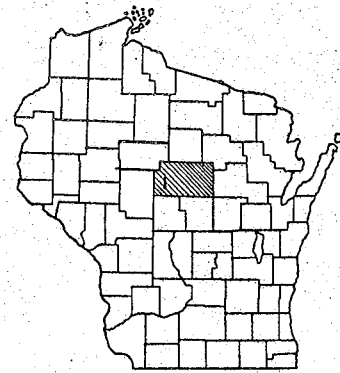


INDEX OF SHEETS

- SHEET NO. 1 TITLE
- SHEET NO. 1 TYPICAL CROSS SECTIONS
- SHEET NO. 1 ESTIMATE OF QUANTITIES
- SHEET NO. — MISCELLANEOUS QUANTITIES
- SHEET NO. — RIGHT OF WAY PLAT
- SHEET NO. 2-12 PLAN AND PROFILE STA. 122+03.6 TO STA. 437+60.3
- SHEET NO. 13 STANDARD DETAILS
- SHEET NO. — DRAINAGE STRUCTURES
- SHEET NO. — CROSS SECTIONS



ESTIMATE OF QUANTITIES

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN - EDITION OF 1963, APPROVED OCTOBER 16, 1963, FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED OCTOBER 29 1963, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS

ITEM NO.	ITEM	QUANTITY	UNIT
21101	PREPARATION OF FOUNDATION FOR BITUMINOUS PAVING	1	LUMP SUM
30401	GRAVEL OR CRUSHED STONE BASE COURSE	2,400	CU. YD.
40401	BITUMINOUS ROAD MIX SURFACE	77,444	SQ. YD.
40403	BITUMINOUS MATERIAL FOR SURFACE COURSE	121,000	GALLON
40406	AGGREGATES FOR BITUMINOUS ROAD MIX SURFACE	6,050	CU. YD.

NET C LENGTH = 31556.70 LIN. FT.

NOTE: SHEETS 2 TO 12 INCLUDED TO SHOW PROFILE AND ALIGNMENT ONLY. OTHER INFORMATION IS NOT PERTINENT TO THIS CONTRACT.

STANDARD DETAIL DRAWINGS

7-4.1.4 CONSTRUCTION BARRICADE

BEGINNING OF PROJECT S 018(7) STA. 122+03.6
 = BEGINNING OF PROJECT S 018(6) STA. 122+03.6
 = END OF PROJECT S 018(2)(3) STA. 122+03.6
 = SO. 1/4 COR. SEC. 5, T 26 N, R 3 E

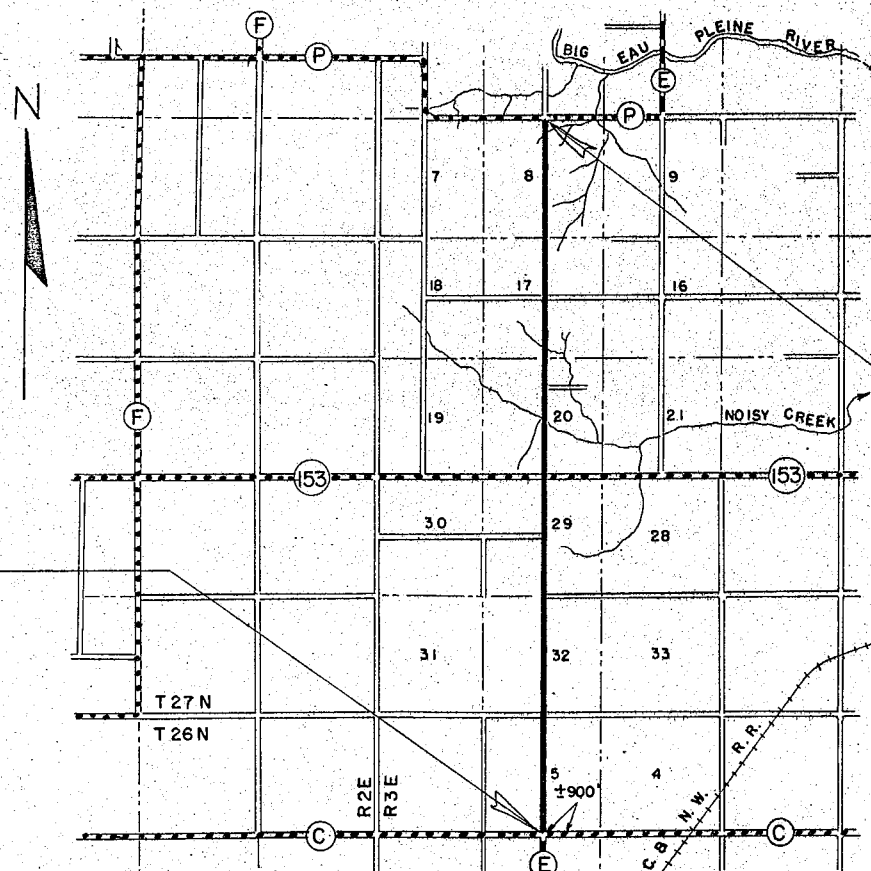
CONVENTIONAL SIGNS

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.....
{ BARBED.....	MARSH.....
LOT LINE.....	HEDGE.....
CORPORATE OR CITY LIMITS.....	TREES.....
PROPERTY LINE.....	GROUND ELEVATION.....
P.L. + 32.5	DATUM LINE 73.9
TRAVELED WAY OR P.E.....	RAILROADS.....
RAILROADS.....	75/16
BASE OR SURVEY LINE.....	GRADE ELEVATION.....
30	DATUM LINE

STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
C.T.H. "C" — C.T.H. "P" ROAD
 C.T.H. "E"
MARATHON COUNTY
PROJECT S 018 (7)

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

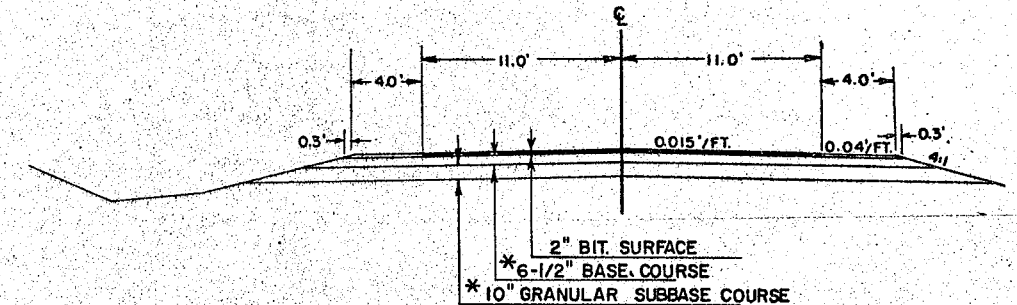


LAYOUT

SCALE ONE MILE

TOTAL NET LENGTH OF CENTERLINE = 5.977 MI.

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	FEDERAL	S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
376	180		11.7	4 WIS.	1	13



* NOT A PART OF THIS CONTRACT (IN PLACE)

END OF PROJECT S 018(7) STA. 437+60.3
 = END OF PROJECT S 018(6) STA. 437+60.3
 = BEGINNING OF PROJECT S 018(4)(5) STA. 147+25.3
 = NO. 1/4 COR. SEC. 8, T 27 N, R 3 E

NOTE

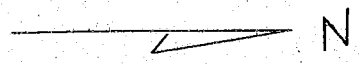
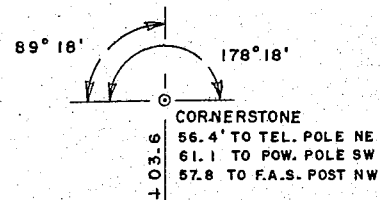
WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL DIRECTED BY THE ENGINEER.

