

- Pavement -

INDEX OF SHEETS

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SHEET NO. 11-15 CROSS SECTIONS

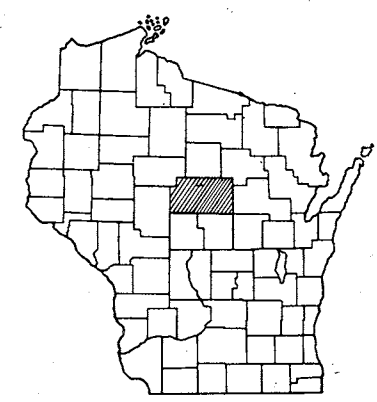
STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
BROKAW BRIDGE APPROACHES

C.T.H. "WW"
 MARATHON COUNTY

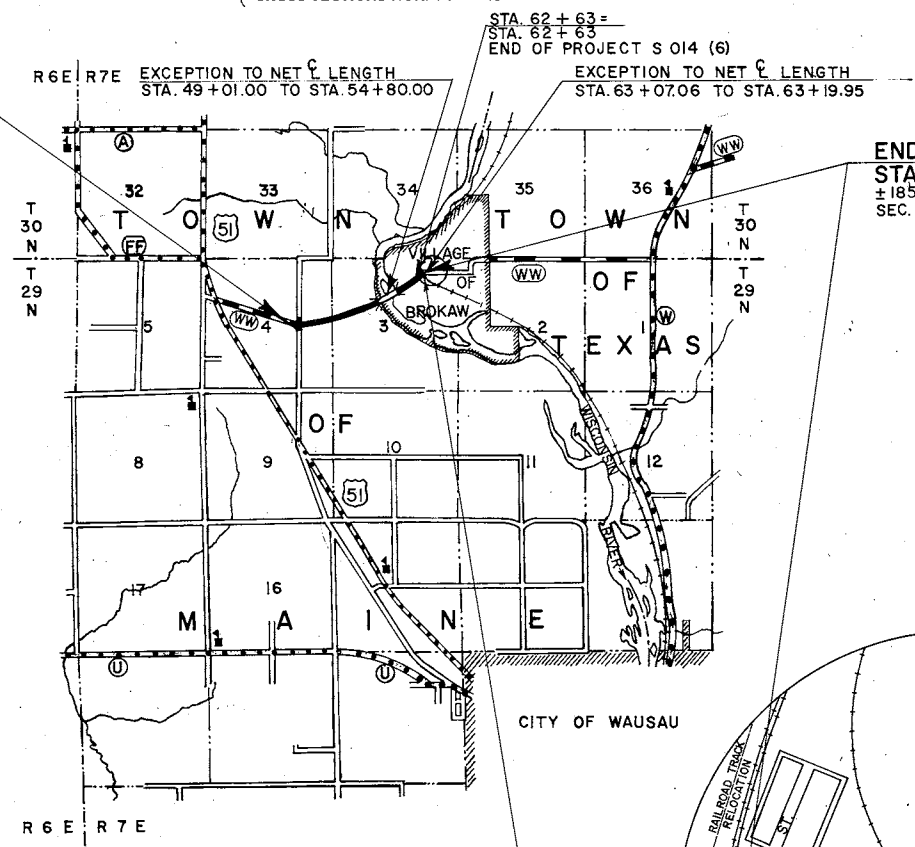
PROJECT S 014(7)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
37.6	14.0		13.7	4 WIS.	1	15



PLAN 1 IN. = 100 FT. & 20 FT.
 PROFILE HOR. 1 IN. = 100 FT. & 20 FT. VERT. 1 IN. = 10 FT. & 2 FT.
 CROSS SECTIONS HOR. 1 IN. = 10 FT. VERT. 1 IN. = 10 FT.

BEGINNING OF PROJECT S 014(7)
 STA. 5+00
 ±160' N. AND ±630' E. OF
 CENTER SEC. 4, T29N, R7E.
 = STA. 5+00 BEGIN PROJ. S 014(6)



END OF PROJECT S 014(7)
 STA. 64+04.36
 ±1855' W. AND ±1200' S. OF NE. COR.
 SEC. 3, T29N, R7E.

DESIGN DESIGNATION

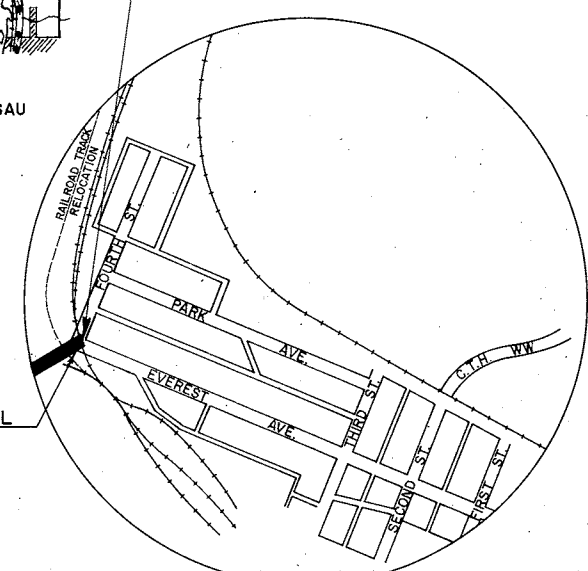
ADT (1966)	1500
ADT (1986)	3000
DHV	450
D	60 %
T	13 %
V	60 MPH

CONVENTIONAL SIGNS

STATE LINE	-----	CULVERTS IN PLACE	-----
COUNTY LINE	-----	CULVERTS REQUIRED	-----
TOWNSHIP OR RANGE LINE	-----	DROP INLET	-----
SECTION LINE	-----	POWER POLE	-----
NEW RIGHT OF WAY LINE	-----	TELEPHONE OR TELEGRAPH POLE	-----
PRESENT RIGHT OF WAY LINE	-----	RIGHT OF WAY MARKERS	-----
WIRE FENCE { WOVEN	-----	REFERENCE STAKE FOR HUBS ONLY	-----
{ BARBED	-----	MARSH	-----
LOT LINE	-----	HEDGE	-----
CORPORATE OR CITY LIMITS	-----	TREES	-----
PROPERTY LINE	-----	GROUND ELEVATION	DATUM LINE 73.9
TRAVELED WAY OR P.E.	-----	GRADE ELEVATION	DATUM LINE 75.16
RAILROADS	-----		
BASE OR SURVEY LINE	-----		

LAYOUT
 SCALE 1" = ONE MILE

RURAL NET LENGTH OF CENTERLINE = 0.802 MI.
 MCPL NET LENGTH OF CENTERLINE = 0.204 MI.
 TOTAL NET LENGTH OF CENTERLINE = 1.006 MI.



STATE HIGHWAY COMMISSION OF WISCONSIN
 MADISON, WIS.

SURVEYOR L.J.W. NOTE BOOK 4767
 DIVISION COMPUTER R.J.S. M.O. CHECKER W.H.B.
 DISTRICT CHECKER R.G.M.-D.T.C. CORRECT

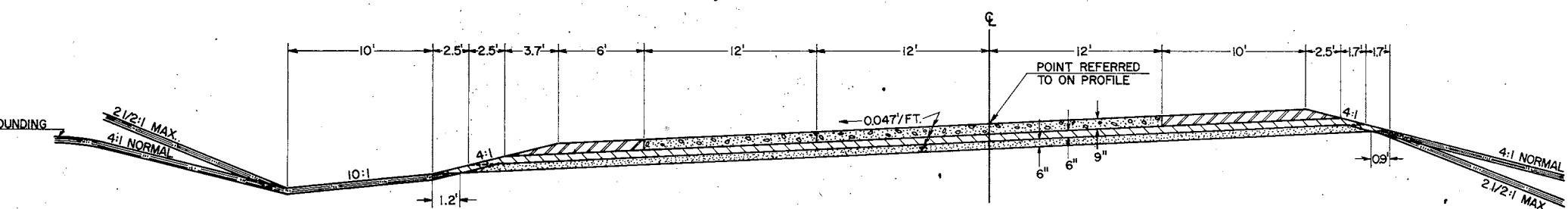
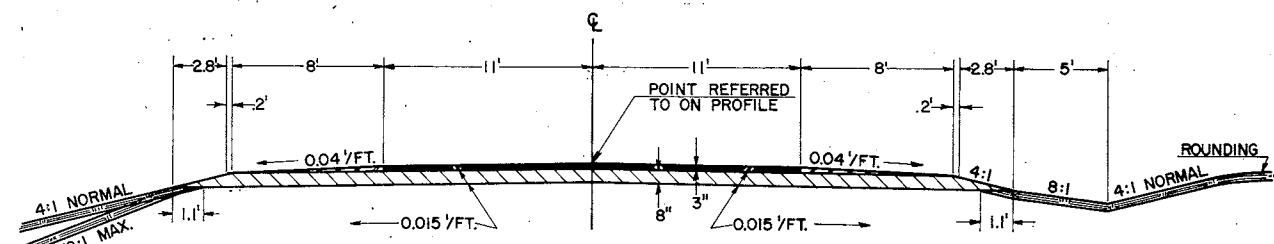
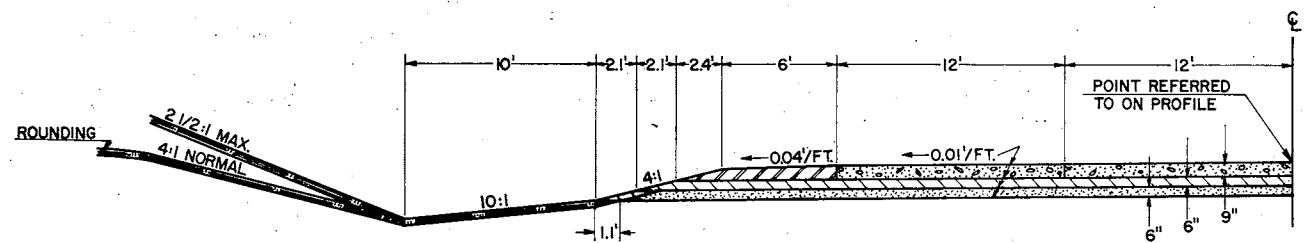
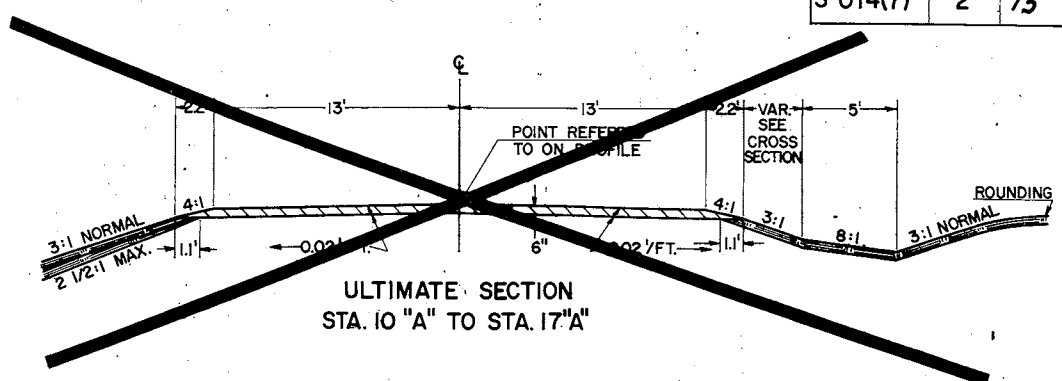
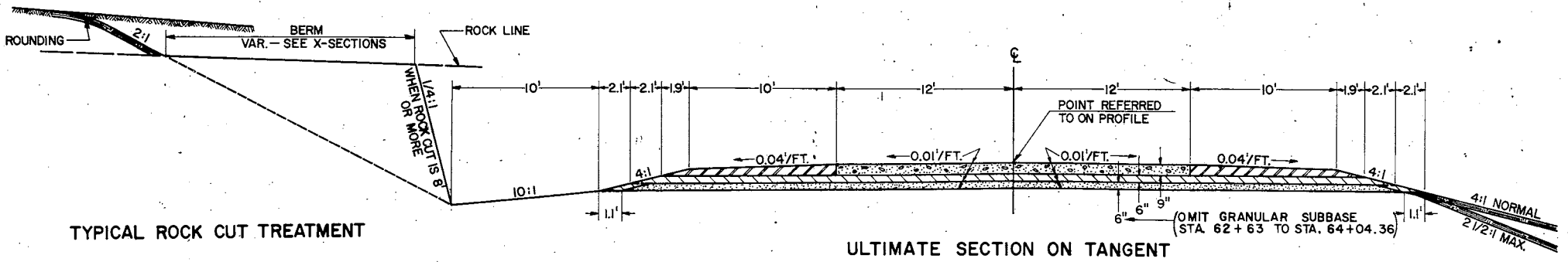
CORRECT:
 DATE 5/23/67 *Dh. Brubaker* DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
 DATE 5/24/67 *E.J. Burkholder* CHIEF DESIGN ENGINEER

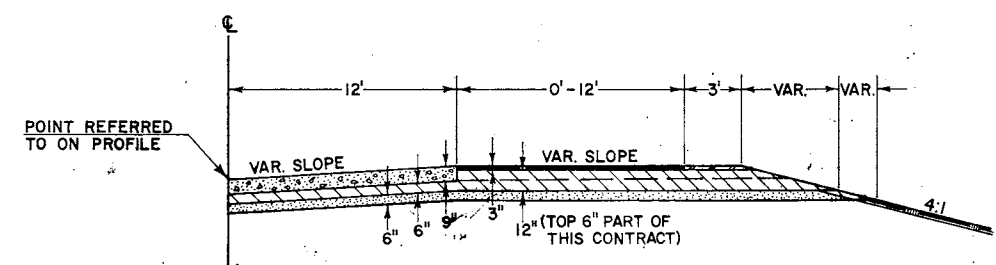
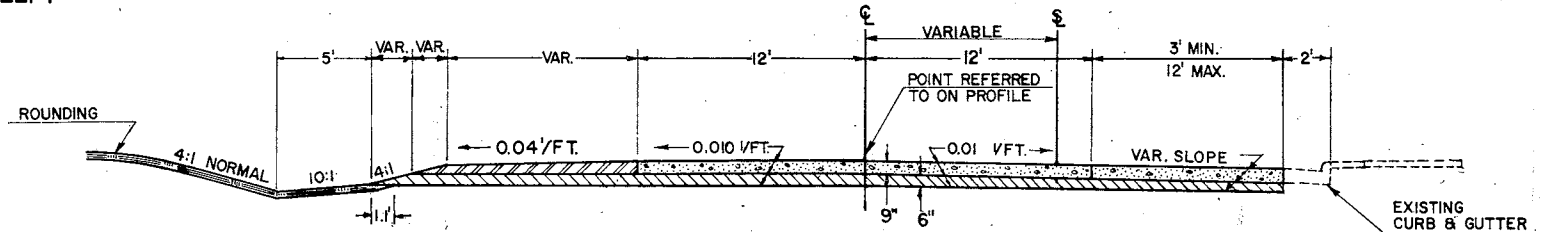
APPROVED:
 DATE 5/24/67 *W.J. Burmeister* STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
 BUREAU OF PUBLIC ROADS

APPROVED: _____ DATE _____
 DIVISION ENGINEER



- LEGEND**
- P.C. CONCRETE PAVEMENT
 - GRAVEL OR CRUSHED STONE BASE COURSE (IN PLACE STA. 5+00 TO STA. 62+63 AND "A" LINE)
 - GRAVEL OR CRUSHED STONE BASE COURSE (SHOULDER MATERIAL)
 - GRANULAR SUBBASE COURSE (IN PLACE STA. 5+00 TO STA. 62+63 AND "A" LINE)
 - SINGLE AGGREGATE BITUMINOUS SURFACE
 - 3" SALVAGED TOPSOIL (SEED & FERTILIZE) (IN PLACE STA. 5+00 TO STA. 54+81 AND "A" LINE)
 - (3" TOPSOIL IN PLACE STA. 54+81 TO STA. 62+43)



GENERAL NOTES

WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIALS AS DIRECTED BY THE ENGINEER.

TRANSVERSE JOINTS SHOWN ON THE PLAN MAY BE REVISED UPON APPROVAL FROM THE ENGINEER. PLAN AND PROFILE SHEETS NO. 5 AND 6 ARE TO BE USED FOR HORIZONTAL AND VERTICAL ALIGNMENT ONLY.

ALL CURVES ARE COMPUTED BY THE ARC DEFINITION.

THE EXACT LOCATION OF PRIVATE ENTRANCES TO BE DETERMINED IN THE FIELD BY ENGINEER.

SECTIONS AS SHOWN ON THE CROSS SECTION SHEETS INCLUDE THE THICKNESS OF SALVAGED TOPSOIL OR TOPSOIL, WHERE REQUIRED.

SALVAGED TOPSOIL OR TOPSOIL TO BE PLACED ON ALL CUT AND FILL SLOPES (EXCEPT ROCK SLOPES AND ROCK DITCHES) TO AN APPROXIMATE DEPTH OF 3" AT TIME OF PLACING.

UNDERCUT MOUTHS OF CUTS WHERE REQUIRED.

WHERE NEW P.C. ABUTS EXISTING P.C., 3/4" CORK, SELF EXPANDING CORK, OR BITUMINOUS FIBER TYPE PREFORMED EXPANSION JOINT MATERIAL SHALL BE INSTALLED. (NON BID ITEM)

TYPICAL CROSS SECTIONS FOR C.T.H. "WW" AND SIDEROADS

APPLICABLE STANDARD DETAIL DRAWINGS

- 2-1.1.12 CONCRETE PAVEMENT REINFORCEMENT
- 2-2.1.11 RAILROAD APPROACH DETAILS CONCRETE PAVEMENT
- 2-3.1.4 STRUCTURE APPROACH AND CONCRETE PAVEMENT APPROACH SLAB
- 3-1.1.7 CONCRETE CURB, CONCRETE GUTTER, CONCRETE CURB AND GUTTER, AND CONCRETE SURFACE DRAIN
- 4-4.4.8 LONGITUDINAL JOINTS - CONCRETE PAVEMENT
- 4-4.5.10 TRANSVERSE JOINTS - CONCRETE PAVEMENT
- 7-1.3.5 MARKER POST & MARKER POSTS FOR RIGHT-OF-WAY
- 7-2.4.12 STEEL PLATE BEAM GUARD & STEEL BEAM MEDIAN GUARD
- 7-4.1.5 CONSTRUCTION BARRICADE

GENERAL NOTES FOR SLOPE PAVING, CONCRETE

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

CONCRETE

CONCRETE FOR PAVED DITCH AND CUTOFF WALL SHALL BE GRADE "AA" IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, SECTION 501.

