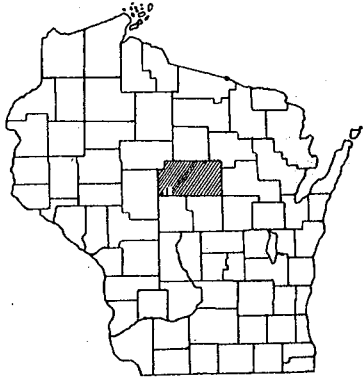


INDEX OF SHEETS

- SHEET NO. 1 TITLE
- SHEET NO. 1 TYPICAL CROSS SECTIONS
- SHEET NO. 2 ESTIMATE OF QUANTITIES
- SHEET NO. — MISCELLANEOUS QUANTITIES
- SHEET NO. — RIGHT OF WAY PLAT
- SHEET NO. 3-5 PLAN AND PROFILE STA. 0+00 TO STA. 133+ 27.5
- SHEET NO. 6-7 STANDARD DETAILS
- SHEET NO. 8-11 DRAINAGE STRUCTURES
- SHEET NO. — CROSS SECTIONS



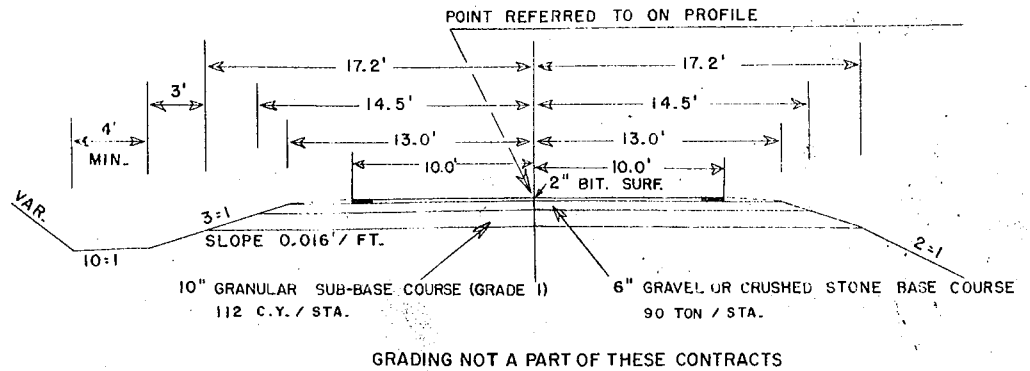
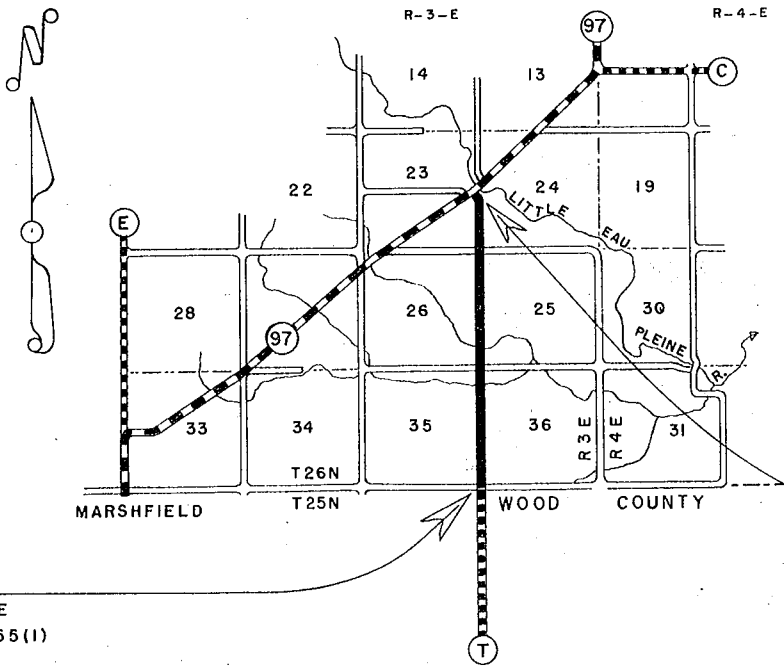
STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
SOUTH COUNTY LINE—S.T.H. 97
MARATHON COUNTY
PROJECT S 1155(3)

C.T.H. "T"

SCALES } PLAN 1 IN = 200 FT.
 } PROFILE HOR. 1 IN. = 200 FT. VERT. 1 IN. = 20 FT.

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
37.6	1155.0		11.3	WIS. 4	1	//

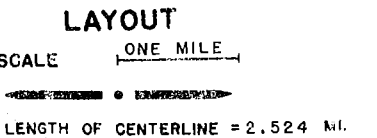


BEGINNING OF PROJECT
STA. 0+00.0 = S W COR. SEC. 36, T26N, R3E
= STA. 110+ 35.5 END PROJ. S 1155(1)

END OF PROJECT
STA. 133+ 27.5
185' N. & 130' W. OF E. 1/4 CORNER, SEC. 23, T-26-N, R-3-E

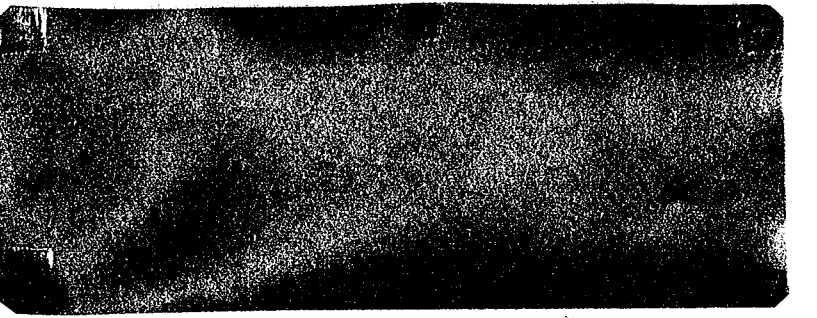
CONVENTIONAL SIGNS

- | | |
|---|---|
| <ul style="list-style-type: none"> STATE LINE..... COUNTY LINE..... TOWNSHIP OR RANGE LINE..... SECTION LINE..... NEW RIGHT OF WAY LINE..... PRESENT RIGHT OF WAY LINE..... WIRE FENCE { WOVEN..... BARBED..... LOT LINE..... CORPORATE OR CITY LIMITS..... PROPERTY LINE..... TRAVELED WAY OR P.E..... RAILROADS..... BASE OR SURVEY LINE..... | <ul style="list-style-type: none"> CULVERTS IN PLACE..... CULVERTS REQUIRED..... DROP INLET..... POWER POLE..... TELEPHONE OR TELEGRAPH POLE..... RIGHT OF WAY MARKERS..... REFERENCE STAKE FOR HUBS ONLY..... MARSH..... HEDGE..... TREES..... GROUND ELEVATION..... DATUM LINE 73.5 GRADE ELEVATION..... DATUM LINE 75.16 |
|---|---|



TOTAL NET LENGTH OF CENTERLINE = 2.524 MI.

