

PROJECT ID: 313-2314

DODGE COUNTY HIGHWAY COMMISSION

PLAN OF PROPOSED IMPROVEMENT

S.T.H. 60 TO S.T.H. 33 ROAD C.T.H. "P" TOWNS OF RUBICON AND HERMAN DODGE COUNTY, WISCONSIN

ORDER OF SHEETS

Sheet No.	1	Title
Sheet No.	2.0-2.6	Typical Sections and Details (includes erosion control)
Sheet No.		Estimate of Quantities
Sheet No.		Miscellaneous Quantities
Sheet No.		Right of Way Plat
Sheet No.	5.0-5.13	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 =



DESIGN DESIGNATION

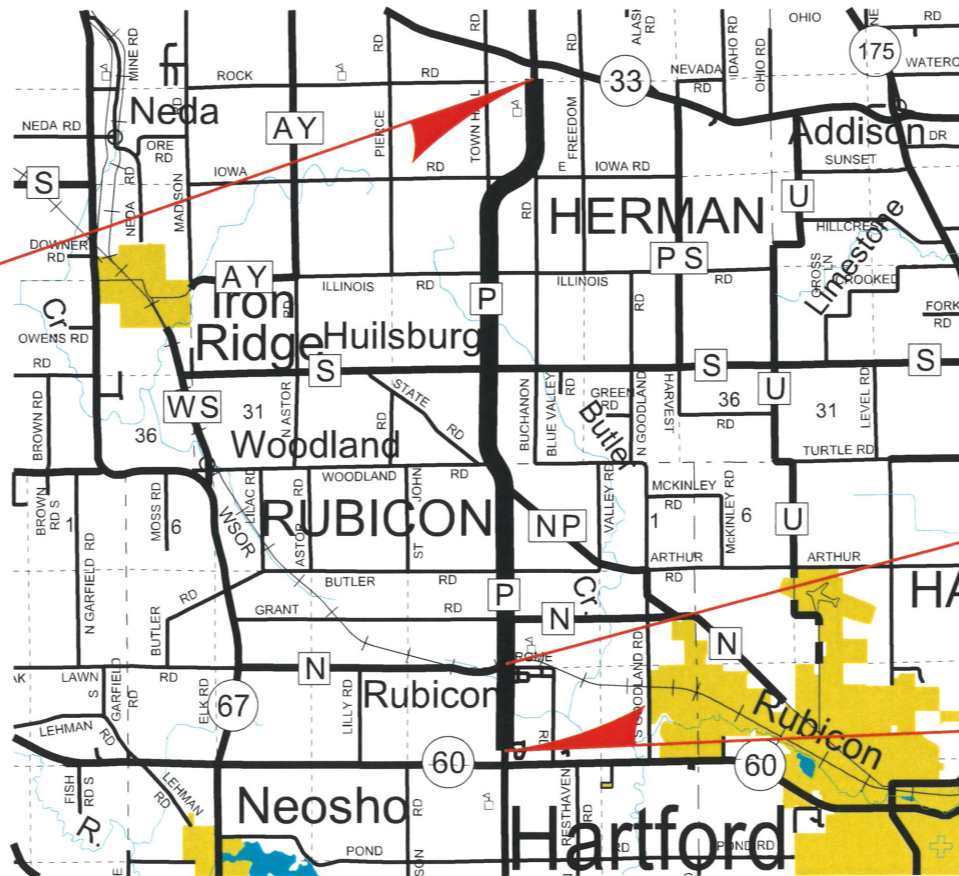
A.A.D.T.	2021	=	3100
A.D.T.		=	
D.H.V.		=	
D.		=	
T.		=	
DESIGN SPEED		=	60 MPH
ESALS		=	

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	

COUNTY PROJECT NUMBER
313-2314



END PROJECT 313-2314
STA. 405+83.35
N 713312.07
E 950292.01

EXCEPTION TO NET C.L. LENGTH
STA. 70+27.47 - STA. 70+33.95

BEGIN PROJECT 313-2314
STA. 23+54.47
N 676406.74
E 948137.23

LAYOUT
SCALE 0 1 MI.
TOTAL NET LENGTH OF CENTERLINE = 7.239 MI.

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

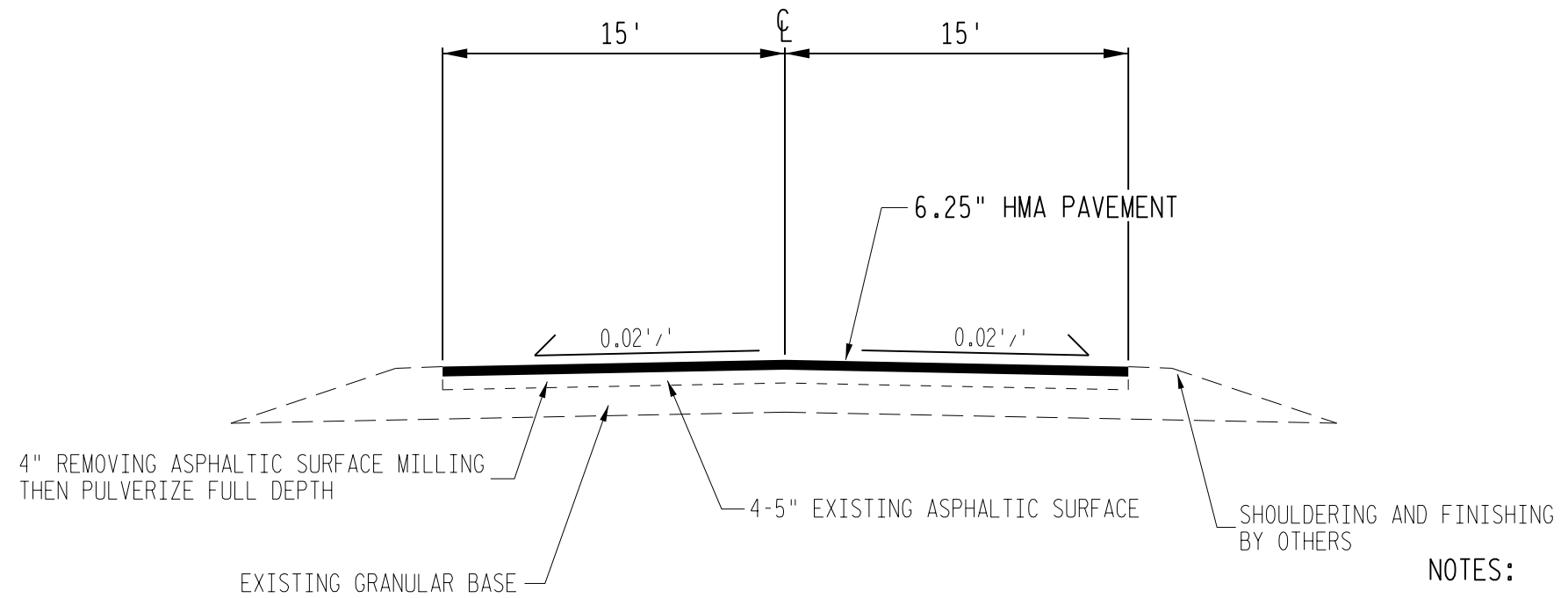
**DODGE COUNTY
HIGHWAY COMMISSION**
211 E. CENTER ST., JUNEAU, WI 53039
(920)386-3650 FAX (920)386-3525
www.co.dodge.wi.gov

**WISCONSIN
PROFESSIONAL ENGINEER**
NATHAN R. KEMPKE
38337-6
MAYVILLE
WIS.
3/3/26

RECOMMENDED FOR APPROVAL:
DATE: 3/3/26 *Nate Minnig*
NATE MINNIG, INTERIM COMMISSIONER

E

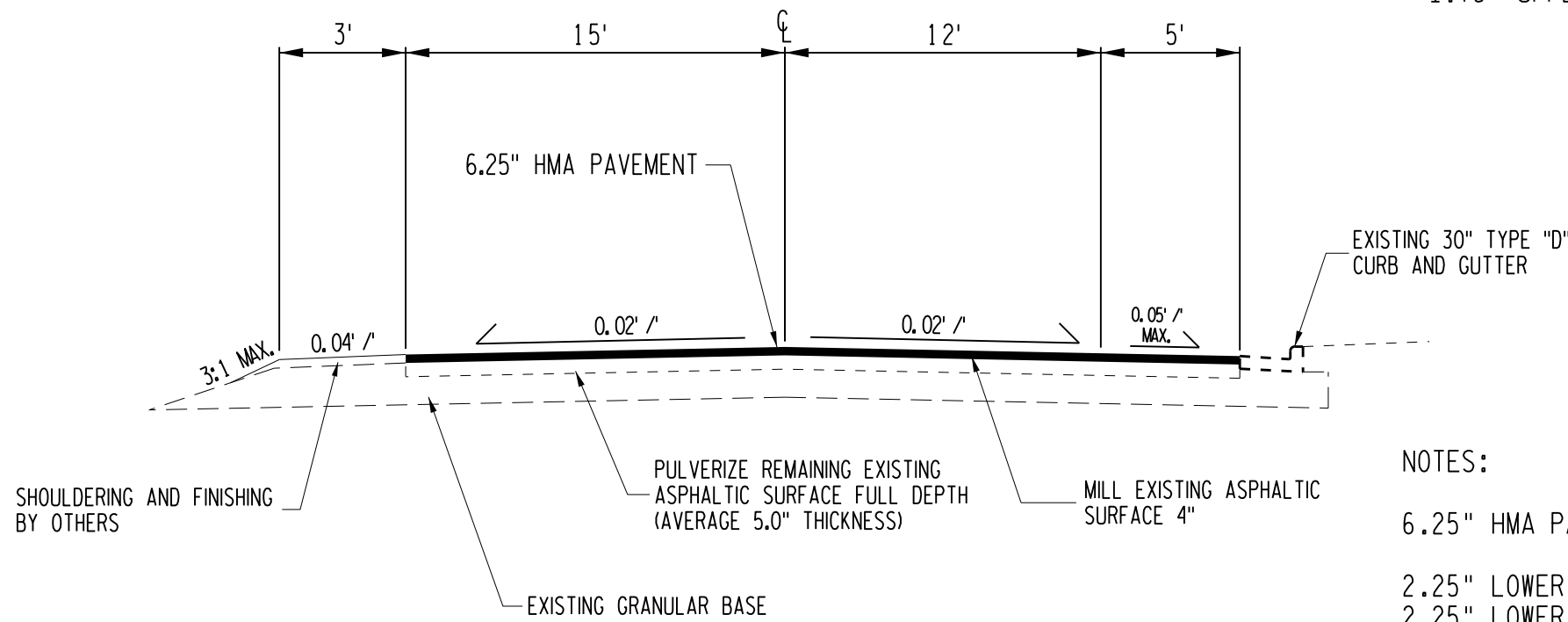
COUNTY: DODGE COUNTY, WISCONSIN



TYPICAL FINISHED SECTION

C.T.H. "P"
 STA. 23+54.47 - STA. 59+91.48
 STA. 80+01.47 - STA. 228+84.07
 STA. 233+66.95 - STA. 405+83.35

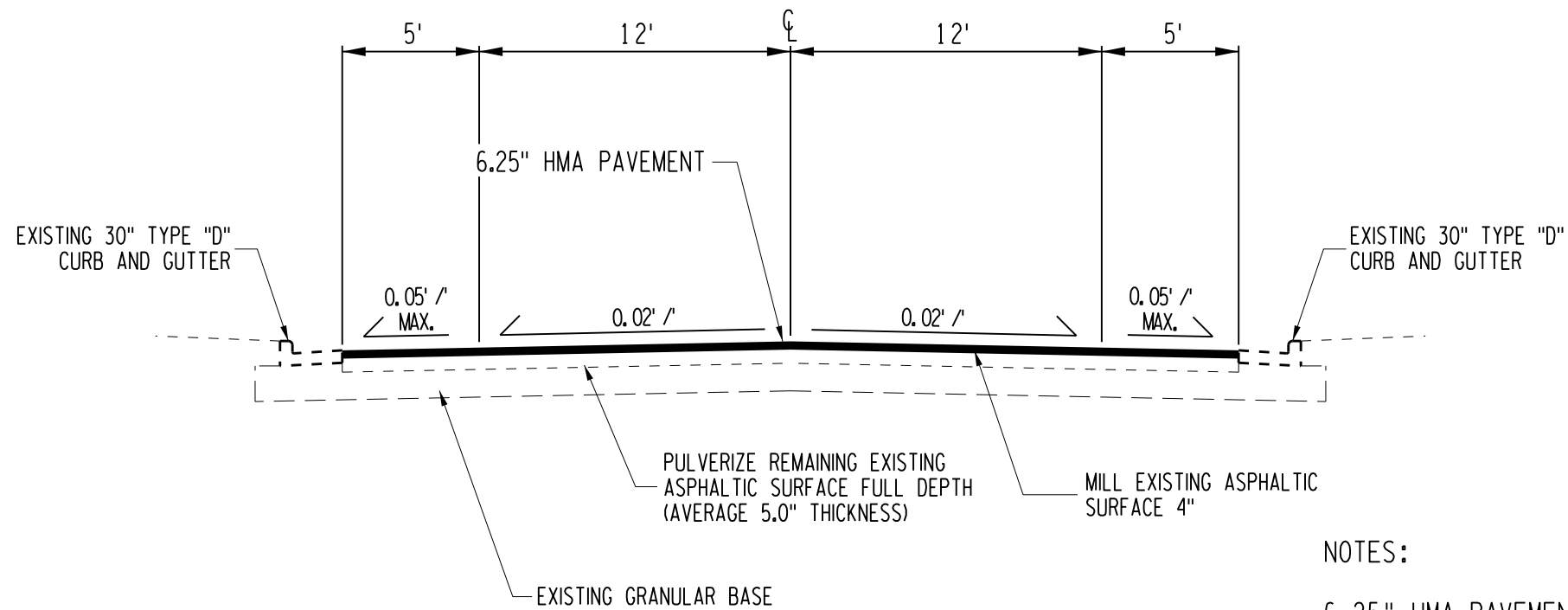
- NOTES:
- 6.25" HMA PAVEMENT
 - 2.25" LOWER 3 LT 58-28S
 - 2.25" LOWER 3 LT 58-28S
 - 1.75" UPPER 4 LT 58-34S



TYPICAL FINISHED SECTION

C. T. H. "P"
 STA. 59+91.48 - STA. 63+00.24

- NOTES:
- 6.25" HMA PAVEMENT
 - 2.25" LOWER 3 LT 58-28S
 - 2.25" LOWER 3 LT 58-28S
 - 1.75" UPPER 4 LT 58-34S

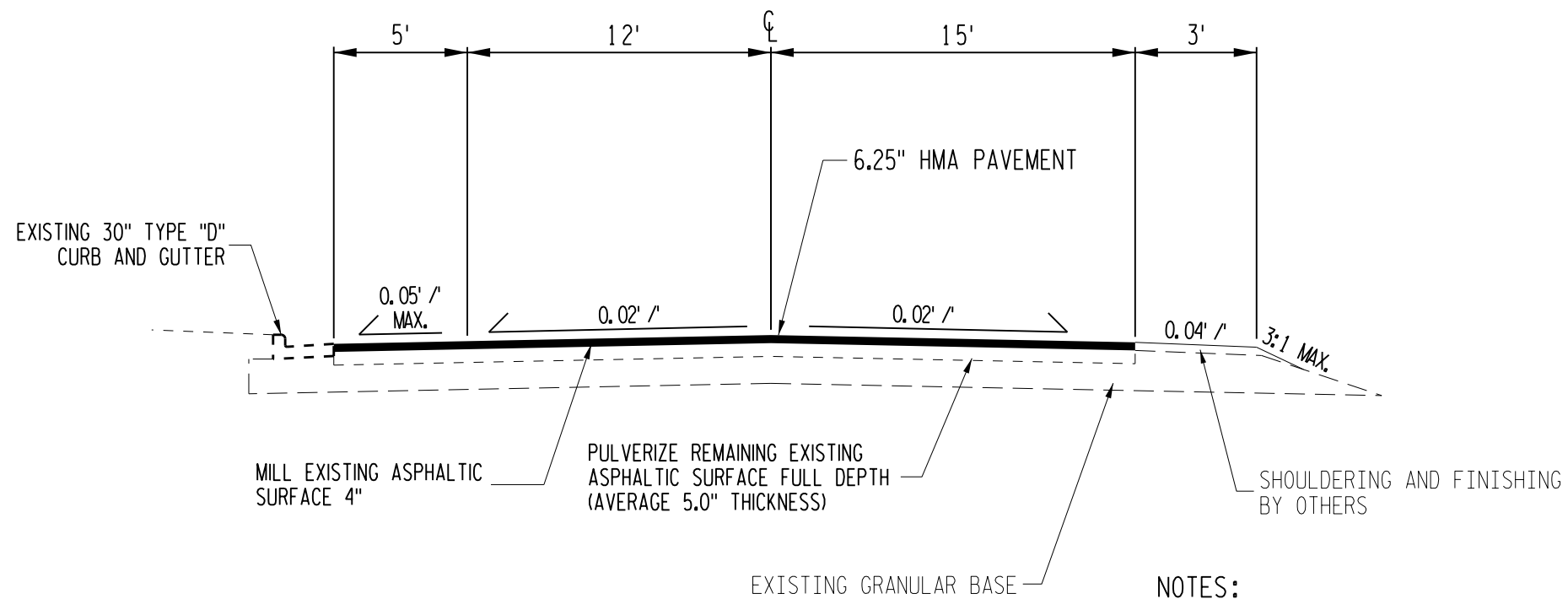


TYPICAL FINISHED SECTION

C. T. H. "P"
 STA. 63+00.24 - STA. 70+27.47
 STA. 70+33.95 - STA. 79+97.65

NOTES:

- 6.25" HMA PAVEMENT
- 2.25" LOWER 3 LT 58-28S
- 2.25" LOWER 3 LT 58-28S
- 1.75" UPPER 4 LT 58-34S

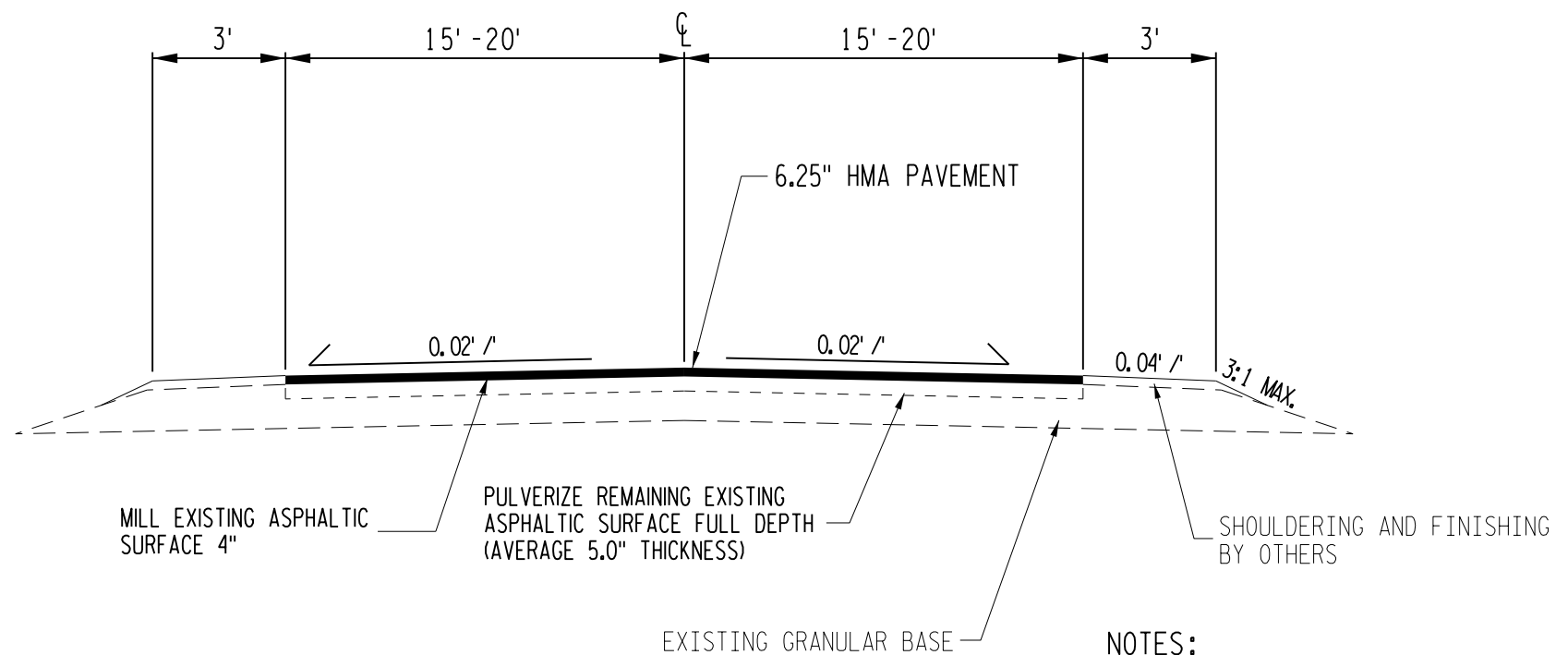


TYPICAL FINISHED SECTION

C. T. H. "P"
 STA. 79+97.65 - STA. 80+01.47

NOTES:

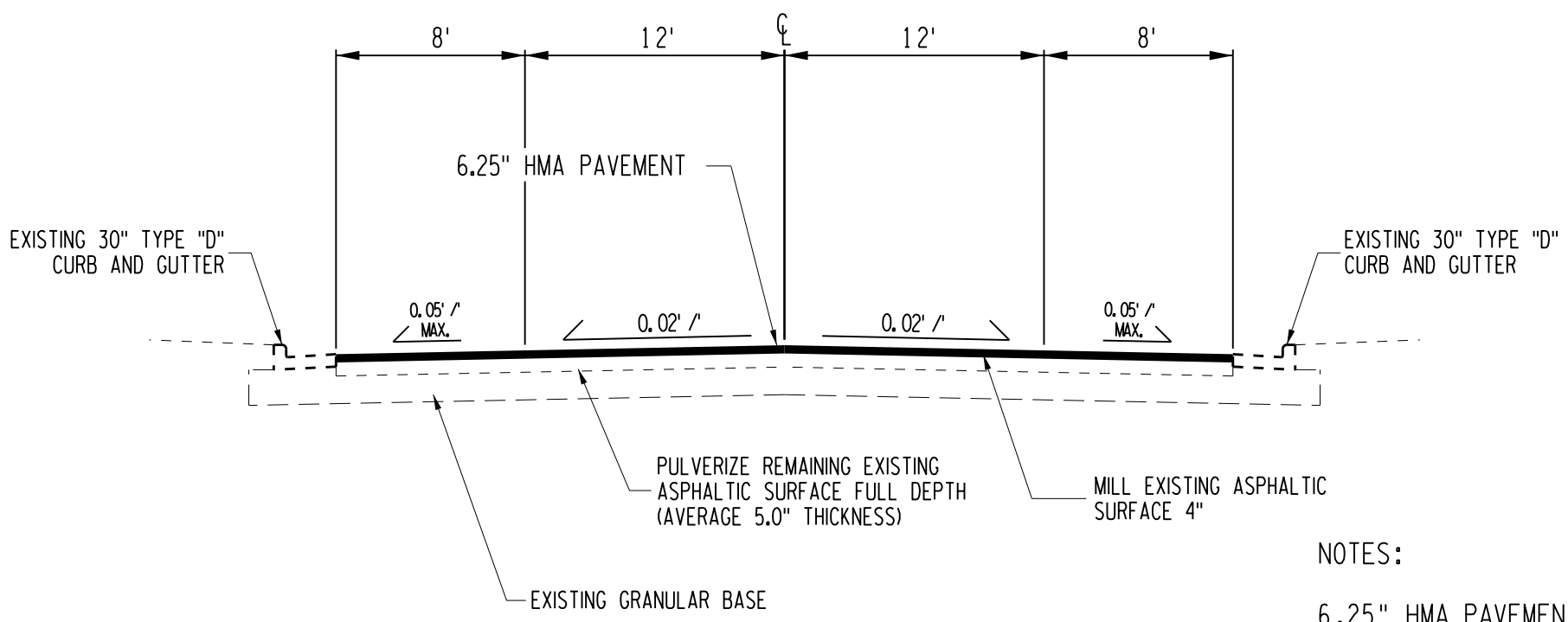
- 6.25" HMA PAVEMENT
- 2.25" LOWER 3 LT 58-28S
- 2.25" LOWER 3 LT 58-28S
- 1.75" UPPER 4 LT 58-34S



TYPICAL FINISHED SECTION

C. T. H. "P"
 STA. 228+84.07 - STA. 229+03.34

- NOTES:
- 6.25" HMA PAVEMENT
 - 2.25" LOWER 3 LT 58-28S
 - 2.25" LOWER 3 LT 58-28S
 - 1.75" UPPER 4 LT 58-34S



TYPICAL FINISHED SECTION

C. T. H. "P"
 STA. 229+03.34 - STA. 233+66.95

- NOTES:
- 6.25" HMA PAVEMENT
 - 2.25" LOWER 3 LT 58-28S
 - 2.25" LOWER 3 LT 58-28S
 - 1.75" UPPER 4 LT 58-34S

HORIZONTAL ALIGNMENT

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: CTH P Design 1
 Description: design centerline
 Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (359)	18+41.84	675894.1173	948134.7628
P.I. (360)	24+15.16	676467.4288	948137.5240
Tangent Direction:	N 0°16'33" E		
Tangent Length:	573.3181		
Element: Linear			
P.I. (360)	24+15.16	676467.4288	948137.5240
P.I. (361)	41+87.93	678239.6230	948182.8760
Tangent Direction:	N 1°27'57" E		
Tangent Length:	1772.7744		
Element: Linear			
P.I. (361)	41+87.93	678239.6230	948182.8760
P.I. (362)	60+60.46	680111.0763	948246.2335
Tangent Direction:	N 1°56'20" E		
Tangent Length:	1872.5255		
Element: Linear			
P.I. (362)	60+60.46	680111.0763	948246.2335
P.I. (363)	68+30.77	680880.6200	948280.5820
Tangent Direction:	N 2°33'20" E		
Tangent Length:	770.3099		
Element: Linear			
P.I. (363)	68+30.77	680880.6200	948280.5820
P.I. (364)	77+61.98	681811.8260	948278.1350
Tangent Direction:	N 0°09'02" W		
Tangent Length:	931.2092		
Element: Linear			
P.I. (364)	77+61.98	681811.8260	948278.1350
P.C. (365)	91+84.85	683234.5590	948298.0698
Tangent Direction:	N 0°48'10" E		
Tangent Length:	1422.8727		
Element: Circular			
P.C. (365)	91+84.85	683234.5590	948298.0698
P.I. ()	94+63.66	683513.3420	948301.9760
CC (374)		683555.6502	925382.0074
P.T. (375)	97+42.44	683792.1375	948299.0990
Radius:	22918.3118		
Delta:	1°23'38" Left		
Degree of Curvature(Arc):	0°15'00"		
Length:	557.5932		
Tangent:	278.8103		
Chord:	557.5794		
Middle Ordinate:	1.6957		
External:	1.6959		
Tangent Direction:	N 0°48'10" E		
Radial Direction:	S 89°11'50" E		
Chord Direction:	N 0°06'21" E		
Radial Direction:	N 89°24'32" E		
Tangent Direction:	N 0°35'28" W		
Element: Linear			
P.T. (375)	97+42.44	683792.1375	948299.0990
P.C. (366)	109+04.94	684954.5772	948287.1035
Tangent Direction:	N 0°35'28" W		
Tangent Length:	1162.5016		
Element: Circular			
P.C. (366)	109+04.94	684954.5772	948287.1035
P.I. ()	111+22.76	685172.3770	948284.8560
CC (372)		685072.8208	959745.6494
P.T. (373)	113+40.51	685390.1049	948290.8868
Radius:	11459.1559		
Delta:	2°10'40" Right		
Degree of Curvature(Arc):	0°30'00"		
Length:	435.5703		
Tangent:	217.8114		
Chord:	435.5441		
Middle Ordinate:	2.0695		
External:	2.0699		
Tangent Direction:	N 0°35'28" W		
Radial Direction:	N 89°24'32" E		
Chord Direction:	N 0°29'52" E		
Radial Direction:	S 88°24'48" E		
Tangent Direction:	N 1°35'12" E		
Element: Linear			
P.T. (373)	113+40.51	685390.1049	948290.8868
P.C. (376)	119+35.93	685985.2941	948307.3729
Tangent Direction:	N 1°35'12" E		
Tangent Length:	595.4175		

Element: Circular			
P.C. (376)	119+35.93	685985.2941	948307.3729
P.I. ()	121+08.86	686158.1570	948312.1610
CC (377)		686302.5781	936852.6104
P.T. (378)	122+81.76	686331.0857	948311.7308
Radius:	11459.1559		
Delta:	1°43'45" Left		
Degree of Curvature(Arc):	0°30'00"		
Length:	345.8322		
Tangent:	172.9292		
Chord:	345.8191		
Middle Ordinate:	1.3046		
External:	1.3048		
Tangent Direction:	N 1°35'12" E		
Radial Direction:	S 88°24'48" E		
Chord Direction:	N 0°43'19" E		
Radial Direction:	N 89°51'27" E		
Tangent Direction:	N 0°08'33" W		
Element: Linear			
P.T. (378)	122+81.76	686331.0857	948311.7308
P.I. (367)	143+99.89	688449.2012	948306.4614
Tangent Direction:	N 0°08'33" W		
Tangent Length:	2118.1220		
Element: Linear			
P.I. (367)	143+99.89	688449.2012	948306.4614
P.C. (368)	167+21.14	690770.4504	948308.9911
Tangent Direction:	N 0°03'45" E		
Tangent Length:	2321.2506		
Element: Circular			
P.C. (368)	167+21.14	690770.4504	948308.9911
P.I. ()	172+71.46	691320.7692	948309.5909
CC (379)		690772.5318	946399.1329
P.T. (380)	177+92.75	691787.0288	948017.2672
Radius:	1909.8593		
Delta:	32°08'54" Left		
Degree of Curvature(Arc):	3°00'00"		
Length:	1071.6098		
Tangent:	550.3191		
Chord:	1057.6079		
Middle Ordinate:	74.6675		
External:	77.7055		
Tangent Direction:	N 0°03'45" E		
Radial Direction:	S 89°56'15" E		
Chord Direction:	N 16°00'42" W		
Radial Direction:	N 57°54'51" E		
Tangent Direction:	N 32°05'09" W		
Element: Linear			
P.T. (380)	177+92.75	691787.0288	948017.2672
P.C. (369)	183+34.69	692246.1940	947729.3913
Tangent Direction:	N 32°05'09" W		
Tangent Length:	541.9458		
Element: Circular			
P.C. (369)	183+34.69	692246.1940	947729.3913
P.I. ()	189+19.17	692741.3915	947418.9249
CC (381)		693260.6910	949347.5256
P.T. (382)	194+69.07	693325.5287	947438.7672
Radius:	1909.8593		
Delta:	34°01'53" Right		
Degree of Curvature(Arc):	3°00'00"		
Length:	1134.3786		
Tangent:	584.4741		
Chord:	1117.7772		
Middle Ordinate:	83.6046		
External:	87.4320		
Tangent Direction:	N 32°05'09" W		
Radial Direction:	N 57°54'51" E		
Chord Direction:	N 15°04'13" W		
Radial Direction:	S 88°03'16" E		
Tangent Direction:	N 1°56'44" E		
Element: Linear			
P.T. (382)	194+69.07	693325.5287	947438.7672
P.I. (370)	212+11.40	695066.8501	947497.9173
Tangent Direction:	N 1°56'44" E		
Tangent Length:	1742.3257		
Element: Linear			
P.I. (370)	212+11.40	695066.8501	947497.9173
P.C. (901)	232+41.80	697096.1064	947566.2696
Tangent Direction:	N 1°55'45" E		
Tangent Length:	2030.4072		
Element: Circular			
P.C. (901)	232+41.80	697096.1064	947566.2696
P.I. ()	234+11.25	697265.4590	947571.9740
CC (902)		697867.6365	924660.9480
P.T. (903)	235+80.70	697434.8774	947575.1736

Radius:	22918.3118		
Delta:	0°50'50" Left		
Degree of Curvature(Arc):	0°15'00"		
Length:	338.8910		
Tangent:	169.4486		
Chord:	338.8879		
Middle Ordinate:	0.6264		
External:	0.6264		
Tangent Direction:	N 1°55'45" E		
Radial Direction:	S 88°04'15" E		
Chord Direction:	N 1°30'20" E		
Radial Direction:	S 88°55'05" E		
Tangent Direction:	N 1°04'55" E		
Element: Linear			
P.T. (903)	235+80.70	697434.8774	947575.1736
P.C. (895)	277+56.08	701609.5169	947654.0161
Tangent Direction:	N 1°04'55" E		
Tangent Length:	4175.3840		
Element: Circular			
P.C. (895)	277+56.08	701609.5169	947654.0161
P.I. ()	278+99.83	701753.2440	947656.7305
CC (904)		702042.2760	924739.7905
P.T. (905)	280+43.58	701896.9937	947657.6418
Radius:	22918.3118		
Delta:	0°43'08" Left		
Degree of Curvature(Arc):	0°15'00"		
Length:	287.5016		
Tangent:	143.7527		
Chord:	287.4997		
Middle Ordinate:	0.4508		
External:	0.4508		
Tangent Direction:	N 1°04'55" E		
Radial Direction:	S 88°55'05" E		
Chord Direction:	N 0°43'21" E		
Radial Direction:	S 89°38'12" E		
Tangent Direction:	N 0°21'48" E		
Element: Linear			
P.T. (905)	280+43.58	701896.9937	947657.6418
P.I. (890)	307+37.77	704591.1303	947674.7206
Tangent Direction:	N 0°21'48" E		
Tangent Length:	2694.1907		
Element: Linear			
P.I. (890)	307+37.77	704591.1303	947674.7206
P.C. (889)	319+00.67	705754.0234	947679.1462
Tangent Direction:	N 0°13'05" E		
Tangent Length:	1162.9015		
Element: Circular			
P.C. (889)	319+00.67	705754.0234	947679.1462
P.I. ()	330+59.07	706912.4082	947683.5546
CC (896)		705746.7553	949588.9917
P.T. (897)	339+83.22	707443.8043	948712.8712
Radius:	1909.8593		
Delta:	62°28'35" Right		
Degree of Curvature(Arc):	3°00'00"		
Length:	2082.5469		
Tangent:	1158.3931		
Chord:	1980.8955		
Middle Ordinate:	276.8939		
External:	323.8455		
Tangent Direction:	N 0°13'05" E		
Radial Direction:	S 89°46'55" E		
Chord Direction:	N 31°27'22" E		
Radial Direction:	S 27°18'20" E		
Tangent Direction:	N 62°41'40" E		
Element: Linear			
P.T. (897)	339+83.22	707443.8043	948712.8712
P.C. (898)	346+09.60	707731.1471	949269.4555
Tangent Direction:	N 62°41'40" E		
Tangent Length:	626.3800		

HORIZONTAL ALIGNMENT

Element: Circular
 P.C. (898) 346+09.60 707731.1471 949269.4555
 P.I. () 357+80.53 708268.2941 950309.9114
 CC (899) 709428.1962 948393.3350
 P.T. (900) 367+10.42 709439.2039 950303.1626
 Radius: 1909.8593
 Delta: 63°01'29" Left
 Degree of Curvature(Arc): 3°00'00"
 Length: 2100.8229
 Tangent: 1170.9293
 Chord: 1996.4991
 Middle Ordinate: 281.6516
 External: 330.3724
 Tangent Direction: N 62°41'40" E
 Radial Direction: S 27°18'20" E
 Chord Direction: N 31°10'56" E
 Radial Direction: N 89°40'11" E
 Tangent Direction: N 0°19'49" W

Element: Linear
 P.T. (900) 367+10.42 709439.2039 950303.1626
 P.C. (906) 395+06.85 712235.5848 950287.0450
 Tangent Direction: N 0°19'49" W
 Tangent Length: 2796.4273

Element: Circular
 P.C. (906) 395+06.85 712235.5848 950287.0450
 P.I. () 396+42.97 712371.7015 950286.2604
 CC (907) 712367.6777 973204.9761
 P.T. (908) 397+79.08 712507.8180 950287.0928
 Radius: 22918.3118
 Delta: 0°40'50" Right
 Degree of Curvature(Arc): 0°15'00"
 Length: 272.2348
 Tangent: 136.1190
 Chord: 272.2332
 Middle Ordinate: 0.4042
 External: 0.4042
 Tangent Direction: N 0°19'49" W
 Radial Direction: N 89°40'11" E
 Chord Direction: N 0°00'36" E
 Radial Direction: S 89°38'59" E
 Tangent Direction: N 0°21'01" E