WELDED STEEL WIRE FABRIC

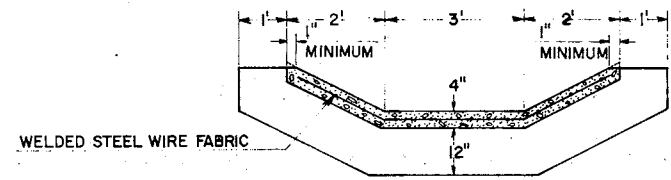
WELDED STEEL WIRE FABRIC SHALL BE 4 GAGE 6" MESH OR EQUIVALENT. IT SHALL BE IMBEDDED 2" CLEAR WITH MINIMUM OVERLAP SHEET TO SHEET OF 6". WELDED STEEL WIRE FABRIC SHALL CONFORM TO THE REQUIREMENTS OF THE STANDARD SPECIFICATIONS FOR WELDED STEEL WIRE FABRIC FOR CONCRETE REINFORCEMENT, A.A.S.H.O. DESIGNATION M55.

MEASUREMENT AND PAYMENT

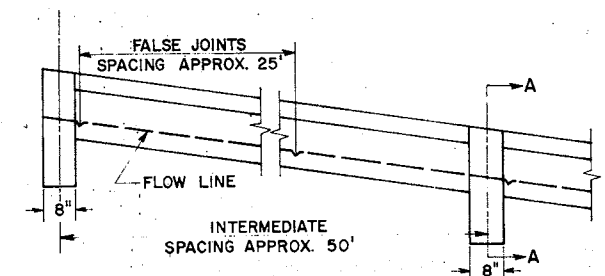
MEASUREMENT AND PAYMENT OF ITEMS SHOWN HEREON SHALL BE MADE IN ACCORDANCE WITH THE STANDARD SPECIFICATIONS, SECTION 604.4 AND 604.5 RESPECTIVELY AND SHALL INCLUDE THE FURNISHING AND PLACEMENT OF THE WELDED STEEL WIRE FABRIC.

LEGEND

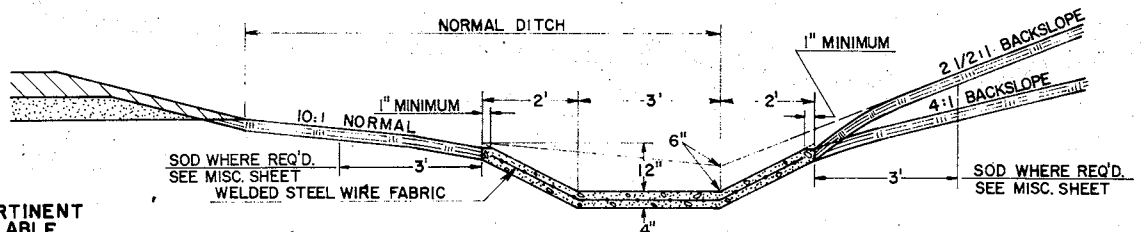
 3" SALVAGED TOPSOIL



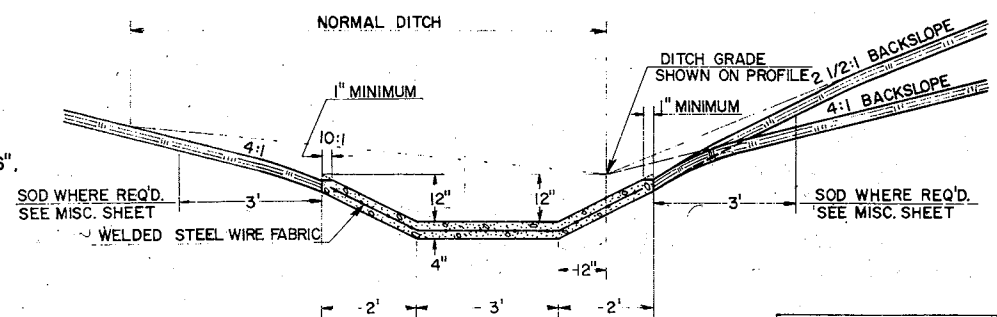
SECTION A-A



DETAILS OF PAVED DITCH CUTOFF WALLS

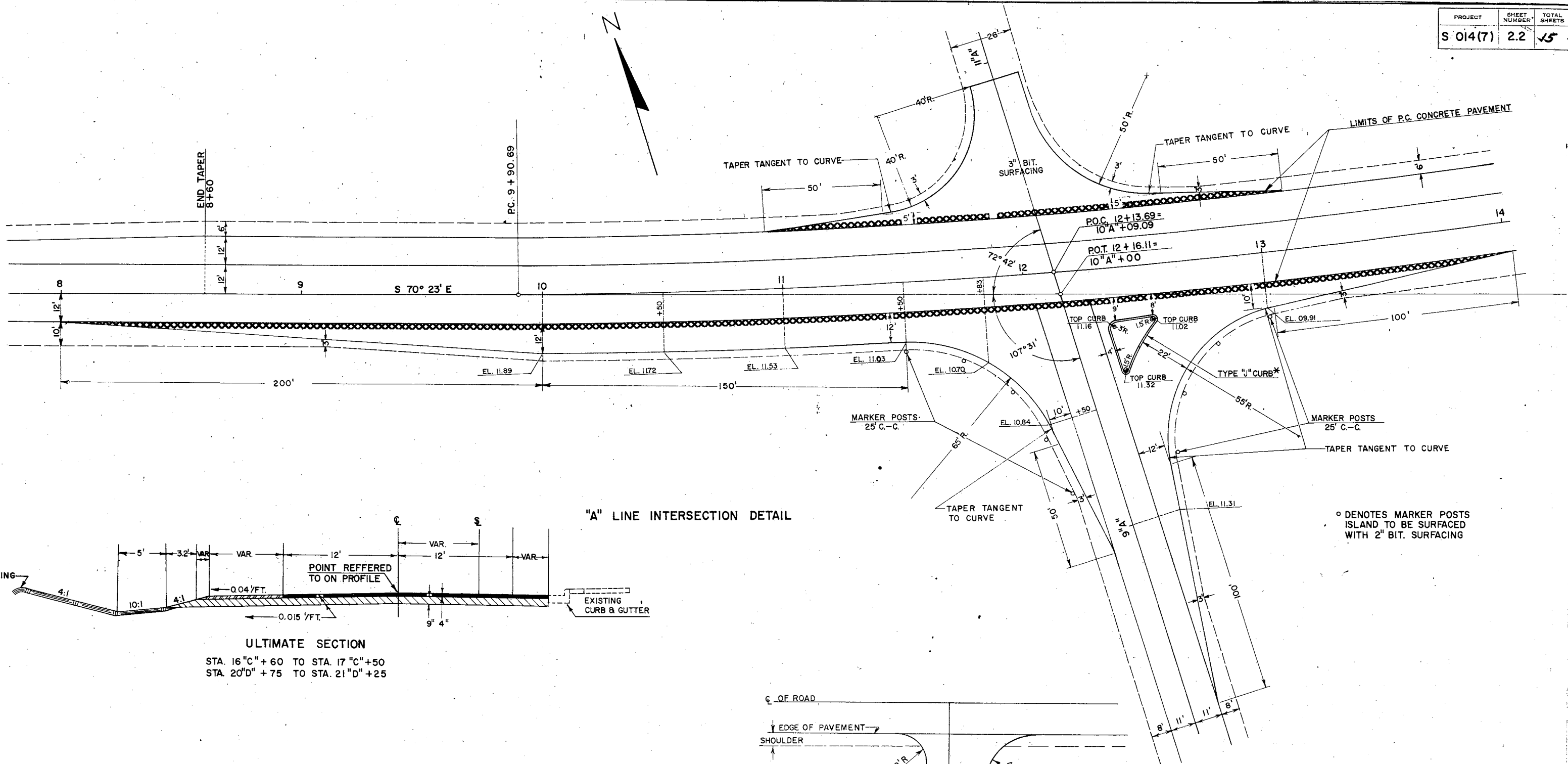


DETAIL FOR NORMAL PAVED DITCH

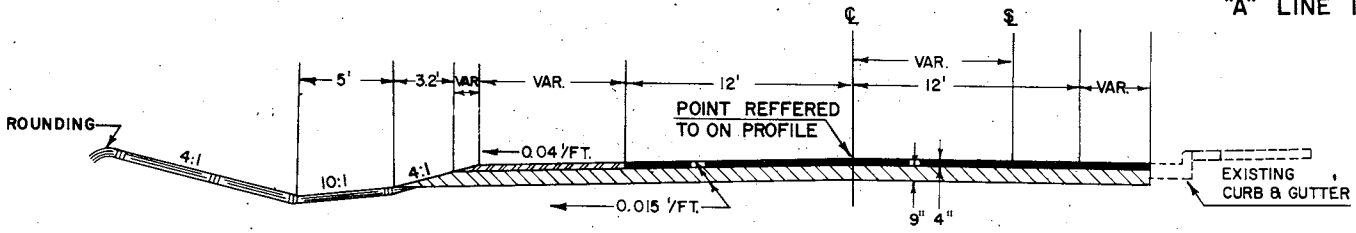


DETAIL FOR PAVED SPECIAL DITCH

MISCELLANEOUS DRAINAGE DETAILS



"A" LINE INTERSECTION DETAIL

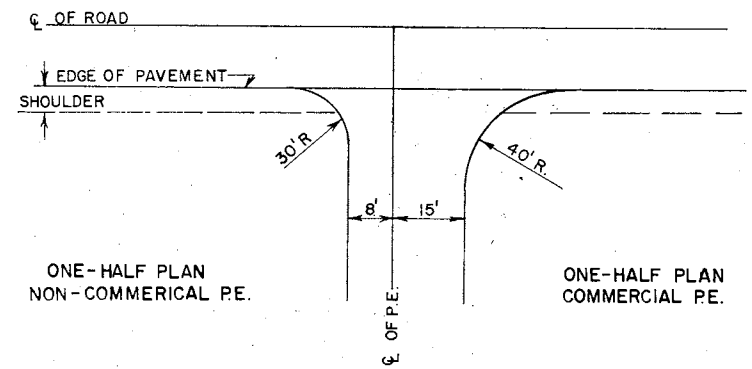


ULTIMATE SECTION
 STA. 16 "C" + 60 TO STA. 17 "C" + 50
 STA. 20 "D" + 75 TO STA. 21 "D" + 25

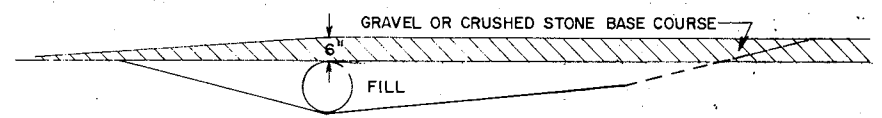
° DENOTES MARKER POSTS ISLAND TO BE SURFACED WITH 2" BIT. SURFACING

LEGEND

- P.C. CONCRETE PAVEMENT
- GRAVEL OR CRUSHED STONE BASE COURSE
- GRAVEL OR CRUSHED STONE BASE COURSE (SHOULDER MATERIAL)
- GRANULAR SUBBASE COURSE
- SINGLE AGGREGATE BITUMINOUS SURFACE
- 3" SALVAGED TOPSOIL



PRIVATE ENTRANCE DETAILS
 (WITHOUT CURB AND GUTTER)



TYPICAL P.E. PROFILE

MISCELLANEOUS DETAILS

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

BPR REGION	PROJECT	SHEET NO.	TOTAL SHEETS
4		3-A	15

CONCRETE PAVEMENT, 9-INCH

SEC.	STATION TO STATION	CONC. PAV'T. SQ. YD.	LOCATION
R	5+00 - 47+37	16,701	Mainline (Incl. Climbing Lane)
M	47+37 - 48+80.5	514	Mainline (Incl. Climbing Lane)
M	55+00.5 - 63+29	2,174	Mainline
M	'C' & 'D' Line Intersection	494	Intersection
M	17'C'+50 - 19'C'+60	770	Side Road
M	19'D'+40 - 20'D'+75	509	Side Road

GRAVEL OR CRUSHED STONE BASE COURSE

SEC.	STATION TO STATION	LOCATION	TONS
R	5+00 - 33+58.19	Bit. Lanes & Shoulders	3,322
R	33+58.19 - 47+37	Shoulders	1,272
R	'A' Line	Shoulders	96
R	P. E.'s		100
R	Undistributed		200
M	47+37 - 49+01.0	Shoulders	152
M	54+80 - 63+29	Shoulders	910
M	62+37 - 63+29	Roadway	172
M	Intersection ('C' & 'D' Lines)	Roadway & Shoulders	324
M	19D+40 - 21'D'+25	" "	427
M	16C+60 - 19C+60	" "	640
M	Side Roads		70
M	Undistributed		100

CONCRETE PAVEMENT APPROACH SLAB

SEC.	STATION TO STATION	CONC PAV'T. SQ. YDS.
M	48+80.5 - 49-01	55
M	54-80 - 55+00.5	55

MARKER POSTS (SHOULDER DELINEATION)

SEC.	STATION TO STATION	LOCATION	LT.	RT.
R	9'A'+20 - 9'A'+90		5	4
R	Island On 'A' Line		-	3
R	30+57 - 35+07		-	10

ADJUSTING MANHOLE COVERS

SEC.	STATION	LOCATION	EACH
M	19'C'+44	13' Lt. $\frac{1}{2}$	1

SODDING

SEC.	STATION TO STATION	LOCATION	SQ. YDS.	REMARKS
M	61+80 - 63+00	Rt.	80	Both Sides Of Ditch
M	62+00 - 63+44	Lt.	96	Both Sides Of Ditch
M	63+00 - 63+20	Rt.	34	Ditch
M	63+44 - 63+64	Lt.	34	Ditch

STEEL PLATE BEAM GUARD

SEC.	STATION TO STATION	LOCATION	LIN. FT.	ANCHORS EACH	MARKER POSTS EACH
R	40+07.5 - 47+37	Lt.	729.5	1	1
R	35+57.5 - 47+37	Rt.	1,179.5	1	1
M	47+37 - 48+85.0	Lt.	148.0	-	-
M	47+37 - 48+85.0	Rt.	148.0	-	-
M	54+92.8 - 62+57.8	Lt.	765.0	1	1
M	54+92.8 - 62+20.3	Rt.	727.5	1	1

BITUMINOUS QUANTITIES

SEC.	STATION TO STATION	BIT CONC. PAVEMENT TON	BIT. MAT'L. FOR SURF. CRSE. TON	REMARKS
R	5'A'+00 - 9'A'+97	201	12	Traffic Lanes
R	7+90.69 - 14+03 Rt.	154	9	Intersection
R	'A' Line Lt.	52	3	Intersection
M	63+07.06 - 63+19.95	31	2	Railroad Crossing
M	16'C'+60 - 17'C'+50	67	4	Side Road
M	20'D'+75 - 21'D'+95	41	3	Side Road

SLOPE PAVING CONCRETE

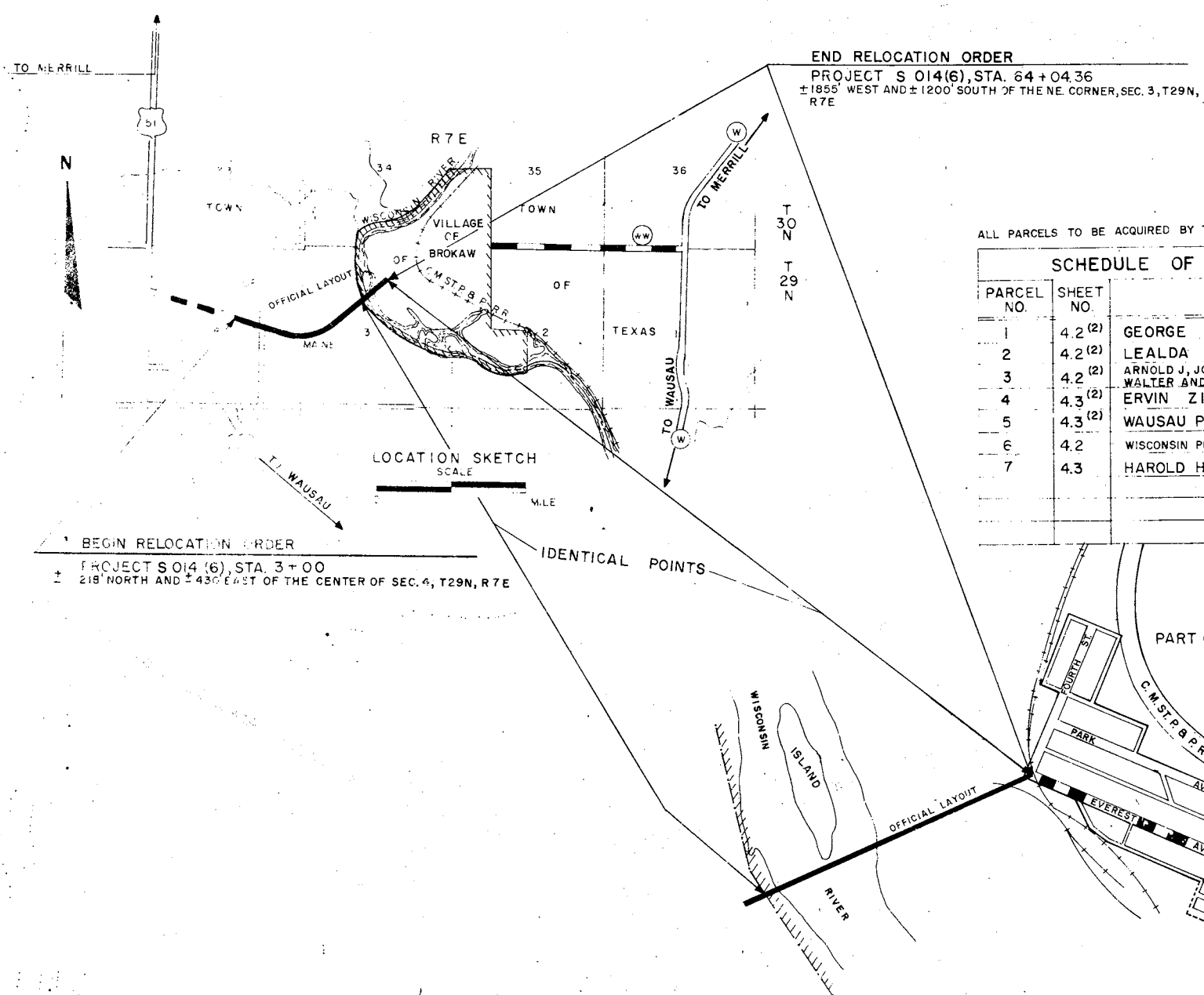
SEC.	STATION TO STATION	LOCATION	SQ. YDS.	REMARKS
M	61+20	Rt.	15	Disch. Apron
M	61+80 - 63+00	Rt.	100	Ditch
M	62+00 - 63+44	Lt.	120	Ditch

