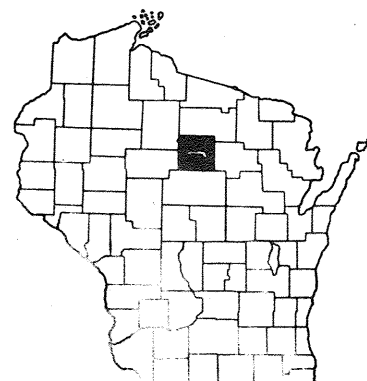


INDEX OF SHEETS

- SHEET NO. 1 TITLE
- SHEET NO. 2 TYPICAL CROSS SECTIONS
- SHEET NO. 2 ESTIMATE OF QUANTITIES
- SHEET NO. 2 MISCELLANEOUS QUANTITIES
- SHEET NO. - RIGHT OF WAY PLAT
- SHEET NO. 3-9 PLAN AND PROFILE STA. 7+53.6 TO STA. 212+00
- SHEET NO. 10-11 STANDARD DETAILS
- SHEET NO. - DRAINAGE STRUCTURES
- SHEET NO. 12-39 CROSS SECTIONS



Co. copy

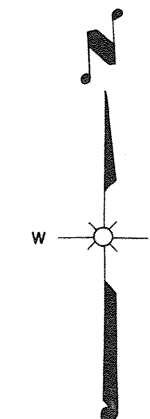
APPROVED FOR LINCOLN COUNTY
Francis X Fox
 APRIL 3 1954
 Date
 CO. HY. COMMISSIONER

STATE OF WISCONSIN
 STATE HIGHWAY COMMISSION OF WISCONSIN

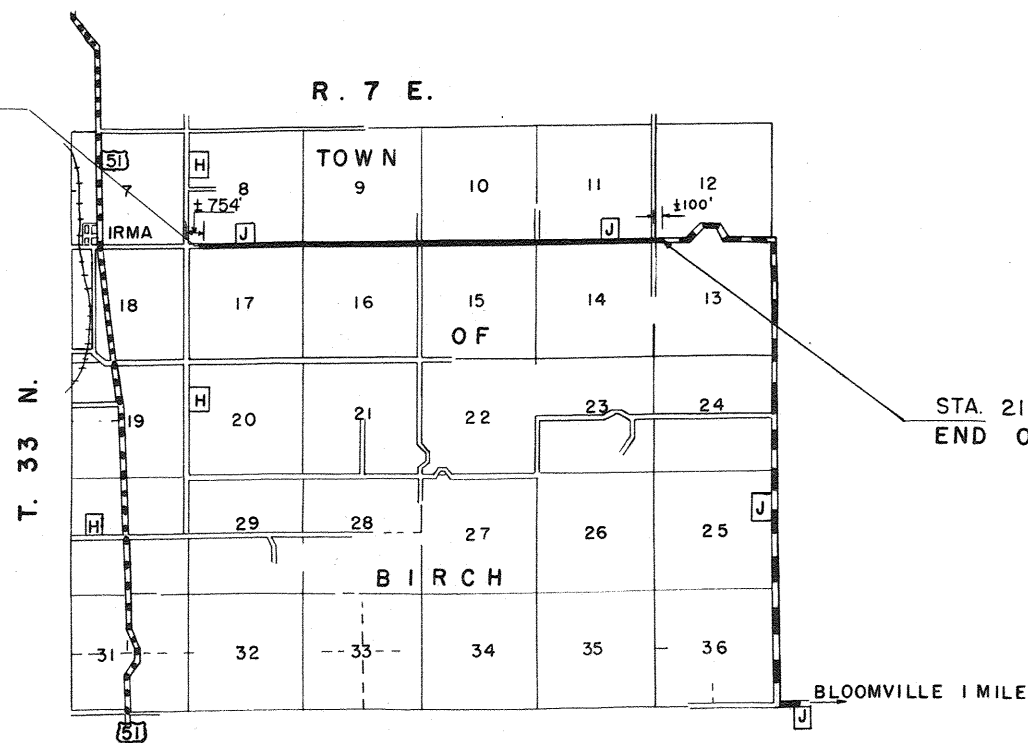
PLAN AND PROFILE OF PROPOSED
 IRMA-BLOOMVILLE ROAD
 C.T.H. "J"
 LINCOLN COUNTY
 PROJ. S 0570(2)

| COUNTY AND HIGHWAY | ROUTE AND SECTION | CLASS AND AGREEMENT | | FEDERAL DIVISION OFFICE | SHEET NUMBER | TOTAL SHEETS |
|--------------------|-------------------|---------------------|---------|-------------------------|--------------|--------------|
| | | STATE | FEDERAL | | | |
| 35.6 | 570.0 | | 11.2 | WIS. 5N | 1 | 39 |

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.



