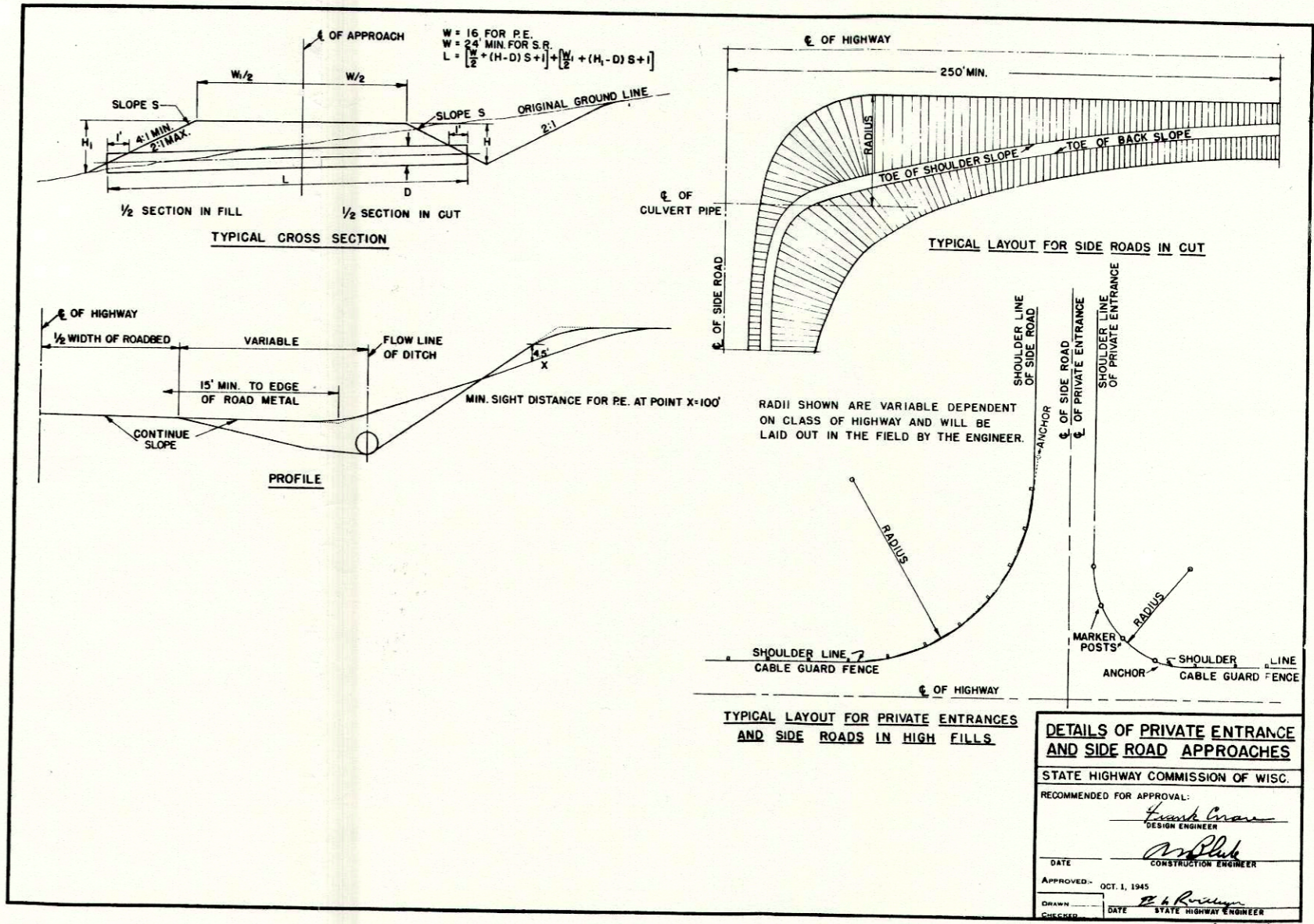


# ESTIMATE OF QUANTITIES

PROJECTS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE STATE HIGHWAY COMMISSION OF WISCONSIN - EDITION OF 1957, SUBMITTED FOR APPROVAL MAR. 28, 1955.  
 SPECIAL AID REQUIRED CONTRACT PROVISIONS APPROVED JAN. 31, 1955, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

STATION TO STATION	NET LENGTH OF CENTER LINE	CLEARING	GRUBBING	EXCAVATION UNCLASSIFIED	GRAVEL OR CRUSHED STONE	GRANULAR SURFACE COURSE	FINISHING ROAD WAY	CBLIT OLD ROAD COURSE	CULVERT PIPE						SALVAGED CULVERT PIPE		MARKER POSTS FOR R/W	REMOVING GUARD RAIL	PREP OF ROAD BED FOR BIT SURF	BIT MAT FOR PRIME COAT	SINGLE BIT SURF	BIT MAT FOR SURF COURSE		
									30"	36"	48"	60"	30"	36"										



**DETAILS OF PRIVATE ENTRANCE AND SIDE ROAD APPROACHES**

STATE HIGHWAY COMMISSION OF WISC.

