

INDEX OF SHEETS

SHEET NO. 1	TITLE SHEET
TYPICAL CROSS SECTION OF IMPROVEMENT & ESTIMATE	
RIGHT OF WAY	
PLAN AND PROFILE STA. 0+00	TO STA. 60
10	160
11	120
12	180
13	240
14	300
15	360
16	420
17	480
18	540
19	600
20	660
21	720
22	780
23	840
24	900
25	960
26	1020
27	1080
28	1140
29	1200
30	1260
31	1320
32	1380
33	1440
34	1500
35	1560
36	1620
37	1680
38	1740
39	1800
40	1860
41	1920
42	1980
43	2040
44	2100
45	2160
46	2220
47	2280
48	2340
49	2400
50	2460
51	2520
52	2580
53	2640
54	2700
55	2760
56	2820
57	2880
58	2940
59	3000
60	3060
61	3120
62	3180
63	3240
64	3300
65	3360
66	3420
67	3480
68	3540
69	3600
70	3660
71	3720
72	3780
73	3840
74	3900
75	3960
76	4020
77	4080
78	4140
79	4200
80	4260
81	4320
82	4380
83	4440
84	4500
85	4560
86	4620
87	4680
88	4740
89	4800
90	4860
91	4920
92	4980
93	5040
94	5100
95	5160
96	5220
97	5280
98	5340
99	5400
100	5460

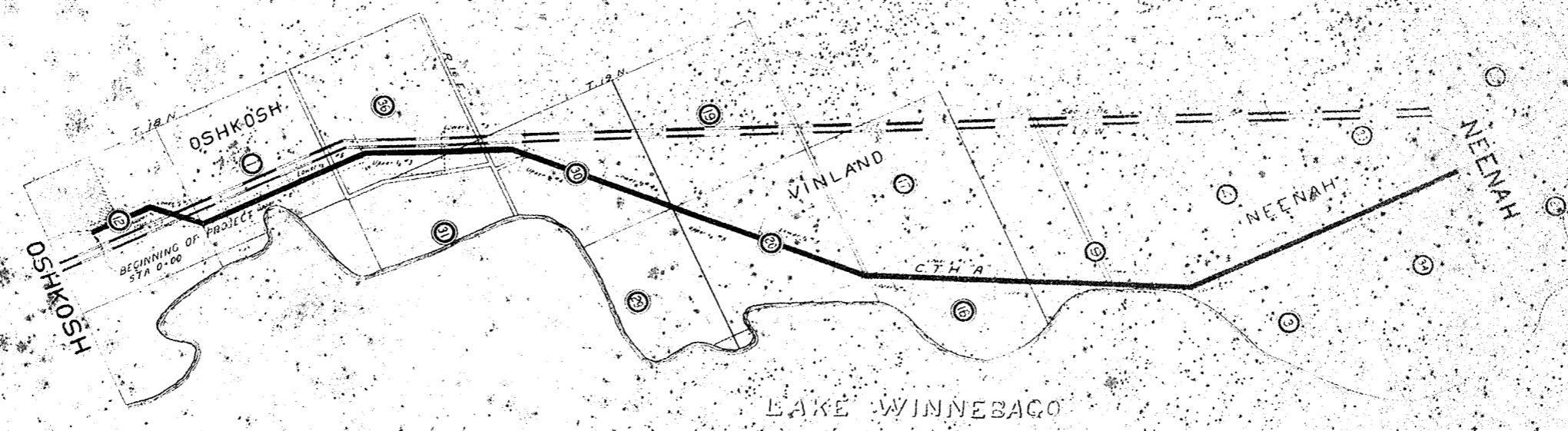
STATE	DIVISION	SHEET	TOTAL
WIS.	3204	72	72

STATE OF WISCONSIN
WISCONSIN HIGHWAY COMMISSION

PLAN AND PROFILE OF PROPOSED
OSHKOSH-NEENAH ROAD
 WINNEBAGO COUNTY
 COUNTY AID PROJECT

BEING AT A POINT 440 FT. NORTH OF THE CORNER OF
 T12N. R16E. THENCE EXTENDING IN A SOUTHWESTLY DIRECTION
 A DISTANCE OF 51,994.4 FT. TO THE SE CORNER OF T12N. R16E.

PLAN: 1 IN. = 200 FT.
 PROFILE: 1 IN. = 100 FT. VERT. 1 IN. = 100 FT. HORIZ.
 CROSS SECTIONS: 1 IN. = 5 FT. VERT. 1 IN. = 10 FT. HORIZ.



CONVENTIONAL SIGNS

STATE AND NATIONAL HIGHWAY	— — — — —	CULVERTS	— — — — —
COUNTY LINE	— — — — —	DROP INLET	— — — — —
CITY, VILLAGE OR TOWN	— — — — —	TROUBLEY POLE	— — — — —
TOWNSHIP LINE	— — — — —	POWER POLE	— — — — —
SECTION LINE	— — — — —	TELEPHONE OR TELEGRAPH POLES	— — — — —
FENCE LINE	— — — — —	MAIL BOX	— — — — —
GUARD RAIL	— — — — —	REFERENCE STAKES	— — — — —
UNFENCED PROPERTY	— — — — —	MARSH	— — — — —
RIGHT OF WAY LINE	— — — — —	HEDGE	— — — — —
TRAVELED WAY	— — — — —	TREES	— — — — —
RAILROADS	— — — — —	GROUND ELEVATION	— — — — —
RETAINING WALL	— — — — —	GRADE ELEVATION	— — — — —
LEVÉE	— — — — —		
BASE OF SURVEY LINE	— — — — —		

LAYOUT
 SCALE 2 IN. = 1 MI.

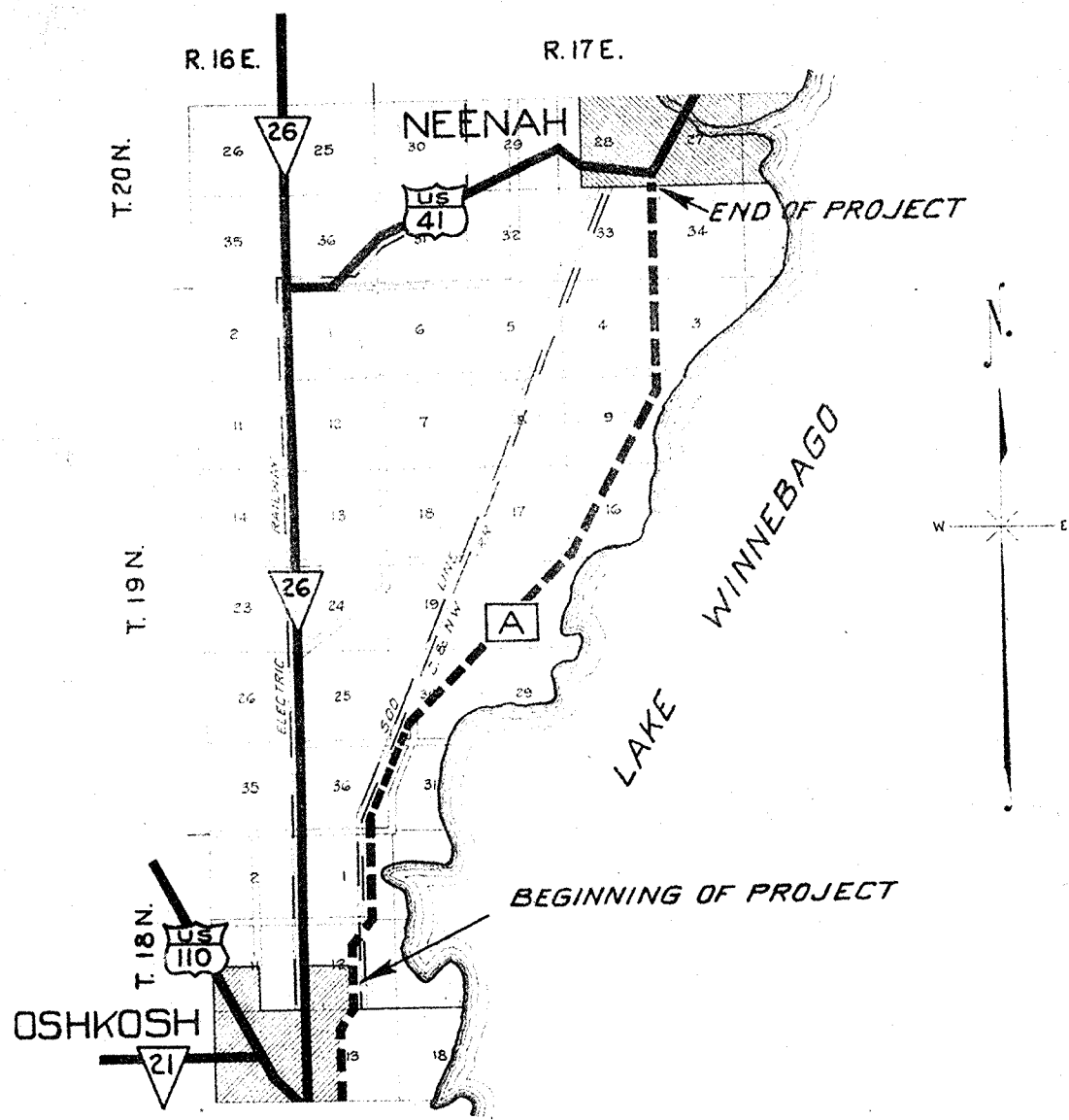
TOTAL NET LENGTH OF CENTERLINE = 10.1315 MI.

WISCONSIN HIGHWAY COMMISSION
 MADISON, WIS.

Surveyed by: *J. C. ...*
 Div. Engineer: *M. O. ...*
 Date: *...*

RECOMMENDED FOR APPROVAL
D. C. ...
 DATE: *...*

APPROVED: *W. S. ...*
 DATE: *...*



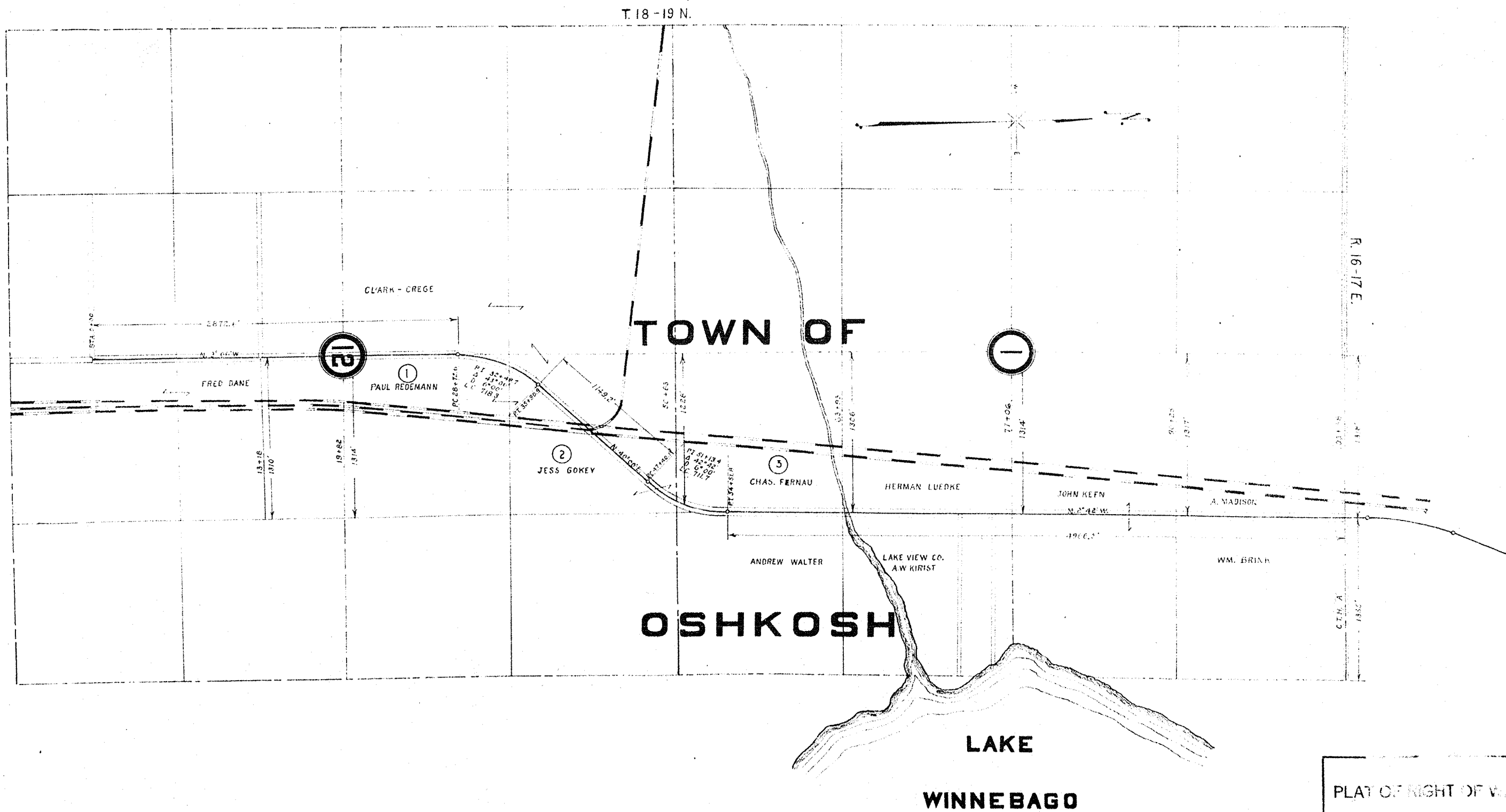
LOCATION SKETCH
SCALE 1" = 1 MILE

NO.	OWNER	ADDRESS	AC'S	DESCRIPTION	MORTGAGEE	ADDRESS	AMOUNT PAID				REMARKS
							R/W	FENCE	BLDG'S	TOTAL PAID	
1	PAUL REDEMAN		0.45	W 1/4 NE 1/4 SEC 12 - T19N - R16E							
2	JESS BOKEY		0.23	NW 1/4 NE 1/4 SEC 12 - T19N - R16E							
3	CHAS. FERNAU		0.31	SW 1/4 SE 1/4 SEC 1 - T18N - R16E							
4	JOE LORD		1.56	NW 1/4 NW 1/4 SEC 31 - T19N - R17E							
5	HERMAN KAROW		2.16	SW 1/4 SW 1/4 SEC 30 - T19N - R17E							
6	TED FURMAN		0.08	NE 1/4 NE 1/4 SEC 30 - T19N - R17E							
7	ORIE THOMAS		0.11	NE 1/4 NE 1/4 SEC 30 - T19N - R17E							
8	ED. ULRICH		1.67	SW 1/4 SW 1/4 SEC 20 - T19N - R17E							
9	W. WEINERT		1.43	NE 1/4 NE 1/4 SEC 20 - T19N - R17E							
10	A. VOST		0.37	SE 1/4 SE 1/4 SEC 17 - T19N - R16E							
11	CHAS. PAYNE		0.16	SW 1/4 SW 1/4 SEC 16 - T19N - R16E							
12	MILLER BROS.		0.39	SE 1/4 SW 1/4 SEC 9 - T19N - R17E	SW 1/4 SEC 9 - T19N - R17E						
13	R. BAER		0.68	N 1/2 SE 1/4 SEC 9 - T19N - R17E							
14	L. HERTZINGER		1.85	E 1/2 NE 1/4 SEC 9 - T19N - R17E	SW 1/4 SW 1/4 SEC 3 - T19N - R17E						
15	HERN HERTZINGER		0.09	NE 1/4 NE 1/4 SEC 10 - T19N - R17E							
16	FLOYD WILMS		0.26	NE 1/4 NE 1/4 SEC 4 - T19N - R17E							
17	HERBERT DOROW		0.95	SW 1/4 SW 1/4 SEC 34 - T20N - R17E							
18	STATE OF WISCONSIN		1.72	E 1/2 SEC 36 - T19N - R16E	N 1/2 NW 1/4 SEC 31 - T19N - R17E						
19	EATON ESTATE		2.47	NE 1/4 SE 1/4 SEC 36 - T19N - R16E							
20	H. L. MC COLLEY		0.23	NE 1/4 SE 1/4 SEC 36 - T19N - R16E							
21	W. KEESE		0.38	NE 1/4 SE 1/4 SEC 36 - T19N - R16E							
22	A. L. BROSSARD		0.009	NE 1/4 SE 1/4 SEC 36 - T19N - R16E							
23	C. & N. W. R. R.		0.71	SE 1/4 NE 1/4 SEC 36 - T19N - R16E							
24	GIB. FALK		0.24	SE 1/4 SE 1/4 SEC 4 - T19N - R17E							

PLAT OF RIGHT OF WAY REQUIRED
STATE AID PROJECT NO. 3204
C.T.H.# OSHKOSH-NEENAH ROAD
WINNEBAGO COUNTY
SCALE

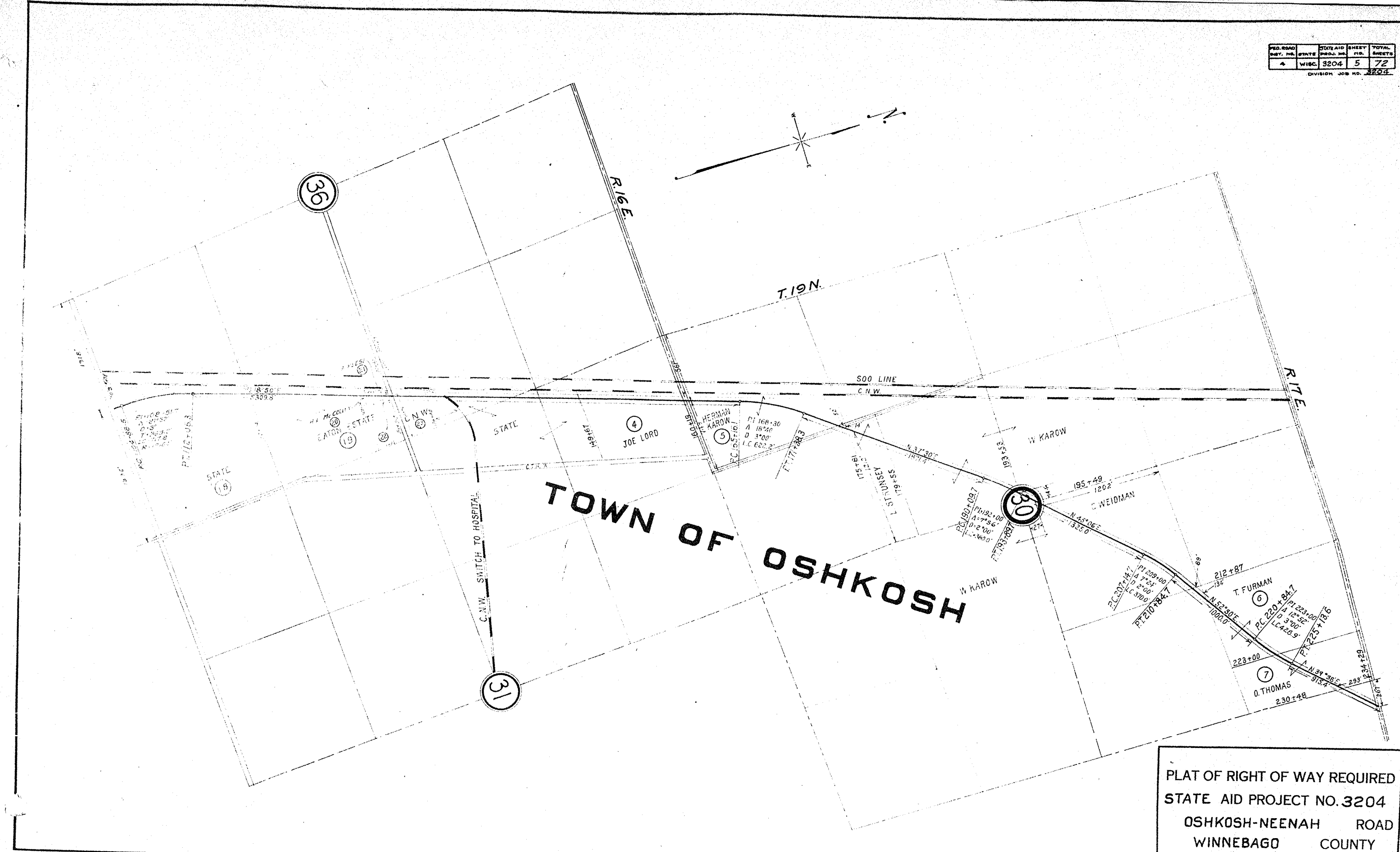
REG. ROAD DIST. NO.	STATE	STATE AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	3204	4	72

DIVISION JOB NO. 3237



PLAT OF RIGHT OF WAY REQUIRED
 STATE AID PROJECT NO. 3204
 OSHKOSH - NEENAH ROAD
 WINNEBAGO COUNTY
 SCALE 1" = 400'

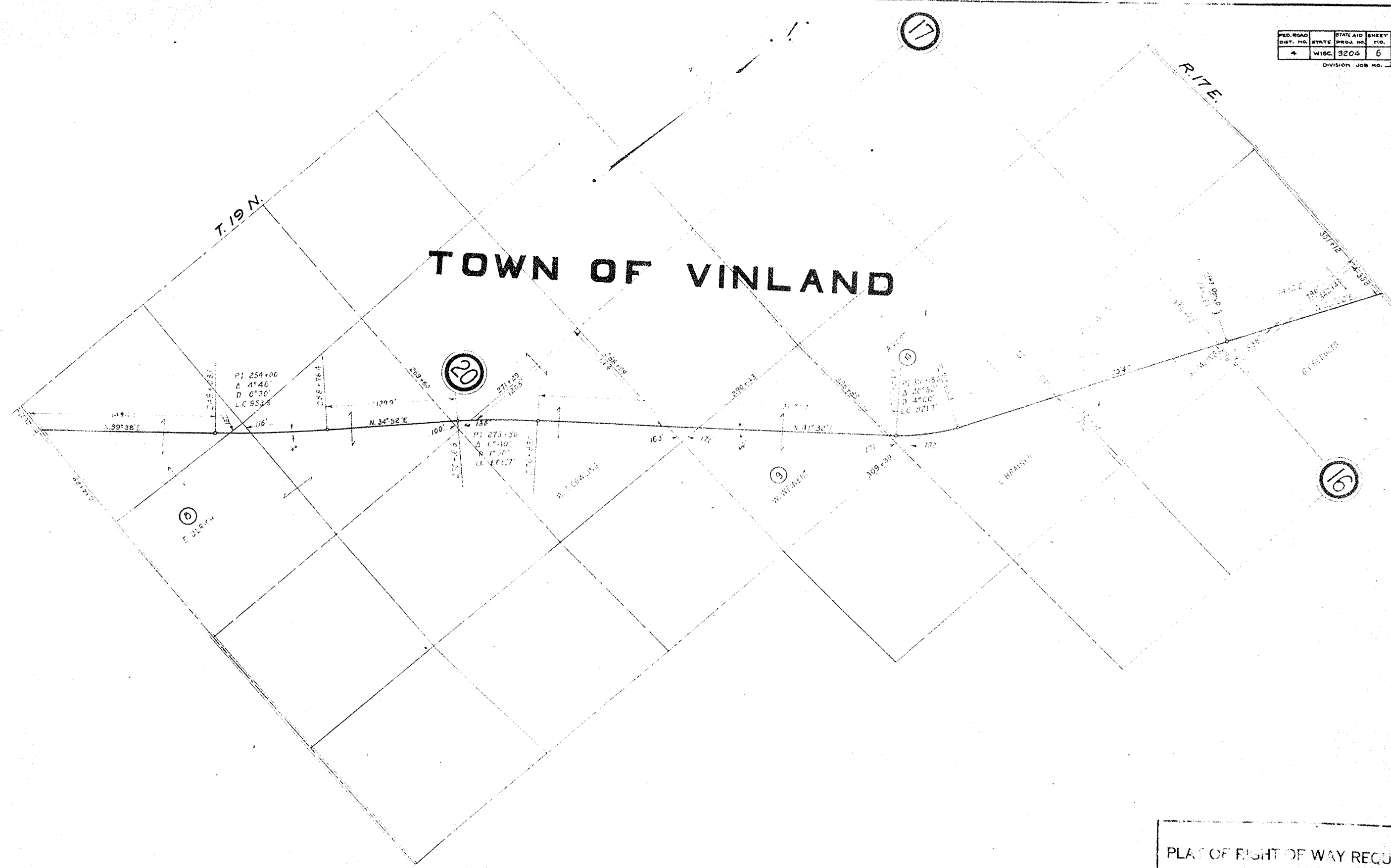
DIST. NO.	STATE	STATE AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	3204	5	72
DIVISION JOB NO. 3204				



PLAT OF RIGHT OF WAY REQUIRED
 STATE AID PROJECT NO. 3204
 OSHKOSH-NEENAH ROAD
 WINNEBAGO COUNTY
 SCALE 1"=400'

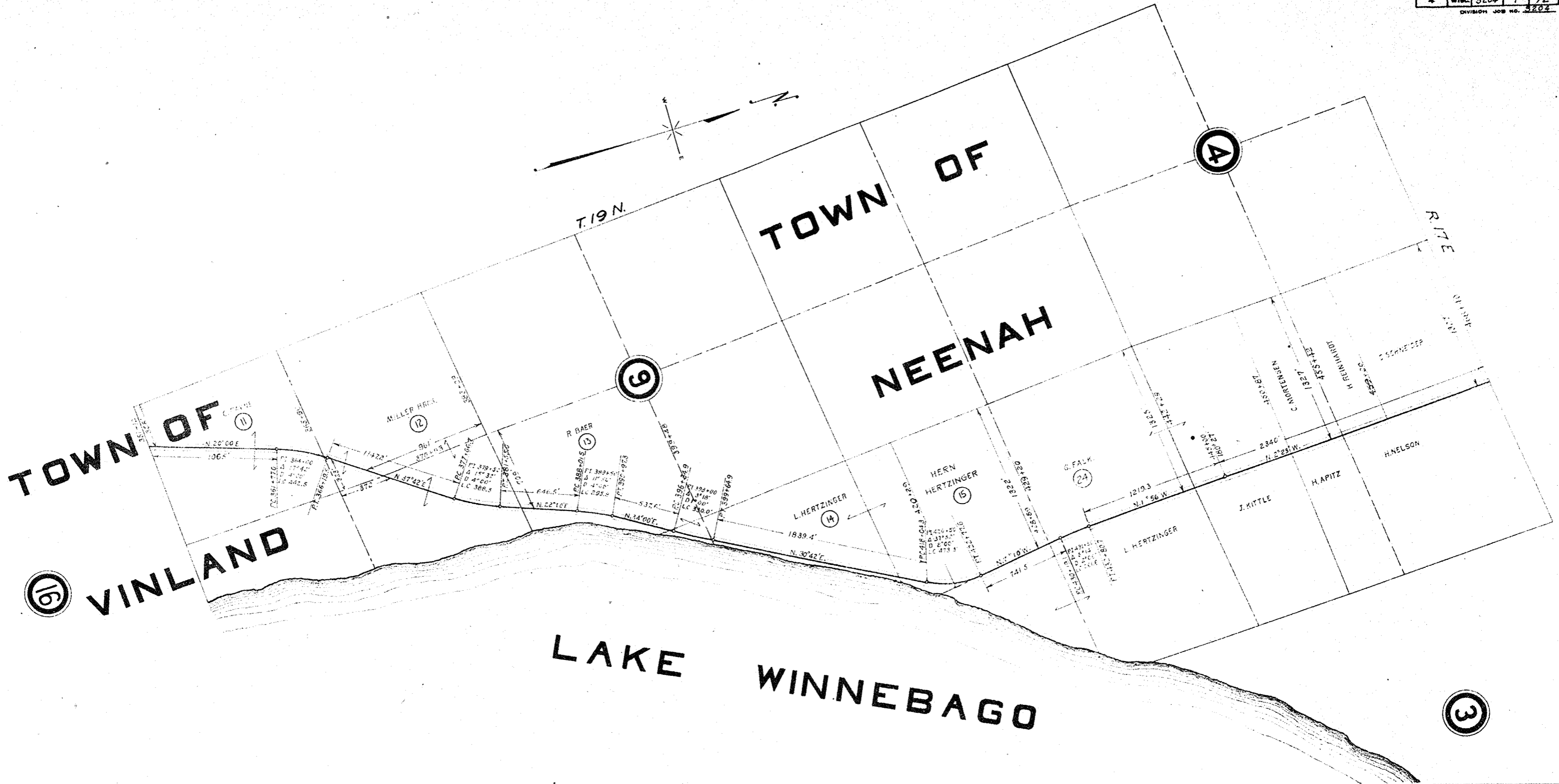
FED. ROAD DIST. NO.	STATE	STATE AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	3204	6	72

DIVISION JOB NO. 3204



PLAT OF RIGHT OF WAY REQUIRED
STATE AID PROJECT NO. 3204
OSHKOSH-NEENAH ROAD
WINNEBAGO COUNTY
SCALE 1"=400'

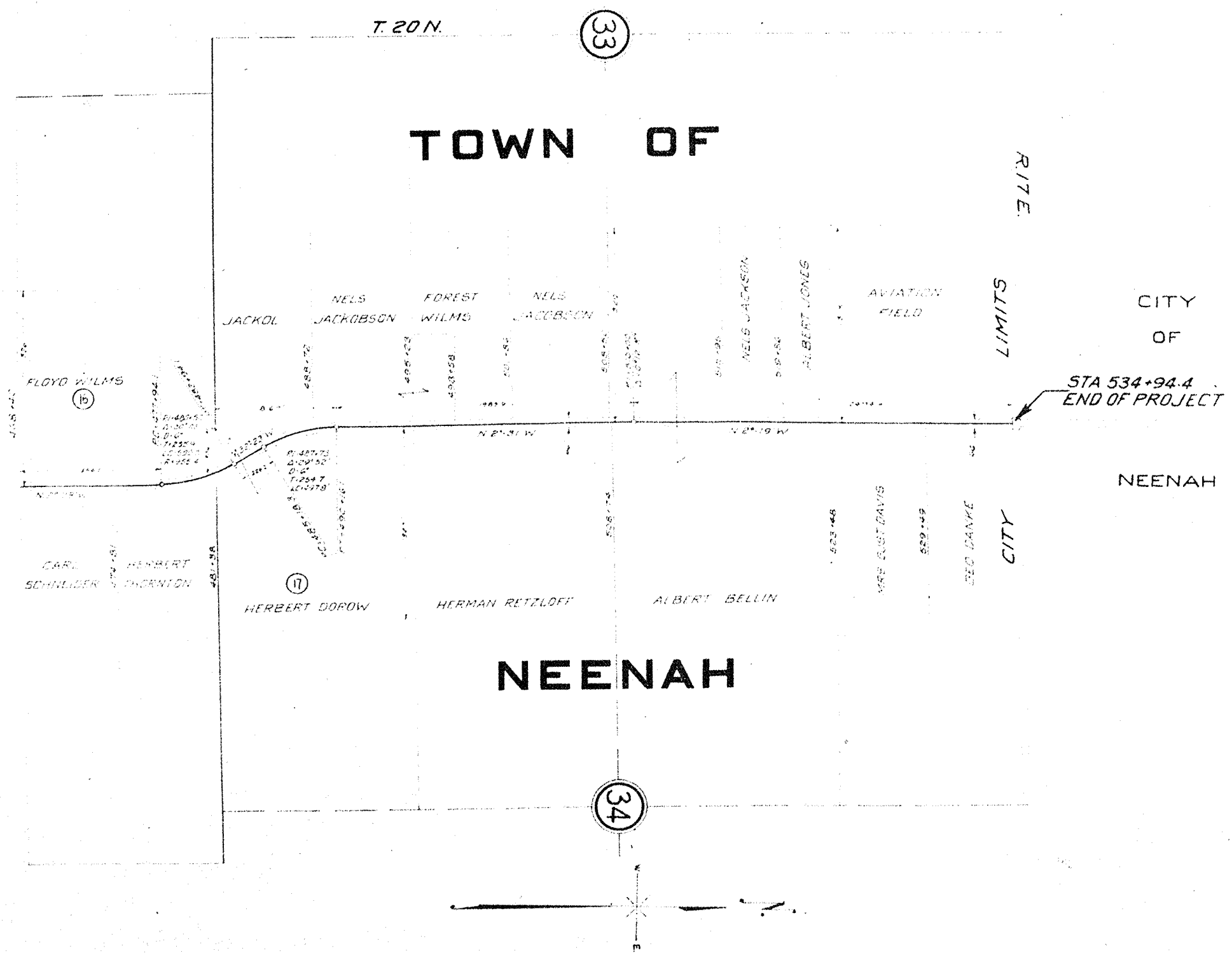
RD. ROAD DIST. NO.	STATE AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC. 3204	7	72
DIVISION JOB NO. 3204			



PLAT OF RIGHT OF WAY REQUIRED
 STATE AID PROJECT NO. 3204
 OSHKOSH-NEENAH ROAD
 WINNEBAGO COUNTY
 SCALE 1"=400'

FED. ROAD DIST. NO.	STATE	STATE AID PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	3204	3	72

Division Job No. 3204



LAT OF RIGHT OF WAY REQUIRED
 STATE AID PROJECT NO. 3204
 OSHKOSH-NEENAH ROAD
 WINNEBAGO COUNTY
 SCALE 1"=400'

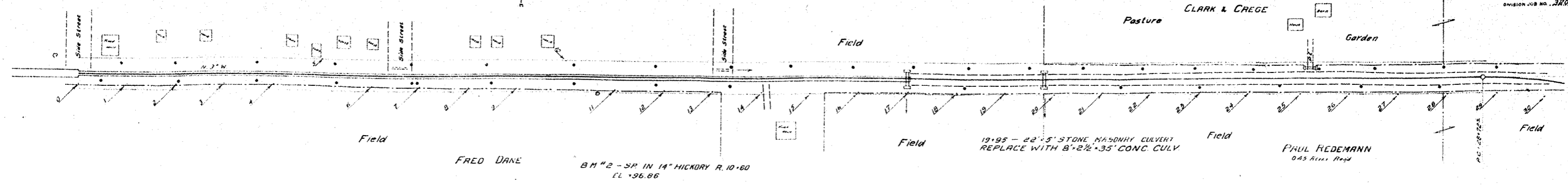
B.M. #1 - SPIKE IN 10" HICKORY L. 0-25
EL. = 100.00

17+00 - 20' S. STONE MASONRY CULVERT
REMOVE AND DRAIN AHEAD

B.M. #3 - SP IN 8" HICKORY L. 22+85
EL. = 93.92

FED. ROAD DIST. NO.	STATE	FED. AID PROJ. NO.	FISCAL YEAR	SHEET NO.	TOTAL SHEETS
4	WIS.	320A	9	72	

WISCONSIN PROJECT NO.
DIVISION JOB NO. 320A....



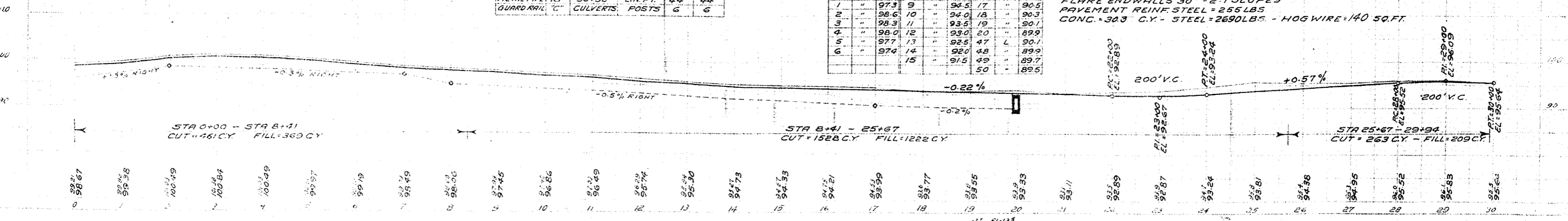
RED LINE INDICATES RIGHT ROW LINE
GREEN LINE " LEFT ROW LINE
NET LENGTH OF @ STA 0+00 TO 30+00 = 3000 LIN. FT.

STA 0+00 - STA 17+00
WIDEN PRESENT 9' PAVEMENT

ITEM	TYPE	LOCATION	UNIT	AMT	TOTAL
METAL PIPE	18"	50+50	LIN. FT.	44	44
GUARD RAIL	"	CULVERTS	POSTS	6	6

DITCH GRADES					
STA	SIDE	ELEV	STA	SIDE	ELEV
0	R	96.0	8	R	95.0
1	"	97.3	9	"	94.5
2	"	98.6	10	"	94.0
3	"	98.3	11	"	93.5
4	"	98.0	12	"	93.0
5	"	97.7	13	"	92.5
6	"	97.4	14	"	92.0
			15	"	91.5
			50	"	89.5

STA 19+95 - 22+5' STONE MASONRY CULV. IN PLACE (REMOVE)
REPLACE WITH 8'x2 1/2'x35' CONC. CULV.
LENGTH - RT=18 FT. - LEFT=17 FT. ELEV. INLET=89.8 - DISCH=89.5
FLARE ENDWALLS 30° - 2:1 SLOPES
PAVEMENT REINF. STEEL = 255 LBS
CONC. = 30.3 C.Y. - STEEL = 269 LBS. - HOG WIRE = 140 50 FT.



STA 0+00 - STA 8+41
CUT = 461 C.Y. FILL = 360 C.Y.

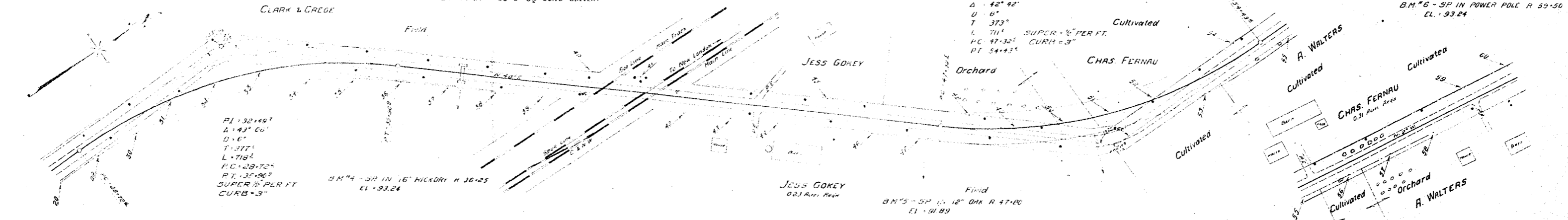
STA 8+41 - 25+67
CUT = 1528 C.Y. FILL = 1222 C.Y.

STA 25+67 - 29+94
CUT = 263 C.Y. - FILL = 209 C.Y.

STA 31+27 - 20'x6'x36" CONC. CULVERT

1' = 21.13'
Δ = 42° 42'
U = 6'
T = 373'
L = 711'
PC = 47+32'
PT = 54+43'

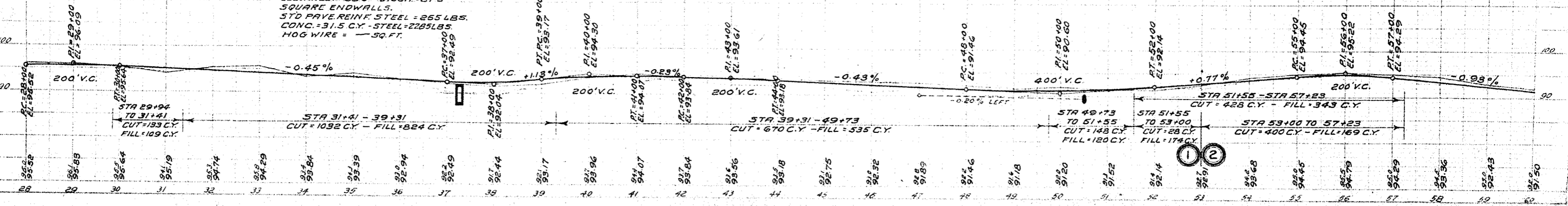
B.M. #6 - SP IN POWER POLE R 59+50
EL. = 93.24



NET LENGTH OF @ STA 30+00 TO 60+00 = 3000 LIN. FT.

STA 37+27
20'x6'x36" CONC. CULV. IN PLACE (REMOVE)
REPLACE WITH 37 1/2'x6'x36" CONC. CULV.
LENGTH - LT=18.0' - RT=19.5'
ELEV. INLET=88.0 - DISCH=87.5
SQUARE ENDWALLS
STD PAVE. REINF. STEEL = 255 LBS.
CONC. = 31.5 C.Y. - STEEL = 228.5 LBS.
HOG WIRE = 50 FT.

