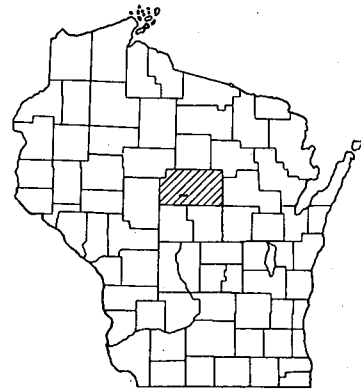


INDEX OF SHEETS

- SHEET NO. 1 TITLE
- SHEET NO. 2-2.1 TYPICAL CROSS SECTIONS
- SHEET NO. 3 ESTIMATE OF QUANTITIES
- SHEET NO. 3A MISCELLANEOUS QUANTITIES
- SHEET NO. 4-4.4 RIGHT OF WAY PLAT
- SHEET NO. 5-9 PLAN AND PROFILE STA. 13+54.9 TO STA. 139+00
- SHEET NO. 10-10.6 STANDARD DETAILS
- SHEET NO. 11-13 DRAINAGE STRUCTURES
- SHEET NO. 14-40 CROSS SECTIONS



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

PLAN AND PROFILE OF PROPOSED
S.T.H. 97-ROZELLVILLE ROAD
C.T.H. C
MARATHON COUNTY

PROJECT S022(1)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
37.6	22.0		11.1	4 WIS.	1	40

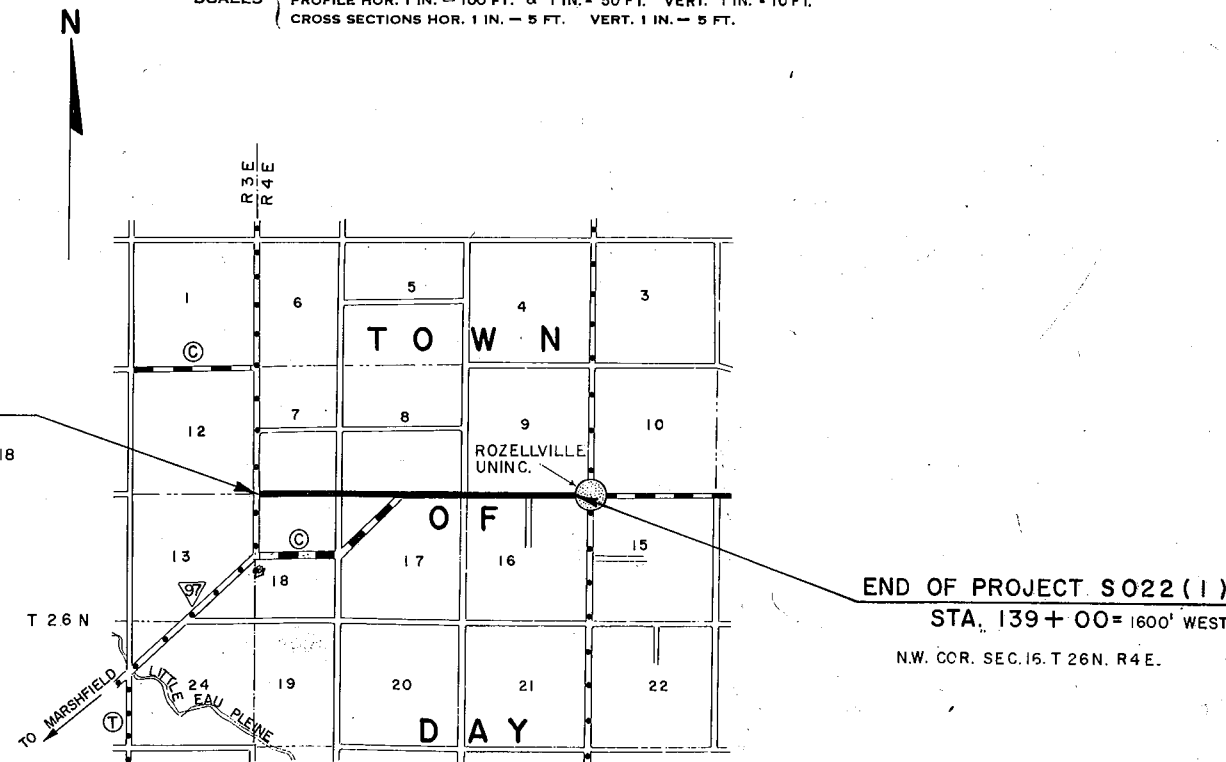
PLAN 1 IN. = 100 FT. & 50 FT.
PROFILE HOR. 1 IN. = 100 FT. & 1 IN. = 50 FT. VERT. 1 IN. = 10 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.

DESIGN DESIGNATION

ADT	1967	650
ADT	1987	1100
DHV		165
D		60-40
T		5
V		50 MPH.

BEGINNING OF PROJECT S022(1)
STA. 13 + 54.9 =

50' NORTH AND 4' WEST OF THE N.W. COR. OF SEC. 18
T 26 N. R 4 E



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	-----
WIRE FENCE (BARBED)	-----	MARSH	-----
LOT LINE	-----	HEDGE	-----
CORPORATE OR CITY LIMITS	-----	TREES	-----
PROPERTY LINE	-----	GROUND ELEVATION	DATUM LINE
TRAVELED WAY OR P.E.	-----	GRADE ELEVATION	DATUM LINE
RAILROADS	-----		
BASE OR SURVEY LINE	-----		

LAYOUT


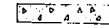
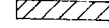
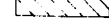
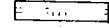
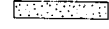
SCALE 1 MILE

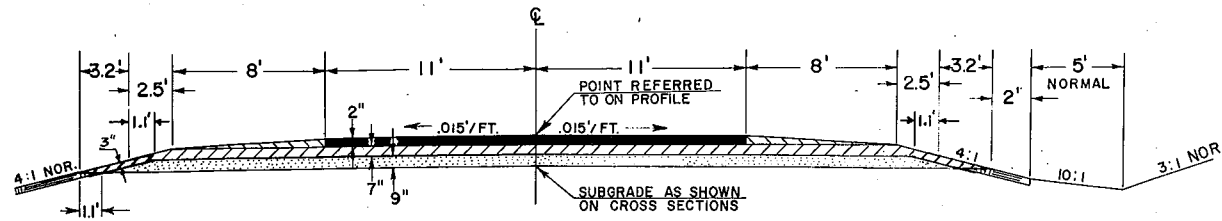
TOTAL NET LENGTH OF CENTERLINE = 2.376 MI.

APPROVED FOR *Marathon County*
Steve Jullio
10/2/67
Date *Harry Connor*
Title

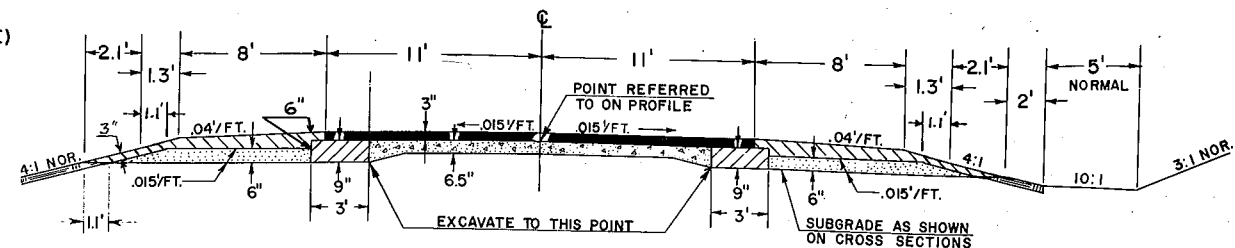
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS MADISON, WIS.	
SURVEYOR . . . R.S.F.	NOTE BOOK . . . 4765
DIVISION COMPUTER . . . J.E.S.	M. O. CHECKER . . . W.H.B.
DISTRICT CHECKER . . . E.P.M.	CORRECT
CORRECT:	
DATE 10/13/67	<i>H.L. Conkrite</i> DISTRICT ENGINEER
RECOMMENDED FOR APPROVAL:	
DATE	CHIEF/DESIGN ENGINEER
APPROVED:	
DATE 10/17/67	<i>W.J. Burns</i> STATE HIGHWAY ENGINEER
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
	DATE
	DIVISION ENGINEER

LEGEND

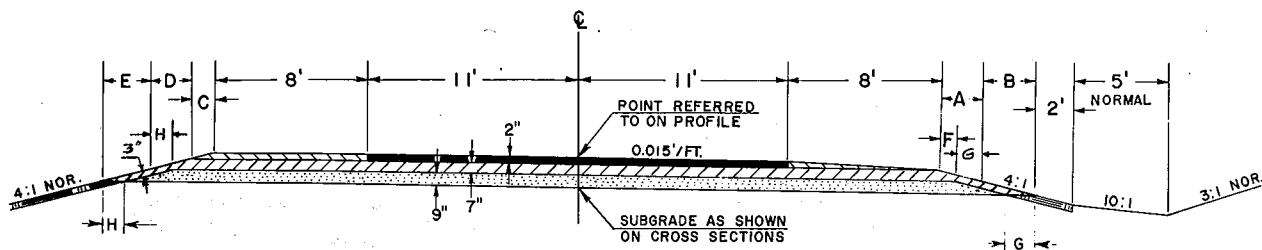
-  BITUMINOUS CONCRETE PAVEMENT
-  CONCRETE PAVEMENT (IN PLACE)
-  GRAVEL OR CRUSHED STONE BASE COURSE
-  GRAVEL OR CRUSHED STONE BASE COURSE (SHOULDER MATERIAL)
-  3" SALVAGED TOPSOIL (SEED AND FERTILIZE)
-  GRANULAR SUBBASE COURSE



TYPICAL SECTION
STA. 13+54.9 TO STA. 81+75
STA. 96+00 TO STA. 105+00, # 3" BITUMINOUS CONCRETE PAVEMENT

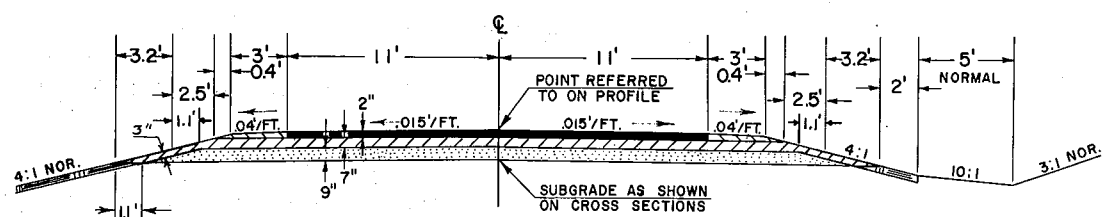


TYPICAL CAPPING SECTION
STA. 81+75 TO STA. 96+00
STA. 105+00 TO STA. 140+00
STA. 110+00 TO STA. 115+00 (5" BIT. CONC. PAVEMENT)

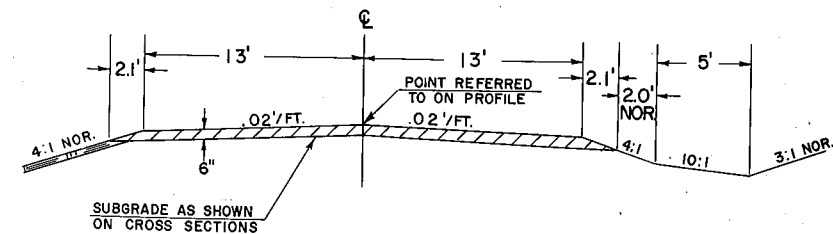


TYPICAL SUPERELEVATED SECTION

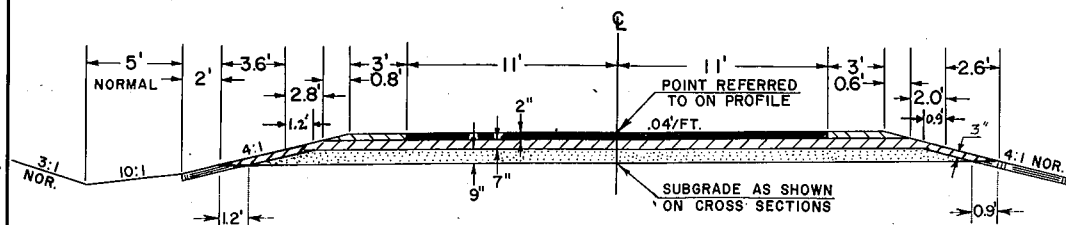
DEGREE	P.I. STA.	S.E./FT.	A	B	C	D	E	F	G	H
0° 30' RT.	29+04.9	R.C.	2.5'	3.2'	0.6'	2.2'	2.8'	0.0'	1.1'	0.9'
0° 45' LT.	49+29.4	R.C.	2.2'	2.8'	0.0'	2.5'	3.2'	0.6'	0.9'	1.1'
0° 30' RT.	101+04.4	R.C.	2.5'	3.2'	0.6'	2.2'	2.8'	0.0'	1.1'	0.9'



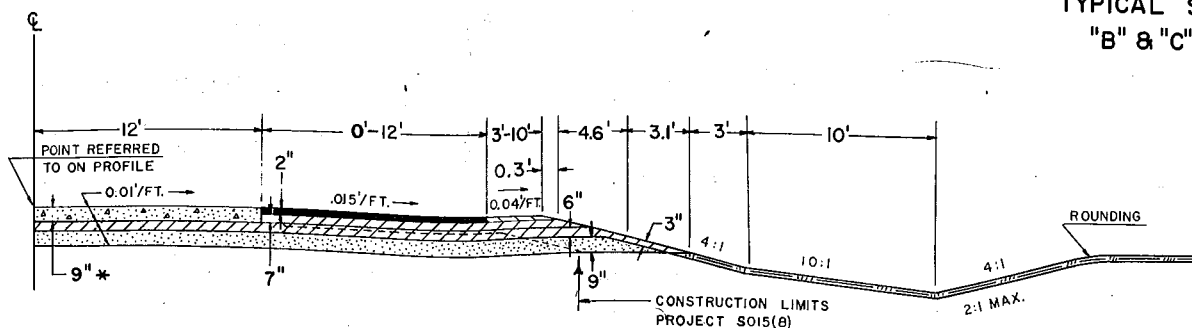
TYPICAL SECTION
"E" LINE



TYPICAL SECTION
"B" & "C" LINES



TYPICAL SUPERELEVATED SECTION
"E" LINE

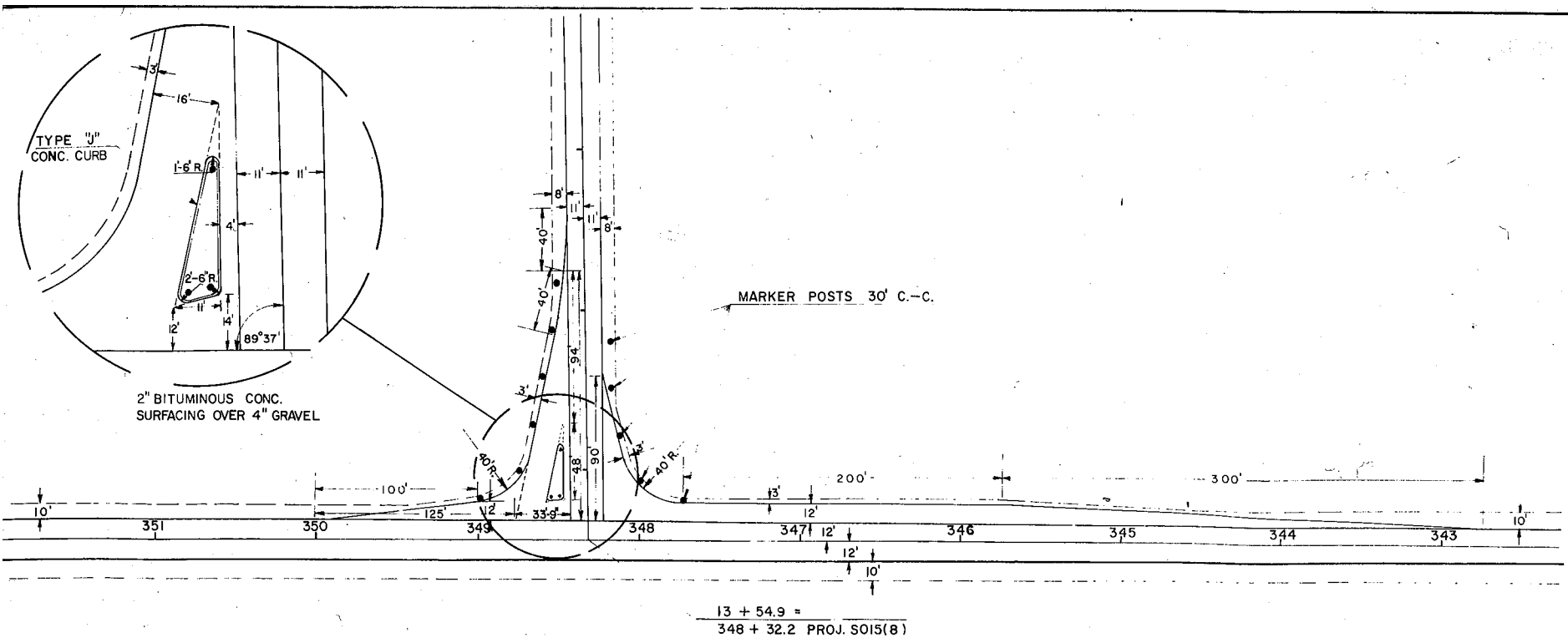


ULTIMATE HALF SECTION S.T.H. 97
STA. 344+10 TO STA. 350+10

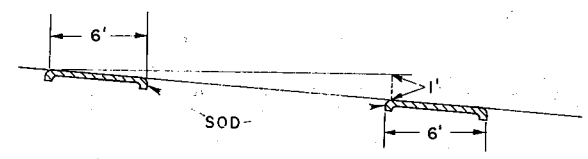
* NOT A PART OF THIS CONTRACT

TYPICAL CROSS SECTIONS FOR

- 38' ROADWAY - C.T.H. "C"
- 28' ROADWAY - "E" LINE
- 26' ROADWAY - "B" & "C" LINE

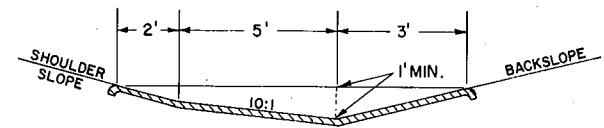


TYPE "U" INTERSECTION



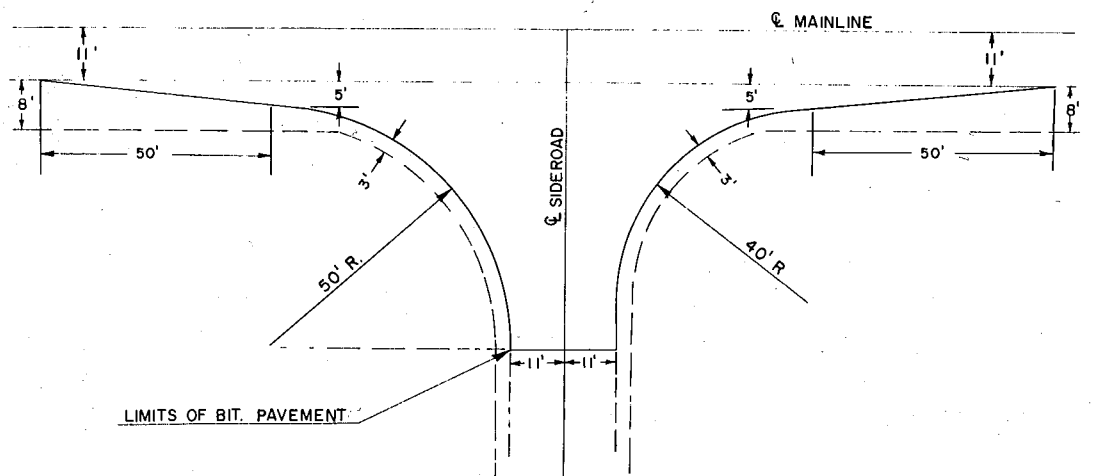
PROFILE OF DITCH GRADE SHOWING SOD DITCH CHECKS

NOTE: NUMBER REQUIRED WILL BE DETERMINED BY VERTICAL SPACING



CROSSSECTION OF SOD DITCHES AND SOD DITCH CHECKS

NOTE: LOCATION AND DIMENSIONS TO FIT FIELD CONDITIONS TO BE ADJUSTED AS DIRECTED BY THE ENGINEER



TYPE "S" INTERSECTION

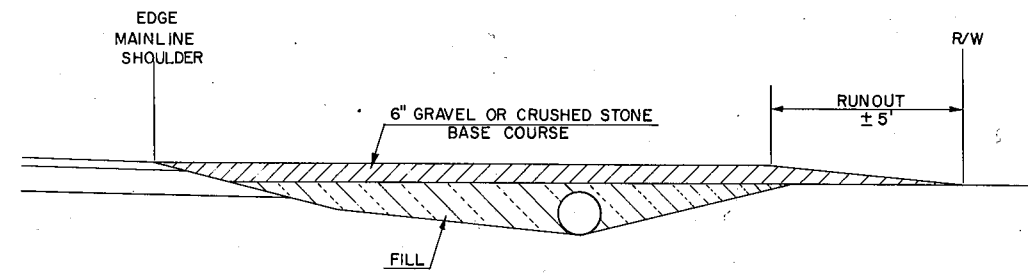
GENERAL NOTES:
 WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE, OR SURFACE COURSE ARE MEASURED FOR PAYMENT BY THE TON OR BY THE CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY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

SALVAGED TOPSOIL, WHERE REQUIRED, IS PLACED TO APPROXIMATE DEPTH OF 3" AT TIME OF PLACING.

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

ALL STONE PILES ON OR PARTIALLY ON THE R/W SHALL BE ENTIRELY REMOVED AND WILL BE PAID FOR AS UNCLASSIFIED EXCAVATION AND HAVE BEEN INCLUDED IN THE INDIVIDUAL BALANCES.

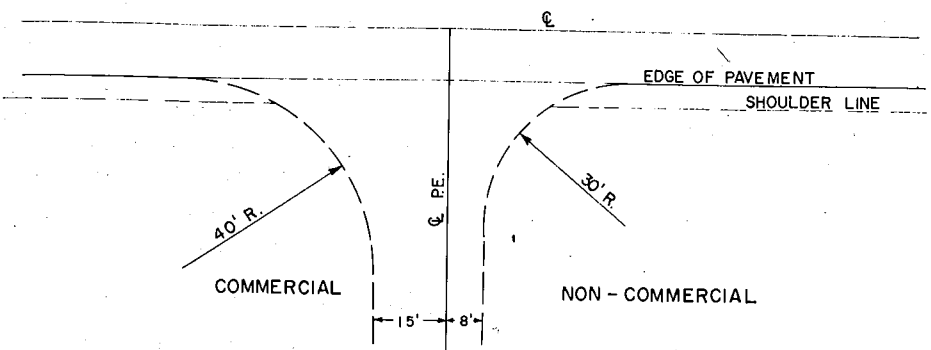
5" BITUMINOUS CONCRETE PAVEMENT TO BE CONSTRUCTED WITH 1-1/4" SURFACE COURSE AND TWO BINDER COURSES.



SECTION VIEW OF PRIVATE ENTRANCES

APPLICABLE STANDARD DETAIL DRAWINGS

- 6- 2.5.2 RIPRAP AT SIDE ROAD CULVERTS AND RIPRAP OR SOD AT PRIVATE ENTRANCE
- 6- 2.6.5 APRON ENDWALLS FOR CULVERT PIPE AND PIPE ARCH
- 7- 1.3.5 MARKER POST AND MARKER POSTS FOR RIGHT OF WAY
- 7- 4.1.5 CONSTRUCTION BARRICADE
- 6- 2.4.3 MORTAR RUBBLE MASONRY OR RIPRAP FOR CULVERT & CATTLE PASS END WALLS.
- 12- 1.1.2 LANDMARK REFERENCE MONUMENTS
- 3- 1.1.7 CONCRETE CURB & GUTTER



TYPICAL HALF PLAN OF ENTRANCES

MISCELLANEOUS DETAILS

DETAIL SUMMARY SHEET OF MISCELLANEOUS QUANTITIES

* AS LISTED ELSEWHERE ON THIS SHEET

CLEARING AND GRUBBING		STATIONS	
STATION TO STATION	CLEARING	GRUBBING	
4 + 00 - 16 + 00 (TO R/W IN VISION Δ'S INCLUDED)	2	2	
14 + 00 - 42 + 00	8	8	
13 + 00 - 44 + 00	1	1	
16 + 00 - 48 + 00	-	2	
18 + 00 - 50 + 00 (TO R/W IN VISION Δ'S INCLUDED)	2	2	
36 + 00 - 57 + 00	1	1	
58 + 00 - 60 + 00 (INCLUDES EARTH BERM)	2	2	
30 + 00 - 66 + 00	6	6	
72 + 00 - 78 + 00 (TO R/W IN VISION Δ'S INCLUDED)	6	6	
30 + 00 - 81 + 00	1	1	
37 + 00 - 98 + 00	1	1	
00 + 00 - 102 + 00 (TO R/W IN VISION Δ'S INCLUDED)	2	2	
12 + 00 - 114 + 00	2	2	
19 + 00 - 121 + 00	2	2	
9"B" + 00 - 10"B" + 00	1	1	
1"B" + 00 - 12"B" + 00	1	1	
0"C" + 00 - 12"C" + 00	2	2	
7"E" + 00 - 9"E" + 00 (TO R/W IN VISION Δ'S INCLUDED)	3	3	

OBLITERATING OLD ROAD		
STATION TO STATION	NO. OF STATIONS	LOCATION
75 + 00 - 78 + 00	3	RT.

MARKER POSTS		
STATION TO STATION	SPACING	EACH
"E" + 25 RT - 75 + 50 RT. (SH'LDS.)	25'	12
"E" + 00 LT - 74 + 40 RT. (SHLD.) ISLAND	25'	5
TYPE "J" INTERSECTION		3
		11

REMOVING PAVEMENT		
STATION TO STATION	LENGTH	SQ. YDS.
"E" + 50 - 81 + 75		1,970
6 + 00 - 105 + 00		1,800

GRANULAR SUBBASE		CU. YDS.
STATION TO STATION		
13 + 55 - 45 + 42		4,487
45 + 42 - 81 + 75		5,113
81 + 90 - 96 + 00		743
96 + 00 - 105 + 00		1,265
105 + 00 - 137 + 00		1,687
137 + 00 - 140 + 00		422
5"E" + 50 - 9"E" + 80		558
344 + 10 - 350 + 10		65

GRAVEL OR CRUSHED STONE BASE COURSE		
STATION TO STATION	TONS	
13 + 55 - 45 + 42	5,973	
45 + 42 - 81 + 75	6,808	
81 + 90 - 96 + 00	639	
96 + 00 - 105 + 00	1,684	
105 + 00 - 140 + 00	1,587	
7"B" + 00 - 12"B" + 00	522	
8"C" + 00 - 12"C" + 00	416	
5"E" + 00 - 9"E" + 80	740	
* P.E.'S.	210	
344 + 10 - 350 + 10 (S.T.H. 97)	214	

GRAVEL OR CRUSHED STONE BASE COURSE (SHOULDER MATERIAL)		
STATION TO STATION	TONS	
16 + 00 - 81 + 75	845	
96 + 00 - 105 + 00	504	
81 + 90 - 96 + 00	840	
105 + 00 - 140 + 00	1,898	
"E" LINE	35	

LANDMARK REFERENCE MONUMENTS			
STATION	LOCATION	DESCRIPTION	REFERENCE MONUMENTS REQ'D.
49 + 29.4	P.I.	50' NO. STONE SECTION CORNER	2
75 + 26.5	P.I.	22.3' NO. STONE 1/4 CORNER	2
101 + 33.5		33 LT.&RT. IRON PIPES	4
128 + 31		24' NO. STONE 1/4 CORNER	2

BITUMINOUS SURFACING			STATION
STATION TO STATION	LOCATION	PRIME GALLON	
16 + 00 - 81 + 75	MAINLINE	4380	88 + 50
"B" LINE INTERSECTION	LT. & RT.	170	99 + 70
"E" LINE	INCLUDES INTERSECTION	370	100 + 35
81 + 75 - 96 + 00	MAINLINE	632	110 + 00
96 + 00 - 105 + 00	MAINLINE	242	121 + 77
"C" LINE INTERSECTION	LT. & RT.	170	122 + 50
105 + 00 - 140 + 00	MAINLINE	1705	134 + 50
"D" LINE INTERSECTION	LT. & RT.	100	
TYPE "J" INTERSECTION	INCL. ISLAND	320	

SODDING		
STATION TO STATION	LOCATION	SQ. YDS.
21 + 00 - 30 + 40	RT.	140
30 + 40 - 31 + 00	RT.	70
36 + 00 - 46 + 00	RT.	100
78 + 00 - 81 + 75	LT.	40
84 + 00 - 97 + 00	RT.	150
87 + 00 - 98 + 00	LT.	140
89 + 50	LT.	10
93 + 50	LT.	10
100 + 00 - 105 + 00	LT.	50
112 + 00 - 113 + 07	LT.	120
113 + 15 - 114 + 00	RT.	95
113 + 15 - 114 + 00	LT.	95
114 + 00 - 119 + 00	RT.	50
114 + 00 - 121 + 00	LT.	70
130 + 70	LT.	10
132 + 00 - 139 + 00	RT.	60
132 + 00 - 139 + 00	LT.	50
135 + 60	LT.	10

RIP RAP			
STATION	LOCATION	CU. YD.	REMARKS
59 + 00	LT.	23	DOWN STREAM SLOPE EARTH BERM
113 + 10		10	ENDWALLS ON 2-36 R.C.C.P.
128 + 53		4	ENDWALLS ON 24" R.C.C.P.

CROSS DRAIN PIPES					
STATION	DIA. INCHES	LENGTH LIN. FT.	TYPE	CLASS	APRON END WALLS
14 + 30	24	100	⊙ C.P.	III	2
19 + 00	30	76	⊙ C.P.	III	2
31 + 00	3-30	84	⊙ C.P.	III	6
48 + 00	3-36	58	⊙ C.P.	III	6
50 + 00	30	62	⊙ C.P.	III	2
65 + 00	36	58	⊙ C.P.	III	2
9"E" + 50	24	46	⊙ C.P.	III	2
10"C" + 40	24	44	⊙ C.P.	III	2
113 + 10 EXTENSION	2-36	4 @ 4	RCCP	III	
128 + 53	24	IN PLACE	RCCP	III	

PRIVATE ENTRANCE CULVERTS										
LOCATION	RT.	DIA. IN.	LIN. FT.	TYPE	CLASS	SOD S.Y.	R.C. CONC. S.Y.	BIT. CONC. TON	A.C. TON	BASE COURSE TONS
X	X	18	28	C.P.	III	8				30
X	X									30
X	X	18	28	C.P.	III	8				30
X	X	18	30	C.P.	III	8				30
X	X	18	28	C.P.	III	8				30
X	X	24	28	C.P.	III	10				30

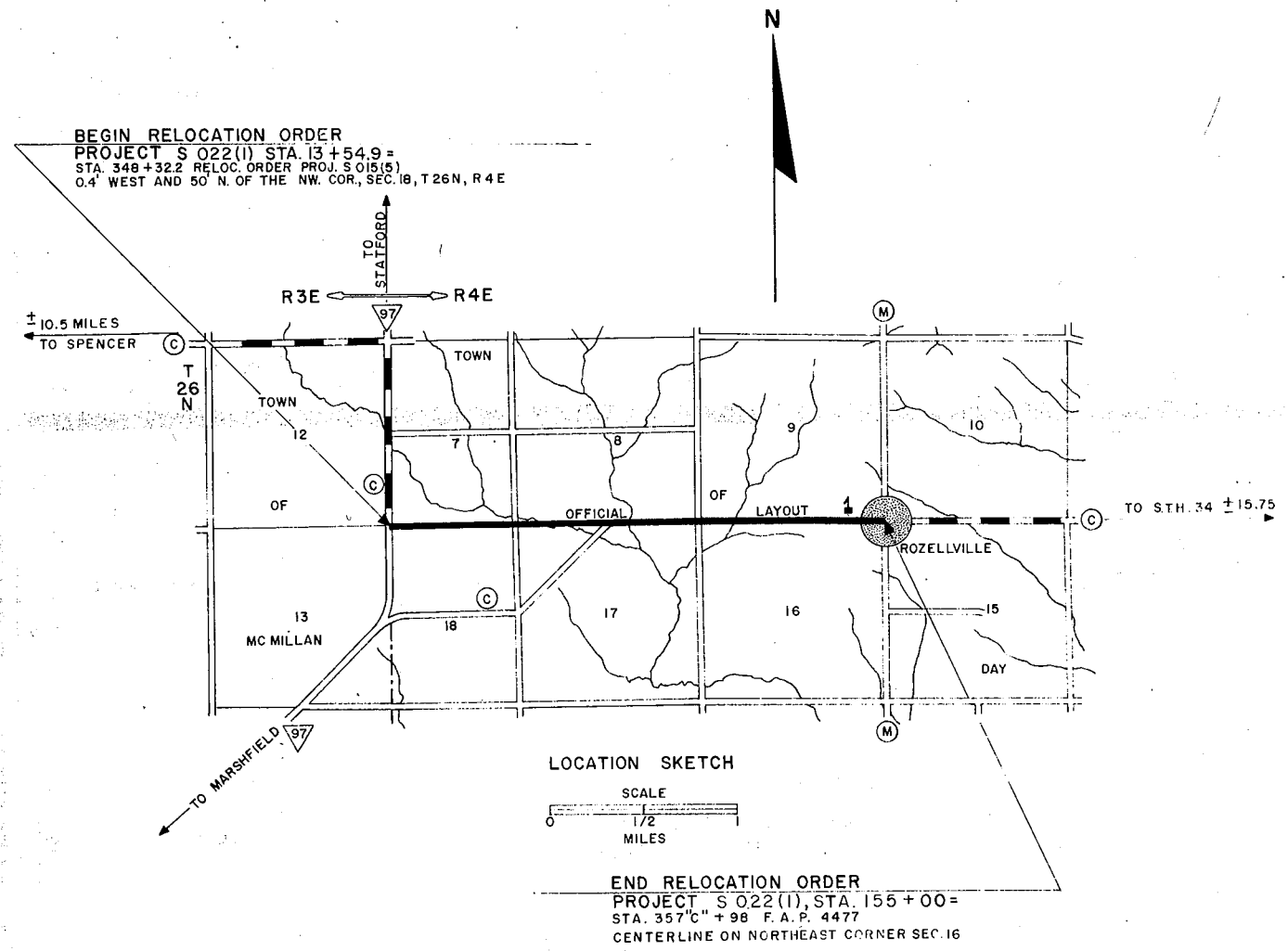
COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE FEDERAL	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
376	22.0	III	4 WIS.	4	
CONST PROJECT		S 022 (1)		1	90

ALL PARCELS TO BE ACQUIRED BY THE HIGHWAY COMMITTEE OF MARATHON COUNTY.

