

GENERAL NOTES

- THERE ARE UTILITIES WITHIN THE PROJECT LIMITS WHICH ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- WHEN PORTIONS OF EXISTING ASPHALTIC SURFACES ARE TO BE REMOVED TO ACCOMMODATE NEW CONSTRUCTION, THE LINE OF SUCH REMOVAL SHALL BE NEATLY DELINEATED WITH A SAW CUT JOINT THROUGH THE ASPHALTIC SURFACE SO THAT REMOVAL OF THE ASPHALT SHALL BE ACCOMPLISHED WITHOUT DAMAGE TO REMAINING PORTIONS. THE LOCATION OF SAW JOINTS AND THE AMOUNT REMOVED AT SIDE ROADS WILL BE DELINEATED IN THE FIELD BY THE ENGINEER.
- PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.
- THE EXACT LOCATION OF PRIVATE AND FIELD ENTRANCES ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- WHEN THE QUANTITIES OF HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OF THICKNESS OF THE MATERIAL THAT IS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.
- ASPHALT MATERIAL FOR PLANT MIXES HAS BEEN ESTIMATED AT 5.5% OF THE HMA PAVEMENT.
- 2 INCH HMA PAVEMENT, TYPE E-1, SHALL BE CONSTRUCTED IN ONE LIFT.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED



Toll Free (800) 242-8511
Milwaukee Area (414) 259-1181
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

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WEST BARABOO, WI 53913
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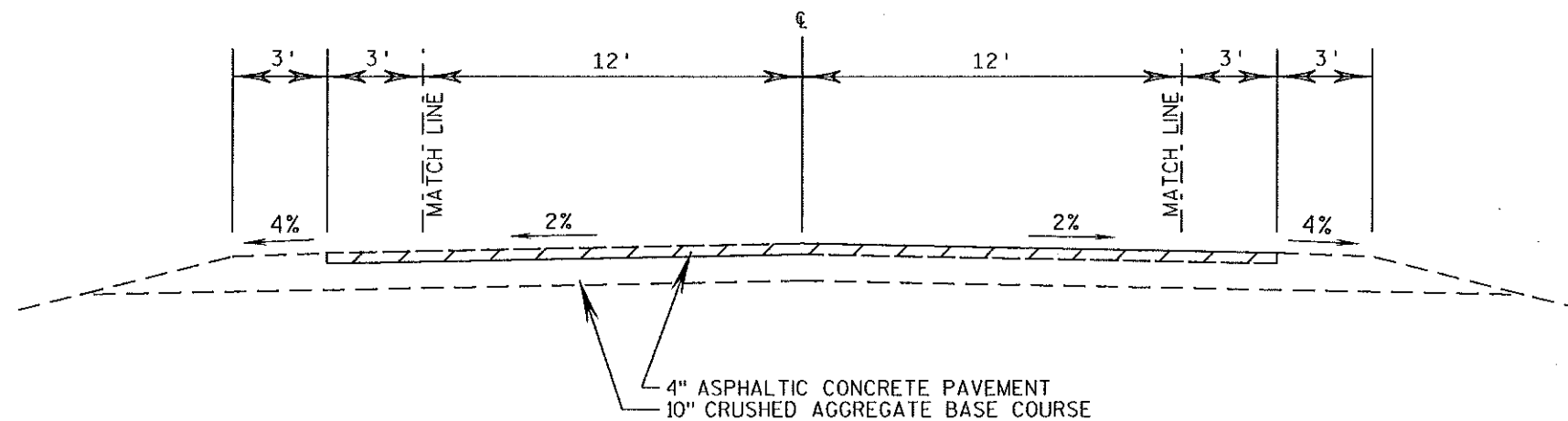
STANDARD ABBREVIATIONS

AC.	ACRE	MAX.	MAXIMUM
AGG.	AGGREGATE	MGAL	1000 GALLONS
AH	AHEAD	MIN.	MINIMUM
<	ANGLE	N.C.	NORMAL CROWN OR NO CHANGE
AE, AEW	APRON ENDWALL	N	NORTH
ASPH.	ASPHALTIC	NO.	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
B.F.	BACK FACE	P.L.E.	PERMANENT LIMITED EASEMENT
BK.	BACK	P.C.	POINT OF CURVATURE
BEG.	BEGIN	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.T.	POINT OF TANGENCY
C/L	CENTER LINE	V.P.C.	VERTICAL POINT OF CURVATURE
D	CENTRAL ANGLE OR DELTA	V.P.I.	VERTICAL POINT OF INTERSECTION
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	V.P.T.	VERTICAL POINT OF TANGENCY
C.M.P.	CORRUGATED METAL PIPE	PCC	PORTLAND CEMENT CONCRETE
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
CTH	COUNTY TRUNK HIGHWAY	P.L.	PROPERTY LINE
CR.	CREEK	R	RADIUS OR RANGE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R/L	REFERENCE LINE
C.Y.	CUBIC YARD	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C.P.	CULVERT PIPE	RT	RIGHT
C. & G.	CURB AND GUTTER	REQ'D	REQUIRED
D	DEGREE OF CURVE	R.H.F.	RIGHT HAND FORWARD
D.H.V.	DESIGN HOUR VOLUME	R/W	RIGHT OF WAY
DIA.	DIAMETER	R.	RIVER
DISCH.	DISCHARGE	RD.	ROAD
EA	EACH	SHLD.	SHOULDER(S)
E	EAST	SHR.	SHRINKAGE
ELEC.	ELECTRIC(AL), ELEC. CABLE	S	SOUTH
EL., ELEV.	ELEVATION	S.F.	SQUARE FOOT (FEET)
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING(S)
F.F.	FACE TO FACE	STH	STATE TRUNK HIGHWAY
FERT.	FERTILIZER	STA.	STATION
F.E.	FIELD ENTRANCE	S.E.	SUPERELEVATION
F/L, F.L.	FLOW LINE	S/L	SURVEY LINE
CWT.	HUNDRED WEIGHT	T	TANGENT
INL	INLET	TEL.	TELEPHONE
INTER.	INTERSECTION	TEMP.	TEMPORARY
JT.	JOINT	T.L.E.	TEMPORARY LIMITED EASEMENT
LT	LEFT	T.O.C.	TOP OF CURB
L.H.F.	LEFT HAND FORWARD	T.	(TRUCKS) PERCENT OF
L.	LENGTH OF CURVE	TYP.	TYPICAL
L.F.	LINEAR FOOT(FEET)	UNCL.	UNCLASSIFIED
LC.	LONG CHORD	U.G.	UNDERGROUND (CABLE)
LS	LUMP SUM	V.C.	VERTICAL CURVE
M.P.	MARKER POST	W	WEST

DESIGN CONTACTS

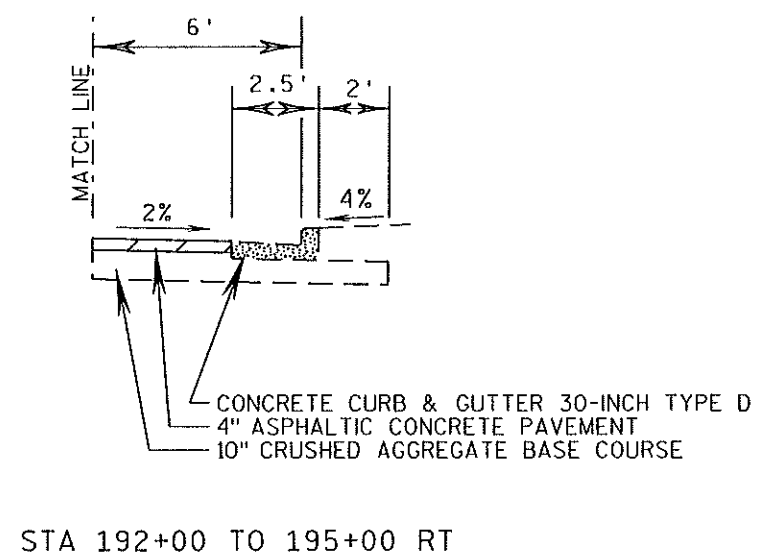
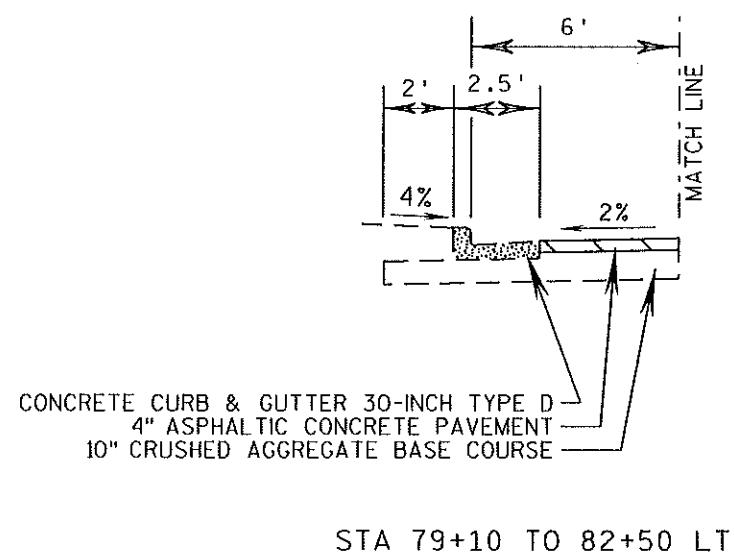
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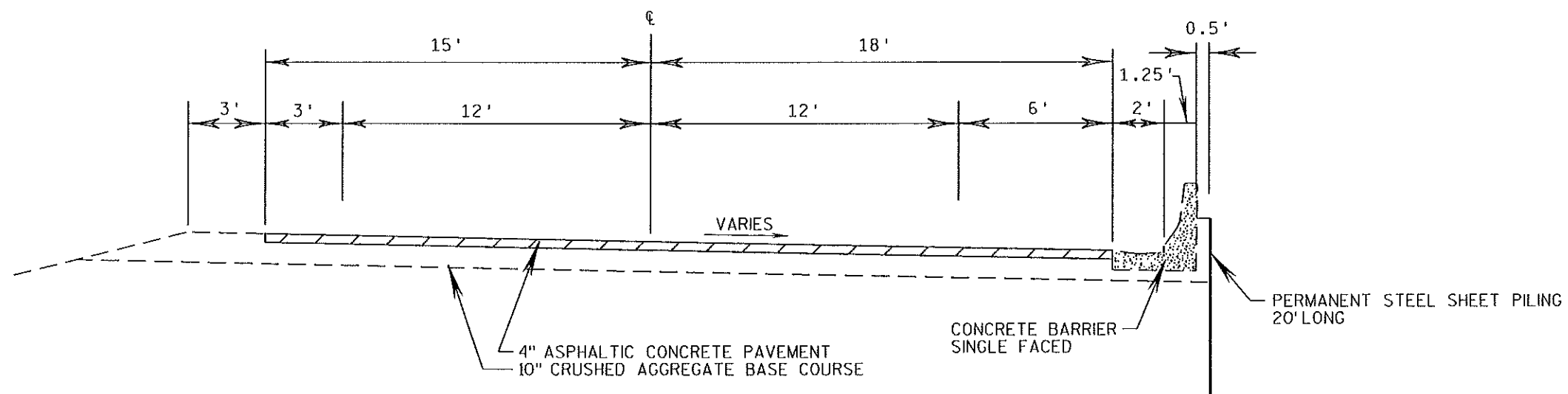
MIKE RUD
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TYPICAL EXISTING SECTION