Element: Linear
 P.T. (908) 397+79.08 712507.8180 950287.0928
 P.I. (894) 405+83.35 713312.0668 950292.0107
 Tangent Direction: N 0°21'01" E
 Tangent Length: 804.2639

Element: Linear
 P.I. (894) 405+83.35 713312.0668 950292.0107
 P.I. (1020) 410+00.81 713729.5150 950295.5940
 Tangent Direction: N 0°29'31" E
 Tangent Length: 417.4636

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: Rolling Hills RL
 Description: reference center line
 Style: Proposed Centerline

STATION	NORTHING	EASTING
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Element: Linear
 P.I. (564) 8+00.00 676501.5279 948138.3966
 P.I. (565) 10+48.34 676499.3093 948386.7239
 Tangent Direction: S 89°29'17" E
 Tangent Length: 248.3372

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: Grant Rd Design
 Description: design centerline
 Style: Proposed Centerline

STATION	NORTHING	EASTING
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Element: Linear
 P.I. (383) 8+80.00 683519.3935 947947.1120
 P.I. (384) 12+33.26 683511.1420 948300.2760
 Tangent Direction: S 88°39'42" E
 Tangent Length: 353.2604

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: CTH N Design East
 Description: design centerline
 Style: Proposed Centerline

STATION	NORTHING	EASTING
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Element: Linear
 P.I. () 12+35.46 683513.3389 948300.2801
 P.I. () 15+81.41 683505.8945 948646.1465
 Tangent Direction: S 88°46'01.1" E
 Tangent Length: 345.9465

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: Butler Rd Design
 Description: design centerline
 Style: Proposed Centerline

STATION	NORTHING	EASTING
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Element: Linear
 P.I. (352) 38+30.00 686164.4830 947899.7485
 P.I. (387) 42+41.16 686158.1770 948310.8564
 Tangent Direction: S 89°07'16" E
 Tangent Length: 411.1563

Element: Linear
 P.I. (387) 42+41.16 686158.1770 948310.8564
 P.I. (354) 45+76.92 686151.2575 948646.5460
 Tangent Direction: S 88°49'09" E
 Tangent Length: 335.7609

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: CTH NP Design
 Description: Design Centerline
 Style: Proposed Centerline

STATION	NORTHING	EASTING
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Element: Linear
 P.I. () 48+00.00 690770.4504 948308.9911
 P.C. (558) 48+29.19 690765.7904 948337.8054
 Tangent Direction: S 80°48'48" E
 Tangent Length: 29.1887

Element: Circular
 P.C. (558) 48+29.19 690765.7904 948337.8054
 P.I. () 49+11.41 690752.6636 948418.9718
 CC (538) 690469.6384 948289.9097
 P.T. (559) 49+89.69 690699.9889 948482.1040
 Radius: 300.0000
 Delta: 30°39'12" Right
 Degree of Curvature(Arc): 19°05'55"
 Length: 160.5009
 Tangent: 82.2210
 Chord: 158.5935
 Middle Ordinate: 10.6697
 External: 11.0632
 Tangent Direction: S 80°48'48" E
 Radial Direction: S 9°11'12" W
 Chord Direction: S 65°29'12" E
 Radial Direction: S 39°50'24" W
 Tangent Direction: S 50°09'36" E

Element: Linear
 P.T. (559) 49+89.69 690699.9889 948482.1040
 P.I. (479) 50+79.56 690642.4150 948551.1080
 Tangent Direction: S 50°09'36" E
 Tangent Length: 89.8683

Element: Linear
 P.I. (479) 50+79.56 690642.4150 948551.1080
 P.I. (557) 62+90.56 689857.6690 949473.4420
 Tangent Direction: S 49°36'29" E
 Tangent Length: 1211.0022

a
 Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: Woodland Improved CL
 Description: Design Centerline
 Style: Proposed Centerline

STATION	NORTHING	EASTING
---------	----------	---------

Element: Linear
 P.I. (37332) 14+41.90 692014.8600 947381.4400
 P.C. (560) 17+38.91 692013.6805 947678.4474
 Tangent Direction: S 89°46'21" E
 Tangent Length: 297.0097

Element: Circular
 P.C. (560) 17+38.91 692013.6805 947678.4474
 P.I. () 18+17.80 692013.3673 947757.3347
 CC (450) 692413.6774 947680.0358
 P.T. (562) 18+94.69 692043.0288 947830.4340
 Radius: 400.0000
 Delta: 22°18'48" Left
 Degree of Curvature(Arc): 14°19'26"
 Length: 155.7768
 Tangent: 78.8880
 Chord: 154.7943
 Middle Ordinate: 7.5593
 External: 7.7049
 Tangent Direction: S 89°46'21" E
 Radial Direction: S 0°13'39" W
 Chord Direction: N 79°04'15" E
 Radial Direction: S 22°05'09" E
 Tangent Direction: N 67°54'51" E

Element: Linear
 P.T. (562) 18+94.69 692043.0288 947830.4340
 P.I. (561) 19+17.34 692051.5468 947851.4263
 Tangent Direction: N 67°54'51" E
 Tangent Length: 22.6547

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: CTH S Design CL
 Description: paving centerline
 Style: Proposed Centerline

STATION	NORTHING	EASTING
---------	----------	---------

Element: Linear
 P.I. (312) 154+54.47 697268.5680 946068.7462
 P.I. (313) 167+42.03 697268.7700 947356.3105
 Tangent Direction: N 89°59'28" E
 Tangent Length: 1287.5643

Element: Linear
 P.I. (313) 167+42.03 697268.7700 947356.3105
 P.I. (371) 169+57.72 697265.4590 947571.9740
 Tangent Direction: S 89°07'14" E
 Tangent Length: 215.6889

Element: Linear
 P.I. (371) 169+57.72 697265.4590 947571.9740
 P.I. (314) 172+91.88 697259.7205 947906.0765
 Tangent Direction: S 89°00'58" E
 Tangent Length: 334.1518

HORIZONTAL ALIGNMENT

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: Illinois Design CL
 Description: paving centerline
 Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (315)	1+00.00	702536.6092	947395.5683
P.I. (762)	3+66.13	702532.9283	947661.6731
Tangent Direction:	S 89°12'27" E		
Tangent Length:	266.1303		
Element: Linear			
P.I. (762)	3+66.13	702532.9283	947661.6731
P.I. (316)	6+76.68	702528.6332	947972.1901
Tangent Direction:	S 89°12'27" E		
Tangent Length:	310.5467		

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: Town Hall Design CL
 Description: paving centerline
 Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (317)	0+00.00	706399.5459	947794.1583
P.C. (335)	0+59.84	706444.6696	947754.8574
Tangent Direction:	N 41°03'16" W		
Tangent Length:	59.8390		
Element: Circular			
P.C. (335)	0+59.84	706444.6696	947754.8574
P.I. ()	1+61.32	706521.1958	947688.2062
CC (333)		706632.4141	947970.4181
P.T. (337)	2+54.87	706622.6184	947684.7286
Radius:	285.8573		
Delta:	39°05'27" Right		
Degree of Curvature(Arc):	20°02'37"		
Length:	195.0296		
Tangent:	101.4822		
Chord:	191.2690		
Middle Ordinate:	16.4720		
External:	17.4792		
Tangent Direction:	N 41°03'16" W		
Radial Direction:	N 48°56'44" E		
Chord Direction:	N 21°30'33" W		
Radial Direction:	N 88°02'10" E		
Tangent Direction:	N 1°57'50" W		

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: Iowa Rd Existing CL
 Description: existing centerline
 Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Linear			
P.I. (2266)	180+00.00	707779.3835	949015.9150
P.C. (909)	180+80.90	707777.6567	949096.8005
Tangent Direction:	S 88°46'37" E		
Tangent Length:	80.9039		
Element: Circular			
P.C. (909)	180+80.90	707777.6567	949096.8005
P.I. ()	181+46.18	707776.2634	949162.0651
CC (910)		707500.6483	949090.8868
P.T. (911)	182+09.12	707745.8807	949219.8431
Radius:	277.0715		
Delta:	26°30'53" Right		
Degree of Curvature(Arc):	20°40'45"		
Length:	128.2206		
Tangent:	65.2795		
Chord:	127.0795		
Middle Ordinate:	7.3841		
External:	7.5862		
Tangent Direction:	S 88°46'37" E		
Radial Direction:	S 1°13'23" W		
Chord Direction:	S 75°31'11" E		
Radial Direction:	S 27°44'16" W		
Tangent Direction:	S 62°15'44" E		
Element: Linear			
P.T. (911)	182+09.12	707745.8807	949219.8431
P.I. (912)	182+52.87	707725.5218	949258.5591
Tangent Direction:	S 62°15'44" E		
Tangent Length:	43.7426		

Project Name: CTH P Design
 Description: design data for resurfacing project
 Horizontal Alignment Name: Buchanan Design CL
 Description: paving centerline
 Style: Proposed Centerline

	STATION	NORTHING	EASTING
Element: Circular			
P.C. ()	228+50.00	708282.2796	950308.3578
P.I. ()	230+23.94	708456.0959	950301.6988
CC (319)		708270.9325	950012.1676
P.T. (318)	231+64.60	708535.0480	950146.7052
Radius:	296.4075		
Delta:	60°48'44" Left		
Degree of Curvature(Arc):	19°19'48"		
Length:	314.5991		
Tangent:	173.9438		
Chord:	300.0390		
Middle Ordinate:	40.7680		
External:	47.2695		
Tangent Direction:	N 2°11'38" W		
Radial Direction:	N 87°48'22" E		
Chord Direction:	N 32°36'00" W		
Radial Direction:	N 26°59'38" E		
Tangent Direction:	N 63°00'22" W		
Element: Linear			
P.T. (318)	231+64.60	708535.0480	950146.7052
P.I. ()	232+22.48	708561.3220	950095.1257
Tangent Direction:	N 63°00'22" W		
Tangent Length:	57.8858		

SUPERELEVATION

Superelevation data for project 313-2314
C.T.H. "P" - 4

Input data:
Curve direction: Left Roadway width: 15
Full bank superelevation rate: 5.5% Design Speed: 60 mph
PC Station: 167+21.14 PT Station: 177+92.75
Run-in length: 53' Run-out length: 53'
% super at PC: 66.667 % super at PT: 66.667
Transition length/rate at PC: 147.0'/1:178.2
Transition length/rate at PT: 147.0'/1:178.2

Begin outer transition: 165+70.14
O elevation: 166+23.14
Begin inner transition: 166+76.59
PC Station: 167+21.14
Begin full bank: 167+70.14

End full bank: 177+43.75
PT Station: 177+92.75
End inner transition: 178+37.30
O elevation: 178+90.75
End outer transition: 179+43.75

Station	Left	Right	Left	Right
165+50.00	-0.300	-0.300	-2.00%	-2.00%
165+75.00	-0.300	-0.272	-2.00%	-1.82%
166+00.00	-0.300	-0.131	-2.00%	-0.87%
166+25.00	-0.300	+0.010	-2.00%	+0.07%
166+50.00	-0.300	+0.151	-2.00%	+1.00%
166+75.00	-0.300	+0.291	-2.00%	+1.94%
167+00.00	-0.431	+0.431	-2.88%	+2.88%
167+25.00	-0.572	+0.572	-3.81%	+3.81%
167+50.00	-0.712	+0.712	-4.75%	+4.75%
167+75.00	-0.825	+0.825	-5.50%	+5.50%
177+25.00	-0.825	+0.825	-5.50%	+5.50%
177+50.00	-0.790	+0.790	-5.27%	+5.27%
177+75.00	-0.650	+0.650	-4.33%	+4.33%
178+00.00	-0.509	+0.509	-3.40%	+3.40%
178+25.00	-0.369	+0.369	-2.46%	+2.46%
178+50.00	-0.300	+0.229	-2.00%	+1.42%
178+75.00	-0.300	+0.088	-2.00%	+0.59%
179+00.00	-0.300	-0.052	-2.00%	-0.35%
179+25.00	-0.300	-0.194	-2.00%	-1.29%
179+50.00	-0.300	-0.300	-2.00%	-2.00%

Superelevation data for project 313-2314
C.T.H. "P" - 5

Input data:
Curve direction: Right Roadway width: 15
Full bank superelevation rate: 5.5% Design Speed: 60 mph
PC Station: 183+34.69 PT Station: 194+69.07
Run-in length: 53' Run-out length: 53'
% super at PC: 66.667 % super at PT: 66.667
Transition length/rate at PC: 147.0'/1:178.2
Transition length/rate at PT: 147.0'/1:178.2

Begin outer transition: 181+83.69
O elevation: 182+36.69
Begin inner transition: 182+90.14
PC Station: 183+34.69
Begin full bank: 183+83.69

End full bank: 194+20.07
PT Station: 194+69.07
End inner transition: 195+13.62
O elevation: 195+67.07
End outer transition: 196+20.07

Station	Left	Right	Left	Right
181+75.00	-0.300	-0.300	-2.00%	-2.00%
182+00.00	-0.208	-0.300	-1.38%	-2.00%
182+25.00	-0.066	-0.300	-0.44%	-2.00%
182+50.00	+0.075	-0.300	+0.50%	-2.00%
182+75.00	+0.215	-0.300	+1.43%	-2.00%
183+00.00	+0.355	-0.355	+2.37%	-2.37%
183+25.00	+0.496	-0.496	+3.30%	-3.30%
183+50.00	+0.636	-0.636	+4.24%	-4.24%
183+75.00	+0.776	-0.776	+5.17%	-5.17%
184+00.00	+0.825	-0.825	+5.50%	-5.50%
194+00.00	+0.825	-0.825	+5.50%	-5.50%
194+25.00	+0.797	-0.797	+5.32%	-5.32%
194+50.00	+0.657	-0.657	+4.38%	-4.38%
194+75.00	+0.517	-0.517	+3.44%	-3.44%
195+00.00	+0.376	-0.376	+2.51%	-2.51%
195+25.00	+0.236	-0.300	+1.57%	-2.00%
195+50.00	+0.096	-0.300	+0.64%	-2.00%
195+75.00	-0.045	-0.300	-0.30%	-2.00%
196+00.00	-0.186	-0.300	-1.24%	-2.00%
196+25.00	-0.300	-0.300	-2.00%	-2.00%

Superelevation data for project 313-2314
C.T.H. "P" - 8

Input data:
Curve direction: Right Roadway width: 15
Full bank superelevation rate: 5.5% Design Speed: 60 mph
PC Station: 319+00.67 PT Station: 339+83.22
Run-in length: 53' Run-out length: 53'
% super at PC: 66.667 % super at PT: 66.667
Transition length/rate at PC: 147.0'/1:178.2
Transition length/rate at PT: 147.0'/1:178.2

Begin outer transition: 317+49.67
O elevation: 318+02.67
Begin inner transition: 318+56.12
PC Station: 319+00.67
Begin full bank: 319+49.67

End full bank: 339+34.22
PT Station: 339+83.22
End inner transition: 340+27.77
O elevation: 340+81.22
End outer transition: 341+34.22

Station	Left	Right	Left	Right
317+25.00	-0.300	-0.300	-2.00%	-2.00%
317+50.00	-0.298	-0.300	-1.99%	-2.00%
317+75.00	-0.157	-0.300	-1.04%	-2.00%
318+00.00	-0.015	-0.300	-0.10%	-2.00%
318+25.00	+0.125	-0.300	+0.84%	-2.00%
318+50.00	+0.266	-0.300	+1.77%	-2.00%
318+75.00	+0.406	-0.406	+2.71%	-2.71%
319+00.00	+0.546	-0.546	+3.64%	-3.64%
319+25.00	+0.687	-0.687	+4.58%	-4.58%
319+50.00	+0.825	-0.825	+5.50%	-5.50%
339+25.00	+0.825	-0.825	+5.50%	-5.50%
339+50.00	+0.736	-0.736	+4.91%	-4.91%
339+75.00	+0.596	-0.596	+3.97%	-3.97%
340+00.00	+0.456	-0.456	+3.04%	-3.04%
340+25.00	+0.316	-0.316	+2.10%	-2.10%
340+50.00	+0.175	-0.300	+1.17%	-2.00%
340+75.00	+0.035	-0.300	+0.23%	-2.00%
341+00.00	-0.106	-0.300	-0.71%	-2.00%
341+25.00	-0.248	-0.300	-1.65%	-2.00%
341+50.00	-0.300	-0.300	-2.00%	-2.00%