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR.....	NOTE BOOK.....
DIVISION COMPUTER.....	M. O. CHECKER <i>WUB</i>
DISTRICT CHECKER.....	CORRECT.....
CORRECT:	
DATE <i>4/15/64</i>	<i>Carroll</i> DISTRICT ENGINEER
RECOMMENDED FOR APPROVAL:	
DATE <i>4/15/64</i>	<i>E.J. Bork</i> DISTRICT ENGINEER
APPROVED:	
DATE <i>4/15/64</i>	<i>E.L. Ruediger</i> STATE HIGHWAY ENGINEER
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	
DATE	
DIVISION ENGINEER	

S 018(7)

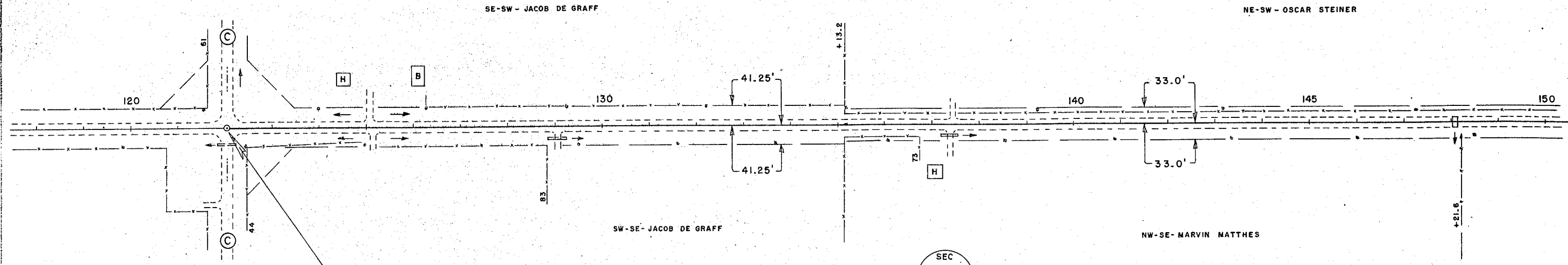
BENCH MARKS			
1	121+50	SPIKE IN 10" APPLE	220' R 316.80
2	135+17	" POWER POLE	41' L 309.01

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	2	13
		5018(7)	2 13



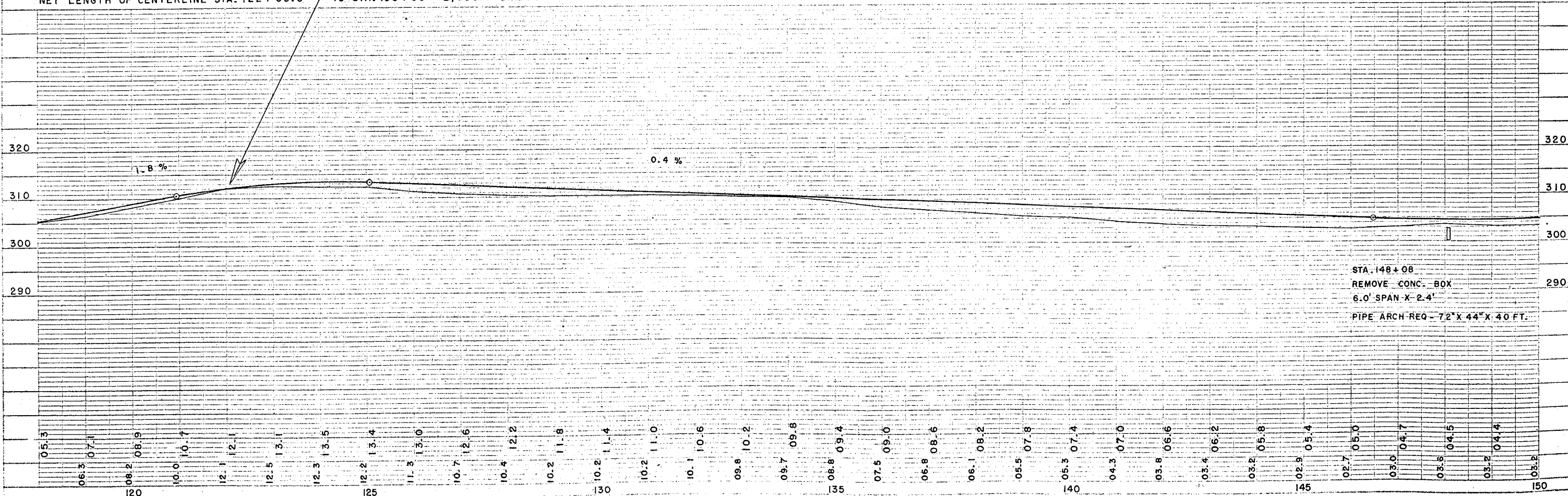
SEC 5
T 26 N
R 3 E

SEC 5
T 26 N
R 3 E



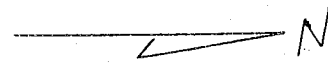
BEGINNING OF PROJECT S 018(6)(7)
 STA. 122+03.6 = SOUTH 1/4 CORNER OF SEC. 5
 = END OF PROJECT S 018(2)

NET LENGTH OF CENTERLINE STA. 122+03.6 TO STA. 150+00 = 2,796.4 LIN. FT.



NOTES: 1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF. 2. THE CENTERLINE IS TO BE LOCATED AS SHOWN. 3. THE GRADE IS TO BE AS SHOWN. 4. THE PROPOSED GRADE IS TO BE MAINTAINED AS SHOWN. 5. THE PROPOSED GRADE IS TO BE MAINTAINED AS SHOWN.

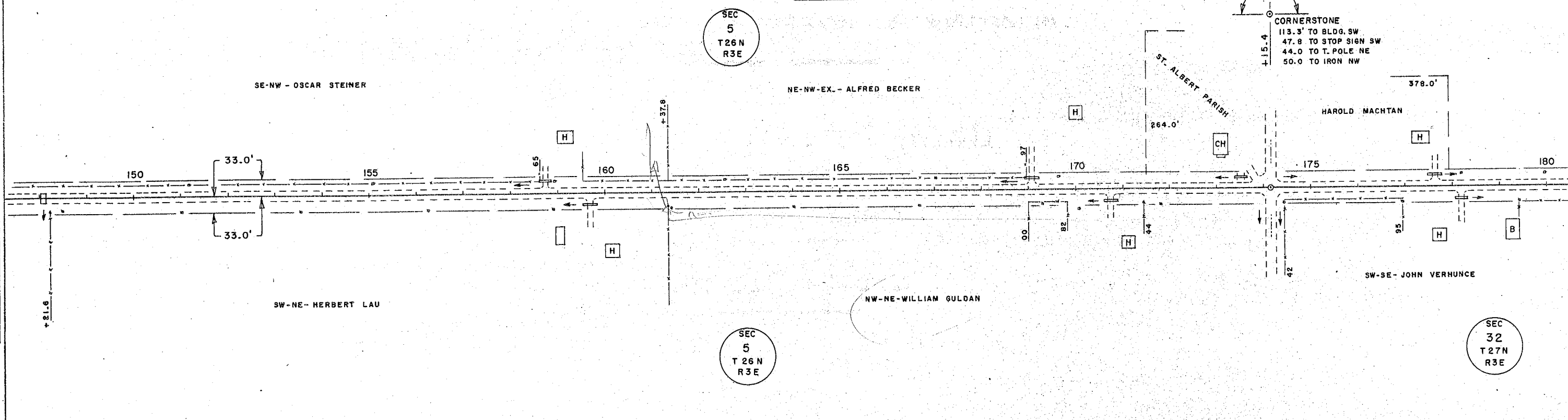
C.T.H. "E"



BENCH MARKS			
3	169+57	SPIKE IN 15" OAK	36' L 328.83
4	173+15	TOP CONC. STEP NE COR.	61' L 336.36

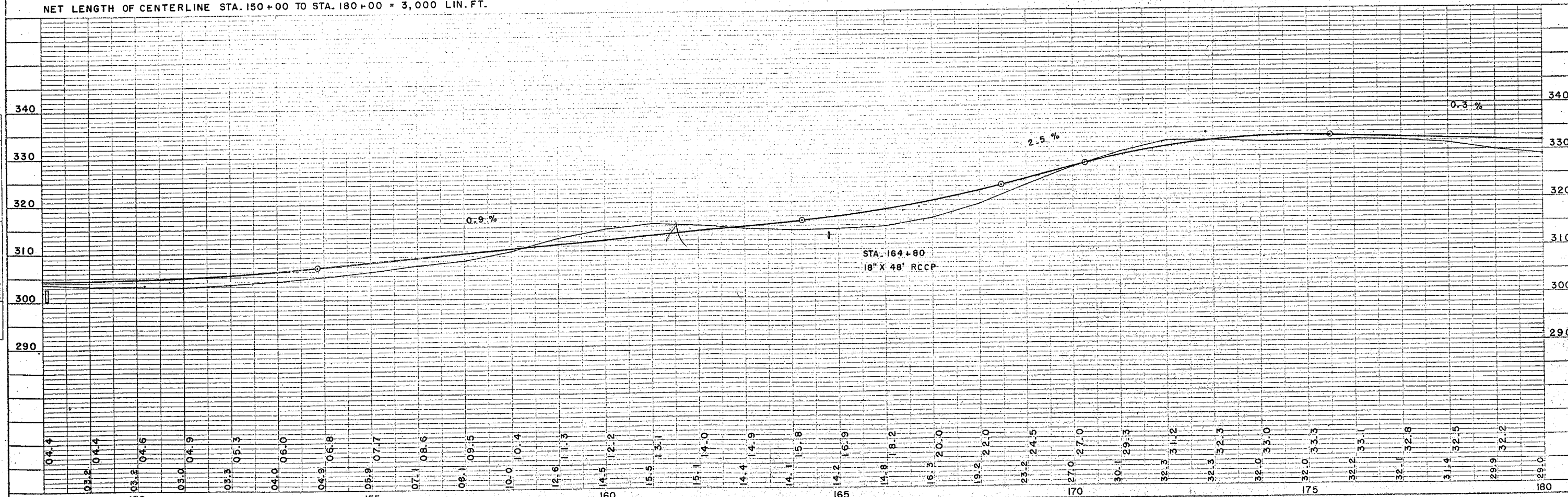
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	3	13
	5018(7)	3	13

PLAN	DATE
REVISED	11-52
BY C E C	
CHECKED	
DATE	
NO.	