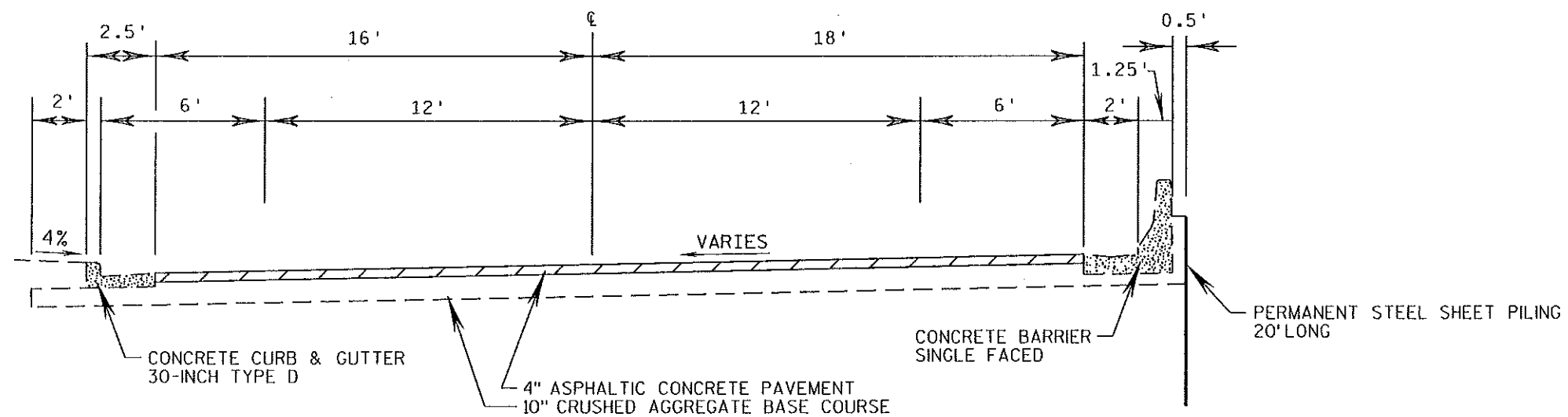
STA 11+74 TO 195+00
STA 199+50 TO 208+50





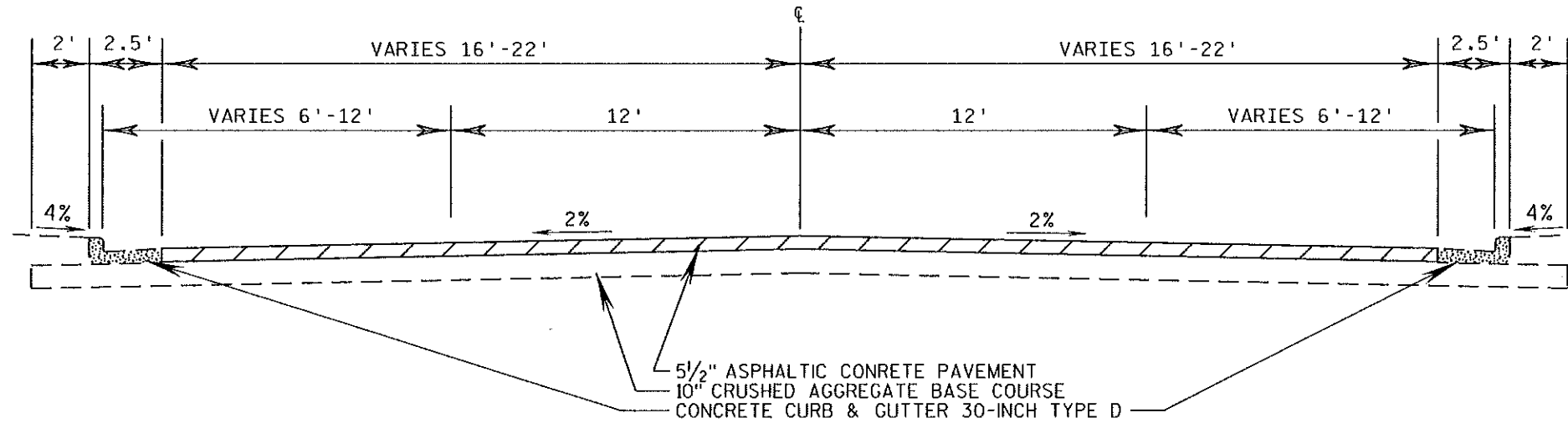
TYPICAL EXISTING SECTION

STA 195+00 TO 197+50



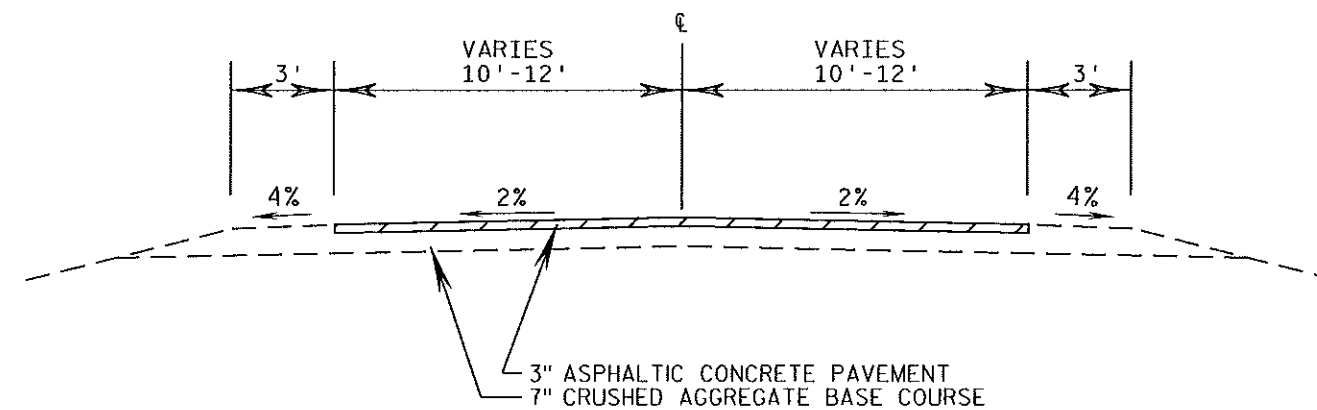
TYPICAL EXISTING SECTION

STA 197+50 TO 199+50



TYPICAL EXISTING SECTION

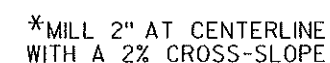
STA 208+50 TO 226+34



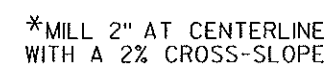
TYPICAL EXISTING SECTION

CTH PF
MIRROR LAKE RD.
KOHLMAYER RD.
PLEASANT VALLEY RD.
HATCHERY RD.
CORNFIELD DR.
RAVEN ACRES DR.

2

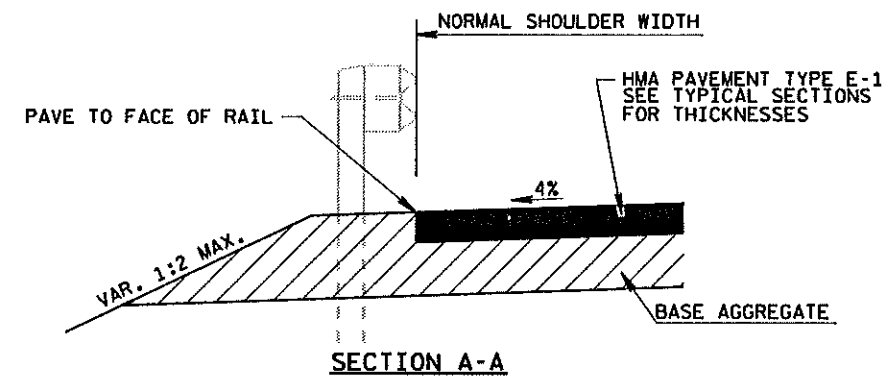


STA 208+50 TO 226+34

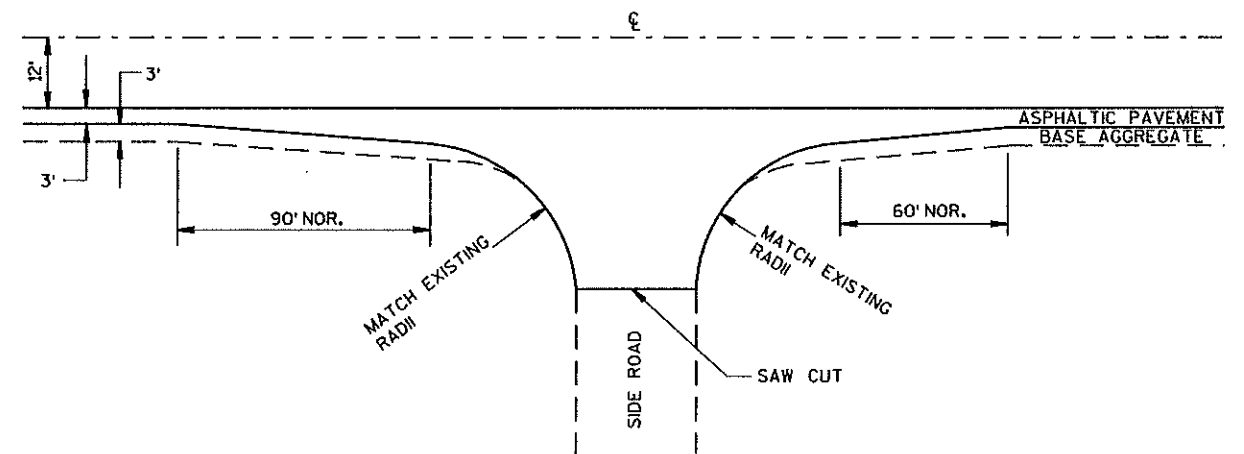


CTH PF
MIRROR LAKE RD.
KOHLMAYER RD.
PLEASANT VALLEY RD.
HATCHERY RD.
CORNFIELD DR.
RAVEN ACRES DR.