RECOMMENDED FOR APPROVAL:

*Frank Cross*  
DESIGN ENGINEER

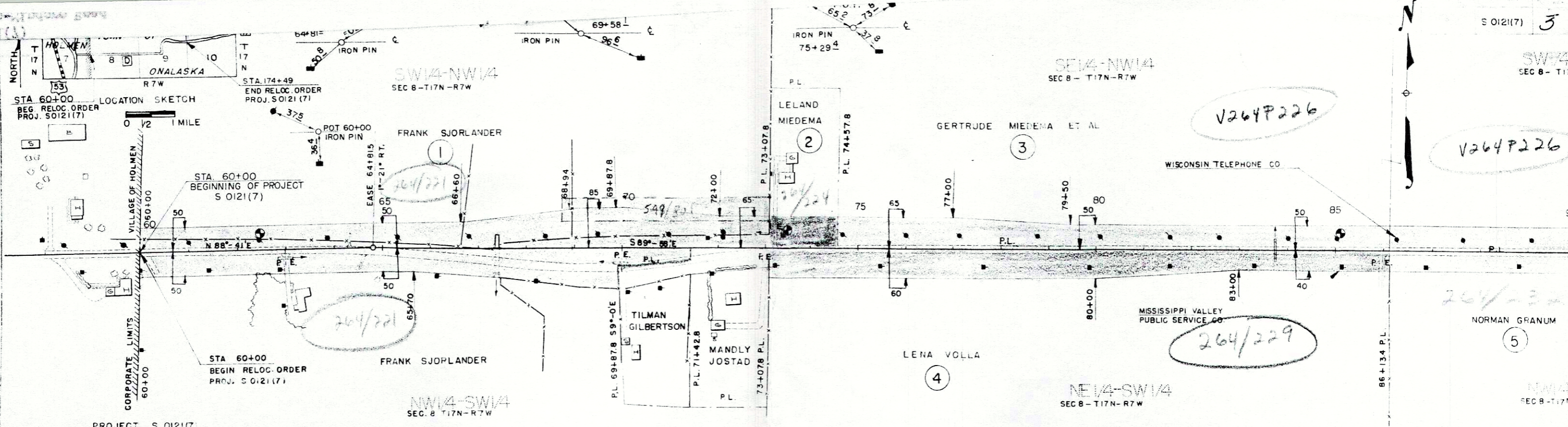
*W. Bluh*  
CONSTRUCTION ENGINEER

DATE: OCT. 1, 1945

APPROVED: *R. H. Rowley*  
STATE HIGHWAY ENGINEER

DRAWN: *R. H. Rowley*  
CHECKED: DATE





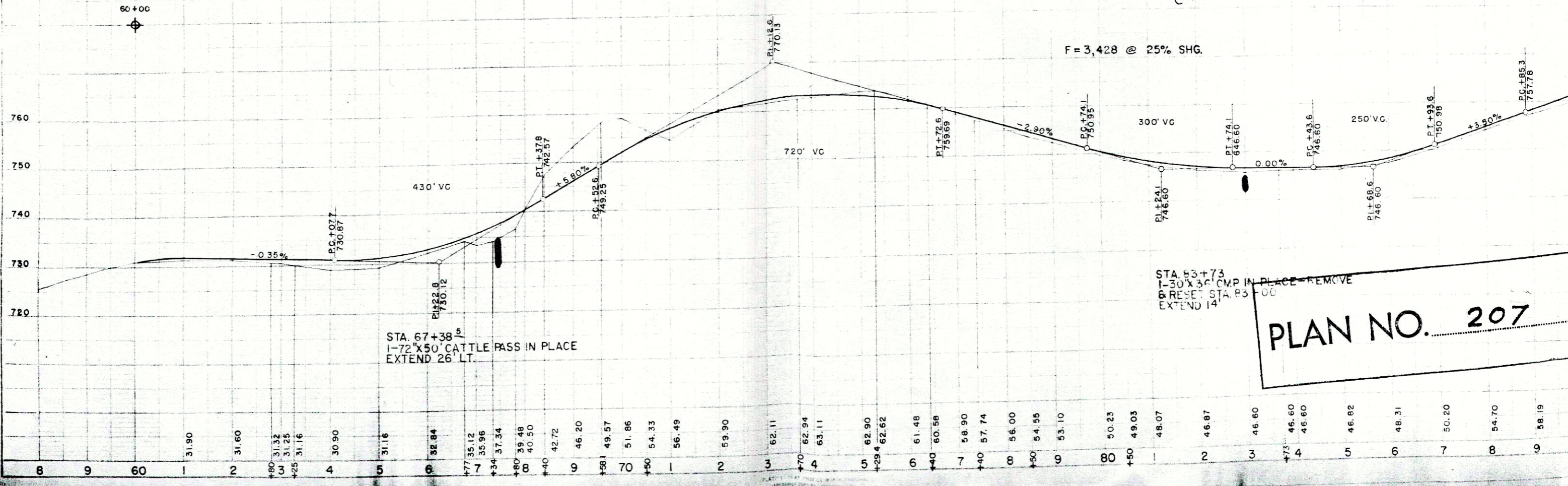
PROJECT S 0121(7),  
 HOLMEN — MINDORO ROAD  