PARCEL NUMBER	SHEET NUMBER	OWNER	INTERESTS REQUIRED	ACRES
1	4.2	ERNEST KRESS	FEE	0.65
2	4.2	MERLIN G. SCHALOW	FEE	3.10
3	4.2	RANDALL BUDAHN	FEE	3.62
4	4.2	HARRY HOFFENBERGER	FEE	1.90
5	4.3	WILLIAM STUHR	FEE & L.H.E.	0.24
* 6	4.3	ANNA THIESEN EST.	FEE & L.H.E.	5.58
7	4.3	JAMES GRIESBACH	FEE & L.H.E.	0.27
8	4.3	FREDERICK WILLIS	FEE	0.31
9	4.3	GEORGE WEICHEL	FEE	1.09
10	4.3	PAUL KOHLBECK	FEE	1.26
11	4.3	RAYMOND P. WEBER	FEE	0.11
12	4.4	FLORIAN THEURER	FEE	0.43
13	4.4	PUANE RASCHKE	FEE	0.80
14	4.4	NICK BENZ	FEE	0.51
15	4.4	ANDREW VARSHO	FEE	0.04
16	4.4	MARIE REIF	FEE	0.15
17	4.4	NORMAN REHLINGER	FEE	0.32

STANDARD ABBREVIATIONS

ACRES	AC.
AHEAD	AH.
AVENUE	AVE.
BACK	BK.
BARN	B
BUILDINGS	BLDGS.
CREEK	CR.
DEGREE OF CURVE	D.
EXTERNAL DISTANCE	E
FACTORY	FACT.
FOUNDATION	FDN.
GARAGE	G
HOUSE	H
HOUSE TRAILER	H.T.
LENGTH OF CURVE	L.
LIMITED HIGHWAY EASEMENT	L.H.E.
MACHINERY SHED	M.S.
MILE	MI.
MILK HOUSE	M.H.
NORTHEAST	NE
NORTHWEST	NW
POINT OF CURVATURE	P.C.
POINT OF INTERSECTION	P.I.
POINT OF TANGENCY	P.T.
POINT OF COMPOUND CURVE	P.C.C.
POINT OF REVERSE CURVE	P.R.C.
POINT ON CURVE	P.O.C.
PROJECT	PROJ.
PROPERTY LINE	P.L.
RADIUS	R.
REFERENCE LINE	R.L.
SECTION	SEC.
SERVICE STATION	S.S.
SHED	S
SOUTHEAST	SE
SOUTHWEST	SW
TAVERN	TAV.
WAREHOUSE	WH.
WELL	W
WINDMILL	WM.
LAND CONTRACT	L.C.
CENTERLINE	C
CORNER	COR.



* WALTER P. THIESEN L.C.

NOTE:
 BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

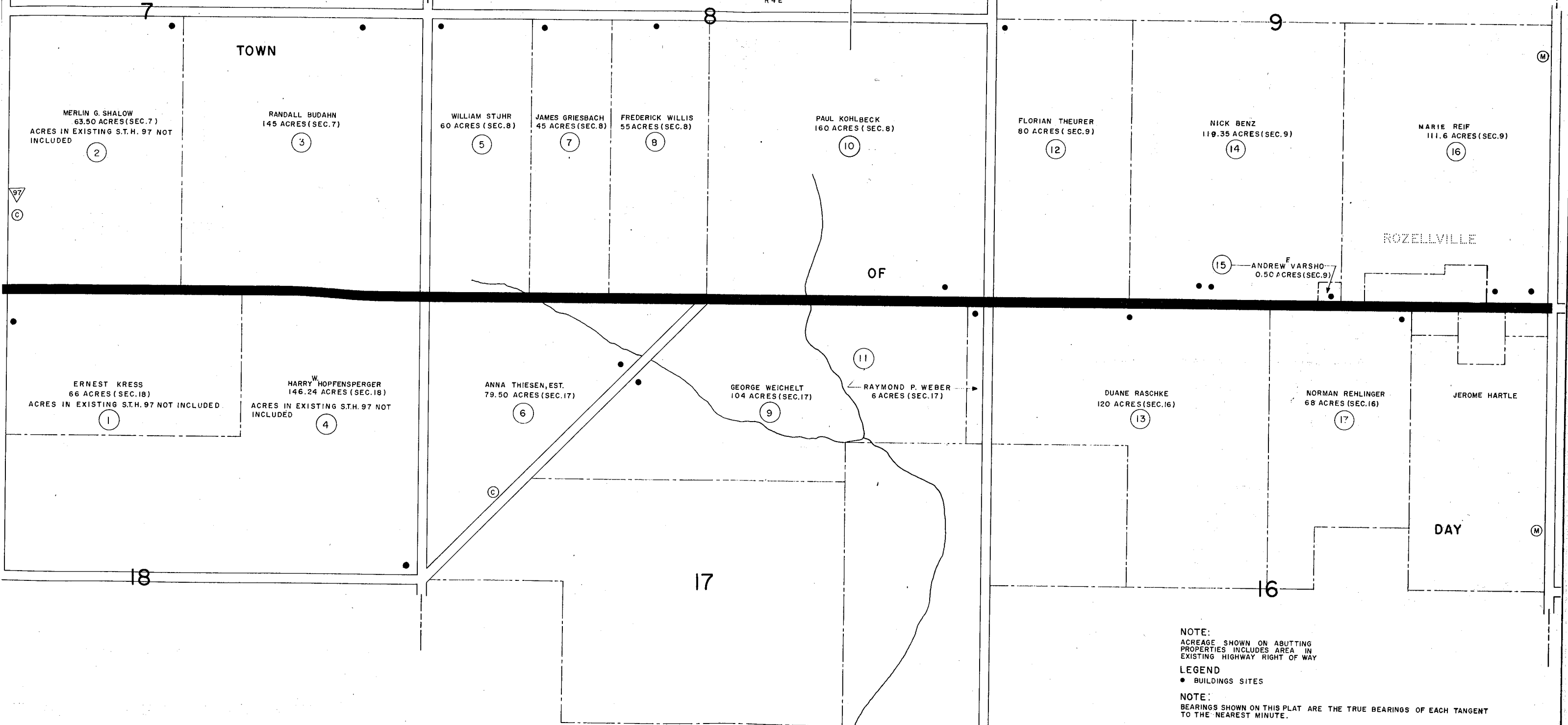
REVISION DATE	HIGHWAY COMMITTEE OF MARATHON COUNTY, WISCONSIN PLAT OF RIGHT OF WAY REQUIRED PROJECT S 022 (1) S.T.H. 97 - ROZELLVILLE C.T.H. "C" MARATHON COUNTY
	SCALE 0 100 200 400 FEET 2.679 MILES DATED DEC. 13, 1965

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
376	22.0		11.1	4 WIS.	4.1	
CONST. PROJECT		S 022 (1)			9.1	90

T 26
N



R 4 E



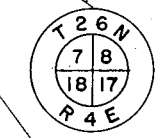
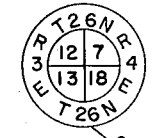
NOTE:
ACREAGE SHOWN ON ABUTTING PROPERTIES INCLUDES AREA IN EXISTING HIGHWAY RIGHT OF WAY

LEGEND
• BUILDINGS SITES

NOTE:
BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

REVISION DATE	HIGHWAY COMMITTEE OF MARATHON COUNTY, WISCONSIN
	PLAT OF RIGHT OF WAY REQUIRED PROJECT S 0221 (1)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
37.6	22.0	STATE	FEDERAL	4 WIS.	4.2	
CONST. PROJECT <i>S 022 (1)</i>					4.2	40

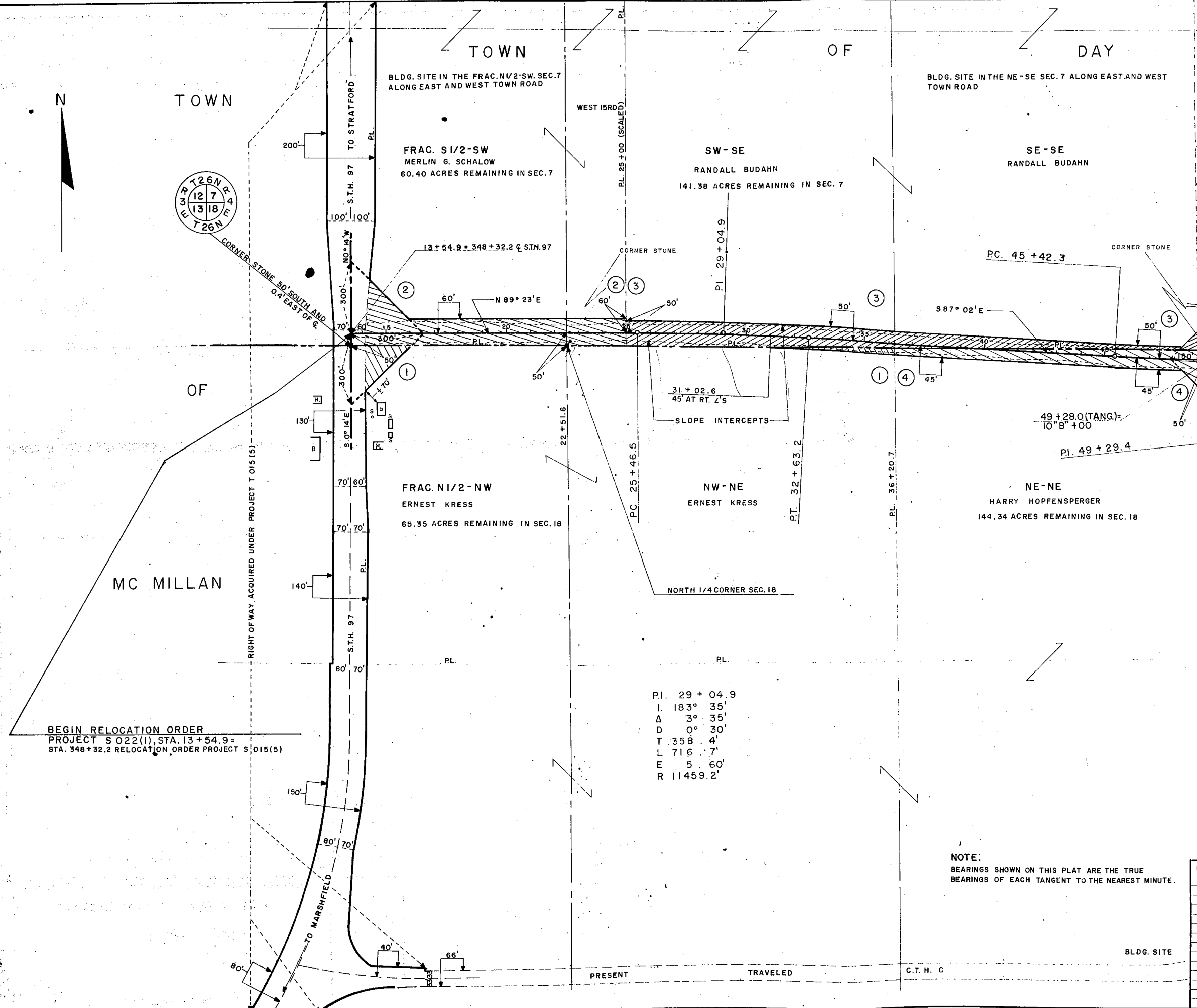


SCALE: 1" = 100'

$49 + 27.7 \text{ C} = 10" \text{ B} + 09.7$
 $49 + 28.0 \text{ (TANG.)} = 10" \text{ B} + 00$

P.I. $49 + 29.4$
 I. $174^\circ 12'$
 Δ $5^\circ 48'$
 D $0^\circ 45'$
 T $387.1'$
 L $773.3'$
 E $5.68'$
 R $7639.4'$

NOTE:
ACRES IN EXISTING TOWN ROADS INCLUDED IN REMAINING ACRES ON THIS SHEET.



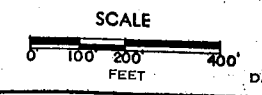
P.I. $29 + 04.9$
 I. $183^\circ 35'$
 Δ $3^\circ 35'$
 D $0^\circ 30'$
 T $358.4'$
 L $716.7'$
 E $5.60'$
 R $11459.2'$

BEGIN RELOCATION ORDER
 PROJECT *S 022 (1)*, STA. $13 + 54.9 =$
 STA. $348 + 32.2$ RELOCATION ORDER PROJECT *S 015 (5)*

NOTE:
BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

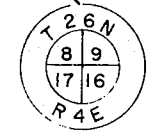
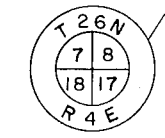
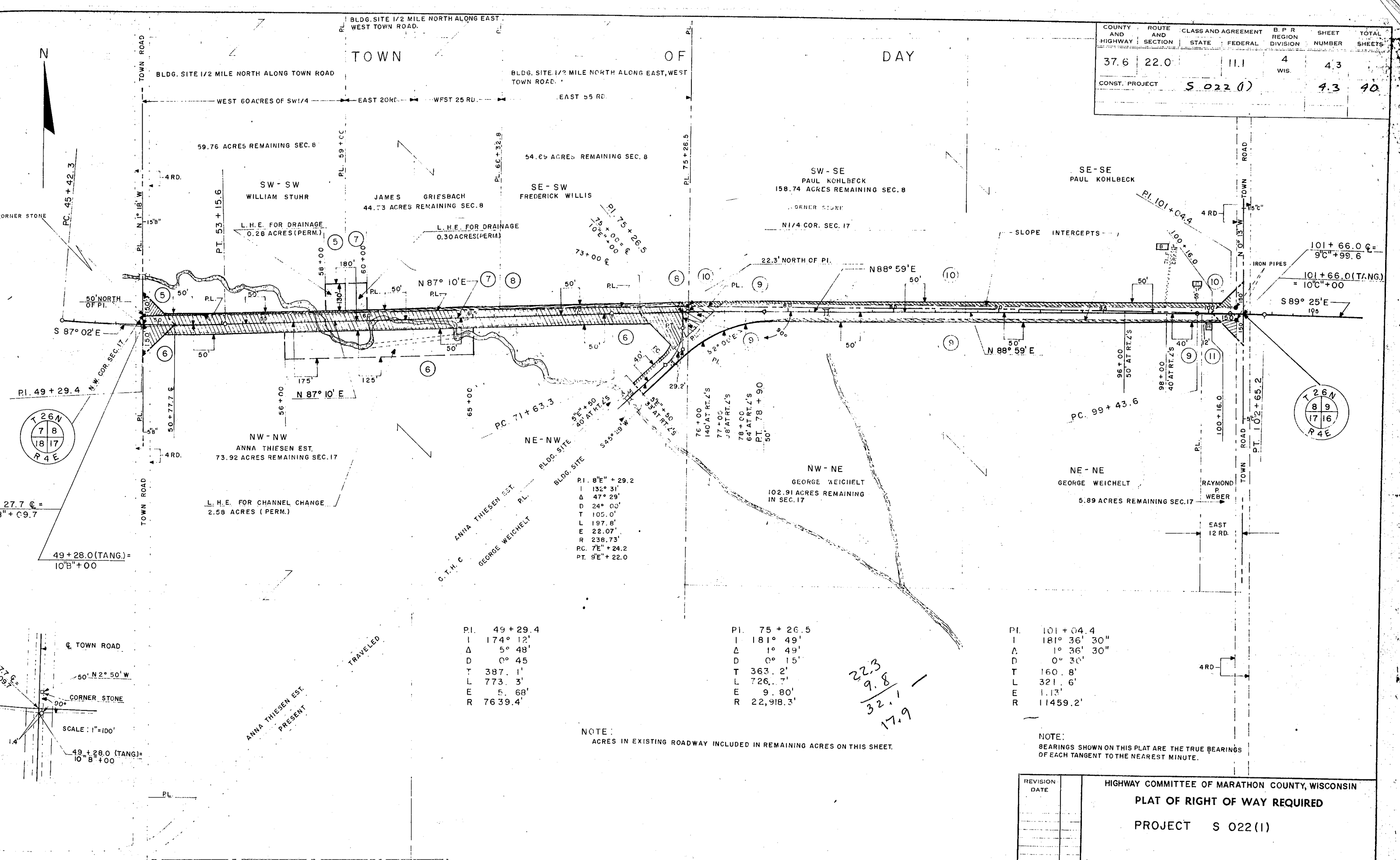
REVISION DATE

HIGHWAY COMMITTEE OF MARATHON COUNTY, WISCONSIN
 PLAT OF RIGHT OF WAY REQUIRED
 PROJECT *S 022 (1)*



COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
37.6	22.0	11.1	4 WIS.	4.3	40
CONST. PROJECT				S 022 (1)	4.3 40

TOWN OF DAY



$9 + 27.7 \text{ @} = 0^{\circ} \text{B}'' + 09.7$
 $49 + 28.0 \text{ (TANG.)} = 10^{\circ} \text{B}'' + 00$

L. H.E. FOR CHANNEL CHANGE
2.58 ACRES (PERM.)

ANNA THIESEN EST.
 GEORGE WEICHEL
 G.T.H.C.

PI.	49 + 29.4
I	174° 12'
Δ	5° 48'
D	0° 45'
T	387.1'
L	773.3'
E	5.68'
R	7639.4'

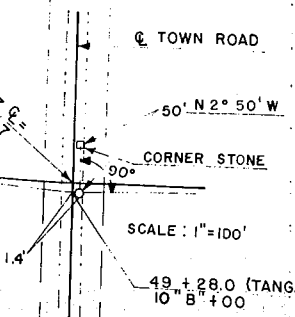
PI.	75 + 26.5
I	181° 49'
Δ	1° 49'
D	0° 15'
T	363.2'
L	726.7'
E	9.80'
R	22,918.3'

$\frac{22.3}{9.8} = 32.11$
 $\frac{17.9}{17.9} = 1$

PI.	101 + 04.4
I	181° 36' 30"
Δ	1° 36' 30"
D	0° 30'
T	160.8'
L	321.6'
E	1.13'
R	11459.2'

NOTE: ACRES IN EXISTING ROADWAY INCLUDED IN REMAINING ACRES ON THIS SHEET.

NOTE: BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.



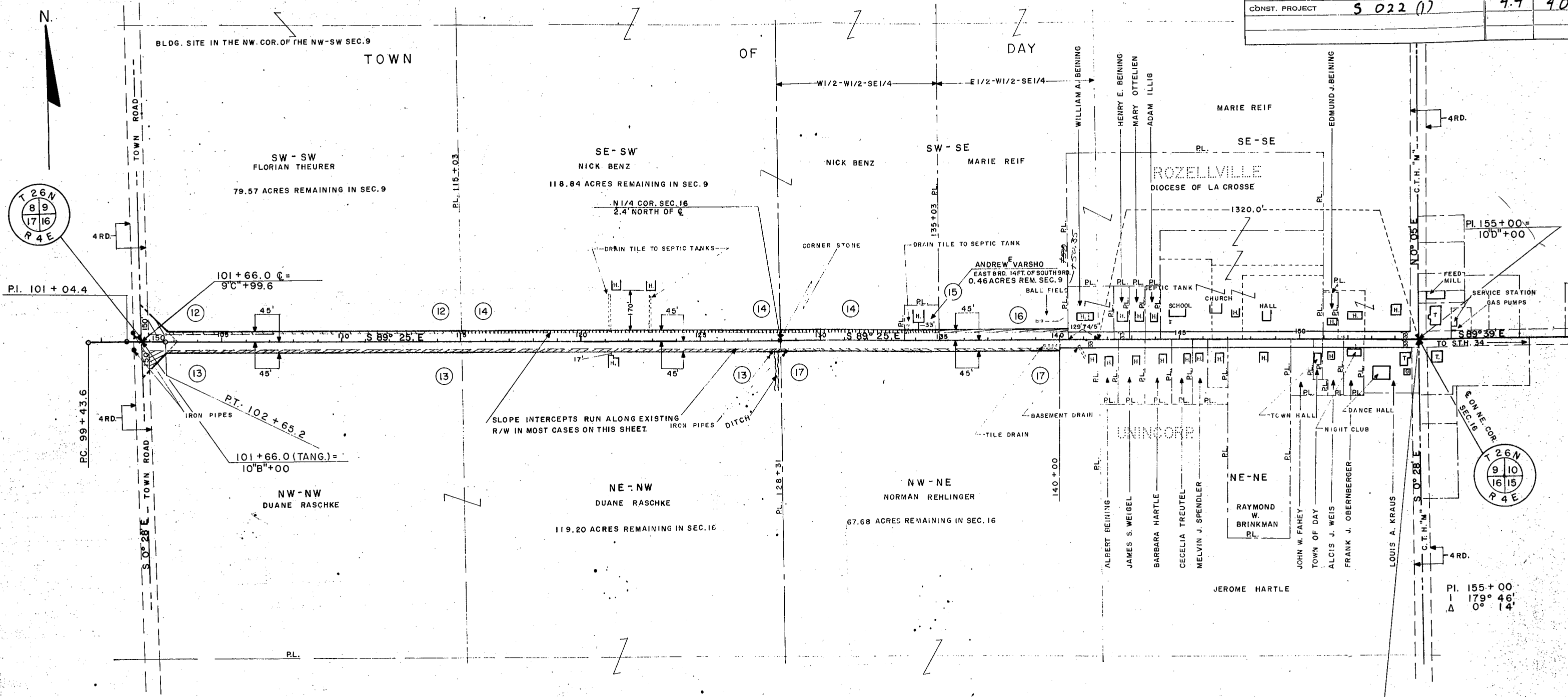
REVISION DATE	HIGHWAY COMMITTEE OF MARATHON COUNTY, WISCONSIN PLAT OF RIGHT OF WAY REQUIRED PROJECT S 022 (1)

SCALE: 1" = 100'

SCALE: 0 200' 400' FEET

DATED: DEC. 13, 1965

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
37.6	22.0	11.1	4 WIS.	4.4	
CONSTR. PROJECT				5 022 (1)	4.4 9.0



P.I. 101 + 04.4
I 181° 36' 30"
Δ 1° 36' 30"
D 0° 30'
T 160.8'
L 321.6'
E 1.13'
R 11459.2'

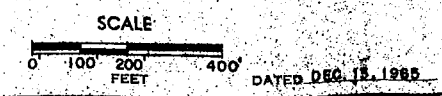
END RELOCATION ORDER
PROJECT S 022 (1), STA. 155+00
= STA. 357 "C" + 98 F.A.P. 4477

NOTE:
ACRES IN EXISTING ROADWAY INCLUDED IN REMAINING ACRES ON THIS SHEET.

NOTE:
BEARINGS SHOWN ON THIS PLAT ARE THE TRUE BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

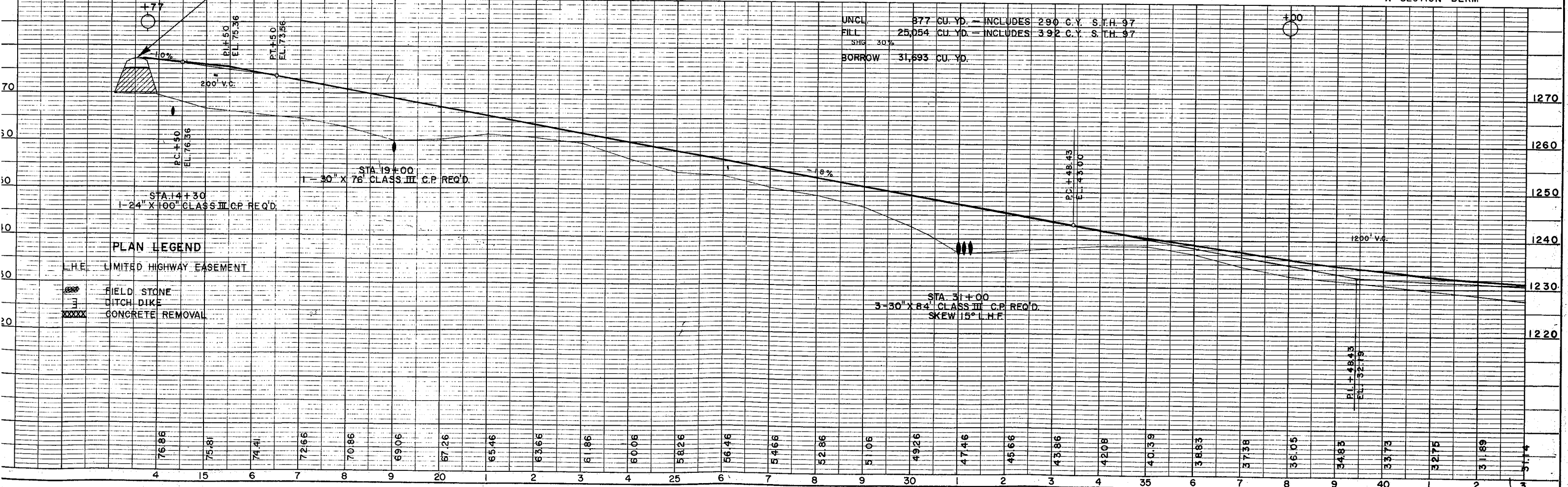
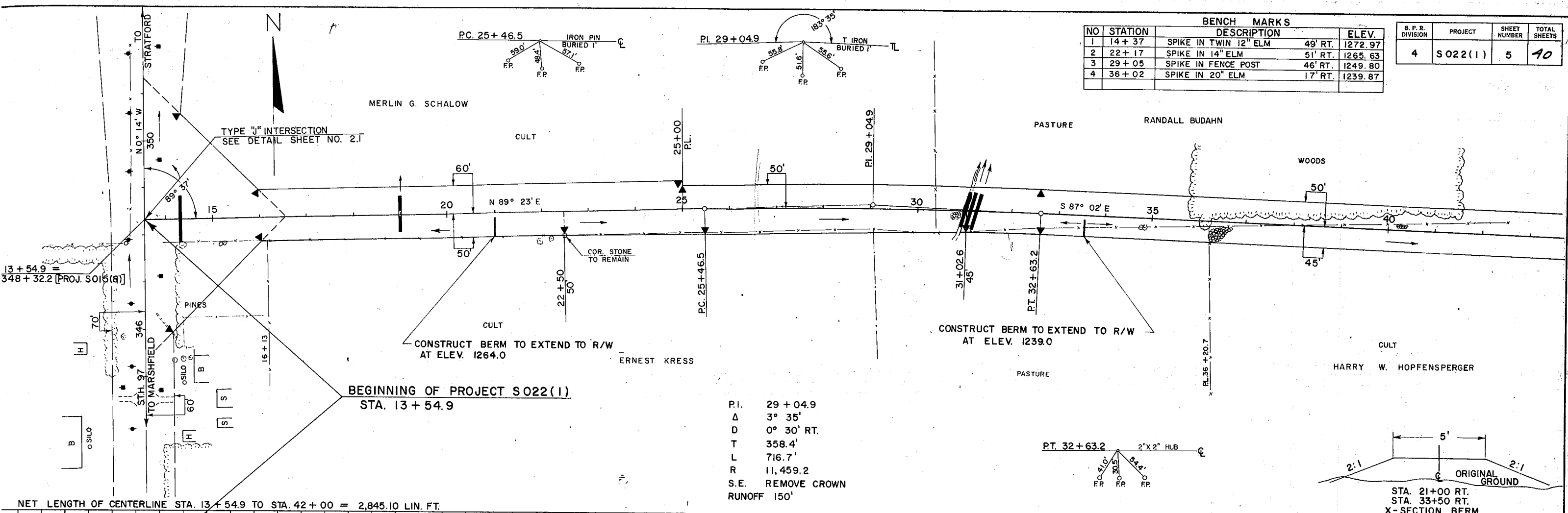
REVISION	DATE

HIGHWAY COMMITTEE OF MARATHON COUNTY, WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT S 022 (1)

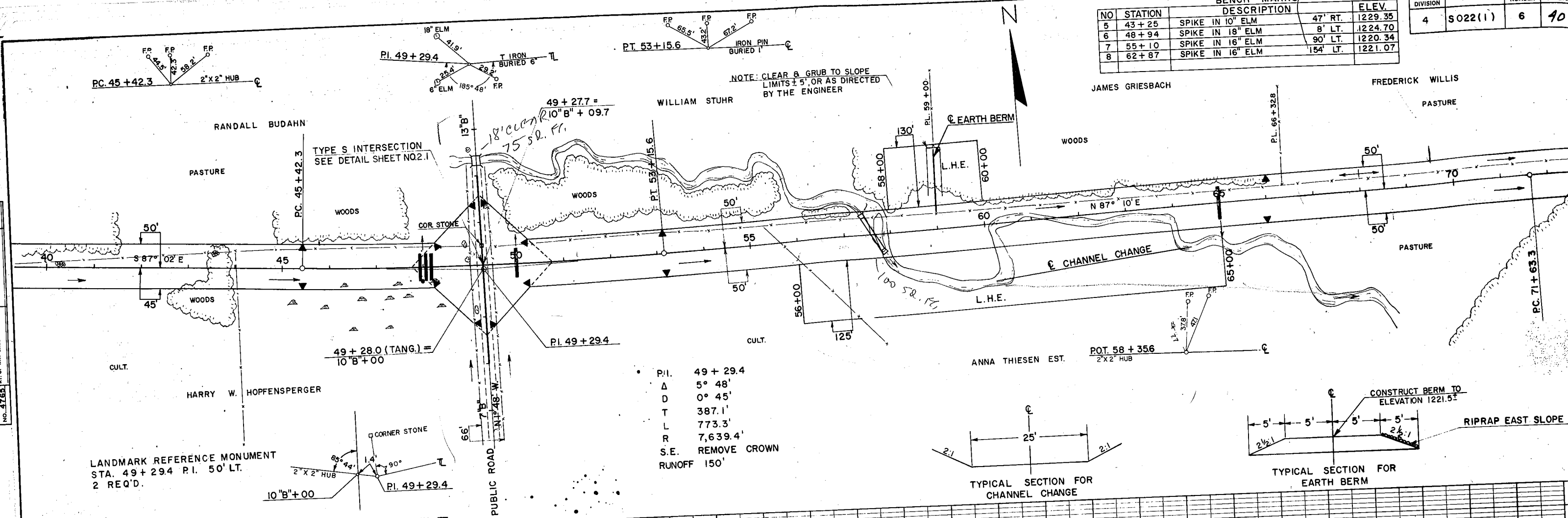


BENCH MARKS			
NO	STATION	DESCRIPTION	ELEV.
1	14+37	SPIKE IN TWIN 12" ELM	49' RT. 1272.97
2	22+17	SPIKE IN 14" ELM	51' RT. 1265.63
3	29+05	SPIKE IN FENCE POST	46' RT. 1249.80
4	36+02	SPIKE IN 20" ELM	17' RT. 1239.87

