

WITH:

PROJECT ID:

5865-04-30

COUNTY:

VERNON

ORDER OF SHEETS

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

TOTAL SHEETS =



DESIGN DESIGNATION

A.A.D.T.	2010	=	440
A.A.D.T.	"	"	"
D.H.V.	"	"	"
D.D.	"	"	"
T.	"	"	"
DESIGN SPEED	"	=	55 MPH
ESALS	"	"	"

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
	STORM SEWER
	TELEPHONE
	WATER
MARSH AREA	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE
WOODED OR SHRUB AREA	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

STH 35 - CHASEBURG

COON CREEK STRUCTURE B-62-56

STH 162

VERNON COUNTY

STATE PROJECT NUMBER

5865-04-60

STATE PROJECT

5865-04-60

FEDERAL PROJECT

PROJECT

CONTRACT

BEGIN PROJECT

STA 4+00

X = 635318.869

Y = 187312.335

STRUCTURE B-62-56

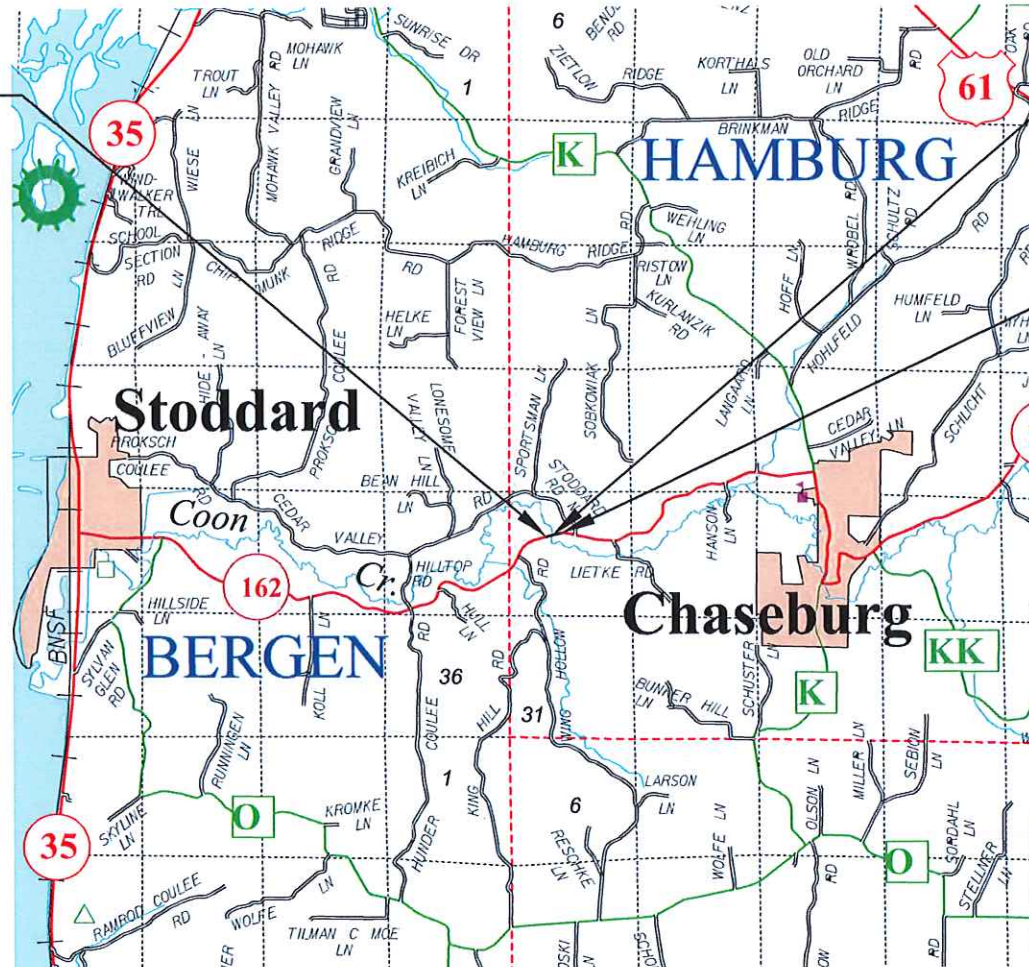
STA 6+27 - 7+99

END PROJECT

STA 11+00

X = 635318.869

Y = 187493.618



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE =

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN
COORDINATE REFERENCE SYSTEM (WISCRS), COUNTY COUNTY,
NAD83 (YEAR), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID
COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES
ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED
TO NAVD 88 (YEAR), GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISCONSIN DOT
Designer	JERED LEX
Project Manager	ANTHONY VANDER WIELEN
Regional Examiner	DAN KLEINERTZ
Regional Supervisor	JOSEPH GREGAS III

APPROVED FOR THE DEPARTMENT

DATE: 9/25/18 *Joseph Gregas III*
(Signature)

E



DNR CONTACT

DEPARTMENT OF NATURAL RESOURCES
KAREN KALVELAGE
3550 MORMON COULEE RD
LA CROSSE, WI 54601
PHONE: (608) 785-9115
EMAIL: KAREN.KALVELAGE@WISCONSIN.GOV

DESIGN CONTACT

DEPARTMENT OF TRANSPORTATION
JERED LEX
3550 MORMON COULEE RD
LA CROSSE, WI 54601
PHONE: (608) 397-2221
EMAIL: JERED.LEX@DOT.WI.GOV