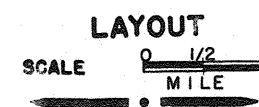
STA. 7+53.6
 BEGINNING OF PROJ. S 0570(2)
 = STA. 48+00 END OF PROJ. S 0570(1)



STA. 212+00
 END OF PROJ. S 0570(2)

CONVENTIONAL SIGNS

- | | |
|--|---------------------------------------|
| STATE LINE..... | CULVERTS IN PLACE..... |
| COUNTY LINE..... | CULVERTS REQUIRED..... |
| TOWNSHIP OR RANGE LINE..... | DROP INLET..... |
| SECTION LINE..... | POWER POLE..... |
| NEW RIGHT OF WAY LINE..... | TELEPHONE OR TELEGRAPH POLE..... |
| PRESENT RIGHT OF WAY LINE..... | RIGHT OF WAY MARKERS..... |
| WIRE FENCE { WOVEN..... | REFERENCE STAKE FOR HUBS ONLY..... |
| { BARBED..... | MARSH..... |
| LOT LINE..... | HEDGE..... |
| CORPORATE OR CITY LIMITS..... | TREES..... |
| PROPERTY LINE..... | GROUND ELEVATION..... DATUM LINE 73.9 |
| TRAVELED WAY OR P.E. (PL. + 32.6)..... | GRADE ELEVATION..... DATUM LINE 73.16 |
| RAILROADS..... | |
| BASE OR SURVEY LINE..... | |



TOTAL NET LENGTH OF CENTERLINE = 3.872 MI.

| STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS. | DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS |
|---|--|
| SURVEYOR <u>C. J. WADAK</u> NOTE BOOK <u>8333-8427</u> | RECOMMENDED FOR APPROVAL: |
| DIVISION COMPUTER <u>G. R.</u> M. O. CHECKER | |
| DIVISION CHECKER <u>A. H. D. O.</u> CORRECT | DISTRICT ENGINEER _____ DATE _____ |
| CORRECT: | APPROVED: |
| DATE <u>4/15/54</u> <u>J. Koopman</u> DISTRICT ENGINEER | DATE _____ |
| RECOMMENDED FOR APPROVAL: | DIVISION ENGINEER _____ DATE _____ |
| DATE <u>4/15/54</u> <u>J. P. Pitt</u> ENGINEER OF DESIGN | |
| APPROVED: | |
| DATE <u>4/15/54</u> <u>E. R. Rostetter</u> STATE HIGHWAY ENGINEER | |

