

RECEIVED MAY 21 2007

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INDEX OF SHEETS

- SHEET NO. 1 TITLE
- SHEET NO. 2 TYPICAL CROSS SECTIONS
- SHEET NO. 2 ESTIMATE OF QUANTITIES
- SHEET NO. 2A-2B MISCELLANEOUS QUANTITIES
- SHEET NO. — RIGHT OF WAY PLAT
- SHEET NO. 3-9 PLAN AND PROFILE STA. 12+50 TO STA. 168+00
- SHEET NO. 10-106 STANDARD DETAILS
- SHEET NO. — DRAINAGE STRUCTURES
- SHEET NO. 11-29 CROSS SECTIONS

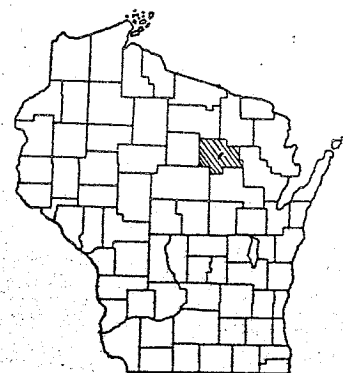
STAT

SIN

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S.P.R. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
34.6	937.0		11.2	4 WIS	1	29

PLAN AND PROFILE OF PROPOSED MATTEKS CORNERS — NEVA ROAD

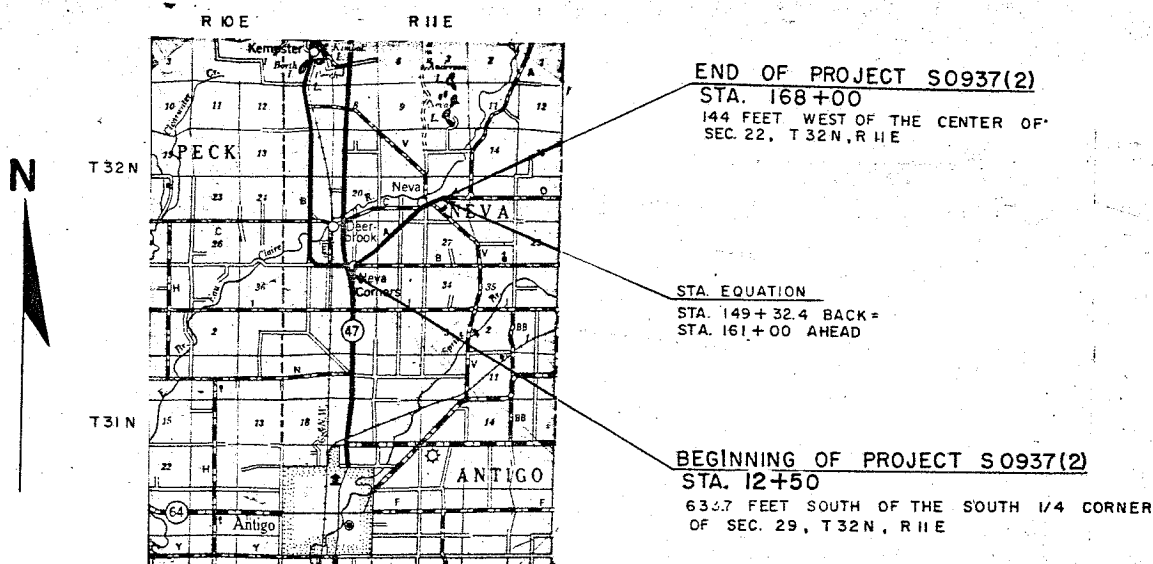
C.T.H. "A"
LANGLADE COUNTY
PROJECT S 0937(2)



STATE HWY. COMM.
DI. T. 7
RECEIVED
MAY 25 1964

D. E.	
CO. ST.	
MAINT.	
P & D	
R/W	
A. M.	
MAT	

PLAN 1 IN. = 100 FT. & 20 FT.
PROFILE HOR. 1 IN. = 100 FT. & 20 FT. VERT. 1 IN. = 10 FT. & 2 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



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 75.16
TRAVELED WAY OR P.E.	-----	GRADE ELEVATION	DATUM LINE 75.16
RAILROADS	-----		
BASE OR SURVEY LINE	-----		

LAYOUT

SCALE 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 2.724 MI.

RECORD # 20157
LANGLADE COUNTY SURVEYORS OFFICE
DATE FILED: 6/16/98 BY: AKM

DT
6/26/07

REPLACED PREVIOUS, SMALLER, HANDON TO READ COPY WITH THIS ONE ON 6/26/07 DT.

STATE HIGHWAY COMMISSION OF WISCONSIN MADISON, WIS.

SURVEYOR: HATLEBACK NOTE BOOK: IBM 213-214
DIVISION COMPUTER: MC NOWN M. D. CHECKER: W.H.B.
DISTRICT CHECKER: OHM CORRECT

CORRECT:
DATE: 5/13/64 [Signature] DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
DATE: 5/13/64 [Signature] CHIEF DESIGN ENGINEER

APPROVED:
DATE: 5/13/64 [Signature] STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

APPROVED: _____ DATE: _____
DIVISION ENGINEER

CONTRACT NO. 1

EDITION OF 1963

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		S.P.A. REGION DIVISION	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
34.6	937.0		11.2	4 WIS.	1	29

STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

PLAN AND PROFILE OF PROPOSED
MATTEKS CORNERS — NEVA ROAD
C.T.H. "A"
LANGLADE COUNTY
PROJECT S 0937(2)

TO STA. 168+00

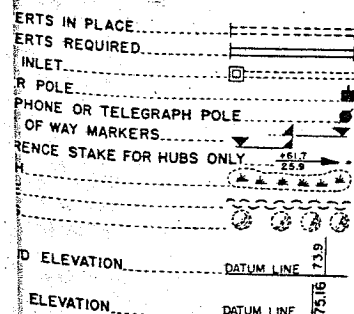
GENERAL NOTES:

1. WHEN THE QUANTITY OF THE ITEMS OF SUBBASE, BASE OR CURB IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE QUANTITY OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED.
2. LENGTH OF RUNOFF SHALL BE COMPUTED WITH TWO THIRDS OF THE TOTAL RUNOFF ON THE TANGENT AND ONE THIRD WITHIN THE CURVE. SEE PLAN FOR RATE OF SUPERELEVATION. CURBS SHALL BE BUILT TO FULL 2" DEPTH WITH THE EXCEPTION OF CURVE ON THE HIGH SIDE OF THE CURVE, CENTERED IN THE CURVE.