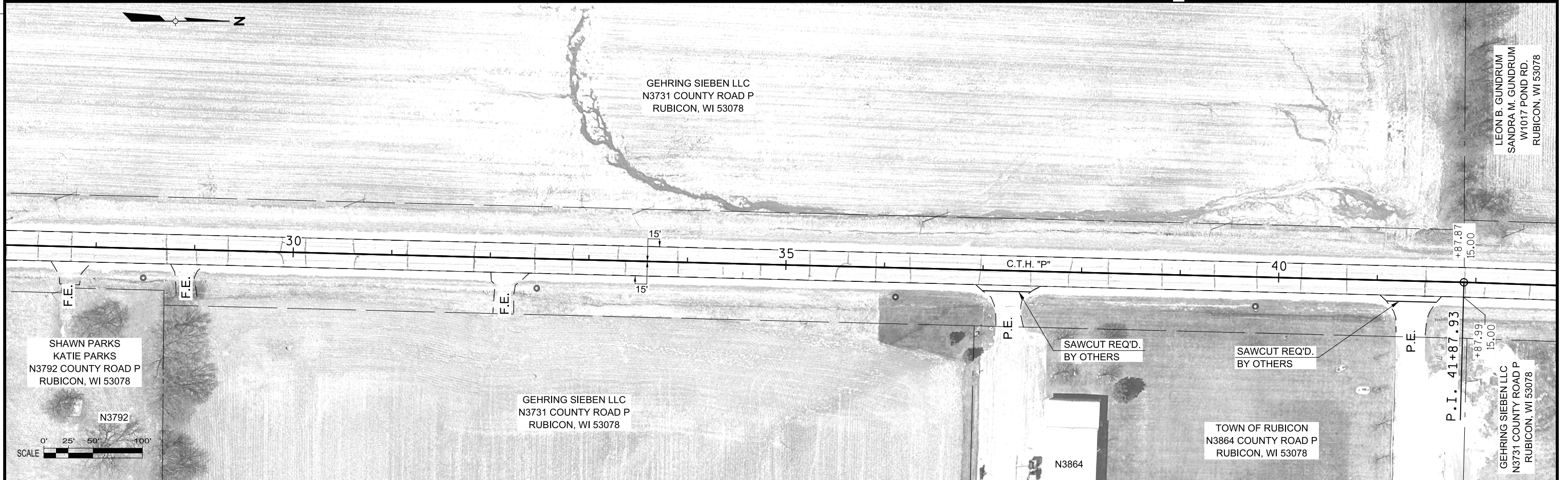
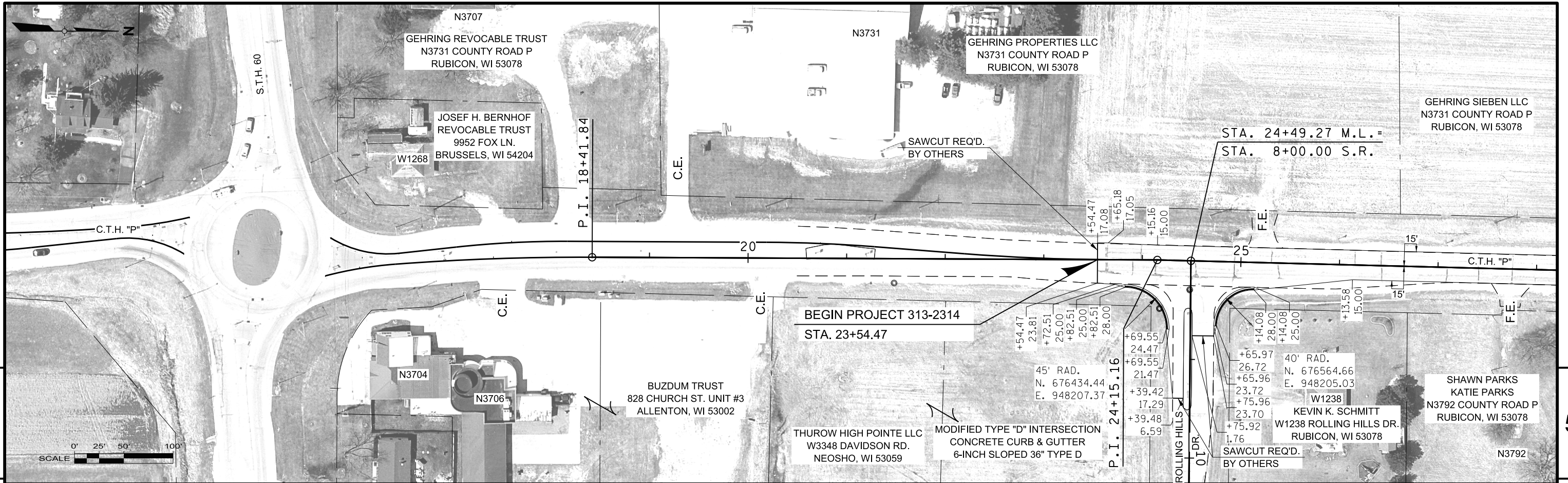
Superelevation data for project 313-2314
C.T.H. "P" - 8

Input data:
Curve direction: Left Roadway width: 15
Full bank superelevation rate: 5.5% Design Speed: 60 mph
PC Station: 346+09.60 PT Station: 367+10.42
Run-in length: 53' Run-out length: 53'
% super at PC: 66.667 % super at PT: 66.667
Transition length/rate at PC: 147.0'/1:178.2
Transition length/rate at PT: 147.0'/1:178.2

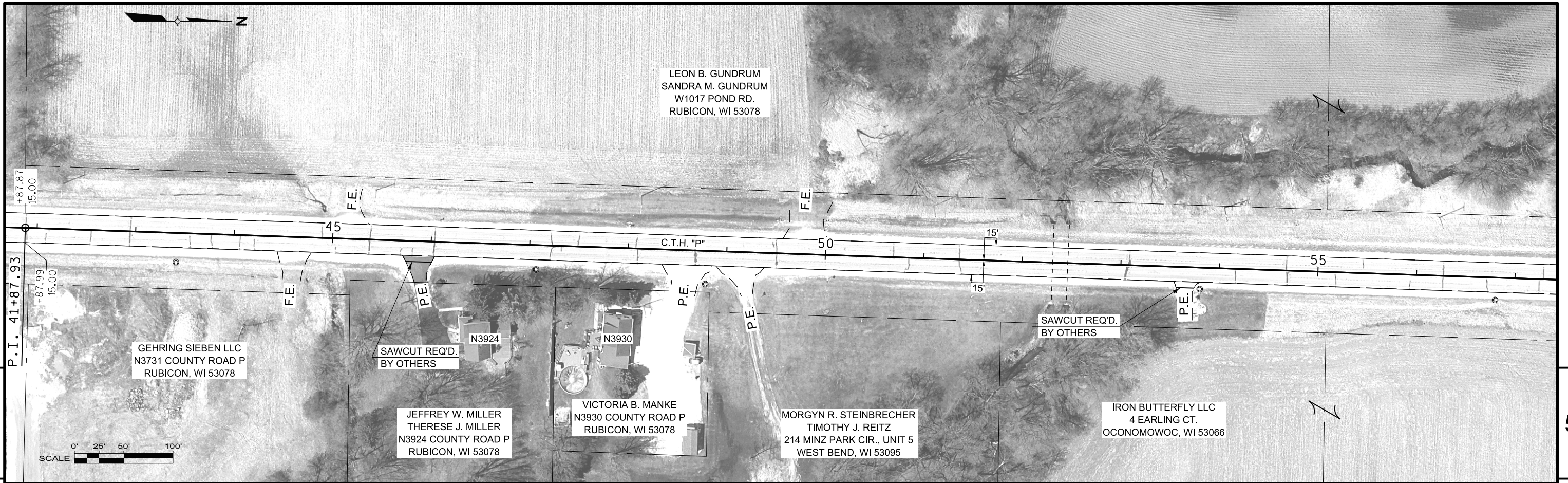
Begin outer transition: 344+58.60
O elevation: 345+11.60
Begin inner transition: 345+65.05
PC Station: 346+09.60
Begin full bank: 346+58.60

End full bank: 366+61.42
PT Station: 367+10.42
End inner transition: 367+54.97
O elevation: 368+08.42
End outer transition: 368+61.42

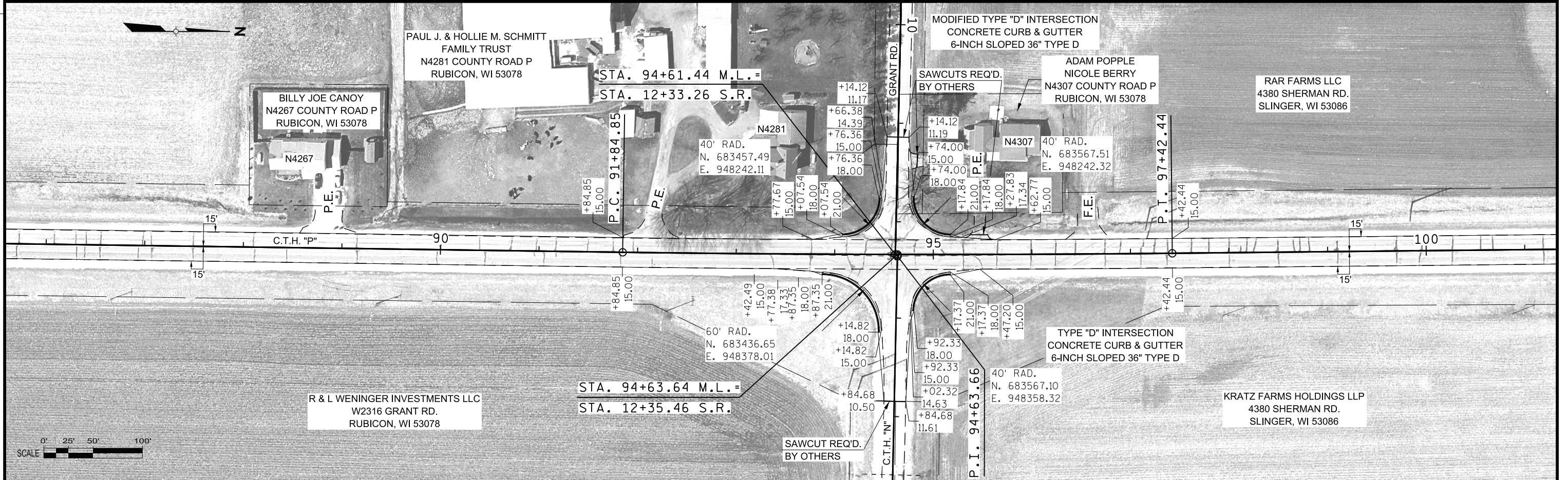
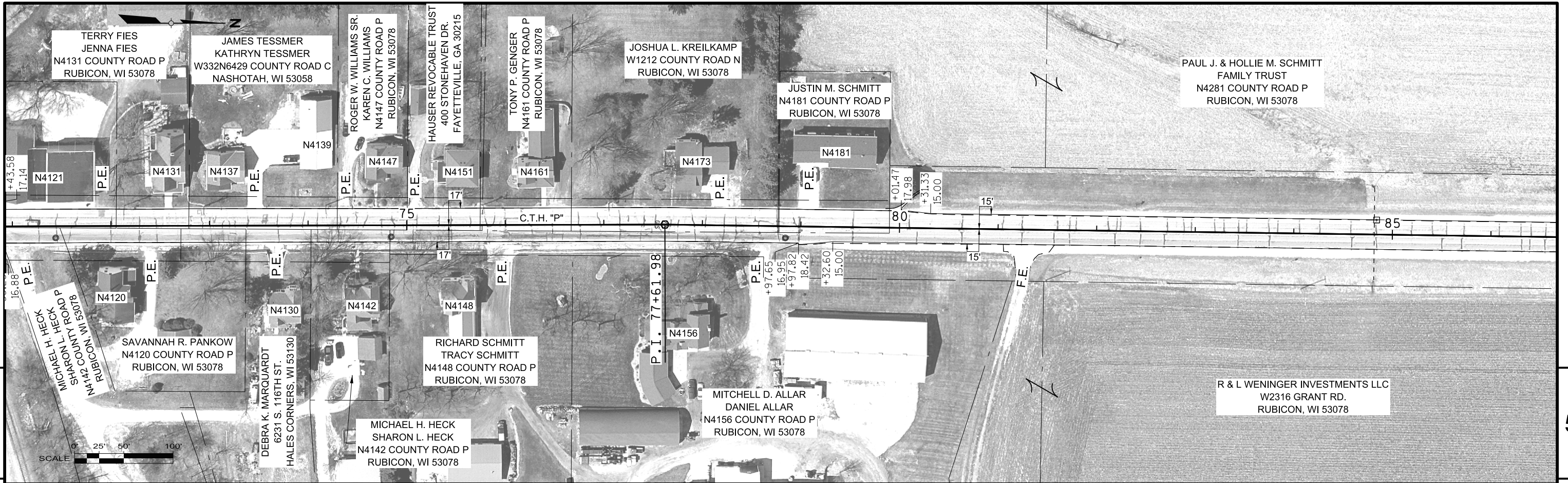
Station	Left	Right	Left	Right
344+50.00	-0.300	-0.300	-2.00%	-2.00%
344+75.00	-0.300	-0.207	-2.00%	-1.38%
345+00.00	-0.300	-0.066	-2.00%	-0.44%
345+25.00	-0.300	+0.075	-2.00%	+0.50%
345+50.00	-0.300	+0.216	-2.00%	+1.44%
345+75.00	-0.356	+0.356	-2.37%	+2.37%
346+00.00	-0.496	+0.496	-3.31%	+3.31%
346+25.00	-0.636	+0.636	-4.24%	+4.24%
346+50.00	-0.777	+0.777	-5.18%	+5.18%
346+75.00	-0.825	+0.825	-5.50%	+5.50%
366+50.00	-0.825	+0.825	-5.50%	+5.50%
366+75.00	-0.749	+0.749	-4.99%	+4.99%
367+00.00	-0.608	+0.608	-4.06%	+4.06%
367+25.00	-0.468	+0.468	-3.12%	+3.12%
367+50.00	-0.328	+0.328	-2.19%	+2.19%
367+75.00	-0.300	+0.188	-2.00%	+1.25%
368+00.00	-0.300	+0.047	-2.00%	+0.32%
368+25.00	-0.300	-0.094	-2.00%	-0.63%
368+50.00	-0.300	-0.235	-2.00%	-1.57%
368+75.00	-0.300	-0.300	-2.00%	-2.00%



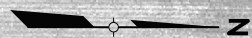
PROJECT NO: 313-2314	HWY: CTH "P"	COUNTY: DODGE	S.T.H. 60 - S.T.H. 33 ROAD	SHEET 5.0	E
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PROJECT NO: 313-2314	HWY: CTH "P"	COUNTY: DODGE	S.T.H. 60 - S.T.H. 33 ROAD	SHEET 5.1	E
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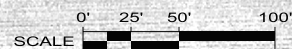
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RAR FARMS LLC
4380 SHERMAN RD.
SLINGER, WI 53086

KRATZ FARMS HOLDINGS LLP
4380 SHERMAN RD.
SLINGER, WI 53086

NICHOLAS F. SCHMITT
VIRGINIA D. SCHMITT
W1171 BUTLER RD.
RUBICON, WI 53078



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RAR FARMS LLC
4380 SHERMAN RD.
SLINGER, WI 53086

DAVID MAULE
KATHERINE MAULE
N4487 COUNTY ROAD P
RUBICON, WI 53078
40' RAD.
N. 686104.07
E. 948252.04

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

SAWCUT REQ'D.
BY OTHERS

CHERRI SPAETH TRUST
N4577 COUNTY ROAD P
RUBICON, WI 53078

STA. 121+08.85 M.L. =
P.I. 42+41.16 S.R.

P.C. 119+35.93

P.E. 121+08.86

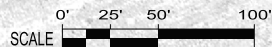
P.T. 122+81.76

115

120

125

130



NICHOLAS F. SCHMITT
VIRGINIA D. SCHMITT
W1171 BUTLER RD.
RUBICON, WI 53078

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

SAWCUT REQ'D.
BY OTHERS

ANTHONY P. JANKOWSKI TRUST
N4644 COUNTY ROAD P
RUBICON, WI 53078

PROJECT NO: 313-2314

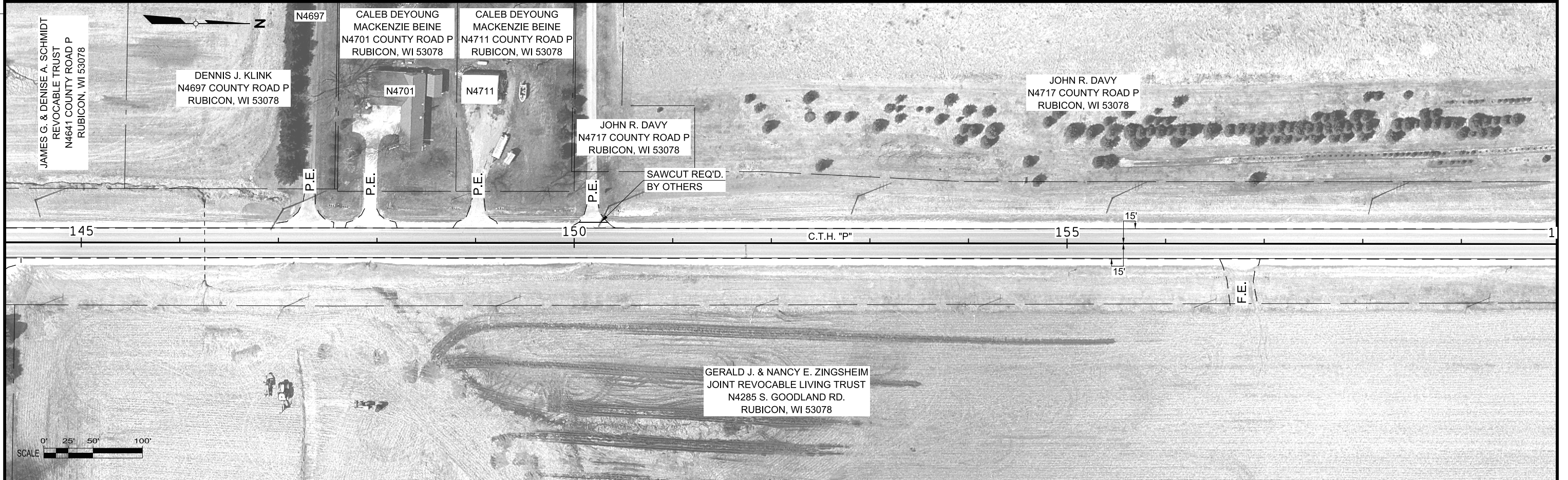
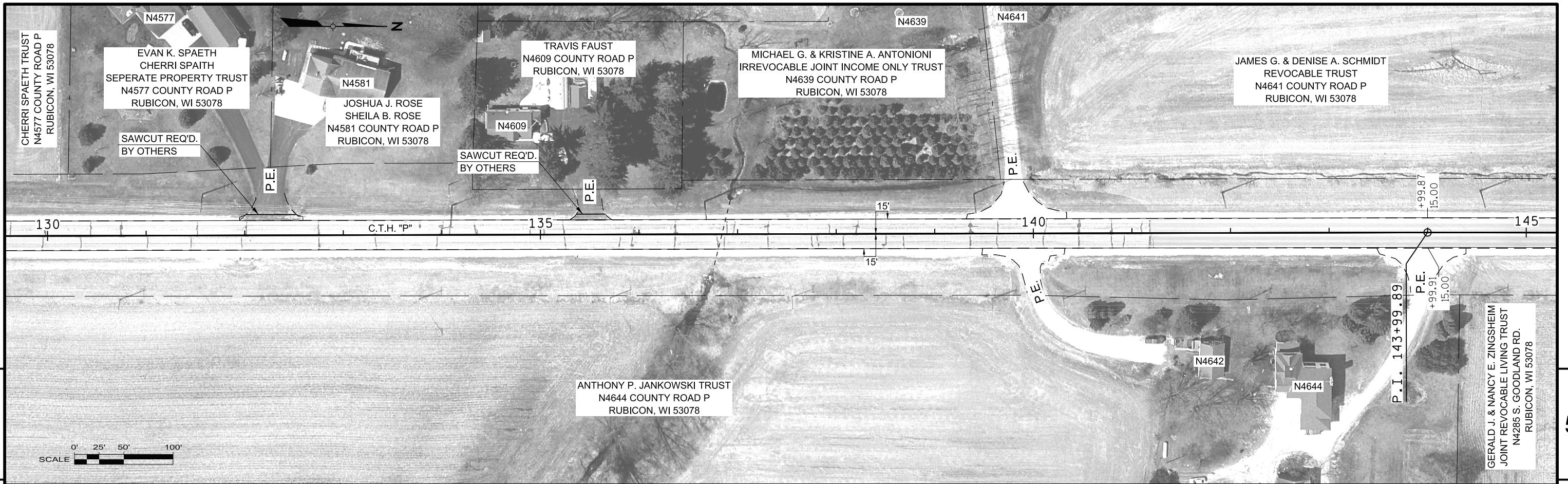
HWY: CTH "P"

