

Index of Sheets

Sheet No. 1	Title
Sheet No. 2-2.8	Typical Sections and Details
Sheet No. 3-3.2	Estimate of Quantities
Sheet No. 3A-3B	Miscellaneous Quantities
Sheet No. 4-4.3	Right of Way Plat
Sheet No. 5-5.10	Plan and Profile
Sheet No. 6-6.12	Standard Detail Drawings
Sheet No. —	Sign Plates
Sheet No. —	Structure Plans
Sheet No. —	Computer Earthwork Data
Sheet No. 9-9.27	Cross Sections

TOTAL SHEETS = 74

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

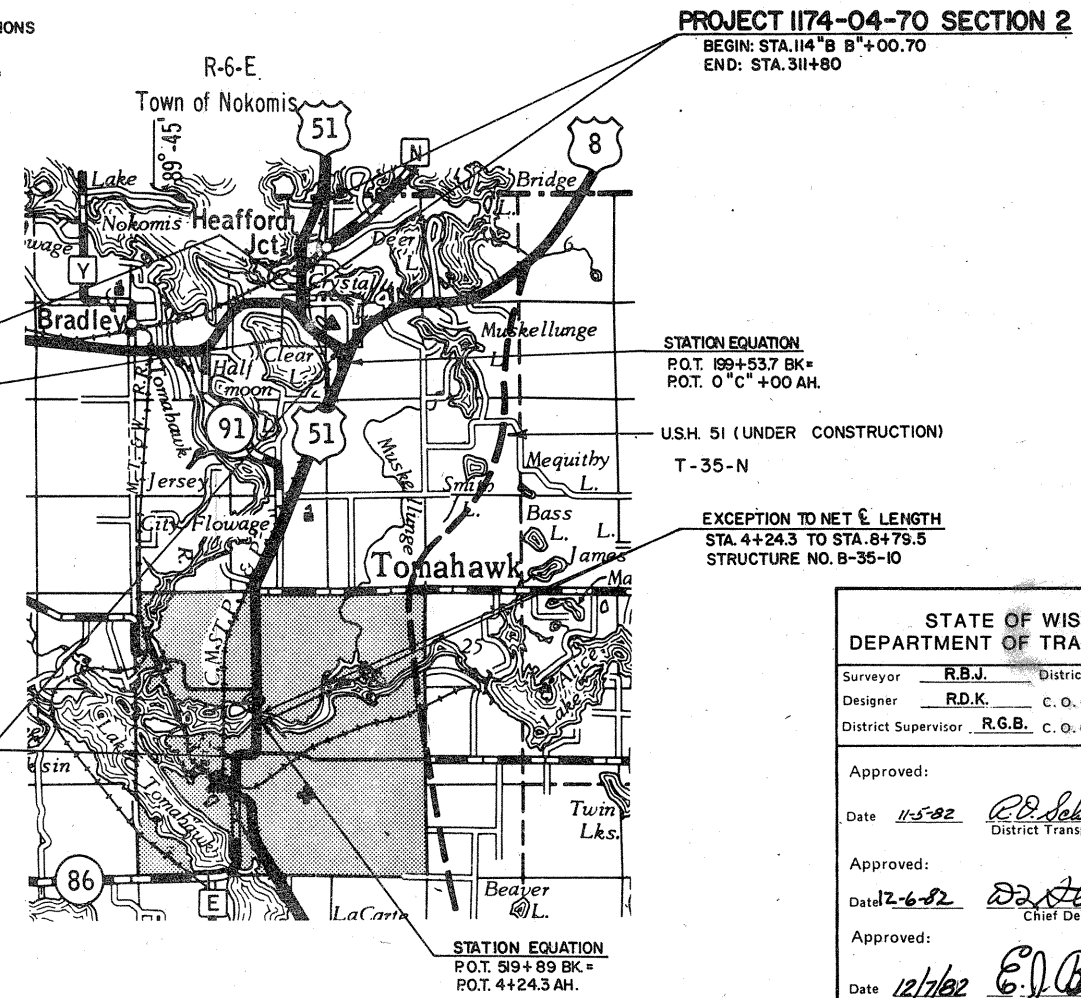
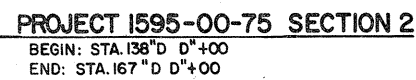
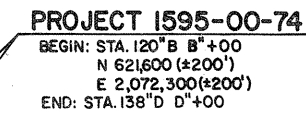
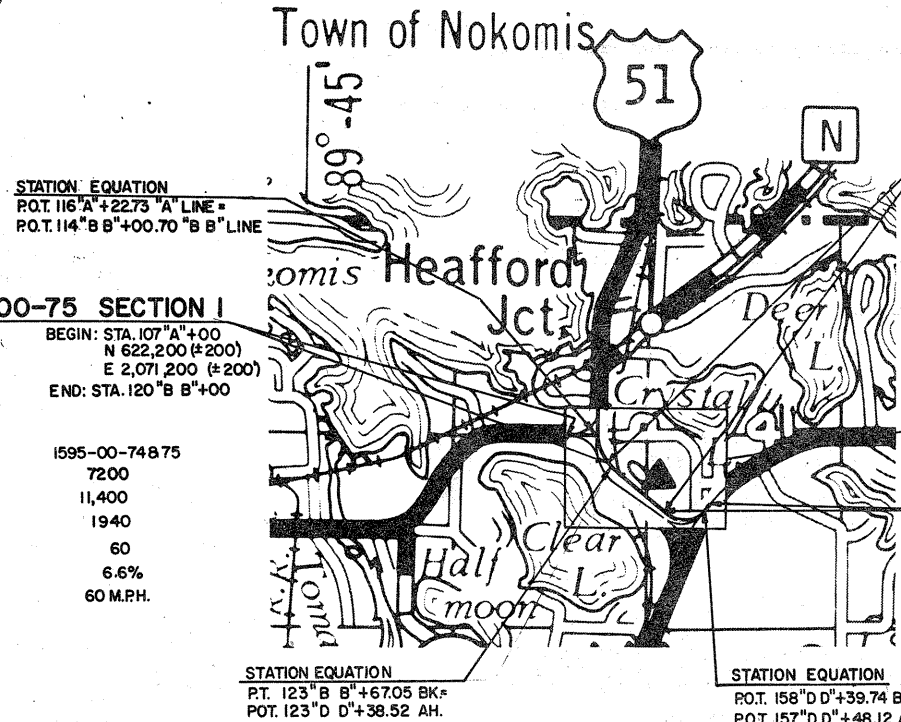
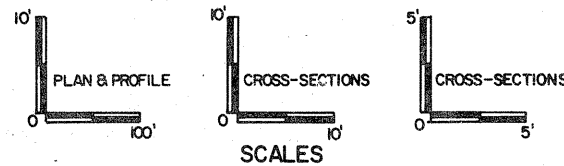
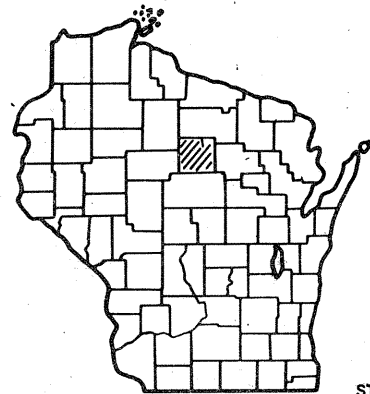
BRADLEY-RHINELANDER TOMAHAWK-MINOCQUA

HEAFFORD JCT. OVERHEAD HEAFFORD JCT. INTERSECTION TOMAHAWK-NORTH COUNTY LINE

U.S.H. 8, LINCOLN COUNTY U.S.H. 51, LINCOLN COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1174-04-70	RS 1332(2)	I
1595-00-74	BRF 021(42)	I
1595-00-75	F 021(43)	I

STATE PROJECT NUMBER 1595-00-74	STATE PROJECT NUMBER 1595-00-75	STATE PROJECT NUMBER 1174-04-70
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Design Designation

	1174-04-70	1595-00-74&75
A.D.T.	1983 = 7900	7200
A.D.T.	2003 = 12,200	11,400
D.H.V.	= 2070	1940
D.	= 60	60
T.	= 6.6%	6.6%
V.	= 60 M.P.H.	60 M.P.H.

