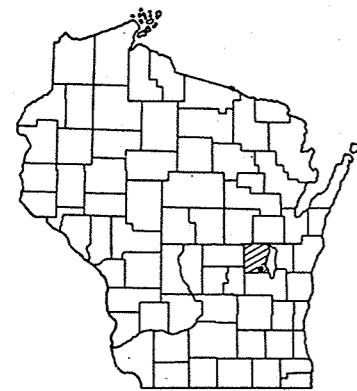


INDEX OF SHEETS

- SHEET NO. 1 TITLE
- SHEET NO. 2.0 TYPICAL CROSS SECTIONS
- SHEET NO. 2.0 ESTIMATE OF QUANTITIES
- SHEET NO. 2.0 MISCELLANEOUS QUANTITIES
- SHEET NO. 3-3.3 RIGHT OF WAY PLAT
- SHEET NO. 4-10 PLAN AND PROFILE STA. 10+00 TO STA. 162+85.
- SHEET NO. 11-11.6 STANDARD DETAILS
- SHEET NO. — DRAINAGE STRUCTURES
- SHEET NO. 12-25 CROSS SECTIONS



STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

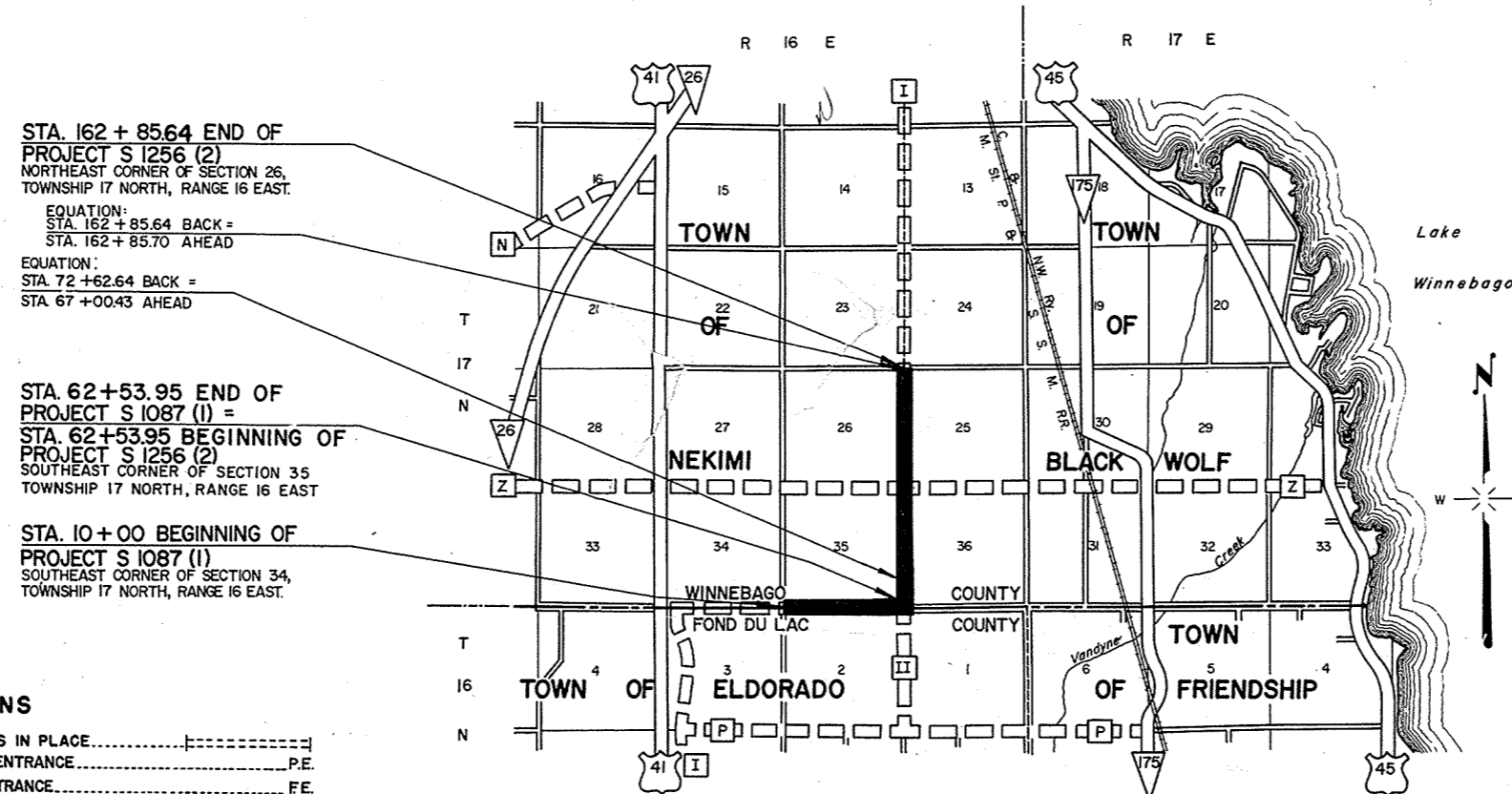
PLAN AND PROFILE OF PROPOSED
SOUTH COUNTY LINE - OSHKOSH ROAD
LONE ELM AVE C.T.H. ²⁰ "I" BLACK WOLF AVE
WINNEBAGO Now → OLD OREGON ROAD COUNTY
PROJECT S 1087 (1) AND PROJECT S 1256 (2)

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		R.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
70.6	1087.0		11.1	4 WIS.	1.0	25
70.6	1256.0		11.2			

DESIGN DESIGNATION

(1967) A.D.T.	=	350
(1987) A.D.T.	=	450
D.H.V.	=	80
D.	=	60 %
T.	=	10 %
V.	=	50 M.P.H.

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



STA. 162 + 85.64 END OF PROJECT S 1256 (2)
NORTHEAST CORNER OF SECTION 26, TOWNSHIP 17 NORTH, RANGE 16 EAST.
EQUATION:
STA. 162 + 85.64 BACK =
STA. 162 + 85.70 AHEAD

STA. 62 + 53.95 END OF PROJECT S 1087 (1) =
STA. 62 + 53.95 BEGINNING OF PROJECT S 1256 (2)
SOUTHEAST CORNER OF SECTION 35, TOWNSHIP 17 NORTH, RANGE 16 EAST

STA. 10 + 00 BEGINNING OF PROJECT S 1087 (1)
SOUTHEAST CORNER OF SECTION 34, TOWNSHIP 17 NORTH, RANGE 16 EAST.

CONVENTIONAL SIGNS	
STATE LINE.....	CULVERTS IN PLACE.....
COUNTY LINE.....	PRIVATE ENTRANCE..... P.E.
TOWNSHIP OR RANGE LINE.....	FIELD ENTRANCE..... F.E.
SECTION LINE.....	POWER POLE.....
NEW RIGHT OF WAY LINE.....	TELEPHONE OR TELEGRAPH POLE.....
PRESENT RIGHT OF WAY LINE.....	DRAINAGE FLOW.....
WIRE FENCE { WOVEN.....	REFERENCE STAKE FOR HUBS ONLY.....
BARBED.....	MARSH.....
LOT LINE.....	HEDGE.....
CORPORATE OR CITY LIMITS.....	TREES.....
PROPERTY LINE..... P.L. + 32.6	
TRAVELED WAY OR R.E.....	
RAILROADS.....	GROUND ELEVATION..... DATUM LINE 73.9
BASE OR SURVEY LINE.....	GRADE ELEVATION..... DATUM LINE 75.16
UNCLASSIFIED EXCAVATION..... UNCL. EXC.	CULVERT PIPE..... C.P.
CORRUGATED METAL CULVERT PIPE..... C.M.C.P.	RIGHT OF WAY..... R/W.
CORRUGATED METAL PIPE ARCH..... C.M.P.A.	STRUCTURAL PLATE PIPE ARCH..... S.P.P.A.
REINFORCED CONCRETE CULVERT PIPE..... R.C.C.P.	CLASS III..... CL. III.

LAYOUT
SCALE 1" = 1 MILE

PROJECT S 1087 (1) NET LENGTH OF CENTERLINE	= 0.995 MI.
PROJECT S 1256 (2) " " " "	2.006 MI.
TOTAL NET LENGTH OF CENTERLINE	3.001 MI. RURAL

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.	
SURVEYOR C.F.S.	NOTE BOOK 698-699
DISTRICT COMPUTER R.G.P.	M. O. CHECKER W.H.B.
DISTRICT CHECKER R.L.J.	CORRECT
CORRECT: DATE 2/16/67 <i>[Signature]</i> DISTRICT ENGINEER	
RECOMMENDED FOR APPROVAL: DATE 2/17/67 <i>[Signature]</i> DESIGN ENGINEER	
APPROVED: DATE 2/18/67 <i>[Signature]</i> STATE HIGHWAY ENGINEER	
DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	
APPROVED:	DATE
DIVISION ENGINEER	

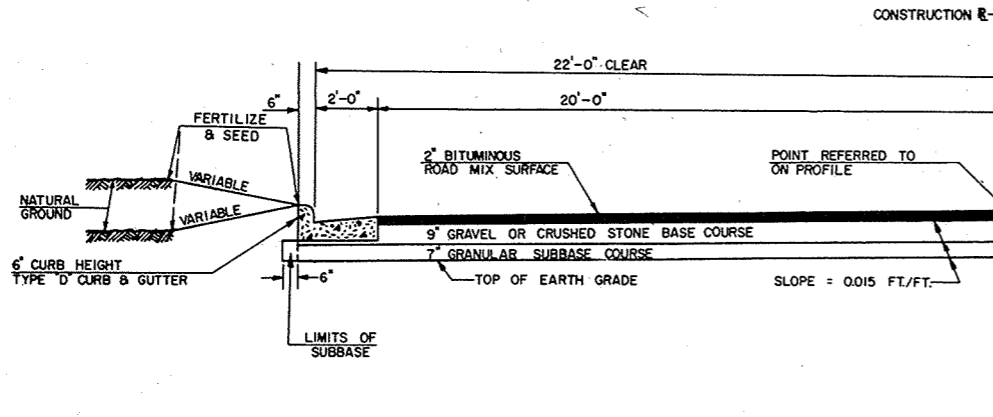
ESTIMATE OF QUANTITIES

CONTRACT NO. 182

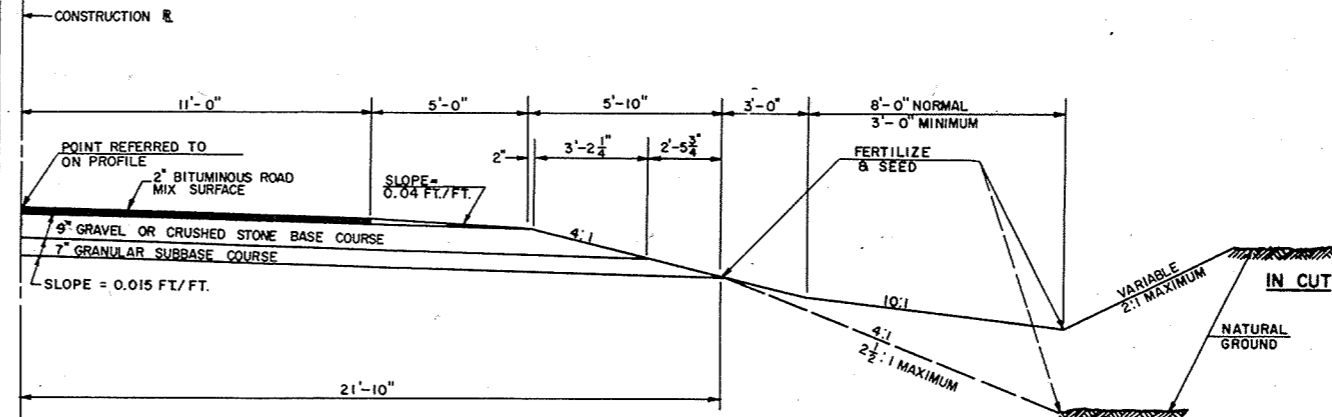
PROJECT	SHEET NUMBER	TOTAL SHEETS
S 1087 (1)	20	25
S 1256 (2)		

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.

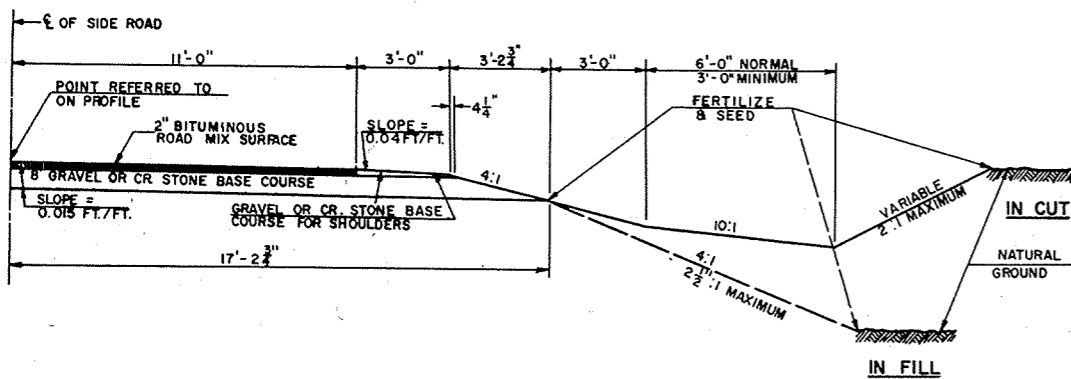
CONTRACT NO.	PROJECT NUMBER	STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING		GRUBBING		EXCAVATION		GRANULAR SUB BASE COURSE	FINISHING ROADWAY	FINISHING ROADWAY	GRAVEL OR CRUSHED STONE BASE COURSE	PRODUCING & STOCKPIILING GRAVEL OR CRUSHED STONE BASE COURSE	HAULING & PLACING GRAVEL OR CRUSHED STONE BASE COURSE	BITUMINOUS MATERIAL FOR PRIME COAT	BITUMINOUS ROAD MIX SURFACE	BITUMINOUS MATERIAL FOR SURFACE COURSE	AGGREGATES FOR BITUMINOUS ROAD MIX SURFACE	CONCRETE SURFACE DRAINS	MORTAR RUBBLE MASONRY	CORRUGATED METAL PIPE ARCH				STRUCTURAL PLATE PIPE ARCH		CONCRETE CURB & GUTTER 30" TYPE "D"	REINFORCED CONCRETE PIPE CLASS III STORM SEWER 30 INCH	LANDMARK REFERENCE MONUMENTS	CALCIUM CHLORIDE SURFACE TREATMENT	MANHOLES TYPE 3	MANHOLE COVERS TYPE "I"	FERTILIZER	SEEDING	FIELD OFFICE								
				20101	20102	20104	20105	20406	20503													20801	21201	21302	21303	30402	30411										30416	40202	40401	40403	40407	40934	51801	52003
UNIT	LIN. FT.	STA.	IN. DIA.	STA.	IN. DIA.	SQ. YD.	C. Y.	C. Y.	C. Y.	L.S.	L.S.	TON	TON	TON	GAL.	SQ. YD.	GAL.	TON	C. Y.	C. Y.	LN. FT.	LN. FT.	LN. FT.	LN. FT.	LN. FT.	LN. FT.	LN. FT.	LN. FT.	LN. FT.	EACH	TON	EACH	EACH	CWT	SQ. YD.	L.S.								
S 1087 (1)	10+00 - 62+53.95	5,253.95	10	10	70	12,785									5,500		11,310		570																									
S 1256 (2)	62+53.95 - 162+85.64	10,593.90	930	930	75	16,845	1,225										1,160		4,560																									
TOTAL		5,847.85	940	940	145	29,630	1,225	16,500	1	1	34,400	1,730	1,730	6,800	41,900	58,900	4,750	6	5	1,406	580	60	68	52	52	58	360		338	18	35	2	2	63	68,800	1								



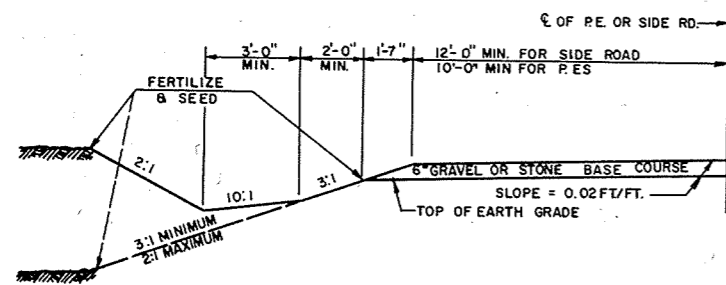
1/2 TYPICAL FINISHED SECTION
STA. 60+40 - 64+57 LT.



1/2 TYPICAL FINISHED SECTION
STA. 10+00 - 60+40
STA. 60+40 - 64+57 RT.
STA. 64+57 - 162+85.64



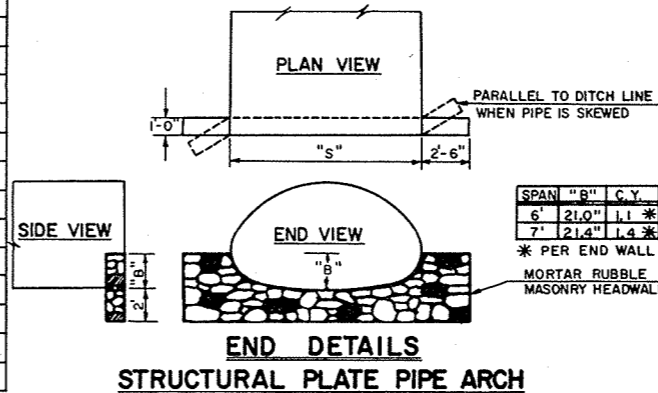
1/2 TYPICAL SECTION FOR SIDE ROADS WITH BITUMINOUS SURFACE



1/2 TYPICAL SECTION FOR GRAVEL SURFACE SIDE ROADS AND FOR PRIVATE ENTRANCES

PROJECT	LOCATION	TON
S 1087 (1)	CENTERLINE	10,700
	P.E.'S. & SIDE ROADS	610
	SHOULDERS	570
S 1256 (2)	CENTERLINE	21,200
	P.E.'S. & SIDE ROADS	1,890
	SHOULDERS	1,160

PROJECT	STATION	LOCATION	TYPE	DIAMETER	LN. FT.
S 1087 (1)	13+81	T	C.P. CL. III	24"	58
	24+12	"	"	24"	78
	41+20	"	"	36"	68
	60+32	"	C.M.P.A.	29" X 18"	52
	7 P.E.'S. @ 32'		C.P. CL. III	18"	224
	30+06	TOWN ROAD RT.	"	18"	32
S 1256 (2)	71+00	T	S.P.P.A.	7' SPAN	58
	95+34	"	C.P. CL. III	24"	58
	99+55	CT.H. "Z"	"	18"	58
	100+35	"	"	18"	68
	110+90	T	"	24"	78
	117+68	"	"	24"	70
	121+50	"	"	30"	60
	125+20	"	S.P.P.A.	6' SPAN	52
	131+14	"	C.P. CL. III	24"	56
	135+07	"	"	24"	54
	142+70	"	"	24"	64
	162+85.7	SD. RD. LT.	"	24"	64
	32 P.E.'S. @ 32'		"	18"	1,024



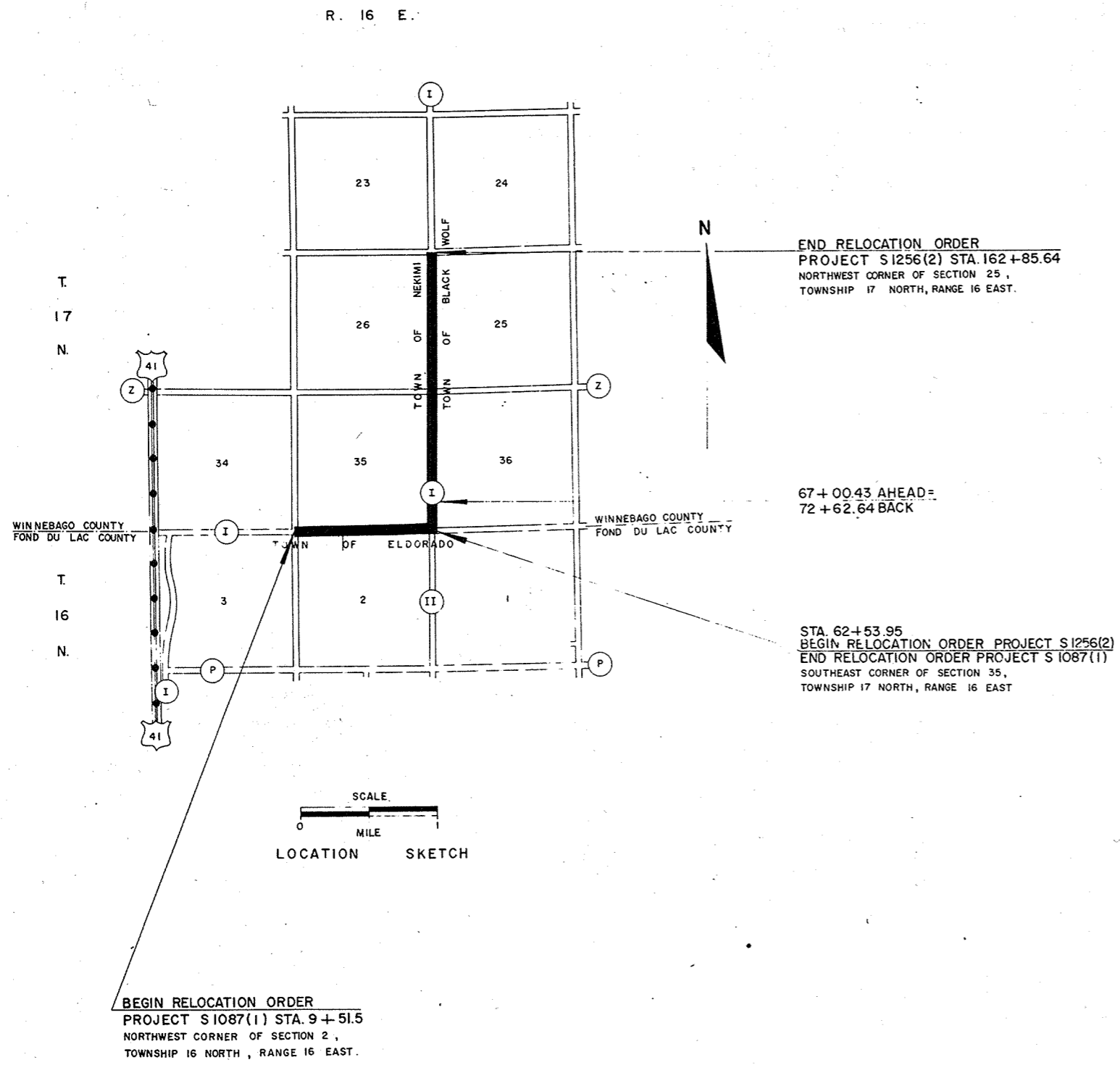
GENERAL NOTES
WHEN THE QUANTITY OF SUBBASE, BASE OR SURFACE COURSE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL DIRECTED BY THE ENGINEER.
UTILITY COMPANIES SHALL ADJUST OR MOVE ALL PRIVATELY OWNED FACILITIES WHICH INTERFERE WITH THE NEW CONSTRUCTION.