 C.T.H "D" LACROSSE COUNTY  
 DATED -----

BENCH MARKS

62+46	TELE. POLE 17' LT.	ELEV. 732.3
73+39	TELE. POLE 24' LT.	ELEV. 763.4
85+02	TELE. POLE 21' LT.	ELEV. 746.9

NET LENGTH OF CENTERLINE STA. 60+00 - 90+00 = 3000.0 LIN. FT.

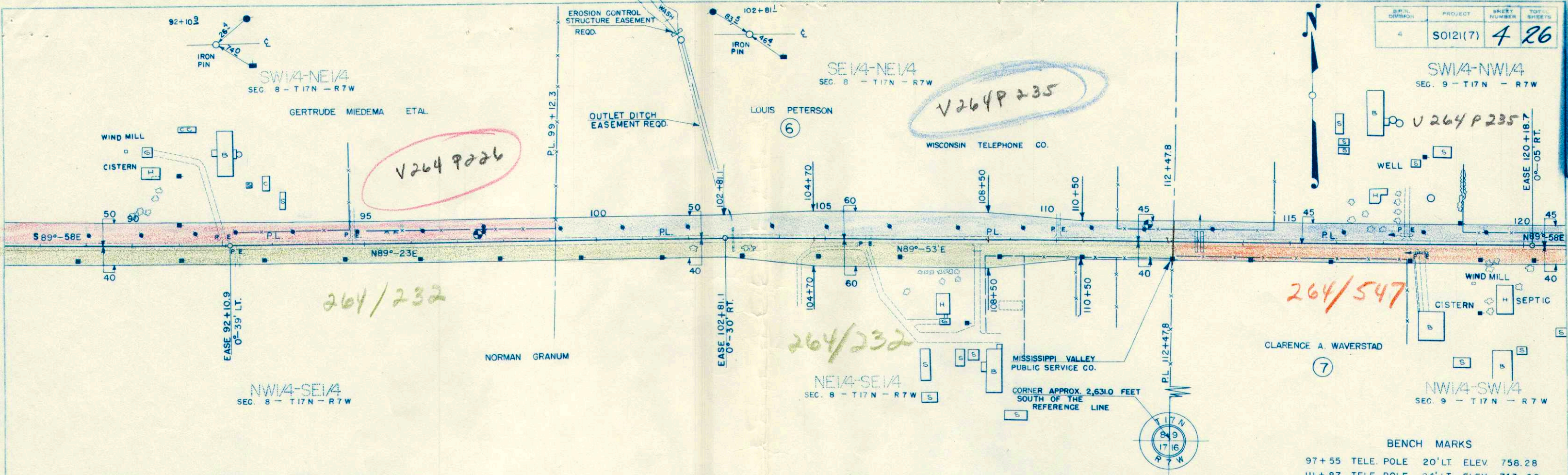
UNC. EXC. = 23,500 C.Y. { 4285 C.Y.  
 19,215 C.Y. SURPLUS



