

SECTION AND DETAILS

- ESTIMATE OF QUANTITIES
- MISCELLANEOUS QUANTITIES
- 7-12 RIGHT OF WAY PLAT
- 3-51 PLAN AND PROFILE STA. 0+00 TO STA. 481+00
- 32-33 STANDARD DETAILS
- 33-41 DRAINAGE STRUCTURES
- 42-175 CROSS SECTIONS



STATE OF WISCONSIN STATE HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED SOUTH COUNTY LINE - BOSINEE ROAD MARATHON COUNTY PROJECT F 05-3 (32)

U.S.H. 51

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



END OF PROJECT F 05-3 (32)
STATION 481+00
STA 784-42 DIV JOB NO 4576 RAD 448A
1542' WEST AND 1255' SOUTH OF THE
N.E. COR. SEC. 21 T21N R22E
STATION 478+01.95
STATION 71444 F.A.R. 448A

EXCEPTION TO NET CENTERLINE LENGTH
SYN. 87+63.0 TO STA 04+98.5

REVISIONS OF PROJECT F 05-3 (32)
STATION 0+00 = STA 0+00 E.A.P. 33
STA 24+60 F.A.R. 4482 SEC. 5
SEC. 501 AND 590 NORTH
N.E. COR. SEC. 34 T21N R22E

CONVENTIONAL SIGNS

CULVERTS IN PLACE	CULVERTS REQUIRED
DROP INLET	
POWER POLE	
TELEPHONE OR TELEGRAPH POLE	
RIGHT OF WAY MARKERS	
REFERENCE STAKE FOR HUBS ONLY	
WATER	
FRESH	
ROAD BOUNDARY	
STATE BOUNDARY	

LAYOUT

SCALE 1 INCH = 1 MILE

TOTAL NET LENGTH OF CENTERLINE - 6.025

STATION AND SECTION	STATION	SECTION	STATION	SECTION	STATION	SECTION
32.1	5.3		11.32	WIS.	4	17

MEAD AND HUNT INC.
CONSULTING ENGINEERS
MADISON, WISCONSIN

STATE HIGHWAY
COMMISSION OF WISCONSIN
MADISON, WISCONSIN

DESIGNED BY MEAD & HUNT
CHECKED BY M. J. HUNT
DISTRICT ENGINEER

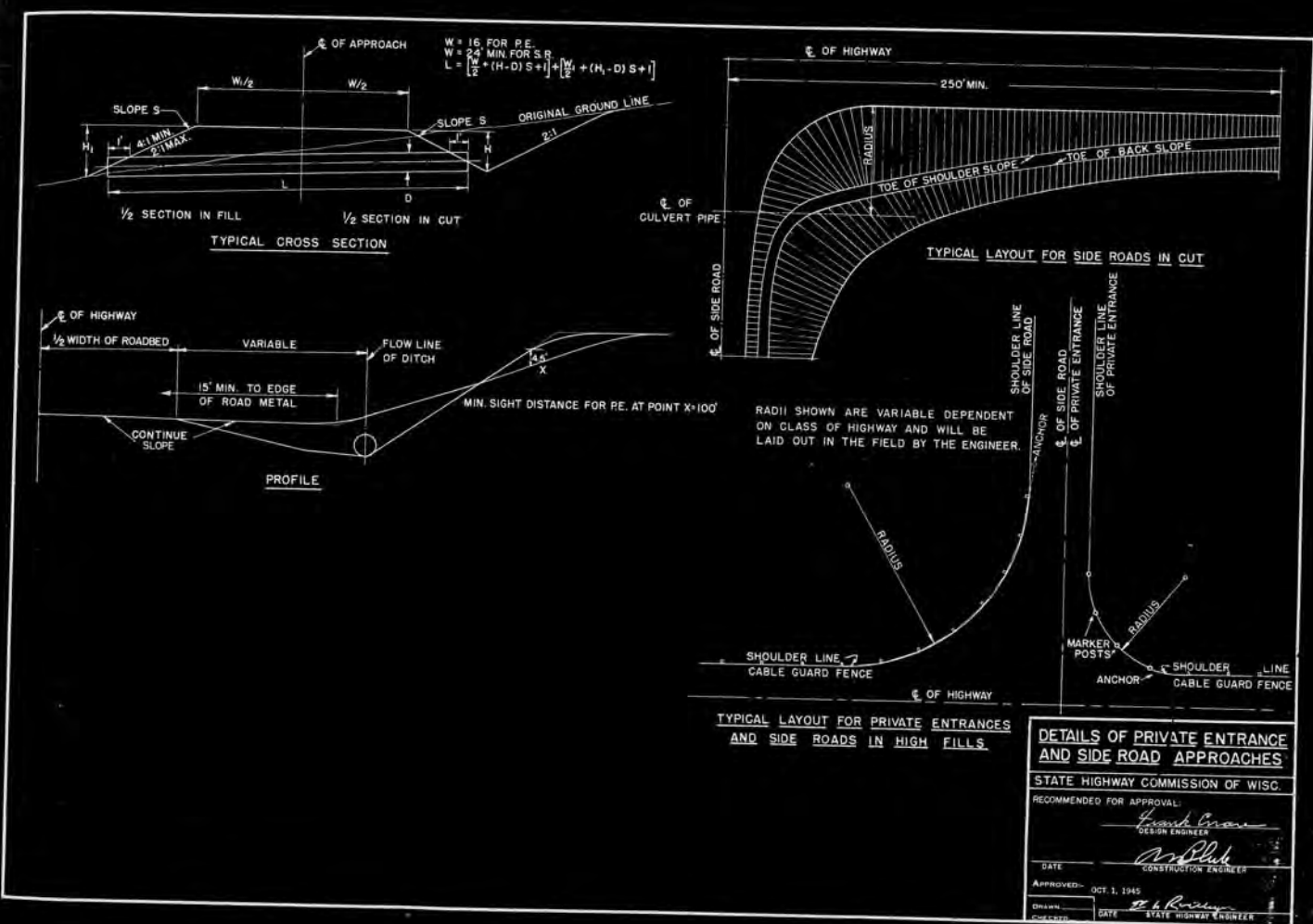
DATE 10/2/50
APPROVED
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL
DATE 11/1/50
APPROVED
STATE HIGHWAY ENGINEER

DATE 11/1/50
APPROVED
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED



NOTE: SHRINKAGE VARIES FROM 0 TO 33%

APPLICABLE STANDARD DETAIL DRAWINGS

DETAIL PLATE NO.

B SR APPROACH 1-3-1.1

ITERATING OLD ROAD 1-4-1.1

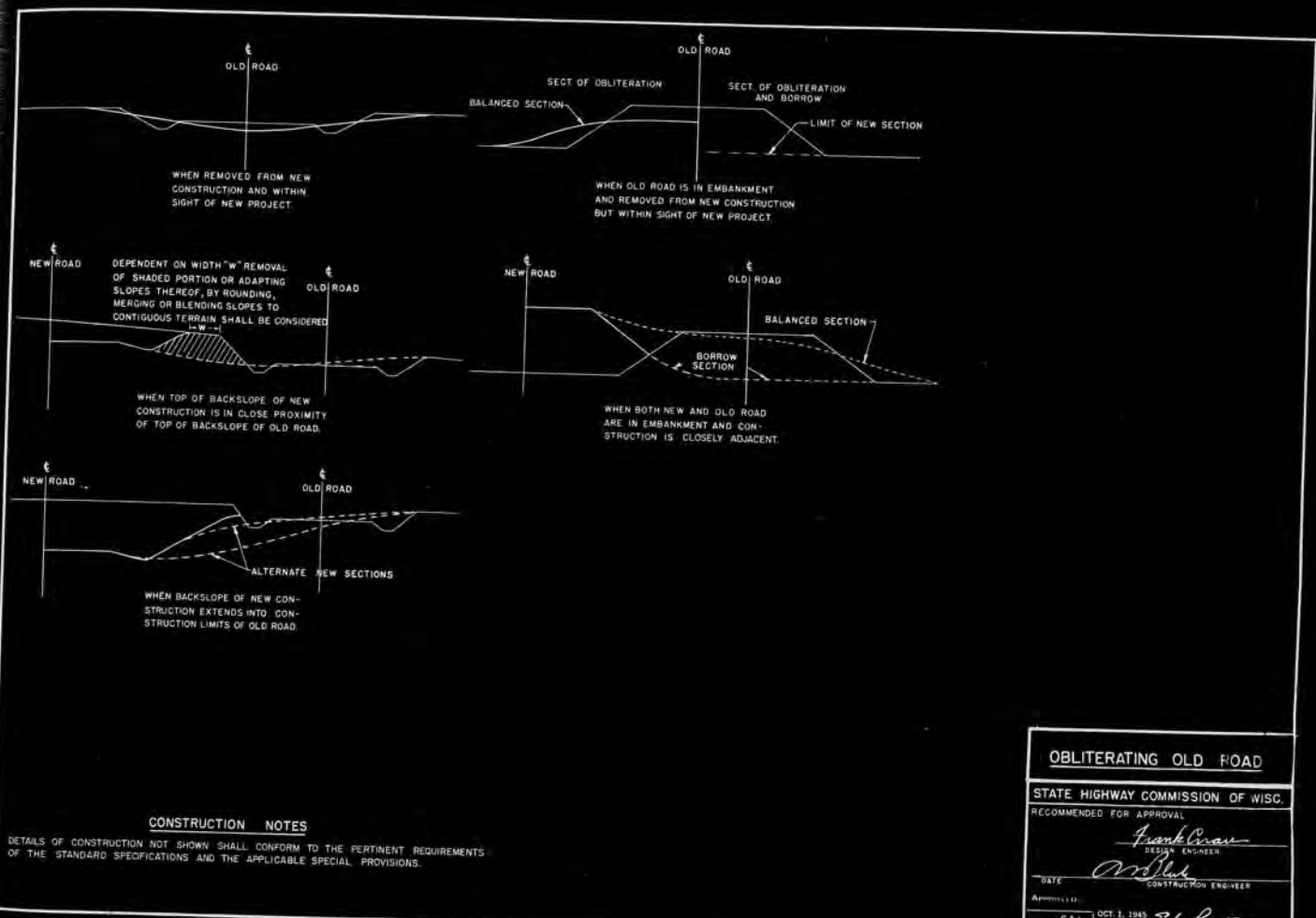
VERT END WALLS (RIP-RAP)	6-2-4.1
R METAL PIPE CATTLE PASS	6-5-1-4
WE CONC CULVERT PIPE CATTLE PASS	6-6-1-1
WIKER POSTS	7-1-3-2
55 "B" STEEL PLATE BEAM GUARD	7-2-4-1
STRUCTION BARRICADE	7-4-1-2
BACK SLOPE FLUME	8-2-1-1
AVATION B BACKFILL FOR PIPE CULVERTS	12-2-1-1
RAP AT SIDE ROAD CULVERTS	5-2-5-1
S	5-3-5-1
COVERS	5-3-6-1
DITCH, GRADED RUBBLE PAVING	8-3-1-1

LEGEND

	BITUMINOUS CONCRETE PAVEMENT
	P.C. CONCRETE PAVEMENT
	DISINTEGRATED GRANITE BASE COURSE
	SAND GRAVEL FILL
	5" DEPTH SALVAGED TOP SOIL
	SODDING

TYPICAL CROSS SECTIONS
FOR
MAIN LINE SIDE ROADS
S.T.H. 34

PROFILE
P.E'S & S.R'S IN FILL



CONSTRUCTION NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

OBLITERATING OLD ROAD

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL

Frank C. Brown
DESIGN ENGINEER

W. L. Miller
CONSTRUCTION ENGINEER

DATE

APPROVED:

OCT. 3, 1945
C. L. R. *C. L. R.*
SAY. STATE HIGHWAY ENGINEER



NOTE: SHRINKAGE VARIES FROM 0 TO 33%.

PLICABLE STANDARD DETAIL DRAWINGS

DETAIL PLATE NO.

B SR APPROACH 1-3.1

LITERATING OLD ROAD 1-4.1

VERT. END WALLS (RIP-RAP)	5-2.4.1
IR. METAL PIPE CATTLE PASS	6-5.1.4
NR CONC. CULVERT PIPE CATTLE PASS	6-6.1.1
W. POSTS	7-1.3.2
SS "B" STEEL PLATE BEAM GUARD	7-2.4.1
STRUCTION BARRICADE	7-4.1.2
BACK SLOPE FLUME	8-2.1.1
AVATION B. BACKFILL FOR PIPE CULVERTS	1-2.1.1
HAP AT SIDE ROAD CULVERTS	5-2.5.1
COVERS	5-3.5.1
DITCH, GROUTED RUBBLE PAVING	5-3.6.1
	5-3.1.1

LEGEND

- BITUMINOUS CONCRETE PAVEMENT
- P.C. CONCRETE PAVEMENT
- DISINTEGRATED GRANITE BASE COURSE
- SAND GRAVEL FILL
- 3" DEPTH SALVAGED TOP SOIL
- SODDING

TYPICAL CROSS SECTIONS FOR

MAIN LINE SIDE ROADS

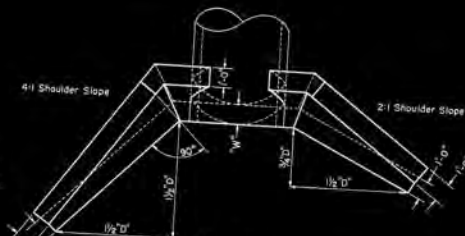
S.T.H. 34

PROFILE
PE'S & SR'S IN FILL

1-4.1.1



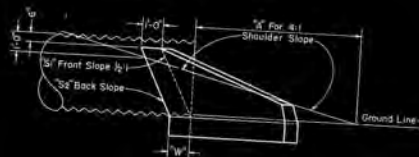
END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



PLAN VIEW
FOR ALL TYPES OF PIPE STRUCTURES



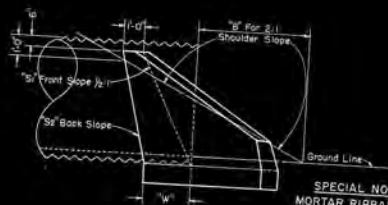
END ELEVATION
SHOWING CORRUGATED METAL PIPE ARCH



SIDE ELEVATION



END ELEVATION
SHOWING CORRUGATED METAL PIPE CATTLE PASS



SIDE ELEVATION

SPECIAL NOTES

MORTAR RIPRAP

The stone for Mortar Riprap shall be furnished and placed in accordance with the Standard Specifications, Section 2512.

The mortar work and materials for Mortar Riprap shall be performed and furnished in accordance with the Standard Specifications, Section 2409 for Mortar Rubble Masonry.

Mortar Riprap shall be measured and paid for in accordance with the Standard Specifications, Sections 2409.04 & 2409.05.

BID ITEMS

145 2409-2 Mortar Rubble Masonry

145 2409-1 Riprap

No. 2512-4 Mortar Riprap

CIRCULAR PIPE	Cu Yds Mortar Rubble Masonry, Riprap or Mortar Riprap per Endwall	"A" (Feet)	"B" (Feet)	Front Slope "S ₁ "	Back Slope "S ₂ "	Width of Footing at "W" (Feet)
Size of Pipe	4:1 Slope	2:1 Slope	4:1 Slope	2:1 Slope		
24"	RCCP 1.2	1.0	3.4	0.8	1/2-1	1.0
	CMCP 1.0	0.8	2.8	0.6	"	"
30"	RCCP 1.5	1.3	5.1	1.5	"	"
	CMCP 1.3	1.0	4.6	1.3	"	"
36"	RCCP 2.0	1.8	6.9	2.3	"	"
	CMCP 1.7	1.5	6.3	2.1	"	"
42"	RCCP 2.6	2.1	8.9	3.1	"	"
	CMCP 2.2	1.7	8.1	2.9	"	"
48"	RCCP 3.2	2.6	10.7	3.9	"	"
	CMCP 2.8	2.2	9.8	3.6	"	"
60"	RCCP 8.4	6.9	14.5	5.5	1/4-1	2.38
	CMCP 6.9	5.9	13.3	5.2	"	2.20
72"	RCCP 12.4	9.9	18.3	7.1	"	2.68
	CMCP 10.0	8.0	16.8	6.2	"	2.40

PIPE ARCH

CMCP	1:1	0.8	1:1	0.5	1/2-1	1:1	1:1
36"x22"	1.3	1.0	2.2	0.5	"	"	"
45"x27"	1.7	1.2	3.7	1.0	"	"	"
50"x31"	1.9	1.4	4.9	1.5	"	"	"
58"x36"	2.1	1.7	6.3	2.1	"	"	"
65"x40"	2.3	2.0	7.5	2.6	"	"	"
72"x44"	2.9	2.4	8.6	3.1	"	"	"

CATTLE PASS

CMCP	9.3	7.5	15.2	5.8	1/2-1	2.37
48"x10"						
72" RCCP	12.4	9.9	18.3	7.1	"	2.68

GENERAL NOTES

Details of construction not shown in this drawing shall conform to the pertinent requirements of the Standard Specifications, Sections 2409, 2512 and 4106 and the applicable Special Provisions.

CONCRETE MASONRY SUBSTITUTE

All items shown hereon may be constructed of Class 2" concrete in which case all sizes and dimensions shown shall obtain. Concrete masonry substitute work shall conform to the pertinent requirements of the Standard Specifications, Section 2409.

MORTAR RUBBLE MASONRY RIPRAP OR MORTAR RIPRAP FOR CULVERT & CATTLE PASS ENDWALLS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE: 12-21-52

APPROVED:

DATE: 1/1/53

DATE:

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NOTE: SHRINKAGE VARIES FROM 0 TO 33%

PLICABLE STANDARD DETAIL DRAWINGS

DETAIL: PLATE NO. 1-3-1-1
B.S.R. APPROACH: 1-4-1-1
LITERATING OLD ROAD: 1-4-1-1

VERT. END WALLS (RIP-RAP) 6-2-4-1
R.L. METAL PIPE CATTLE PASS 6-5-1-4
M.F. CONC. CULVERT PIPE CATTLE PASS 6-6-1-1
RIPER POSTS 7-1-3-2
SS "B" STEEL PLATE BEAM GUARD 7-2-4-1
STRUCTION BARRICADE 7-4-1-2
BACK SLOPE FLUME 8-2-1-1
AVATION & BACKFILL FOR PIPE CULVERTS 1-2-1-1
HAP AT SIDE ROAD CULVERTS 6-2-5-1
COVERS 5-3-5-1
5-3-6-1
5-3-7-1
1 DITCH, GRADED RUBBLE PAVING

LEGEND

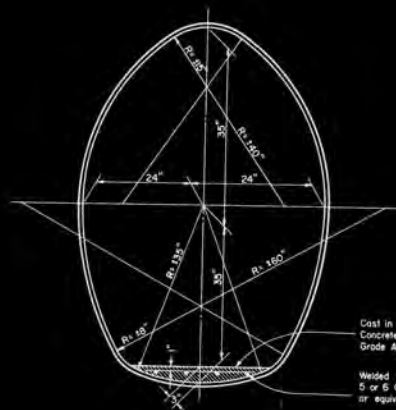
- BITUMINOUS CONCRETE PAVEMENT
- R.C. CONCRETE PAVEMENT
- DISINTEGRATED GRANITE BASE COURSE
- SAND/ GRAVEL FILL
- 3" DEPTH SALVAGED TOP SOIL
- BODDING

TYPICAL CROSS SECTIONS FOR

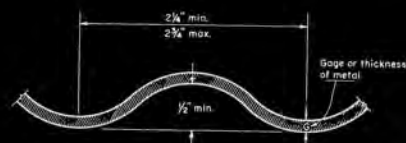
MAIN LINE SIDE ROADS

S.T.H. 34

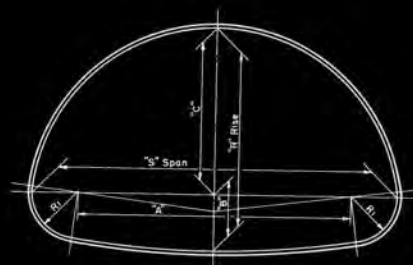
PROFILE
P.E.'S & S.R.'S IN FILL



CORRUGATED METAL PIPE CATTLE PASS
(10 Gauge Metal)



DETAIL OF METAL CORRUGATIONS



CORRUGATED METAL PIPE ARCH
(Riveted)

TABLE OF DIMENSIONS

CORRUGATED METAL PIPE ARCH										Round Pipe of Approx. Equal Periphery	
Gauge (Min. Acceptable)	"g" Span Inches	"h" Rise Inches	"a" Inches	"b" Inches	"c" Inches	"d" Inches	R/S	Area Sq. Ft.	Area Sq. Ft.	Area Sq. Ft.	Diam. Inches
16	18	11	10	4 1/4	6 1/2	3 1/2	.61	1.1	1.23	1.23	16
16	22	13	14	4 1/4	8 1/4	4	.59	1.6	1.77	1.77	18
16	26	16	17	5 1/4	10 1/4	4	.64	2.2	2.41	2.41	21
14	29	18	20	5 1/4	12 1/4	4 1/4	.62	2.8	3.14	3.14	24
14	36	22	26	6 1/4	15 1/4	5	.61	4.4	4.91	4.91	30
12	43	27	32	7	20	5 1/2	.63	6.4	7.07	7.07	36
12	50	31	38	8	23	6	.62	8.7	9.62	9.62	42
12	58	36	44	9 1/4	26 1/4	7	.62	11.4	12.57	12.57	48
12	65	40	49	10 1/4	29 1/4	8	.62	14.3	15.90	15.90	54
10	72	44	54	11 1/4	32 1/4	9	.61	17.6	19.64	19.64	60

NOTE: All Dimensions measured from inside crease of corrugations.

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Sections 2411 and 4116 and the applicable Special Provisions.

TOLERANCES

Tolerance from the dimensions detailing size and shape will be permissible providing equivalent capacity and strength are attained.

EMBANKMENT - Minimum for Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be "5"/10 or 9" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be "5"/14 or a minimum of 3" cushion between pipe and pavement.

EMBANKMENT - Maximum for Culverts

The maximum depth of embankment shall be 10 feet (finished construction).

Adequate cover protection for all Cattle Passes and Pipe Arches shall be provided at all times during construction operations to preclude any damage to structures.

BID ITEMS

No. 2411-51 Corr. Metal Pipe Arch (Size)

No. 2411-52 Corr. Metal Pipe Cattle Pass (48"x70")

CORRUGATED METAL PIPE CATTLE PASS & PIPE ARCH

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

5/5/55

DATE

APPROVED:

5/5/55

DATE

J. J. Pelt
CHIEF OF DESIGN

E. C. R. R. R.
STATE HIGHWAY ENGINEER

PLATE NO. 6-5.1.4



NOTE: SHRINKAGE VARIES FROM 0 TO 33%

PLICABLE STANDARD DETAIL DRAWINGS

DETAIL PLATE NO.
B SR APPROACH 1 - 3-1-1
LITERATING OLD ROAD 1 - 4-1-1

VERT. END WALLS (RIP-RAP) 6 - 2-4-1
IR. METAL PIPE CATTLE PASS 5 - 5-1-4
WF CONC. CULVERT PIPE CATTLE PASS 5 - 5-1-1
RIPR POSTS 7 - 1-3-2
SS "B" STEEL PLATE BEAM GUARD 7 - 2-4-1
STRUCTION BARRIAGE 7 - 4-1-2
BACK SLOPE FLUME 8 - 2-1-1
AVATION B BACKFILL FOR PIPE CULVERTS 1 - 2-1-1
RAP AT SIDE ROAD CULVERTS 5 - 2-5-1
COVERS 5 - 3-5-1
DITCH, GROUTED RUBBLE PAVING 5 - 5-1-1

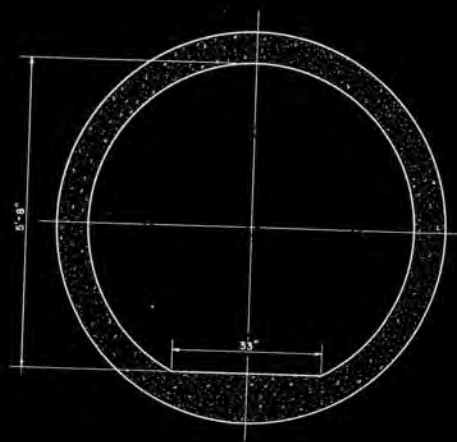
LEGEND

- BITUMINOUS CONCRETE PAVEMENT
- P.C. CONCRETE PAVEMENT
- DISINTEGRATED GRANITE BASE COURSE
- SAND GRAVEL FILL
- 3" DEPTH SALVAGED TOP SOIL
- SODDING

TYPICAL CROSS SECTIONS FOR

MAIN LINE SIDE ROADS
S.T.H. 34

PROFILE
PE'S & SR'S IN FILL



TYPICAL SECTION

GENERAL NOTES

DETAILS RELATIVE TO THIS ITEM SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, SECTIONS 2411 & 4115, AND THE APPLICABLE SPECIAL PROVISIONS.

REINFORCED CONCRETE CULVERT
PIPE CATTLE PASS 72"

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE 3/2/52 *A. J. Blahut*
CONSTRUCTION ENGINEER

APPROVED:

DATE 3/1/52 *E. C. Peterson*
STATE HIGHWAY ENGINEER

DRAWN LJD
CHECKED

6-6.1.1

DOM RIPRAP REQUIRED
124+10 TO STA. 130+32

NORMAL POND
ELEV. 1115.0'

BED LAKE DUBBY
ELEV. VAR.

NOTE: SHRINKAGE VARIES FROM 0 TO 33%

APPLICABLE STANDARD DETAIL DRAWINGS

DETAIL	PLATE NO.
SR APPROACH	1-3-11
LITERATING OLD ROAD	1-4-11

VERT END WALLS (RIP-RAP)	6-2-4-1
IR. METAL PIPE CATTLE PASS	6-5-1-4
CONC. CULVERT PIPE CATTLE PASS	6-6-1-1
WIPER POSTS	7-1-3-2
55" B" STEEL PLATE BEAM GUARD	7-2-4-1
STRUCTION BARRICADE	7-4-1-2
BACK SLOPE FLUME	8-2-1-1
AVATION & BACKFILL FOR PIPE CULVERTS	1-2-1-1
WRAP AT SIDE ROAD CULVERTS	6-2-5-1
COVERS	3-3-5-1
DITCH, GROUTED RUBBLE PAVING	3-3-6-1
	3-3-1-1

LEGEND

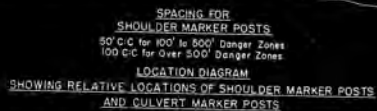
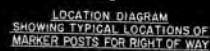
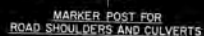
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[Pattern]	P.C. CONCRETE PAVEMENT
[Pattern]	DISINTEGRATED GRANITE BASE COURSE
[Pattern]	SAND GRAVEL FILL
[Pattern]	3" DEPTH SALVAGED TOP SOIL
[Pattern]	SOODING

TYPICAL CROSS SECTIONS
FOR

MAIN LINE SIDE ROADS

S.T.H. 34

PROFILE
PE'S & SR'S IN FILL



MARKER POSTS FOR ROAD SHOULDERS AND CULVERTS

Details of Construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications Sections 2523, 4124 and 4125 and the applicable Special Provisions.

All posts for Road Shoulder Markers, Culvert Markers and Right of Way Markers are identical except for Painting and Reflector Units. All Posts shall be round and untreated and shall be either Northern White Cedar, Southern Yellow Pine, Norway Pine, White Pine or Jack Pine.

MARKER POSTS FOR RIGHT OF WAY

Right of Way Markers shall be erected in advance of Grading Operations. Posts may be shaped and painted prior to erection. Any damaged areas occurring to paint surface during erection or other subsequent operations must be repainted prior to acceptance.

Posts shall be placed at the outer limits of the Highway Right of Way, but entirely within the Right of Way, and shall be so placed that the outer edge of the posts shall be tangent to the Right of Way line or lines extended. The exact location of all Right of Way Posts shall be marked in the field by the Engineer.

Reflector Units for Right of Way Markers shall be placed on the posts at the

REFLECTOR UNITS

REFLECTOR UNITS
Reflector Units shall have plastic crystal lens 7/8" in diameter. Unit assembly shall be a minimum of 7/8" in length. Reflector Units shall be furnished with flared expanding metal clips for wood mounting. Units shall be mounted in tightest fit possible and securely stowed in posts. Reflector Units shall be installed in Road Shoulder Marker Posts only.

BID ITEMS

No 2523-3	Marker Posts	Each
No 2523-4	Marker Posts for Right of Way	Each

MARKER POSTS B
MARKER POSTS FOR RIGHT OF WAY

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

4/6/54
DATE

APPROVED: *[Signature]* *[Signature]*

PLATE NO 7-132

NOTE: SHRINKAGE VARIES FROM 0 TO 33%

APPLICABLE STANDARD DETAIL DRAWINGS

DETAIL PLATE NO.

B S.R. APPROACH	1-3-1
LITERATING OLD ROAD	1-4-1

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

VERT END WALLS (RIP-RAP)

IR. METAL PIPE CATTLE PASS	6 - 2'4.1
NF. CONC GULVERT PIPE CATTLE PASS	6 - 5'1.4

IKER POSTS	6 - 6-1/1
55 "B" STEEL PLATE BEAM GUARD	7 - 1-3/2
	3 - 2-1/2

INSTRUCTION BARRICADE	7-2-4-1
BACK SLOPE FLUME	7-4-1-2
	8-2-1-1

4. VATION & BACKFILL FOR PIPE CULVERTS
HAP AT SIDE ROAD CULVERTS

S	5-2-5-1
COVERS	5-3-5-1

1	DITCH, GROUTED RUBBLE PAVING	5-36.1
2		8-3.11

1. *Journal of the American Medical Association*, 1997; 277: 1033-1037.

LEGEND

☐ BITUMINOUS CONCRETE PAVEMENT

AC CONCRETE PAVEMENT

 DISINTEGRATED GRANITE BASE COURSE

 SAND GRAVEL FILL

5" DEPTH SALVAGED TOP SOIL

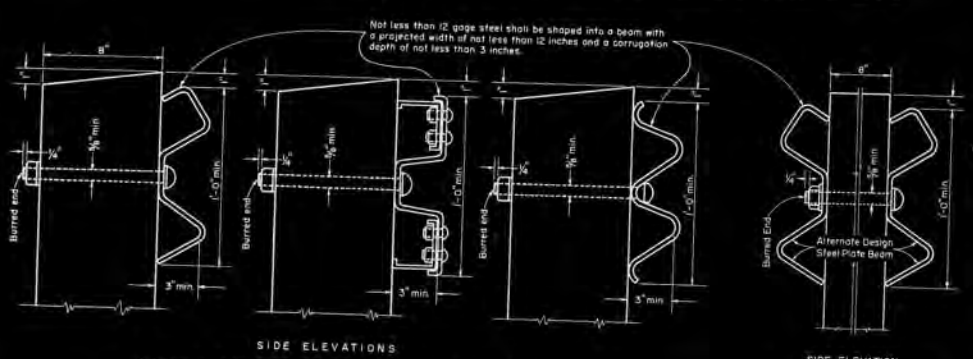
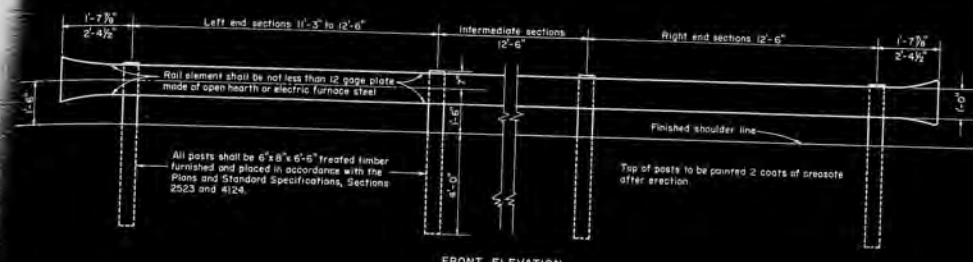
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TYPICAL CROSS SECTIONS
FOR

MAIN LINE SIDE ROADS

S. T. H. 34

PROFILE
P.E'S & S.R'S IN FILL



ALTERNATE DESIGNS-STEEL PLATE BEAM GUARD (CLASS "B")

ALTERNATE DESIGN-STEEL PLATE BEAM (MEDIAN) GUARD (CLASS "B")

GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and applicable Special Provisions. The Steel Plate Beam Guard shall consist of plate made of open hearth or electric furnace steel. Plates shall be blanked to proper shape, fabricated and ready for assembly when received in the field. The plates shall be true to plan dimensions and of uniform section. Warped or deformed plates will be rejected. The edges of the plates shall be rolled or rounded so that they present no sharp edges. All connections and splices shall be formed with flat round headed bolts, or similar details, so that no appreciable projection will be presented on the traffic side of the guard. The rail with splice plate. The holes in the plate near the post shall be spaced to facilitate erection and to make provision for expansion and contraction. Plate ends in butt splices or plate ends and splice plate in butt splices shall make contact throughout the entire area of the splice.

TESTS

The elongation of a 2 inch specimen of the steel plate used in the rail element shall be not less than 12% when tested in tension. The minimum tensile strength of the rail element shall, when tested in conjunction with splices and end connections, be 50,000 pounds. The rail element when loaded as a simple beam, freely supported at each end on 12'-6" centers, shall support a concentrated load of 2,000 pounds, applied at the center point, with a maximum deflection of 3/8 inches and shall support a concentrated load of 2,400 pounds, tested in like manner, with a maximum deflection of 5/8 inches.

PAINTING

SHOP COAT Prior to fabrication, the plates for steel rail element shall be thoroughly cleaned and shall be painted with a Red Lead Primer, or if an alternate of Red Lead Oxide Rust Inhibitive Primer or equivalent is used, the Engineer's prior approval shall be obtained. All parts, hardware and appurtenant fittings for the complete beam guard assembly shall likewise be painted when not furnished as galvanized.

FIELD COAT

Following erection, the steel rail elements and all parts, hardware and appurtenant fittings shall be painted in accordance with the Standard Specifications for Aluminum Paint, Section 4123. Any damaged areas occurring to the shop coat during transportation or erection shall be cleaned and painted with an approved Rust Inhibitive Primer prior to any field coat painting. Where the steel plate elements make contact with post mountings etc. all such areas which are impossible to paint after erection, shall be painted prior to erection. All threaded portions of fittings and fasteners and cut ends of bolts shall be painted as specified areas directed by the Engineer.

ALTERNATE DESIGNS

Manufacturers may submit to the Engineer, for approval, designs for "Steel Plate Beam Guard" other than those shown on this drawing, providing that such alternate designs shall conform to the same physical tests and inspection requirements, presented on this drawing for "Class B" Steel Plate Beam Guard.