CONCRETE HEADER

SEC.	STATION	LOCATION	SQ. YDS.	REMARKS
M	±63 + 13.5	--	12	R.R. CROSSING

STANDARD ABBREVIATIONS

ABANDON	ABND.	MAILING ADDRESS	#0000
ABSTRACT	ABS.	MANHOLE	M.H.
ACCESS POINT	A.P.	MANUFACTURING	MFG.
ACRES	AC.	MAXIMUM	MAX.
ADDITION	ADD.	MEASURED	(M)
AGRICULTURAL	AGRI.	MILE	MI.
AHEAD	AH.	MILK ROOM	M.R.
AND OTHERS	ET. AL.	MINIMUM	MIN.
AND WIFE	ET. UX.	MONUMENT	MON.
APARTMENT	APT.	MOTEL	MO.
ASSUMED	(A)	MUNICIPAL	MCPL.
AUXILIARY REFERENCE LINE	A.R.	NORTHEAST	NE
AVENUE	AVE.	NORTHWEST	NW
BACK	BK.	NUMBER	NO.
BARN	B.	OUTLOT	O.L.
BASE LINE	B.	PARALLEL	PLL.
BEARING LONG CHORD	B. L. C.	PAVEMENT	PAV.T.
BITUMINOUS	BIT.	PERMANENT	PERM.
BLOCK	BLK.	POINT OF CURVATURE	P.C.
BOULEVARD	BLVD.	POINT OF INTERSECTION	P.I.
BRICK	BRK.	POINT OF TANGENCY	P.T.
BUILDINGS	BLDGS.	POINT OF COMPOUND CURVE	P.C.C.
CATCH BASIN	C. B.	POINT OF REVERSE CURVE	P.R.C.
CEMETERY	CEM.	POINT ON CURVE	P.O.C.
CENTERLINE	CL.	PRIVATE DRIVE	P.D.
CENTRAL ANGLE	CA.	PROJECT	PRCJ.
CHANNEL	CH.	PROPERTY LINE	F.L.
CHANNEL CHANGE	CH. CH.	QUIT CLAIM DEED	Q.C.D.
CHICKEN HOUSE	C.H.	RADIUS	R.
COMMERCIAL	COMM.	RAILROAD	RR.
COMPANY	COM.	RAILWAY	RY.
COMPUTED	(C)	REFERENCE LINE	R.L.
CONCRETE	CONC.	RELOCATED	REL.
CONSTRUCTION	CONST.	REQUIRED	REQ'D.
CORN CRIB	C. C.	RESIDENTIAL	RES.
CORNER	COR.	RESTAURANT	REST.
CORPORATION	CORP.	RIGHT	RT.
CORRUGATED	CORR.	RIGHT OF WAY	RAW
COUNTY	CO.	ROAD	RD.
COUNTY TRUNK HIGHWAY	C.T.H.	ROADWAY	RDWY.
CREEK	CR.	SANITARY	SAN.
CULVERT	CULV.	SCALED	(S)
DEED	(D)	SCHOOL	SCH.
DEGREE OF CURVE	D.	SECTION	SEC.
DISPOSAL	DISP.	SERVICE STATION	S.S.
DISTRICT	DIST.	SEPTIC TANK	SEP.
DRIVE	DR.	SIDEWALK	SWK.
DRIVEWAY	DRWY.	SHED	S.
ESTATE	EST.	SOUTHEAST	SE
EXISTING	EX.	SOUTHWEST	SW
EXTERNAL DISTANCE	E	SPECIAL CROSSING	S.C.
FACTORY	FACT.	SPECIAL DRIVE	S.D.
FEDERAL AID PROJECT	F. A. P.	SQUARE	SO.
FIELD ENTRANCE	F.E.	STANDARD	STD.
FIRE HYDRANT	F.H.	STATE TRUNK HIGHWAY	S.T.H.
FOOT (FEET)	FT.	STATION	STA.
FOUNDATION	FDN.	STORY	STY.
FRAME	FR.	STREET	ST.
GARAGE	G.	SUBDIVISION	Sub.D.
GOVERNMENT	GOV'T.	SURVEY	(S)
GREEN HOUSE	G.H.	TANGENT	TAN.
HIGHWAY	HWY.	TANGENT LENGTH OF CURVE	T
HOTEL	HO.	TAPER	TAP.
HOUSE	H.	TAVERN	TAV.
HOUSE TRAILER	H.T.	TEMPORARY	TEMP.
INCHES	IN.	TRANSIT LINE	T
INCORPORATED	INC.	TRANSMISSION TOWER	T.T.
INCLUSIVE	INCL.	UNITED STATES COAST & GEODETIC SURVEY	U.S.C. & G.S.
INTERSECTION ANGLE	I	UNITED STATES GEOLOGICAL SURVEY	U.S.G.S.
INTERSTATE HIGHWAY	I.H.	UNITED STATE HIGHWAY	U.S. Highway
IRON PIN	I.P.	VENDEE	VDE.
ISLAND	IS.	VENDOR	VDR.
LEFT	LT.	VITRIFIED	VIT.
LENGTH OF CURVE	L.	WAREHOUSE	WH.
LESSEE	LSE.	WATER TOWER	WT.
LESSOR	LSR.	WELL	W.
LIMITED HIGHWAY EASEMENT	L.H.E.	WINDMILL	W.M.
MACHINERY SHED	M.S.	WORLD	WORLD
MAGNETIC	MAG.		



END RELOCATION ORDER
 PROJECT S 014(6), STA. 64 + 04.36
 ± 1855' WEST AND ± 1200' SOUTH OF THE NE. CORNER, SEC. 3, T29N,
 R7E

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
376	14.0	13.6	4 WIS	4	15
CONST. PROJECT			5014(7)	4	15

ALL PARCELS TO BE ACQUIRED BY THE STATE HIGHWAY COMMISSION OF WISCONSIN.

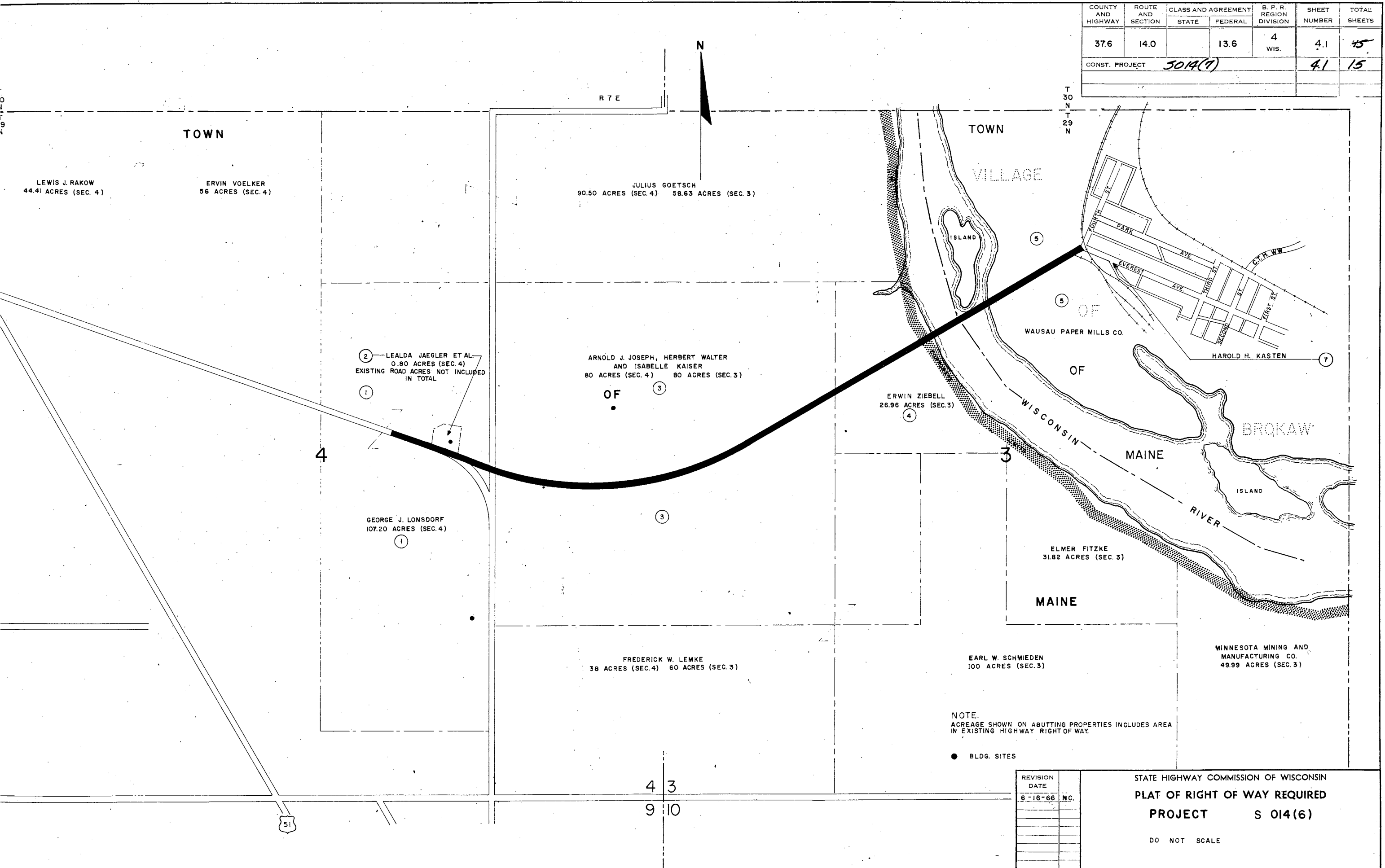
PARCEL NO.	SHEET NO.	OWNER	INTERESTS REQUIRED	ACRES
1	4.2 (2)	GEORGE J. LONSDORF	FEE	1.59
2	4.2 (2)	LEALDA JAEGLER ETAL	FEE	0.15
3	4.2 (2)	ARNOLD J, JOSEPH, HERBERT, WALTER AND ISABELLE KAISER	FEE & ACCESS RIGHTS	12.56
4	4.3 (2)	ERVIN ZIEBELL	FEE & ACCESS RIGHTS	4.84
5	4.3 (2)	WAUSAU PAPER MILLS CO.	HIGHWAY EASEMENT, L.H.E. & ACCESS RIGHTS	10.91
6	4.2	WISCONSIN PUBLIC SERVICE CORP.	RELEASE OF RIGHTS	
7	4.3	HAROLD H. KASTEN	FEE	0.01

CONVENTIONAL SIGNS

STATE LINE	-----	CEMETERY	Cem.	HIGHWAY HIGHWAY SEPARATION	=====
COUNTY LINE	-----	FOUNDATION	Fdn.	HIGHWAY OVERPASS	=====
TOWNSHIP AND RANGE LINES	-----	GAS PUMP ISLAND	Gas Pump	RAIL LINE OVERPASS	=====
SECTION LINE	-----	BUILDING	type	ALL OTHER BRIDGES	=====
QUARTER LINE	-----	IRON PIN	I.P.	STREAM OR RIVER	(name)
SIXTEENTH LINE	-----	POWER POLE	•	LAKE	(name)
NEW CENTERLINE	-----	TELEPHONE POLE	•	CATTLE PASS	=====
NEW RAW LINE	-----	RAIL LINE	=====	RELOCATED STREAM OR RIVER	=====
OLD RAW LINE	-----	TRANSMISSION TOWER AND LINE	•	TRAVELED WAY	=====
PROPERTY LINE	P.L. ±00.0	UNDERGROUND CABLE MARKER	-----	(Shown only in area of Frontage Roads, Interchanges or Dual Lanes)	=====
CORPORATE LIMITS	NAME slope intercept	WELL	=====		
SLOPE INTERCEPTS	-----	STONE MONUMENT	=====		
LOT, TIE AND OTHER MINOR DASHED LINES	-----	SEPTIC TANK	=====		
UNDERGROUND FACILITY	-----	WINDMILL	=====		
POWER, TELEPHONE, GAS, ETC.	-----	MARKER POST IN PLACE	=====		

REV. SION DATE	6-16-66
STATE HIGHWAY COMMISSION OF WISCONSIN	
PLAT OF RIGHT OF WAY REQUIRED	
PROJECT S 014 (6)	
BROKAW BRIDGE AND APPROACHES	
C.T.H. "WW" MARATHON COUNTY	
SCALE	
RURAL 0.840 MI.	1" = 200'
URBAN 0.316 MI.	1" = 100'
1:156	1" = 156'
TOTAL FEET 400'	
DATED APRIL 1, 1966	

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
37.6	14.0		13.6	4 WIS.	4.1	15
CONST. PROJECT 3014(7)					4.1	15



LEWIS J. RAKOW
44.41 ACRES (SEC. 4)

ERVIN VOELKER
56 ACRES (SEC. 4)

JULIUS GOETSCH
90.50 ACRES (SEC. 4) 58.63 ACRES (SEC. 3)

② LEALDA JAEGLER ET AL.
0.80 ACRES (SEC. 4)
EXISTING ROAD ACRES NOT INCLUDED
IN TOTAL

ARNOLD J. JOSEPH, HERBERT WALTER
AND ISABELLE KAISER
80 ACRES (SEC. 4) 80 ACRES (SEC. 3)

ERWIN ZIEBELL
26.96 ACRES (SEC. 3)

GEORGE J. LONSDORF
107.20 ACRES (SEC. 4)

ELMER FITZKE
31.82 ACRES (SEC. 3)

FREDERICK W. LEMKE
38 ACRES (SEC. 4) 60 ACRES (SEC. 3)

EARL W. SCHMIEDEN
100 ACRES (SEC. 3)

MINNESOTA MINING AND
MANUFACTURING CO.
49.99 ACRES (SEC. 3)

NOTE.
ACREAGE SHOWN ON ABUTTING PROPERTIES INCLUDES AREA
IN EXISTING HIGHWAY RIGHT OF WAY.

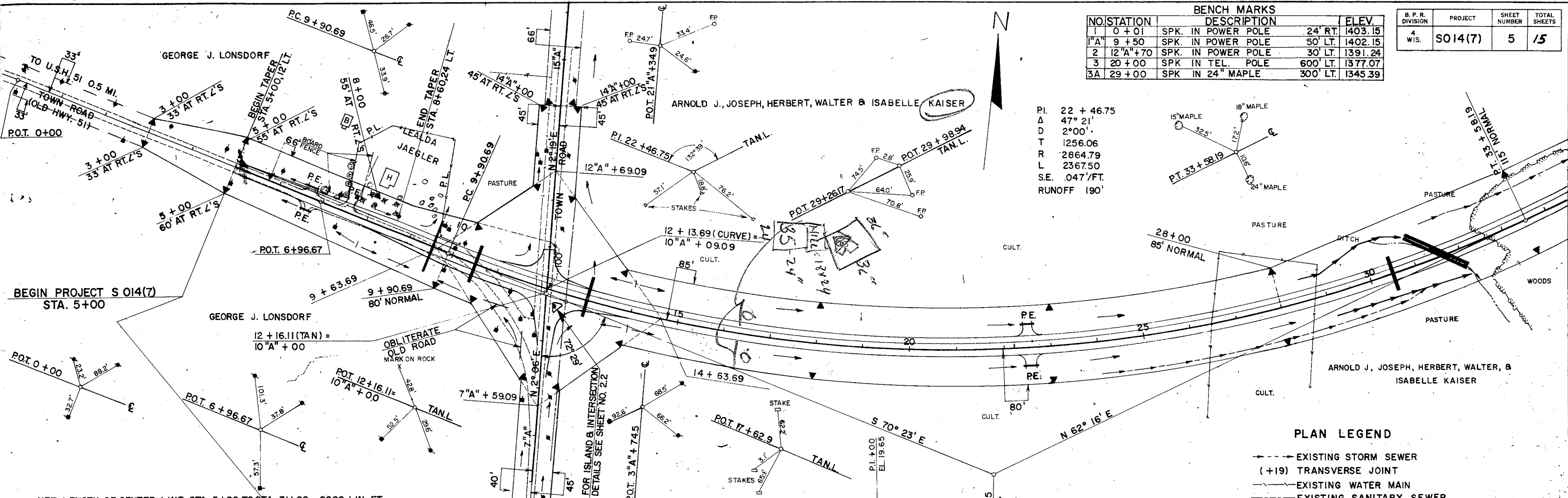
● BLDG. SITES

REVISION DATE	NC.
6-16-66	

STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT S 014(6)

DO NOT SCALE

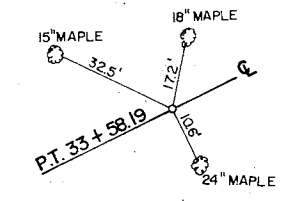
DATED APRIL 1, 1966



NO	STATION	BENCH MARKS DESCRIPTION	ELEV.
1	0 + 01	SPK. IN POWER POLE 24' RT.	1403.15
1A	9 + 50	SPK. IN POWER POLE 50' LT.	1402.15
2	12 "A" + 70	SPK. IN POWER POLE 30' LT.	1391.24
3	20 + 00	SPK IN TEL. POLE 600' LT.	1377.07
3A	29 + 00	SPK IN 24" MAPLE 300' LT.	1345.39

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S014(7)	5	15

P.I. 22 + 46.75
 Δ 47° 21'
 D 2°00'
 T 1256.06
 R 2864.79
 L 2367.50
 S.E. .047'/FT.
 RUNOFF 190'

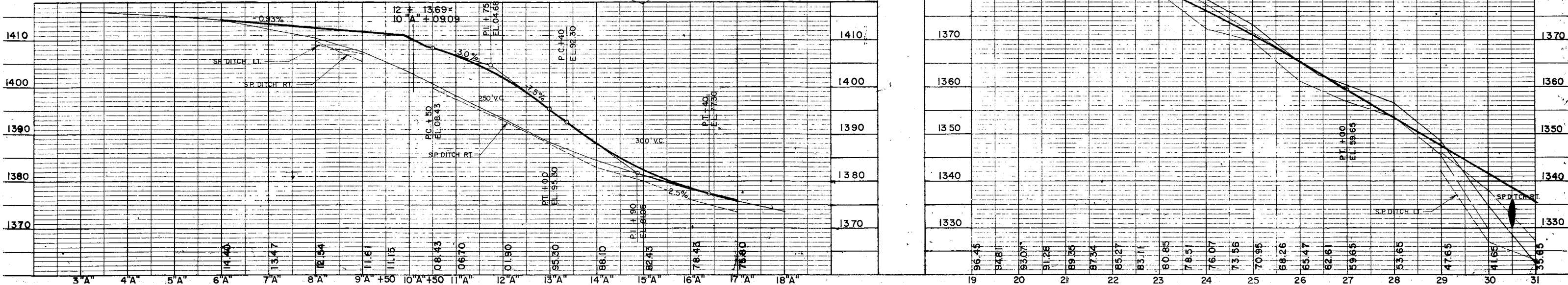
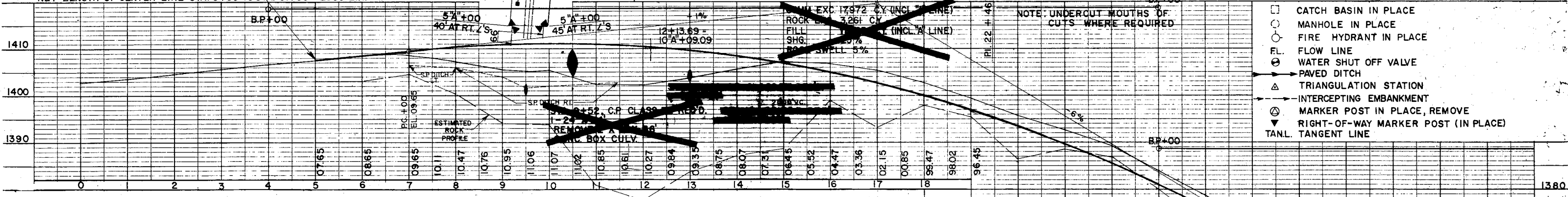


