PLAN STATION	Lattitude	Longitude	EXISTING CULVERT TYPE	CONSTRUCTION ACTION
132+49	44.329097	-88.414993	24" CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP
191+82	44.345239	-88.415282	30" CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP
201+50	44.347880	-88.415262	36" CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP
213+00	44.350946	-88.415261	42" CMCP	LINE PIPE/REPLACE END WALLS
225+59	44.354497	-88.415270	36" CMCP	ADD END WALLS TO EXISTING CULVERT
238+18	44.357953	-88.415256	24" CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP
272+31	44.367297	-88.415270	48" CMCP	REPLACE WEST END WALL
326+17	44.382051	-88.415567	57"x38" RCEP	CULVERT/END WALL REPLACEMENT WITH RCCP
338+17	44.384883	-88.418041	24" CMCP	REPLACE WEST END WALL
381+70	44.395126	-88.425512	C-44-0095 - 11.5'X8' SPPA	REPLACE EXISTING CULVERT WITH BOX CULVERT C-44-133
387+24	44.396772	-88.426453	36" CMCP	LINE PIPE/REPLACE END WALLS
402+10	44.400314	-88.431585	24" CMCP	REPLACE END WALLS
411+03	44.401233	-88.433083	35"x24" CSPA	REPLACE WEST END WALL
415+32	44.401979	-88.484267	42" CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP
435+71	44.405678	-88.439988	35"x24" CSPA	REPLACE EAST END WALL
474+75	44.412835	-88.451320	30" CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP
496+37	44.418036	-88.454622	36" CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP
541+07	44.430333	-88.453285	50"x31" CMPA	REPLACE END WALLS
562+83	44.436325	-88.452875	24"CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP
573+64	44.439185	-88.452635	50"x31" CMPA	REPLACE WEST END WALL
578+02	44.439705	-88.452585	30" CMCP	LINE PIPE/REPLACE END WALLS
585+89	44.442588	-88.452334	C-44-0010 - 72" CMCP	ADD END WALLS TO EXISTING CULVERT
591+59	44.444687	-88.452142	24" CMCP	REPLACE WEST END WALL
601+80	44.446981	-88.452029	24" CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP
617+41	44.450856	-88.451880	24" CMCP	CULVERT/END WALL REPLACEMENT WITH RCCP

OUTAGAMIE 44-NE

WAUPACA CO. SHAWANO CO. SHAWANO CO. BROWN CO.

2,320,000' E | 2,350,000' | 2,400,000' | 2,450,000' | 2,480,000' E

290,000' N

R-15-E | R-16-E | R-17-E | R-18-E | R-19-E

Town of Matteson | Town of Navarino | Town of Lessor | Town of Maple Grove | Town of Pittsfield

88° 30'

WAUPACA CO. | BROWN CO.

T-24-N

250,000'

44° 30'

Town of Bear Creek | Town of Hobart

T-23-N

Town of Lebanon

Town of Mukwa | Town of Lawrence

T-22-N

200,000'

Town of Wrightstown

Town of Caledonia | Town of Holland

T-21-N

WAUPACA CO. | BROWN CO.

44° 15'

150,000' N

2,320,000' E | 2,350,000' | 2,400,000' | 2,450,000' | 2,480,000' E

Town of Winchester | Town of Clayton | Town of Menasha | Town of Harrison | Town of Woodville

R-15-E | R-16-E | R-17-E | R-18-E | R-19-E

WINNEBAGO CO. | WINNEBAGO CO. | CALUMET CO.

Embarrass R. | Wolf R. | Shioc R. | Black Otter Cr. | Rat R. | Apple Cr. | Toad Cr. | Bear Cr. | Squaw L.

DEER CREEK | MAINE | CICERO | SEYMOUR | ONEIDA

MAPLE CREEK | BOVINA | BLACK CREEK | OSBORN

LIBERTY | ELLINGTON | CENTER | FREEDOM | KAUKAUNA

HORTONIA | GREENVILLE | GRAND CHUTE | VANDENBROEK | BUCHANAN

DALE

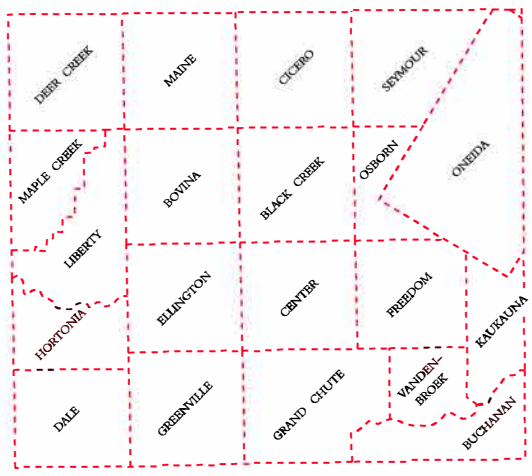
Leeman | Nichols | Cicero | Isaar | Seymour | Oneida | Black Creek | Shiocton | Binghamton | Five Corners | New London | Center Valley | Stephensville | Freedom | Wrightstown | Hortonville | Greenville | Little Chute | Kaukauna | Kimberly | Combined Locks | Medina | Dale | Appleton

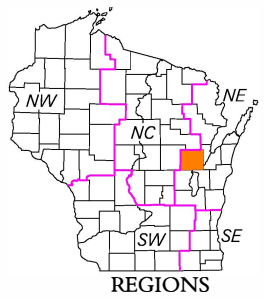
Project I.D. 6240-22-00(71)
STH 47
Appleton - Black Creek
CTH JJ - CTH B
Outagamie County

LEGEND

Freeway		Dam	
Multilane Divided		Hospital	
U.S. or State Hwy		Airport	
County Trunk Hwy		County Seat	
Town Road		Unincorporated Village	
Firelane		Fish Hatchery	
Railroad		Game Farm	
State Trail		Public Hunt. or Fish. Grds.	
Interchange		Public Camp & Picnic Grds.	
Highway Separation		Ranger Station	
Interstate Highway No.	94	State Park	
U.S. Highway No.	18	County Park ... With Facilities	
State Highway No.	59	Without Facilities	
County Highway Letter	T	Rest Area ... Modern Facilities	
State Boundary		Wayside ... Rustic Facilities	
County Boundary		*Lawrence University*	1
Civil Town Boundary		*Green Bay Work Release Center*	2
Section Line			

CIVIL TOWNS





REGIONS

MILES OF HIGHWAY
as of Dec 31, 2013

STATE	187
COUNTY	345
LOCAL ROADS	1468
OTHER ROADS	10
TOTAL FOR COUNTY	2010

Land Area (2010 Census) ..... 638 sq mi
Population (2010 Census) 176695
County Seat ..... Appleton

For boundaries of public hunting and fishing grounds please contact the Department of Natural Resources

Grid based on the state plane coordinate system central zone and the NAD 27

SECTION NUMBERING OF A TOWNSHIP

6	5	4	3	2	1
7	8	9	10	11	12
18	17	16	15	14	13
19	20	21	22	23	24
30	29	28	27	26	25
31	32	33	34	35	36

OUTAGAMIE CO.

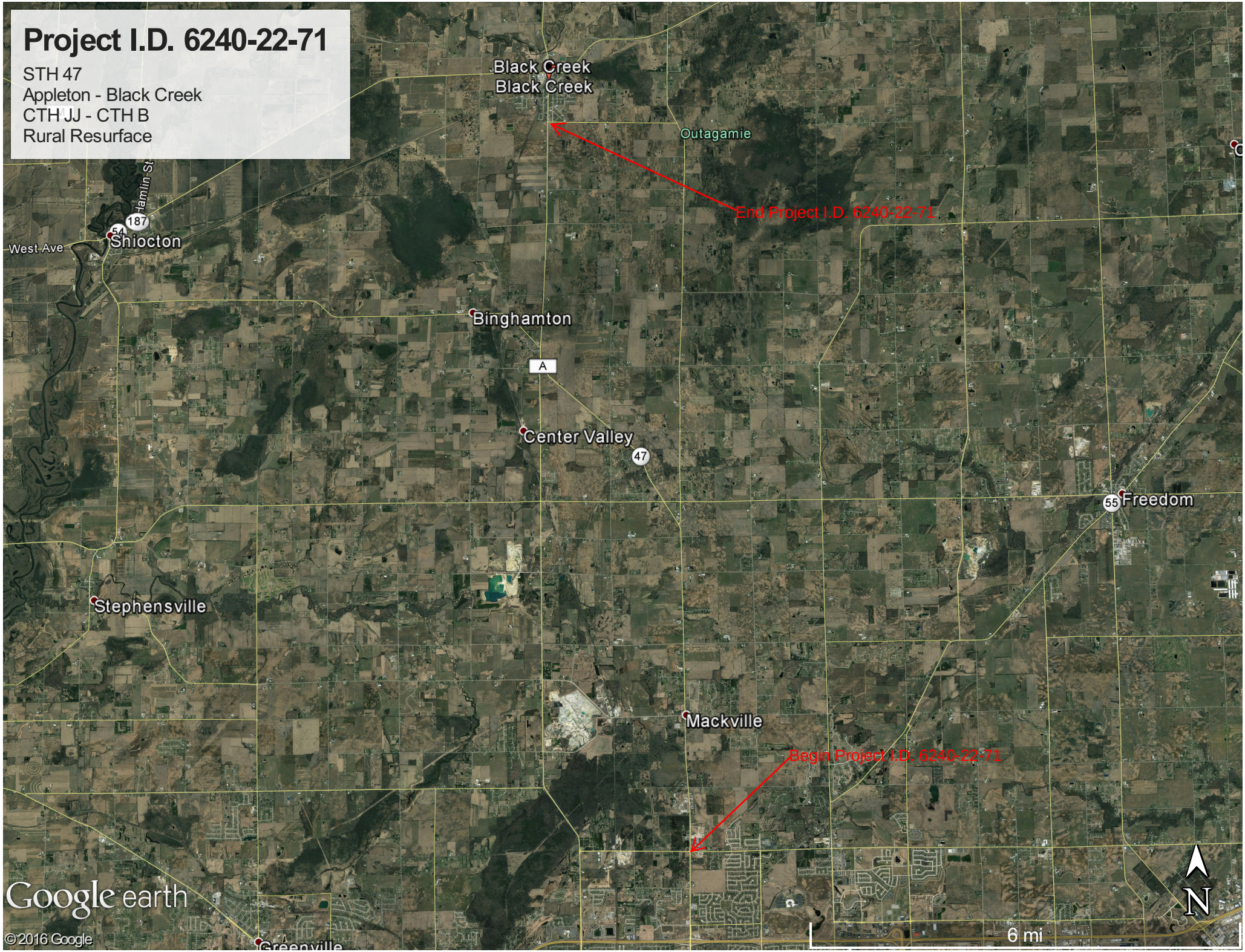
DEPARTMENT OF TRANSPORTATION
STATE OFFICE BUILDING
Madison, Wisconsin

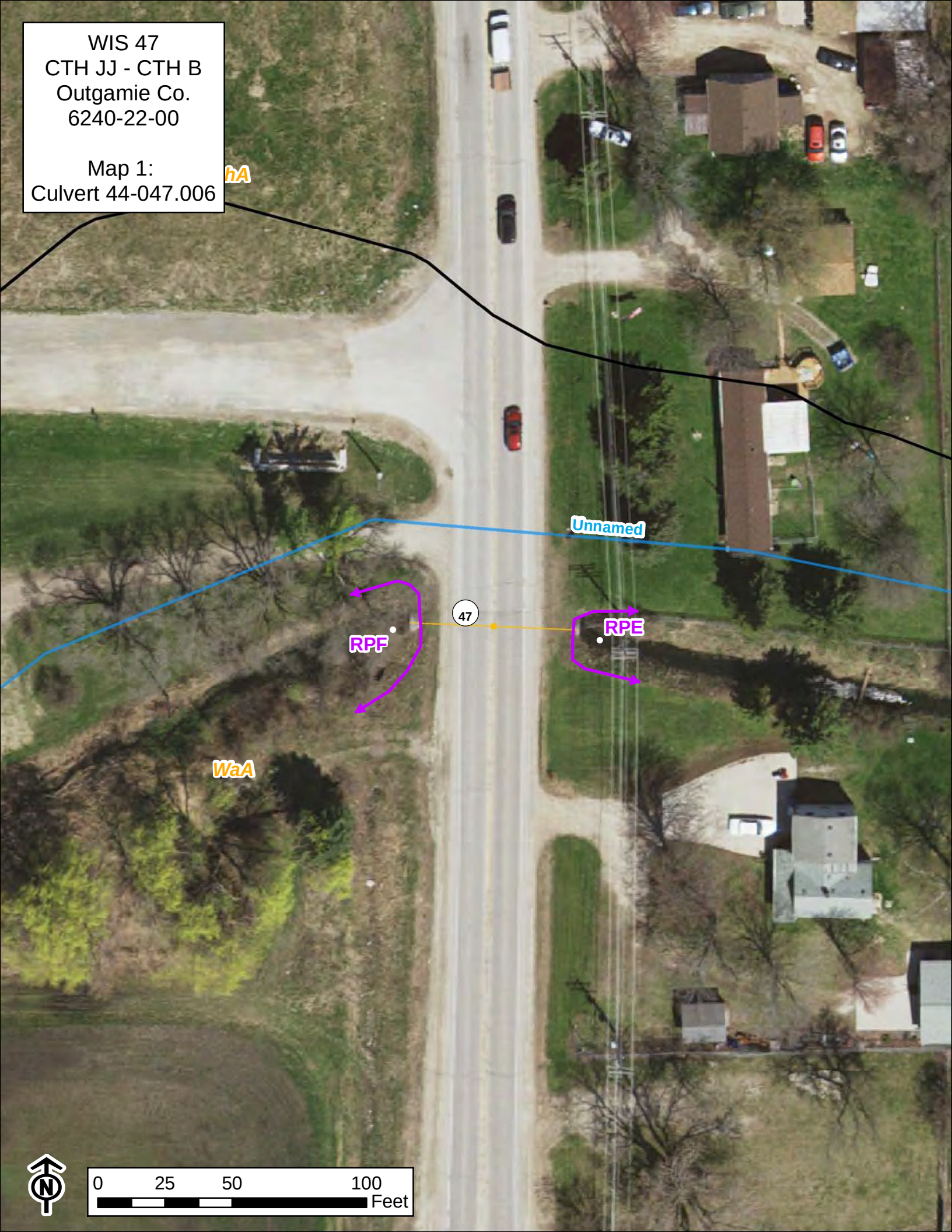
SCALE 0 1 2 MILES

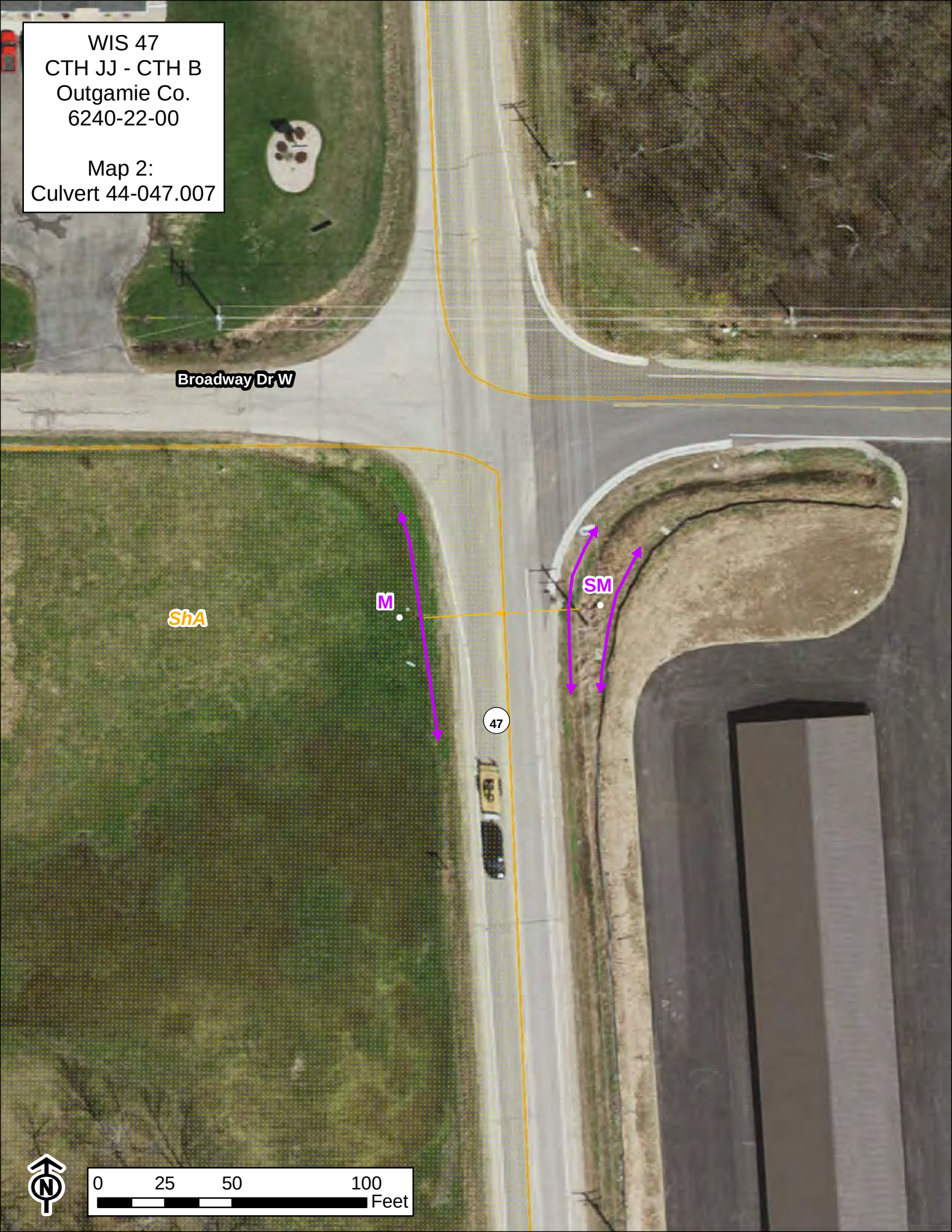
Corrected for
JAN. 2016

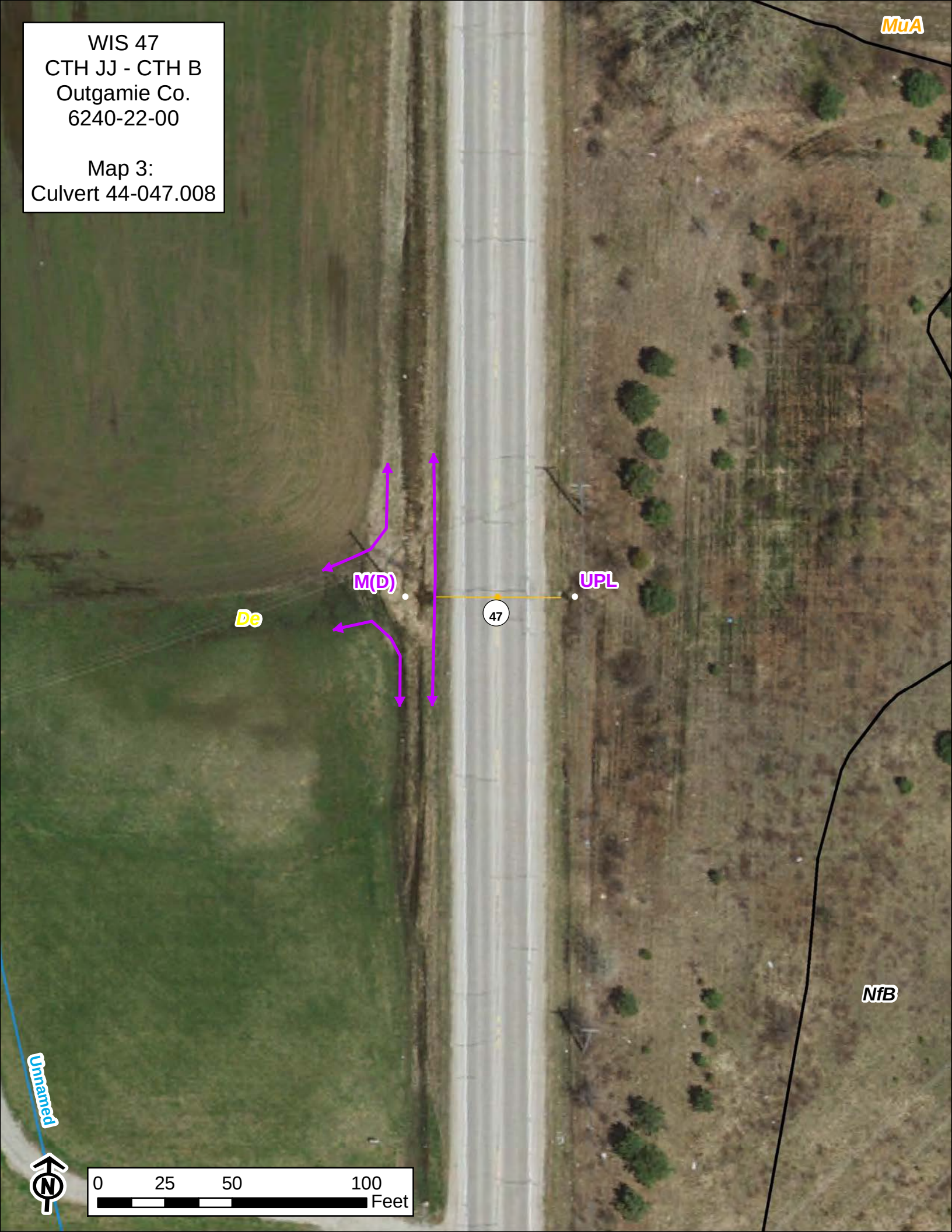
Base compiled from U.S.G.S. Quadrangles
1:100,000 Series

OUTAGAMIE 44-NE

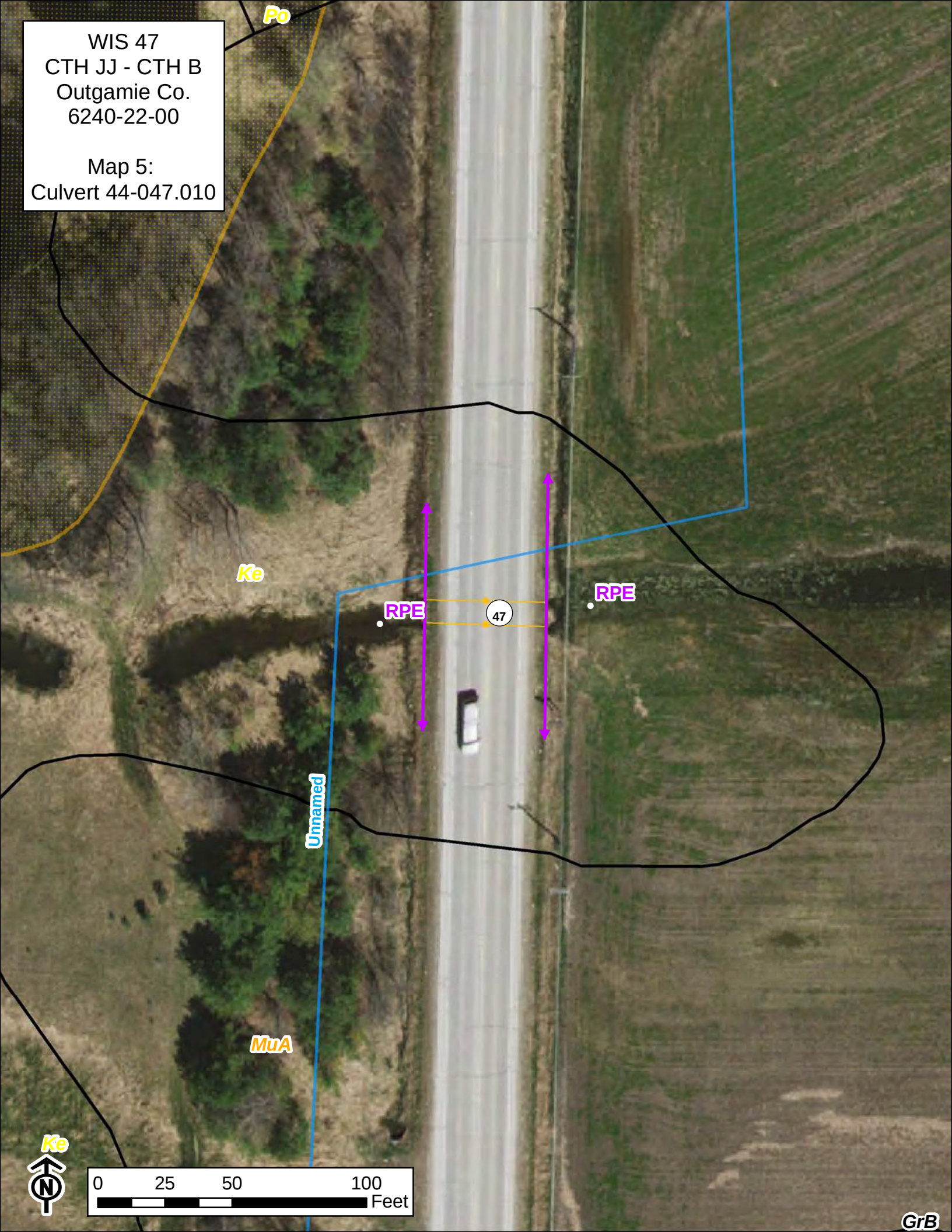

Project I.D. 6240-22-71
STH 47
Appleton - Black Creek
CTH JJ - CTH B
Rural Resurface
Black Creek
Black Creek
Outagamie
End Project I.D. 6240-22-71
Hamlin St
187
54
Shiocton
West Ave
Binghamton
A
Center Valley
47
55
Freedom
Stephensville
Mackville
Begin Project I.D. 6240-22-71
Google earth
© 2016 Google
Greenville
6 mi
N


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 1:
Culvert 44-047.006
hA
Unnamed
47
RPF
RPE
WaA
N
0
25
50
100
Feet

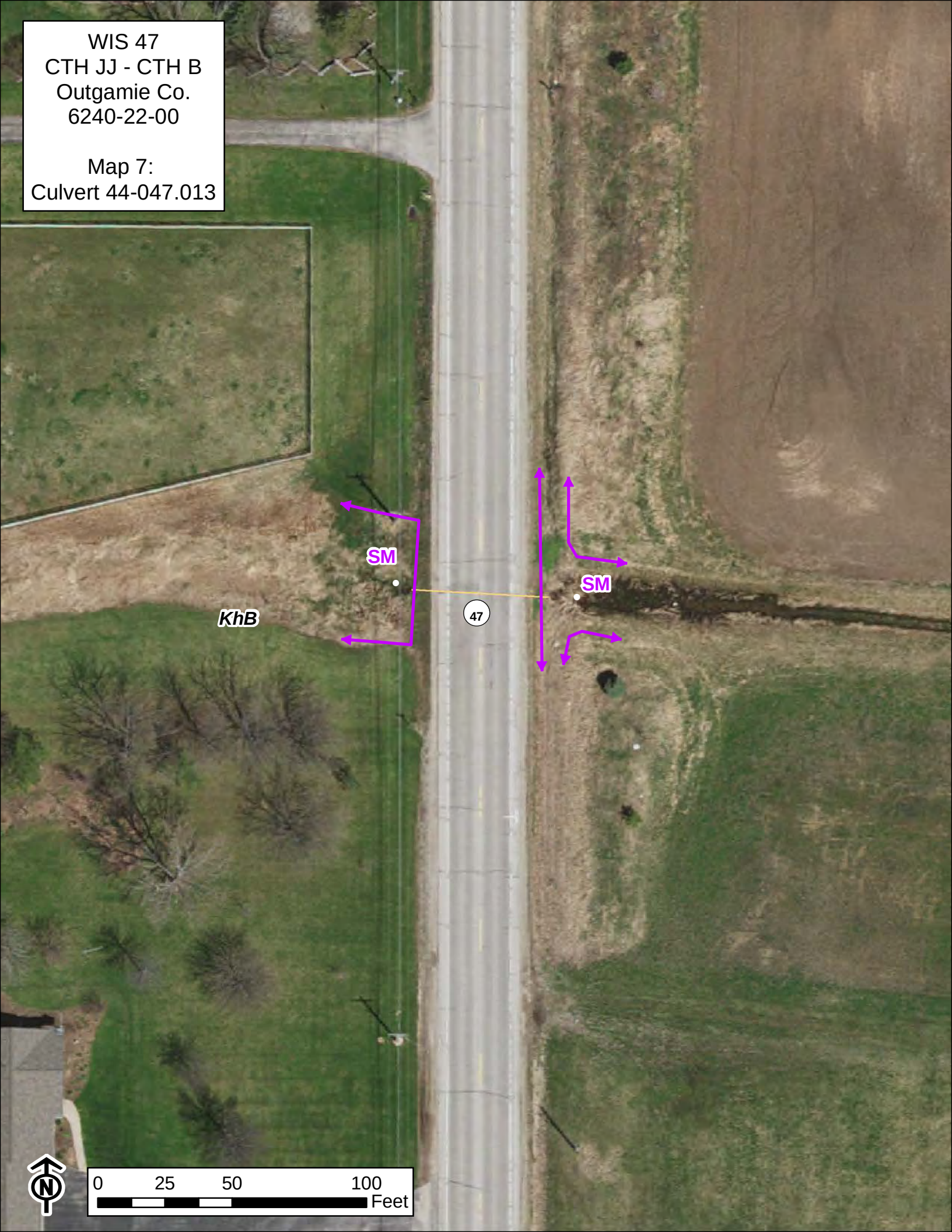

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 2:
Culvert 44-047.007
Broadway Dr W
ShA
M
SM
47
0
25
50
100
Feet

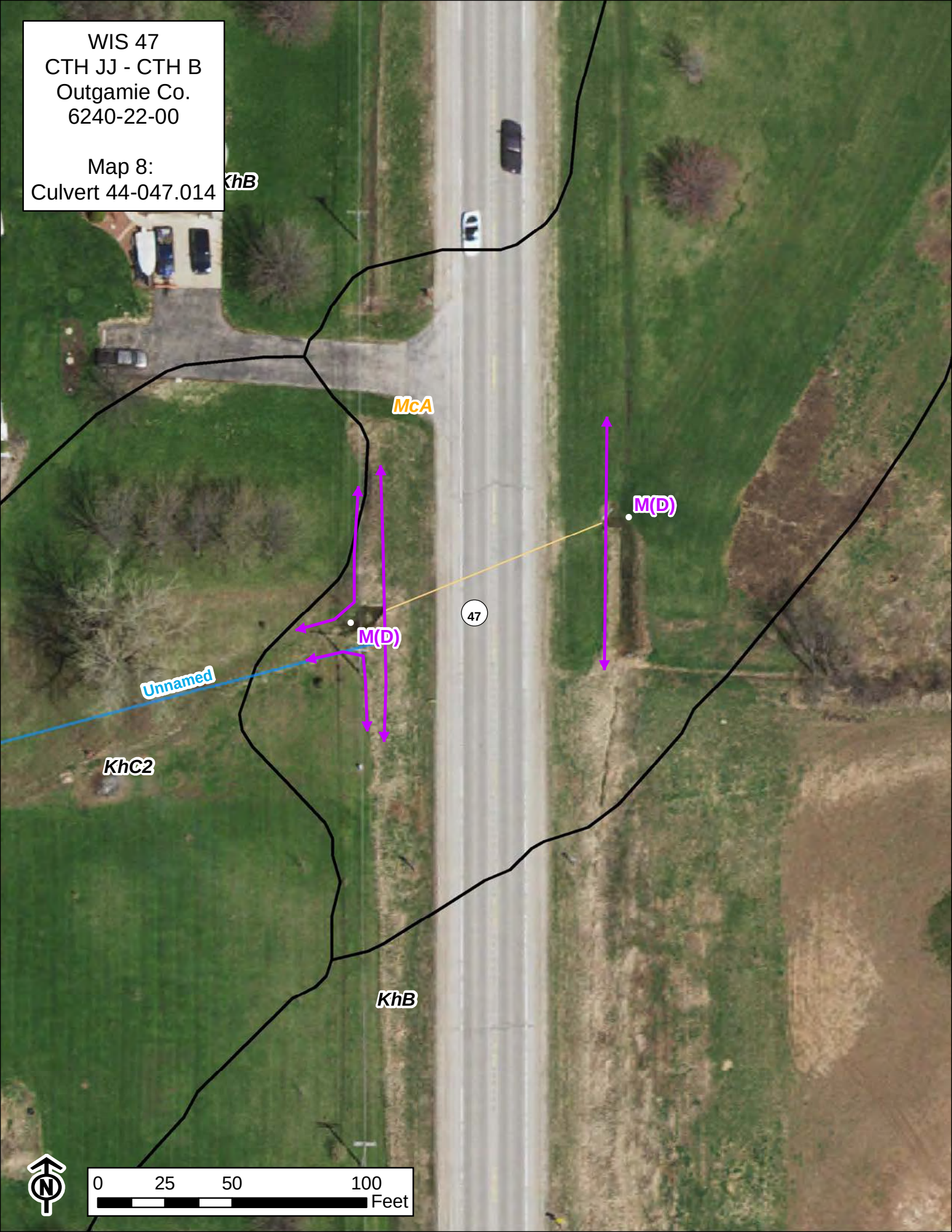

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 3:
Culvert 44-047.008
MuA
M(D)
UPL
47
De
NfB
Unnamed
N
0
25
50
100
Feet

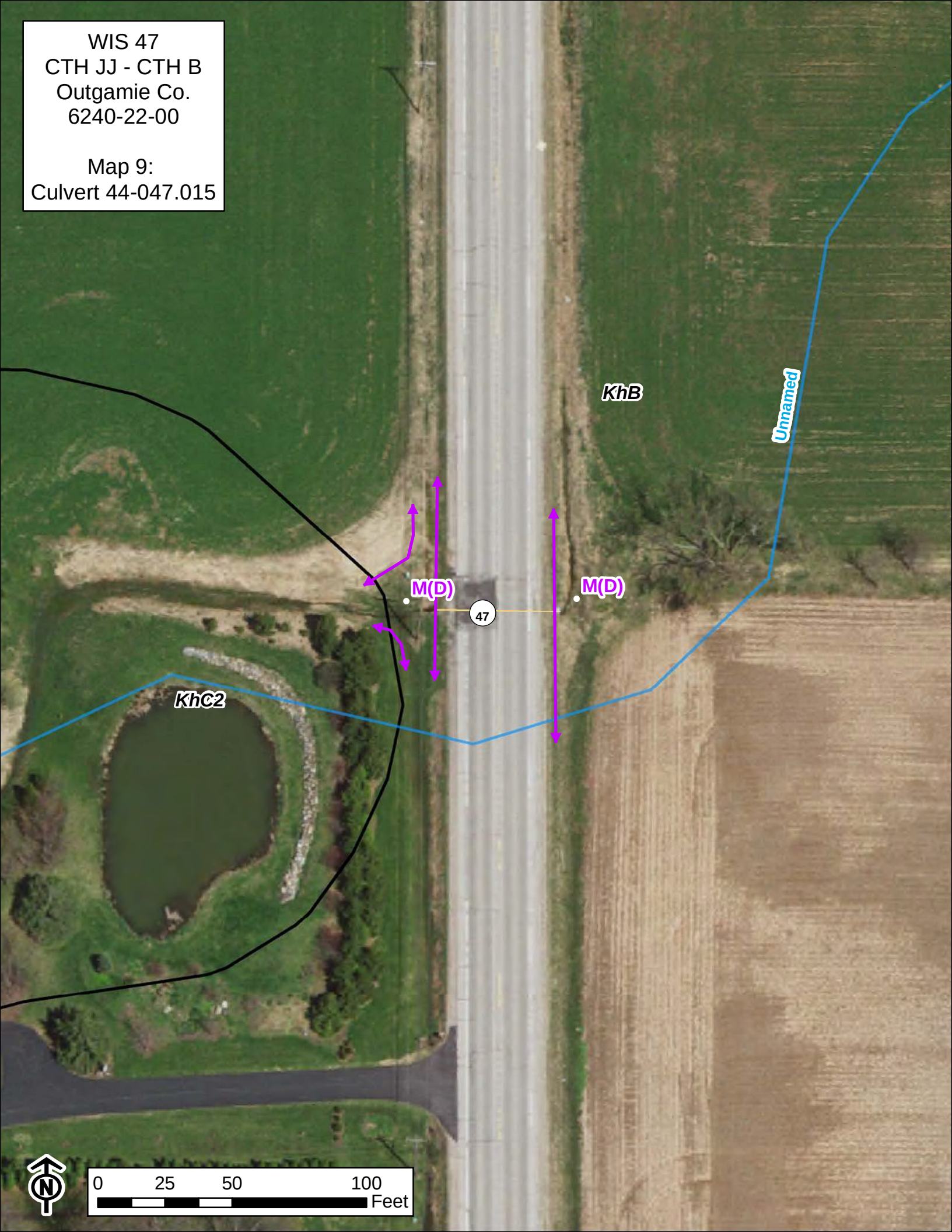
WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 4:
Culvert 44-047.009
Unnamed
GrB
RPE
SM
MuA
47
GrB
N
0
25
50
100
Feet


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 5:
Culvert 44-047.010
Po
Ke
RPE
RPE
47
Unnamed
MuA
Ke
N
0
25
50
100
Feet
GrB

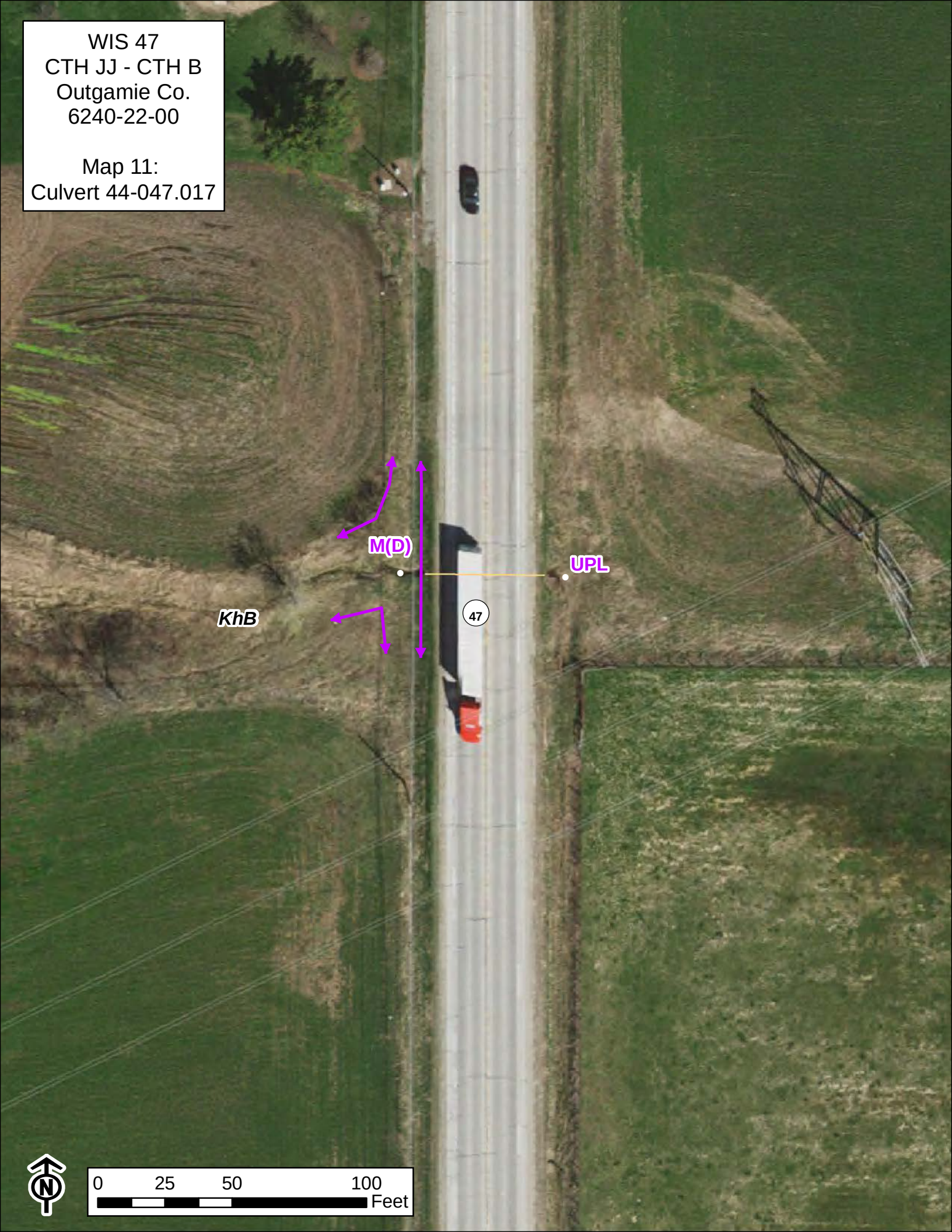
WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 6:
Culvert 44-047.012
UPL*
UPL
47
KhB
N
0
25
50
100
Feet
* State exempt artificial wetland

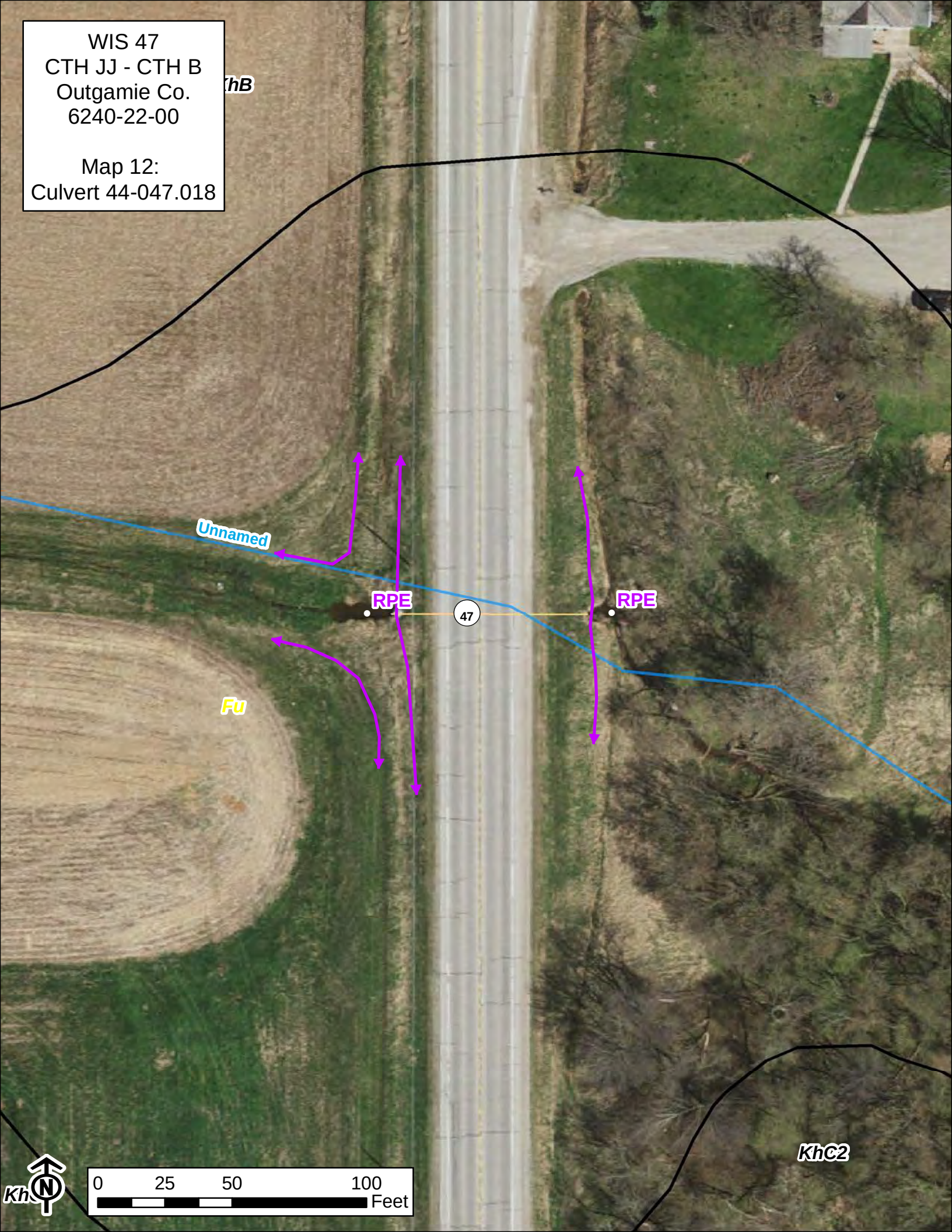

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 7:
Culvert 44-047.013
SM
SM
KhB
47
N
0
25
50
100
Feet

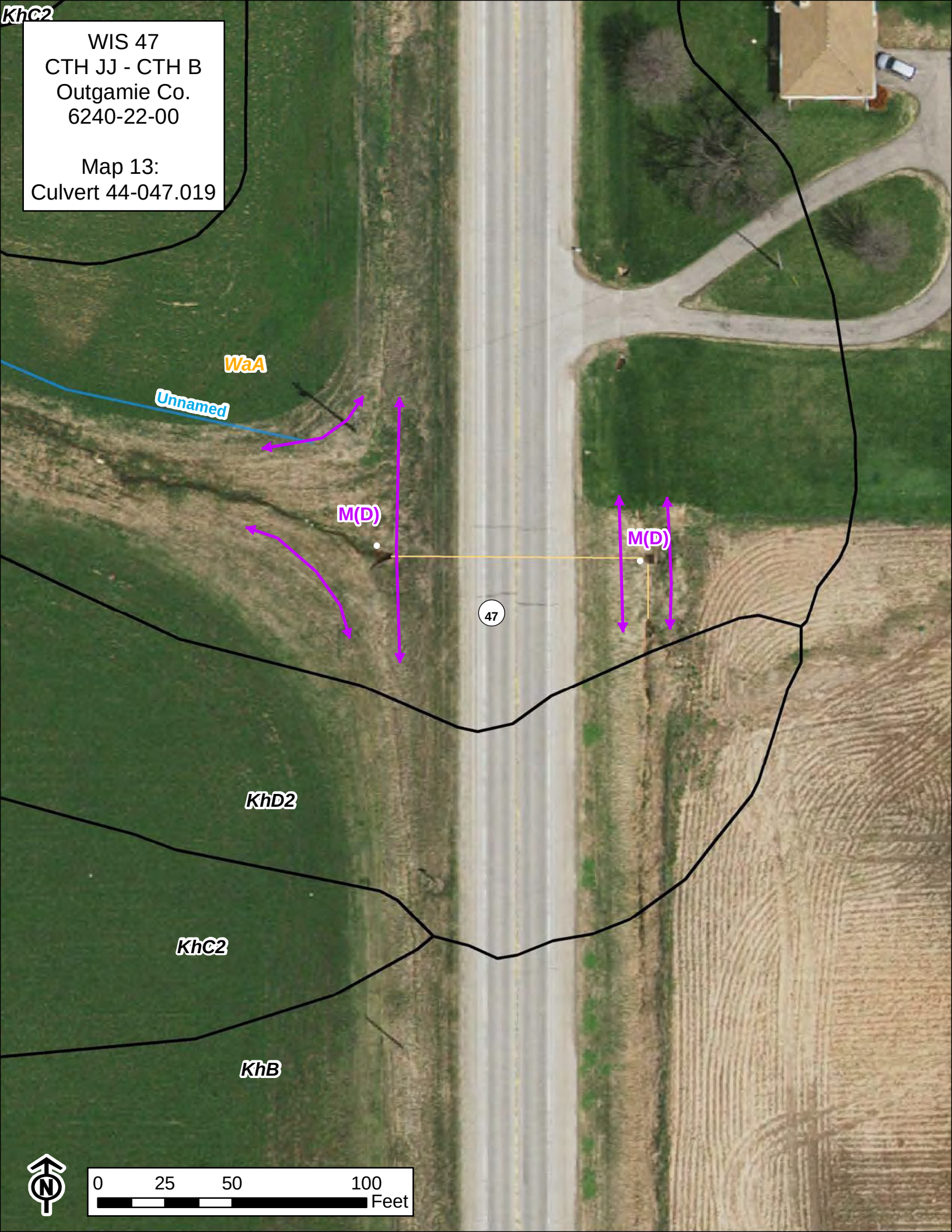

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 8:
Culvert 44-047.014
KhB
McA
M(D)
47
M(D)
Unnamed
KhC2
KhB
N
0
25
50
100
Feet


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 9:
Culvert 44-047.015
KhB
Unnamed
M(D)
M(D)
47
KhC2
N
0
25
50
100
Feet

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 10:
Culvert 44-047.0154
Wege Rd
UPL*
UPL*
KhB
47
0
25
50
100
Feet
* State exempt artificial wetland

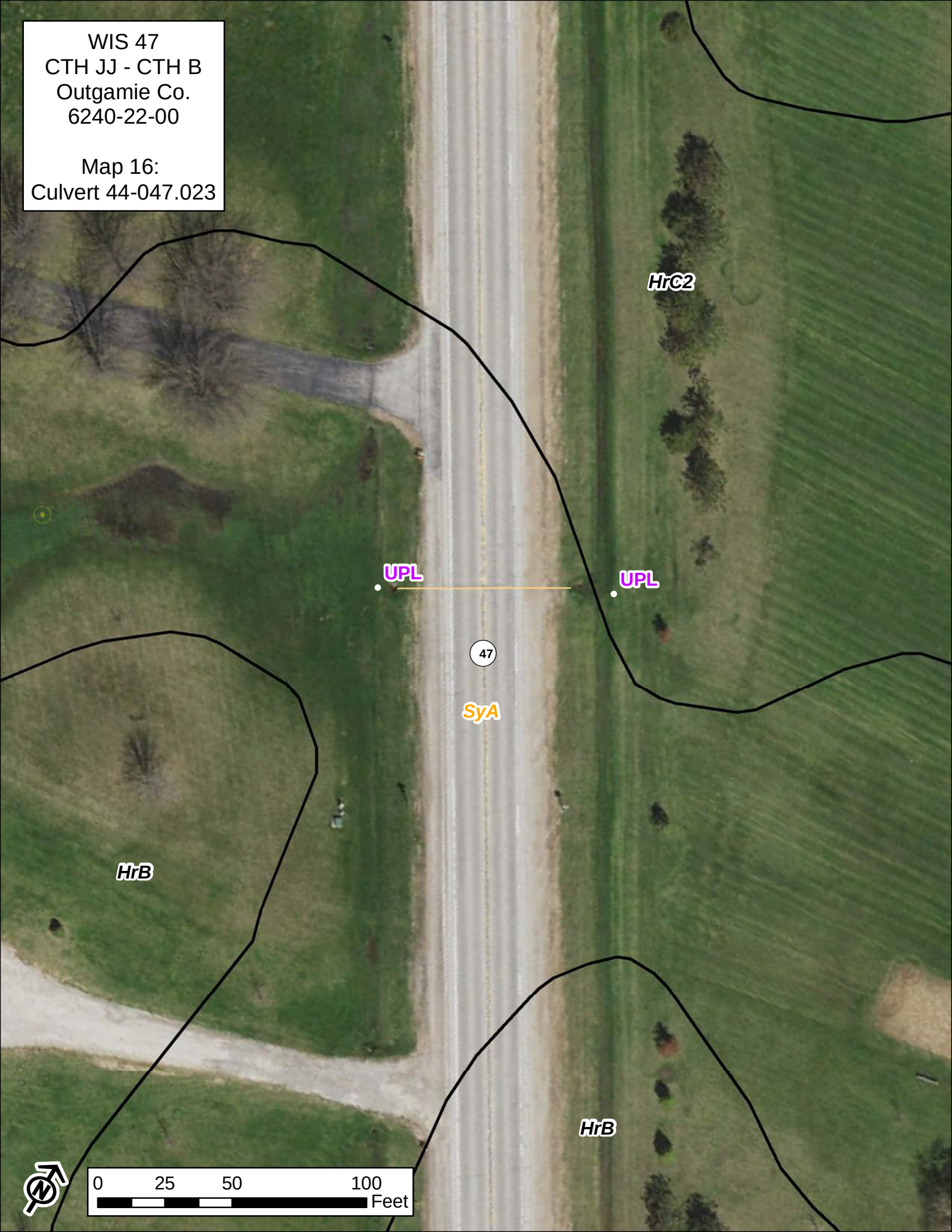

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 11:
Culvert 44-047.017
M(D)
UPL
KhB
47
N
0
25
50
100
Feet

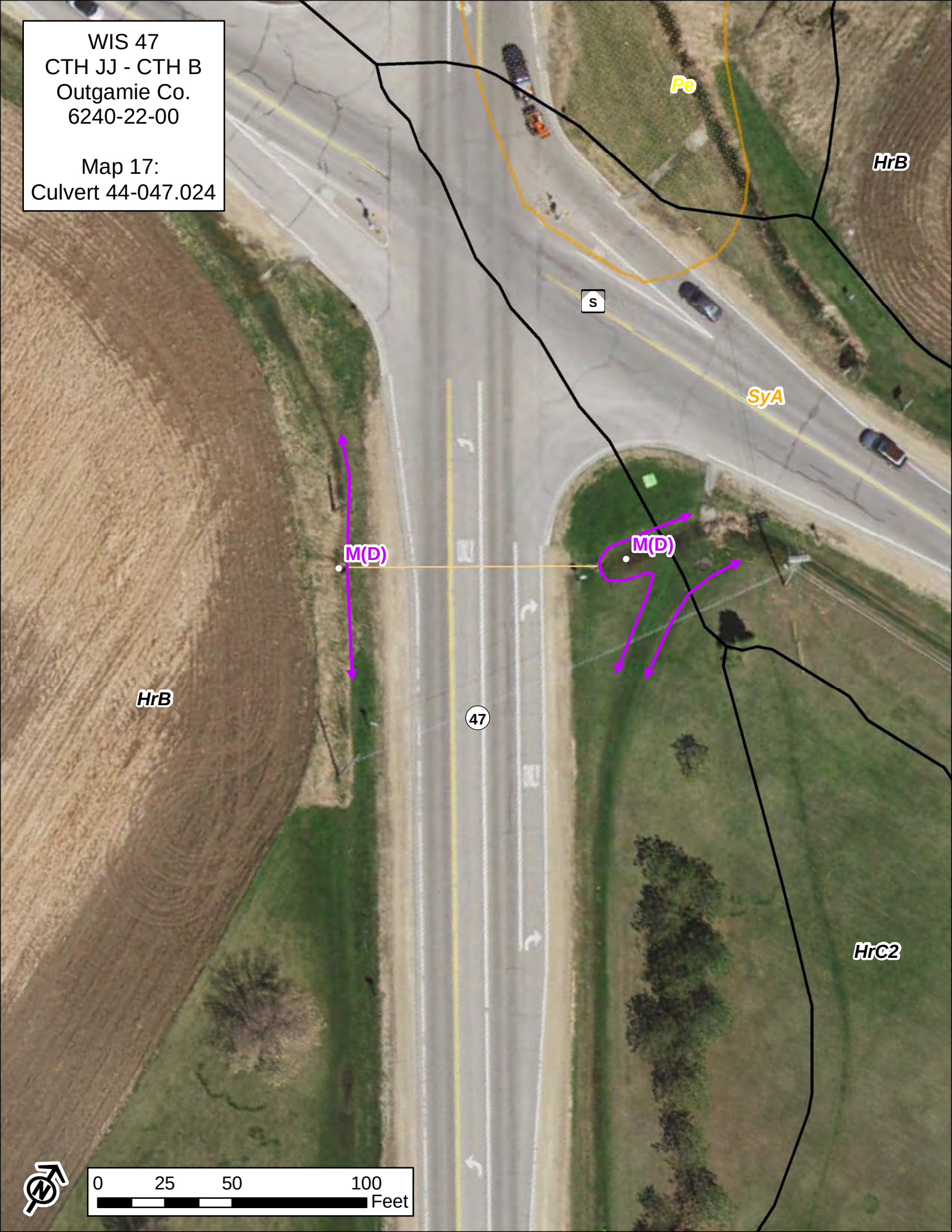

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 12:
Culvert 44-047.018
ThB
Unnamed
RPE
47
RPE
Fu
KhC2
Kh
N
0
25
50
100
Feet

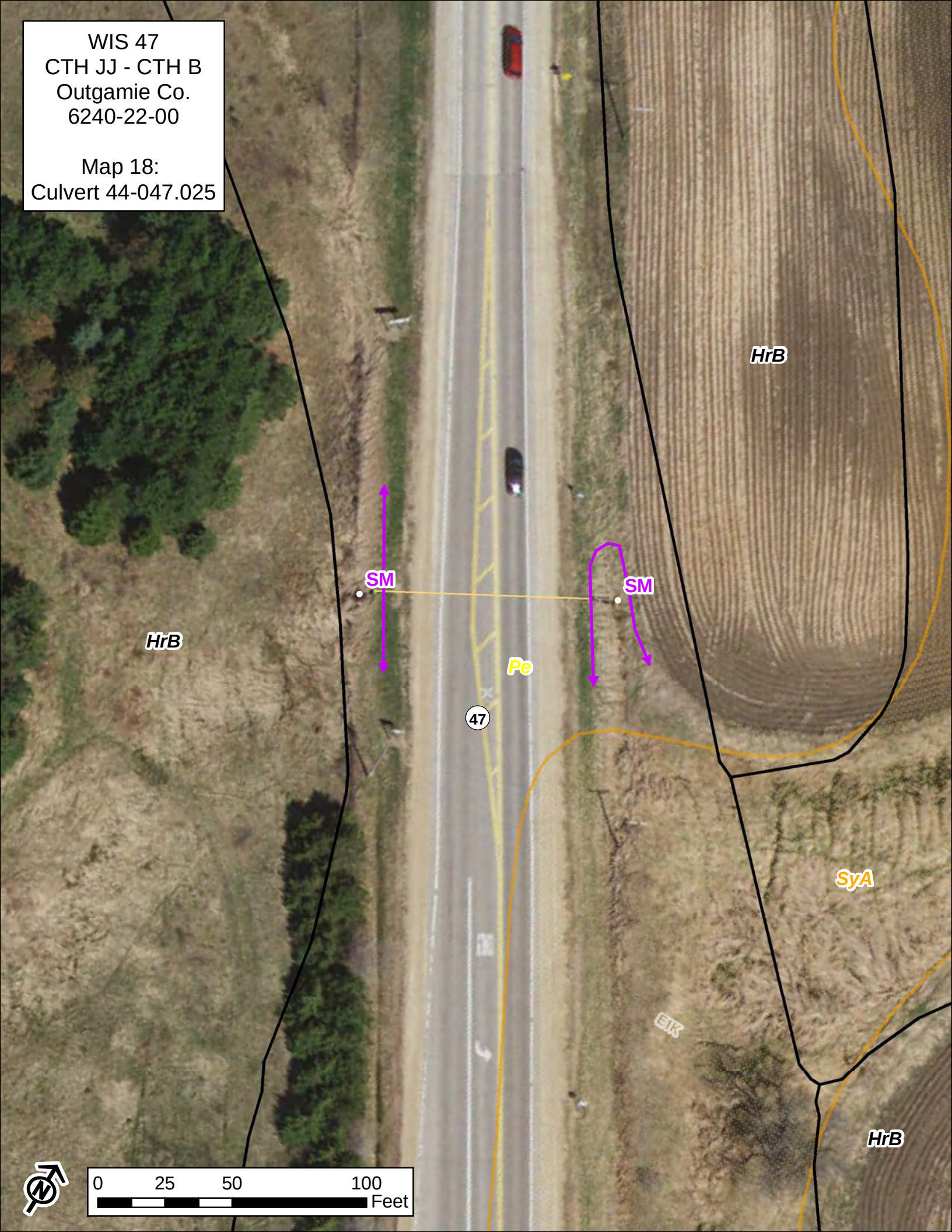

KhC2
WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 13:
Culvert 44-047.019
WaA
Unnamed
M(D)
M(D)
47
KhD2
KhC2
KhB
N
0
25
50
100
Feet

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 14:
Culvert 44-047.020
HrC2
HrB
UPL*
UPL*
47
KhC2
KhB
N
0
25
50
100
Feet
* State exempt artificial wetland

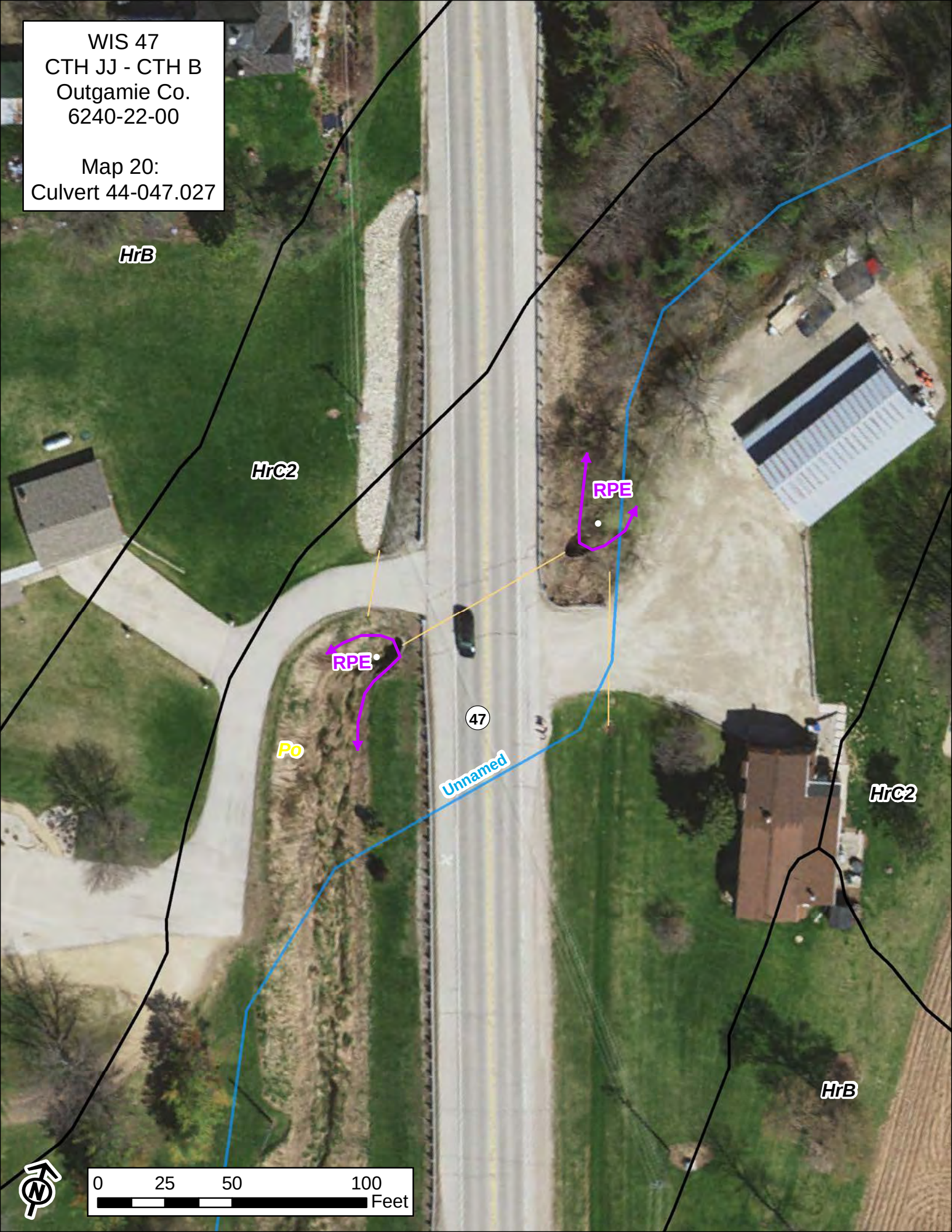
WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 15:
Culvert 44-047.021
PP
47
Unnamed
HrB
SM
SM
SyA
HrB
N
0
25
50
100
Feet


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 16:
Culvert 44-047.023
HrC2
UPL
UPL
47
SyA
HrB
HrB
0
25
50
100
Feet

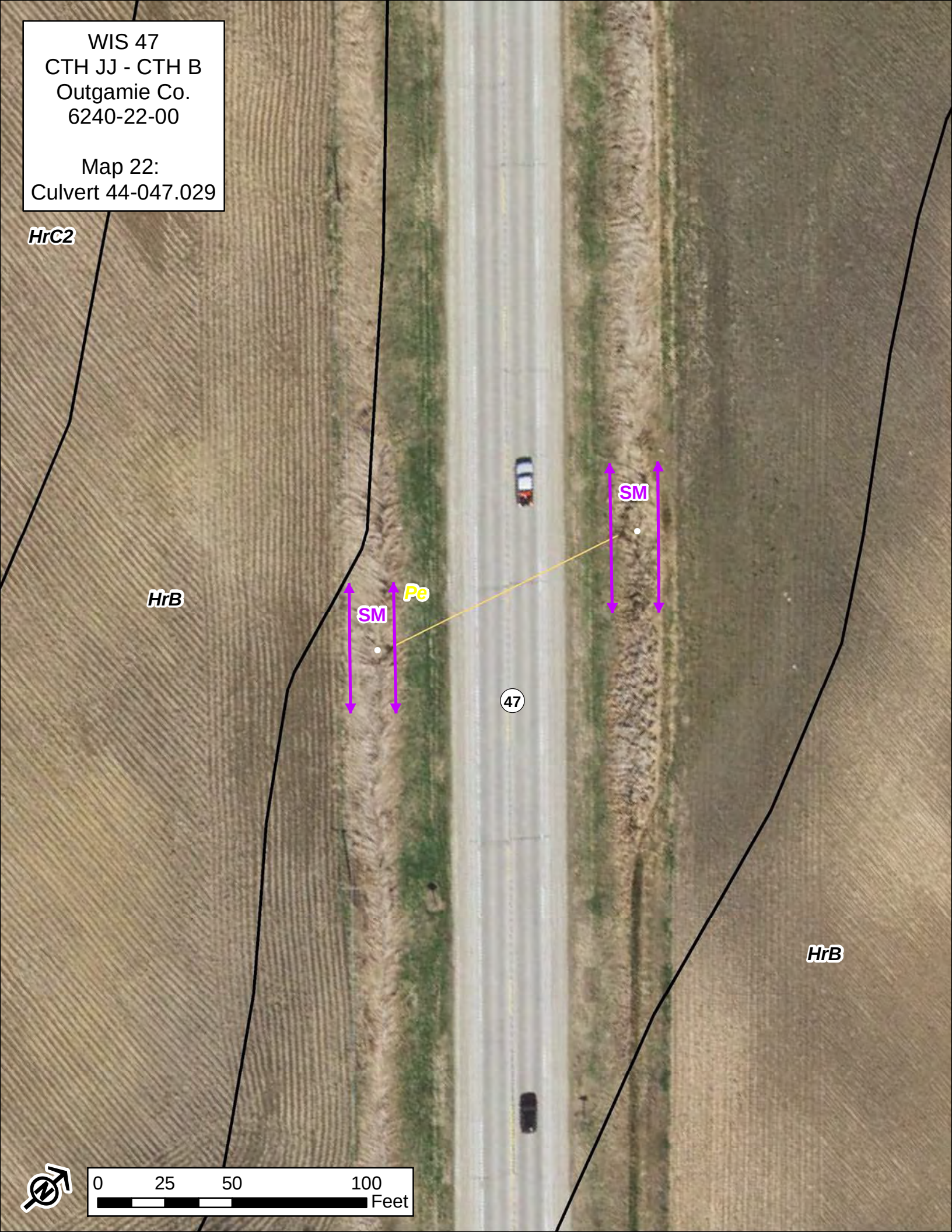

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 17:
Culvert 44-047.024
Pe
HrB
S
SyA
M(D)
M(D)
HrB
47
HrC2
0
25
50
100
Feet

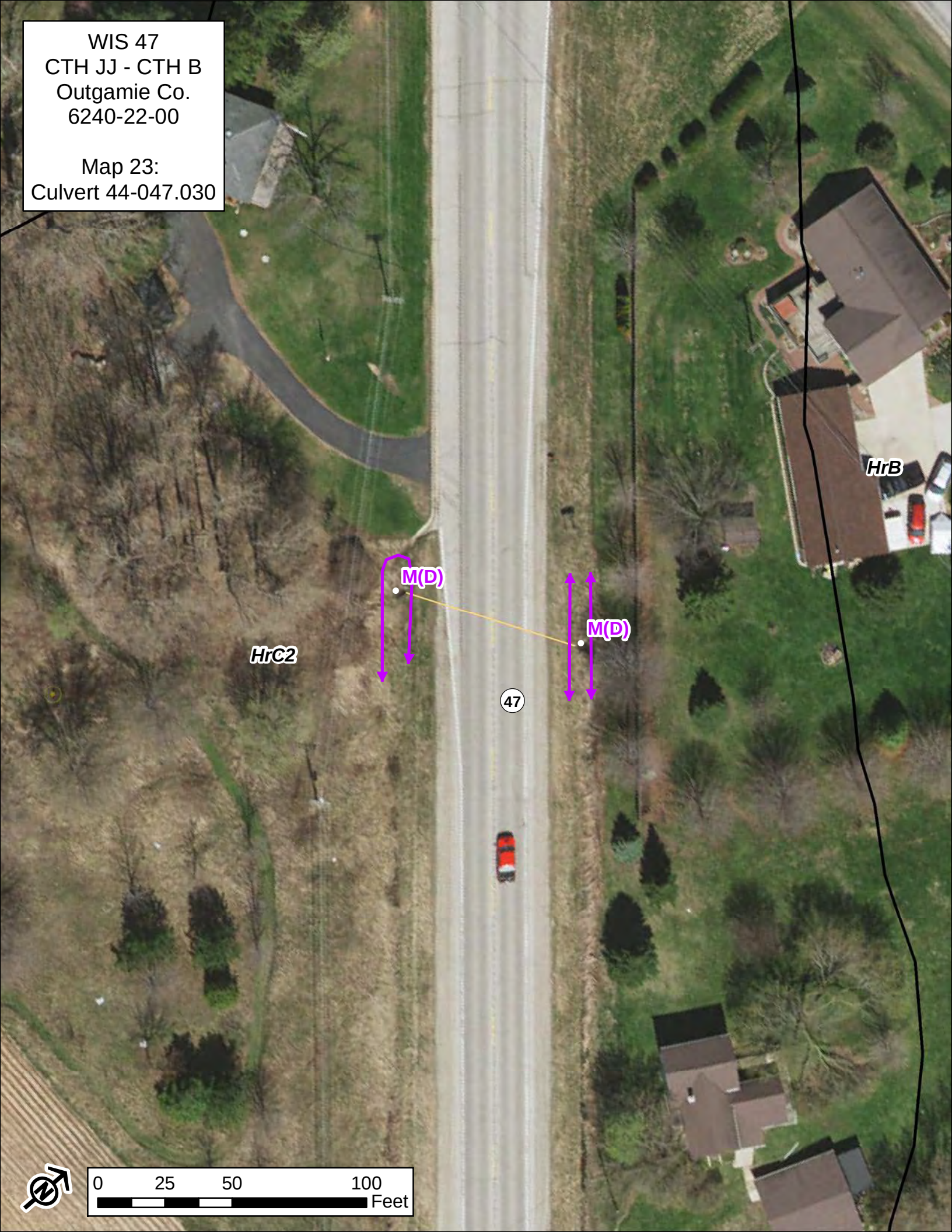

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 18:
Culvert 44-047.025
HrB
HrB
SM
SM
Pe
47
SyA
EtK
HrB
0
25
50
100
Feet

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 19:
Culvert 44-047.026
Pe
UPL
SM
47
HrB
0
25
50
100
Feet

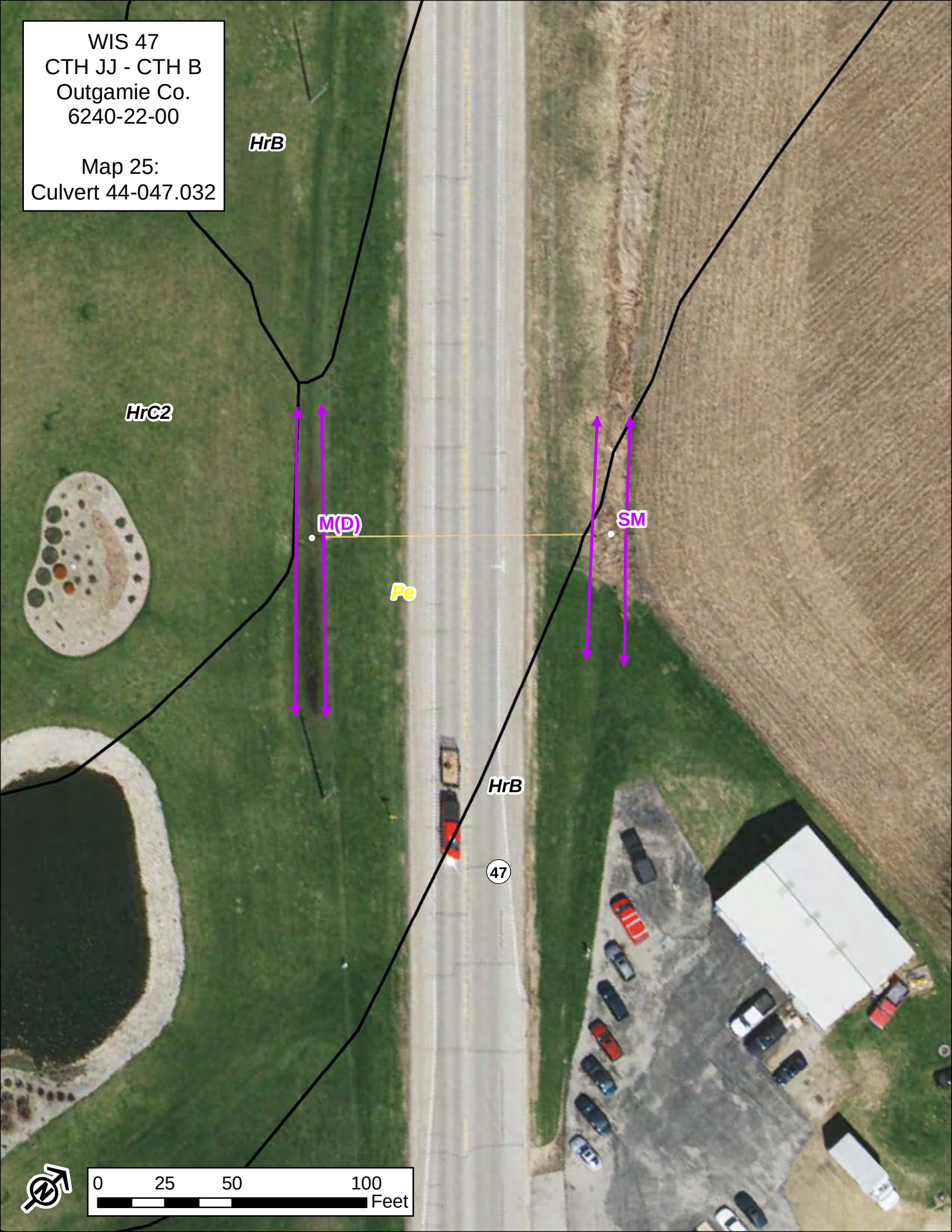

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 20:
Culvert 44-047.027
HrB
HrC2
RPE
RPE
47
Po
Unnamed
HrC2
HrB
N
0
25
50
100
Feet

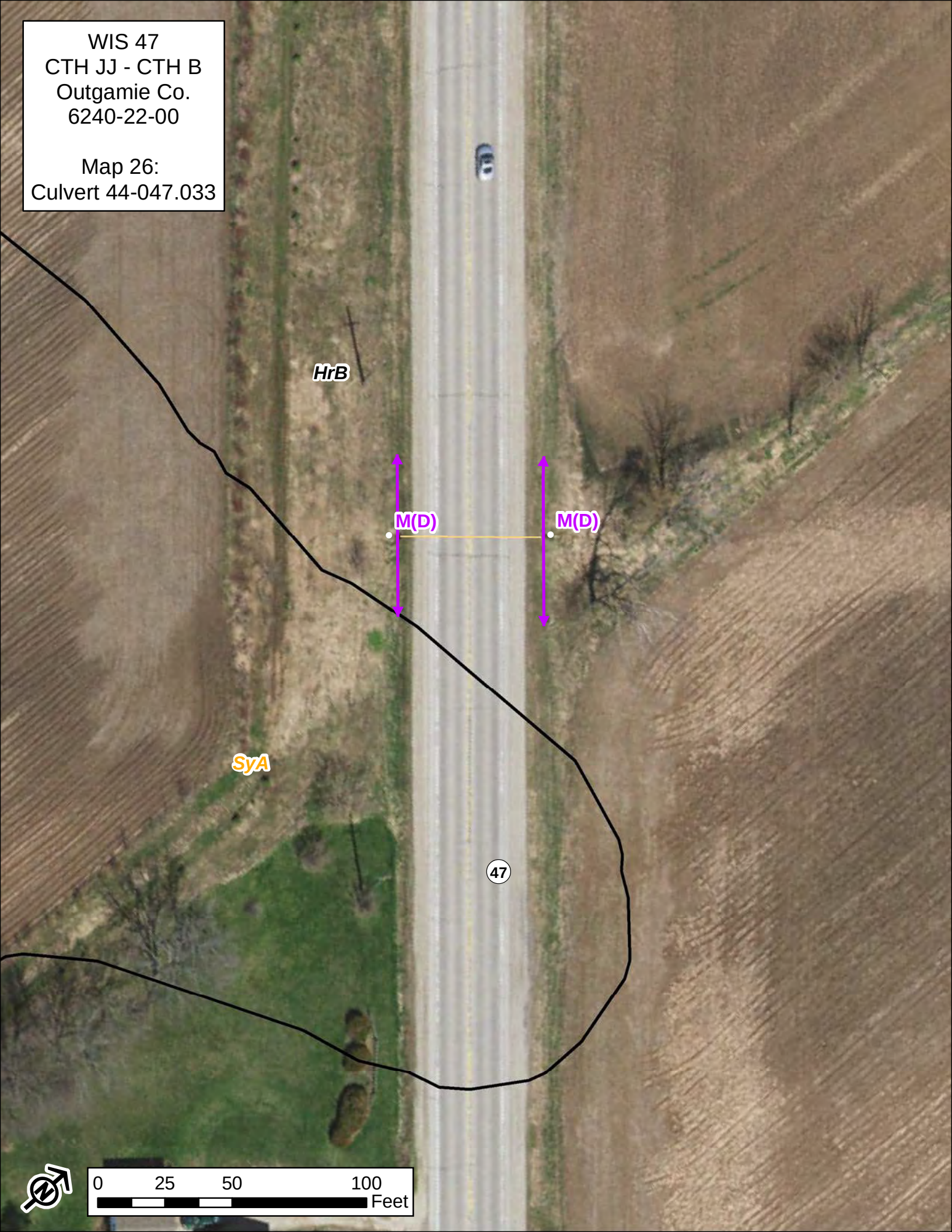
WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 21:
Culvert 44-047.028
M(D)
UPL
HrB
McA
SyA
47
0
25
50
100
Feet


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 22:
Culvert 44-047.029
HrC2
HrB
SM
Pe
SM
47
HrB
0
25
50
100
Feet

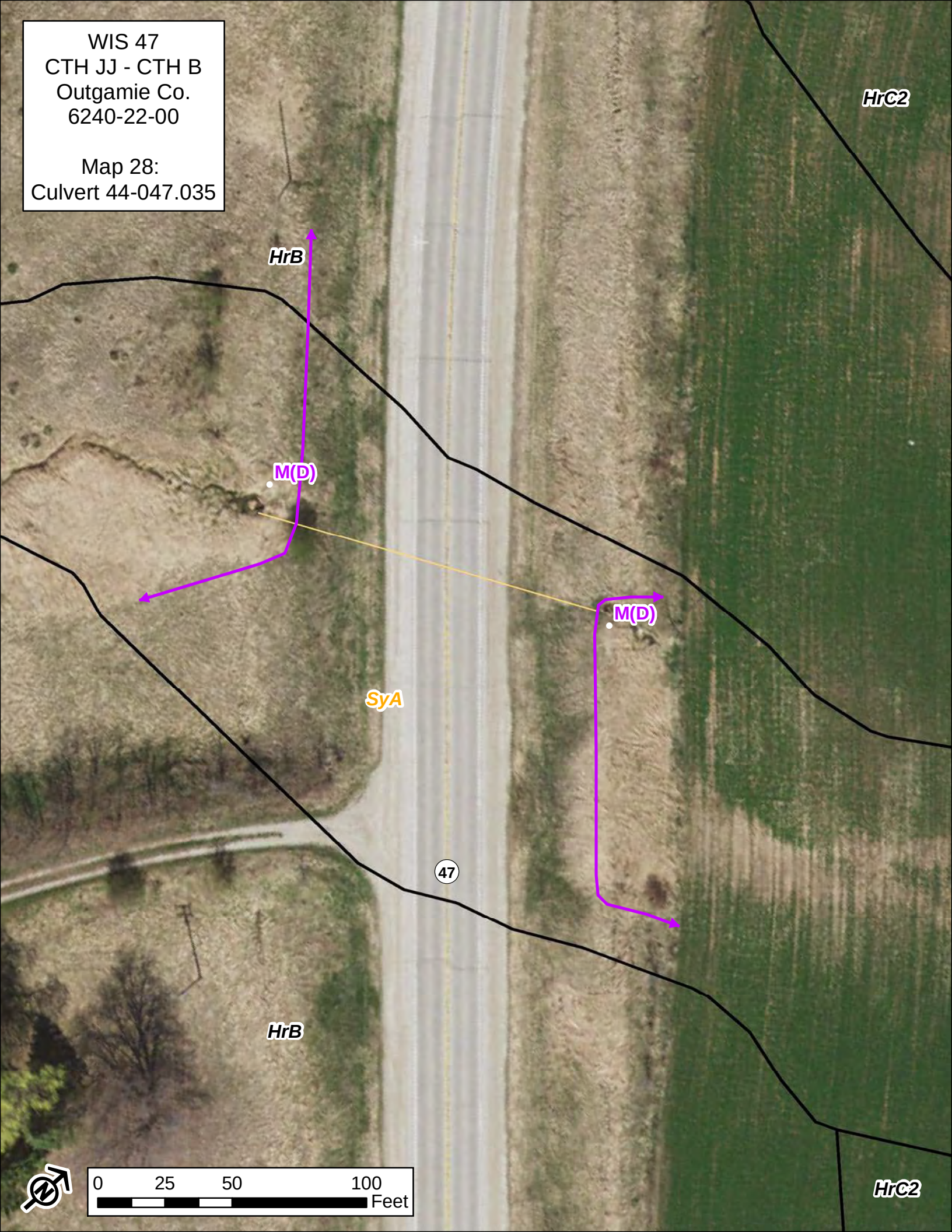

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 23:
Culvert 44-047.030
M(D)
M(D)
HrC2
HrB
47
0
25
50
100
Feet

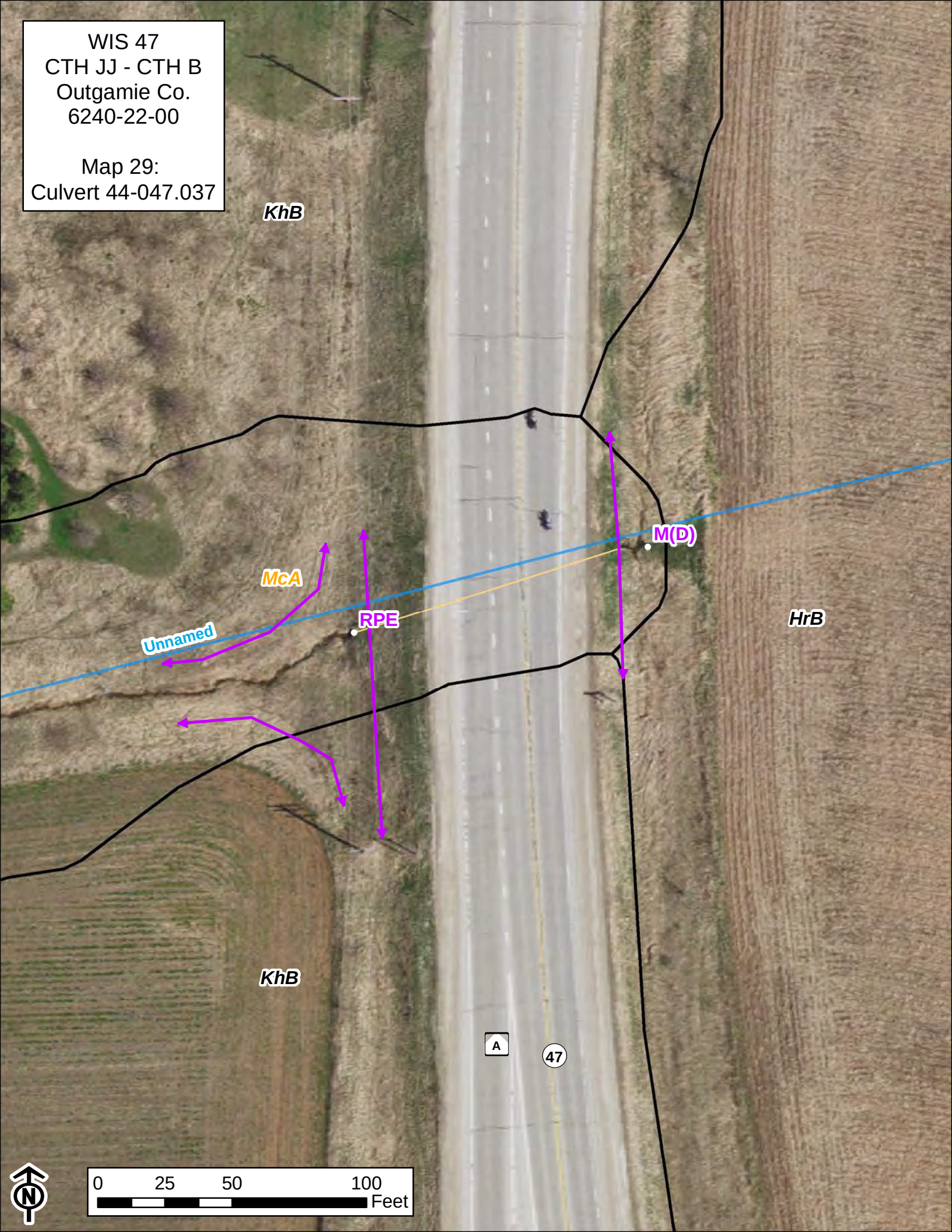
WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 24:
Culvert 44-047.031
HrB
SM
UPL
HrC2
HrB
47
Center Valley Rd
0
25
50
100
Feet


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 25:
Culvert 44-047.032
HrB
HrC2
M(D)
SM
Pe
HrB
47
0
25
50
100
Feet