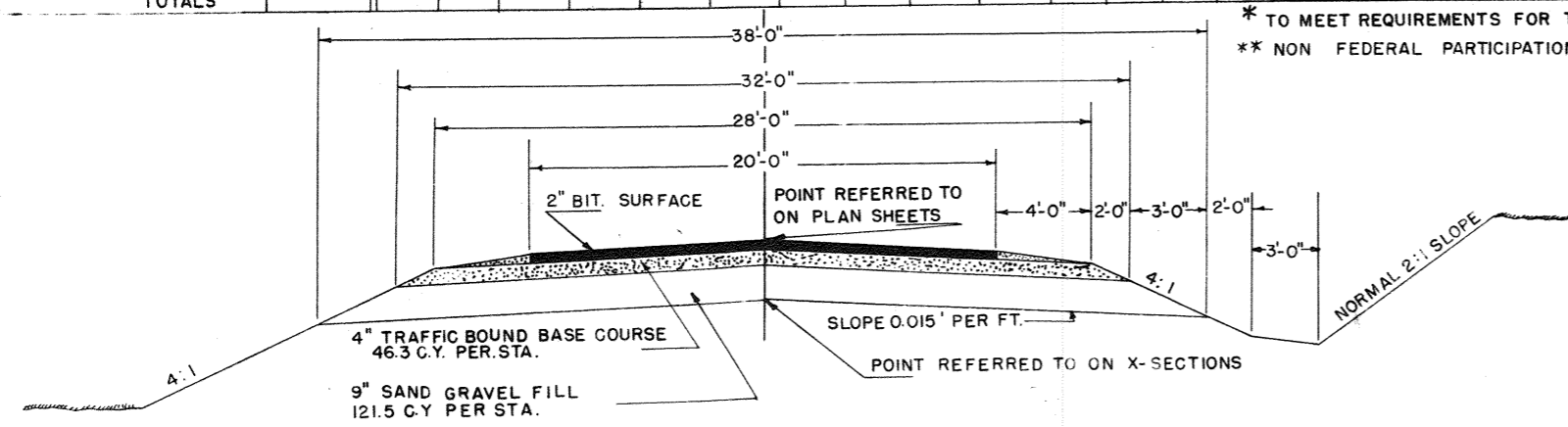
ESTIMATE OF QUANTITIES

CONTRACT NO. 1

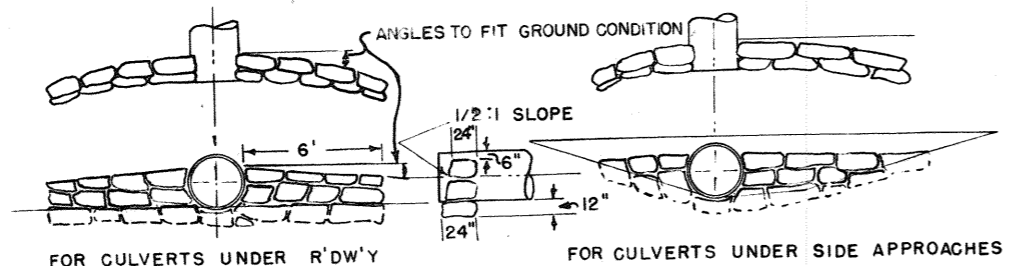
S0570 (2) 2 39

THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN - EDITION OF 1951 APPROVED JAN. 23, 1952
 FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED NOV. 8, 1948 AND SPECIAL PROVISIONS ATTACHED TO PROPOSAL

| STATION TO STATION | NET LENGTH OF CENTER LINE | EXCAVATION | | | | | SAND GRAVEL FILL | FINISHING ROADWAY | OBLITERATING OLD ROAD | TRAFFIC BOUND BASE COURSE | | CULVERT PIPE | | | | RIP RAP | GUARD FENCE | | | MARKER POSTS FOR R/W | BIT. ROAD MIX SURF ACE | *AGGR. FOR BIT. MIX SURF ACE | BIT MAT'L FOR SURF ACE | SECT. PLATE PIPE ARCH 7'X5'-1" | SECT. PLATE PIPE ARCH 10'-11"X7'-1" | SODDING | REMOVING OLD CULV. STA. 155+31 | REMOVING OLD CULV. STA. 169+14 | REMOVING OLD CULV. STA. 175+90 | TOPSOIL | | FERTILIZER | SEEDING | | | | | | | | | | | | | | | |
|--------------------|---------------------------|------------|----------|--------------|--------|-------|------------------|-------------------|-----------------------|---------------------------|--------|--------------|----------|----------|----------|----------|-------------|---------|---------|----------------------|------------------------|------------------------------|------------------------|--------------------------------|-------------------------------------|---------|--------------------------------|--------------------------------|--------------------------------|---------|-------|------------|---------|-------|--------|--------|--------|--------|--------|---------|---------|--------|--------|--------|--------|--------|--------|--------|
| | | CLEARING | GRUBBING | UNCLASSIFIED | BORROW | | | | | 18" | 24" | 30" | 48" | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2101-1 | 2101-4 | 2106-5 | 2109-1 | 210 - | | | | 2110-1 | 2114-1 | 2116-1 | 2204-1 | 23 | 2411-11 | | 2411-12 | 2411-13 | 2411-14 | | | | | | | | | | | 2512-1 | 2523- | | | 2523- | 2523-3 | 2523-4 | 2313-1 | 2313-2 | 2313-3 | 2412-31 | 2412-32 | 2533-1 | 2104-1 | 2104-2 | 2104-3 | 2528-1 | 2528-2 | 2531-1 |
| UNIT | LIN. FT. | STA. | STA. | C.Y. | C.Y. | C.Y. | C.Y. | STA. | STA. | C.Y. | C.Y. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | LIN. FT. | EACH | EACH | S.Y. | C.Y. | GAL. | L.F. | L.F. | S.Y. | L.S. | L.S. | L.S. | SQ. YD. | SQ. YD. | CWT. | SQ. YD. | | | | | | | | | | | | | | | | |
| 7+53.6 - 212+00 | 20446.4 | | 130 | 44202 | 16700 | | 25090 | 207.0 | | 10028 | | 476 | 772 | 92 | 134 | | 147 | | 32 | | 45888 | 3820 | 58000 | 104 | | 228 | | | | | | | | | | | | | | | | | | | | | | |
| TOTALS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