UTILITY CONTACTS

VERNON ELECTRIC COOPERATIVE
110 SAUGSTAD RD
WESTBY, WI 54667
PHONE: (608) 223-2014
PHONE: (608) 634-3121

COON VALLEY FARMERS TELEPHONE COMPANY
105 CENTRAL AVE
COON VALLEY, WI 54623
PHONE: (608) 452-3101
PHONE: (608) 452-8000

GENERAL NOTES

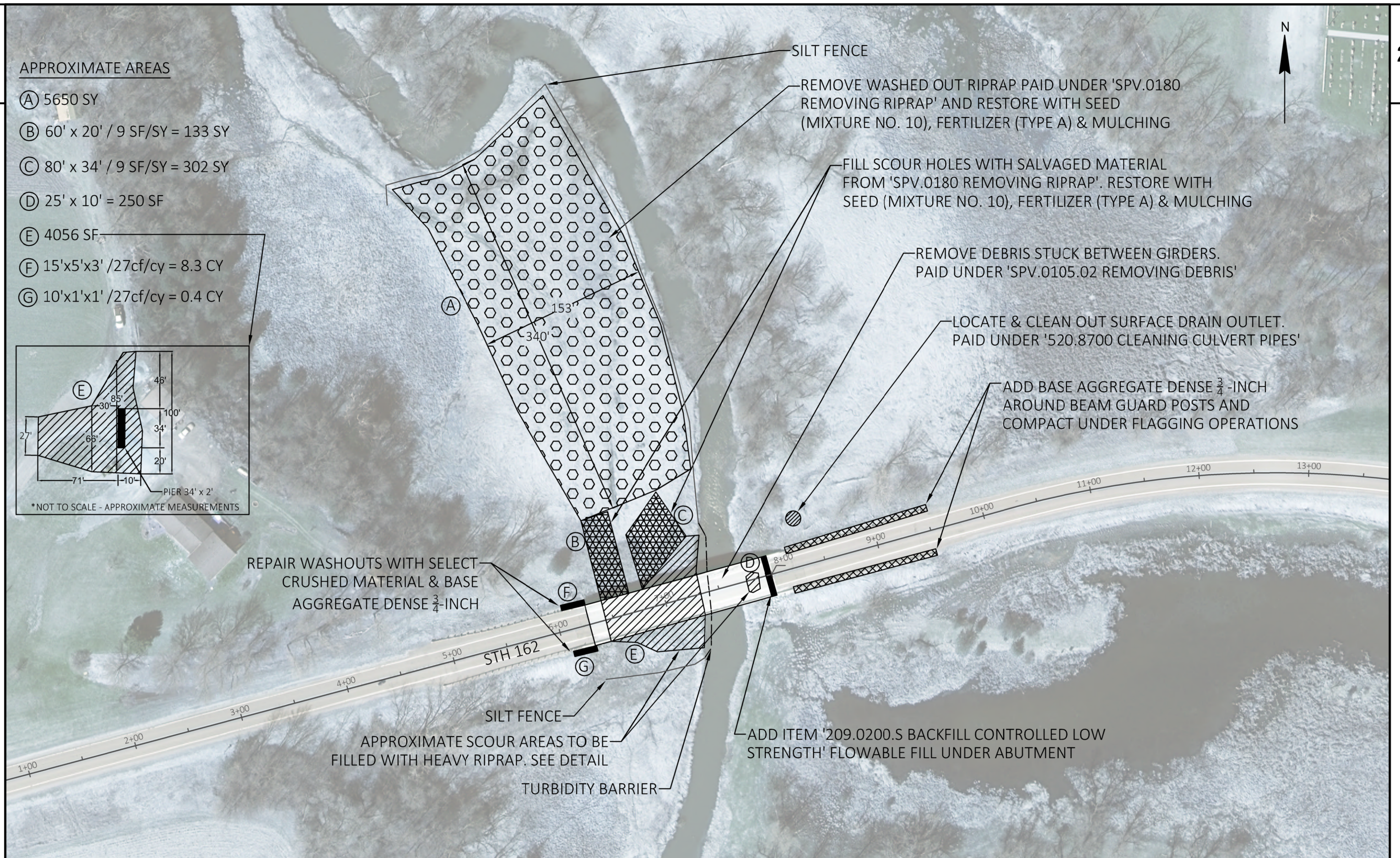
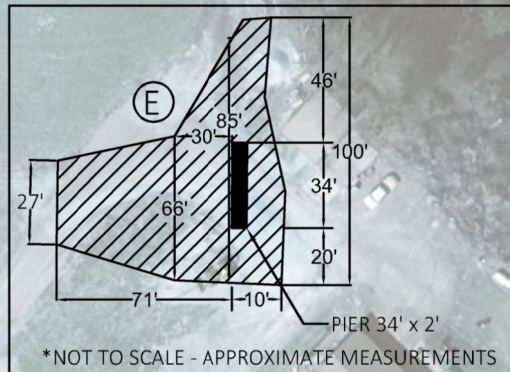
NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER

NO UTILITIES ARE SHOWN ON THE PLANS. CALL DIGGERS HOTLINE BEFORE GROUND DISTURBING WORK

EROSION MAT CLASS 1 TYPE A LISTED IN QUANTITIES IS FOR PERMANENT EROSION CONTROL AFTER REMOVING TEMPORARY ACCESS ROADS IN DITCH LINES OR SLOPES 4:1 OR STEEPER

APPROXIMATE AREAS

- (A) 5650 SY
 (B) $60' \times 20' / 9 \text{ SF/SY} = 133 \text{ SY}$
 (C) $80' \times 34' / 9 \text{ SF/SY} = 302 \text{ SY}$
 (D) $25' \times 10' = 250 \text{ SF}$
 (E) 4056 SF
 (F) $15' \times 5' \times 3' / 27 \text{ cf/cy} = 8.3 \text{ CY}$
 (G) $10' \times 1' \times 1' / 27 \text{ cf/cy} = 0.4 \text{ CY}$



PROJECT NO: 5865-04-60

HWY: 162

COUNTY: VERNON

PLAN DETAIL

SHEET

E

FILE NAME: N:\PDS\C3D\58650430\58650430\021201- PD.DWG
 LAYOUT NAME: Plan 1 IN 40 FT

PLOT DATE: 9/24/2018 2:57 PM

PLOT BY: LEX, JERED ANDREW

PLOT NAME:

PLOT SCALE: Custom

WISDOT/CADDSSHEET 42

3

BACKFILL CONTROLLED LOW STRENGTH

209.0200.S			
STATION	LOCATION	CY	REMARKS
7+90	ABUTMENT	3	FILL SCOUR UNDER ABUTMENT
TOTAL 0010		3	

SELECT CRUSHED MATERIAL

312.0110			
STATION	LOCATION	TON	REMARKS
8+20	LT	16	WASH OUT NEXT TO PARAPET
8+20	RT	1	WASH OUT NEXT TO PARAPET
TOTAL 0010		17	

CLEANING CULVERT PIPES

520.8700			
STATION	LOCATION	EACH	REMARKS
8+30	LT	1	LOCATE & CLEAN OUT SURFACE DRAIN OUTLET
TOTAL 0010		1	

BASE AGGREGATE DENSE 3/4-INCH

305.0110					
STATION	TO	STATION	LOCATION	TON	REMARKS
8+15	-	9+49	LT	21	BEAM GUARD GRADING/ FILL
8+15	-	9+49	RT	21	BEAM GUARD GRADING/ FILL
6+10	-	6+20	LT	0.8	PLACE 3" LAYER ABOVE SELECT CRUSHED MATERIAL
6+10		6+20	RT	0.2	PLACE 3" LAYER ABOVE SELECT CRUSHED MATERIAL
TOTAL 0010				43	

RIPRAP HEAVY

606.0300					
STATION	TO	STATION	LOCATION	CY	REMARKS
6+40	-	7+90	LT/RT	671	SCOUR HOLE
				67	UNDISTRIBUTED
TOTAL 0010				738	

REMOVING RIPRAP

SPV.0180					
STATION	TO	STATION	LOCATION	SY	REMARKS
6+00	-	7+50	LT	5650	AREA 'A' ON PLAN DETAIL
TOTAL 0010				5650	

3

SILT FENCE

				628.1504
STATION	TO	STATION	LOCATION	LF
5+50	-	7+50	LT	635
6+30	-	7+30	RT	100
			TOTAL 0010	735

EROSION MAT CLASS I TYPE A

		628.2002		
LOCATION		SY	REMARKS	
ACCESS ROADS		700	UNDISTRIBUTED FOR FINAL EROSION CONTROL AT TEMPORARY ACCESS ROADS FOR DITCH LINES OR SLOPES 4:1 OR STEEPER	
		TOTAL 0010		700

FERTILIZER TYPE A

		629.0205		
STATION	LOCATION	CWT	REMARKS	
6+00 - 7+50	LT	4	AREAS "A,B,C" ON PLAN DETAIL	
PROJECT	LT/RT	1	UNDISTRIBUTED FOR FINAL EROSION CONTROL AT TEMPORARY ACCESS ROADS	
		TOTAL 0010		5

TURBIDITY BARRIERS

		628.6005
STATION	LOCATION	SY
7+45	LT/ RT	172
		TOTAL 0010
		172

MULCHING

				627.0200		
STATION	TO	STATION	LOCATION	SY	REMARKS	
6+00	-	7+50	LT	5650	AREA 'A' ON PLAN DETAIL	
6+40	-	6+70	LT	133	AREA 'B' ON PLAN DETAIL	
6+80	-	7+30	LT	302	AREA 'C' ON PLAN DETAIL	
PROJECT	-	-	LT/RT	700	UNDISTRIBUTED FOR FINAL EROSION CONTROL AT TEMPORARY ACCESS ROADS	
				TOTAL 0010		6785

SEEDING MIXTURE NO. 10

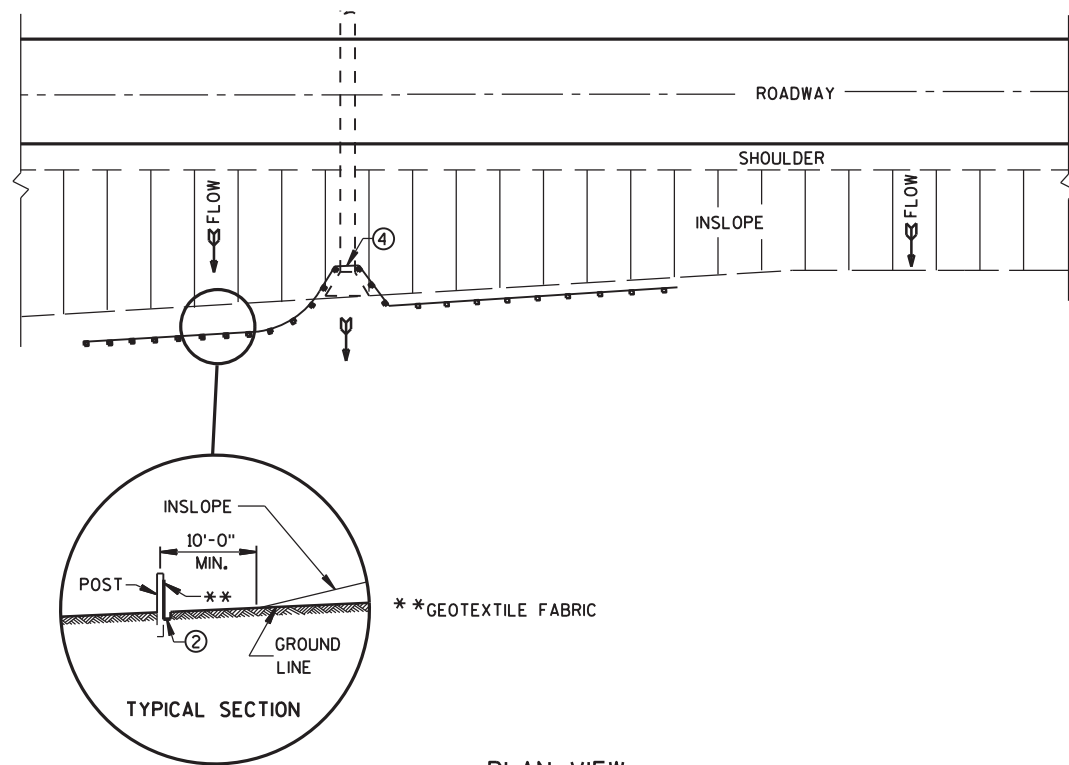
				630.0110		
STATION	TO	STATION	LOCATION	LB	REMARKS	
6+00	-	7+50	LT	82	AREAS 'A,B,C' ON PLAN DETAIL	
				20	UNDISTRIBUTED FOR FINAL EROSION CONTROL AT TEMPORARY ACCESS ROADS FOR DITCH LINES OR SLOPES 4:1 OR STEEPER	
				TOTAL 0010		102