- ① REMOVE 2" OF EXISTING ASPHALTIC CONCRETE PAVEMENT
ON THE TRAVEL LANES AND SHOULDERS PAID FOR AS
SALVAGED ASPHALTIC PAVEMENT MILLING

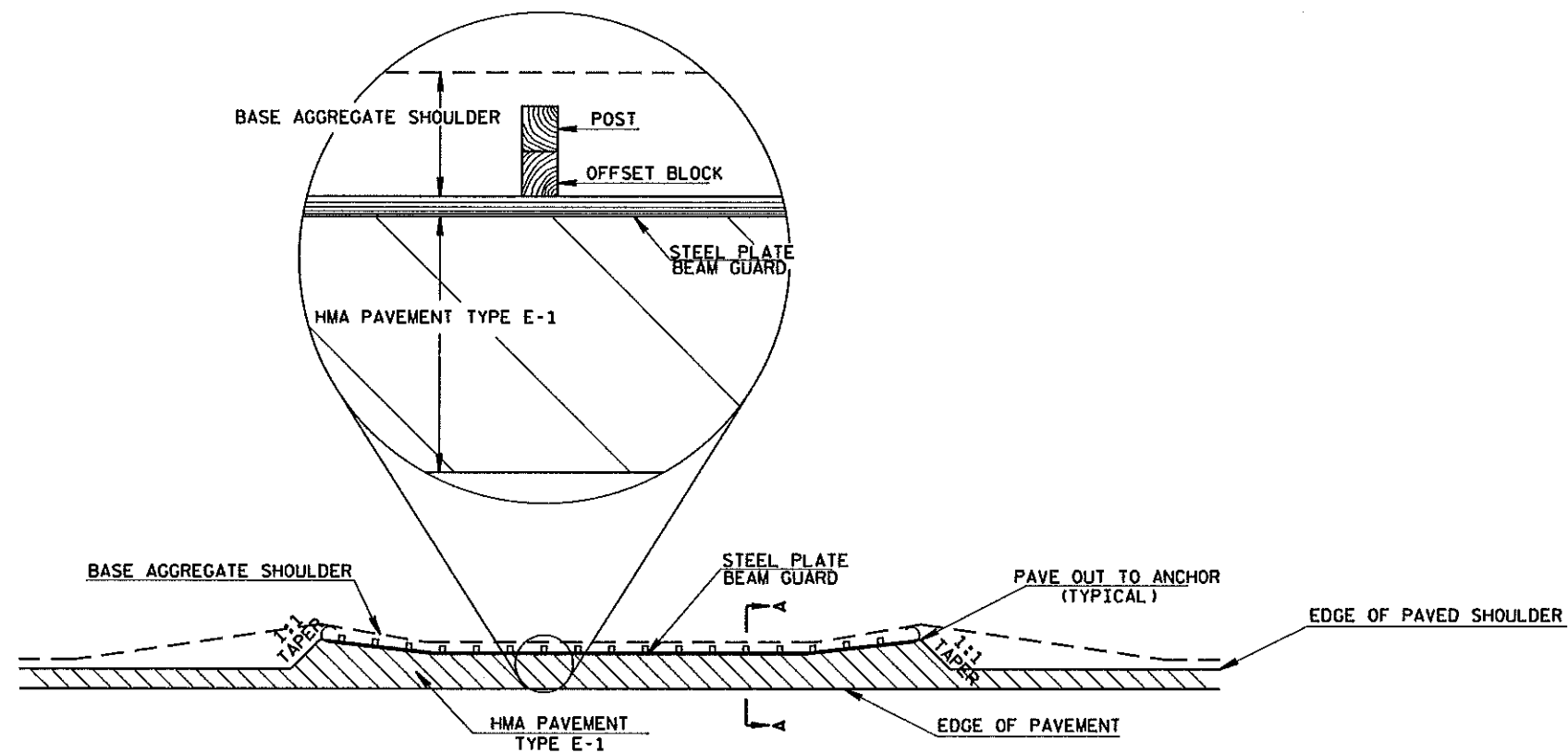


SECTION A-A
SHOULDER DETAIL AT GUARD RAIL

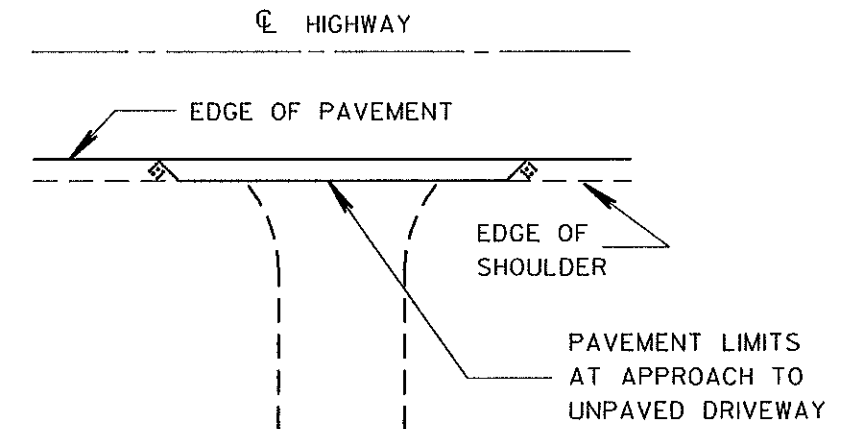


SIDE ROAD DETAIL, SPECIAL

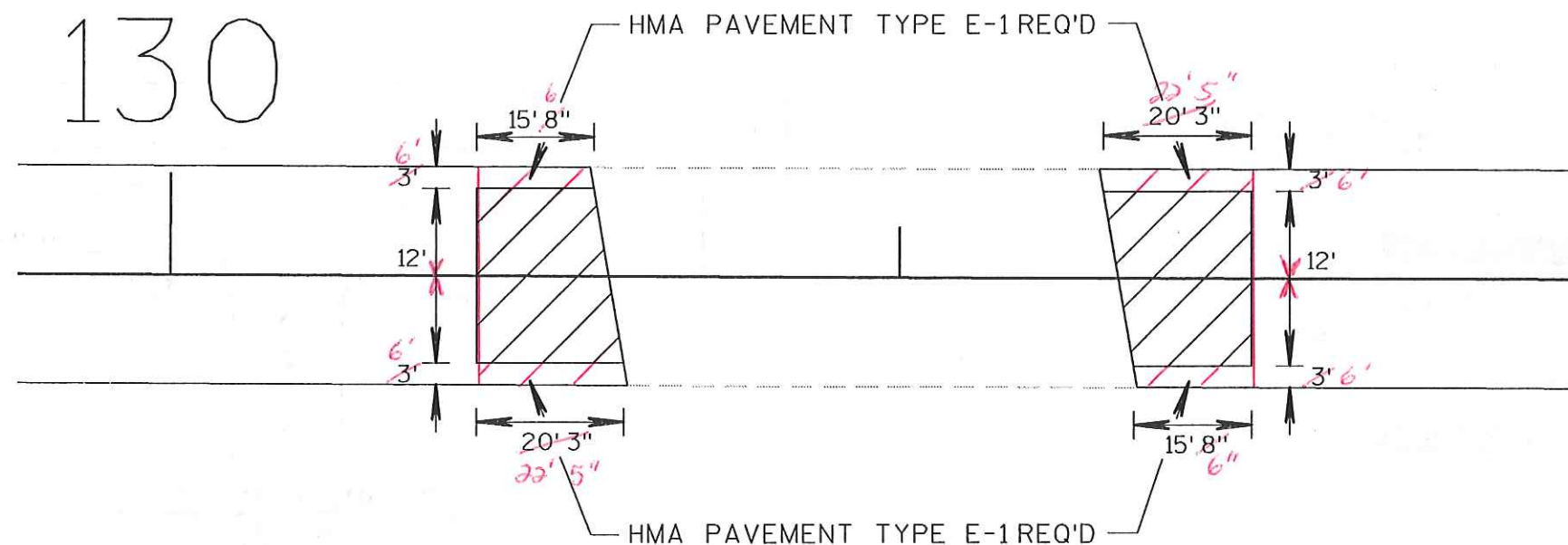
MIRROR LAKE RD.
KOHLMAYER RD.
PLEASANT VALLEY RD.
HATCHERY RD.
CORNFIELD DR.
RAVEN ACRES DR.



ASPHALTIC PAVING ALONG BEAM GUARD



RURAL DRIVEWAY INTERSECTION DETAIL



CURVE DATA

Curve #1

PI STA = 24+16.24

Station	Type	Left	Right
20+08.82	End NC	-0.02	-0.02
20+61.98	Zero Super	0.00	-0.02
21+15.14	Rev. Crown	0.02	-0.02
22+71.98	Begin FS	0.079	-0.079
25+56.53	End FS	0.079	-0.079
27+13.37	Rev. Crown	0.02	-0.02
27+66.53	Zero Super	0	-0.02
28+19.69	Begin NC	-0.02	-0.02

Curve #2

PI STA = 43+47.66

Station	Type	Left	Right
36+72.48	End NC	-0.02	-0.02
37+25.64	Zero Super	-0.02	0
37+78.80	Rev. Crown	-0.02	0.02
39+35.64	Begin FS	-0.079	0.079
47+17.22	End FS	-0.079	0.079
48+04.06	Rev. Crown	-0.02	0.02
48+57.22	Zero Super	-0.02	0
49+80.38	Begin NC	-0.02	-0.02

Curve #3

PI STA = 57+06.48

Station	Type	Left	Right
50+29.91	End NC	-0.02	-0.02
50+83.07	Zero Super	-0.02	0
51+36.23	Rev. Crown	-0.02	0.02
52+93.07	Begin FS	-0.079	0.079
60+77.08	End FS	-0.079	0.079
62+33.92	Rev. Crown	-0.02	0.02
62+87.80	Zero Super	-0.02	0
63+40.24	Begin NC	-0.02	-0.02

Curve #4

PI STA = 71+41.91

Station	Type	Left	Right
61+49.53	End NC	-0.02	-0.02
62+02.69	Zero Super	0	-0.02
62+55.85	Rev. Crown	0.02	-0.02
64+12.69	Begin FS	0.079	-0.079
77+00.10	End FS	0.079	-0.079
78+56.94	Rev. Crown	0.02	-0.02
79+10.10	Zero Super	0	-0.02
79+63.26	Begin NC	-0.02	-0.02

Curve #5

PI STA = 147+89.52

Station	Type	Left	Right
141+99.13	End NC	-0.02	-0.02
142+51.63	Zero Super	0	-0.02
143+04.13	Rev. Crown	0.02	-0.02
144+61.63	Begin FS	0.08	-0.08
150+90.29	End FS	0.08	-0.08
152+47.79	Rev. Crown	0.02	-0.02
153+00.29	Zero Super	0	-0.02
153+52.79	Begin NC	-0.02	-0.02

Curve #6

PI STA = 178+88.51

Station	Type	Left	Right
175+03.65	End NC	-0.02	-0.02
175+56.98	Zero Super	-0.02	0
176+10.31	Rev. Crown	-0.02	0.02
177+16.98	Begin FS	-0.06	0.06
180+50.65	End FS	-0.06	0.06
181+57.32	Rev. Crown	-0.02	0.02
182+10.65	Zero Super	-0.02	0
182+63.98	Begin NC	-0.02	-0.02