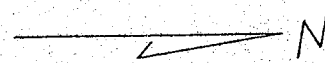


NET LENGTH OF CENTERLINE STA. 150+00 TO STA. 180+00 = 3,000 LIN. FT.

PROFILE	DATE
REVISED	11-52
BY C E C	
CHECKED	
DATE	
NO.	



C.T.H. "E"

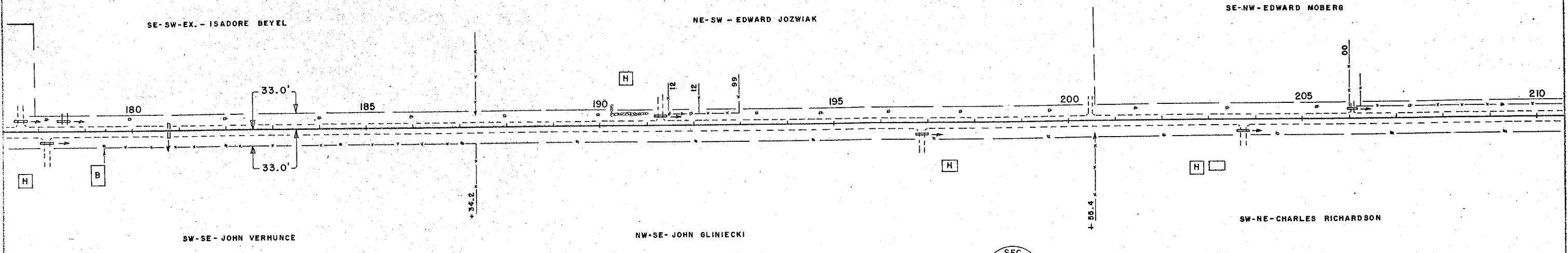


BENCH MARKS			
5	198+35	SPIKE IN 12" APPLE	46'R 328.14
6	211+09	TOP NAME PLATE ON BOX	12'R 321.34

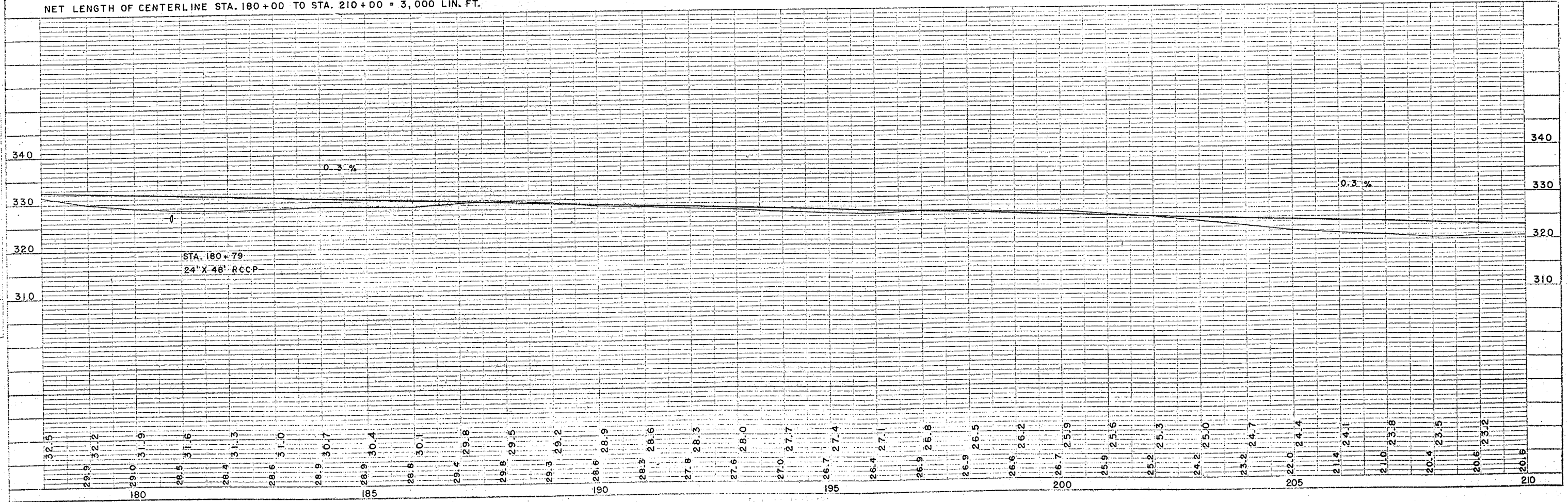
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	4	13
5018(7)		4	13

SEC
32
T 27N
R 3E

SEC
32
T 27N
R 3E



NET LENGTH OF CENTERLINE STA. 180+00 TO STA. 210+00 = 3,000 LIN. FT.