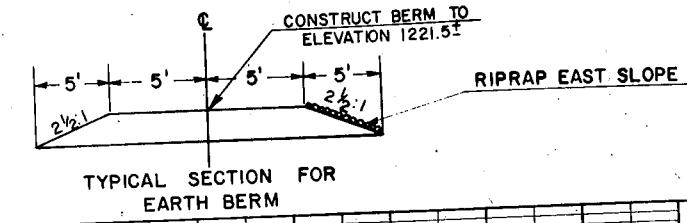
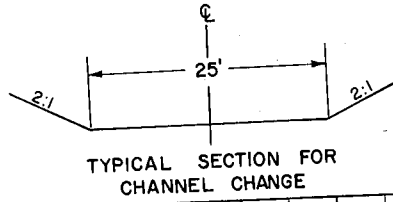
B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S022(1)	5	40



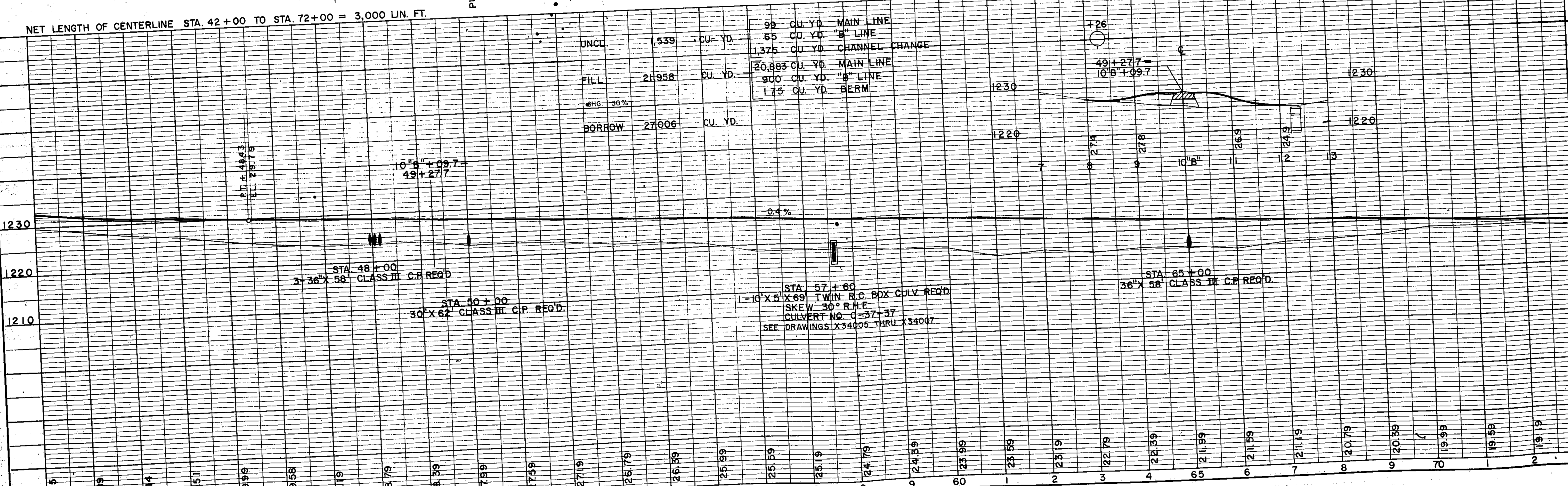
NO	STATION	DESCRIPTION	ELEV.
5	43+25	SPIKE IN 10" ELM	47' RT. 1229.35
6	48+94	SPIKE IN 18" ELM	8' LT. 1224.70
7	55+10	SPIKE IN 16" ELM	90' LT. 1220.34
8	62+87	SPIKE IN 16" ELM	154' LT. 1221.07



P.I. 49 + 29.4
 Δ 5° 48'
 D 0° 45'
 T 387.1'
 L 773.3'
 R 7,639.4'
 S.E. REMOVE CROWN
 RUNOFF 150'

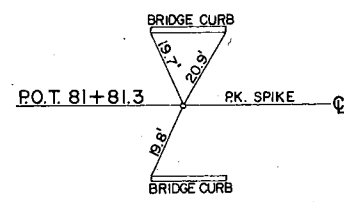
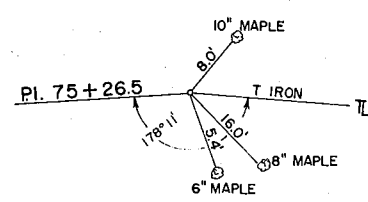
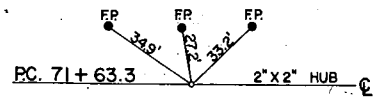


NET LENGTH OF CENTERLINE STA. 42+00 TO STA. 72+00 = 3,000 LIN. FT.



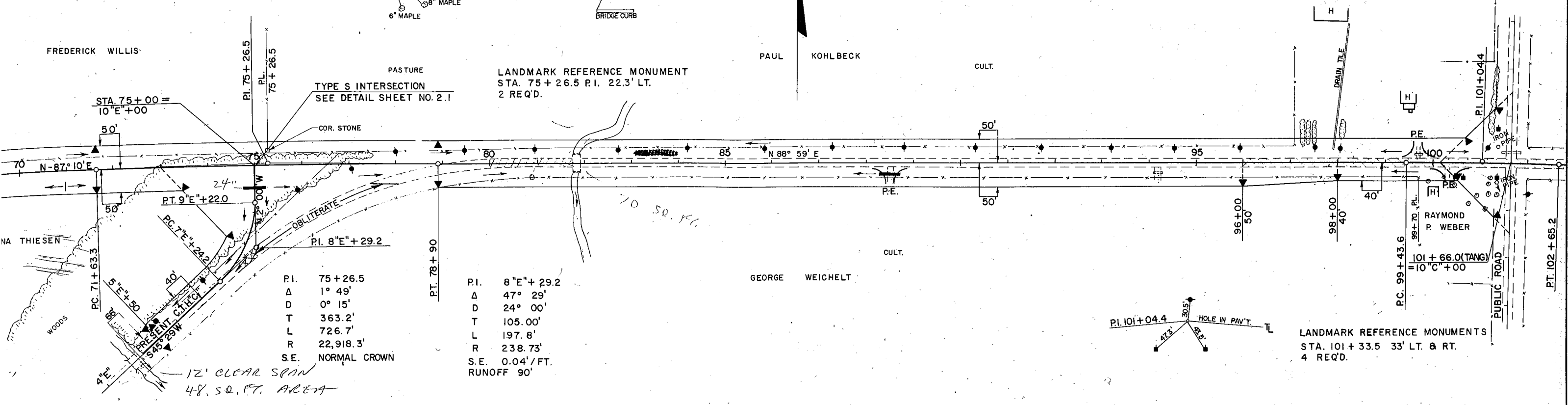
NO. 4755 RT. OF WAY CHECKED J.E.S. 12-65

I. N. S. NOTED STRUCTURE NOTATION C.R. REQ'D. J.E.S. 1-66



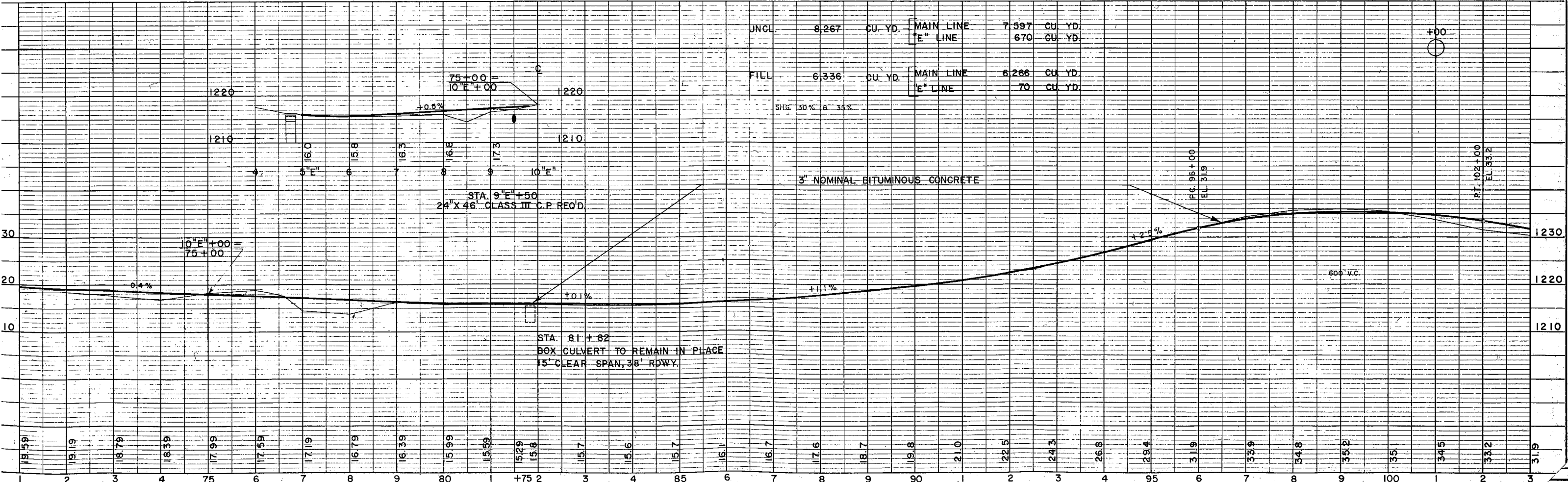
BENCH MARKS			
NO	STATION	DESCRIPTION	ELEV.
9	72+33	SPIKE IN 20" ELM	55' RT. 1217.73
10	80+89	SPIKE IN 22" ELM	27' RT. 1213.40
11	90+32	SPIKE IN TELEPHONE POLE	30' LT. 1220.57
12	101+34	SPIKE IN POWER POLE	71' LT. 1234.52

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S022 (1)	7	40



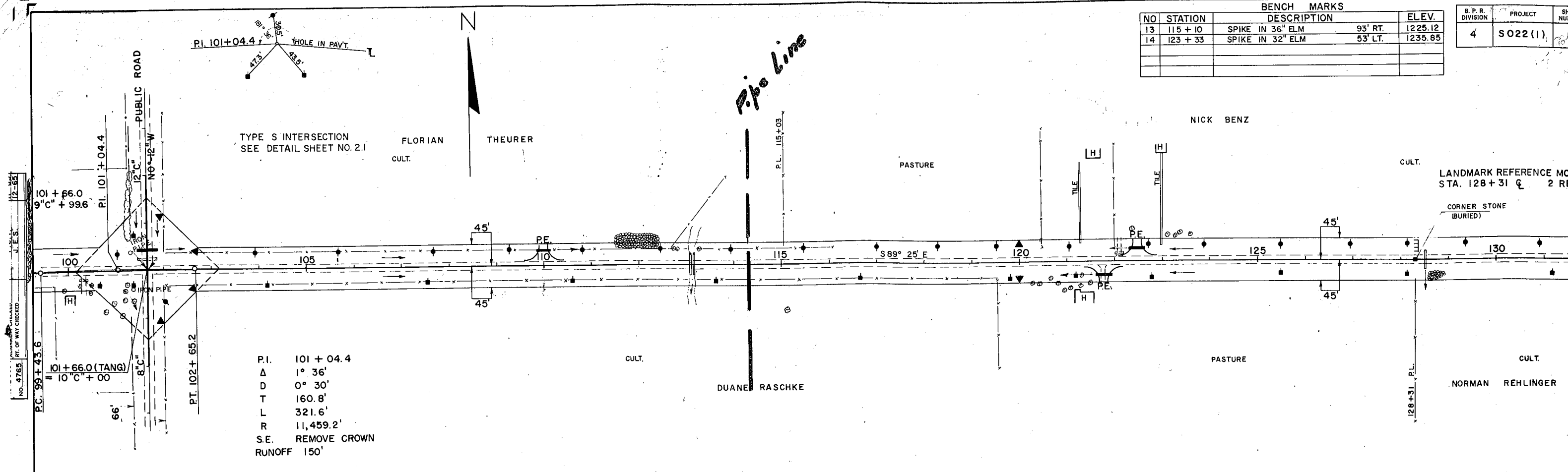
P.I.	75+26.5	P.I.	8'E'+29.2
Δ	1° 49'	Δ	47° 29'
D	0° 15'	D	24° 00'
T	363.2'	T	105.00'
L	726.7'	L	197.8'
R	22,918.3'	R	238.73'
S.E.	NORMAL CROWN	S.E.	0.04'/FT.
		RUNOFF	90'

NET LENGTH OF CENTERLINE STA. 72+00 TO STA. 102+00 = 3,000 LIN. FT.



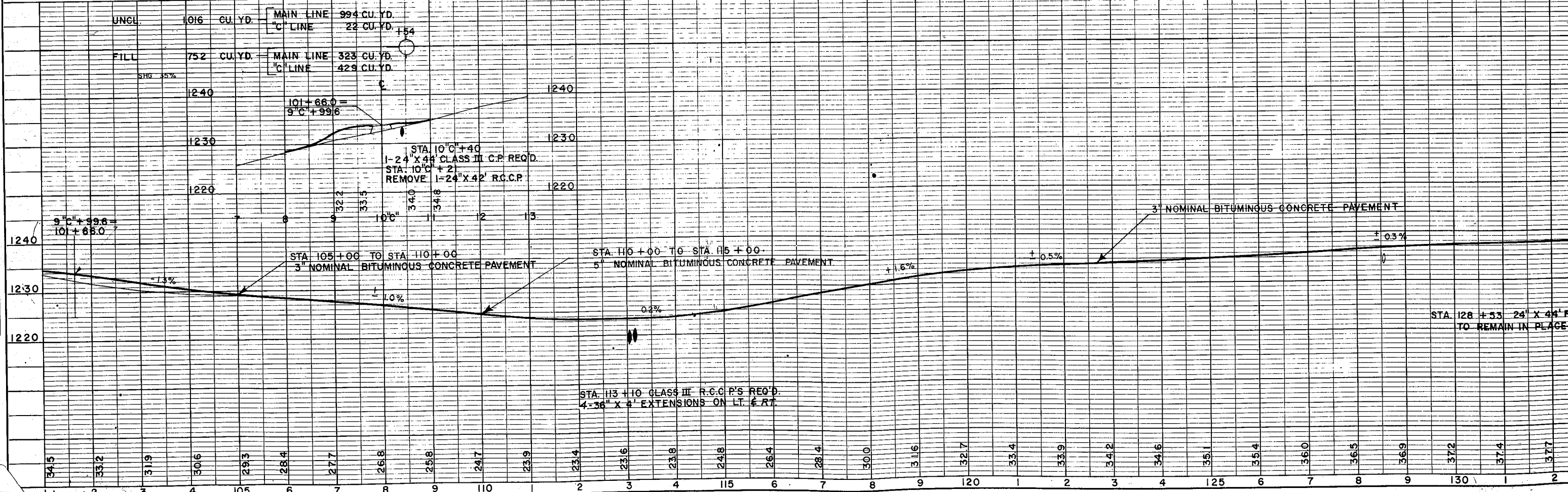
NO	STATION	BENCH MARKS DESCRIPTION	ELEV.
13	115 + 10	SPIKE IN 36" ELM 93' RT.	1225.12
14	123 + 33	SPIKE IN 32" ELM 53' LT.	1235.85

B. P. R. DIVISION	PROJECT	SH. NUM.
4	S022(1)	



P.I. 101 + 04.4
 Δ 1° 36'
 D 0° 30'
 T 160.8'
 L 321.6'
 R 11,459.2'
 S.E. REMOVE CROWN
 RUNOFF 150'

NET LENGTH OF CENTERLINE STA. 102 + 00 TO STA. 132 + 00 = 3,000 LIN. FT.

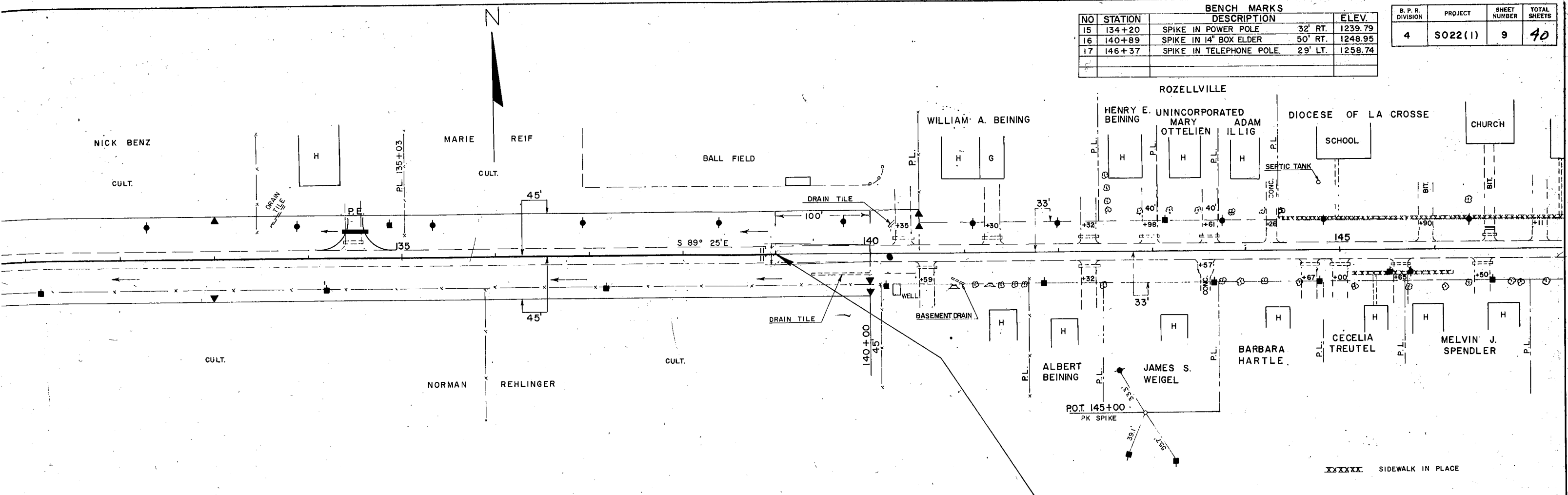


NO. 4765 RT. OF WAY CHECKED
 J. E. S. 11-2-65

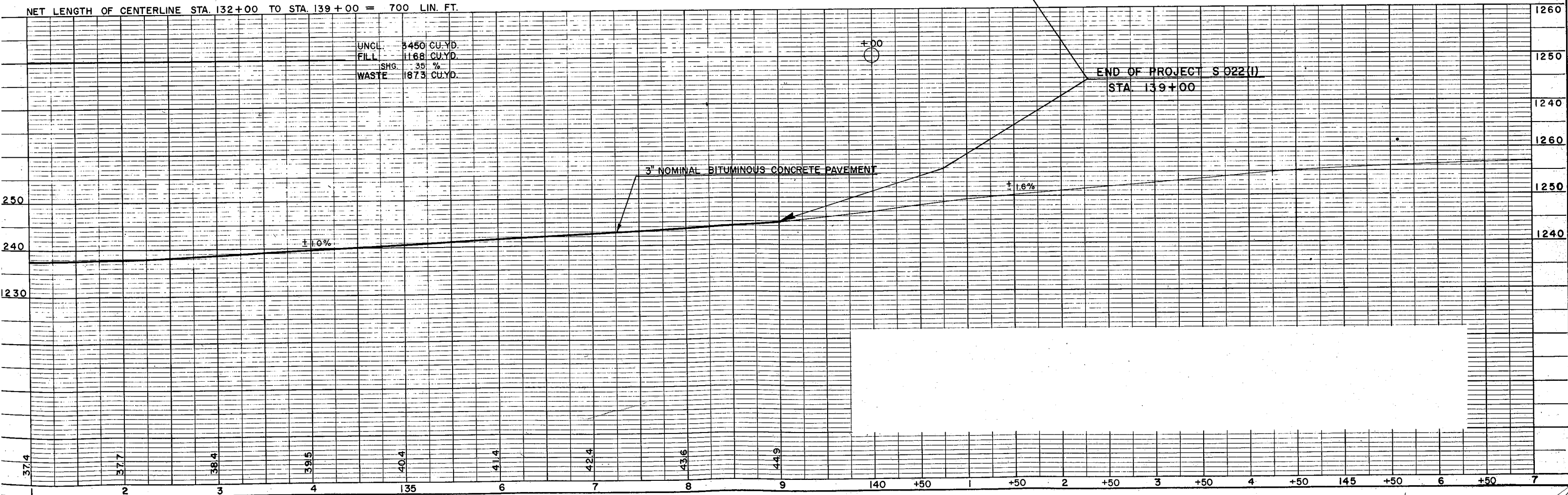
NO. 111 STRUCTURE NOTING CHG'D.
 J. E. S. 11-2-65

BENCH MARKS			
NO	STATION	DESCRIPTION	ELEV.
15	134+20	SPIKE IN POWER POLE 32' RT.	1239.79
16	140+89	SPIKE IN 14" BOX ELDER 50' RT.	1248.95
17	146+37	SPIKE IN TELEPHONE POLE 29' LT.	1258.74

B. P. R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S022(1)	9	40

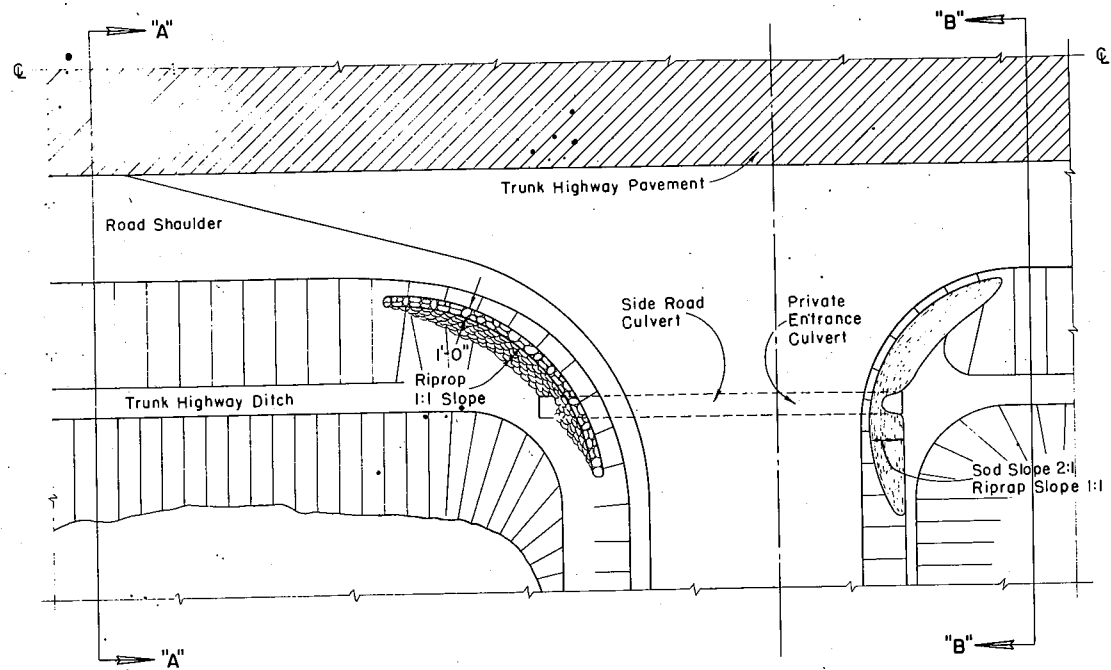


NET LENGTH OF CENTERLINE STA. 132+00 TO STA. 139+00 = 700 LIN. FT.



UNCL. 3450 CU.YD.
 FILL 1168 CU.YD.
 SHG. 35%
 WASTE 1673 CU.YD.

END OF PROJECT S 022 (1)
 STA. 139+00

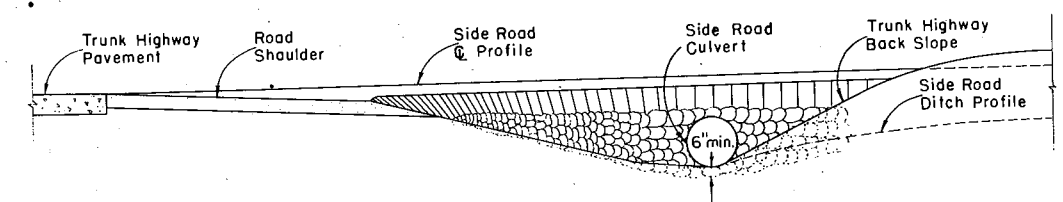


PLAN VIEW
HALF SECTION SHOWING
RIPRAP PLACED AT
SIDE ROAD CULVERT

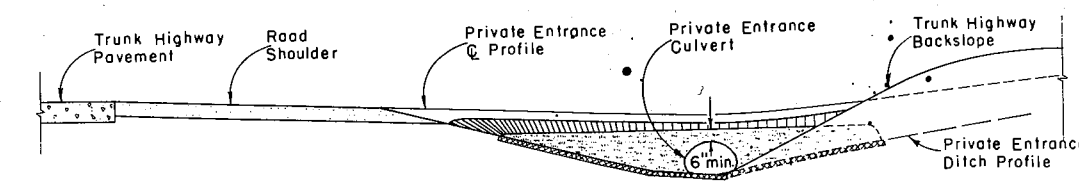
PLAN VIEW
HALF SECTION SHOWING
SOD OR RIPRAP PLACED AT
PRIVATE ENTRANCE CULVERT

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
—	—	18"	0.7	4
24"	1.0	24"	1.0	5
30"	1.3	30"	1.3	6
36"	2.0	36"	2.0	7
42"	2.7	42"	2.7	8
48"	3.6	48"	3.6	10



ELEVATION VIEW SECTION "A-A"
SHOWING RIPRAP PLACED AT SIDE ROAD CULVERT



ELEVATION VIEW SECTION "B-B"
SHOWING SOD OR RIPRAP PLACED AT PRIVATE ENTRANCE CULVERT

GENERAL NOTES

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

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

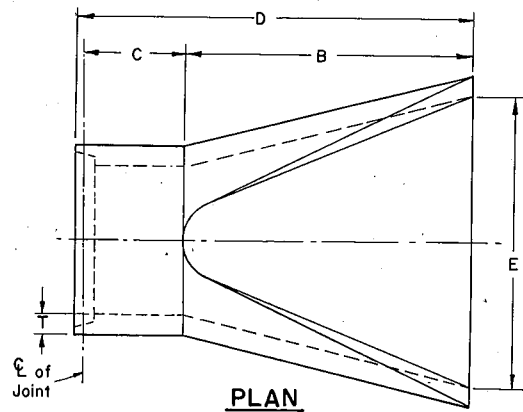
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

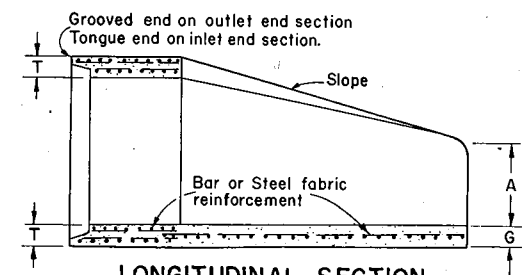
DATE: 2-5-63 *J. J. Pelt*
ENGINEER OF DESIGN

APPROVED: 2/6/63 *E. G. Rothlisler*
STATE HIGHWAY ENGINEER

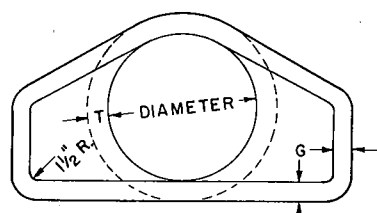
PLATE NO. 6-2.5.2



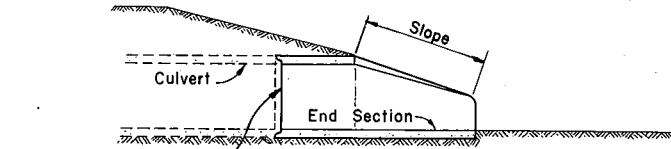
PLAN



LONGITUDINAL SECTION



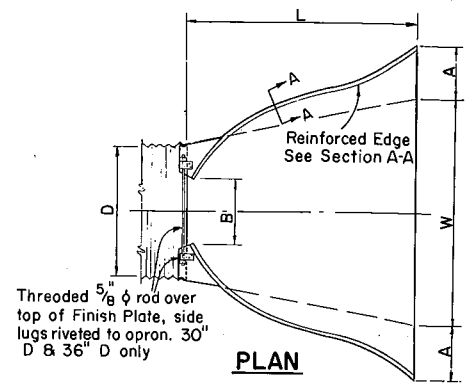
END VIEW



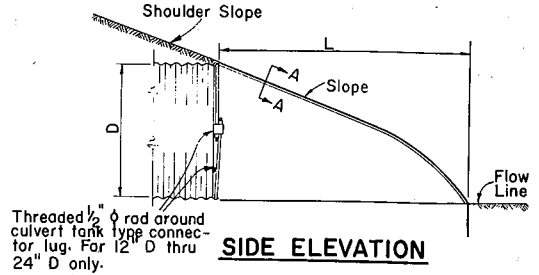
SLOPE DETAIL

DIA.	APPROX. WEIGHT/SECTION	APPROX. SLOPE	T	A	B	C	D	E	G
12"	530	3 to 1	2"	4"	24"	48 7/8"	72 7/8"	24"	2"
15"	740	3 to 1	2 1/4"	6"	27"	46"	73"	30"	2 1/4"
18"	990	3 to 1	2 1/2"	9"	27"	46"	73"	36"	2 1/2"
21"	1280	3 to 1	2 3/4"	9"	36"	37 1/2"	73 1/2"	42"	2 3/4"
24"	1520	3 to 1	3"	9 1/2"	43 1/2"	30"	73 1/2"	48"	3"
27"	1930	3 to 1	3 1/4"	10 1/2"	49 1/2"	24"	73 1/2"	54"	3 1/4"
30"	2190	3 to 1	3 1/2"	12"	54"	19 3/4"	73 3/4"	60"	3 1/2"
36"	4100	3 to 1	4"	15"	63"	34 3/4"	97 3/4"	72"	4"
42"	5380	3 to 1	4 1/2"	21"	63"	35"	98"	78"	4 1/2"
48"	6550	3 to 1	5"	24"	72"	26"	98"	84"	5"
54"	8040	2 1/2 to 1	5 1/2"	27"	65"	33 1/4 min. 35 max.	98 1/4 min. 100 max.	90"	5"
60"	8730	2 to 1	6"	30"	60"	39"	99"	96"	5"
66"	10,630	2 to 1	6 1/2"	34"	66"	42"	99"	102"	5 1/2"
72"	12,520	2 to 1	7"	36"	78"	21"	99"	108"	6"
78"	14,430	2 to 1	7 1/2"	36"	78"	21"	99"	114"	6 1/2"
84"	18,160	1 1/2 to 1	8"	36"	90 1/2"	21"	111 1/2"	120"	6 1/2"

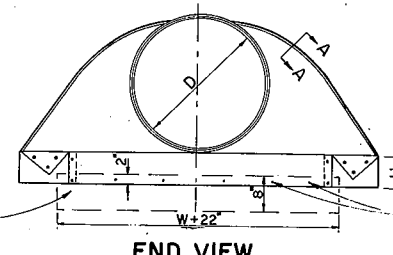
REINFORCED CONCRETE APRON ENDWALLS



PLAN

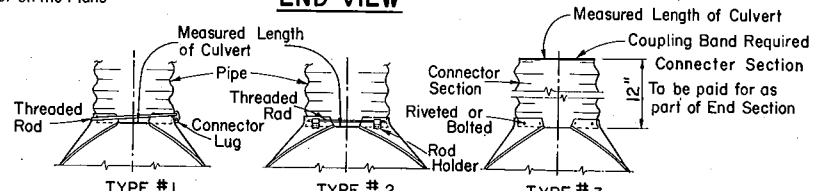


SIDE ELEVATION



END VIEW

Toe Plate (some gage and metal as apron.) Shall be furnished when called for on the Plans



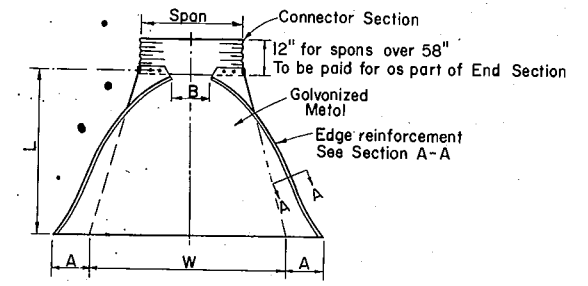
CONNECTION DETAILS

D Pipe Diam.	Gage Min.	Dimensions					Approx. Slope
		A ± 1"	B Max. ± 1"	H ± 1"	L ± 1/2"	W ± 2"	
12"	16	6"	6"	6"	21"	24"	2 1/2 to 1
15"	16	7"	8"	6"	26"	30"	"
18"	16	8"	10"	6"	31"	36"	"
21"	16	9"	12"	6"	36"	42"	"
24"	16	10"	13"	6"	41"	48"	"
30"	14	12"	16"	8"	51"	60"	"
36"	14	14"	19"	9"	60"	72"	"
42"	12	16"	22"	11"	69"	84"	"
48"	12	18"	27"	12"	78"	90"	2 1/4 to 1
54"	12	18"	30"	12"	84"	102"	2 to 1
60"	12	18"	33"	12"	87"	114"	1 3/4 to 1
66"	12	18"	36"	12"	87"	120"	1 1/2 to 1
72"	12	18"	39"	12"	87"	126"	1 1/3 to 1
78"	12	18"	42"	12"	87"	132"	1 1/4 to 1
84"	12	18"	45"	12"	87"	138"	1 1/6 to 1

Note: All splices to be lap riveted or bolted.