STANDARD DETAIL DRAWINGS
CONCRETE CURB & GUTTER 3-1.1.7
MANHOLES 5-3.7.2
MANHOLE COVERS 5-3.8.3
STRUCTURAL PLATE PIPE ARCH 6-5.3.2
CONSTRUCTION BARRICADE 7-4-1.5
DESIGN DETAILS FOR SIDE ROAD INTERSECTION 9-1.1.4
LANDMARK REFERENCE MONUMENTS 12-1.1.2

TYPICAL CROSS SECTIONS FOR 22' BITUMINOUS PAVEMENT AND MISCELLANEOUS CONSTRUCTION DETAILS

SCALE: VARIABLE

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT STATE FEDERAL	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS	
70.6	10870	—	11.1	4	4	
70.6	12560		11.2	wis.		
CONST. PROJECT S1087(1) & S1256(2)					3	25



(WINNEBAGO COUNTY)

SCHEDULE OF LANDS AND INTERESTS REQUIRED				
PARCEL NUMBER	SHEET NUMBER	OWNER	INTERESTS REQUIRED	ACRES
1	4.1	HENRY LEICHTFUSS	HIGHWAY EASEMENT	0.55
2	4.1	WILLIAM J. POLLACK	"	0.31
3	4.2	LONE ELM CHEESE FACTORY, INC.	HIGHWAY EASEMENT & L. H. E.	0.0
4	4.2	HARRY GRAFFEN	HIGHWAY EASEMENT	0.15
5	4.2	HARRY GRAFFEN	"	1.35
6	4.2	HARVEY V. WESTERN	"	0.30
7	4.2	CARL HEMMINGHAUS	"	0.03
8	4.2	JARRETT H. ROBERTS	"	0.02
9	4.2	HILBERT E. ALBRECHT	"	0.05
10	4.3	HERBERT R. LUEBKE	"	0.02
11	4.3	OSCAR HEMMINGHAUS	"	0.80
12	4.3	EVANGELICAL LUTHERAN CONGREGATION OF ST. JOHN	FEE	0.14
13	4.3	ARTHUR HACKBARTH	HIGHWAY EASEMENT	0.03
14				
15				
16	4.3	THEODORE V. REITZ	"	0.04
17				
18	4.3	HILBERT WILKE	"	0.90
19	4.3	CLARENCE SCHULTZ	"	0.17
20	4.3	MARK W. RUDDY	"	0.06
21	4.3	MICHIGAN-WIS. PIPE LINE CO.	RELEASE OF RIGHTS	—

(FOND DU LAC COUNTY)

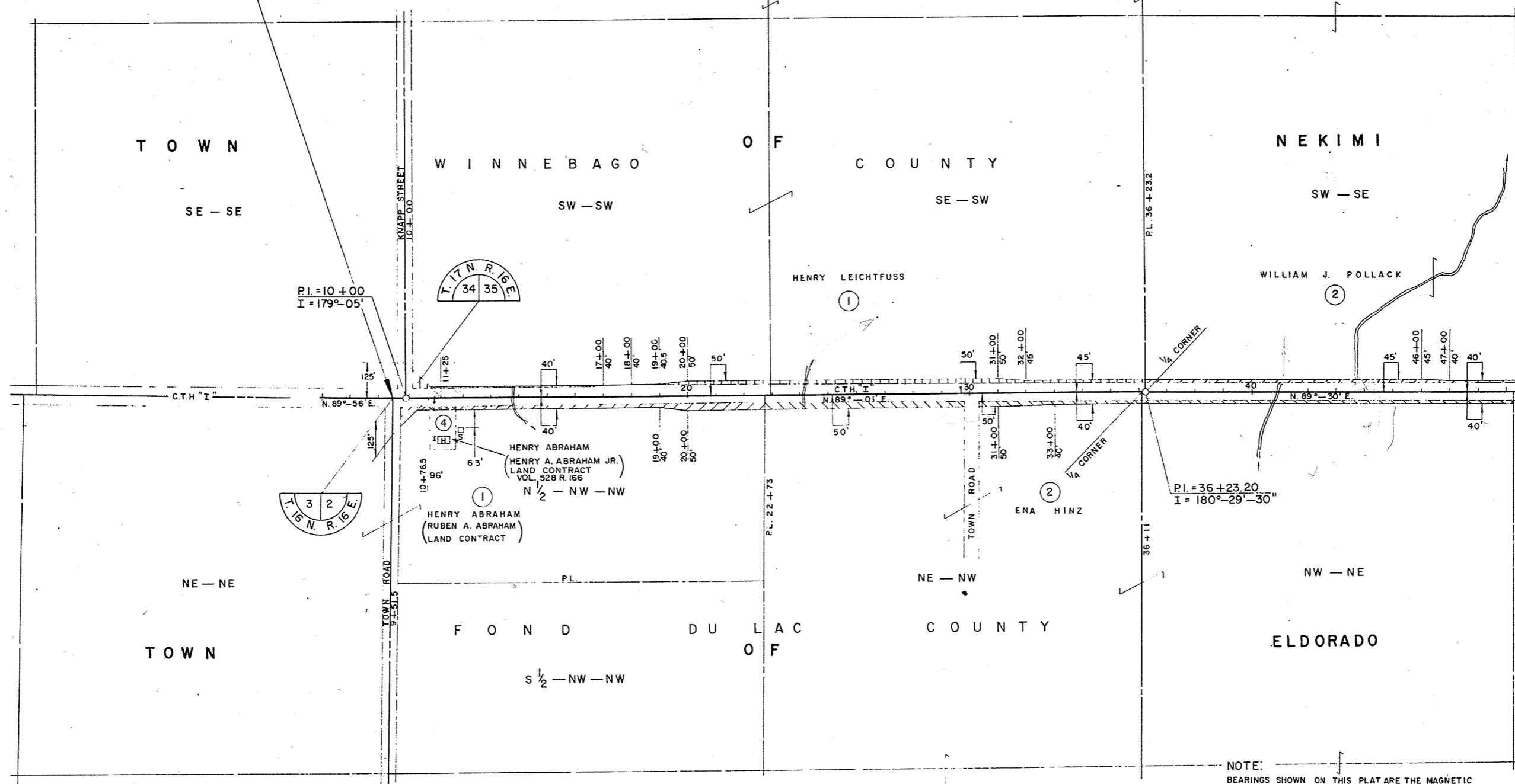
SCHEDULE OF LANDS AND INTERESTS REQUIRED				
PARCEL NUMBER	SHEET NUMBER	OWNER	INTERESTS REQUIRED	ACRES
1	4.1	HENRY ABRAHAM	HIGHWAY EASEMENT	0.48
2	4.1	ENA HINZ	"	0.80
3	4.2	MINNIE HELLER	"	0.32
4	4.1	HENRY ABRAHAM	"	0.01

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

REVISION DATE 11-29-66	STATE HIGHWAY COMMISSION OF WISCONSIN PLAT OF RIGHT OF WAY REQUIRED PROJECT S 1087(1) & S 1256(2) SOUTH COUNTY LINE—OSHKOSH ROAD C.T.H. "I" WINNEBAGO COUNTY
	SCALE 0 200 400 FEET LENGTH 3.011 MILES DATED 11-4-66

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
70.6	10870	-	11.1	4 WIS.	4.1	
CONST. PROJECT				51087(1)	3.1	25

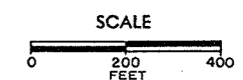
BEGIN RELOCATION ORDER
PROJECT S1087(1) STA. 9+51.5



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

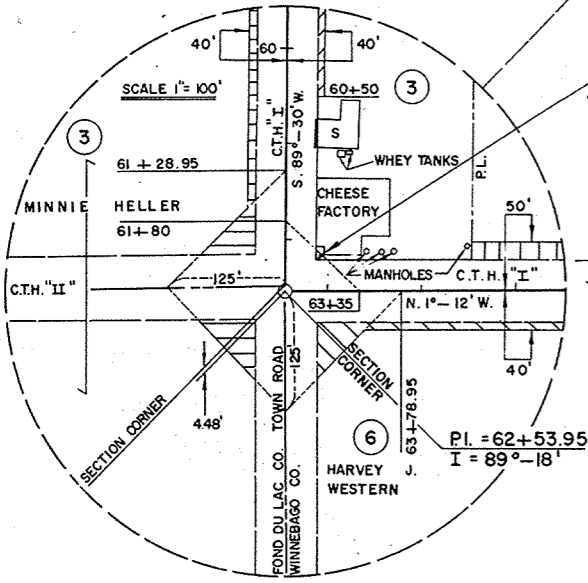
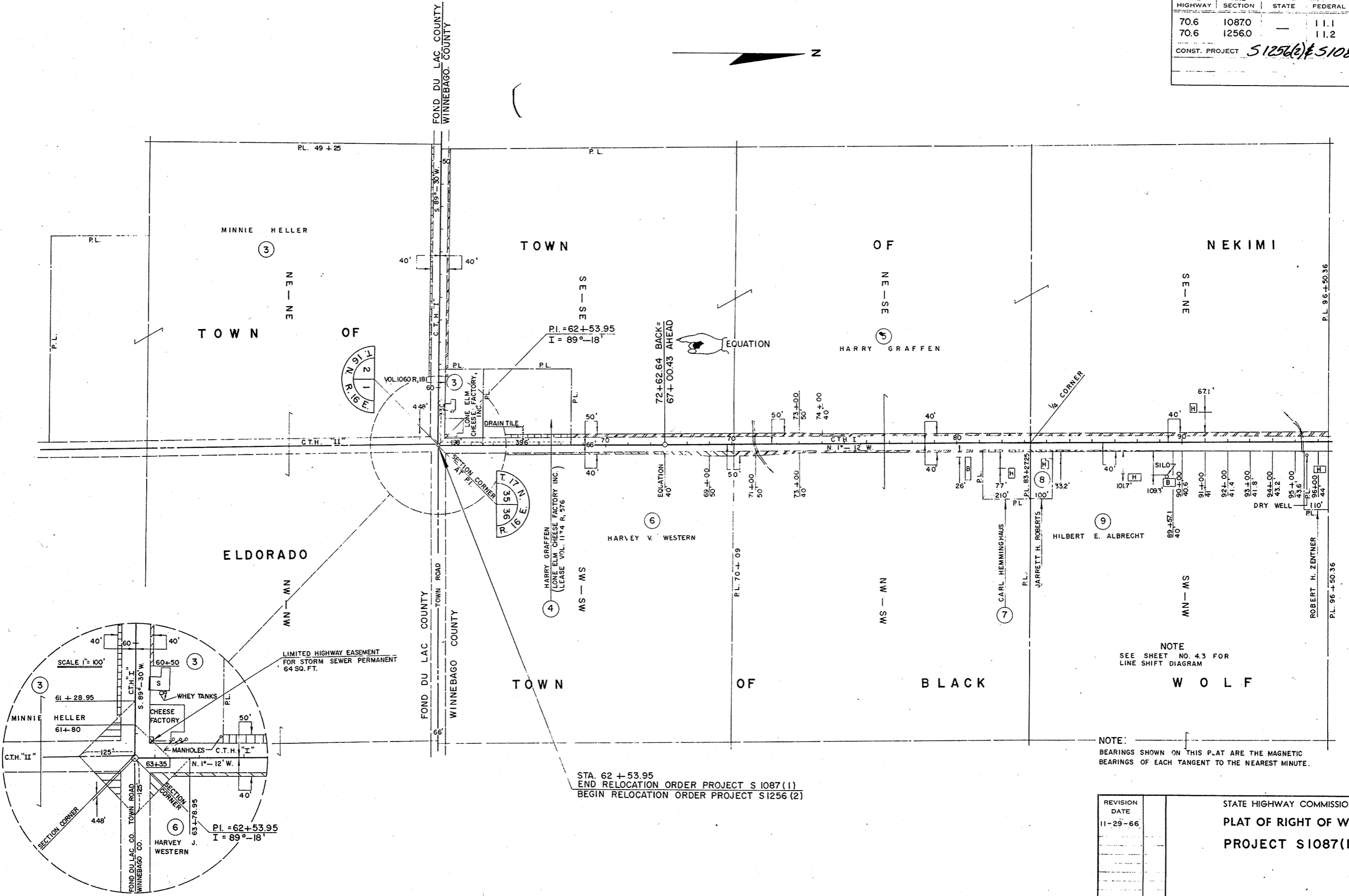
REVISION DATE	N.C.
11-29-66	

STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT S1087(1)



DATED 11-4-66

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	FEDERAL	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
70.6	10870	—	11.1	4	4.2	
70.6	1256.0	—	11.2	WIS		
CONST. PROJECT S1256(2) & S1087(1)					3.2	25



LIMITED HIGHWAY EASEMENT FOR STORM SEWER PERMANENT 64 SQ. FT.

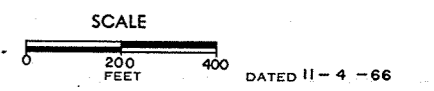
STA. 62 + 53.95
 END RELOCATION ORDER PROJECT S 1087(1)
 BEGIN RELOCATION ORDER PROJECT S1256(2)

NOTE:
 SEE SHEET NO. 4.3 FOR
 LINE SHIFT DIAGRAM

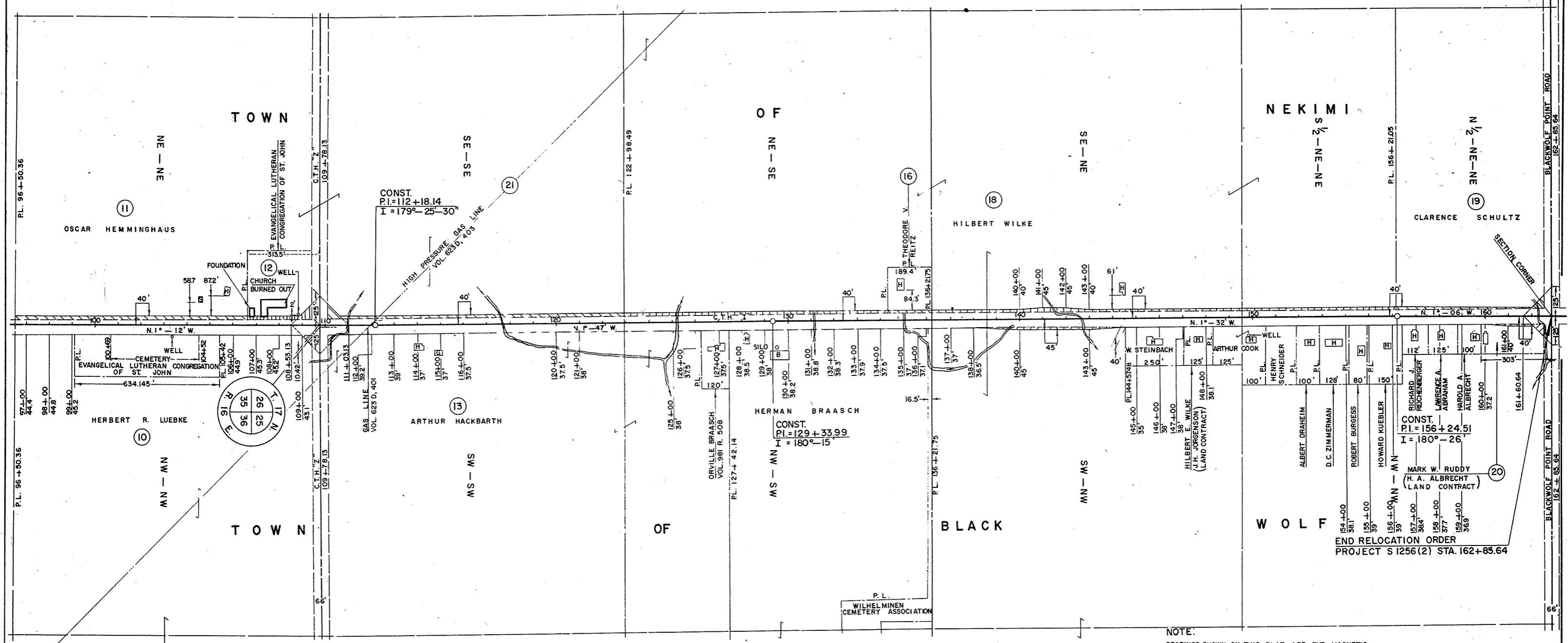
NOTE:
 BEARINGS SHOWN ON THIS PLAT ARE THE MAGNETIC
 BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.

REVISION	DATE
11-29-66	

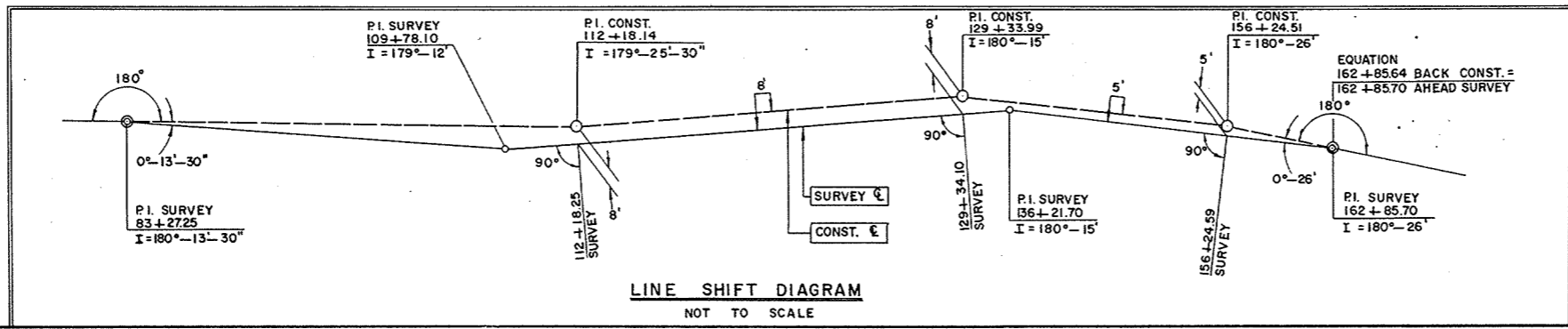
STATE HIGHWAY COMMISSION OF WISCONSIN
 PLAT OF RIGHT OF WAY REQUIRED
 PROJECT S1087(1) & S1256(2)



COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT	B. P. R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
706	12560	— 11.2	4 wis.	4.3	
CONST. PROJECT				3.3	25

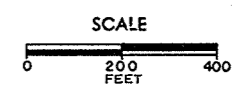


NOTE:
BEARINGS SHOWN ON THIS PLAT ARE THE MAGNETIC BEARINGS OF EACH TANGENT TO THE NEAREST MINUTE.



REVISION	DATE	N.C.
11-29-66		N.C.

STATE HIGHWAY COMMISSION OF WISCONSIN
PLAT OF RIGHT OF WAY REQUIRED
PROJECT S 1256 (2)

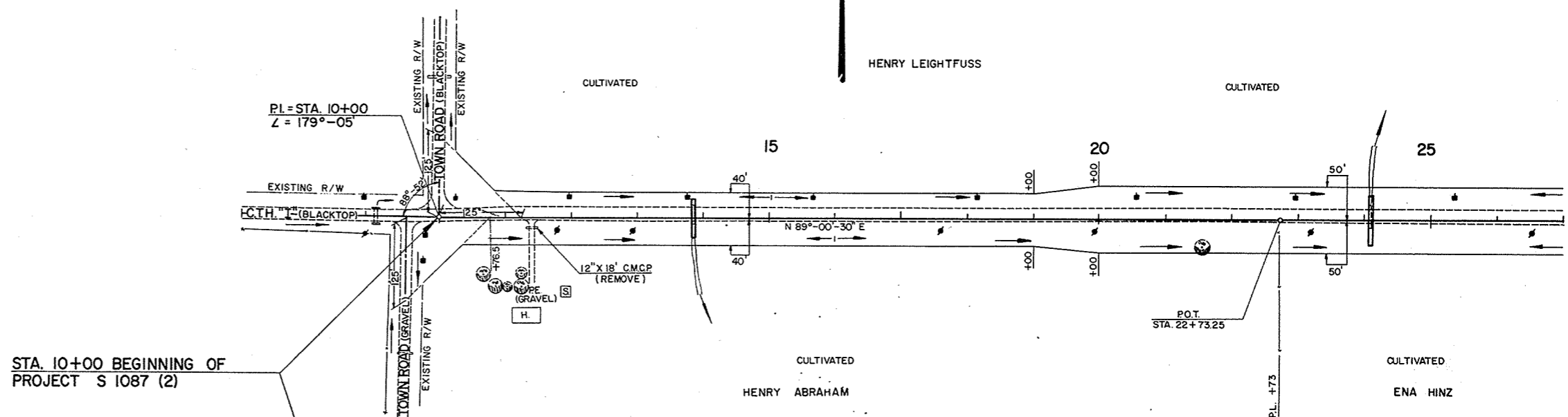


DATED 11-4-66

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	10+69	SPIKE IN 12" APPLE 87' RT.	857.73
2	21+55	" " 10" TWIN HICKORY 40' RT.	845.46

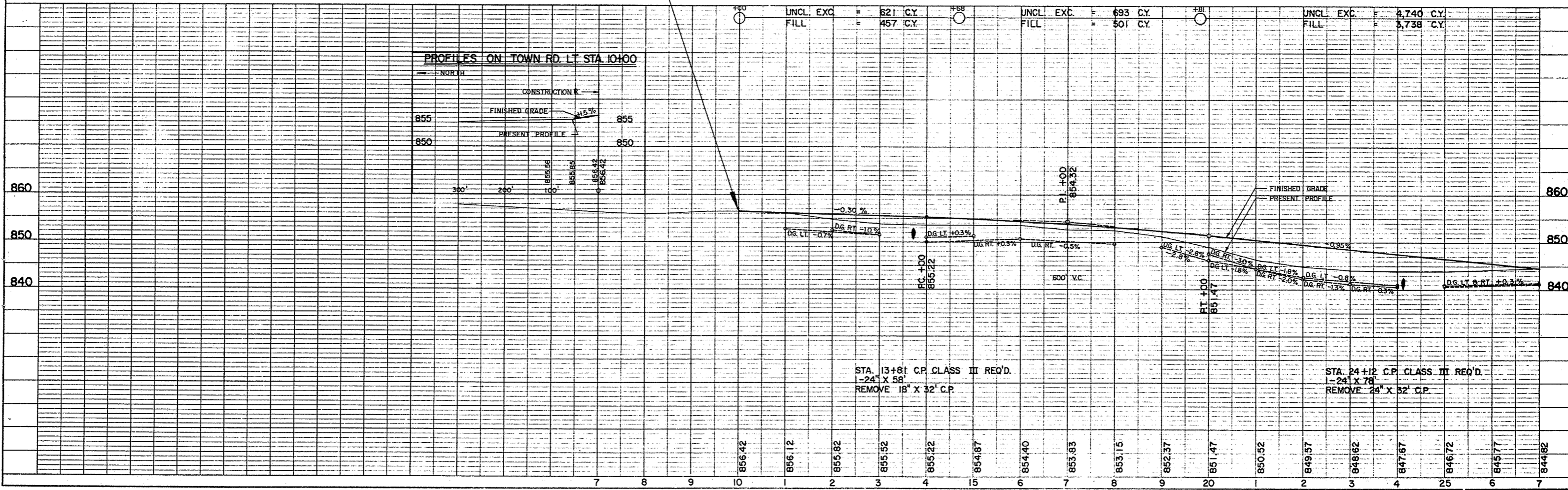
STA. 10+00 TOWN ROAD LT.
DESIGN TYPE 'E' INTERSECTION REQ'D.
(SEE STANDARD DRAWING NO. 9-1.1.4)

F.P.R. VISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 1087 (1)	4	25



STA. 10+00 BEGINNING OF PROJECT S 1087 (2)

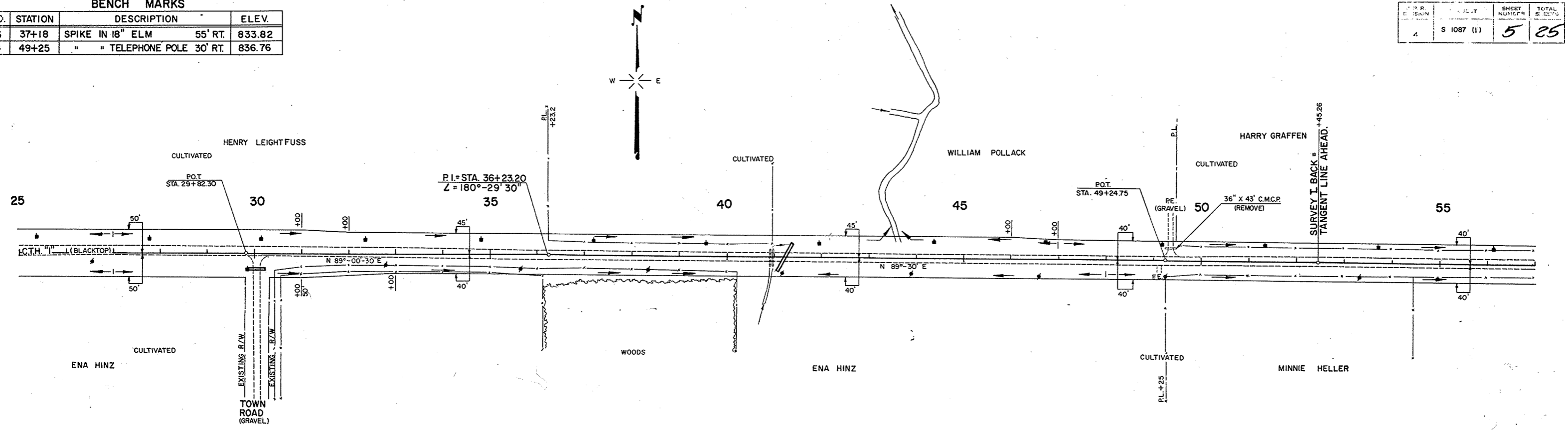
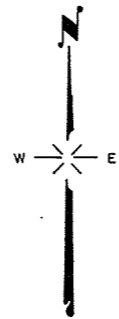
NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
10+00	25+00	1,500



