NCL JULY 2015

PROJECT ID: 9808 - 00 - 71

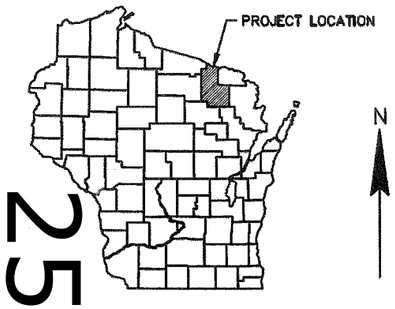
WITH: N/A

COUNTY: FOREST

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
~~Section No.~~	~~4~~	~~Right of Way Plat~~
Section No.	5	Plan and Profile (includes erosion control plans)
Section No.	6	Standard Detail Drawings
~~Section No.~~	~~7~~	~~Sign Plates~~
~~Section No.~~	~~8~~	~~Structure Plans~~
~~Section No.~~	~~9~~	~~Computer Earthwork Data~~
~~Section No.~~	~~9~~	~~Cross Sections~~

TOTAL SHEETS = 42



2015

DESIGN DESIGNATION

A.A.D.T. 2015	=	105
A.A.D.T. 2035	=	115
D.H.V. 2035	=	16
D.D.	=	50/50
T.	=	6.6%
DESIGN SPEED	=	25 mph
ESALS	=	14,600

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- ELECTRIC (OH)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STH 70 - CTH A

FISHEL ROAD; FH59 FR2193

TOWN ROAD
FOREST COUNTY

STATE PROJECT NUMBER
9808-00-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9808-00-71	WISC 2015235	1

R-12-E R-13-E R-14-E

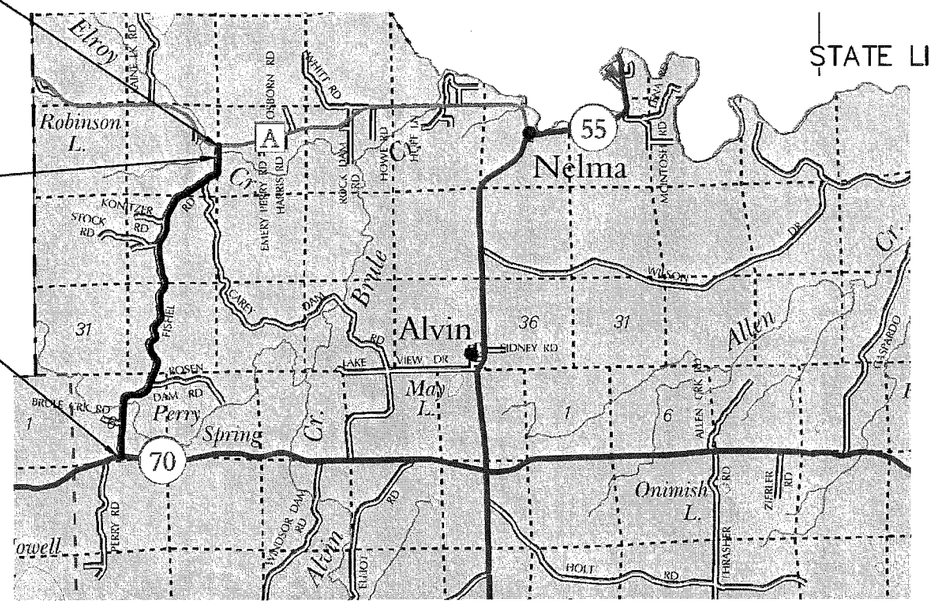
END PROJECT
STA. 227+51.12
Y = 734251.56
X = 839728.93

STATE LINE

T-41-N

EXCEPTION TO NET ℄ LENGTH
STA. 222+20 TO STA. 222+57

BEGIN PROJECT
STA. 10+59.26
Y = 716148.68
X = 833682.28



T-40-N

LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 4.101 MI.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), FOREST COUNTY."

ACCEPTED FOR THE TOWN OF ALVIN

DATE: 1-23-15 (SIGNATURE)

ORIGINAL PLANS PREPARED BY:

Robert E. Lee & Associates, Inc.
ENGINEERING, SURVEYING, ENVIRONMENTAL SERVICES
1250 CENTENNIAL CENTRE BOULEVARD
HOBART, WI 54155 PHONE:(920) 662-9841
INTERNET: www.releainc.com FAX:(920) 662-9141

WISCONSIN
RYAN H. TRZINSKI
E-42371
GREEN BAY WI
PROFESSIONAL ENGINEER

1-21-15
(Signature) (Date)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	Robert E. Lee and Associates Inc.
Designer	Robert E. Lee and Associates Inc.
Management Consultant	Cedar Corporation

APPROVED FOR THE DEPARTMENT

DATE: 1-30-2015 (Management Consultant Signature)

E

DIGGERS HOTLINE
Dial 811 or (800) 242-8511
www.DiggersHotline.com

TO OBTAIN LOCATION OF PARTICIPANTS UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE.

UTILITIES

FRONTIER COMMUNICATIONS
WARREN INMAN
2689 NORTH CLERMONT STREET
ANTIGO, WI 54409
715-847-1504
warren.e.inman@ftr.com

WE ENERGIES
DAVE NEGRO
800 INDUSTRIAL PARK DRIVE
IRON MOUNTAIN, MI 49801
906-779-2422
david.negro@we-energies.com

CONTACTS

TOWN OF ALVIN
TOWN CHAIR PERSON
FLORENCE KOSTKA
8047 RIVER BANK LANE
ALVIN, WI 54542
(715) 545-4063
jjc@nnex.net

ROBERT E. LEE & ASSOCIATES, INC.
MARK SCHUSTER
1250 CENTENNIAL CENTRE BOULEVARD
HOBART, WI. 54155
(920) 662-9641
mschuster@releeinc.com

DNR-NORTH CENTRAL DISTRICT
JON SIMONSEN
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
(715) 365-8916
jonathan.simonsen@wisconsin.gov

U.S.D.A. FOREST SERVICE
NICOLET NATIONAL FOREST
LAONA RANGER DISTRICT
DISTRICT RANGER
JEFF SEEFELDT
4978 U.S. HWY. 8 WEST
LAONA, WISCONSIN 54511
(715) 674-4481
jseefeldt@fs.fed.us

FOREST COUNTY
HIGHWAY COMMISSIONER
JOHN RODGERS
5350 COUNTY ROAD W
CRANDON, WI 54520
(920)619-2961
jorogers@co.forest.wi.us

GENERAL NOTES

1. WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIALS AS DIRECTED BY THE ENGINEER.
2. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE PRIOR APPROVAL OF THE ENGINEER OR TOWN OF ALVIN.
3. ALL SIDE ROADS, COMMERCIAL AND PRIVATE ENTRANCES SHALL BE MATCHED IN KIND WITH A SAWED JOINT.
4. THE EXACT SIZE AND LOCATION FOR PRIVATE AND COMMERCIAL ENTRANCES SHALL BE DETERMINED BY THE ENGINEER.
5. THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
6. CONSTRUCTION LIMITS FOR ALL SIDE ROADS, COMMERCIAL AND PRIVATE ENTRANCES SHALL BE DETERMINED BY THE ENGINEER.
7. EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR EROSION CONTROL IMPLEMENTATION PLAN AND APPROVED BY THE ENGINEER IN THE FIELD.
8. THE 2 ¼ HMA PAVEMENT TYPE E-0.3 SHALL BE CONSTRUCTED IN ONE LIFT, WITH ASPHALTIC MATERIAL PG 58-34
9. ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO NAVD88
10. TACK COAT SHALL BE APPLIED AT 0.050 TO 0.070 GALLONS PER SQUARE YARD AND SHALL BE PLACED BETWEEN EACH LIFT OF ASPHALTIC PAVEMENT. THE ENGINEER MAY ADJUST THE APPLICATION RATE BASED ON SURFACE CONDITIONS. LIMIT APPLICATION EACH DAY TO THE AREA THE CONTRACTOR EXPECTS TO PAVE DURING THE DAY.

STANDARD ABBREVIATIONS

GR	GRAVEL	WM	WATERMAIN	VPC	VERTICAL POINT OF CURVATURE	R/W	RIGHT OF WAY
BIT	BITUMINOUS	HYD	HYDRANT	VPI	VERTICAL POINT OF INTERSECTION	T/C	TOP OF CURB
ASPH	ASPHALT PAVEMENT	WV	WATER VALVE	VPT	VERTICAL POINT OF TANGENCY	F/L	FLOW LINE
CONC	CONCRETE	SAN	SANITARY SEWER	PC	POINT OF CURVATURE	C/L	CENTERLINE
SW	SIDEWALK	MH	MANHOLE	PI	POINT OF INTERSECTION	P/L	PROPERTY LINE
BLDG	BUILDING	ST	STORM SEWER	PT	POINT OF TANGENCY	R/L	REFERENCE LINE
HSE	HOUSE	CB	CATCH BASIN	R	RADIUS	INV	INVERT
PED	PEDESTAL	TELE	TELEPHONE	EX	EXISTING	CMP	CORRUGATED METAL PIPE
PP	POWER POLE	ELEC	ELECTRIC	PR	PROPOSED	RCP	REINFORCED CONCRETE PIPE
LP	LIGHT POLE	TV	TELEVISION	EOR	END OF RADIUS	CULV	CULVERT
BM	BENCH MARK	STA	STATION	B-B	BACK TO BACK (OF CURB)	PE	PERSONAL ENTRANCE
CE	COMMERCIAL ENTRANCE	FE	FIELD ENTRANCE				

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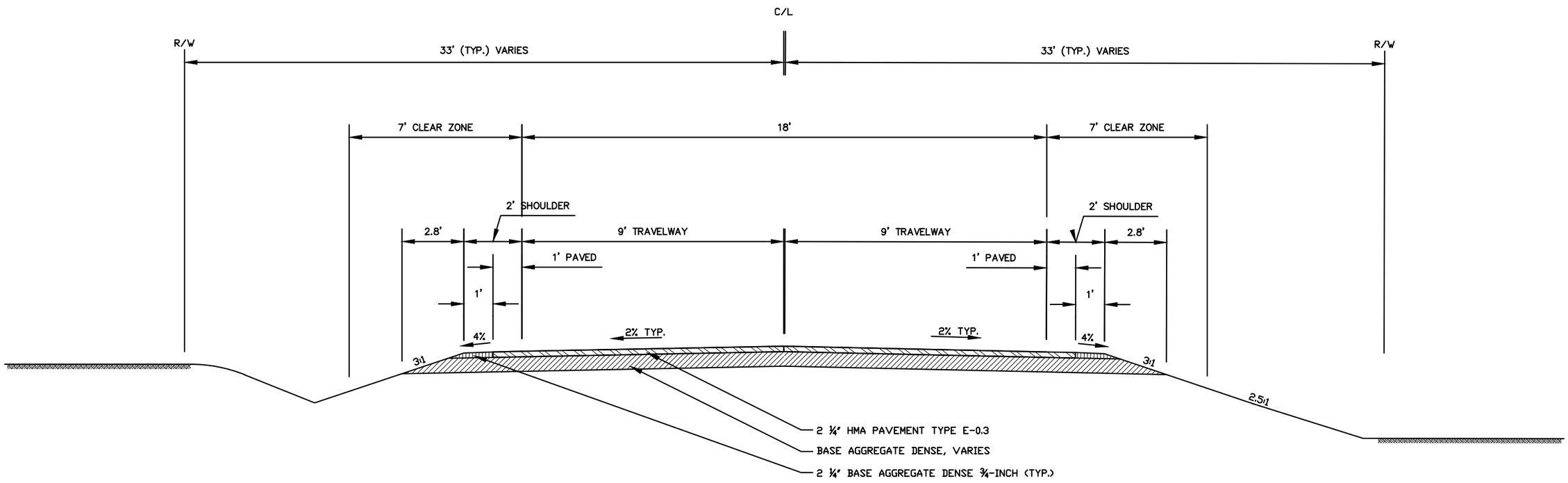
Plot Date: May 04, 2015 - 11:36am

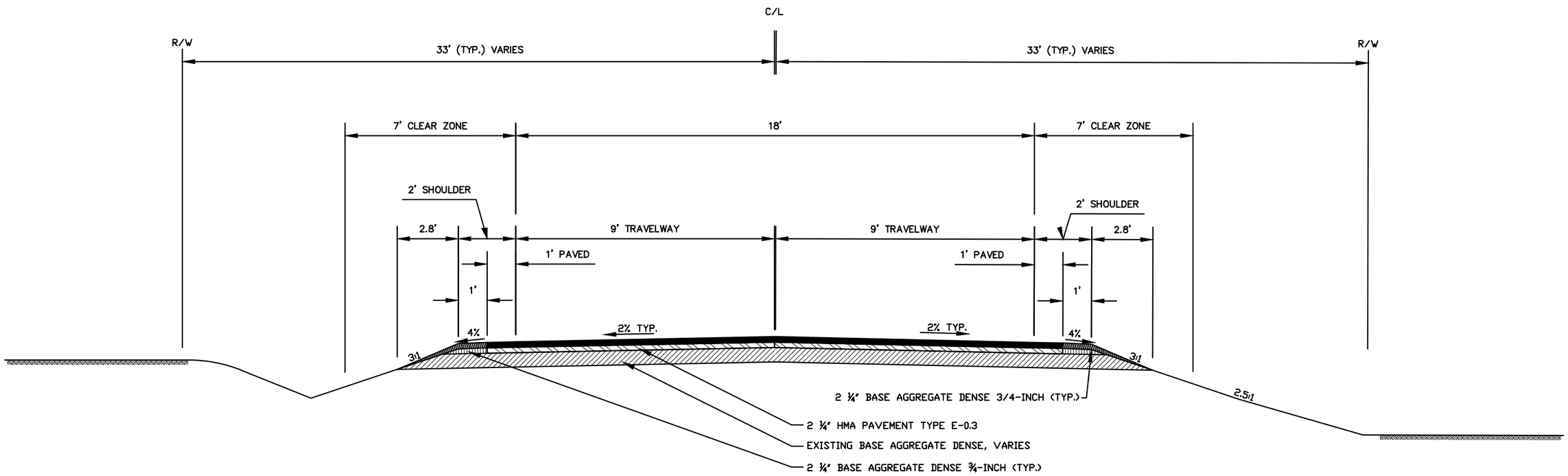


TYPICAL EXISTING SECTION

FISHEL ROAD (FOREST 2193)
STA. 10+59.26 TO STA. 227+51.12
EXCEPTION TO NET ℄ LENGTH
STA. 222+20 TO STA. 222+57

PROJECT NO: 9808-00-71	HWY: FISHEL ROAD	COUNTY: FOREST	TYPICAL SECTION	SHEET 3	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$



TYPICAL FINISHED SECTION

FISHEL ROAD (FOREST 2193)
STA. 10+59.26 TO STA. 227+51.12
EXCEPTION TO NET ℄ LENGTH
STA. 222+20 TO STA. 222+57

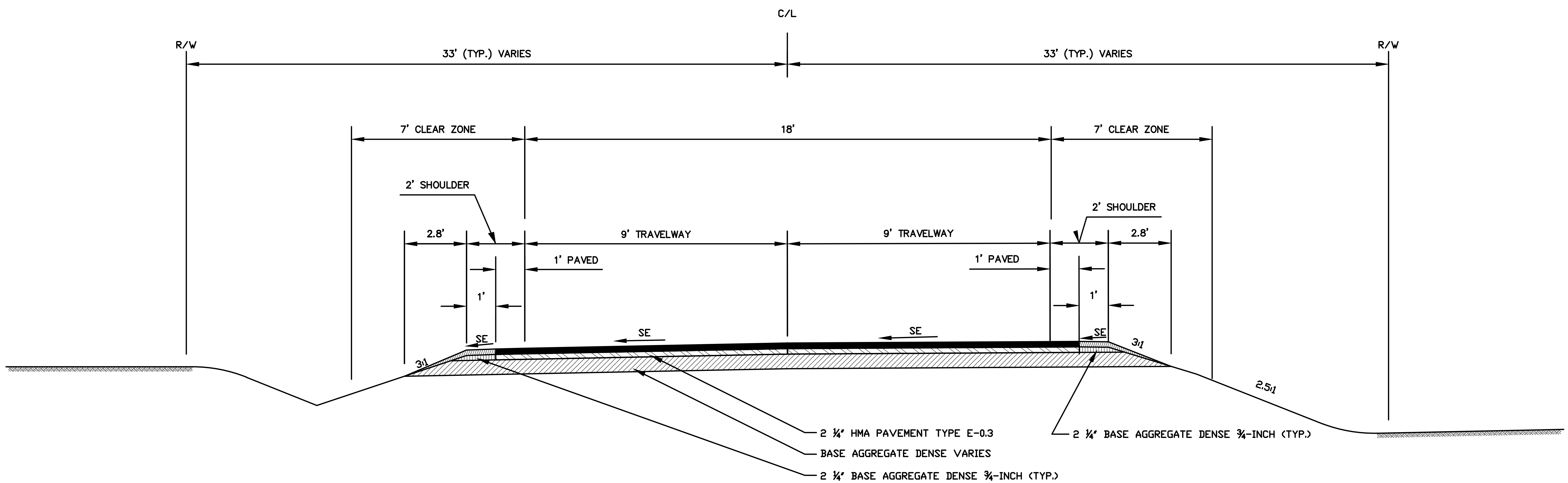
PROJECT NO: 9808-00-71	HWY: FISHEL ROAD	COUNTY: FOREST	TYPICAL SECTION	SHEET 4	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$

TABLE 1

FULL SUPERELEVATION START AND END LOCATIONS

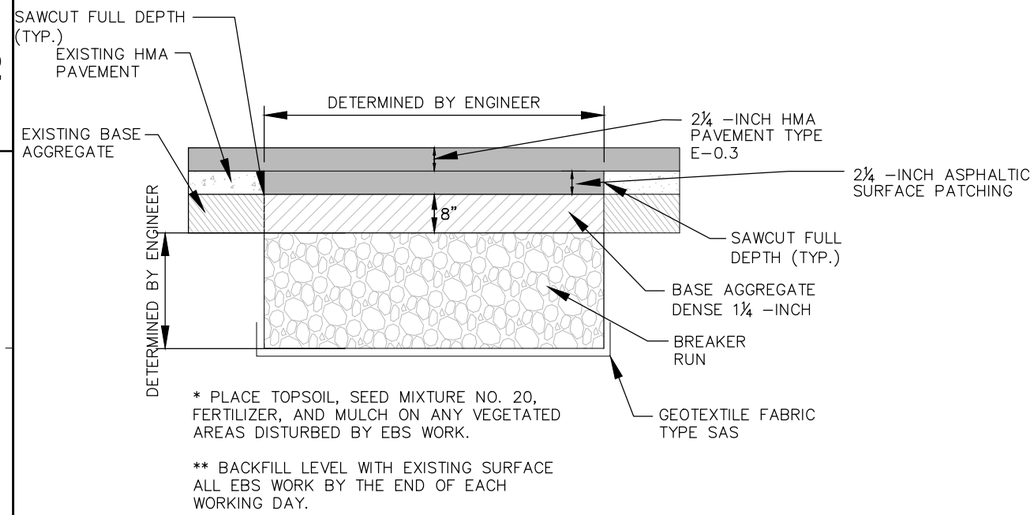
BEGIN FULL SE	STA	14+28	END FULL SE	STA	47+18	BEGIN FULL SE	STA	79+20	END FULL SE	STA	102+53	BEGIN FULL SE	STA	127+17	END FULL SE	STA	149+23	BEGIN FULL SE	STA	182+68	END FULL SE	STA	201+70
END FULL SE	STA	15+31	BEGIN FULL SE	STA	50+06	END FULL SE	STA	79+54	BEGIN FULL SE	STA	103+39	END FULL SE	STA	128+47	BEGIN FULL SE	STA	152+17	END FULL SE	STA	183+68	BEGIN FULL SE	STA	205+46
BEGIN FULL SE	STA	17+47	END FULL SE	STA	50+85	BEGIN FULL SE	STA	79+97	END FULL SE	STA	104+76	BEGIN FULL SE	STA	130+36	END FULL SE	STA	154+70	BEGIN FULL SE	STA	184+14	END FULL SE	STA	206+03
END FULL SE	STA	19+40	BEGIN FULL SE	STA	52+81	END FULL SE	STA	82+19	BEGIN FULL SE	STA	106+25	END FULL SE	STA	131+96	BEGIN FULL SE	STA	157+00	END FULL SE	STA	185+29	BEGIN FULL SE	STA	206+48
BEGIN FULL SE	STA	20+74	END FULL SE	STA	54+03	BEGIN FULL SE	STA	87+49	END FULL SE	STA	107+40	BEGIN FULL SE	STA	135+74	END FULL SE	STA	158+98	BEGIN FULL SE	STA	187+38	END FULL SE	STA	208+31
END FULL SE	STA	21+12	BEGIN FULL SE	STA	59+73	END FULL SE	STA	89+49	BEGIN FULL SE	STA	108+24	END FULL SE	STA	136+97	BEGIN FULL SE	STA	160+08	END FULL SE	STA	188+41	BEGIN FULL SE	STA	210+24
BEGIN FULL SE	STA	21+56	END FULL SE	STA	60+90	BEGIN FULL SE	STA	90+15	END FULL SE	STA	110+16	BEGIN FULL SE	STA	138+19	END FULL SE	STA	161+92	BEGIN FULL SE	STA	188+86	END FULL SE	STA	211+83
END FULL SE	STA	22+97	BEGIN FULL SE	STA	64+35	END FULL SE	STA	91+39	BEGIN FULL SE	STA	111+99	END FULL SE	STA	140+03	BEGIN FULL SE	STA	166+83	END FULL SE	STA	189+89			
BEGIN FULL SE	STA	25+51	END FULL SE	STA	65+56	BEGIN FULL SE	STA	93+29	END FULL SE	STA	113+50	BEGIN FULL SE	STA	140+35	END FULL SE	STA	169+77	BEGIN FULL SE	STA	191+72			
END FULL SE	STA	27+20	BEGIN FULL SE	STA	66+54	END FULL SE	STA	94+30	BEGIN FULL SE	STA	118+17	END FULL SE	STA	143+24	BEGIN FULL SE	STA	171+63	END FULL SE	STA	192+74			
BEGIN FULL SE	STA	44+60	END FULL SE	STA	67+06	BEGIN FULL SE	STA	94+85	END FULL SE	STA	119+42	BEGIN FULL SE	STA	143+56	END FULL SE	STA	172+85	BEGIN FULL SE	STA	194+44			
END FULL SE	STA	45+54	BEGIN FULL SE	STA	68+10	END FULL SE	STA	96+38	BEGIN FULL SE	STA	119+87	END FULL SE	STA	143+96	BEGIN FULL SE	STA	174+20	END FULL SE	STA	195+88			
BEGIN FULL SE	STA	46+05	END FULL SE	STA	70+60	BEGIN FULL SE	STA	97+99	END FULL SE	STA	120+43	BEGIN FULL SE	STA	144+29	END FULL SE	STA	175+25	BEGIN FULL SE	STA	197+29			
END FULL SE	STA	46+13	BEGIN FULL SE	STA	77+61	END FULL SE	STA	99+80	BEGIN FULL SE	STA	121+46	END FULL SE	STA	146+06	BEGIN FULL SE	STA	180+10	END FULL SE	STA	198+67			
BEGIN FULL SE	STA	46+63	END FULL SE	STA	78+62	BEGIN FULL SE	STA	101+37	END FULL SE	STA	123+46	BEGIN FULL SE	STA	147+82	END FULL SE	STA	181+56	BEGIN FULL SE	STA	200+78			