Curve #7

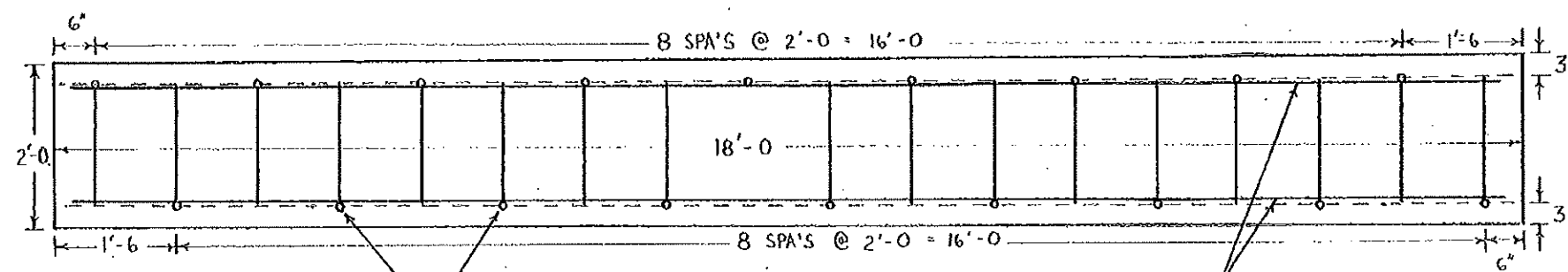
PI STA = 194+59.61

Station	Type	Left	Right
190+84.22	End NC	-0.02	-0.02
191+29.86	Zero Super	0	-0.02
191+75.50	Rev. Crown	0.02	-0.02
192+99.86	Begin FS	0.0745	-0.0745
196+08.31	End FS	0.0745	-0.0745
197+32.67	Rev. Crown	0.02	-0.02
197+78.31	Zero Super	0	-0.02
198+23.95	Begin NC	-0.02	-0.02

Curve #8

PI STA = 202+19.85

Station	Type	Left	Right
197+61.07	End NC	-0.02	-0.02
198+17.74	Zero Super	-0.02	0
198+74.41	Rev. Crown	-0.02	0.02
199+87.74	Begin FS	-0.06	0.06
204+26.59	End FS	-0.06	0.06
205+39.92	Rev. Crown	-0.02	0.02
205+96.59	Zero Super	-0.02	0
206+53.26	Begin NC	-0.02	-0.02



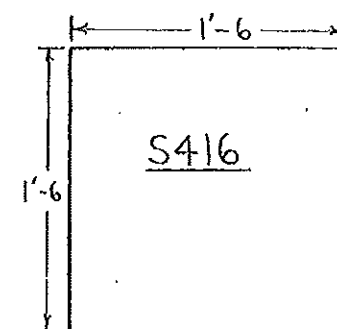
CROSS SECT. THRU APPROACH LEDGE
ONE LANE OF ROADWAY

S416

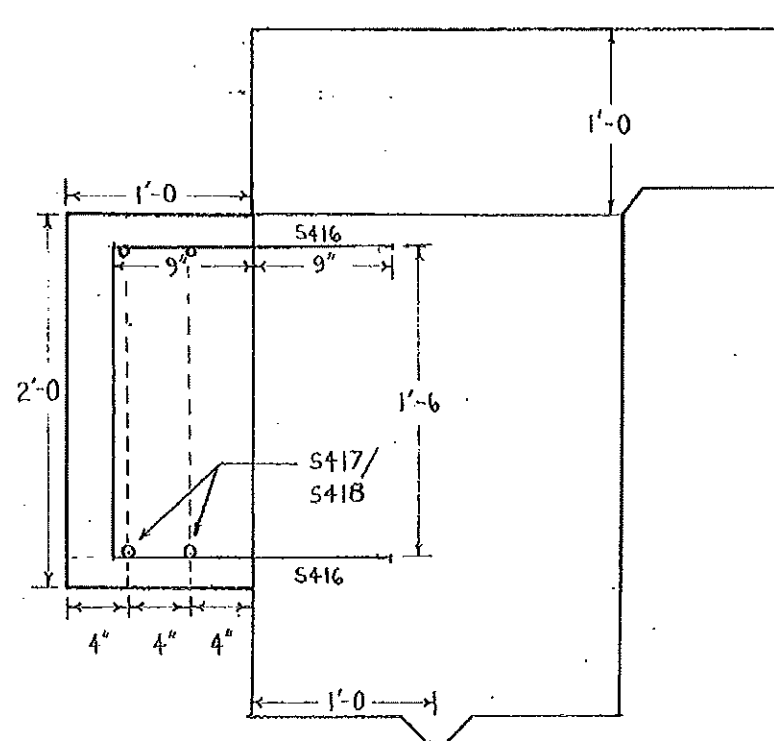
S417/S418

BILL OF BARS

MARK	COAT	NO REQ'D	LENGTH	BENT
S416	X	72	3'-0"	X
S417	X	8	19'-6"	
S418	X	8	17'-6"	

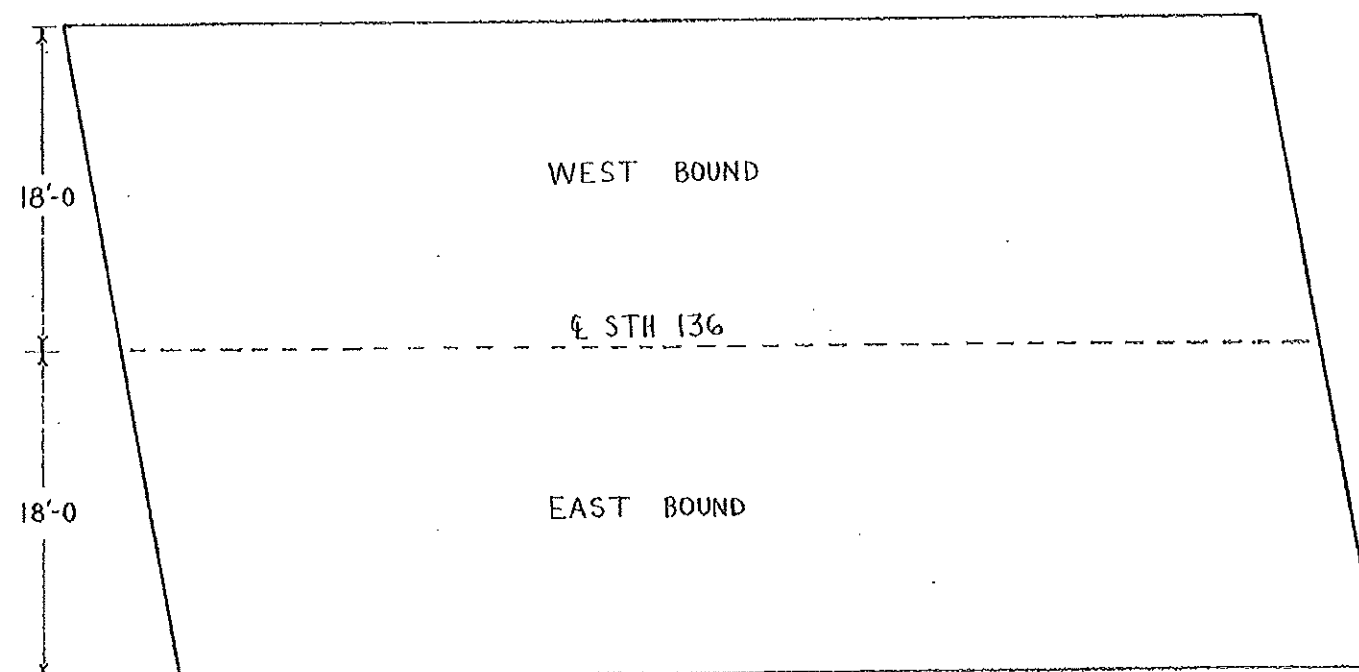


S416

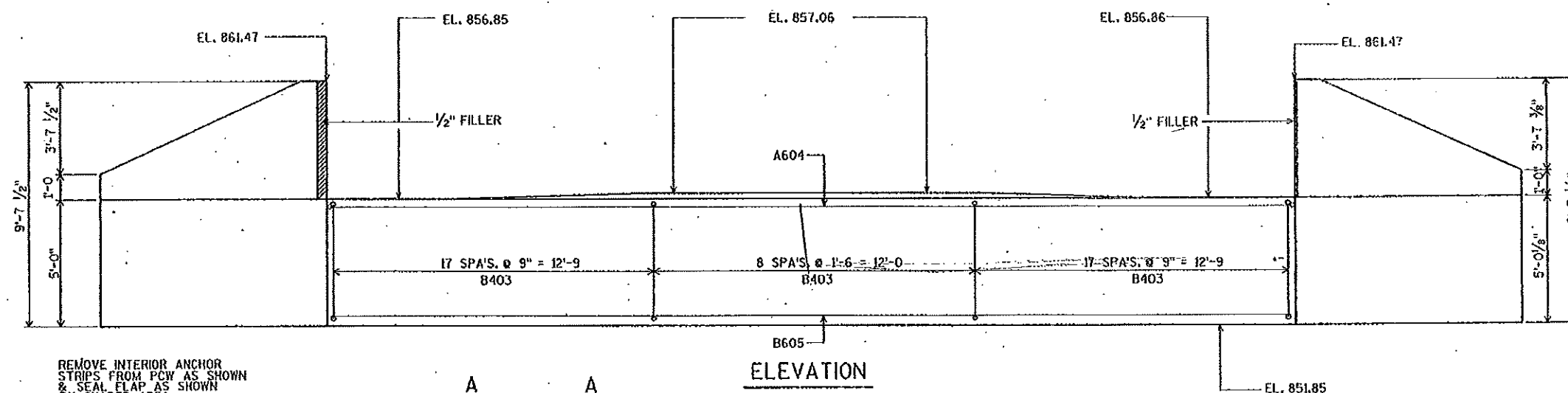


LONGIT. SECT. THRU RDWY.

* NORMAL TO C OF ABUTMENT



PLAN



REMOVE INTERIOR ANCHOR STRIPS FROM PCW AS SHOWN & SEAL FLAP AS SHOWN BY SHADED AREA.

JOIN WITH HEATED
SPlicing IRON.—

BRIDGE
SEAT

SECTION A

PCW - SEE DETAIL B.

- VERT. P.C.W.

—HORIZ. P.C.W. - FLUSH WITH
FACE OF CONCRETE

BEFORE PLACING CONC.
REMOVE INT. ANCHORS TO 3"
BELOW TOP OF DECK
AS SHOWN.

DETAIL B

PLAN

108. ~~1~~ --- Q STH 136

E ABUT.

— GIR.
SEA

LEVEL

FOOTING & PILE PLAN

⊗ CONST. JOINT KEYWAY
FORMED WITH A SURFACED,
BEVELED 2" x 6".

— C/L ABUT.

→ B507 MAY BE PLACED AFTER CONC.
HAS BEEN POURED BUT BEFORE
INITIAL SET HAS TAKEN PLACE,
IMBED I'-O.

ABUT WIDTH.

