

| STATE PROJECT | FEDERAL PROJECT |          |
|---------------|-----------------|----------|
|               | PROJECT         | CONTRACT |
|               |                 |          |
|               |                 |          |
|               |                 |          |

# TOWN OF BRADLEY

## PLAN OF PROPOSED IMPROVEMENT

# SUNSET POINT ROAD

## STH 86 - LOOP ROAD

## LINCOLN COUNTY

### INDEX OF SHEETS

|                   |  |
|-------------------|--|
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| Sheet No. 2.0-2.2 | Typical Sections and Details                     |
| Sheet No. -       | Estimate of Quantities                           |
| Sheet No. 3.0-3.2 | Miscellaneous Quantities                         |
| Sheet No. 4.0-4.5 | Right of Way Plat                                |
| Sheet No. 5.0-5.5 | Plan and Profile (Includes Erosion Control Plan) |
| Sheet No.         | Standard Detail Drawings                         |
| Sheet No.         | Sign Plates                                      |
| Sheet No.         | Structure Plans                                  |
| Sheet No. 8.0     | Computer Earthwork Data                          |
| 9.0-9.10          | Cross Sections                                   |

TOTAL SHEETS = 31



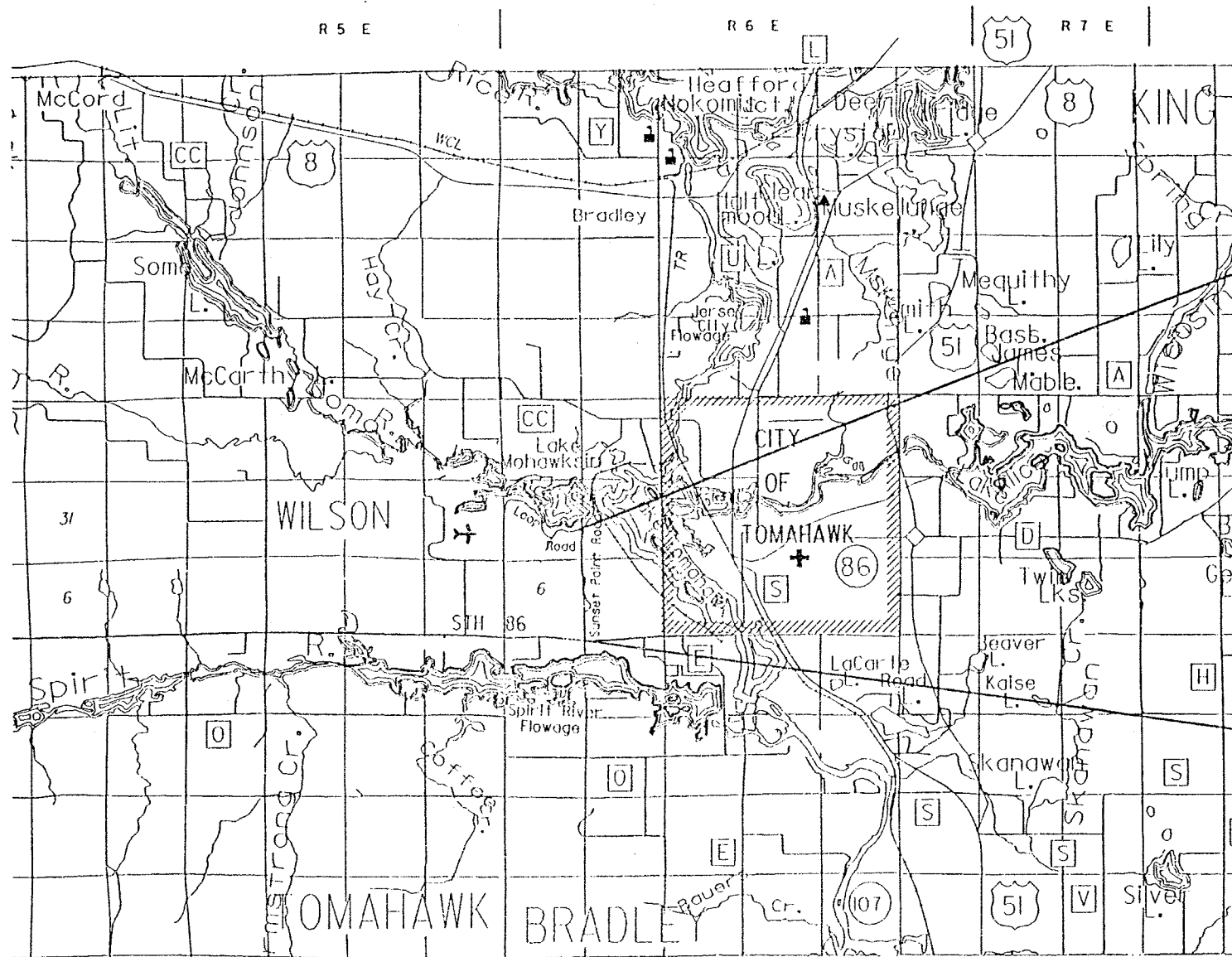
### DESIGN DESIGNATION

|              |   |         |
|--------------|---|---------|
| ADT (1995)   | = | 470     |
| ADT (2015)   | = | 580     |
| DHV (2015)   | = | 58      |
| D            | = | 60-40   |
| T (ADT)      | = | 10%     |
| DESIGN SPEED | = | 35 MPH  |
| ESALS        | = | 131,400 |

### CONVENTIONAL SIGNS

|                                |  |
|--------------------------------|--|
| COUNTY LINE                    |  |
| CORPORATE LIMITS               |  |
| PROPERTY LINE                  |  |
| LOT LINE                       |  |
| LIMITED EASEMENT               |  |
| EXISTING RIGHT OF WAY          |  |
| PROPOSED OR NEW R/W LINE       |  |
| SURVEY LINE                    |  |
| SLOPE INTERCEPT                |  |
| ORIGINAL GROUND                |  |
| MARSH OR ROCK PROFILE          |  |
| EXISTING CULVERT               |  |
| PROPOSED CULVERT (Box or Pipe) |  |
| CULVERT (Profile View)         |  |
| SERVICE PEDESTAL               |  |
| CABLE MARKER                   |  |
| POWER POLE                     |  |
| TELEPHONE POLE                 |  |

|                        |  |
|------------------------|--|
| COMBUSTIBLE FLUIDS     |  |
| UNDERGROUND UTILITIES  |  |
| GAS                    |  |
| ELECTRIC               |  |
| TELEPHONE OR TELEGRAPH |  |
| FIBER OPTICS           |  |
| RAILROAD               |  |
| MARSH AREA             |  |
| WOODED OR SHRUB AREA   |  |



END PROJECT  
STA 87+50

T 35 N

T 34 N

BEGIN PROJECT  
STA 10+66

LAYOUT  
SCALE 0 1/2 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.455 MI

NOTE: ALL COORDINATES AND ELEVATIONS ON THIS PLAN ARE ASSUMED AND ARE PROJECT SPECIFIC.

ACCEPTED FOR  
TOWN OF BRADLEY

4-8-96  
(Date)

*Philip T. Robert*  
(Signature)

ORIGINAL PLANS PREPARED BY

**OMNI**  
ASSOCIATES  
APPLETON, WISCONSIN

3/29/96  
(Date)

*Philip T. Robert*  
(Signature)

LEVELS ON = 01, 02, 03, 04, 05, 06, 07, 08, 09, 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

**GENERAL NOTES**

ALL ELEVATIONS AND COORDINATES ON THIS PLAN ARE ASSUMED AND ARE PROJECT SPECIFIC.  
 THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.  
 NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER/OWNER'S REPRESENTATIVE.  
 FILL AS SHOWN ON THE PLANS PERTAINS TO EMBANKMENTS CONSTRUCTED FROM UNCLASSIFIED EXCAVATION. THE ALLOWANCE USED FOR EXPANDING THE THE FILLS TO COMPUTE THE VOLUME OF MATERIAL REQUIRED IS 30 PERCENT. ALL FILL VOLUMES SHOWN ARE ACTUAL VOLUMES.  
 EXCAVATION BELOW SUBGRADE (EBS) IS SHOWN ON THE CROSS SECTIONS. IF ADDITIONAL EBS IS REQUIRED, IT SHALL BE PAID FOR AS UNCLASSIFIED EXCAVATION. EXACT LOCATIONS FOR EBS WILL BE DETERMINED BY THE ENGINEER/OWNER'S REPRESENTATIVE.  
 DRIVEWAYS SHALL BE REPLACED IN KIND. CRUSHED LIMESTONE, IF NECESSARY, WILL BE PAID FOR AS CRUSHED AGGREGATE BASE COURSE.  
 ALL DISTURBED AREAS NOT OTHERWISE SURFACED SHALL BE TOPSOILED, SEEDED, FERTILIZED AND MULCHED. SEED MIXTURE NO. 40 SHALL BE USED IN FRONT LAWN AREAS. SEED MIXTURE NO. 60 SHALL BE USED IN THE WETLAND MITIGATION AREA AND SEED MIXTURE NO. 10 SHALL BE USED EVERYWHERE ELSE.  
 ALL SILT FENCE REQUIRED FOR THIS PROJECT SHALL MEET THE REQUIREMENTS FOR SILTY SOILS.  
 THE EXACT LOCATION AND LIMITS OF PRIVATE ENTRANCES AND COMMERCIAL ENTRANCES SHALL BE DETERMINED BY THE ENGINEER/OWNER'S REPRESENTATIVE IN THE FIELD.  
 ALL SIGNS WHICH ARE REMOVED DURING CONSTRUCTION SHALL BE REINSTALLED OR REPLACED IN THE APPLICABLE LOCATION.  
 CURVE DATA BASED ON ARC DEFINITION.  
 DISTANCES SHOWN ON THIS PLAN ARE GROUND DISTANCES.  
 CALCIUM CHLORIDE SURFACE TREATMENT WAS ESTIMATED AT 2 APPLICATIONS AT A RATE 1 1/2 LBS/SY.  
 WATER WAS ESTIMATED AT 2 APPLICATIONS OVER THE ENTIRE ROADWAY.

**STANDARD DETAIL DRAWINGS**

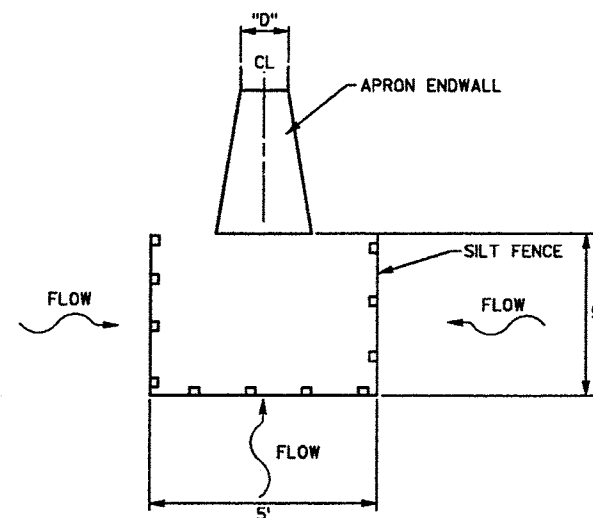
| SDD NUMBER | TITLE   |
|------------|---|
| 8E8-2      | TYPICAL INSTALLATIONS OF EROSION BALES                            |
| 8E9-4      | SILT FENCE  |
| 8F1-11     | APRON ENDWALLS FOR CULVERT PIPE                                   |
| 8F2-1      | APRON ENDWALLS FOR PIPE ARCH AND ELLIPTICAL PIPE                  |
| 15C2-3     | BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES                  |
| 15C12-2    | TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) |
| 16A1-5     | LANDMARK REFERENCE MONUMENTS AND COVERS                           |

**ABBREVIATIONS**

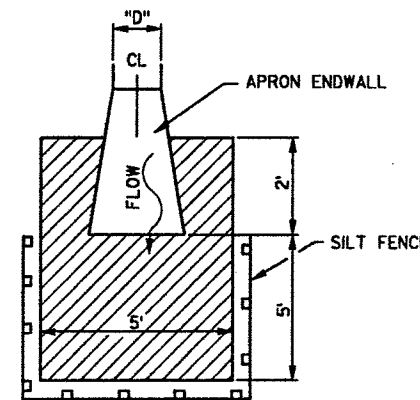
|         |                           |
|---------|---------------------------|
| CTR     | CENTER                    |
| CE      | COMMERCIAL ENTRANCE       |
| SDGL    | SPECIAL DITCH GRADE LEFT  |
| SDGR    | SPECIAL DITCH GRADE RIGHT |
| PROP    | PROPOSED                  |
| FS      | FULL SUPERELEVATION       |
| RO      | RUNOUT                    |
| NC      | NORMAL CROWN (-0.02' / )  |
| RC      | REVERSE CROWN (+0.02' / ) |
| FHS     | FLAT HIGH SIDE            |
| X-SLOPE | CROSS SLOPE               |
| EOP     | EDGE OF PAVEMENT          |
| CL      | CENTERLINE                |
| SE      | SUPERELEVATION            |

**UTILITIES**

|                                 |   |
|---------------------------------|---|
| ELECTRIC                        | WISCONSIN PUBLIC SERVICE<br>P.O. BOX 286<br>27 N TOMAHAWK AVENUE<br>TOMAHAWK, WI 54487<br>ATTN: VAL LUKOWSKI<br>TELEPHONE: 1-800-454-1612       |
| TELEPHONE                       | GTE<br>P.O. BOX 845<br>MINOCQUA, WI 54548<br>ATTN: LYNNE ZICKERT<br>TELEPHONE: 715-356-3202   |
| DIGGERS HOTLINE                 | CABLE LOCATE<br>TELEPHONE: (800) 242-8511 (TOLL FREE)   |
| DNR LIAISON                     | MR. JAMES GRAFELMAN<br>STATE OF WISCONSIN<br>DEPT. OF NATURAL RESOURCES<br>107 SUTLIFF AVE., BOX 818<br>RHINELANDER, WI 54501<br>(715) 365-8927 |
| ARMY CORPS OF ENGINEERS LIAISON | MR. MIKE OKEEFE<br>3105 MacARTHUR WAY<br>PLOVER, WI 54467<br>TELEPHONE: (715) 345-7911  |



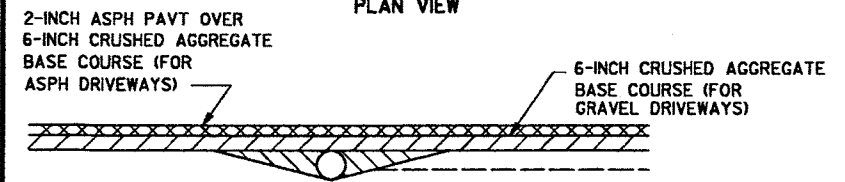
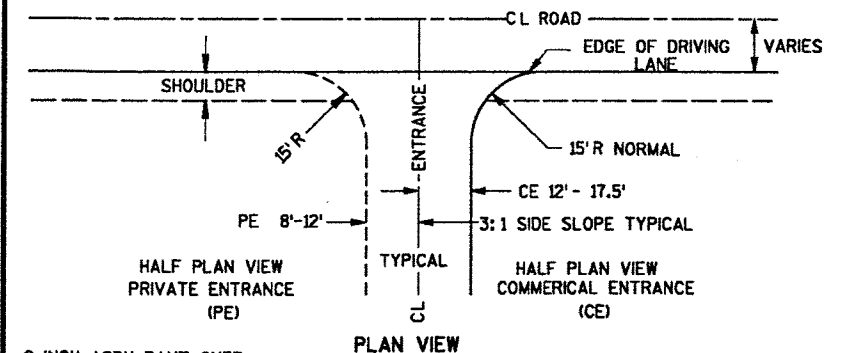
**SILT FENCE AT CROSS DRAIN (INLET)**



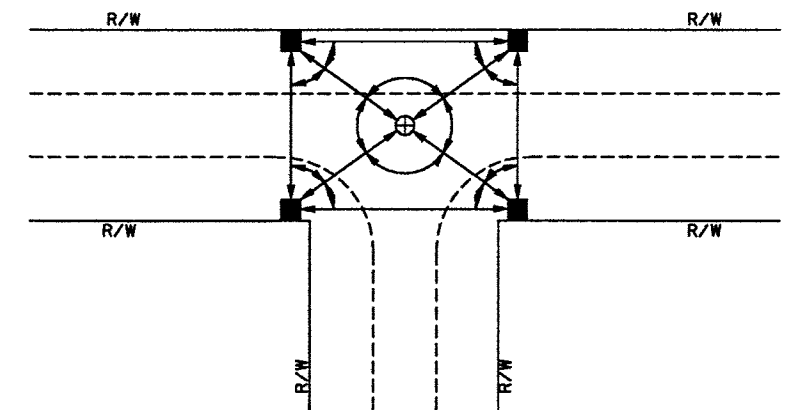
**SOD AND SILT FENCE AT CROSS DRAIN (DISCHARGE)**

| STATE PROJECT NUMBER | SHEET NO. |
|----------------------|-----------|
|                      | 2.0       |

**CONSTRUCTION DETAILS & GENERAL NOTES**  
**SUNSET POINT ROAD**  
**TOWN OF BRADLEY LINCOLN CO.**



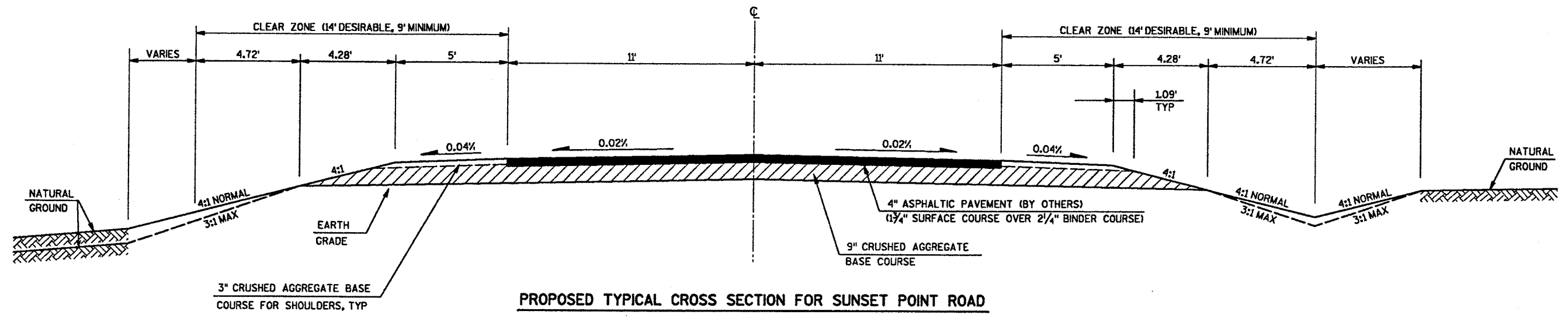
**RURAL DRIVEWAY DETAIL**



**TYPICAL LAYOUT FOR LANDMARK REFERENCE MONUMENTS**

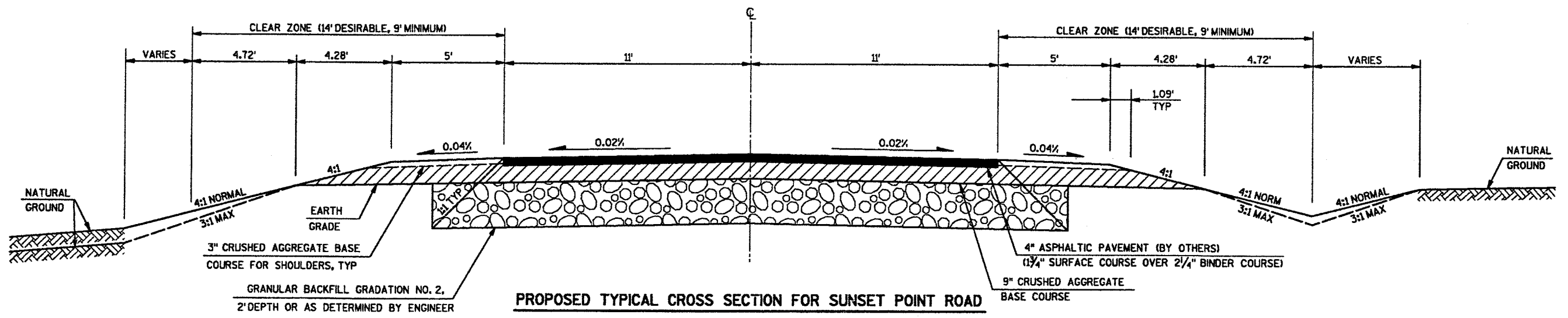
- LEGEND**
- ⊕ LANDMARK MONUMENT TO BE REFERENCED (TYPE A OR D EXCEPT WITHIN TRAVELLED ROADWAY) (BY OTHERS)
  - LANDMARK REFERENCE MONUMENT (NEW OR EXISTING) (TYPE A, C OR D)
  - ↔ DISTANCES TO BE MEASURED
  - ∠ ANGLES TO BE MEASURED

TYPICAL SECTION  
SUNSET POINT ROAD  
TOWN OF BRADLEY LINCOLN CO.