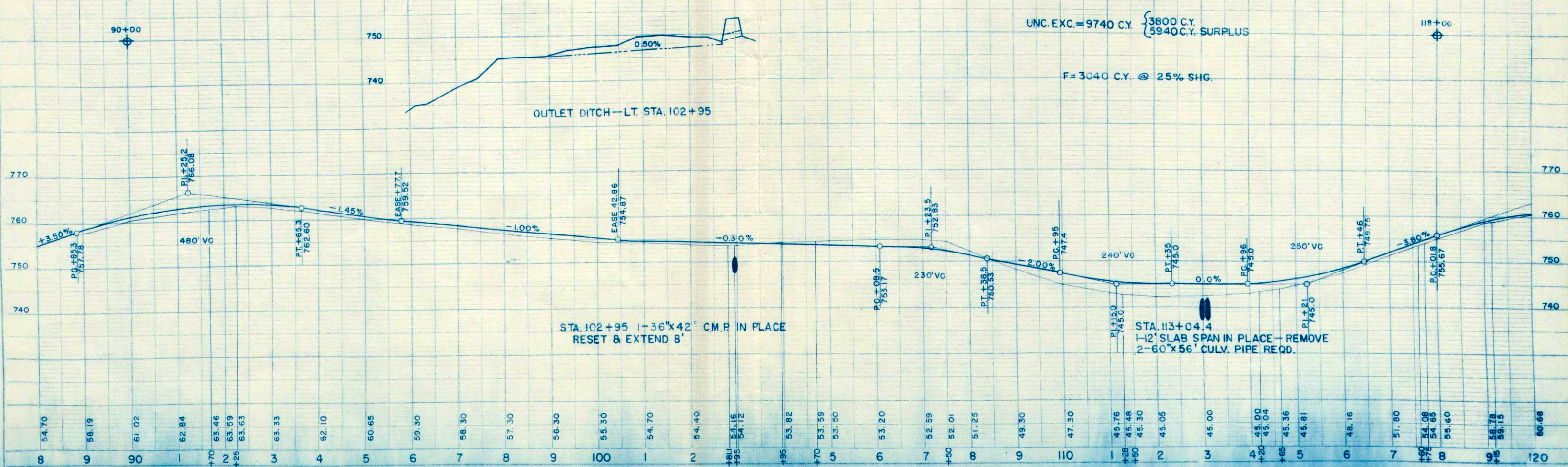
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B.P.L. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	SO121(7)	4	26



NET LENGTH OF CENTERLINE STA. 90+00-120+00 = 3000.0 LIN. FT.