8 227+29 45'R 336.39

SEC 32 T 27N R 3E

CORNERSTONE
33.0' TO IRON W.
45.3 TO IRON SE
47.8 TO IRON NE

SEC 29 T 27N R 3E

SE-NW - EDWARD MOSBERG - NE-NW

SE-SW - EDWARD MOSBERG

SW-NE - CHARLES RICHARDSON

NW-NE - HAROLD LASEE

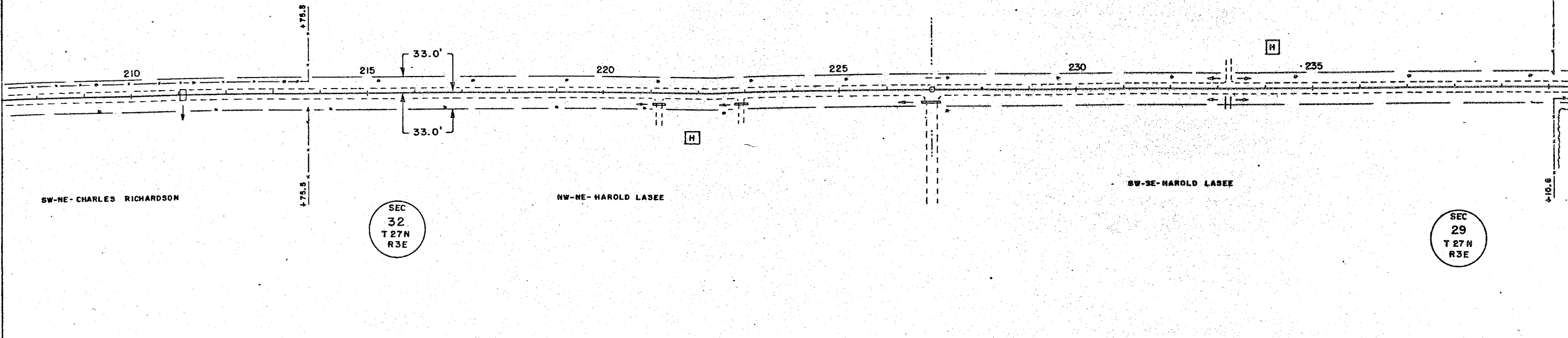
SW-SE - HAROLD LASEE

SEC 32 T 27N R 3E

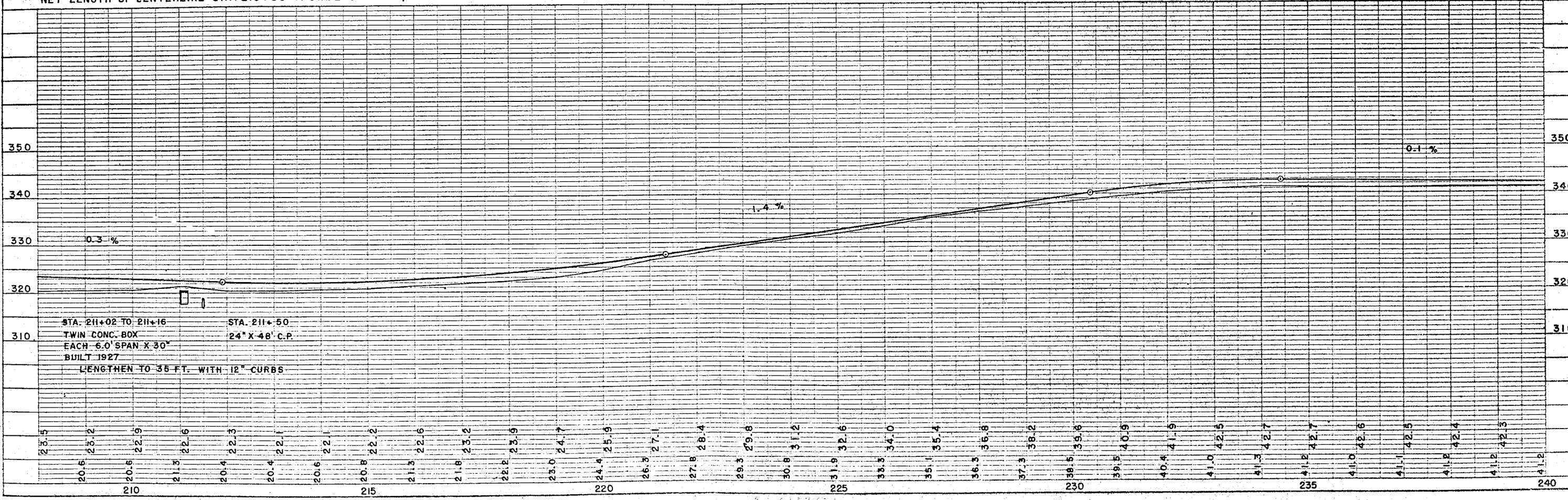
SEC 29 T 27N R 3E

PLAN
TYPED
CORRECTED
BY THE WAY DEPARTMENT

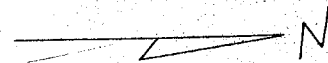
PROFILE
DATE 11-82
CHECKED



NET LENGTH OF CENTERLINE STA. 210+00 TO STA. 240+00 = 3,000 LIN. FT.

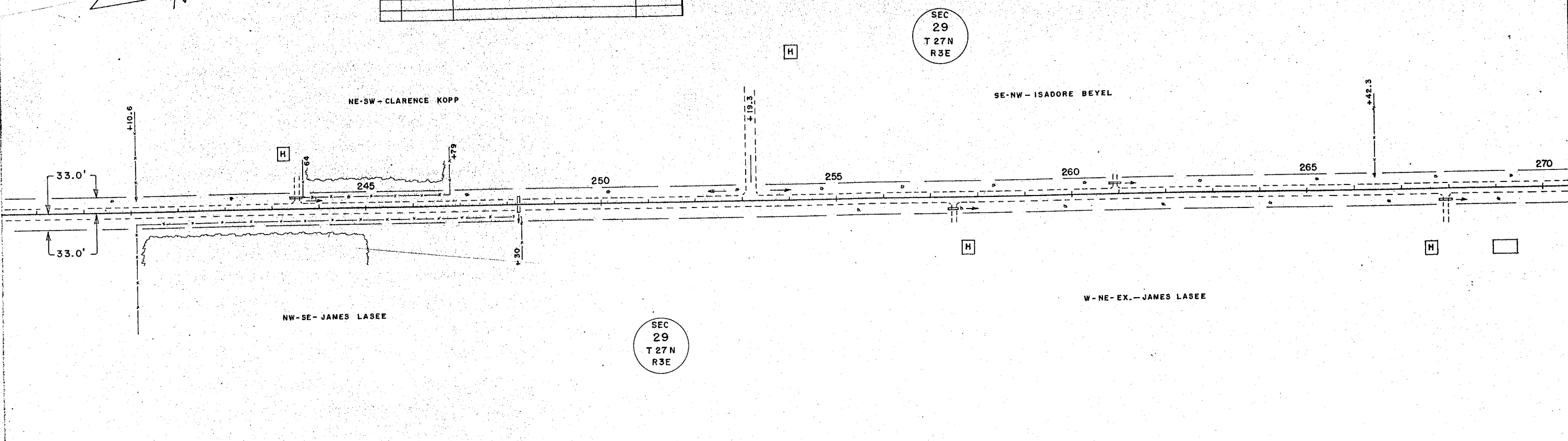


C.T.H. "E"

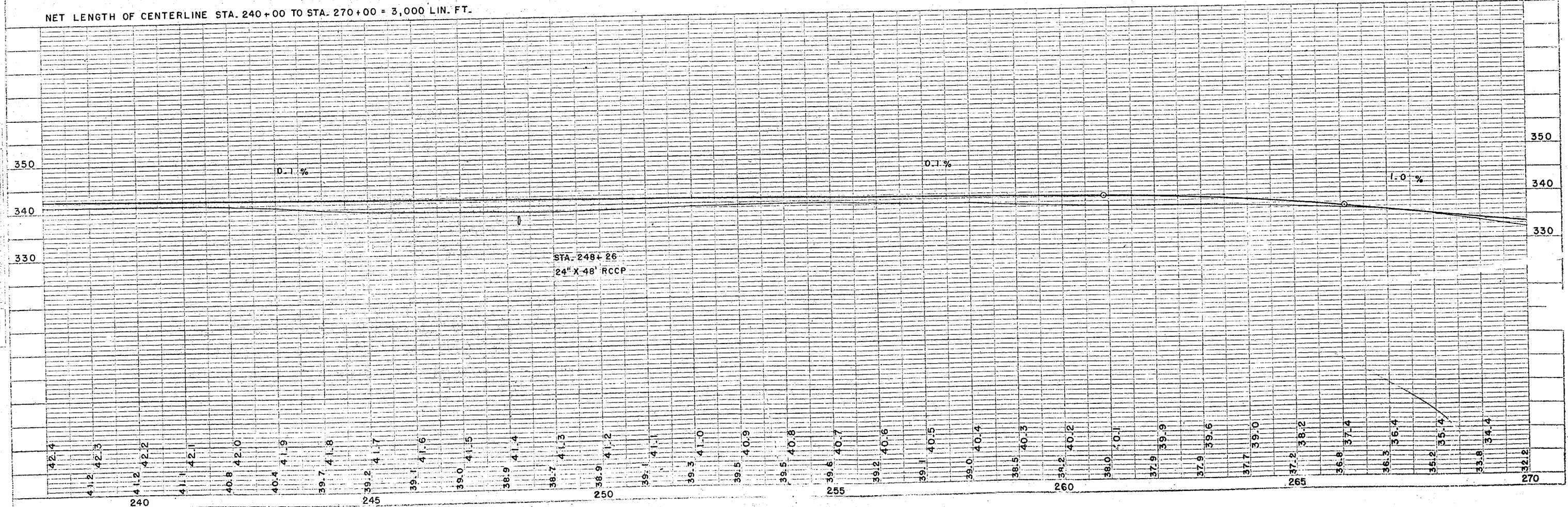


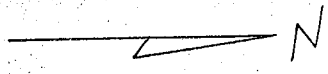
BENCH MARKS			
9	243 + 15	SPIKE IN 20" OAK	36' L 340.99
10	257 + 37	" " 15" ASPEN	72' R 339.74

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	6	13
	S 018(7)	6	13



NET LENGTH OF CENTERLINE STA. 240+00 TO STA. 270+00 = 3,000 LIN. FT.





BENCH MARKS			
11	278+28	SPIKE IN 12" ELM	56'L 326.91
12	279+87	POW. POLE	31'L 324.22
13	303+10	TOP SW WING BRIDGE	14'L 303.13