Conventional Signs

County Line	-----	Caution Symbol	Combustible fluids under pressure	
Township or Range Line	-----	Railroads		
Section Line	-----	Fence		
Corporate or City Limits	-----	Culverts in Place		
Property line	-----	Culverts Required		
Lot Line	-----	Power Pole		
Existing Right of Way Line	-----	Telephone or Telegraph Pole		
New Right of Way Line	-----	Right of Way Markers		
Base or Survey Line	-----	Marsh		
Slope Intercept	-----	Wooded Area		
Existing Roadway or Private Entrance	-----	Grade Elevation		

Layout

Scale 0 1 Mi.

Total Net Length of Centerline =

PROJECT 1174-04-70	5.584 MI.
PROJECT 1595-00-74	0.346 MI.
PROJECT 1595-00-75	0.855 MI.
TOTAL	6.785 Miles

COORDINATES SCALED FROM U.S.G.S. TOPOGRAPHIC MAPS
 CENTRAL ZONE TOMAHAWK, WISCONSIN AND HEAFFORD
 JUNCTION, WISCONSIN QUADRANGLES FOR IDENTIFICATION ONLY

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**

Surveyor R.B.J. District Checker F.V.S.
 Designer R.D.K. C. O. Checker BUE
 District Supervisor R.G.B. C. O. Coordinator _____

Approved: _____
 Date 11-5-82 R.D. Schindler
 District Transportation Director

Approved: _____
 Date 12-6-82 D.D. Strand
 Chief Design Engineer

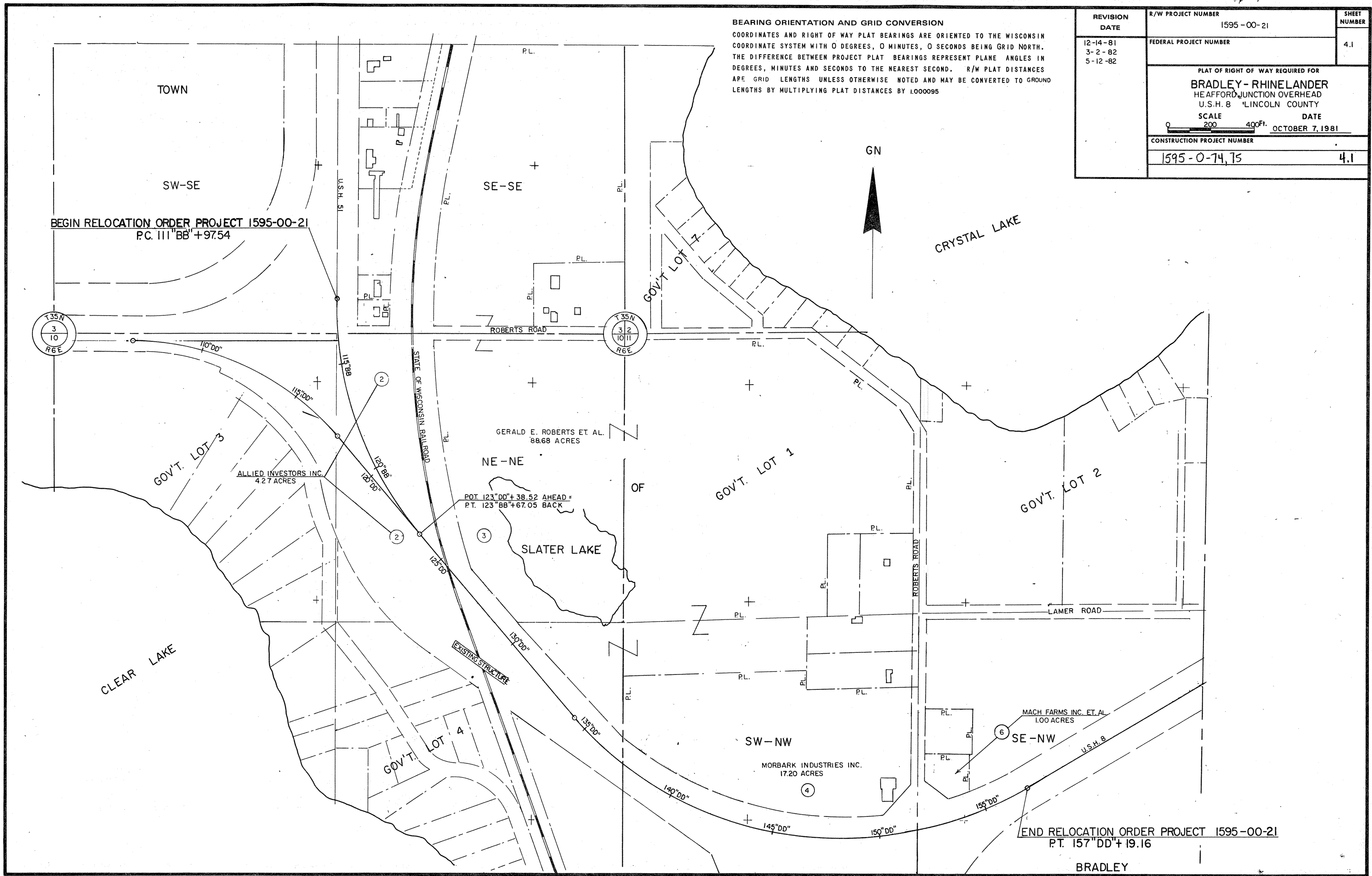
Approved: _____
 Date 12/7/82 E.J. Boyte
 Director of Development

U. S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION
 REGION 5 WISCONSIN DIVISION

Approved: _____
 Date _____
 Division Administrator

BEARING ORIENTATION AND GRID CONVERSION
 COORDINATES AND RIGHT OF WAY PLAT BEARINGS ARE ORIENTED TO THE WISCONSIN COORDINATE SYSTEM WITH 0 DEGREES, 0 MINUTES, 0 SECONDS BEING GRID NORTH. THE DIFFERENCE BETWEEN PROJECT PLAT BEARINGS REPRESENT PLANE ANGLES IN DEGREES, MINUTES AND SECONDS TO THE NEAREST SECOND. R/W PLAT DISTANCES ARE GRID LENGTHS UNLESS OTHERWISE NOTED AND MAY BE CONVERTED TO GROUND LENGTHS BY MULTIPLYING PLAT DISTANCES BY 1.000095

REVISION DATE	R/W PROJECT NUMBER	SHEET NUMBER
12-14-81 3-2-82 5-12-82	1595-00-21	4.1
FEDERAL PROJECT NUMBER		
PLAT OF RIGHT OF WAY REQUIRED FOR BRADLEY - RHINELANDER HEAFFORD JUNCTION OVERHEAD U.S.H. 8 LINCOLN COUNTY		
SCALE		DATE
200 400 Ft.		OCTOBER 7, 1981
CONSTRUCTION PROJECT NUMBER		
1595-0-74,75		4.1



TOWN

SW-SE **BEGIN RELOCATION ORDER PROJECT 1595-00-21**
PC. III "BB" +97.54 N 622,386.07 E 2,072,088.98

T/L CURVE "D"
 P.I. 491 "D" +46.0
 I. 89° 36'
 Δ 90° 24'
 D. 6° 30'
 T. 888.1'

BEARING ORIENTATION AND GRID CONVERSION
 COORDINATES AND RIGHT OF WAY PLAT BEARINGS ARE ORIENTED TO THE WISCONSIN COORDINATE SYSTEM WITH 0 DEGREES, 0 MINUTES, 0 SECONDS BEING GRID NORTH. THE DIFFERENCE BETWEEN PROJECT PLAT BEARINGS REPRESENT PLANE ANGLES IN DEGREES, MINUTES AND SECONDS TO THE NEAREST SECOND. R/W PLAT DISTANCES ARE GRID LENGTHS UNLESS OTHERWISE NOTED AND MAY BE CONVERTED TO GROUND LENGTHS BY MULTIPLYING PLAT DISTANCES BY 1.000095"