PROPOSED TYPICAL CROSS SECTION FOR SUNSET POINT ROAD

STA 10+66 TO 27+50  
STA 31+50 TO 47+00  
STA 50+00 TO 80+00  
STA 85+50 TO 87+50



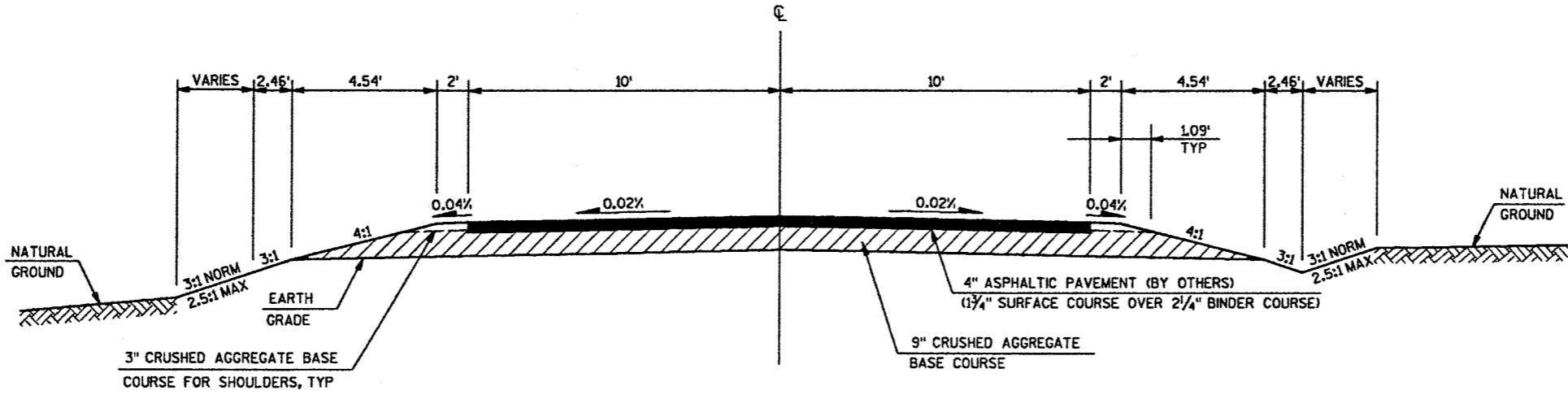
PROPOSED TYPICAL CROSS SECTION FOR SUNSET POINT ROAD

STA 27+50 TO 31+50  
STA 47+00 TO 50+00  
STA 80+00 TO 85+50

LEVELS ON = 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 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

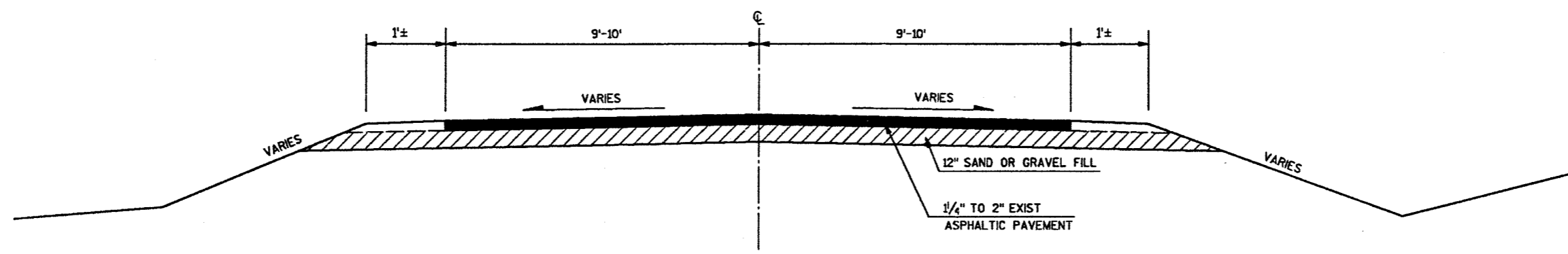
LEVELS ON = 01, 02, 03, 04, 05, 06, 07, 08, 09, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

|   |           |
|---|-----------|
| STATE PROJECT NUMBER  | SHEET NO. |
|   | 2.2       |
| TYPICAL SECTION<br>SUNSET POINT ROAD<br>TOWN OF BRADLEY LINCOLN CO. |           |



**PROPOSED TYPICAL CROSS SECTION FOR SUNSET POINT ROAD (DEAD END)**

STA 1+00 TO 2+50



**EXISTING TYPICAL CROSS SECTION FOR SUNSET POINT ROAD**

LEVELS ON = 01, 02, 03, 04, 05, 06, 07, 08, 09, 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

(BY OTHERS)  
**ASPHALTIC MATERIAL FOR TACK COAT AND PLANT MIXES**  
**ASPHALTIC CONCRETE PAVEMENT, TYPE LV**

| LOCATION          | ASPHALTIC CONC. PVMT. TYPE LV TONS | ASPHALTIC MATERIAL FOR PLANT MIXES TONS | ASPHALTIC MATERIAL FOR TACK COAT GAL. |
|-------------------|------------------------------------|---|---------------------------------------|
| SUNSET POINT ROAD |                                    |   |                                       |
| 10+66 - 87+50     | 4630                               | 294                                     | 469                                   |
| 01+50 - 02+50     | 100                                | 6                                       | 11                                    |
| <b>TOTALS</b>     | <b>4730</b>                        | <b>300</b>                              | <b>480</b>                            |

**SAWING EXISTING PAVEMENT**

| LOCATION          | LF         |
|-------------------|------------|
| SUNSET POINT ROAD |            |
| 10+66             | 28         |
| 15+70             | 15         |
| 17+00             | 23         |
| 22+90             | 18         |
| 52+70             | 18         |
| 56+30             | 27         |
| 87+50             | 18         |
| 02+50             | 18         |
| <b>TOTAL</b>      | <b>165</b> |

**SALVAGED TOPSOIL, MULCHING, FERTILIZER, TYPE B AND SEEDING**

| LOCATION           | SALVAGED TOPSOIL SY | MULCHING SY   | SEEDING LBS | FERTILIZE TYPE B CWT |
|--------------------|---------------------|---------------|-------------|----------------------|
| SUNSET POINT ROAD  |                     |               |             |                      |
| 10+66 - 87+50      | 26.630              | 26.630        | 365.0       | 16.8                 |
| 01+50 - 02+50      | 370                 | 370           | 5.0         | 0.2                  |
| WETLAND MITIGATION | 2.100               | 2.100         | 30.0        | 2.0                  |
| <b>TOTALS</b>      | <b>29.100</b>       | <b>29.100</b> | <b>400</b>  | <b>19</b>            |

STATE PROJECT NUMBER

SHEET NO.

3.0

**MISCELLANEOUS QUANTITIES FOR SUNSET POINT OUTAGAMIE COUNTY**

**CLEARING AND GRUBBING**

| LOCATION          | STA       |
|-------------------|-----------|
| SUNSET POINT ROAD |           |
| 10+66 - 87+50     | 78        |
| 01+50 - 02+50     | 2         |
| <b>TOTAL</b>      | <b>80</b> |

**UNCLASSIFIED EXCAVATION**

| LOCATION           | UNCLASSIFIED EXCAVATION CY | EBS CY       | FILL* CY     | WASTE (BORROW) CY |
|--------------------|----------------------------|--------------|--------------|-------------------|
| SUNSET POINT ROAD  |                            |              |              |                   |
| STA 10+66 - 87+50  | 9.050                      | 2.800        | 9.450        | 2.400             |
| STA 01+50 - 02+50  | 350                        | 0            | 0            | 350               |
| WETLAND MITIGATION | 1.300                      | 0            | 0            | 1,300             |
| <b>TOTALS</b>      | <b>10.700</b>              | <b>2.800</b> | <b>9.450</b> | <b>4.050</b>      |

\* 1.3 EXPANSION FACTOR

**LANDMARK REFERENCE MONUMENTS**

| LOCATION          | DESCRIPTION                       | EACH     | REMARKS             |
|-------------------|-----------------------------------|----------|---------------------|
| SUNSET POINT ROAD |                                   |          |                     |
| 64+48. LT         | NW CORNER OF SECTION 31 T34N. R6E | 5        | 4 WITNESS MONUMENTS |
| <b>TOTAL</b>      |                                   | <b>5</b> |                     |

**CALCIUM CHLORIDE SURFACE TREATMENT**

| LOCATION          | TONS      |
|-------------------|-----------|
| SUNSET POINT ROAD |           |
| 10+66 - 87+50     | 35        |
| <b>TOTAL</b>      | <b>35</b> |

**WATER**

| LOCATION          | TONS       |
|-------------------|------------|
| SUNSET POINT ROAD |            |
| 10+66 - 87+50     | 240        |
| <b>TOTAL</b>      | <b>240</b> |

**CRUSHED AGGREGATE BASE COURSE (CABC) & GRANULAR BACKFILL**

| LOCATION          | CABC TONS     | GRANULAR BACKFILL CY |
|-------------------|---------------|----------------------|
| SUNSET POINT ROAD |               |                      |
| 10+66 - 87+50     | 19,540        | 3,850                |
| 01+50 - 02+50     | 260           | 0                    |
| <b>TOTALS</b>     | <b>19,800</b> | <b>3,850</b>         |

**CROSS DRAINS AND PRIVATE ENTRANCE PIPES**

| STATION              | LOCATION          | DIAMETER INCHES | LENGTH LF              | TYPE | THICKNESS (IN) ALUM. | ELEVATION INLET | ELEVATION DISCHARGE | SOD SY    | APRON ENDWALLS       |
|----------------------|-------------------|-----------------|------------------------|------|----------------------|-----------------|---------------------|-----------|----------------------|
| 15+20                | SUNSET POINT ROAD | 18              | 52                     | CACP | 0.060                | 1461.0          | 1460.5              | 4         | 2                    |
| 18+20                | SUNSET POINT ROAD | 18              | 55                     | CACP | 0.060                | 1465.5          | 1465.0              | 4         | 2                    |
| 31+00                | SUNSET POINT ROAD | 18              | 60                     | CACP | 0.060                | 1470.6          | 1470.3              | 4         | 2                    |
| 33+50                | SUNSET POINT ROAD | 18              | 55                     | CACP | 0.060                | 1470.2          | 1469.7              | 4         | 2                    |
| 50+00                | SUNSET POINT ROAD | 21 X 15         | 52                     | CAPA | 0.060                | 1457.0          | 1456.5              | 6         | 2                    |
| 60+50                | SUNSET POINT ROAD | 21 X 15         | 49                     | CAPA | 0.060                | 1450.5          | 1450.0              | 6         | 2                    |
| 81+00                | SUNSET POINT ROAD | 18              | 58                     | CACP | 0.060                | 1439.0          | 1438.7              | 4         | 2                    |
| 85+00                | SUNSET POINT ROAD | 18              | 55                     | CACP | 0.060                | 1439.1          | 1438.8              | 4         | 2                    |
| 87+00                | LOOP ROAD         | 21 X 15         | 48                     | CAPA | 0.060                | 1439.5          | 1439.3              | 4         | 2                    |
| 15+70                | SUNSET POINT ROAD | 18              | 26                     | CACP | 0.060                |                 |                     |           |                      |
| 17+00                | SUNSET POINT ROAD | 18              | 34                     | CACP | 0.060                |                 |                     |           |                      |
| 24+00                | SUNSET POINT ROAD | 18              | 30                     | CACP | 0.060                |                 |                     |           |                      |
| 37+90                | SUNSET POINT ROAD | 21 X 15         | 33                     | CAPA | 0.060                |                 |                     |           |                      |
| 44+15                | SUNSET POINT ROAD | 18              | 24                     | CACP | 0.060                |                 |                     |           |                      |
| 51+90                | SUNSET POINT ROAD | 21 X 15         | 27                     | CAPA | 0.060                |                 |                     |           |                      |
| 52+70                | SUNSET POINT ROAD | 21 X 15         | 30                     | CAPA | 0.060                |                 |                     |           |                      |
| 55+50                | SUNSET POINT ROAD | 18              | 24                     | CACP | 0.060                |                 |                     |           |                      |
| 56+30                | SUNSET POINT ROAD | 18              | 27                     | CACP | 0.060                |                 |                     |           |                      |
| 58+90                | SUNSET POINT ROAD | 18              | 24                     | CACP | 0.060                |                 |                     |           |                      |
| 63+10                | SUNSET POINT ROAD | 18              | 32                     | CACP | 0.060                |                 |                     |           |                      |
| 65+00                | SUNSET POINT ROAD | 18              | 54                     | CACP | 0.060                |                 |                     |           |                      |
| 69+75                | SUNSET POINT ROAD | 18              | 24                     | CACP | 0.060                |                 |                     |           |                      |
| 69+90                | SUNSET POINT ROAD | 18              | 24                     | CACP | 0.060                |                 |                     |           |                      |
| 78+00                | SUNSET POINT ROAD | 18              | 28                     | CACP | 0.060                |                 |                     |           |                      |
| <b>UNDISTRIBUTED</b> |                   |                 |                        |      |                      |                 |                     |           |                      |
| <b>TOTALS</b>        |                   |                 | <b>686 (16")</b>       |      |                      |                 |                     | <b>5</b>  |                      |
|                      |                   |                 | <b>239 (21" X 15")</b> |      |                      |                 |                     | <b>45</b> | <b>12 (18")</b>      |
|                      |                   |                 |                        |      |                      |                 |                     |           | <b>6 (21" X 15")</b> |

**SILT FENCE & EROSION BALES**

| LOCATION          | SILT FENCE DELIVERED & INSTALLED LF | SILT FENCE MAINTENANCE LF | EROSION BALES DELIVERED & INSTALLED EACH |
|-------------------|-------------------------------------|---------------------------|--|
| SUNSET POINT ROAD |                                     |                           |  |
| 10+40             | 15                                  | 30                        | --                                       |
| 10+60             | 20                                  | 40                        | --                                       |
| 15+20             | 30                                  | 60                        | --                                       |
| 18+20             | 30                                  | 60                        | --                                       |
| 25+00             | --                                  | --                        | 3  |
| 31+00             | 15                                  | 30                        | 8  |
| 32+00 - 42+00 LT  | 1000                                | 2,000                     | --                                       |
| 33+50 RT          | 15                                  | 30                        | --                                       |
| 46+00             | --                                  | --                        | 6  |
| 50+00             | 30                                  | 60                        | --                                       |
| 51+30             | --                                  | --                        | 2  |
| 53+50             | --                                  | --                        | 3  |
| 60+50             | 30                                  | 60                        | --                                       |
| 71+00             | --                                  | --                        | 6  |
| 81+00             | 30                                  | 60                        | --                                       |
| 82+00 - 85+00 LT  | 300                                 | 600                       | --                                       |
| 85+00 RT          | 15                                  | 30                        | --                                       |
| 87+00             | 30                                  | 60                        | --                                       |
| UNDISTRIBUTED     | 140                                 | 280                       | 2  |
| <b>TOTALS</b>     | <b>1,700</b>                        | <b>3,400</b>              | <b>30</b>                                |

LEVELS ON = 01, 02, 03, 04, 05, 06, 07, 08, 09, 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

SUPERELEVATION TABLE (0.06'/' MAX SE)

| STATION        | CL ELEV | LEFT X-SLOPE | LEFT EOP ELEV | RIGHT X-SLOPE | RIGHT EOP ELEV |
|----------------|---------|--------------|---------------|---------------|----------------|
| <b>CURVE 1</b> |         |              |               |               |                |
| 24+62          | 1475.83 | NC           | 1475.61       | NC            | 1475.61        |
| 25+00          | 1475.73 | -0.0025'/'   | 1475.70       | NC            | 1475.51        |
| 25+07          | 1475.71 | FHS          | 1475.71       | NC            | 1475.49        |
| 25+50          | 1475.60 | RC           | 1475.82       | NC            | 1475.38        |
| 26+00          | 1475.47 | +0.0437'/'   | 1475.95       | -0.0437'/'    | 1474.99        |
| 26+37          | 1475.37 | FS           | 1476.03       | FS            | 1474.71        |
| 26+50          | 1475.34 | FS           | 1476.00       | FS            | 1474.68        |
| 27+00          | 1475.21 | FS           | 1475.87       | FS            | 1474.55        |
| 27+50          | 1475.09 | FS           | 1475.75       | FS            | 1474.43        |
| 28+00          | 1474.96 | FS           | 1475.62       | FS            | 1474.30        |
| 28+50          | 1474.83 | FS           | 1475.49       | FS            | 1474.17        |
| 28+62          | 1474.80 | FS           | 1475.46       | FS            | 1474.14        |
| 29+00          | 1474.73 | +0.0429'/'   | 1475.20       | -0.0429'/'    | 1474.26        |
| 29+50          | 1474.85 | +0.0198'/'   | 1475.07       | -0.0198'/'    | 1474.63        |
| 29+93          | 1474.93 | FHS          | 1474.93       | FLAT          | 1474.93        |
| <b>CURVE 3</b> |         |              |               |               |                |
| 29+93          | 1474.93 | FLAT         | 1474.93       | FHS           | 1474.93        |
| 30+00          | 1475.00 | -0.0032'/'   | 1474.96       | +0.0032'/'    | 1475.04        |
| 30+50          | 1475.15 | -0.0263'/'   | 1474.86       | +0.0263'/'    | 1475.44        |
| 31+00          | 1475.16 | -0.0494'/'   | 1474.62       | +0.0494'/'    | 1475.70        |
| 31+23          | 1475.08 | FS           | 1474.42       | FS            | 1475.74        |
| 35+92          | 1474.43 | FS           | 1473.77       | FS            | 1475.09        |
| 36+00          | 1474.41 | -0.0563'/'   | 1473.79       | +0.0563'/'    | 1475.03        |
| 36+50          | 1474.23 | -0.0332'/'   | 1473.86       | +0.0332'/'    | 1474.59        |
| 36+79          | 1474.05 | NC           | 1473.83       | RC            | 1474.27        |
| 37+00          | 1473.90 | NC           | 1473.68       | +0.0102'/'    | 1474.01        |
| 37+22          | 1473.75 | NC           | 1473.53       | FHS           | 1473.75        |
| 37+50          | 1473.55 | NC           | 1473.33       | -0.0129'/'    | 1473.41        |
| 37+67          | 1473.43 | NC           | 1473.21       | NC            | 1473.21        |
| <b>CURVE 4</b> |         |              |               |               |                |
| 38+70          | 1472.71 | NC           | 1472.49       | NC            | 1472.49        |
| 39+00          | 1472.50 | -0.0062'/'   | 1472.43       | NC            | 1472.28        |
| 39+15          | 1472.40 | FHS          | 1472.40       | NC            | 1472.18        |
| 39+50          | 1472.15 | +0.0162'/'   | 1472.33       | NC            | 1471.93        |
| 39+57          | 1472.10 | RC           | 1472.32       | NC            | 1471.88        |
| 40+00          | 1471.80 | +0.0392'/'   | 1472.23       | -0.0392'/'    | 1471.37        |
| 40+45          | 1471.49 | FS           | 1472.15       | FS            | 1470.83        |
| 41+88          | 1470.48 | FS           | 1471.14       | FS            | 1469.82        |
| 42+00          | 1470.40 | +0.0545'/'   | 1471.00       | -0.0545'/'    | 1469.80        |
| 42+50          | 1470.05 | +0.0314'/'   | 1470.40       | -0.0314'/'    | 1469.70        |
| 42+75          | 1469.87 | RC           | 1470.09       | NC            | 1469.65        |
| 43+00          | 1469.70 | +0.0083'/'   | 1469.79       | NC            | 1469.48        |
| 43+18          | 1469.57 | FHS          | 1469.57       | NC            | 1469.35        |
| 43+50          | 1469.35 | -0.0148'/'   | 1469.19       | NC            | 1469.13        |
| 43+63          | 1469.25 | NC           | 1469.03       | NC            | 1469.03        |
| <b>CURVE 5</b> |         |              |               |               |                |
| 45+00          | 1467.10 | NC           | 1466.88       | NC            | 1466.88        |
| 45+45          | 1466.25 | FHS          | 1466.25       | NC            | 1466.03        |
| 45+50          | 1466.15 | +0.0023'/'   | 1466.18       | NC            | 1465.93        |
| 45+88          | 1465.43 | RC           | 1465.65       | NC            | 1465.21        |
| 46+00          | 1465.20 | +0.0254'/'   | 1465.48       | -0.0254'/'    | 1464.92        |
| 46+50          | 1465.25 | +0.0485'/'   | 1465.78       | -0.0485'/'    | 1464.72        |
| 46+75          | 1463.78 | FS           | 1464.44       | FS            | 1463.12        |
| 47+52          | 1462.31 | FS           | 1462.97       | FS            | 1461.65        |
| 48+00          | 1461.40 | +0.0378'/'   | 1461.82       | -0.0378'/'    | 1460.98        |
| 48+50          | 1460.59 | +0.0148'/'   | 1460.75       | -0.0148'/'    | 1460.43        |
| 48+82          | 1460.23 | FHS          | 1460.23       | FLAT          | 1460.23        |
| <b>CURVE 9</b> |         |              |               |               |                |
| 48+82          | 1460.23 | FLAT         | 1460.23       | FHS           | 1460.23        |
| 49+00          | 1460.08 | -0.0083'/'   | 1459.99       | +0.0083'/'    | 1460.17        |
| 49+50          | 1459.84 | -0.0314'/'   | 1459.49       | +0.0314'/'    | 1460.19        |
| 50+00          | 1459.90 | -0.0545'/'   | 1459.30       | +0.0545'/'    | 1460.50        |
| 50+12          | 1459.95 | FS           | 1459.29       | FS            | 1460.61        |
| 50+50          | 1460.10 | FS           | 1459.44       | FS            | 1460.76        |
| 51+00          | 1460.30 | FS           | 1459.64       | FS            | 1460.96        |
| 51+51          | 1460.50 | FS           | 1459.84       | FS            | 1461.16        |
| 52+00          | 1460.70 | FS           | 1460.04       | FS            | 1461.36        |
| 52+50          | 1460.90 | FS           | 1460.24       | FS            | 1461.56        |
| 52+67          | 1460.97 | FS           | 1460.31       | FS            | 1461.63        |
| 53+00          | 1461.10 | -0.0448'/'   | 1460.61       | +0.0448'/'    | 1461.59        |
| 53+50          | 1461.15 | -0.0217'/'   | 1460.91       | +0.0217'/'    | 1461.39        |
| 53+97          | 1460.92 | FLAT         | 1460.92       | FHS           | 1460.92        |