BENCH MARKS

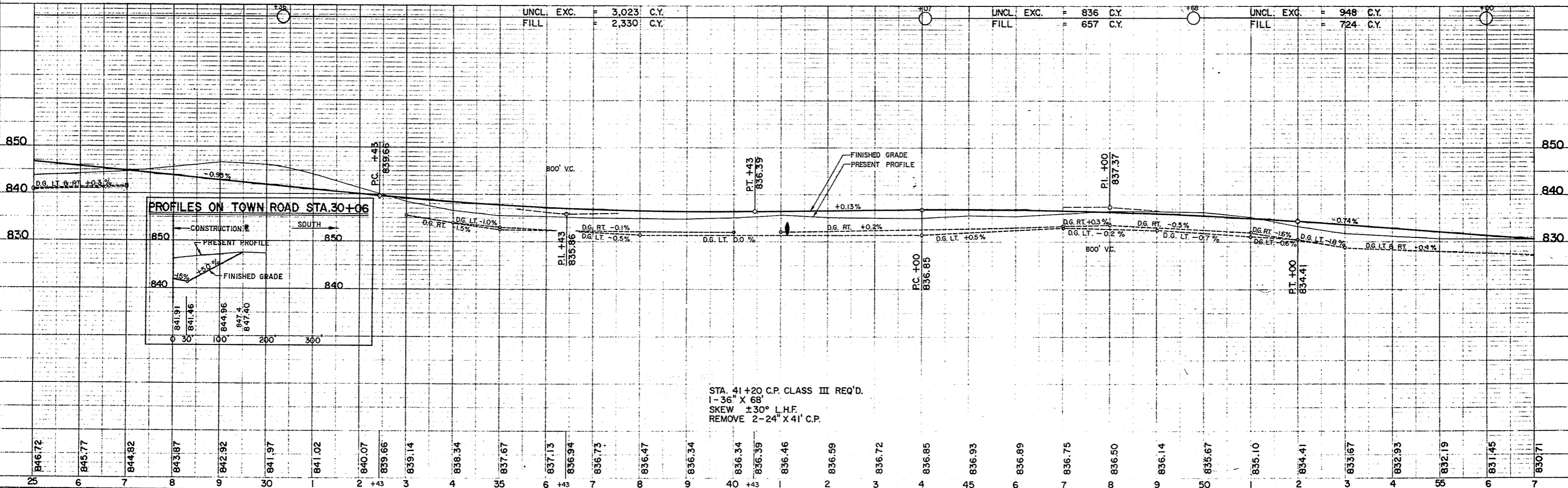
NO.	STATION	DESCRIPTION	ELEV.
3	37+18	SPIKE IN 18" ELM 55' RT.	833.82
4	49+25	" " TELEPHONE POLE 30' RT.	836.76

PROJECT	SHEET NUMBER	TOTAL SHEETS
S 1087 (1)	5	25



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
25+00	55+00	3,000.00

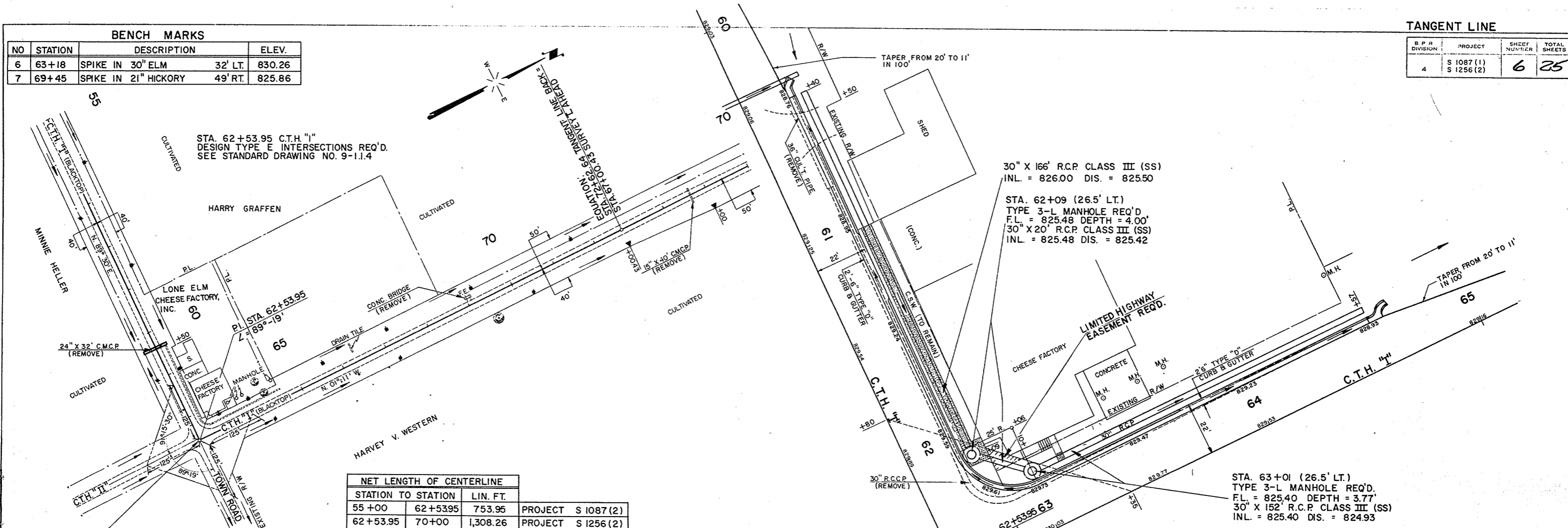
STA. 30+06 TOWN ROAD RIGHT
 C.P. CLASS III REQ'D.
 1-18" X 32"
 TYPE "E" INTERSECTION REQ.



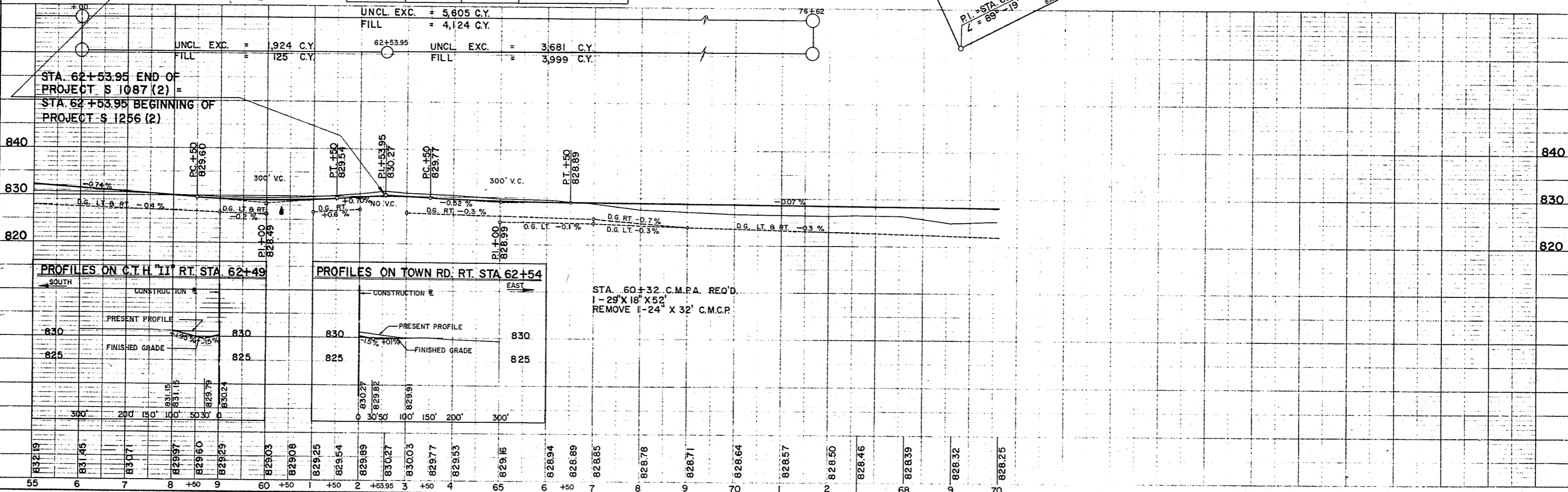
STA. 41+20 C.P. CLASS III REQ'D.
 1-36" X 68"
 SKEW ±30° L.H.F.
 REMOVE 2-24" X 41' C.P.

BENCH MARKS				
NO	STATION	DESCRIPTION		ELEV.
6	63+18	SPIKE IN 30" ELM	32' LT.	830.26
7	69+45	SPIKE IN 21" HICKORY	49' RT.	825.86

TANGENT LINE			
B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 1087 (1) S 1256 (2)	6	25



NET LENGTH OF CENTERLINE			
STATION TO STATION	LIN. FT.	PROJECT S 1087 (2)	PROJECT S 1256 (2)
55+00	62+53.95	753.95	
62+53.95	70+00	1,308.26	



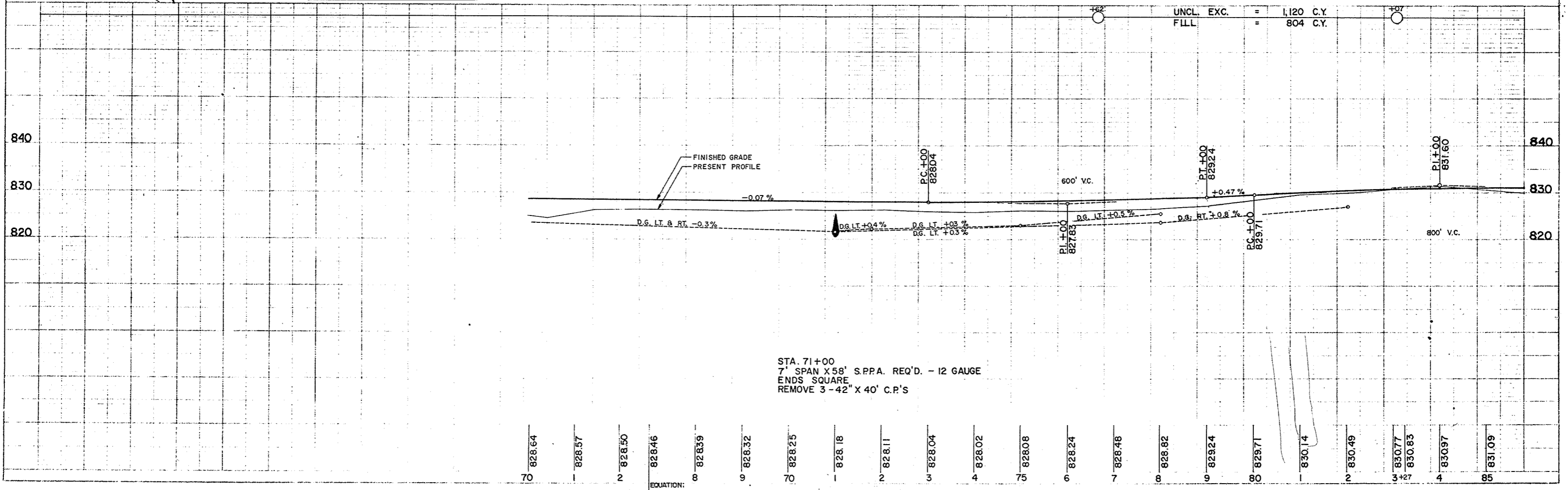
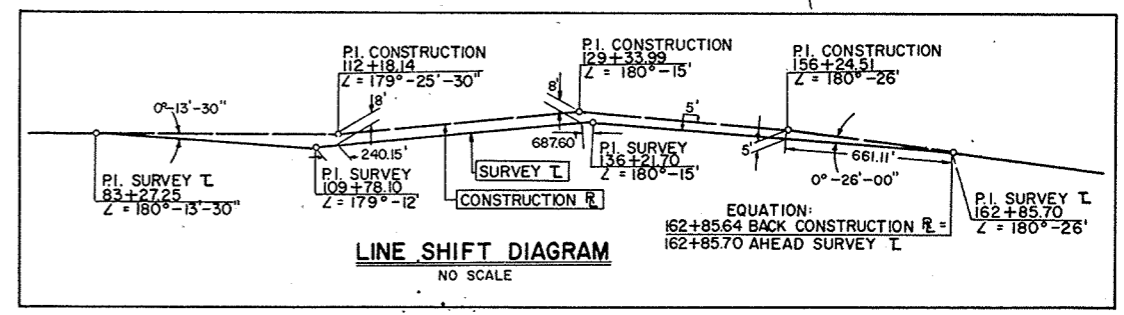
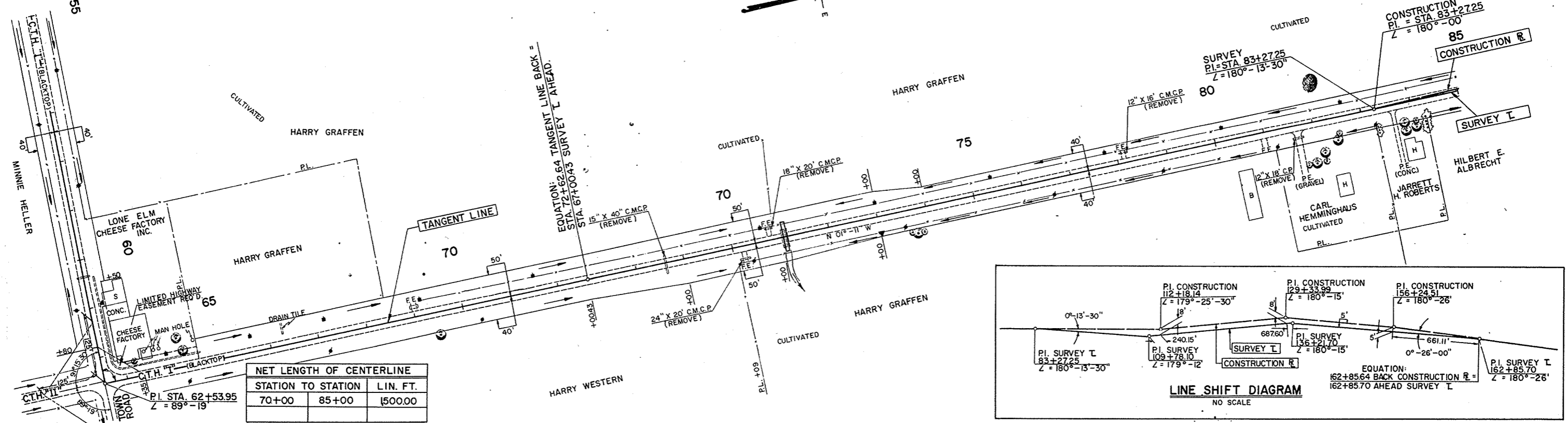
PROFILES ON C.T.H. "II" RT. STA. 62+49

PROFILES ON TOWN RD. RT. STA. 62+54

STA. 60+32 C.M.P.A. REQ'D.
1 - 29" X 18" X 52"
REMOVE 1 - 24" X 32" C.M.C.P.

EQUATION:
STA. 72+62.64 BACK -
STA. 67+00.43 AHEAD

BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
5	59+85	SPIKE IN 8" APPLE	120' RT.	831.02
6	63+18	" " 30" ELM	32' LT.	830.26
7	69+45	" " 21" HICKORY	49' RT.	825.86
8	73+64	" " 22" ELM	44' RT.	824.57
9	82+64	" " 14" B.E.	66' RT.	830.46



STA. 71+00
 7' SPAN X 58' S.P.P.A. REQ'D. - 12 GAUGE
 ENDS SQUARE
 REMOVE 3 - 42" X 40' C.P.'S

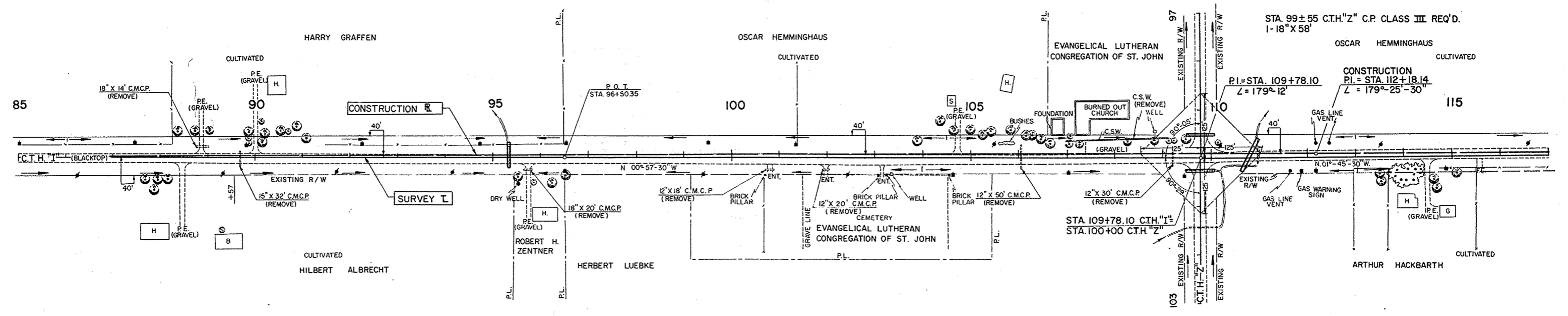
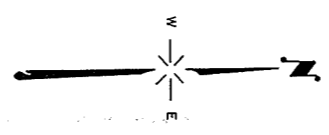
70	828.64	828.57	828.50	828.46	828.39	828.32	828.25	828.18	828.11	828.04	828.02	828.08	828.24	828.48	828.82	828.24	828.71	830.14	830.49	830.77	830.83	830.97	831.09
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EQUATION:
 STA. 72+62.64 BACK =
 STA. 67+00.43 AHEAD

BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
10	88+12	SPIKE IN 14" MAPLE	100' RT.	830.39
11	104+37	" " 16" ELM	73' LT.	830.40
12	114+05	" " 14" ELM	50' RT.	830.14

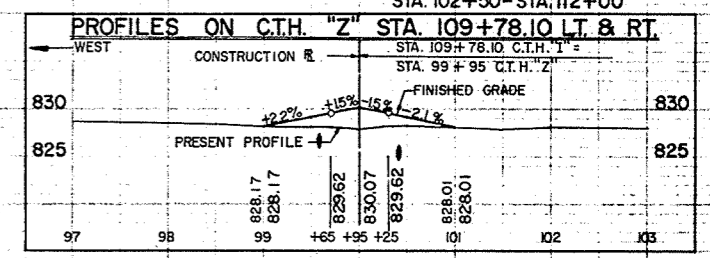
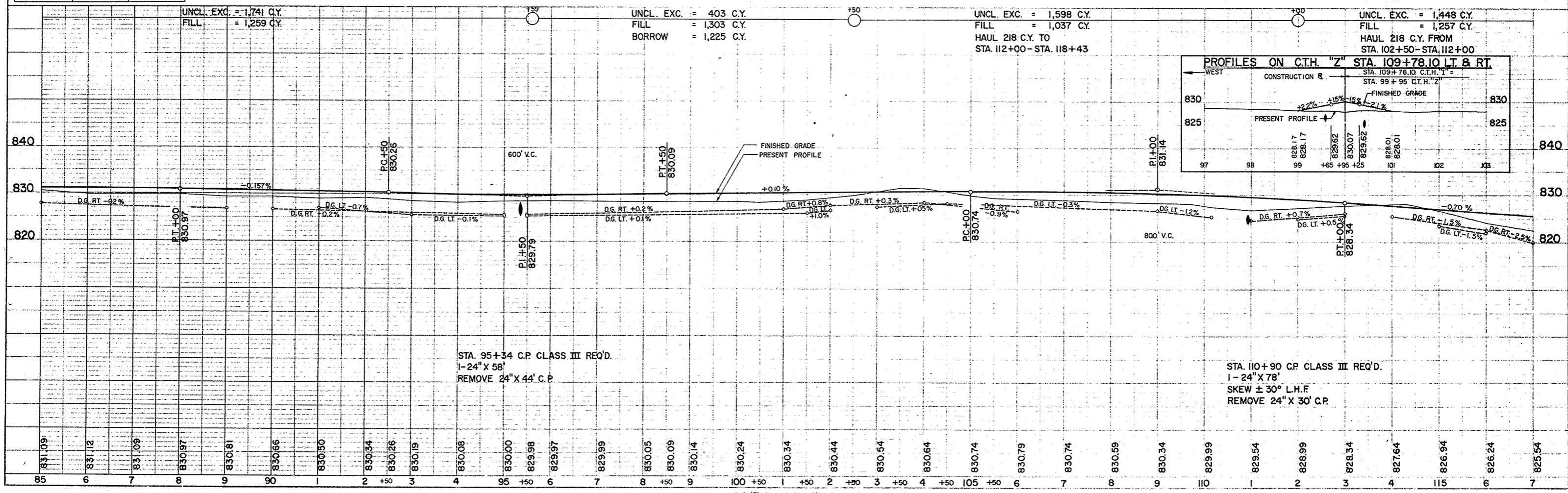
STA. 109+78.10 C.T.H. "Z" LT. & RT.
 DESIGN TYPE "E" INTERSECTION REQ'D.
 SEE STANDARD DRAWING NO. 9-I.1.4

FIG. NO.	SHEET NO.	TOTAL SHEETS
S 1256 (2)	8	25



NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
85+00	115+00	3,000

STA. 100±35 C.T.H. "Z" C.P. CLASS III REQ'D.
 1-18" X 68"
 REMOVE 18" X 58' C.P.

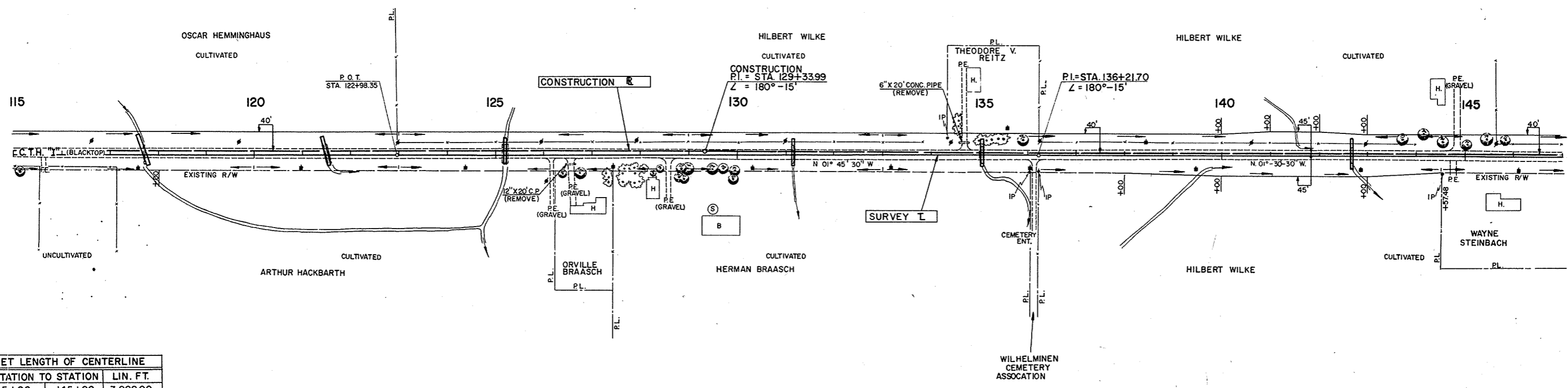
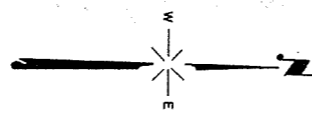


STA. 95+34 C.P. CLASS III REQ'D.
 1-24" X 58"
 REMOVE 24" X 44' C.P.

