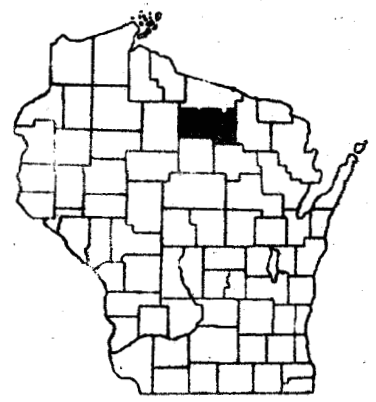


INDEX OF SHEETS

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. 3-6	PLAN AND PROFILE STA. 0+10 TO STA. 106+50
SHEET NO. 7-9	STANDARD DETAILS
SHEET NO. —	DRAINAGE STRUCTURES
SHEET NO. 10-29	CROSS SECTIONS



STATE OF WISCONSIN
STATE HIGHWAY COMMISSION OF WISCONSIN

COUNTY AND HIGHWAY	ROUTE AND SECTION	CLASS AND AGREEMENT		FEDERAL DIVISION OFFICE	SHEET NUMBER	TOTAL SHEETS
		STATE	FEDERAL			
43.6	706.0		11.1	WIS. 4	1	29

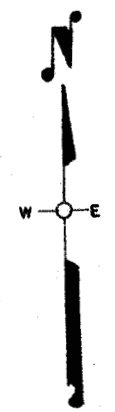
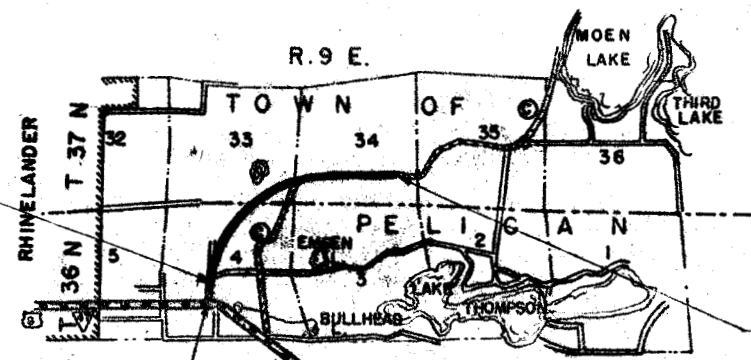
PLAN AND PROFILE OF PROPOSED
RHINELANDER-GAGEN ROAD
C.T.H. "C"
ONEIDA COUNTY
PROJECT S 0706(1)

MAP # A3524 ✓
DATE FILED 8-19-2019
BY SC
DESCRIPTION
ONEIDA CO. SURVEYOR'S OFFICE

COMMENCING AT A POINT ±567 FT. WEST AND ±1355 FT. SOUTH OF THE CENTER OF SECTION 4, T.36N., R.9E. AND EXTENDING NORTH EASTERLY AND EASTERLY TO A POINT ±1210 FT. WEST AND ±1100 NORTH OF THE SW. COR. OF SECTION 35, T.37N., R.9E.

SCALES | 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.

STATION EQUATION
STA. 10+82.9 BACK = 10+69.7 AHEAD

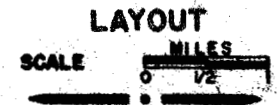


STATION 106+50 END OF PROJ. S0706(1)

STATION 0+10 BEGINNING OF PROJ. S 0706 (1)
STA 0+00 = STA 60+50 OF FAP 436E -1932

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	.....
TRAVELED WAY OR R.E.	.....	GROUND ELEVATION	DATUM LINE 72.9
RAILROADS	.....	GRADE ELEVATION	DATUM LINE 75.8
BASE OR SURVEY LINE	.....	



TOTAL NET LENGTH OF CENTERLINE = 2.015 MI.