TYPICAL FINISHED SECTION



RIPRAP FOR CULVERT END WALLS

STANDARD DETAIL DRAWINGS
 MARKER POSTS 7-1.3.1
 CONSTRUCTION BARRICADE 7-4.1.1

| TRAFFIC BOUND BASE | | |
|-----------------------|--------------|--|
| STATION - STATION | C.Y. | |
| 7+53.6 - 212+00 | 9468 | |
| APP. STA. 7+53.6 | 70 | |
| APP. STA. 212+00 | 70 | |
| 27 PE. AT 10 C.Y. | 270 | |
| 5 TOWN RD. AT 30 C.Y. | 150 | |
| TOTAL | 10028 | |

| FINISHING ROADWAY | | |
|------------------------|--------------|--|
| STATION - STATION | STA'S | |
| 7+53.6 - 212+00 | 204.5 | |
| 105+49 TN. RD. APP. LT | 0.5 | |
| 105+49 TN. RD. APP. RT | 0.5 | |
| 158+23 TN. RD. APP. LT | 0.5 | |
| 210+98 TN. RD. APP. LT | 0.5 | |
| 210+98 TN. RD. APP. RT | 0.5 | |
| TOTAL | 207.0 | |

| UNCLASSIFIED EXCAVATION | | |
|-------------------------|---------|--------------|
| SOURCE | STA. | C.Y. |
| X-SECTIONS | | 42829 |
| OFF-TAKE DITCH | 57+35 | 10 |
| CHANNEL CHANGE | 168-177 | 1363 |
| CHANNEL CHANGE | 231+50 | 550 |
| TOTAL | | 44202 |

| GRUBBING | | |
|----------------------------|------------|--|
| STATION - STATION | STA. | |
| 7+54 - 26+55 | 20.0 | |
| 26+55 - 39+88 | 14.0 | |
| 39+88 - 69+60 | - | |
| 69+60 - 72+50 | 4 | |
| 72+50 - 84+00 | - | |
| 84+00 - 88+00 | 4 | |
| 88+00 - 91+88 | - | |
| 91+88 - 105+00 | 14 | |
| 105+00 - 105+70 | - | |
| 105+70 - 116+00 | 11 | |
| 116+00 - 127+25 | - | |
| 127+25 - 133+15 | 7 | |
| 133+15 - 156+00 | - | |
| 156+00 - 210+75 | 55 | |
| 210+75 - 211+20 | - | |
| 211+20 - 212+00 | 1 | |
| 230+00 - 233+50 | | |
| 233+50 - 237+20 | | |
| 237+20 - 244+00 | | |
| 244+00 - 270+00 | | |
| TOTAL | 130 | |

| SODDING | | | | |
|-------------------|-----|-----|--------|------------|
| STATION | LT. | RT. | SIZE | S.Y. |
| 7+50 | ✓ | ✓ | 12 X 9 | 24 |
| 8+50 | ✓ | ✓ | 12 X 9 | 24 |
| 9+50 | ✓ | ✓ | 12 X 9 | 24 |
| 10+50 | ✓ | ✓ | 12 X 9 | 12 |
| 11+50 | | ✓ | 12 X 9 | 12 |
| 13+50 | | ✓ | 12 X 9 | 12 |
| 118+50 | ✓ | | 12 X 9 | 12 |
| 119+50 | ✓ | | 12 X 9 | 12 |
| 120+50 | ✓ | | 12 X 9 | 12 |
| 122+50 | ✓ | | 12 X 9 | 12 |
| 123+50 | ✓ | | 12 X 9 | 12 |
| 124+50 | ✓ | | 12 X 9 | 12 |
| 125+50 | ✓ | | 12 X 9 | 12 |
| 126+50 | ✓ | ✓ | 12 X 9 | 24 |
| 225+50 | ✓ | ✓ | 12 X 9 | 24 |
| 226+50 | ✓ | ✓ | 12 X 9 | 24 |
| 227+50 | ✓ | ✓ | 12 X 9 | 24 |
| 228+50 | ✓ | ✓ | 12 X 9 | 24 |
| 229+30 | ✓ | ✓ | 12 X 9 | 24 |
| 239+00 | ✓ | ✓ | 12 X 9 | 24 |
| 240+00 | ✓ | ✓ | 12 X 9 | 24 |
| 241+00 | ✓ | ✓ | 12 X 9 | 24 |
| 242+00 | ✓ | ✓ | 12 X 9 | 24 |
| 243+00 | ✓ | ✓ | 12 X 9 | 24 |
| 250+00 | ✓ | ✓ | 12 X 9 | 24 |
| 251+00 | ✓ | ✓ | 12 X 9 | 24 |
| 262+00 | ✓ | ✓ | 12 X 9 | 24 |
| TOTAL | | | | 228 |