TRAFFIC CONTROL SIGNS

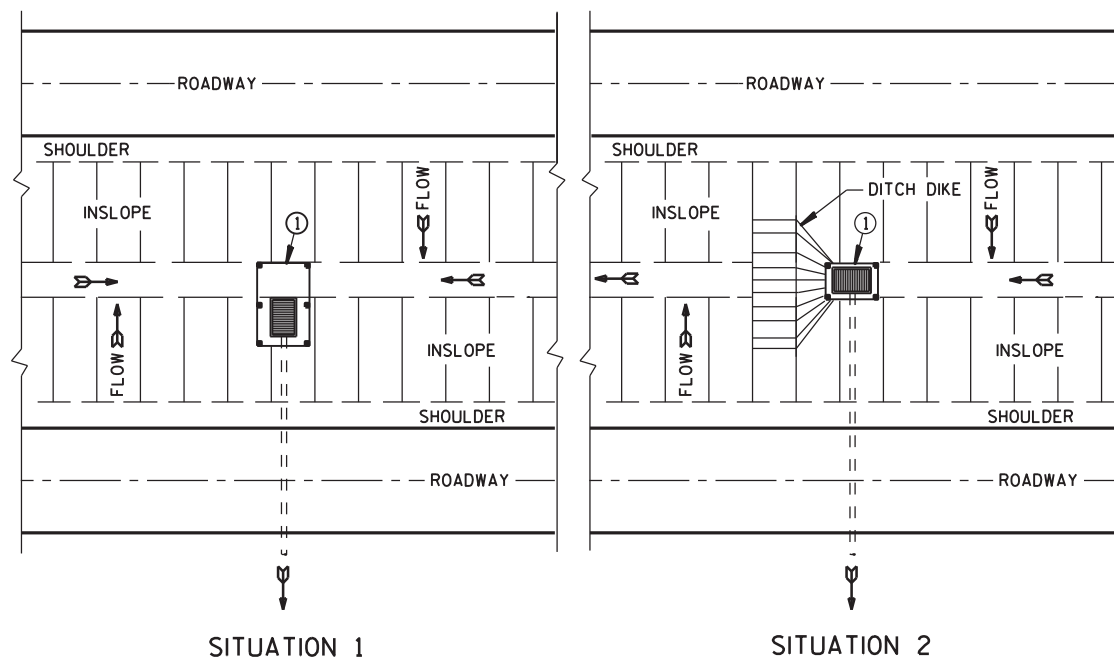
		643.0900		
LOCATION		DAY	REMARKS	
ADVANCE WARNING SIGNS		190	SEE SDD '15C4'	
		TOTAL 0010		190