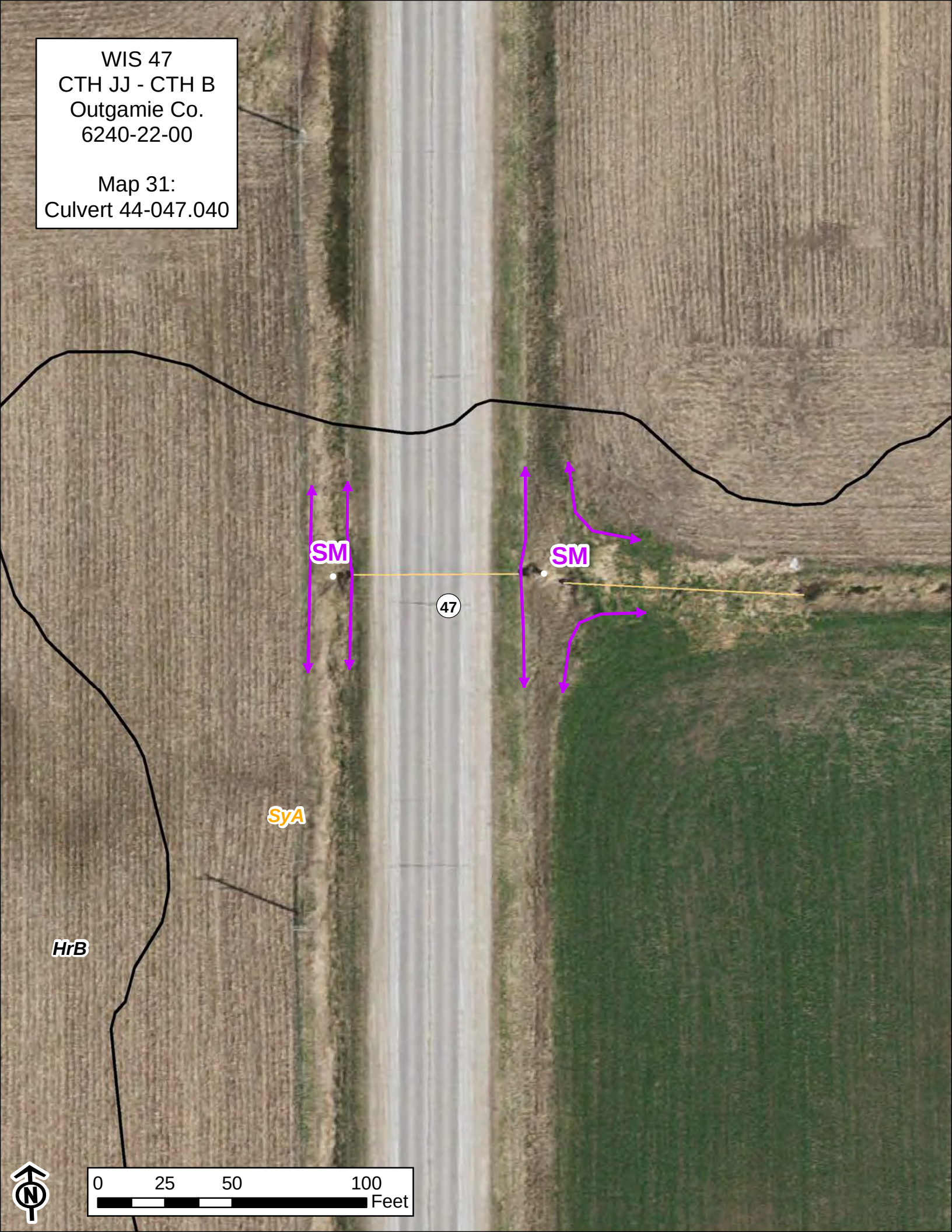

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 26:
Culvert 44-047.033
HrB
M(D)
M(D)
SyA
47
0
25
50
100
Feet

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 27:
Culvert 44-047.034
UPL*
UPL*
HrB
47
0
25
50
100
Feet
* State exempt artificial wetland


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 28:
Culvert 44-047.035
HrC2
HrB
M(D)
M(D)
SyA
47
HrB
HrC2
0
25
50
100
Feet

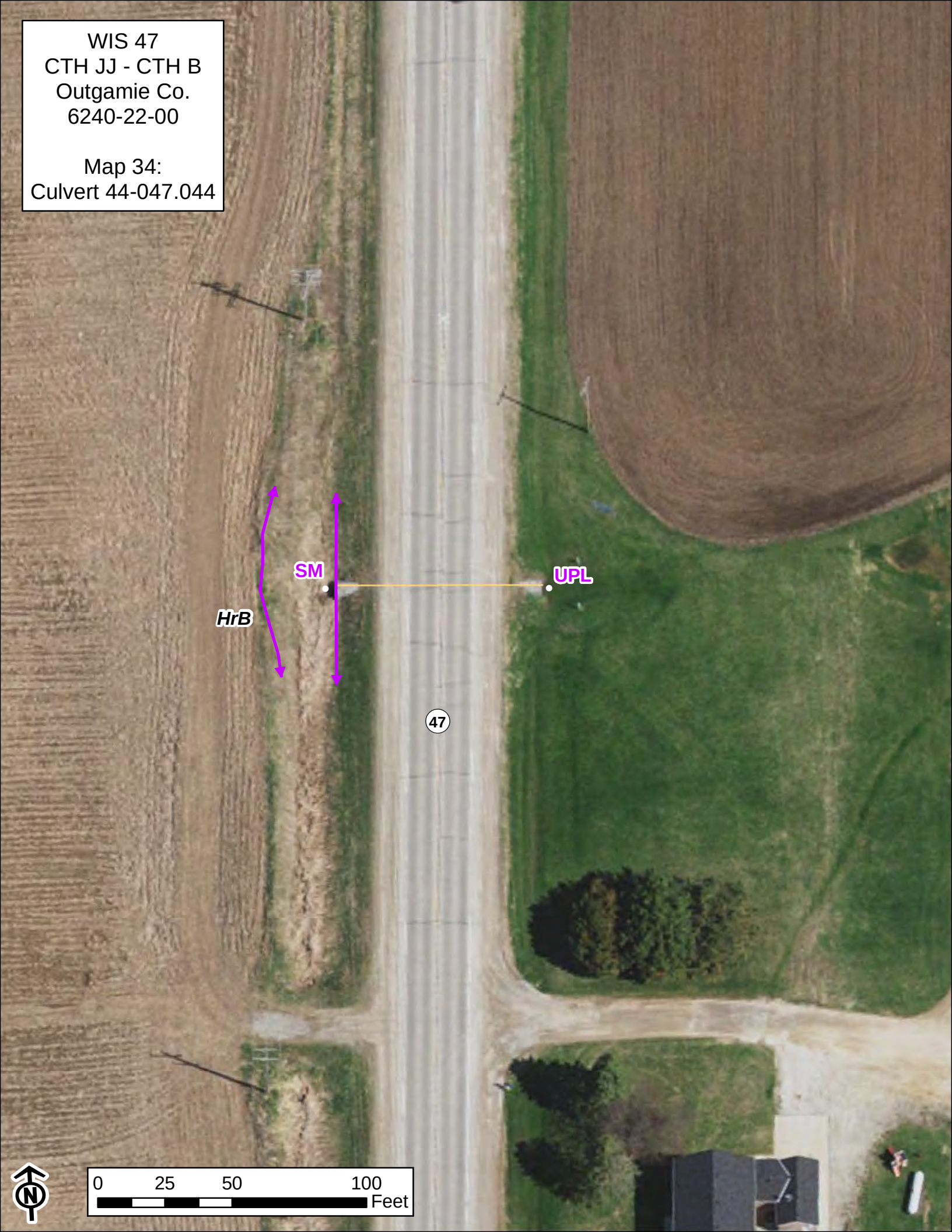

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 29:
Culvert 44-047.037
KhB
M(D)
McA
RPE
HrB
Unnamed
KhB
A
47
0
25
50
100
Feet
N

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 30:
Culvert 44-047.039
SyA
47
Stingle Rd
HrB
UPL*
UPL*
0
25
50
100
Feet
N
* State exempt artificial wetland


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 31:
Culvert 44-047.040
SM
SM
47
SyA
HrB
0
25
50
100
Feet

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 32:
Culvert 44-047.041
SyA
UPL*
M(D)
HrB
47
0
25
50
100
Feet
* State exempt artificial wetland

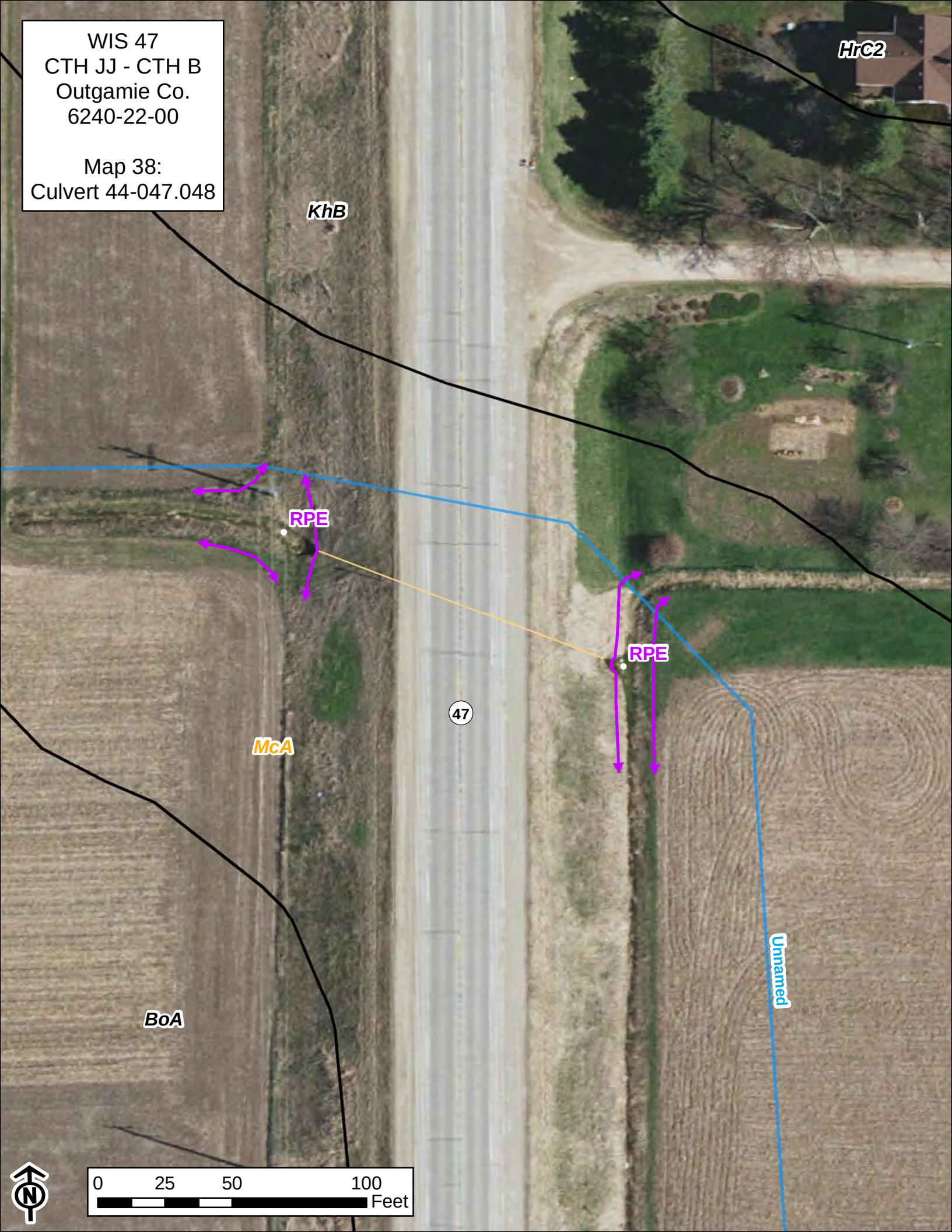
WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 33:
Culverts 44-047.042,
44-047.043
SM
SM
HrB
47
SyA
M(D)
SM
Duck Creek
HrB
0 25 50 100
Feet


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 34:
Culvert 44-047.044
SM
UPL
HrB
47
0
25
50
100
Feet

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 35:
Culvert 44-047.045
SyA
HrB
UPL
UPL
47
0
25
50
100
Feet

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 36:
Culvert 44-047.046
HrC2
UPL
47
UPL
HrB
0
25
50
100
Feet
N

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 37:
Culvert 44-047.047
HrB
M(D)
47
UPL
HrC2
N
0
25
50
100
Feet


WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 38:
Culvert 44-047.048
HrC2
KhB
RPE
RPE
47
McA
BoA
Unnamed
0
25
50
100
Feet
N

WIS 47
CTH JJ - CTH B
Outgamie Co.
6240-22-00
Map 39:
Culvert 44-047.049?
HrB
47
No review
We didn't find a cross-culvert
to review in this general location.
HrC2
0
25
50
100
Feet
N
KhB

Special Provisions

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SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for:

Project 6240-22-71, Appleton-Black Creek, CTH JJ-CTH B, STH 47

Project 6240-29-71, S Main Street, Village of Black Creek, CTH B-Burdick Street, STH 47

Located in Outagamie County, Wisconsin, as the plans show and execute the work as specified in the State of Wisconsin, Department of Transportation, Standard Specifications for Highway and Structure Construction, 2021 Edition, as published by the department, and these special provisions.

If all or a portion of the plans and special provisions are developed in the SI metric system and the schedule of prices is developed in the US standard measure system, the department will pay for the work as bid in the US standard system.

100-005 (20200629)

2. Scope of Work.

The work under this contract for Project 6240-22-71 shall consist of HMA pavement, removing asphaltic surface milling, base aggregate dense, culvert pipes, construction of structure C-44-133, pavement marking and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

The work under this contract for Project 6240-29-71 shall consist of HMA pavement, removing asphaltic surface milling, storm sewer, curb ramps, pavement marking and all incidental items necessary to complete the work as shown on the plans and included in the proposal and contract.

104-005 (20090901)

3. Prosecution and Progress.

Begin work within ten calendar days after the engineer issues a written notice to do so.

Provide the time frame for construction of the project within the 2022 construction season to the engineer in writing within a month after executing the contract but at least 14 calendar days before the preconstruction conference. Assure that the time frame is consistent with the contract completion time. Upon approval, the engineer will issue the notice to proceed within ten calendar days before the beginning of the approved time frame.

To revise the time frame, submit a written request to the engineer at least two weeks before the beginning of the intended time frame. The engineer will approve or deny that request based on the conditions cited in the request and its effect on the department's scheduled resources.

Note to Designer: Provide the start date if work needs to begin by a certain date to ensure expected project completion. Delete if not applicable to the project.

The Notice to Proceed will be issued such that work shall start no later than Enter Date, unless otherwise approved by the engineer.

Fish Spawning

There shall be no instream disturbance of tributary to Duck Creek as a result of construction activity under or for this contract, from March 1 to May 31 both dates inclusive, in order to avoid adverse impacts upon the spawning of fish species.

Any change to this limitation will require submitting a written request by the contractor to the engineer, subsequent review and concurrence by the Department of Natural Resources in the request, and final approval by the engineer. The approval will include all conditions to the request as mutually agreed upon by WisDOT and DNR.

0036 (20090901)

Milling and Overlay

Place the lower layer of HMA pavement on the same working day as the milling operations. Do not run traffic on milled surfaces.

During non-working hours, adjacent travel lanes must be at the same elevation. This provision will not apply during the placement and field testing of the HMA Percent Within Limits (PWL) Test Strip. Place traffic control according to the plans when uneven pavement surfaces are present or as the engineer directs during test strip work.

Side Road Paving

Place the lower layer of asphaltic pavements on side roads before the upper surface layer of asphaltic pavements are placed on the mainline adjacent to the side road.

Place the upper surface layer of asphaltic pavement on the side roads within seven calendar days after the upper surface layer of asphaltic pavement is placed on the mainline.

Culvert Replacements

Complete the culvert replacements in one continuous operation at each location. Do not allow base aggregate culvert trenches to remain exposed for a period greater than 72 hours before the HMA pavement patch is applied.

Staging

Perform the work in accordance to the following stages:

Stage 1

- Complete construction of storm sewer for Project 6240-29-71
- Detour STH 47 for Project 6240-29-71 as indicated in the roadway plans
- Complete Stage 1 work prior to starting Stage 2
- Complete work and remove Stage 1 detour prior to 12:00 AM Wednesday, June 1, 2022

Stage 2

- Complete construction of C-44-133 for Project 6240-22-71
- Detour STH 47 for Project 6240-22-71 as indicated in the roadway plans
- Begin work after 12:00 AM Wednesday, June 1, 2022

Interim Liquidated Damages

Complete all construction of Stage 1 prior to 12:00 AM Wednesday, June 1, 2020.

If the contractor fails to complete the work necessary to remove the detour for Project 6240-29-71 prior to 12:00 AM June 1, 2020, the department will assess the contractor $4,800 in interim liquidated damages for each calendar day that the roadway remains closed after 12:00 AM, June 1, 2020. An entire calendar day will be charged for any period of time within a calendar day that the road remains closed beyond 12:00 AM.

0033 (20151210)

4. Traffic.

General

Flagging operations will be allowed during Stage 1 and 2 to reduce traffic to one lane as needed to complete construction operations. One flagging operation will be allowed on STH 47 at any time with operation limits not to exceed 2 miles. During flagging operations, restore the roadway to two-way traffic at the end of each day. Lane closures due to flagging operations are restricted Friday from 1:00 pm to 7:00 pm between Memorial Day and Labor Day.

Maintain local and emergency traffic on STH 47 at all times.

Maintain access to all properties throughout the duration of the project. Driveways and/or sidewalks within the project may be closed for the minimum amount of time necessary to construct the new access. Provide the property owners whose driveways and/or walkways will be affected by the project a 48-hour minimum notice of the impending work/closure.

Maintain full access to and from STH 47 at all side roads with the use of flag persons to control traffic as required during work operations within and at the intersections unless otherwise allowed per these special provisions and by the engineer. Maintain existing lane configurations on side roads when work is not occurring.

The proposed detour for STH 47 Stage 1 will utilize CTH B, CTH PP and STH 54.

The proposed detour for STH 47 Stage 2 will utilize CTH S and CTH A.

Temporary Work Zone Clear Zone Working Restrictions

Park equipment and store materials, including stockpiles, a minimum of 15-feet from the edge of the traveled way unless protected by concrete barrier temporary precast.

If the contractor is unsure whether an individual work operation will meet the safety requirements for working within the clear zone, review the proposed work operation with the engineer before proceeding with the work.

ner-104-005 (20200227)

Portable Changeable Message Signs - Message Prior Approval

After coordinating with department construction field staff, notify the Northeast Region Traffic Section at 920-366-8033 (secondary contact number is 920-360-3107) 3 business days before deploying or changing a message on a PCMS to obtain approval of the proposed message. The Northeast Region Traffic Unit will review the proposed message and either approve the message or make necessary changes.

PCMS boards must be deployed enter 7 of days before the closure of STH 47.

ner-643-035 (20171213)

Wisconsin Lane Closure System Advance Notification

Provide the following advance notification to the engineer for incorporation into the Wisconsin Lane Closure System (LCS).

TABLE 108-1 CLOSURE TYPE AND REQUIRED MINIMUM ADVANCE NOTIFICATION

Closure type with height, weight, or width restrictions (available width, all lanes in one direction < 16 feet)	**MINIMUM NOTIFICATION**
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
Closure type without height, weight, or width restrictions (available width, all lanes in one direction ≥ 16 feet)	**MINIMUM NOTIFICATION**
Lane and shoulder closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

Discuss LCS completion dates and provide changes in the schedule to the engineer at weekly project meetings in order to manage closures nearing their completion date.

5. Holiday Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 47 traffic, and entirely clear the traveled way and shoulders of such portions of the highway of equipment, barricades, signs, lights, and any other material that might impede the free flow of traffic during the following holiday periods:

- From noon Friday, May 27, 2022 to 6:00 AM Tuesday, May 31, 2022 for Memorial Day;
- From noon Friday, July 1, 2022 to 6:00 AM Tuesday, July 5, 2022 for Independence Day;
- From noon Friday, September 2, 2022 to 6:00 AM Tuesday, September 6, 2022 for Labor Day.
- From noon Friday, November 25, 2022 to 6:00 AM Monday, November 28, 2022 for Deer Hunting Season.

stp-107-005 (20181119)

6. Railroad Insurance and Coordination - *Select from drop-down.*

A. Description

Enter A1 or A2 and press F3

A.1 Railroad Insurance Requirements

In addition to standard spec 107.26, provide railroad protective liability insurance coverage as specified in standard spec 107.17.3. Enter B1, B2 or B3 and press F3

A.2 Train Operation

Enter one of the following: F (Freight only), P (Passenger & Freight present) or M (for Multiple Crossings) then press F3

A.3 Names and Addresses of Railroad Representatives for Consultation and Coordination

Enter one of the following: BNSF; DME; ELS; ETE; PGR; SSAM; SOO; TR; UP; WSOR; WCL; WGN then press F3

A.4 Work by Railroad

The railroad will perform the work described in this section, except for work described in other special provisions, and will be accomplished without cost to the contractor. Enter a description of the work or write "None"

A.5 Temporary Grade Crossing

Enter C1 or C2 and press F3

A.6 Rail Security Awareness and Contractor Orientation

Enter SCN or ERAIL then press F3

stp-107-026 (20200629)

7. Environmental Protection, By-Pass Pumping.

Add the following to standard spec 107.18:

If by-pass pumping is required, the means and methods proposed to be used during construction shall be submitted for approval as part of the Erosion Control Implementation Plan for each location it is required. The submittal shall include how the intake will be managed to not cause an increase in the background level turbidity during pumping; equipment pumping rate capabilities; discharge energy dissipation; and erosion controls. For by-pass pumping that will extend beyond one working day, the submittal should also include how the work zone will be managed and protected should the pump fail; be shut down due to unacceptable water quality; or storm water flows exceed the pumping rate of equipment. After setup of the approved by-pass pumping operation, the contractor shall demonstrate that the means and methods will pump the water at an acceptable water quality before starting work that necessitates the by-pass pumping. The cost of all work and materials associated with by-pass pumping is incidental to the bid items the work is associated with. Erosion control devices beyond the discharge energy dissipation point will be paid for at the contract unit prices for the items that are included in the plan.

ner-107-035 (20180212)

8. Environmental Protection, Dewatering.

Add the following to standard spec 107.18:

If dewatering is required, treat the water to remove suspended sediments by filtration, settlement or other appropriate best management practice before discharge. The means and methods proposed to be used during construction shall be submitted for approval as part of the Erosion Control Implementation Plan for dewatering at each location it is required. The submittal shall also include the details of how the intake will be managed to not cause an increase in the background level turbidity before treatment and any additional erosion controls necessary to prevent sediments from reaching the project limits or wetlands and waterways. Guidance on dewatering can be found on the Wisconsin Department of Natural Resources website located in the Storm Water Construction Technical Standards, Dewatering Code #1061, “Dewatering”. This document can be found at the WisDNR website:

http://dnr.wi.gov/topic/stormwater/standards/const_standards.html

The cost of all work and materials associated with water treatment and/or dewatering is incidental to the bid items the work is associated.

ner-107-040 (20180212)

Use on all projects that require a COE Permit

9. Information to Bidders, U.S. Army Corps of Engineers Section 404 Permit.

The department has obtained a U.S. Army Corps of Engineers Section 404 permit. Comply with the requirements of the permit in addition to requirements of the special provisions. A copy of the permit is available from the regional office by contacting Enter name of contact at Enter phone number.

stp-107-054 (20080901)

Must be added to special provisions if anticipated ground disturbance is 1 acre or greater.

10. Information to Bidders, WPDES General Construction Storm Water Discharge Permit.

The department has obtained coverage through the Wisconsin Department of Natural Resources to discharge storm water associated with land disturbing construction activities of this contract under the Wisconsin Pollutant Discharge Elimination System General Construction Storm Water Discharge Permit (WPDES Permit No. WI-S066796-1). A certificate of permit coverage is available from the regional office by contacting Enter contact name (construction project manager or design project manager if construction project manager unknown) at Enter phone number. Post the permit in a conspicuous place at the construction site.

stp-107-056 (20180628)

11. Utilities.

This contract comes under the provision of Administrative Rule Trans 220.

stp-107-065 (20080501)

Required in all contracts with waterway structures.

12. Erosion Control Structures.

Within three calendar days after completing the excavation for a substructure unit, place riprap or other permanent erosion control items required by the contract or deemed necessary by the engineer around the unit at a minimum to a height equivalent to the calculated water elevation resulting from a storm that occurs on the average of once every two years (Q2) as shown on the plan, or as the engineer directs.

In the event that construction activity does not disturb the existing ground below the Q2 elevation, the above timing requirements for permanent erosion control shall be waived.

stp-107-070 (20191121)

13. Archaeological Coordination.

An archaeologically significant site exists in the project area as follows:

Site	Description	Location
47OU131	Hartsworm Area R-1 Site	Sta. 485+07 to Sta. 541+48, LT
BOU-0016	Sassman Cemetery	Sta. 644+85 to Sta. 684+62, RT

Do not use these sites for borrow, waste disposal, or for the staging of personnel, equipment and/or supplies.

Hartsworm Area R-1 Site (47OU131):

Provide two weeks' notice to the Bureau of Technical Services, Environmental Services Section (ESS) before doing any work in the area of this site. ESS will provide a qualified archaeologist to be on site at all times when work occurs near this site. The contact at ESS is Lynn Cloud (608) 266-0099.

If a potentially significant archaeological feature or material is discovered during construction operations, the qualified archeologist will promptly coordinate with the engineer and with ESS to determine an appropriate course of action.

ner-107-005 (20171213)

Add additional language for BOU-0005,006,0015,0016 after petition to WHS for authorization within the boundaries of the sites. See enviro commitments.

Use where applicable – do we want to use for 6240-29-71???. Choose who shall conduct the meeting - the department or the contractor. Other attendees may be included.

14. Coordination with Businesses and Residents.

Select from drop-down. arrange and conduct a meeting between the contractor, the department, affected residents, local officials and business people to discuss the project schedule of operations including vehicular and pedestrian access during construction operations. Hold the first meeting at least one week before the start of work under this contract and ***Select from drop-down.*** The ***Select from drop-down.*** arrange for a suitable location for meetings that provides reasonable accommodation for public involvement. The department will prepare and coordinate publication of the meeting notices and mailings for meetings. The contractor shall schedule meetings with at least 2 weeks' prior notice to the engineer to allow for these notifications.

stp-108-060 (20141107)

15. HMA Percent Within Limits (PWL) Test Strip Volumetrics, Item 460.0105.S; HMA Percent Within Limits (PWL) Test Strip Density Item 460.0110.S.

A Description

This special provision describes the Hot Mix Asphalt (HMA) density and volumetric testing tolerances required for an HMA test strip. An HMA test strip is required for contracts constructed under HMA Percent Within Limits (PWL) QMP. A density test strip is required for each pavement layer placed over a specific, uniform underlying material, unless specified otherwise in the plans. Each contract is restricted to a single mix design per mix type per layer (e.g., upper layer and lower layer may have different mix type specified or may have the same mix type with different mix designs). Each mix design requires a separate test strip. Density and volumetrics testing will be conducted on the same test strip whenever possible.

Perform work according to standard spec 460 and as follows.

B Materials

Use materials conforming to HMA Pavement Percent Within Limits (PWL) QMP special provision.

C Construction

C.1 Test Strip

Submit the test strip start time and date to the department in writing at least 5 calendar days in advance of construction of the test strip. If the contractor fails to begin paving within 2 hours of the submitted start time, the test strip is delayed, and the department will assess the contractor $2,000 for each instance according to Section E of this document. Alterations to the start time and date must be submitted to the department in writing a minimum of 24 hours prior to the start time. The contractor will not be liable for changes in start time related to adverse weather days as defined by standard spec 101.3 or equipment breakdown verified by the department.

On the first day of production for a test strip, produce approximately 750 tons of HMA. (Note: adjust tonnage to accommodate natural break points in the project.) Locate test strips in a section of the roadway to allow a representative rolling pattern (i.e. not a ramp or shoulder, etc.).

C.1.1 Sampling and Testing Intervals

C.1.1.1 Volumetrics

Laboratory testing will be conducted from a split sample yielding three components, with portions designated for QC (quality control), QV (quality verification), and retained.

During production for the test strip, obtain sufficient HMA mixture for three-part split samples from trucks prior to departure from the plant. Collect three split samples during the production of test strip material. Perform sampling from the truck box and three-part splitting of HMA according to CMM 8-36. These three samples will be randomly selected by the engineer from each *third* of the test strip tonnage (T), excluding the first 50 tons:

Sample Number	Production Interval (tons)
1	50 to 1/3 T

2	1/3 T to 2/3 T
3	2/3 T to T

C.1.1.2 Density

Required field tests include contractor QC and department QV nuclear density gauge tests and pavement coring at ten individual locations (five in each half of the test strip length) in accordance with Appendix A: *Test Methods and Sampling for HMA PWL QMP Projects*. Both QV and QC teams shall have two nuclear density gauges present for correlation at the time the test strip is constructed. QC and QV teams may wish to scan with additional gauges at the locations detailed in Appendix A, as only gauges used during the test strip correlation phase will be allowed.

C.1.2 Field Tests

C.1.2.1 Density

For contracts that include STSP 460-020 QMP Density in addition to PWL, a gauge comparison according to CMM 8-15.7 shall be completed prior to the day of test strip construction. Daily standardization of gauges on reference blocks and a project reference site shall be performed according to CMM 8-15.8. A standard count shall be performed for each gauge on the material placed for the test strip, prior to any additional data collection. Nuclear gauge readings and pavement cores shall be used to determine nuclear gauge correlation in accordance with Appendix A. The two to three readings for the five locations across the mat for each of two zones shall be provided to the engineer. The engineer will analyze the readings of each gauge relative to the densities of the cores taken at each location. The engineer will determine the average difference between the nuclear gauge density readings and the measured core densities to be used as a constant offset value. This offset will be used to adjust raw density readings of the specific gauge and shall appear on the density data sheet along with gauge and project identification. An offset is specific to the mix and layer; therefore, a separate value shall be determined for each layer of each mix placed over a differing underlying material for the contract. This constitutes correlation of that individual gauge for the given layer. Two gauges per team are not required to be onsite daily after completion of the test strip. Any data collected without a correlated gauge will not be accepted.

The contractor is responsible for coring the pavement from the footprint of the density tests and filling core holes according to Appendix A. Coring and filling of pavement core holes must be approved by the engineer. The QV team is responsible for the labeling and safe transport of the cores from the field to the QC laboratory. Testing of cores shall be conducted by the contractor and witnessed by department personnel. The contractor is responsible for drying the cores following testing. The department will take possession of cores following laboratory testing and will be responsible for any verification testing at the discretion of the engineer.

The target maximum density to be used in determining core density is the average of the three volumetric/mix Gmm values from the test strip multiplied by 62.24 lb/ft^3. In the event mix and density portions of the test strip procedure are separated, or if an additional density test strip is required, the mix portion must be conducted prior to density determination. The target maximum density to determine core densities shall then be the Gmm four-test running average (or three-test average from a PWL volumetric-only test strip) from the end of the previous day's production multiplied by 62.24 lb/ft^3. If no PWL production volumetric test is to be taken in a density-only test strip, a non-random three-part split mix sample will be taken and tested for Gmm by the department representative. The department Gmm test results from this non-random test will be entered in the HMA PWL Test Strip Spreadsheet and must conform to the Acceptance Limits presented in C.2.1.

Exclusions such as shoulders and appurtenances shall be tested and reported according to CMM 8-15. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to standard spec Table 460-3. No density incentive or disincentive will be applied to shoulders or appurtenances. However, unacceptable shoulder material will be handled according to standard spec 460.3.3.1 and CMM 8-15.11.

C.1.3 Laboratory Tests

C.1.3.1 Volumetrics

Obtain random samples according to C.1.1.1 and Appendix A. Perform tests the same day as taking the sample.

Theoretical maximum specific gravities of each mixture sample will be obtained according to AASHTO T 209 as modified in CMM 8-36.6.6. Bulk specific gravities of both gyratory compacted samples and field cores shall be determined according to AASHTO T 166 as modified in CMM 8-36.6.5. The bulk specific gravity values determined from field cores shall be used to calculate a correction factor (i.e., offset) for each QC and QV nuclear density gauge. The correction factor will be used throughout the remainder of the layer.

C.2 Acceptance

C.2.1 Volumetrics

Produce mix conforming to the following limits based on individual QC and QV test results (tolerances based on most recent JMF):

ITEM	ACCEPTANCE LIMITS
Percent passing given sieve:	
37.5-mm	+/- 8.0
25.0-mm	+/- 8.0
19.0-mm	+/- 7.5
12.5-mm	+/- 7.5
9.5-mm	+/- 7.5
2.36-mm	+/- 7.0
75-µm	+/- 3.0
Asphaltic content in percent[1]	- 0.5
Air Voids	-1.5 & +2.0
VMA in percent[2]	- 1.0
Maximum specific gravity	+/- 0.024

[1] Asphalt content more than -0.5% below the JMF will be referee tested by the department's AASHTO accredited laboratory and HTCP certified personnel using automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.

[2] VMA limits based on minimum requirement for mix design nominal maximum aggregate size in table 460-1.

QV samples will be tested for Gmm, Gmb, and AC. Air voids and VMA will then be calculated using these test results.

Calculation of air voids shall use either the QC, QV, or retained split sample test results, as identified by conducting the paired t-test with the WisDOT PWL Test Strip Spreadsheet.

If QC and QV test results do not correlate as determined by the split sample comparison, the retained split sample will be tested by the department's AASHTO accredited laboratory and HTCP certified personnel as a referee test. Additional investigation shall be conducted to identify the source of the difference between QC and QV data. Referee data will be used to determine material conformance and pay.

C.2.2 Density

Compact all layers of test strip HMA mixture to the applicable density shown in the following table:

TABLE 460-3 MINIMUM REQUIRED DENSITY[1]

	MIXTURE TYPE	
LAYER	LT & MT	HT
LOWER	93.0[2]	93.0[3]
UPPER	93.0	93.0

[1] If any individual core density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer will investigate the acceptability of that material per CMM 8-15.11.

[2] Minimum reduced by 2.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

[3] Minimum reduced by 1.0 percent for lower layer constructed directly on crushed aggregate or recycled base courses.

Nuclear density gauges are acceptable for use on the project only if correlation is completed for that gauge during the time of the test strip and the department issues documentation of acceptance stating the correlation offset value specific to the gauge and mix design. The offset is not to be entered into any nuclear density gauge as it will be applied by the department-furnished Field Density Worksheet.

C.2.3 Test Strip Approval and Material Conformance

All applicable laboratory and field testing associated with a test strip shall be completed prior to any additional mainline placement of the mix. All test reports shall be submitted to the department upon completion and approved before paving resumes. The department will notify the contractor within 24 hours from start of test strip regarding approval to proceed with paving, unless an alternate time frame is agreed upon in writing with the department. The 24-hour approval time includes only working days as defined in standard spec 101.3.

The department will evaluate material conformance and make pay adjustments based on the PWL value of air voids and density for the test strip. The QC core densities and QC and QV mix results will be used to determine the PWL values as calculated in accordance with Appendix A.

The PWL values for air voids and density shall be calculated after determining core densities. An approved test strip is defined as the individual PWL values for air voids and density both being equal to or greater than 75, mixture volumetric properties conforming to the limits specified in C.2.1, and an acceptable gauge-to-core correlation. Further clarification on PWL test strip approval and appropriate post-test strip actions are shown in the following table:

PWL TEST STRIP APPROVAL AND MATERIAL CONFORMANCE CRITERIA

PWL VALUE FOR AIR VOIDS AND DENSITY	TEST STRIP APPROVAL	MATERIAL CONFORMANCE	POST-TEST STRIP ACTION
Both PWL $\geq$ 75	Approved[1]	Material paid for according to Section E	Proceed with Production
50 $\leq$ Either PWL < 75	Not Approved	Material paid for according to Section E	Consult BTS to determine need for additional test strip
Either PWL < 50	Not Approved	Unacceptable material removed and replaced or paid for at 50% of the contract unit price according to Section E	Construct additional Volumetrics or Density test strip as necessary

[1] In addition to these PWL criteria, mixture volumetric properties must conform to the limits specified in C.2.1, split sample comparison must have a passing result and an acceptable gauge-to-core correlation must be completed.

A maximum of two test strips will be allowed to remain in place per pavement layer per contract. If material is removed, a new test strip shall replace the previous one at no additional cost to the department. If the contractor changes the mix design for a given mix type during a contract, no additional compensation will be paid by the department for the required additional test strip and the department will assess the contractor $2,000 for the additional test strip according to Section E of this special provision. For simultaneously conducted density and volumetric test strip components, the following must be achieved:

i. Passing/Resolution of Split Sample Comparison
ii. Volumetrics/mix PWL value $\geq$ 75
iii. Density PWL value $\geq$ 75
iv. Acceptable correlation

If not conducted simultaneously, the mix portion of a test strip must accomplish (i) & (ii), while density must accomplish (iii) & (iv). If any applicable criteria are not achieved for a given test strip, the engineer, with authorization from the department's Bureau of Technical Services, will direct an additional test strip (or alternate plan approved by the department) be conducted to prove the criteria can be met prior to

additional paving of that mix. For a density-only test strip, determination of mix conformance will be according to main production, i.e., HMA Pavement Percent Within Limits (PWL) QMP special provision.

D Measurement

The department will measure HMA Percent Within Limits (PWL) Test Strip as each unit of work, acceptably completed as passing the required air void, VMA, asphalt content, gradation, and density correlation for a Test Strip. Material quantities shall be determined according to standard spec 450.4 and detailed here within.

E Payment

The department will pay for measured quantities at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH
460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH

These items are intended to compensate the contractor for the construction of the test strip for contracts paved under the HMA Pavement Percent Within Limits QMP article.

Payment for HMA Percent Within Limits (PWL) Test Strip Volumetrics is full compensation for volumetric sampling, splitting, and testing; for proper labeling, handling, and retention of split samples.

Payment for HMA Percent Within Limits (PWL) Test Strip Density is full compensation for collecting and measuring of pavement cores, acceptably filling core holes, providing of nuclear gauges and operator(s), and all other work associated with completion of a core-to-gauge correlation, as directed by the engineer.

Acceptable HMA mixture placed on the project as part of a volumetric or density test strip will be compensated by the appropriate HMA Pavement bid item with any applicable pay adjustments. If a test strip is delayed as defined in C.1 of this document, the department will assess the contractor $2,000 for each instance, under the HMA Delayed Test Strip administrative item. If an additional test strip is required because the initial test strip is not approved by the department or the mix design is changed by the contractor, the department will assess the contractor $2,000 for each additional test strip (i.e. $2,000 for each individual volumetrics or density test strip) under the HMA Additional Test Strip administrative item.

Pay adjustment will be calculated using 65 dollars per ton of HMA pavement. The department will pay for measured quantities of mix based on $65/ton multiplied by the following pay adjustment:

PAY ADJUSTMENT FOR HMA PAVEMENT AIR VOIDS & DENSITY

PERCENT WITHIN LIMITS (PWL)	*PAYMENT FACTOR, PF (percent of $65/ton)*
≥ 90 to 100	PF = ((PWL – 90) * 0.4) + 100
≥ 50 to < 90	(PWL * 0.5) + 55
<50	50%[1]

where, PF is calculated per air voids and density, denoted $PF_{air\ voids}$ & $PF_{density}$

[1] Material resulting in PWL value less than 50 shall be removed and replaced, unless the engineer allows for such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement.

For air voids, PWL values will be calculated using lower and upper specification limits of 2.0 and 4.3 percent, respectively. Lower specification limits for density will be according to Table 460-3 as modified herein. Pay adjustment will be determined for an acceptably completed test strip and will be computed as shown in the following equation:

Pay Adjustment = (PF-100)/100 x (WP) x (tonnage) x ($65/ton)*

*Note: If Pay Factor <50, the contract unit price will be used in lieu of $65/ton

The following weighted percentage (WP) values will be used for the corresponding parameter:

Parameter	WP

Air Voids	0.5
Density	0.5

Individual Pay Factors for each air voids ($PF_{air\ voids}$) and density ($PF_{density}$) will be determined. $PF_{air\ voids}$ will be multiplied by the total tonnage produced (i.e., from truck tickets), and $PF_{density}$ will be multiplied by the calculated tonnage used to pave the mainline only (i.e., traffic lane excluding shoulder) as determined in accordance with Appendix A.

The department will pay incentive for air voids under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
460.2005	Incentive Density PWL HMA Pavement	DOL
460.2010	Incentive Air Voids HMA Pavement	DOL

The department will administer disincentives under the Disincentive Density HMA Pavement and the Disincentive Air Voids HMA Pavement administrative items.

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16. HMA Pavement Percent Within Limits (PWL) QMP.

A Description

This special provision describes percent within limits (PWL) pay determination, providing and maintaining a contractor Quality Control (QC) Program, department Quality Verification (QV) Program, required sampling and testing, dispute resolution, corrective action, pavement density, and payment for HMA pavements. Pay is determined by statistical analysis performed on contractor and department test results conducted according to the Quality Management Program (QMP) as specified in standard spec 460, except as modified below.

B Materials

Conform to the requirements of standard spec 450, 455, and 460 except where superseded by this special provision. The department will allow only one mix design for each HMA mixture type per layer required for the contract, unless approved by the engineer. The use of more than one mix design for each HMA pavement layer will require the contractor to construct a new test strip in accordance with HMA Pavement Percent Within Limits (PWL) QMP Test Strip Volumetrics and HMA Pavement Percent Within Limits (PWL) QMP Test Strip Density articles at no additional cost to the department.

Replace standard spec 460.2.8.2.1.3.1 Contracts with 5000 Tons of Mixture or Greater with the following:

460.2.8.2.1.3.1 Contracts under Percent within Limits

(1) Furnish and maintain a laboratory at the plant site fully equipped for performing contractor QC testing. Have the laboratory on-site and operational before beginning mixture production.

(2) Obtain random samples and perform tests according to this special provision and further defined in Appendix A: *Test Methods & Sampling for HMA PWL QMP Projects*. Obtain HMA mixture samples from trucks at the plant. For the sublot in which a QV sample is collected, discard the QC sample and test a split of the QV sample.

(3) Perform sampling from the truck box and three-part splitting of HMA samples according to CMM 8-36. Sample size must be adequate to run the appropriate required tests in addition to one set of duplicate tests that may be required for dispute resolution (i.e., retained). This requires sample sizes which yield three splits for all random sampling per sublot. All QC samples shall provide the following: QC, QV, and Retained. The contractor shall take possession and test the QC portions. The department will observe the splitting and take possession of the samples intended for QV testing (i.e., QV portion from each sample) and the Retained portions. Additional sampling details are found in Appendix A. Label samples according to CMM 8-36. Additional handling instructions for retained samples are found in CMM 8-36.

(4) Use the test methods identified below to perform the following tests at a frequency greater than or equal to that indicated:

- Blended aggregate gradations in accordance with AASHTO T 30
- Asphalt content (AC) in percent determined by ignition oven method according to AASHTO T 308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T 164 Method A or B, or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.

- Bulk specific gravity (Gmb) of the compacted mixture according to AASHTO T 166 as modified in CMM 8-36.6.5.
- Maximum specific gravity (Gmm) according to AASHTO T 209 as modified in CMM 8-36.6.6
- Air voids (V_a) by calculation according to AASHTO T 269.
- Voids in Mineral Aggregate (VMA) by calculation according to AASHTO R35.

(5) Lot size shall consist of 3750 tons with sublots of 750 tons. Test each design mixture at a frequency of 1 test per 750 tons of mixture type produced and placed as part of the contract. Add a random sample for any fraction of 750 tons at the end of production for a specific mixture design. Partial lots with less than three sublot tests will be included into the previous lot for data analysis and pay adjustment. Volumetric lots will include all tonnage of mixture type under specified bid item unless otherwise specified in the plan.

(6) Conduct field tensile strength ratio tests according to AASHTO T283, without freeze-thaw conditioning cycles, on each qualifying mixture in accordance with CMM 8-36.6.14. Test each full 50,000-ton production increment, or fraction of an increment, after the first 5,000 tons of production. Perform required increment testing in the first week of production of that increment. If field tensile strength ratio values are below the spec limit, notify the engineer. The engineer and contractor will jointly determine a corrective action.

Delete standard spec 460.2.8.2.1.5 and 460.2.8.2.1.6.

Replace standard spec 460.2.8.2.1.7 Corrective Action with the following:

460.2.8.2.1.7 Corrective Action

(1) Material must conform to the following action and acceptance limits based on individual QC and QV test results (tolerances relative to the JMF used on the PWL Test Strip):

ITEM	ACTION LIMITS	ACCEPTANCE LIMITS
Percent passing given sieve:		
37.5-mm	+/- 8.0	
25.0-mm	+/- 8.0	
19.0-mm	+/- 7.5	
12.5-mm	+/- 7.5	
9.5-mm	+/- 7.5	
2.36-mm	+/- 7.0	
75-µm	+/- 3.0	
AC in percent[1]	-0.3	-0.5
Va		- 1.5 & +2.0
VMA in percent[2]	- 0.5	-1.0

[1] The department will not adjust pay based on QC AC in percent test results; however corrective action will be applied to nonconforming material according to 460.2.8.2.1.7(3) as modified herein.
[2] VMA limits based on minimum requirement for mix design nominal maximum aggregate size in table 460-1.

(2) QV samples will be tested for Gmm, Gmb, and AC. Air voids and VMA will then be calculated using these test results.

(3) Notify the engineer if any individual test result falls outside the action limits, investigate the cause and take corrective action to return to within action limits. If two consecutive test results fall outside the action limits, stop production. Production may not resume until approved by the engineer. Additional QV samples may be collected upon resuming production, at the discretion of the engineer.

(4) For any additional tests outside the random number testing conducted for volumetrics, the data collected will not be entered into PWL calculations. Additional QV tests must meet acceptance limits or be subject to production stop and/or remove and replace.

(5) Remove and replace unacceptable material at no additional expense to the department. Unacceptable material is defined as any individual QC or QV tests results outside the acceptance limits or a PWL value < 50. The engineer may allow such material to remain in place with a price reduction. The department will pay for such HMA Pavement allowed to remain in place at 50 percent of the contract unit price.

Replace standard spec 460.2.8.3.1.2 Personnel Requirements with the following:

460.2.8.3.1.2 Personnel Requirements

(1) The department will provide at least one HTCP-certified Transportation Materials Sampling (TMS) Technician, to observe QV sampling of HMA mixtures.

(2) Under departmental observation, a contractor TMS technician shall collect and split samples.

(3) A department HTCP-certified Hot Mix Asphalt, Technician I, Production Tester (HMA-IPT) technician will ensure that all sampling is performed correctly and conduct testing, analyze test results, and report resulting data.

(4) The department will make an organizational chart available to the contractor before mixture production begins. The organizational chart will include names, telephone numbers, and current certifications of all QV testing personnel. The department will update the chart with appropriate changes, as they become effective.

Replace standard spec 460.2.8.3.1.4 Department Verification Testing Requirements with the following:

460.2.8.3.1.4 Department Verification Testing Requirements

(1) HTCP-certified department personnel will obtain QV random samples by directly supervising HTCP-certified contractor personnel sampling from trucks at the plant. Sample size must be adequate to run the appropriate required tests in addition to one set of duplicate tests that may be required for dispute resolution (i.e., retained). This requires sample sizes which yield three splits for all random sampling per sublot. All QV samples shall furnish the following: QC, QV, and Retained. The department will observe the splitting and take possession of the samples intended for QV testing (i.e., QV portion from each sample) and the Retained portions. The department will take possession of retained samples accumulated to date each day QV samples are collected. The department will retain samples until surpassing the analysis window of up to 5 lots, as defined in standard spec 460.2.8.3.1.7(2) of this special provision. Additional sampling details are found in Appendix A.

(2) The department will verify product quality using the test methods specified here in standard spec 460.2.8.3.1.4(3). The department will identify test methods before construction starts and use only those methods during production of that material unless the engineer and contractor mutually agree otherwise.

(3) The department will perform all testing conforming to the following standards:

- Bulk specific gravity (Gmb) of the compacted mixture according to AASHTO T 166 as modified in CMM 8-36.6.5.
- Maximum specific gravity (Gmm) according to AASHTO T 209 as modified in CMM 8-36.6.6.
- Air voids (Va) by calculation according to AASHTO T 269.
- Voids in Mineral Aggregate (VMA) by calculation according to AASHTO R 35.
- Asphalt Content (AC) in percent determined by ignition oven method according to AASHTO T 308 as modified in CMM 8-36.6.3.6, chemical extraction according to AASHTO T 164 Method A or B, or automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.

(4) The department will randomly test each design mixture at the minimum frequency of one test for each lot.

Delete standard spec 460.2.8.3.1.6.

Replace standard spec 460.2.8.3.1.7 Dispute Resolution with the following:

460.2.8.3.1.7 Data Analysis for Volumetrics

(1) Analysis of test data for pay determination will be contingent upon QC and QV test results. Statistical analysis will be conducted on Gmm and Gmb test results for calculation of Va. If either Gmm or Gmb analysis results in non-comparable data as described in 460.2.8.3.1.7(2), subsequent testing will be performed for both parameters as detailed in the following paragraph.

(2) The engineer, upon completion of the first 3 lots, will compare the variances (F-test) and the means (t-test) of the QV test results with the QC test results. Additional comparisons incorporating the first 3 lots of data will be performed following completion of the 4th and 5th lots (i.e., lots 1-3, 1-4, and 1-5). A rolling window of 5 lots will be used to conduct F & t comparison for the remainder of the contract (i.e., lots 2-6, then lots 3-7, etc.), reporting comparison results for each individual lot. Analysis will use a set alpha value of 0.025. If the F- and t-tests report comparable data, the QC and QV data sets are determined to be statistically similar and QC data will be used to calculate the Va used in PWL and pay adjustment calculations. If the F- and t-tests result in non-comparable data, proceed to the *dispute resolution* steps found below. Note: if both QC and QV Va PWL result in a pay adjustment of 102% or greater, dispute resolution testing will not be conducted. Dispute resolution via further investigation is as follows:

[1] The Retained portion of the split from the lot in the analysis window with a QV test result furthest from the QV mean (not necessarily the sublot identifying that variances or means do not compare) will be referee tested by the bureau's AASHTO accredited laboratory and certified personnel. All previous lots within the analysis window are subject to referee testing and regional lab testing as deemed necessary. Referee test results will replace the QV data of the sublot(s).

[2] Statistical analysis will be conducted with referee test results replacing QV results.

i. If the F- and t-tests indicate variances and means compare, no further testing is required for the lot and QC data will be used for PWL and pay factor/adjustment calculations.

ii. If the F- and t-tests indicate non-comparable variances or means, the Retained portion of the random QC sample will be tested by the department’s regional lab for the remaining 4 sublots of the lot which the F- and t- tests indicate non-comparable datasets. The department’s regional lab and the referee test results will be used for PWL and pay factor/adjustment calculations. Upon the second instance of non-comparable variance or means and for every instance thereafter, the department will assess a pay reduction for the additional testing of the remaining 4 sublots at $2,000/lot under the HMA Regional Lab Testing administrative item.

[3] The contractor may choose to dispute the regional test results on a lot basis. In this event, the retained portion of each sublot will be referee tested by the department's AASHTO accredited laboratory and certified personnel. The referee Gmm and Gmb test results will supersede the regional lab results for the disputed lot.

i. If referee testing results in an increased calculated pay factor, the department will pay for the cost of the additional referee testing.

ii. If referee testing of a disputed lot results in an equal or lower calculated pay factor, the department will assess a pay reduction for the additional referee testing at $2,000/lot under the Referee Testing administrative item.

(3) The department will notify the contractor of the referee test results within 3 working days after receipt of the samples by the department's AASHTO accredited laboratory. The intent is to provide referee test results within 7 calendar days from completion of the lot.

(4) The department will determine mixture conformance and acceptability by analyzing referee test results, reviewing mixture data, and inspecting the completed pavement according to the standard spec, this special provision, and accompanying Appendix A.

(5) Unacceptable material (i.e., resulting in a PWL value less than 50 or individual QC or QV test results not meeting the Acceptance Requirements of 460.2.8.2.1.7 as modified herein) will be referee tested by the bureau's AASHTO accredited laboratory and certified personnel and those test results used for analysis. Such material may be subject to remove and replace, at the discretion of the engineer. If the engineer allows the material to remain in place, it will be paid at 50% of the HMA Pavement contract unit price. Replacement or pay adjustment will be conducted on a sublot basis. If an entire PWL sublot is removed and replaced, the test results of the newly placed material will replace the original data for the sublot. Any remove and replace shall be performed at no additional cost to the department. Testing of replaced material must include a minimum of one QV result. [Note: If the removed and replaced material does not result in replacement of original QV data, an additional QV test will be conducted and under such circumstances will be entered into the HMA PWL Production spreadsheet for data analysis and pay

determination.] The quantity of material paid at 50% the contract unit price will be deducted from PWL pay adjustments, along with accompanying data of this material.

Delete standard spec 460.2.8.3.1.8 Corrective Action.

C Construction

Replace standard spec 460.3.3.2 Pavement Density Determination with the following:

460.3.3.2 Pavement Density Determination

(1) The engineer will determine the target maximum density using department procedures described in CMM 8-15. The engineer will determine density as soon as practicable after compaction and before placement of subsequent layers or before opening to traffic.

(2) Do not re-roll compacted mixtures with deficient density test results. Do not operate continuously below the specified minimum density. Stop production, identify the source of the problem, and make corrections to produce work meeting the specification requirements.

(3) A lot is defined as 7500 lane feet with sublots of 1500 lane feet (excluding shoulder, even if paved integrally) and placed within a single layer for each location and target maximum density category indicated in table 460-3. The contractor is required to complete three tests randomly per sublot and the department will randomly conduct one QV test per sublot. A partial quantity less than 750 lane feet will be included with the previous sublot. Partial lots with less than three sublots will be included in the previous lot for data analysis/acceptance and pay, by the engineer. If density lots/sublots are determined prior to construction of the test strip, any random locations within the test strip shall be omitted. Exclusions such as shoulders and appurtenances shall be tested and recorded in accordance with CMM 8-15. However, all acceptance testing of shoulders and appurtenances will be conducted by the department, and average lot (daily) densities must conform to standard spec Table 460-3. No density incentive or disincentive will be applied to shoulders or appurtenances. Offsets will not be applied to nuclear density gauge readings for shoulders or appurtenances. Unacceptable shoulder material will be handled according to standard spec 460.3.3.1 and CMM 8-15.11.

(4) The three QC locations per sublot represent the outside, middle, and inside of the paving lane. The QC density testing procedures are detailed in Appendix A.

(5) QV nuclear testing will consist of one randomly selected location per sublot. The QV density testing procedures will be the same as the QC procedure at each testing location and are also detailed in Appendix A.

(6) An HTCP-certified nuclear density technician (NUCDENSITYTEC-I) shall identify random locations and perform the testing for both the contractor and department. The responsible certified technician shall ensure that sample location and testing is performed correctly, analyze test results, and provide density results to the contractor weekly, or at the completion of each lot.

(7) For any additional tests outside the random number testing conducted for density, the data collected will not be entered into PWL calculations. However, additional QV testing must meet the tolerances for material conformance as specified in the standard specification and this special provision. If additional density data identifies unacceptable material, proceed as specified in CMM 8-15.11.

Replace standard spec 460.3.3.3 Waiving Density Testing with Acceptance of Density Data with the following:

460.3.3.3 Analysis of Density Data

(1) Analysis of test data for pay determination will be contingent upon test results from both the contractor (QC) and the department (QV).

(2) As random density locations are paved, the data will be recorded in the HMA PWL Production Spreadsheet for analysis in chronological order. The engineer, upon completion of the analysis lot, will compare the variances (F-test) and the means (t-test) of the QV test results with the QC test results. Analysis will use a set alpha value of 0.025.

i. If the F- and t-tests indicate variances and means compare, the QC and QV data sets are determined to be statistically similar and QC data will be used for PWL and pay adjustment calculations.

ii. If the F- and t-tests indicate variances or means do not compare, the QV data will be used for subsequent calculations.

(3) The department will determine mixture density conformance and acceptability by analyzing test results, reviewing mixture data, and inspecting the completed pavement according to standard spec, this special provision, and accompanying Appendix A.

(4) Density resulting in a PWL value less than 50 or not meeting the requirements of 460.3.3.1 (any individual density test result falling more than 3.0 percent below the minimum required target maximum density as specified in standard spec Table 460-3) is unacceptable and may be subject to remove and replace at no additional cost to the department, at the discretion of the engineer.

i. Replacement may be conducted on a sublot basis. If an entire PWL sublot is removed and replaced, the test results of the newly placed material will replace the original data for the sublot.

ii. Testing of replaced material must include a minimum of one QV result. [Note: If the removed and replaced material does not result in replacement of original QV data, an additional QV test must be conducted and under such circumstances will be entered into the data analysis and pay determination.]

iii. If the engineer allows such material to remain in place, it will be paid for at 50% of the HMA Pavement contract unit price. The extent of unacceptable material will be addressed as specified in CMM 8-15.11. The quantity of material paid at 50% the contract unit price will be deducted from PWL pay adjustments, along with accompanying data of this material.

D Measurement

The department will measure the HMA Pavement bid items acceptably completed by the ton as specified in standard spec 450.4 and as follows in standard spec 460.5 as modified in this special provision.

E Payment

Replace standard spec 460.5.2 HMA Pavement with the following:

460.5.2 HMA Pavement

460.5.2.1 General

(1) Payment for HMA Pavement Type LT, MT, and HT mixes is full compensation for providing HMA mixture designs; for preparing foundation; for furnishing, preparing, hauling, mixing, placing, and compacting mixture; for HMA PWL QMP testing and aggregate source testing; for warm mix asphalt additives or processes; for stabilizer, hydrated lime and liquid antistripping agent, if required; and for all materials including asphaltic materials.

(2) If provided for in the plan quantities, the department will pay for a leveling layer, placed to correct irregularities in an existing paved surface before overlaying, under the pertinent paving bid item. Absent a plan quantity, the department will pay for a leveling layer as extra work.

460.5.2.2 Calculation of Pay Adjustment for HMA Pavement using PWL

(1) Pay adjustments will be calculated using 65 dollars per ton of HMA pavement. The HMA PWL Production Spreadsheet, including data, will be made available to the contractor by the department as soon as practicable upon completion of each lot. The department will pay for measured quantities of mix based on this price multiplied by the following pay adjustment calculated in accordance with the HMA PWL Production Spreadsheet:

PAY FACTOR FOR HMA PAVEMENT AIR VOIDS & DENSITY

PERCENT WITHIN LIMITS (PWL)	*PAYMENT FACTOR, PF (percent of $65/ton)*
≥ 90 to 100	PF = ((PWL – 90) * 0.4) + 100
≥ 50 to < 90	(PWL * 0.5) + 55
<50	50%[1]

where PF is calculated per air voids and density, denoted $PF_{air\ voids}$ & $PF_{density}$

[1] Any material resulting in PWL value less than 50 shall be removed and replaced unless the engineer allows such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement.

For air voids, PWL values will be calculated using lower and upper specification limits of 2.0 and 4.3 percent, respectively. Lower specification limits for density shall be in accordance with standard spec Table 460-3. Pay adjustment will be determined on a lot basis and will be computed as shown in the following equation.

Pay Adjustment = (PF-100)/100 x (WP) x (tonnage) x ($65/ton)*

*Note: If Pay Factor <50, the contract unit price will be used in lieu of $65/ton

The following weighted percentage (WP) values will be used for the corresponding parameter:

Parameter	WP
Air Voids	0.5
Density	0.5

Individual Pay Factors for each air voids ($PF_{air\ voids}$) and density ($PF_{density}$) will be determined. $PF_{air\ voids}$ will be multiplied by the total tonnage placed (i.e., from truck tickets), and $PF_{density}$ will be multiplied by the calculated tonnage used to pave the mainline only (i.e., travel lane excluding shoulder) as determined in accordance with Appendix A.

The department will pay incentive for air voids and density under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
460.2005	Incentive Density PWL HMA Pavement	DOL
460.2010	Incentive Air Voids HMA Pavement	DOL

The department will administer disincentives under the Disincentive Density HMA Pavement and the Disincentive Air Voids HMA Pavement administrative items.

The department will administer a disincentive under the Disincentive HMA Binder Content administrative item for each individual QV test result indicating asphalt binder content below the Action Limit in 460.2.8.2.1.7 presented herein. The department will adjust pay per sublot of mix at 65 dollars per ton of HMA pavement multiplied by the following pay adjustment calculated according to the HMA PWL Production Spreadsheet:

AC Binder Relative to JMF	Pay Adjustment / Sublot
-0.4% to -0.5%	75%
More than -0.5%	50%[1]

[1] Any material resulting in an asphalt binder content more than 0.5% below the JMF AC content shall be removed and replaced unless the engineer allows such material to remain in place. In the event the material remains in place, it will be paid at 50% of the contract unit price of HMA pavement. Such material will be referee tested by the department's AASHTO accredited laboratory and HTCP certified personnel using automated extraction according to automated extraction according to ASTM D8159 as modified in CMM 8-36.6.3.1.

Note: PWL value determination is further detailed in the *Calculations* worksheet of the HMA PWL Production spreadsheet.

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17. HMA Pavement Longitudinal Joint Density.

A Description

This special provision incorporates longitudinal joint density requirements into the contract and describes the data collection, acceptance, and procedure used for determination of pay adjustments for HMA pavement longitudinal joint density. Pay adjustments will be made on a linear foot basis, as applicable per

pavement layer and paving lane. Applicable longitudinal joints are defined as those between any two or more traffic lanes including full-width passing lanes, turn lanes, or auxiliary lanes more than 1500 lane feet. This excludes any joint with one side defined as a shoulder and ramp lanes of any length. Longitudinal joints placed during a test strip will be tested for information only to help ensure the roller pattern will provide adequate longitudinal joint density during production. Longitudinal joint density test results collected during a test strip are not eligible for pay adjustment.

Pay is determined according to standard spec 460, HMA Pavement Percent Within Limits QMP special provisions, and as modified within.

B Materials

Revise standard spec 460.3.3.1(1) table 460-3 by adding footnotes [6] & [7]:

TABLE 460-3 MINIMUM REQUIRED DENSITY[1][6][7]

LOCATION	LAYER	PERCENT OF TARGET MAXIMUM DENSITY		
		MIXTURE TYPE		
		LT and MT	HT	SMA[5]
TRAFFIC LANES[2]	LOWER	93.0[3]	93.0[4]	___
	UPPER	93.0	93.0	___
SHOULDERS & APPURTENANCES	LOWER	91.0	91.0	___
	UPPER	92.0	92.0	___

[1] The table values are for average lot density. If any individual density test result falls more than 3.0 percent below the minimum required target maximum density, the engineer will investigate the acceptability of that material according to 460.3.3.2 as modified herein.

[2] Includes side roads, crossovers, turn lanes, ramps, parking lanes, and bike lanes as determined by the engineer.

[3] Minimum reduced by 2.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

[4] Minimum reduced by 1.0 percent for a lower layer constructed directly on crushed aggregate or recycled base courses.

[5] The minimum required densities for SMA mixtures are determined according to CMM 8-15.

[6] Minimum reduced by 1.5 percent at longitudinal joint with lateral confinement (i.e., confined)

[7] Minimum reduced by 3.0 percent at longitudinal joint having no lateral confinement (i.e., unconfined)

C Construction

Add the following to standard spec 460.3.3.2:

(5) Establish companion density locations at each applicable joint. Each companion location shares longitudinal stationing with a QC or QV density location within each sublot and is located transversely with the center of the gauge 6-inches from the final joint edge of the paving area. Sublot and lot numbering remains the same as mainline densities, however, in addition to conventional naming, joint identification must clearly indicate “M” for inside/median side of lane or “O” for outside shoulder side of lane, as well as “U” for an unconfined joint or “C” for a confined joint (e.g., XXXXX-MC or XXXXX-OU).

(6) Each joint will be measured, reported, and accepted under methods, testing times, and procedures consistent with the program employed for mainline density, i.e., PWL.

(7) For single nuclear density test results greater than 3.0% below specified minimums, the department will perform the following per standard spec 460.3.3.1 as modified here within:

a) Testing at 50-foot increments both ahead and behind the unacceptable site

b) Continued 50-foot incremental testing until test values indicate higher than or equal to -3.0 percent from target joint density.

c) Materials within the incremental testing indicating lower than -3.0 percent from target joint density are defined as unacceptable, and will be handled with remedial action as defined in the payment section of this document.

d) The remaining sublot average (exclusive of unacceptable material) will be determined by the first forward and backward 50 foot incremental tests that reach the criteria of higher than or equal to -3.0 percent from target joint density.

Note: If the 50-foot testing extends into a previously accepted sublot, remedial action is required up to and inclusive of such material; however, the results of remedial action must not be used to recalculate the previously accepted sublot density. When this occurs, the lane feet of any unacceptable material will be deducted from the sublot in which it is located, and the previously accepted sublot density will be used to calculate pay for the remainder of the sublot.

(8) Joint density measurements will be kept separate from all other density measurements, and entered as an individual data set into Atwood Systems.

(9) Placement and removal of excess material outside of the final joint edge, to increase joint density at the longitudinal joint nuclear testing location, will be done at the contractor's discretion and cost. This excess material and related labor will be considered waste and will not be paid for by the department. Joints with excess material placed outside of the final joint edge to increase joint density or where a notched wedge is used will be considered unconfined joints. Inlay paving operations (e.g. where one lane is milled and paved prior to the adjacent lane being milled and paved) will limit payment for additional material to 2 inches wider than the final paving lane width at the centerline and will be considered confined joints.

(10) If echelon paving is performed at the contractor's description to increase longitudinal joint density, additional cost related to echelon paving will not be paid for by the department. The joint between echelon paving lanes will be placed at the centerline and both sides of the joint will be considered confined joints.

D Measurement

(1) The department will measure each side of applicable longitudinal joints, as defined in Section A of this special provision, by the linear foot of pavement acceptably placed. Measurement will be conducted independently for the inside or median side and for the outside or shoulder side of paving lanes with two applicable longitudinal joints. Each paving layer will be measured independently.

E Payment

Add the following as standard spec 460.5.2.4 Pay Adjustment for HMA Pavement Longitudinal Joint Density:

(1) The department will administer longitudinal joint density adjustments under the Incentive Density HMA Pavement Longitudinal Joints and Disincentive Density HMA Pavement Longitudinal Joints items. The department will adjust pay based on density relative to the specified targets in Section B of this special provision, and linear foot of the HMA Pavement bid item for that sublot as follows:

PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY

PERCENT SUBLOT DENSITY ABOVE/BELOW SPECIFIED MINIMUM	PAY ADJUSTMENT PER LINEAR FOOT
Equal to or greater than +1.0 confined, +2.0 unconfined	$0.40
From 0.0 to +0.9 confined, 0.0 to +1.9 unconfined	$0
From -0.1 to -1.0	$(0.20)
From -1.1 to -2.0	$(0.40)
From -2.1 to -3.0	$(0.80)
More than -3.0	*REMEDIAL ACTION*[1]

[1] Remedial action must be approved by the engineer and agreed upon at the time of the pre-pave meeting and may include partial sublots as determined and defined in 460.3.3.2(7) of this document. If unacceptable material is removed and replaced per guidance by the engineer, the removal and replacement will be for the full lane width of the side of which the joint was constructed with unacceptable material.

(2) The department will not assess joint density disincentives for pavement placed in cold weather because of a department-caused delay as specified in standard spec 450.5.2(3).

(3) The department will not pay incentive on the longitudinal joint density if the traffic lane is in disincentive A disincentive may be applied for each mainline lane and all joint densities if both qualify for a pay reduction.

The department will pay incentive for longitudinal joint density under the following bid items:

ITEM NUMBER	DESCRIPTION	UNIT
460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL

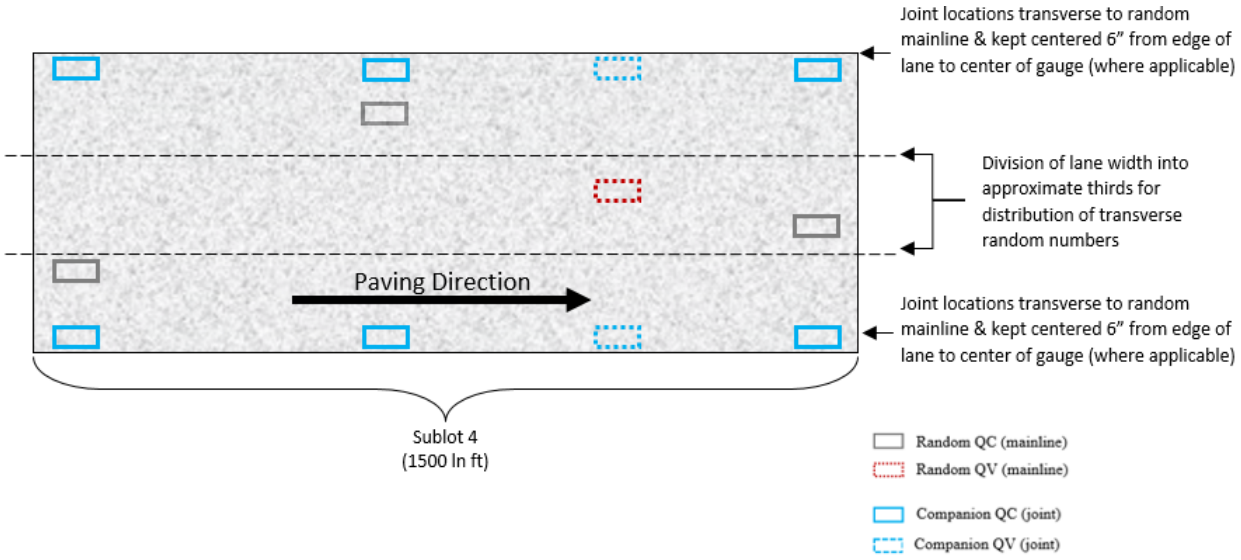
The department will administer disincentives under the Disincentive Density HMA Pavement Longitudinal Joints administrative item.

Appendix

WisDOT Longitudinal Joint – Nuclear Gauge Density Layout

Each QC and QV density location must have a companion density location at any applicable joint. This companion location must share longitudinal stationing with each QC or QV density location and be located transversely with the center of the gauge 6-inches from the edge of the paving area.

For HMA Pavement Percent Within Limits QMP projects, this appears as follows:



Further Explanation of *PAY ADJUSTMENT FOR HMA PAVEMENT LONGITUDINAL JOINT DENSITY* Table

	Confined				
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	Pay Adjust
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Confined Target (mainline - 1.5)	89.5	90.5	91.5	91.5	-
Equal to or greater than +1.0	≥ 90.5	≥ 91.5	≥ 92.5	≥ 92.5	$0.40
From 0.0 to +0.9	90.4 - 89.5	91.4 - 90.5	92.4 - 91.5	92.4 - 91.5	$0
From -0.1 to -1.0	89.4 - 88.5	90.4 - 89.5	91.4 - 90.5	91.4 - 90.5	($0.20)
From -1.1 to -2.0	88.4 - 87.5	89.4 - 88.5	90.4 - 89.5	90.4 - 89.5	($0.40)
From -2.1 to -3.0	87.4 - 86.5	88.4 - 87.5	89.4 - 88.5	89.4 - 88.5	($0.80)
More than -3.0	< 86.5	< 87.5	< 88.5	< 88.5	REMEDIAL ACTION

	Unconfined				
	Lower Layer (On Base)		Upper Layer		
	LT/MT	HT	LT/MT	HT	Pay Adjust
Mainline Target (SS 460-3)	91.0	92.0	93.0	93.0	-
Unconfined Target (Mainline -3.0)	88.0	89.0	90.0	90.0	-
Equal to or greater than +2.0	≥ 90.0	≥ 91.0	≥ 92.0	≥ 92.0	$0.40
From 0.0 to +1.9	89.9 - 88.0	90.9 - 89.0	91.9 - 90.0	91.9 - 90.0	$0
From -0.1 to -1.0	87.9 - 87.0	88.9 - 88.0	89.9 - 89.0	89.9 - 89.0	($0.20)
From -1.1 to -2.0	86.9 - 86.0	87.9 - 87.0	88.9 - 88.0	88.9 - 88.0	($0.40)
From -2.1 to -3.0	85.9 - 85.0	86.9 - 86.0	87.9 - 87.0	87.9 - 87.0	($0.80)
More than -3.0	< 85.0	< 86.0	< 87.0	< 87.0	REMEDIAL ACTION

stp-460-075 (20200629)

18. Culvert Pipe Backfill, Item. 520.

For culvert pipes where depth from top of pipe to top of final pavement is 4.0-ft or less the entire backfill area will conform and be classified as standard spec 520.2.5.2 foundation backfill.

Remove standard spec 520.5.2(2) for culvert pipes described above. No extra pay items will be added for the substitution of foundation backfill for trench backfill.

Ner-520-010 (20190719)

19. Culvert Pipe Liners, 30-Inch, Item 520.9700.S.01; Culvert Pipe Liners, 36-Inch, Item 520.9700.S.02; Culvert Pipe Liners, 42-Inch, Item 520.9700.S.03; Cleaning Culvert Pipes for Liner Verification, Item 520.9750.S.

A Description

This special provision describes providing, verifying, and pressure grouting culvert pipe liners for circular culverts.

B Materials

B.1 General

Provide flow calculations at the preconstruction conference. Use contractor-proposed liner properties, the Manning's coefficients listed on the department's approved products list, and base calculations on existing culvert sizes and liner sizes the plans show. Ensure that pipes when lined have a capacity within ±5% of the original full flow capacity of the pipe.

B.2 Flexible Pipe Liner

Use liners with a Manning's coefficient value published on the department's approved products list. Upon delivery provide manufacturer certificates of compliance certifying that the liners conform to the following:

Pipe Type	ASTM Designation	ASTM D3350 Resin
High Density Polyethylene (HDPE)		
Profile Wall Pipe	F894	345463C
Solid Wall Pipe	F714	345463C
Polyvinylchloride (PVC)	F949	---

B.3 Grout

B.3.1 Cement

Furnish cement meeting the requirements of standard specification 501.2.1 for Type I or II Portland Cement.

B.3.2 Fly Ash

Furnish Class C or F Fly Ash meeting the requirements of standard specification 501.2.6.

B.3.3 Sand

Furnish natural sand meeting the fine aggregate requirements of standard specification 501.2.5.3. In addition to the size requirements of standard specification 501.2.5.3.4 the percent passing of the number 200 sieve shall be 0-5 percent passing by weight.

B.3.4 Water

Furnish water meeting the requirements of standard specification 501.2.4.

B.3.5 Mix Design

Use the basic proportions of dry materials per cubic yard of grout as follows:

- Cement 100 pounds
- Fly Ash 400 pounds
- Fine Aggregate 2600 pounds

Air entraining and chemical admixtures to control fluidity of the grout are allowable. Ten days before placement, furnish to the engineer a design mix detailing all components and their proportions in the mix.

B.8.6 Fluidity

Measure the fluidity of the grout per ASTM C939. Prior to filling the flow cone with flowable mortar, pass the mixture through a 1/4-inch screen. Use an efflux time of 10 seconds to 16 seconds. Measure in the presence of the engineer prior to placement and at least once every 4 working hours until work is complete.

B.8.7 Cellular Grout

Alternatively, the contractor may use, or if the manufacturer recommends, an engineer-approved commercial cellular concrete grout conforming to the following:

Cement	ASTM C150	Type I or II
Density	ASTM C495 (no oven drying)	50 pcf min
Compressive Strength	ASTM C495	300 psi @ 28 day min 100 psi in 24 hours
Shrinkage	ASTM	1% by volume
Flow	ASTM C939	35 sec max

C Construction

C.1 General

As soon as possible after contract execution, survey existing culvert pipes to determine which culverts need cleaning in order to verify the required liner diameter and length. Notify the engineer before cleaning to confirm payment under the Cleaning Culvert Pipes for Liner Verification bid item.

Coordinate with the engineer to field verify culvert diameter and length, shape, material, and condition before ordering the liners.

Obtain easements if necessary for installing long sections of pipe.

C.2 Excavating and Cleaning

Before inserting the liner, clean and dry the pipe. Excavate and pump as required to remove debris and other materials that would interfere with the placement or support of the inserted liner. Dispose of and replace unserviceable endwalls as the engineer directs.

C.3 Placing Liners

Unload liners using slings and boom-type trucks or equivalents. Do not use chains or wire rope to handle liners and do not dump liners from the trucks when unloading.

Install liners such that the alignment and invert lie true to the lines, grades, and elevations in the plan. In absence of plan details, install liners horizontally to provide even annular space between the host pipe and sides of the liner. Install liners vertically with the invert as close to the host pipe invert as possible.

Obtain additional easements, if necessary, for installing long sections of liner.

Connect joints and install the liner per the manufacturer's recommendations and this part.

C.4 Pressure Grouting

Furnish a written plan for grouting the annular space between the host pipe and culvert pipe liner to the engineer for acceptance. Furnish the grouting plan prior to or at the project preconstruction conference so that it can be reviewed and discussed. At a minimum, the grouting plan shall consist of the following:

- Intended grout mix(es)
- Testing methods and frequency
- Pumping equipment and pressure regulation
- Intended grout staging
- Grout monitoring
- Bracing/floatation control

Include a description of staging in the grouting plan. Based on the length and slope of the host culvert, multiple stages may be required to minimize external loads on the culvert pipe liner. Develop the staging plan with the manufacturer based on the recommended maximum loading for the culvert pipe liner and the condition of the host culvert. Unless approved by the manufacturer, in no case shall a single lift of grout exceed 1/3rd the pipe external diameter at any point in the pour.

After the liner is in place, fill the area between the original culvert and the liner completely with grout per the accepted grouting plan. Block, grout in lifts, or otherwise secure liners to prevent floatation or deformation of the liner while grouting. Grout ports can be fabricated to allow placement of anti-floatation bracing or spacers.

Use a grout plant that is capable of accurately measuring, proportioning, mixing, and discharging by volume and at discharge pressures the liner manufacturer recommends. Do not exceed manufacturer-specified maximum pressures. Place grout in lifts to prevent exceeding maximum allowable pressures and to prevent flotation.

Use grout and witness ports to vent grouting and monitoring grouting progress. Plug ports as necessary as grout reaches them.

Do not remove any bracing inside of the liner until the grouting process is complete.

C.5 Assembly, Floatation, and Deflection Mitigation

Damage or misalignment due to assembly, floatation or deformation during grouting, or otherwise resulting from workmanship will be mitigated at the contractor's expense.

C.6 Site Restoration

Replace pipe sections damaged or collapsed during installation or grouting operations. Restore the grade to its original or improved cross section. Dispose of waste material.

D Measurement

The department will measure the Culvert Pipe Liners bid items by the linear foot measured in place for each culvert location, acceptably completed.

The department will measure Cleaning Culvert Pipes for Liner Verification as each culvert, acceptably cleaned. The department will only measure culverts the engineer approves for payment.

E Payment

The department will pay for measured quantities at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
520.9700.S.01	Culvert Pipe Liners 30-Inch	LF
520.9700.S.02	Culvert Pipe Liners 36-Inch	LF
520.9700.S.03	Culvert Pipe Liners 42-Inch	LF
520.9750.S	Cleaning Culvert Pipes for Liner Verification	EACH

Payment for the Culvert Pipe Liners bid items is full compensation for providing pipe liners; obtaining easements; for excavation and pumping; for cleaning the existing pipe before liner installation; for pressure grouting; for replacing contractor-damaged pipe and endwalls; and for restoring the grade and disposing of waste materials.

The department will pay the contractor $150 per cubic yard for grout required in excess of 110 percent of the theoretical quantity required to fill the space between the inside diameter of the existing pipe and the outside diameter of the liner.

Payment for Cleaning Culvert Pipes for Liner Verification is full compensation for cleaning required to verify liner length and diameter; for excavation and pumping; and for disposing of waste material.

The department will pay separately for replacing unserviceable endwalls not rendered unserviceable by contractor operations under the appropriate contract endwall bid item, or absent the appropriate item as extra work.

stp-520-015 (20180628)

20. Traffic Control.

Perform this work conforming to standard spec 643, and as the plans show, or as the engineer approves, except as follows.

Submit to engineer for approval a detailed traffic control plan for any changes to the proposed traffic control detail as the plans show. Submit this plan ten (10) days before the preconstruction conference.

The turning of traffic control devices when not in use to obscure the message will not be allowed under this contract.

Obtain prior approval from the engineer for the location of egress and ingress for construction vehicles to prosecute the work.

Conduct operations in such a manner that causes the least interference and inconvenience to the free flow of vehicles on the roadways. This includes the following:

Do not park or store any vehicle, piece of equipment, or construction materials on the right of way, unless otherwise specified in the traffic control article or without approval of the engineer.

All construction vehicles and equipment entering or leaving live traffic lanes shall yield to through traffic.

Equip all vehicles and equipment entering or leaving the live traffic lanes with a hazard identification beam (flashing yellow signal) capable of being visible on a sunny day when viewed without the sun directly on or behind the device from a distance of 1000 feet. Activate the beam when merging into or exiting a live traffic lane.

Do not disturb, remove or obliterate any traffic control signs, advisory signs, shoulder delineators or beam guard in place along the traveled roadways without the approval of the engineer. Immediately repair or replace any damage done to the above during the construction operations at contractor expense.

The traffic requirements are subject to change at the direction of the engineer in the event of an emergency.

ner-643-065 (20190410)

21. Locating No-Passing Zones, Item 648.0100.

For this project, the spotting sight distance in areas with a 55 mph posted speed limit is ***Select from drop-down.***.

stp-648-005 (20060512)

22. Foundation Backfill, Item SPV.0035.01.

A Description

This special provision describes providing foundation backfill that conforms to Standard Spec 520.

B Materials

Furnish Foundation Backfill in accordance to 520.2.5.2.

C Construction

Place foundation backfill in layers no more than 8 inches thick after compaction to the top of the subgrade. Mechanically compact the entire length of each layer to the same degree as the material abutting the trench.

D Measurement

The department will measure Foundation Backfill by the Cubic Yard, acceptably completed.

E Payment

The department will pay for measured quantities at the contract unit price under the following bid item:

ITEM NUMBER	DESCRIPTION	UNIT
SPV.0035.01	Foundation Backfill	CY

Payment is full compensation for placing, shaping and compacting.

ner-520-025 (20190409)

23. Temporary Water Diversion – C-44-133, Item SPV.0105.01.

A Description

This special provision describes providing Provide for temporary water division during all stages of construction for box culvert construction according to standard spec 204, 205, 207, 208, 312, 520, 625, 628, 629, and 630. Outline the method of temporary bypass flow in the Erosion Control Implementation Plan.

B Materials (Vacant)

C Construction

General

Maintain channel flow at all times and minimize erosion into the existing stream using appropriate erosion control measures. Inspect Temporary Water Diversion daily to ensure bypass is functioning adequately and not creating any erosion. The 2-year recurrence interval stream discharges are as follows:

C-44-133 – 120 cubic feet per second

Provide hydraulic calculations and temporary water diversion plan details at each required location. Include a summary of the temporary water diversion duration at each required location. All methods of diversion, calculations, and plans are subject to approval as part of the ECIP. The contractor is responsible for determining the pumping capacity at each location. Any cost or delays associated with water flowing through the work zone shall be the responsibility of the contractor.

By-Pass Pumping

For by-pass pumping that will extend beyond one working day, the ECIP should also include how the work zone will be managed and protected should the pump fail; be shut down due to unacceptable water quality; or storm water flows exceed the pumping rate of equipment. After setup of the approved by-pass pumping operation, the contractor shall demonstrate that the means and methods will pump the water at an acceptable water quality prior to starting work that necessitates they by-pass pumping.

Temporary Channel

If a temporary channel is used for Temporary Water Diversion, submit the means and methods proposed for construction of temporary bypass channels to be used during construction for approval as part of the ECIP. Properly size pipes and channels to maintain channel flow. At a minimum, line the channel with select crushed material or other means approved by the engineer to stabilize the excavated channel at each end of the temporary bypass structure. Install an impervious barrier to isolate the connection of the temporary bypass channel from the existing channel and to isolate the new culvert work area from the temporary and existing channel to prevent the 2-year storm interval from back flowing in the work area.

Restoration

Once water flow has been restored to the original location, restore all disturbed areas to their original existing contour. After completion of grading, place topsoil as specified in standard spec 625 in the disturbed areas. After completing the necessary top soiling, harrow, smooth, fertilize, and seed the entire disturbed area as specified for fertilizer and seeding in standard spec 629 and 630.

D Measurement

The department will measure Temporary Water Diversion (Structure) as a single lump sum unit of work, acceptably completed for each structure.

E Payment

The department will pay for measured quantities at the contract unit price under the following bid item:

Payment is full compensation for providing hydraulic calculations, plans, the installation, daily inspections, the removal of all items for temporary water diversion, restoring the disturbed areas back to existing contour, grading and all other work required under this section except as follows:

1.The department will pay separately for topsoiling under the Topsoil or Salvaged Topsoil bid items as specified in standard spec 625.5

2.The department will pay separately for seeding under the Seeding bid items as specified in standard spec 630.5.

24. Appendix A.

Test Methods & Sampling for HMA PWL QMP Projects.