— 1½" BEVEL

B403
TOP OF BERM
EL. 854.35

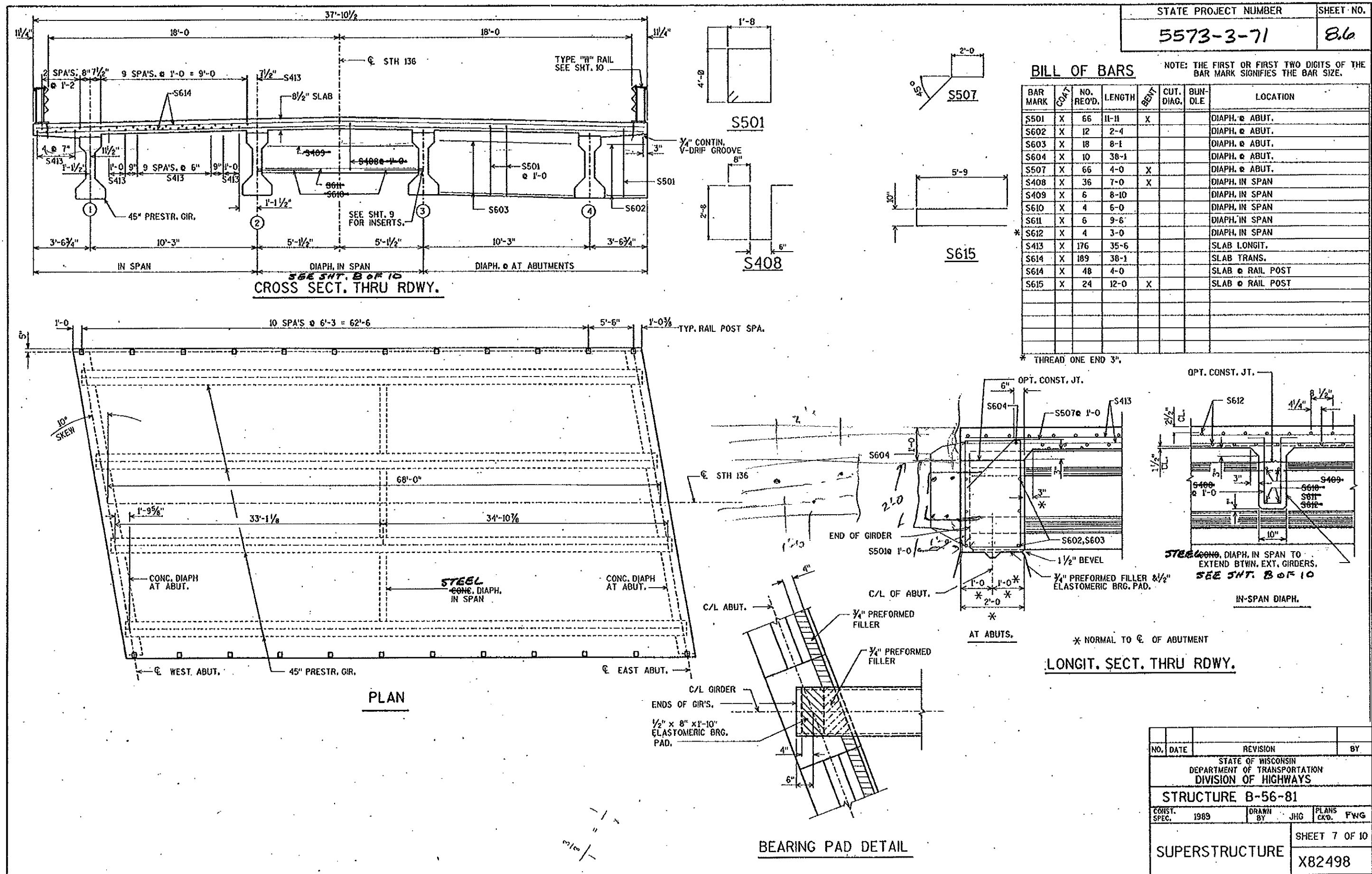
HEAVY RIPRAP
SEE SHT. 1.

- 10 3/4" ϕ CIP CONC. PILING
EST. 45'-0" LONG & DRIVEN TO
A MIN. BRG. VALUE OF 55 TONS
PER PILE.

NOTE: ALL BARS NOT
LABELED ARE B604 BARS

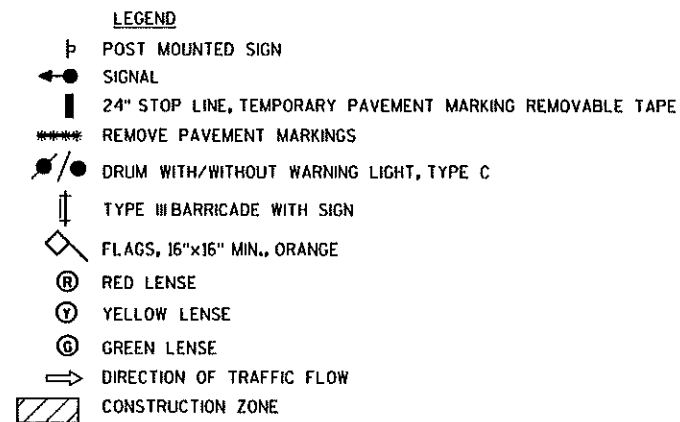
SECTION THRU BODY

NO.	DATE	REVISION		BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS				
STRUCTURE B-56-81				
CONST. SPEC.	1989	DRAWN BY	JHG	PLANS CKD. FWW
EAST ABUTMENT			SHEET 6 OF 1	
			X82498	



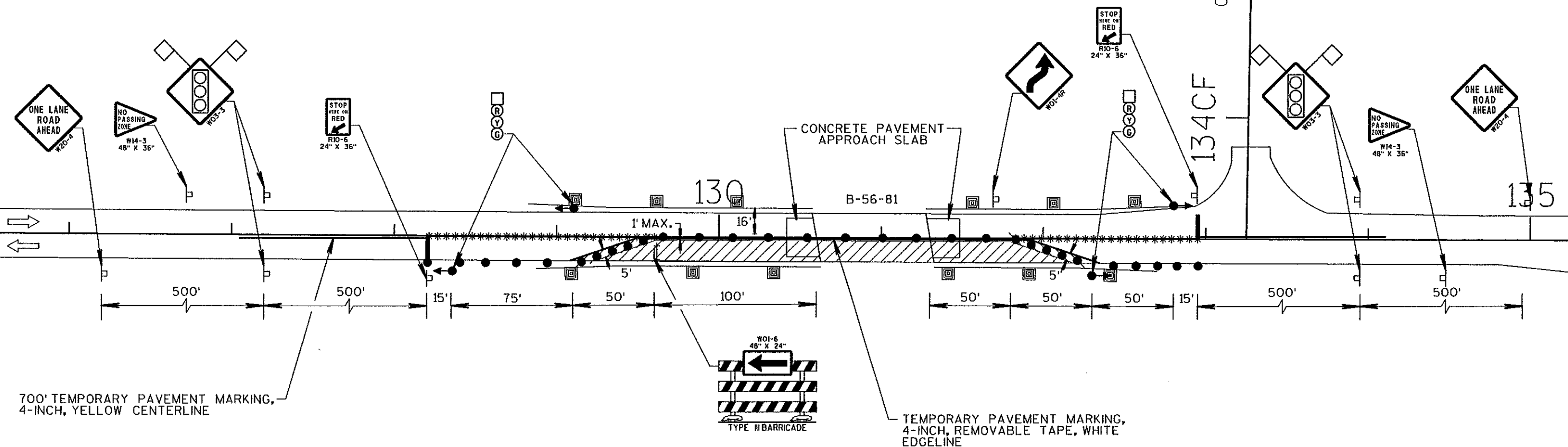
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DIVISION OF HIGHWAYS			
STRUCTURE B-56-81			
CONST. SPEC.	1989	DRAWN BY JHG	PLANS CKD. FWG
SUPERSTRUCTURE			SHEET 7 OF 10
			X82498

B5681S.DGN



THIS DETAIL IS SHOWING THE WORK ZONE FOR STAGE 1 (EB DIRECTION), STAGE 2 (WB DIRECTION) IS THE MIRROR IMAGE OF STAGE 1.

REFERENCE S.D.D. 9G2-2 a&b FOR GUIDANCE ON THE INSTALLATION OF TEMPORARY SIGNALS.



700' TEMPORARY PAVEMENT MARKING, 4-INCH, YELLOW CENTERLINE

GENERAL NOTES:

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

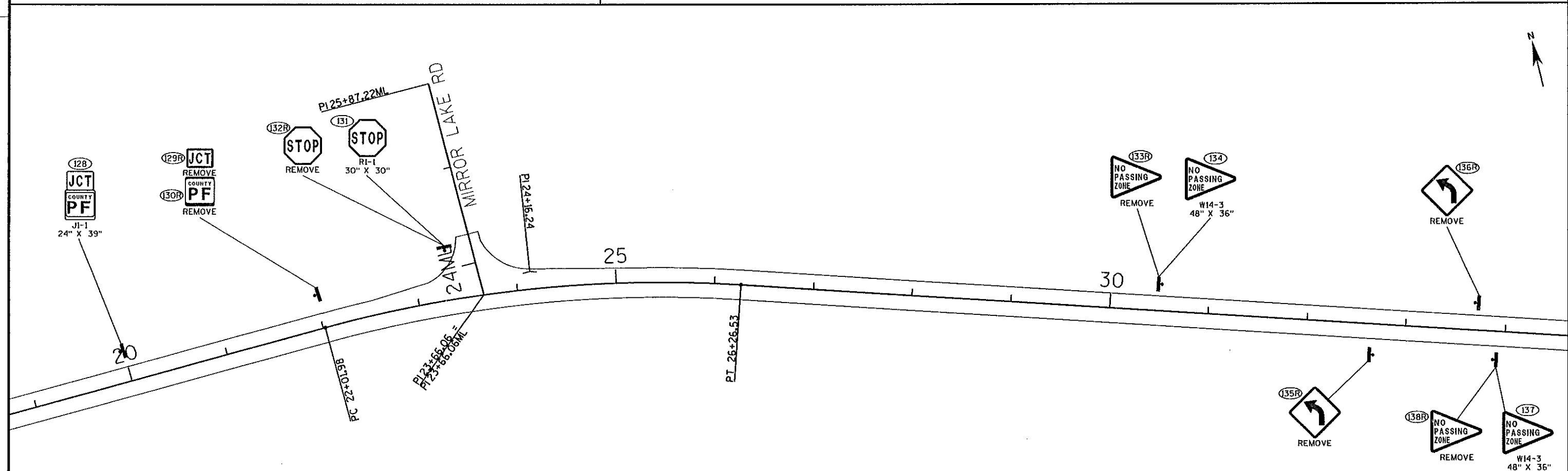
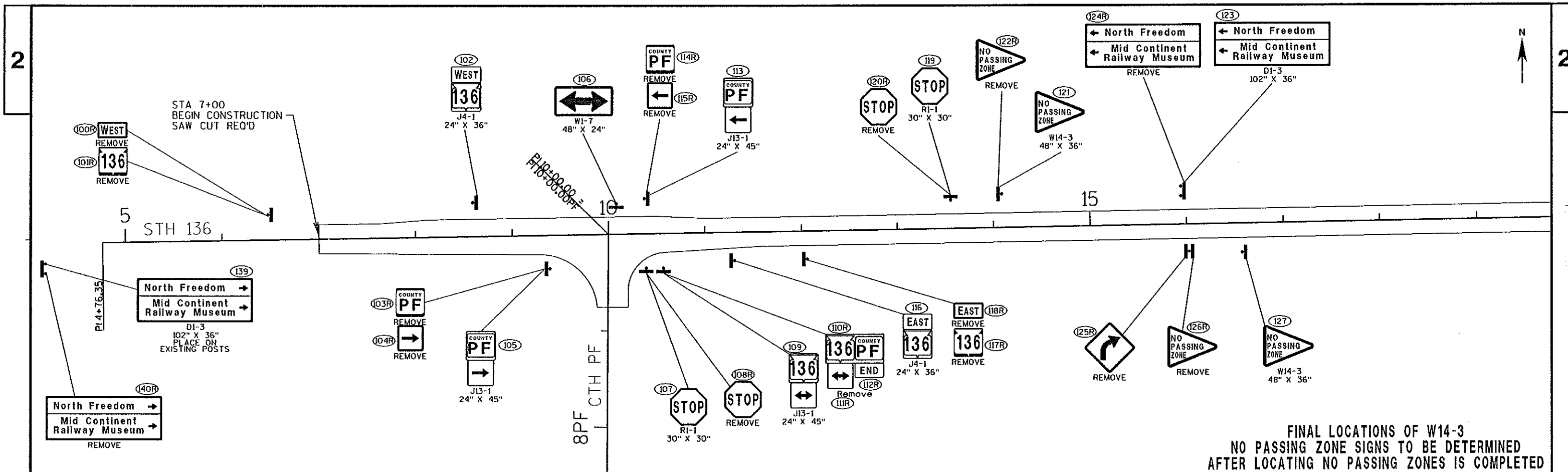
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