| SAND-GRAVEL FILL | |
|-------------------|--------------|
| STATION - STATION | C.Y. |
| 7+53.6 - 212+00 | 24847 |
| APP. STA. 7+53.6 | 121.5 |
| APP. STA. 212+00 | 121.5 |
| TOTAL | 25090 |

| SECTIONAL PLATE PIPE ARCH | | | | |
|---------------------------|---|------------|-----------------|--------------|
| STATION | Q | 7' X 5'-1" | 10'-11" X 7'-1" | RIP RAP POST |
| 155+31 | ✓ | 52 | 14 | 2 |
| 231+50 | ✓ | 68 | 24 | 2 |
| TOTAL | | 104 | 14 | 2 |

| STATION | LOCATION | CULVERT PIPE | | | | RIP RAP | MARKER POST |
|-------------------|----------|--------------|------------|------------|-----------|------------|----------------|
| | | 18" | 24" | 30" | 48" | | |
| 19+45 | ✓ | | | | 64 | 5 | 2 |
| 31+60 | ✓ | | 44 | | | 4 | 2 |
| 39+55 | ✓ | | 60 | | | 4 | 2 |
| 44+30 | ✓ | | 56 | | | 4 | 2 |
| 55+25 | | ✓ | 28 | | | | 3 |
| 64+00 | ✓ | | 52 | | | 4 | 2 |
| 67+36 | ✓ | | 56 | | | 4 | 2 |
| 75+25 | ✓ | | 64 | | | 4 | 2 |
| 87+20 | ✓ | | 52 | | | 4 | 2 |
| 90+00 | | ✓ | 28 | | | | 3 |
| 99+30 | ✓ | | 86 | | | 4 | 2 |
| 103+90 | ✓ | | 62 | | | 4 | 2 |
| 113+10 | | ✓ | 28 | | | | 3 |
| 120+20 | ✓ | | 28 | | | | 3 |
| 127+10 | ✓ | | 28 | | | | 3 |
| 138+64 | ✓ | | 28 | | | 5 | |
| 141+05 | | ✓ | 28 | | | | 3 |
| 147+00 | | ✓ | 28 | | | | 4 |
| 165+80 | | ✓ | 28 | | | | 3 |
| 169+14 | ✓ | | | | | 54 | 8 2 |
| 175+90 | ✓ | | | | | 80 | 8 2 |
| 186+00 | | ✓ | 28 | | | | 3 |
| 192+06 | ✓ | | 50 | | | 4 | 2 |
| 192+85 | | ✓ | 28 | | | | 3 |
| 194+75 | | ✓ | 28 | | | | 3 |
| 199+50 | ✓ | | 80 | | | 4 | 2 |
| 203+49 | ✓ | | 54 | | | 4 | 2 |
| 205+30 | | ✓ | 28 | | | | 3 |
| 207+40 | | ✓ | 28 | | | | 4 |
| 214+90 | | ✓ | 28 | | | | 3 |
| 223+60 | | ✓ | 28 | | | | 3 |
| 224+50 | | ✓ | 50 | | | | 4 |
| 225+00 | | ✓ | 28 | | | | 3 |
| 228+80 | | ✓ | 28 | | | | 3 |
| 234+60 | ✓ | | 56 | | | 4 | 2 |
| 239+00 | ✓ | | 50 | | | 4 | 2 |
| 243+10 | | ✓ | 28 | | | | 3 |
| 69+40 | | ✓ | 28 | | | | 3 |
| 98+10 | | ✓ | 28 | | | | 3 |
| 78+25 | ✓ | | 28 | | | | 3 |
| 96+00 | | ✓ | 28 | | | | 3 |
| UNDIST. | | | 56 | | | | 6 |
| TOTAL | | | 476 | 772 | 92 | 134 | 1331 30 |