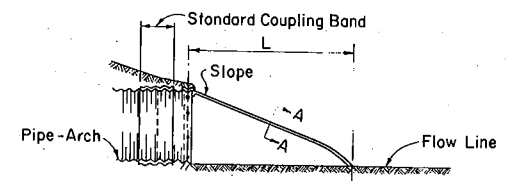
METAL APRON ENDWALLS

APRON ENDWALLS FOR CULVERT PIPE

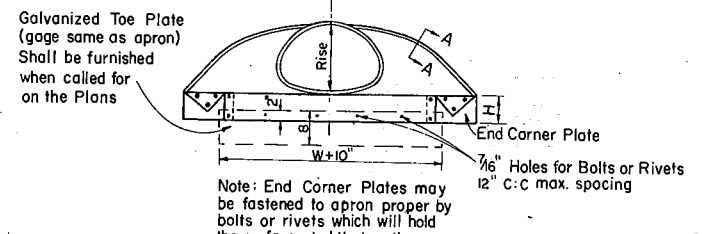


PLAN

showing alternate type with connector section

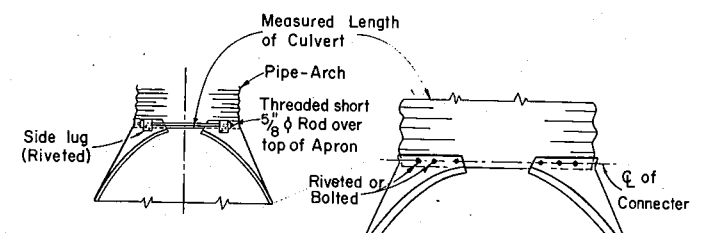


SIDE ELEVATION



END VIEW

Note: End Corner Plates may be fastened to apron proper by bolts or rivets which will hold the surfaces tightly together.



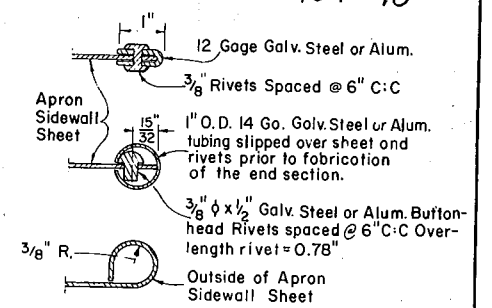
CONNECTION DETAILS

Pipe - Arch Dimensions Span Rise	Gage Min.	Dimensions					Approx. Slope
		A ± 1"	B Max. ± 1"	H ± 1"	L ± 1/2"	W ± 2"	
18" x 11"	16	7"	9"	6"	19"	30"	2 1/2 to 1
22" x 13"	16	7"	10"	6"	23"	36"	"
25" x 16"	16	8"	12"	6"	28"	42"	"
29" x 18"	16	9"	14"	6"	32"	48"	"
36" x 22"	14	10"	16"	6"	39"	60"	"
43" x 27"	14	12"	18"	8"	46"	75"	"
50" x 31"	12	13"	21"	9"	53"	85"	"
58" x 36"	12	18"	26"	12"	63"	90"	"
65" x 40"	12	18"	30"	12"	70"	102"	2 1/4 to 1
72" x 44"	12	18"	33"	12"	77"	114"	"

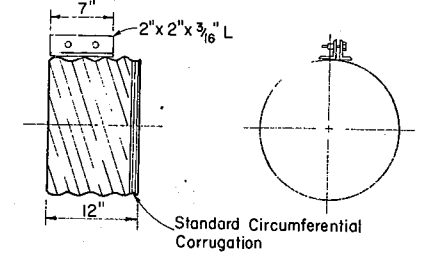
Note: All splices to be lap riveted or bolted.

APRON ENDWALLS FOR PIPE ARCH

10.1-40



SECTION A-A



END SECTION CONNECTION

For 12" thru 21" Diameter Helically Corrugated Metal Pipe

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.

NOTE

Variations of the dimensions and designs shown hereon will be permitted providing equivalent capacity and structural integrity are attained, and prior approval of the Engineer is obtained.

Reinforced concrete apron endwalls shall be used with concrete pipe culvert installations, steel apron endwalls shall be used with corrugated steel pipe culvert installations, and aluminum apron endwalls shall be used with corrugated aluminum pipe culvert installations, except that steel apron endwalls may be used on 54 inch and larger corrugated aluminum pipe culverts when a non-metallic insulation material is placed between the steel and aluminum. The non-metallic insulation material shall be so placed between the two metals so as to prohibit galvanic action from occurring.

When two or more pipes or pipe arches with apron endwalls are to be laid adjacent to each other, they shall be separated by the following amount:

Pipes: Total width of apron endwall less the diameter of pipe plus 6 inches.

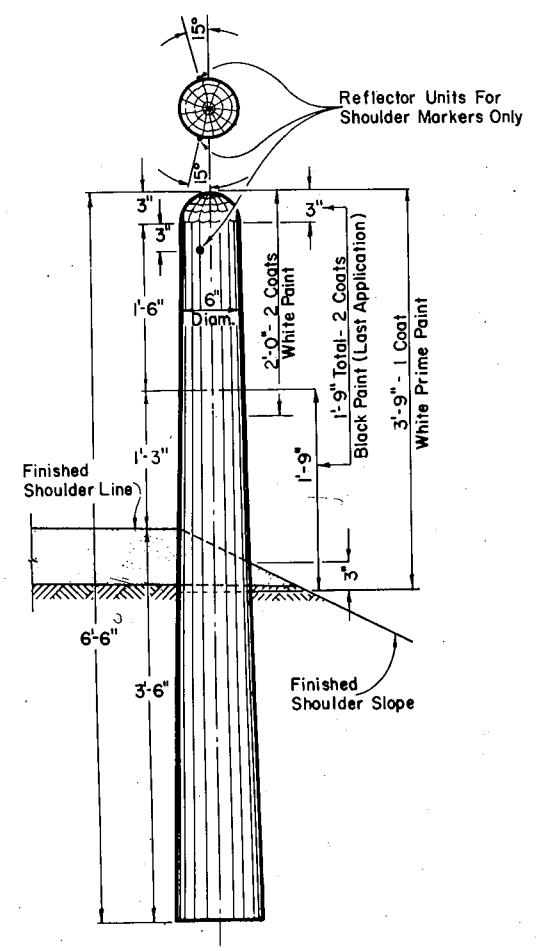
Pipe Arches: Total width of apron endwall less the span dimension of the pipe arch plus 6 inches.

APRON ENDWALLS FOR CULVERT PIPE & PIPE ARCH

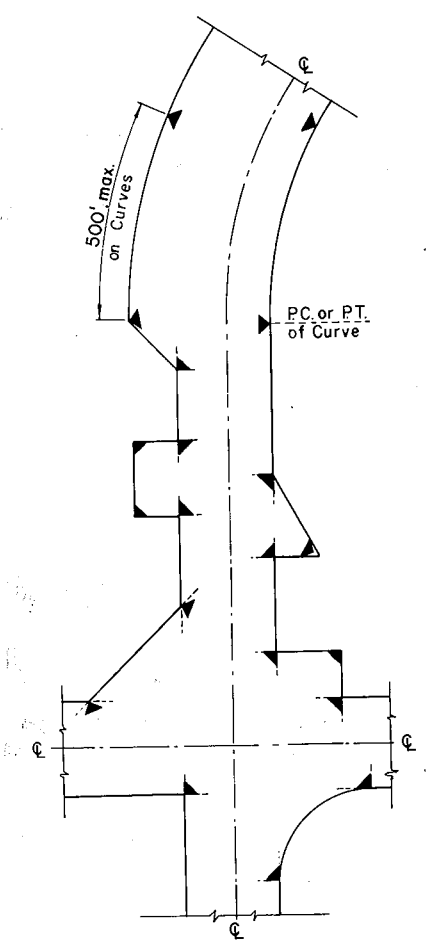
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

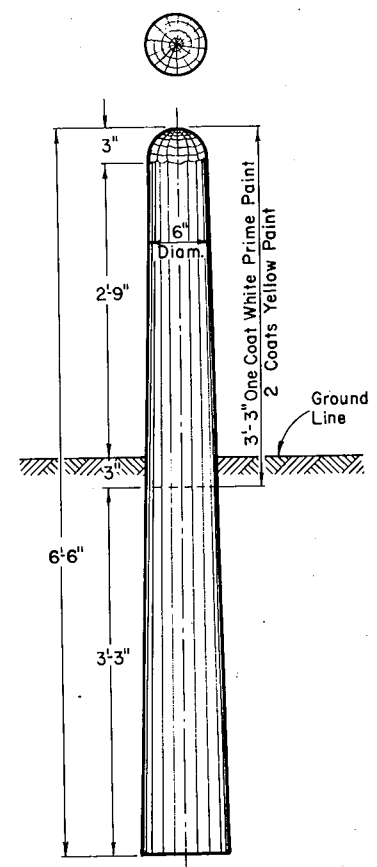
DATE: 1/1/67
DATE: 2/6/67
E. J. Rydzek
A. J. Bernhardt



MARKER POST FOR ROAD SHOULDERS

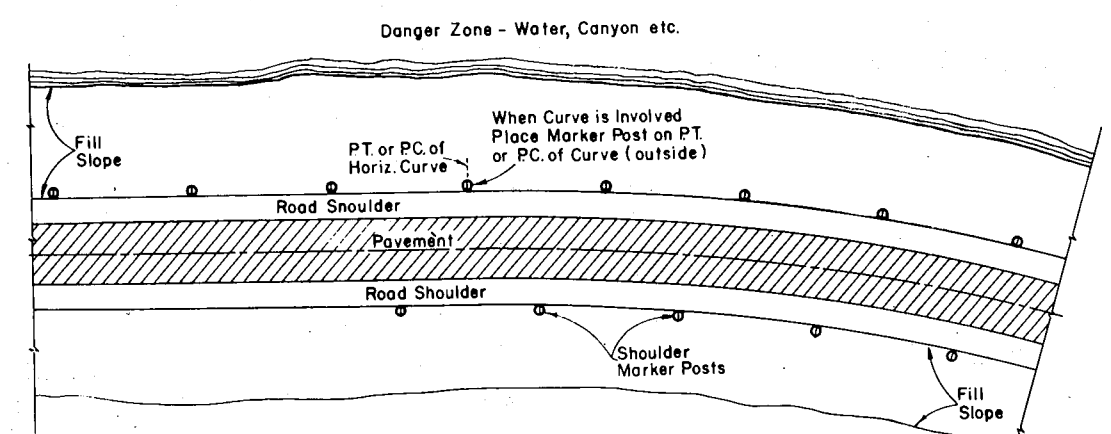


LOCATION DIAGRAM SHOWING TYPICAL LOCATIONS OF MARKER POSTS FOR RIGHT OF WAY



MARKER POST 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

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	E. J. Byrkit CHIEF DESIGN ENGINEER
APPROVED: DATE: 7/4/66	H. C. Sumner STATE HIGHWAY ENGINEER
Plate No. 7-1.3.5	

GENERAL NOTES

10.3-40

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:

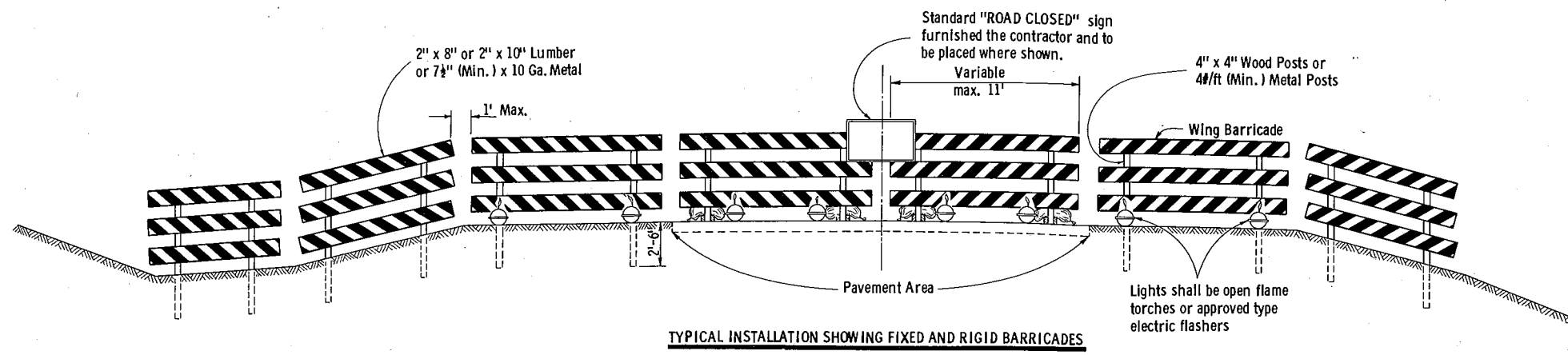
Where a barricade extends entirely across the roadway with no vehicle access provision, the stripes shall slope downward toward the highway centerline. Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring. Where both right and 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:

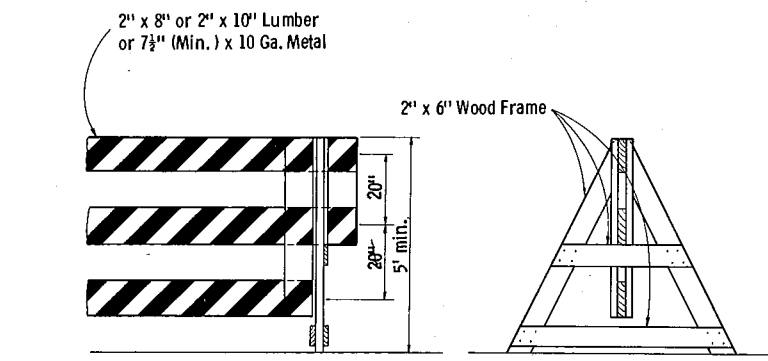
Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

MEASUREMENT & PAYMENT:

All barricades, unless otherwise provided 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.

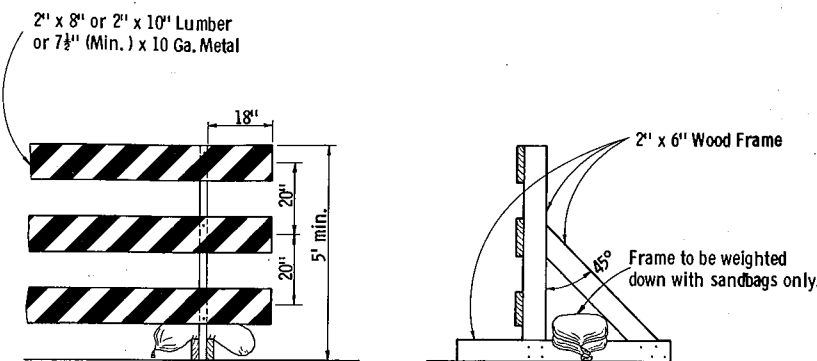


TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES

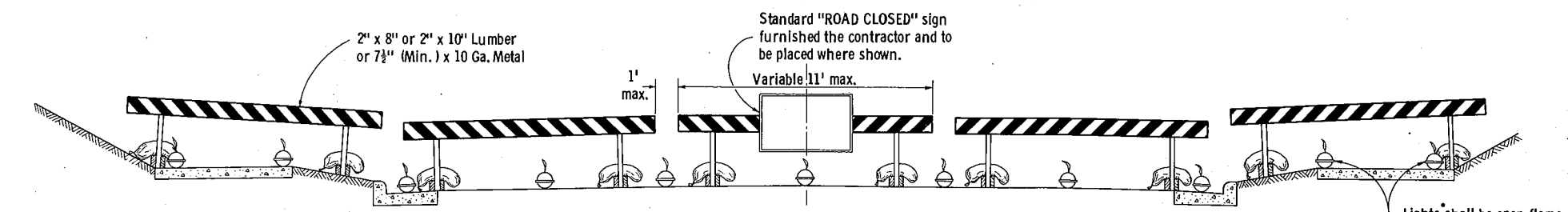


ALTERNATE TYPE INSTALLATION (DISMOUNTABLE)

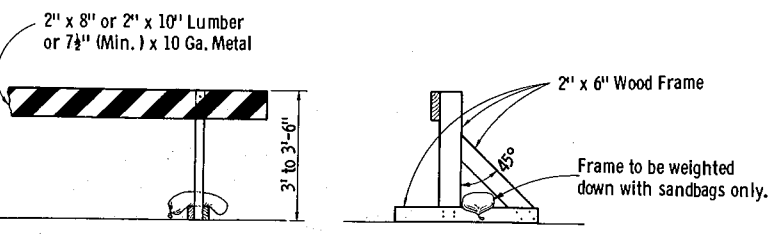
CLASS I BARRICADES



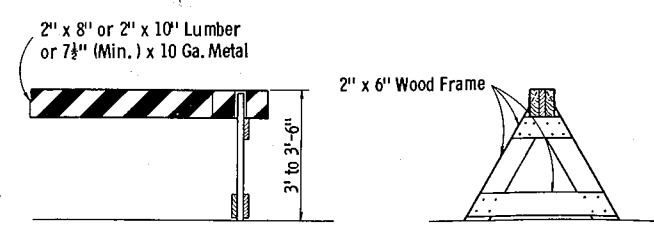
ALTERNATE TYPE INSTALLATION (RIGID)



TYPICAL INSTALLATION SHOWING RIGID BARRICADES

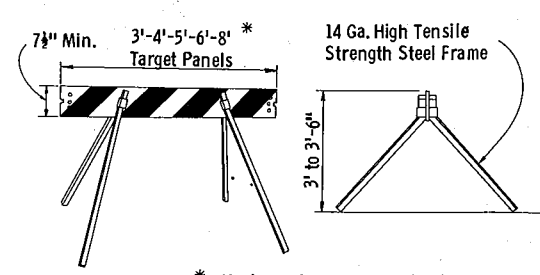


ALTERNATE TYPE INSTALLATION (RIGID)



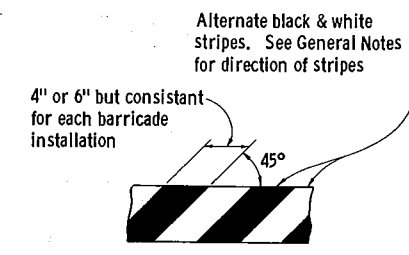
ALTERNATE TYPE INSTALLATION (DISMOUNTABLE)

CLASS II BARRICADES



* Maximum length of combination panels 16'

ALTERNATE TYPE INSTALLATION (DISMOUNTABLE)

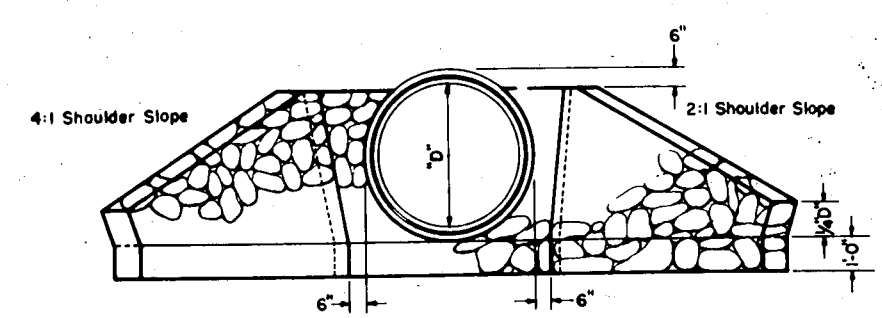


TYPICAL DIAGONAL STRIPES

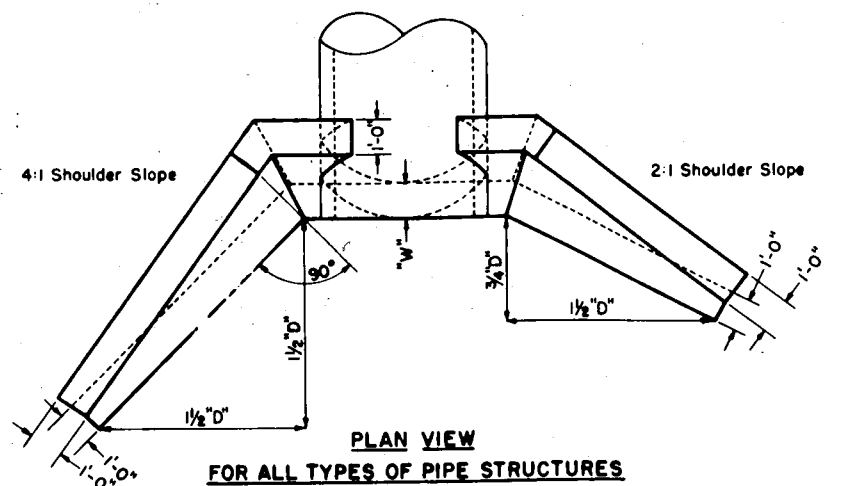
Applies to all Classes & Types of Barricades

CONSTRUCTION BARRICADE	
State Highway Commission of Wisconsin	
RECOMMENDED FOR APPROVAL:	
DATE: 1/11/67	<i>E.J. O'Neil</i> CHIEF DESIGN ENGINEER
APPROVED:	
DATE: 1/13/67	<i>H.J. Hummel</i> STATE HIGHWAY ENGINEER

10.4-40



END ELEVATION
SHOWING CONCRETE CIRCULAR PIPE INCL. CATTLE PASS



PLAN VIEW
FOR ALL TYPES OF PIPE STRUCTURES

Size of Pipe	Type of Pipe	Cu. Yds. Mortar Rubble Masonry or Riprap per Endwall		"A" (Feet)		"B" (Feet)		Front Slope "S ₁ "	Back Slope "S ₂ "	Width of Footing at "W" (Feet)
		4:1 Slope	2:1 Slope	4:1 Slope	2:1 Slope					
24"	R.C.C.P.	1.2	1.0	3.4	0.8	1/2:1	1/2:1	1.0		
	C.M.C.P.	1.0	0.8	2.8	0.6	"	"	"		
30"	R.C.C.P.	1.5	1.3	5.1	1.5	"	"	"		
	C.M.C.P.	1.3	1.0	4.6	1.3	"	"	"		
36"	R.C.C.P.	2.0	1.6	6.9	2.3	"	"	"		
	C.M.C.P.	1.7	1.3	6.3	2.1	"	"	"		
42"	R.C.C.P.	2.6	2.1	8.9	3.1	"	"	"		
	C.M.C.P.	2.2	1.7	8.1	2.9	"	"	"		
48"	R.C.C.P.	3.2	2.6	10.7	3.9	"	"	"		
	C.M.C.P.	2.8	2.2	9.8	3.6	"	"	"		
60"	R.C.C.P.	8.4	6.9	14.5	5.5	"	1/4:1	2.38		
	C.M.C.P.	6.9	5.9	13.3	5.2	"	"	2.20		
72"	R.C.C.P.	12.4	9.9	18.3	7.1	"	"	2.68		
	C.M.C.P.	10.0	8.0	16.8	6.2	"	"	2.40		

PIPE ARCH

29" x 18"	C.M.C.P.	1.0	0.8	1.1	0.3	1/2:1	1/2:1	1.0
36" x 22"	"	1.3	1.0	2.2	0.5	"	"	"
43" x 27"	"	1.7	1.2	3.7	1.0	"	"	"
50" x 31"	"	1.9	1.4	4.9	1.5	"	"	"
58" x 36"	"	2.1	1.7	6.3	2.1	"	"	"
65" x 40"	"	2.5	2.0	7.5	2.6	"	"	"
72" x 44"	"	2.9	2.4	8.6	3.1	"	"	"

CATTLE PASS

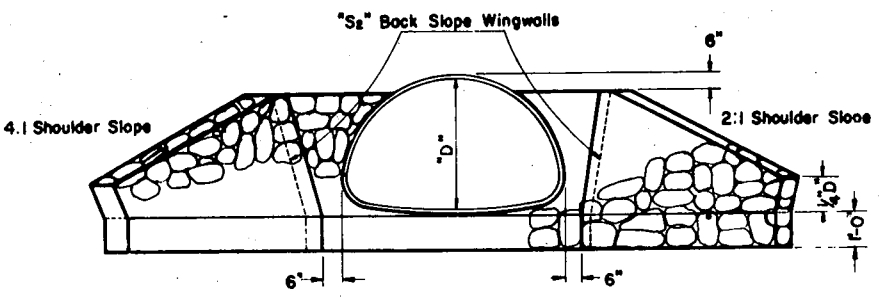
72"	ALTERNATE	12.4	9.9	18.3	7.1	"	"	2.68
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GENERAL NOTES

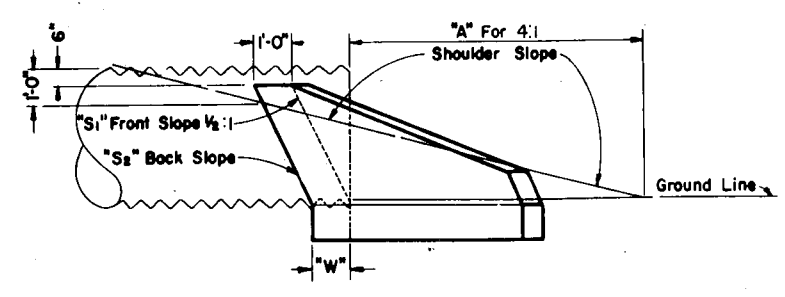
Details of construction not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications, and the applicable Special Provisions.

CONCRETE MASONRY SUBSTITUTE

All items shown hereon may be constructed of Class "A" 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.



END ELEVATION
SHOWING CORRUGATED METAL PIPE ARCH



SIDE ELEVATION

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

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE: 2-5-63
APPROVED: *J. J. Pitt*
ENGINEER OF DESIGN

DATE: 2/6/63
APPROVED: *E. L. Roszinger*
STATE HIGHWAY ENGINEER

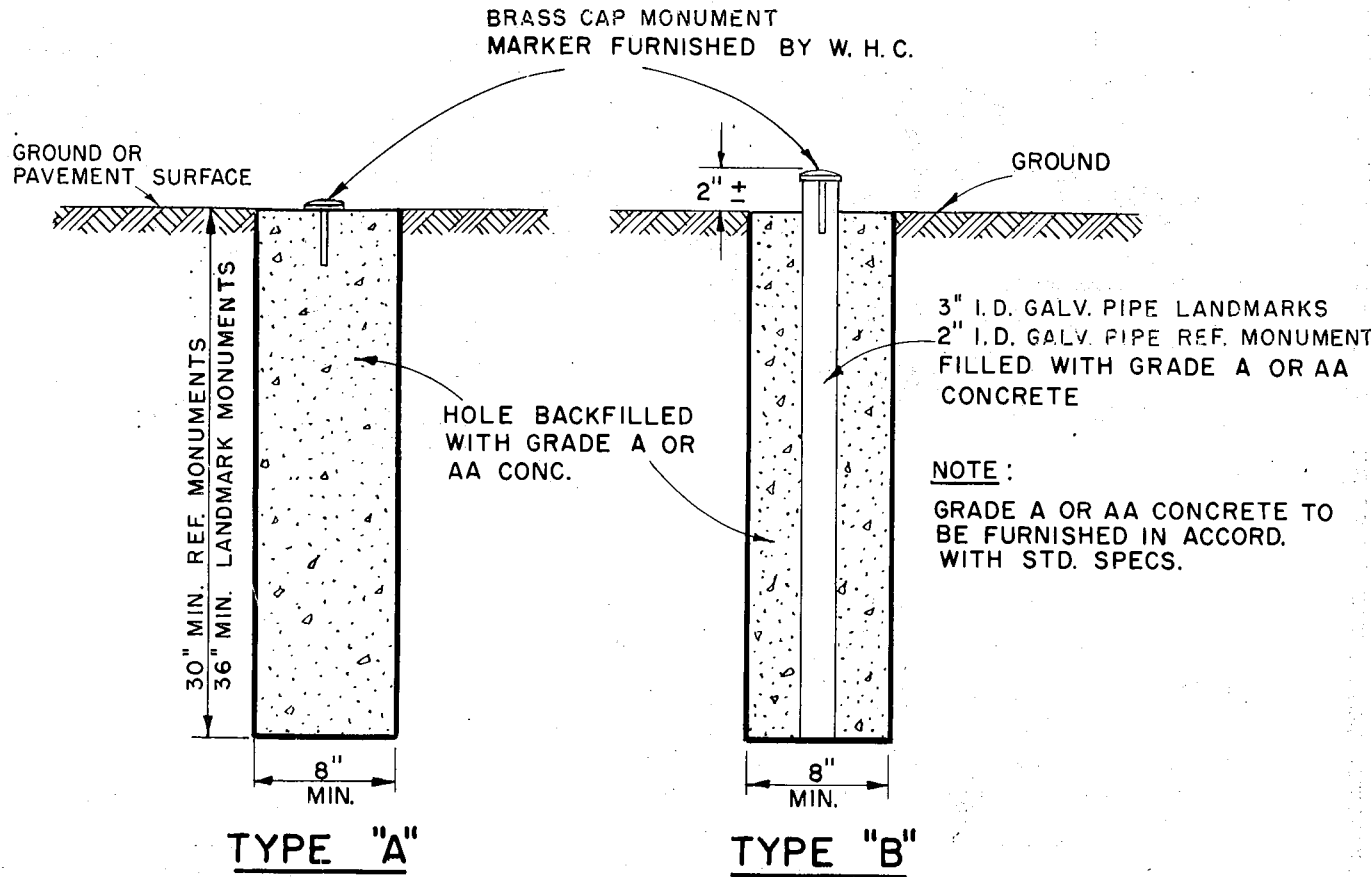
PLATE NO. 6-2.4.3

REF
E 1/4 COR.
SEC + 35
T22N-R6W
69.7'N

T25N R17E
S23 | S24
S26 | S25
1961

REF
E 1/4 COR.
+
S35T22NR6W
89.87'N

**BRASS
MONUMENT MARKER**
(FURNISHED TO CONTRACTOR
WITHOUT COST.)



GENERAL NOTES

MONUMENT CONSTRUCTION SHOWN HEREON CONFORMS TO WISCONSIN STATUTES, SECTIONS 59.635 AND 60.37 BRASS MONUMENT MARKER TO BE FURNISHED AND PROPERLY STAMPED BY WIS. HIGHWAY COMM. UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. MONUMENTS CONFORMING TO EITHER TYPE A OR TYPE B AS SHOWN HEREON TO BE PLACED WHERE AND AS DIRECTED BY THE ENGINEER.

MEASUREMENT AND PAYMENT -

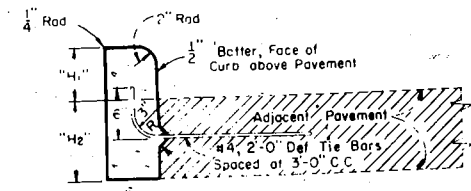
LANDMARK REFERENCE MONUMENTS SHALL BE MEASURED AND PAID FOR AS COMPLETED UNITS IN PLACE, WHICH PRICE SHALL INCLUDE FURNISHING AND PLACING OF CONCRETE, PIPE, EXCAVATION AND DISPOSITION THEREOF, PLACEMENT OF BRASS MARKER AND SITE RESTORATION.