COUNTY: DODGE

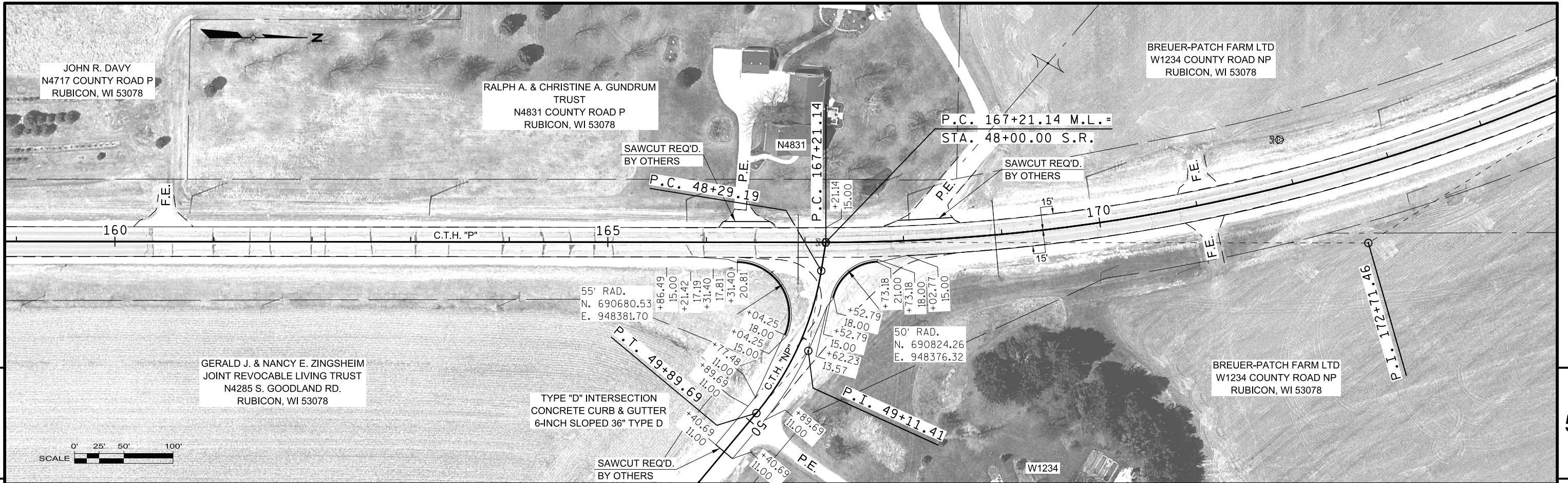
S.T.H. 60 - S.T.H. 33 ROAD

SHEET 5.3

E

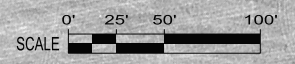
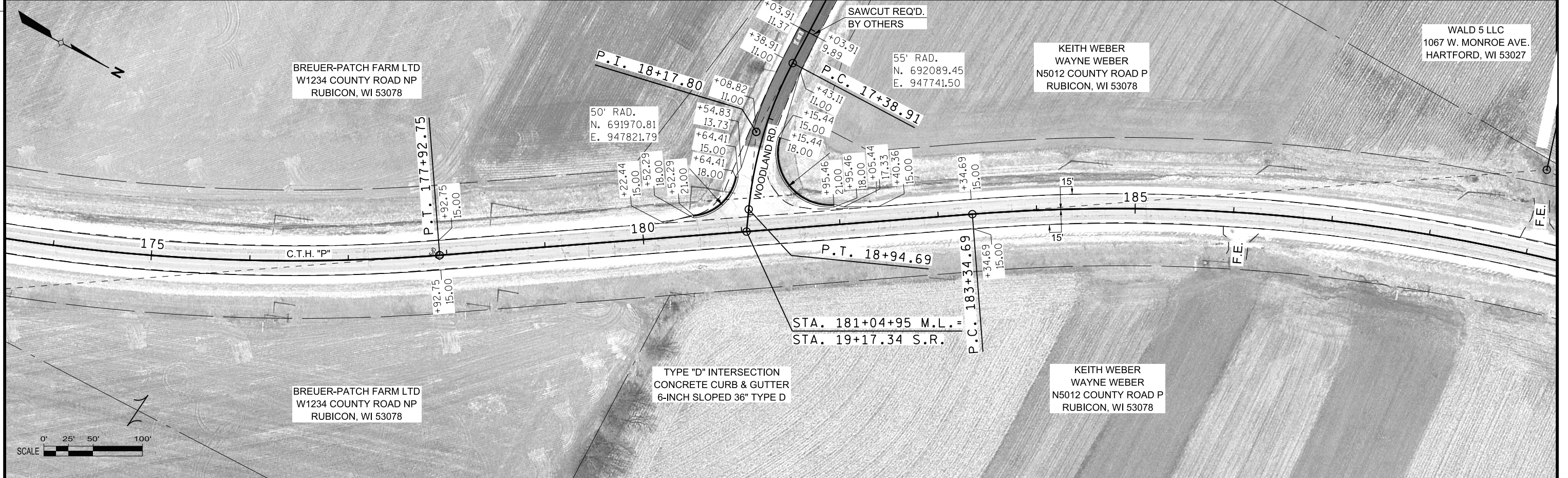
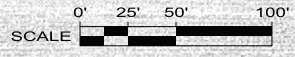


PROJECT NO: 313-2314	HWY: CTH "P"	COUNTY: DODGE	S.T.H. 60 - S.T.H. 33 ROAD	SHEET 5.4	E
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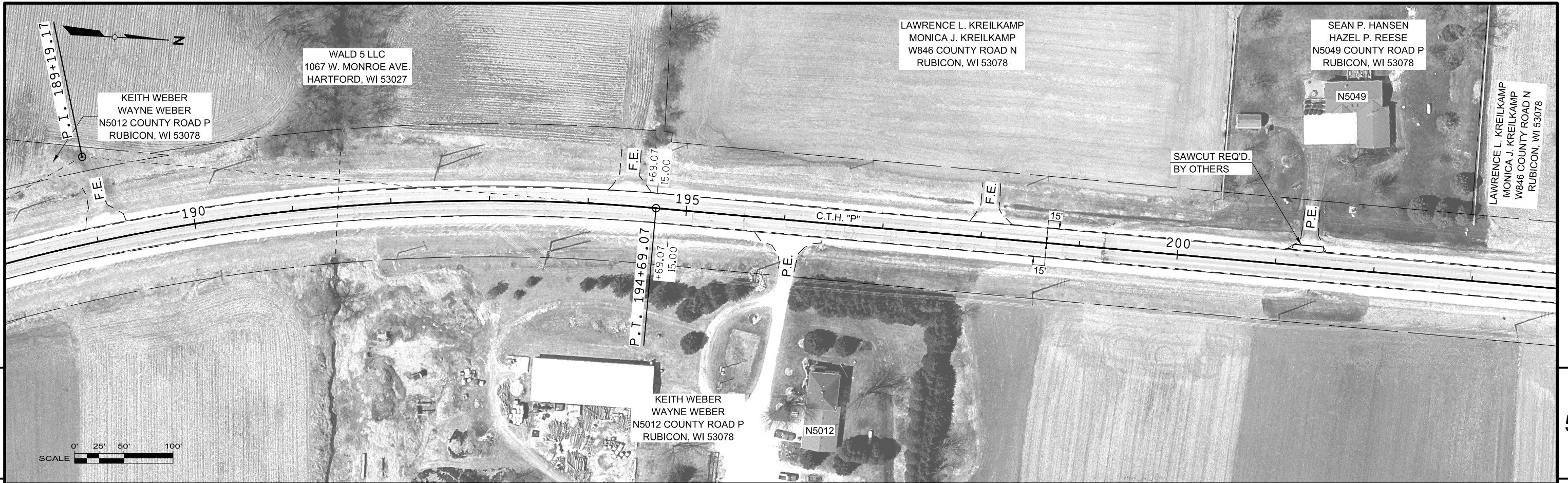


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PROJECT NO: 313-2314	HWY: CTH "P"	COUNTY: DODGE	S.T.H. 60 - S.T.H. 33 ROAD	SHEET 5.5	E
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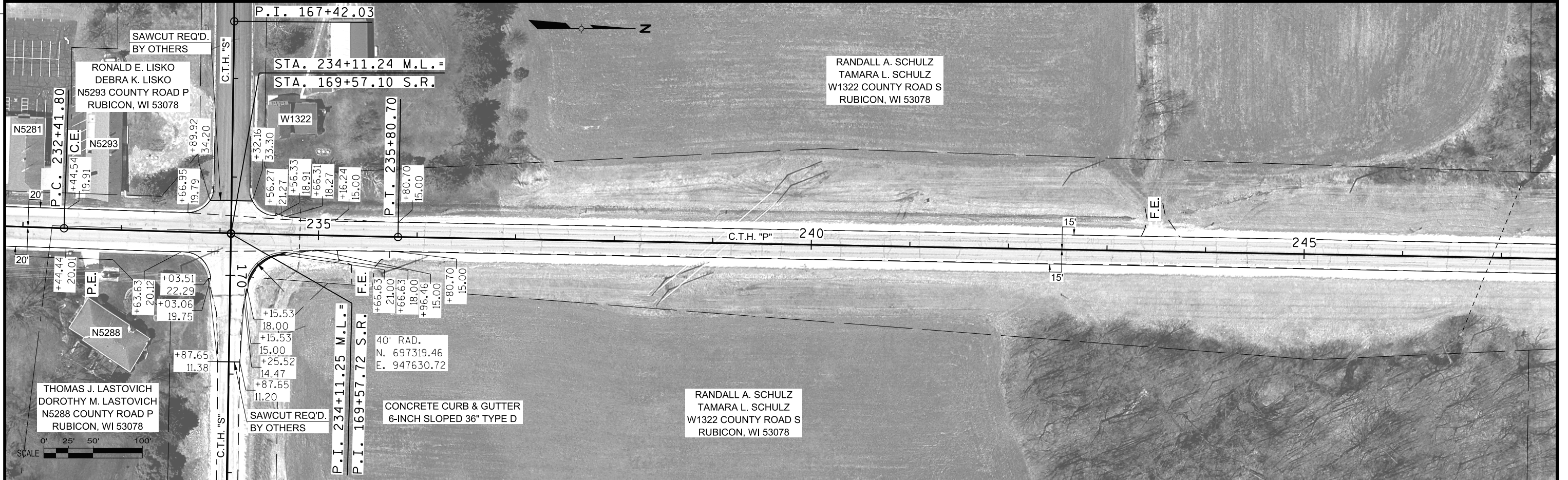
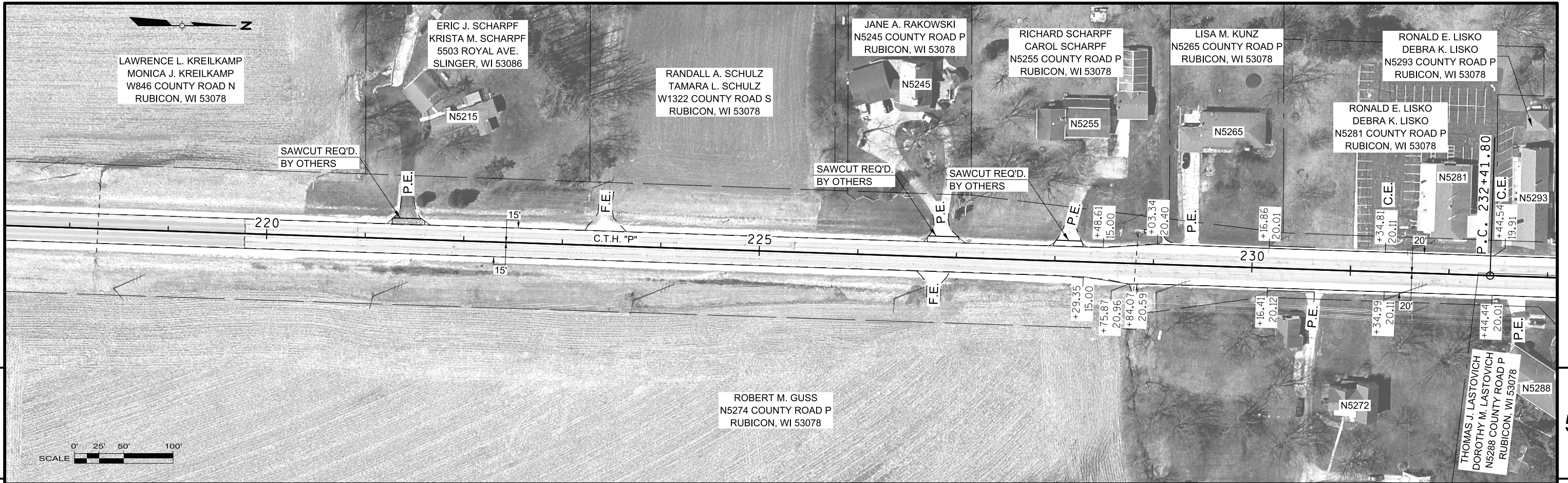