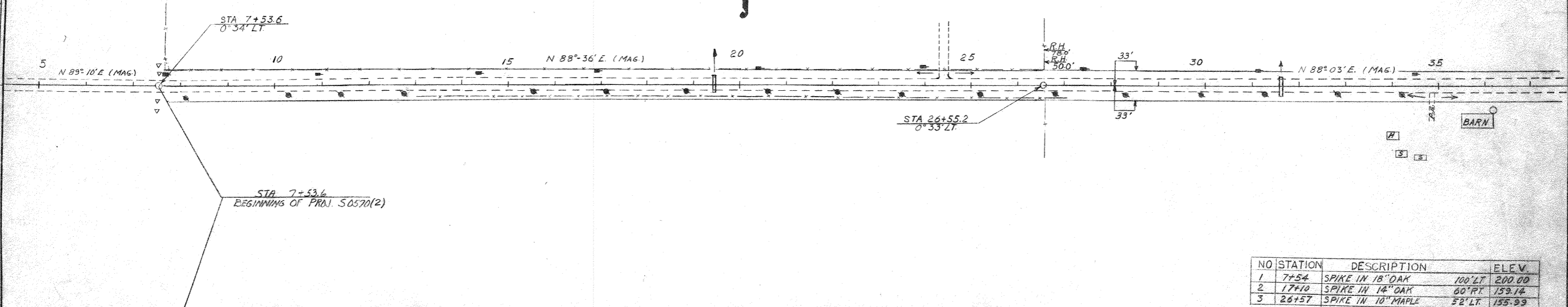
** NON FEDERAL PARTICIPATION

SLOPE EASEMENT GRANTED WHEREVER SLOPE EXTENDS BEYOND THE RIGHT OF WAY LINES SHOWN



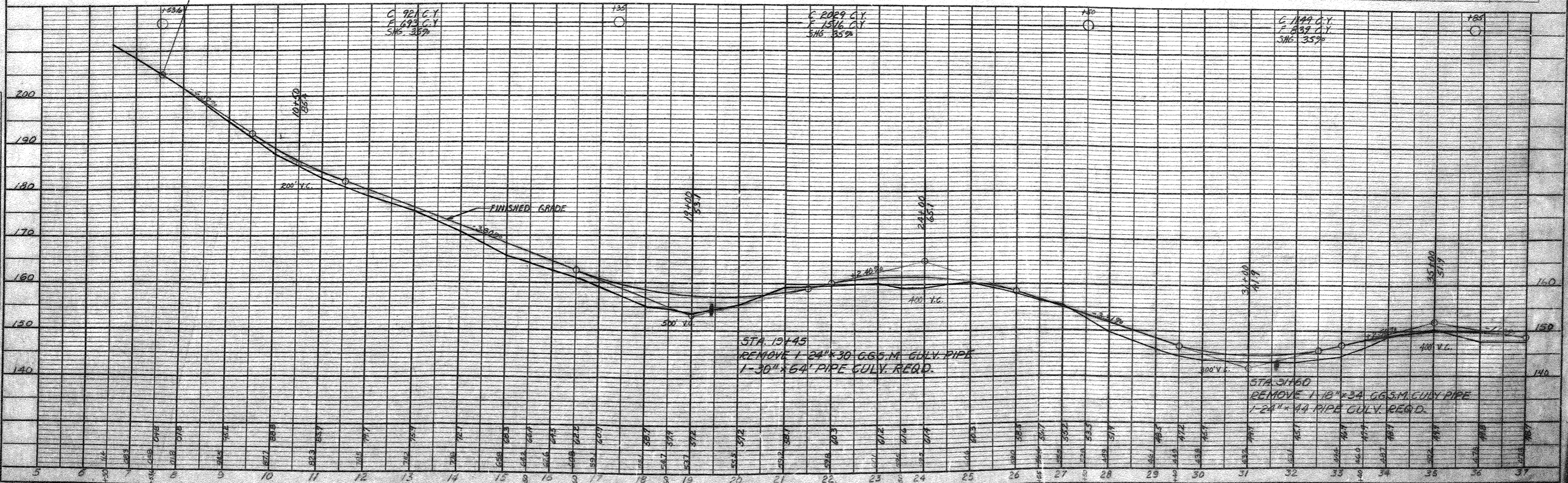
STA. 24+40
CONSTRUCT F.E. LEFT

| | |
|----------|--|
| DATE | |
| BY | |
| CHECKED | |
| APPROVED | |
| DATE | |
| BY | |
| CHECKED | |
| APPROVED | |
| DATE | |
| BY | |
| CHECKED | |
| APPROVED | |

