

INDEX OF SHEETS

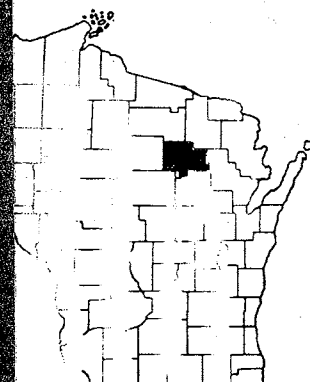
- NO. 1 TITLE
- NO. 2 TYPICAL CROSS SECTIONS
- NO. 2 ESTIMATE OF QUANTITIES
- NO. 2 MISCELLANEOUS QUANTITIES
- NO. - RIGHT OF WAY PLAT
- NO. 3-5 PLAN AND PROFILE STA. 0+20 TO STA. 70+50
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- NO. - DRAINAGE STRUCTURES
- NO. 9-21 CROSS SECTIONS

STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
STH 52-CTH "G" ROAD
CTH "H H"
LANGLADE AND MARATHON COUNTIES
PROJECT AD-2

T 0-0 (2)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
72.6	0.0	21.2		WIS. 5N	1	21



APPROVED FOR

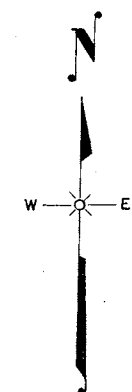
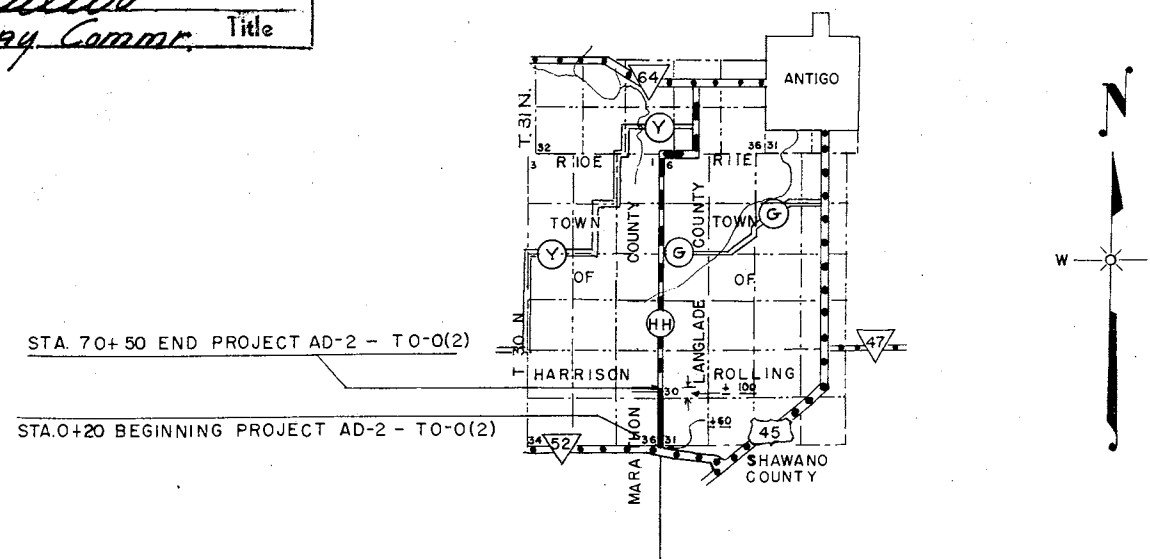
Marathon County

6/30/53 *Paul Tuller*

Date Title

Highway Commr.

PLAN 1 IN. = 100 FT.
PROFILE HOR. 1 IN. = 100 FT. VERT. 1 IN. = 10 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



CONVENTIONAL SIGNS

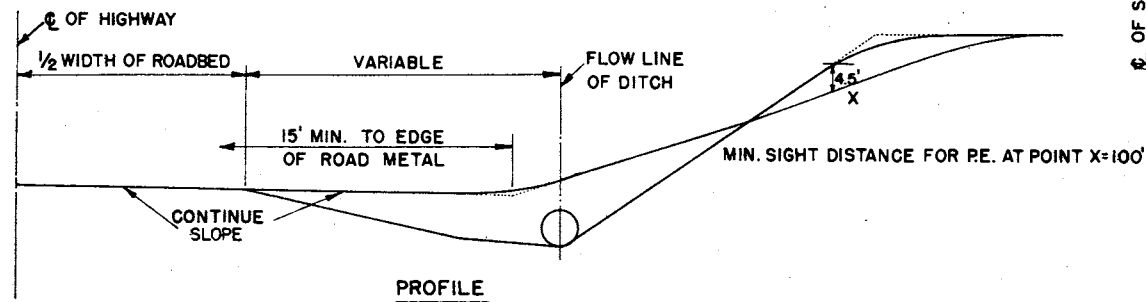
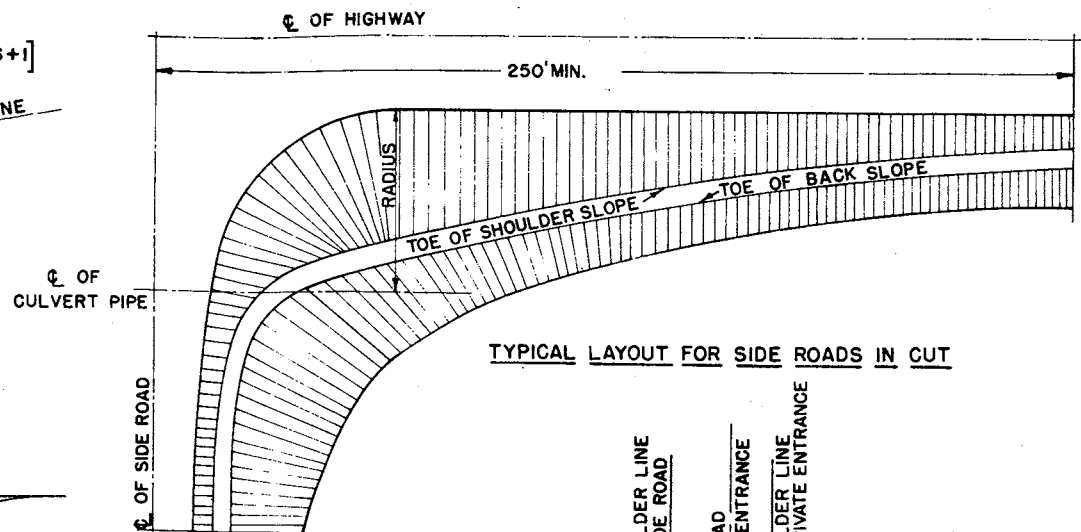
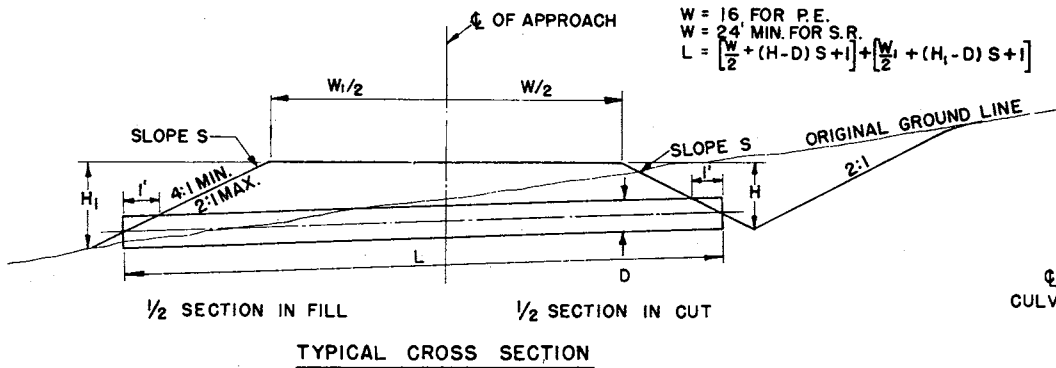
<p>PROPERTY LINE.....</p> <p>SHIP OR RANGE LINE.....</p> <p>ION LINE.....</p> <p>RIGHT OF WAY LINE.....</p> <p>BENT RIGHT OF WAY LINE.....</p> <p>E FENCE { WOVEN.....</p> <p style="padding-left: 20px;">BARBED.....</p> <p>LINE.....</p> <p>ORPORATE OR CITY LIMITS.....</p> <p>OPERTY LINE.....</p> <p>RAVELED WAY OR P.E.....</p> <p>ILROADS.....</p> <p>ASE OR SURVEY LINE.....</p>	<p>CULVERTS IN PLACE.....</p> <p>CULVERTS REQUIRED.....</p> <p>DROP INLET.....</p> <p>POWER POLE.....</p> <p>TELEPHONE OR TELEGRAPH POLE.....</p> <p>RIGHT OF WAY MARKERS.....</p> <p>REFERENCE STAKE FOR HUBS ONLY.....</p> <p>MARSH.....</p> <p>HEDGE.....</p> <p>TREES.....</p> <p>GROUND ELEVATION..... DATUM LINE 73.9</p> <p>GRADE ELEVATION..... DATUM LINE 75.16</p>
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LAYOUT