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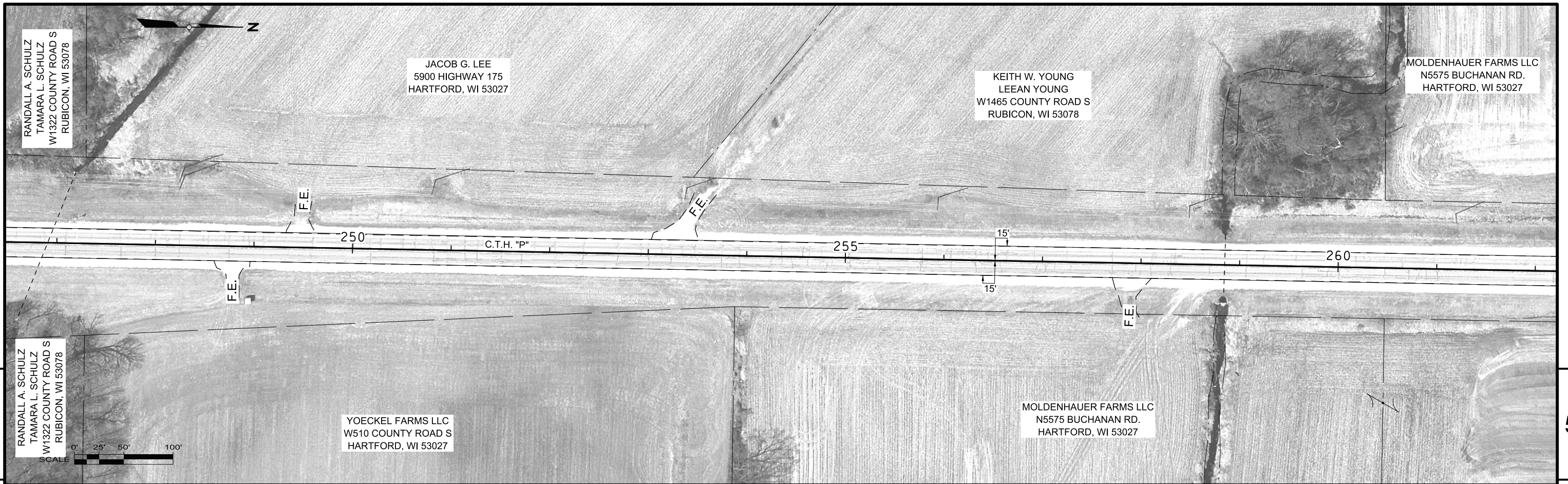
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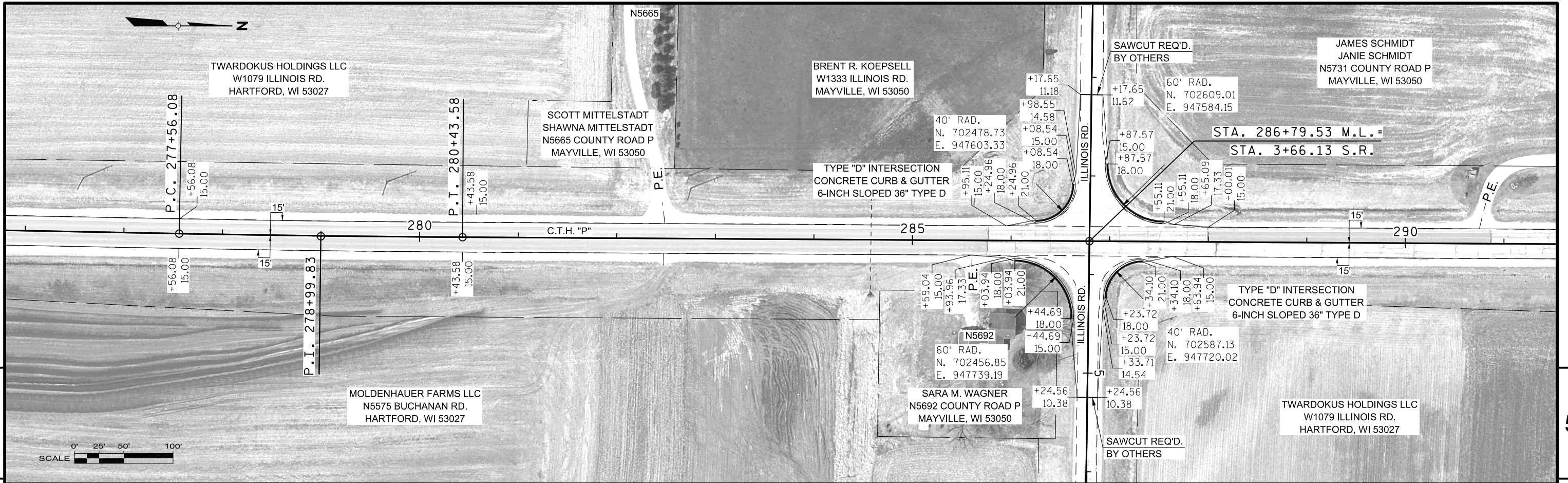
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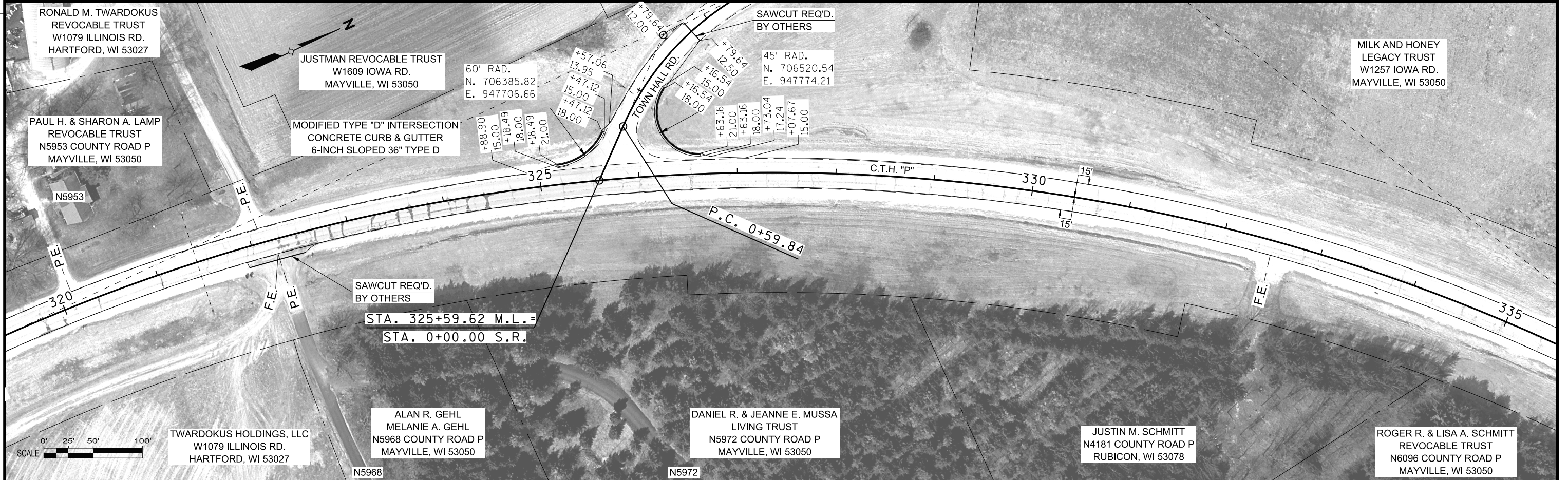
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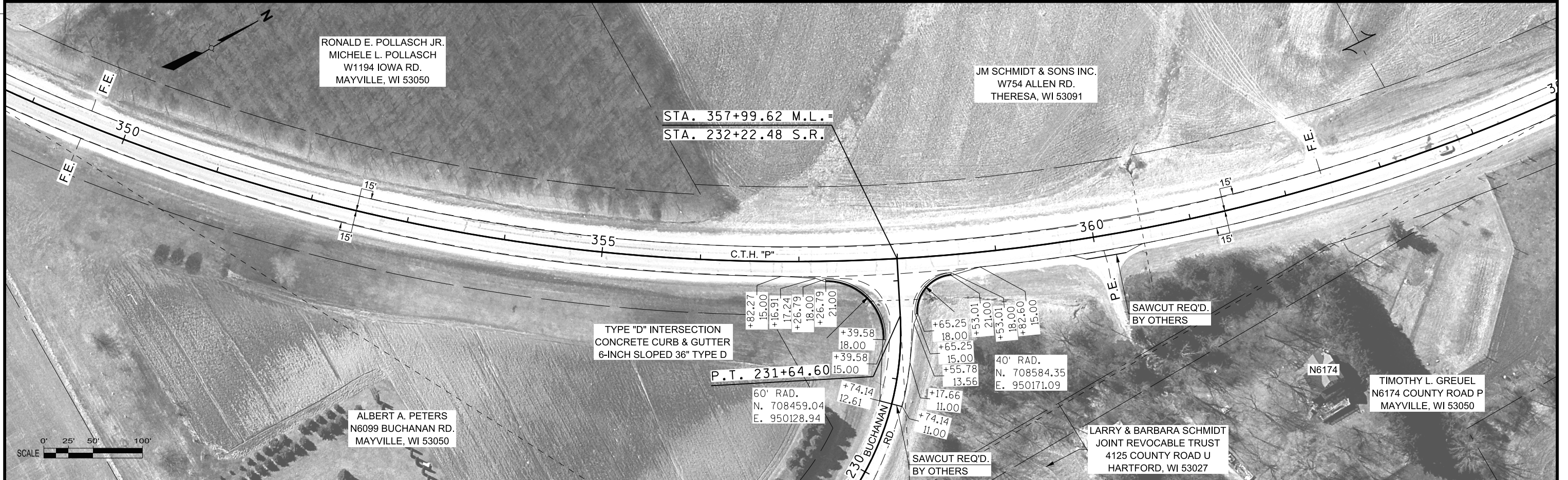
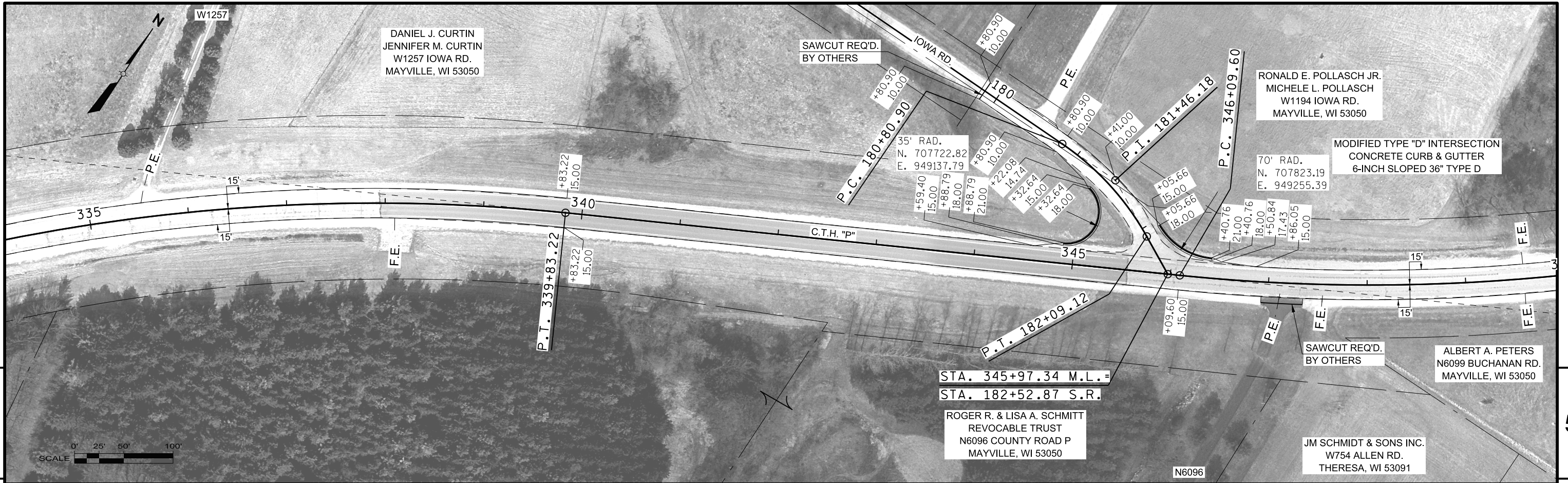
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PROJECT NO: 313-2314	HWY: CTH "P"	COUNTY: DODGE	S.T.H. 60 - S.T.H. 33 ROAD	SHEET 5.9	E
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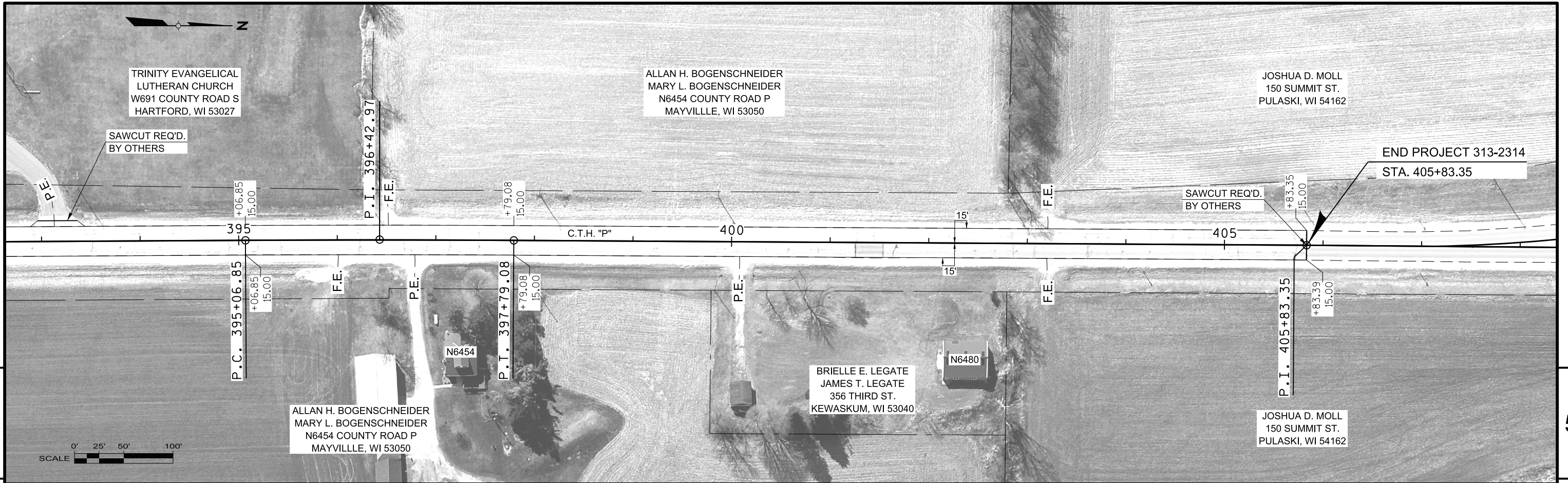
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PROJECT NO: 313-2314	HWY: CTH "P"	COUNTY: DODGE	S.T.H. 60 - S.T.H. 33 ROAD	SHEET 5.11	E
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PROJECT NO: 313-2314	HWY: CTH "P"	COUNTY: DODGE	S.T.H. 60 - S.T.H. 33 ROAD	SHEET 5.12	E
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TRINITY EVANGELICAL
LUTHERAN CHURCH
W691 COUNTY ROAD S
HARTFORD, WI 53027

SAWCUT REQ'D.
BY OTHERS

ALLAN H. BOGENSCHNEIDER
MARY L. BOGENSCHNEIDER
N6454 COUNTY ROAD P
MAYVILLE, WI 53050

JOSHUA D. MOLL
150 SUMMIT ST.
PULASKI, WI 54162

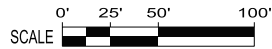
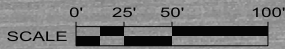
END PROJECT 313-2314
STA. 405+83.35

SAWCUT REQ'D.
BY OTHERS

ALLAN H. BOGENSCHNEIDER
MARY L. BOGENSCHNEIDER
N6454 COUNTY ROAD P
MAYVILLE, WI 53050

BRIELLE E. LEGATE
JAMES T. LEGATE
356 THIRD ST.
KEWASKUM, WI 53040

JOSHUA D. MOLL
150 SUMMIT ST.
PULASKI, WI 54162



PROJECT NO: 313-2314

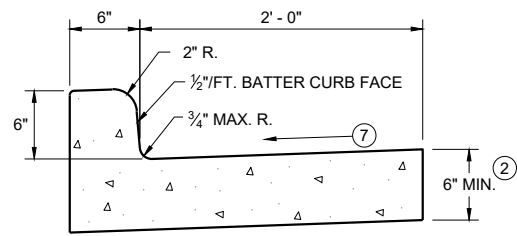
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COUNTY: DODGE

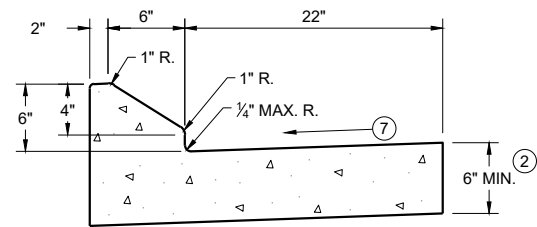
S.T.H. 60 - S.T.H. 33 ROAD

SHEET 5.13

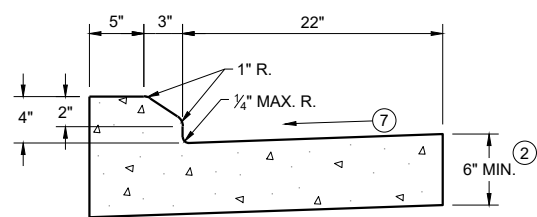
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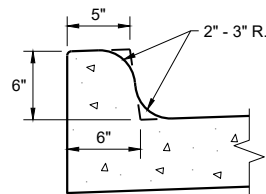
TYPES A^① & D



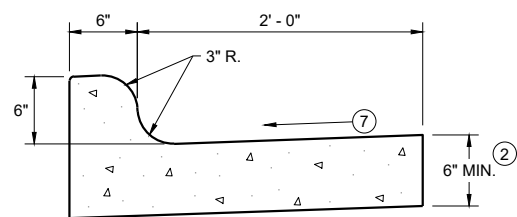
6" SLOPED CURB TYPES G^① & J



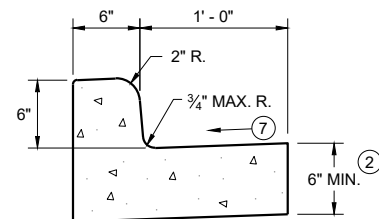
4" SLOPED CURB TYPES G^① & J



TYPES K^① & L
(OPTIONAL CURB SHAPE)

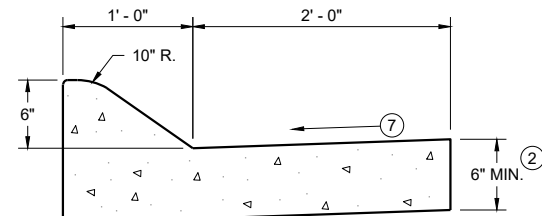


TYPES K^① & L
CONCRETE CURB AND GUTTER 30"

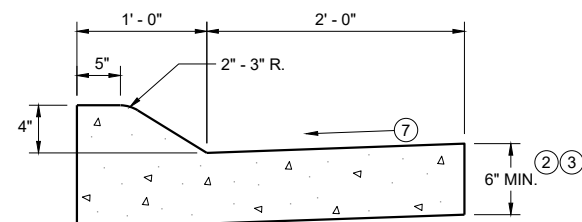


TYPES A^① & D

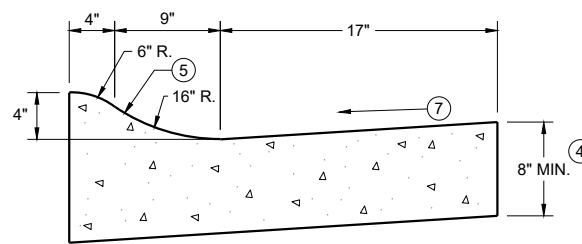
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D

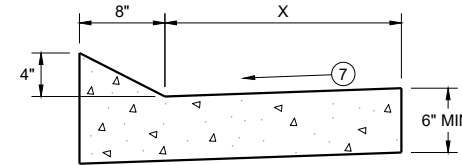


4" SLOPED CURB TYPES A^① & D
CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T
CONCRETE CURB AND GUTTER 30"

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

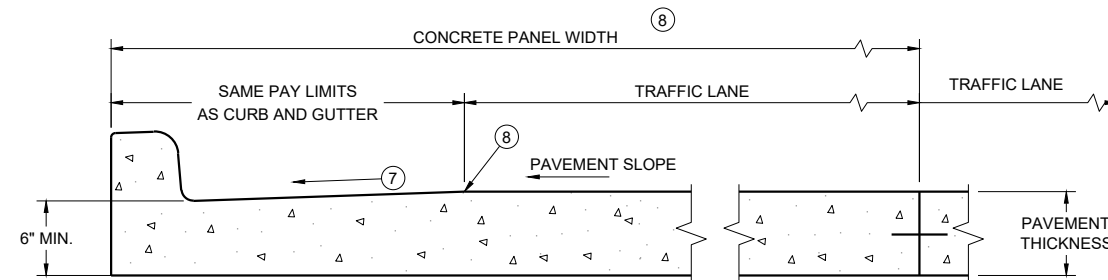


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

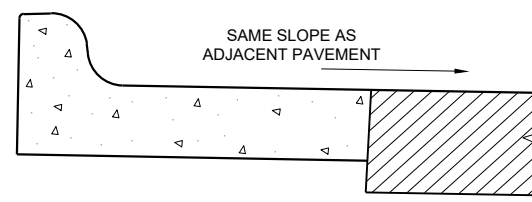
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

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

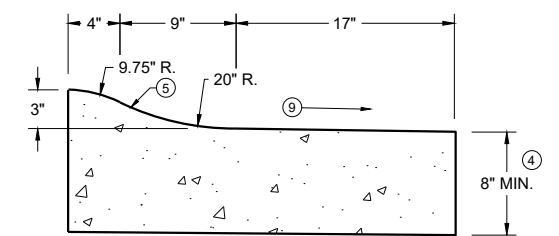
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

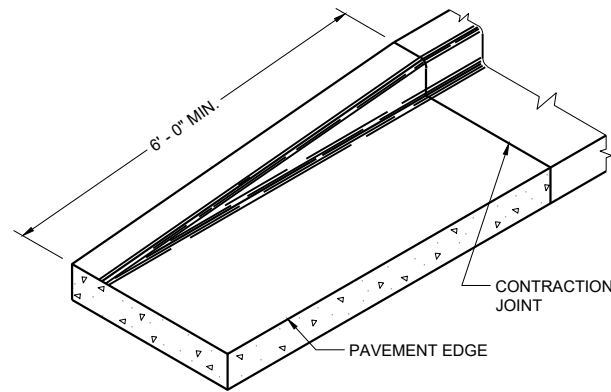
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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 SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