APPROVED FOR ONEIDA COUNTY
ONEIDA CO. HWY. COMM'R.
Title

STATE HIGHWAY COMMISSION OF WISCONSIN
MADISON, WISCONSIN

SURVEYOR BELING NOTE BOOK B478 & B486
DISTRICT COMPUTER A.M.H. M. O. CHECKER
DISTRICT CHECKER L.M.P. CONTRACT

CORRECT:
DATE 6-17-1955 Henry Wimat
DISTRICT ENGINEER

RECOMMENDED FOR APPROVAL:
DATE 6/21/55 J. Pelt
ENGINEER DESIGN

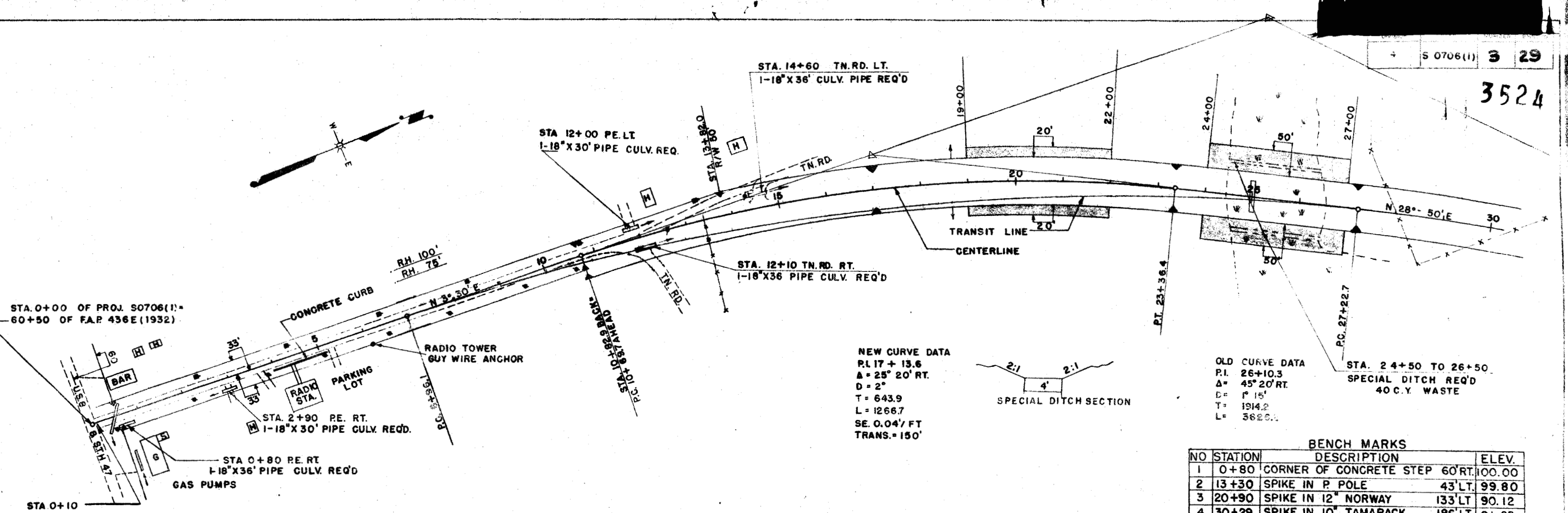
APPROVED:
DATE 6/21/55 Eric Rostiger
STATE HIGHWAY ENGINEER

DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

APPROVED: _____ DATE _____
DISTRICT ENGINEER

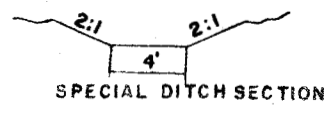
352d

3524



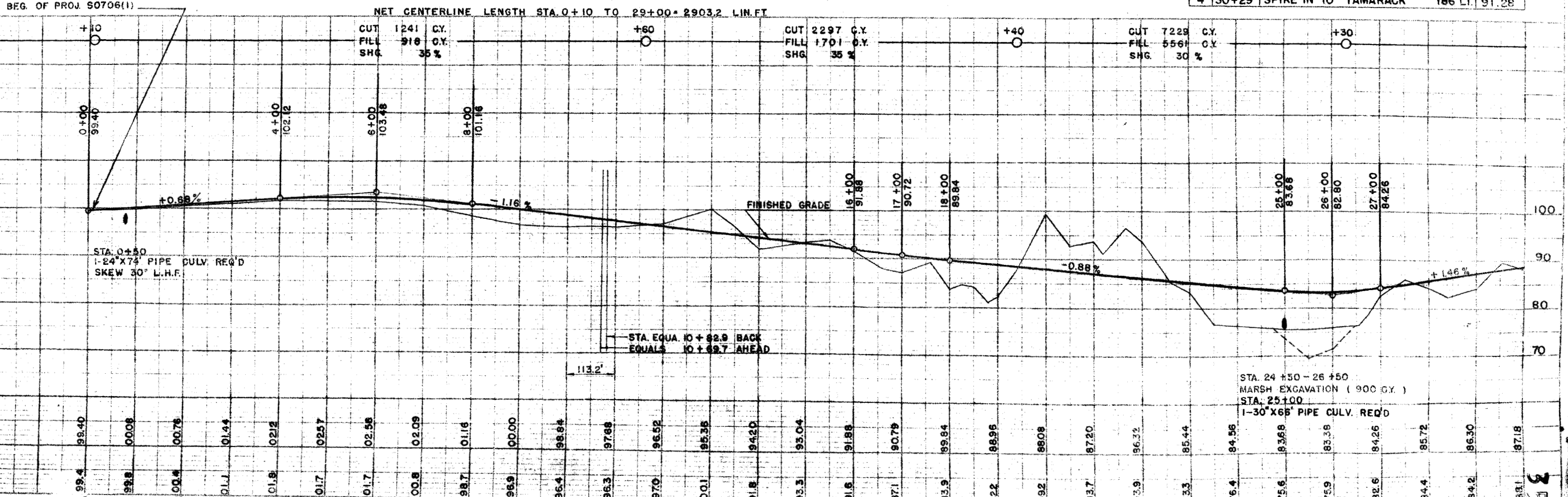
NEW CURVE DATA
 P.I. 17 + 13.6
 Δ = 25° 20' RT.
 D = 2"
 T = 643.9
 L = 1266.7
 SE. 0.04' / FT
 TRANS. = 150'

OLD CURVE DATA
 P.I. 26 + 10.3
 Δ = 45° 20' RT.
 D = 1" 15'
 T = 1914.2
 L = 3622.1

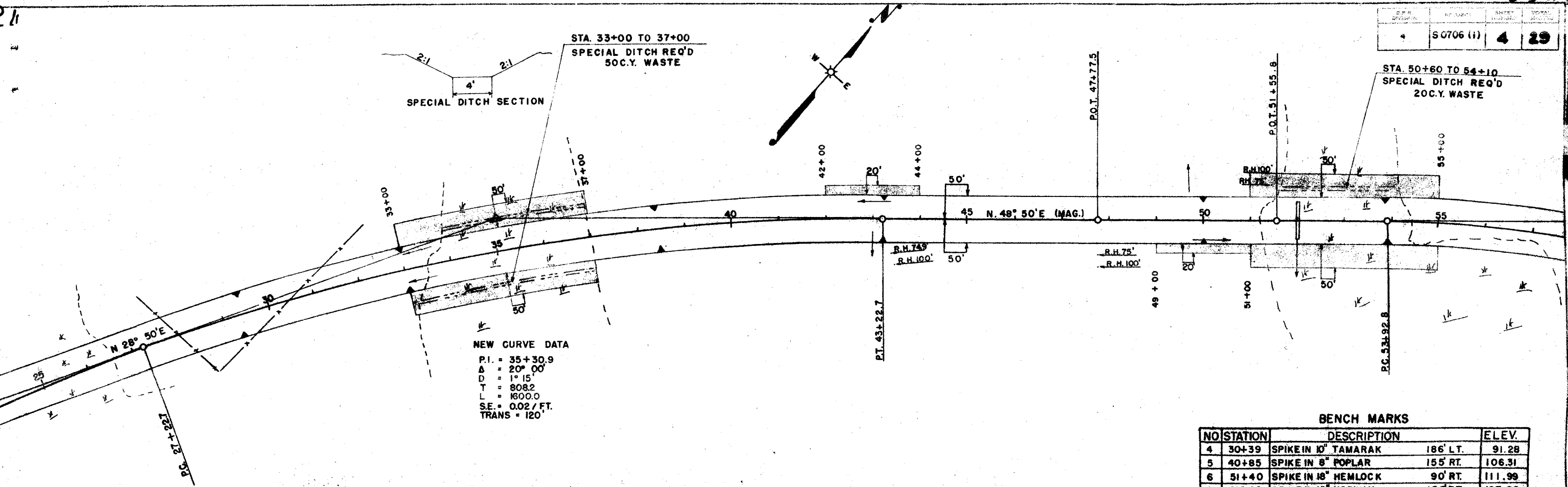


BENCH MARKS

NO	STATION	DESCRIPTION	ELEV.
1	0+80	CORNER OF CONCRETE STEP 60' RT.	100.00
2	13+30	SPIKE IN P. POLE	43' LT. 99.80
3	20+90	SPIKE IN 12" NORWAY	133' LT. 90.12
4	30+29	SPIKE IN 10" TAMARACK	186' LT. 91.28