**LANDMARK
REFERENCE MONUMENTS**

STATE HIGHWAY COMMISSION OF WISCONSIN
RECOMMENDED FOR APPROVAL:

DATE 2-5-63
APPROVED: *J. S. Pelt* ENGINEER OF DESIGN

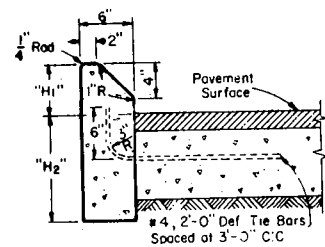
DATE 7/6/63
APPROVED: *E. C. Rortgers* STATE HIGHWAY ENGINEER 12-1.1.2



Tie Bar recess positioned in reverse when Concrete Curb is constructed first.
 "H1" = 9" max and 3 1/2" min. and shall be 6" unless otherwise shown on the plans.
 "H2" = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).
 "H2" = 12" For other than rigid pavement (Tie Bars Omitted).

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

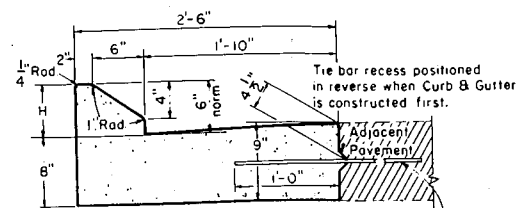
CONCRETE CURB



"H1" = 9" Max and 4" min and shall be 6" unless otherwise shown on plans.
 "H2" = 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)



"H1" = 9" max and 4" min & shall be 6" unless otherwise shown on the plans.
 "H2" = 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)

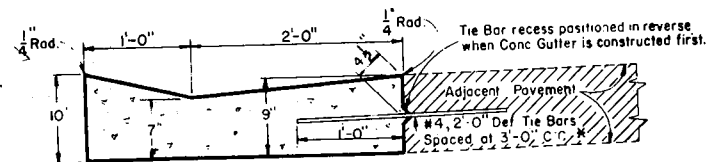
CONCRETE CURB AND GUTTER
(Mountable Type)

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 -

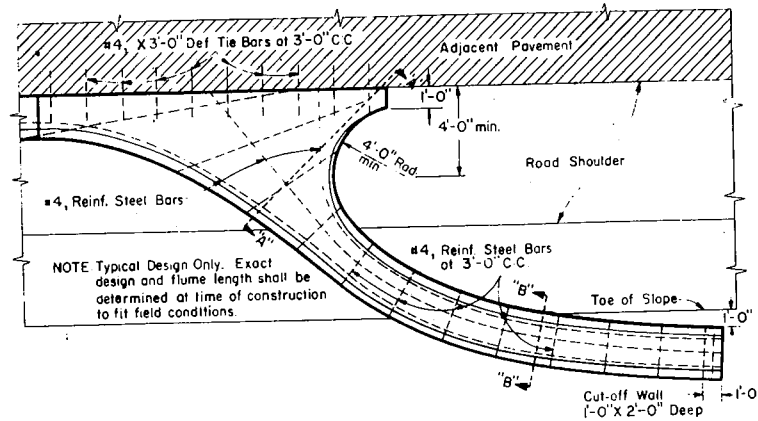
Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



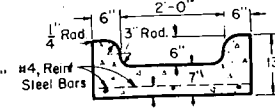
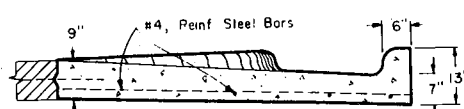
* Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

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

CONCRETE GUTTER



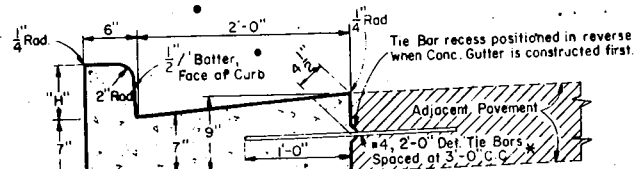
NOTE Typical Design Only. Exact design and flume length shall be determined at time of construction to fit field conditions.



SECTION "A-A"

SECTION "B-B"

CONCRETE INLET OR DISCHARGE FOR CURB AND GUTTER SURFACE DRAIN



"H1" = 9" Max., 3 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 2/6/63

J. S. Palf
ENGINEER OF DESIGN

E. C. Rattigan
STATE HIGHWAY ENGINEER

PLATE NO. 3-1.1.7

COUNTY & HIGHWAY	ROUTE & SECTION	CLASS & AGREEMENT	B. P. R. DIVISION	PROJECT	SHEET NO.	TOTAL SHEETS
37.6	22.0	11.1	4	S 0220	11	40

BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
7	55+10	SPIKE IN 16" ELM - 90' LT.	1220.34
8	62+87	SPIKE IN 16" ELM - 154' LT.	1221.07

GENERAL NOTES

DRAWING SHALL NOT BE SCALED.
 BAR STEEL REINFORCEMENT SHALL BE IMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
 EXPANSION JOINT FILLER SHALL CONFORM TO A.A.S.H.O. DESIGNATION M153, TYPE I.
 UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" SHALL BE THE EXISTING GROUND LINE.

TOTAL ESTIMATED QUANTITIES

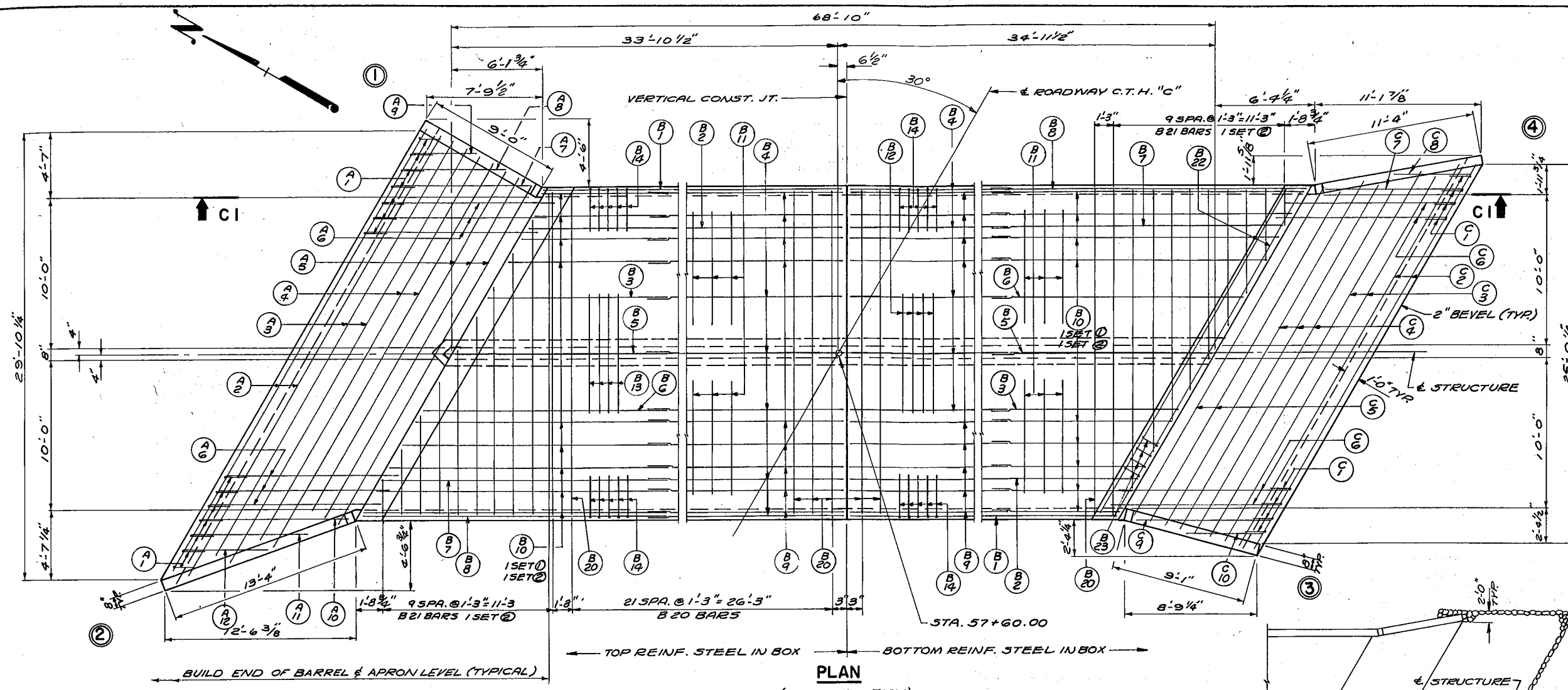
TOTAL ESTIMATED QUANTITIES	
BID-ITEMS	
EXCAVATION FOR STRUCTURES	240 C.Y.
CONCRETE MASONRY	132.4 C.Y.
BAR STEEL REINFORCEMENT	19,380 L.B.
HEAVY RIPRAP	50 C.Y.
NON-BID-ITEMS	
MEMBRANE WATERPROOFING, 2-PLY	31 S.F.
FILLER	1/2" SIZE

LIST OF DRAWINGS

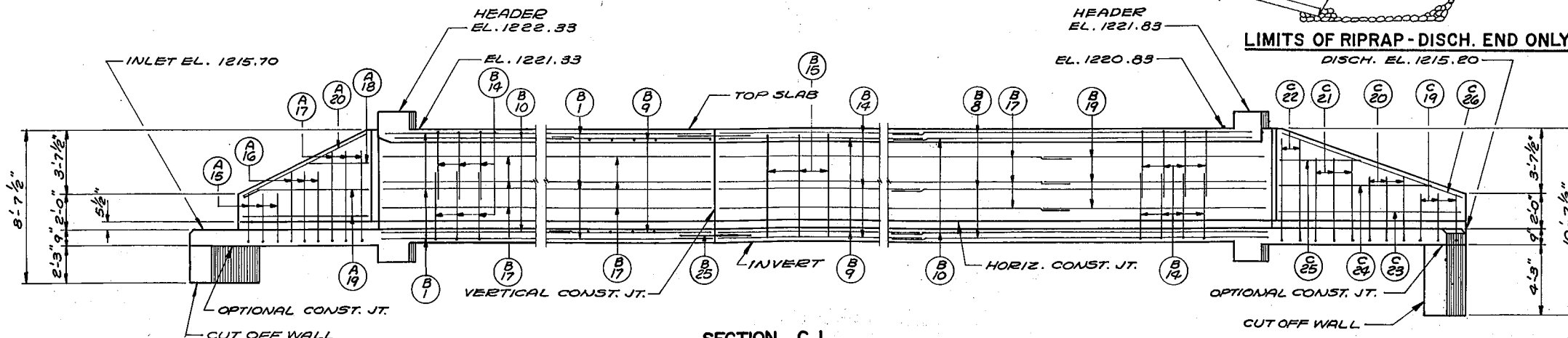
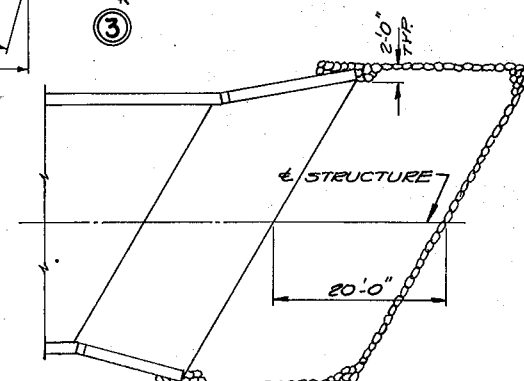
1. DETAILS	X 34005
2. DETAILS	X 34006
3. BILL OF BARS	X 34007

DESIGN DATA

LIVE LOAD: HS 20
 EARTH LOAD: DESIGNED FOR 4.0 FEET OF FILL.
 ALLOWABLE DESIGN STRESSES:
 CONCRETE MASONRY, GRADE "AA" $f_c = 4,400$ P.S.I.
 BAR STEEL REINFORCEMENT $f_s = 20,000$ P.S.I.



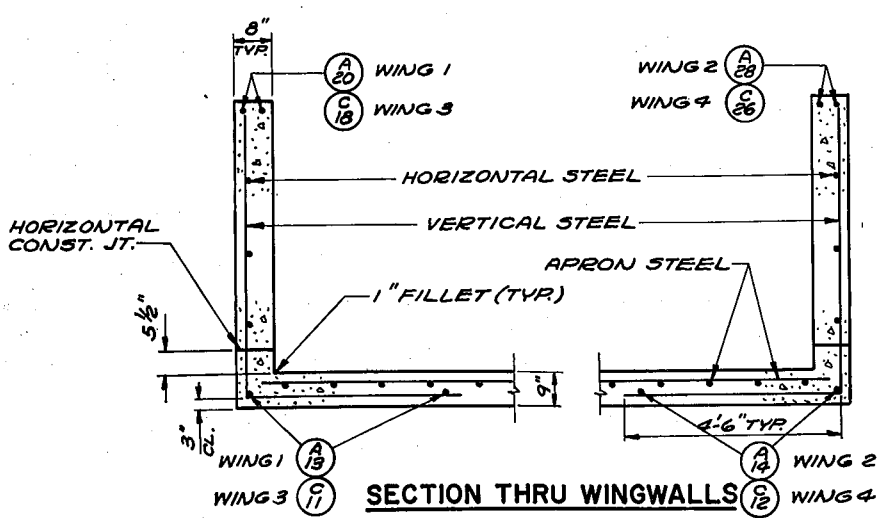
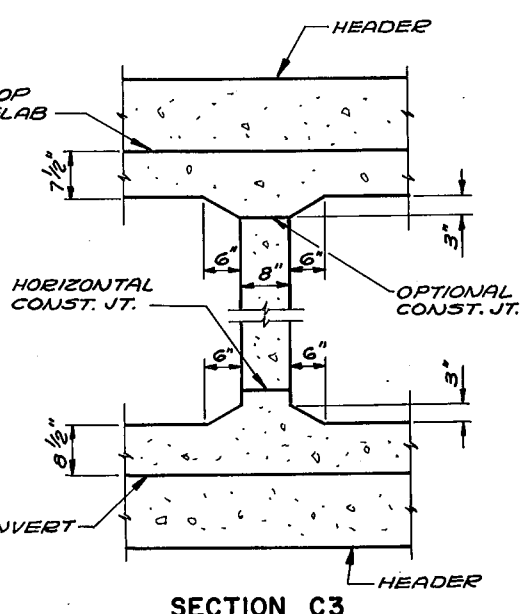
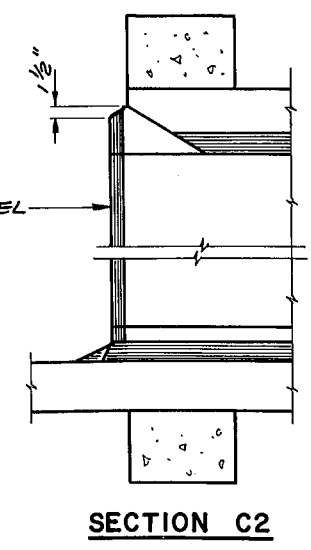
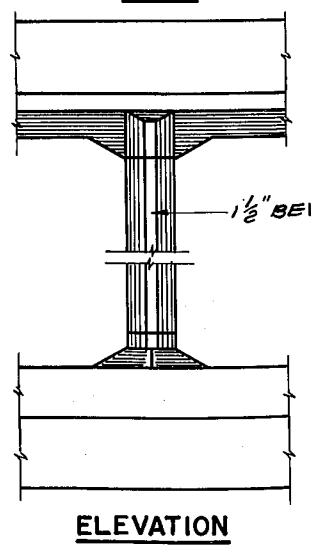
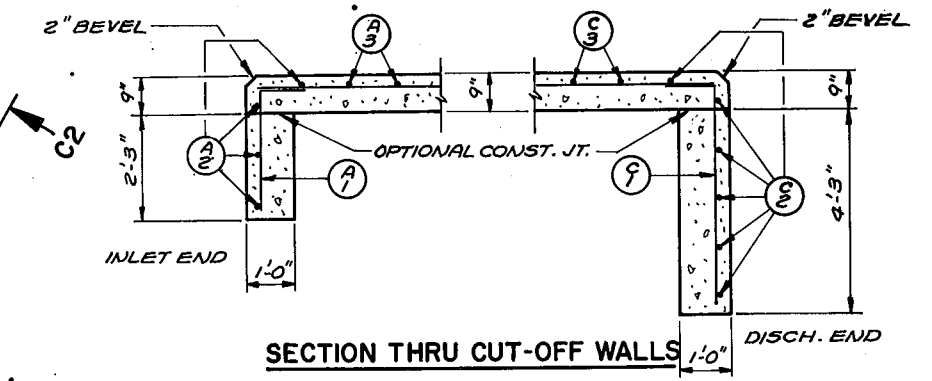
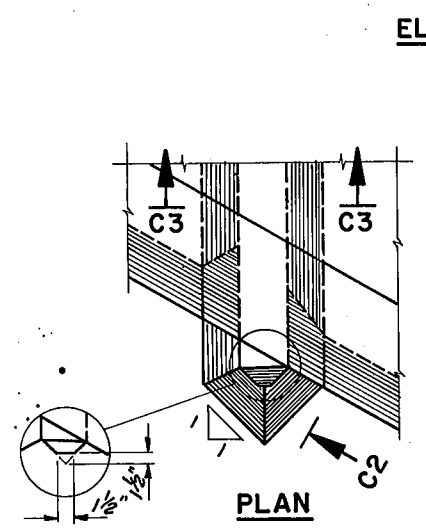
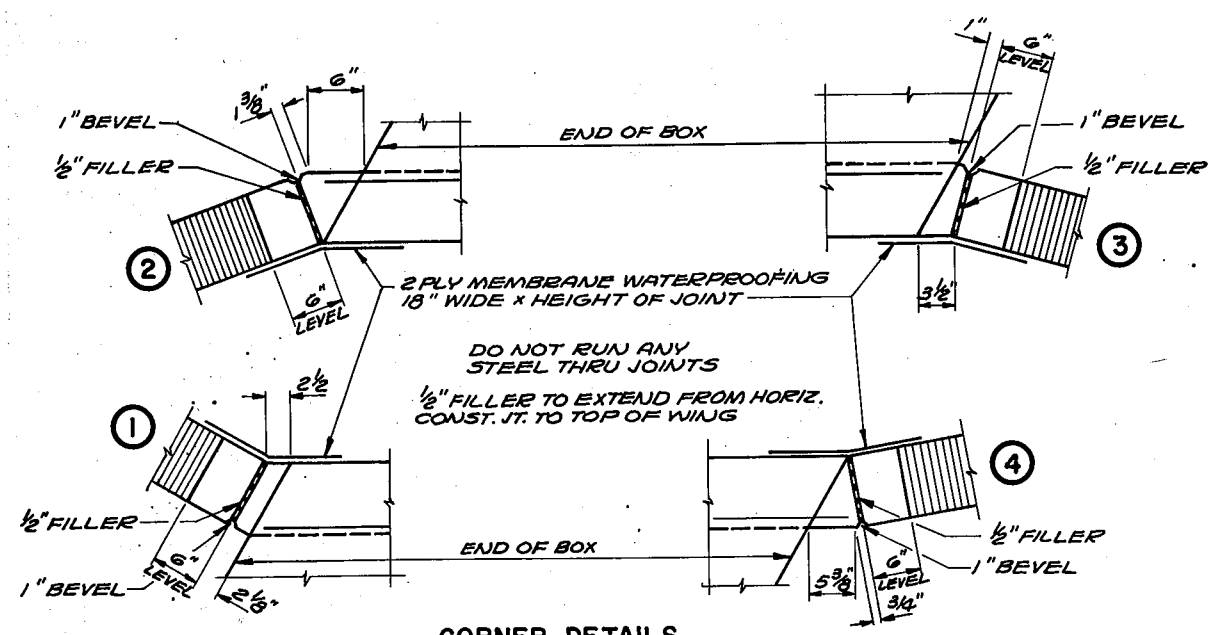
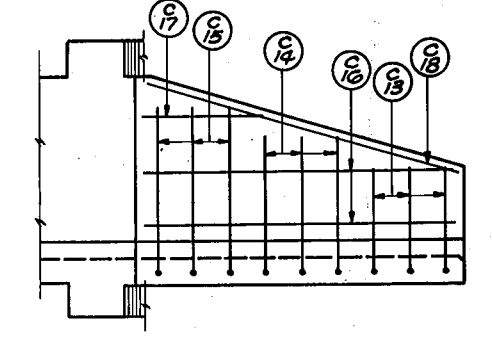
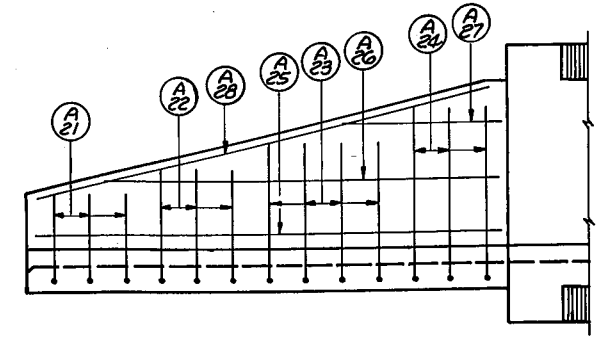
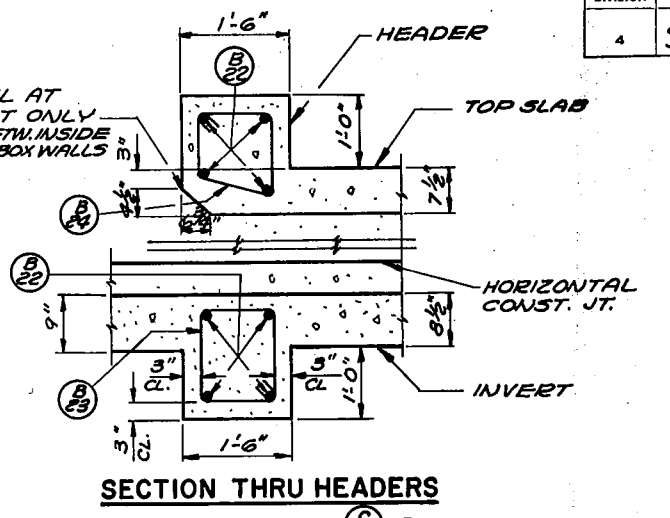
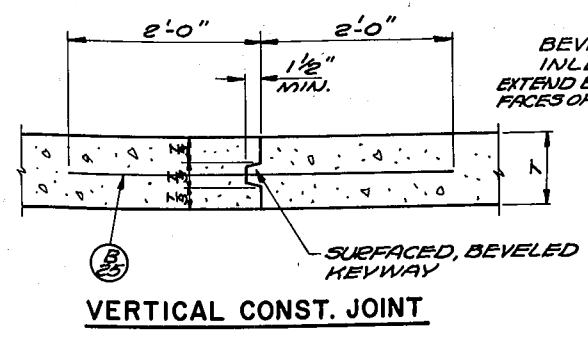
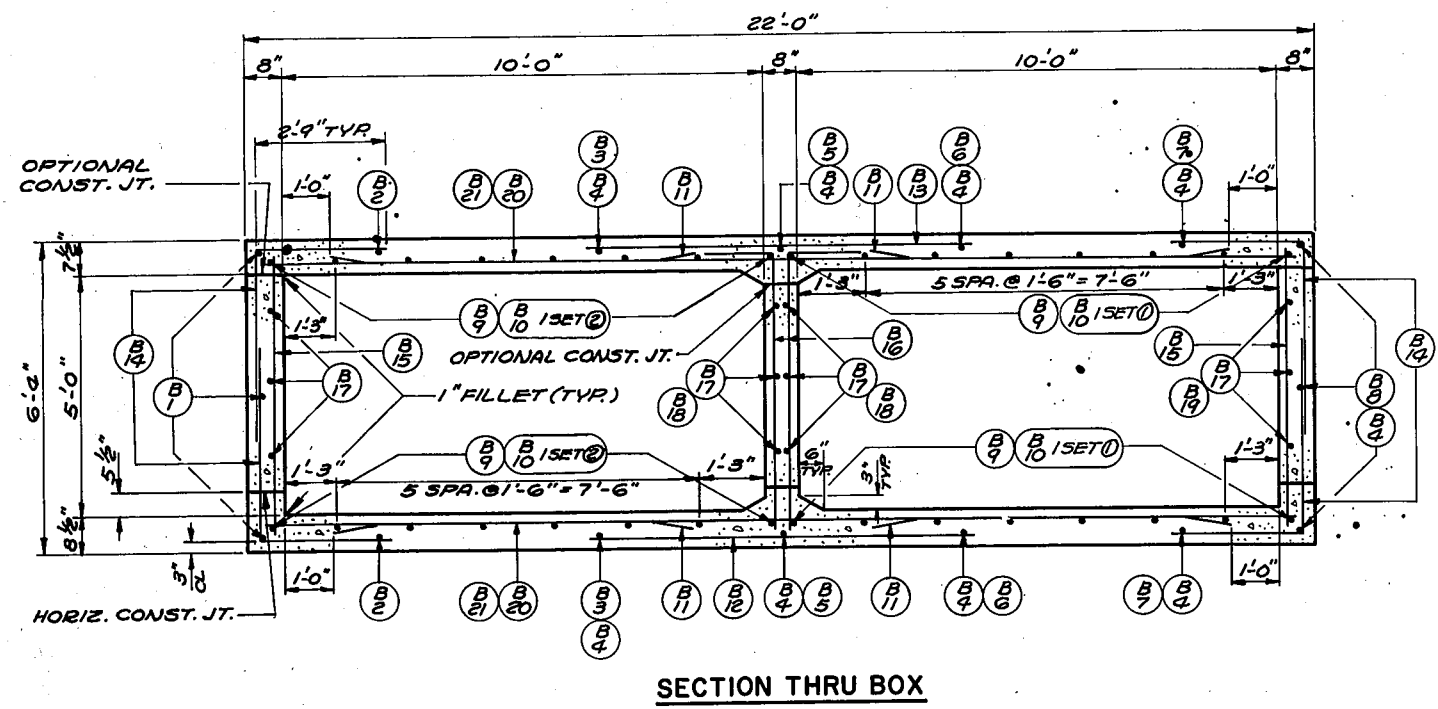
PLAN
(LOOKING EAST)



SECTION C I

NOTE: FOR "BILL OF BARS" AND BENDING DETAILS SEE SHEET X34007

REVISED	STATE HIGHWAY COMMISSION OF WISCONSIN				
	DETAILS				
CO. MARATHON	DATE	STA.	57+60.00		
SECTION 8 & 17	TOWN 26 N	RANGE 4E			
DESIGN SPEC. A.A.S.H.O. 61	LOADING HS 20	CONST. SPEC. 1963			
DATE 2-9-66	DESIGN I.B.M.	DRAWN BTR	CHKD. G. B. L.		
RECOMMENDED	W. A. Kline CHIEF BRIDGE ENGINEER				
APPROVED	J. Burmeister STATE HIGHWAY ENGINEER				
STRUCTURE	C-37-37			SHEET 1 OF 3	



INLET NOSE CENTERWALL DETAILS

REVISED	STATE HIGHWAY COMMISSION OF WIS.		
	DETAILS		
	DESIGN SPEC. AASHO '61	LOADING HS 20	CONTR. SPEC.
	DATE 2-9-66	DESIGN I. B. M.	DRAWN CCF
STRUCTURE	C-37-37	SHEET 2 OF 2	

BAR BENDING DETAILS

DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT. OMIT DETAILS WHERE DIMENSIONS ARE BLANK.

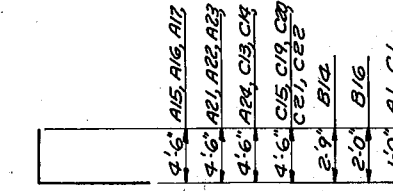
B.P.F. DIVISION PROJECT SHEET NO. TOTAL SHEETS

S022(1)13 40

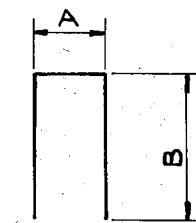
POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
INLET, APRON & WINGS - 725#	A 1	29	4	3-6	1-0	Cutoff Wall-Inlet End	A
	A 2	4	4	34-0	1-0	" & Apron-Inlet End	
	A 3	2	4	31-6	1-0	Apron-Inlet End	
	A 4	2	4	29-3	1-0	" " "	
	A 5	3	4	25-9	1-0	" " "	
	A 6	21	4	12-3	1-0	" " "	
	A 7	1	4	9-0	1-0	" " "	
	A 8	1	4	6-9	1-0	" " "	
	A 9	1	4	4-3	1-0	" " "	
	A10	1	4	9-9	1-0	" " "	
	A11	1	4	7-6	1-0	" " "	
	A12	1	4	5-6	1-0	" " "	
	A13	2	4	8-6	Shown	" at Wing 1	
	A14	2	4	13-6	"	" " " 2	
	A15	3	4	7-3	1-0	Wing 1	A
	A16	3	4	8-6	1-0	" 1	A
	A17	3	4	9-6	1-0	" 1	A
	A18	1	4	4-0	1-6	" 1	
	A19	2	4	8-6	1-6	" 1	
	A20	2	5	9-0	Shown	" 1-Top	
	A21	3	4	7-0	1-0	" 2	A
	A22	3	4	7-6	1-0	" 2	A
	A23	4	4	8-9	1-0	" 2	A
	A24	3	4	9-9	1-0	" 2	A
	A25	1	4	13-0	1-6	" 2	
	A26	1	4	11-0	1-6	" 2	
	A27	1	4	5-0	1-6	" 2	
	A28	2	5	13-3	Shown	" 2-Top	
BARREL - 17,925#	B 1	6	4	27-6	Shown	Invert, Sides & Top Slab	
	B 2	4	4	28-6	"	" & Top Slab	
	B 3	4	4	12-3	"	" " " "	
	B 4	22	4	20-0	"	" " " "	
	B 5	4	4	15-0	"	" " " "	
	B 6	4	4	17-0	"	" " " "	
	B 7	4	4	19-6	"	" " " "	
	B 8	6	4	21-9	"	" Sides & Top Slab	
	B 9	64	4	20-0	"	" & Top Slab	
	B10	32	4	30-0	"	" " " "	†
	B11	200	6	7-6	1-3	" " " "	
	B12	96	6	8-0	8	"	
	B13	103	6	8-0	7½	Top Slab	
	B14	400	6	6-9	8	Invert, Sides & Top Slab	A
	B15	70	4	5-9	2-0	Sides	
	B16	140	4	7-9	1-0	Center Wall	A
	B17	24	4	27-6	1-6	Sides & Center Wall	
	B18	12	4	7-6	1-6	Center Wall	
	B19	6	4	14-0	1-6	Side	
	B20	88	6	21-6	1-3	Invert & Top Slab	
	B21	20	6	23-9	1-3	" " " "	†
	B22	16	9	25-0	Shown	Header, Inlet & Discharge End	
	B23	102	3	5-6	9	" Inlet End (Bend in Field)	
	B24	34	3	5-0	9	" Discharge End (Bend in Field)	
	B25	60	5	4-0	1-0	Vertical Construction Joint	

19,380#

POUR	MARK	NO.	SIZE	LENGTH	SPACING	LOCATION	DET.
DISCHARGE, APRON & WINGS - 730#	C 1	25	4	5-6	1-0	Cutoff-Discharge End	A
	C 2	6	4	29-3	1-0	" & Apron-Discharge End	
	C 3	2	4	28-0	1-0	Apron-Discharge End	
	C 4	3	4	26-3	1-0	" " "	
	C 5	2	4	25-0	1-0	" " "	
	C 6	21	4	12-0	1-0	" " "	
	C 7	1	4	9-0	1-0	" " "	
	C 8	1	4	5-0	1-0	" " "	
	C 9	1	4	8-0	1-0	" " "	
	C10	1	4	4-0	1-0	" " "	
	C11	2	4	8-6	Shown	" " " at Wing 3	
	C12	2	4	10-6	"	" " " " 4	
	C13	3	4	7-3	1-0	Wing 3	A
	C14	3	4	8-6	1-0	" 3	A
	C15	3	4	9-6	1-0	" 3	A
	C16	2	4	8-6	1-6	" 3	
	C17	1	4	4-0	1-6	" 3	
	C18	2	5	9-0	Shown	" 3-Top	
	C19	3	4	7-0	1-0	" 4	A
	C20	3	4	8-0	1-0	" 4	A
	C21	3	4	9-3	1-0	" 4	A
	C22	2	4	10-3	1-0	" 4	A
	C23	1	4	10-9	1-6	" 4	
	C24	1	4	8-6	1-6	" 4	
	C25	1	4	4-6	1-6	" 4	
	C26	2	5	11-0	Shown	" 4-Top	

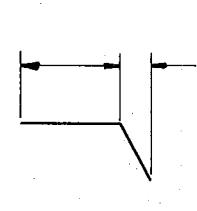


DETAIL A

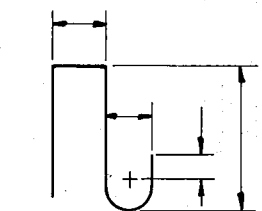


DETAIL B

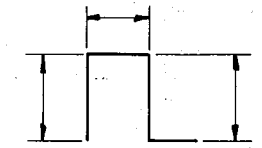
MARK	DIM. "A"	DIM. "B"



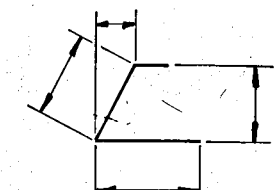
DETAIL C



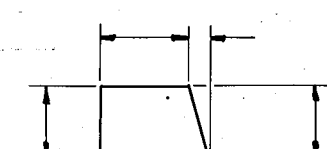
DETAIL D



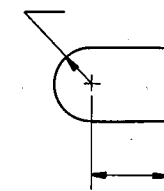
DETAIL E



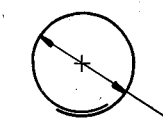
DETAIL F



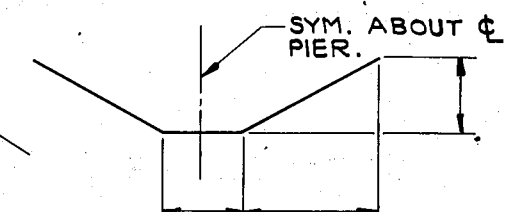
DETAIL G



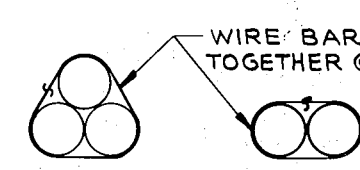
DETAIL H



DETAIL J

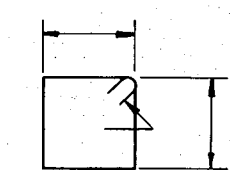


DETAIL K



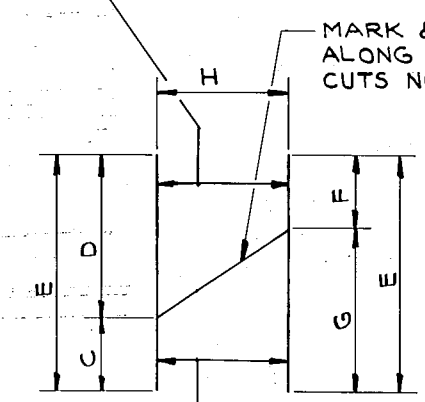
WIRE BARS TOGETHER @ 2'-0" CTRS.