REVISION DATE	R/W PROJECT NUMBER	SHEET NUMBER
12-14-81 3-2-82 5-12-82	1595-00-21 FEDERAL PROJECT NUMBER	4.2
PLAT OF RIGHT OF WAY REQUIRED FOR BRADLEY-RHINELANDER HEAFFORD JUNCTION OVERHEAD U.S.H. 8 LINCOLN COUNTY SCALE 100' = 200' DATE OCTOBER 7, 1991 CONSTRUCTION PROJECT NUMBER 1595-0-14, 15		
		4.2

☉ CURVE 4 "F" ROBERTS ROAD
 P.I. 7 "F" +50.0
 N 622,225.38 E 2,072,356.77
 I. 169°45'01"
 Δ 10°14'59"
 D. 5°00'
 T. 102.77'
 L. 204.99'
 E. 4.60'
 R. 1145.92'

☉ CURVE 9 "BB"
 P.I. 118 "BB" +08.51
 N 621,775.11 E 2,072,086.39
 I. 139°04'01"
 Δ 40°55'59"
 D. 3°30'
 T. 610.97'
 L. 1169.51'
 E. 110.30'
 R. 1637.02'

T/L CURVE 1 "X"
 P.I. 256 "X" +15.3
 I. 235°05'
 Δ 55°05'
 D. 5°00'
 T. 597.78'
 R. 1146.29'

T/L CURVE "B"
 P.I. 489 "B" +54.2
 I. 251°07'
 Δ 71°07'
 D. 6°00'
 T. 683.2'

☉ CURVE 7 "DD"
 P.I. 112 "DD" +53.82
 N 622,187.48 E 2,071,731.82
 I. 228°40'23"
 Δ 48°40'23"
 D. 4°30'
 T. 575.87'
 L. 1081.62'
 E. 124.17'
 R. 1273.24'

BF R.R. CURVE 6
 P.I. 7288 +38.57
 N 622,015.07 E 2,072,295.07
 I. 211°47'35"
 Δ 31°47'35"
 D. 1°30'00"
 T. 1087.86'
 L. 2119.60'
 E. 151.89'
 R. 3819.83'

GERALD E. ROBERTS ET AL.
 V. 280 P. 252
 88.68 AC. TOTAL

1/16 CORNER - NOT FOUND
 N 620,908.61 E 2,073,421.37
 CONCRETE MONUMENT
 N 619,590.36 E 2,073,421.18

1" IRON BAR
 N 622,221.54 E 2,070,771.88

1/16 CORNER-IRON PIN
 N 622,226.09 E 2,072,096.05

IRON ROD IN CENTER OF ROAD
 N 622,230.39 E 2,073,421.55

EXISTING U.S.H. 8 N 89°48'11"E 1324.18' EXISTING ROBERTS ROAD N 89°48'51"E 1325.51'

STA. 10 "F" +08.93 ROBERTS ROAD
 PC. 114 "BB" +00.70 U.S.H. 51

ALLIED INVESTORS INC. V. 233 P. 19 L.
 4.27 AC. TOTAL

GOV'T. LOT. 3
 HOLLOWAY MANOR SUBDIVISION

NE-NE

SLATER LAKE

CLEAR LAKE

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NO.	OWNER	INTEREST	L.H.E. ACRES	ACRES REQUIRED			TOTAL REMAINING ACRES	OPERATIONS PROJECT NO.
				NEW R/W REQUIRED	EXISTING R/W	TOTAL R/W REQUIRED		
1								
2	ALLIED INVESTORS INC.	FEE	---	4.27	---	4.27	0.00	1595-00-21
3	GERALD E. ROBERTS ET AL.	FEE	---	0.42	---	0.42	88.26	1595-00-21

TOWN ROAD EASEMENT

IRON PIPE & SCRIBED WOOD POST
 N 620,906.26 E 2,072,099.81

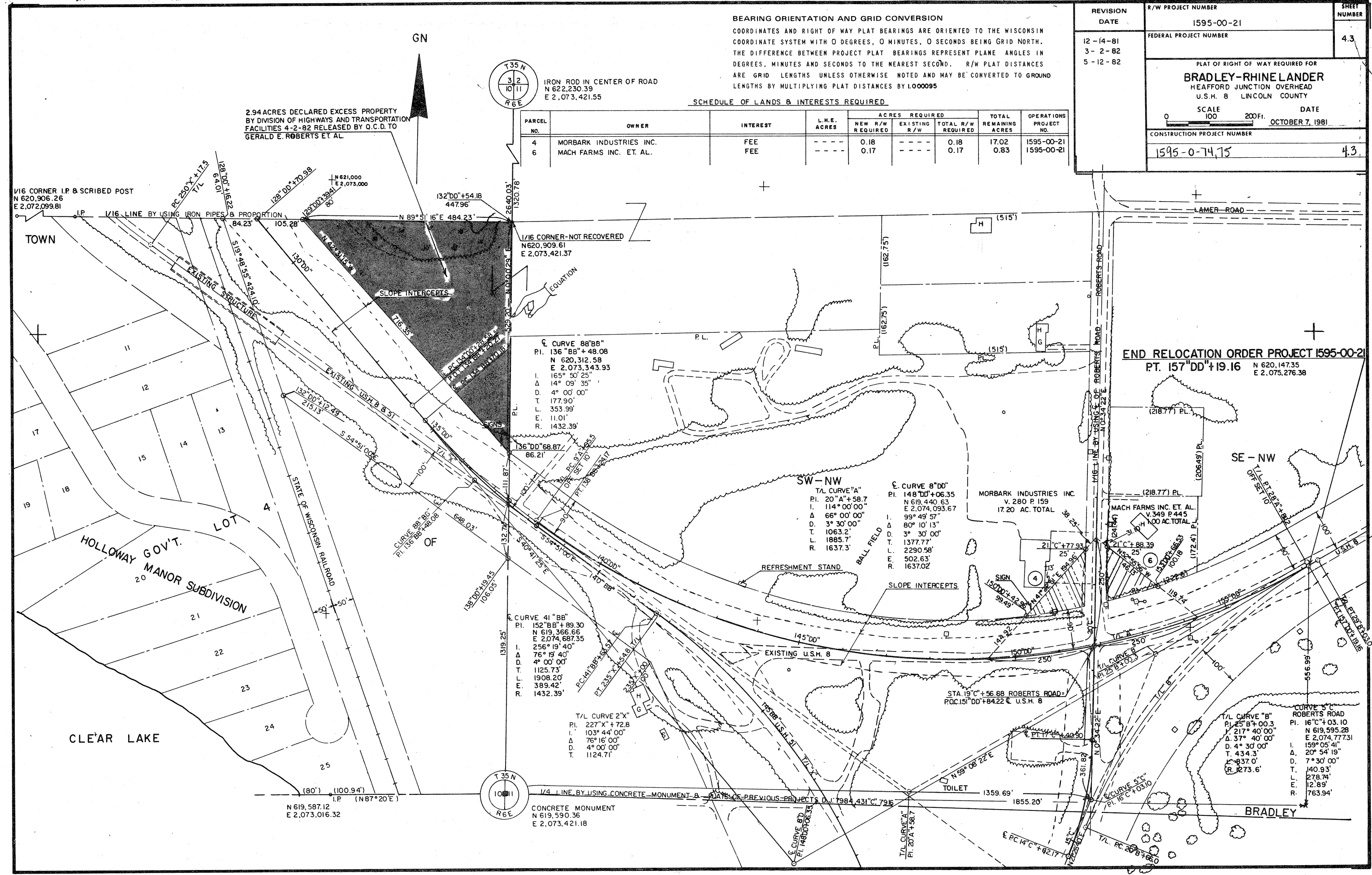
I.P. 1/16" LINE BY USING IRON PIPES & PROPORTION

REVISION DATE	R/W PROJECT NUMBER	SHEET NUMBER
12-14-81	1595-00-21	4.3
3-2-82	FEDERAL PROJECT NUMBER	
5-12-82		
PLAT OF RIGHT OF WAY REQUIRED FOR BRADLEY-RHINE LANDER HEAFFORD JUNCTION OVERHEAD U.S.H. 8 LINCOLN COUNTY		
SCALE 1" = 100'		DATE
0 100 200 Ft.		OCTOBER 7, 1981
CONSTRUCTION PROJECT NUMBER		
1595-0-74.15		4.3