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	7	13

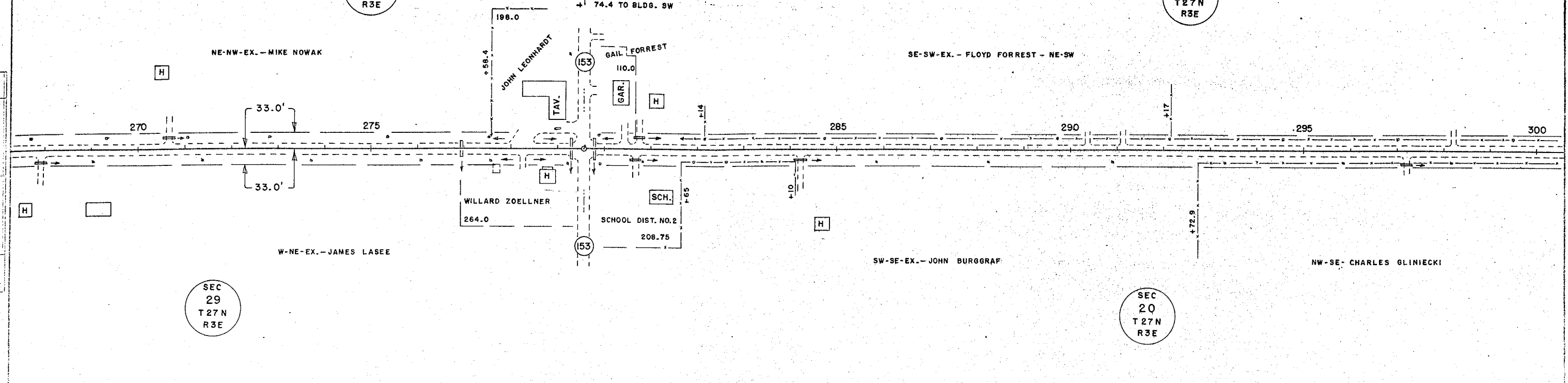
5018(7) 7 13

SEC
29
T 27N
R 3E

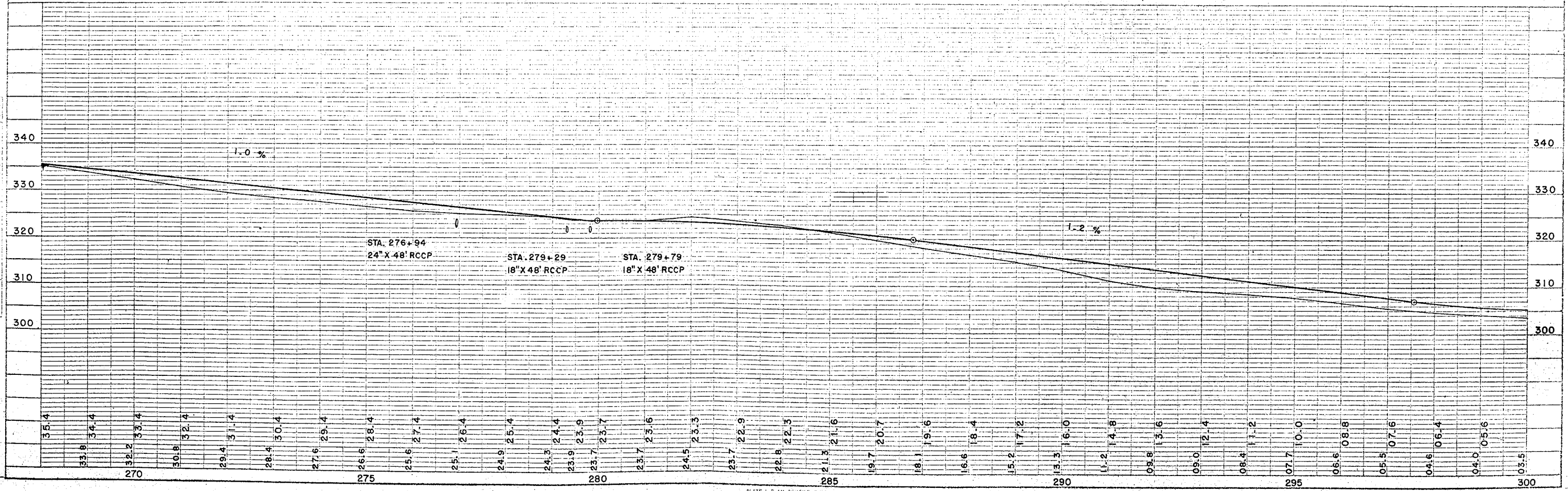
SEC
20
T 27N
R 3E

SEC
29
T 27N
R 3E

SEC
20
T 27N
R 3E



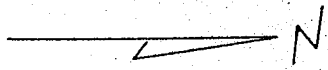
NET LENGTH OF CENTERLINE STA. 270+00 TO STA. 300+00 = 3,000 LIN. FT.



DATE
DRAWN
CHECKED
APPROVED
SCALE
SHEET NO.

PROFILE
CONTRACT
PROJECT
NOTE
NO.

C.T.H. "E"



SEC
20
T 27N
R 3E

BENCH MARKS				
13	303+10	TOP SW WING BRIDGE	14' L	303.13
14	305+30	SPIKE IN 10" ELM	38' L	302.59
15	318+48	" " 10" APPLE	36' L	334.58

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	8	13
		5018(7)	8 13

NE-SW-FLOYD FORREST

SE-NW-ROBERT FULLER

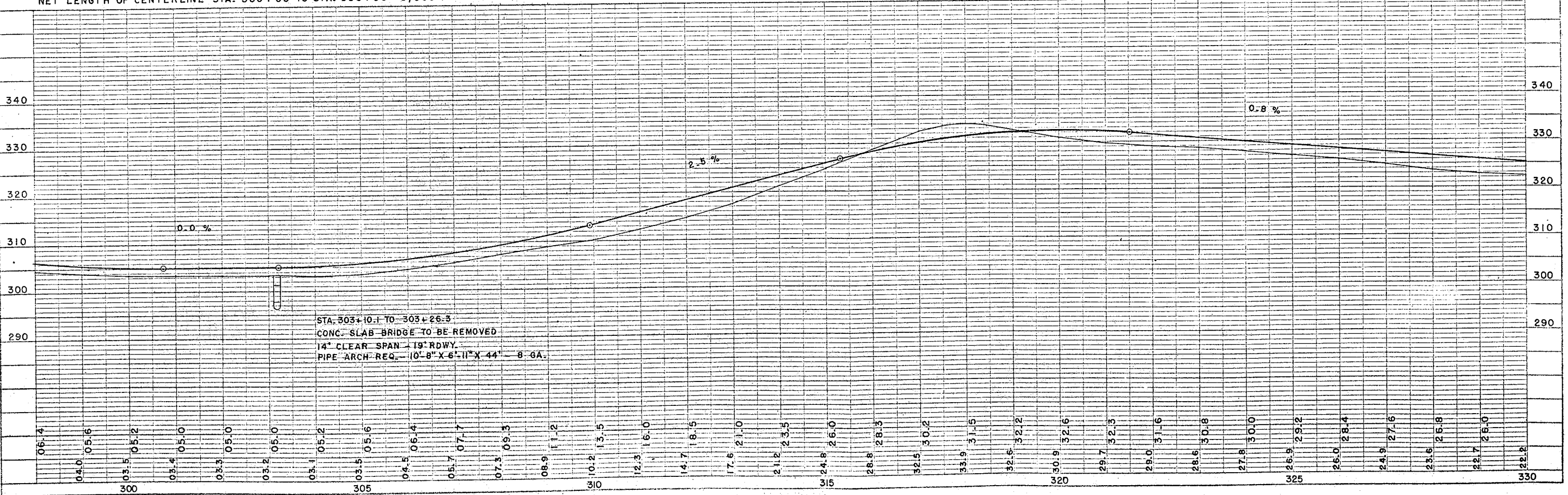
NE-NW-ALBERT SCHROEDER

NW-SE-CHARLES GLINIECKI - SW-NE

NW-NE-ROBERT FULLER

SEC
20
T 27N
R 3E

NET LENGTH OF CENTERLINE STA. 300+00 TO STA. 330+00= 3,000 LIN. FT.

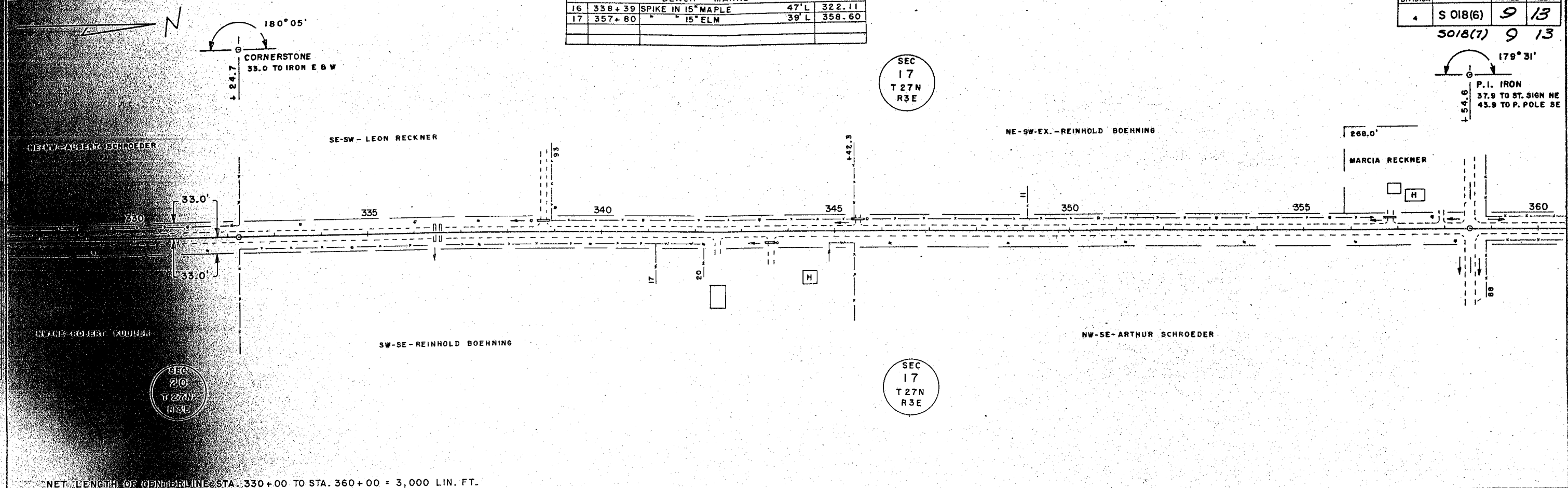


STA. 303+10.1 TO 303+26.3
 CONC. SLAB BRIDGE TO BE REMOVED
 14' CLEAR SPAN - 19' RDWY.
 PIPE ARCH REQ. - 10'-8" X 6'-11" X 44" - 8 GA.