BUNDLING DETAIL



DETAIL L

CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.) SET ①



CUT, BUNDLE & MARK. (MARK WITH BAR NO. & SET NO.) SET ②

BENT BARS, IF USED, IN CUTTING DIAGRAM SHALL BE BENT AFTER CUTTING.

MARK & CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.

"H" IS NUMBER OF BARS, BEFORE CUTTING.

MARK	C	D	E	F	G	H	SETS REQ'D.
B10	SET ①	21'-0"	30'-0"	15'-0"		8	4 SET ①
	SET ②	9'-0"			15'-0"		4 SET ②
B21	SET ①	21'-6"	23'-9"	2'-3"		10	2 SET ①
	SET ②	2'-3"			21'-6"		2 SET ②

† CUTTING DIAGRAM

REVISED STATE HIGHWAY COMMISSION OF WISCONSIN

BILL OF BARS

DESIGN: AASHO '61 LOADING: CONST SPEC 1963

DATE: 2-9-66 DESIGN: DRAWN: CCF CHK: G.M.

STRUCTURE: C-37-37 SHEET: 3 OF 3

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	
345			
+40			
346	4		
+19			
347	91		
+10			
348	167		
+10			
349	5		
+10			
349+00			
1275			
349+00			
1275			
347+00			
1280			
347+00			
1280			
346+00			
1280			
SHEET TOTAL			

E. S.T.H. 97

74.00

349+00
1275

75.63

348+00
1275

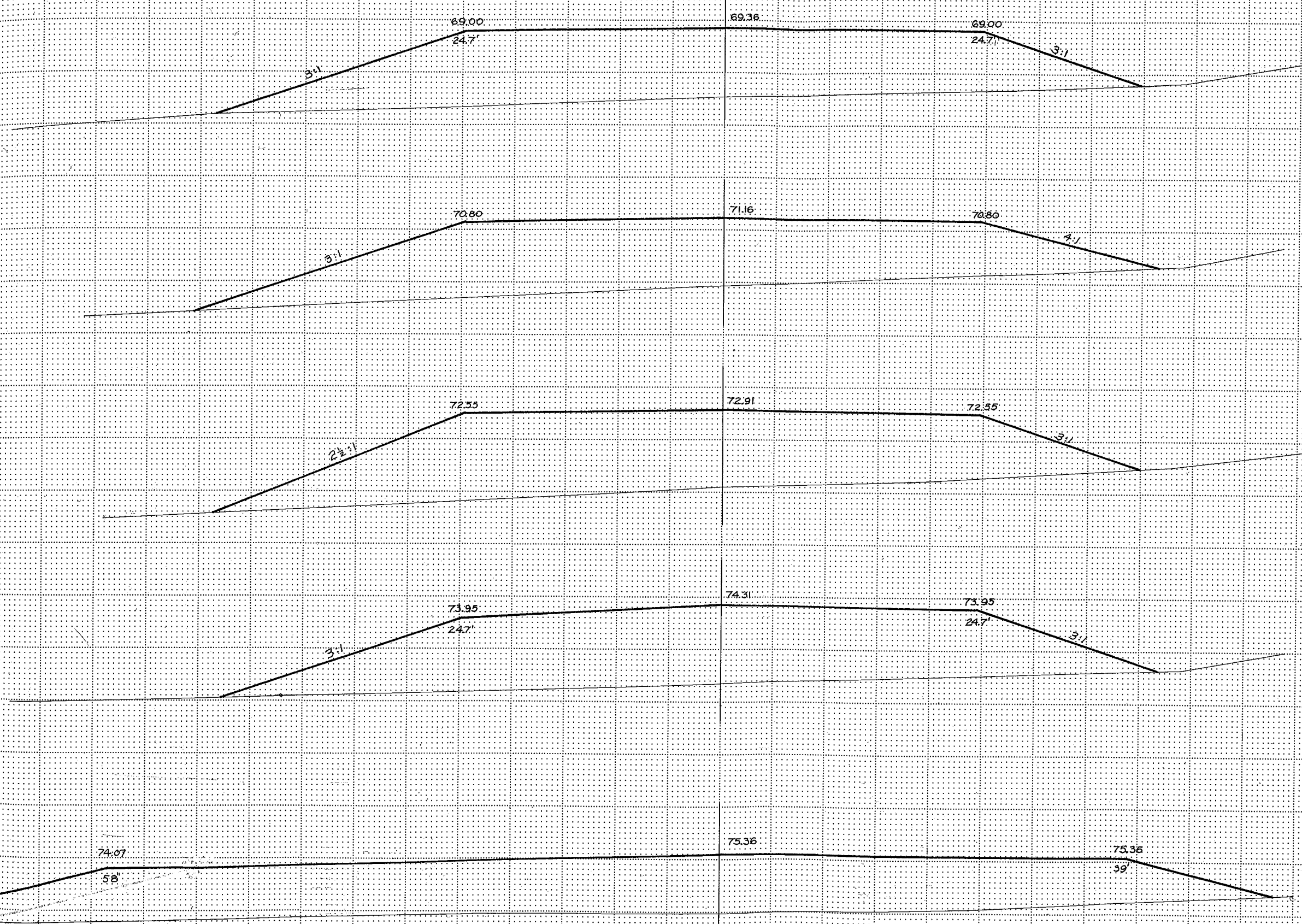
77.10

347+00
1280

78.43

346+00
1280

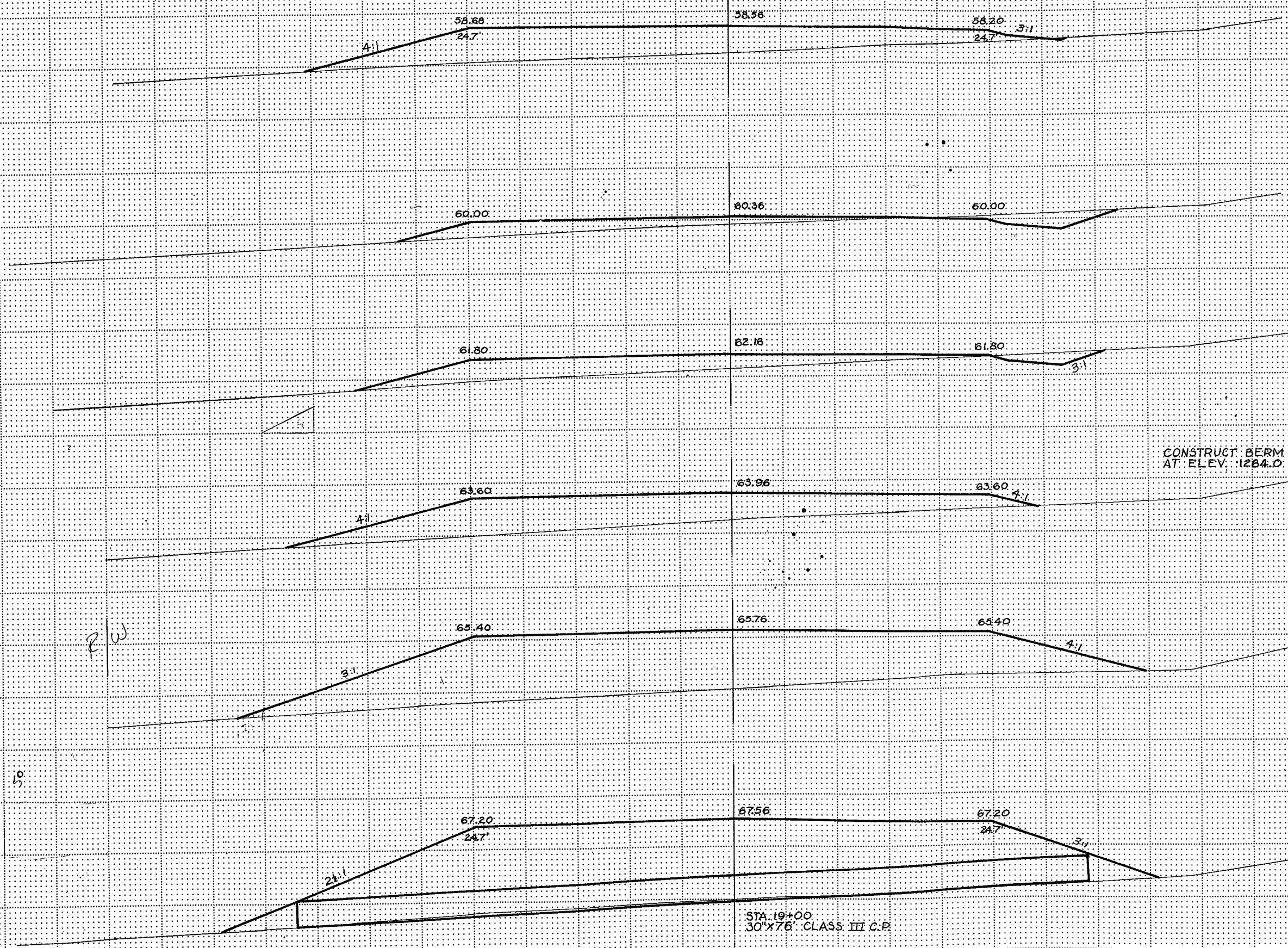
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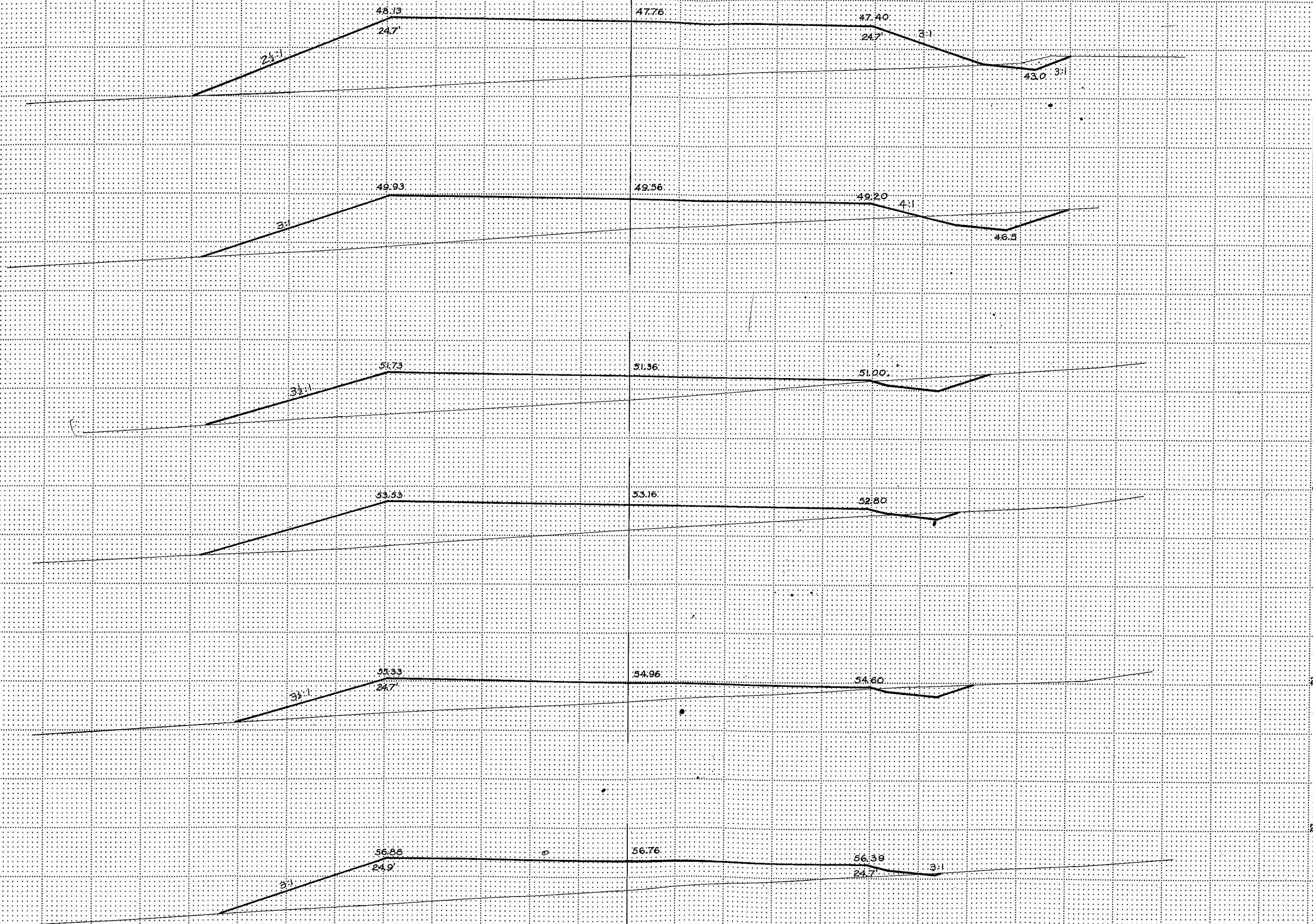
STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
18+00	1270		
		UNCL.	
		STN. 07	STN. 07
14		290	392
15		0	2158
16		0	1861
17		0	1824
18		0	1704
16+00	1275		
15+00	1275		
14+00	1280		
SHEET TOTAL		290	7939

STA. 14+30
24'x100' CLASS III C.P.

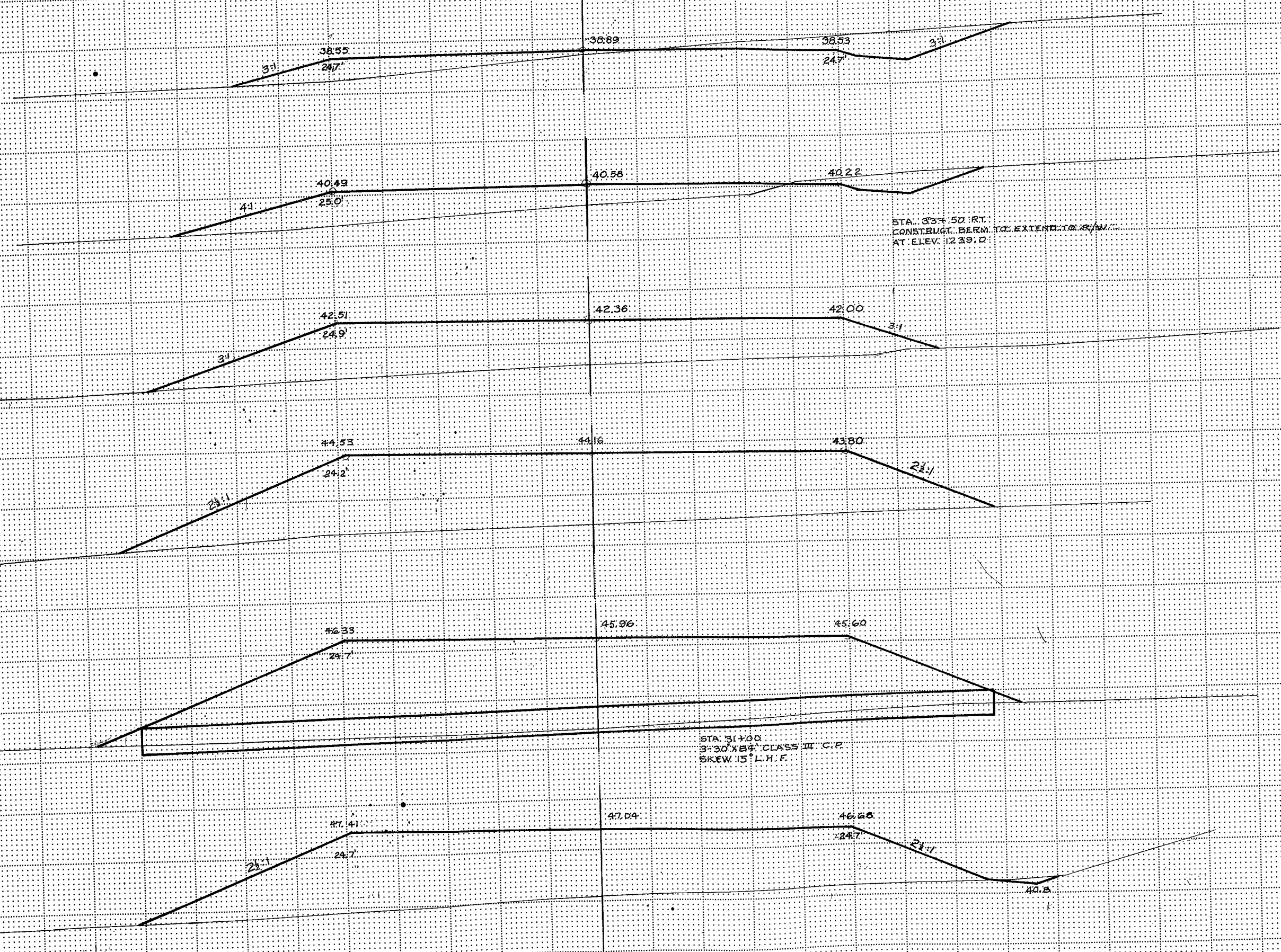
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 NO. 48
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 NO. 49
 AREAS CHECKED
 NO. 50



STATION	DISTANCE	YARDAGE	
		EXCAVATION	UNCL.
24+00 1260			
18			
18			
23+00 1265			
20			
21			
22			
22+00 1265			
23			
24			
21+00 1265			
20+00 1265			
19+00 1270			
SHEET TOTAL		68	



STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNC.		
30+00 1245				
24		4		630
25		15		574
26		17		550
27		20		619
28		44		693
28+00 1250		37		1111
29				
30				
27+00 1255				
26+00 1255				
25+00 1260				
SHEET TOTAL		137		4177



STATION	DISTANCE	YARDAGE	
		UNCL.	EXCAVATION
35+00 1241			
30	40	6	
34+00 1245	60	2	
31		0	
32		0	
33+00 1245		0	
33		37	
34		107	
35			
32+00 1245			
31+00 1245			
30+40 1245			
SHEET TOTAL		152	

MEAS. CHECKED
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 NO. 2
 MEAS. CHECKED
 NO. 3

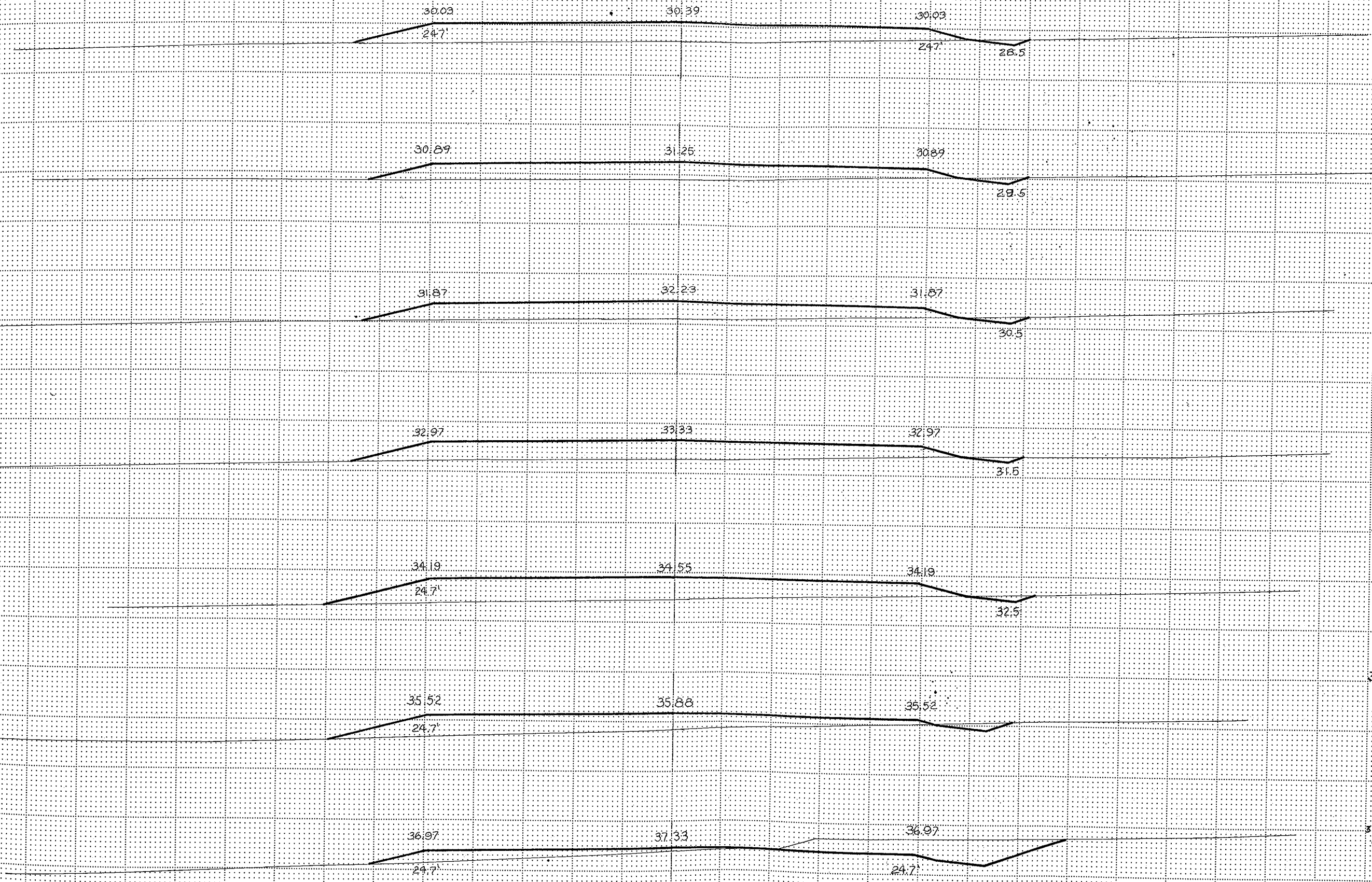
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B.P.R. REGION
DIVISION
4
WIS

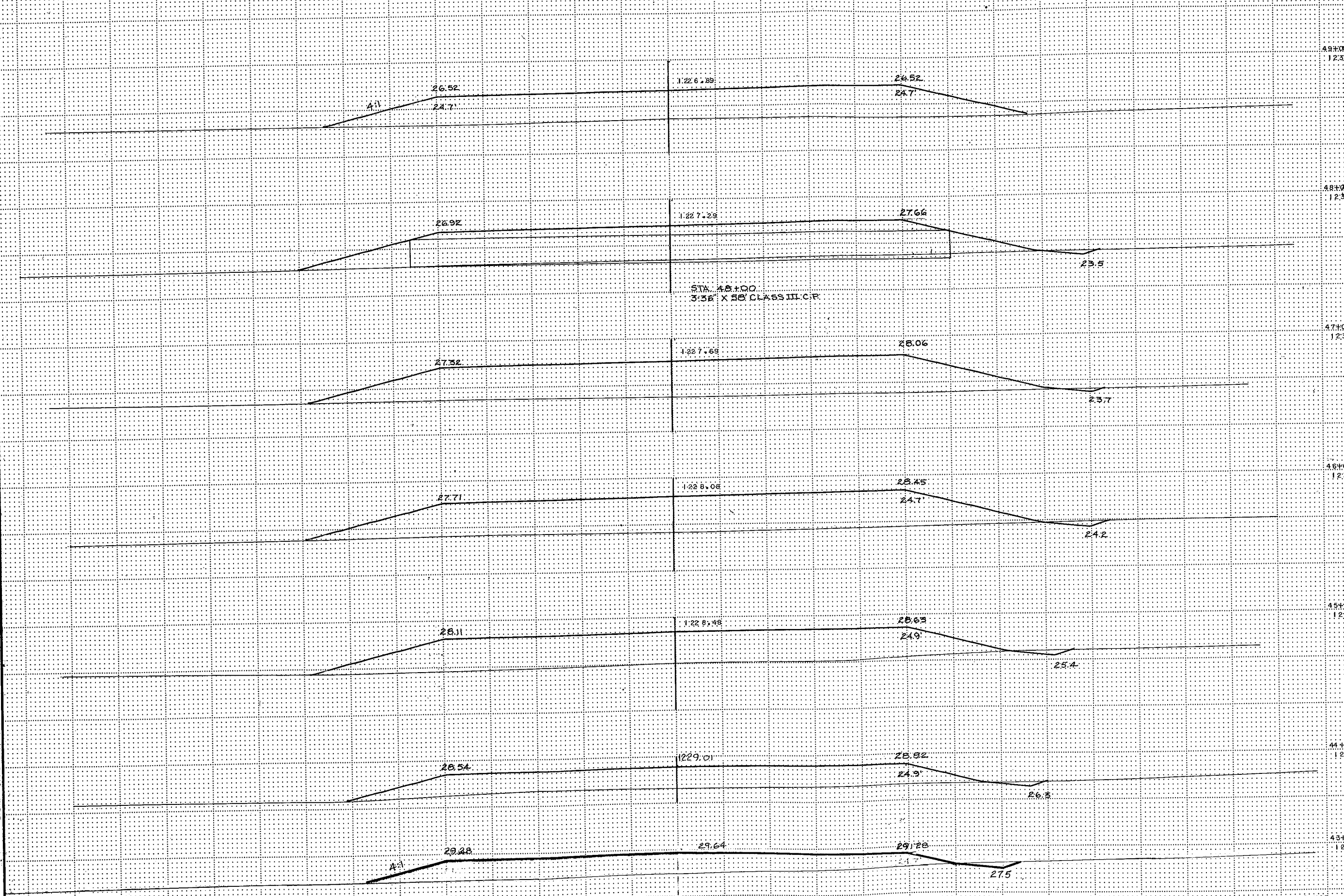
PROJECT
S022(1)

SHEET NUMBER
19

YO SHE
4

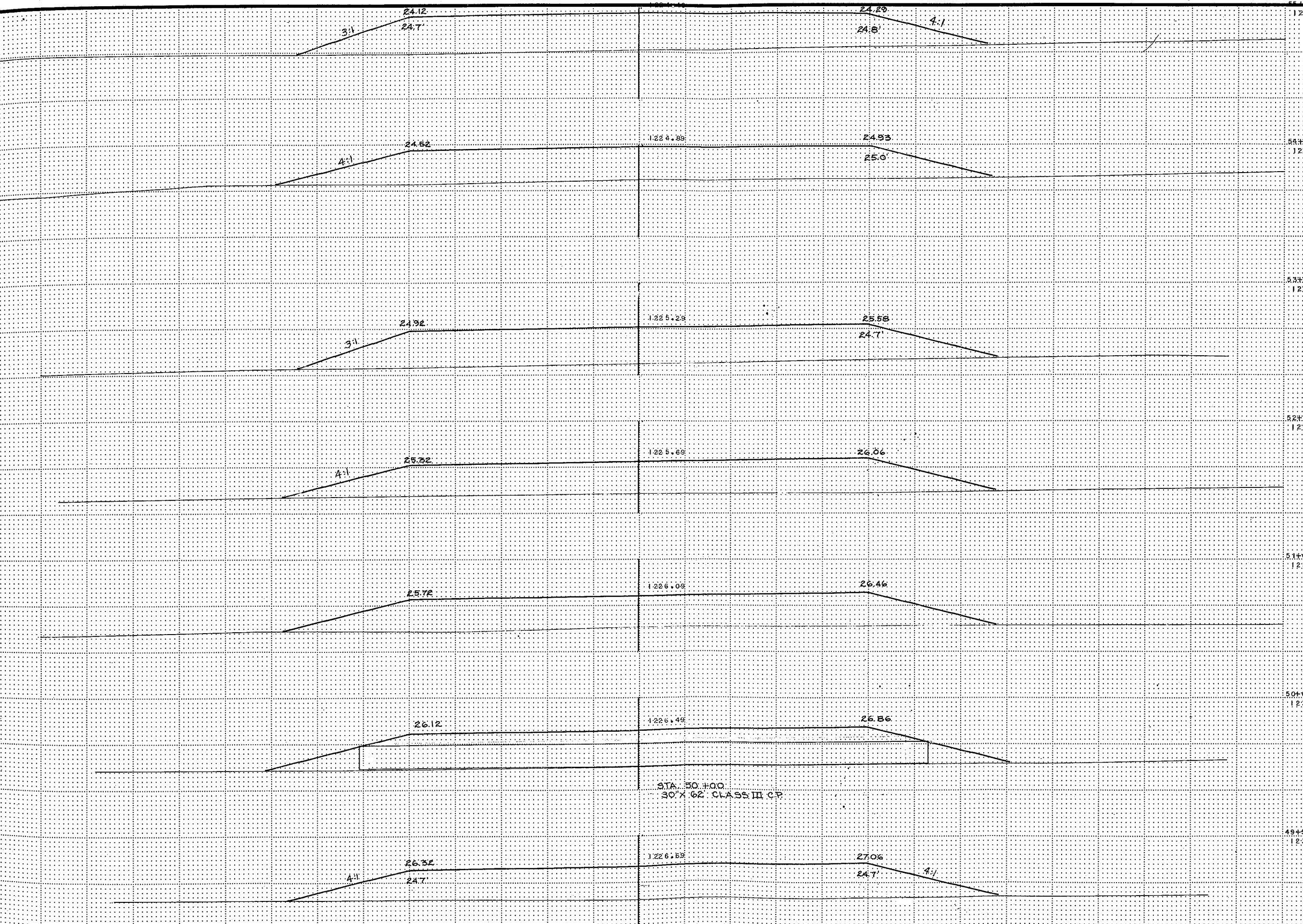


STATION	DISTANCE	YARDAGE	
		UNCL	EXCAVATION
42+00 1235			
35			
41+00 1235		141	13
36			
37		78	20
38		11	38
40+00 1235		9	58
39			
40		9	40
41		8	30
39+00 1235		8	28
42			
38+00 1240			
37+00 1240			
36+00 1240			
SHEET TOTAL		264	2298