BEARING ORIENTATION AND GRID CONVERSION
 COORDINATES AND RIGHT OF WAY PLAT BEARINGS ARE ORIENTED TO THE WISCONSIN COORDINATE SYSTEM WITH 0 DEGREES, 0 MINUTES, 0 SECONDS BEING GRID NORTH. THE DIFFERENCE BETWEEN PROJECT PLAT BEARINGS REPRESENT PLANE ANGLES IN DEGREES, MINUTES AND SECONDS TO THE NEAREST SECOND. R/W PLAT DISTANCES ARE GRID LENGTHS UNLESS OTHERWISE NOTED AND MAY BE CONVERTED TO GROUND LENGTHS BY MULTIPLYING PLAT DISTANCES BY 1.000095

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NO.	OWNER	INTEREST	L.H.E. ACRES	ACRES REQUIRED			TOTAL REMAINING ACRES	OPERATIONS PROJECT NO.
				NEW R/W REQUIRED	EXISTING R/W	TOTAL R/W REQUIRED		
4	MORBARK INDUSTRIES INC.	FEE	---	0.18	---	0.18	17.02	1595-00-21
6	MACH FARMS INC. ET. AL.	FEE	---	0.17	---	0.17	0.83	1595-00-21



IRON ROD IN CENTER OF ROAD
 N 622,230.39
 E 2,073,421.55

2.94 ACRES DECLARED EXCESS PROPERTY BY DIVISION OF HIGHWAYS AND TRANSPORTATION FACILITIES 4-2-82 RELEASED BY O.C.D. TO GERALD E. ROBERTS ET AL.

1/16 CORNER-NOT RECOVERED
 N 620,909.61
 E 2,073,421.37

Curve 88" BB"
 P.I. 136 "BB" + 48.08
 N 620,312.58
 E 2,073,343.93
 I. 165° 50' 25"
 Δ 14° 09' 35"
 D. 4° 00' 00"
 T. 177.90'
 L. 353.99'
 E. 11.01'
 R. 1432.39'

SW-NW T/L CURVE "A"
 P.I. 20 "A" + 58.7
 I. 114° 00' 00"
 Δ 66° 00' 00"
 D. 3° 30' 00"
 T. 1063.2'
 L. 1885.7'
 R. 1637.3'

Curve 8" DD"
 P.I. 148 "DD" + 06.35
 N 619,440.63
 E 2,074,093.67
 I. 99° 49' 57"
 Δ 80° 10' 13"
 D. 3° 30' 00"
 T. 1377.77'
 L. 2290.58'
 E. 502.63'
 R. 1637.02'

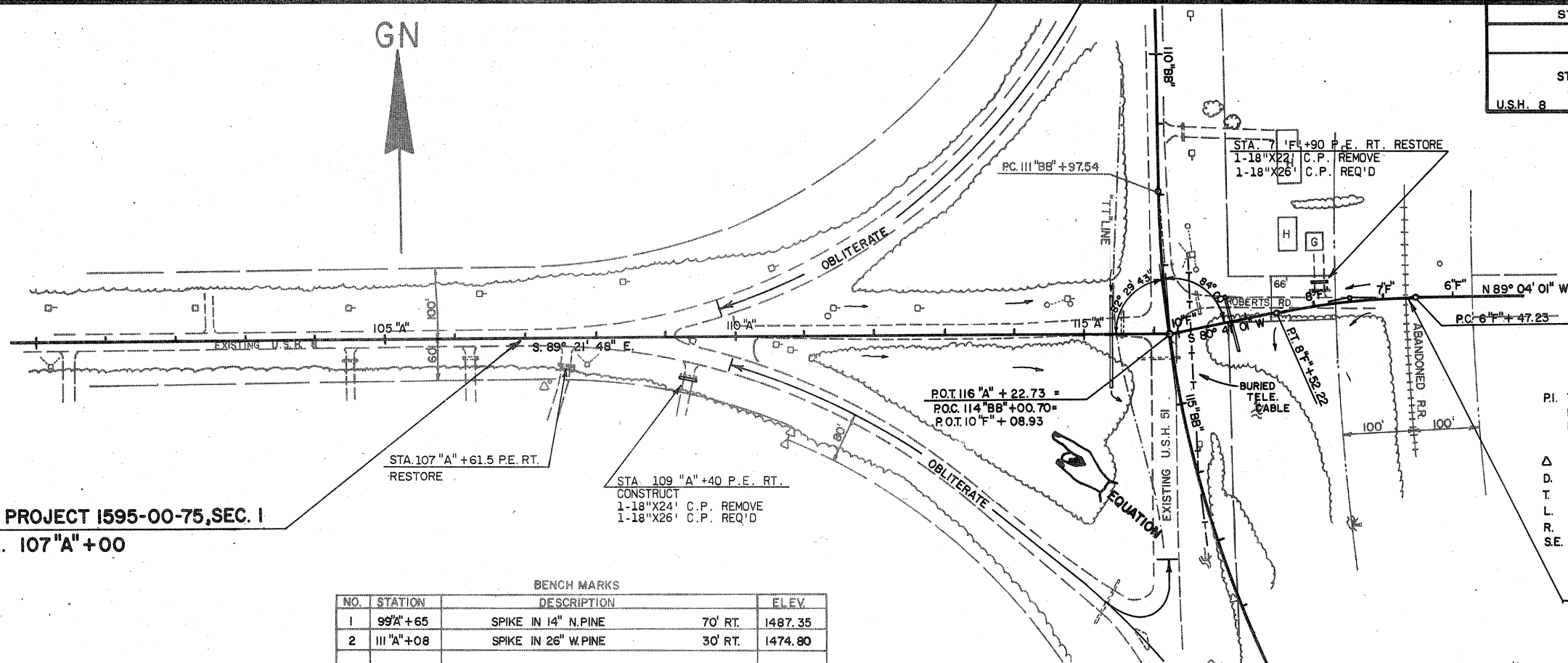
Curve 41" BB"
 P.I. 152 "BB" + 89.30
 N 619,366.66
 E 2,074,687.35
 I. 256° 19' 40"
 Δ 76° 19' 40"
 D. 4° 00' 00"
 T. 1125.73'
 L. 1908.20'
 E. 389.42'
 R. 1432.39'

T/L CURVE 2" X"
 P.I. 227 "X" + 72.8
 I. 103° 44' 00"
 Δ 76° 16' 00"
 D. 4° 00' 00"
 T. 1124.71'

Curve 5" C
 P.I. 16 "C" + 03.10
 N 619,595.28
 E 2,074,777.31
 I. 159° 05' 41"
 Δ 20° 54' 19"
 D. 7° 30' 00"
 T. 140.93'
 L. 278.74'
 E. 12.89'
 R. 763.94'