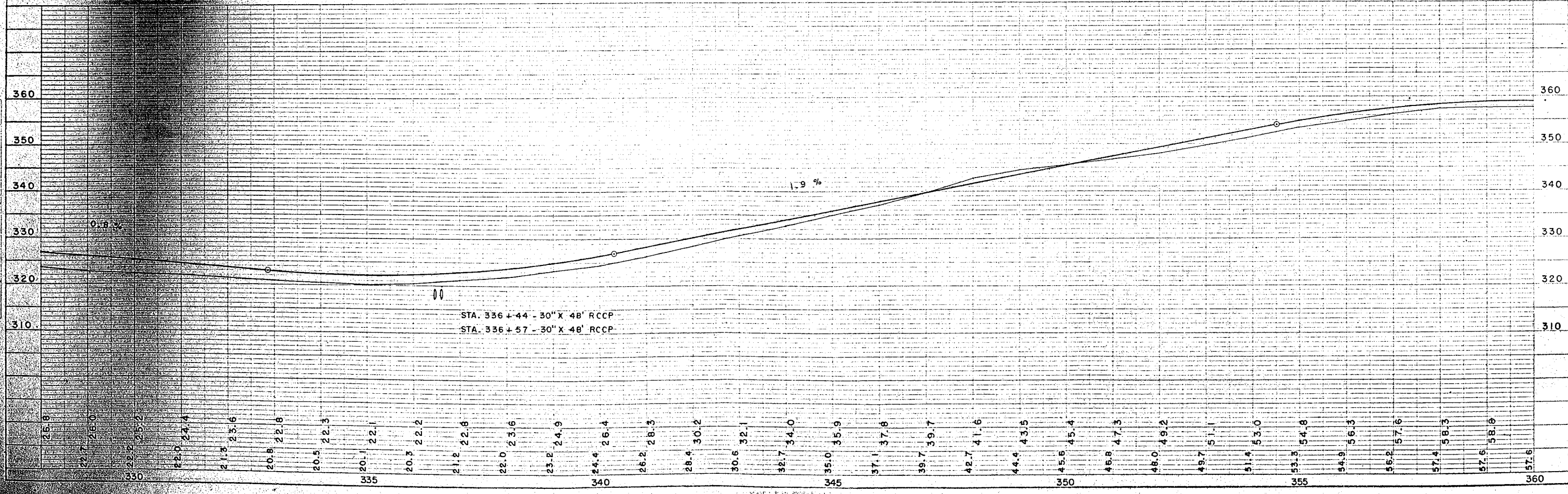
C.T.H. 'E'

BENCH MARKS			
16	338+39	SPIKE IN 15" MAPLE	47' L 322.11
17	357+80	" 15" ELM	39' L 358.60

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	9	13
	5018(7)	9	13



NET LENGTH OF CENTERLINE STA. 330+00 TO STA. 360+00 = 3,000 LIN. FT.

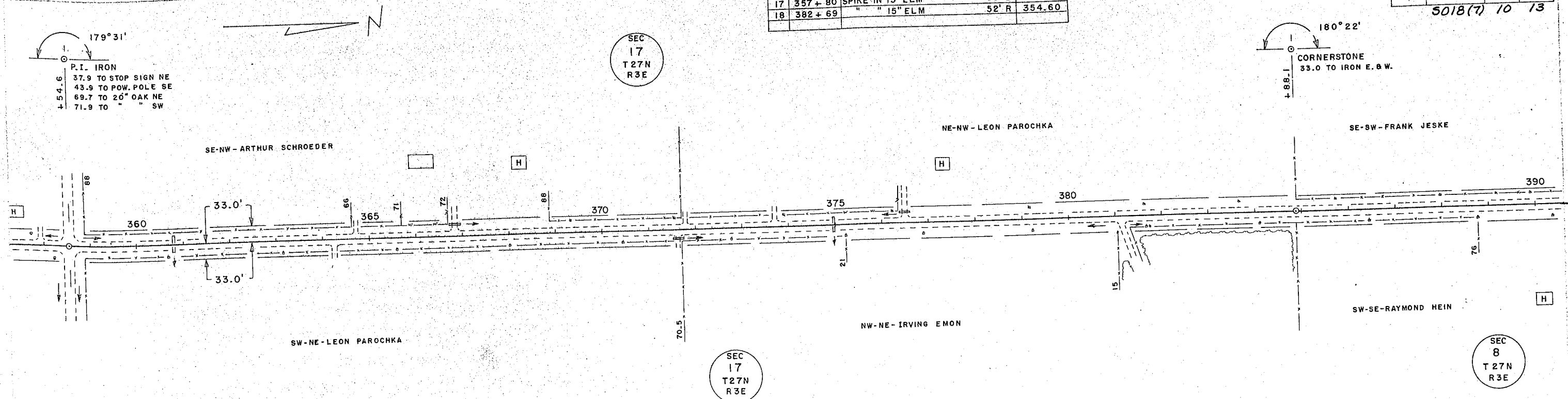


PROFILE
 MESSERS
 NOTE BOOK
 C.E.C.
 11-62

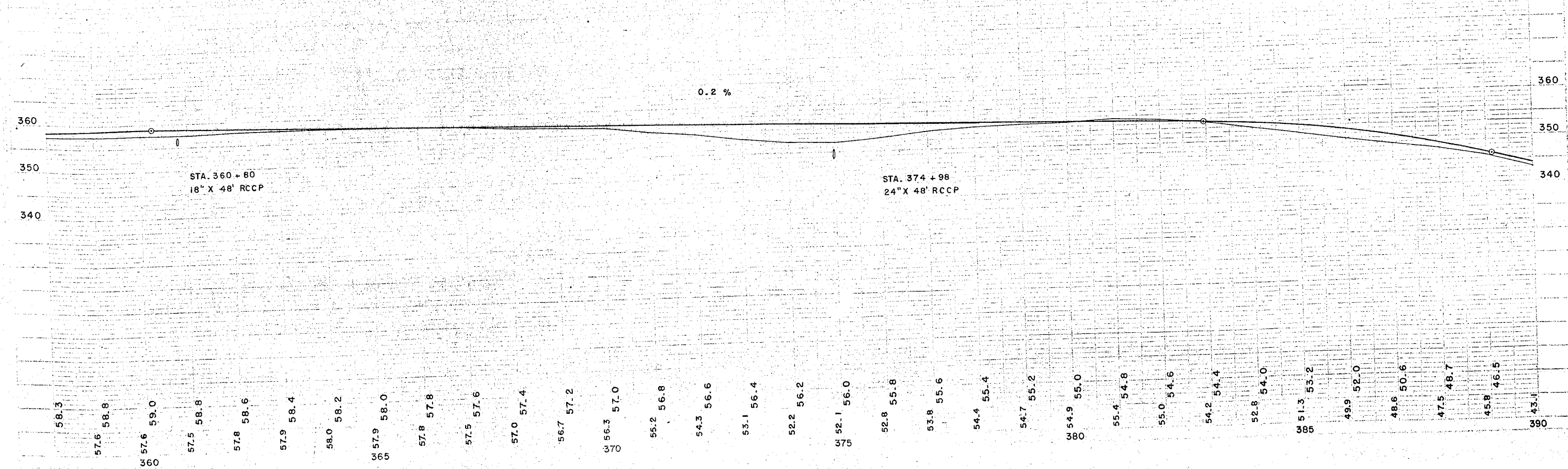
C.T.H. "E"

BENCH MARKS				
17	357 + 80	SPIKE IN 15" ELM	39' L	358.60
18	382 + 69	" " 15" ELM	52' R	354.60

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	10	13
		5018(7)	10 13



NET LENGTH OF CENTERLINE STA. 360+00 TO STA. 390+00 = 3,000 LIN. FT.