STA 50+50
18'x44" PURE IRON PIPE REQ'D
ELEV. INLET=89.1 - DISCH=88.6
STD PAVE. REINF. STEEL = 255 LBS.



STA 29+94 TO 31+41
CUT = 193 C.Y. FILL = 109 C.Y.

STA 31+41 - 39+31
CUT = 1032 C.Y. - FILL = 824 C.Y.

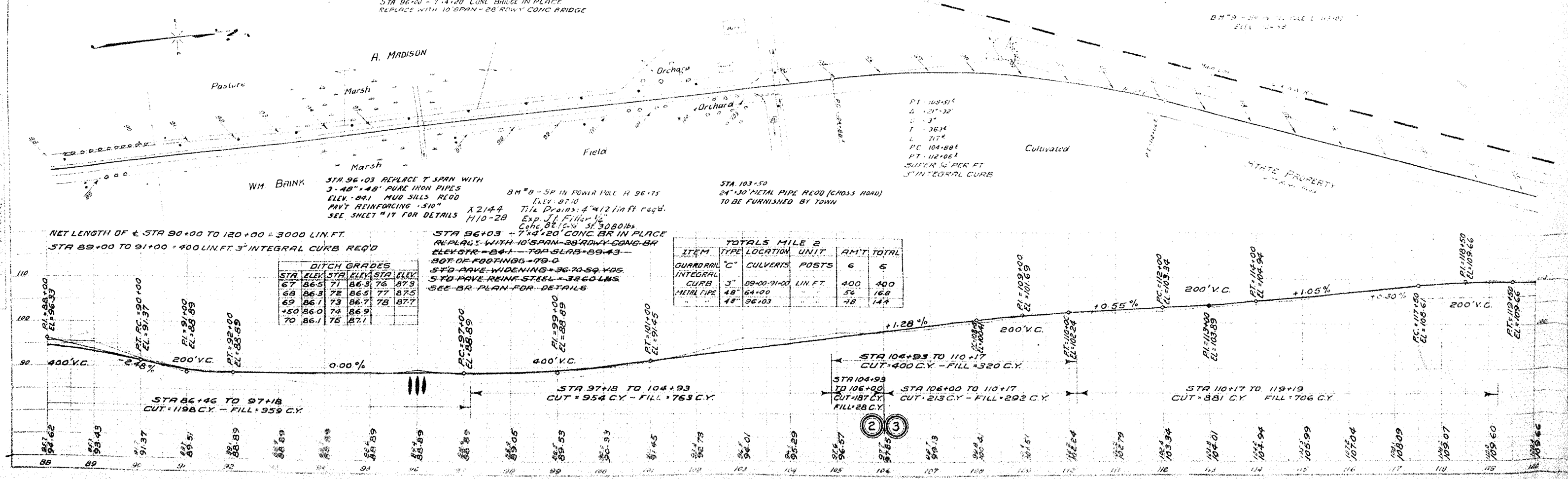
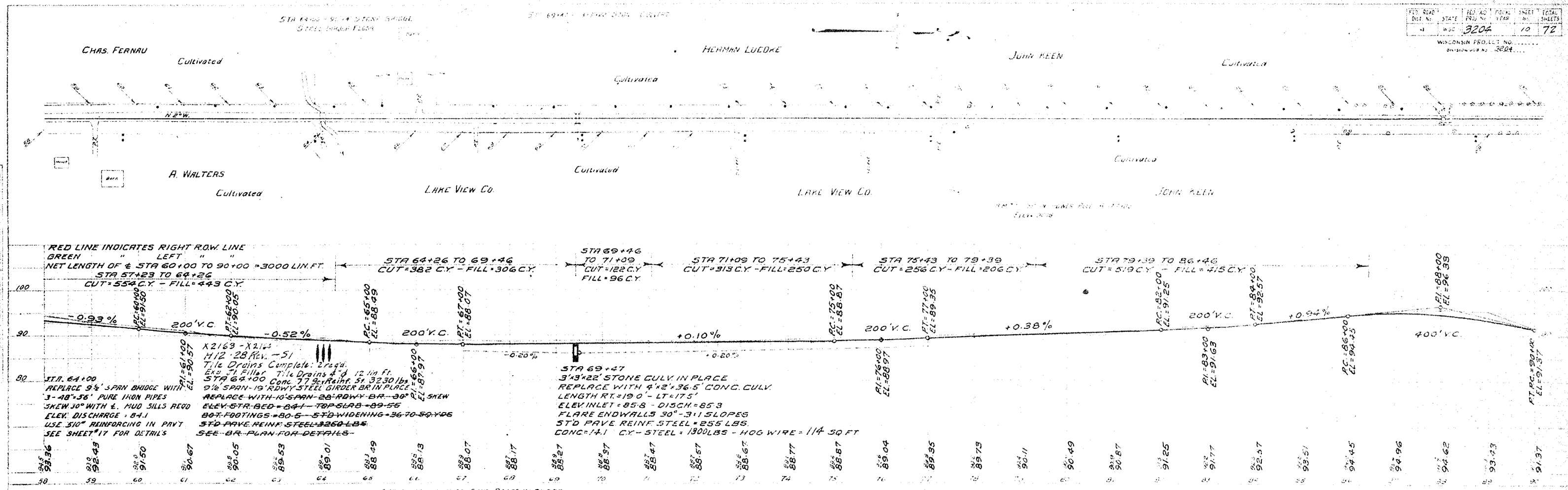
STA 39+31 - 49+73
CUT = 670 C.Y. - FILL = 535 C.Y.

STA 49+73 TO 51+55
CUT = 148 C.Y. FILL = 120 C.Y.

STA 51+55 TO 53+00
CUT = 28 C.Y. FILL = 174 C.Y.

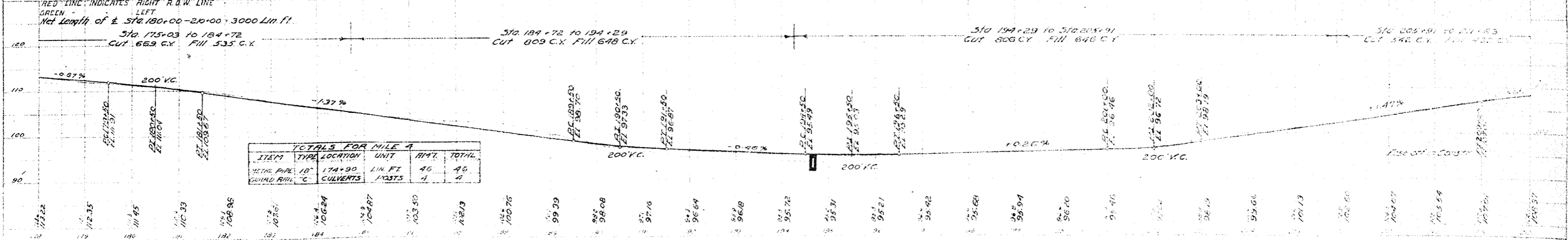
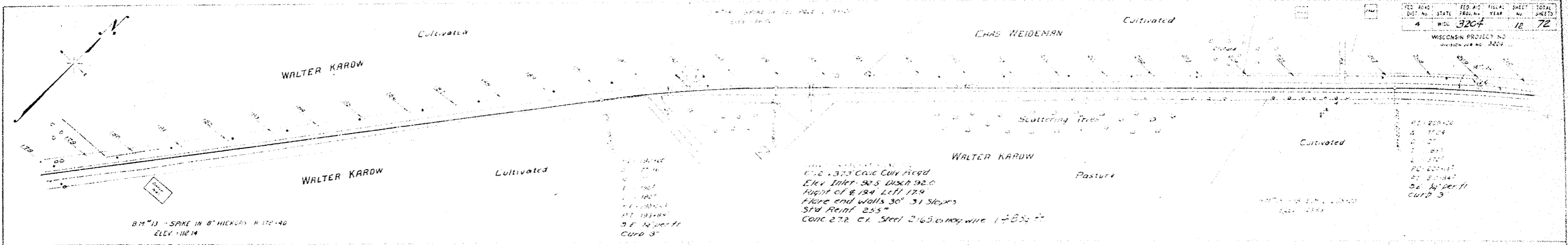
STA 53+00 TO 57+23
CUT = 400 C.Y. - FILL = 169 C.Y.

PROFILE GRADES
SITE ELEVATIONS
ELEVATIONS OF EXISTING STRUCTURES
ELEVATIONS OF PROPOSED STRUCTURES



PLAN
 PROFILE
 SECTION
 ELEVATION
 STATIONING
 CURVES
 GRADES
 BRIDGES
 CULVERTS
 NOTES

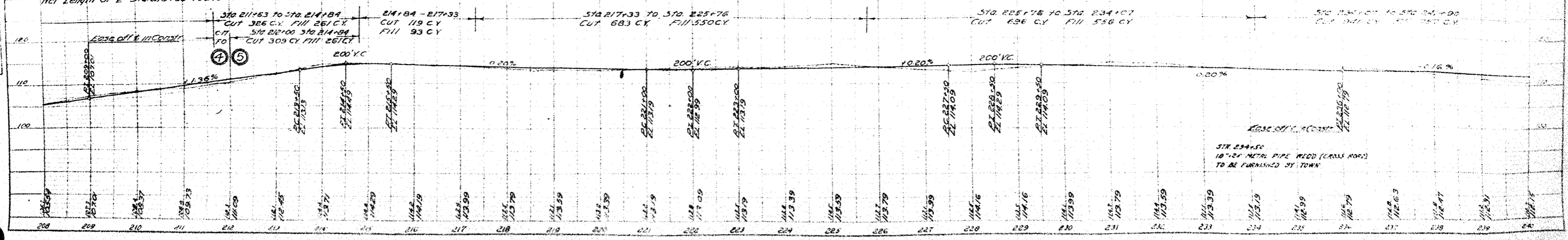
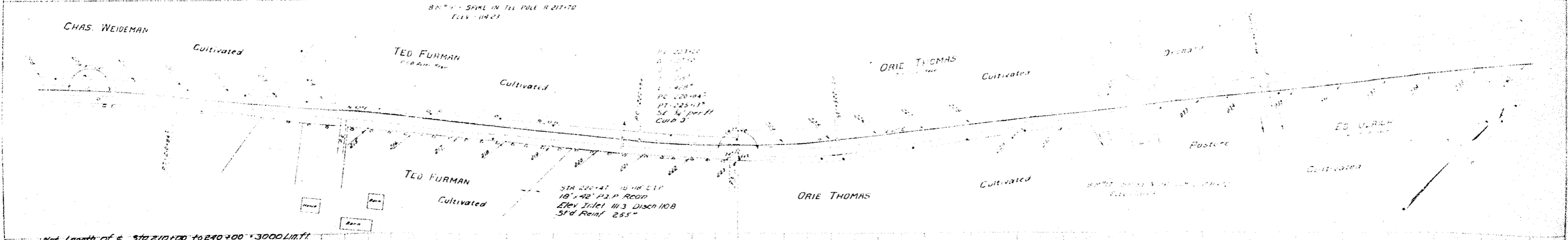
PLAN
 1" = 40'
 NORTH
 DATE: 10/10/71
 DRAWN BY: J. J. WILSON
 CHECKED BY: J. J. WILSON

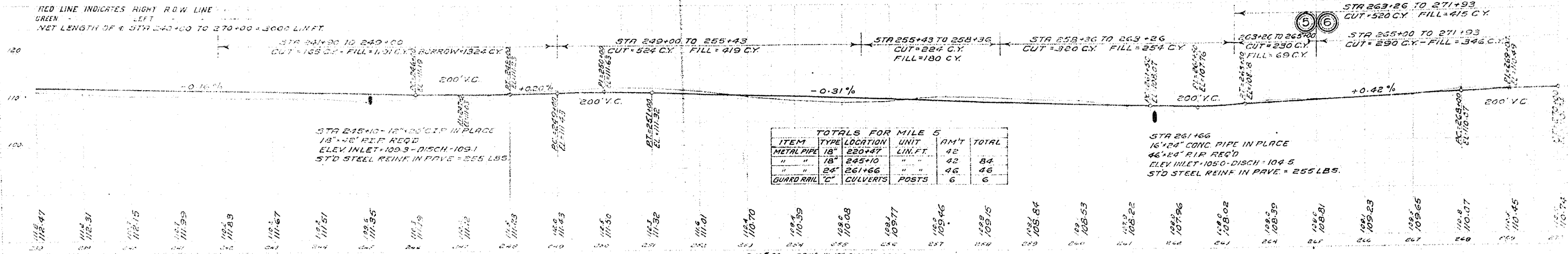
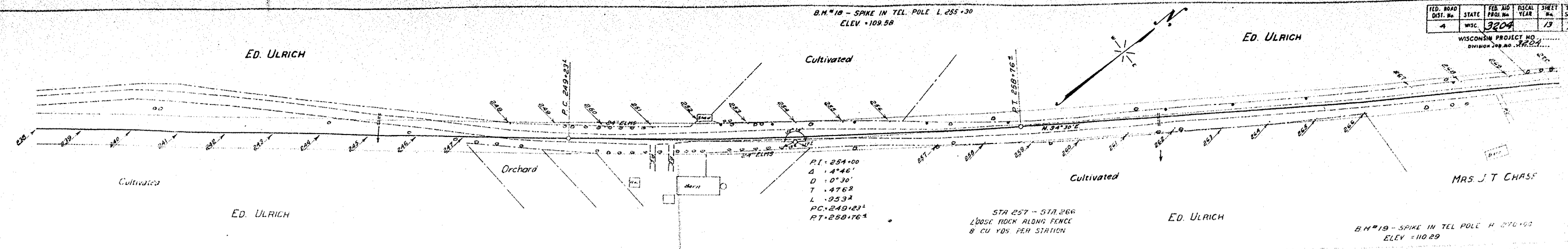


TOTALS FOR MILE 4

ITEM	TYPE	LOCATION	UNIT	AMT.	TOTAL
METAL PIPE	18"	174+90	LIN. FT.	46	46
CURB	3"	174+90	LINEAL FT.	4	4

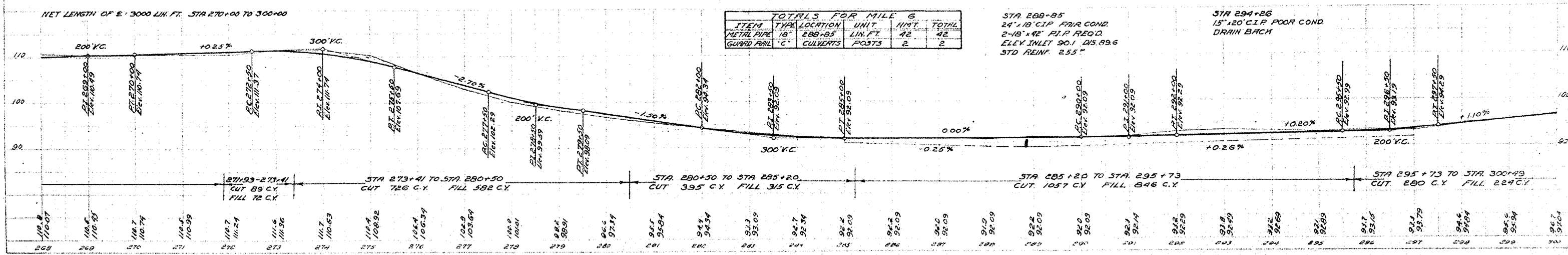
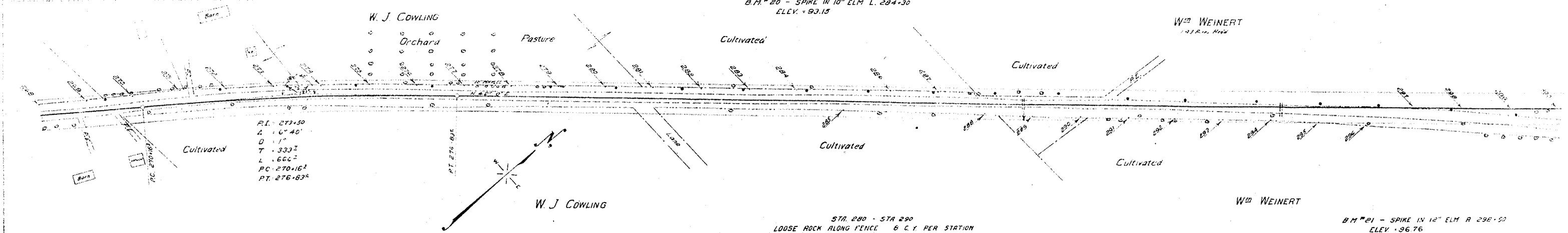
PROFILE
 1" = 40'
 NORTH
 DATE: 10/10/71
 DRAWN BY: J. J. WILSON
 CHECKED BY: J. J. WILSON





TOTALS FOR MILE 5

ITEM	TYPE	LOCATION	UNIT	AM'T	TOTAL
METAL PIPE	18"	220+47	LIN. FT.	42	
"	18"	245+10	"	42	84
"	24"	261+66	"	46	46
GUARD RAIL	C	CULVERTS	POSTS	6	6



TOTALS FOR MILE 6

ITEM	TYPE	LOCATION	UNIT	AM'T	TOTAL
METAL PIPE	18"	288+85	LIN. FT.	42	42
GUARD RAIL	C	CULVERTS	POSTS	2	2

PROFILE

RED LINE INDICATES RIGHT R.O.W. LINE
GREEN LINE LEFT
NET LENGTH OF E. STA 243+00 TO 270+00 = 3000 LIN. FT.

NET LENGTH OF E. 3000 LIN. FT. STA 270+00 TO 300+00

STA 245+10 - 18" CONC. PIPE IN PLACE
18" x 40' R.I.P. REQ'D
ELEV. INLET = 109.3 - DISCH. = 109.1
STD. STEEL REINF. IN PAVE = 255 LBS.

STA 257 - STA 266
LOOSE ROCK ALONG FENCE
8 CU YDS PER STATION

STA 261+66
16" x 24" CONC. PIPE IN PLACE
48" x 24" R.I.P. REQ'D
ELEV. INLET = 105.0 - DISCH. = 104.5
STD. STEEL REINF. IN PAVE = 255 LBS.

STA 280 - STA 290
LOOSE ROCK ALONG FENCE
8 C.Y. PER STATION

STA 288+85
24" x 18" C.I.P. PAIR COND.
2-18" x 42" R.I.P. REQ'D
ELEV. INLET 90.1 DISCH. 89.6
STD. REINF. 255"

STA 294+26
15" x 20" C.I.P. POOR COND.
DRAIN BACK

STATIONING FROM STA 316+00 TO STA 317+00
 STONE WALL ALONG LEFT SIDE
 12' HIGH, 3' WIDE
 10' C.C. & 2' BENCH ROOM

PT. 316+00
 0 29.10
 1 26.15
 2 23.20
 3 20.25
 4 17.30
 5 14.35
 6 11.40
 7 8.45
 8 5.50
 9 2.55
 10 0.00

ANDREW YOST

GROVER COWLING

Cultivated

GROVER COWLING

Cultivated

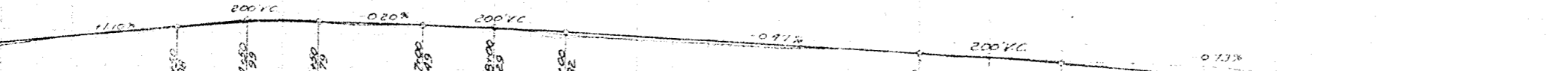
LLOYD BRAINER

B.M. #22 - SPIKE IN 16' ELM. R. 317+20
 ELEV. 98.74

B.M. #21 - SPIKE IN 12' ELM. R. 299+50
 ELEV. 96.76

RED LINE INDICATES RIGHT R.O.W. LINE
 GREEN LINE LEFT
 NET LENGTH OF E. 3000 FT. STA. 300+00 - STA. 330+00

DITCH GRADES			
STA.	ELEV.	STA.	ELEV.
285	91.0	290	90.25
286	90.75	291	90.50
287	90.50	292	90.75
288	90.25	293	91.00
289	90.00	294	91.25



STA. 300+45 TO STA. 305+74
 CUT 330 CY. FILL 263 CY

STA. 305+79 TO STA. 309+28
 CUT 348 CY. FILL 276 CY

STA. 309+28 TO STA. 317+34
 CUT 652 CY. FILL 528 CY

6 7

STA. 318+00 TO STA. 321+00
 CUT 339 CY. FILL 860 CY

STA. 317+34 TO STA. 327+97
 CUT 1087 CY. FILL 889 CY

B.M. #24 - SPIKE IN 16' ASH L. 341+02
 ELEV. 95.93

STA. 344+10 - STA. 348+00
 HIGHWAYS AND ELM. ALONG FENCE

GROVER COWLING

Cultivated

Cultivated

CHAS. PAYNE

Cultivated

GROVER COWLING

Cultivated

GEORGE COWLING

Cultivated

Field

GEORGE CROOKS

Cultivated

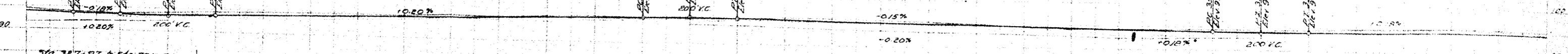
CHAS. PAYNE

NET LENGTH OF E. 3000 FT. STA. 330+00 - 360+00

DITCH GRADES							
STA.	ELEV.	STA.	ELEV.	STA.	ELEV.	STA.	ELEV.
321	92.7	327	91.5	343	93.9	349	92.7
322	92.5	328	91.7	344	93.7	350	92.5
323	92.3	329	91.9	345	93.5	351	92.3
324	92.1	330	92.1	346	93.3	352	92.1
325	91.9	331	92.3	347	93.1	353	91.9
326	91.7	332	92.5	348	92.9	354	91.7

TOTALS FOR MILL T					
ITEM	TYPE	LOCATION	UNIT	AMT	TOTAL
METAL PIPE	18"	331+35	LINE FT	42	42
GUARD RAIL	6"	CULVERTS	POSTS	4	4

STA. 351+00
 18" x 20" CIP. Box Culvert
 18" x 42" FIP Road
 Elev. 116.1' 22.3' Ditch 318
 Std. Reinf. 253"



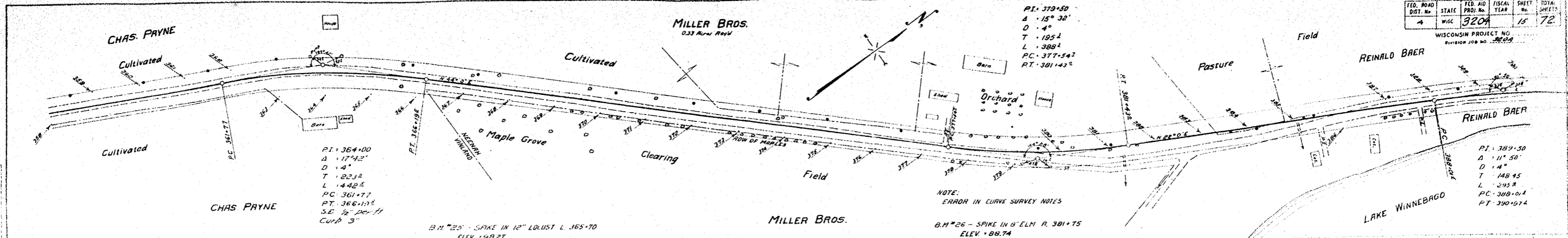
STA. 327+07 TO STA. 331+57
 CUT 361 CY. FILL 291 CY

STA. 331+57 TO STA. 341+46
 CUT 720 CY. FILL 603 CY

STA. 341+46 TO STA. 346+35
 CUT 413 CY. FILL 333 CY

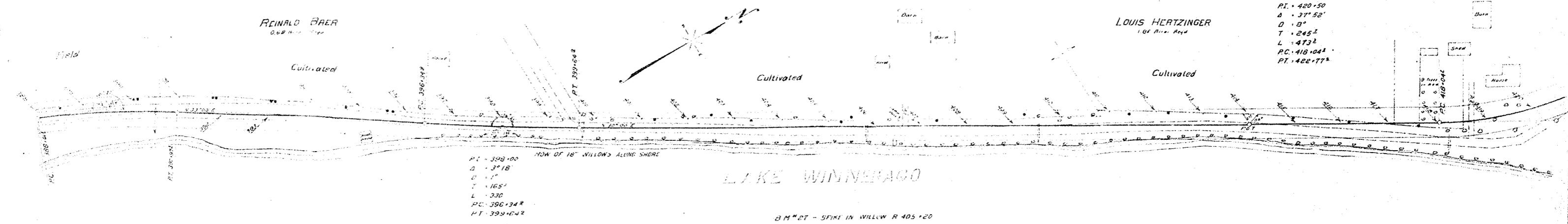
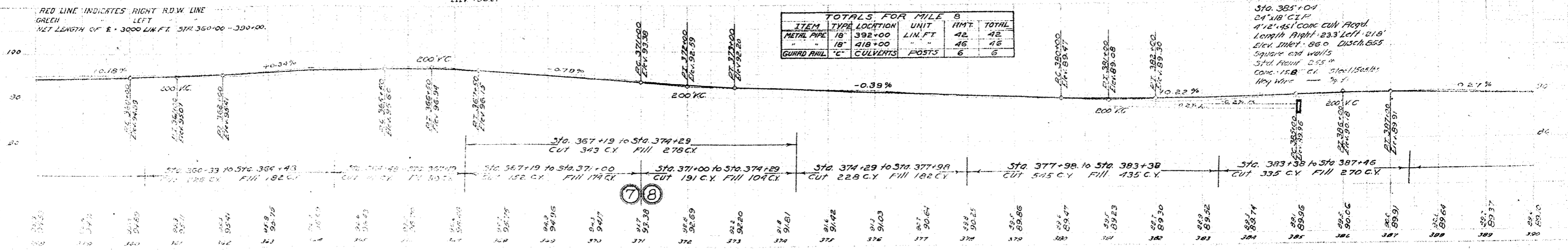
STA. 346+35 TO STA. 350+22
 CUT 341 CY. FILL 272 CY

STA. 350+22 TO STA. 360+33
 CUT 837 CY. FILL 670 CY



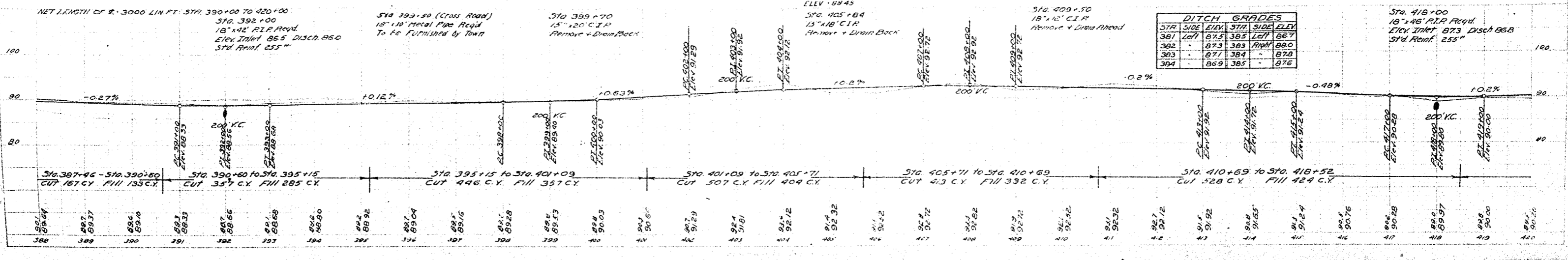
TOTALS FOR MILE 8

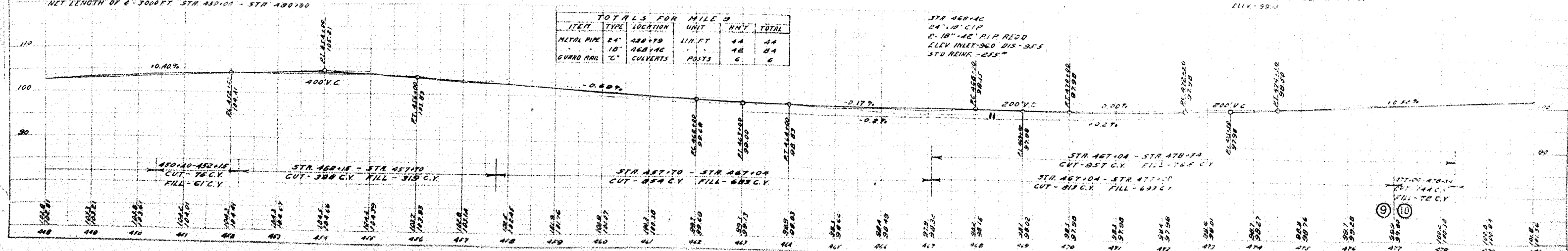
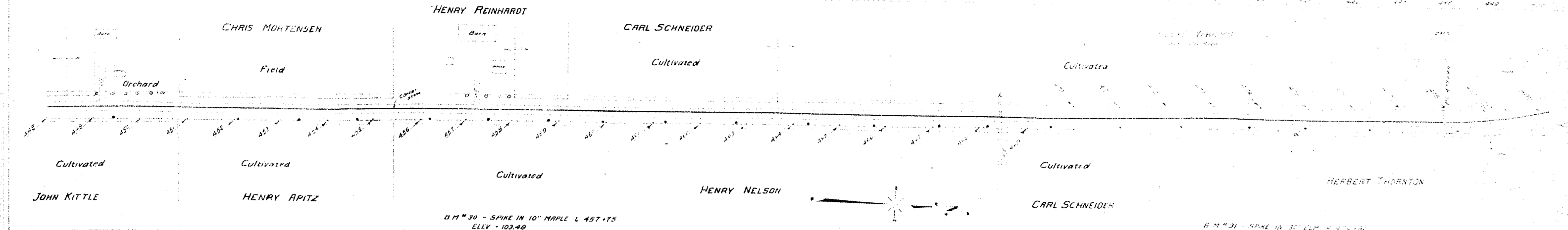
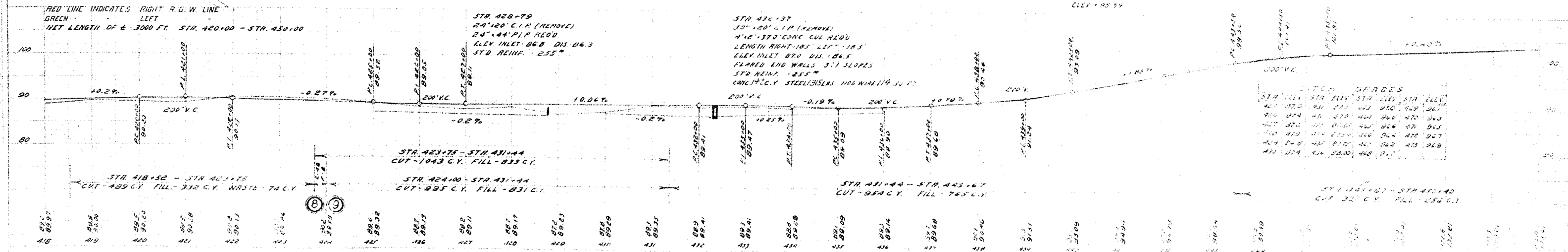
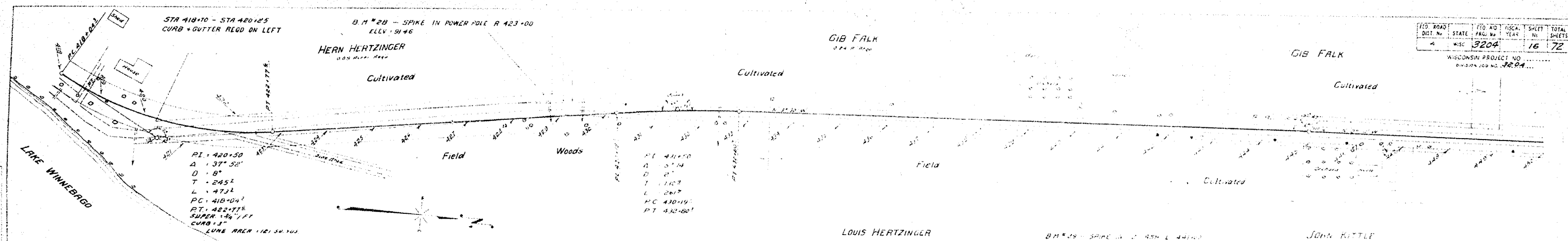
ITEM	TYPE	LOCATION	UNIT	AMT.	TOTAL
METAL PIPE	18"	392+00	LIN. FT.	42	42
"	18"	418+00	"	46	46
GUARD RAIL	"C"	CULVERTS	POSTS	6	6



DITCH GRADES

STA	SIDE	ELEV	STA	SIDE	ELEV
381	Left	87.3	385	Left	86.7
382	"	87.3	383	Right	88.0
383	"	87.1	384	"	87.8
384	"	86.9	385	"	87.6





PLAN
DATE: 10/15/50
BY: [illegible]

PROFILE
DATE: 10/15/50
BY: [illegible]

PI. 480+50
Δ = 30°00'
D = 6"
T = 255.2'
L = 500'
PC = 477+94'
PT = 482+94'
SUPER = 1/2" FT.
CURB = 3"

PI. 487+73
Δ = 29°52'
D = 6"
T = 254.2'
L = 497.2'
PC = 485+10'
PT = 490+16'
SUPER = 1/2" FT.
CURB = 3"

TOTALS FOR MILE 10

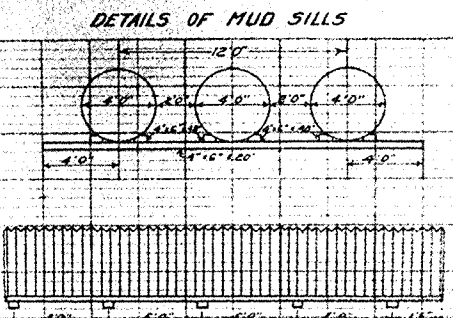
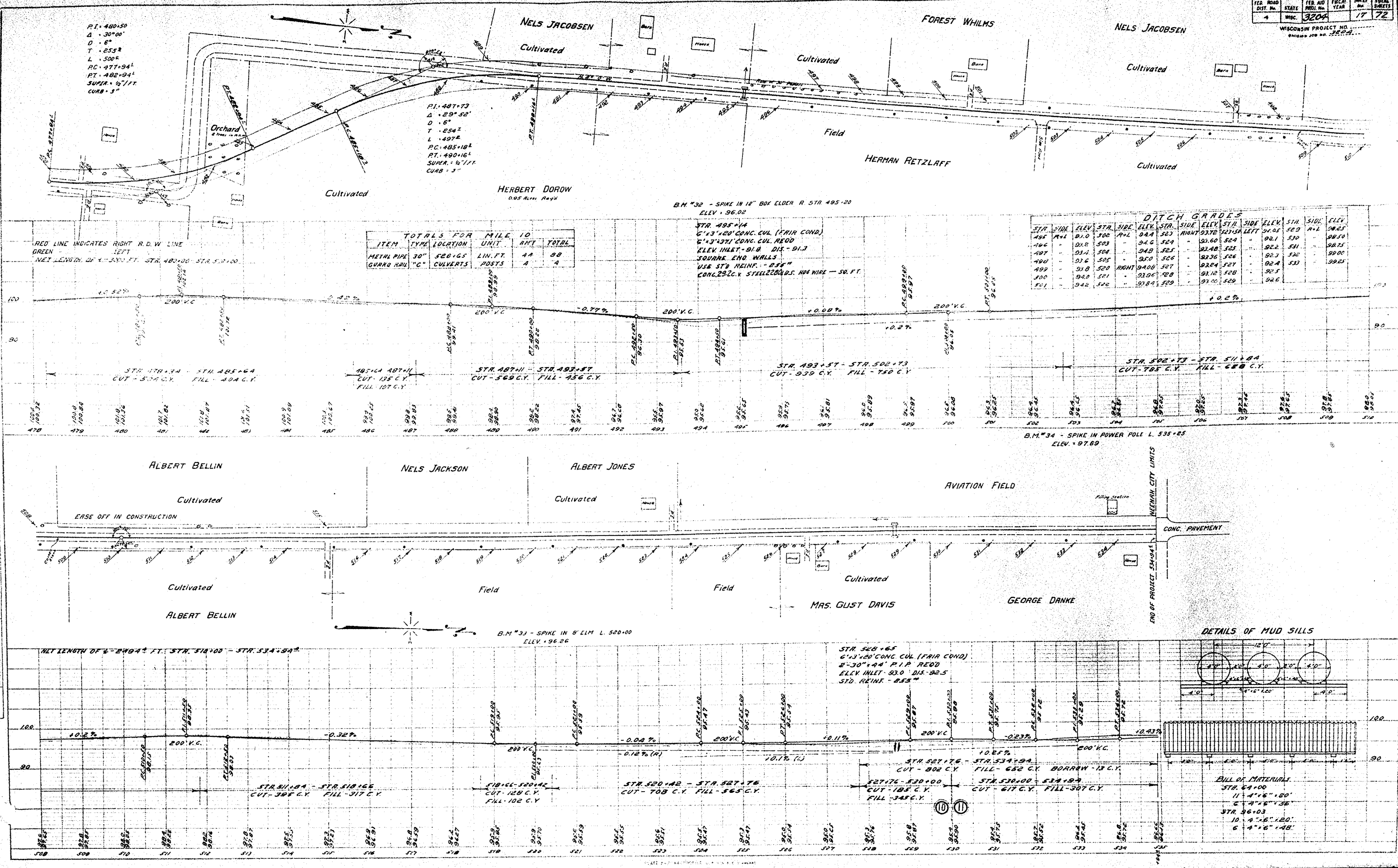
ITEM	TYPE	LOCATION	UNIT	AMT	TOTAL
METAL PIPE	30"	520+65	LIN. FT.	44	88
GUANO BRIL	"C"	CULVERTS	POSTS	4	4

DITCH GRADES

STA.	SIDE	ELEV.	STA.	SIDE	ELEV.	STA.	SIDE	ELEV.	STA.	SIDE	ELEV.
495	A+L	91.0	500	A+L	91.0	505	A+L	91.0	510	A+L	91.0
496	"	91.0	503	"	91.0	508	"	91.0	513	"	91.0
497	"	91.0	504	"	91.0	509	"	91.0	514	"	91.0
498	"	91.0	505	"	91.0	510	"	91.0	515	"	91.0
499	"	91.0	506	"	91.0	511	"	91.0	516	"	91.0
500	"	91.0	507	"	91.0	512	"	91.0	517	"	91.0
501	"	91.0	508	"	91.0	513	"	91.0	518	"	91.0

PLAN DATE: 10/1/22
BY: J.E.S.
CHECKED: J.E.S.
APPROVED: J.E.S.

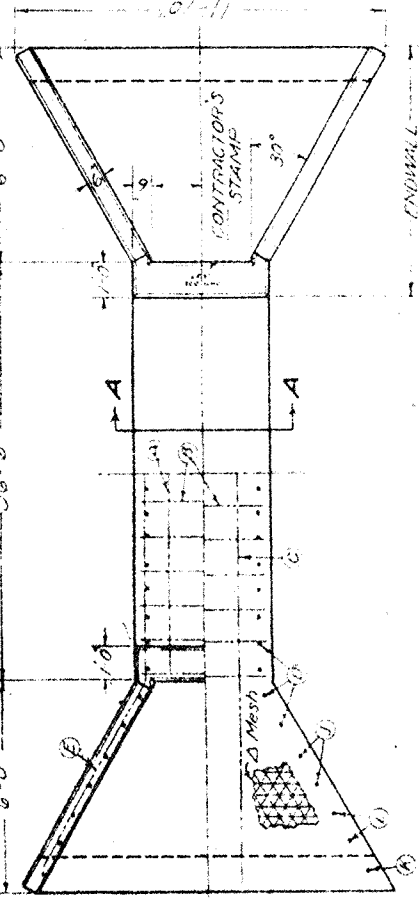
PROFILE DATE: 10/1/22
BY: J.E.S.
CHECKED: J.E.S.
APPROVED: J.E.S.