1/16 CORNER I.P. & SCRIBED POST
 N 620,906.26
 E 2,072,099.81

END RELOCATION ORDER PROJECT 1595-00-21
 PT. 157 "DD" + 19.16
 N 620,147.35
 E 2,075,276.38



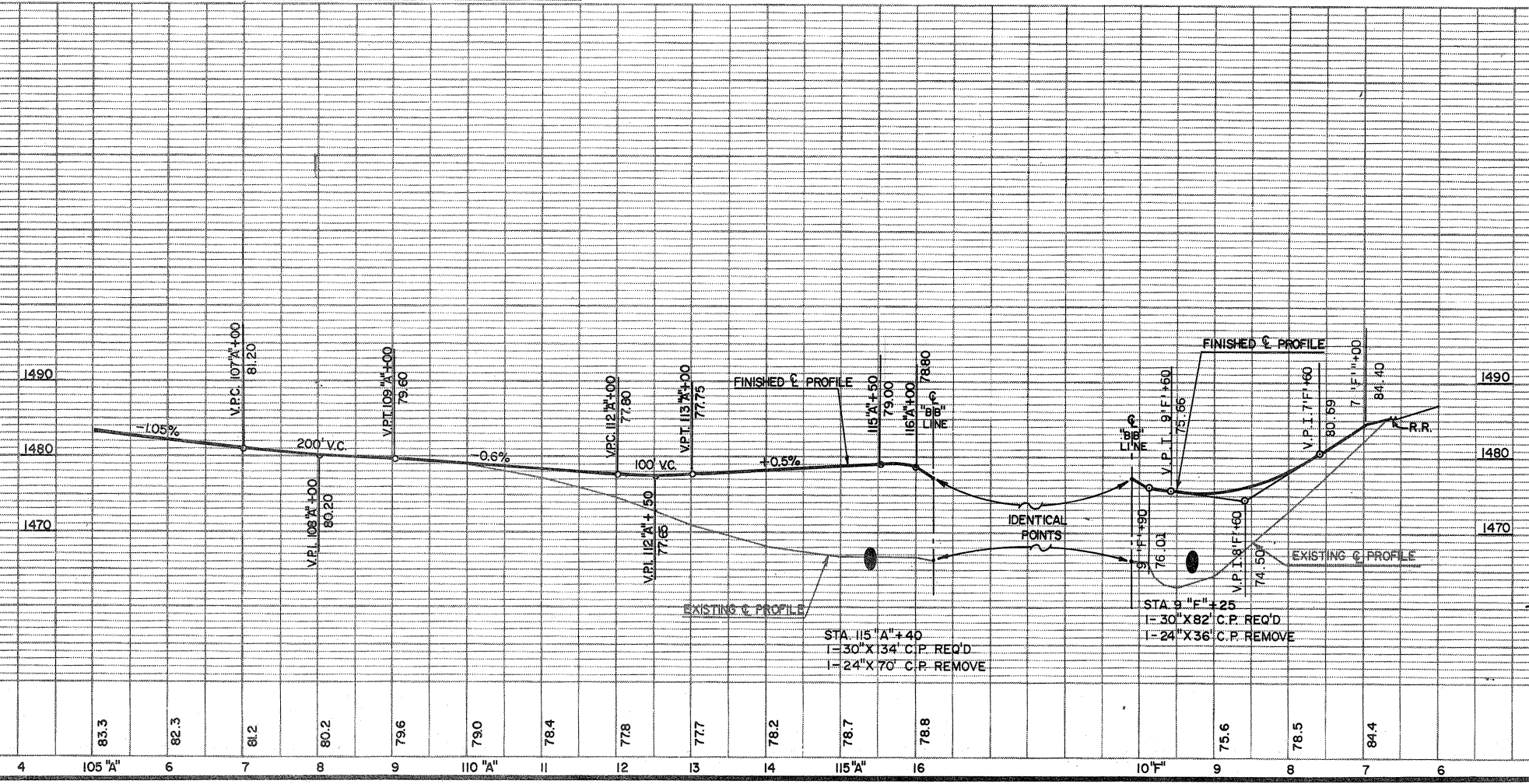
BEGIN PROJECT 1595-00-75, SEC. 1
STA. 107 "A" + 00

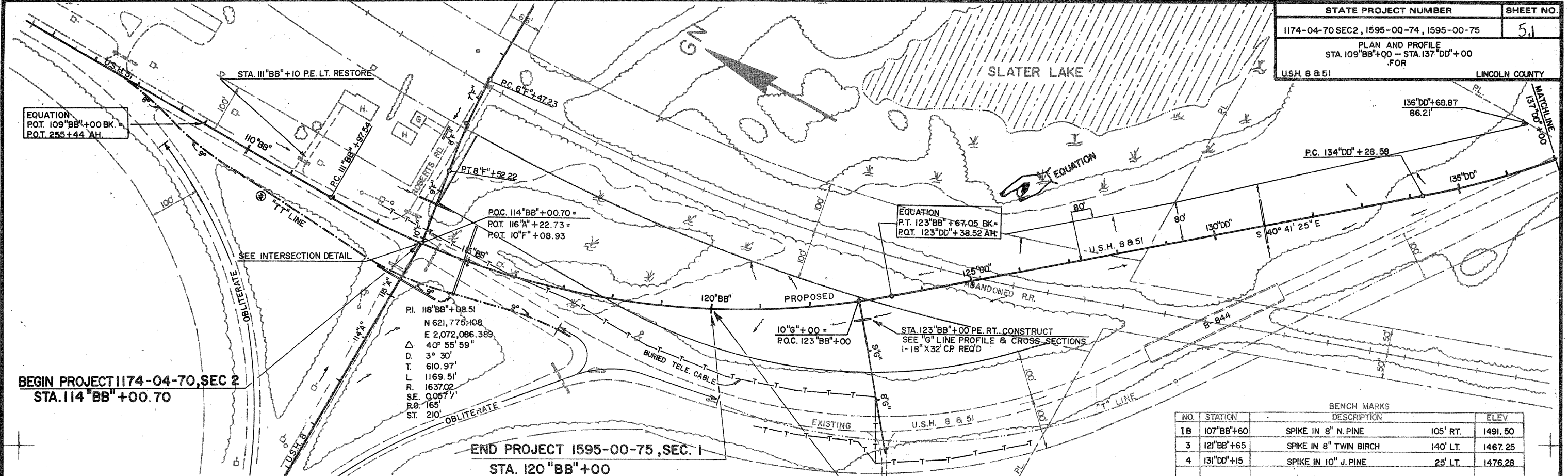
BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	99 "A" + 65	SPIKE IN 14" N. PINE	70' RT. 1487.35
2	111 "A" + 08	SPIKE IN 26" W. PINE	30' RT. 1474.80

PI. 7 "F" + 50.0
N 622,225.38
E 2,072,356.77

 Δ 10° 14' 59"
D. 5° 00'
T. 102.77'
L. 204.99'
R. 1145.92
S.E. N.C.