TYPICAL FINISHED SUPER ELEVATION SECTION

FISHEL ROAD (FOREST 2193)
STA. 10+59.26 TO STA. 227+51.12
EXCEPTION TO NET ℄ LENGTH
STA. 222+20 TO STA. 222+57

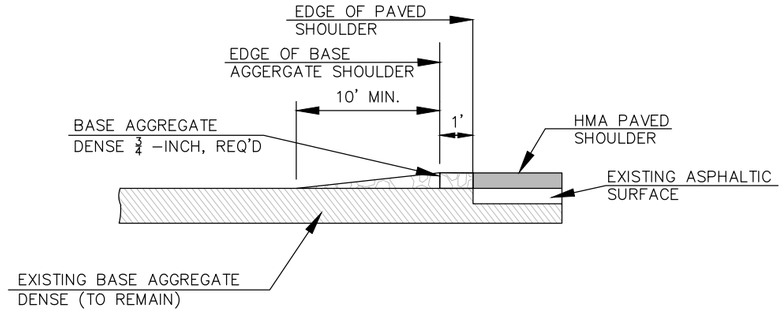
NOTE: SEE TABLE 1 FOR HORIZONTAL CURVE LOCATIONS



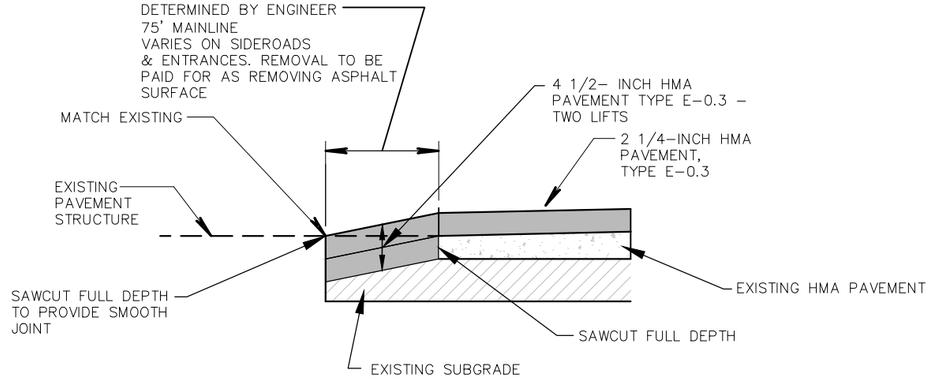
* PLACE TOPSOIL, SEED MIXTURE NO. 20, FERTILIZER, AND MULCH ON ANY VEGETATED AREAS DISTURBED BY EBS WORK.

** BACKFILL LEVEL WITH EXISTING SURFACE ALL EBS WORK BY THE END OF EACH WORKING DAY.

EXCAVATION BELOW SUBGRADE (EBS) DETAIL

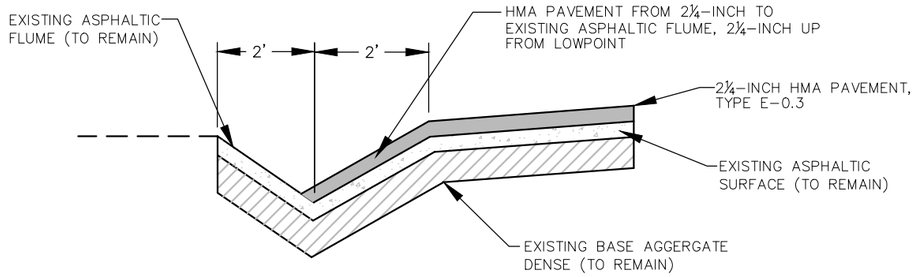


DETAIL FOR BASE AGGREGATE DENSE PRIVATE ENTRANCES & SIDE ROADS



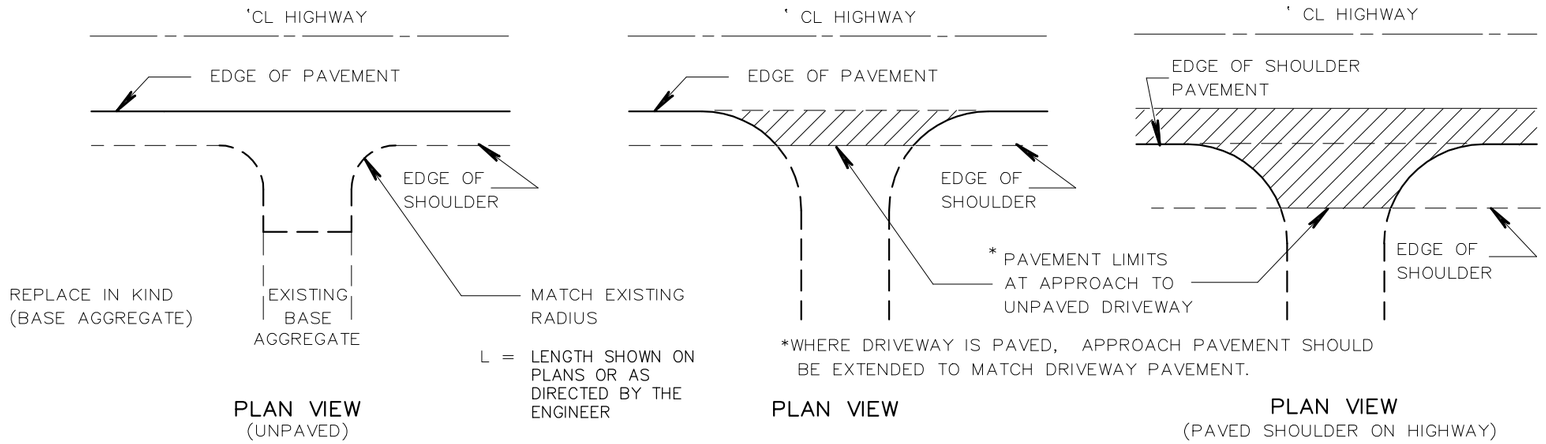
* PLACE TOPSOIL, SEED MIXTURE NO. 20, FERTILIZER, AND MULCH ON ANY VEGETATED AREAS DISTURBED BY BUTT JOINT WORK.

REMOVING ASPHALTIC SURFACE, BUTT JOINT DETAIL – SIDE ROADS & PAVED ENTRANCES

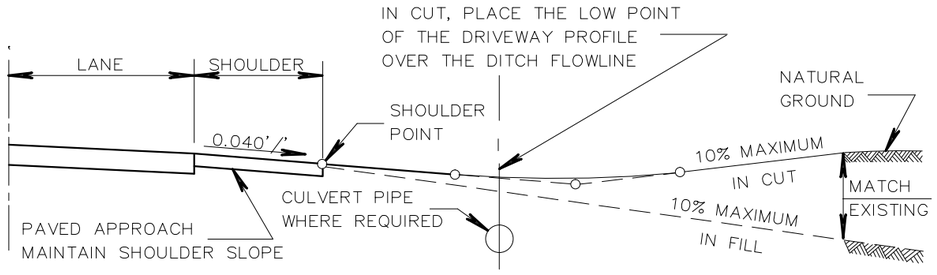


ASPHALTIC FLUME DETAIL

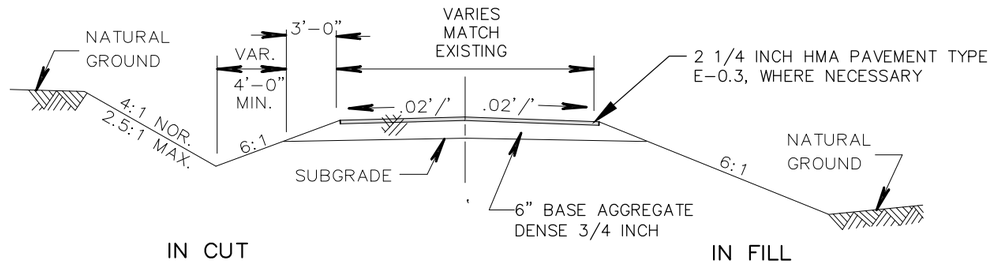
2



RURAL SIDE ROAD & ENTRANCE DETAIL



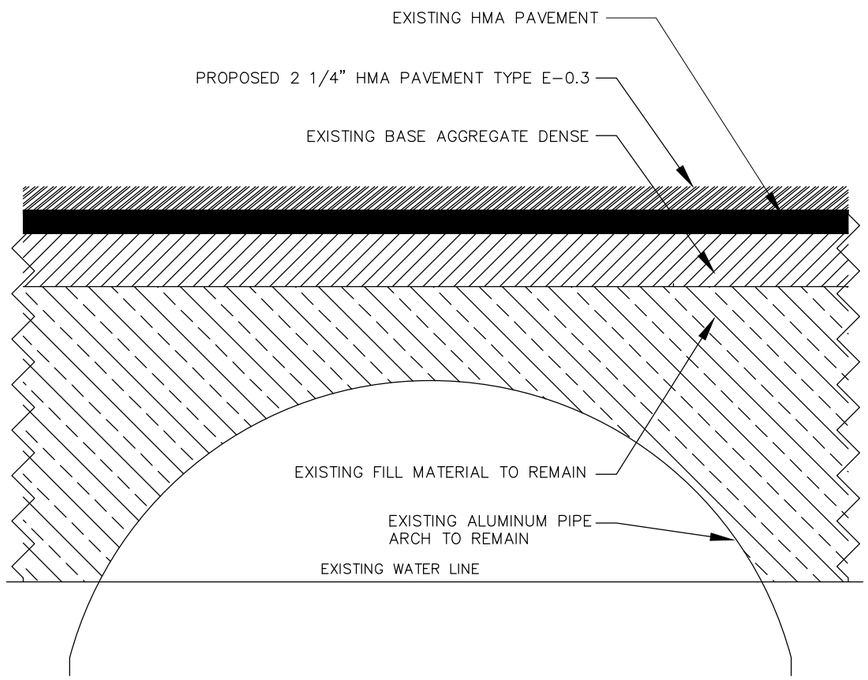
TYPICAL SIDEROAD AND ENTRANCE PROFILES



TYPICAL CROSS SECTION FOR
SIDEROAD AND ENTRANCES

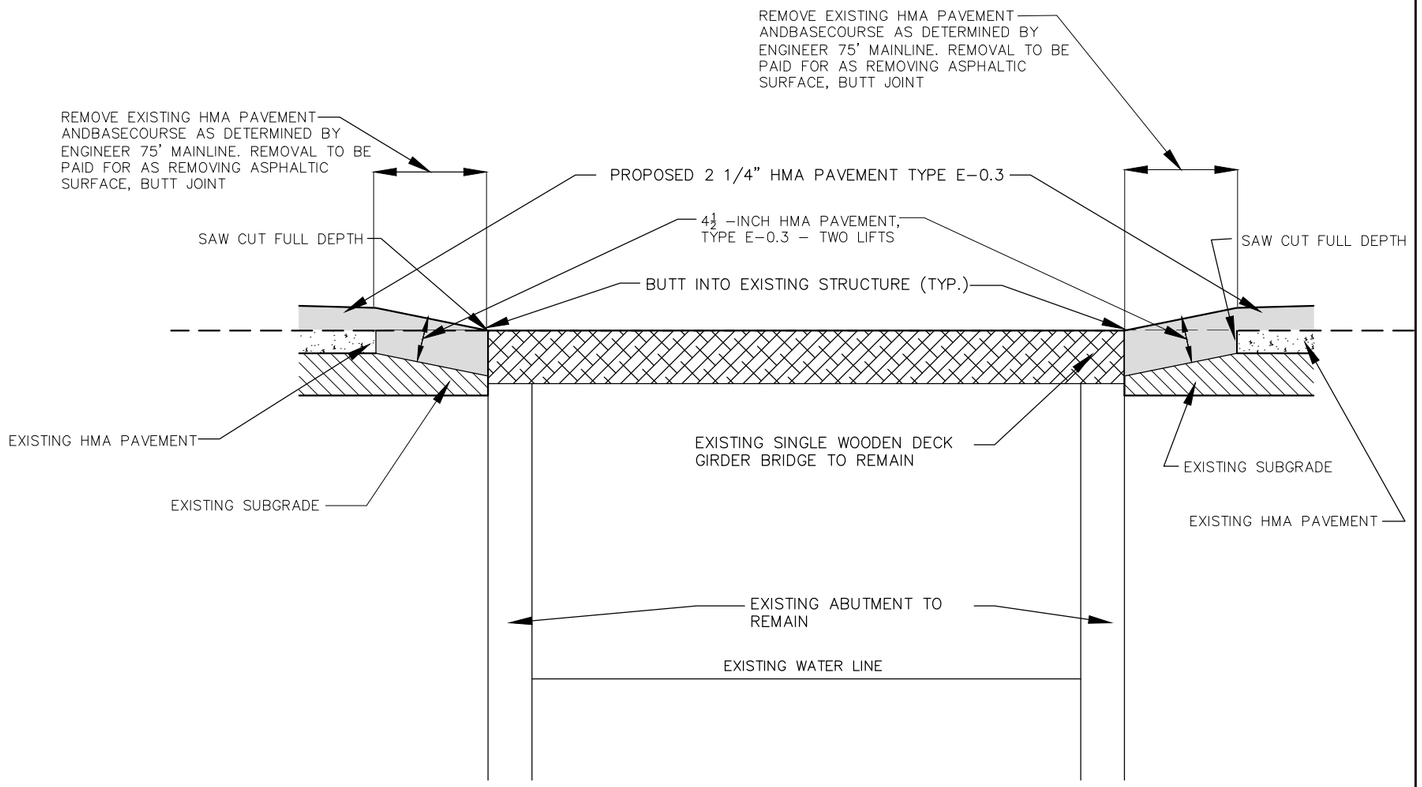
PROJECT NO:9808-00-71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN: CONSTRUCTION DETAILS	SHEET 7	E

2



BRULE CREEK STRUCTURE WORK

STA. 40+60 TO STA 40+87



ELVOY CREEK STRUCTURE WORK

STA. 222+20 TO STA 222+57

PROJECT NO:9808-00-70	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN: CONSTRUCTION DETAILS	SHEET 8	E

LINE TABLE		
Line #	Direction	Length
101–102	S81°51'11"E	45.00'
102–103	S1°15'46"W	54.06'
103–100	S84°22'44"W	45.00'

CURVE TABLE					
Curve #	Length	Radius	Delta	CH Bearing	CH Length
PC–100	61.82'	270.50'	13°05'37"	N12°10'04"W	61.68'
100–101	65.00'	270.50'	13°46'05"	N1°15'46"E	64.84'

CONTROL POINT TABLE				
Point #	Northing	Easting	Station	Offset
728	716123.159	833646.939	10+46.43	41.66L
727	716807.899	833641.994	17+50.85	22.50R
2317	717234.230	833626.161	21+76.20	10.30R
726	717632.141	833732.604	25+88.98	17.58R
725	718150.479	833719.470	31+04.29	21.03L
1017	718323.202	833648.204	32+71.59	100.58L

PI STA = 22+26.37
Y = 717285.57
X = 833619.15
DELTA = 11°05'38"
D = 6°17'34"
T = 88.42
L = 176.29
R = 910.50
PC STA = 21+37.95
PT STA = 23+14.24
SE 3.1%

PI STA = 31+62.80
Y = 718208.28
X = 833741.30
DELTA = 2°35'33"
D = 1°00'00"
T = 129.65
L = 259.25
R = 5729.58
PC STA = 30+33.16
PT STA = 32+92.40
SE NC

PI STA = 14+81.84
Y = 716548.92
X = 833546.69
DELTA = 34°22'12"
D = 21°10'53"
T = 83.66
L = 162.26
R = 270.50
PC STA = 13+98.18
PT STA = 15+60.45
SE 5.2%

PI STA = 18+45.21
Y = 716903.67
X = 833646.11
DELTA = 24°15'30"
D = 10°14'26"
T = 120.24
L = 236.88
R = 559.50
PC STA = 17+24.97
PT STA = 19+61.85
SE 3.9%

PI STA = 20+93.20
Y = 717152.43
X = 833608.47
DELTA = 13°11'21"
D = 14°40'21"
T = 45.14
L = 89.89
R = 390.50
PC STA = 20+48.06
PT STA = 21+37.95
SE 4.5%

PI STA = 26+35.90
Y = 717680.40
X = 833729.99
DELTA = 14°27'09"
D = 7°00'00"
T = 103.78
L = 206.46
R = 818.51
PC STA = 25+32.12
PT STA = 27+38.58
SE 3.3%

TOWN

ALVIN

X=833603.752
Y=716146.267
IRON PIPE
W/ BRASS CAP

T 40 N
R 13 E
S 7 6

Section Line

STH 70

BP: 10+00.00

PC: 13+98.18

PT: 15+60.45

PC: 17+24.97

PT: 19+61.85

PC: 20+48.06

PC: 21+37.95

PT: 23+14.24

PC: 25+32.12

PT: 27+38.58

PC: 30+33.16

PT: 32+92.40

N15°39'19"E
164.52'

N18°42'53"W
398.18'

N8°36'11"W
86.20'

N15°40'48"E
217.88'

N1°13'39"E
294.57'

N3°49'12"E
1136.10'

S61°09'34"E
111.35'

728

727

2317

726

725

1017

10

15

20

25

30

35

66'

SE–SW

SW–SE

NE–SW

NW–SE

SE–NW

SW–NE

Sixteenth Line

Quarter Line

Section Line

BRULE CREEK ROAD

Sixteenth Line

Quarter Line

Section Line

SECTION 6

US GOVERNMENT
002-00071-0000

WAYNE L. HABECK
002-00077-0000

OF

BRULE SPRING CORP
002-00076-0000

US GOVERNMENT
002-00071-0000

Dean Biertzer
002-00073-0000

US GOVERNMENT
002-00071-0000

US GOVERNMENT
002-00072-0000

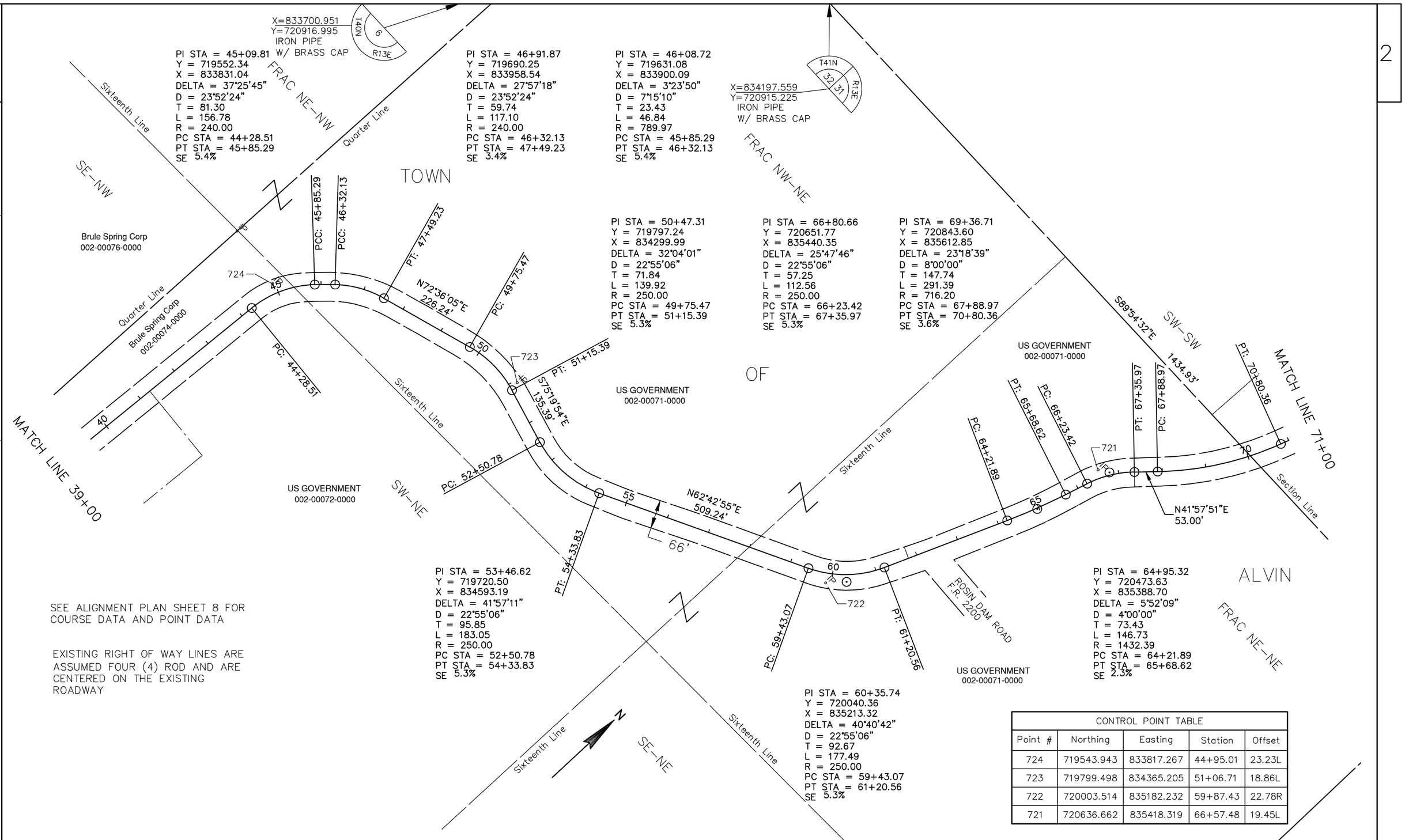
MATCH LINE 39+00

N

EXISTING RIGHT OF WAY LINES ARE ASSUMED FOUR (4) ROD AND ARE CENTERED ON THE EXISTING ROADWAY

PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN: ALIGNMENT PLAN	SHEET 9	E

