to clear to make a left turn onto 5th Avenue. One of the crashes resulted in possible injuries. The last crash in this segment occurred on 7/19/2010 between a southbound USH 63 vehicle and two pedestrians trying to cross USH 63. This crash resulted in two Type B injuries. All the crashes were due to driver error or vehicle failure. MM showed an Improvement Flag of 99 (Check) and a Crash Rate Flag for the next segment , which I think was intended for this segment. Project 1560-31-00 proposes to reconstruct this segment into a two-way left turn lane with raised pedestrian islands, with rapid rectangular pedestrian activated crossing signs. The proposed project will improve left turn movements and increase pedestrian safety in this segment.

PDP Segment: 16755 RP From: 123035 to RP To: 124000, from just north of 5th Avenue to just south of the alley between 5th Avenue and 6th Avenue. (0.02 miles) (Station 862+00 - Station 863+06)

MM had an Improvement Flag of 99 and a Crash Rate Flag in the 2012 data. MM had no flags in the 2013 data. There were no crashes in this segment. Looks like these flags belonged to the previous PDP Segment.

PDP Segment: 16756 RP From: 124000 to RP To: 125000, from just south of the alley between 5th Avenue and 6th Avenue to 100 feet north of CTH B (west). (0.09 miles) (Station 863+06 - Station 867+00)

MM had no improvement flags in this segment for the 2012 and 2013 data. After checking the crashes there were four crashes associated with this segment. One accident occurred on 7/5/2008. A northbound vehicle waiting to turn left onto CTH B, was rear ended. Another crash occurred while vehicle was exiting a parking spot on the east side of USH 63, and was struck by a northbound vehicle on 7/10/2007. Another crash occurred on 2/13/2010 when a stopped vehicle on CTH B was rear ended while waiting for traffic on USH 63 to clear. The fourth crash occurred on 5/18/2007, and was due to a vehicle on CTH B making a left hand turn onto USH 63. The vehicle in the right turn lane blocked the view of the another oncoming southbound vehicle. This crash resulted in one Type A injury. The remaining crashes had no injuries. All four accidents were different types, and due to driver error. The proposed project will configure USH 63 into three lanes of which the center lane will be a two-way left turn lane. No on-street parking will be allowed on USH 63 which will further improve safety.

PDP Segment: 16757 RP From: 125000 to RP To: 126000, from 100 feet north of CTH B (west) to just north of CTH B (east). (0.31 miles) (Station 867+00 - Station 883+53)

MM had no improvement flags in this segment in 2012 data. MM had an intersection improvement flag in the 2013 data. After checking the crashes, three were found in this segment. Two crashes were near or on Playground Drive. Currently, Playground Drive has two steep entrances onto USH 63. One head on crash occurred on 2/1/2011 on Playground Drive. There were no injuries in this crash. The condition of the roadway was snow. Another head on crash occurred on 11/29/2011 on USH 63. This crash was due to a southbound vehicle losing a tire and therefore losing control of the vehicle, and drifted into an oncoming northbound vehicle. This crash resulted in one Type B injury. The third crash occurred on 11/26/2012 when a vehicle waiting on CTH B (east) to get on USH 63 backed up to give a turning semi more room and backed into another vehicle. The first crash was due to driver error, the second crash was vehicle mechanical failure, and the third crash was due to driver error as the driver was cited for unsafe backing up. The third crash had no injuries associated it. The proposed project improvement plans of lowering Playground Drive to improve its entrance onto USH 63 will provide a safer entrance. The proposed right turn lane on CTH B (east) will provide right turning vehicles safer turning movements.

Recommendation: Remove Intersection Flag.

TRAFFIC FORECAST REPORT

PROJECT ID(S): 1550-21-00 & 1560-31-00
ROUTE(S): USH 63

DISTRICT/COUNTY(IES): NW / Washburn
LOCATION: SCL - Woodyard Rd - CTH B East
COMPLETED: November 23, 2010

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Lang Spicer
E-Mail ID: lang.spicer@dot.state.wi.us
Phone: (608) 266-7401
FAX #: (608) 267-0294

Design Values (%'s)

ROUTE(S):	USH 63		
Design Volume(s):			--
K250	10.8	--	--
K100	12.4	--	--
K30	14.0	--	--
P(PHV)	17.1	--	--
T(DHV)	5.4	--	--
T(PHV)	3.0	--	--
D (Dsgn hr)	63/37	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Truck Class %'s

Truck Class	Seg. 1	Seg 2.	Seg. 3
2D	2.2	--	--
3AX	0.6	--	--
2S1+2S2	1.6	--	--
3-S2	2.2	--	--
DBL-BTM	0.1	--	--
TOTAL	6.7%	--	--

Specify Last Count & Forecast Year:

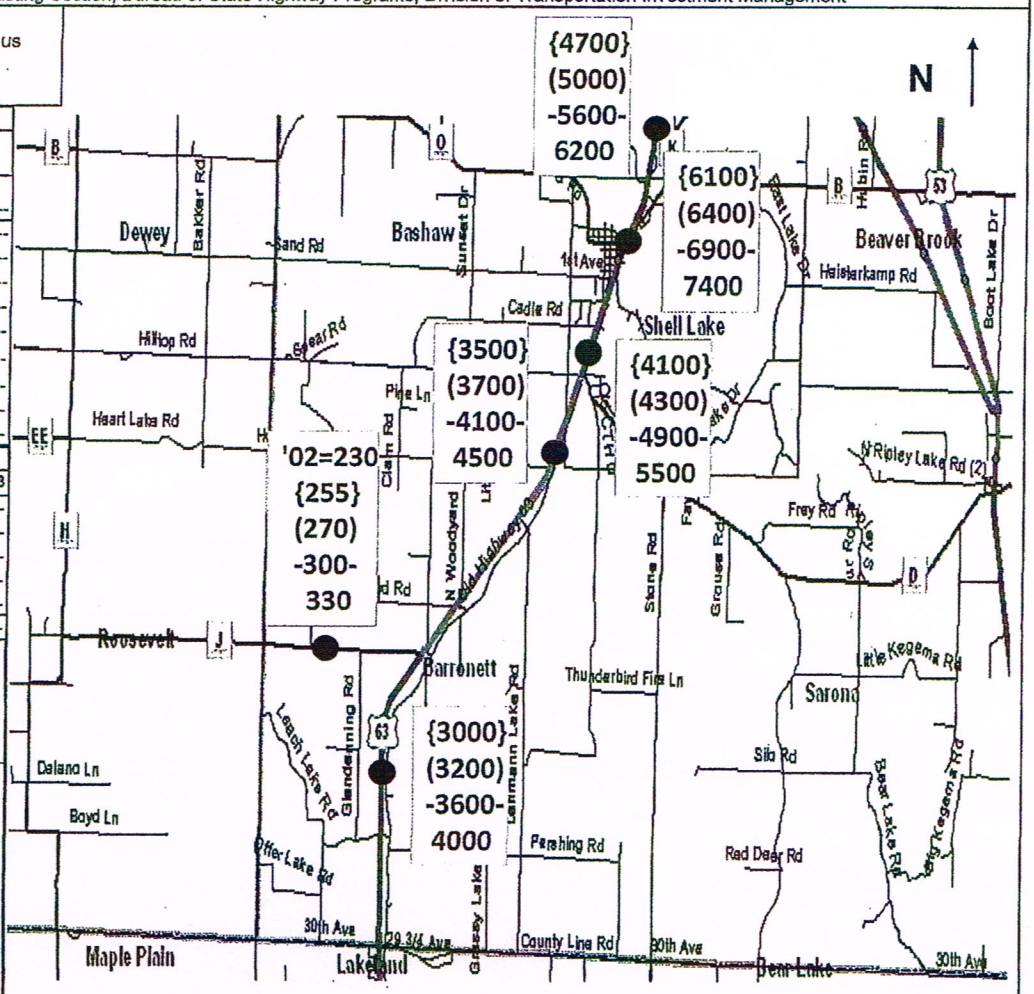
(000)	2010	AADT
(000)	2014	AADT
-000-	2024	AADT
000	2034	AADT

Notes on the Forecast:

1. The forecast assumes no significant new traffic generators will be developed in the area for the foreseeable future.

2, USH 63 is a factor group VI highway indicating high fluctuation from a seasonal perspective. USH 63 is considered a rural minor arterial highway for count purposes at this location.

3, Truck type percentages were obtained from a 2008 vehicle class site on USH 63 north of the Barron County Line.



Basic Sheet 8
Environmental Commitments

Identify and describe any commitments made to protect the environment. Indicate when the commitment should be implemented and who in WisDOT will have jurisdiction to assure fulfillment for each commitment. Note if the commitment will be recorded in the plans, "special provisions", "notes to construction" or some other written format. Note if the commitment is mandated by law, and therefore legally binding.

Commitments on Basic Sheet 8 supplement environmental commitments incorporated in WisDOT's Standard Specifications for Highway and Bridge Construction.

ATTACH A COPY OF THIS PAGE TO THE DESIGN STUDY REPORT AND THE PS&E SUBMITTAL PACKAGE

Factors	Commitments
A-1 General Economics	Keep businesses and resident access open during construction**.** This commitment will be noted in the plans' special provisions. (ID: 1550-21-00 and 1560-31-00)
A-2 Business	Keep business accesses open during construction. This commitment will be noted in the plans' special provisions. (ID: 1550-21-00 and 1560-31-00)
A-3 Agriculture	No commitments needed.
B-1 Community or Residential	Keep residential and Memorial Park accesses open during construction. This commitment will be noted in the plans' special provisions. Complete the shared-use path prior to the Shell Lake Triathlon, held the last Saturday in July. This commitment will be noted in the specials for project ID: 1560-31-00(71).
B-2 Indirect Effects	No commitments needed.
B-3 Cumulative Effects	No commitments needed.
B-4 Environmental Justice	No commitments needed.
B-5 Historic Resources	No commitments needed.
B-6 Archaeological Sites	Contractor shall not use the parcel owned by the Barronett Lakeside Cemetery Association in the southwest quadrant of USH 63 and Brickyard Road for borrow or waste disposal, or for staging of personnel, equipment and/or supplies. This commitment will be noted in the special provisions for project ID: 1550-21-00.
B-7 Tribal Issues	None

B-8 Section 4(f) and 6(f) or Other Unique Areas	Section 4(f) Commitments Made: During construction there will be no interference with the protected activities of Memorial Park and ATV/snowmobile trail on the city-owned abandoned railroad property. Memorial Park will remain open during construction so that traffic can freely enter and exit the park. Construction Ahead and Detour Ahead signs will be placed on the ATV/snowmobile trail to warn users of construction and a short duration detour. Special provisions will be provided in case contaminated soil is encountered on the abandoned railroad property. Best Management practices (BMP) erosion control will be used on the abandoned railroad property to protect the abandoned railroad property and the park. All property will be fully restored and returned to a condition which is at least as good as that which existed prior to the project. Implement pedestrian safety by creating pedestrian safe walk areas from the park to downtown Shell Lake through the construction zone with safety fence. Two lanes of traffic on USH 63 will be open for the legal holidays, and event holidays of Town & Country Days and the Shell Lake Triathlon. The shared-use path will be completed prior to the Shell Lake Triathlon, last Saturday of July. See B-8 Factor Sheets. These commitments will be noted in the plan and the special provisions. No Section 6(f) properties affected by the project. No Section 6(f) commitments needed. (ID: 1560-31-00)
B-9 Aesthetics	No commitments needed.
C-1 Wetlands	Avoid, Minimize wetlands. This commitment will be made in the plan. (ID: 1550-21-00 and 1560-31-00)
C-2 Rivers, Streams & Floodplains	Use best management practices (BMP) for grading work or potential culvert work within stream threads of the Yellow River and North Fork Clam River(ID: 1550-21-00), and the stream thread for Shell Lake (ID: 1560-31-00). This commitment will be made in the erosion control section of the plan.
C-3 Lakes or other Open Water	Unnamed Lake 32-1 and Unnamed Lake 32-2, Avoid, Minimize Wetland at culvert work locations. (ID: 1550-21-00). This commitment will be made in the erosion control section of the plan.
C-4 Groundwater, Wells and springs	Ongoing coordination to determine if existing monitoring wells will be protected or abandoned during the project. This commitment will be noted in the northern plan's (1560-31-00(71)) special provisions.
C-5 Upland Wildlife and Habitat	None
C-6 Coastal Zones	No commitments needed.
C-7 Threatened and Endangered Species	None
D-1 Air Quality	None
D-2 Construction Stage Sound Quality	Check all that apply: X (box) WisDOT Standard Specification 107.8(6) and 108.7.1 will apply. _ (box) Special construction stage noise abatement measures will be required. Describe:
D-3 Traffic Noise	No commitments needed.
D-4 Hazardous Substances or Contamination	Any encountered contaminated soil will be handled via special provision. (ID: 1560-31-00)

D-5 Stormwater	Commitments made: Storm water on USH 63 is being studied to determine feasibility to divert some storm water to the south rather than north to the city's current discharge at the headwaters of Sawyer Creek to minimize impacts to this watershed. This commitment will be made in the northern project's (1560-31-00(71)) plan.
D-6 Erosion Control	Use best management practices (BMP) for project's erosion control. This commitment will be handled in the erosion control section of the project plans. At locations that Freeon, Very Stoney and Haugen Sandy Loam soils are encountered, longer retention time and soil stabilizers will be used for temporary sediment basins. This commitment will be noted in the plan and special provisions. (ID: 1550-21-00 and 1560-31-00)
E Other	

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
Northern Region Headquarters
810 W. Maple St.
Spooner, WI 54801

Scott Walker, Governor
Cathy Stepp, Secretary
John Gozdzialski, Regional Director
Telephone 715-635-4002
FAX 715-635-4105

December 26, 2012

Gregory Pesola
DOT PDS Project Manager
DTSD NW Region - Superior Office
1701 N. 4th Street
Superior, WI 54880

Subject: **DNR Initial Project Review**:
Project I.D. 1560-31-00(71) **(Revised)**
USH 63
Woodyard Road – CTH B (East)
Washburn County
Township 37-38 North, Range 12-13 West

Dear Mr. Pesola:

The Department has received the information you provided for the proposed above referenced project on a. According to your proposal, the purpose of this project is to recondition the highway, add a southbound passing lane and reconfigure the two lanes within Shell Lake to a three lane highway which would include a two way left turn lane. Proposed improvements also include pavement replacement, flattening roadway ditch and fill slopes, realignment of side road intersections, improving traffic flow by adding turning lanes, and providing pedestrian refuge islands as well as a pedestrian and bicycle path through Memorial Park between CTH D and CTH B.