TRAFFIC CONTROL DRUMS

		643.0300
LOCATION		DAY
ACCESS ROADS/ BEAM GUARD WORK		380
		TOTAL 0010
		380



PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE

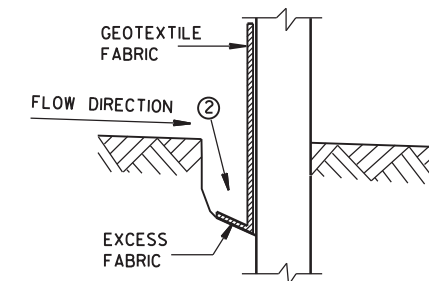


SITUATION 1
SITUATION 2
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

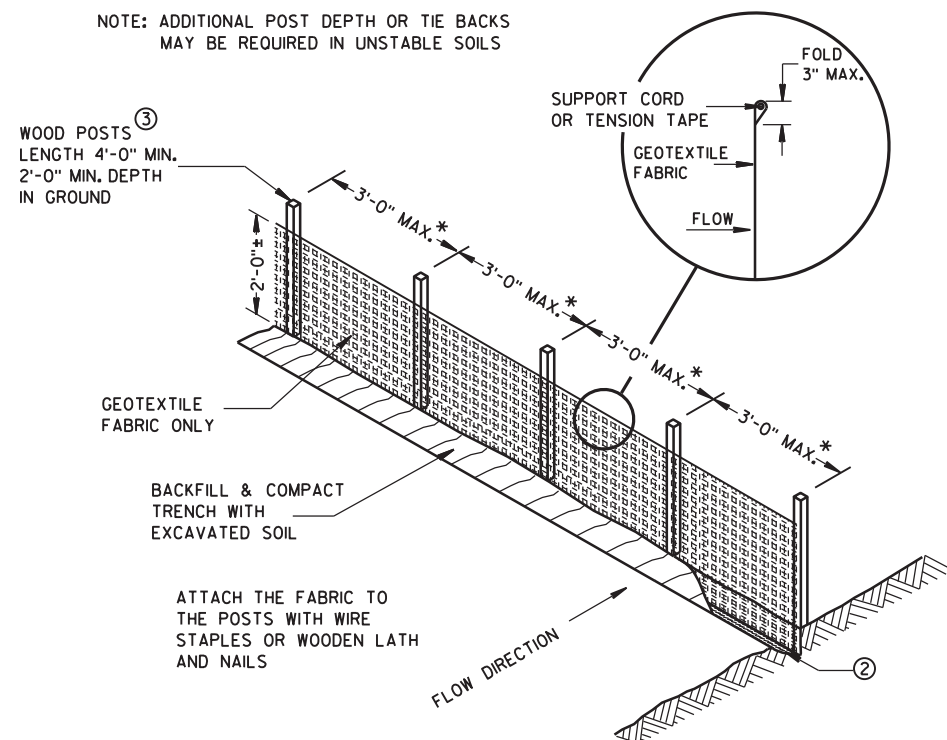
GENERAL NOTES

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

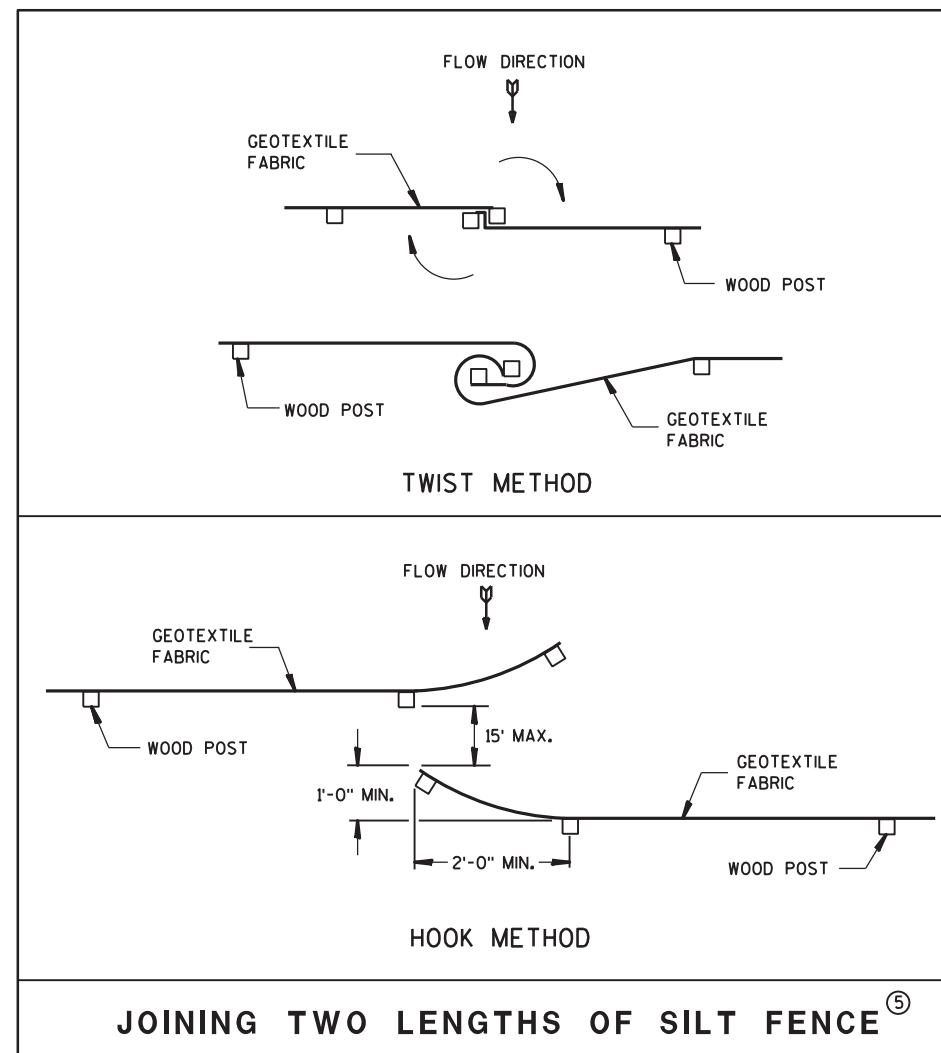
- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