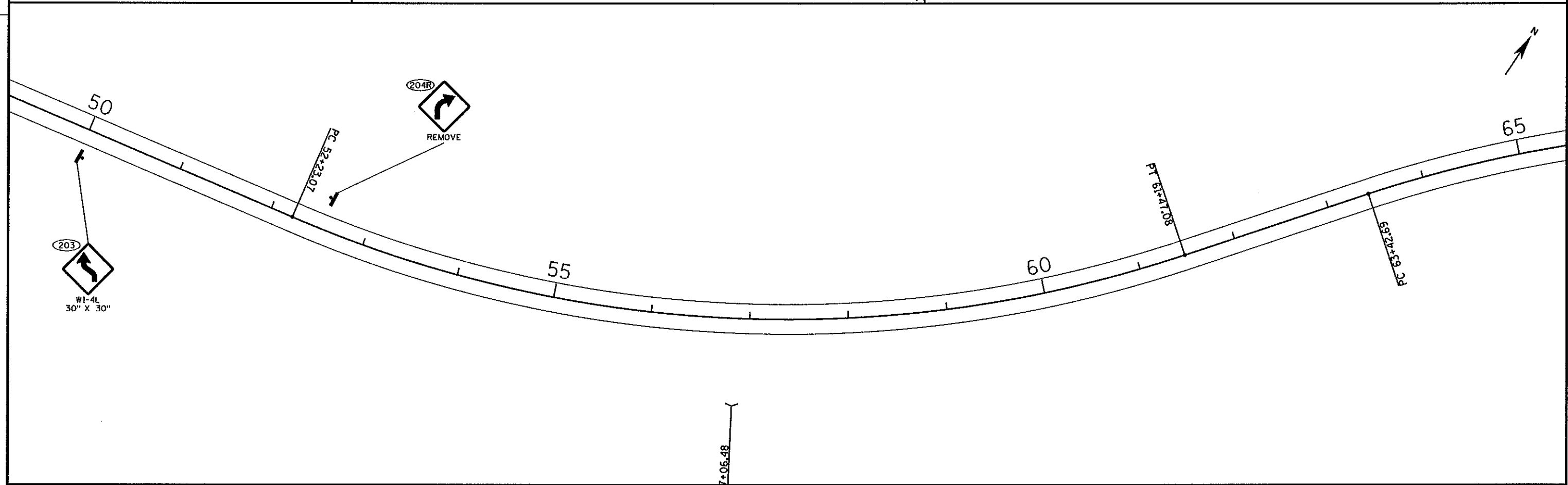
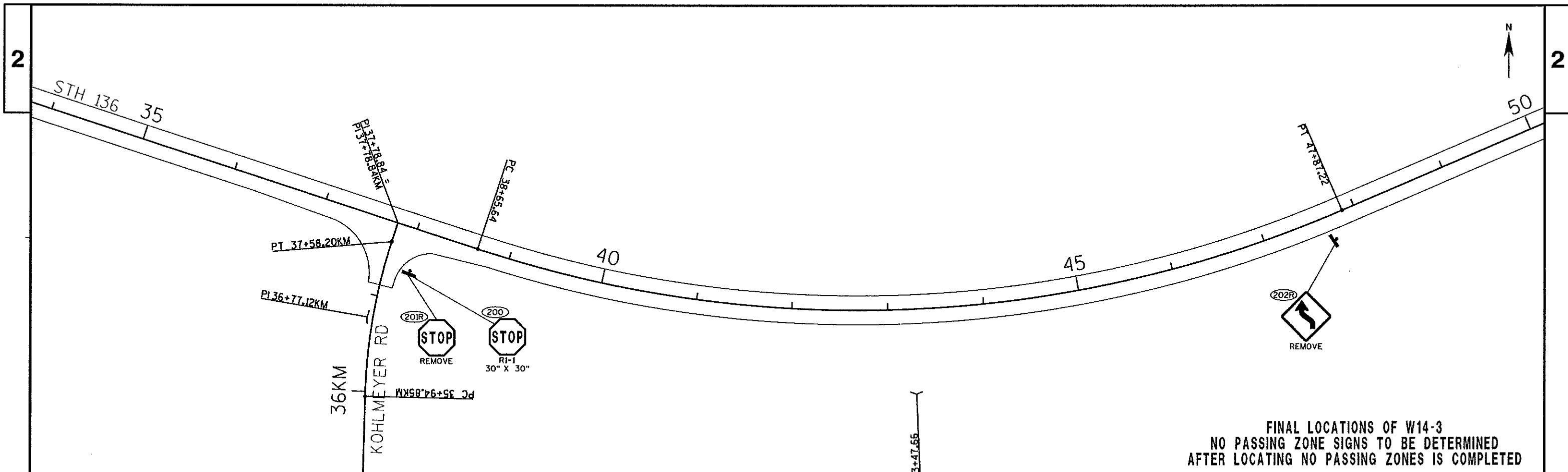
SIGN LAYOUT SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OF THE WISCONSIN STANDARD SIGN PLATES.

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.

PLACE TEMPORARY PAVEMENT MARKING EDGELINE AND CENTERLINE, AND REMOVE EXISTING PAVEMENT MARKINGS IF LAND CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS OR AS NOTED ON DETAIL.

SIGNAL SEQUENCE				
Interval	EB	WB	Seconds	Percent
1	G	R	21	30%
2	Y	R	4.2	6%
3	R	R	9.8	14%
4	R	G	21	30%
5	R	Y	4.2	6%
6	R	R	9.8	14%
Cycle length =			70	