- APPLICABLE STD. DETAIL DRAWINGS
- CONSTRUCTION BARRICADE 7-4.1.2
 - STEEL PLATE BEAM GUARD 7-2.4.2



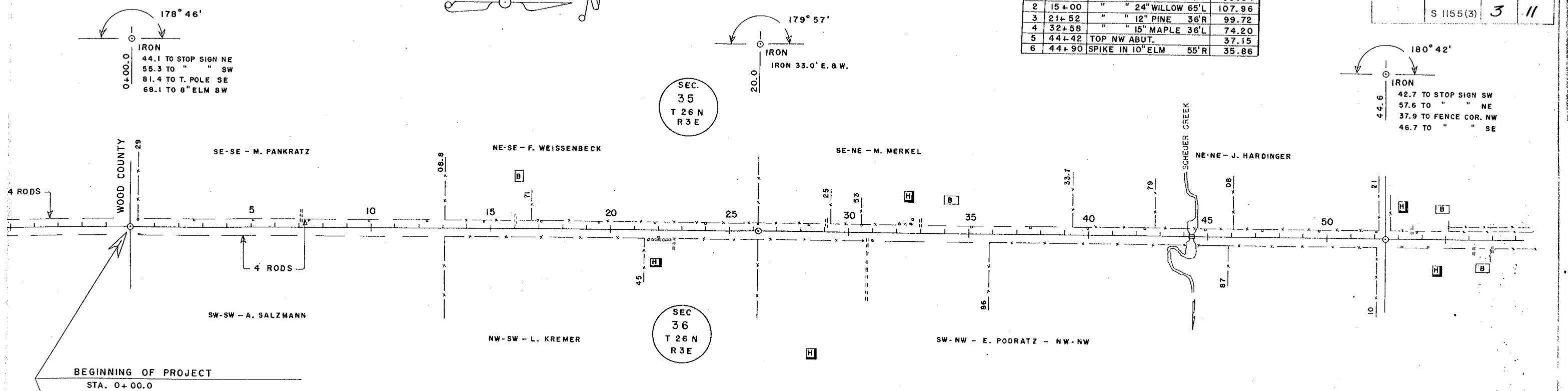
STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WISCONSIN	
SURVEYOR.....	C. E. C. NOTE BOOK M 64
DISTRICT COMPUTER.....	C. A. L. M. D. CHECKER
DISTRICT CHECKER.....	L. B. I. CORRECT
CORRECT:	
DATE 4/4/57	DISTRICT ENGINEER
RECOMMENDED FOR APPROVAL:	
DATE 4-8-57	J. S. Pitt ENGINEER OF DESIGN
APPROVED:	
DATE 4/9/57	E. C. Reston STATE HIGHWAY ENGINEER
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	DATE:
DISTRICT ENGINEER	

S 1155(3)



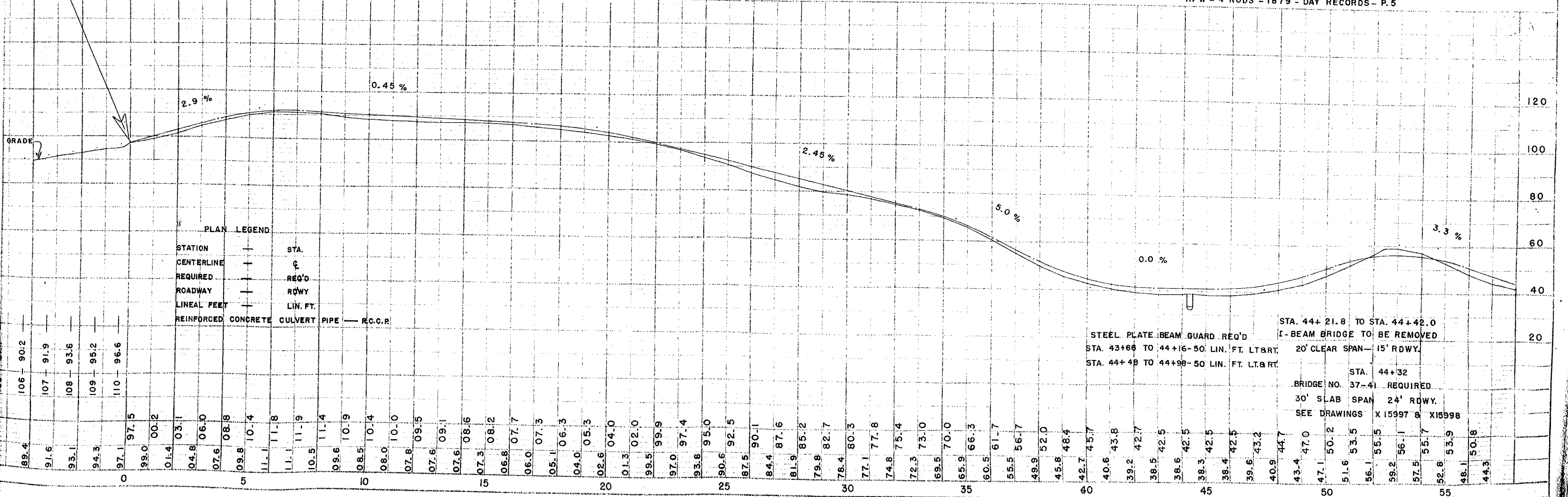
BENCH MARKS			
1	0+25	SPIKE IN 10" ELM 60' W	99.04
2	15+00	" " 24" WILLOW 65' L	107.96
3	21+52	" " 12" PINE 36' R	99.72
4	32+58	" " 15" MAPLE 36' L	74.20
5	44+42	TOP NW ABUT.	37.15
6	44+90	SPIKE IN 10" ELM 55' R	35.86

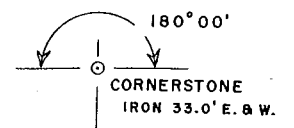
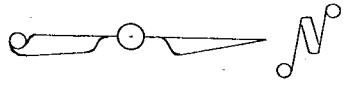
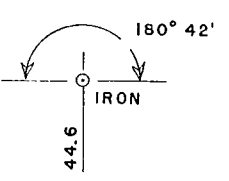
PROJECT NO.	SHEET NUMBER	TOTAL SHEETS
S 1155(3)	3	11



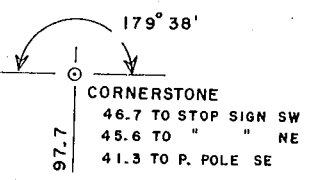
NET LENGTH OF C STA. 0+00.0 TO STA. 52+44.6 = 5,244.6 LINEAL FT.