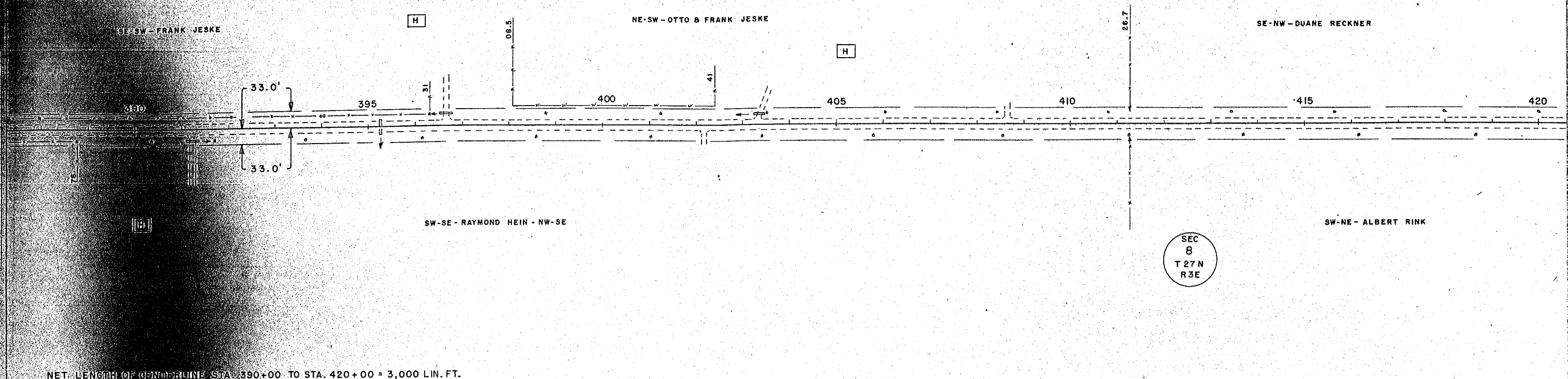


BENCH MARKS				
19	404+79	SPIKE IN 18" OAK	33' L	342.70
20	423+24	" " 20" PINE	35' L	311.29

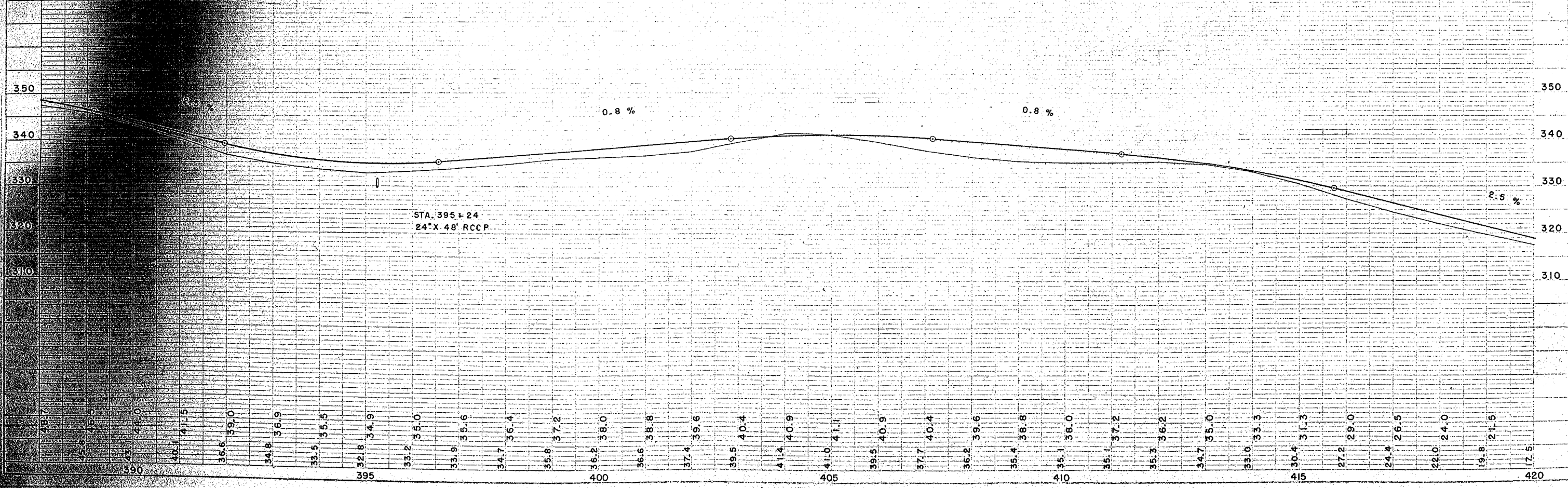
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	11	13
		3018(7)	11 13

SEC
8
T27N
R3E

SEC
8
T27N
R3E



NET LENGTH OF CENTERLINE STA. 390+00 TO STA. 420+00 = 3,000 LIN. FT.



C E C
 11-62
 DRAWN BY
 CHECKED BY
 APPROVED BY

C.T.H. "E"

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 018(6)	12	13
	5018(7)	12	13

BENCH MARKS			
20	423+24	SPIKE IN 20" PINE	35' L 311.29
21	436+70	" " " "	48' R 306.81

89° 49'