PROJECT NO: 5573-03-61

HWY: STH 136

COUNTY: SAUK

PERMANENT SIGNING

SHEET

E

FILE NAME : p:\State\s136\55730331\Cad\plans\023202.ps.dgn

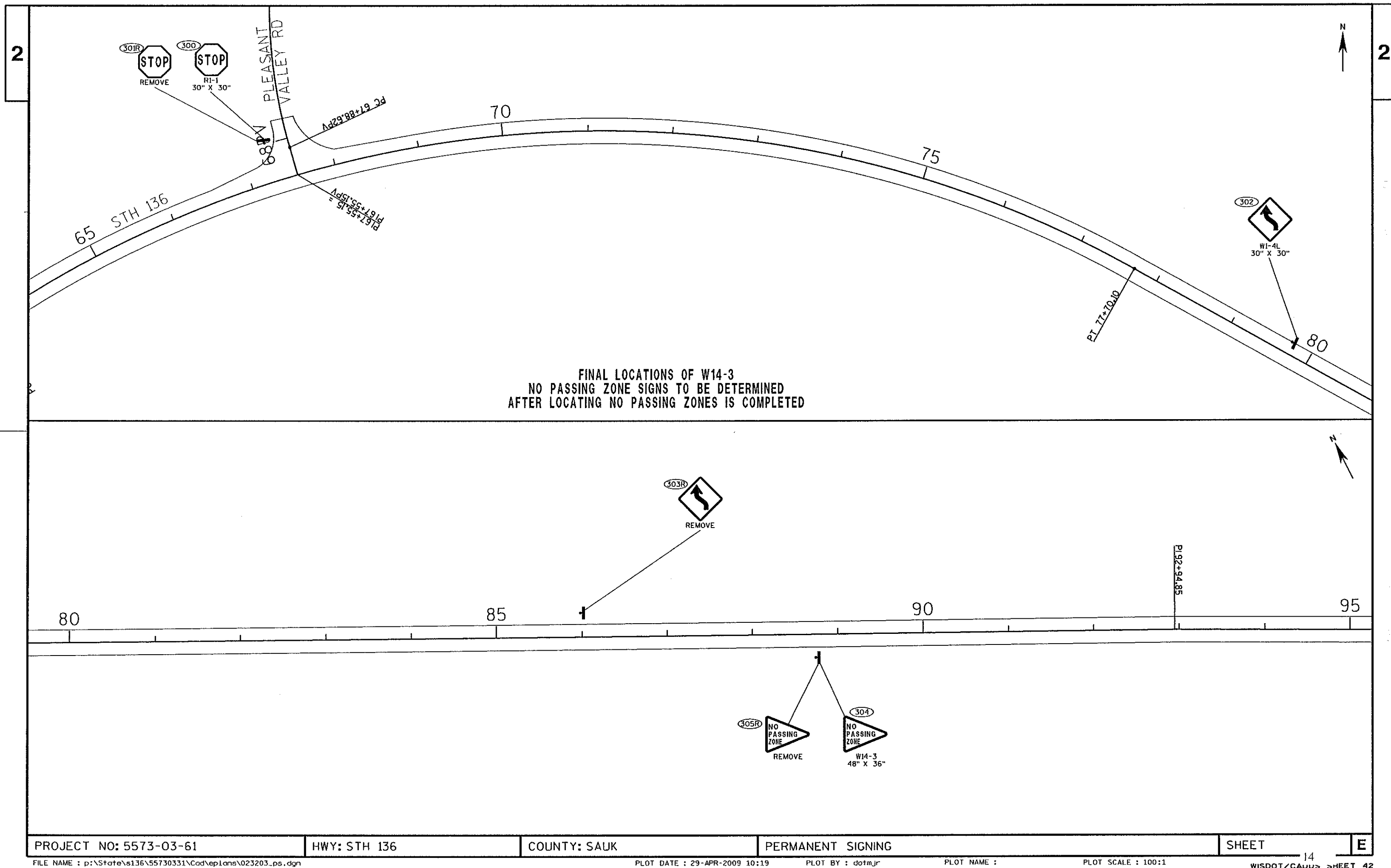
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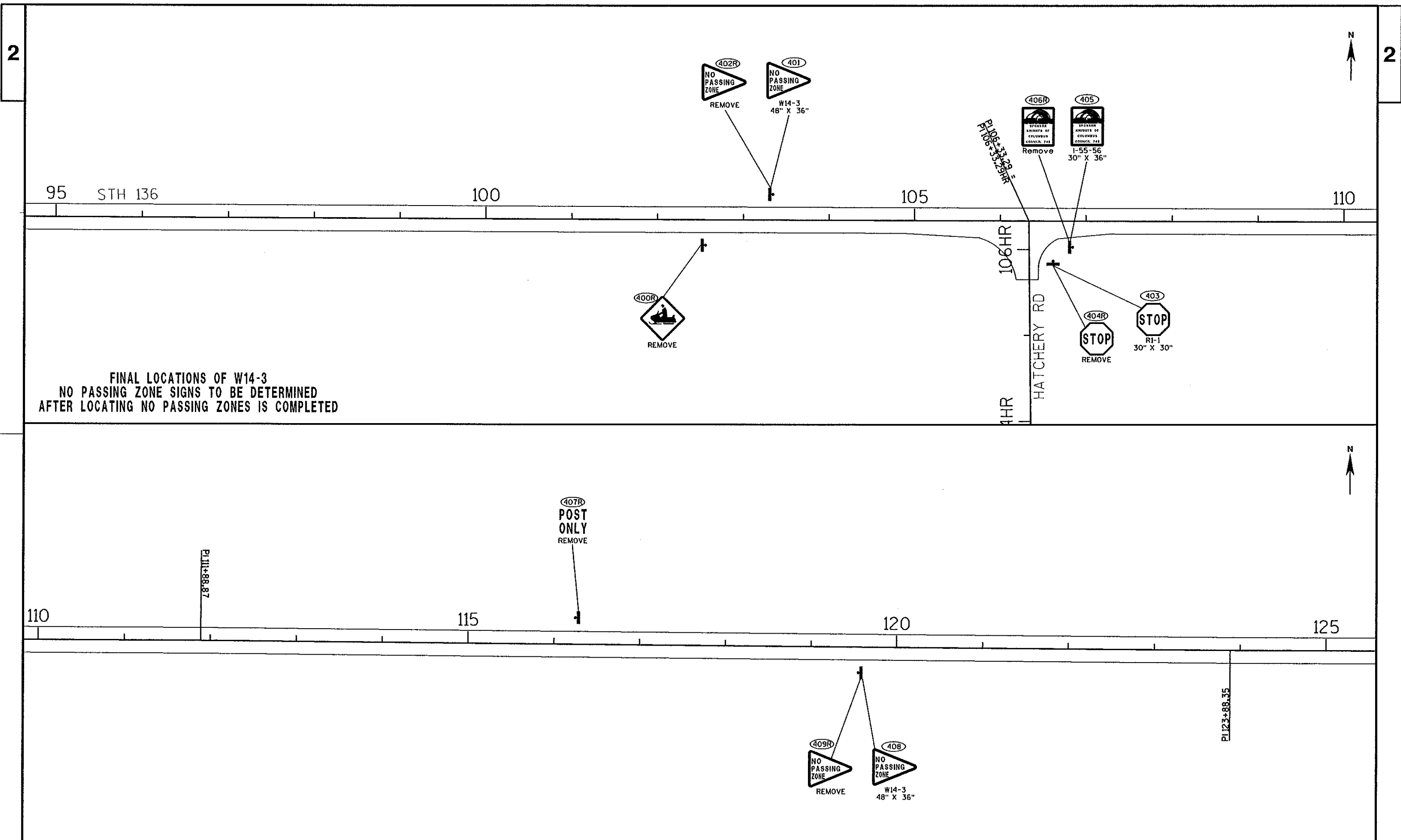
PLOT BY : dotmjr

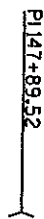
PLOT NAME :