FILE NAME : R:\4200\4281\4281014 AMMENDMENT 1\DWG(2010)\ALIGNMENT AMMENDMENT 1.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : BRAD L. TREML PLOT NAME : AL1 PLOT SCALE : 1 IN:200 FT



SEE ALIGNMENT PLAN SHEET 8 FOR COURSE DATA AND POINT DATA

EXISTING RIGHT OF WAY LINES ARE ASSUMED FOUR (4) ROD AND ARE CENTERED ON THE EXISTING ROADWAY

CONTROL POINT TABLE				
Point #	Northing	Easting	Station	Offset
724	719543.943	833817.267	44+95.01	23.23L
723	719799.498	834365.205	51+06.71	18.86L
722	720003.514	835182.232	59+87.43	22.78R
721	720636.662	835418.319	66+57.48	19.45L

PROJECT NO: 9808-00-71	HWY: FISHEL ROAD	COUNTY: FOREST	PLAN: ALIGNMENT PLAN	SHEET 10 10	E

FILE NAME : R:\4200\4281\4281014 AMMENDMENT 1\DWG(2010)\ALIGNMENT AMMENDMENT 1.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : BRAD L. TREML PLOT NAME : AL2 PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

LINE TABLE		
Line #	Direction	Length
126–127	N80°55'00"E	33.00'
127–128	N10°26'28"E	69.22'
128–129	N13°03'16"W	52.85'
129–130	N80°20'04"W	33.00'
126–170	S19°59'03"E	203.18'
171–172	N64°32'45"W	29.73'
172–173	N0°16'48"W	139.98'
173–170	N66°25'28"E	33.00'

CONTROL POINT TABLE				
Point #	Northing	Easting	Station	Offset
720	721652.665	835880.043	77+79.82	20.56R
719	722511.219	835401.371	87+58.75	17.72L
718	723171.440	835793.794	95+64.49	31.84R
717	723820.193	835714.664	102+23.50	20.87L

N = 723521.025
E = 834291.969
COMPUTED POINT

PI STA = 88+59.03
Y = 722607.72
X = 835374.88
DELTA = 37°24'28"
D = 14°19'26"
T = 135.42
L = 261.16
R = 400.00
PC STA = 87+23.60
PT STA = 89+84.76
SE 4.5%

PI STA = 90+81.05
Y = 722833.68
X = 835426.20
DELTA = 40°38'39"
D = 22°02'13"
T = 96.29
L = 184.44
R = 260.00
PC STA = 89+84.76
PT STA = 91+69.20
SE 5.3%

PI STA = 98+93.23
Y = 723483.14
X = 835658.16
DELTA = 33°14'28"
D = 14°19'26"
T = 119.40
L = 232.07
R = 400.00
PC STA = 97+73.83
PT STA = 100+05.89
SE 4.5%

PI STA = 73+41.86
Y = 721231.35
X = 835743.75
DELTA = 2°27'43"
D = 2°00'00"
T = 61.56
L = 123.10
R = 2864.79
PC STA = 72+80.30
PT STA = 74+03.40
SE NC

PI STA = 78+16.95
Y = 721687.61
X = 835876.22
DELTA = 47°35'17"
D = 28°38'52"
T = 88.19
L = 166.11
R = 200.00
PC STA = 77+28.76
PT STA = 78+94.88
SE 5.7%

PI STA = 79+37.01
Y = 721798.84
X = 835808.33
DELTA = 11°08'26"
D = 13°15'46"
T = 42.13
L = 84.00
R = 432.00
PC STA = 78+94.88
PT STA = 79+78.87
SE 4.3%

PI STA = 81+08.96
Y = 721925.74
X = 835691.90
DELTA = 17°24'08"
D = 6°44'26"
T = 130.09
L = 258.17
R = 850.00
PC STA = 79+78.87
PT STA = 82+37.04
SE 5.2%

PI STA = 93+80.00
Y = 723016.61
X = 835672.87
DELTA = 14°27'10"
D = 9°52'43"
T = 73.54
L = 146.30
R = 580.00
PC STA = 93+06.46
PT STA = 94+52.76
SE 3.9%

PI STA = 95+74.27
Y = 723168.23
X = 835795.58
DELTA = 62°33'43"
D = 28°38'52"
T = 121.51
L = 218.38
R = 200.00
PC STA = 94+52.76
PT STA = 96+71.15
SE 5.7%

CURVE TABLE					
Curve #	Length	Radius	Delta	CH Bearing	CH Length
125–126	38.62'	400.00'	5°31'53"	S6°19'04"E	38.60'
130–125	92.28'	400.00'	13°13'04"	S3°03'25"W	92.07'
170–171	171.15'	200.00'	49°01'47"	S0°56'22"W	165.97'

EXISTING RIGHT OF WAY LINES ARE ASSUMED FOUR (4) ROD AND ARE CENTERED ON THE EXISTING ROADWAY

PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN: ALIGNMENT PLAN	SHEET 11	E

FILE NAME : R:\4200\4281\4281014 AMMENDMENT 1\DWG(2010)\ALIGNMENT AMMENDMENT 1.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : BRAD L. TREML PLOT NAME : AL3 PLOT SCALE : 1 IN:200 FT

PI STA = 101+96.78
Y = 723789.03
X = 835710.26
DELTA = 28°41'21"
D = 16°51'06"
T = 86.95
L = 170.24
R = 340.00
PC STA = 101+09.83
PT STA = 102+80.08
SE 4.8%

PI STA = 104+08.57
Y = 723957.97
X = 835843.94
DELTA = 18°08'06"
D = 9°57'52"
T = 91.77
L = 182.00
R = 575.00
PC STA = 103+16.81
PT STA = 104+98.80
SE 3.9%

PI STA = 112+75.16
Y = 724693.23
X = 836070.42
DELTA = 15°19'03"
D = 8°00'00"
T = 96.31
L = 191.47
R = 716.20
PC STA = 111+78.85
PT STA = 113+70.32
SE 3.5%

PI STA = 118+79.51
Y = 725298.56
X = 836073.76
DELTA = 10°43'16"
D = 6°37'26"
T = 81.17
L = 161.86
R = 865.00
PC STA = 117+98.34
PT STA = 119+60.20
SE 3.2%

CONTROL POINT TABLE				
Point #	Northing	Easting	Station	Offset
716	724130.237	836102.192	107+09.82	26.56R
715	724544.923	836085.743	111+27.21	18.51L
714	725595.565	836047.652	121+74.90	20.33L
713	726258.772	836401.144	129+27.34	21.82R

SEE ALIGNMENT PLAN SHEET 8 FOR COURSE DATA AND POINT DATA

N

Sixteenth Line

NW—NW

SW—NW

MATCH LINE 102+00

TOWN

US GOVERNMENT
002-00444-0000

717

PT: 102+80.08

PC: 103+16.81

N38°21'17"E
36.73'

PT: 104+98.80

N56°29'23"E
95.93'

N17°48'19"E
28.67'

PC: 107+98.95

PT: 110+41.12

N13°01'46"W
137.72'

715

PC: 114+35.29

PT: 115+36.37

N0°44'40"W
261.97'

PC: 117+98.34

PRC: 119+60.20

PT: 120+70.16

PC: 121+22.95

714

N6°32'04"E
52.79'

PT: 123+68.93

66'

105

110

115

120

125

130

716

PC: 105+94.74

PT: 107+70.28

PC: 111+78.85

PT: 113+70.32

N2°17'17"E
64.97'

827.00'

N88°54'12"W

Sixteenth Line

SE—NW

NE—NW

OF

US GOVERNMENT
002-00444-0000

Section Line

SE—SW

PT: 132+18.32

PC: 130+15.64

N21°17'01"W
333.21'

N1°00'54"W
139.80'

N34°43'19"E
319.79'

F.R. 2590

PC: 126+88.72

PT: 128+75.83

713

US GOVERNMENT
002-00431-0000

MATCH LINE 134+00

PI STA = 131+18.05
Y = 726449.06
X = 836375.95
DELTA = 20°16'07"
D = 10°00'00"
T = 102.41
L = 202.69
R = 572.96
PC STA = 130+15.64
PT STA = 132+18.32
SE 3.9%

US GOVERNMENT
002-00444-0000

PI STA = 106+86.00
Y = 724111.98
X = 836076.54
DELTA = 38°41'04"
D = 22°02'13"
T = 91.27
L = 175.54
R = 260.00
PC STA = 105+94.74
PT STA = 107+70.28
SE 5.3%

PI STA = 109+23.05
Y = 724344.32
X = 836151.16
DELTA = 30°50'05"
D = 12°43'57"
T = 124.10
L = 242.18
R = 450.00
PC STA = 107+98.95
PT STA = 110+41.12
SE 4.3%

PI STA = 114+85.84
Y = 724904.90
X = 836078.88
DELTA = 3°01'57"
D = 3°00'00"
T = 50.55
L = 101.08
R = 1909.86
PC STA = 114+35.29
PT STA = 115+36.37
SE NC

PI STA = 120+15.63
Y = 725432.43
X = 836046.61
DELTA = 18°00'00"
D = 16°22'13"
T = 55.43
L = 109.96
R = 350.00
PC STA = 119+60.20
PT STA = 120+70.16
SE 4.7%

PI STA = 122+48.48
Y = 725664.67
X = 836073.21
DELTA = 28°11'15"
D = 11°27'33"
T = 125.53
L = 245.98
R = 500.00
PC STA = 121+22.95
PT STA = 123+68.93
SE 4.1%

PI STA = 127+85.43
Y = 726110.18
X = 836381.95
DELTA = 35°44'12"
D = 19°05'55"
T = 96.71
L = 187.12
R = 300.00
PC STA = 126+88.72
PT STA = 128+75.83
SE 5.0%

Quarter Line

S1°10'57"W 1323.25'

Quarter Line

Quarter Line

SW—NE

NW—NE

SW—SE

ALVIN

X=836930.320
Y=726144.284
CONCRETE
MONUMENT
W/BRASS CAP

T 41 N
R 13 E
32 29

EXISTING RIGHT OF WAY LINES ARE ASSUMED FOUR (4) ROD AND ARE CENTERED ON THE EXISTING ROADWAY

PROJECT NO:9808—00—71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN: ALIGNMENT PLAN	SHEET 12	E

FILE NAME : R:\4200\4281\4281014 AMMENDMENT 1\DWG(2010)\ALIGNMENT AMMENDMENT 1.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : BRAD L. TREML PLOT NAME : AL4 PLOT SCALE : 1 IN:200 FT

US GOVERNMENT
002-00431-0000

CONTROL POINT TABLE				
Point #	Northing	Easting	Station	Offset
712	726943.038	836210.165	136+39.52	18.30R
711	727494.162	836048.496	142+15.19	22.38L
710	728010.822	835976.341	147+36.41	20.27L
709	728592.542	836012.306	153+12.25	28.64L
708	729242.086	836466.798	160+95.85	27.52R

SW—SW

Sixteenth Line

PI STA = 148+53.33
Y = 728129.49
X = 835975.01
DELTA = 14°30'11"
D = 8°00'00"
T = 91.13
L = 181.29
R = 716.20
PC STA = 147+62.20
PT STA = 149+43.49
SE 3.5%

NW—SW

PI STA = 150+70.70
Y = 728347.28
X = 835990.33
DELTA = 5°50'11"
D = 2°17'46"
T = 127.20
L = 254.19
R = 2495.40
PC STA = 149+43.49
PT STA = 151+97.68
SE NC

PI STA = 153+44.75
Y = 728617.50
X = 836037.31
DELTA = 20°22'21"
D = 7°00'00"
T = 147.07
L = 291.04
R = 818.51
PC STA = 151+97.68
PT STA = 154+88.72
SE 3.3%

X=834335.316
Y=728860.734
CONCRETE
MONUMENT W/BRASS
CAP

T 41 N
R 13 E
30 29

N

Sixteenth Line

TOWN

PRC: 140+22.12
PCC: 143+36.46
PRC: 144+15.60
PT: 146+21.27
PC: 147+62.20
PCC: 149+43.49
PCC: 151+97.68
STOCK ROAD
F.R. 2548
PT: 154+88.72
PC: 156+87.46
PT: 159+10.87
PC: 159+82.34
PT: 162+18.01

PC: 135+51.53
PT: 137+19.10
PC: 138+00.04

711
712
710
709
708
IP

135
140
145
150
155
160
165

N10°28'40"W
140.93'

N4°31'35"W
80.94'

N87°31'12"W 1689.21'

N30°14'03"E
198.75'

66'

N39°10'13"E
71.48'

N3°49'14"E
450.68'

SE—SW

NE—SW

SE—NW

OF

ALVIN

Sixteenth Line

Quarter Line

Quarter Line

Quarter Line

US GOVERNMENT
002-00431-0000

US GOVERNMENT
002-00431-0000

US GOVERNMENT
002-00431-0000

US GOVERNMENT
002-00431-0000

PI STA = 157+99.39
Y = 729012.99
X = 836267.80
DELTA = 8°56'10"
D = 4°00'00"
T = 111.93
L = 223.40
R = 1432.39
PC STA = 156+87.46
PT STA = 159+10.87
SE 2.3%

CURVE TABLE					
Curve #	Length	Radius	Delta	CH Bearing	CH Length
157–158	175.00'	2495.40'	4°01'05"	S7°19'54"W	174.96'
166–162	70.00'	1528.56'	2°37'26"	N10°30'40"W	69.99'

MATCH LINE 134+00

MATCH LINE 165+50

PI STA = 136+35.92
Y = 726933.61
X = 836187.19
DELTA = 16°45'26"
D = 10°00'00"
T = 84.39
L = 167.57
R = 572.96
PC STA = 135+51.53
PT STA = 137+19.10
SE 3.9%

PI STA = 139+11.77
Y = 727209.75
X = 836164.76
DELTA = 15°32'43"
D = 7°00'00"
T = 111.72
L = 222.08
R = 818.51
PC STA = 138+00.04
PT STA = 140+22.12
SE 3.3%

PI STA = 141+79.85
Y = 727462.36
X = 836070.99
DELTA = 11°46'58"
D = 3°44'54"
T = 157.73
L = 314.34
R = 1528.56
PC STA = 140+22.12
PT STA = 143+36.46
SE 2.2%

PI STA = 143+76.07
Y = 727657.49
X = 836041.54
DELTA = 6°19'51"
D = 8°00'00"
T = 39.61
L = 79.14
R = 716.20
PC STA = 143+36.46
PT STA = 144+15.60
SE 3.5%

PI STA = 145+18.61
Y = 727800.00
X = 836035.94
DELTA = 8°13'36"
D = 4°00'00"
T = 103.01
L = 205.67
R = 1432.39
PC STA = 144+15.60
PT STA = 146+21.27
SE 2.3%

PI STA = 161+04.06
Y = 729249.54
X = 836460.52
DELTA = 35°20'59"
D = 15°00'00"
T = 121.72
L = 235.66
R = 381.97
PC STA = 159+82.34
PT STA = 162+18.01
SE 4.5%

LINE TABLE		
Line #	Direction	Length
156–157	N2°28'48"E	337.72'
158–159	N84°40'38"W	33.00'
159–160	N13°29'51"E	99.21'
160–161	N0°51'35"W	74.78'
161–157	N80°39'33"W	33.00'
158–162	S5°25'06"E	677.68'
162–163	N80°48'03"E	33.00'
163–164	S6°21'23"W	42.74'
164–165	S32°34'06"E	33.02'
165–166	N78°10'37"E	33.00'

EXISTING RIGHT OF WAY LINES ARE ASSUMED FOUR (4) ROD AND ARE CENTERED ON THE EXISTING ROADWAY

PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN: ALIGNMENT PLAN	SHEET 13	E

FILE NAME : R:\4200\4281\4281014 AMMENDMENT 1\DWG(2010)\ALIGNMENT AMMENDMENT 1.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : BRAD L. TREML PLOT NAME : AL5 PLOT SCALE : 1 IN:200 FT

EXISTING RIGHT OF WAY LINES ARE ASSUMED FOUR (4) ROD AND ARE CENTERED ON THE EXISTING ROADWAY

PI STA = 172+25.64
Y = 730358.86
X = 836634.21
DELTA = 24°50'02"
D = 14°19'26"
T = 88.07
L = 173.37
R = 400.00
PC STA = 171+37.57
PT STA = 173+10.94
SE 4.5%

PI STA = 174+73.55
Y = 730541.69
X = 836805.72
DELTA = 19°41'59"
D = 12°43'57"
T = 78.13
L = 154.72
R = 450.00
PC STA = 173+95.42
PT STA = 175+50.14
SE 4.3%

PI STA = 180+83.91
Y = 731102.96
X = 837049.42
DELTA = 19°55'21"
D = 10°25'03"
T = 96.60
L = 191.24
R = 550.00
PC STA = 179+87.31
PT STA = 181+78.55
SE 3.9%

PI STA = 189+39.25
Y = 731508.13
X = 837781.94
DELTA = 25°40'47"
D = 16°22'13"
T = 79.77
L = 156.87
R = 350.00
PC STA = 188+59.48
PT STA = 190+16.35
SE 4.7%

X=837001.020
Y=731358.692
IRON PIPE
W/ BRASS CAP

T 41 N
R 13 E
20 29

US GOVERNMENT
002-00431-0000

US GOVERNMENT
002-00286-0000

US GOVERNMENT
002-00431-0000

US GOVERNMENT
002-00431-0000

TOWN

ALVIN

Sixteenth Line

Quarter Line

Section Line

NE-NW

SE-SW

SW-SE

NW-NE

SE-NW

SE-SE

KONITZER ROAD
F.R. 2550

F.R. 2554

66'

PC: 166+68.69

PT: 169+91.25

PC: 171+37.57

PT: 173+10.94

PC: 173+95.42

PT: 175+50.14

PC: 179+87.31

PT: 181+78.55

PC: 182+47.19

PC: 183+89.07

PT: 185+53.44

PC: 187+20.12

PCC: 188+59.48

PT: 190+16.35

PC: 191+41.30

PT: 193+04.12

PC: 194+18.53

PT: 196+13.63

707 P

706 P

705 P

704 P

703 P

170

175

180

185

190

195

N18°20'09"E
146.32'

N43°10'11"E
84.48'

N23°28'12"E
437.17'

N42°56'41"E
68.64'

N75°14'31"E
166.68'

N40°10'05"E
124.95'

N77°29'08"E
114.40'

N49°32'22"E
97.99'

MATCH LINE 165+50

MATCH LINE 197+00

PI STA = 168+30.84
Y = 729982.46
X = 836509.47
DELTA = 14°30'55"
D = 4°30'00"
T = 162.15
L = 322.56
R = 1273.24
PC STA = 166+68.69
PT STA = 169+91.25
SE 2.5%

PI STA = 183+18.36
Y = 731275.50
X = 837211.03
DELTA = 11°22'10"
D = 8°00'48"
T = 71.17
L = 141.88
R = 715.00
PC STA = 182+47.19
PT STA = 183+89.07
SE 3.6%

PI STA = 184+72.18
Y = 731365.50
X = 837336.35
DELTA = 20°55'40"
D = 12°43'57"
T = 83.11
L = 164.37
R = 450.00
PC STA = 183+89.07
PT STA = 185+53.44
SE 4.3%

PI STA = 187+89.95
Y = 731446.92
X = 837645.43
DELTA = 9°23'38"
D = 6°44'26"
T = 69.84
L = 139.36
R = 850.00
PC STA = 187+20.12
PT STA = 188+59.48
SE 3.2%

PI STA = 192+25.72
Y = 731729.08
X = 837968.45
DELTA = 37°19'03"
D = 22°55'06"
T = 84.42
L = 162.83
R = 250.00
PC STA = 191+41.30
PT STA = 193+04.12
SE 5.3%

PI STA = 195+18.06
Y = 731793.73
X = 838259.72
DELTA = 27°56'46"
D = 14°19'26"
T = 99.53
L = 195.10
R = 400.00
PC STA = 194+18.5
PT STA = 196+13.6
SE 4.5%

CONTROL POINT TABLE

Point #	Northing	Easting	Station	Offset
707	729944.032	836487.241	167+88.80	25.39L
706	730489.260	836781.506	174+17.82	18.79R
705	731167.787	837083.865	181+53.63	20.09L
704	731489.906	837770.578	189+18.80	17.24R
703	731817.506	838237.181	195+06.03	19.01L

PROJECT NO: 9808-00-71	HWY: FISHEL ROAD	COUNTY: FOREST	PLAN: ALIGNMENT PLAN	SHEET 14	E

FILE NAME : R:\4200\4281\4281014 AMMENDMENT 1\DWG(2010)\ALIGNMENT AMMENDMENT 1.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : BRAD L. TREML PLOT NAME : AL6 PLOT SCALE : 1 IN:200 FT