PROJECT	NO. SHEET	TOTAL SHEETS
S0706 (1)	4	29

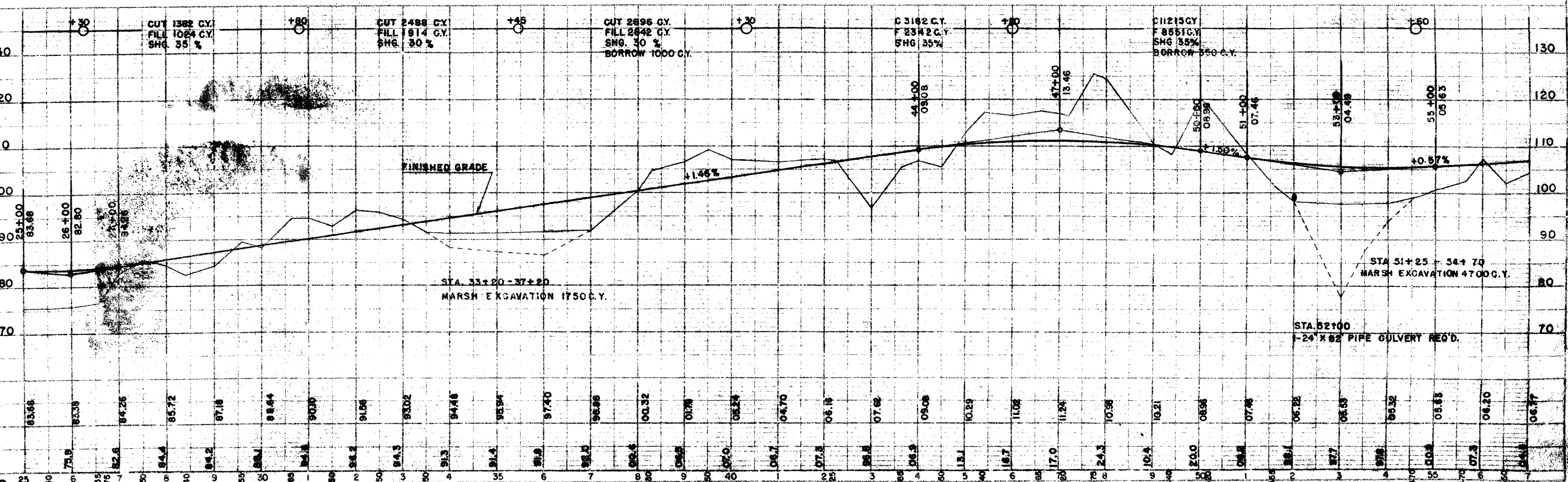


NEW CURVE DATA
 P.I. = 35+30.9
 Δ = 20° 00'
 D = 1° 15'
 T = 808.2
 L = 1600.0
 S.E. = 0.02 / FT.
 TRANS = 120'