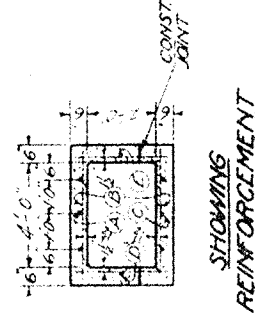
BILL OF MATERIALS

STA. 54+00	11' 4" x 6" x 180'
STA. 54+03	6' 4" x 6" x 156'
STA. 56+03	10' 4" x 6" x 180'
	6' 4" x 6" x 148'

PLAN TOP REINFORCEMENT & PLAN FINISHED CULVERT



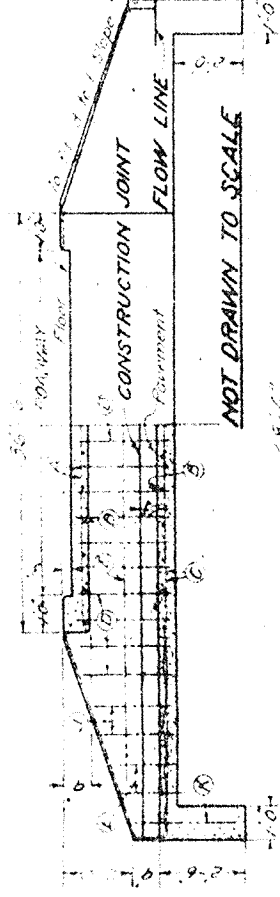
SECTION A-A



SHOWING REINFORCEMENT

PLAN BOTTOM REINFORCEMENT

MAXIMUM FILL = 10 FEET



TRANSVERSE SECTION ON Φ & SIDE ELEVATION

GENERAL NOTES
 All concrete shall be Class A-1-2.4 proportions. Slope barrel 1/4 inch per foot toward discharge end unless otherwise specified. Bottom to be poured monolithic to construction joint. Bavel all exposed edges with a triangular strip from a 1/2" x 1/2" piece. Depth of cut-off wall to vary with soil conditions. All bar reinforcement shall be square deformed mechanical joint bars properly supported with approved metallic bar spacers. Bars shall lap 40 diameters where piece.

END ELEVATION

Reinforced and shall be securely wired with #6 wire. Triangular wire mesh, #32 A.S.&W. or heavier shall be used in pavement between wings. Standard specifications of the Wisconsin Highway Commission.

USE THIS COLUMN ONLY

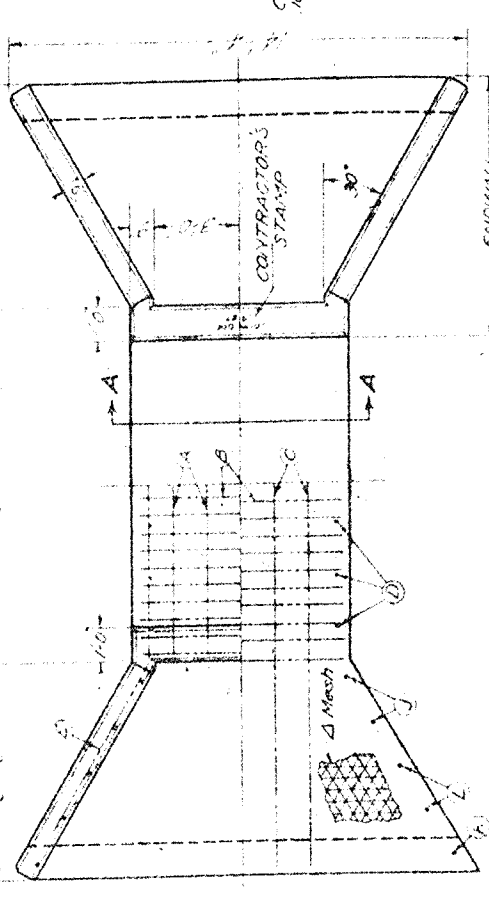
Span Height	3x1 1/2	3x2	4x1 1/2	4x2
Number	3	3	4	4
Length	1-0	1-0	1-0	1-0
Spacing	3-9	3-9	4-9	4-9
Number	0-7	0-7	0-5	0-5
Length	3	3	4	4
Spacing	1-0	1-0	1-0	1-0
Number	2	2	2	2
Length	0-9	1-0	0-9	1-0
Spacing	1-0	1-0	1-0	1-0
Number	2-3	2-9	2-3	2-9
Length	1-0	1-0	1-0	1-0
Spacing	2	2	2	2
Length	1-0	1-0	1-0	1-0
Number	4	4	4	4
Length	3-3	3-0	3-3	3-0
Spacing	1-0	1-0	1-0	1-0
Number	0	1-6	0	1-6
Length	1-0	1-0	1-0	1-0
Spacing	9-2	10-10	10-2	11-10
On 185 Cone				14-1
On 185 Cone	204	222	241	259
On 185 Cone	175	233	195	256
On 185 Cone				1300
On 185 Cone	2150	2235	3175	3252
On 185 Cone	34	50	38	57

STANDARD DESIGN
 CONCRETE BOX CULVERT
 FLARED ENDWALLS FILL SLOPE STA. 69+7
 SIZE 4' X 2' X 36" STA. 69+7
 WISCONSIN HIGHWAY COMMISSION

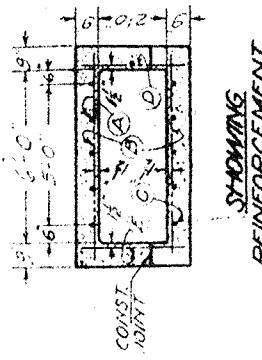
Correct: J. Connel
 Approved: J. Connel
 Approved: J. Connel

9/1/27 B-FL-31

PLAN TOP REINFORCEMENT & PLAN FINISHED CULVERT



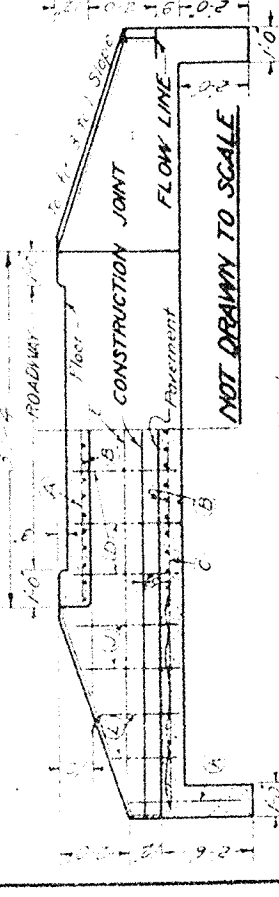
SECTION A-A



SHOWING REINFORCEMENT

PLAN BOTTOM REINFORCEMENT

MAXIMUM FILL = 10 FEET



TRANSVERSE SECTION ON Φ & SIDE ELEVATION

GENERAL NOTES
 All concrete shall be Class A-1-2.4 proportions. Slope barrel 1/4 inch per foot toward discharge end unless otherwise specified. Bottom to be poured monolithic to construction joint. Bavel all exposed edges with a triangular strip from a 1/2" x 1/2" piece. Depth of cut-off wall to vary with soil conditions. All bar reinforcement shall be square deformed mechanical joint bars properly supported with approved metallic bar spacers. Bars shall lap 40 diameters where piece.

END ELEVATION

Reinforced and shall be securely wired with #6 wire. Triangular wire mesh, #32 A.S.&W. or heavier to be used in pavement between wings. Standard specifications of the Wisconsin Highway Commission.

USE THIS COLUMN ONLY

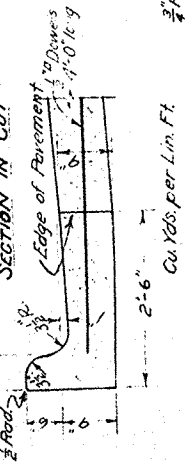
Span Height	3x1 1/2	3x2	4x1 1/2	4x2
Number	5	5	6	6
Length	1-0	1-0	1-0	1-0
Spacing	6-1	7-3	7-3	7-3
Number	5	5	6	6
Length	1-0	1-0	1-0	1-0
Spacing	1-0	1-0	1-0	1-0
Number	2-7	3-1	2-9	3-3
Length	1-0	1-0	1-0	1-0
Spacing	2	2	2	2
Length	0-9	1-0	0-9	1-0
Spacing	1-0	1-0	1-0	1-0
Number	8	8	8	8
Length	2-1	2-7	2-3	2-9
Spacing	1-0	1-0	1-0	1-0
Number	4	4	4	4
Length	3-7	3-7	3-9	3-9
Spacing	1-0	1-0	1-0	1-0
Number	0	8	0	8
Length	1-0	1-0	1-0	1-0
Spacing	7	8	9	9
On 185 Cone	W	11-6	13-2	12-8
On 185 Cone				272
On 185 Cone		397	412	500
On 185 Cone		271	356	328
On 185 Cone				428
On 185 Cone				2165
On 185 Cone		3942	4027	5355
On 185 Cone		45	66	61
On 185 Cone				74

STANDARD DESIGN
 CONCRETE BOX CULVERT
 FLARED ENDWALLS FILL SLOPE STA. 194+67
 SIZE 6' X 2' X 36" STA. 194+67
 WISCONSIN HIGHWAY COMMISSION

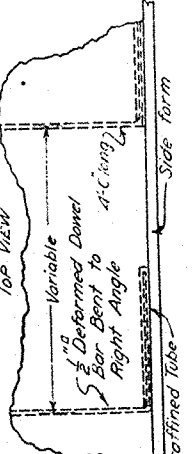
Correct: J. Connel
 Approved: J. Connel
 Approved: J. Connel

9/1/27 B-FL-31

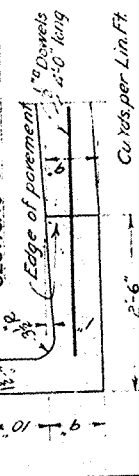
CURB FOR SECTION IN CUT



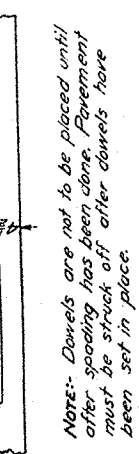
SKETCH SHOWING PLACEMENT OF DOWEL BARS



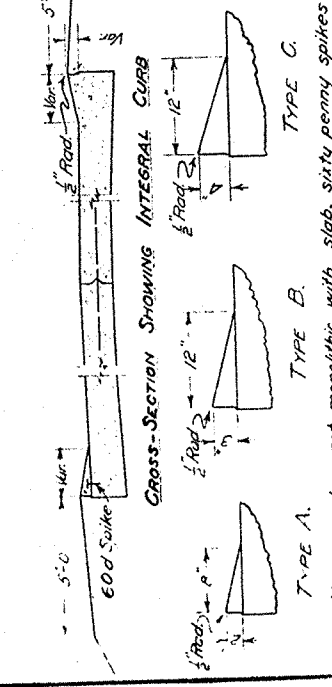
CURB FOR HIGH FILLS



STANDARD CURB AND GUTTER DETAILS



CROSS-SECTION SHOWING INTEGRAL CURB



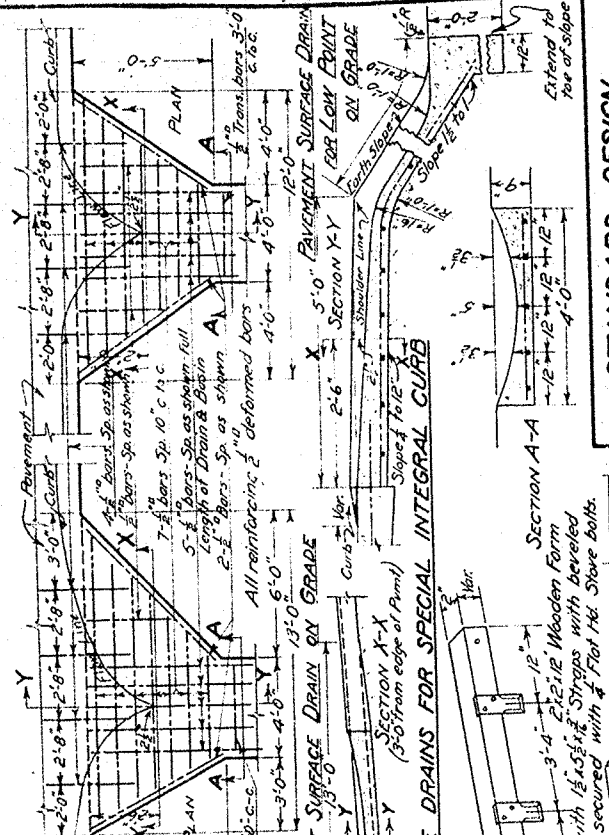
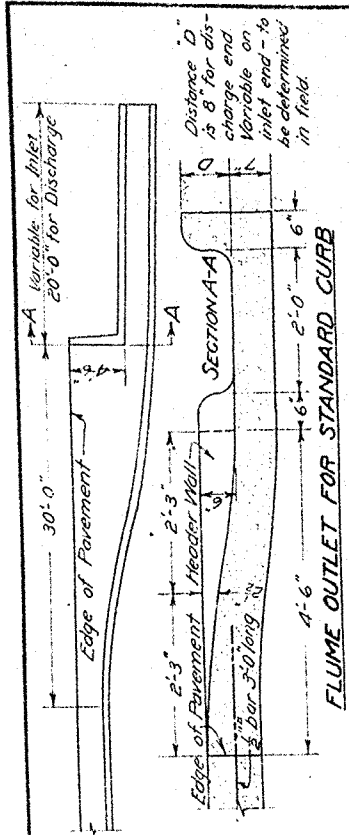
Where curb is not monolithic with slab, sixty penny spikes are to be inserted 1 foot apart and 2" from outside edge of pavement and to project up not to exceed 1" above pavement with curb of this type must be cured with calcium chloride. Do not edge pavement where curb is to be constructed. When forms are removed a triangular strip of felt is to be inserted in joint of curb directly above joint in pavement and tip end of strip is to be lashed into expansion joint between slabs in order to hold it in place.

Quantities - Both Sides.

Size of Curb Area	Concrete	Rebar
2'-6" x 16'-0"	1.3	1.3
3'-0" x 16'-0"	1.6	1.6
4'-0" x 16'-0"	2.1	2.1

SPECIAL INTEGRAL CURB DETAILS

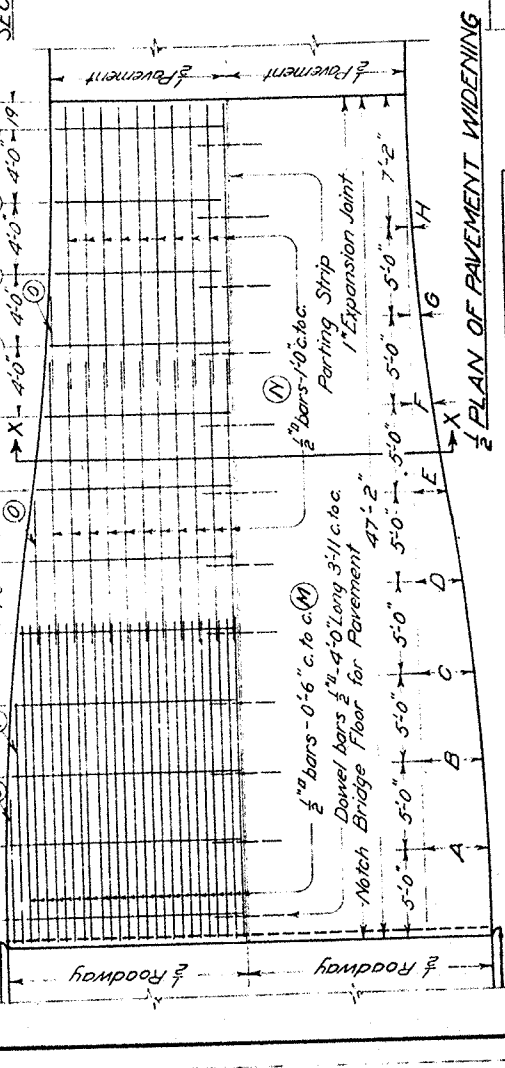
C - 38



STANDARD DESIGN CONCRETE CURB & GUTTER STANDARD & INTEGRAL TYPE
 WISCONSIN HIGHWAY COMMISSION
 Corrected: *A. Spang*
 Approved: *W. J. ...*
 Approved: *H. J. ...*

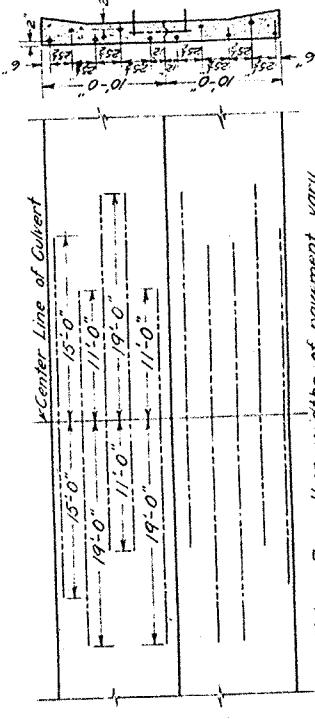
FORMING DETAILS FOR SPECIAL INTEGRAL CURB
 CURB FORM IN PLACE ON TOP OF ROAD FORM
 FORMING DETAILS FOR SPECIAL INTEGRAL CURB
 Form to be made provision for placing left expansion joint (to conform to section of curb) opposite joints in pavement slabs.
 Steel plate to be bolted to end of form to make provision for placing left expansion joint (to conform to section of curb) opposite joints in pavement slabs.

PLAN OF REINFORCEMENT



Bar	No.	Length	Weight
A	2	11'-0"	2
B	2	13'-0"	2
C	2	11'-0"	2
D	2	12'-0"	2
E	2	10'-0"	2
F	2	11'-0"	2
G	2	9'-6"	2
H	2	10'-0"	2
I	2	9'-0"	2
J	2	8'-6"	2
K	2	8'-6"	2
L	2	8'-6"	2
M	42	18'-0"	44
N	36	16'-0"	38
O	6	6'-6"	7
P	2	15'-6"	4

REINFORCING & WIDENING FOR BRIDGE APPROACH



Note: For other widths of pavement vary the 25# spaces. All reinforcement is 1/2 inch square deformed bars 30 long - 10 reyd. Weight of steel 255 lbs.

PAVEMENT REINFORCEMENT OVER CULVERT

C - 39

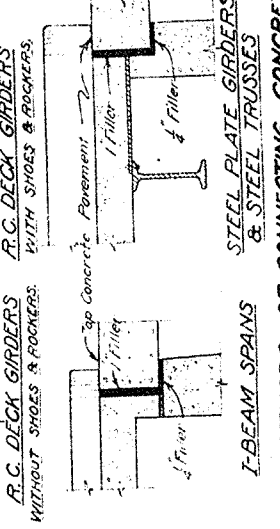
BILL OF REINFORCING FOR ONE END

Bar	No.	Length	Weight
A	2	11'-0"	2
B	2	13'-0"	2
C	2	11'-0"	2
D	2	12'-0"	2
E	2	10'-0"	2
F	2	11'-0"	2
G	2	9'-6"	2
H	2	10'-0"	2
I	2	9'-0"	2
J	2	8'-6"	2
K	2	8'-6"	2
L	2	8'-6"	2
M	42	18'-0"	44
N	36	16'-0"	38
O	6	6'-6"	7
P	2	15'-6"	4

Note: All reinforcement is 1/2 inch square deformed bars. Place longitudinal bars 2" from bottom of slab and transverse bars on top of these. Wire longitudinal and transverse bars securely together to form separate mats on each side of parting strip.

STEEL & ADDITIONAL CONC. FOR ONE END

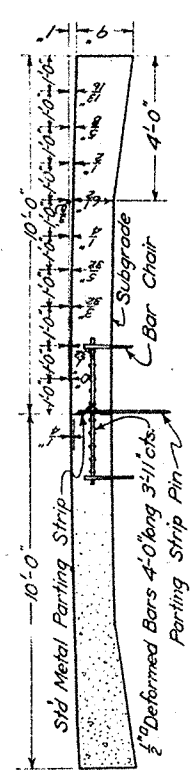
Item	Quantity	Weight
18 Reqd. 24 Reqd.	13.10	13.10
18 Reqd. 23 Reqd.	15.80	23.58
20 Reqd. 24 Reqd.	1500	7.86
20 Reqd. 28 Reqd.	1630	18.35



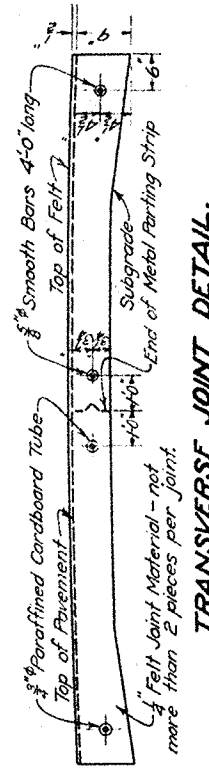
METHODS OF CONNECTING CONCRETE PAVEMENT WITH BRIDGE STRUCTURES.

STANDARD DESIGN PAVEMENT FOR BRIDGE APPROACHES & CULVERTS
 WISCONSIN HIGHWAY COMMISSION
 Corrected: *A. Spang*
 Approved: *W. J. ...*
 Approved: *H. J. ...*

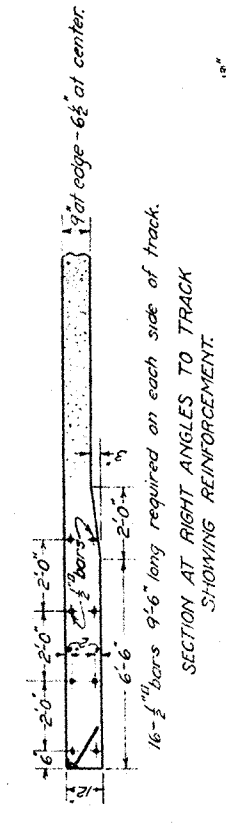
9/1/27



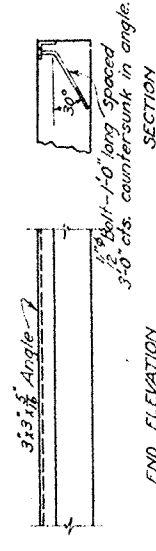
CROSS SECTION OF STD. 20 FT. CONCRETE PAVEMENT.
SECTION AREA = 1168 SQ. FT.
1" Parabolic Crown.



TRANSVERSE JOINT DETAIL.

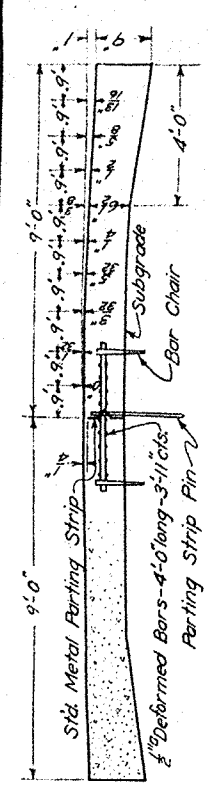


SECTION AT RIGHT ANGLES TO TRACK
SHOWING REINFORCEMENT.

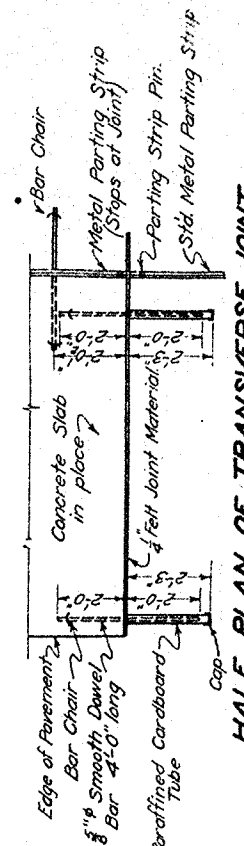


ARMOR PROTECTION AT R.R. CROSSING.

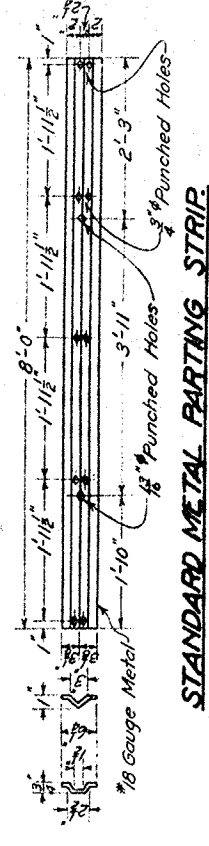
NOTE: Protect ends of pavement at railroad crossings with 3/8 inch angle placed as shown and anchored by 1/2 inch bolts at 3-0 cts. Bolts shall be countersunk in angle flush with surface and shall fit snugly. The crown to be flat and may be worked out in 25 feet.



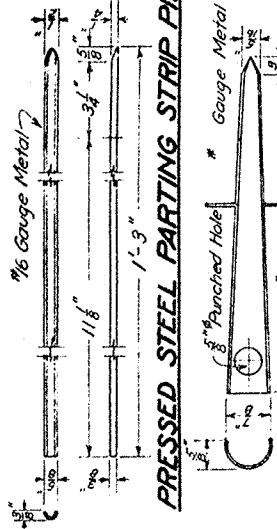
CROSS SECTION OF STD. 18 FT. CONCRETE PAVEMENT.
SECTION AREA = 1060 SQ. FT.
1" Parabolic Crown.



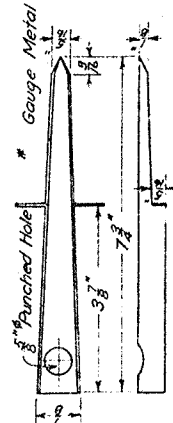
HALF PLAN OF TRANSVERSE JOINT.



STANDARD METAL PARTING STRIP.



PRESSED STEEL PARTING STRIP PIN.

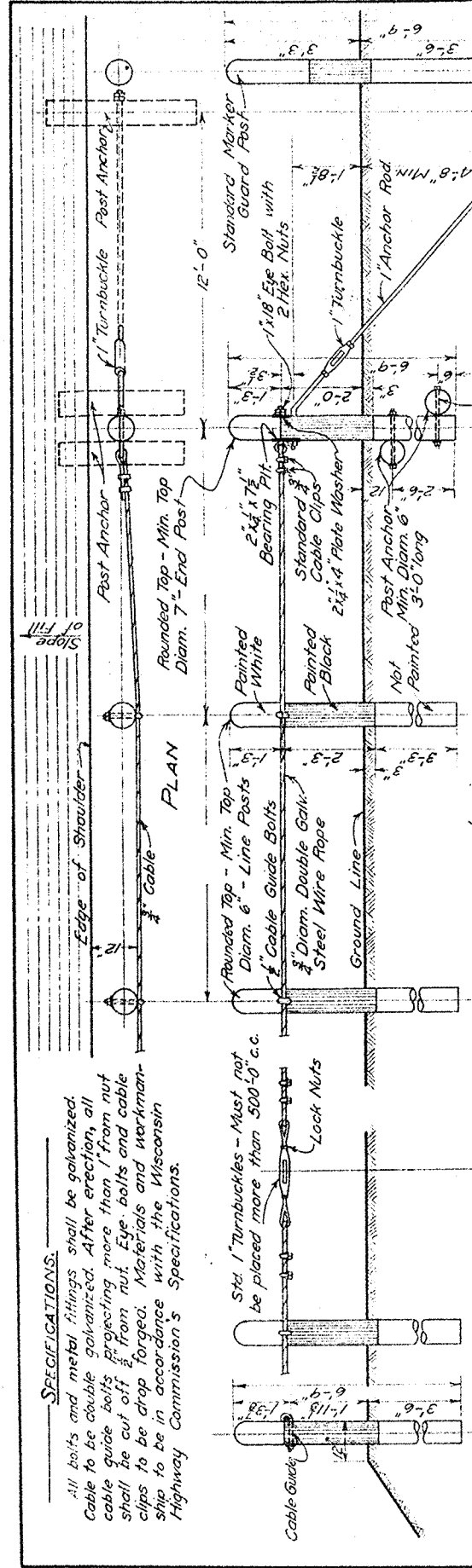


SAMPLE BAR PIN.

APPROVED BAR PINS MUST BE USED.

STANDARD DESIGN AND PAVEMENT JOINT DETAILS.
WISCONSIN HIGHWAY COMMISSION.

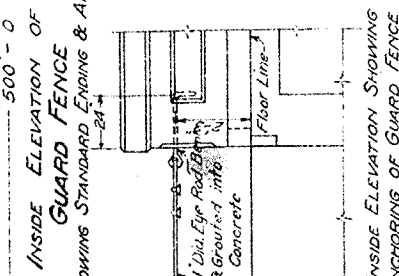
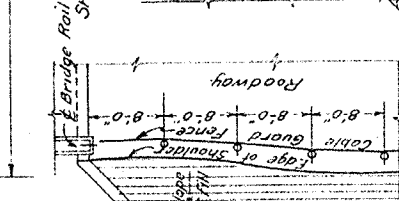
Corrected: F. P. PALAN, AN ENGINEER
Approved: J. J. MURPHY, CHIEF HIGHWAY ENGINEER
Approved: H. J. FUELLING, HIGHWAY ENGINEER



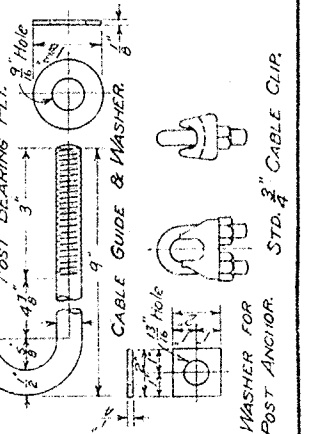
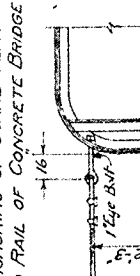
SPECIFICATIONS.
All bolts and metal fittings shall be galvanized. Cable to be double galvanized. After erection, all cable guide bolts projecting more than 1/8 inch from nut shall be cut off from nut. Eye bolts and cable clips to be drop forged. Materials and workmanship to be in accordance with the Wisconsin Highway Commission's Specifications.

SECTION SHOWING SPACING OF CABLE GUIDE BOLTS.

REVERSED CURVE LAYOUT	REVERSED CURVE LAYOUT
0.981x	0.981x
0.825x	0.825x
0.728x	0.728x
0.653x	0.653x
0.590x	0.590x
0.537x	0.537x
0.485x	0.485x
0.432x	0.432x



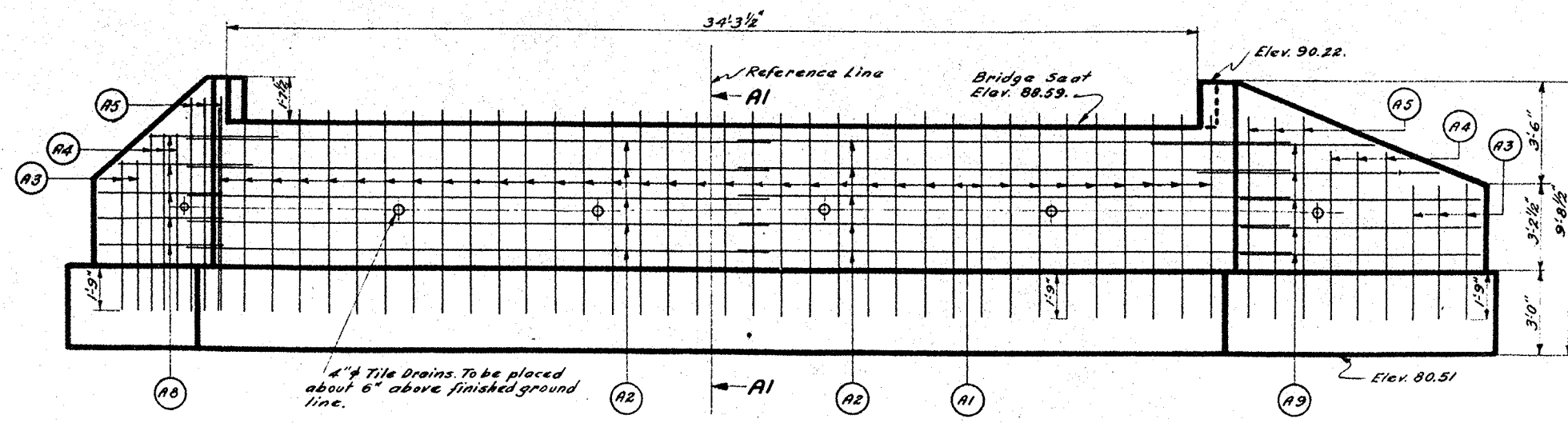
METHOD OF PLACING GUARD FENCE AT BRIDGE APPROACHES.
Distance between fences greater than roadway of bridge.
Distance between fences less than roadway of bridge.



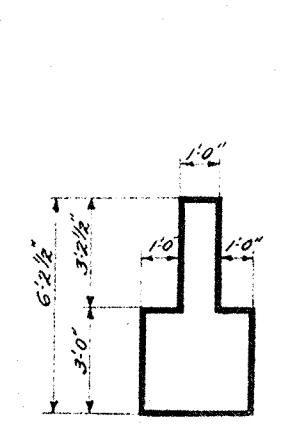
STANDARD DESIGN GUARD FENCE TYPE "E."
WISCONSIN HIGHWAY COMMISSION.

Corrected: F. P. PALAN, AN ENGINEER
Approved: J. J. MURPHY, CHIEF HIGHWAY ENGINEER
Approved: H. J. FUELLING, HIGHWAY ENGINEER

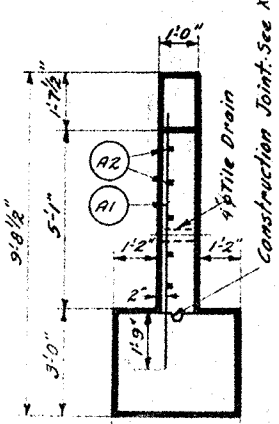
SPECIFICATIONS.
All posts shall be of good sound straight seasoned new cedar, fir, or white oak. Posts shall be round. End posts shall have a min. top diam. of 7 inches, other posts 6 inches. Posts shall have rounded tops, and be shaved to the white from 3 inches below ground line to top. On the right hand side of the section is entered, of each guard fence section of 100 feet or over, a side marker shall be placed as first post. All posts shall anchorage to steel truss or bridge. All posts shall receive 3 coats of paint after erection, colors as shown.



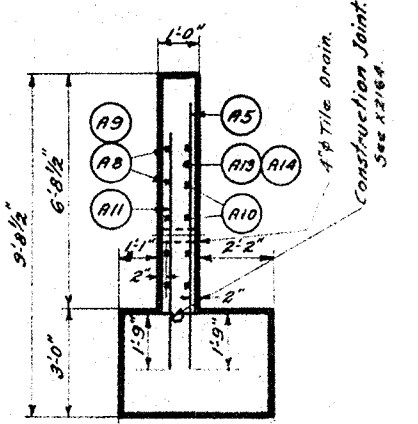
FRONT ELEVATION



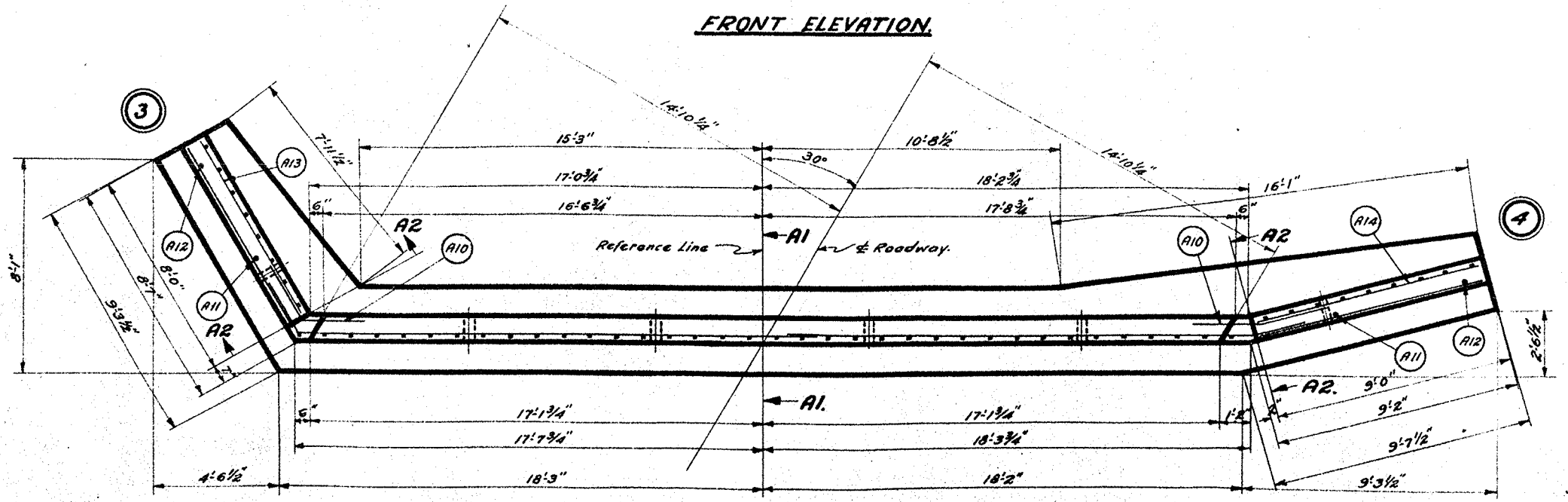
END VIEW OF WINGS



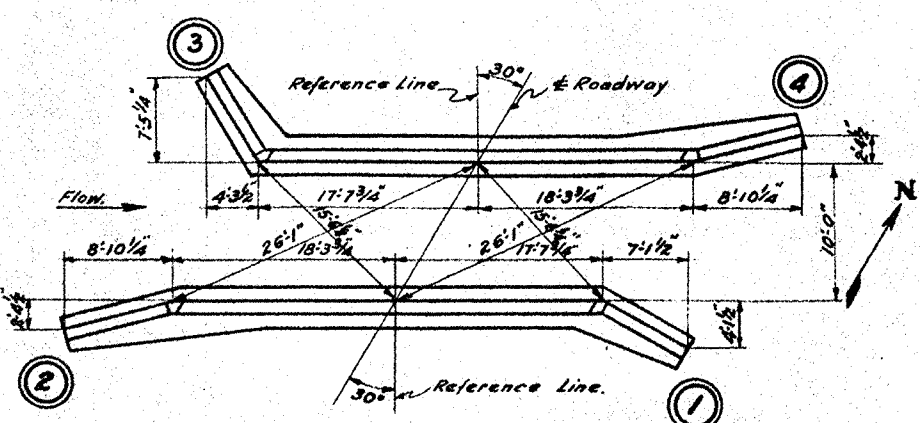
SECTION A1-A1



SECTION A2-A2

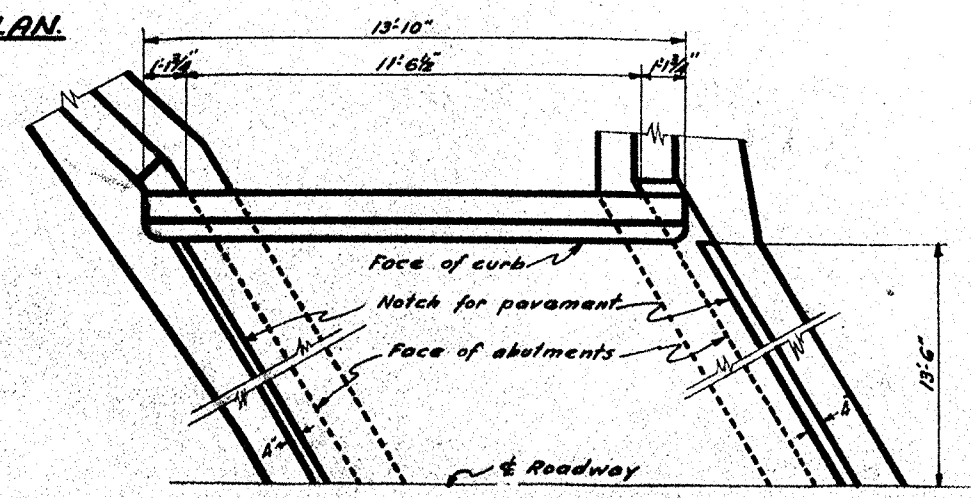


PLAN



LAYOUT DIAGRAM

Showing dimensions to neatwork.



PART PLAN

Showing railing cut-off at right angles to & of roadway.

BILL OF BARS

No.	Mark	Size	Length	Spacing	Location
36	A1	1/2" a	7'-6"	1'-0" cts	Vertical in body (Front face)
10	A2	1/2" a	22'-0"	1'-0" cts	Horizontal in body
5	A3	1/2" a	5'-0"	1'-0" cts	Vertical in wings (Back face)
6	A4	1/2" a	6'-0"	1'-0" cts	Vertical in wings
6	A5	1/2" a	7'-0"	1'-0" cts	Vertical in wings
5	A8	1/2" a	8'-0"	1'-0" cts	Horizontal in wing No. 3 (Front face)
5	A9	1/2" a	9'-0"	1'-0" cts	Horizontal in wing No. 4
10	A10	1/2" a	5'-0"	1'-0" cts	Horizontal in corners (Back face)
2	A11	1/2" a	6'-6"	Shown	Vertical in wings (Front face)
2	A12	1/2" a	5'-0"	Shown	" " " "
1	A13	1/2" a	8'-0"	Shown	Horizontal in wing No. 3 (Back face)
1	A14	1/2" a	9'-0"	Shown	Horizontal in wing No. 4

GENERAL NOTES

Concrete shall be class "A" 1:2:4 proportions.
Bevel exposed edges of concrete 1".
Reinforcement shall be mechanical bond bars of net section equal to the area of bars specified.
For Total Estimated Quantities see Dwg. X 2164.