2

PI STA = 197+98.17
Y = 731978.07
X = 838475.85
DELTA = 10°59'12"
D = 6°21'58"
T = 86.55
L = 172.58
R = 900.00
PC STA = 197+11.61
PT STA = 198+84.19
SE 3.1%

PI STA = 205+74.80
Y = 732443.18
X = 839093.14
DELTA = 18°12'20"
D = 16°22'13"
T = 56.08
L = 111.21
R = 350.00
PC STA = 205+18.72
PT STA = 206+29.93
SE 4.7%

PI STA = 201+24.32
Y = 732138.81
X = 838760.25
DELTA = 12°57'49"
D = 9°32'57"
T = 68.17
L = 135.75
R = 600.00
PC STA = 200+56.15
PT STA = 201+91.90
SE 3.8%

PI STA = 207+39.84
Y = 732511.31
X = 839244.50
DELTA = 13°55'28"
D = 6°21'58"
T = 109.90
L = 218.72
R = 900.00
PC STA = 206+29.93
PT STA = 208+48.66
SE 3.1%

PI STA = 211+23.83
Y = 732580.21
X = 839623.36
DELTA = 76°04'42"
D = 33°30'23"
T = 133.79
L = 227.06
R = 171.00
PC STA = 209+90.04
PT STA = 212+17.09
SE 5.9%

MATCH LINE 197+00

Sixteenth Line

TOWN

OF

ALVIN

CAREY DAM ROAD

F.R. 2458

Quarter Line

Section Line

CTH A

Kurt Andussies
002-00276-0000

Dawn Ziaya
002-00289-0000

US GOVERNMENT
002-00286-0000

X=839768.334
Y=733837.207
IRON PIPE
W/ BRASS CAP

T 41 N
R 13 E
20 21

CONTROL POINT TABLE				
Point #	Northing	Easting	Station	Offset
700	734279.349	839729.830		
702	732211.611	838895.546	202+72.71	37.56R
701	732577.956	839611.874	210+95.99	39.24R

EXISTING RIGHT OF WAY LINES ARE ASSUMED FOUR (4) ROD AND ARE CENTERED ON THE EXISTING ROADWAY

PROJECT NO: 9808-00-71	HWY: FISHEL ROAD	COUNTY: FOREST	PLAN: ALIGNMENT PLAN	SHEET 15	E

SHEET AL2 (STATION 39+00–71+00)

CURVE TABLE					
Curve #	Length	Radius	Delta	CH Bearing	CH Length
104–105	205.45'	716.20'	16°26'10"	S32°51'50"W	204.75'
107–108	132.82'	295.00'	25°47'46"	S29°03'57"W	131.70'
118–119	95.43'	1178.92'	4°38'16"	N16°36'43"E	95.40'
124–105	11.03'	716.20'	0°52'56"	N41°31'23"E	11.03'

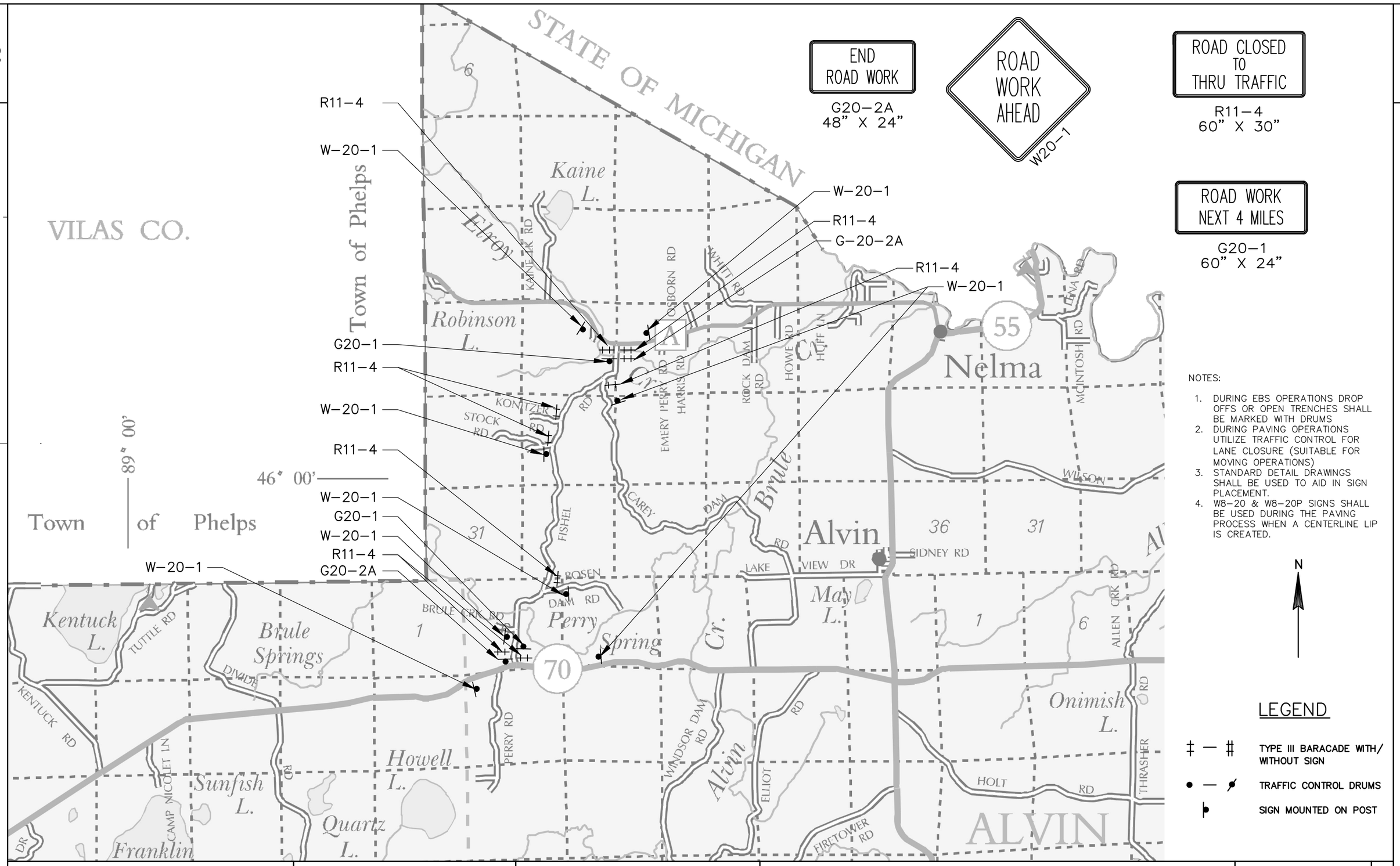
LINE TABLE		
Line #	Direction	Length
105–106	N48°55'05"W	32.91'
106–107	S52°40'12"W	64.65'
108–109	S16°10'04"W	23.42'
109–110	S25°51'16"W	98.51'
110–111	S21°26'34"W	196.70'
111–112	S6°49'47"W	124.35'
112–113	S67°57'47"E	27.38'
113–114	N22°02'13"E	120.00'
114–115	S67°57'47"E	39.83'
115–116	N44°00'10"E	53.91'
116–117	N22°02'04"E	75.13'
117–118	N2°38'17"W	56.40'
119–120	N14°17'35"E	32.00'
120–121	N39°30'30"E	87.91'
121–122	N3°44'13"W	39.01'
122–123	N48°02'09"W	34.04'
123–124	N41°57'51"E	53.00'

SHEET AL4 (STATION 102+00–134+00)

CURVE TABLE					
Curve #	Length	Radius	Delta	CH Bearing	CH Length
132–133	29.71'	1909.86'	0°53'29"	N1°50'33"E	29.71'
137–138	200.29'	749.20'	15°19'03"	S5°22'14"E	199.70'
142–143	201.05'	450.00'	25°35'56"	S5°00'21"W	199.38'
144–145	155.28'	260.00'	34°13'08"	S34°54'53"W	152.98'
146–147	188.13'	315.00'	34°13'08"	N34°54'53"E	185.34'
148–149	271.77'	505.00'	30°50'05"	N2°23'16"E	268.51'
151–152	106.03'	683.20'	8°53'32"	N8°35'00"W	105.93'

LINE TABLE		
Line #	Direction	Length
131–132	N2°17'17"E	17.25'
133–134	N88°36'12"W	33.00'
134–135	S32°09'46"W	33.67'
135–136	S23°26'07"E	39.17'
136–137	S2°17'17"W	29.68'
138–139	S13°01'46"E	53.85'
139–140	S10°43'12"W	54.63'
140–141	S28°45'35"E	74.73'
141–142	N82°12'23"E	33.00'
143–144	S17°48'19"W	28.67'
145–146	S37°58'33"E	55.00'
147–148	N17°48'19"E	28.67'
149–150	N13°01'46"W	58.88'
150–151	N28°37'12"W	81.86'
152–153	N35°03'38"E	35.73'
153–154	N0°37'22"E	56.12'
154–155	N45°26'17"W	29.73'
155–131	N59°03'18"W	37.61'

2



END ROAD WORK
G20-2A
48" X 24"

ROAD WORK AHEAD
W20-1

ROAD CLOSED TO THRU TRAFFIC
R11-4
60" X 30"

ROAD WORK NEXT 4 MILES
G20-1
60" X 24"

NOTES:

1. DURING EBS OPERATIONS DROP OFFS OR OPEN TRENCHES SHALL BE MARKED WITH DRUMS
2. DURING PAVING OPERATIONS UTILIZE TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
3. STANDARD DETAIL DRAWINGS SHALL BE USED TO AID IN SIGN PLACEMENT.
4. W8-20 & W8-20P SIGNS SHALL BE USED DURING THE PAVING PROCESS WHEN A CENTERLINE LIP IS CREATED.

N

LEGEND

- ‡ — # TYPE III BARACADE WITH/ WITHOUT SIGN
- ● — ✓ TRAFFIC CONTROL DRUMS
- SIGN MOUNTED ON POST

PROJECT NO: 9808-00-71	HWY: FISHEL ROAD	COUNTY: FOREST	PLAN: TRAFFIC CONTROL PLAN	SHEET 17	E

FILE NAME : R:\4200\4281\4281014 AMMENDMENT 1\DWG(2010)\TRAFFIC CONTROL PLAN.DWG PLOT DATE : 9/3/2008 9:36 AM PLOT BY : BRAD L. TREML PLOT NAME : _____ PLOT SCALE : 0.000200
WISDOT/CADDS SHEET 42

DATE 22APR15 E S T I M A T E O F Q U A N T I T I E S

LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	9808-00-71 QUANTITY
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	890.000	890.000
0020	205.0100	Excavation Common	CY	140.000	140.000
0030	213.0100	Finishing Roadway (project) 01. 9808-00-71	EACH	1.000	1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,250.000	1,250.000
0050	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	350.000	350.000
0060	311.0115	Breaker Run	CY	90.000	90.000
0070	455.0110	Asphaltic Material PG58-34	TON	365.000	365.000
0080	455.0605	Tack Coat	GAL	2,450.000	2,450.000
0090	460.1100	HMA Pavement Type E-0.3	TON	6,040.000	6,040.000
0100	460.2000	Incentive Density HMA Pavement	DOL	3,870.000	3,870.000
0110	460.4000	HMA Cold Weather Paving	TON	1,510.000	1,510.000
0120	465.0110	Asphaltic Surface Patching	TON	40.000	40.000
0130	616.0700.S	Fence Safety	LF	2,100.000	2,100.000
0140	619.1000	Mobilization	EACH	1.000	1.000
0150	624.0100	Water	MGAL	16.000	16.000
0160	625.0105	Topsoil	CY	100.000	100.000
0170	627.0200	Mulching	SY	650.000	650.000
0180	628.1504	Silt Fence	LF	800.000	800.000
0190	628.1520	Silt Fence Maintenance	LF	800.000	800.000
0200	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0210	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0220	628.2002	Erosion Mat Class I Type A	SY	250.000	250.000
0230	629.0210	Fertilizer Type B	CWT	1.000	1.000
0240	630.0120	Seeding Mixture No. 20	LB	21.000	21.000
0250	633.0100	Delineator Posts Steel	EACH	26.000	26.000
0260	633.0500	Delineator Reflectors	EACH	78.000	78.000
0270	642.5001	Field Office Type B	EACH	1.000	1.000
0280	643.0100	Traffic Control (project) 01. 9808-00-71	EACH	1.000	1.000
0290	643.0300	Traffic Control Drums	DAY	350.000	350.000
0300	643.0420	Traffic Control Barricades Type III	DAY	520.000	520.000
0310	643.0705	Traffic Control Warning Lights Type A	DAY	1,000.000	1,000.000
0320	643.0715	Traffic Control Warning Lights Type C	DAY	350.000	350.000
0330	643.0900	Traffic Control Signs	DAY	760.000	760.000
0340	645.0140	Geotextile Fabric Type SAS	SY	250.000	250.000
0350	646.0103	Pavement Marking Paint 4-Inch	LF	45,910.000	45,910.000
0360	650.8000	Construction Staking Resurfacing Reference	LF	21,655.000	21,655.000
0370	650.9910	Construction Staking Supplemental Control (project) 01. 9808-00-71	LS	1.000	1.000
0380	690.0150	Sawing Asphalt	LF	300.000	300.000
0390	ASP.1T0A	On-the-Job Training Apprentice at $5. 00/HR	HRS	300.000	300.000
0400	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	600.000	600.000

3

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

STATION			LOCATION	204.0115 REMOVING ASPHALTIC SURFACE, BUTT JOINT SY
10+59.26	-	11+34.26	Fishel Road	167
300+50.	-	301+00.	Rosen Dam Roa	111
221+28.	-	222+03.	Fishel Road	167
222+60.	-	223+35.	Fishel Road	167
226+76.12	-	227+51.12	Fishel Road	233
UNDISTRIBUTED			Fishel Road	46
TOTAL				890

EARTHWORK SUMMARY

CATEGORY	LOCATION	205.0100 EXCAVATION COMMON CY	645.0140 GEOTEXTILE FABRIC TYPE SAS SY
	FISHEL ROAD 10+50-227+51		
0010	EBS (UNDISTRIBUTED)	140	250
PROJECT TOTAL		140	250

*NON-BID ITEM

1) EBS IS NOT CONSIDERED USABLE FILL MATERIAL.

BASE AGGREGATE

STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	311.0115 BREAKER RUN CY	624.0100 WATER MGAL
10+59.26 - 227+51.12	Fishel	910	0	0	9.1
DRIVEWAYS & SIDEROADS		250	0	0	2.5
UNDISTRIBUTED		90	350*	90*	4.4
TOTAL		1,250	350	90	16.0

* IN EBS AREA

ASPHALT

STATION	LOCATION	455.0110 ASPHALTIC MATERIAL PG58-34 TON	455.0605 TACK COAT GAL	460.1100 HMA PAVEMENT TYPE E-0.3 TON	465.0110 ASPHALTIC SURFACE PATCHING TON	REMARKS
10+59.26 - 227+51.12	Fishel	358	2,410	5,970	0	
Sideroads & Driveways		3	16	40	0	
UNDISTRIBUTED		4	24	30	40*	
TOTAL		365	2,450	6,040	40	

* IN EBS AREA

LOCATION	213.0100 FINISHING ROADWAY (9808-00-71) EACH	619.1000 MOBILIZATION EACH	642.5001 FIELD OFFICE TYPE B (9808-00-71) EACH	643.0100 TRAFFIC CONTROL (9808-00-71) EACH
FISHEL ROAD	1	1	1	1
PROJECT TOTAL	1	1	1	1

FENCE SAFETY

STATION	LOCATION	OFFSET	616.0700.S FENCE SAFETY LF
123+00. - 128+00.	FISHEL ROAD	LT/RT	1000
175+00. - 179+00.	FISHEL ROAD	LT/RT	1100
TOTAL			2100

FINISHING ITEMS

STATION	LOCATION	625.0105 TOPSOIL CY	627.0200 MULCHING SY	628.2002 EROSION MAT CLASS I TYPE A SY	629.0210 FERTILIZER TYPE B CWT	630.0120 SEEDING MIXTURE NO. 20 LB
10+59.26-227+49.29	Fishel Road	90	600	200.0	0.5	19.0
UNDISTRIBUTED		10	50	50.0	0.5	2.0
PROJECT TOTAL		100	650	250	1	21

EROSION CONTROL ITEMS

STATION	LOCATION	OFFSET	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
10+59.26-227+49.29	Fishel Road				1	1
40+20-41+60	Fishel Road	LT/RT	300	300	-	-
221+00-225+00	Fishel Road	LT/RT	300	300	-	-
UNDISTRIBUTED			200	200	-	-
Subtotal			800	800	1	1
PROJECT TOTAL			800	800	1	1

3

PERMANENT SIGNING

ROAD	DIRECTION	SIDE OF ROAD	LOCATION	SIGN MESSAGE	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH	REMARKS
FISHEL ROAD	NB	EAST	52+50 - 55+50	OBJECT MARKER	5	15	WHITE REFLECTORS
FISHEL ROAD	SB	WEST	61+00 - 69+00	OBJECT MARKER	11	33	WHITE REFLECTORS
FISHEL ROAD	NB	EAST	94+00 - 97+00	OBJECT MARKER	5	15	WHITE REFLECTORS
FISHEL ROAD	NB	EAST	126+75 - 129+50	OBJECT MARKER	5	15	WHITE REFLECTORS
TOTAL					26	78	

TRAFFIC CONTROL

LOCATION	CALENDAR DAYS	643.0300 TRAFFIC CONTROL DRUMS DAYS	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAYS	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAYS	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAYS	643.0900 TRAFFIC CONTROL SIGNS DAYS
Fishel Road	29	300	464	928	290	696
Undistributed		50	56	72	60	64
TOTAL		350	520	1000	350	760

3

PAVEMENT MARKING

STATION			LOCATION	OFFSET	646.0103 PAVEMENT MARKING PAINT 4-INCH WHITE LF	646.0103 PAVEMENT MARKING PAINT 4-INCH YELLOW LF	REMARKS
10+59.26	-	227+51.12	Fishel Road	Centerline	-	43,380	DOUBLE YELLOW
37+61	-	43+85	Fishel Road	LT/RT	1250	-	LANE LINES
219+20	-	225+57	Fishel Road	LT/RT	1280	-	LANE LINES
TOTAL					45,910		

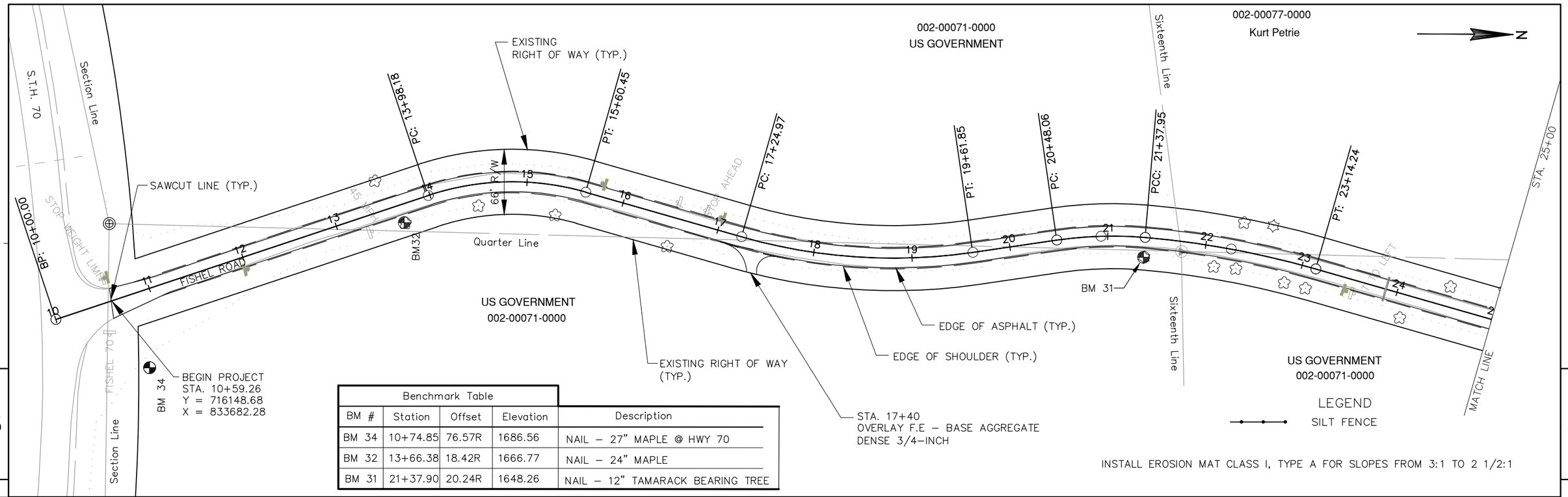
SAWING PAVEMENT

LOCATION	STATION	690.0150 SAWING ASPHALT LF	REMARKS
FISHEL ROAD	10+59.26 - 227+51.12	120	PROJECT TERMINI
FISHEL ROAD	10+59.26 - 227+51.12	20	SIDE ROADS
FISHEL ROAD	10+59.26 - 227+51.12	160*	UNDISTRIBUTED
PROJECT TOTAL		300	

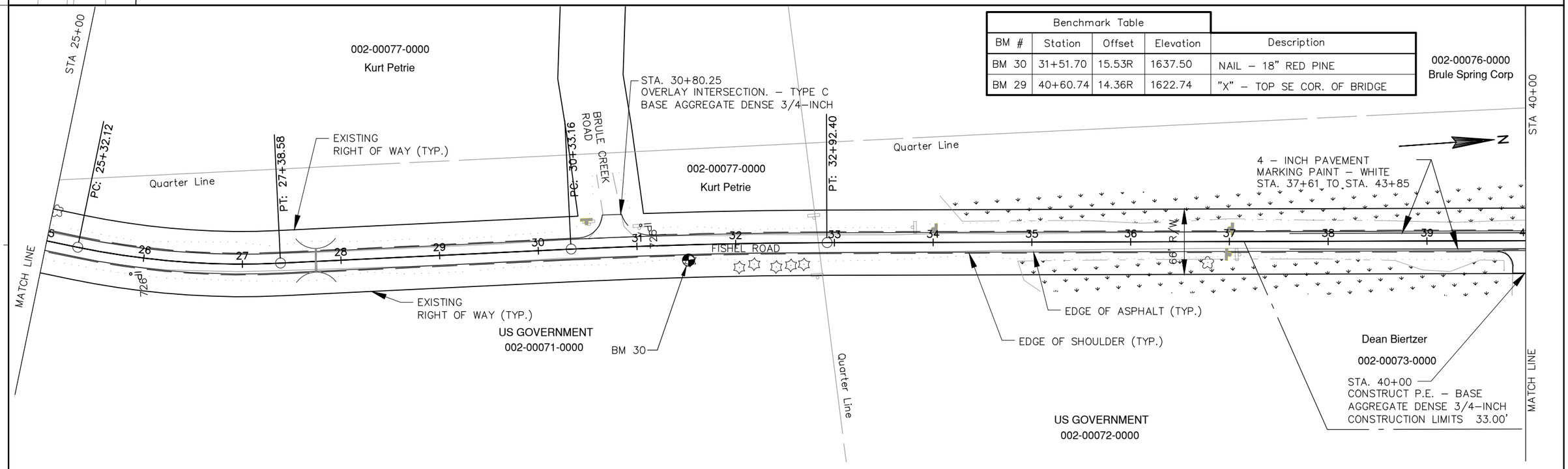
* IN EBS AREA

CONSTRUCTION STAKING

LOCATION	STATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 9808-00-71 LS
FISHEL ROAD	10+59.26 - 227+51.12	21,655	1
PROJECT TOTAL		21,655	1



Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 34	10+74.85	76.57R	1686.56	NAIL – 27" MAPLE @ HWY 70
BM 32	13+66.38	18.42R	1666.77	NAIL – 24" MAPLE
BM 31	21+37.90	20.24R	1648.26	NAIL – 12" TAMARACK BEARING TREE



Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 30	31+51.70	15.53R	1637.50	NAIL – 18" RED PINE
BM 29	40+60.74	14.36R	1622.74	"X" – TOP SE COR. OF BRIDGE

002-00076-0000
Brule Spring Corp

PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN AND PROFILE	SHEET 21	E

STA. 43+40
OVERLAY P.E. – BASE AGGREGATE
DENSE 3/4–INCH

002-00076-0000
Brule Spring Corp

4 – INCH PAVEMENT
MARKING PAINT – WHITE
STA. 37+61 TO STA. 43+85

PCC: 45+85.29
PCC: 46+32.13
PT: 47+49.23
PC: 44+28.51
PC: 49+75.47
BM 27
BM 28

002-00071-0000
US GOVERNMENT

EXISTING
RIGHT OF WAY (TYP.)