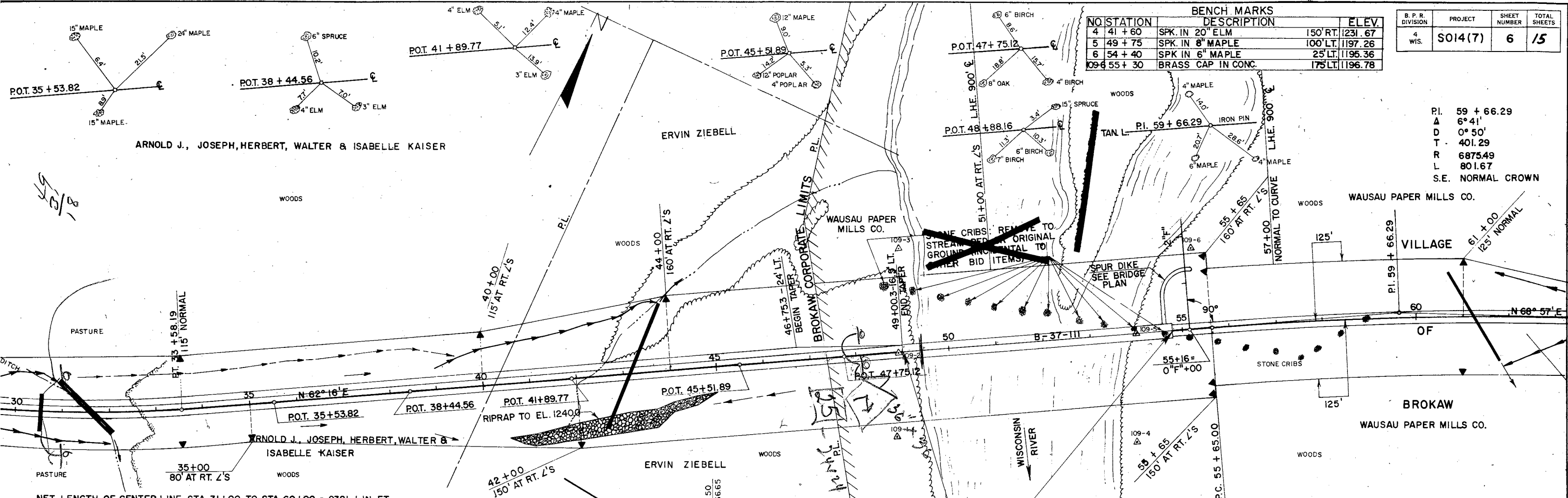
PLAN LEGEND

- EXISTING STORM SEWER
- (+19) TRANSVERSE JOINT
- EXISTING WATER MAIN
- EXISTING SANITARY SEWER

- CATCH BASIN IN PLACE
- MANHOLE IN PLACE
- FIRE HYDRANT IN PLACE
- FL. FLOW LINE
- ⊗ WATER SHUT OFF VALVE
- PAVED DITCH
- △ TRIANGULATION STATION
- INTERCEPTING EMBANKMENT
- ⊙ MARKER POST IN PLACE, REMOVE
- ▼ RIGHT-OF-WAY MARKER POST (IN PLACE)
- TANL. TANGENT LINE

NET LENGTH OF CENTER LINE STA. 5+00 TO STA. 31+00 = 2600 LIN. FT.

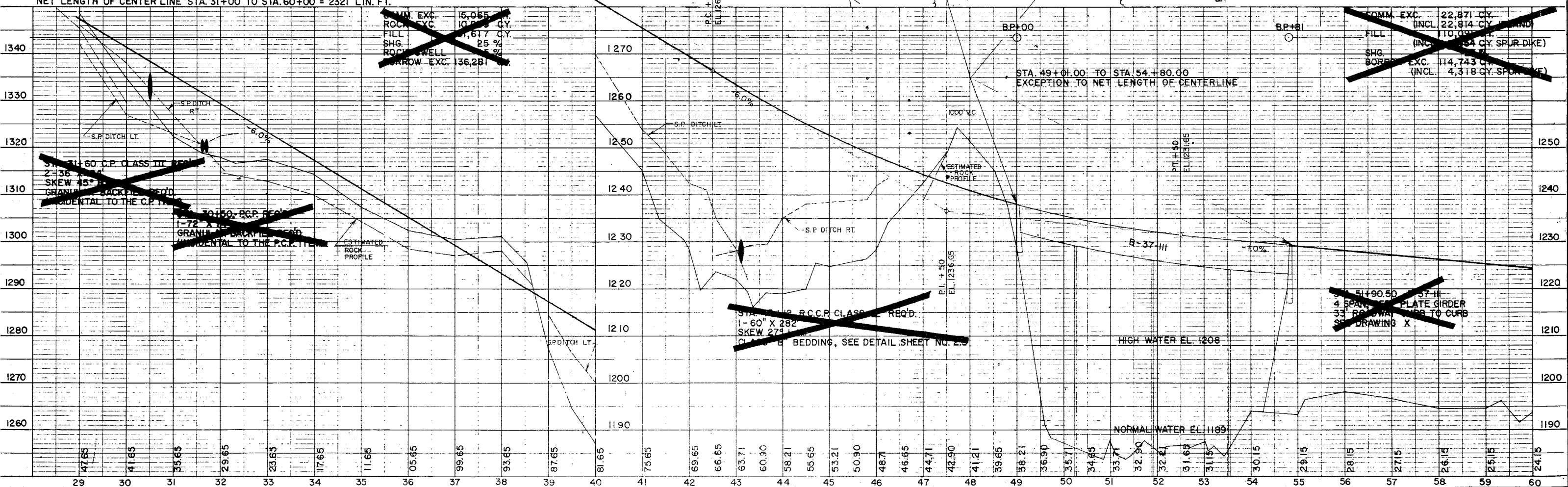




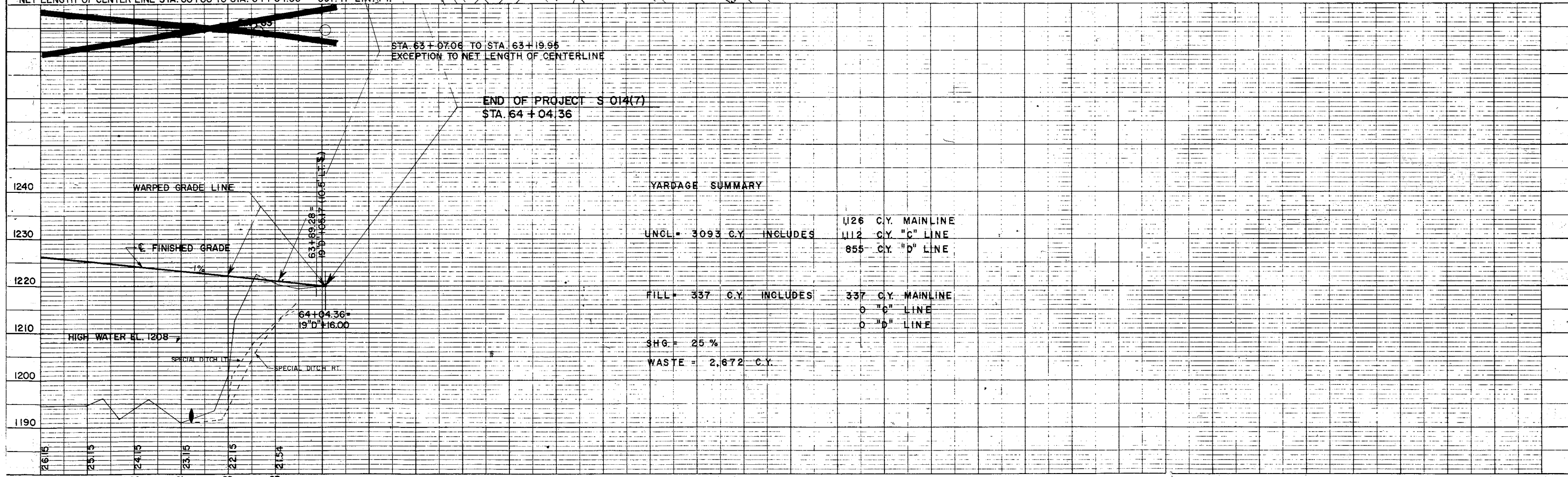
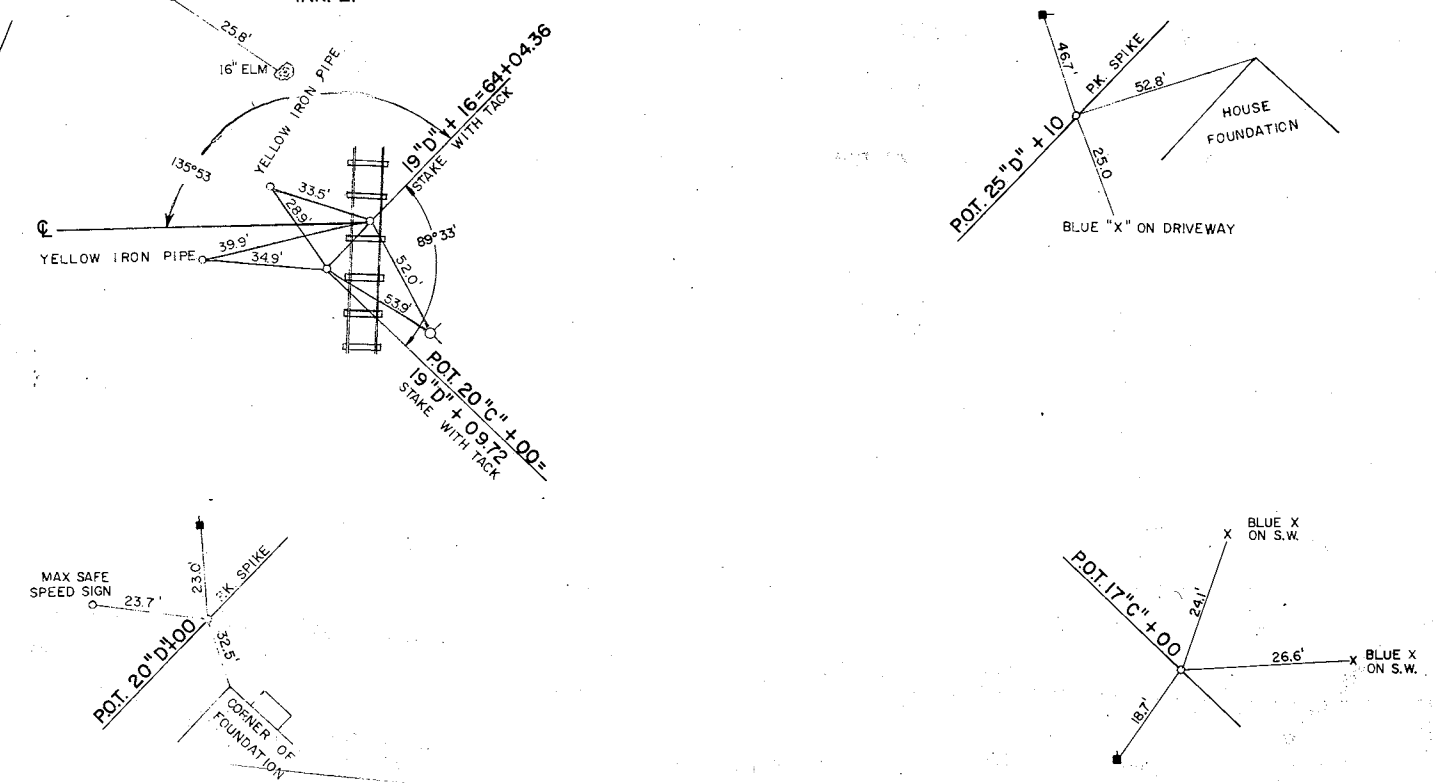
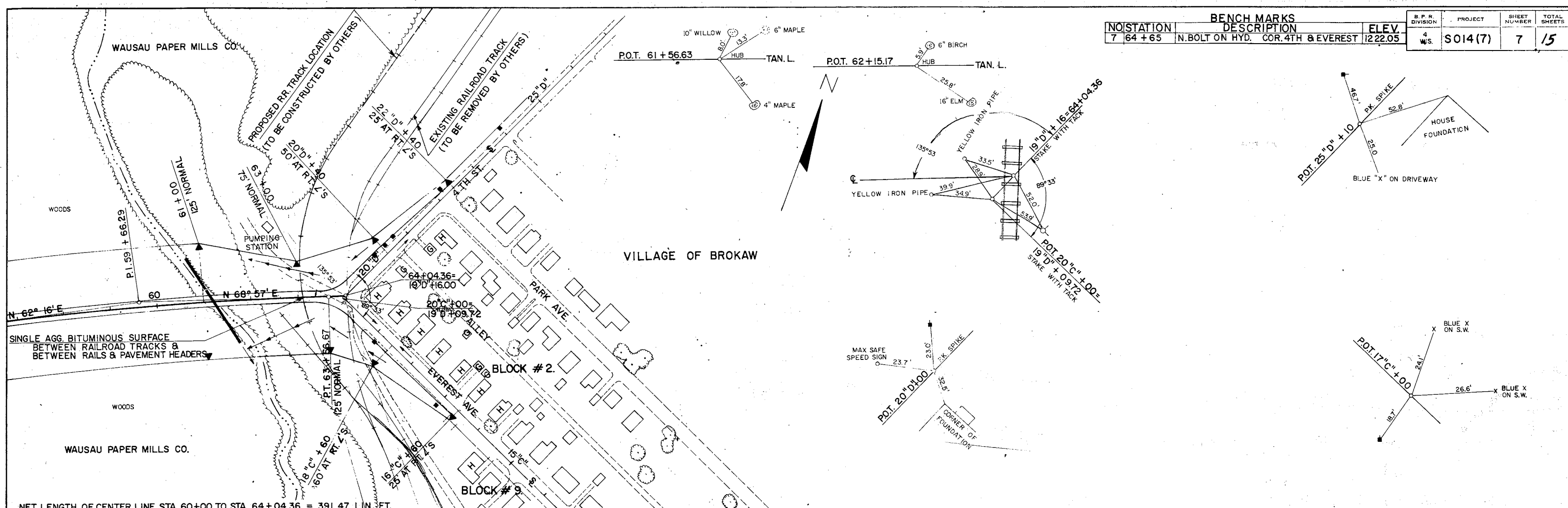
NO	STATION	DESCRIPTION	ELEV.
4	41 + 60	SPK. IN 20" ELM	150' RT. 1231.67
5	49 + 75	SPK. IN 8" MAPLE	100' LT. 1197.26
6	54 + 40	SPK. IN 6" MAPLE	25' LT. 1195.36
1096	55 + 30	BRASS CAP IN CONC.	175' LT. 1196.78

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	SO14(7)	6	15

P.I. 59 + 66.29
 Δ 6° 41'
 D 0° 50'
 T 401.29
 R 6875.49
 L 801.67
 S.E. NORMAL CROWN



BENCH MARKS			B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
NO.	STATION	DESCRIPTION	ELEV.	4	7	15
7	64+65	N. BOLT ON HYD. COR. 4TH & EVEREST	1222.05	WS.	S014(7)	

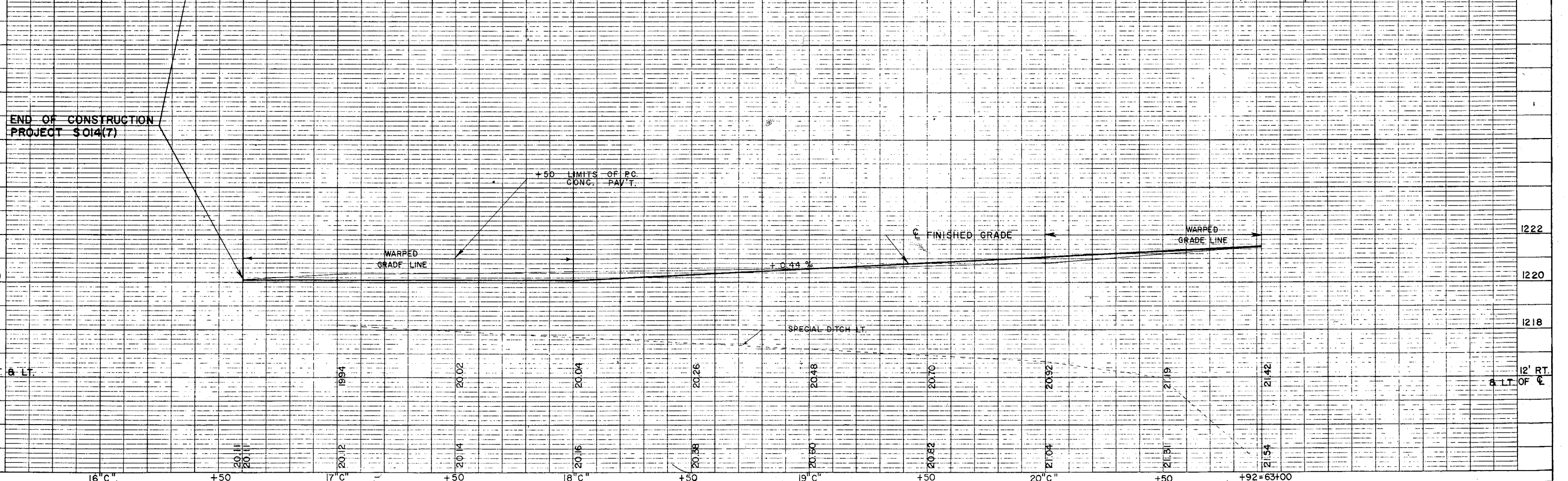
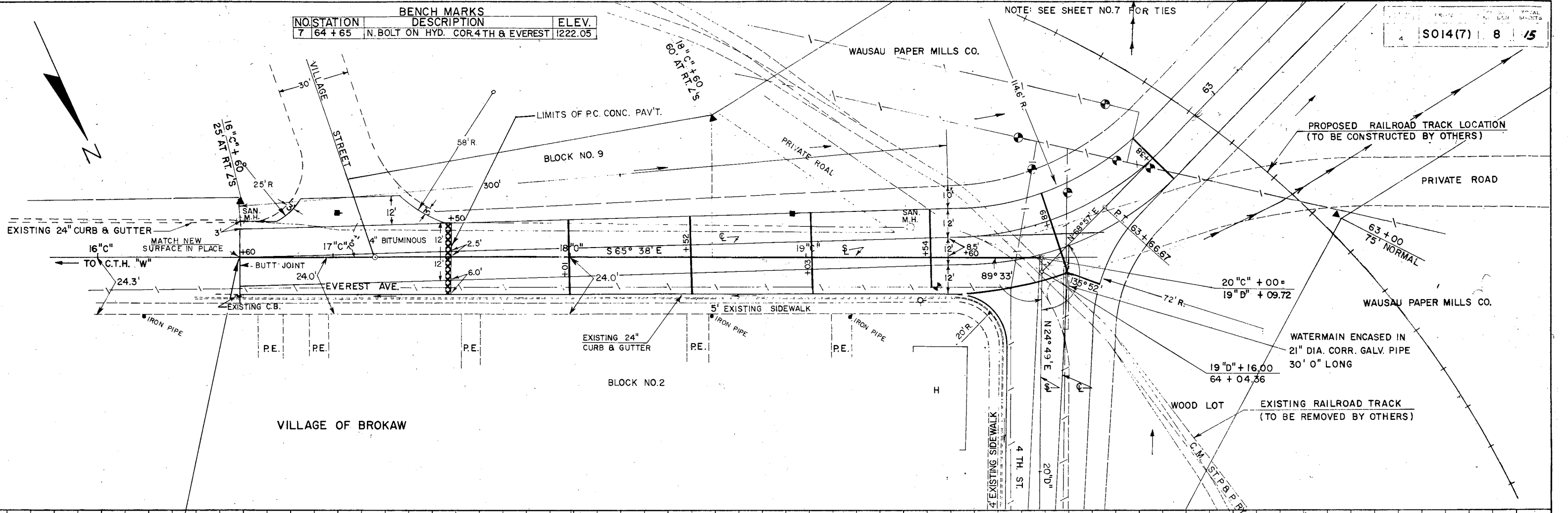


YARDAGE SUMMARY

UNCL. = 3093 C.Y.	INCLUDES	1126 C.Y. MAINLINE
		1112 C.Y. "C" LINE
		855 C.Y. "D" LINE
FILL = 337 C.Y.	INCLUDES	337 C.Y. MAINLINE
		0 "C" LINE
		0 "D" LINE
SHG = 25%		
WASTE = 2,672 C.Y.		