R/W - 4 RODS - 1879 - DAY RECORDS - P.5

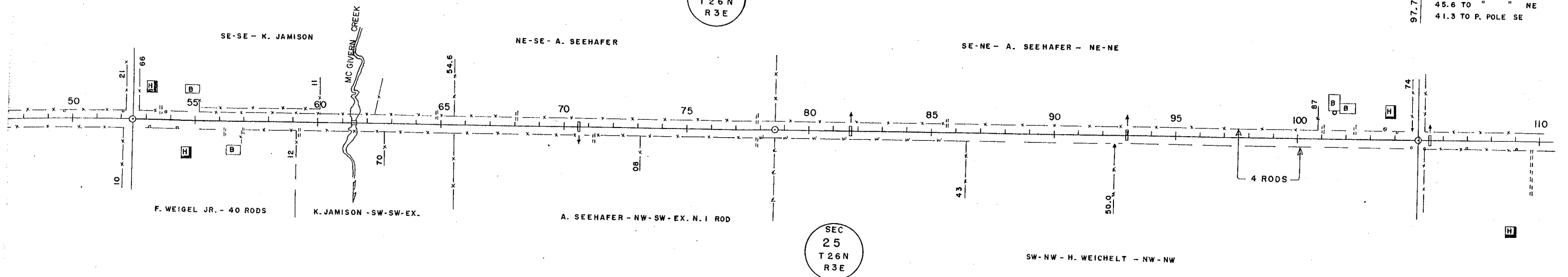




BENCH MARKS			
7	52+16	SPIKE IN 12" ELM	110' R 55.96
8	61+56	TOP NW WING	40.30
9	67+29	SPIKE IN 15" ELM	110' R 49.64
10	99+78	" " 24" ELM	80' R 93.30

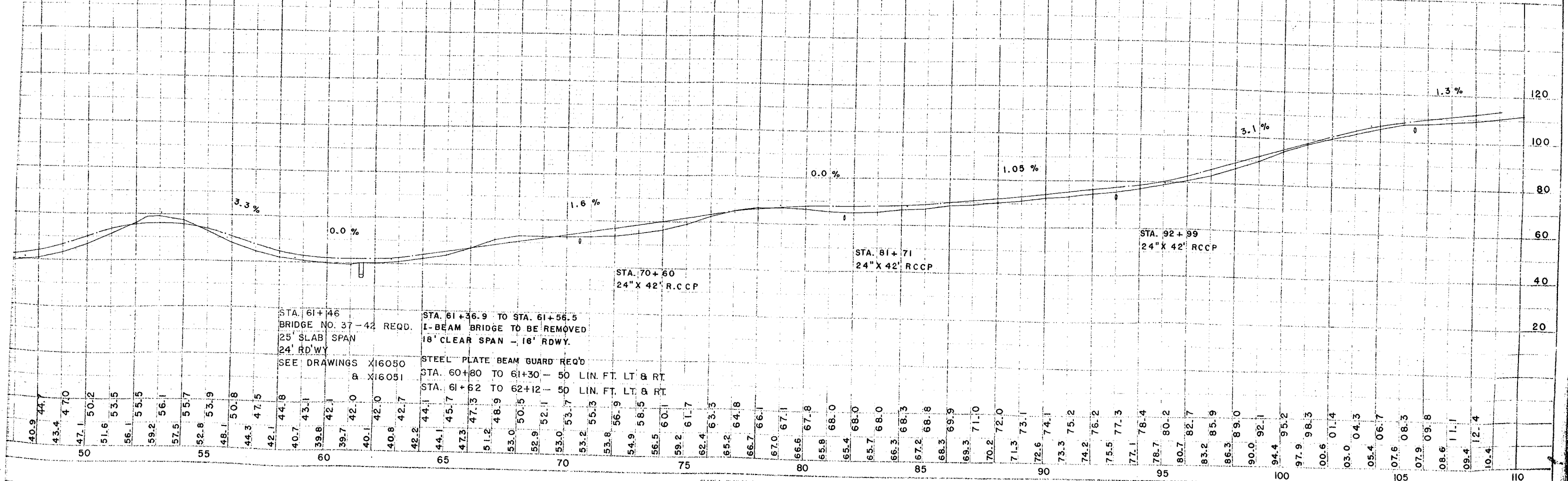


DISTRICT	PROJECT	SHEET NO.	TOTAL SHEETS
4	S-1155(3)	4	11



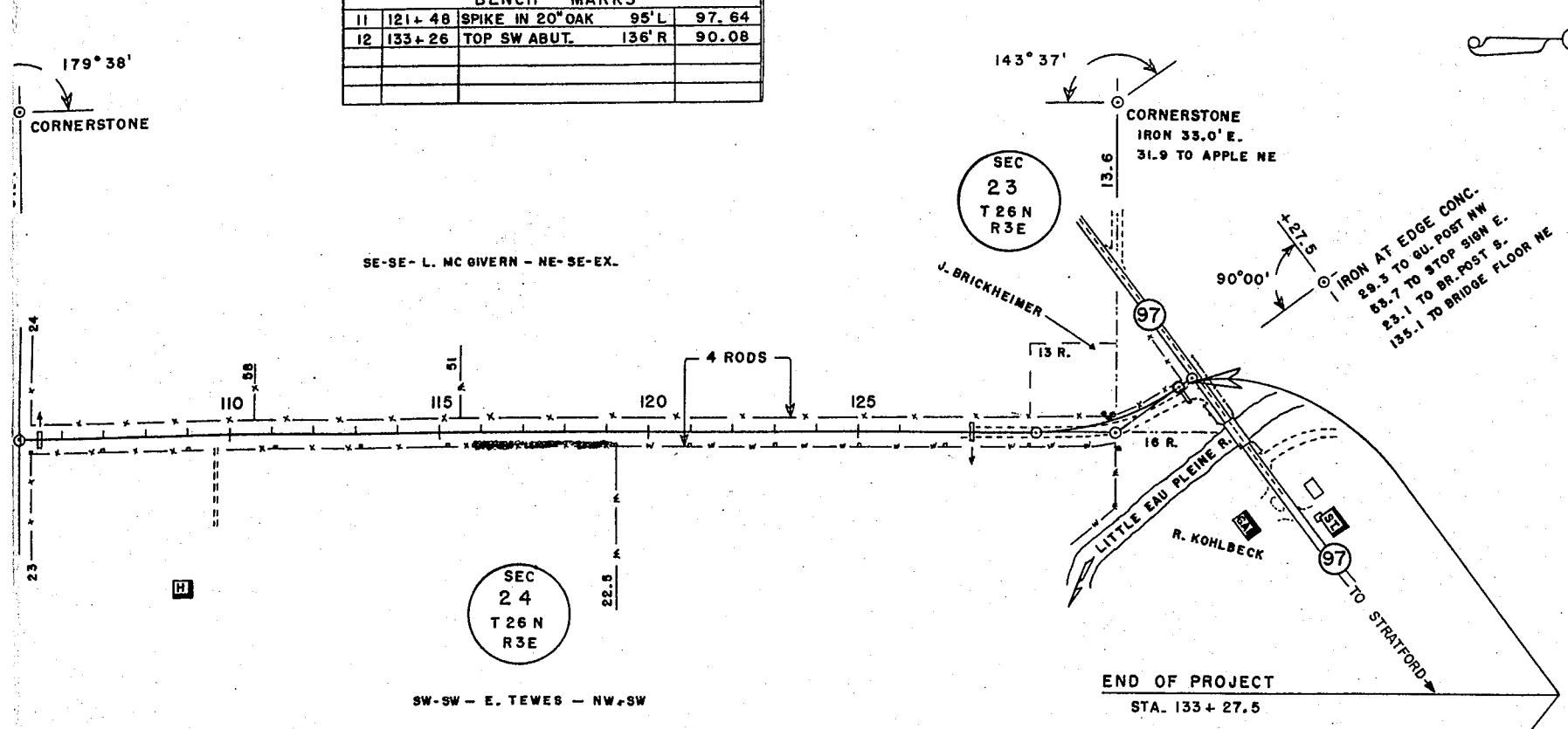
NET LENGTH OF Q STA. 52+44.6 TO STA. 104+97.7 = 5,253.1 LINEAL FT.