ESTIMATED QUANTITIES

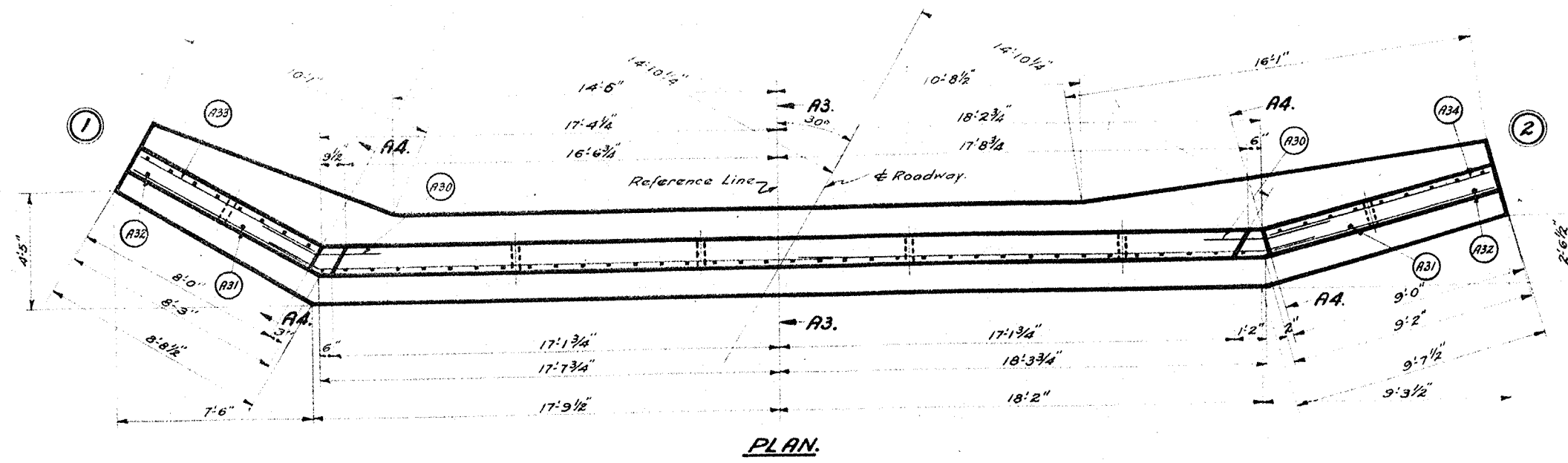
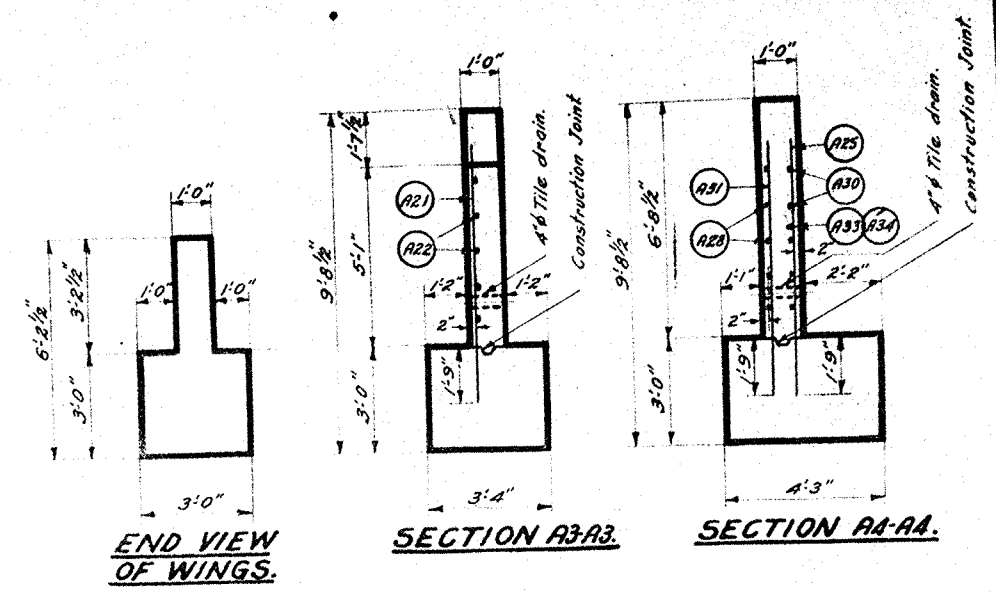
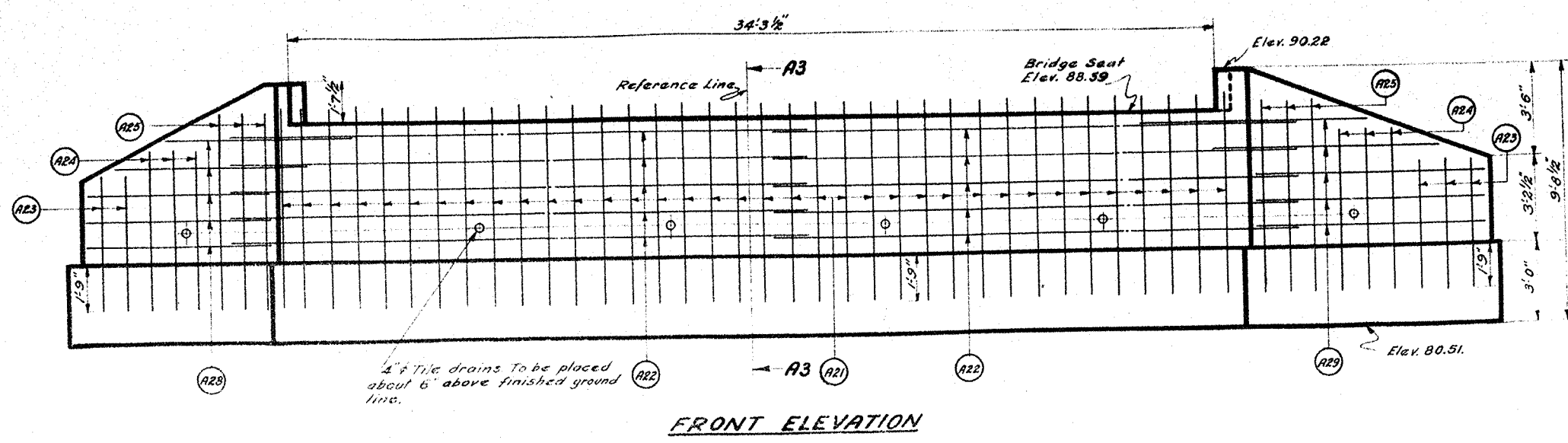
NORTH ABUTMENT ONLY
Concrete: 30.2 Cu. Yds.
Reinforcing Steel: 6.40 #
Tile Drains 4" & 6" lin. ft. req'd.

BRIDGE JOB No. B3029
WISCONSIN HIGHWAY COMMISSION
NORTH ABUTMENT DETAILS
FOR THE
STA. 64+00 BRIDGE.
TOWN OF OSHKOSH - WINNEBAGO CO.

CORRECT: *[Signature]*
BRIDGE ENGINEER

APPROVED: *[Signature]*
DEPUTY STATE HIGHWAY ENGINEER

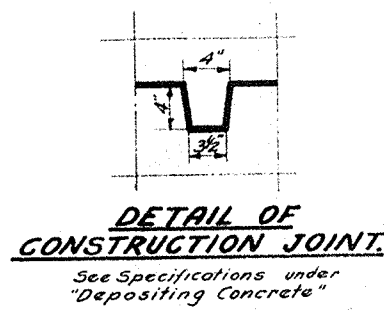
APPROVED: *[Signature]*
STATE HIGHWAY ENGINEER



BILL OF BARS.

No.	Mark	Size	Length	Spacing	Location.
36	A21	1/2" a	7'6"	1'0" cts.	Vertical in body. (Front face).
10	A22	1/2" a	22'0"	1'0" cts.	Horizontal in body. " "
5	A23	1/2" a	5'0"	1'0" cts.	Vertical in wings. (Back face).
6	A24	1/2" a	6'0"	1'0" cts.	Vertical in wings. " "
6	A25	1/2" a	7'0"	1'0" cts.	Vertical in wings. " "
5	A28	1/2" a	8'0"	1'0" cts.	Horizontal in wing No.1. (Front face).
5	A29	1/2" a	3'0"	1'0" cts.	Horizontal in wing No.2. " "
10	A30	1/2" a	5'0"	1'0" cts.	Horizontal in corners. (Back face).
2	A31	1/2" a	6'6"	Shown	Vertical in wings. (Front face).
2	A32	1/2" a	5'0"	Shown	" " " " " "
1	A33	1/2" a	8'0"	Shown	Horizontal in wing No.1. (Back face).
1	A34	1/2" a	9'0"	Shown	Horizontal in wing No.2. " "

GENERAL NOTES.
Concrete shall be class "A" 1:2:4 proportions.
Bevel exposed edges of concrete 1".
Reinforcement shall be mechanical bond bars of net section equal to the area of bars specified.



ESTIMATED QUANTITIES.
SOUTH ABUTMENT ONLY
Concrete: 30.3 cu. yds.
Reinforcing Steel: 3230 #
Tile Drains 4" & 6" in. ft. reqd.

TOTAL ESTIMATED QUANTITIES.
Concrete: 77.9 Cu. Yds.
Reinforcing Steel: 3230 #
Tile Drains 4" & 6" in. ft. reqd.
Expansion Joint Filler: 1/4"
Drains: Complete: 2 reqd.

SUPERSTRUCTURE-ONE SPAN H12-28 REV.&SI.

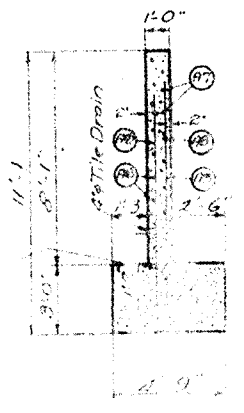
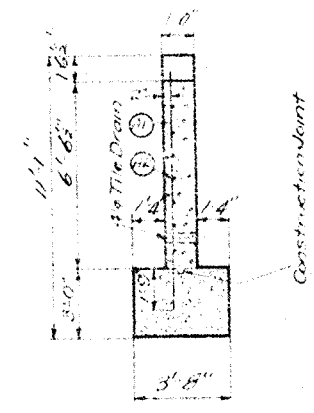
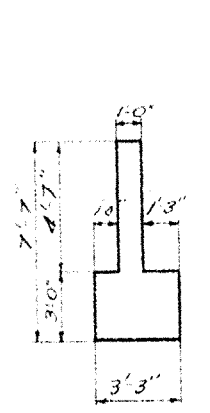
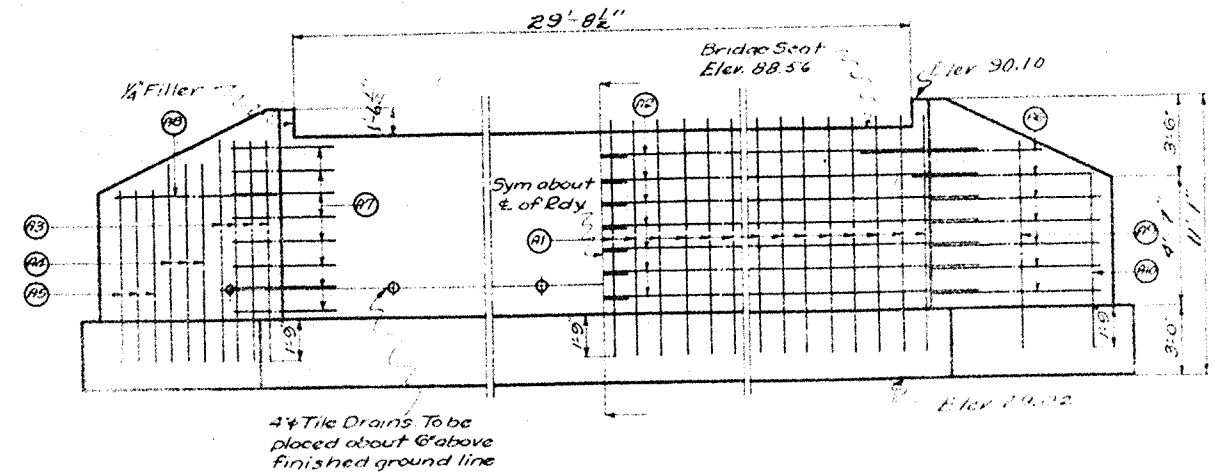
BRIDGE JOB NO. B3029

WISCONSIN HIGHWAY COMMISSION
SOUTH ABUTMENT DETAILS
FOR THE
STA. 64+00 BRIDGE.
TOWN OF OSHKOSH-WINNEBAGO CO.

CORRECT: *C. J. Smith*
BRIDGE ENGINEER

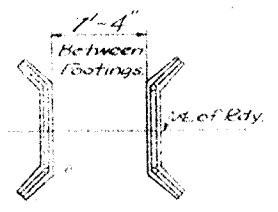
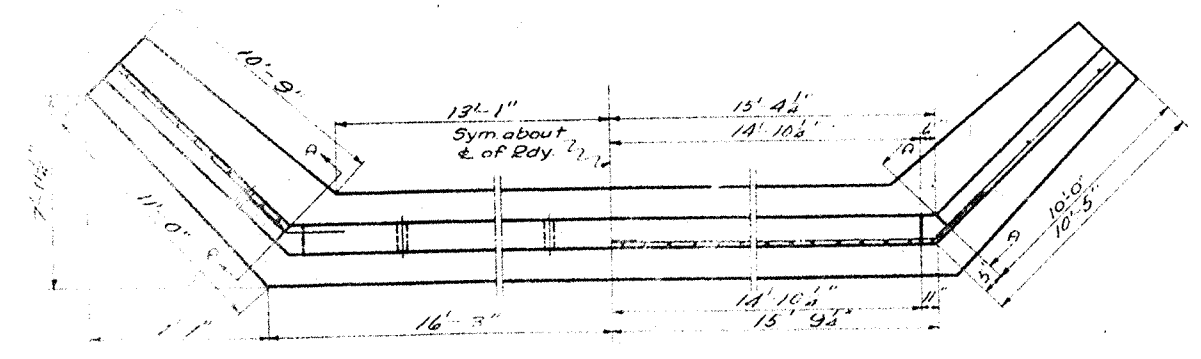
APPROVED: *Carl W. Smith*
DEPUTY STATE HIGHWAY ENGINEER

AT APPROVED:
2-1-72
Checked: *[Signature]*
STATE HIGHWAY ENGINEER



DETAIL OF CONSTRUCTION JOINT

Reinforcing bars under concrete

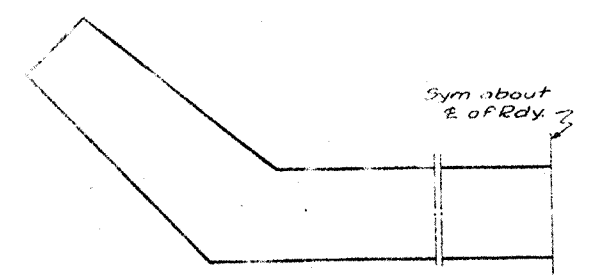


REINFORCEMENT

NO.	SIZE	QTY.	DESCRIPTION
6A	3/4"	8	Top longitudinal bars (front face)
7A	3/4"	9	Bottom longitudinal bars (front face)
8A	3/4"	8	Top longitudinal bars (back face)
9A	3/4"	9	Bottom longitudinal bars (back face)
10A	3/4"	8	Top longitudinal bars (front face)
11A	3/4"	9	Bottom longitudinal bars (front face)
12A	3/4"	8	Top longitudinal bars (back face)
13A	3/4"	9	Bottom longitudinal bars (back face)
14A	3/4"	8	Top longitudinal bars (front face)
15A	3/4"	9	Bottom longitudinal bars (front face)
16A	3/4"	8	Top longitudinal bars (back face)
17A	3/4"	9	Bottom longitudinal bars (back face)
18A	3/4"	8	Top longitudinal bars (front face)
19A	3/4"	9	Bottom longitudinal bars (front face)
20A	3/4"	8	Top longitudinal bars (back face)
21A	3/4"	9	Bottom longitudinal bars (back face)

Showing Footing Dimensions, Drains and Reinforcement in Back Face

Showing Reinforcement Dimensions and Reinforcement in Front Face



GENERAL NOTES.

Concrete shall be class 'A'-1:2:4 proportions.

Bevel exposed edges of concrete.

Reinforcement shall be mechanical bond bars of net section equal to the area of bars specified.

ESTIMATED QUANTITIES

Concrete 681 cu. yds.

Reinforcing Steel 41,900 lbs.

Tile Drains 48' x 12" x 12"

SUPPLEMENTARY ONE SPAN H10-28

BRIDGE NO. 103730

WISCONSIN HIGHWAY COMMISSION

REINFORCED CONCRETE ABUTMENTS

FOR THE

STA. 96+03 BRIDGE.

OWNED BY CHAS. H. WINNEBAGO CO.

DIRECTOR: *C. W. Smith*

BRIDGE ENGINEER

APPROVED: *W. J. ...*

COUNTY STATE HIGHWAY ENGINEER

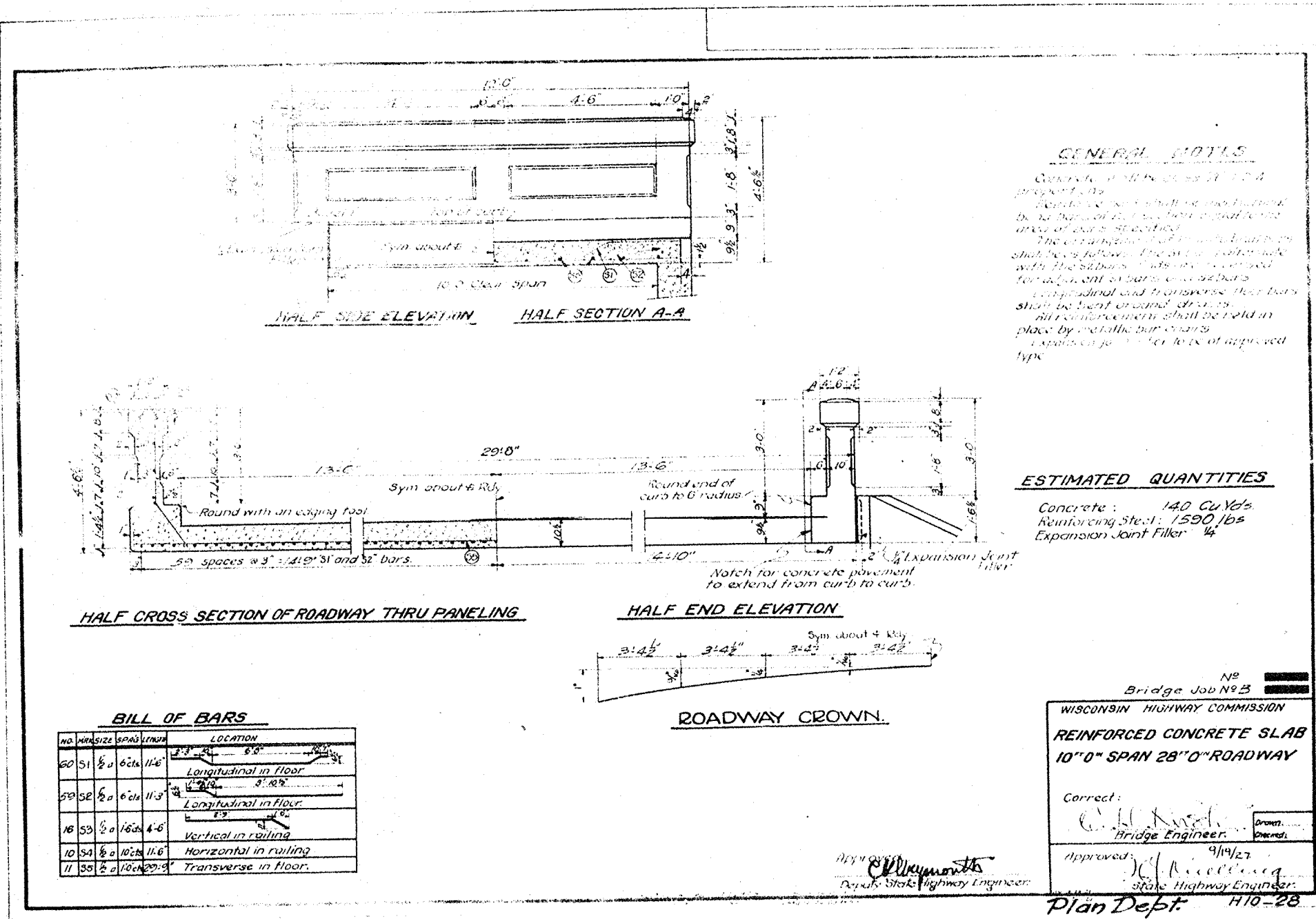
APPROVED: *...*

STATE HIGHWAY ENGINEER

SLAB SPAN ABUTMENTS.

For heights up to and including 12'-0"

Notch out to out of railings + 1/2"



BILL OF BARS

NO.	SIZE	SPACING	LOCATION
60	S1	6' cts	11'-6" Longitudinal in floor
59	S2	6' cts	11'-3" Longitudinal in floor
16	S3	16' cts	4'-6" Vertical in railing
10	S4	10' cts	11'-6" Horizontal in railing
11	S5	10' cts	29'-0" Transverse in floor

GENERAL NOTES

Concrete shall be Class A 3000 psi strength.

Reinforcing steel shall be as indicated by the bars of this drawing and to be of the best quality obtainable from the area of source specified.

The arrangement of reinforcement shall be as follows: The bottom reinforcement with the stirrups shall be placed over the adjacent slab bars and the bars longitudinal and transverse floor bars shall be bent around the curb.

All reinforcement shall be held in place by metallic bar chairs.

Expansion joints shall be of approved type.

ESTIMATED QUANTITIES

Concrete: 140 cu yds
 Reinforcing Steel: 1590 lbs
 Expansion Joint Filler: 1/4"

No. [redacted]
 Bridge Job No. 23 [redacted]

WISCONSIN HIGHWAY COMMISSION

REINFORCED CONCRETE SLAB
10'-0" SPAN 28'-0" ROADWAY

Correct: [Signature]
 Bridge Engineer

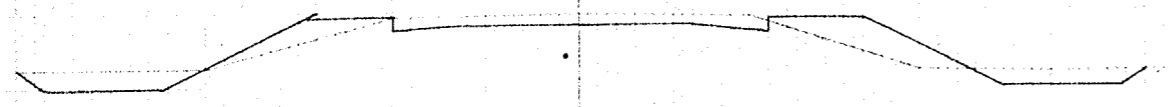
Approved: [Signature] 9/19/27
 State Highway Engineer

Plan Dept. H10-28

END OF 2:1 SIDE SLOPES

YARDAGE
CUT FILL

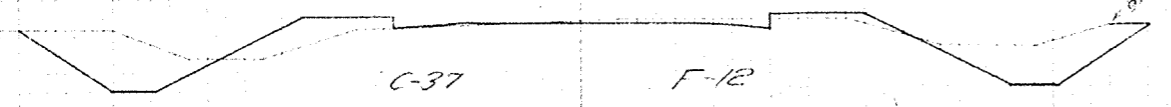
YARDAGE
CUT FILL



126 57

C-31

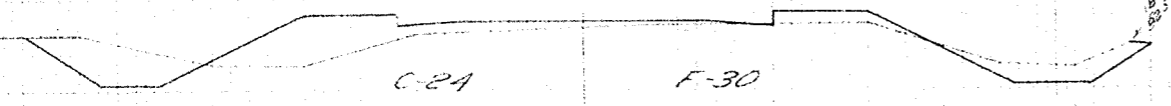
F-19



113 78

C-37

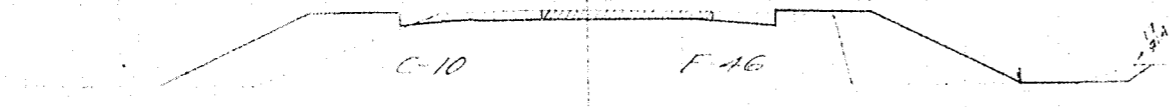
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63 141

C-24

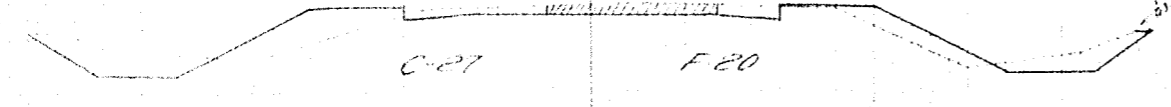
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69 122

C-10

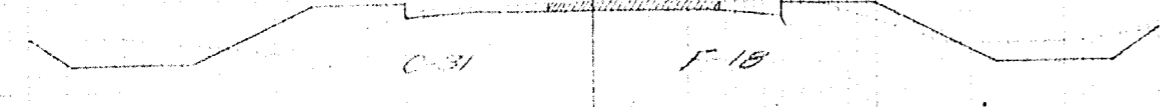
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C-27

F-20



129 69

C-31

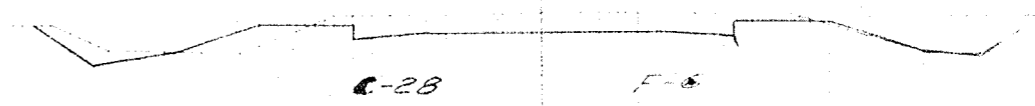
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76 72

C-28

F-19



157

C-28

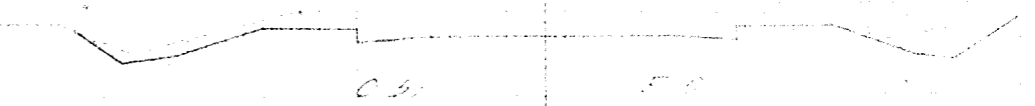
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570 0

C-22

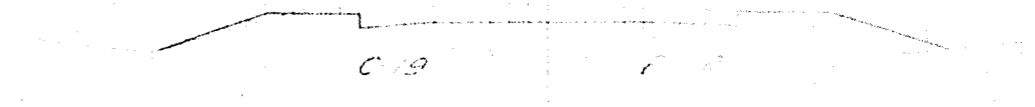
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125 29

C-31

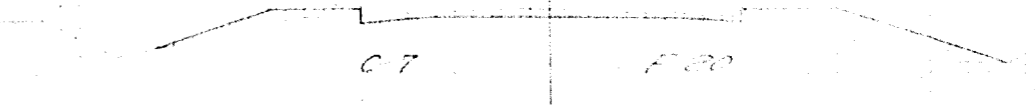
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42 76

C-19

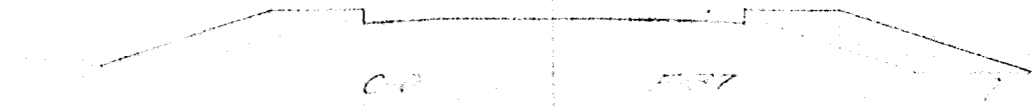
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75 127

C-7

F-20



57 174

C-9

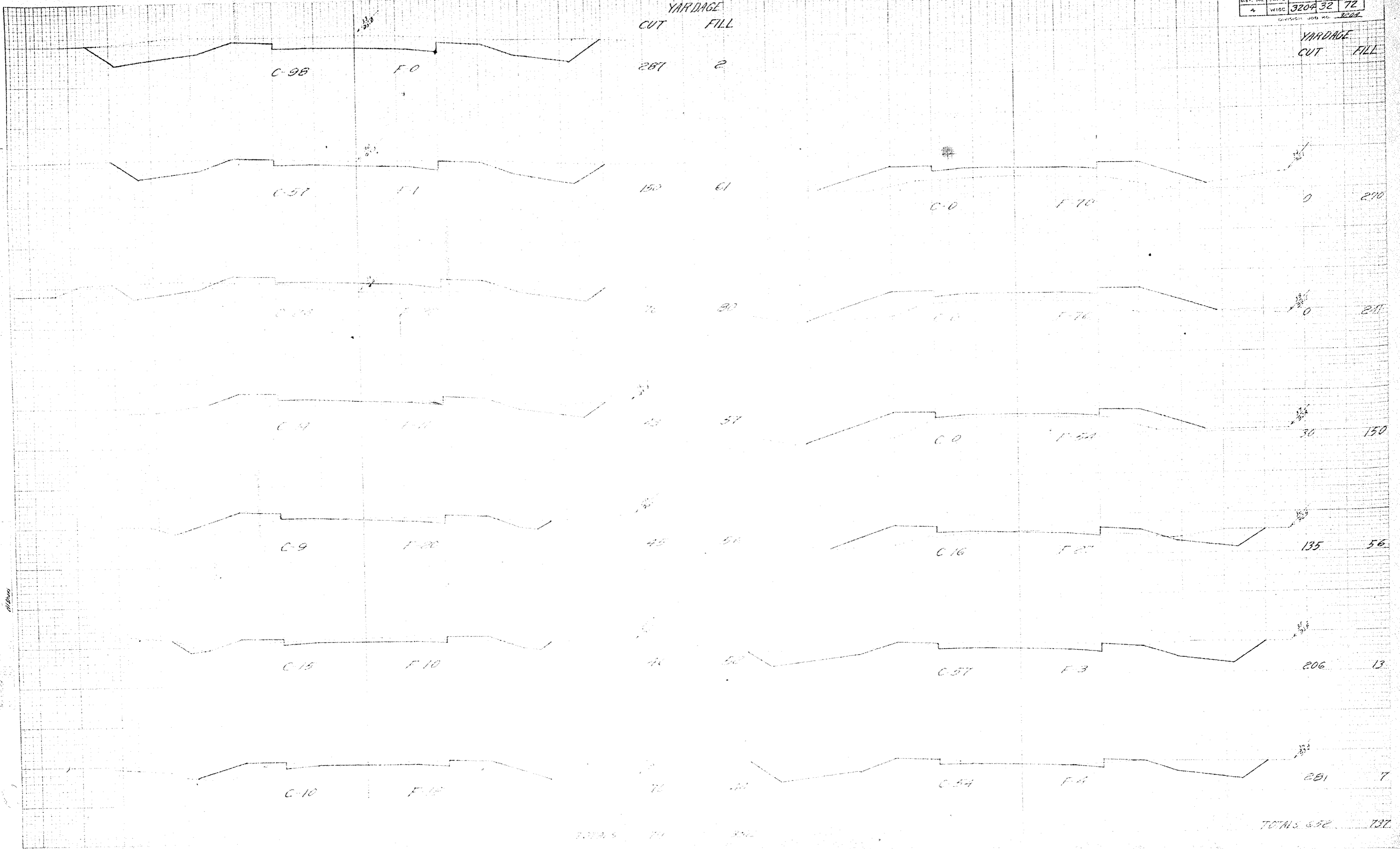
F-27

TOTALS 663 609

TOTALS 665 296

YARDAGE
CUT FILL

YARDAGE
CUT FILL



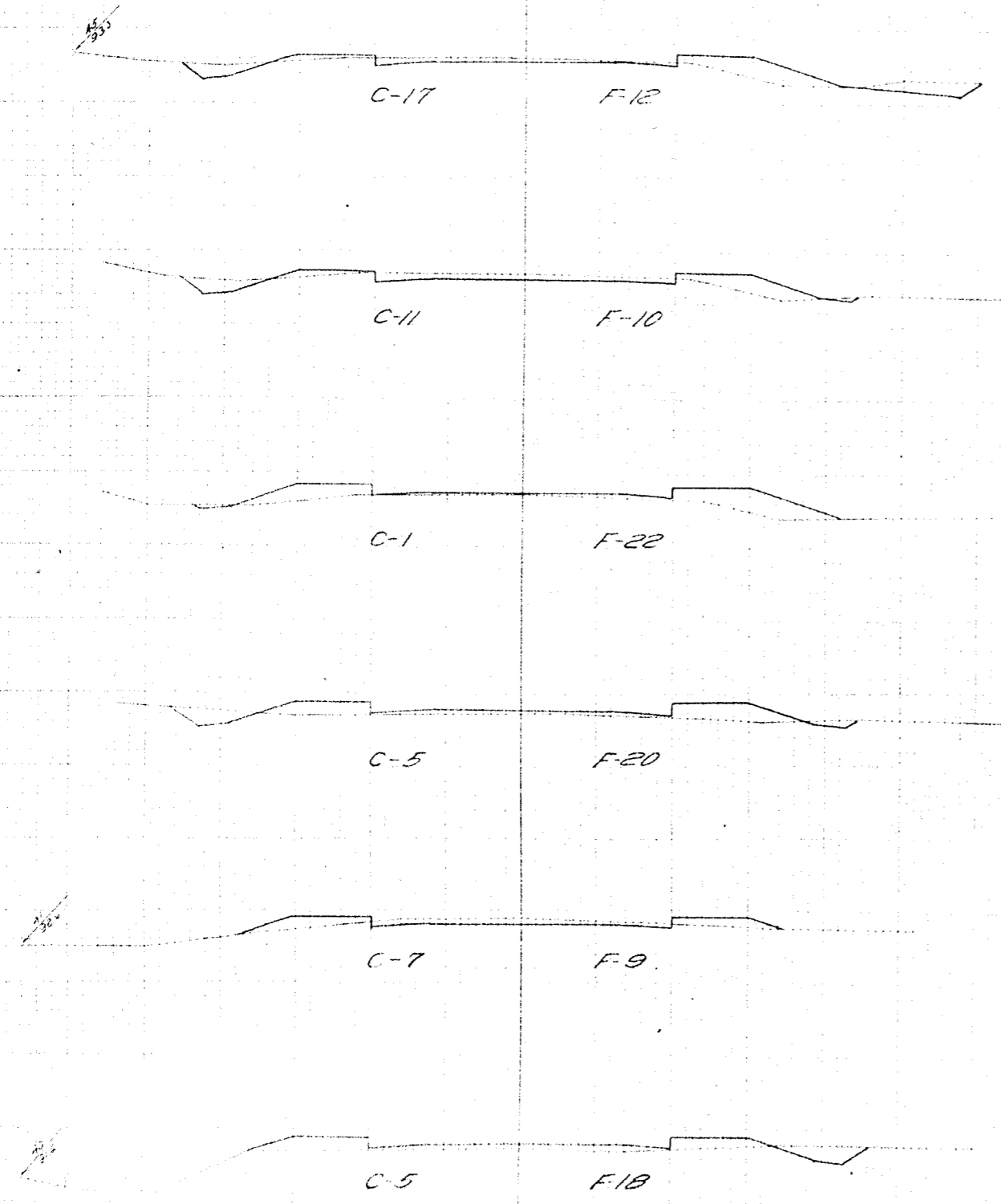
OPERATIONAL SURVEY
 SYSTEM SHEETS
 ALL SHEETS

TOTALS 771 302

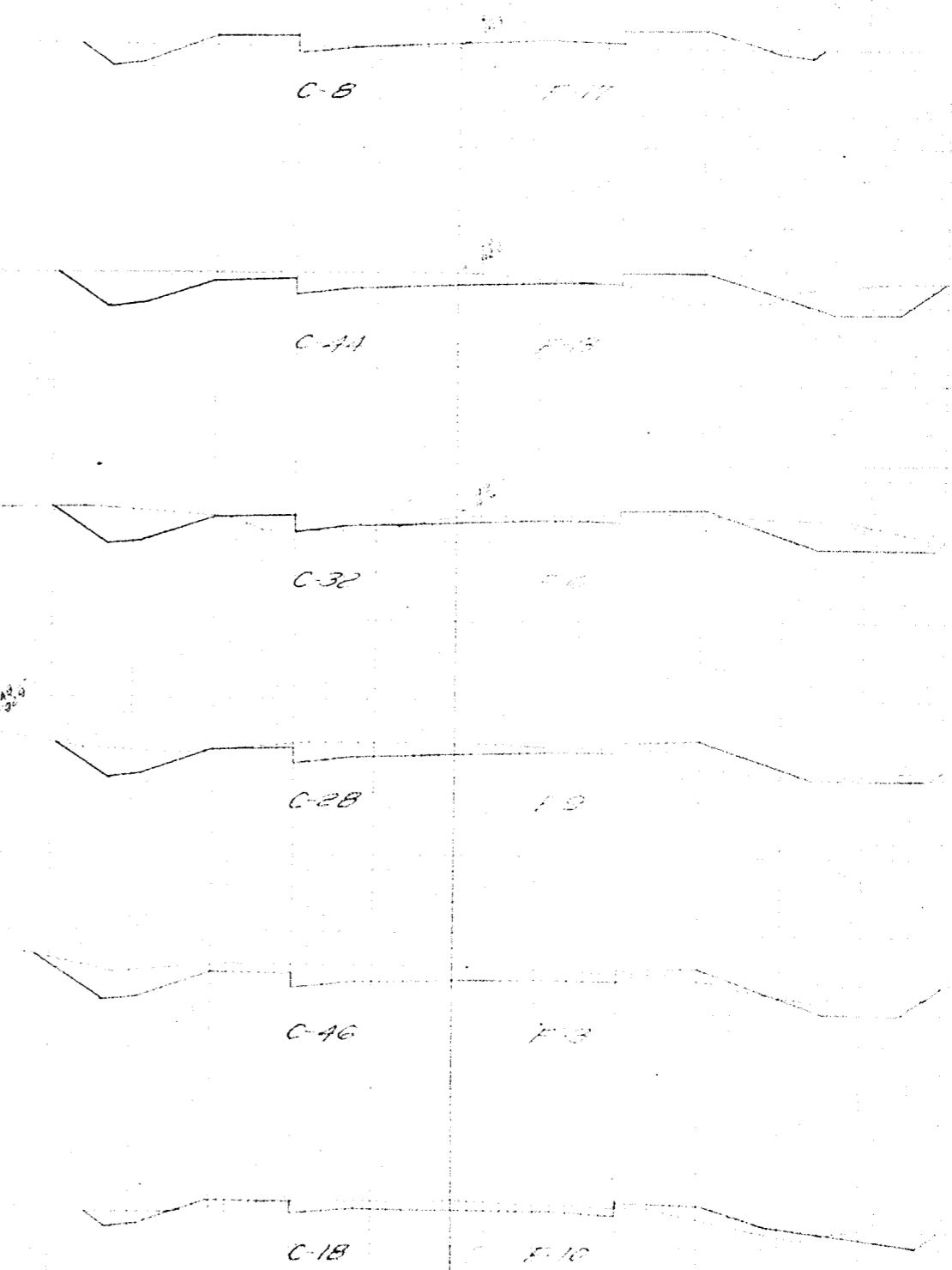
YARDAGE
CUT FILL

FILE NO.	DIST. NO.	STATE	DRAW. NO.	SHEET NO.	TOTAL SHEETS
	4	WIS.	3204	33	72
DIVISION JOB NO. 3201					

YARDAGE
CUT FILL



C-17	F-12	52	41
C-11	F-10	22	39
C-1	F-22	11	78
C-5	F-20	22	54
C-7	F-9	22	50
C-5	F-18	9	163
TOTALS		138	445



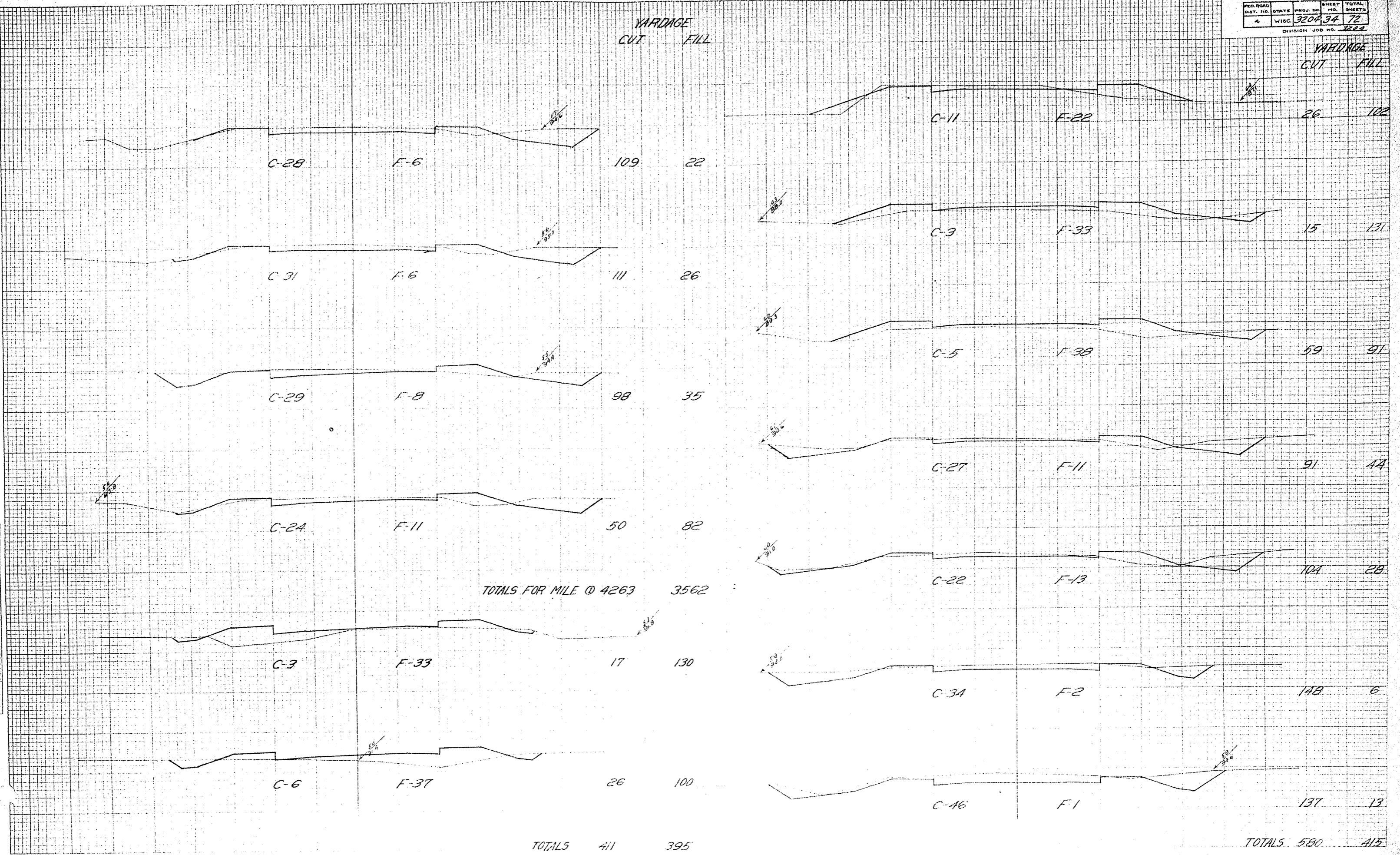
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C-41	F-13	44	27
C-32	F-6	11	29
C-28	F-3	137	2
C-46	F-8	19	24
C-18	F-10	25	41
TOTALS		669	205