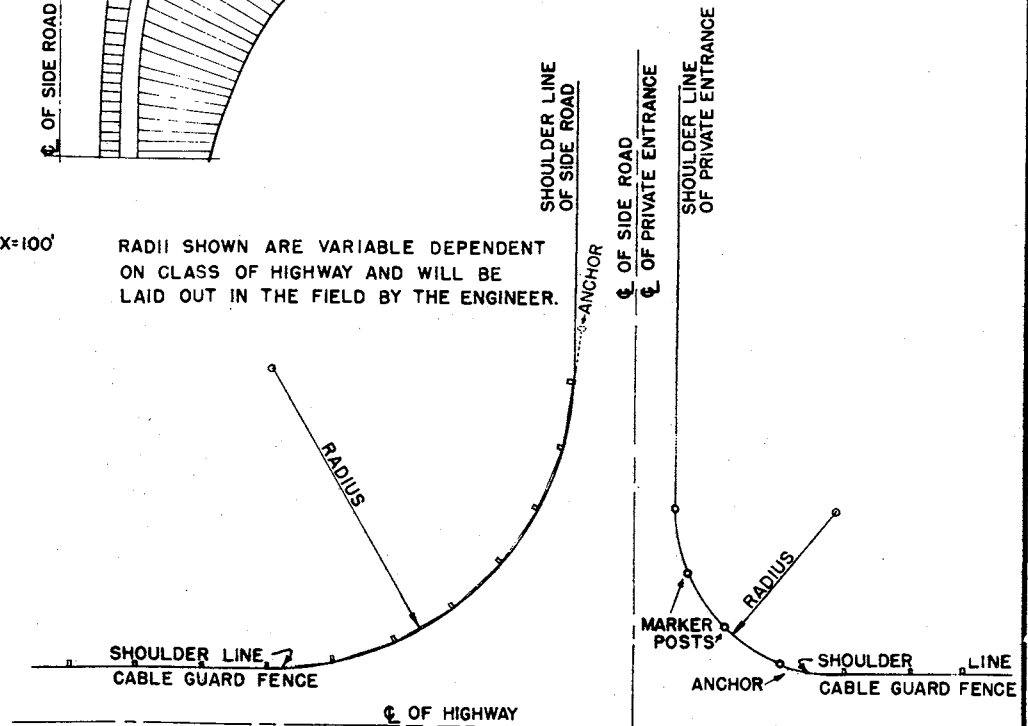
SCALE 0 1 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 1.331 MI.

<p style="text-align: center;">STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.</p> <p>ENGINEER C.E. HATLEBACK SOFT BOOK 8282-8285</p> <p>DIVISION CHECKER C.E.H. CHECKER</p> <p>DIVISION CHECKER D.B.B. CHECKER</p> <p>CORRECT:</p> <p>DATE <i>6/15/53</i> <i>Paul Tuller</i> DIVISION ENGINEER</p> <p>RECOMMENDED FOR APPROVAL:</p> <p>DATE <i>6/17/53</i> <i>P.L. Rostain</i> STATE HIGHWAY ENGINEER</p>	<p style="text-align: center;">DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS</p> <p>RECOMMENDED FOR APPROVAL:</p> <p>DISTRICT ENGINEER DATE</p> <p>APPROVED:</p> <p>DIVISION ENGINEER DATE</p>
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RADIi SHOWN ARE VARIABLE DEPENDENT ON CLASS OF HIGHWAY AND WILL BE LAID OUT IN THE FIELD BY THE ENGINEER.



DETAILS OF PRIVATE ENTRANCE AND SIDE ROAD APPROACHES

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL:

Frank Crowe
 DESIGN ENGINEER

A. Bluh
 CONSTRUCTION ENGINEER

DATE

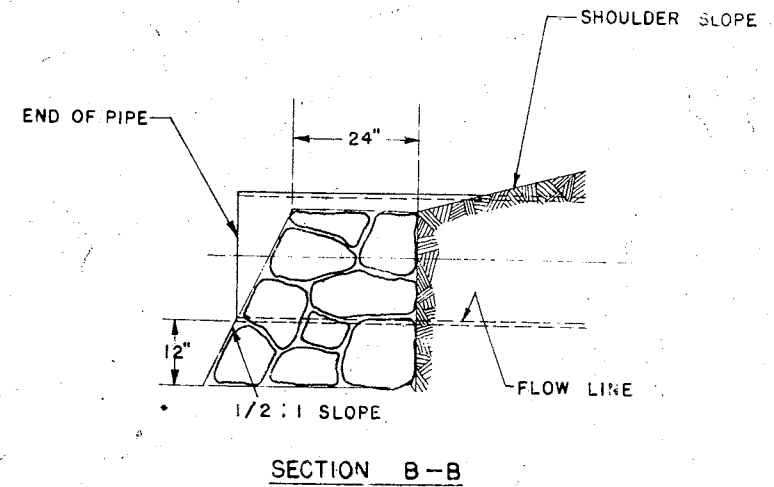
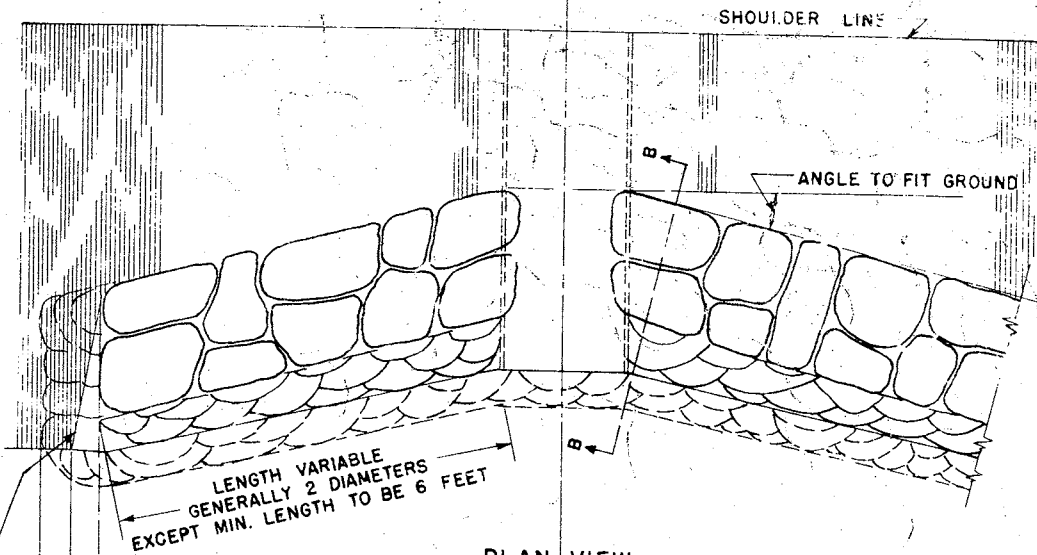
APPROVED: OCT. 1, 1945

DRAWN

D. L. Rowley
 STATE HIGHWAY ENGINEER

CHECKED

DATE



BATTER ENDS OF WALL
1/2:1 SLOPE

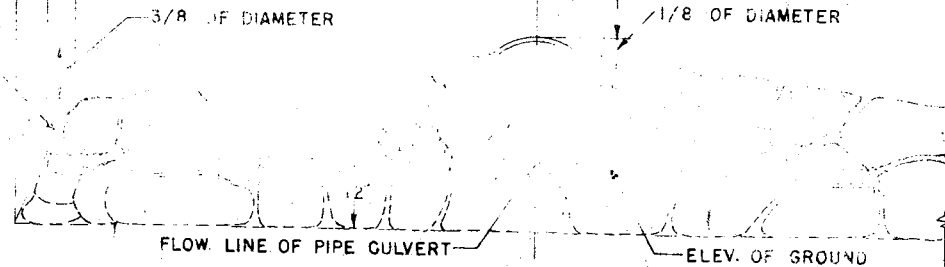

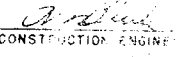
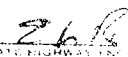


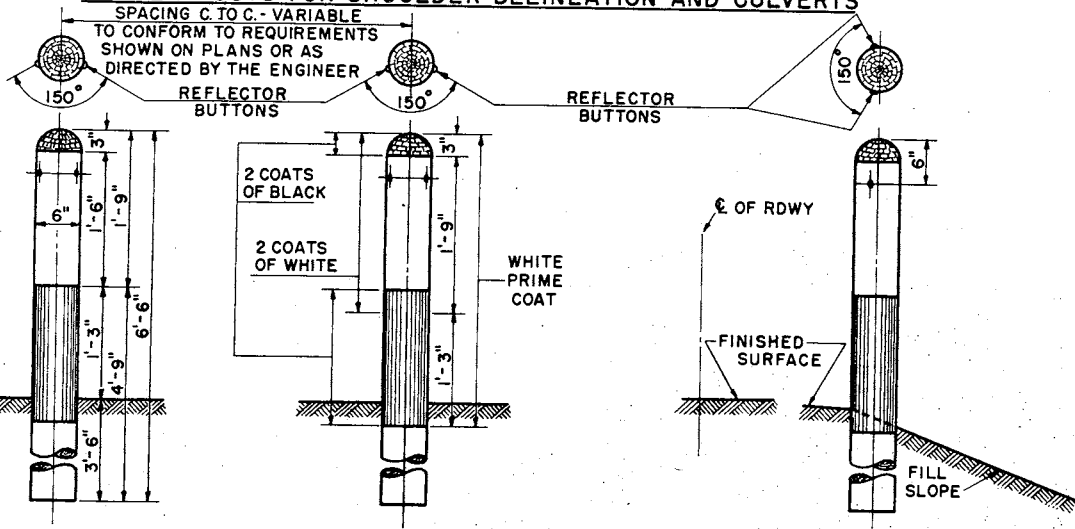
TABLE OF QUANTITIES		
DIAMETER OF PIPE	ESTIMATED CU. YDS. PER H'DW'L. PER CULV.	
18"	3	6
24"	4	8
30"	5	10
36"	6	12
48"	9	18
60"	13	26

CONSTRUCTION NOTES

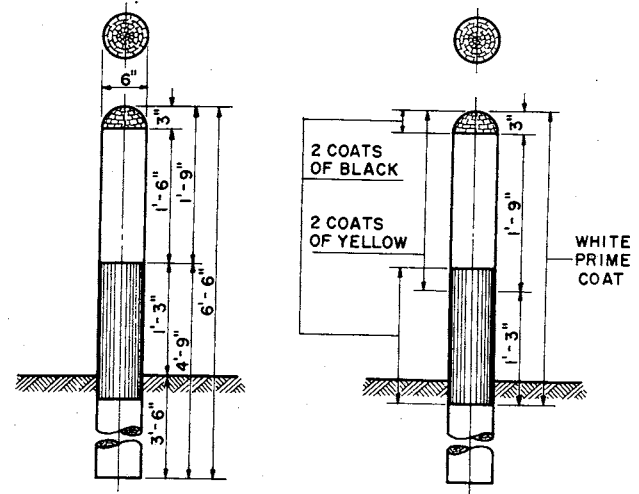
DETAILS OF CONSTRUCTION NOT SHOWN SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

CULVERT END WALLS	
RIP RAP	TYPE "A"
STATE HIGHWAY COMMISSION OF WISC.	
RECOMMENDED FOR APPROVAL:	
 DESIGN ENGINEER	
 CONSTRUCTION ENGINEER	
APPROVED - OCT. 1, 1945	
DRAWN DIV. 7 CHECKED O.F.C.	 STATE HIGHWAY ENGINEER

MARKER POSTS FOR SHOULDER DELINEATION AND CULVERTS



MARKER POSTS FOR RIGHT OF WAY

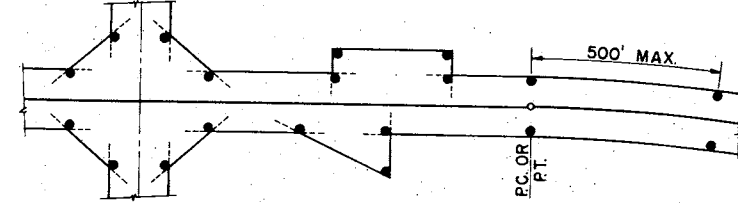


ELEVATION SHOWING SPACING

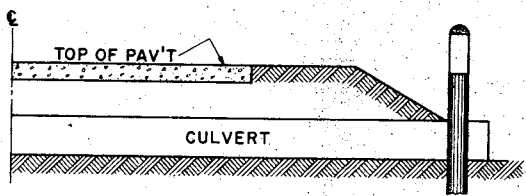
SPACING OF MARKER POSTS FOR VARYING LENGTHS OF SHOULDER TO BE PROTECTED
 100 FT. TO 500 FT. 50 FT.
 500 FT. OR MORE 100 FT.
 SEE MISCELLANEOUS QUANTITY SHEET OF PLANS

ELEVATION SHOWING LOCATION ON ROAD SHOULDER

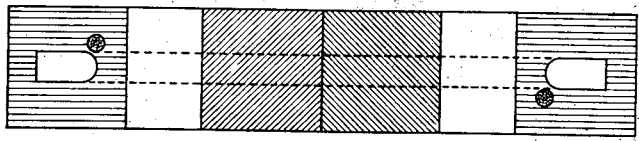
ELEVATION SHOWING SETTING AND PAINTING



TYPICAL PLAN SHOWING LAYOUT OF POSTS



SECTION WITH CULVERT MARKER



PLAN SKETCH

CONSTRUCTION NOTES

REFLECTOR BUTTONS SHALL BE SIZE NO. 1 CRYSTAL, COMPLETE WITH CLIP FOR WOOD MOUNTING. DRILL MOUNTING HOLE TO FIT BUTTON (GENERALLY 7/8 DIAMETER).

MARKER POST AS CULVERT MARKER TO BE PLACED AT BOTH ENDS OF CULVERT ON NEAR SIDE OF CULVERT. NO REFLECTOR BUTTON REQUIRED.

CONSTRUCTION NOTES

RIGHT OF WAY MARKER POSTS SHALL BE ERECTED IN ADVANCE OF GRADING OPERATIONS.
 POSTS MAY BE SHAPED AND PAINTED PRIOR TO SETTING. ANY DAMAGE TO PAINT SURFACE DURING ERECTION MUST BE TOUCHED UP BEFORE ACCEPTANCE.
 THE POSTS SHALL BE PLACED AT THE OUTER LIMITS OF THE HIGHWAY BUT ENTIRELY WITHIN THE R/W, AND SHALL BE SO PLACED THAT THE OUTER

EDGE OF THE POST WILL BE TANGENT TO THE R/W LINE OR LINES EXTENDED.
 THE EXACT LOCATION SHALL BE STAKED IN THE FIELD BY THE ENGINEER.

GENERAL NOTES

DETAILS FOR THIS ITEM SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

MARKER POSTS	
STATE HIGHWAY COMMISSION OF WISCONSIN	
RECOMMENDED FOR APPROVAL:	
DATE	4/17/52 <i>As Blue</i> CONSTRUCTION ENGINEER
APPROVED:	
DATE	4/17/52 <i>E. C. Rosstige</i> STATE HIGHWAY ENGINEER
DRAWN LJD	CHECKED

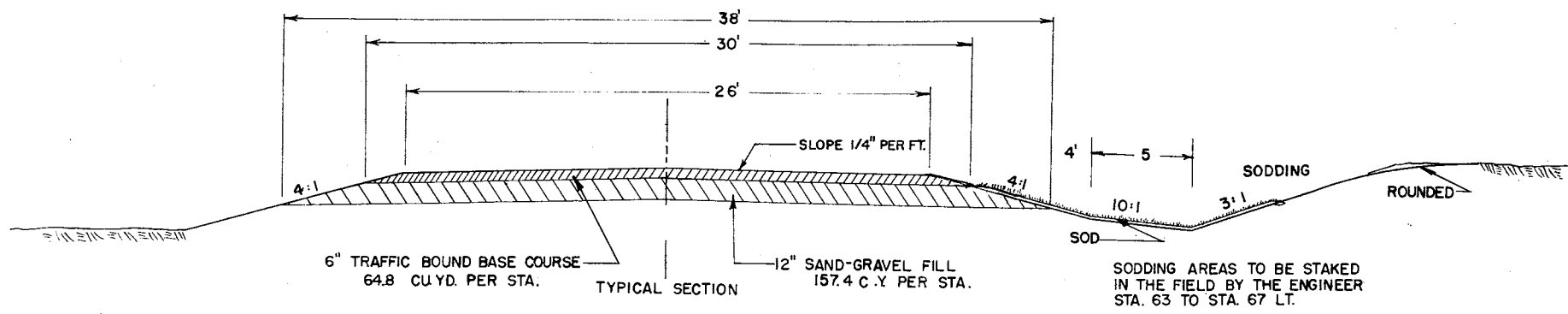
ESTIMATE OF QUANTITIES

CONTRACT NO. 1

PROJECT	SHEET NO.	TOTAL SHEETS
TO-02) (AD-2)	2	21

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN - EDITION OF 1951. APPROVED JANUARY 23, 1952; FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED NOVEMBER 8, 1948, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	CLEARING	GRUBBING	GRUBBING	STONE PILES & STONE FENCES	UNCLASSIFIED EXCAVATION	SAND GRAVEL FILL	FINISHING ROADWAY	TRAFFIC BOUND BASE COURSE	CULVERT PIPE				RIP-RAP	GUARD FENCE		MARKER POSTS FOR R/W	SODDING	TOPSOIL		SEEDING			
											24"	48"	SALVAGED CONC. CULV. PIPE 18"							SEED BEDS AND SOD	SALVAGED		FER-TILIZER		
ITEM NO.		2101-1	2101-3	2101-4	2101-6	2106-3	2106-5	2110-1	2114-1	2204-1	2411-11	2411-12	2411-76		2512-1	2523-	2523-	2523-3	2523-30	2533-1		2601-1	2603-1	2605-1	2606-1
UNIT	LIN. FT.	STA.	ACRE	STA.	ACRE	C. Y.	C. Y.	C. Y.	STA.	C. Y.	C. Y.	LIN. FT.	LIN. FT.	LIN. FT.	LIN. FT.	C. Y.	LIN. FT.	EACH	EACH	SQ. YD.		SQ. YD.	SQ. YD.	CWT.	SQ. YD.
0+20 TO 70+50	7,030	23	2.2	27	2.2	453	27,198	11,400	71.0	4,750		250	60	46		68		4		533					



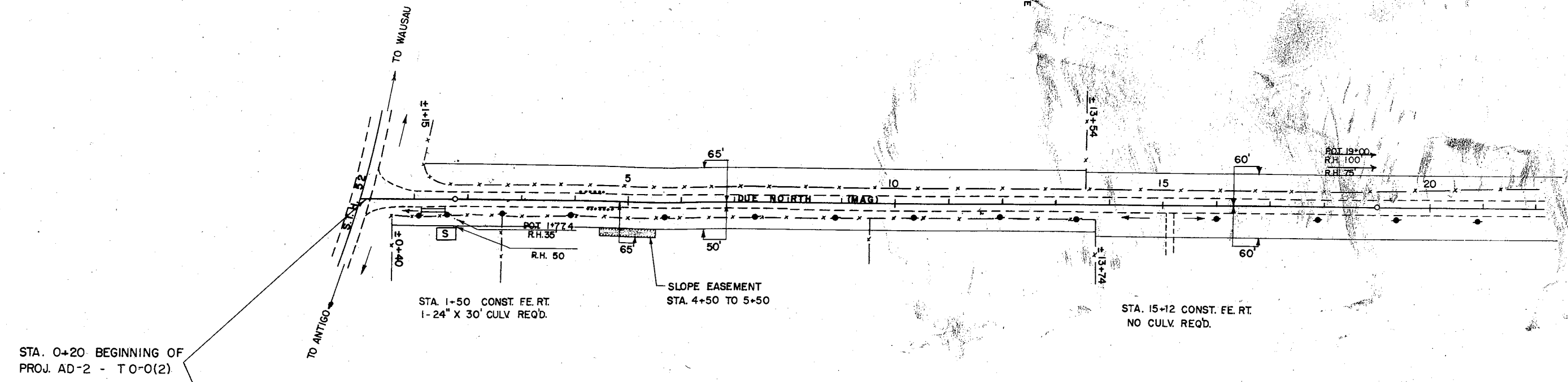
APPLICABLE STANDARD DETAIL DRAWINGS
 1-3.1.1 PRIVATE ENTRANCES & SIDE ROAD APPROACHES
 6-2.1.1 CULVERT END WALL RIPRAP TYPE A
 7-1.3.1 MARKER POSTS

CLEARING			GRUBBING		
STATION TO STATION	ACRES	STA.	STATION TO STATION	ACRES	STA.
1+15 TO 25+50	2.1		1+15 TO 25+50	2.1	
25+50 TO 29+50		4	25+50 TO 29+50		4
29+50 TO 33+75		0	29+50 TO 33+75		0
33+75 TO 40+14	0.1		33+75 TO 40+14	0.1	
40+14 TO 46+00		0	40+14 TO 41+00		0
46+00 TO 50+00		4	41+00 TO 42+00		1
50+00 TO 55+00		0	42+00 TO 43+00		0
55+00 TO 70+00		15	43+00 TO 44+00		1
			44+00 TO 46+00		0
			46+00 TO 50+00		4
			50+00 TO 51+00		0
			51+00 TO 53+00		2
			53+00 TO 55+00		0
			55+00 TO 70+00		15
TOTAL CLEARING	2.2	23	TOTAL GRUBBING	2.2	27

STATION	LOCATION		SIZE			RIP RAP	MARKER POSTS
	LT.	RT.	24"	48"	SALV. 18" CONC.		
1+50		✓	30'			6	
28+40		✓	30'			6	
32+35	✓			60		18	2
45+91		✓	30'			6	
47+25		✓	30'			6	
50+17		✓	30'			6	
55+90		✓	30'			6	
61+50	✓		70'			8	2
69+56		✓			46	6	
TOTALS			250	60	46	68	4

SAND- GRAVEL FILL		CU. YDS.
STA. 0+20 TO 70+50		11,065
APPROACH STA. 70+50		110
ENTRANCES & SIDE ROAD		225
TOTAL		11,400

TRAFFIC BOUND BASE COURSE		CU. YDS.
STA. 0+20 TO 70+50		4,555
APPROACH STA. 70+50		30
ENTRANCES & SIDE ROAD		165
TOTAL		4,750



STA. 0+20 BEGINNING OF PROJ. AD-2 - T O-0(2)

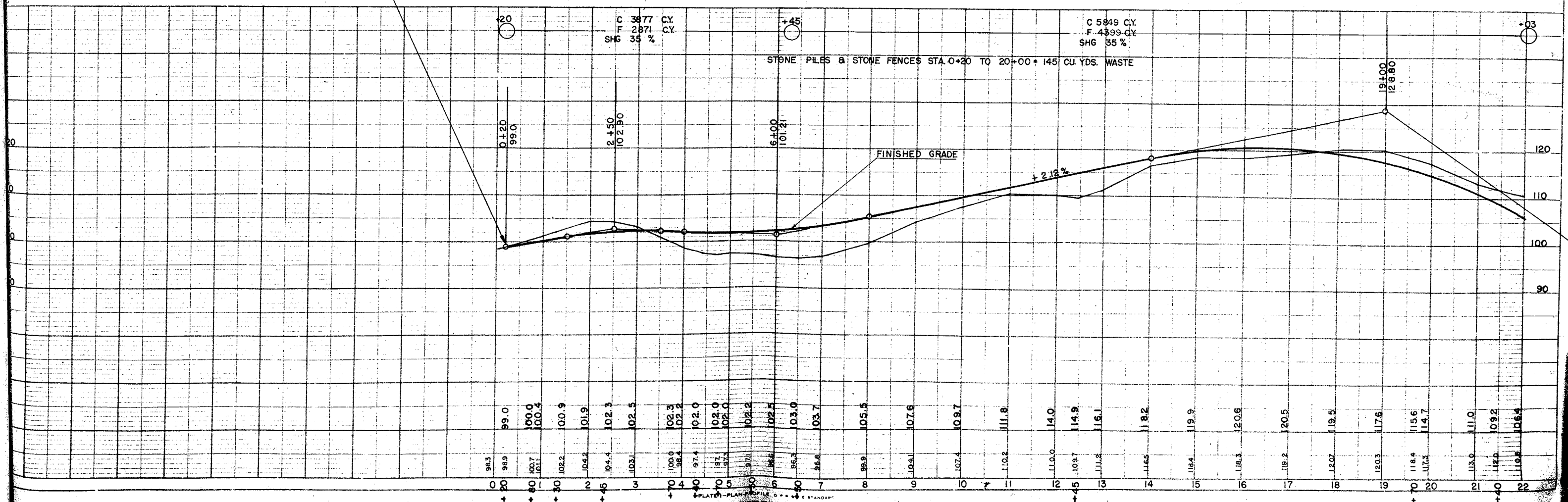
STA. 1+50 CONST. FE. RT. 1-24" X 30' CULV. REQ'D.

SLOPE EASEMENT STA. 4+50 TO 5+50

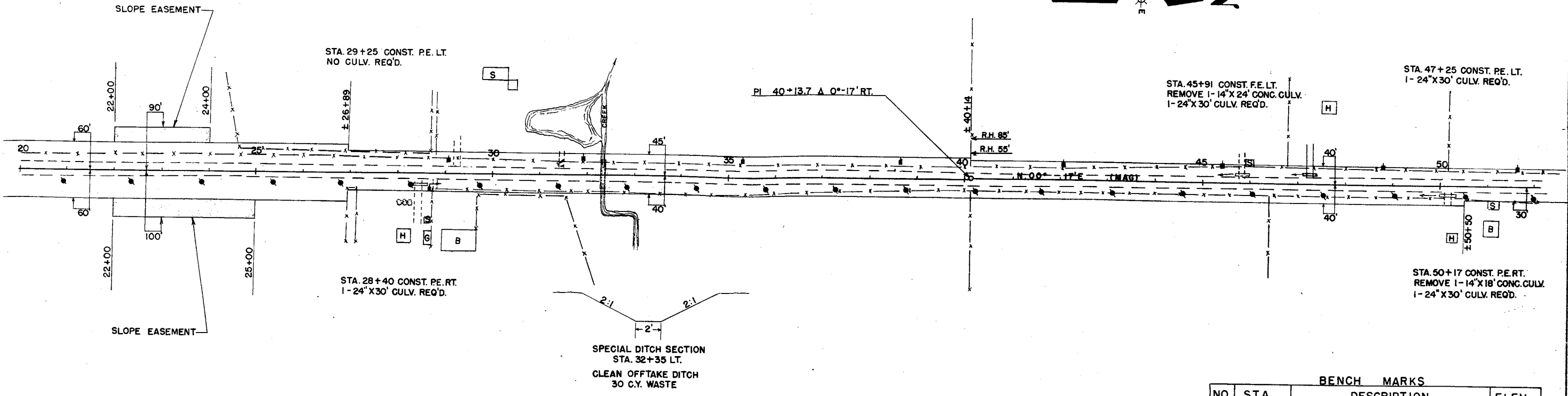
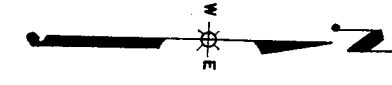
STA. 15+12 CONST. FE. RT. NO CULV. REQ'D.

BENCH MARKS			
NO	STA.	DESCRIPTION	ELEV.
1	0+50	SPIKE IN 15" MAPLE 95' RT	100.00
2	16+00	SPIKE IN 13" IRONWOOD 75' RT	116.47

NET LENGTH OF CENTERLINE STA. 0+20 TO 20+00 = 1980 LIN. FT.



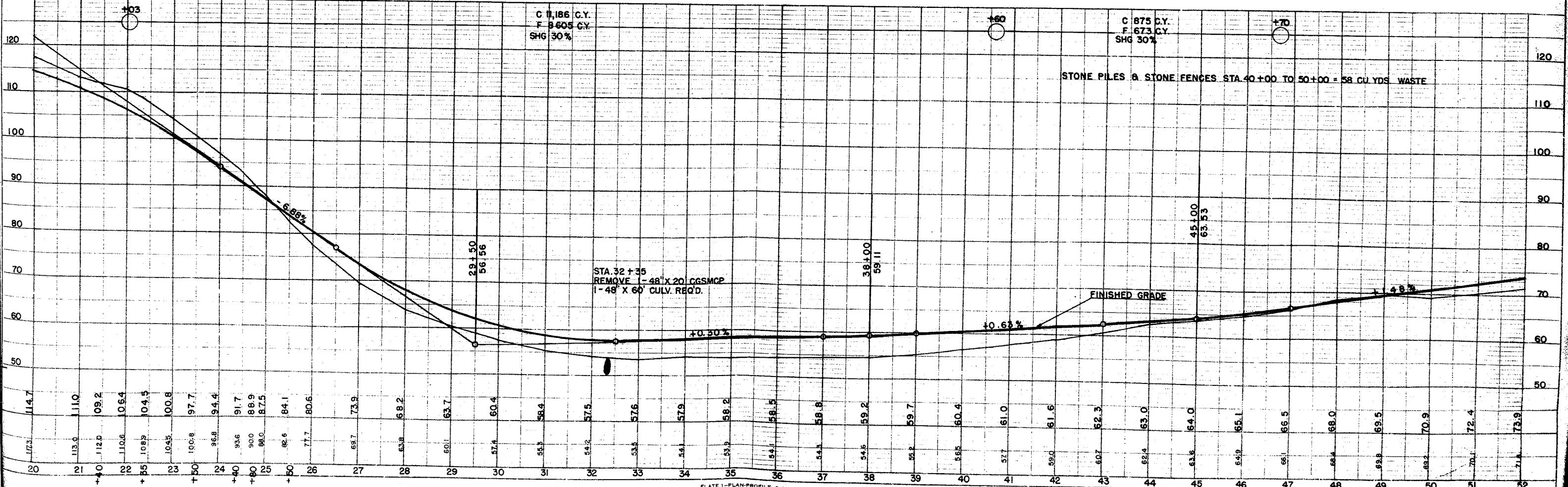
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
5N	T0-0(2) (AD-2)	4	21



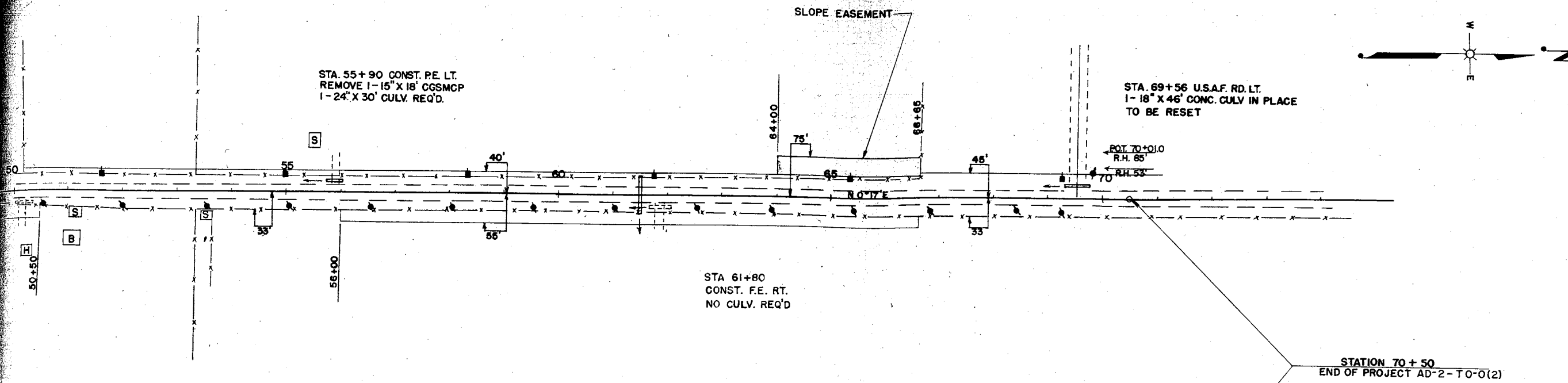
BENCH MARKS

NO.	STA.	DESCRIPTION	ELEV.
3	40+15	SPIKE IN 7" POPLAR 65' RT.	56.13

NET LENGTH OF CENTERLINE STA. 20+00 TO 50+00 = 3000 LIN. FT.



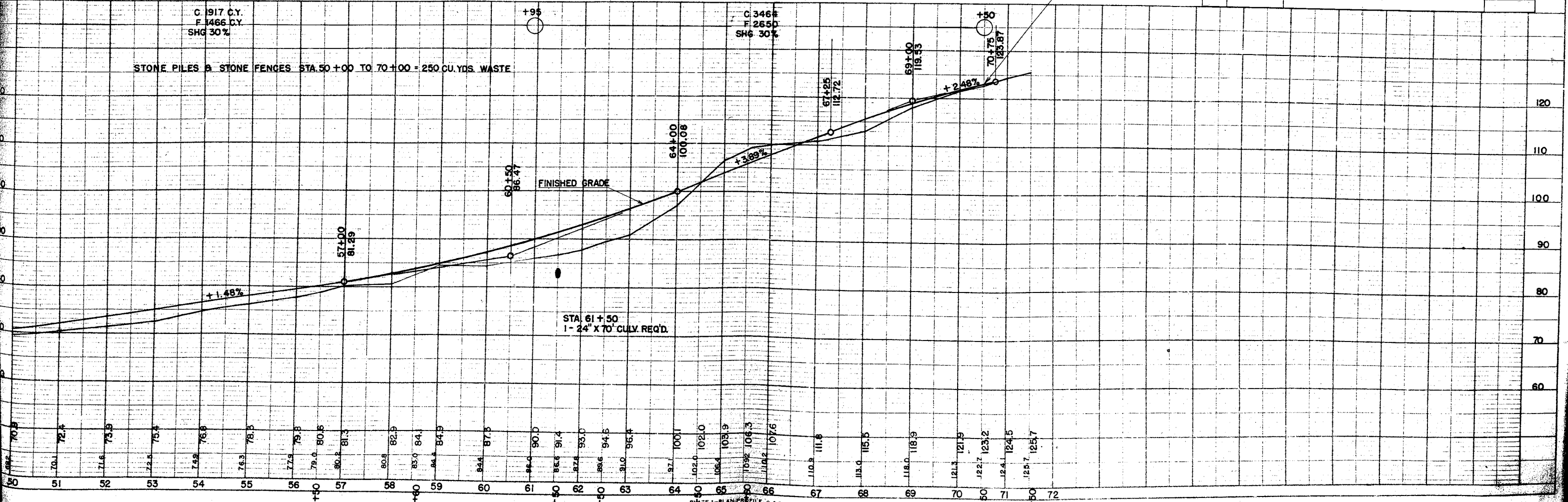
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
5N	TO-O(2) (AD-2)	5	21



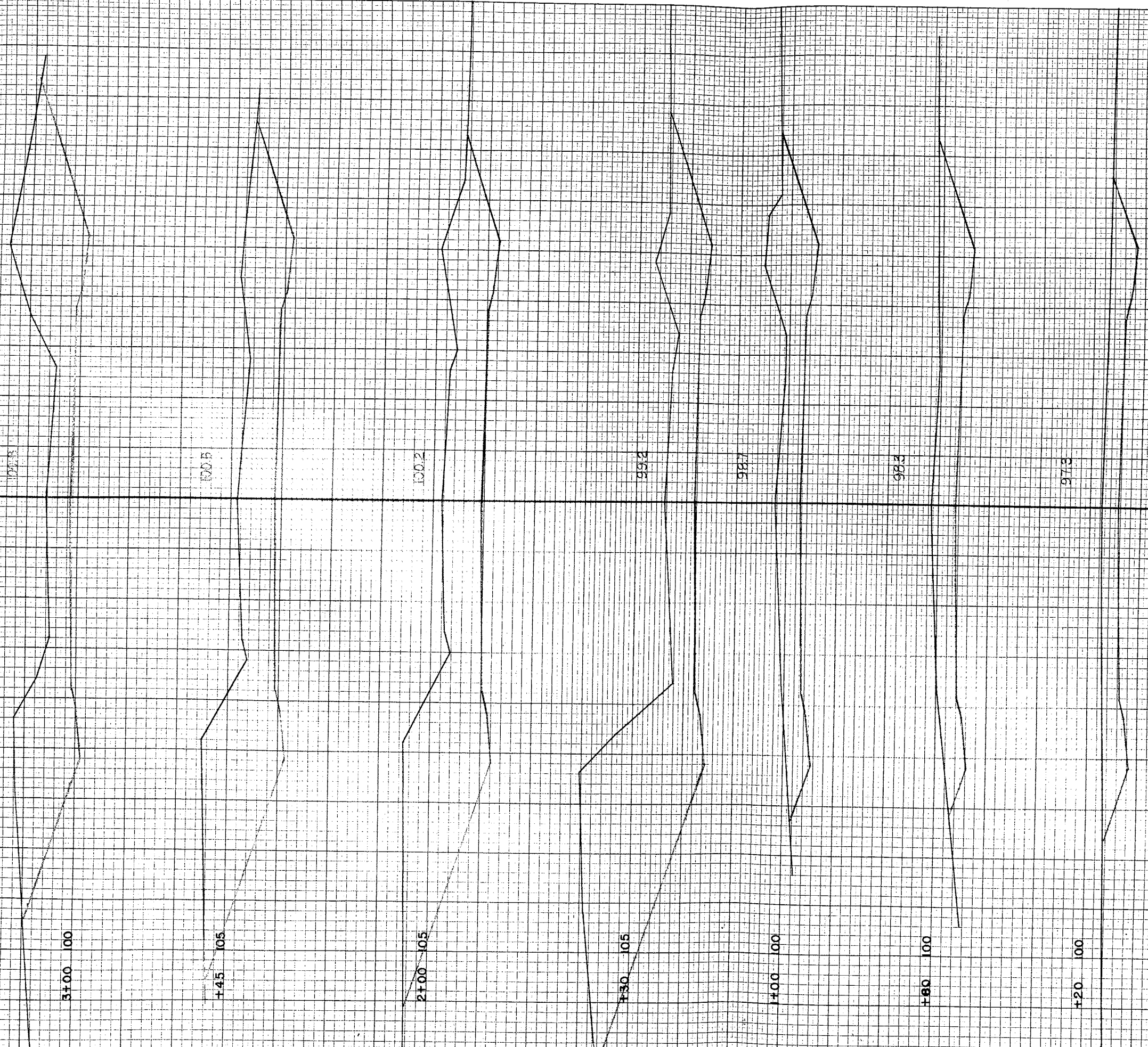
NET LENGTH OF CENTERLINE STA. 50+00 TO 70+50 = 2050 LIN. FT.

BENCH MARKS

NO	STA	DESCRIPTION	ELEV.
4	54+75	8" ELM 77' LT.	78.41
5	69+23	RR SPIKE IN POWER POLE 45' LT.	121.28
6	69+80	15" TWIN MAPLE 52' RT.	119.24



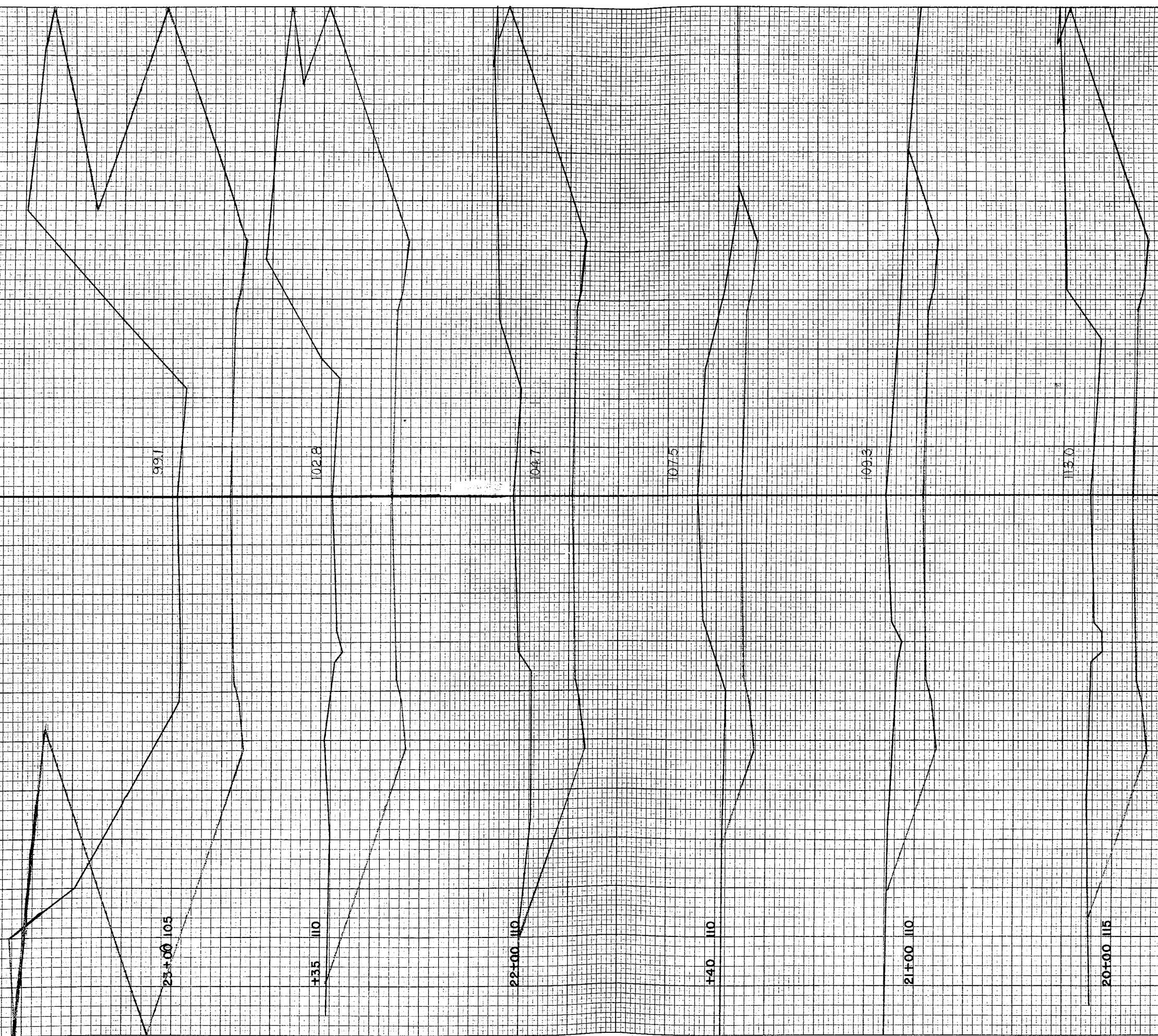
P.R.A. DISTRICT OFFICE	PROJECT	SHEET NUMBER	TOTAL SHEETS
WIS. SN	TO-02XAD-2)	9	21



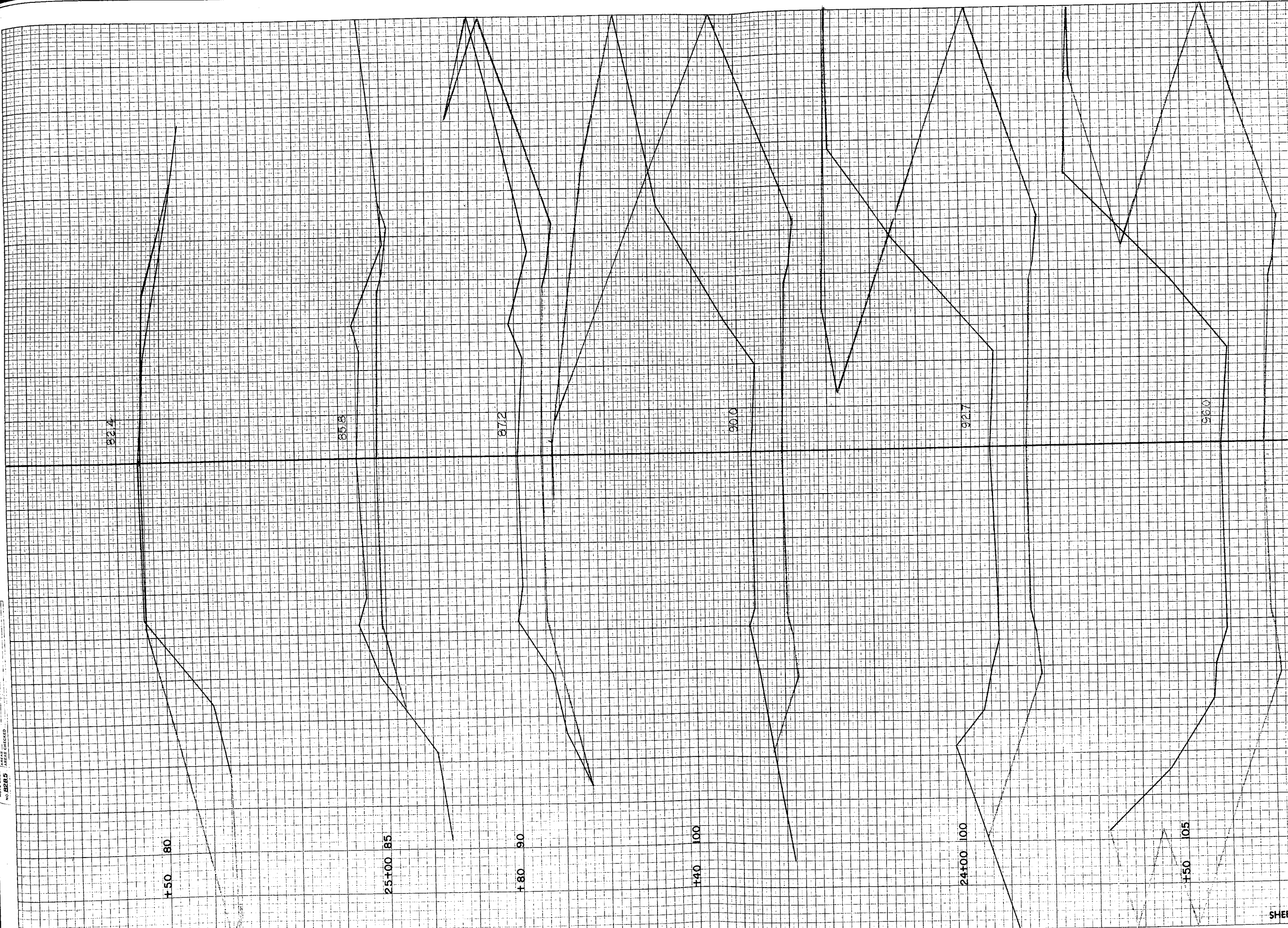
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILE
0+20			
+80	287		0
	113		
+30	322		
2	025		
+45	572		
3	623		
+70	981		15
SHEET TOTAL		314	15



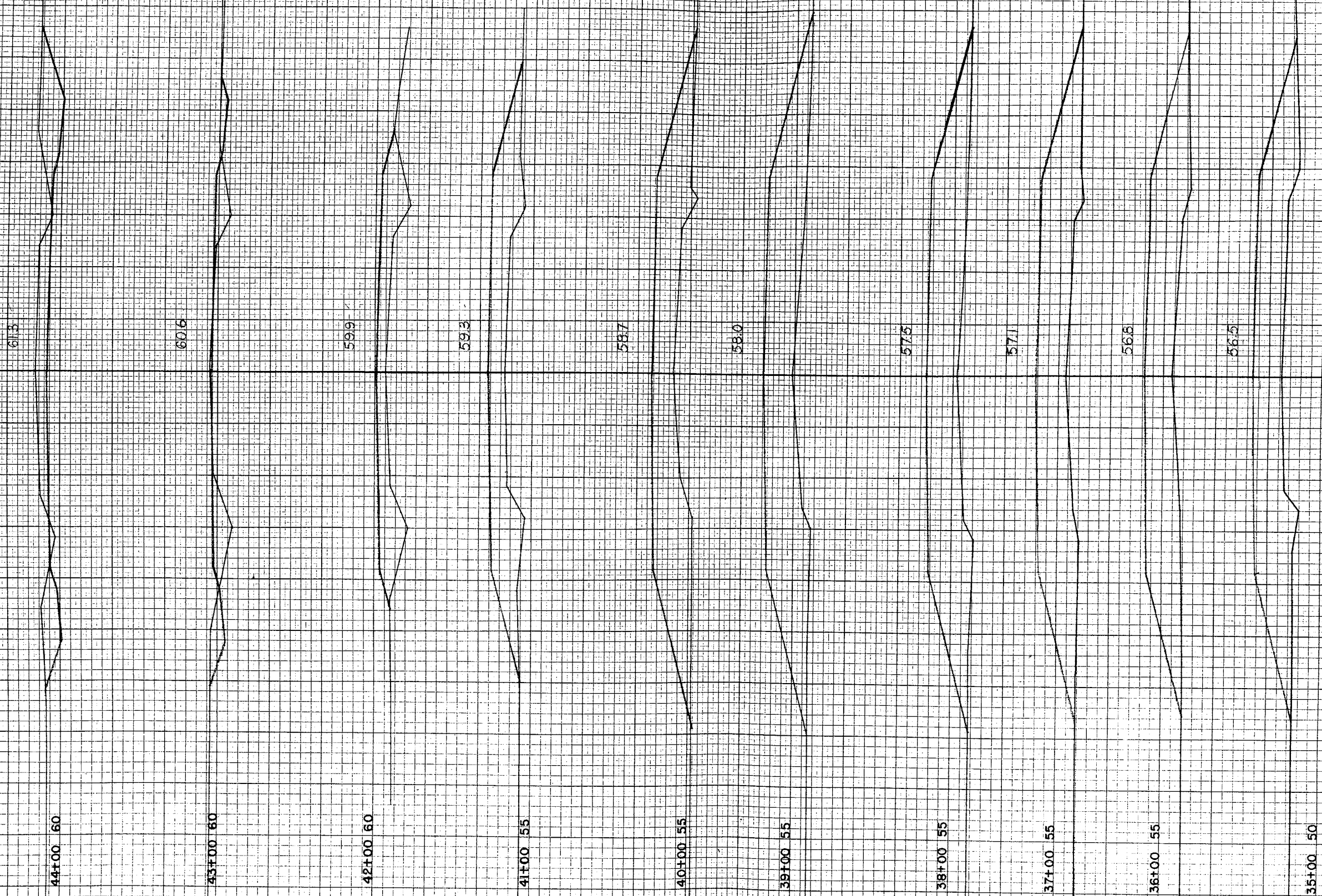
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
14			
15	54		22
16	63		83
17	104		78
18	424		
19	1037		
+70	1797		
SHEET TOTAL		2635	63



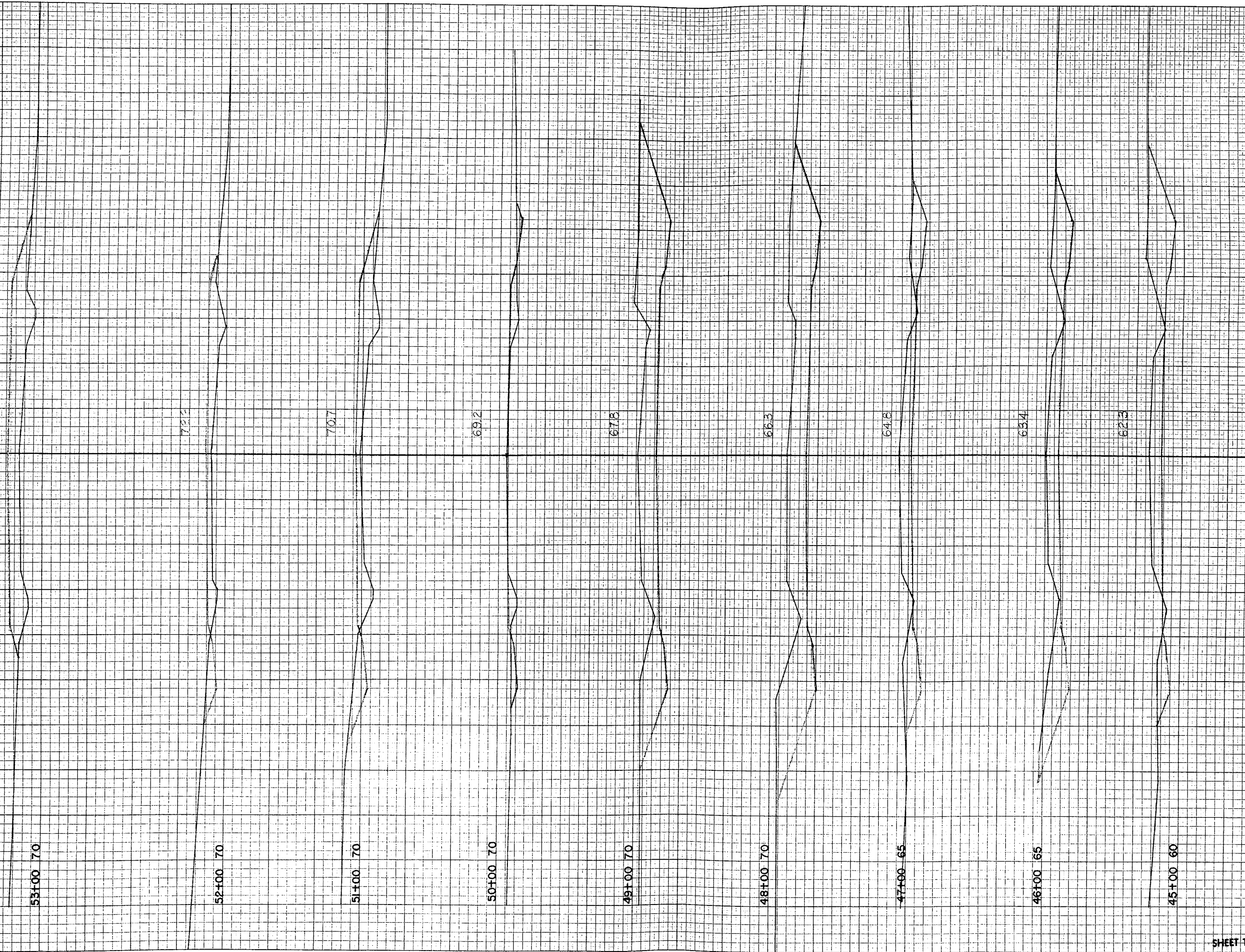
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
19			
+ 70		434	
20			
21		1181	
+ 40		322	
22		33	
+ 35		781	
23		2663	
SHEET TOTAL		6224	



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
23			
30	26.37		
24	23.65		
40	16.51		
60	5.25		
25	1.72		
750	1.00		6.51
SHEET TOTAL		77.55	6.51



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
34			
35			546
36			617
37			651
38			667
39			689
40			637
41			407
42			504
43	15		139
44	139		35
SHEET TOTAL		72	4752



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
44			
45	256		4
46	287		4
47	261		2
48	398		
49	583		
50	270		4
51	37		94
52	35		159
53	6		178
SHEET TOTAL		2086	425



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
61			359
150			419
62			387
850			415
63			650
64	37		
850	235		07
65	657		
SHEET TOTAL		839	227



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
65			
66	837		
67	409		
68	619		2
69	159		124
70	252		133
71	27		24
72	725		4
73	76		
SHEET TOTAL		2325	289

STA. SUBGR. SLOPE DISTANCE C TO SLOPE					STA. SUBGR. SLOPE DISTANCE C TO SLOPE					STA. SUBGR. SLOPE DISTANCE C TO SLOPE					STA. SUBGR. SLOPE DISTANCE C TO SLOPE				
NO.	ELEV.	LT. SLOPE	STAKE	RT. SLOPE	NO.	ELEV.	LT. SLOPE	STAKE	RT. SLOPE	NO.	ELEV.	LT. SLOPE	STAKE	RT. SLOPE	NO.	ELEV.	LT. SLOPE	STAKE	RT. SLOPE
		LEFT	RIGHT					LEFT	RIGHT			LEFT	RIGHT			LEFT	RIGHT		
STA. 7+125 BEGIN PROJ. TO 0+2 (AD-2)																			
0+10	97.3	C31	C33	30+00	58.9	F27	C29	70+00	120.7	C29	C27								
0+50	98.3	C31	C37	31+00	58.7	F26	C29	+50	121.5	C36	C32								
1+00	98.7	C32	C37	32+00	55.8	F35	F31												
1+30	99.2	C36	C39	33+00	55.9	F36	F34												
2+00	100.2	C37	C37	34+00	56.2	F33	F31												
2+75	100.6	C40	C38	35+00	56.5	F33	F33												
3+00	100.8	C42	C42	36+00	56.8	F33	F33												
3+50	100.8	SS C34	C41	37+00	57.1	F33	F34												
4+00	100.8	F64	F39	38+00	57.5	F35	F34												
4+50	100.8	F42	F46	39+00	58.0	F35	F35												
5+00	100.8	F48	F65	40+00	58.7	F34	F34												
5+50	100.8	SS F43	F65	41+00	59.3	F30	F30												
6+00	100.8	SS C42	C34	42+00	59.9	F23	F23												
6+50	100.8	F37	F35	43+00	60.6	C30	C28												
7+00	100.8	F34	F48	44+00	61.3	C31	C33												
7+50	100.8	F32	F43	45+00	62.3	C30	C35												
8+00	100.8	F37	F31	46+00	63.4	C36	C32												
8+50	100.8	F23	C37	47+00	64.8	C31	C31												
9+00	100.8	C35	C32	48+00	66.3	C30	C35												
9+50	110.0	C34	C32	49+00	67.8	C35	C37												
10+00	112.2	F35	F35	50+00	69.2	C28	C28												
10+50	112.2	F37	F33	51+00	70.7	C32	F27												
11+00	112.4	F48	F37	52+00	72.2	C30	F22												
11+50	116.5	C28	E34	53+00	73.7	F23	F26												
12+00	118.2	C31	C27	54+00	75.2	C31	F25												
12+50	118.9	C31	C27	55+00	76.6	C34	C28												
13+00	118.8	C32	C30	56+00	78.1	C31	F21												
13+50	117.8	C37	C39	+50	78.5	C32	C29												
14+00	115.9	C43	C46	57+00	79.6	C35	C30												
14+50	113.9	C45	C67	58+00	81.2	C33	F24												
15+00	113.0	C43	C54	+60	82.4	C35	C30												
15+50	109.3	C41	C33	59+00	83.2	C34	C31												
16+00	109.4	C35	C32	60+00	85.5	F23	F25												
16+50	104.7	C45	C53	61+00	88.3	F25	F38												
17+00	102.8	C50	C50	+50	89.7	F31	F52												
17+50	99.1	C86	C77	62+00	91.3	F27	F43												
18+00	98.3	C86	C78	+50	92.9	F24	F42												
18+50	92.7	C45	C94	63+00	94.7	F24	F47												
19+00	92.0	C34	C96	64+00	95.4	C35	F45												
19+50	87.2	SS C38	C62	+50	100.3	C74	C32												
20+00	85.8	SS C29	C29	65+00	102.8	C67	C41												
20+50	82.4	F38	F37	+60	104.6	C41	C37												
21+00	78.9	F36	F42	66+00	106.0	C49	C32												
21+50	72.2	F45	F40	67+00	110.1	C38	C28												
22+00	68.4	F45	F33	68+00	113.8	C37	F30												
22+50	62.0	F26	F23	69+00	117.2	C40	C30												