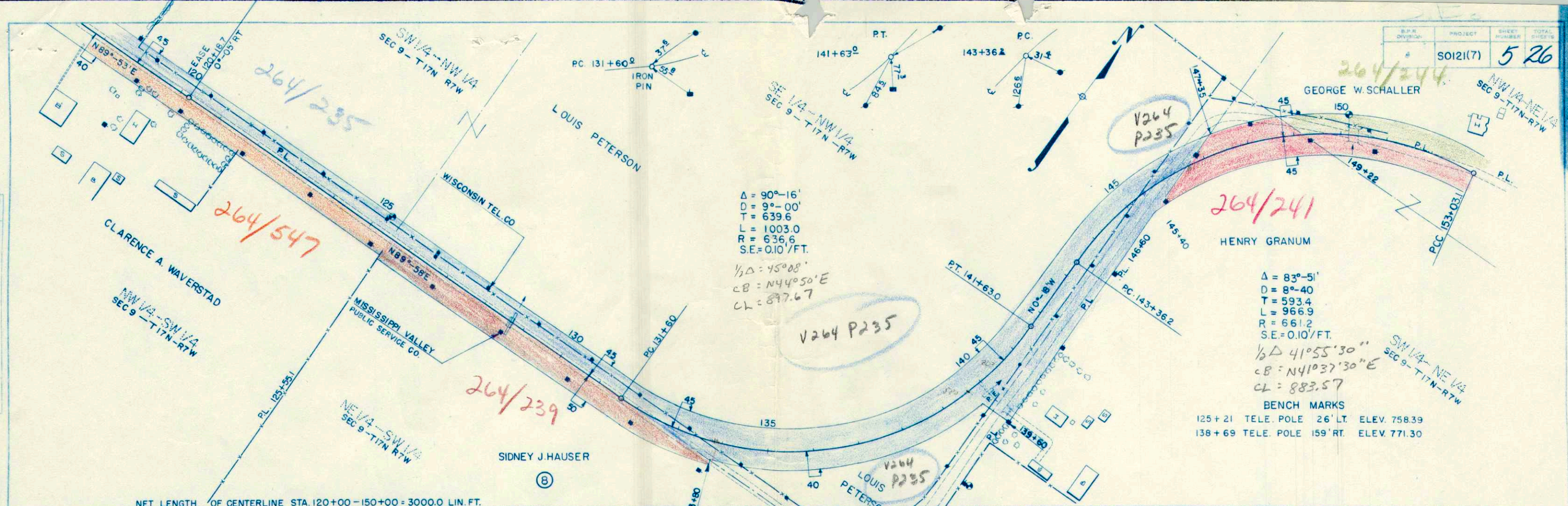


PLAN  
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 CHECKED BY  
 DATE  
 NO. 9013

PROFILE  
 DRAWN BY  
 CHECKED BY  
 DATE  
 NO. 9013

DATE: 7-36  
 PLAN: AWS  
 SUBJECT: ALIQUANT-CHICKEN  
 NO. 9013  
 STATIONING: 120+00 TO 150+00

DATE: 7-36  
 PROFILE: AWS  
 SUBJECT: ALIQUANT-CHICKEN  
 NO. 9013  
 STATIONING: 120+00 TO 150+00



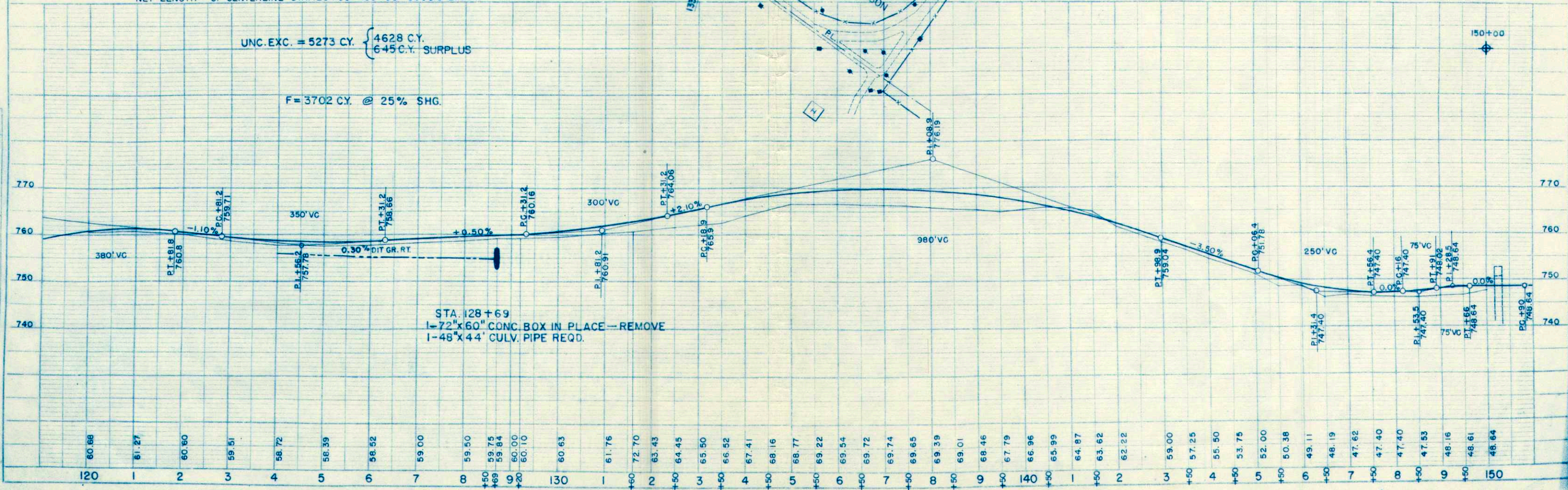
$\Delta = 90^{\circ}-16'$   
 $D = 9^{\circ}-00'$   
 $T = 639.6$   
 $L = 1003.0$   
 $R = 636.6$   
 $S.E. = 0.10'/FT.$   
 $\frac{1}{2}\Delta = 45^{\circ}08'$   
 $C.B. = N44^{\circ}05'0"E$   
 $CL = 897.67$

$\Delta = 83^{\circ}-51'$   
 $D = 8^{\circ}-40'$   
 $T = 593.4$   
 $L = 966.9$   
 $R = 661.2$   
 $S.E. = 0.10'/FT.$   
 $\frac{1}{2}\Delta = 41^{\circ}55'30"$   
 $C.B. = N41^{\circ}37'30"E$   
 $CL = 883.57$

BENCH MARKS  
 125+21 TELE. POLE 26' LT. ELEV. 758.39  
 138+69 TELE. POLE 159' RT. ELEV. 771.30

NET LENGTH OF CENTERLINE STA. 120+00-150+00 = 3000.0 LIN. FT.