STATION	DISTANCE	YARDAGE			
		UNCL	EXCAVATION		FILL
42	9				55
43	8				48
44	9				62
45	11				82
46	8				89
47	6				88
48	4				80
49					

1"=05' HOR
1"=05' VER

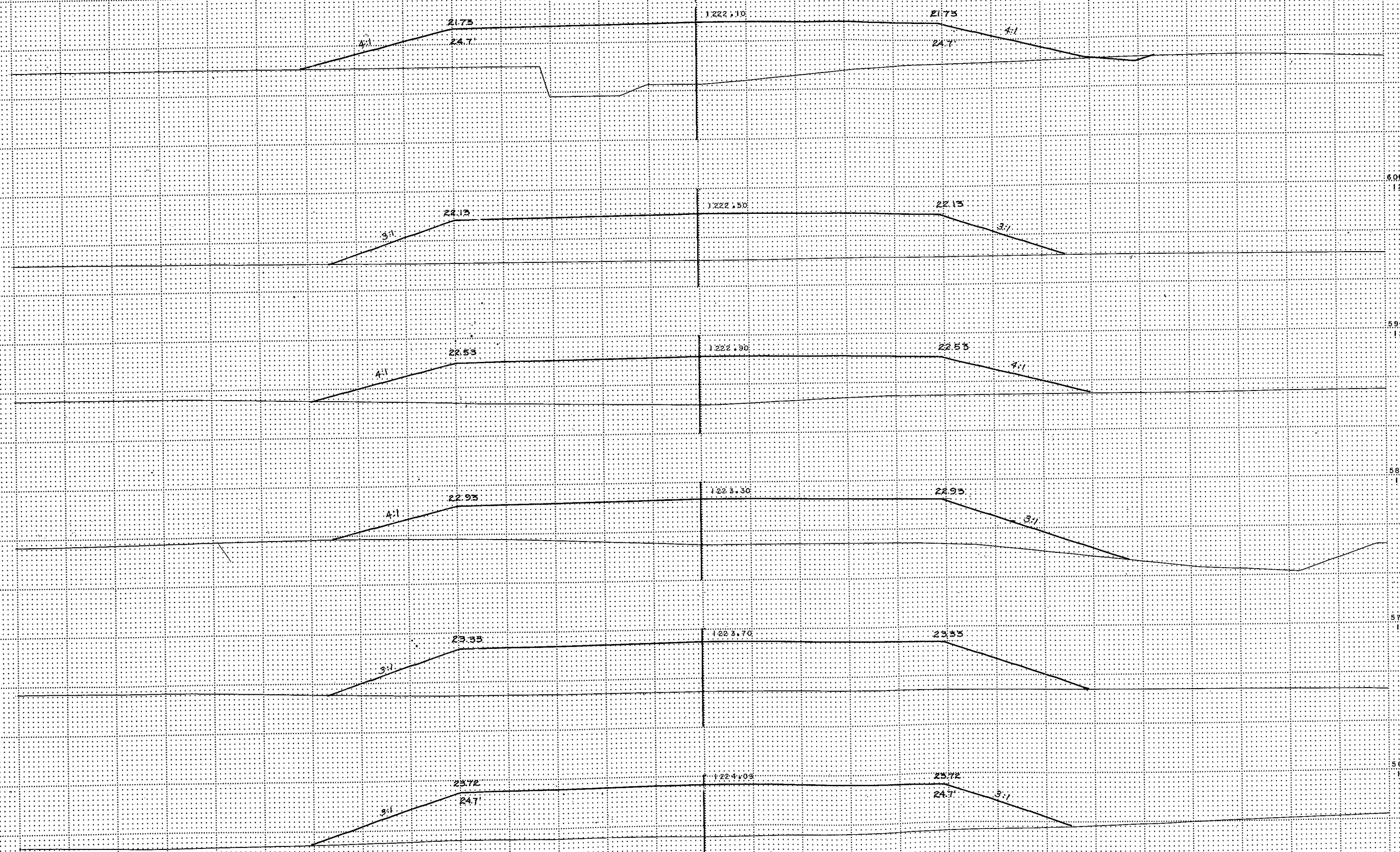


STATION	DISTANCE	YARDAGE		
		EXCAVATION		
		UNCL		FILL
49	50'	0		395
50	50'	0		446
51	50'	0		885
56		0		821
53		0		861
54		0		871
55		0		866
SHEET TOTAL				
		0		5,145

STA. 50.0+00
30' X 62' CLASS III CP

1=05 HOR
1=05 VER

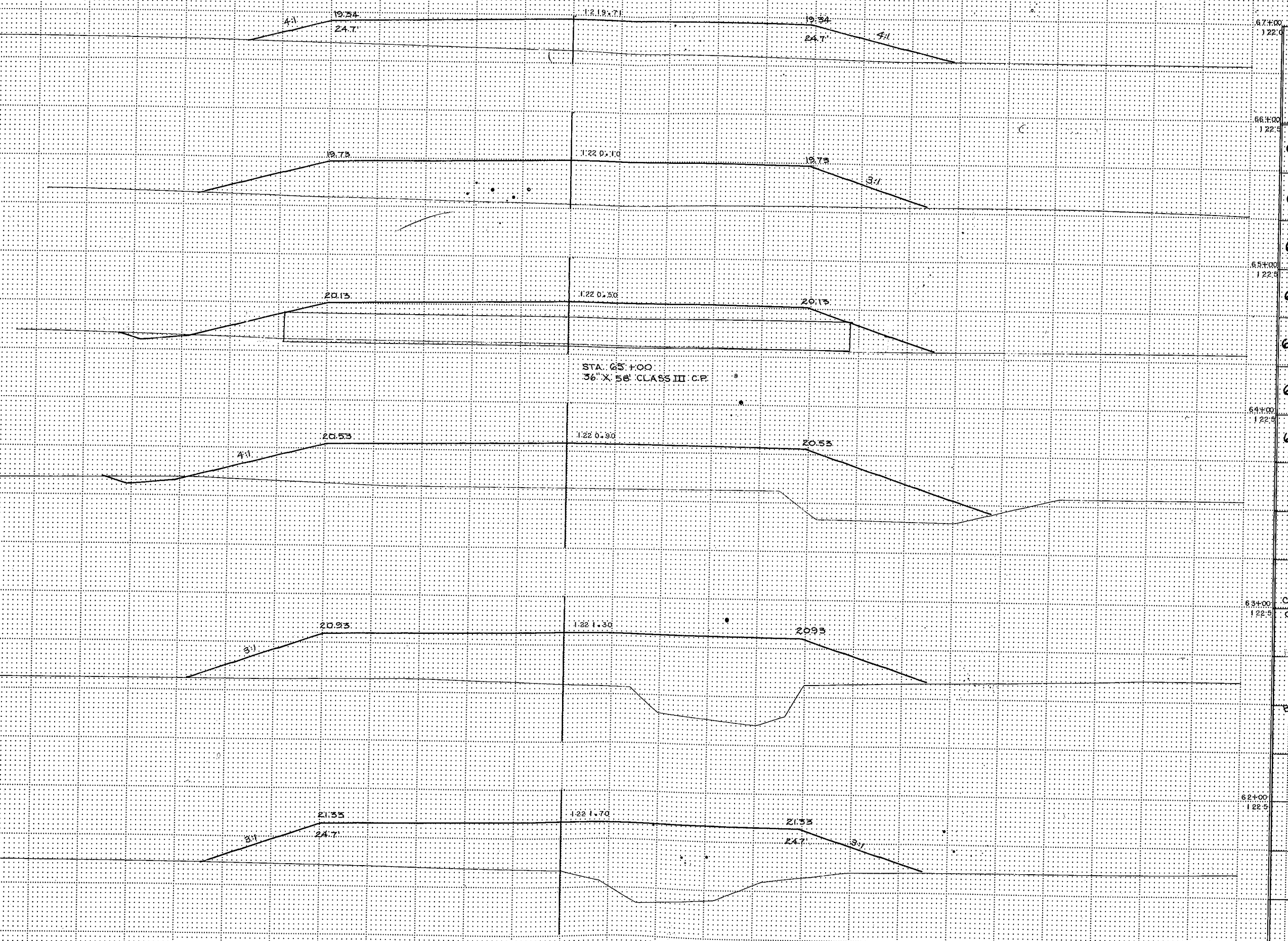
SHEET TOTAL



STATION	DISTANCE	YARDAGE			
		UNCL.	EXCAVATION
55		0			
56		0			
57		0			
58		0			
59		0			
60		4			
61					
SHEET TOTAL		4			

1=05 HOR
1=05 VER

B.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S022(1)	23	40

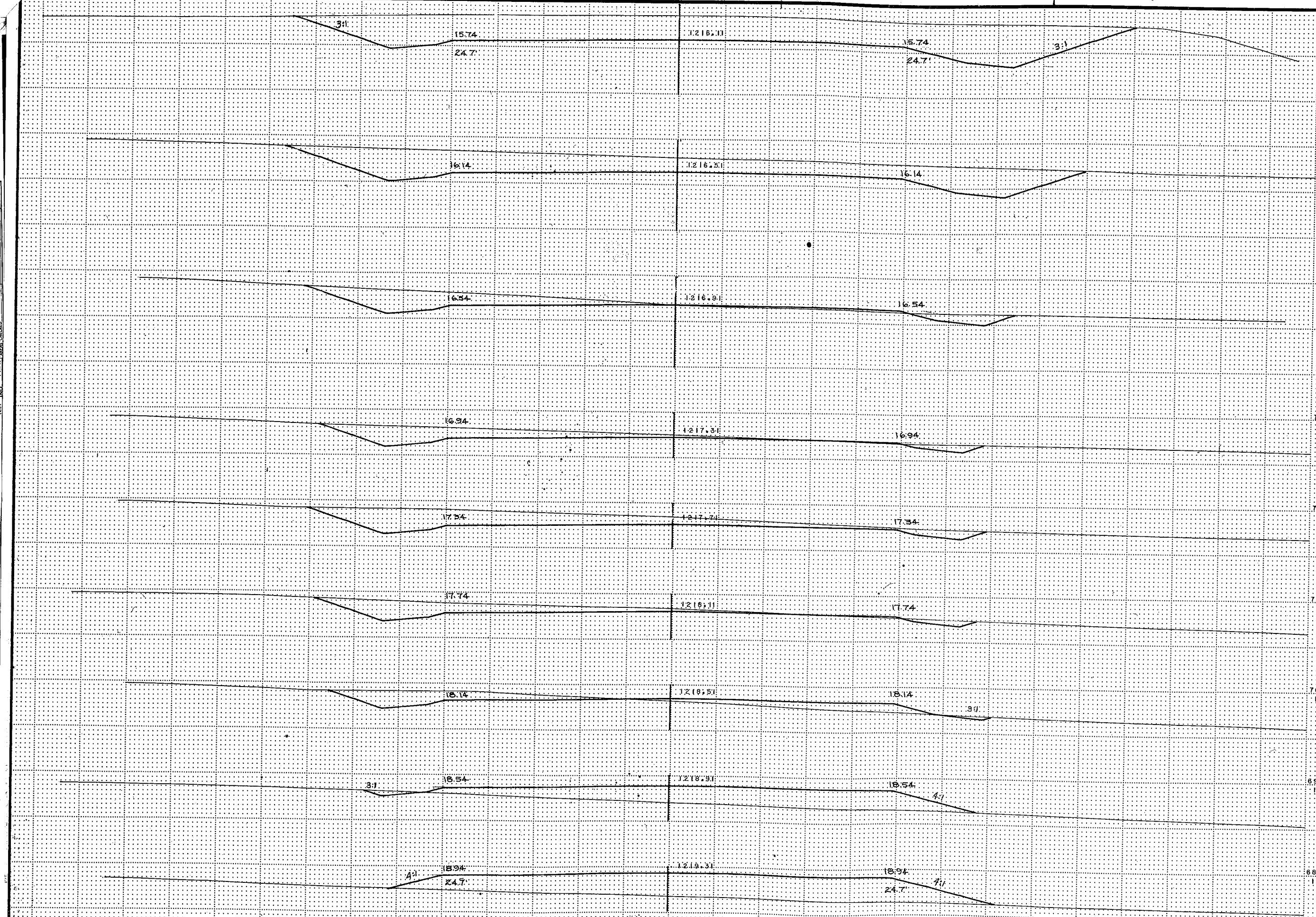


STA. 65+00
36" X 56" CLASS III C.P.

STATION	DISTANCE	YARDAGE			
		EXCAVATION		FILL	TOTAL
UNCL.					
61					
62	4				124
63	0				130
64	8				125
65	12				110
66	4				97
67	0				83
CHANNEL CHANGE		157			
BERM					17
SHEET TOTAL		1403			6915

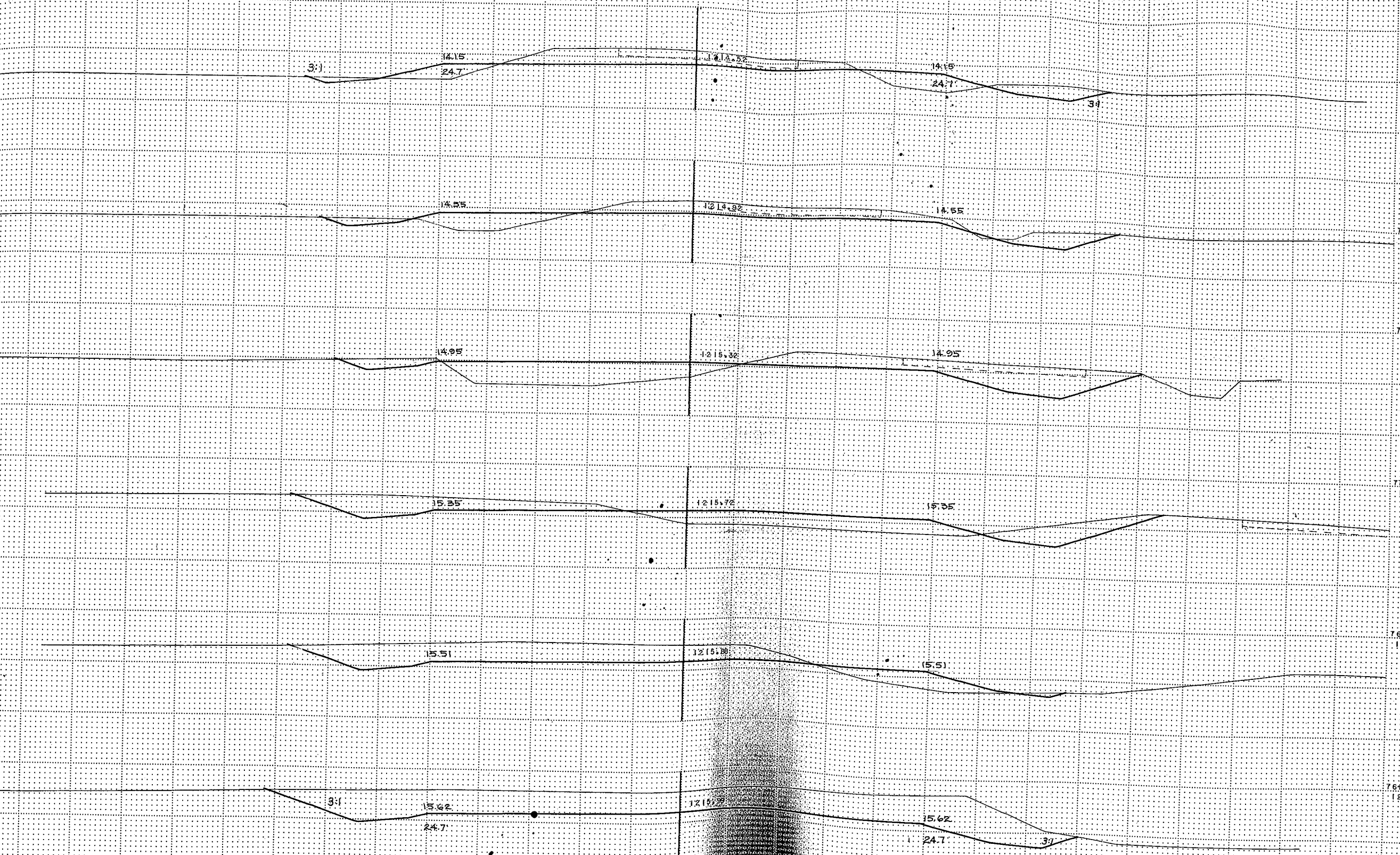
1" = 65' HOR
1" = 65' VER

SHEET TOTAL 1403 6915



1" = 05' HOR
 1" = 05' VER

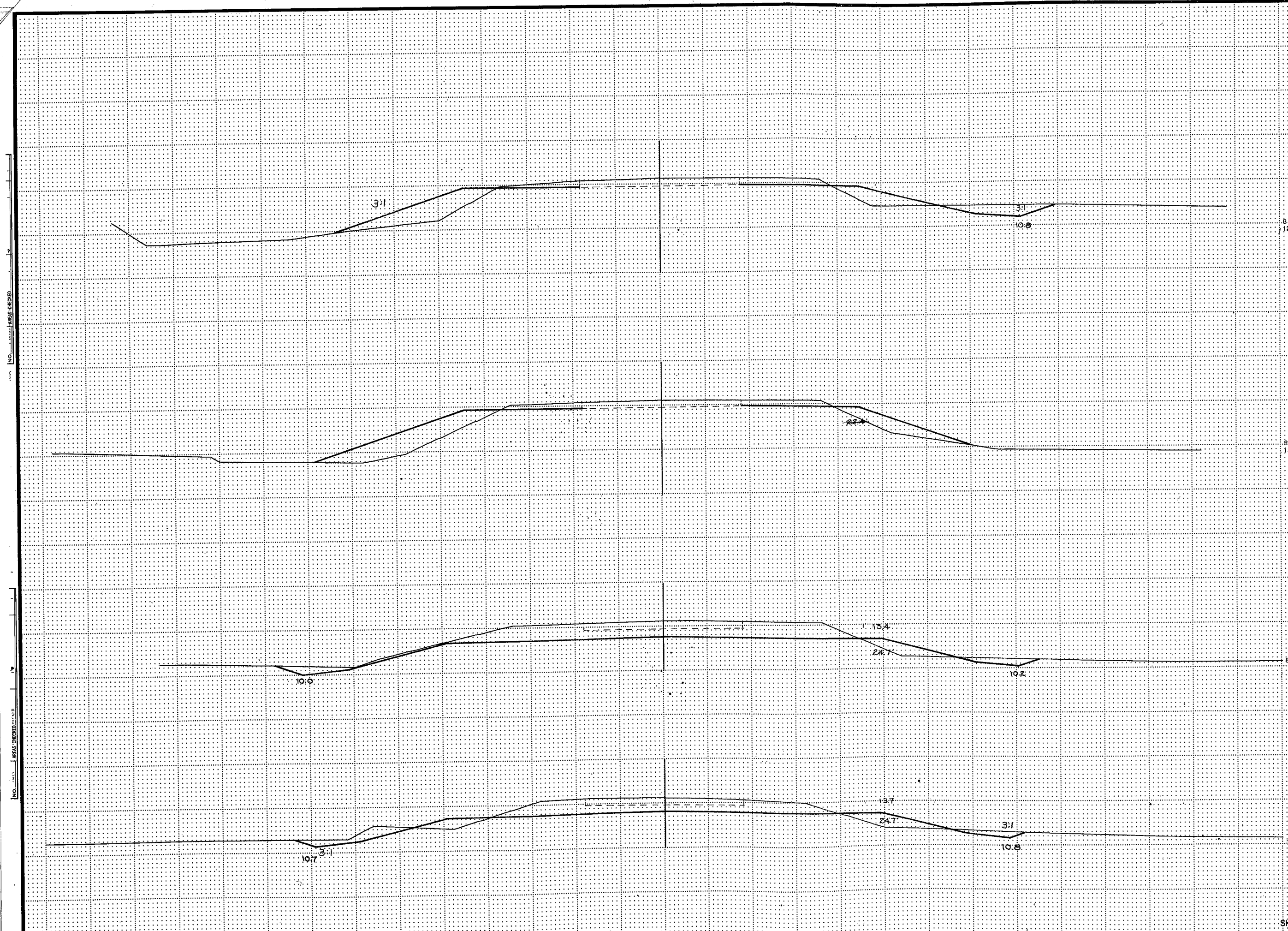
60
 45
 20
 30
 0
 0
 6
 5
 0
 0



STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNCL		
76				
130	804.00 12.15	251		0
160		156		9
77	791.00 12.15	11		43
78		245		170
79		235		128
80	784.00 122.0	200		74
	774.00 122.0			
	764.80 122.0			
	764.30 122.0			
SHEET TOTAL		1207		424

1"=05' HOR
1"=05' VER

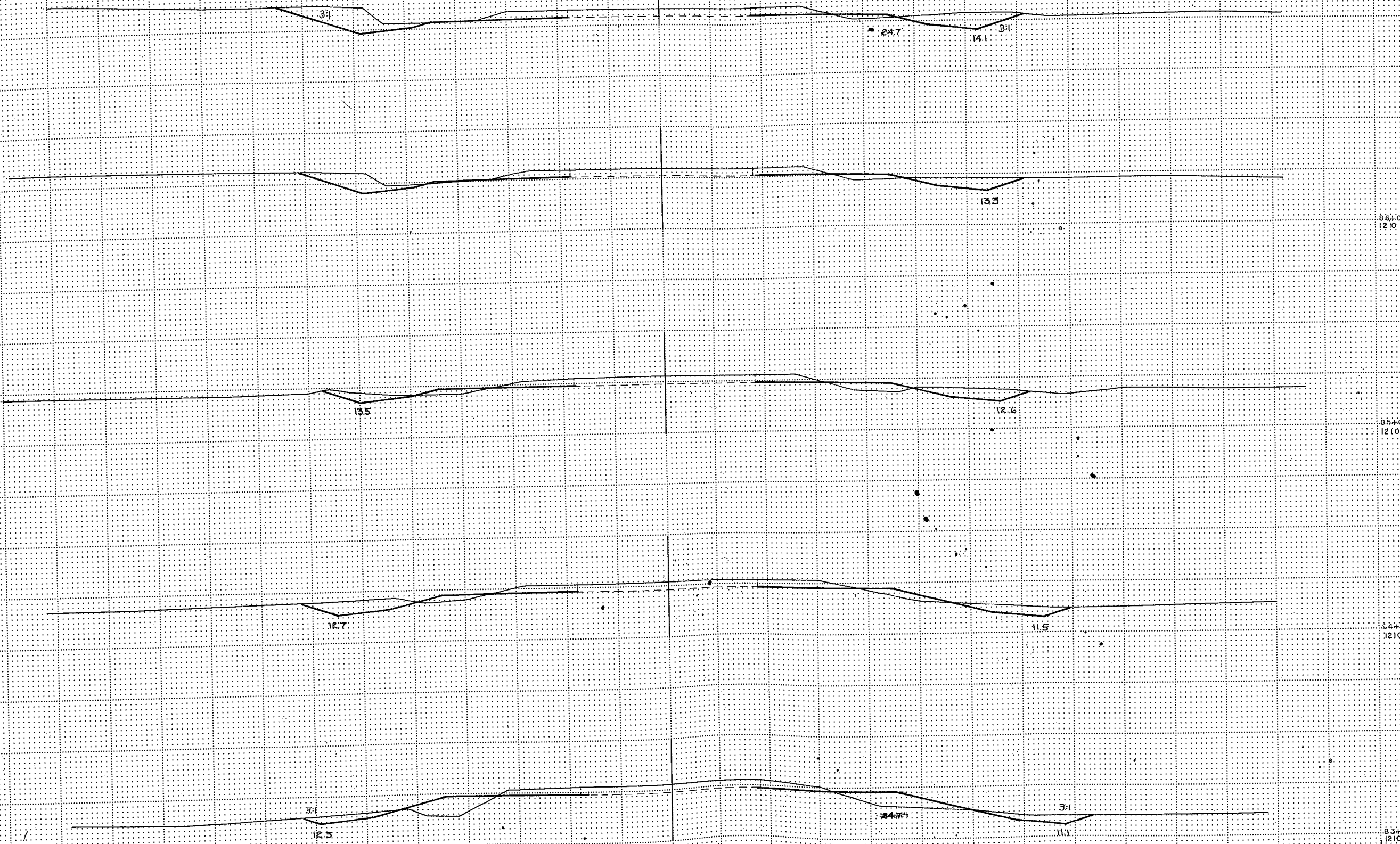
SHEET TOTAL 1207 424



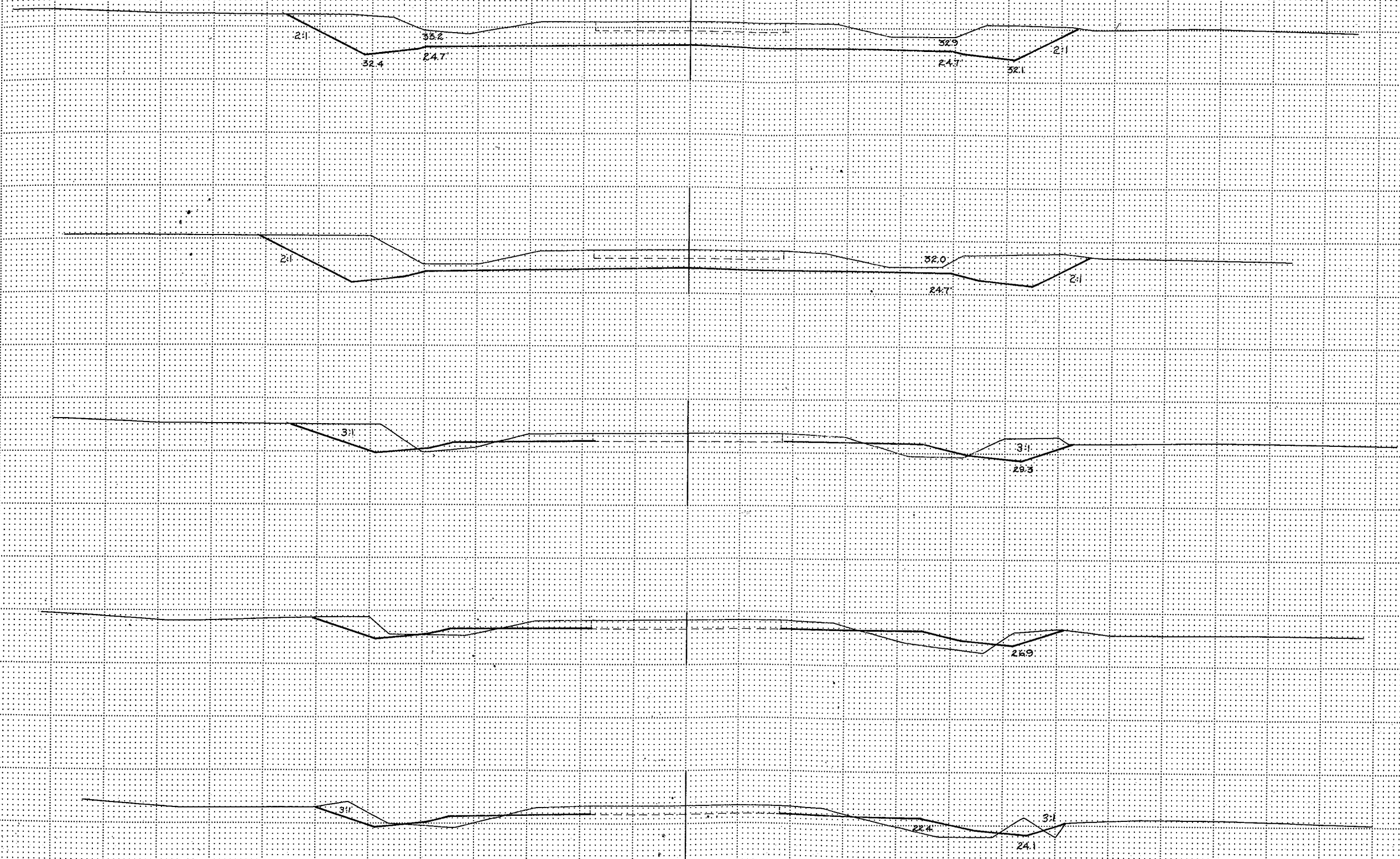
STATION	DISTANCE	YARDAGE	
		UNCL	EXCAVATION
80			
81		217	
82+00 1210		196	
475			STRUCTURE
490		9	
82			
81+80 1210			
81+75 1210			
81+60 1210			
81+00 1210			

NO. 100 - AREAS CHECKED

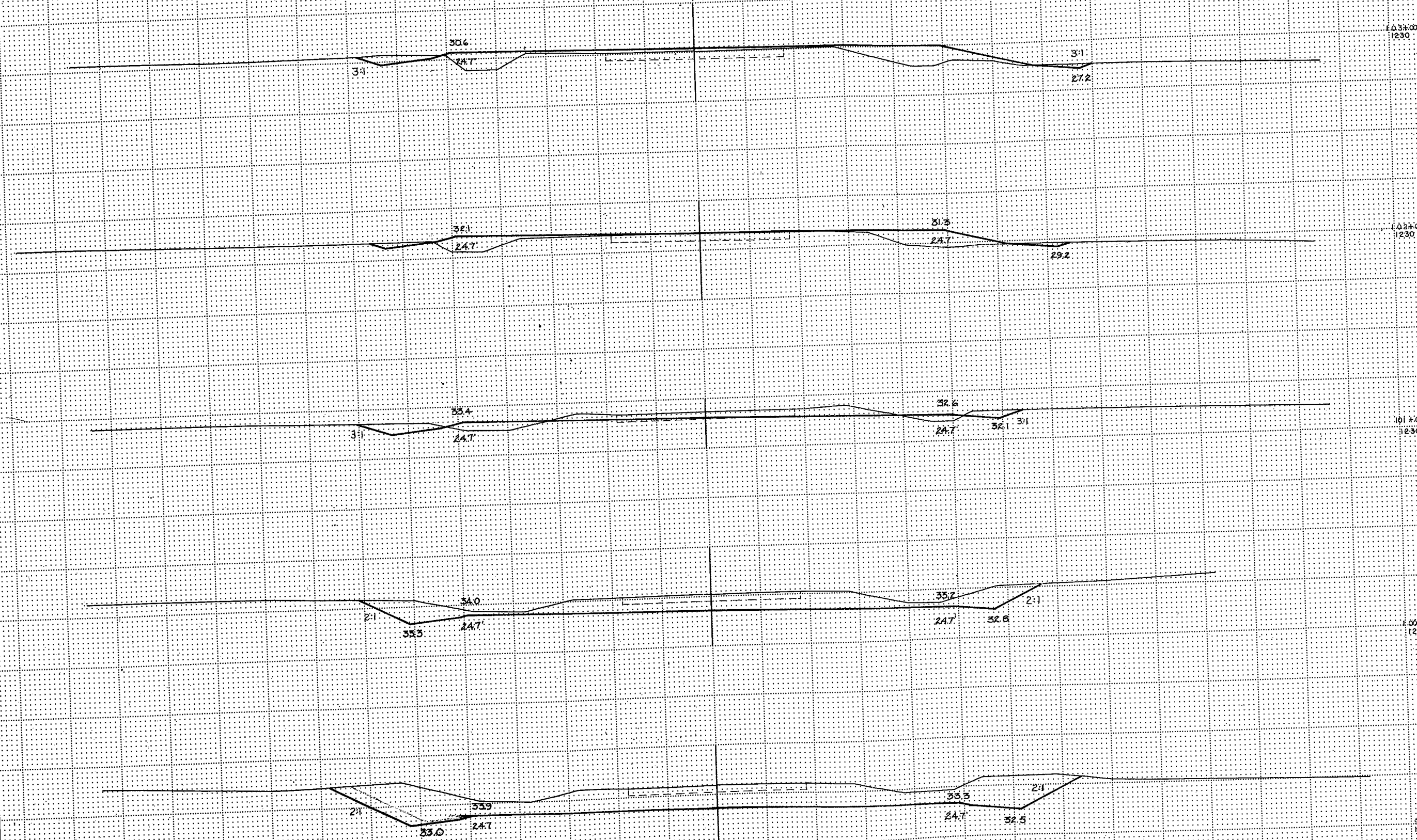
NO. 100 - AREAS CHECKED



STATION	DISTANCE	YARDAGE		
		UNCL	EXCAVATION	FILL
82		106		96
83		111		56
84		150		19
85		150		13
86		170		7
87				
SHEET TOTAL		647		188