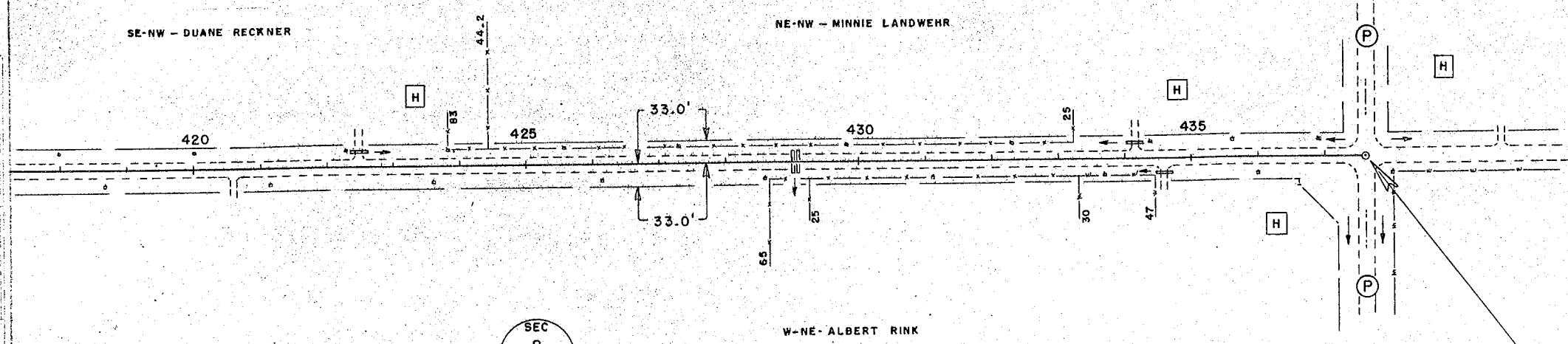
60.3

CORNERSTONE

47.0 TO POW. POLE NE
73.5 TO TEL. POLE SW
36.9 TO STOP SIGN NW
57.9 TO F.A.S. SIGN NW
68.9 TO " SE

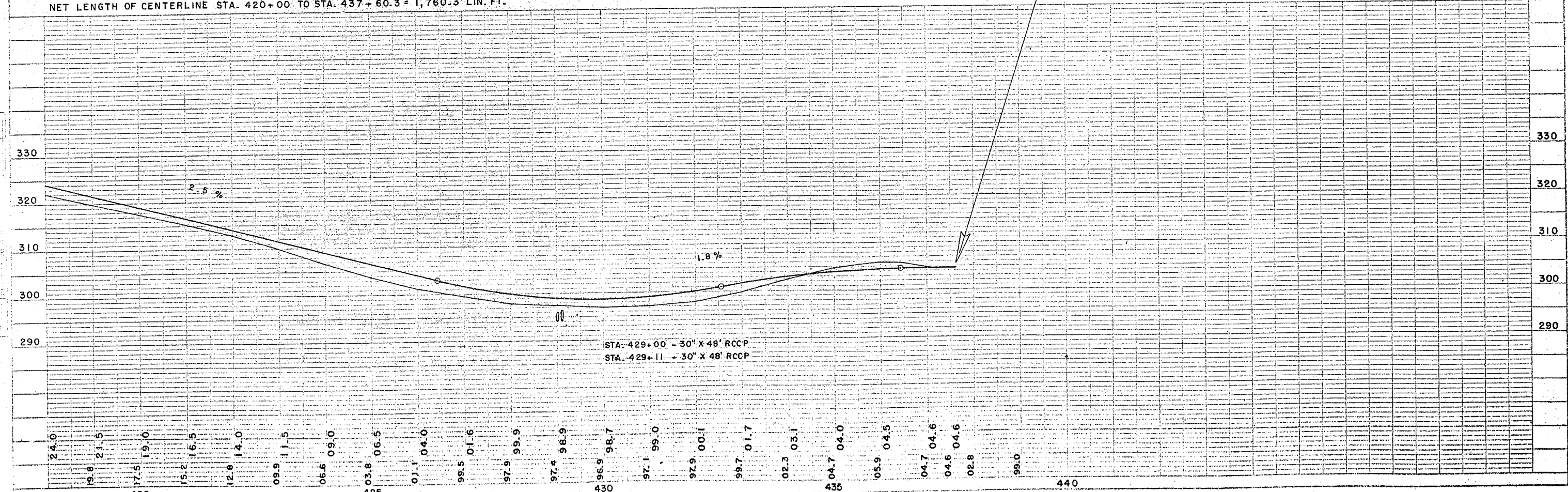
SEC 8
T 27N
R 3E

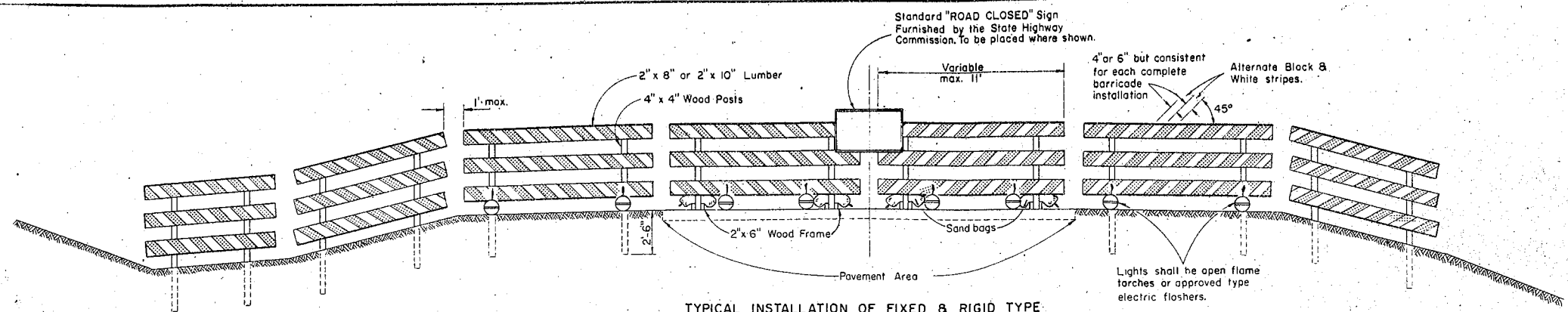
SEC 8
T 27N
R 3E



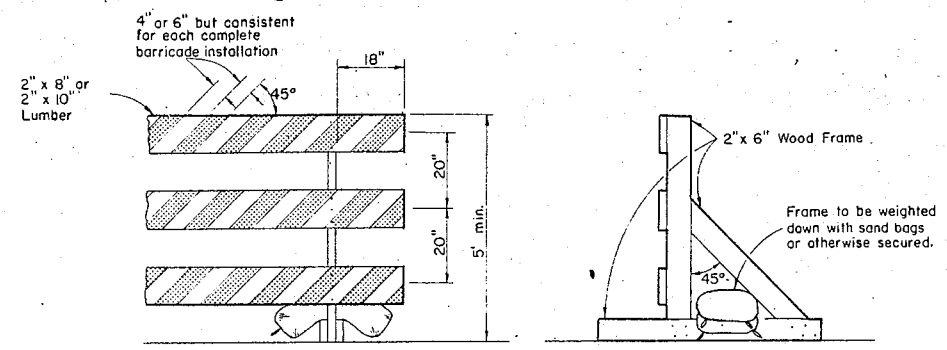
END OF PROJECT S 018(6)(7)
STA. 437 + 60.3 = NO. 1/4 COR. SEC. 8
= STA. 147 + 25.3 PROJECT S 018 (4)

NET LENGTH OF CENTERLINE STA. 420+00 TO STA. 437+60.3 = 1,760.3 LIN. FT.

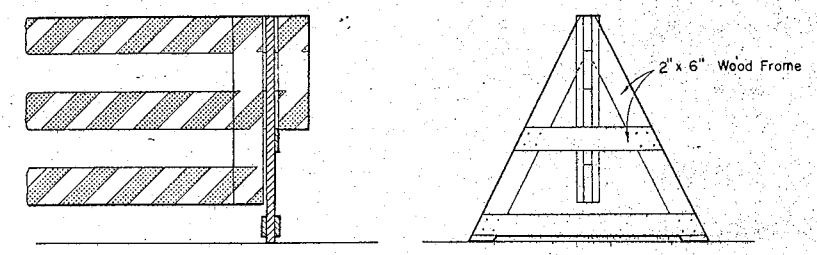




TYPICAL INSTALLATION OF FIXED & RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS I BARRICADE

GENERAL NOTES:
 The Contractor shall construct, place and maintain barricades as shown on this drawing and as required by the Standard Specifications for the duration of the project at all points of highway closure. Barricades shall be painted as shown hereon and structurally maintained for maximum visibility of all times, for the duration of the respective project.

CLASS I BARRICADE
 Shall be used at points of closure where road is closed to traffic. Gates or movable sections of barricade shall be provided when necessary, for access of equipment or other authorized vehicles only.

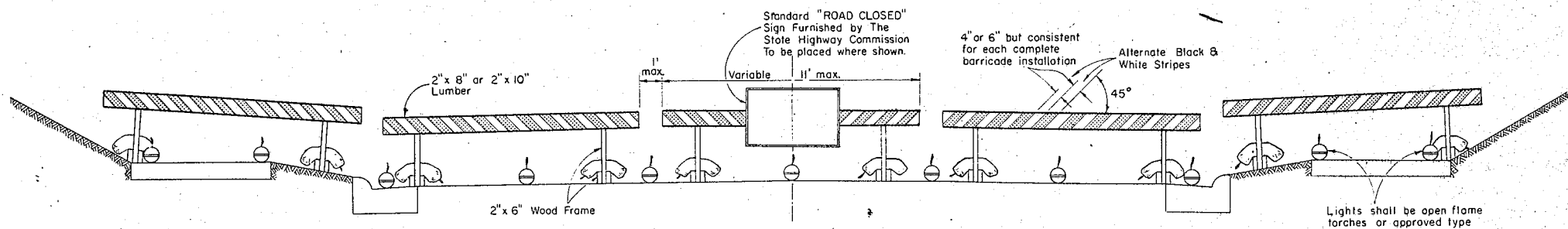
CLASS II BARRICADE
 May be used only where the hazard to traffic is relatively small, and for the more or less continuous delimiting of a restricted roadway, or for temporary daytime use.

LUMBER & 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. The fabrication of the barricade shall be in accord with good pertinent wood-working practices.

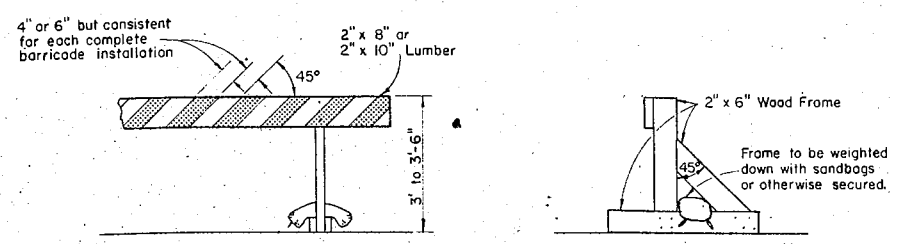
PAINTING
 Barricades shall be painted as shown hereon in alternate black and white stripes. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be painted a prime coat of good grade wood primer, followed by two coats of white "Codic Reflective Liquid" (Minnesota Mining Co.) or equivalent, or reflective sheeting wide angle, flat top "Scotchlite" brand material (Minnesota Mining Co.) or equivalent.

DIRECTION OF DIAGONAL STRIPES
 Where a barricade extends entirely across the roadway and 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.

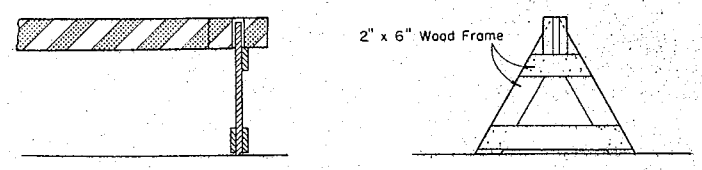
MEASUREMENT & PAYMENT
 All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.



TYPICAL INSTALLATION OF RIGID TYPE



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADE

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

NOTE:
 All lumber or timber dimensions shown hereon are nominal.

CONSTRUCTION BARRICADE

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

DATE: 3-5-63
 APPROVED: J. S. Pitt
 ENGINEER OF DESIGN

DATE: 2/6/63
 APPROVED: P. C. Reilly
 STATE HIGHWAY ENGINEER

PLATE NO. 7-4.1.4