The following procedures are included with the HMA Pavement Percent Within Limits (PWL) Quality Management Program (QMP) special provision:

- WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip
    - WisDOT Test Method for HMA PWL QMP Density Measurements for Main Production
    - Sampling for WisDOT HMA PWL QMP
    - Calculation of PWL Mainline Tonnage Example

WisDOT Procedure for Nuclear Gauge/Core Correlation – Test Strip

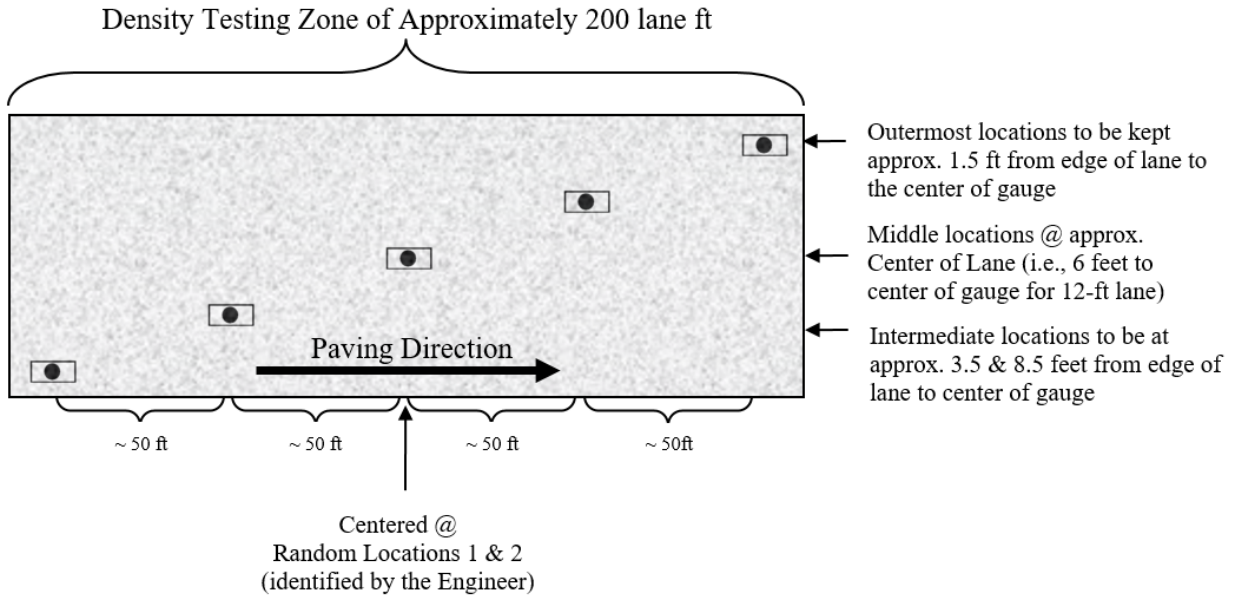


Figure 1: Nuclear/Core Correlation Location Layout

The engineer will identify two zones in which gauge/core correlation is to be performed. These two zones will be randomly selected within each *half* of the test strip length. (Note: Density zones shall not overlap and must have a minimum of 100 feet between the two zones; therefore, random numbers may be shifted (evenly) in order to meet these criteria.) Each zone shall consist of five locations across the mat as identified in Figure 1. The following shall be determined at each of the five locations within both zones:

- two one-minute nuclear density gauge readings for QC team*
- two one-minute nuclear density gauge readings for QV team*
- pavement core sample

PROJECT ID: 6240-22-71
WITH: 6240-29-72

COUNTY: OUTAGAMIE

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 =

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

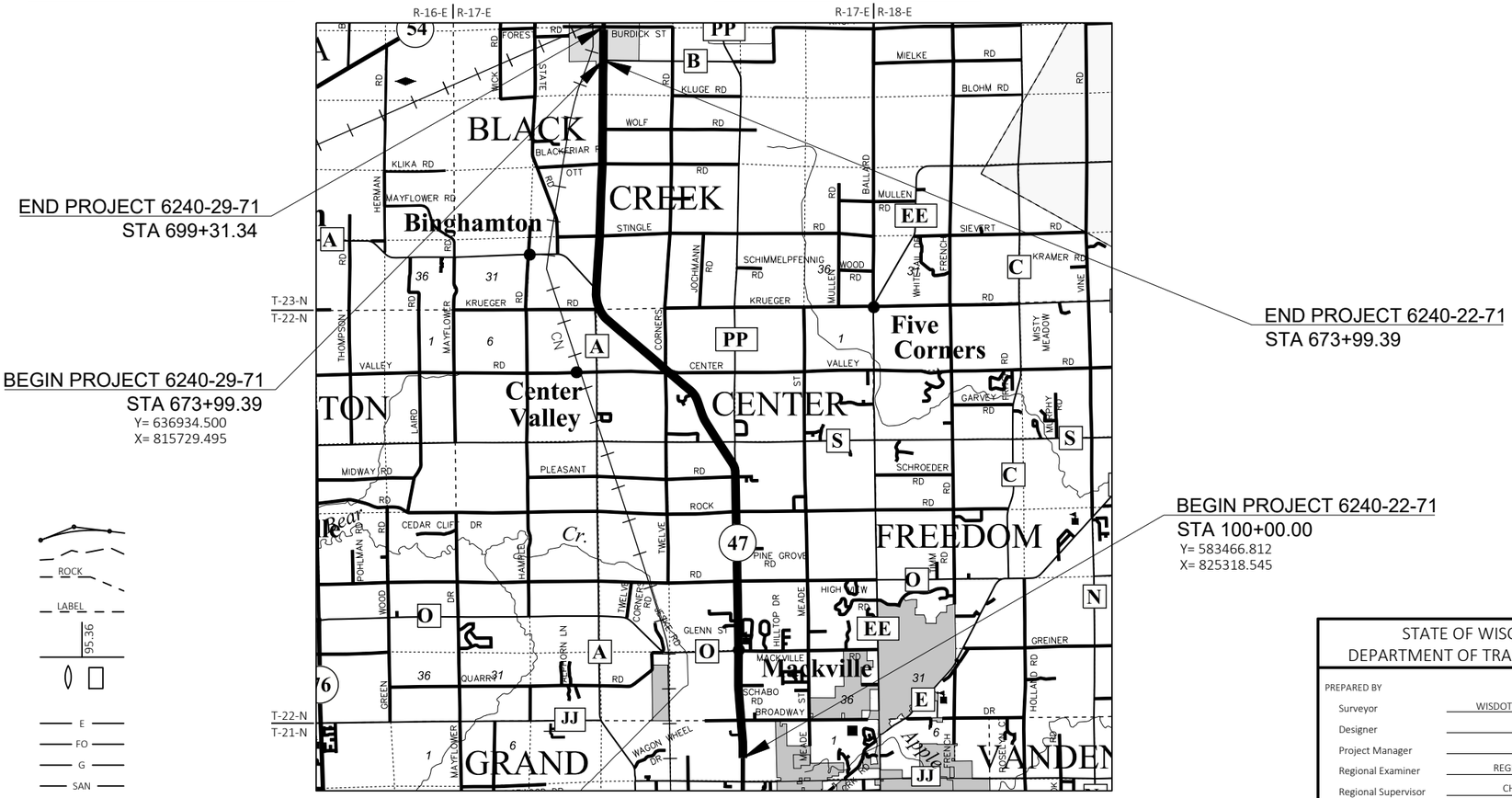
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6240-22-71		
6240-29-71		

APPLETON - BLACK CREEK
CTH JJ - CTH B
STH 47
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
6240-22-71

S MAIN STREET, V OF BLACK CREEK
CTH B - BURDICK STREET
STH 47
OUTAGAMIE COUNTY

STATE PROJECT NUMBER
6240-29-71



DESIGN DESIGNATION

A.A.D.T.	(2023)	=	10,500
A.A.D.T.	(2043)	=	12,300
D.H.V.		=	460
D.D.		=	60/40
T.		=	12%
DESIGN SPEED		=	25-55 MPH
ESALS		=	3,300,000

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE (300'EB')
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

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

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

LAYOUT SCALE 0 — 2 MI

TOTAL NET LENGTH OF CENTERLINE =

6240-22-71	10.871 MILES
6240-29-71	0.480 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, OUTAGAMIE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES. VERTICAL POSITIONS SHOWN ON THIS PLAN ARE NAVD88 (2012) DATUM.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT NORTHEAST REGION
Designer	JILL HILBERT
Project Manager	TIM RANK
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	CHARLES KAROW

APPROVED FOR THE DEPARTMENT

DATE: _____ _____ (Signature)

E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\010101-TI.DWG
LAYOUT NAME - 010101-TI

PLOT DATE : 11/30/2020 3:46 PM PLOT BY : SMITH, JENNIFER B PLOT NAME :

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

RIGHT-OF-WAY DIMENSIONS IN PLAN ARE BASED ON CURRENT CONSTRUCTION R/L, NOT THE CENTERLINE OF STH 47.

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

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES SHOWN ON THE PLAN ARE APPROXIMATE AND SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PRIOR TO ORDERING DRAINAGE PIPES AND STRUCTURES, THE CONTRACTOR SHALL VERIFY RELATED DRAINAGE INFORMATION IN THE PLAN WITH THE ENGINEER.

EXISTING DRAINAGE DITCHES AND CULVERT PIPES WILL REMAIN FUNCTIONAL DURING EXCAVATION OPERATIONS.

CURB AND GUTTER RADII ARE SHOWN TO THE FRONT FACE OF CURB.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
TRAFFIC CONTROL
DETOUR PLAN
ALIGNMENT PLAN

UTILITY CONTACTS

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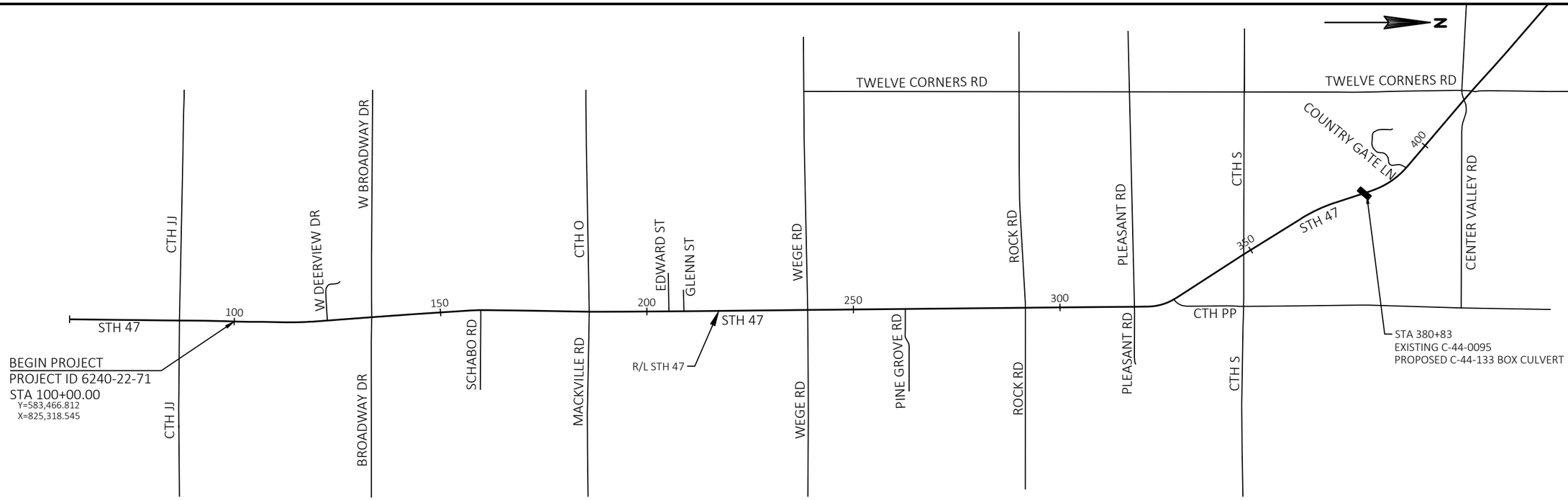
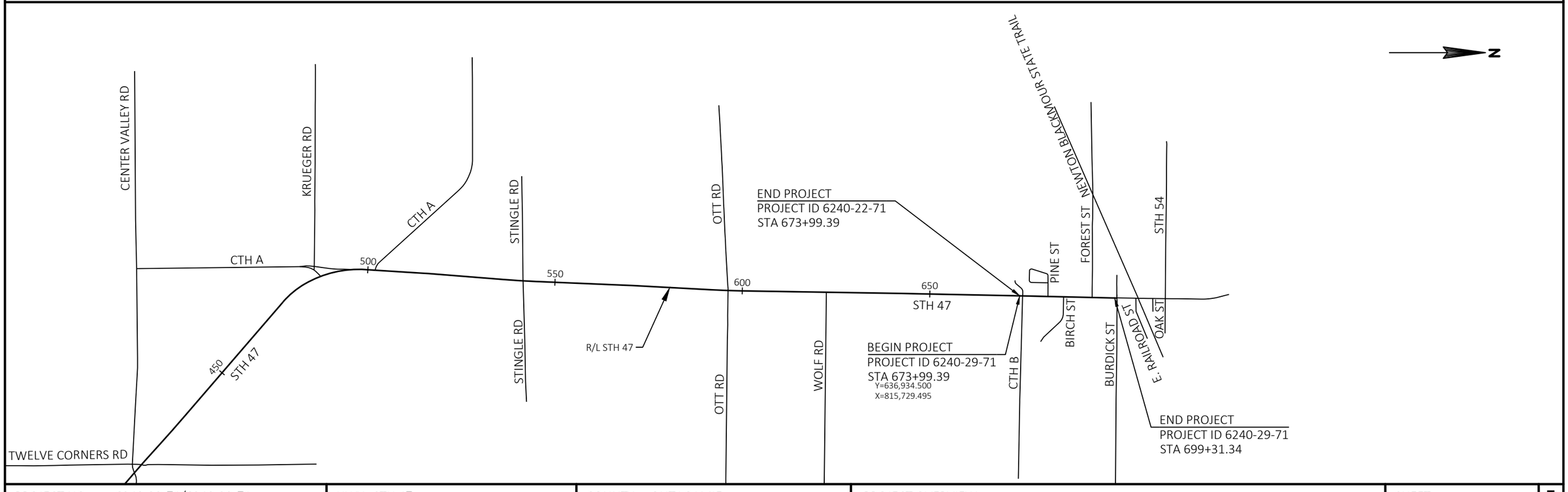
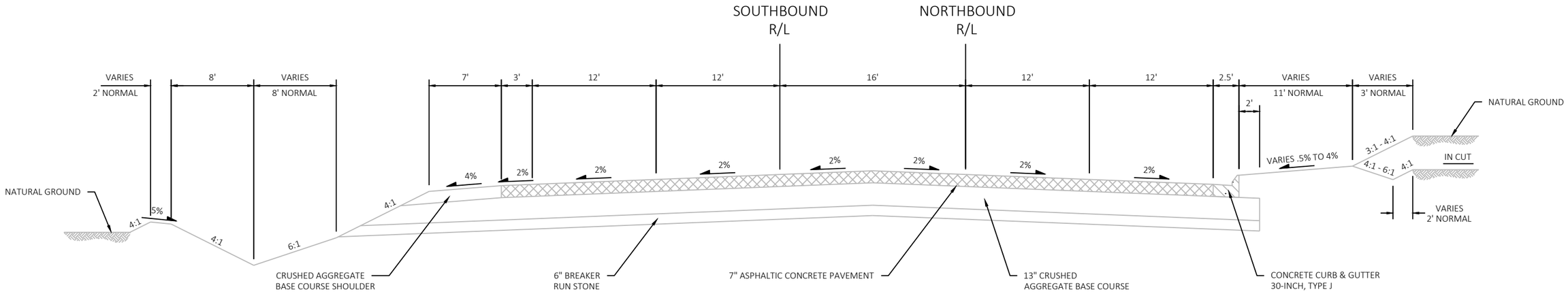
2





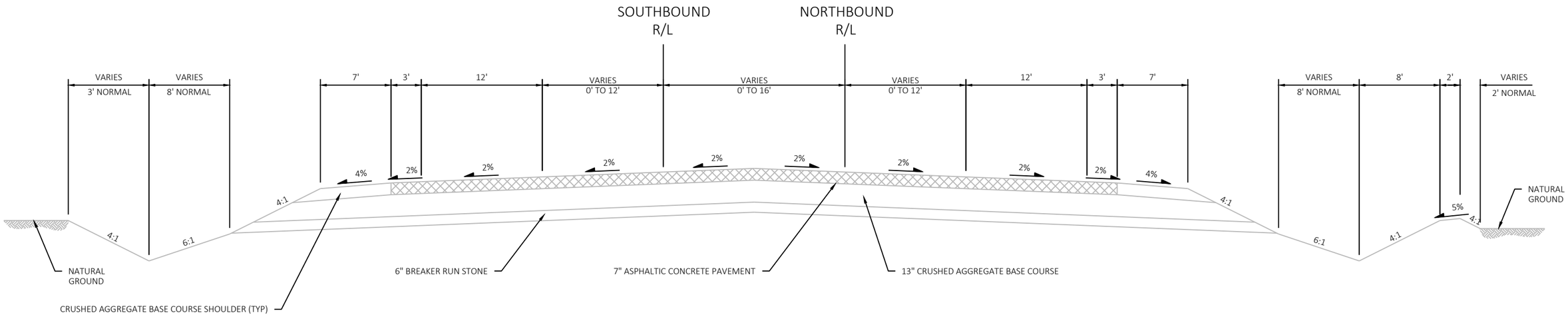
PROJECT NO: 6240-22-71/6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	PROJECT OVERVIEW	SHEET	E

2



EXISTING TYPICAL SECTION STH 47

STA 100+00 - STA 101+19



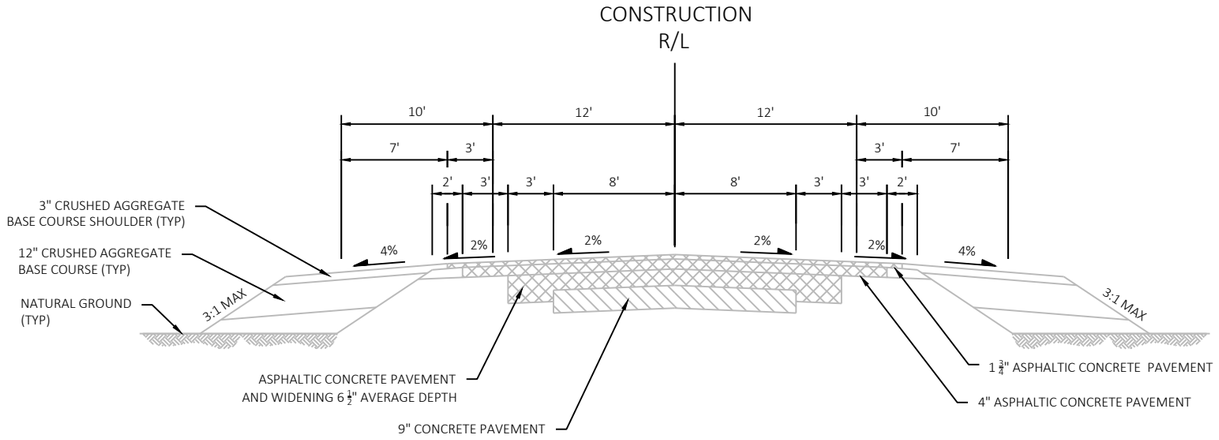
EXISTING TYPICAL SECTION STH 47

STA 101+19 - STA 112+25

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING TYPICAL SECTIONS	SHEET	E

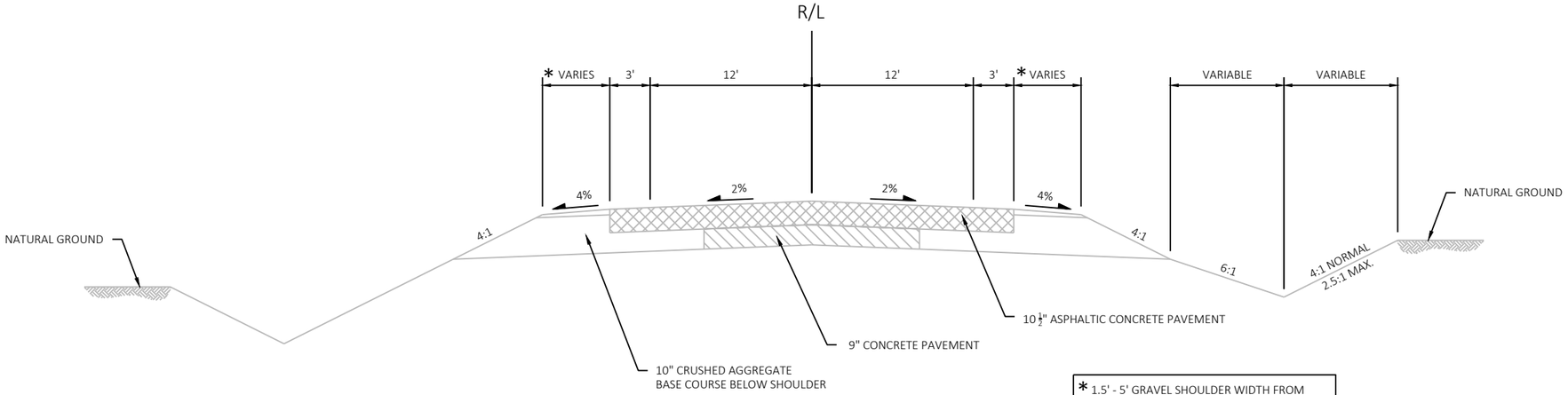
FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020301-ts

PLOT DATE : 11/30/2020 3:57 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1IN:10 FT



EXISTING TYPICAL SECTION STH 47

STA 112+25 - STA 114+38



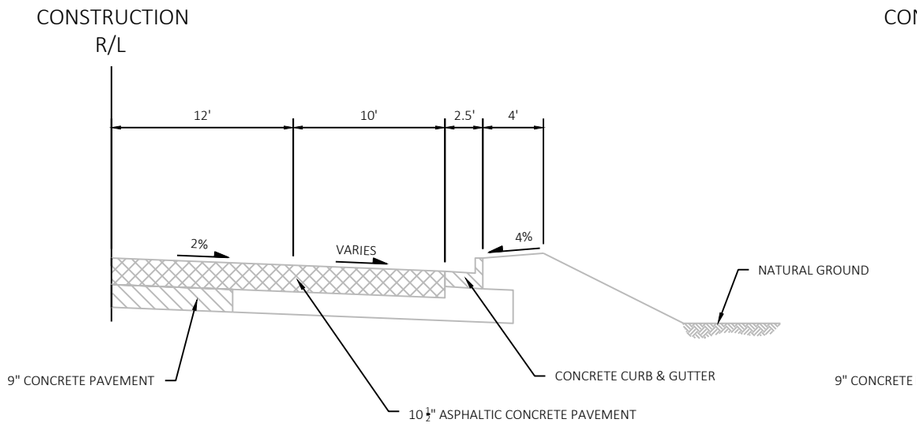
* 1.5' - 5' GRAVEL SHOULDER WIDTH FROM PROJECT START TO APPROXIMATE STA 262+57

6'± GRAVEL SHOULDER WIDTH FROM APPROXIMATE STA 262+57 - STA 467+03

EXISTING TYPICAL SECTION STH 47

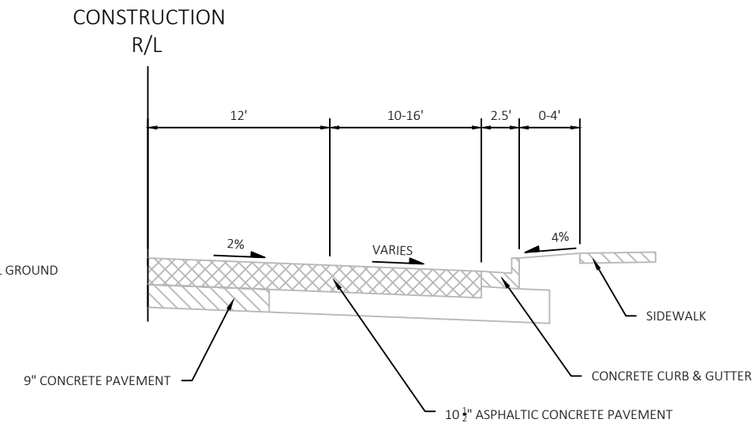
STA 114+38 - STA 184+65
STA 184+65 - STA 186+49 LT
STA 189+98 - STA 190+98 LT
STA 190+98 - STA 316+39
STA 369+83 - STA 382+26
STA 382+26 - STA 385+17 RT
STA 385+17 - STA 411+36
STA 411+36 - STA 414+04 RT
STA 414+04 - STA 417+76
STA 417+76 - STA 418+39 RT
STA 419+14 - STA 420+39 LT
STA 420+39 - STA 467+03

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING TYPICAL SECTIONS	SHEET	E



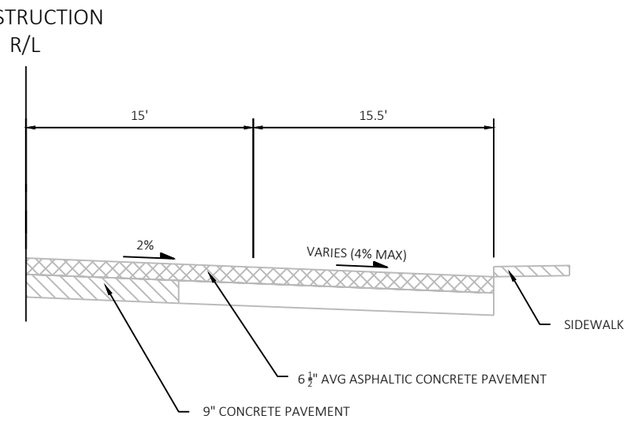
1/2 EXISTING TYPICAL SECTION STH 47

STA 184+65 - STA 186+05 RT
STA 186+49 - STA 187+82 LT
STA 382+26 - STA 385+17 LT
STA 411+36 - STA 414+04 LT
STA 417+76 - STA 419+14 LT
STA 418+39 - STA 420+39 RT



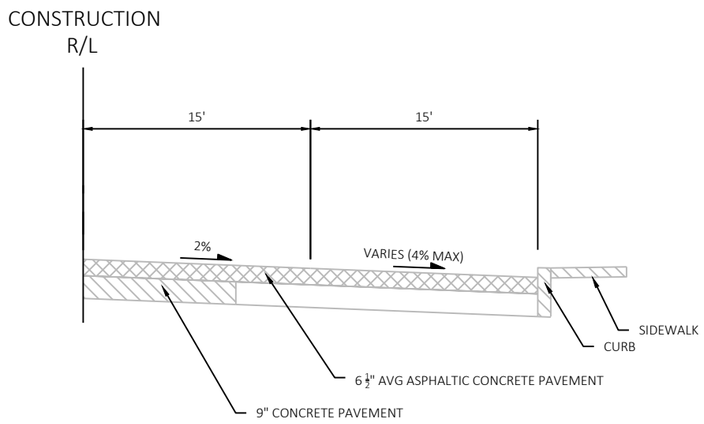
1/2 EXISTING TYPICAL SECTION STH 47

STA 186+05 - STA 187+43 RT



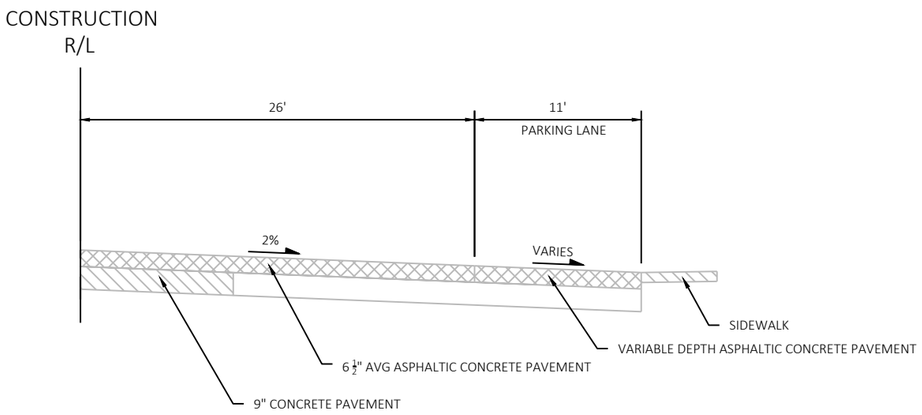
1/2 EXISTING TYPICAL SECTION STH 47 PARKING LANE

STA 187+43 - STA 188+78 RT



1/2 EXISTING TYPICAL SECTION STH 47 PARKING LANE

STA 188+78 - STA 189+31 RT
STA 187+82 - STA 189+98 LT

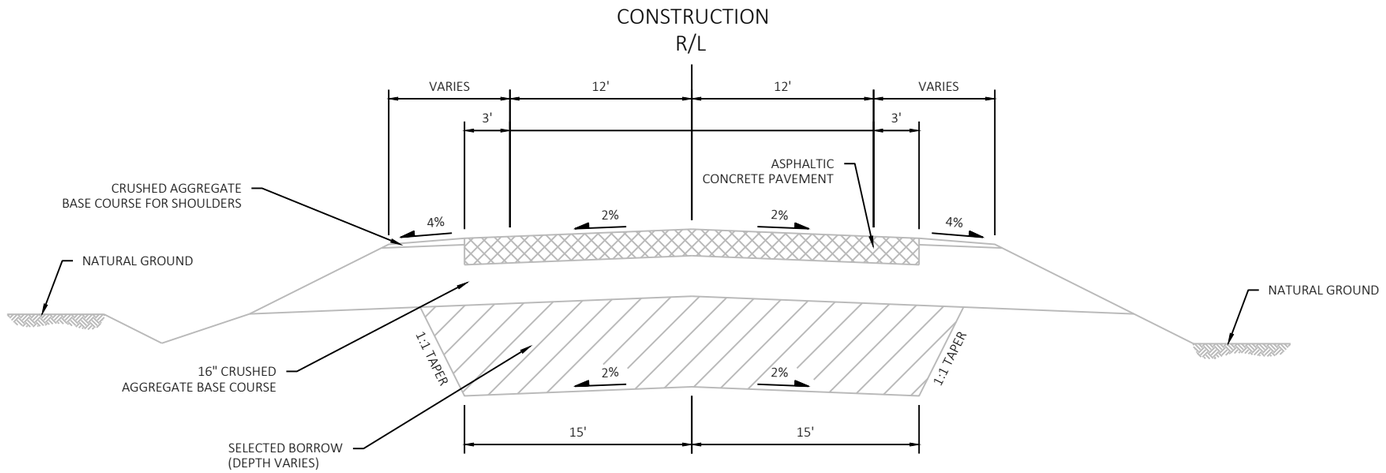


1/2 EXISTING TYPICAL SECTION STH 47

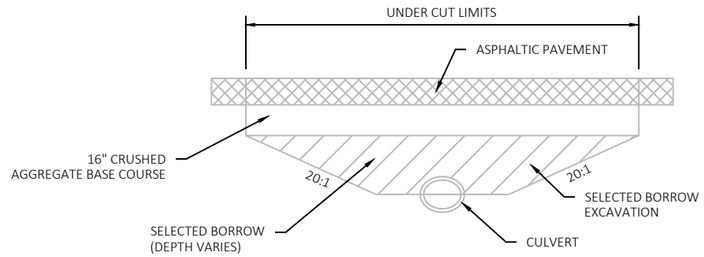
STA 189+31 - STA 190+98 RT

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING TYPICAL SECTIONS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020303-ts
PLOT DATE : 11/30/2020 3:57 PM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



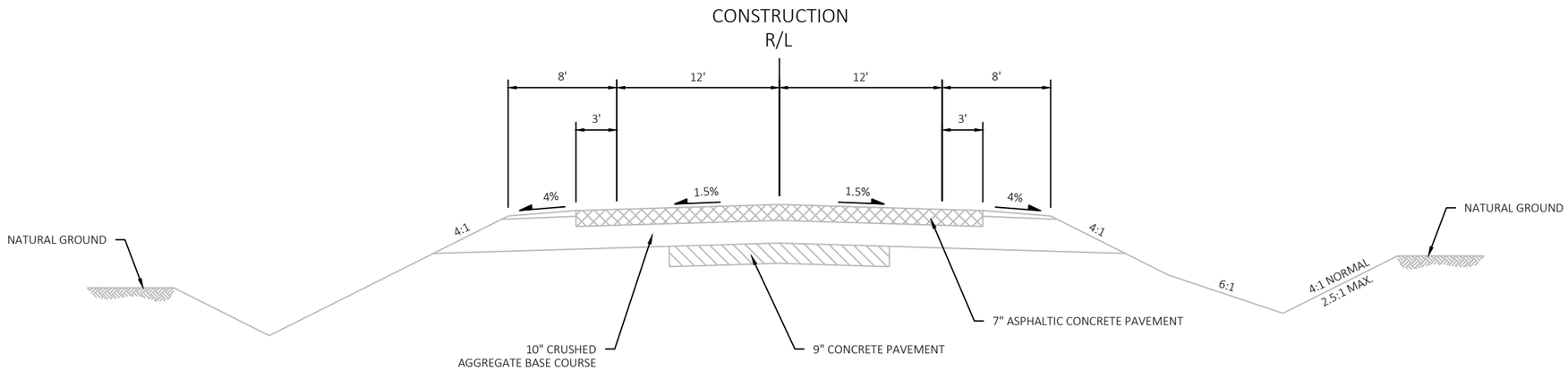
CROSS SECTION



LONGITUDINAL SECTION

EXISTING TYPICAL SECTION STH 47

STA 132+49
STA 150+96
STA 259+42

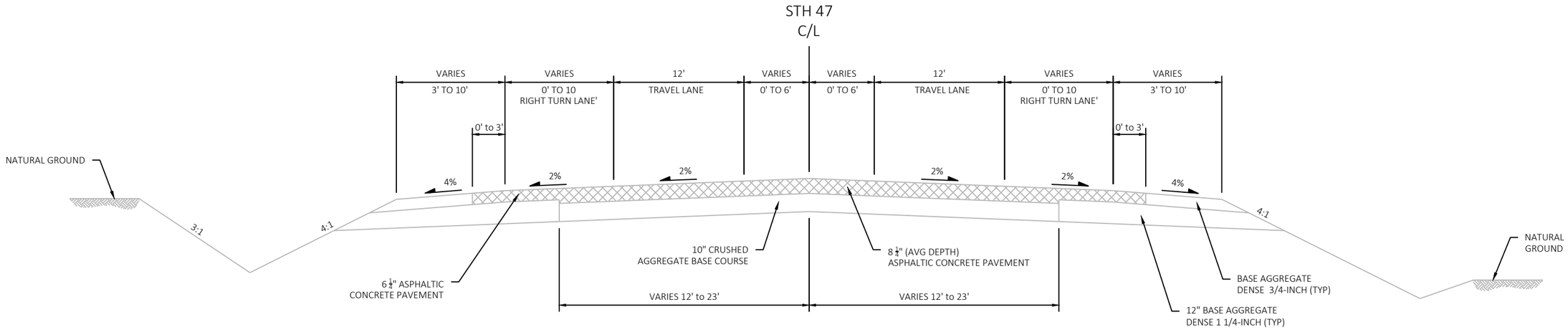


EXISTING TYPICAL SECTION STH 47

STA 316+39 - STA 326+89
STA 361+61 - STA 369+83

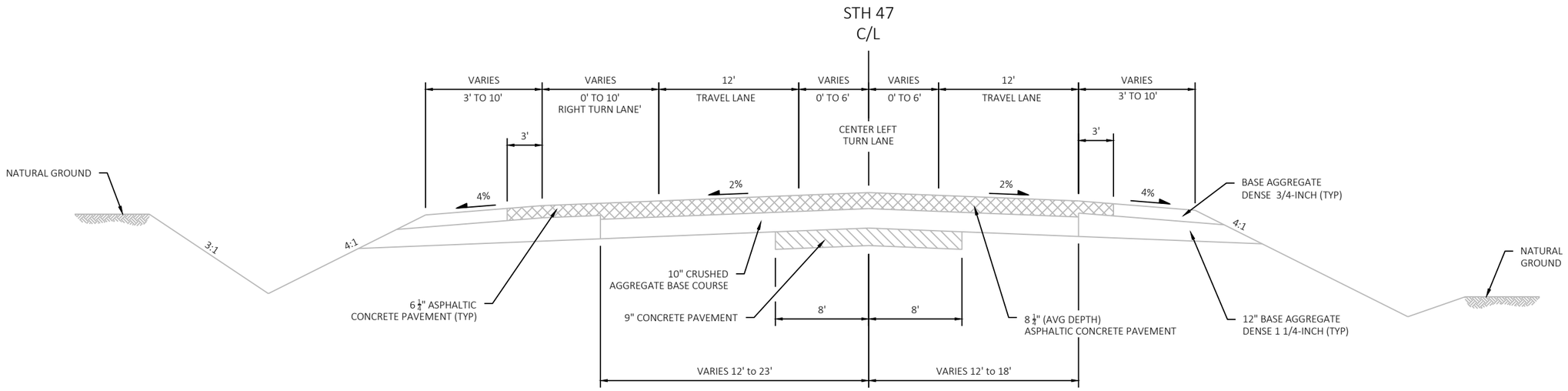
PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING TYPICAL SECTIONS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020304-ts
PLOT DATE : 11/30/2020 3:57 PM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1IN:10 FT
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION STH 47

STA 326+89 - STA 357+89



EXISTING TYPICAL SECTION STH 47

STA 357+89 - STA 361+61

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING TYPICAL SECTIONS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020305-ts

PLOT DATE : 11/30/2020 3:57 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1IN:10 FT

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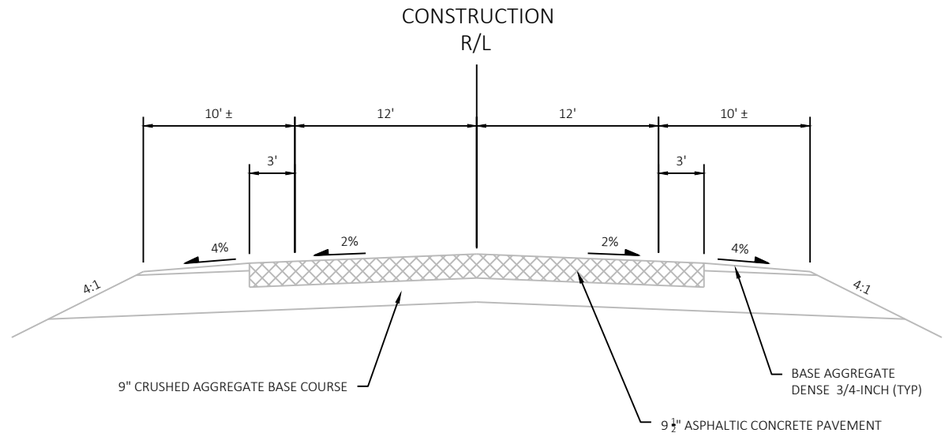
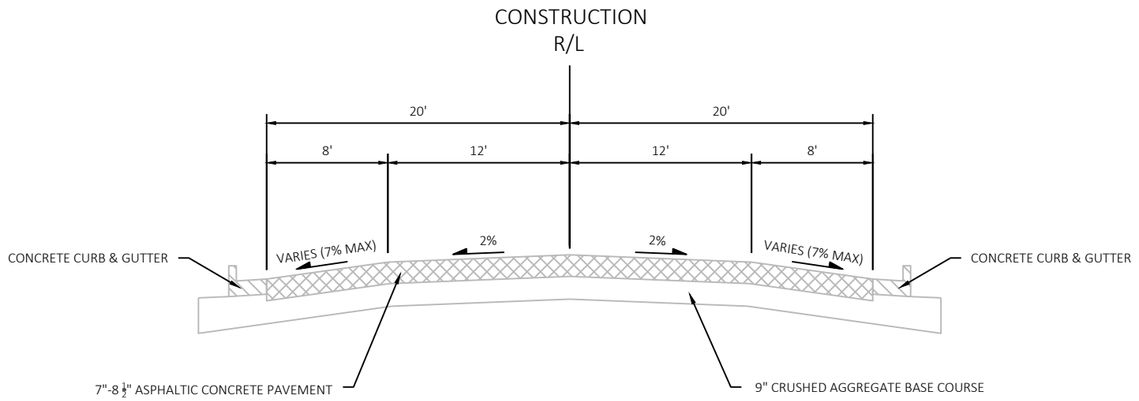


EXISTING TYPICAL SECTION STH 47

STA 467+03 - STA 675+26



EXISTING TYPICAL SECTION STH 47

STA 675+26 - STA 699+31.34

PROJECT NO: 6240-22-71/6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	EXISTING TYPICAL SECTIONS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020306-ts
PLOT DATE : 11/30/2020 3:57 PM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

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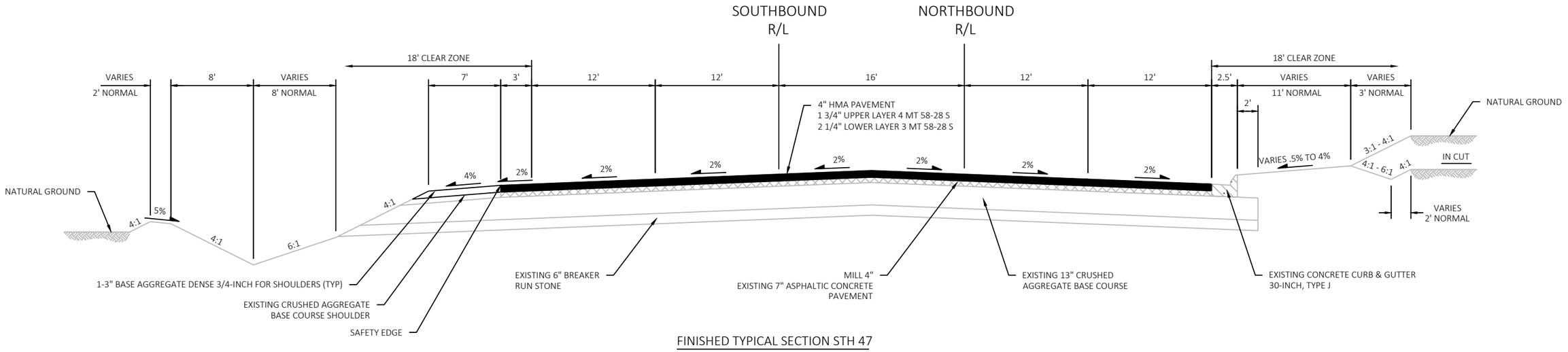
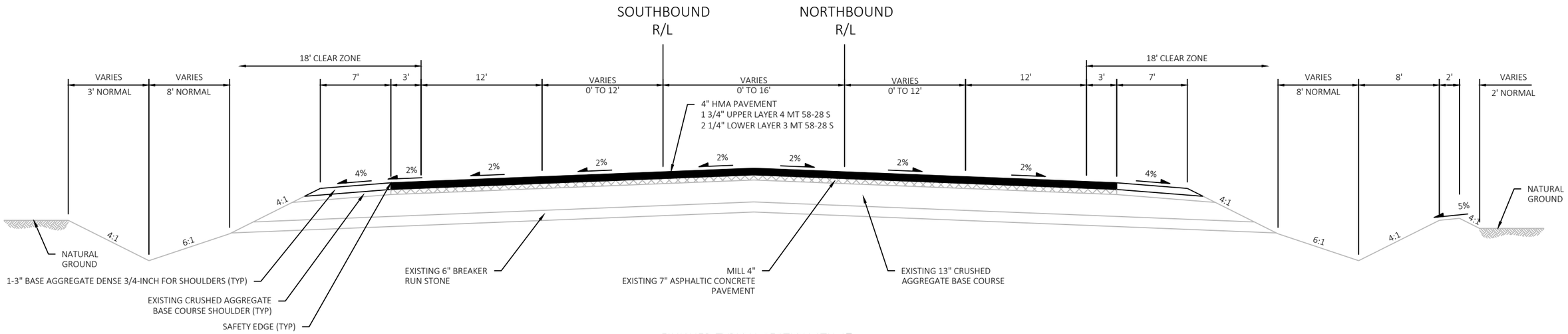


FINISHED TYPICAL SECTION STH 47

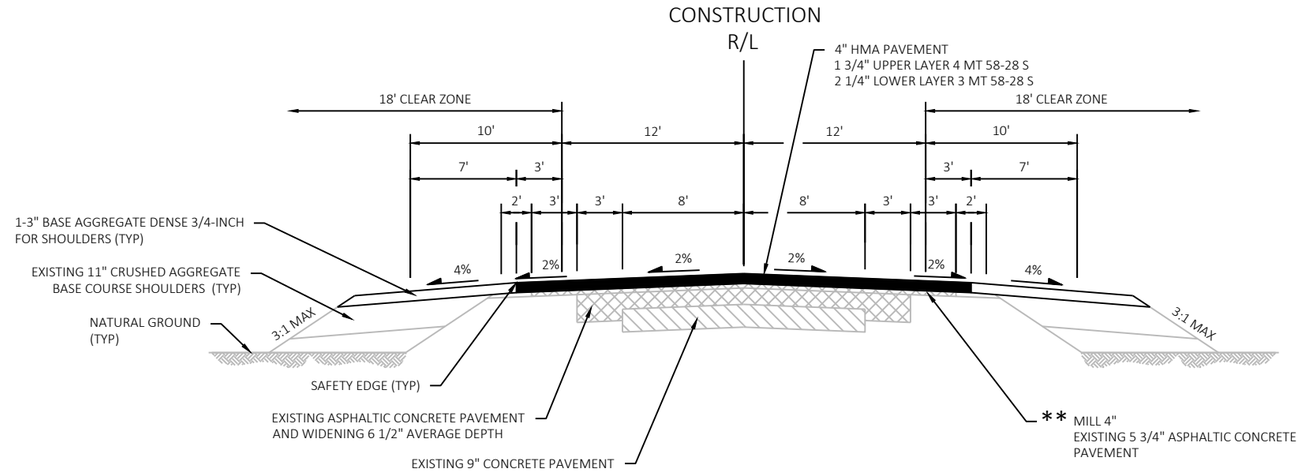
STA 100+00 - STA 101+19



FINISHED TYPICAL SECTION STH 47

STA 101+19 - STA 112+25

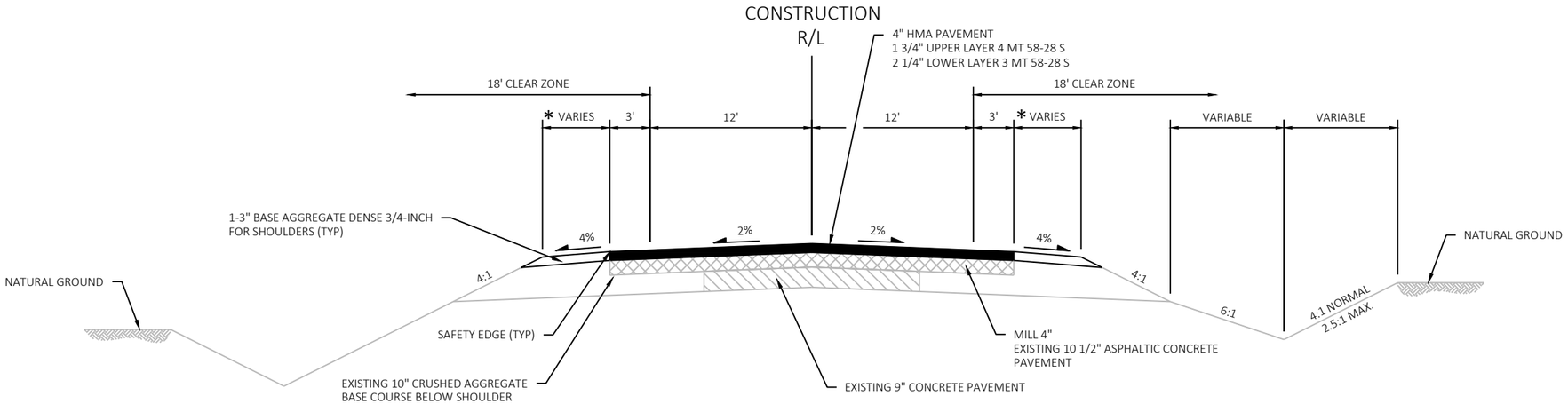
PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET	E



** EXISTING ASPHALT DEPTH MAY BE LESS THAN 4" AT EDGE OF PROPOSED PAVED SHOULDER

FINISHED TYPICAL SECTION STH 47

STA 112+25 - STA 114+38

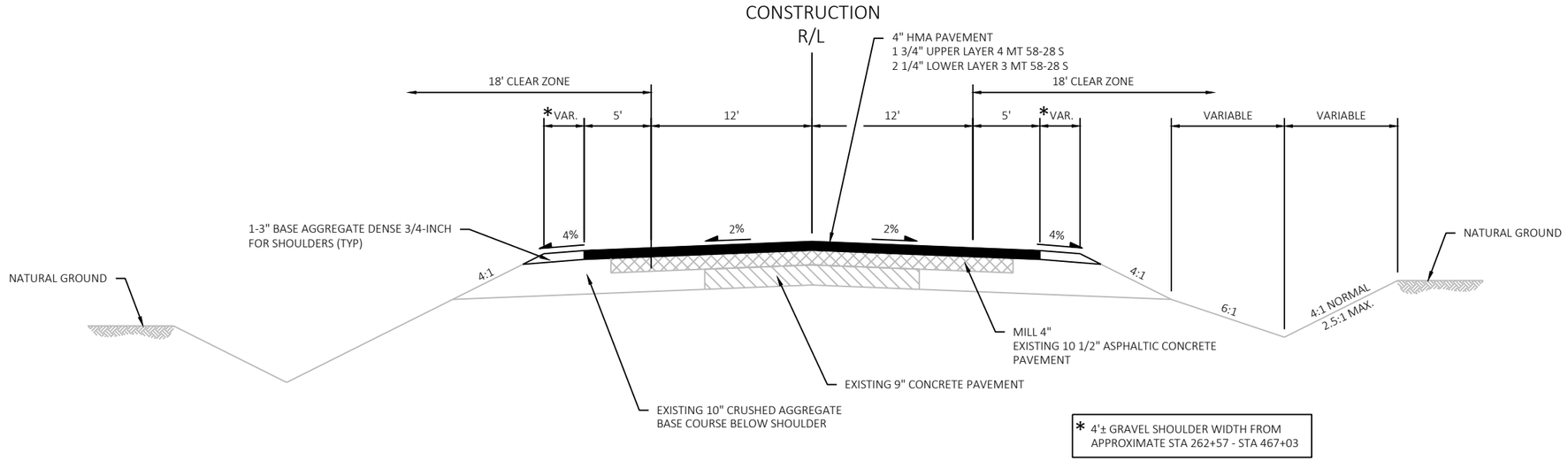


* 1.5' - 5' EXISTING GRAVEL SHOULDER WIDTH FROM PROJECT START TO APPROXIMATE STA 262+57

FINISHED TYPICAL SECTION STH 47

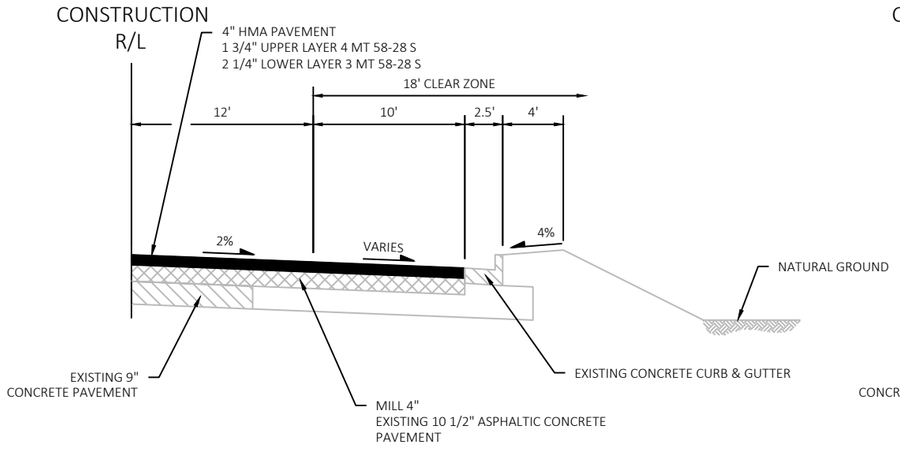
STA 114+38 - STA 184+65
STA 184+65 - STA 186+49 LT
STA 189+98 - STA 190+98 LT
STA 190+98 - STA 262+57

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET	E



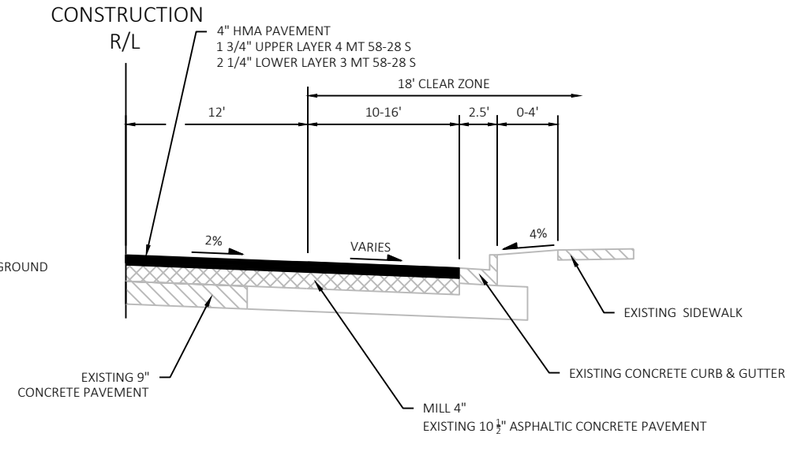
FINISHED TYPICAL SECTION STH 47

STA 262+57 - STA 316+39
STA 369+83 - STA 382+26
STA 382+26 - STA 385+17 RT
STA 385+17 - STA 411+36
STA 411+36 - STA 414+04 RT
STA 414+04 - STA 417+76
STA 417+76 - STA 418+39 RT
STA 419+14 - STA 420+39 LT
STA 420+39 - STA 467+03



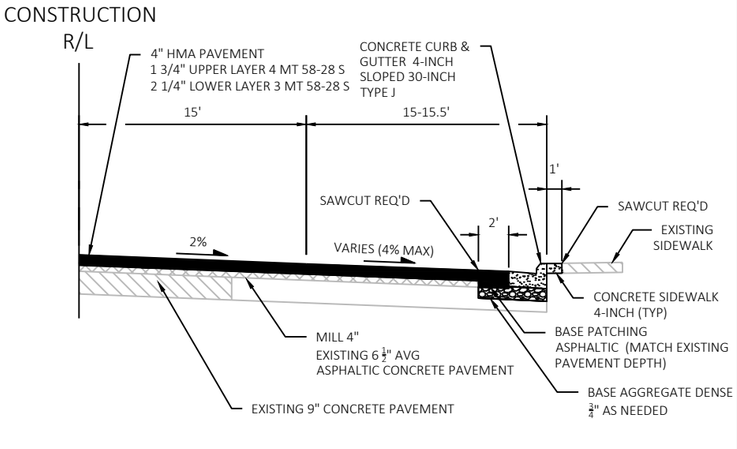
1/2 FINISHED TYPICAL SECTION STH 47

STA 184+65 - STA 186+05 RT
STA 186+49 - STA 187+82 LT
STA 382+26 - STA 385+17 LT
STA 411+36 - STA 414+04 LT
STA 417+76 - STA 419+14 LT
STA 418+39 - STA 420+39 RT



1/2 FINISHED TYPICAL SECTION STH 47

STA 186+05 - STA 187+43 RT

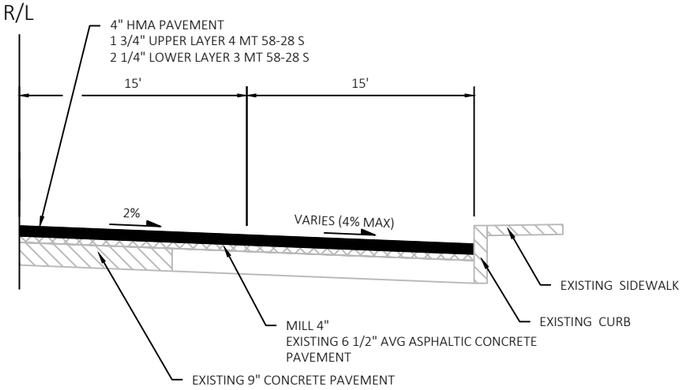


1/2 FINISHED TYPICAL SECTION STH 47 PARKING LANE

STA 187+43 - STA 189+31 RT

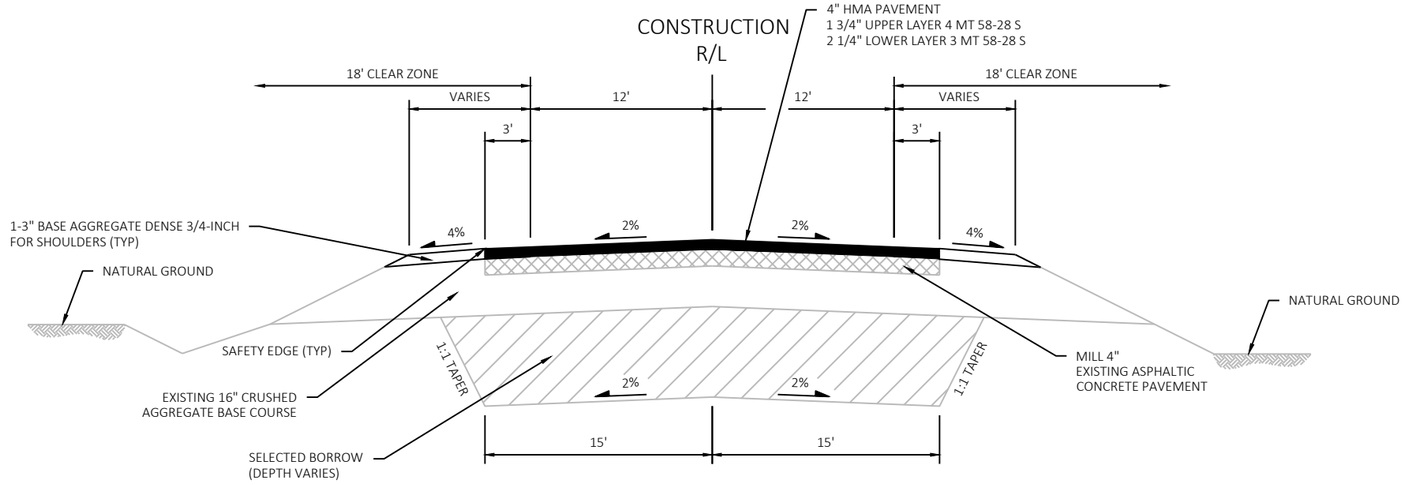
PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020309-ts
PLOT DATE : 11/30/2020 3:57 PM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



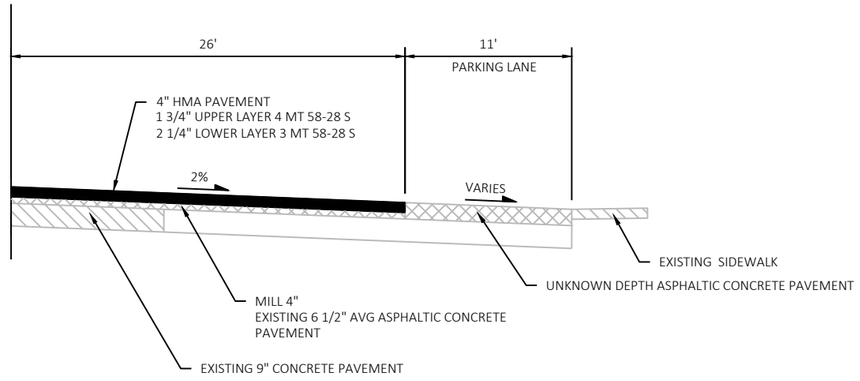
1/2 FINISHED TYPICAL SECTION STH 47 PARKING LANE

STA 187+82 - STA 189+98 LT



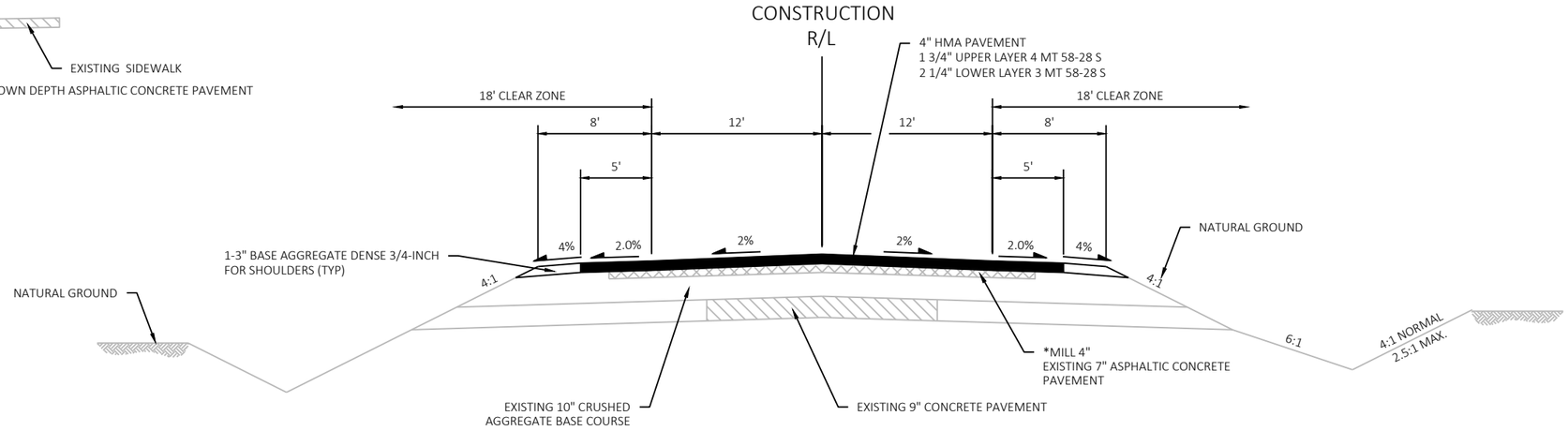
FINISHED TYPICAL SECTION STH 47

STA 132+49
STA 150+96
STA 259+42



1/2 FINISHED TYPICAL SECTION STH 47

STA 189+31 - STA 190+98 RT

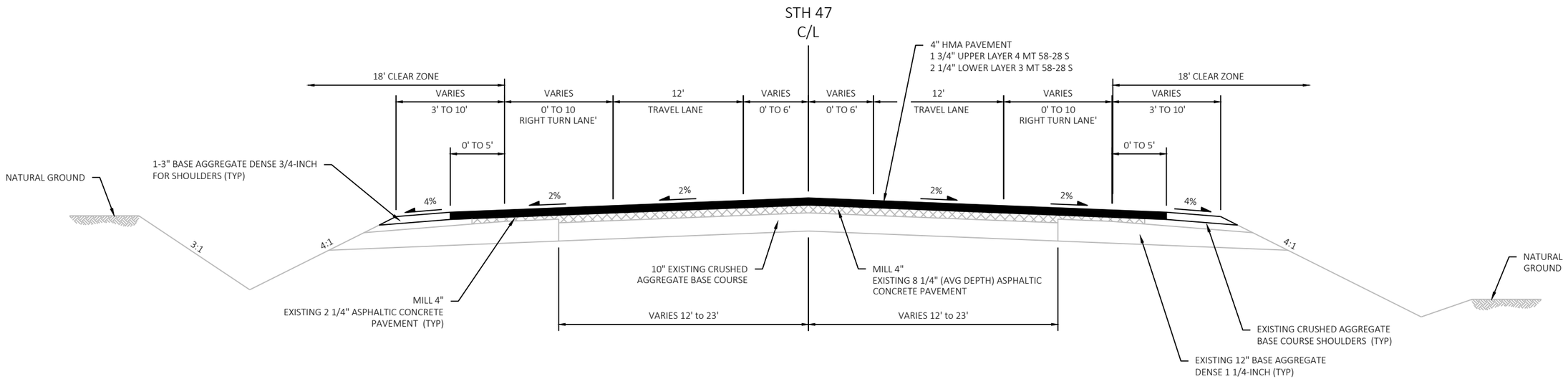


FINISHED TYPICAL SECTION STH 47

STA 316+39 - STA 326+89
STA 361+61 - STA 369+83

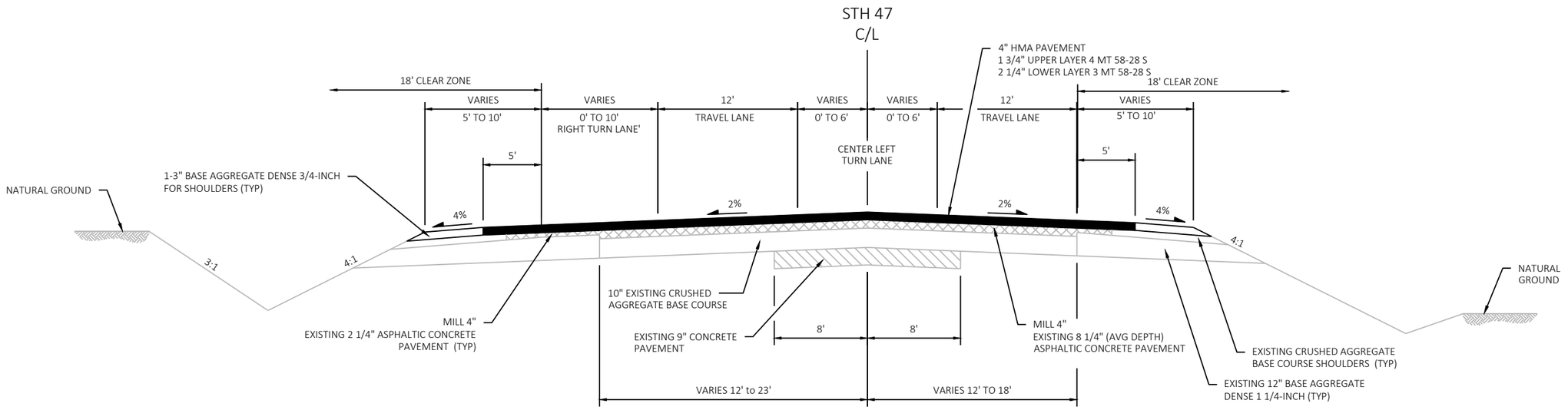
* MILL AT A 2% CROSS SLOPE
4" MILLING DEPTH AT CENTERLINE,
MILLING DEPTH TO INCREASE TO SHOULDER
TO achieve 2% CROSS SLOPE

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET	E



FINISHED TYPICAL SECTION STH 47

STA 326+89 - STA 357+89

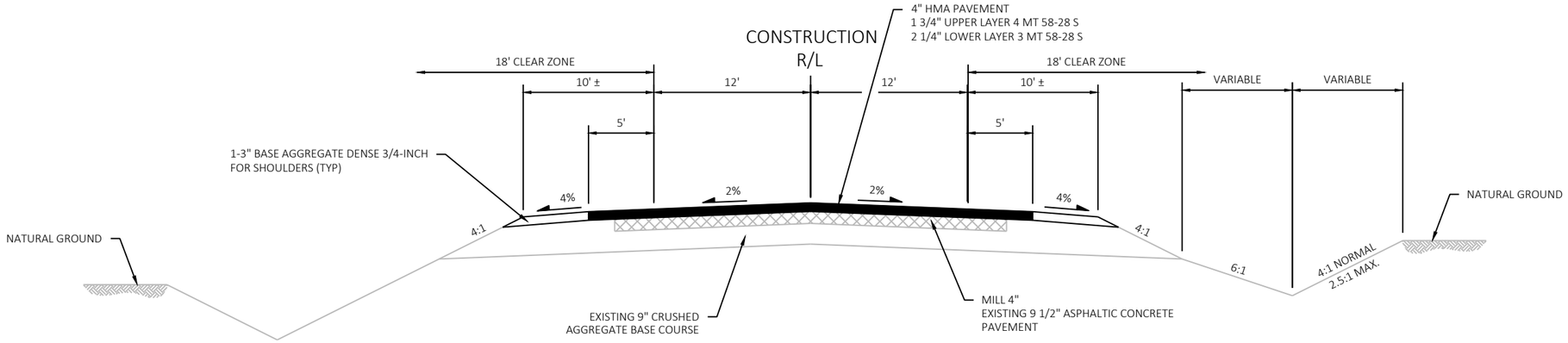


FINISHED TYPICAL SECTION STH 47

STA 357+89 - STA 361+61

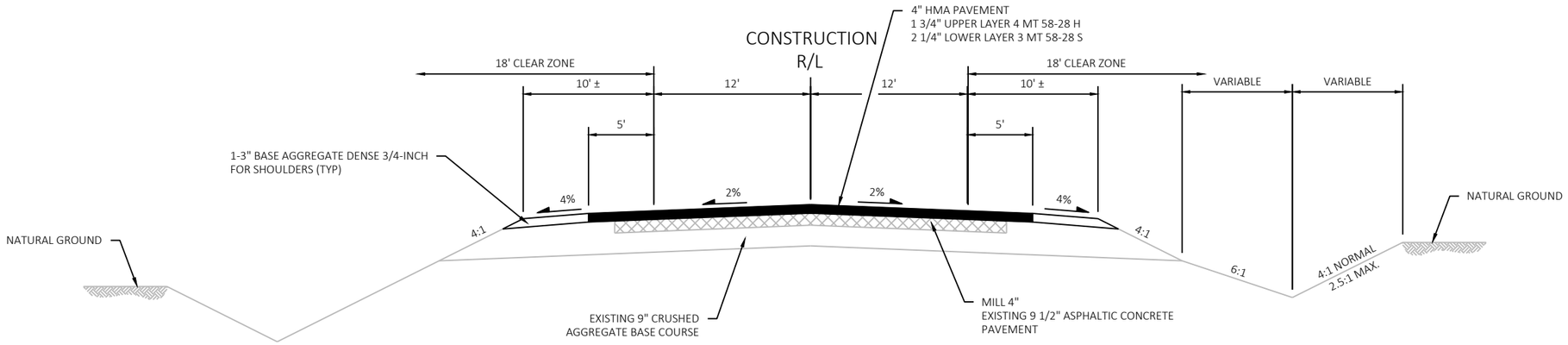
PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020311-ts
PLOT DATE : 11/30/2020 3:57 PM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



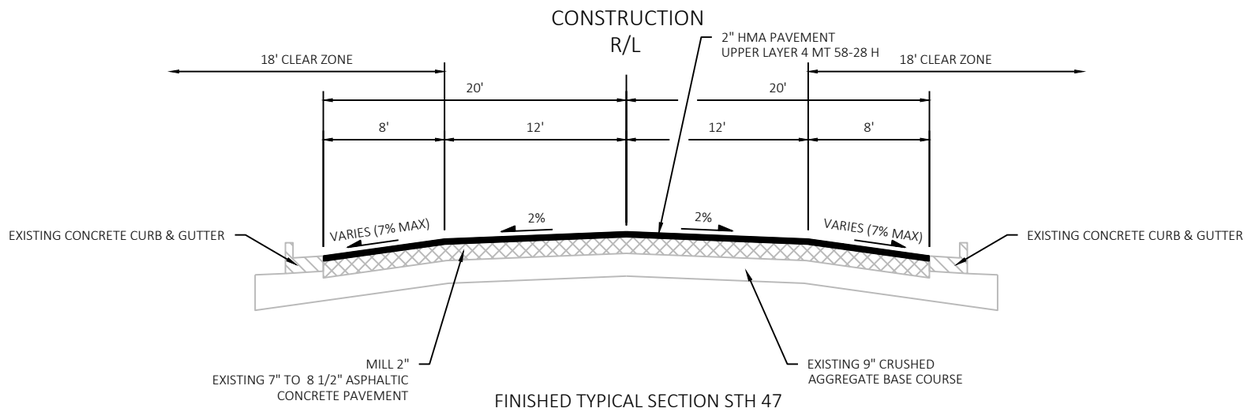
FINISHED TYPICAL SECTION STH 47

STA 467+03 - STA 673+99



FINISHED TYPICAL SECTION STH 47

STA 673+99 - STA 675+26

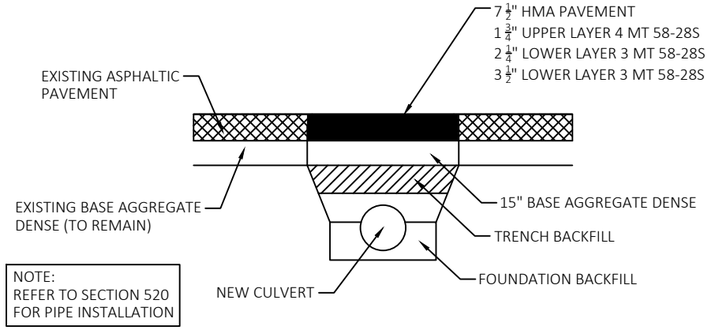


FINISHED TYPICAL SECTION STH 47

STA 675+26 - STA 699+31.34

PROJECT NO: 6240-22-71/6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	FINISHED TYPICAL SECTIONS	SHEET	E

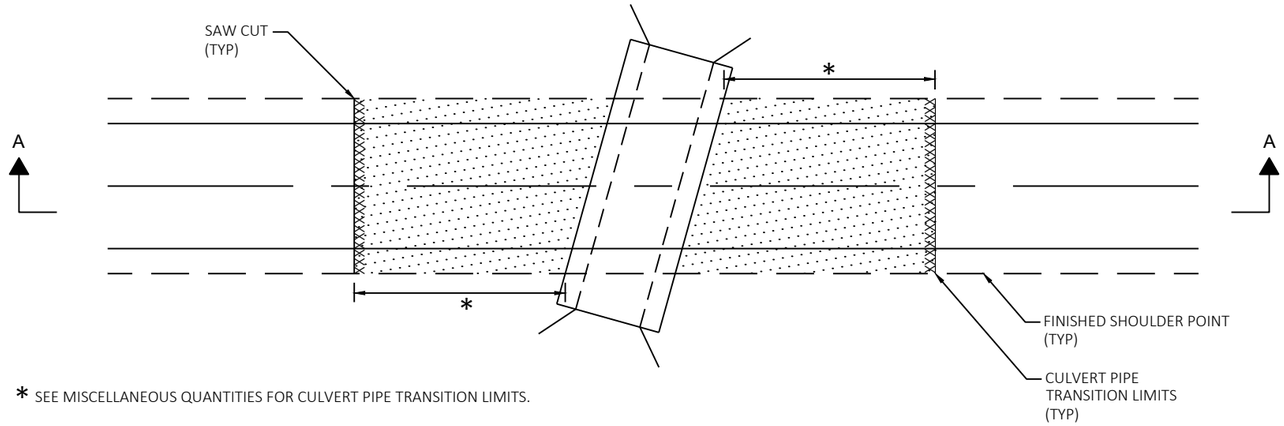
2



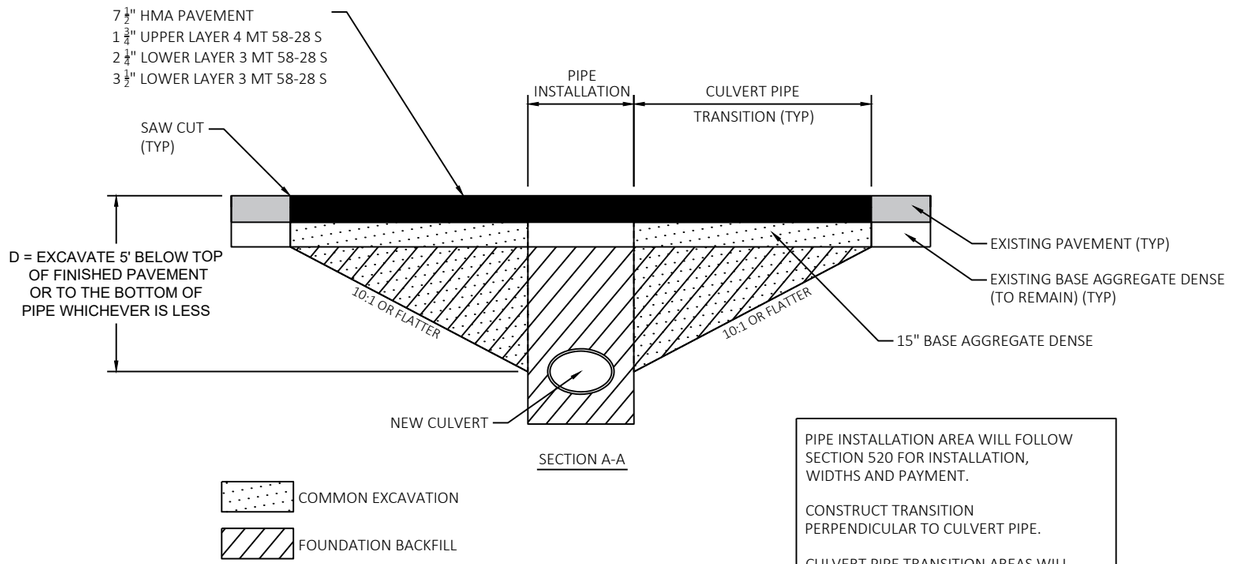
PAVEMENT AT CULVERT REPLACEMENTS

STA 474+75
STA 496+37
STA 601+80

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CONSTRUCTION DETAILS	SHEET	E



* SEE MISCELLANEOUS QUANTITIES FOR CULVERT PIPE TRANSITION LIMITS.



PIPE INSTALLATION AREA WILL FOLLOW SECTION 520 FOR INSTALLATION, WIDTHS AND PAYMENT.

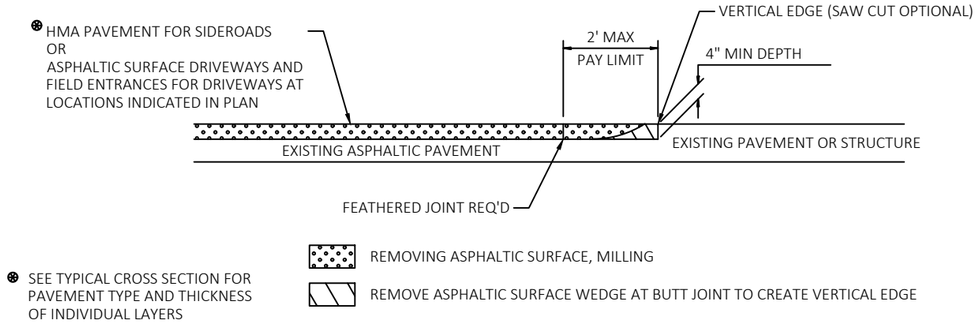
CONSTRUCT TRANSITION PERPENDICULAR TO CULVERT PIPE.

CULVERT PIPE TRANSITION AREAS WILL BE PAID BY SPV "FOUNDATION BACKFILL & COMMON EXCAVATION".

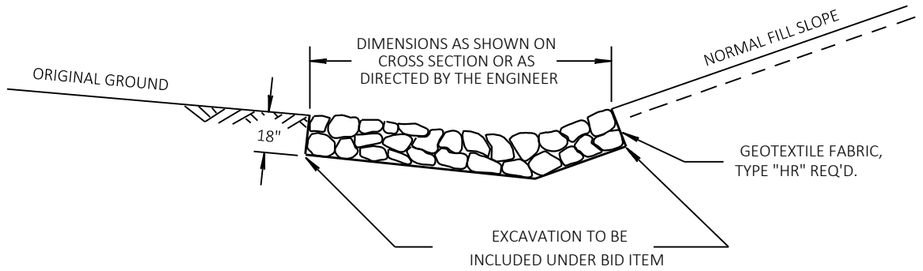
PAVEMENT SAW CUT TO BE PERPENDICULAR TO ROADWAY ALIGNMENT.