YARDAGE
CUT FILL

YARDAGE
CUT FILL

FINAL SURVEY
ROUTE BOOK
NO. 1234

ORIGINAL SURVEY
SURVEY PLOTTED
NOTE BOOK
NO. 1234



TOTALS 411 395

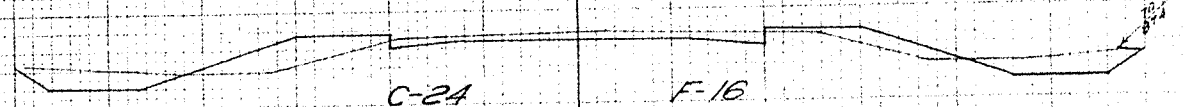
TOTALS 580 415

YARDAGE
CUT FILL

YARDAGE
CUT FILL

FINAL SURVEY PLOTTED
NOTE BOOK AREAS CHECKED

ORIGINAL SURVEY PLOTTED
NOTE BOOK AREAS CHECKED

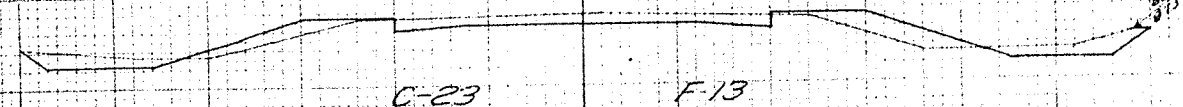


C-24

F-16

87

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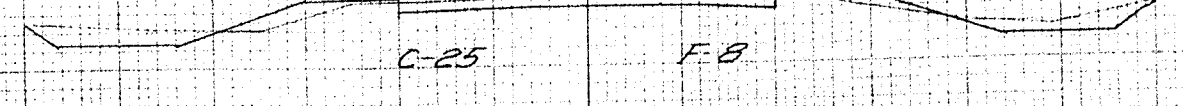


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F-13

89

39

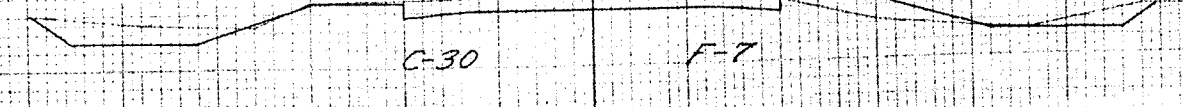


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F-8

102

28



C-30

F-7

96

32

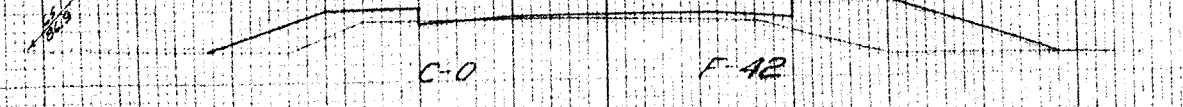


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F-10

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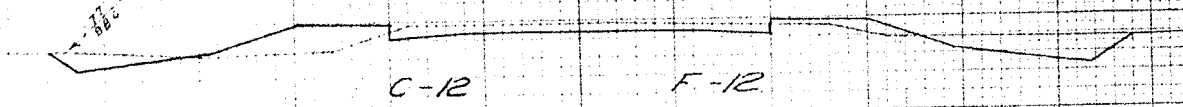
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F-42

20

119

TOTALS 435 368

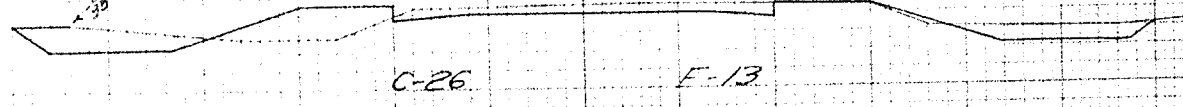


C-12

F-12

71

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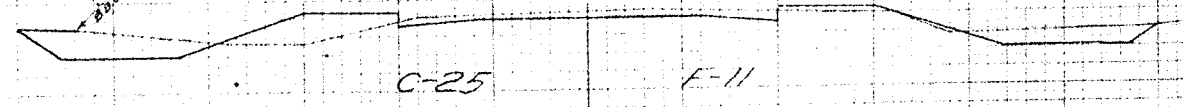


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F-13

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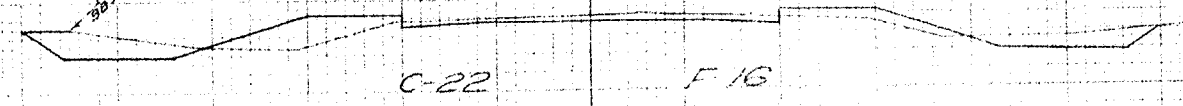


C-25

F-11

87

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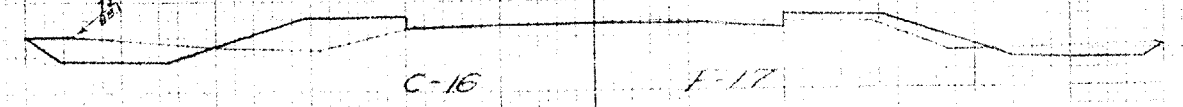


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F-16

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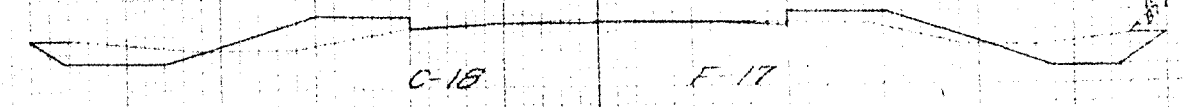


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F-17

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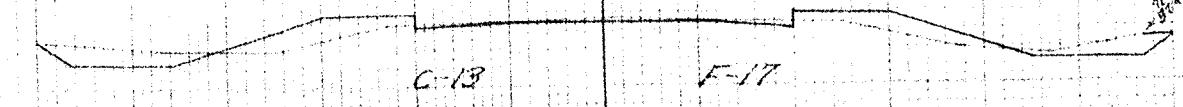


C-18

F-17

57

63



C-13

F-17

69

67

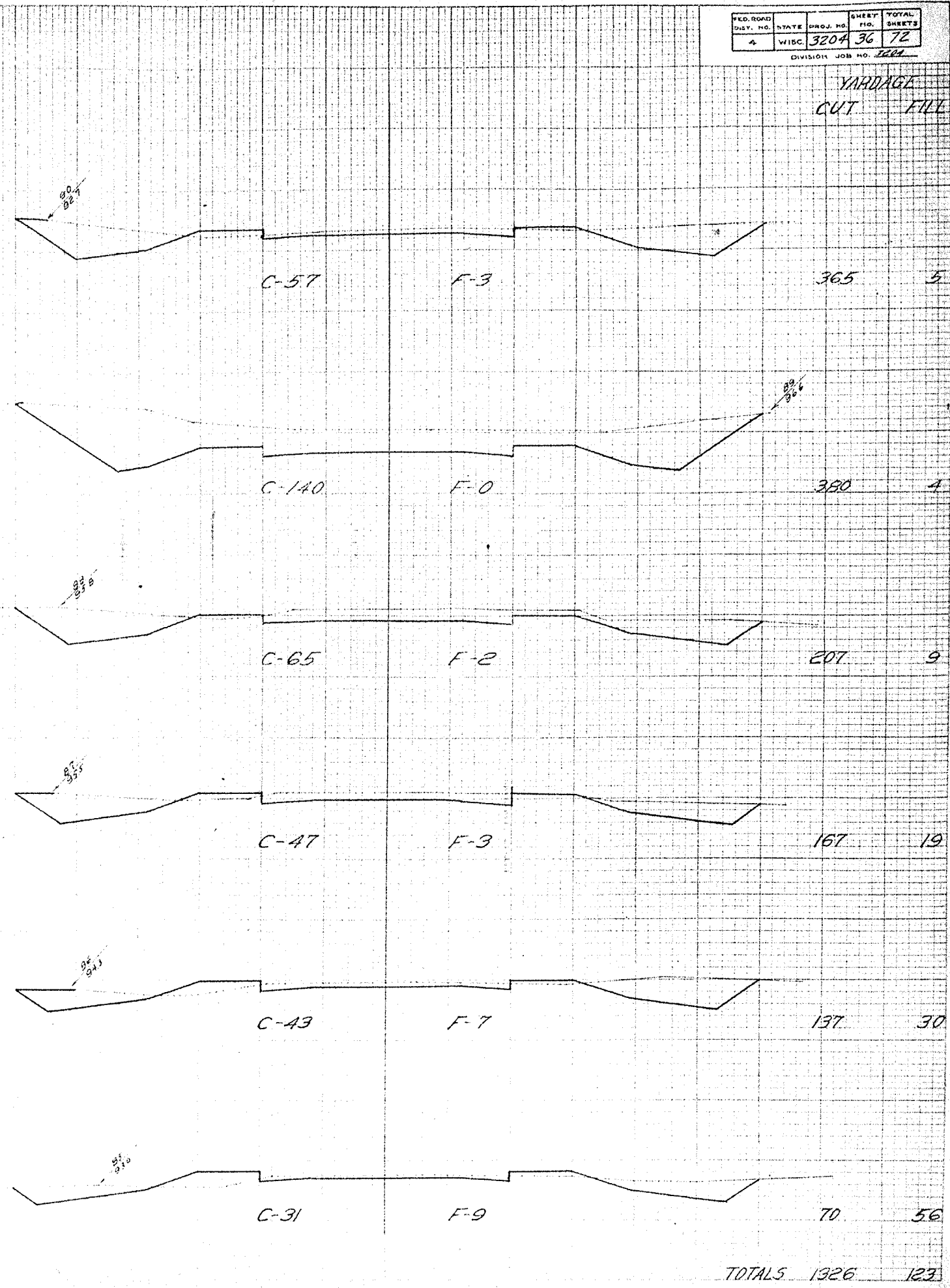
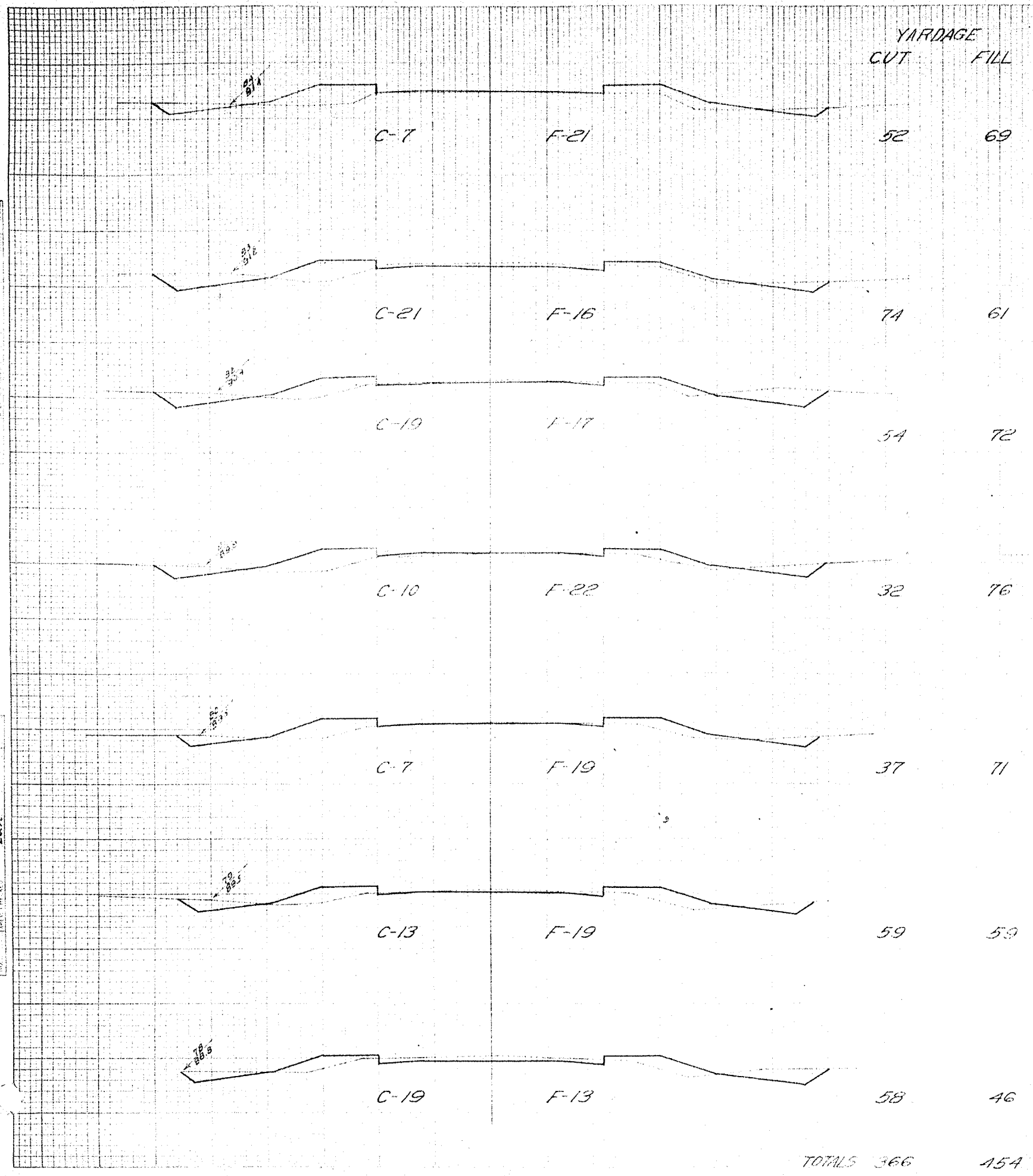
TOTALS 511 388

YARDAGE
CUT FILL

YARDAGE
CUT FILL

FINAL
SUPPLY
NOTE BOOK
NO.

Schaefer
Shipman
Akers

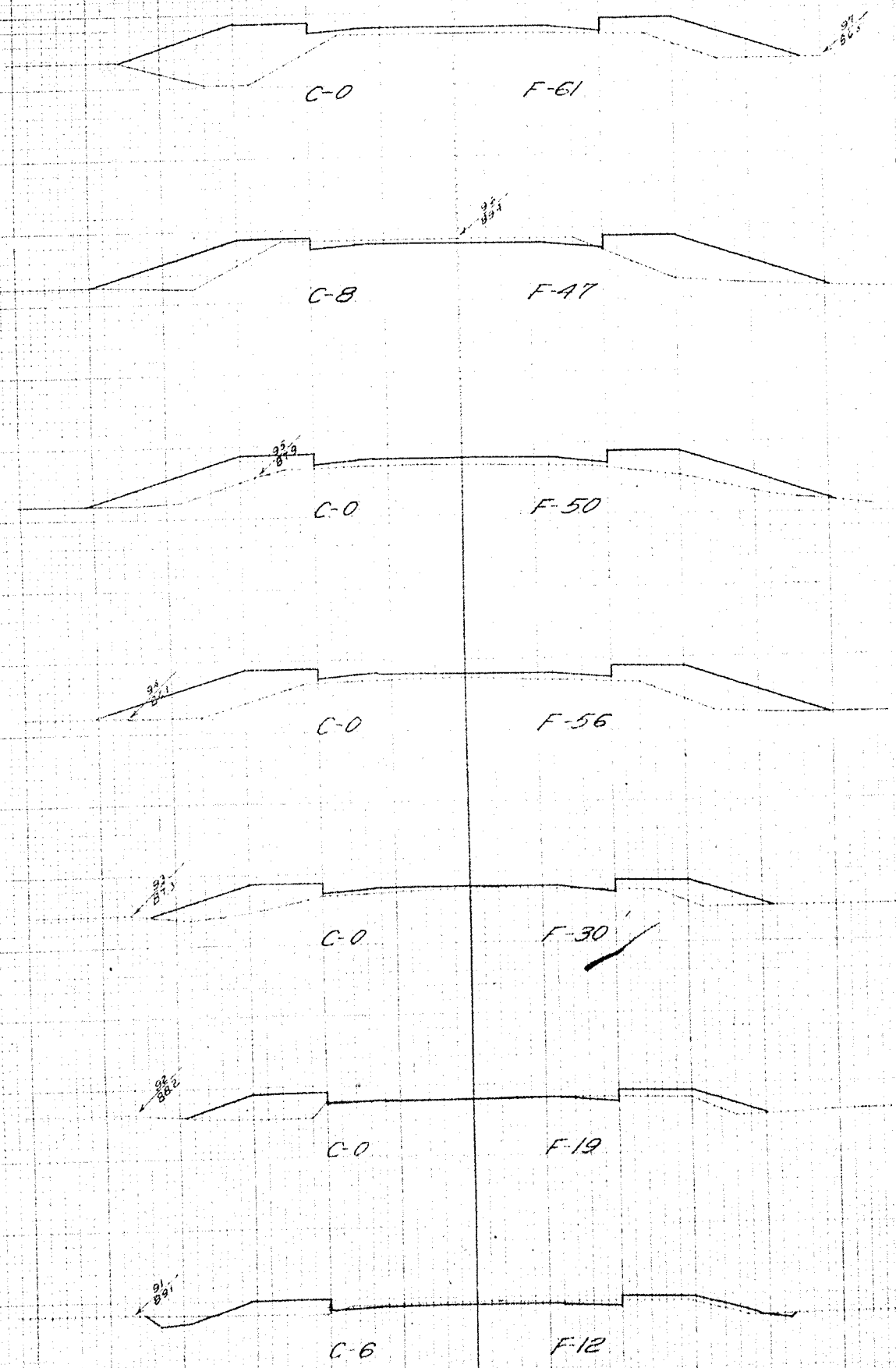


YARDAGE
CUT FILL

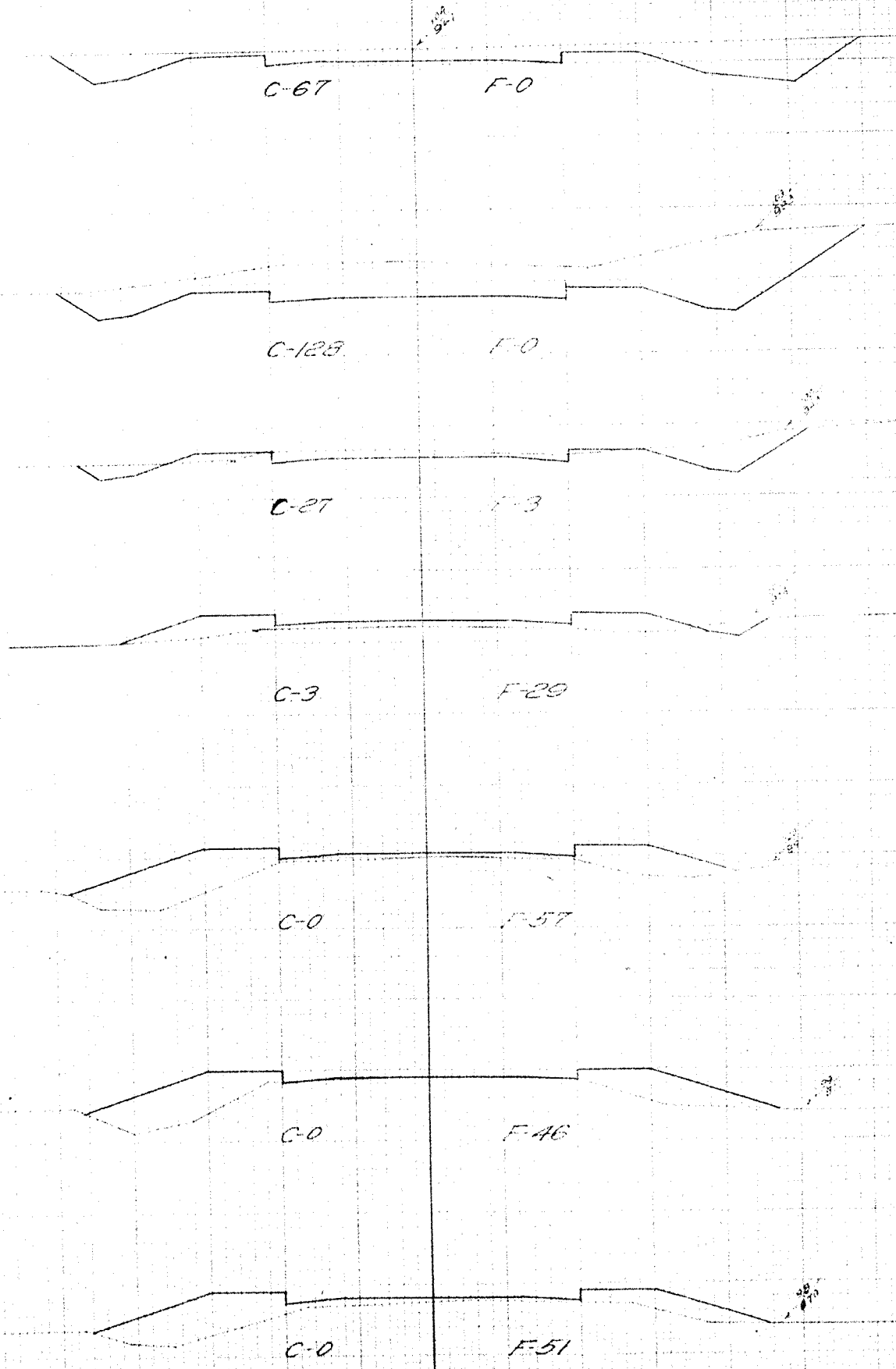
YARDAGE
CUT FILL

FINAL SURVEY
NOTED
NO

ORIGINAL SURVEY
NOTED
NO



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TOTALS	158 892



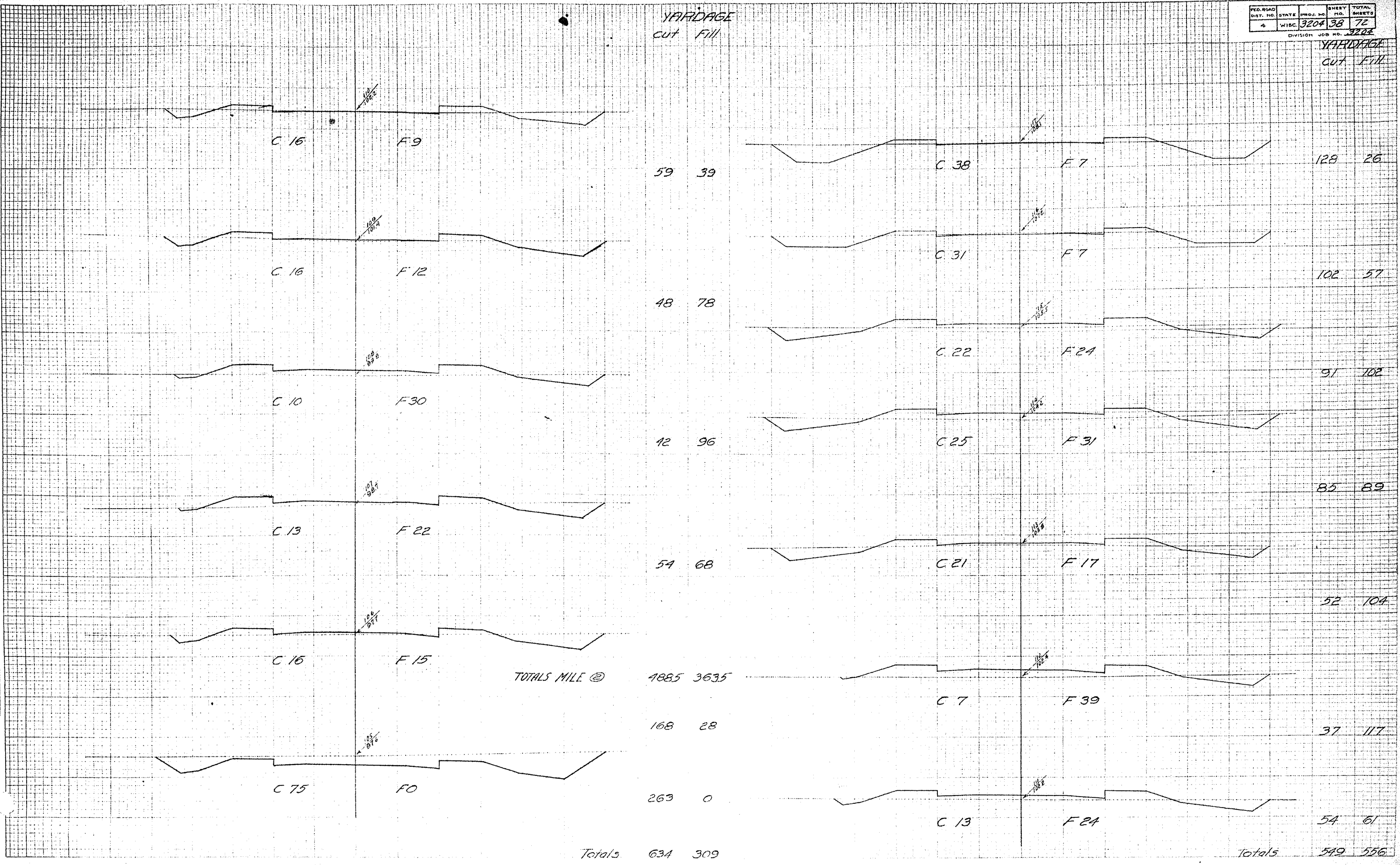
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0	207
TOTALS	710 802

YARDAGE
Cut Fill

YARDAGE
Cut Fill

FINAL SURVEY
NOTE BOOK NO. 123456789

ORIGINAL SURVEY
NOTE BOOK NO. 987654321



TOTALS 634 309

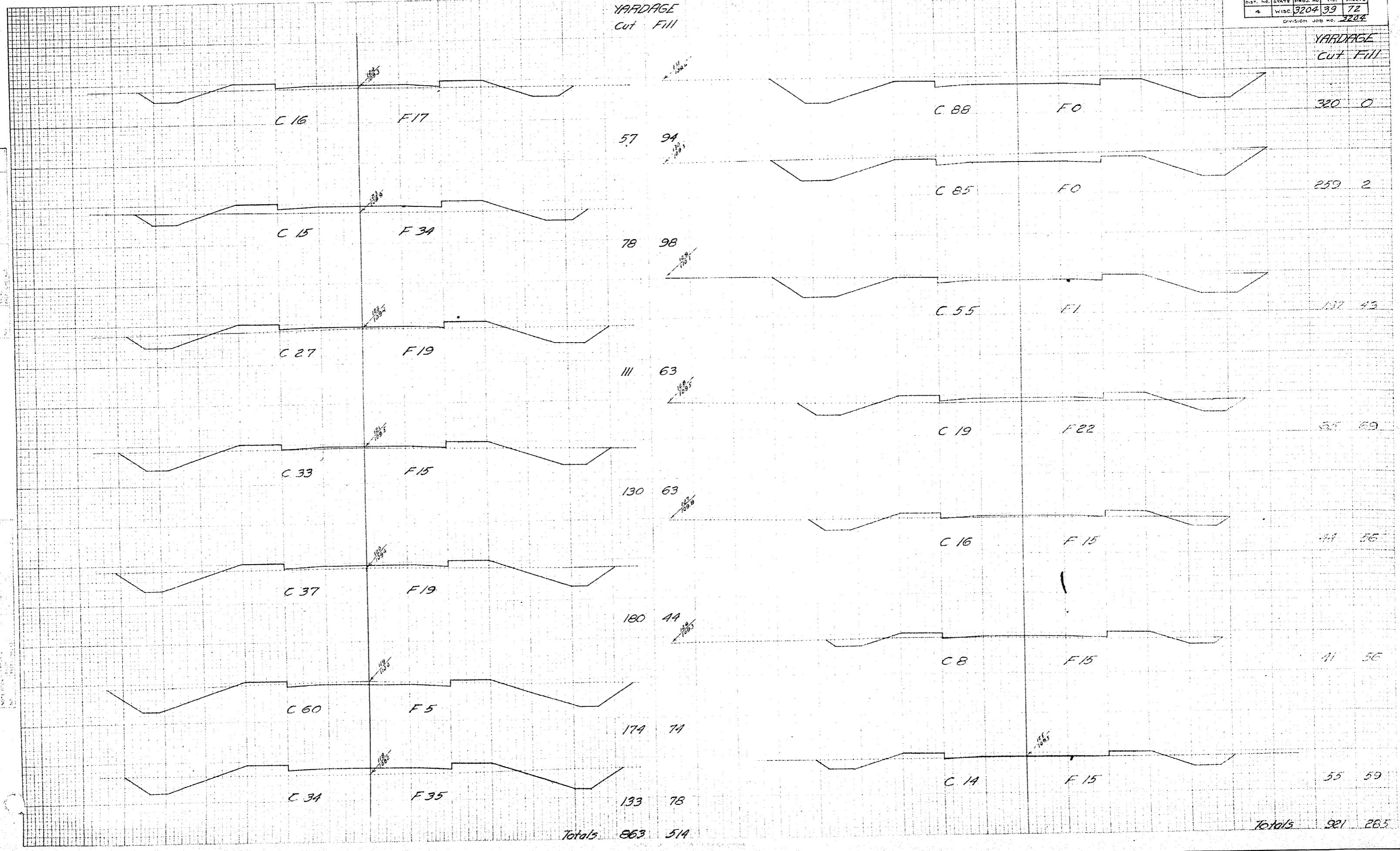
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YARDAGE
Cut Fill

YARDAGE
Cut Fill

FINAL SURVEY
 SURVEY PLANS
 NOT TO SCALE
 DATE: 10/1/55

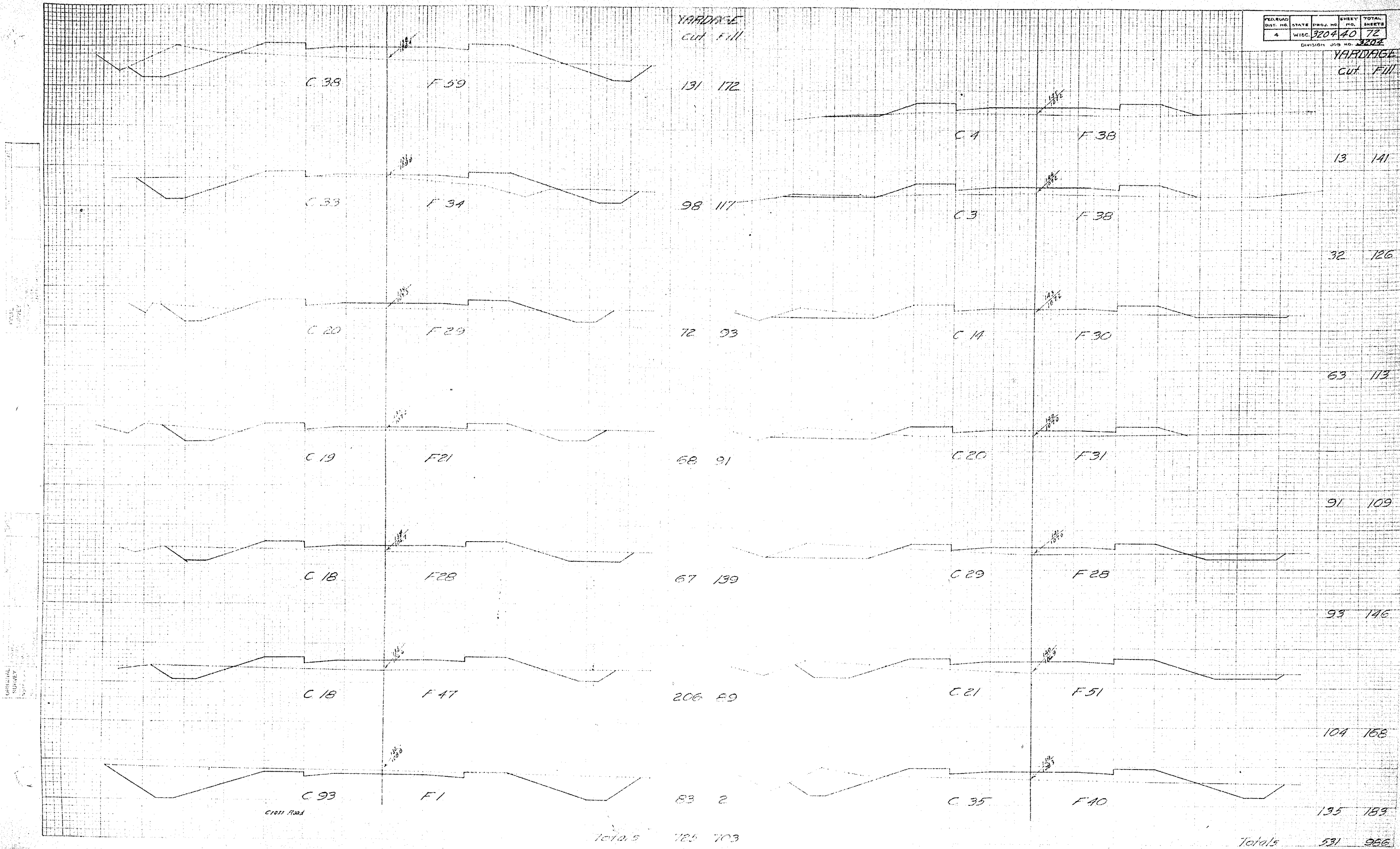
ORIGINAL SURVEY
 SURVEY PLANS
 NOT TO SCALE
 DATE: 10/1/55



FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
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DIVISION JOB NO. 3204				

YARDAGE
cut fill

YARDAGE
cut fill



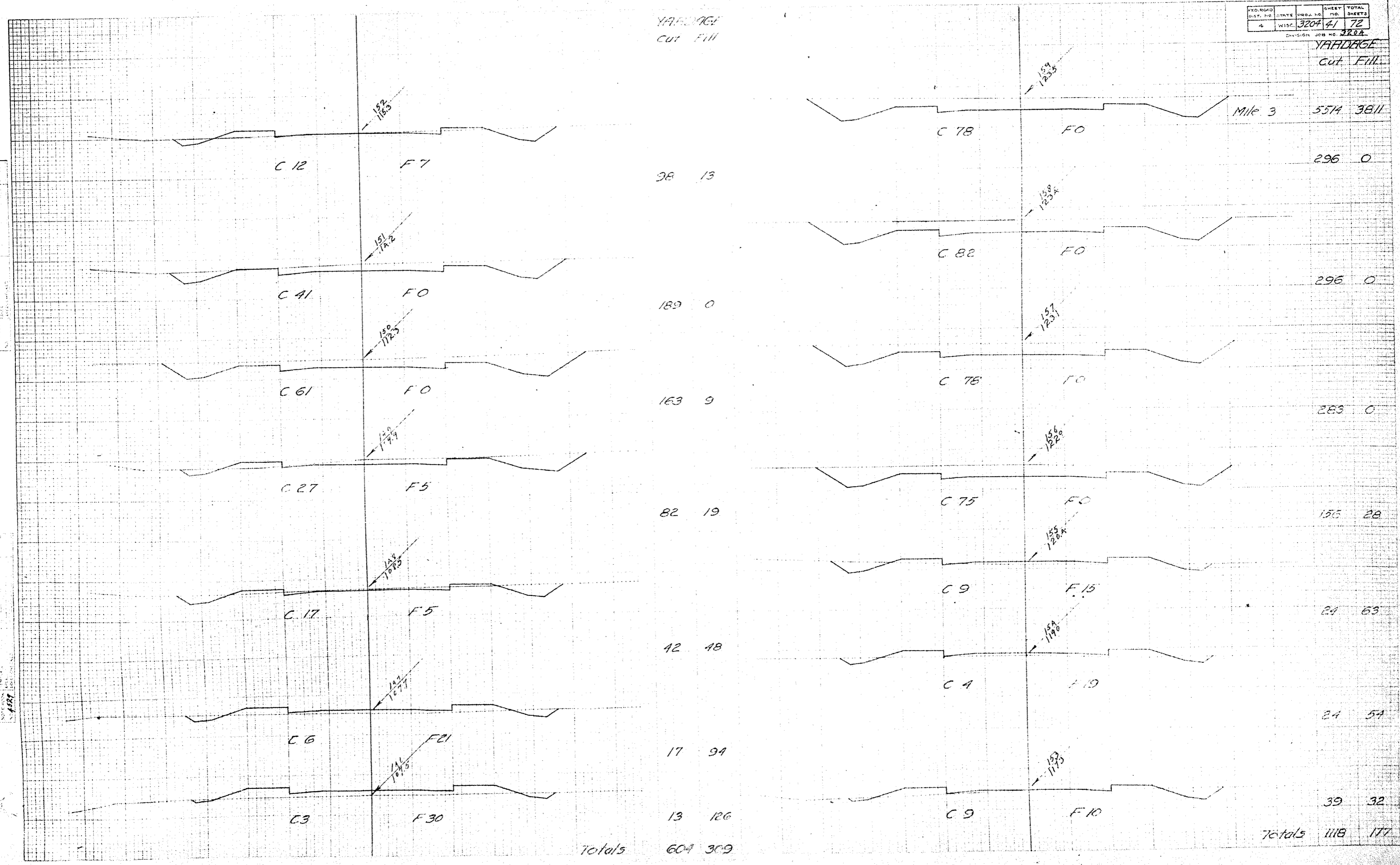
PROJ. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
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DIVISION JOB NO. 3202				

YARDAGE
Cut Fill

YARDAGE
Cut Fill

FINAL SURVEY
NET. BOOK
No.

ORIGINAL SURVEY
No. 1327
S. J. Swyers
E. J. Liberty



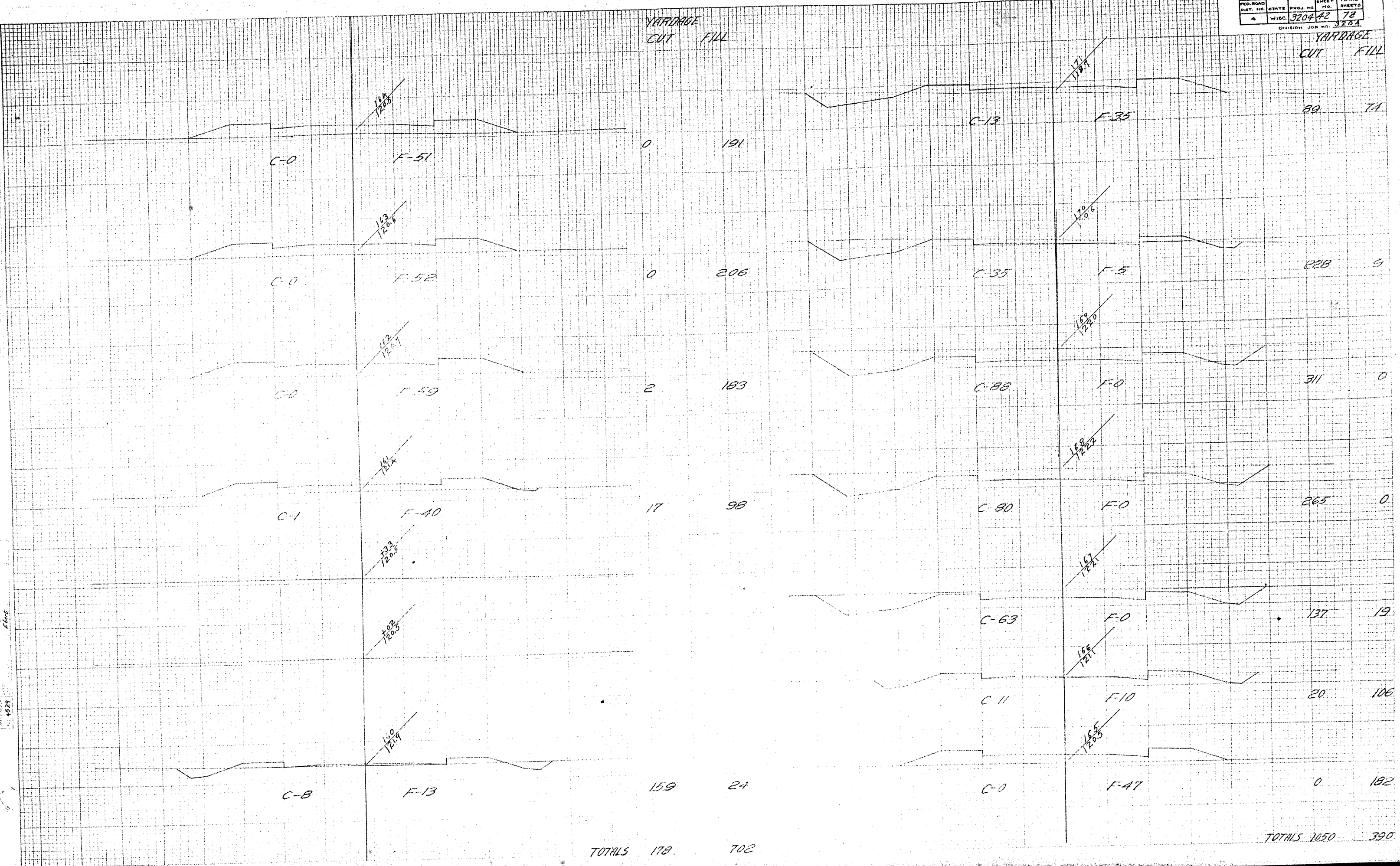
YARDAGE
CUT FILL

YARDAGE
CUT FILL

FINAL SURVEY

1-31-24
Schubert
Ebert

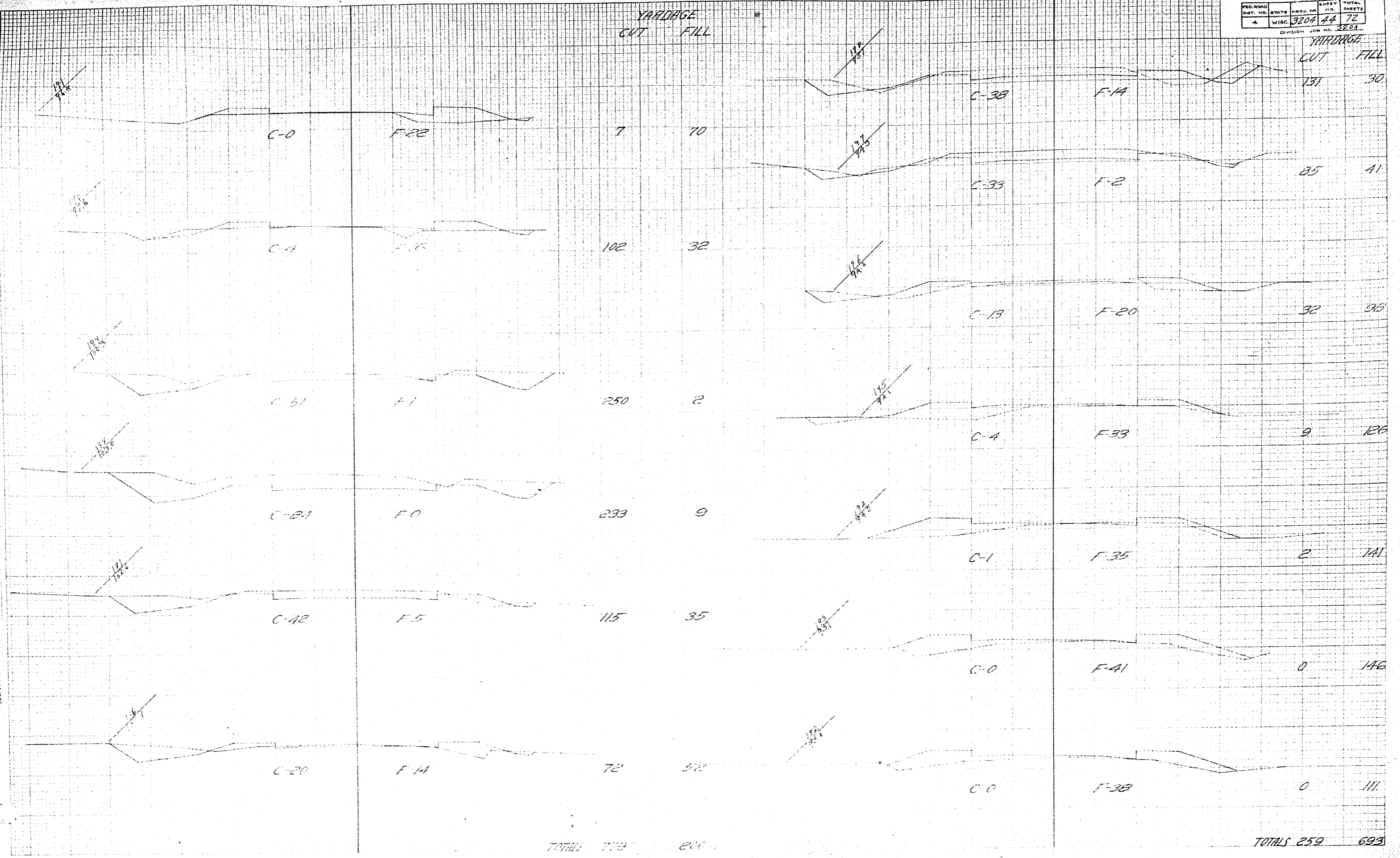
ORIGINAL SURVEY
1-31-24



TOTALS 1050 390

YARDAGE
CUT FILL

YARDAGE
CUT FILL



SCHWABER'S
 CIVIL ENGINEERING
 4529

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
A	WISC	3204	45	72
DIVISION JOB NO. 3204				

YARDAGE
CUT FILL

YARDAGE
CUT FILL

204
97.7

C-21

F-9

91

48

718
76.8

C-24

F-10

103

59

203
92.0

C-25

F-17

82

48

139.1

C-32

F-14

111

52

202
71.5

C-16

F-9

46

46

8.8
100.1

C-25

F-10

107

16

201
93.6

C-9

F-16

30

72

71.7
71.5

C-28

F-11

107

50

200
70.1

C-7

F-23

46

67

216
71.6

C-36

F-5

93

26

200
70.2

C-18

F-13

104

50

200.5
70.5

C-16

F-9

69

33

TOTALS 399 331

TOTALS 598 246

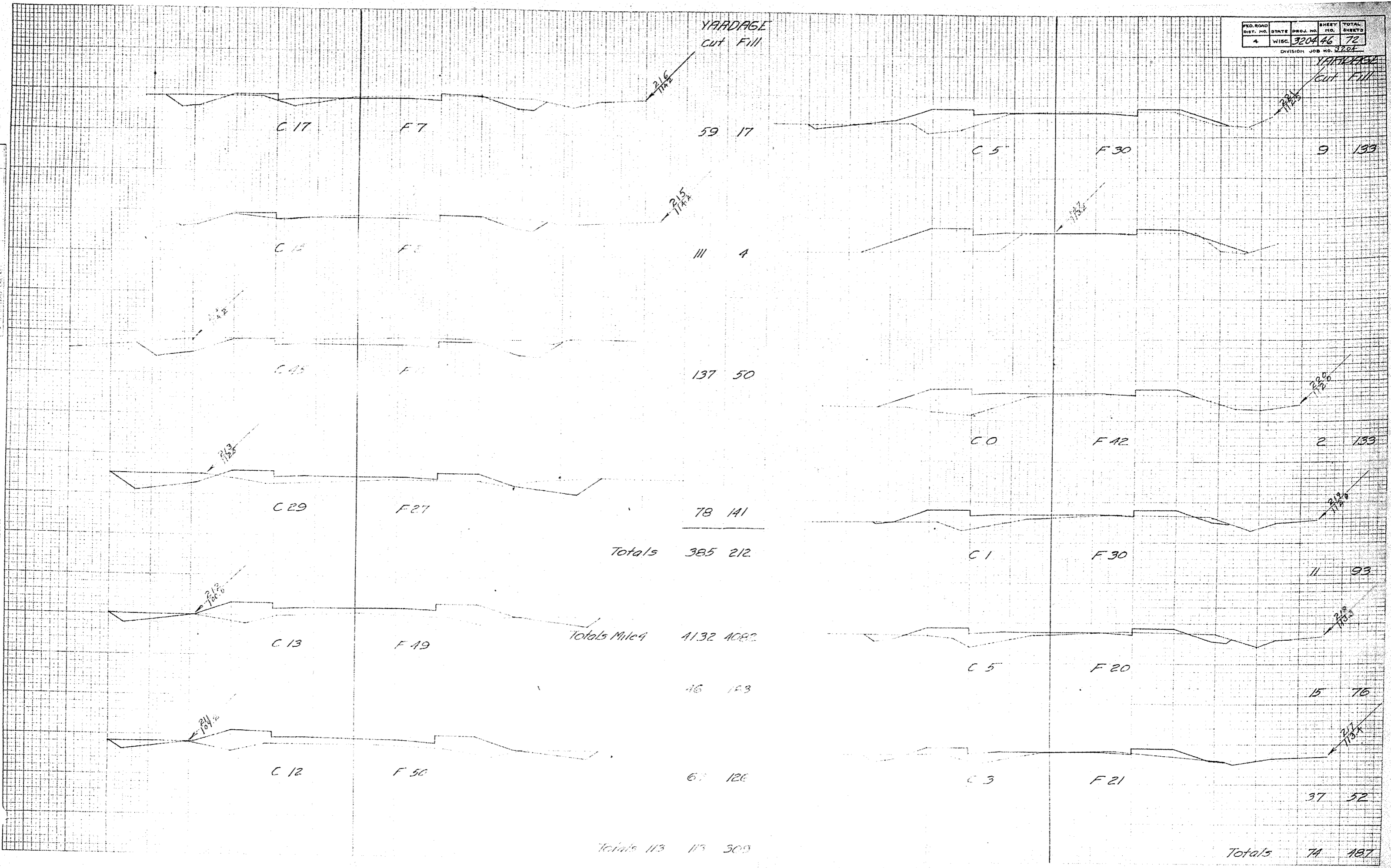
FINAL SURVEY

STRESS'S SURVEY

ASBY

FINAL SURVEY
 DATE: 11/22/54
 BY: [Signature]

ORIGINAL SURVEY
 DATE: 11/22/54
 BY: [Signature]



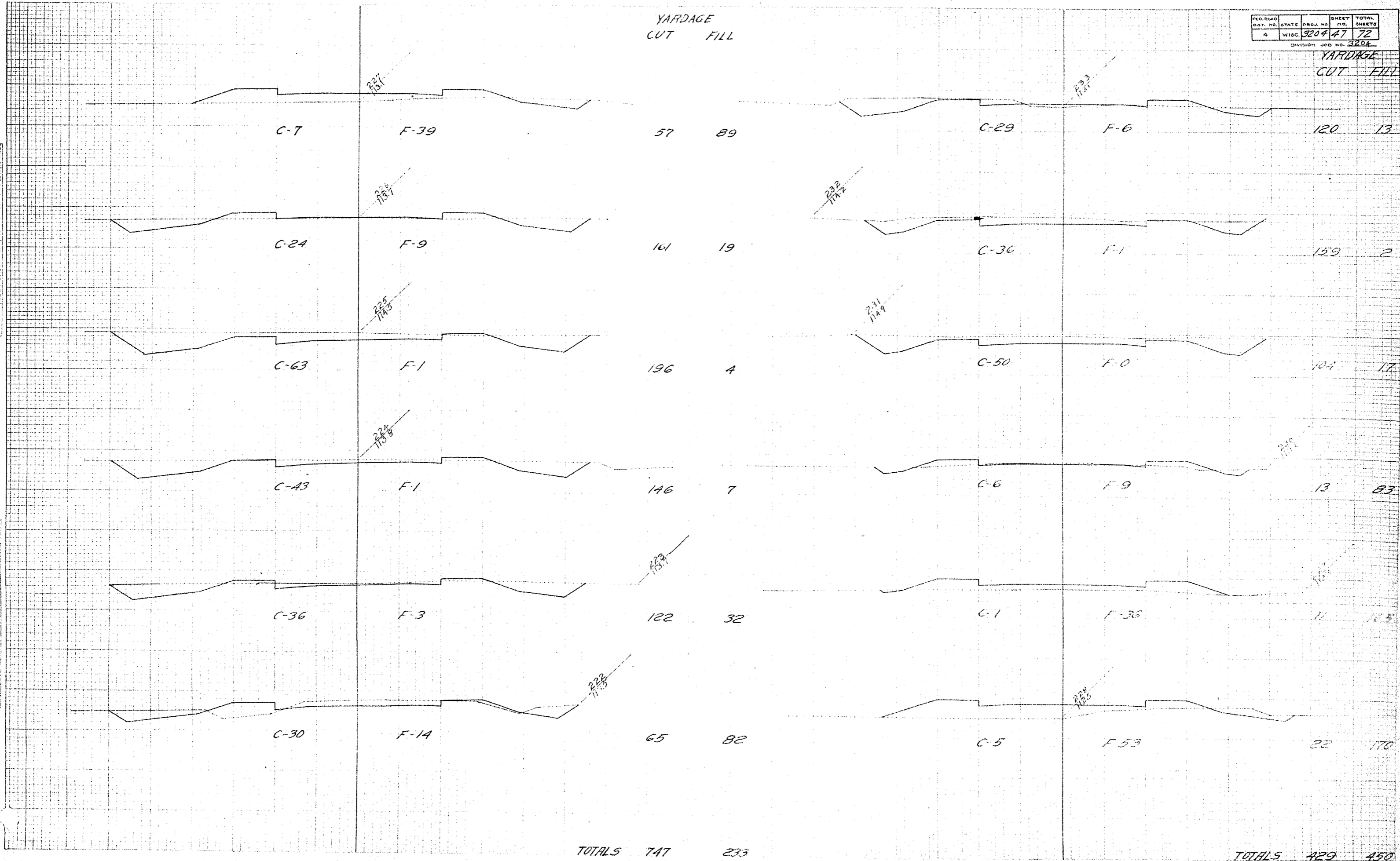
YARDAGE
CUT FILL

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	3204	47	72

DIVISION JOB NO. 3204
YARDAGE
CUT FILL

FINAL SURVEY
NO. 1528
DATE 1/28

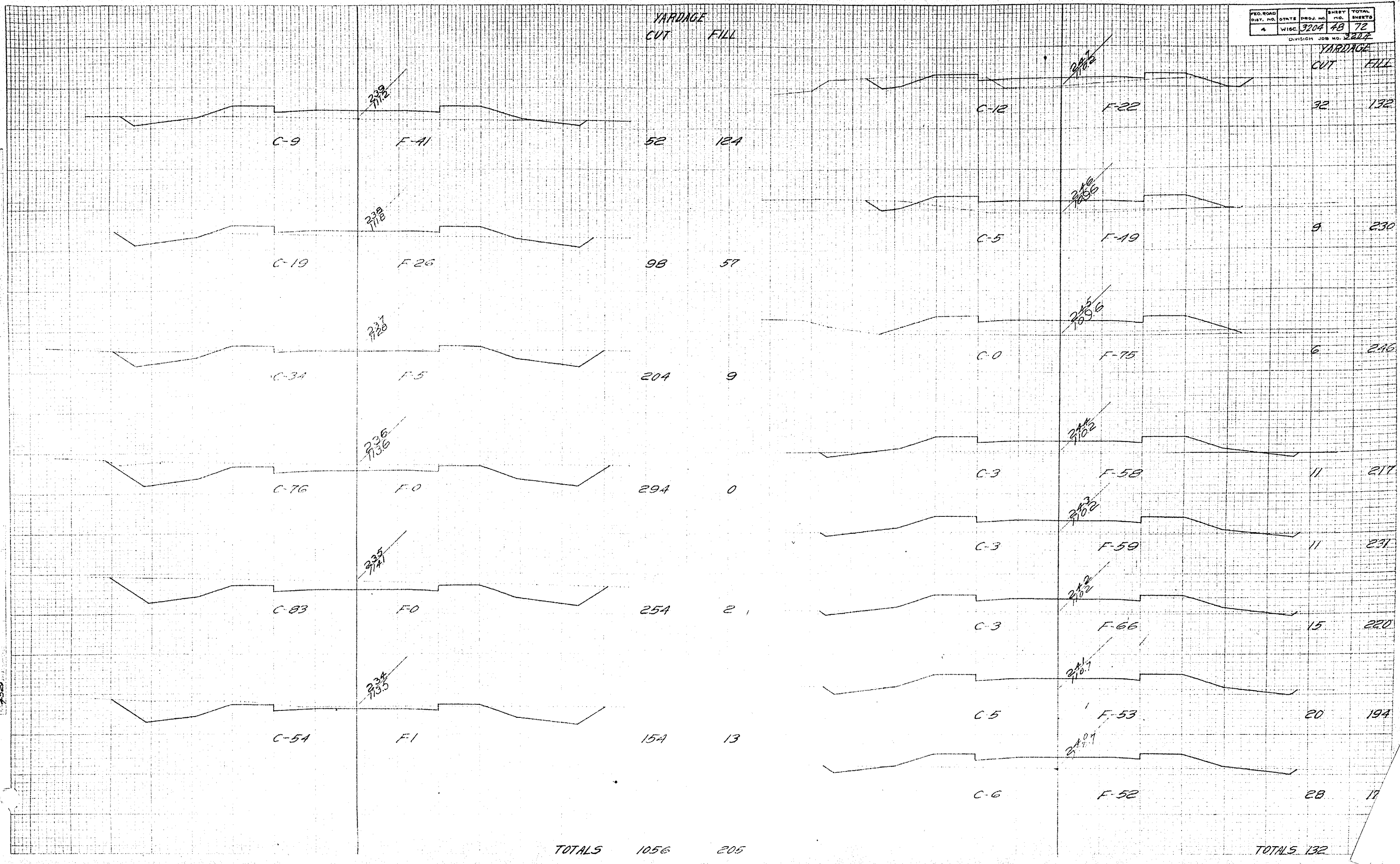
ORIGINAL SURVEY
Schwepers
1/28



REG. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	3204	48	72
DIVISION JOB NO. 2227				

YARDAGE
CUT FILL

YARDAGE
CUT FILL



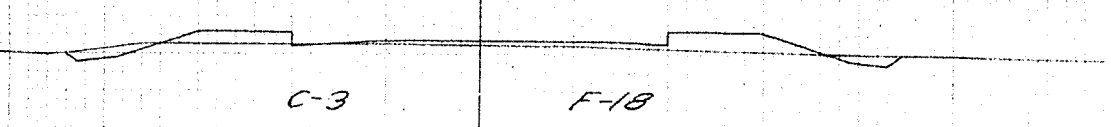
ORIGINAL SURVEY
 1-50
 Schmitt
 1-50

PLD. ROAD	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC	3204	49	72
DIVISION JOB NO. 3204				

YARDAGE
CUT FILL

YARDAGE
CUT FILL

~~253~~
705



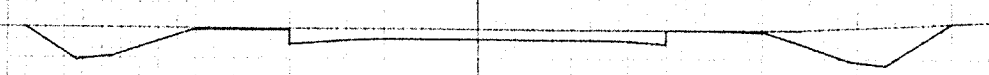
C-3

F-18

70

33

~~252~~
717



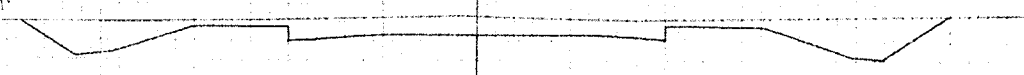
C-35

F-0

155

0

~~251~~
720



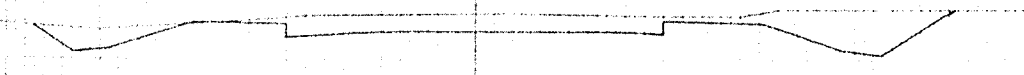
C-49

F-0

178

0

~~250~~
720



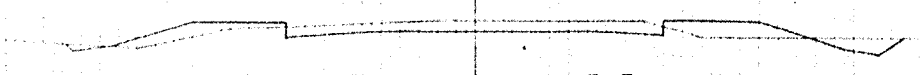
C-47

F-0

115

17

~~249~~
723



C-15

F-9

50

44

~~248~~
725



C-12

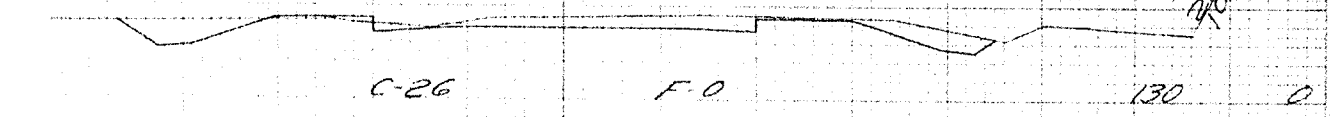
F-15

44

69

TOTALS 612 163

YARDAGE
CUT FILL



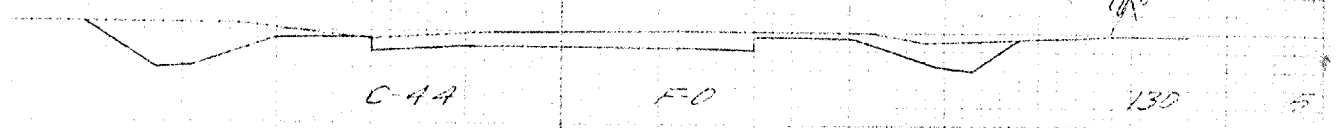
C-26

F-0

130

0

~~248~~
725



C-44

F-0

130

5

~~247~~
726



C-26

F-3

48

78

~~246~~
726



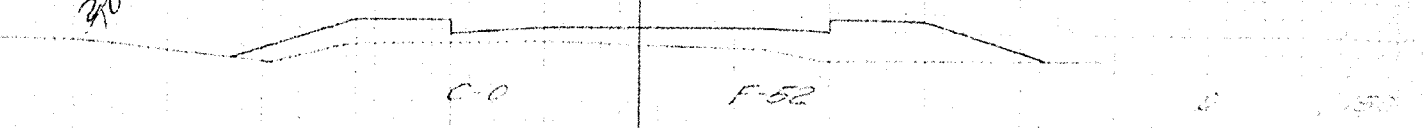
C-0

F-35

0

163

~~245~~
726



C-0

F-52

0

150

~~244~~
726



C-0

F-45

0

117

TOTALS 314 549

FEDERAL ROAD SURVEY SECTION

Schnitzler

1528

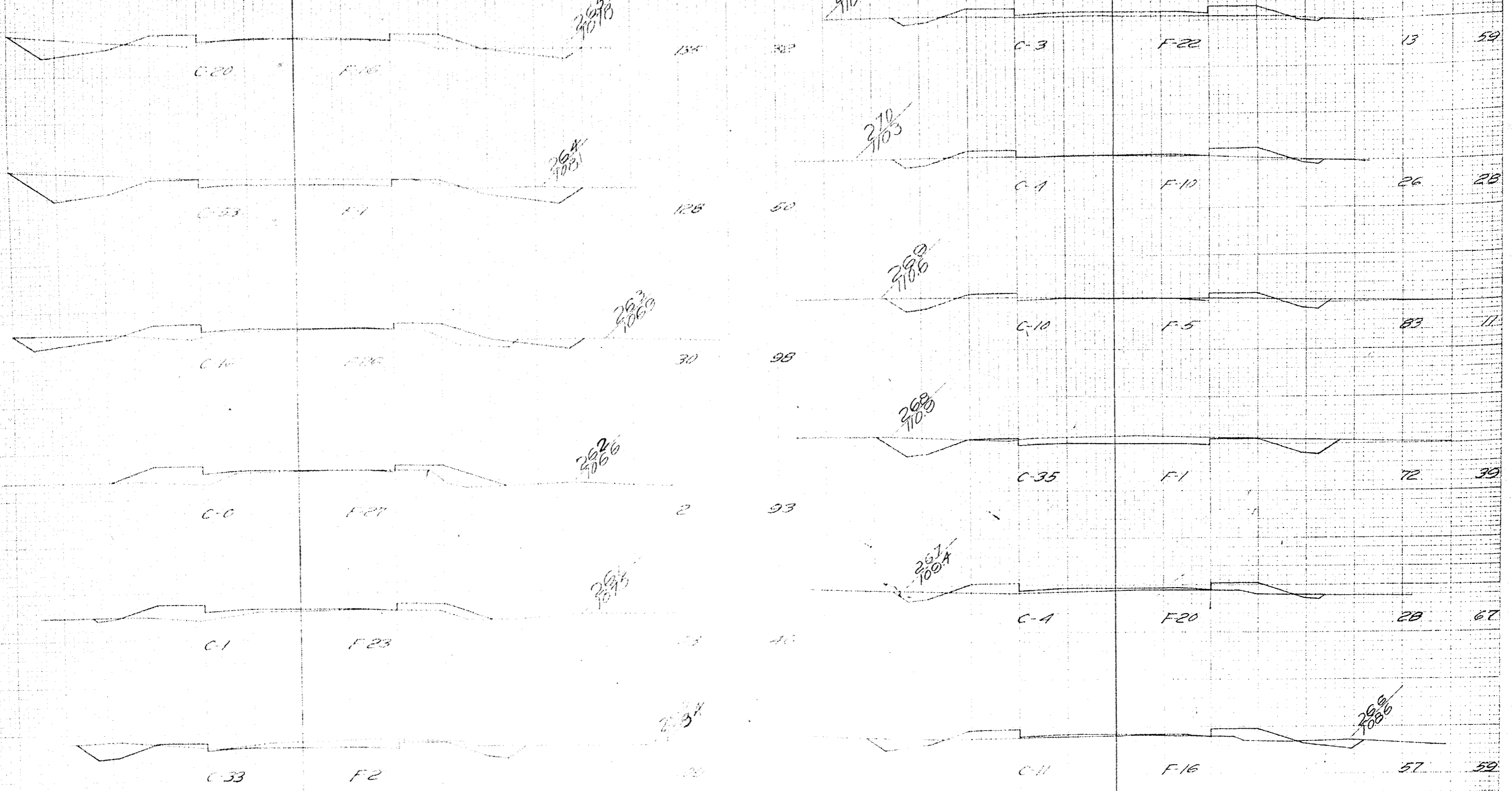
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC	320A	50	72
DIVISION JOB NO 320A				

YARDAGE
CUT FILL

YARDAGE
CUT FILL

TOTALS MILE @ 4216 4284

TOTALS 279 263



TOTALS 461 311

ENGINE
AGREEMENT

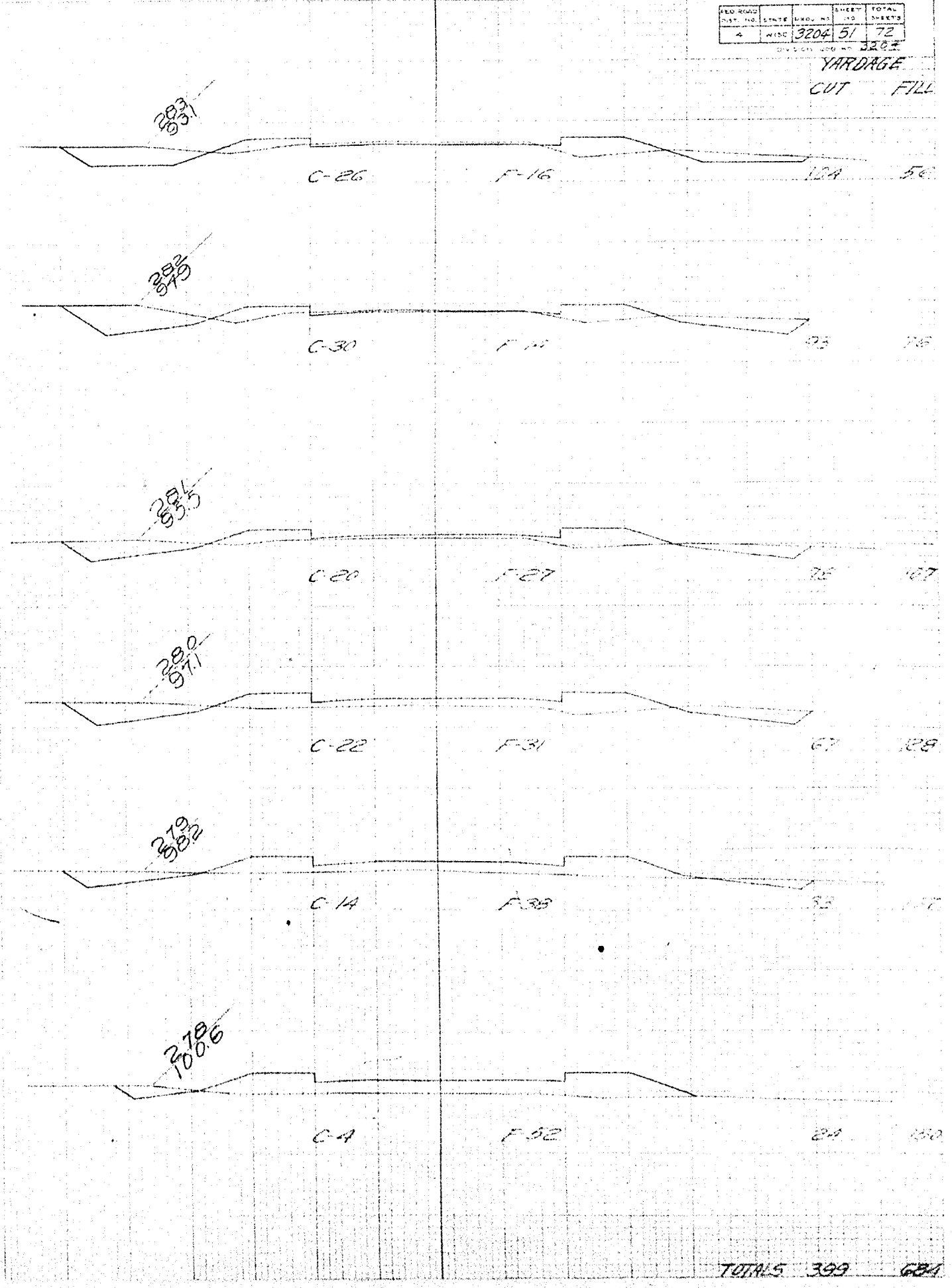
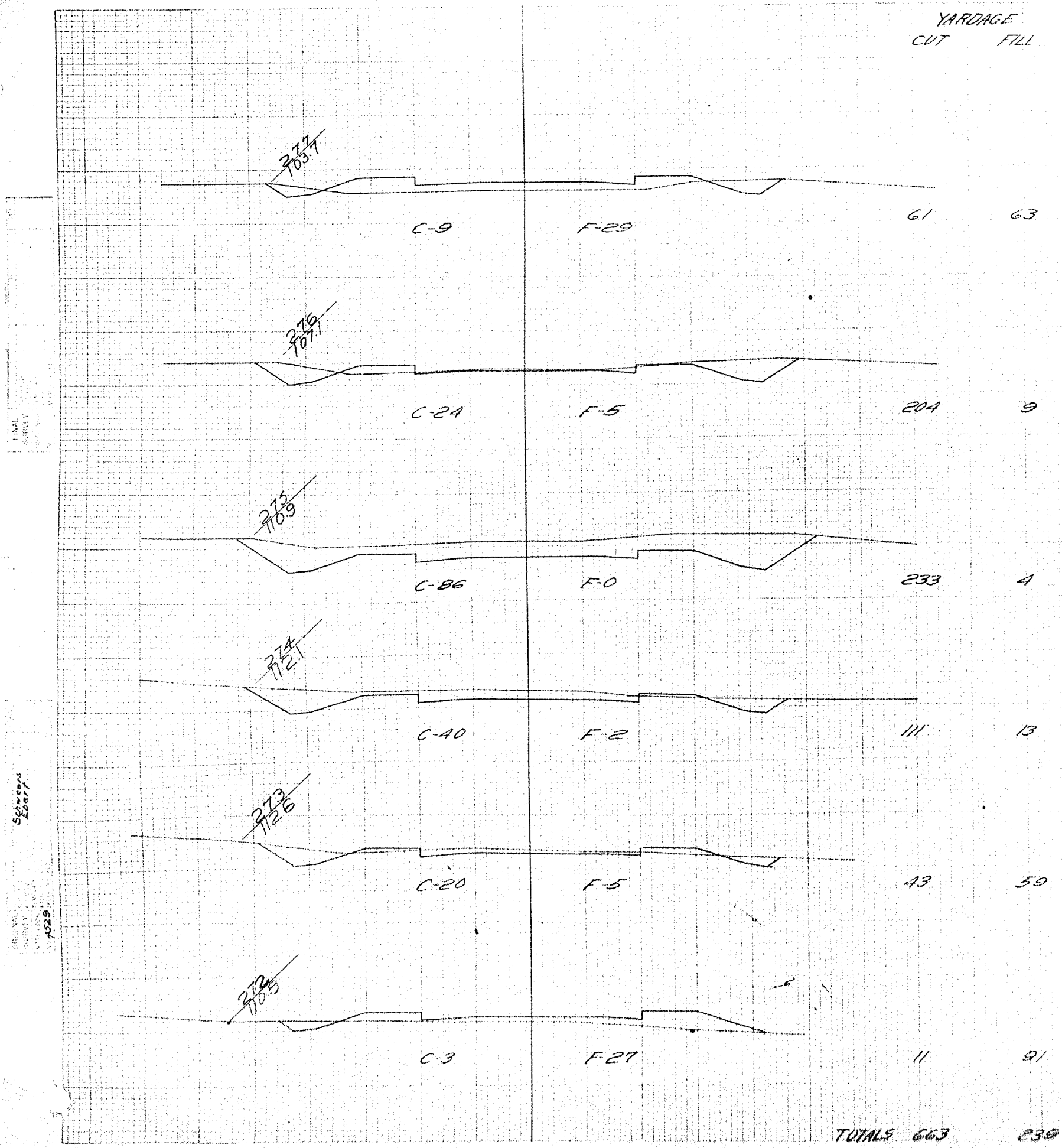
ORIGINAL
SURVEY
NO. 4929

Selwage's
Eberhart

YARDAGE
CUT FILL

NO.	DATE	BY	TOTAL
4	3204	51	72
			3202

YARDAGE
CUT FILL

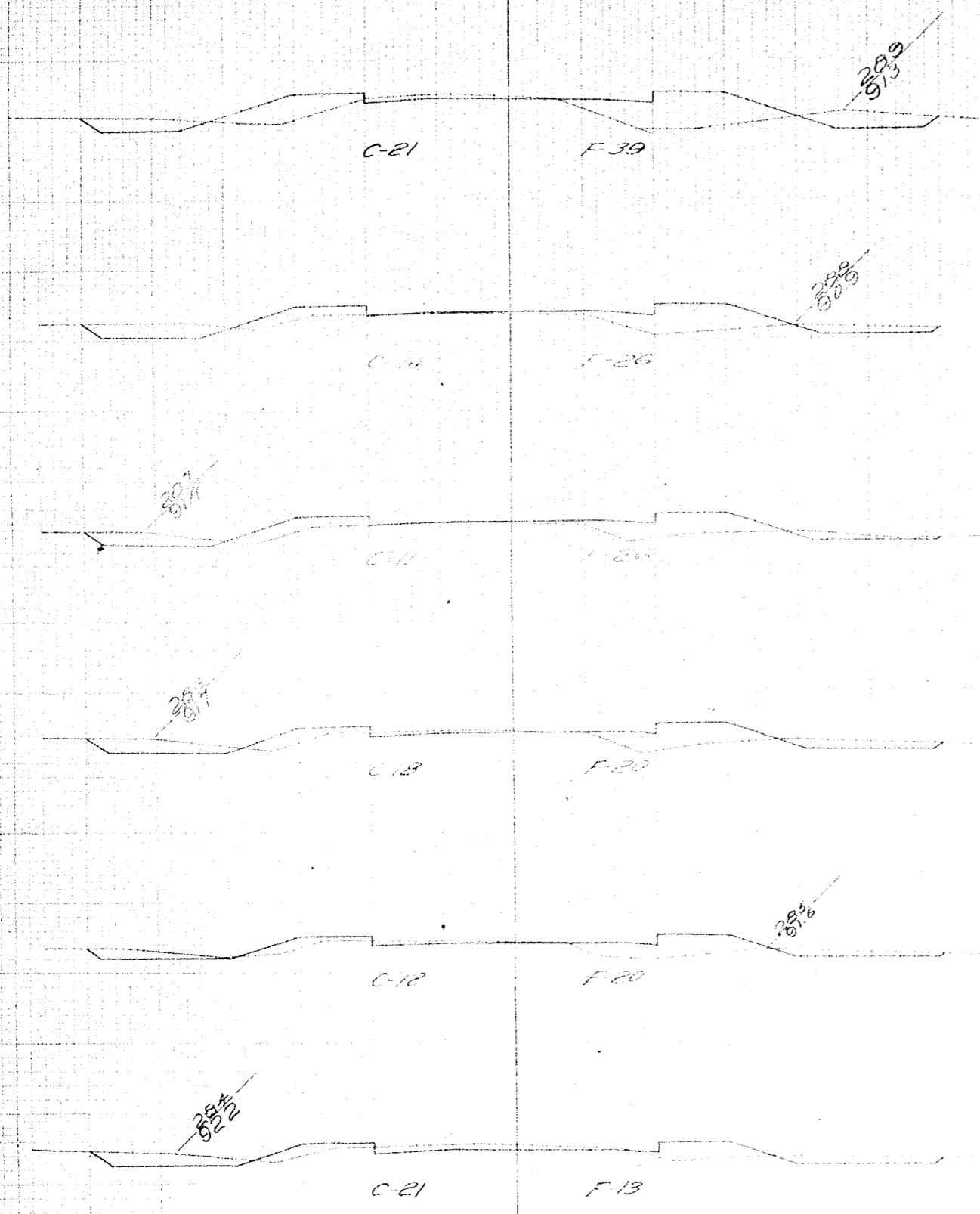


ORIGINAL SURVEY
 SIMMONS & EBERT
 1929

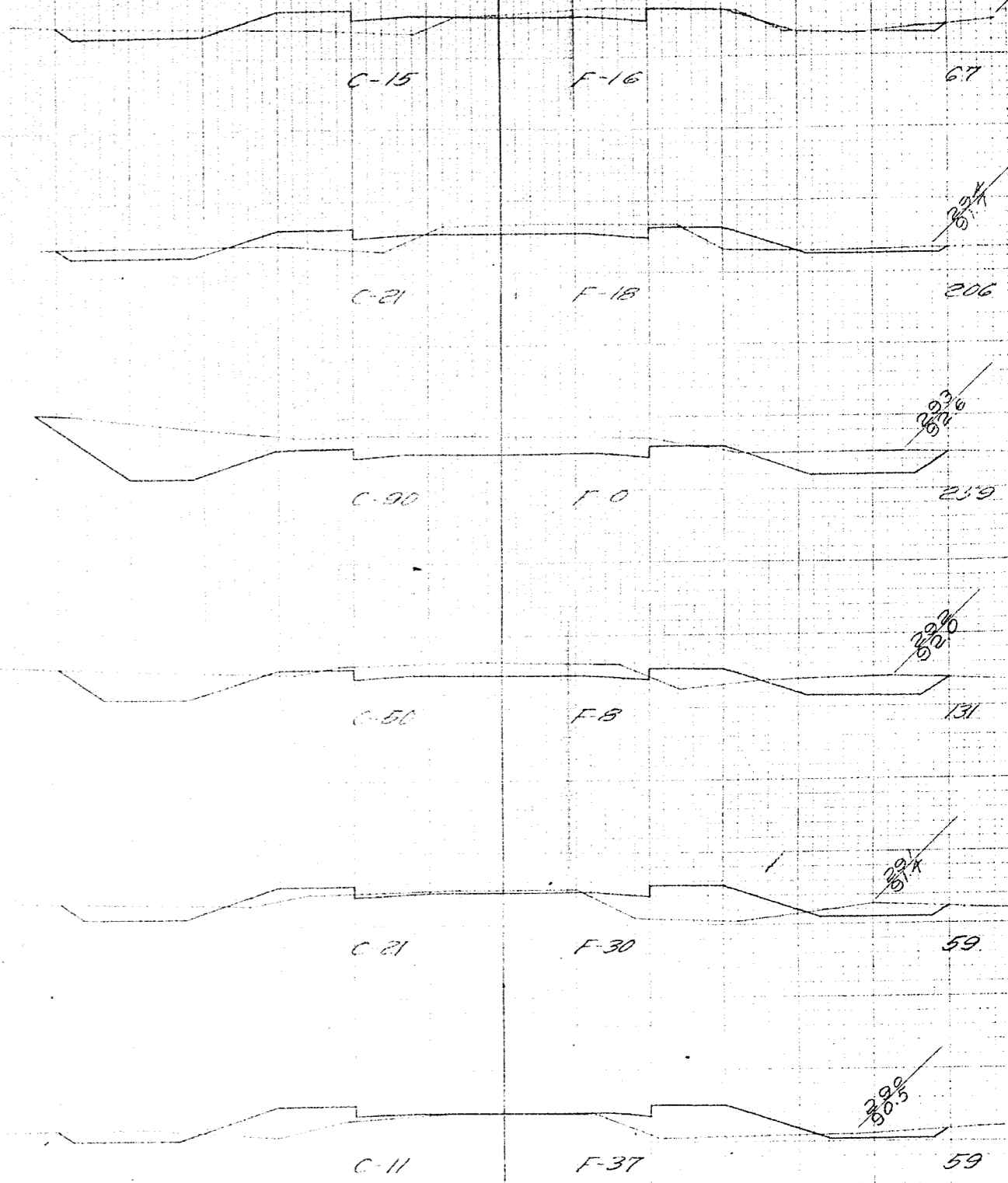
FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC	3204	52	72
DIVISION JOB NO. 3204				

YARDAGE
CUT FILL

YARDAGE
CUT FILL



Section	CUT	FILL
C-21	65	120
F-39		
C-14	46	96
F-26		
C-11	54	85
F-26		
C-13	50	74
F-20		
C-12	61	61
F-20		
C-21	87	51
F-13		
TOTALS	369	480



Section	CUT	FILL
C-15	67	63
F-16		
C-21	206	33
F-18		
C-90	219	75
F-0		
C-50	131	70
F-8		
C-21	59	124
F-30		
C-11	59	141
F-37		
TOTALS	781	446

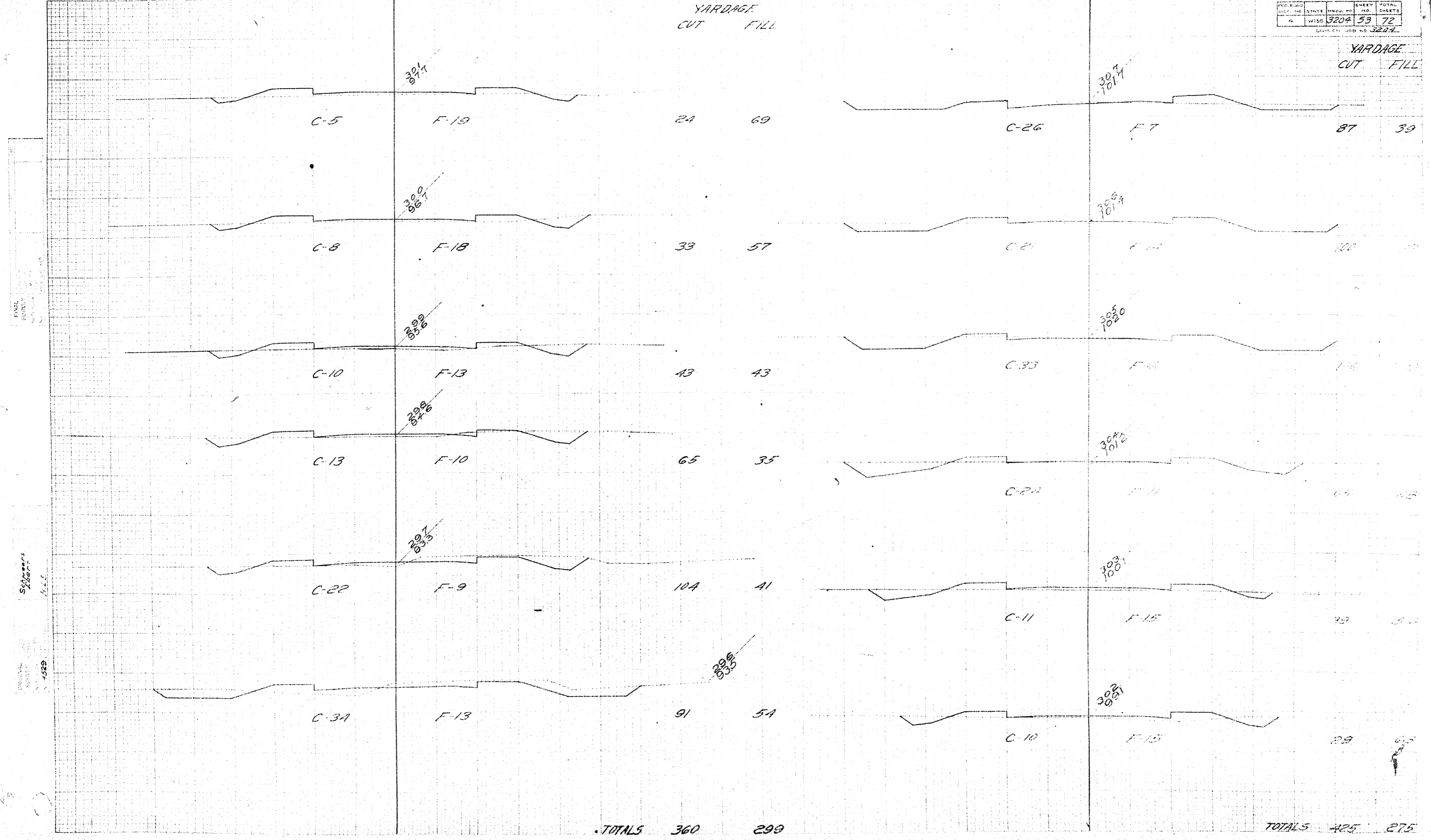
ORIGINAL SURVEY BY SCHWAB & SIBBERY
NOTE: RECORDS IN FILE 1-523

PROJ. NO.	STATE	INDU. NO.	SHEET NO.	TOTAL SHEETS
4	WISC	3204	53	72

DIVISION JOB NO. 3204

YARDAGE
CUT FILL

YARDAGE
CUT FILL



FINAL SURVEY

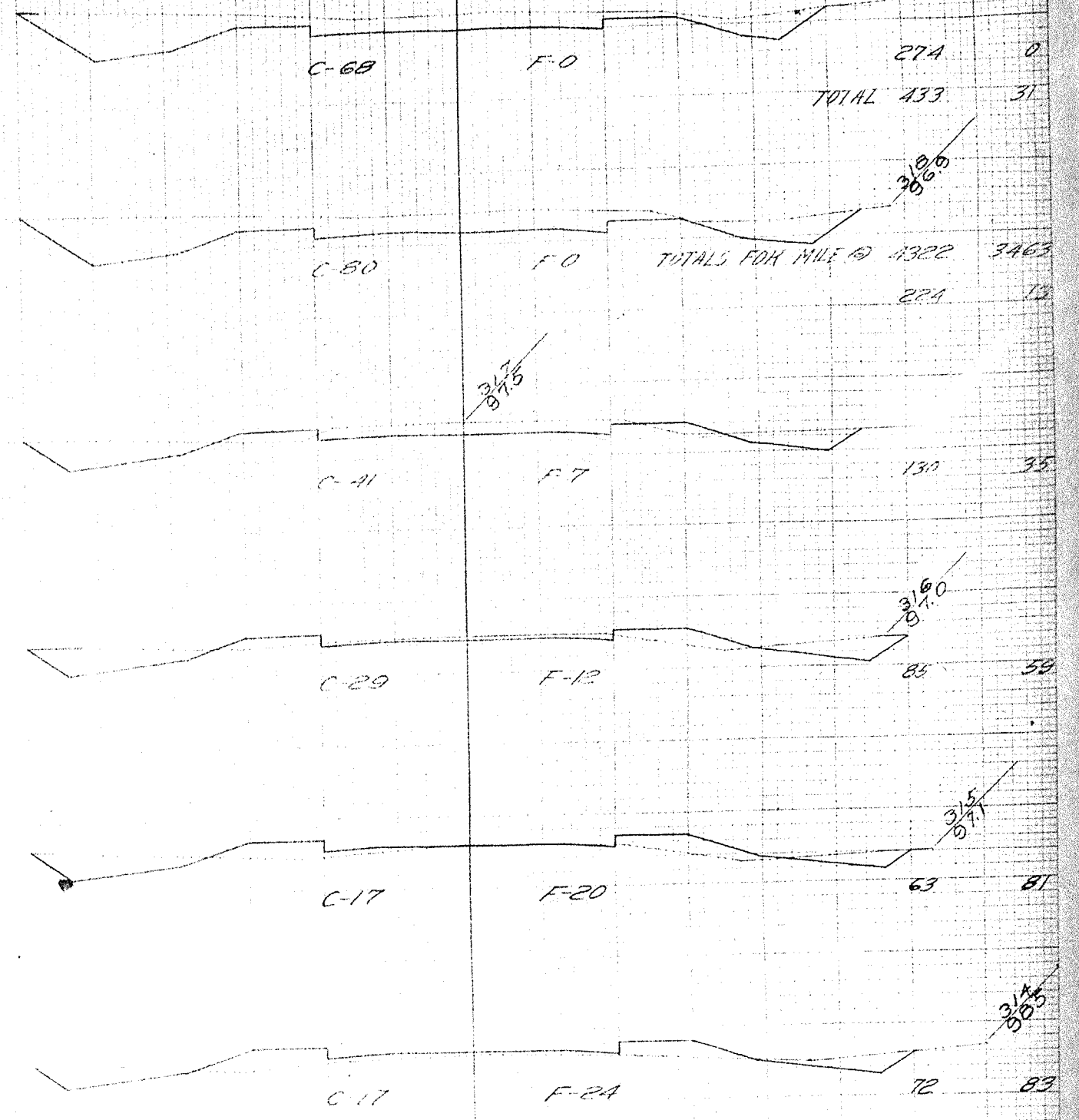
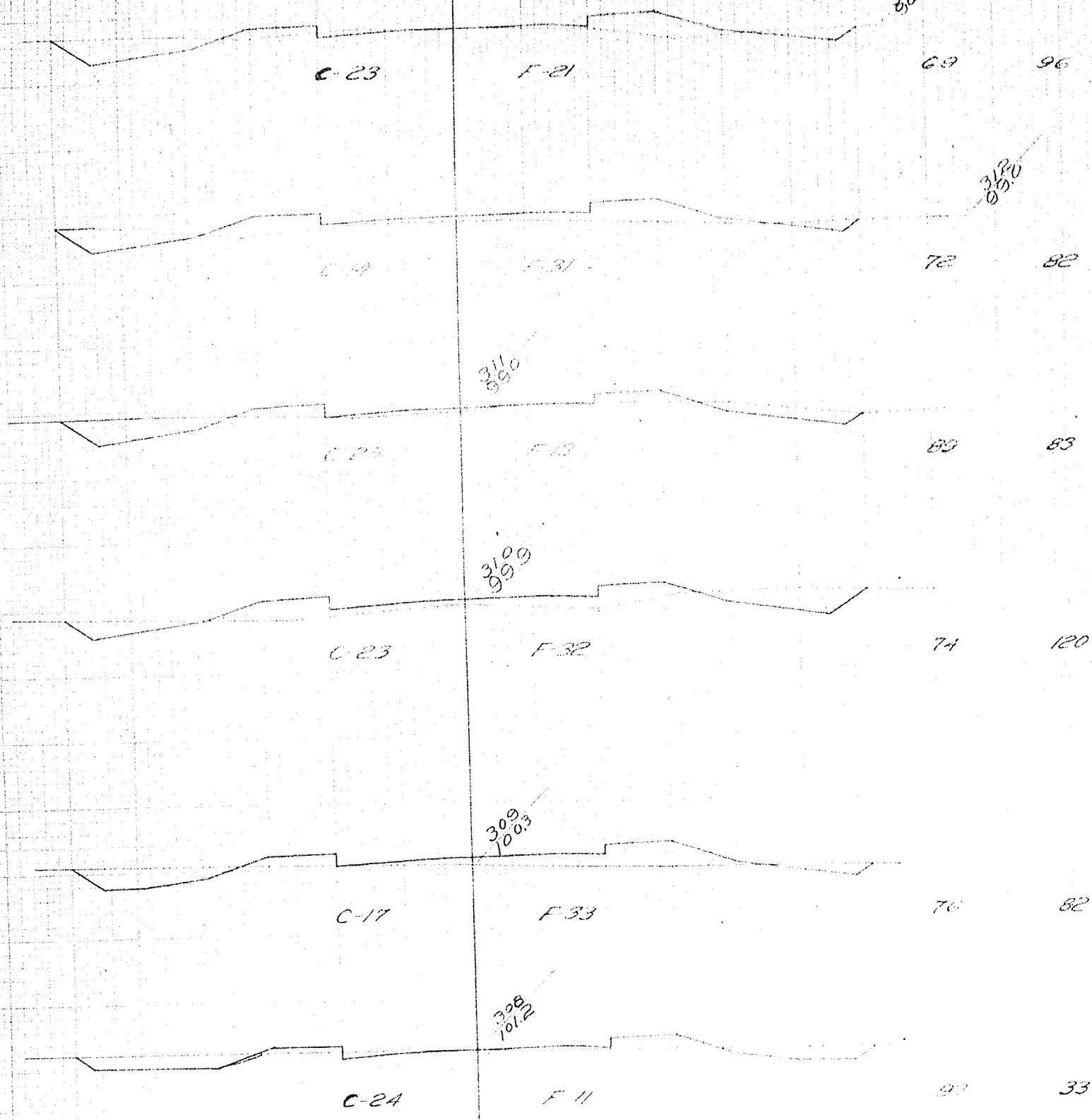
Stippen's

1329

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	3204	54	72
DIVISION JOB NO. 3204				

YARDAGE
CUT FILL

YARDAGE
CUT FILL



TOTALS 473 497

TOTAL 574 271

TOTALS FOR MILE @ 4322 3463

ORIGINAL SURVEY
NOTE BOOK NO. 4929

54

54

54

54

54

54

54

YARDAGE
CUT FILL
58 115

YARDAGE
CUT FILL
83 65

325
932

327
934

C-14

F-24

C-22

F-13

322
931

329
937

C-15

F-25

C-23

F-22

54 91

83 65

323
933

322
936

C-17

F-16

C-25

F-23

59 78

84 53

322
935

C-22

F-17

C-35

F-25

72 61

77 49

321
930

C-17

F-15

C-11

F-23

72 59

87 65

320
935

C-18

F-17

C-17

F-25

65 59

82 200

26
26

TOTALS 380 463

TOTALS 431 632

FINAL SURVEY

Seawater

9580

YARDAGE
CUT FILL

YARDAGE
CUT FILL

80 61

46 109

80 48

20 115

69 56

32 85

83 57

50 74

120 41

59 76

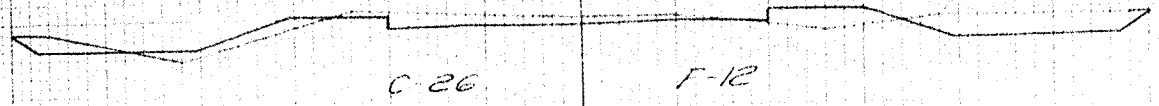
133 35

332
9x3

TOTALS 257 459

166 46

TOTALS 665 344

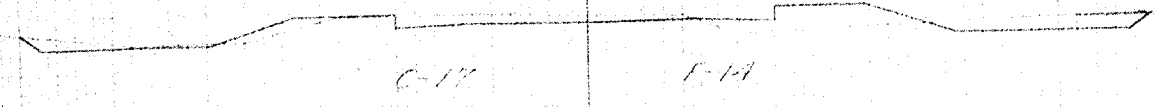


C-26

F-12

334'
9x3

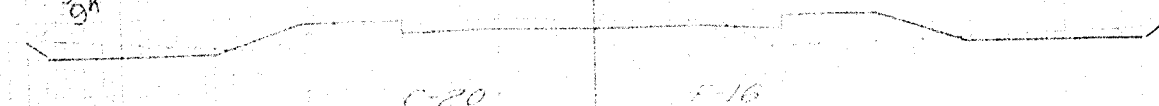
336
9x3



C-17

F-14

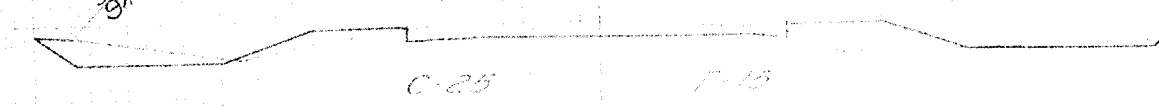
335
9x3



C-20

F-16

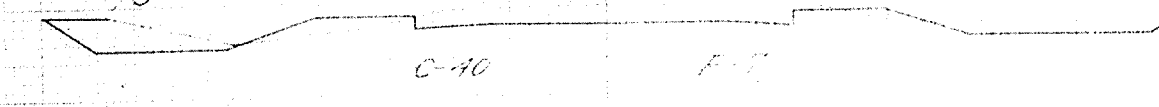
334
9x3



C-25

F-15

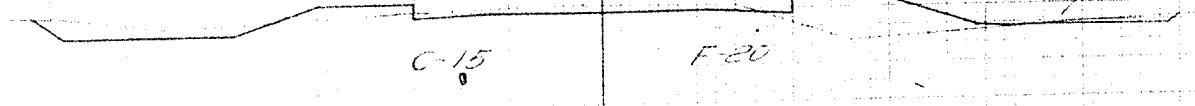
339
9x3



C-40

F-17

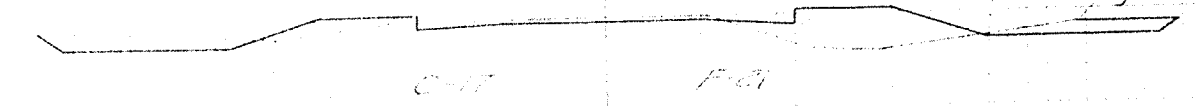
339
9x3



C-15

F-20

338
9x3



C-17

F-21

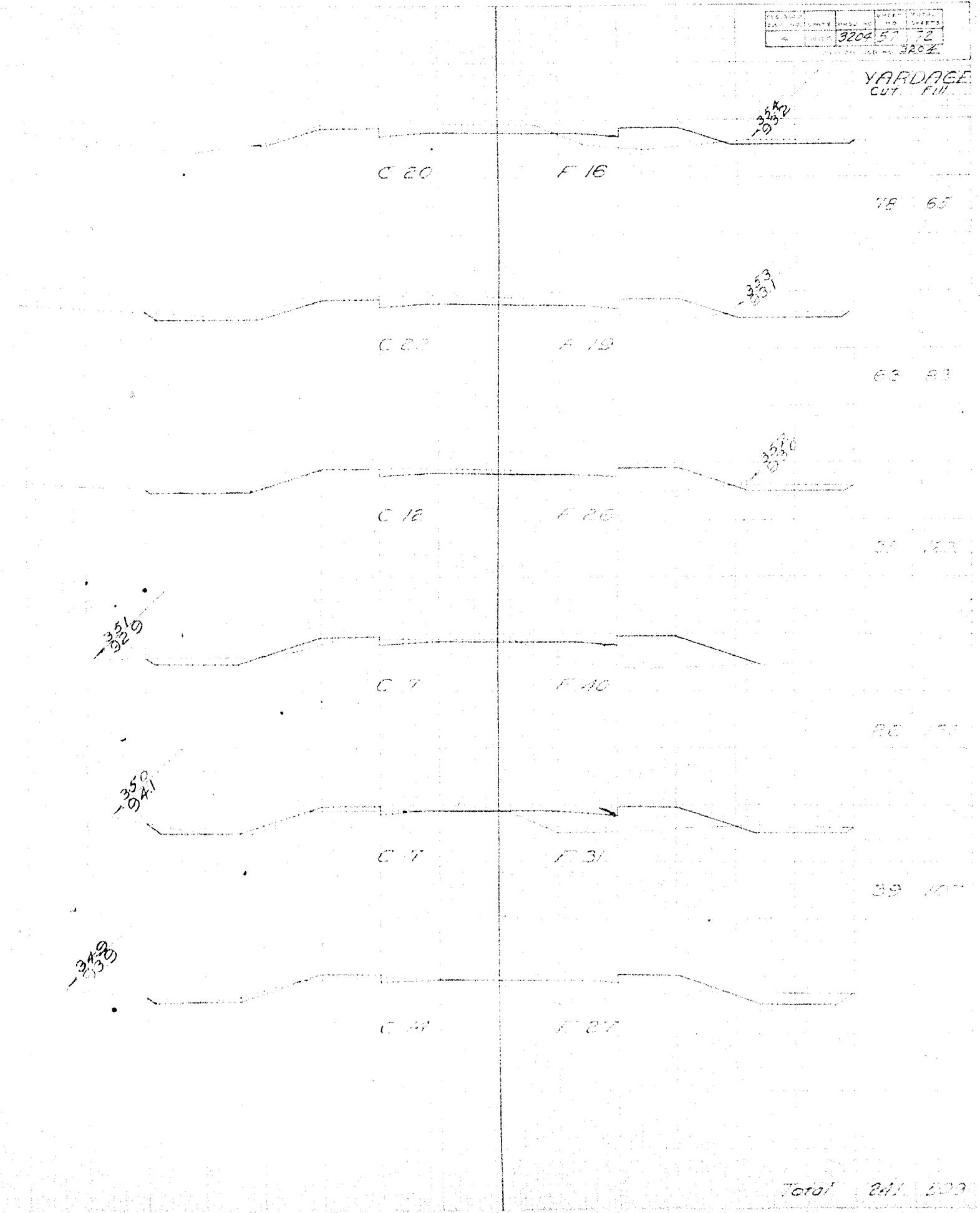
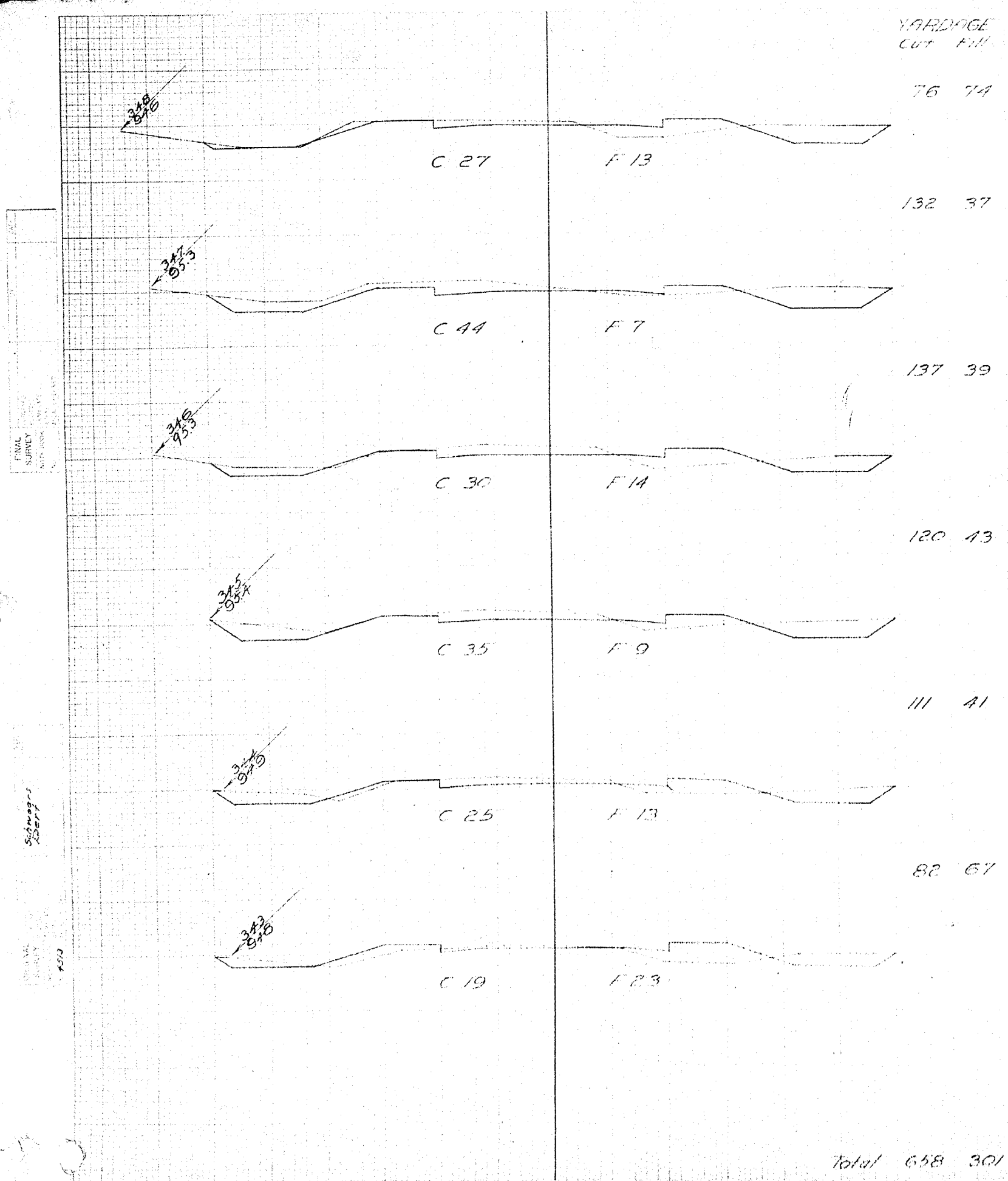
FIELD SURVEY
NOT TO SCALE

ORIGINAL SURVEY
NOT TO SCALE
1529

Schwegel
Survey

YARDAGE
Cut Fill

YARDAGE
Cut Fill



FINAL SURVEY
DATE: 1952

Submerged

FINAL SURVEY
DATE: 1952

REG. ROAD	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
A	WISC	3204	58	72
DIVISION JOB NO. 3204				

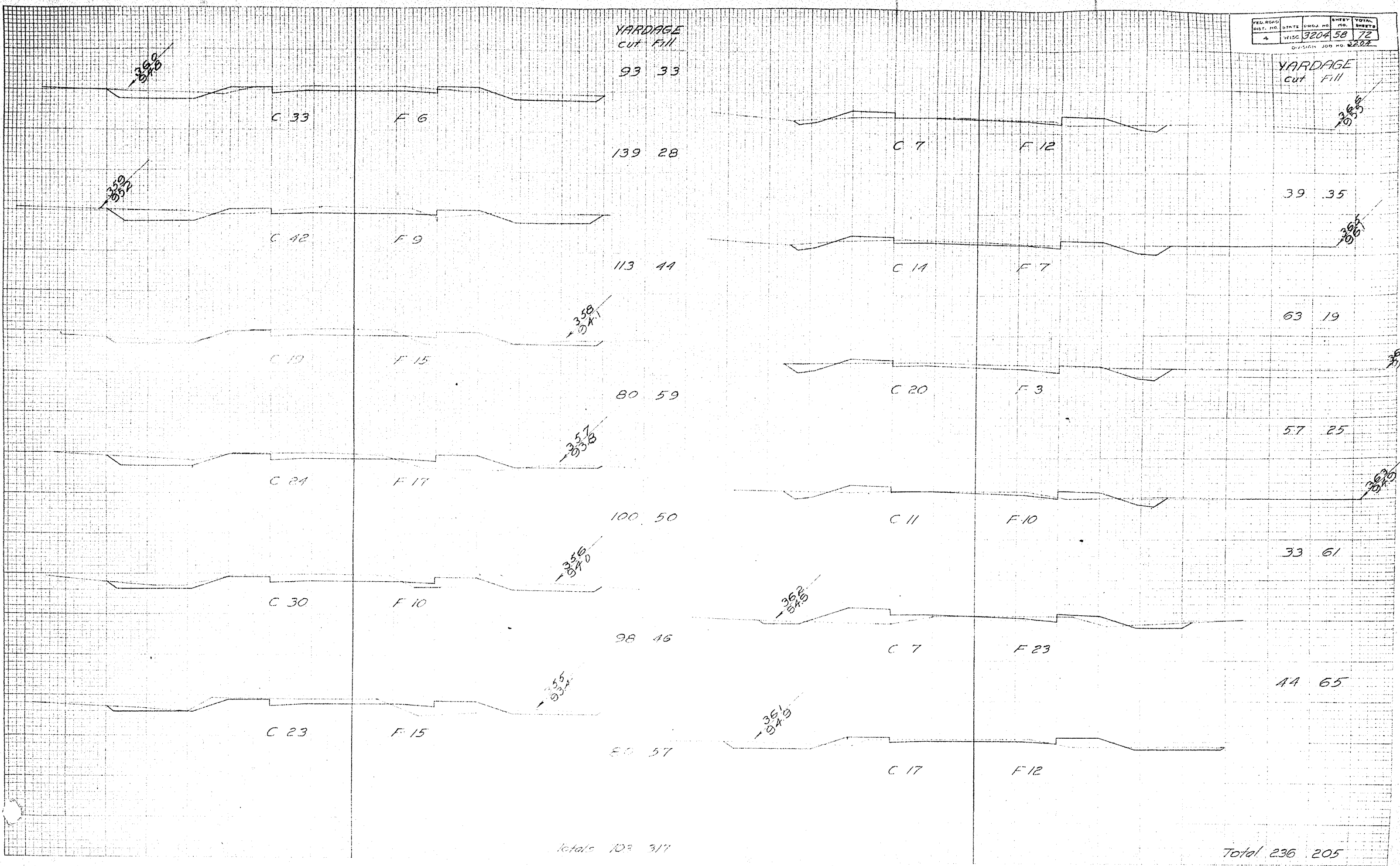
YARDAGE
cut Fill

YARDAGE
cut Fill

FINAL SURVEY
NOTE LOGS
NO. 1073

ORIGINAL SURVEY
NOTE BOOK
NO. 1073

Schwartz
Lbart



PROJ. NO.	DATE	SHEET NO.	TOTAL SHEETS
3204	59	72	

YARDAGE

Cut Fill

56 33

67 32

Total 123 65

Totals Mile 7 4145 3479

69 28

39 44

20 63

30 48

33 35

Totals 191 218

YARDAGE

Cut Fill

32 102

82 28

80 30

30 35

52 30

Total 296 223

FINAL SURVEY

ORIGINAL SURVEY

7573

Sigweers

2607

7573

2607

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YARDAGE
Cut Fill

YARDAGE
Cut Fill

114 89

35 94

131 74

43 52

106 94

67 15

111 80

68 18

157 33

43 47

104 61

65 82

17 137

379
897

387
891

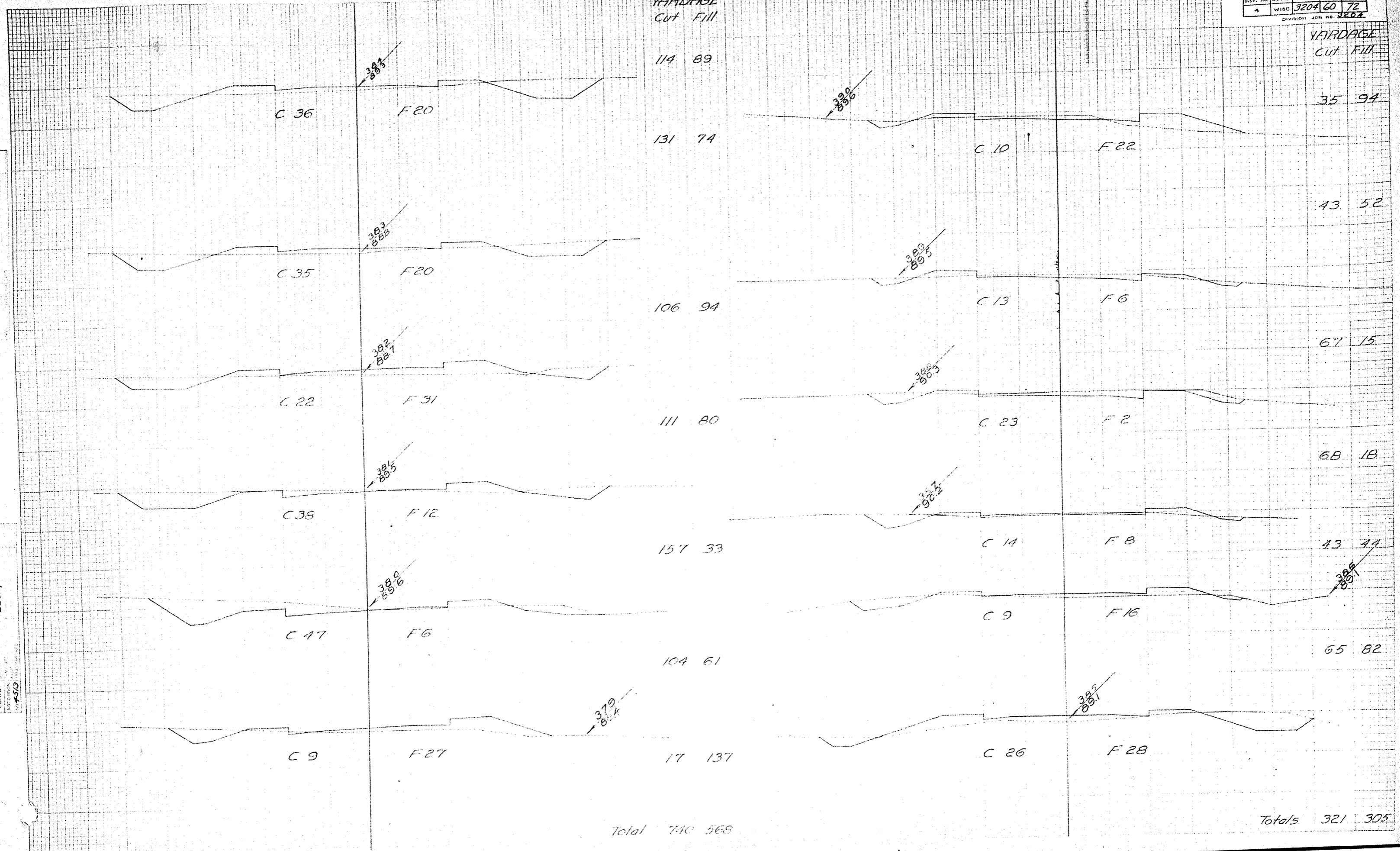
Total 740 568

Totals 321 305

FINAL SURVEY

Schwartz 2877

ORIGINAL SURVEY



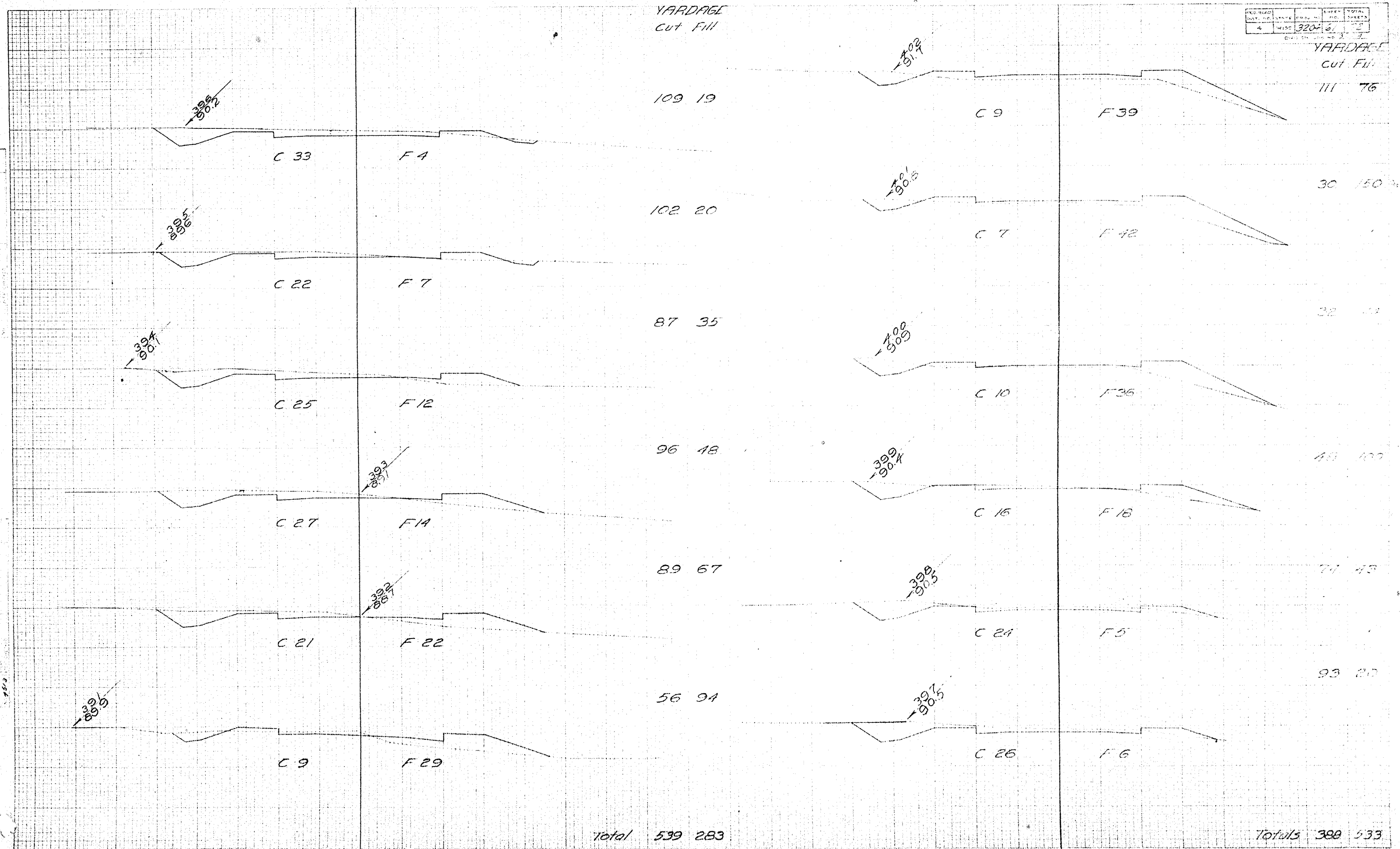
PROJ. NO.	STATE	FILE NO.	SHEET NO.	TOTAL SHEETS
4	WISC	320	6	12

YARDAGE
Cut Fill

YARDAGE
Cut Fill

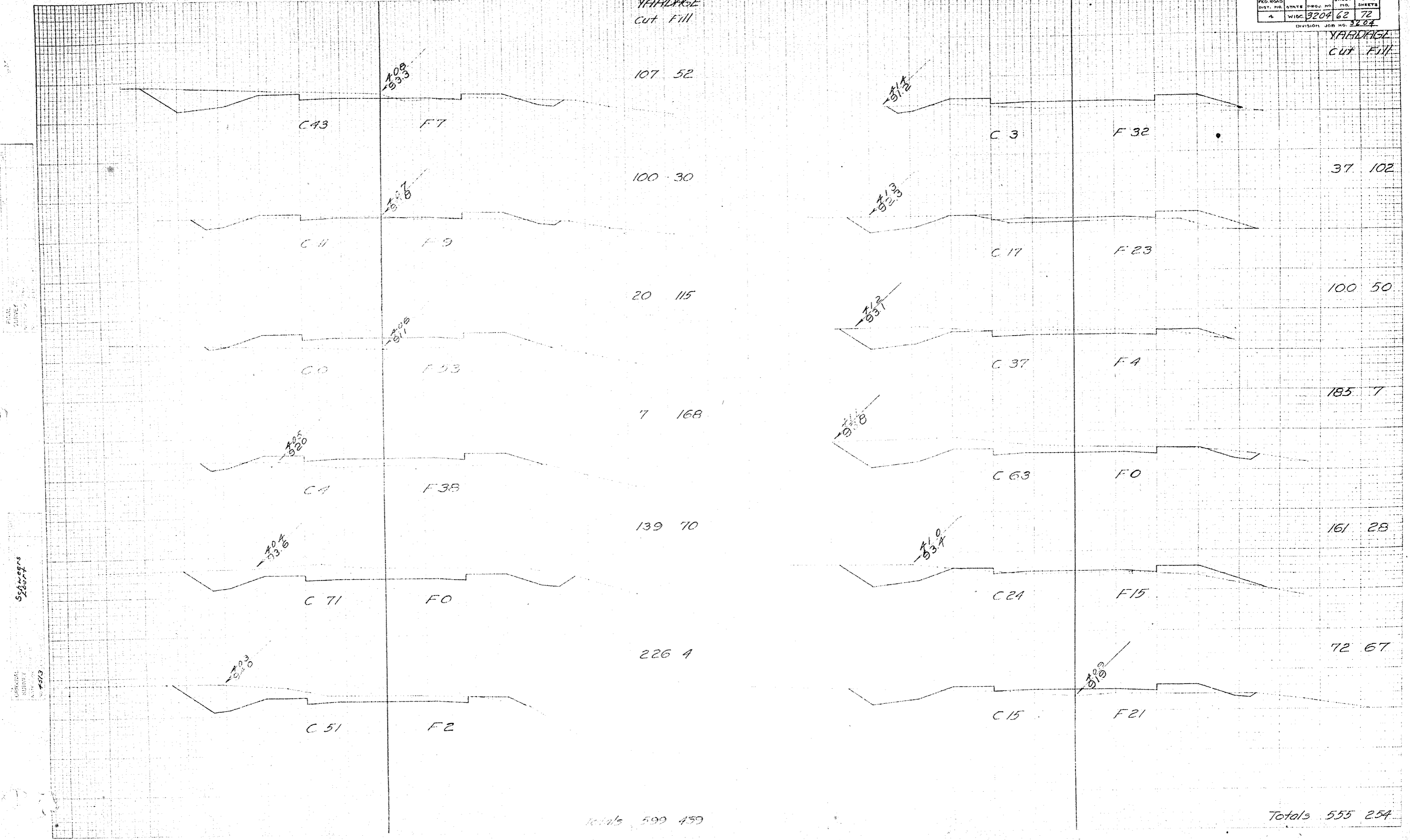
FINAL SURVEY
NOT FOR CONSTRUCTION

ORIGINAL SURVEY
NOT FOR CONSTRUCTION
1573



YARDAGE
Cut Fill

YARDAGE
Cut Fill



FINAL
SURVEY
DATE

Schwartz
28001

GENERAL
SURVEY
DATE

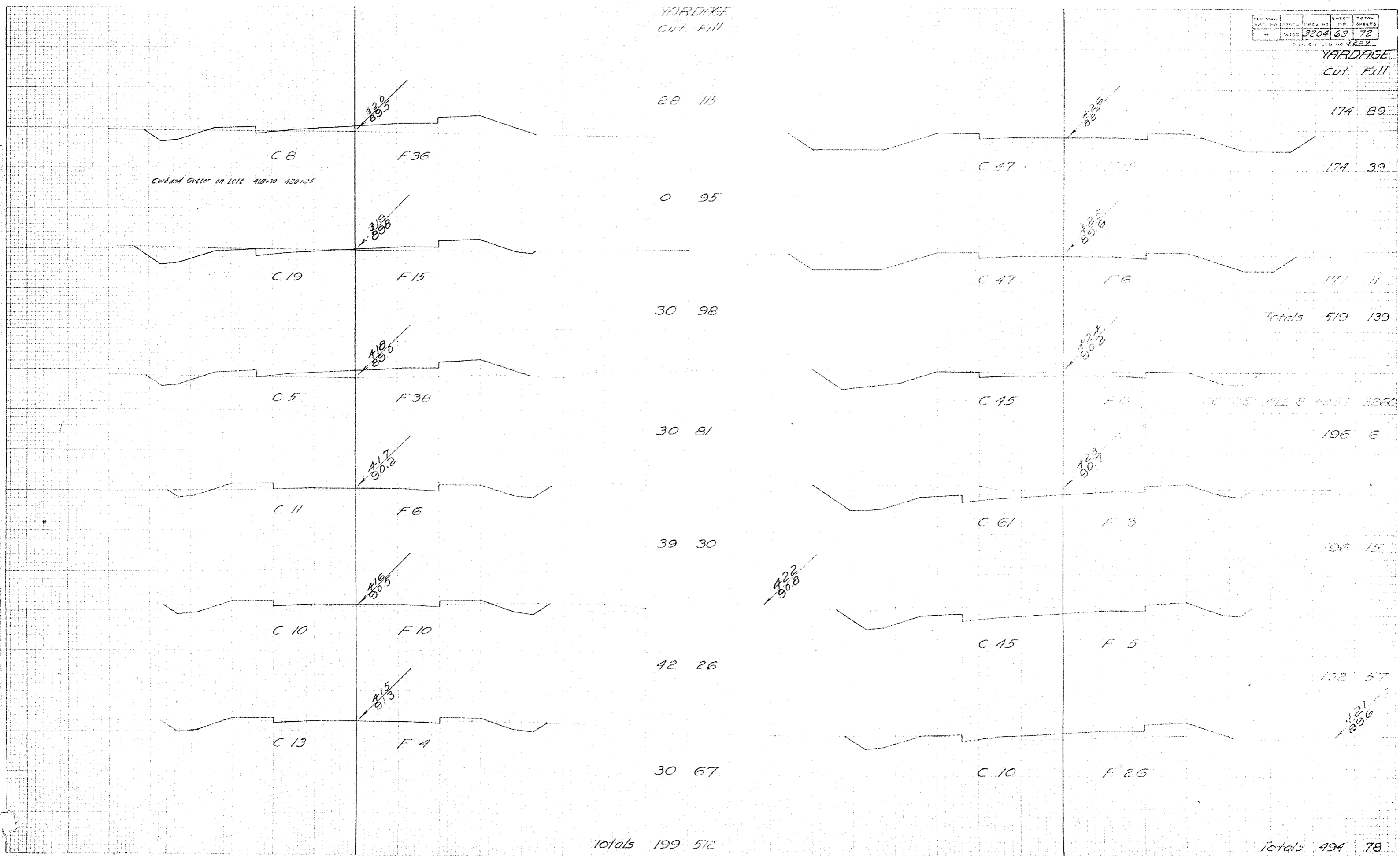
YARDAGE
Cut Fill

KEY NO.	DATE	SHEET NO.	TOTAL SHEETS
3204	63	72	

YARDAGE
Cut Fill

FINAL SURVEY
DATE: 11/11/11
BY: [Signature]

ORIGINAL SURVEY
DATE: 11/11/11
BY: [Signature]

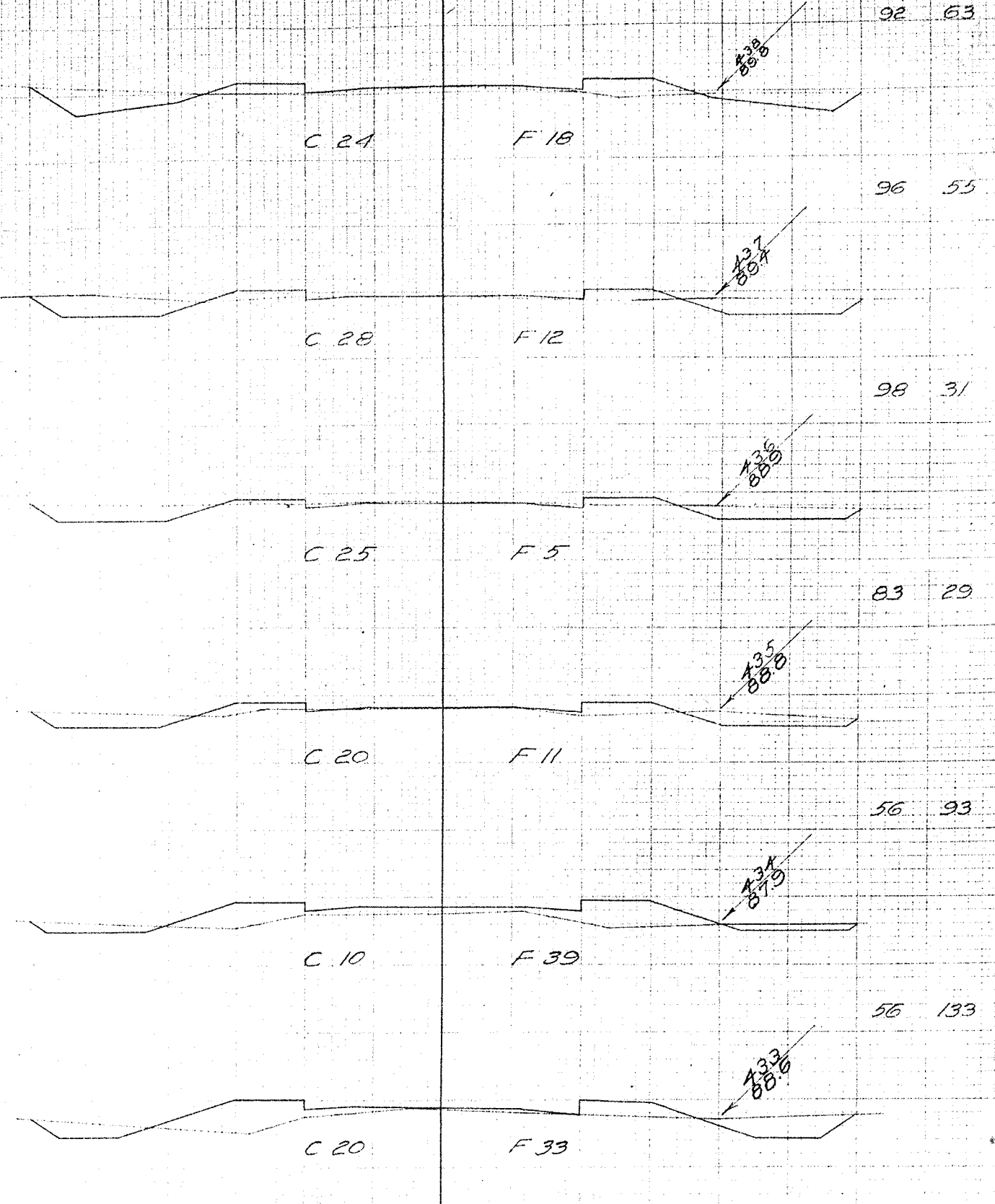
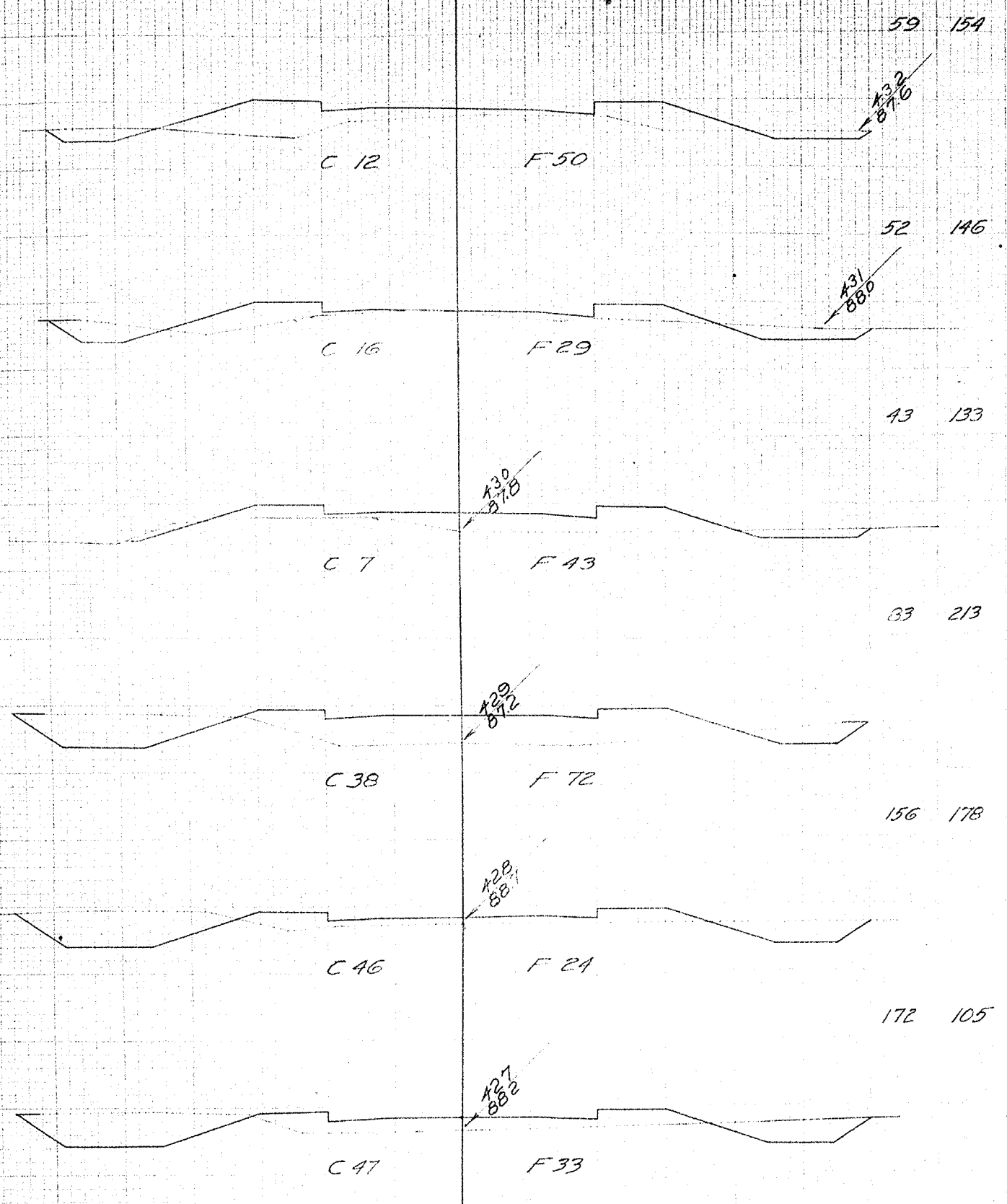


Totals 519 139

STONIS MILL @ 42.54 3880

YARDAGE
Cut Fill

YARDAGE
CUT FILL



Totals 565 929

Totals 481 404

FINAL SURVEY

ORIGINAL SURVEY

Schweppes

NO. ROAD	DIS. NO.	SPACE	PIEG. NO.	SHEET	TOTAL SHEETS
4			320465	72	
					3208

YARDAGE
Cut Fill

46 48

65 30

98 9

80 24

69 31

94 39

Totals 452 181

YARDAGE
Cut Fill

46 22

54 19

57 20

46 41

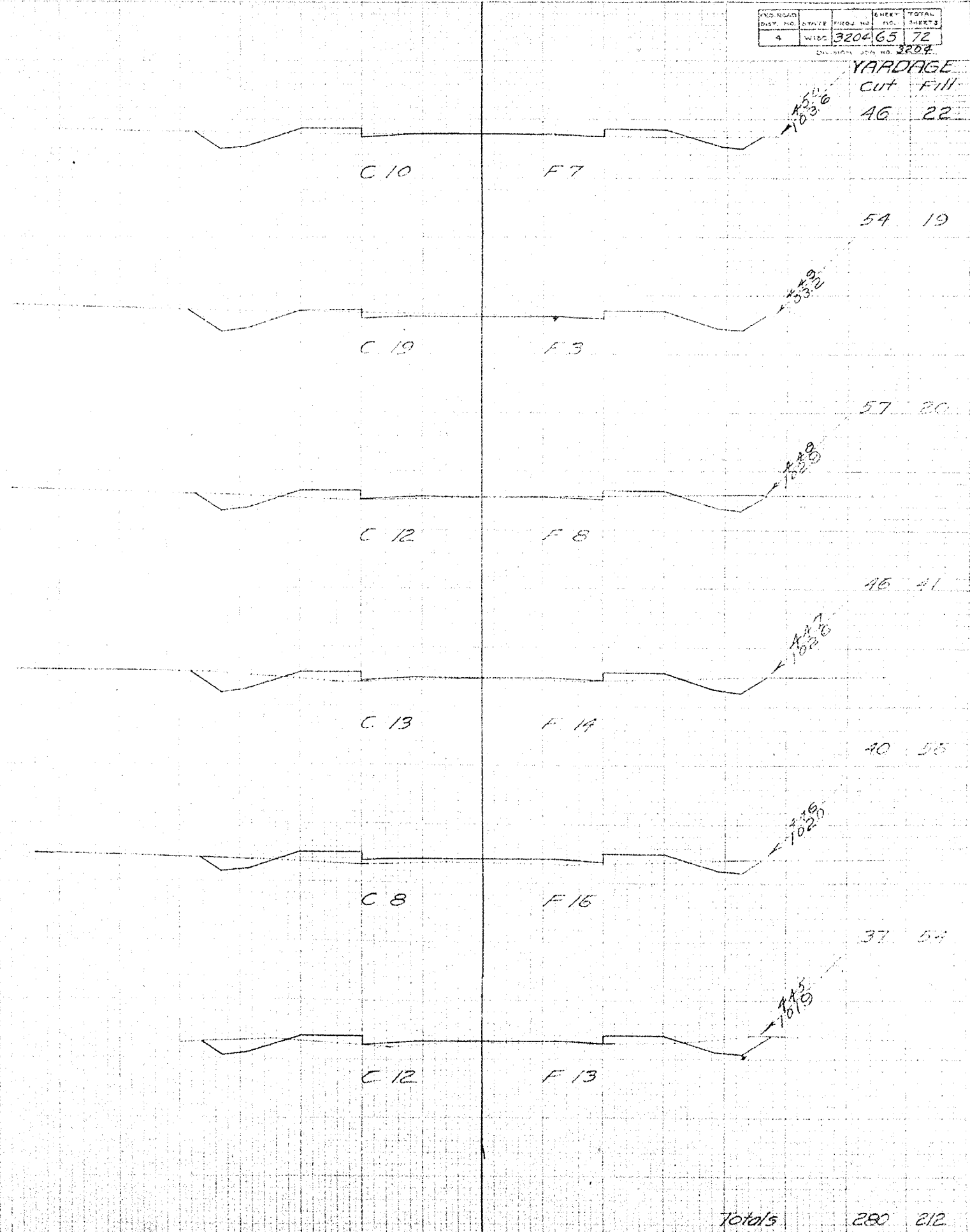
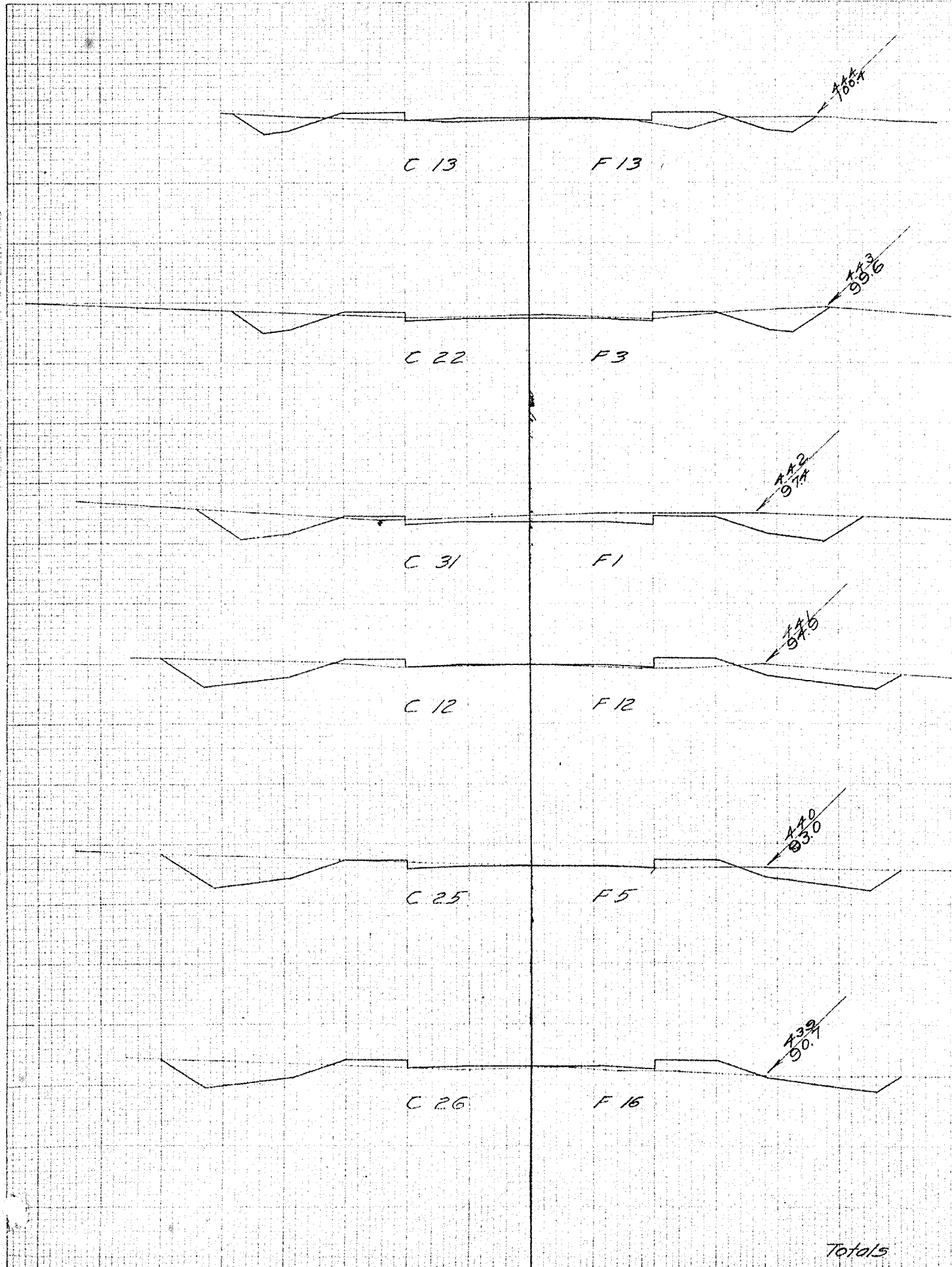
40 56

37 54

Totals 280 212

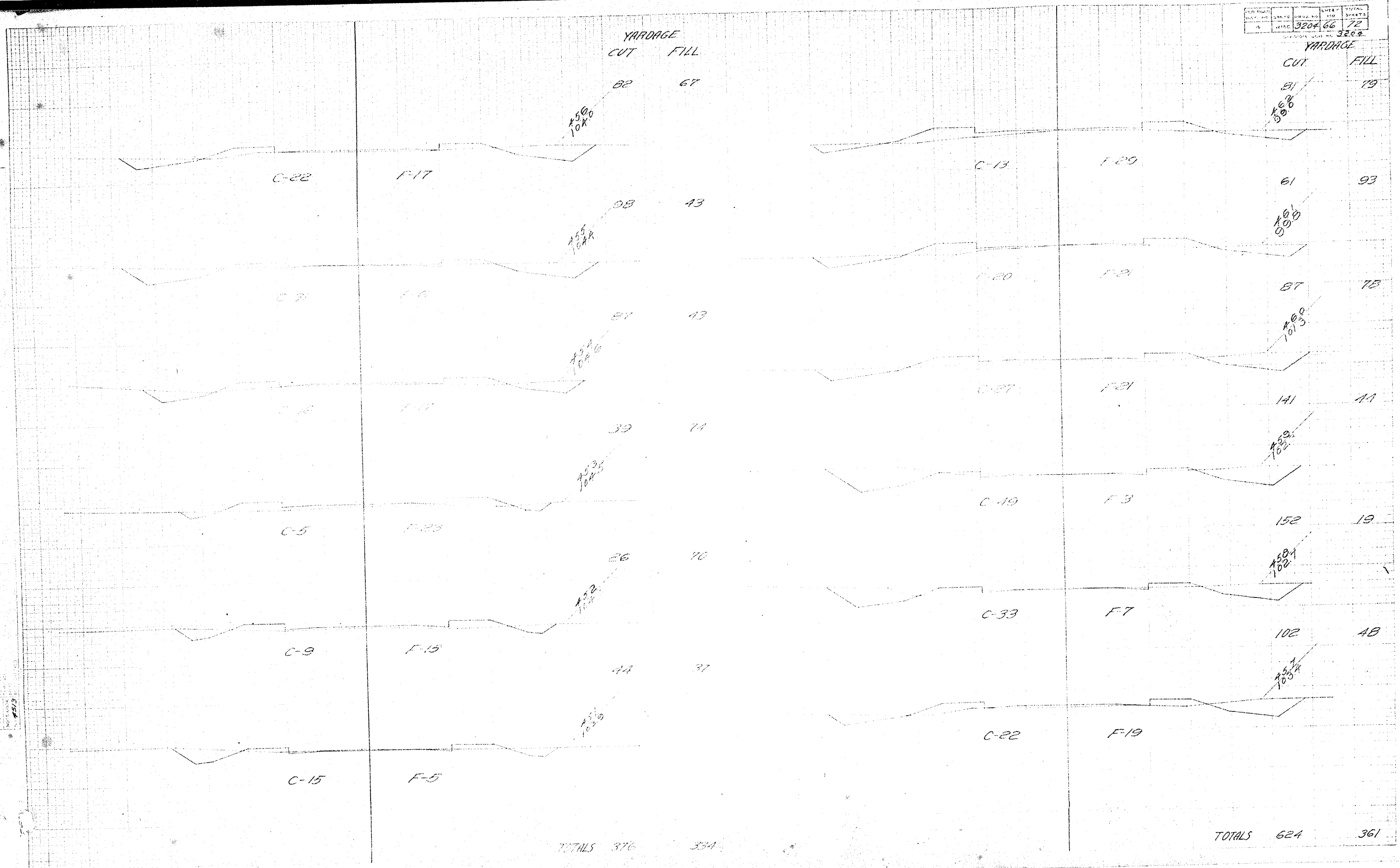
FINAL SURVEY NOTE BOOK

Swagers Zbart



PLAN NO.	DATE	SHEET NO.	TOTAL SHEETS
A	1913	66	72

ORIGINAL SURVEY SHEET NO. 1513



YARDAGE
CUT FILL

YARDAGE
CUT FILL

TOTALS 376 334

TOTALS 624 361

YARDAGE
CUT FILL

67 100

168
97.6

C-18

F-31

56 115

151
97.1

C-12

F-31

59 100

168
97.6

C-20

F-23

65 113

165
97.6

C-15

F-3B

72 81

164
98.3

C-24

F-16

102 56

167
98.7

C-31

F-1A

TOTALS 421 565

NO.	DATE	BY	TOTAL
320467			72
			3202

YARDAGE
CUT FILL
52 52

171
97.9

C-25

F-15

173
97.9

80 57

C-16

142
97.2

57 61

C-13

171
97.0

C-15

72 75

140
97.1

C-18

F-27

65 80

167
98.7

C-18

F-25

TOTALS 412 412

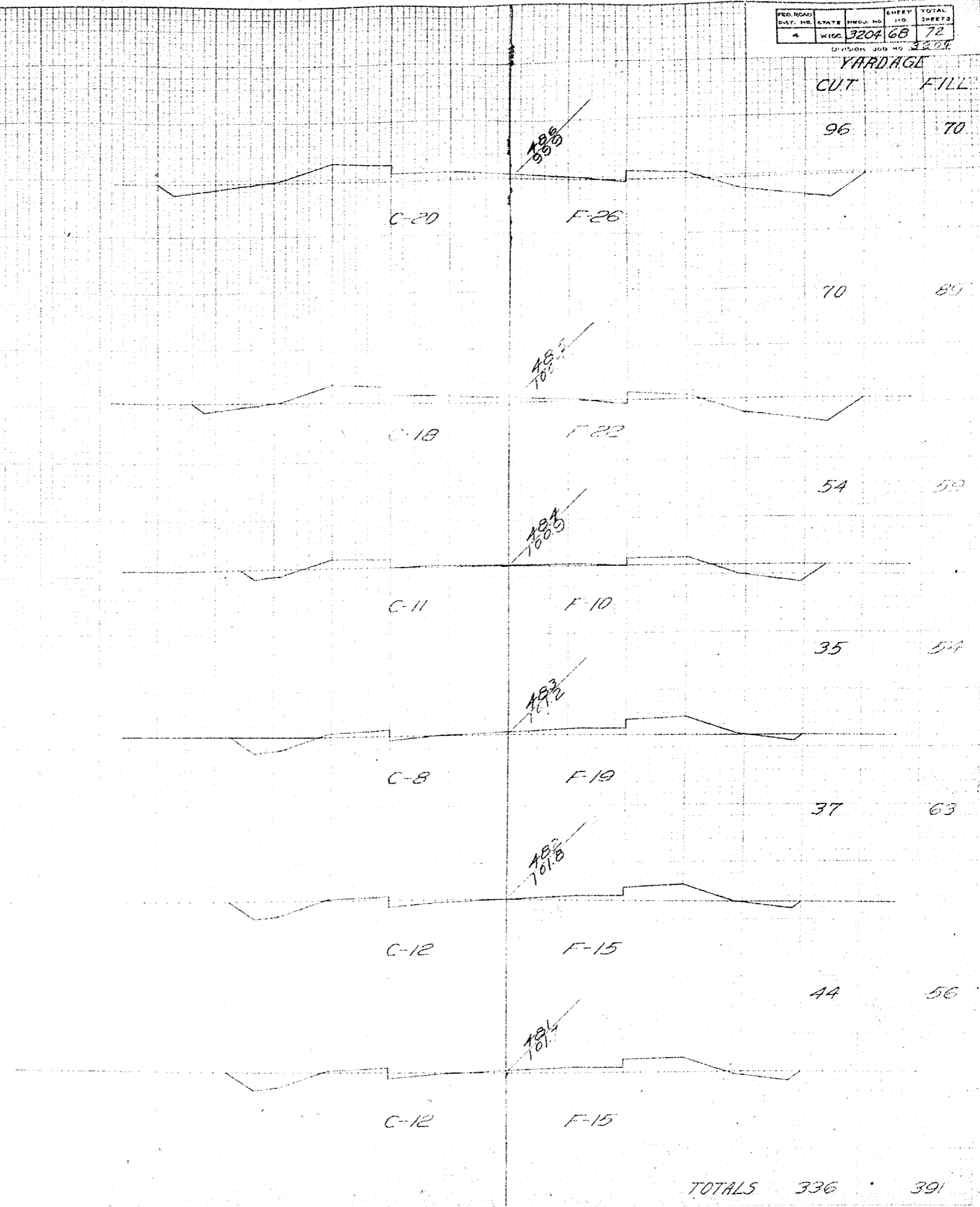
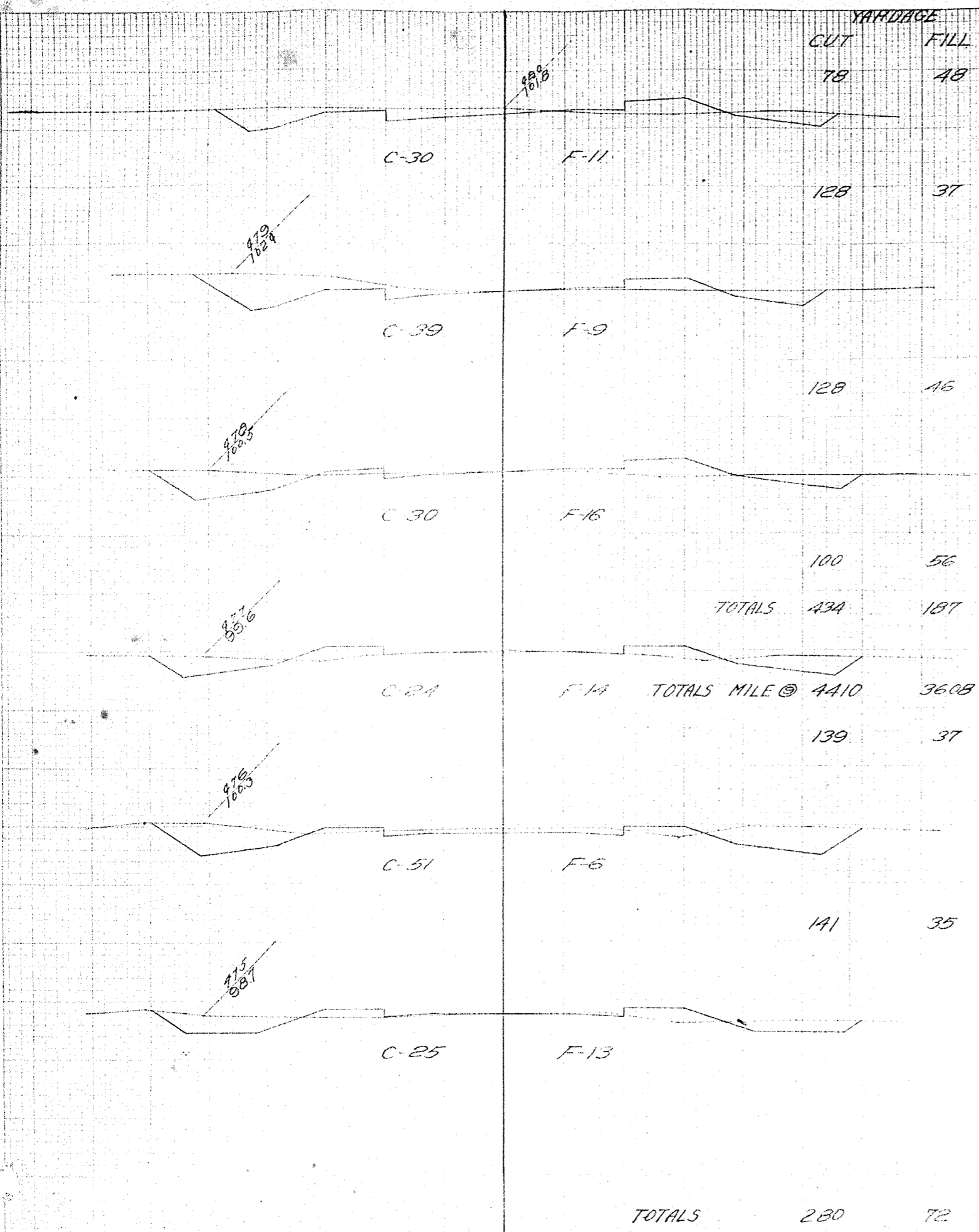
PROJ. ROAD	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS.	3204	68	72

YARDAGE

CUT FILL
78 48

YARDAGE
CUT FILL

96 70



Schwepher
Original
Submits
4410

EST. NO.	DATE	TOTAL SHEETS
3204	69	72
		3204

YARDAGE
CUT FILL

YARDAGE
CUT FILL

56 74

143 35

192
952

198
958

C-20

F-13

C-39

F-6

197
977

93 46

197
958

146 28

C-30

F-12

C-40

F-9

109 48

154 37

198
981

C-29

F-14

C-43

F-11

93 70

91 100

199
987

C-21

F-24

C-6

F-57

100 78

11 300

198
995

C-33

F-18

C-0

F-56

120 56

19 154

197
998

C-32

F-12

C-10

F-8

TOTALS 571 372

TOTALS 564 589

FINAL SURVEY

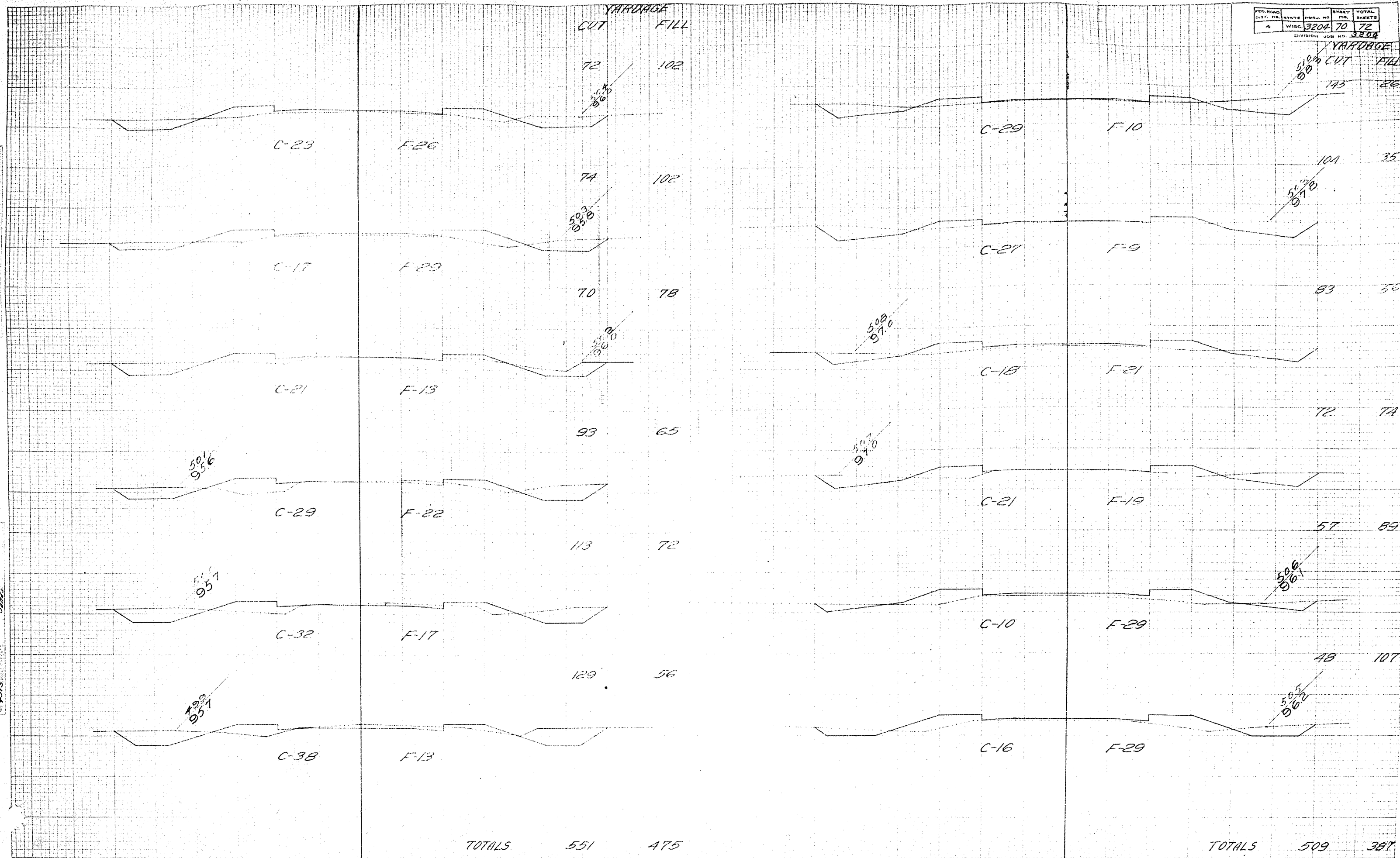
SEPT 1969

FINAL SURVEY

FED. ROAD DIST. NO.	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WISC.	3204	70	72
DIVISION JOB NO. 3204				

FINAL SURVEY
 NOTE BOOK NO. 1007
 NO. 1007

ORIGINAL SURVEY
 NOTE BOOK NO. 1007
 NO. 1007



TOTALS 509 387

PLANNING	STATE	PROJ. NO.	SHEET NO.	TOTAL SHEETS
4	WIS.	3204	71	72

YARDAGE

CUT FILL

100 54

YARDAGE
CUT FILL

70 41

63 31

52 32

54 46

66 49

132 20

TOTALS 437 213

TOTALS 428 367

C-21

F-9

C-24

F-16

C-13

F-8

C-20

C-15

F-9

C-21

F-11

C-11

F-16

C-15

F-18

C-22

F-7

C-6

F-24

C-49

F-4

C-17

F-13

515
968

516
970

514
977

513
980

512
983

511
987

513
981

512
982

511
984

510
985

509
985

FINAL SURVEY

Subway

ORIGINAL SURVEY