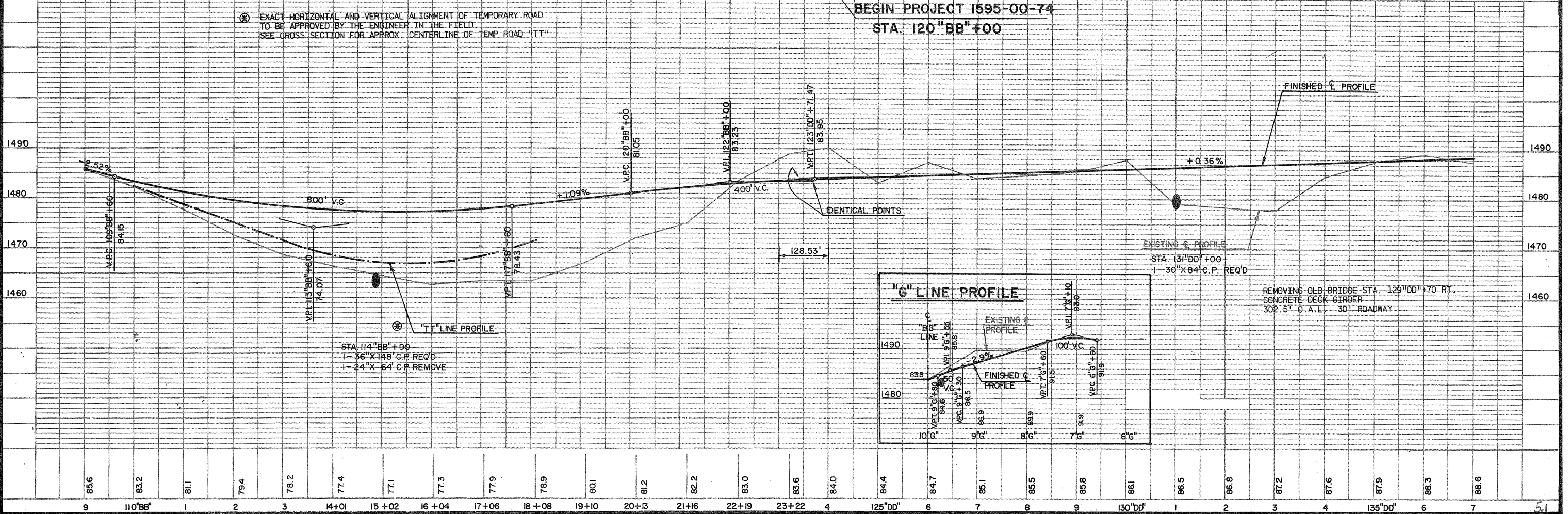
BEGIN CONST.
STA. 6 "F" + 65



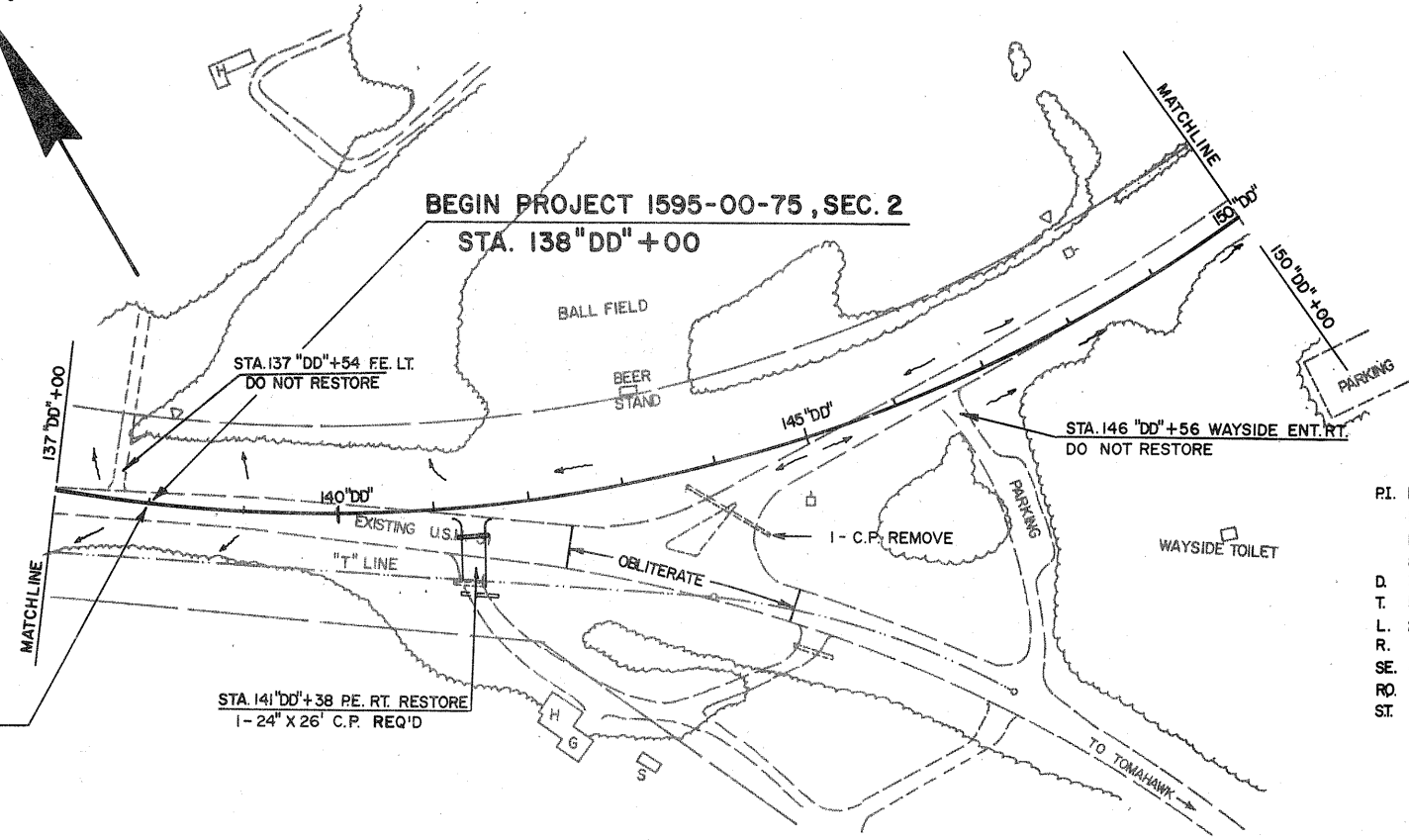


BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1B	107"BB"+60	SPIKE IN 8" N. PINE	105' RT. 1491.50
3	121"BB"+65	SPIKE IN 8" TWIN BIRCH	140' LT. 1467.25
4	131"DD"+15	SPIKE IN 10" J. PINE	25' LT. 1476.28

EXACT HORIZONTAL AND VERTICAL ALIGNMENT OF TEMPORARY ROAD
 TO BE APPROVED BY THE ENGINEER IN THE FIELD.
 SEE CROSS SECTION FOR APPROX. CENTERLINE OF TEMP ROAD "TT"



STATE PROJECT NUMBER	SHEET NO.
1595-00-75	5.2
PLAN AND PROFILE STA. 137 "DD" +00 - STA. 150 "DD" +00 FOR	
U.S.H. 8	LINCOLN COUNTY