NEW CULVERT PIPES WITH TRANSITION

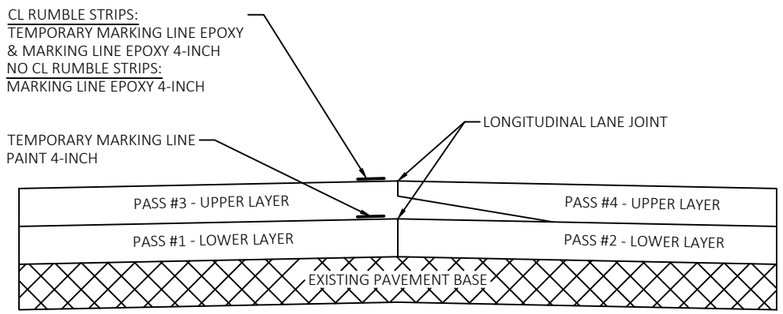
STA 132+49	STA 326+17
STA 191+82	STA 415+32
STA 201+50	STA 562+83
STA 238+18	STA 617+41



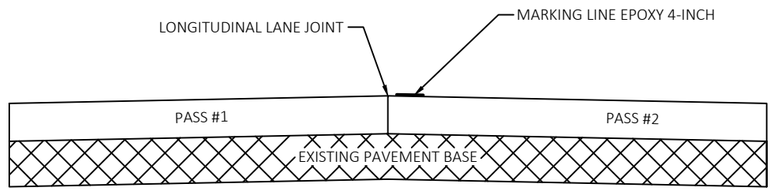
BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



DETAIL FOR RIPRAP MEDIUM IN DITCHES



PAVEMENT MARKING DETAIL FOR JOINTS IN HMA PAVEMENTS



PAVEMENT MARKING DETAIL FOR JOINTS IN HMA PAVEMENTS

2

2

PAMISCO DRIVE

MH

MH

Z

PI: 674+84.57

675+00

STH 47

CTH B

LEGEND

ASPHALTIC SURFACE

Notes:
-Match Existing Radii when constructing curb & gutter
-Provide max 6:1 graded flare at ramp openings unless otherwise noted

ASPHALTIC SURFACE

EXISTING SIDEWALK

EXISTING R/W

CURB RAMP TYPE 4B1

DETECTABLE WARNING FIELD RADIAL

PROPOSED R/W

TLE

SLOPE INTERCEPT

+17.02
24.51' RT
804.33

+13.21
29.14' RT
804.46

+09.01
28.68' RT
804.44

+03.15
33.97' RT
804.32

+00.57
37.35' RT
804.21

+13.19
34.03' RT
804.47

+18.21
29.15' RT
804.75

+23.20
29.17' RT
804.82

+28.20
29.18' RT
804.83

+18.19
33.97' RT
804.82

+23.19
33.94' RT
804.90

+28.19
33.87' RT
804.99

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: CTH B	SHEET	E

2

PROPOSED R/W

SLOPE INTERCEPT

EXISTING R/W

EXISTING SIDEWALK

TLE

PINE STREET

MH

CURB RAMP TYPE 2

CURB RAMP TYPE 3

STH 47

682+00

N

SLOPE INTERCEPT

EXISTING R/W

TLE

PROPOSED R/W

EXISTING SIDEWALK

CURB RAMP TYPE 7B

CURB RAMP TYPE 7B

EXISTING R/W

EXISTING SIDEWALK

PROPOSED R/W

SLOPE INTERCEPT

TLE

SLOPE INTERCEPT

TLE

LEGEND

ASPHALTIC SURFACE

Notes:
-Match Existing Radii when constructing curb & gutter
-Provide max 6:1 graded flare at ramp openings unless otherwise noted

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: PINE STREET	SHEET E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - PINE ST

PLOT DATE : 11/30/2020 4:09 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

2

2

SLOPE INTERCEPT

EXISTING R/W

EXISTING SIDEWALK

TLE

CURB RAMP TYPE 7B

CURB RAMP TYPE 1 WITH 10:1 PAVED FLARES

CURB RAMP TYPE 1

PEDESTRIAN CURB

BIRCH STREET

STH 47

686+00

LEGEND

ASPHALTIC SURFACE

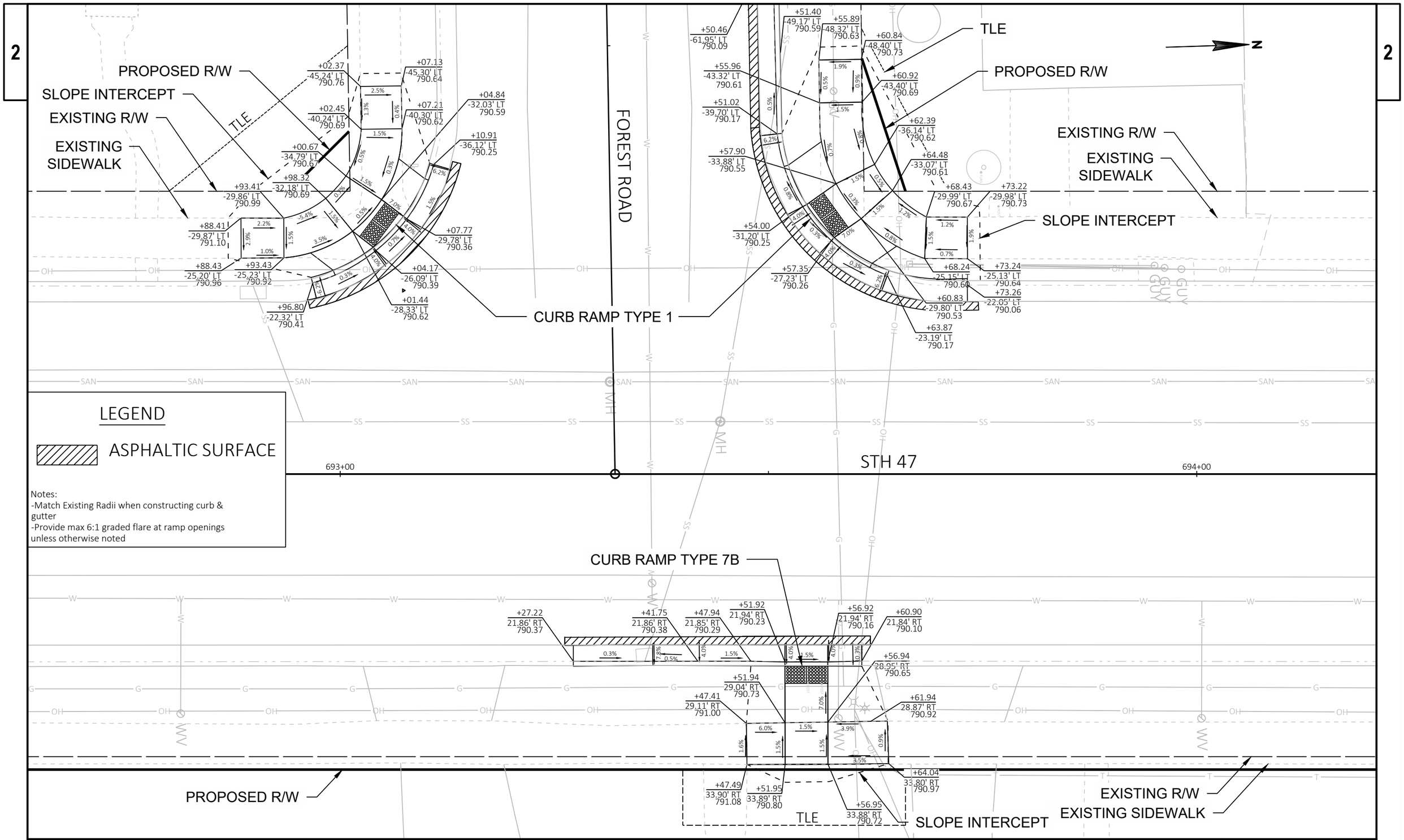
Notes:
-Match Existing Radii when constructing curb & gutter
-Provide max 6:1 graded flare at ramp openings unless otherwise noted

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: BIRCH STREET	SHEET E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - BIRCH ST

PLOT DATE : 11/30/2020 4:10 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP DETAILS: FOREST ROAD	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - FOREST RD

PLOT DATE : 11/30/2020 4:10 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:10 FT

2

188

STH 47

N

187+43.01, 27.6' RT

STA 187+43, 30' RT

187+43.03, 30.9' RT

2

LEGEND

REMOVING ASPHALTIC SURFACE

REMOVING CURB

REMOVING CONCRETE SIDEWALK

XXXX SAWCUT

189

STH 47

N

STA 189+31, 28.3' RT

STA 189+31, 30.3' RT

EXISTING R/W

STA 189+31, 30.8' RT

STA 189+31, 31.4' RT

STA 188+78, 30.1' RT

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021101-rm

PLOT DATE : 12/3/2020 11:35 PM PLOT BY : DENEYS, KRISTOPHER M PLOT NAME : PLOT SCALE : ##########

2

2

N

TLE

EXISTING R/W

PROPOSED R/W

STA 378+12, -24' LT

STA 381+05, -21' LT

STA 380+74, -21' LT

STA 382+33, -23' LT

STA 382+27, -20' LT

STA 382+45, -20' LT

378 379 380 381 382 383

STA 380+81, 44' RT

STA 383+00, 23' RT

EXISTING R/W

TLE

PROPOSED R/W

LEGEND

REMOVING CURB AND GUTTER

REMOVING GUARDRAIL

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021102-rm

PLOT DATE : 11/30/2020 4:15 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

LEGEND

- REMOVING ASPHALTIC SURFACE
- REMOVING CURB AND GUTTER
- REMOVING CONCRETE SIDEWALK
- XXXX SAWCUT
- zzz REMOVING STORM SEWER
- REMOVING INLETS
- REMOVING MANHOLES

PI: 674+81

674 675 676 STH 47

N

CTH B

675+16.8, 21.0' RT
675+17.0, 24.5' RT
675+28.2, 29.2' RT
675+28.2, 33.9' RT
675+00.6, 37.3' RT
674+97.6, 36.1' RT
EXISTING R/W
PROPOSED R/W
TLE

681+66.0, -83.2' LT
681+69.4, -82.2' LT
681+35.6, -62.2' LT
681+33.3, -61.2' LT
681+76.0, -48.0' LT
681+80.9, -48.2' LT
TLE
PROPOSED R/W
EXISTING R/W
PINE STREET
681+00.4, -30.3' LT
681+00.4, -25.7' LT
681+05.3, -22.6' LT
681+04.3, -19.2' LT
681+95.8, -32.6' LT
681+96.0, -27.7' LT
681+95.1, -22.1' LT
681+96.1, -19.0' LT

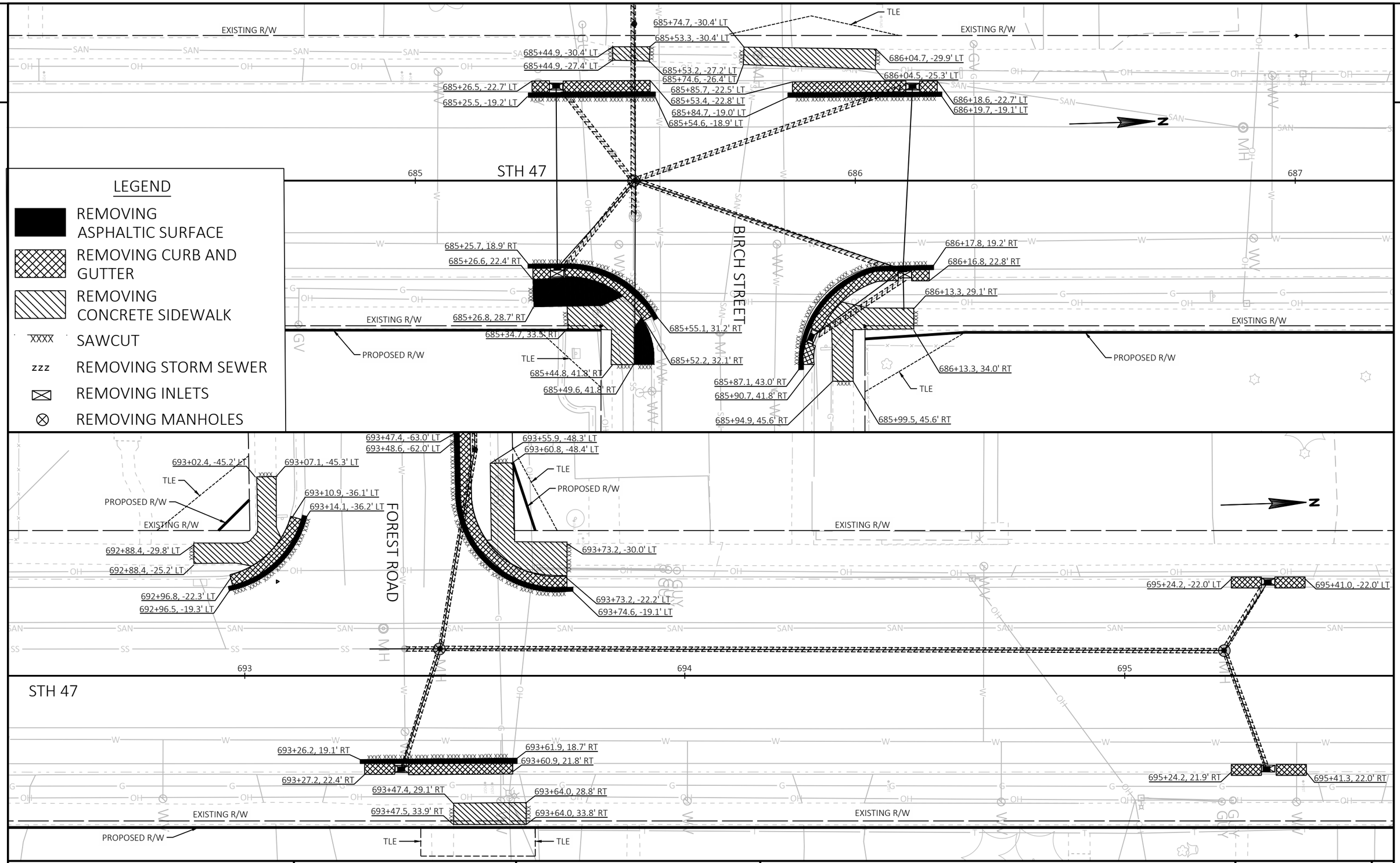
680 681 682 683 STH 47

681+44.5, 18.9' RT
681+43.5, 22.4' RT
681+12.4, 18.9' RT
681+13.4, 22.4' RT
681+82.2, 18.2' RT
681+83.2, 21.8' RT
681+97.2, 18.2' RT
681+96.2, 21.8' RT
681+11.6, 27.9' RT
681+11.8, 33.2' RT
681+27.6, 28.1' RT
681+27.6, 33.1' RT
681+77.1, 28.5' RT
681+77.2, 33.1' RT
682+02.2, 28.6' RT
682+02.2, 33.0' RT
EXISTING R/W
PROPOSED R/W
TLE

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021103-rm

PLOT DATE : 11/30/2020 4:16 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:20 FT

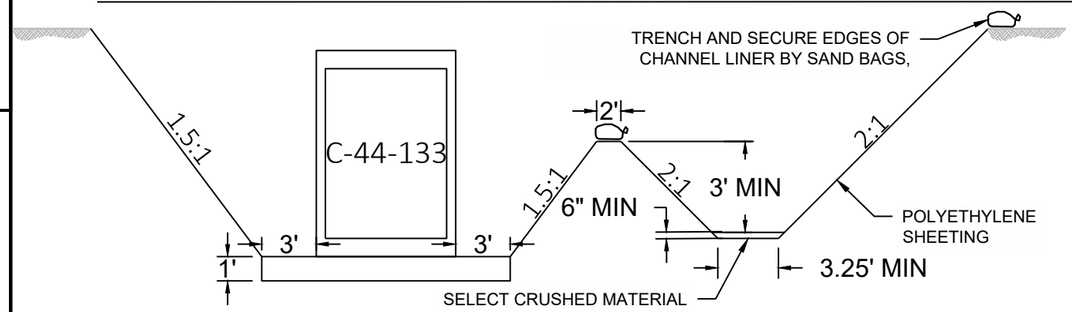


PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	REMOVAL PLAN	SHEET E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\021101-RM.DWG
LAYOUT NAME - 021104-rm

PLOT DATE : 11/30/2020 4:16 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : ##########

TYPICAL SECTION OF TEMPORARY BYPASS CHANNEL



NOTES

BYPASS CHANNEL LAYOUT AND HEADWATER ELEVATIONS FOR INFORMATION ONLY

SAND BAGS, SELECT CRUSHED MATERIAL AND POLYETHYLENE SHEETING SHALL BE CONSIDERED INCIDENTAL TO ROADWAY ITEM "TEMPORARY WATER DIVERSION - C-44-133"

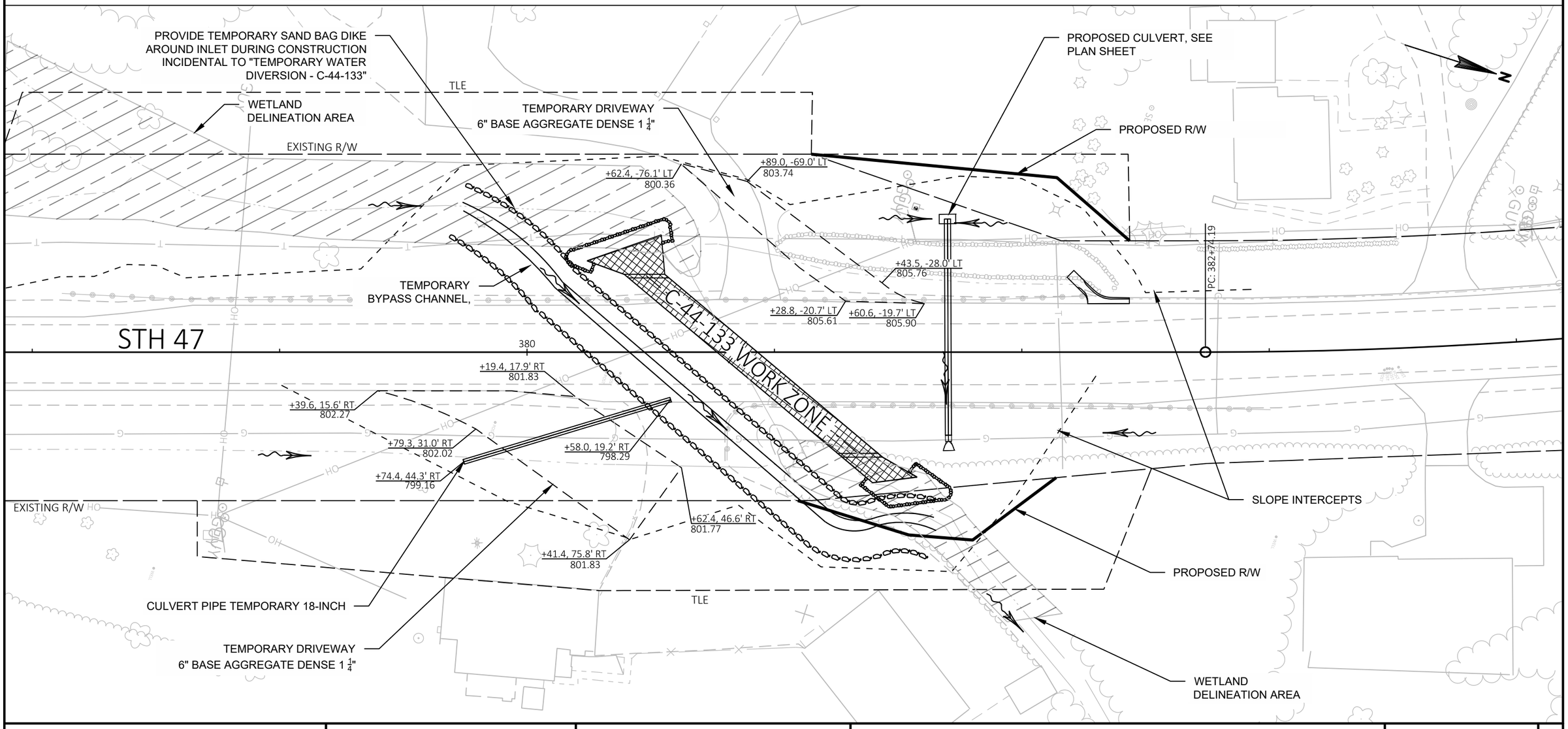
TEMPORARY CHANNEL MUST MAINTAIN SUITABLE DEPTH AND VELOCITY TO ALLOW THE PASSAGE OF MIGRATING FISH AND AQUATIC SPECIES. FISH THAT BECOME STRANDED IN DEWATERED AREAS OR TEMPORARY CHANNEL SHOULD BE CAPTURED AND RETURNED TO THE ACTIVE CHANNEL IMMEDIATELY.

WORK FOR THE TEMPORARY BYPASS CHANNEL OR OTHER DIVERSION TECHNIQUES IMPLEMENTED WILL BE PAID UNDER "TEMPORARY WATER DIVERSION - C-44-133"

SUBMIT A WATER DIVERSION PLAN TO THE ENGINEER IF CONTRACTOR CHOOSES A DIFFERENT METHOD THAN WHAT IS SHOWN IN THE SCHEMATIC. THE TOP OF THE SANDBAGS IS SHOWN AT ELEVATION 798.29(±) WHICH IS THE STREAM ELEVATION RESULTING FROM A 2-YEAR RAINFALL EVENT PLUS 0.5-FEET FREEBOARD. IT IS ASSUMED THE WORK ZONE WILL BE INUNDATED FOR RAINFALL EVENTS EXCEEDING 2 YEARS. CONTRACTOR MAY CHOOSE TO SET THE TOP OF THE SANDBAGS AT AN ELEVATION GREATER THAN 798.29(±) DEPENDING ON THEIR BEST PRACTICES AND AS THE DIRECTION OF THE ENGINEER.

C-44-133
Q2 = 120 C.F.S.
Q2 ELEV. = 797.79(±)

USE AVAILABLE EROSION CONTROL ITEMS IN THE CONTRACT TO IMPLEMENT ANY ADDITIONAL EROSION CONTROL ITEMS NECESSARY TO STABILIZE THE SITE DURING CONSTRUCTION OF THE BOX CULVERT



PROJECT NO: 6420-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN DETAIL - BYPASS CHANNEL	SHEET E

2

LEGEND

- FLOW DIRECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TOPSIOL, SEED, FERTILIZE & MULCH
- TOPSOIL, SEED, FERTILIZE & EROSION MAT CLASS I TYPE B
- TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE B

BROADWAY DRIVE

STH 47

PI: 132+98.26

PI: 194+81.50

TLE

EXISTING R/W

SIGN

SEPC

GUY

OH

HO

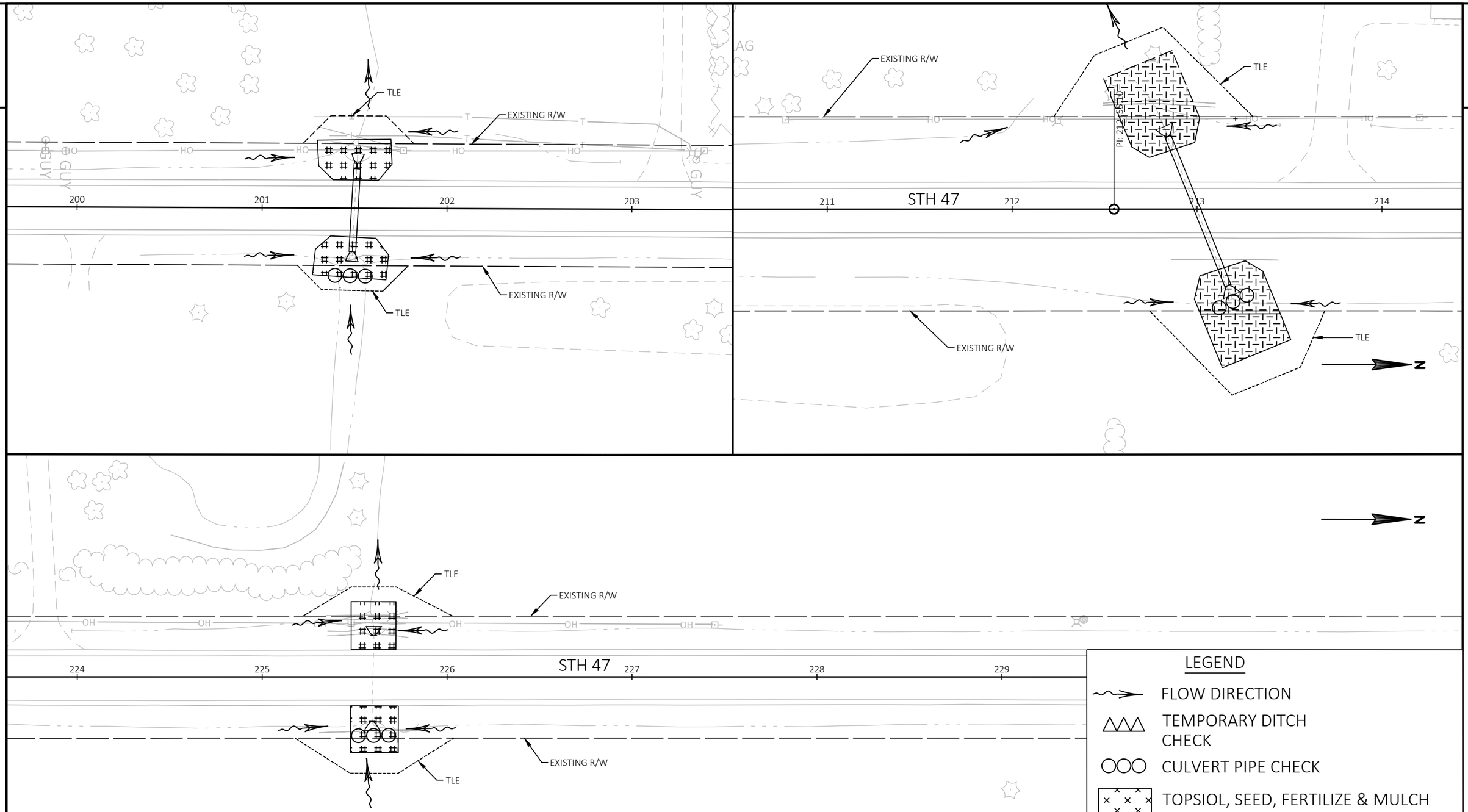
G

N

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 11/30/2020 4:26 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:50 FT



2

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022002-ec
PLOT DATE : 11/30/2020 4:27 PM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 44

2

2

N

EXISTING R/W

EXISTING R/W

PI: 238+89.42

236 237 238 239 240 241 242 243

STH 47

WEGE ROAD

EXISTING R/W

EXISTING R/W

TLE

EXISTING R/W

N

269 270 271 272 273 274

STH 47

EXISTING R/W

LEGEND

- FLOW DIRECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TOPSIOL, SEED, FERTILIZE & MULCH
- TOPSOIL, SEED, FERTILIZE & EROSION MAT CLASS I TYPE B
- TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE B

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

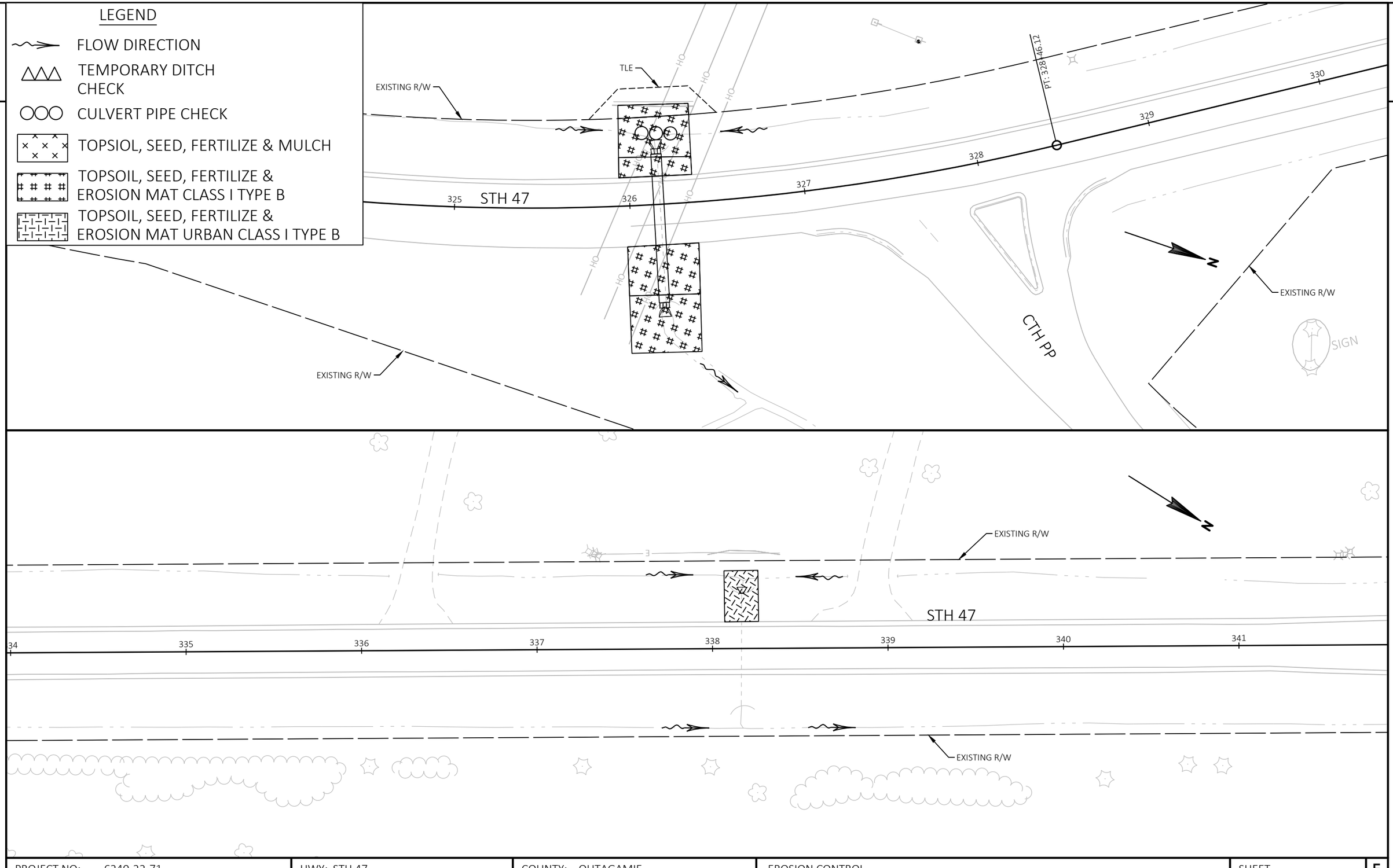
FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022003-ec

PLOT DATE : 11/30/2020 4:28 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

LEGEND

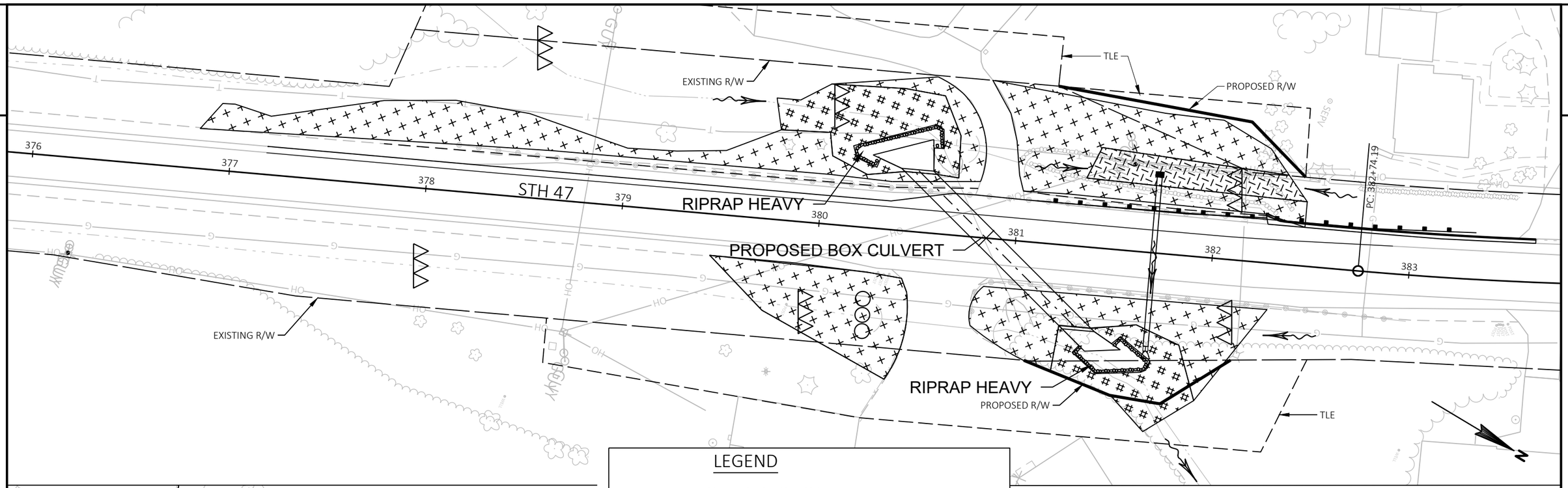
- FLOW DIRECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TOPSIOL, SEED, FERTILIZE & MULCH
- TOPSOIL, SEED, FERTILIZE & EROSION MAT CLASS I TYPE B
- TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE B

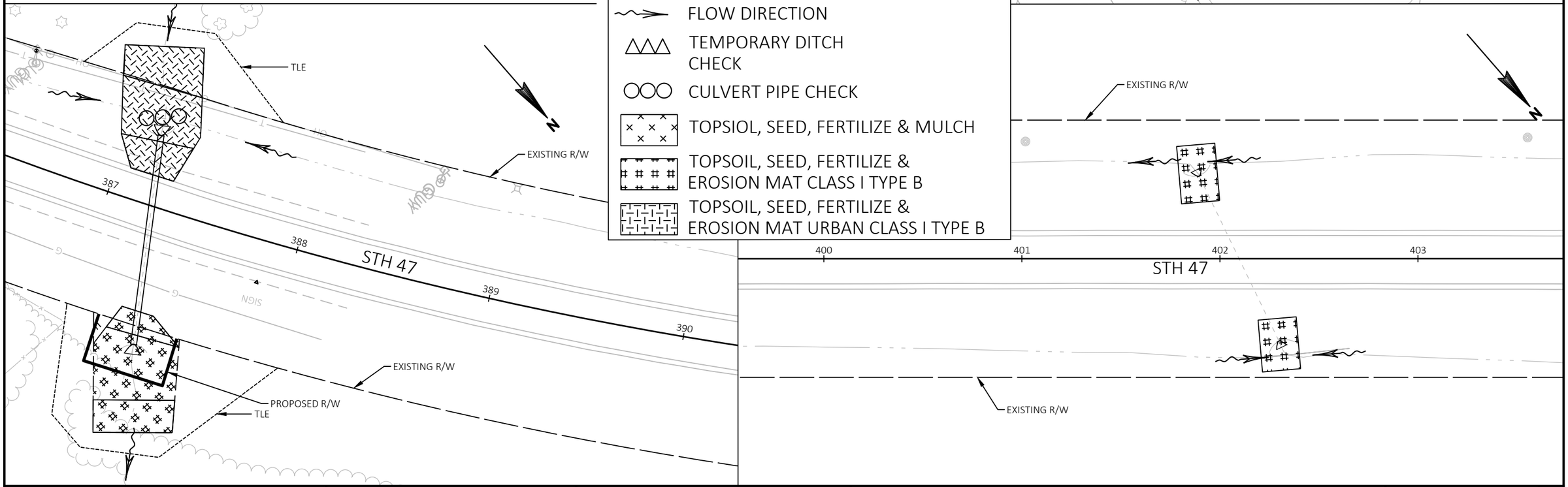


PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022003a-ec
PLOT DATE : 11/30/2020 4:28 PM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : ##########

2





LEGEND

- FLOW DIRECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TOPSIOL, SEED, FERTILIZE & MULCH
- TOPSOIL, SEED, FERTILIZE & EROSION MAT CLASS I TYPE B
- TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE B

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

2

2

FLAG

EXISTING R/W

PC: 414+01.87

CENTER VALLEY ROAD

12 CORNERS ROAD

ISIGN

STH 47

410 411 412 413 414 415 416 417

EXISTING R/W

CENTER VALLEY ROAD

EXISTING R/W

TLE

N

LEGEND

FLOW DIRECTION

TEMPORARY DITCH CHECK

CULVERT PIPE CHECK

TOPSIOL, SEED, FERTILIZE & MULCH

TOPSOIL, SEED, FERTILIZE & EROSION MAT CLASS I TYPE B

TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE B

N

TLE

EXISTING R/W

HO

PC: 435+05.91

EXISTING R/W

STH 47

435 436 437

TLE

EXISTING R/W

473 474 475 476 477

STH 47

EXISTING R/W

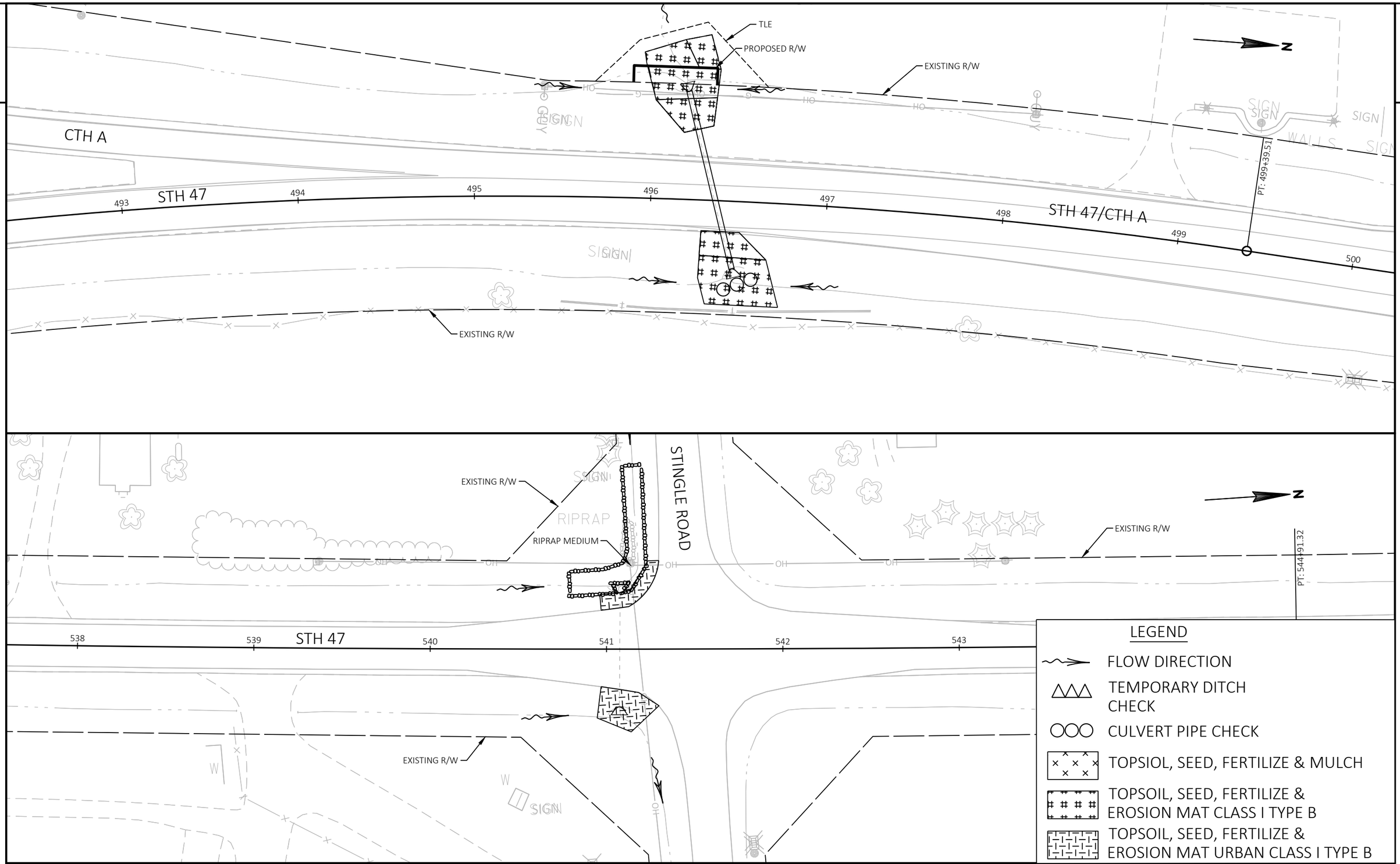
TLE

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022005-ec

PLOT DATE : 11/30/2020 4:30 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



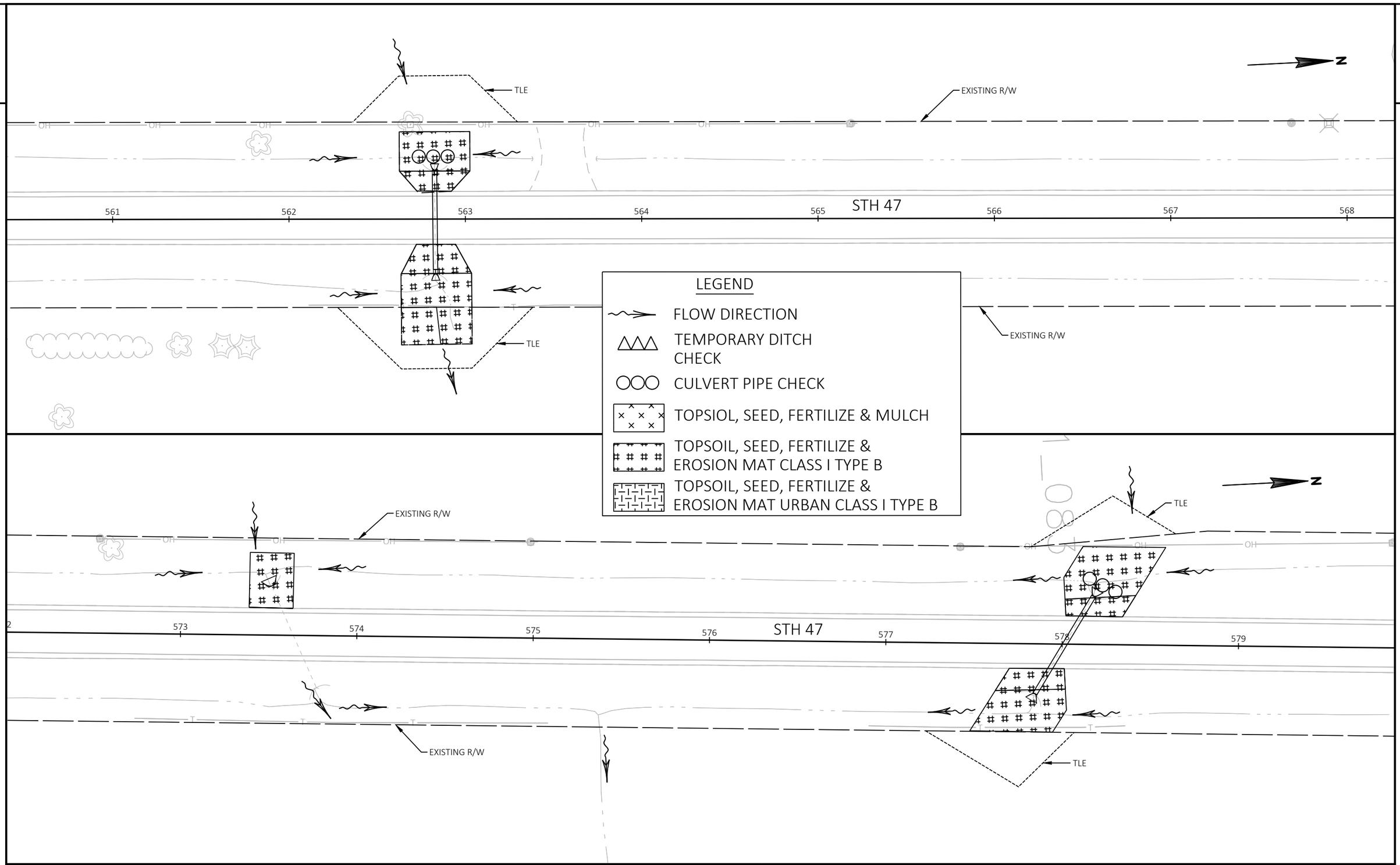
LEGEND

- FLOW DIRECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TOPSIOL, SEED, FERTILIZE & MULCH
- TOPSOIL, SEED, FERTILIZE & EROSION MAT CLASS I TYPE B
- TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE B

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022006-ec

PLOT DATE : 11/30/2020 4:31 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:50 FT

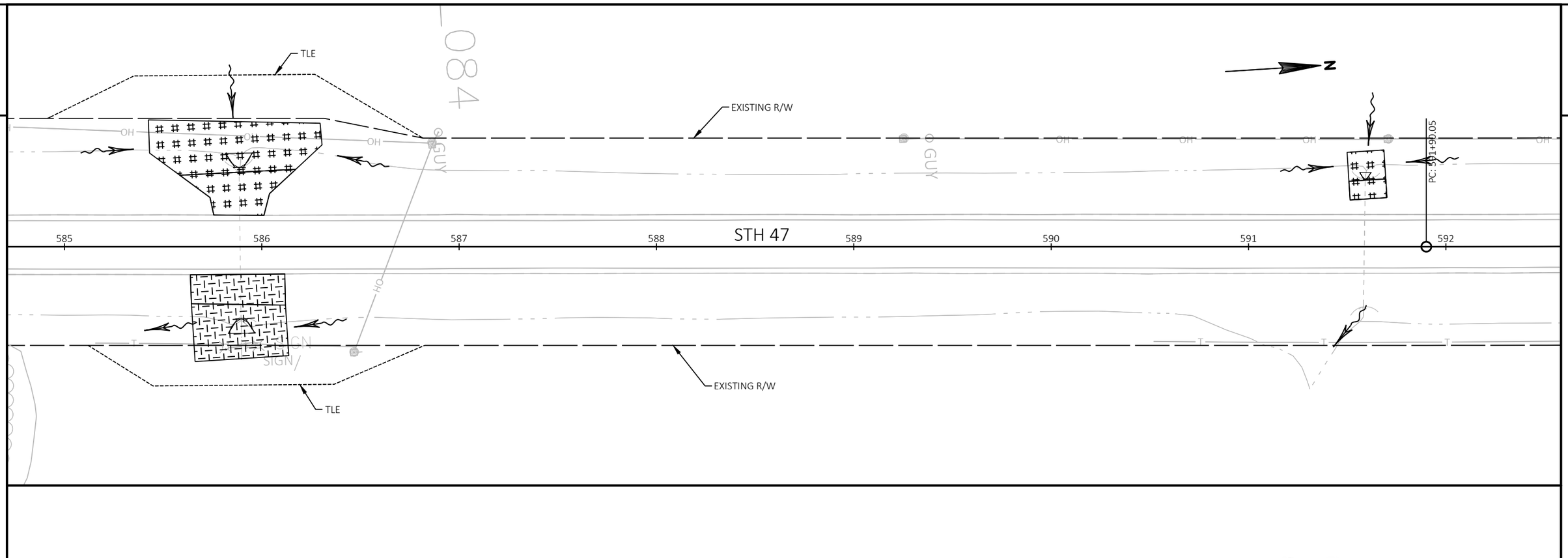


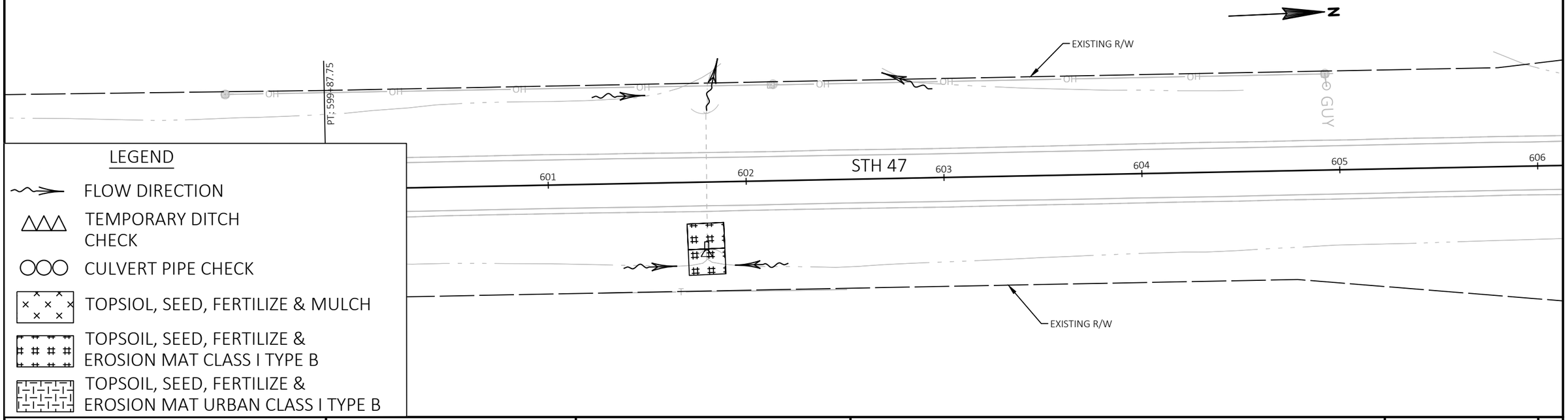
PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022007-ec

PLOT DATE : 11/30/2020 4:32 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:50 FT

2





LEGEND

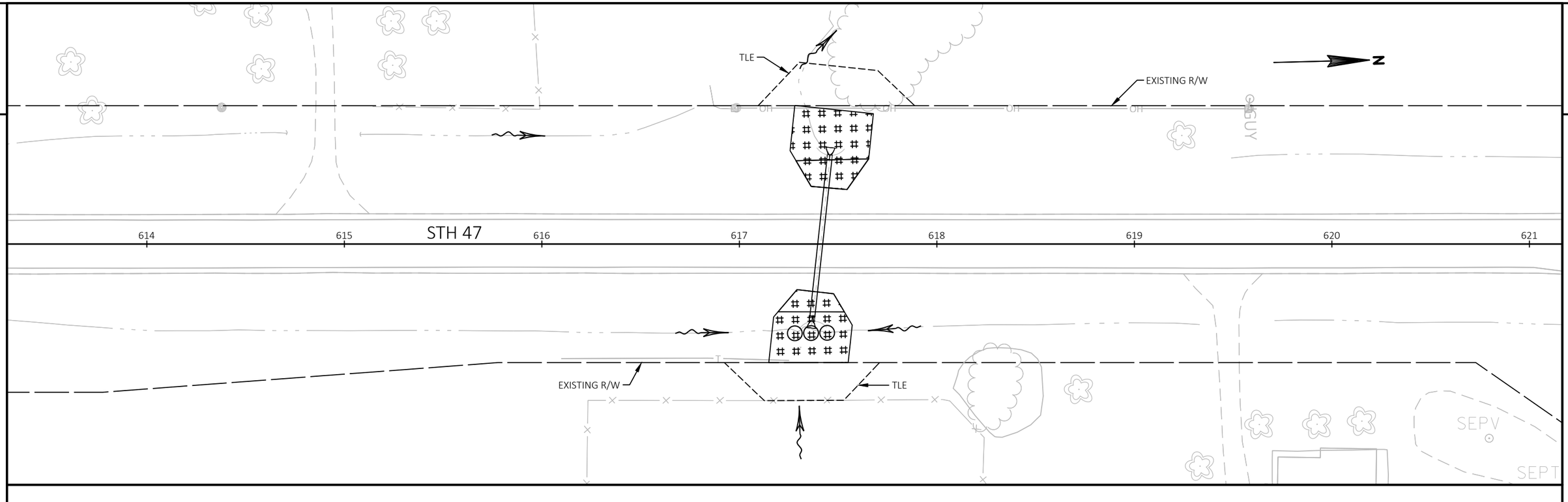
- FLOW DIRECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TOPSIOL, SEED, FERTILIZE & MULCH
- TOPSOIL, SEED, FERTILIZE & EROSION MAT CLASS I TYPE B
- TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE B

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022008-ec

PLOT DATE : 11/30/2020 4:33 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



LEGEND

- FLOW DIRECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- TOPSIOL, SEED, FERTILIZE & MULCH
- TOPSOIL, SEED, FERTILIZE & EROSION MAT CLASS I TYPE B
- TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE B

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

2

LEGEND

INLET PROTECTION, TYPE C
(UNLESS OTHERWISE NOTED)

TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE A

PI: 674+84.57

STH 47

674 675 676

CTH B

PROPSOED R/W

EXISTING R/W

TLE

PINE STREET

TLE

EXISTING R/W

TLE

EXISTING R/W

STH 47

680 681 682 683

TLE

TLE

PROPOSED R/W

EXISTING R/W

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022010-ec

PLOT DATE : 11/30/2020 4:34 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:20 FT

2

EXISTING R/W

TLE

STH 47

685

686

687

BIRCH STREET

EXISTING R/W

PROPOSED R/W

TLE

PROPOSED R/W

EXISTING R/W

TLE

LEGEND

INLET PROTECTION, TYPE C (UNLESS OTHERWISE NOTED)

TOPSOIL, SEED, FERTILIZE & EROSION MAT URBAN CLASS I TYPE A

FOREST ROAD

TLE

EXISTING R/W

TLE

EXISTING R/W

STH 47

693

694

695

EXISTING R/W

PROPOSED R/W

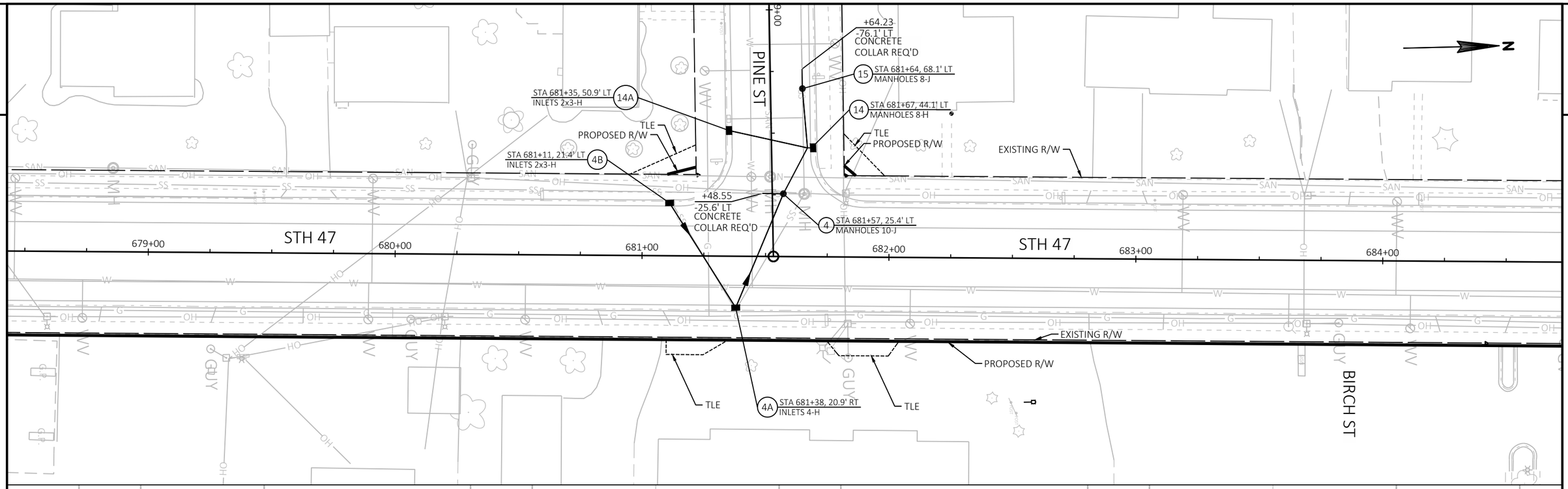
TLE

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	EROSION CONTROL	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022011-ec

PLOT DATE : 11/30/2020 4:35 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : ##########

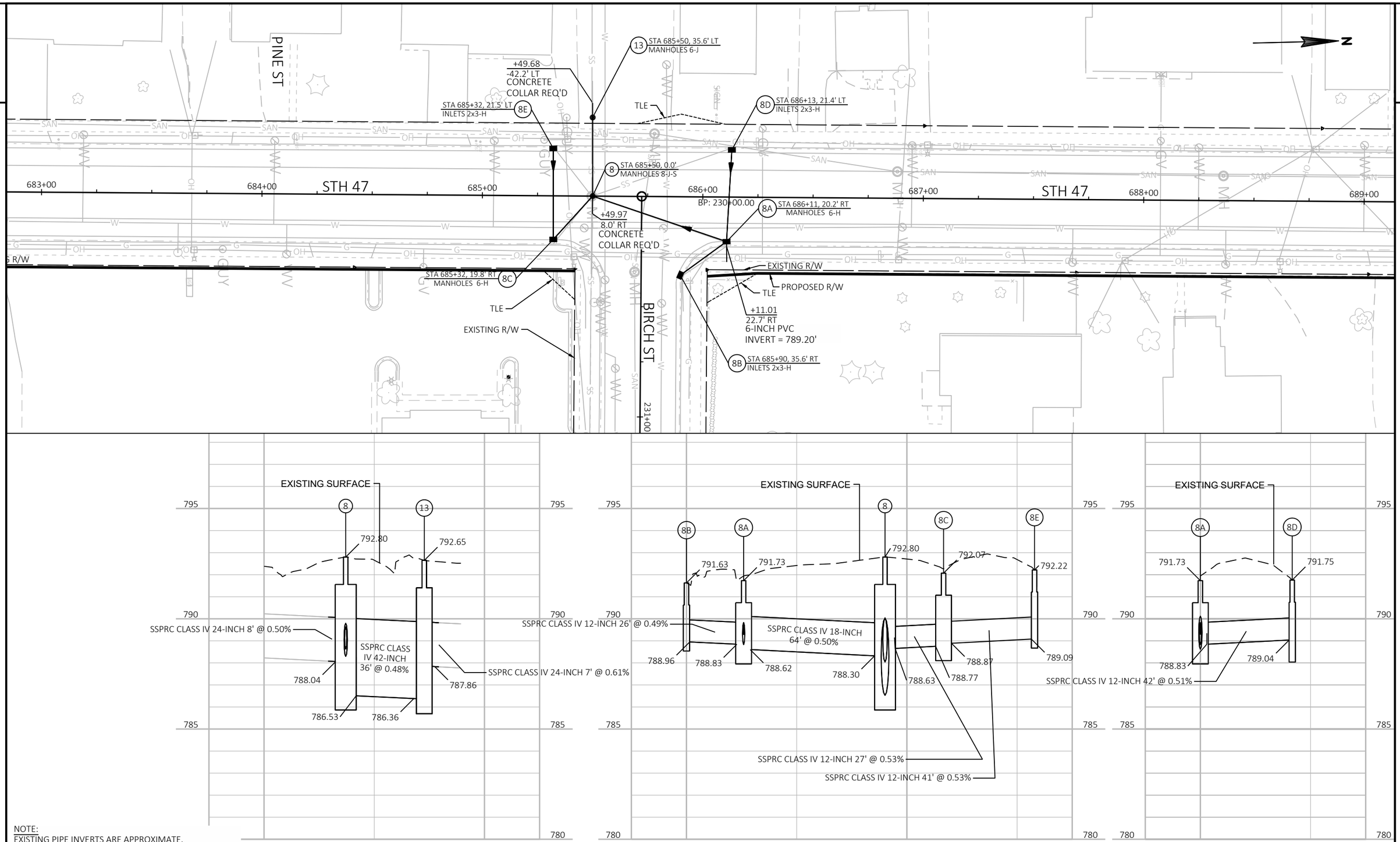
WISDOT/CADDS SHEET 44



NOTE:
EXISTING PIPE INVERTS ARE APPROXIMATE.
MATCH EXISTING PIPE ELEVATIONS IN FIELD.

PROJECT NO: 6420-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET	E

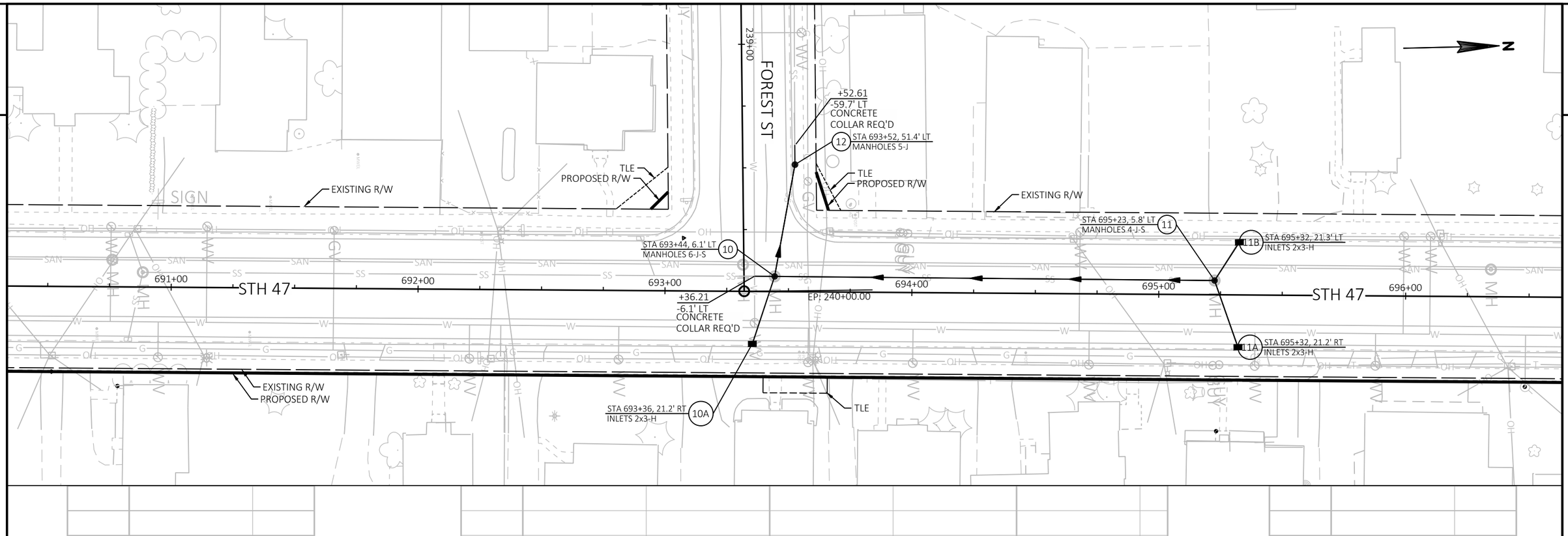
FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022501-ss
PLOT DATE : 11/30/2020 4:38 PM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:40 FT

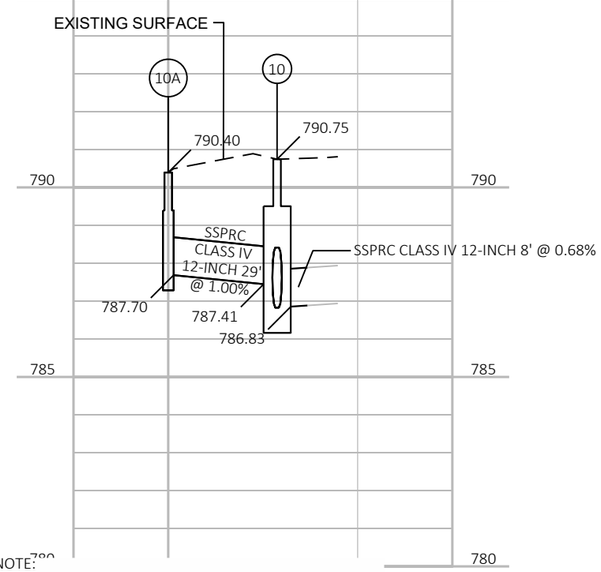


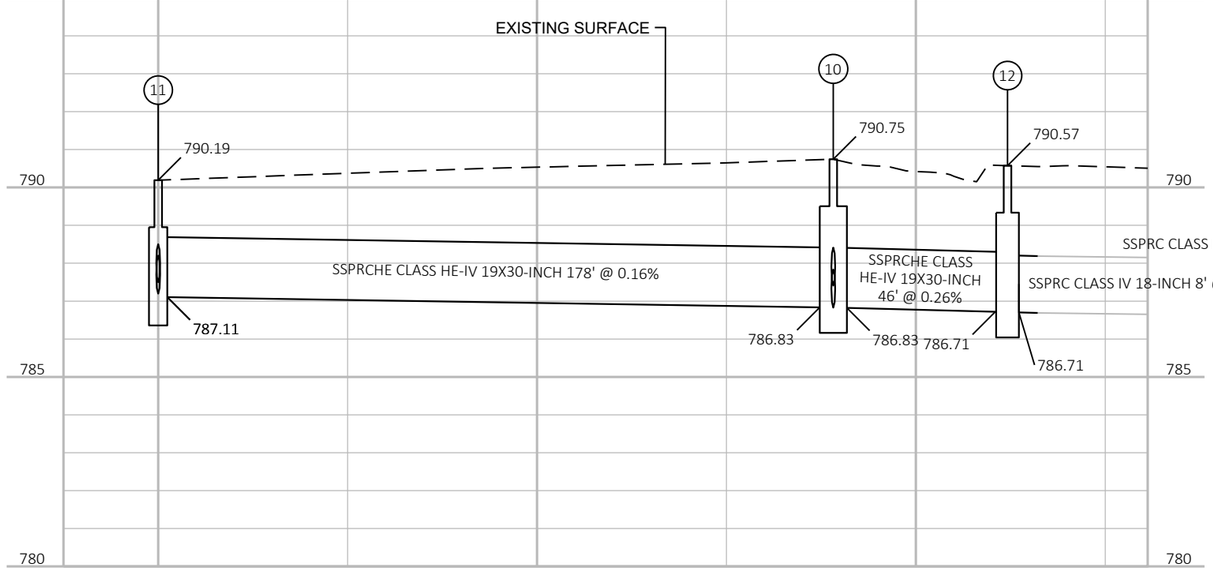
NOTE:
EXISTING PIPE INVERTS ARE APPROXIMATE.
MATCH EXISTING PIPE ELEVATIONS IN FIELD.

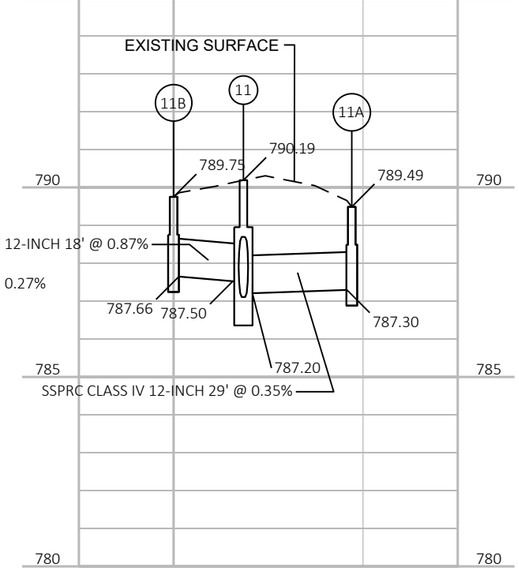
PROJECT NO: 6420-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\022501-SS.DWG
LAYOUT NAME - 022502-ss
PLOT DATE : 11/30/2020 4:38 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:40 FT









NOTE:
EXISTING PIPE INVERTS ARE APPROXIMATE.
MATCH EXISTING PIPE ELEVATIONS IN FIELD.

PROJECT NO: 6420-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	STORM SEWER	SHEET	E

2

PAMISCO RD

END PROJECT
PROJECT ID 6240-22-71
STA 673+99.39

BEGIN PROJECT
PROJECT ID 6240-29-71
STA 673+99.39

PINE ST

END CONSTRUCTION
STA 219+56.17

END CONSTRUCTION
STA 230+39.93

MATCH LINE 688+95.76

STH 47

CTH B

END CONSTRUCTION
STA 210+81.18

CONSTRUCT CURB RAMPS ONE SIDE AT A TIME
TO ALLOW PEDESTRIAN ACCESS TO BIRCH STREET
USING THE ALTERNATE CURB RAMP

BIRCH ST

NOTE: PROVIDE PEDESTRIAN SIGNAGE IN
ACCORDANCE WITH SDD 15D30, TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION, AS NEEDED

LEGEND

- (1) TEMPORARY CURB RAMP
- PROPOSED PEDESTRIAN ROUTE
- PROPOSED PROJECT WORK ZONE

FOREST ST

END CONSTRUCTION
STA 239+58.29

BURDICK ST

MATCH LINE 688+95.76

STH 47

END PROJECT
PROJECT ID 6240-29-71
STA 699+31.34

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP CONSTRUCTION - STAGE 1	SHEET E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 026001-s1
PLOT DATE : 11/30/2020 8:12 AM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

PAMISCO RD

END PROJECT
PROJECT ID 6240-22-71
STA 673+99.39

BEGIN PROJECT
PROJECT ID 6240-29-71
STA 673+99.39

PINE ST

END CONSTRUCTION
STA 219+56.17

END CONSTRUCTION
STA 230+39.93

673 676 678 STH 47 680 682 684 686 688

MATCH LINE 688+95.76

CTH B

END CONSTRUCTION
STA 210+81.18

BIRCH ST

NOTE: PROVIDE PEDESTRIAN SIGNAGE IN ACCORDANCE WITH SDD 15D30, TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION, AS NEEDED

LEGEND

① TEMPORARY CURB RAMP

PROPOSED PEDESTRIAN ROUTE

PROPOSED PROJECT WORK ZONE

MATCH LINE 688+95.76

FOREST ST

END CONSTRUCTION
STA 239+58.29

690 STH 47 692 694 696 698

CONSTRUCT CURB RAMPS ONE SIDE AT A TIME TO ALLOW PEDESTRIAN ACCESS TO FOREST STREET USING THE ALTERNATE CURB RAMP

BURDICK ST

END PROJECT
PROJECT ID 6240-29-71
STA 699+31.34

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	CURB RAMP CONSTRUCTION - STAGE 2	SHEET E

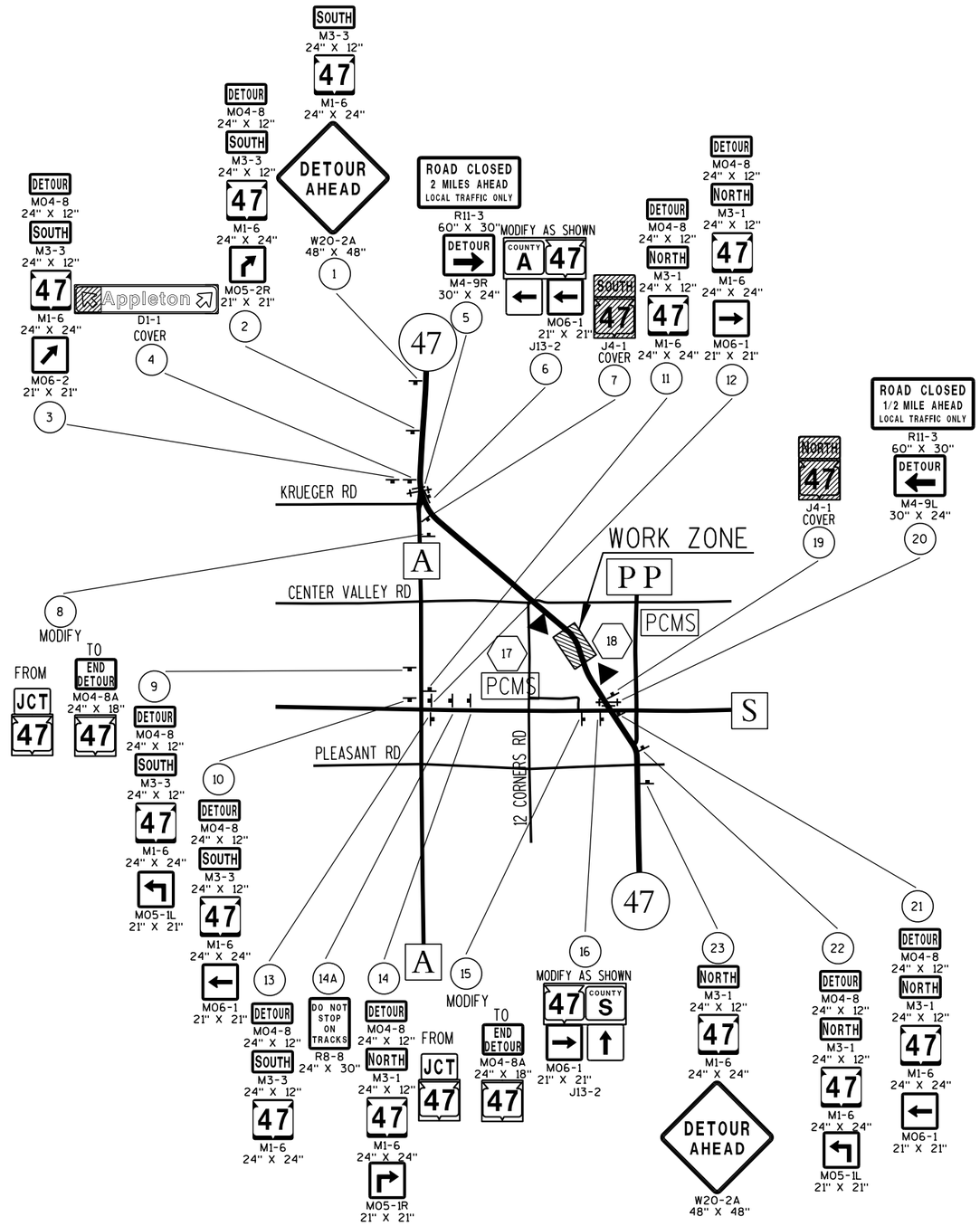
FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\026101-S2.DWG
LAYOUT NAME - 026101-s2

PLOT DATE : 11/30/2020 8:14 AM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

N

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- ▲PCMS (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN



PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET	E

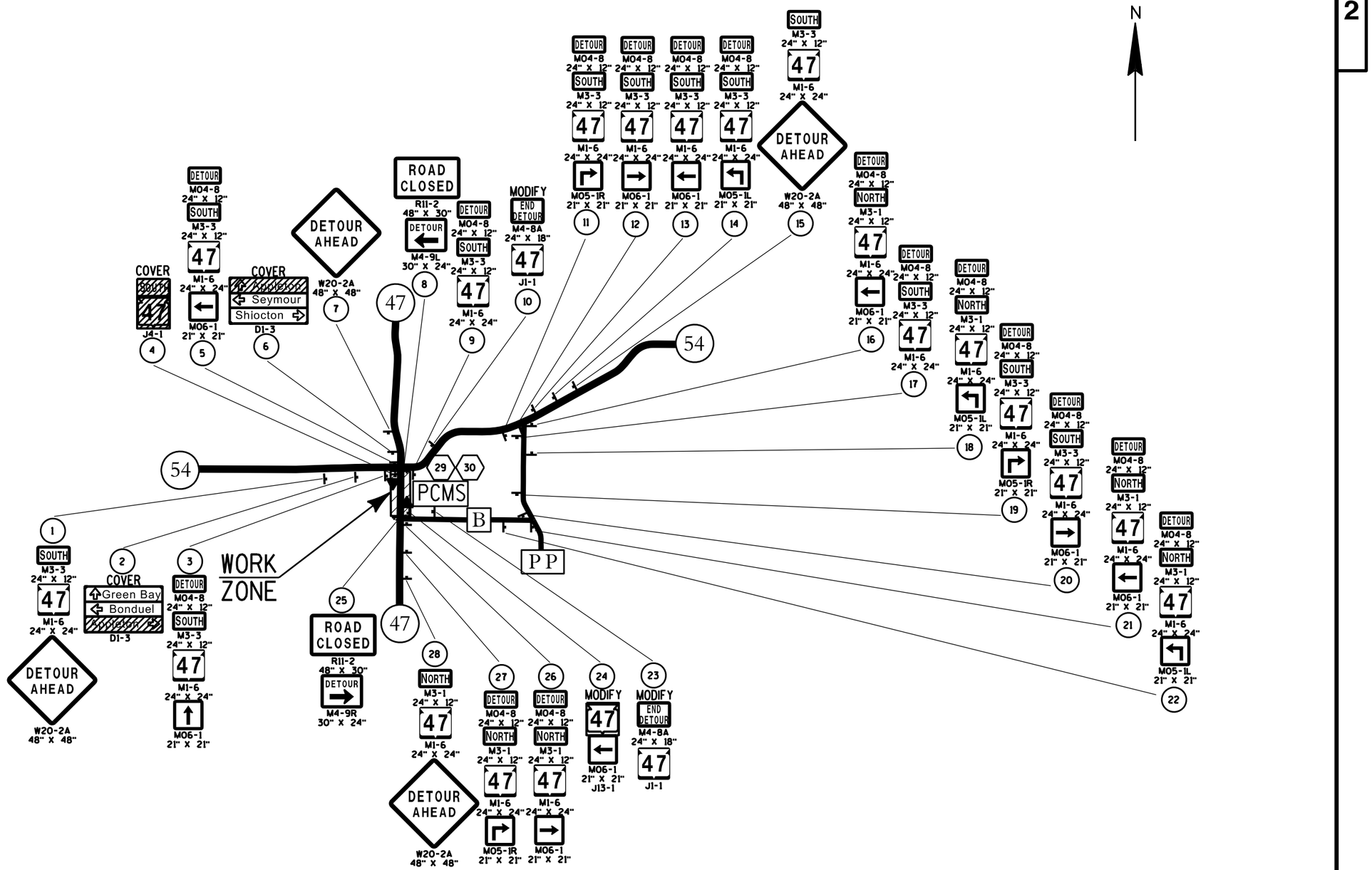
LEGEND

(X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET

SIGN MOUNTED ON TYPE III BARRICADE

POST MOUNTED SIGN

(X) CHANGEABLE PORTABLE MESSAGE BOARD



SHEET 1 OF 1

PLAN SHEET PRODUCED BY WisDOT-NE REGION

PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	DETOUR SIGNING DETAIL	SHEET	E

CLEARING & GRUBBING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	201.0105 CLEARING STA	201.0205 GRUBBING STA
6240-22-71	212+00	-	213+00	STH 47 LT	1	1
0010	379+00	-	383+00	STH 47 LT & RT	4	4
	386+00	-	388+00	STH 47 LT & RT	2	2
	474+00	-	476+00	STH 47 LT	2	2
				6240-22-71 CATEGORY 0010 TOTAL	**9**	**9**
				PROJECT TOTAL	**9**	**9**

REMOVING SMALL PIPE CULVERTS

CATEGORY	STATION	LOCATION	203.0100 EACH	REMARKS
6240-22-71	132+49	STH 47	1	EXISTING 24" CMCP
0010	201+50	STH 47	1	EXISTING 36" CMCP
	238+18	STH 47	1	EXISTING 24" CMCP
	326+17	STH 47	1	EXISTING 57"X38" CSPA
	415+32	STH 47	1	EXISTING 42" CMCP
	474+75	STH 47	1	EXISTING 30" CMCP
	496+37	STH 47	1	EXISTING 36" CMCP
	562+83	STH 47	1	EXISTING 24" CMCP
	601+80	STH 47	1	EXISTING 24" CMCP
	617+41	STH 47	1	EXISTING 24" CMCP
		6240-22-71 CATEGORY 0010 TOTAL	**10**	
		PROJECT TOTAL	**10**	

REMOVING OLD STRUCTURE

CATEGORY	STATION	LOCATION	203.0200.01 (STATION) 01. 191+82 LS	203.0200.02 (STATION) 02. 380+83 LS	REMARKS
6240-22-71	191+82	STH 47	1	-	EXISTING 2'X2' RC BOX
0010	380+83	STH 47	-	1	EXISTING 11.5'X8' SPPA
		6240-22-71 CATEGORY 0010 TOTAL	**1**	**1**	
		PROJECT TOTAL	**1**	**1**	

REMOVING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	* 204.0100 SY	REMARKS
6240-22-71						
0010	187+43	-	189+31	STH 47 RT	21	SIDEWALK REMOVAL
	380+83			STH 47	0	STRUCTURE REMOVAL
				6240-22-71 CATEGORY 0010 TOTAL	**21**	
				PROJECT TOTAL	**21**	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

REMOVING ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 SY	REMARKS
6240-22-70	187+43	-	189+31	STH 47 RT	42	
0010	264+78	-	266+67	STH 47 LT	264	
	273+05	-	273+37	STH 47 RT	33	
	280+33	-	280+80	STH 47 RT	40	
	282+09	-	282+41	STH 47 RT	32	
	294+00	-	294+30	STH 47 LT	28	
	311+40	-	311+77	STH 47 LT	29	
	314+20	-	314+43	STH 47 LT	18	
	315+93	-	316+21	STH 47 RT	29	
	330+86	-	331+46	STH 47 RT	118	
	336+14	-	336+47	STH 47 LT	30	
	361+84	-	362+08	STH 47 LT	25	
	364+78	-	365+09	STH 47 LT	31	
	371+48	-	371+72	STH 47 RT	19	
	371+89	-	372+14	STH 47 RT	19	
	380+63	-	380+76	STH 47 LT	124	
	383+57	-	383+82	STH 47 RT	28	
	393+78	-	394+10	STH 47 RT	28	
	427+52	-	427+78	STH 47 RT	23	
	428+82	-	429+05	STH 47 RT	21	
	429+80	-	430+10	STH 47 LT	34	
	451+82	-	452+11	STH 47 RT	32	
	464+82	-	465+11	STH 47 RT	31	
	498+62	-	499+02	STH 47 LT	29	
	509+87	-	510+16	STH 47 LT	32	
	511+72	-	511+98	STH 47 LT	24	
	512+44	-	512+70	STH 47 LT	23	
	514+72	-	515+09	STH 47 RT	32	
	607+86	-	608+29	STH 47 LT	42	
	619+31	-	619+58	STH 47 RT	27	
	637+74	-	638+04	STH 47 LT	30	
	652+95	-	653+35	STH 47 LT	38	
	655+95	-	656+29	STH 47 LT	34	
	658+84	-	659+09	STH 47 LT	22	
				6240-22-71 CATEGORY 0010 TOTAL	**1,411**	
6240-29-71	674+97	-	675+16	STH 47 RT	3	CTH B NE QUAD
0010	681+12	-	681+44	STH 47 RT	4	PINE ST SE QUAD
	681+04	-	681+36	STH 47 LT	7	PINE ST SW QUAD
	681+66	-	681+96	STH 47 LT	8	PINE ST NW QUAD
	681+82	-	681+92	STH 47 RT	2	PINE ST NE QUAD
	685+25	-	685+55	STH 47 RT	21	BIRCH ST SE QUAD
	685+25	-	685+54	STH 47 LT	3	BIRCH ST SW QUAD
	685+84	-	686+19	STH 47 LT	4	BIRCH ST NW QUAD
	685+87	-	686+17	STH 47 RT	5	BIRCH ST NE QUAD
	693+26	-	693+61	STH 47 RT	4	FOREST ST RT
	692+96	-	693+14	STH 47 LT	3	FOREST ST SW QUAD
	693+47	-	693+74	STH 47 LT	7	FOREST ST NW QUAD
				6240-29-71 CATEGORY 0010 TOTAL	**71**	
				PROJECT TOTAL	**1482**	

3

REMOVING ASPHALTIC SURFACE BUTT JOINTS

CATEGORY	STATION	LOCATION	204.0115 SY	REMARKS
6240-22-71	100+00	STH 47	15	
0010	9+28	DEERVIEW DR	6	
	19+10	BROADWAY DR	5	
	20+86	BROADWAY DR	6	
	30+84	SCHABO RD	6	
	39+37	CTH O	9	
	40+66	MACKVILLE RD	7	
	49+64	EDWARD ST	5	
	59+33	GLENN ST	6	
	69+08	WEGE RD	6	
	70+66	WEGE RD	8	
	80+70	PINE GROVE RD	7	
	89+38	ROCK RD	7	
	90+80	ROCK RD	6	
	99+39	PLEASANT RD	7	
	100+66	PLEASANT RD	6	
	110+99	CTH PP	13	
	118+80	CTH S	11	
	121+23	CTH S	11	
	129+36	COUNTRY GATE LN	6	
	139+31	CENTER VALLEY RD	6	
	141+15	CENTER VALLEY RD	6	
	149+21	TWELVE CORNERS RD	6	
	151+14	TWELVE CORNERS RD	7	
	159+15	CTH A	11	
	493+08	STH 47	6	CTH A SOUTH LANE
	168+88	CTH A	9	
	179+36	STINGLE RD	6	
	180+63	STINGLE RD	6	
	189+41	OTT RD	5	
	190+56	OTT RD	6	
	200+54	WOLF	6	
		6240-22-71 CATEGORY 0010 TOTAL	**233**	
6240-29-71	210+81	CTH B	7	NO BEGIN PROJECT CUT-TO ALL BE MILLED WITH 6240-22-71
0010	219+56	PINE ST	7	
	230+40	BIRCH ST	7	
	239+58	FOREST ST	7	
	699+31	STH 47	9	END PROJECT
		6240-29-71 CATEGORY 0010 TOTAL	**37**	
		PROJECT TOTAL	**270**	

REMOVING ASPHALTIC SURFACE MILLING

CATEGORY	STATION	TO	STATION	LOCATION	204.0120 SY
6240-22-71	100+02	-	122+53	STH 47	10,822
0010	9+30	-	9+85	W DEERVIEW DR	306
	122+53	-	133+25	STH 47	3,626
	19+12	-	19+84	W BROADWAY DR	384
	20+17	-	20+84	BROADWAY DR	358
	132+25	-	159+77	STH 47	8,987
	30+18	-	30+82	SCHABO RD	331
	159+77	-	186+05	STH 47	9,019
	39+39	-	39+77	CTH O	226
	40+22	-	40+64	MACKVILLE RD	214
	186+05	-	205+33	STH 47	7,536
	49+66	-	49+85	EDWARD ST	77
	205+33	-	208+98	STH 47	1,181
	59+33	-	59+35	GLENN ST	390
	208+98	-	238+89	STH 47	10,131
	69+10	-	69+81	WEGE RD	436
	70+22	-	70+64	WEGE RD	264
	238+89	-	262+57	STH 47	8,145
	80+25	-	80+68	PINE GROVE RD	235
	262+57	-	291+68	STH 47	10,316
	89+40	-	89+74	ROCK RD	190
	90+23	-	90+78	ROCK RD	277
	291+68	-	318+05	STH 47	9,191
	99+41	-	99+74	PLEASANT RD	195
	100+24	-	100+64	PLEASANT RD	220
	318+05	-	327+46	STH 47	3,726
	110+27	-	110+97	CTH PP	471
	327+46	-	348+03	STH 47	8,351
	118+82	-	119+71	CTH S	724
	120+16	-	121+21	CTH S	713
	348+03	-	393+01	STH 47	16,714
	129+38	-	129+78	COUNTRY GATE LN	217
	393+01	-	414+52	STH 47	7,525
	139+33	-	139+77	CENTER VALLEY RD	210
	140+25	-	141+13	CENTER VALLEY RD	453
	414+52	-	417+28	STH 47	1,326
	149+23	-	149+77	TWELVE CORNERS RD	236
	150+25	-	151+12	TWELVE CORNERS RD	463
	417+28	-	487+17	STH 47	23,998
	159+17	-	159+84	CTH A	447
	487+17	-	502+08	STH 47	7,219
	168+90	-	169+77	CTH A	587
	502+08	-	541+48	STH 47	13,918
	179+38	-	179+76	STINGLE RD	184
	180+25	-	180+61	STINGLE RD	153
	541+48	-	596+23	STH 47	18,515
	189+43	-	189+77	OTT RD	109
	190+23	-	190+54	OTT RD	140
	596+23	-	622+37	STH 47	8,921
	200+24	-	200+52	WOLF	126
	622+37	-	673+99	STH 47	17,367
				6240-22-71 CATEGORY 0010 TOTAL	**215,870**
6240-29-71	673+99	-	675+26	STH 47	479
0010	675+26	-	699+31	STH 47	10691
	210+00	-	210+81	CTH B	413
	219+56	-	220+00	PINE ST	109
	230+00	-	230+40	BIRCH ST	94
	239+58	-	240+00	FOREST ST	108
				6240-29-71 CATEGORY 0010 TOTAL	**11,894**
				PROJECT TOTAL	**227,764**

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REMOVING CURB SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	204.0130 REMOVING CURB LF	204.0150 REMOVING CURB & GUTTER LF	REMARKS
6240-22-71 0010	188+78	-	189+31	STH 47 RT	53	-	
	382+27	-	382+45	STH 47 LT	-	18	
6240-22-71 CATEGORY 0010 TOTAL					**53**	**18**	
6240-29-71 0010	675+01	-	675+17	STH 47 RT	-	21	CTH B
	681+05	-	681+33	STH 47 LT	-	32	PINE SW
	681+13	-	681+43	STH 47 RT	-	63	PINE SE
	681+70	-	681+95	STH 47 LT	-	78	PINE NW
	681+83	-	681+96	STH 47 RT	-	13	PINE NE
	685+27	-	685+53	STH 47 LT	-	30	BIRCH SW
	685+27	-	685+52	STH 47 RT	-	27	BIRCH SE
	685+86	-	686+19	STH 47 LT	-	33	BIRCH NW
	685+91	-	686+17	STH 47 RT	-	36	BIRCH NE
	692+97	-	693+10	STH 47 LT	-	34	FOREST SW
	693+27	-	693+61	STH 47 RT	-	20	
	693+51	-	693+73	STH 47 LT	-	57	FOREST NW
	695+24	-	695+41	STH 47 RT	-	17	
	695+24	-	695+41	STH 47 LT	-	17	
6240-29-71 CATEGORY 0010 TOTAL					**0**	**478**	
PROJECT TOTAL					**53**	**496**	

REMOVING GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	204.0165 LF
6240-22-71 0010	378+12	-	380+74	STH 47 LT	262
	380+81	-	383+00	STH 47 RT	238
	381+05	-	382+27	STH 47 LT	122
6240-22-71 CATEGORY 0010 TOTAL					**622**
PROJECT TOTAL					**622**

REMOVING CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	204.0155 SY	REMARKS
6240-22-71 0010	187+43	-	189+31	STH 47 RT	21	
6240-22-71 CATEGORY 0010 TOTAL					**21**	
6240-29-71 0010	675+08	-	675+28	STH 47 RT	11	CTH B
	681+00	-	681+30	STH 47 LT	9	PINE SW
	681+12	-	681+28	STH 47 RT	13	PINE SE
	681+71	-	681+96	STH 47 LT	23	PINE NW
	681+77	-	682+00	STH 47 RT	13	PINE NE
	685+34	-	685+51	STH 47 RT	15	BIRCH SE
	685+45	-	685+53	STH 47 LT	8	BIRCH SW
	685+75	-	686+05	STH 47 LT	14	BIRCH NW
	685+93	-	686+13	STH 47 RT	16	BIRCH NE
	692+88	-	693+08	STH 47 LT	8	FOREST SE
	693+47	-	693+64	STH 47 RT	17	
	693+55	-	693+73	STH 47 LT	22	FOREST SW
6240-29-71 CATEGORY 0010 TOTAL					**169**	
PROJECT TOTAL					**190**	

STORM SEWER STRUCTURE REMOVAL SUMMARY

CATEGORY	STATION	OFFSET	LOCATION	204.0210 REMOVING MANHOLES EACH	204.0220 REMOVING INLETS EACH	REMARKS
6240-29-71 0010	681+11	20' LT	STH 47	-	1	
	681+35	55.7' LT	STH 47	-	1	PINE ST
	681+38	20.3' RT	STH 47	-	1	
	681+66	25.4' LT	STH 47	1	-	
	681+68	44.2' LT	STH 47	-	1	PINE ST
	685+32	21.1' RT	STH 47	-	1	
	685+32	21.4' LT	STH 47	-	1	
	685+50	R/L	STH 47	1	-	
	685+91	35.8' RT	STH 47	-	1	BIRCH ST
	686+11	21.3' RT	STH 47	-	1	
	686+13	21.4' LT	STH 47	-	1	
	693+36	21.2' RT	STH 47	-	1	
	693+44	6.1' LT	STH 47	1	-	
	695+23	5.8' LT	STH 47	1	-	
	695+33	21.3' LT	STH 47	-	1	
	695+33	21.1' RT	STH 47	-	1	
6240-29-71 CATEGORY 0010 TOTAL				**4**	**12**	
PROJECT TOTAL				**4**	**12**	

REMOVING STORM SEWER SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	204.0245.01 REMOVING STORM SEWER (SIZE) 01. 12-INCH LF	204.0245.02 REMOVING STORM SEWER (SIZE) 02. 18-INCH LF	204.0245.03 REMOVING STORM SEWER (SIZE) 03. 24-INCH LF	204.0245.04 REMOVING STORM SEWER (SIZE) 04. 48-INCH LF	204.0245.05 REMOVING STORM SEWER (SIZE) 05. 38X60-INCH LF	REMARKS
6240-29-71	681+12	-	681+38	STH 47	51	-	-	-	-	CROSSES STH 47-INLET TO INLET
0010	681+38	-	681+66	STH 47	55	-	-	-	-	CROSSES STH 47-INLET TO MANHOLE
	681+35	-	681+65	STH 47	30	-	-	-	-	CROSSES PINE ST-INLET TO INLET
	681+65	-	681+69	STH 47 LT	4	-	-	-	-	INLET TO TAP IN
	681+65	-	681+65	STH 47 LT	-	-	-	40	-	MANHOLE TO EXISTING
	681+49	-	681+65	STH 47 LT	-	-	-	-	16	MANOLE TO EXISTING
	685+32	-	685+50	STH 47 LT	28	-	-	-	-	INLET TO MANHOLE
	685+32	-	685+50	STH 47 RT	28	-	-	-	-	INLET TO MANHOLE
	685+50	-	685+50	STH 47 RT	-	-	8	-	-	MANHOLE TO EXISTING
	685+50	-	685+50	STH 47 LT	-	-	42	-	-	MANHOLE TO EXISTING
	685+50	-	686+10	STH 47 RT	63	-	-	-	-	INLET TO MANHOLE
	685+50	-	686+13	STH 47 LT	67	-	-	-	-	INLET TO MANHOLE
	685+90	-	686+11	STH 47 RT	25	-	-	-	-	INLET TO INLET
	693+36	-	693+44	STH 47 LT	-	8	-	-	-	EXISTING TO MANHOLE
	693+36	-	693+44	STH 47	29	-	-	-	-	CROSSES STH 47-INLET TO MANHOLE
	693+44	-	695+52	STH 47 LT	-	46	-	-	-	MANHOLE TO EXISTING
	693+44	-	695+23	STH 47 LT	-	178	-	-	-	MANHOLE TO MANHOLE
	695+23	-	695+33	STH 47 RT	29	-	-	-	-	INLET TO MANHOLE
	695+23	-	695+33	STH 47 LT	19	-	-	-	-	INLET TO MANHOLE
				6240-29-71 CATEGORY 0010 TOTAL	**428**	**232**	**50**	**40**	**16**	
				PROJECT TOTAL	**428**	**232**	**50**	**40**	**16**	