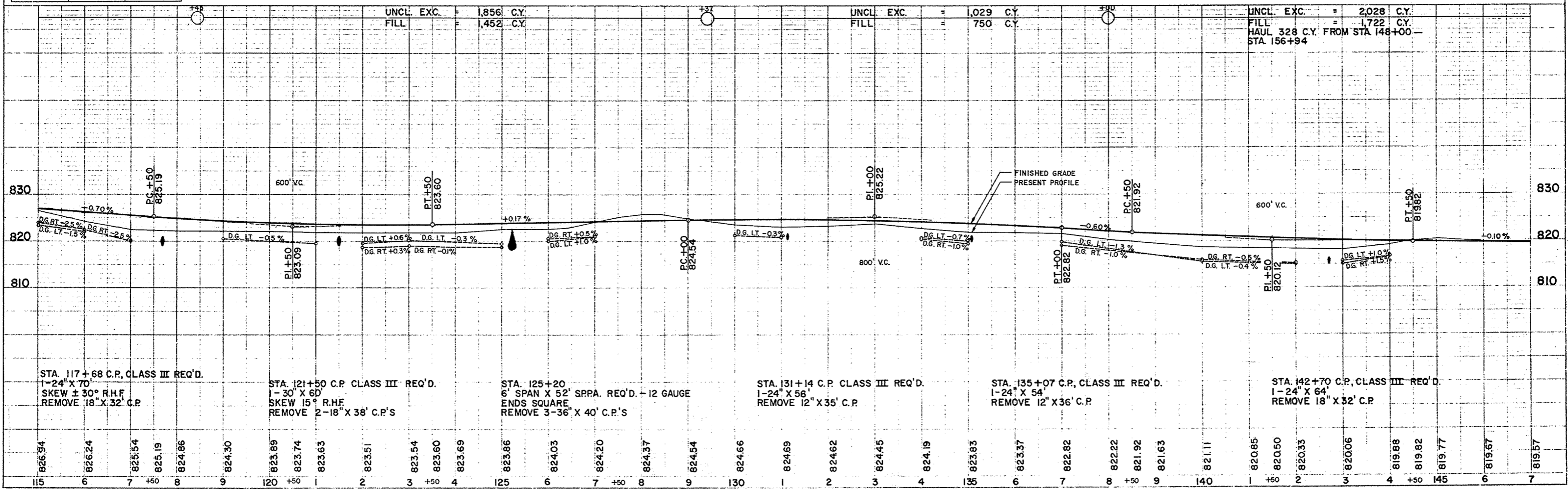
STA. 110+90 C.P. CLASS III REQ'D.
 1-24" X 78"
 SKEW ± 30° L.H.F.
 REMOVE 24" X 30' C.P.

BENCH MARKS				
NO.	STATION	DESCRIPTION		ELEV.
13	127+89	SPIKE IN 12" APPLE	35'RT.	825.05
14	134+59	" " 36" COTTONWOOD	70'LT.	822.75
15	144+12	" " 28" B.E.	87'LT.	821.87

P.P. 4	PROJECT S 1256-(2)	SHEET 9	TOTAL SHEETS 25
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NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
115+00	145+00	3,000.00



STA. 117+68 C.P., CLASS III REQ'D.
 1-24" X 70"
 SKEW ± 30° R.H.F.
 REMOVE 18" X 32' C.P.

STA. 121+50 C.P. CLASS III REQ'D.
 1-30" X 60"
 SKEW 15° R.H.F.
 REMOVE 2-18" X 38' C.P.'S

STA. 125+20
 6' SPAN X 52' SPPA. REQ'D. - 12 GAUGE
 ENDS SQUARE
 REMOVE 3-36" X 40' C.P.'S

STA. 131+14 C.P. CLASS III REQ'D.
 1-24" X 56"
 REMOVE 12" X 35' C.P.

STA. 135+07 C.P., CLASS III REQ'D.
 1-24" X 54"
 REMOVE 12" X 36' C.P.

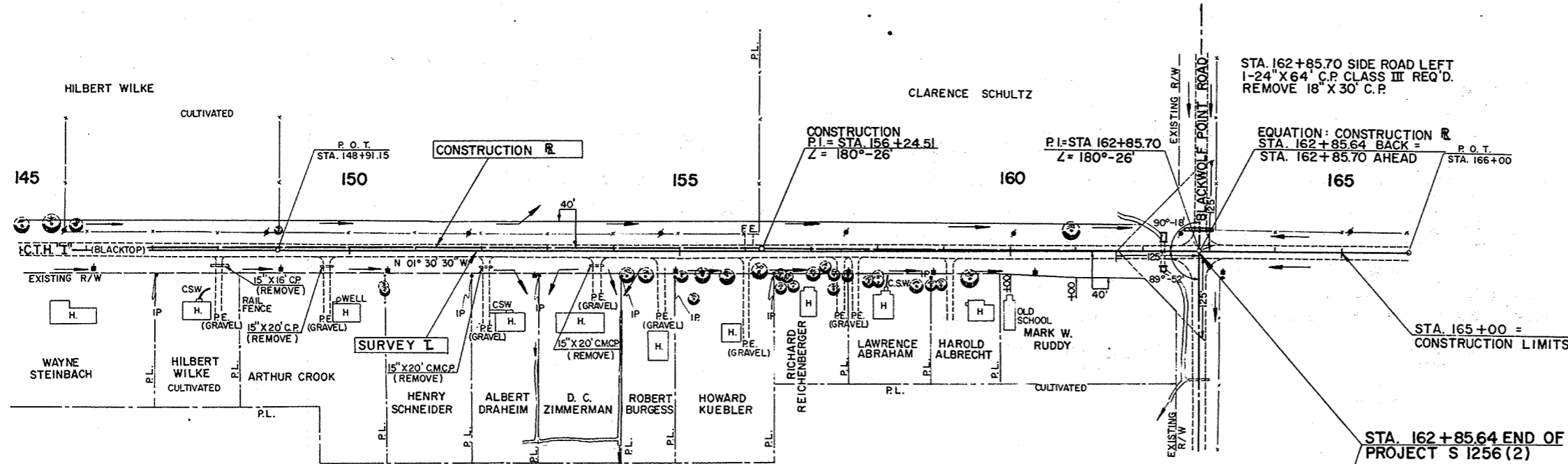
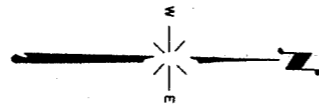
STA. 142+70 C.P., CLASS III REQ'D.
 1-24" X 64"
 REMOVE 18" X 32' C.P.

115	6	7	+50	8	9	120	+50	1	2	3	+50	4	125	6	7	+50	8	9	130	1	2	3	4	135	6	7	8	+50	9	140	1	+50	2	3	4	+50	145	6	7	819.57
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BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
16	149+73	S.W. CORNER BOTTOM STEP H. 78' RT.	818.94
17	155+25	SPIKE IN 8" WILLOW 66' RT.	817.19
18	159+39	S.W. CORNER CONC. PORCH 72' RT.	818.16

STA. 162+85.70 SIDE RD. LT. & RT.
 DESIGN TYPE "E" INTERSECTIONS REQ'D. ON SOUTH END
 (SEE STANDARD DRAWING NO.9-1.1.4.)

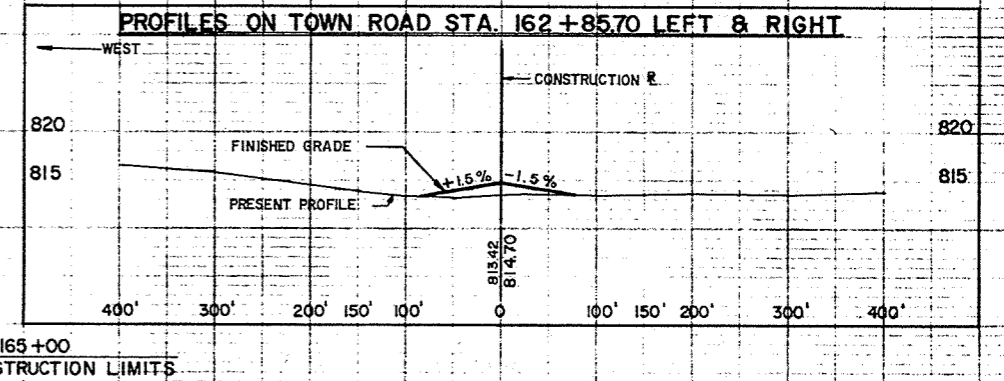
4	S 1256 (2)	10	25
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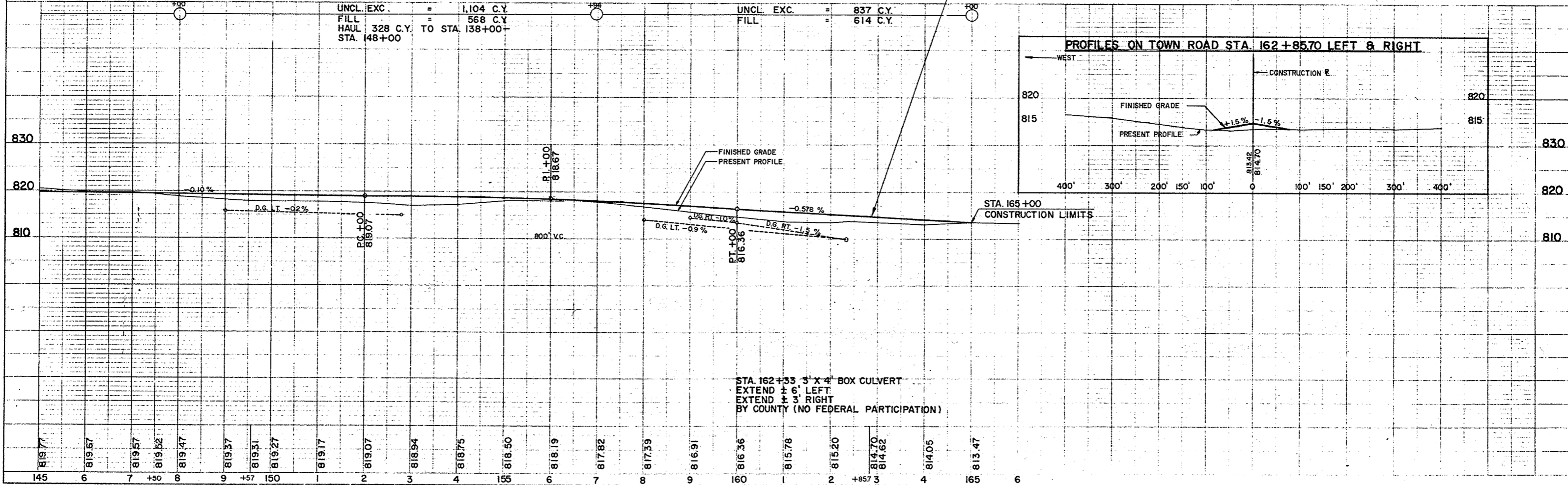
NET LENGTH OF CENTERLINE		
STATION TO STATION	LIN. FT.	
145 + 00	162 + 85.64	1,785.64

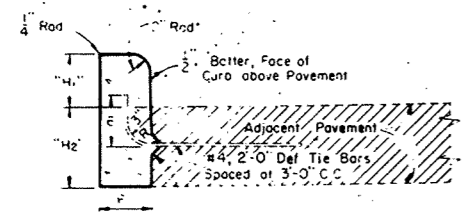
UNCL. EXC. = 1,104 C.Y.
 FILL = 568 C.Y.
 HAUL 328 C.Y. TO STA. 138+00
 STA. 148+00

UNCL. EXC. = 837 C.Y.
 FILL = 614 C.Y.



STA. 162+33 3' X 4' BOX CULVERT
 EXTEND ± 6' LEFT
 EXTEND ± 3' RIGHT
 BY COUNTY (NO FEDERAL PARTICIPATION)

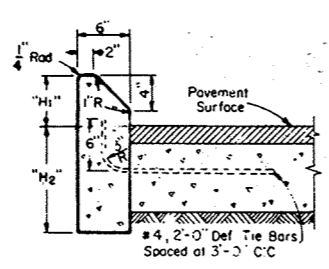




Tie Bar recess positioned in reverse when Concrete Curb is constructed first.
 H_1 : 9" max and 3 1/2" min, and shall be 6" unless otherwise shown on plans.
 H_2 : Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).

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

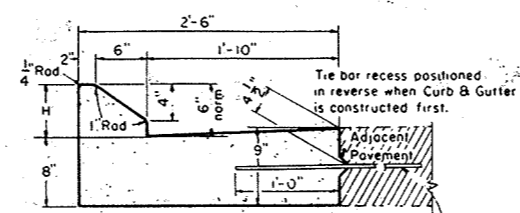
CONCRETE CURB



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

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

CONCRETE CURB
 (Mountable Type)



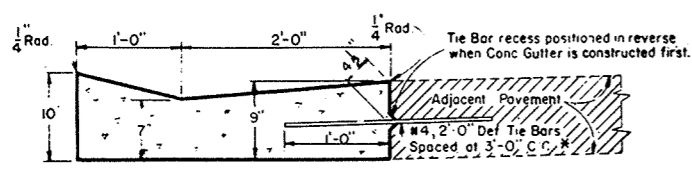
H_1 : 9" max and 4" min & shall be 6" unless otherwise shown on plans.
 H_2 : Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).

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

CONCRETE CURB AND GUTTER
 (Mountable Type)

GENERAL NOTES

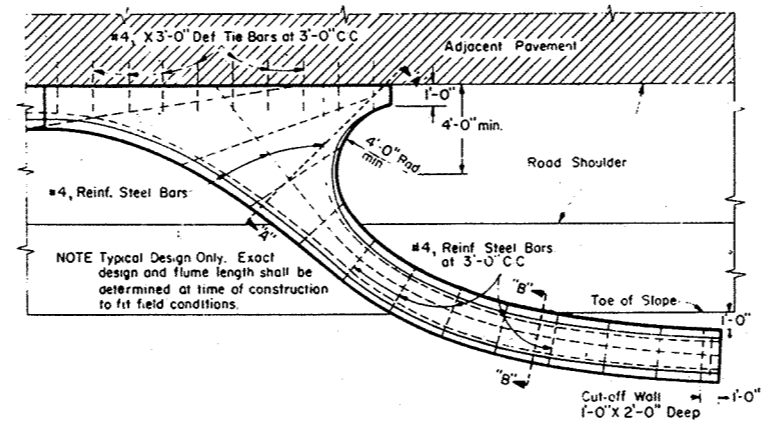
Details of construction and materials not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.
JOINTS -
 Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



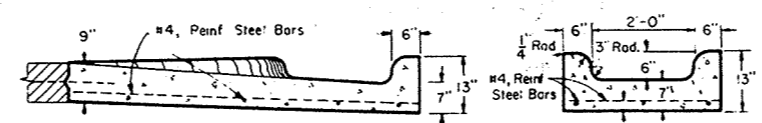
* Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

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

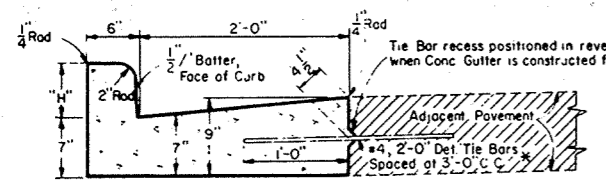
CONCRETE GUTTER



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



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



H_1 : 9" Max, 3 1/2" Min, and shall be 6" unless otherwise shown on plans.
 * Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

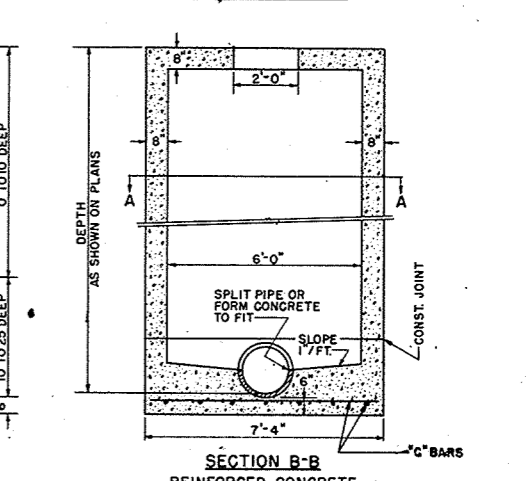
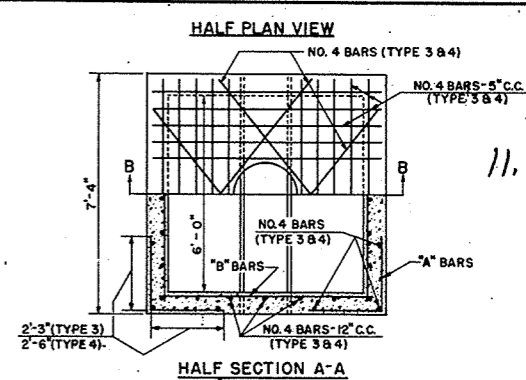
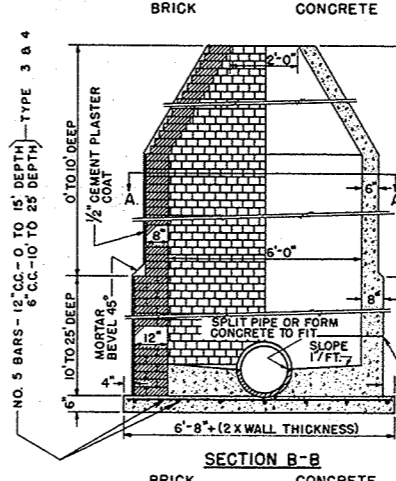
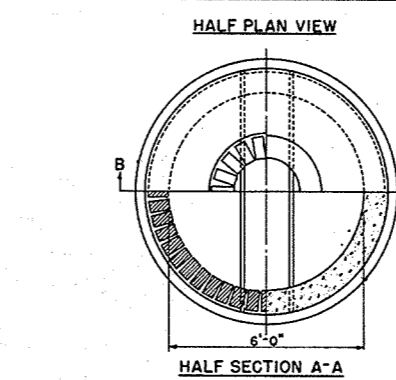
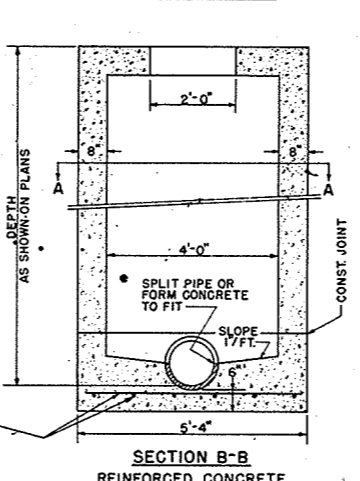
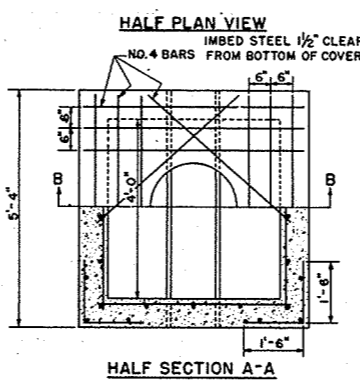
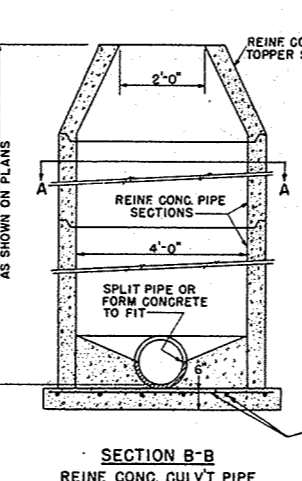
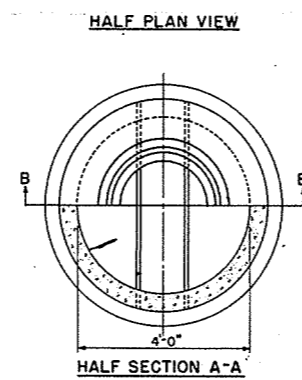
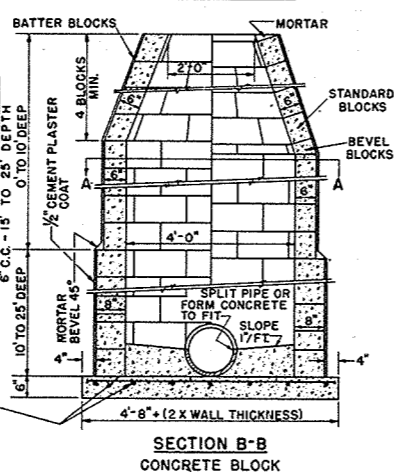
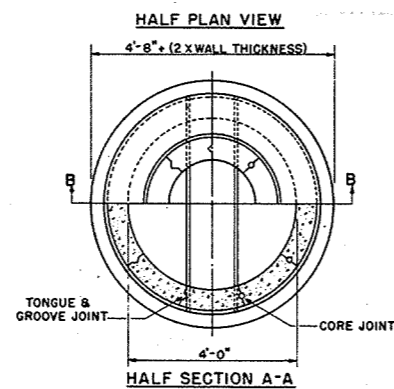
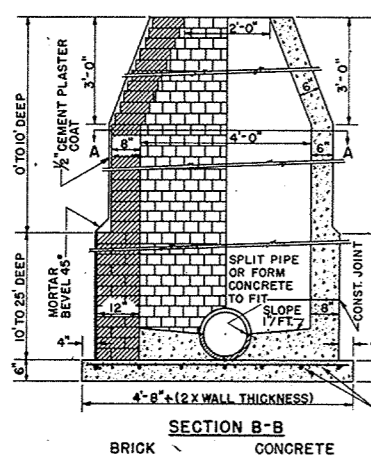
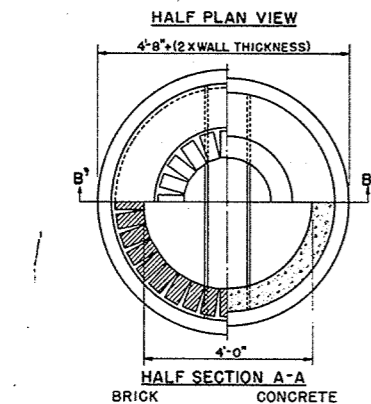
TYPE "A" (Including Tie Bars)
TYPE "D" (Excluding Tie Bars)

CONCRETE CURB AND GUTTER
 (Barrier Type)

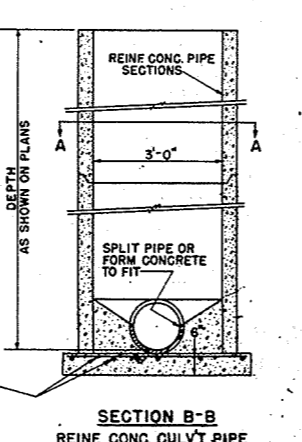
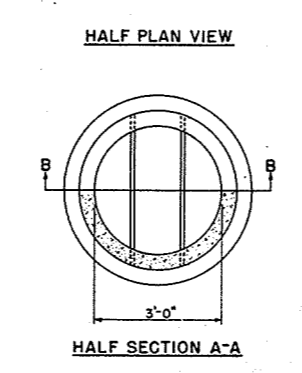
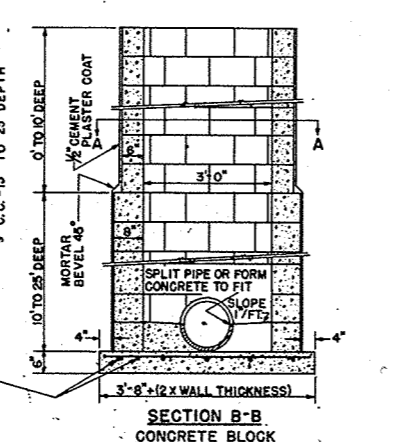
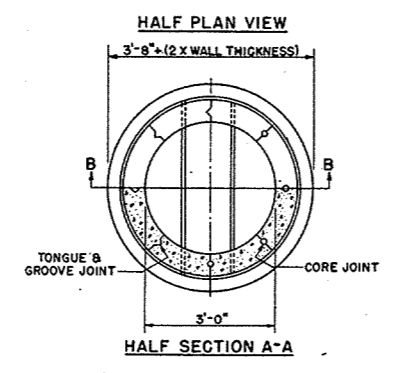
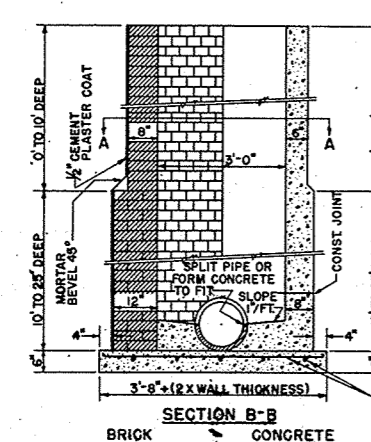
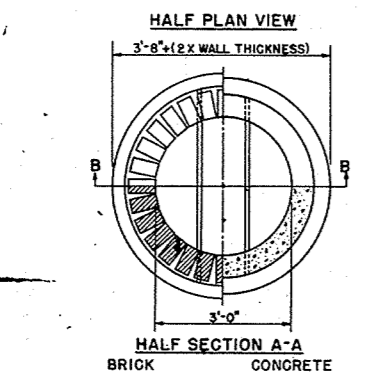
CONCRETE CURB, CONCRETE GUTTER
CONCRETE CURB AND GUTTER AND
CONCRETE SURFACE DRAINS
 STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL
 DATE 2-5-63
 APPROVED: *James P. Pelt* ENGINEER OF DESIGN
 DATE 2/6/63
 APPROVED: *E. C. Rattiner* STATE HIGHWAY ENGINEER

PLATE NO. 3-1.1.7



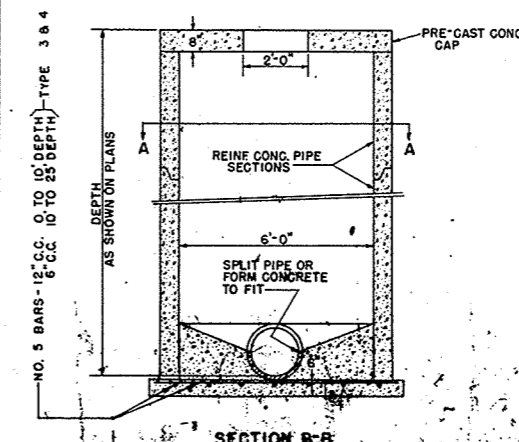
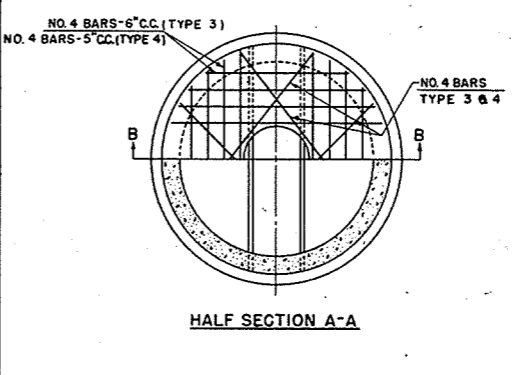
TYPE 1



TYPE 2

CONSTRUCTION NOTES
 DETAILS RELATIVE TO THESE ITEMS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS. STEPS SHALL BE INSTALLED IN ALL MANHOLES.
 VARIATIONS IN DIMENSIONS AND DESIGN WILL BE PERMISSIBLE PROVIDING EQUIVALENT CAPACITY AND STRENGTH ARE ATTAINED.
 STRUCTURES ARE CALLED FOR ON THE PLANS AS "MANHOLES 1'-J", "MANHOLES 2'-K" ETC. THE NUMERAL DESIGNATES THE OPTIONAL MASONRY PORTION OF THE STRUCTURE AND THE LETTER DESIGNATES THE COVER TO BE USED THEREON.
 THE REINFORCED CONCRETE TOPPER SECTION AS SHOWN FOR TYPE 1, REINFORCED CONCRETE MANHOLE, MAY BE USED AS AN ALTERNATE COVER ON TYPE 1 BRICK, CONCRETE OR CONCRETE BLOCK MANHOLES.
 WHEN ANY STRUCTURE IS CONSTRUCTED OF CONCRETE, CONCRETE BLOCK OR REINFORCED CONCRETE, THE TOP OF THE MASONRY SHALL BE LEFT SUFFICIENTLY LOW TO PERMIT PROPER ADJUSTMENT OF COVER TO GRADE BY THE USE OF MORTAR AND BRICK.