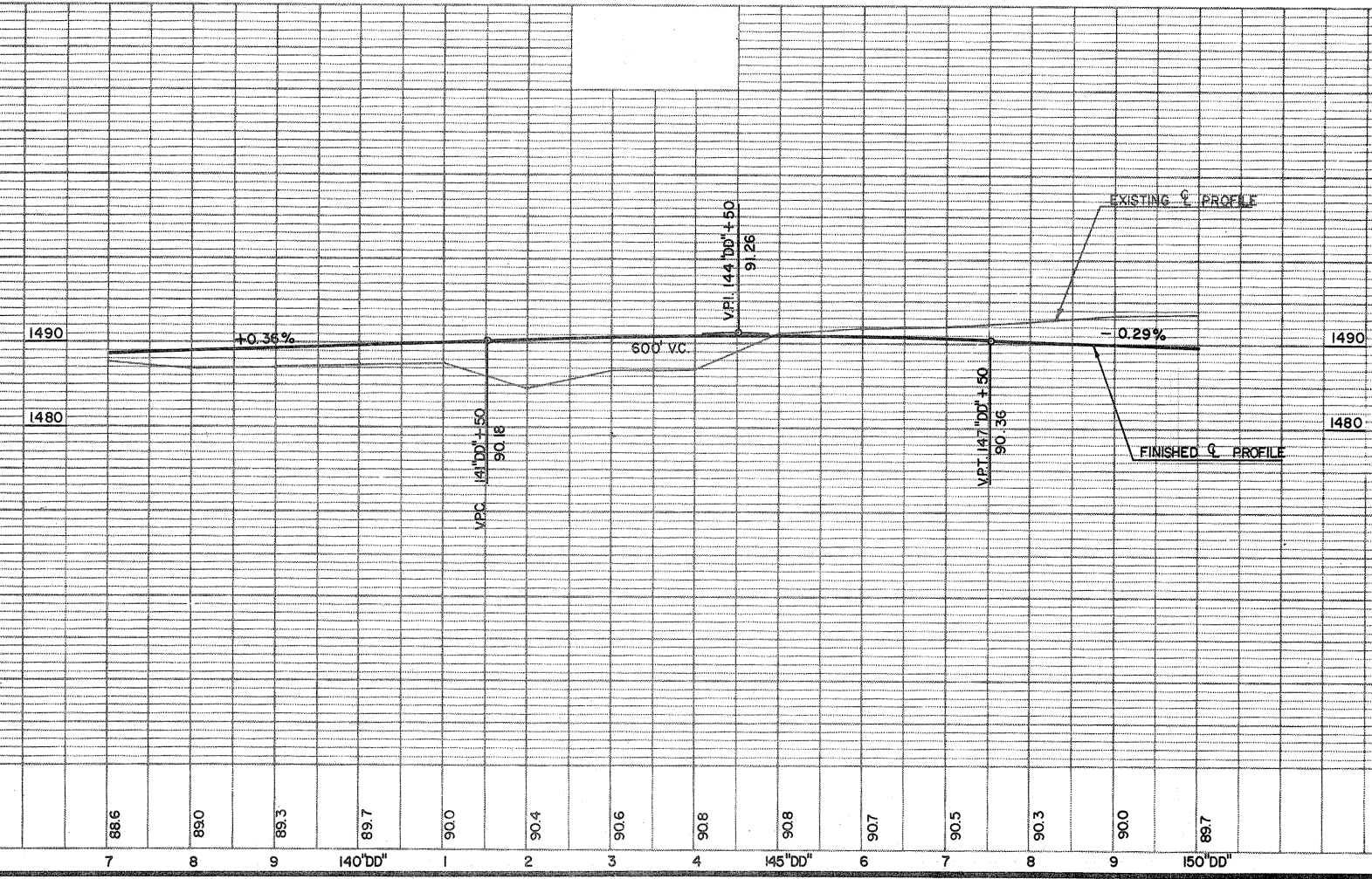


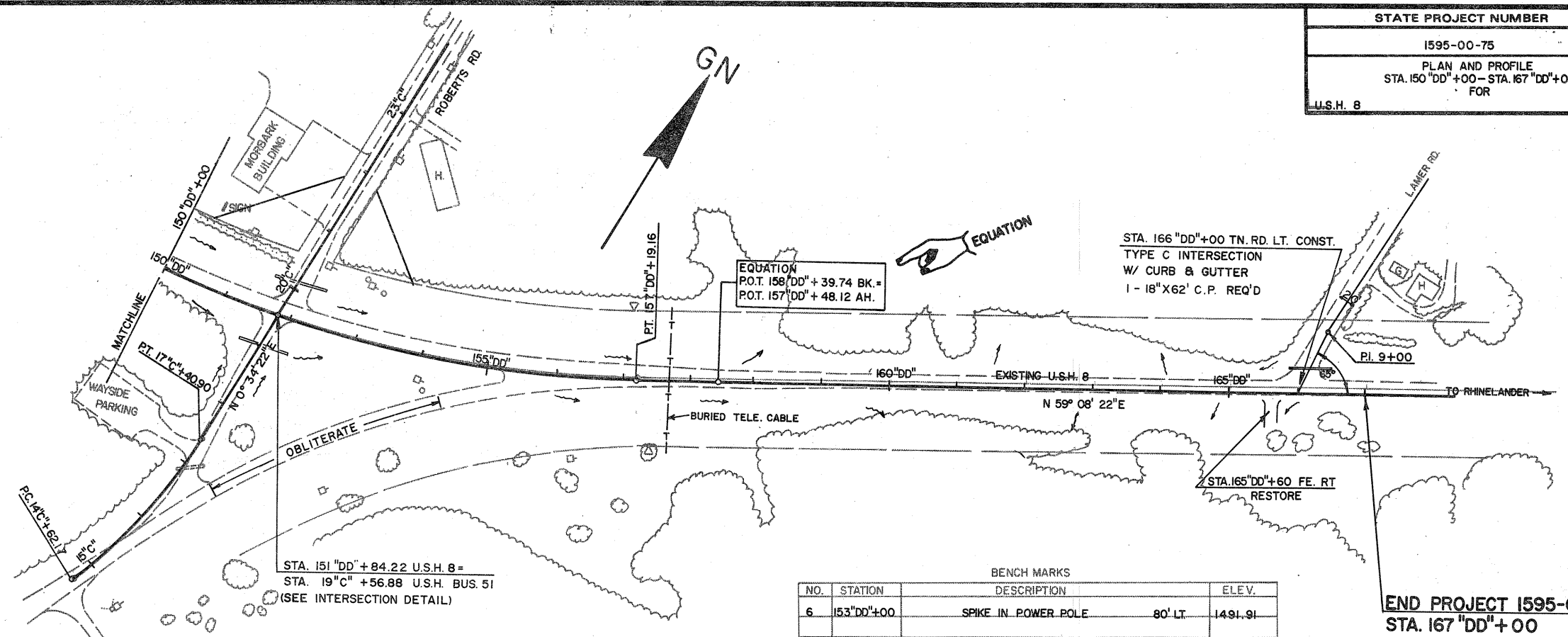
END PROJECT 1595-00-74
STA. 138 "DD" +00

BEGIN PROJECT 1595-00-75, SEC. 2
STA. 138 "DD" +00

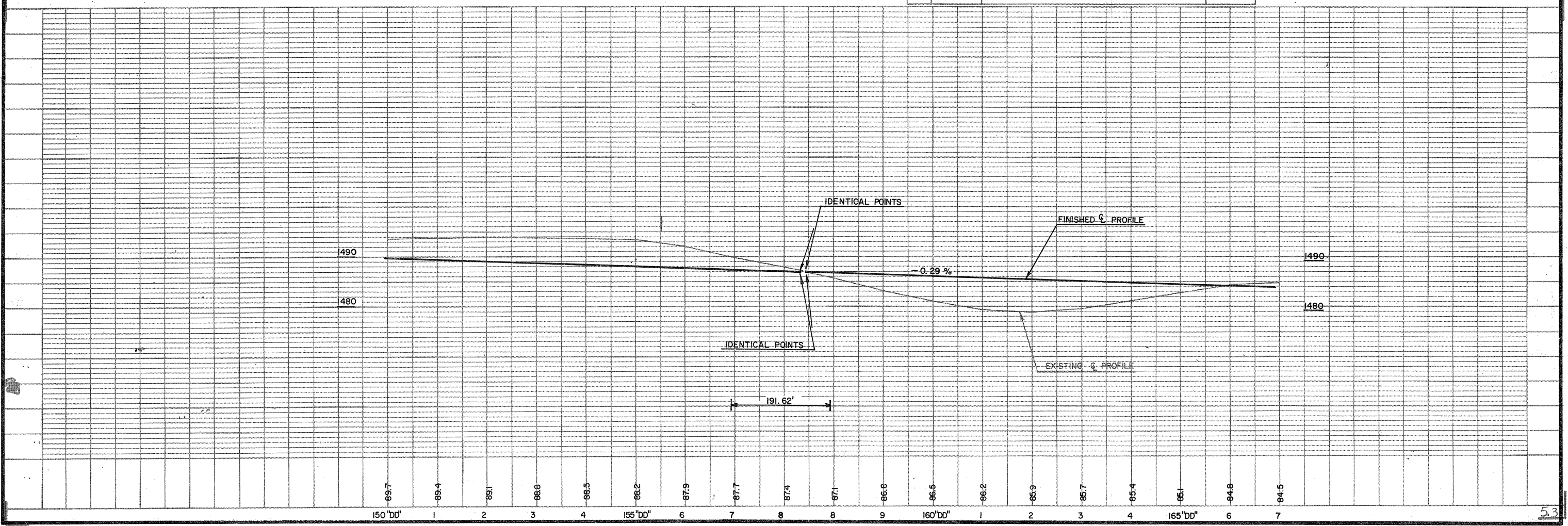
PI. 148 "DD" +06.35
N 619,440.627
E 2,074,093.672
80° 10' 13"
D. 3° 30'
T. 1377.77'
L. 2290.58'
R. 1637.02'
SE. 0.052 1/1'
RD. 165'
ST. 210'

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
5	141 "DD" +70	SPIKE IN 18" OAK 75' LT.	1491.48