EARTHWORK SUMMARY

CATEGORY	DIVISION	STATION	TO	STATION	LOCATION	* 205.0100 EXCAVATION COMMON CY (1) CUT (2)	SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL (13)	EXPANDED FILL (13) FACTOR 1.15	MASS ORDINATE +/- (14)
6240-22-71	BOX CULVERT AREA LT	376+93.67	-	382+45.48	STH 47 LT	488	54	434	101	116	318
0010	BOX CULVERT AREA RT	380+86.62	-	382+09.40	STH 47 RT	61	14	47	166	191	-144
					6240-22-71 CATEGORY 0010 TOTAL	**550**	**68**	**481**	**267**	**307**	**174**
6240-29-71	CURB RAMP WORK	675+10.00	-	693+50.00	STH 47 LT, RT	34	1	33	0	0	30
0010					**6240-29-71 CATEGORY 0010 TOTAL**	**34**	**1**	**33**	**0**	**0**	**30**
					PROJECT TOTAL	**584**					

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.15
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 STA	REMARKS
6240-22-71	262+57	-	264+79	STH 47 LT	2	SHOULDER WIDENING 3' TO 5'
0010	266+80	-	382+26	STH 47 LT	115	SHOULDER WIDENING 3' TO 5'
	270+57	-	418+39	STH 47 RT	148	SHOULDER WIDENING 3' TO 5'
	385+17	-	411+36	STH 47 LT	26	SHOULDER WIDENING 3' TO 5'
	414+04	-	417+76	STH 47 LT	4	SHOULDER WIDENING 3' TO 5'
	419+14	-	673+99	STH 47 LT	255	SHOULDER WIDENING 3' TO 5'
	420+39	-	673+99	STH 47 RT	254	SHOULDER WIDENING 3' TO 5'
				6240-22-71 CATEGORY 0010 TOTAL	**804**	
				PROJECT TOTAL	**804**	

BASE AGGREGATE DENSE 3/4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	* 624.0100 WATER MGAL	REMARKS
6240-22-71	100+00	-	101+19	STH 47 LT	11	0.2	SHOULDER
0010	101+19	-	112+25	STH 47 LT,RT	201	3.0	SHOULDER
	112+25	-	114+38	STH 47 LT,RT	39	0.6	SHOULDER
	114+38	-	184+65	STH 47 LT,RT	593	8.9	SHOULDER
	184+65	-	186+49	STH 47 LT	8	0.1	SHOULDER
	187+43	-	189+31	STH 47 RT	21	0.3	CURB & GUTTER PLACEMENT
	189+98	-	190+98	STH 47 LT	5	0.1	SHOULDER
	190+98	-	262+57	STH 47 LT,RT	604	9.1	SHOULDER
	262+57	-	316+39	STH 47 LT,RT	559	8.4	SHOULDER
	316+39	-	326+89	STH 47 LT,RT	82	1.2	SHOULDER
	326+89	-	357+89	STH 47 LT,RT	262	3.9	SHOULDER
	357+89	-	361+61	STH 47 LT,RT	37	0.6	SHOULDER
	361+61	-	369+83	STH 47 LT,RT	64	1.0	SHOULDER
	369+83	-	382+26	STH 47 LT,RT	129	1.9	SHOULDER
	382+26	-	385+17	STH 47 RT	16	0.2	SHOULDER
	385+17	-	411+36	STH 47 LT,RT	272	4.1	SHOULDER
	411+36	-	414+04	STH 47 RT	14	0.2	SHOULDER
	414+04	-	417+76	STH 47 LT,RT	39	0.6	SHOULDER
	417+76	-	418+39	STH 47 RT	4	0.1	SHOULDER
	419+14	-	420+39	STH 47 LT	7	0.1	SHOULDER
	420+39	-	467+03	STH 47 LT,RT	484	7.3	SHOULDER
	467+03	-	673+99	STH 47 LT,RT	2683	40.2	SHOULDER
				6240-22-71 CATEGORY 0010 TOTAL	**6,134**	**92.1**	
6240-29-71	674+99	-	675+28	STH 47 RT	3	0.1	CTH B CURB/GUTTER/RAMP/SIDEWALK
0010	681+00	-	681+36	STH 47 LT	5	0.1	PINE ST SW CURB/GUTTER/RAMP/SIDEWALK
	681+12	-	681+44	STH 47 RT	3	0.1	PINE ST SE CURB/GUTTER/RAMP/SIDEWALK
	681+68	-	681+96	STH 47 LT	6	0.1	PINE ST NW CURB/GUTTER/RAMP/SIDEWALK
	681+77	-	682+02	STH 47 RT	3	0.1	PINE ST NE CURB/GUTTER/RAMP/SIDEWALK
	685+27	-	685+53	STH 47 LT	2	0.1	BIRCH ST SW CURB/GUTTER/RAMP/SIDEWALK
	685+27	-	685+54	STH 47 RT	5	0.1	BIRCH ST SE CURB/GUTTER/RAMP/SIDEWALK
	685+75	-	686+19	STH 47 LT	3	0.1	BIRCH ST NW CURB/GUTTER/RAMP/SIDEWALK
	685+88	-	686+17	STH 47 RT	4	0.1	BIRCH ST NE CURB/GUTTER/RAMP/SIDEWALK
	692+88	-	693+13	STH 47 LT	4	0.1	FOREST
	692+27	-	693+64	STH 47 RT	3	0.1	FOREST
	693+59	-	693+73	STH 47 LT	5	0.1	FOREST
	695+24		695+41	STH 47 LT	1	0.1	
	695+24		695+41	STH 47 RT	1	0.1	
				6240-29-71 CATEGORY 0010 TOTAL	**48**	**1**	
				PROJECT TOTAL	**6,182**	**93.5**	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

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CULVERT REPLACEMENT SUMMARY

CATEGORY	STATION	LOCATION	* 204.0100 REMOVING PAVEMENT SY	* 205.0100 EXCAVATION COMMON CY	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	* 455.0605 TACK COAT GAL	* 460.6223 HMA PAVEMENT 3 MT 58-28 S TON	* 460.6224 HMA PAVEMENT 4 MT 58-28 S TON	* 624.0100 WATER MGAL	SPV.0035.01 SPECIAL (01. FOUNDATION BACKFILL) CY
6240-22-71 0010	132+49	STH 47	128	245	190	27	62	19	2.9	137
	191+82	STH 47	92	222	137	19	45	14	2.1	119
	201+50	STH 47	233	282	346	49	112	34	5.2	165
	238+18	STH 47	79	189	117	17	38	12	1.8	96
	326+17	STH 47	219	341	384	46	106	32	5.8	216
	415+32	STH 47	272	439	405	57	131	40	6.1	256
	474+75	STH 47	-	-	111	2	5	1	1.7	-
	496+37	STH 47	-	-	75	2	5	2	1.1	-
	562+83	STH 47	-	376	245	27	61	19	3.7	215
	601+80	STH 47	-	-	77	2	4	1	1.2	-
	617+41	STH 47	-	455	383	42	96	29	5.7	277
6240-22-71 CATEGORY 0010 TOTAL			**1,023**	**2,549**	**2,470**	**290**	**665**	**203**	**37.3**	**1,481**
PROJECT TOTAL			**1,023**	**2,549**	**2,470**	**290**	**665**	**203**	**37.3**	**1,481**

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

TEMPORARY DRIVEWAY SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	* 305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	520.2018 CULVERT PIPE TEMPORARY 18-INCH LF
6240-22-71 0010	379+39	-	380+19	STH 47 RT	105	88
	381+28	-	381+60	STH 47 LT	44	-
6240-22-71 CATEGORY 0010 TOTAL					**149**	**88**
PROJECT TOTAL					**149**	**88**

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

HMA PAVEMENT SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	* 455.0605 TACK COAT GAL	* 460.6223 HMA PAVEMENT 3 MT 58-28 S TON	* 460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON
6240-22-71	100+00	-	122+53	STH 47	1299	1472	1061	-
0010	9+30	-	9+85	W DEERVIEW DR	36	42	30	-
	122+53	-	133+25	STH 47	435	493	355	-
	19+12	-	19+84	W BROADWAY DR	46	52	38	-
	20+17	-	20+84	BROADWAY DR	43	49	35	-
	132+25	-	159+77	STH 47	1078	1222	881	-
	30+18	-	30+82	SCHABO RD	40	45	32	-
	159+77	-	186+05	STH 47	1082	1227	884	-
	39+39	-	39+77	CTH O	27	31	22	-
	40+22	-	40+64	MACKVILLE RD	26	29	21	-
	186+05	-	205+33	STH 47	905	1025	739	-
	49+66	-	49+85	EDWARD ST	9	10	8	-
	205+33	-	208+98	STH 47	142	161	116	-
	59+33	-	59+35	GLENN ST	46	53	38	-
	208+98	-	238+89	STH 47	1216	1378	993	-
	69+10	-	69+81	WEGE RD	52	59	43	-
	70+22	-	70+64	WEGE RD	31	36	26	-
	238+89	-	262+57	STH 47	977	1108	798	-
	80+25	-	80+68	PINE GROVE RD	28	32	23	-
	262+57	-	291+68	STH 47	1390	1576	1135	-
	89+40	-	89+74	ROCK RD	23	26	19	-
	90+23	-	90+78	ROCK RD	33	38	27	-
	291+68	-	318+05	STH 47	1243	1409	1016	-
	99+41	-	99+74	PLEASANT RD	24	26	19	-
	100+24	-	100+64	PLEASANT RD	26	30	22	-
	318+05	-	327+46	STH 47	497	564	406	-
	110+27	-	110+97	CTH PP	57	64	46	-
	327+46	-	348+03	STH 47	1112	1260	908	-
	118+82	-	119+71	CTH S	87	99	71	-
	120+16	-	121+21	CTH S	86	97	70	-
	348+03	-	393+01	STH 47	2246	2545	1834	-
	129+38	-	129+78	COUNTRY GATE LN	26	29	21	-
	393+01	-	414+52	STH 47	1018	1153	831	-
	139+33	-	139+77	CENTER VALLEY RD	25	29	21	-
	140+25	-	141+13	CENTER VALLEY RD	55	62	44	-
	414+52	-	417+28	STH 47	173	197	142	-
	149+23	-	149+77	TWELVE CORNERS RD	29	32	23	-
	150+25	-	151+12	TWELVE CORNERS RD	55	63	45	-
	417+28	-	487+17	STH 47	3252	3686	2656	-
	159+17	-	159+84	CTH A	53	61	44	-
	487+17	-	502+08	STH 47	946	1072	772	-
	168+90	-	169+77	CTH A	70	80	58	-
	502+08	-	541+48	STH 47	1880	2131	1536	-
	179+38	-	179+76	STINGLE RD	22	25	18	-
	180+25	-	180+61	STINGLE RD	19	21	15	-
	541+48	-	596+23	STH 47	2513	2849	2053	-
	189+43	-	189+77	OTT RD	13	15	11	-
	190+23	-	190+54	OTT RD	17	19	14	-
	596+23	-	622+37	STH 47	1210	1371	988	-
	200+24	-	200+52	WOLF	15	17	12	-
	622+37	-	673+99	STH 47	2359	2674	1927	-
			6240-22-71 CATEGORY 0010 TOTAL		**28,092**	**31,844**	**22,947**	**0**

HMA PAVEMENT SUMMARY CONTINUED

CATEGORY	STATION	TO	STATION	LOCATION	* 455.0605 TACK COAT GAL	* 460.6223 HMA PAVEMENT 3 MT 58-28 S TON	* 460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6424 HMA PAVEMENT 4 MT 58-28 H TON	
6240-29-71	673+99	-	675+26	STH 47	57	66	-	47	
0010	675+26	-	699+31	STH 47	535	-	-	1197	
	210+20	-	210+81	CTH B	50	57	-	40	
	219+56	-	219+80	PINE ST	5	-	-	12	
	230+20	-	230+40	BIRCH ST	5	-	-	10	
	239+58	-	239+80	FOREST ST	5	-	-	12	
	673+99	-	699+31	STH 47	46	105	30	-	STORM SEWER TRENCHES
			6240-29-71 CATEGORY 0010 TOTAL		**703**	**228**	**30**	**1,318**	
				PROJECT TOTAL	**28,795**	**32,072**	**22,977**	**1,318**	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR PROJECT 6240-22-71:

Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness (Inches)	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
24-FT Driving Lanes	100+00-673+99	Lower Layer	Milled Surface	3 MT 58-28 S	20820	2.25	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA 460.2005
24-FT Driving Lanes	100+00-673+99	Upper Layer	HMA Surface	4 MT 58-28 S	15000	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA 460.2005
Paved Shoulder, passing lanes and turn lanes <1500', other various	100+00-673+99	Lower Layer	Milled Surface	3 MT 58-28 S	11070	2.25	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Paved Shoulder, passing lanes and turn lanes <1500', other various	100+00-673+99	Upper Layer	HMA Surface	4 MT 58-28 S	7950	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR PROJECT 6240-29-71:

Location	Station	Mixture Use	Underlying Surface	Bid Item	Tons	Thickness (Inches)	Quality Management Program to be used for:	
							Mixture Acceptance	Density Acceptance
24-FT Driving Lanes	673+99-675+29	Lower Layer	Milled Surface	3 MT 58-28 S	50	2.25	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA 460.2005
24-FT Driving Lanes	673+99-675+26	Upper Layer	HMA Surface	4 MT 58-28 H	40	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA 460.2005
Paved Shoulder, passing lanes and turn lanes <1500', other various	673+99-675+26	Lower Layer	Milled Surface	3 MT 58-28 S	80	2.25	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
Paved Shoulder, passing lanes and turn lanes <1500', other various	673+99-675+26	Upper Layer	HMA Surface	4 MT 58-28 H	20	1.75	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive
24-FT Driving Lanes	675+29-699+31	Upper Layer	Milled Surface	4 MT 58-28 H	790	2.00	PWL Incentive Air Voids HMA Pavement 460.2010	Incentive Density PWL HMA 460.2005
Paved Shoulder, passing lanes and turn lanes <1500', other various	675+29-699+31	Upper Layer	Milled Surface	4 MT 58-28 H	530	2.00	PWL Incentive Air Voids HMA Pavement 460.2010	Acceptance testing by the department; Not eligible for incentive

INCENTIVE DENSITY HMA PAVEMENT LONGITUDINAL JOINTS

CATEGORY	STATION	TO	STATION	LOCATION	460.2007 DOL
6240-22-71 0010	100+00	-	673+99	STH 47	**45,920**
			6240-22-71 CATEGORY 0010 TOTAL		**45,920**
6240-29-71 0010	673+99	-	699+31	STH 47	**2,026**
			6240-29-71 CATEGORY 0010 TOTAL		**2,026**
				PROJECT TOTAL	**47,946**

HMA PAVEMENT TEST STRIPS

CATEGORY	MIX	460.0105.S HMA PAVEMENT PWL TEST STRIP VOLUMETRICS EACH	460.0110.S HMA PAVEMENT PWL TEST STRIP DENSITY EACH
6240-22/29-71-0010	3 MT 58-28 S	1	1
6240-22-71-0010	4 MT 58-28 S	1	1
6240-29-71-0010	4 MT 58-28 H	1	1
	PROJECT TOTAL	**3**	**3**

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ASPHALTIC SURFACE

CATEGORY	STATION	TO	STATION	LOCATION	465.0105 TON	REMARKS
6240-29-71	674+98	-	675+17	STH 47 RT	2	CTH B NE
0010	681+12	-	681+45	STH 47 RT	2	PINE ST SE
	681+12	-	681+37	STH 47 LT	3	PINE ST SW
	681+66	-	681+96	STH 47 LT	5	PINE ST NW
	681+82	-	681+97	STH 47 RT	1	PINE ST NE
	685+26	-	685+55	STH 47 LT	2	BIRCH ST SW
	685+85	-	686+00	STH 47 RT	2	BIRCH ST SE
	685+85	-	686+20	STH 47 LT	2	BIRCH ST NW
	685+87	-	686+18	STH 47 RT	3	BIRCH ST NE
	685+27	-	685+54	STH 47 RT	3	BIRCH ST SE
	692+97	-	693+14	STH 47 LT	2	FOREST ST SW
	693+48	-	693+64	STH 47 LT	3	FOREST ST
	693+26	-	693+62	STH 47 RT	2	FOREST ST NE
		-				
			6240-29-71 CATEGORY 0010 TOTAL		**32**	
			PROJECT TOTAL		**32**	

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

CATEGORY	STATION	TO	STATION	LOCATION	465.0120 TON
6240-22-71	264+78	-	266+67	STH 47 LT	33
0010	273+05	-	273+37	STH 47 RT	4
	280+33	-	280+80	STH 47 RT	5
	282+09	-	282+41	STH 47 RT	4
	294+00	-	294+30	STH 47 LT	4
	311+40	-	311+77	STH 47 LT	4
	314+20	-	314+43	STH 47 LT	3
	315+93	-	316+21	STH 47 RT	4
	330+86	-	331+46	STH 47 RT	15
	336+14	-	336+47	STH 47 LT	4
	361+84	-	362+08	STH 47 LT	4
	364+78	-	365+09	STH 47 LT	4
	371+48	-	371+72	STH 47 RT	3
	371+89	-	372+14	STH 47 RT	3
	380+63	-	380+76	STH 47 LT	16
	383+57	-	383+82	STH 47 RT	4
	393+78	-	394+10	STH 47 RT	4
	427+52	-	427+78	STH 47 RT	3
	428+82	-	429+05	STH 47 RT	3
	429+80	-	430+10	STH 47 LT	5
	451+82	-	452+11	STH 47 RT	4
	464+82	-	465+11	STH 47 RT	4
	498+62	-	499+02	STH 47 LT	4
	509+87	-	510+16	STH 47 LT	4
	511+72	-	511+98	STH 47 LT	3
	512+44	-	512+70	STH 47 LT	3
	514+72	-	515+09	STH 47 RT	4
	607+86	-	608+29	STH 47 LT	6
	619+31	-	619+58	STH 47 RT	4
	637+74	-	638+04	STH 47 LT	4
	652+95	-	653+35	STH 47 LT	5
	655+95	-	656+29	STH 47 LT	5
	658+84	-	659+09	STH 47 LT	3
			6240-22-71 CATEGORY 0010 TOTAL		**182**
			PROJECT TOTAL		**182**

ASPHALTIC FLUMES

CATEGORY	STATION	TO	STATION	LOCATION	465.0315 SY
6240-22-71	187+43	-	189+31	STH 47 LT	7
0010					
			6240-22-71 CATEGORY 0010 TOTAL		**7**
			PROJECT TOTAL		**7**

RUMBLE STRIP SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL LF	465.0475 ASPHALT CENTERLINE RUMBLE STRIPS 2-LANE RURAL LF	REMARKS
6240-22-71	GLENN ST	-	WEGE RD	STH 47 CL	-	2,392	
0010	GLENN ST	-	WEGE RD	STH 47 LT	2,243	-	TYPE 2 SHOULDER RUMBLE STRIPS
	GLENN ST	-	WEGE RD	STH47 RT	2,520	-	TYPE 2 SHOULDER RUMBLE STRIPS
	WEGE RD	-	PINE GROVE RD	STH 47 CL	-	1,968	
	WEGE RD	-	PINE GROVE RD	STH 47 LT	2,009	-	TYPE 2 SHOULDER RUMBLE STRIPS
	WEGE RD	-	PINE GROVE RD	STH47 RT	2,019	-	TYPE 2 SHOULDER RUMBLE STRIPS
	PINE GROVE RD	-	ROCK RD	STH 47 CL	-	2,216	
	PINE GROVE RD	-	ROCK RD	STH 47 LT	2,381	-	TYPE 1 SHOULDER RUMBLE STRIPS
	PINE GROVE RD	-	ROCK RD	STH47 RT	2,289	-	TYPE 1 SHOULDER RUMBLE STRIPS
	ROCK RD	-	PLEASANT RD	STH 47 CL	-	2,237	
	ROCK RD	-	PLEASANT RD	STH 47 LT	1,897	-	TYPE 1 SHOULDER RUMBLE STRIPS
	ROCK RD	-	PLEASANT RD	STH47 RT	2,125	-	TYPE 1 SHOULDER RUMBLE STRIPS
	PLEASANT RD	-	CTH PP	STH 47 CL	-	542	
	PLEASANT RD	-	CTH PP	STH 47 LT	720	-	TYPE 1 SHOULDER RUMBLE STRIPS
	PLEASANT RD	-	CTH PP	STH47 RT	276	-	TYPE 1 SHOULDER RUMBLE STRIPS
	CTH PP	-	CTH S	STH 47 CL	-	876	
	CTH PP	-	CTH S	STH 47 LT	1,749	-	TYPE 1 SHOULDER RUMBLE STRIPS
	CTH PP	-	CTH S	STH47 RT	1,274	-	TYPE 1 SHOULDER RUMBLE STRIPS
	CTH S	-	COUNTRY GATE LN	STH 47 CL	-	3,586	
	CTH S	-	COUNTRY GATE LN	STH 47 LT	3,150	-	TYPE 1 SHOULDER RUMBLE STRIPS
	CTH S	-	COUNTRY GATE LN	STH47 RT	4,597	-	TYPE 1 SHOULDER RUMBLE STRIPS
	COUNTRY GATE LN	-	CENTER VALLEY RD	STH 47 CL	-	1,751	
	COUNTRY GATE LN	-	CENTER VALLEY RD	STH 47 LT	1,485	-	TYPE 1 SHOULDER RUMBLE STRIPS
	COUNTRY GATE LN	-	CENTER VALLEY RD	STH47 RT	1,713	-	TYPE 1 SHOULDER RUMBLE STRIPS
	TWELVE CORNEERS RD	-	CTH A SOUTH INTERSECTION	STH 47 CL	-	6,404	
	TWELVE CORNEERS RD	-	CTH A SOUTH INTERSECTION	STH 47 LT	6,230	-	TYPE 1 SHOULDER RUMBLE STRIPS
	TWELVE CORNEERS RD	-	CTH A SOUTH INTERSECTION	STH47 RT	6,228	-	TYPE 1 SHOULDER RUMBLE STRIPS
	CTH A SOUTH INTERSECTION	-	CTH A NORTH INTERSECTION	STH 47 CL	-	1,053	
	CTH A SOUTH INTERSECTION	-	CTH A NORTH INTERSECTION	STH 47 LT	980	-	TYPE 1 SHOULDER RUMBLE STRIPS
	CTH A SOUTH INTERSECTION	-	CTH A NORTH INTERSECTION	STH47 RT	1,478	-	TYPE 1 SHOULDER RUMBLE STRIPS
	CTH A NORTH INTERSECTION	-	STINGLE RD	STH 47 CL	-	3,538	
	CTH A NORTH INTERSECTION	-	STINGLE RD	STH 47 LT	3,131	-	TYPE 1 SHOULDER RUMBLE STRIPS
	CTH A NORTH INTERSECTION	-	STINGLE RD	STH47 RT	3,162	-	TYPE 1 SHOULDER RUMBLE STRIPS
	STINGLE RD	-	OTT RD	STH 47 CL	-	5,075	
	STINGLE RD	-	OTT RD	STH 47 LT	5,058	-	TYPE 1 SHOULDER RUMBLE STRIPS
	STINGLE RD	-	OTT RD	STH47 RT	4,819	-	TYPE 1 SHOULDER RUMBLE STRIPS
	OTT RD	-	WOLF RD	STH 47 CL	-	2,214	
	OTT RD	-	WOLF RD	STH 47 LT	2,238	-	TYPE 1 SHOULDER RUMBLE STRIPS
	OTT RD	-	WOLF RD	STH47 RT	2,176	-	TYPE 1 SHOULDER RUMBLE STRIPS
	WOLF RD	-	END OF PROJECT	STH 47 CL	-	4,837	
	WOLF RD	-	END OF PROJECT	STH 47 LT	4,590	-	TYPE 1 SHOULDER RUMBLE STRIPS
	WOLF RD	-	END OF PROJECT	STH47 RT	4,436	-	TYPE 1 SHOULDER RUMBLE STRIPS
		-					
			6240-22-71 CATEGORY 0010 TOTAL		**76,973**	**38,689**	
			PROJECT TOTAL		**76,973**	**38,689**	

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CONCRETE COLLARS FOR PIPE

CATEGORY	STATION	OFFSET	LOCATION	520.8000 EACH	REMARKS
6240-29-71	681+49	25.6' LT	STH 47 LT	1	38X60 RCHE
0010	681+64	76.1' LT	STH 47 LT	1	48-INCH RCP
	685+50	42.2' LT	STH 47 LT	1	24-INCH RCP
	685+50	8.0' RT	STH 47 RT	1	24-INCH RCP
	693+44	6.1' LT	STH 47 LT	1	12-INCH RCP
	693+53	59.7 LT	STH 47 LT	1	18-INCH RCP
				6	
			PROJECT TOTAL	**6**	

CULVERT LINER SUMMARY

CATEGORY	STATION	LOCATION	520.9700.S.01 CULVERT PIPE LINERS 30-INCH LF	520.9700.S.02 CULVERT PIPE LINERS 36-INCH LF	520.9700.S.03 CULVERT PIPE LINERS 42-INCH LF	520.9750.S CLEANING CULVERT PIPES FOR LINER VERIFICATION EACH
6240-22-71	213+00	STH 47	-	-	88	1
0010	387+24	STH 47	-	107	-	1
	578+02	STH 47	66	-	-	1
			66	**107**	**88**	**3**
		PROJECT TOTAL	**66**	**107**	**88**	**3**

APRON ENDWALL SUMMARY

CATEGORY	STATION	LOCATION	521.0336 APRON ENDWALLS FOR CULVERT PIPE SLOPED CROSS DRAINS STEEL 36-INCH 4 TO 1 EACH	521.0535 APRON ENDWALLS FOR PIPE ARCH SLOPED CROSS DRAINS STEEL 35X24-INCH 4 TO 1 EACH	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH EACH	521.1036 APRON ENDWALLS FOR CULVERT PIPE STEEL 26-INCH EACH	521.1042 APRON ENDWALLS FOR CULVERT PIPE STEEL 42-INCH EACH	521.1048 APRON ENDWALLS FOR CULVERT PIPE STEEL 48-INCH EACH	521.1072 APRON ENDWALLS FOR CULVERT PIPE STEEL 72-INCH EACH	521.1235 APRON ENDWALLS FOR PIPE ARCH STEEL 35X24-INCH EACH	521.1249 APRON ENDWALLS FOR PIPE ARCH STEEL 49X33-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 24-INCH EACH	522.1030 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30-INCH EACH	522.1036 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 36-INCH EACH	522.1042 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 42-INCH EACH	522.2638 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL 38X60-INCH EACH	633.5200 MARKERS CULVERT ENDS EACH	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH
6240-22-71	132+49	STH 47	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2	1
0010	191+82	STH 47	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	1
	201+50	STH 47	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	1
	213+00	STH 47	-	-	-	-	2	-	-	-	-	-	-	-	-	-	2	1
	225+59	STH 47 LT, RT	2	-	-	-	-	-	-	-	-	-	-	-	-	-	2	1
	238+18	STH 47	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	1
	272+31	STH 47 LT	-	-	-	-	-	1	-	-	-	-	-	-	-	-	1	1
	326+17	STH 47	-	-	-	-	-	-	-	-	-	-	-	-	-	2	2	1
	338+17	STH 47 LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	2	1
	346+77	STH 47 LT, RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-
	366+12	STH 47 LT, RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-
	381+70	STH 47 LT, RT	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1	1
	387+24	STH 47	-	-	-	2	-	-	-	-	-	-	-	-	-	-	2	1
	402+10	STH 47 LT, RT	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2	1
	411+03	STH 47 LT	-	-	-	-	-	-	-	1	-	-	-	-	-	-	1	1
	415+32	STH 47	-	-	-	-	-	-	-	-	-	-	-	-	2	-	2	1
	422+14	STH 47 LT, RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	-
	435+71	STH 47 RT	-	1	-	-	-	-	-	-	-	-	-	-	-	-	2	1
	474+75	STH 47	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2	1
	496+37	STH 47	-	-	-	-	-	-	-	-	-	-	-	2	-	-	2	1
	541+07	STH 47 RT, LT	-	-	-	-	-	-	-	-	2	-	-	-	-	-	2	1
	553+22	STH 47 RT, LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-
	562+83	STH 47	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2	1
	573+64	STH 47 LT	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1	1
	578+02	STH 47	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2	1
	585+89	STH 47 RT, LT	-	-	-	-	-	-	2	-	-	-	-	-	-	-	2	1
	591+59	STH 47 LT	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	1
	601+80	STH 47	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2	1
	617+41	STH 47	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2	1
6240-22-71 CATEGORY 0010 TOTAL			**2**	**1**	**6**	**2**	**2**	**1**	**2**	**1**	**3**	**9**	**6**	**4**	**2**	**2**	**52**	**25**
PROJECT TOTAL			**2**	**1**	**6**	**2**	**2**	**1**	**2**	**1**	**3**	**9**	**6**	**4**	**2**	**2**	**52**	**25**

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CULVERT PIPE SUMMARY

CATEGORY	STATION	LOCATION	522.0124 CULVERT PIPE REINFORCED CONCRETE CLASS III 24-INCH LF	522.0130 CULVERT PIPE REINFORCED CONCRETE CLASS III 30-INCH LF	522.0136 CULVERT PIPE REINFORCED CONCRETE CLASS III 36-INCH LF	522.0142 CULVERT PIPE REINFORCED CONCRETE CLASS III 42-INCH LF	522.2338 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 38X60-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION
6240-22-71 0010	132+49	STH 47	60	-	-	-	-	799.50	799.38
	191+82	STH 47	-	45	-	-	-	823.43	823.19
	201+50	STH 47	-	-	51	-	-	826.82	826.57
	238+18	STH 47	-	69	-	-	-	843.42	843.01
	326+17	STH 47	-	-	-	-	85	821.89	821.24
	381+70	STH 47 LT, RT	88	-	-	-	-	797.00	799.00
	415+32	STH 47	-	-	-	86	-	818.85	817.87
	474+75	STH 47	-	131	-	-	-	850.30	847.03
	496+37	STH 47	-	-	104	-	-	839.84	837.93
	562+83	STH 47	59	-	-	-	-	842.96	841.74
	601+80	STH 47	69	-	-	-	-	855.45	854.43
	617+41	STH 47	85	-	-	-	-	847.03	843.15
6240-22-71 CATEGORY 0010 TOTAL			**361**	**245**	**155**	**86**	**85**		
PROJECT TOTAL			**361**	**245**	**155**	**86**	**85**		

DETECTABLE WARNING FIELD SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF	
6240-29-71 0010	675+04	-	675+13	STH 47 RT	-	16	CTH B NE QUAD
	681+18	-	681+23	STH 47 RT	10	-	PINE ST SE QUAD
	681+16	-	681+33	STH 47 LT	20	-	PINE ST SW QUAD
	681+71	-	681+91	STH 47 LT	20	-	PINE ST NW QUAD
	681+87	-	681+92	STH 47 RT	10	-	PINE ST NE QUAD
	685+45	-	685+49	STH 47 RT	10	-	BIRCH ST SE QUAD
	685+93	-	685+97	STH 47 RT	10	-	BIRCH ST NE QUAD
	685+90	-	685+95	STH 47 LT	10	-	BIRCH ST NW QUAD
	693+04	-	693+07	STH 47 LT	10	-	FOREST ST SW QUAD
	693+55	-	693+58	STH 47 LT	10	-	FOREST ST NW QUAD
	693+52	-	693+57	STH 47 RT	10	-	FOREST ST NE QUAD
6240-29-71 CATEGORY 0010 TOTAL					**120**	**16**	
PROJECT TOTAL					**120**	**16**	

CONCRETE SIDEWALK 4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	602.0405 SF	
6240-22-71 0010	187+43	-	189+31	STH 47 RT	188	
6240-22-71 CATEGORY 0010 TOTAL					**188**	
6240-29-71 0010	675+04	-	675+28	STH 47 RT	109	CTH B NE QUAD
	681+12	-	681+28	STH 47 RT	109	PINE ST SE QUAD
	681+00	-	681+33	STH 47 LT	183	PINE ST SW QUAD
	681+71	-	681+96	STH 47 LT	205	PINE ST NW QUAD
	681+77	-	682+02	STH 47 RT	154	PINE ST NE QUAD
	685+45	-	685+53	STH 47 LT	27	BIRCH ST SW QUAD
	685+35	-	685+54	STH 47 RT	215	BIRCH ST SE QUAD
	685+91	-	686+13	STH 47 RT	186	BIRCH ST NE QUAD
	685+75	-	686+05	STH 47 LT	144	BIRCH ST NW QUAD
	692+88	-	693+10	STH 47 LT	189	FOREST ST SW QUAD
	693+56	-	693+73	STH 47 LT	209	FOREST ST NW QUAD
	693+47	-	693+64	STH 47 RT	117	FOREST ST NE QUAD
6240-29-71 CATEGORY 0010 TOTAL					**1847**	
PROJECT TOTAL					**2035**	

CURB AND GUTTER SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	* 205.0100 EXCAVATION COMMON CY	390.0201 BASE PATCHING ASPHALTIC TON	601.0411 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	601.0576 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE J LF	601.0600 CONCRETE CURB PEDESTRIAN LF	REMARKS
6240-22-71 0010	187+43	-	189+31	STH 47 RT	31	16	-	188	-	
	382+27	-	382+45	STH 47 LT	-	-	18	-	-	
6240-22-71 CATEGORY 0010 TOTAL					**31**	**16**	**18**	**188**	**0**	
6240-29-71 0010	675+01	-	675+17	STH 47 RT	-	-	21	-	-	CTH B NE QUAD
	681+13	-	681+44	STH 47 RT	-	-	32	-	-	PINE ST SE QUAD
	681+05	-	681+33	STH 47 LT	-	-	63	-	-	PINE ST SW QUAD
	681+69	-	681+95	STH 47 LT	-	-	78	-	-	PINE ST NW QUAD
	681+83	-	681+96	STH 47 LT	-	-	13	-	-	PINE ST NE QUAD
	685+27	-	685+52	STH 47 RT	-	-	30	-	-	BIRCH ST SE QUAD
	685+27	-	685+53	STH 47 LT	-	-	27	-	-	BIRCH ST SW QUAD
	685+34	-	685+45	STH 47 RT	-	-	-	-	18	BIRCH ST SE QUAD
	685+86	-	686+19	STH 47 LT	-	-	33	-	-	BIRCH ST NW QUAD
	685+91	-	686+17	STH 47 RT	-	-	36	-	-	BIRCH ST NE QUAD
	686+00	-	686+13	STH 47 RT	-	-	-	-	24	BIRCH ST NE QUAD
	693+27	-	693+61	STH 47 RT	-	-	34	-	-	FOREST ST RT
	692+97	-	693+11	STH 47 LT	-	-	20	-	-	FOREST ST SW
	693+49	-	693+73	STH 47 LT	-	-	57	-	-	FOREST ST NW
	695+24	-	695+41	STH 47 LT	-	-	17	-	-	LT INLET N OF FOREST ST
	695+24	-	695+41	STH 47 RT	-	-	17	-	-	RT INLET N OF FOREST ST
6240-29-71 CATEGORY 0010 TOTAL					**0**	**0**	**478**	**0**	**42**	
PROJECT TOTAL					**31**	**16**	**496**	**188**	**42**	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

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STORM PIPE SEWER SUMMARY

CATEGORY	Structure From	Structure To	Elevation Invert	Elevation Discharge	Slope	608.0412 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 12-INCH LF	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	608.0424 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	608.0442 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 42-INCH LF	608.0448 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 48-INCH LF	608.0460 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 60-INCH LF	608.2319 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 19X30-INCH LF	608.2338 STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-III 38X60-INCH LF	608.6006 STORM SEWER PIPE COMPOSITE 6-INCH LF	REMARKS
6240-29-71	14A	MH 14	792.39	792.07	0.97%	33	-	-	-	-	-	-	-	-	PINE ST
0010	EXISTING	MH 4	-	790.00	0.91%	-	-	-	-	-	-	-	8	-	PINE ST
	MH 4	MH 14	788.72	788.59	0.62%	-	-	-	-	-	21	-	-	-	PINE ST
	MH 14	MH 15	788.59	788.52	0.29%	-	-	-	-	-	24	-	-	-	PINE ST
	MH 15	EXISTING	789.83	-	0.16%	-	-	-	-	8	-	-	-	-	PINE ST
	4B	4A	792.17	791.67	1.00%	50	-	-	-	-	-	-	-	-	PINE ST
	4A	MH 4	791.57	791.07	1.00%	50	-	-	-	-	-	-	-	-	PINE ST
	8E	8C	789.09	788.87	0.54%	41	-	-	-	-	-	-	-	-	BIRCH ST
	8C	MH 8	788.77	788.63	0.52%	27	-	-	-	-	-	-	-	-	BIRCH ST
	MH 8	MH 13	786.53	786.36	0.47%	-	-	-	36	-	-	-	-	-	BIRCH ST
	MH 13	EXISTING	787.86	-	0.61%	-	-	8	-	-	-	-	-	-	BIRCH ST
	8A	MH 8	788.62	788.30	0.50%	-	64	-	-	-	-	-	-	-	BIRCH ST
	8B	8A	788.96	788.83	0.50%	26	-	-	-	-	-	-	-	-	BIRCH ST
	8D	8A	789.04	788.83	0.50%	42	-	-	-	-	-	-	-	-	BIRCH ST
	MH 10	MH 12	786.83	786.71	0.26%	-	-	-	-	-	-	46	-	-	FOREST ST
	MH 12	EXISTING	786.71	-	0.27%	-	8	-	-	-	-	-	-	-	FOREST ST
	EXISTING	MH 10	-	786.83	0.68%	8	-	-	-	-	-	-	-	-	FOREST ST
	10A	MH 10	787.70	787.41	1.00%	29	-	-	-	-	-	-	-	-	FOREST ST
	MH 11	MH 10	787.11	786.83	0.16%	-	-	-	-	-	-	178	-	-	FOREST ST
	11B	MH 11	787.66	787.50	0.89%	18	-	-	-	-	-	-	-	-	N OF FOREST ST
	11A	MH 11	787.30	787.20	0.34%	29	-	-	-	-	-	-	-	-	N OF FOREST ST
		8A	789.20	788.83	3.70%	-	-	-	-	-	-	-	-	10	BIRCH ST NE
		6240-29-71 CATEGORY 0010 TOTAL				**353**	**72**	**8**	**36**	**8**	**45**	**224**	**8**	**10**	
		PROJECT TOTAL				**353**	**72**	**8**	**36**	**8**	**45**	**224**	**8**	**10**	

STRUCTURE SUMMARY

CATEGORY	STRUCTURE NUMBER	STATION	OFFSET	LOCATION	611.0530 MANHOLE COVERS TYPE J EACH	611.0535 MANHOLE COVERS TYPE J-SPECIAL EACH	611.0624 INLET COVERS TYPE H EACH	611.0642 INLET COVERS TYPE MS EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.2005 MANHOLES 5-FT DIAMETER EACH	611.2006 MANHOLES 6-FT DIAMETER EACH	611.2008 MANHOLES 8-FT DIAMETER EACH	611.3004 INLETS 4-FT DIAMETER EACH	611.3253 INLETS 2.5X3-FT EACH	611.3902 INLETS MEDIAN 2 GRATE EACH	RIM ELEVATION	INVERT ELEVATION	DEPTH FT
6240-22-71 0010	-	381+70	40.0' LT	STH 47	-	-	-	1	-	-	-	-	-	-	1	803.00	799.00	4.00
6240-22-71 CATEGORY 0010 TOTAL					**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**1**			
6240-29-71 0010	4	681+57	25.4' LT	STH 47	1	-	-	-	-	-	-	1	-	-	-	795.34	788.72	6.62
	4A	681+35	50.9' LT	STH 47	-	-	1	-	-	-	-	-	1	-	-	795.22	791.57	3.65
	4B	681+11	21.4' LT	STH 47	-	-	1	-	-	-	-	-	-	1	-	795.45	792.17	3.28
	8	685+50	0.0'	STH 47	-	1	-	-	-	-	-	1	-	-	-	792.80	786.53	6.27
	8A	686+11	20.2' RT	STH 47	-	-	1	-	-	-	1	-	-	-	-	791.73	788.62	3.11
	8B	685+90	36.5' RT	STH 47	-	-	1	-	-	-	-	-	-	1	-	791.63	788.96	2.67
	8C	685+32	19.8' RT	STH 47	-	-	1	-	-	-	1	-	-	-	-	792.07	788.77	3.30
	8D	686+13	21.4' LT	STH 47	-	-	1	-	-	-	-	-	-	1	-	791.75	789.04	2.71
	8E	685+32	21.5' LT	STH 47	-	-	1	-	-	-	-	-	-	1	-	792.22	789.09	3.13
	10	693+44	6.1' LT	STH 47	-	1	-	-	-	-	1	-	-	-	-	790.75	786.83	3.92
	10A	693+36	21.2' RT	STH 47	-	-	1	-	-	-	-	-	-	1	-	790.40	787.70	2.70
	11	695+23	5.8 LT	STH 47	-	1	-	-	1	-	-	-	-	-	-	790.19	787.11	3.08
	11A	695+32	21.2 RT	STH 47	-	-	1	-	-	-	-	-	-	1	-	789.49	787.30	2.19
	11B	695+32	21.3' LT	STH 47	-	-	1	-	-	-	-	-	-	1	-	789.75	787.66	2.09
	12	693+52	51.4' LT	STH 47	1	-	-	-	-	1	-	-	-	-	-	790.57	786.71	3.86
	13	685+50	35.6' LT	STH 47	1	-	-	-	-	-	1	-	-	-	-	792.65	786.36	6.29
	14	681+69	44.2' LT	STH 47	-	-	1	-	-	-	-	1	-	-	-	795.00	788.59	6.41
	14A	681+38	20.9' RT	STH 47	-	-	1	-	-	-	-	-	-	1	-	795.25	792.39	2.86
	15	681+64	68.1' LT	STH 47	1	-	-	-	-	-	-	1	-	-	-	795.28	788.52	6.76
6240-29-71 CATEGORY 0010 TOTAL					**4**	**3**	**12**	**0**	**1**	**1**	**4**	**4**	**1**	**8**	**0**			
PROJECT TOTAL					4	**3**	**12**	**1**	**1**	**1**	**4**	**4**	**1**	**8**	**1**			

MOBILIZATION

CATEGORY	STATION	TO	STATION	LOCATION	619.1000 EACH
6240-22-71 0010	100+00.00	-	673+99.39	STH 47	0.9
6240-22-71 CATEGORY 0010 TOTAL					**0.9**
6240-29-71 0010	673+99.39	-	699+31.34	STH 47	0.1
6240-29-71 CATEGORY 0010 TOTAL					**0.1**
PROJECT TOTAL					**1.0**

MOBILIZATIONS EROSION CONTROL SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
6240-22-71 0010	100+00	-	673+99	STH 47	12	7
6240-22-71 CATEGORY 0010 TOTAL					**12**	**7**
6240-29-71 0010	673+99	-	699+31.34	STH 47	2	2
6240-29-71 CATEGORY 0010 TOTAL					**2**	**2**
PROJECT TOTAL					**14**	**9**

EROSION CONTROL SUMMARY

CATEGORY	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	606.0300 RIPRAP HEAVY CY	625.0100 TOPSOIL SY	627.0200 MULCHING SY	628.2004 EROSION MAT CLASS I TYPE B SY	628.2008 EROSION MATT URBAN CLASS I TYPE B SY	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECKS EACH	629.0210 FERTILIZER TYPE B CWT	630.0110 SEEDING MIXTURE NO. 10 LB	630.0140 SEEDING MIXTURE NO. 40 LB	630.0500 SEED WATER MGAL	REMARKS
6240-22-71	132+49	STH 47	-	-	228	-	228	-	-	6	0.14	3.08	-	5	CLUVERT REPLACEMENT
0010	191+82	STH 47	-	-	225	-	134	91	-	6	0.14	3.04	-	5	CLUVERT REPLACEMENT
	201+50	STH 47	-	-	180	-	180	-	-	6	0.11	2.43	-	4	CLUVERT REPLACEMENT
	213+00	STH 47	-	-	349	-	-	349	-	6	0.22	4.71	-	8	CLUVERT REPLACEMENT
	225+59	STH 47	-	-	143	-	143	-	-	6	0.09	1.93	-	3	CLUVERT REPLACEMENT
	238+18	STH 47	-	-	117	-	117	-	-	6	0.07	1.58	-	3	CLUVERT REPLACEMENT
	272+31	STH 47	-	-	55	-	55	-	-	-	0.03	0.74	-	1	ENDWALL REPLACEMENT
	326+17	STH 47	-	-	461	-	461	-	-	6	0.29	6.22	-	10	CLUVERT REPLACEMENT
	338+17	STH 47	-	-	63	-	-	63	-	-	0.04	0.85	-	1	ENDWALL REPLACEMENT
	380+83	STH 47	-	59	2,574	1935	475	165	150	6	1.62	34.75	-	58	BOX CULVERT
	387+24	STH 47	-	-	523	-	252	271	-	6	0.33	7.06	-	12	CLUVERT REPLACEMENT
	402+10	STH 47	-	-	119	-	119	-	-	-	0.07	1.61	-	3	ENDWALL REPLACEMENT
	411+03	STH 47	-	-	108	-	108	-	-	-	0.07	1.46	-	2	ENDWALL REPLACEMENT
	415+32	STH 47	-	-	494	-	230	264	-	6	0.31	6.67	-	11	CLUVERT REPLACEMENT
	435+71	STH 47	-	-	70	-	70	-	-	-	0.04	0.95	-	2	ENDWALL REPLACEMENT
	474+75	STH 47	-	-	454	-	454	-	-	6	0.29	6.13	-	10	CLUVERT REPLACEMENT
	496+37	STH 47	-	-	360	-	360	-	-	6	0.23	4.86	-	8	CLUVERT REPLACEMENT
	541+07	STH 47	60	-	102	-	-	102	-	-	0.06	1.38	-	2	ENDWALL REPLACEMENT
	562+83	STH 47	-	-	374	-	374	-	-	6	0.24	5.05	-	8	CLUVERT REPLACEMENT
	573+64	STH 47	-	-	87	-	87	-	-	-	0.05	1.17	-	2	ENDWALL REPLACEMENT
	578+02	STH 47	-	-	355	-	355	-	-	6	0.22	4.79	-	8	CLUVERT REPLACEMENT
	585+89	STH 47	-	-	547	-	321	226	-	-	0.34	7.38	-	13	ENDWALL REPLACEMENT
	591+59	STH 47	-	-	51		51	-	-	-	0.03	0.69	-	2	ENDWALL REPLACEMENT
	601+80	STH 47	-	-	54		54	-	-	-	0.03	0.73	-	2	ENDWALL REPLACEMENT
	617+41	STH 47	-	-	299		299	-	-	6	0.19	4.04	-	7	CLUVERT REPLACEMENT
6240-22-71 CATEGORY 0010 SUBTOTAL			**60**	**59**	**8,392**	**1,935**	**4,927**	**1531**	**150**	**90**	**5.29**	**113**	**0**	**190**	
6240-22-71 CATEGORY 0010 UNDISTRIBUTED			**15**	**15**	**2,098**	**485**	**1233**	**384**	**40**	**25**	**1.32**	**37**	**0**	**-**	
6240-22-71 CATEGORY 0010 TOTAL			**75**	**74**	**10,490**	**2,420**	**6,160**	**1,915**	**190**	**115**	**6.61**	**150**	**0**	**190**	
6240-29-71	673+99	STH 47	-	-	-	-	-	-	-	-	0.14	-	3.98	5	PROJECT
0010	675+02	STH 47 RT	-	-	10	-	-	10	-	-	-	-	-	-	
	680+99	STH 47 LT	-	-	20	-	-	20	-	-	-	-	-	-	
	681+10	STH 47 RT	-	-	10	-	-	10	-	-	-	-	-	-	
	681+70	STH 47 LT	-	-	42	-	-	42	-	-	-	-	-	-	
	681+77	STH 47 RT	-	-	23	-	-	23	-	-	-	-	-	-	
	685+26	STH 47 LT	-	-	10	-	-	10	-	-	-	-	-	-	
	685+73	STH 47 LT	-	-	19	-	-	19	-	-	-	-	-	-	
	685+91	STH 47 RT	-	-	18	-	-	18	-	-	-	-	-	-	
	692+87	STH 47 LT	-	-	11	-	-	11	-	-	-	-	-	-	
	693+51	STH 47 LT	-	-	17	-	-	17	-	-	-	-	-	-	
	693+27	STH 47 RT	-	-	25	-	-	25	-	-	-	-	-	-	
	695+25	STH 47 LT	-	-	5	-	-	5	-	-	-	-	-	-	
	695+25	STH 47 RT	-	-	11	-	-	11	-	-	-	-	-	-	
6240-29-71 CATEGORY 0010 SUBTOTAL			**0**	**0**	**221**	**0**	**0**	**221**	**0**	**0**	**0.14**	**0**	**4**	**5**	
6240-29-71 CATEGORY 0010 UNDISTRIBUTED			**0**	**0**	**56**	**0**	**0**	**56**	**0**	**0**	**0.06**	**0**	**1**	**-**	
6240-29-71 CATEGORY 0010 TOTAL			**0**	**0**	**277**	**0**	**0**	**277**	**0**	**0**	**0.20**	**0**	**5**	**5**	
PROJECT TOTAL			**75**	**74**	**10767**	**2420**	**6160**	**2192**	**190**	**115**	**7**	**150**	**5**	**195**	

INLET PROJECTION TYPE C

CATEGORY	STATION	OFFSET	LOCATION	628.7015 EACH	REMARKS
6240-29-71 0010	681+11	20' LT	STH 47	1	
	681+36	56' LT	STH 47	1	PINE ST
	681+38	20' RT	STH 47	1	
	685+32	20' LT	STH 47	1	
	685+32	20' RT	STH 47	1	
	685+54	33' RT	STH 47	1	BIRCH ST
	685+89	36' RT	STH 47	1	BIRCH ST
	686+11	20' RT	STH 47	1	
	686+13	20' LT	STH 47	1	
	692+90	20' LT	STH 47	1	
	693+36	20' RT	STH 47	1	
	695+32	20' RT	STH 47	1	
	695+32	20' LT	STH 47	1	
6240-29-71 CATEGORY 0010 TOTAL				**13**	
PROJECT TOTAL				**13**	

FIELD OFFICE TYPE B

CATEGORY	STATION	TO	STATION	LOCATION	642.5001 EACH
6240-22-71 0010	100+00.00	-	673+99.39	STH 47	0.9
6240-22-71 CATEGORY 0010 TOTAL					**0.9**
6240-29-71 0010	673+99.39	-	699+31.34	STH 47	0.1
6240-29-71 CATEGORY 0010 TOTAL					**0.1**
PROJECT TOTAL					**1.0**

TRAFFIC CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	643.5000 EACH
6240-22-71 0010	100+00.00	-	673+99.39	STH 47	0.9
6240-22-71 CATEGORY 0010 TOTAL					**0.9**
6240-29-71 0010	673+99.39	-	699+31.34	STH 47	0.1
6240-29-71 CATEGORY 0010 TOTAL					**0.1**
PROJECT TOTAL					**1.0**

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TRAFFIC CONTROL DETOUR SIGN SUMMARY 6240-22-71

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 42 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 47, N. OF NORTH CTH A, PLACE 1/4 MILE N. OF NORTH CTH A INTERSECTION	M 3-3	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	W 20-2A	48"X48"	1	42	42						
2	STH 47, AT NORTH CTH A, PLACE IN SW QUAD OF NORTH CTH A INTERSECTION	MO 4-8	24"X12"	1	42	42						
	"	M 3-3	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	MO 5-2R	21"X21"	1	42	42						
3	STH 47, AT SOUTH CTH A, PLACE RIGHT OF EXISTING D1-1 SIGN	MO 4-8	24"X12"	1	42	42						
	"	M 3-3	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	MO 6-2	21"X21"	1	42	42						TILT RIGHT
4	STH 47, AT SOUTH CTH A, COVER D1-1 SIGN AS SHOWN									1	1	COVER AS SHOWN
5	STH 47, AT SOUTH CTH A, PLACE IN GORE BETWEEN CTH A & STH 47	R 11-3	60"X30"	1	42	42	42	84				2 MILES AHEAD
	"	M 4-9R	30"X24"	1	42	42						
6	STH 47, AT SOUTH CTH A, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 6-1	21"X21"	1	42	42						LEFT
7	STH 47, S. OF CTH A, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
8	CTH A, S. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	42	42						
9	CTH A, N. OF CTH S, PLACE 750' N. OF CTH S INTERSECTION	MO 4-8	24"X12"	1	42	42						
	"	M 3-3	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	MO 5-1L	21"X21"	1	42	42						
10	CTH A, AT CTH S INTERSECTION, PLACE RIGHT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	42	42						
	"	M 3-3	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	MO 6-1	21"X21"	1	42	42						LEFT
11	CTH A, N. OF CTH S, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	24"X12"	1	42	42						
	"	M 3-1	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
12	CTH S, AT CTH A INTERSECTION, PLACE RIGHT OF EXISTING R1-1 SIGN	MO 4-8	24"X12"	1	42	42						
	"	M 3-1	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	MO 6-1	21"X21"	1	42	42						RIGHT
13	CTH S, E. OF CTH A, PLACE RIGHT OF EXISTING J4-1 SIGN	MO 4-8	24"X12"	1	42	42						
	"	M 3-3	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
14	CTH S, E. OF CTH A, PLACE 750' E. OF CTH A INTERSECTION	MO 4-8	24"X12"	1	42	42						
	"	M 3-1	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	MO 5-1R	21"X21"	1	42	42						
14A	CTH S, E. OF CTH A, PLACE 50' E. OF RxR TRACKS	R 8-8	24"X30"	1	45	42						
15	CTH S, W. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	MO 4-8A	24"X18"	1	42	42						
16	CTH S, W. OF STH 47, MODIFY EXISTING J13-2 SIGN AS SHOWN	MO 6-1	21"X21"	1	42	42						RIGHT
	PAGE SUBTOTALS			40		1,680	42	84	0		2	

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TRAFFIC CONTROL DETOUR SIGN SUMMARY CONTINUED 6240-22-71

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 42 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
17	STH 47, S. OF CENTER VALLEY RD, FIELD DETERMINED EXACT LOCATION	PCMS		1					7			PLACE IN ADVANCE TO CLOSURE
18	STH 47, N. OF CTH S, FIELD DETERMINED EXACT LOCATION	PCMS		1					7			PLACE IN ADVANCE TO CLOSURE
19	STH 47, N. OF CTH S, COVER EXISTING J4-1 SIGN									1	1	COVER ENTIRE SIGN
20	STH 47, AT CTH S, PLACE ON RIGHT SHOULDER IN NE QUADRANT OF INTERSECTION	R 11-3	60"X30"	1	42	42	42	84				1/2 MILE AHEAD
	"	M 4-9L	30"X24"	1	42	42						
21	STH 47, AT CTH S INTERSECTION, PLACE LEFT OF EXISTING J13-1 SIGN	MO 4-8	24"X12"	1	42	42						
	"	M 3-1	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	MO 6-1	21"X21"	1	42	42						LEFT
22	STH 47, S. OF CTH S, PLACE 1/4 MILE S. OF CTH S INTERSECTION	MO 4-8	24"X12"	1	42	42						
	"	M 3-1	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	MO 5-1L	21"X21"	1	42	42						
23	STH 47, S. OF CTH PP, PLACE 750' S. OF CTH PP INTERSECTION	M 3-1	24"X12"	1	42	42						
	"	M 1-6	24"X24"	1	42	42						47
	"	W 20-2A	48"X48"	1	42	42						
	PAGE SUBTOTALS			15		546	42	84	14		1	
	6240-22-71 CATEGORY 0010 DETOUR TOTALS			**55**		**2,226**	**84**	**168**	**14**		**3**	

TRAFFIC CONTROL DETOUR SIGN SUMMARY 6240-29-71

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 20 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PCMS EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
1	STH 54, W. OF STH 47, PLACE 1500' W. OF STH 47 INTERSECTION	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	W 20-2A	48"X48"	1	20	20						
2	STH 54, W. OF STH 47, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "APPLETON RT"
3	STH 54, W. OF STH 47, PLACE 200' W. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 6-1	21"X21"	1	20	20						AHEAD
4	STH 47, S. OF STH 54, COVER EXISTING J4-1 SIGN AS SHOWN									1	1	COVER ENTIRE SIGN
5	STH 47, N. OF STH 54, PLACE 200' N. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 6-1	21"X21"	1	20	20						LEFT
6	STH 47, S. OF STH 54, COVER EXISTING D1-3 SIGN AS SHOWN									1	1	COVER "AHEAD APPLETON"
7	STH 47, N. OF STH 54, PLACE 1500' N. OF STH 54 INTERSECTION	W 20-2A	48"X48"	1	20	20						
8	STH 47, AT STH 54, PLACE ON RIGHT SHOULDER IN SW QUADRANT OF INTERSECTION	R 11-2	48"X30"	1	20	20	20	40				
	"	M 4-9L	30"X24"	1	20	20						
9	STH 54, E. OF STH 47, PLACE 150' E. OF STH 47 INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
10	STH 54, E. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	20	20						
11	STH 54, W. OF CTH PP, PLACE 750' W. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 5-1R	21"X21"	1	20	20						
12	STH 54, AT CTH PP, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH PP	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 6-1	21"X21"	1	20	20						RIGHT
13	STH 54, AT CTH PP, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH PP	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 6-1	21"X21"	1	20	20						LEFT
14	STH 54, E. OF CTH PP, PLACE 750' E. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 5-1L	21"X21"	1	20	20						
15	STH 54, E. OF CTH PP, PLACE 1500' E. OF CTH PP INTERSECTION	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	W 20-2A	48"X48"	1	20	20						
16	CTH PP, AT STH 54, PLACE RIGHT OF EXISTING J13-1 SIGN AT STH 54 INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-1	24"X12'	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 6-1	21"X21"	1	20	20						LEFT
	PAGE SUBTOTALS			41		820	20	40	0		3	

TRAFFIC CONTROL DETOUR SIGN SUMMARY 6240-29-71

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 20 DAYS	643.0900 SIGNS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.1050 SIGNS PCMS EACH	NO OF CYCLES	643.0920 COVERING SIGNS TYPE II EACH	REMARKS
17	CTH PP, S. OF STH 54, PLACE 150' S. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
18	CTH PP, S. OF STH 54, PLACE 750' S. OF STH 54 INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-1	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 5-1L	21"X21"	1	20	20						
19	CTH PP, N. OF CTH B, PLACE 750' N. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 5-1R	21"X21"	1	20	20						
20	CTH PP, AT CTH B, PLACE RIGHT OF EXISTING R1-1 SIGN	MO 4-8	24"X12"	1	20	20						
	"	M 3-3	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 6-1	21"X21"	1	20	20						RIGHT
21	CTH B, AT CTH PP, PLACE RIGHT OF EXISTING R1-1 SIGN	MO 4-8	24"X12"	1	20	20						
	"	M 3-1	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 6-1	21"X21"	1	20	20						LEFT
22	CTH B, W. OF CTH PP, PLACE 750' W. OF CTH PP INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-1	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 5-1L	21"X21"	1	20	20						
23	CTH B, E. OF STH 47, MODIFY EXISTING J1-1 SIGN AS SHOWN	M 4-8A	24"X18"	1	20	20						
24	CTH B, AT STH 47, MODIFY EXISTING J13-1 SIGN AS SHOWN	MO 6-1	21"X21"	1	20	20						LEFT
25	STH 47, AT CTH B, PLACE ON RIGHT SHOULDER IN NE QUADRANT OF INTERSECTION	R 11-2	48"X30"	1	20	20	20	40				
	"	M 4-9R	30"X24"	1	20	20						
26	STH 47, AT CTH B, PLACE RIGHT OF EXISTING J13-1 SIGN AT CTH B INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-1	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 6-1	21"X21"	1	20	20						RIGHT
27	STH 47, S. OF CTH B, PLACE 750' S. OF CTH B INTERSECTION	MO 4-8	24"X12"	1	20	20						
	"	M 3-1	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						47
	"	MO 5-1R	21"X21"	1	20	20						
28	STH 47, S. OF CTH B, PLACE 1500' S. OF CTH B INTERSECTION	M 3-1	24"X12"	1	20	20						
	"	M 1-6	24"X24"	1	20	20						
	"	W 20-2A	48"X48"	1	20	20						
29	STH 47, N. OF CTH B, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
30	STH 47, S. OF STH 54, PLACE ON RIGHT SHOULDER, FIELD DETERMINE LOCATION	PCMS		1					7			PLACE IN ADVANCE OF CLOSURE
	PAGE SUBTOTALS			40		760	20	40	14		0	
	6240-29-71 CATEGORY 0010 DETOUR TOTALS			**81**		**1,580**	**40**	**80**	**14**		**3**	

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TRAFFIC CONTROL SUMMARY

CATEGORY	LOCATION	643.0300 TRAFFIC CONTROL DRUMS NO. IN SERVICE	643.0300 DAY	643.0410 TRAFFIC CONTROL BARRICADES TYPE II NO. IN SERVICE	643.0410 DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III NO. IN SERVICE	643.0420 DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A NO. IN SERVICE	643.0705 DAY	643.0900 TRAFFIC CONTROL SIGNS NO. IN SERVICE	643.0900 DAY	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II NO. IN SERVICE	643.0920 EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS NO. IN SERVICE	643.1050 DAY	644.1601 TEMPORARY PEDESTRIAN CURB RAMP NO. IN SERVICE	644.1601 DAY	* 649.0105 TEMPORARY MARKING LINE PAINT 4-INCH LF	REMARKS
6240-22-71	DETOUR	-	-	-	-	-	84	-	168	-	2226	-	3	-	14	-	-	-	6240-22-71 DETOUR
0010	PROJECT	-	-	-	-	-	-	-	-	49	490	-	-	-	-	-	-	-	ADVANCED WARNING
	PROJECT	-	-	-	-	-	-	-	-	35	105	-	-	-	-	-	-	-	LOOSE GRAVEL
	SHOULDER	10	70	-	-	-	-	-	-	1	7	-	-	-	-	-	-	-	SHOULDER CLOSED
6240-22-71 CATEGORY 0010 TOTAL			**70**		**0**		**84**		**168**		**2,828**		**3**		**14**		**0**	**0**	
6240-29-71	DETOUR	-	-	-	-	-	40	-	80	-	1580	-	3	-	14	-	-	-	6240-29-71 DETOUR
0010	CTH B	-	-	-	-	2	20	2	20	1	10	-	-	-	-	-	-	-	STAGE 1, 10 DAYS
	PINE ST EAST	-	-	2	20	4	40	6	60	4	40	-	-	-	-	-	-	-	STAGE 1, 10 DAYS
	BIRCH ST SE	15	60	9	36	4	16	13	52	13	52	-	-	-	-	1	4	80	STAGE 1, 4 DAYS
	BIRCH ST NE	15	150	9	90	4	40	13	130	13	130	-	-	-	-	1	10	80	STAGE 1, 10 DAYS
	FOREST ST NE	-	-	2	20	4	40	6	60	4	40	-	-	-	-	-	-	-	STAGE 1, 10 DAYS
	PINE ST SW	15	150	9	90	4	40	13	130	13	130	-	-	-	-	2	20	80	STAGE 2, 10 DAYS
	PINE ST NW	15	150	9	90	4	40	13	130	13	130	-	-	-	-	2	20	80	STAGE 2, 10 DAYS
	FOREST ST SW	15	150	9	90	4	40	13	130	13	130	-	-	-	-	2	20	80	STAGE 2, 10 DAYS
	FOREST ST NW	15	60	9	36	4	16	13	52	13	52	-	-	-	-	-	-	-	STAGE 2, 4 DAYS
	BIRCH ST NW	-	-	2	20	4	40	6	60	4	40	-	-	-	-	-	-	-	STAGE 2, 10 DAYS
6240-29-71 CATEGORY 0010 TOTAL			**720**		**492**		**372**		**904**		**2,334**		**3**		**14**		**74**	**400**	
	PROJECT TOTAL		**790**		**492**		**456**		**1072**		**5,162**		**6**		**28**		**74**	**400**	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

EDGELINE PAVEMENT MARKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	* 646.1020 MARKING LINE EPOXY 4-INCH LF	646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH LF	646.3020 MARKING LINE EPOXY 8-INCH LF	646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH LF	646.8120 MARKING CURB EPOXY LF	REMARKS
6240-22-71 0010	100+00	-	122+09	STH 47 LT	-	2209	-	-	-	SOLID WHITE
	100+00	-	106+56	STH 47 LT	-	41	-	-	-	SKIPS WHITE
	105+43	-	106+59	STH 47 LT	-	-	-	116	-	SOLID WHITE
	123+24	-	132+96	STH 47 LT	-	972	-	-	-	SOLID WHITE
	100+00	-	132+65	STH 47 RT	-	3265	-	-	-	SOLID WHITE
	133+88	-	185+43	STH 47 LT	-	5155	-	-	-	SOLID WHITE
	133+88	-	159+30	STH 47 RT	-	2542	-	-	-	SOLID WHITE
	160+12	-	185+58	STH 47 RT	-	2546	-	-	-	SOLID WHITE
	186+52	-	238+30	STH 47 RT	-	5178	-	-	-	SOLID WHITE
	186+58	-	187+59	STH 47 LT	-	-	-	101	-	SOLID WHITE
	190+13	-	205+11	STH 47 LT	-	1498	-	-	-	SOLID WHITE
	205+77	-	208+72	STH 47 LT	-	295	-	-	-	SOLID WHITE
	209+44	-	238+50	STH 47 LT	-	2906	-	-	-	SOLID WHITE
	239+55	-	262+05	STH 47 RT	-	2250	-	-	-	SOLID WHITE
	239+80	-	291+32	STH 47 LT	-	5152	-	-	-	SOLID WHITE
	263+09	-	291+21	STH 47 RT	-	2812	-	-	-	SOLID WHITE
	292+19	-	317+68	STH 47 RT	-	2549	-	-	-	SOLID WHITE
	292+32	-	317+71	STH 47 LT	-	2539	-	-	-	SOLID WHITE
	318+58	-	327+04	STH 47 RT	-	846	-	-	-	SOLID WHITE
	318+74	-	347+48	STH 47 LT	-	2874	-	-	-	SOLID WHITE
	325+31	-	327+04	STH 47 RT	-	-	-	173	-	SOLID WHITE
	328+69	-	346+83	STH 47 RT	-	1814	-	-	-	SOLID WHITE
	343+80	-	347+45	STH 47 RT	-	-	-	365	-	SOLID WHITE
	345+23	-	346+85	STH 47 RT	-	-	-	162	-	SOLID WHITE
	348+52	-	352+18	STH 47 LT	-	-	-	366	-	SOLID WHITE
	349+12	-	350+57	STH 47 LT	-	-	-	145	-	SOLID WHITE
	348+60	-	413+48	STH 47 RT	-	6488	-	-	-	SOLID WHITE
	349+21	-	392+52	STH 47 LT	-	4331	-	-	-	SOLID WHITE
	393+13	-	411+36	STH 47 LT	-	1823	-	-	-	SOLID WHITE
	415+01	-	416+75	STH 47 RT	-	174	-	153	-	SOLID WHITE
	415+10	-	416+62	STH 47 LT	-	152	-	-	-	SOLID WHITE
	417+60	-	418+60	STH 47 LT	-	-	-	100	-	SOLID WHITE
	419+13	-	486+34	STH 47 LT	-	6721	-	-	-	SOLID WHITE
	420+40	-	541+08	STH 47 RT	-	12068	-	-	-	SOLID WHITE
	485+87	-	487+45	STH 47 RT	-	40	-	-	-	SKIPS WHITE
	487+49	-	494+61	STH 47 LT	-	712	-	-	-	SOLID WHITE
	493+10	-	501+42	STH 47 LT	-	985	-	-	-	SOLID WHITE
	494+61	-	500+09	STH 47 LT	-	137	-	-	-	SKIPS WHITE
	498+79	-	502+41	STH 47 RT	-	91	-	-	-	SKIPS WHITE
	502+81	-	504+31	STH 47 LT	-	-	-	150	-	SOLID WHITE
	502+93	-	541+13	STH 47 LT	-	3820	-	-	-	SOLID WHITE
	541+78	-	595+90	STH 47 RT	-	5412	-	-	-	SOLID WHITE
	541+79	-	595+85	STH 47 LT	-	5406	-	-	-	SOLID WHITE
	596+51	-	674+39	STH 47 LT	-	7788	-	-	-	SOLID WHITE
	596+56	-	622+02	STH 47 RT	-	2546	-	-	-	SOLID WHITE
	622+70	-	674+00	STH 47 RT	-	5130	-	-	-	SOLID WHITE
	20+59	-	20+86	BROADWAY DR	27	-	-	-	-	SOLID WHITE
	110+37	-	110+99	CTH PP	74	-	158	-	53	SOLID WHITE/ISLAND CURB YELLOW
	118+80	-	121+23	CTH S	160	-	310	-	110	SOLID WHITE/ISLAND CURB YELLOW
	150+35	-	150+72	TWELVE CORNERS RD	-	-	67	-	52	SOLID WHITE/ISLAND CURB YELLOW
	159+15	-	159+73	CTH A SOUTH	58	-	110	-	48	SOLID WHITE/ISLAND CURB YELLOW
	168+87	-	169+77	CTH A NORTH	62	-	135	-	51	SOLID WHITE/ISLAND CURB YELLOW
				6240-22-71 CATEGORY 0010 TOTAL	**381**	**111,267**	**780**	**1,831**	**314**	
6240-29-71 0010	210+56	-	210+81		25	-	-	-	-	SOLID WHITE
				6240-29-71 CATEGORY 0010 TOTAL	**25**	**0**	**0**	**0**	**0**	
				PROJECT TOTAL	**406**	**111,267**	**780**	**1,831**	**314**	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

CENTERLINE PAVEMENT MARKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	* 646.1020 MARKING LINE EPOXY 4-INCH LF	646.7120 MARKING DIAGNOL EPOXY 12-INCH LF	* 649.0105 TEMPORARY MARKING LINE PAINT 4-INCH LF	649.0120 TEMPORARY MARKING LINE EPOXY 4-INCH LF	REMARKS
6240-22-71 0010	100+00	-	103+92	STH 47	1568	-	3136	-	DOUBLE YELLOW
	105+45	-	111+26	STH 47	2324	-	4648	-	DOUBLE YELLOW
	105+45	-	111+26	STH 47	160	160	320	-	MISCELLANEOUS YELLOW
	111+26	-	116+88	STH 47	1124	-	2248	-	DOUBLE YELLOW
	116+88	-	123+04	STH 47	770	-	1540	-	SOLID AND SKIPS YELLOW
	123+04	-	151+04	STH 47	700	-	1400	-	SKIPS YELLOW
	151+04	-	163+75	STH 47	1589	-	3178	-	SOLID AND SKIPS YELLOW
	163+75	-	182+56	STH 47	471	-	941	-	SKIPS YELLOW
	182+56	-	194+93	STH 47	1547	-	3093	-	SOLID AND SKIPS YELLOW
	194+93	-	210+97	STH 47	401	-	802	-	SKIPS YELLOW
	210+97	-	240+07	STH 47	728	-	1455	728	SKIPS YELLOW/BEGIN RUMBLE STRIPS AT 210+97
	240+07	-	251+34	STH 47	1409	-	2818	1409	SOLID AND SKIPS YELLOW
	251+34	-	264+86	STH 47	2704	-	5408	2704	DOUBLE YELLOW
	264+86	-	275+44	STH 47	1323	-	2645	1323	SOLID AND SKIPS YELLOW
	275+44	-	289+00	STH 47	339	-	678	339	SKIPS YELLOW
	289+00	-	321+53	STH 47	4067	-	8133	4067	SOLID AND SKIPS YELLOW
	321+53	-	326+62	STH 47	1018	-	2036	1018	DOUBLE YELLOW
	326+62	-	337+79	STH 47	1397	-	2793	1397	SOLID AND SKIPS YELLOW
	337+79	-	341+09	STH 47	660	-	1320	660	DOUBLE YELLOW
	341+09	-	343+50	STH 47	964	49	1928	964	MISCELLANEOUS YELLOW
	343+50	-	347+45	STH 47	790	-	1580	790	DOUBLE YELLOW
	348+59	-	352+31	STH 47	744	-	1488	744	DOUBLE YELLOW
	352+31	-	354+53	STH 47	945	-	1890	945	MISCELLANEOUS YELLOW
	354+53	-	391+14	STH 47	7322	-	14644	7322	DOUBLE YELLOW
	391+14	-	401+00	STH 47	1233	-	2465	1233	SOLID AND SKIPS YELLOW
	401+00	-	421+16	STH 47	504	-	1008	504	SKIPS YELLOW
	421+16	-	439+77	STH 47	2327	-	4653	2327	SOLID AND SKIPS YELLOW
	439+77	-	457+42	STH 47	442	-	883	442	SKIPS YELLOW
	457+42	-	468+00	STH 47	1323	-	2645	1323	SOLID AND SKIPS YELLOW
	468+00	-	501+09	STH 47	6618	-	13236	6618	DOUBLE YELLOW
	501+09	-	529+03	STH 47	3493	-	6985	3493	SOLID AND SKIPS YELLOW
	529+03	-	595+23	STH 47	1655	-	3310	1655	SKIPS YELLOW
	595+23	-	607+78	STH 47	1569	-	3138	1569	SOLID AND SKIPS YELLOW
	607+78	-	614+24	STH 47	1292	-	2584	1292	DOUBLE YELLOW
	614+24	-	624+94	STH 47	1338	-	2675	1338	SOLID AND SKIPS YELLOW
	624+94	-	630+02	STH 47	127	-	254	127	SKIPS YELLOW
	630+02	-	640+94	STH 47	1365	-	2730	1365	SOLID AND SKIPS YELLOW
	640+94	-	648+28	STH 47	1468	-	2936	1468	DOUBLE YELLOW
	648+28	-	659+32	STH 47	1380	-	2760	1380	SOLID AND SKIPS YELLOW
	659+32	-	673+99	STH 47	367	-	734	367	SKIPS YELLOW
	20+45	-	20+86	BROADWAY DR	82	-	164	82	DOUBLE YELLOW
	39+37	-	39+50	CTH O	26	-	52	26	DOUBLE YELLOW
	110+48	-	110+99	CTH P	102	-	204	102	DOUBLE YELLOW
	118+80	-	119+71	CTH S	182	-	364	182	DOUBLE YELLOW
	120+42	-	121+23	CTH S	162	-	324	162	DOUBLE YELLOW
	139+30	-	139+60	CENTER VALLEY RD	60	-	120	60	DOUBLE YELLOW
	159+45	-	159+73	CTH A	116	-	232	116	DOUBLE YELLOW
	168+87	-	169+76	CTH A	178	-	356	178	DOUBLE YELLOW
6240-22-71 CATEGORY 0010 TOTAL					**62,473**	**209**	**124,934**	**51,819**	
6240-29-71 0010	673+99	-	691+40	STH 47	436	-	436	-	SKIPS YELLOW
	691+40	-	699+18	STH 47	973	-	973	-	SOLID AND SKIPS YELLOW
	699+18	-	699+32	STH 47	28	-	28	-	DOUBLE YELLOW
	210+51	-	210+81	CTH B	60	-	60	-	DOUBLE YELLOW
6240-29-71 CATEGORY 0010 TOTAL					**1497**	**0**	**1497**	**0**	
PROJECT TOTAL					**63,970**	**209**	**126,431**	**51,819**	

*ADDITIONAL QUANTITY SHOWN ELSEWHERE

MISCELLANEOUS PAVEMENT MARKING SUMMARY

CATEGORY	STATION	LOCATION	646.5020 MARKING ARROW EPOXY EACH	646.5120 MARKING WORD EPOXY EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH LF	REMARKS
6240-22-71 0010	344+05	STH 47 RT	-	1	-	
	345+90	STH 47 RT	-	1	-	
	346+74	STH 47 RT	-	1	-	
	344+46	STH 47 RT	1	-	-	
	345+27	STH 47 RT	1	-	-	
	346+53	STH 47 RT	1	-	-	
	347+14	STH 47 RT	1	-	-	
	348+78	STH 47 LT	1	-	-	
	349+17	STH 47 LT	-	1	-	
	349+37	STH 47 LT	1	-	-	
	349+95	STH 47 LT	-	1	-	
	350+55	STH 47 LT	1	-	-	
	351+55	STH 47 LT	1	-	-	
	351+95	STH 47 LT	-	1	-	
	119+63	CTH S RT	-	-	16	MARK THRU LANE ONLY
	120+39	CTH S LT	-	-	16	MARK THRU LANE ONLY
	139+73	CENTER VALLEY RD RT	-	-	30	
	140+30	CENTER VALLEY RD LT	-	-	25	
6240-22-71 CATEGORY 0010 TOTAL			**8**	**6**	**87**	
PROJECT TOTAL			**8**	**6**	**87**	

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH

CATEGORY	STATION	TO	STATION	LOCATION	646.7420 LF	REMARKS
6240-29-71 0010	681+16	-	681+17	STH 47 LT-RT	44	PINE ST SOUTH X-WALK
	681+21	-	681+22	STH 47 LT-RT	45	PINE ST SOUTH X-WALK
	681+31	-	681+72	STH 47 LT	41	PINE ST WEST X-WALK
	681+33	-	681+71	STH 47 LT	38	PINE ST WEST X-WALK
	681+86	-	681+87	STH 47 LT-RT	44	PINE ST NORTH X-WALK
	681+91	-	681+92	STH 47 LT-RT	44	PINE ST NORTH X-WALK
	685+47	-	685+91	STH 47 RT	45	BIRCH ST EAST X-WALK
	685+51	-	685+93	STH 47 RT	42	BIRCH ST EAST X-WALK
	685+90	-	685+91	STH 47 LT-RT	49	BIRCH ST NORTH X-WALK
	685+95	-	685+96	STH 47 LT-RT	50	BIRCH ST NORTH X-WALK
	693+05	-	693+52	STH 47 LT	47	FOREST ST WEST X-WALK
	693+09	-	693+53	STH 47 LT	44	FOREST ST WEST X-WALK
	693+52	-	693+52	STH 47 LT-RT	49	FOREST ST NORTH X-WALK
	693+57	-	693+57	STH 47 LT-RT	49	FOREST ST NORTH X-WALK
				6240-29-71 CATEGORY 0010 TOTAL	**631**	
				PROJECT TOTAL	**631**	

LOCATING NO-PASSING ZONES

CATEGORY	STATION	TO	STATION	LOCATION	648.0100 MI
6420-22-71 0010	100+00	-	673+99	STH 47	10.871
				6240-22-71 CATEGORY 0010 TOTAL	**10.871**
6240-29-71 0010	673+99	-	699+31	STH 47	0.480
				6240-29-71 CATEGORY 0010 TOTAL	**0.480**
				PROJECT TOTAL	**11.351**

3

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.5000 CONSTRUCTION STAKING BASE LF	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.6500 CONSTRUCTION STAKING STRUCTURE LAYOUT (C-44-133) LS	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9000 CONSTRUCTION STAKING CURB RAMPS EACH	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) LS
6240-22-71	100+00	-	673+99	STH 47	-	57,399	206	1	57,399	-	-
0010	9+28		9+85	W DEERVIEW DR	-	57	-	-	57	-	-
	19+10		19+85	W BROADWAY DR	-	75	-	-	75	-	-
	20+15		20+86	BROADWAY DR	-	71	-	-	71	-	-
	30+15		30+84	SCHABO RD	-	69	-	-	69	-	-
	39+37		39+85	CTH O	-	48	-	-	48	-	-
	40+15		40+66	MACKVILLE RD	-	51	-	-	51	-	-
	49+63		49+85	EDWARD ST	-	22	-	-	22	-	-
	59+32		59+85	GLENN ST	-	53	-	-	53	-	-
	69+08		70+66	WEGE RD	-	128	-	-	128	-	-
	80+15		80+70	PINE GROVE RD	-	55	-	-	55	-	-
	89+38		90+79	ROCK RD	-	112	-	-	112	-	-
	99+39		100+66	PLEASANT RD	-	97	-	-	97	-	-
	110+15		110+99	CTH PP	-	84	-	-	84	-	-
	118+80		121+23	CTH S	-	167	-	-	167	-	-
	129+36		129+85	COUNTRY GATE LN	-	49	-	-	49	-	-
	139+31		141+15	CENTER VALLEY RD	-	154	-	-	154	-	-
	149+21		151+14	TWELVE CORNERS RD	-	163	-	-	163	-	-
	159+15		159+85	CTH A SOUTH	-	70	-	-	70	-	-
	168+88		169+85	CTH A NORTH	-	97	-	-	97	-	-
	179+36		180+63	STINGLE RD	-	97	-	-	97	-	-
	189+41		190+56	OTT RD	-	85	-	-	85	-	-
	200+15		200+54	WOLF RD	-	39	-	-	39	-	-
				PROJECT	-	-	-	-	-	-	1
				6240-22-71 CATEGORY 0010 TOTAL	**0**	**59,242**	**206**	**1**	**59,242**	**0**	**1**
6240-29-71	673+99	-	699+31	STH 47	19	-	-	-	-	-	-
0010	673+99	-	699+31	STH 47	-	-	-	-	-	11	-
	673+99	-	699+31	STH 47	-	-	478	-	-	-	-
	673+99	-	699+31	STH 47	-	2538	-	-	2538	-	1
	210+20	-	210+81	CTH B	-	61	-	-	61	-	-
	219+56	-	220+00	PINE ST	-	-	-	-	-	2	-
	219+56	-	219+80	PINE ST	-	24	-	-	24	-	-
	230+20	-	230+40	BIRCH ST	-	20	-	-	20	-	-
	239+58	-	239+80	FOREST ST	-	22	-	-	22	-	-
				6240-29-71 CATEGORY 0010 TOTAL	**19**	**2665**	**478**	**0**	**2665**	**13**	**1**
				PROJECT TOTAL	**19**	**61,907**	**684**	**1**	**61,907**	**13**	**2**

3

SAWING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
6240-22-71	132+49			STH 47	-	60	CULVERT REPLACEMENT
0010	187+43	-	189+31	STH 47 RT	-	188	SIDEWALK REMOVAL
	187+43	-	189+31	STH 47 RT	188	-	FOR CURB AND GUTTER
	191+82			STH 47	-	60	STRUCTURE REMOVAL
	201+50			STH 47	-	60	CULVERT REPLACEMENT
	238+18			STH 47	-	60	CULVERT REPLACEMENT
	326+17			STH 47	60	60	CULVERT REPLACEMENT
	380+83			STH 47	-	60	STRUCTURE REMOVAL
	415+32			STH 47	-	60	CULVERT REPLACEMENT
	474+75			STH 47	60	-	CULVERT REPLACEMENT
	496+37			STH 47	60	-	CULVERT REPLACEMENT
	562+83			STH 47	60	-	CULVERT REPLACEMENT
	601+80			STH 47	60	-	CULVERT REPLACEMENT
	617+41			STH 47	60	-	CULVERT REPLACEMENT
				STH 47	1,153	-	ASPHALT DRIVEWAYS NORTH OF PINE GROVE RD
			6240-22-71 CATEGORY 0010 TOTAL		**1,701**	**608**	
6240-29-71	210+81			CTH B	32	-	SIDEROAD CUT
0010	219+56			PINE ST	32	-	SIDEROAD CUT
	230+40			BIRCH ST	32	-	SIDEROAD CUT
	239+58			FOREST ST	35	-	SIDEROAD CUT
	674+98	-	675+17	STH 47 RT	25	-	CURB AND GUTTER REMOVAL
	675+28			STH 47 RT	-	10	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+00			STH 47 LT	-	10	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+04	-	681+37	STH 47 LT	67	-	CURB AND GUTTER REMOVAL
	681+12	-	681+28	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+12	-	681+45	STH 47 RT	32	-	CURB AND GUTTER REMOVAL
	681+66	-	681+96	STH 47 LT	83	-	CURB AND GUTTER REMOVAL
	681+76	-	681+96	STH 47 LT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+77	-	682+02	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	681+82	-	681+97	STH 47 RT	15	-	CURB AND GUTTER REMOVAL
	685+26	-	685+55	STH 47 LT	29	-	CURB AND GUTTER REMOVAL
	685+27	-	681+50	STH 47 RT	45	-	SAWING IN ROADWAY AND TERRACE
	685+34	-	685+53	STH 47 LT	-	13	SIDEWALK AND CURB AND GUTTER REMOVAL
	685+35	-	685+50	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	685+75	-	686+05	STH 47 LT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	685+85	-	686+20	STH 47 LT	35	-	CURB AND GUTTER REMOVAL
	685+87	-	686+18	STH 47 RT	45	-	CURB AND GUTTER REMOVAL
	685+95	-	686+13	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	692+88	-	693+07	STH 47 LT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	692+97	-	693+11	STH 47 LT	26	-	CURB AND GUTTER REMOVAL
	693+26	-	693+62	STH 47 RT	36	-	CURB AND GUTTER REMOVAL
	693+47	-	693+73	STH 47 LT	61	-	CURB AND GUTTER REMOVAL
	693+48	-	693+62	STH 47 RT	-	15	SIDEWALK AND CURB AND GUTTER REMOVAL
	693+56	-	693+73	STH 47 LT	-	17	SIDEWALK AND CURB AND GUTTER REMOVAL
	695+24	-	695+41	STH 47LT	-	5	CURB AND GUTTER REMOVAL
	695+24	-	695+41	STH 47 RT	-	5	CURB AND GUTTER REMOVAL
	699+31			STH 47	40	-	END OF PROJECT
			6240-29-71 CATEGORY 0010 TOTAL		**669**	**180**	
			PROJECT TOTAL		**2,370**	**788**	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
6240-29-21
S. MAIN STREET, VILLAGE OF BLACK CREEK
CTH B - BURDICK STREET
STH 47
OUTAGAMIE COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING — TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
FOUND CHISLED X CHIS X
OFF-PREMISE SIGN #1-25

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE	■	□
TELEPHONE POLE	●	⌀
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)	▣	⌀

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

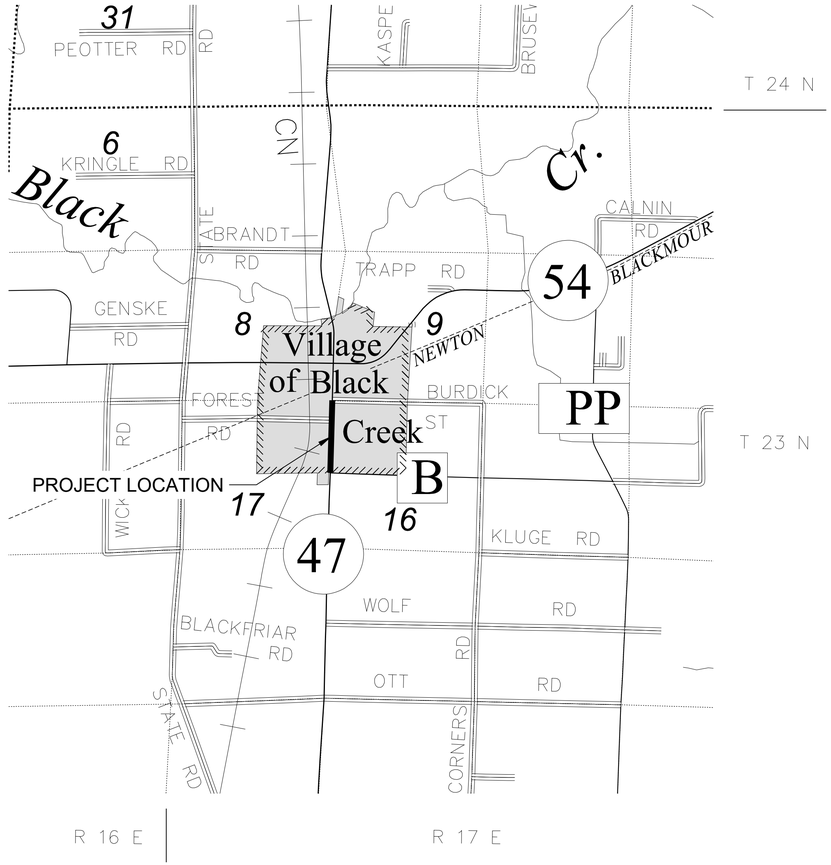
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

W — WATER
G — GAS
T — TELEPHONE
OH — OVERHEAD TRANSMISSION LINES
E — ELECTRIC
TV — CABLE TELEVISION
FO — FIBER OPTIC
SAN — SANITARY SEWER
SS — STORM SEWER



LAYOUT
SCALE 0 0.5 MI.

THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 6240-29-21

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83(1991), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

PARCEL AND UTILITY IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED IN THE TPP DETAIL PAGES.

PROJECT NUMBER 6240-29-21 - 4. 01
SHEET 2 OF 2
AMENDMENT NO:

FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040100-TI.DWG
LAYOUT NAME: 040100
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : JAMES CAPPEART PLOT NAME : _____
APPRAISAL PLAT DATE : 2-26-2020
6240-29-00 6240-29-21 4.01

4

TRANSPORTATION PROJECT PLAT NO: 6240-29-21- 4.01

THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16,
TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

Document #: **2185105**
Date: **02-27-2020** Time: **10:32 AM**
Pages: **2** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
This document has been electronically recorded
Returned to: **WisDOT - NE Region - Green Bay - PO 39!**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-29-21 - 4.01
SHEET 1 OF 2

FOUND MAG NAIL W/WASHER
POT STA 699+71.70
Y = 639525.470
X = 815812.800

S 01°50'47" W 1964.62'
MON TO TRAV PNT

SEE TPP 6240-29-21 4.02

S 88°09'13" E 33.00'
R/W TO TRAV PNT

S 88°03'25" E 34.00'
TRAV PNT TO R/W

MATCH LINE

VILLAGE

SE-NE

OF

SW-NW

NE-SE

NW-SW

STH 47 / MAIN STREET

HOUSE

GARAGE

SHED

BLDG.

GAS PUMP CANOPY

680+00

679+00

678+00

677+00

676+00

N 01°50'47" E 2507.13'
MON TO MON

N 01°50'47" E 542.51'
MON TO TRAV PNT

N1°50'47"E

RL = SECTION LINE

SIGN

FOUND
ALUMINUM MONUMENT
Y = 636982.450
X = 813164.700

N 01°50'47" E 23.18'
TRAV PNT TO R/W

N 89°10'12"E 2534.55'
MON TO TRAV PNT

1.25" IP

SECTION LINE

BLACK CREEK

TLE
SLOPES
93 SQFT

675+35
34.50' - 40.00'

675+17.50
40.00'

S 01°56'30" W 33.00'
R/W TO TRAV PNT

N 88°03'30"W 2596.48'
MON TO TRAV PNT

PI: 674+84.57

0°08'53"RT
Y = 637019.640
X = 815732.020

S 89°10'12" W
33.04'
MON TO TRAV
PNT

QUARTER LINE

N 88°03'30" W 34.95'
TRAV PNT TO MON

PAMISCO
DRIVE

CTH B

LOT 4
CSM NO. 2788
V.15 P.2788
DOC. 1221524

TOWN OF
BLACK CREEK

SEC LINE= N1°15'34"E

RL= N1°41'54"E

FOUND MAG
NAIL W/WASHER
RL PI = SEC CORNER
Y = 637019.640
X = 815732.020

LOT 1
CSM NO. 2422
V.13 P.2421
DOC. 1174512

FOUND 0.75"
IRON ROD
Y = 636930.480
X = 818361.930

GN

0 25 50
SCALE, FEET

T-24-N
T-23-N
R-17-E

SHEET LOCATION

Village of Black Creek

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, OF THIS DOCUMENT FOR ADDITIONAL INFORMATION

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS

COMPENSIBLE UTILITY EASEMENT TABLE			
UTILITY NUMBER	OWNER	EASEMENT RECORDING INFORMATION	AFFECTED PARCEL(S)
100	CENTURYLINK	NO RECORD	1

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
1	MKCE, LLP	FEE & TLE	137	5266	5403	93
2	KOEHLERS' REAL ESTATE HOLDING, LLC	FEE	290	9562	9852	---
3	WIZZARD AUTO & PAINT, LLC	FEE	95	3135	3230	---

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE		
COURSE	BEARING	DISTANCE
101-102	N 01°50'47" E	520.87'
103-105	S 01°50'47" W	484.53'
105-106	S 00°26'46" E	25.00'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
101	675+06.21	33.00' LT	637042.331	815699.734
102	680+27.08	33.00' LT	637562.935	815716.517
103	680+27.02	34.00' RT	637560.719	815783.481
105	675+42.49	34.00' RT	637076.436	815767.867
106	675+17.51	35.00' RT	637051.437	815768.063

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD 83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1865 AND PREVIOUS PROJECT 6240-27-00.

EXISTING HIGHWAY RIGHT OF WAY FOR CTH B ESTABLISHED FROM PREVIOUS PROJECT E-0-0(45).

EXISTING HIGHWAY RIGHT OF WAY FOR PAMISCO DRIVE ESTABLISHED FROM CSM 2788.

ENGINEERING, INC Consultant Services
1077 CENTENNIAL CENTRE BLVD.
HOBART, WI 54155
920-468-4771

I, JAMES R. CAPPEART PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

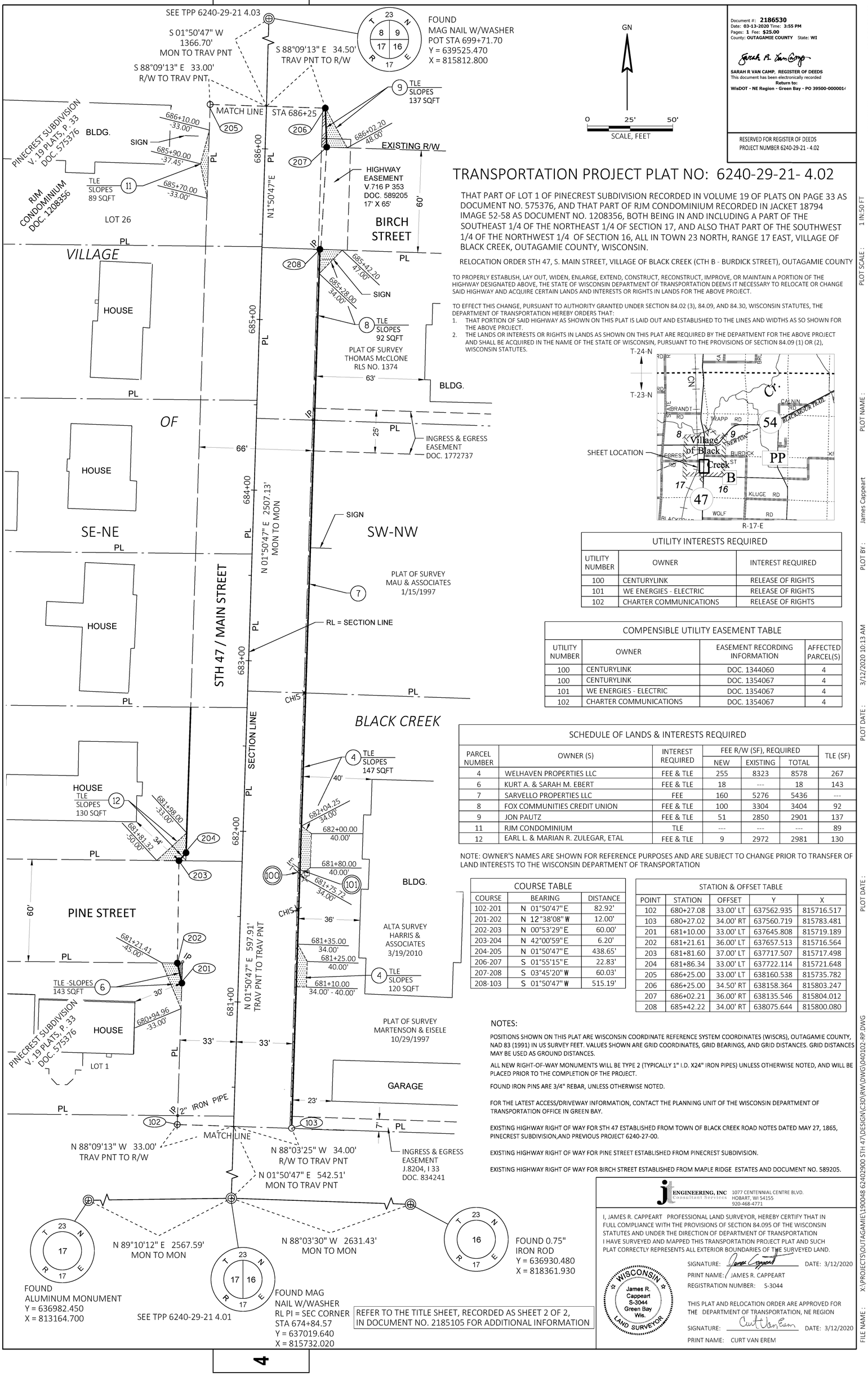
SIGNATURE: _____ DATE: 2/26/2020
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, NE REGION

SIGNATURE: _____ DATE: 2/26/2020
PRINT NAME: CURT VAN EREM

6240-29-21 4.01
6240-29-00
PLOT SCALE : 1 IN:50 FT
PLOT NAME :
PLOT BY : James Cappeart
PLOT DATE : 2/26/2020 9:56 AM
PLOT DATE :
FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040101-RP.DWG
APPRAISAL PLAT DATE : 2-26-2020



Document #: **2186530**
Date: **03-13-2020** Time: **3:55 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, REGISTER OF DEEDS
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-29-21 - 4.02

TRANSPORTATION PROJECT PLAT NO: 6240-29-21- 4.02

THAT PART OF LOT 1 OF PINECREST SUBDIVISION RECORDED IN VOLUME 19 OF PLATS ON PAGE 33 AS DOCUMENT NO. 575376, AND THAT PART OF RJM CONDOMINIUM RECORDED IN JACKET 18794 IMAGE 52-58 AS DOCUMENT NO. 1208356, BOTH BEING IN AND INCLUDING A PART OF THE SOUTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 17, AND ALSO THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16, ALL IN TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS
101	WE ENERGIES - ELECTRIC	RELEASE OF RIGHTS
102	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

COMPENSIBLE UTILITY EASEMENT TABLE			
UTILITY NUMBER	OWNER	EASEMENT RECORDING INFORMATION	AFFECTED PARCEL(S)
100	CENTURYLINK	DOC. 1344060	4
100	CENTURYLINK	DOC. 1354067	4
101	WE ENERGIES - ELECTRIC	DOC. 1354067	4
102	CHARTER COMMUNICATIONS	DOC. 1354067	4

SCHEDULE OF LANDS & INTERESTS REQUIRED						
PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
4	WELHAVEN PROPERTIES LLC	FEE & TLE	255	8323	8578	267
6	KURT A. & SARAH M. EBERT	FEE & TLE	18	---	18	143
7	SARVELLO PROPERTIES LLC	FEE	160	5276	5436	---
8	FOX COMMUNITIES CREDIT UNION	FEE & TLE	100	3304	3404	92
9	JON PAUTZ	FEE & TLE	51	2850	2901	137
11	RJM CONDOMINIUM	TLE	---	---	---	89
12	EARL L. & MARIAN R. ZULEGAR, ETAL	FEE & TLE	9	2972	2981	130

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE		
COURSE	BEARING	DISTANCE
102-201	N 01°50'47" E	82.92'
201-202	N 12°38'08" W	12.00'
202-203	N 00°53'29" E	60.00'
203-204	N 42°00'59" E	6.20'
204-205	N 01°50'47" E	438.65'
206-207	S 01°55'15" E	22.83'
207-208	S 03°45'20" W	60.03'
208-103	S 01°50'47" W	515.19'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
102	680+27.08	33.00' LT	637562.935	815716.517
103	680+27.02	34.00' RT	637560.719	815783.481
201	681+10.00	33.00' LT	637645.808	815719.189
202	681+21.61	36.00' LT	637657.513	815716.564
203	681+81.60	37.00' LT	637717.507	815717.498
204	681+86.34	33.00' LT	637722.114	815721.648
205	686+25.00	33.00' LT	638160.538	815735.782
206	686+25.00	34.50' RT	638158.364	815803.247
207	686+02.21	36.00' RT	638135.546	815804.012
208	685+42.22	34.00' RT	638075.644	815800.080

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD 83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1865, PINECREST SUBDIVISION,AND PREVIOUS PROJECT 6240-27-00.

EXISTING HIGHWAY RIGHT OF WAY FOR PINE STREET ESTABLISHED FROM PINECREST SUBDIVISION.

EXISTING HIGHWAY RIGHT OF WAY FOR BIRCH STREET ESTABLISHED FROM MAPLE RIDGE ESTATES AND DOCUMENT NO. 589205.

JJ ENGINEERING, INC Consultant Services
1077 CENTENNIAL CENTRE BLVD.
HOBART, WI 54155
920-468-4771

I, JAMES R. CAPPEART PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

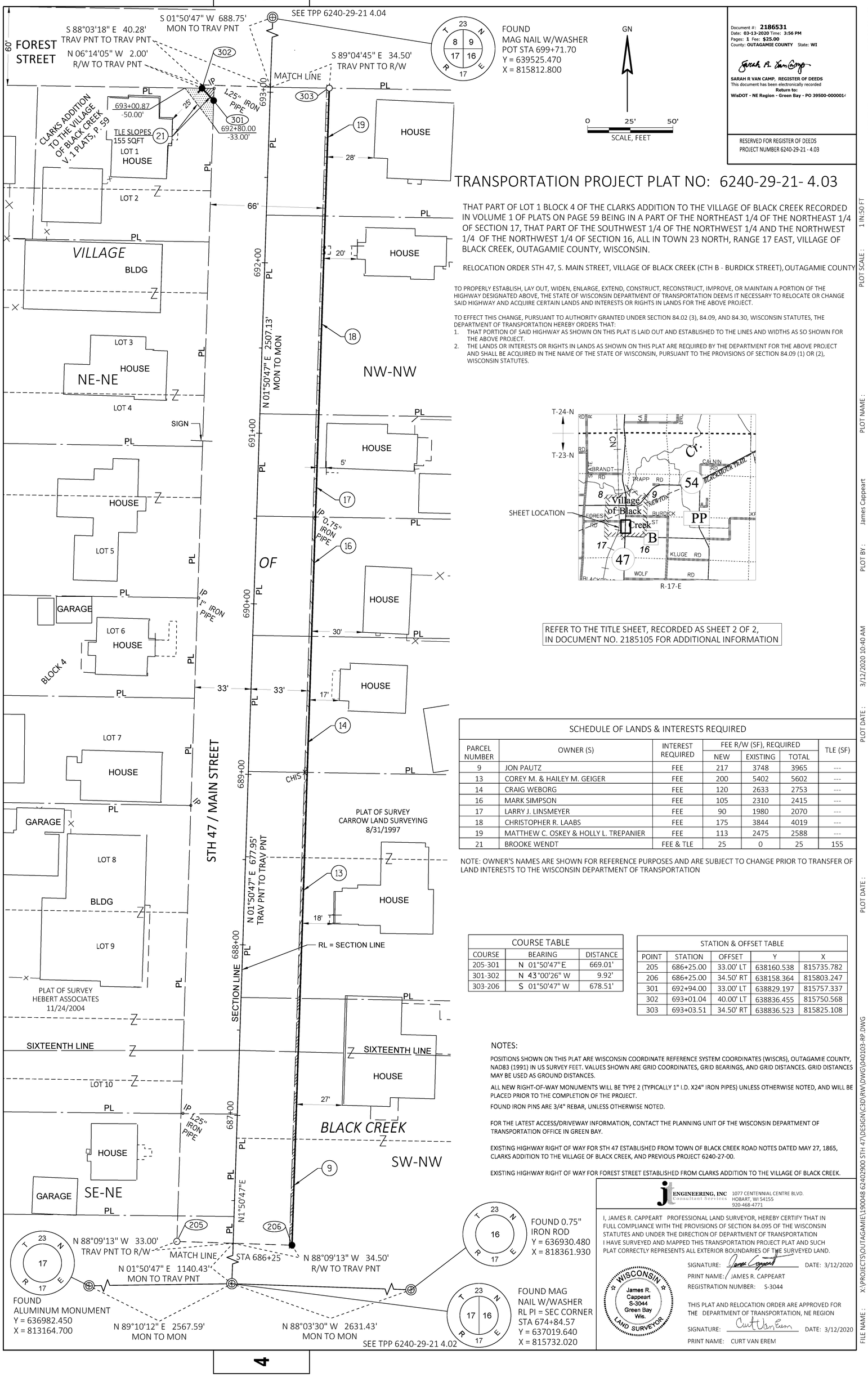
WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, NE REGION

SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: CURT VAN EREM

FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040102-RP.DWG
APPRAISAL PLAT DATE : 3-12-2020
PLOT DATE : 3/12/2020 10:13 AM
PLOT BY : James Cappeart
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
6240-29-00
6240-29-21 4.02



TRANSPORTATION PROJECT PLAT NO: 6240-29-21- 4.03

THAT PART OF LOT 1 BLOCK 4 OF THE CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK RECORDED IN VOLUME 1 OF PLATS ON PAGE 59 BEING IN A PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 17, THAT PART OF THE SOUTHWEST 1/4 OF THE NORTHWEST 1/4 AND THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16, ALL IN TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

REFER TO THE TITLE SHEET, RECORDED AS SHEET 2 OF 2, IN DOCUMENT NO. 2185105 FOR ADDITIONAL INFORMATION

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
9	JON PAUTZ	FEE	217	3748	3965	---
13	COREY M. & HAILEY M. GEIGER	FEE	200	5402	5602	---
14	CRAIG WEBORG	FEE	120	2633	2753	---
16	MARK SIMPSON	FEE	105	2310	2415	---
17	LARRY J. LINSMEYER	FEE	90	1980	2070	---
18	CHRISTOPHER R. LAABS	FEE	175	3844	4019	---
19	MATTHEW C. OSKEY & HOLLY L. TREPANIER	FEE	113	2475	2588	---
21	BROOKE WENDT	FEE & TLE	25	0	25	155

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE		
COURSE	BEARING	DISTANCE
205-301	N 01°50'47"E	669.01'
301-302	N 43°00'26" W	9.92'
303-206	S 01°50'47" W	678.51'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
205	686+25.00	33.00' LT	638160.538	815735.782
206	686+25.00	34.50' RT	638158.364	815803.247
301	692+94.00	33.00' LT	638829.197	815757.337
302	693+01.04	40.00' LT	638836.455	815750.568
303	693+03.51	34.50' RT	638836.523	815825.108

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1865, CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK, AND PREVIOUS PROJECT 6240-27-00.

EXISTING HIGHWAY RIGHT OF WAY FOR FOREST STREET ESTABLISHED FROM CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK.

JJ ENGINEERING, INC Consultant Services
1077 CENTENNIAL CENTRE BLVD.
HOBART, WI 54155
920-468-4771

I, JAMES R. CAPPEART PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 3/12/2020

PRINT NAME: JAMES R. CAPPEART

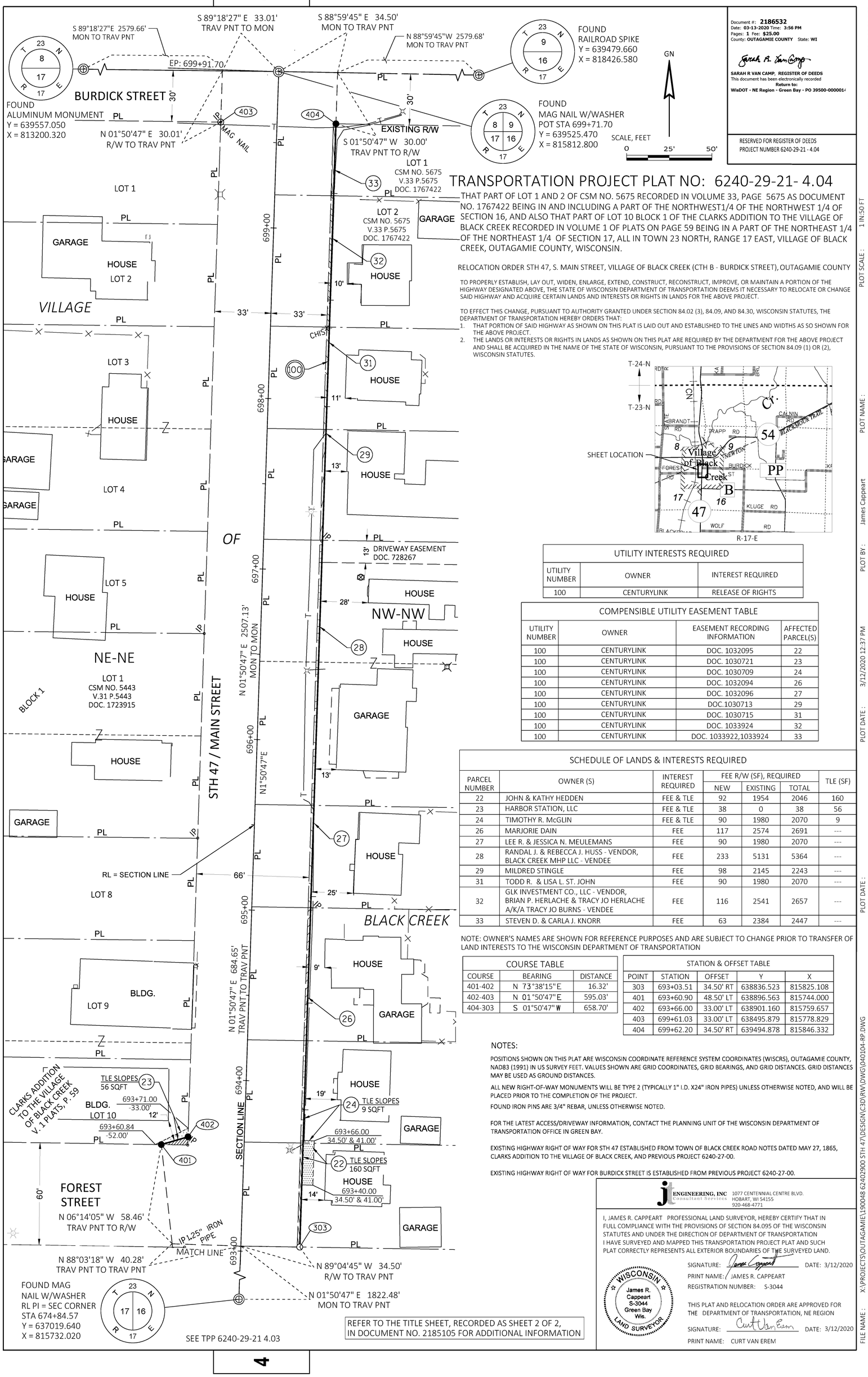
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, NE REGION

SIGNATURE: _____ DATE: 3/12/2020

PRINT NAME: CURT VAN EREM



Document #: **2186532**
Date: **03-13-2020** Time: **3:56 PM**
Pages: **1** Fee: **$25.00**
County: **OUTAGAMIE COUNTY** State: **WI**

SARAH R VAN CAMP, **REGISTER OF DEEDS**
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RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 6240-29-21 - 4.04

TRANSPORTATION PROJECT PLAT NO: 6240-29-21- 4.04

THAT PART OF LOT 1 AND 2 OF CSM NO. 5675 RECORDED IN VOLUME 33, PAGE 5675 AS DOCUMENT NO. 1767422 BEING IN AND INCLUDING A PART OF THE NORTHWEST1/4 OF THE NORTHWEST 1/4 OF SECTION 16, AND ALSO THAT PART OF LOT 10 BLOCK 1 OF THE CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK RECORDED IN VOLUME 1 OF PLATS ON PAGE 59 BEING IN A PART OF THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 17, ALL IN TOWN 23 NORTH, RANGE 17 EAST, VILLAGE OF BLACK CREEK, OUTAGAMIE COUNTY, WISCONSIN.

RELOCATION ORDER STH 47, S. MAIN STREET, VILLAGE OF BLACK CREEK (CTH B - BURDICK STREET), OUTAGAMIE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

UTILITY INTERESTS REQUIRED		
UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	CENTURYLINK	RELEASE OF RIGHTS

COMPENSIBLE UTILITY EASEMENT TABLE			
UTILITY NUMBER	OWNER	EASEMENT RECORDING INFORMATION	AFFECTED PARCEL(S)
100	CENTURYLINK	DOC. 1032095	22
100	CENTURYLINK	DOC. 1030721	23
100	CENTURYLINK	DOC. 1030709	24
100	CENTURYLINK	DOC. 1032094	26
100	CENTURYLINK	DOC. 1032096	27
100	CENTURYLINK	DOC.1030713	29
100	CENTURYLINK	DOC. 1030715	31
100	CENTURYLINK	DOC. 1033924	32
100	CENTURYLINK	DOC. 1033922,1033924	33

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	FEE R/W (SF), REQUIRED			TLE (SF)
			NEW	EXISTING	TOTAL	
22	JOHN & KATHY HEDDEN	FEE & TLE	92	1954	2046	160
23	HARBOR STATION, LLC	FEE & TLE	38	0	38	56
24	TIMOTHY R. McGLIN	FEE & TLE	90	1980	2070	9
26	MARJORIE DAIN	FEE	117	2574	2691	---
27	LEE R. & JESSICA N. MEULEMANS	FEE	90	1980	2070	---
28	RANDAL J. & REBECCA J. HUSS - VENDOR, BLACK CREEK MHP LLC - VENDEE	FEE	233	5131	5364	---
29	MILDRED STINGLE	FEE	98	2145	2243	---
31	TODD R. & LISA L. ST. JOHN	FEE	90	1980	2070	---
32	GLK INVESTMENT CO., LLC - VENDOR, BRIAN P. HERLACHE & TRACY JO HERLACHE A/K/A TRACY JO BURNS - VENDEE	FEE	116	2541	2657	---
33	STEVEN D. & CARLA J. KNORR	FEE	63	2384	2447	---

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES AND ARE SUBJECT TO CHANGE PRIOR TO TRANSFER OF LAND INTERESTS TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION

COURSE TABLE		
COURSE	BEARING	DISTANCE
401-402	N 73°38'15"E	16.32'
402-403	N 01°50'47"E	595.03'
404-303	S 01°50'47"W	658.70'

STATION & OFFSET TABLE				
POINT	STATION	OFFSET	Y	X
303	693+03.51	34.50' RT	638836.523	815825.108
401	693+60.90	48.50' LT	638896.563	815744.000
402	693+66.00	33.00' LT	638901.160	815759.657
403	699+61.03	33.00' LT	638495.879	815778.829
404	699+62.20	34.50' RT	639494.878	815846.332

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 1" I.D. X24" IRON PIPES) UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

FOUND IRON PINS ARE 3/4" REBAR, UNLESS OTHERWISE NOTED.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

EXISTING HIGHWAY RIGHT OF WAY FOR STH 47 ESTABLISHED FROM TOWN OF BLACK CREEK ROAD NOTES DATED MAY 27, 1865, CLARKS ADDITION TO THE VILLAGE OF BLACK CREEK, AND PREVIOUS PROJECT 6240-27-00.

EXISTING HIGHWAY RIGHT OF WAY FOR BURDICK STREET IS ESTABLISHED FROM PREVIOUS PROJECT 6240-27-00.

JJ ENGINEERING, INC Consultant Services
1077 CENTENNIAL CENTRE BLVD.
HOBART, WI 54155
920-468-4771

I, JAMES R. CAPPEART PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF DEPARTMENT OF TRANSPORTATION I HAVE SURVEYED AND MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: JAMES R. CAPPEART
REGISTRATION NUMBER: S-3044

WISCONSIN James R. Cappeart S-3044 Green Bay Wis. LAND SURVEYOR

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE DEPARTMENT OF TRANSPORTATION, NE REGION

SIGNATURE: _____ DATE: 3/12/2020
PRINT NAME: CURT VAN EREM

6240-29-21 4.02
6240-29-00
PLOT SCALE : 1 IN:50 FT
PLOT NAME :
PLOT BY : James Cappeart
PLOT DATE : 3/12/2020 12:37 PM
PLOT DATE :
FILE NAME : X:\PROJECTS\OUTAGAMIE\190048 62402900 STH 47\DESIGN\C3D\RW\DWG\040104-RP.DWG
APPRAISAL PLAT DATE : 3-12-2020

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W LINE
PROPERTY LINE
LOT, TIE, AND OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)
TEMP. LIMITED EASEMENT AREA
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING
BUILDING (TO BE REMOVED)
BRIDGE

PARCEL NUMBER (25)
SECTION CORNER
NOTATION FOR COMBUSTABLE FLUIDS
NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES
UTILITY NUMBER (40)
R/W MONUMENT
NON-MONUMENTED R/W POINT
FOUND IRON PIN
VALVE (GAS, WATER, ETC.)
SIGN
OFF-PREMISE SIGN

ACCESS CONTROLLED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
NATIONAL GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
PARALLEL OFFSETS

CONVENTIONAL UTILITY SYMBOLS

WATER	W
GAS	G
TELEPHONE	T
OVERHEAD TRANSMISSION LINES	OH
ELECTRIC	E
CABLE TELEVISION	TV
FIBER OPTIC	FO
SANITARY SEWER	SAN
STORM SEWER	SS
ELECTRIC TOWER	

	NON-COMPENSABLE	COMPENSABLE
POWER POLE		
TELEPHONE POLE		
TELEPHONE PEDESTAL		

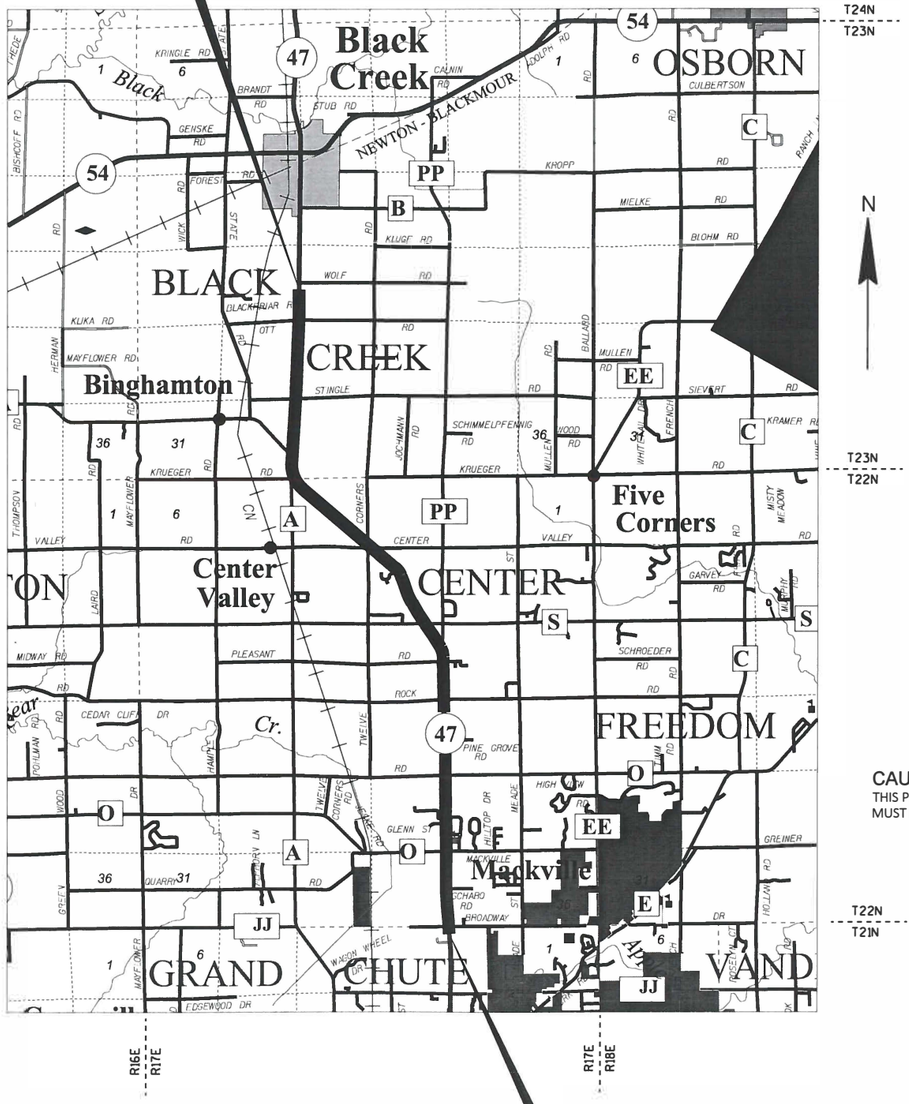
CURVE DATA ABBREVIATIONS

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	OUTLOT	OL
ACRES	AC	PAGE	P
AHEAD	AH	POINT OF TANGENCY	PT
ALUMINUM	ALUM	PROPERTY LINE	PL
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REEL / IMAGE	R/I
BLOCK	BLK	REFERENCE LINE	R/L
CENTERLINE	C/L	PERMANENT LIMITED EASEMENT	PLE
CERTIFIED SURVEY MAP	CSM	POINT OF BEGINNING	POB
CONCRETE	CONC	POINT OF CURVATURE	PC
COUNTY	CO	POINT OF COMPOUND CURVE	PCC
COUNTY TRUNK HIGHWAY	CTH	POINT OF INTERSECTION	PI
DISTANCE	DIST	REMAINING	REM
CORNER	COR	RESTRICTIVE DEVELOPMENT EASEMENT	RDE
DOCUMENT NUMBER	DOC	RIGHT	RT
EASEMENT	EASE	RIGHT OF WAY	R/W
EXISTING	EX	SECTION	SEC
GAS VALVE	GV	SEPTIC VENT	SEPV
GRID NORTH	GN	SQUARE FEET	SF
HIGHWAY EASEMENT	HE	STATE TRUNK HIGHWAY	STH
IDENTIFICATION	ID	STATION	STA
LAND CONTRACT	LC	TELEPHONE PEDESTAL	TP
LEFT	LT	TEMPORARY LIMITED EASEMENT	TLE
MONUMENT	MON	TRANSPORTATION PROJECT PLAT	TPP
NATIONAL GEODETIC SURVEY	NGS	UNITED STATES HIGHWAY	USH
NUMBER	NO	VOLUME	V

END RELOCATION ORDER
617+88.77
Y 631326.05
X 815574.14
447.90' SOUTH AND 22.61' WEST OF THE EAST QUARTER CORNER OF SECTION 20, T23N, R17E



N

BEGIN RELOCATION ORDER
132+27.96
Y 586691.09
X 825251.20
108.87' SOUTH AND 121.53' EAST OF THE SOUTHWEST CORNER OF SECTION 35, T22N, R17E

LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 9.197 MI.

R/W PROJECT NUMBER	SHEET NUMBER	TOTAL SHEETS
6240-22-21	4.01	22
R/W PROJECT NUMBER		

PLAT OF RIGHT OF WAY REQUIRED FOR

APPLETON - BLACK CREEK
CTH JJ - CTH B

STH 47	OUTAGAMIE COUNTY

CONSTRUCTION PROJECT NUMBER
6240-22-71

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS), OUTAGAMIE COUNTY, NAD83 (1991) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 MONUMENTS (TYPICALLY 1" I.D. X 24" IRON PIPES), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

INFORMATION FOR THE BASIS OF EXISTING HIGHWAY RIGHT-OF-WAY POINTS OF REFERENCE AND ACCESS CONTROL ARE LISTED ON DETAIL SHEETS.

CAUTION:
THIS PLAT IS FOR ILLUSTRATIVE PURPOSES ONLY. DEEDS MUST BE CHECKED TO DETERMINE PROPERTY BOUNDARIES.

ORIGINAL PLAT PREPARED BY
GREMMER & ASSOCIATES, INC.
CONSULTING ENGINEERS
Stevens Point • Fond du Lac
93 South Pioneer Road, Suite 300 • Fond du Lac, WI 54935
(920) 924-5720 • Fax: (920) 924-5725

4/27/20
DATE
JAY W. PANETTI, PLS

WISCONSIN
JAY W. PANETTI
S-2747
WAUPUN,
WI
LAND SURVEYOR

REVISION DATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED FOR THE DEPARTMENT
DATE: 4-27-2020
Curt VanEss
(Signature)

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES TEMP.
				NEW	EXISTING	TOTAL	
1	4.08	PROPERTY VENTURES LLC	TLE	0	0	0	0.020
2	4.08	GREGG G. MILLER AND DEBBIE A. MILLER	TLE	0	0	0	0.020
3	4.09, 4.10	ST. EDWARDS CONGREGATION OF THE TOWN OF CENTER, OUTAGAMIE COUNTY, WISCONSIN	TLE	0	0	0	0.018
4	4.09	PAUL HOFACKER (1/2 INTEREST) AND KIM CALMES, JOSEPH HOFACKER, MARY FROMM, MICHAEL HOFACKER, JACKIE MURPHY, JAMES HOFACKER, SUE VANDENBERG AND JOHN HOFACKER EQUALLY AS TENANTS IN COMMON (1/2 INTEREST)	TLE	0	0	0	0.019
6	4.10	CHRISTOPHER D. JOSSART AND KIM M. JOSSART, TRUSTEES, OR THEIR SUCCESSORS IN INTEREST, OF THE CHRISTOPHER AND KIM JOSSART REVOCABLE LIVING TRUST DATED MAY 5, 2016, AND ANY AMENDMENTS THERETO	TLE	0	0	0	0.015
7	4.10	MACKVILLE CROSSINGS LLC	TLE	0	0	0	0.007
8	4.10	JON J. WILSON	TLE	0	0	0	0.058
9	4.10, 4.11	KEITH L. REINKE	TLE	0	0	0	0.077
11	4.10	TAMARA A. NICKASCH	TLE	0	0	0	0.012
12	4.11	DALE L. WALBER AND JOAN M. WALBER	TLE	0	0	0	0.013
13	4.11	MAURICE G. BRINCKS AND DENISE A. BRINCKS	TLE	0	0	0	0.006
14	4.11	JOSEPH E. LECKER AND PATRICIA J. LECKER	TLE	0	0	0	0.007
16	4.12	DORN FARMS, A WISCONSIN PARTNERSHIP CONSISTING OF ROBERT DORN AND DAVID L. DORN, ITS PARTNERS	TLE	0	0	0	0.034
17	4.13	DEBRA J. KILEY AS TRUSTEE OF THE JOYCE L. WICHMAN IRREVOCABLE REAL ESTATE TRUST DATED DECEMBER 31, 2008	TLE	0	0	0	0.022
18	4.14	TRAVIS J. DEKEYSER AND KIMBERLY L. DEKEYSER	FEE, TLE	0.012	0	0.012	0.214
19	4.14	RICHARD KRANZ AND CHRISTINE A. KRANZ	FEE, TLE	0.017	0	0.017	0.056
20	4.14	PENNI NEUMAN AND FRANCISCO BAEZ	TLE	0	0	0	0.119
21	4.14	KENNETH G. KRAUSE	TLE	0	0	0	0.050
22	4.14	JERRY L. JACKSON	FEE, TLE	0.024	0	0.024	0.095
23	4.15	BRADLEY A. LANG	TLE	0	0	0	0.035
24	4.16	GARY M. TROFKA AND JANE M. MALIN, TRUSTEES OF THE GARY M. TROFKA AND JANE M. MALIN LIVING TRUST DATED FEBRUARY 9, 2018, AND ANY AMENDMENTS THERETO	TLE	0	0	0	0.011
25	4.14	JERALD A. KUBA	TLE	0	0	0	0.067

4

4

REVISION DATE _____ _____ _____ _____ _____ _____ _____ _____ _____ _____ _____ _____

DATE 4/27/2020

GRID FACTOR _____

SCALE, FEET 0

HWY: STH 47

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21

CONSTRUCTION PROJECT NUMBER 6240-22-71

PLAT SHEET 4.02

PS&E SHEET _____

E

FILE NAME : 040102-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/26/2020 10:46 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

SCHEDULE OF LANDS & INTERESTS REQUIRED

AREAS SHOWN IN THE TOTAL ACRES COLUMN MAY BE APPROXIMATE AND ARE DERIVED FROM TAX ROLLS OR OTHER AVAILABLE SOURCES AND MAY NOT INCLUDE LANDS OF THE OWNER WHICH ARE NOT CONTIGUOUS TO THE AREA TO BE ACQUIRED. OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

PARCEL NUMBER	SHEET NUMBER	OWNER(S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES TEMP.
				NEW	EXISTING	TOTAL	
26	4.17	ISAAC G. STILLE	TLE	0	0	0	0.028
27	4.17	NICHOLAS J. SIMON AND JEREMIAH W. SIMON, AN UNDIVIDED ONE-HALF (1/2) INTEREST EACH, AS TENANTS-IN-COMMON (JAMES S. SIMON AND BONNIE J. SIMON LIFE ESTATE)	TLE	0	0	0	0.034
28	4.18	LANG ENTERPRISES, LLC	FEE, TLE	0.006	0	0.006	0.013
29	4.18	DANIEL D. GRUENDEMANN	FEE, TLE	0.004	0	0.004	0.024
31	4.19, 4.20	DAVID L. DORN AND ROBERT M. DORN	TLE	0	0	0	0.063
32	4.19	EMILY A. GANDARA	TLE	0	0	0	0.060
33	4.20, 4.21	ROBERT W. SCHMIDT JR. AND KAREN M. SCHMIDT	TLE	0	0	0	0.161
34	4.22	WITTERHOLT'S FAMILY FARM, LLC	TLE	0	0	0	0.027
36	4.22	WILLIAM S. PALTZER AND DOROTHY A. PALTZER, TRUSTEES OF THE WILLIAM S. PALTZER AND DOROTHY A. PALTZER LIVING TRUST DATED FEBRUARY 3, 1998	TLE	0	0	0	0.026
101	4.10, 4.11, 4.18	AT&T WISCONSIN	RELEASE OF RIGHTS				
102	4.11, 4.18, 4.14, 4.21, 4.22	WISCONSIN ELECTRIC POWER COMPANY	RELEASE OF RIGHTS				
103	4.13	ATC MANAGEMENT, INC.	RELEASE OF RIGHTS				
104	4.19, 4.20, 4.21, 4.22	CENTURY LINK, INC.	RELEASE OF RIGHTS				

4

4

SHEET 3 OF 22 SHEETS

REVISION DATE

DATE 4/27/2020

GRID FACTOR

SCALE, FEET 0

HWY: STH 47

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21

CONSTRUCTION PROJECT NUMBER 6240-22-71

PLAT SHEET 4.03

PS&E SHEET

E

FILE NAME : 040103-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/26/2020 10:49 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

4

4

GN

T22N
T21N

3

34

27

22

TOWN

TOWN

WEST BROADWAY DRIVE

DEERVIEW DRIVE

FRAC.
NE-NE

FRAC.
NW-NW

STH 47

OF

GRAND
CHUTE

SCHABO ROAD

MACKVILLE ROAD

CTH O

EDWARD STREET

GLENN STREET

WEGE ROAD

RITE

150

200

250

STH 47

SE-SE

NE-SE

SW-SW

NW-SW

SW-NW

NW-NW

NE-NE

SE-NE

STEEPLE DRIVE

CTH O

PINE
GROVE
ROAD

CENTER

SEE SHEET 4.05
MATCH LINE

1 2 3 4 5 6 7 8 9 10 11 12 13 14

2

35

26

23

TOWN OF CENTER
TOWN OF GRAND CHUTE

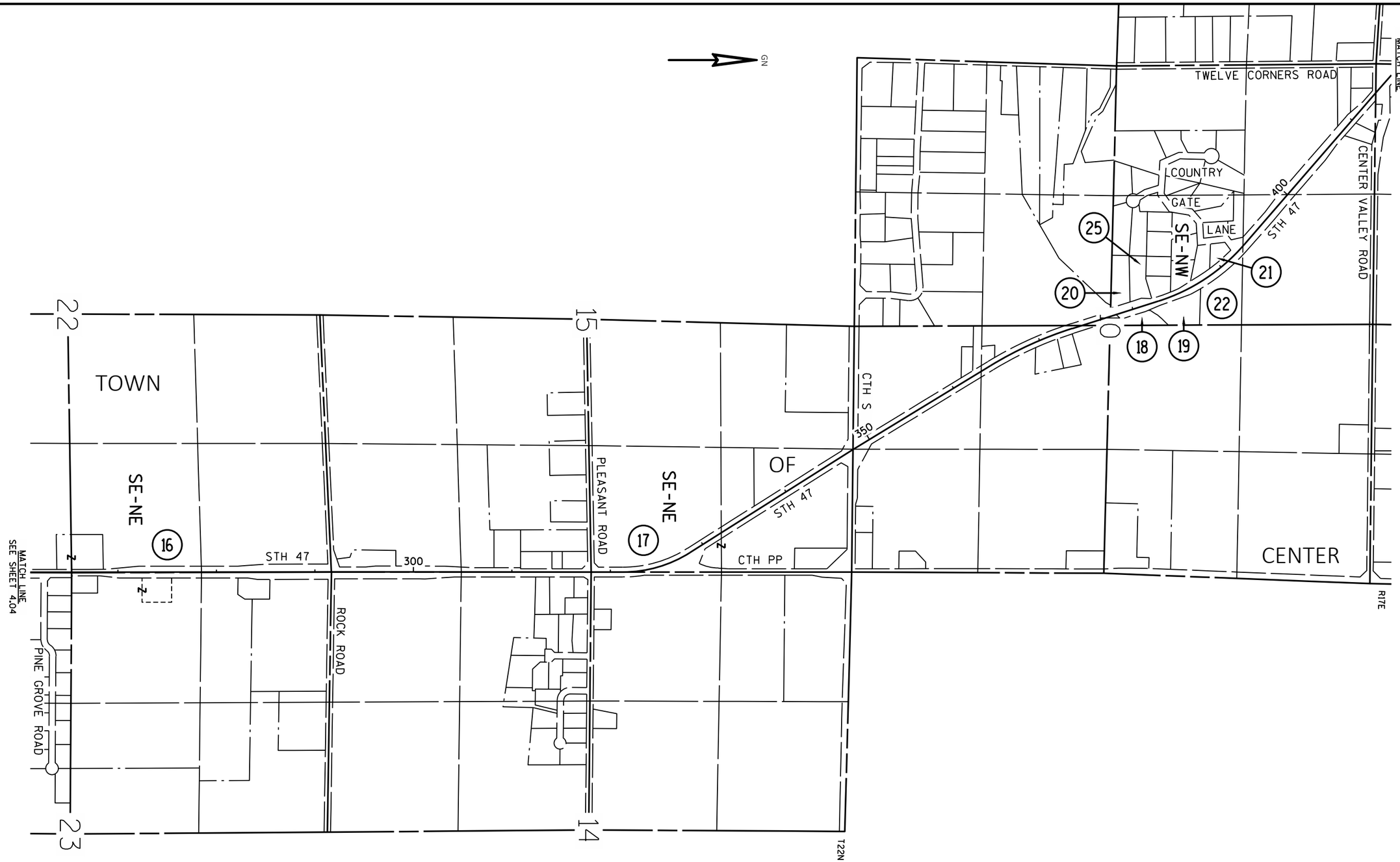
SHEET 4 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 500 1000	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.04
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET E

FILE NAME : 040104-RP.DWG
LAYOUT NAME - RW 1 IN 1000 FT

PLOT DATE : 4/26/2020 10:23 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 75



4

4

SHEET 5 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 500 1000	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.05
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET ____ E

FILE NAME : 040105-RP.DWG
LAYOUT NAME - RW 1 IN 1000 FT

PLOT DATE : 4/26/2020 10:26 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 75

4

GN

TOWN

TOWN

KRUEGER ROAD

SE-SE

28

29

CTH A

CTH A

500

STH 47

550

NE-SE

31

SEE SHEET 4.07
MATCH LINE

R17E

32

R17E

SW-NW

26

FRAC.
NW-NW

27

OF

STINGLE ROAD

NW-SW

32

T23N
T22N

OF

BLACK CREEK

450

NW-SE

STH 47

24

33

28

TOWN OF BLACK CREEK
TOWN OF CENTER

CENTER VALLEY ROAD

TWELVE CORNERS ROAD

23

SW-SW

CENTER

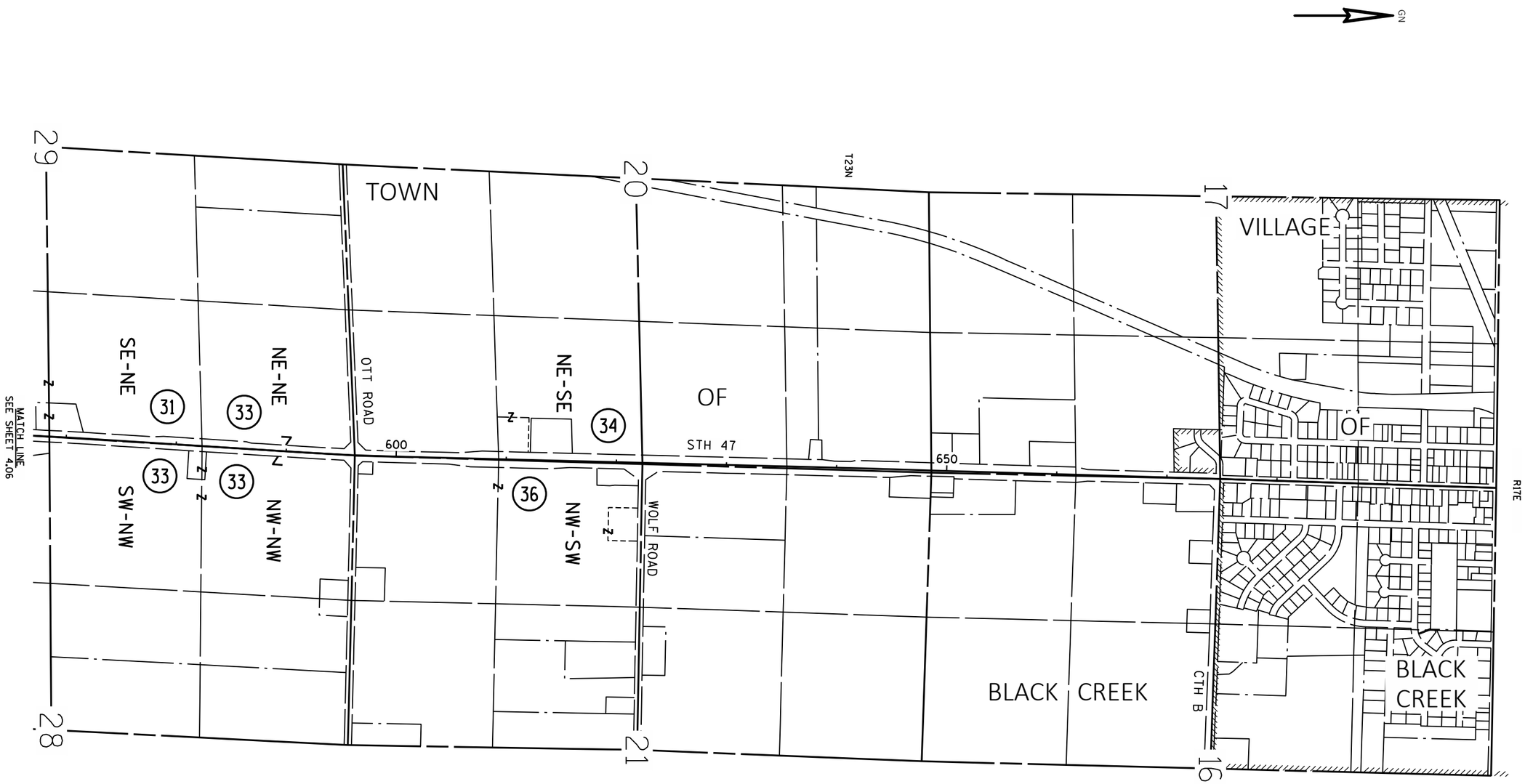
MATCH LINE
SEE SHEET 4.05

SHEET 6 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 500 1000	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.06
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET _____ E

FILE NAME : 040106-RP.DWG
LAYOUT NAME - RW 1 IN 1000 FT

PLOT DATE : 4/26/2020 10:30 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:1000 FT



4

SHEET 7 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 500 1000	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.07
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET E

FILE NAME : 040107-RP.DWG
LAYOUT NAME - RW 1 IN 1000 FT

PLOT DATE : 4/26/2020 10:33 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 75

PARCEL 2 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
121	404	N02°56'49"W	1936.04'
404	405	S86°13'33"W	33.00'
405	406	S02°56'49"E	9.63'
406	407	S86°55'33"W	34.01'
407	408	N00°00'00"E	43.10'
408	405	S46°35'26"E	46.07'

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
WEST BROADWAY DRIVE	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

TOWN

LOT 2 CSM #3928 V21/P3928 DOC. #1389026

FRAC. NE-NE

OF

FINDING, DETERMINATION AND DECLARATION DOC. #1204186

121 PK NAIL Y 584767.790 X 825348.150

N02°56'49"W 2033.17' SECTION LINE

R/L N03°46'27"W

BEGIN RELOCATION ORDER 132+27.96 Y 586691.09 X 825251.20 108.87' SOUTH AND 121.53' EAST OF THE SOUTHWEST CORNER OF SECTION 35, T22N, R17E

50' INGRESS/EGRESS EASEMENT PER CSM #5693

DRIVEWAY AGREEMENT DOC. #1771578

SHARED WELL AGREEMENT DOC. #1771577

HOLDING TANK AGREEMENT DOC. #1788842

LOT 1 CSM #5693 V33/P5693 DOC. #1769360

LOT 2 CSM #5693 V33/P5693 DOC. #1769360

FRAC. NW-NW

GRAND CHUTE

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1239279

LOT 2 CSM #2257 V12/P2257 DOC. #1158236

CLOSING CORNER 3/4" IRON ROD Y 586798.270 X 825243.620 STA 133+35.41, 0.65' LT

125

TLE GRADING

PID 101010302 GREGG G. MILLER AND DEBBIE A. MILLER

PID 101008000 PROPERTY VENTURES LLC

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1239296

408 132+72.07 66.23' TLE

407 132+29.07 69.06' TLE

405 132+38.28 34.92' TLE

406 132+28.65 35.06' TLE

400 404 401 403 402 215

RAILROAD SPIKE Y 586812.350 X 822436.230

SECTION LINE S89°44'11"E 2693.47'

WEST BROADWAY DRIVE S89°09'04"E 113.96'

S89°09'04"E 114.62' TO R/L

SECTION LINE S89°09'04"E 2644.08'

TOWN OF GRAND CHUTE

TOWN OF CENTER

PI: 132+35.36

PI: 132+98.26

PI: 132+98.26 Y: 586761.237 X: 825246.575 DELTA: 0°13'16" RT

3/4" IRON ROD Y 586799.960 X 825129.670

124

LOT 2 CSM #7520 V45/P7520 DOC. #2131279

LOT 1 CSM #4718 V26/P4718 DOC. #1591552

SECTION LINE N00°51'14"W 2634.36'

SE-SE

SW-SW

128 MAG NAIL AND WASHER Y 589434.030 X 825090.410

LOT 1 CSM #2685 V14/P2685 DOC. #1205117

CENTER

SIGN

P.L.

3/4" IP

1" IP

33'

STH 47

R/L N03°33'11"W

126 MAG NAIL AND WASHER Y 586760.780 X 827773.460

COORDINATE TABLE

POINT	Y	X
121	584767.7900	825348.1500
124	586799.9600	825129.6700
125	586798.2700	825243.6200
126	586760.7800	827773.4600
128	589434.0300	825090.4100
215	586761.2371	825246.5746
400	586690.9570	825249.1445
401	586693.5077	825287.8114
402	586745.5712	825319.3922
403	586695.4904	825322.2735
404	586701.2657	825248.6138
405	586699.0933	825215.6820
406	586689.4763	825216.1770
407	586687.6525	825182.2162
408	586730.7507	825182.2162

PARCEL 1 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
121	400	N02°56'49"W	1925.71'
400	401	N86°13'33"E	38.75'
401	402	N31°14'25"E	60.89'
402	403	S03°17'34"E	50.16'
403	401	S86°42'26"W	34.52'

SHEET 8 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.08	
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET	E

FILE NAME : 040108-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/24/2020 2:21 PM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

PARCEL 3 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
130	420	N00°11'00"E	538.29'
420	421	S89°49'00"E	33.00'
421	422	N00°11'00"E	79.03'
422	423	S45°00'00"E	8.11'
423	424	S00°00'00"E	67.31'
424	421	S45°00'00"W	8.47'

PARCEL 4 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
130	425	N00°11'00"E	609.68'
425	426	N89°49'00"W	33.00'
426	427	S00°11'00"W	71.10'
427	428	N45°00'00"W	21.32'
428	429	N00°00'00"E	40.72'
429	426	N45°00'00"E	21.64'

GN

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
CTH O	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
MACKVILLE ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

T 27 N R 17 E — SECTIONS 34, 35

[129] MAG NAIL AND WASHER
Y 592038.710
X 822529.360

[130] 1/4" IRON ROD
Y 592065.750
X 825162.350
STA 186+07.91, 0.00' LT

[131] PK NAIL
Y 591986.790
X 827814.690

[133] MAG NAIL AND WASHER
Y 594712.920
X 825170.820

N89°24'42"E 2633.13' SECTION LINE

S88°17'41"E 2653.52' SECTION LINE

N00°11'00"E 2647.18' SECTION LINE

TOWN OF CENTER

SE-SE

SW-SW

PARCEL "C" POS 2217272009

POS 2217272008

FINDING, DETERMINATION AND DECLARATION DOC. #1204186

4

PID 040071700
PAUL HOFACKER (1/2 INTEREST) AND KIM CALMES, JOSEPH HOFACKER, MARY FROMM, MICHAEL HOFACKER, JACKIE MURPHY, JAMES HOFACKER, SUE VANDENBERG AND JOHN HOFACKER EQUALLY AS TENANTS IN COMMON (1/2 INTEREST)

TLE GRADING

427 191+46.40 34.53' TLE
428 191+61.38 49.70' TLE
429 192+02.10 45.94' TLE
426 192+17.50 34.73' TLE

421 191+46.30 31.47' TLE
424 191+52.32 37.42' TLE
423 192+19.63 37.02' TLE
422 192+25.33 31.25' TLE

3 TLE 0.010 AC GRADING

PID 040067400
ST. EDWARDS CONGREGATION OF THE TOWN OF CENTER, OUTAGAMIE COUNTY, WISCONSIN

LOT 2 CSM #878 V5/P878 DOC. #1001183

LOT 2 CSM #5919 V34/P5919 DOC. #1817072

LOT 1 CSM #5919 V34/P5919 DOC. #1817072

DISTRIBUTION EASEMENT UNDERGROUND JOINT DOC. #1629771

PI: 186+07.91
Y: 592065.750
X: 825162.350
DELTA: 1°13'12" LT

PI: 194+81.50
Y: 592939.324
X: 825167.625
DELTA: 0°12'37" LT

COORDINATE TABLE

POINT	Y	X
129	592038.7100	822529.3600
130	592065.7500	825162.3500
131	591986.7900	827814.6900
133	594712.9200	825170.8200
221	592065.7500	825162.3500
222	592939.3240	825167.6245
420	592604.0415	825164.0723
421	592603.9359	825197.0709
422	592682.9682	825197.3238
423	592677.2319	825203.0600
424	592609.9250	825203.0600
425	592675.4291	825164.3007
426	592675.5347	825131.3009
427	592604.4343	825131.0734
428	592619.5116	825115.9961
429	592660.2299	825115.9961

HOLDING TANK AGREEMENT DOC. #1788842

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1770134

REVOCATION OF AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1770132

CTH O — MACKVILLE ROAD — STH 47 — SIXTEENTH LINE — STEEPLE DRIVE

SHEET 9 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.09
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET E

FILE NAME : 040109-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/24/2020 2:28 PM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

PARCELS 3 & 7 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
130	440	N00°11'00"E	1511.27'
440	441	S89°49'00"E	33.00'
441	442	N00°11'00"E	59.96'
442	443	S45°00'00"E	19.44'
443	444	S01°27'20"W	33.12'
444	441	S45°00'00"W	18.52'

PARCEL 6 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
130	445	N00°11'00"E	1574.10'
445	446	N89°49'00"W	33.00'
446	447	S00°11'00"W	59.98'
447	448	N45°00'00"W	21.15'
448	449	N00°11'00"E	29.98'
449	446	N45°00'00"E	21.28'

PARCELS 8 & 11 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
133	450	S00°11'00"W	32.80'
450	451	N89°49'00"W	50.11'
451	452	N56°38'57"W	39.81'
452	453	N22°25'44"W	40.00'
453	454	N44°40'03"E	68.73'
454	455	S00°05'53"E	75.61'
455	451	S00°07'02"E	32.13'

PARCEL 9 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
133	456	N00°06'15"W	19.23'
456	457	N89°53'45"E	54.72'
457	458	N00°05'53"W	94.74'
458	459	S66°44'43"E	33.13'
459	460	S22°25'00"E	40.00'
460	457	S45°32'23"W	63.79'

GN

FINDING, DETERMINATION AND DECLARATION DOC. #1204186

6

PID 040069901
CHRISTOPHER D. JOSSART AND KIM M. JOSSART, TRUSTEES, OR THEIR SUCCESSORS IN INTEREST, OF THE CHRISTOPHER AND KIM JOSSART REVOCABLE LIVING TRUST DATED MAY 5, 2016, AND ANY AMENDMENTS THERETO

TOWN

NE-SE

SE-NE

EDWARD STREET

GLENN STREET

PARCEL #1
POS
2217272017

TLE GRADING

447 201+22.07 34.95' TLE
448 201+36.99 49.93' TLE
449 201+66.97 49.91' TLE
446 201+82.05 34.90' TLE

1/4" IRON ROD
Y 592065.750
X 825162.350
130

T 22 N R 17 E 27 34 35 26

201 440 445 202 203 204 205 206 SECTION LINE 207 208 209 210 211 212 450 213 214

TO SEC. LINE 33' 33'

3/4"IP 2" IP 1"IP 1"IP 1"IP

N00°11'00"E 2647.18'

45' 60' 60' 50'

R/L N00°08'08"E R/L N00°07'02"W R/L N00°05'53"W

3/4"IP 3/4"IP 3/4"IP 3/4"IP 3/4"IP 1-1/4"IP 1-1/4"IP

STH 47

55'

3/4" IP CONVEYANCE OF RIGHTS DOC. #810165

FLAG

6' R/W GRANT DOC. #808222

16.5' R/W GRANT DOC. #669812

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1239896

8

PID 040071100
JON J. WILSON

TLE GRADING

451 212+22.57 50.00' TLE
455 212+54.69 50.00' TLE
452 212+44.52 83.21' TLE
453 212+81.49 124.98' TLE
454 213+30.29 50.00' TLE

101

11

PID 040070000
TAMARA A. NICKASCH

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1239753

QUARTER LINE N89°25'02"E 2639.21'

132 ALUMINUM MONUMENT Y 594686.070 X 822531.750

T 22 N R 17 E 27

441 201+19.16 31.05' TLE
444 201+32.29 44.12' TLE
443 201+65.40 44.88' TLE
442 201+79.12 31.10' TLE

TLE 0.008 AC GRADING

3

7

PID 040136500
ST. EDWARDS CONGREGATION OF THE TOWN OF CENTER, OUTAGAMIE COUNTY, WISCONSIN

PID 040136400
MACKVILLE CROSSINGS LLC

21 20 19 18 17 16

MACKVILLE CROSSING

15' 15' 30' DRAINAGE EASEMENT

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1239760

REVOCATION OF AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1770133

NW-SW

OF

PI: 209+64.18
Y: 594421.998
X: 825171.135
DELTA: 0°15'11" LT

223

PI: 212+55.10
Y: 594712.917
X: 825170.540
DELTA: 0°01'09" RT

224

133 MAG NAIL AND WASHER Y 594712.920 X 825170.820 STA 212+55.10, 0.28' RT

20' DRAINAGE & UTILITY EASEMENT

QUARTER LINE S89°01'33"E 2672.98'

CENTER

SW-NW

456 SECTION LINE N00°06'15"W 2634.31'

T 22 N R 17 E 27 22 23 26

136 NAIL Y 597347.230 X 825166.030

212+74.34 55.00' TLE 457
213+18.94 100.61' TLE 460
213+55.94 85.42' TLE 459
213+69.07 55.00' TLE 458

9

TLE 0.060 AC GRADING

PID 040066800
KEITH L. REINKE

134 STONE MONUMENT Y 594667.480 X 827843.410

T 22 N R 17 E 26

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
EDWARD STREET	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
GLENN STREET	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

COORDINATE TABLE

POINT	Y	X	POINT	Y	X
130	592065.7500	825162.3500	447	593579.9720	825134.1948
132	594686.0700	822531.7500	448	593594.9242	825119.2426
133	594712.9200	825170.8200	449	593624.9030	825119.3386
134	594667.4800	827843.4100	450	594680.1193	825170.7150
136	597347.2300	825166.0300	451	594680.2797	825120.6076
223	594421.9982	825171.1354	452	594702.1650	825087.3546
224	594712.9171	825170.5396	453	594739.1391	825072.0930
440	593577.0086	825167.1854	454	594788.0224	825120.4122
441	593576.9030	825200.1841	455	594712.4085	825120.5416
442	593636.8626	825200.3759	456	594732.1477	825170.7850
443	593623.1145	825214.1240	457	594732.2472	825225.5089
444	593590.0016	825213.2826	458	594826.9827	825225.3467
445	593639.8456	825167.3865	459	594813.9030	825255.7835
446	593639.9512	825134.3867	460	594776.9256	825271.0372

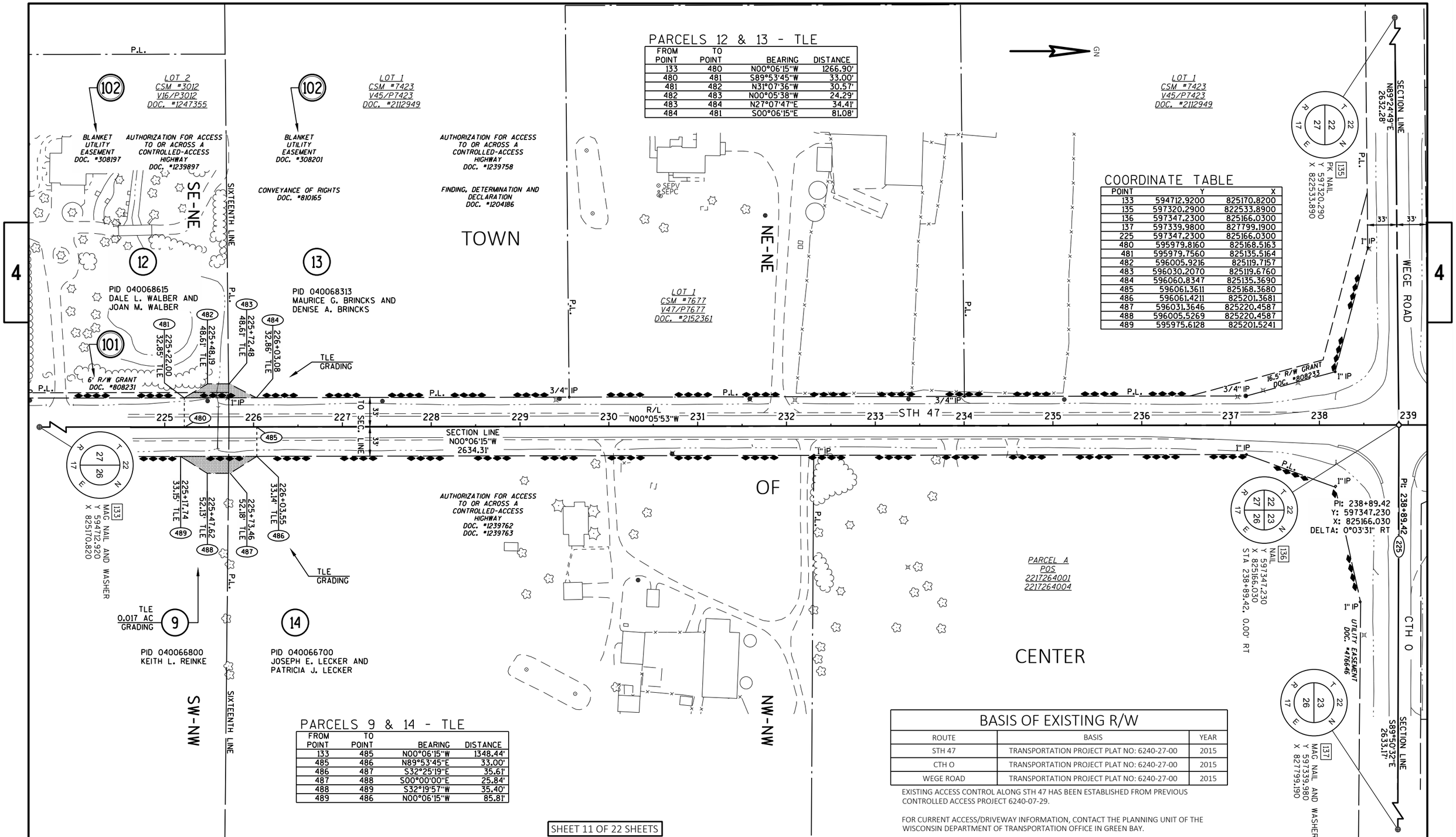
SHEET 10 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.10	
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET	E

FILE NAME : 040110-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

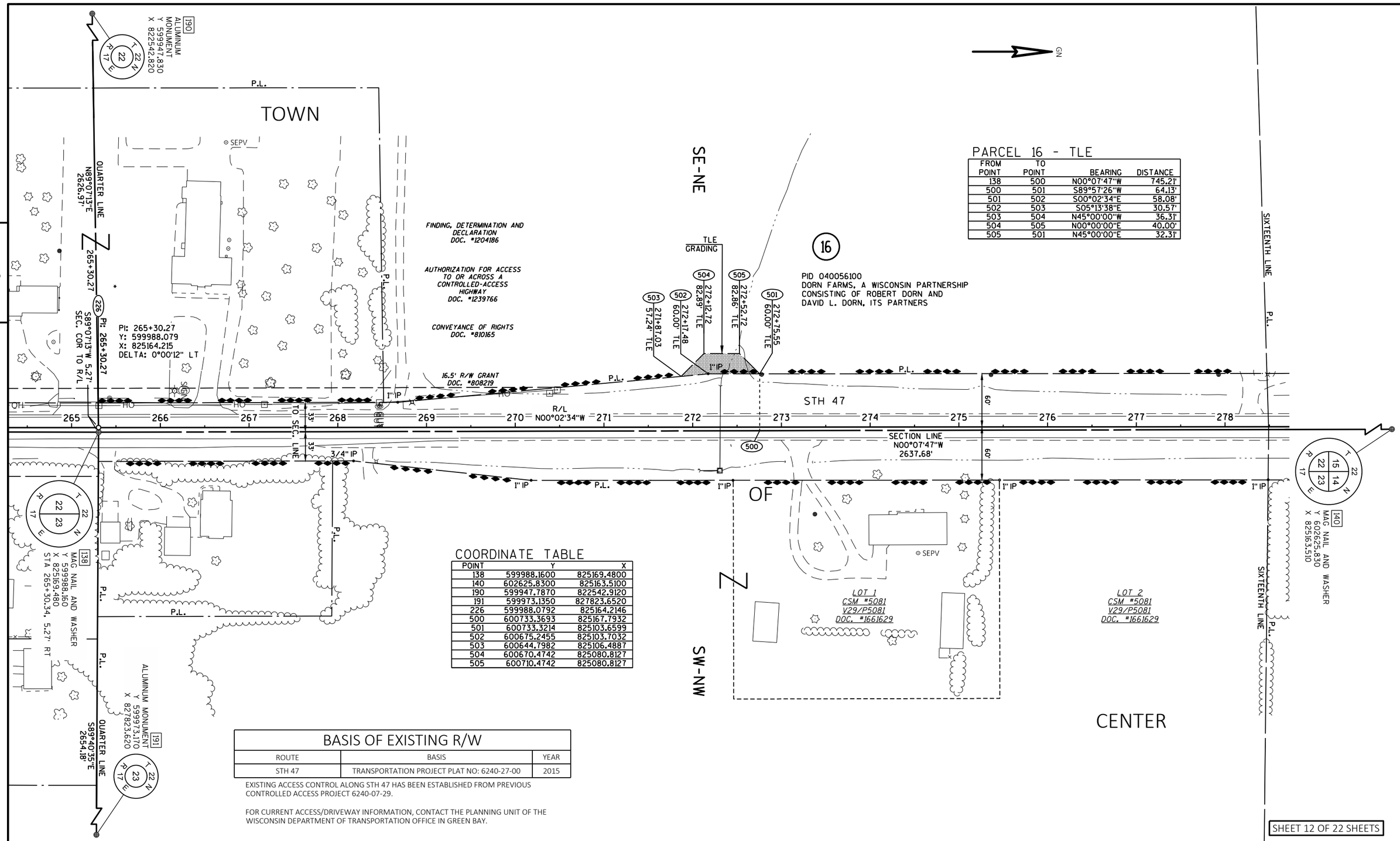
PLOT DATE : 4/24/2020 2:36 PM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75



REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.11	
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET	E

FILE NAME : 040111-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT
PLOT DATE : 4/24/2020 2:48 PM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 75



COORDINATE TABLE

POINT	Y	X
138	599988.1600	825169.4800
140	602625.8300	825163.5100
190	599947.7870	822542.9120
191	599973.1350	827823.6520
226	599988.0792	825164.2146
500	600733.3693	825167.7932
501	600733.3214	825103.6599
502	600675.2455	825103.7032
503	600644.7982	825106.4887
504	600670.4742	825080.8127
505	600710.4742	825080.8127

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

SHEET 12 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.12
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET E

FILE NAME : 040112-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/24/2020 2:58 PM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
230	520	1273.24'	526.65'	N11°51'09"W	522.90'
521	522	1223.24'	72.73'	S21°59'56"E	72.72'

PARCEL 17 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
143	230	N00°00'11"W	321.78'
*230	*520	N11°51'09"W	522.90'
520	521	S66°17'52"W	50.00'
*521	*522	S21°59'56"E	72.72'
522	523	N65°20'02"W	23.94'
523	524	N21°23'33"W	40.00'
524	521	N24°17'14"E	22.15'

*SEE CURVE TABLE

FINDING, DETERMINATION AND DECLARATION DOC. #1204186

NOTICE OF NONACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1239841

(17)

PID 040039400
DEBRA J. KILEY AS TRUSTEE OF THE JOYCE L. WICHMAN IRREVOCABLE REAL ESTATE TRUST DATED DECEMBER 31, 2008

TOWN OF CENTER

SE-NE

SW-NW

EASEMENT ASSIGNMENT DOC. #1393772

AGREEMENT DOC. #597668

CONVEYANCE OF RIGHTS DOC. #738807

220'

TRANSMISSION LINE EASEMENT DOC. #576915

(103)

TLE GRADING

(522) 325+77.92 50.00' TLE

(523) 325+95.77 66.82' TLE

(524) 326+31.98 66.36' TLE

(521) 326+53.62 50.00' TLE

(520)

PI: 318+05.19
Y: 605263.000
X: 825162.760
DELTA: 0°00'45" LT

PC: 321+26.97 (230)

PT: 328+46.12 (232)

PI: 332+22.50 (233)
Y: 606584.196
X: 824763.476
DELTA: 0°04'20" RT

R/L CURVE DATA
PI STA = 324+96.42
Y = 605954.232
X = 825162.723
DELTA = 32°21'43" LT
D = 4°30'00"
T = 369.45'
L = 719.16'
R = 1273.24'
PC STA = 321+26.97
PT STA = 328+46.12

MAG NAIL AND WASHER (142)
Y 605215.8400
X 822595.0200

MAG NAIL AND WASHER (143)
Y 605263.000
X 825162.760
STA 318+05.19, 0.00' RT

ALUMINUM MONUMENT (144)
Y 605238.050
X 827782.730

MAG NAIL AND WASHER (146)
Y 607908.6800
X 825162.6200

QUARTER LINE N88°56'52"E 2568.17'

QUARTER LINE S89°27'16"E 2620.09'

PLEASANT ROAD

STH 47

CTH PP

SIXTEENTH LINE

SECTION LINE N00°00'11"W 2645.68'

R/L N00°00'11"W

P.L. N32°21'54"W

FLAG

SIGN

1" IP

3/4" IP

33'

50'

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
CTH PP	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
PLEASANT ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

COORDINATE TABLE

POINT	Y	X
142	605215.8400	822595.0200
143	605263.0000	825162.7600
144	605238.0500	827782.7300
146	607908.6800	825162.6200
230	605584.7800	825162.7430
232	606266.2922	824964.9514
233	606584.1961	824763.4757
520	606096.5327	825055.3419
521	606076.4336	825009.5595
522	606009.0128	825036.7978
523	606019.0042	825015.0411
524	606056.2484	825000.4509

SHEET 13 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21
	GRID FACTOR	COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71
	SCALE, FEET 0 50 100		PLAT SHEET 4.13
			PS&E SHEET _____ E

FILE NAME : 040113-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/24/2020 3:03 PM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
238	307	1909.86'	440.81'	N24°14'30"W	439.83'
308	310	1969.86'	41.26'	N31°26'07"W	41.26'
238	549	1909.86'	392.37'	N23°30'54"W	391.68'
553	554	1849.86'	58.57'	S31°44'30"E	58.56'
310	555	1969.86'	53.07'	N32°48'41"W	53.07'
559	308	1969.86'	16.99'	N30°36'10"W	16.99'

PARCELS 20 & 25 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
147	540	S88°33'12"E	2433.47'
540	541	N17°37'48"W	319.32'
541	542	N73°25'15"E	25.00'
542	543	S17°37'46"E	327.51'
543	540	N88°33'13"W	26.45'

PARCELS 18 & 19 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	301	N17°37'46"W	355.10'
301	302	N72°22'14"E	60.00'
302	303	N22°59'28"W	99.50'
303	544	N22°59'28"W	38.64'
544	545	S86°05'22"E	52.34'
545	546	S17°24'35"E	203.15'
546	547	S13°16'31"E	163.76'
547	548	S72°22'14"W	22.57'
548	306	N17°37'46"W	242.71'
306	305	N00°26'26"W	46.92'
305	304	N13°04'01"W	25.95'
304	303	N54°23'23"W	42.16'

PARCELS 19 & 22 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	238	N17°37'46"W	514.46'
*238	*307	N24°14'30"W	439.83'
307	308	N59°08'46"E	60.10'
308	312	N59°08'46"E	24.90'
312	311	N31°27'14"W	41.78'
311	310	S57°56'46"W	24.88'
*310	*555	N32°48'41"W	53.07'
555	556	S85°58'58"E	75.17'
556	557	S41°39'16"E	40.00'
557	558	S00°15'32"W	21.99'
558	559	S48°45'58"W	56.58'
*559	*308	N30°36'10"W	16.99'

*SEE CURVE TABLE

COORDINATE TABLE

POINT	Y	X
147	610599.0300	820022.9800
148	610532.4900	822657.9400
151	613200.0800	822647.4000
238	611025.0954	822410.9230
300	610534.7931	822566.7344
301	610873.2144	822459.1888
302	610891.3861	822516.3710
303	610982.9849	822477.5045
304	610958.4381	822511.7781
305	610933.1610	822517.6450
306	610886.2418	822518.0058
307	611426.1425	822230.3347
308	611456.9665	822281.9323
310	611492.1692	822260.4147
311	611505.3751	822281.5044
312	611469.7346	822303.3054
540	610537.5977	822455.6711
541	610841.9192	822358.9595
542	610849.0540	822382.9242
543	610536.9301	822482.1129
544	611018.5530	822462.4149
545	611014.9834	822514.6360
546	610821.1441	822575.4176
547	610661.7613	822613.0215
548	610654.9261	822591.5127
549	611384.2502	822254.6454
550	611355.6967	822203.9725
551	611358.3352	822170.9883
552	611388.4787	822144.6943
553	611445.1259	822148.1699
554	611395.3221	822178.9795
555	611536.7735	822231.6566
556	611531.5073	822306.6428
557	611501.6206	822333.2283
558	611479.6333	822333.1289
559	611442.3419	822290.5821

PARCELS 18 & 19 - FEE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	301	N17°37'46"W	355.10'
301	302	N72°22'14"E	60.00'
302	303	N22°59'28"W	99.50'
303	304	S54°23'23"E	42.16'
304	305	S13°04'01"E	25.95'
305	306	S00°26'26"E	46.92'
306	302	N17°37'46"W	5.40'

PARCELS 21 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	238	N17°37'46"W	514.46'
*238	*549	N23°30'54"W	391.68'
549	550	S60°35'58"W	58.16'
550	551	N85°25'35"W	33.09'
551	552	N41°05'53"W	40.00'
552	553	N03°30'39"E	56.75'
*553	*554	S31°44'30"E	58.56'
554	550	S32°14'27"E	46.85'

*SEE CURVE TABLE

PARCEL 22 - FEE

FROM POINT	TO POINT	BEARING	DISTANCE
147	300	S88°33'12"E	2544.57'
300	238	N17°37'46"W	514.46'
*238	*307	N24°14'30"W	439.83'
307	308	N59°08'46"E	60.10'
*308	*310	N31°26'07"W	41.26'
310	311	N57°56'46"E	24.88'
311	312	S31°27'14"E	41.78'
312	308	S59°08'46"W	24.90'

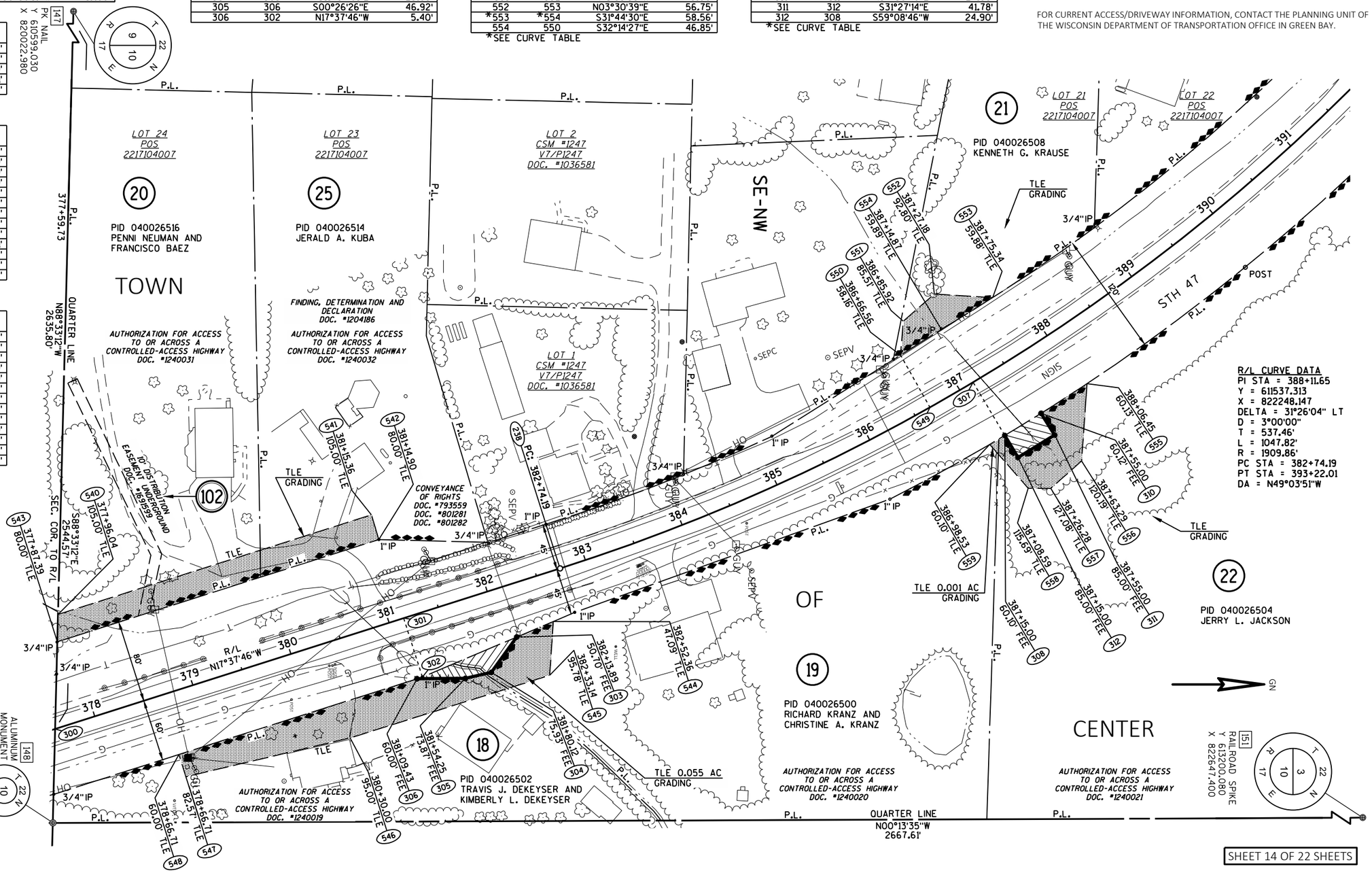
*SEE CURVE TABLE

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.