FRONTIER
COMMUNICATIONS
UTILITY

PT: 51+15.39
PC: 52+50.78
PT: 54+33.83

Quarter Line

002-00074-0000
Brule Spring Corp

Sixteenth Line

EDGE OF ASPHALT (TYP.)
EDGE OF SHOULDER (TYP.)

SILT FENCE (TYP.)

EXISTING
RIGHT OF WAY (TYP.)

US GOVERNMENT
002-00072-0000

STA. 42+18
OVERLAY P.E. – BASE AGGREGATE
DENSE 3/4–INCH

ALLUMINUM PIPE ARCH
(TO REMAIN)
CLEAR ROADWAY WIDTH
31'
SKEW ANGLE 90°
SPAN LENGTH 24'

BRULE CREEK
BM 29
MATCH LINE STA 40+00

80'
66' R/W
50' (TYP.)
MATCH LINE STA 55+00

Description

Benchmark Table				
BM #	Station	Offset	Elevation	
BM 29	40+60.74	14.36R	1622.74	"X" – TOP SE COR. OF BRIDGE
BM 27	49+48.76	22.42L	1631.00	NAIL – 12" TAMARACK
BM 26	55+90.10	17.95L	1631.12	NAIL – 15" TAMARACK

LEGEND

SILT FENCE

DELINEATOR POSTS STEEL WITH DOUBLE DELINEATOR REFLECTORS IN DIRECTION OF TRAVEL AND ONE REFLECTOR ON THE BACK OF POST (TYP.)

INSTALL EROSION MAT CLASS I, TYPE A FOR SLOPES FROM 3:1 TO 2 1/2:1

STA 55+00

002-00071-0000
US GOVERNMENT

EXISTING
RIGHT OF WAY (TYP.)

PT: 67+35.97
PC: 67+88.97
BM 24
Section Line
MATCH LINE

BM 26

002-00071-0000
US GOVERNMENT

Sixteenth Line

FRONTIER
COMMUNICATIONS
UTILITY

PT: 65+68.62
PC: 66+23.42

STA. 62+23.96 FISHEL ROAD
STA. 300+00 ROSEN DAM ROAD

PC: 64+21.88

80'
(TYP.)

MATCH LINE

FISHEL ROAD
66' R/W

1621.15
CUL 12 X 18 WIDE CMP

PC: 59+43.07
PT: 61+20.56

CUL 12 X 18 WIDE

CUL 12 X 18 WIDE

OVERLAY INTERSECTION – TYPE C – ASPHALT

EDGE OF ASPHALT (TYP.)
EDGE OF SHOULDER (TYP.)

BM 25

ROSEN DAM ROAD

S 87°42'14" E
301.67

EXISTING ASPHALT FLUME TO REMAIN.
TAPER ASPHALT TO MATCH (SEE DETAIL)

STA 70+00

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 26	55+90.11	17.951L	1631.12	NAIL – 15" TAMARACK
BM 25	61+77.12	21.38R	1633.58	NAIL 18" RED PINE @ROSEN DAM RD
BM 24	69+13.41	21.34L	1639.47	NAIL – 18" RED PINE

PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN AND PROFILE	SHEET 22	E

LEGEND

SILT FENCE

DELINEATOR POSTS STEEL WITH DOUBLE DELINEATOR REFLECTORS IN DIRECTION OF TRAVEL AND ONE REFLECTOR ON THE BACK OF POST (TYP.)

INSTALL EROSION MAT CLASS I, TYPE A FOR SLOPES FROM 3:1 TO 2 1/2:1

STA 70+00

PT: 70+80.36

PC: 72+80.30

PT: 74+03.40

MATCH LINE

72 FISHEL ROAD

002-00444-0000
US GOVERNMENT

PC: 77+28.76

PCC: 78+94.88

PRC: 79+78.87

Sixteenth Line

EXISTING RIGHT OF WAY (TYP.)

EDGE OF ASPHALT (TYP.)

PT: 82+37.04

FRONTIER COMMUNICATIONS UTILITY

MATCH LINE

BM 22

NATIONAL FOREST ROAD 2586

STA 85+00

STA. 84+77.81
BASE AGGREGATE DENSE 3/4–INCH

Sixteenth Line

EDGE OF SHOULDER (TYP.)

BM 23

EXISTING RIGHT OF WAY (TYP.)

N

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 24	69+13.24	21.34L	1639.47	NAIL – 18" RED PINE
BM 23	75+95.08	16.49R	1637.04	NAIL – 12" RED PINE
BM 22	83+55.64	16.42R	1637.79	NAIL – 12" POPLAR

STA. 87+34.75
OVERLAY INTERSECTION–TYPE C
BASE AGGREGATE DENSE 3/4–INCH

*FILL RADI WITH BASE AGGREGATE DENSE 3/4–INCH AS DIRECTED BY ENGINEER TO CONSTRUCT TYPE C INTERSECTION.

PC: 87+23.60

NATIONAL FOREST ROAD 2546

PCC: 89+84.76

US GOVERNMENT
002-00444-0000

PT: 91+69.20

FRONTIER COMMUNICATIONS UTILITY

EXISTING RIGHT OF WAY (TYP.)

EDGE OF SHOULDER (TYP.)

EDGE OF ASPHALT (TYP.)

Quarter Line

STA 100+00

MATCH LINE

BM 21

Sixteenth Line

PC: 93+06.46

PCC: 94+52.76

PT: 96+71.15

PC: 97+73.83

F.E.

US GOVERNMENT
002-00444-0000

FISHEL ROAD

EXISTING RIGHT OF WAY (TYP.)

80'

50' (TYP.)

BM 20

STA 85+00

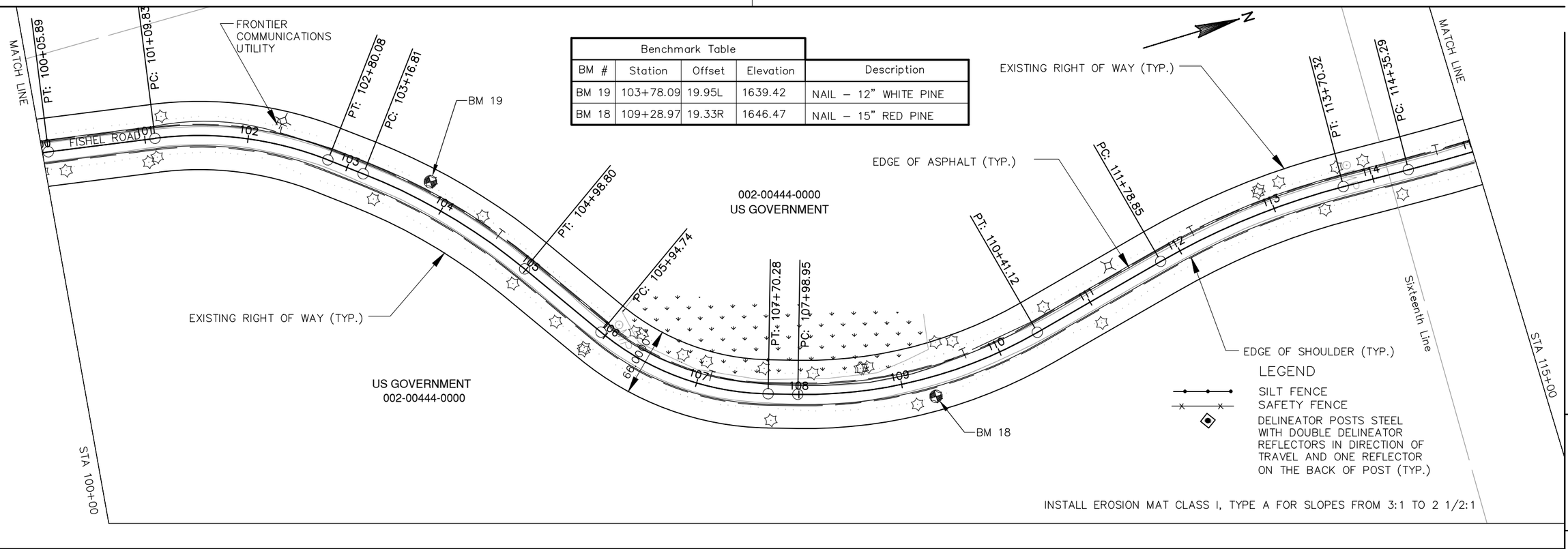
Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 21	91+13.59	19.25R	1652.63	NAIL – 21" WHITE PINE
BM 20	97+02.47	15.21R	1658.43	NAIL – 21" HEMLOCK

PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN AND PROFILE	SHEET 23	E

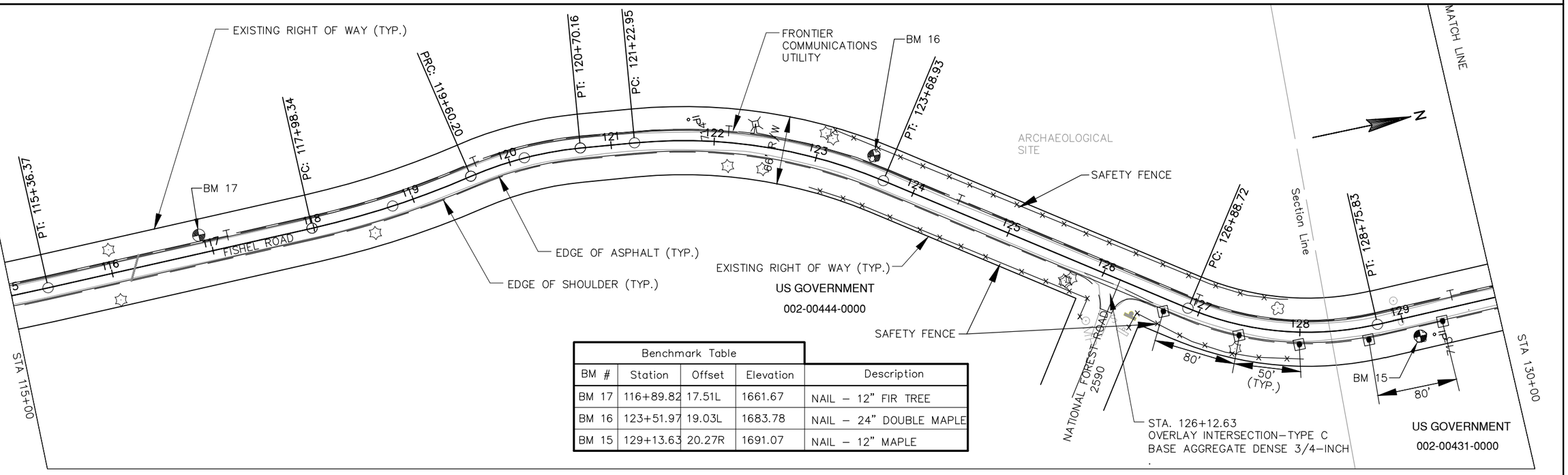
FILE NAME : R:\4200\4281\4281014 AMMENDMENT 1\DWG(2010)\FISHEL ROAD_PP.DWG PLOT DATE : 9/3/2008 9:39 AM PLOT BY : BRAD L. TREML PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 19	103+78.09	19.95L	1639.42	NAIL – 12" WHITE PINE
BM 18	109+28.97	19.33R	1646.47	NAIL – 15" RED PINE



Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 17	116+89.82	17.51L	1661.67	NAIL – 12" FIR TREE
BM 16	123+51.97	19.03L	1683.78	NAIL – 24" DOUBLE MAPLE
BM 15	129+13.63	20.27R	1691.07	NAIL – 12" MAPLE



PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN AND PROFILE	SHEET 24	E

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 14	138+67.89	20.81R	1710.10	NAIL – 27" MAPLE

STA 130+00

PC: 130+15.64

PT: 132+18.32

FRONTIER COMMUNICATIONS UTILITY

PC: 135+51.53

PT: 137+19.10

PC: 138+00.04

PRC: 140+22.12

PCC: 143+36.46

PRC: 144+15.60

STA 145+00

EXISTING RIGHT OF WAY (TYP.)

N

131 132 133 134 135 136 137 138 139 140 141 142 143 144

FISHEL ROAD

66.00' R/W

BM 14

MATCH LINE

US GOVERNMENT
002-00431-0000

EXISTING RIGHT OF WAY (TYP.)

EDGE OF ASPHALT (TYP.)

EDGE OF SHOULDER (TYP.)

Sixteenth Line

US GOVERNMENT
002-00431-0000

MATCH LINE

5

5

STA. 147+13.44
OVERLAY F.E. – BASE AGGREGATE DENSE 3/4–INCH

PC: 147+62.20

PCC: 149+43.49

PCC: 151+97.68

NATIONAL FOREST ROAD 2548

STOCK ROAD

STA. 152+75.78
OVERLAY INTERSECTION – TYPE C
BASE AGGREGATE DENSE 3/4–INCH

PT: 154+88.72

EXISTING RIGHT OF WAY (TYP.)

US GOVERNMENT
002-00431-0000

FRONTIER COMMUNICATIONS UTILITY

PC: 156+87.46

PT: 159+10.87

PC: 159+80.34

STA 160+00

N

PT: 146+21.27

146 147 148 149 150 151 152 153 154 155 156 157 158 159

FISHEL ROAD

66.00' R/W

MATCH LINE

BM 13

EXISTING RIGHT OF WAY (TYP.)

EDGE OF ASPHALT (TYP.)

EDGE OF SHOULDER (TYP.)

BM 12

US GOVERNMENT
002-00431-0000

Quarter Line

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 13	145+63.57	25.83R	1714.33	NAIL – 10" MAPLE
BM 12	154+90.91	17.17R	1734.38	NAIL – 18" ASH

LEGEND

SILT FENCE

INSTALL EROSION MAT CLASS I, TYPE A FOR SLOPES FROM 3:1 TO 2 1/2:1

PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN AND PROFILE	SHEET 25	E

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 11	164+77.45	17.83R	1733.64	NAIL – 18" BIRCH
BM 10	170+70.08	31.38R	1722.09	NAIL – 15" ASH
BM 9	174+27.55	26.58R	1692.79	NAIL – 12" MAPLE

STA 160+00

MATCH LINE

PT: 162+18.01

PC: 166+68.69

NATIONAL FOREST ROAD 2550 KONITZER ROAD

FISHEL ROAD

STA. 167+52.28
OVERLAY INTERSECTION –TYPE C
BASE AGGREGATE DENSE 3/4–INCH

66' R/W

PT: 169+91.25

PC: 171+37.57

FRONTIER COMMUNICATIONS UTILITY

EXISTING RIGHT OF WAY (TYP.)

PT: 173+10.94

PC: 173+95.42

STA 175+00

BM 11

BM 10

BM 9

EDGE OF ASPHALT (TYP.)

EDGE OF SHOULDER (TYP.)

EXISTING RIGHT OF WAY (TYP.)

US GOVERNMENT
002-00431-0000

US GOVERNMENT
002-00431-0000

Sixteenth Line

LEGEND

SILT FENCE

SAFETY FENCE

INSTALL EROSION MAT CLASS I, TYPE A FOR SLOPES FROM 3:1 TO 2 1/2:1

5

5

US GOVERNMENT
002-00431-0000

OVERLAY INTERSECTION* – TYPE C
BASE AGGREGATE DENSE 3/4–INCH

66' R/W

PC: 179+87.31

Quarter Line

PT: 181+78.55

PC: 182+47.19

PCC: 183+89.07

EXISTING RIGHT OF WAY (TYP.)

MATCH LINE

NATIONAL FOREST ROAD 2554

SAFETY FENCE

PT: 175+50.14

PT: 405+00.16

BM 8

US GOVERNMENT
002-00431-0000

US GOVERNMENT
002-00286-0000

PT: 185+53.44

FRONTIER COMMUNICATIONS UTILITY

PC: 187+20.12

PCC: 188+59.48

BM 7

FISHEL ROAD

SAFETY FENCE

EDGE OF SHOULDER (TYP.)

EDGE OF ASPHALT (TYP.)

EXISTING RIGHT OF WAY (TYP.)

OVERLAY INTERSECTION* –TYPE C
BASE AGGREGATE DENSE 3/4–INCH

*FILL RADI WITH BASE AGGREGATE DENSE 3/4–INCH AS DIRECTED BY ENGINEER TO CONSTRUCT TYPE C INTERSECTION

EP: 405+48.69

75' TYP. Line

NATIONAL FOREST ROAD 2195B

Quarter Line

Section Line

STA. 177+04.64 FISHEL ROAD
STA. 400+54.58 NFR 2554

SAFETY FENCE

SAFETY FENCE

STA 175+00

STA 190+00

MATCH LINE

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 8	180+67.73	20.20R	1676.76	NAIL – 24" WHITE PINE
BM 7	188+78.49	20.68L	1654.27	NAIL – 21" RED PINE

PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN AND PROFILE	SHEET 26	E

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 7	188+78.49	20.68L	1654.27	NAIL – 21" RED PINE
BM 6	193+52.40	19.19L	1643.36	NAIL – 21" WHITE PINE
BM 5	202+71.13	38.23R	1608.25	NAIL – 18" RED PINE

LEGEND

SILT FENCE

INSTALL EROSION MAT CLASS I, TYPE A FOR SLOPES FROM 3:1 TO 2 1/2:1

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 4	208+50.46	23.32L	1597.10	NAIL – 15" RED PINE
BM 3	212+40.98	17.60R	1593.70	NAIL – 18" TAMARACK

PROJECT NO:9808–00–71	HWY:FISHEL ROAD	COUNTY:FOREST	PLAN AND PROFILE	SHEET 27 E

FILE NAME : R:\4200\4281\4281014 AMMENDMENT 1\DWG(2010)\FISHEL ROAD_PP.DWG PLOT DATE : 9/3/2008 9:39 AM PLOT BY : BRAD L. TREML PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

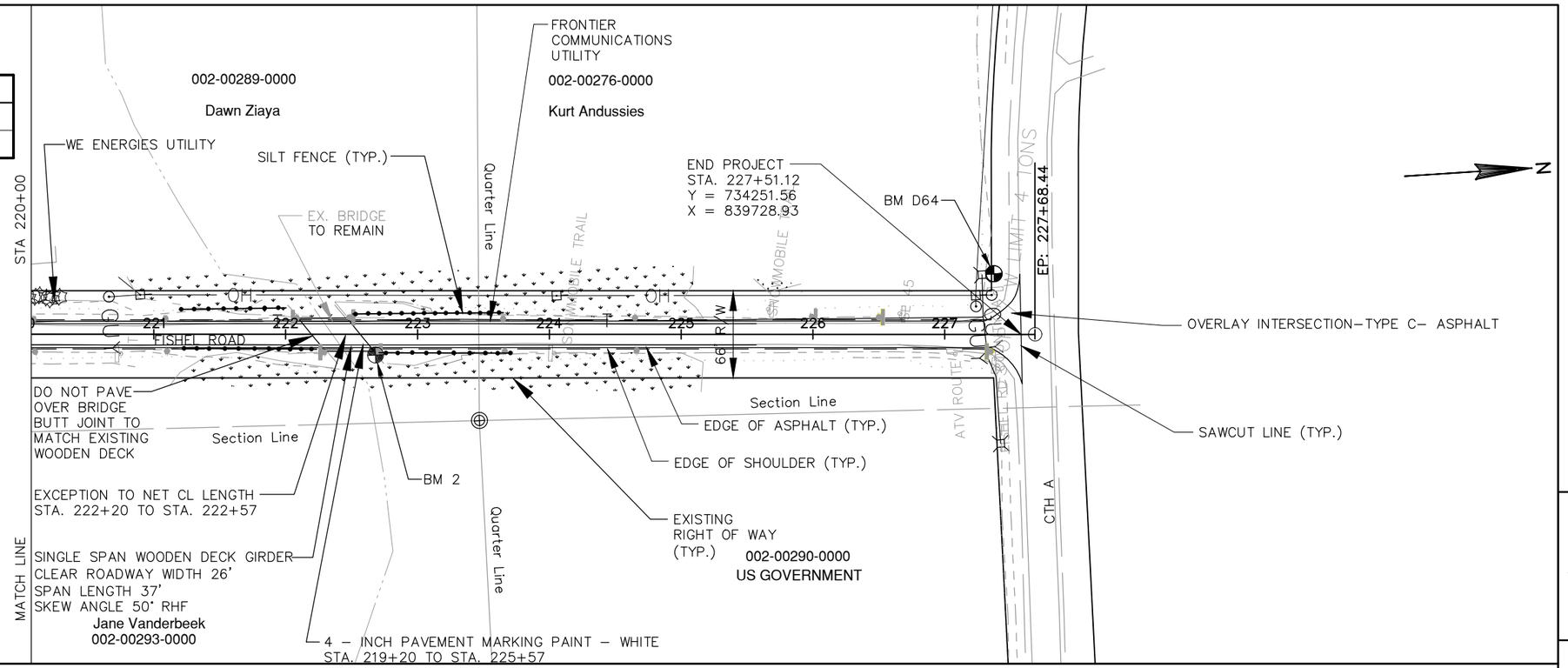
WISDOT/CADDS SHEET 44

Benchmark Table				
BM #	Station	Offset	Elevation	Description
BM 2	222+61.15	15.74R	1585.65	RR SPIKE NE WINGWALL
BM D64	227+30.49	45.90L	1592.72	NGS MON# D64

LEGEND

SILT FENCE

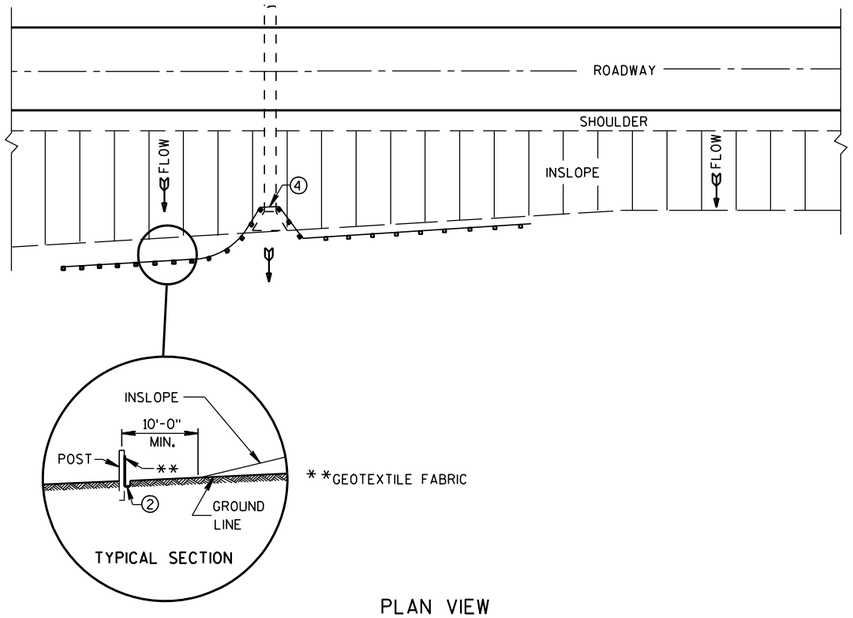
INSTALL EROSION MAT CLASS I, TYPE A
FOR SLOPES FROM 3:1 TO 2 1/2:1



PROJECT NO: 9808–00–71	HWY: FISHEL ROAD	COUNTY: FOREST	PLAN AND PROFILE	SHEET 28	E

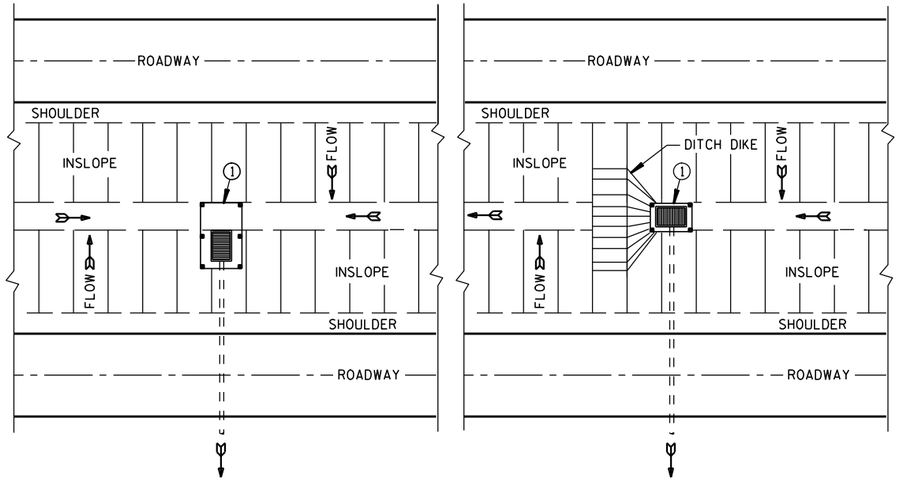
Standard Detail Drawing List

08E09-06	SILT FENCE
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
15A02-08	DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-02	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C06-07	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-02A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

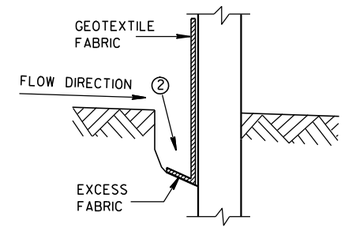
① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.

② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.

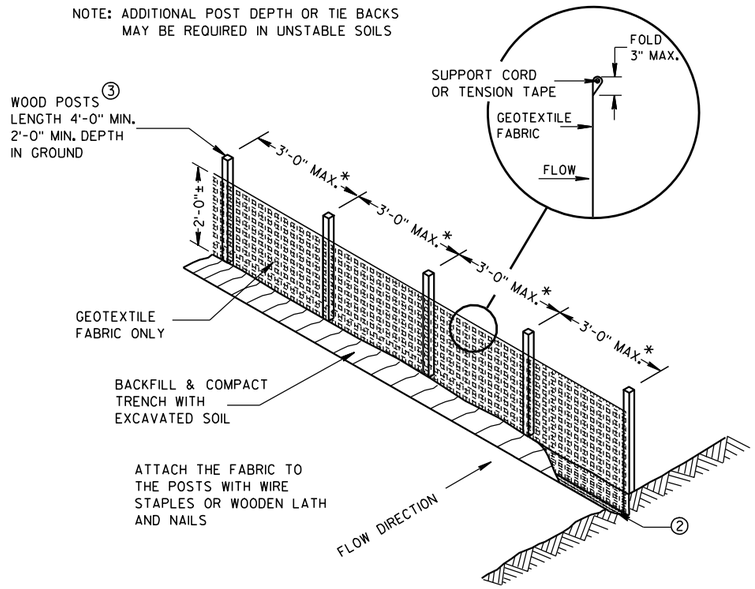
③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.

④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.

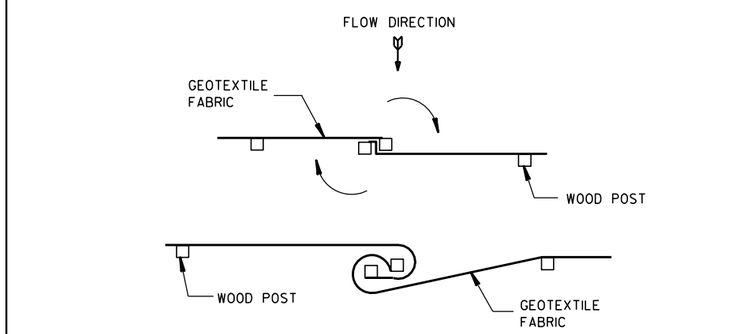
⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



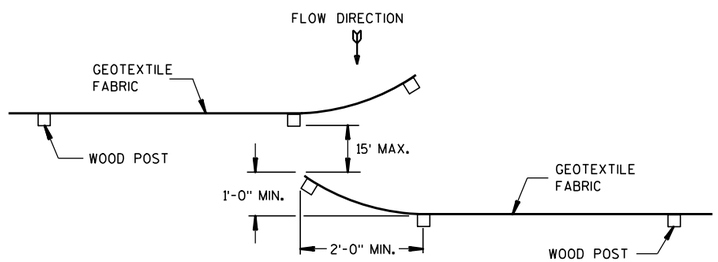
TRENCH DETAIL



SILT FENCE

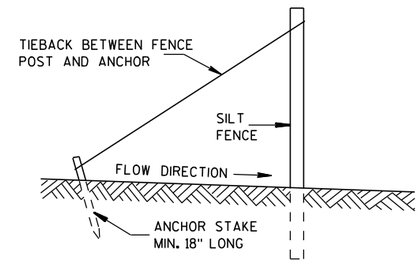


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE ⑤



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

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S.D.D. 8 E 9-6

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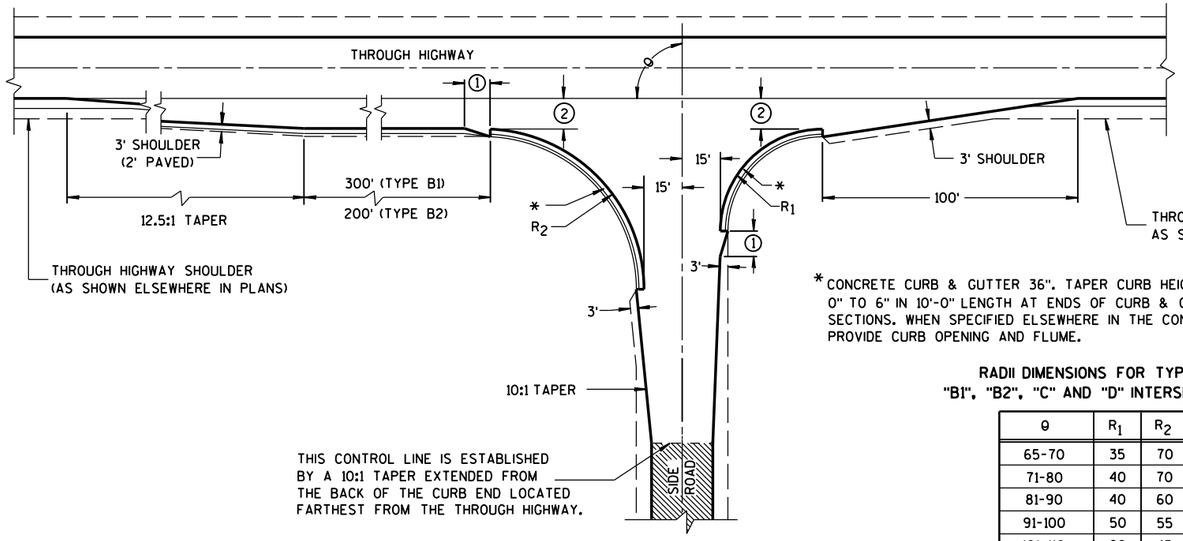
S.D.D. 8 E 9-6

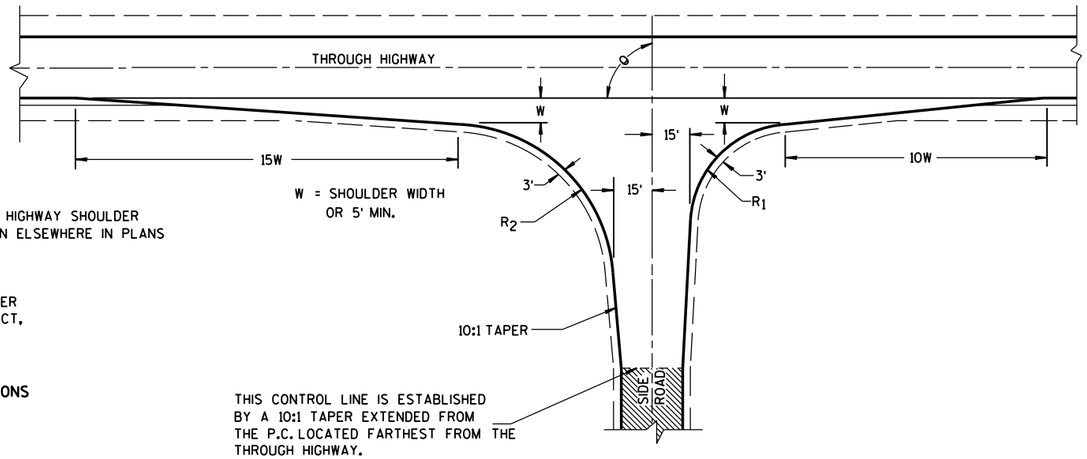


TYPE "B1" AND "B2"

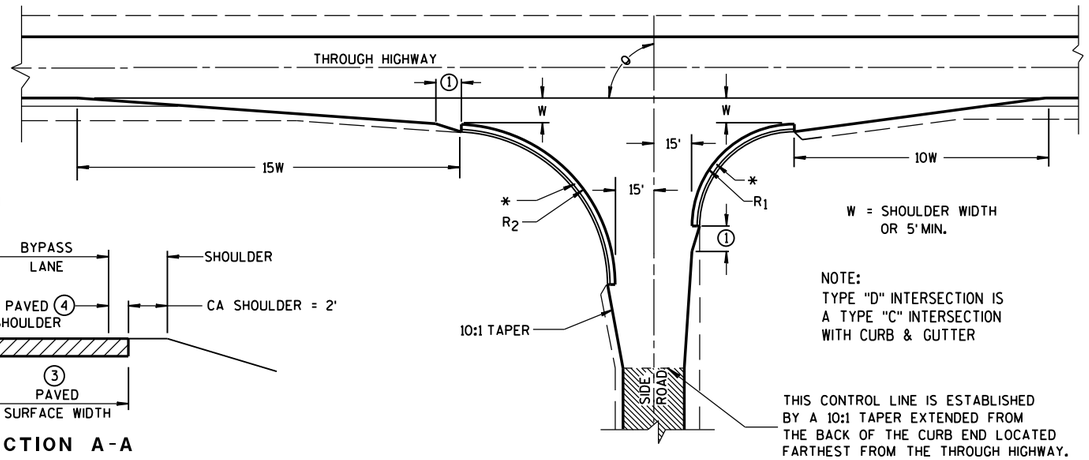
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

(1) 10-FT TYPICAL.

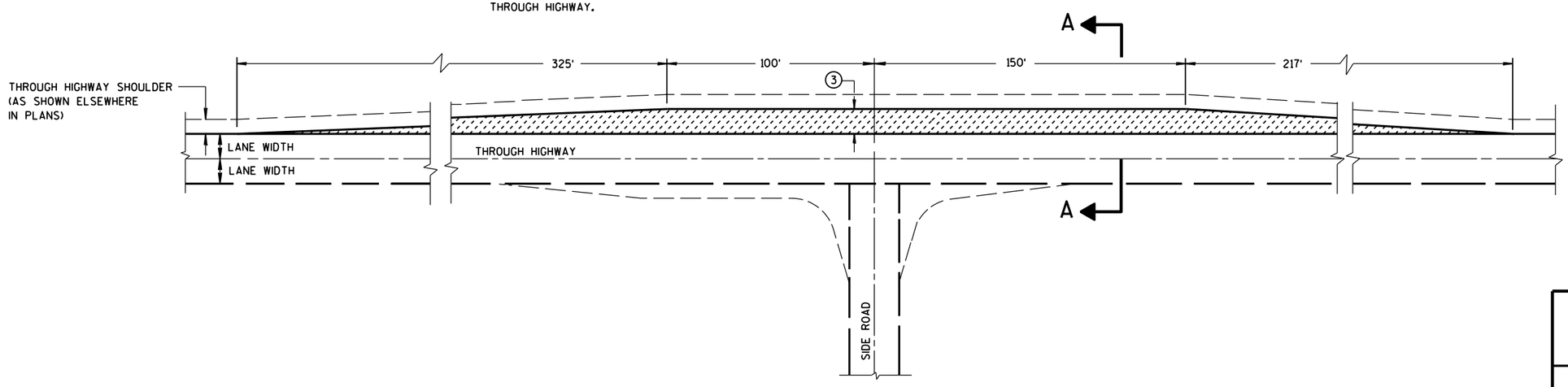
(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.

SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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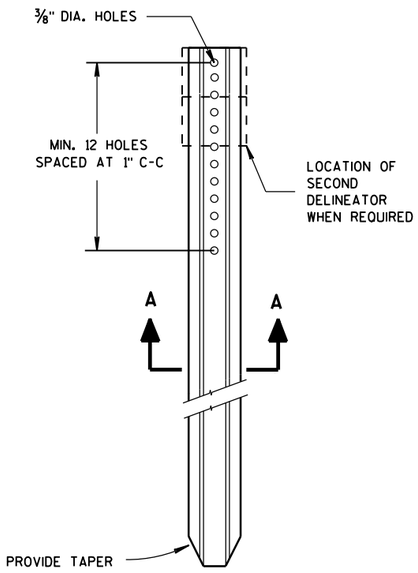
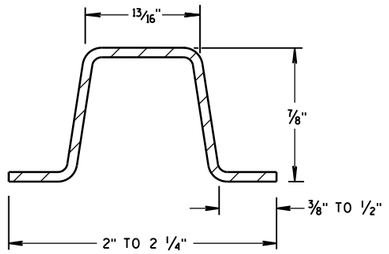
S.D.D. 9 A 1-13a

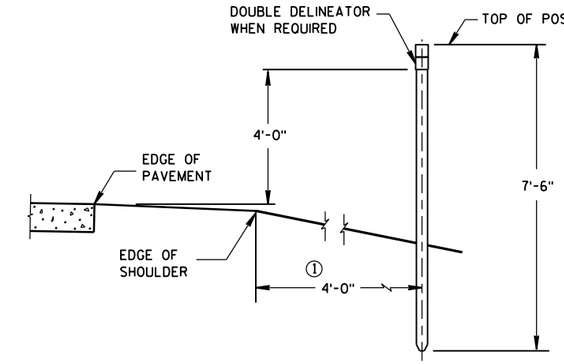


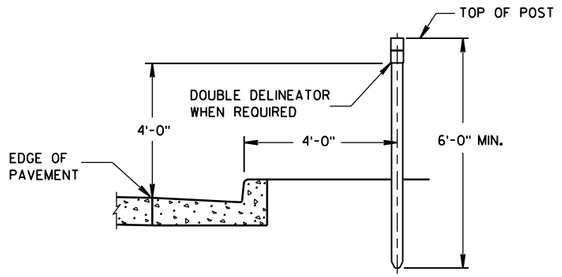
DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.



