

AS-BLT 2 STH "10" 1929?

| | | | | |
|-----------------------|-------|--------------------|-----------|--------------|
| FED. ROAD DIST. NO. | STATE | FED. AID DIST. NO. | SHEET NO. | TOTAL SHEETS |
| 4 | WISC | 43/A | 4 | 37 |
| DIVISION JOB NO. 7103 | | | | |

HIDTH OF RIGHT OFWAY - 70
EXCEPT WHERE OTHERWISE SHOWN

STA 0+46 - 12 SPAN 24 ROADWAY
CONCRETE SLAB BRIDGE
GOOD CONDITION
TO BE LEFT IN PLACE

(RAD. = 20711)
PI = 61608
AS = 54311 L
D = 848
T = 2450
L = 1272
SUPERELEVATION - 1/4 PERCT.
NO WIDENING

20" Iron Pipe RR. Culv. # 177

G. M. & S. P. RR

VILLAGE
OF
GILBERT

CULTIVATED
SANDY SOIL

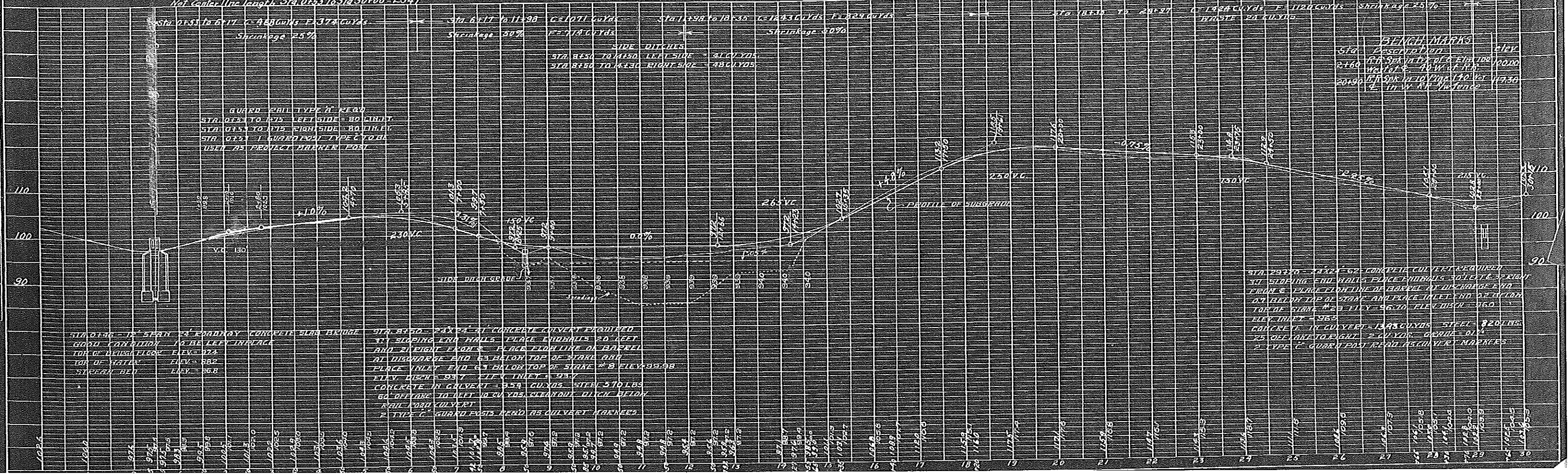
STA. 29+20 - 24x24-62 CONG. CULV. REQD

STA 9+85 - 16x28" COR. IRON PIPE IN PLACE REMOVES
STA 8+50 - 24x24" AI- CONCRETE CULVERT REQUIRED
60' OFFTAKE DITCH REQD CLEAN OUT DITCH BELOW RR. CULV.

| ITEMS | STA. TO STA. | AMT. | UNIT | TOTALS |
|---------------------|----------------------|-------|----------|--------|
| CLEARING | 7+00 - 17+50 | 0.682 | ACRE | |
| " | 17+50 - 27+00 | 0.101 | " | 0.783 |
| GRUBBING | 7+00 - 17+50 | 0.263 | " | |
| " | 18+50 - 28+50 | 0.157 | " | 0.420 |
| GUARD RAIL TYPE "A" | 0+53 - 1175 L.S. 80 | | LINE FT. | |
| " | 0+53 - 1175 R.S. 80 | | " | 160. |
| GUARD POSTS "C" | 8+50 | 2 | POSTS | |
| " | 29+20 | 2 | " | 4 |
| GUARD POST TYPE "C" | 0+53 PROJECT MARKERS | 1 | POST | |
| TOP SOIL | 10+00 TO 25+00 | 563 | CU. YDS | 563 |

RECEIVED BY LINCOLN COUNTY
SURVEYOR THIS 27TH DAY
OF September 20 10
Tony Dellano
COUNTY SURVEYOR

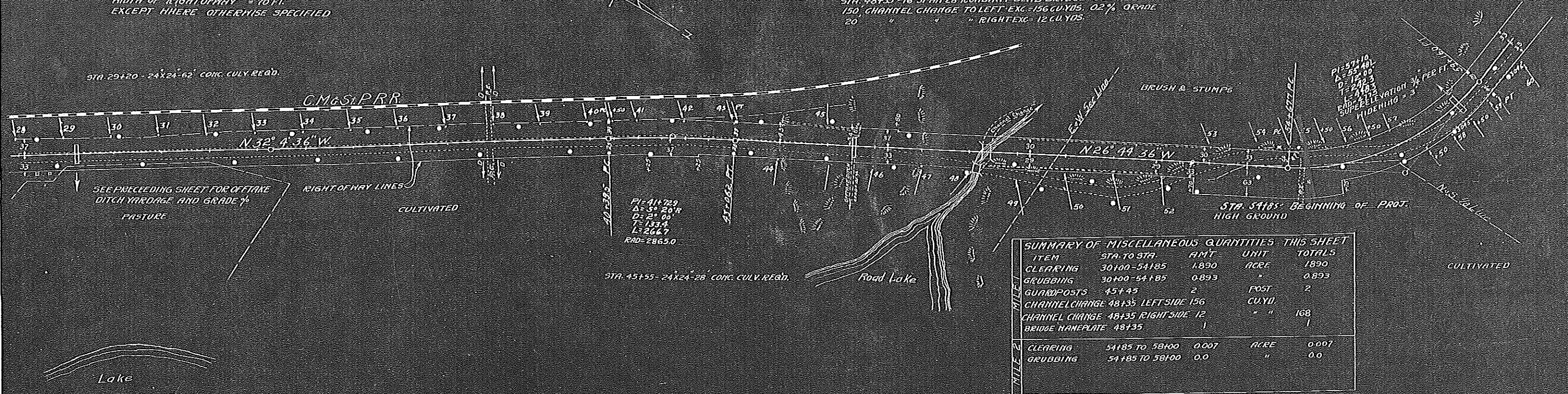
Not Center Line length Sta. 0+53 to Sta. 30+00 = 2947'



WIDTH OF RIGHT OF WAY = 70 FT. EXCEPT WHERE OTHERWISE SPECIFIED

STA 48+35 REMOVE 16' CONC. SLAB SPAN BRIDGE IN PLACE
 STA. 48+35 - 16' SPAN 28' ROADWAY SLAB BRIDGE REQ'D
 150' CHANNEL CHANGE TO LEFT EXC. = 156 CU. YDS. 0.2% GRADE
 20' " " " " RIGHT EXC. = 12 CU. YDS.

STA. 58+50 - 36' X 24' - 45' CONC. CULV. READ

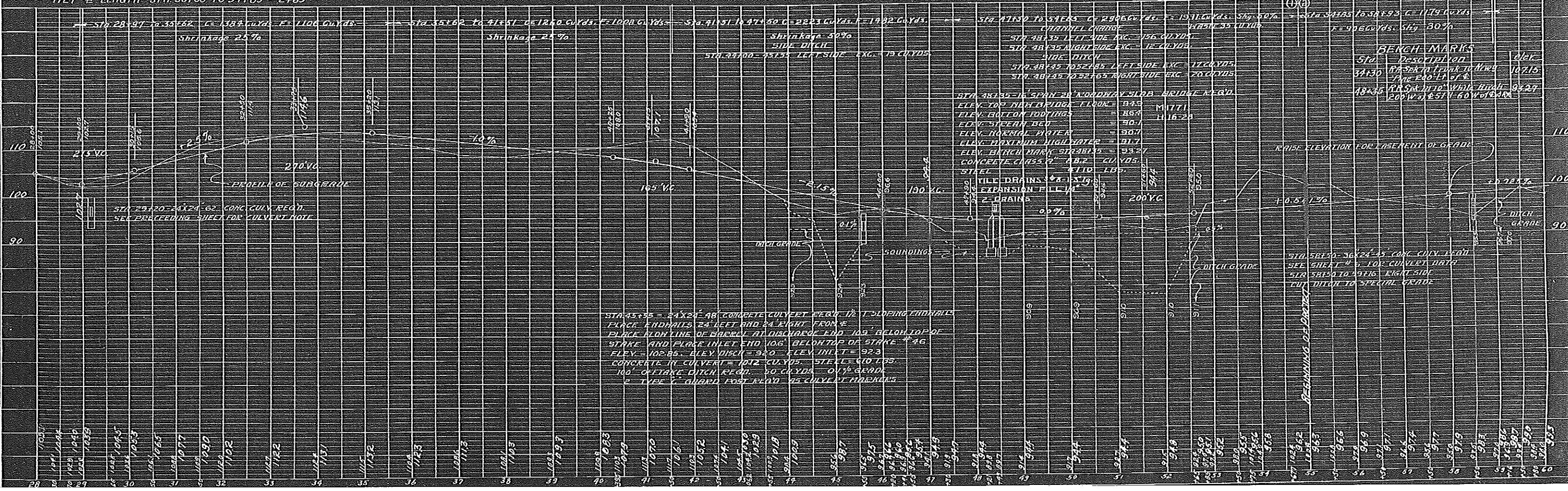


| ITEM | STA. TO STA. | AMT. | UNIT | TOTALS |
|------------------|------------------|-------|---------|--------|
| CLEARING | 30+00-54+85 | 1.890 | ACRE | 1.890 |
| GRUBBING | 30+00-54+85 | 0.893 | " | 0.893 |
| GUARDPOSTS | 45+45 | 2 | POST | 2 |
| CHANNEL CHANGE | 48+35 LEFT SIDE | 156 | CU. YD. | |
| CHANNEL CHANGE | 48+35 RIGHT SIDE | 12 | " | 168 |
| BRIDGE NAMEPLATE | 48+35 | 1 | " | 1 |

| MILE | ITEM | STA. TO STA. | AMT. | UNIT | TOTALS |
|------|----------|----------------|-------|------|--------|
| 2 | CLEARING | 54+85 TO 58+00 | 0.007 | ACRE | 0.007 |
| 2 | GRUBBING | 54+85 TO 58+00 | 0.0 | " | 0.0 |

NET LENGTH STA 30+00 TO 54+85 = 2485'

MILE NET LENGTH STA 54+85 TO 58+00 = 315'

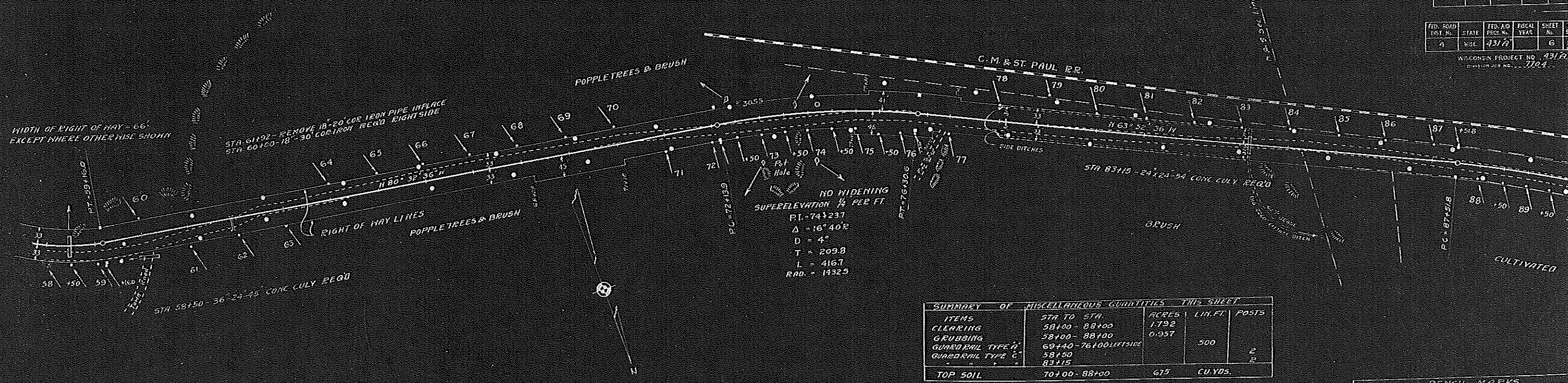


STA 45+35 = 24' X 24' - 48' CONCRETE CULVERT FROM 12' SLOPING END WALLS
 PLACE ENDWALLS 24' LEFT AND 24' RIGHT FROM S
 PLACK ALONG LINE OF BARREL AT DISCHARGE END 109' BELOW TOP OF
 STAKE AND PLACE INLET END 106' BELOW TOP OF STAKE # 46
 ELEV. = 102.85. DLEV. DISCH. = 92.0. ELEV. INLET = 92.3
 CONCRETE IN CULVERT = 1032 CU. YDS. STEEL = 910 LBS.
 100' OFFTAKE DITCH REQ'D. 50' CU. YDS. 0.1% GRADE
 2 TYPE 'C' GUARD POST FROM 45' CULVERT ENDWALLS

BENCH MARKS
 57+0 Description Elev
 34+30 RA 3x4x10 Posts to Hwy 102.15
 18+35 RA 3x4x10 White Posts 95.29
 200' W 3 25' W 10 34.3

PLOTTED
 CHECKED
 DATE
 NO.

LOTTER
 CHECKED
 DATE
 NO.

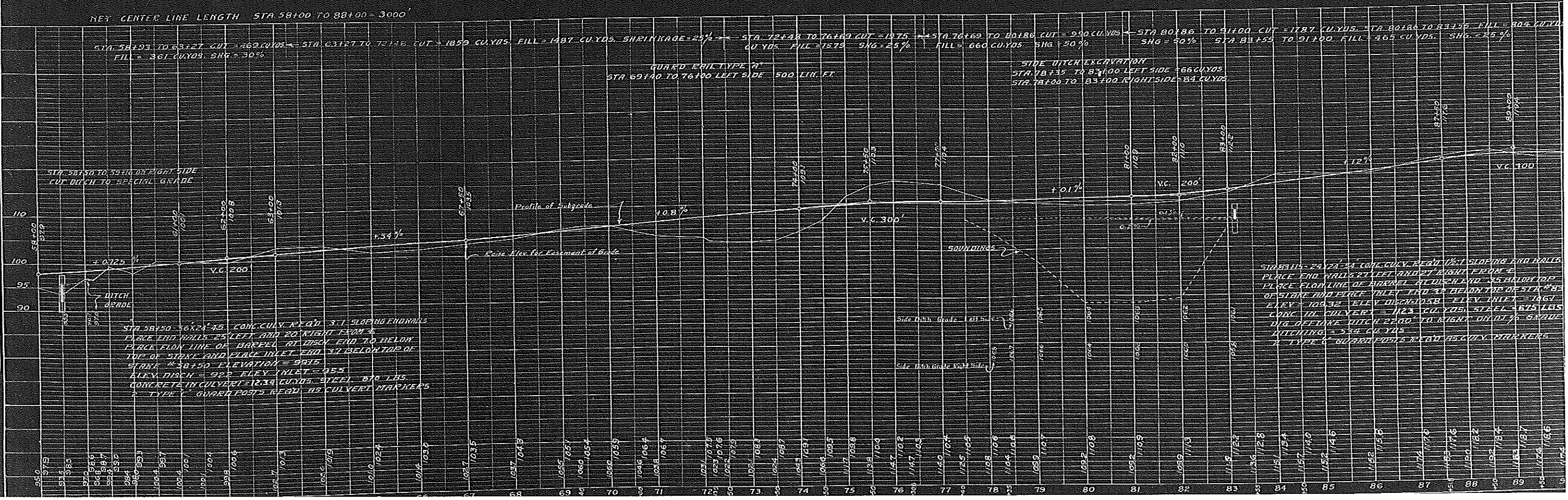


| ITEMS | STA TO STA | ACRES | LIN. FT. | POSTS |
|---------------------|-------------------------|-------|----------|-------|
| CLEARING | 58+00 - 88+00 | 1.792 | | |
| GRUBBING | 58+00 - 88+00 | 0.957 | | |
| GUARD RAIL TYPE "A" | 69+40 - 76+00 LEFT SIDE | | 500 | |
| GUARD RAIL TYPE "C" | 58+50 - 83+15 | | | 2 |
| TOP SOIL | 70+00 - 88+00 | 675 | CU YDS. | |

| STATION | DESCRIPTION | ELEVATION |
|---------|---------------------------------|-----------|
| 74+37 | R.R. SPIKE IN 12" PINE 68' LEFT | 105 |
| 85+ | R.R. SPIKE IN 18" PINE 35' LEFT | 116 |

PLAN
 CHECKED BY: [Signature]
 DATE: 5/25/26
 NO. 3869

PROFILE
 CHECKED BY: [Signature]
 DATE: 5/26/26
 NO. 3869

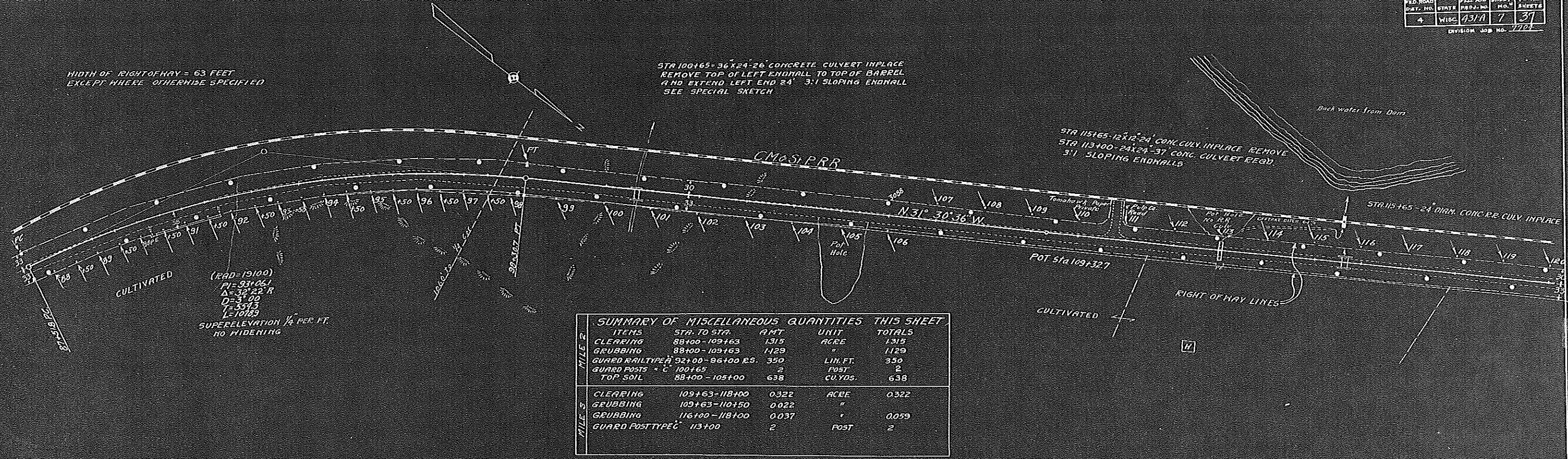


WIDTH OF RIGHT OF WAY = 63 FEET EXCEPT WHERE OTHERWISE SPECIFIED

STA 100+65 - 36" X 24" CONCRETE CULVERT IN PLACE REMOVE TOP OF LEFT ENDWALL TO TOP OF BARREL AND EXTEND LEFT END 24' 3:1 SLOPING ENDWALL SEE SPECIAL SKETCH

STA 115+65 - 12" X 12" 24" CONC. CULV. IN PLACE REMOVE STA 113+00 - 24" X 24" 37" CONC. CULVERT REQ'D 3:1 SLOPING ENDWALLS

STA 115+65 - 24" DIAM. CONC. P.C. CULV. IN PLACE

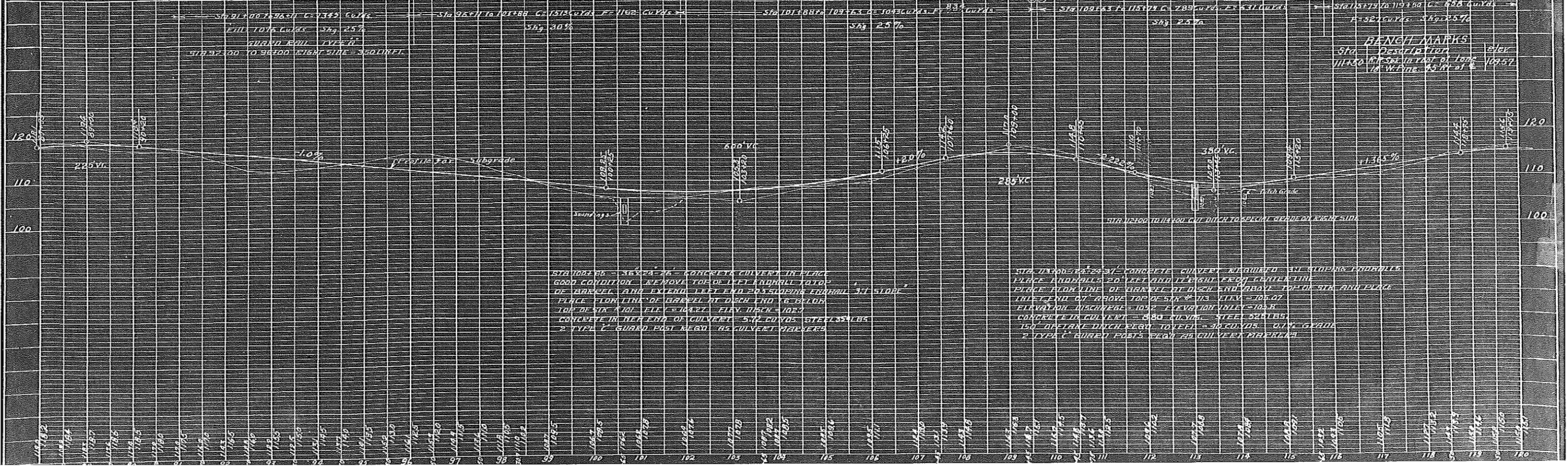


(LEAD - 13100)
 PI = 93+06.1
 Δ = 32° 22' R
 D = 3' 02"
 T = 337.3
 L = 1018.3
 SUPERELEVATION 1/4 PER FT.
 NO. WIDERING

| ITEMS | STA. TO STA. | AMT | UNIT | TOTALS |
|-------------------|--------------------|-------|----------|--------|
| CLEARING | 88+00 - 109+63 | 1.315 | ACRE | 1.315 |
| GRUBBING | 88+00 - 109+63 | 1.129 | " | 1.129 |
| GUARD RAIL TYPE A | 92+00 - 96+00 E.S. | 350 | LIN. FT. | 350 |
| GUARD POSTS - C | 100+65 | 2 | POST | 2 |
| TOP SOIL | 88+00 - 105+00 | 638 | CU. YDS. | 638 |
| | | | | |
| CLEARING | 109+63 - 118+00 | 0.322 | ACRE | 0.322 |
| GRUBBING | 109+63 - 110+50 | 0.022 | " | 0.022 |
| GRUBBING | 116+00 - 118+00 | 0.037 | " | 0.037 |
| GUARD POST TYPE C | 113+00 | 2 | POST | 2 |

NET CENTER LINE LENGTH STA. 88+00 TO 109+63 = 2163'

NET CENTER LINE LENGTH STA. 109+63 TO 118+00 = 837'

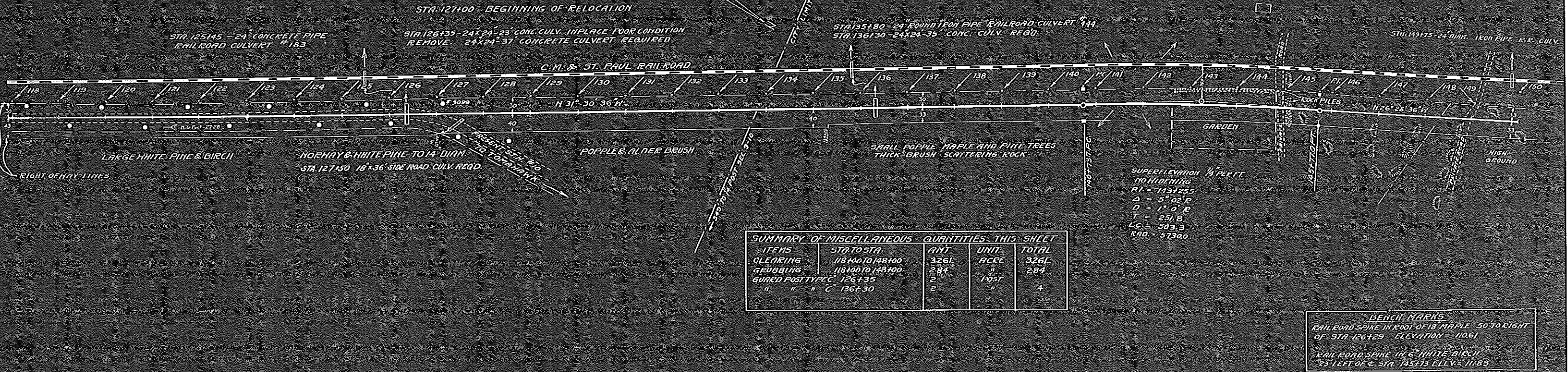


BENCH MARKS
 Sta. Description Elev.
 111+50 P.C. 5th Int. of logs 109.57
 110+00 W.P. 1st of 10

STA 100+65 - 36" X 24" CONCRETE CULVERT IN PLACE GOOD CONDITION REMOVE TOP OF LEFT ENDWALL TO TOP OF BARREL AND EXTEND LEFT END 24' 3:1 SLOPING ENDWALL PLACE LONG LINE OF BARREL AT 20' AND 16' BELOW TOP OF STR. 101+65 ELEV. 108.27' ELEV. 105.87' CONCRETE IN HEAD END OF CULVERT - 5 1/2 CU. YDS. STEEL 3" X 1/4" 2 TYPE C GUARD POST BEHIND AS CULVERT MARKERS

STA 113+00 - 12" X 12" 24" CONCRETE CULVERT REMOVED IN SLOPING ENDWALLS PLACE ENDWALLS 20' LEFT AND 17' RIGHT FROM CENTERLINE PLACE LONG LINE OF BARREL AT 20' END ABOVE TOP OF STR. AND PLACE LONG LINE OF BARREL ABOVE TOP OF STR. ELEV. 105.07' ELEVATION MISC. 105.22' ELEVATION MISC. 105.87' CONCRETE IN CULVERT - 380 CU. YDS. STEEL 3" X 1/4" 150 DIAM. DITCH REQ'D 10' DEEP - 30 CU. YDS. 2 TYPE C GUARD POSTS BEHIND AS CULVERT MARKERS

WIDTH OF RIGHT OF WAY = 63 FT.
EXCEPT WHERE OTHERWISE SPECIFIED

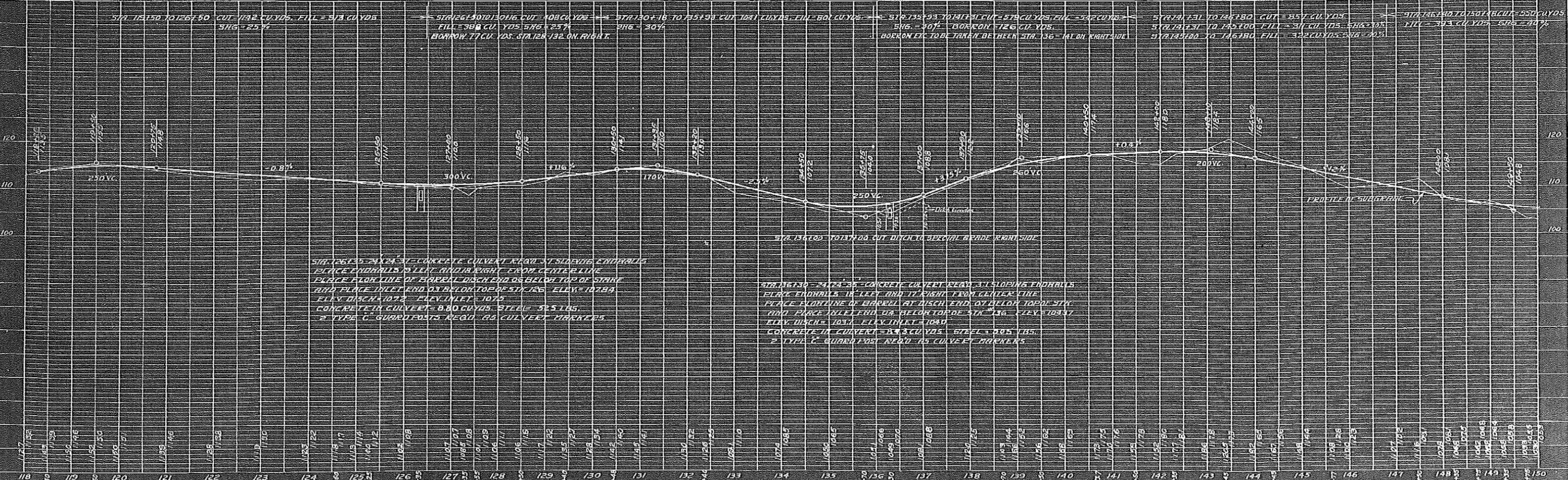


| ITEMS | STA TO STA. | AMT. | UNIT | TOTAL |
|-------------------|------------------|------|------|-------|
| CLEARING | 118+00 TO 148+00 | 3261 | ACRE | 3261 |
| GRUBBING | 118+00 TO 148+00 | 284 | " | 284 |
| GUARD POST TYPE C | 126+35 | 2 | POST | 2 |
| " " " " C | 136+30 | 2 | " | 4 |

SUPERELEVATION 1/4 FEET
NO SUPERELEVATION
P.L. = 143+25.5
Δ = 5° 02' R
D = 1° 0' R
T = 251.8
L.C. = 503.3
R.R.O. = 57300

BENCH MARKS
RAILROAD SPIKE IN ROOT OF 18" MAPLE 50' TO RIGHT OF STA 126+29 ELEVATION = 110.61
RAILROAD SPIKE IN 6" WHITE BIRCH 23' LEFT OF STA 145+73 ELEV. = 111.83

NET CENTER LINE LENGTH STA 118+00 TO 148+00 = 3000'

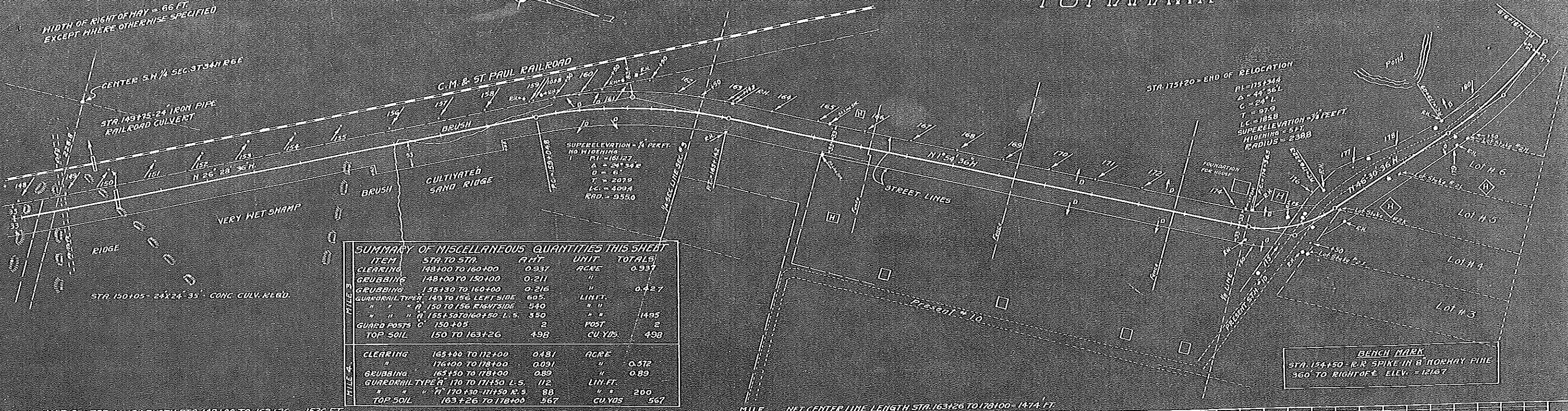


NOTE: ROAD GRADABLE CHECKED BY MARY MOFFATT
NO. 25669
DATE: JULY 12, 1954

NOTE: ROAD GRADABLE CHECKED BY MARY MOFFATT
NO. 25669
DATE: JULY 12, 1954

CITY OF TOMAHAWK

WIDTH OF RIGHT OF WAY = 66 FT.
EXCEPT WHERE OTHERWISE SPECIFIED

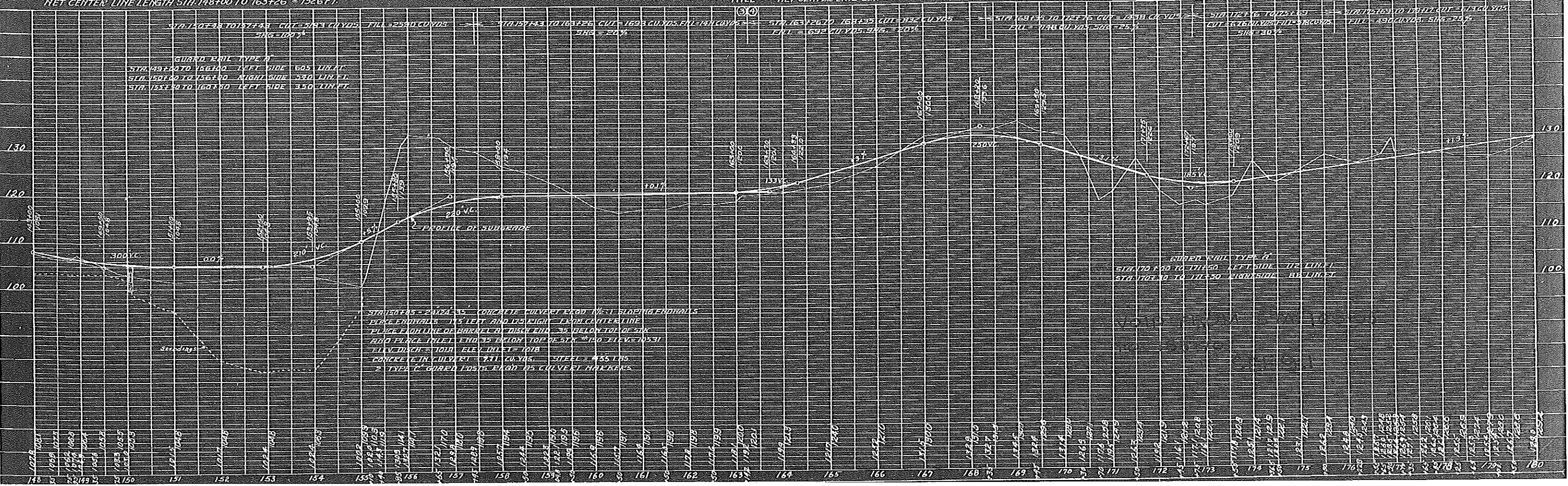


SUMMARY OF MISCELLANEOUS QUANTITIES THIS SHEET

| ITEM | STA. TO STA. | AMT. | UNIT | TOTALS |
|------------------|---------------------------|-------|----------|--------|
| CLEARING | 148+00 TO 160+00 | 0.937 | ACRE | 0.937 |
| GRUBBING | 148+00 TO 150+00 | 0.211 | " | |
| GRUBBING | 155+30 TO 160+00 | 0.316 | " | 0.427 |
| GUARDRAIL TYPE A | 149 TO 156 LEFT SIDE | 605 | LINE FT. | |
| " | " " 150 TO 156 RIGHT SIDE | 540 | " | |
| " | " " 155 TO 160 L.S. | 350 | " | 1495 |
| GUARD POSTS | 150+05 | 2 | POST | 2 |
| TOP SOIL | 150 TO 163+26 | 498 | CU. YDS. | 498 |
| | | | | |
| CLEARING | 163+00 TO 178+00 | 0.481 | ACRE | |
| " | 176+00 TO 178+00 | 0.091 | " | 0.372 |
| GRUBBING | 163+50 TO 178+00 | 0.89 | " | 0.89 |
| GUARDRAIL TYPE A | 170 TO 171+50 L.S. | 112 | LINE FT. | |
| " | " " 170 F30-171+50 R.S. | 88 | " | 200 |
| TOP SOIL | 163+26 TO 178+00 | 567 | CU. YDS. | 567 |

NET CENTER LINE LENGTH STA. 148+00 TO 163+26 = 1526 FT.

NET CENTER LINE LENGTH STA. 163+26 TO 178+00 = 1474 FT.



SKETCH
Showing
PROPOSED CHANGE OF GRADE & ALIGNMENT
on the
MERRILL-WOODRUFF ROAD

FEDERAL AID PROJECT NO. 431A
LINCOLN COUNTY
WISCONSIN HIGHWAY COMMISSION
MADISON WISCONSIN

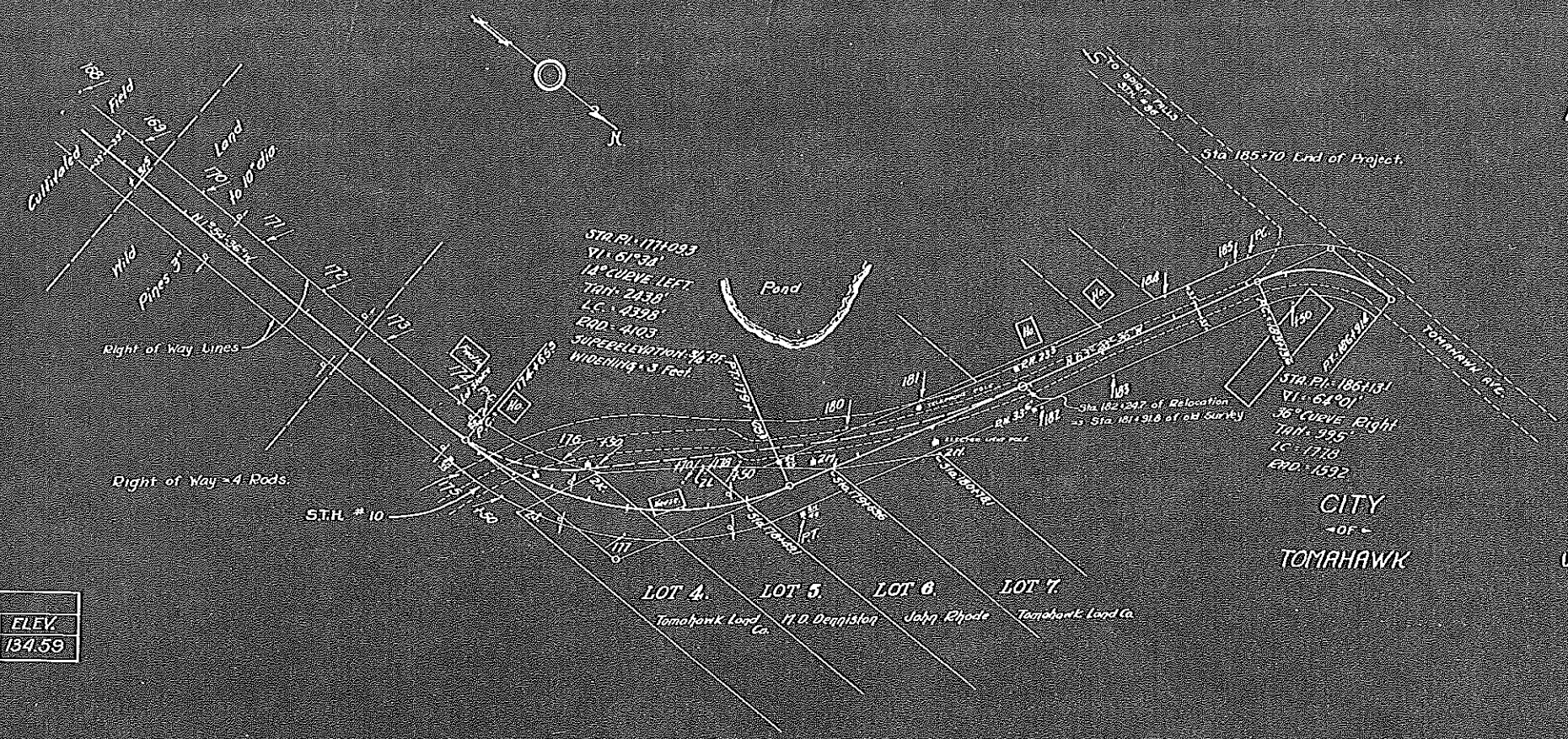
CORRECT: *H. M. Sargent*
DIVISION ENGINEER
RECOMMENDED FOR APPROVAL: *Chas. Seymour*
DESIGN ENGINEER
APPROVED: *J. D. Donahue*
5/19/26
STATE HIGHWAY ENGINEER

U.S. DEPT. OF AGRICULTURE-BUREAU OF PUBLIC ROADS

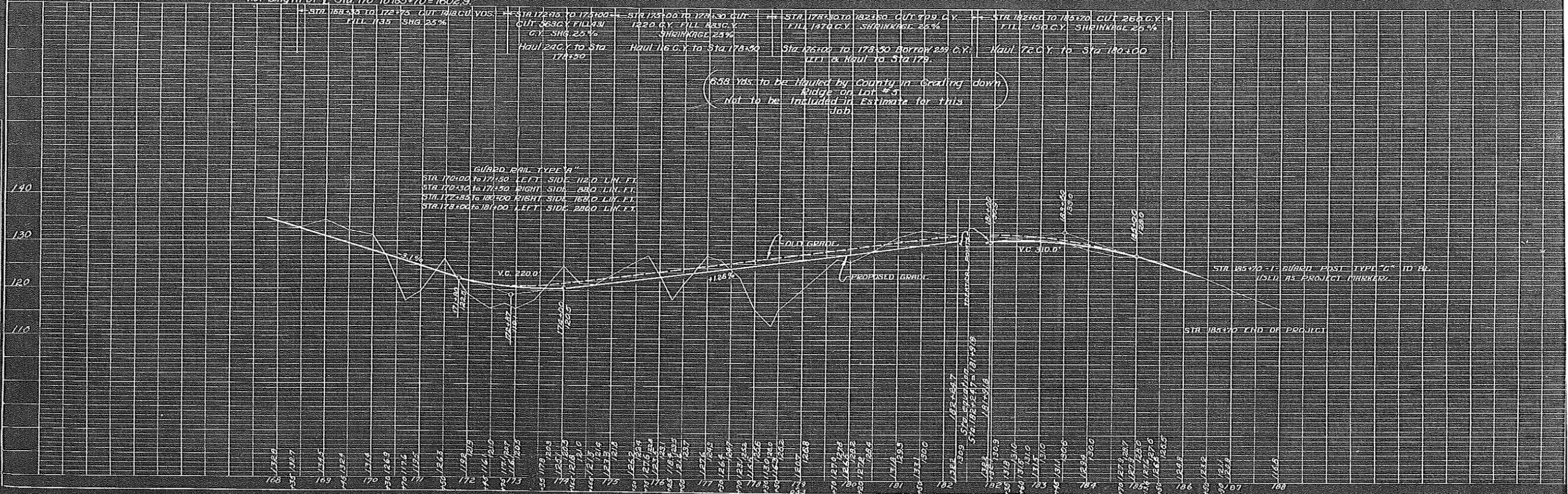
APPROVED: _____
DISTRICT ENGINEER

PLAN
DIRECTOR
PLANNING
NOTE: BOOK ALIGNMENT CHECKED
NO. 59922
BY: G. C. MILLER

| BENCH MARKS | | |
|-------------|---|--------|
| STA. | DESCRIPTION | ELEV. |
| 181+10 | R.W. STAKE IN TYPING OFF OF ROADWAY PINE 40' RIGHT OF C. | 134.59 |

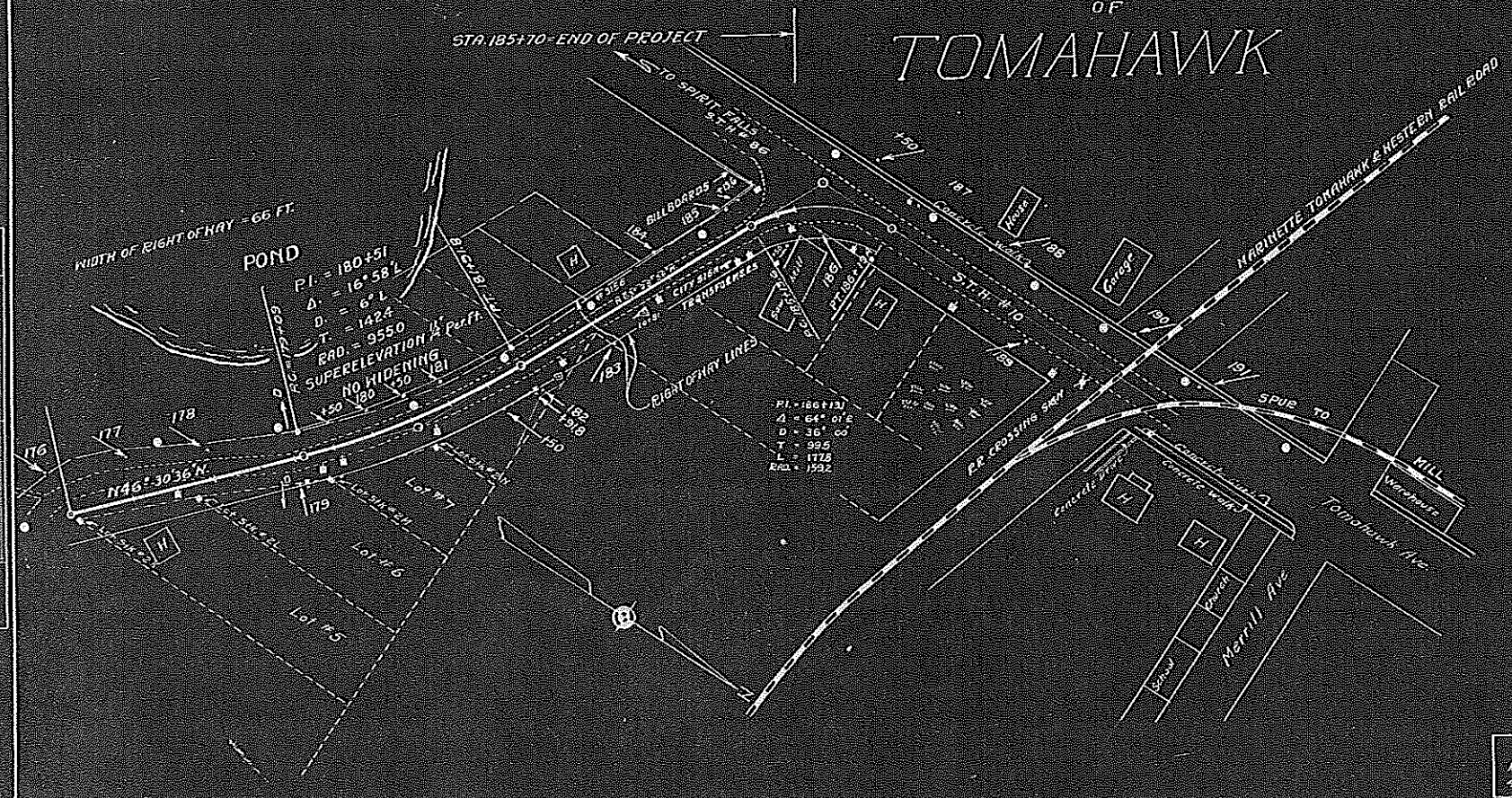


Net Length of σ Sta 170 to 185+70 = 1602.9



PROFILE
DIRECTOR
PLANNING
NOTE: BOOK ALIGNMENT CHECKED
NO. 59922
BY: G. C. MILLER

CITY OF TOMAHAWK

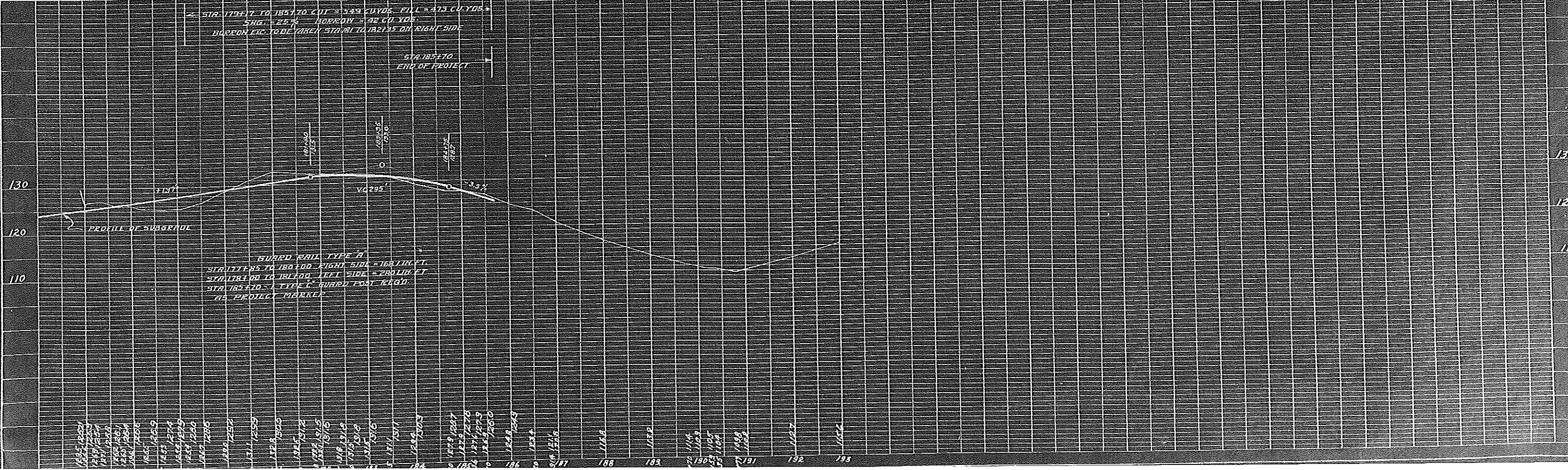


SUMMARY OF MISCELLANEOUS QUANTITIES THIS SHEET

| ITEM | STA. TO STA. | AMT. | UNIT | TOTAL |
|-------------------|-----------------------|------|----------|-------|
| GUARD RAIL TYPE A | 177+85 TO 180+00 R.S. | 168 | LIN. FT. | |
| GUARD RAIL TYPE A | 178+00 TO 181+00 L.S. | 280 | LIN. FT. | 448 |
| GUARD POST "C" | 185+70 | 1 | POST | 1 |
| TOP SOIL | 178+00 TO 185+70 | 289 | CU. YD. | 289 |

BENCH MARK
RAILROAD SPIKE IN 8" NORWAY PINE
40 FT. RIGHT OF C. STA. 181+10 ELEV. = 134.59

NET CENTER LINE LENGTH STA. 178+00 TO 185+70 = 770



NOTE: SEE CHANGES TO PLAN SHEET NO. 5-272
 DRAWN BY: G. H. HANSEN
 CHECKED BY: H. J. HANSEN
 DATE: 1934

PROJECT: Sheppards
 DRAWN BY: Henry D. Dier
 CHECKED BY: H. J. HANSEN
 DATE: 1934