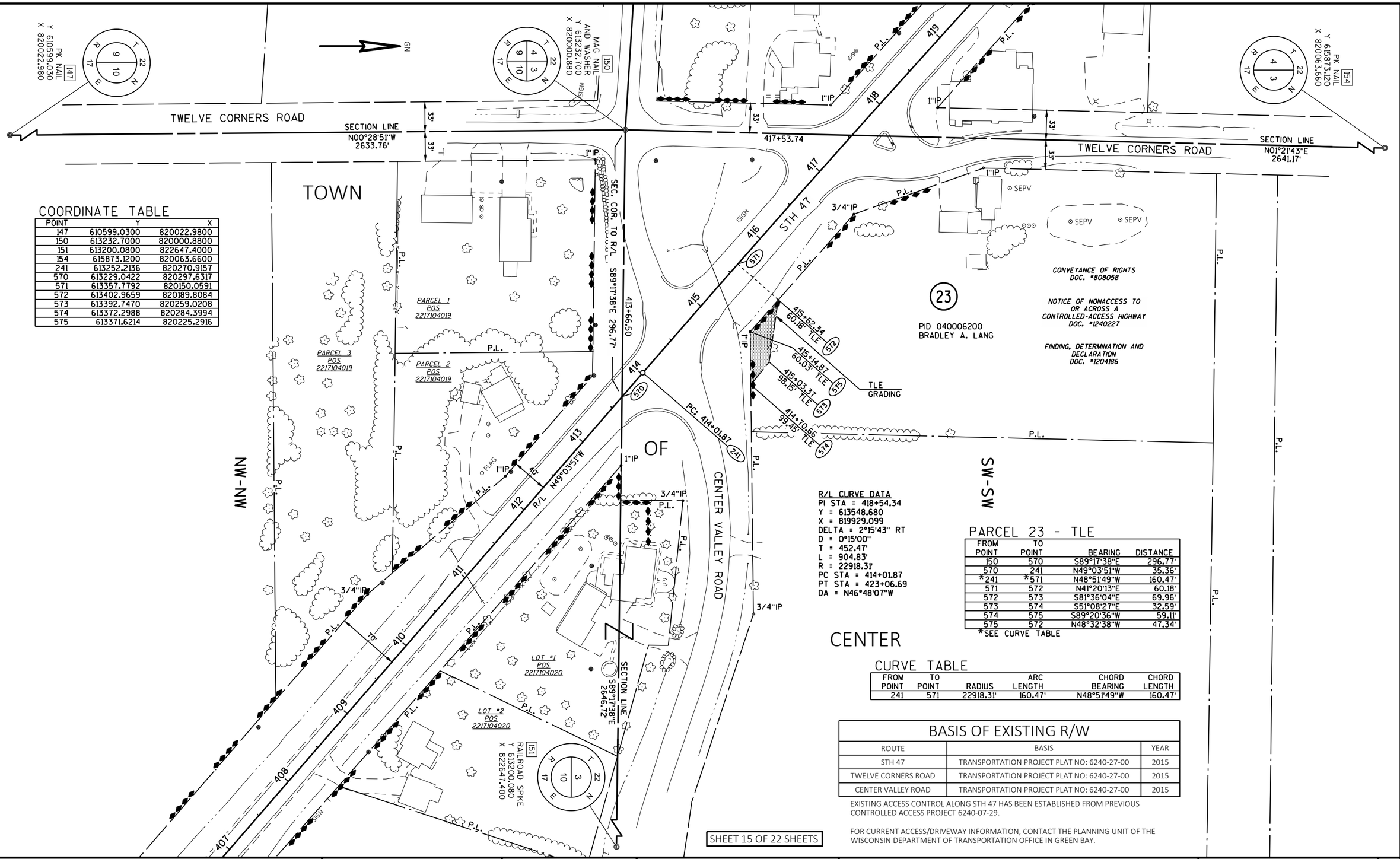
SHEET 14 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.14	
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET	E

FILE NAME : 040114-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/24/2020 3:15 PM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75



COORDINATE TABLE

POINT	Y	X
147	610599.0300	820022.9800
150	613232.7000	820000.8800
151	613200.0800	822647.4000
154	615873.1200	820063.6600
241	613252.2136	820270.9157
570	613229.0422	820297.6317
571	613357.7792	820150.0591
572	613402.9659	820189.8084
573	613392.7470	820259.0208
574	613372.2988	820284.3994
575	613371.6214	820225.2916

R/L CURVE DATA
PI STA = 418+54.34
Y = 613548.680
X = 819929.099
DELTA = 2°15'43" RT
D = 0°15'00"
T = 452.47'
L = 904.83'
R = 22918.31'
PC STA = 414+01.87
PT STA = 423+06.69
DA = N46°48'07"W

PARCEL 23 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
150	570	S89°17'38"E	296.77'
570	241	N49°03'51"W	35.36'
*241	*571	N48°51'49"W	160.47'
571	572	N41°20'13"E	60.18'
572	573	S81°36'04"E	69.96'
573	574	S51°08'27"E	32.59'
574	575	S89°20'36"W	59.11'
575	572	N48°32'38"W	47.34'

*SEE CURVE TABLE

CENTER

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
241	571	22918.31'	160.47'	N48°51'49"W	160.47'

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
TWELVE CORNERS ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
CENTER VALLEY ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

SHEET 15 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.15	
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET	E

FILE NAME : 040115-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/26/2020 9:35 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

TOWN

SW-SE

NW-SE

SE-SE

NE-SE

CENTER

OF

SIXTEENTH LINE

QUARTER LINE
N89°47'11"W
2670.30'

P.L.

LOT 1
CSM #4690
V26/P4690
DOC. #1584446

LOT 3
CSM #4690
V26/P4690
DOC. #1584446

LOT 2
CSM #4690
V26/P4690
DOC. #1584446

CONVEYANCE OF RIGHTS
DOC. #808058

UTILITY EASEMENT
DOC. #308206
DOC. #308627

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY
DOC. #1240235

FINDING, DETERMINATION AND DECLARATION
DOC. #1204186

REVOCATION OF AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY
DOC. #1497911

STH 47

R/L N48°42'55"W

R/L N48°34'10"W

439 440 441 442 443 444

437 438

434 435 436

433

PI: 435+05.91
Y: 614661.026
X: 818708.339
DELTA: 0°08'45" LT

245 PI: 435+05.91

1"IP

3/4"IP

435+96.66
32.95' TLE
593

435+86.16
43.49' TLE
592

435+56.18
44.72' TLE
594

435+44.28
32.98' TLE
595

591

TLE GRADING

24

PID 040010001
GARY M. TROFKA AND JANE M. MALIN, TRUSTEES OF THE GARY M. TROFKA AND JANE M. MALIN LIVING TRUST DATED FEBRUARY 9, 2018, AND ANY AMENDMENTS THERETO

590

153
ALUMINUM MONUMENT
Y 615883.070
X 817393.380

T 22 N
R 17 E
4

154
PK NAIL
Y 615873.120
X 820063.660

T 22 N
R 17 E
4 3

PARCEL 24 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
154	590	N89°47'11"W	1335.15'
590	591	S00°57'00"W	1173.96'
591	592	N48°44'46"W	10.36'
592	593	N48°44'46"W	52.37'
593	594	N86°11'39"E	14.87'
594	595	S51°03'52"E	30.00'
595	592	S04°06'36"E	16.71'

COORDINATE TABLE

POINT	Y	X
153	615883.0700	817393.3800
154	615873.1200	820063.6600
245	614661.0261	818708.3388
590	615878.0949	818728.5199
591	614704.2979	818709.0545
592	614711.1307	818701.2643
593	614745.6648	818661.8910
594	614746.6520	818676.7310
595	614727.7986	818700.0666

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

SHEET 16 OF 22 SHEETS

4 4

REVISION DATE

DATE 4/27/2020

GRID FACTOR

SCALE, FEET
0 50 100

HWY: STH 47

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21

CONSTRUCTION PROJECT NUMBER 6240-22-71

PLAT SHEET 4.16

PS&E SHEET

E

FILE NAME : 040116-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/26/2020 9:42 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

PARCEL 26 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
159	610	N89°52'58"W	1689.29'
610	246	S00°00'00"E	844.15'
246	616	S48°42'55"E	21.41'
616	617	S41°17'05"W	95.35'
617	618	S86°59'22"W	34.24'
618	619	N30°53'18"W	40.00'
619	620	N00°00'00"E	22.78'
*620	*617	S44°42'00"E	77.81'

*SEE CURVE TABLE

TOWN

SW-NW

FRAC. NW-NW

OF

CENTER

FRAC. NE-NW

SE-NW

P.L.

SIXTEENTH LINE

SECTION LINE S89°52'58"E 2638.51'

TOWN OF BLACK CREEK

TOWN OF CENTER

26

PID 040008601
ISAAC G. STILLE

POS 2217044001

620 475+41.90 90.57' TLE

619 475+27.16 107.31' TLE

618 474+90.77 119.27' TLE

617 474+66.41 95.35' TLE

TLE GRADING

POST

PC: 474+87.82 246

616 474+93.41 16.87' TLE

615 474+68.59 98.93' TLE

614 474+28.65 96.71' TLE

TLE GRADING

612 474+06.64 72.13' TLE

27

PID 040008500
NICHOLAS J. SIMON AND JEREMIAH W. SIMON, AN UNDIVIDED ONE-HALF (1/2) INTEREST EACH, AS TENANTS-IN-COMMON
(JAMES S. SIMON AND BONNIE J. SIMON LIFE ESTATE)

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1240239

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1240241

CONVEYANCE OF RIGHTS DOC. #583222

FINDING, DETERMINATION AND DECLARATION DOC. #1204186

STH 47

R/L N48°42'55"W

1" IP

481 480 479 478 477 476 475 474 473 472 471 470 469 468

R/L CURVE DATA

PI STA = 478+75.40
Y = 617544.026
X = 815424.938
DELTA = 19°11'49" RT
D = 2°30'00"
T = 387.57'
L = 767.88'
R = 2291.85'
PC STA = 474+87.82
PT STA = 482+55.70
DA = N29°31'06"W

GN

157
MAG NAIL AND WASHER
Y 618134.4000
X 814766.9600

N89°52'58"W 16.72'

158
CLOSING CORNER
HARRISON MONUMENT
Y 618134.3700
X 814783.6800

159
ALUMINUM MONUMENT
Y 618129.0000
X 817405.4600

PARCEL 27 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
159	610	N89°52'58"W	1689.29'
610	246	S00°00'00"E	844.15'
246	611	S48°42'55"E	81.18'
611	612	N41°17'05"E	72.13'
*612	*613	N45°34'17"W	86.71'
613	614	N89°27'20"E	33.06'
614	615	S45°32'40"E	40.00'
615	612	S00°32'40"E	33.00'

*SEE CURVE TABLE

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
612	613	2759.79'	86.71'	N45°34'17"W	86.71'
620	617	2890.51'	77.81'	S44°42'00"E	77.81'

COORDINATE TABLE

POINT	Y	X
157	618134.4000	814766.9600
158	618134.3700	814783.6800
159	618129.0000	817405.4600
246	617288.3035	815716.1754
610	618132.4572	815716.1754
611	617234.7413	815777.1765
612	617288.9392	815824.7651
613	617349.6374	815762.8439
614	617349.9515	815795.8998
615	617321.9373	815824.4515
616	617274.1775	815732.2632
617	617202.5258	815669.3492
618	617200.7275	815635.1554
619	617235.0543	815614.6208
620	617257.8303	815614.6208

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

SHEET 17 OF 22 SHEETS

4

4

REVISION DATE

DATE 4/27/2020

GRID FACTOR

SCALE, FEET 0 50 100

HWY: STH 47

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21

CONSTRUCTION PROJECT NUMBER 6240-22-71

PLAT SHEET 4.17

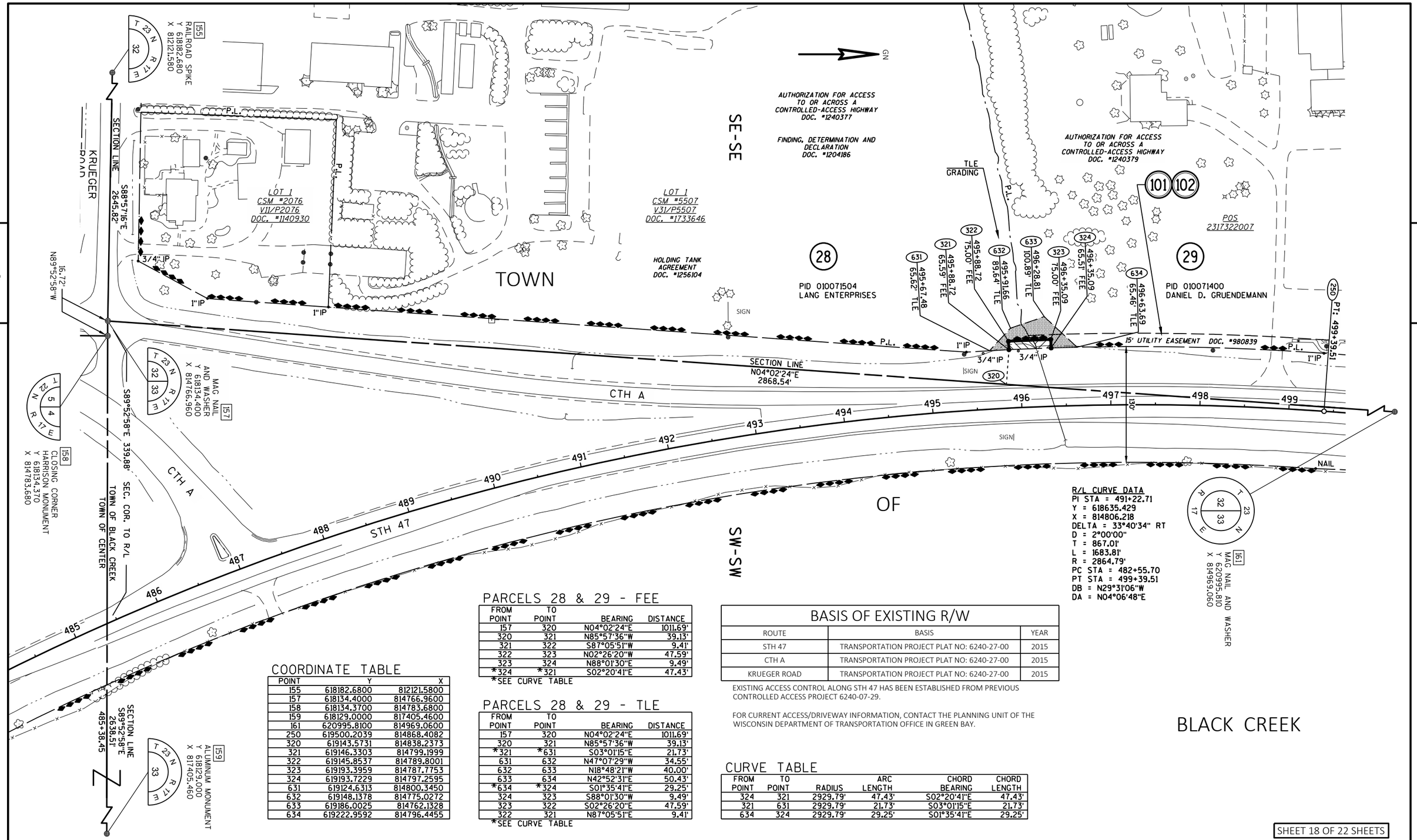
PS&E SHEET

E

FILE NAME : 040117-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/26/2020 9:48 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75



R/L CURVE DATA
PI STA = 491+22.71
Y = 618635.429
X = 814806.218
DELTA = 33°40'34" RT
D = 2°00'00"
T = 867.01'
L = 1683.81'
R = 2864.79'
PC STA = 482+55.70
PT STA = 499+39.51
DB = N29°31'06"W
DA = N04°06'48"E

COORDINATE TABLE

POINT	Y	X
155	618182.6800	812121.5800
157	618134.4000	814766.9600
158	618134.3700	814783.6800
159	618129.0000	817405.4600
161	620995.8100	814969.0600
250	619500.2039	814868.4082
320	619143.5731	814838.2373
321	619146.3303	814799.1999
322	619145.8537	814789.8001
323	619193.3959	814787.7753
324	619193.7229	814797.2595
631	619124.6313	814800.3450
632	619148.1378	814775.0272
633	619186.0025	814762.1328
634	619222.9592	814796.4455

PARCELS 28 & 29 - FEE

FROM POINT	TO POINT	BEARING	DISTANCE
157	320	N04°02'24"E	1011.69'
320	321	N85°57'36"W	39.13'
321	322	S87°05'51"W	9.41'
322	323	N02°26'20"W	47.59'
323	324	N88°01'30"E	9.49'
*324	*321	S02°20'41"E	47.43'

*SEE CURVE TABLE

PARCELS 28 & 29 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
157	320	N04°02'24"E	1011.69'
320	321	N85°57'36"W	39.13'
*321	*631	S03°01'15"E	21.73'
631	632	N47°07'29"W	34.55'
632	633	N18°48'21"W	40.00'
633	634	N42°52'31"E	50.43'
*634	*324	S01°35'41"E	29.25'
324	323	S88°01'30"W	9.49'
323	322	S02°26'20"E	47.59'
322	321	N87°05'51"E	9.41'

*SEE CURVE TABLE

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
CTH A	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
KRUEGER ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

CURVE TABLE

FROM POINT	TO POINT	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH
324	321	2929.79'	47.43'	S02°20'41"E	47.43'
321	631	2929.79'	21.73'	S03°01'15"E	21.73'
634	324	2929.79'	29.25'	S01°35'41"E	29.25'

SHEET 18 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.18	
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET	E

FILE NAME : 040118-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/26/2020 9:56 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

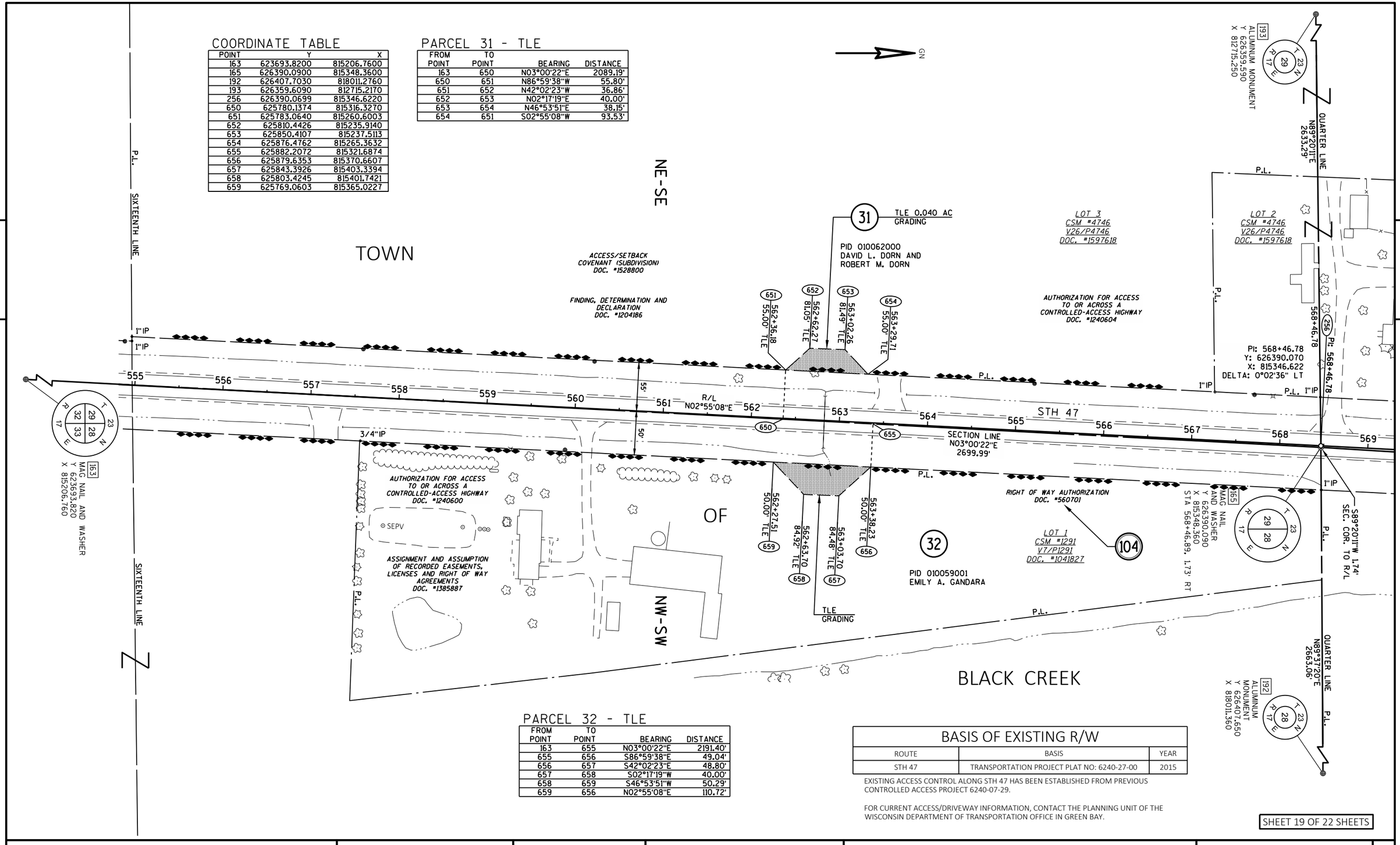
WISDOT/CADDS SHEET 75

COORDINATE TABLE

POINT	Y	X
163	623693.8200	815206.7600
165	626390.0900	815348.3600
192	626407.7030	818011.2760
193	626359.6090	812715.2170
256	626390.0699	815346.6220
650	625780.1374	815316.3270
651	625783.0640	815260.6003
652	625810.4426	815235.9140
653	625850.4107	815237.5113
654	625876.4762	815265.3632
655	625882.2072	815321.6874
656	625879.6353	815370.6607
657	625843.3926	815403.3394
658	625803.4245	815401.7421
659	625769.0603	815365.0227

PARCEL 31 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
163	650	N03°00'22"E	2089.19'
650	651	N86°59'38"W	55.80'
651	652	N42°02'23"W	36.86'
652	653	N02°17'19"E	40.00'
653	654	N46°53'51"E	38.15'
654	651	S02°55'08"W	93.53'



PARCEL 32 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
163	655	N03°00'22"E	2191.40'
655	656	S86°59'38"E	49.04'
656	657	S42°02'23"E	48.80'
657	658	S02°17'19"W	40.00'
658	659	S46°53'51"W	50.29'
659	656	N02°55'08"E	110.72'

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

SHEET 19 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.19
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET E

FILE NAME : 040119-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/26/2020 10:01 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

4

TOWN

SE-NE

SW-NW

OF

BLACK CREEK

GN

PARCEL 31 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
165	674	N03°31'38"E	934.89'
674	675	N86°28'22"W	57.34'
675	676	N28°47'00"W	54.58'
676	677	N34°03'41"E	41.64'
677	675	S02°03'34"E	82.39'

COORDINATE TABLE

POINT	Y	X
165	626390.0900	815348.3600
167	629163.6900	815519.3200
192	626407.7030	818011.2760
193	626359.6090	812715.2170
256	626390.0699	815346.6220
257	626608.4082	815357.9207
670	627264.5180	815402.2582
671	627261.5936	815449.7034
672	627345.6041	815455.0643
673	627312.5498	815484.1531
674	627323.2069	815405.8757
675	627326.7344	815348.6466
676	627374.5741	815322.3646
677	627409.0697	815345.6860

193 ALUMINUM MONUMENT
Y 626359.590
X 812715.250

QUARTER LINE
N89°20'11"E
2633.29'

P.L.

LOT 2
CSM #4746
V26/P4746
DOC. #1597618

ACCESS/SETBACK COVENANT (SUBDIVISION) DOC. #1528800

FINDING, DETERMINATION AND DECLARATION DOC. #1204186

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1240604

LOT 1
CSM #4746
V26/P4746
DOC. #1597618

256 PI: 568+46.78

568+46.78

PI: 568+46.78
Y: 626390.070
X: 815346.622
DELTA: 0°02'36" LT

1"IP

SEPV

569 570 571 572 573 574 575 576 577 578 579 580 581 582

R/L N02°57'44"E

R/L N03°39'04"E

55'

50'

65'

STH 47

SECTION LINE
N03°31'38"E
2778.86'

SIXTEENTH LINE

31 TLE 0.023 AC GRADING

PID 010060000
DAVID L. DORN AND
ROBERT M. DORN

675 577+81.69 55.00' TLE

676 578+27.76 84.28' TLE

677 578+63.67 83.20' TLE

167 MAG NAIL AND WASHER
Y 629163.690
X 815519.320

T 23 N R 17 E 29 20 21 28

165 MAG NAIL AND WASHER
Y 626390.090
X 815348.360
STA 568+46.89, L 73' RT

S89°20'11"W 1.74'
SEC. COR. TO R/L

T 23 N R 17 E 29 28

257 PI: 570+65.41

PI: 570+65.41
Y: 626608.408
X: 815357.921
DELTA: 0°41'20" RT

670 674

577+23.11 50.00' TLE 671

577+76.16 81.13' TLE 673

578+07.30 50.00' TLE 672

33 TLE 0.030 AC GRADING

PID 010058500
ROBERT W. SCHMIDT JR.
AND KAREN M. SCHMIDT

RIGHT OF WAY AUTHORIZATION DOC. #560705

104

ASSIGNMENT AND ASSUMPTION OF RECORDED EASEMENTS, LICENSES AND RIGHT OF WAY AGREEMENTS DOC. #1385887

POS
2317284001

192 ALUMINUM MONUMENT
Y 626407.650
X 818011.360

T 23 N R 17 E 28

QUARTER LINE
N89°37'20"E
2663.06'

PARCEL 33 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
165	670	N03°31'38"E	876.09'
670	671	S86°28'22"E	47.54'
671	672	N03°39'04"E	84.18'
672	673	S41°20'56"E	44.03'
673	671	S34°03'40"W	61.51'

COST SHARE AGREEMENT DOC. #1340383

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1240601

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

SHEET 20 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47
	GRID FACTOR		COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.20	
CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET ____	E

FILE NAME : 040120-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/26/2020 10:07 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

TOWN

SIXTEENTH LINE

P.L.

MAG NAIL AND WASHER
Y 626390.090
X 815348.360
165

T 23 N
R 17 E
29 28

698 584+91.47 65.00' TLE

699 585+35.13 86.50' TLE

700 586+26.86 87.32' TLE

697 586+31.69 65.00' TLE

696 586+81.69 55.00' TLE

33 TLE 0.070 AC GRADING

PID 010059700
ROBERT W. SCHMIDT JR.
AND KAREN M. SCHMIDT

NE-NE

FINDING, DETERMINATION AND DECLARATION
DOC. #1204186

OF

1"IP

582 583 584 585 586 587 588 589 590 591 592 593 594 595 596

R/L
N03°39'04"E

690 695

65'

50'

55'

50'

P.L.

SECTION LINE
N03°31'38"E
2778.86'

STH 47

585+11.98 50.00' TLE 691

585+44.89 70.54' TLE 694

586+36.62 69.72' TLE 693

586+82.51 50.00' TLE 692

102

RIGHT OF WAY AUTHORIZATION
DOC. #560705

104

33 TLE 0.061 AC GRADING

PID 010058400
ROBERT W. SCHMIDT JR.
AND KAREN M. SCHMIDT

LOT 1
CSM #4260
V23/P4260
DOC. #1455819

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY
DOC. #1240601

COST SHARE AGREEMENT
DOC. #1340383

POS
2317284001

NW-NW

SIXTEENTH LINE

PARCEL 33 - TLE'S

FROM POINT	TO POINT	BEARING	DISTANCE
165	690	N03°31'38"E	1664.95'
690	691	S86°28'22"E	49.24'
691	692	N03°39'04"E	170.53'
692	693	S19°35'55"E	49.96'
693	694	S03°08'10"W	91.73'
694	691	S35°37'49"W	38.79'
165	695	N03°31'38"E	1834.89'
695	696	N86°28'22"W	55.39'
696	697	S14°57'40"W	50.99'
697	698	S03°39'04"W	140.22'
698	699	N22°33'45"W	48.67'
699	700	N03°08'10"E	91.73'
700	696	N34°10'13"E	63.65'

COORDINATE TABLE

POINT	Y	X
165	626390.0900	815348.3600
166	629052.4800	812876.0900
167	629163.6900	815519.3200
168	629100.0300	818147.9500
258	628728.7357	815493.2229
690	628051.8910	815450.7905
691	628048.8615	815499.9405
692	628219.0462	815510.8003
693	628171.9853	815527.5567
694	628080.3905	815522.5382
695	628221.5006	815461.2450
696	628224.9082	815405.9608
697	628175.6465	815392.7970
698	628035.7137	815383.8676
699	628080.6544	815365.1950
700	628172.2492	815370.2135

T 23 N
R 17 E
29 20

166
BRASS CAP
Y 629052.480
X 812876.090

SECTION LINE
N87°35'27"E
2645.57'

OTT ROAD

33' 33'

596+25.51

S87°35'27"W 2.94'
SEC. COR. TO R/L

PC: 591+90.05

258

R/L CURVE DATA
PI STA = 595+88.95
Y = 629126.826
X = 815518.626
DELTA = 2°12'19" LT
D = 0°16'35"
T = 398.90'
L = 797.70'
R = 20726.49'
PC STA = 591+90.05
PT STA = 599+87.75
DA = N01°26'46"E

T 23 N
R 17 E
29 28 21

167
MAG NAIL AND WASHER
Y 629163.690
X 815519.320
STA 596+25.75, 2.93' RT

ASSIGNMENT AND ASSUMPTION OF RECORDED EASEMENTS, LICENSES AND RIGHT OF WAY AGREEMENTS
DOC. #1385887

BLACK CREEK

T 23 N
R 17 E
28 21

168
RAILROAD SPIKE
Y 629100.030
X 818147.950

SECTION LINE
S88°36'46"E
2629.40'

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
OTT ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

SHEET 21 OF 22 SHEETS

REVISION DATE

DATE 4/27/2020

GRID FACTOR

SCALE, FEET 0 50 100

HWY: STH 47

COUNTY: OUTAGAMIE

STATE R/W PROJECT NUMBER 6240-22-21

CONSTRUCTION PROJECT NUMBER 6240-22-71

PLAT SHEET 4.21

PS&E SHEET

E

FILE NAME : 040121-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

PLOT DATE : 4/26/2020 10:13 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 75

4

PARCEL 34 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
167	725	N01°41'57"E	2163.07'
725	726	N88°33'14"W	79.32'
726	727	S01°26'46"W	79.27'
727	728	N45°00'00"W	30.27'
728	729	N07°25'31"E	39.94'
729	726	N45°00'00"E	25.80'

TOWN Z

SIXTEENTH LINE

P.L.

LOT 2 CSM #7039 V42/P7039 DOC. #2050271

LOT 1 CSM #2956 V16/P2956 DOC. #1239642

NE-SE

OF

NW-SW

34

PID 010043004
WITTERHOLT'S FAMILY FARM, LLC

FINDING, DETERMINATION AND DECLARATION DOC. #1204186

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1240606

LOT 1 CSM #7039 V42/P7039 DOC. #2050271

12' DISTRIBUTION EASEMENT UNDERGROUND DOC. #2040909

TLE GRADING

727 617+09.50 70.00' TLE

728 617+30.36 91.93' TLE

729 617+70.08 87.77' TLE

726 617+88.77 70.00' TLE

END RELOCATION ORDER
617+88.77
Y 631326.05
X 815574.14
447.90' SOUTH AND 22.61' WEST OF THE EAST QUARTER CORNER OF SECTION 20, T23N, R17E

UTILITY EASEMENT DOC. #312150

102

169 ALUMINUM MONUMENT
Y 631714.960
X 813002.190

T 23 N R 17 E 20

QUARTER LINE N88°41'51"E 2595.23'

S88°41'51"W 11.31' SEC. COR. TO R/L

622+36.56

1"IP

610 611 612 613 614 615 616 617 618 619 620 621 622

STH 47

70'

75'

60'

R/L N01°26'46"E

SECTION LINE N01°41'57"E 2611.41'

720 725

RIGHT OF WAY AUTHORIZATION DOC. #560703

104

ASSIGNMENT AND ASSUMPTION OF RECORDED EASEMENTS, LICENSES AND RIGHT OF WAY AGREEMENTS DOC. #1385887

36

PID 010044602
WILLIAM S. PALTZER AND DOROTHY A. PALTZER, TRUSTEES OF THE WILLIAM S. PALTZER AND DOROTHY A PALTZER LIVING TRUST DATED FEBRUARY 3, 1998

LOT 2 CSM #5405 V31/P5405 DOC. #1719540

616+92.40 60.00' TLE 721

617+12.64 79.24' TLE 724

617+52.87 79.06' TLE 723

617+70.99 60.00' TLE 722

12" DISTRIBUTION EASEMENT UNDERGROUND DOC. #2155605

TLE GRADING

LOT 1 CSM #5405 V31/P5405 DOC. #1719540

EASEMENT DOC. #1725136

SEPV

33' 33'

WOLF ROAD

AUTHORIZATION FOR ACCESS TO OR ACROSS A CONTROLLED-ACCESS HIGHWAY DOC. #1240606

WELL AGREEMENT DOC. #1725137

AGREEMENT DOC. #2142200

BLACK CREEK

QUARTER LINE S88°55'58"E 2595.25'

170 MAG NAIL
Y 631773.950
X 815596.750
622+37.10, 11.30' RT

T 23 N R 17 E 20 21

171 RR SPIKE
Y 631725.610
X 818191.550

T 23 N R 17 E 21

167 MAG NAIL AND WASHER
Y 629163.690
X 815519.320

T 23 N R 17 E 20 21 28 29

HOLDING TANK AGREEMENT DOC. #1627655

COORDINATE TABLE

POINT	Y	X
167	629163.6900	815519.3200
169	631714.9600	813002.1900
170	631773.9500	815596.7500
171	631725.6100	818191.5500
720	631229.7032	815580.6055
721	631228.1878	815631.6914
722	631306.7527	815633.6747
723	631288.1605	815652.2669
724	631247.9349	815651.4385
725	631325.8110	815583.4565
726	631327.8127	815504.1649
727	631248.5699	815502.1645
728	631269.9714	815480.7630
729	631309.5718	815485.9241

BASIS OF EXISTING R/W

ROUTE	BASIS	YEAR
STH 47	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015
WOLF ROAD	TRANSPORTATION PROJECT PLAT NO: 6240-27-00	2015

EXISTING ACCESS CONTROL ALONG STH 47 HAS BEEN ESTABLISHED FROM PREVIOUS CONTROLLED ACCESS PROJECT 6240-07-29.

FOR CURRENT ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN GREEN BAY.

PARCEL 36 - TLE

FROM POINT	TO POINT	BEARING	DISTANCE
167	720	N01°41'57"E	2066.92'
720	721	S88°18'03"E	51.11'
721	722	N01°26'46"E	78.59'
722	723	S45°00'00"E	26.29'
723	724	S01°10'47"W	40.23'
724	721	S45°00'00"W	27.93'

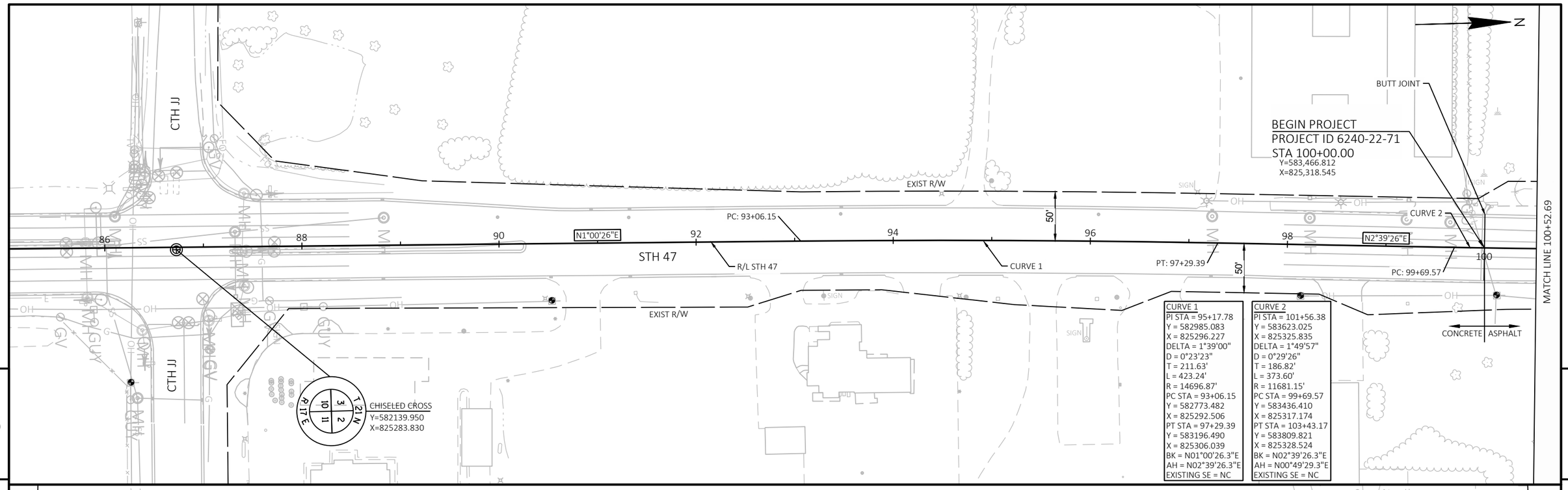
STA 622+37.10, 11.30' RT

SHEET 22 OF 22 SHEETS

REVISION DATE	DATE 4/27/2020	SCALE, FEET 0 50 100	HWY: STH 47	STATE R/W PROJECT NUMBER 6240-22-21	PLAT SHEET 4.22	
	GRID FACTOR		COUNTY: OUTAGAMIE	CONSTRUCTION PROJECT NUMBER 6240-22-71	PS&E SHEET	E

FILE NAME : 040122-RP.DWG
LAYOUT NAME - RW 1 IN 100 FT

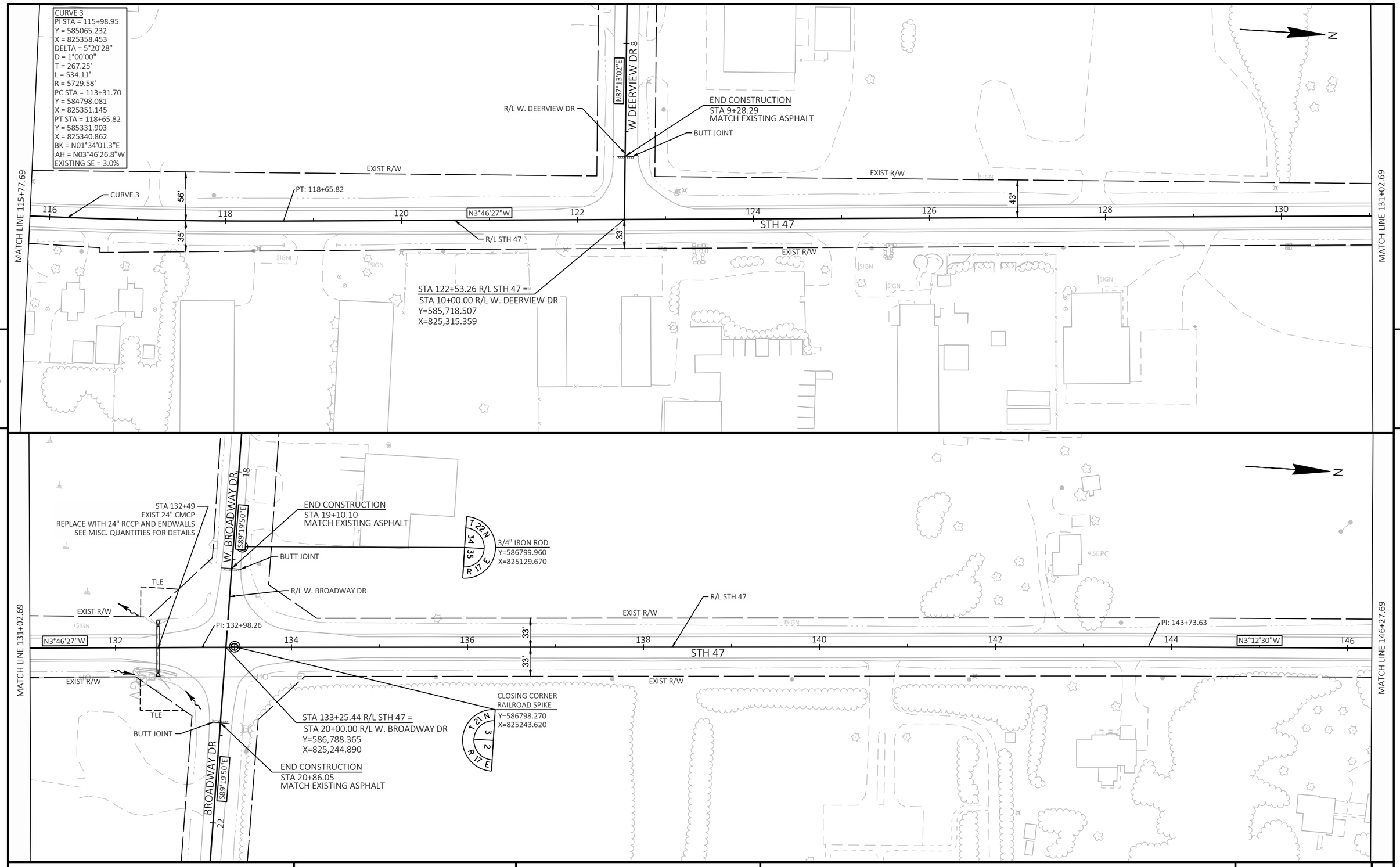
PLOT DATE : 4/26/2020 10:19 AM PLOT BY : JAY PANETTI PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050201-pn

PLOT DATE : 11/30/2020 4:44 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

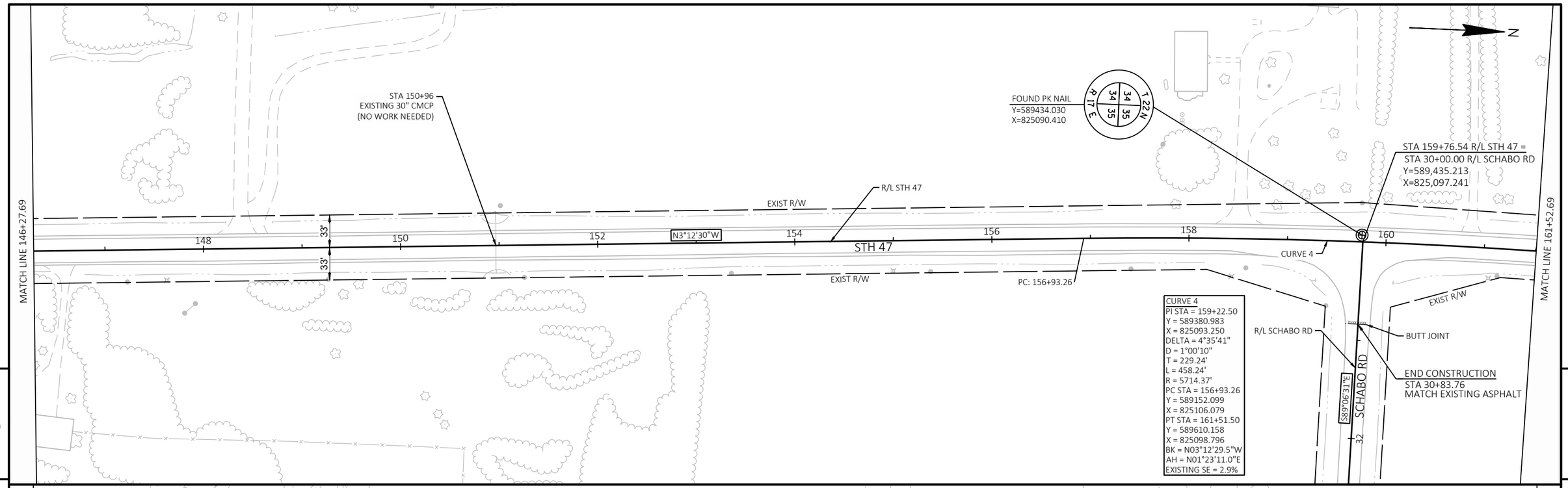


PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050202-pn

PLOT DATE : 11/30/2020 4:44 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

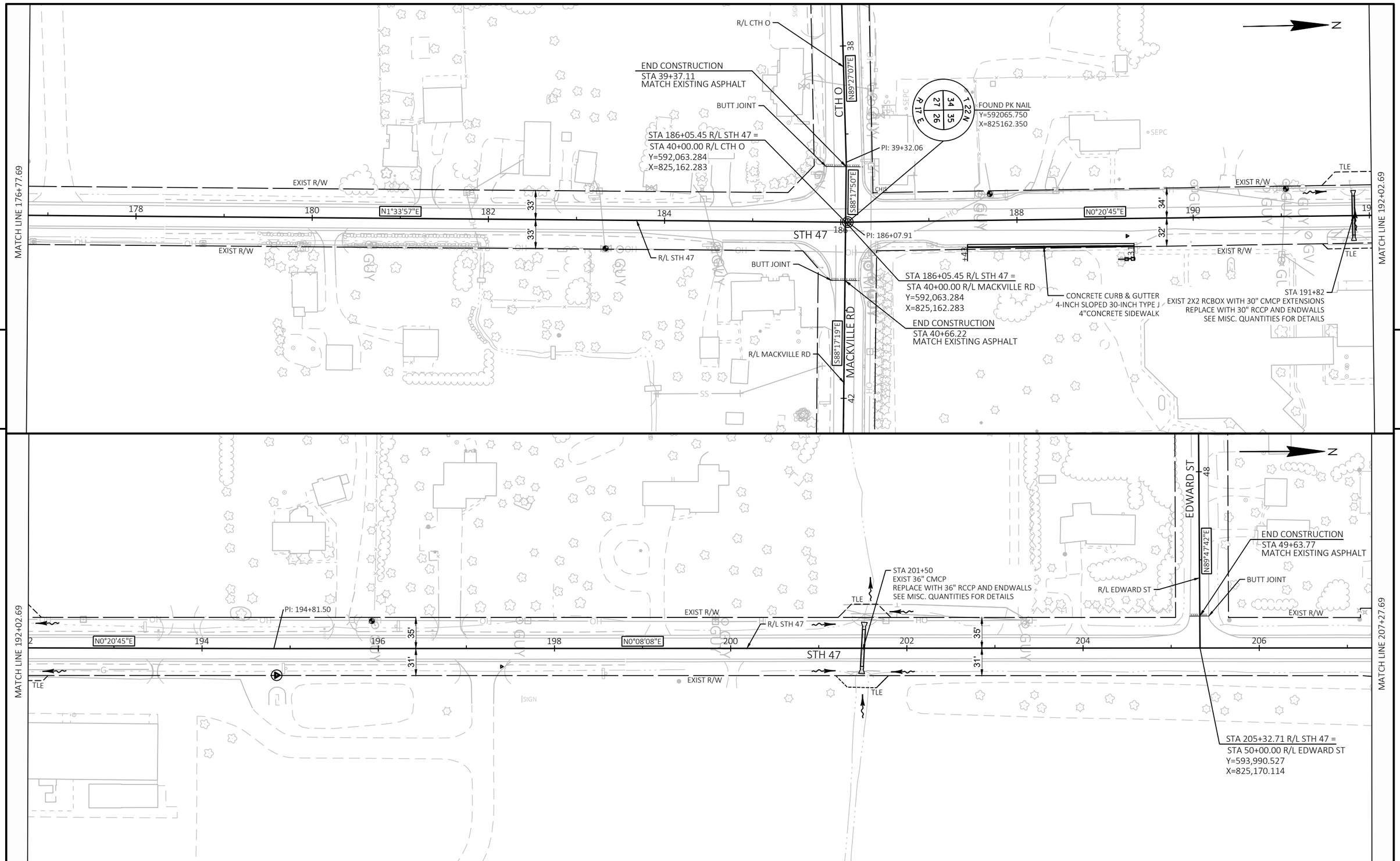
WISDOT/CADDS SHEET 44



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050203-pn

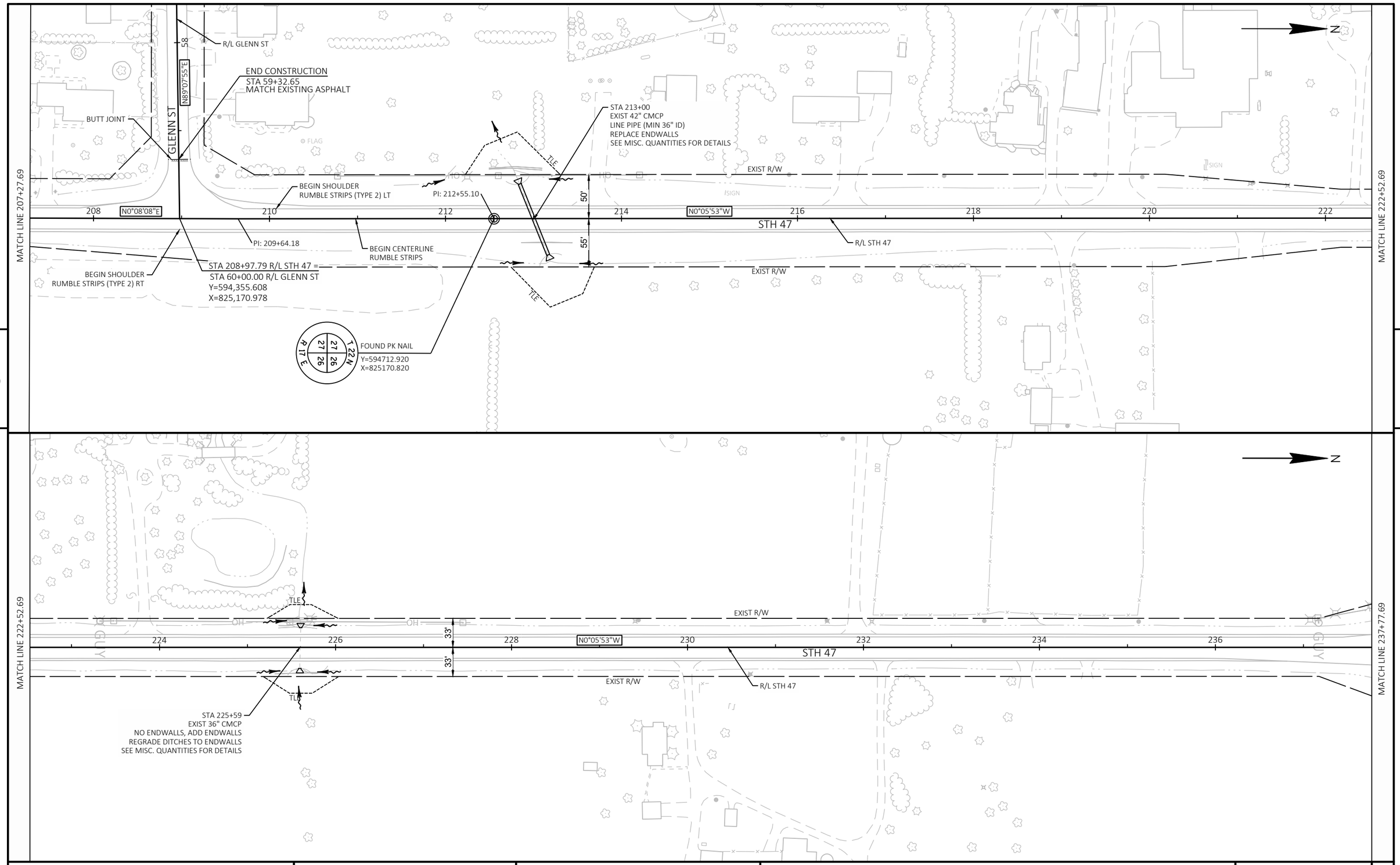
PLOT DATE : 11/30/2020 4:45 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050204-pn

PLOT DATE : 11/30/2020 4:46 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET E

MATCH LINE 237+77.69

END CONSTRUCTION
STA 69+08.40
MATCH EXISTING ASPHALT

BUTT JOINT

R/L WEGE RD

STA 238+18
EXIST 24" CMCP
REPLACE WITH 30" RCCP AND ENDWALLS
SEE MISC. QUANTITIES FOR DETAILS

N89°47'23"E

WEGE RD

68

PI: 238+89.42

238 240 242 244 246 248 250 252

N0°05'53"W

N0°02'22"W

32'

34'

EXIST R/W

STH 47

EXIST R/W

STA 246+00
EXISTING 2x2 RCBOX
(NO WORK NEEDED)

R/L STH 47

T 22 N
R 17 E
27 22
26 23

FOUND PK NAIL
Y=597347.230
X=825166.030

BUTT JOINT

END CONSTRUCTION
STA 70+66.04
MATCH EXISTING ASPHALT

STA 238+89.42 R/L STH 47 =
STA 70+00.00 R/L WEGE RD
Y=597,347.230
X=825,166.030

N89°47'23"E

WEGE RD

72

GV

MATCH LINE 253+02.69

5

5

MATCH LINE 253+02.69

FOUND PK NAIL
Y=599988.160
X=825169.480

T 22 N
R 17 E
22 22
23 23

STA 259+42
EXISTING 54" CMCP
(NO WORK NEEDED)

BEGIN SHOULDER WIDENING
AND SHOULDER RUMBLE
STRIPS (TYPE 1) LT

STA 262+57.24 R/L STH 47 =
STA 80+00.00 R/L PINE GROVE RD
Y=599,715.050
X=825,164.402

SAWING ASPHALT

SAWING ASPHALT

EXIST R/W

254 256 258 260 262 264 266 268

30'

36'

60'

28'

38'

N0°02'22"W

N0°02'34"W

STH 47

R/L STH 47

PI: 265+30.27

EXIST R/W

EXIST R/W

BUTT JOINT

PINE GROVE RD

S89°12'34"E

82

END CONSTRUCTION
STA 80+70.13
MATCH EXISTING ASPHALT

BEGIN SHOULDER
RUMBLE STRIPS (TYPE 1) RT

R/L PINE GROVE RD

MATCH LINE 268+27.69

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 11/30/2020 4:47 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE 268+27.69

MATCH LINE 283+52.69

5

5

N

STA 272+31
EXISTING 48" CMCP
REPLACE WEST ENDWALL
SEE MISC. QUANTITIES FOR DETAILS

TLE

EXIST R/W

60'

270 272 274 N0°02'34"W 276 278 280 282

STH 47

R/L STH 47

60'

SAWING ASPHALT

SAWING ASPHALT

SAWING ASPHALT

EXIST R/W

BEGIN SHOULDER
WIDENING RT

SEPV

N

R/L ROCK RD

88

ROCK RD

N87°44'28"E

END CONSTRUCTION
STA 89+38.44
MATCH EXISTING ASPHALT

STA 285+71
EXISTING 42" CMCP
(N0 WORK NEEDED)

BUTT JOINT

EXIST R/W

SAWING ASPHALT

EXIST R/W

80'

50'

284 286 288 N0°02'34"W 290 PI: 291+67.96 292 294 296 N0°00'54"E 298

STH 47

PI: 90+00.00

75'

70'

EXIST R/W

EXIST R/W

FOUND PK NAIL
Y=602625.830
X=825163.510

T 22 N
R 17 E
22 15 14 23

BUTT JOINT

ROCK RD

S88°44'13"E

STA 291+67.96 R/L STH 47 =
STA 90+00.00 R/L ROCK RD
Y=602,625.773
X=825,162.245

END CONSTRUCTION
STA 90+79.83
MATCH EXISTING ASPHALT

92

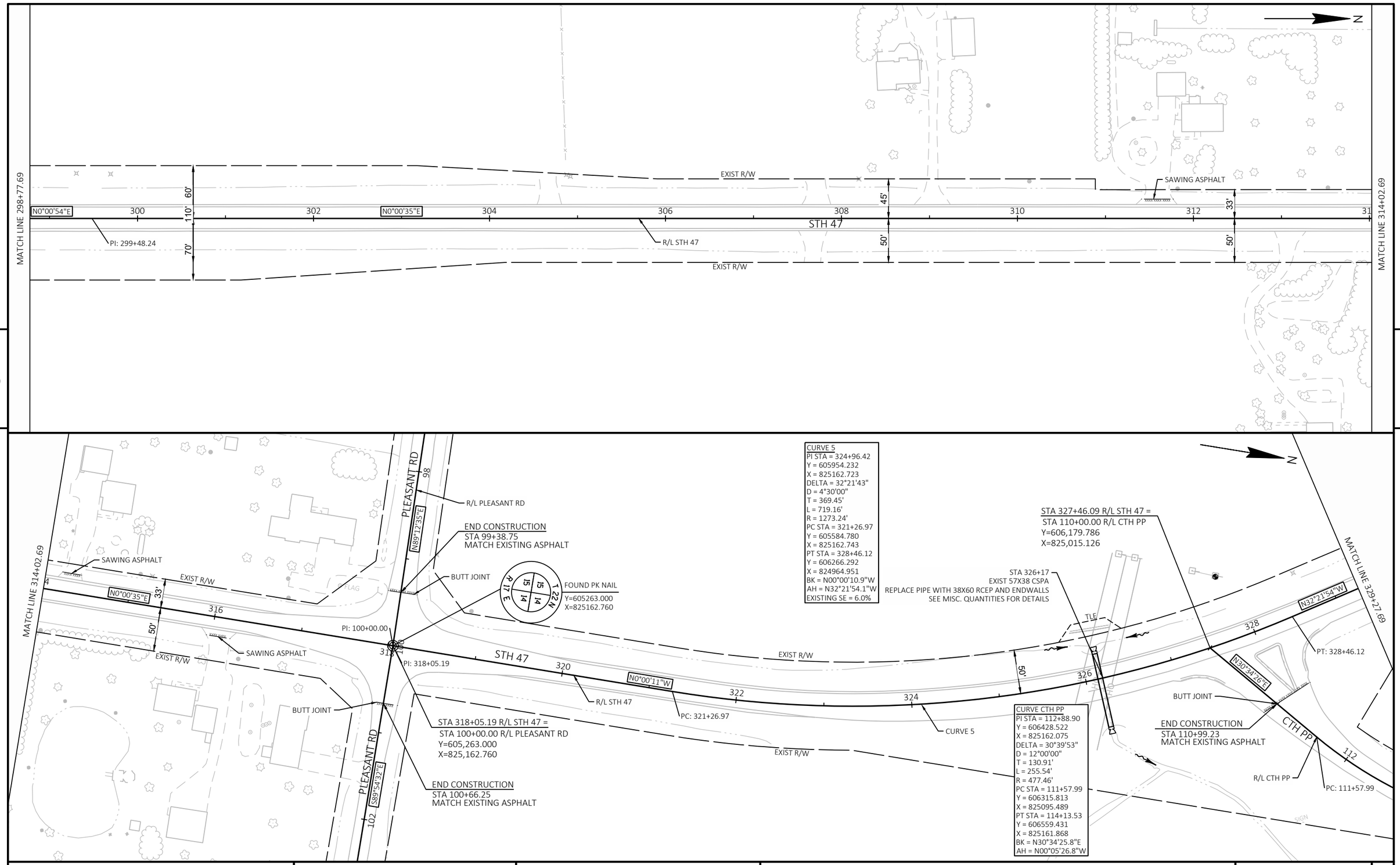
SEPV

SEPV

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn

PLOT DATE : 11/30/2020 4:48 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050208-pn

PLOT DATE : 11/30/2020 4:48 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE 329+27.69

MATCH LINE 344+52.69

5

5

SEPV
SEPV

N

STA 338+17
EXISTING 24" CMCP
REPLACE WEST ENDWALL
SEE MISC. QUANTITIES FOR DETAILS

EXIST R/W

SAWING ASPHALT

50'

330 | N32°21'54"W | 332 | 334 | 336 | 338 | 340 | N32°17'34"W | 342 | 344

STH 47

50'

PI: 332+22.50

R/L STH 47

SAWING ASPHALT

EXIST R/W

SIGN

SIGN

SIGN

SIGN

R/L CTH S (WEST)

CTH S

118

END CONSTRUCTION
STA 118+80.07
MATCH EXISTING ASPHALT

BUTT JOINT

STA 348+03.48 R/L STH 47 =
STA 120+00.00 R/L CTH S(West)
Y=607,920.647
X=823,918.840

STA 346+77
EXISTING 24" CMCP
(NO WORK NEEDED)

S89°24'11"E

EXIST R/W

EXIST R/W

SIGN

SIGN

50'

346 | N32°17'34"W | 348 | 350 | 352 | 354 | N31°20'49"W | 356 | 358

STH 47

50'

PI: 348+04.84

R/L STH 47

50'

EXIST R/W

EXIST R/W

S89°27'46"E

STA 353+35
EXIST 36" CMCP
(NO WORK NEEDED)

BUTT JOINT

CTH S

122

STA 348+03.48 R/L STH 47 =
STA 120+00.00 R/L CTH S(East)
Y=607,920.647
X=823,918.840

END CONSTRUCTION
STA 121+23.32
MATCH EXISTING ASPHALT

R/L CTH S (EAST)

MATCH LINE 344+52.69

MATCH LINE 359+77.69

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

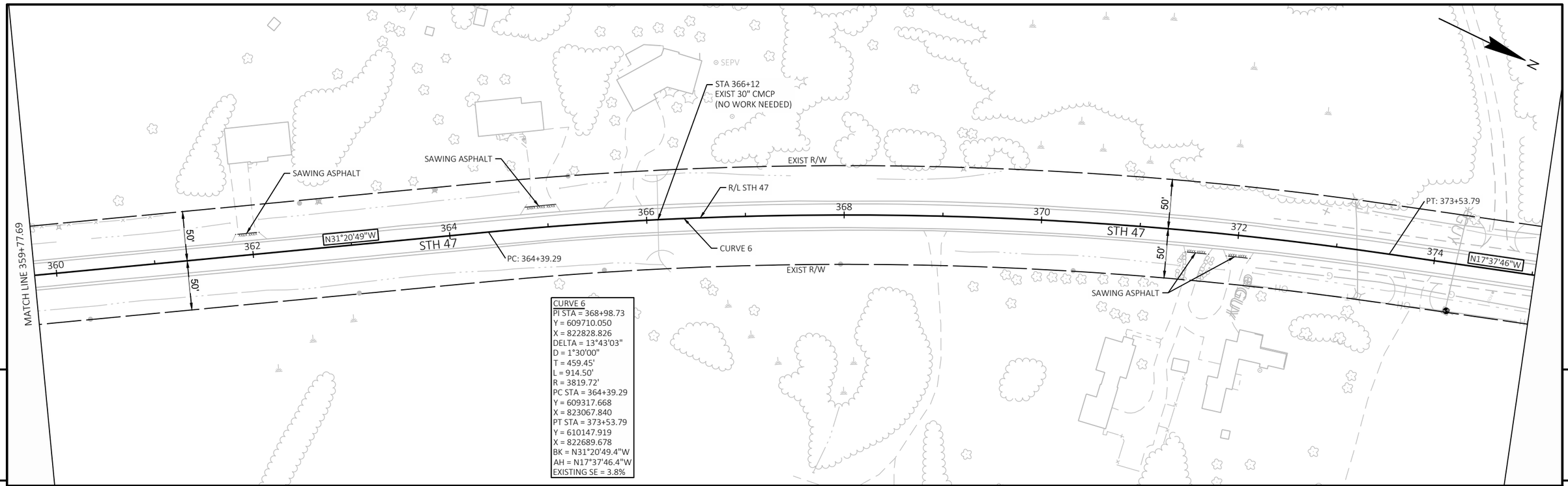
FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn

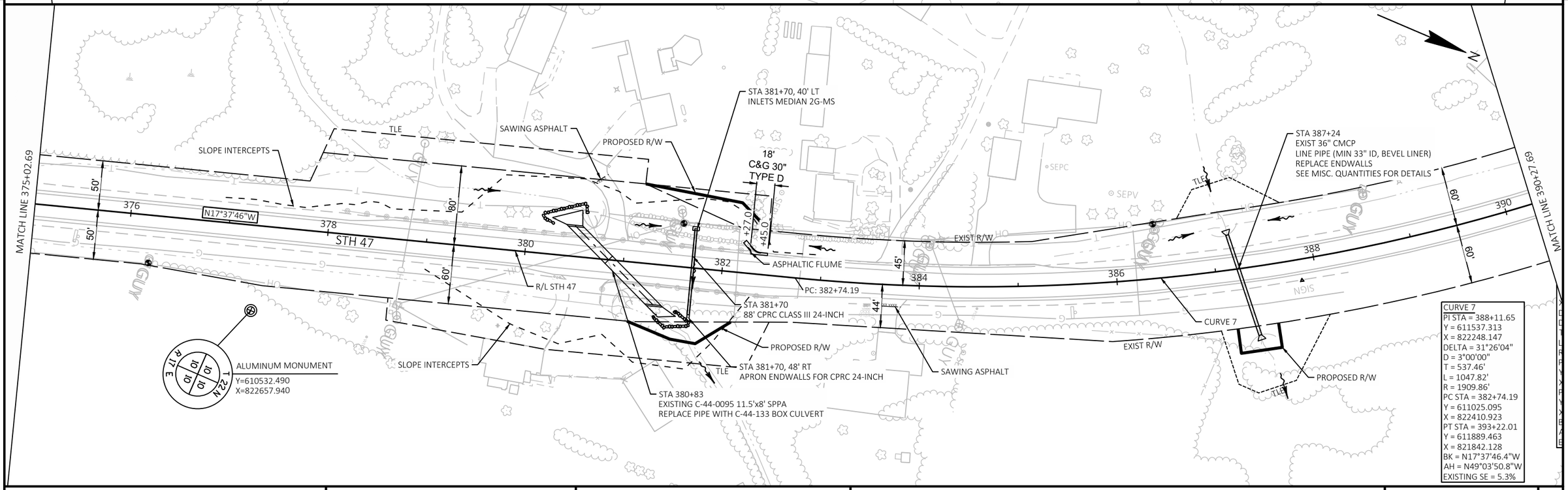
PLOT DATE : 11/30/2020 4:49 PM

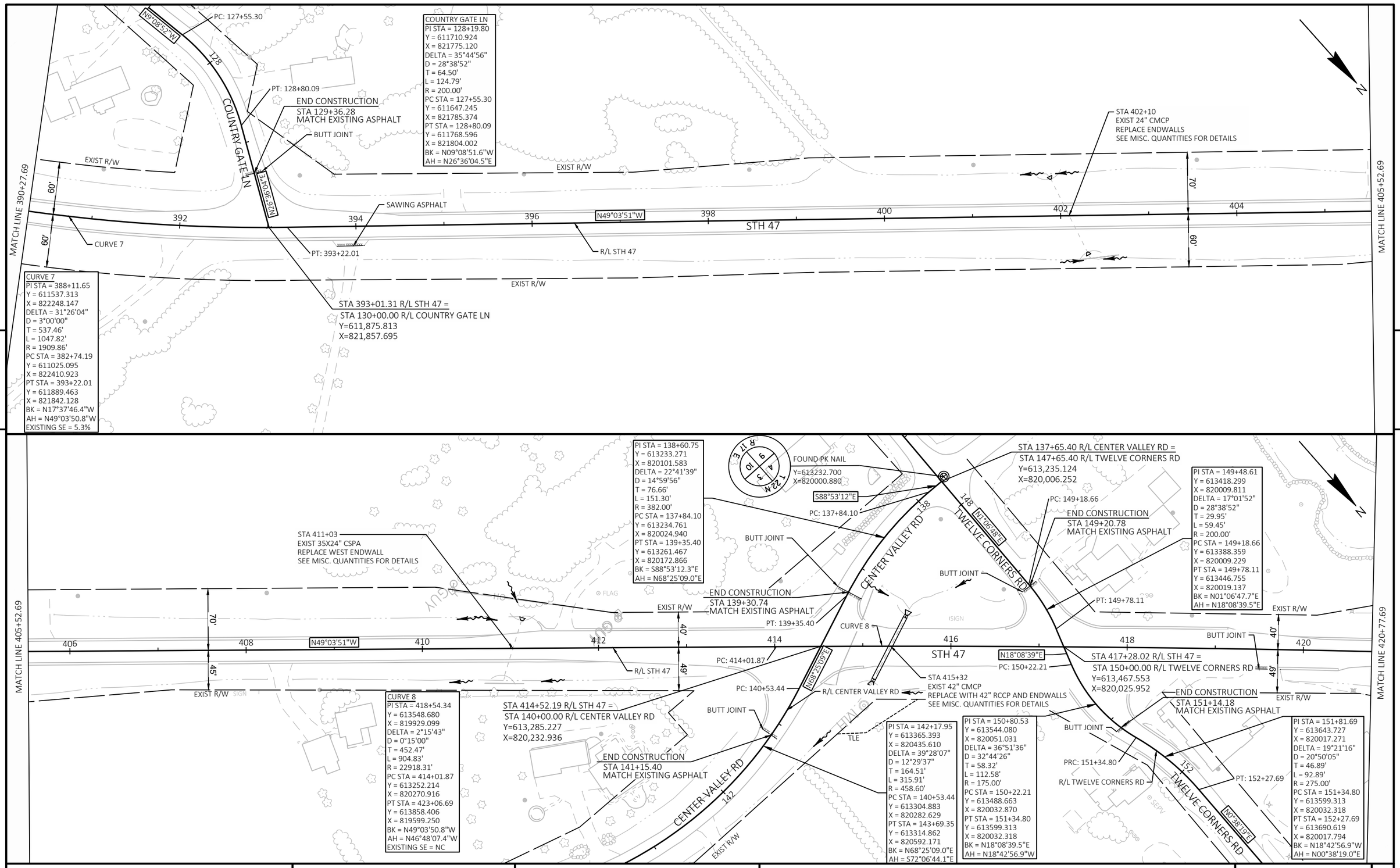
PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:100 FT


MATCH LINE 359+77.69
SAWING ASPHALT
SAWING ASPHALT
STA 366+12
EXIST 30" CMCP
(NO WORK NEEDED)
EXIST R/W
R/L STH 47
PT: 373+53.79
50'
50'
360
362
364
366
368
370
372
374
STH 47
N31°20'49"W
N17°37'46"W
PC: 364+39.29
CURVE 6
EXIST R/W
SAWING ASPHALT
CURVE 6
PI STA = 368+98.73
Y = 609710.050
X = 822828.826
DELTA = 13°43'03"
D = 1°30'00"
T = 459.45'
L = 914.50'
R = 3819.72'
PC STA = 364+39.29
Y = 609317.668
X = 823067.840
PT STA = 373+53.79
Y = 610147.919
X = 822689.678
BK = N31°20'49.4"W
AH = N17°37'46.4"W
EXISTING SE = 3.8%
N
SEPV
GUY
SIGN

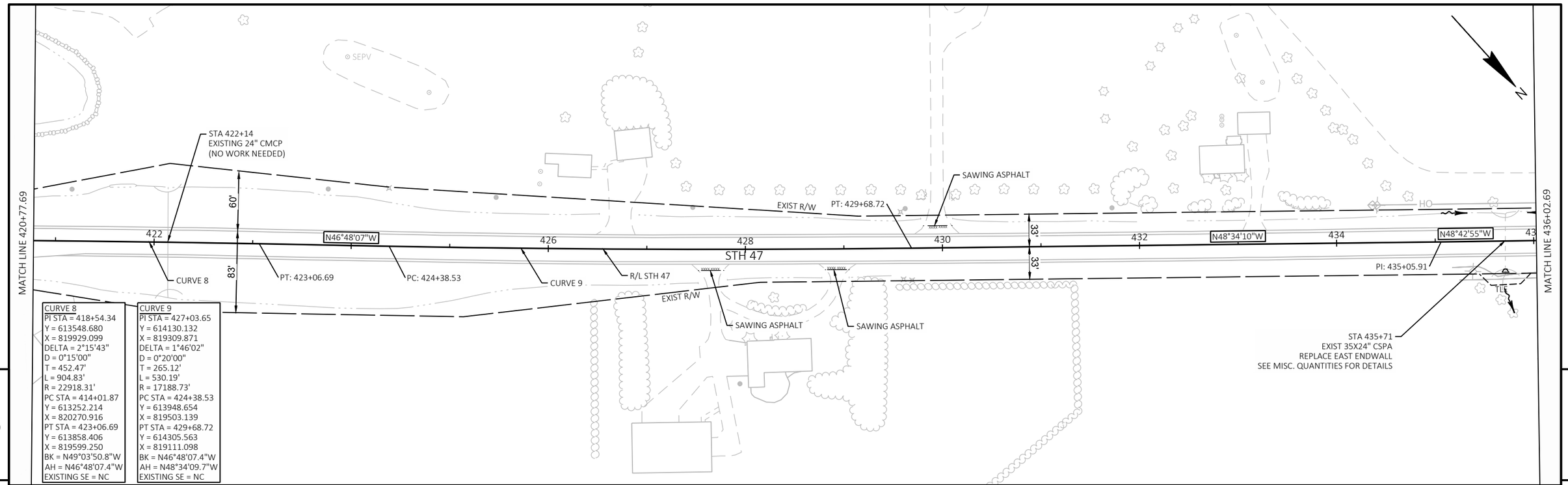

MATCH LINE 375+02.69
TLE
SLOPE INTERCEPTS
SAWING ASPHALT
PROPOSED R/W
STA 381+70, 40' LT
INLETS MEDIAN 2G-MS
18'
C&G 30"
TYPE D
+27.0
+45.0
STA 387+24
EXIST 36" CMCP
LINE PIPE (MIN 33" ID, BEVEL LINER)
REPLACE ENDWALLS
SEE MISC. QUANTITIES FOR DETAILS
MATCH LINE 396+27.69
50'
50'
80'
60'
60'
60'
376
378
380
382
384
386
388
390
STH 47
N17°37'46"W
R/L STH 47
ASPHALTIC FLUME
PC: 382+74.19
EXIST R/W
45'
44'
STA 381+70
88' CPRC CLASS III 24-INCH
PROPOSED R/W
STA 381+70, 48' RT
APRON ENDWALLS FOR CPRC 24-INCH
SAWING ASPHALT
CURVE 7
EXIST R/W
PROPOSED R/W
TLE
STA 380+83
EXISTING C-44-0095 11.5'x8' SPPA
REPLACE PIPE WITH C-44-133 BOX CULVERT
ALUMINUM MONUMENT
Y=610532.490
X=822657.940
R 17 E
T 22 N
10
10
10
10
CURVE 7
PI STA = 388+11.65
Y = 611537.313
X = 822248.147
DELTA = 31°26'04"
D = 3°00'00"
T = 537.46'
L = 1047.82'
R = 1909.86'
PC STA = 382+74.19
Y = 611025.095
X = 822410.923
PT STA = 393+22.01
Y = 611889.463
X = 821842.128
BK = N17°37'46.4"W
AH = N49°03'50.8"W
EXISTING SE = 5.3%
N
SEPC
SEPV
GUY
SIGN



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050211-pn

PLOT DATE : 11/30/2020 4:50 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050212-pn

PLOT DATE : 11/30/2020 4:51 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE 451+27.69

MATCH LINE 466+52.69

5

5

N

R/L STH 47

EXIST R/W

452 454 456 458 460 462 464 466

N48°42'55"W

34'

32'

STH 47

EXIST R/W

SAWING ASPHALT

SAWING ASPHALT

Y=615883.070
X=817393.380

T22N R7E

SEPC

N

MATCH LINE 466+52.69

MATCH LINE 481+77.69

TLE

EXIST R/W

PC: 474+87.82

468 470 472 474 476 478 480

N48°42'55"W

100'

71'

STH 47

R/L STH 47

CURVE 10

EXIST R/W

TLE

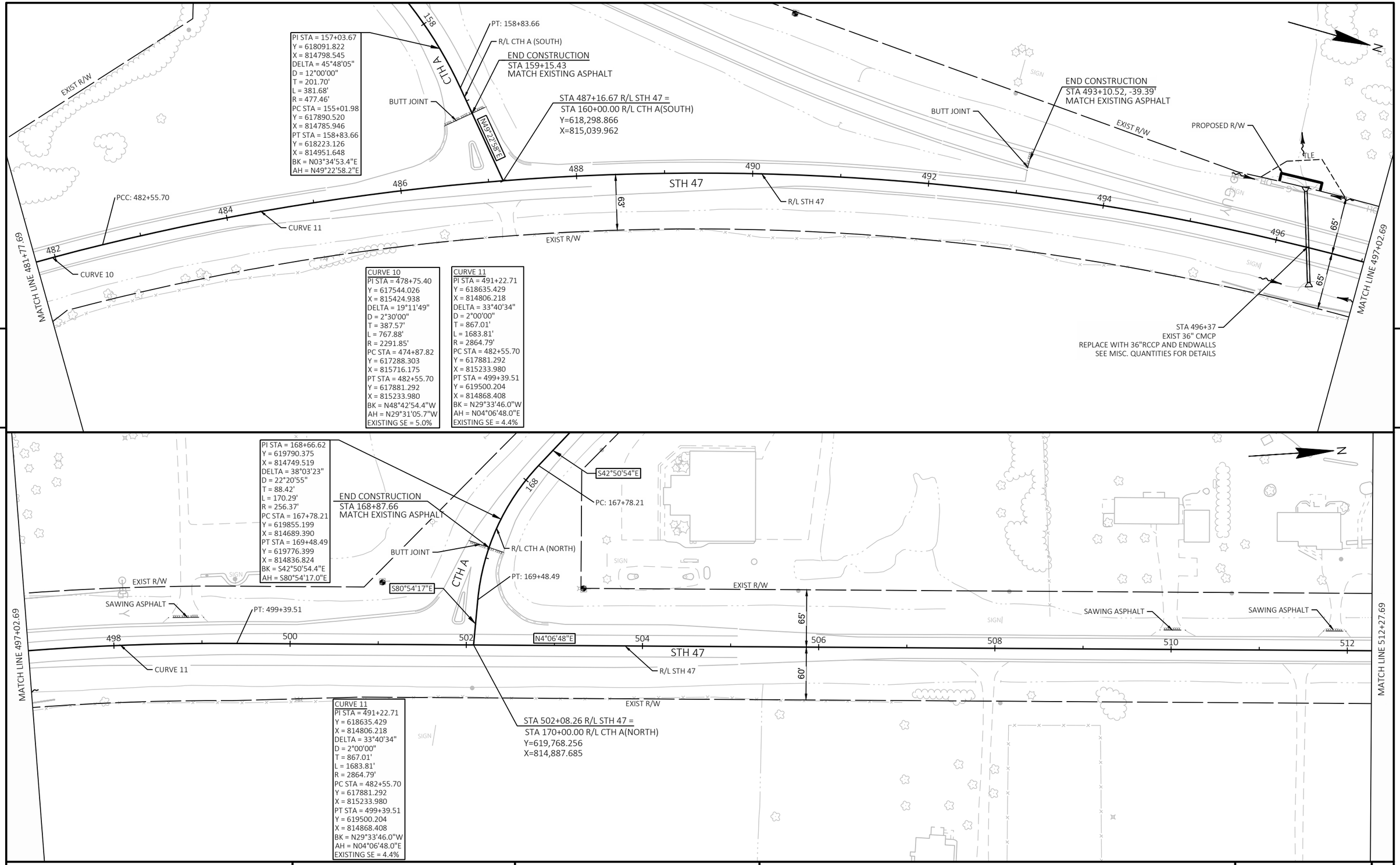
STA 474+75
EXIST 30" CMCP
REPLACE WITH 30" RCCP AND ENDWALLS
SEE MISC. QUANTITIES FOR DETAILS

CURVE 10
PI STA = 478+75.40
Y = 617544.026
X = 815424.938
DELTA = 19°11'49"
D = 2°30'00"
T = 387.57'
L = 767.88'
R = 2291.85'
PC STA = 474+87.82
Y = 617288.303
X = 815716.175
PT STA = 482+55.70
Y = 617881.292
X = 815233.980
BK = N48°42'54.4"W
AH = N29°31'05.7"W
EXISTING SE = 5.0%

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050213-pn

PLOT DATE : 11/30/2020 4:51 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050214-pn

PLOT DATE : 11/30/2020 4:52 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE 512+27.69

MATCH LINE 527+52.69

5

5

N

Y=620995.810
X=814969.060

SAWING ASPHALT

PI: 514+38.95

PI: 516+29.92

N4°06'48"E

N4°06'33"E

N5°04'40"E

514

516

518

520

522

524

526

EXIST R/W

50'

STH 47

R/L STH 47

50'

EXIST R/W

SAWING ASPHALT

N

R/L STINGLE RD

178

S89°57'25"E

STINGLE RD

STA 541+48.37 R/L STH 47 =
STA 180+00.00 R/L STINGLE RD
Y=623,695.300
X=815,206.651

SEPC

Y=623693.820
X=815206.760

END CONSTRUCTION
STA 179+36.03
MATCH EXISTING ASPHALT

BUTT JOINT

PI: 180+00.00

528

530

N5°04'40"E

532

534

536

538

540

542

180

STH 47

50'

R/L STH 47

PC: 536+27.81

CURVE 12

50'

EXIST R/W

EXIST R/W

CURVE 12
PI STA = 540+59.62
Y = 623606.421
X = 815204.688
DELTA = 2°09'32"
D = 0°15'00"
T = 431.80'
L = 863.50'
R = 22918.32'
PC STA = 536+27.81
Y = 623176.312
X = 815166.471
PT STA = 544+91.32
Y = 624037.664
X = 815226.677
BK = N05°04'39.5"E
AH = N02°55'08.0"E
EXISTING SE = NC

STA 541+07
EXIST 50X31" CMPA, NO ENDWALLS
ADD ENDWALLS
SEE MISC. QUANTITIES FOR DETAILS.