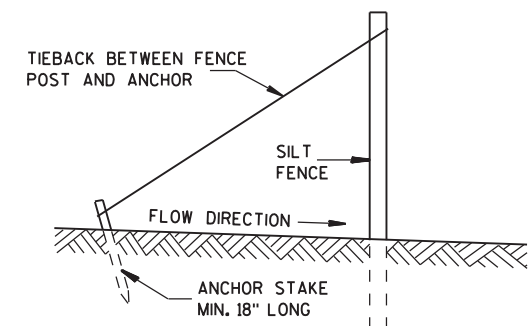
TRENCH DETAIL



SILT FENCE



JOINING TWO LENGTHS OF SILT FENCE ⑤

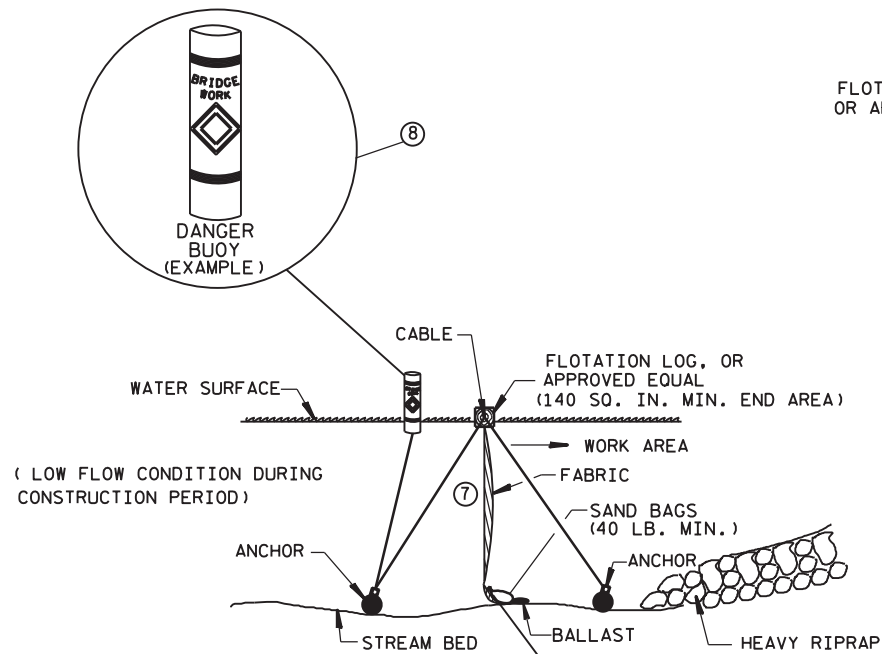


SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

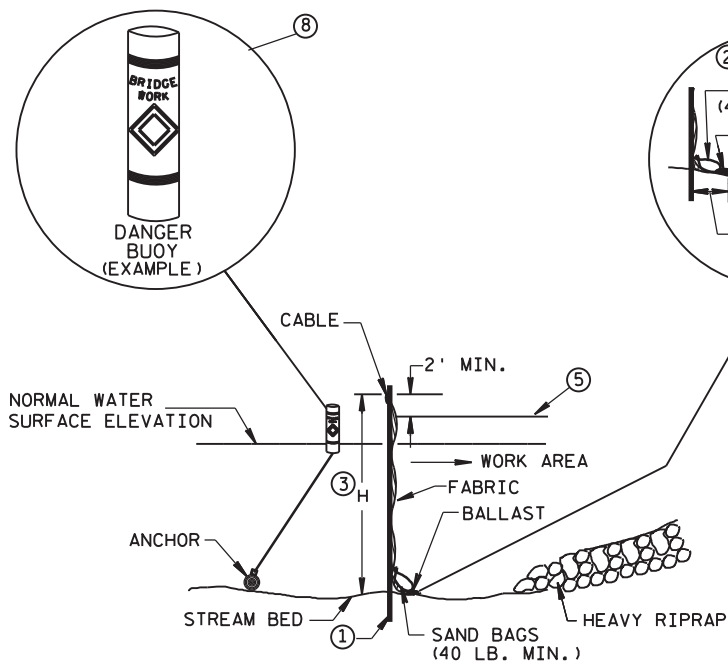
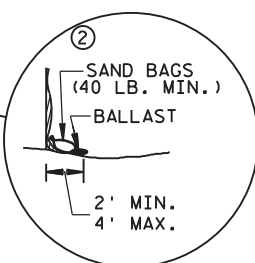
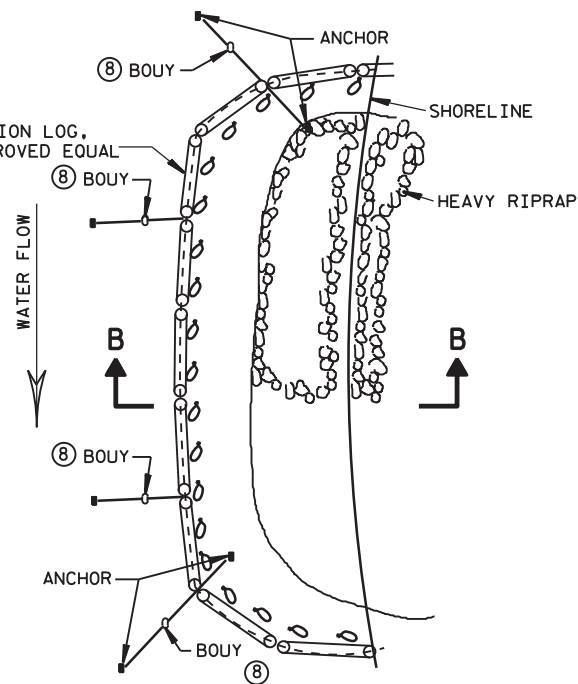
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