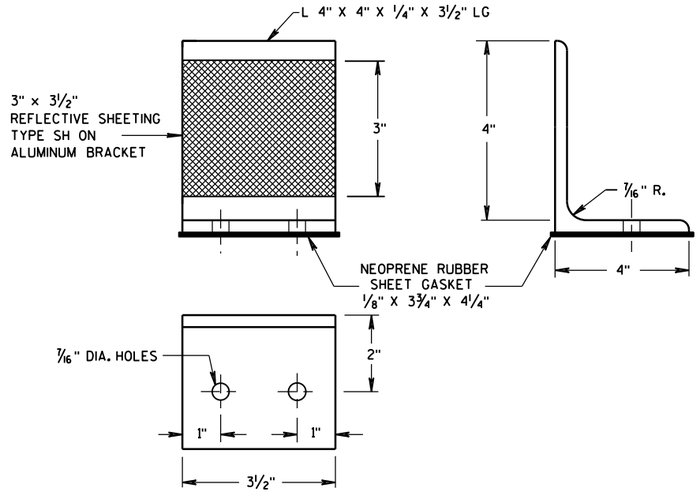


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

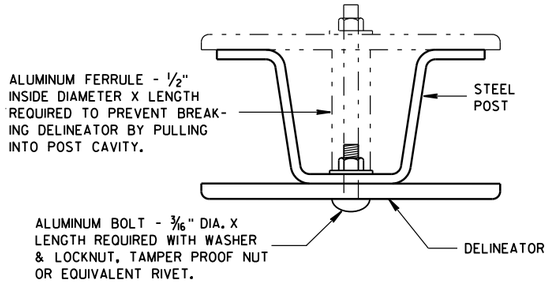
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

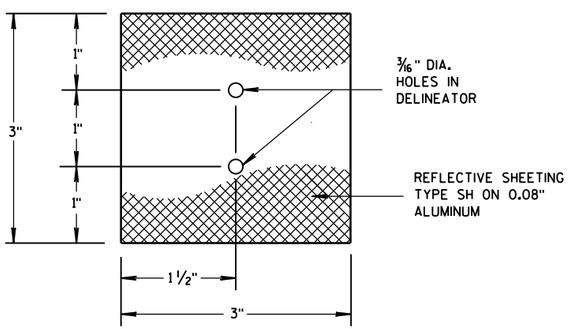
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



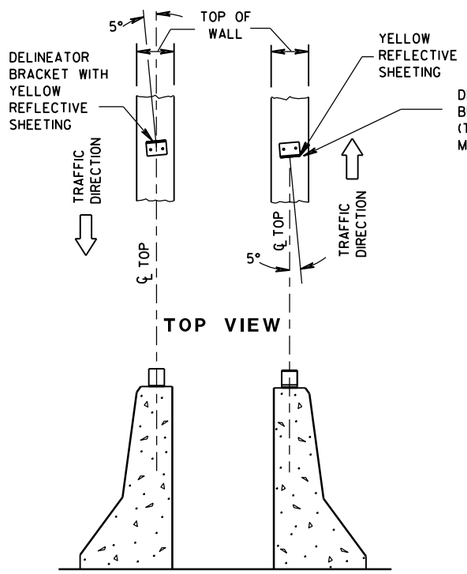
DELINEATOR BRACKET



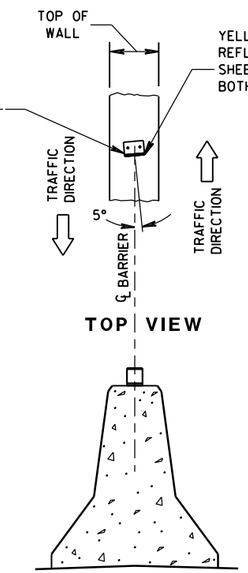
MOUNTING DETAIL FOR DELINEATOR



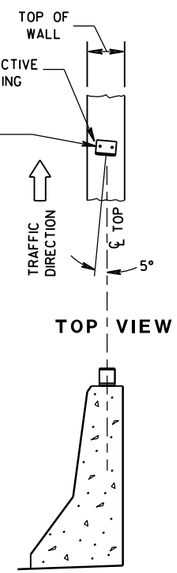
3"x 3" DELINEATOR



DOUBLE BARRIERS IN MEDIAN

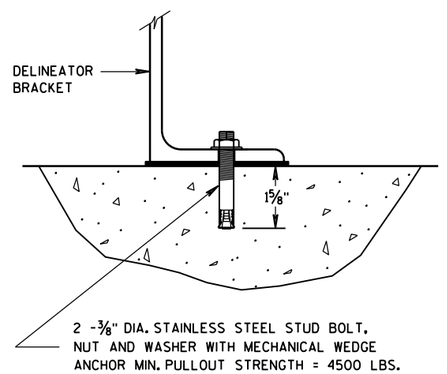


MEDIAN BARRIER



BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR, AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC E
FHWA

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S.D.D. 15 A 2-8

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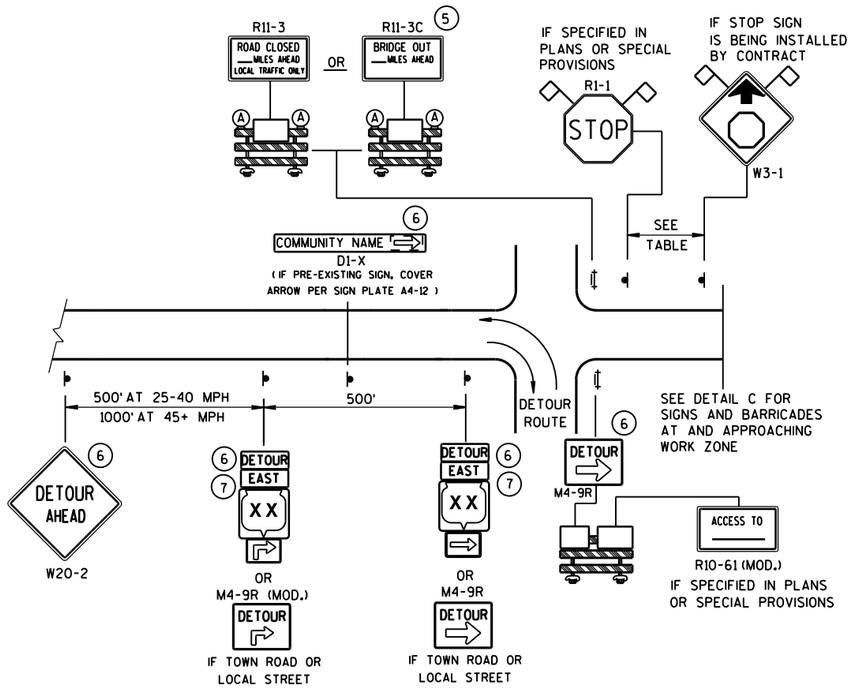
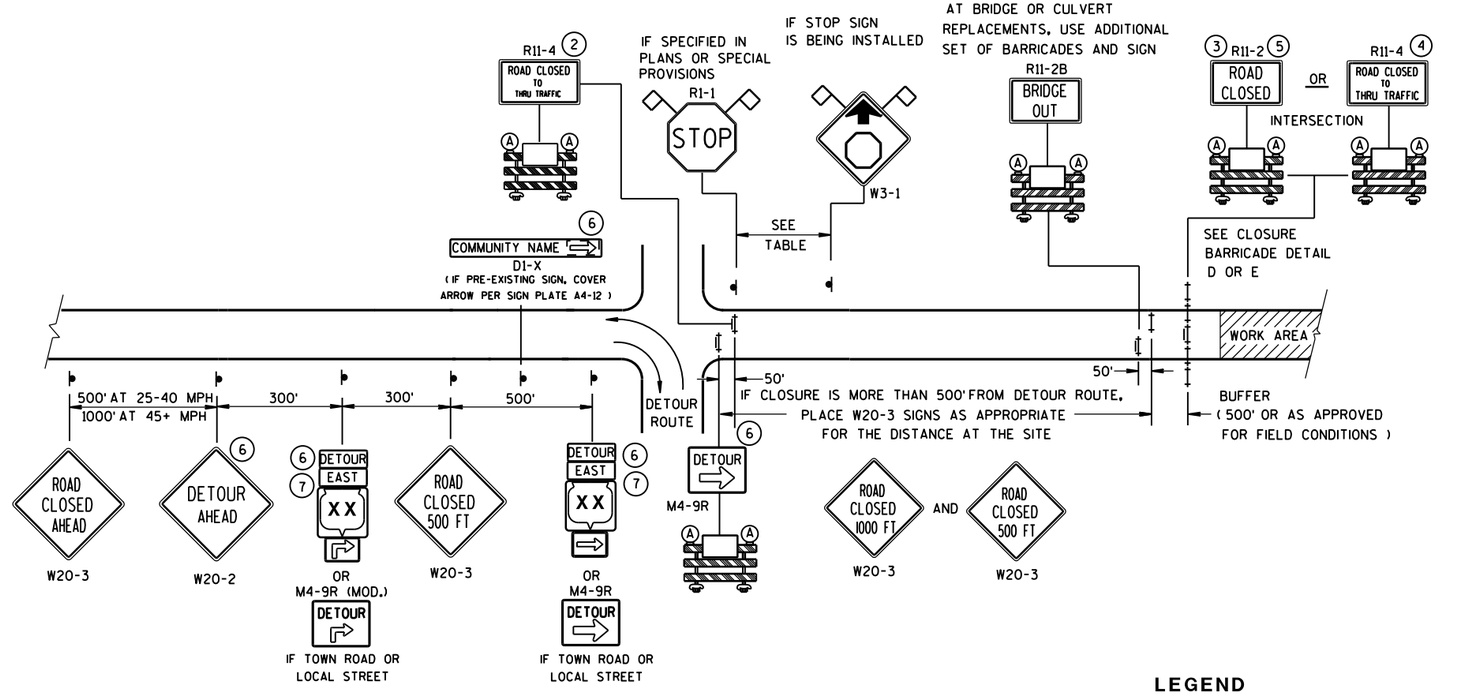
S.D.D. 15 A 2-8



DETAIL A

MAINLINE CLOSURE WITH POSTED DETOUR

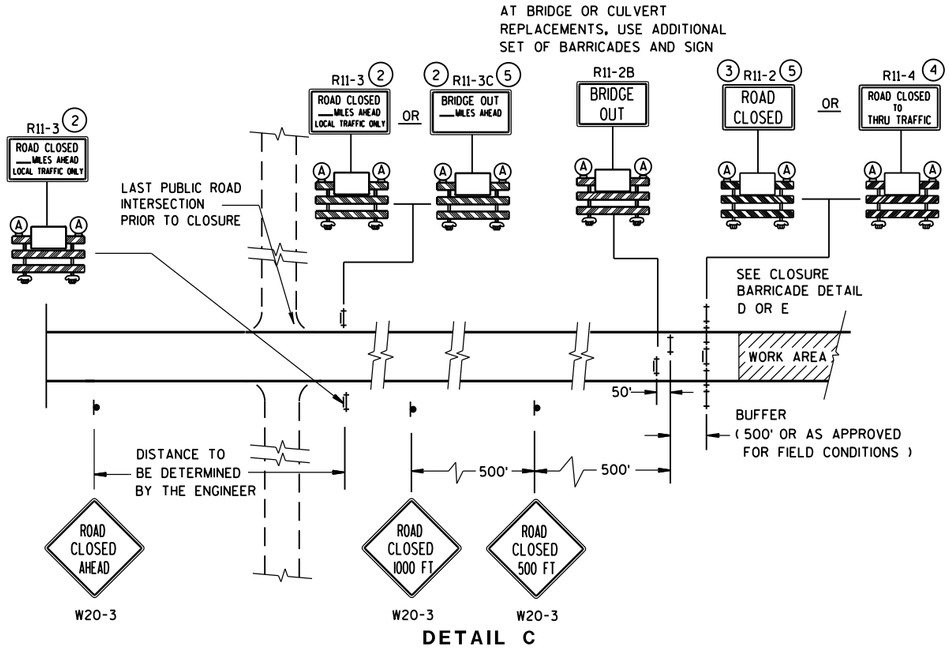
WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B

MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "**b**" FOR GENERAL NOTES AND FOOTNOTES ① THROUGH ⑦

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- DETOUR / EAST — M4-8 / M3-X
- XX — M1-4; COUNTY XX — M1-5A; XX — M1-6
- M05-1 OR M06-1
- FLAGS, 16" X 16" MIN., (ORANGE)

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

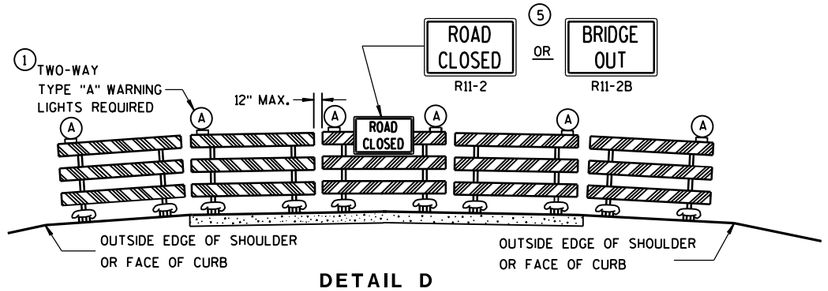
8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA

6

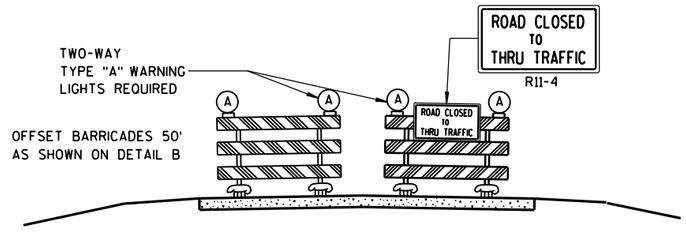
S.D.D. 15 C 2-5a



DETAIL D

ROAD CLOSURE BARRICADE DETAIL

APPROACH VIEW



DETAIL E

LANE CLOSURE BARRICADE DETAIL

APPROACH VIEW

SEE SDD 15C2-SHEET "**a**" FOR LEGEND

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

"WO AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11-2 SHALL BE 48" X 30".
- R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".
- M4-9 SHALL BE 30" X 24".
- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1-1 SHALL BE 36" X 36".

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

8/2013 — DATE

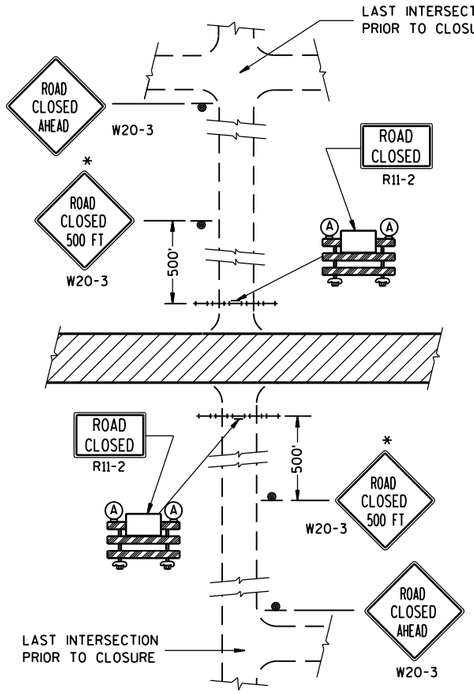
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

DESIGN

FHWA

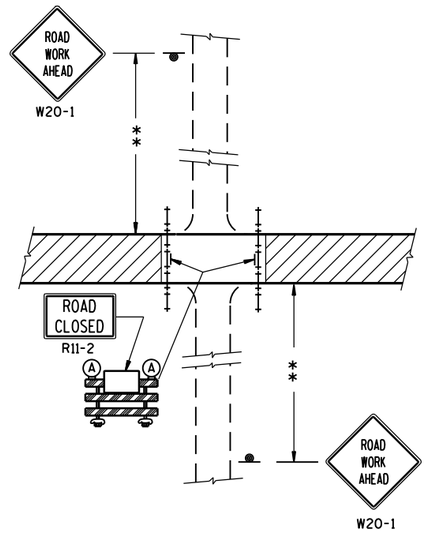
6

S.D.D. 15 C 2-5b



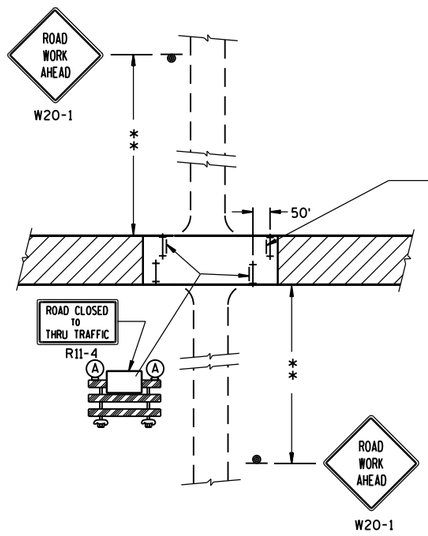
DETAIL 1

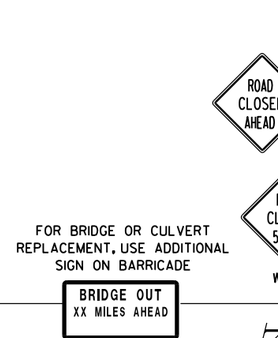
(NO ACCESS TO PROJECT)



DETAIL 2

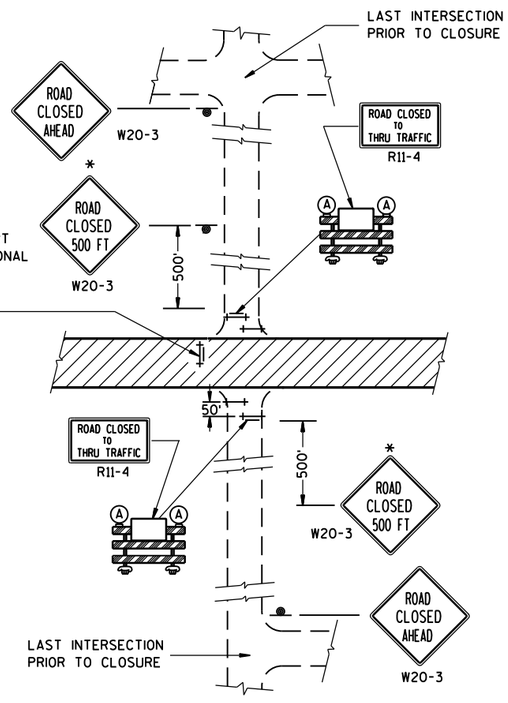
(PUBLIC CROSS-TRAFFIC MAINTAINED. NO ACCESS TO PROJECT).





DETAIL 3

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND BARRICADES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 C 3-2

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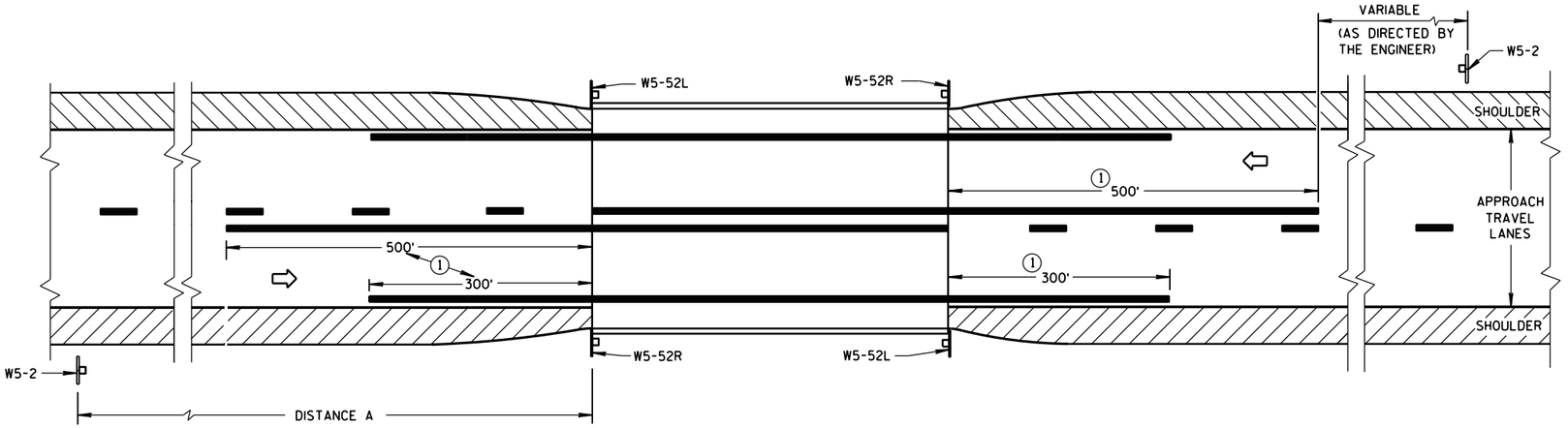
S.D.D. 15 C 3-2



GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

(1) MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.

(2) FACE OF OBJECT MARKERS W5-52R, AND W5-52L SHALL BE COVERED WITH TYPE F REFLECTIVE SHEETING.

(3) LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.

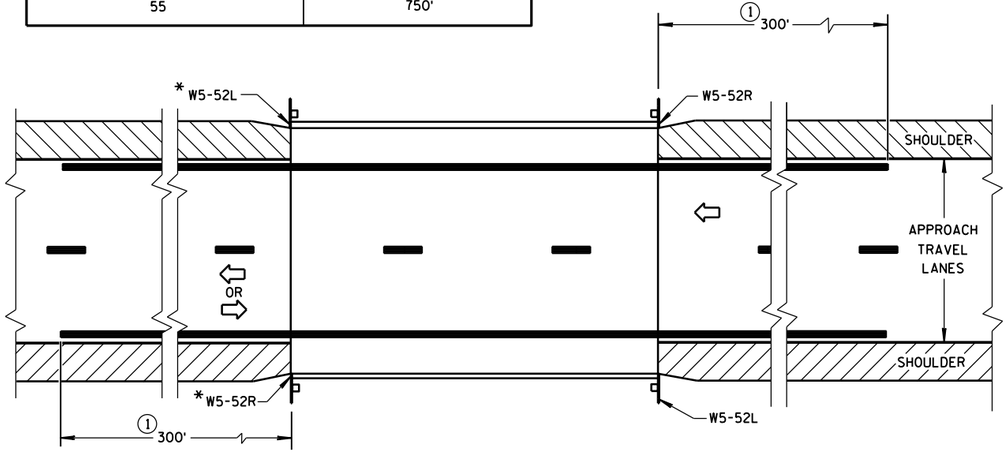
DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

SITUATION 1

WARRANTING CRITERIA:

BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET

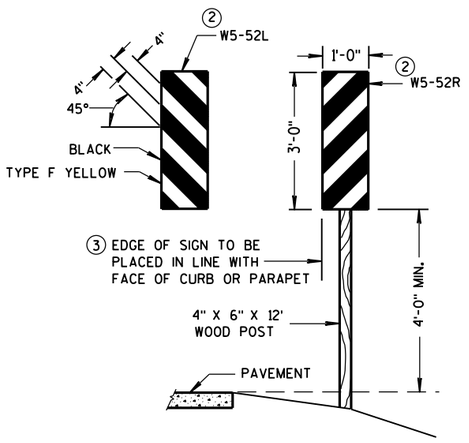


*OMIT ON ONE-WAY TRAVELLED WAYS

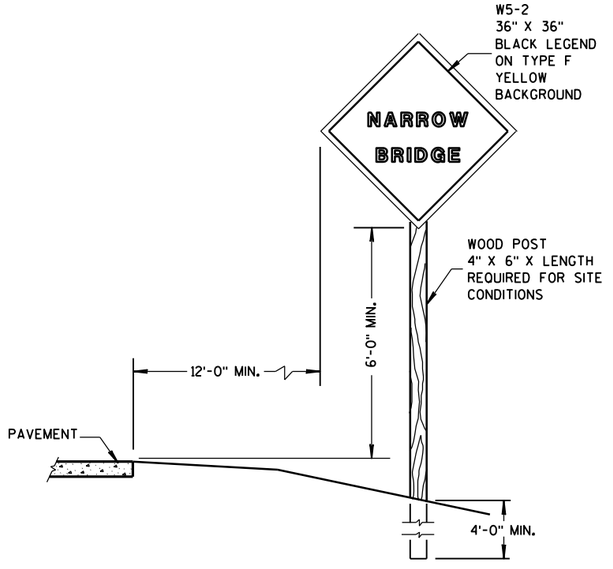
SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.