Preliminary information has been reviewed by DNR staff for the project under the DOT/DNR Cooperative Agreement. Initial comments on the project as proposed are included below and assume that additional information will be provided that addresses all resource concerns identified.

A. Project-Specific Resource Concerns

Public Lands

LWCF Funded Lands:

Section 6(f) of the federal Land and Water Conservation Act requires that special steps be taken when land acquired with funds using LWCF (*aka* LAWCON) funding is converted from a recreational use to any other use (e.g., highway right-of-way). These lands must be replaced with property of equal market value as well as equivalent usefulness and location. The Department, together with the National Park Service, administers this program. This "6(f)" requirement will apply to Memorial Park.

First and foremost, every effort should be taken to avoid impacts to these lands. If it is determined that avoidance is not practicable, then the department will begin the 6(f) process with WisDOT and the National Park Service. This is a lengthy process, which can take one year or longer to complete, so adequate planning will be necessary. The process is coordinated by the DNR Liaison, working with the DNR's State LWCF Grants Manager.

There is an additional U.S. Dept. of Transportation "Section 4(f)" process for federally funded transportation projects that impact various types of public parks, wildlife refuges, and recreation areas. This requirement is coordinated by state and federal transportation departments. Please be aware that while both the 4(f) and 6(f) processes may be initiated concurrently, DNR must have final 4(f) approval from the Federal Highways Administration before we may send 6(f) materials to the National Park Service for their approval.

Pittman-Robertson/Dingell-Johnson Funded Lands:

Lands acquired with funding from the U.S. Fish and Wildlife Service Pittman-Robertson Wildlife Restoration or Dingell-Johnson Sport Fish Restoration (PR-DJ) program that are taken by a highway project must be replaced or made whole. The market value and use benefits provided by the replacement property must be equal to those of the original property. If a suitable replacement property cannot be identified (or is not equal in value), cash outlay can sometimes fulfill the exchange. The entire transaction must be evaluated for compliance with 43 CFR 12.71 and approved by USFWS through the WDNR Federal Aid Coordinator.

Wetlands & Waterways:

There is potential for wetland impacts to occur as a result of this project and therefore wetland impacts must be avoided and/or minimized to the greatest extent possible. Unavoidable wetland impacts must be mitigated for in accordance with the DOT/DNR Cooperative Agreement and the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline. The Department requests information regarding the amount and type of unavoidable wetland impacts.

Endangered Resources (ER)

No concerns: Based upon a review of the Natural Heritage Inventory (NHI) and other Department records on December 17, 2012, no Endangered Resources or suitable habitat that could be impacted by this project are known or likely to occur in the project area or its vicinity.

Fisheries/Stream work

Sawyer Creek is a Class 1 Brook Trout water. The headwater springs of Sawyer Creek are located immediately below one of the primary storm water outfalls of the City of Shell Lake. Highway designs and future construction work should include measures which minimize impacts to this watershed.

Culverts/Aquatic organism passage

The invert elevations of the existing and proposed structure(s) should be specified in the plans.

The culverts should be set in such a manner that they do not cause stream fragmentation and allow fish and other aquatic organisms to migrate upstream and downstream during low-flow conditions. This requires that the invert be set an adequate distance below the final streambed elevation to allow a natural and continuous streambed condition to occur. A gravel bed substrate may be installed in the culvert to obtain this condition. The desired end-result is that during high-flow conditions, the stream does not cause a large pool (scour hole) to develop at the downstream edge of the structure. Such a pool can act as an impassable barrier to aquatic organisms during low-flow conditions.

Migratory birds

Based on the information provided/based on site review, there is no evidence of past migratory bird nesting on the existing structures.

Invasive species & VHS

This project has potential to introduce invasive species to a sensitive plant community.

Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under NR 40, Wis. Administrative Code. This website provides further information and lists those species classified as Restricted or Prohibited under NR 40: http://dnr.wi.gov/invasives/classification/.

The Department will work with project managers to help identify specific locations of problem areas across the project site and to recommend preventive measures. The following Best Management Practices (BMPs) for rights-of-way provide a series of measures that will ensure reasonable precautions are taken throughout the stages of construction: http://council.wisconsinforestry.org/invasives/transportation/pdf/ROW-Manual.pdf

All equipment must be properly cleaned and disinfected to address the spread of invasive species and viruses. Special provisions should require contractors to implement the following measures before and after mobilizing in-water equipment to prevent the spread of Viral Hemorrhagic Septicemia (VHS), Zebra Mussel, and other invasive species. Follow **STSP 107-055** Environmental Protection – Aquatic Exotic Species Control, which includes the protocol found here: http://dnr.wi.gov/fish/documents/disinfection_protocols.pdf

For up to date information on invasive species and infested waters go to
http://dnr.wi.gov/lakes/invasives/AISByWaterbody.aspx

Seeding and mulching recommendations:

- The following seed mix is recommended: Number 20
- Use weed-free mulch: http://wcia.wisc.edu/mulch.pdf

Floodplains

A determination must be made as to whether the project lies within a mapped/zoned floodplain. In order to meet the standards of NR 116, Floodplain Management, a hydraulic and hydrologic analysis must be conducted for the 100-year flood event for any new structure or existing structure that is not being replaced "in-kind" within a mapped floodplain. These results must be submitted to the Department and the plans for the structure must comply with the provisions of the local community's floodplain zoning ordinance. For project-specific information, please consult with the [insert county] County Zoning Administrator.

For areas lying outside mapped/zoned floodplain, DNR may request the results of DOT flow and backwater calculations.

Burning

If burning of brush will occur as part of this project, the contractor should be informed that it is illegal to burn materials other than clean wood. The use of oil based accelerants is also prohibited. In addition, a permit may be required to burn any material during the wildland fire season. For information regarding current fire danger and burning permit restrictions please refer to the DNR Forestry website at
http://dnr.wi.gov/topic/ForestFire/restrictions.asp

For information regarding air quality information please contact:

John Dague, Air Management Engineer
Northern Region
1341 2nd Avenue
Cumberland, WI 54829
715-822-2749

Burning permits are available through the local DNR ranger or fire warden.

Other Issues/Unique Features

- **Oak Wilt:** *(be aware of oak wilt cutting window if appropriate)*
  This project involves work that may involve cutting or wounding of oak trees. To prevent the spread of oak wilt disease, please avoid cutting or pruning of oaks from April through September. See the DNR webpage at: http://dnr.wi.gov/topic/foresthealth/oakwilt.html

B. Construction Site Considerations:

The following issues may be addressed in the Special Provisions and the contractor will be required to outline their construction methods in the Erosion Control Implementation Plan (ECIP).

Erosion control/Stormwater

Erosion control devices should be specified on the construction plans. All disturbed bank areas should be adequately protected and restored as soon as feasible.

An adequate erosion control implementation plan (ECIP) for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference.

If erosion mat is used along stream banks, the department recommends that biodegradable and non-netted mat be used (e.g., Class I Type A Urban, Class I Type B Urban, or Class II Type C). Long-term netted mats may cause animals to become entrapped while moving in and out of the stream. Avoid the use of fine mesh matting that is tied or bonded at the mesh intersection such that the openings in the mesh are fixed in size.

Temporary Stream Channel or Culvert

If a temporary channel is needed for culvert construction, the channel should be lined with plastic or other non-erodible material and weighted down with clean stone. A temporary channel or culvert must be capable of carrying all stream flows during the construction period and must maintain a suitable depth and velocity to allow the passage of migrating fish and aquatic species. Fish that become stranded in dewatered areas or temporary channels should be captured and returned to the active channel immediately.

These requirements should be addressed in the special provisions and require the contractor to outline these construction methods in the ECIP.

Asbestos

A Notification of Demolition and/or Renovation and Application for Permit Exemption, DNR form 4500-113 (NR 406, 410, and 447 Wis. Adm. Code) may be required. Please refer to DOT FDM 21-35-45 and the DNR's notification requirements web page: http://www.dnr.state.wi.us/air/compenf/asbestos/reqfees.htm for further

guidance on asbestos inspections and notifications. Contact Mark Davis, Air Management Specialist 608-266-3658, with questions on the form. The DNR's online notification system is available at http://www.dnr.state.wi.us/air/compenf/asbestos/notify.htm. The notification must be submitted 10 working days in advance of demolition projects.

Hot Mix Asphalt Plants

If a hot mix asphalt plant is to be utilized it will require an air pollution control permit, and must be able to meet the emission limits and air quality standards of the State of Wisconsin. Portland concrete batch plants that produce or will produce less than 20,000 cubic yards of concrete per month averaged over any 12- consecutive-month period are exempt. under NR 406.04(1)(d) and 407.03(1)(d), Wis. Admin. Code.

Wisconsin has developed general construction permits and general operation permits for asphalt plants and rock crushing facilities. More information on the general permits can be found here: http://dnr.wi.gov/topic/AirPermits/Options.html

If you are uncertain whether a proposed batch plant will require an air quality construction permit, contact:

John Dague
1341 2nd Avenue
Cumberland, WI 54829
715-822-2749
john.dague@wisconsin.gov

The site that is utilized for the asphalt plant must be properly treated to prevent erosion. Appropriately sized stilling basins should be provided that will intercept runoff and allow ample time for the suspended material to settle out before any water is discharged. If any gravel washing is to be completed on-site, we will want to see a plan for erosion control for this site before the project is started.

The above comments represent the Department's initial concerns for the proposed project and do not constitute final concurrence. Final concurrence will be granted after review of plans and further consultation if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at 715-635-4227.

Sincerely,

William Gantz
Environmental Analysis & Review Specialist
Northern Region

CC: Jane Olson - NWBE
Dave Montesinos – BOA
Amy Adrihan – DOT - Superior

ENVIRONMENTAL EVALUATION OF FACILITIES DEVELOPMENT ACTIONS

Wisconsin Department of Transportation

Basic Sheet 1

Project ID	Project Termini	Funding Sources - Check all that apply
1550-21-00/71 (Resurface) 1560-31-00/71 (Major Recondition)	From South County Line To CTH B (East) (Both Project IDs)	☒ Federal ☒ State ☒ Local
Route Designation (if applicable) USH 63 National Highway System (NHS) Route ☒ Yes ☐ No	**Nearest Community** Town of Barronett &City of Shell Lake	**Estimated Project Cost** (2013) 1550-21-00(71) - $2,143,000 1560-31-00(71) - $3,961,000 Real Estate Acquisition Portion of Estimated Cost 1550-21-00(71) - $3,000 1560-31-00 - $78,000
Project Name Cumberland – Spooner SCL to Woodyard Road - 1550-21-00/71 Woodyard Road to CTH B (East) – 1560-31-00/71		
County Washburn	**Section of Roadway Being Evaluated** South County Line - CTH B (East)	**Right of Way Acquisition**
Bridge Number(s), if applicable	**Scheduled start date** Estimated LET Date: 1550-21-71- Spring 2015 1560-31-71 Spring 2015	

Right of Way Acquisition	Acres
Fee	0.769
TLE	0.945
PLE	0.000

Functional Classification of Existing Route	Urban	Rural
Freeway/Expressway	☐	☐
Principal Arterial	☐	☒
Minor Arterial	☐	☐
Major Collector	■	☐
Minor Collector	■	☐
Collector	☐	■
Local	☐	☐
No Functional Class	☐	☐

WisDOT Project Classification	
Resurfacing	☒
Pavement Replacement	☐
Reconditioning (Major)	☒
Expansion	☐
Bridge Rehabilitation	☐
Bridge Replacement	☐
A "Majors" Project	☐
SHRM	☐
Preventive Maintenance	☐
Safety	☐
Other, Structure - box culvert	☐

x **FHWA Categorical Exclusion, Type 2c**

☐ **FHWA Environmental Assessment. No significant Impacts Indicated by Initial Assessment.**

Jane M Olson NWBE 2-19-2014 CE
(Signature) (Company/Org.) (Date) (Title)

P Garcia Jgm 2-19-2014 PROJECT MANAGER
(Signature) (Company/Org.) (Date) (Title)

(Signature) (Date) (Title)
(☐ Region ☐ Aeronautics ☐ Rails & Harbors)

(Signature) (Date) (Title)
(Director, Bureau of Equity & Environmental Services)

PETER M GARCIA
Digitally signed by PETER M GARCIA
DN: c=US, o=U.S. Government, ou=DOT FHWAMadisonWI, ou=FHWA FHWAMadisonWI, cn=PETER M GARCIA
Date: 2014.02.20 14:07:09 -06'00'

(Signature) (Date) (Title)
(☐ FHWA ☐ FAA ☐ FTA ☐ FRA)

After reviewing public comments and coordinating with other agencies, it is determined that this action:

A) Will not significantly affect the quality of the human environment. This document is a:
- ☐ Finding of No Significant Impact (FONSI)

B Has potential to significantly affect the quality of the human environment:
- ☐ Environmental Impact Statement (EIS) Required

(Signature) (Company/Org.) (Date) (Title)

(Signature) (Company/Org.) (Date) (Title)

(Signature) (Date) (Title)
(☐ Region ☐ Aeronautics ☐ Rails & Harbors)

(Signature) (Date) (Title)
(Director, Bureau of Equity & Environmental Services)

(Signature) (Date) (Title)
(☐ FHWA ☐ FAA ☐ FTA ☐ FRA)

PUBLIC INVOLVEMENT PLAN

DATE: 5/7/2010 PRESENT: J Olson, P Keppers, G Pesola NOTES BY: Jane Olson

PROJECT NAME: USH 63,

PROJECT TERMINI: Cumberland - Spooner; Woodyard Road to CTH B(East)

I.D. 1560-31-00(71) HIGHWAY: USH 63 COUNTY: Washburn LENGTH: 4.896 MI.

PUBLIC INVOLVEMENT TECHNIQUES TO BE USED (SEE PROCEDURE 6-1-10)
Mailing lists & databases, hold local officials meetings, public informational meetings(PIM), construct display models and fact sheet for PIMs, City of Shell Lake developed a citizen advisory committee to work with WisDOT.

PROJECT CONCEPTS: Mill 2 1/2 inches of existing asphalt and overlay with 4 inches of asphalt from Woodyard Road to Third Street/Industrial Boulevard, then reconstruct from this intersection to CTH B (East). Construct left & right turn lanes at CTH D, Hilltop Rd., school entrance. Rt turn lanes at Brickyard Road, CTH B(east).

INDIVIDUALS & GROUPS

	YES	NO	PROPOSED DATES & COMMENTS
GENERAL PUBLIC	X		News Releases for PIMs below
PROPERTY OWNERS	X		At PIMs and phone calls to affected property owners.
INTERESTED CITIZENS	X		USH 63 Advisory Committee
NEIGHBORHOOD ASSOCIATIONS	X		Shell Lake Town Homes Association
SPECIAL GROUPS	X		Snowmobile/ATV club
INFORMATIONAL MEETINGS	X		3/2/2011, 11/14/2012, 10/30/2013, Spring 2014
PUBLIC HEARINGS		X	

AGENCIES, DEPARTMENTS, ETC.

	YES	NO	PROPOSED DATES & COMMENTS
NATIONAL ELECTED REP.		X	
STATE ELECTED REP.	X		Invite to PIM, Letter
COUNTY HWY. COMMISSIONER	X		Invite to PIM Letter
COUNTY HWY. COMMITTEE	X		Via News Release for PIM
COUNTY BOARD	X		Via News Release for PIM
MAYOR	X		8/17/10,11/3/10, 2/3/2011,12/13/11,11/14/12,10/13/13
CITY COUNCIL	X		8/17/10,11/3/10, 2/3/2011,12/13/11,11/14/12,10/13/13
CITY PLANNING COMMITTEE	X		Public Works Committee - 3/2/2011
TOWN CHAIRMAN	X		8/11/20, 2/27/12,11/7/12, 9/19/13
TOWN BOARD	X		8/11/10, 2/27/12,11/7/12, 9/19/13
NEWS MEDIA	X		Prior to PIMs, 3/2/11,11/14/12,10/30/13
FHWA	X		Through NEPA process, ER
DNR	X		Initial Concurrence & Final Concurrence IC 12/26/12
DEPT. OF INTERIOR		X	
STATE HISTORICAL SOCIETY	X		Section 106 8/2012 and 5/2013(Amendment)
NATURAL RESOURCES CONSERVATION SERVICE	X		Letter - 12/28/2012 (NRCS)
CLEARINGHOUSE REVIEW		X	
U. S. FISH & WILDLIFE	X		Contact 11/7/2012
U. S. CORPS OF ENGINEERS	X		Ongoing Coordination
COAST GUARD		X	
DATCP	X		12/18/12 Letter from DATCP
OTHER Tribes	X		8/2012 and 5/2013

NOTE: Attach Additional Sheets if Necessary.

Approved by: _____
Date

See Attached Email

Subject:	FW: 1560-31-00 Public Involvement Plan
From:	Keppers, Philip - DOT (Philip.Keppers@dot.wi.gov)
To:	jolson.nwbe@yahoo.com;
Date:	Monday, February 10, 2014 3:44 PM

Chris approved the PIP.

Also, just a reminder we will want to have a final PIM for 1560-31-00 with the right of way plat. With only one parcel on 1550-21-00 I don't think we will have another PIM on that one.

From: Ouellette, Chris - DOT
Sent: Monday, February 10, 2014 3:27 PM
To: Keppers, Philip - DOT
Subject: RE: 1560-31-00 Public Involvement Plan

Yes. Approved

From: Keppers, Philip - DOT
Sent: Monday, February 10, 2014 3:13 PM
To: Ouellette, Chris - DOT
Subject: RE: 1560-31-00 Public Involvement Plan

We plan one more PIM after the plat is finalized, before beginning the real estate purchasing. The community is on board. We have worked closely with Shell Lake and they are a participant in the funding on the project.

Are you OK with the PIP?

From: Ouellette, Chris - DOT
Sent: Monday, February 10, 2014 3:05 PM
To: Keppers, Philip - DOT

Subject: RE: 1560-31-00 Public Involvement Plan

It looks like a lot of Public Involvement has been done on this. Any plans to have meetings this year, or is this pretty straightforward and community is on board?

We could create a web site for this project as well.

From: Keppers, Philip - DOT
Sent: Monday, February 10, 2014 2:14 PM
To: Ouellette, Chris - DOT
Subject: 1560-31-00 Public Involvement Plan

Chris,

Attached is the PIP for the reconstruction project on USH 63 through shell Lake scheduled for 2015 construction. Please review and either comment or approve.

TMP DOCUMENTATION AND REQUEST FOR APPROVAL

We are requesting approval of the Transportation Management Plan (TMP) for the project detailed below. This project is categorized as TMP type 2. Impacts resulting from project activities meet the current work zone policies of the Wisconsin Department of Transportation.

TMP/Project Type	Action
A. Project that requires a DSR and is TMP Type 1, 2 or 3.	Complete and submit this document and any attachments to BPD project services liaison.
B. Project that requires a DSR and is TMP Type 4.	Complete this document as the TMP Executive Summary and submit along with separate TMP report to BPD project services liaison.
C. Project does not require DSR and is TMP Type 1, 2 or 3.	Complete and submit this document and any attachments to BPD project services liaison.
For Federal Oversight projects, coordinate early in TMP development with BPD & FHWA project liaisons.	

1. Project Information

Design ID:	1560-31-00	PS&E Date:	8/1/2014
Project Title:	Cumberland - Spooner	Let Date:	2/10/2015
Project Limits:	Woodyard Road to CTH B (East)	Project Length	4.896 Miles
Highway:	USH 63	Project Duration	150 Days
		April Month -	Sept. Month
County:	Washburn	AADT 3700 to 6400	2014 AADT count year

Project type (recst., recondition, SHRM, etc.): RECONDITION
Engineer's Estimate: ☐ < $1 Million ☐ $1M-3M ☒ $3M-10M ☐ >$10M
Is the project a National Highway System (NHS) route? ☒ Yes ☐ No
Is the project Federal Oversight? ☒ Yes ☐ No
OSOW Route? ☐ Yes ☒ No

2. Brief description of work activities:
Existing asphalt will be milled and resurfaced with a wider (5-ft) paved shoulder from the south project limit to Sta. 833+00. Grading will be required to add turn lanes at CTH D, Hilltop Road, the Shell Lake school entrance, and Pederson Drive. Intersection improvements including curb and gutter are proposed for CTH D, Hilltop Road, Shell Lake school entrance and Pederson Drive.

Existing pavement structure will be reconstructed from Sta. 833+00 to the north project limits. This portion of the project includes rural section and the addition of a TWLTL in urban section (Sta. 845±00 - 866±00). Intersection improvements including curb and gutter are proposed for 6th Avenue (CTH B West), Playground Drive, Peterson Court, and CTH B East. Existing storm, sanitary sewer, and water main crossings will be replaced as well as existing beam guard. Sidewalk improvements are proposed at various locations between 1st Avenue and 6th Avenue. A shared-use path will be constructed on the east side of USH 63 from the north intersection of Industrial Boulevard to CTH B East. Four marked crosswalks with refuge islands will allow pedestrians to cross between the park/beach area and the business district.

3. Briefly describe the staging planned for maintaining traffic:
Milling and paving work will be done half at a time to maintain one open lane of traffic with a flagging operation from the south project limit to the beginning of the grading limits. A short-term detour will be required to replace storm sewer, sanitary sewer and water lines under USH 63 between 3rd Street and 6th Avenue. Other short-term detours will allow CTH D and CTH B East to be closed during intersection construction. Two-lane two-way (TLTW) traffic will be provided in the City of Shell Lake from 1200 feet south of the CTH D intersection to the north project limit. Two 11-foot lanes with 2-foot

shoulders will provide a minimum 26-foot roadway width for TLTW traffic during each stage described below, all of which apply to the urban segment only.

- **Stage 1A:** Existing traffic patterns remain the same with a standard shoulder closure and intermittent flagging operations for southbound USH 63. Construction is on southbound shoulder or sidewalk to widen pavement for future stages.
- **Stage 1B:** Existing traffic patterns remain the same with intermittent shoulder closures for northbound USH 63. Construction will include the West Lake Drive intersection and Memorial Park entrances off USH 63, and a commercial entrance off Stariha Drive for the business located near CTH B East.
- **Stage 2:** USH 63 traffic shifts to west with TLTW traffic separated by flexible tubular markers. Construction is on east side/northbound lane of USH 63 and at adjacent intersections (CTH D and CTH B East) to pave all with asphaltic lower layers. Grading and paving for widening will be necessary from Playground Drive to just north of Peterson Court. Work will include re-constructing the above intersections and the beach parking lot along with shared-use path construction. Replacement of the storm sewer, sanitary sewer, and water main crossings between 3rd Street and 6th Avenue will occur before paving operations on northbound. The short-term detours for USH 63, CTH D, and CTH B East closures will go into effect as described in Item #8.
- **Stage 3:** USH 63 traffic shifts to east on new northbound lane and paved median with TLTW traffic separated by flexible tubular markers. Construction is on west side/southbound lane of USH 63 and at adjacent intersections (Hilltop Rd, school entrance, Pederson Dr, 1st Ave, 2nd Ave, 4th Ave, 5th Ave, and 6th Ave). Intersections at Pederson Dr, 1st, 4th, 5th and 6th Avenues will remain open to traffic for half-at-a-time construction.
- **Stage 4A:** USH 63 traffic will be controlled by a flagging operation to pave the final surface layer.
- **Stage 4B:** Northbound traffic will use the two-way left turn lane and southbound traffic will use part of the southbound lane and shoulder. Construction is on northbound crosswalks and removing temporary widened area to install curb and gutter near north end of project.
- **Stage 4C:** Northbound traffic will use part of northbound lane and shoulder and southbound traffic will use the two-way left turn lane. Construction is on southbound crosswalks including the crosswalk on 5th Avenue.
- **Stage 4D:** Northbound traffic remains in same place as Stage 4C while southbound traffic is shifted to west to use part of southbound lane and shoulder. Work will involve removing asphaltic pavement for median pedestrian refuge islands and constructing the same. Pavement markings for permanent crosswalks, islands and left turn lanes will be installed.
- **Stage 5:** Traffic will resume normal lane patterns in both directions with short-term flagging operations to finish crosswalk markings. All other pavement markings and permanent signing will be finished during this stage.

4. Will there be restrictions on pedestrian/bicycle access? Yes

If Yes:

a) Will sidewalk/multiuse path be closed? ☒ Yes ☐ No

b) Describe how pedestrian and bicyclists will be accommodated (e.g., temporary paths, surface material, separation and protection from construction activities and drop-offs, etc.)
Proposed sidewalks along USH 63 include only one existing section between 5th Ave and 6th Ave. It will be closed with barricades and signs to direct pedestrians to use an alternate route. There is also one sidewalk section closed west of the Lakefront Pavilion, and pedestrians will be directed to use the park's north side sidewalk.
Safety fence will be placed from approx. Sta. 850+00 to 867+00 near lakeside parking lots to prevent pedestrians from entering construction zones between the business district and lakeside recreation.

c) Will crosswalks be provided? ☒ Yes ☐ 2 crosswalks will be provided; one on south side of 5th Ave and one on south side of 6th Ave. They will be delineated in work zone with drums, and across traffic lanes with white paint lines.
What is the spacing of crosswalks (measured in blocks or feet)? Consideration should be made for adequate spacing (measured in blocks or feet) 330 feet

d) Describe how the strategies are in compliance with ADA? Keep designated crosswalks and open sidewalks traversible for wheelchairs.