DESIGN NOTES
 INSIDE DIMENSIONS FOR MANHOLES:
 USE 3' DIAMETER WHEN NECESSARY TO PLACE IN CONSTRICTED AREAS.
 USE 4' DIAMETER WHEN SEWER IS UNDER 18" IN DIAMETER.
 USE 6' DIAMETER OR 6' SQUARE WHEN SEWER IS 18" TO 34" DIAMETER.



TYPE 3

- "A" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH
- "B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 25' DEPTH
- "C" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH

TYPE 4

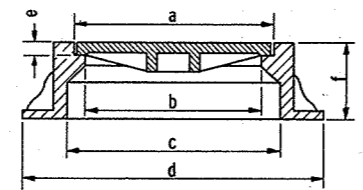
- FOR SEWER GREATER THAN 54" DIAMETER SPECIAL DESIGN IS REQUIRED SHOWING INSIDE DIMENSION OF MANHOLE TO BE DIAMETER OF SEWER PLUS 10". SPECIAL DESIGN SHALL CONFORM TO THE GENERAL DETAILS FOR TYPE 3.
- "A" BARS - NO. 5 BARS - 12" C.C. - 0 TO 10' DEPTH
6" C.C. - 10' TO 25' DEPTH
 - "B" BARS - NO. 4 BARS - 12" C.C. - 0 TO 10' DEPTH
10" C.C. - 10' TO 25' DEPTH
 - "C" BARS - NO. 5 BARS - 10" C.C. - 0 TO 10' DEPTH
5" C.C. - 10' TO 25' DEPTH

MANHOLES

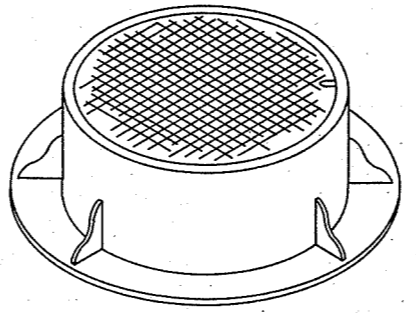
STATE HIGHWAY COMMISSION OF WISCONSIN
 RECOMMENDED FOR APPROVAL
 DATE 2-5-63
 APPROVED: [Signature]
 DATE 2/6/63

11.1-25

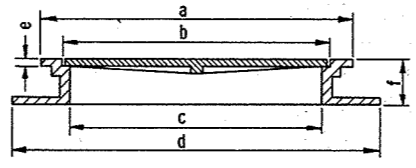
11.2-25



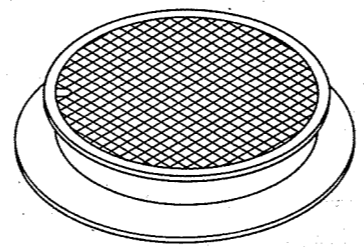
	a	b	c	d	e	f	Weight
TYPE "J"	23"	20½"	25½"	36"	1½"	9"	400 Lbs.
TYPE "K"	32½"	30"	36"	46"	1½"	10"	750 Lbs.



TYPE "J" & "K"



	a	b	c	d	e	f	Weight
TYPE "L"	28"	24"	22½"	33"	5/8"	4"	210 Lbs.
TYPE "M"	42"	37½"	36"	47"	3/4"	4"	475 Lbs.



TYPE "L" & "M"

GENERAL NOTES

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

BEARING SURFACES

All manhole covers which are placed in vehicular traffic areas shall be "Non-Rocking" type so as to prevent any or all cover noise under traffic.

NOMENCLATURE

All manholes are designated on the plans as "Manholes 1-J", "Manholes 2-K" etc. This designation is interpreted to mean that the numeral designates the masonry portion of the structure and the letter designates the type of cover or iron casting to be used therewith to comprise the complete unit "Manhole".

ALTERNATE DESIGNS

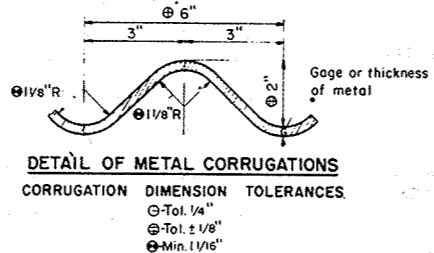
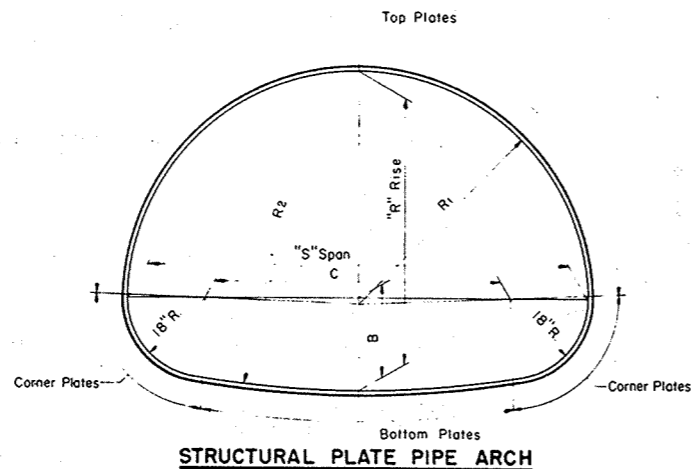
Detailed drawings for proposed alternate designs for "Manhole Covers" may be submitted to the Engineer for approval providing that such alternate designs make provision for equivalent capacity and strength.

DESIGN NOTES

Types "J" & "K" to be used where facility will be subject to traffic.

Types "L" & "M" to be used where facility will not be subject to traffic.

MANHOLE COVERS	
State Highway Commission of Wisconsin	
RECOMMENDED FOR APPROVAL: DATE: 1/5/67	E. J. Borkert CHIEF DESIGN ENGINEER
APPROVED: DATE: 1/6/67	A. J. Burmeister STATE HIGHWAY ENGINEER
Plate No. 5-3.8.3	



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.

TOLERANCES

Pipe Arch size dimensions are subject to manufacturing tolerances and the ratio of rise (R) to span (S) shall not exceed a tolerance of 5% plus or minus.

Metal corrugation dimension tolerances shall not exceed pertinent dimensions shown elsewhere on this drawing.

EMBANKMENT—Minimum for C Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be "S/10 or 1'-0" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be "S/14 or a minimum of 6" cushion between pipe and pavement.

EMBANKMENT—Maximum for C Culverts

The maximum depth of embankment shall be 15 feet (finished construction).

Adequate cover protection for Pipe Arches shall be provided at all times during construction operations to preclude any damage to structures.

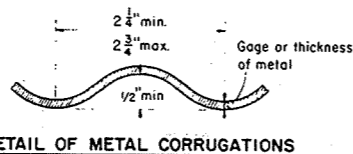
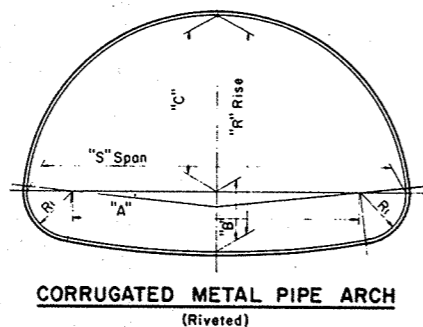
Strutting of Pipe Arches will not be required during construction unless specifically called for on the plans or the applicable Special Provisions.

**TABLE OF PROPERTIES
STRUCTURAL PLATE PIPE ARCH**

SPAN Nominal Size	Dimensions taken from inside crests of corrugations							Table of Metal Gages - Minimum Acceptable																				
	Fabricators Size Min. Acceptable	R/S Ratio	Area Sq. Ft.	B In.	C In.	R1 In.	R2 In.	H-20 LOADING																				
								Depth of Embankment in Feet																				
6 Feet	6'-1" x 4'-7"	.75	22	21.0	37.0	36.7	76.4	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	
7 "	7'-0" x 5'-1"	.73	28	21.4	48.0	42.3	104.5	10	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	12	10	10
8 "	7'-11" x 5'-7"	.70	35	21.7	59.0	47.7	138.4	10	10	10	12	12	12	12	12	12	12	12	12	12	12	12	12	12	10	10	10	8
9 "	8'-10" x 6'-1"	.69	43	21.8	70.0	53.0	179.2	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8	8
10 "	9'-9" x 6'-7"	.67	52	21.9	81.0	58.3	228.0	8	8	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8	8	7
11 "	10'-11" x 7'-1"	.65	61	25.1	95.0	65.8	180.8	8	8	8	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8	7	7	5
12 "	11'-10" x 7'-7"	.64	71	25.2	106.0	71.1	217.0	7	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	7	5	5	3	3
13 "	12'-10" x 8'-4"	.65	85	24.0	118.0	77.2	315.2	5	7	8	8	8	8	8	8	8	8	8	7	7	5	5	3	3	1	1	1	1
14 "	13'-11" x 8'-7"	.62	93	28.9	131.0	84.4	220.8	5	5	7	7	8	8	8	8	8	8	8	7	7	5	5	3	3	1	1	1	1
15 "	14'-10" x 9'-1"	.61	105	28.9	142.0	89.5	254.9	3	5	5	7	7	7	7	7	7	7	5	3	3	1	1	1	1	1	1	1	1
16 "	15'-10" x 9'-10"	.62	122	27.4	154.0	95.4	339.1	1	3	5	5	7	7	7	5	3	3	1	1	1	1	1	1	1	1	1	1	1
16.5 "	16'-7" x 10'-1"	.61	131	28.7	163.0	99.8	333.8	1	3	3	5	5	5	3	1	1	1	1	1	1	1	1	1	1	1	1	1	1

Note: For sizes of Structural Plate Pipe Arch between those shown in the table, the gage shall be interpolated (based on table data) where possible; otherwise the gage of the next larger size shown in the table shall be used.

STRUCTURAL PLATE PIPE ARCH



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.

TOLERANCES

Tolerance from the dimensions detailing size and shape will be permissible providing equivalent capacity and strength are attained.

EMBANKMENT—Minimum for C Culverts

For Flexible Type Pavement, the minimum depth of embankment or cover over top of Pipe Arch (finished construction) shall be "S/10 or 9" minimum.

For Rigid Type Pavement, the minimum depth of embankment over top of Pipe Arch shall be "S/14 or a minimum of 3" cushion between pipe and pavement.

EMBANKMENT—Maximum for C Culverts

The maximum depth of embankment shall be 10 feet (finished construction).

Adequate cover protection for Pipe Arches shall be provided at all times during construction operations to preclude any damage to structures.

**TABLE OF DIMENSIONS
CORRUGATED METAL PIPE ARCH**

CORRUGATED METAL PIPE ARCH									Round Pipe of Approx. Equal Periphery	
Gage (Min. Acceptable)	"S" Span Inches	"R" Rise Inches	"A" Inches	"B" Inches	"C" Inches	Ri Inches	R/S Ratio	Area Sq. Ft.	Area Sq. Ft.	Diag. Inches
16	18	11	10	4 1/2	6 1/2	3 1/2	.61	1.1	1.23	15
16	22	13	14	4 3/4	8 1/4	4	.59	1.6	1.77	18
16	25	16	17	5 1/4	10 3/4	4	.64	2.2	2.41	21
14	29	18	20	5 1/2	12 1/2	4 1/2	.62	2.8	3.14	24
14	36	22	26	6 1/4	15 3/4	5	.61	4.4	4.91	30
12	43	27	32	7	20	5 1/2	.63	6.4	7.07	36
12	50	31	38	8	23	6	.62	8.7	9.62	42
12	58	36	44	9 1/4	26 3/4	7	.62	11.4	12.57	48
12	65	40	49	10 1/2	29 1/2	8	.62	14.3	15.90	54
10	72	44	54	11 3/4	32 1/4	9	.61	17.6	19.64	60

NOTE: All Dimensions measured from inside crest of corrugations.

CORRUGATED METAL PIPE ARCH

**STRUCTURAL PLATE PIPE ARCH
CORRUGATED METAL PIPE ARCH**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE 2-5-63

ENGINEER OF DESIGN

APPROVED:

DATE 2/6/63

STATE HIGHWAY ENGINEER

PLATE NO. 6-5.3.2

GENERAL NOTES

11.4-25

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 I BARRICADE:

Class I Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class I Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class I 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 I 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 II BARRICADE:

Class II 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:

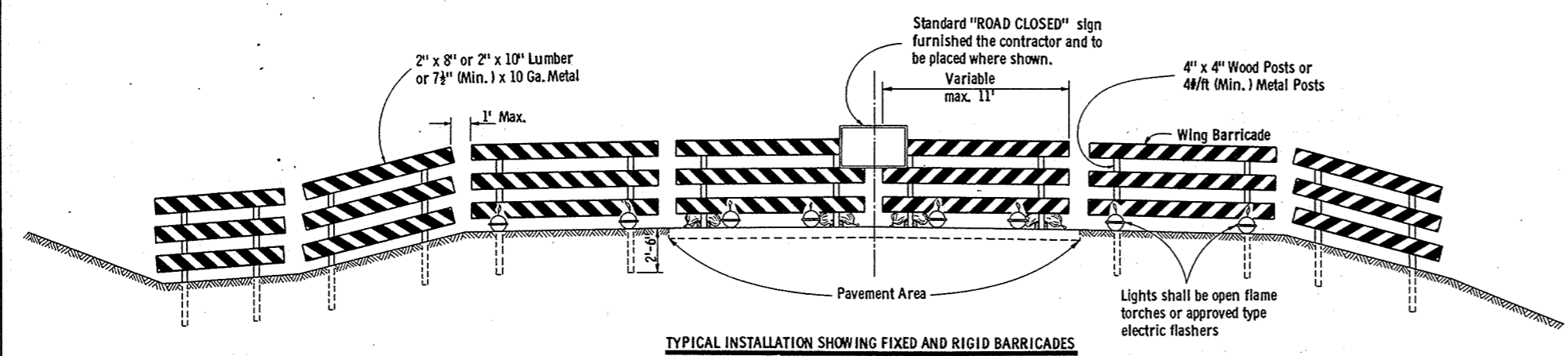
All barricades, unless otherwise provided in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

Alternate black & white stripes. See General Notes for direction of stripes

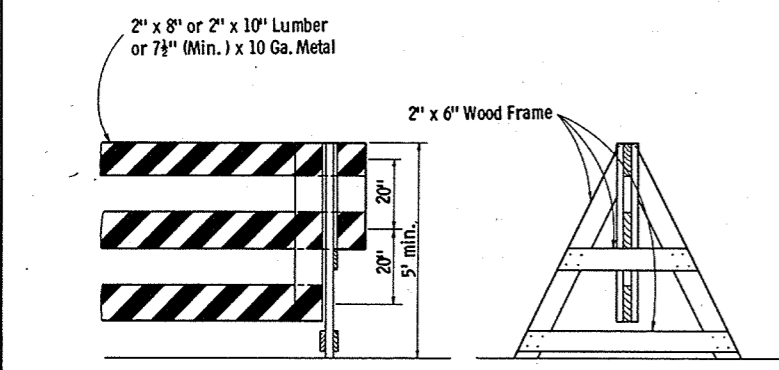
4" or 6" but consistent for each barricade installation



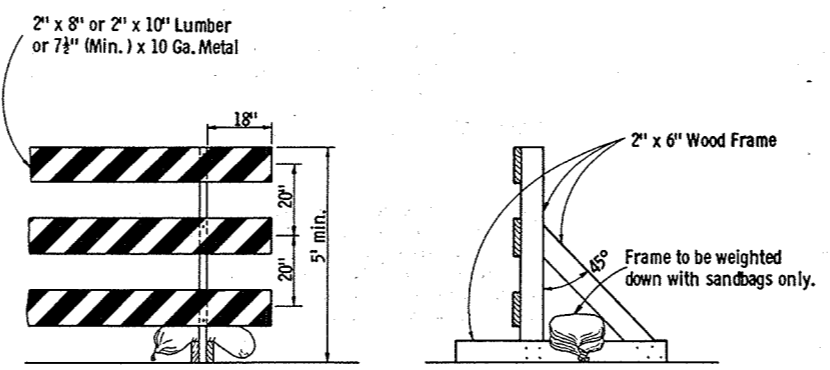
TYPICAL DIAGONAL STRIPES
Applies to all Classes & Types of Barricades



TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES

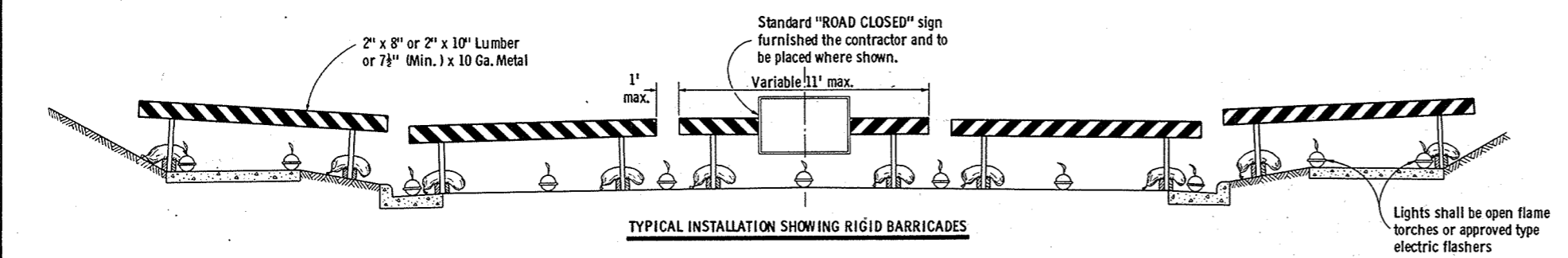


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

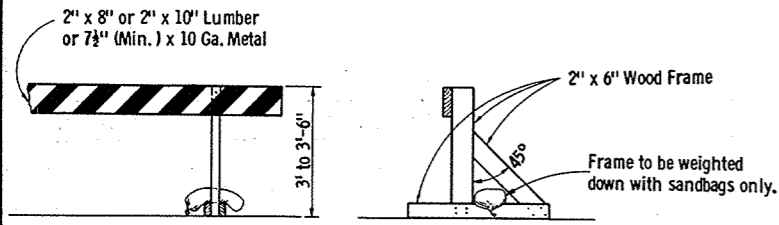


ALTERNATE TYPE INSTALLATION (RIGID)

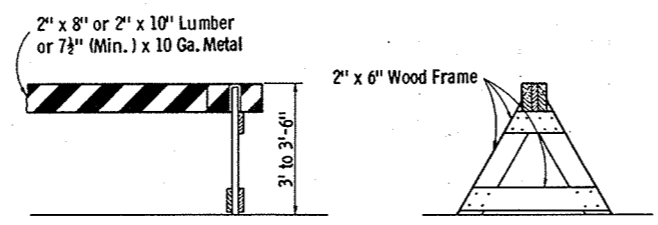
CLASS I BARRICADES



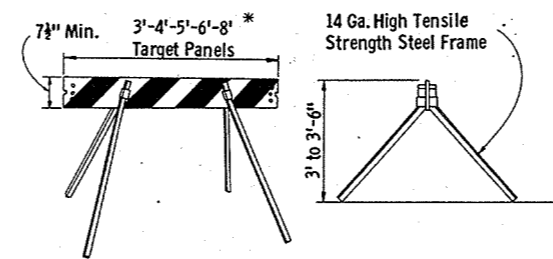
TYPICAL INSTALLATION SHOWING RIGID BARRICADES



ALTERNATE TYPE INSTALLATION (RIGID)



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

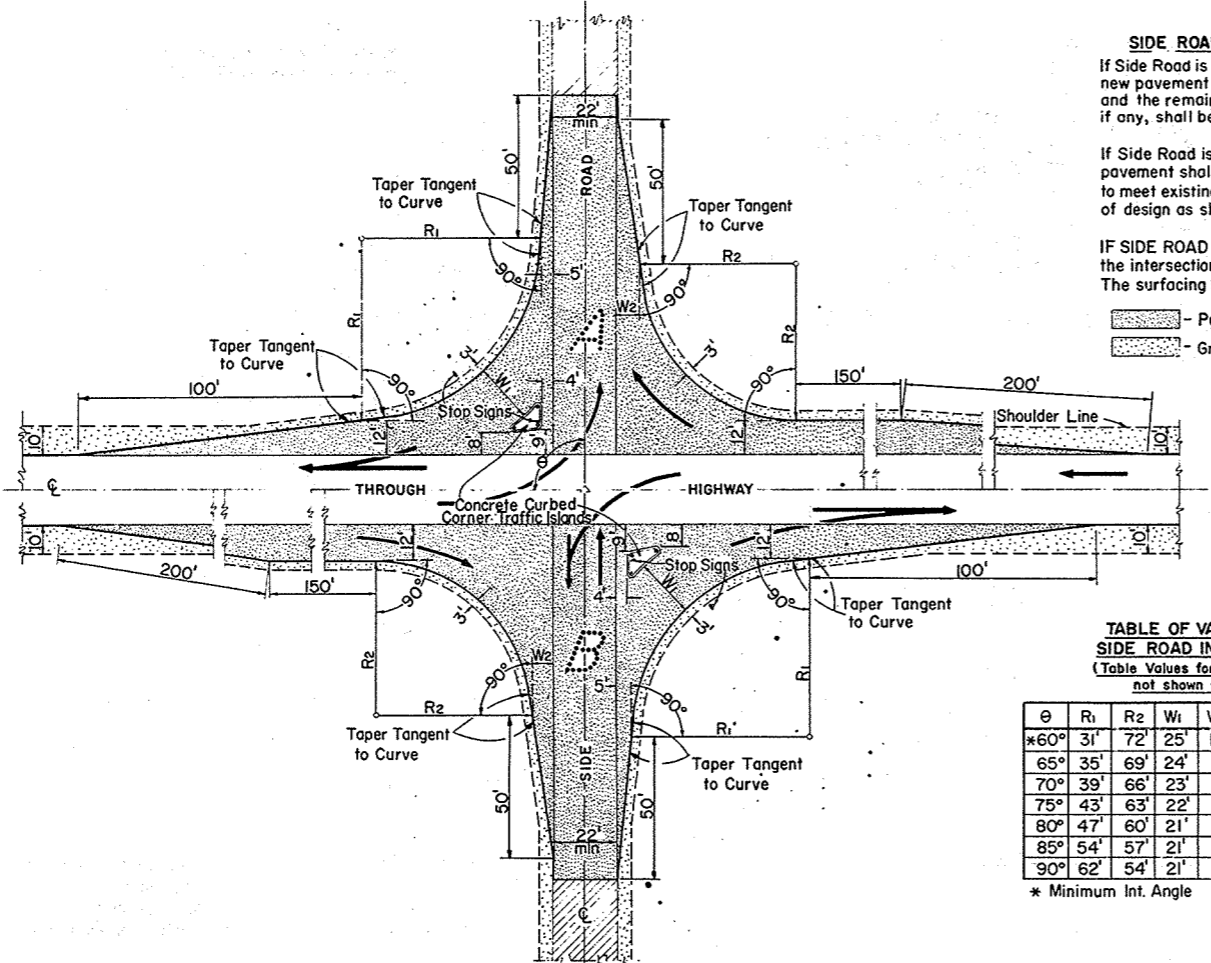


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADES

CONSTRUCTION BARRICADE	
State Highway Commission of Wisconsin	
RECOMMENDED FOR APPROVAL: DATE: 1/11/67	E. J. B. [Signature] CHIEF DESIGN ENGINEER
APPROVED: DATE: 1/13/67	[Signature] STATE HIGHWAY ENGINEER

11.5-25



SIDE ROAD SURFACING NOTE
 If Side Road is not presently surfaced, new pavement shall be placed as shown, and the remainder to construction limits, if any, shall be gravel or crushed stone surfaced.
 If Side Road is presently paved, new pavement shall be placed only as necessary to meet existing pavement, and to limits of design as shown.

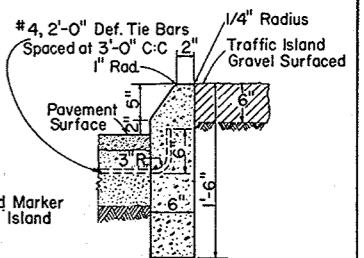
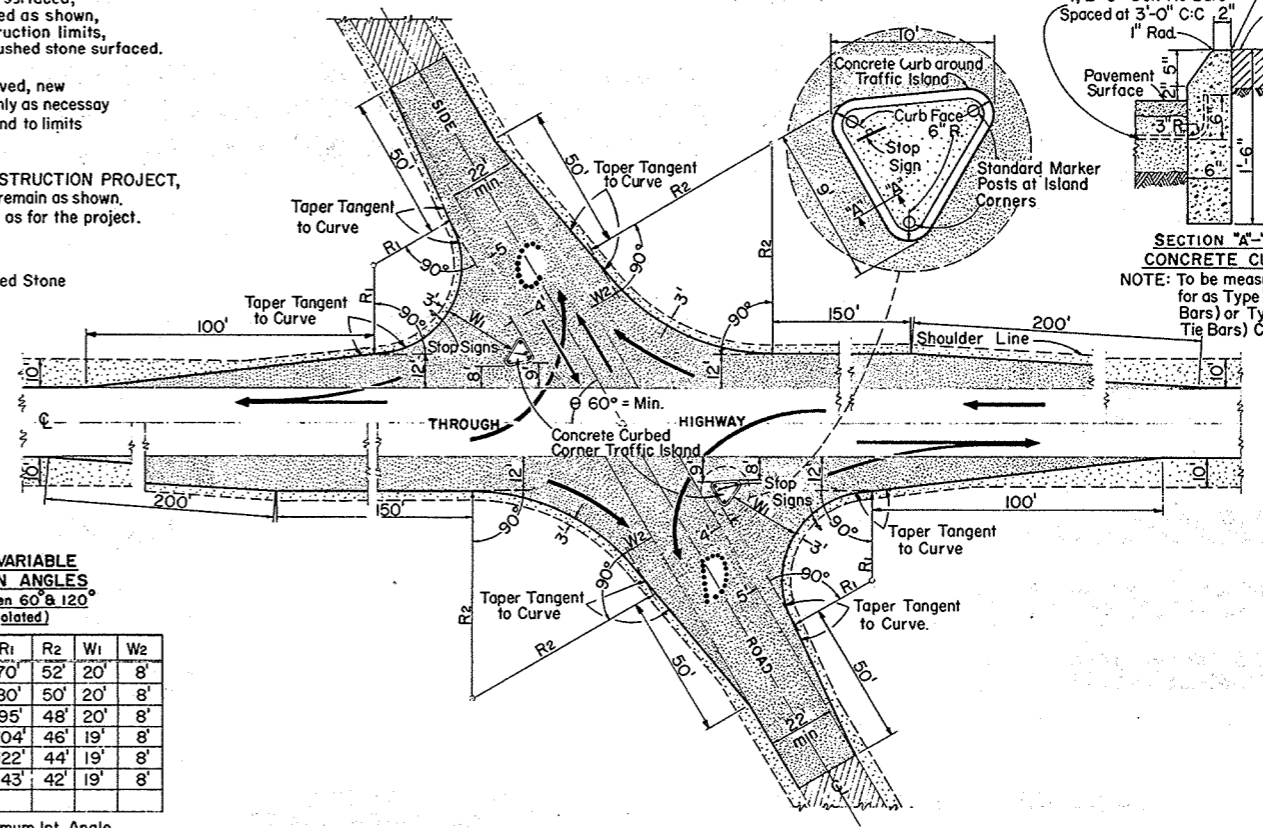
IF SIDE ROAD IS THE CONSTRUCTION PROJECT, the intersection geometrics remain as shown. The surfacing shall be same as for the project.

— Pavement
 — Gravel or Crushed Stone

TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R ₁	R ₂	W ₁	W ₂	θ	R ₁	R ₂	W ₁	W ₂
*60°	31'	72'	25'	10'	95°	70'	52'	20'	8'
65°	35'	69'	24'	9'	100°	80'	50'	20'	8'
70°	39'	66'	23'	8'	105°	95'	48'	20'	8'
75°	43'	63'	22'	8'	110°	104'	46'	19'	8'
80°	47'	60'	21'	8'	115°	122'	44'	19'	8'
85°	54'	57'	21'	8'	**120°	143'	42'	19'	8'
90°	62'	54'	21'	8'					

* Minimum Int. Angle ** Maximum Int. Angle



SECTION "A-A" CONCRETE CURB
 NOTE: To be measured and paid for as Type "C" (Including Tie Bars) or Type "J" (Excluding Tie Bars) Concrete Curb

MAJOR SIDE ROAD INTERSECTION DESIGN DETAILS
 To be used only when current ADT on Through Highway is 1500 or over, and on Side Road is Over 200

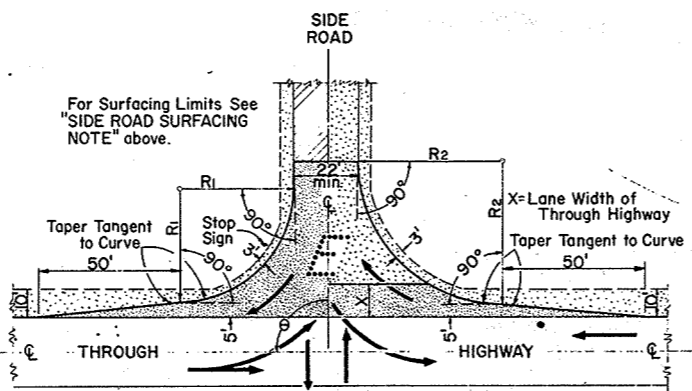


TABLE OF VALUES FOR VARIABLE SIDE ROAD INTERSECTION ANGLES
 (Table Values for Angles between 60° & 120° not shown shall be interpolated)

θ	R ₁	R ₂	θ	R ₁	R ₂
* 60°	40'	50'	95°	45'	49'
65°	40'	50'	100°	50'	48'
70°	40'	50'	105°	55'	47'
75°	40'	50'	110°	60'	46'
80°	40'	50'	115°	65'	45'
85°	40'	50'	**120°	70'	44'
90°	40'	50'			

* Minimum Int. Angle ** Maximum Int. Angle

MINOR SIDE ROAD INTERSECTION DESIGN DETAILS
 To be used when current ADT on Through Highway is Less than 1500 or on Side Road is Less than 200

GENERAL NOTES
 Designs "A", "B", "C", "D", or "E" may be used interchangeably in combination or separately for any one complete intersection depending upon Traffic Volume, Intersection angle and Surfacing of each approach roadway.

Details on this drawing are for Minimum Design Only, and not applicable to Special Conditions, as shown elsewhere on the plans.

DESIGN & LAYOUT DETAILS FOR SIDE ROAD AT GRADE INTERSECTIONS (RURAL IN CHARACTER)

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE: 2-5-63 J.P. [Signature] ENGINEER OF DESIGN

APPROVED

DATE: 2/6/63 P.C. [Signature] STATE HIGHWAY ENGINEER

PLATE NO. 9-1.4

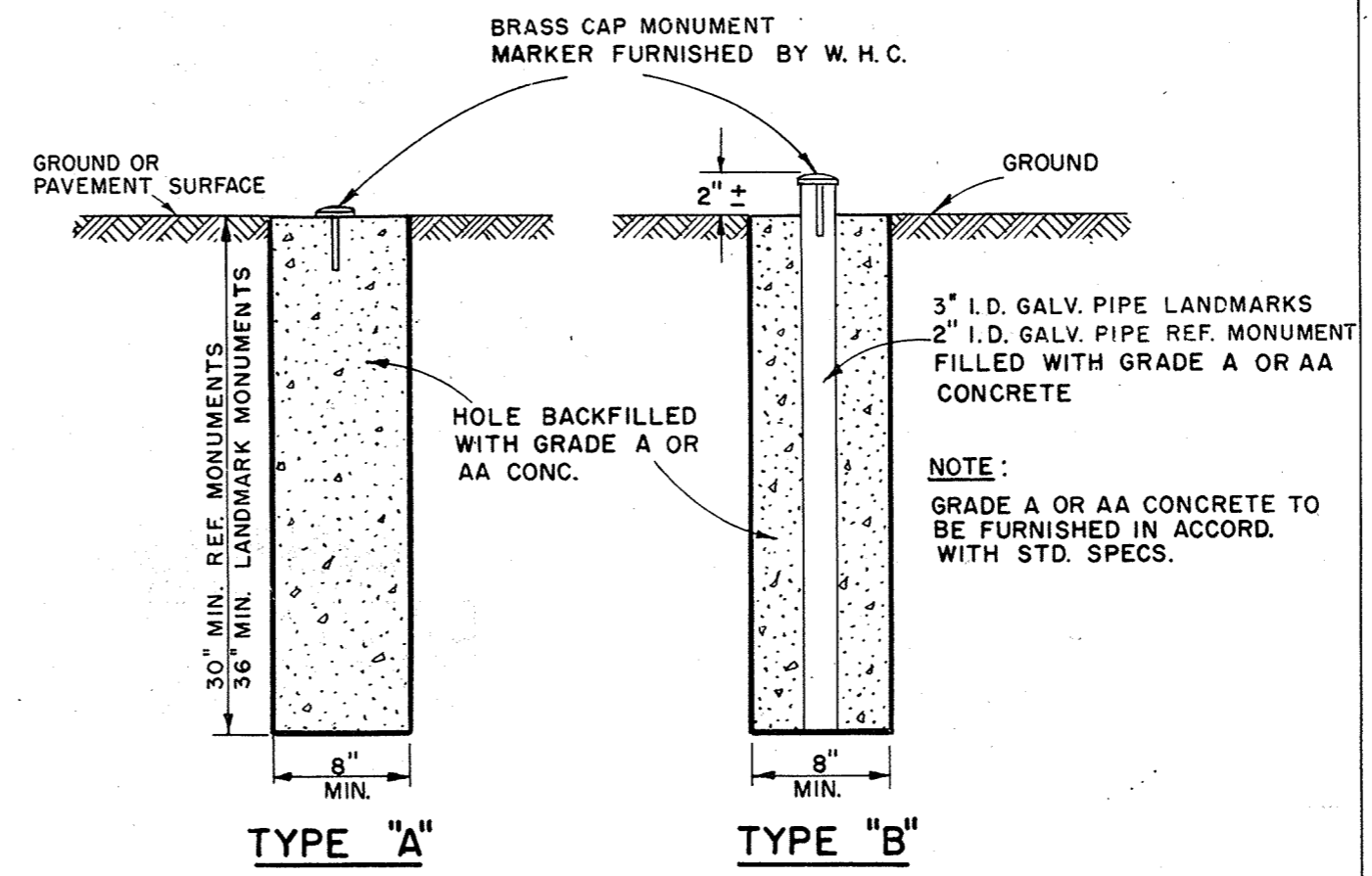
11.6-25

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.)



NOTE:
GRADE A OR AA CONCRETE TO
BE FURNISHED IN ACCORD.
WITH STD. SPECS.

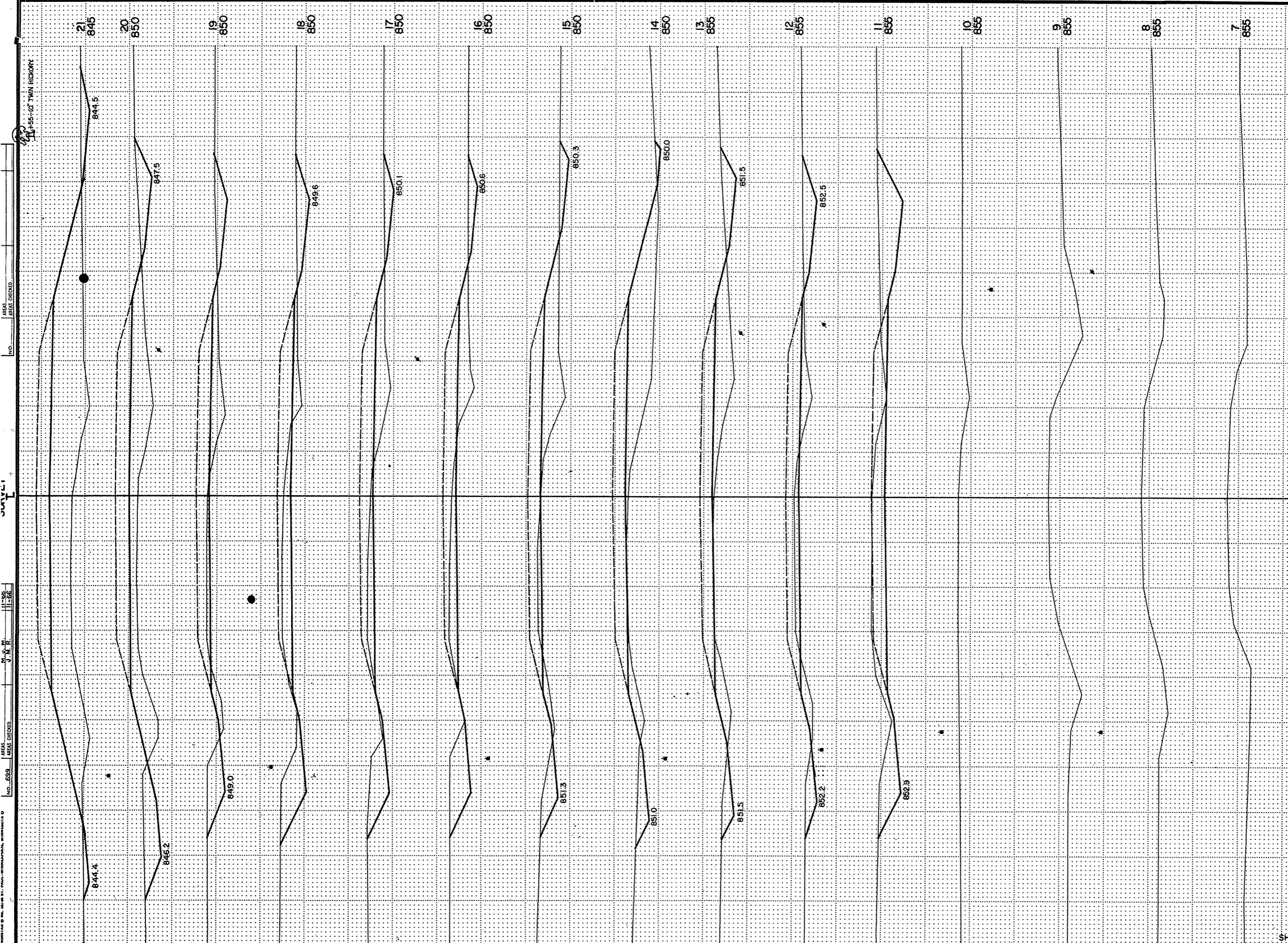
GENERAL NOTES

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.

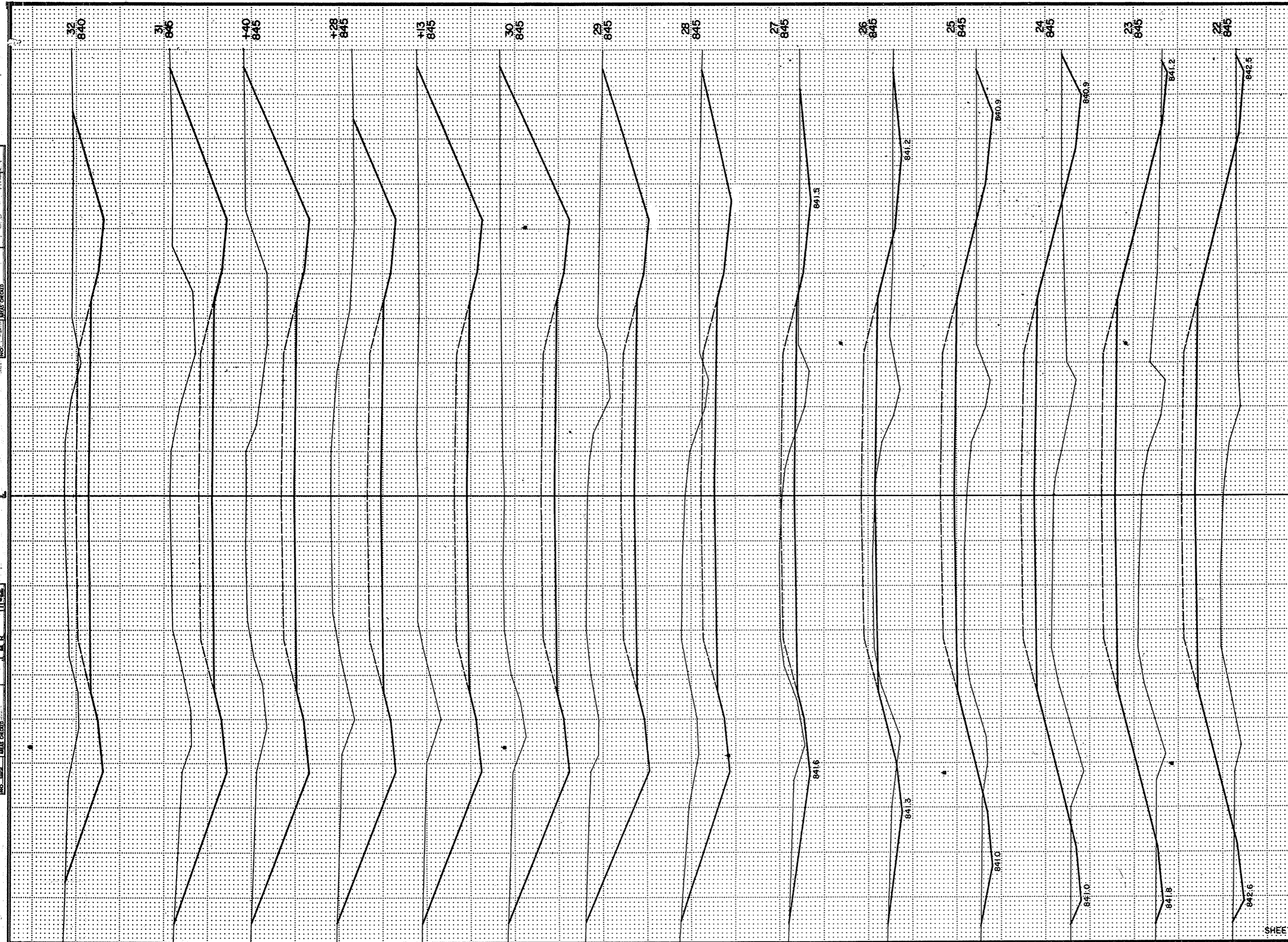
LANDMARK REFERENCE MONUMENTS	
STATE HIGHWAY COMMISSION OF WISCONSIN RECOMMENDED FOR APPROVAL:	
2-5-63 DATE	<i>J. S. Pelt</i> ENGINEER OF DESIGN
APPROVED:	
7/6/63 DATE	<i>E. C. Rostetter</i> STATE HIGHWAY ENGINEER 12-1.1.2



B.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S 1087(F)	12	25

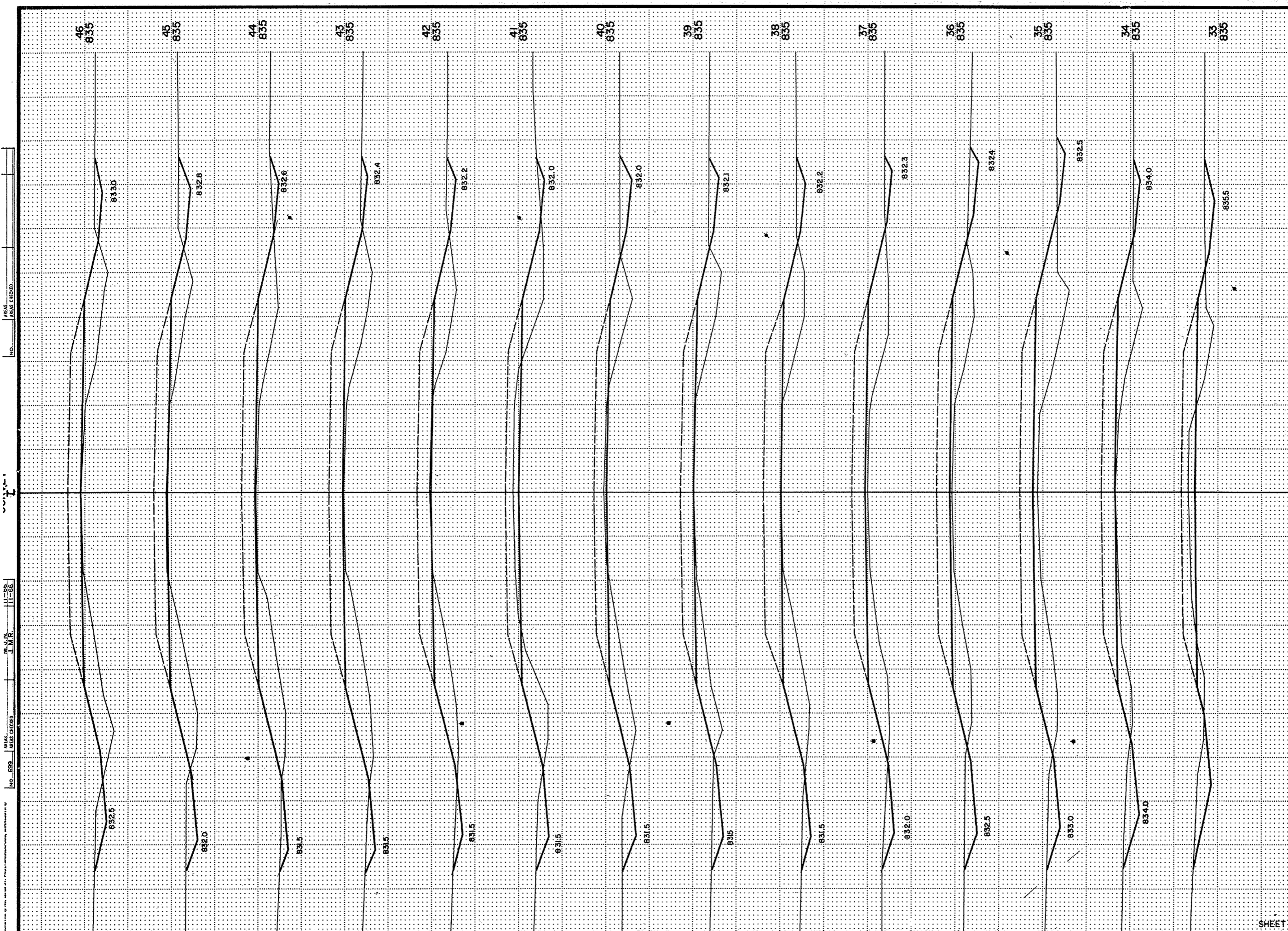
STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	FILL
10			
11	185		0
12	241		27
13	93		103
14	58		196
15	64		192
16	123		104
17	144		75
18	161		59
19	154		57
22	112		179
21	76		481
SHEET TOTAL		1,411	1,473

D.P.R. REGION DIVISION:	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S 1087 (I)	13	25



STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
		UNCL.	
21			
	41		769
22			
	36		653
23			
	68		727
24			
	109		487
25			
	100		269
26			
	190		100
27			
	606		18
28			
	1,223		0
29			
	1,670		0
30			
	231		0
+13			
	243		0
+28			
	181		0
+40			
	838		0
31			
	1,011		0
32			
SHEET TOTAL		6,547	3,223

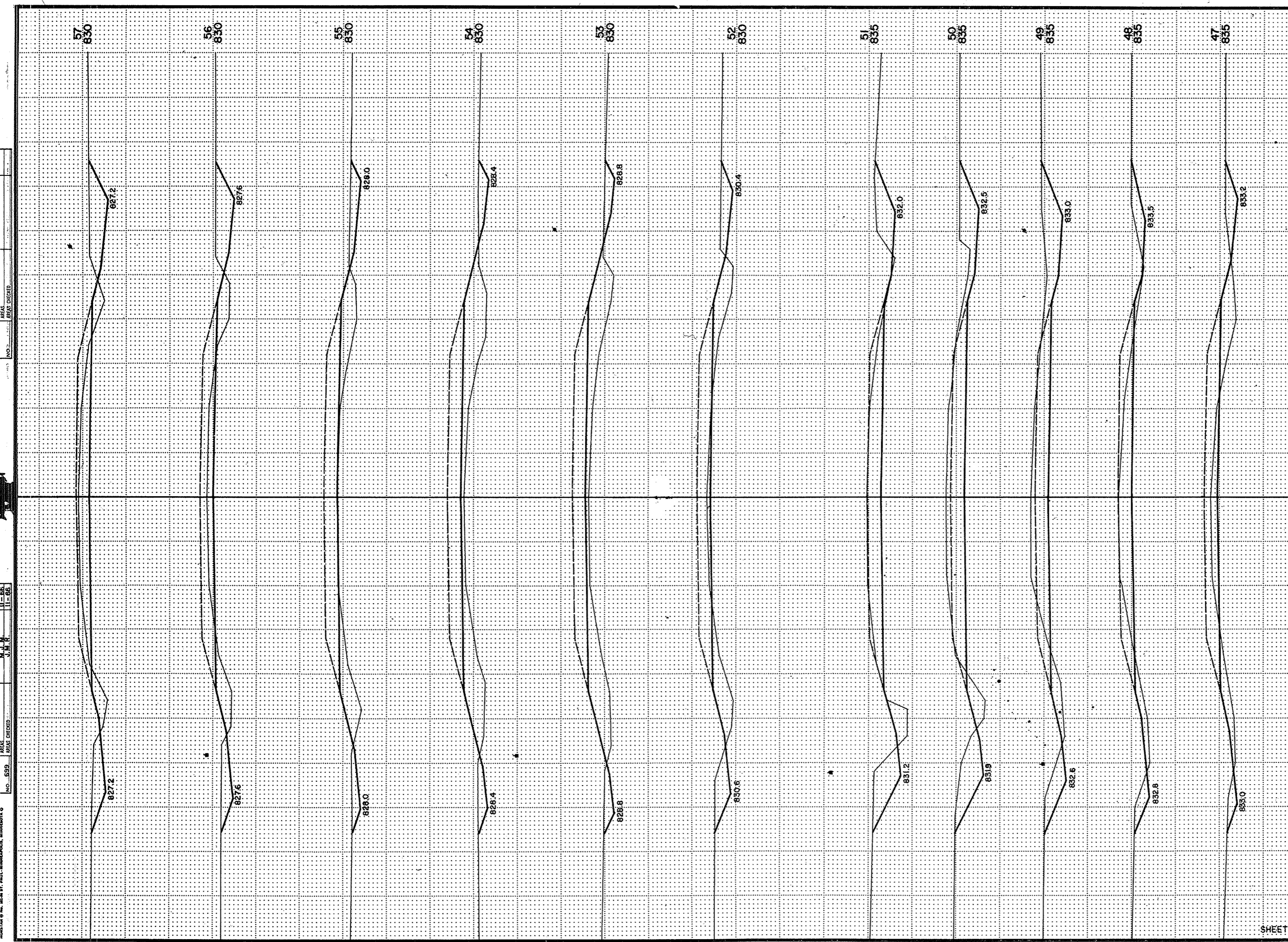
DRAWN BY: J. J. ...
 CHECKED BY: ...
 DATE: ...
 PROJECT: S 1087 (I)



B.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
DIVISION	S 1087 (I)	14	25
4 WIS.			

STATION	DISTANCE	YARDAGE	
		EXCAVATION	FILL
32			
33		438	34
34		96	125
35		58	254
36		61	273
37		53	216
38		41	220
39		54	196
40		80	162
41		97	158
42		70	181
43		36	235
44		31	259
45		52	224
46		59	206
SHEET TOTAL		1,226	2,743

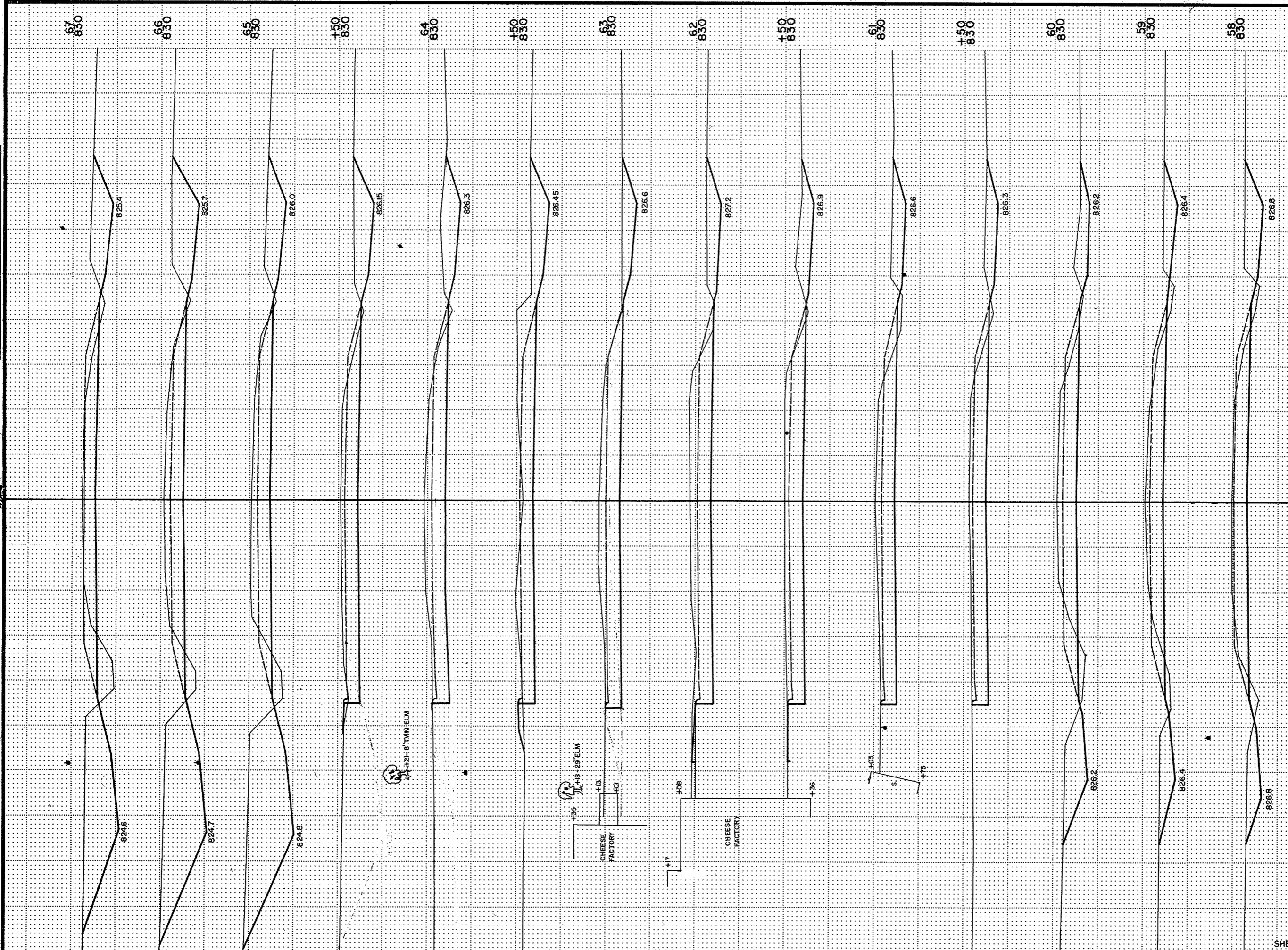
D.R.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S (087(I))	15	25
WIS.			



STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	FILL
46		78	150
47		143	54
48		257	24
49		372	24
50		356	22
51		200	57
52		67	152
53		43	217
54		50	174
55		111	94
56		193	54
57			
SHEET TOTAL		1,870	1,022

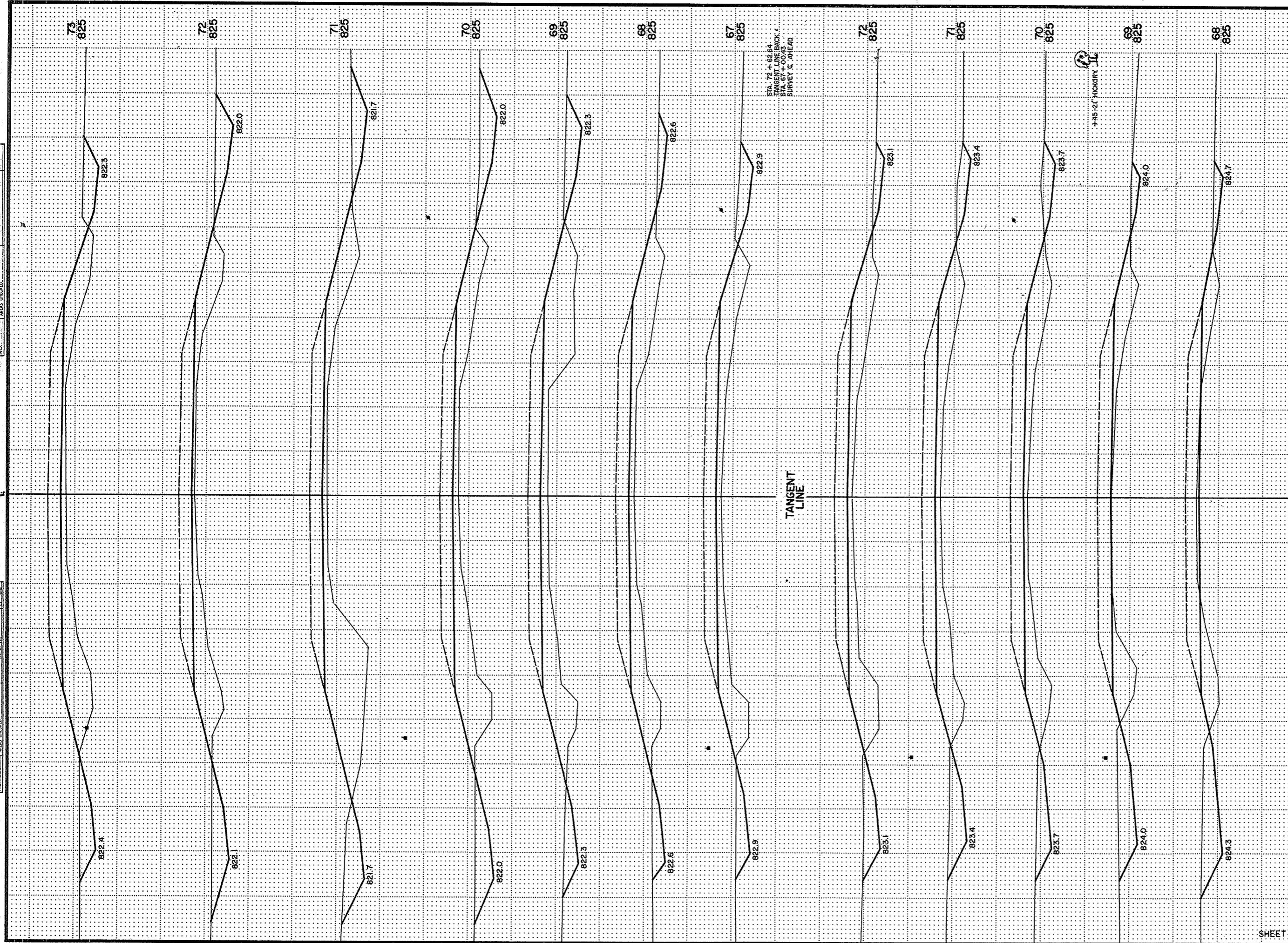
NO. 599
 M.A.S. CHECKED
 DATE 11-66
 M.A.S. CHECKED
 DATE 11-66
 M.A.S. CHECKED
 DATE 11-66

NO. 559 AREAS CHECKED
 M. J. M. J. M. R.
 AREAS CHECKED
 NO. 559 AREAS CHECKED



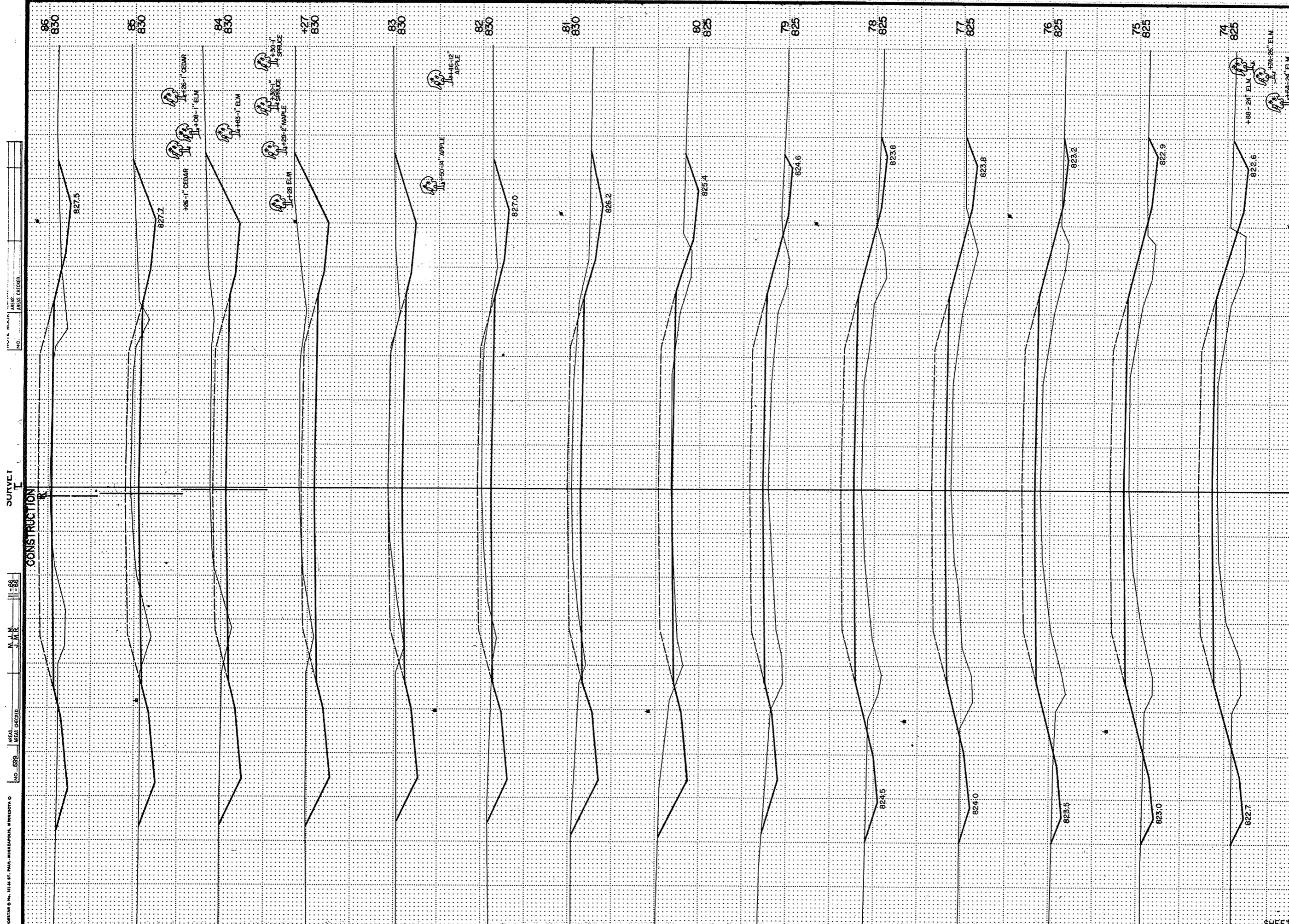
STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL	FILL
57			
58	270		28
59	302		13
60	320		11
+50	163		4
61	181		4
+50	172		2
62	189		0
63	285		17
+50	135		9
64	131		24
+50	191		22
65	309		6
66	635		15
67	541		24
SHEET TOTAL		3,804	179

B.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S 1256 (2)	17	25



STATION	DISTANCE	YARDAGE		
		EXCAVATION		FILL
		UNCL.		
67				70
68	269			125
69	117			189
70	96			244
71	96			265
72	94			163
67	56			274
68	70			335
69	78			343
70	122			357
71	133			317
72	126			250
73	111			
SHEET TOTAL	1,388			2,933

NO. 699
 AREA CHECKED
 DATE
 NO. 699
 AREA CHECKED
 DATE
 NO. 699
 AREA CHECKED
 DATE



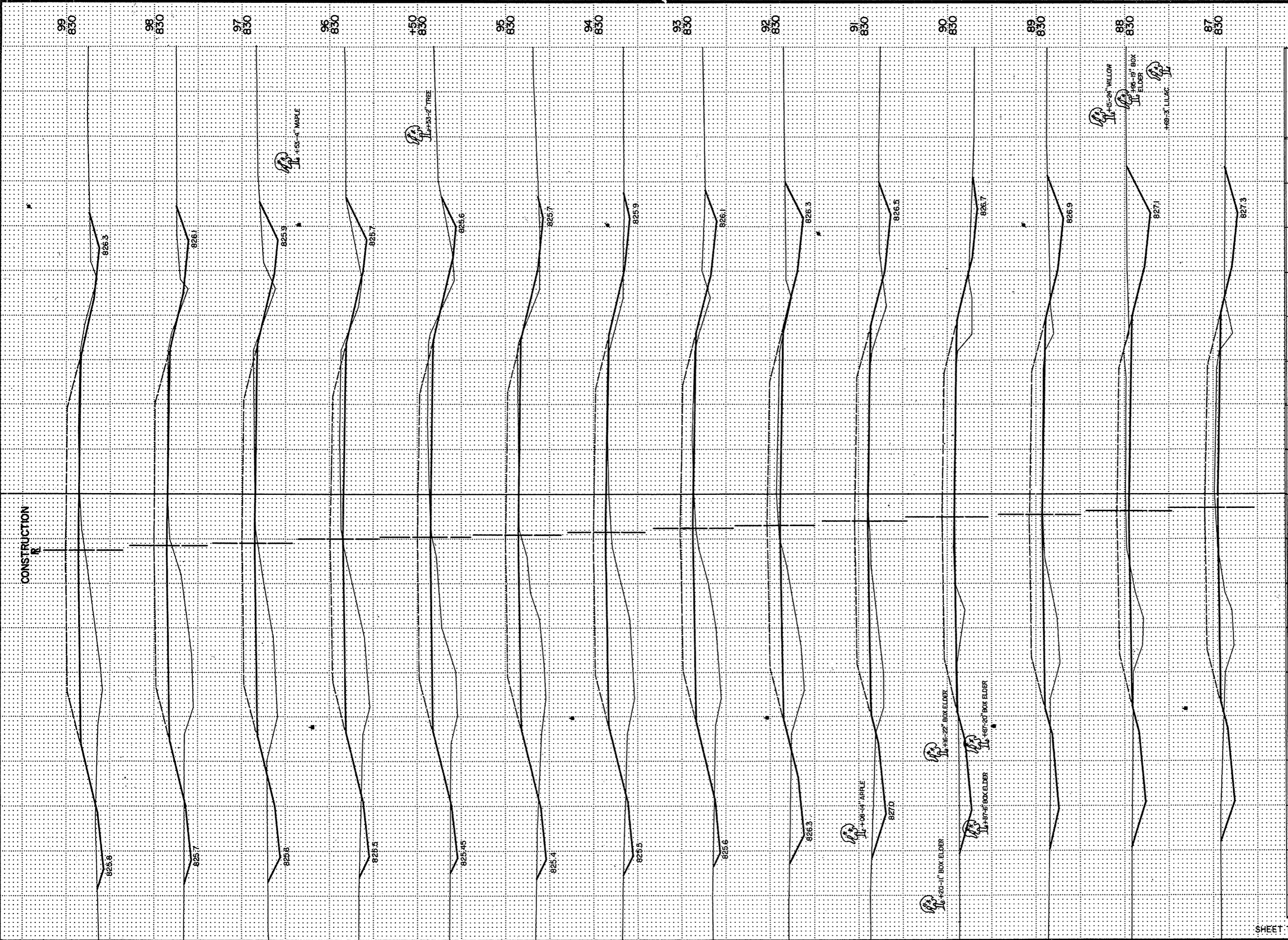
STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	FILL
73		89	259
74	68		259
75	39		272
76	39		269
77	52		279
78	57		261
79	107		135
80	213		24
81	259		4
82	389		1
83	115		0
+27	352		1
84	345		16
85	140		57
86			
SHEET TOTAL		2,264	1,836

B.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S (256 (2))	18	25

PORTER & N. 3124 ST. PAUL, MINNESOTA, MINNESOTA
 NO. 699
 AREAS CHECKED
 M. J. M.
 J. M. R.
 SURVEY
 CONSTRUCTION
 NO. 699
 AREAS CHECKED
 M. J. M.
 J. M. R.