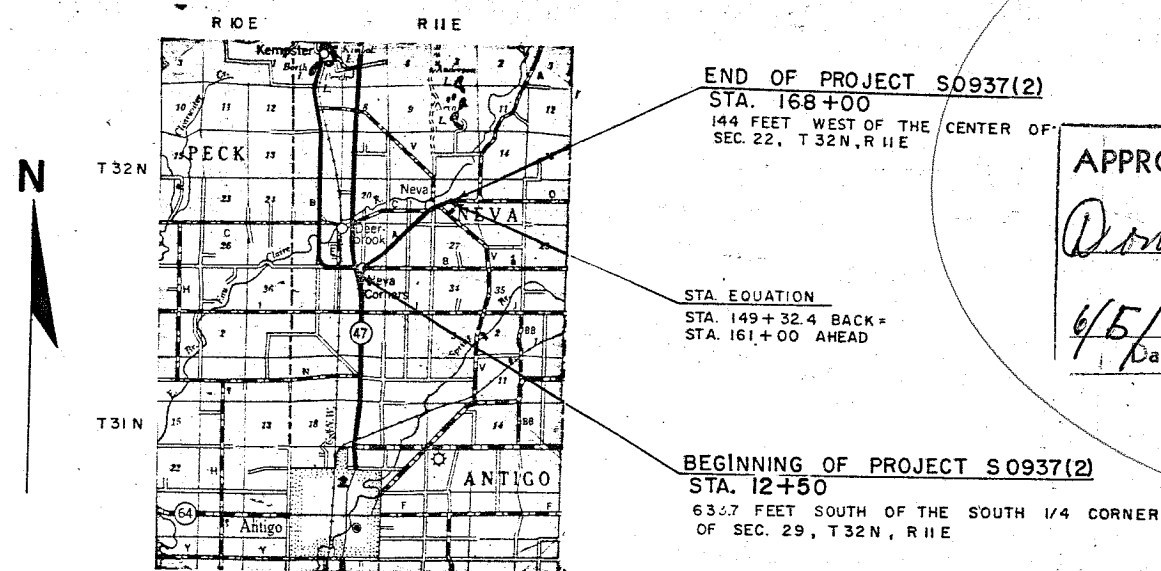
APPLICABLE STANDARD DETAIL DRAWING

- 3-1.1.7 CURB GUTTER, COMBINATION CURB & GUTTER
- 6-2.4.3 RUBBLE MASONRY OR RIPRAP FOR CURB
- 6-2.5.2 RIPRAP AT SIDE ROAD CULVERTS & RIPRAP OR CURB
- 6-5.3.2 STRUCTURAL PLATE PIPE ARCH & CORR. METAL
- 7-13.4 MARKER POST & MARKER POSTS FOR RIGHT OF WAY
- 7-4.1.4 CONSTRUCTION BARRICADE
- 9-1.1.4 DESIGN AND LAYOUT DETAILS FOR SIDEWALKS

SIGNS



PLAN 1 IN. = 100 FT. & 20 FT.
PROFILE HOR. 1 IN. = 100 FT. & 20 FT. VERT. 1 IN. = 10 FT. & 2 FT.
CROSS SECTIONS HOR. 1 IN. = 5 FT. VERT. 1 IN. = 5 FT.



END OF PROJECT S0937(2)
STA. 168+00
144 FEET WEST OF THE CENTER OF
SEC. 22, T 32 N, R 11 E

STA. EQUATION
STA. 149+32.4 BACK =
STA. 161+00 AHEAD

BEGINNING OF PROJECT S0937(2)
STA. 12+50
633.7 FEET SOUTH OF THE SOUTH 1/4 CORNER
OF SEC. 29, T 32 N, R 11 E

LAYOUT

SCALE 2 MILES

TOTAL NET LENGTH OF CENTERLINE = 2.724 MI.

APPROVED FOR LANGLADE COUNTY

Donald Strahl

6/5/64
Date

CO. HIGH. COMMISSIONER

Title

STATE HIGHWAY COMMISSION OF WISCONSIN
MADISON, WIS.

SURVEYOR: HATLEBACK NOTE BOOK: IBM 213-214
DIVISION COMPUTER: MC NOWN M. O. CHECKER: W.H.B.
DISTRICT CHECKER: OHM CORRECT

CORRECT:
DATE: 5/13/64 *J. J. Jettl* DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
DATE: 5/13/64 *G. J. Jettl* CHIEF DESIGN ENGINEER

APPROVED:
DATE: 5/13/64 *E. L. Pottier* STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

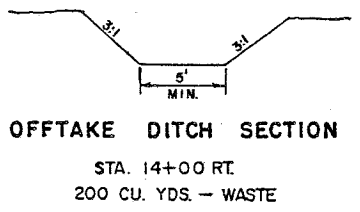
APPROVED: _____ DATE: _____
DIVISION ENGINEER

B.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S0937(2)	3	29



DATE: 12-11-53
 BY: S.A.L. F. L.W.Z.
 CHECKED: S.A.L. F. L.W.Z.
 NO. 214

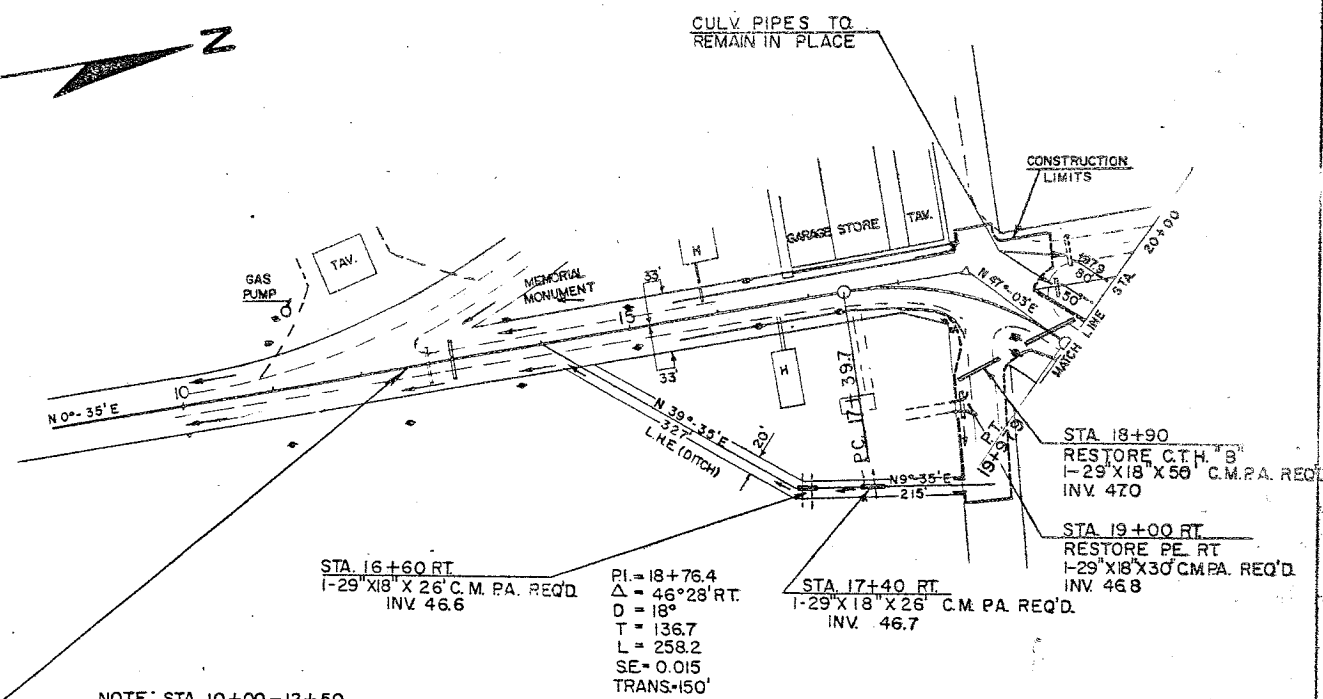
DATE: 12-11-53
 BY: S.A.L. F. L.W.Z.
 CHECKED: S.A.L. F. L.W.Z.
 NO. 214



NOTE: SEE DETAIL SHEET FOR CURB & GUTTER STA. 15+50-19+50

STA. 12+50
 BEGIN PROJECT S 0937(2)

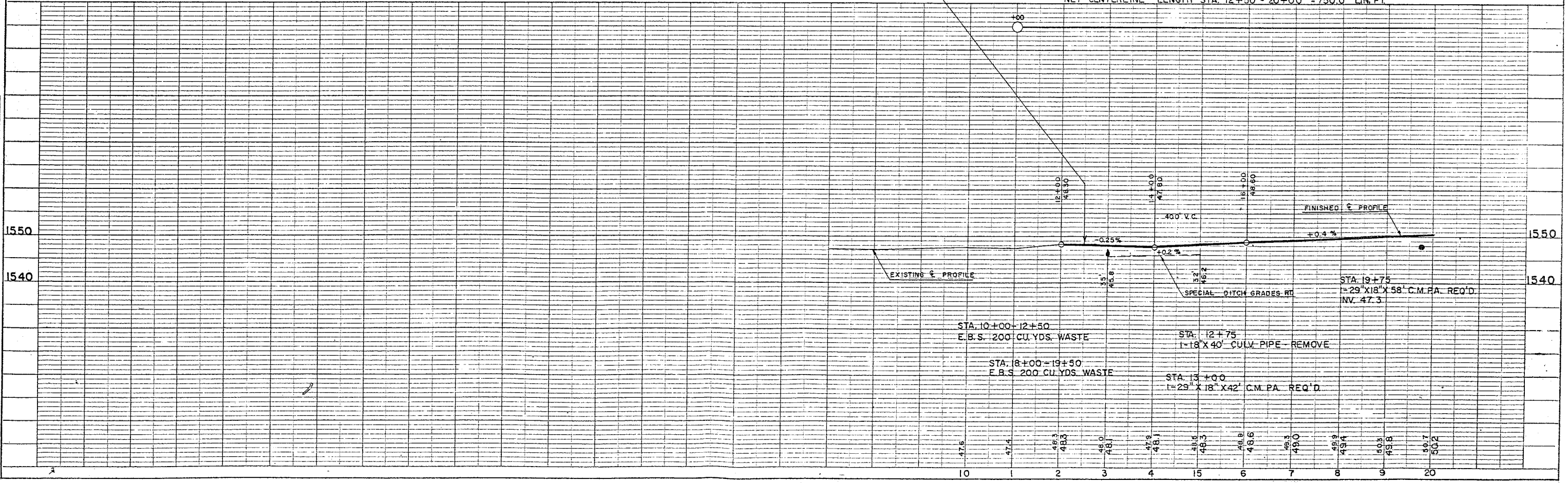
NOTE: STA. 10+00-12+50
 CONSTRUCT APPROACH



BENCH MARKS

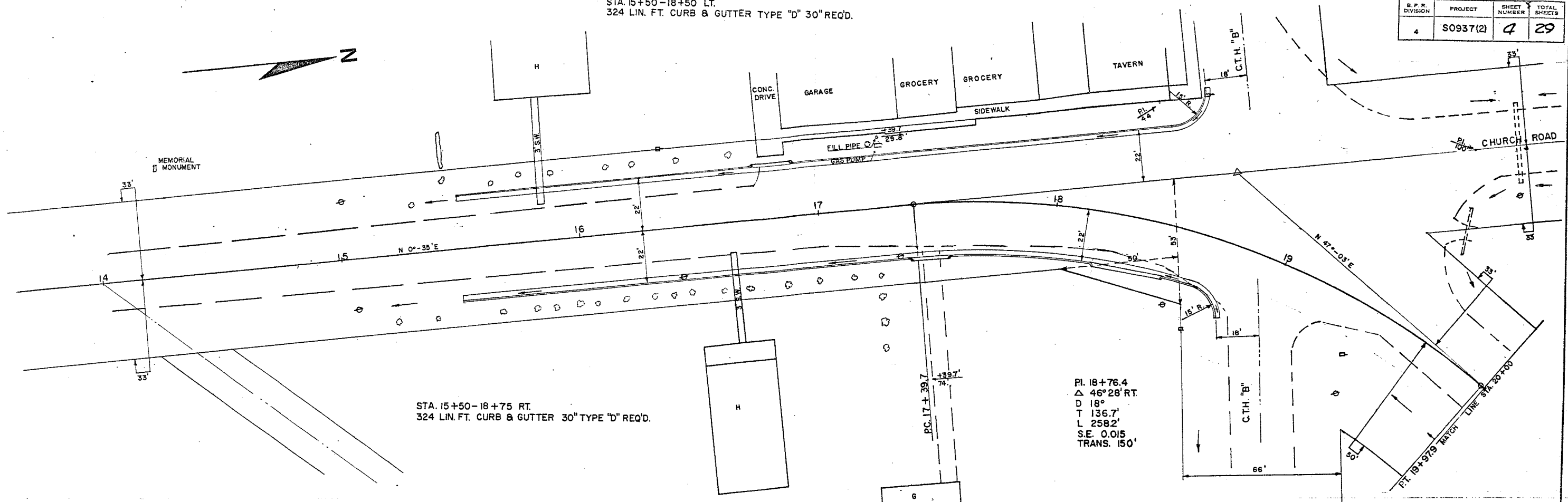
NO	STATION	DESCRIPTION	ELEV.
3	11 + 03	SPIKE IN 10" W. PINE	62' LT 1546.80
2	17 + 24	SPIKE IN 10" SPRUCE	84' RT 1549.15

NET CENTERLINE LENGTH STA. 12+50 - 20+00 = 750.0 LIN. FT.

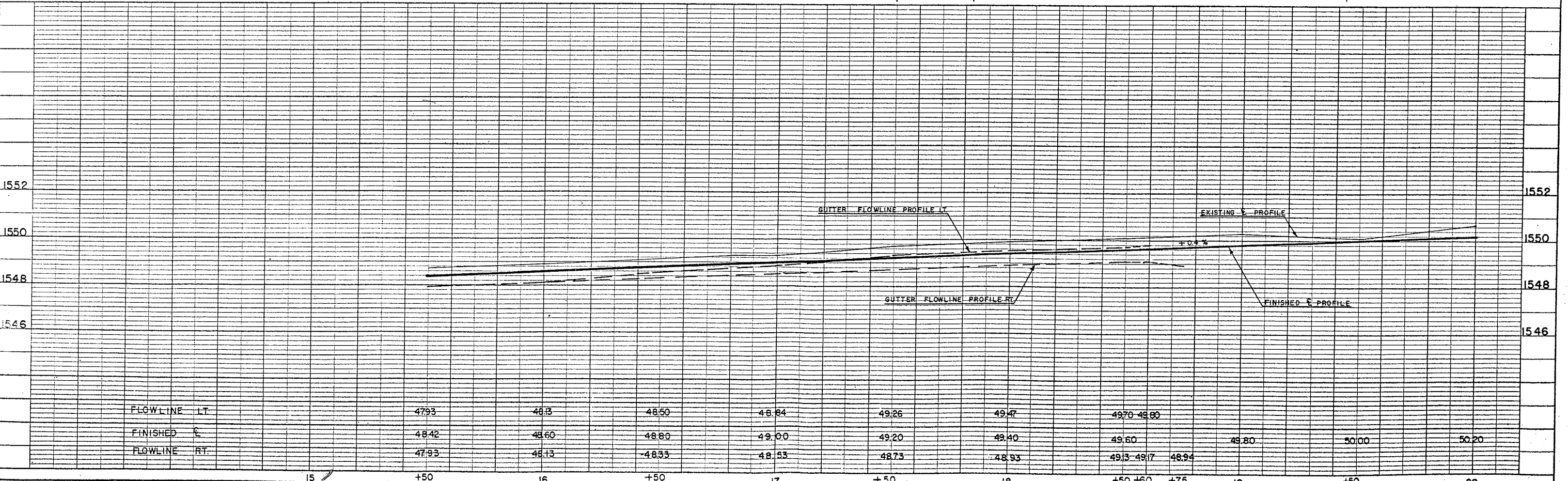


STA. 15+50-18+50 LT.
324 LIN. FT. CURB & GUTTER TYPE "D" 30" REQ'D.

S.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	S0937(2)	4	29

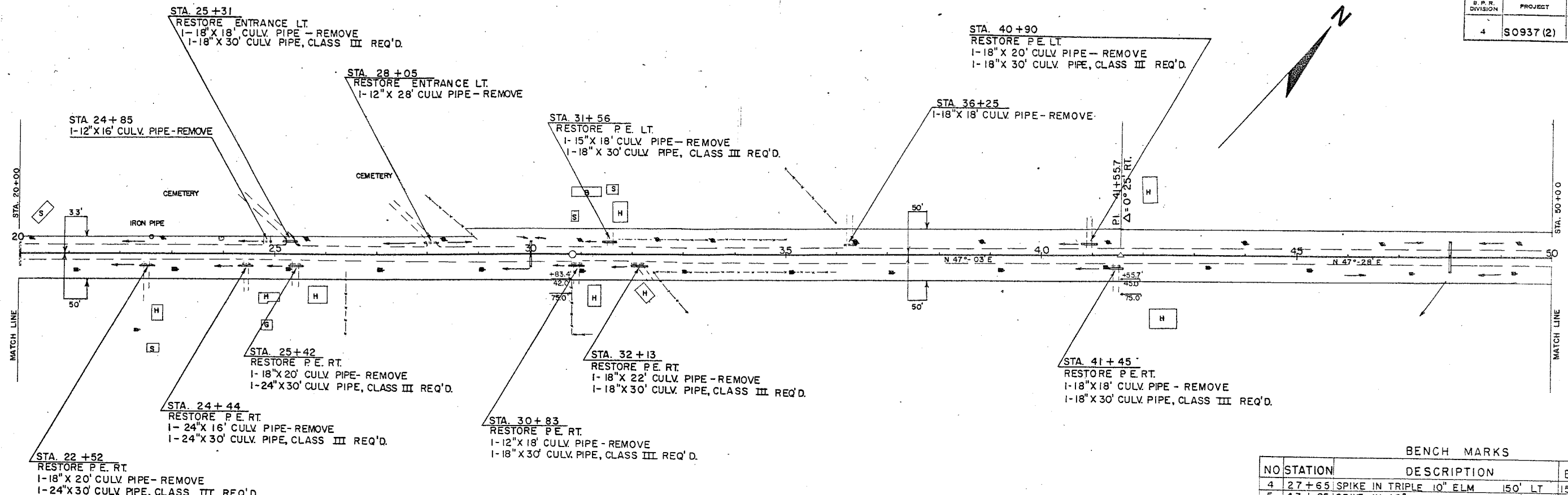


PI. 18+76.4
Δ 46° 28' RT.
D 186'
T 136.7'
L 258.2'
S.E. 0.015
TRANS. 150'



FLOWLINE LT.	4793	48.13	48.50	48.84	49.26	49.47	49.70-49.80			
FINISHED C	48.42	48.60	48.80	49.00	49.20	49.40	49.60	49.80	50.00	50.20
FLOWLINE RT.	47.93	48.13	48.33	48.53	48.73	48.93	49.13-49.17	48.94		

PLAN
 SURVEYED BY: [Signature]
 DATE: 12-1-63
 CHECKED BY: [Signature]
 DATE: 1-1-64
 NO. 213



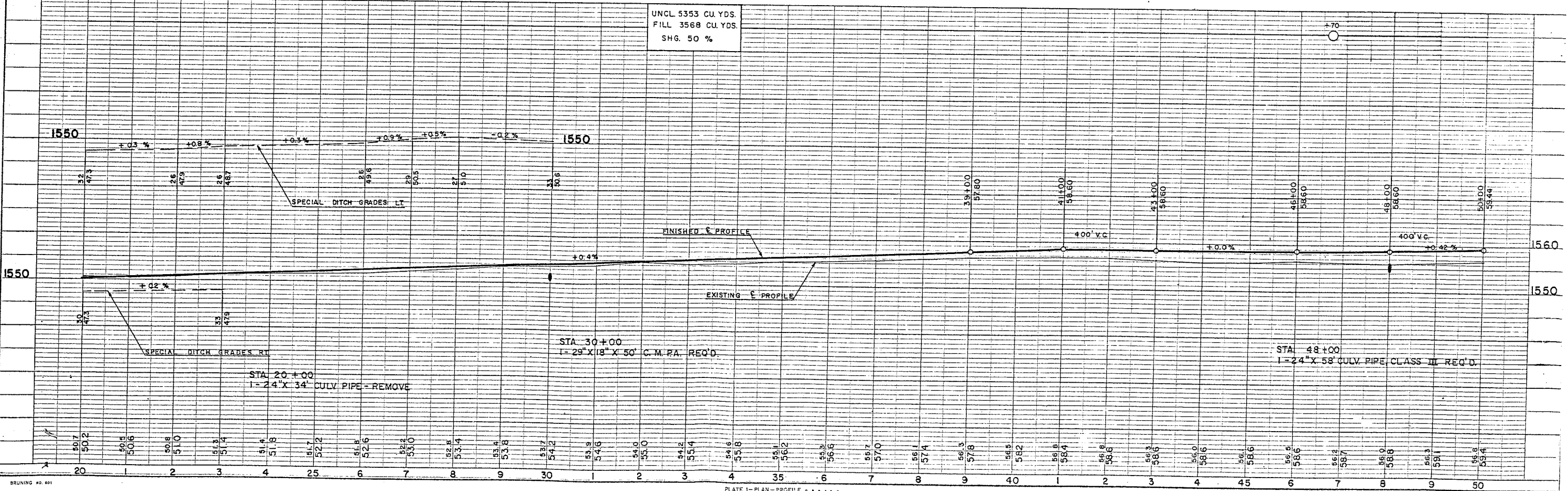
NET CENTERLINE LENGTH STA 20+00 - 50+00 = 3,000.0 LIN. FT.

UNCL. 5353 CU. YDS.
 FILL 3568 CU. YDS.
 SHG. 50%

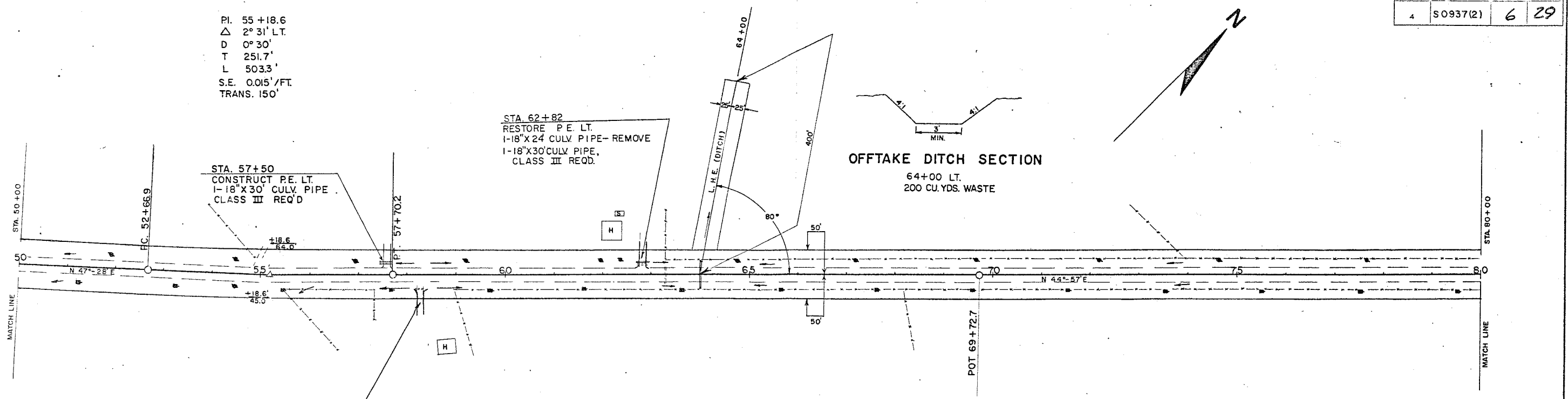
BENCH MARKS

NO	STATION	DESCRIPTION	ELEV.
4	27+65	SPIKE IN TRIPLE 10" ELM 150' LT	1552.34
5	43+05	SPIKE IN 18" SPRUCE 93' LT	1555.61
6	51+90	SPIKE IN TELEPHONE POLE 30' LT	1557.89

PROFILE
 SURVEYED BY: [Signature]
 DATE: 12-1-63
 CHECKED BY: [Signature]
 DATE: 1-1-64
 NO. 213



P.I. 55+18.6
 Δ 2° 31' LT.
 D 0° 30'
 T 251.7'
 L 5033'
 S.E. 0.015'/FT.
 TRANS. 150'



OFFTAKE DITCH SECTION

64+00 LT.
200 CU. YDS. WASTE

BENCH MARKS

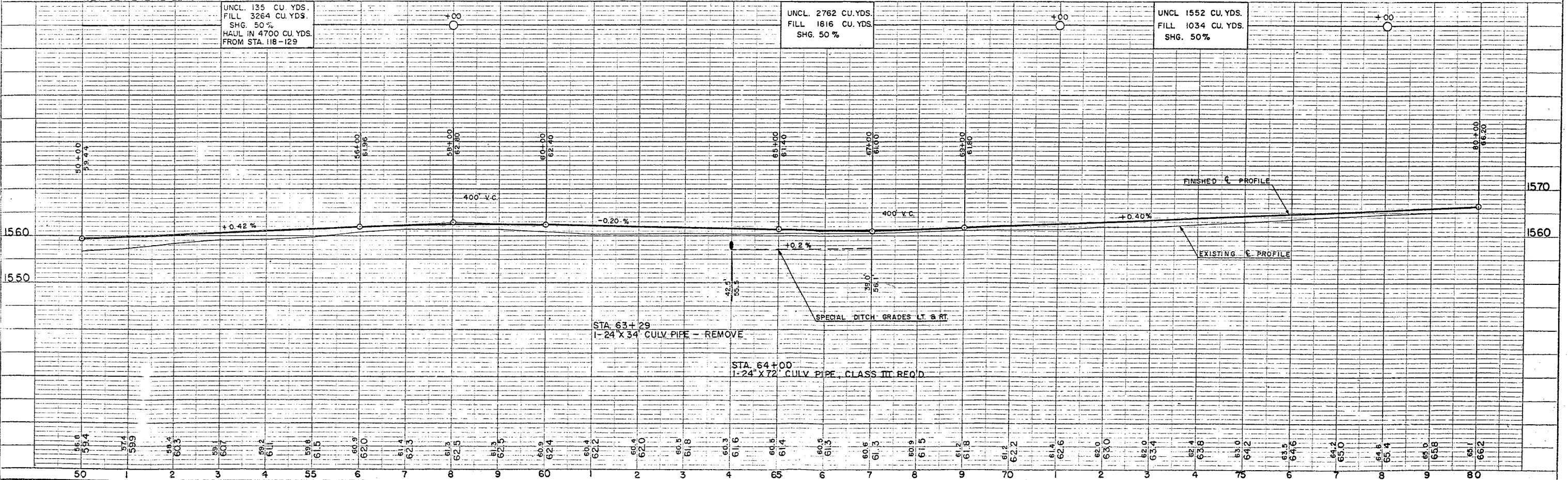
NO	STATION	DESCRIPTION	ELEV.
6	51+90	SPIKE IN TELEPHONE POLE 30' LT	1557.89
7	58+50	SPIKE IN 18\" SPRUCE 45' RT	1560.55
8	68+25	TOP OF HUB	1560.09
9	77+60	SPIKE IN TELEPHONE POLE 30' LT	1563.37

NET CENTERLINE LENGTH STA. 50+00 - 80+00 = 3,000.0 LIN. FT

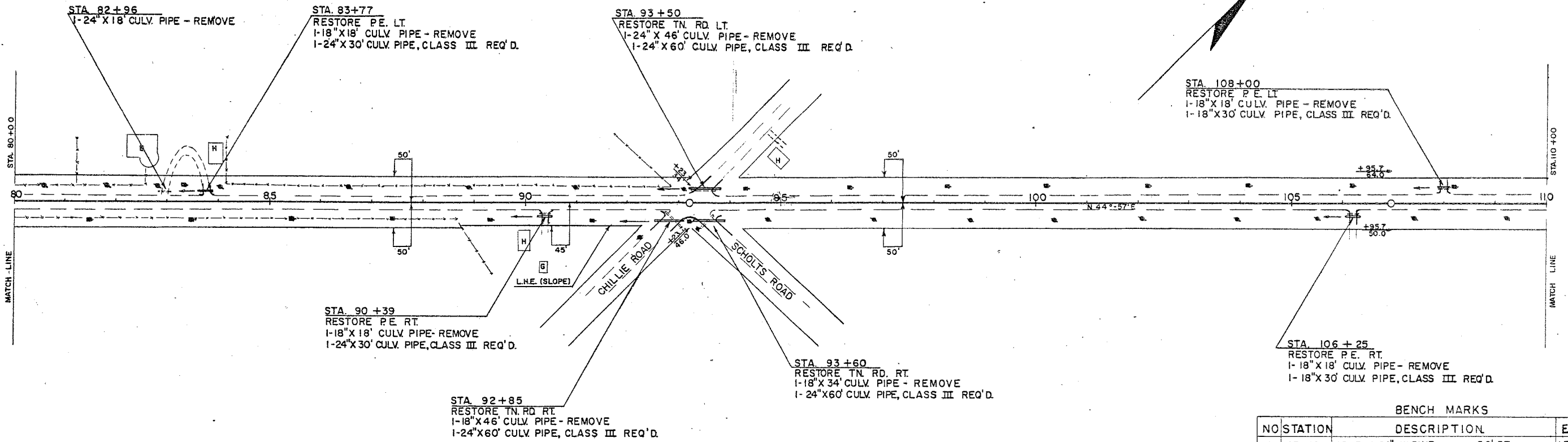
UNCL. 135 CU. YDS.
 FILL 3264 CU. YDS.
 SHG. 50%
 HAUL IN 4700 CU. YDS.
 FROM STA. 118-129

UNCL. 2762 CU. YDS.
 FILL 1816 CU. YDS.
 SHG. 50%

UNCL 1552 CU. YDS.
 FILL 1034 CU. YDS.
 SHG. 50%



PLAN
 SURVEYED BY: J. H. ...
 PLOTTED BY: J. H. ...
 GRADES CHECKED BY: J. H. ...
 NO. 221



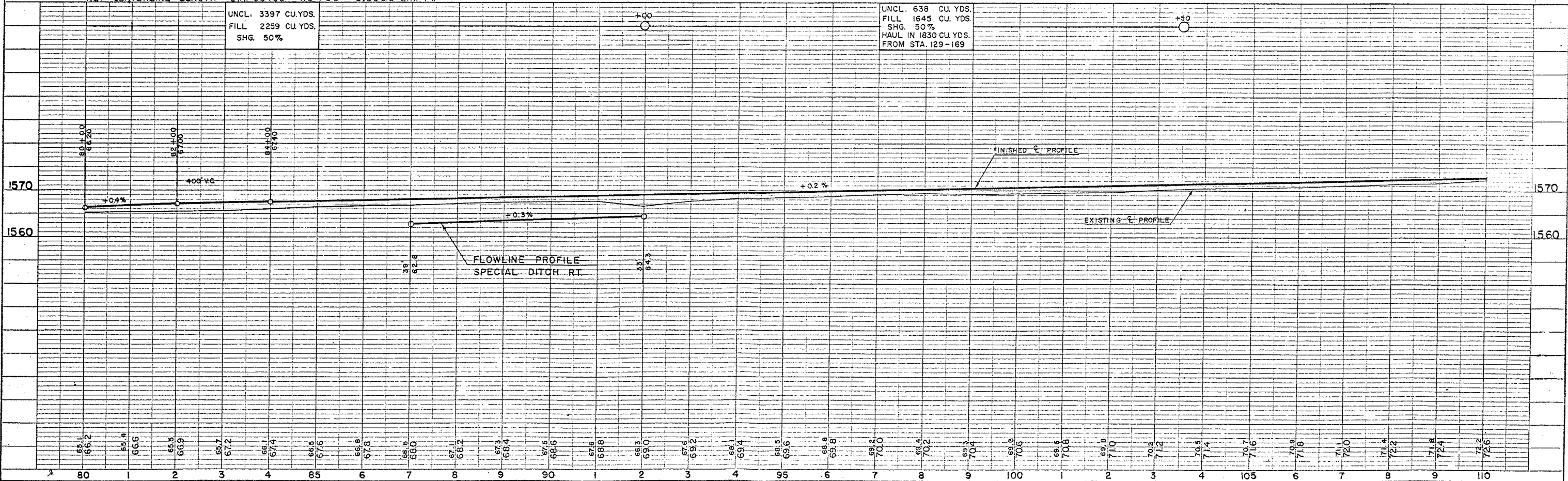
BENCH MARKS

NO	STATION	DESCRIPTION	ELEV.
10	87+20	SPIKE IN 24" W.PINE 50' RT.	1566.57
11	95+90	SPIKE IN 8" N.PINE 45' RT.	1567.43
12	106+15	SPIKE IN POWER POLE 33' LT.	1569.67

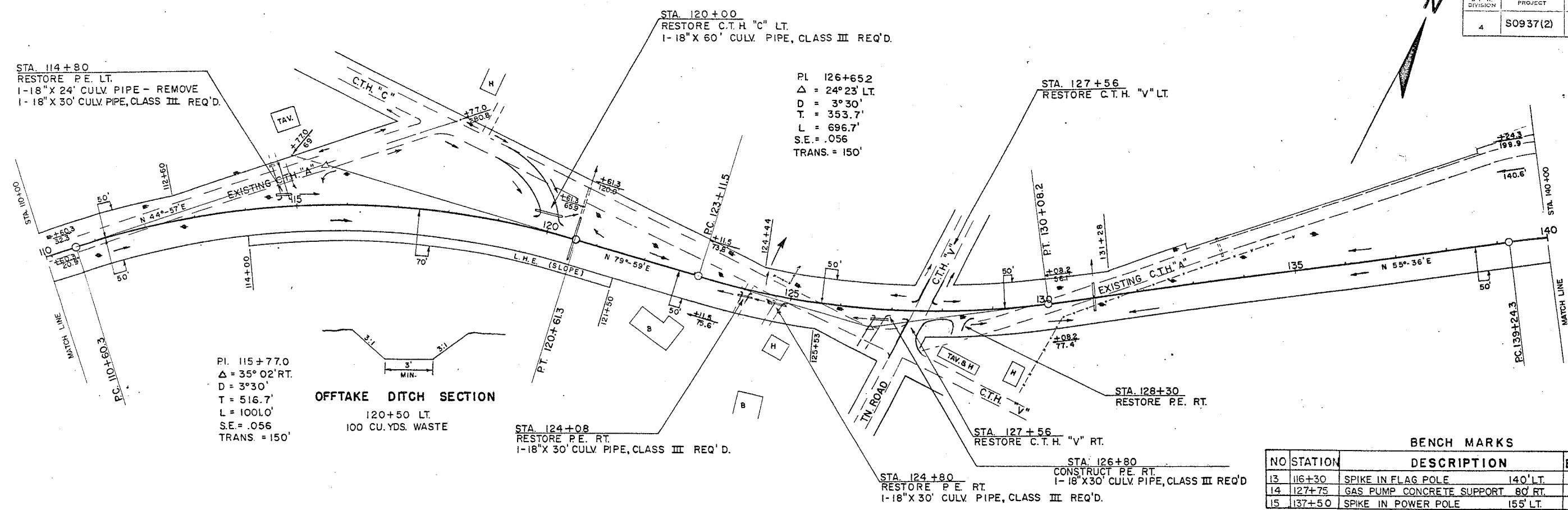
NET CENTERLINE LENGTH STA. 80+00 - 110+00 = 3,000.0 LIN. FT.

UNCL. 3397 CU. YDS.
 FILL 2259 CU. YDS.
 SHG. 50%

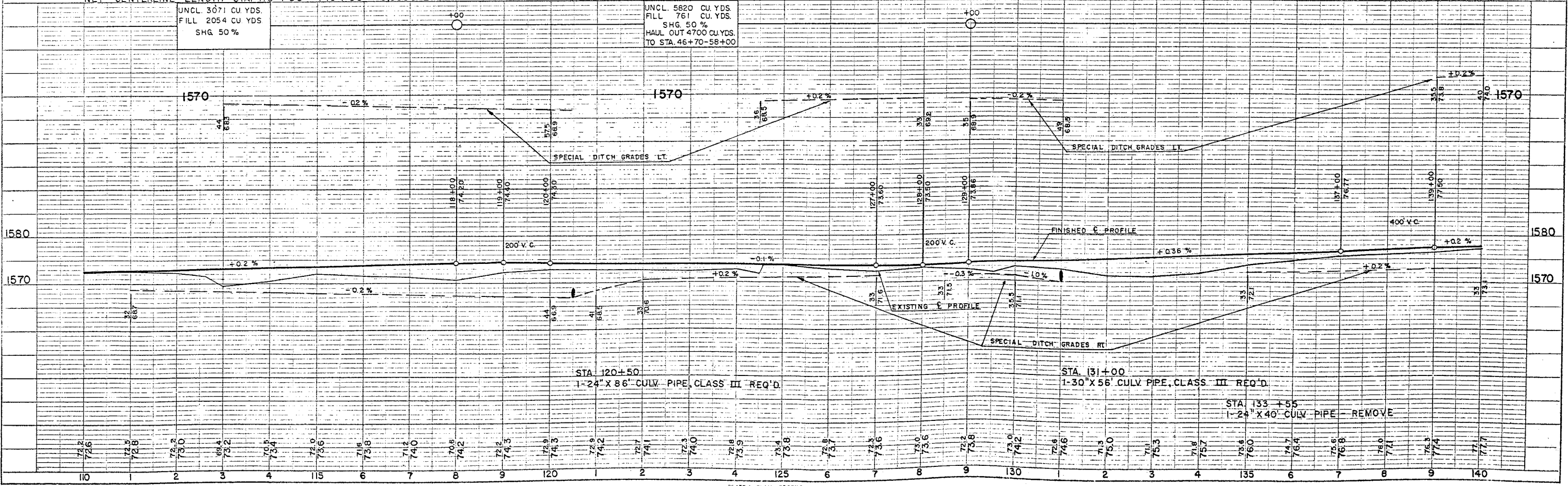
UNCL. 638 CU. YDS.
 FILL 1645 CU. YDS.
 SHG. 50%
 HAUL IN 1830 CU. YDS.
 FROM STA. 129-169



PROFILE
 SURVEYED BY: J. H. ...
 PLOTTED BY: J. H. ...
 GRADES CHECKED BY: J. H. ...
 NO. 221



NET CENTERLINE LENGTH STA. 110+00 - 140+00 = 3,000.00 LIN. FT.



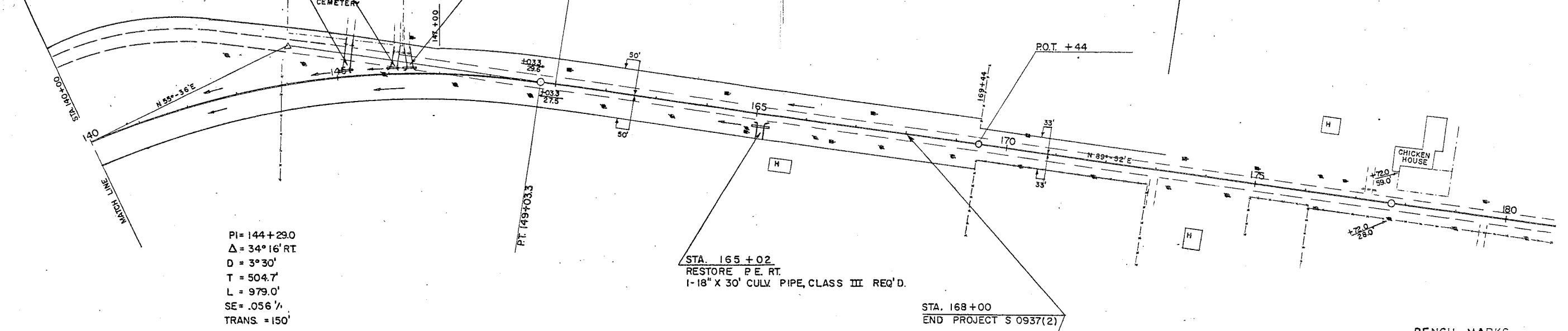
STA. 146 + 10
RESTORE ENTRANCE LT.
1-18" X 32' CULV. PIPE - REMOVE
1-18" X 30' CULV. PIPE, CLASS III REQ'D.

STA. 146 + 50
RESTORE P.E. LT.
1-18" X 30' CULV. PIPE, CLASS III REQ'D.

STA. 145 + 20
RESTORE ENTRANCE LT.
1-18" X 18' CULV. PIPE - REMOVE
1-18" X 30' CULV. PIPE, CLASS III REQ'D.

CEMETERY

STATION EQUATION
149+32.4 BACK
151+00 AHEAD



PI = 144 + 29.0
Δ = 34° 16' RT
D = 3° 30'
T = 504.7'
L = 979.0'
SE = .056 1/2
TRANS. = 150'

STA. 165 + 02
RESTORE P.E. RT.
1-18" X 30' CULV. PIPE, CLASS III REQ'D.

STA. 168 + 00
END PROJECT S 0937(2)

BENCH MARKS

NO	STATION	DESCRIPTION	ELEV.
16	145+40	SPIKE IN 20" ELM 60' LT.	1578.61
17	165+25	SPIKE IN 30" SPRUCE 80' RT.	1579.49
18	176+60	2" HUB CORNER OF CHICKEN HOUSE 65' LT.	1582.17

NET CENTERLINE LENGTH STA. 140 + 00 - 168 + 00 = 1,632.4 LIN. FT.

UNCL. 6634 CU. YDS.
FILL 2384 CU. YDS.
SHG. 50 %
HAUL OUT 1830 CU. YDS.
TO STA. 92-103+50
WASTE 1200 CU. YDS.

PROFILE
DATE 10-22-63
BY F. J. L. G. S. W. S.
CHECKED F. J. L. G. S. W. S.
NO. 214