SUPERELEVATION TABLE (0.06'/' MAX SE)

| STATION         | CL ELEV | LEFT X-SLOPE | LEFT EOP ELEV | RIGHT X-SLOPE | RIGHT EOP ELEV |
|-----------------|---------|--------------|---------------|---------------|----------------|
| <b>CURVE 10</b> |         |              |               |               |                |
| 53+97           | 1460.92 | FHS          | 1460.92       | FLAT          | 1460.92        |
| 54+00           | 1460.90 | +0.0014'/'   | 1460.92       | -0.0014'/'    | 1460.88        |
| 54+42           | 1460.46 | +0.0208'/'   | 1460.69       | -0.0208'/'    | 1460.23        |
| 54+50           | 1460.35 | +0.0245'/'   | 1460.62       | -0.0245'/'    | 1460.08        |
| 55+00           | 1459.50 | +0.0475'/'   | 1460.02       | -0.0475'/'    | 1458.98        |
| 55+30           | 1458.92 | FS           | 1459.58       | FS            | 1458.26        |
| 55+50           | 1458.50 | FS           | 1459.16       | FS            | 1457.84        |
| 56+00           | 1457.61 | FS           | 1458.27       | FS            | 1456.95        |
| 56+12           | 1457.43 | FS           | 1458.09       | FS            | 1456.77        |
| 56+50           | 1456.94 | +0.0425'/'   | 1457.41       | -0.0425'/'    | 1456.47        |
| 56+99           | 1456.40 | RC           | 1456.62       | NC            | 1456.18        |
| 57+42           | 1455.92 | FHS          | 1455.92       | NC            | 1455.70        |
| 57+50           | 1455.83 | -0.0037'/'   | 1455.79       | NC            | 1455.61        |
| 57+87           | 1455.42 | NC           | 1455.20       | NC            | 1455.20        |
| <b>CURVE 11</b> |         |              |               |               |                |
| 76+82           | 1443.57 | NC           | 1443.35       | NC            | 1443.35        |
| 77+00           | 1443.51 | -0.0117'/'   | 1443.38       | NC            | 1443.29        |
| 77+27           | 1443.42 | FHS          | 1443.42       | NC            | 1443.20        |
| 77+50           | 1443.34 | +0.0106'/'   | 1443.46       | NC            | 1443.12        |
| 77+69           | 1443.28 | RC           | 1443.50       | NC            | 1443.06        |
| 78+00           | 1443.18 | +0.0337'/'   | 1443.55       | -0.0337'/'    | 1442.81        |
| 78+50           | 1443.01 | +0.0568'/'   | 1443.63       | -0.0568'/'    | 1442.39        |
| 78+57           | 1442.98 | FS           | 1443.64       | FS            | 1442.32        |
| 79+00           | 1442.84 | FS           | 1443.50       | FS            | 1442.18        |
| 79+53           | 1442.66 | FS           | 1443.32       | FS            | 1442.00        |
| 80+00           | 1442.59 | +0.0383'/'   | 1443.01       | -0.0383'/'    | 1442.17        |
| 80+40           | 1442.65 | RC           | 1442.87       | NC            | 1442.43        |
| 80+50           | 1442.68 | +0.0152'/'   | 1442.85       | -0.0152'/'    | 1442.51        |
| 80+83           | 1442.80 | FHS          | 1442.80       | FLAT          | 1442.80        |
| <b>CURVE 12</b> |         |              |               |               |                |
| 80+83           | 1442.80 | FLAT         | 1442.80       | FHS           | 1442.80        |
| 81+00           | 1442.86 | -0.0078'/'   | 1442.77       | +0.0078'/'    | 1442.95        |
| 81+27           | 1442.95 | NC           | 1442.74       | RC            | 1443.18        |
| 81+50           | 1443.04 | -0.0309'/'   | 1442.70       | +0.0309'/'    | 1443.38        |
| 82+00           | 1443.22 | -0.0540'/'   | 1442.63       | +0.0540'/'    | 1443.81        |
| 82+13           | 1443.27 | FS           | 1442.61       | FS            | 1443.93        |
| 82+50           | 1443.40 | FS           | 1442.74       | FS            | 1444.06        |
| 83+00           | 1443.59 | FS           | 1442.93       | FS            | 1444.25        |
| 83+50           | 1443.77 | FS           | 1443.11       | FS            | 1444.43        |
| 83+71           | 1443.83 | FS           | 1443.17       | FS            | 1444.49        |
| 84+00           | 1443.86 | -0.049'/'    | 1443.32       | +0.049'/'     | 1444.40        |
| 84+50           | 1443.77 | -0.030'/'    | 1443.44       | +0.030'/'     | 1444.10        |
| 84+76           | 1443.68 | NC           | 1443.46       | RC            | 1443.90        |
| <b>CURVE 13</b> |         |              |               |               |                |
| 84+76           | 1443.68 | NC           | 1443.46       | RC            | 1443.90        |
| 85+00           | 1443.60 | NC           | 1446.38       | RC            | 1443.82        |
| 85+25           | 1443.51 | NC           | 1443.29       | RC            | 1443.73        |
| 85+50           | 1443.42 | NC           | 1443.20       | RC            | 1443.64        |
| 86+00           | 1443.25 | NC           | 1443.03       | RC            | 1443.47        |
| 86+45           | 1443.09 | NC           | 1442.87       | RC            | 1443.31        |
| 86+50           | 1443.07 | NC           | 1442.85       | RC            | 1443.29        |
| 87+00           | 1442.61 | NC           | 1442.39       | RC            | 1442.83        |
| 87+25           | 1442.16 | NC           | 1441.94       | FHS           | 1442.16        |
| 87+50           | 1441.56 | NC           | MATCH EXIST   | NC            | MATCH EXIST    |

STATE PROJECT NUMBER

SHEET NO.

3.1

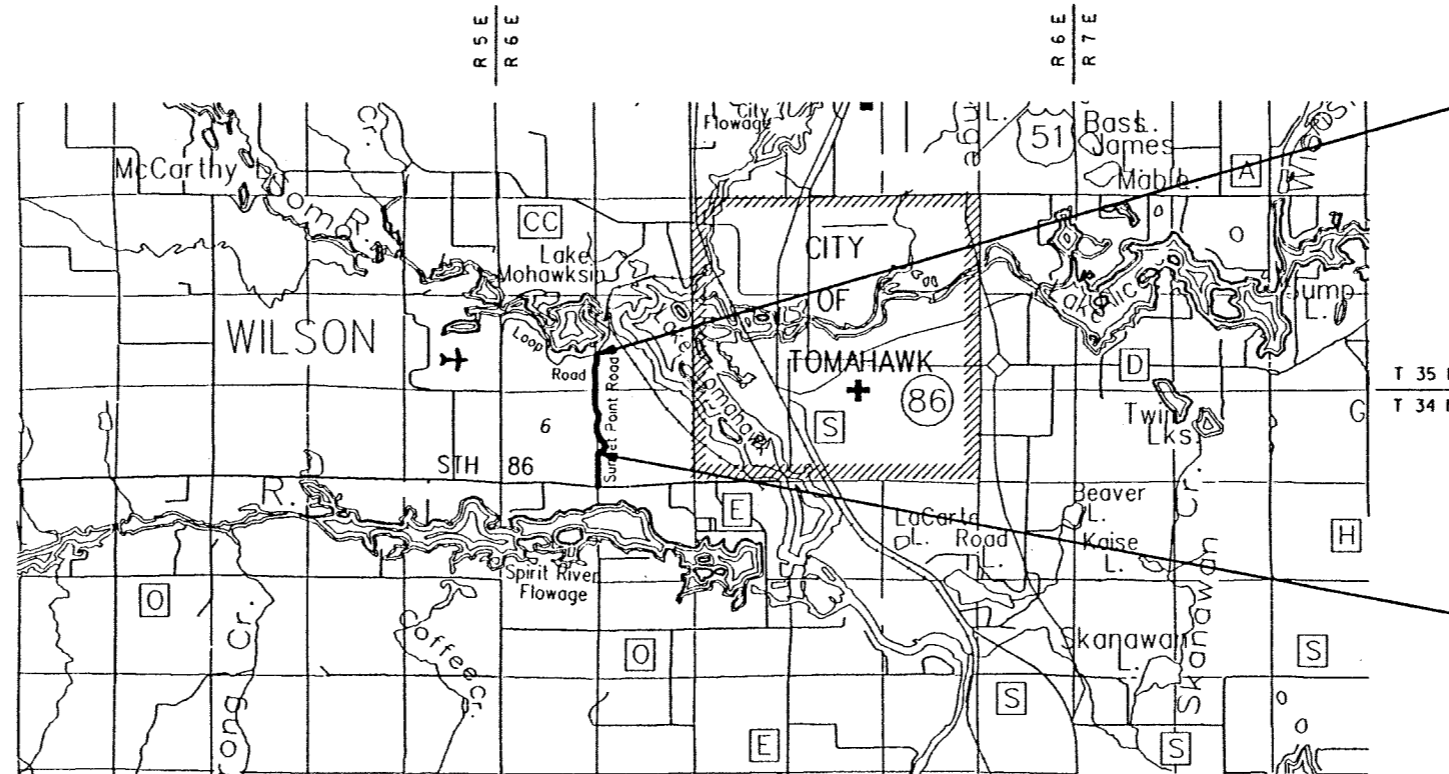
MISCELLANEOUS QUANTITIES FOR SUNSET POINT OUTAGAMIE COUNTY

FILE NAME: E11744 /SHEETS /PLAT /RWFILE .DGN  
 TECH/ENGR: CRK/PTR  
 PLOT DATE: 10/25/95  
 LEVELS ON ± 01, 02, 03, 04, 05, 06, 07, 08, 09, 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

**Conventional Signs and Abbreviations**

|     |                                    |      |                            |       |                            |
|-----|------------------------------------|------|----------------------------|-------|----------------------------|
| --- | SECTION LINE                       | AC   | ACRES                      | R     | RADIUS                     |
| --- | QUARTER LINE                       | Δ    | CENTRAL ANGLE              | R.    | RANGE                      |
| --- | TOWNSHIP AND RANGE LINE            | COR. | CORNER                     | R/L   | REFERENCE LINE             |
| --- | PROPOSED OR NEW CENTERLINE         | CTH  | COUNTY TRUNK HIGHWAY       | R/W   | RIGHT OF WAY               |
| --- | PROPOSED OR NEW R/W LINE           | D    | DEGREE OF CURVE            | S     | SOUTH                      |
| --- | EXISTING R/W LINE                  | E    | EAST                       | SEC   | SECTION                    |
| --- | LOT LINE                           | L    | LENGTH OF CURVE            | SL    | SECTION LINE               |
| --- | PROPERTY LINE                      | LC   | LONG CHORD                 | SO FT | SQUARE FEET                |
| --- | CORPORATE LIMITS                   | LCB  | LONG CHORD BEARING         | STA   | STATION                    |
| --- | SLOPE INTERCEPTS                   | MI   | MILE                       | T.    | TOWN                       |
| o   | R/W POINT                          | N    | NORTH                      | T     | TANGENT LENGTH OF CURVE    |
| --- | FENCE                              | PC   | POINT OF CURVATURE         | TLE   | TEMPORARY LIMITED EASEMENT |
| □   | SECTION OR QUARTER CORNER          | PI   | POINT OF INTERSECTION      | USH   | UNITED STATES HIGHWAY      |
| □   | POWER POLE                         | PT   | POINT OF TANGENCY          | W     | WEST                       |
| ⊕   | TELEPHONE PEDESTAL                 | PLE  | PERMANENT LIMITED EASEMENT |       |                            |
| --- | UNDERGROUND TELEPHONE CABLE        |      |                            |       |                            |
| --- | TEMPORARY LIMITED EASEMENT         |      |                            |       |                            |
| --- | NO ACCESS (BY ACQUISITION)         |      |                            |       |                            |
| --- | NO ACCESS (BY STATUTORY AUTHORITY) |      |                            |       |                            |
| --- | NO ACCESS (BY PREVIOUS PROJECT)    |      |                            |       |                            |

|  |                    |              |              |
|--|--------------------|--------------|--------------|
| REVISION DATE  | R/W PROJECT NUMBER | SHEET NUMBER | TOTAL SHEETS |
|  |                    |              |              |
| FEDERAL PROJECT NUMBER   |                    |              |              |
| PLAT OF RIGHT OF WAY REQUIRED FOR<br><b>SUNSET POINT ROAD</b><br>(STH 86 - LOOP ROAD)<br><b>LINCOLN COUNTY</b> |                    |              |              |



**END RELOCATION ORDER**  
 STA 82+00.00

**BEGIN RELOCATION ORDER**  
 STA 25+93.86

**Notes**

**BEARING ORIENTATION**  
 RIGHT OF WAY BEARINGS ARE ORIENTED TO THE WEST LINE OF SW 1/4, SECTION 5, T34N, R6E WITH THE BEARINGS ESTABLISHED AS N00°10'02"W. THE DIFFERENCE BETWEEN PLAT BEARINGS REPRESENTS PLANE ANGLES IN DEGREES, MINUTES, AND SECONDS.

RIGHT OF WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY OR OTHER SURVEYS OF PUBLIC RECORD. OTHER INFORMATION IS PROVIDED TO SUPPLEMENT THE BASIC PERIMETER DESCRIPTION AND SHALL NOT BE CONSTRUED TO PREVAIL OVER THE PERIMETER DESCRIPTION.

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED.

LAYOUT  
 SCALE 0 1/2 1 MI.  
 TOTAL NET LENGTH OF CENTERLINE = 1.06 MI.

APPROVED FOR  
 TOWN OF BRADLEY

11-6-95 *Charles E. Lane*  
 Date

PLAT PREPARED BY:  
**OMNI ASSOCIATES**  
 APPLETON, WISCONSIN

WISCONSIN  
 CHARLES OFFERMAN  
 5926  
 LITTLE CHUTE  
 WI

*Charles E. Lane*  
 11/7/95  
 Date

# SCHEDULE OF LANDS & INTEREST REQUIRED

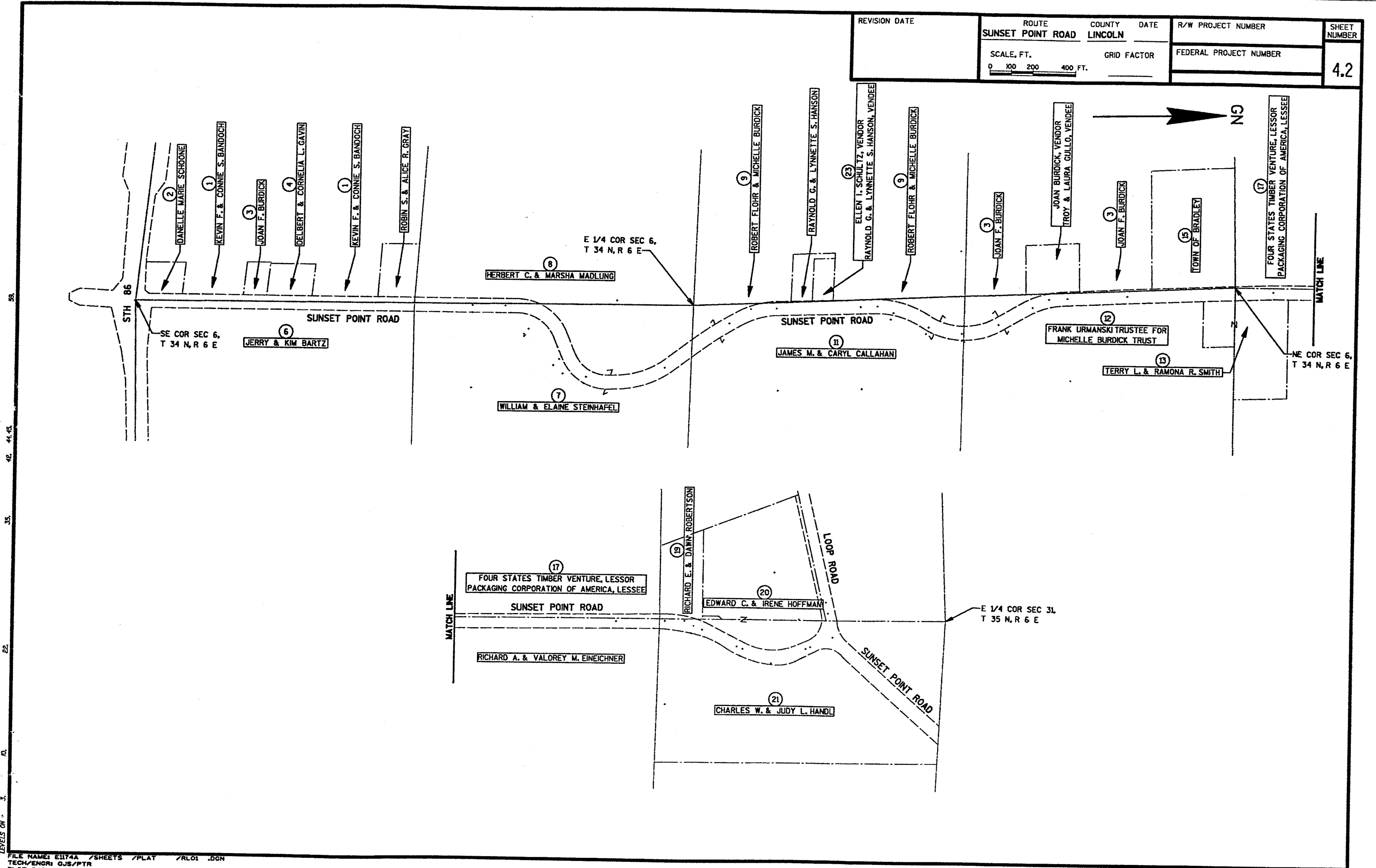
AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. (c) INDICATES CALCULATED AREA, BASED ON RECORD INFORMATION

|               |                                     |                   |                  |                        |                     |
|---------------|-------------------------------------|-------------------|------------------|------------------------|---------------------|
| REVISION DATE | ROUTE<br>SUNSET POINT ROAD, LINCOLN | COUNTY<br>LINCOLN | DATE<br>11/02/95 | R/W PROJECT NUMBER     | SHEET NUMBER<br>4.1 |
|               | GRID FACTOR                         |                   |                  | FEDERAL PROJECT NUMBER |                     |

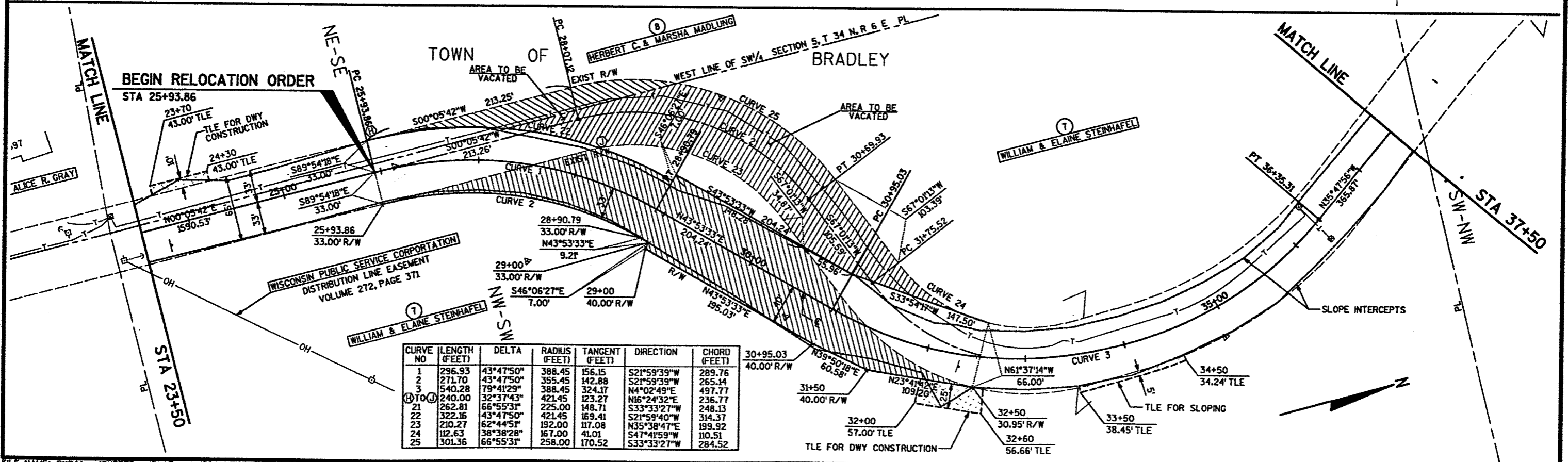
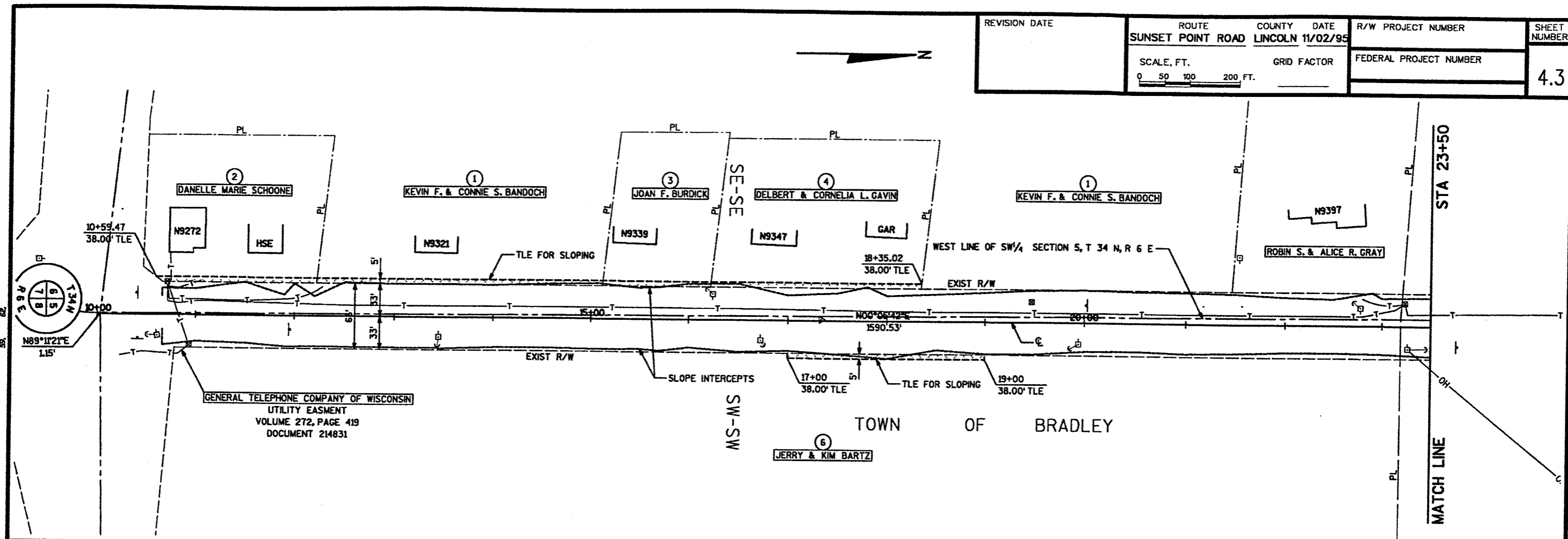
| PARCEL NUMBER | SHEET NUMBER | OWNER   | INTEREST REQUIRED | TOTAL ACRES | R/W ACRES |          |       | TOTAL ACRES REM | TLE ACRES |
|---------------|--------------|---|-------------------|-------------|-----------|----------|-------|-----------------|-----------|
|               |              |   |                   |             | NEW       | EXISTING | TOTAL |                 |           |
| 1             | 4.3          | KEYVIN F. & CONNIE S. BANDOCH   | TLE               | 34.82       | ---       | ---      | ---   | 34.82           | 0.03      |
| 2             | 4.3          | DANELL MARIE SCHOONE  | TLE               | 0.58        | ---       | ---      | ---   | 0.58            | 0.02      |
| 3             | 4.3 & 4.4    | JOAN F. BURDICK   | TLE               | 31.55       | ---       | ---      | ---   | 31.55           | 0.02      |
| 4             | 4.3          | DELBERT & CORNELIA L. GAVIN<br>(BLANK)  | TLE               | 0.73        | ---       | ---      | ---   | 0.73            | 0.02      |
| 5             | 4.3          | JERRY & KIM BARTZ   | TLE               | 38.00       | ---       | ---      | ---   | 38.00           | ---       |
| 6             | 4.3          | JERRY & KIM BARTZ   | TLE               | 38.00       | ---       | ---      | ---   | 38.00           | ---       |
| 7             | 4.3          | WILLIAM & ELAINE STEINHAFEL<br>(BLANK)  | FEE TITLE & TLE   | 40.00       | 0.66      | 2.00     | 2.66  | 37.34           | 0.05      |
| 8             | 4.4          | ROBERT FLAHR & MICHELLE BURDICK   | TLE               | 39.54       | ---       | ---      | ---   | 39.54           | 0.02      |
| 9             | 4.4          | ROBERT FLAHR & MICHELLE BURDICK   | TLE               | 39.54       | ---       | ---      | ---   | 39.54           | 0.02      |
| 10            |              | (BLANK)   |                   |             |           |          |       |                 |           |
| 11            | 4.4          | JAMES M. & CARYL CALLAHAN<br>FRANK URMANSKI TRUSTEE FOR<br>MICHELLE BURDICK TRUST   | FEE TITLE         | 40.00       | 0.17      | 2.01     | 2.18  | 37.82           | ---       |
| 12            | 4.4          | JAMES M. & CARYL CALLAHAN<br>FRANK URMANSKI TRUSTEE FOR<br>MICHELLE BURDICK TRUST   | TLE               | 35.66       | ---       | ---      | ---   | 35.66           | 0.03      |
| 13            | 4.4 & 4.5    | TERRY L. & RAMONA R. SMITH  | TLE               | 3.73        | ---       | ---      | ---   | 3.73            | 0.03      |
| 14            | 4.4          | TOWN OF BRADLEY   | TLE               | 5.10        | ---       | ---      | ---   | 5.10            | 0.02      |
| 15            | 4.4          | TOWN OF BRADLEY   | TLE               | 5.10        | ---       | ---      | ---   | 5.10            | 0.02      |
| 16            |              | (BLANK)   |                   |             |           |          |       |                 |           |
| 17            | 4.4 & 4.5    | FOUR STATES TIMBER VENTURE, LESSOR<br>PACKAGING CORP. OF AMERICA, LESSEE<br>(BLANK) | TLE               | 40.00       | ---       | ---      | ---   | 40.00           | 0.05      |
| 18            | 4.4 & 4.5    | FOUR STATES TIMBER VENTURE, LESSOR<br>PACKAGING CORP. OF AMERICA, LESSEE<br>(BLANK) | TLE               | 40.00       | ---       | ---      | ---   | 40.00           | 0.05      |
| 19            |              | RICHARD E. & DAWN ROBERTSON   | TLE               | 1.56        | ---       | ---      | ---   | 1.56            | 0.04      |
| 20            |              | EDWARD C. & IRENE HOFFMAN   | FEE TITLE & TLE   | 6.98(c)     | ---       | ---      | ---   | 6.98            | 0.18      |
| 21            |              | CHARLES W. & JUDY L. HANDL  | FEE TITLE & TLE   | 13.50       | 0.04      | ---      | ---   | 13.46           | 0.09      |



|               |                                   |                          |      |                        |              |
|---------------|-----------------------------------|--------------------------|------|------------------------|--------------|
| REVISION DATE | ROUTE<br><b>SUNSET POINT ROAD</b> | COUNTY<br><b>LINCOLN</b> | DATE | R/W PROJECT NUMBER     | SHEET NUMBER |
|               | SCALE, FT.<br>0 100 200 400 FT.   | GRID FACTOR              |      | FEDERAL PROJECT NUMBER | <b>4.2</b>   |

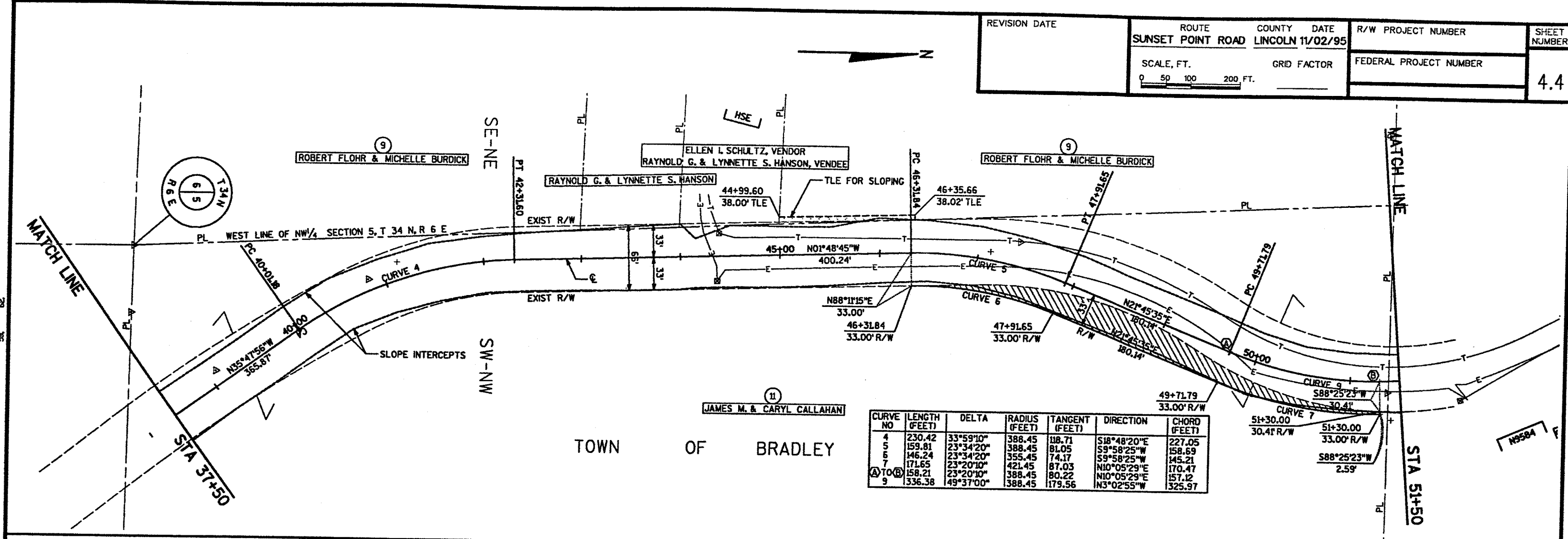


LEVELS ON - 3, 10, 22, 35, 42, 44.45, 50

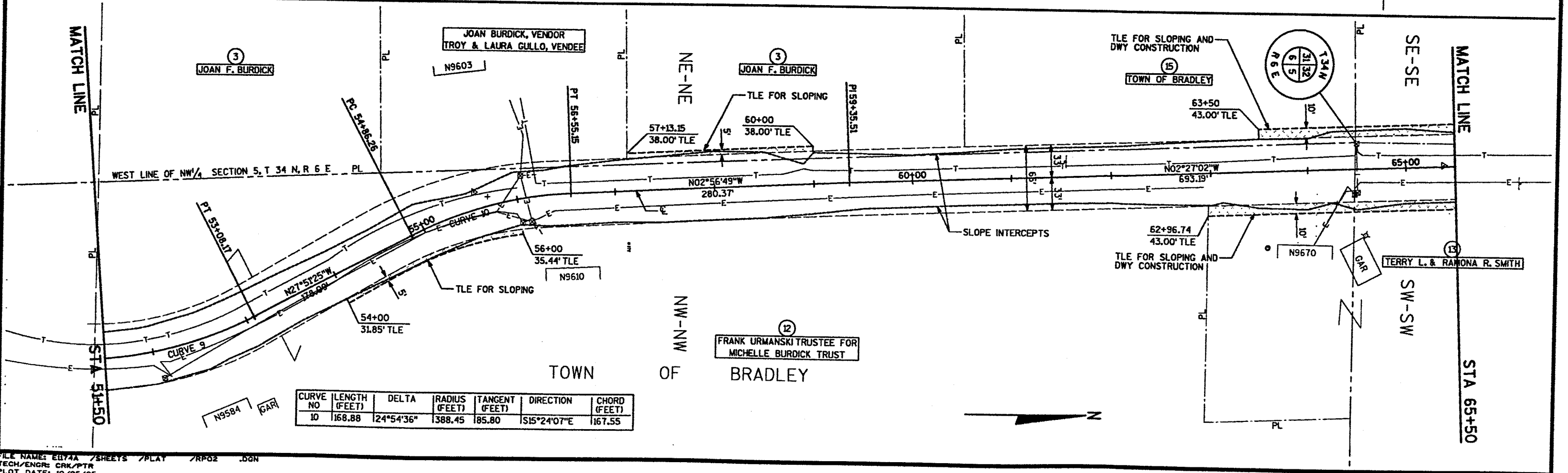


| CURVE NO | LENGTH (FEET) | DELTA     | RADIUS (FEET) | TANGENT (FEET) | DIRECTION   | CHORD (FEET) |
|----------|---------------|-----------|---------------|----------------|-------------|--------------|
| 1        | 296.93        | 43°47'50" | 388.45        | 156.15         | S21°59'39"W | 289.76       |
| 2        | 271.70        | 43°47'50" | 355.45        | 142.88         | S21°59'39"W | 265.14       |
| 3        | 540.28        | 79°41'29" | 388.45        | 324.17         | N4°02'49"E  | 497.77       |
| 4        | 240.00        | 32°37'43" | 421.45        | 123.27         | N16°24'32"E | 236.77       |
| 21       | 262.81        | 66°55'31" | 225.00        | 148.71         | S33°33'27"W | 248.13       |
| 22       | 322.16        | 43°47'50" | 421.45        | 169.41         | S21°59'40"W | 314.37       |
| 23       | 210.27        | 62°44'51" | 192.00        | 117.08         | N35°38'47"E | 199.92       |
| 24       | 112.63        | 38°38'28" | 167.00        | 41.01          | S47°41'59"W | 110.51       |
| 25       | 301.36        | 66°55'31" | 258.00        | 170.52         | S33°33'27"W | 284.52       |

|               |                                |                   |                        |                    |                     |
|---------------|--------------------------------|-------------------|------------------------|--------------------|---------------------|
| REVISION DATE | ROUTE<br>SUNSET POINT ROAD     | COUNTY<br>LINCOLN | DATE<br>11/02/95       | R/W PROJECT NUMBER | SHEET NUMBER<br>4.4 |
|               | SCALE, FT.<br>0 50 100 200 FT. | GRID FACTOR       | FEDERAL PROJECT NUMBER |                    |                     |



| CURVE NO | LENGTH (FEET) | DELTA     | RADIUS (FEET) | TANGENT (FEET) | DIRECTION   | CHORD (FEET) |
|----------|---------------|-----------|---------------|----------------|-------------|--------------|
| 4        | 230.42        | 33°59'10" | 388.45        | 118.71         | S18°48'20"E | 227.05       |
| 5        | 159.81        | 23°34'20" | 388.45        | 81.05          | S9°58'25"W  | 158.69       |
| 6        | 146.24        | 23°34'20" | 355.45        | 74.17          | S9°58'25"W  | 145.21       |
| 7        | 171.65        | 23°20'10" | 421.45        | 87.03          | N10°05'29"E | 170.47       |
| 8        | 158.21        | 23°20'10" | 388.45        | 80.22          | N10°05'29"E | 157.12       |
| 9        | 336.38        | 49°37'00" | 388.45        | 179.56         | N3°02'55"W  | 325.97       |

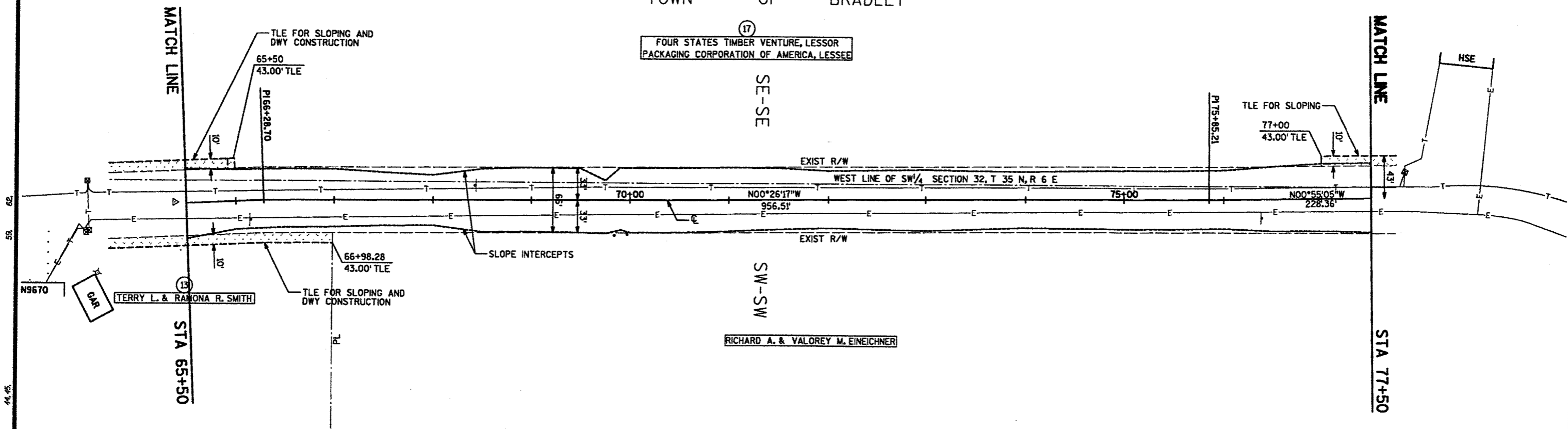


| CURVE NO | LENGTH (FEET) | DELTA     | RADIUS (FEET) | TANGENT (FEET) | DIRECTION   | CHORD (FEET) |
|----------|---------------|-----------|---------------|----------------|-------------|--------------|
| 10       | 168.88        | 24°54'36" | 388.45        | 185.80         | S15°24'07"E | 167.55       |

TOWN OF BRADLEY

SE-SE  
FOUR STATES TIMBER VENTURE, LESSOR  
PACKAGING CORPORATION OF AMERICA, LESSEE

SW-SW  
RICHARD A. & VALOREY M. EINEICHNER

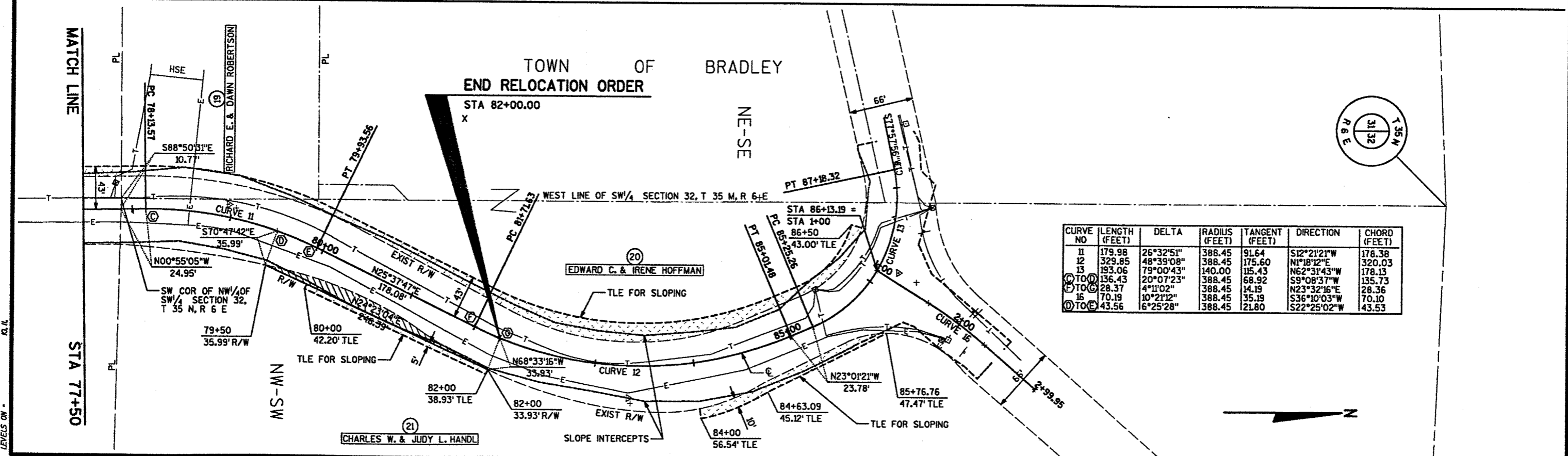


TOWN OF BRADLEY  
END RELOCATION ORDER

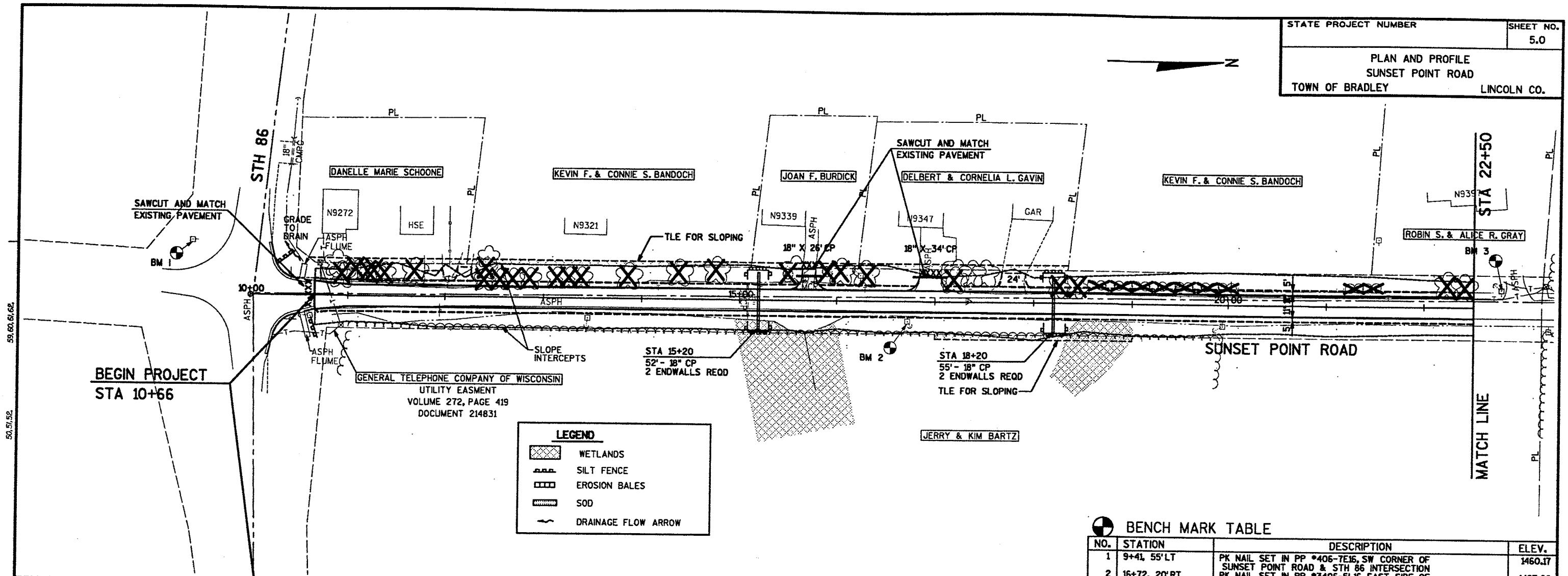
NE-SE  
STA 82+00.00

NE-SE  
EDWARD C. & IRENE HOFFMAN

MS-SW  
CHARLES W. & JUDY L. HANDL



| CURVE NO   | LENGTH (FEET) | DELTA     | RADIUS (FEET) | TANGENT (FEET) | DIRECTION   | CHORD (FEET) |
|------------|---------------|-----------|---------------|----------------|-------------|--------------|
| 11         | 179.98        | 26°32'51" | 388.45        | 91.64          | S12°21'21"W | 178.38       |
| 12         | 329.85        | 48°39'08" | 388.45        | 175.60         | N1°18'12"E  | 320.03       |
| 13         | 193.06        | 79°00'43" | 140.00        | 115.43         | N62°31'43"W | 178.13       |
| (C) TO (D) | 136.43        | 20°07'23" | 388.45        | 68.92          | S9°08'37"W  | 135.73       |
| (E) TO (C) | 28.37         | 4°11'02"  | 388.45        | 14.19          | N23°32'16"E | 28.36        |
| 16         | 70.19         | 10°21'12" | 388.45        | 35.19          | S36°10'03"W | 70.10        |
| (D) TO (E) | 43.56         | 6°25'28"  | 388.45        | 21.80          | S22°25'02"W | 43.53        |

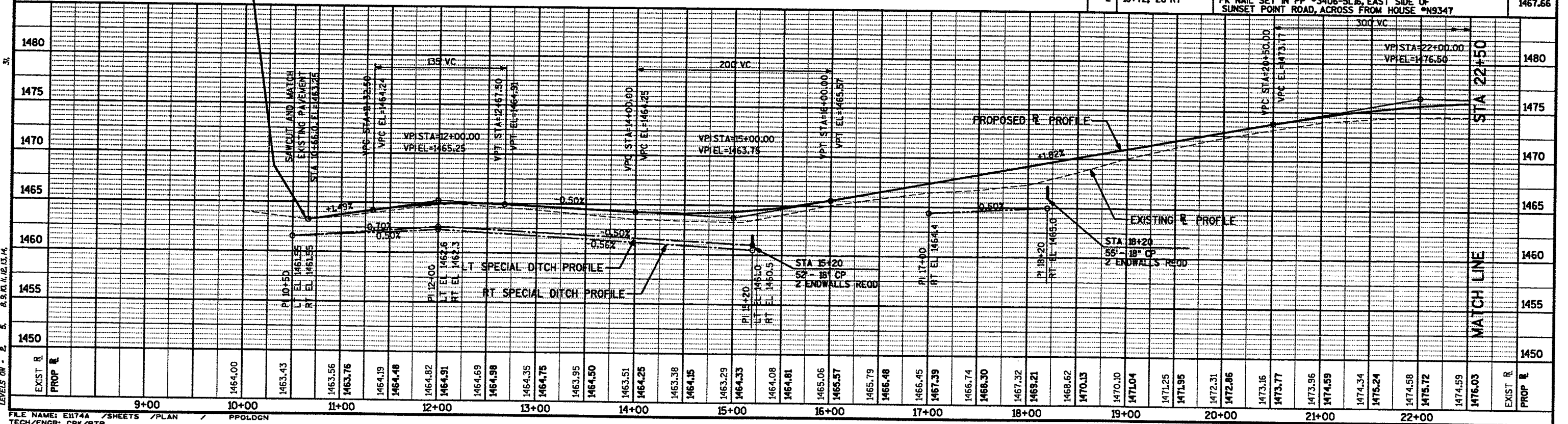


**LEGEND**

- WETLANDS
- SILT FENCE
- EROSION BALES
- SOD
- DRAINAGE FLOW ARROW

**BENCH MARK TABLE**

| NO. | STATION       | DESCRIPTION  | ELEV.   |
|-----|---------------|--|---------|
| 1   | 9+41, 55' LT  | PK NAIL SET IN PP *406-7E16, SW CORNER OF SUNSET POINT ROAD & STH 86 INTERSECTION      | 1460.17 |
| 2   | 16+72, 20' RT | PK NAIL SET IN PP *3406-SL16, EAST SIDE OF SUNSET POINT ROAD, ACROSS FROM HOUSE *N9347 | 1467.66 |



FILE NAME: E174A / SHEETS / PLAN / PPOLOGN  
 TECH/ENGR: CRK/PTR  
 PLOT DATE: 03/25/96

ROBIN S. & ALICE R. GRAY

SAWCUT AND MATCH EXISTING PAVEMENT 18"X30" CP

TLE FOR DWY CONSTRUCTION

SLOPE INTERCEPTS

PC 25+93.88

PI STA=27+50.00

HERBERT C. & MARSHA MADLUNG

PI STA=29+55.83

BM 4

CURVE 1  
D=14°45'00"  
T=156.15  
R=388.45  
L=296.93

CURVE 2  
D=25°27'53"  
T=148.71  
R=225.00  
L=262.82

STATE PROJECT NUMBER  
SHEET NO. 5.1  
PLAN AND PROFILE  
SUNSET POINT ROAD  
TOWN OF BRADLEY  
LINCOLN CO.

MATCH LINE

**LEGEND**

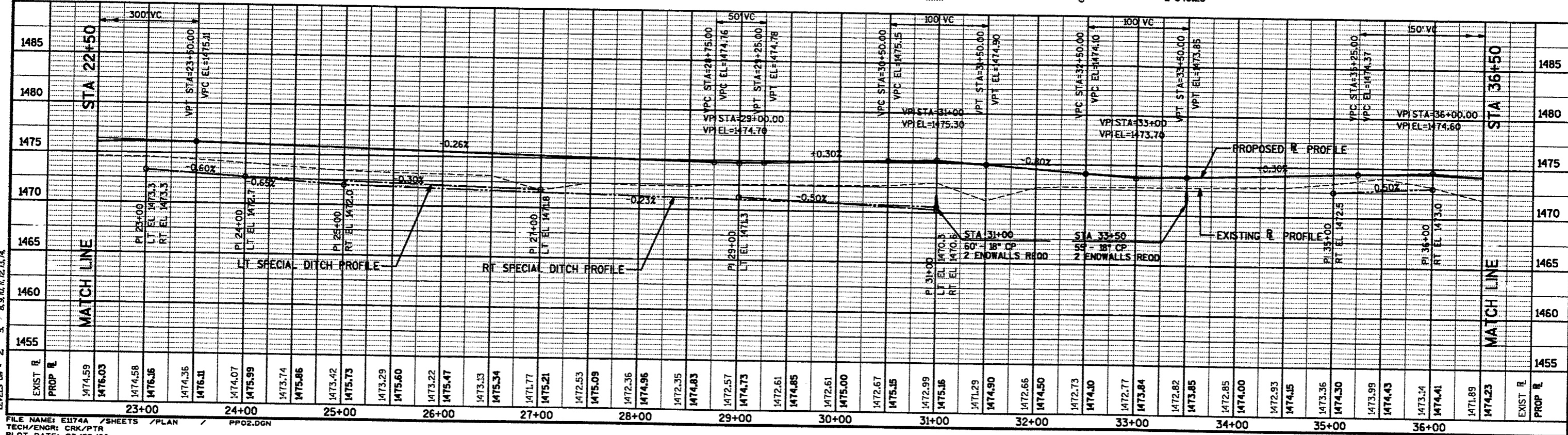
- WETLANDS
- SILT FENCE
- EROSION BALES
- SOD
- DRAINAGE FLOW ARROW

**BENCH MARK TABLE**

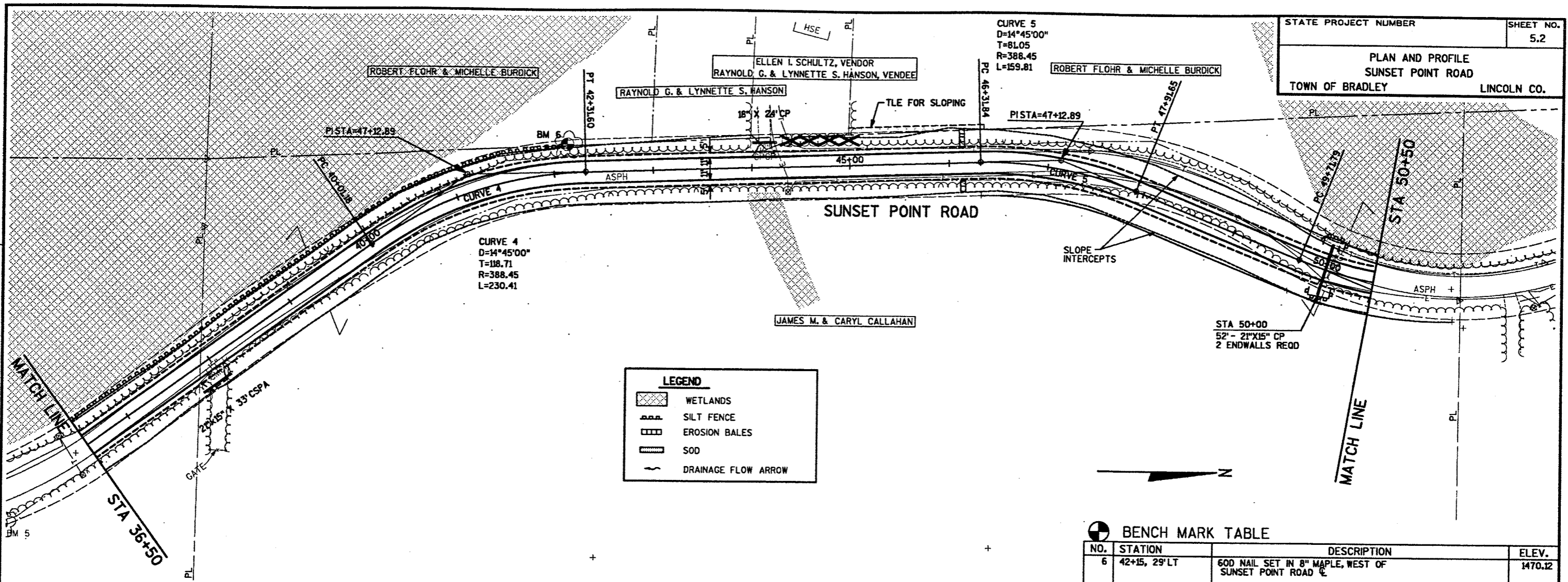
| NO. | STATION      | DESCRIPTION   | ELEV.   |
|-----|--------------|---|---------|
| 3   | 22+78, 18'LT | PK NAIL SET IN PP #3406 6R16 AT HOUSE #N9397, W SIDE OF SUNSET POINT RD | 1474.19 |
| 4   | 28+54, 13'LT | SUNSET POINT ROAD C 60D NAIL SET IN 12" BIRCH, WEST OF                  | 1474.12 |
| 5   | 35+39, 27'RT | SUNSET POINT ROAD C 60D NAIL SET IN 8" PINE, EAST OF                    | 1474.92 |

TLE FOR DWY CONSTRUCTION

CURVE 3  
D=14°45'00"  
T=324.17  
R=388.45  
L=540.28



FILE NAME: E1174A / SHEETS / PLAN / PPO2.DGN  
TECH/ENGR: CRK/PTR  
PLOT DATE: 03/25/96

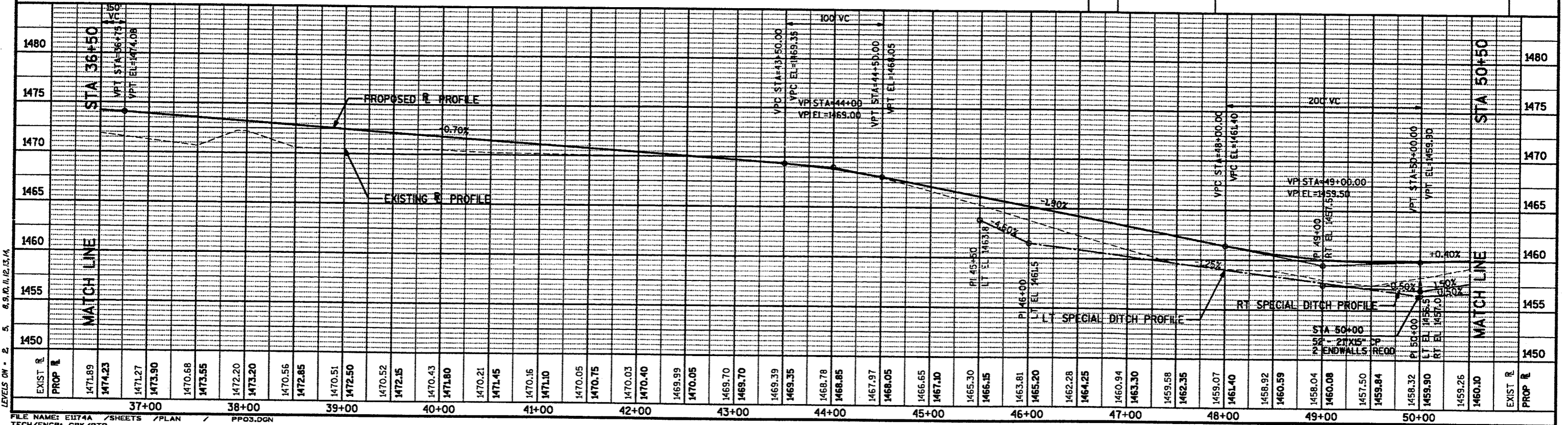


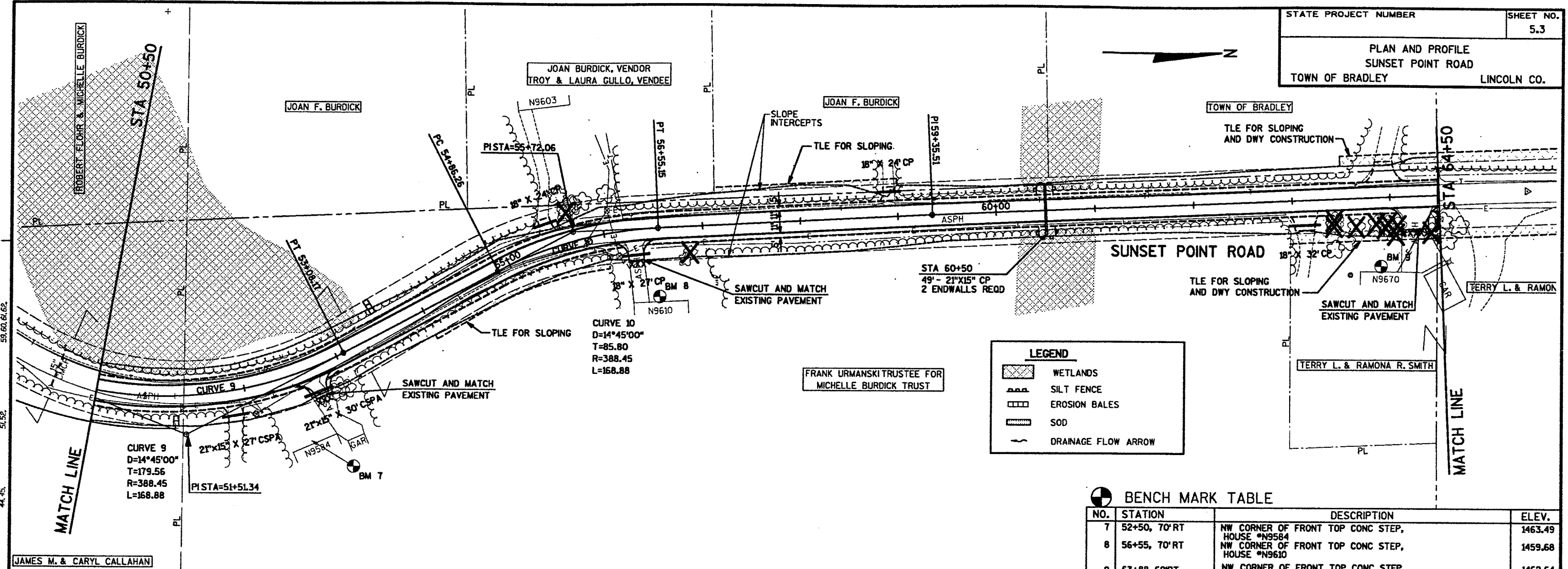
**LEGEND**

- WETLANDS
- SILT FENCE
- EROSION BALES
- SOD
- DRAINAGE FLOW ARROW

**BENCH MARK TABLE**

| NO. | STATION       | DESCRIPTION   | ELEV.   |
|-----|---------------|---|---------|
| 6   | 42+15, 29' LT | 60D NAIL SET IN 8" MAPLE, WEST OF SUNSET POINT ROAD | 1470.12 |



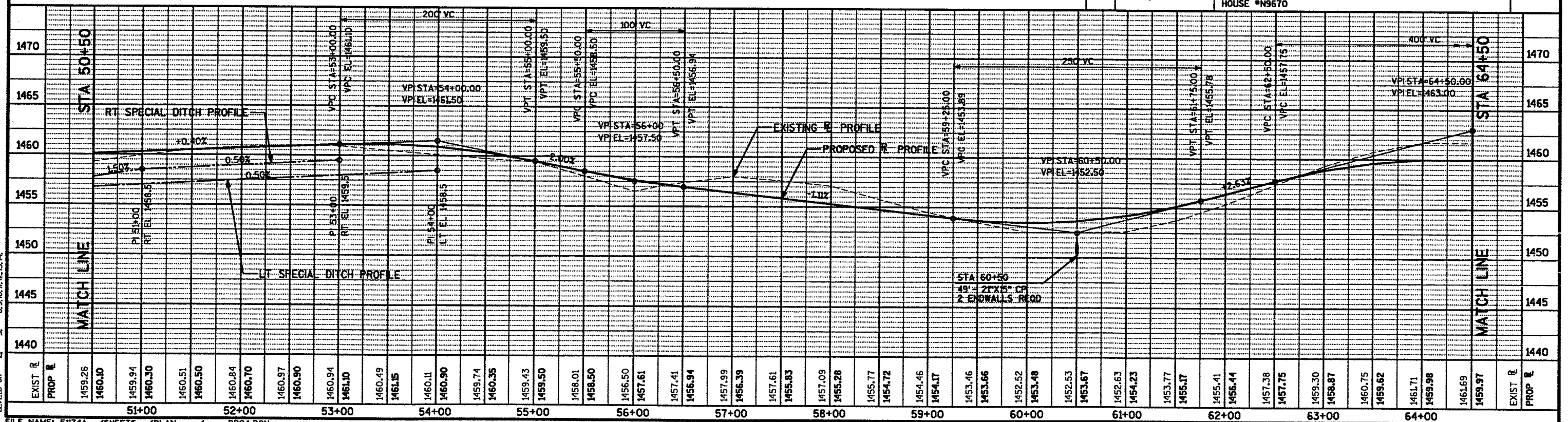


**LEGEND**

- WETLANDS
- SILT FENCE
- EROSION BALES
- SOD
- DRAINAGE FLOW ARROW

**BENCH MARK TABLE**

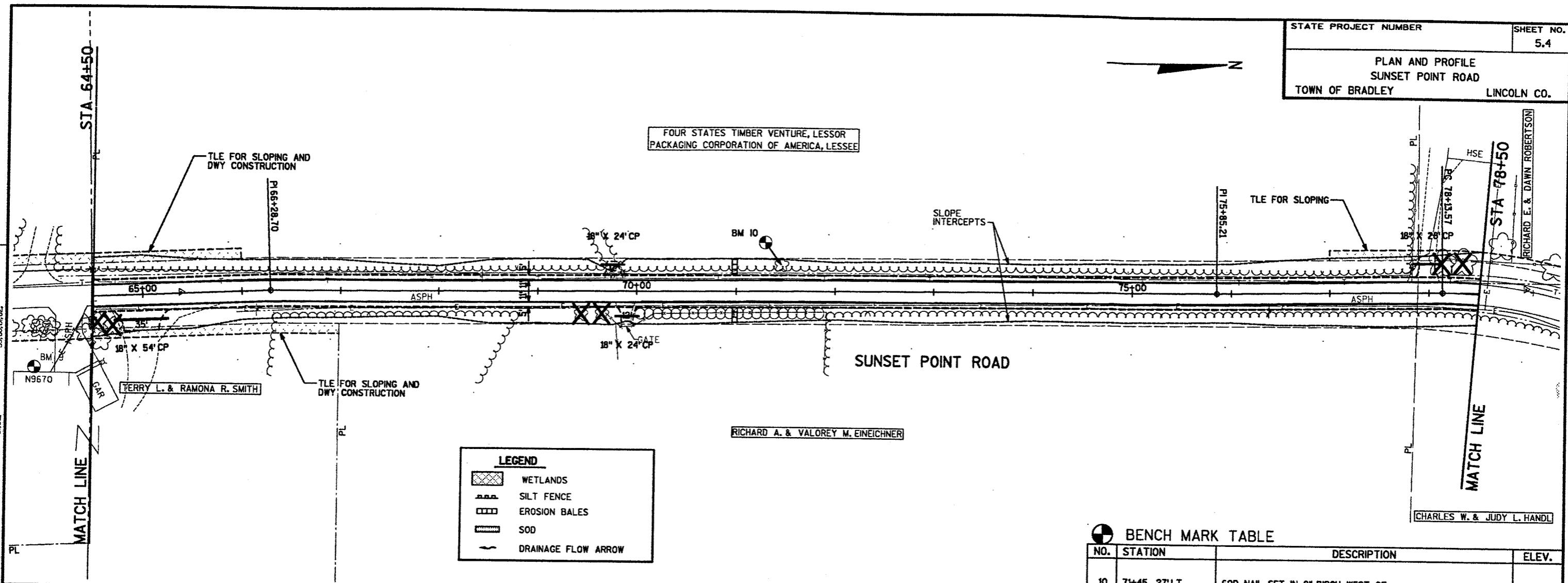
| NO. | STATION      | DESCRIPTION                                    | ELEV.   |
|-----|--------------|--|---------|
| 7   | 52+50, 70'RT | NW CORNER OF FRONT TOP CONC STEP, HOUSE #N9584 | 1463.49 |
| 8   | 56+55, 70'RT | NW CORNER OF FRONT TOP CONC STEP, HOUSE #N9610 | 1459.68 |
| 9   | 63+88, 69'RT | NW CORNER OF FRONT TOP CONC STEP, HOUSE #N9670 | 1462.64 |