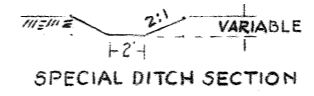


| NO | STATION | DESCRIPTION | ELEV |
|----|---------|--------------------|----------------|
| 1 | 7+54 | SPIKE IN 18" OAK | 100' LT 200.00 |
| 2 | 17+10 | SPIKE IN 14" OAK | 60' RT 159.14 |
| 3 | 26+57 | SPIKE IN 10" MAPLE | 52' LT 155.93 |

| | |
|----------|--|
| DATE | |
| BY | |
| CHECKED | |
| APPROVED | |
| DATE | |
| BY | |
| CHECKED | |
| APPROVED | |

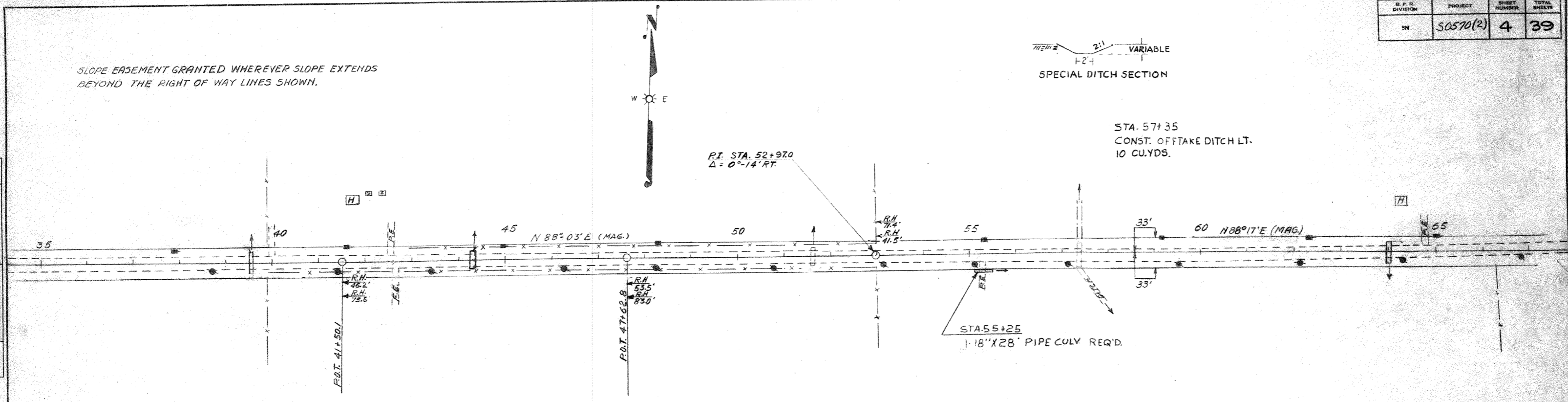


SLOPE EASEMENT GRANTED WHEREVER SLOPE EXTENDS BEYOND THE RIGHT OF WAY LINES SHOWN.



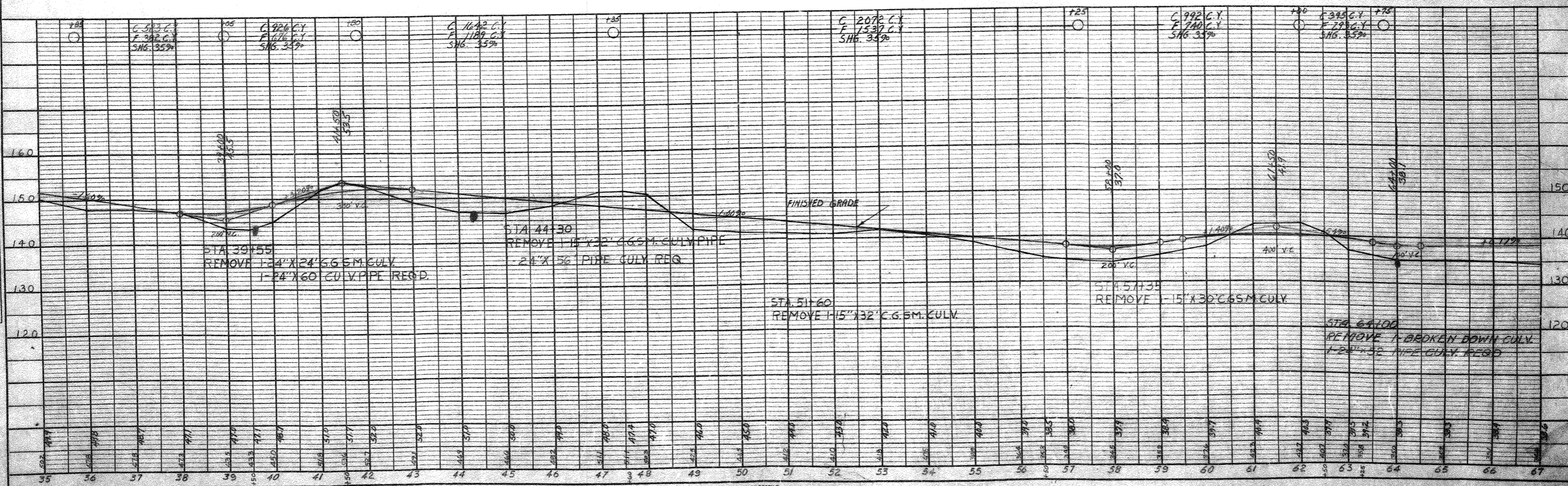
STA. 57+35
CONST. OFFTAKE DITCH LT.
10 CU.YDS.