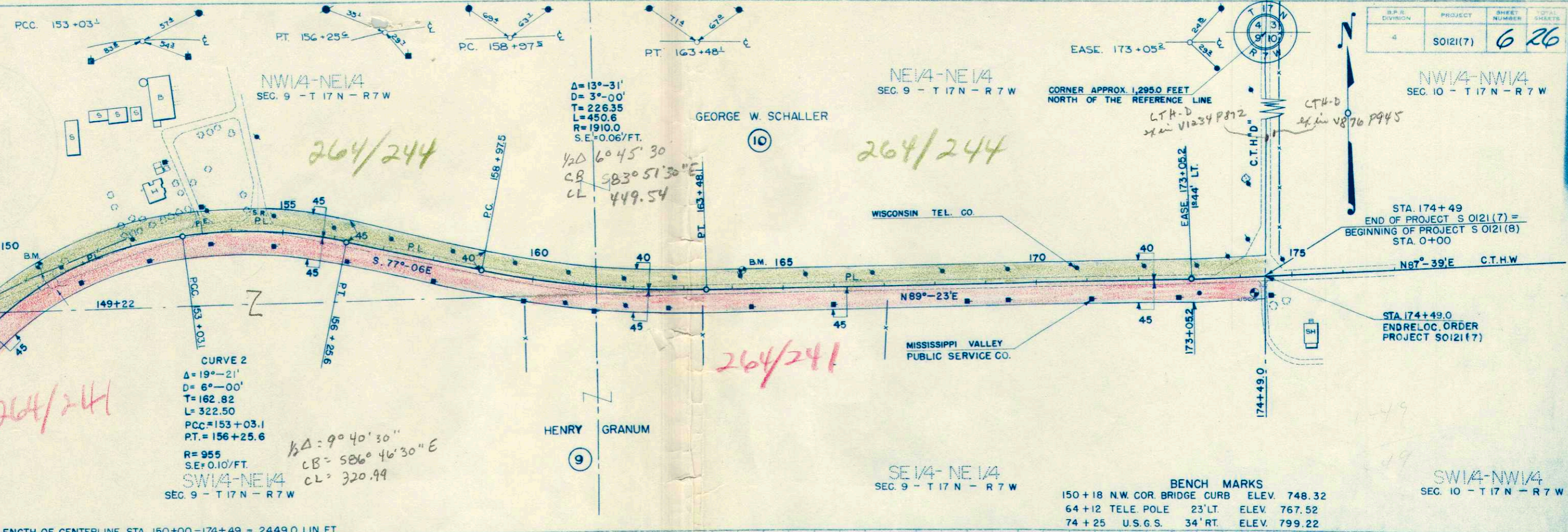
UNC. EXC. = 5273 CY. { 4628 C.Y.  
 645 C.Y. SURPLUS  
 F = 3702 CY. @ 25% SHG.



D.P.R. DIVISION	PROJECT	SHEET NUMBER	TOTAL SHEETS
4	SOI21(7)	6	26

DATE: 7-56  
 7-56  
 R.W.S.  
 PLAN  
 SURVEYED, PLOTTED, REVISIONS  
 BY: R.W.S. (9013)  
 CHECKED: S.N. (9013)  
 DATE: 7-56

DATE: 7-56  
 7-56  
 R.W.S.  
 PROFILE  
 SURVEYED, PLOTTED, REVISIONS  
 BY: R.W.S. (9013)  
 CHECKED: S.N. (9013)  
 DATE: 7-56



NET LENGTH OF CENTERLINE STA. 150+00-174+49 = 2449.0 LIN. FT.

BENCH MARKS

150+18 N.W. COR. BRIDGE CURB	ELEV. 748.32
64+12 TELE. POLE 23' LT.	ELEV. 767.52
74+25 U.S.G.S. 34' RT.	ELEV. 799.22

UNC. EXC. = 3387 CY.  
 { 2047 C.Y. SURPLUS  
 1340 C.Y. SURPLUS

F = 1638 C.Y. @ 25% SHG.

STA. 150+28 - BRIDGE IN PLACE - TO REMAIN  
 (TOTAL LENGTH = 20')