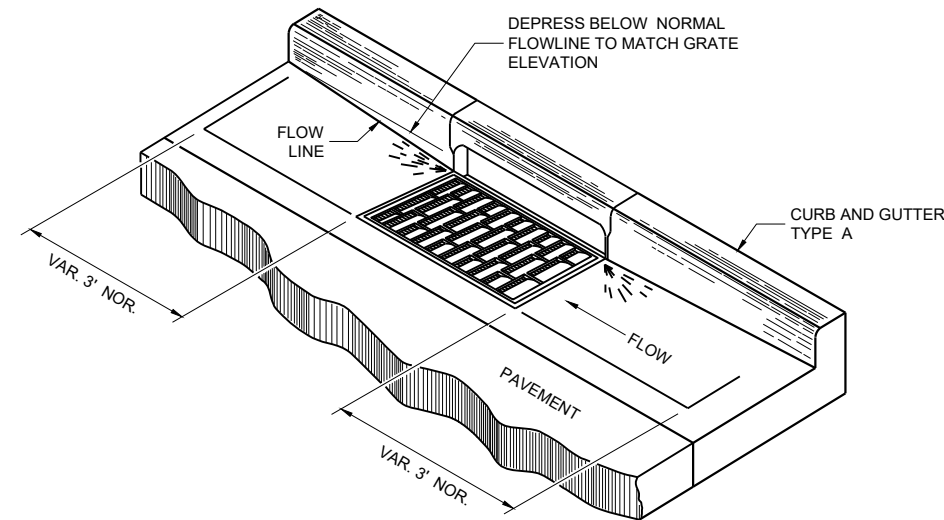
3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

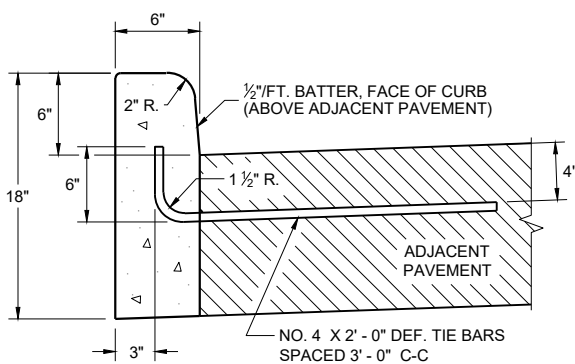


END SECTION CURB AND GUTTER

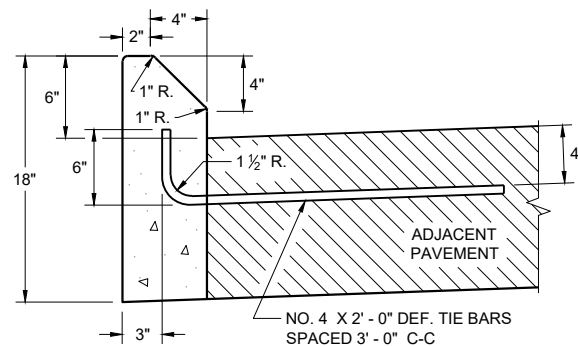


DETAIL OF CURB AND GUTTER AT INLETS

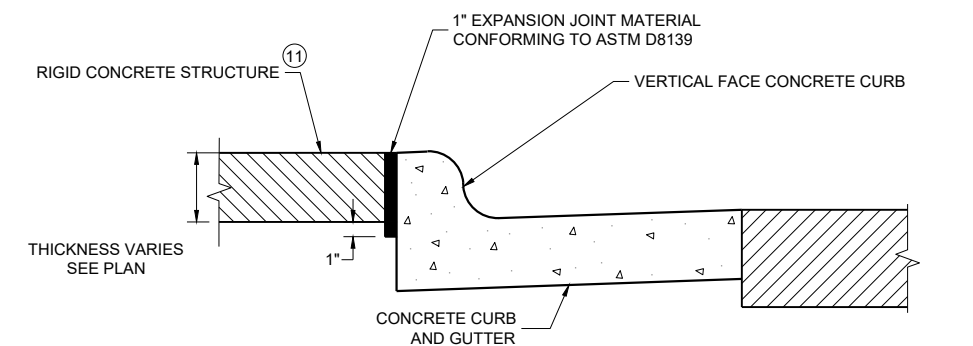
(TYPICAL H INLET COVER SHOWN)



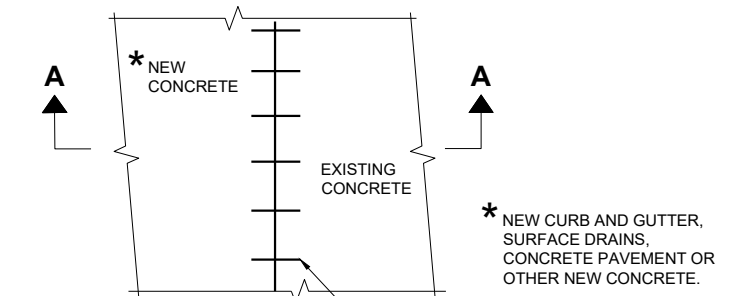
TYPES A^① & D



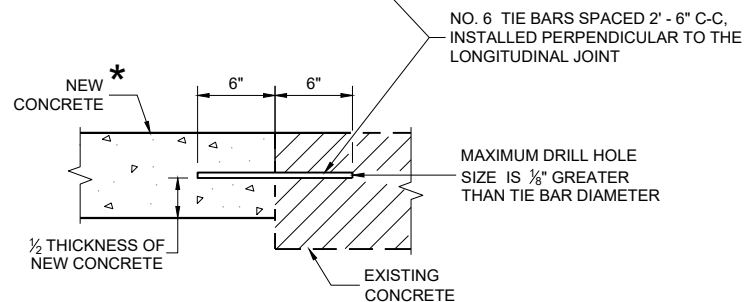
**TYPES G^① & J
CONCRETE CURB**



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE^⑪



PLAN VIEW



SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT

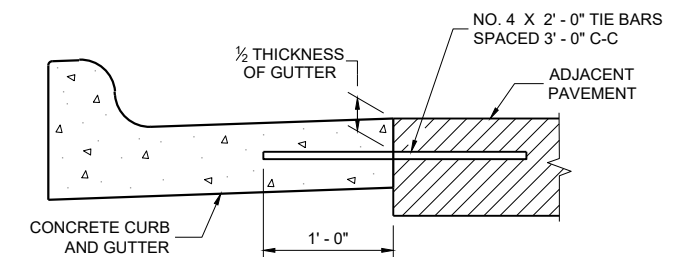
GENERAL NOTES

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

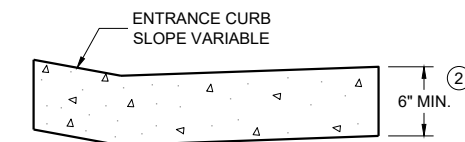
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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.



TYPICAL TIE BAR LOCATION^①



**DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)**

6

6

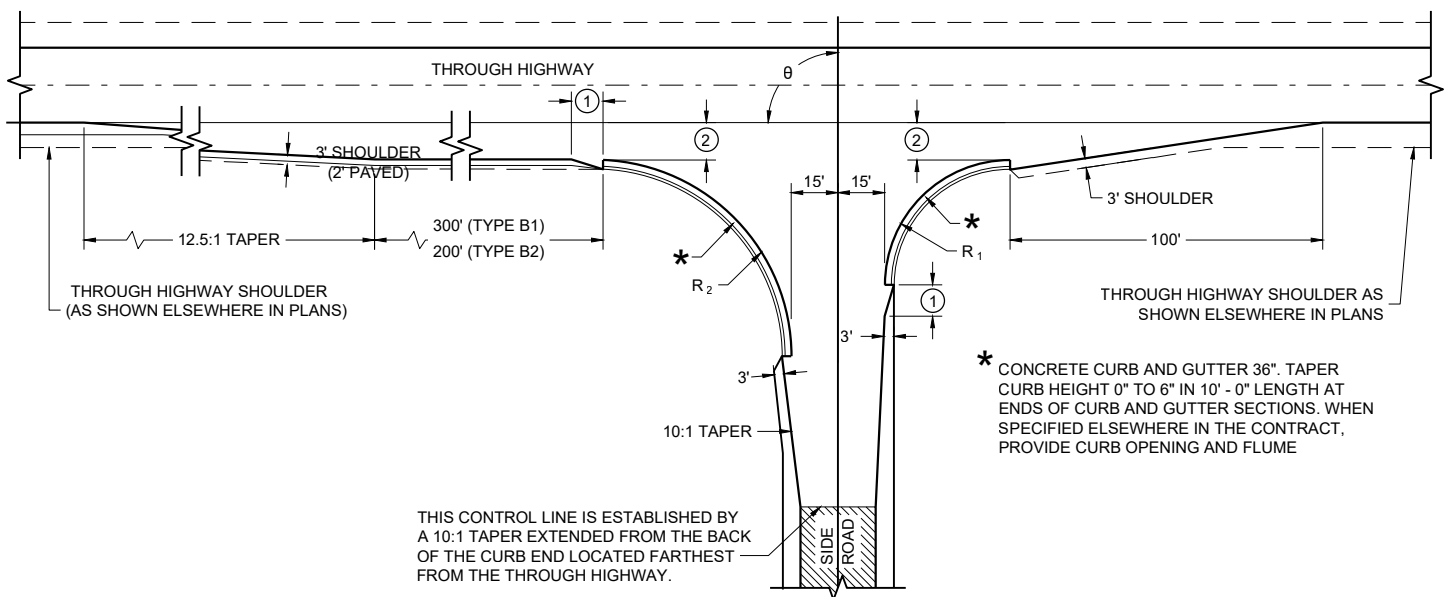
SDD 08D01-24b

SDD 08D01-24b

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



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.

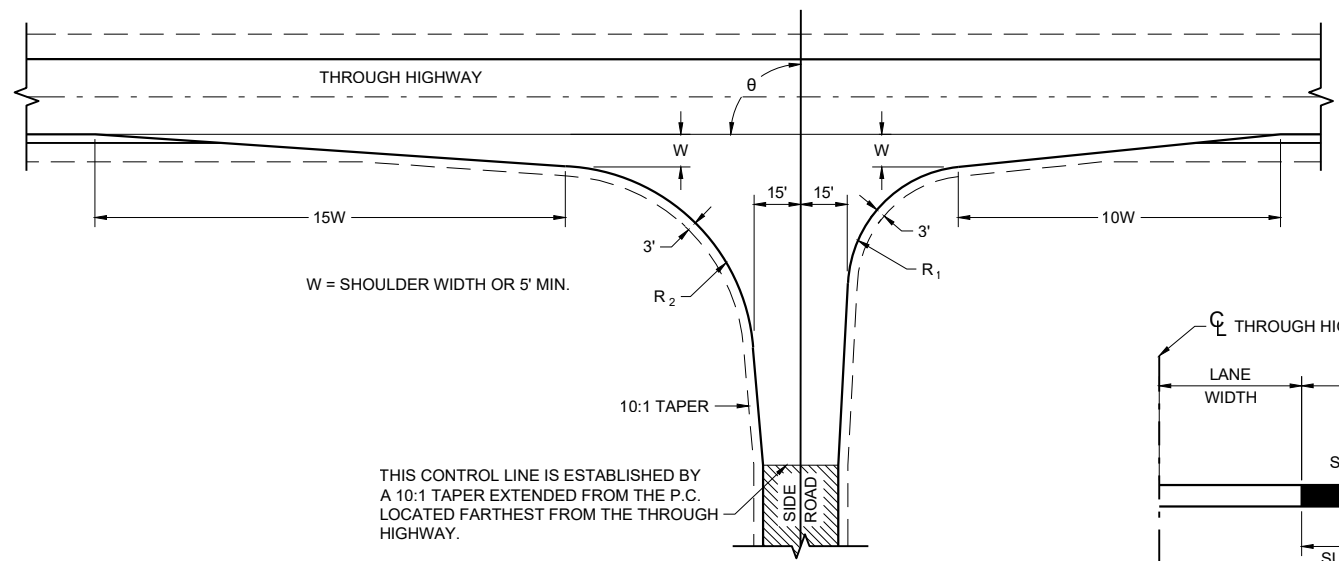
SIDE ROAD SURFACING NOTE

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.

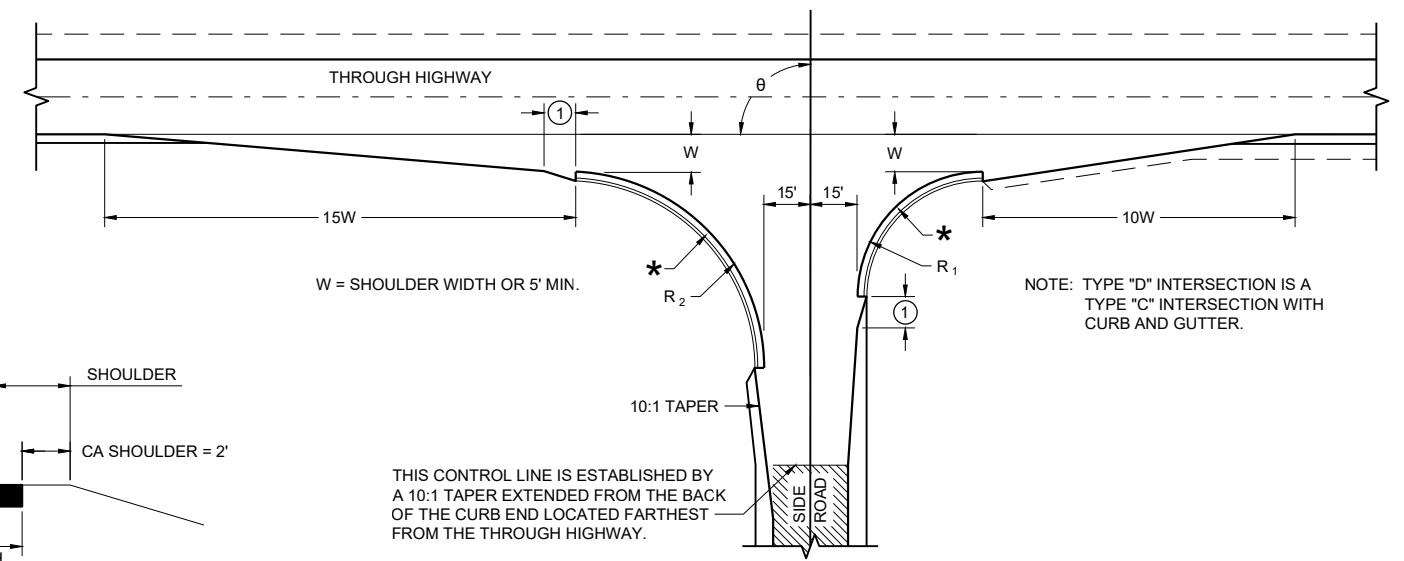
WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

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

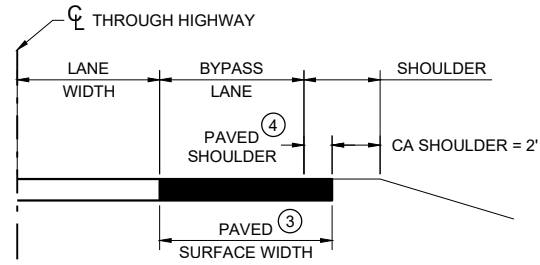
- ① 10-FT TYPICAL.
- ② 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
- ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH
- PC CONCRETE = 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.



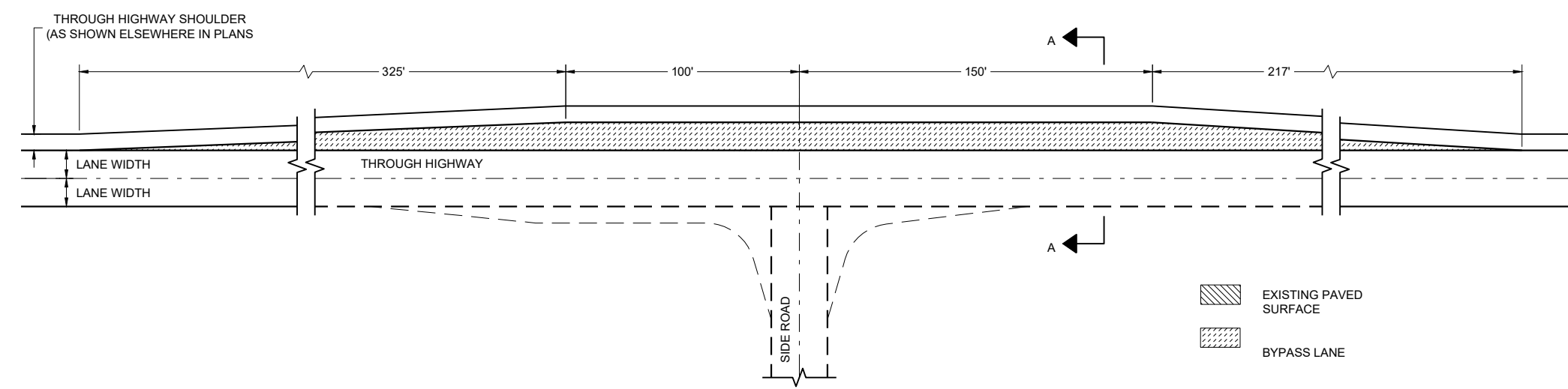
TYPE "C"



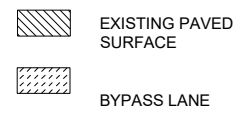
TYPE "D"



SECTION A - A
(SHOWING BYPASS LANE AND SHOULDER)