R/W - 4 RODS - 1879 - DAY RECORDS - P. 5



BENCH MARKS				
11	121+48	SPIKE IN 20" OAK	95' L	97.64
12	133+26	TOP SW ABUT.	136' R	90.08

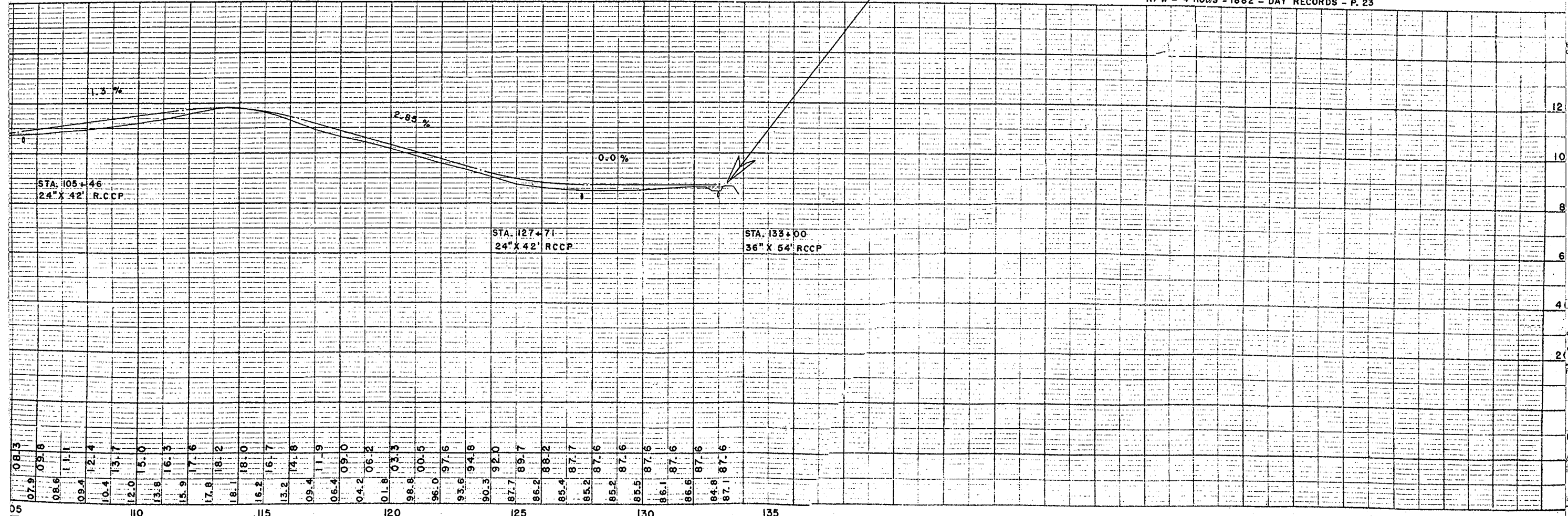
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS	SHEET NO.	TOTAL SHEETS
4	S 1155(3)	5	11	5	11



P.I. = 131+13.6
 D = 10
 A = 36° 23'
 T = 188.3
 E = 30.2
 L = 363.8
 P.C. = 129+25.3
 P.T. = 132+89.1
 S.E. = 0.07'/FT

NET LENGTH OF \bar{c} STA. 104+97.7 TO STA. 133+27.5 = 2,829.8 LINEAL FT.

R/W - 4 RODS - 1882 - DAY RECORDS - P. 23



LEV. 5.86

E. UT. 7.75
 RE. DWY. 9.

BER ONG

X 15997
 X 15998

ORDNANCE SPECIFICATION OF 1953.

F WISCONSIN

LAYOUT

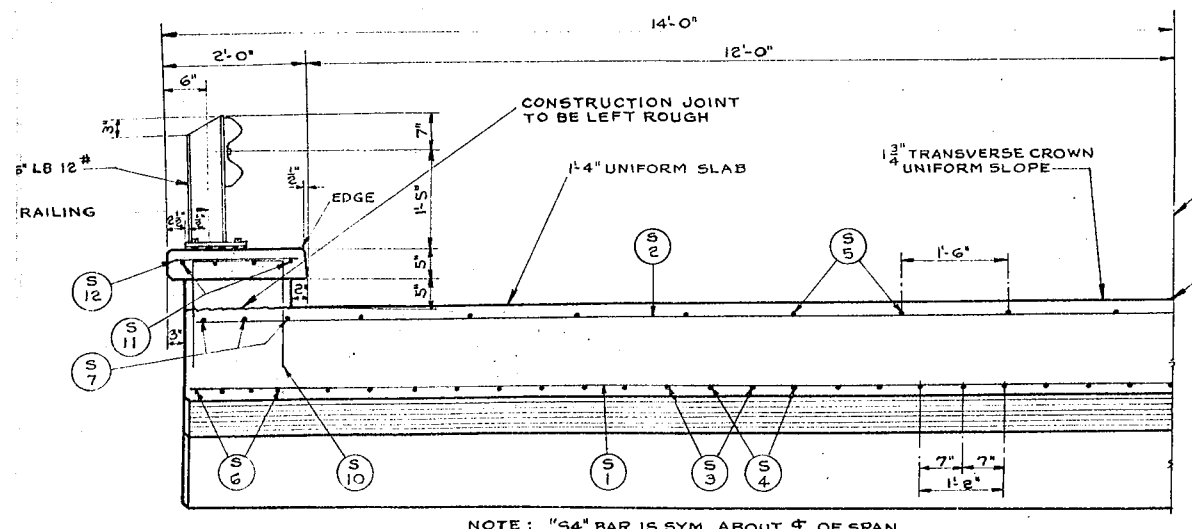
STA. 44+
 32.00
 RANGE 3 E
 1951 LOAD H 15

[Signature]

1 OF 2

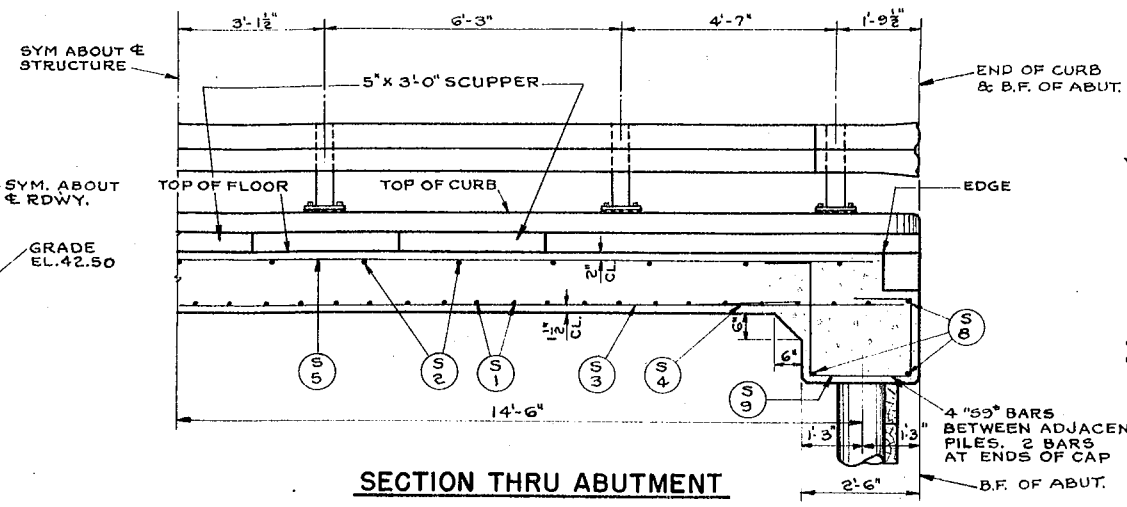
997

BENCH MARK			
NO.	STA.	DESCRIPTION	ELEV.
6	44+90.00	SPIKE IN 10" ELM	55' R 35.86

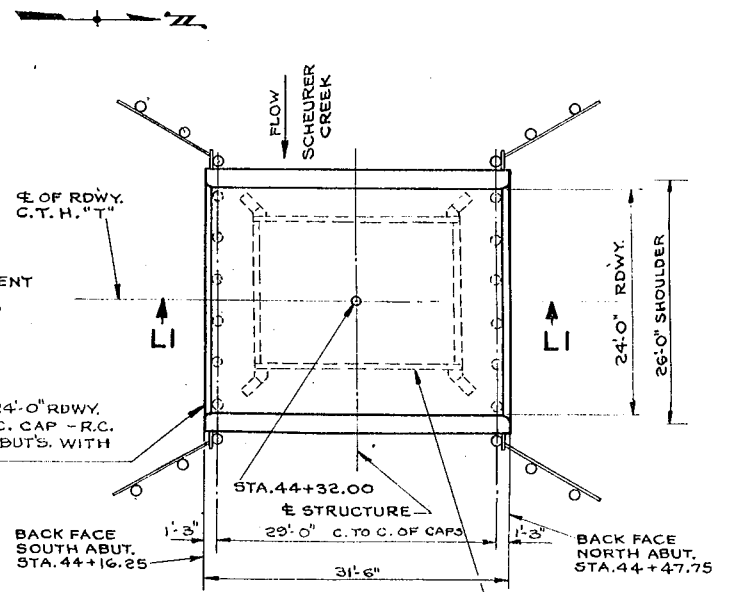


HALF CROSS SECTION THRU ROADWAY

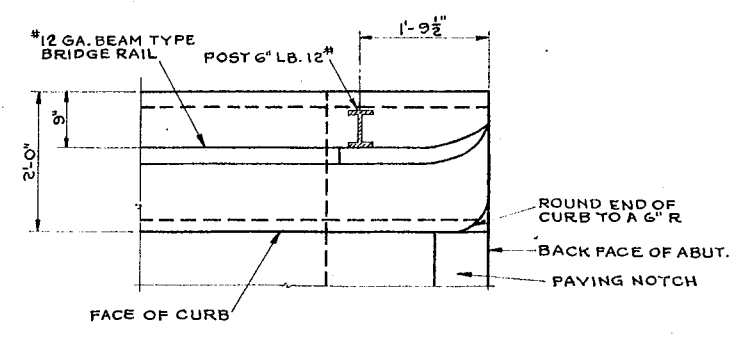
NOTE: "S4" BAR IS SYM. ABOUT Φ OF SPAN.



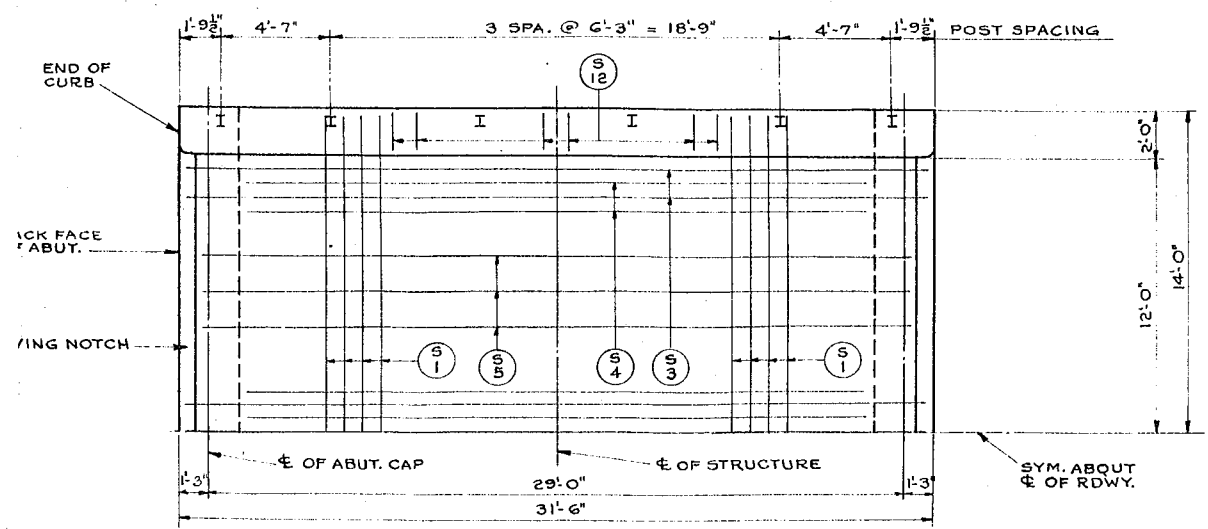
SECTION THRU ABUTMENT



LAYOUT

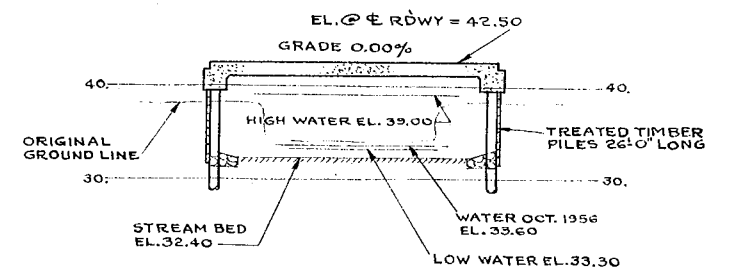


PART PLAN AT ABUTMENTS



HALF PLAN

NEW STRUCTURE - 24'-0" RDWY. ONE SPAN - 29'-0" C.C. CAP - R.C. SLAB ON TIMBER ABUT'S. WITH CONC. GAP



SECTION LI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 ALL CONCRETE MASONRY SHALL BE GRADE "AA".
 BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN.
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 THE USE OF STRUCTURAL GRADE BAR STEEL REINFORCEMENT IS PROHIBITED.
 PILING FOR ABUTMENTS SHALL BE TREATED TIMBER PILES (ESTIMATED) 26'-0" LONG AND DRIVEN TO A MINIMUM BEARING OF 15 TONS PER PILE.
 THE FRONT FACES OF THE ABUTMENTS SHALL BE RIPRAPPED AS SHOWN IN "SECTION LI" AND SECTION THRU RIPRAP ON SHEET X15998.
 AFTER THE FILL IS IN PLACE, THE SLOPE OF THE FILL AROUND THE ENDS OF WINGS SHALL BE RIPRAPPED TO A MINIMUM THICKNESS OF 1'-0" AS DIRECTED BY THE ENGINEER.
 ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENTS SHALL BE FILLED WITH GRANULAR BACKFILL TO THE ORIGINAL GROUND LINE. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR "EXCAVATION FOR STRUCTURES".
 TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE PLASTIC FLOW, SLAB SHALL BE FORMED WITH A 1/8" CAMBER.

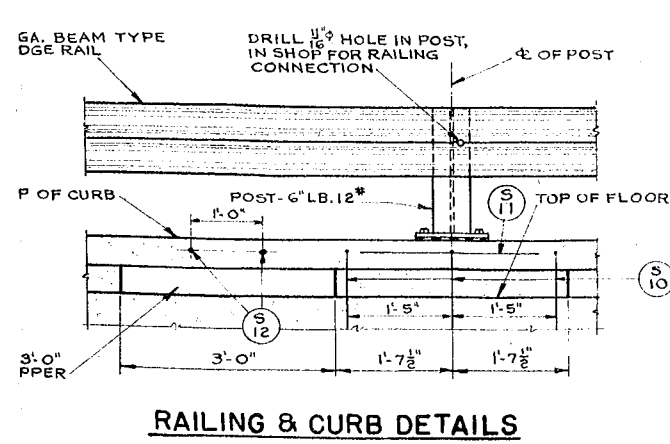
LIST OF DRAWINGS

1- SUPERSTRUCTURE & LAYOUT	X 15997
2- ABUTMENTS	X 15998

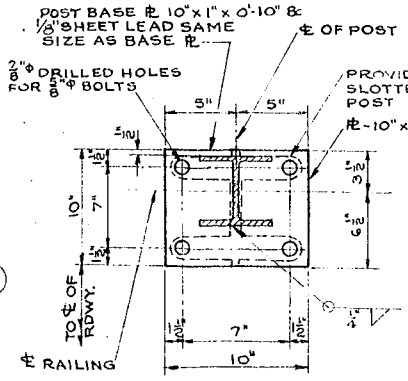
TOTAL ESTIMATED QUANTITIES

REMOVING OLD BRIDGE	1 LUMP SUM
EXCAVATION FOR STRUCTURES	55 C.Y.
GRANULAR BACKFILL	65 C.Y.
CONCRETE MASONRY	52.9 C.Y.
BAR STEEL REINFORCEMENT	9,380 LB.
STEEL RAILING	62.8 L.F.
SHEET LEAD	66 LB.
TREATED LUMBER AND TIMBER	2.99 M.B.M.
UNTREATED TIMBER TEST PILING (1@40')	1 LUMP SUM
TREATED TIMBER PILING DELIVERED	624 L.F.
TREATED TIMBER PILING DRIVEN	456 L.F.
PILE SHOES	24 EACH
RIPRAP	60 C.Y.

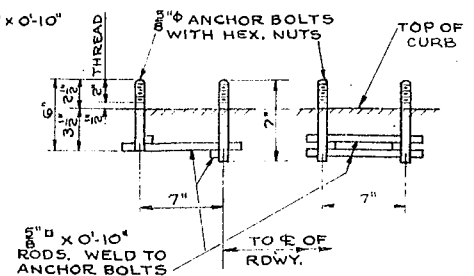
THE DESIGN OF THIS STRUCTURE IS IN ACCORDANCE WITH THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES A.A.S.H.O. EDITION OF 1953."



RAILING & CURB DETAILS



POST BASE PLATE



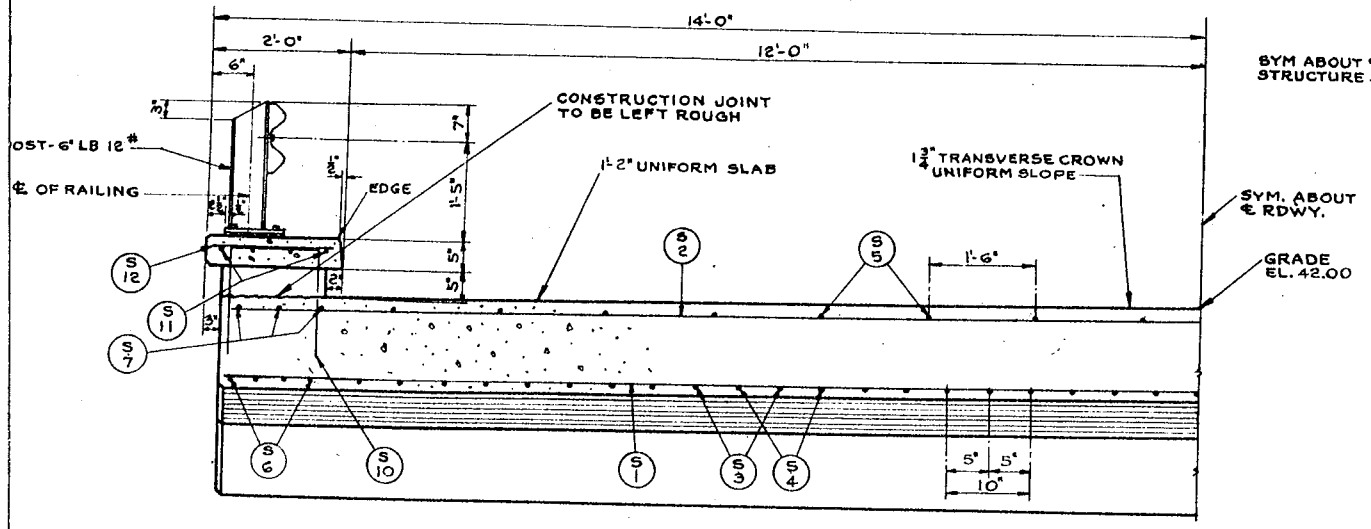
POST ANCHOR DETAILS

* DRIVE ONE AT LOCATION OF SOUTH ABUTMENT.
 ** DESIGN STRESS (f_c) = 1400#/SQ. IN.

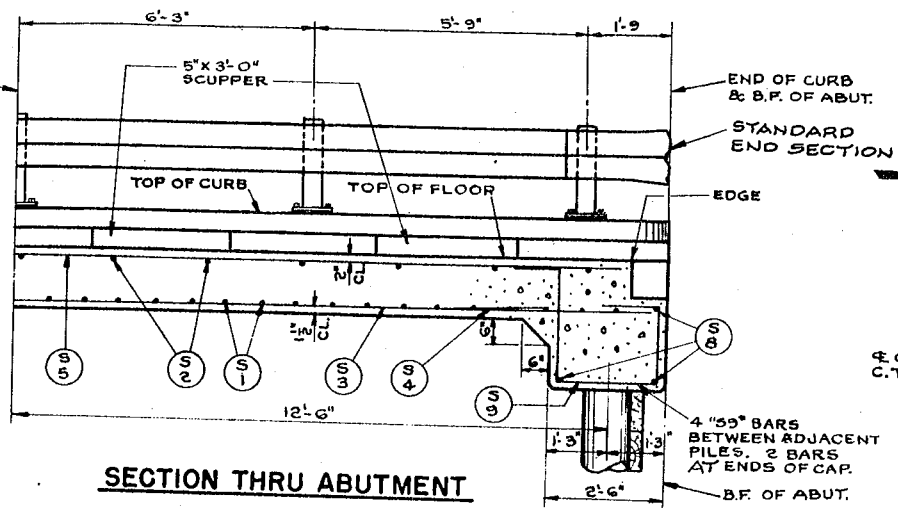
REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN					
	SUPERSTRUCTURE & LAYOUT					
	CO. MARATHON	ENGR. Mc MILLAN	STA. 44+			
	SECTION 35 & 36	TOWN 26 N	RANGE 3 E			
	DATE 12-20-54	DRWN. P.A.M.	CRD. B.M.Z.	SPEC. #1957	LOAD H 15	
	CORRECT:	J. B. Schultz BRIDGE ENGINEER				
	APPROVED:	E. L. Rattigan STATE HIGHWAY ENGINEER				
	STRUCTURE	B-37-41		SHEET	1 OF 2	

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT	B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
37.6	1155.0	11.3	4	51155(3)	10	11

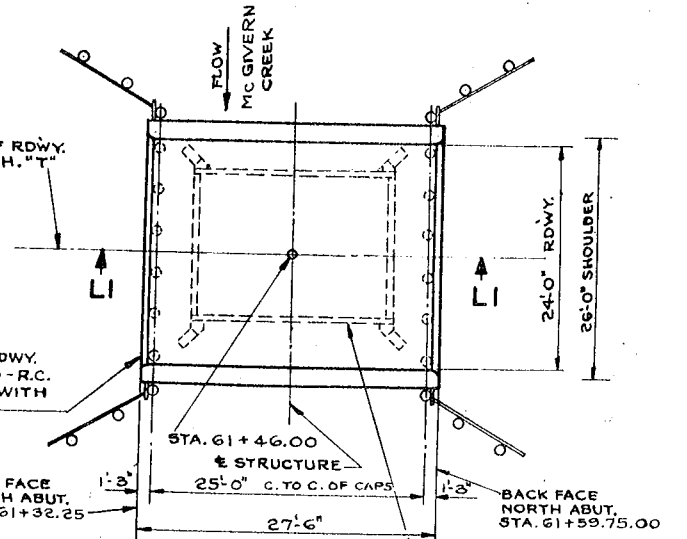
BENCH MARK			
NO.	STA.	DESCRIPTION	ELEV.
9	67+29.00	SPIKE IN 15' ELM	49.64



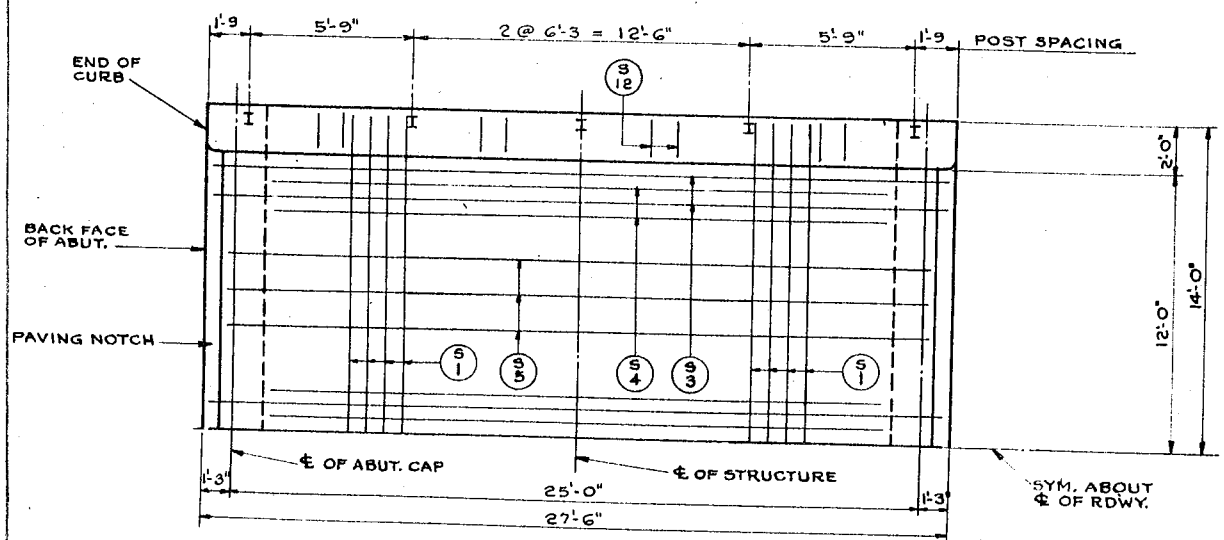
HALF CROSS SECTION THRU ROADWAY



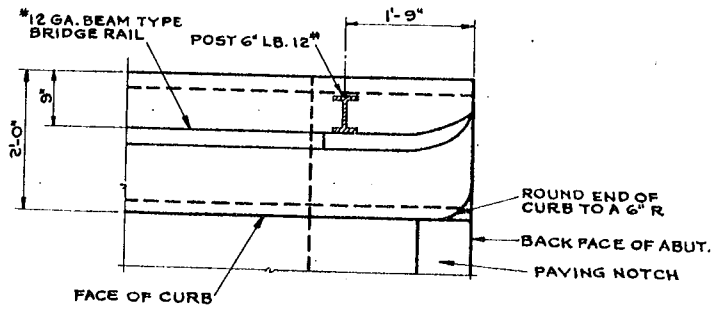
SECTION THRU ABUTMENT



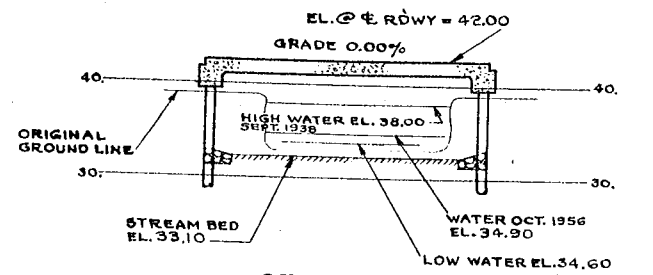
LAYOUT



HALF PLAN



PART PLAN AT ABUTMENTS



SECTION LI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
 ALL CONCRETE MASONRY SHALL BE GRADE "AA".
 BEVEL EXPOSED EDGES OF CONCRETE 1" UNLESS OTHERWISE SHOWN.
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 THE USE OF STRUCTURAL GRADE BAR STEEL REINFORCEMENT IS PROHIBITED.
 PILING FOR ABUTMENTS SHALL BE TREATED TIMBER PILES ESTIMATED 24'-0" LONG AND DRIVEN TO A MINIMUM BEARING OF 15 TONS PER PILE. THE FRONT FACES OF THE ABUTMENTS SHALL BE RIPRAPPED AS SHOWN IN SECTION LI AND SECTION THRU RIPRAP SHEET X16051. AFTER THE FILL IS IN PLACE, THE SLOPE OF THE FILL AROUND THE ENDS OF WINGS SHALL BE RIPRAPPED TO A MINIMUM THICKNESS OF 1'-0" AS DIRECTED BY THE ENGINEER.
 ALL EXCAVATED VOLUME NOT OCCUPIED BY THE ABUTMENTS SHALL BE FILLED WITH GRANULAR BACKFILL TO THE ORIGINAL GROUND LINE. PAYMENT WILL BE MADE ONLY FOR MATERIAL ACTUALLY PLACED WITHIN THE LIMITS SPECIFIED FOR EXCAVATION FOR STRUCTURES.
 TO PROVIDE FOR DEAD LOAD DEFLECTION AND FUTURE PLASTIC FLOW, SLAB SHALL BE FORMED WITH A 3/8" GAMBER.

TOTAL ESTIMATED QUANTITIES

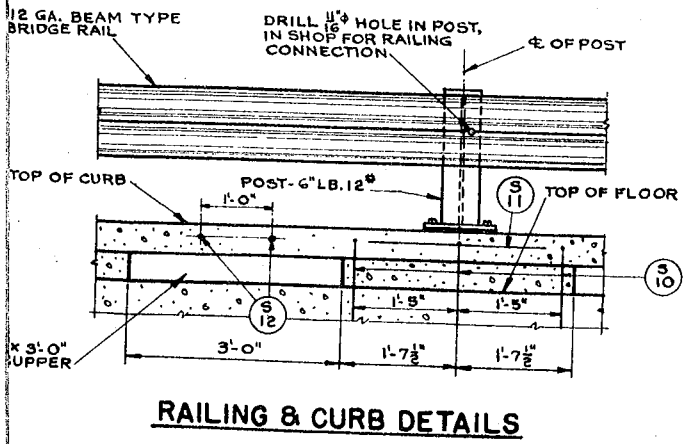
REMOVING OLD BRIDGE	1 LUMP SUM
EXCAVATION FOR STRUCTURES	75 C.Y.
GRANULAR BACKFILL	75 C.Y.
** CONCRETE MASONRY	42.4 C.Y.
BAR STEEL REINFORCEMENT	6,090 LB.
STEEL RAILING	55 L.F.
SHEET LEAD	56 LB.
TREATED LUMBER AND TIMBER	2.71 M.B.M.
* UNTREATED TIMBER TEST PILING (10" DIA)	1 LUMP SUM
TREATED TIMBER PILING DELIVERED	576 L.F.
TREATED TIMBER PILING DRIVEN	408 L.F.
PILE SHOES	24 EACH
RIPRAP	60 C.Y.

* DRIVE ONE AT LOCATION OF SOUTH ABUTMENT.
 ** DESIGN STRESS (f_c) = 1400 #/SQ. IN.

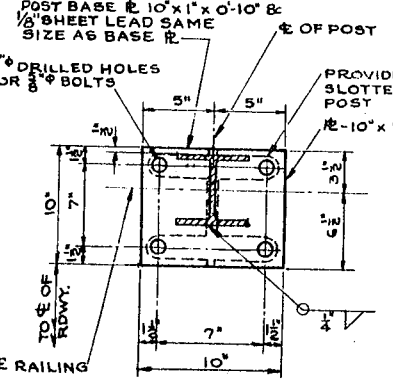
LIST OF DRAWINGS

1- SUPERSTRUCTURE & LAYOUT	X16050
2- ABUTMENTS	X16051

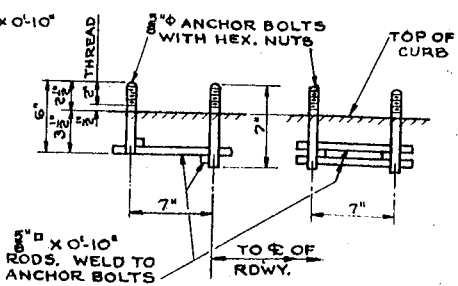
† THE DESIGN OF THIS STRUCTURE IS IN ACCORDANCE WITH THE REQUIREMENTS OF THE "STANDARD SPECIFICATIONS FOR HIGHWAY BRIDGES A.A.S.H.O. EDITION OF 1953"



RAILING & CURB DETAILS



POST BASE PLATE



POST ANCHOR DETAILS

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN			
	SUPERSTRUCTURE & LAYOUT			
	CO. MARATHON	CITY WIL.	MC MILLAN	STA. 61+
	SECTION 25 & 26	TOWN 26 N	RANGE 3 E	45.00
	DATE 1-11-57 DRAWN F.A.M. CKD L.W.F. SPEC. 1957 LOAD H16			
CORRECT:	<i>H.B. Schultz</i> BRIDGE ENGINEER			
APPROVED:	<i>E.L. Patten</i> STATE HIGHWAY ENGINEER			