5. Briefly describe how access to traffic generators, businesses, school buses, garbage trucks, and postal services will be mitigated (alternate routes, etc.): Downtown (west side businesses) may be accessed by building 1st, 4th, 5th, and 6th Avenue intersections half at a time.

6. Will the project have lane closures? ☒ Yes ☐ No

If Yes:

a. Are there restrictions on when lane closures are allowed? ☒ Yes ☐ No

b. What hours/days are lane closures permitted? Flagging operations will be used for one-lane closures on USH 63 and limited to daylight hours from Monday at 6:00 AM until Friday at 3:00 PM as necessary for the duration of the project. USH 63 may be closed to through traffic between 3rd Street and 6th Avenue from Monday at 6:00 AM until Friday at 3:00 PM for a maximum time of two work weeks during the time period of June 8 - June 30. A short-term detour will be used while USH 63 is closed. USH 63 will remain open from each Friday at 3:00 PM until the following Monday at 6:00 AM during the peak tourist season from Memorial Day to Labor Day. See Item #8 for information on the USH 63 detour route.

c. How were traffic counts used in determining permitted lane closure times? (For multi-lane road, indicate typical peak hour volume per direction of travel. For two-lane, two-way road indicate AADT) 2014 AADT counts are as follows: 3700 from south of CTH J to Heart Lake Rd; 4300 from Heart Lake Rd to Shell Lake school entrance; 6400 continuing north to 6th Ave; 5000 continuing to north project limit.

7. Please provide the following:

a. Minimum lane width to be maintained. 12 feet in the resurface segment and 11 feet in the reconstruct segment.

b. Minimum height (if less than typically available) No height restrictions

c. Available roadway width (lanes + shoulder) 30 feet (12-foot paved lanes, 3-foot paved shoulders) in resurface segment, and 26 feet (11-foot paved lanes, 2-foot paved shoulders) in reconstruct segment.

d. Total number of lanes maintained 2

8. Will the project be detoured? ☒ Yes ☐ No

If yes:

a. Explain length of detour, travel times, improvements required for signal timing, surface and shoulder conditions, capacity, etc.: The USH 63 short-term detour begins at 3rd Street for northbound traffic and begins at 6th Avenue for southbound traffic. It is approximately one mile in length. Traffic approaching from the south follows 3rd St. to a 4-way stop at 1st Ave., then proceeds straight or north to a 2-way stop at 6th Ave., and turns right or east on 6th Ave. for several blocks to intersect USH 63 near the north end of project.

The CTH D short-term detour route directs CTH D eastbound traffic from USH 63 to North Industrial Drive to Industrial Boulevard, proceeding south approximately 1/2 mile to intersect CTH D just east of the intersection construction. CTH D westbound traffic is directed to use Industrial Boulevard to North Industrial Drive to USH 63.

The CTH B short-term detour route directs CTH B eastbound traffic from USH 63 to Lind Avenue proceeding east 1/8-mile to CTH B. CTH B westbound traffic (on CTH B East) is directed to use Lind Avenue to USH 63. Lind Avenue is about 1/3 mile north of the north project limit.

A truck detour will direct trucks on USH 63 northbound to use STH 48 East to USH 53 North, while trucks on USH 63 southbound will use STH 70 East to USH 53 South. This truck detour will be in effect during the same time periods as all of the above detours.

b. Are there width and height restrictions on the detour? ☐ Yes ☒ No

9. List major special events and holidays, and how traffic disruptions will be minimized: Shell Lake and the city surrounding it is a tourist location. Holidays include Memorial Day, July 4th, and Labor Day. An annual celebration, Town and Country Days, takes place over the Labor Day weekend. A new event which began in 2013 is the Shell Lake Triathlon. It may be held during the last weekend in July 2015, and normal Friday and weekend traffic restrictions will be adequate. Traffic disruptions and pedestrian hazards will be minimized by requiring the short-term detour routes be used only after school is released in June 2015 until June 30, 2015. Memorial Day restrictions will be no on-road

work from noon Friday, May 22, 2015 until Tuesday, May 26, 2015 at 6:00 AM. July 4th restrictions will be no on-road work from noon Friday, July 3, 2015 until Monday, July 6, 2015 at 6:00 AM. Labor Day restrictions will be no on-road work from noon Friday, September 4, 2015 until Tuesday, September 8, 2015 at 6:00 AM. The Labor Day restrictions will be adequate to handle Town and Country Days festival traffic.

10. Describe the method(s) (LCAT, Quadro, FDM 11-50-30, Synchro, etc.) used to estimate motorist delays or queue length? (Applicable only for freeways, expressways, and signalized corridors). USH 63 is not a freeway, expressway, or signalized corridor.

11. What is the anticipated travel delay during peak travel periods for freeways and expressways (also indicate frequency, e.g. daily and duration) USH 63 is not a freeway or expressway.

12. Identify alternate routes anticipated, and any alternate route improvements or signing planned. No alternate routes will be signed.

13. Are any intersection traffic control changes proposed such as temporary signals, temporary changes to an all way stop, etc? Change the current two-way stop condition at the intersection of North Industrial Drive and Industrial Boulevard by removing the stop sign on eastbound Industrial Drive and adding stop signs on northbound and southbound Industrial Boulevard. The proposed action creates a temporary three-way stop condition at this intersection.

14. Are there anticipated traffic impacts from the proposed project on other roads/routes in the region/corridor? Identify other projects in the corridor (only if delay anticipated on this project)
6th Avenue (CTH B) will have more traffic during the time when the USH 63 short-term detour is being used, and there may be minor delays at the T-intersection with USH 63.

15. Does the project affect other regions/states? ☐ Yes ☒ No
If yes, explain coordination and mitigation strategies: _____

16. Check mitigation strategies planned

STRATEGY		**COMMENTS**
Public information campaigns	☒	Local newspapers & radio stations
Off-peak lane closures	☐	_____
Extra law enforcement	☐	_____
Temporary widening to maintain traffic lanes	☒	Construct during Stage 1A and Stage 1B
Changeable message signs (PCMS)	☒	_____
Ramp closures	☐	_____
Temporary signals/timing revisions	☐	_____
Coordination with adjacent projects	☐	_____
Innovative contracting, (lane rental, A+B, etc)	☐	_____
Temporary Emergency Pullouts	☐	_____
Motorist service patrols	☐	_____
Nighttime Work	☐	_____
Enhanced Traffic control devices (Wet reflective pavement marking, temp concrete barrier, etc)	☐	_____
Reduced regulatory speed limit (requires declaration approved by Regional Traffic Engineer, & by BHO if 65-mph hwy.)	☐	_____

Other (identify): The USH 63 short-term detour will not be scheduled while school is in session nor during the peak tourist season after June 30.

17. Describe public information strategies planned (coordinate this activity with your Regional Communications Manager): Washburn County and the City of Shell Lake personnel have been notified of the project. Two public information meetings have been held in Shell Lake in conjunction with local officials meetings. Press releases in local newspapers and radio stations will be ongoing. Wisconsin State Patrol and Washburn County law enforcement must be notified prior to construction. The project engineer will enter this project into the Wisconsin Lane Closure System, and the 511 system and STOC will be notified through the WLCS entries.

18. Describe incident management strategies planned: Local police, fire and emergency personnel will be contacted by the project engineer and invited to the pre-construction meeting. Concerns and appropriate strategies will be addressed at that time. The Regional Incident Management Plan will be followed.

19. Describe how transit impacts will be mitigated:
a) Is access to bus stops affected? ☐ Yes ☒ No. If yes, explain

Attachment(s) ☒ Yes ☐ No
Please list: Project Location Map, Traffic Forecast Report, Detour Route Maps.

Project ID: 1560-31-00

Preparer of TMP: Jeff Stellrecht Title/Company: Engr. Specialist / NWBE, Inc.
☒60% JGS ☐90% (initials)

Approval
Project Manager: PHILIP KEPPERS Date: 4-23-14 Telephone: 715 395 3027

Jeffrey D. Olson — 4/23/14
Reviewer (Regional Traffic or Local Prog. Mgmt. Consultant) — Date
☐60% (initials) ☐90% (initials)

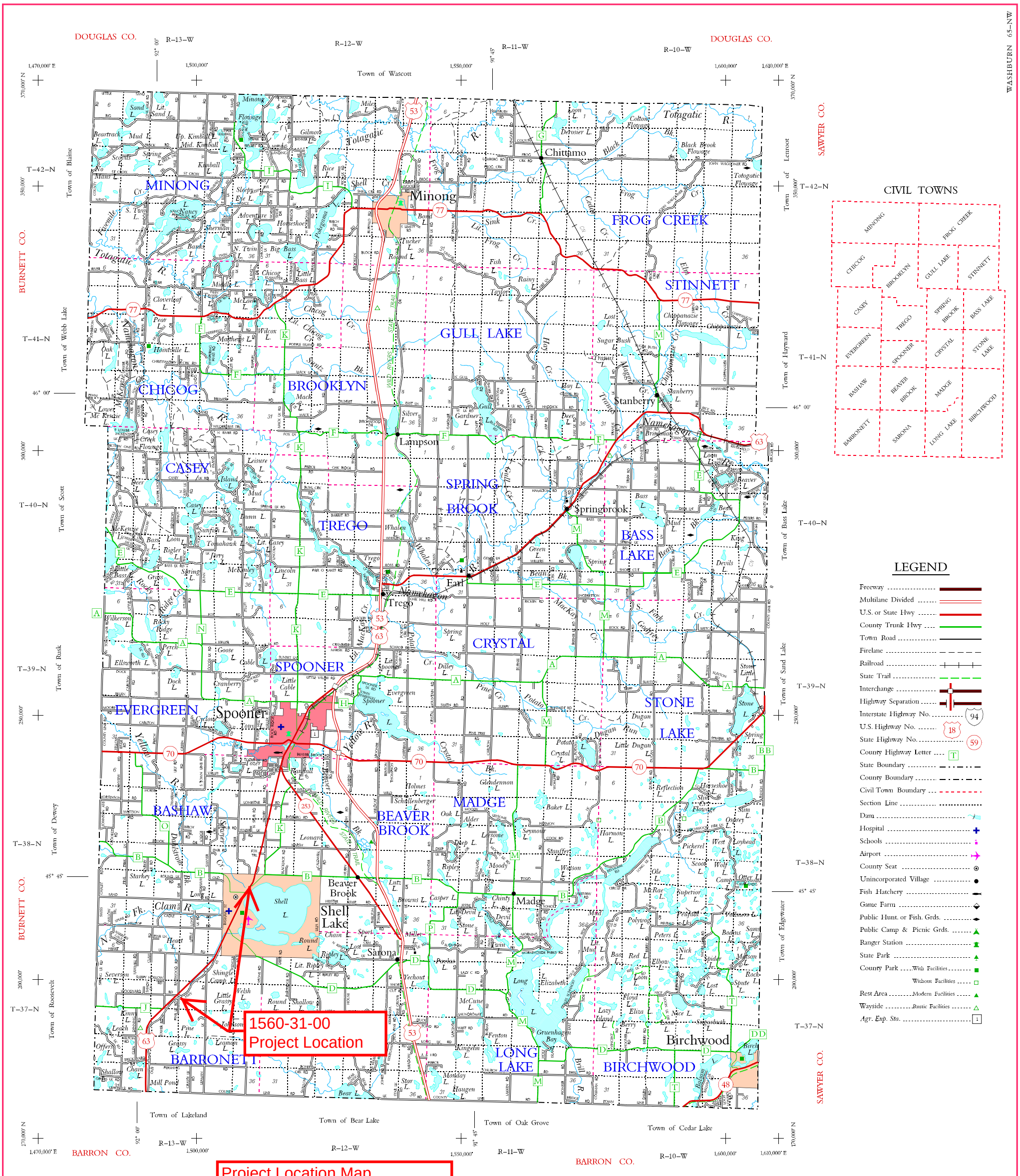
Mark B Hefko — 4/23/14
Region Project Development Chief or Local Program Manager — Date

☐60% (initials) ☐90% (initials)

Concurrence

6/5/14
BPD Project Services Chief — Date
☐60% (initials) ☐90% (initials)

FHWA (Federal Oversight Projects Only) — Date
☐60% (initials) ☐90% (initials)


DOUGLAS CO.
R–13–W
92° 00'
R–12–W
Town of Wascott
R–11–W
91° 45'
R–10–W
DOUGLAS CO.
WASHBURN 65–NW
1,470,000' E
1,500,000'
1,550,000'
1,600,000'
1,610,000' E
370,000' N
350,000'
T–42–N
Town of Blaine
Town of Lenroot
SAWYER CO.
BURNETT CO.
MINONG
FROG CREEK
GULL LAKE
STINNETT
Minong
Chittamo
Totagatic R.
Totagatic Flowage
Black Brook Flowage
Colton Flowage
Frog Cr.
Black Cr.
Fish L.
Rainy L.
Taylor L.
Elm Cr.
Lost L.
Sugar Bush L.
Chippanazie Flowage
Stanberry
Namekagon
Lampson
Springbrook
Earl
Trego
Whalen L.
Trego L.
Whalen Cr.
Gull Cr.
Spring Cr.
Hay L.
Deer L.
Gardner L.
Silver L.
Gilmore L.
Miles L.
Loon L.
Dossier L.
Bass L.
Beaver L.
Mud L.
King L.
Green L.
Spring L.
Devils L.
Beaver Cr.
Bk.
Mack Cr.
S. Fork Godfrey Cr.
Godfrey Cr.
Potato Cr.
Pine Cr.
Dugan Run
Little Dugan L.
Dugan L.
Stone Little L.
Stone L.
Spring L.
Crystal L.
Potato L.
Glendennon L.
Reflection L.
Horseshoe L.
Slim Flowage
Osprey L.
Loyhead L.
West L.
Wolf L.
Scott L.
Camp L.
Otter L.
Pickerel L.
Harmon L.
Seymour L.
Lessome L.
Deep L.
Moody L.
Ripley L.
Watson L.
Stauffer L.
Oak L.
Alder L.
Baker L.
Schallenberger L.
Holmes L.
Mack L.
Silver L.
Gardner L.
Gull L.
Hay L.
Deer L.
Stanberry L.
Namekagon L.
Bass L.
Beaver L.
Mud L.
Green L.
Spring L.
Devils L.
King

TRAFFIC FORECAST REPORT

PROJECT ID(S): 1550-21-00 & 1560-31-00
ROUTE(S): USH 63

DISTRICT/COUNTY(IES): NW / Washburn
LOCATION: SCL - Woodyard Rd - CTH B East
COMPLETED: November 23, 2010

Traffic Forecasting Section; Bureau of State Highway Programs; Division of Transportation Investment Management

Developed by: Lang Spicer
E-Mail ID: lang.spicer@dot.state.wi.us
Phone: (608) 266-7401
FAX #: (608) 267-0294

Design Values (%'s)

ROUTE(S):	USH 63		
Design Volume(s):			--
K250	10.8	--	--
K100	12.4	--	--
K30	14.0	--	--
P(PHV)	17.1	--	--
T(DHV)	5.4	--	--
T(PHV)	3.0	--	--
D (Dsgn hr)	63/37	--	--
K8(ADT)	--	--	--
T(A8HV)	--	--	--

Truck Class %'s

Truck Class	Seg. 1	Seg 2.	Seg. 3
2D	2.2	--	--
3AX	0.6	--	--
2S1+2S2	1.6	--	--
3-S2	2.2	--	--
DBL-BTM	0.1	--	--
TOTAL	6.7%	--	--

Specify Last Count & Forecast Year:

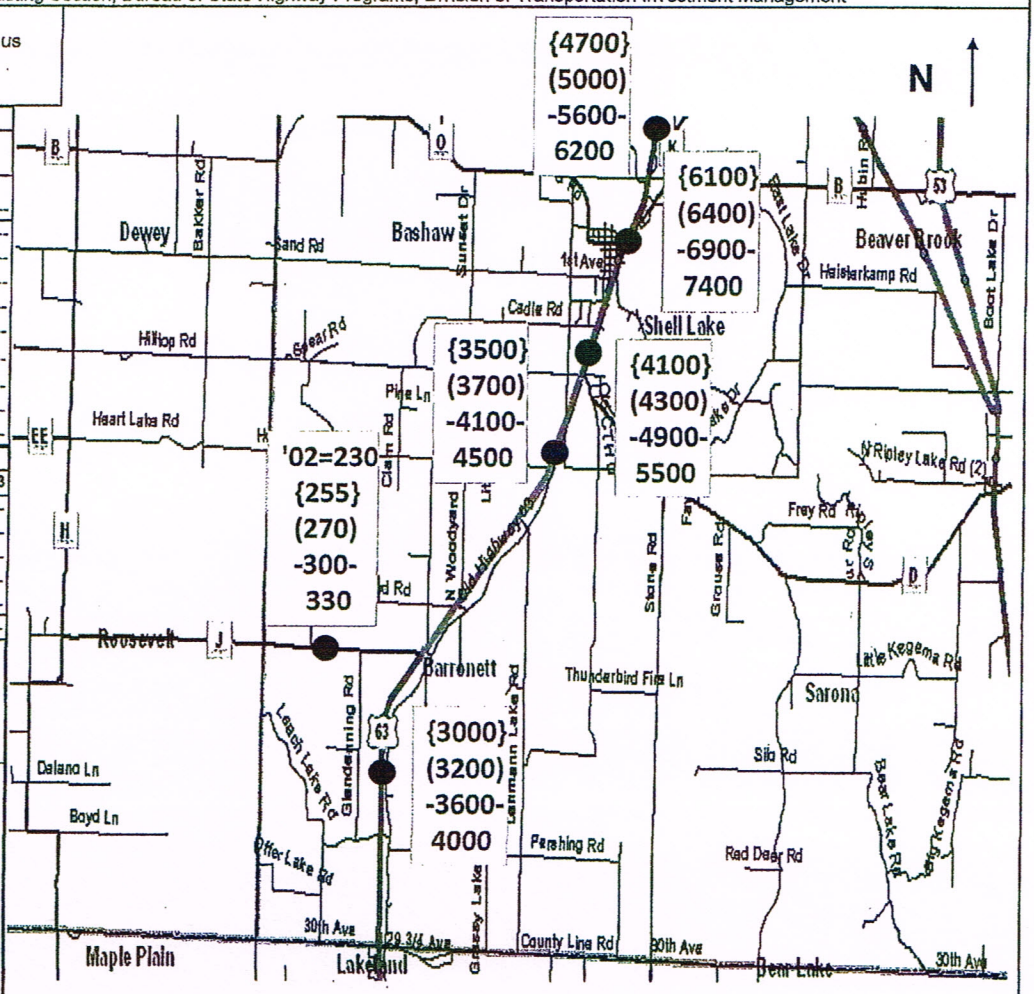
(000)	2010	AADT
(000)	2014	AADT
-000-	2024	AADT
000	2034	AADT

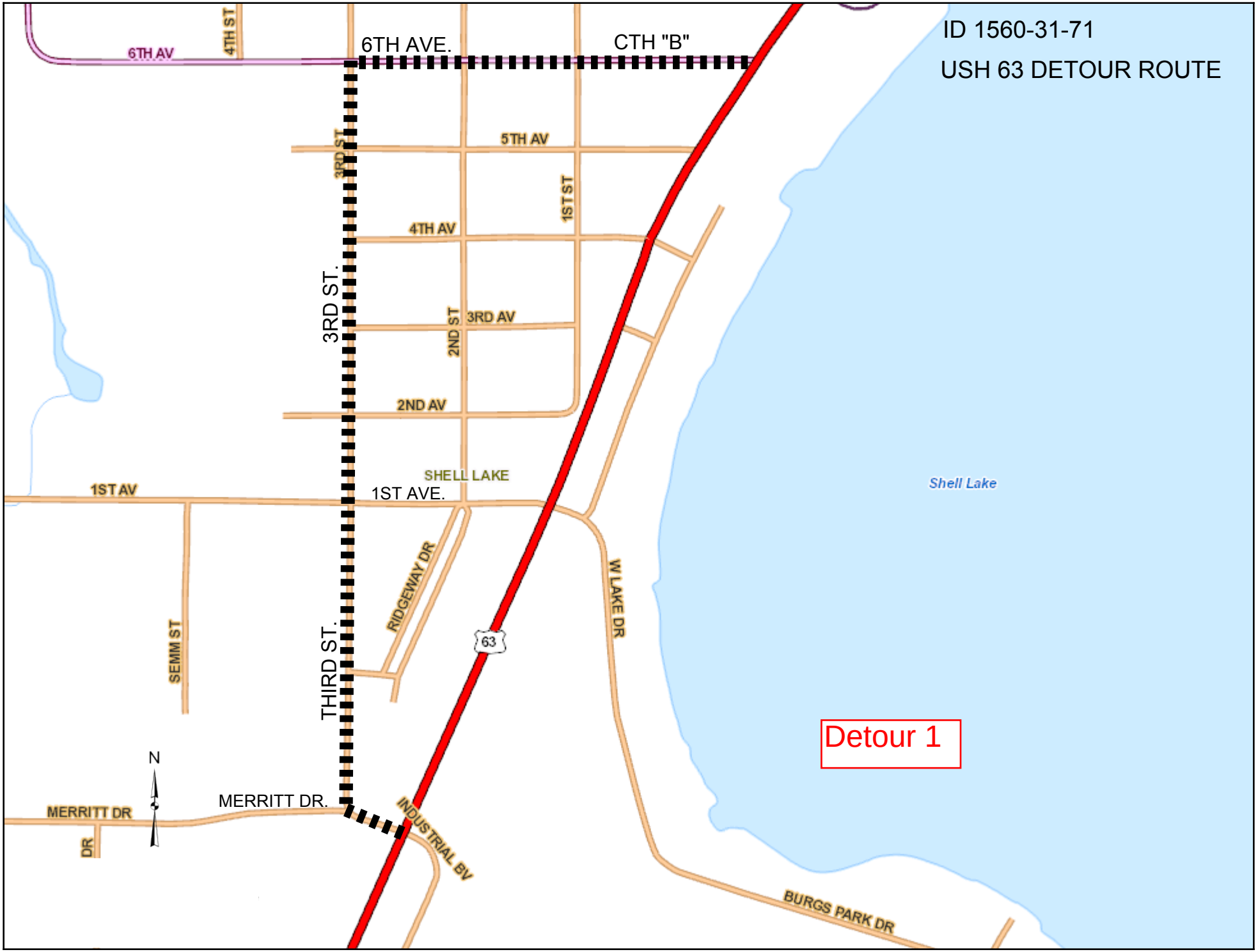
Notes on the Forecast:

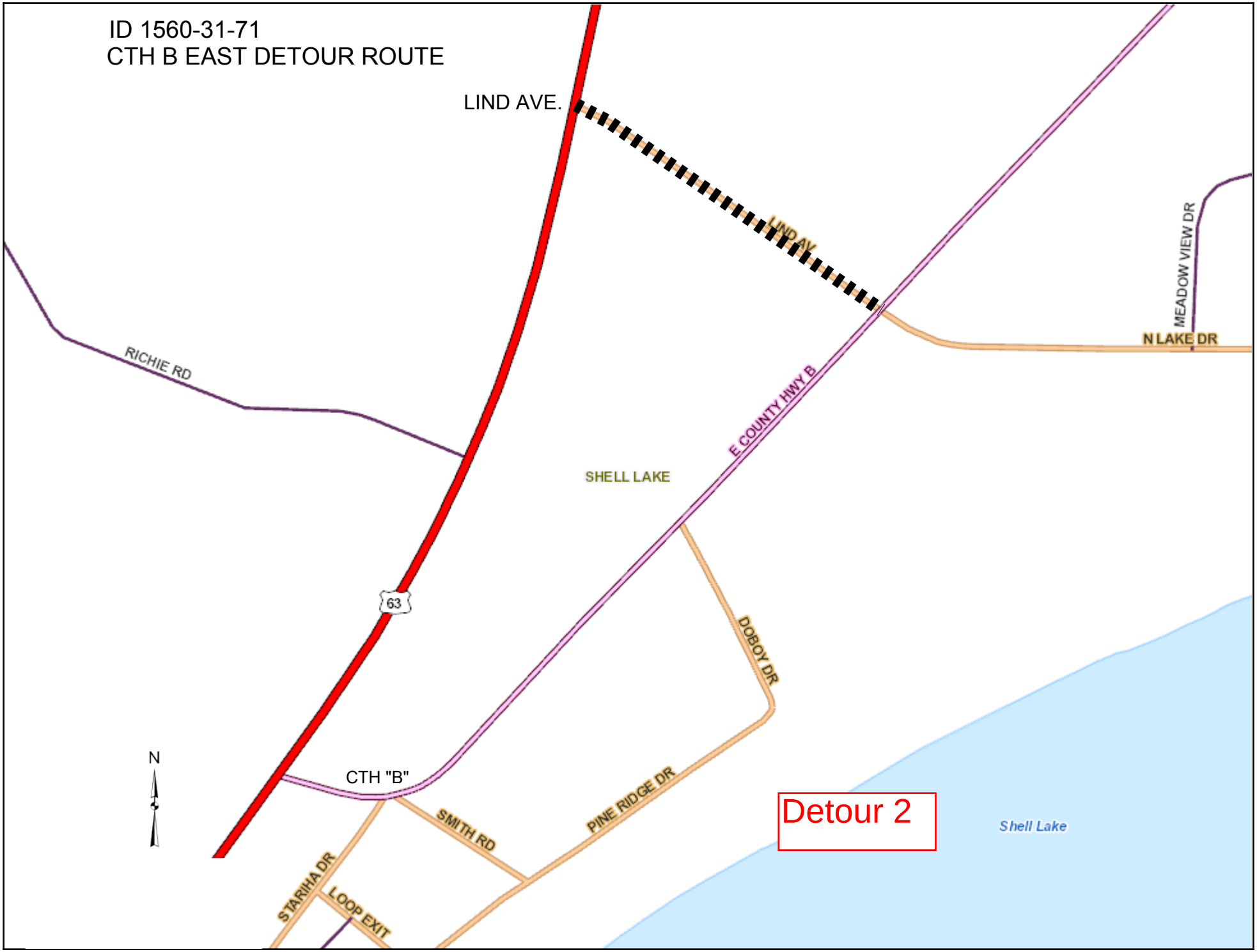
1. The forecast assumes no significant new traffic generators will be developed in the area for the foreseeable future.

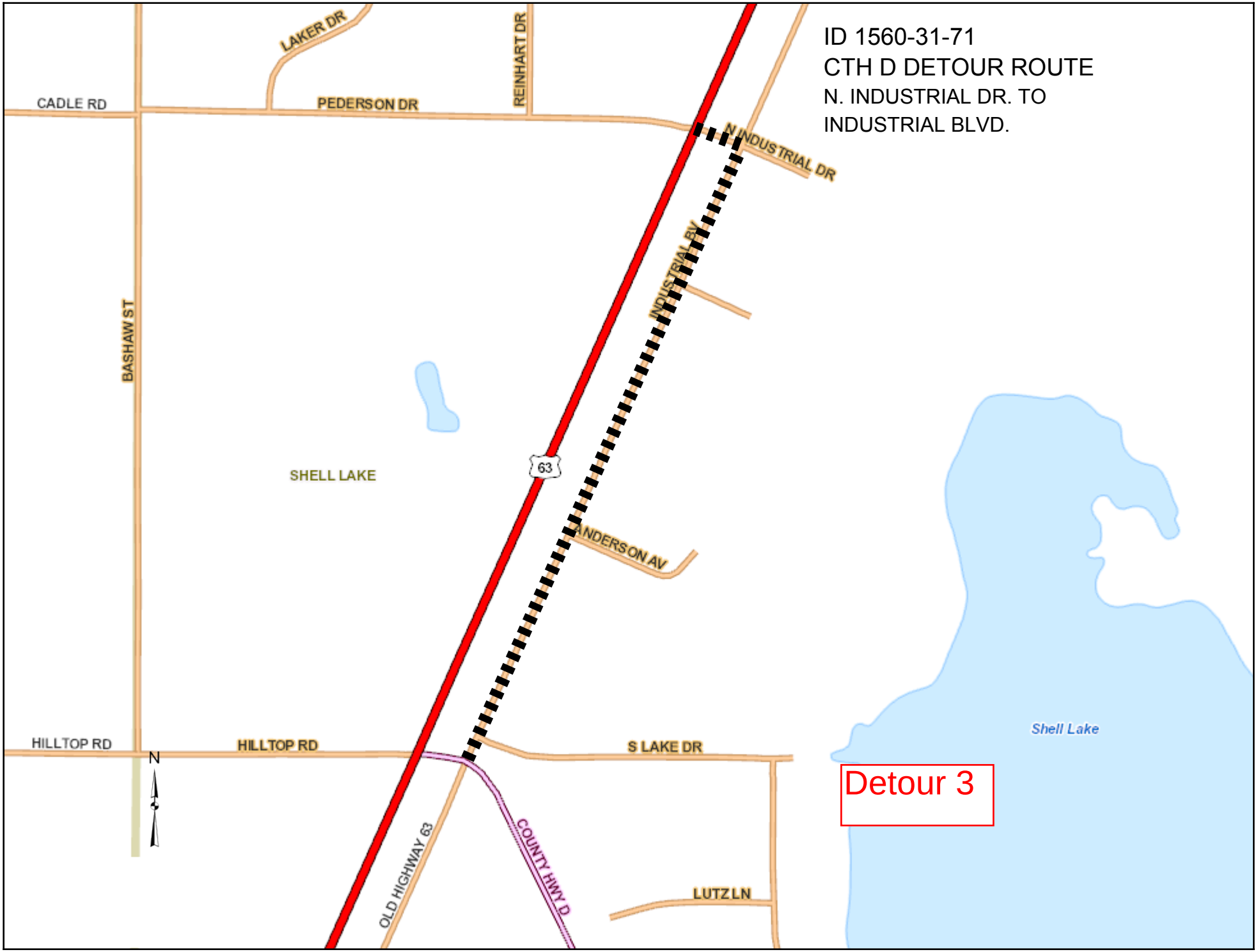
2, USH 63 is a factor group VI highway indicating high fluctuation from a seasonal perspective. USH 63 is considered a rural minor arterial highway for count purposes at this location.

3, Truck type percentages were obtained from a 2008 vehicle class site on USH 63 north of the Barron County Line.

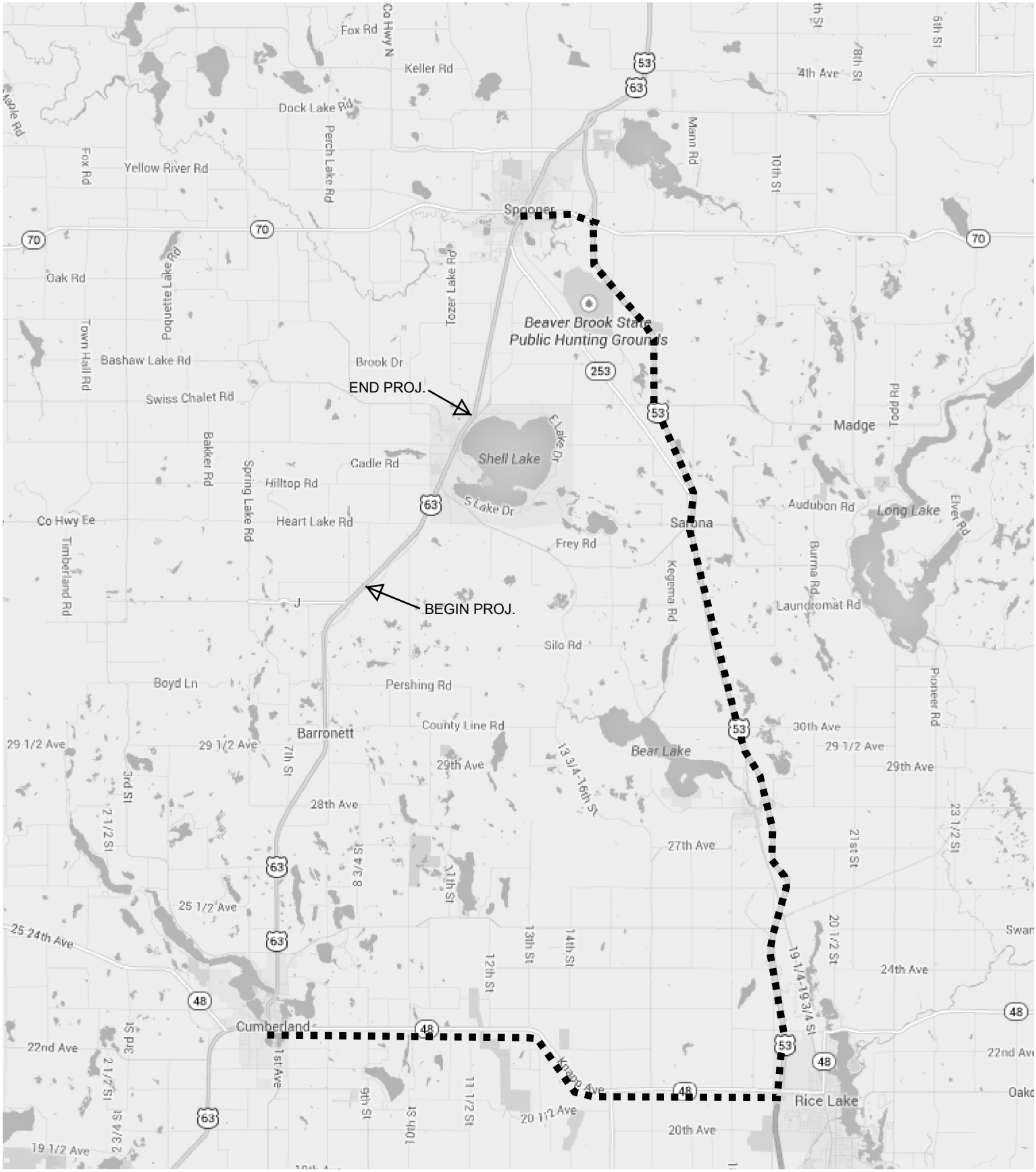



ID 1560-31-71
USH 63 DETOUR ROUTE
6TH AVE.
CTH "B"
6TH AV
4TH ST
5TH AV
3RD ST
1ST ST
4TH AV
3RD ST.
3RD AV
2ND ST
2ND AV
SHELL LAKE
1ST AV
1ST AVE.
Shell Lake
RIDGEWAY DR
W LAKE DR
SEMM ST
THIRD ST.
63
Detour 1
N
MERRITT DR.
MERRITT DR
INDUSTRIAL BV
BURGS PARK DR


ID 1560-31-71
CTH B EAST DETOUR ROUTE
LIND AVE.
LIND AV
MEADOW VIEW DR
N LAKE DR
RICHIE RD
E COUNTY HWY B
SHELL LAKE
63
DOBOY DR
N
CTH "B"
SMITH RD
PINE RIDGE DR
STARIHA DR
LOOP EXIT
Detour 2
Shell Lake


ID 1560-31-71
CTH D DETOUR ROUTE
N. INDUSTRIAL DR. TO
INDUSTRIAL BLVD.
LAKER DR
REINHART DR
CADLE RD
PEDERSON DR
N INDUSTRIAL DR
INDUSTRIAL BV
BASHAW ST
63
SHELL LAKE
ANDERSON AV
Shell Lake
HILLTOP RD
HILLTOP RD
N
S LAKE DR
Detour 3
OLD HIGHWAY 63
COUNTY HWY D
LUTZ LN

I.D. 1560-31-71
USH 63 TRUCK
DETOUR ROUTE



NORTHBOUND: STH 48 to USH 53
SOUTHBOUND: STH 70 to USH 53

Alignment: USH63

Description: PRL1 - Proposed Ref Line same as Best Fit C/L

Tangent Data

Description	PT Station	Northing	Easting
Start:	564+71.366	514579.015	715380.253
End:	714+46.265	525209.445	725927.364

Tangent Data

Parameter	Value	Parameter	Value
Length:	14974.899	Course:	N 44° 46' 28.4922" E

Curve Point Data

Description	Station	Northing	Easting
PC:	714+46.265	525209.445	725927.364
RP:		529244.898	721860.033
PT:	735+15.849	526907.277	727091.055

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	20° 41' 45.0006"	Type:	LEFT
Radius:	5729.578		
Length:	2069.583	Tangent:	1046.192
Mid-Ord:	93.191	External:	94.731
Chord:	2058.351	Course:	N 34° 25' 35.9919" E

In 55 mph zone
> 60 mph
SE = 2.7%

Tangent Data

Description	PT Station	Northing	Easting
Start:	735+15.849	526907.277	727091.055
End:	845+43.663	536975.513	731590.313

Tangent Data

Parameter	Value	Parameter	Value
Length:	11027.815	Course:	N 24° 04' 43.4916" E

Curve Point Data

Description	Station	Northing	Easting
PC:	845+43.663	536975.513	731590.313
RP:		539313.134	726359.291

PT:	849+18.137	537322.149	731731.818

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	03° 44' 41.0561"	Type:	LEFT
Radius:	5729.578		
Length:	374.474	Tangent:	187.304
Mid-Ord:	3.059	External:	3.061
Chord:	374.407	Course:	N 22° 12' 22.9636" E

In 35 mph zone
> 40 mph
SE = NC

Tangent Data

Description	PT Station	Northing	Easting
Start:	849+18.137	537322.149	731731.818
End:	856+75.612	538032.421	731995.035

Tangent Data

Parameter	Value	Parameter	Value
Length:	757.475	Course:	N 20° 20' 02.4355" E

Curve Point Data

Description	Station	Northing	Easting
PC:	856+75.612	538032.421	731995.035
RP:		537368.759	733785.877
PT:	861+03.667	538413.849	732187.331

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	12° 50' 29.9143"	Type:	RIGHT
Radius:	1909.859		
Length:	428.055	Tangent:	214.928
Mid-Ord:	11.980	External:	12.056
Chord:	427.159	Course:	N 26° 45' 17.3926" E

In 35 mph zone
= 30 mph
SE = 2.3%

Tangent Data

Description	PT Station	Northing	Easting
Start:	861+03.667	538413.849	732187.331
End:	864+78.706	538727.755	732392.555

Tangent Data

Parameter	Value	Parameter	Value
Length:	375.038	Course:	N 33° 10' 32.3498" E

Curve Point Data

Description	Station	Northing	Easting
PC:	864+78.706	538727.755	732392.555
RP:		534547.397	738786.740
PT:	868+74.874	539053.578	732617.840

Circular Curve Data

Parameter	Value	Parameter	Value
Delta:	02° 58' 16.5461"	Type:	RIGHT
Radius:	7639.437		
Length:	396.168	Tangent:	198.129
Mid-Ord:	2.568	External:	2.569
Chord:	396.124	Course:	N 34° 39' 40.6228" E

In 35 mph zone
> 40 mph
SE = NC

Tangent Data

Description	PT Station	Northing	Easting
Start:	868+74.874	539053.578	732617.840
End:	882+64.560	540175.760	733437.557

Tangent Data

Parameter	Value	Parameter	Value
Length:	1389.686	Course:	N 36° 08' 48.8958" E

Tangent Data

Description	PT Station	Northing	Easting
Start:	882+64.560	540175.760	733437.557
End:	884+15.979	540299.725	733524.506

Tangent Data

Parameter	Value	Parameter	Value
Length:	151.419	Course:	N 35° 02' 44.0881" E

USH 63
Project ID: 1560-31-00(71)
Vertical Profile PVI Station Curve Report

Vertical Alignment										
From As-Built Plan								charts	charts	
PVI				Curve			Sag or	Desirable	Desirable	Min
#	Name	Station	Grade (%)	Length(FT)	A	K	Crest	ssd (mph)	dsd(mph)	dsd(mph)
1-A	VPC	631+76.8	-1.6							
	VPT	640+36.8	0.6	860	2.2	390.9	Sag	>70 mph >730'	>70 mph >1105'	
2-A	VPC	649+75	0.6							
	VPT	654+55	-2	480	2.6	184.6	Crest	> 55 mph = 495.6'	40<dsd<45	> min; 655'
3-A	VPC	659+25	-2							
	VPT	662+25	-0.6	300	1.4	214.3	Sag	>70 mph >730'	> 50 mph > 750'	
4-A	VPC	680+00	-0.6							
	VPT	688+00	-2.3	800	1.7	470.6	Crest	>70 mph > 730'	>60 mph > 990'	
5-A	VPC	688+61.1	-2.3							
	VPT	696+21.1	-0.5	760	1.8	422.2	Sag	>70 mph > 730'	>70 mph >1105'	
6-A	VPI	705+30	-0.8							
7-A	VPI	714+37.5	-0.4							
8-A	VPI	723+00	-0.75							
9-A	VPC	739+00	-0.75							
	VPT	741+00	-0.1	200	0.65	307.7	Sag	>70 mph > 730'	>70 mph >1105'	
10-A	VPC	755+00	-0.1							
	VPT	757+50	-0.9	250	0.8	312.5	Crest	>60 mph > 570'	>50 mph >750'	
11-A	VPI	776+87.5	-0.5							
12-A	VPC	791+58.2	-0.5							
	VPT	793+52.2	0.1	200	0.6	333.3	Sag	>70 mph > 730'	>70 mph >1105'	
13-A	VPI	807+00	-0.1							
14-A	VPI	812+00	0.1							
15-A	VPI	822+00	0.5							
16-A	VPC	828+50	0.5							
	VPT	830+50	1.17	200	0.67	298.5	Sag	>70 mph > 730'	>70 mph >1105'	
See Profile PVI Station & Curve Report										

Profile PVI Station & Curve Report

Client:
WENDY MAVES
WISDOT - NW REGION
Address 1
Date: 12/18/2013 11:52:03 AM

Prepared by:
G. COLBERT
NWBE, INC.
P.O. BOX 328

Vertical Alignment: USH 63 - PROPOSED CITY
Description: USH 63 PROPOSED CENTERLINE PROFILE FOR THE RECONSTRUCT SECTION THROUGH THE CITY OF SHELL LAKE STA. 835 - 884.
Station Range: Start: 832+00.00, End: 884+15.98

45 mph speed zone

PVI	Station	Grade Out (%)	Curve Length
0.00	832+00.00	1.17%	
1.00	833+00.00	0.93%	
2.00	834+65.02	1.03%	
3.00	839+61.86	-1.18%	650.000'

Vertical Curve Information:(crest curve)

PVC Station:	836+36.86	Elevation:	1,249.050'
PVI Station:	839+61.86	Elevation:	1,252.407'
PVT Station:	842+86.86	Elevation:	1,248.565'
High Point:	839+39.99	Elevation:	1,250.615'
Grade in(%):	1.03%	Grade out(%):	-1.18%
Change(%):	2.21%	K:	293.455982012659
Curve Length:	650.000'		
Passing Distance:	957.059'	Stopping Distance:	812.205' (DSD)

SSD>60 mph
> 570'
DSD> 50 mph

4.00	848+00.00	-0.77%	
5.00	850+00.00	-0.90%	
6.00	852+50.00	0.30%	300.000'

35 mph speed zone at 845+00

Vertical Curve Information:(sag curve)

PVC Station:	851+00.00	Elevation:	1,240.056'
PVI Station:	852+50.00	Elevation:	1,238.706'
PVT Station:	854+00.00	Elevation:	1,239.156'
Low Point:	853+25.00	Elevation:	1,239.044'
Grade in(%):	-0.90%	Grade out(%):	0.30%

SSD > 70 mph
> 730 '
DSD > 55 mph
>865'

	Change(%): 1.20% K: 250.000000000006 Curve Length: 300.000' Headlight Distance:		
7.00	855+00.00	-0.71%	200.000'
	Vertical Curve Information:(crest curve) PVC Station: 854+00.00 Elevation: 1,239.156' PVI Station: 855+00.00 Elevation: 1,239.456' PVT Station: 856+00.00 Elevation: 1,238.747' High Point: 854+59.47 Elevation: 1,239.245' Grade in(%): 0.30% Grade out(%): -0.71% Change(%): 1.01% K: 198.219554669644 Curve Length: 200.000' Passing Distance: 1,487.537' Stopping Distance: 1,169.543' (DSD)		SSD > 55 mph > 495' DSD > 40 mph >
8.00	857+84.00	0.76%	200.000'
	Vertical Curve Information:(sag curve) PVC Station: 856+84.00 Elevation: 1,238.152' PVI Station: 857+84.00 Elevation: 1,237.443' PVT Station: 858+84.00 Elevation: 1,238.202' Low Point: 857+80.55 Elevation: 1,237.809' Grade in(%): -0.71% Grade out(%): 0.76% Change(%): 1.47% K: 136.18090842399 Curve Length: 200.000' Headlight Distance:		SSD= 60 mph = 570' DSD > 35 mph > 570'
9.00	860+52.50	-0.98%	150.000'
	Vertical Curve Information:(crest curve) PVC Station: 859+77.50 Elevation: 1,238.913' PVI Station: 860+52.50 Elevation: 1,239.482' PVT Station: 861+27.50 Elevation: 1,238.748' High Point: 860+43.05 Elevation: 1,239.162' Grade in(%): 0.76% Grade out(%): -0.98% Change(%): 1.74% K: 86.2863792585503 Curve Length: 150.000' Passing Distance: 880.340' Stopping Distance: 695.773' (DSD)		SSD > 50 mph SSD = 456.9' DSD > 45 mph

10.00	863+00.00	-0.73%	
11.00	869+33.00	0.79%	600.000'

Vertical Curve Information:(sag curve)

PVC Station:	866+33.00	Elevation:	1,234.642'
PVI Station:	869+33.00	Elevation:	1,232.463'
PVT Station:	872+33.00	Elevation:	1,234.831'
Low Point:	869+20.54	Elevation:	1,233.598'
Grade in(%):	-0.73%	Grade out(%):	0.79%
Change(%):	1.52%	K:	395.942960606732
Curve Length:	600.000'		
Headlight Distance:			

SSD> 70 mph
> 730'
DSD> 70 mph > 1105'

12.00	874+00.00	1.22%	
13.00	878+64.00	0.18%	536.000'

Vertical Curve Information:(crest curve)

PVC Station:	875+96.00	Elevation:	1,238.543'
PVI Station:	878+64.00	Elevation:	1,241.817'
PVT Station:	881+32.00	Elevation:	1,242.293'
High Point:	881+32.00	Elevation:	1,242.293'
Grade in(%):	1.22%	Grade out(%):	0.18%
Change(%):	1.04%	K:	513.318569853409
Curve Length:	536.000'		
Passing Distance:	1,608.757'	Stopping Distance:	1,301.485' (DSD)

SSD > 70 mph
> 730'
DSD > 65 mph

14.00	884+15.98		

NWBE, INC.

P.O. BOX 328

Suite #321

HAYWARD, WI 54843

PVI Stations Report

Client: WISDOT - NW REGION

Project Name: W:\NWBE_PROJECTS\DESIGN\1101_SHELL_LAKE_SS\C3d_12\FINAL_CDR_848-859.dwg

Project Description:

Report Date: 6/2/2014 1:22:26 PM

Prepared by: G. COLBERT

Horizontal Alignment Information

Name: PATH - PROPOSED CL

Station Range: 10+00.000 to 61+61.162

Vertical Alignment: PATH - PROPOSED CL PROFILE

PVI	Station	Elevation	Grade Out (%)	Curve Length
1	9+00.000	1245.000	-3.427 %	0.000
2	10+00.000	1241.573	0.757 %	0.000
3	10+11.000	1241.656	-1.192 %	0.000
4	10+14.999	1241.609	0.805 %	0.000
5	12+60.000	1243.581	0.142 %	100.000
6	16+00.000	1244.064	3.676 %	100.000
7	17+50.000	1249.578	-0.007 %	100.000
8	20+00.000	1249.560	-0.703 %	0.000
9	21+65.000	1248.400	-4.766 %	200.000
10	23+15.000	1241.251	0.697 %	99.996
11	24+75.550	1242.370	2.000 %	0.000
12	24+90.550	1242.670	0.000 %	0.000
13	25+20.000	1242.670	-3.511 %	0.000
14	26+02.000	1239.791	-0.297 %	80.000
15	27+00.000	1239.500	-0.960 %	80.000
16	29+00.000	1237.580	-2.258 %	50.000
17	29+70.000	1236.000	0.167 %	89.999
18	32+10.000	1236.400	2.204 %	80.000
19	32+62.630	1237.560	1.053 %	0.000
20	32+74.980	1237.690	1.780 %	0.000
21	32+87.340	1237.910	-2.600 %	0.000
22	33+36.000	1236.645	3.065 %	40.000
23	33+90.000	1238.300	0.280 %	40.000
24	34+58.757	1238.493	-0.335 %	40.000
25	35+70.094	1238.120	-1.922 %	40.000

26	36+27.340	1237.020	-2.172 %	0.000
27	36+39.310	1236.760	-2.951 %	0.000
28	36+51.510	1236.400	2.569 %	0.000
29	37+19.102	1238.136	0.918 %	0.000
30	37+70.000	1238.603	-0.401 %	0.000
31	38+51.088	1238.278	0.137 %	0.000
32	39+61.692	1238.429	-3.000 %	0.000
33	40+02.100	1237.217	-0.180 %	0.000
34	40+12.280	1237.198	0.175 %	0.000
35	40+18.870	1237.210	-1.188 %	0.000
36	40+35.803	1237.009	-1.572 %	0.000
37	41+00.000	1236.000	-0.664 %	0.000
38	42+02.440	1235.320	-1.750 %	0.000
39	42+09.870	1235.190	3.834 %	0.000
40	42+69.617	1237.480	-0.204 %	60.000
41	45+05.690	1237.000	0.062 %	0.000
42	46+02.990	1237.060	-0.271 %	0.000
43	47+45.000	1236.675	0.474 %	100.000
44	48+72.186	1237.279	2.087 %	0.000
45	48+84.197	1237.529	-1.914 %	0.000
46	48+96.199	1237.299	1.484 %	0.000
47	49+59.931	1238.245	0.088 %	60.000
48	52+50.000	1238.500	-0.945 %	0.000
49	53+10.004	1237.933	-2.695 %	60.000
50	53+44.791	1236.996	1.957 %	0.000
51	53+57.581	1237.246	-2.043 %	0.000
52	53+69.596	1237.000	-1.301 %	0.000
53	54+40.000	1236.084	0.957 %	60.000
54	54+94.400	1236.605	0.440 %	0.000
55	55+90.000	1237.026	1.920 %	60.000
56	56+70.001	1238.561	-0.002 %	60.000
57	58+50.000	1238.558	-1.716 %	0.000
58	58+79.517	1238.051	0.634 %	0.000
59	58+91.080	1238.125	-1.456 %	0.000
60	59+03.792	1237.940	1.019 %	0.000
61	59+71.000	1238.624	-2.474 %	60.000
62	60+57.000	1236.496	2.859 %	60.000
63	61+50.000	1239.155	3.369 %	0.000
64	61+64.582	1239.647		

REVISION #1
STATE/MUNICIPAL AGREEMENT
FOR A
HIGHWAY IMPROVEMENT PROJECT

DATE: January 15, 2013
ORIGINAL DATE: March 21, 2011
PROJECT ID: 1560-31-00, 21, 40, 71
HIGHWAY: USH 63
LIMITS: Woodyard Road – CTH B (East)
COUNTY: Washburn **LENGTH:** 4.90 Miles

The signatory city, village, town or county, hereinafter called the Municipality, through its undersigned duly authorized officers or officials, hereby requests the State of Wisconsin, Department of Transportation, hereinafter called the State, to initiate and effect the highway or street improvement hereinafter described.

The authority for the Municipality to enter into this agreement with the State is provided by Section 86.25(1), (2), and (3) of the Statues.

NEEDS AND ESTIMATE SUMMARY:

Existing Facility: USH 63 is a two-lane rural highway from Woodyard Road to Shell Lake's west corporate limit. The rural/suburban highway segment continues within the City to West Lake Drive, with a right turn lane at CTH D and a T-intersection bypass lane at the school entrance. USH 63 is a two-lane urban highway segment from West Lake Drive to CTH B (East), with shoulder width varying from 4 to 10 feet and curb and gutter on one or both sides of the roadway, and a right turn lane at CTH B (West). There are two crosswalks with static pedestrian warning lights at 5th Avenue. The pavement is in poor condition and is beyond its design life.

Proposed Improvement: Recondition USH 63 from Woodyard Road to Merritt Drive. Add new one-mile long southbound passing lane between Lehman Lake Road and CTH D. Reconstruct USH 63 from Merritt Drive to CTH B (East). Convert the roadway to a three-lane two way left turn lane (TWLTL) from just south of West Lake Drive to just north of CTH B (West). Add left and right turn lanes at CTH D, Hilltop Road, and the school entrance. Add right turn lanes at other intersections where warranted, and retain the right turn lane at CTH B (West). Add a shared-use path on the east side of USH 63 between CTH D and CTH B (East). Install improved pedestrian crossings at several locations.

2011 ESTIMATED COSTS
State Fiscal Year 2011 $ (Except CSD) including construction engineering add-on

PHASE	Total Est. Cost	Federal/ State Funds	%	Municipal Funds	%
Preliminary Engineering, I.D. 1560-31-00: Plan Development and State Administration.	$628,169.00	$628,169.00	100	$0.00	0
Construction, ID 1560-31-71: General Construction	$4,629,900.00	$4,629,900.00	100	$0.00	0
Shared-Use Path / New Sidewalk	$283,700.00	$226,960.00	80	$56,740.00	20
City Utilities and other Non-Participating	$118,340.00	$0.00	-	$118,340.00	100
Community Sensitive Design (SFY 2015 $)	$94,304.63	$94,304.63 LIMIT	-	$0.00	-
Real Estate, ID 1560-31-21: Real Estate Woodyard Road – CTH B (East)	$25,000.00	$25,000.00	100	$0.00	0
Utility Relocation, ID 1560-31-40: Utility Relocation Woodyard Road – CTH B (East)	$16,000.00	$16,000.00	100	$0.00	0
Total Cost Distribution	**$5,795,413.63**	**$5,620,333.63**		**$175,080.00**	

The Municipality assumes full responsibility for the design, installation, testing, and operation of the sanitary sewer and water main and relieves the State and all of its employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this agreement.

This request is subject to the following terms and conditions that follow on pages 3 – 4 of this document and is made by the undersigned under proper authority to make such request for the designated Municipality and upon acceptance by the state shall constitute agreement between the Municipality and the State.

Signed for and in behalf of the City of Shell Lake:

Sally A. Peterson — 2-13-2013

Sally Peterson, Mayor — Date

Signed for and in behalf of the State:

2/22/13

Jerry Mentzel, NW Region Deputy Director — Date

TERMS AND CONDITIONS:

1. The initiation and accomplishment of the improvement will be subject to the applicable Federal and State regulations.

2. The Municipality will pay to the State all costs incurred by the State for work requested by the city and included in the SMA in connection with the improvement that exceed Federal/State financing commitments or are ineligible for Federal/State financing.

3. As the work progresses, the Municipality will be billed for work completed as requested by the city and included in the SMA which is not chargeable to Federal/State funds. Upon completion of the project, a final audit will be made to determine the final division of costs.

4. Funding of each project phase is subject to inclusion in an approved program. Federal aid and/or State transportation fund financing will be limited to participation in the costs of the following items as specified in the estimate summary:

   (a) Grading, base, pavement, and curb and gutter.
   (b) Culverts, storm sewer, catch basins, and/or inlets for surface water drainage of the improvement.
   (c) Construction engineering incident to inspection and supervision of actual construction work.
   (d) Signing and pavement marking, including detour routes.
   (e) Preliminary engineering and state review services.
   (f) Construction or replacement of sidewalks and surfacing of driveways.
   (g) Real Estate.
   (h) Construction of a shared-use path on the east side of USH 63 between CTH D and CTH B (East).

5. Work necessary to complete the improvement to be financed entirely by the Municipality or other utility or facility owner includes the following Items:

   (a) Any new installations or alterations of sanitary sewers and connections, water, gas, electric, telephone, TV cable, telegraph, fire or police alarm facilities, parking meters and similar utilities.
   (b) Construction inspection, staking, and materials testing and acceptance for construction of sanitary sewer and water main.
   (c) Preparation of plans and specifications for sanitary sewer and water utilities.
   (d) Hazardous materials investigations related to sanitary sewer and water main construction and subsequent coordination with WisDNR.

6. If the Municipality should withdraw the project, it will reimburse the State for any costs incurred by the State on behalf of the project.

7. The work will be administered by the State and may include items not eligible for Federal/State participation.

8. Each marked crosswalk of a state-maintained highway shall be subject to the Department's permit process and policies governing crosswalks.

9. The Municipality will at its own cost and expense:

   (a) Maintain all portions of the project that lie within its jurisdiction for such maintenance through statutory requirements, in a manner satisfactory to the State and will make ample provision for such maintenance each year.
   (b) Operate and maintain the shared-use path constructed under this contract.
   (c) Use the State Utility Accommodation Policy unless it adopts a policy that has equal or more restrictive controls.
   (d) Maintain all curb and gutter, sidewalks, retaining walls, and pedestrian refuge islands except curb and gutter south of the intersection of 1st Avenue and USH 63.
   (e) Maintain all cross-walk markings and prohibit parking within 15 feet of the near limits of the crosswalk.
   (f) Operate and maintain all pedestrian warning lights, including repair or replacement when/if necessary.

(g) Maintain all culverts and storm sewer inlets, catch basins, laterals and mains.

(h) Maintain all roadside ditch and embankment slopes, and all slopes behind the curb; all drainage channels; and all culvert and storm sewer outfall devices except mowing south of the intersection of 1st Avenue and USH 63.

(i) Prohibit parking along both sides of USH 63 between 1st Avenue/West Lake Drive and CTH B (East).

(j) Prohibit truck traffic from entering USH 63 from 5th Avenue.

(k) Permit construction work under this contract on City right-of-way as shown in the plans and specifications, and in any contract modifications that may be implemented during construction. The WisDOT would acquire a permanent right-of-way interest (fee or permanent limited easement) from City right-of-way only if it determines it will need to enter the land for future maintenance purposes.

(l) Coordinate with WisDNR and/or responsible parties for any necessary soil remediation or discharge of contaminated groundwater from excavations for sanitary sewer and water utilities.

10. City Utilities

(a) All Sanitary Sewer and Water utilities that will be constructed under the WisDOT let contract will be designed, staked, inspected and accepted by the Municipality. Utility design, staking, inspection and acceptance shall be at the cost and expense of the Municipality. The Municipality shall provide the final design of the sanitary sewer and water utilities to the State for inclusion in the contract documents no later than October 1, 2013. The utility design shall be consistent with Facilities Development Manual standards and shall be coordinated with the roadway plan prepared by the State. A Professional Engineer registered in Wisconsin shall seal the utility plan. Changes in right-of-way needs caused by the utility design may result in delay of the letting and construction of contract 1560-31-71. The Municipality assumes full responsibility for the design, installation, testing and operation of the sanitary sewer and water main and relieves the State and all of it's employees from liability for all suits, actions, or claims resulting from the sanitary sewer and water main construction under this contract.

(b) DOT will make efforts to accommodate city utility work when designing the roadway and storm sewer but in the case of a conflict the city agrees to design its utilities around the roadway and storm sewer.

(c) Any right of way or easements outside the permanent WisDOT right of way that is necessary for sanitary sewer and water main construction that is part of the WisDOT let project will be obtained by the Municipality at the expense of the Municipality prior to June 1, 2014. Failure to obtain this right of way may result in delay of the project.

11. Basis of local cost participation

(a) The 20% local cost share for new sidewalks and for the shared-use path along the east side of USH 63 between CTH D and CTH B (East) is in accordance with WisDOT local participation policy.

(b) Adjustment of sanitary sewer manhole covers and water utilities water valves or curb stops required by roadway construction, and construction of other non-participating items under project 1560-31-71, are ineligible for state/federal funds and are at 100% local cost.

(c) A Level B amenities budget is applicable to the project under the Department's Community Sensitive Design (CSD) practice/policy. This amenities budget is 3% of the estimated total let project cost within Shell Lake's corporate limits, in State Fiscal Year 2015 dollars, and includes a 10% construction engineering add-on. The CSD funding is capped at $94,304.63 for eligible amenities/aesthetic items. Amenity items exceeding the capped amount will be at 100% local cost.

(d) Sanitary sewer and water utilities and other non-participating items under project 1610-06-70, are ineligible for state/federal funds and are at 100% local cost. Sanitary sewer and Water items include a 2% add-on for state administration only and do not include costs for construction engineering or inspection.

TRANS 75 COMPLETE STREETS COMPLIANCE CHECK SHEET

Project ID	Highway/Roadway	Limits/Termini	
1560-31-00	USH 63	Cumberland - Spooner, Woodyard Raod to CTH B (East)	
County: Washburn	Unit of Government: City of Shell Lake	Existing AADT (year): 3700-6400	Design Year AADT (year): 4500-7400
List of local land use plans reviewed /considered. Washburn County Preliminary Final Draft Comprehensive Plan	List of regional land use plans reviewed /considered. Checked Northwest WI Regional Planning Commission, none listed.	List of local transportation and/or bicycle/pedestrian plans reviewed /considered. WI Bicycle Map, Washburn Co South	List of regional transportation and/or bicycle/pedestrian plans reviewed /considered. Letter from City of Shell Lake

Existing Facility	Proposed Improvement
Number of Lanes: 2 Lane Width: 12' Cross Section Shoulder Type: ☒ Rural Shoulder width (paved): 3' ☒ Urban Sidewalk: ☐ Yes ☐ No ☒ Other: sporatic sidewalks Bike/Ped Accommodation: : ☐ Yes ☒ No ☐ Other:	Number of Lanes: 2 - rural, 3 urban Lane Width: 12' driving lanes - 14' TWLTL Cross Section Shoulder Type: ☒ Rural Shoulder width (paved): 5' ☒ Urban Sidewalk: ☒ Yes ☐ No ☐ Other: Bike/Ped Accommodation: : ☒ Yes ☐ No ☐ Other: In Reconstruction area Left turn lane widths: Painted 12' By pedestrian islands 10'

Section 1 Project Type (check all that apply) (*Trans 75 and FDM 11-46-1*)

This project is:

- ☐ New Construction – Trans 75 applies.
- ☒ Reconstruction – Trans 75 applies.
- ☐ Pavement Replacement – Trans 75 applies.
- ☐ New Bridge – Trans 75 applies.
- ☐ Bridge Replacement – Trans 75 applies.
- ☐ Bridge Redecking – Trans 75 applies.
- ☐ Bridge Elimination – Depending on project scope, Trans 75 may apply.
- ☒ Other – Explain: Remaining sections of the project are resurfacing.

Go to Section 2

- ☐ None of the above – Improve bike/ped accommodations as appropriate, Trans 75 does not apply, go to Section 4.

Section 2 Pedestrian Accommodations (check all that apply) (FDM 11-46-5)

☒ Pedestrian accommodations **are** being provided by:

- ☐ Bridge overpass/underpass, accommodations addressed.
- ☒ Sidewalk on both sides of the highway. Sidewalk on west side
- * ☐ Sidewalk: Shared-use path on east side
  - ☐ On one side of the highway
  - ☐ Sidewalk along a portion of the highway
  - ☐ A shared use path is provided

*An exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.

☐ Pedestrian accommodations **are NOT** being fully provided because the following exceptions apply:

- ☐ Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet.
- ☐ Excessively disproportionate cost - Attach Exception 2 Worksheet.
- ☐ Constrained environment – Attach Exception 3 Worksheet.
- ☐ Absence of need – Attach Exception 4 Worksheet.
- ☐ Refusal to maintain – Attach Exception 5 Worksheet.

Section 3 Bicycle Accommodations (check all that apply) (*FDM 11-46-15*)

☒ Bicycle accommodations **are** being provided by:

- ☐ Bike Lanes.
- ☐ Bike lane/parking lane combination.
  - ☐ Bike lane full time.
  - ☐ Short term parking restriction. Explain
- ☐ Wide curb lane or wide parking lane where parking is allowed.
- ☒ Paved shoulders. Paved shoulder width is
  Rural (Sta. 625+00 - Sta. 845+77) 5 feet and
  Urban (Sta. 845+77 - Stat. 868+55) 3 feet with gutter of 2 feet.
- ☐ Other – Explain:
- ☐ Bike accommodations:
  - ☐ On a portion of the highway
  - ☐ A shared use path instead of on-street accommodations.** **

Requires approval from the Project Services Section Chief- attach shared use path worksheet. Exception is required. Explain mitigation efforts as part of the appropriate completed exception documentation.

☐ Bicycle accommodations **are NOT** being fully provided because the following exceptions apply:

- ☐ Prohibition of Bicycles and Pedestrians - Attach Exception 1 Worksheet.
- ☐ Excessive cost - Attach Exception 2 Worksheet.
- ☐ Constrained environment – Attach Exception 3 Worksheet.
  - ☐ Parking restrictions create only partial absence
    Explain:
- ☐ Absence of need – Attach Exception 4 Worksheet.

Section 4 Concurrence – Attach any supporting documents or reports

We concur that pedestrian and bicycle accommodations are being provided in compliance with Trans 75 or that the project satisfies one of the exceptions stipulated in Trans 75. If the project scope changes after the bike/ped coordinator signature date the project manager will re-evaluate the accommodations and engage the bike/ped coordinator in further discussions.

Philip Iggers
Signature (WisDOT Regional Project Manager)

PHILIP IGGERS
Printed Name (WisDOT Regional Project Manager)

Date: 5-30-14

Signature (WisDOT Regional Bicycle/Pedestrian Coordinator)

Printed Name (WisDOT Regional Bicycle/Pedestrian Coordinator)

Date: 06-02-14