NO.	STATION	BENCH MARKS		ELEV.
		DESCRIPTION		
6	153 "DD" + 00	SPIKE IN POWER POLE	80' LT	1491.91

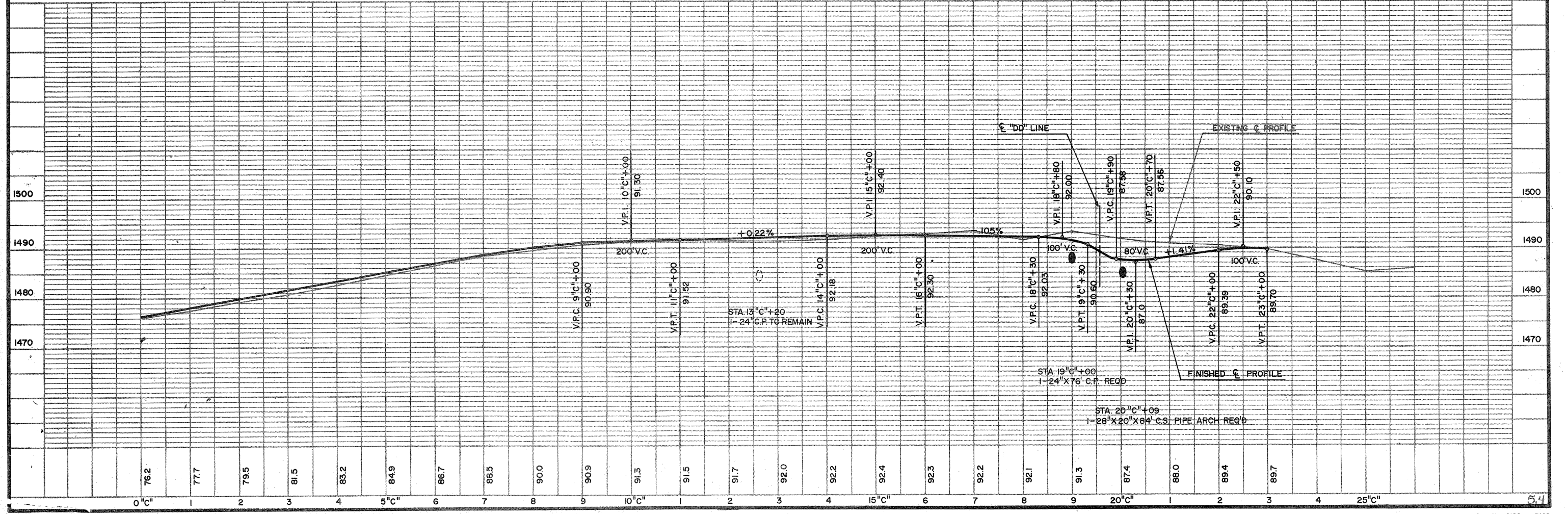


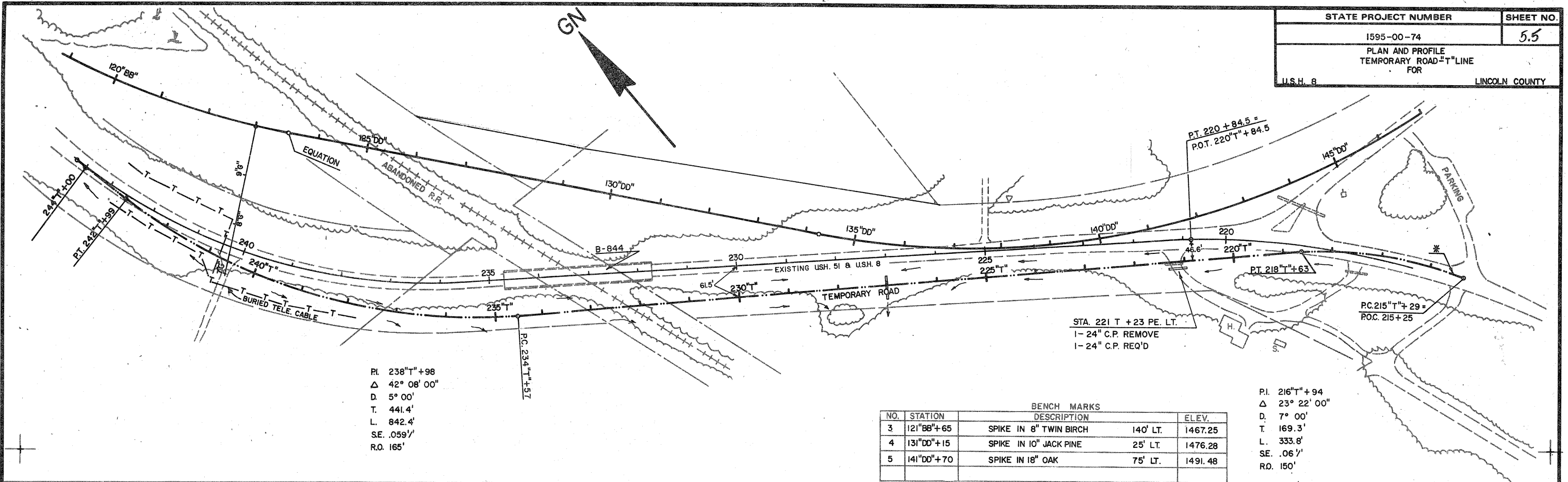
END PROJECT 1174-04-70, SEC. 1
STA. 19" C" +56.88

P.I. 16" C" +03.10
N 619,595.280
E 2,074,777.306
20° 54' 18" LT.
7° 30'
140.93
278.74
.030
125'
185'

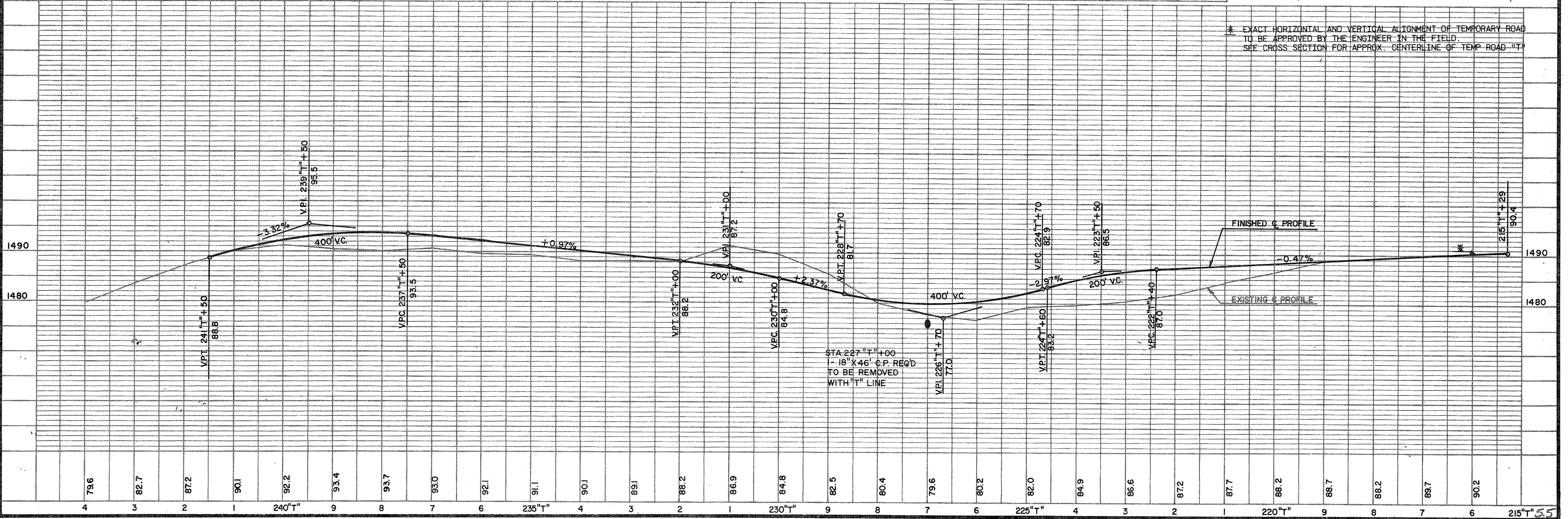
EQUATION
P.O.T. 199+53.7 BK.
P.O.T. 0" C" +00.0 AH.

NO.	STATION	DESCRIPTION	ELEV.
6	153" DD" +00	SPIKE IN POWER POLE 80' LT.	1491.91





BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
3	121''BB''+65	SPIKE IN 8" TWIN BIRCH	1467.25
4	131''DD''+15	SPIKE IN 10" JACK PINE	1476.28
5	141''DD''+70	SPIKE IN 18" OAK	1491.48



* EXACT HORIZONTAL AND VERTICAL ALIGNMENT OF TEMPORARY ROAD TO BE APPROVED BY THE ENGINEER IN THE FIELD. SEE CROSS SECTION FOR APPROX. CENTERLINE OF TEMP ROAD "T"