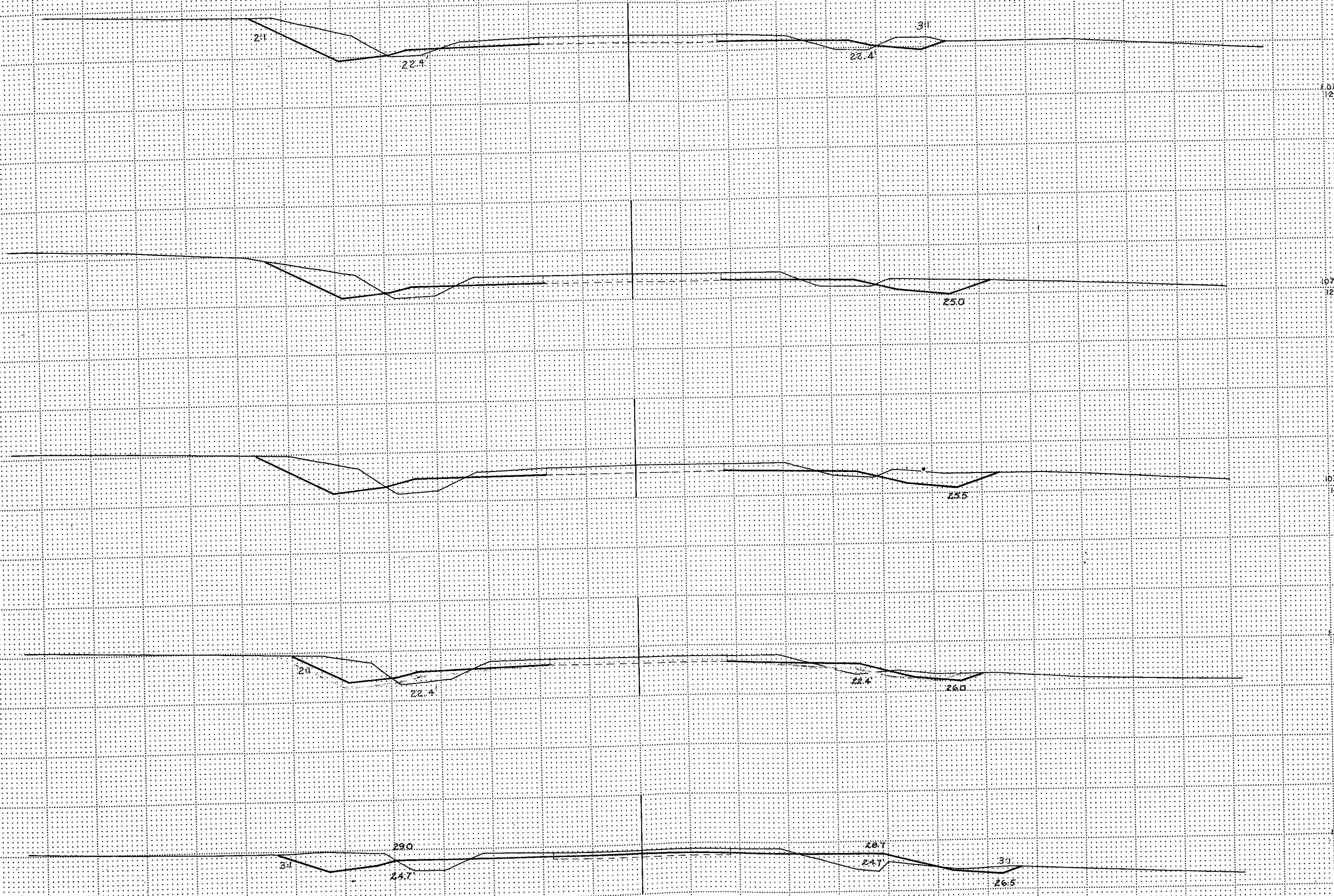


STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNCL		
93		111		67
94		111		61
95		157		43
96		348		15
97		537		0
98				
SHEET TOTAL		1264		186

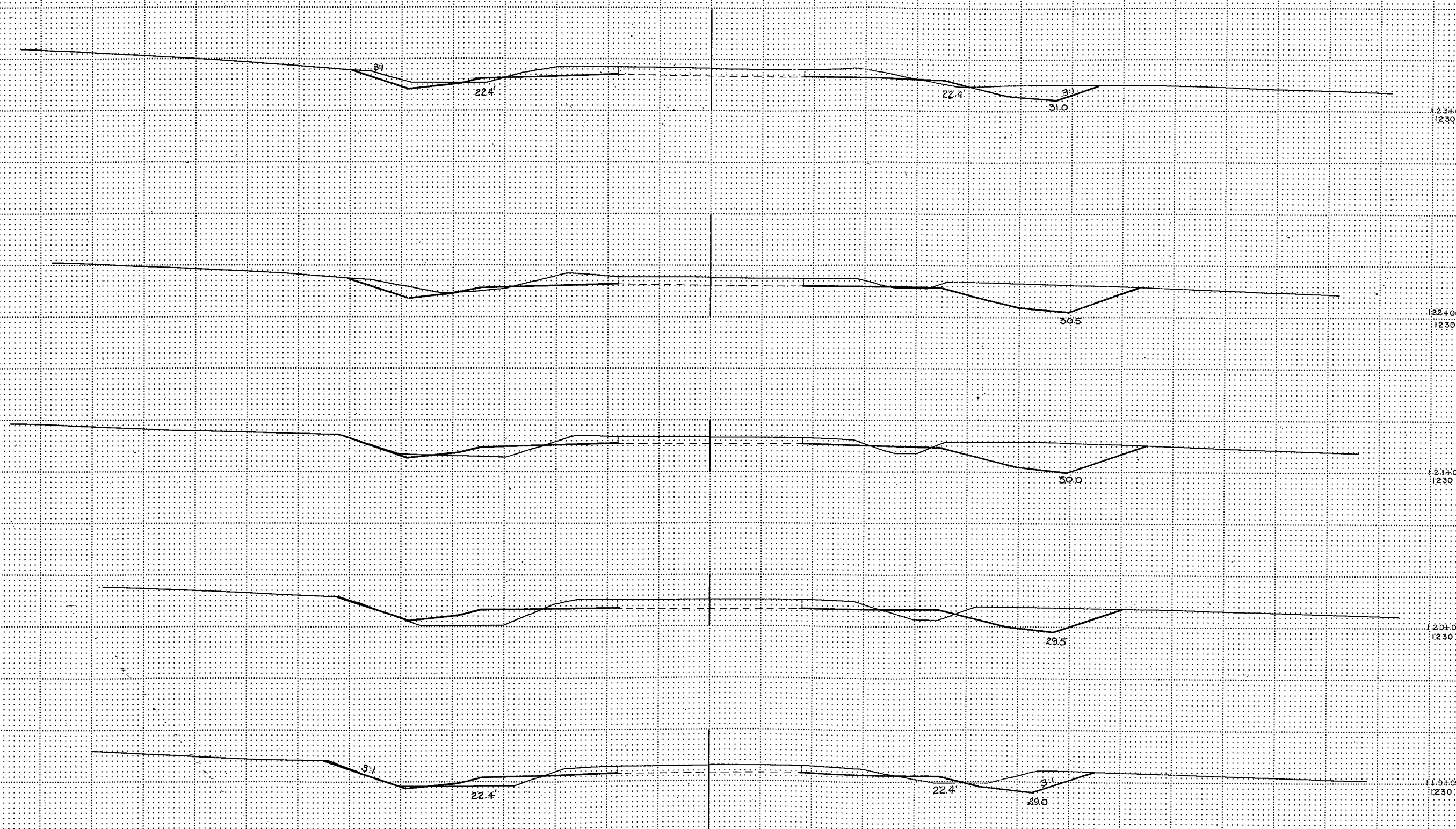


STATION	DISTANCE	YARDAGE	
		UNCL	EXCAVATION
98		569	
99		441	
100		209	
101		74	
102		65	
103			
SHEET TOTAL		1358	

AREA CHECKED
 NO. 1
 AREA CHECKED
 NO. 2
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 NO. 4

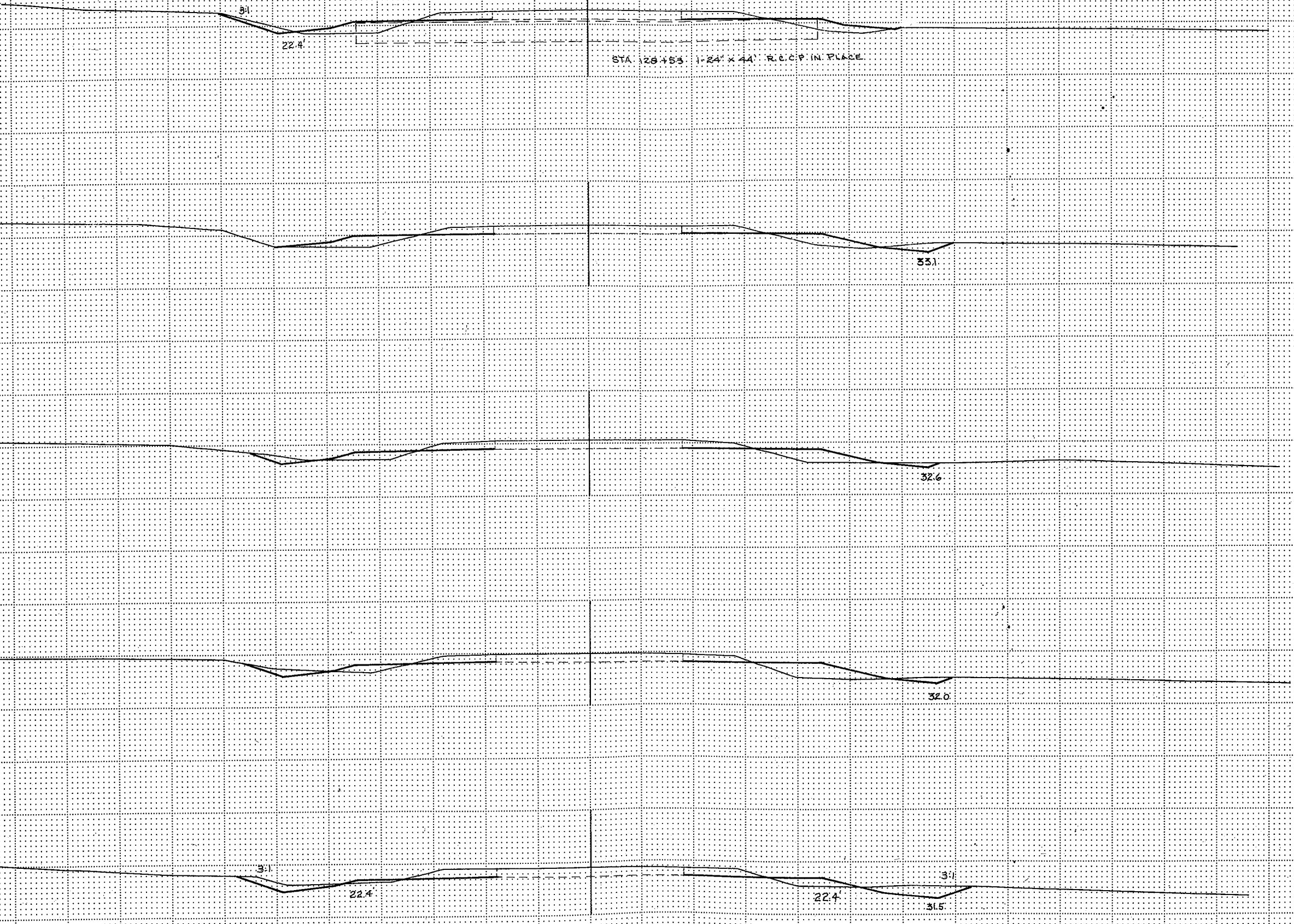


STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNCL		
103+00 1220				
103		83		50
104		157		31
105		204		50
106		170		55
107+00 1225		159		26
108				
106+00 1225				
105+00 1230				
104+00 1230				
SHEET TOTAL		773		181

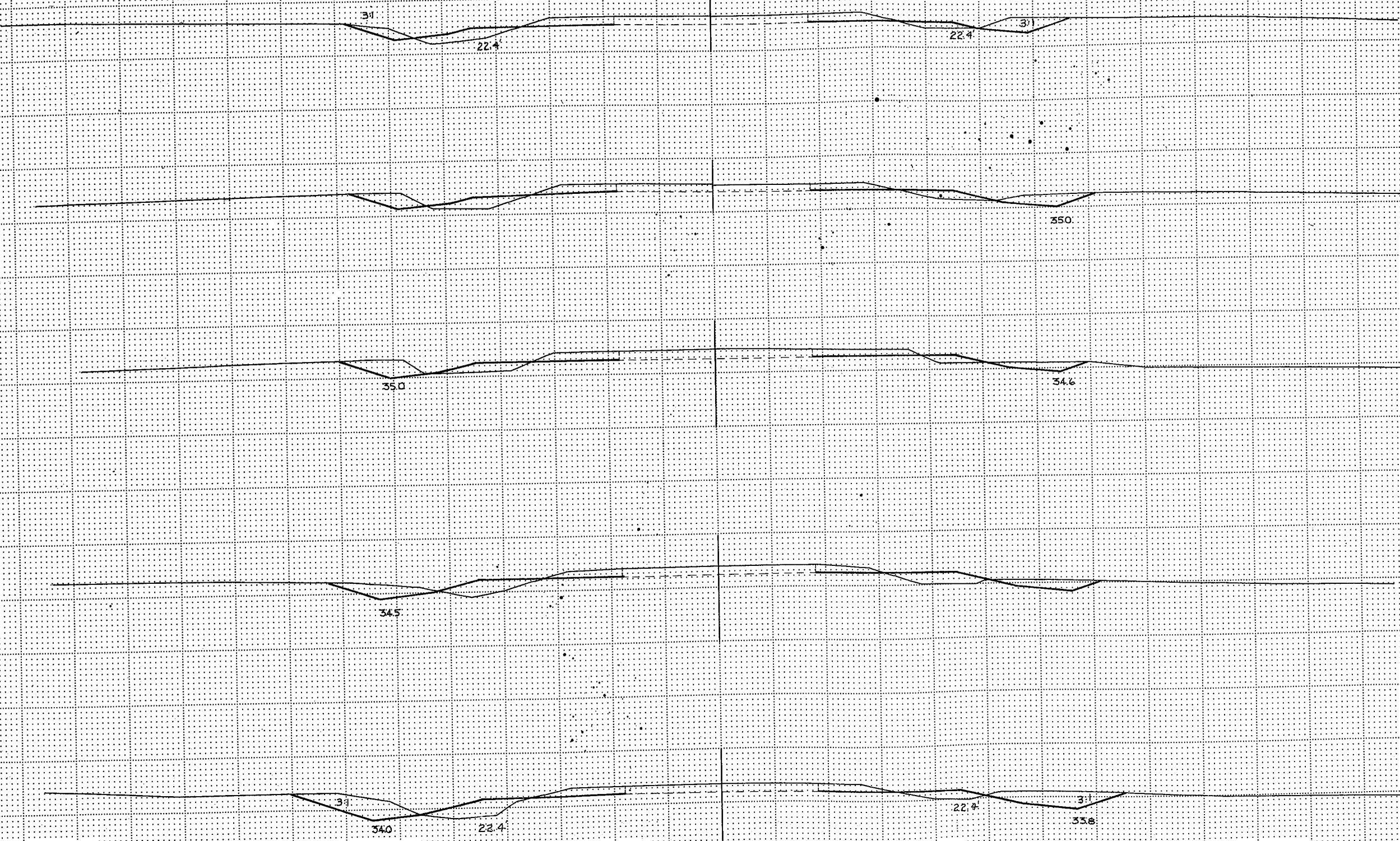


STATION	DISTANCE	YARDAGE	
		UNCL	EXCAVATION
118		75	
119		119	
120		170	
121		194	
122		167	
123			
SHEET TOTAL		728	

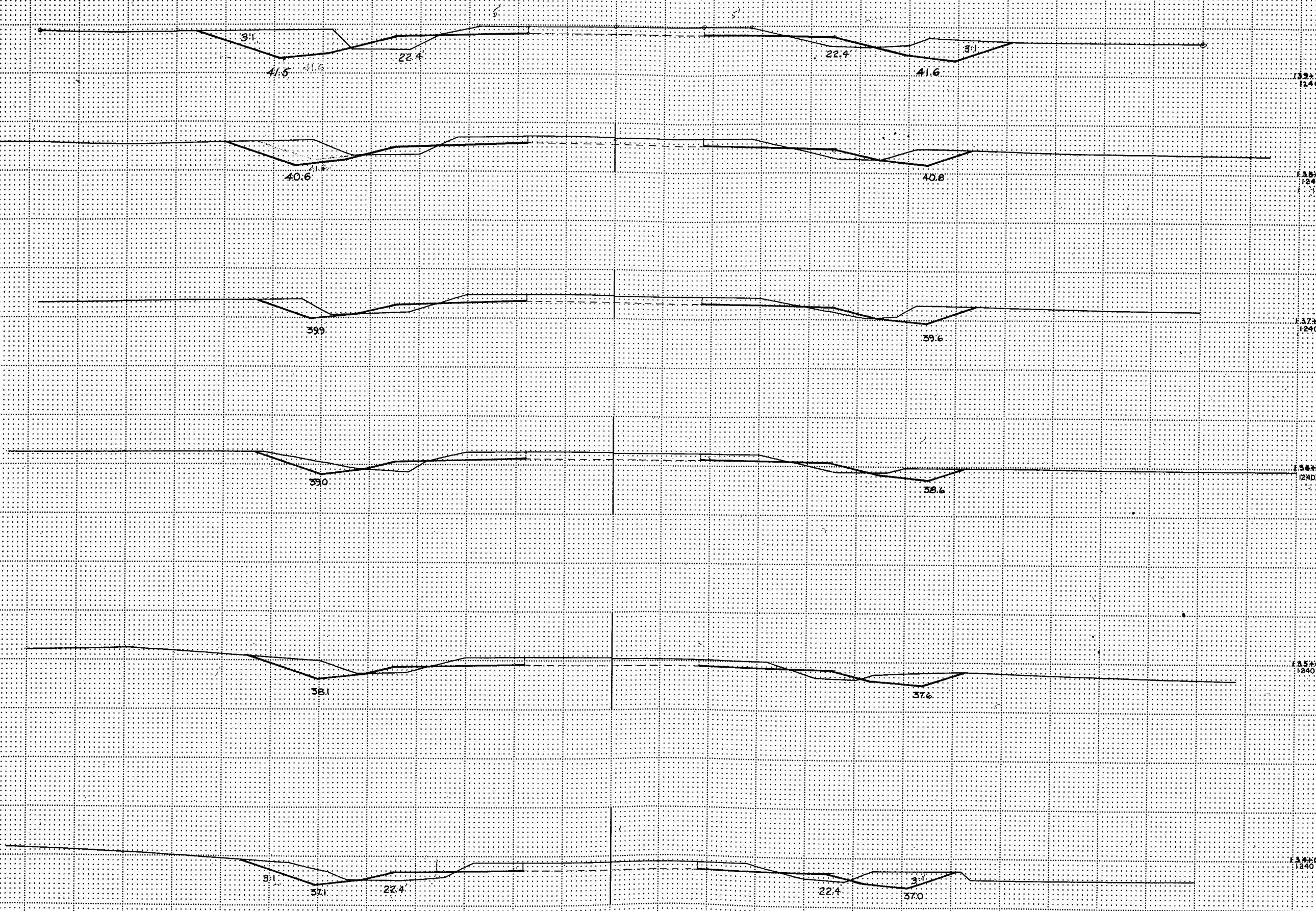
INC. I BEAS CHECKED



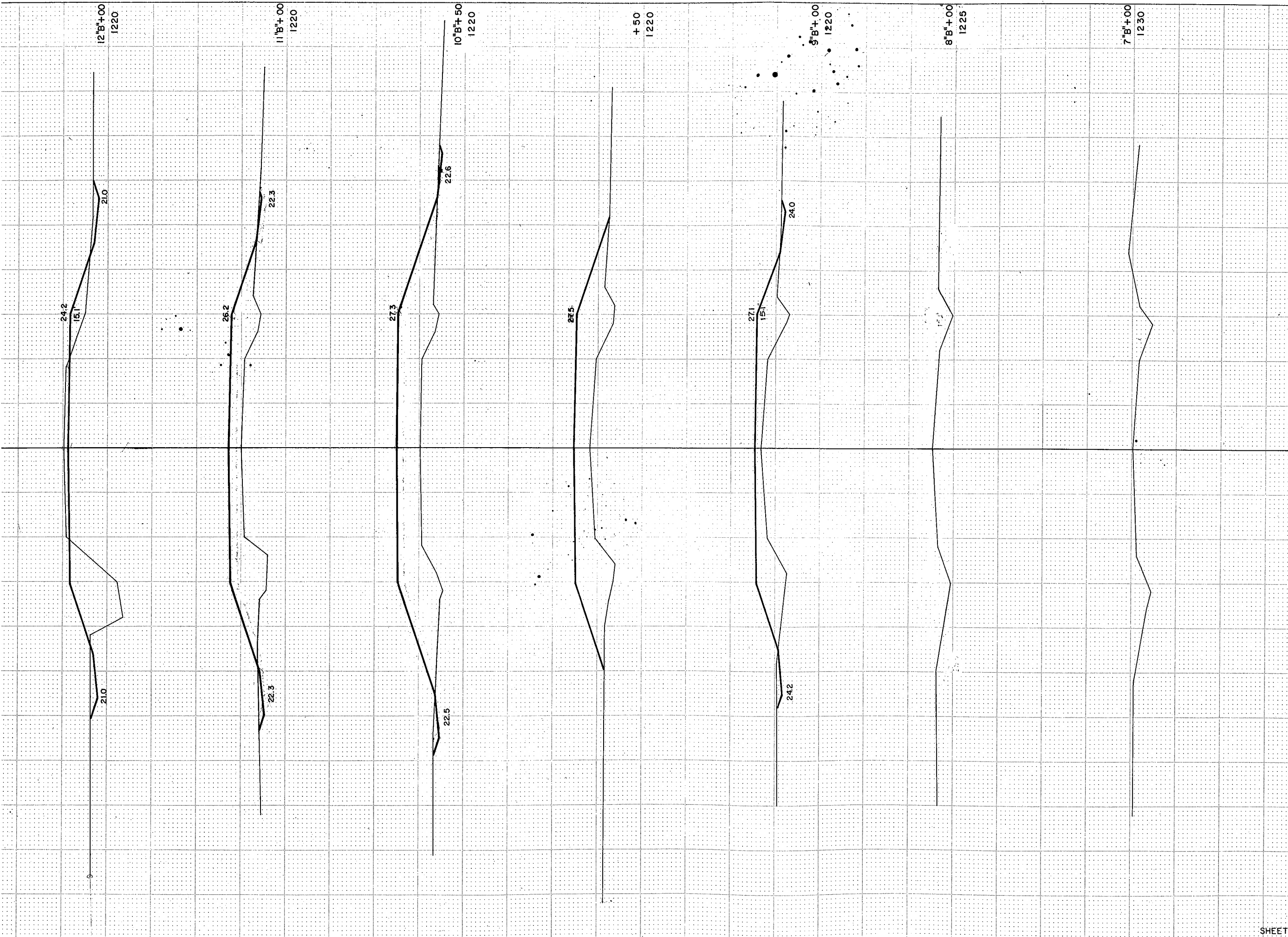
STATION	DISTANCE	YARDAGE		
		UNCL.	EXCAVATION	FILL
123		11.5		17
124		7.6		41
125		5.6		50
126		5.6		43
127		5.6		44
128				
SHEET TOTAL		35.7		195



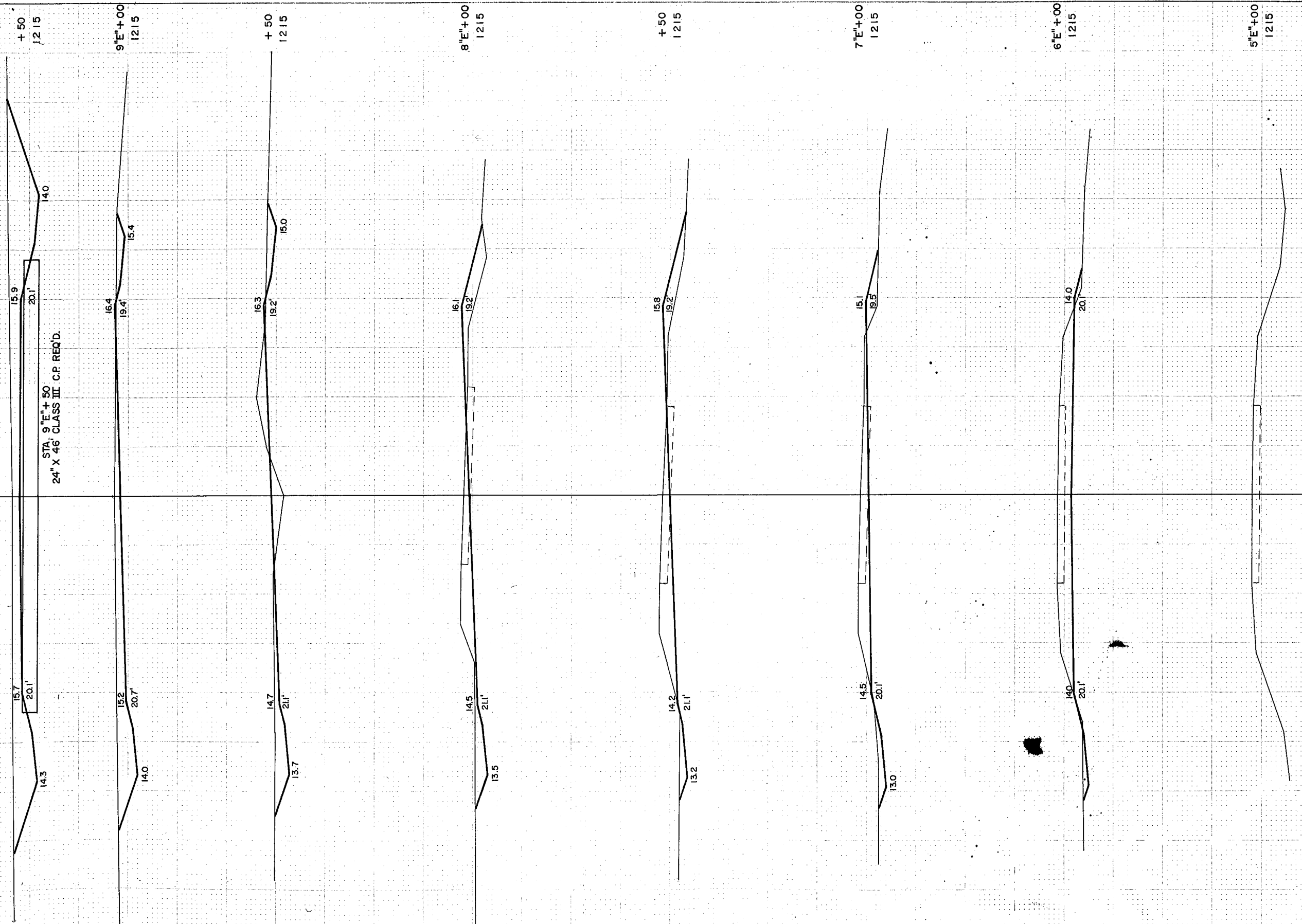
STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL	FILL
128	111	46	
129	146	50	
130	124	43	
131	115	31	
132	102	31	
133			
134			
135			
136			
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197			
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199			
200			
SHEET TOTAL		600	201



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
133			
134	111		31
135	120		31
136	111		35
137	122		35
138	126		39
139	163		46
140	120		89
SHEET TOTAL		873	304

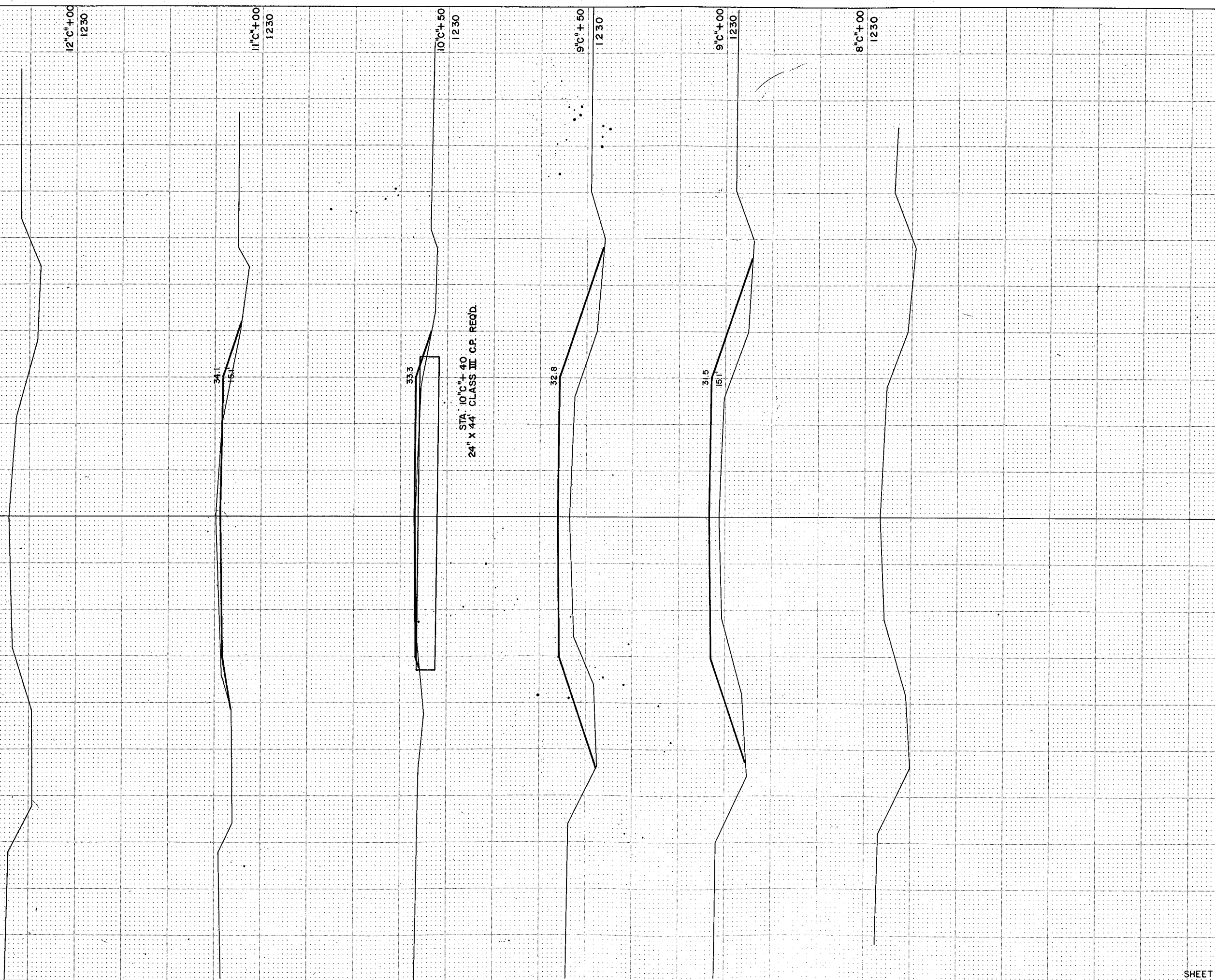


STATION	DISTANCE	YARDAGE			
		EXCAVATION			FILL
		UNCL.			
7" B"					
8" B"					
9" B"		5			126
+ 50		3			244
10" B"					158
+ 50		14			272
11" B"		43			253
12" B"					
SHEET TOTAL		65			909



STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNCL.		
5" E"				
6" E"	93			2
7" E"	157			7
+50	57			13
8" E"	48			22
+50	47			19
9" E"	61			7
+50	131			0
+70	76			0
SHEET TOTAL		670		70

B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S022(1)	40	40



STATION	DISTANCE	YARDAGE		
		UNCL.	EXCAVATION	FILL
8'C"				148
9'C"				162
+50				70
+70				
10'C"				
+30				7
+50				
11"C"		7		20
12"C"		5		22