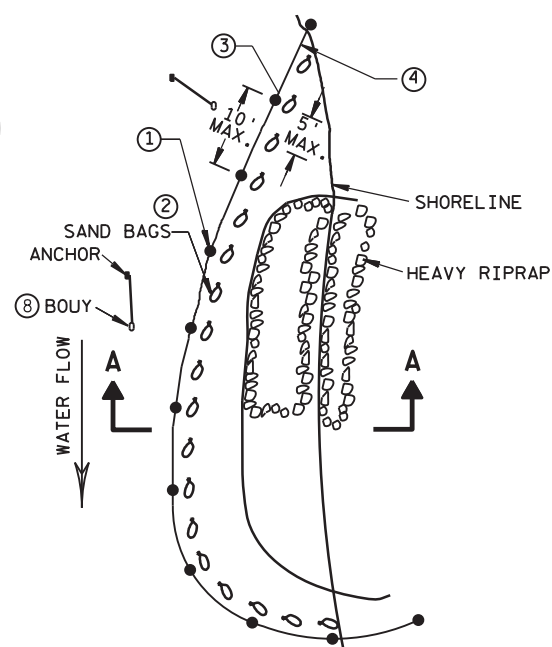
SECTION B-B

TURBIDITY BARRIER FLOAT ALTERNATIVE
CAUTION - SEE NOTE 6



SECTION A-A

TURBIDITY BARRIER STANDARD POST INSTALLATION



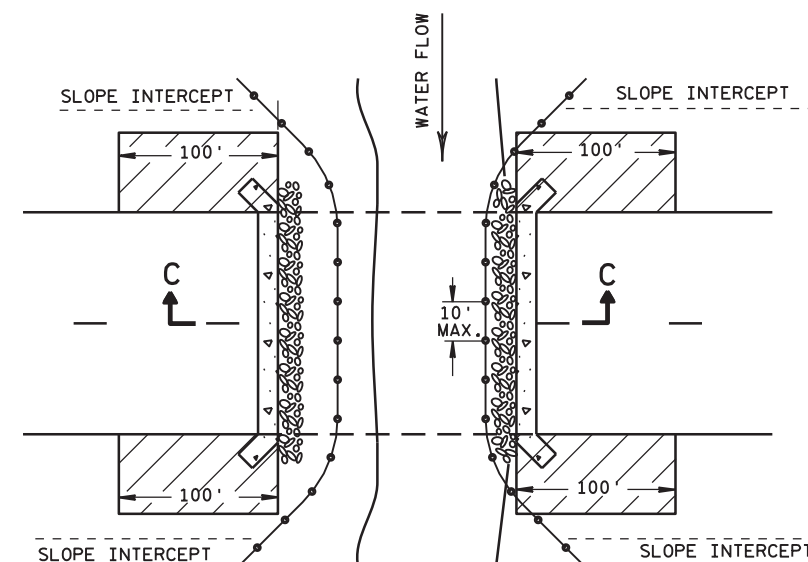
PLAN VIEW

GENERAL NOTES

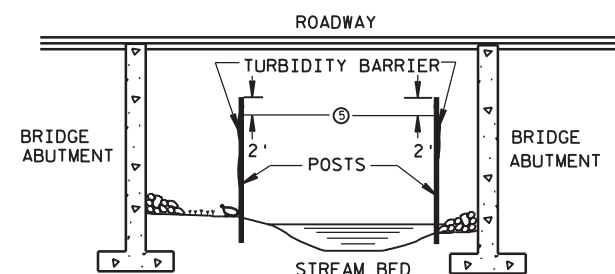
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

TURBIDITY BARRIER MAY BE REMOVED AT THE ENGINEERS DISCRETION, WHEN PERMANENT EROSION CONTROL MEASURES HAVE BEEN ESTABLISHED.

- ① DRIVEN STEEL POSTS, PIPES, OR CHANNELS. LENGTH SHALL BE SUFFICIENT TO SECURELY SUPPORT BARRIER AT HIGH WATER ELEVATIONS.
- ② SANDBAGS TO BE USED AS ADDITIONAL BALLAST WHEN ORDERED BY THE ENGINEER TO MEET ADVERSE FIELD CONDITIONS. SPACE AS APPROPRIATE FOR SITE CONDITIONS.
- ③ WHEN BARRIER HEIGHT, H, EXCEEDS 8 FT., POST SPACING MAY NEED TO BE DECREASED.
- ④ IN WATERWAYS SUBJECT TO FLUCTUATING WATER ELEVATIONS, PROVISIONS SHOULD BE MADE TO ALLOW THE WATER TO EQUALIZE ON EACH SIDE OF THE BARRIER. THIS MAY BE ACCOMPLISHED BY LEAVING A PORTION OF THE BARRIER OPEN ON THE UPSTREAM END.
- ⑤ ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION PERIOD. MINIMUM BARRIER HEIGHT SHALL BE 2' GREATER THAN EITHER THE O2 ELEVATION OR THE ESTIMATED HIGH WATER ELEVATION DURING CONSTRUCTION, WICHEVER IS GREATER.
- ⑥ FLOAT ALTERNATIVE WILL ONLY BE ALLOWED WITH WRITTEN APPROVAL OF THE ENGINEER, AND IS MEANT FOR LOCATIONS WHERE BED ROCK PREVENTS THE INSTALLATION OF POSTS.
- ⑦ ALLOW SUFFICIENT SLACK VERTICALLY AND HORIZONTALLY SO THAT SEDIMENT BUILD UP WILL NOT SEPARATE OR LOWER THE TURBIDITY BARRIER.
- ⑧ USE AS DIRECTED BY COAST GUARD OR DNR PERMIT WHEN WORKING IN NAVIGABLE WATERWAYS.



PLAN VIEW



SECTION C-C

**TURBIDITY BARRIER DETAIL SHOWING
TYPICAL PLACEMENT AT STRUCTURES**

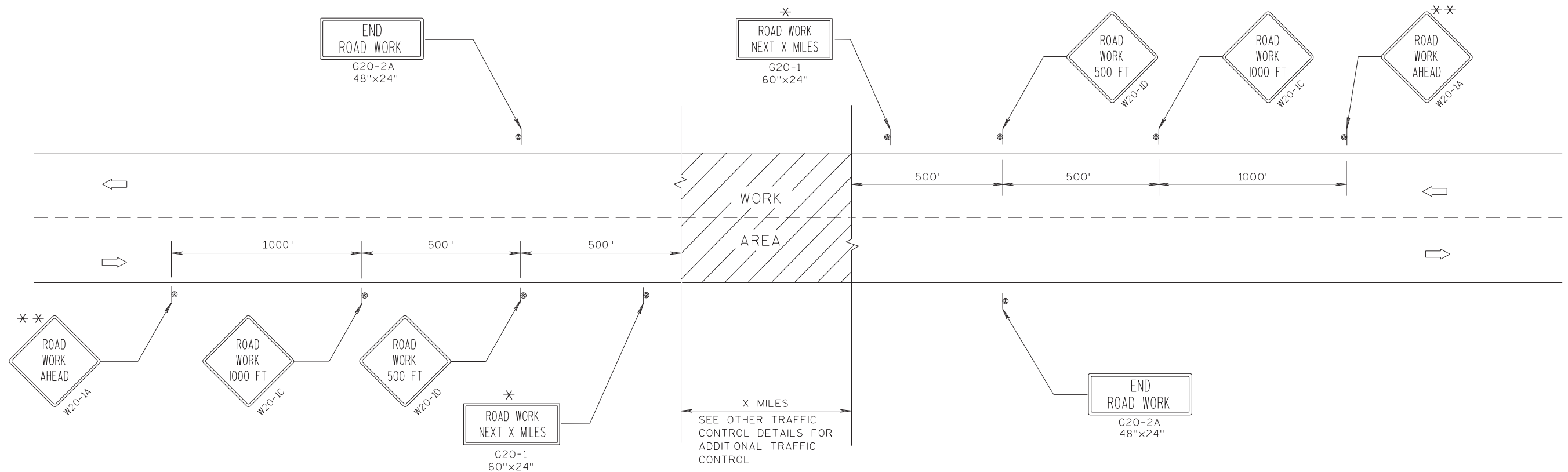
TURBIDITY BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-04-02 /S/ Beth Canestra
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



SDD 15c4 Traffic Control, Advance Warning Signs 45 M.P.H. or Greater, Two Way Undivided Road Open to Traffic



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

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.