NO.	STATION	BENCH MARKS DESCRIPTION	ELEV.
7	64 + 65	N. BOLT ON HYD. COR. 4TH & EVEREST	1222.05

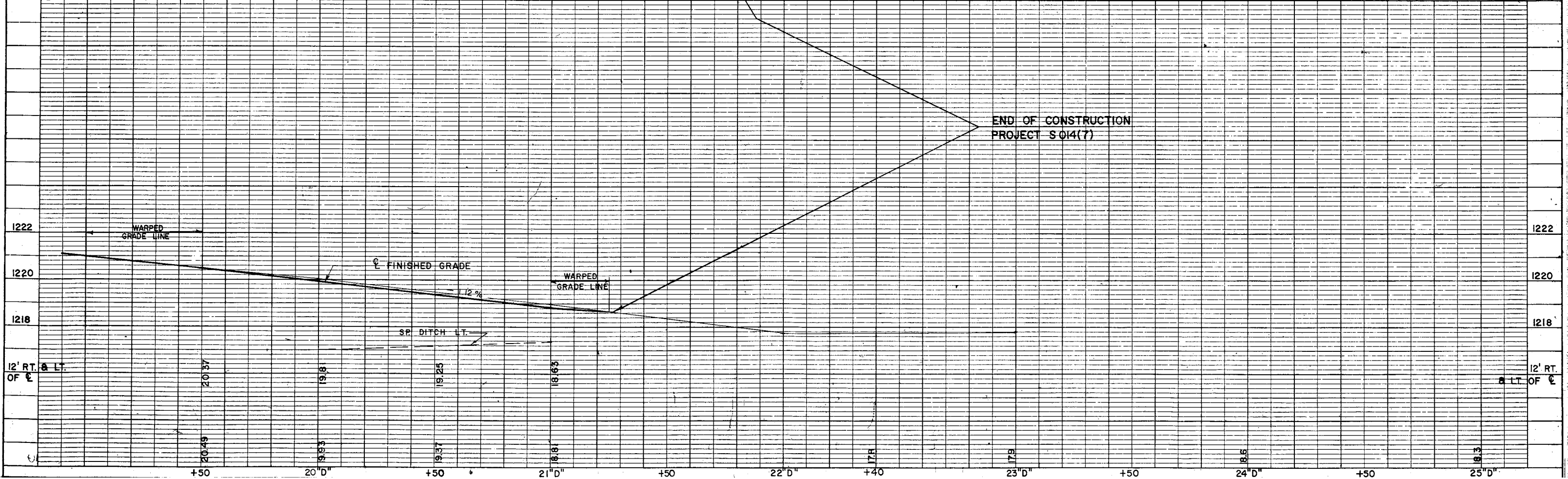
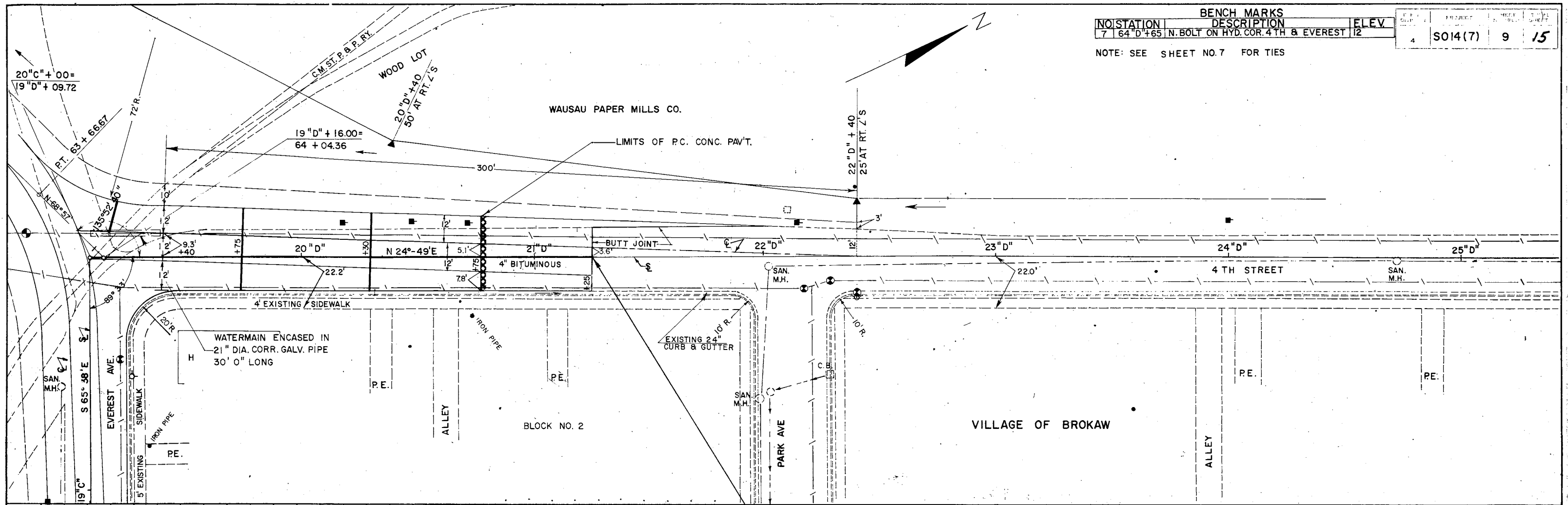
PROJECT NO. S014(7) 8 15



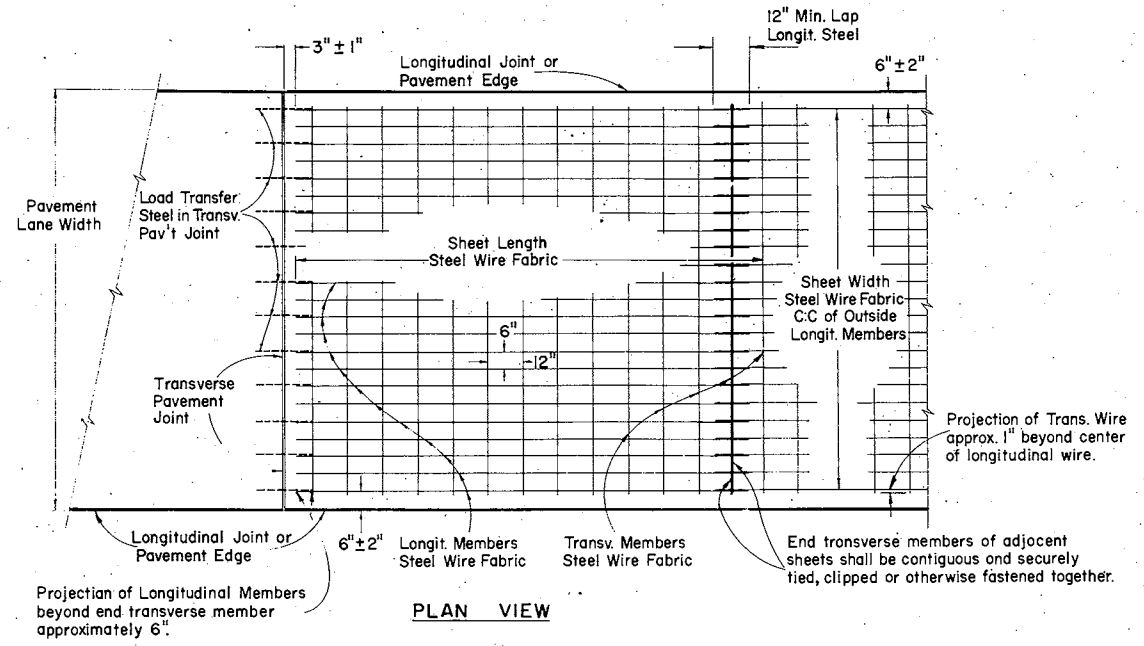
NO.	STATION	BENCH MARKS DESCRIPTION	ELEV.
7	64"D" + 165	N. BOLT ON HYD. COR. 4TH & EVEREST	12

PROJECT	SHEET NO.	TOTAL SHEETS
S014(7)	9	15

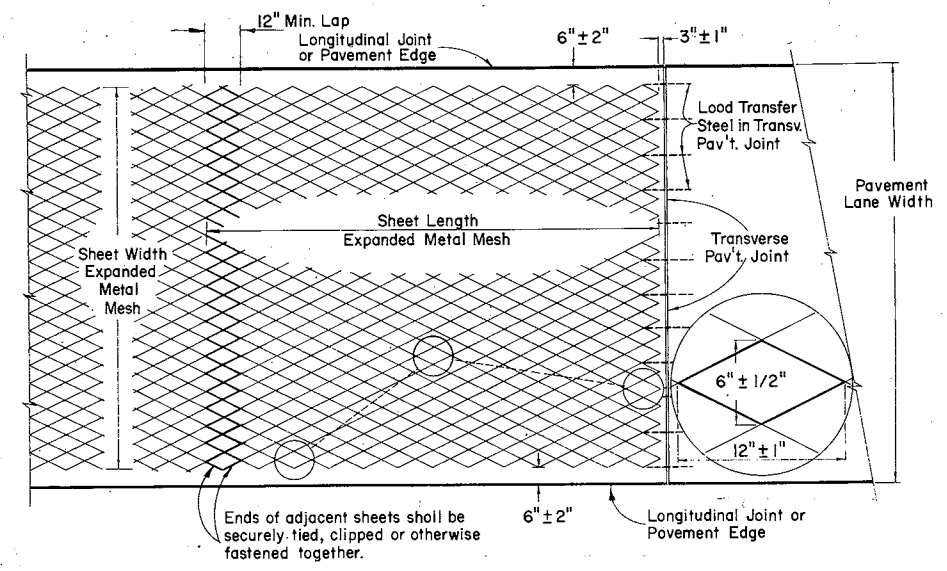
NOTE: SEE SHEET NO. 7 FOR TIES



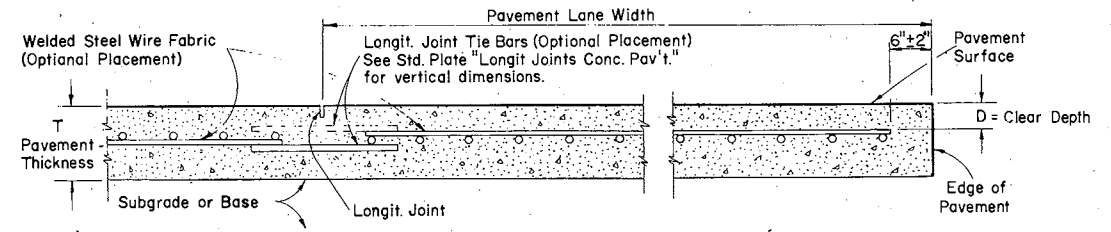
END OF CONSTRUCTION PROJECT S014(7)



PLAN VIEW

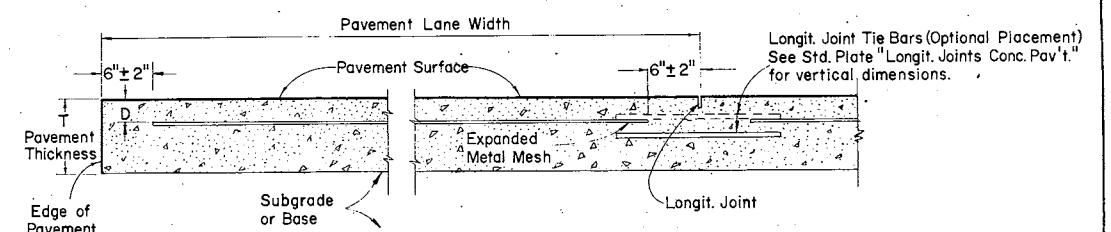


PLAN VIEW



CROSS SECTION

WELDED STEEL WIRE FABRIC



CROSS SECTION

EXPANDED METAL MESH

Pavement Thickness	"D"
8"	2"-4"
9"	2"-4 1/2"
10"	2"-5"

GENERAL NOTES-

Details of Construction and Materials not shown hereon shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

WELDED STEEL WIRE FABRIC

Manufacturer's No. 612-04
 Apprx. Weight per 100 Sq. Ft. = 69.0 lbs.
 Longitudinal Steel - Gage No. 0 = 0.3065" D. at 6" C.C.
 Transverse Steel - Gage No. 4 = 0.2253" D. at 12" C.C.

Welded Steel Wire Fabric shall conform to the requirements of the Standard Specifications for Welded Steel Wire Fabric for Concrete Reinforcement A.A.S.H.O. Designation M55.
 Side lap of adjacent sheets approximate 6"

EXPANDED METAL MESH

Weight per 100 Sq. Ft. = 76.0 lbs. min.
 Expanded Metal Mesh shall be manufactured from open hearth steel, having a phosphorus content of not more than 0.05 percent, and a yield point of not less than 55,000 p.s.i. The steel shall be sufficiently ductile to permit any strand to be bent through an angle of 180 degrees over one diam. without fracture.
 The diamond shaped mesh shall be fabricated by a cold drawn process which will cut and draw the steel forming uniform dimensioned strands conforming to shape and weight as shown elsewhere hereon.
 Side lap of adjacent sheets approximate 6"

SHIPPING REQUIREMENTS

Welded Steel Wire Fabric or Expanded Metal Mesh Concrete Pavement Reinforcement shall be shipped to the job site in flat sheets.

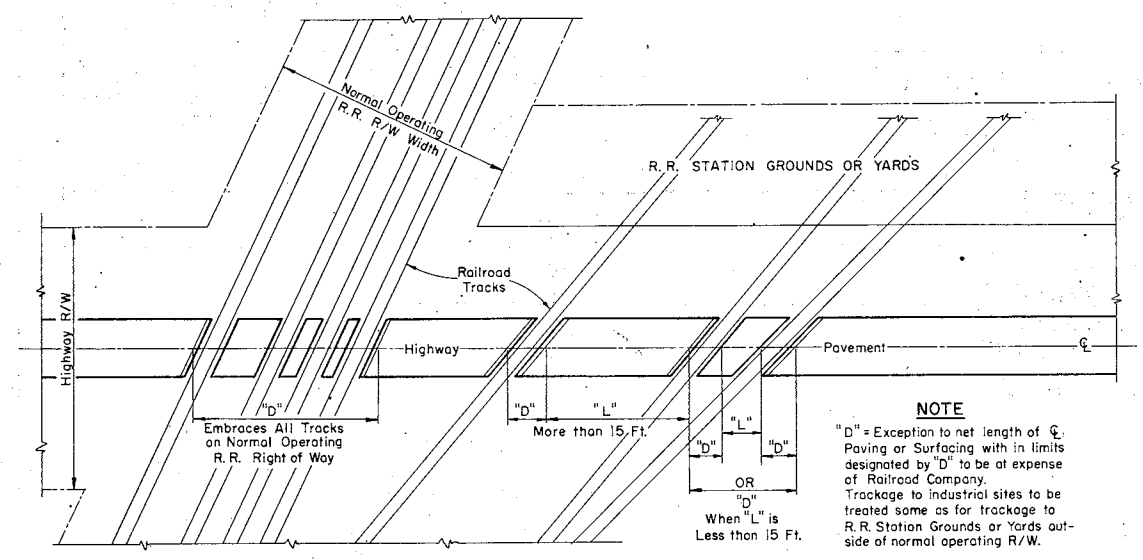
CONCRETE PAVEMENT REINFORCEMENT

STATE HIGHWAY COMMISSION OF WISCONSIN

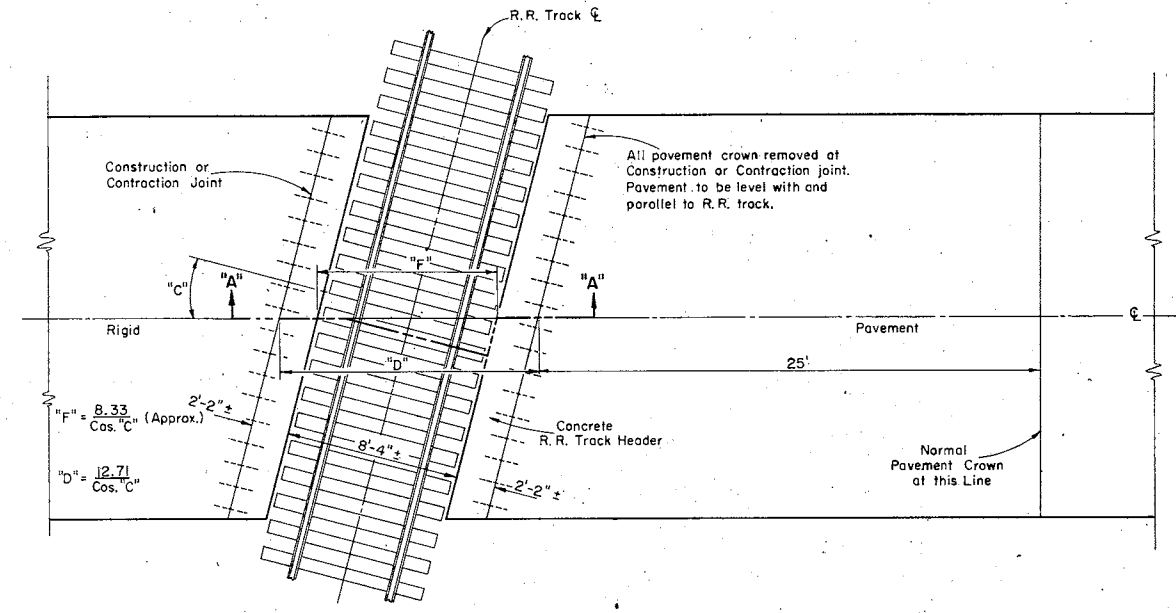
RECOMMENDED FOR APPROVAL:
 DATE 2/2/66 *E. J. Byrki*
 CHIEF DESIGN ENGINEER

APPROVED:
 DATE 2/2/66 *A. J. Summitt*
 STATE HIGHWAY ENGINEER

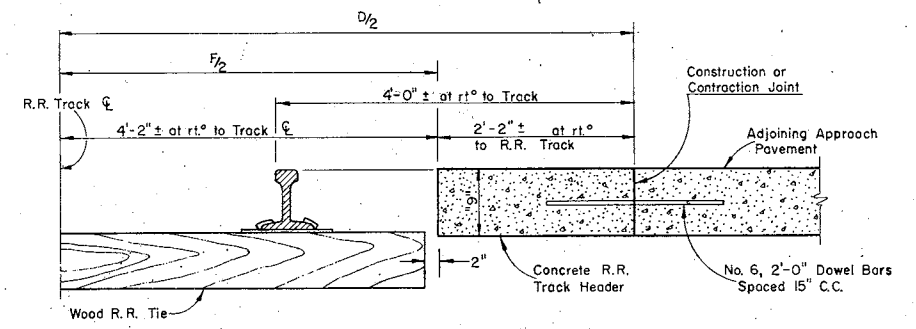
PLATE NO. 2-1.1.12



**TYPICAL TYPES OF RAILROAD GRADE CROSSINGS
 SHOWING PAVEMENT HEADER LOCATIONS
 AND MEASUREMENT DETAILS**



**RAILROAD APPROACH
 CONSTRUCTION DETAILS**

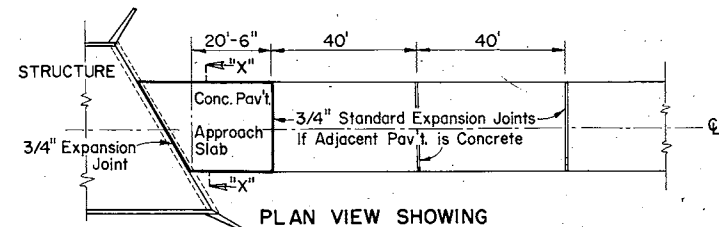


**CROSS SECTION "A-A"
 SHOWING PAVEMENT HEADER DETAILS
 AT R.R. TRACKS**

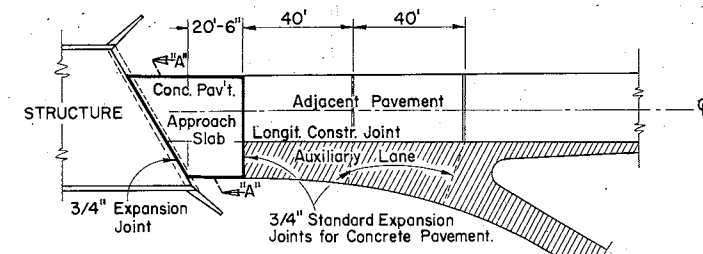
GENERAL NOTES

Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.
 The above details apply for concrete surfacing. For bituminous surfacing, construction work shall be carried up to railroad tie ends.
 Dimension "D" is an exception to Net Centerline Length for all Surfacing and Grading Projects.

RAILROAD APPROACH DETAILS CONCRETE PAVEMENT	
STATE HIGHWAY COMMISSION OF WISCONSIN	
RECOMMENDED FOR APPROVAL	
DATE <u>4-3-63</u>	<i>J. S. Pitt</i> ENGINEER OF DESIGN
APPROVED:	
DATE <u>4/5/63</u>	<i>E. C. Ruston</i> STATE HIGHWAY ENGINEER
PLATE NO. 2-2.1.11	



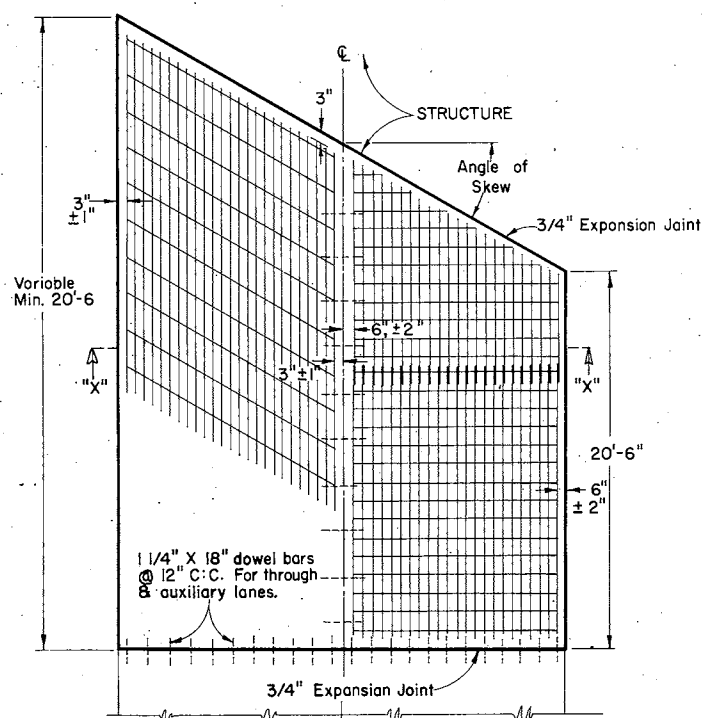
PLAN VIEW SHOWING
CONCRETE PAVEMENT
APPROACH SLAB
& ADJACENT PAVEMENT



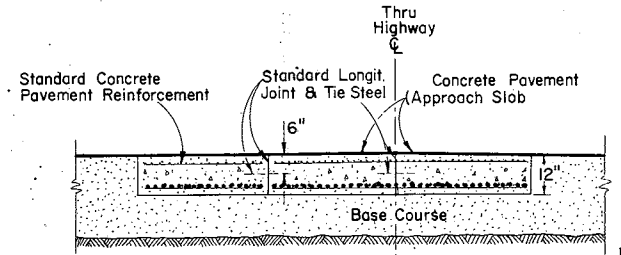
PLAN VIEW
CONCRETE PAVEMENT
APPROACH SLAB
WITH AUXILIARY LANE
& ADJACENT PAVEMENT

INFORMATION FOR BIDDING PURPOSES
ESTIMATE QUANTITIES FOR VARIOUS SKEWED
STRUCTURE APPROACHES (ONE END ONLY)
24 FOOT WIDTH PAVEMENT

Angle of Skew	Concrete Pavement Sq. Yards	Concrete Pavement Cu. Yards	Concrete Pavement Reinforc't. Sq. Yards	Bar Steel 48 Pcs. No. 8 x 20'-0" Pounds	Bar Steel Spacer Bars No. 4 Pounds
0°	54.7	18.2	54.7	2,563	156
15°	63.2	21.1	63.2	"	162
30°	73.2	24.4	73.2	"	180
45°	86.7	28.9	86.7	"	220
60°	110.1	36.7	110.1	"	313



HALF SECTION SHOWING REINF. STEEL IN BOTTOM OF SLAB
HALF SECTION SHOWING REINF. STEEL IN TOP OF SLAB
CONCRETE PAVEMENT
APPROACH SLAB

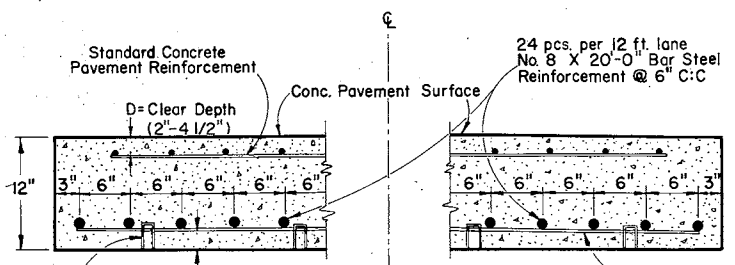


SECTION "A"-A
SHOWING REINFORCEMENT STEEL
APPROACH SLAB

NOTE: Size, Spacing & Positioning of steel in pavement same as shown for section "X"-X".

GENERAL NOTES-

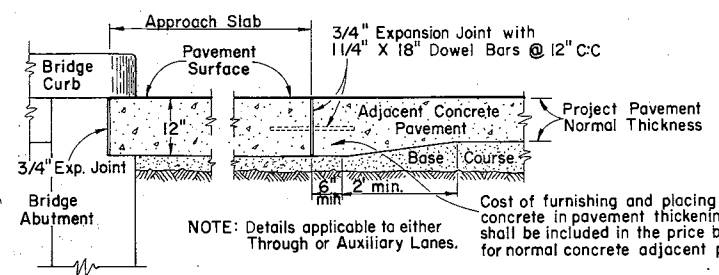
Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.
Details for Standard Concrete Pavement Reinforcement shall conform to the pertinent requirements of the Standard Detail Drawing for such reinforcement.



SECTION "X"-X
SHOWING REINFORCEMENT STEEL AND POSITIONING DETAILS
APPROACH SLAB

Metal chairs to adequately support Reinforcement Steel.

4 transverse steel spacer bars - 2' C:C. May be placed either parallel to Structure end (as shown above) or at right angles to Rdwy. ϕ .

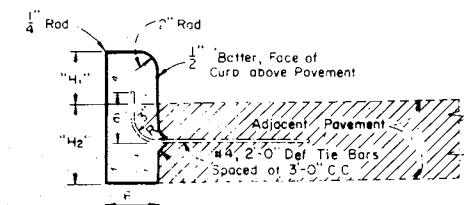


ELEVATION SHOWING
APPROACH SLAB & ADJACENT PAVEMENT
TRANSITION DETAILS

NOTE: Details applicable to either Through or Auxiliary Lanes. Cost of furnishing and placing concrete in pavement thickening shall be included in the price bid for normal concrete adjacent pavement.

STRUCTURE APPROACH
AND CONCRETE PAVEMENT
APPROACH SLAB
STATE HIGHWAY COMMISSION OF WISCONSIN

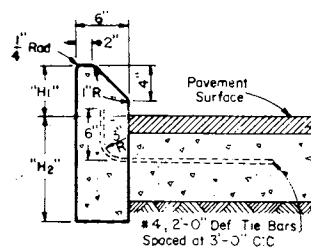
RECOMMENDED FOR APPROVAL:
DATE 2/2/66
APPROVED: 2/2/66
DATE 7
E. J. Borkel
CHIEF DESIGN ENGINEER
A. J. Summister
STATE HIGHWAY ENGINEER



Tie Bar recess positioned in reverse when Concrete Curb is constructed first.
 $H_1 = 9"$ max and $3\frac{1}{2}"$ min and shall be 6" unless otherwise shown on the plans.
 H_2 = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).

TYPE "A" (Including Tie Bars) **TYPE "D"** (Excluding Tie Bars)

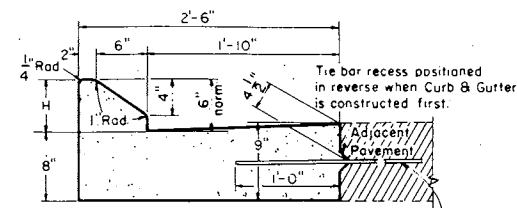
CONCRETE CURB



$H_1 = 9"$ Max and 4" min and shall be 6" unless otherwise shown on plans.
 H_2 = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).

TYPE "G" (Including Tie Bars) **TYPE "J"** (Excluding Tie Bars)

CONCRETE CURB
(Mountable Type)



Tie bar recess positioned in reverse when Curb & Gutter is constructed first.
 $H = 9"$ max and 4" min & shall be 6" unless otherwise shown on the plans.
 #4, 2-0" Def Tie Bars or alternate Bolt Type instal. may be used, spaced at 3-0" C.C.

TYPE "G" (Including Tie Bars) **TYPE "J"** (Excluding Tie Bars)

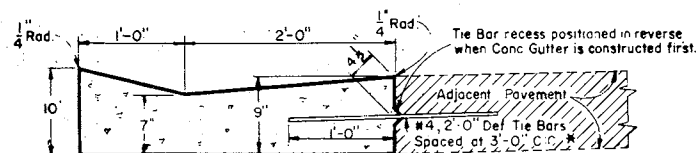
CONCRETE CURB AND GUTTER
(Mountable Type)

GENERAL NOTES

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

JOINTS -

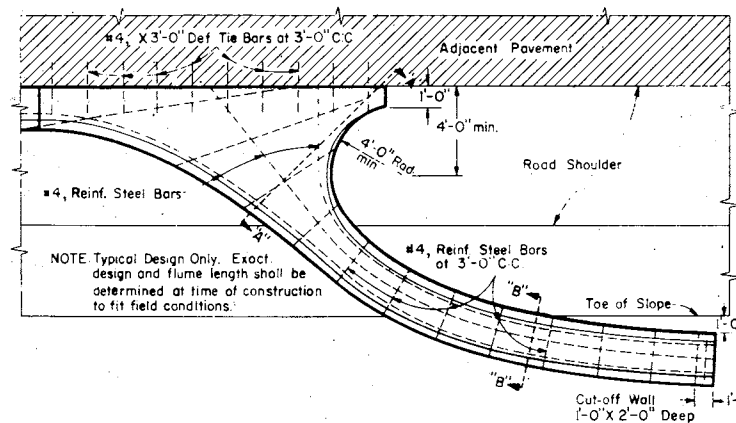
Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



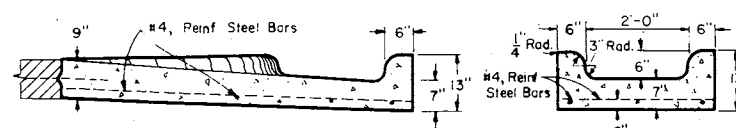
* Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

TYPE "A" (Including Tie Bars) **TYPE "D"** (Excluding Tie Bars)

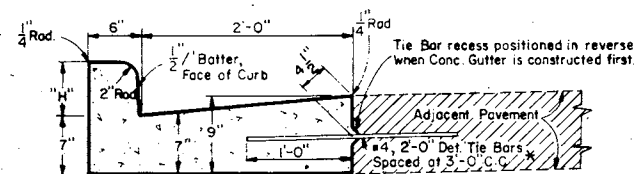
CONCRETE GUTTER



NOTE Typical Design Only. Exact design and flume length shall be determined at time of construction to fit field conditions.



SECTION "A-A" **SECTION "B-B"**
CONCRETE INLET OR DISCHARGE FOR CURB AND GUTTER SURFACE DRAIN



$H_1 = 9"$ Max., $3\frac{1}{2}"$ Min, and shall be 6" unless otherwise shown on the plans.
 * Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

TYPE "A" (Including Tie Bars) **TYPE "D"** (Excluding Tie Bars)

CONCRETE CURB AND GUTTER
(Barrier Type)

CONCRETE CURB, CONCRETE GUTTER
CONCRETE CURB AND GUTTER AND
CONCRETE SURFACE DRAINS

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE 2-5-63

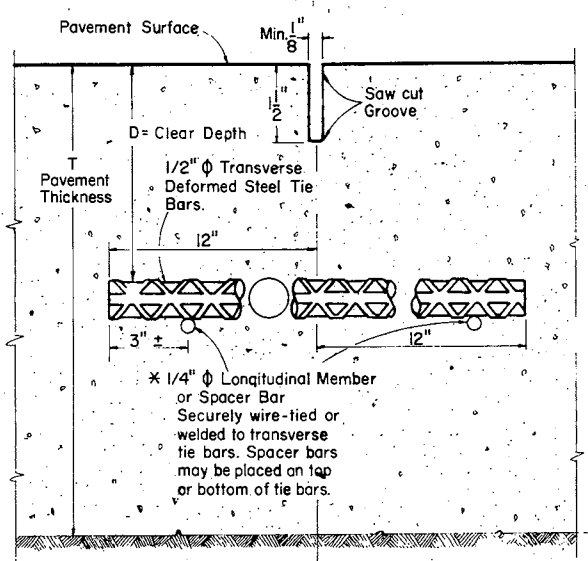
APPROVED:

DATE 2/4/63

J. S. Pelt
ENGINEER OF DESIGN

E. C. Rottler
STATE HIGHWAY ENGINEER

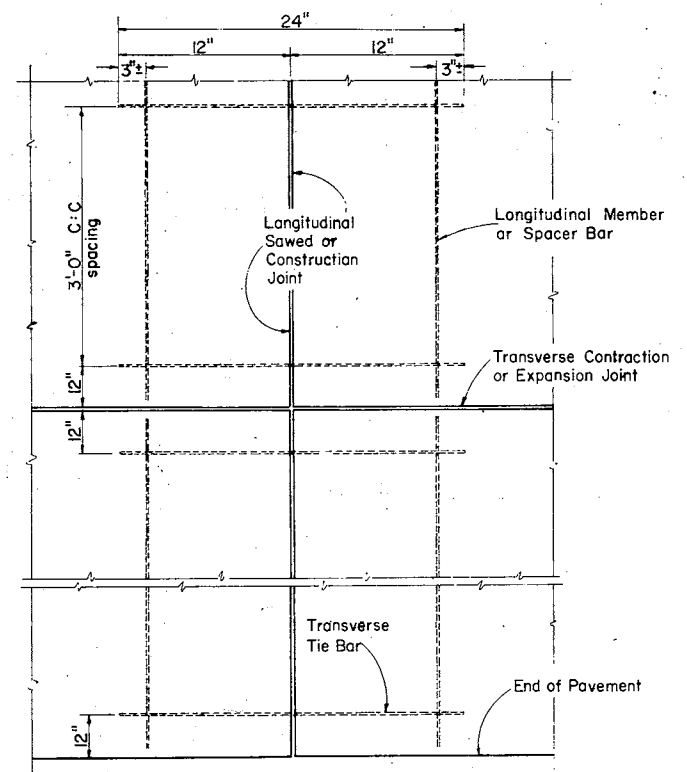
10.4-15



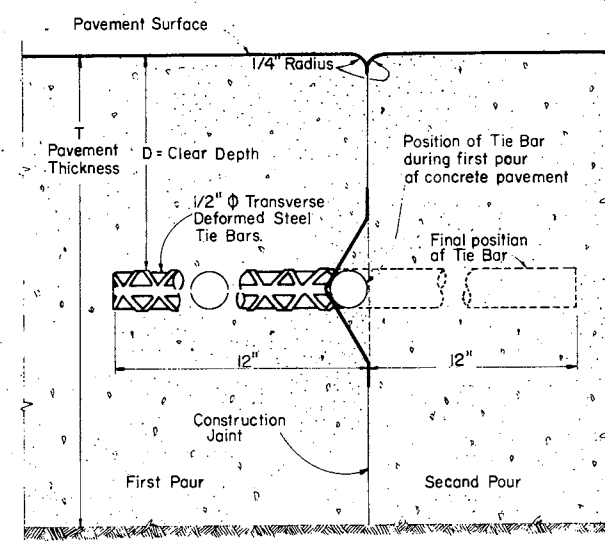
SAWED JOINT

ELEVATION, Showing Tie Bars and Positioning Details

Pavement Thickness	"D"
8"	2"-4 3/4"
9"	2"-5 1/2"
10"	2"-5 3/4"



PLAN VIEW, Showing Tie Bars and Location Details



CONSTRUCTION JOINT

ELEVATION, Showing Tie Bars and Positioning Details

GENERAL NOTES

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

ALTERNATE DESIGNS-

Alternate designs of Bolt Type joint installations may be used upon written approval of the engineer.

SEALING JOINTS-

Longitudinal Joints shall not be sealed.

*** TIE BARS**

Tie bars shall be installed as shown (assembled ladder type pattern), or the longitudinal member spacer bar may be omitted if the transverse tie bars can be accurately placed and firmly held during the placing and setting of concrete by devices or methods approved by the engineer, or if mechanical means of placing the tie bars in the plastic concrete are approved by the engineer.

Devices may be omitted on the longitudinal construction joint type when in the opinion of the engineer the tie bars will be retained in their proper designated position.

**LONGITUDINAL JOINTS
CONCRETE PAVEMENT**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

2/3/66
DATE

E. J. Byker
CHIEF DESIGN ENGINEER

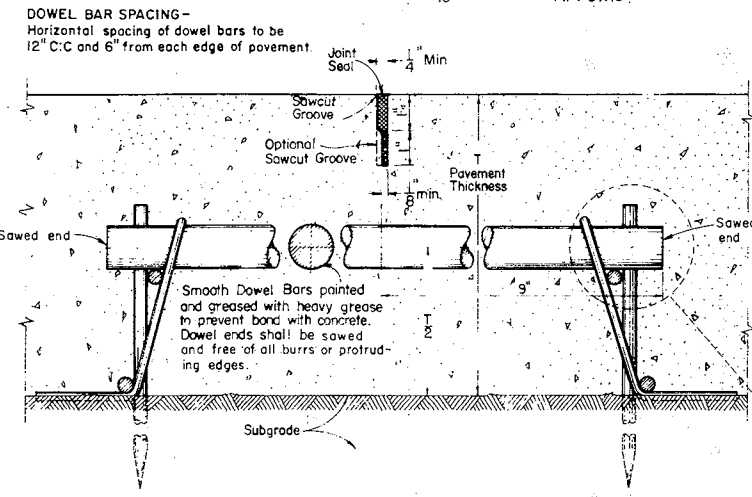
APPROVED:

2/3/66
DATE

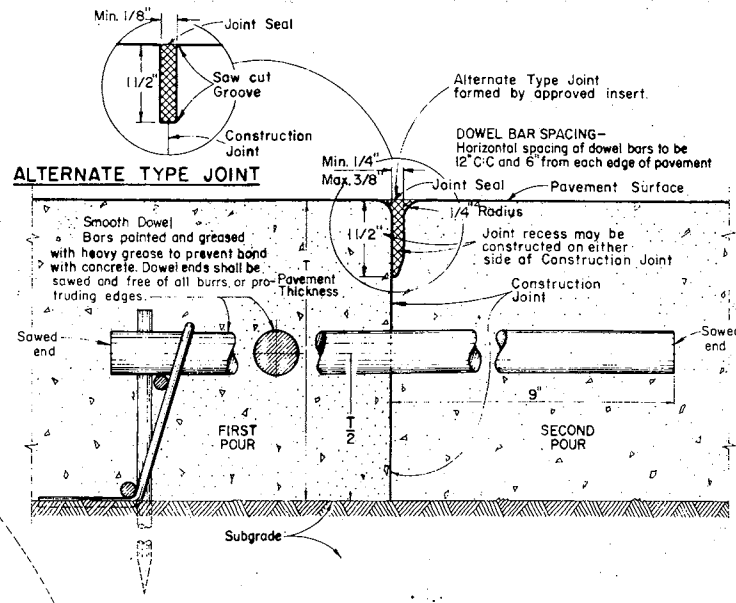
W. J. ...
STATE HIGHWAY ENGINEER

PLATE NO. 4-4.4.8

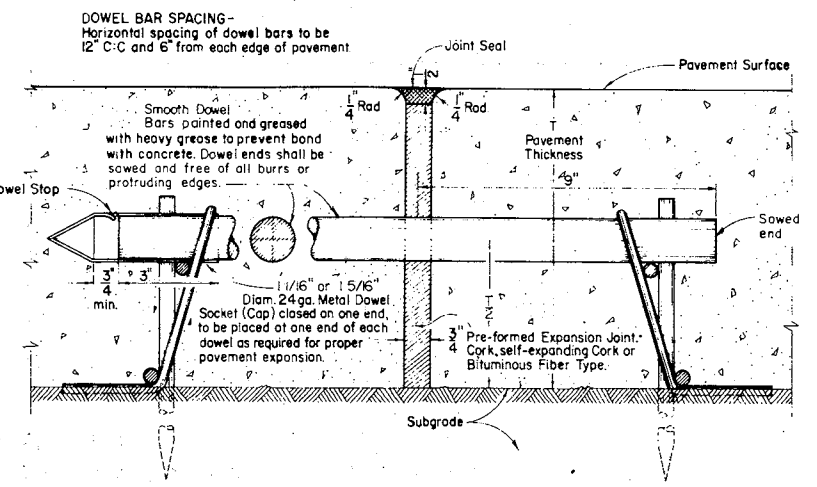
DOWEL BAR DIMENSIONS-
 For 8" P.C PAV'T = 1" ϕ x 18"
 " 9" " " = 1 1/4" ϕ x 18"
 " 10" " " = 1 1/4" ϕ x 18"



CONTRACTION JOINT

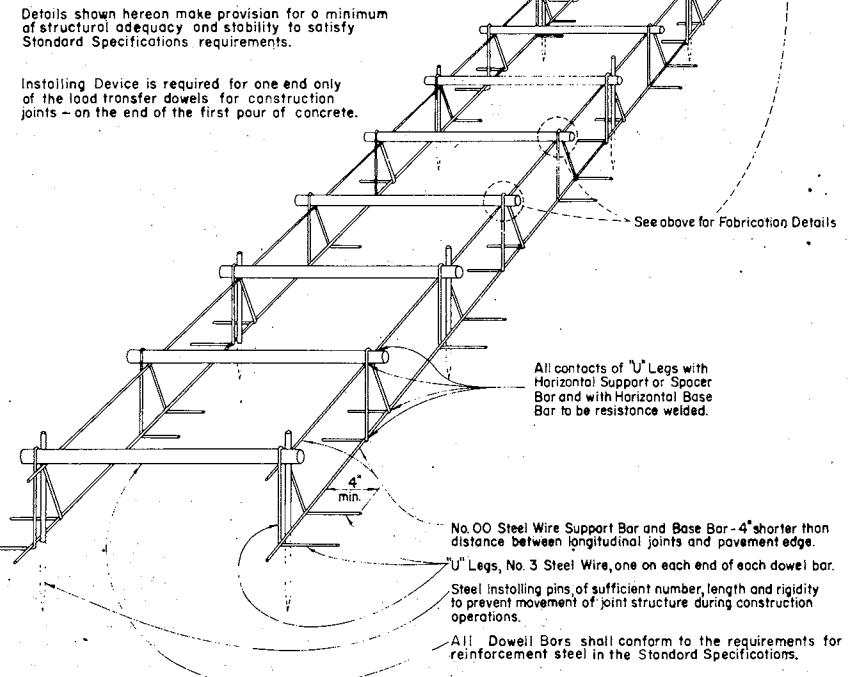


CONSTRUCTION JOINT

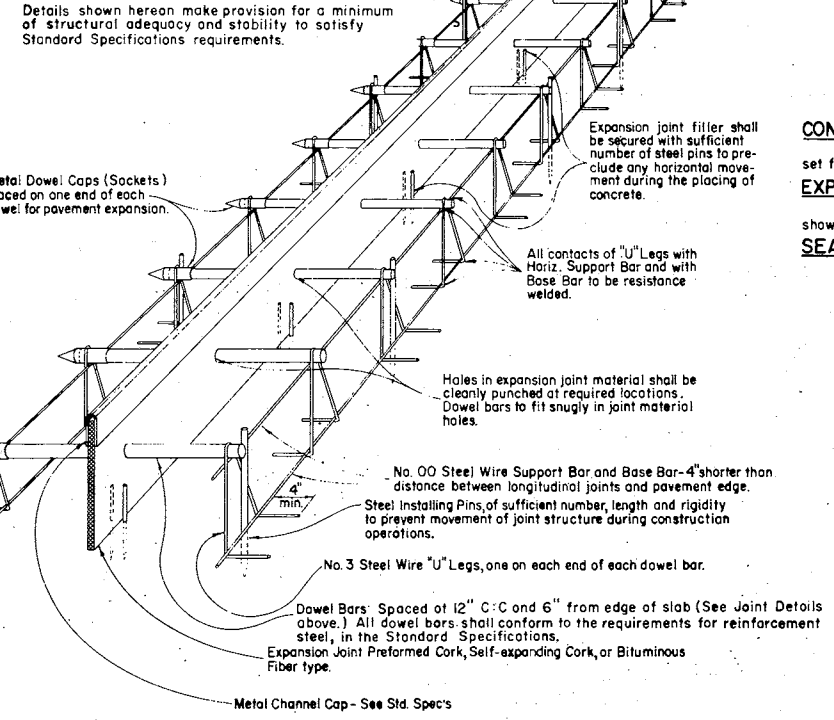


EXPANSION JOINT

INSTALLING DEVICE FOR LOAD TRANSFER DOWELS FOR CONTRACTION & CONSTRUCTION JOINTS



INSTALLING DEVICE FOR LOAD TRANSFER DOWELS & EXPANSION JOINT ASSEMBLY



GENERAL NOTES-

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

ALTERNATE DESIGNS-

Alternate designs or methods for installing load transfer dowels for Contraction, Construction and Expansion Joints and appurtenances other than shown hereon may be used upon written approval of the Engineer.

CONTRACTION JOINTS-

Contraction Joints shall be installed at 80' ($\pm 2'$) spacing from adjacent transverse joints, except that lesser spacings ranging to a minimum of 40' shall be used:

- 1) at locations or spacing indicated on the plans.
- 2) as extensions of transverse joints or cracks in abutting pavement lanes.
- 3) at locations designated by the Engineer where there are manholes or other fixtures in the pavement.

CONSTRUCTION JOINTS-

Construction joints shall be installed, as necessary, within the limitation set forth in the Standard Specifications.

EXPANSION JOINTS-

Expansion joints are required only at structure approaches and/or where shown on the plans.

SEALING JOINTS-

Joints to be sealed as shown.

**TRANSVERSE JOINTS
 CONCRETE PAVEMENT**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

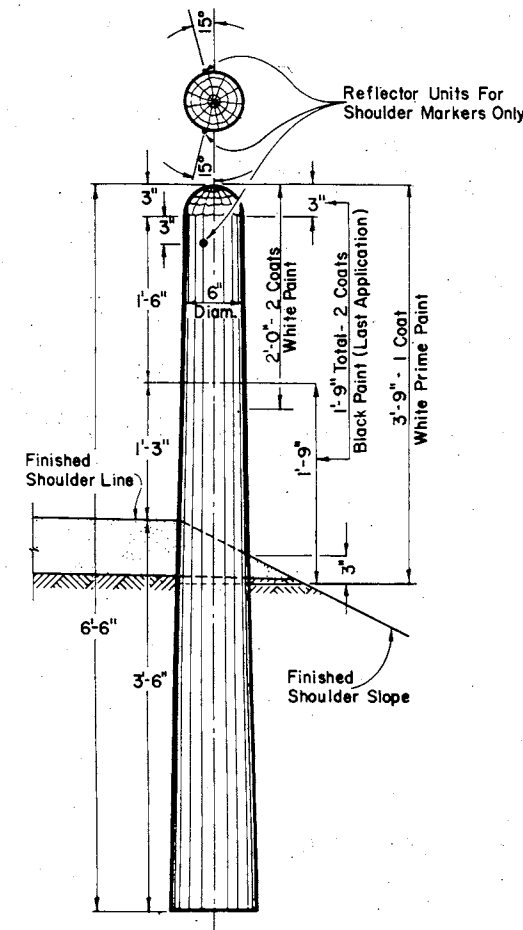
DATE 2/3/66

B. J. Byrkit
 ENGINEER OF DESIGN

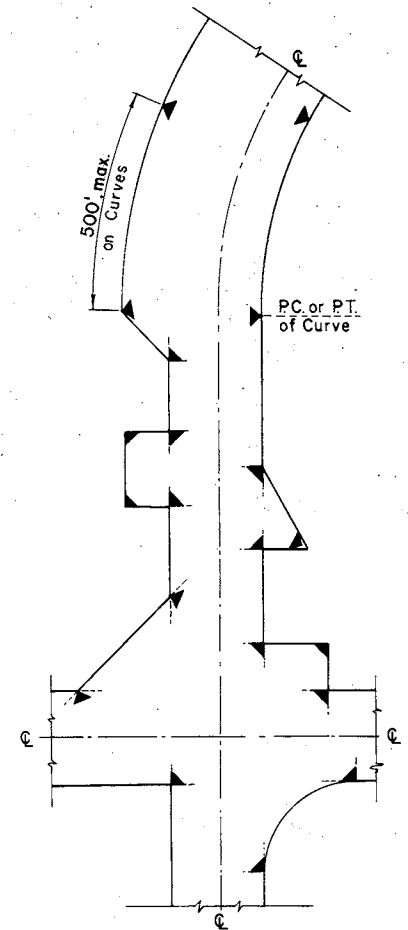
APPROVED:

DATE 2-7-66

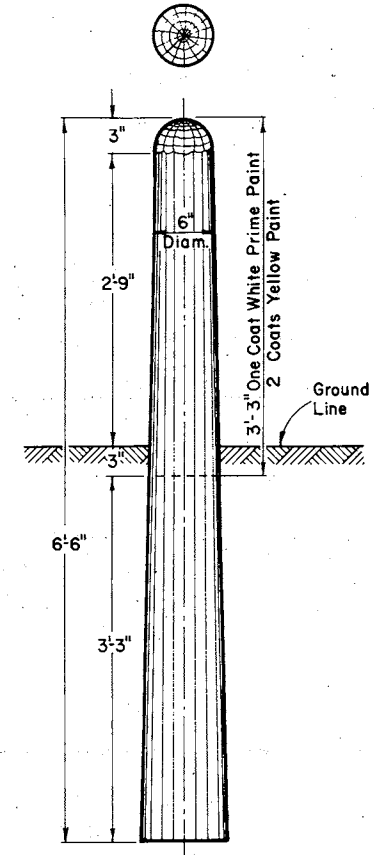
J. J. Smith
 STATE HIGHWAY ENGINEER



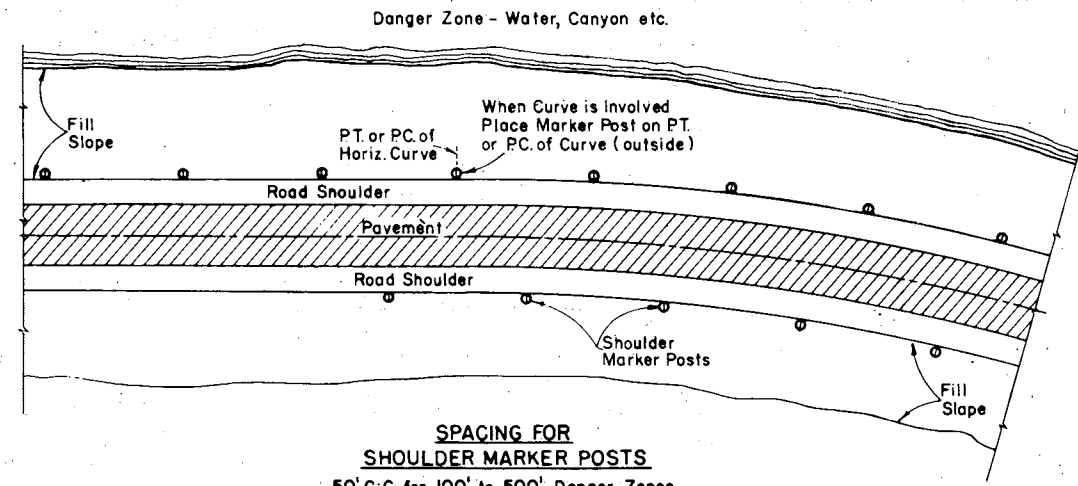
MARKER POST FOR ROAD SHOULDERS



LOCATION DIAGRAM SHOWING TYPICAL LOCATIONS OF MARKER POSTS FOR RIGHT OF WAY



MARKER POST FOR RIGHT OF WAY



SPACING FOR SHOULDER MARKER POSTS
 50' C:C for 100' to 500' Danger Zones
 100' C:C for Over 500' Danger Zones
LOCATION DIAGRAM
SHOWING RELATIVE LOCATIONS OF SHOULDER MARKER POSTS

MARKER POSTS FOR ROAD SHOULDERS

MARKER POST FOR RIGHT OF WAY

GENERAL NOTES

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

MARKER POSTS FOR RIGHT OF WAY

Right of Way Marker Posts shall be erected in advance of grading operations. 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 will be staked in the field by the Engineer.

REFLECTOR UNITS

Reflector Units shall be installed in road shoulder marker posts only. 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 stayed in posts.

MARKER POSTS & MARKER POSTS FOR RIGHT OF WAY	
State Highway Commission of Wisconsin	
RECOMMENDED FOR APPROVAL: DATE: 7/6/66	<i>E.J. Byrkit</i> CHIEF DESIGN ENGINEER
APPROVED: DATE: 7/5/66	<i>H. J. ...</i> STATE HIGHWAY ENGINEER
Plate No. 7-1.3.5	

10.8-15

GENERAL NOTES

The contractor shall construct, place and maintain barricades as shown on the drawing and as required by the Standard Specifications or applicable Special Provisions.

CLASS 1 BARRICADE:

Class 1 Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class 1 Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class 1 Barricades shall be used at points where the road is closed to traffic. Gates or movable sections of a barricade shall be provided when necessary, for access of equipment or other authorized vehicles. Wing Barricades are Class 1 Barricades erected on the shoulder on one or both sides of the pavement to give Traffic the perceptive effect of a narrowing or restricted roadway. The ends closest to traffic of all three members of a wing barricade shall be in a vertical line. If used in a series, they should start at the outer edge of the shoulder and be brought progressively closer to the pavement. Wing Barricades may be used as a mounting for the advance warning or guide signs or for flashers. When used on two-way roadways, the back of the wing barricade shall be painted reflectorized white.

CLASS 11 BARRICADE:

Class 11 Barricades may be used only where the hazard to traffic is relatively small, and for the more or less continuous delimiting of a restricted roadway, or for temporary daytime use.

MATERIAL & FABRICATION:

Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. Metal shall be sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. The fabrication of the barricade shall be in accord with good pertinent woodworking and metalworking practices. All lumber or timber dimensions stated are nominal.

PAINTING:

All barricades shall be painted in alternate 4" or 6" black and white stripes at a 45° angle. The width of stripe shall be consistent for each complete barricade installation. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be primed, followed by two coats of white reflectorized paint or reflective wide angle sheeting.

DIRECTION OF DIAGONAL STRIPES:

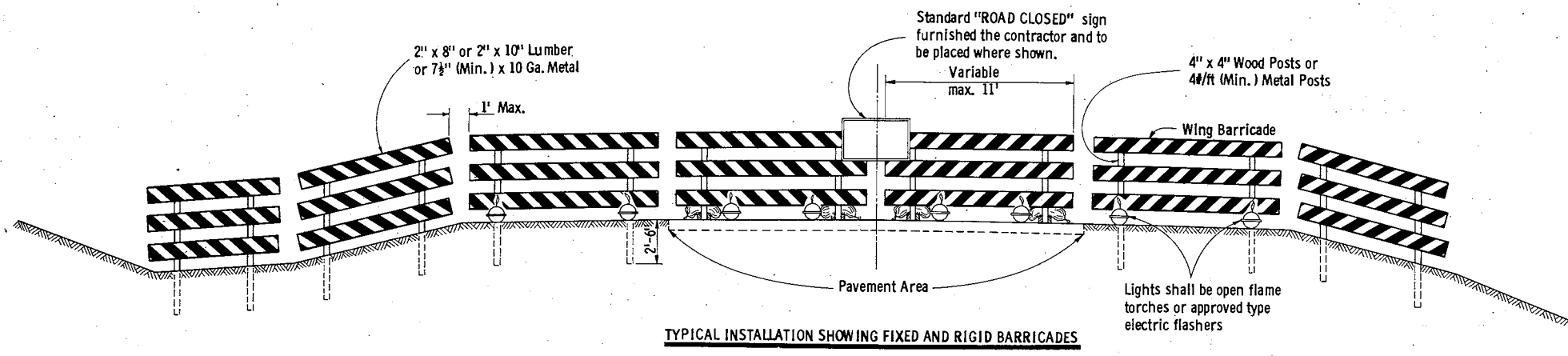
Where a barricade extends entirely across the roadway with no vehicle access provision, the stripes shall slope downward toward the highway centerline. Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring. Where both right and left turns are provided for, the stripes shall slope downward in both directions from the center. The stripes on wing barricades shall point downward toward the roadway.

LIGHTING:

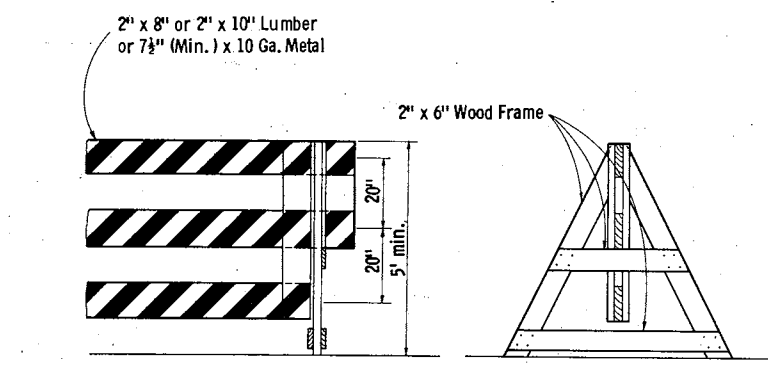
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

MEASUREMENT & PAYMENT:

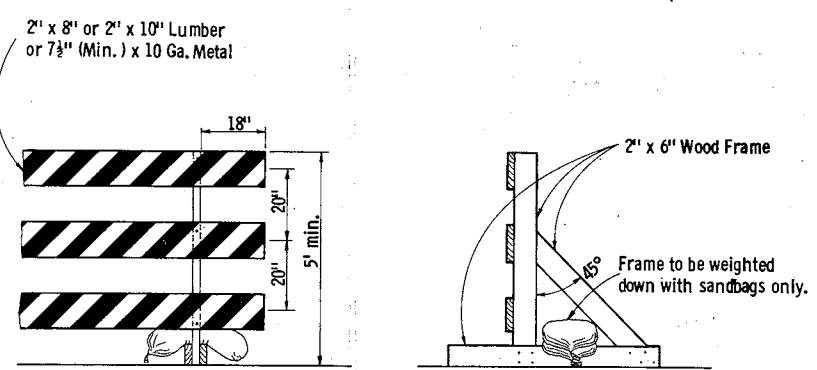
All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.



TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES

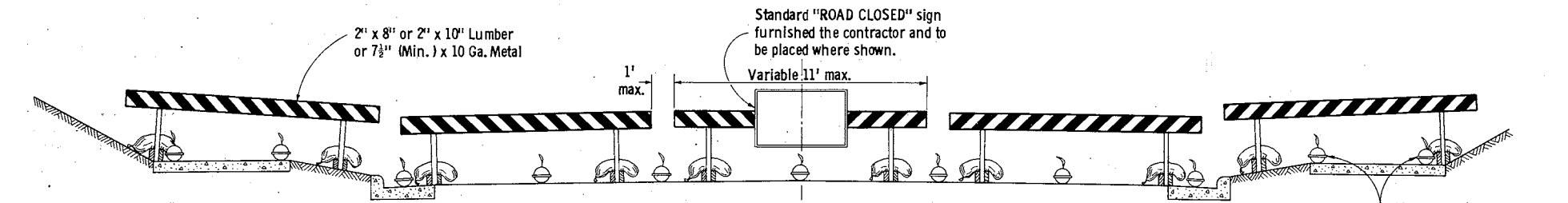


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

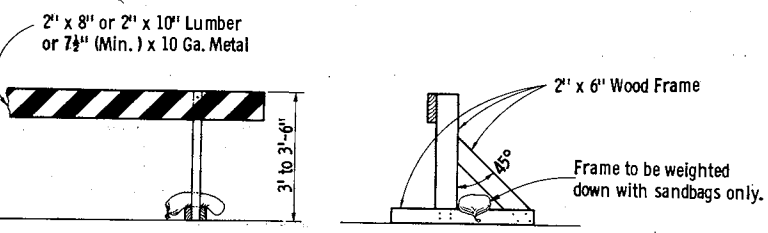


ALTERNATE TYPE INSTALLATION (RIGID)

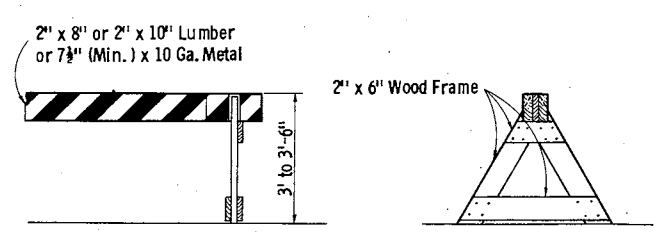
CLASS I BARRICADES



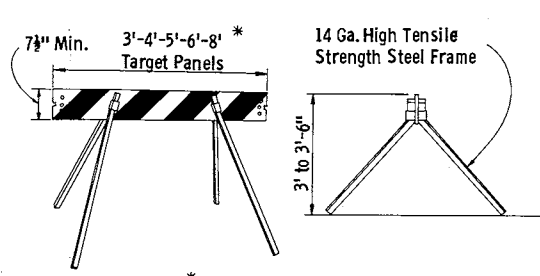
TYPICAL INSTALLATION SHOWING RIGID BARRICADES



ALTERNATE TYPE INSTALLATION (RIGID)

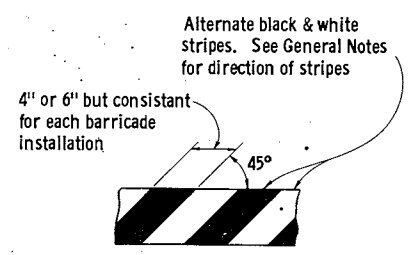


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADES

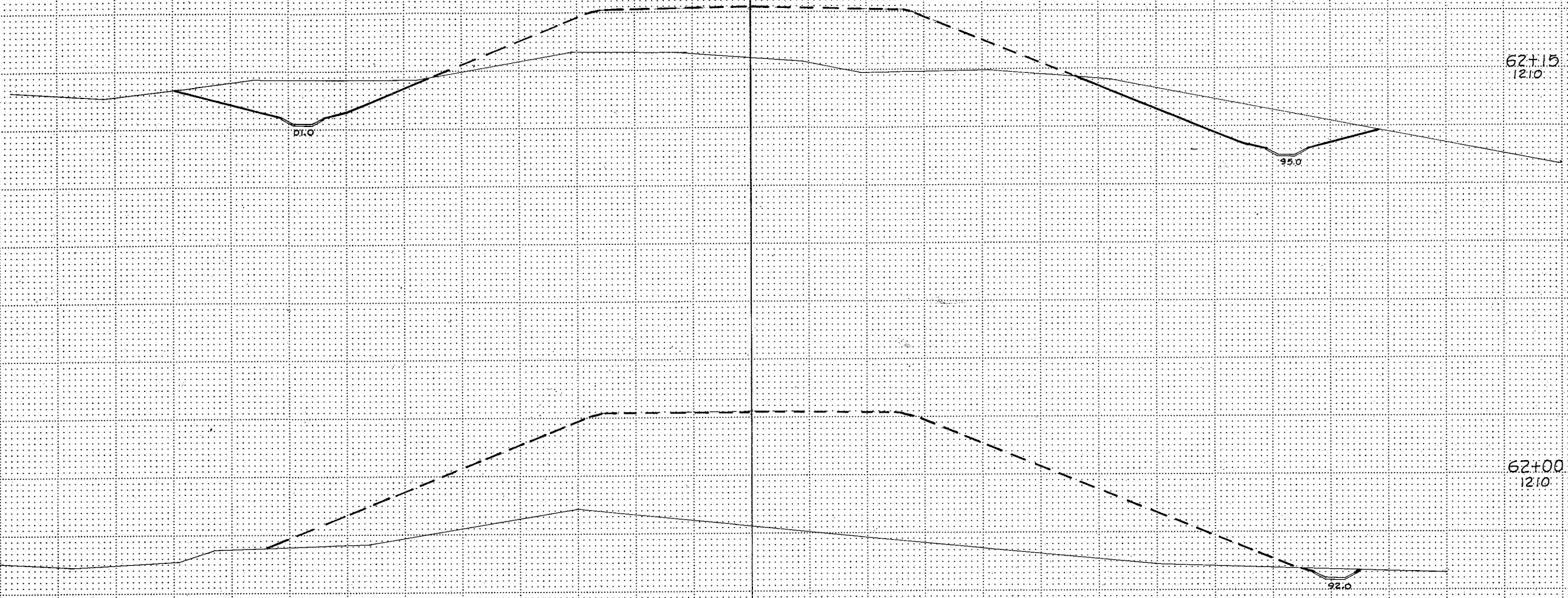


TYPICAL DIAGONAL STRIPES

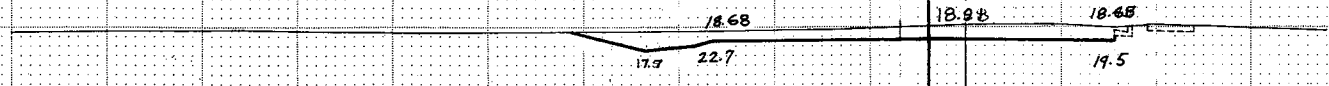
Applies to all Classes & Types of Barricades

CONSTRUCTION BARRICADE	
State Highway Commission of Wisconsin	
RECOMMENDED FOR APPROVAL:	
DATE: 1/1/67	<i>E. J. Galt</i> CHIEF DESIGN ENGINEER
APPROVED:	
DATE: 1/13/67	<i>H. J. Dummitz</i> STATE HIGHWAY ENGINEER

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	5014 (7)	11	15

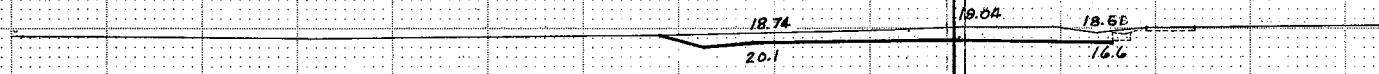


STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNCL.		
62+15				
62+00				
62+15	15	115		0
62+00	20	7		0
61+80				
SHEET TOTAL		122		0



18"C"+00
1220

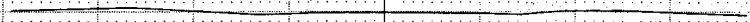
Start Can. Dredging 11/1/58



17"C"+00
1220



16"C"+00
1220

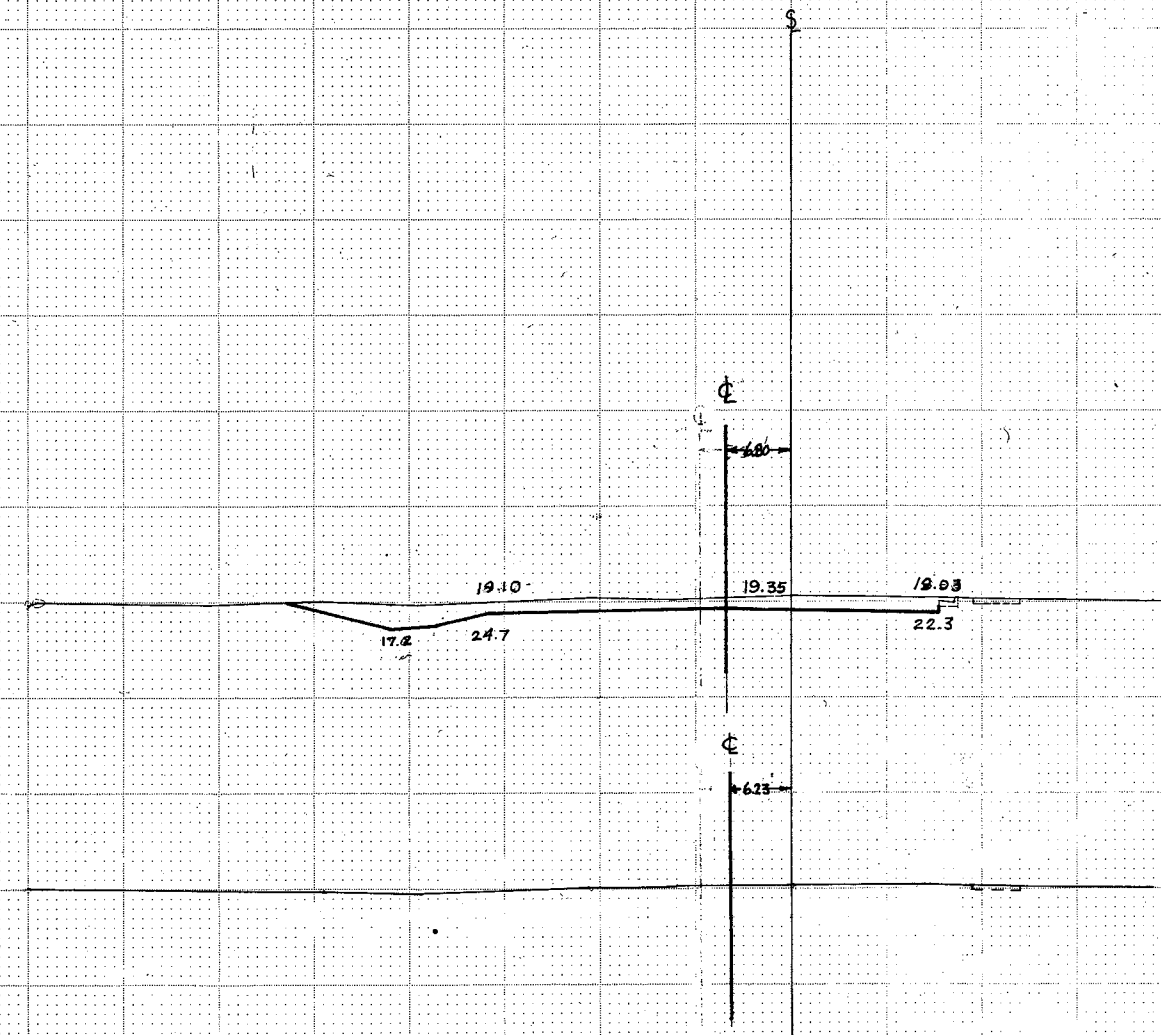


15"C"+00
1220

STATION	DISTANCE	YARDAGE		
		JUNCL.	EXCAVATION	FILL
18C+00				
17C+00				
16C+00				
15C+00				
18C+00				
+00				
17C+00	100	269		0
+00				
15C+00	40	93		0
16C+00				
+60				
SHEET TOTAL		362		0

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S014(7)	14	15

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
	UNCL.		



19^c+00
1220

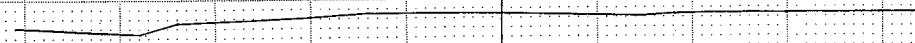
18^c+00
1220

20^c
+
00
19^c
+
00
18^c
+
00

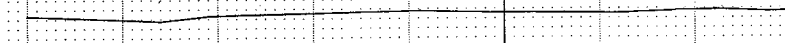
100	400	0
100	350	0
SHEET TOTAL		0

750

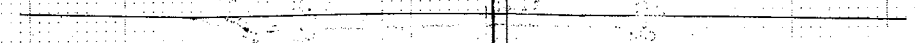
B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S014(7)	15	15



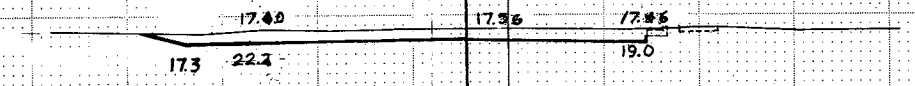
24'D+00
1220



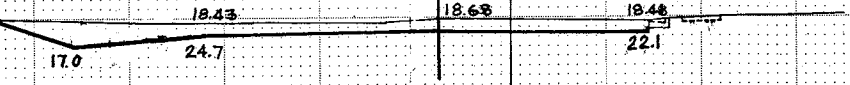
23'D+00
1220



22'D+00
1220



21'D+00
1220



20'D+00
1220

UNCL. EXCAVATION

1.24'

1.34'

1.71'

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
24'D+00	1220		
23'D+00	1220		
22'D+00	1220		
21'D+00	1220	40	93
20'D+00	1220	100	243
19'D+00	1220	100	270
19'D+00	21	79	241
SHEET TOTAL		855	0