BUTT JOINT

END CONSTRUCTION
STA 180+63.25
MATCH EXISTING ASPHALT

N89°00'49"E

STINGLE RD

182

MATCH LINE 527+52.69

MATCH LINE 542+77.69

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

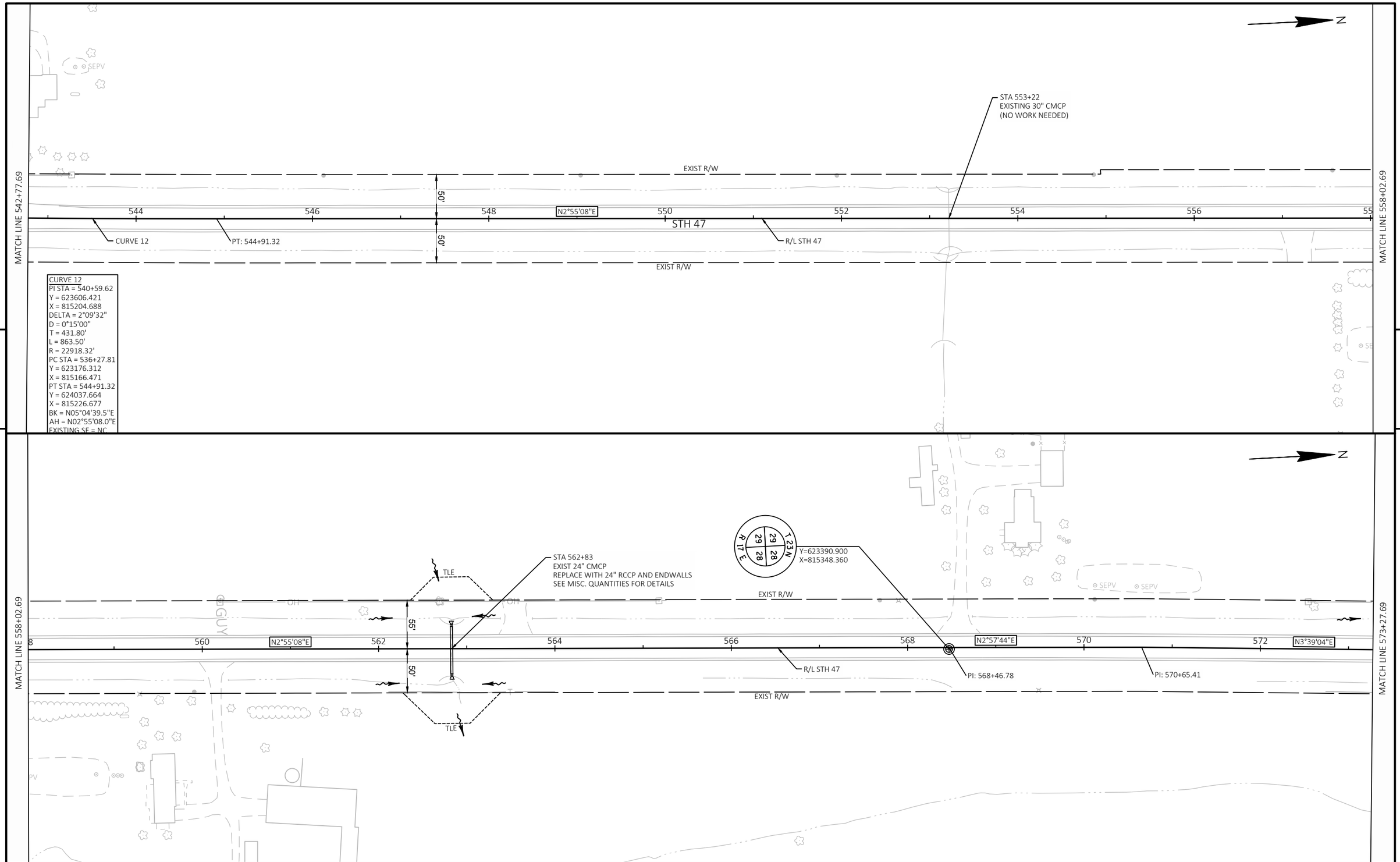
FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050215-pn

PLOT DATE : 11/30/2020 4:52 PM

PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

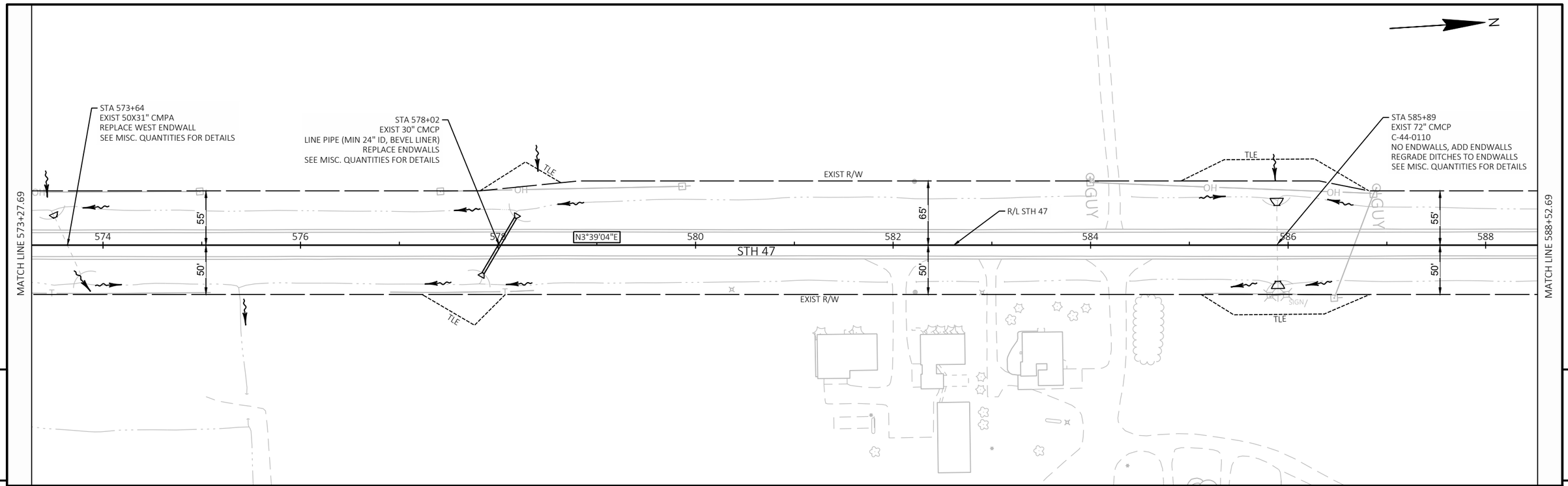


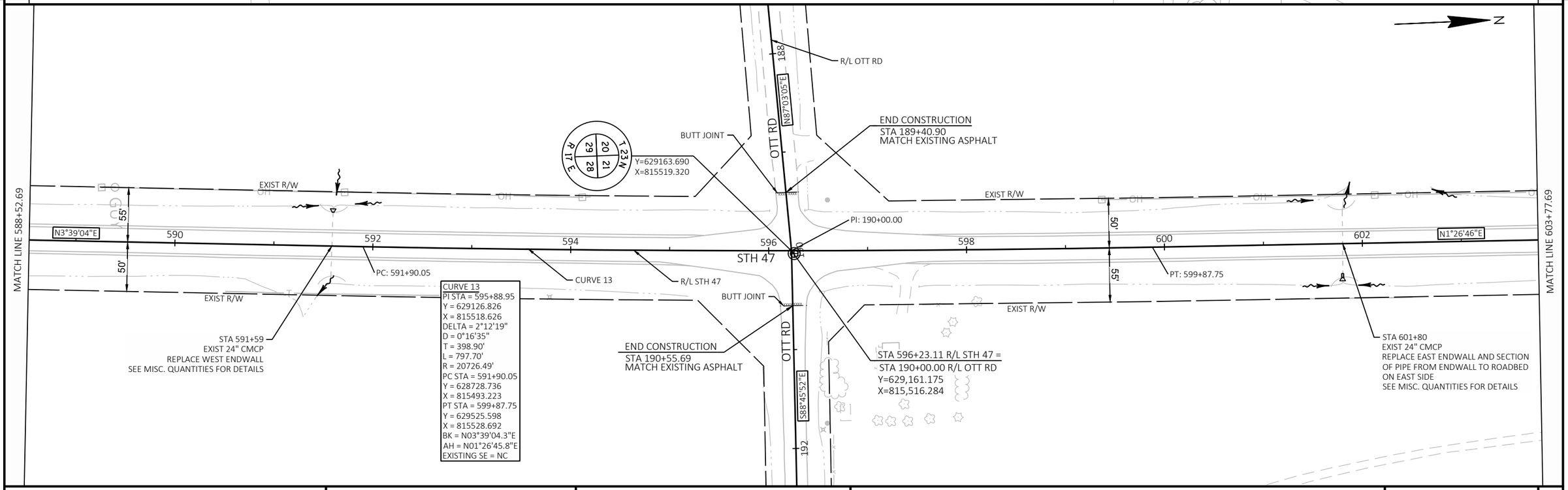
PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050216-pn

PLOT DATE : 11/30/2020 4:53 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44


N
STA 573+64
EXIST 50X31" CMPA
REPLACE WEST ENDWALL
SEE MISC. QUANTITIES FOR DETAILS
STA 578+02
EXIST 30" CMCP
LINE PIPE (MIN 24" ID, BEVEL LINER)
REPLACE ENDWALLS
SEE MISC. QUANTITIES FOR DETAILS
STA 585+89
EXIST 72" CMCP
C-44-0110
NO ENDWALLS, ADD ENDWALLS
REGRADE DITCHES TO ENDWALLS
SEE MISC. QUANTITIES FOR DETAILS
MATCH LINE 573+27.69
MATCH LINE 588+52.69
EXIST R/W
TLE
OH
55'
50'
65'
574
576
578
580
582
584
586
588
N3°39'04"E
STH 47
R/L STH 47
EGUY
SIGN


N
R/L OTT RD
188'
N87°03'05"E
OTT RD
BUTT JOINT
END CONSTRUCTION
STA 189+40.90
MATCH EXISTING ASPHALT
T 23 N
R 17 E
29
20
21
28
Y=629163.690
X=815519.320
EXIST R/W
OH
55'
50'
PI: 190+00.00
590
592
594
596
598
600
602
N3°39'04"E
N1°26'46"E
STH 47
PC: 591+90.05
CURVE 13
R/L STH 47
PT: 599+87.75
CURVE 13
PI STA = 595+88.95
Y = 629126.826
X = 815518.626
DELTA = 2°12'19"
D = 0°16'35"
T = 398.90'
L = 797.70'
R = 20726.49'
PC STA = 591+90.05
Y = 628728.736
X = 815493.223
PT STA = 599+87.75
Y = 629525.598
X = 815528.692
BK = N03°39'04.3"E
AH = N01°26'45.8"E
EXISTING SE = NC
STA 591+59
EXIST 24" CMCP
REPLACE WEST ENDWALL
SEE MISC. QUANTITIES FOR DETAILS
END CONSTRUCTION
STA 190+55.69
MATCH EXISTING ASPHALT
STA 596+23.11 R/L STH 47 =
STA 190+00.00 R/L OTT RD
Y=629,161.175
X=815,516.284
STA 601+80
EXIST 24" CMCP
REPLACE EAST ENDWALL AND SECTION
OF PIPE FROM ENDWALL TO ROADBED
ON EAST SIDE
SEE MISC. QUANTITIES FOR DETAILS
MATCH LINE 588+52.69
MATCH LINE 603+77.69
S88°45'52"E
192

MATCH LINE 603+77.69

MATCH LINE 619+02.69

5

5

N

EXIST R/W

SAWING ASPHALT

70'

604 606 608 610 N1°26'46"E 612 614 616 618

STH 47

R/L STH 47

75'

EXIST R/W

TLE

OHP

TLE

STA 617+41
EXIST 24" CMCP
REPLACE WITH 24" RCCP AND ENDWALLS
SEE MISC. QUANTITIES FOR DETAILS

N

T 23 N
R 17 E
20 21
20 21

Y=631773.950
X=815596.750

STA 629+59
EXISTING 48" CMCP
(NO WORK NEEDED)

EXIST R/W

STA 622+37.11 R/L STH 47 =
STA 200+00.00 R/L WOLF RD
Y=631,774.240
X=815,585.457

70'

620 N1°26'46"E 622 624 626 628 630 632 634

STH 47

60'

BUTT JOINT

75'

R/L STH 47

EXIST R/W

EXIST R/W

SAWING ASPHALT

WOLF RD

S89°00'48"E

END CONSTRUCTION
STA 200+53.61
MATCH EXISTING ASPHALT

R/L WOLF RD

202

SEPV

MATCH LINE 619+02.69

MATCH LINE 634+27.69

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050218-pn

PLOT DATE : 11/30/2020 4:54 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

MATCH LINE 634+27.69

MATCH LINE 649+52.69

N

T 23 N
R 17 E
17 16
20 21

Y=634397.820
X=815674.380

EXIST R/W

SAWING ASPHALT

70'

75'

636 638 N1°26'46"E 640 642 644 646 648 N1°41'54"E

STH 47

PI: 642+24.41

R/L STH 47

PI: 648+61.41

70'

53'

EXIST R/W

5

5

MATCH LINE 649+52.69

MATCH LINE 664+77.69

N

EXIST R/W

SAWING ASPHALT

SAWING ASPHALT

SAWING ASPHALT

70'

70'

650 652 654 N1°41'54"E 656 658 660 662 664

STH 47

R/L STH 47

50'

55'

SIGN

SIGN

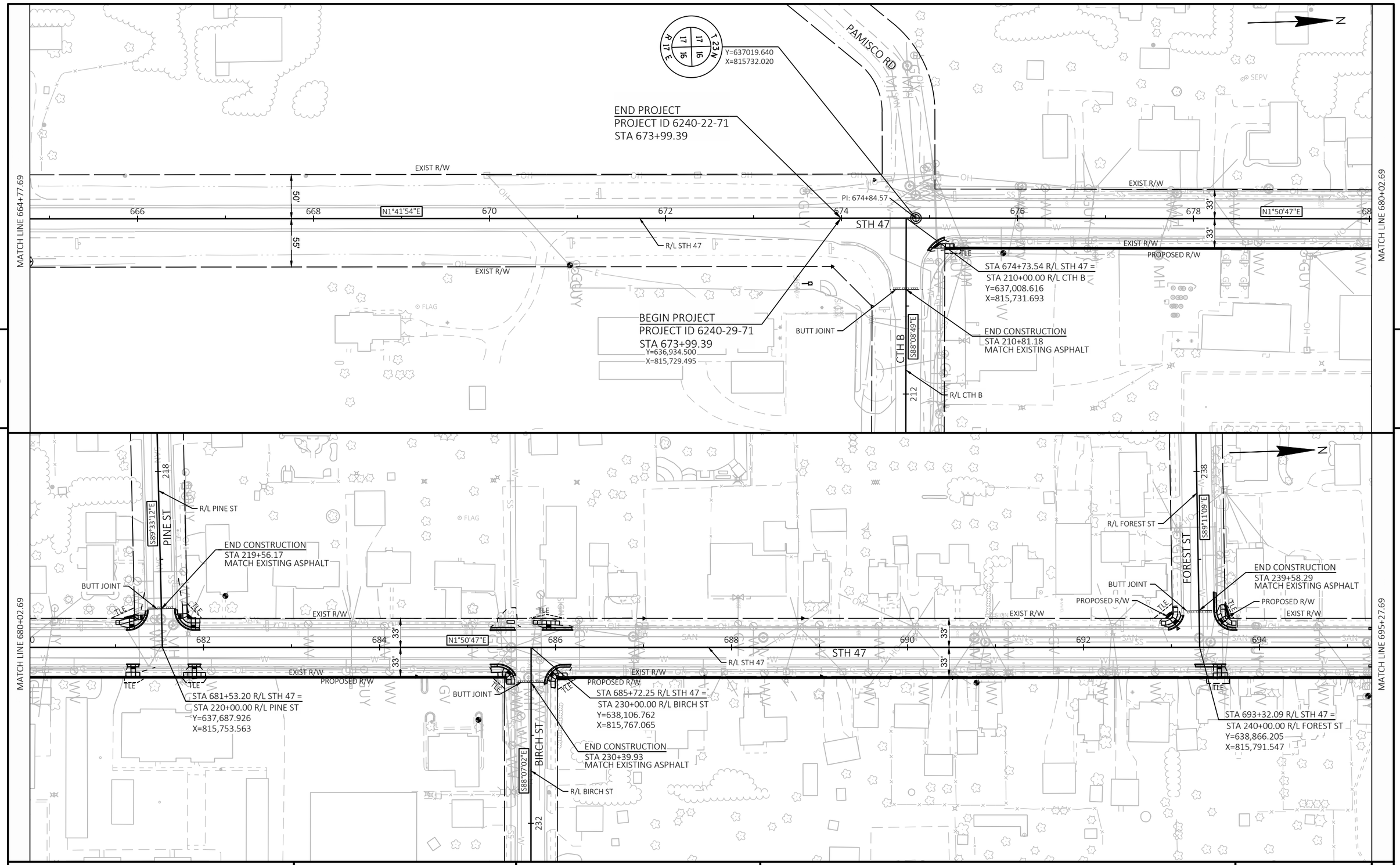
SIGN

EXIST R/W

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050219-pn

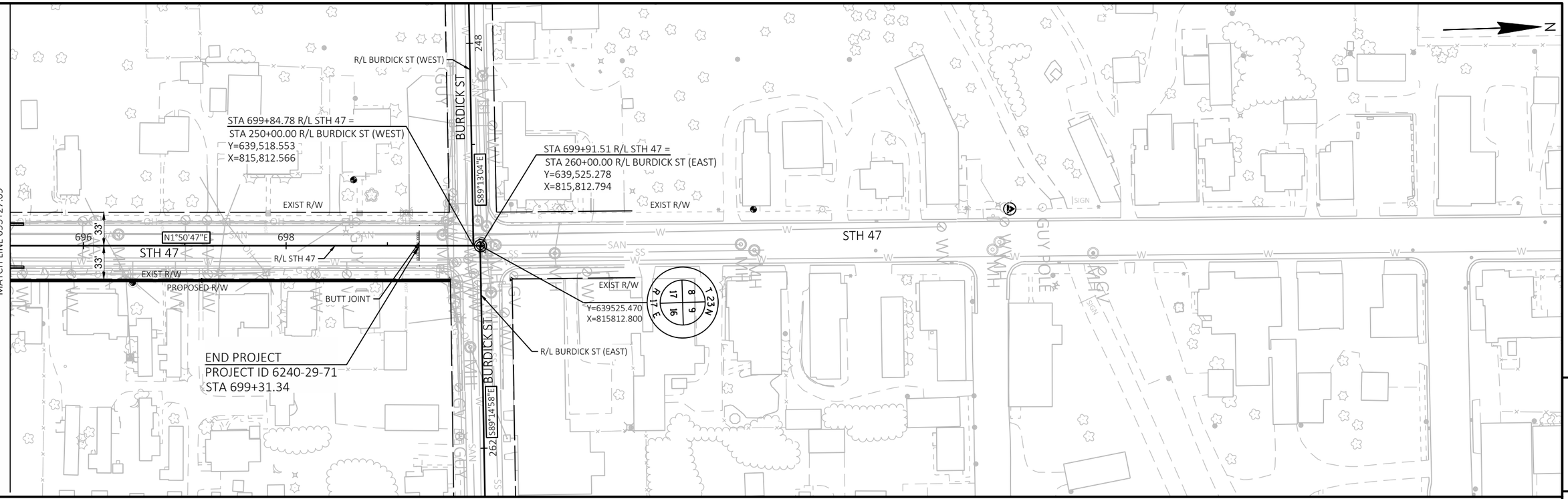
PLOT DATE : 11/30/2020 4:55 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 6240-22-71/6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050220-pn

PLOT DATE : 11/30/2020 4:55 PM PLOT BY : SMITH, JENNIFER B PLOT NAME : PLOT SCALE : 1 IN:100 FT

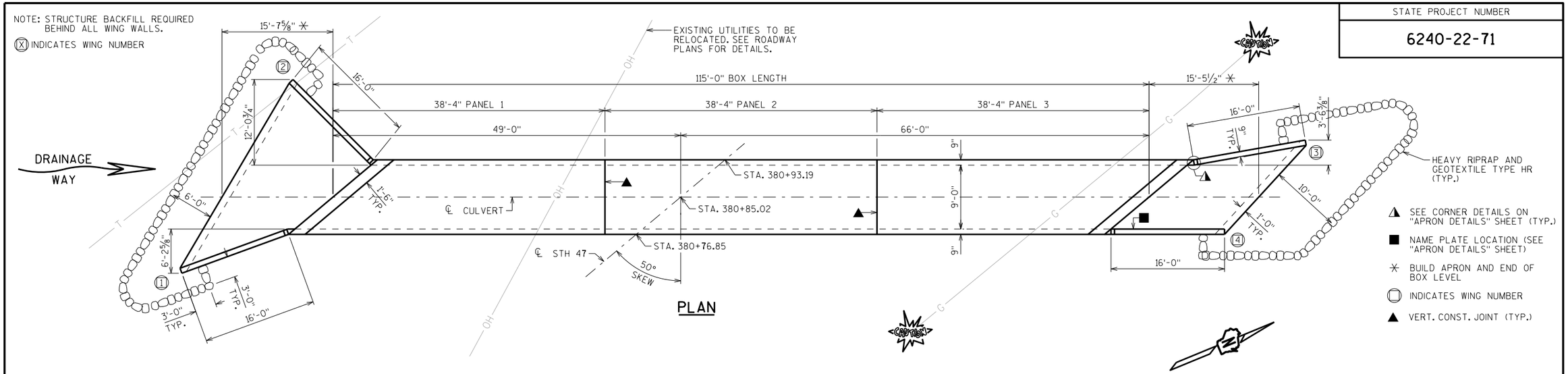


PROJECT NO: 6240-29-71	HWY: STH 47	COUNTY: OUTAGAMIE	PLAN SHEETS	SHEET	E

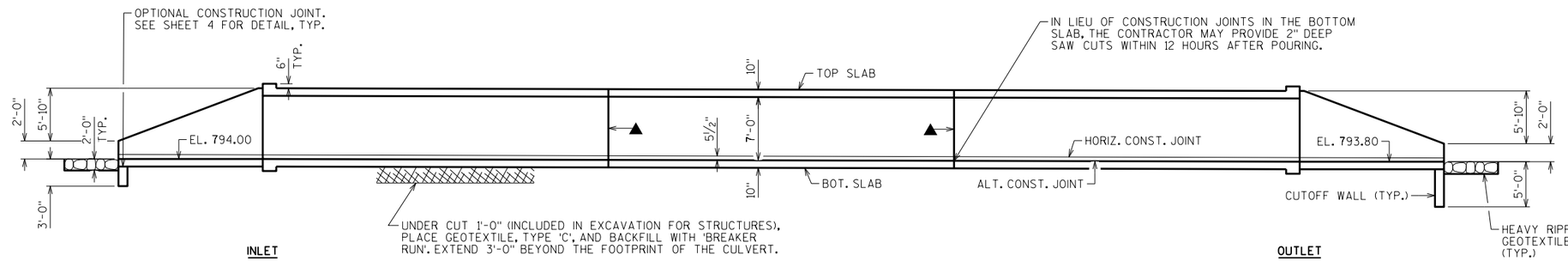
FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050221-pn
PLOT DATE : 11/30/2020 4:56 PM
PLOT BY : SMITH, JENNIFER B
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

NOTE: STRUCTURE BACKFILL REQUIRED BEHIND ALL WING WALLS.

(X) INDICATES WING NUMBER



PLAN



INLET

OUTLET

ELEVATION

PRELIMINARY PLAN

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF = 1.05
OPERATING RATING FACTOR: RF = 1.35
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 255 (KIPS)

EARTHLOAD:

DESIGNED FOR 3.5 TO 5 FT. OF FILL.
NOTE: INVERTS ARE SET 1'-0"± BELOW STREAM BED.

MATERIAL PROPERTIES:

CONCRETE MASONRY: ——— f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT: ——— fy = 60,000 P.S.I.

HYDRAULIC DATA

100 YEAR FREQUENCY

Q_{100} = 600 C.F.S.
$VEL._{100}$ = 9.6 F.P.S.
$HW._{100}$ = EL. 802.83
WATERWAY AREA = 63 SQ. FT.
DRAINAGE AREA = 1.1 SQ. MI.
ROADWAY OVERTOPPING = N/A
SCOUR CRITICAL CODE = 8

2 YEAR FREQUENCY

Q_2 = 120 C.F.S.
$VEL._2$ = 3.9 F.P.S.
$HW._2$ = EL. 797.79

TRAFFIC VOLUME

STH 47

ADT = 7,900 (2043)
R.D.S. = 60 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
203.0200	REMOVING OLD STRUCTURE STA. 380+83.66	LS	1
206.2000	EXCAVATION FOR STRUCTURES CULVERTS C-44-133	LS	1
210.2500	BACKFILL STRUCTURE TYPE B	TON	
311.0115	BREAKER RUN	CY	
504.0100	CONCRETE MASONRY CULVERTS	CY	
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	
606.0300	RIPRAP HEAVY	CY	
645.0105	GEOTEXTILE TYPE C	SY	
645.0120	GEOTEXTILE TYPE HR	SY	
	NON-BID ITEMS		
	FILLER	SIZE	¾"

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES CULVERTS C-44-133" SHALL BE THE EXISTING GROUNDLINE.

ALL VOLUME WHICH CANNOT BE PLACED BEFORE CULVERT CONSTRUCTION AND NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL WITHIN THE LENGTH OF THE CULVERT INCLUDING THE APRON WING WALLS.

THE QUANTITY FOR BACKFILL STRUCTURE IS CALCULATED BASED ON THE DETAIL SHOWN IN THE PLANS.

THE CONCRETE IN THE CUTOFF WALLS MAY BE PLACED UNDERWATER IF THE EXCAVATION CANNOT BE DEWATERED.

THE CONTRACTOR MAY FURNISH A PRECAST CONCRETE BOX CULVERT IN LIEU OF THE CAST-IN-PLACE BOX CULVERT WITH THE ACCEPTANCE OF THE SHOP DRAWINGS BY THE STRUCTURES DESIGN SECTION. THE PRECAST CONCRETE BOX CULVERT SHALL CONFORM TO PRECAST DETAILS ON CHAPTER 36 STANDARDS OF THE CURRENT WISC. DOT BRIDGE MANUAL. PAYMENT FOR THE PRECAST CULVERT SHALL BE BASED ON THE QUANTITIES AND PRICES BID FOR THE ITEMS LISTED IN THE "TOTAL ESTIMATED QUANTITIES".

THE CONTRACTOR MAY ELECT TO SUBSTITUTE #1 OR #2 CONCRETE COARSE AGGREGATE, SELECT CRUSHED MATERIAL OR OTHER GRANULAR MATERIAL AS APPROVED BY THE FIELD ENGINEER, IN LIEU OF THE BREAKER RUN, TO BE UTILIZED AS A CONSTRUCTION PLATFORM FOR THE BOX. THE CONTRACTOR IS RESPONSIBLE FOR BASE STABILITY WITH ANY SUBSTITUTED MATERIAL.

LIST OF DRAWINGS

1. LAYOUT

STRUCTURE DESIGN CONTACTS:

MICAH BROOKS (608) 266-5080
LAURA SHADEWALD (608) 267-9592

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED _____ _____
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE C-44-133

STH 47 OVER DRAINAGE WAY

COUNTY	TOWN
OUTAGAMIE	CENTER

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
SGN	MWB	MWB	SGN

LAYOUT

SHEET 1 OF 1

STATE PROJECT NUMBER

6240-22-71

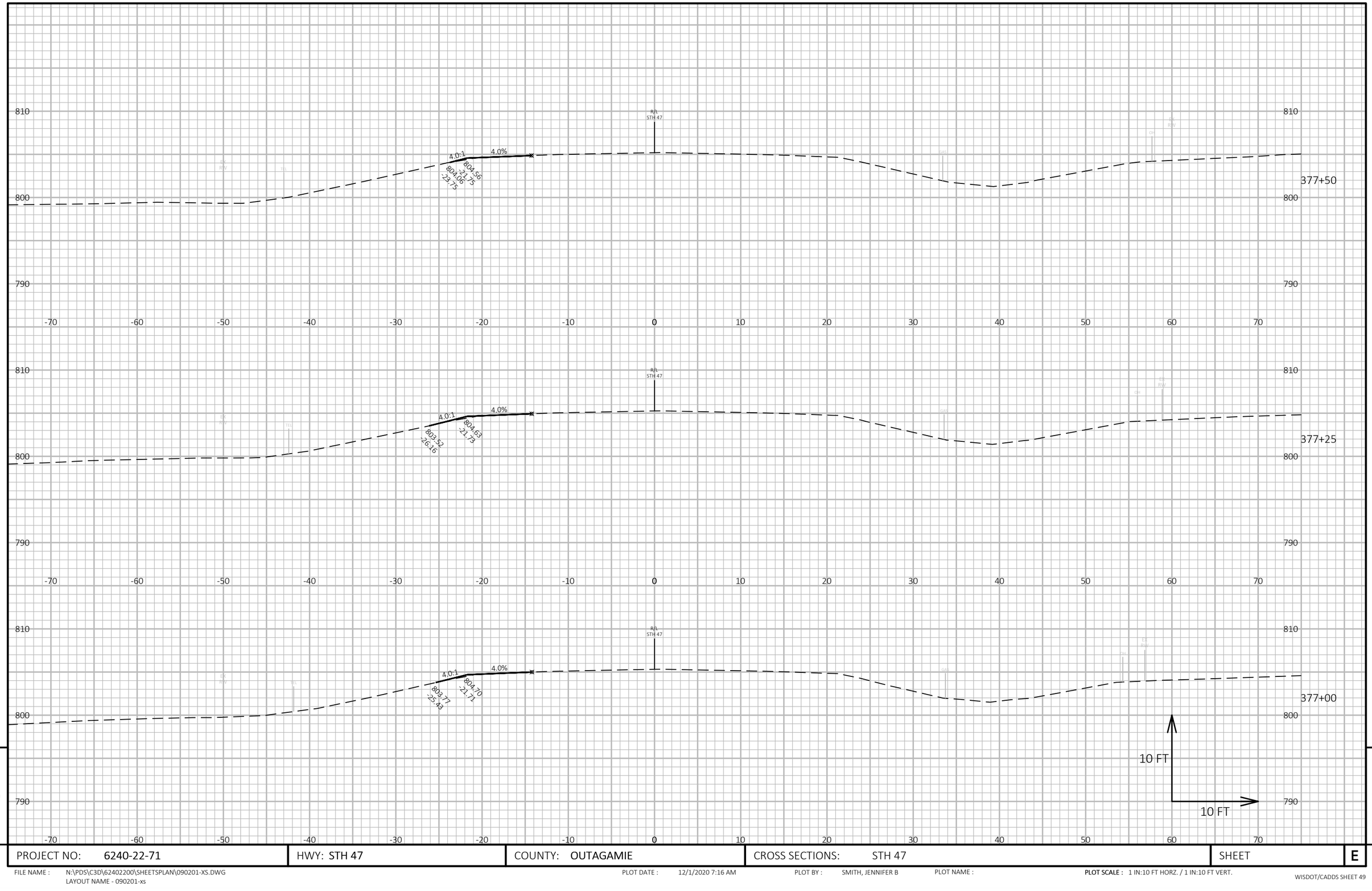
8

8

SCALE = 7.00

I.D. 6240-22-00A

DATE: MAR. 2020



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PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 47	SHEET E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090201-xs

PLOT DATE : 12/1/2020 7:16 AM

PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

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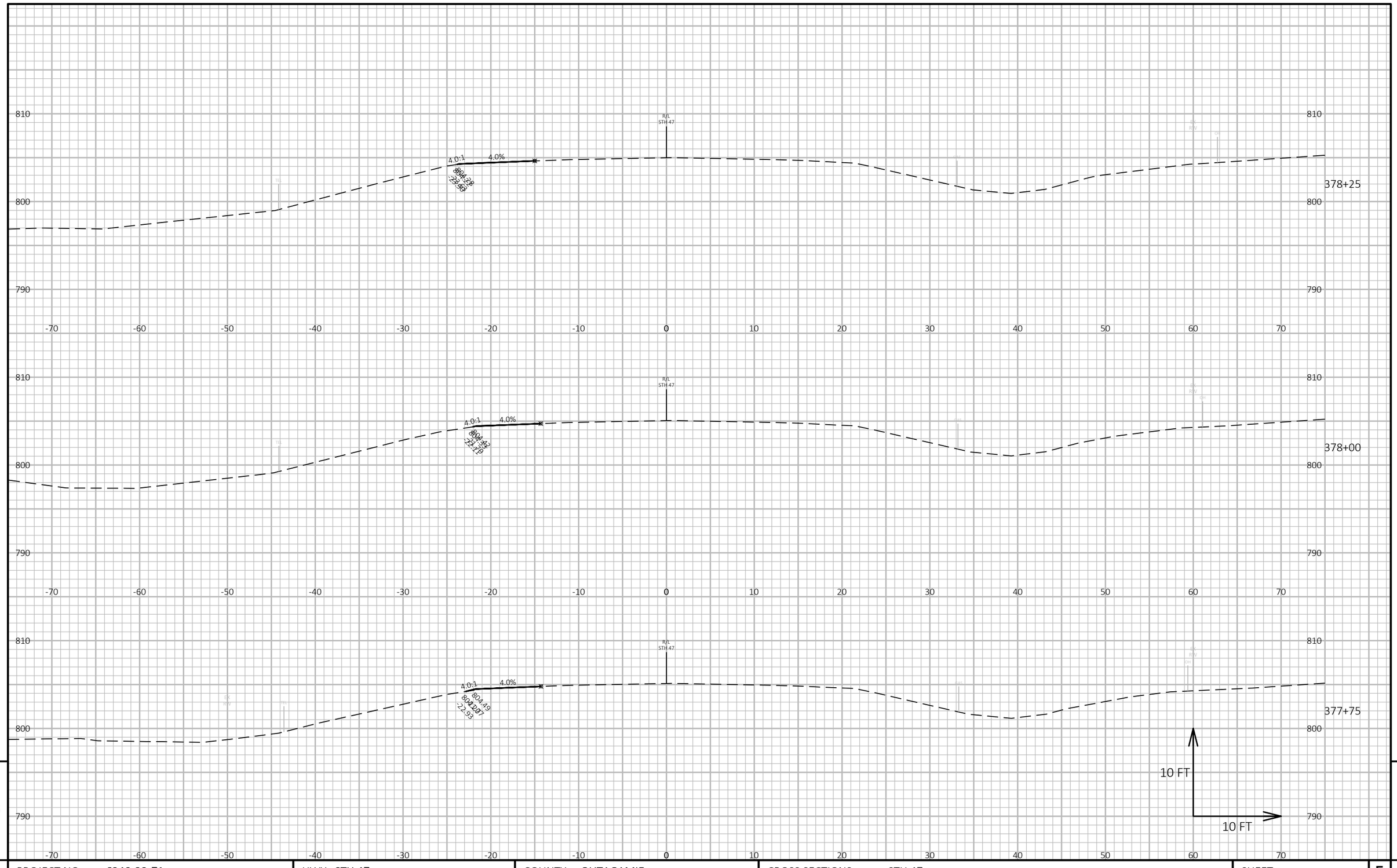

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PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 47	SHEET	E

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LAYOUT NAME - 090202-xs

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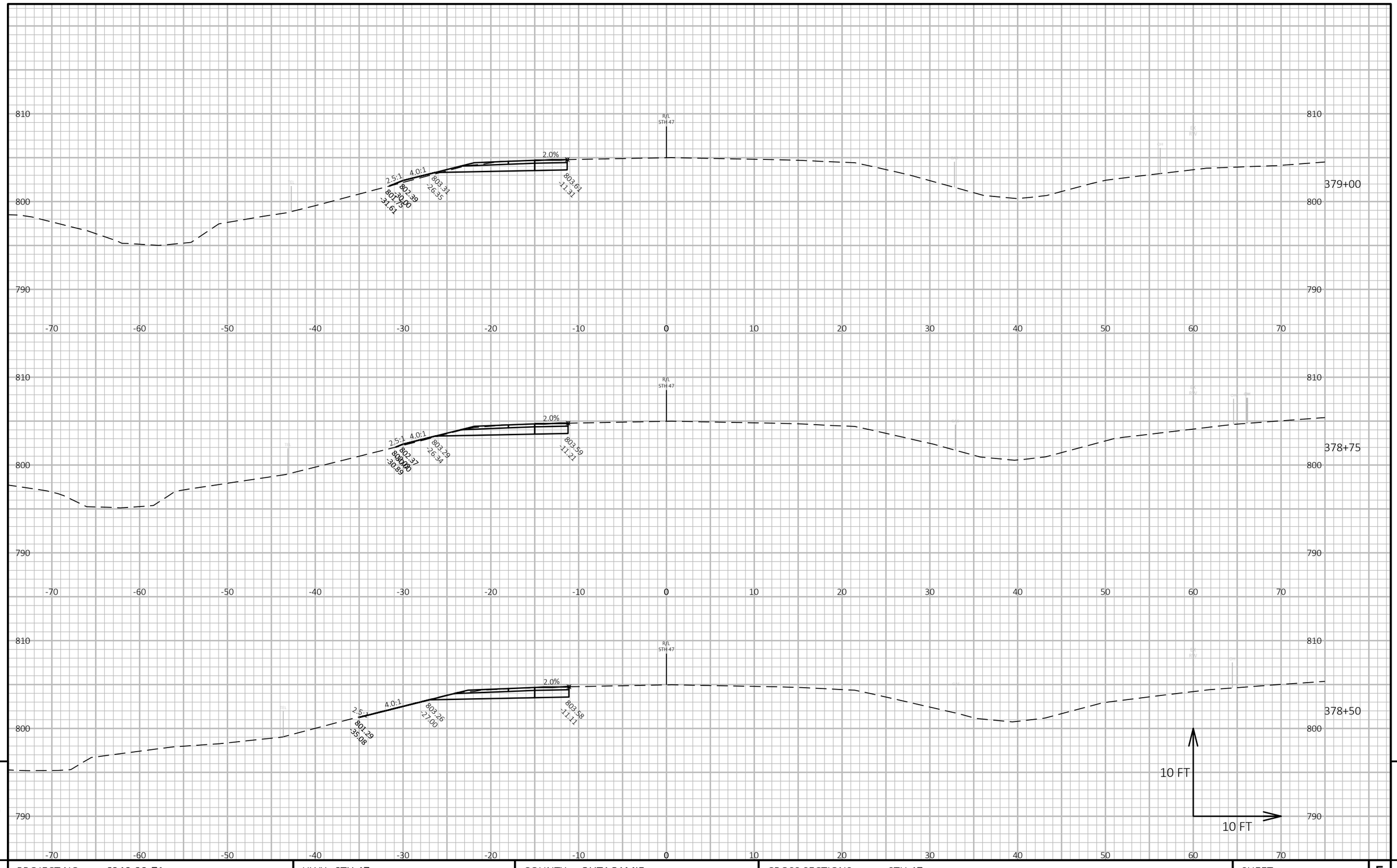
PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 47	SHEET	E

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LAYOUT NAME - 090203-xs

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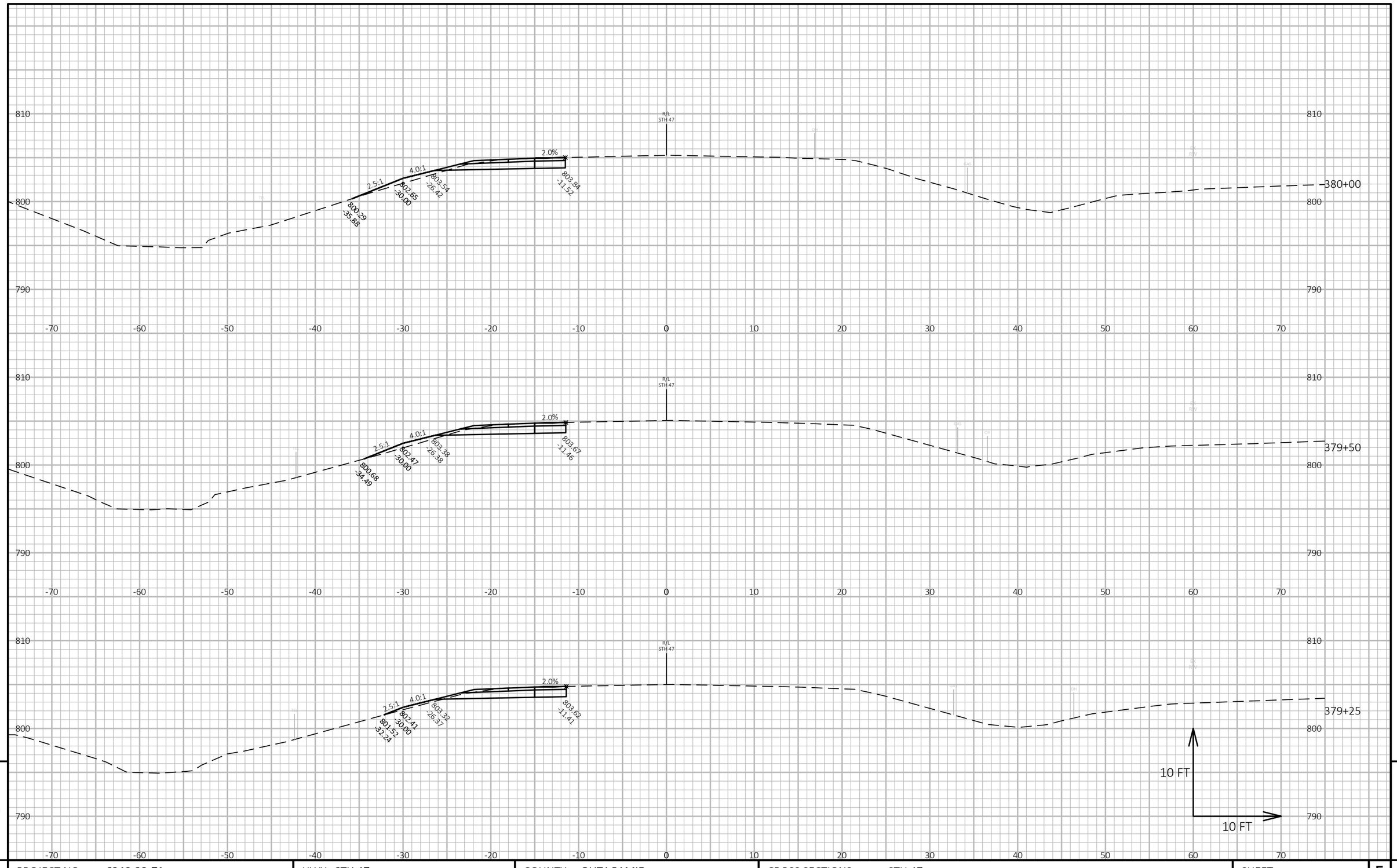
PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 47	SHEET	E

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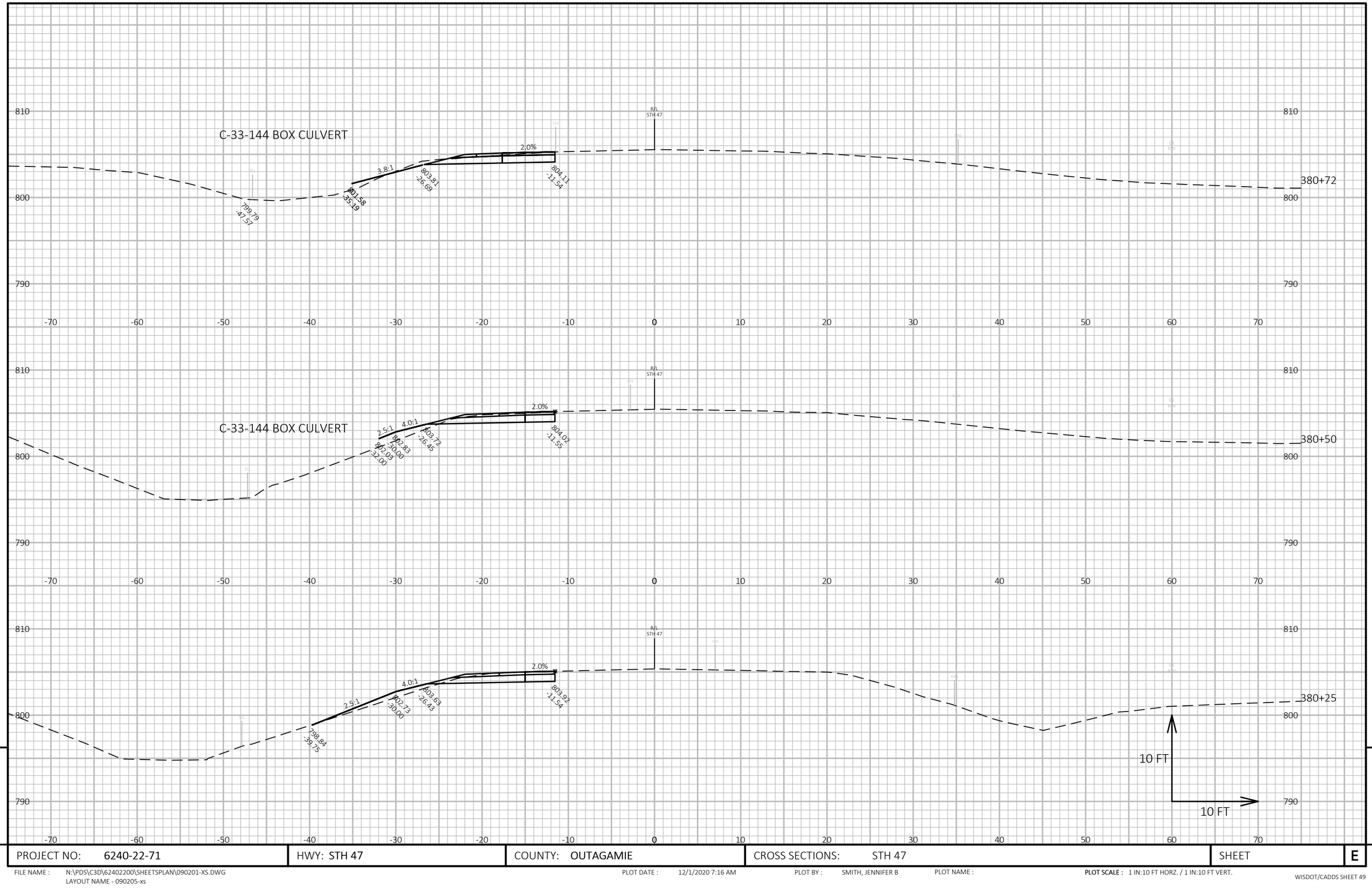
FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090204-xs

PLOT DATE : 12/1/2020 7:16 AM

PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 47	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090205-xs

PLOT DATE : 12/1/2020 7:16 AM

PLOT BY : SMITH, JENNIFER B

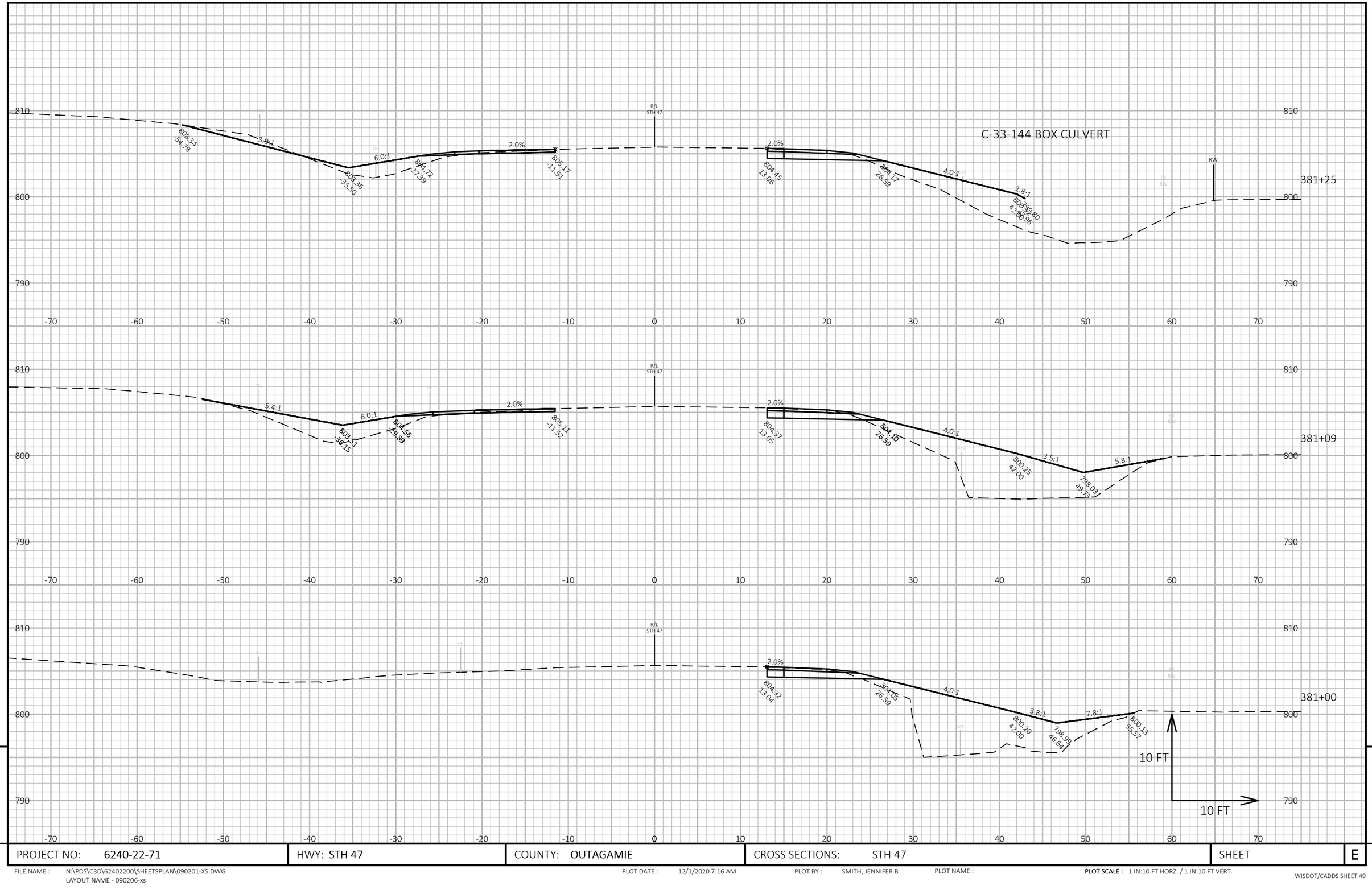
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

9

9



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PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 47	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090206-xs

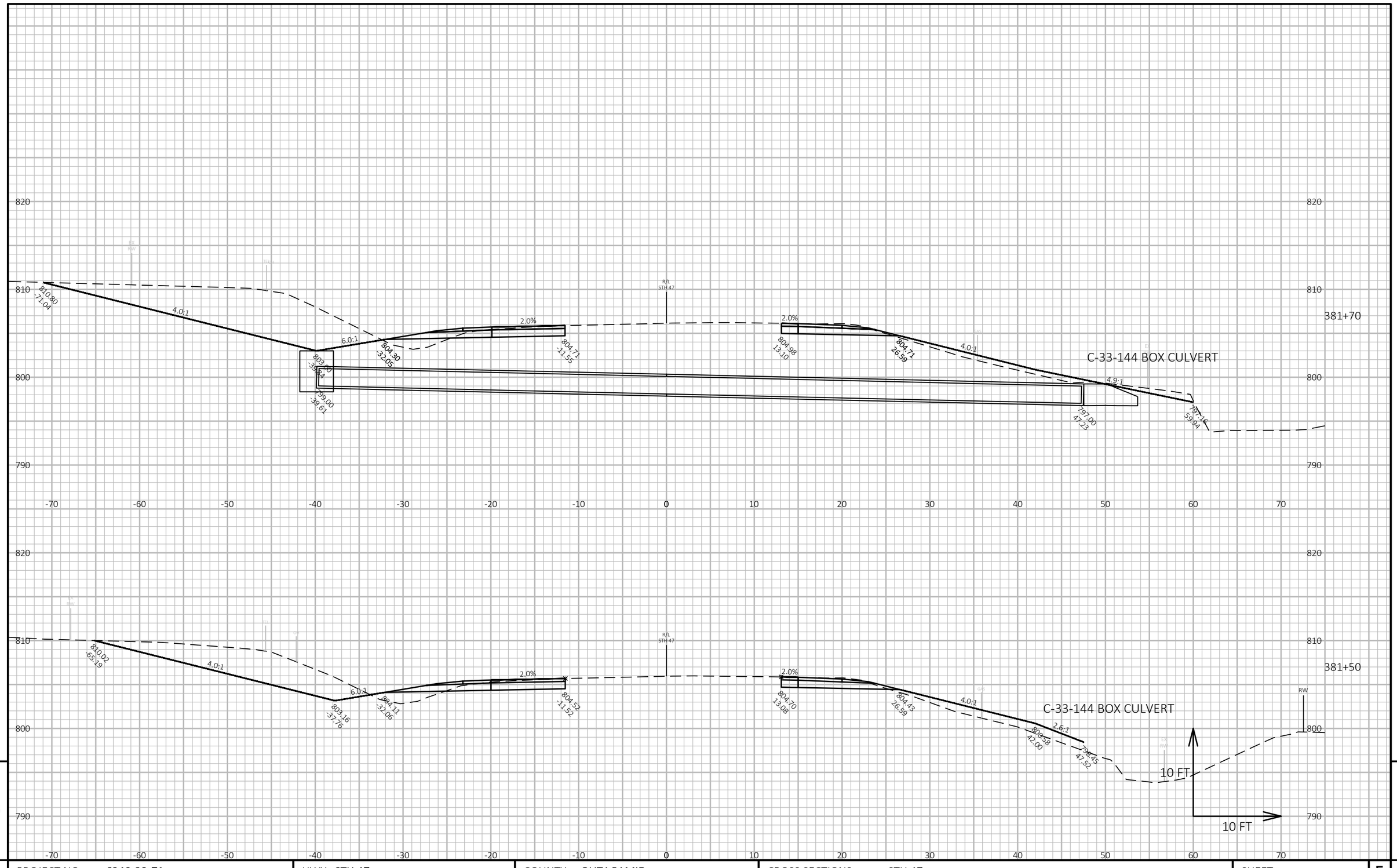
PLOT DATE : 12/1/2020 7:16 AM

PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 47	SHEET E

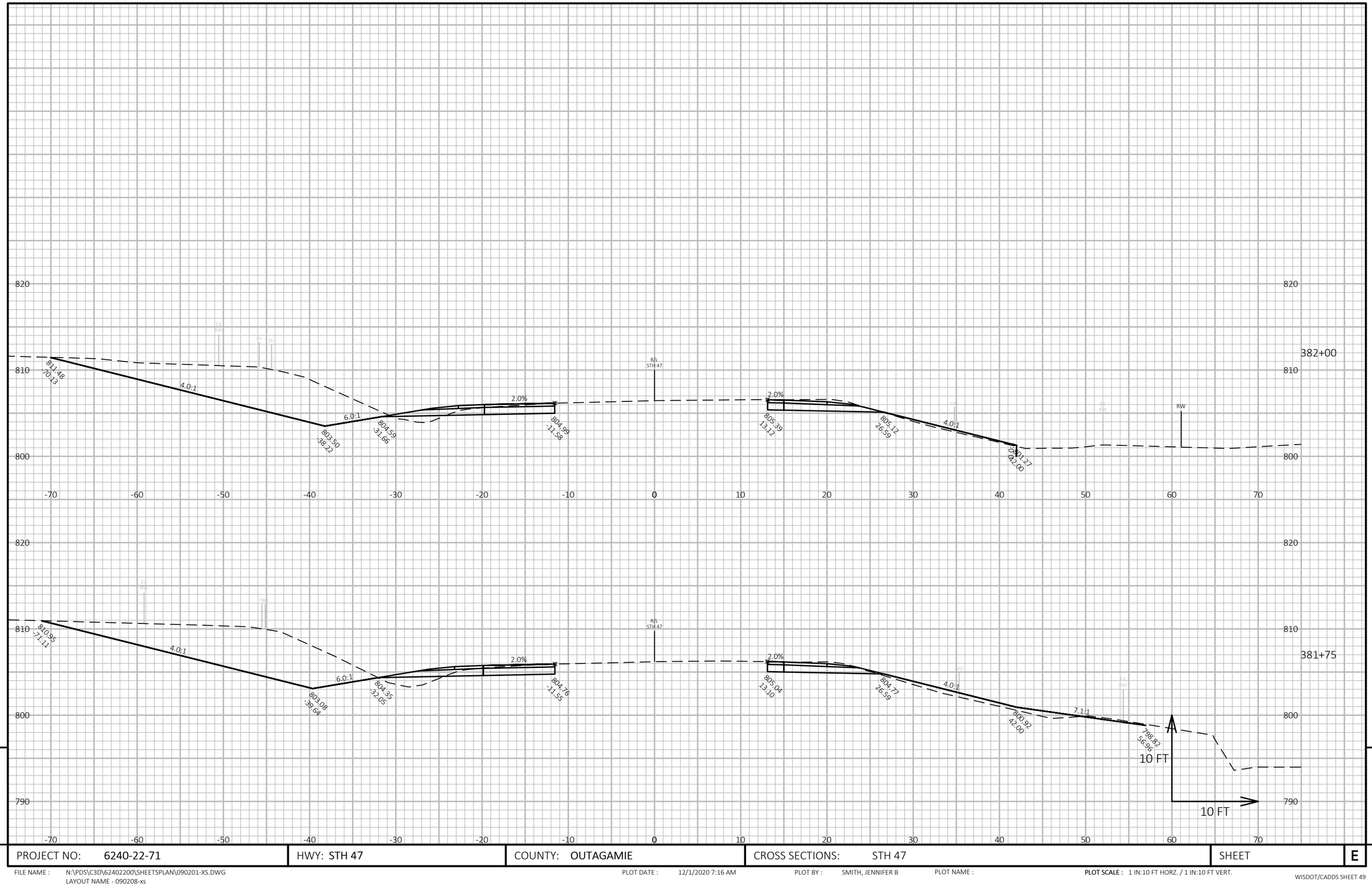
FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090207-xs

PLOT DATE : 12/1/2020 7:16 AM

PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 47	SHEET	E

FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090208-xs

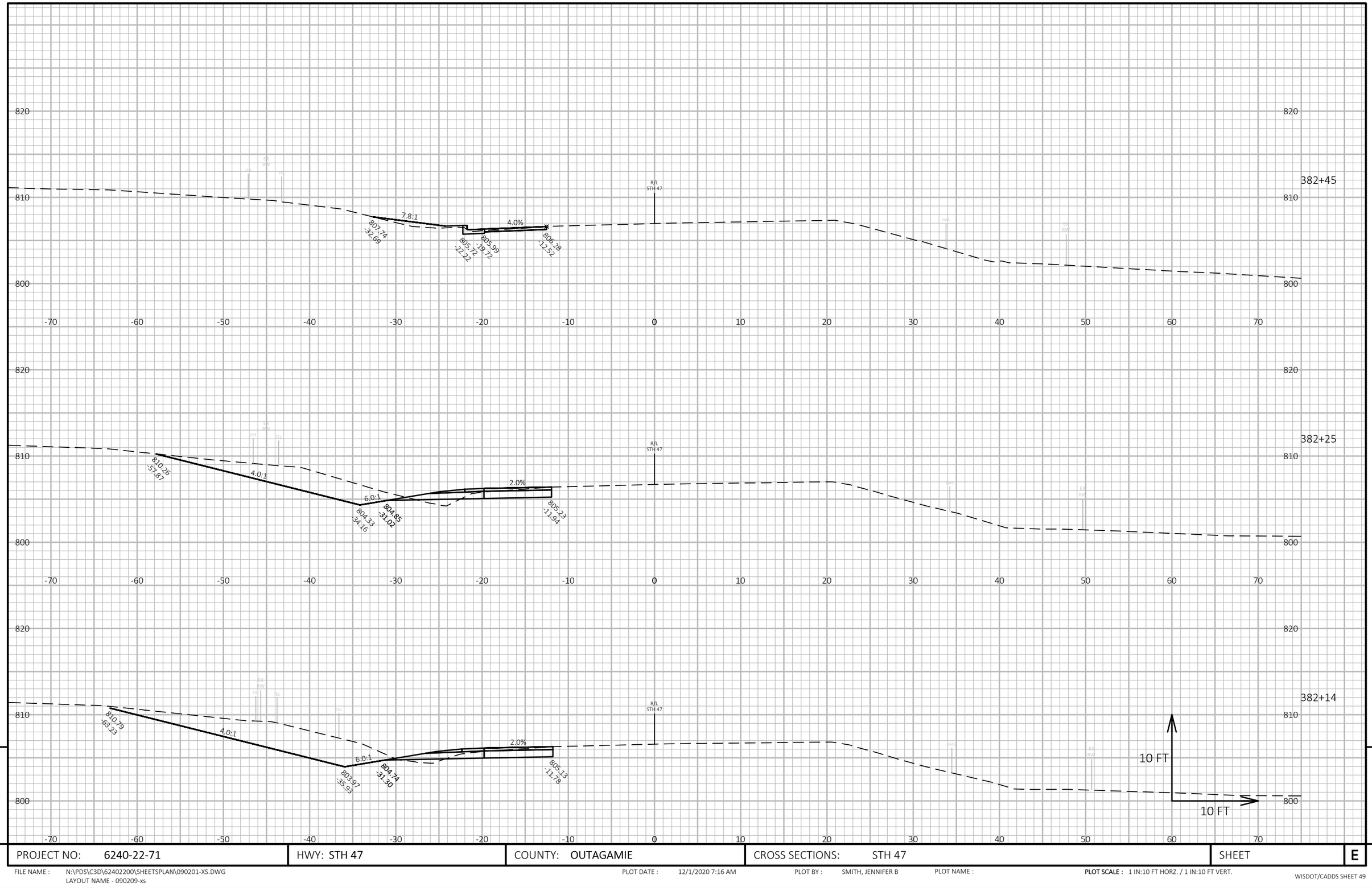
PLOT DATE : 12/1/2020 7:16 AM

PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	CROSS SECTIONS: STH 47	SHEET	E

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FILE NAME : N:\PDS\C3D\62402200\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 090209-xs

PLOT DATE : 12/1/2020 7:16 AM

PLOT BY : SMITH, JENNIFER B

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Wisconsin Department of Transportation

Division of Transportation System Development

Revised 10/2019

WETLAND IMPACT TRACKING FORM

This form must be filled out for all projects.

Return This Completed Form to:

Jennifer Gibson
Environmental Coordinator
WisDOT-NE Region
944 Vanderperren Way
Green Bay, WI, 54304
Phone: (920) 492-4160
Jennifer.Gibson@dot.wi.gov

Please Complete All Information Highlighted In Yellow

WisDOT Regional Environmental Coordinator (REC) Will Complete Sections Highlighted In Green

Project Design I.D. #:	6240-22-00
Project Construction I.D. #:	6240-22-71
Hwy/Project Title :	Appleton-Black Creek
	CTH JJ-CTH B
County :	Outagamie
Construction Year :	2022
Let Date:	11/9/2021
Date this form is completed:	11/30/2020
Date this form is approved:	12/10/2020

	NAME	PHONE	EMAIL
This Form Prepared by:	Jill Hilbert	(920) 492-0136	jill.hilbert@dot.wi.gov
This Form Approved by:	Bree Richardson	715-421-8089	bree.richardson@dot.wi.gov

Is a discharge of dredged or fill material into wetlands anticipated?

NO [ ] ➡ **Form complete; no further information is required (RETURN FORM TO REC).**

YES [x] ➡ **1. Complete remainder of form:**

After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval. Also provide a copy of wetland impact displays.

2. Include this final APPROVED form with DNR 401 request and USACE 404 permit application.

3. Provide a PDF copy of the USACE 404 permit and DNR 401/final concurrence letter to REC.

Wetland Delineation/ Determination completed by:	NAME	PHONE	EMAIL
	Jennifer Gibson	(920) 492-4160	jennifer.gibson@dot.wi.gov
	Matt Schaeve	(920) 366-1544	matthew.schaeve@wisconsin.gov

QUALIFICATIONS: WisDOT NE Region Environmental Coordinator/ WDNR Transportation Liaison

Describe methods used to avoid and minimize impacts to wetlands:

Impacts to wetlands were minimized at most locations by replacing the culvert pipes in kind and by not extending them to a modernization standard or to the clear zone. Ditch grading will also not be required at most locations, also minimizing impacts.

Was professional discretion used to determine debit ratio?

No [X]

Yes [ ] ➡ Describe discretionary rationale below:

WETLAND IMPACT / REPLACEMENT SUMMARY

Type Impacted	Area Impacted	Type Mitigated	Area Mitigated
AB	-	AB	-
BOG	-	BOG	-
DM	-	DM	-
M	-	M	-
RPE	0.04	RPE	0.06
RPF	-	RPF	-
SM	0.01	SM	-
SS	-	SS	-
WS	-	WS	-
AB(D)	-	**TOTAL**	**0.06**
DM(D)	-		
M(D)	0.01		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	**0.06**		

Wisconsin Department of Transportation Project Design ID #: 6240-22-00

Division of Transportation System Development

WETLAND IMPACT TRACKING FORM - PAGE 2
DETAILED TABLE OF WETLAND IMPACTS

Notes for Page 2 completion:

1. A wetland area (ID) may be made up of multiple wetland types. Separate the impact area by type and report in separate rows.
2. To add additional rows, right click on row number within the table and select "insert". Repeat as needed.
3. Use Department of Transportation Wetland Classification System. See abbreviations tab.
4. Individual wetland impacts should be reported to the nearest 0.001-acre.
5. The Environmental Coordinator will enter the appropriate debit ratio, mitigation type, area and bank information.
6. Impacts and mitigation are automatically summed by type and rounded to the nearest 0.01-acre. See page 1.

			Decimal Degrees				DOT REC will provide this information.		
Point #	Wetland ID	Impact Location (project station)	Latitude	Longitude	Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
	9	225+59	44.354497	-88.415270	M(D)	0.001	1.000	RPE	0.001
	10	225+59	44.354497	-88.415270	M(D)	0.001	1.000	RPE	0.001
	16	380+83	44.396772	-88.425512	RPE	0.012	1.000	RPE	0.012
	17	380+83	44.396772	-88.425512	RPE	0.026	1.000	RPE	0.026
	33	585+89	44.442588	-88.452334	SM	0.001	1.100	RPE	0.001
									0.000
									0.000
									0.000
									0.000
									0.000
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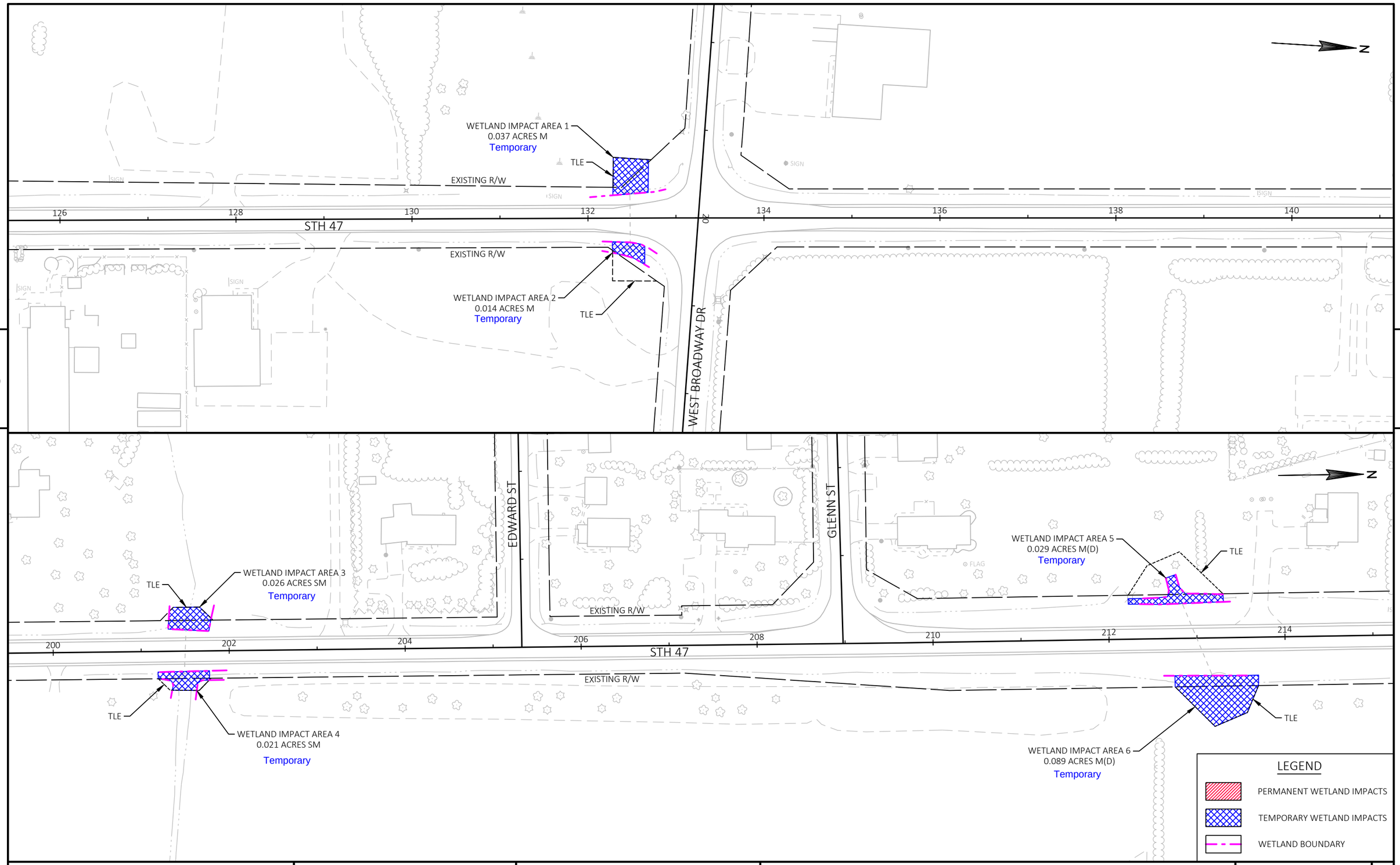
Is there potential for onsite mitigation? If unknown, check with the REC.

YES ☐ Where is it located? (T/R, station, map)

NO ☐ List bank site to be used. **(Determined by REC)** Hope Marsh Phase 1

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

Revised 10/2019



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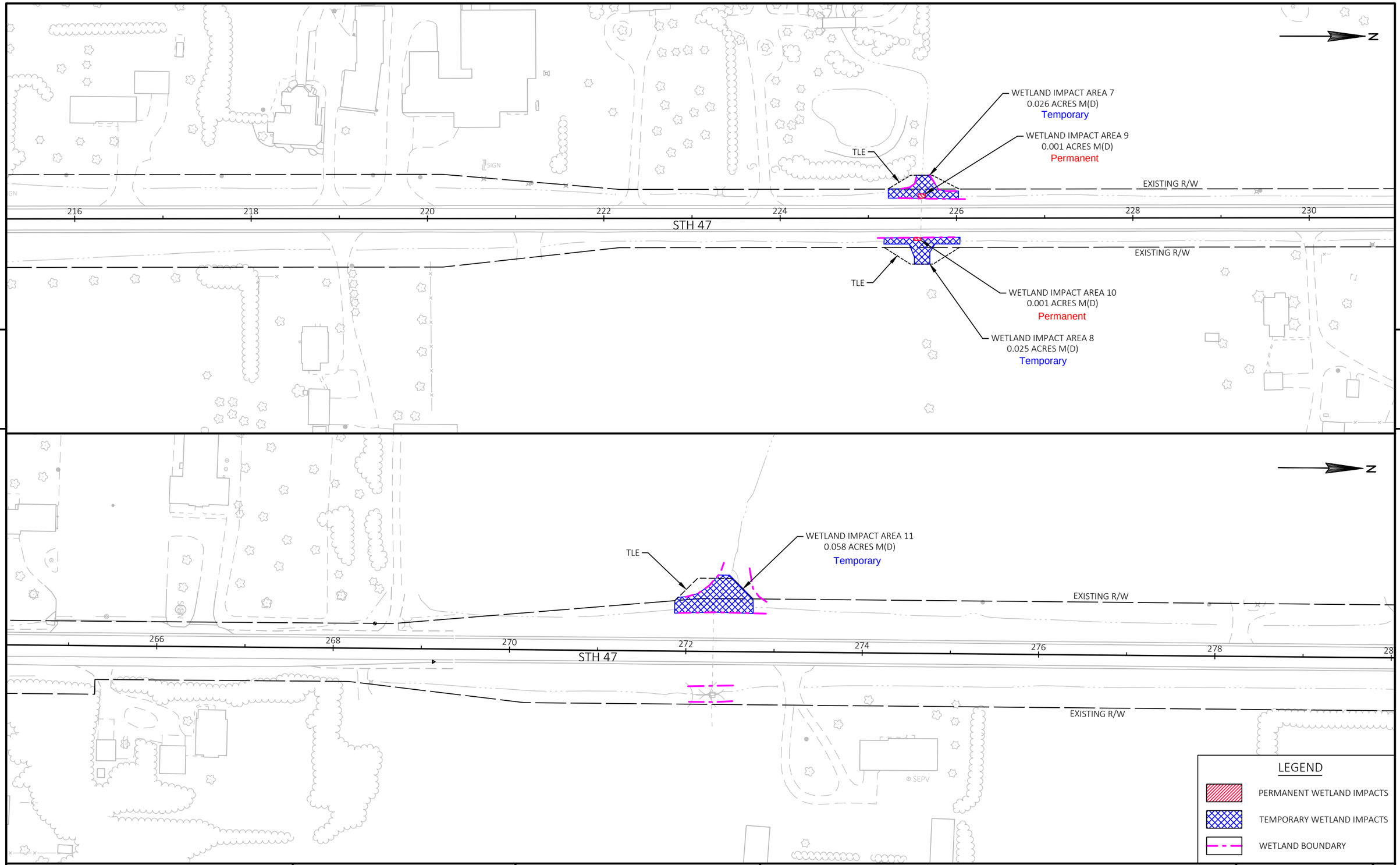
5

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	WETLAND IMPACTS	SHEET	E

FILE NAME : C:\CIVIL 3D PROJECTS\62402200\SHEETSOTHER\WETLAND IMPACTS.DWG
LAYOUT NAME - 1-wet

PLOT DATE : 12/1/2020 5:26 PM PLOT BY : MARTIN, THOMAS S PLOT NAME : PLOT SCALE : ##########

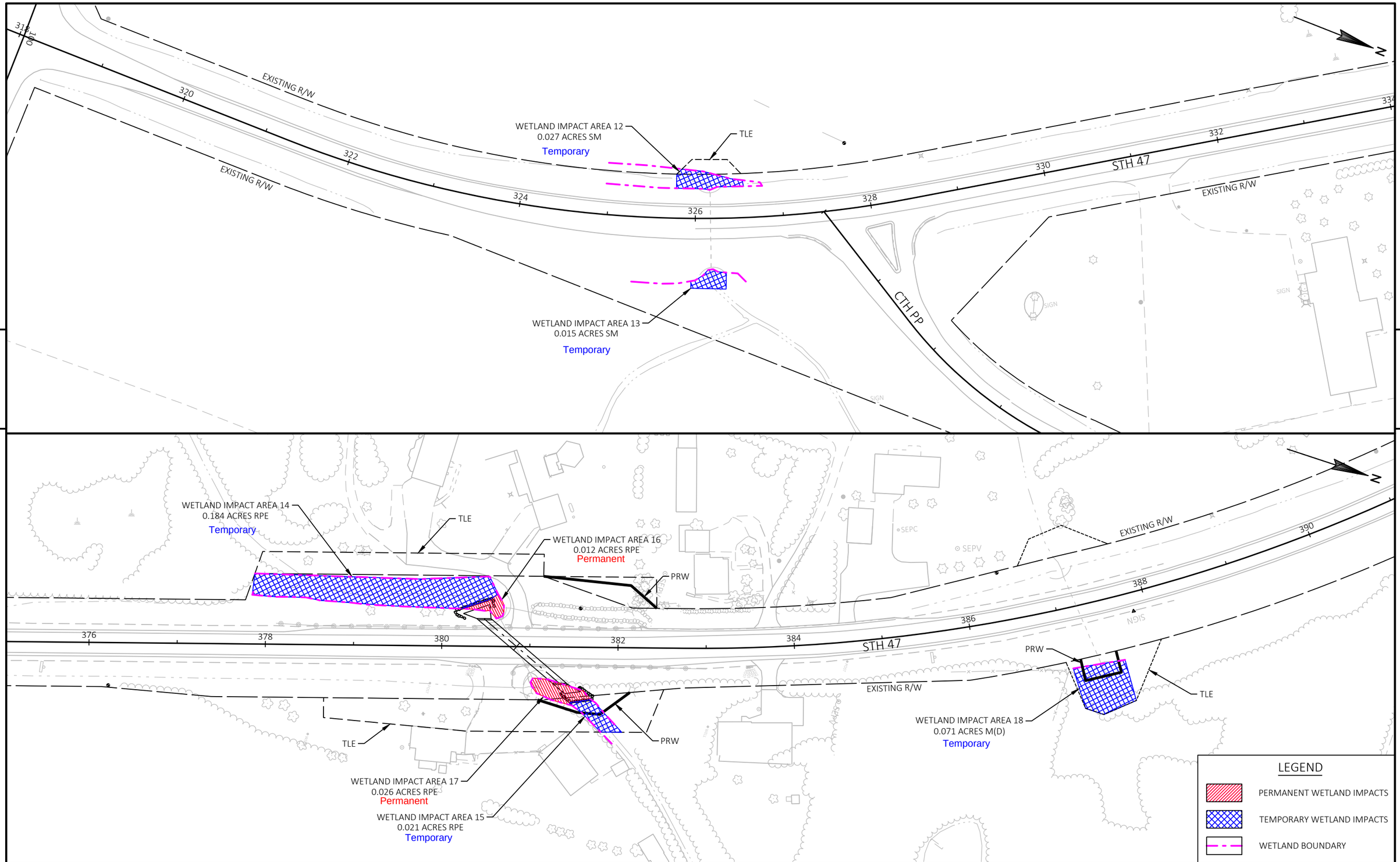
WISDOT/CADDS SHEET 44



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	WETLAND IMPACTS	SHEET	E

FILE NAME : C:\CIVIL 3D PROJECTS\62402200\SHEETSOTHER\WETLAND IMPACTS.DWG
LAYOUT NAME - 2-wet

PLOT DATE : 12/1/2020 5:27 PM PLOT BY : MARTIN, THOMAS S PLOT NAME : PLOT SCALE : ##########



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	WETLAND IMPACTS	SHEET	E

FILE NAME : C:\CIVIL 3D PROJECTS\62402200\SHEETSOTHER\WETLAND IMPACTS.DWG
LAYOUT NAME - 3-wet

PLOT DATE : 12/1/2020 5:27 PM PLOT BY : MARTIN, THOMAS S PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

WETLAND IMPACT AREA 19
0.007 ACRES SM
Temporary

WETLAND IMPACT AREA 21
0.008 ACRES M(D)
Temporary

WETLAND IMPACT AREA 22
0.034 ACRES SM
Temporary

EXISTING R/W

402 404 406 408 410 412 414 416

STH 47

EXISTING R/W

WETLAND IMPACT AREA 20
0.008 ACRES SM
Temporary

CENTER VALLEY RD

5

5

EXISTING R/W

428 430 432 434 436 438 440 442

STH 47

EXISTING R/W

TLE

WETLAND IMPACT AREA 23
0.009 ACRES M(D)
Temporary

LEGEND

PERMANENT WETLAND IMPACTS

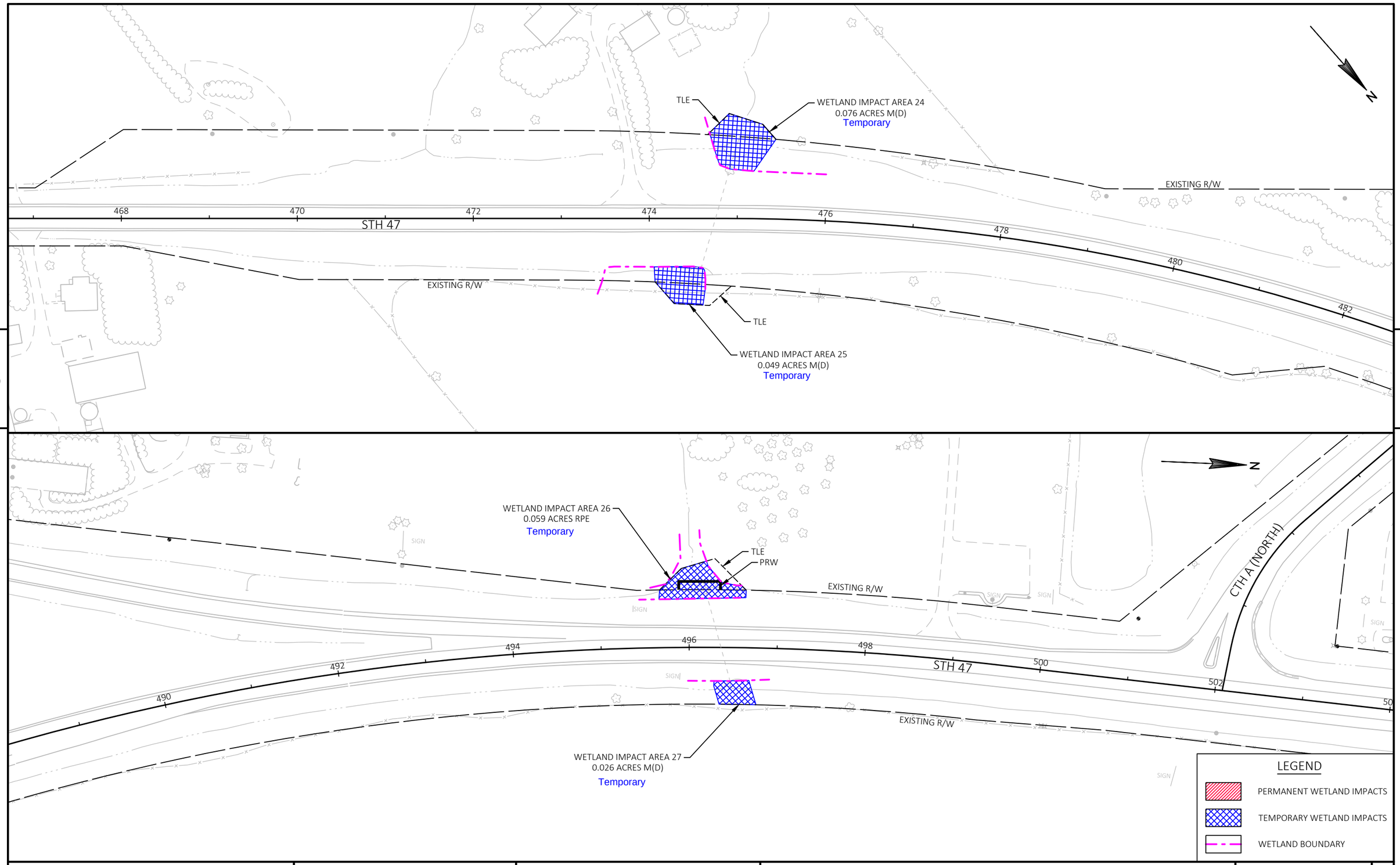
TEMPORARY WETLAND IMPACTS

WETLAND BOUNDARY

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	WETLAND IMPACTS	SHEET	E

FILE NAME : C:\CIVIL 3D PROJECTS\6240200\SHEETSOTHER\WETLAND IMPACTS.DWG
LAYOUT NAME - 4-wet

PLOT DATE : 12/1/2020 5:28 PM PLOT BY : MARTIN, THOMAS S PLOT NAME : PLOT SCALE : ##########



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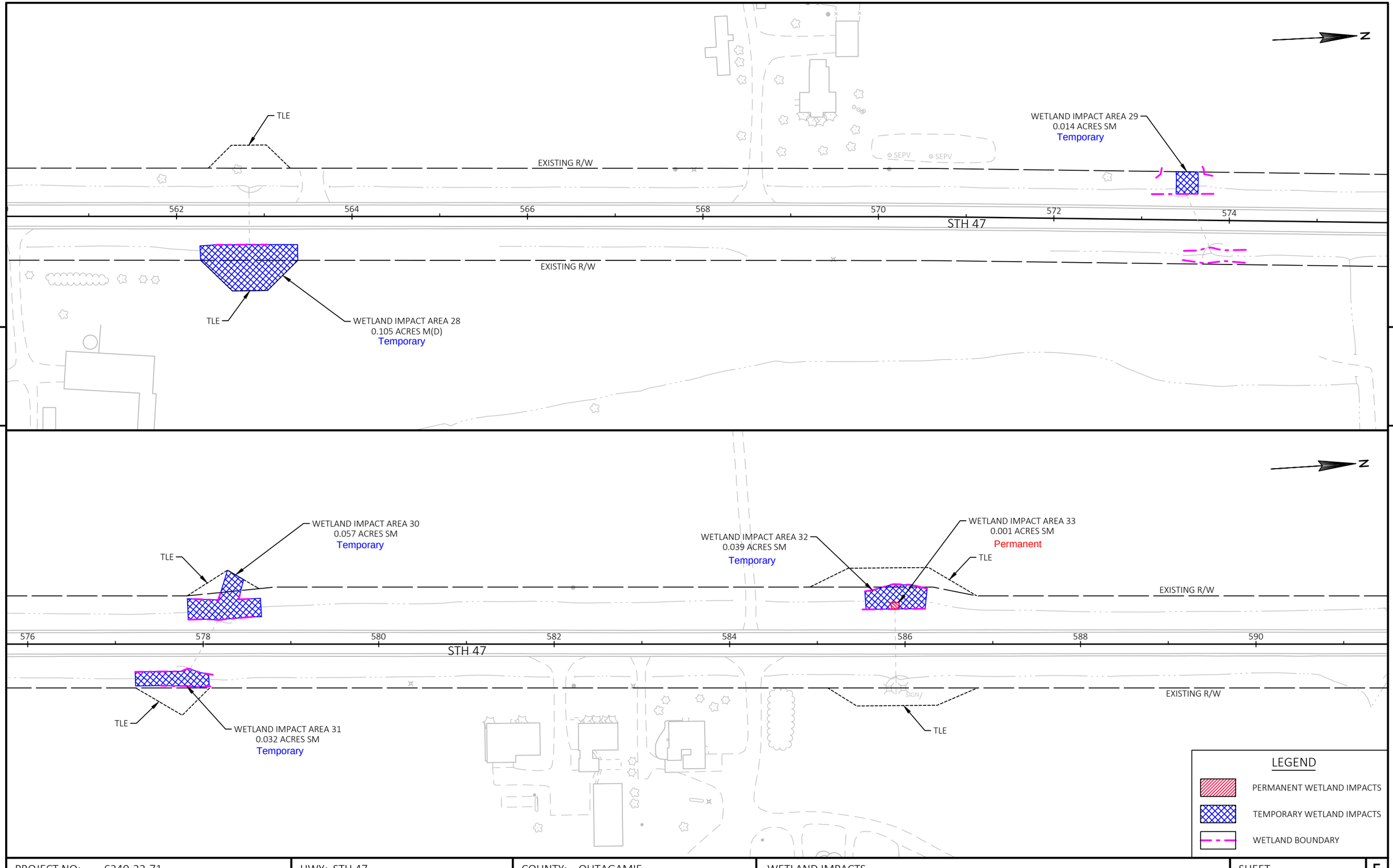
5

PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	WETLAND IMPACTS	SHEET	E

FILE NAME : C:\CIVIL 3D PROJECTS\62402200\SHEETSOTHER\WETLAND IMPACTS.DWG
LAYOUT NAME - 5-wet

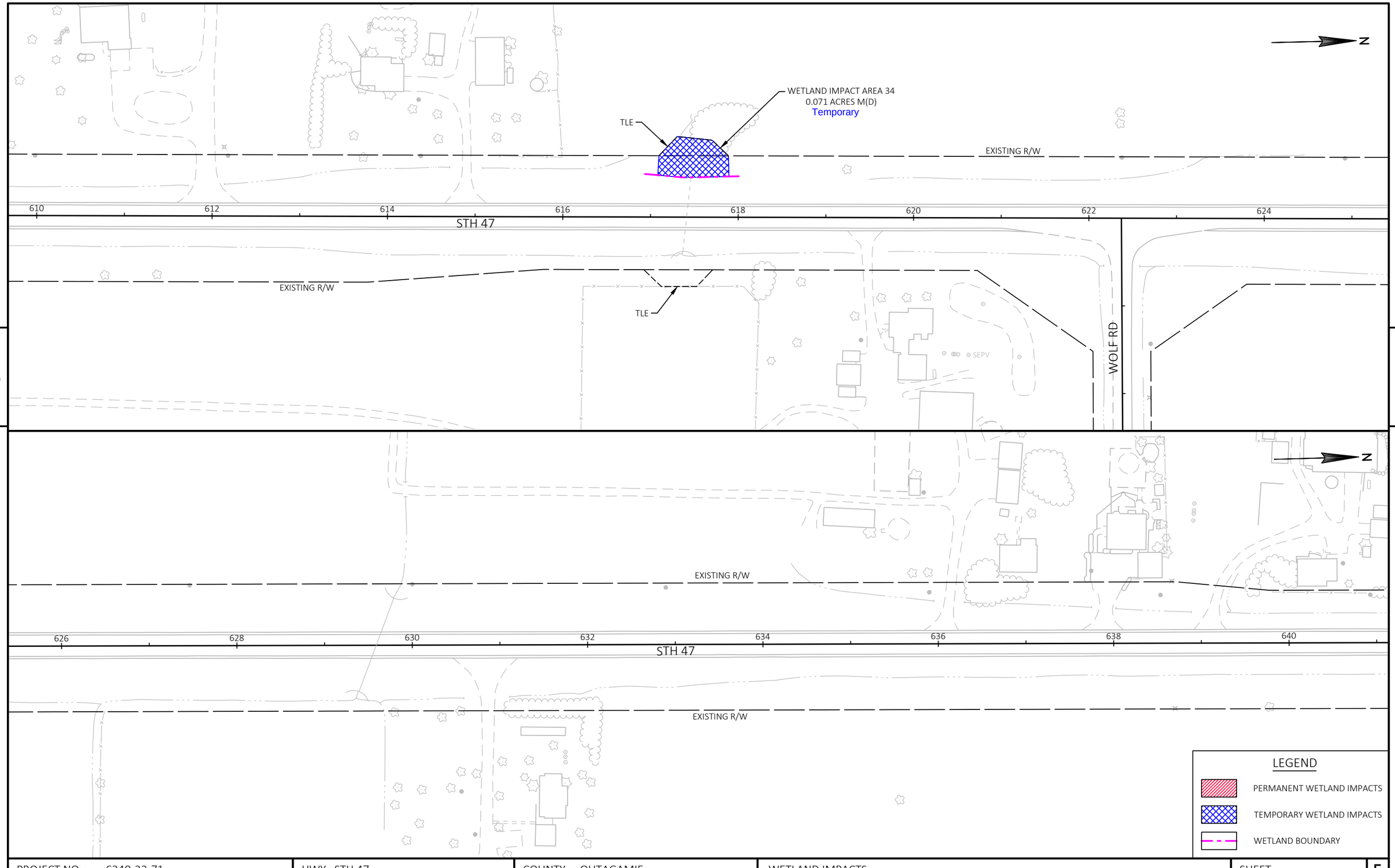
PLOT DATE : 12/1/2020 5:28 PM PLOT BY : MARTIN, THOMAS S PLOT NAME : PLOT SCALE : ##########



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	WETLAND IMPACTS	SHEET	E

FILE NAME : C:\CIVIL 3D PROJECTS\62402200\SHEETSOTHER\WETLAND IMPACTS.DWG
LAYOUT NAME - 6-wet

PLOT DATE : 12/1/2020 5:29 PM PLOT BY : MARTIN, THOMAS S PLOT NAME : PLOT SCALE : ##########



PROJECT NO: 6240-22-71	HWY: STH 47	COUNTY: OUTAGAMIE	WETLAND IMPACTS	SHEET	E

FILE NAME : C:\CIVIL 3D PROJECTS\62402200\SHEETSOTHER\WETLAND IMPACTS.DWG
LAYOUT NAME - 7-wet

PLOT DATE : 12/1/2020 5:29 PM PLOT BY : MARTIN, THOMAS S PLOT NAME : PLOT SCALE : ##########