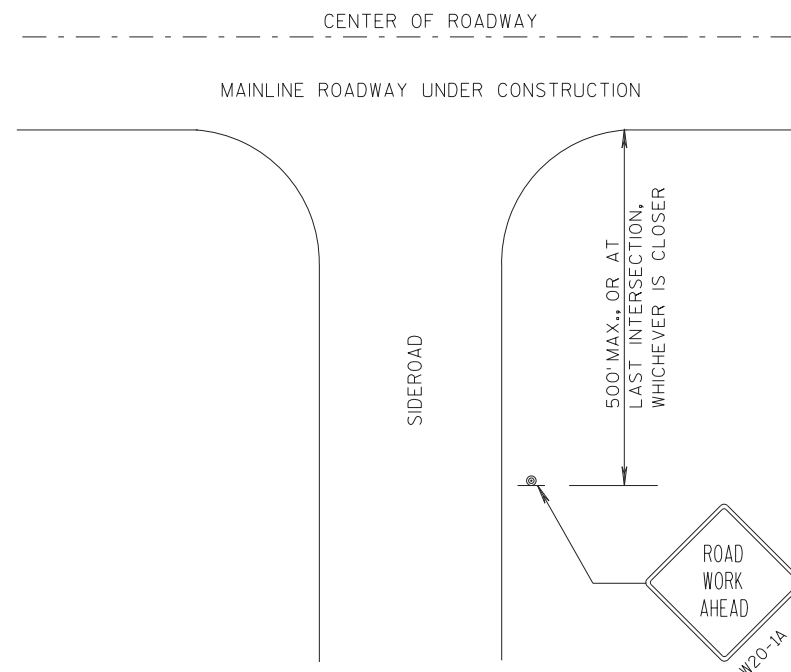
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

* * PLACE ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.







LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 7/2018 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

LEGEND

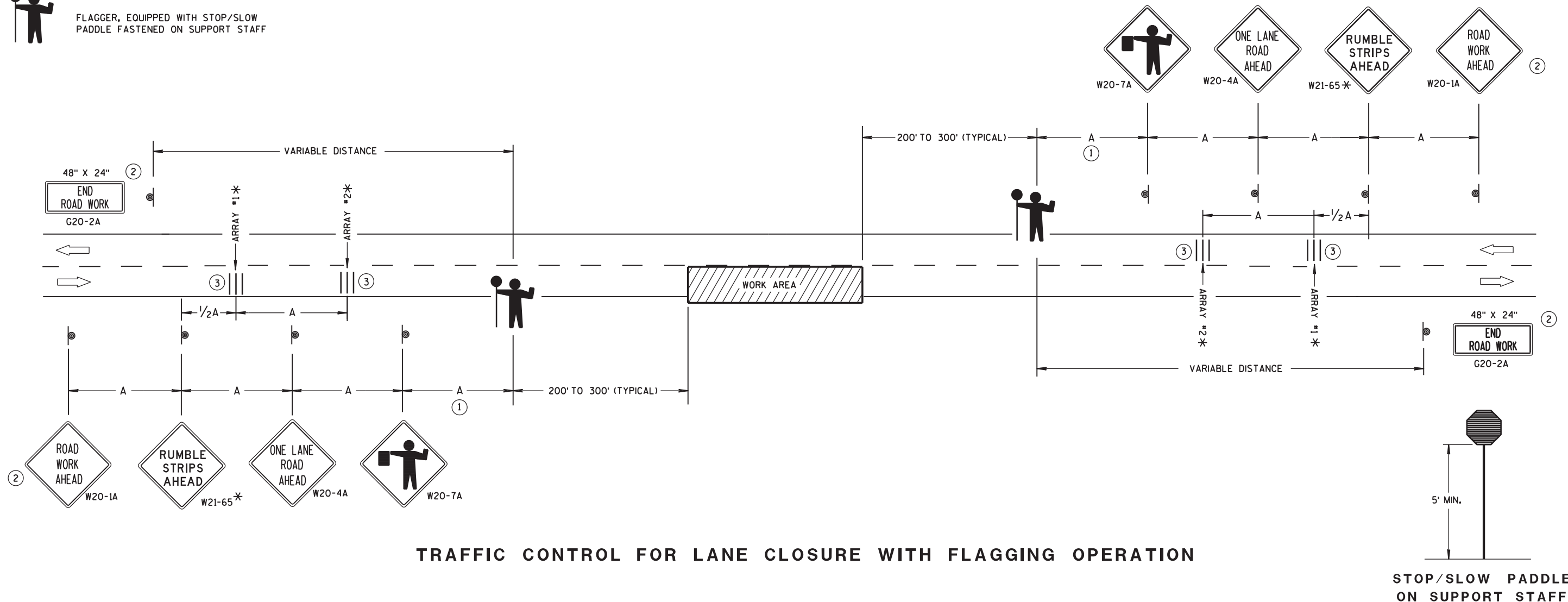
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

GENERAL NOTES

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

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

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

"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS. PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

- FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Andrew Heldtke
DATE WORK ZONE ENGINEER
FHWA