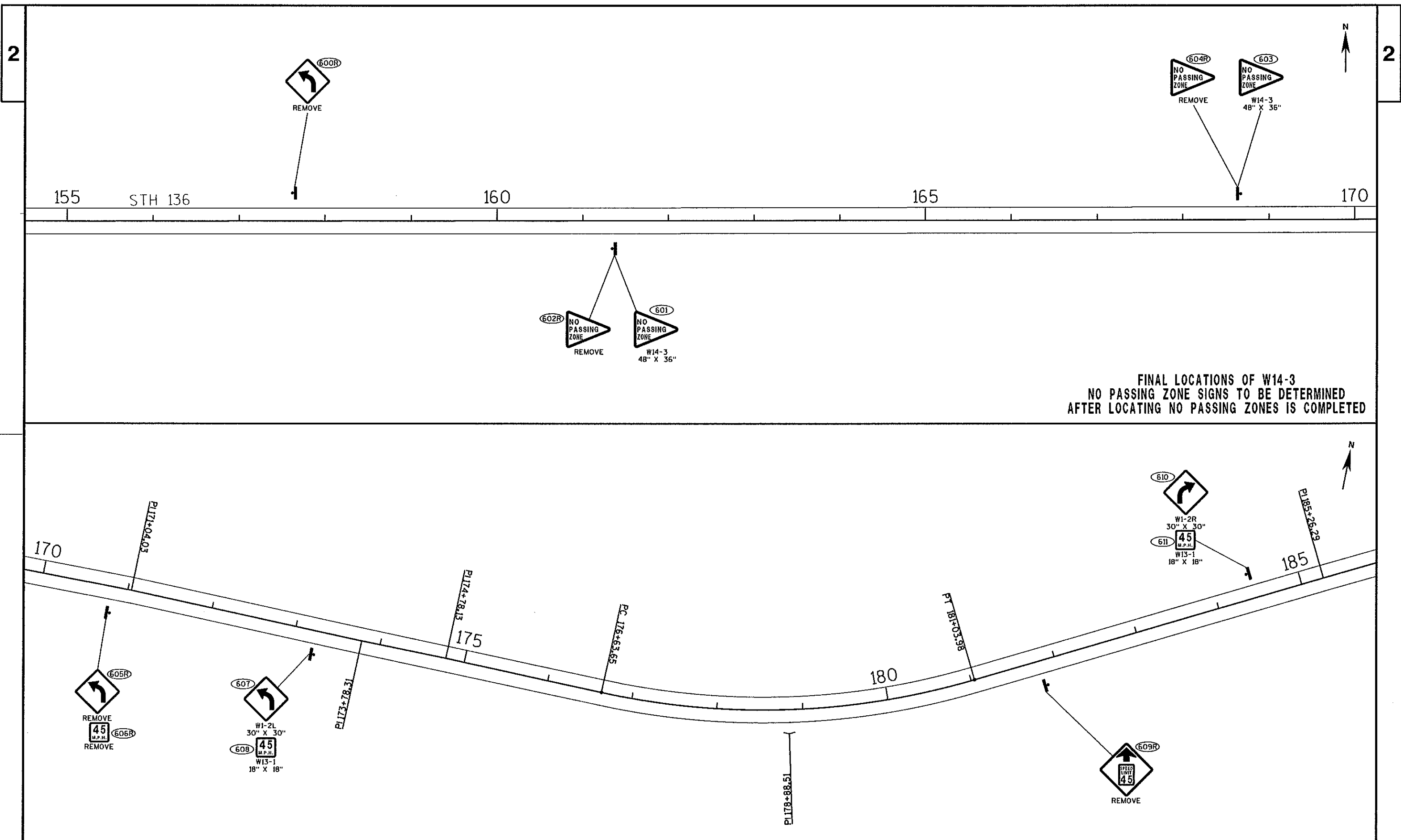
PLOT SCALE : 100:1

13
WISDOT/CADD SHEET 42

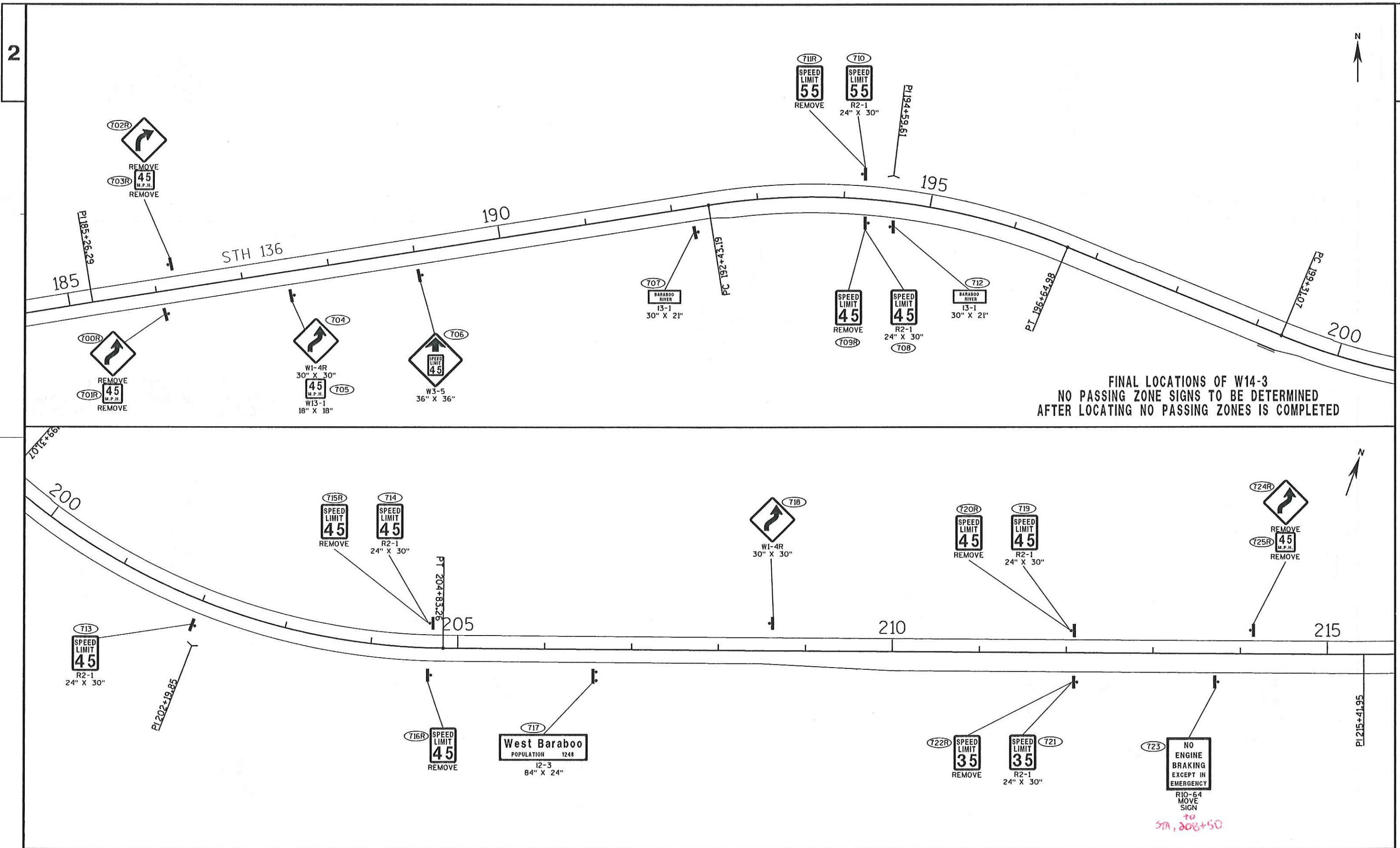








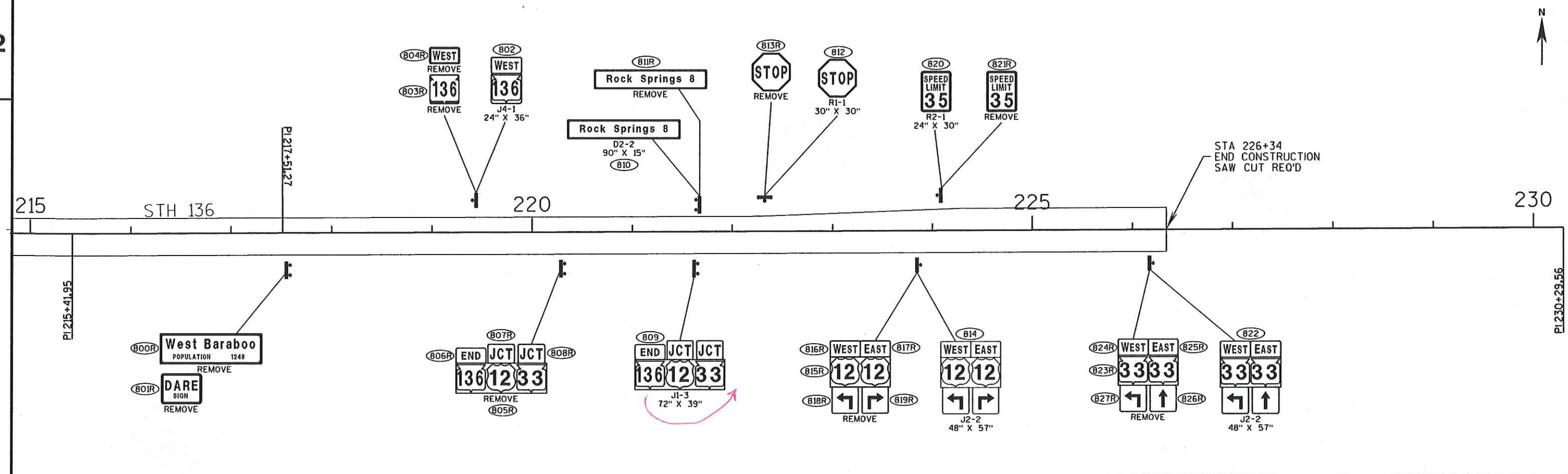
FINAL LOCATIONS OF W14-3
NO PASSING ZONE SIGNS TO BE DETERMINED
AFTER LOCATING NO PASSING ZONES IS COMPLETED



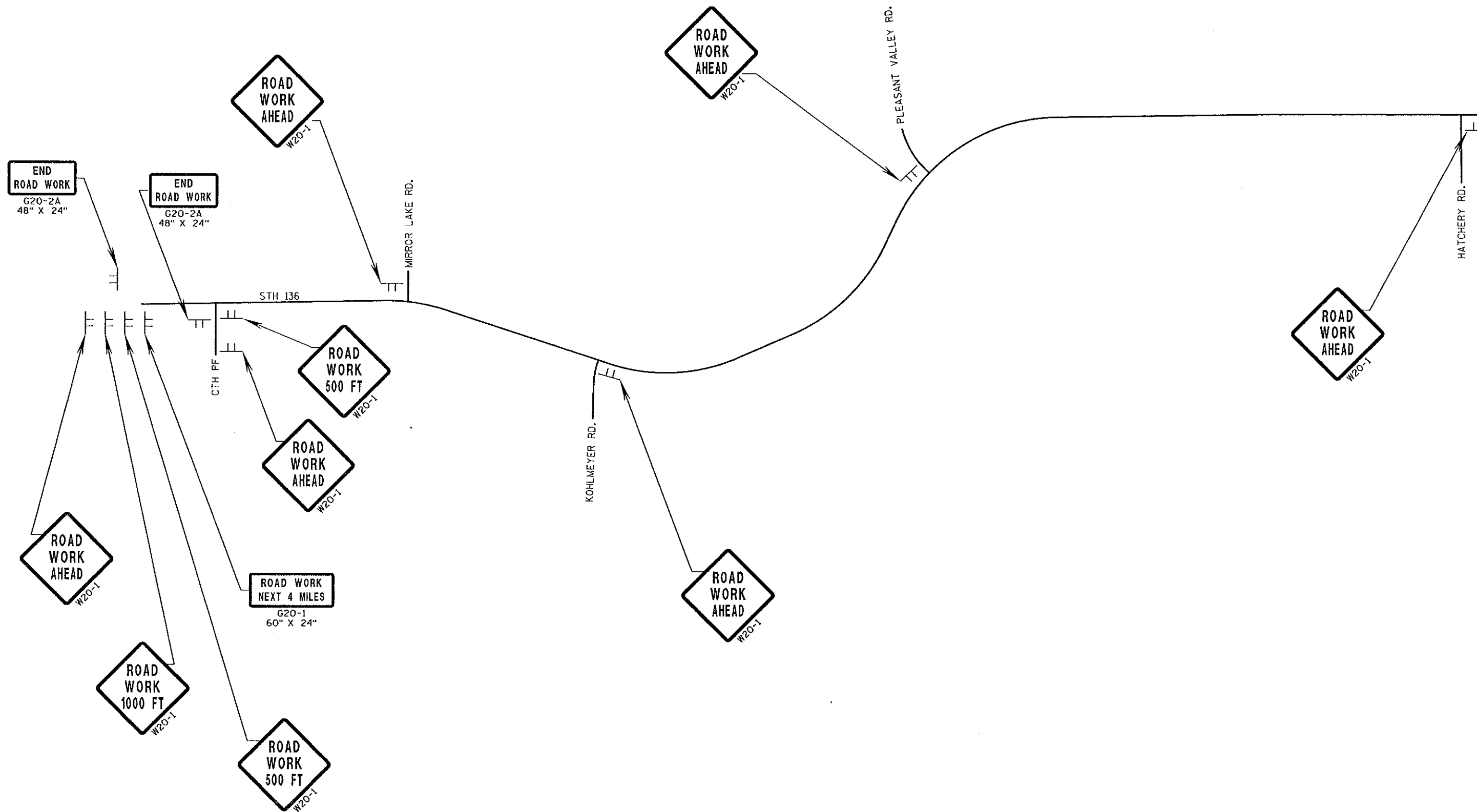
FINAL LOCATIONS OF W14-3
NO PASSING ZONE SIGNS TO BE DETERMINED
AFTER LOCATING NO PASSING ZONES IS COMPLETED

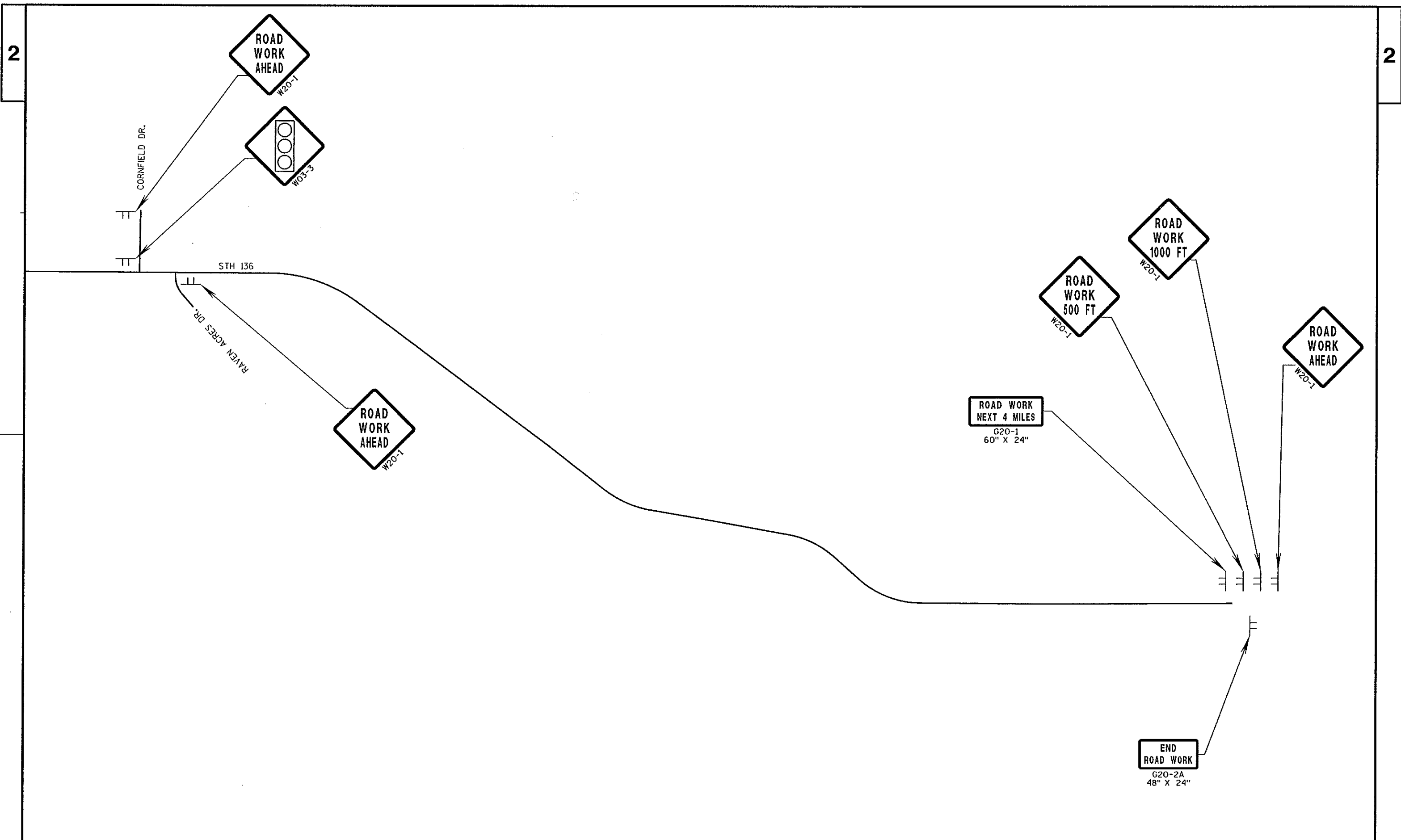
2

2



FINAL LOCATIONS OF W14-3
NO PASSING ZONE SIGNS TO BE DETERMINED
AFTER LOCATING NO PASSING ZONES IS COMPLETED





2

2