MEASUREMENT & PAYMENT

The items of "Class B" Steel Plate Beam Guard and "Class B" Steel Plate Beam (Median) Guard shall be measured and paid for at the contract unit price per linear foot, measured in place by length in linear feet from end to end of Steel Plate or Steel Plates, which price shall be full compensation for furnishing all materials and performing all installation work to completion in accordance with the Plans and the Standard Specifications, Sections 2523 and 4124.

BID ITEMS

No. 2523-6 Steel Plate Beam Guard (Class "B") Lin Ft
No. 2523-7 Steel Plate Beam (Median) Guard (Class "B") Lin Ft

CLASS "B"
STEEL PLATE BEAM GUARD & STEEL PLATE BEAM (MEDIAN) GUARD
STATE HIGHWAY COMMISSION OF WISCONSIN
RECOMMENDED FOR APPROVAL: *J. L. Pelt* ENGINEER OF DESIGN
APPROVED: *J. L. Rasmussen* STATE HIGHWAY ENGINEER
DATE: 12/21/53
DATE: 1/24/54
PLATE NO. 7-241

PROJECT: F 05-5(32)



NOTE: SHRINKAGE VARIES FROM 0 TO 33%
PLICABLE STANDARD DETAIL DRAWING

DETAIL	PLATE NO.
B. S.R. APPROACH	1-31
LITERATING OLD ROAD	1-41

VERT END WALLS (RIP-RAP)	6-24
IR. METAL PIPE CATTLE PASS	6-51
NP. CONC. CULVERT PIPE CATTLE PASS	6-61
SKR POSTS	7-13
SS "B" STEEL PLATE BEAM GUARD	7-24
STRUCTION BARRICADE	7-41
BACK SLOPE FLUME	8-21
AVATION & BACKFILL FOR PIPE CULVERTS	1-21
HAW AT SIDE ROAD CULVERTS	6-28
COVERS	5-35
DITCH, GRADED RUMBLE PAVING	5-51

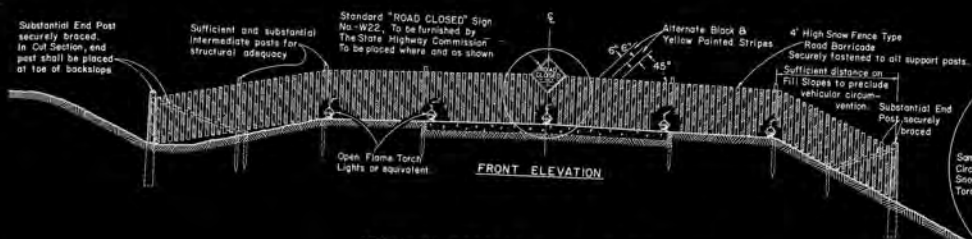
LEGEND

	BITUMINOUS CONCRETE PAVEMENT
	P.C. CONCRETE PAVEMENT
	DISINTEGRATED GRANITE BASE COURSE
	SAND GRAVEL FILL
	3' DEPTH SALVAGED TOP SOIL
	SODDING

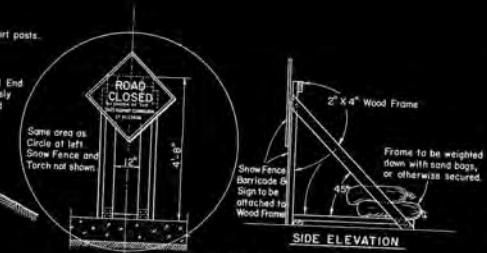
TYPICAL CROSS SECTIONS FOR

MAIN LINE SIDE ROADS
S.T.H. 34

PROFILE
PE'S & SR'S IN FILL



STANDARD ROAD CONSTRUCTION BARRICADE
SNOW FENCE TYPE "A"



WOOD FRAME SUPPORT AT 6' FOR SNOW FENCE TYPE BARRICADE
 When Barricade is Erected on Rigid Type Surfacing

GENERAL NOTES

The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications Section 1107 for the duration of the project. Barricades shall be painted and structurally maintained for maximum visibility at all times. Provision shall be made in the construction of barricades to provide for ingress and egress for local access as may be required.

ALTERNATE DESIGNS

Contractors may submit to the Engineer for approval, designs for Barricades other than shown on this drawing, and upon the Engineer's approval may be used as alternates.

MEASUREMENT & PAYMENT

All Barricades, unless otherwise provided for in the Plans and/or Special Provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

CONSTRUCTION BARRICADE

STATE HIGHWAY COMMISSION OF WISCONSIN
 RECOMMENDED FOR APPROVAL:
 APPROVED: *J. L. Pitt* ENGINEER OF DESIGN
 DATE: *6/6/66* *E. C. Rostetter* STATE HIGHWAY ENGINEER

PLATE NO. 7-41.2

PROFILE
 PE'S & SR'S IN FILL



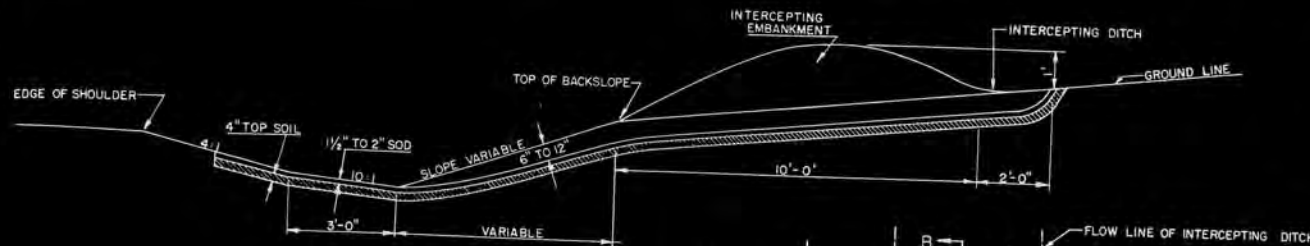
NOTE: SHRINKAGE VARIES FROM 0 TO 33%
 APPLICABLE STANDARD DETAIL DRAWINGS
 DETAIL PLATE NO.
 8 SR APPROACH 1-3-1
 LITERATING OLD ROAD 1-4-1

VERT END WALLS (RIP-RAP)	6-2-4-1
1/4" METAL PIPE CATTLE PASS	6-5-1-4
1/4" CONC. CULVERT PIPE CATTLE PASS	6-6-1-1
4" X 4" POSTS	7-1-3-2
SS "B" STEEL PLATE BEAM GUARD	7-2-4-1
1/4" STEEL PLATE BARRICADE	7-4-1-2
BACK SLOPE FLUME	8-2-1-1
1/4" AT SIDE ROAD CULVERTS	1-2-1-1
COVERS	5-3-5-1
1/4" DITCH/GROUTED RUBBLE PAVING	5-3-6-1
	9-3-1-1

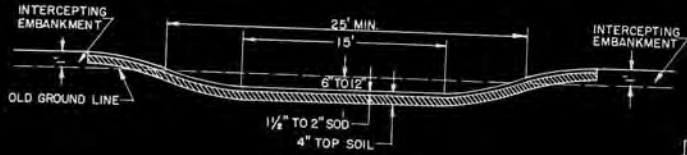
LEGEND

- BITUMINOUS CONCRETE PAVEMENT
- P.C. CONCRETE PAVEMENT
- DISINTEGRATED GRANITE BASE COURSE
- SAND GRAVEL FILL
- 3" DEPTH SALVAGED TOP SOIL
- SODDING

TYPICAL CROSS SECTIONS
 FOR
 MAIN LINE SIDE ROADS
 S.T.H. 34



SECTION A-A

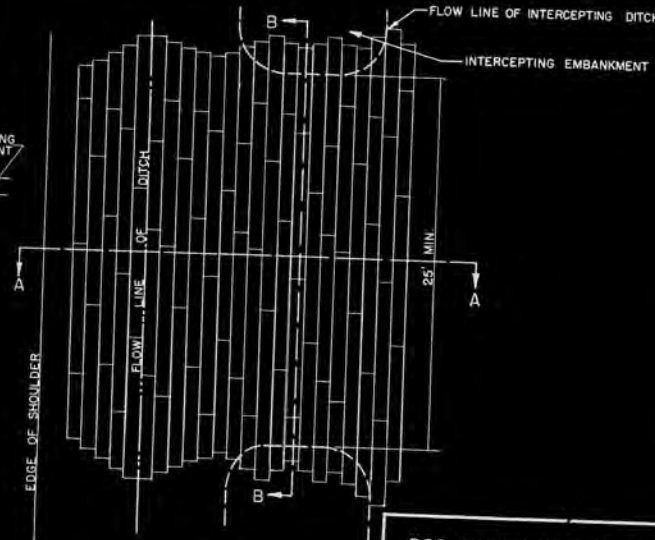


SECTION B-B

NOTE: WIDTH TO BE DETERMINED IN FIELD DEPENDENT UPON AREA, CONTOUR, OUTLET AND SLOPE OF DRAINAGE AREA.

CONSTRUCTION NOTES

DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.



PLAN

SOD BACKSLOPE FLUME

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL

Frank Cray
DESIGN ENGINEER

W. H. Smith
CONSTRUCTION ENGINEER

APPROVED - OCT. 1, 1945

DRAWN
C. J. G. S. S.

DOWN RIPRAP REQUIRED
124+10 TO STA. 130+32

NORMAL POND
ELEV. 1115.0'

BED LAKE DUBAY
ELEV. VAR.

NOTE: SHRINKAGE VARIES FROM 0 TO 33%

PUBLICABLE STANDARD DETAIL DRAWINGS

DETAIL
B SR APPROACH
LITERATING OLD ROAD

PLATE NO.
1-3-1
1-4-1

VERT END WALLS (RIP-RAP)	6-2-4.1
IR. METAL PIPE CATTLE PASS	6-5-1-4
NY CONC. CULVERT PIPE CATTLE PASS	6-6-1-1
WIKER POSTS	7-1-3-2
SS "B" STEEL PLATE BEAM GUARD	7-2-4-1
STRUCTION BARRICADE	7-4-1-2
BACK SLOPE FLUME	8-2-1-1
AVATION B. BACKFILL FOR PIPE CULVERTS	1-2-1-1
RAP AT SIDE ROAD CULVERTS	5-2-5-1
COVERS	5-3-5-1
DITCH, GROUTED RUBBLE PAVING	5-3-1-1

LEGEND

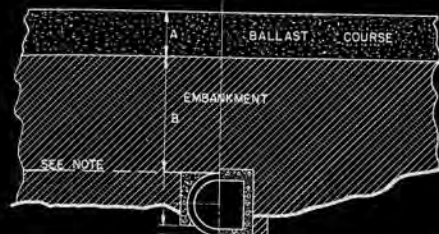
	BITUMINOUS CONCRETE PAVEMENT
	P.C. CONCRETE PAVEMENT
	DISINTEGRATED GRANITE BASE COURSE
	SAND GRAVEL FILL
	3" DEPTH SALVAGED TOP SOIL
	SODDING

TYPICAL CROSS SECTIONS
FOR

MAIN LINE SIDE ROADS
S.T.H. 34

PROFILE
PE'S & SR'S IN FILL

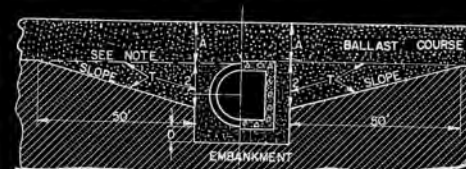
8-2.1.1



HALF SECTION - PIPE CULVERTS HALF SECTION - BOX CULVERTS
E = NOT LESS THAN 1/10 OUTSIDE DIAMETER.
TREATMENT WHEN A+B IS OVER 5 FT.



HALF SECTION - PIPE CULVERTS HALF SECTION - BOX CULVERTS
TREATMENT WHEN A+B IS FROM 0 TO 5 FT.
SLOPE NOT STEEPER THAN 25:1



HALF SECTION - PIPE CULVERTS HALF SECTION - BOX CULVERTS
TREATMENT WHEN B = 0
SLOPE NOT STEEPER THAN 25:1

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN HERE SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

DETAILS ARE NOT APPLICABLE FOR PRIVATE ENTRANCE CULVERTS. DETAILS APPLY TO BOTH PIPE AND CONCRETE BOX CULVERTS UNLESS OTHERWISE SHOWN ON OTHER PARTS OF THE PLAN OR IN THE CONTRACT.

EXCAVATION FOR AREAS MARKED "Y" WILL BE PAID FOR AT THE CONTRACT UNIT PRICES FOR PERTINENT ITEMS OF "ROADWAY AND DRAINAGE EXCAVATION", WHEN SUCH EXCAVATION CONSISTS OF MATERIAL NOT PLACED UNDER THE CURRENT CONTRACT. BACKFILL IN THESE AREAS TO BE PAID FOR AT THE PERTINENT UNIT PRICE BID FOR "SAND GRAVEL FILL" OR FOR MATERIAL USED.

THE ELEVATION OF THE EXISTING GROUND OR PREVIOUSLY PLACED AND COMPACTED EMBANKMENT SHALL BE AT LEAST IN THE PLANE OF THE

TOP OF THE PROPOSED CULVERT PRIOR TO EXCAVATING THE TRENCH.

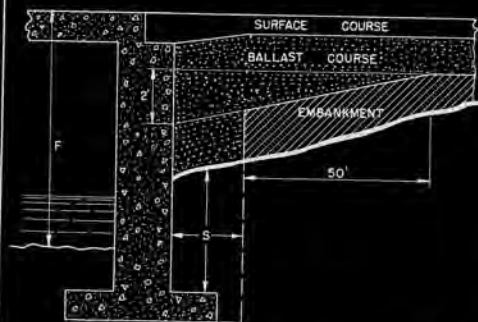
IN THE CASE OF CONCRETE BOX CULVERTS, THE EXCAVATION BELOW THE BOTTOM AND NECESSARY TO PREPARE THE TRENCH WILL BE MEASURED AND PAID FOR AT THE CONTRACT UNIT PRICE BID PER CUBIC YARD FOR "EXCAVATION FOR STRUCTURES, CULVERTS."

IN THE CASE OF PIPE CULVERTS, ALL EXCAVATION FOR FORMING THE BED SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE PER LINEAR FOOT OF THE SEVERAL TYPES AND SIZES OF CULVERT PIPE.

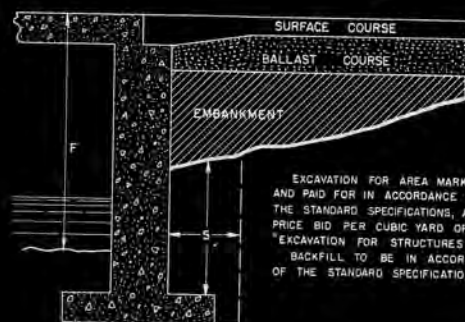
IN EITHER CASE, BACK FILL WILL BE PAID FOR AT THE PERTINENT CONTRACT PRICE FOR THE MATERIAL USED.

A - DEPTH OF BALLAST COURSE.
B - DISTANCE FROM TOP OF CULVERT TO BOTTOM OF BALLAST.
D - VARIABLE, DEPTH OF BALLAST BELOW CULVERT. MINIMUM - 12"

F - DISTANCE FROM FINISHED SURFACE TO STREAM BED.



TREATMENT WHEN F IS LESS THAN 10 FT.



TREATMENT WHEN F IS 10 FT. OR MORE.

EXCAVATION FOR AREA MARKED "S" SHALL BE MEASURED AND PAID FOR IN ACCORDANCE WITH SECTION 2107.04 OF THE STANDARD SPECIFICATIONS, AND AT THE CONTRACT UNIT PRICE BID PER CUBIC YARD OF ORIGINAL VOLUME FOR "EXCAVATION FOR STRUCTURES, BRIDGES."

BACKFILL TO BE IN ACCORDANCE WITH SECTION 2107.03 OF THE STANDARD SPECIFICATIONS.

EXCAVATION AND BACKFILL FOR PIPE CULVERTS - BOX CULVERTS ABUTMENTS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

Frank Brax
DESIGN ENGINEER
W. C. Ruetten
CONSTRUCTION ENGINEER

APPROVED OCT. 3, 1943

DRAWN H.T.C.
CHECKED P.C.
E. C. Ruetten
STATE HIGHWAY ENGINEER

1-2.1.1

DOM RIPRAP REQUIRED
124+10 TO STA. 130+32

NORMAL POND
ELEV. 1119.0'

BED LAKE DUBAY
ELEV. VAR

NOTE: SHRINKAGE VARIES FROM 0 TO 33%

APPLICABLE STANDARD DETAIL DRAWINGS

DETAIL	PLATE NO.
B SR APPROACH	1-3.1.1
LITERATING OLD ROAD	1-4.1.1

VERT END WALLS (RIP-RAP)	6-2.4.1
18" METAL PIPE CATTLE PASS	6-5.1.4
18" CONC. CULVERT PIPE CATTLE PASS	6-6.1.1
18" POSTS	7-1.3.2
SS "B" STEEL PLATE BEAM GUARD	7-2.4.1
18" BACK SLOPE FLUME	7-4.1.2
EXCAVATION & BACKFILL FOR PIPE CULVERTS	8-2.1.1
RAP AT SIDE ROAD CULVERTS	8-2.5.1
COVERS	9-3.5.1
1 DITCH, GROUTED RUMBLE PAVING	9-5.1.1

LEGEND

[Pattern]	SITUMINOUS CONCRETE PAVEMENT
[Pattern]	P.C. CONCRETE PAVEMENT
[Pattern]	DISINTEGRATED GRANITE BASE COURSE
[Pattern]	SAND GRAVEL FILL
[Pattern]	1" DEPTH SALVAGED TOP SOIL
[Pattern]	RODDING

TYPICAL CROSS SECTIONS
FOR

MAIN LINE SIDE ROADS
S.T.H. 34

PROFILE
PE'S & SR'S IN FILL

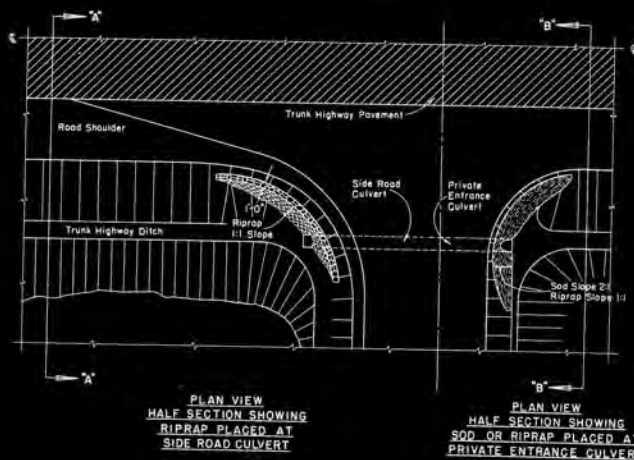
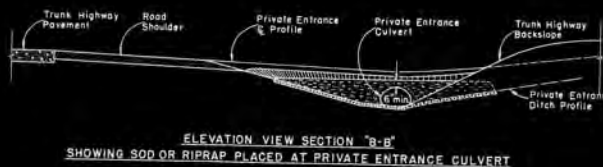
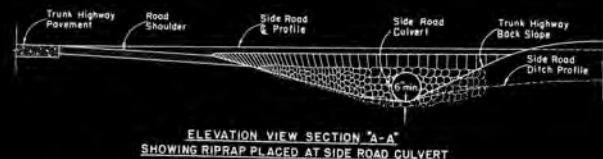


TABLE OF QUANTITIES				
SIDE ROAD CULVERTS		PRIVATE ENTRANCE CULVERTS		
Size of Culvert Pipe	Cu Yds Riprap One End	Size of Culvert Pipe	Cu Yds Riprap One End	Sq Yds Sod One End
24"	1.0	18"	0.7	4
30"	1.3	24"	1.0	5
36"	2.0	30"	1.3	6
42"	2.7	36"	2.0	7
48"	3.6	42"	2.7	8
		48"	3.6	10



GENERAL NOTES
Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, Section 2532 for Riprap, and Section 2533 for Sodding, and the applicable Special Provisions.

BID ITEMS
No. 2512 - 1 Riprap Cu Yds.
No. 2533 - 1 Sodding Sq Yds.

**RIPRAP AT SIDE ROAD CULVERTS
& RIPRAP OR SOD AT PRIVATE ENTRANCE CULVERTS**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:
DATE: 1/15/58
APPROVED: [Signature]
DATE: 1/15/58

DESIGNED BY: [Signature]
STATE HIGHWAY ENGINEER
DATE: 1/15/58
PLATE NO. 6-2.5.1



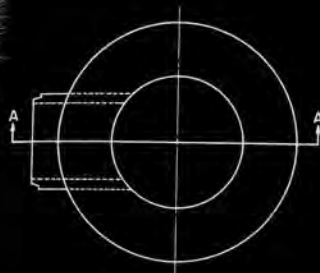
NOTE: SHRINKAGE VARIES FROM 0 TO 33%
APPLICABLE STANDARD DETAIL DRAWINGS
DETAIL PLATE NO. 1-3-1
B SR APPROACH 1-4-1
LITERATING OLD ROAD 1-4-1

- VERT END WALLS (RIP-RAP) 6-2-4.1
- IR. METAL PIPE CATTLE PASS 6-5-1-4
- RF. CONC. CULVERT PIPE CATTLE PASS 6-6-1-1
- IKER POSTS 7-1-3-2
- SS "B" STEEL PLATE BEAM GUARD 7-2-4-1
- STRUCTION BARRICADE 7-4-1-2
- BACK SLOPE FLUME 6-2-1-1
- AVATION & BACKFILL FOR PIPE CULVERTS 1-2-1-1
- RAP AT SIDE ROAD CULVERTS 6-2-5-1
- DOVERS 5-3-5-1
- DITCH, GROUTED RUBBLE PAVING 5-3-6-1

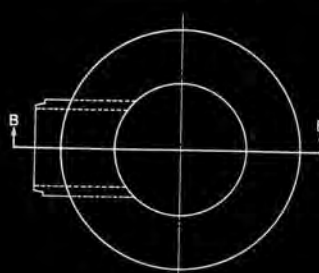
- LEGEND**
- BITUMINOUS CONCRETE PAVEMENT
 - R.C. CONCRETE PAVEMENT
 - DISINTEGRATED GRANITE BASE COURSE
 - SAND GRAVEL FILL
 - 2" DEPTH SALVAGED TOP SOIL
 - SODDING

TYPICAL CROSS SECTIONS
FOR
MAIN LINE SIDE ROADS
S.T.H. 34

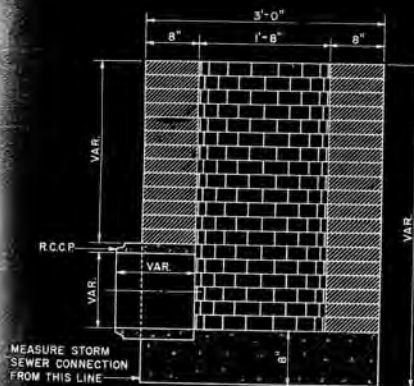
PROFILE
PE'S & SR'S IN FILL



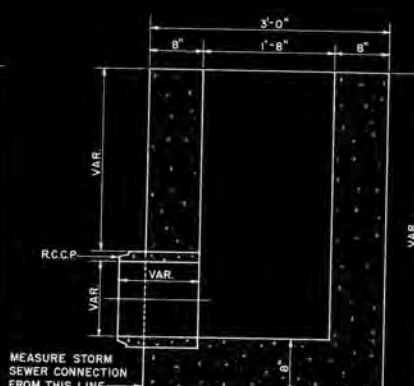
TOP OF INLET



TOP OF INLET

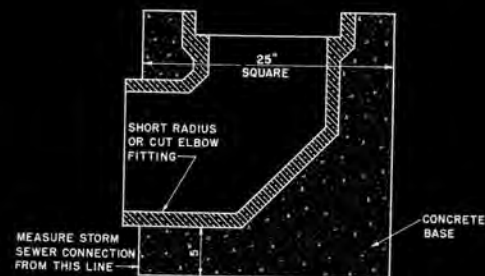


SECTION A-A
BRICK



SECTION B-B
CONCRETE

TYPE I



TYPE 2

GENERAL NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSIBLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

ARRANGEMENT, SIZE AND NUMBER OF INLET AND DISCHARGE PIPES SHALL CONFORM TO THE NEEDS OF THE PERTINENT LOCATION.

INLETS ARE CALLED FOR ON THE PLANS AS "INLETS 1-N", "INLETS 2-R", ETC., THE NUMERAL DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.

WHEN CONCRETE IS USED IN THE CONSTRUCTION OF TYPE I INLET, THE TOP OF THE MASONRY SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE BY THE USE OF MORTAR AND BRICK.



NOTE: SHRINKAGE VARIES FROM 0 TO 33%

APPLICABLE STANDARD DETAIL DRAWINGS

DETAIL	PLATE NO.
8 S.R. APPROACH	1-3-11
LITERATING OLD ROAD	1-4-11
VERT. END WALLS (RIP-RAP)	6-2-4-1
TR. METAL PIPE CATTLE PASS	6-5-1-4
NE. CONC. CULVERT PIPE CATTLE PASS	6-6-1-1
W. KER. POSTS	7-1-3-2
SS "B" STEEL PLATE BEAM GUARD	7-2-4-1
STRUCTION BARRICADE	7-4-1-2
BACK SLOPE FLUME	8-2-1-1
AVATION & BACKFILL FOR PIPE CULVERTS	1-2-1-1
RAP AT SIDE ROAD CULVERTS	6-2-5-1
COVERS	5-3-5-1
DITCH, GROUTED RUBBLE PAVING	5-3-6-1
	5-3-1-1

LEGEND

	BITUMINOUS CONCRETE PAVEMENT
	P.C. CONCRETE PAVEMENT
	DISINTEGRATED GRANITE BASE COURSE
	SAND GRAVEL FILL
	8" DEPTH SALVAGED TOP SOIL
	SODDING

TYPICAL CROSS SECTIONS
FOR

MAIN LINE SIDE ROADS
S.T.H. 34

INLETS	
STATE HIGHWAY COMMISSION OF WISCONSIN	
RECOMMENDED FOR APPROVAL:	
DATE 12/1/53	<i>W. Blum</i> CONSTRUCTION ENGINEER
APPROVED:	
DATE 1/27/54	<i>E. L. Rostetter</i> STATE HIGHWAY ENGINEER
DRAWN LJD	CHECKED

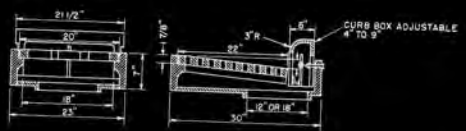
5-3.5.1

PROFILE
PE'S & SR'S IN FILL



WEIGHT 400 LBS

TYPE "N"



WEIGHT 450 LBS

TYPE "R"

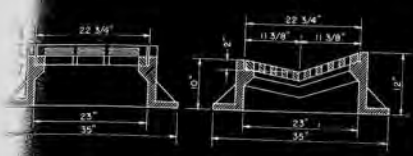


CONSTRUCTION NOTES

DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSIBLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.

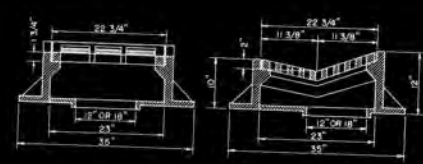
ADJUST CURB BOX FOR HEIGHT AFTER CURB FORM IS IN PLACE.

INLETS ARE CALLED FOR ON THE PLANS AS "INLETS 14" INLETS 24" ETC. THE NUMERAL DESIGNATES THE MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.



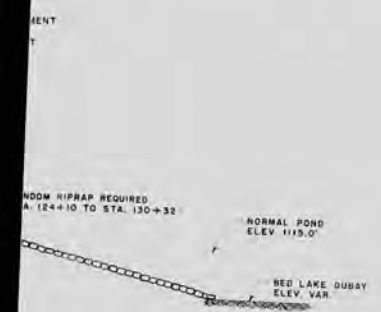
WEIGHT 440 LBS

TYPE "P"



WEIGHT 450 LBS

TYPE "S"



NOTE: SHRINKAGE VARIES FROM 0 TO 33%.

APPLICABLE STANDARD DETAIL DRAWINGS

DETAIL	PLATE NO.
B SR APPROACH	1 - 3.1.1
LITERATING OLD ROAD	1 - 4.1.1
CULVERT END WALLS (RIP-RAP)	6 - 2.4.1
SR METAL PIPE GATTLE PASS	6 - 5.1.4
INF CONC CULVERT PIPE GATTLE PASS	6 - 6.1.1
SKER POSTS	7 - 1.3.2
SS "B" STEEL PLATE BEAM GUARD	7 - 2.4.1
ABSTRUCTION BARRICADE	7 - 4.1.2
BACK SLOPE FLUME	8 - 2.1.1
AVATION & BACKFILL FOR PIPE CULVERTS	1 - 2.1.1
RAP AT SIDE ROAD CULVERTS	5 - 2.5.1
COVERS	5 - 3.5.1
DITCH, GROUTED RUBBLE PAVING	5 - 3.6.1

LEGEND

- BITUMINOUS CONCRETE PAVEMENT
- P.C. CONCRETE PAVEMENT
- DISINTEGRATED GRANITE BASE COURSE
- SAND GRAVEL FILL
- 3" DEPTH SALVAGED TOP SOIL
- SODDING

TYPICAL CROSS SECTIONS FOR
MAIN LINE SIDE ROADS
S.T.H. 34

INLET COVERS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE 1/27/53 *W. B. Blake* CONSTRUCTION ENGINEER

APPROVED: *W. E. Ruetting* STATE HIGHWAY ENGINEER

DATE 1/27/53

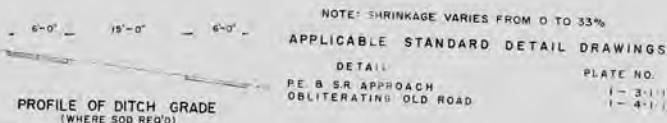
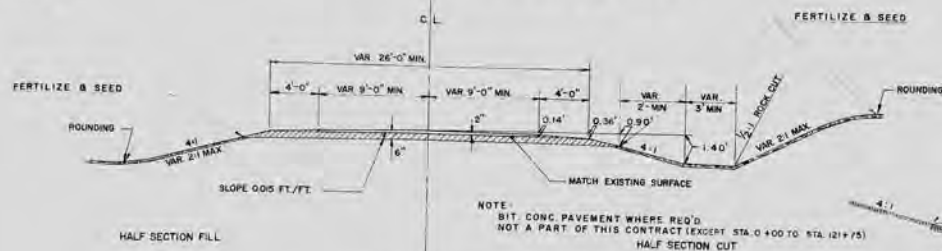
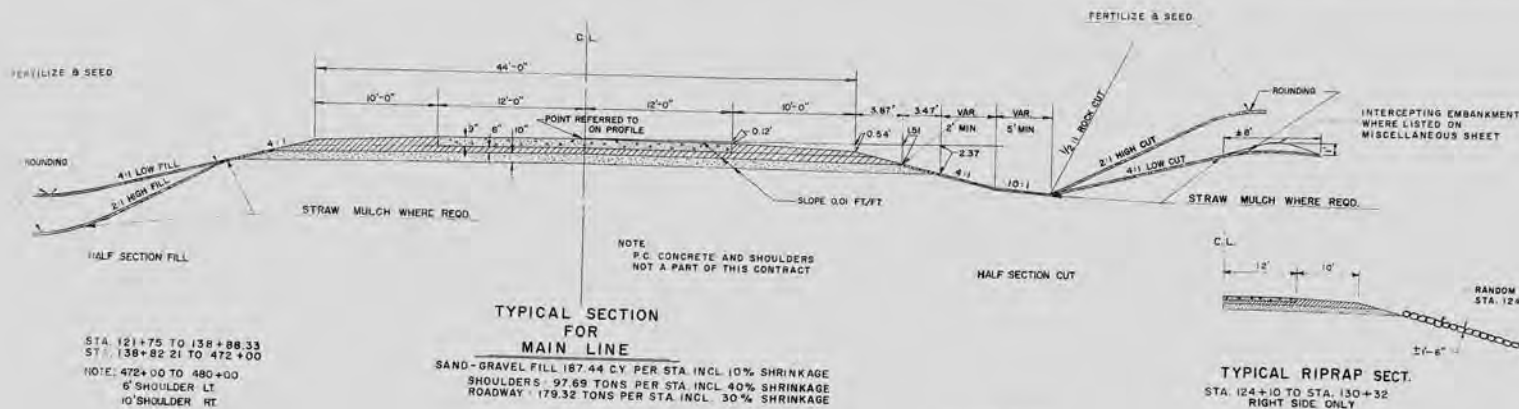
DRAWN LJB

CHECKED

5-36.1.

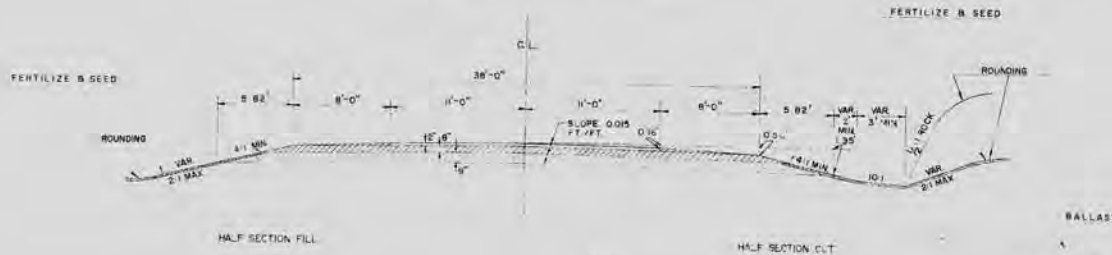
PROFILE
PE'S & SR'S IN FILL

TYPICAL CROSS SECTIONS
FOR
MAIN LINE SIDE ROADS
S.T.H. 34



TYPICAL SOD DITCH SECTION

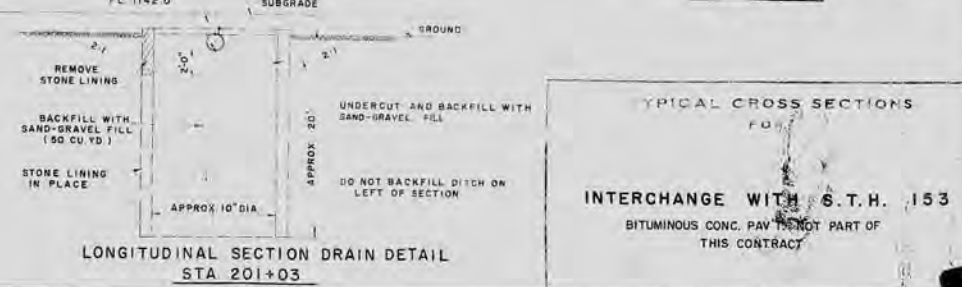
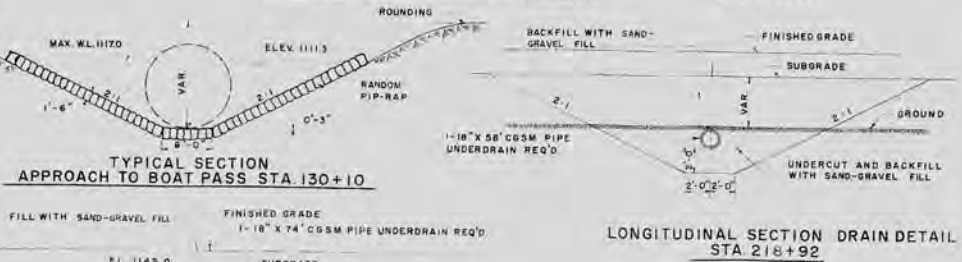
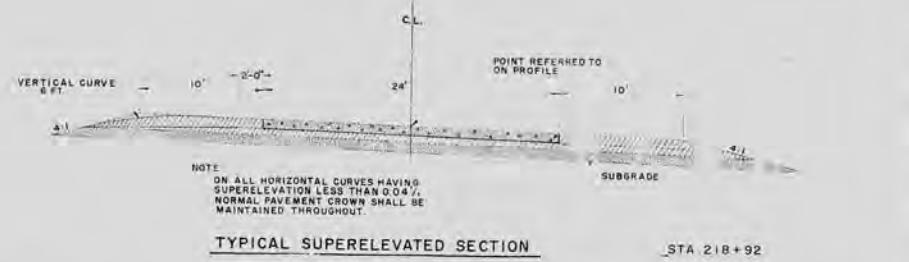
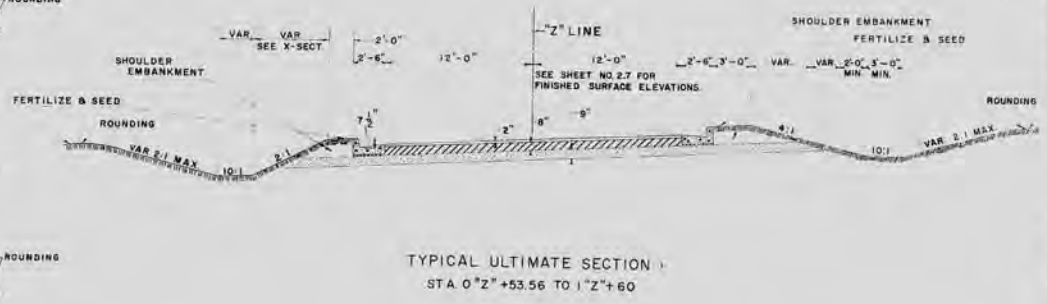
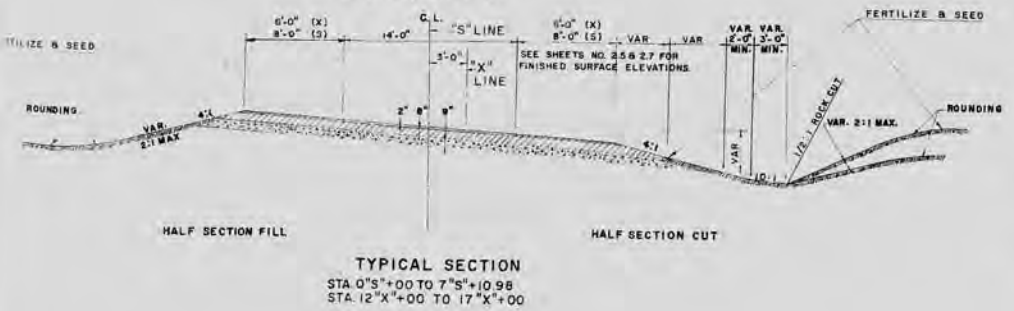
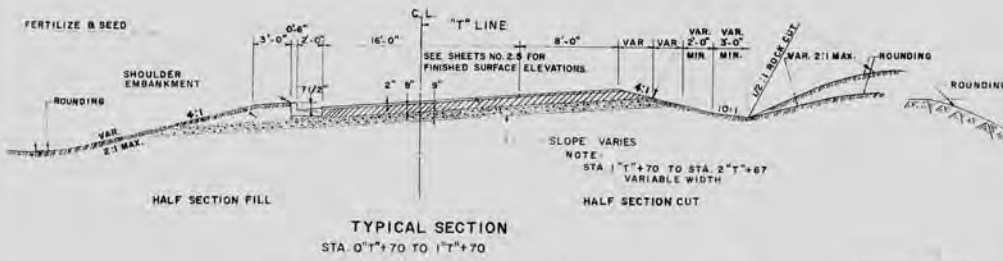
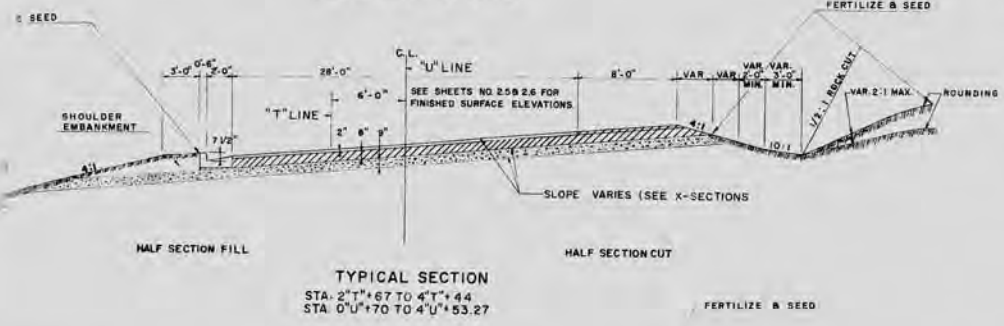
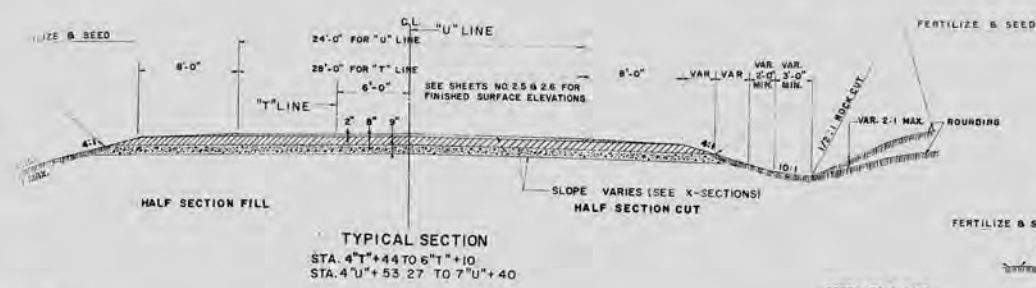
CULVERT END WALLS (RIP-RAP)	6-2-4(1)
CORR. METAL PIPE CATTLE PASS	6-5-1-4
REINF. CONC. CULVERT PIPE CATTLE PASS	6-6-1-1
MARKER POSTS	7-1-3-2
CLASS "B" STEEL PLATE BEAM GUARD	7-2-4-1
CONSTRUCTION BARRICADE	7-4-1-2
SOD BACK SLOPE FLUME	8-2-1-1
EXCAVATION & BACKFILL FOR PIPE CULVERTS	1-2-1-1
RIP RAP AT SIDE ROAD CULVERTS	5-2-5-1
INLETS	5-3-5-1
INLET COVERS	5-3-6-1
GRAVEL DITCH, GRAVEL RUBBLE PAVING	5-3-1-1



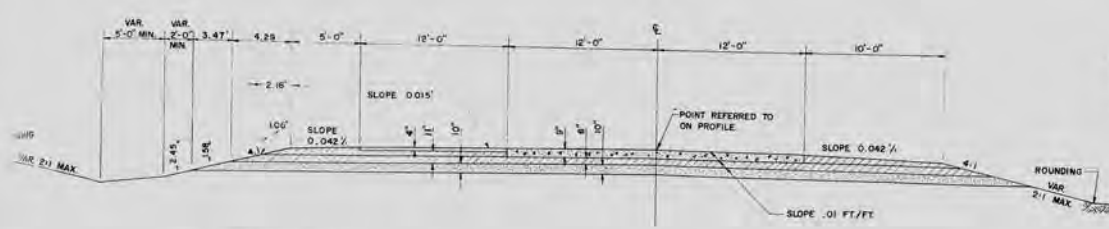
LEGEND

[Symbol]	SITUMINOUS CONCRETE PAVEMENT
[Symbol]	P.C. CONCRETE PAVEMENT
[Symbol]	DISINTEGRATED GRANITE BASE COURSE
[Symbol]	SAND GRAVEL FILL
[Symbol]	5" DEPTH SALVAGED TOP SOIL
[Symbol]	SODDING

TYPICAL CROSS SECTIONS FOR MAIN LINE SIDE ROADS S.T.H. 34



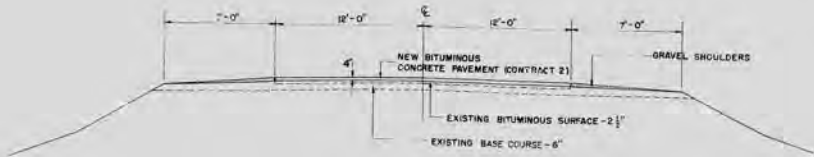
TYPICAL CROSS SECTIONS
FOR
INTERCHANGE WITH S.T.H. 153
BITUMINOUS CONC. PAV. IS NOT PART OF
THIS CONTRACT



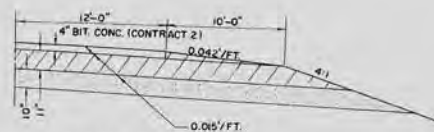
HALF SECTION CUT

HALF SECTION FILL

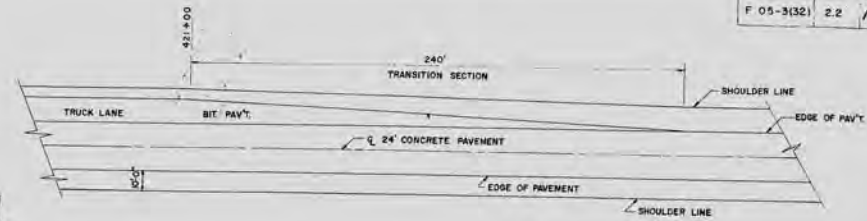
TYPICAL ULTIMATE SECTION
FOR TRUCK LANE
STA 393+85 TO STA 421+00



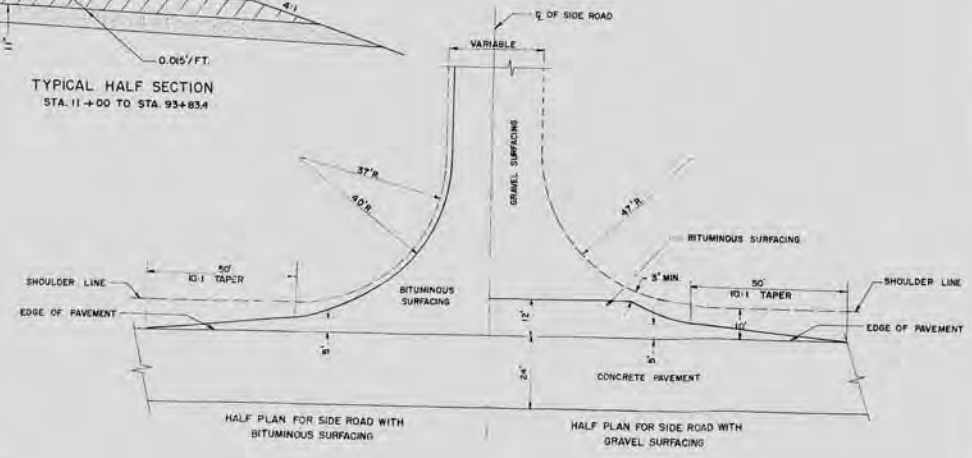
TYPICAL SECTION
STA 0+00 TO 11+00
STA 94+98.5 TO 121+00



TYPICAL HALF SECTION
STA 11+00 TO STA 93+83.4



PLAN
DETAIL OF TRANSITION FOR TRUCK PASSING LANE



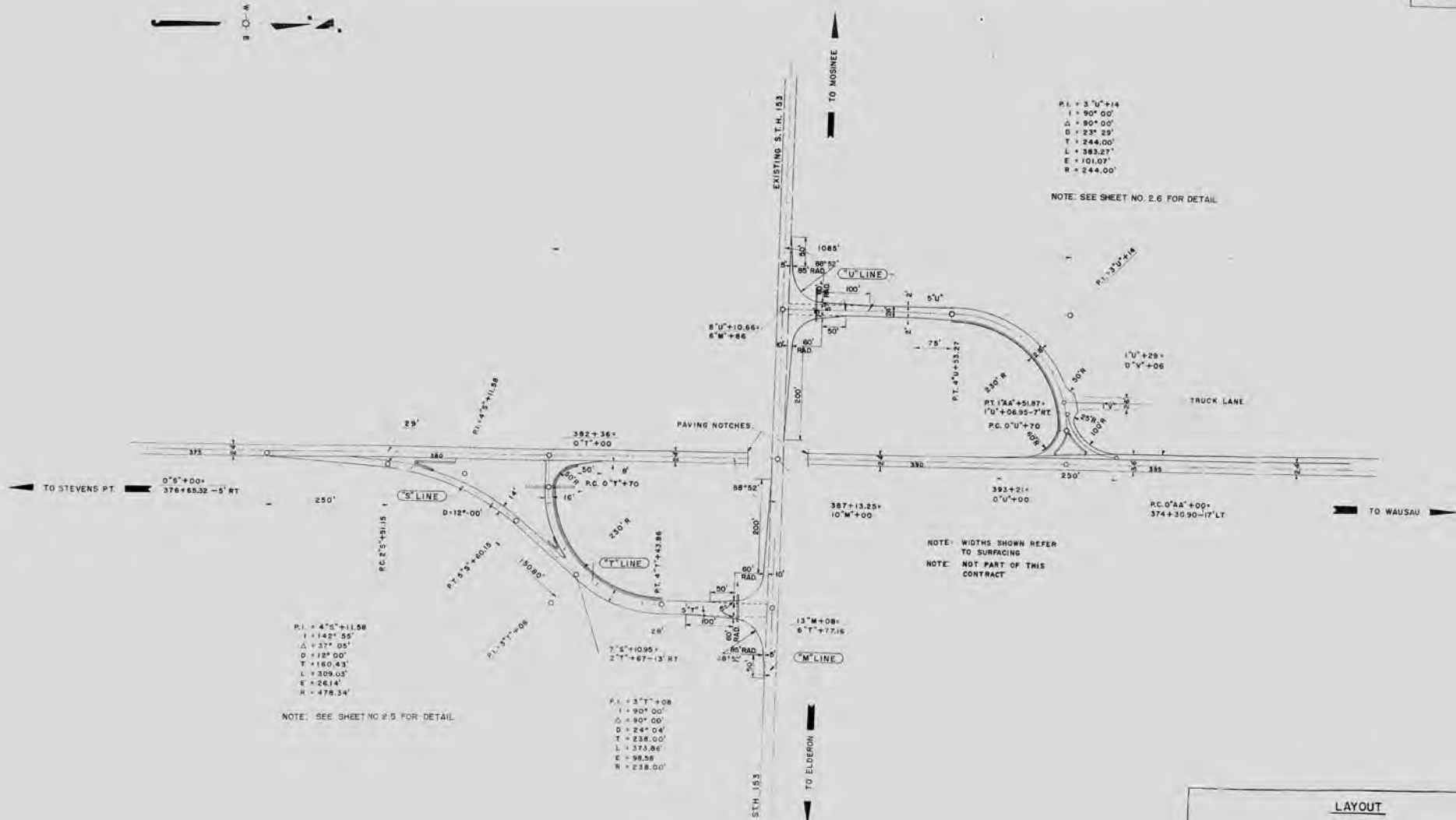
DETAIL OF SURFACING FOR SIDE ROAD APPROACHES



CROSS-SECTION OF PROPOSED CHANNEL

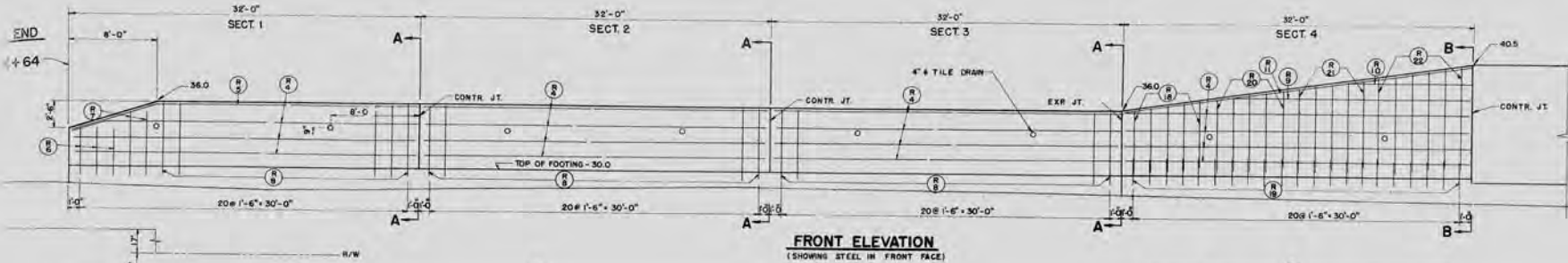
TYPICAL PLAN OF PRIVATE
ENTRANCE APPROACHES

TYPICAL CROSS SECTIONS
FOR
TRUCK LANE - CAUSEWAY
CHANNEL CHANGE
AND
CONSTRUCTION DETAILS



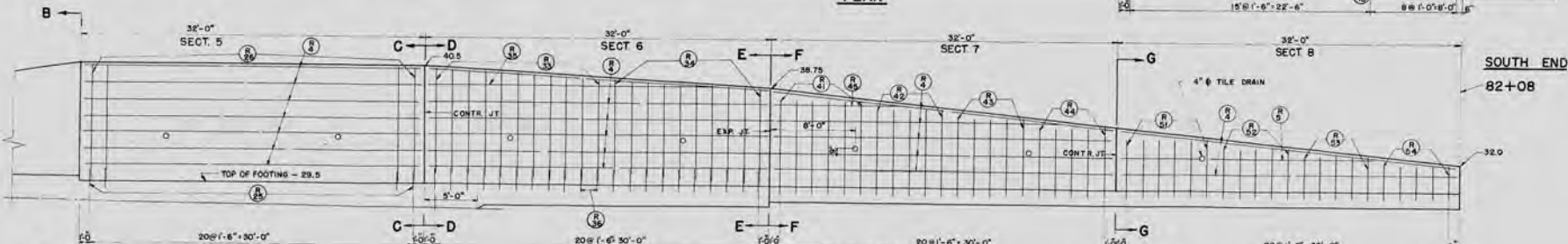
LAYOUT
FOR
S.T.H. 153 INTERCHANGE
SOUTH COUNTY LINE - MOSINEE RD
MARATHON COUNTY

SCALE
0 100 200



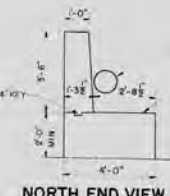
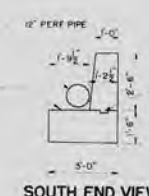
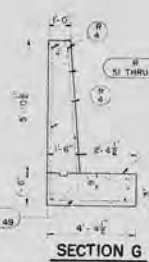
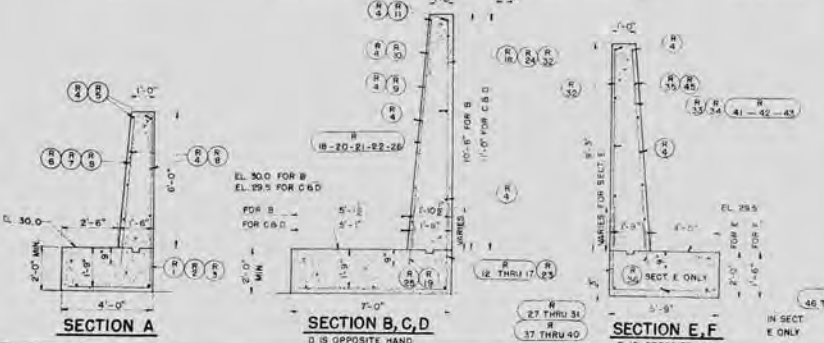
FRONT ELEVATION
(SHOWING STEEL IN FRONT FACE)

PLAN



FRONT ELEVATION
(SHOWING STEEL IN FRONT FACE)

PLAN



DETAILS
FOR
RETAINING WALL
FROM STA. 82+08 TO STA. 84+64

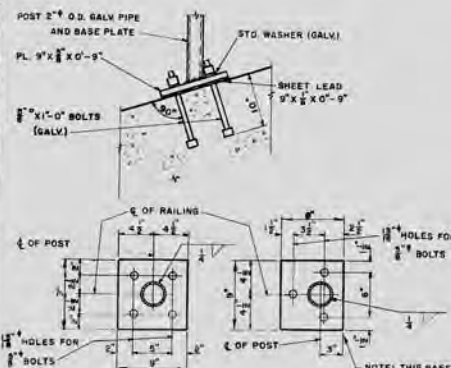
BILL OF BARS

DIMENSIONS IN BRACKET ARE
OUT TO OUT

PROJECT: 05-3(32) 2.9 179

	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.	
SECTION 1	R 1	3	4	8-9	1-6	FOOTING & WALL	A	
	R 2	2	4	10-3	"	"	A	
	R 3	16	4	11-0	"	"	A	
	R 4	7	4	31-6	SHOWN	"	A	
	R 5	2	4	32-0	"	WALL	A	
	R 6	3	4	4-3	"	"	A	
	R 7	2	4	5-9	"	"	A	
	R 8	16	4	6-6	"	"	A	
	R 9	4	5	2-6	1-6	DOWELS	A	
SECTION 2B3	R 10	4	5	2-6	1-6	DOWELS	A	
	R 11	42	4	11-0	1-6	FOOTING & WALL	A	
	R 12	4	10	4	31-6	SHOWN	A	
	R 13	42	4	6-6	1-6	WALL	A	
	R 14	8	4	2-6	1-0	DOWELS	A	
	R 15	9	4	31-6	SHOWN	FOOTING & WALL	A	
	R 16	1	4	22-0	"	WALL	A	
	R 17	1	4	11-0	"	"	A	
	R 18	2	4	31-9	"	"	A	
SECTION 4	R 19	3	4	7-0	1-6	FOOTING & WALL	A	
	R 20	4	4	8-0	"	"	A	
	R 21	4	4	9-3	"	"	A	
	R 22	4	4	10-6	"	"	A	
	R 23	4	5	11-9	1-0	"	A	
	R 24	5	5	12-9	"	"	A	
	R 25	29	4	6-0	1-0	WALL	A	
	R 26	21	4	2-3	1-6	DOWELS	A	
	R 27	5	4	7-0	"	WALL	A	
	R 28	5	4	8-0	"	"	A	
SECTION 5	R 29	6	4	9-0	"	"	A	
	R 30	7	5	2-6	1-6	DOWELS	A	
	R 31	13	4	31-6	SHOWN	FOOTING & WALL	A	
	R 32	32	3	12-6	1-0	"	A	
	R 33	32	4	6-6	"	WALL	A	
	R 34	21	4	1-9	1-6	DOWELS	A	
	R 35	21	4	10-9	"	WALL	A	
	R 36	7	5	2-6	1-6	DOWELS	A	
	R 37	4	12	4	31-6	SHOWN	FOOTING & WALL	A
	R 38	6	5	9-9	1-0	"	A	
SECTION 6	R 39	6	5	9-3	1-0	"	A	
	R 40	4	4	8-8	1-6	"	A	
	R 41	4	4	8-0	"	"	A	
	R 42	5	4	7-6	"	"	A	
	R 43	25	4	7-0	1-0	WALL	A	
	R 44	11	4	10-0	1-6	"	A	
	R 45	10	4	9-0	1-0	"	A	
	R 46	1	4	24-0	"	"	A	
	R 47	21	4	2-3	"	DOWELS	A	
	R 48	6	5	2-0	"	DOWELS	A	

SECTION	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
SECTION 7	R 4	12	4	31-6	SHOWN	FOOTING & WALL	A
	R 37	6	5	14-3	"	"	A
	R 38	5	5	13-0	"	"	A
	R 39	5	4	12-0	"	"	A
	R 40	9	4	10-2	"	"	A
	R 41	6	4	9-0	1-6	WALL	A
	R 42	5	4	8-3	"	"	A
	R 43	5	4	7-6	"	"	A
	R 44	5	4	6-8	"	"	A
	R 45	1	4	11-0	SHOWN	"	A
SECTION 8	R 55	4	5	2-6	1-6	DOWELS	A
	R 4	7	4	31-6	SHOWN	FOOTING & WALL	A
	R 46	6	4	9-0	1-6	"	A
	R 47	5	4	8-0	"	"	A
	R 48	5	4	7-0	"	"	A
	R 49	5	4	6-0	"	"	A
	R 50	1	4	23-0	SHOWN	WALL	A
	R 51	6	4	5-6	1-6	"	A
	R 52	5	4	4-3	1-6	"	A
	R 53	5	4	4-0	1-6	"	A
	R 54	8	3	3-3	1-6	"	A



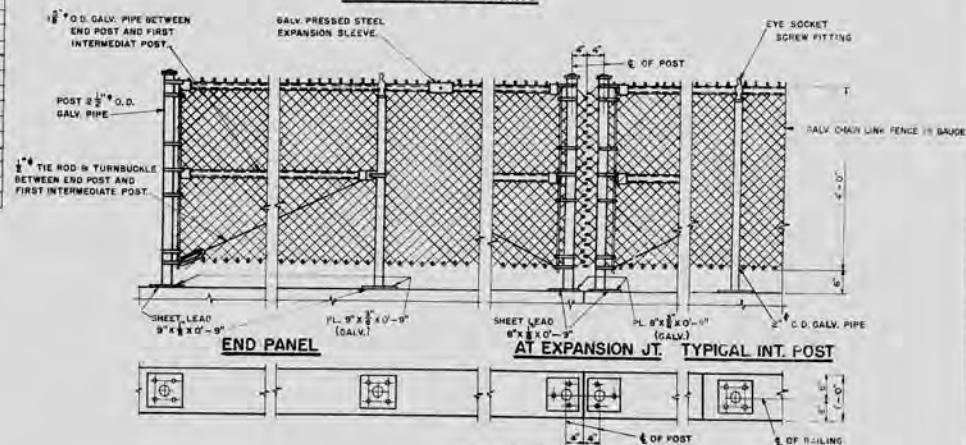
BASE PLATE DETAILS

GENERAL NOTES

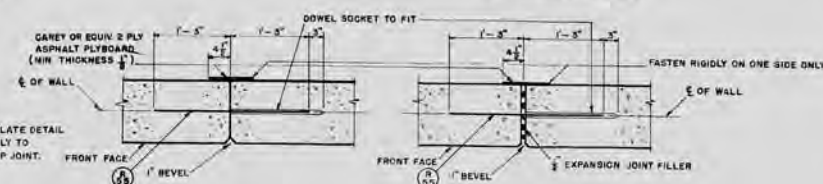
ALL CONCRETE SHALL BE CLASS "A".
DRAWINGS SHALL NOT BE SCALED.
BEVEL EXPOSED EDGES OF CONCRETE 1".
THE USE OF STRUCTURAL GRADE REINFORCING BARS IS PROHIBITED.
BAR STEEL REINFORCEMENT EMBEDMENT SHALL BE 2" CLEAR IN WALLS AND 3" CLEAR IN FOOTINGS.
PROVIDE A 2" X 4" KEY IN ALL HORIZONTAL JOINTS BETWEEN WALL AND FOOTING AS SHOWN.
FOOTINGS SHALL BE CARRIED TO ROCK WHERE SHOWN IN "ELEVATION". TOP OF ROCK SHALL BE THOROUGHLY CLEANED BEFORE POURING CONCRETE.
FOOTINGS NOT CARRIED TO ROCK SHALL BE BASED ON UNDISTURBED SOIL.



ELEVATION OF RAILING



RAILING DETAILS



CONTRACTION JOINT

EXPANSION JOINT

DETAILS

FOR

RETAINING WALL

FROM STA. 82+08 TO STA. 84+04



DETAIL "A"

BAR	A	B	BAR	A	B
R1	3-8	5-3	R27	5-0	9-3
R2	3-8	6-3	R28	4-6	8-6
R3	3-8	7-6	R29	4-4	7-8
R4	3-9	3-3	R30	3-9	6-9
R5	4-3	3-9	R31	3-9	5-6
R6	4-9	4-6	R32	3-3	4-9
R7	5-3	5-3	R33	3-0	4-0
R8	5-9	6-0	R34	2-9	5-3
R9	6-2	6-7			
R10	6-6	6-0			
R11	5-0	4-9			
R12	4-9	4-5			
R13	4-6	4-0			
R14	4-3	3-9			
R15	4-0	3-6			

B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
4	F05-3(32)	3	179

STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING		REMOVING OLD CULVERT		REMOVING OLD BRIDGE		REMOVING PAVEMENT	EXCAVATION				SAND GRAVEL FILL	FINE GRADING	SHOULDER EMBANKMENT	FINISHING ROADWAY	GULLY EROSION OLD ROAD	CONCRETE BASE COURSE	DISINTEGRATED GRANITE BASE COURSE	CONCRETE PAVEMENT		CONCRETE HEADERS	CONCRETE SURFACE DRAINS	CONCRETE PAVEMENT REINFORCING	PREPARED FOR BITUM SURF	BITUM MAT. FOR PRIME COAT	BITUM ROAD MIX SURFACE	AGGREGATES FOR BITUM. ROAD MIX SURFACE	BITUM MAT. FOR SURFACE COURSE	BITUM CONC. PAVT.		
					STA.	STA.	UNCLASSIFIED	ROCK		COMMON	BORROW	IN STOCK PILES																					
					2101+1 STA.	2101+3 STA.	2101+4 STA.	2101+6 STA.		2104+1 L.S.	2104+2 L.S.																					2105+1 S.Q. YD.	2106+5 CY
00 — 121 + 75	12,057.72	37		36					17,986		20,228	1,989	18,345		16,540		92	29		29,700													
75 — 481 + 00	35,931.12	163		158					5,864		252,039	72,562	114,698	71,607	79,695		478	6		80,830							38	6000			460	7600	
TOTALS	47,988.84	200		194					23,850		272,267	74,550	133,043	71,607	96,435		570	35		110,530							38	6000			460	7600	

[illegible][illegible]

CONTRACT 2

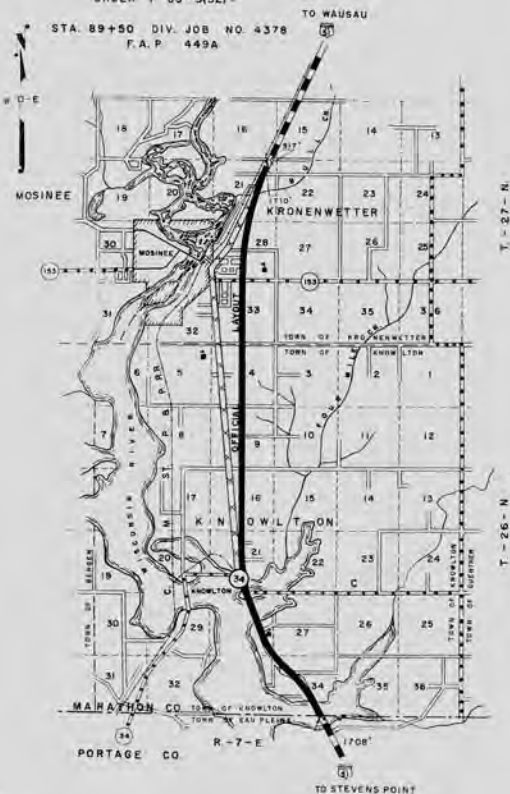
F 05 - 3 (32) 3A 179

F05-3 (32) 3A 178

CLEARING			GRUBBING			SAND GRAVEL FILL			PRIVATE ENTRANCES			SAND - GRAVEL FILL			PIPE CULVERTS		
STATION	TO STATION	NO STA'S	STATION	TO STATION	NO STA'S	LOCATION	C.Y.		STATION	LT	BASE COURSE TONS	C.P. DIA. IN. LIFT	RIP RAP C.Y.	SAND - GRAVEL FILL			
49	13		36	49	13	MAIN LINE	83,240		13+00	✓	30	18	30	1.5	10	"A"	40
62	4		58	62	4	"Y" LINE	960		27+72	✓	30	18	30	1.5	10	"B"	20
66	3		53	66	3	"S" LINE	470		31+45	✓	50	18	30	1.5	10	"C"	20
81	14		67	80	13	"T" LINE	1,110		60+10	✓	50	18	30	1.5	10	"D"	40
87	3		84	87	3	"U" LINE	1,550		65+30	✓	60	18	30	1.5	10	"E"	40
137	7		130	137	7	"X" LINE	760		82+30	✓	60	—	—	—	10	"F"	20
150	10		140	150	10	"Z" LINE	950		83+75	✓	30	—	—	—	15	"G"	75
170	1		170	171	1	SIDE ROADS	510		88+70	✓	30	18	30	1.5	15	"H"	20
			185	186	1	PRIVATE ENTRANCES	390		131+25	✓	30	18	30	1.5	10	"I"	55
			204	211	6	CULVERT PIPES	6,495		185+50(IFE)	✓	60	18	60	3	15	"J"	40
			217	245	27	DISINTEGRATED GRANITE BASE COURSE			200+00(IFE)	✓	60	18	60	3	15	"K"	40
			247	248	256				310+00(IFE)	✓	60	18	60	3	15	"L"	40
			256	271	275	LOCATION	TONS		441+50(IFE)	✓	60	18	60	3	15	"O"	40
			275	281	283	MAIN LINE	90,500		459+00(IFE)	✓	60	—	—	—	15	"U"	20
			283	284	285				470+00	✓	30	18	30	1.5	10		
			285	297	309	SIDE ROAD "A"	550		471+30	✓	30	18	30	1.5	10		
			309	320	322	"B"	370		473+00	✓	30	18	30	1.5	10		
			322	334	335	"C"	360		474+95	✓	30	18	30	1.5	10		
			335	354	355	"D"	300		473+50	✓	30	18	30	1.5	10		
			355	359	361	"E"	120		474+95	✓	30	18	30	1.5	10		
			361	363	364	"F"	350		475+70	✓	30	18	30	1.5	10		
			364	373	375	"G"	550		477+85	✓	30	18	30	1.5	10		
			375	386	387	"H"	320		372+45	✓	30	18	30	1.5	10		
			385	400	402	"I"	750		10+460	✓	30	12	36	1.5	15		
			387	404	421	"J"	790		342+00	✓	60	18	32	1.5	15		
			389	423	426	"K"	500		EROSION CONTROL								
			402	437	438	"L"	700										
			421	440	447	"M"	1,220		STA TO STA	SIDE	LOCATION	INTER. EMB. LT RT	SOD S.Y.	REMARKS			
			426	449	458	"N"	920		136+00-137+00	LT	RT	DITCH	9.6				
			438	459	467	"Y" LINE	1,700		185+00-186+00	RT	</td>						

STA 481+00 END OF RELOC.
ORDER F 05-3(32)*

STA 89+50 DIV. JOB NO. 4378
F.A.P. 449A



STA 0+00 BEG. OF RELOC. ORDER PROJ. F05-3(32)
STA 673+17.2 END RELOC. ORDER PROJ. T05-3(8)
STA 13+65 BEG. RELOC. PROJ. 4652 SEC. A

MARATHON COUNTY
LOCATION SKETCH

SCALE 1 MILE

SCHEDULE OF LAND AND INTERESTS REQUIRED

NOTE: ACQUIRE EASEMENTS FOR HIGHWAY PURPOSES EXCEPT AS OTHERWISE SPECIFIED.

PAR.	OWNER	AREA IN ACRES			INTERESTS REQUIRED
		CULT.	WILD.	TOTAL	
1	MIKE BABIAK	2.04	0.65	2.69	INCL. ACCESS RIGHTS
2	MIKE GRZADZIELEWSKI	1.89		1.89	
3	EDWARD WAMBOLD	0.28		0.28	
4	FRANK SZLEMBARSKI	0.16		0.16	
5	NICHOLAS PORWIT	2.32	1.43	3.75	
6	JOSEPH ROZEWICZ	0.63	0.59	1.21	FEE TITLE - INCL. ACCESS RIGHTS
7	MARY WENGELSKI	4.74	0.42	5.16	INCL. ACCESS RIGHTS
8	MICHAEL WENGELSKI	1.18		1.18	
9	SHERMAN ALBERTS	1.18	3.63	4.81	
10	METHODIST CONG. CEM.	0.50		0.50	FEE TITLE
11	KNOWLTON CEMETERY	0.06		0.06	INCL. ACCESS RIGHTS
12	BEN SCHRAEFEL				ACCESS RIGHTS
13	JOSEPH ROZEWICZ	0.18		0.18	INCL. ACCESS RIGHTS
14	AGNES JAKUBOWSKI	2.59	2.33	4.92	FEE TITLE - INCL. ACCESS RIGHTS
15	CHESTER WEYER	0.15		0.15	FEE TITLE
16	FRANK TROMEL	0.90		0.90	
17	NOYES LANE	0.39		0.39	
18	AGNES BREITINSTEIN	2.89		2.89	INCL. ACCESS RIGHTS
19	SALLY ANN GUENTHER	1.63		1.63	
20	ROBERT ALBERS	0.40		0.40	FEE TITLE
21	LEON SONDELSKI	3.12	2.02	5.14	INCL. ACCESS RIGHTS
22	RAY FILIPIAK	0.89	4.38	5.27	
23	EMERON MILLER	6.91		6.91	
24	JOHN PESTKA	2.23		2.23	
25	ANTON WIRSINSKI	1.17		1.17	
26	EARL HIBBARD	5.05		5.05	
27	FLOYD HIBBARD	15.80	0.60	16.40	
28	ALBERT A. SCHWICHTENBERG	7.64		7.64	
29	ALBERT GRONSKI	4.96		4.96	
30	THOMAS A. AND CHARLES R. STARK	7.92	2.05	9.97	
31	MARY LIGAS	2.24		2.24	
32	STANLEY SWITA	9.31	0.47	9.78	
33	BATT CERESERO	2.18	0.80	2.98	
34	JOHN URBAN	17.37	2.59	19.96	
35	FRANK CAFARELLA	2.17	0.26	2.43	
36	EDWARD GANSER JR.	7.50		7.50	
37	DONALD DUPUIS	7.11		7.11	
38	JOHN J. MICHAELSKI	5.51	0.14	5.65	
39	JOE W. KONIECZKO	3.52		3.52	
40	FRED GOTSKI	6.53		6.53	
41	SYLVESTER SHARKEY	9.73		9.73	FEE TITLE
42	JOSEPH M. KERN	8.77		8.77	
43	WILLIAM O'CONNOR	2.24	0.47	2.71	INCL. ACCESS RIGHTS
44	OSCAR STRACHOTA	0.94		0.94	FEE TITLE
45	PATRICK REDMOND	3.97	1.78	5.75	INCL. ACCESS RIGHTS
46	JOHN MORELSBERGER	2.77		2.77	
47	BERTHA KOPP L.C.	1.71		1.71	
48	STACY FIGON	1.71		1.71	
49	EMMA BELL	6.44	0.25	6.69	
50	JOSEPH SWIDERSKI	15.22		15.22	
51	ANNA SWIDERSKI	3.34	2.94	6.28	
52	HAROLD WASHBURN	0.18	0.07	0.25	
53	JOHN PLISKA	0.02	0.36	0.38	
54	GOTTLIEB A. LUEDTKE	2.09		2.09	
55	ALBERT H. OSBORN	0.26		0.26	
56	JAMES E. BRADLEY	0.15		0.15	
57	DUDLEY BRADLEY	0.11		0.11	
58	PAUL HUBER	0.12		0.12	
59	CARL H. SCHMIDT	0.07		0.07	
60	LAWRENCE DRAKE	0.05		0.05	
61	HUGO CARLSON	0.05		0.05	
62	JOSEPH B. BUSKA	0.07		0.07	
63	STANLEY E. SWIDERSKI	1.94		1.94	INCL. ACCESS RIGHTS

PLAT LEGEND

P.D. - PRIVATE DRIVEWAY
S.C. - SPECIAL CROSSING

RESTRICTED USE

RESID. - RESIDENTIAL
AGRIC. - AGRICULTURAL
COM. - COMMERCIAL
IND. - INDUSTRIAL

STATE HIGHWAY COMMISSION OF WISCONSIN

PLAT OF RIGHT OF WAY REQUIRED

PROJECT F 05-3 (32)

SOUTH COUNTY LINE - MOSINEE ROAD

U.S.H. 51 MARATHON COUNTY

10-18-56

9-24-56

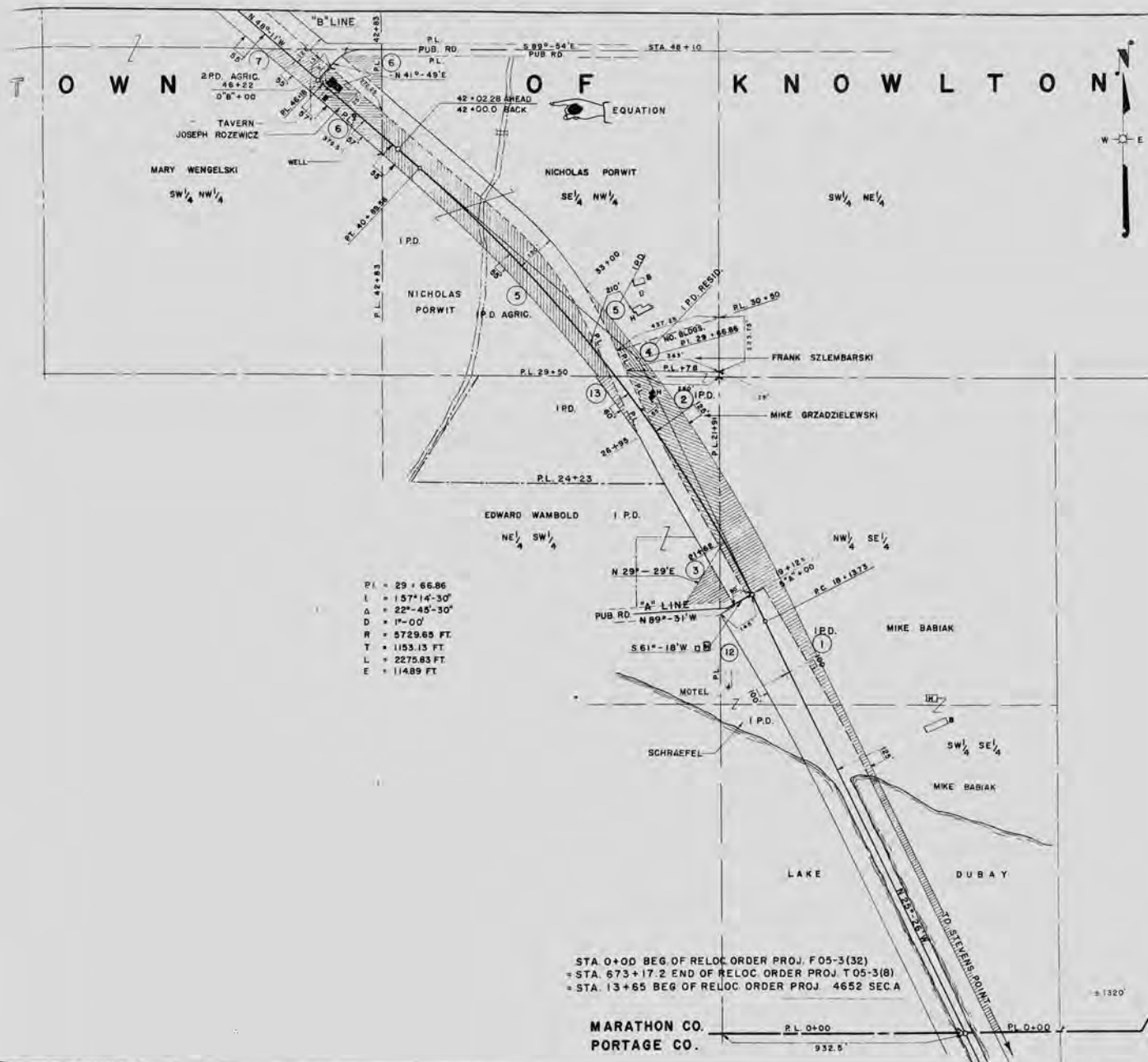
8-14-56

6-28-56

DATED 5-21-56

LENGTH 9.110 MILES

179



COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND NUMBER	ADJUSTMENT	FEDERAL DIVISION	SHEET NUMBER	TOTAL SHEETS
371	53		11.32	4	41	179

P.I. = 29 + 66.86
 I = 157°14'-30"
 Δ = 22°-45'-30"
 D = 1°-00"
 R = 5729.65 FT.
 T = 1153.13 FT.
 L = 2275.63 FT.
 E = 114.89 FT.

STA 0+00 BEG. OF RELOC. ORDER PROJ. F05-3(32)
 * STA. 673+17.2 END OF RELOC. ORDER PROJ. T05-3(8)
 * STA. 13+85 BEG. OF RELOC. ORDER PROJ. 4652 SECA

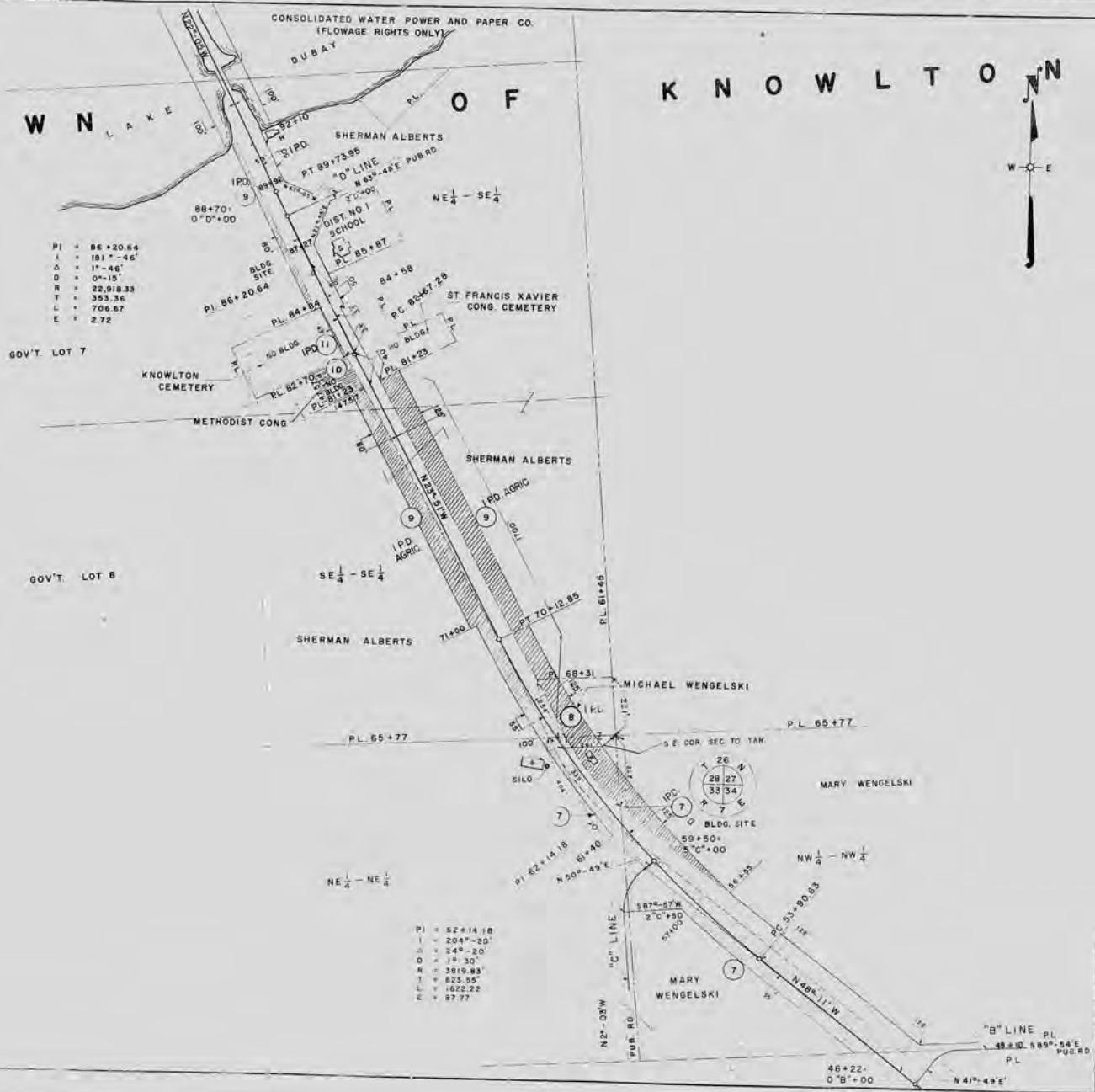
MARATHON CO.
 PORTAGE CO.

STATE HIGHWAY COMMISSION OF WISCONSIN
 DIV. OF RIGHT OF WAY REQUIRED
 PROJECT F 05-3 (32)

SCALE
 0 100 200
 10-18-95
 9-24-95
 8-14-95
 6-28-95
 DATE 9-21-95

TOWN OF KNOWLTON

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
37.1	5.3	STATE FEDERAL	11.32	4	4.2
					179



STATE HIGHWAY COMMISSION OF WISCONSIN
 PLAT OF RIGHT OF WAY REQUIRED
 PROJECT F 05-3 (32)



KNOWLTON UNINC.
FRANK
BELOHLAUEK

PI = 130+41.80
I = 201° - 25'
D = 212° 25'
O = 1° - 15'
R = 4983.75'
T = 866.80'
L = 175.33'
E = 91.24'

JAMES BARAVETTA
PL 133+77.0
PL 133+26

SW 1/4 - SE 1/4

LAKE DUBAY

CONSOLIDATED WATER POWER & PAPER
CO. - FLOWAGE RIGHTS ONLY.

GOV'T LOT 2

2878' TO NW COR SEC 28

589° - 15' E PUBLIC ROAD

(23+02) = 5° E + 00
121+50
PC 121+75.00

GOV'T LOT 5

NE 1/4 NE 1/4

LAKE

DUBAY

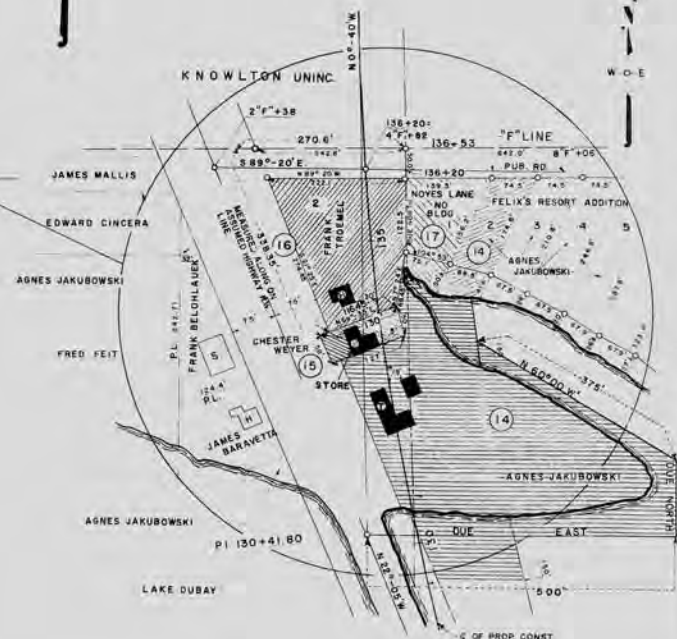
GOV'T LOT 6

T O W N

O F

K N O W L T O N

COUNTY AND HIGHWAY	ROUTE AND SECTION	CASE AND AGREEMENT	FEDERAL TOWNSHIP OFFICE	SHEET NUMBER	TOTAL SHEETS
37.1	5.3	11.32	4	4.3	179



STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT F 05-3 (32)

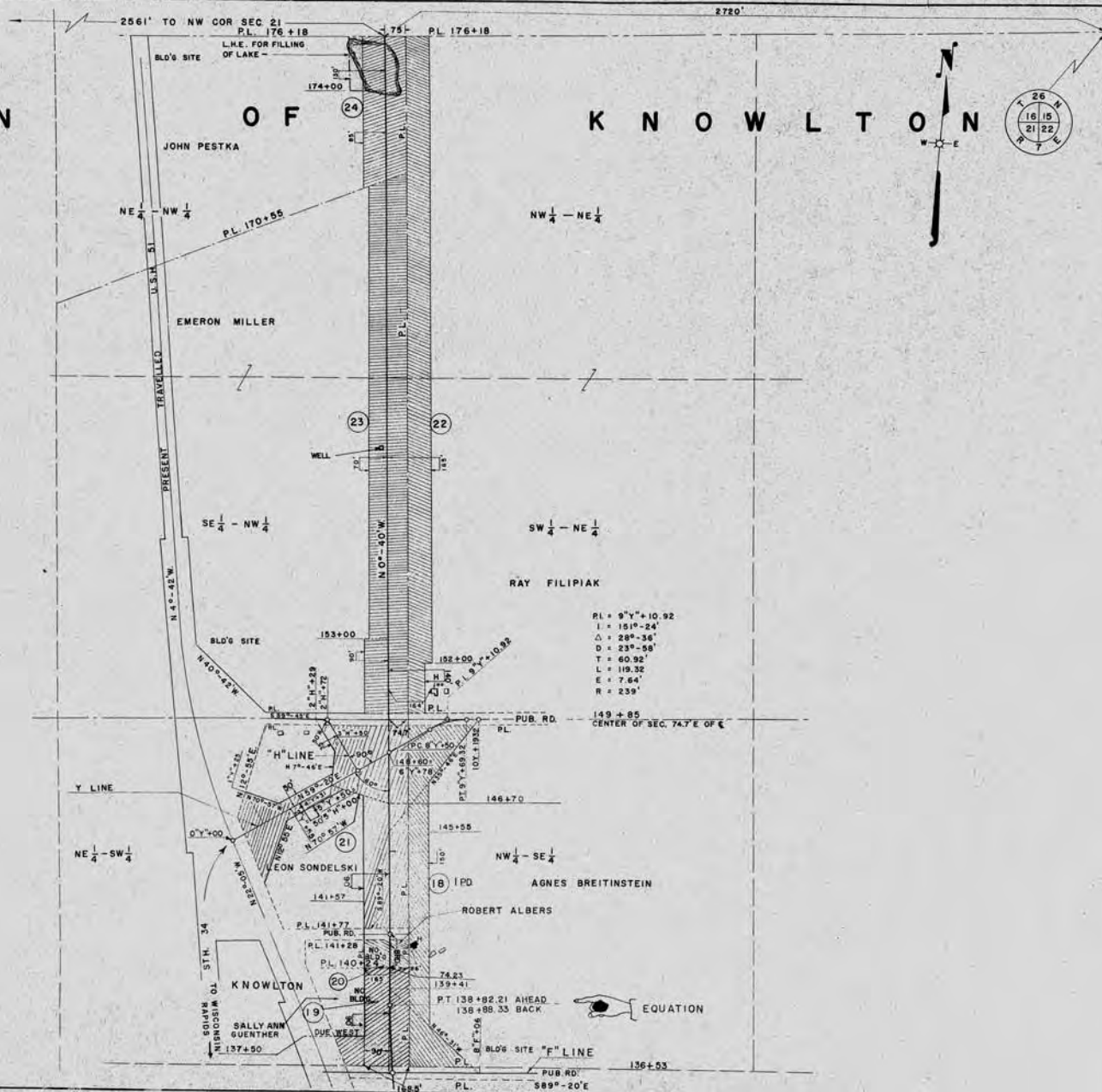


10-18-56
9-24-56
8-14-56
6-28-56
DATED 5-21-56

T O W N

O F

K N O W L T O N



COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
37.1	5.3		11.32	4	4:4
					179

STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT F 05-3 (32)

SCALE
0 200 400

10-18-56
9-24-56
8-14-56
6-28-56
DATED 3-21-56

T O W N

O F

K N O W L T O N

FLOYD HIBBARD

SE $\frac{1}{4}$ - NW $\frac{1}{4}$

SW $\frac{1}{4}$ - NE $\frac{1}{4}$

I.S.C. AGRIC.

I.P.D.

BLDG. SITE

NE $\frac{1}{4}$ - SW $\frac{1}{4}$

NW $\frac{1}{4}$ - SE $\frac{1}{4}$

FLOYD HIBBARD

TO MOSINEE

PL

PL

PL 187+48

PL 189+46

SE $\frac{1}{4}$ - SW $\frac{1}{4}$

BLDG. SITE

I.S.C. AGRIC.

EARL A. HIBBARD

SW $\frac{1}{4}$ - SE $\frac{1}{4}$

PL

PL 179+56

I.P.D.

ANTON WIRSBINSKI

PL 176+18

PL 176+18

BLDG. SITE

2720' TO SEC. COR.

COUNTY AND HIGHWAY	DATE AND SECTION	CLASS AND ACQUISITION	FED. DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
37.1	5.3		11.32	4	179



STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT F 05-3 (32)

SCALE
0 200 400

10-18-56
9-24-56
8-14-56
6-28-56
DATED 5-21-59

T O W N

O F K N O W L T O N

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLAIR'S AND AGREEMENT	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
37.1	53	STATE FEDERAL	11.32 4	4.6	179



THOMAS A. & CHARLES R. STARK

NE $\frac{1}{4}$ - SW $\frac{1}{4}$

ALBERT GRONSKI

NW $\frac{1}{4}$ - SE $\frac{1}{4}$

SE $\frac{1}{4}$ - SW $\frac{1}{4}$

SW $\frac{1}{4}$ - SE $\frac{1}{4}$

ALBERT A. SCHWICHTENBERG

NE $\frac{1}{4}$ - NW $\frac{1}{4}$

NW $\frac{1}{4}$ - NE $\frac{1}{4}$

1 SC. AGRI (2 B)

1 SC. AGRI



STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT F 05-3 (32)



10-18-56
9-24-56
8-14-56
6-28-56
DATED 5-21-56

TOWN OF KNOWLTON

STANLEY ZACHOWSKI

COUNTY HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	FEET EITHER SIDE	SHEET NUMBER	TOTAL SHEETS
37.1	5.3	11.32	.4	4.7	179

BLDG. SITE

JOHN URBAN
SE $\frac{1}{4}$ - SW $\frac{1}{4}$

ISC. AGRIC

P.L. 295+33

ISC. AGRIC.

SW $\frac{1}{4}$ - SE $\frac{1}{4}$

P.L.

"K" LINE
PUB. RD.
P.L.

282+11
5"K"=00

284+61

285+38

282+11

S 99°-45' E

SECT. LINE 282+11

2721'

278+61

32

278+80

NO. BLDG.

STANLEY SWITA
NE $\frac{1}{4}$ - NW $\frac{1}{4}$

BATT CERESERO
NW $\frac{1}{4}$ - NE $\frac{1}{4}$

32

P.L. 268+33 (COMP)

31

MARY LIGAS
SW $\frac{1}{4}$ - NE $\frac{1}{4}$

SE $\frac{1}{4}$ - NW $\frac{1}{4}$

32

255+55
5"J"=00

258+05

258+77

BLDG. SITE

P.L.

"J" LINE
PUB. RD.
P.L.

P.L. 255+55

BLDG. SITE

S 89°-55' E

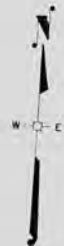
P.L.



STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT F 05-3 (32)

SCALE
0 100 200

10-19-58
9-24-56
8-14-56
6-28-56
DATED 5-21-56



TOWN OF KRONENWETTER

TOWN OF KNOWLTON

COUNTY	ROUTE AND SECTION	PL. AND AGREEMENT	FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
37.1	5.3	11.32	4	4.8	179

EDWARD GANSER JR.
NE $\frac{1}{4}$ - NW $\frac{1}{4}$

NW $\frac{1}{4}$ - NE $\frac{1}{4}$

ISC AGRIC. (36)

ISC AGRIC.

PL 321+39

PL 321+39

BLO'S SITE

JOHN URBAN
SE $\frac{1}{4}$ - NW $\frac{1}{4}$

I.P.D.

JOHN URBAN
SW $\frac{1}{4}$ - NE $\frac{1}{4}$

ISC AGRIC. (34)

309+50

PL 308+54

308+00

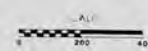
JOHN URBAN
NE $\frac{1}{4}$ - SW $\frac{1}{4}$

FRANK CAPARELLA
NW $\frac{1}{4}$ - SE $\frac{1}{4}$

PL 295+33

PL.
STANLEY
ZACHOWSKI
NO BLO'S BLO'S SITE

STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT F 05-3 (32)



10-18-56
9-24-56
8-14-56
6-28-56
DATED 5-21-56

TOWN OF KRONENWETTER

COUNTY AND HIGHWAY	ROUTE AND LOCATION	CLASS AND AGREEMENT	FEDERAL AID (FISCAL YEAR)	SHEET NUMBER	TOTAL SHEETS
37.1	5.3		11.32	4	179



BLD'S SITE



NO BLD'G

SE $\frac{1}{4}$ - NW $\frac{1}{4}$
FRED GOTSKI

SW $\frac{1}{4}$ - NE $\frac{1}{4}$
JOE W. KONIECZKO

JOHN J. MICHALSKI

NE $\frac{1}{4}$ - SW $\frac{1}{4}$

NW $\frac{1}{4}$ - SE $\frac{1}{4}$

1 SC. AGRIC.

1 SC. AGRIC.

SE $\frac{1}{4}$ - SW $\frac{1}{4}$

SW $\frac{1}{4}$ - SE $\frac{1}{4}$

DONALD DUPUIS

BLD'S SITE

P.L.
PUB. RD.
P.L.

354+52

P.L. S 89°-45'E

"L" LINE



STATE HIGHWAY COMMISSION OF WISCONSIN
PLA 157 RIGHT OF WAY REQUIRED
PROJECT F 05-3(32)

SCALE
0 200 400

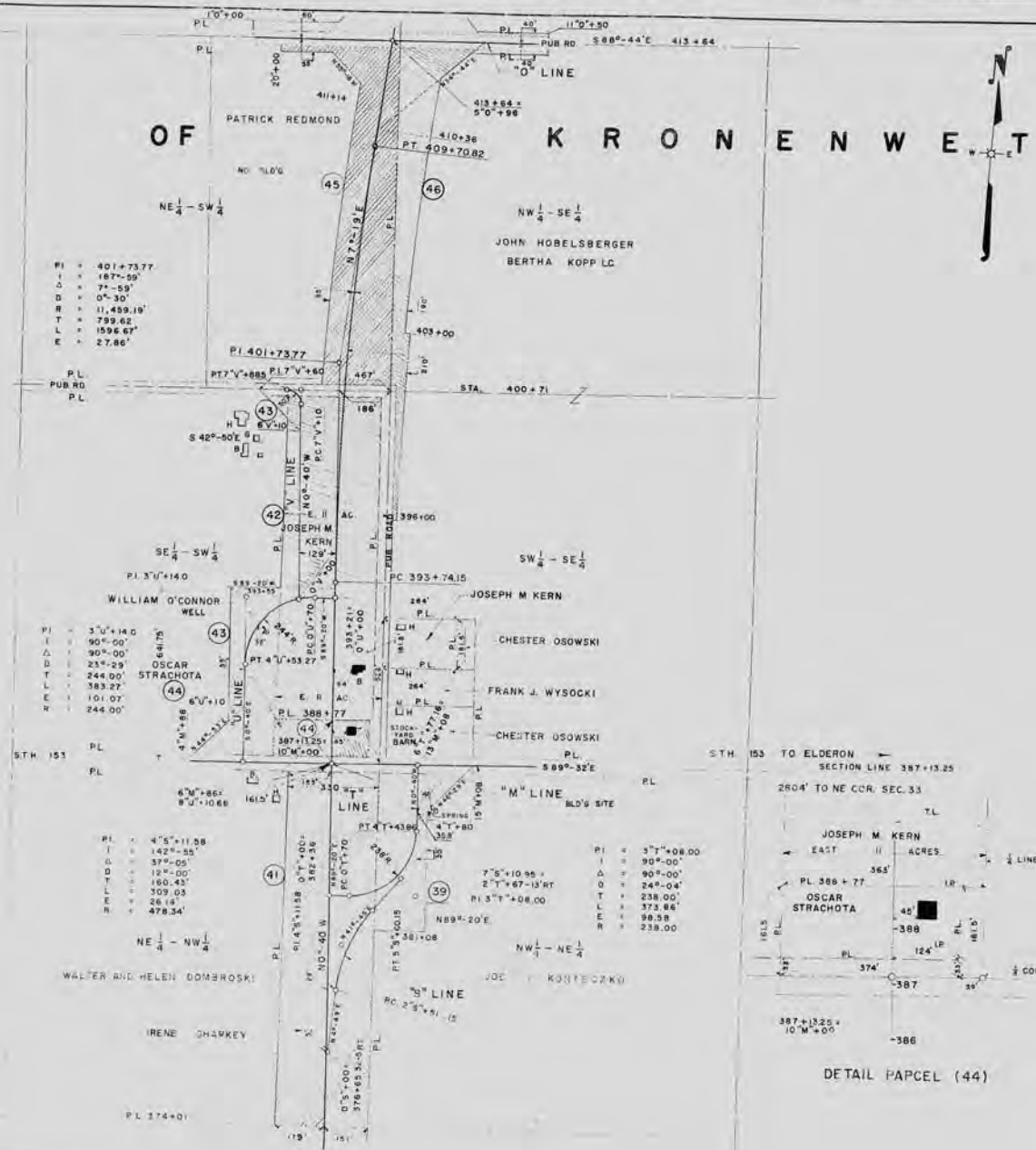
10-18-56
9-24-56
9-14-56
6-28-56
DATED 8-21-56

K R O N E N W E T T E R

STATE HIGHWAY COMMISSION OF WISCONSIN
 EAST OF RIGHT OF WAY REQUIRED
 PROJECT F 05-3 (32)

10-18-56
 9-24-56
 8-14-56
 6-28-56
 DATED 3-21-56

SCALE
 0 200 400



STA. 481+00
END OF RELOC. ORDER. PROJECT F 05-3(32)
STA. 89+50 DIV. JOB NO. 4378 F.A.P. 449A

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	FEDERAL DIVISION OFFICE	STATE DIVISION OFFICE	DATE
37.1	5.3		11.32	4	4.12 179

PI = 473+42.72
I = 188°-32'
Δ = 18°-32'
D = 2°-00'
T = 487.44'
L = 928.87'
R = 2864.93'
E = 37.68'

PI = 0°14'-28.98
I = 184°-00'
Δ = 28°-00'
D = 54°-04'-16"
T = 25.40'
L = 48.00'
E = 2.89'
R = 110'

PI = 2°12'-11.14
I = 166°-00'
Δ = 14°-00'
D = 14°-34'-54"
T = 43.38'
L = 96.01'
E = 2.96'
R = 314'

PI = 1°12'-32.74
I = 169°-00'
Δ = 14°-00'
D = 14°-34'-54"
T = 43.38'
L = 96.01'
E = 2.96'
R = 314'

ARTHUR LANDWEHR
JOE PODGORSKI
CHARLES P. DVORSCAK
JOHN VOELTNER

JOSEPH B. BUSKA (61)
HUGO CARLSON (60)
LAWRENCE DRAKE (59)
CARL H. SCHMIDT (58)
PAUL HUBER (57)
DUDLEY BRADLEY (56)
JAMES E. BRADLEY (55)
ALBERT H. OSBORNE (54)
GOTTLIEB A. LUEDTKE (53)

(51) HAROLD WASHBURN

JOHN PLISKA
HENRY M. KRONENWETTER
JOHN PLISKA

FELIX R. MICHAL

ROBERT MIELKE

CARL H. LOUNSBURY

ISC AGRIE
ANNA SWIDERSKI

PAUL HUBER

DUDLEY BRADLEY

JAMES E. BRADLEY

ALBERT H. OSBORNE

GOTTLIEB A. LUEDTKE

ANNA SWIDERSKI

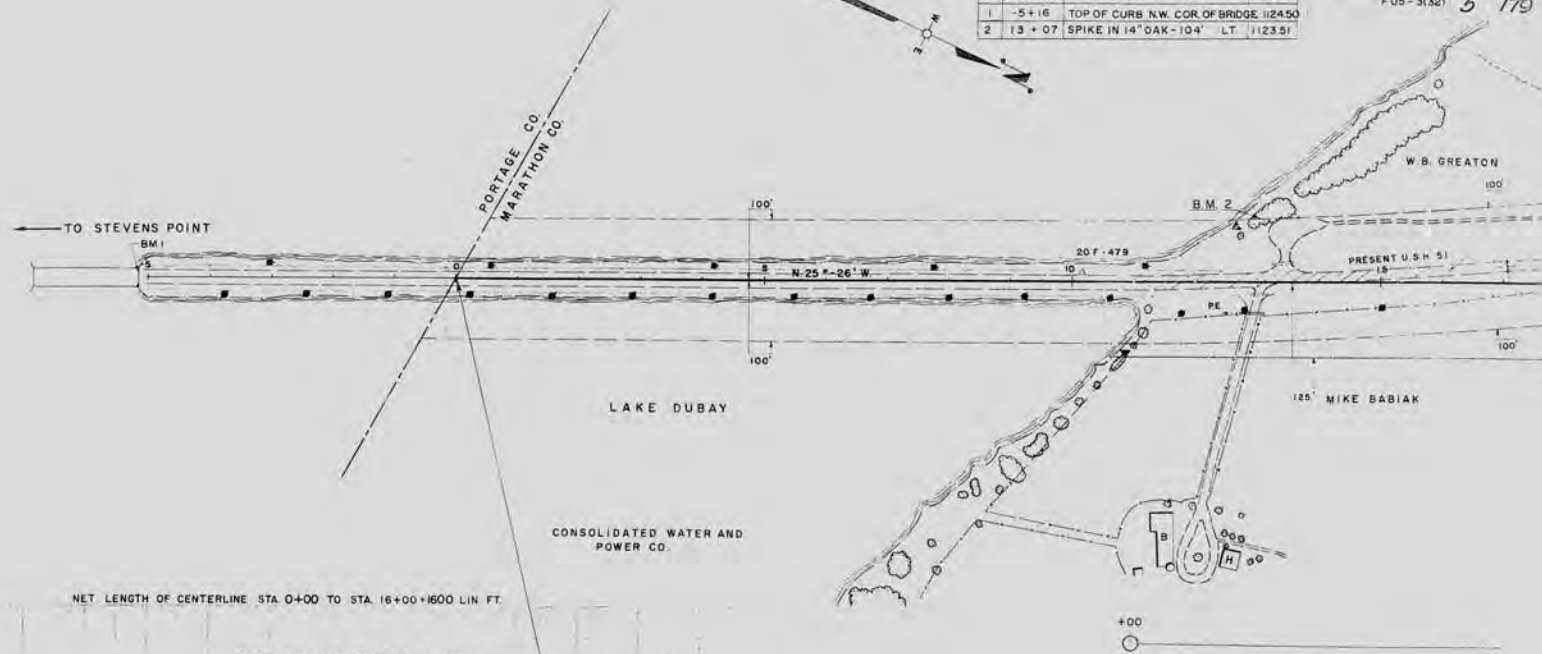
T O W N O F K R O N E N W E T T E R

STATE HIGHWAY COMMISSION OF WISCONSIN
PLAN OF RIGHT OF WAY REQUIRED
PROJECT F 05-3 (32)

SCALE
0 200 400
DATE: 2-21-55

BENCH MARKS		
NO.	STATION	DESCRIPTION
1	-5+16	TOP OF CURB N.W. COR. OF BRIDGE
2	13+07	SPIKE IN 14" OAK - 104' LT.

F 05-3(32) 5 179



NET LENGTH OF CENTERLINE STA. 0+00 TO STA. 16+00 = 1600 LIN. FT.

BEGIN PROJ. FD5-3(32) STA. 0+00

PLAN LEGEND

FILL
UNCLASSIFIED EXCAVATION
ROCK EXCAVATION
BORROW EXCAVATION
CUBIC-YARDS
CULVERT PIPE
PROPERTY LINE
PRIVATE ENTRANCE
STATION
TRANSIT LINE
WATER LINE
CORRUGATED METAL PIPE
LIMITED HIGHWAY EASEMENT
REINF. CONC. CULVERT PIPE

UNC
R
B
C.Y.
C.P.
PL
PE
STA.
T.L.
W.L.
C.C.M.P.
L.H.E.
R.C.C.P.

MAXIMUM W.L. 1117.0
NORMAL W.L. 1115.0
MINIMUM W.L. 1110.0

1123.75
1122.96
1121.68
1121.00
1120.32
1120.16
1119.96
1119.96
1119.97
1119.84
1119.92
1119.82
1119.80
1119.88
1119.87
1119.91
1120.07
1120.17
1120.32
1120.51
1120.75
1121.03
1121.36
1121.70
1122.02
1122.35
1122.61
1122.88

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15
16

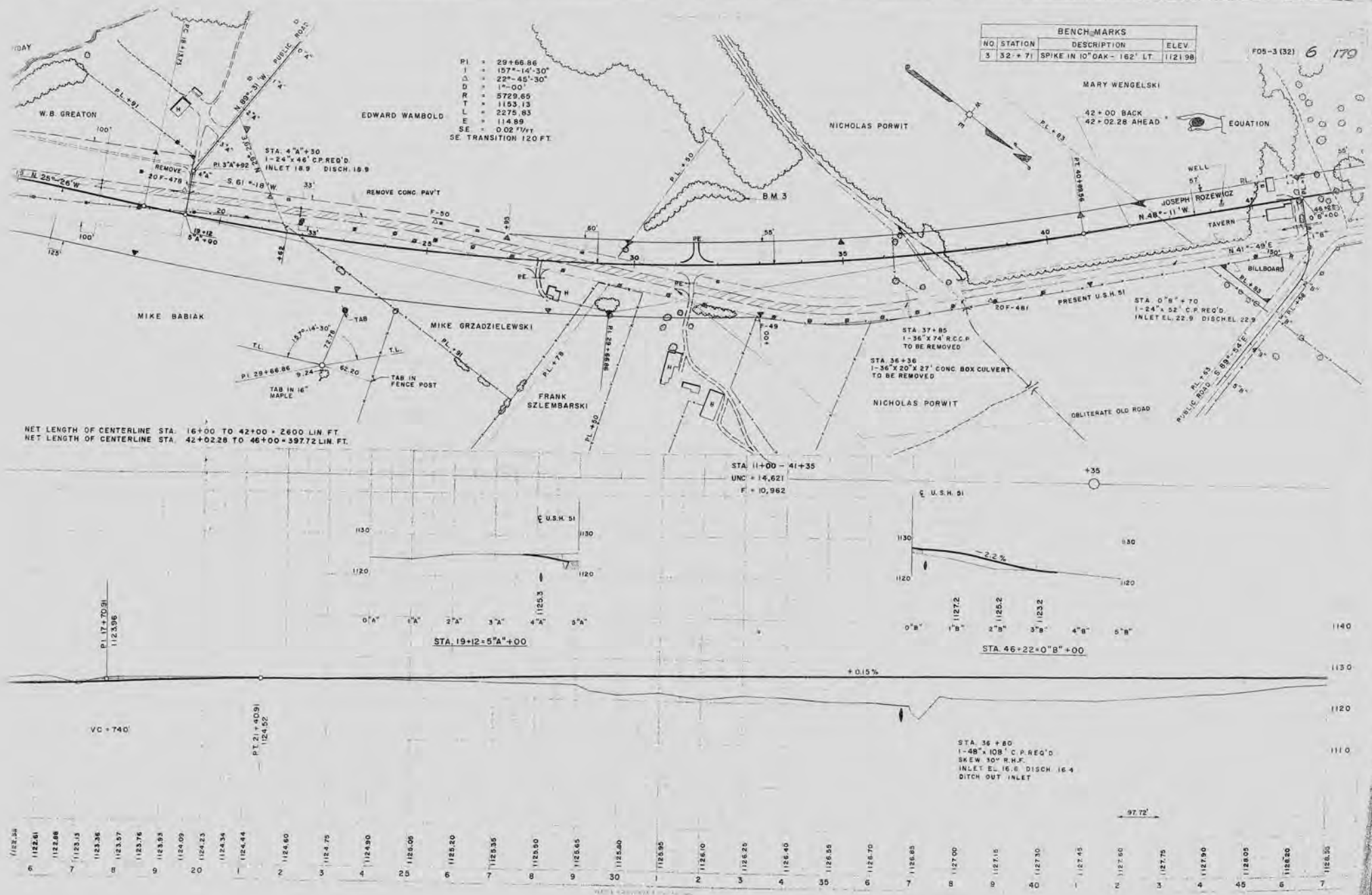
VC = 300'

PC 11+00
1120.07

PT 14+00
1121.56

P.L. 12+50
1120.31

PC 14+00.91
1121.57



BENCH MARKS		
NO	STATION	DESCRIPTION
5	32+71	SPIKE IN 10" DAK - 162' LT
		ELEV. 1121.98

FOB-3 (32) 6 179

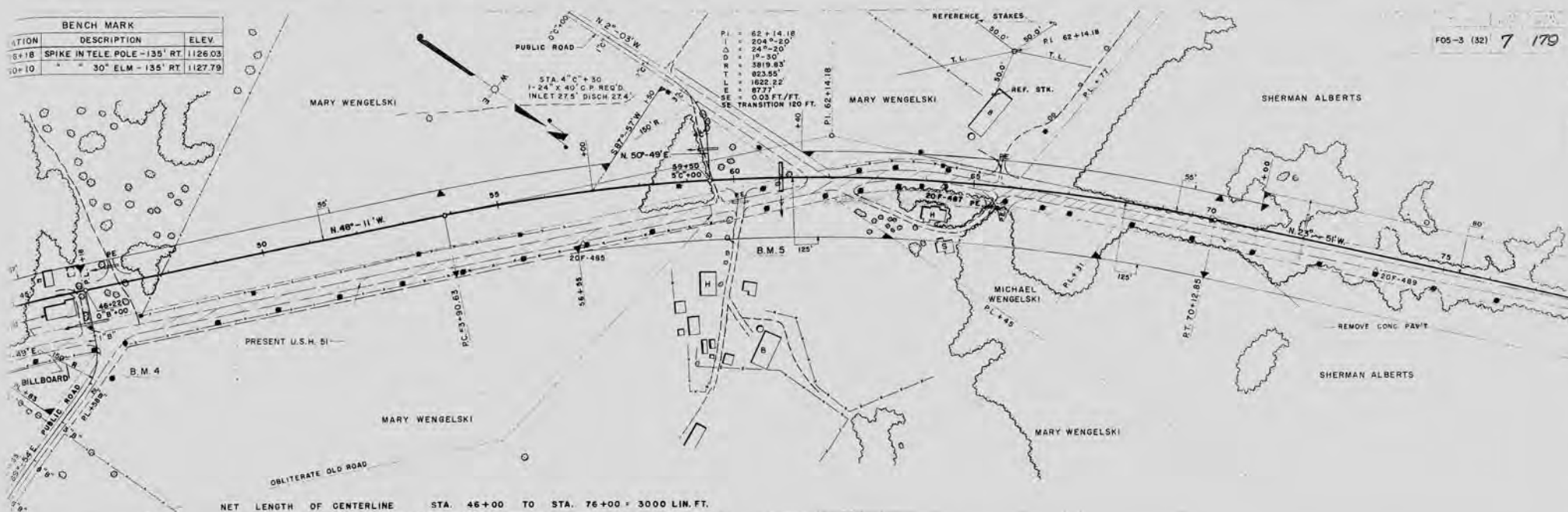
NET LENGTH OF CENTERLINE STA. 16+00 TO 42+00 = 2600 LIN. FT.
 NET LENGTH OF CENTERLINE STA. 42+02.28 TO 46+00 = 397.72 LIN. FT.

STA. 36+80
 1-48" x 108" C.P. REG'D
 SKEW 30° R.H.F.
 INLET EL. 16.6 DISCH. 16.4
 DITCH OUT INLET

1123.36	1123.61	1123.86	1123.15	1123.36	1123.57	1123.76	1123.95	1124.09	1124.23	1124.34	1124.44	1124.60	1124.75	1124.90	1125.05	1125.20	1125.35	1125.50	1125.65	1125.80	1125.95	1126.10	1126.25	1126.40	1126.55	1126.70	1126.85	1127.00	1127.15	1127.30	1127.45	1127.60	1127.75	1127.90	1128.05	1128.20	1128.35										
0	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

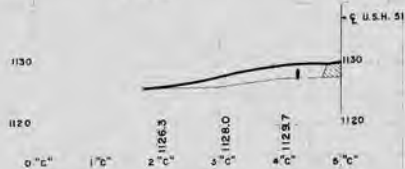
BENCH MARK		
ATION	DESCRIPTION	ELEV.
5+18	SPIKE IN TELE. POLE - 135' RT	1126.03
10+10	" " 30" ELM - 135' RT	1127.79

F05-3 (32) 7 179



NET LENGTH OF CENTERLINE STA. 46+00 TO STA. 76+00 = 3000 LIN. FT.

STA. 41+35-56+35	+35	STA. 56+35-62+04	+04
UNC = 4,052		UNC = 1,555	
F = 3,039		F = 1,148	



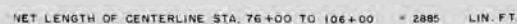
STA 59+50 = 9' 0" + 0.0

+ 0.15%

STA. 61+00
1-64' P CATTLE PASS REG.
NOTE: DRAINAGE TO BE PROVIDED FOR
BY PROPERTY OWNER.

STA. 72+00
1-30' x 100' C.P. REG'D.
INLET 23.8' DISCH. 23.8'

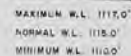
1126.20	1126.35	1126.50	1126.65	1126.80	1126.95	1127.10	1127.25	1127.40	1127.55	1127.70	1127.85	1130.00	1130.15	1130.30	1130.45	1130.60	1130.75	1130.90	1131.05	1131.20	1131.35	1131.50	1131.65	1131.80	1131.95	1132.10	1132.25	1132.40	1132.55	1132.70	7
6	7	8	9	50	1	2	3	4	55	6	7	8	9	60	1	2	3	4	65	6	7	8	9	70	1	2	3	4	75	6	7

F05-3(32) 8

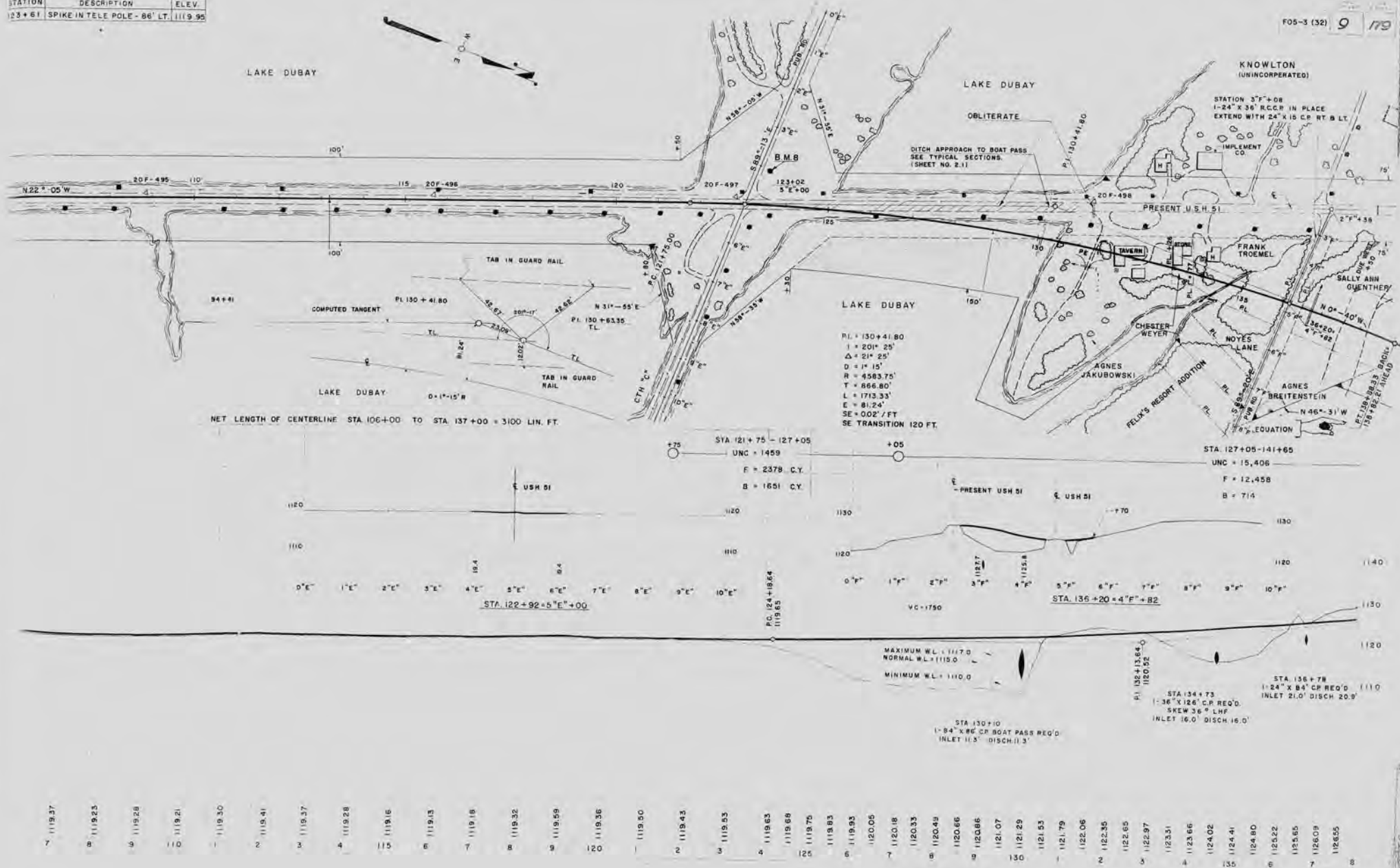
Profile view of STA 88+70 showing a parabolic curve with a 90' vertical curve length. The profile starts at a 1.33% grade, has a 1.30% grade, and ends at a 1.34% grade. The curve is labeled "VC + 90'" and "VC + 120'". The elevation at the start of the curve is 1130.00, and the elevation at the end of the curve is 1140.00. The horizontal distance is marked from 0+00 to 4+00.

STA 88+70=0thDth+00

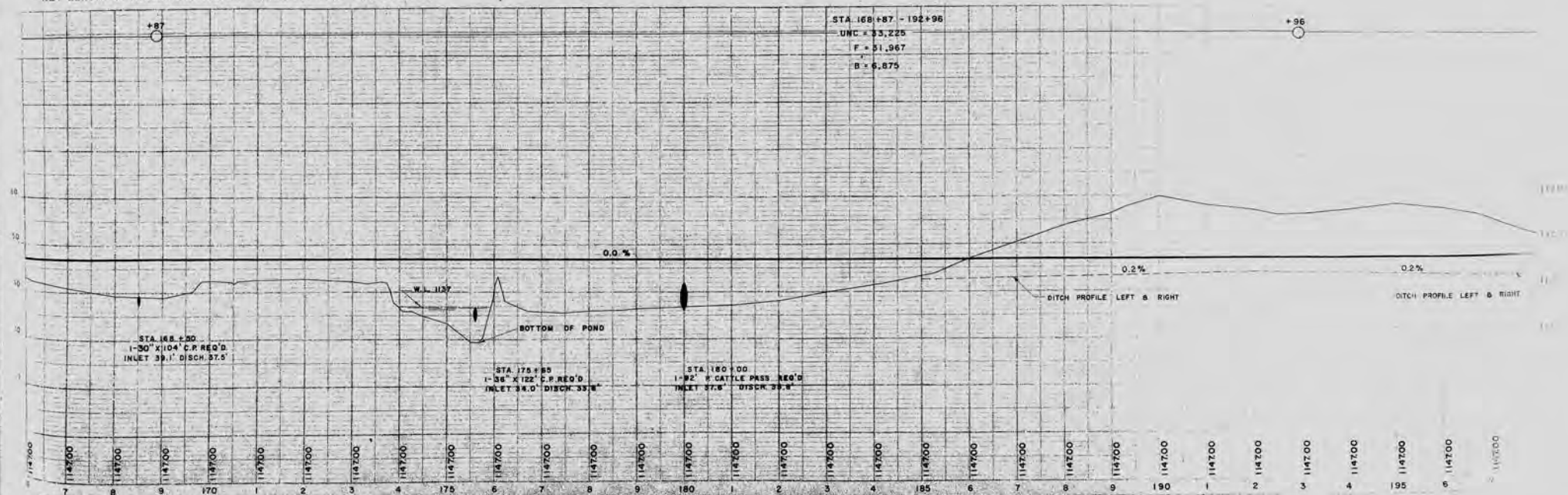
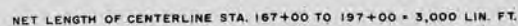
STA 94+41 BRIDGE NO 74E IN PLACE
2- 5.5' R.C. DECK GIRDER SPAN
30' CLEAN ROWY



F05-3 (32) 9 179

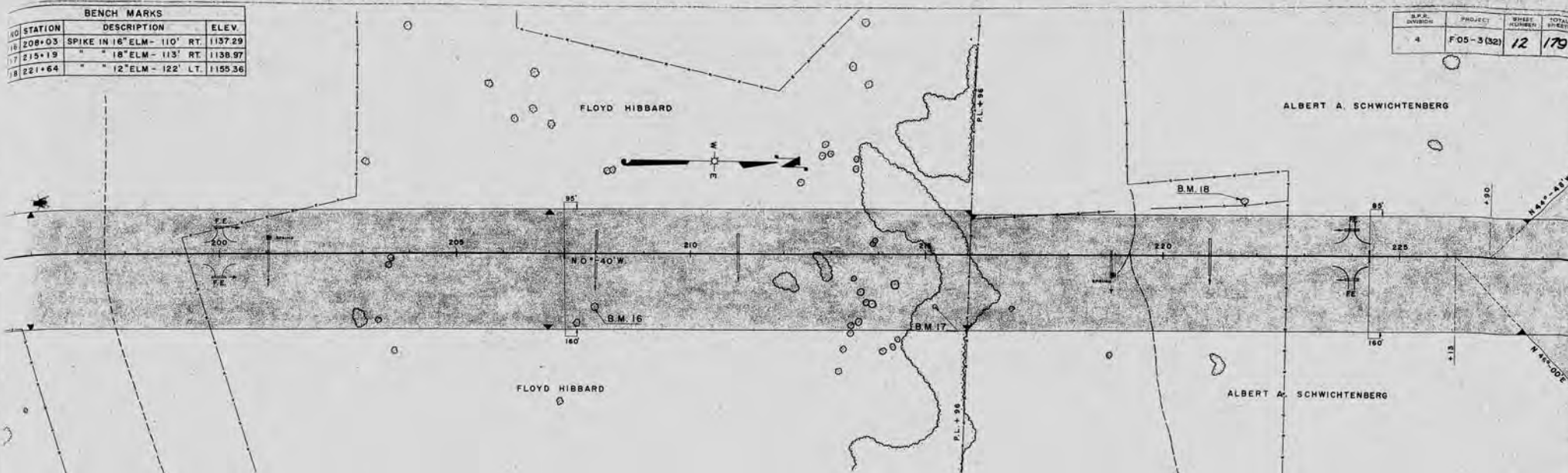


F 05 - 3 (32) 11 179

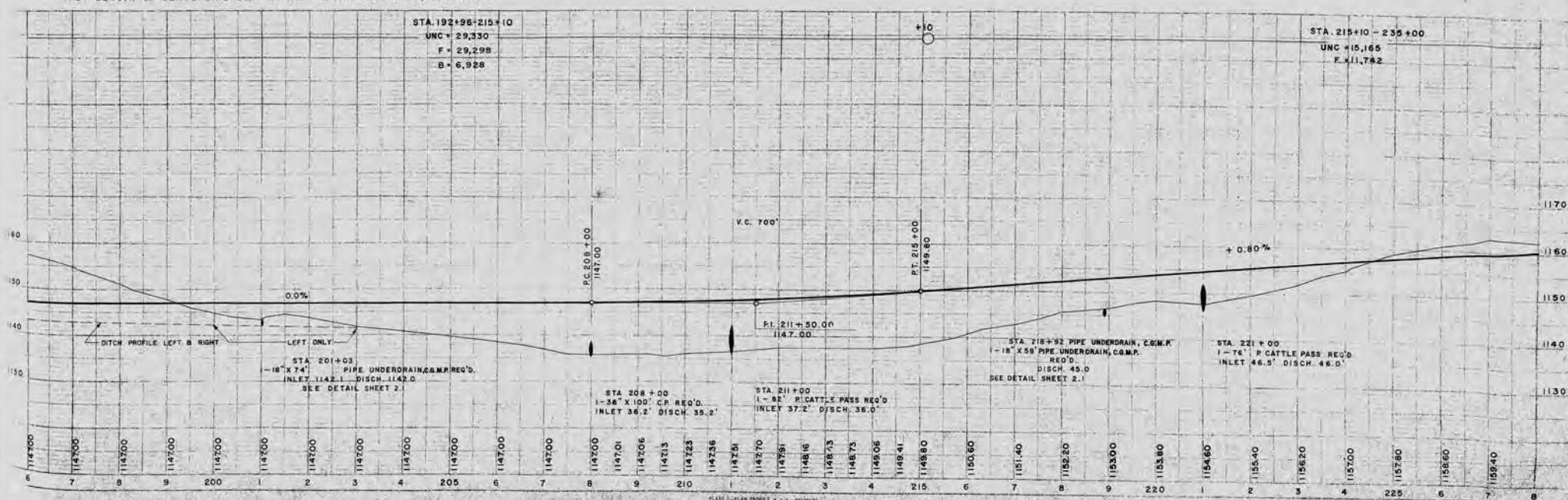


BENCH MARKS		
NO	STATION	DESCRIPTION
16	208+03	SPIKE IN 16" ELM - 110' RT. 1137.29
17	215+19	" " 18" ELM - 113' RT. 1138.97
18	221+64	" " 12" ELM - 122' LT. 1155.36

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F05-3(32)	12	179

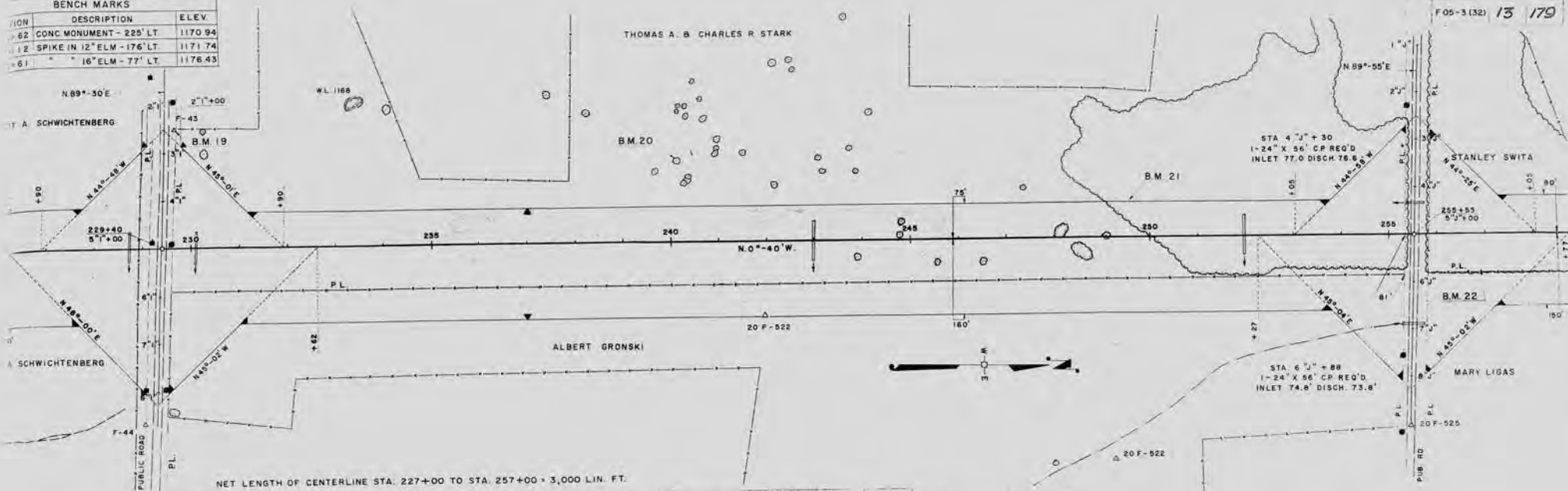


NET LENGTH OF CENTERLINE STA. 197+00 TO STA. 227+00 = 3,000 LIN. FT.

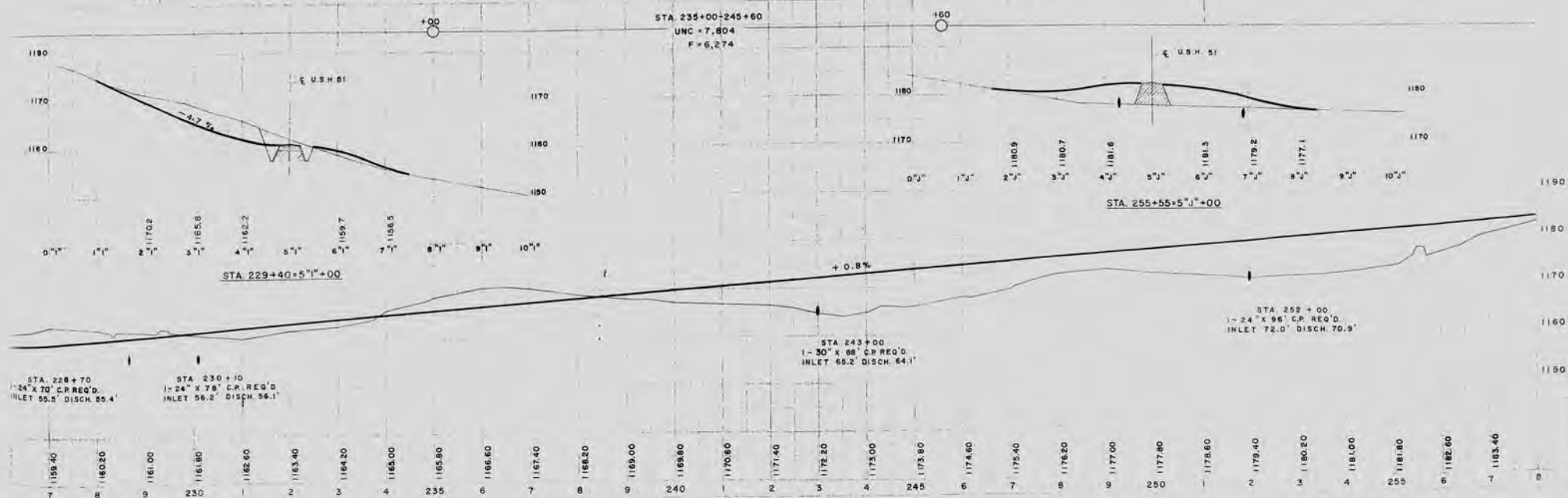


PLANS 3-PLAN PROFILE & C.P. STATION
 PREPARED BY: J. J. STUBBS
 CHECKED BY: J. J. STUBBS

STATION	DESCRIPTION	ELEV.
62	CONC MONUMENT - 225' LT	1170.94
12	SPIKE IN 12" ELM - 176' LT	1171.74
61	" 16" ELM - 77' LT	1176.43



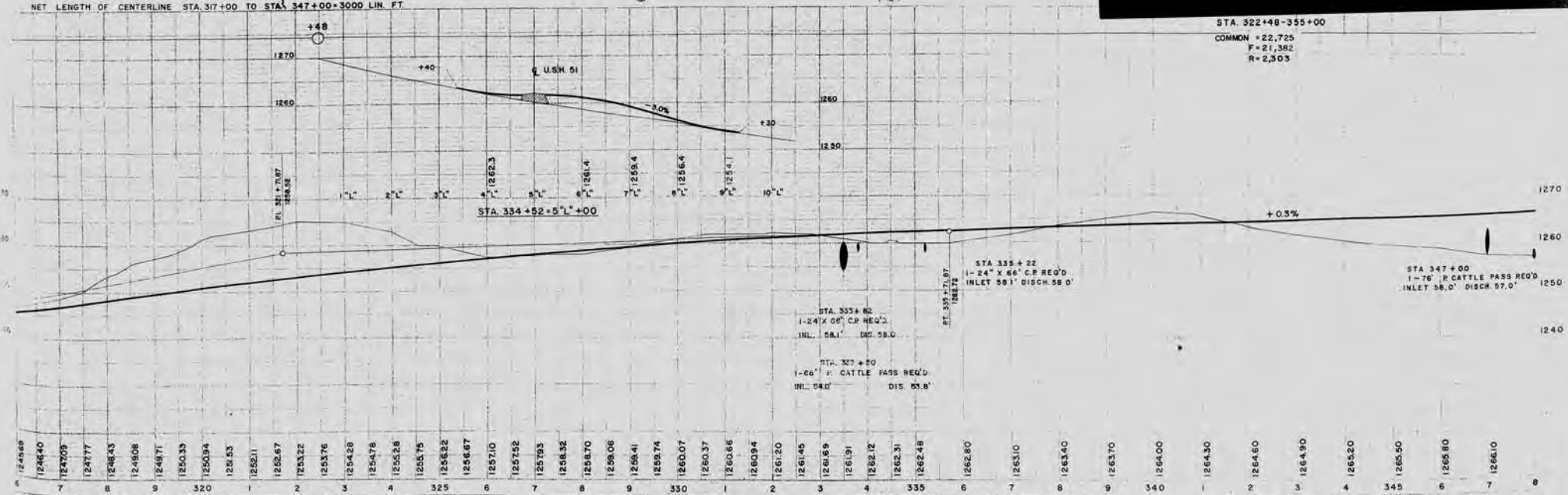
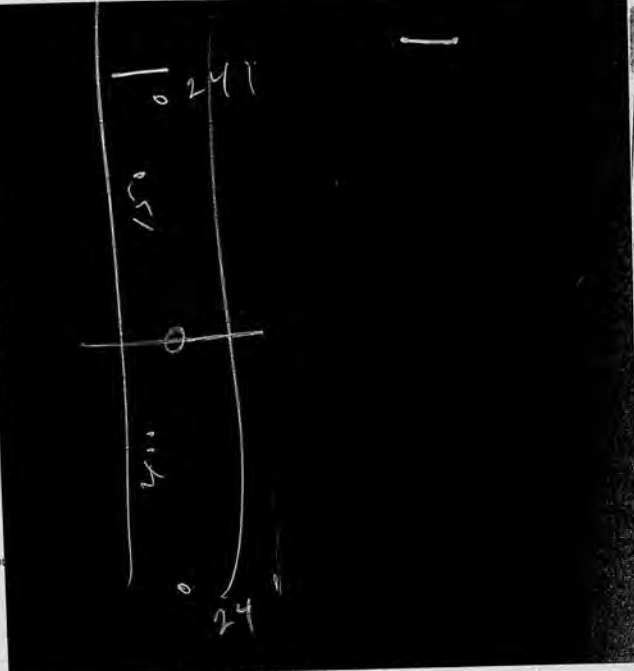
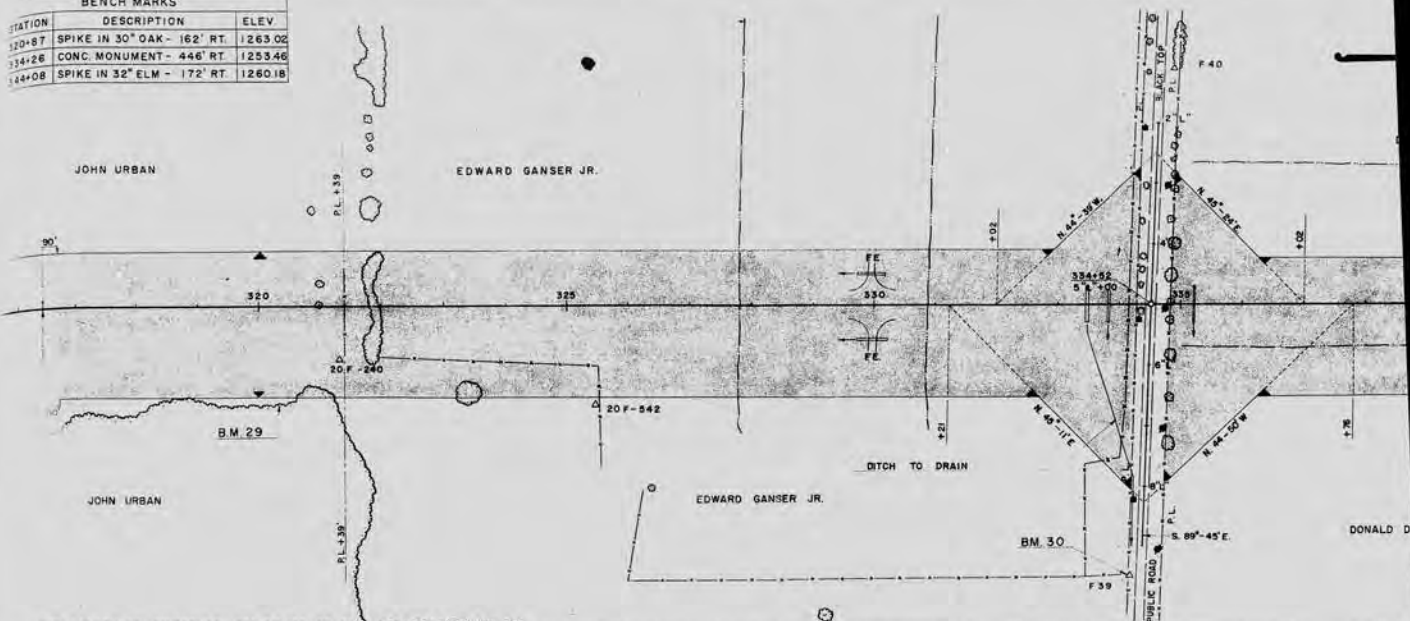
NET LENGTH OF CENTERLINE STA. 227+00 TO STA. 257+00 = 3,000 LIN. FT.



STATION	DESCRIPTION	ELEV.
1+20	SPIKE IN 8" OAK - 76' RT	1226.14
1+00	" " 12" ELM - 75' RT	1198.41
1+11	" " 12" MAPLE - 116' RT	1230.93

[illegible]

BENCH MARKS		
STATION	DESCRIPTION	ELEV.
120+87	SPIKE IN 30" OAK - 162" RT.	1263.02
334+26	CONC. MONUMENT - 446" RT.	1253.46
144+08	SPIKE IN 32" ELM - 172" RT.	1260.18



STA. 322+48-355+00
COMMON = 22,725
F = 21,382
R = 2,303

STA. 335+00
1-24" X 66" C.P. REQ'D
INLET 58.1' DISCH 58.0'

STA. 335+22
1-24" X 66" C.P. REQ'D
INLET 58.1' DISCH 58.0'

STA 347+00
1-76" R CATTLE PASS REQ'D
INLET 58.0' DISCH 57.0'

7	124709	124640
8	124777	124843
9	124908	124971
320	125033	125094
1	125153	125211
2	125267	125322
3	125376	125428
4	125478	125528
325	125575	125622
6	125667	125710
7	125752	125793
8	125832	125870
9	125906	125941
330	125974	126007
1	126037	126066
2	126094	126120
3	126145	126169
4	126191	126212
335	126231	126248
6	126280	126310
7	126340	126370
8	126400	126430
340	126460	126490
1	126520	126550
2	126580	126610
3		
4		
345		
6		
7		

WALTER AND HELEN
DOMBROSKI

B.M. 34

IRENE SHARKEY

JOHN J. MICHALSKI

FRED GOTSKI

ED DUPUIS

20 F-547

20 F-549

B. M. 3:

JOE W. KONIECZKO

NET LENGTH OF CENTERLINE STA. 347+00 TO STA. 377+00 = 3000 LIN. FT.

STA. 355+00-367+42
UNC = 6,764
F = 5,347

STA. 367+42-385+25
 ——— UNC = 31,296 ———
 F = 24,818

+ 0.3 %

+0.4%

P.C. 373+02
1275.22

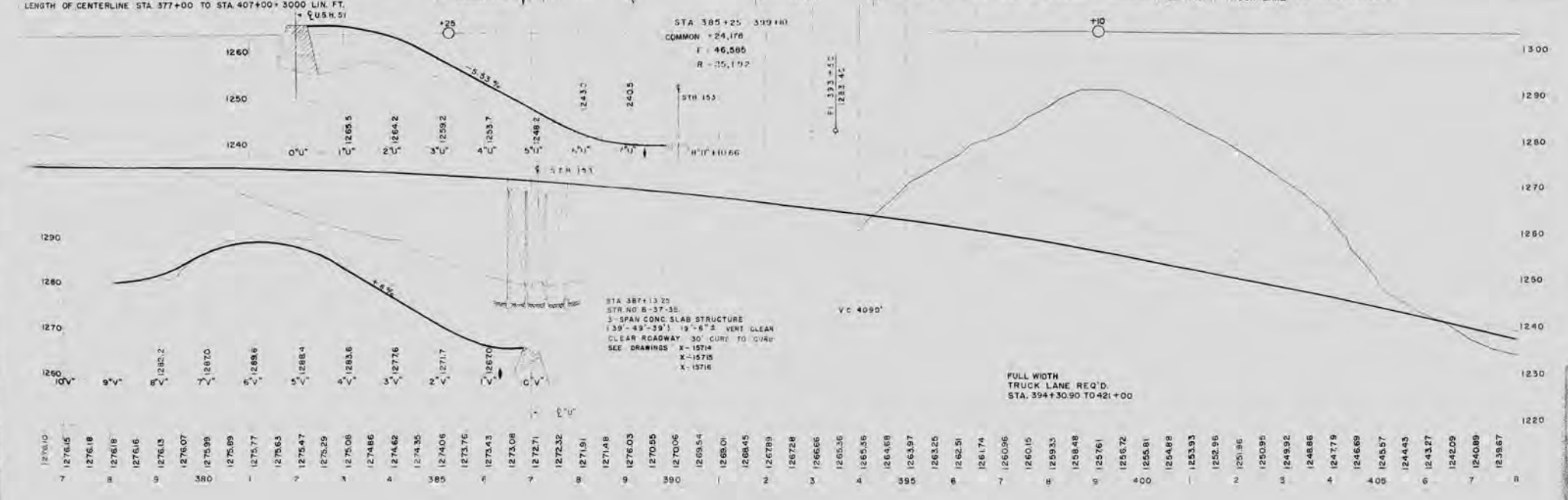
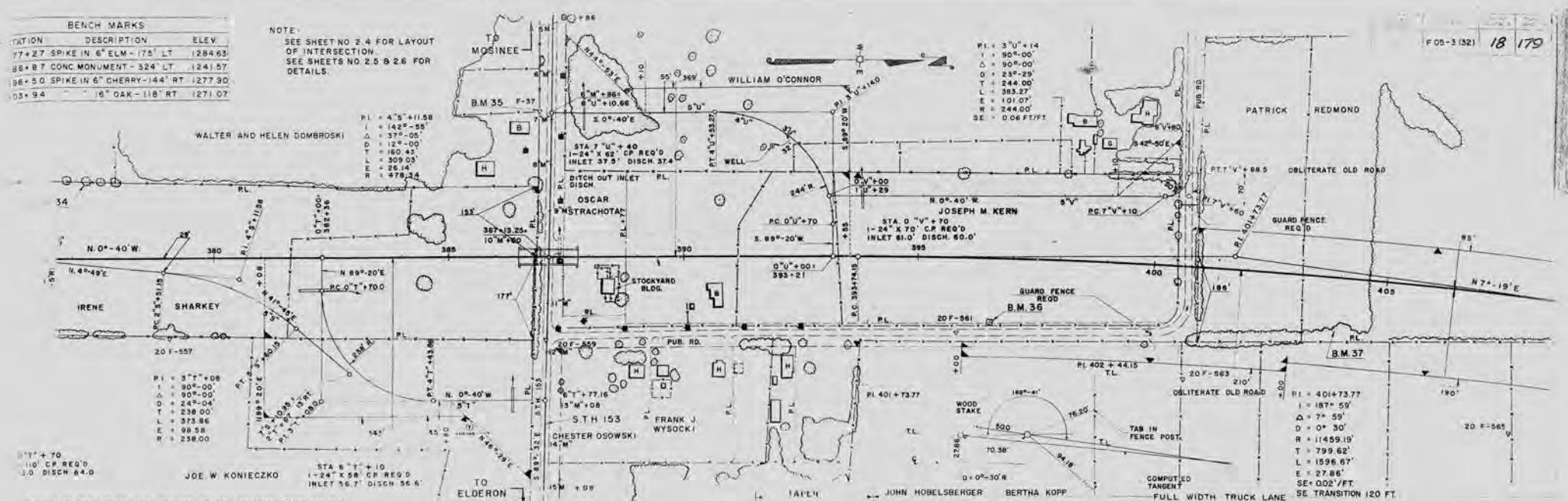
STA. 348 + 00
1-24" X 108" C.P. REQ'D.
INLET 57.7 DISCH. 56.3

P1	360+00
	<u>1270.00</u>

[illegible]

BENCH MARKS		
STATION	DESCRIPTION	ELEV.
77+27	SPIKE IN 6" ELM - 175' LT	1284.63
88+87	CONC. MONUMENT - 324' LT	1241.57
96+50	SPIKE IN 6" CHERRY - 144' RT	1277.90
03+94	16" OAK - 118' RT	1271.07

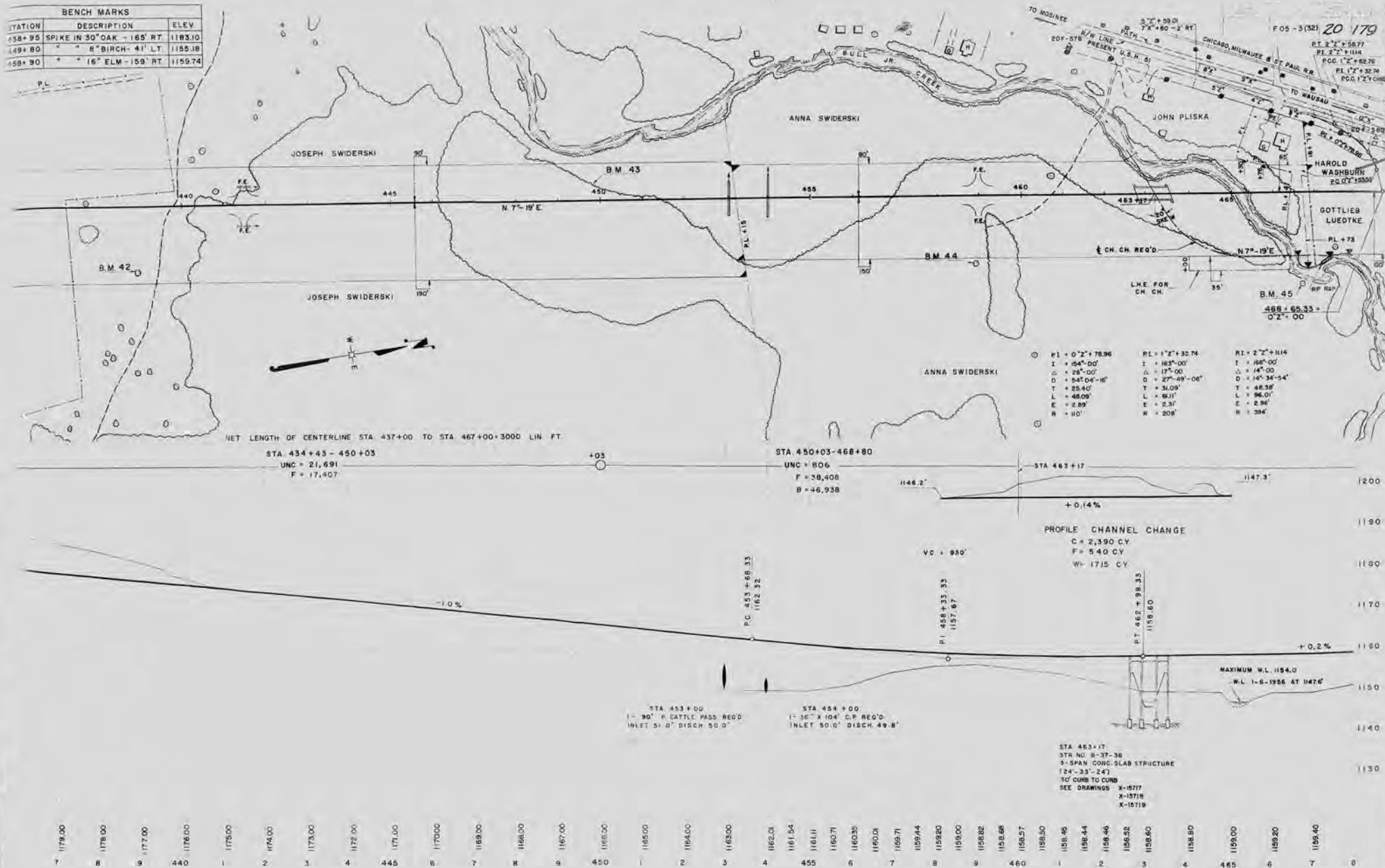
NOTE:
SEE SHEET NO. 2.4 FOR LAYOUT
OF INTERSECTION.
SEE SHEETS NO. 2.5 & 2.6 FOR
DETAILS.



BENCH MARKS		
STATION	DESCRIPTION	ELEV
13+36	CONC MONUMENT- 206' RT.	1223.99
20+95	SPIKE IN 14" POPLAR - 80' LT	1189.00
26+56	" " 8" MAPLE - 100' LT	1182.48
33+35	" " 30" BASSWOOD-234' LT	1192.49



BENCH MARKS		
STATION	DESCRIPTION	ELEV.
438+95	SPIKE IN 30" OAK - 165' RT	1183.10
449+80	" " 8" BIRCH - 41' LT	1155.18
458+90	" " 16" ELM - 159' RT	1159.74



SEE SHEET NO. 2.7
FOR DETAIL OF
INTERSECTION

RT 2"2" + 58.77

HAROLD WASHBURN
52.3 BM

PI = 473+42.72
I = 198°-32'
Δ = 18°-32'
D = 25'-00"
T = 467.44
L = 926.57
R = 2564.93
E = 37.89
SE = 0.04 FT/ST
SE TRANSITION 150 FT

PI 473+42.72

PI 473+42.72

PI 475+81.63
T.L.

BENCH MARKS

NO	STATION	DESCRIPTION	ELEV.
45	466+62	SPIKE IN 12" ASH - 211' RT	1151.61
46	481+61	CONC. MONUMENT - 40' RT	1160.92

F 05-3 (32) 21 179



1180
1170
1160
1150
1140
1130

1159.40
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1179.60
1179.80
1180.00

BILL OF BARS

DIMENSIONS IN BENDING ARE
OUT TO OUT

SUPERSTRUCTURE

(47,140*)

TWO ABUTMENTS

(7,910*)

	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
POUR 1	S 1	30	10	34-0	1-0	END SPAN - BOTTOM - LONGIT	
	S 2	31	10	27-0	1-0	END SPAN - BOTTOM - LONGIT	
	S 3	7	4	31-6	SHOWN	BOTTOM - TRANSV.	
	S 4	19	5	31-6	1-0	CURBS - TRANSV.	
	S 5	6	4	31-6	1-0	TOP	
	S 6	21	4	24-0	1-6	END SPAN - TOP - LONGIT	
	S 7	46	5	5-0	1-0	CURBS - TRANSV.	A
	S 8	10	9	28-0	SHOWN	- LONGIT	
	S 9	42	4	3-0	1-0	- TRANSV	B
	S 10	22	4	31-6	SHOWN	BOTTOM - TRANSV	
POUR 2	S 11	18	5	31-6	1-0	TOP	
	S 12	17	4	31-6	1-0	CURBS	A
	S 13	7	4	31-6	SHOWN	- LONGIT	
	S 14	20	9	28-0	1-0	- TRANSV	
	S 15	9	8	3-0	1-6	OVER PIERS - BOTTOM - LONGIT	B
	S 16	22	4	16-6	1-0	CURBS - TRANSV	
	S 17	11	30	10	36-0	CENTER SPAN -	C
	S 18	31	10	25-0	1-0	OVER PIERS - TOP	
	S 19	30	10	34-0	1-0	OVER PIERS - TOP	
	S 20	14	31	9	16-0	CENTER SPAN -	
POUR 3	S 21	30	10	34-0	1-0	END SPAN - BOTTOM - LONGIT	
	S 22	31	10	27-0	1-0	END SPAN - BOTTOM - LONGIT	
	S 23	7	4	31-6	SHOWN	BOTTOM - TRANSV.	
	S 24	23	5	31-6	1-0	TOP	
	S 25	19	4	31-6	1-0	END SPAN - TOP - LONGIT	
	S 26	21	4	24-0	1-6	CURBS - TRANSV.	A
	S 27	46	5	5-0	1-0	SHOWN	
	S 28	10	9	28-0	1-0	- LONGIT	
	S 29	42	4	3-0	1-0	- TRANSV.	B
	S 30	22	4	16-6	1-6	OVER PIERS - BOTTOM - LONGIT	C
S 31	30	10	34-0	1-0	OVER PIERS - TOP		
S 32	14	31	9	16-0	CENTER SPAN -		

TWO PIERS

(5,570*)

	MARK	NO	SIZE	LENGTH	SPACING	LOCATION	DET
PTGS	P 1	64	5	7-6	5	FOOTING - LONGIT	
	P 2	44	4	6-6	9	TRANSV.	
	P 3	48	5	8-0	SHOWN	COLUMN - DOWELS	
COLUMNS & GIRDERS	P 4	48	5	19-0	SHOWN	COLUMN	
	P 5	22	4	12-0	SHOWN	PIERS - TIES - 42 PER 1-40 PER 2	D
	P 6	4	4	6-0	SHOWN	GIRDER - CANTILEVERS	
	P 7	6	9	20-0	SHOWN	BOTTOM	
	P 8	4	4	11-0	SHOWN	STIRRUPS	D
	P 9	5	4	12-3	SHOWN	STIRRUPS	D
	P 10	4	4	13-3	SHOWN	STIRRUPS	D
	P 11	4	5	13-8	SHOWN	STIRRUPS	D
	P 12	4	5	13-0	SHOWN	STIRRUPS	D
	P 13	4	5	12-9	SHOWN	STIRRUPS	D
	P 14	4	5	12-6	SHOWN	STIRRUPS	D
	P 15	4	5	11-9	SHOWN	STIRRUPS	D
	P 16	4	5	11-6	SHOWN	STIRRUPS	D
	P 17	4	5	10-9	SHOWN	STIRRUPS	D
	P 18	4	4	32-0	SHOWN	STIRRUPS	D
	P 19	24	9	12-6	SHOWN	TOP	
	P 20	4	4	9-0	SHOWN	TOP	
	P 21	64	5	4-0	SHOWN	SUPERSTRUCTURE DOWELS	
	P 22	8	9	20-0	SHOWN	BOTTOM	

	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.	
FTGS	A	1	20	7	13-0	8	FOOTING - LONGIT (S. ABUT ONLY)	
	A	2	72	4	9-0	9	TRANSV.	
	A	3	40	6	11-0	SHOWN	COLUMNS - DOWELS	
	A	4	16	9	12-3		BACK FACE	F
	A	44	20	7	12-6	8	FOOTING - LONGIT (N. ABUT ONLY)	
COLUMNS & GIRDERS	A	5	56	5	16-6	SHOWN	COLUMN	
	A	6	4	4	10-6	1-6	TIE	D
	A	7	4	4	11-3			D
	A	8	4	4	12-0			D
	A	9	4	4	12-9			D
	A	10	4	4	13-6			D
	A	11	4	4	14-3			D
	A	12	4	4	15-0			D
	A	13	4	4	15-9			D
	A	14	4	4	16-6			D
	A	15	4	4	17-3			D
	A	16	4	4	17-9			D
	A	17	4	4	18-6			D
	A	18	4	4	19-3			D
	A	19	4	4	20-0			D
	A	20	4	4	20-9			D
	A	21	2	4	21-6		(S. ABUT ONLY)	D
	A	22	6	4	6-6	SHOWN	GIRDER - CANTILEVERS	
	A	23	8	4	6-6			
	A	24	8	4	5-0			G
A	25	4	4	9-9		STIRRUPS	D	
A	26	16	4	14-6			D	
A	27	4	4	17-9			D	
A	28	4	4	14-0			D	
A	29	12	4	4-0		RAUNCHES		
A	30	10	11	27-0		BUTTON		
A	31	10	10	10-6		TOP - OVER COLUMNS		
A	32	4	4	17-0		TOP - STIRRUP SUPPORT		
A	33	54	5	11-9		STIRRUPS	D	
A	34	16	4	14-6		CANTILEVERS - BACK FACE		
A	35	8	6	25-0		FRONT FACE		
A	36	8	4	20-0		FRONT & BACK FACES		
A	37	5	4	10-0		END POST BRACKET	H	
A	38	4	4	8-9			D	
A	39	4	4	11-9			D	
A	40	24	4	4-0		END POST DOWELS		
A	41	8	4	3-5				
A	42	8	4	3-3				
A	43	8	4	2-3				
POSTS	R	1	4	4	9-6	SHOWN	END POST TIES	D
	R	2	4	4	9-6			D
	R	3	4	4	9-0			D

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
CONCRETE MASONRY IN PIERS AND ABUTMENTS SHALL BE GRADE "AA" AND IN SUPERSTRUCTURE SHALL BE GRADE "AA MODIFIED" (SEE SPECIAL PROVISIONS.)
REINFORCING EDGES OF CONCRETE SHALL BE OTHERWISE SHOWN OR NOTED.
THE USE OF STRUCTURAL GRADE REINFORCING BARS IS PROHIBITED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
REINFORCEMENT IN PIERS SHALL BE EMBEDDED 3" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
EXCAVATION QUANTITIES FOR PIERS AND ABUTMENTS FIGURED FROM PRESENT GROUND.
FOOTINGS SHALL BE KEPT A MINIMUM OF 1'-0" INTO ROCK.
CONTOURS REPRESENTING PRESENT GROUND IN LAYOUT SKETCH WERE TAKEN FROM AERIAL SURVEY. ELEVATIONS FROM SURVEY DATA - S.T.H. 155 WERE TAKEN FROM FIELD SURVEY.
6" GRouted RUBBLE OR 4" GRADE "A" CONCRETE PAVING SHALL BE PLACED ON TOP OF BERM AND FILL SLOPE IN FRONT OF ABUTMENTS AS SHOWN ON SHEET 5 TO THE EXTENT SHOWN ON SHEET 1.

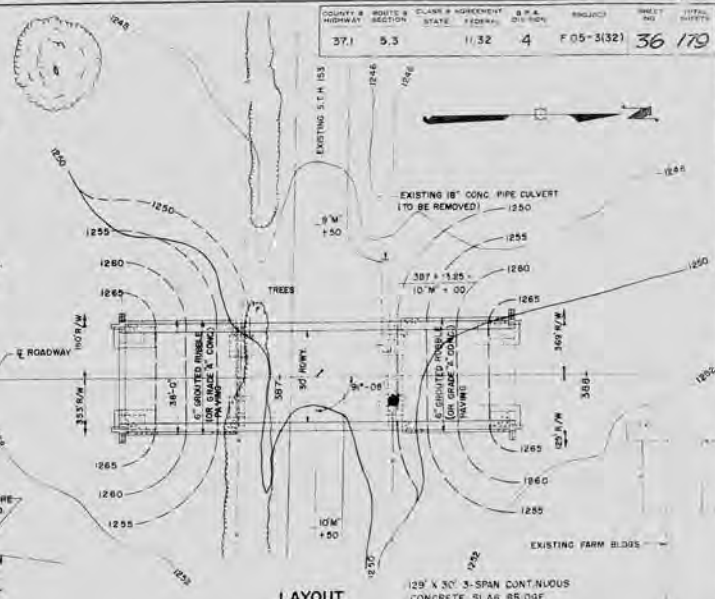


FORMING DIAGRAM

SHOWING ALLOWANCES TO BE MADE BY CAMBERING, OR ADDITIONAL THICKNESS, OF SLAB FOR D.L. DEFLECTION, CREEP AND PLASTIC FLOW.

LIST OF DRAWINGS

- LAYOUT & BILL OF BARS X15714
- SUPERSTRUCTURE X15715
- PIERS AND ABUTMENTS X15716



VERTICAL CURVE DATA

STA	ELEV	GRADE
PVI	373+05	1275.22
PVI	393+50	1283.40
PVI	413+95	1222.05

GRADE DATA - S.T.H. 155

STA	ELEV
9+00	1245.0
10+00	1250.0
11+00	1255.0



SECTION

TOTAL ESTIMATED QUANTITIES

BID ITEMS	UNIT	SUPER	ABUT	PIER 1	PIER 2	NABUT	TOTAL
EXCAVATION FOR STRUCTURES	C.Y.	65	60	50	70		245
CONCRETE MASONRY	C.Y.	275.1	57.8	36.1	37.0		406.0
BAR STEEL REINFORCEMENT	LB.	42,140	3980	2790	2780		50,000
STRUCTURAL CARBON STEEL	LB.	9,920					9,920
SHEET LEAD	LB.	270					270
SHEET ZINC	LB.	14.6					14.6
GRouted RUBBLE PAVING	S.F.		190			190	380
NON-BID ITEMS							
PARAFFIN IMPREGNATED TRANSITE	SF.	64					64
EXPANSION JOINT FILLER	SIZE	7					7
REMOVING PIPE CULVERT	EA.						

DESIGN STRESS 1400/50.M.

THE DESIGN OF THIS STRUCTURE IS IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES, A.A.S.H.O., EDITION OF 1955.

MEAD AND HUNT INC.
CONSULTING ENGINEERS
MADISON WISCONSIN

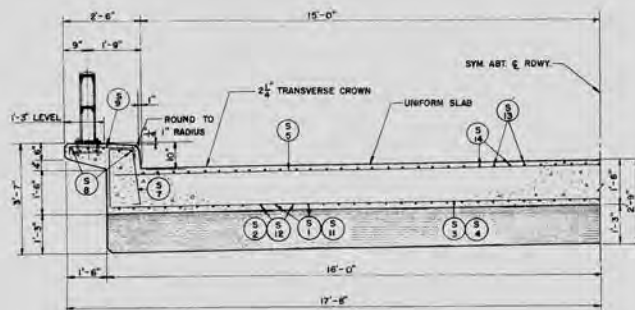
STATE HIGHWAY COMMISSION OF WISCONSIN

LAYOUT & BILL OF BARS

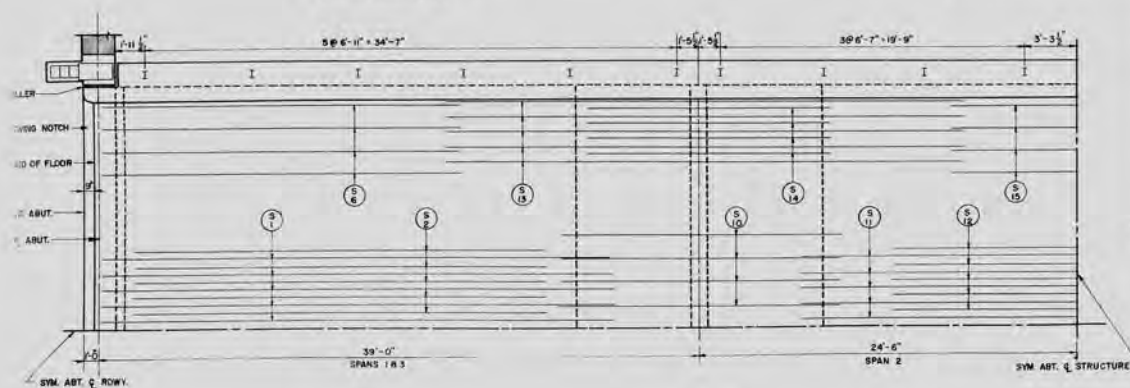
MARATHON KRONENWETTER 287
28.133 27N 7E
1/4-36-36-2ND F.G.M. 1881 HSD 200

STRUCTURE B-37-35 SHEET 1 OF 3

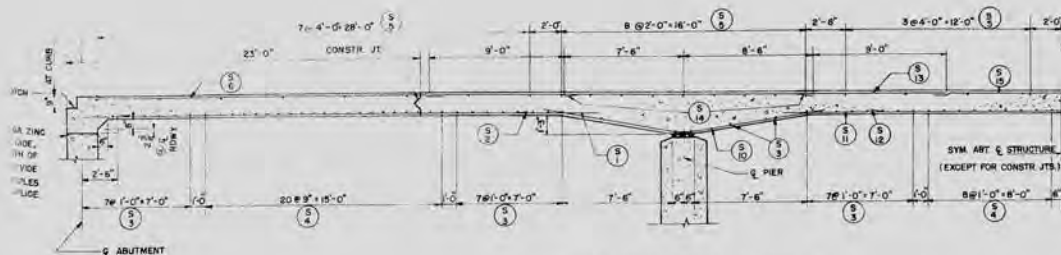
X15714



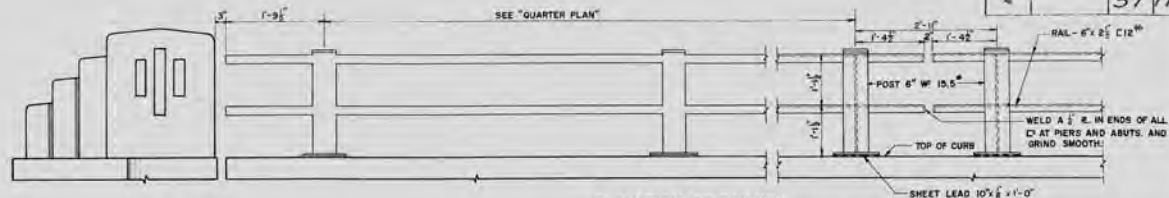
HALF CROSS SECTION
(SHOWING NAUNCH AT PIER)



QUARTER PLAN

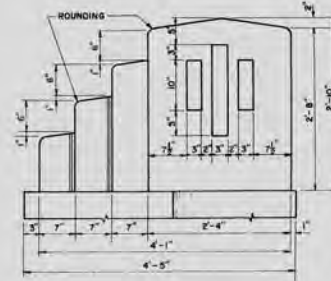


HALF LONGITUDINAL SECTION



ELEVATION OF RAILING

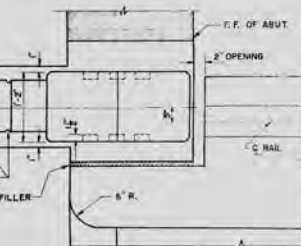
NOTE: RAILING UNITS SHALL BE WELDED INTO A MINIMUM OF TWO PANELS PER UNIT. UNITS SHALL BE FIELD WELDED TOGETHER AS SHOWN IN "RAILING FIELD SPICE" NO FIELD SPICE WILL BE PERMITTED AT POST AT PIER.



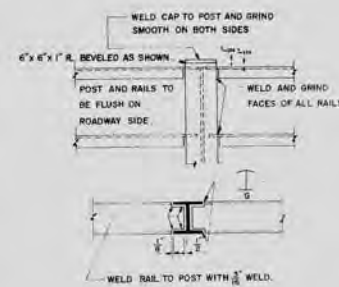
END POST DETAILS



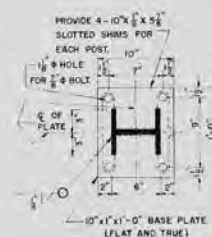
POURING DIAGRAM



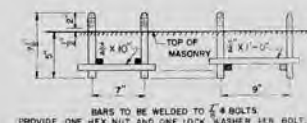
CONSTRUCTION JOINT DETAIL



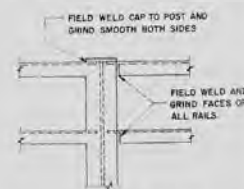
RAIL AND POST CONNECTION



POST BASE PLATE



ANCHOR ASSEMBLY



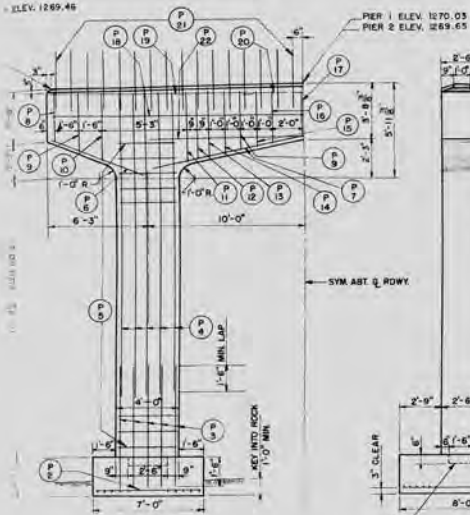
RAILING FIELD SPICE

STATE HIGHWAY COMMISSION OF WYOMING			
SUPERSTRUCTURE			
W.D.	F.C.K.	1951	MSO-90
B - 37 - 35	2	5	

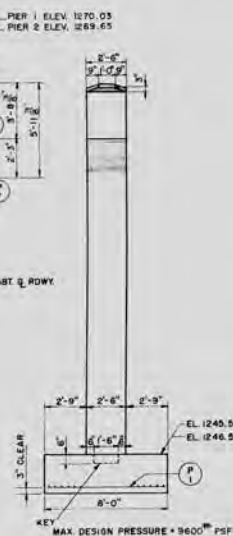
ELEV. 1269.94
ELEV. 1269.46

P
21

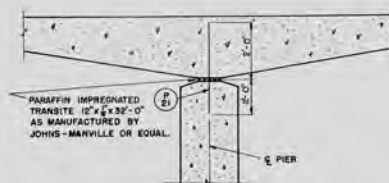
PIER 1 ELEV. 1270.03
PIER 2 ELEV. 1269.65



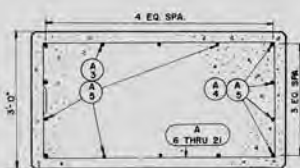
ELEVATION



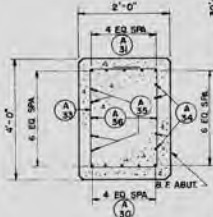
END VIEW



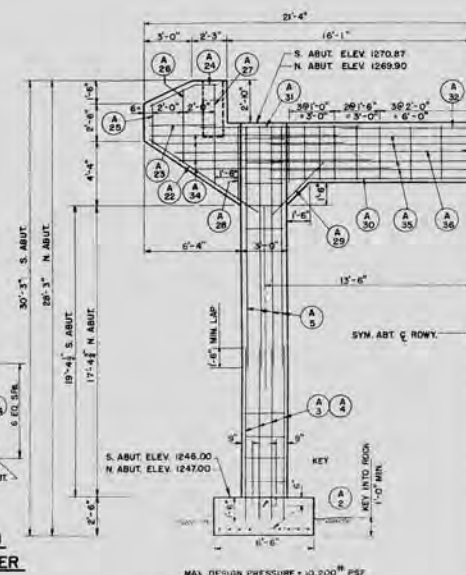
DETAIL AT PIER



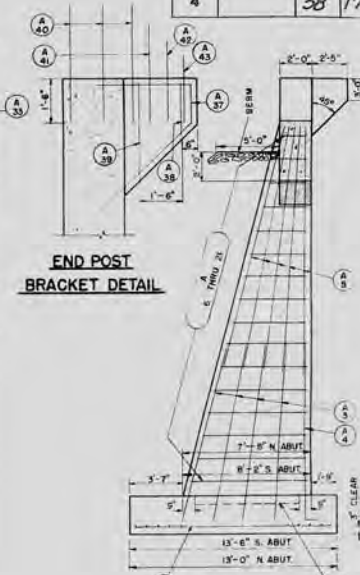
SECTION THRU ABUTMENT COLUMN



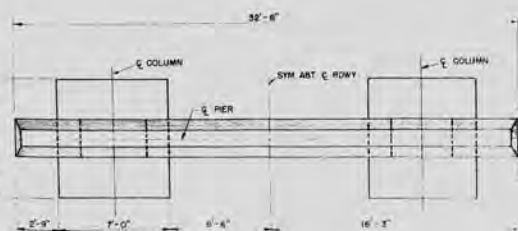
SECTION THRU
ABUTMENT GIRDER



ELEVATION

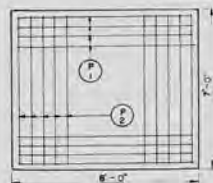


END VIEW



PLAN

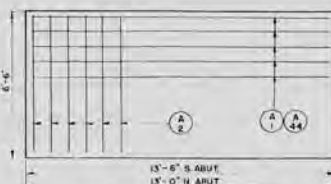
PIER DETAILS



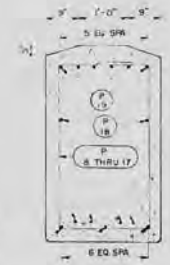
PIER FOOTING PLAN



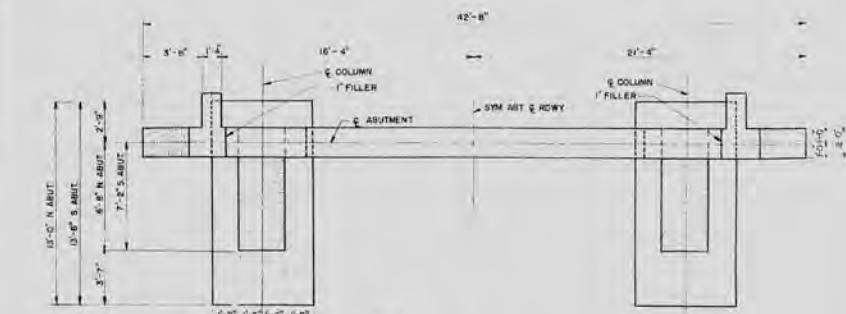
SECTION THRU PIER COLUMN



ABUTMENT FOOTING PLAN



SECTION THRU PIER GIRDER



PLAN

ABUTMENT DETAILS



END POST

(SEE SHT. 2 FOR CONC. DIMENSIONS)

UNIT NO. LOCATION	PROBES	TIME HRS	TOTAL COUNT
4		38	179

STATE HIGHWAY COMMISSION OF WISCONSIN			
PIERS AND ABUTMENTS			
BY: J.W.D.	FOR: E.C.K.	DATE: 1951	PROJECT: 100-10
B-37-35		SHEET 3 OF 3	

X15716

BILL OF BARS

DIMENSIONS IN BENDING ARE
OUT TO OUT

SUPERSTRUCTURE

(24,870 #)

	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
POUR 1	5 1	32	8	17-6	1-0	LONGIT. - BOTT. - END SPAN	
	5 2	33	8	21-6		" " " "	
	5 3	32	8	29-6	1-2	- TOP - END & CENT. SPAN	
	5 4	25	8	18-0	"	" " " "	
	5 5	20	4	9-0	1-6	" " " "	
	5 6	32	8	20-0	1-0	- BOTT. - CENT. SPAN	
	5 7	33	8	24-0	"	" " " "	
	5 8	20	4	8-0	1-6	- TOP -	
	5 9	20	4	11-0	"	- BOTT. OF HAUNCH	A
	5 10	24	5	33-6	1-0	TRANSV. - BOTT.	
POUR 2	5 11	19	4	33-6	"	- TOP & BOTT.	
	5 12	17	4	33-6	SHOWN	" " " "	
	5 13	22	4	3-0	1-0	- CURB	B
	5 14	26	5	4-6	"	" " " "	C
	5 15	20	8	29-0	SHOWN	LONGIT. - CURB	
	5 1	32	8	17-6	1-0	LONGIT. - BOTT. - END SPAN	
	5 2	33	8	21-6	"	" " " "	
	5 3	32	8	29-6	1-2	- TOP - END & CENT. SPAN	
	5 4	25	8	18-0	"	" " " "	
	5 5	20	4	9-0	1-6	- BOTT. OF HAUNCH	A
	5 10	11	5	33-6	1-0	TRANSV. - BOTT.	
	5 11	19	4	33-6	"	- TOP & BOTT.	
	5 12	17	4	33-6	SHOWN	" " " "	
	5 13	22	4	3-0	1-0	- CURB	B
	5 14	26	5	4-6	"	" " " "	C
	5 15	20	8	29-0	SHOWN	LONGIT. -	

TWO ABUTMENTS

(5,640 #)

	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
FTGS.	A 1	44	4	9-0	6"	TRANSV. LONGIT. COLUMNS	
	A 2	56	4	6-6			
	A 3	40	6	7-0	SHOWN		
COLUMNS & GIRDERS	A 4	40	6	9-0	SHOWN	COLUMNS	
	A 5	36	4	10-9	1-0		D
	A 6	14	9	29-0	SHOWN	GIRDER - BOTT. TOP	
	A 7	20	9	14-0			
	A 8	4	4	19-0			
	A 9	20	4	11-9	2-9	STIRRUPS	
	A 10	12	4	9-0	SHOWN	FILLETS	D
	A 11	8	8	26-0		GIRDER - FRONT FACE	
	A 12	24	5	13-0	6	WINGS - BACK FACE	
	A 13	12	4	18-0	1-0	" - FRONT	
	A 14	8	4	4-3	SHOWN	" - FRONT & BACK	
	A 15	8	4	4-6		" " " "	
	A 16	8	4	8-0		" " " "	
	A 17	4	4	10-6	1-3	VERT. - WINGS	D
	A 18	4	4	13-0		" " " "	D
	A 19	4	4	15-9		" " " "	D
	A 20	4	4	17-3		" " " "	D
	A 21	4	4	13-9		" " " "	D
	A 22	8	4	11-0	SHOWN	BRACKETS	E
	A 23	16	4	1-0			
A 24	22	5	2-9	1-0	DOWELS		
A 25	8	4	2-6	SHOWN	VERT. - POSTS		
A 26	16	4	4-0				
A 27	8	4	3-3				
A 28	8	4	2-6				
A 29	8	4	2-0				
A 30	4	4	9-6		HOR.	D	
A 31	4	4	8-3			D	
A 32	4	4	6-0			D	

TWO PIERS

(3,800 #)

MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
P 1	104	4	5-0	9	LONGIT. - FOOTING	
P 2	8	4	20-0	SHOWN	TRANSV.	
P 3	192	5	4-6	9	VERT. -	
P 4	100	5	18-6	1-6	VERT. - BODY	
P 5	36	4	9-0		HOR.	F
P 6	36	4	30-6			
P 7	70	5	3-0	1-0	VERT. -	

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
REVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN OR NOTED.
THE USE OF STRUCTURAL GRADE REINFORCING BARS IS PROHIBITED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED. REINFORCEMENT IN PIERS SHALL BE EMBEDDED 3" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
EXCAVATION QUANTITIES FOR PIERS AND ABUTMENTS FIGURED FROM EXISTING GROUND.
ABUTMENTS SHALL NOT BE BACKFILLED ABOVE THE TOP OF BERM UNTIL THE SUPERSTRUCTURE IS IN PLACE.
ALL TRANSVERSE BARS IN SLAB TO BE PLACED PARALLEL TO & ABUTMENTS.
SPACING CALLED FOR APPLIES ALONG CENTERLINE OF ROADWAY UNLESS OTHERWISE SHOWN OR NOTED.
FOOTINGS SHALL BE KEYED A MINIMUM OF 1'-0" INTO ROCK OR HARDPAN.
CONCRETE MASONRY IN PIERS AND ABUTMENTS SHALL BE GRADE "AA", AND IN SUPERSTRUCTURE SHALL BE GRADE "AA MODIFIED". (SEE SPECIAL PROVISIONS.)



FORMING DIAGRAM

SHOWING ALLOWANCES TO BE MADE (BY CAMBERING, OR ADDITIONAL THICKNESS, OF SLAB) FOR D.C. DEFLECTION, CREEP AND PLASTIC FLOW



DETAIL "A"



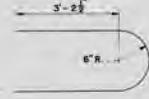
DETAIL "D"

MARK	A	B
A 5	1-8	3-2
A 9	1-8	3-8
A 17	1-8	3-0
A 18	1-8	4-3 1/2
A 19	1-8	5-8
A 20	1-8	6-4 1/2
A 21	1-8	4-8
A 30	3-9	0-6
A 31	3-2	0-8
A 32	2-0	0-8

DETAIL "B"



DETAIL "E"

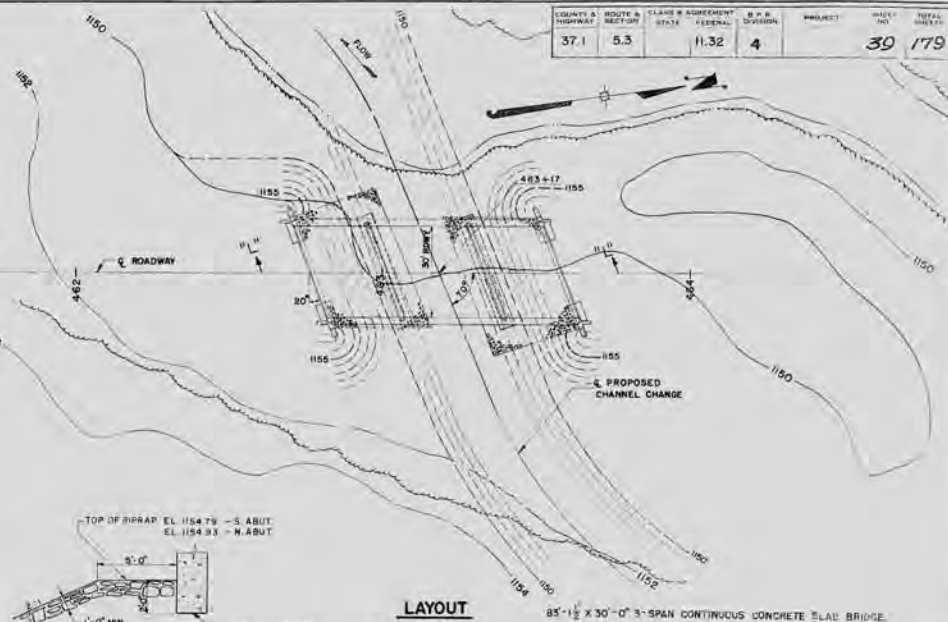


DETAIL "F"

TOTAL ESTIMATED QUANTITIES

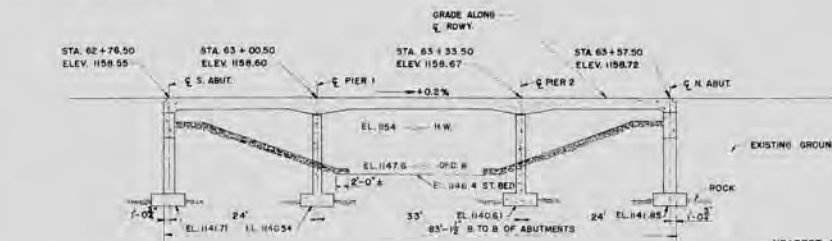
BID ITEMS	UNIT	SUPER	S. ABUT.	PIER 1	PIER 2	N. ABUT.	TOTAL
EXCAVATION FOR STRUCTURES	C. Y.	—	55	110	110	55	330
CONCRETE MASONRY	C. Y.	130.2	26.3	43.5	43.5	26.3	269.8
BAR STEEL REINFORCEMENT	LB.	24,870	2820	1900	1900	2820	34,310
STRUCTURAL CARBON STEEL	LB.	6,530	—	—	—	—	6,530
SHEET PILE	LB.	188	—	—	—	—	188
PIRAP	C. Y.	—	55	—	—	55	110
NON - BID ITEMS							
PARAFFIN IMPREGNATED TRANSTE	S. F.	69	—	—	—	—	69

* DESIGN STRESS - 1400#/SQ IN.



SECTION THRU RIPRAP

AT RT LS TO ABUTMENT



SECTION "L"

LIST OF DRAWINGS

- LAYOUT & BILL OF BARS
- SUPERSTRUCTURE
- PIERS AND ABUTMENTS

X15717
X15718
X15719

MEAD AND HUNT INC.
CONSULTING ENGINEERS
MADISON WISCONSIN

STATE HIGHWAY COMMISSION OF WISCONSIN

LAYOUT & BILL OF BARS

BY MARATHON
DATE 21
CHECKED BY 27 N
DATE 1951
DESIGNED BY 1951

DESIGNED BY 1951
CHECKED BY 1951
DATE 1951

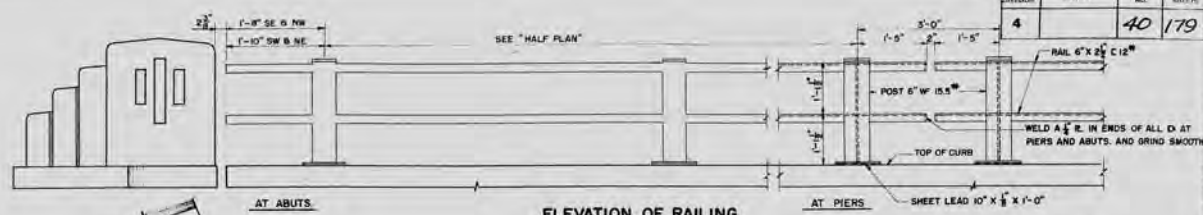
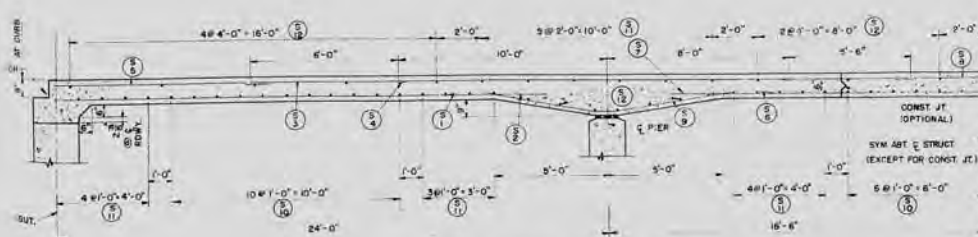
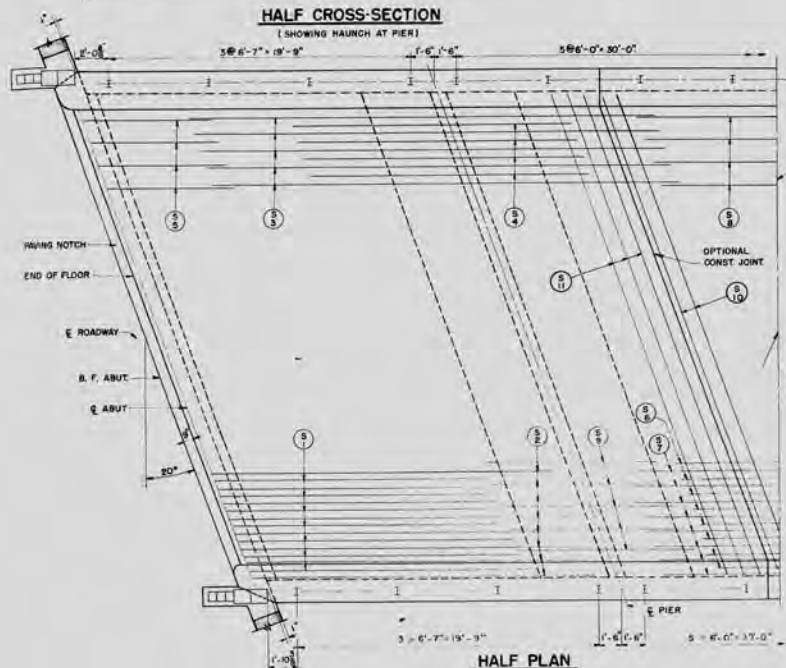
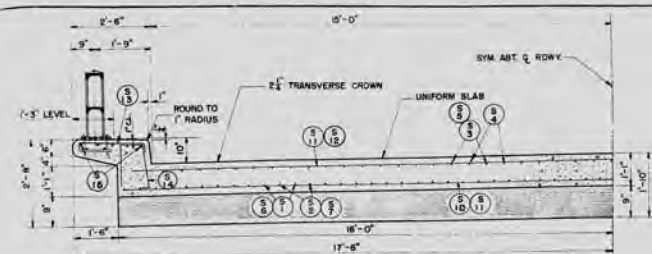
DESIGNED BY 1951
CHECKED BY 1951
DATE 1951

DESIGNED BY 1951
CHECKED BY 1951
DATE 1951

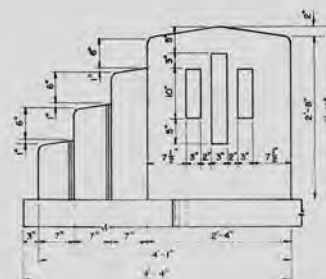
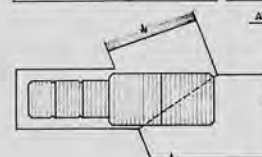
STRUCTURE B-37-36

SHEET 1 OF 3

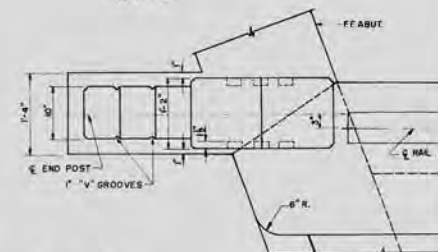
X15717



NOTE: RAILING UNITS SHALL BE WELDED INTO A MINIMUM OF TWO PANELS PER UNIT. UNITS SHALL BE WELDED TOGETHER AS SHOWN IN "RAILING FIELD SPLICE". NO FIELD SPLICE WILL BE PERMITTED AT POST AT PIER.



END POST DETAILS

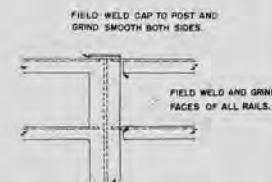


CONSTRUCTION JOINT DETAILS

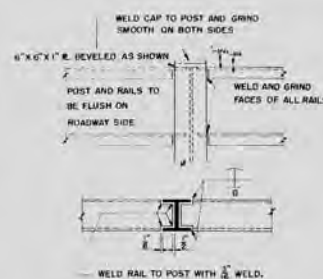
NOTE: CONSTRUCTION JOINTS MAY BE OMITTED IF SUPERSTRUCTURE CAN BE PLACED IN ONE 10 HOUR DAY.



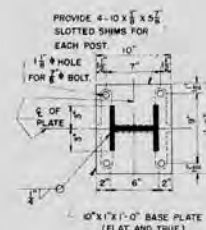
ANCHOR ASSEMBLY



RAILING FIELD SPLICE



RAIL AND POST CONNECTION

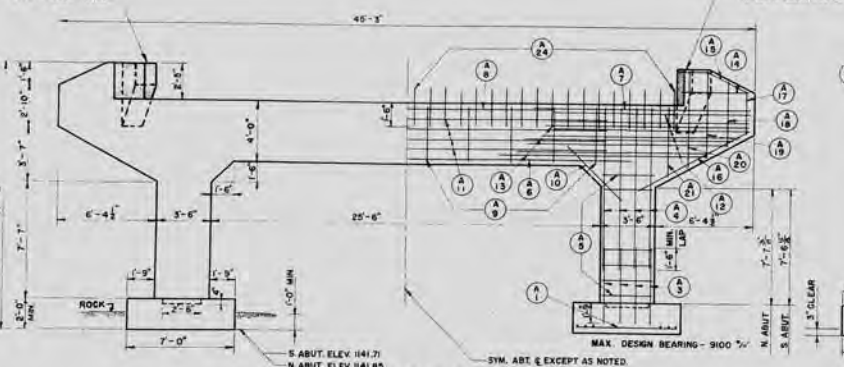


POST BASE PLATE

PROVIDE ONE HEX. NUT AND ONE
LOCK WASHER PER BOLT.

STATE HIGHWAY COMMISSION OF WISCONSIN	
SUPERSTRUCTURE	
DATE 4-4-54	BY J.W.D. (A.P.C.K.)
PROJECT 120-5	
B-37-36	SHEET 2 OF 3

S. ABUT. ELEV. 1159.21
N. ABUT. ELEV. 1159.30



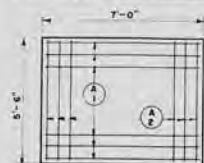
END VIEW



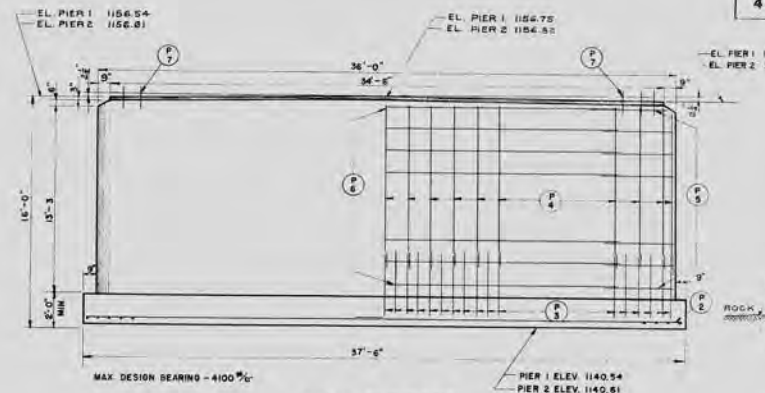
SECTION THRU
ABUTMENT COLUMN



SECTION THRU
ABUTMENT
FOOTING PLAN



ABUTMENT
FOOTING PLAN



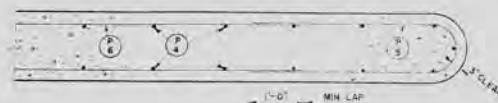
PIER ELEVATION
(LOOKING NORTH)



PIER PLAN



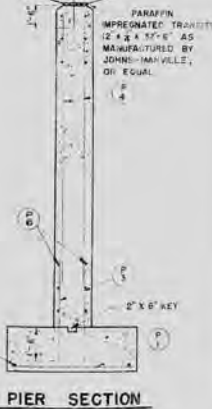
PIER FOOTING PLAN



SECTION THRU PIER

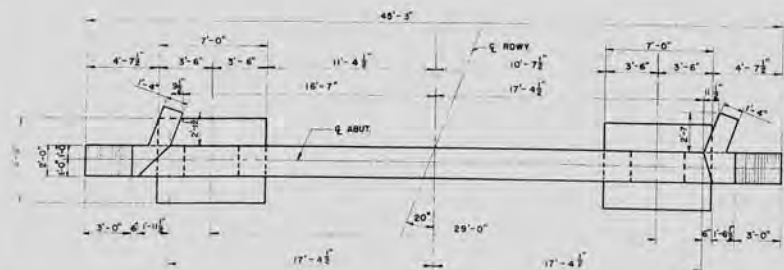
NO.	DESCRIPTION	DATE	BY	CHKD.
4		4/17/59		

END VIEW

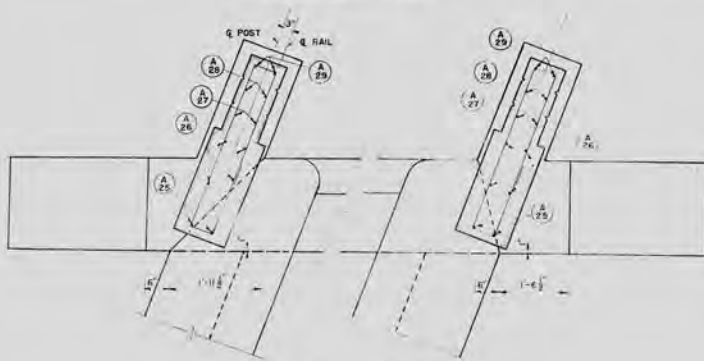


PIER SECTION

ABUTMENT PLAN

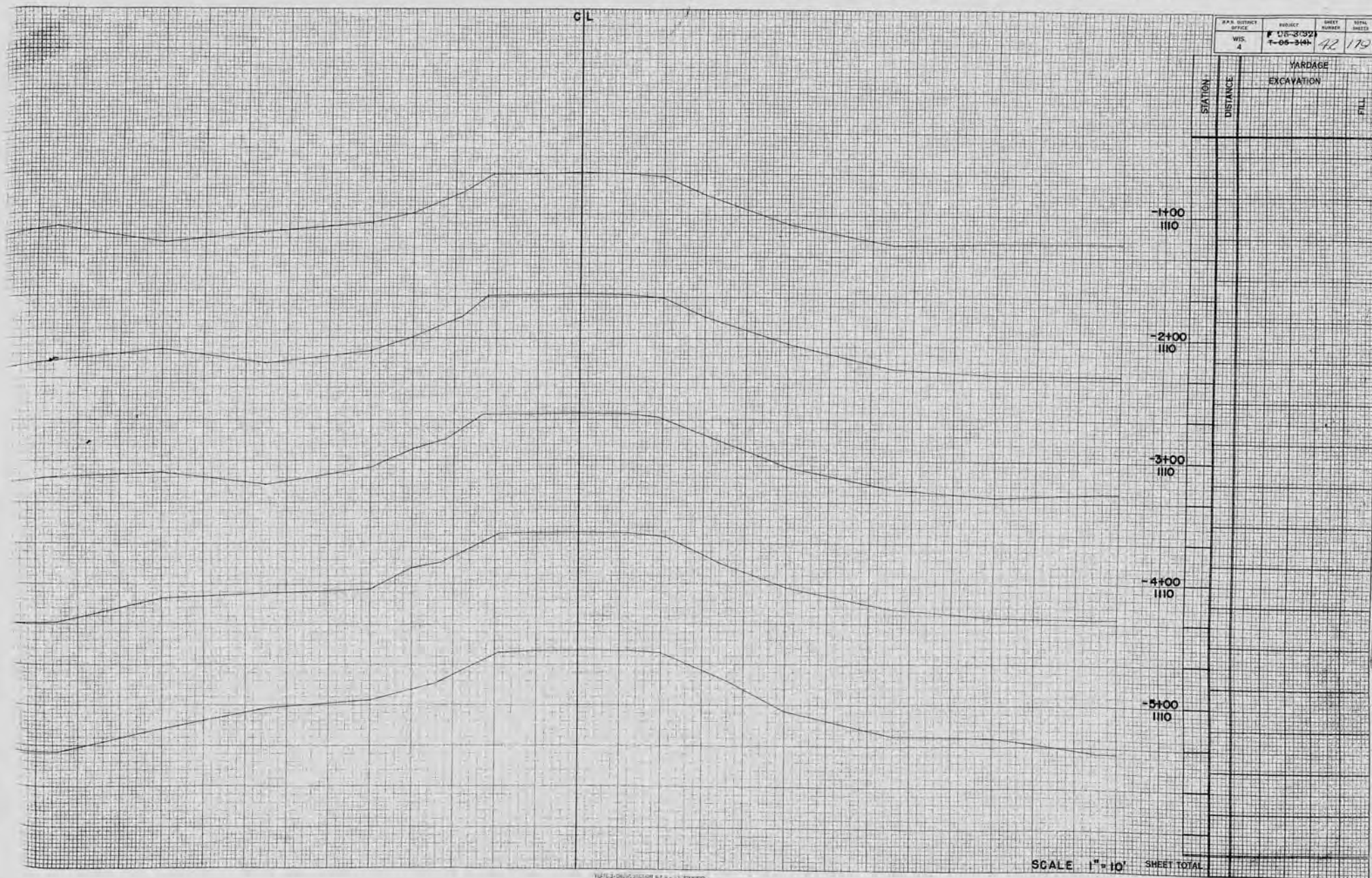


ABUTMENT BRACKET DETAILS



STATE HIGHWAY COMMISSION OF SWISS JARVIS			
PIERS AND ABUTMENTS			
DESIGNED BY	CHKD. BY	DATE	BY
B - 37 - 36		1959	
SHEET 3 OF 7			

33.15711



YALE-B-D-100, SECTION 174-1-1, STEWARDSON
KUPFER & FILM CO., NEW YORK

C.L.

W.P. DISTRICT	PROJECT	SHEET NUMBER	TOTAL SHEETS
OFFICE	7-05-344	13	17
WIS. 4			

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
5			
1110			
4			
1110			
3			
1110			
2			
1110			
1			
1110			
0			
1110			

SCALE 1"=10'

SHEET TOTAL

d.L

S.P.A. DISTRICT	PROJECT	SHEET NUMBER	SHEET TOTAL
OFFICE			
WHS 4	1-05-344	41	11
	2 C.E. 52		

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
11	1110		
10	1110		
9	1110		
8	1110		
7	1110		
6	1110		

SCALE 1"=10' SHEET TOTAL

C. L.

STATE DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	F 05-3(2) E-05-3(4)	45	179

16+00
1120

15+00
1120

14+00
1120

13+00
1120

12+00
1120

STATION	DISTANCE	VARDAGE	
		EXCAVATION	FILL
	7240		
	1180		
	1074		
	331		
	624		
	562		
SHEET TOTAL		422	60

PLATE 1 - HYDROGRAPHIC & A.C. & S. STANDARD
METER & HIGH CO. 100 ft. tape
1905-1907

C. L.

DATE	PROJECT	SHEET	TOTAL
WIS 4	105-3150 105-3151	46	176

21+00
1120

20+00
1120

19+00
1120

18+00
1120

17+00
1120

SHEET TOTAL

STATION	DISTANCE COMMON	YARDAGE EXCAVATION	FILL
21+00	1120		
20+00	1120		
19+00	1120		
18+00	1120		
17+00	1120		
SHEET TOTAL			

C. L.

S.P. DISTRICT	PROJECT	SHEET	TOTAL
WIS. 4	F 05-3(32) F 05-3(4)	47	179

26+00
1120

STATION	DISTANCE	YARDAGE	EXCAVATION	FILL
	0+00	441		

25+00
1120

STATION	DISTANCE	YARDAGE	EXCAVATION	FILL
	0+00	593		

24+00
1120

STATION	DISTANCE	YARDAGE	EXCAVATION	FILL
	0+00	753		

23+00
1120

STATION	DISTANCE	YARDAGE	EXCAVATION	FILL
	0+00	822		

22+00
1120

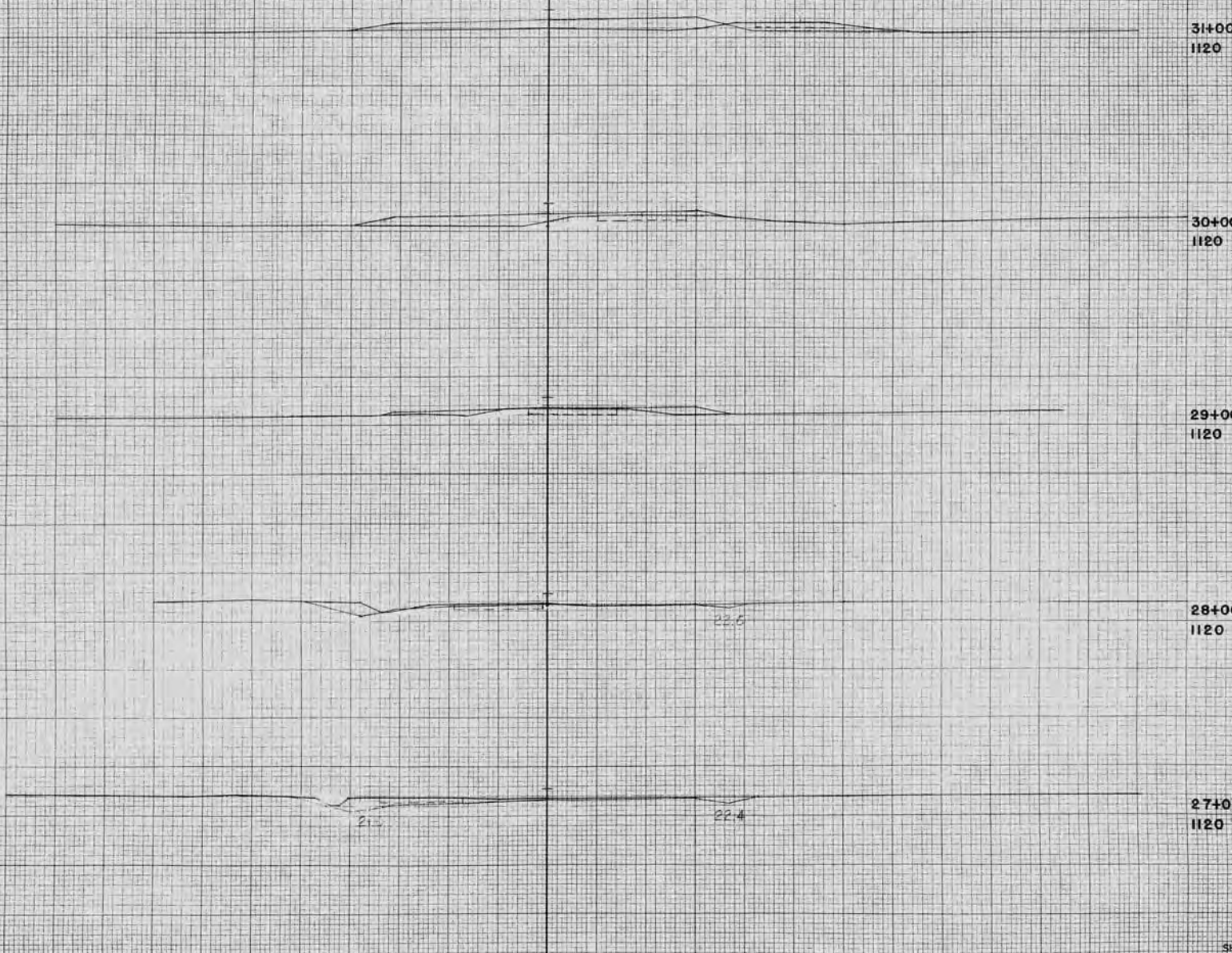
STATION	DISTANCE	YARDAGE	EXCAVATION	FILL
	0+00	875		

SHEET TOTAL

2672

C. L.

D.P.A. DISTRICT	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	F 05-3(32) F 05-3(41) F 05-3(42)	443	170



STATION	DISTANCE	EXCAVATION	FILL
31+00	1120		
30+00	1120		
29+00	1120		
28+00	1120		
27+00	1120		
SHEET TOTAL		12120	0.00

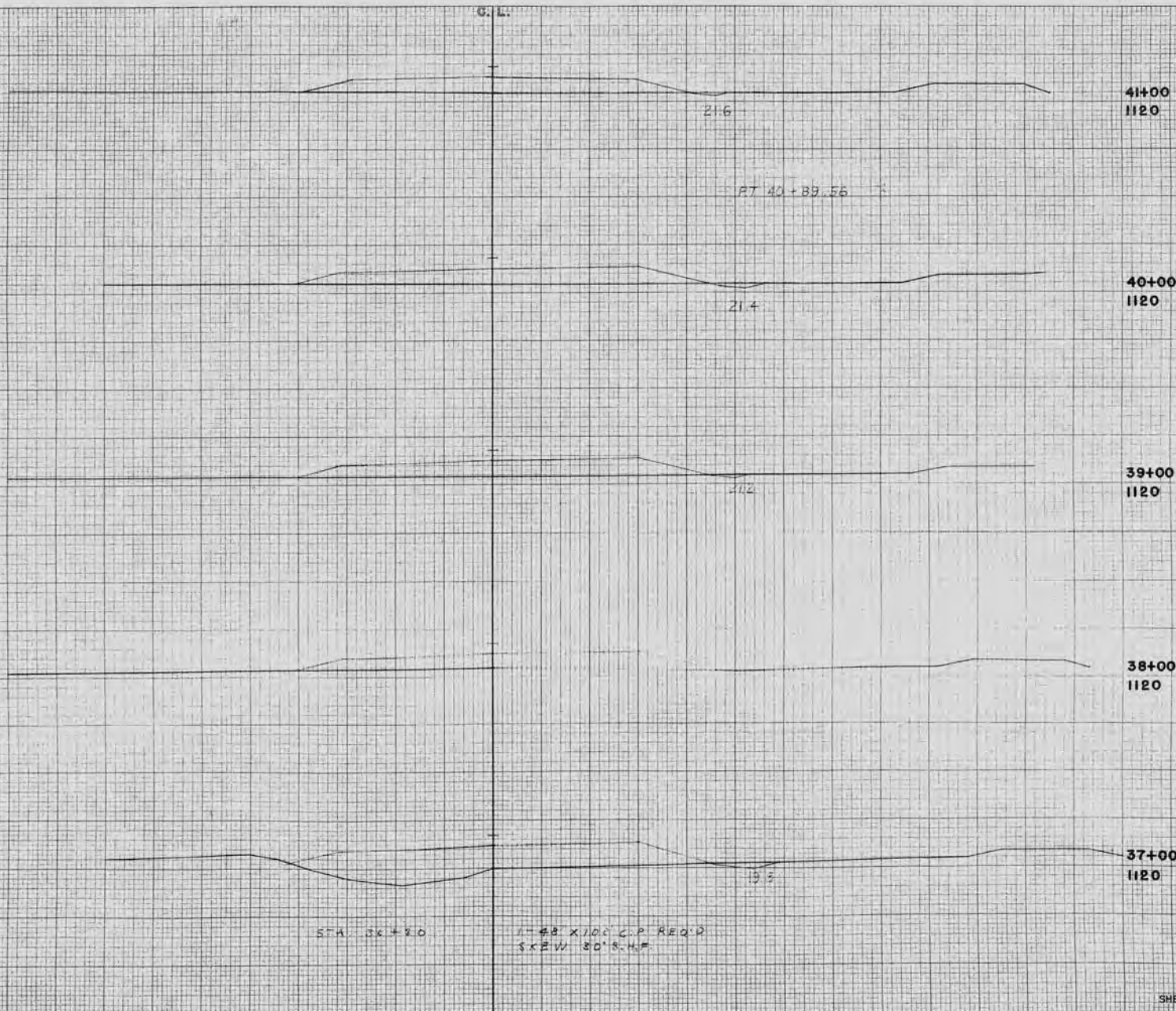
C. L.

D.P.S. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	F05-332 +05-344	49	179

STATION	DISTANCE	MARKING	HARDAGE	EXCAVATION	FILL
36+00	1120				
35+00	1120	20.5			
34+00	1120	20.7			
33+00	1120				
32+00	1120				
SHEET TOTAL		20.9			

PLAT 1 - CONSTRUCTION OF RAILROAD
KENTON & HARRIS CO. RAILROAD
TOWNSHIP 10 N. R. 10 E. S. 10 E.

S.P.A. DISTRICT	PROJECT	SHEET	TOTAL
WIS. 4	FO5-3(32) +05-3(47)	50	123



C. L.

W.P. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F 05-3021 7-05-344	51	170

46+00
1130

24.6

22.9

45+00
1120

22.7

44+00
1120

43+00
1120

ELEVATION
42+00 1120
42+02.28 1120
1120

STATION	DISTANCE FROM BEGINNING OF SECTION	YARDAGE EXCAVATION
46+00	1130	
45+00	1120	
44+00	1120	
43+00	1120	
42+00	1120	
42+02.28	1120	
1120		
SHEET TOTAL		1120

PLATE 1- CROSS SECTION OF P. L. E. C. 1120
ASBESTE & 1120 E. C. 1120
ASBESTE & 1120 E. C. 1120

C. L.

APP. SHEET
OFFICE
WKS
4

PROJECT
F 82-312P

SHEET
NUMBER
52

TOTAL
SHEETS
179

51+00
1130

STATION	DISTANCE	VARDAGE	
		EXCAVATION	FL

51	100	2.22	5
50	50	5.0	5

50+00
1130

50	50	2.0	5
49	100	11.5	20.5

49+00
1130

49	100	11.5	20.5
48	100	2.7	6

48+00
1130

48	100	2.7	6
47	100	2.23	5.5

47+00
1130

47	100	2.23	5.5
46	100	2.23	5.5

SHEET TOTAL 1640 118

PLATE 3 - CROSS SECTION & P.A. & STATIONING
REMARKS: & HIGHER DO. NEW ELEV.
BY DATE: 11/1/82

C. L.

S.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F 05-1(32) E 05-3(44)	53	173

56+00
1130

26.7

24.9

STATION
DISTANCE
COMMON
LIMIT

YARDAGE
EXCAVATION

FILL

56

100 1130

55+00
1130

26.5

24.7

55

100 1130

54+00
1130

26.5

24.5

54

100 1130

P.C. 53+30.23
D=1750.0

53

53+00
1130

24.3

53

100 1130

52+00
1130

24.1

52

100 1130

SHEET TOTAL

2143

C. L.

S.F.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIC 4	F 05-3(32) T 05-3(4)	54	172

61+00
1130

STA. 61+00 1-6" GATILE PASS REQ'D

NOTE: DRAINAGE TO BE PROVIDED FOR BY OWNER

60+00
1130

59+00
1130

58+00
1130

57+00
1130

SHEET TOTAL 1532

C. L.

R.P.R. DISTRICT OFFICE PROJECT SHEET TOTAL
WIS. 4 1-05-3130 1-06-344 55 175

STATION	DISTANCE	YARDAGE	
		COMMON	EXCAVATION
66+00			
1130			
65+00			
1130			
64+00			
1130			
63+00			
1130			
62+00			
1130			
SHEET TOTAL		165	75

25.0

25.2

25.4

25.6

Gravel

PLATE 2 - CROWN OF ROAD & 1/4" A.S. 1/4" GRADE
PUMPED IN FURNACE & 1/4" A.S. 1/4" GRADE
1/4" A.S. 1/4" GRADE

G.L.

R.P.A. DISTRICT	PROJECT	SHEET	DATE
NO. 4	F05-3(32) F06-9(4)	10	10

STATION	DISTANCE	YARDAGE		FILL
		EXCAVATION		
	COMMON			
	COMMON			
	COMMON			
	COMMON			
	COMMON			
	COMMON			
	COMMON			
	COMMON			
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	COMMON	</		

24.0

P.T. 70 + 12.35

24.2

24.4

24.5

24.3

PLATE 3 CROSS SECTION S.P.A. & R.E. STANDING
NEWELL & THORNTON, NEW YORK
1910-11-10

C. L.

S.P.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F 05-3(32) F 05-3(41)	53	114

STATION	DISTANCE	COMMON	YARDAGE	EXCAVATION	PILE
81+00	1130				
80+00	1130				
79+00	1130				
78+00	1130				
77+00	1130				
SHEET TOTAL					

PLATE 3-CROSS SECTION S.P.A. & A.C. STANDARDS
REUPPEL & VIGOR CO., NEW YORK

D.P. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	F 05-3(32) T 05-3(4)	159	172

STATION	DISTANCE	YARDAGE	
		EXCAVATION	REIN.
85+00	1140		
84+00	1140		
83+00	1140		
82+00	1130		
SHEET TOTAL:		205	72

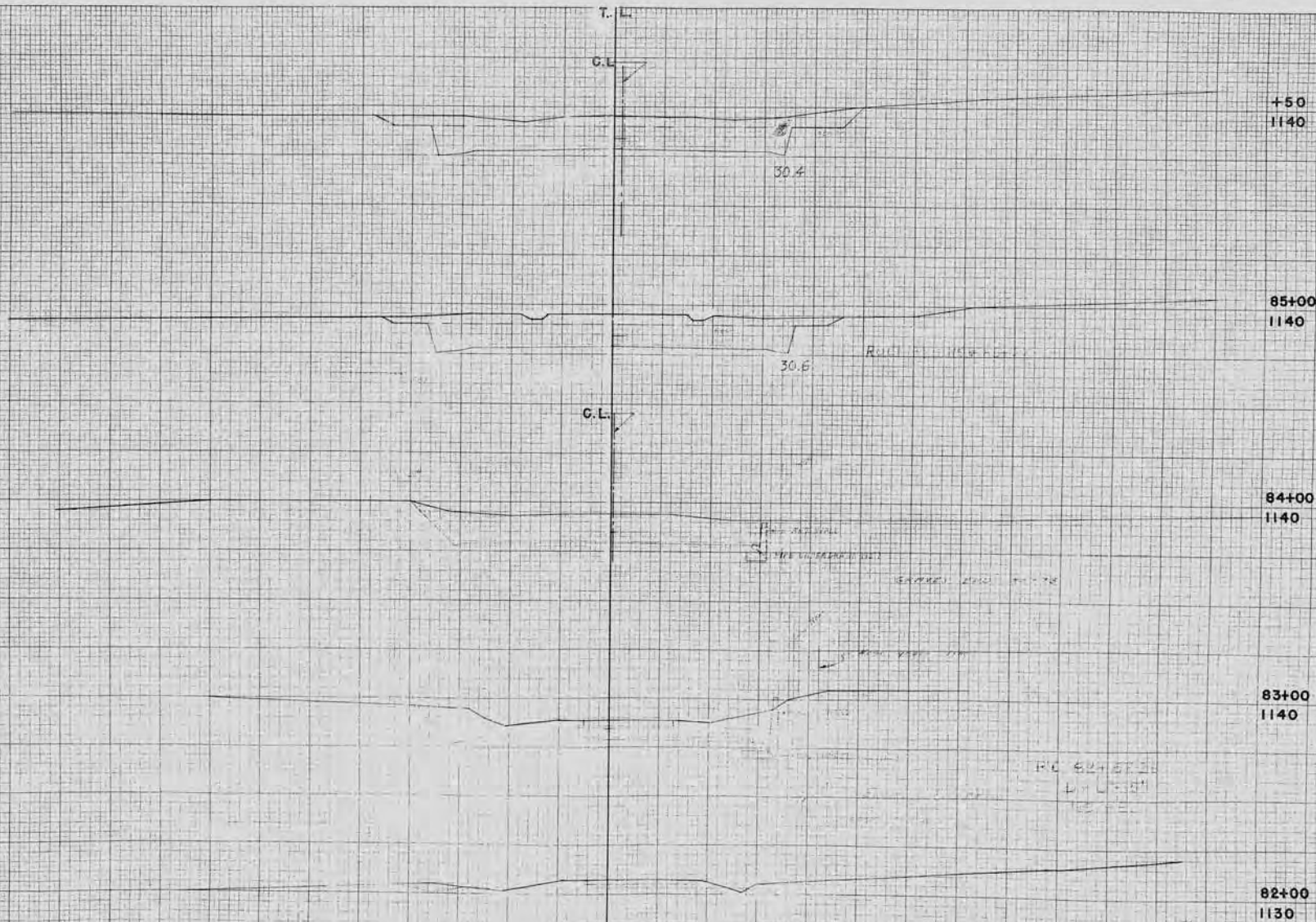
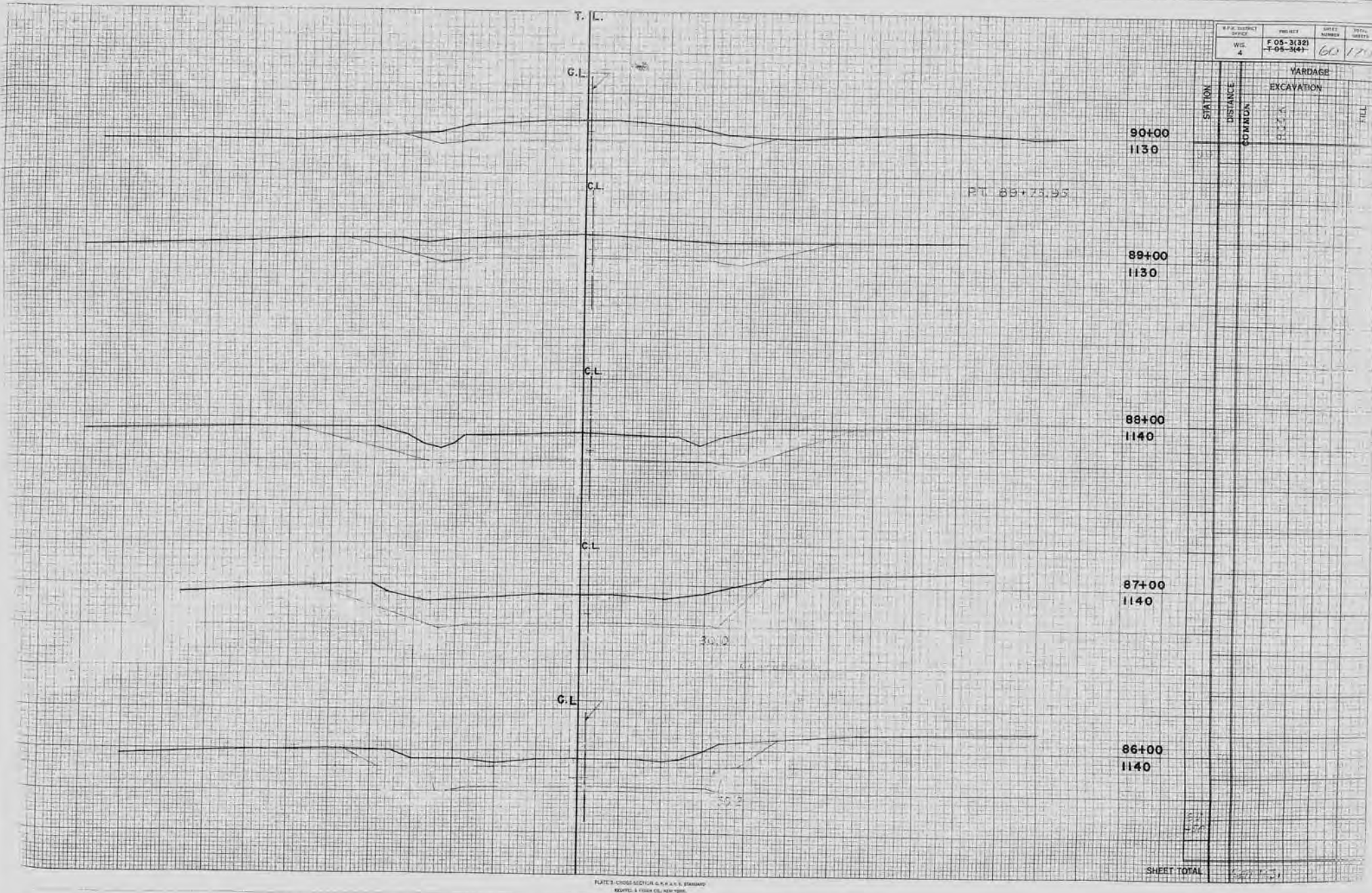


PLATE 1 CROSS SECTION DATA
 1/10/1972
 1/10/1972



T. I.L.

R.F.A. DISTRICT	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS 4	F 05-3(32) T-05-3(4)	61	170

STATION	DISTANCE COMMON	YARDAGE	
		EXCAVATION	FILL

C.L.

93+00
1130

C.L.

92+00
1130

C.L.

91+00
1130

SHEET TOTAL 250

C.L.

W.P. DISTRICT	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	E.O.S. 3(28) -05-347	106	151

STATION	DISTANCE	YARDAGE		FILL
		EXCAVATION		

96+10
1110

95+10
1110

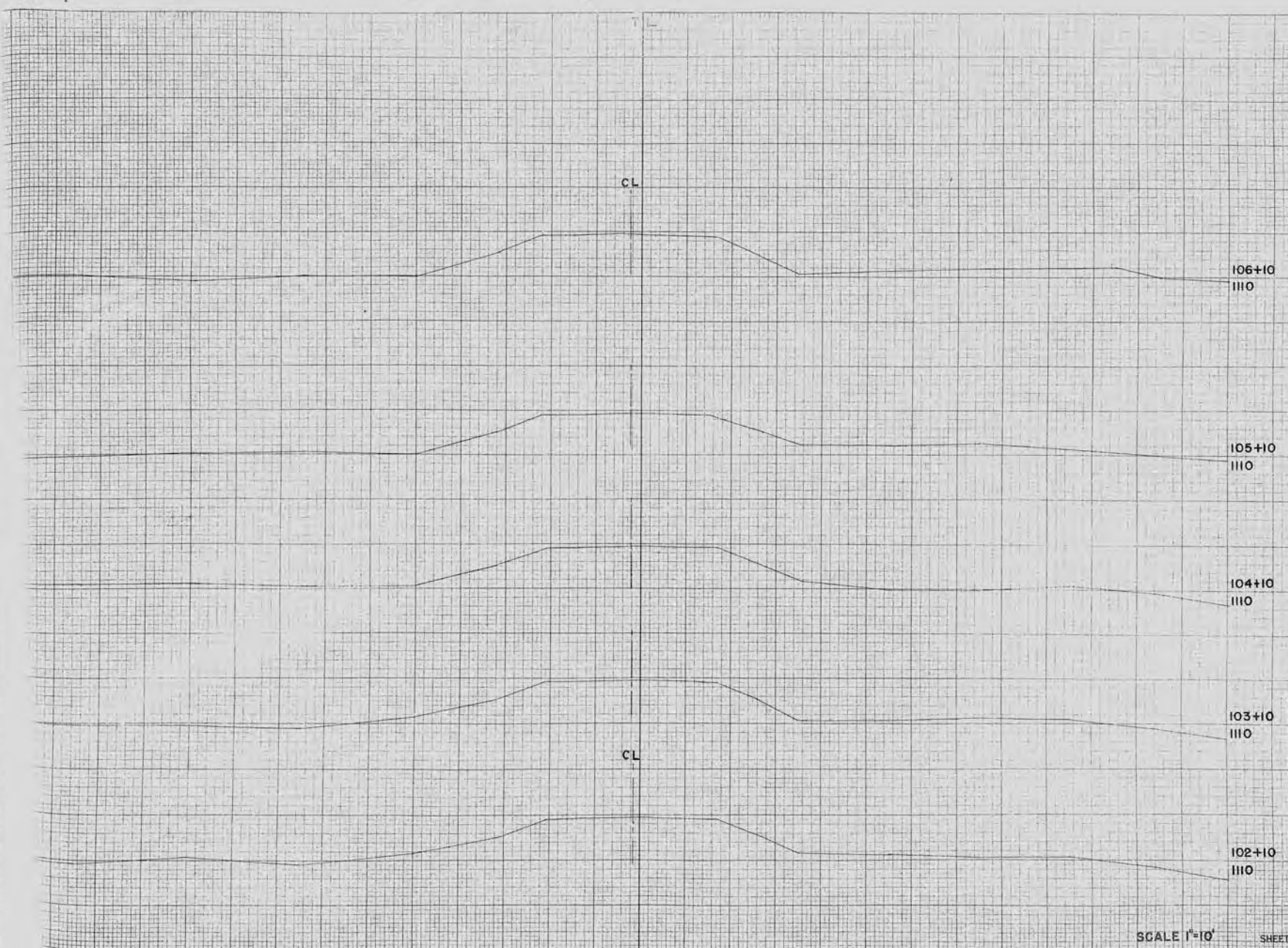
94+10
1110

93+10
1110

SCALE 1"=10'

SHEET TOTAL

姓名: 王德成	性别: 男	年龄: 45	职业: 教师
住址: 北京市朝阳区	联系电话: 13801234567	电子邮箱: wangdc@163.com	身份证号: 110101197001010001

[illegible]

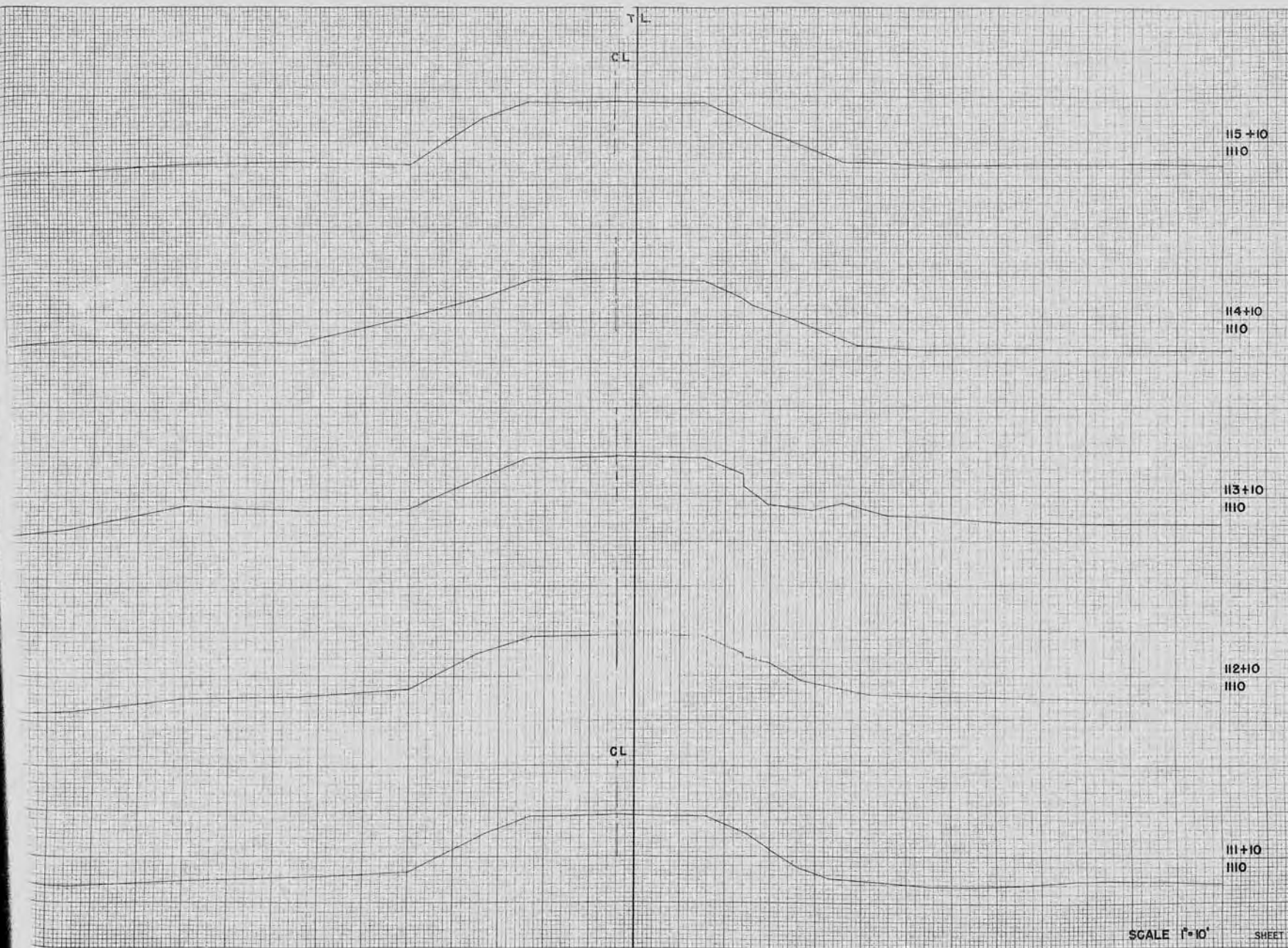
SCALE $1^{\circ}=10^4$

SHEET TOTAL

PLATE 3—CROSS SECTION OF F.W.H.E. STANDARD
KISPEL 3 CORNER CO. NEW YORK.

STATE	PROJECT	SHEET	TOTAL
WIS.	7-08-3152	66	112
4	7-08-3152		

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
115+10			
114+10			
113+10			
112+10			
111+10			



SCALE 1"=10'

SHEET TOTAL

STATION	DISTANCE	YARDAGE	EXCAVATION	FILL
125+10 1110	100	100		
124+10 1110	100	100		
123+10 1120	100	100		
122+10 1120	100	100		
121+10 1110	100	100		
SHEET TOTAL		326		67

C.L.

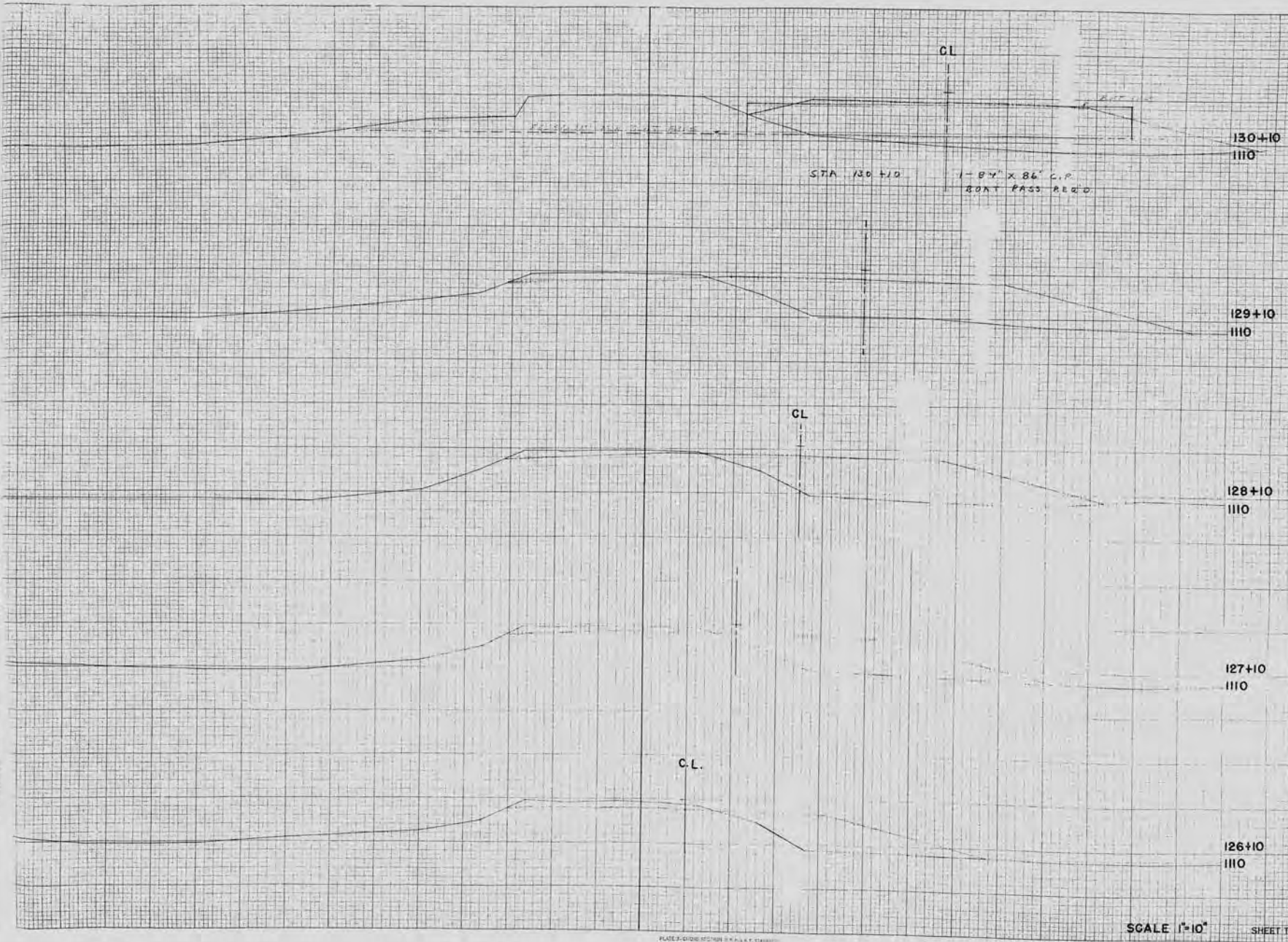
C.L.

C.L.

P.C. 121+75.00
D = 1° 15' P

SCALE 1"=10'

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
130+10	130		
129+10	129		
128+10	128		
127+10	127		
126+10	126		
SHEET TOTAL		15.3	23.5



PLATES: CIVIL ENGINEERING & ARCHITECTURE
 PARTS: 1-1000-00, NEW YORK
 1-1000-00

SCALE 1"=10'

W.P. NUMBER	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	F 05-3(32) T 05-3441	70	179

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
134+00			
1120			
133+00			
1120			
132+00			
1120			
131+00			
1120			
130+46			
1120			
SHEET TOTAL		225.0	125.6

C.L.

C.L.

C.L.

R.F.A. DISTRICT	PROJECT	SHEET NUMBER	TOTAL SHEETS
0105	F 05-3(32) E 05-3(4)	71	170

STATION	DISTANCE	YARDAGE	EXCAVATION	FILL
138+00				
1130				
137+00				
1120				
136+00				
1120				
135+00				
1120				

EQUATION PT 138+88.35 BACK =
138+82.21 AREA

STA 134+70 1-24' x 64' C.P. ROAD

C.L.

SHEET TOTAL 2555

PLATE 1 - CROSS SECTION 8 A.A.S. & DIMENSIONS
NOTED 1:1000 SCALE 1/10

C. L.

W.P.A. DISTRICT	PROJECT	SHEET NUMBER	DATE
WIS. 4	F 05-3(32) T 05-3(4)	11	11/11/11

STATION
DISTANCE
CUT
YARDAGE
EXCAVATION

144+00
1130

143+00
1130

142+00
1130

141+00
1130

140+00
1130

SHEET TOTAL

C.L.

R.R. DISTRICT	PROJECT	SHEET
WIS.	F05-3 (S2)	73
4.	1-05-34-97	

STATION	DISTANCE	YARDAGE	EXCAVATION
---------	----------	---------	------------

149+00
1140

149			
-----	--	--	--

148+00
1140

148			
-----	--	--	--

147+00
1140

147			
-----	--	--	--

146+00
1140

146			
-----	--	--	--

145+00
1130

145			
-----	--	--	--

SHEET TOTAL 242

NOT TO SCALE
1:1000
1:1000

C. L.

WPA DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F 05-3(32) +05-8(4)	14	17

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
154+00 1140	124		
153+00 1140	125		
152+00 1140	126		
151+00 1140	127		
150 1140+00	128		
SHEET TOTAL		1251	

PLATE 3 - CROSS SECTION 6" X 5" BY 1" STANDARD
REINFORCED CONCRETE, NEW YORK

C. L.

S.D. DISTRICT	PROJECT	SHEET	TOTAL
WIS. 4	F 05-3(32) + 05-3(4)	75	179

STATION	DISTANCE	YARDAGE	EXCAVATION	FILL
159+00 1140	1140			
158+00 1140	1140			
157+00 1140	1140			
156+00 1140	1140			
155+00 1140	1140			
SHEET TOTAL		1140		1140

FOR THE DISTRICT OF WISCONSIN
HIGHWAY DEPARTMENT
DESIGNED BY

R.F.A. DISTRICT	880/ECT	SHEET NUMBER	TOTAL SHEETS
WIS. 4	F05-3(32) F05-3(4)	76	179

STATION	DISTANCE	YARDAGE	EXCAVATION	FILL
164+00	1140			

163+00	1140			
162+00	1140			
161+00	1140			
160+00	1140			
159+00	1140			
158+00	1140			
157+00	1140			
156+00	1140			
155+00	1140			
154+00	1140			
153+00	1140			
152+00	1140			
151+00	1140			
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8+00	1140			
7+00	1140			
6+00	1140			
5+00	1140			
4+00	1140			
3+00	1140			
2+00	1140			
1+00	1140			
0+00	1140			

STA. 160+00 1-30' x 92' C.P. ROAD.

C.L.

STA 168+50

1-30" X 104" C.P. RER'D.

WIS. 4	PROJECT F 05-3(32) + 05-344	DATE 7/27
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STATION
DISTANCE
YARDAGE
EXCAVATION

169+00
1140

169

168+00
1140

168

167+00
1140

167

166+00
1140

166

165+00
1140

165

SHEET TOTAL

298

THIS SHEET IS TO BE USED FOR THE
RECORD OF THE PROJECT

STATE AGENCY OFFICE	PROJECT	SHEET NO.
WIS. 4	F 05-31321 1-05-341	76

STATION	DISTANCE FOOT-CH	YARDAGE EXCAVATION
---------	---------------------	-----------------------

+76
1140

173+00
1140

172+00
1140

171+00
1140

170+00
1140

STATION	DISTANCE	GRADE	EXCAVATION
176+00	0.0	1140	0.0
176+06	0.6	1140	0.0
175+00	1.0	1140	0.0
174+00	2.0	1140	0.0