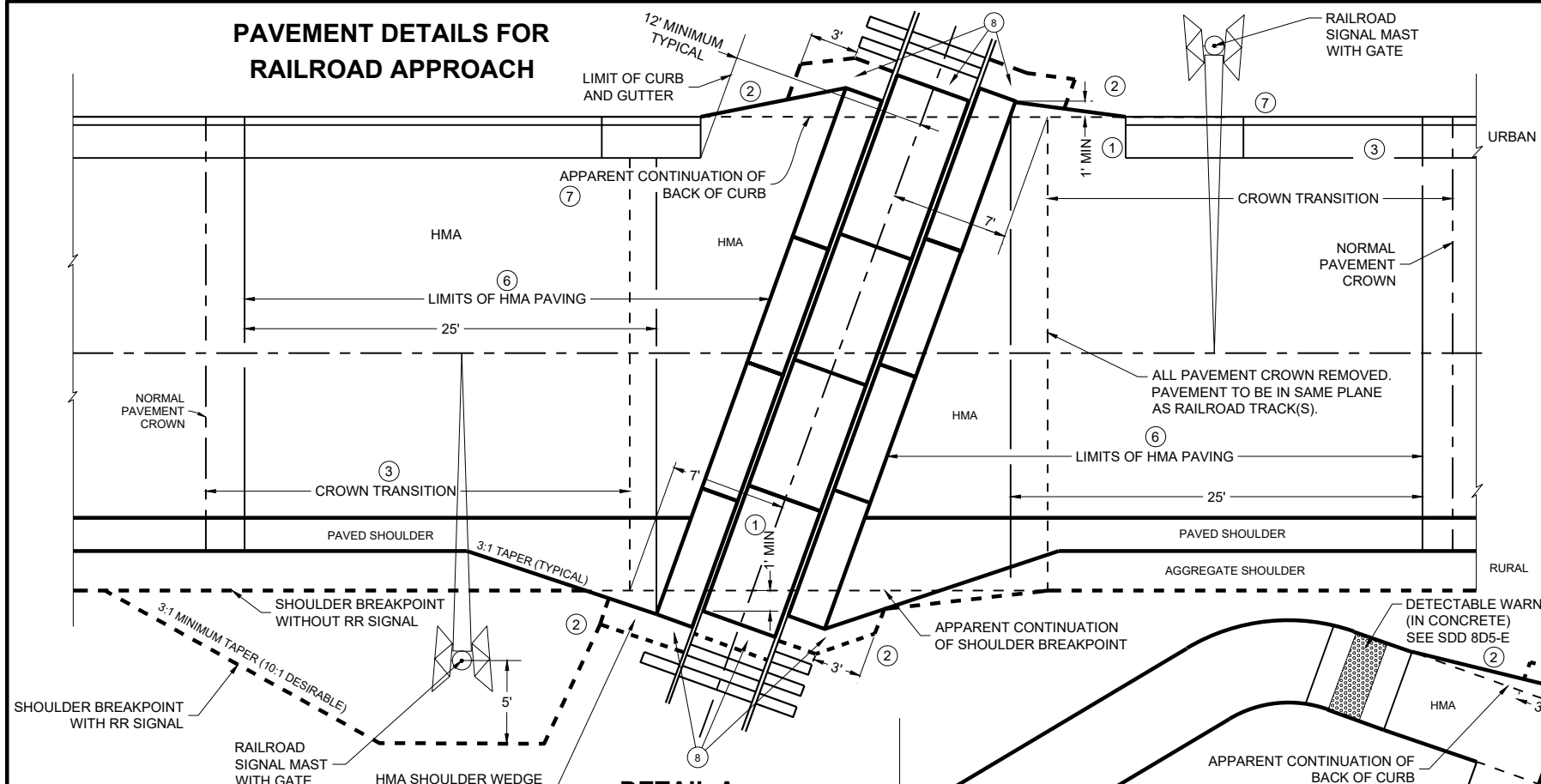
TEE INTERSECTION BYPASS LANE DETAIL



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PAVEMENT DETAILS FOR RAILROAD APPROACH



**DETAIL A
RAILROAD APPROACH**

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

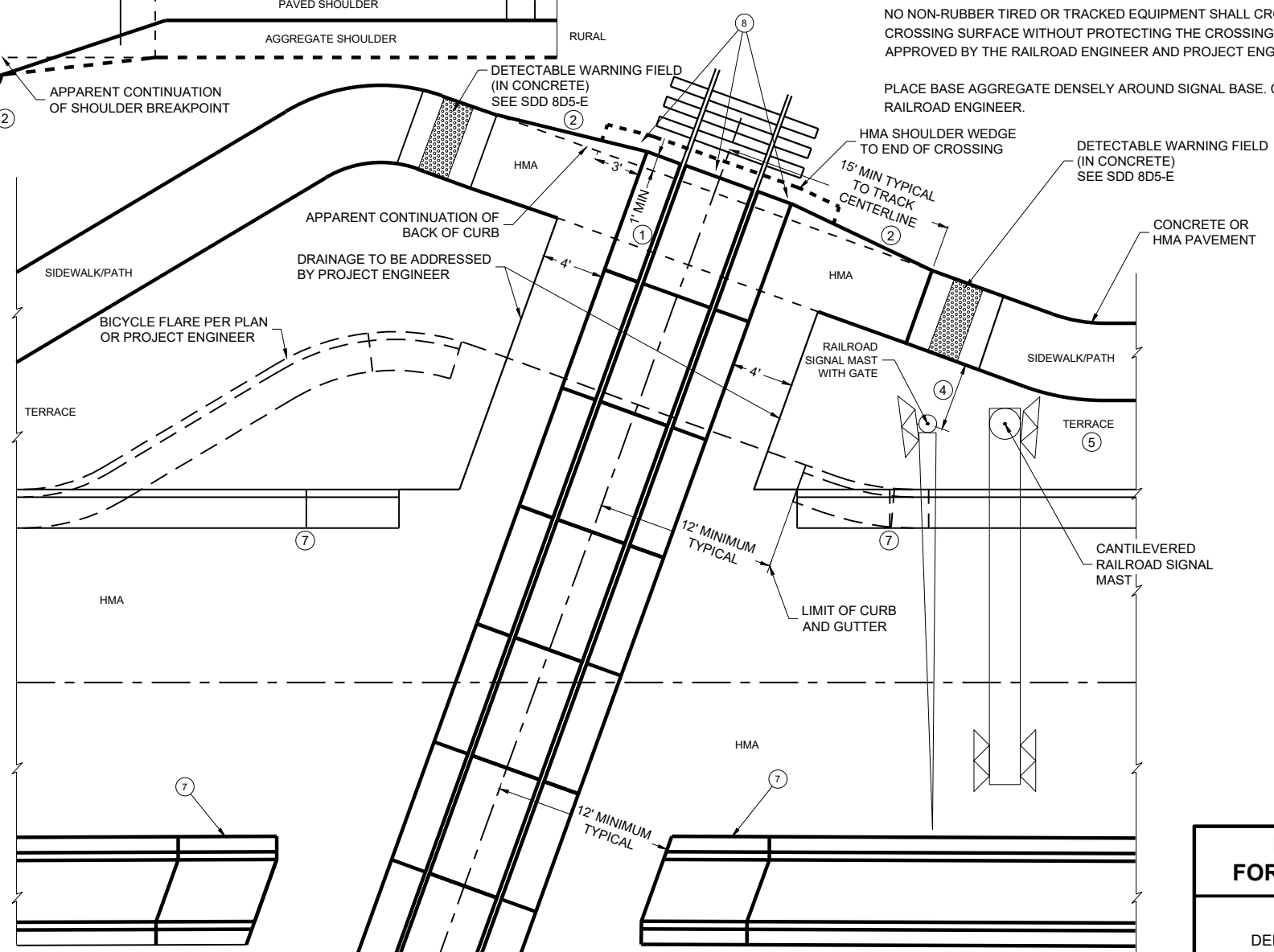
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.



**DETAIL B
MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH**

GENERAL NOTES CONTINUED

- ① 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.
- ② HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.
- ③ CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.
- ④ NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.
- ⑤ TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.
- ⑥ 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.
- ⑦ REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.
- ⑧ IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.

PAVEMENT DETAILS FOR RAILROAD APPROACH

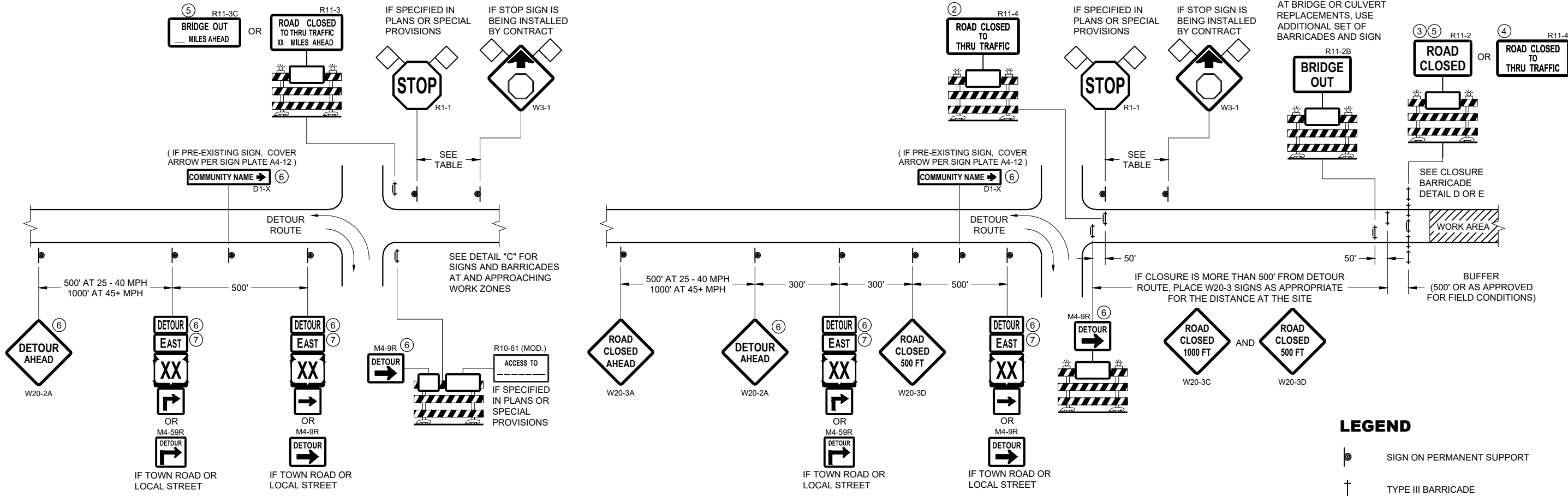
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023
DATE

/s/ Kristen Sommers
STATE RAILROAD ENGINEERING
AND SAFETY SUPERVISOR

FHWA



**DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

**DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR**

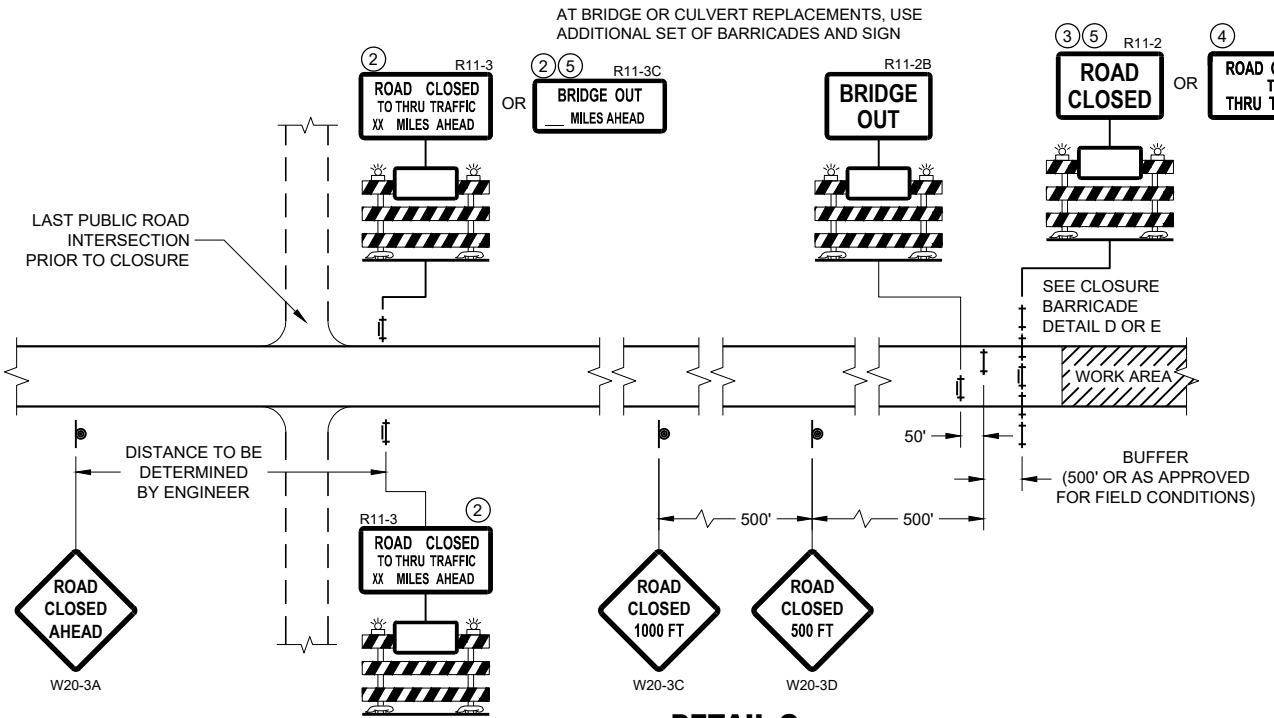
WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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)

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

- M4 - 8
- M3 - X
- OR OR M1 - 4 M1 - 6 M1 - 5A
- OR M05 - 1 M06 - 1



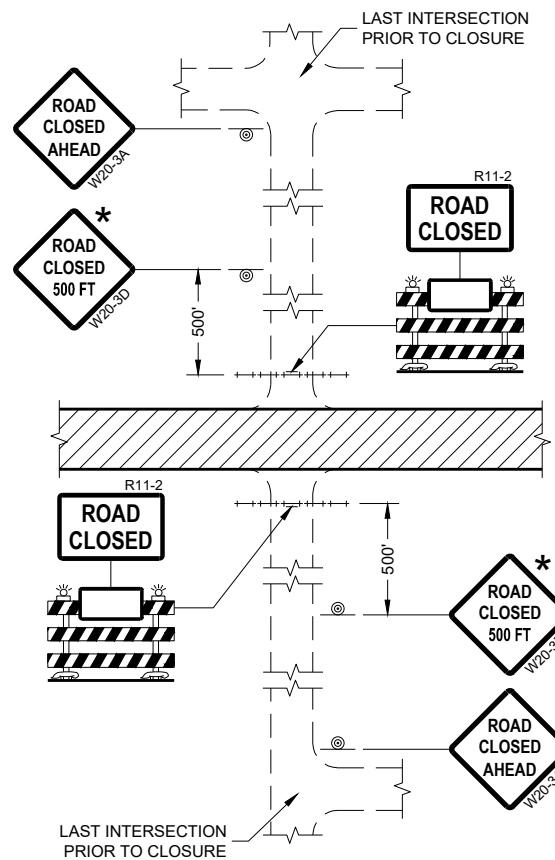
**DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR**

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

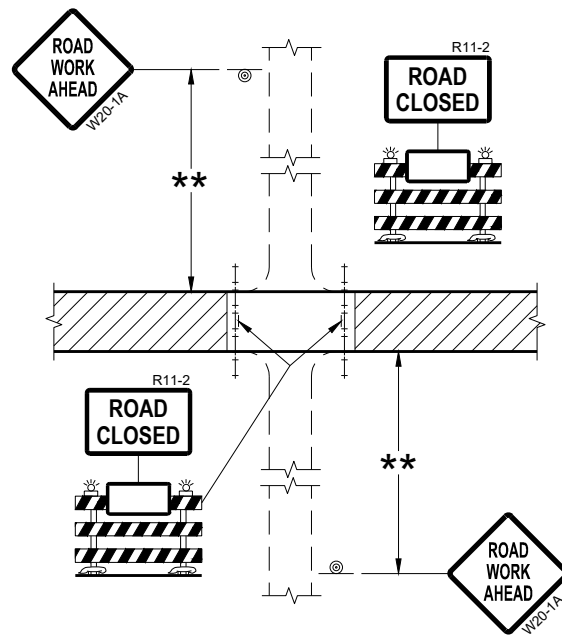
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

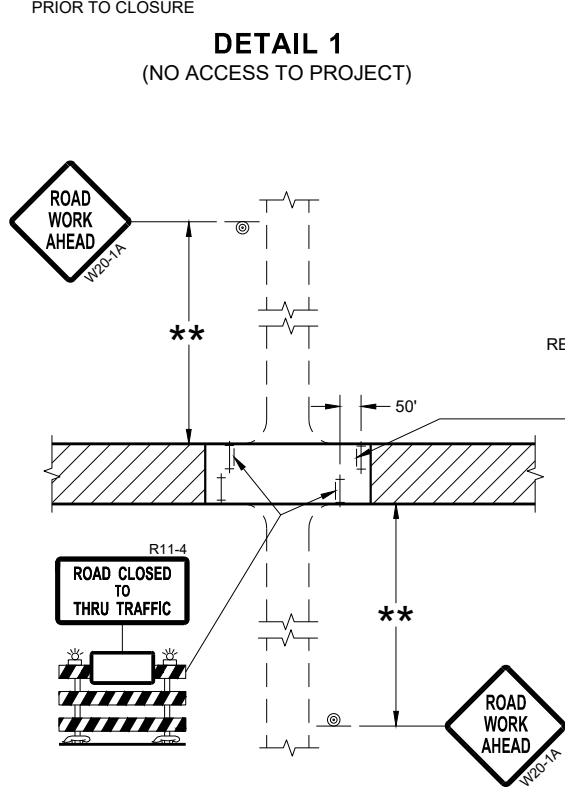
APPROVED
May 2023 /S/ Andrew Heidtke
DATE DATE WORK ZONE ENGINEER
FHWA



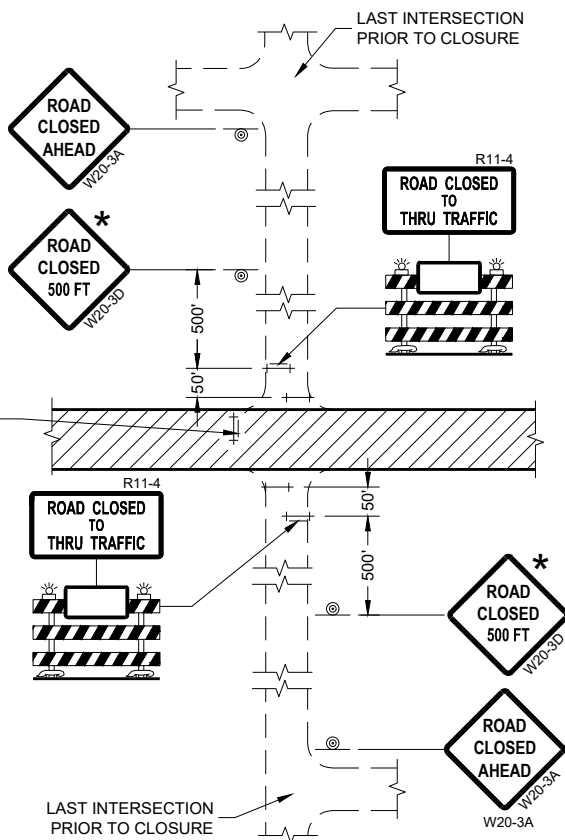
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



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



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 (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.

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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER