PROJECT ID: 313-2401

COUNTY: DODGE COUNTY, WISCONSIN

ORDER OF SHEETS

Sheet No.	1	Title
Sheet No.	2.0-2.1	Typical Sections and Details (includes erosion control)
Sheet No.		Estimate of Quantities
Sheet No.		Miscellaneous Quantities
Sheet No.		Right of Way Plat
Sheet No.	5.0-5.3	Plan and Profile
Sheet No.		Standard Detail Drawings
Sheet No.		Sign Plates
Sheet No.		Structure Plans
Sheet No.		Computer Earthwork Data
Sheet No.		Cross Sections

TOTAL SHEETS =

N

DODGE COUNTY HIGHWAY COMMISSION

PLAN OF PROPOSED IMPROVEMENT

I-41 TO C.T.H. "K" ROAD

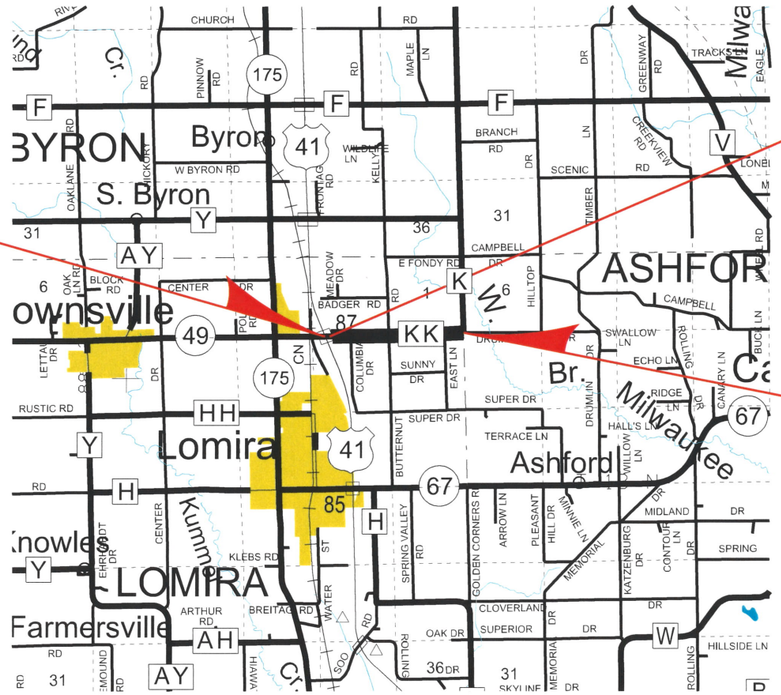
C.T.H. "KK"

TOWN OF LOMIRA

DODGE COUNTY, WISCONSIN

COUNTY PROJECT NUMBER

313-2401



LAYOUT

SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.771 MI.

BEGIN PROJECT 313-2401
STA. 95A+39.48
N 781555.95
E 963876.05

STATION EQUATION
STA. 100A+00.00 BK.=
STA. 100B+00.00 BK.=
STA. 100+00.00 AHD.

END PROJECT 313-2401
STA. 188+90.61
N 781689.96
E 963224.33

DESIGN DESIGNATION

A.A.D.T.	=	
A.D.T.	=	210
D.H.V.	=	
D.	=	
T.	=	
DESIGN SPEED	=	60 MPH
ESALS	=	

CONVENTIONAL SYMBOLS

COUNTY LINE
CORPORATE LIMITS
PROPERTY LINE
LOT LINE
LIMITED EASEMENT
EXISTING RIGHT OF WAY
NEW RIGHT OF WAY
REFERENCE LINE
SLOPE INTERCEPT
ORIGINAL GROUND
MARSH or ROCK PROFILE
CULVERT IN PLACE
CULVERT REQUIRED
CULVERTS REQUIRED (PROFILE)
COMBUSTIBLE FLUIDS
UNDERGROUND ELECTRIC LINE

UNDERGROUND UTILITIES

GAS	(SIZE)	G
ELECTRIC		E
TELEPHONE		T
CABLE TV		TV
WATER	(SIZE)	W
FIBER OPTIC		FO
SANITARY SEWER	(SIZE)	SAN
OVERHEAD UTILITY		OH
STORM SEWER	(SIZE)	SS
PIPELINE		PIPL

POWER POLE
TELEPHONE POLE
POWER/TELEPHONE POLE
SERVICE PEDESTAL
WELL
SEPTIC TANK VENT
WOODED AREA
EXISTING SIGN
SATELLITE DISH
MAIL BOX

COORDINATES AND BEARINGS ARE ORIENTED TO THE WISCONSIN COORDINATE REFERENCE SYSTEMS (WISCRS), DODGE COUNTY, NAD 83 (1991) ADJUSTMENT. THE COORDINATES ARE GROUND COORDINATES.

ORIGINAL PLANS PREPARED BY

DODGE COUNTY HIGHWAY COMMISSION
211 E. CENTER ST. JUNEAU, WI 53039
(920)386-3650 FAX (920)386-3525
www.co.dodge.wi.gov

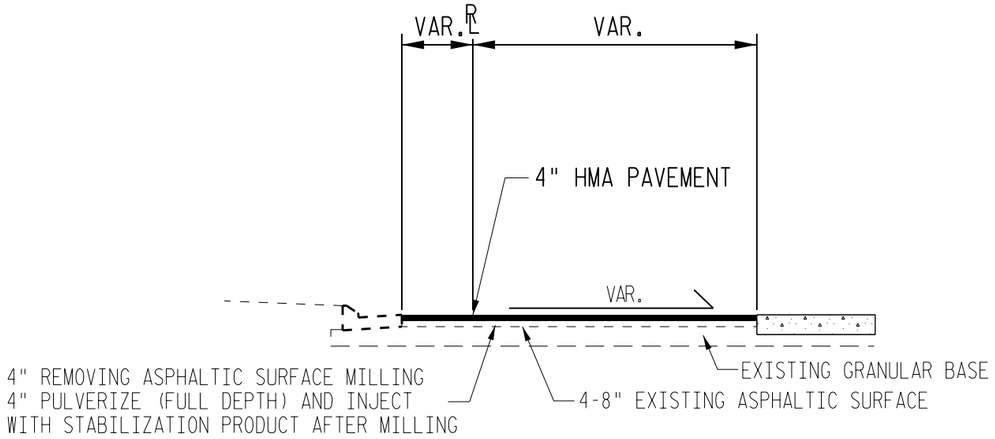
WISCONSIN PROFESSIONAL ENGINEER
NATHAN R. KEMPKE
38337-6
MAYVILLE
WIS.
3/5/25

RECOMMENDED FOR APPROVAL:

DATE: 3-5-2025

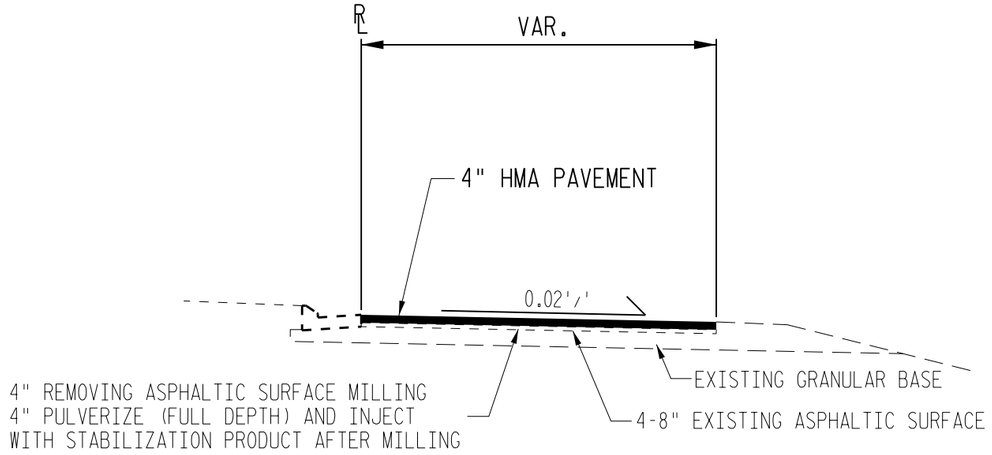
BRIAN R. FIELD, COMMISSIONER

E



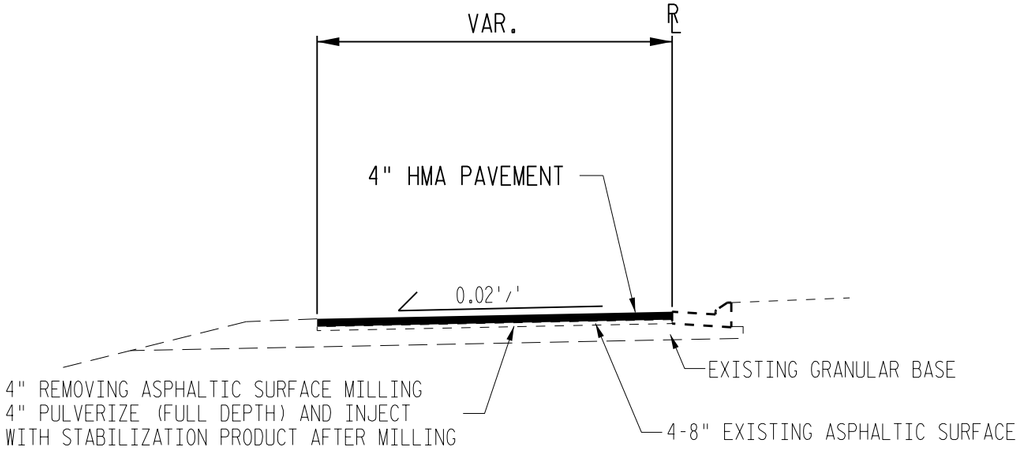
TYPICAL FINISHED SECTION

C.T.H. "KK"
STA. 95A+39.48 - STA. 96A+05.78



TYPICAL FINISHED SECTION

C.T.H. "KK"
STA. 96A+05.78 - STA. 98A+49.14

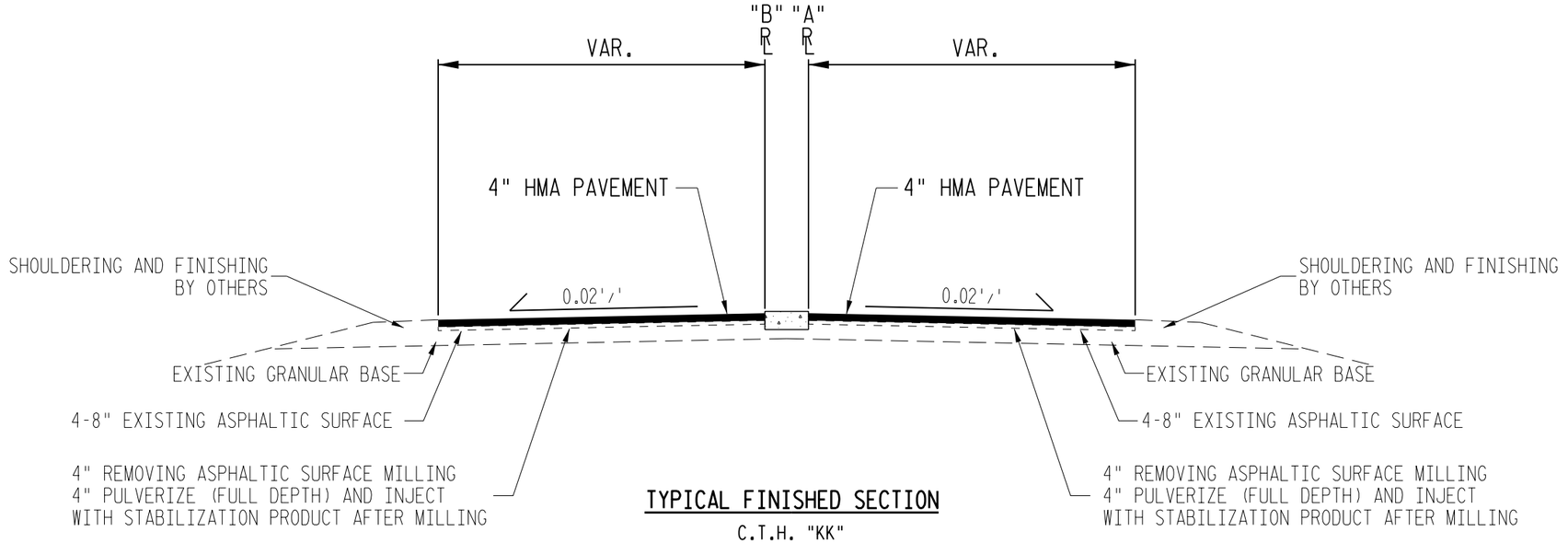


TYPICAL FINISHED SECTION

C.T.H. "KK"
STA. 95B+39.48 - STA. 98B+49.14

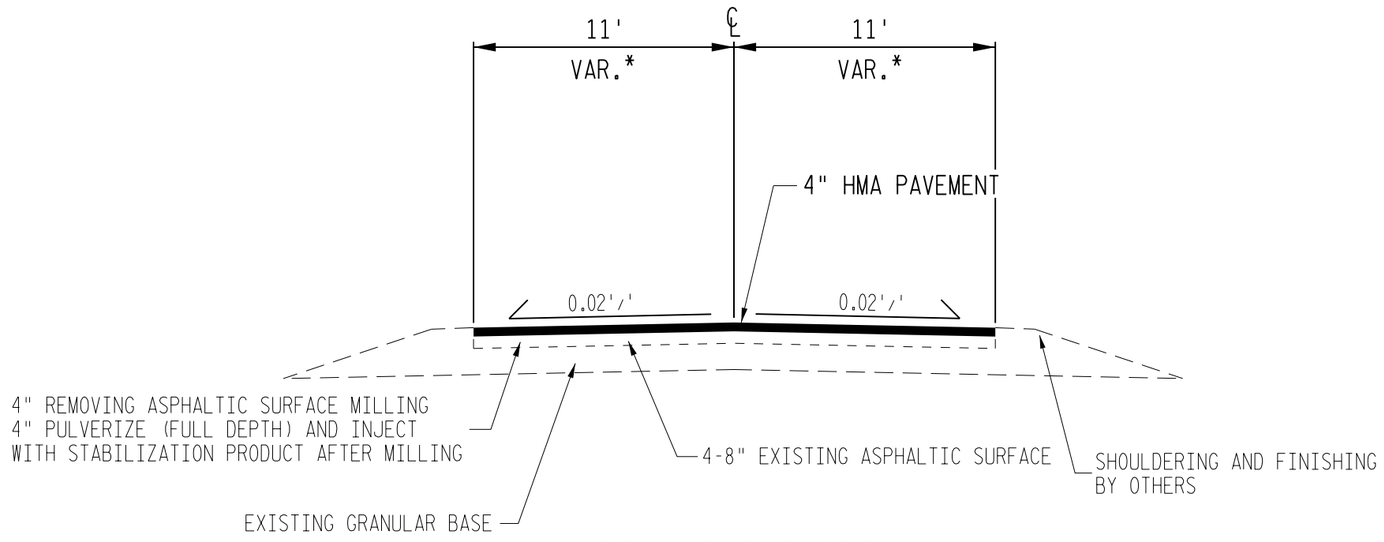
NOTES:

4" HMA PAVEMENT
2 1/4" LOWER 3 LT 58-28 S
1 3/4" UPPER 4 LT 58-34 S



TYPICAL FINISHED SECTION

C.T.H. "KK"
STA. 98A+49.14 - STA. 100A+00.00
STA. 98B+49.14 - STA. 100B+00.00



TYPICAL FINISHED SECTION

C.T.H. "KK"
STA. 100+00.00 - STA. 101+00.00*
STA. 101+00.00 - STA. 188+90.61

NOTES:

4" HMA PAVEMENT
2 1/4" LOWER 3 LT 58-28 S
1 3/4" UPPER 4 LT 58-34 S

PROJECT NUMBER: 313-2401	HWY: CTH "KK"	COUNTY: DODGE	TYPICAL SECTIONS	SHEET NO: 2.1	E

CENTERLINE ALIGNMENT

Project Name: CTH KK Design
Description: Design Data
Horizontal Alignment Name: KK Paving CL
Description: mainline paving centerline
Style: Proposed Centerline

		STATION	NORTHING	EASTING
Element: Linear				
P.I.	(304)	100+00.00	781573.1352	954335.9174
P.C.	(305)	107+84.10	781572.2345	955120.0173
Tangent Direction:		S 89°56'03.1" E		
Tangent Length:		784.1005		
Element: Circular				
P.C.	(305)	107+84.10	781572.2345	955120.0173
P.I.	( )	109+37.74	781572.0580	955273.6576
CC	(412)		759572.2490	955094.7462
P.T.	(413)	110+91.38	781569.7357	955427.2804
Radius:		22000.0000		
Delta:		0°48'00.9" Right		
Degree of Curvature(Arc):		0°15'37.6"		
Length:		307.2757		
Tangent:		153.6404		
Chord:		307.2732		
Middle Ordinate:		0.5365		
External:		0.5365		
Tangent Direction:		S 89°56'03.1" E		
Radial Direction:		S 0°03'56.9" W		
Chord Direction:		S 89°32'02.6" E		
Radial Direction:		S 0°51'57.9" W		
Tangent Direction:		S 89°08'02.1" E		
Element: Linear				
P.T.	(413)	110+91.38	781569.7357	955427.2804
P.I.	(306)	124+44.67	781549.2805	956780.4168
Tangent Direction:		S 89°08'02.1" E		
Tangent Length:		1353.2910		
Element: Linear				
P.I.	(306)	124+44.67	781549.2805	956780.4168
P.C.	(307)	133+65.39	781544.2614	957701.1256
Tangent Direction:		S 89°41'15.6" E		
Tangent Length:		920.7225		
Element: Circular				
P.C.	(307)	133+65.39	781544.2614	957701.1256
P.I.	( )	135+52.35	781543.2422	957888.0834
CC	(414)		792644.0964	957761.6350
P.T.	(415)	137+39.28	781548.5198	958074.9695
Radius:		11100.0000		
Delta:		1°55'47.7" Left		
Degree of Curvature(Arc):		0°30'58.2"		
Length:		373.8858		
Tangent:		186.9606		
Chord:		373.8682		
Middle Ordinate:		1.5742		
External:		1.5744		
Tangent Direction:		S 89°41'15.6" E		
Radial Direction:		S 0°18'44.4" W		
Chord Direction:		N 89°20'50.6" E		
Radial Direction:		S 1°37'03.3" E		
Tangent Direction:		N 88°22'56.7" E		
Element: Linear				
P.T.	(415)	137+39.28	781548.5198	958074.9695
P.C.	(308)	185+93.69	781685.5518	962927.4487
Tangent Direction:		N 88°22'56.7" E		
Tangent Length:		4854.4137		
Element: Circular				
P.C.	(308)	185+93.69	781685.5518	962927.4487
P.I.	( )	187+61.94	781690.3011	963095.6279
CC	(416)		770589.9751	963240.7832
P.T.	(417)	189+30.16	781689.9511	963263.8737
Radius:		11100.0000		
Delta:		1°44'12.4" Right		
Degree of Curvature(Arc):		0°30'58.2"		
Length:		336.4666		
Tangent:		168.2462		
Chord:		336.4538		
Middle Ordinate:		1.2749		
External:		1.2750		
Tangent Direction:		N 88°22'56.7" E		
Radial Direction:		S 1°37'03.3" E		
Chord Direction:		N 89°15'02.9" E		
Radial Direction:		S 0°07'09.1" W		
Tangent Direction:		S 89°52'50.9" E		
Element: Linear				
P.T.	(417)	189+30.16	781689.9511	963263.8737
P.I.	(309)	190+46.61	781689.7089	963380.3281
Tangent Direction:		S 89°52'50.9" E		
Tangent Length:		116.4546		

Project Name: CTH KK Design
Description: Design Data
Horizontal Alignment Name: KK Paving CL A
Description: interchange paving eastbound
Style: Proposed Centerline

		STATION	NORTHING	EASTING
Element: Linear				
P.I.	(310)	92+37.95	781559.5720	953574.5386
P.I.	(311)	97+10.80	781553.8870	954047.3590
Tangent Direction:		S 89°18'40.1" E		
Tangent Length:		472.8546		
Element: Linear				
P.I.	(311)	97+10.80	781553.8870	954047.3590
P.I.	(304)	100+00.00	781573.1352	954335.9174
Tangent Direction:		N 86°11'01.5" E		
Tangent Length:		289.1996		

Project Name: CTH KK Design
Description: Design Data
Horizontal Alignment Name: KK Paving CL B
Description: interchange paving westbound
Style: Proposed Centerline

		STATION	NORTHING	EASTING
Element: Linear				
P.I.	(312)	92+29.82	781581.2495	953565.7971
P.I.	(313)	98+48.97	781572.4269	954184.8852
Tangent Direction:		S 89°11'00.7" E		
Tangent Length:		619.1510		
Element: Linear				
P.I.	(313)	98+48.97	781572.4269	954184.8852
P.I.	(304)	100+00.00	781573.1352	954335.9174
Tangent Direction:		N 89°43'52.7" E		
Tangent Length:		151.0338		

Project Name: CTH KK Design
Description: Design Data
Horizontal Alignment Name: Columbia Design CL
Description: paving centerline
Style: Proposed Centerline

		STATION	NORTHING	EASTING
Element: Linear				
P.I.	(455)	0+00.89	776231.2359	955300.7648
P.I.	(456)	24+97.91	778728.2030	955284.5030
Tangent Direction:		N 0°22'23.3" W		
Tangent Length:		2497.0200		
Element: Linear				
P.I.	(456)	24+97.91	778728.2030	955284.5030
P.I.	(457)	31+26.39	779356.6207	955275.6571
Tangent Direction:		N 0°48'23.3" W		
Tangent Length:		628.4800		
Element: Linear				
P.I.	(457)	31+26.39	779356.6207	955275.6571
P.I.	(458)	53+41.89	781571.7866	955237.3854
Tangent Direction:		N 0°59'23.3" W		
Tangent Length:		2215.4965		

Project Name: CTH KK Design
Description: Design Data
Horizontal Alignment Name: Butternut Design South
Description: paving centerline
Style: Proposed Centerline

		STATION	NORTHING	EASTING
Element: Linear				
P.I.	(459)	48+94.96	781164.1534	957886.0025
P.I.	(460)	52+75.58	781544.7352	957880.7158
Tangent Direction:		N 0°47'45.0" W		
Tangent Length:		380.6185		

Project Name: CTH KK Design
Description: Design Data
Horizontal Alignment Name: Butternut Design North
Description: paving centerline
Style: Proposed Centerline

		STATION	NORTHING	EASTING
Element: Linear				
P.I.	(461)	52+77.80	781544.7116	957878.4986
P.I.	(462)	67+15.68	782982.4746	957860.2890
Tangent Direction:		N 0°43'32.2" W		
Tangent Length:		1437.8783		

Project Name: CTH KK Design
Description: Design Data
Horizontal Alignment Name: East Ln Design CL
Description: paving centerline
Style: Proposed Centerline

		STATION	NORTHING	EASTING
Element: Linear				
P.I.	(463)	49+30.34	781263.4636	961782.0987
P.I.	(464)	53+19.97	781653.0501	961776.5220
Tangent Direction:		N 0°49'12.4" W		
Tangent Length:		389.6264		

Project Name: CTH KK Design
Description: Design Data
Horizontal Alignment Name: K Design CL
Description: paving centerline
Style: Proposed Centerline

		STATION	NORTHING	EASTING
Element: Linear				
P.I.	(465)	48+00.00	781688.7412	963075.2757
P.I.	(466)	52+28.76	782117.4402	963067.8782
Tangent Direction:		N 0°59'18.9" W		
Tangent Length:		428.7629		

N

EXCESS PULVERIZED ASPHALTIC SURFACE TO BE REMOVED AND DISTRIBUTED ON ROAD BED AREAS ADJACENT TO MATCH POINTS.

SAWCUT REQ'D. BY OTHERS

I-41 RAMP

S.T.H. 49

C.T.H. "KK"

95B

95A

100

105

+39.29 31.35 +49.18 27.07

+12.68 18.00

P.I. 98+48.97

+49.14 18.00

P.I. 100+00.00

+00.00 18.00

+00.00 11.00

11'

11'

+39.64 13.69

+05.78 14.59

+05.93 29.32

+05.78 14.59

+95.33 19.27

P.I. 97+10.80

+00.00 18.00

+00.00 11.00

STA. EQUATION

STA. 100A+00.00 BK. =

STA. 100B+00.00 BK. =

STA. 100+00.00 AHD.

BEGIN PROJECT 313-2401

STA. 95A+39.48

I-41 RAMP

EVERGREEN FARMS
W714 COUNTY ROAD KK
LOMIRA, WI 53048

AES PROPERTIES LLC
PO BOX 100
LOMIRA, WI 53048

MARTHA M. GAY
N1800 COUNTY ROAD II
WATERLOO, WI 53594

SCALE 0' 25' 50' 100'

5

5

N

W714

EVERGREEN FARMS
W714 COUNTY ROAD KK
LOMIRA, WI 53048

STA. 109+01.47 M.L. =

STA. 53+41.89 S.R.

SAWCUT REQ'D. BY OTHERS

P.I. 109+37.74

EVERGREEN FARMS
W714 COUNTY ROAD KK
LOMIRA, WI 53048

DAVID L. BRAZEE SR.
PAMELA R. BRAZEE
W628 COUNTY ROAD KK
LOMIRA, WI 53048

W628

LOMIRA STORAGE LLC
N58W38082 ANCHORAGE RD.
OCONOMOWOC, WI 53066

P.E.

+84.10 11.00

+91.38 11.00

F.E.

P.E.

P.E.

11'

11'

110

C.T.H. "KK"

115

120

11'

11'

F.E.

+53.14 11.00

+18.02 15.35

+28.00 16.00

+28.00 19.00

+67.53 18.00

+67.53 15.00

+27.73 10.99

P.C. 107+84.10

60' RAD.
N. 781496.14
E. 955163.68

+84.49 18.00

+84.49 15.00

+74.53 14.12

+27.73 10.00

+57.96 19.00

+57.96 16.00

+07.74 11.00

P.E.

+91.38 11.00

40' RAD.
N. 781515.35
E. 955293.37

W687

SAWCUT REQ'D. BY OTHERS

SAWCUT REQ'D. BY OTHERS

P.T. 110+91.38

DAVID & BARBARA WILLIAMS
FAMILY TRUST
W687 COUNTY ROAD KK
LOMIRA, WI 53048

DONNA M. LUEDTKE
SURVIVOR'S TRUST
666 WATER ST.
LOMIRA, WI 53048

EVERGREEN FARMS
W714 COUNTY ROAD KK
LOMIRA, WI 53048

TYPE "D" INTERSECTION
CONCRETE CURB & GUTTER
6-INCH SLOPED 36" TYPE D

COLUMBIA DR.

SCALE 0' 25' 50' 100'

PROJECT NO: 313-2401	HWY: CTH "KK"	COUNTY: DODGE	I-41 - C.T.H. "K" ROAD	SHEET 5.0	E

LOMIRA STORAGE LLC
N58W38082 ANCHORAGE RD.
OCONOMOWOC, WI 53066

DANIEL L. MICHELS
N11805 BUTTERNUT RD.
LOMIRA, WI 53048

DONNA M. LUEDTKE
SURVIVOR'S TRUST
666 WATER ST.
LOMIRA, WI 53048

MICHELS TRUST
N11656 BUTTERNUT RD.
LOMIRA, WI 53048

TRINITY UNITED METHODIST
CEMETARIES ASSOCIATED
300 CHURCH ST.
LOMIRA, WI 53048

N11729

W517

STA. 135+42.77 M.L. =
STA. 52+77.80 S.R.

P.I. 124+44.67

P.C. 133+65.39

P.T. 137+39.28

40' RAD.
N. 781600.27
E. 957822.79

40' RAD.
N. 781488.28
E. 957826.49

50' RAD.
N. 781611.58
E. 957942.66

40' RAD.
N. 781489.47
E. 957936.49

P.I. 135+52.35

BUTTERNUT RD.

C.T.H. "KK"

F.E.

P.E.

C.E.

11'

+44.61 11.00
+44.73 11.00
+65.39 11.00
+37.56 11.00
+87.37 16.00
+87.37 19.00
+93.70 11.89
+44.04 14.48
+34.06 15.00
+34.06 18.00
+15.69 11.00
+80.47 15.30
+90.43 16.00
+90.43 19.00
+19.89 18.00
+19.89 15.00
+80.10 10.89
+43.85 11.11
+43.85 15.00
+43.85 18.00
+08.01 19.00
+08.01 16.00
+18.01 15.36
+82.94 11.00
+39.28 11.00
+99.88 19.00
+99.88 16.00
+49.57 11.00
+19.54 18.00
+19.54 15.00
+09.60 13.94
+80.10 10.81

SAWCUT REQ'D.
BY OTHERS

TYPE "D" INTERSECTION
CONCRETE CURB & GUTTER
6-INCH SLOPED 36" TYPE D

SCALE 0' 25' 50' 100'

TOWN OF
WILLIAMSTOWN

PROJECT NO: 313-2401	HWY: CTH "KK"	COUNTY: DODGE	I-41 - C.T.H. "K" ROAD	SHEET 5.1	E

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PROJECT NO: 313-2401	HWY: CTH "KK"	COUNTY: DODGE	I-41 - C.T.H. "K" ROAD	SHEET 5.2	E

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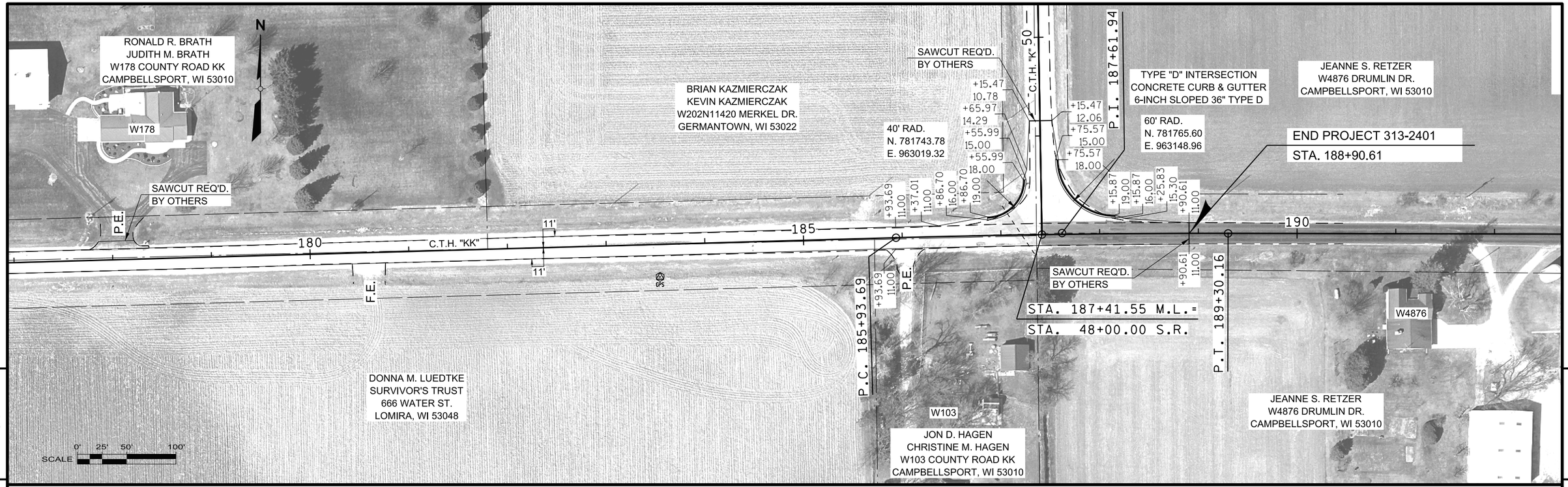


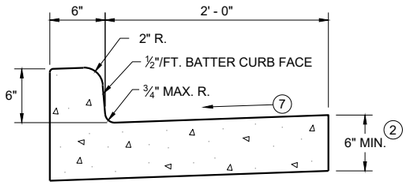
5

5

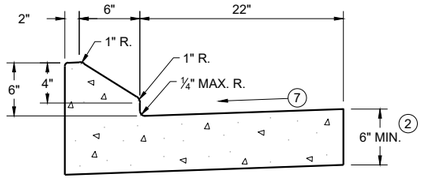
0' 25' 50' 100'
SCALE

PROJECT NO: 313-2401	HWY: CTH "KK"	COUNTY: DODGE	I-41 - C.T.H. "K" ROAD	SHEET 5.3	E

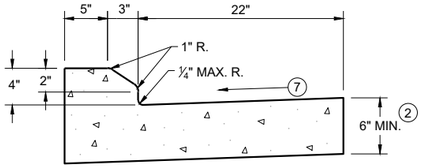
FILE NAME : W:\Office\RD-CO\KK\IH 41 - CTH K\Project 313-2401 2025\Design\sheet 5_3.dgn PLOT DATE : 02-OCT-2024 13:52 PLOT BY : gschulz PLOT NAME : PLOT SCALE : 100.000000:1.000000



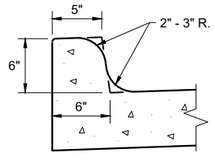
TYPES A (1) & D



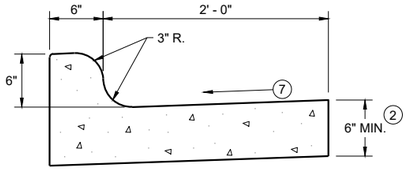
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

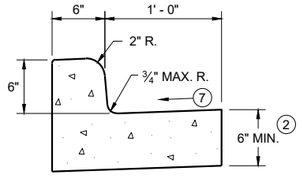


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



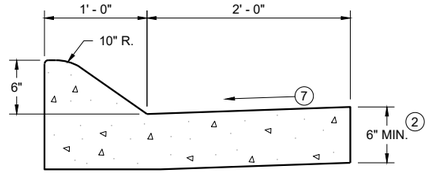
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

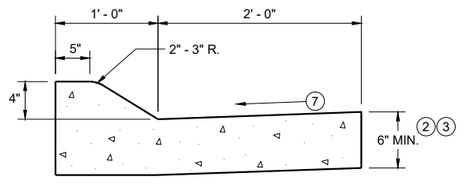


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

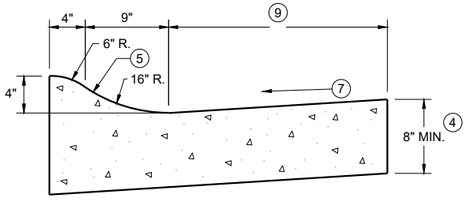


6" SLOPED CURB TYPES A (1) & D



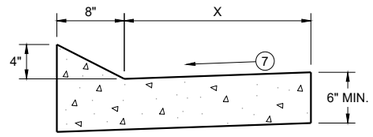
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

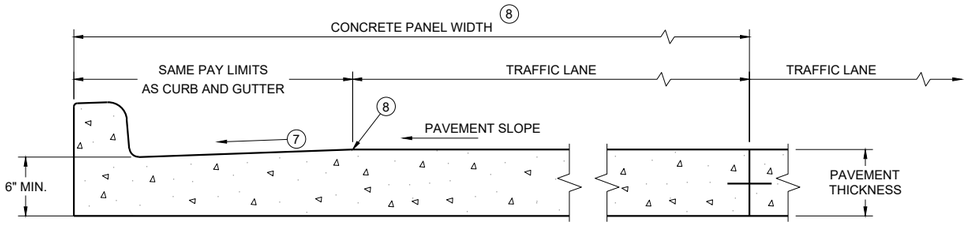


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

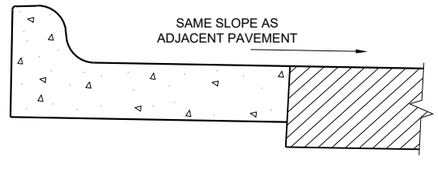
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 08D01-23a

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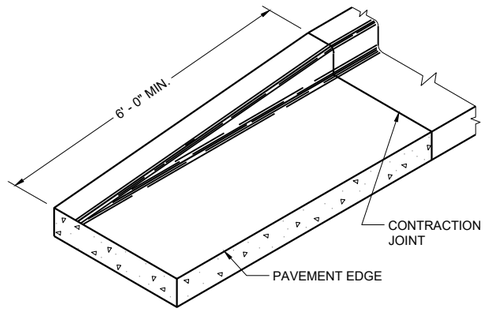
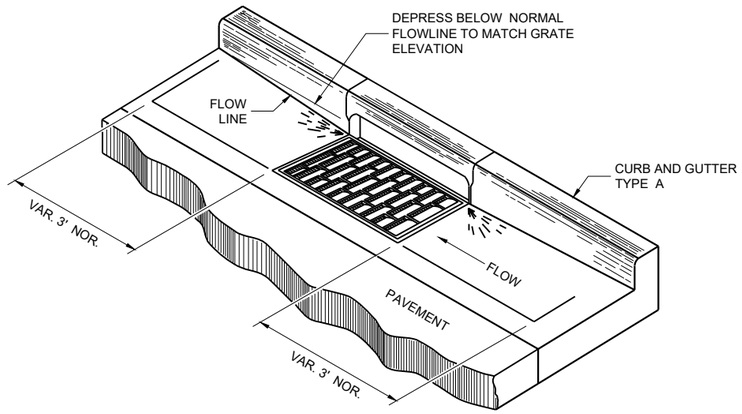
SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

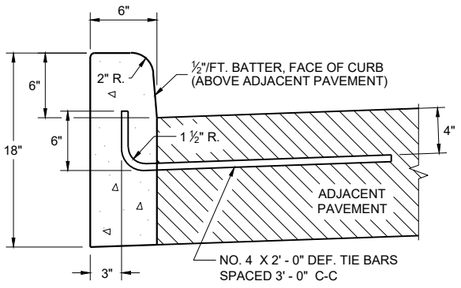
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

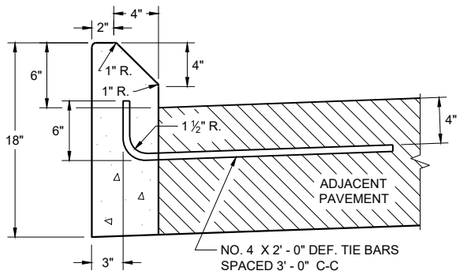
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

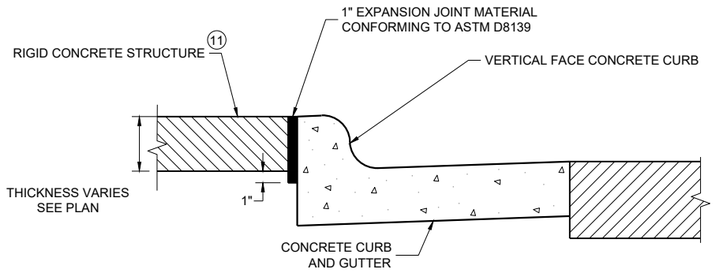


TYPES A (1) & D

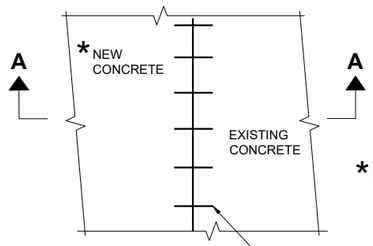


TYPES G (1) & J

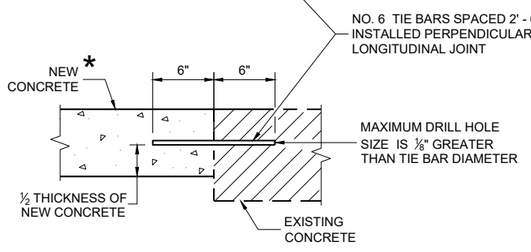
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)

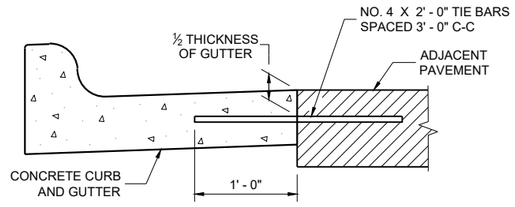


PLAN VIEW

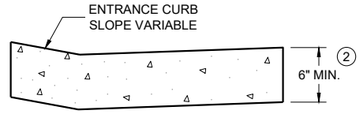


SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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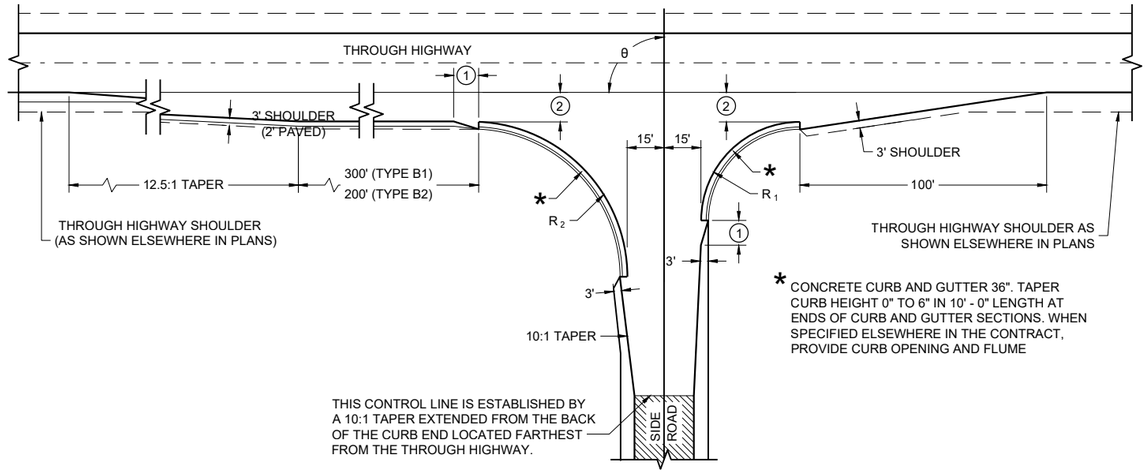
SDD 08D01-23b



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

TYPE "B1" AND "B2"

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

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.

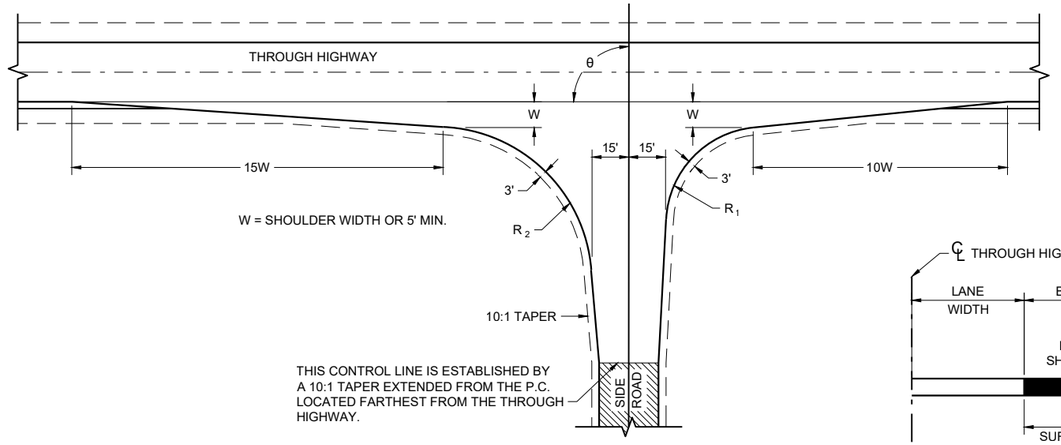
(1) 10-FT TYPICAL.

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

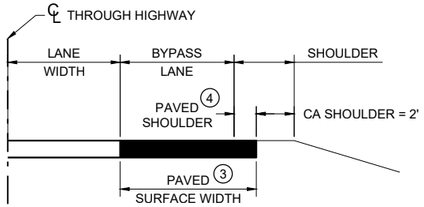
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

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

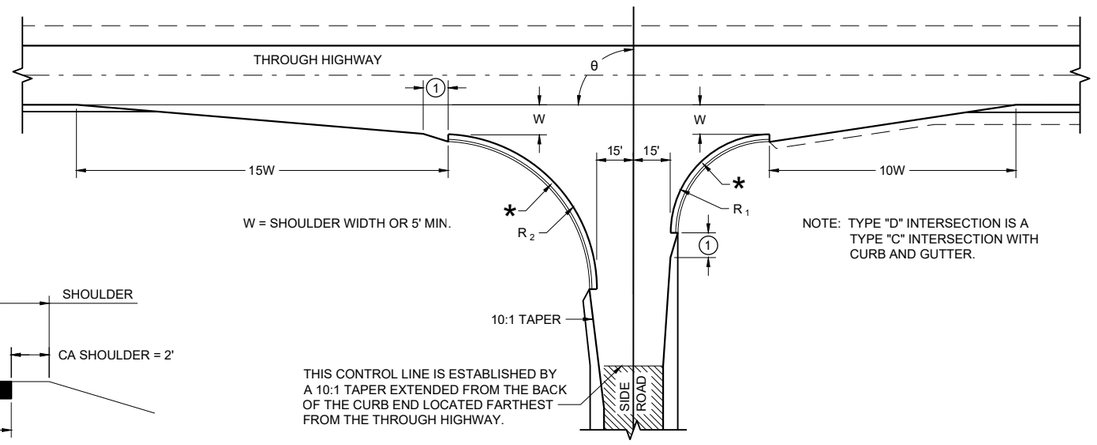


TYPE "C"



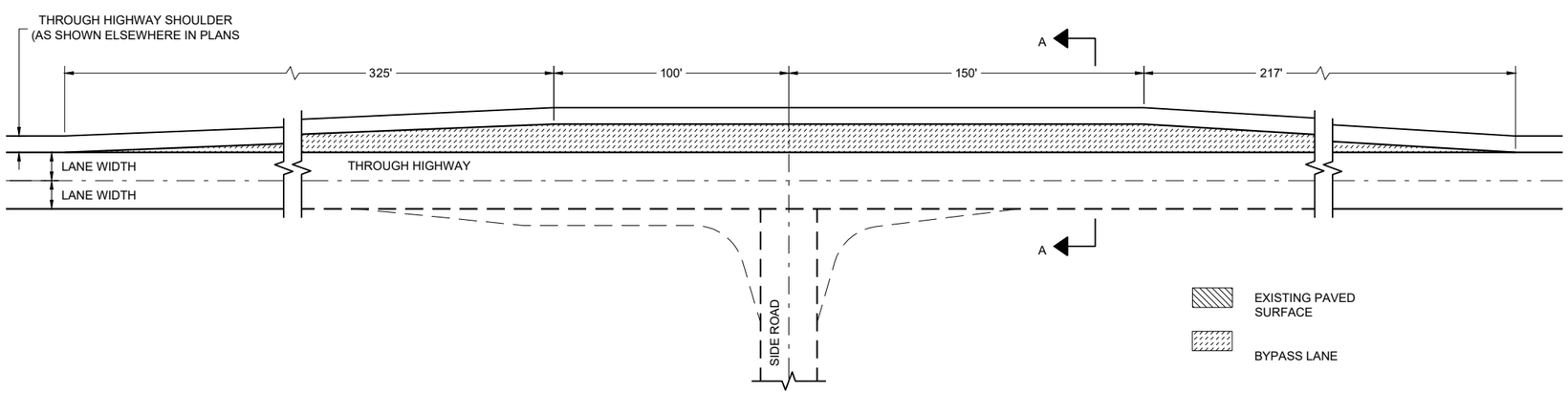
SECTION A - A

(SHOWING BYPASS LANE AND SHOULDER)



NOTE: TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB AND GUTTER.

TYPE "D"



TEE INTERSECTION BYPASS LANE DETAIL

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 09A01-14a

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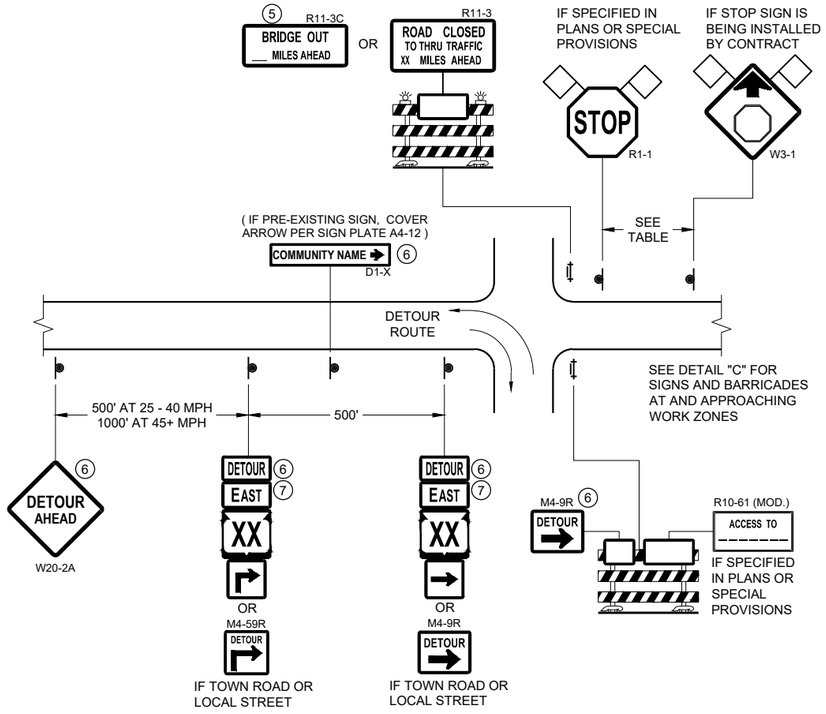
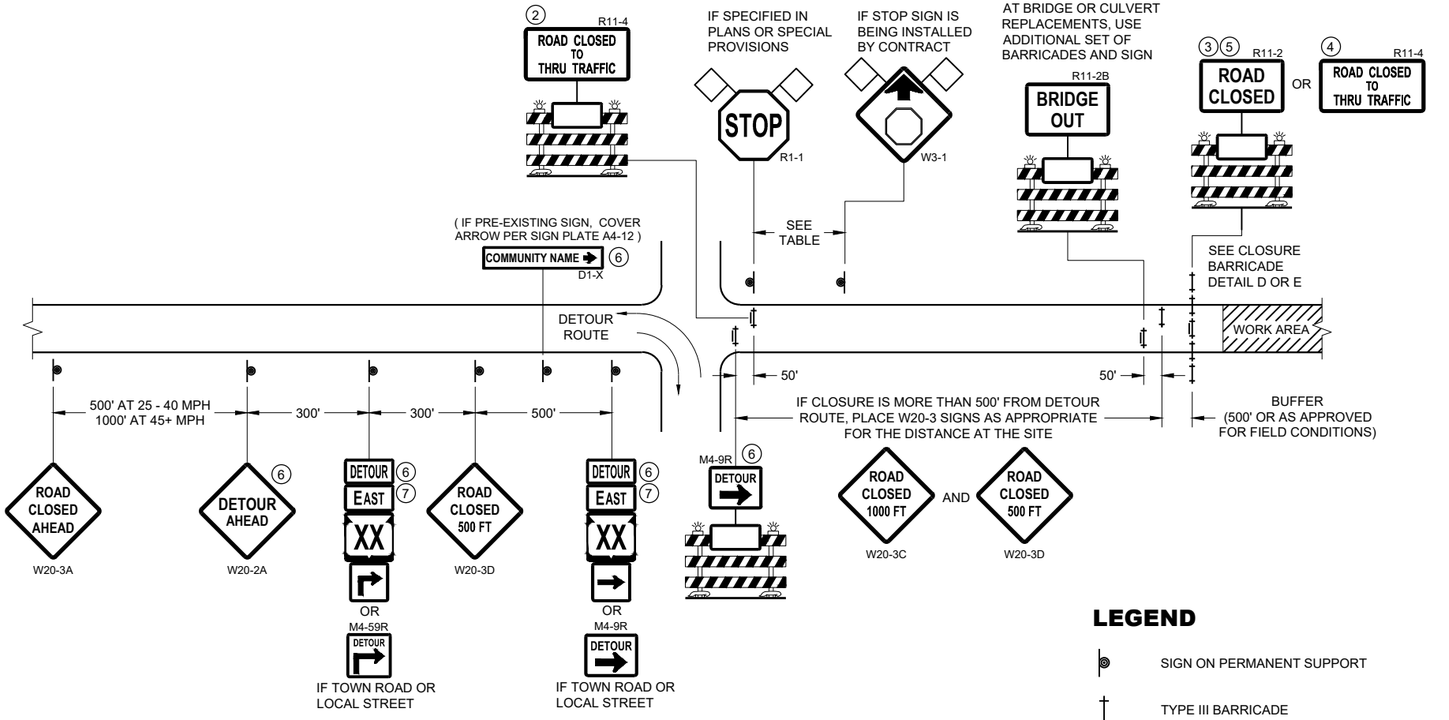
SDD 09A01-14a



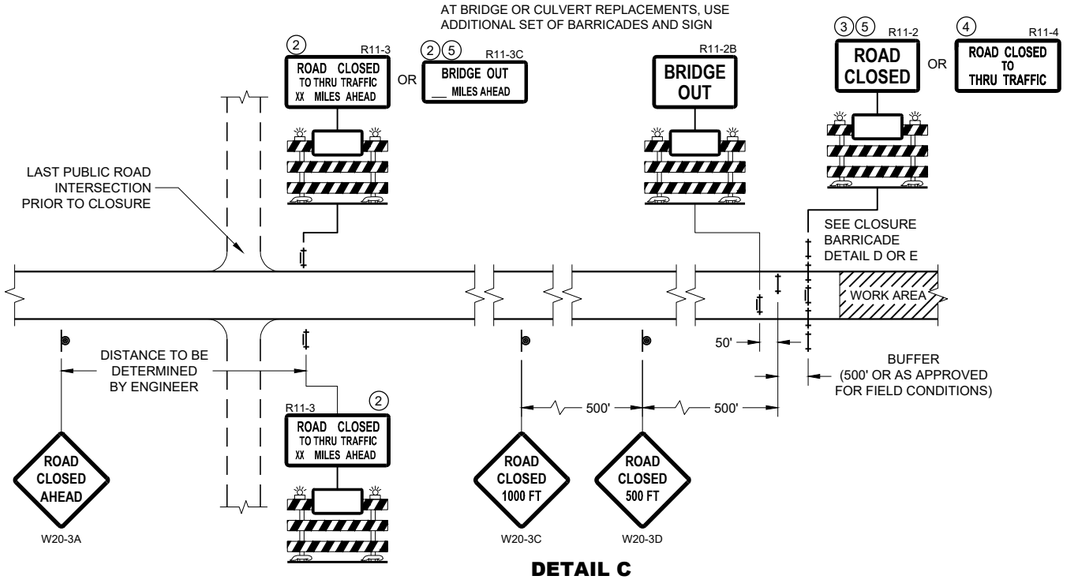
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO 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
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

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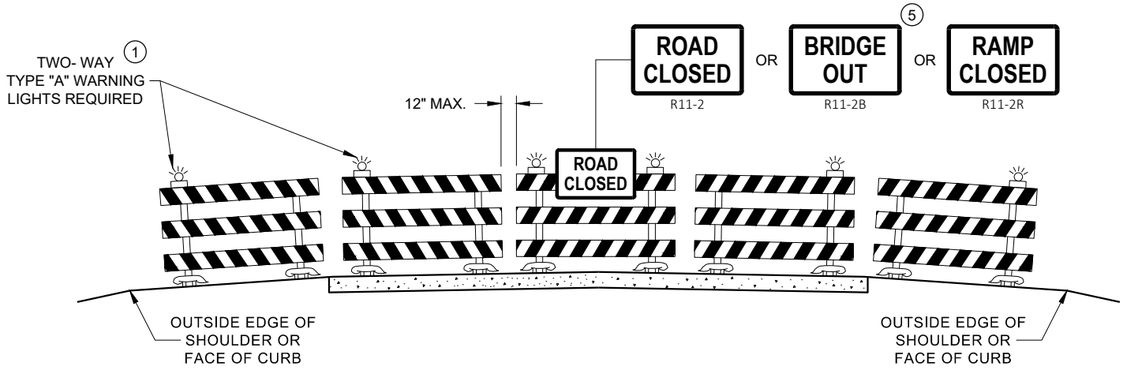
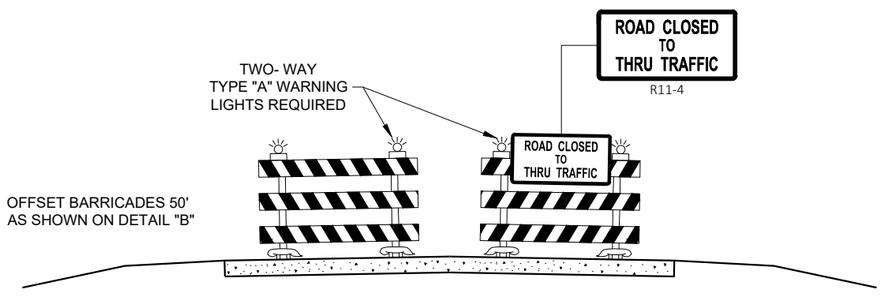
SDD 15C02 - 09a



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 THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL 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 SHALL, 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" (36" X 18" 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)
- MO5 - 1 AND MO6 - 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 AN 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 ROAD 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 VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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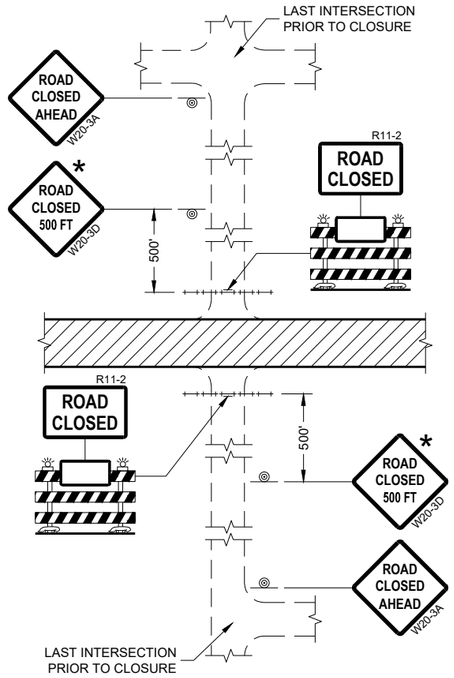
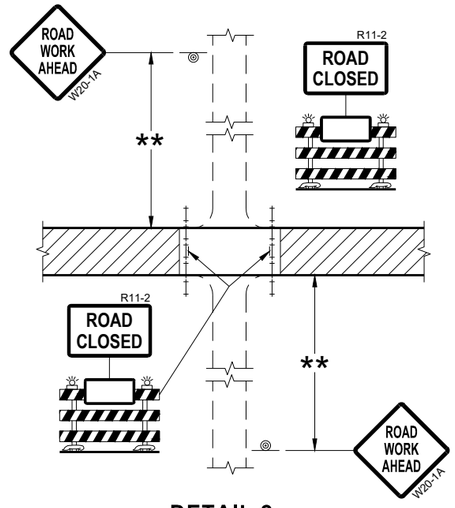
SDD 15C02 - 09b

SDD 15C03 Barricades and Signs for Sideroad Closures



DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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 (500 FEET DESIRABLE) 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 REESTABLISHED.

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

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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.

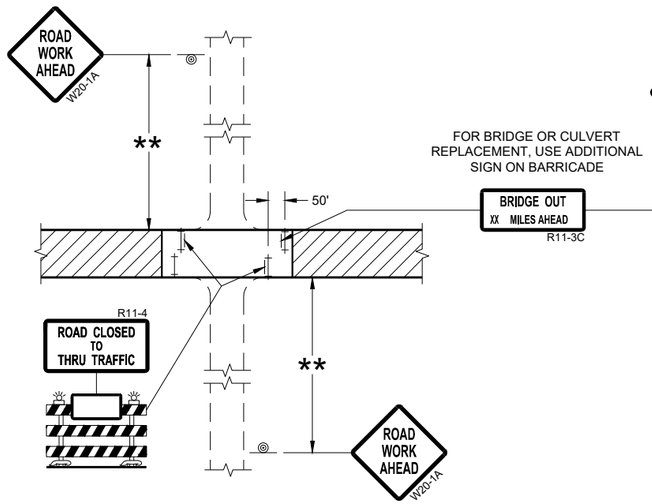
TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

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.

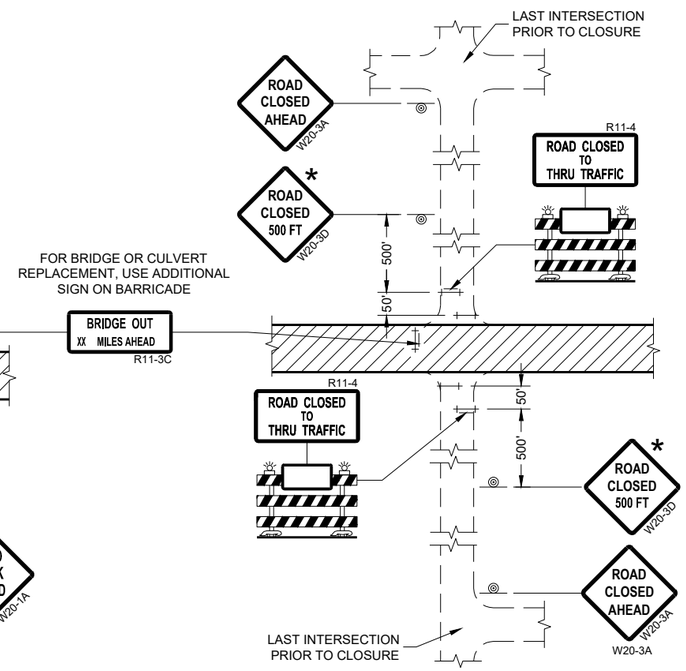
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C03 - 05