OBJECT MARKER PLACEMENT



SIGN PLACEMENT

SIGNING & MARKING
FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3-2014 DATE

/S/ Travis Feltes STATE TRAFFIC ENGINEER

FHWA

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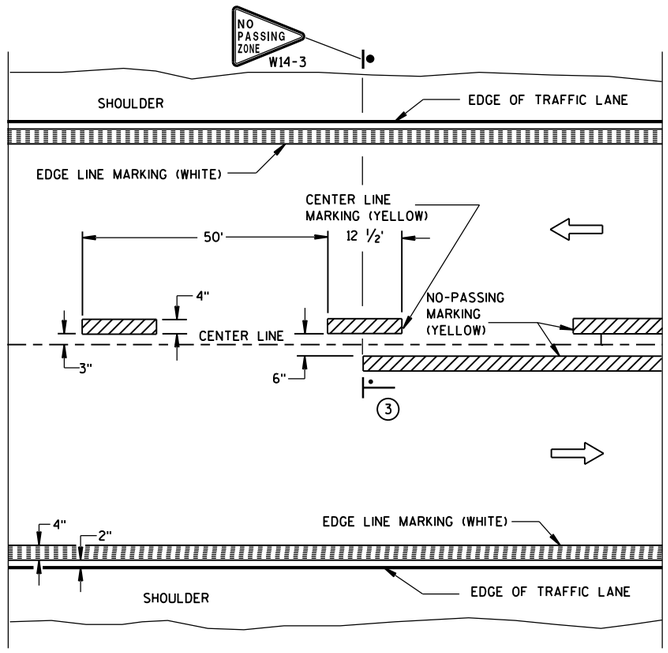
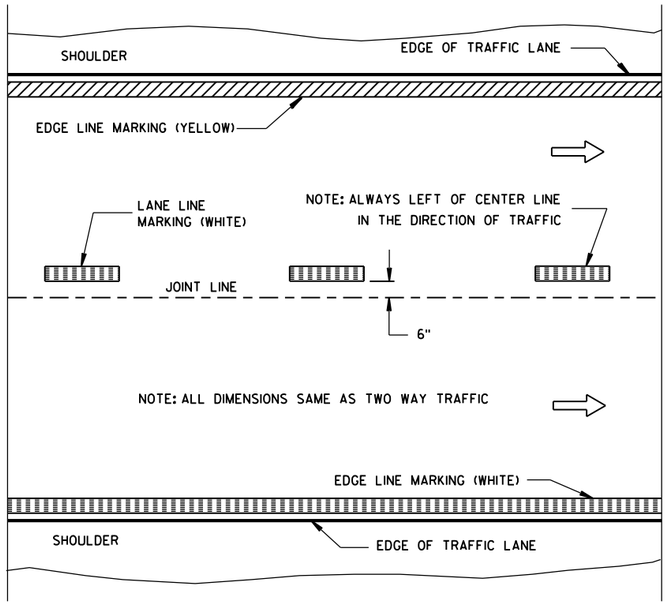
S.D.D. 15 C 6-7

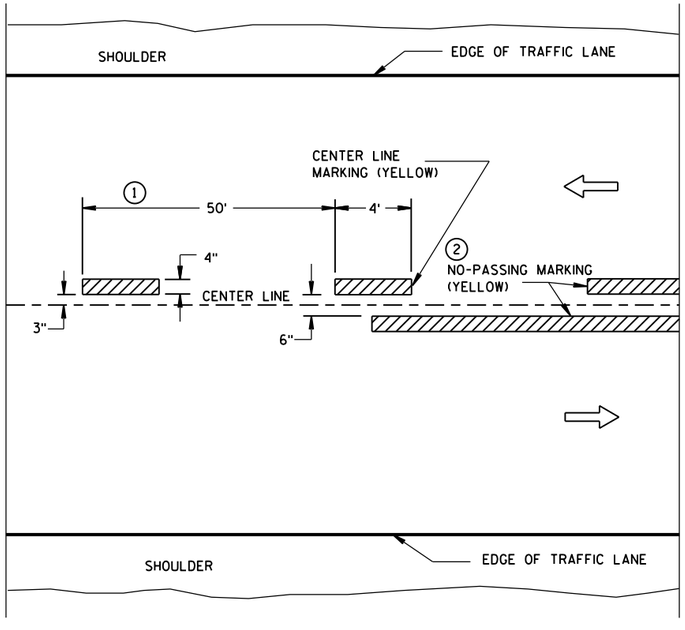


TWO WAY TRAFFIC

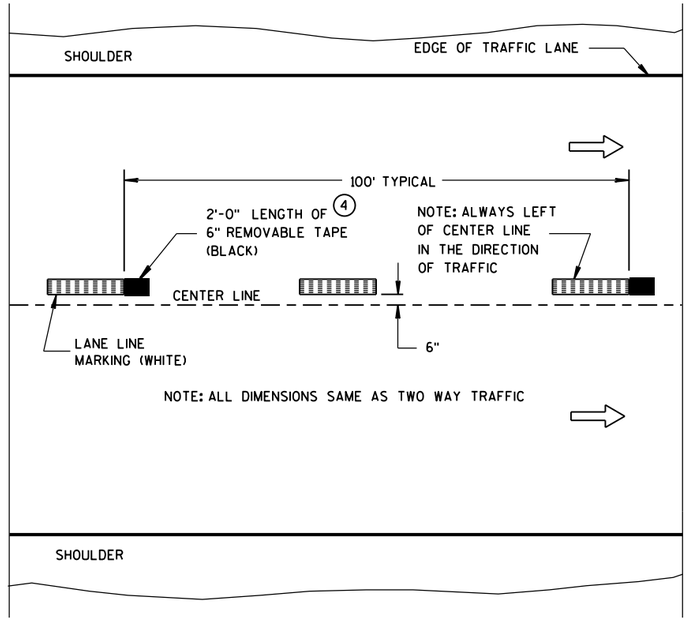


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

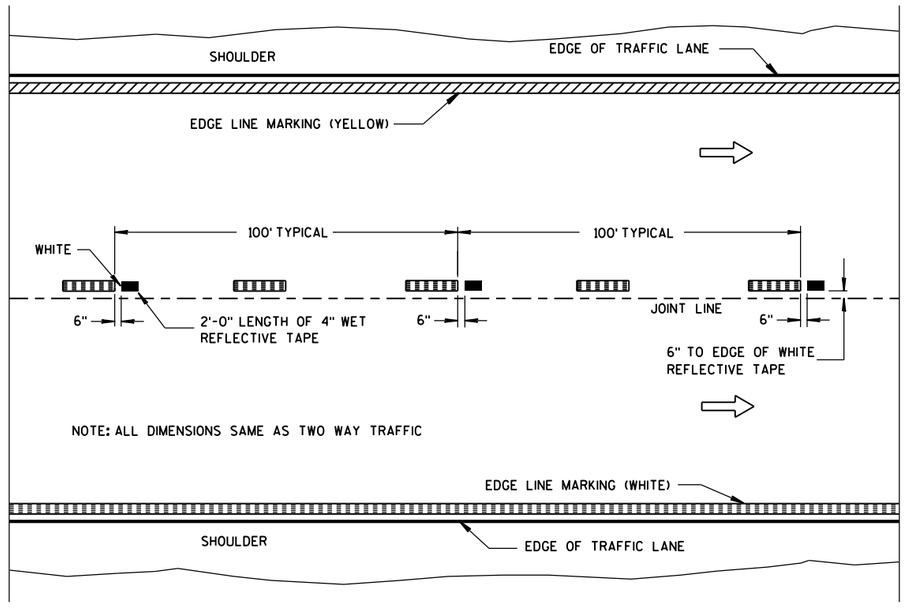
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

"T" MARKING

POST MOUNTED SIGN

PAVEMENT MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013 DATE
/S/ Travis Feltes STATE TRAFFIC E
FHWA

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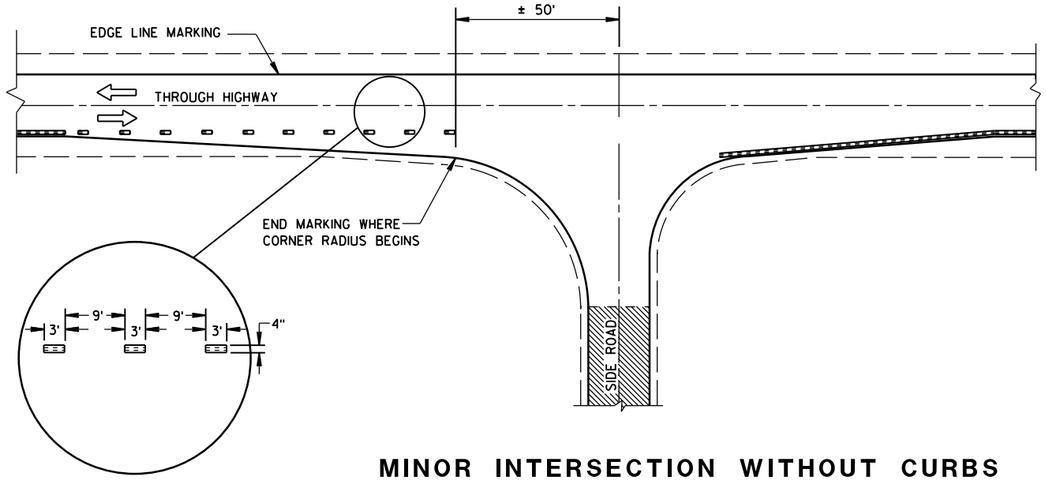
S.D.D. 15 C 8-16a



MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

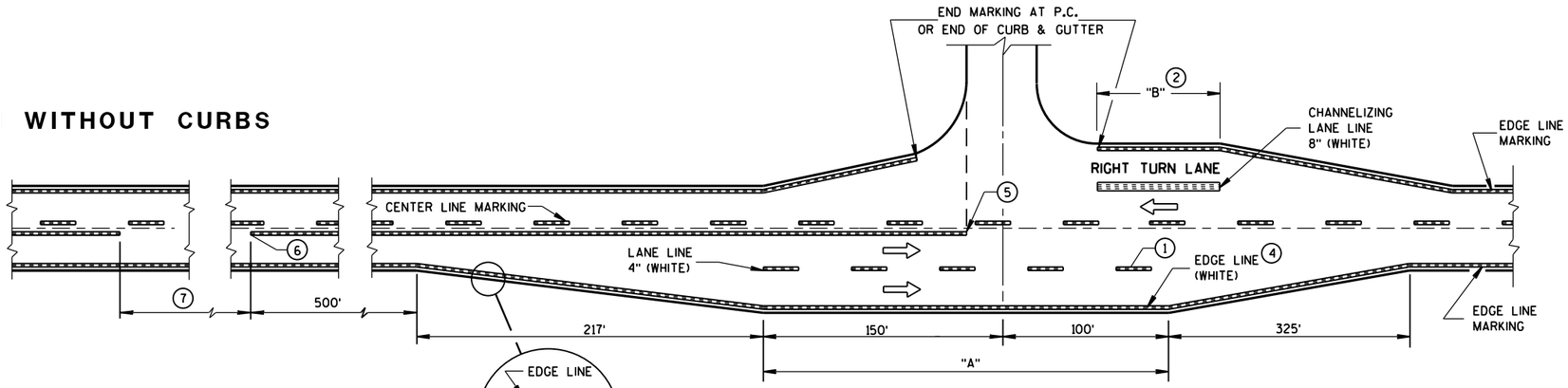
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

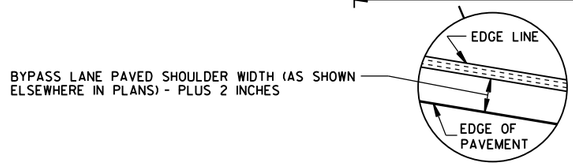
(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

(7)

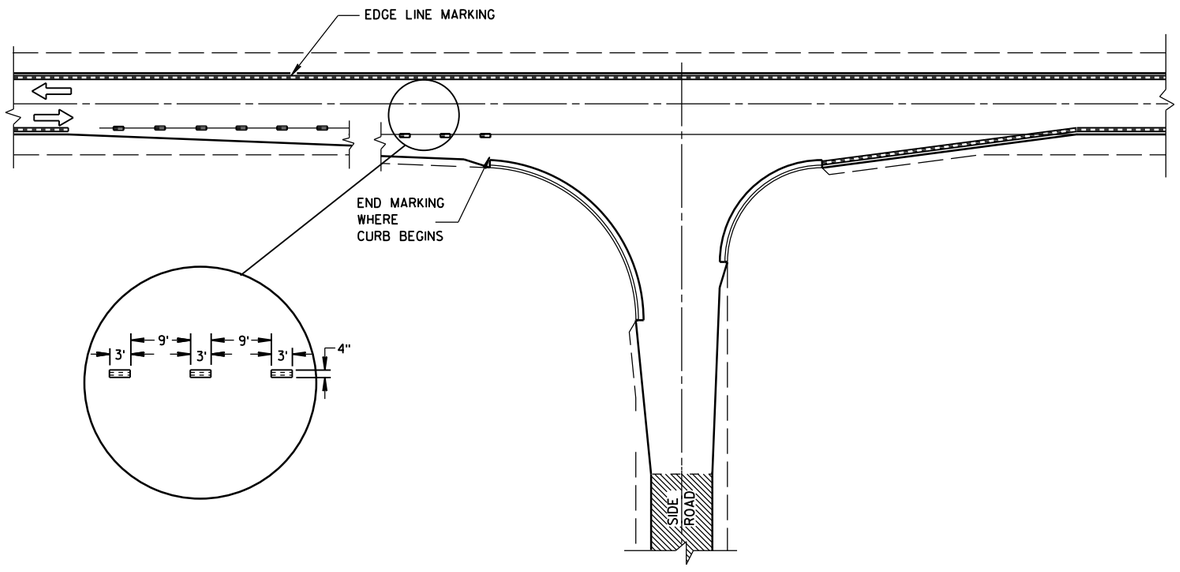
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792





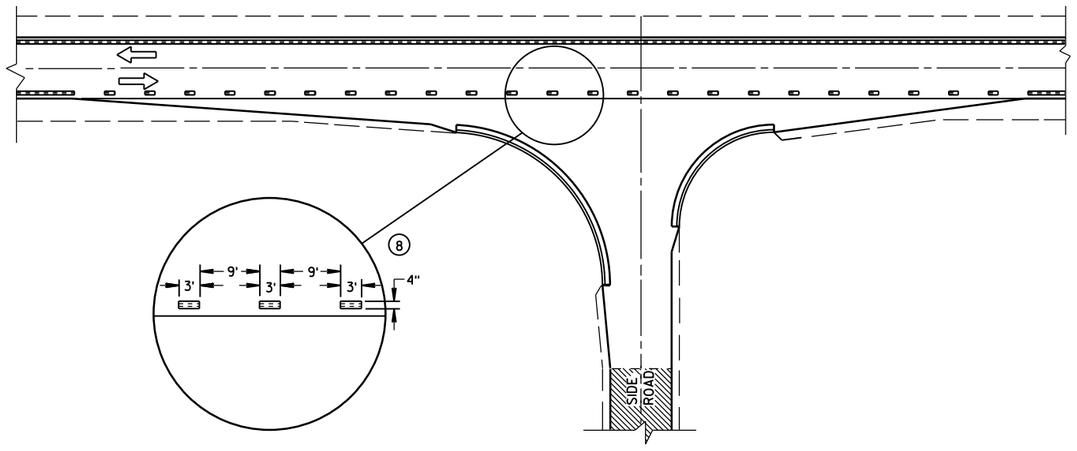
MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 15 C 8-16b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

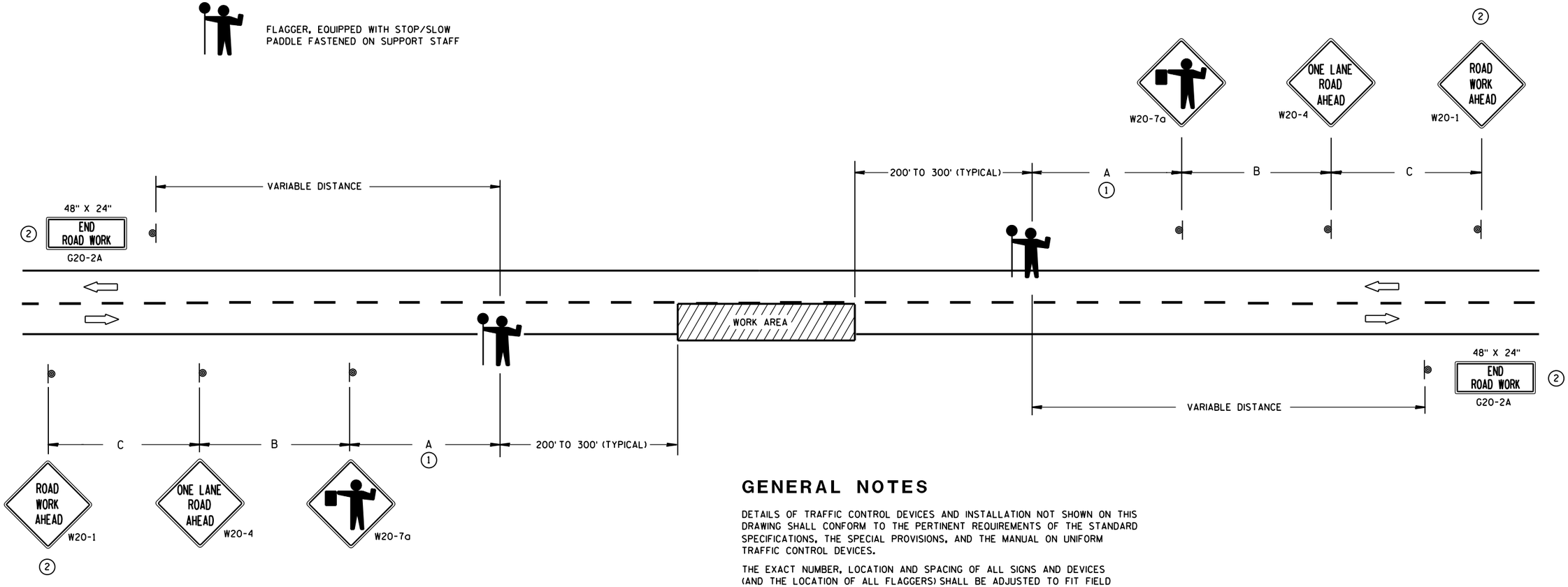
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

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S.D.D. 15 C 12-4

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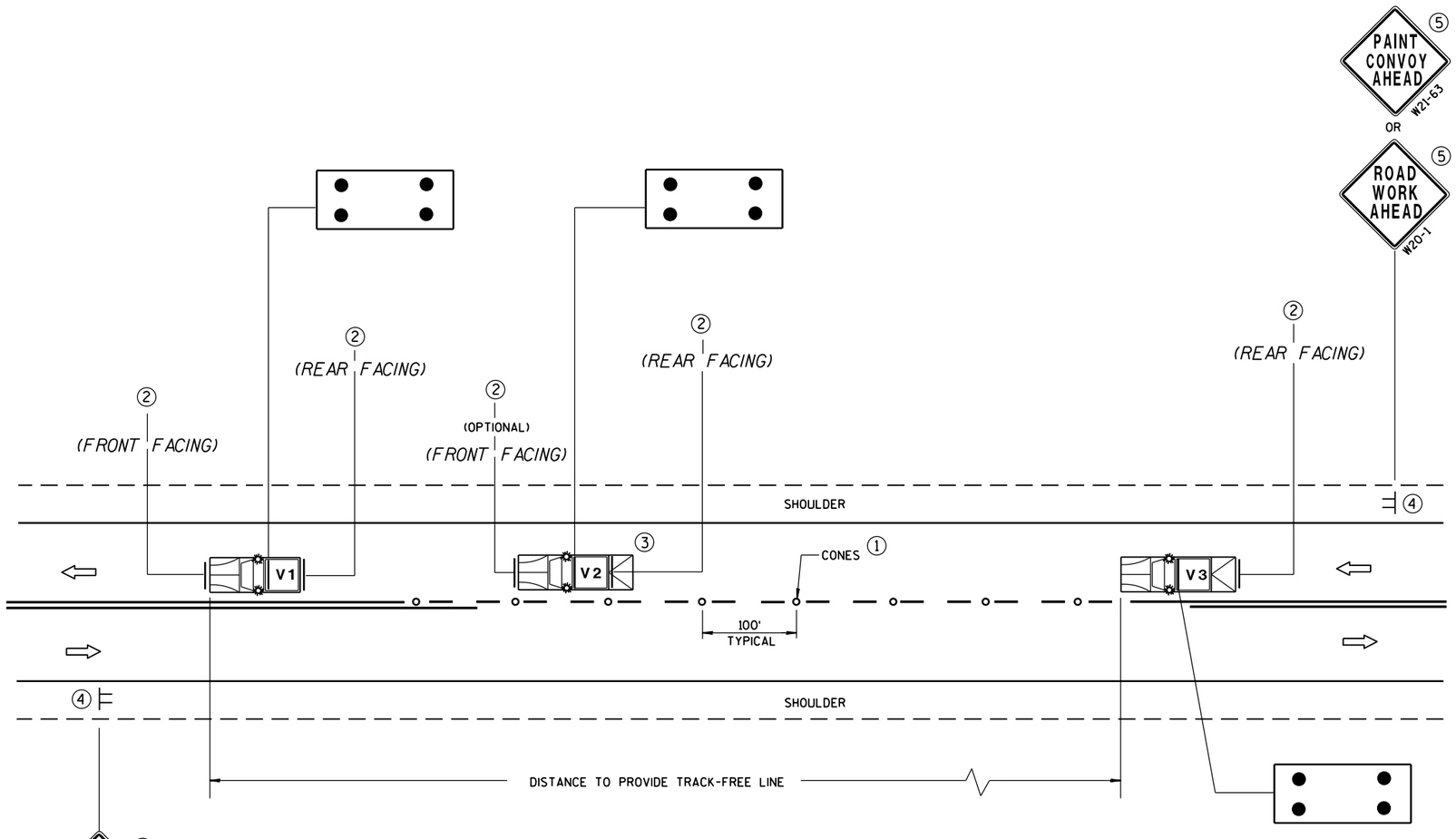
S.D.D. 15 C 12-4



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

- **V1** LEAD VEHICLE
- **V2** SHADOW VEHICLE
- **V3** TRAIL VEHICLE WITH TMA
- **TMA** TRUCK-MOUNTED ATTENUATOR
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- CONES
- FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/3/2013 DATE	/S/ Travis Feltes STATE TRAFFIC E
FHWA	

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Notes

Wisconsin Department of Transportation

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