FOUR STATES TIMBER VENTURE, LESSOR  
 PACKAGING CORPORATION OF AMERICA, LESSEE

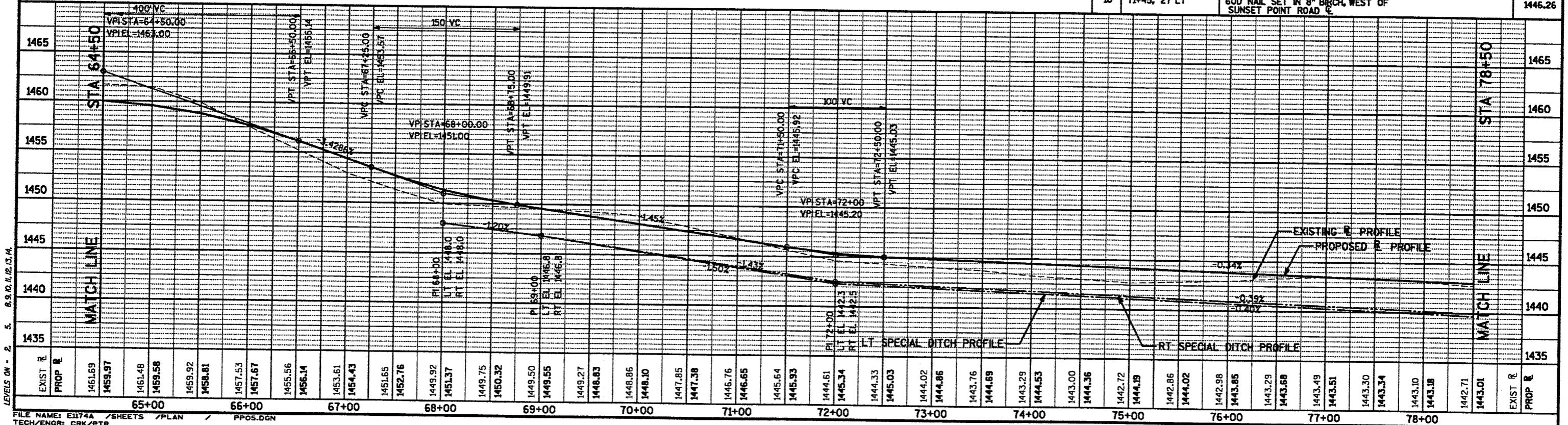


**LEGEND**

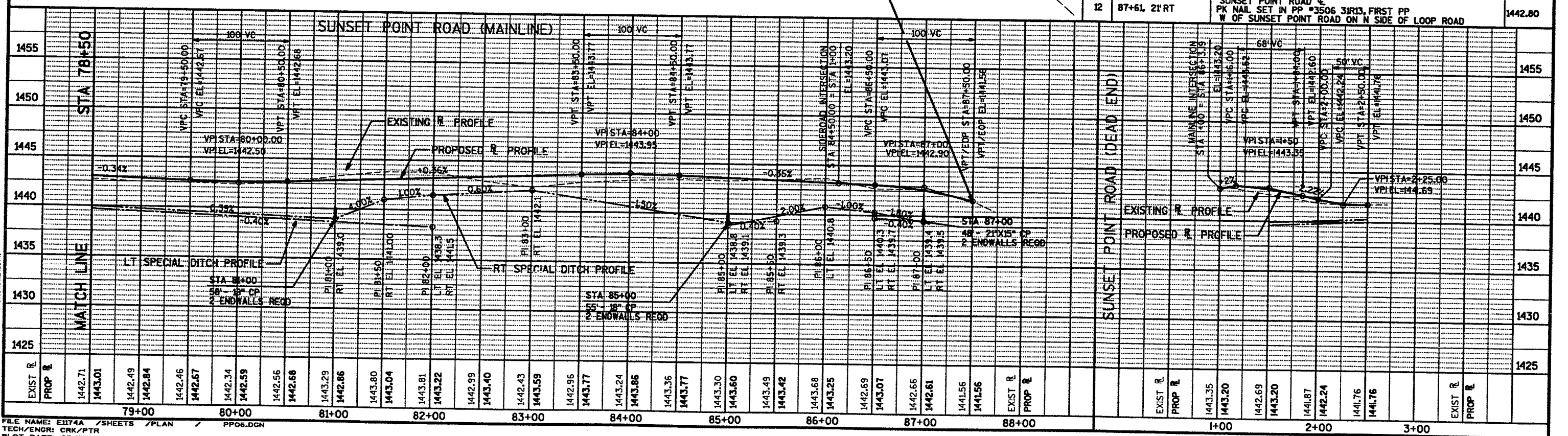
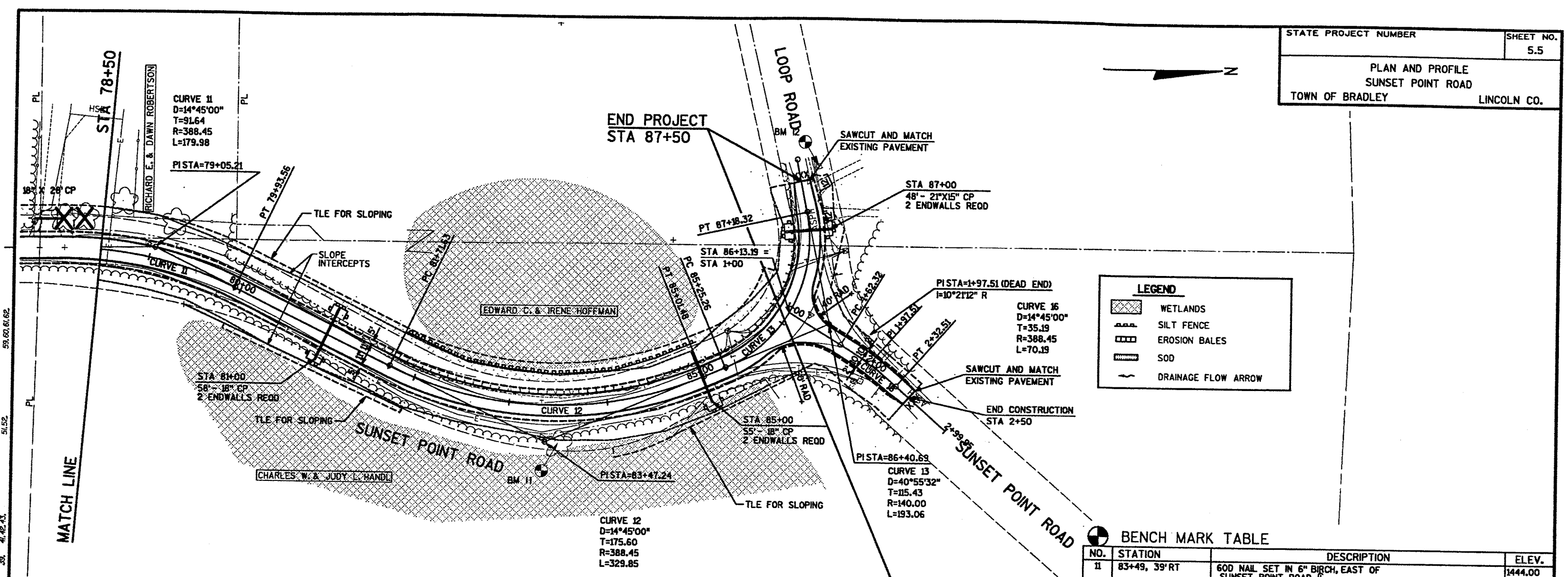
- WETLANDS
- SILT FENCE
- EROSION BALES
- SOD
- DRAINAGE FLOW ARROW

**BENCH MARK TABLE**

| NO. | STATION       | DESCRIPTION   | ELEV.   |
|-----|---------------|---|---------|
| 10  | 71+45, 27' LT | 60D NAIL SET IN 8" BIRCH, WEST OF SUNSET POINT ROAD | 1446.26 |



FILE NAME: E1174A /SHEETS /PLAN / PPOS.DGN  
 TECH/ENGR: CRK/PTB  
 PLOT DATE: 03/25/96



LEVELS ON = 01, 02, 03, 04, 05, 06, 07, 08, 09, 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

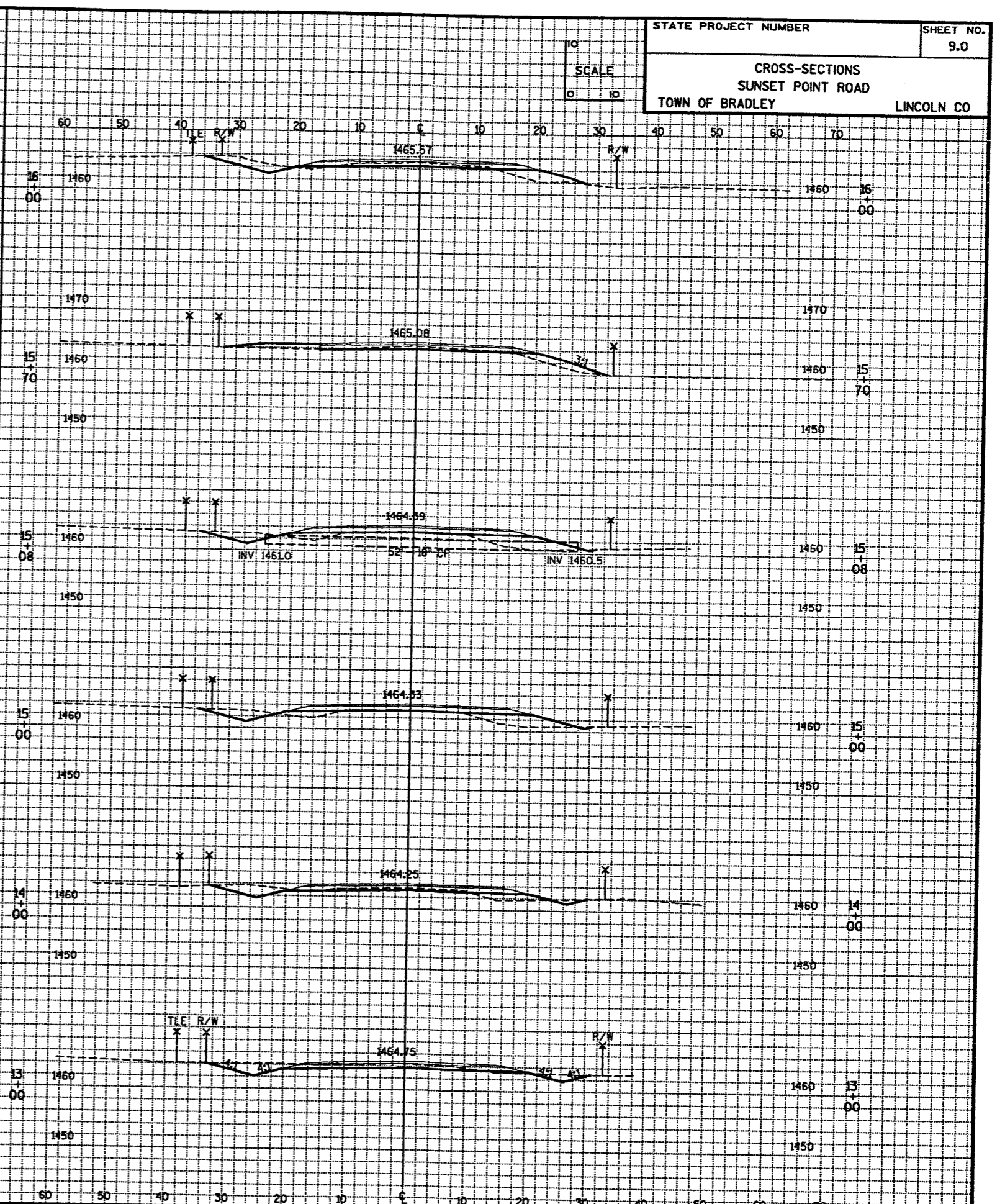
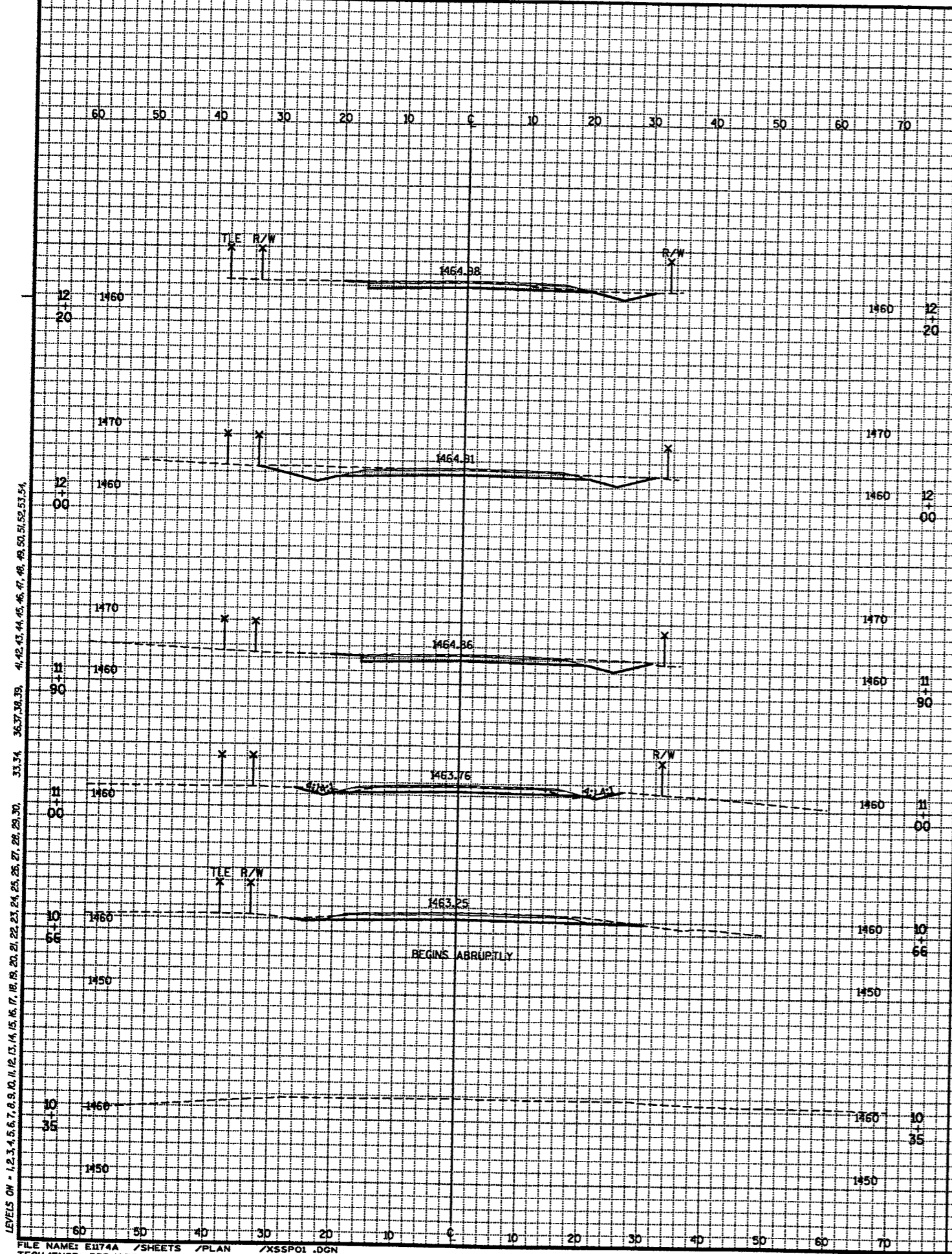
| EARTHWORK |                  |                 |                   |                  |                  |                 |
|-----------|------------------|-----------------|-------------------|------------------|------------------|-----------------|
| STATION   | CUT AREA<br>S.F. | CUT VOL<br>C.Y. | FILL AREA<br>S.F. | FILL VOL<br>C.Y. | EBS AREA<br>S.F. | EBS VOL<br>C.Y. |
| 10+66.00  | 50               | 15              | 0                 | 0                | ---              | ---             |
| 11+00.00  | 35               | 55              | 1                 | 0                | ---              | ---             |
| 12+00.00  | 68               | 192             | 0                 | 1                | ---              | ---             |
| 13+00.00  | 41               | 203             | 2                 | 5                | ---              | ---             |
| 14+00.00  | 24               | 121             | 11                | 30               | ---              | ---             |
| 15+00.00  | 14               | 70              | 31                | 101              | ---              | ---             |
| 16+00.00  | 26               | 73              | 18                | 118              | ---              | ---             |
| 17+00.00  | 16               | 77              | 5                 | 55               | ---              | ---             |
| 18+00.00  | 14               | 54              | 53                | 140              | ---              | ---             |
| 19+00.00  | 22               | 67              | 5                 | 140              | ---              | ---             |
| 20+00.00  | 33               | 103             | 4                 | 25               | ---              | ---             |
| 21+00.00  | 32               | 122             | 2                 | 16               | ---              | ---             |
| 22+00.00  | 3                | 66              | 18                | 50               | ---              | ---             |
| 23+00.00  | 6                | 17              | 21                | 95               | ---              | ---             |
| 24+00.00  | 4                | 18              | 76                | 235              | ---              | ---             |
| 25+00.00  | 2                | 11              | 76                | 367              | ---              | ---             |
| 26+00.00  | 2                | 10              | 85                | 390              | ---              | ---             |
| 27+00.00  | 3                | 10              | 76                | 393              | ---              | ---             |
| 28+00.00  | 2                | 10              | 76                | 370              | 63               | 120             |
| 28+85.00  | ---              | ---             | ---               | ---              | 62               | 195             |
| 29+00.00  | 9                | 20              | 51                | 310              | 61               | 35              |
| 30+00.00  | 22               | 58              | 51                | 245              | 61               | 230             |
| 31+00.00  | 24               | 85              | 53                | 251              | 61               | 225             |
| 31+50.00  | ---              | ---             | ---               | ---              | 61               | 115             |
| 32+00.00  | 2                | 50              | 34                | 215              | ---              | ---             |
| 33+00.00  | 1                | 6               | 65                | 244              | ---              | ---             |
| 34+00.00  | 3                | 7               | 68                | 330              | ---              | ---             |
| 35+00.00  | 8                | 20              | 16                | 208              | ---              | ---             |
| 36+00.00  | 4                | 22              | 22                | 92               | ---              | ---             |
| 37+00.00  | 11               | 27              | 56                | 190              | ---              | ---             |
| 38+00.00  | 18               | 53              | 29                | 205              | ---              | ---             |
| 39+00.00  | 9                | 51              | 46                | 185              | ---              | ---             |
| 40+00.00  | 6                | 30              | 45                | 220              | ---              | ---             |
| 41+00.00  | 4                | 17              | 32                | 190              | ---              | ---             |
| 42+00.00  | 25               | 52              | 18                | 126              | ---              | ---             |
| 43+00.00  | 45               | 130             | 3                 | 55               | ---              | ---             |
| 44+00.00  | 58               | 191             | 2                 | 15               | ---              | ---             |
| 45+00.00  | 28               | 160             | 9                 | 27               | ---              | ---             |
| 46+00.00  | 9                | 68              | 48                | 138              | ---              | ---             |
| 47+00.00  | 3                | 23              | 90                | 338              | ---              | ---             |
| 48+00.00  | 19               | 40              | 37                | 312              | 63               | 240             |
| 49+00.00  | 20               | 72              | 23                | 146              | 59               | 220             |
| 50+00.00  | 31               | 95              | 48                | 172              | 60               | 220             |
| 51+00.00  | 23               | 97              | 16                | 157              | ---              | ---             |
| 52+00.00  | 41               | 120             | 8                 | 59               | ---              | ---             |
| 53+00.00  | 24               | 121             | 9                 | 40               | ---              | ---             |
| 54+00.00  | 10               | 63              | 15                | 57               | ---              | ---             |
| 55+00.00  | 46               | 105             | 3                 | 43               | ---              | ---             |
| 56+00.00  | 0                | 87              | 36                | 94               | ---              | ---             |
| 57+00.00  | 87               | 162             | 6                 | 100              | ---              | ---             |
| 58+00.00  | 139              | 420             | 0                 | 13               | ---              | ---             |
| 59+00.00  | 61               | 370             | 1                 | 3                | ---              | ---             |
| 60+00.00  | 1                | 115             | 38                | 95               | ---              | ---             |
| 61+00.00  | 4                | 10              | 42                | 192              | ---              | ---             |
| 62+00.00  | 8                | 23              | 16                | 138              | ---              | ---             |
| 63+00.00  | 80               | 165             | 1                 | 39               | ---              | ---             |
| 64+00.00  | 144              | 415             | 0                 | 1                | ---              | ---             |
| 65+00.00  | 159              | 561             | 0                 | 0                | ---              | ---             |
| 66+00.00  | 42               | 371             | 1                 | 1                | ---              | ---             |
| 67+00.00  | 11               | 97              | 33                | 81               | ---              | ---             |
| 68+00.00  | 0                | 20              | 45                | 186              | ---              | ---             |
| 69+00.00  | 53               | 98              | 2                 | 113              | ---              | ---             |
| 70+00.00  | 91               | 266             | 0                 | 5                | ---              | ---             |
| 71+00.00  | 59               | 277             | 1                 | 4                | ---              | ---             |
| 72+00.00  | 8                | 124             | 20                | 51               | ---              | ---             |
| 73+00.00  | 15               | 43              | 17                | 88               | ---              | ---             |
| 74+00.00  | 3                | 33              | 37                | 129              | ---              | ---             |
| 75+00.00  | 5                | 14              | 40                | 185              | ---              | ---             |
| 76+00.00  | 7                | 23              | 24                | 153              | ---              | ---             |
| 77+00.00  | 66               | 135             | 1                 | 59               | ---              | ---             |
| 78+00.00  | 32               | 182             | 21                | 51               | ---              | ---             |
| 79+00.00  | 44               | 142             | 11                | 79               | ---              | ---             |
| 80+00.00  | 55               | 185             | 3                 | 34               | ---              | ---             |
| 81+00.00  | 78               | 247             | 0                 | 8                | 57               | 210             |
| 82+00.00  | 73               | 279             | 1                 | 4                | 56               | 210             |