| | | |
|-----------|------|------|
| PLAN | DATE | BY |
| APPROVED | 7-52 | G.R. |
| NOTED | | |
| NOTE BOOK | | |
| NO. 2323 | | |



| NO | STATION | DESCRIPTION | ELEV. |
|----|---------|---------------------|----------------|
| 4 | 36+25 | SPIKE IN 9" ASH | 50' LT. 146.20 |
| 5 | 45+00 | SPIKE IN POWER POLE | 35' LT. 147.05 |
| 6 | 57+40 | TOP OF CULV. MARKER | 28' LT. 137.43 |

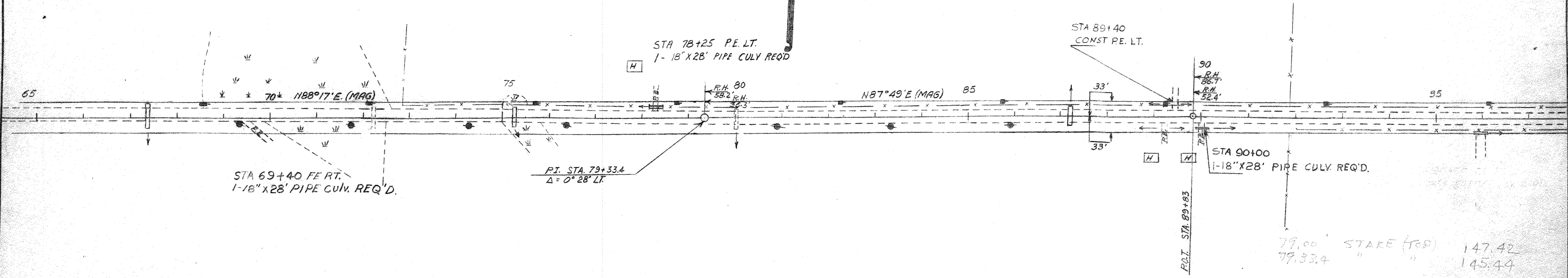
| | | |
|-----------|------|-----------------|
| PROFILE | DATE | BY |
| APPROVED | 7-52 | J.V.E. & E.H.M. |
| NOTED | | |
| NOTE BOOK | | |
| NO. 2327 | | |



SLOPE EASEMENT GRANTED WHEREVER SLOPE EXTENDS BEYOND THE RIGHT OF WAY LINES SHOWN



DATE 1-22-27
BY E. A. F. E. L. B.
SURVEYED
CHECKED
NOTE BOOK NO. 6323
PLAN



79.00 STAKE (TOP) 147.42
79.334 " " 145.44

| NO | STATION | DESCRIPTION | ELEV. |
|----|---------|----------------------------|--------|
| 7 | 68+20 | SPIKE IN 6" POPLAR 70' LT | 139.42 |
| 8 | 78+65 | SPIKE IN POWER POLE 30' LT | 150.24 |
| 9 | 87+85 | SPIKE IN 6" ASH 45' LT | 138.88 |

DATE 1-22-27
BY E. A. F. E. L. B.
SURVEYED
CHECKED
NOTE BOOK NO. 6323
PROFILE