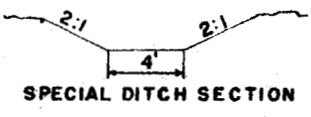
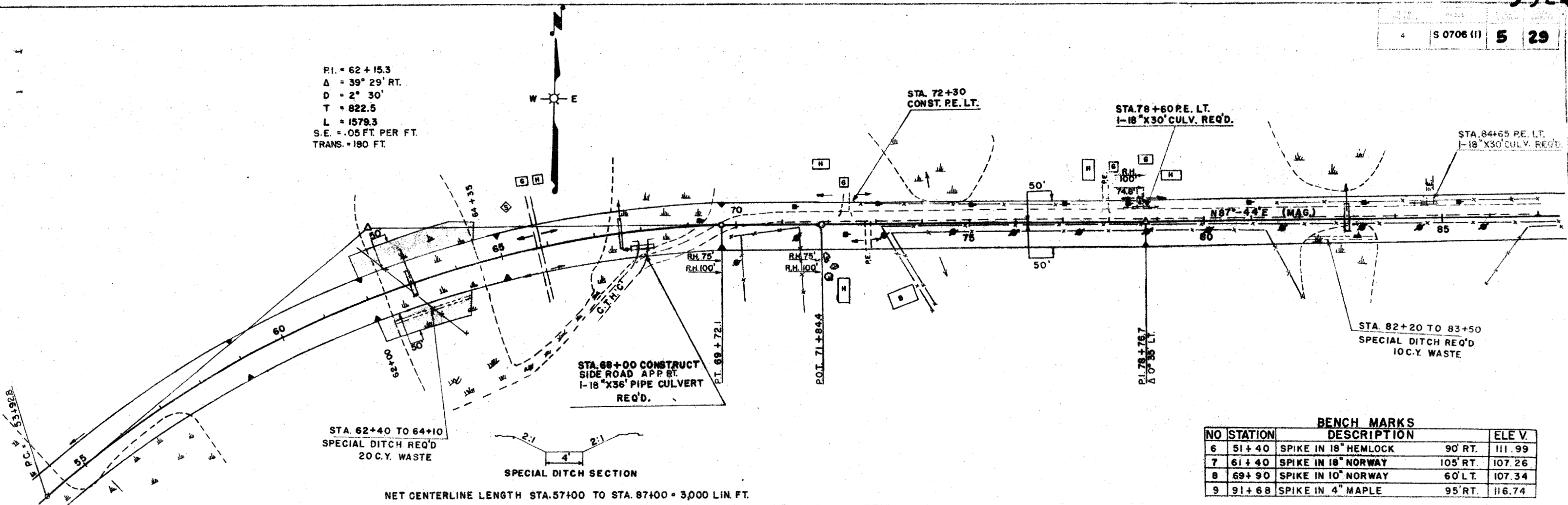
BENCH MARKS

NO	STATION	DESCRIPTION	ELEV.
4	30+39	SPIKE IN 10" TAMARAK 186' LT.	91.28
5	40+85	SPIKE IN 8" POPLAR 155' RT.	106.31
6	51+40	SPIKE IN 18" HEMLOCK 90' RT.	111.99
7	61+40	SPIKE IN 18" NORWAY 105' RT.	107.26

NET CENTERLINE LENGTH STA. 29+00 TO STA. 57+00 = 2800 LIN. FT.

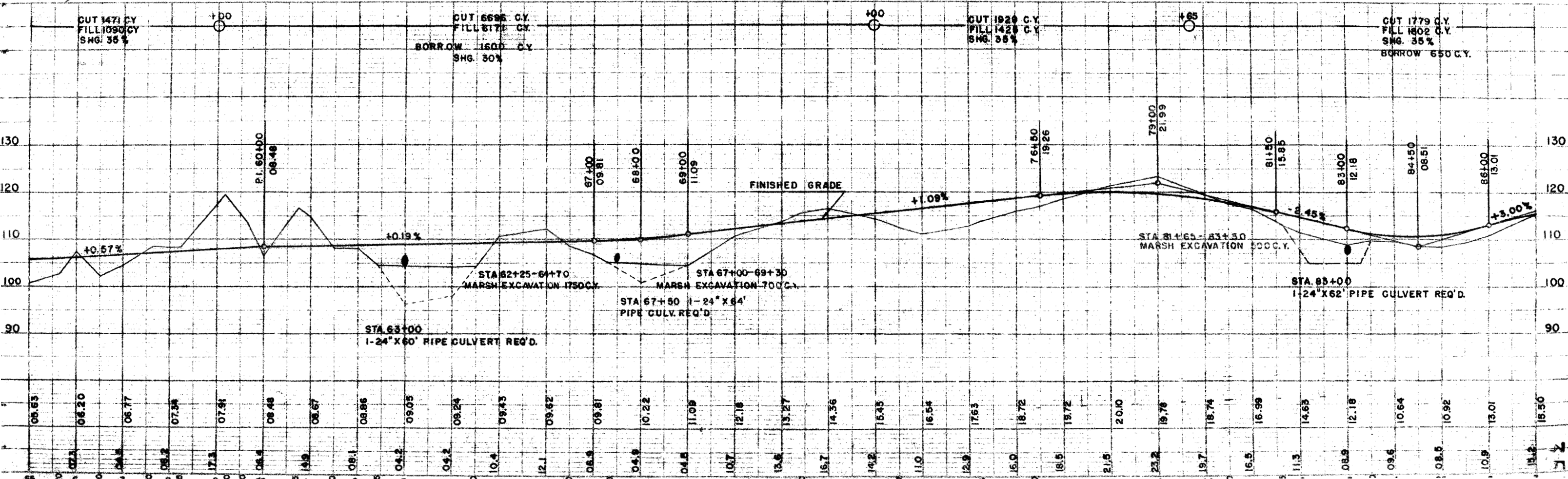


P.I. = 62 + 15.3
 Δ = 39° 29' RT.
 D = 2° 30'
 T = 822.5
 L = 1579.3
 S.E. = .05 FT. PER FT.
 TRANS. = 180 FT.

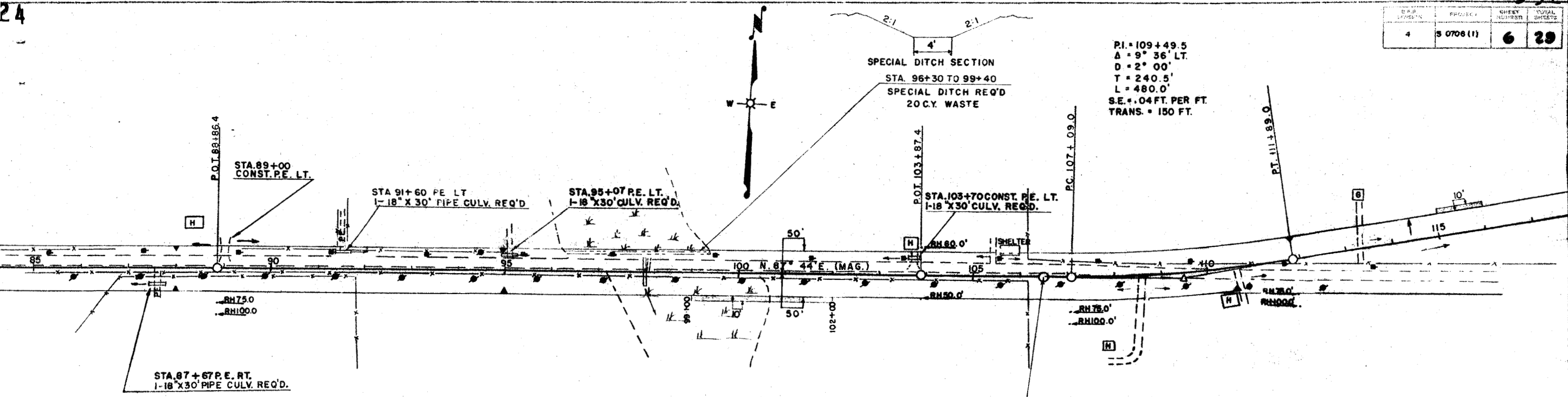


NET CENTERLINE LENGTH STA. 57+00 TO STA. 87+00 = 3,000 LIN. FT.

BENCH MARKS			
NO	STATION	DESCRIPTION	ELEV.
6	51+40	SPIKE IN 18" HEMLOCK 90' RT.	111.99
7	61+40	SPIKE IN 18" NORWAY 105' RT.	107.26
8	69+90	SPIKE IN 10" NORWAY 60' LT.	107.34
9	91+68	SPIKE IN 4" MAPLE 95' RT.	116.74



PROJECT	5 0706 (1)	SHEET NUMBER	6	TOTAL SHEETS	29
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PI = 109+49.5
 Δ = 9° 36' LT.
 D = 2° 00'
 T = 240.5'
 L = 480.0'
 S.E. = .04 FT. PER FT.
 TRANS. = 150 FT.

NET CENTERLINE LENGTH STA. 87+00 TO STA. 106+50 = 1950 LIN. FT.

STA. 106+50
 END OF PROJ. S0706 (1)

BENCH MARKS

NO	STATION	DESCRIPTION	ELEV.
9	91+68	SPIKE IN 4" MAPLE	95' RT. 116.74
10	99+70	SPIKE IN 8" NORWAY	260' RT. 107.37
11	106+42	SPIKE IN 10" NORWAY	60' LT. 129.24
12	115+40	SPIKE IN 8" POPLAR	125' RT. 121.83