| EARTHWORK |                  |                 |                   |                  |                  |                 |
|-----------|------------------|-----------------|-------------------|------------------|------------------|-----------------|
| STATION   | CUT AREA<br>S.F. | CUT VOL<br>C.Y. | FILL AREA<br>S.F. | FILL VOL<br>C.Y. | EBS AREA<br>S.F. | EBS VOL<br>C.Y. |
| 83+00.00  | 1                | 137             | 54                | 129              | 59               | 220             |
| 84+00.00  | 25               | 51              | 23                | 179              | 60               | 230             |
| 85+00.00  | 36               | 114             | 17                | 95               | 57               | 220             |
| 85+50.00  | ---              | ---             | ---               | ---              | 57               | 110             |
| 86+00.00  | 90               | 232             | 0                 | 40               | ---              | ---             |
| 87+00.00  | 109              | 380             | 0                 | 0                | ---              | ---             |
| 87+50.00  | 95               | 195             | 0                 | 0                | ---              | ---             |
| TOTALS    | ---              | 9050            | ---               | 9450             | ---              | 2800            |

| STATION | CUT AREA<br>S.F. | CUT VOL<br>C.Y. | FILL AREA<br>S.F. | FILL VOL<br>C.Y. |
|---------|------------------|-----------------|-------------------|------------------|
| 1+11.00 | 121              | 30              | 0                 | 0                |
| 1+50.00 | 62               | 135             | 0                 | 0                |
| 1+62.32 | 49               | 25              | 0                 | 0                |
| 2+00.00 | 17               | 50              | 0                 | 0                |
| 3+23.51 | 51               | 45              | 0                 | 0                |
| 2+50.00 | 56               | 40              | 0                 | 0                |
| 2+70.00 | 0                | 25              | 0                 | 0                |
| TOTALS  | ---              | 350             | ---               | 0                |

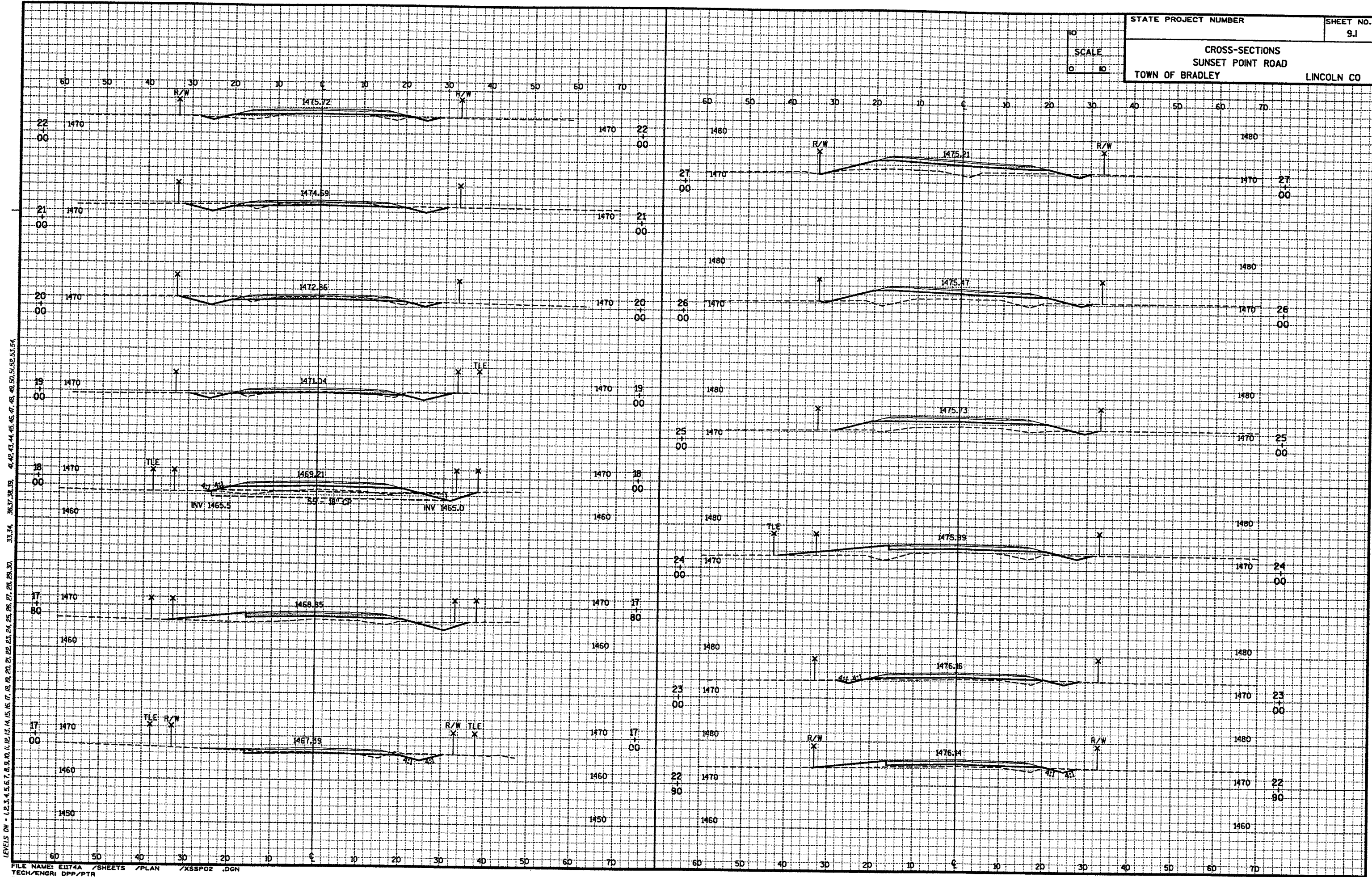
| EARTHWORK                     |                  |                 |                   |                  |
|-------------------------------|------------------|-----------------|-------------------|------------------|
| WETLAND MITIGATION<br>STATION | CUT AREA<br>S.F. | CUT VOL<br>C.Y. | FILL AREA<br>S.F. | FILL VOL<br>C.Y. |
| 28'W'+00.00                   | 86               | 85              | 0                 | 0                |
| 28'W'+50.00                   | 96               | 175             | 0                 | 0                |
| 29'W'+00.00                   | 100              | 185             | 0                 | 0                |
| 29'W'+50.00                   | 99               | 190             | 0                 | 0                |
| 30'W'+00.00                   | 85               | 180             | 0                 | 0                |
| 30'W'+50.00                   | 77               | 155             | 0                 | 0                |
| 31'W'+00.00                   | 67               | 135             | 0                 | 0                |
| 31'W'+50.00                   | 65               | 130             | 0                 | 0                |
| 32'W'+00.00                   | 0                | 65              | 0                 | 0                |
| TOTALS                        | ---              | 1300            | ---               | 0                |

1" = 10'  
SCALE



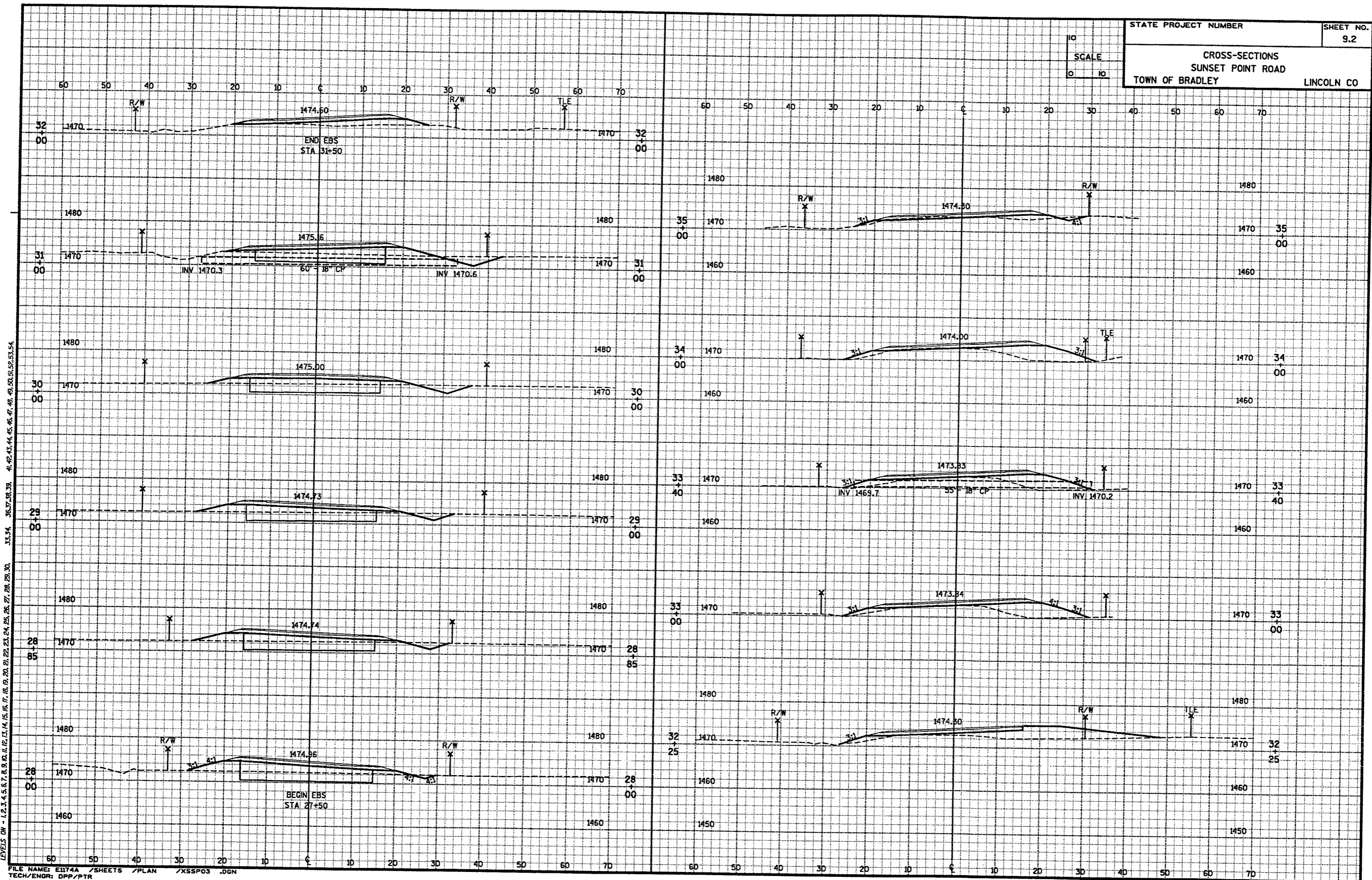
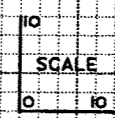
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NO  
SCALE  
0 10

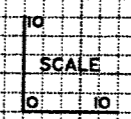


LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,34,35,37,38,39,41,42,43,44,45,46,47,48,49,50,51,52,53,54

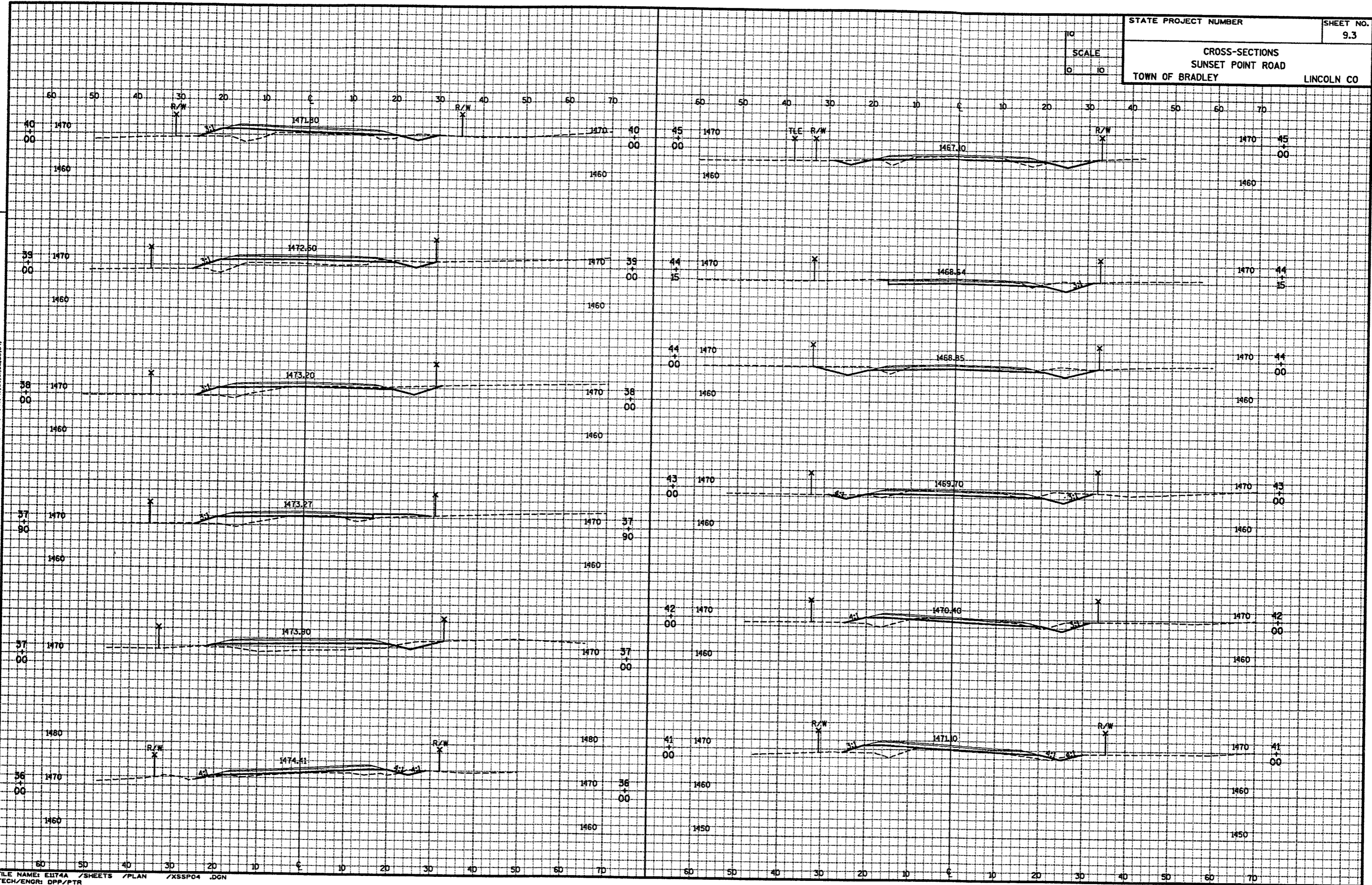
FILE NAME: E0174A /SHEETS /PLAN /XSSP02 .DCN  
TECH/ENGR: DPP/PTR  
PLOT DATE: 03/25/96

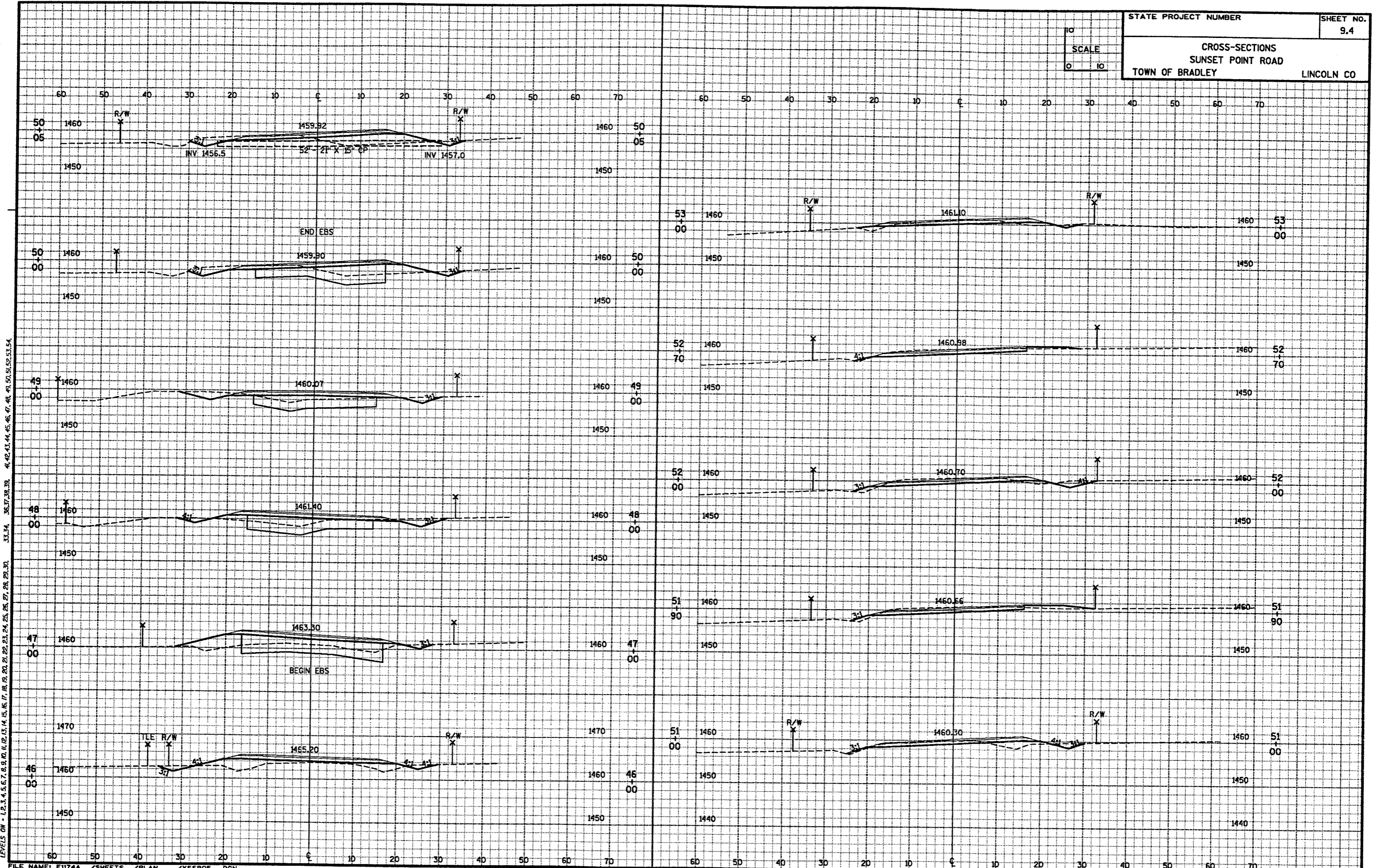
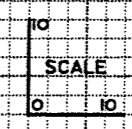


LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54



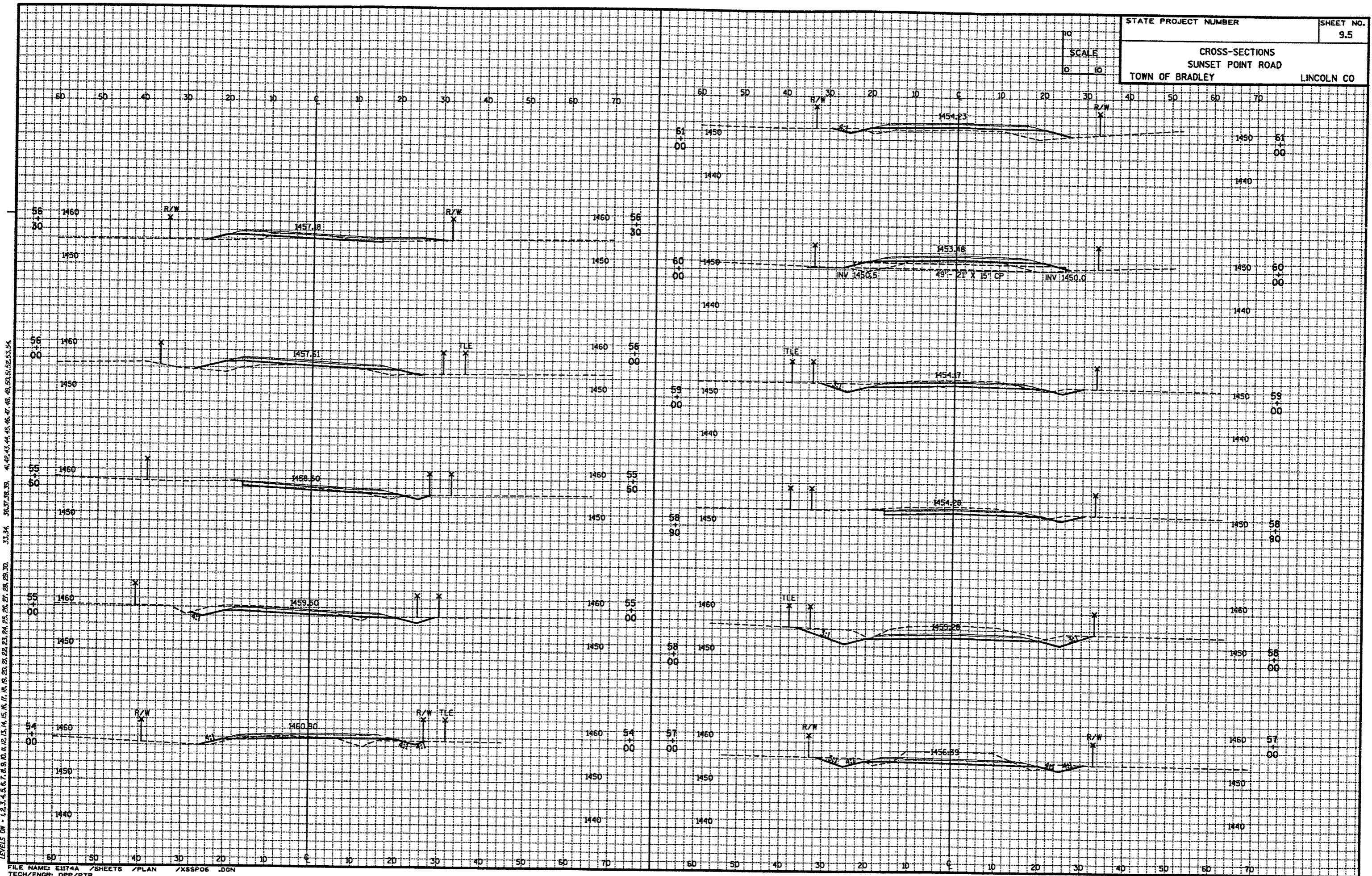
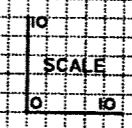
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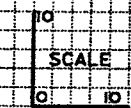


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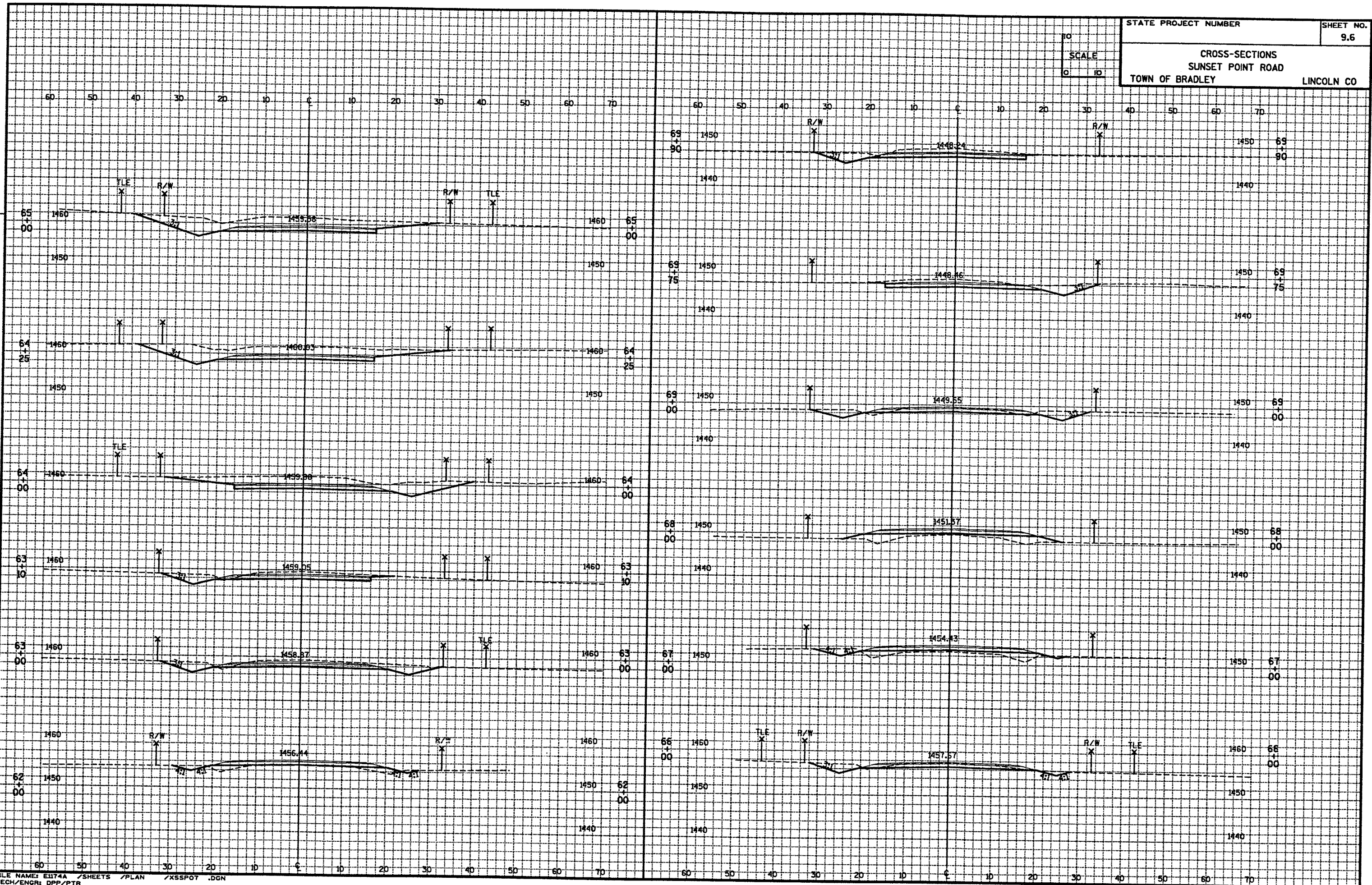




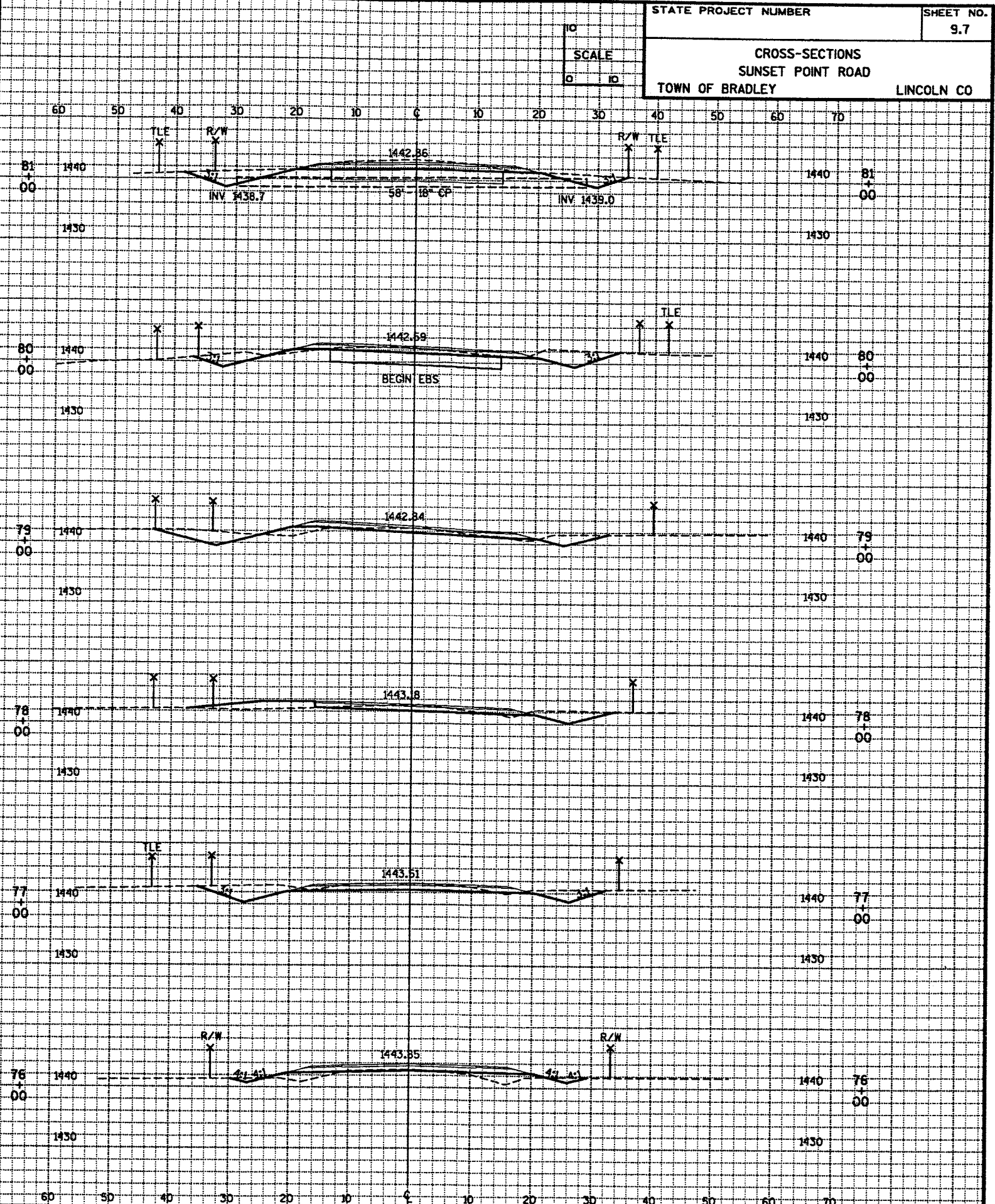
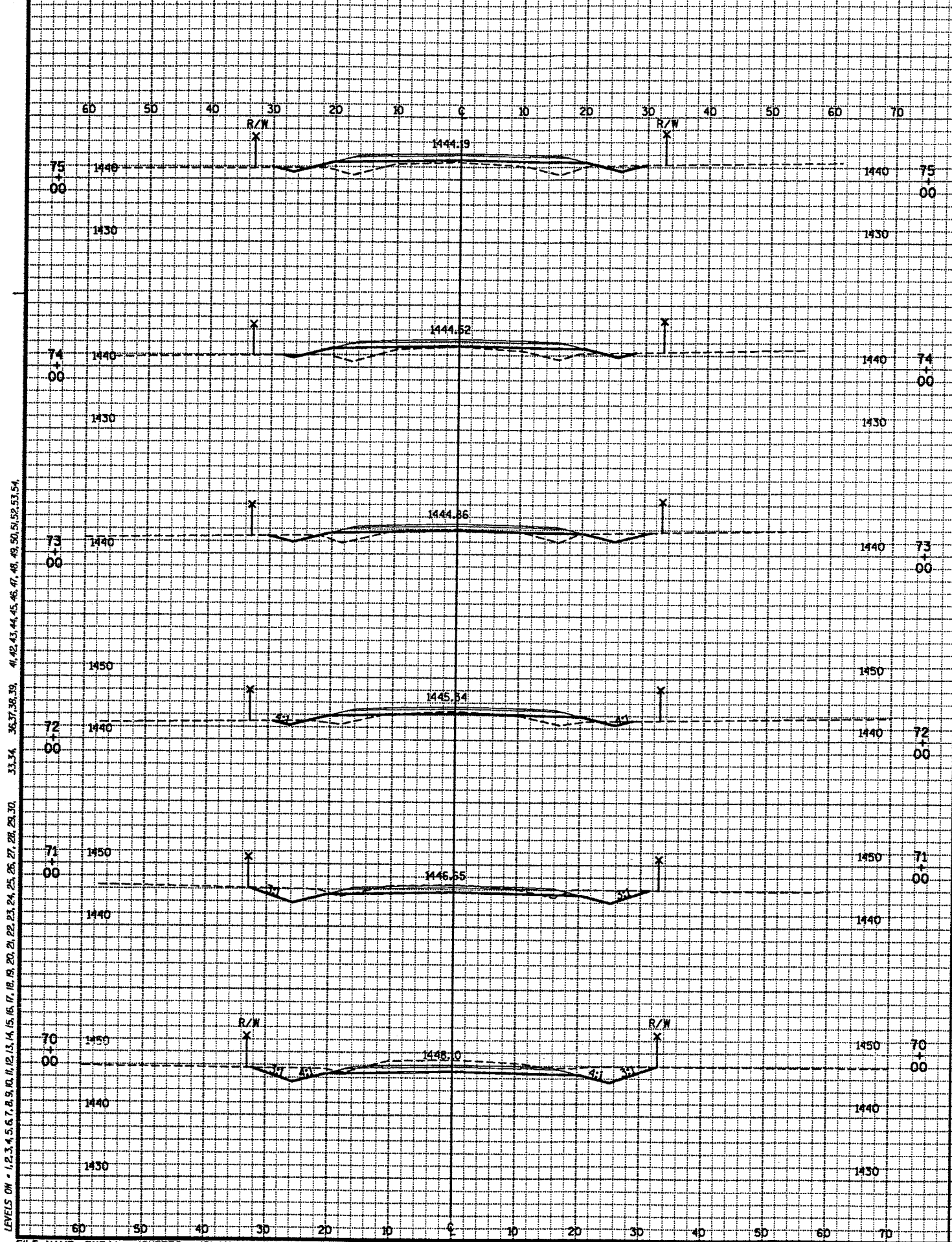
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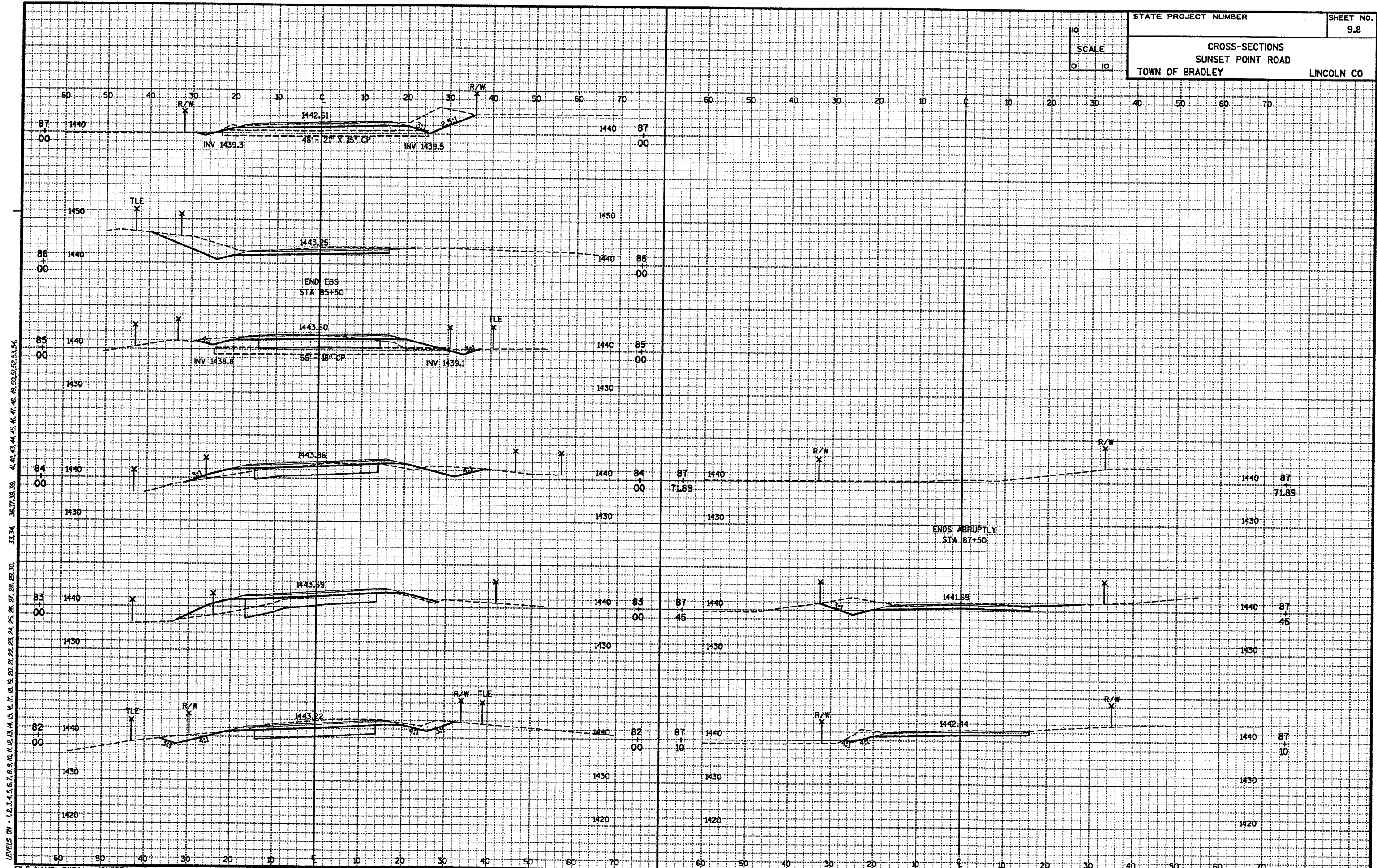
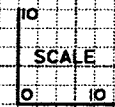
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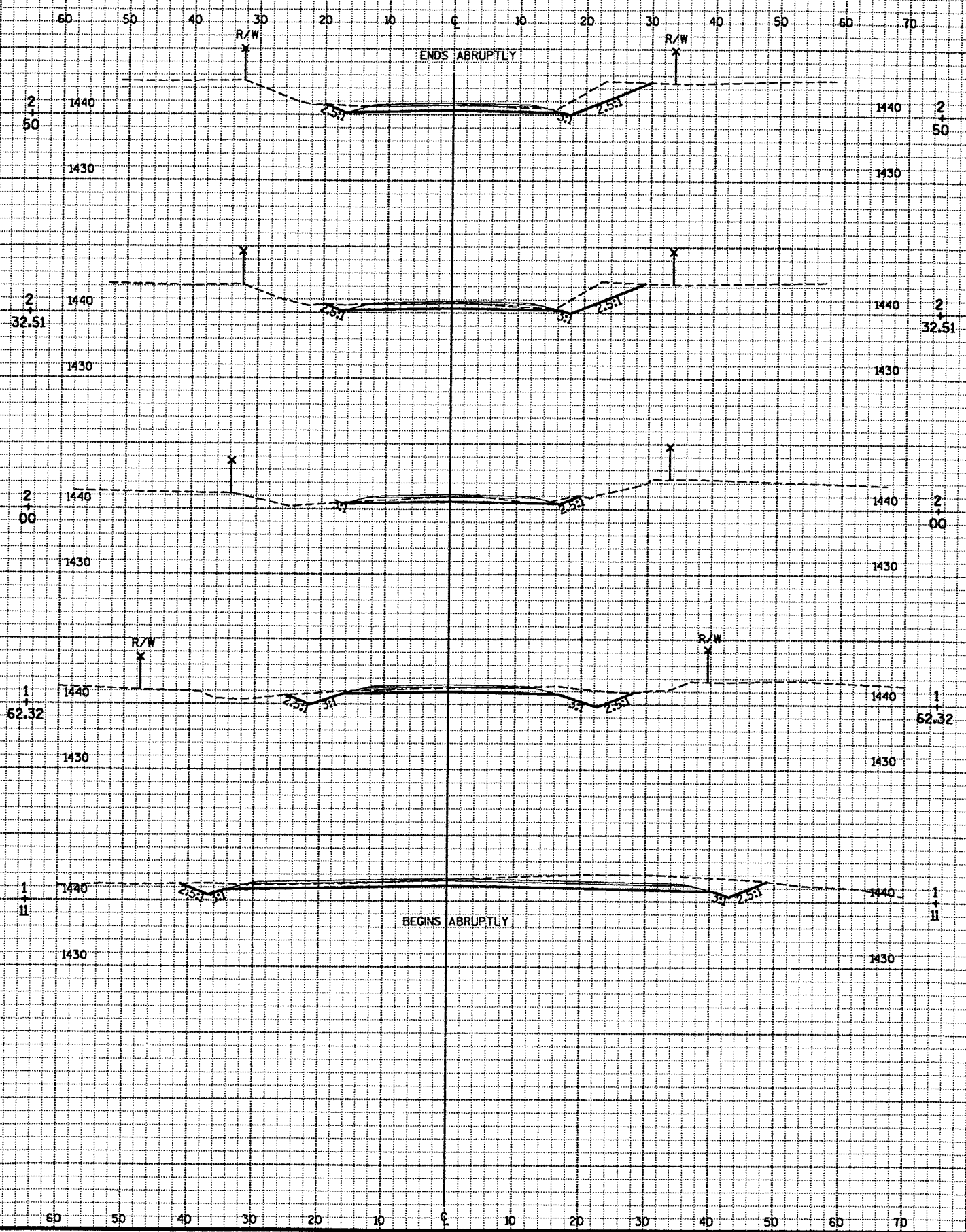
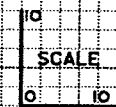
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 SCALE  
 0' 10'



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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

SCALE  
0 10

LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,33,34,36,37,38,39,41,42,43,44,45,46,47,48,49,50,51,52,53,54