SHEET TOTAL 2,264 1,836

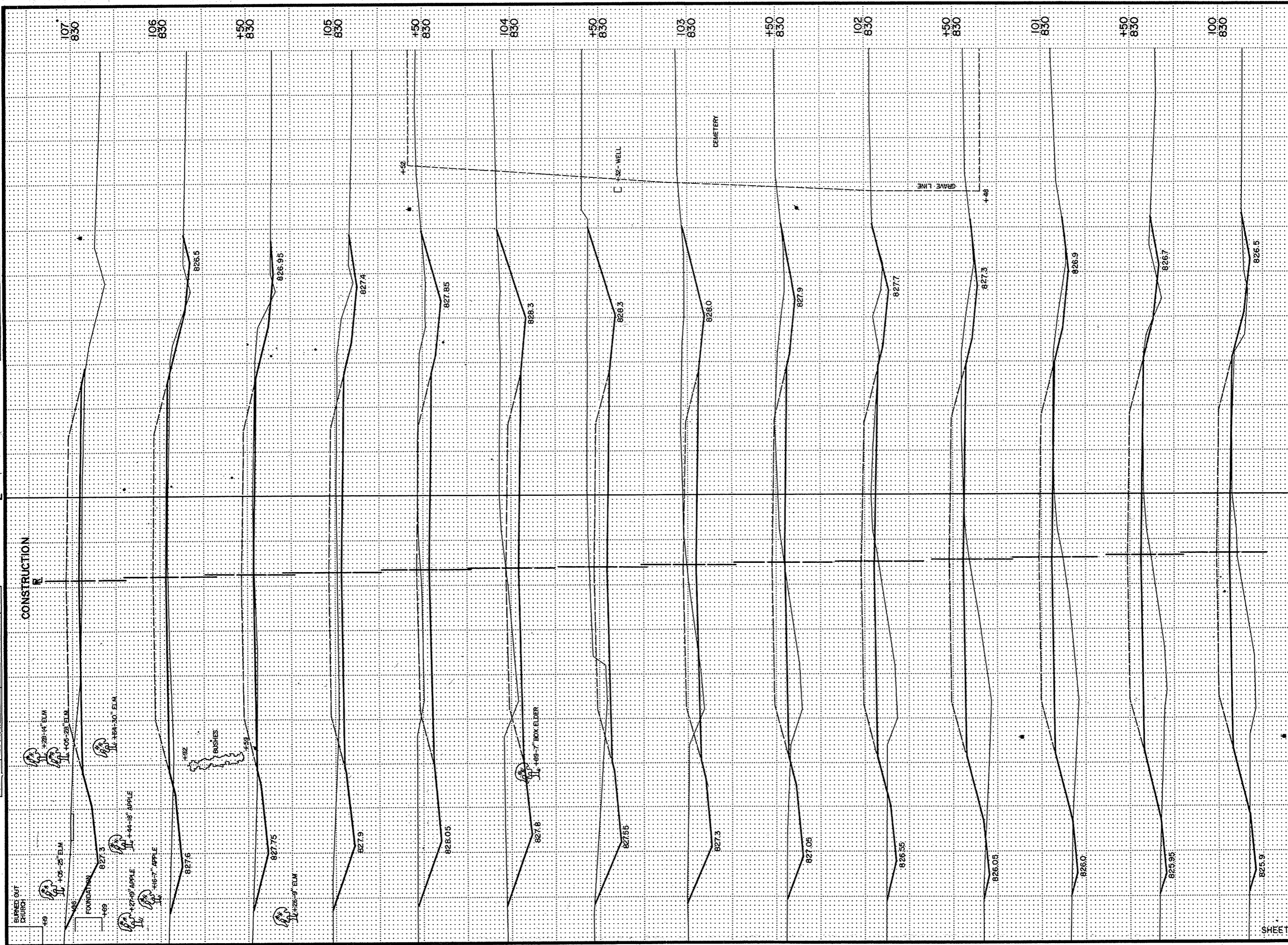
VESTAR 8th, 10th ST., PAUL, MINNESOTA, MINNESOTA ©
 NOTE BOOK SERIAL NO. 659 AREAS CHECKED
 M. J. M. J. M. J.
 SURVEY
 NOTE BOOK SERIAL NO. 659 AREAS CHECKED
 NO. 659 AREAS CHECKED



STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	FILL
86		82	85
87		148	62
88		141	66
89		76	71
90		71	76
91		98	115
92		91	167
93		44	218
94		56	217
95		24	93
+50		35	86
96		88	161
97		69	173
98		42	194
99			
SHEET TOTAL		1,045	1,784

B.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S 1256(2)	19	25

NO. 599 AREAS CHECKED M. J. W. J. M. R. 11-66
 SURVEY 1



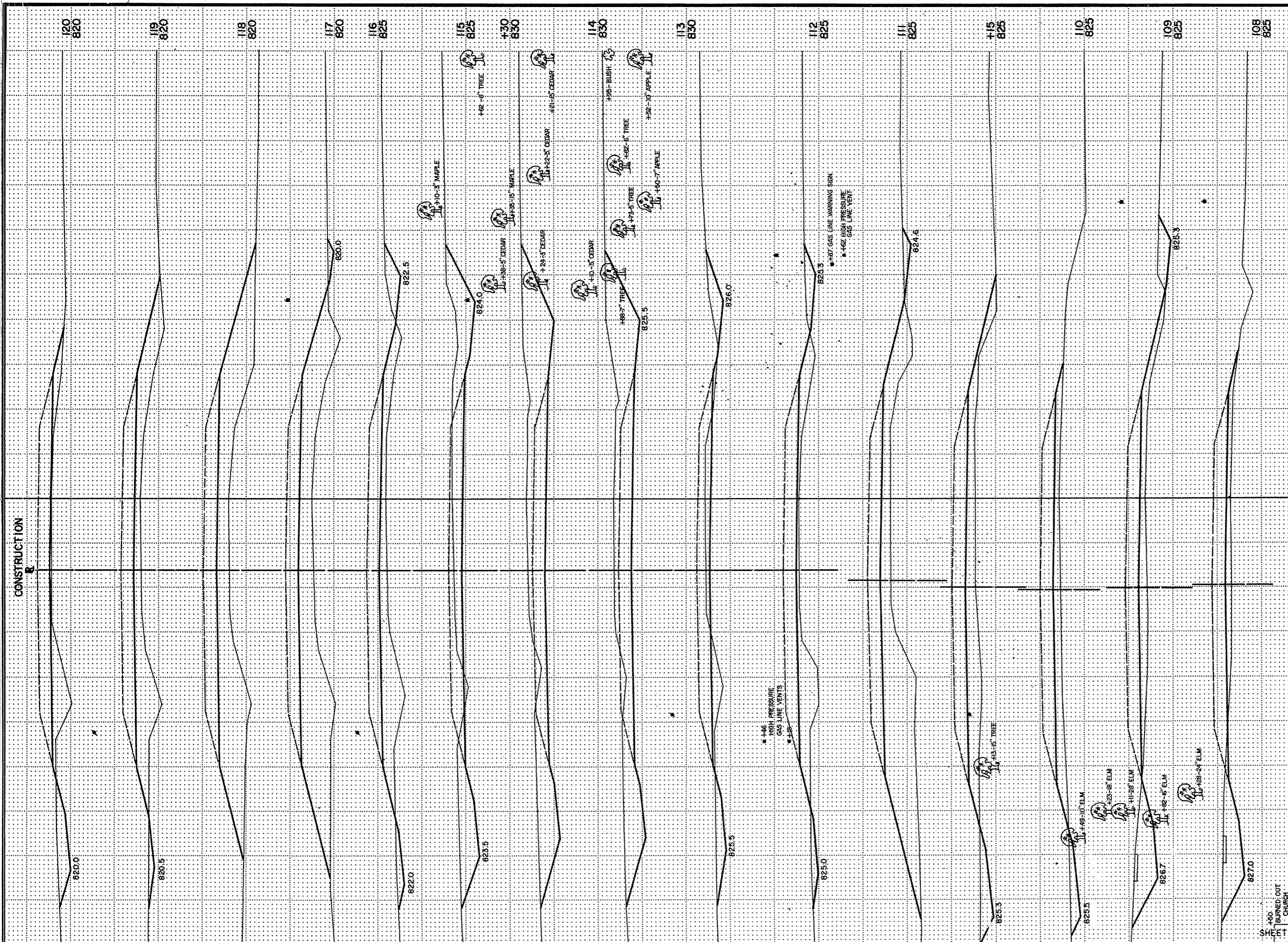
		YARDAGE		TOTAL SHEETS	
		EXCAVATION		20 25	
STATION	DISTANCE	UNCL.		FILL	
99		28			204
100		11			116
+50		15			120
101		22			116
+50		32			93
102		67			55
+50		144			21
103		233			2
+50		262			0
104		224			0
+50		163			0
105		86			3
+50		36			12
106		104			32
107					
SHEET TOTAL		1,427			774

NO. 2252 AREAS CHECKED J. W. R. 11-56

NO. 2252 AREAS CHECKED

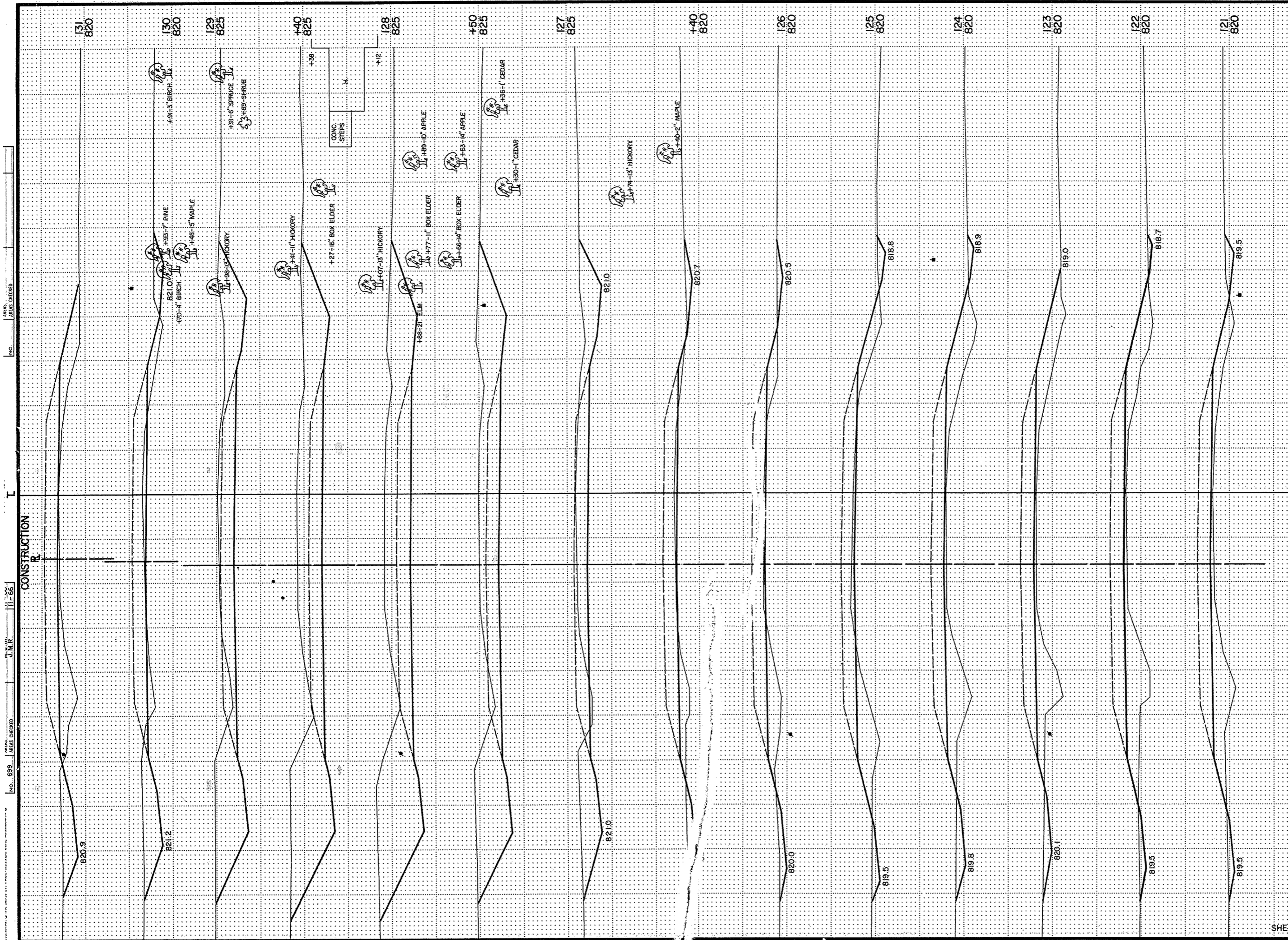
NO. 2252 AREAS CHECKED

NO. 2252 AREAS CHECKED



B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S 1256 (2)	27	25

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	FILL
107		125	53
108		106	102
109		71	135
110		4	28
+15		20	313
111		20	336
112		222	89
113		491	5
114		169	0
+30		313	1
115		203	105
116		43	369
117		4	522
118		6	385
119		30	179
120			
SHEET TOTAL		1827	2,622

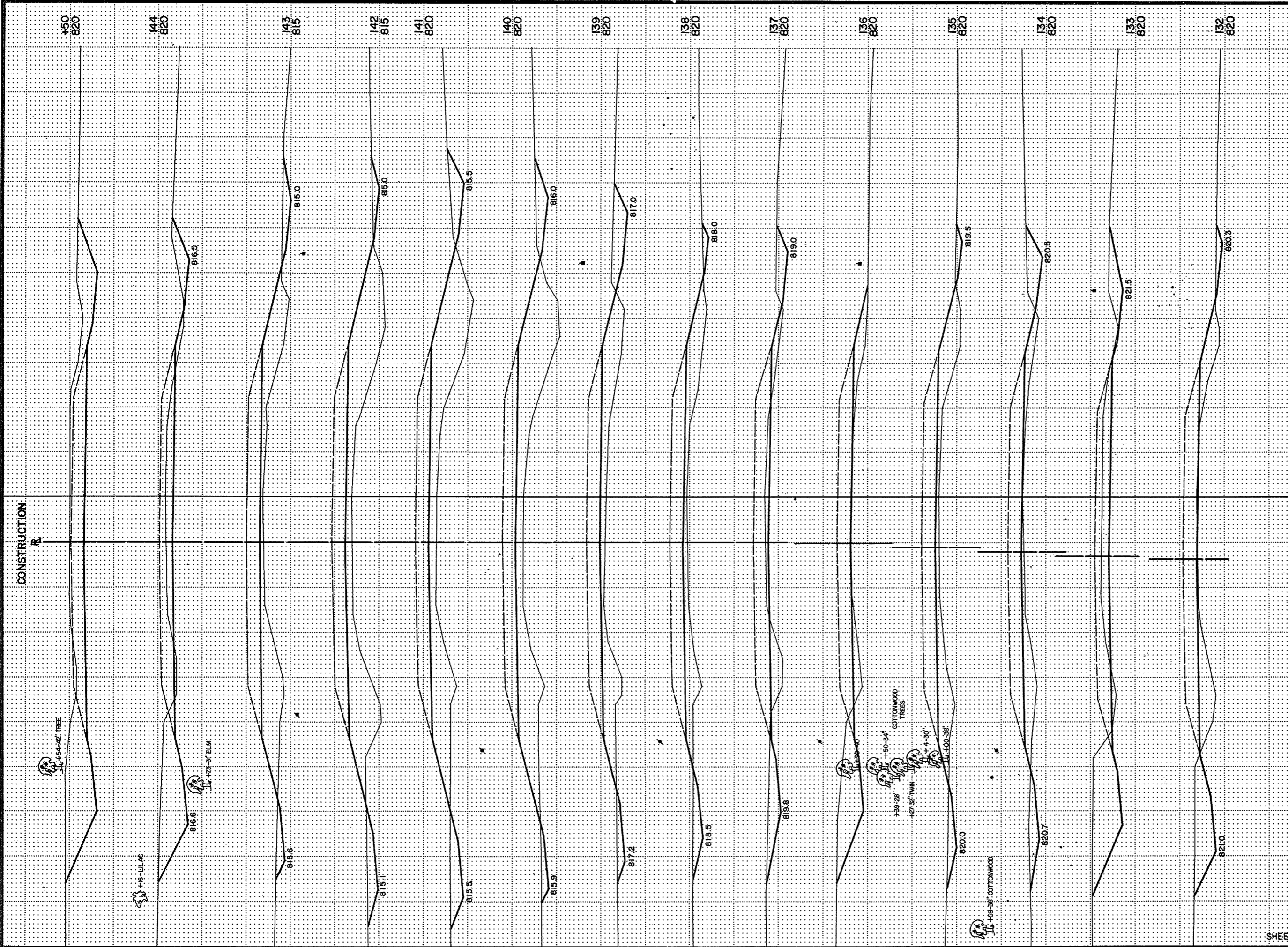


S.P.R. REGION DIVISION:	PROJECT:	SHEET NUMBER:	TOTAL SHEETS:
4 WIS.	S 1256(2)	22	25

STATION	DISTANCE	YARDAGE	
		UNCL.	FILL
120		40	134
121		27	198
122		23	205
123		30	190
124		49	166
125		53	111
126		21	28
+40		126	15
127		252	0
+50		371	0
128		326	0
+40		388	0
129		315	20
130		96	88
131			
SHEET TOTAL		2,117	1,155

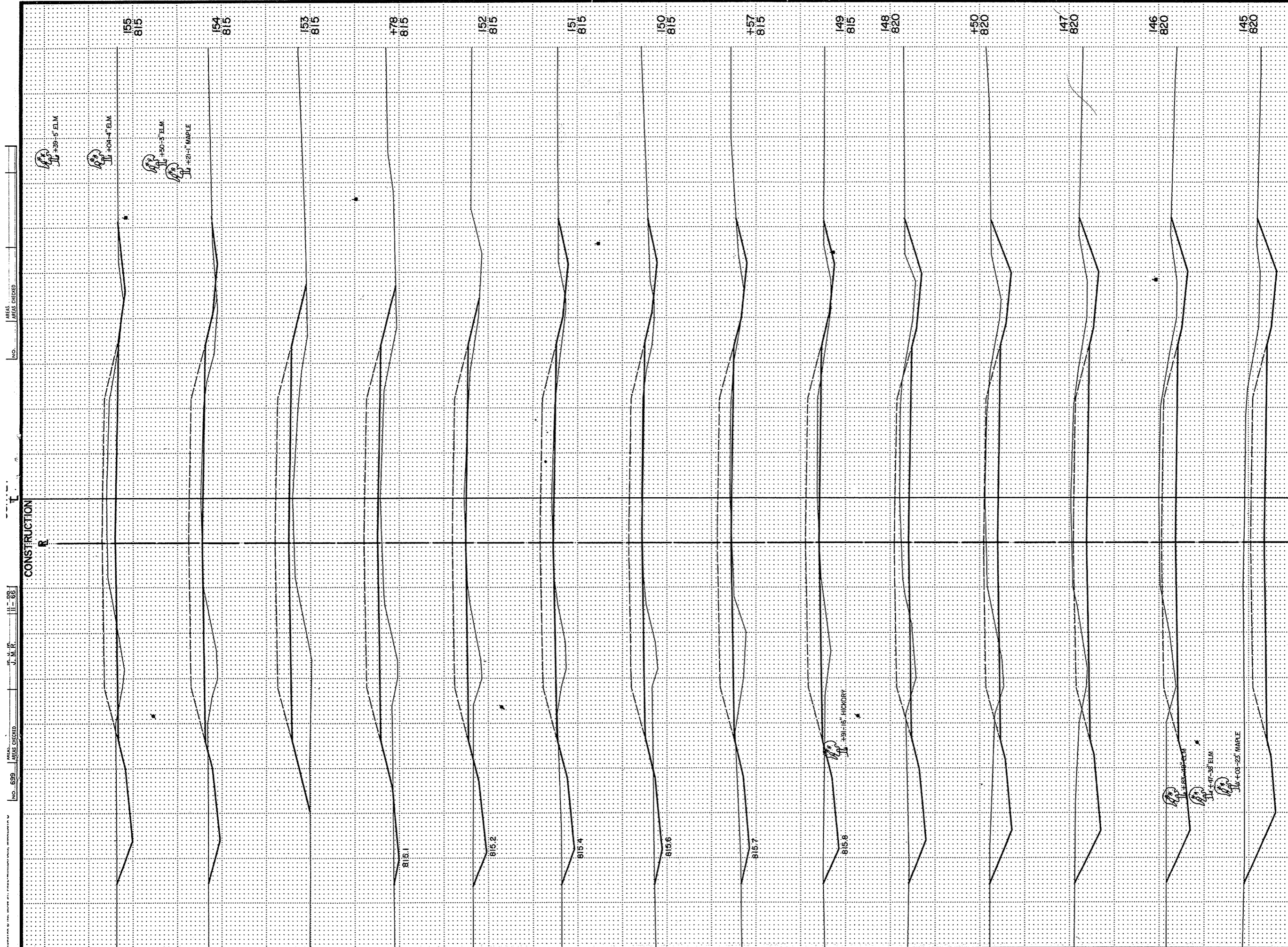
NO. 699 AREAS CHECKED 11-66
 J.M.R.
 AREAS CHECKED 11-66
 CONSTRUCTION

NO. 622 AREAS CHECKED
 NO. 623 AREAS CHECKED
 NO. 624 AREAS CHECKED
 NO. 625 AREAS CHECKED



B.P.R. REGION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S 1256(2)	23	25

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	FILL
131	80		123
132	183		59
133	170		51
134	65		131
135	77		110
136	105		58
137	65		117
138	55		196
139	59		316
140	62		375
141	62		371
142	46		326
143	144		131
144	181		2
150			
SHEET TOTAL	1,344		2,366

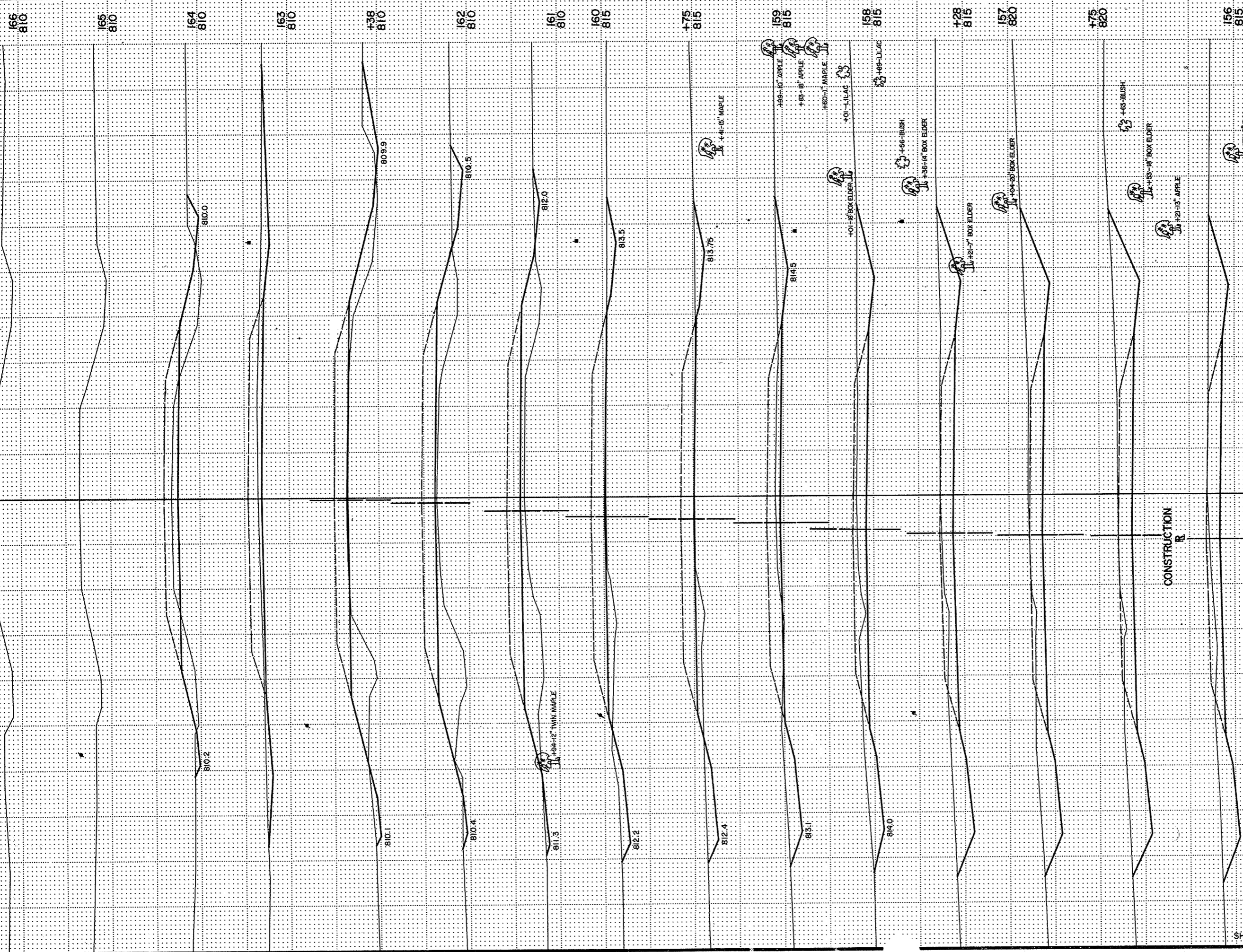


B.P.R. REGION DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4 WIS.	S 1256(2)	27	25

STATION	DISTANCE	YARDAGE	
		EXCAVATION	
		UNCL.	FILL
144			
+50	267		0
145	485		0
146	378		0
147	165		1
+50	124		4
148	149		26
149	41		27
+57	20		30
150	58		66
151	62		64
152	22		102
+78	1		45
153	24		155
154	108		47
155			
SHEET TOTAL	1904		567

NO. 699
 MISS. CHECKED
 U. M. R.
 II - 66
 MISS. CHECKED
 CONSTRUCTION R

NO. 659 AREAS CHECKED J.M.R. J.M.R. AREAS CHECKED



STATION	DISTANCE	YARDAGE		
		EXCAVATION		
		UNCL.		FILL
155				6
156	259			0
+75	288			0
157	105			0
+28	105			0
158	212			0
159	193			2
+175	78			19
160	16			12
161	39			140
162	25			225
+38	12			69
163	30			46
164	73			51
165	28			51
SHEET TOTAL	1,458			620

B.P.R. REGION DIVISION: 4 WIS. PROJECT: S 1256 (2) SHEET NUMBER: 25 TOTAL SHEETS: 25