WisDOT Division of Transportation System Development
Northeast Region
944 Vanderperren Way
Green Bay, WI 54304

Governor Tony Evers
Secretary Craig Thompson
wisconsindot.gov
Telephone: (920) 492-5643
FAX: (920) 492-5640
Email: ner.dtsd@dot.wi.gov

February 23, 2021

Jim Doperalski
Department of Natural Resources
2984 Shawano Avenue
Green Bay, WI 54313

Subject: Request for 401 Water Quality Certification/Final Concurrence
Project I.D. 1480-29-71
STH 57
CTH K Intersection
Brown County

Dear Mr. Doperalski

The Wisconsin Department of Transportation (WisDOT), Northeast Region, is requesting final concurrence and water quality certification on the subject project above. The application package was also submitted to the U.S. Army Corps of Engineers for review.

As the enclosed permit application and supporting documentation indicates, unavoidable wetland filling associated with construction of this project totals 0.54 acres. Please see the Permit Application and attachments for a detailed project description and a detailed discussion regarding wetland impacts, including type, location, and amount.

A PS&E (plans, specifications, & estimate) submittal date of August 1, 2021 is scheduled for this project. Please contact me if you have any questions regarding this request or need any further information.

Sincerely,

Alex Dums, P.E.
WisDOT Project Engineer

DNR PROJECT COORDINATION REQUEST

Wisconsin Department of Transportation (WisDOT)

Purpose: To facilitate interagency coordination utilizing the liaison procedures under the Cooperative Agreement between WDNR and WisDOT.

Goal: Within 30 days of form receipt, the TL and REC/Project Contact should communicate regarding whether additional information is needed by the TL and the timeframe in which the WisDOT project team requested document is needed.

DNR Transportation Liaison	WisDOT Region Environmental Coordinator (Send copy of all coordination to REC)	Project Contact ANDREW FULCER
TO: JIM DOPERALSKI - NE REGION 920-412-0165 James.Doperalski@Wisconsin.Gov	FROM: JEN GIBSON 920-492-4160 Jennifer.Gibson@Dot.Wi.Gov	Andrew Fulcer 920-362-6126 Andrew.Fulcer@Dot.Wi.Gov

Design Project ID	Project Route	County & Township/Village/City
1480-29-00	STH 57	TOWN OF SCOTT
Construction Project ID	**Project Termini (from FIIPS/CDR)**	**Section/Township/Range (if a small project, add ¼ of Section also)**
1480-29-71	CTH K INTERSECTION	Section 6/T-24-N/R-22-E, Section 7/T-24-N/R-22-E
Estimated Project Cost (range)	**Project Name (from FIIPS/CDR)**	**Project on Lands of Tribal Interest?**
$1,520,000	GREEN BAY - DYCKESVILLE	☐ Yes ☒ No

Type of Document Requested

- ☐ Initial Review Letter (IRL)
- ☒ Final Concurrence Letter (FCL)
- ☐ Amendment to IRL (Attach latest IRL)
- ☐ Amendment to FCL (Attach latest FCL)
- ☐ Other:

Document Delivery Date Information (mm/dd/yyyy)

DNR Project Coordination Request Submittal: 02/23/2021

Initial Review Letter Requested By: N/A
(Provide at least 30 days lead time from DNR Project Coordination Request Submittal)

Final Concurrence Letter Requested By: None
-Indicated date of Planned or Advanceable PS&E: 8/1/2021

Proposed WisDOT Project Classification (Action)

- ☐ Preservation/Restoration, PMM 05-10-05
- ☐ Resurfacing, PMM 05-10-05
- ☐ Bridge Rehabilitation, PMM 05-10-05
- ☐ Reconditioning, PMM 05-10-05
- ☐ Pavement Replacement, PMM 05-10-05
- ☐ Bridge Replacement, PMM 05-10-05
- ☐ Reconstruction, PMM 05-10-05
- ☐ Expansion, PMM 05-10-05
- ☐ Miscellaneous, PMM 05-10-05
- ☐ Preventative Maintenance
- ☐ Bridge Preventive, PMM 05-10-05
- ☒ Other: Safety (HSIP) PMM 4-1-10

Proposed Work Involved

- ☐ Guardrail Replacement
- ☒ Culvert Replacement or Extensions
- ☐ Borrow and/or Waste Site Required
- ☐ Channel Change/Stream Relocation
- ☐ Clearing and Grubbing
- ☐ Dredging
- ☒ Grading
- ☒ Fill Outside Toe of Slope
- ☒ Intersection Improvement
- ☐ Right of Way Acquisition
- ☒ Shoulder Work
- ☐ Storm Sewer
- ☐ Other:

Storm Water Management
(check all that apply)

Estimated Acres of Ground Disturbance (include total acreage of all disturbed areas, plus known select sites)

- ☐ Under 1 acre
- ☒ Over 1 acre
  - ☒ WPDES, Transportation Construction General Permit Stormwater Management Plan per TCGP 3.2 (Guidance)

Attachments

For Initial Review Letter	*For Final Concurrence Letter*
☐ Map of Project Limits	☒ Map of Project Limits
☐ Wetland Delineation (if available)	☒ Wetland Delineation
☐ NHI Public Portal Endangered Resources Preliminary Assessment	☒ Wetland Impact Tracking Form
☐ Endangered Resource Species Surveys	☒ Special Provision
☐ Preliminary Engineering Plans	☒ Final Engineering Plans
☐ Other:	☒ Erosion Control Plans
	☒ TCGP NOI
	☐ Other:

Project Narrative

A) Proposed Project Purpose and Need

The purpose of this project is to improve the safety at the intersection of STH 57 and CTH K in Brown County by reducing conflict points and the potential for right-angle crashes. STH 57 is a 4-lane expressway from its interchange with STH 54 north of Green Bay to Sturgeon Bay. CTH K/Champion Road is a minor collector that intersects with STH 57 at a 60-degree angle. Champion Road extends approximately 200' to the west of the intersection before intersecting with Bay Settlement Road. The intersection is located within a long horizontal curve. The vertical profile is relatively flat with a slight vertical crest to the north of the intersection.

The need for the project arises from a documented right-angle crash issue. The most common crash type is four right angle crashes occurring on the near side of the intersection and another four on the far side of the intersection. The far side crashes have resulted in one type B injury crash (moderate injury level) and three property damage only crashes. The near side crashes include one fatal crash, one type A injury crash (major injury level), one type B injury crash, and one type C injury crash (minor injury level). The safety improvement is expected to significantly reduce the right-angle crashes that have occurred at this intersection in the past. The proposed improvement is recommending constructing a median U-turn Reduced Conflict U-Turn (RCUT). The median U-turn is advantageous compared to other RCUT alternatives based on the nearby intersections both north and south of the intersection. The intersection of WIS 57 and Fischer Road is located approximately 0.5 miles to the north while the intersection of WIS 57 and Van Lanen Road is located approximately 0.5 miles to the south.

B) Proposed Scope of Work (*if requesting an FCL, include a summary of coordination between WisDOT staff and the TL related to resources of concern identified by DNR if needed*)

A Reduced Conflict U-Turn (RCUT) intersection will be constructed at the intersection of WIS 57 and County Highway K. Turn lanes will be added to the median lanes to access the median -turnaround located approximatelly 700' north and south of the intersection. Outside lane turn lanes will be offset to increase driver vision from the side roads to allow for improved decision making. Traffic originating from County Highway K will be permitted to make only right turn movements.

This widening of the roadway footprint will fill in existing wetlands in the ditch locations. New ditches will be constructed and there is potential that wetlands will form in the new ditch locations as they did in the prior ditch locations. The loss in wetlands will be mitigated at a WisDOT bank site. Proper erosion control measures will be utilized during construction to minimize offsite impacts.

C) Proposed Bridge and Culvert Work (*If bridge or culvert work is part of the Proposed Scope of Work, the following table must be completed*)

☒ No bridge or culvert work proposed

Culvert ID	Culvert Type	Latitude	Longitude	Action
Bridge ID	**Bridge Type**	**Latitude**	**Longitude**	**Action**

List of Attachments (*A Project Location Map with proposed project limits and aerial map showing resources in project area must be included. Other attachments not referenced on the previous page that may expedite the IRL process include; scoping information, plan and profiles including areas highlighting proposed culvert work, site photos and HSIP application, as applicable. Other attachments not referenced on the previous page that may expedite the FCL process include; 90% plans, natural resource-related Special Provisions and hydraulic analyses, as applicable.*)

Appendix 1: NOI

Attachment A - Project Location Map
Attachment B - Wetland Delineation
Attachment C - Wetland Impact Sheets
Attachment D - WITF
Attachment E - Project Plans
Attachment F - WDNR Initial Review
Attachment G - USFWS Review
Attachment H - Wetland Factor Sheet
Attachment I - Special Provisions

State of Wisconsin
Department of Natural Resources
dnr.wi.gov

Water Resources Application for Project Permits

Form 3500-053 (R 3/14)

Notice: Pursuant to chs. 30 and 31, Wis. Stats., ch. 281, Wis. Stats, and s. 283.33, Wis. Stats., this form is used to apply for coverage under the state construction site storm water runoff general permit, and to apply for a state or federal permit or certification for waterway and wetland projects or dam projects. This form and any required attachments constitute the permit application. Failure to complete and submit this application form may result in a fine and/or imprisonment or forfeiture under the provisions of applicable laws including s. 283.91, Wis. Stats. Personal information collected will be used for administrative purposes and may be provided to requesters to the extent required by Wisconsin's Public Records Laws (ss. 19.31-19.39, Wis. Stats.).

Use this form for (select all that apply):

- ☐ Waterway General Permit
- ☐ Waterway Individual Permit
- ☐ Wetland General Permit
- ☐ Wetland Individual Permit
- ☒ Storm water NOI - New land disturbing construction activity
- ☐ Storm water NOI - Renewal FIN # _____
- ☐ Work in waters of the U.S. (Army Corps of Engineers)
- ☐ Dam projects (DNR-ch. 31, Wis. Stats., or Army Corps of Engineers)

Read all instructions provided before completing. If additional space is needed, attach additional pages.

Section 1: Landowner Information

Landowner Name (first and last name, org. or entity)	Authorized Representative		
Wisconsin DOT - NE Region	Alexander Dums		
Mailing Address	**City**	**State**	**ZIP Code**
944 Vanderperren Way	Green Bay	WI	54304-9879
Email Address	**Phone Number (include area code)**	**Alternate Phone Number**	
alex.dums@dot.wi.gov	(920) 492-5707		

Section 2: Applicant Information ☒ Select if same as landowner

Applicant Name (first and last name, org. or entity)	Contact Person		
Mailing Address	**City**	**State**	**ZIP Code**
Email Address	**Phone Number (include area code)**	**Alternate Phone Number**	

Section 3: Primary Project Contact ☒ Select if same as landowner

◯ Consultant ◯ Contractor ◯ Other – Specify: _____

Name (Ind., Org. or Entity)	Contact Person (first and last name)		
Mailing Address	**City**	**State**	**ZIP Code**
Email Address	**Phone Number (include area code)**	**Alternate Phone Number**	

Section 4: Project or Site Location

Project Name	County	◯ City ◉ Town ◯ Village
Green Bay - Dyckesville	Brown	of Scott

Location Address/Description

WIS 57 and County Highway K Intersection

Public Land Survey System (PLSS) – Provide the section, range, township information and latitude and longitude in decimal degrees, if available.

SW ¼ of SE ¼ of Section 6, Township 24 N, Range 22 ◉ E ◯ W

44.5746780 Latitude

-87.8753840 Longitude

If this site is not wholly contained in the quarter-quarter section, more description:

The site is also located in the following quarter-quarter sections:
SE 1/4 of SW 1/4 of Section 6, Township 24N, Range 22E
NE 1/4 of NW 1/4 of Section 7, Township 24N, Range 22E
NW 1/4 of NE 1/4 of Section 7, Township 24N, Range 22E

Section 5: Pre-Application Resource Screening

Screening your project site for the presence of sensitive natural or cultural resources before applying for a permit can assist you in planning and designing your project to avoid or minimize impacts to these resources. Please identify any screening you have already completed and attach any supporting documentation to your application. If sensitive resources are identified during the permit review, it may result in delays in processing your application and/or project re-design.

Waterways: Provide the name(s) of closest waterbodies:

Unnamed Stream located approximately 820' South of WIS 57 and County Highway K intersection

Wetlands: Has the project site been assessed for the presence of wetlands? ◉ Yes ○ No

If yes, select all sources of information used and attach supporting report or documentation:

- ☐ Wisconsin Wetland Inventory
- ☐ Wetland Locator Tool - http://dnr.wi.gov/topic/wetlands/locating.html
- ☐ Wetland Delineation by consultant
- ☐ NRCS Soils Map
- ☐ DNR Wetland Identification letter - http://dnr.wi.gov/topic/wetlands/identification.html
- ☐ DNR Wetland Confirmation letter - http://dnr.wi.gov/topic/wetlands/identification.html
- ☐ Army Corps of Engineers Concurrence letter
- ☒ Other: Wetland Delineation - DNR/DOT

Are wetlands proposed to be filled, excavated or disturbed during construction or as part of this project? ◉ Yes ○ No

Endangered or Threatened Resources:

Has the presence of endangered or threatened resources been evaluated according to the protocols developed by the DNR Bureau of Natural Heritage Conservation (BNHC)? dnr.wi.gov/topic/ERReview/ ◉ Yes ○ No

If yes, select how evaluation was completed and attach supporting report or documentation:

- ☒ DNR BNHC ER Review Letter
- ☐ Certified ER Review Letter
- ☐ Broad Incidental Take Permit/Authorization - specify (e.g. No/Low Impact Activities, Grassland and Savanna Management, etc.)
- ☐ Other:

Section 6: Project Information (attach additional sheets as necessary)

Duration: 05/02/2022 (Anticipated Project Start Date (mm/dd/yyyy)) 08/31/2022 (Anticipated Project End Date (mm/dd/yyyy))

Photos: Provide photographs of the "before" condition. N/A (Date of Photographs)

Project Purpose and Need: Provide a one to two paragraph description of the proposed project, including land and water alterations and intended use(s) of the project.

The purpose of this project is to improve the safety at the intersection of STH 57 and CTH K in Brown County by reducing conflict points and the potential for right-angle crashes. STH 57 is a 4-lane expressway from its interchange with STH 54 north of Green Bay to Sturgeon Bay. CTH K/Champion Road is a minor collector that intersects with STH 57 at a 60-degree angle. Champion Road extends approximately 200' to the west of the intersection before intersecting with Bay Settlement Road. The intersection is located within a long horizontal curve. The vertical profile is relatively flat with a slight vertical crest to the north of the intersection.

The need for the project arises from a documented right-angle crash issue. The most common crash type is four right angle crashes occurring on the near side of the intersection and another four on the far side of the intersection. The far side crashes have resulted in one type B injury crash (moderate injury level) and three property damage only crashes. The near side crashes include one fatal crash, one type A injury crash (major injury level), one type B injury crash, and one type C injury crash (minor injury level). The safety improvement is expected to significantly reduce the right-angle crashes that have occurred at this intersection in the past. The proposed improvement is recommending constructing a

median U-turn Reduced Conflict U-Turn (RCUT). The median U-turn is advantageous compared to other RCUT alternatives based on the nearby intersections both north and south of the intersection. The intersection of WIS 57 and Fischer Road is located approximately 0.5 miles to the north while the intersection of WIS 57 and Van Lanen Road is located approximately 0.5 miles to the south.

Turn lanes will be offset to increase driver vision from the side roads to allow for improved decision making. This widening of the roadway footprint will fill in existing wetlands in the ditch locations. New ditches will be constructed and there is potential that wetlands will form in the new ditch locations as they did in the prior ditch locations. The loss in wetlands will be mitigated at a WisDOT bank site. Proper erosion control measures will be utilized during construction to minimize offsite impacts.

Section 7: Certification and Permission

Certification: I hereby certify that I am the owner or authorized representative of the owner of the property which is the subject of this Permit Application. I certify that the information contained in this form and attachments is true and accurate. I certify that the project will be in compliance with all permit conditions. I understand that failure to comply with any or all of the provisions of the permit may result in permit revocation and a fine and/or imprisonment or forfeiture under the provisions of applicable laws.

Permission: I hereby give the Department permission to enter and inspect the property at reasonable times, to evaluate this notice and application, and to determine compliance with any resulting permit coverage.

Alexander Dums

Signature of Landowner / Authorized Representative – **For Stormwater applications, signature of landowner is required. Authorized representative is not sufficient.**

2/23/2021
Date Signed

Alexander Dums
Printed Name of Landowner / Authorized Representative

Civil Engineer - Senior
Title

Attachment Index

A: Project Location Map

B: Wetland Determination Map

C: Wetland Impact Plan Sheets

D: Wetland Impact Tracking Form

E: Project Plans

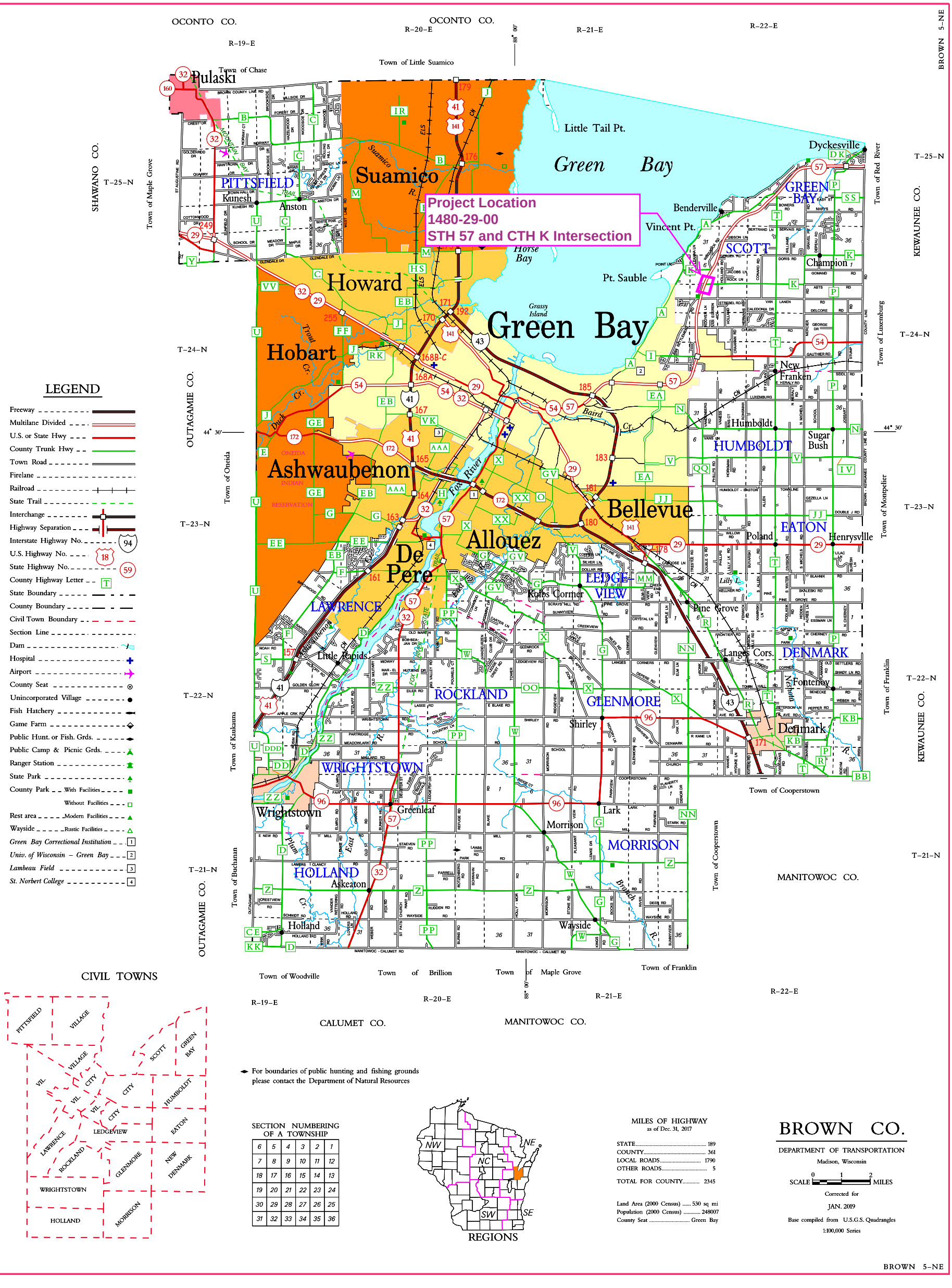
F: Initial WDNR Review

G: USFWS Verification Letter and Species List

H: Wetland Factor Sheet

I: Special Provisions

Attachment A



LEGEND

- Freeway
- Multilane Divided
- U.S. or State Hwy
- County Trunk Hwy
- Town Road
- Firelane
- Railroad
- State Trail
- Interchange
- Highway Separation
- Interstate Highway No. (94)
- U.S. Highway No. (18)
- State Highway No. (59)
- County Highway Letter (T)
- State Boundary
- County Boundary
- Civil Town Boundary
- Section Line
- Dam
- Hospital
- Airport
- County Seat
- Unincorporated Village
- Fish Hatchery
- Game Farm
- Public Hunt. or Fish. Grds.
- Public Camp & Picnic Grds.
- Ranger Station
- State Park
- County Park — With Facilities
- Without Facilities
- Rest area — Modern Facilities
- Wayside — Rustic Facilities
- *Green Bay Correctional Institution* (1)
- *Univ. of Wisconsin – Green Bay* (2)
- *Lambeau Field* (3)
- *St. Norbert College* (4)

CIVIL TOWNS

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

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

REGIONS

MILES OF HIGHWAY
as of Dec. 31, 2017

STATE	189
COUNTY	361
LOCAL ROADS	1790
OTHER ROADS	5
TOTAL FOR COUNTY	2345

Land Area (2000 Census) ..... 530 sq mi
Population (2000 Census) 248007
County Seat ..... Green Bay

BROWN CO.

DEPARTMENT OF TRANSPORTATION
Madison, Wisconsin

SCALE 0 1 2 MILES

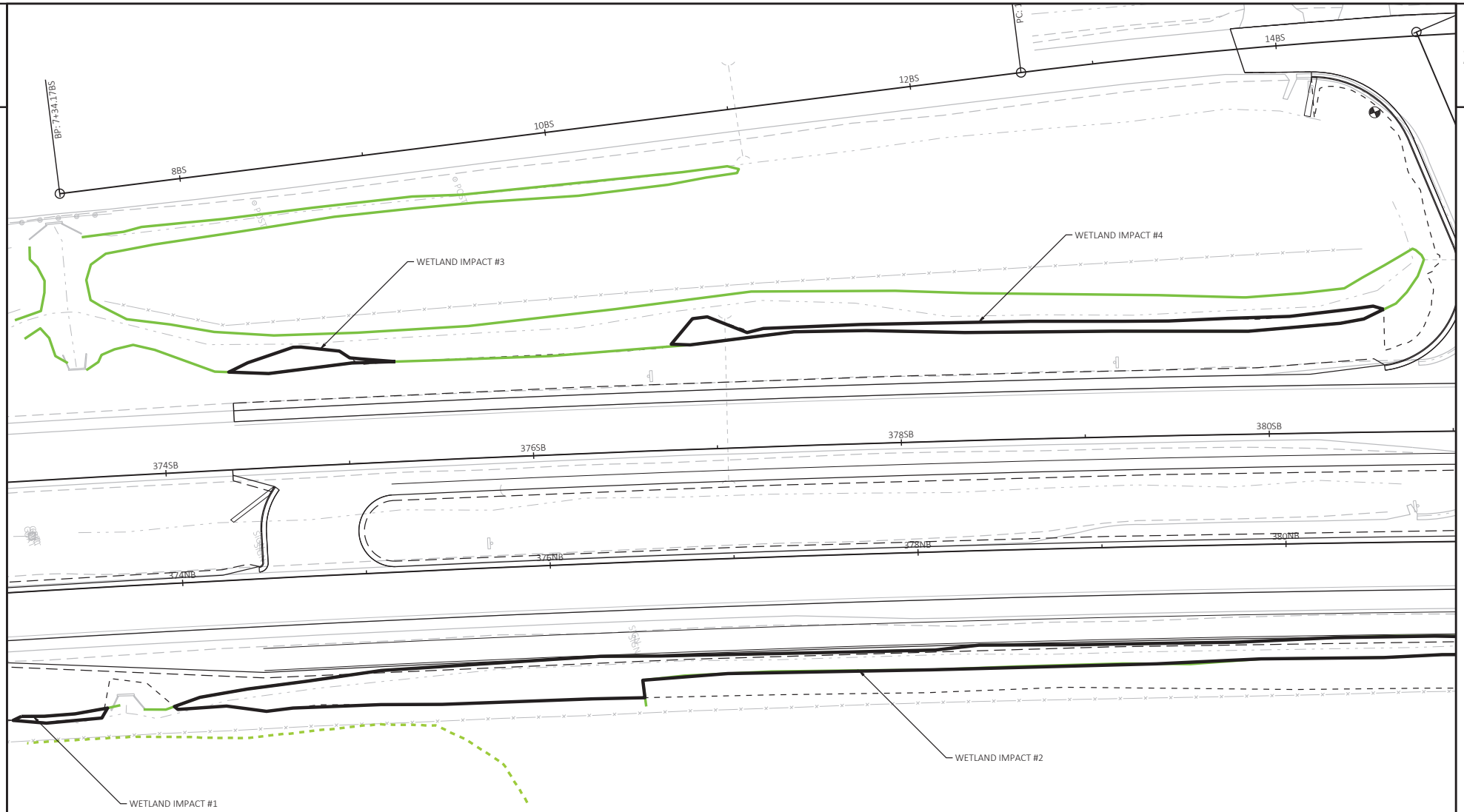
Corrected for
JAN. 2019

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

Attachment B


N
Shallow Marsh
Shallow Marsh
Shallow Marsh
Shallow Marsh
Shallow Marsh
Shallow Marsh
Wooded Swamp
Shallow Marsh
Riparian Emergent fringe along the waterway
Orange dashed lines are areas where Phragmites is present
100 50 0 100 Feet

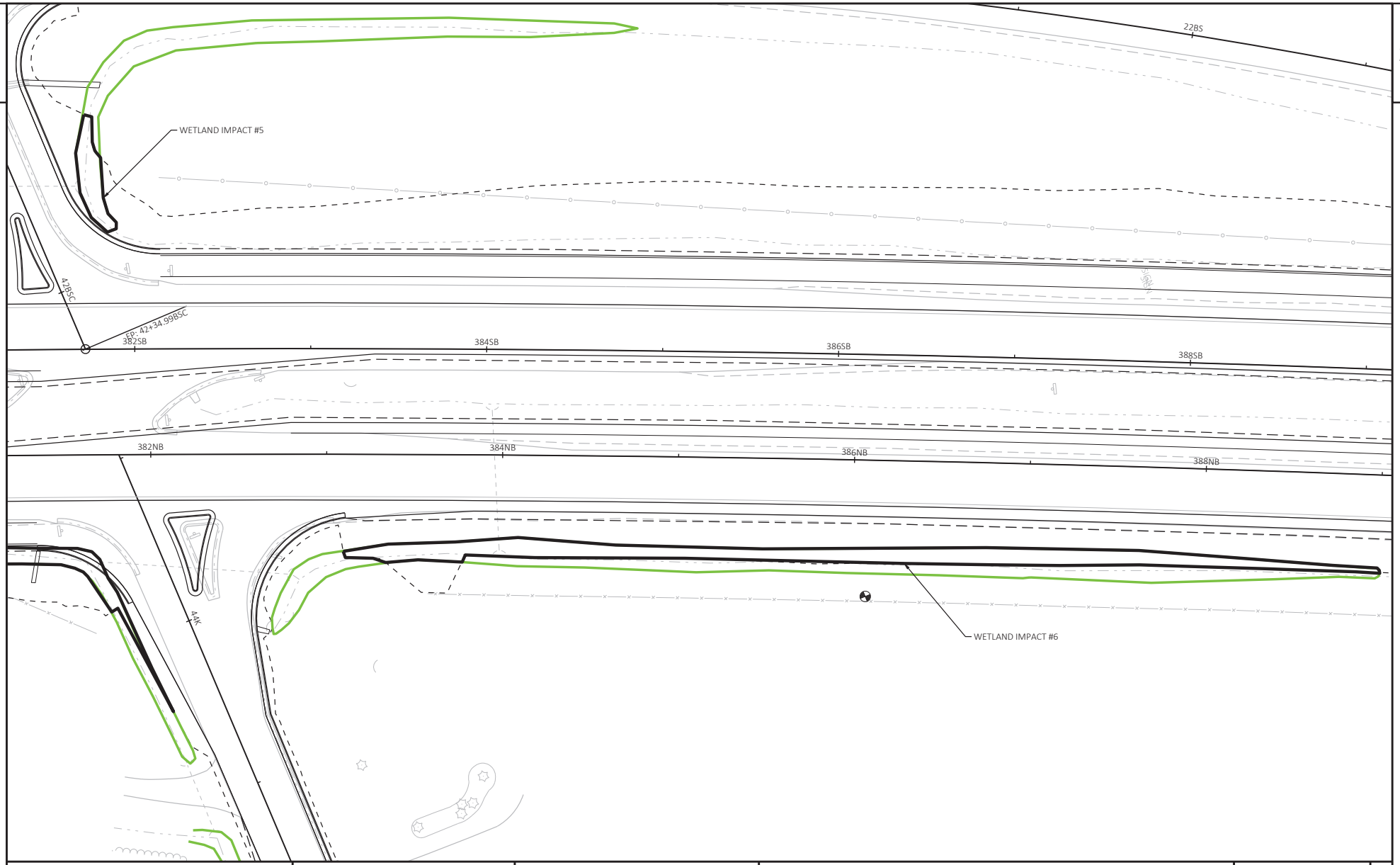
Attachment C



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	WETLAND IMPACT SHEETS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSOTHER\ENVIRONMENTAL WETLAND IMPACTS.DWG
LAYOUT NAME - Sheet - (19)

PLOT DATE : 6/4/2020 2:09 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:50 FT



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	WETLAND IMPACT SHEETS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSOTHER\ENVIRONMENTAL WETLAND IMPACTS.DWG
LAYOUT NAME - Sheet - (20)
PLOT DATE : 6/4/2020 2:09 PM
PLOT BY : DUMS, ALEXANDER T
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

Attachment D

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. #:	1480-29-00
Project Construction I.D. #:	1480-29-71
Hwy/Project Title :	WIS 57: Green Bay - Dyckesville CTH K Intersection
County :	Brown County
Construction Year :	2021
Let Date:	11/9/21
Date this form is completed:	6/5/2020
Date this form is approved:	8/20/2020

	NAME	PHONE	EMAIL
This Form Prepared by:	Alexander Dums	920-492-5707	alex.dums@dot.wi.gov
This Form Approved by:	Jennifer Gibson	920-492-4160	Jennifer.Gibson@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.

	NAME	PHONE	EMAIL
Wetland Delineation/ Determination completed by:	Mike Helmrick	920-492-7738	michael.helmbrick@dot.wi.gov

QUALIFICATIONS: WisDOT NE Region REC

Describe methods used to avoid and minimize impacts to wetlands:

Best management practices, erosion control such as rock bags, ditch checks, erosion mat, and silt fence will be used in order to minimize erosion and the transport of sediment into wetland areas. Wetlands to be filled are within road ditches and will be mitigated from a bank site. Additionally, 3:1 slopes were used to minimize impacts to wetlands.

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	-	RPE	-
RPF	-	RPF	-
SM	0.54	SM	-
SS	-	SS	0.65
WS	-	WS	-
AB(D)	-	**TOTAL**	**0.65**
DM(D)	-		
M(D)	-		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	**0.54**		

Wisconsin Department of Transportation

Division of Transportation System Development

Project Design ID #: 1480-29-00

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
1	Wetland 1	372+02NB - 373+55NB	44.5725	-87.8762	SM	0.004	1.200	SS	0.005
2	Wetland 2	373+92NB - 382+12NB	44.5744	-87.8753	SM	0.237	1.200	SS	0.284
3	Wetland 3	374+37SB - 375+20SB	44.5726	-87.8768	SM	0.134	1.200	SS	0.161
4	Wetland 4	376+77SB - 380+63SB	44.5741	-87.8760	SM	0.050	1.200	SS	0.060
5	Wetland 5	381+69SB - 381+81SB	44.5748	-87.8758	SM	0.016	1.200	SS	0.019
6	Wetland 6	383+09NB - 389+00NB	44.5753	-87.8748	SM	0.103	1.200	SS	0.124
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000
									0.000

Is there potential for onsite mitigation? If unknown, check with the REC.

YES [ ] Where is it located? (T/R, station, map)

NO [X] List bank site to be used. **(Determined by REC)** Peshtigo Brook Phase 2

Please attach another sheet if the space provided is not adequate for all impacts or to add any additional comments.

Attachment E

PROJECT ID: WITH: **1480-29-71**

COUNTY: **BROWN**

ORDER OF SHEETS

TOTAL SHEETS =

N

DESIGN DESIGNATION 1480-29-00

A.A.D.T.	2018	=	21,100
A.A.D.T.	2043	=	23,300
D.H.V.		=	
D.D.		=	
T.		=	
DESIGN SPEED		=	70 MPH
ESALS		=	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

GREEN BAY - DYCKESVILLE

CTH K INTERSECTION

STH 57

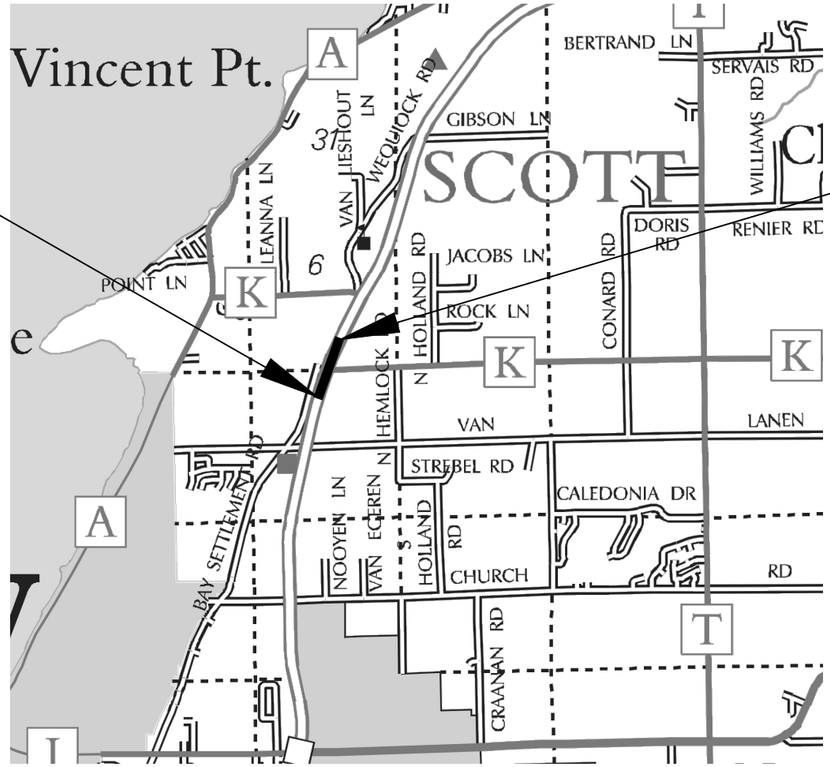
BROWN COUNTY

STATE PROJECT NUMBER
1480-29-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1480-29-71		

BEGIN PROJECT
STA 372+41.58NB
N = 588,261.68
E = 135,842.03

END PROJECT
STA 393+55.20 NB
N = 590,244.86
E = 136,582.46



LAYOUT

SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE =

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), BROWN COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	A. DUMS
Project Manager	A. FULCER
Regional Examiner	NE REGION
Regional Supervisor	D. SEGERSTROM

APPROVED FOR THE DEPARTMENT

DATE: _____ _____ (Signature)

E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\010101-TI.DWG PLOT DATE : 5/30/2020 9:47 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME :

2

STANDARD ABBREVIATIONS

AEW	APRON END WALL
AGG	AGGREGATE
ASPH	ASPHALTIC
BAD	BASE AGGREGATE DENSE
BM	BENCH MARK
BMP	BEST MANAGEMENT PRACTICES
C&G	CURB AND GUTTER
C/L	CENTER OR CONSTRUCTION LINE
CMCP	CULVERT PIPE CORRUGATED METAL
CONC	CONCRETE
CP	CULVERT PIPE
CPRC	CULVERT PIPE REINFORCED CONCRETE
CSD	CONCRETE SURFACE DRAIN
CY	CUBIC YARD
D	DEGREE OF CURVE
Δ	DELTA
DISCH	DISCHARGE
EB	EASTBOUND
FE	FIELD ENTERANCE
FL	FLOW LINE
HE	HIGH EASEMENT
HMA	HOT MIX ASPHALT
INV	INVERT
L	LENGTH OF CURVE
LHF	LEFT HAND FORWARD
LP	LOW POINT
LT	LEFT
M/L	MATCHLINE
MIN	MINIMUM
NB	NORTHBOUND
NC	NORMAL CROWN
NOR	NORMAL
PAVT	PAVEMENT
PC	POINT OF CURVE
PCC	POINT OF COMPOUND CURVE
PE	PRIVATE ENTERANCE
PGL	PROFILE GRADE LINE
PI	POINT OF INTERSECTION
PL	PROPERTY LINE
PLE	PERMANENT LIMITED EASEMENT
PRC	POINT OF REVERSE CURVE
PRW	PROPOSED RIGHT OF WAY
PT	POINT OF TANGENT
R	RADIUS OF CURVE
R/L	REFERENCE LINE
R/W	RIGHT OF WAY
RC	REVERSE CROWN
RCAEW	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE
REQD	REQUIRED
RHF	RIGHT HAND FORWARD
RO	RUN OFF LENGTH
RRSP	RAILROAD SPIKE
RT	RIGHT
SALV	SALVAGE
SB	SOUTHBOUND
SDD	STANDARD DETAIL DRAWING
SE	SUPER ELEVATION
SF	SQUARE FOOT
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
STA	STATION
SY	SQUARE YARD
T	TANGENT LENGTH
TLE	TEMPORARY LIMITED EASEMENT
VCL	VERTICAL CURVE LENGTH
VPC	POINT OF VERTICAL CURVE
VPI	POINT OF VERTICAL INTERSECTION
VPT	POINT OF VERTICAL TANGENT
WB	WESTBOUND

UTILITIES

JOSEPH KASSAB
AT&T WISCONSIN - COMMUNICATION LINE
FIRST FLOOR ENGINEERING
205 S JEFFERSON ST
GREEN BAY, WI 54301
(920) 735-3206
JK572K@ATT.COM

MIKE OLSEN
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
801 O'KEEFE RD
P.O. BOX 6113
DE PERE, WI 54115-6113
(920) 338-6582
MOLSEN@ATCLLC.COM

KEVIN ZICKERT
CENTURYLINK - COMMUNICATION LINE
224 INDUSTRIAL DR
NORTH PRAIRIE, WI 53153
(262) 392-5200
KEVIN.ZICKERT@CENTURYLINK.COM

VINCENT ALBIN
CHARTER COMMUNICATIONS - COMMUNICATION LINE
3520 E DESTINATION DR
APPLETON, WI 54915
(920) 831-9249
VINCE.ALBIN@CHARTER.COM

ROB REINHART
NEW WATER - SEWER
2231 NORTH QUINCY ST
GREEN BAY, WI 54302-1248
(920) 438-1035
RREINHART@NEWWATER.US

RICK VINCENT
NET LEC LLC - COMMUNICATION LINE
450 SECURITY BLVD
P.O. BOX 19079
GREEN BAY, WI 54307-9079
(920) 617-7316
RICK.VINCENT@NSIGHT.COM

MARY BETH FISHER
PAETEC COMMUNICATIONS, LLC - COMMUNICATION LINE
13935 BISHOPS DR
BROOKFIELD, WI 53005
(262) 792-7938
MARY.B.FISHER@WINDSTREAM.COM

MEL DEPREY
SCOTT SANITARY SEWER DISTRICT NO 1 - SEWER
2559 BAY SETTLEMENT RD
GREEN BAY, WI 54311
(920) 468-0779
CLERK@TOWNOFSCOTT.COM

JEFF SHAW
TDS METROCOM LLC - COMMUNICATION LINE
202 E OGDEN STREET
MEDFORD, WI 54451
(715) 748-6970
JEFF.SHAW@TDSTELECOM.COM

LARRY SKALETSKI
TOWN OF SCOTT WATER UTILITY - WATER
2621 JODY DR
NEW FRANKEN, WI 54229
(920) 660-5030
LARRYSKALETSKI@YAHOO.COM; OPERATOR@TOWNOFSCOTT.COM

LORI BUTRY
WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
700 N ADAMS ST
P.O. BOX 19001
GREEN BAY, WI 54307-9001
(920) 433-1703
UTILITIESRELOCATION@WISCONSINPUBLICSERVICE.COM

LORI BUTRY
WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
700 N ADAMS ST
P.O. BOX 19001
GREEN BAY, WI 54307-9001
(920) 433-1703
UTILITIESRELOCATION@WISCONSINPUBLICSERVICE.COM

ERIC BECKER
WINDSTREAM KDL, LLC - COMMUNICATION LINE
314 N DANZ AVE
GREEN BAY, WI 54302-3526
(920) 461-9825
ERIC.BECKER@WINDSTREAM.COM

GENERAL NOTES

1. THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE.
2. HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112LB/SY/IN.
3. THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING, OR PARKING LANE.
4. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT THAT ARE NOT SHOWN.
5. EXISTING PERMANENT SIGNS ARE TO REMAIN IN PLACE UNLESS SPECIALLY CALLED FOR REMOVAL ON MISCELLANEOUS QUANTITY TABLE.
6. CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING, SEEDING AND MULCHING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
7. THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER. DETAILS OF CONSTRUCTION NOT SHOWN ON THE PLAN SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
8. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
9. ALL DISTURBED AREAS, NOT OTHERWISE SURFACED, ARE TO BE TOPSOILED, FERTILIZED, SEEDED AND COVERED WITH MULCH OR EROSION MAT, AS SHOWN ON THE PLANS.
10. THE EXACT LOCATIONS OF ALL EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER.
11. THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND ALL UTILITIES IN THE VICINITY OF THE PROJECT TO LOCATE THEIR FACILITIES AT LEAST THREE WORKING DAYS PRIOR TO BEGINNING WORK. ALL DIMENSIONS TO FLANGE LINE OF CURB UNLESS OTHERWISE NOTED IN PLANS.
12. ALL DIMENSIONS TO FLANGE LINE OF CURB UNLESS OTHERWISE NOTED IN PLANS.
13. ALL OPENINGS OF HOLES BELOW SUBGRADE RESULTING FROM REMOVALS, ABANDONMENTS OR STORM SEWER SHALL BE BACKFILLED WITH GRANULAR BACKFILL. GRANULAR BACKFILL SHALL BE INCLUDED IN THE CONTRACT PRICE OF REMOVAL OR ABANDONMENT ITEM.

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

EMERGENCY CONTACT NUMBERS FOR WISCONSIN POWER AND LIGHT COMPANY

ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-862-6261
GAS 24 HOUR EMERGENCY SERVICE: 1-800-862-6263

EMERGENCY CONTACT NUMBERS FOR WISCONSIN PUBLIC SERVICE

ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-450-7240
GAS 24 HOUR EMERGENCY SERVICE: 1-800-450-7280

EMERGENCY CONTACT NUMBERS FOR WE ENERGIES

ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-662-4797
GAS 24 HOUR EMERGENCY SERVICE: 1-800-261-5325

ORDER OF SECTION 2 SHEETS

NE REGION DESIGN CONTACT PERSON

ANDREW FULCER
WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTHEAST REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
PHONE: 920-362-6126
E-MAIL: ANDREW.FULCER@DOT.WI.GOV

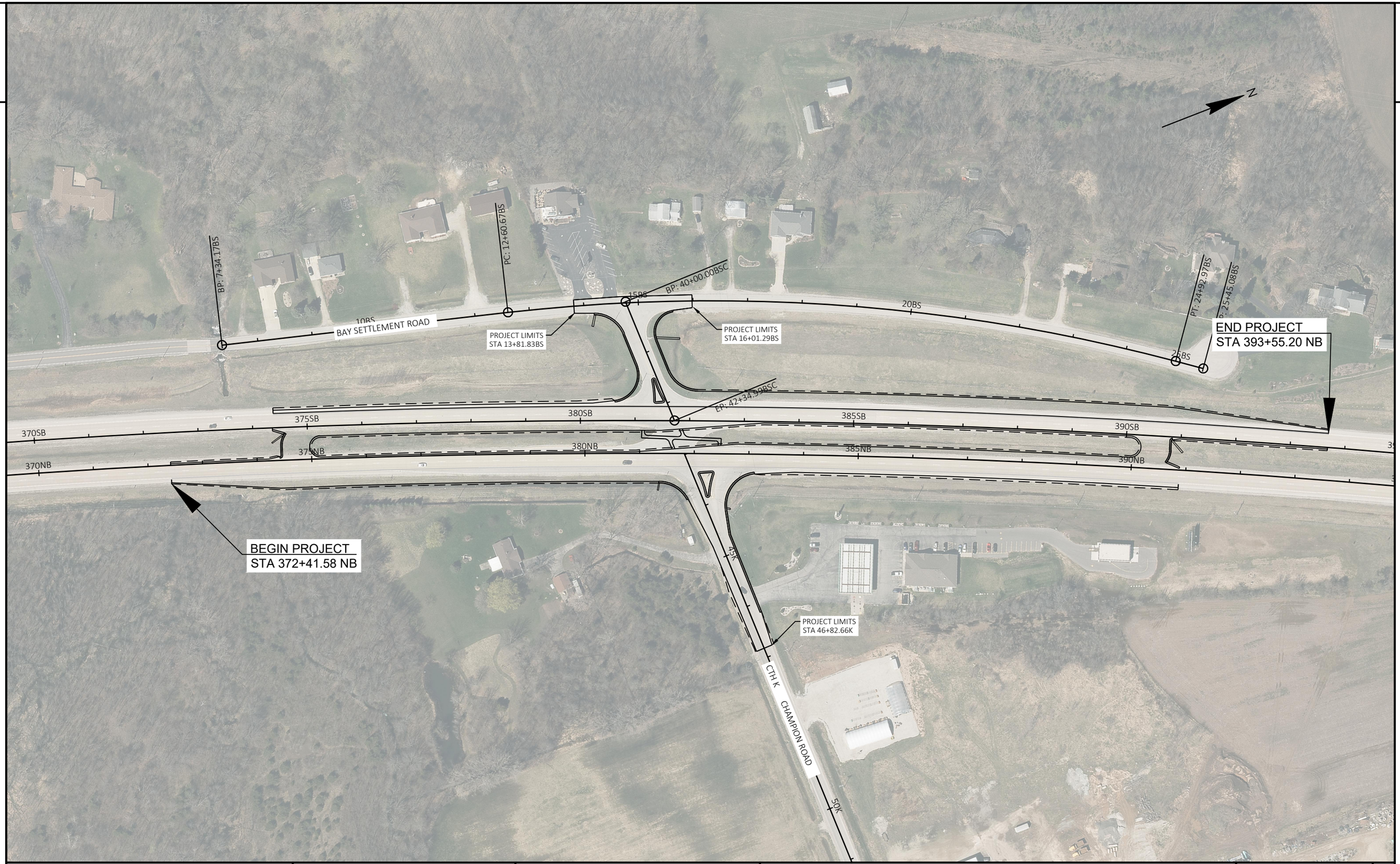
NE REGION SURVEY CONTACT PERSON

CORMAC MCINNIS
WISCONSIN DEPARTMENT OF TRANSPORTATION
NORTHEAST REGION
944 VANDERPERREN WAY
GREEN BAY, WI 54304
TEL: 920-492-5638
E-MAIL: CORMAC.MCINNIS@DOT.WI.GOV

DNR AREA LIAISON

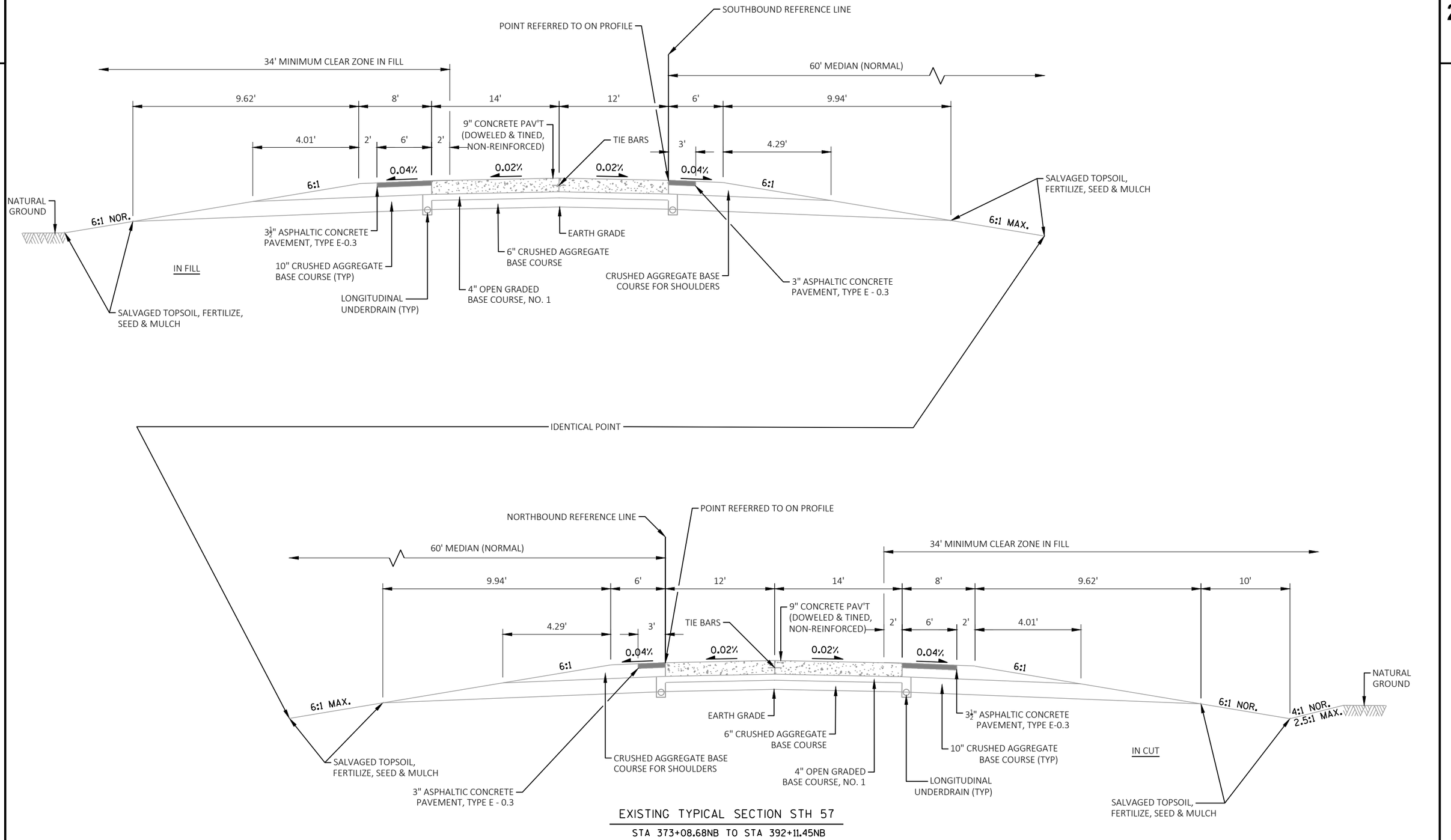
JIM DOPERALSKI JR.
WISCONSIN DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVENUE
GREEN BAY, WI 54313-6727
PHONE: 920-662-5119
FAX: 920-662-5159
E-MAIL: JAMES.DOPERALSKI@WISCONSIN.GOV

2



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PROJECT OVERVIEW	SHEET	E

2



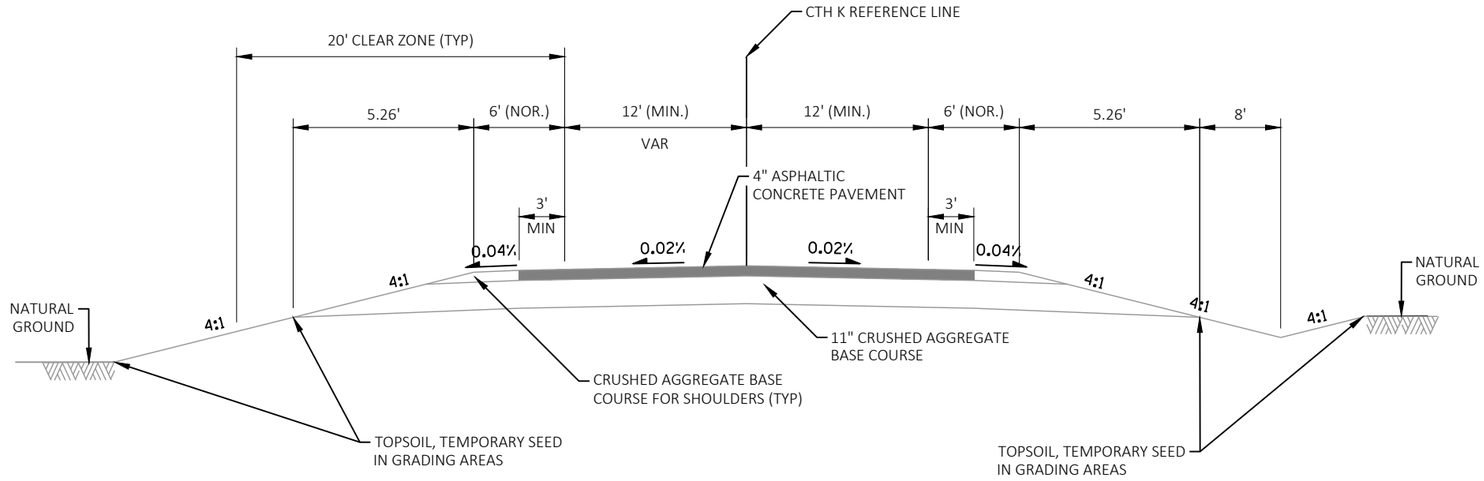
EXISTING TYPICAL SECTION STH 57

STA 373+08.68NB TO STA 392+11.45NB

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET	E

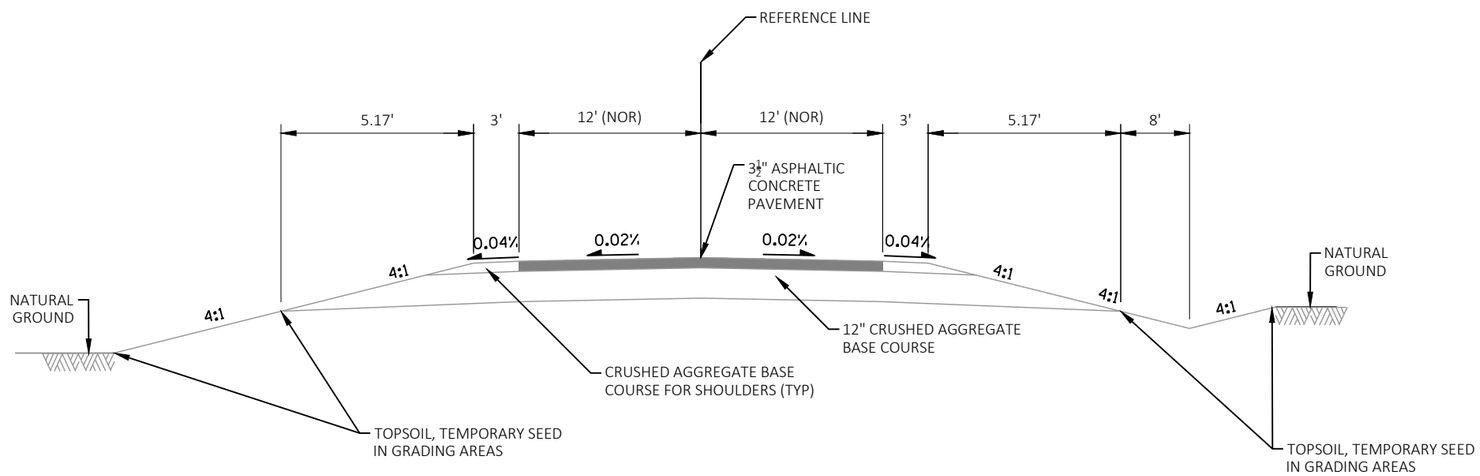
FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020301-ts
PLOT DATE : 6/16/2020 3:37 PM
PLOT BY : DUMS, ALEXANDER T
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2



EXISTING TYPICAL SECTION CTH K

STA 43+26.05 TO STA 46+82.66



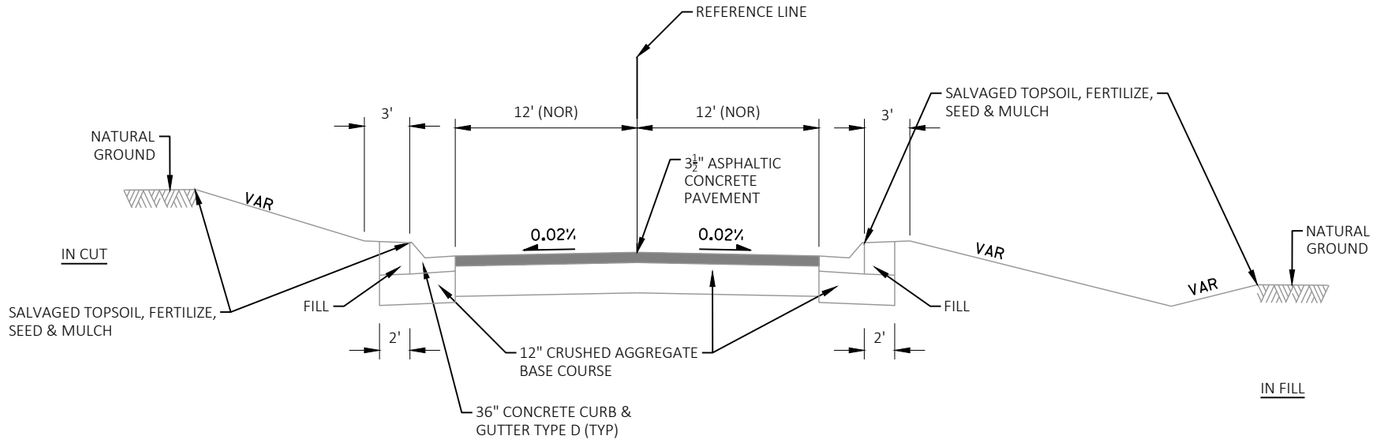
EXISTING TYPICAL SECTION BAY SETTLEMENT ROAD

STA 13+81.83 TO STA 16+01.29

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020302-ts
PLOT DATE : 6/16/2020 3:37 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

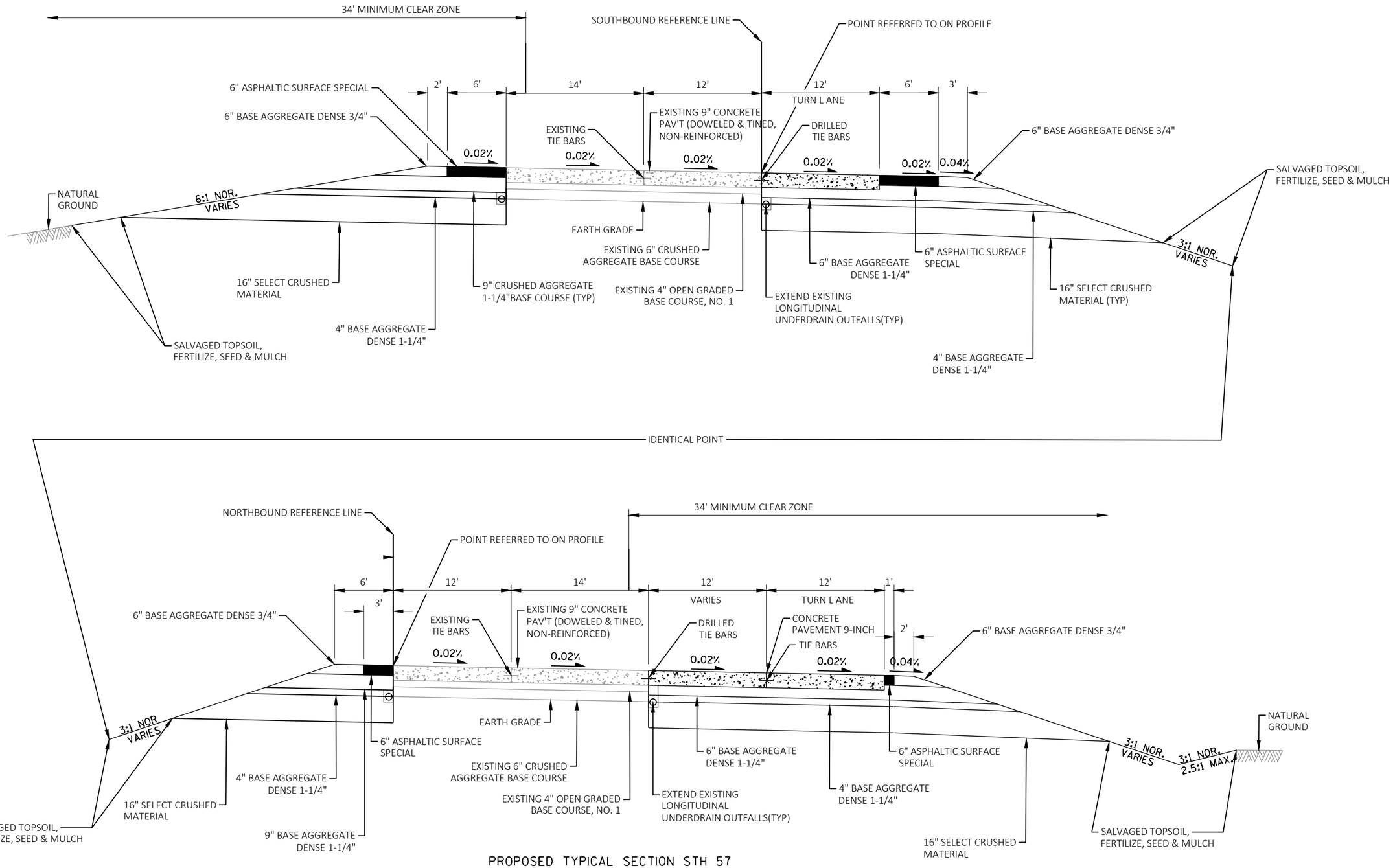


EXISTING TYPICAL SECTION BAY CONNECTOR ROAD

STA 40+02.15 TO STA 42+06.99

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020303-ts
PLOT DATE : 6/16/2020 3:37 PM
PLOT BY : DUMS, ALEXANDER T
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

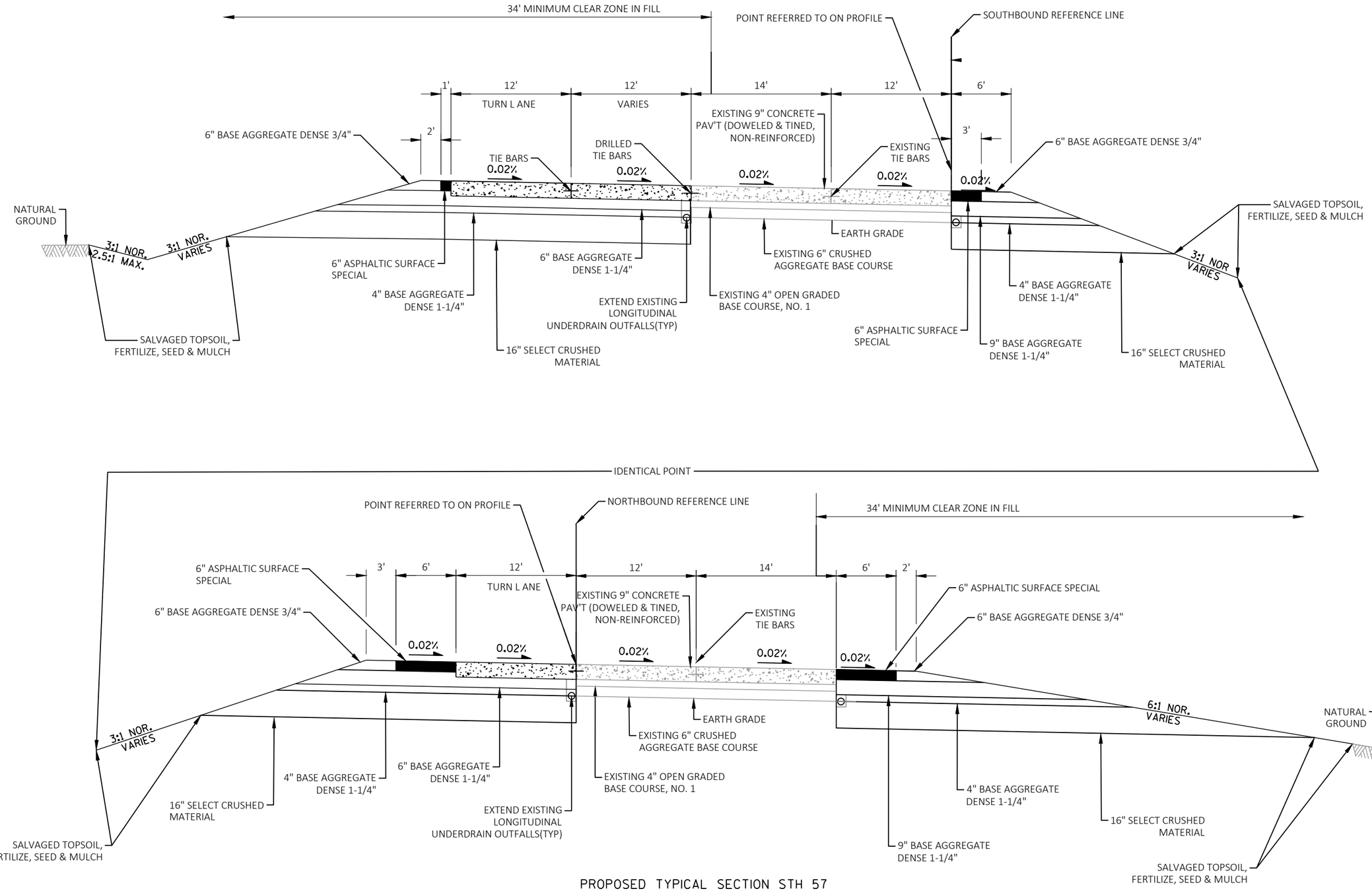


PROPOSED TYPICAL SECTION STH 57

STA 372+41.58NB TO STA 381+34.77NB

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET	E

2

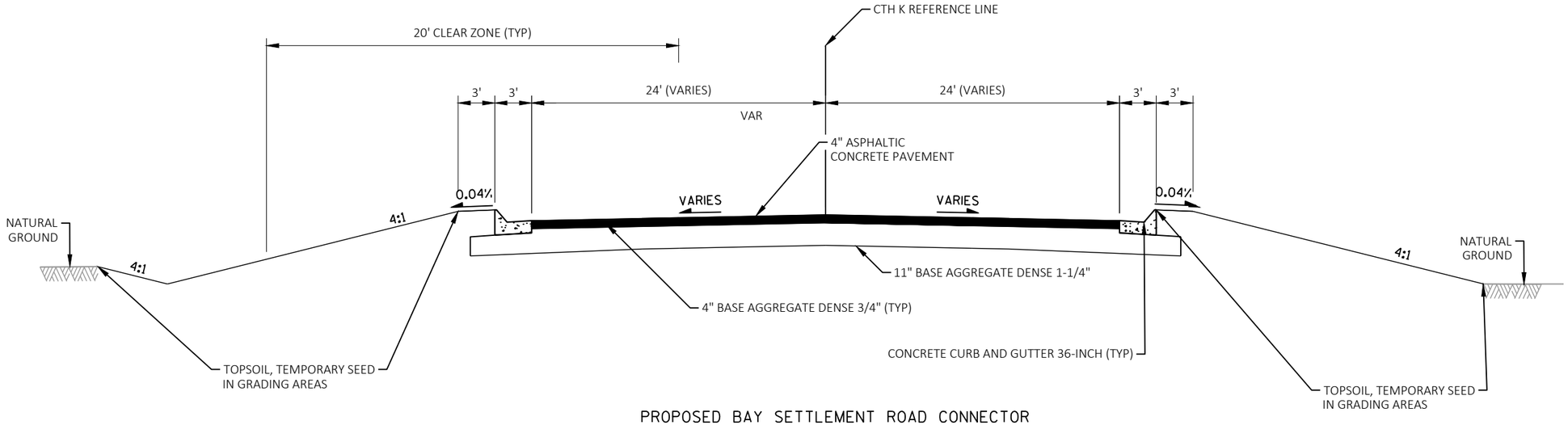


PROPOSED TYPICAL SECTION STH 57

STA 381+34.77NB TO STA 393+55.20NB

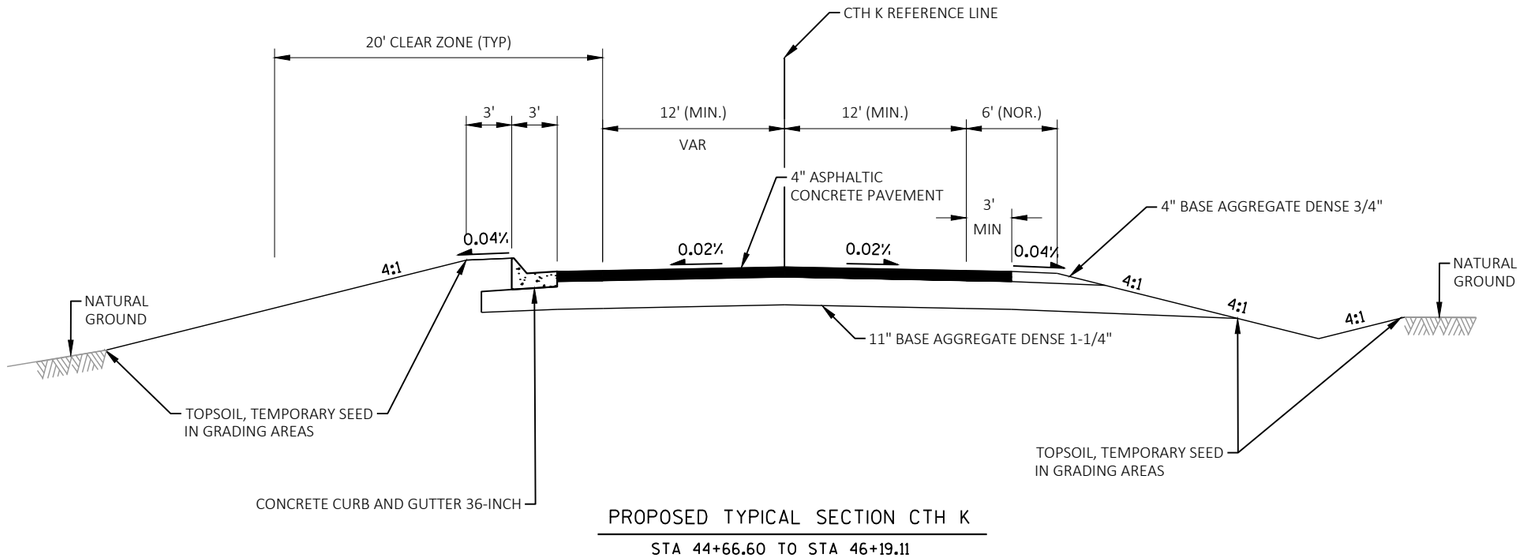
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020305-ts
PLOT DATE : 6/16/2020 3:37 PM
PLOT BY : DUMS, ALEXANDER T
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



PROPOSED BAY SETTLEMENT ROAD CONNECTOR

STA 40+02.15 TO STA 42+06.99

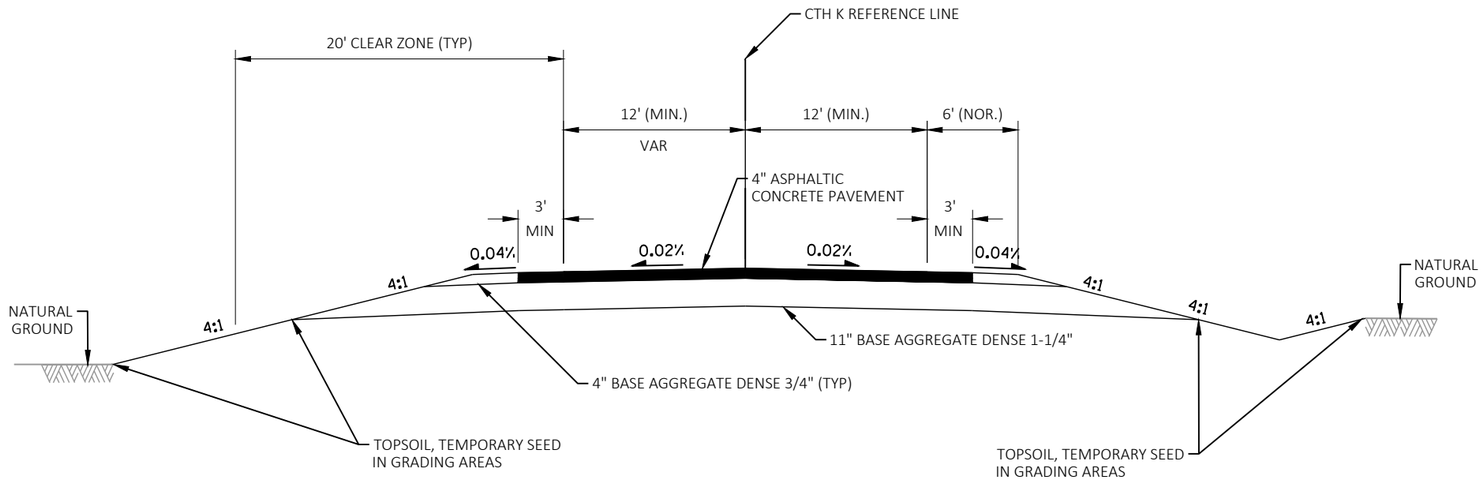


PROPOSED TYPICAL SECTION CTH K

STA 44+66.60 TO STA 46+19.11

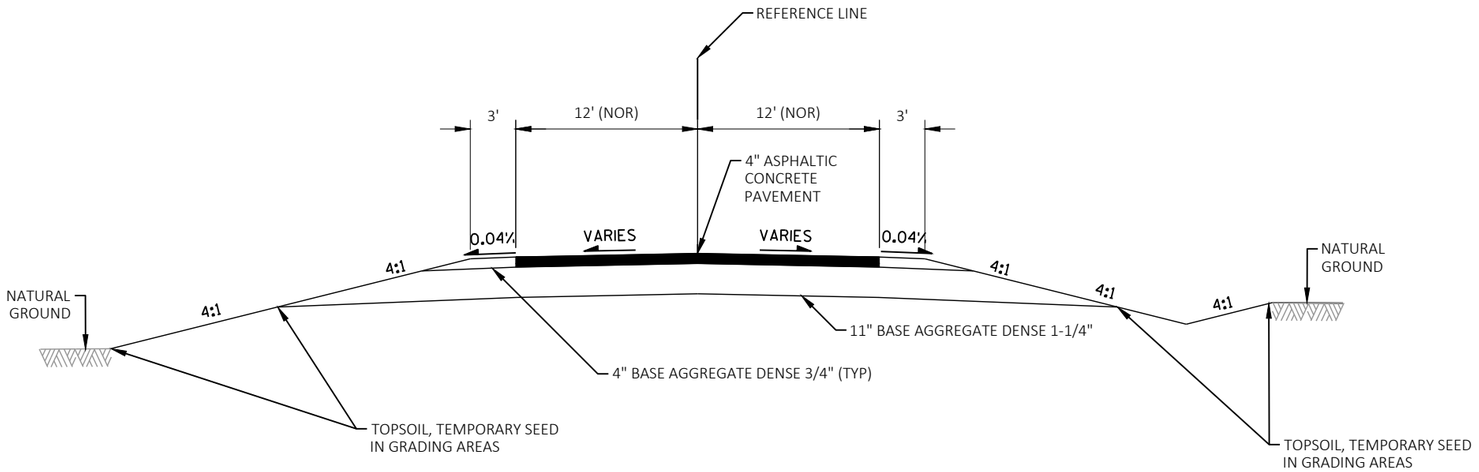
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET	E

2



PROPOSED TYPICAL SECTION CTH K

STA 46+19.11 TO STA 46+82.66



PROPOSED TYPICAL SECTION BAY SETTLEMENT ROAD

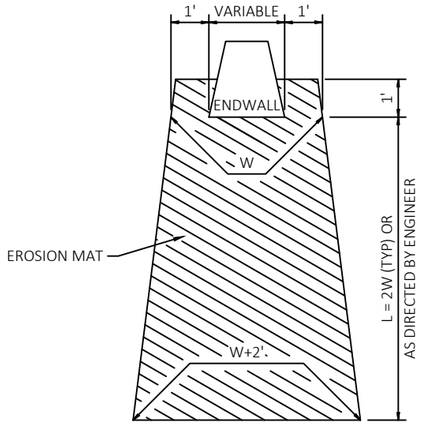
STA 13+81.83 TO STA 16+01.29

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	TYPICAL SECTIONS	SHEET	E

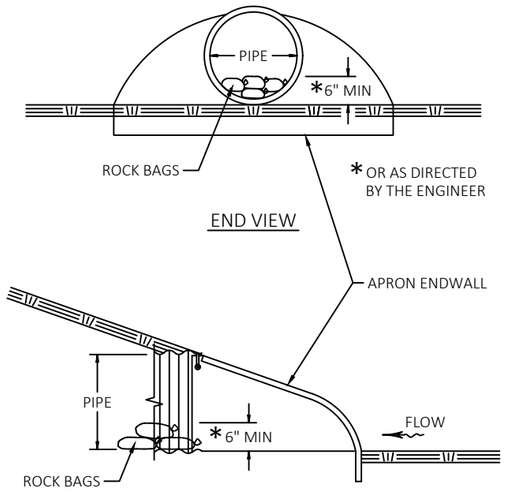
FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020307-ts

PLOT DATE : 6/16/2020 3:37 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT

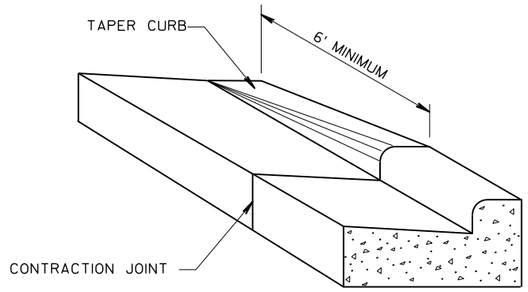
2



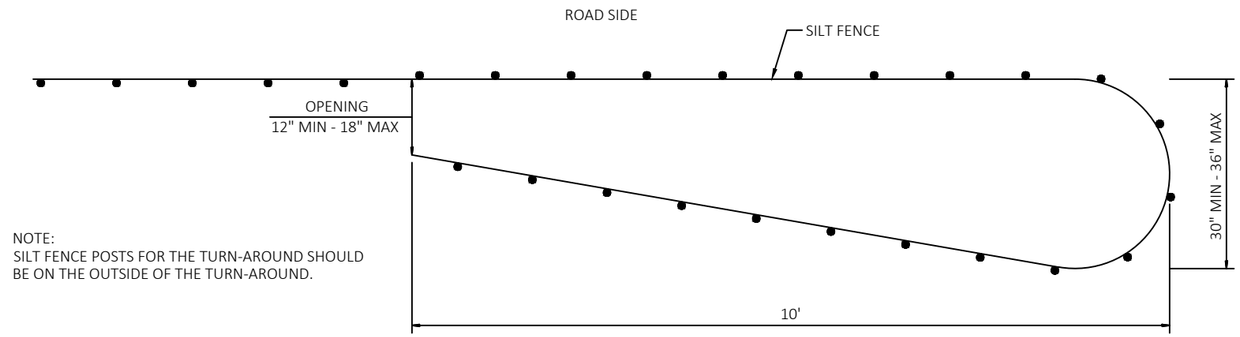
EROSION MAT TREATMENT AT CULVERTS



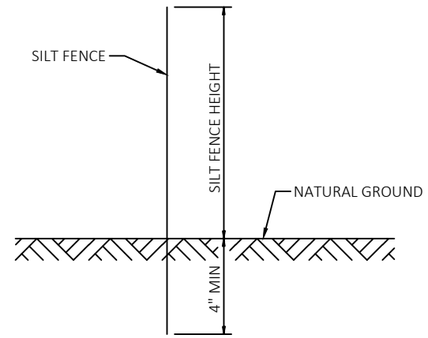
CULVERT PIPE CHECKS



DETAIL OF CURB & GUTTER TERMINI



PLAN VIEW



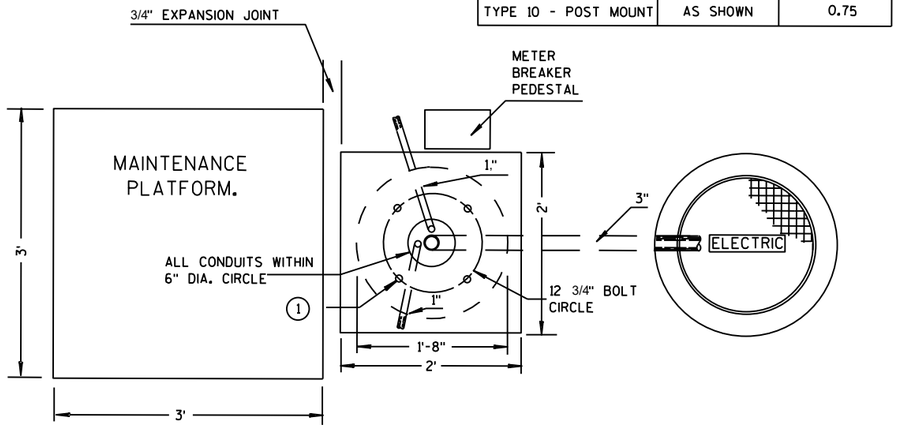
SIDE VIEW

SILT FENCE TURN-AROUND DETAIL

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CONSTRUCTION DETAILS	SHEET	E

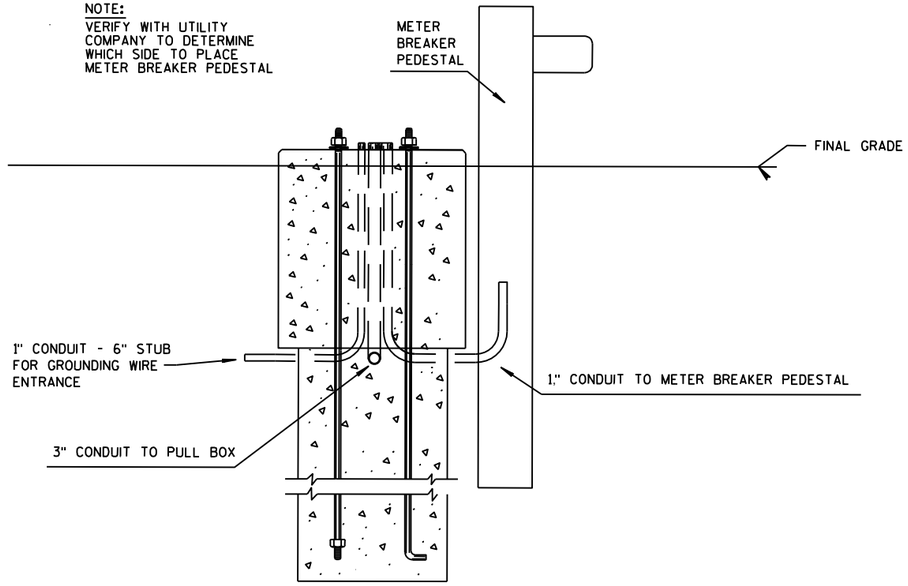
FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\020401-CD.DWG
LAYOUT NAME - 020401-cd
PLOT DATE : 6/15/2020 1:15 PM
PLOT BY : DUMS, ALEXANDER T
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

CONTROL CABINET BASE TYPE	DIMENSIONS	C.Y. CONCRETE (APPROX.)
TYPE 10 - POST MOUNT	AS SHOWN	0.75

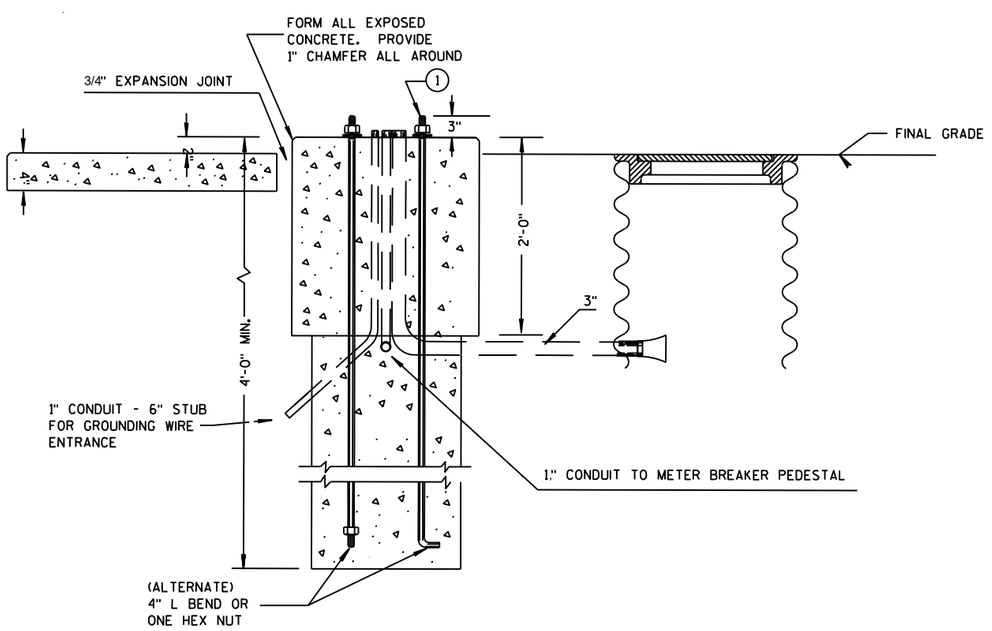


PLAN VIEW

NOTE:
VERIFY WITH UTILITY COMPANY TO DETERMINE WHICH SIDE TO PLACE METER BREAKER PEDESTAL



FRONT VIEW



PROFILE VIEW

GENERAL NOTES

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

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.

WHEN A TYPE 10 CONTROL CABINET BASE IS USED TO POST MOUNT A CONTROL CABINET, A 36" SQUARE 4" THICK CONCRETE MAINTENANCE PLATFORM SHALL BE REQUIRED ON THE DOOR SIDE OF THE CABINET. THE TOP 1 INCH SHALL BE ABOVE FINISHED GRADE AND BE BROOM FINISHED AND LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

ALL CONDUIT ENDS AT THE TOP OF THE CONCRETE BASE SHALL PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN ANCHOR RODS USING THE ALTERNATE L BEND ARE FURNISHED FOR THE TYPE 10 BASE, THE 4" L BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH.

THE "L" BEND SHALL NOT BE THREADED.

STRAIGHT ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD.

FOUR (4) ANCHOR RODS, 1" DIA. X 3'-6"
ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 AND 641.2.2 OF THE STANDARD SPECIFICATIONS AND IN ACCORDANCE WITH A-449, OR ASTM. A-687 (GRADE 105).

120/240 VOLT ELECTRIC SERVICE

DATE: 8/9/2018

SHEET NO. 1 OF 1

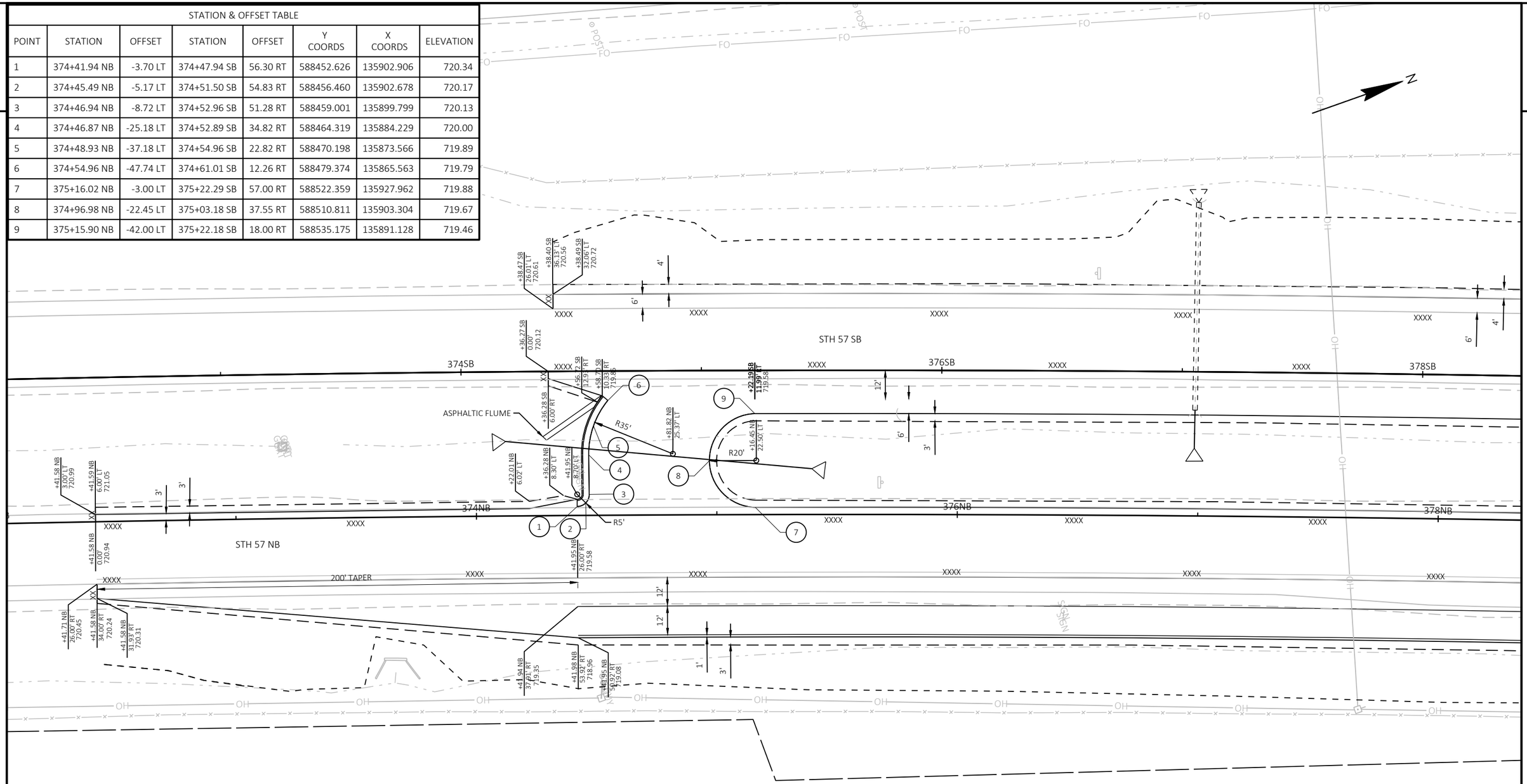
PROJECT NO: 1480-29-00	HWY: STH 57	COUNTY: BROWN	CONSTRUCTION DETAIL - LIGHTING CABINET TYPE 10 NER	SHEET _____	E

FILE NAME : C:\USERS\DOTMXT\DESKTOP\57 & K RAB\57 & K LIGHITNG.DWG
LAYOUT NAME - Plan 1 IN 40 FT (2)

PLOT DATE : 2/15/2021 1:30 PM PLOT BY : TALCOTT, MATTHEW J PLOT NAME : _____ PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1	374+41.94 NB	-3.70 LT	374+47.94 SB	56.30 RT	588452.626	135902.906	720.34
2	374+45.49 NB	-5.17 LT	374+51.50 SB	54.83 RT	588456.460	135902.678	720.17
3	374+46.94 NB	-8.72 LT	374+52.96 SB	51.28 RT	588459.001	135899.799	720.13
4	374+46.87 NB	-25.18 LT	374+52.89 SB	34.82 RT	588464.319	135884.229	720.00
5	374+48.93 NB	-37.18 LT	374+54.96 SB	22.82 RT	588470.198	135873.566	719.89
6	374+54.96 NB	-47.74 LT	374+61.01 SB	12.26 RT	588479.374	135865.563	719.79
7	375+16.02 NB	-3.00 LT	375+22.29 SB	57.00 RT	588522.359	135927.962	719.88
8	374+96.98 NB	-22.45 LT	375+03.18 SB	37.55 RT	588510.811	135903.304	719.67
9	375+15.90 NB	-42.00 LT	375+22.18 SB	18.00 RT	588535.175	135891.128	719.46



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PLAN DETAILS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021201-pd

PLOT DATE : 6/12/2020 12:04 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

+14.35 K
68.25' RT

+57.55 SB
83.21' LT

+14.49 K
24.25' RT
720.53

+46.16 K
23.58' LT
721.15

+14.70 SB
114.00' LT

+46.49 K
89.58' LT

R50'

R60'

+57.37 SB
39.92' LT
720.82

+63.09 SB
36.34' LT
720.54

+00.44 SB
57.87' LT
720.67

+94.29 SB
35.99' LT
720.46

+22.77 SB
31.98' LT
720.65

+63.45 SB
33.56' LT
720.85

+81.47 SB
64.21' LT
721.55

+14.70 SB
57.00' LT
722.36

+14.69 SB
54.08' LT
721.96

+14.68 SB
26.06' LT
721.40

+14.69 SB
41.08' LT
721.70

42K

381+71.98 SB
42+35.01K

380SB

382SB

384SB

+46.57 SB
0.00'
720.56

+46.59 SB
17.00' RT
720.31

+46.63 SB
21.00' RT
720.08

+36.38 SB
0.00'
721.44

+36.51 SB
6.00' RT
721.25

+36.38 SB
3.00' RT
721.38

190' TAPER

187' TAPER

+37.96 NB
42.00' LT
720.20

+93.03 NB
6.00' LT
720.44

+79.60 NB
20.68' LT
721.55

378NB

380NB

382NB

384NB

381+81.82 NB
42+97.57K

+93.14 NB
3.00' LT
720.38

+93.14 NB
0.00'
720.32

+34.91 NB
38.28' RT
719.64

+34.95 NB
26.07' RT
719.88

+79.63 NB
18.00' LT
721.49

+79.63 NB
0.00'
721.13

+79.68 NB
12.00' LT
721.38

+10.34 NB
33.31' RT
720.63

+89.52 NB
32.00' RT
720.04

+66.72 NB
59.69' RT
719.32

+69.30 NB
56.80' RT
720.90

+17.69 NB
36.29' RT
720.56

+21.91 NB
37.65' RT
720.63

+82.59 NB
36.37' RT
720.86

+35.09 NB
51.28' RT
719.38

+35.27 NB
54.27' RT
719.26

+77.35 NB
25.17' RT
719.16

+17.45 NB
92.89' RT

+35.71 K
88.53' LT

+35.90 NB
111.27' RT

+82.80 K
84.92' RT

+21.52 K
30.23' LT
719.27

ASPHALTIC FLUME

44K

ASPHALTIC FLUME

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PLAN DETAILS	SHEET	E

2

2

N

384SB

386SB

388SB

390SB

384NB

386NB

388NB

390NB

1'

3'

12'

15'

6'

4'

+96.18 NB
37.51 LT

+96.63 NB
12.00' L
724.44

+96.63 NB
0.00'
724.20

+83.52 NB
32.00' RT
721.04

+82.59 NB
36.37' RT
720.86

XXXX

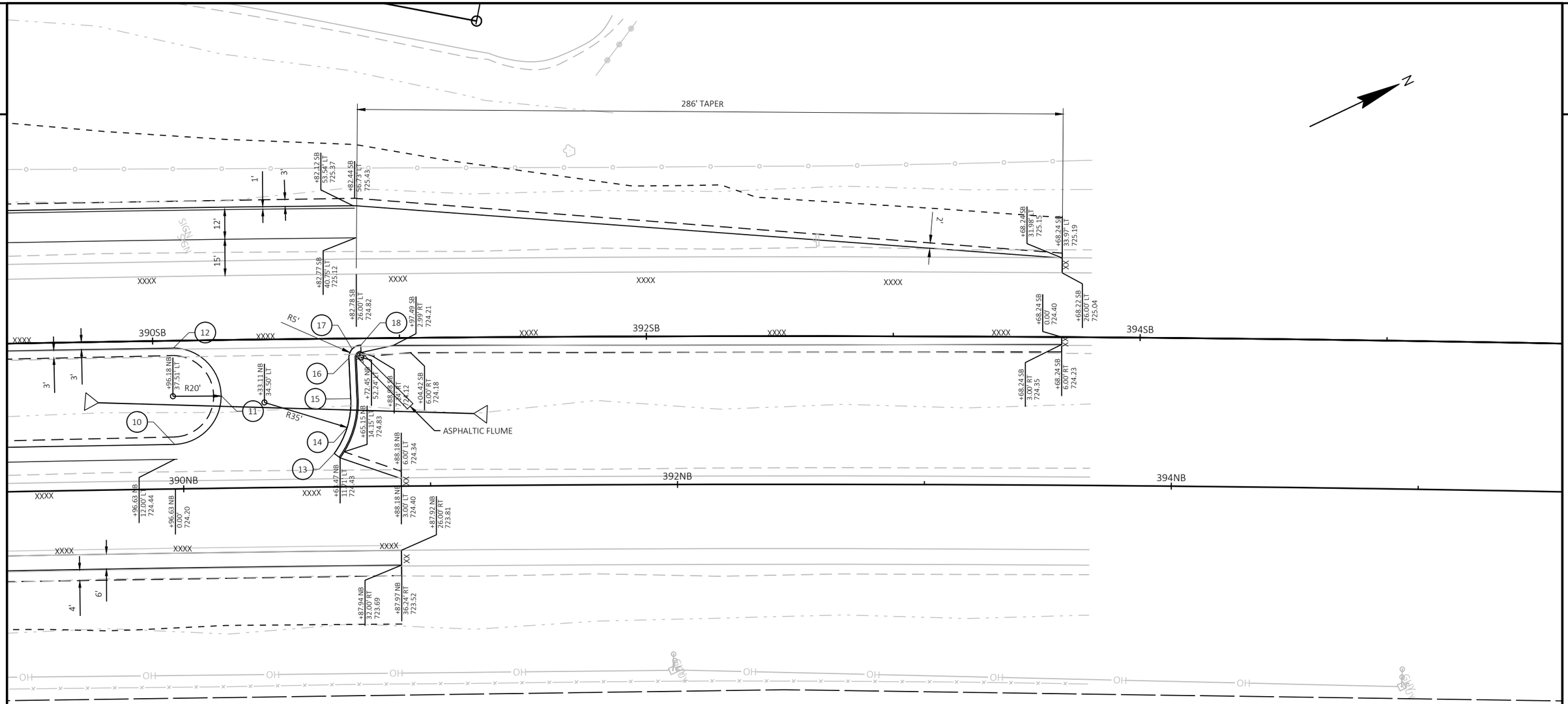
OH

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PLAN DETAILS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021203-pd

PLOT DATE : 6/12/2020 12:04 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
10	389+96.63 NB	-18.01 LT	390+08.34 SB	41.99 RT	589901.692	136467.588	724.56
11	390+15.64 NB	-37.52 LT	390+27.41 SB	22.48 RT	589927.119	136457.767	724.31
12	389+96.63 NB	-57.00 LT	390+08.34 SB	3.00 RT	589917.886	136432.120	724.06
13	390+61.07 NB	-13.51 LT	390+73.02 SB	46.49 RT	589958.439	136498.587	724.43
14	390+66.43 NB	-23.98 LT	390+78.39 SB	36.02 RT	589967.693	136491.332	724.37
15	390+68.02 NB	-35.63 LT	390+79.99 SB	24.37 RT	589974.022	136481.422	724.30
16	390+67.47 NB	-52.07 LT	390+79.44 SB	7.93 RT	589980.423	136466.265	724.21
17	390+68.83 NB	-55.66 LT	390+80.80 SB	4.34 RT	589983.161	136463.572	724.19
18	390+72.32 NB	-57.23 LT	390+84.30 SB	2.77 RT	589987.001	136463.615	724.30

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PLAN DETAILS	SHEET	E

2

N

STH 57 SB

382+00SB

+03.95 NB
42.00' LT
719.98

+08.95 NB
42.00' LT
720.02

+13.60 NB
32.82' LT
719.96

R5.00'

+03.45 NB
28.21' LT
720.00

+45.19 NB
26.60' LT
720.25

R10.00'

+54.02 NB
20.51' LT
720.32

+59.29
8.07' LT
720.44

+60.11 NB
18.93' LT
720.30

R5.00'

+64.54
8.49' LT
720.45

+64.89 NB
25.58' LT
720.25

+70.52 NB
30.68' LT
720.15

R5.00'

+72.67 NB
44.59' LT
720.35

+77.95 NB
44.98' LT
720.39

+75.37 NB
37.45' LT
720.20

+81.09 NB
36.43' LT
720.20

R10.00'

+90.07 NB
29.99' LT
720.30

6" CONCRETE SIDEWALK

+49.13 NB
28.05' LT
720.40

+38.88 NB
23.37' LT
720.05

R5.00'

+43.72 NB
18.16' LT
720.60

+48.60 NB
15.25' LT
720.70

+43.58 NB
14.93' LT
720.69

381+00NB

382+00NB

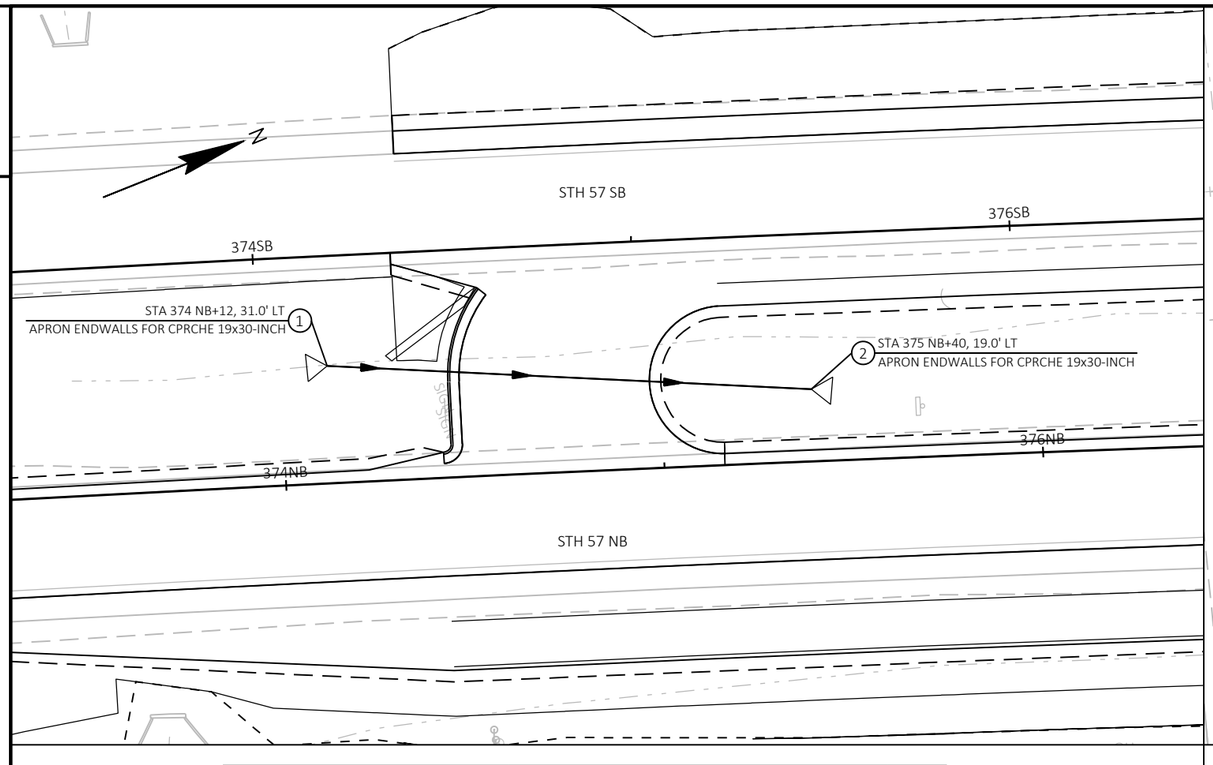
STH 57 NB

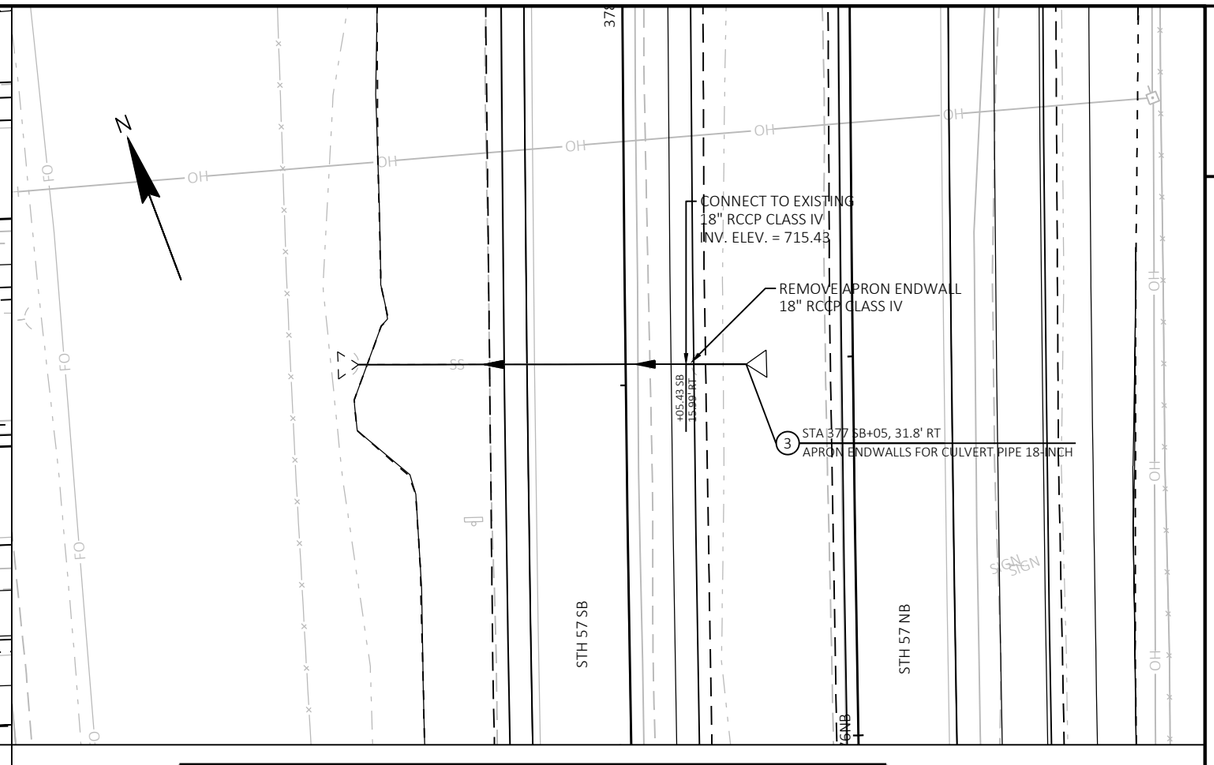
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	MEDIAN BIKE CROSSING DETAILS	SHEET	E

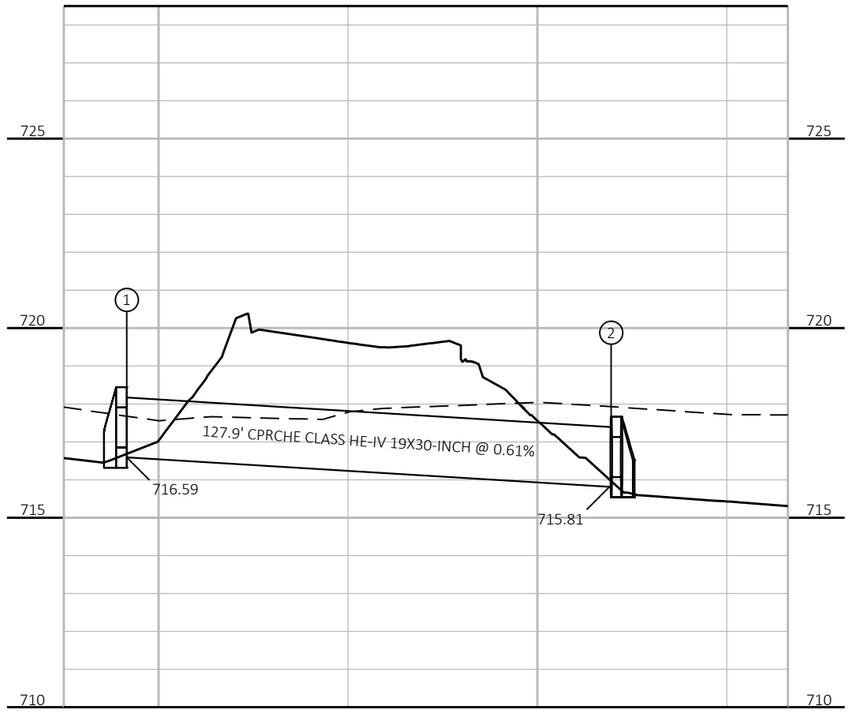
FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\021209-PD.DWG
LAYOUT NAME - 021209-pd

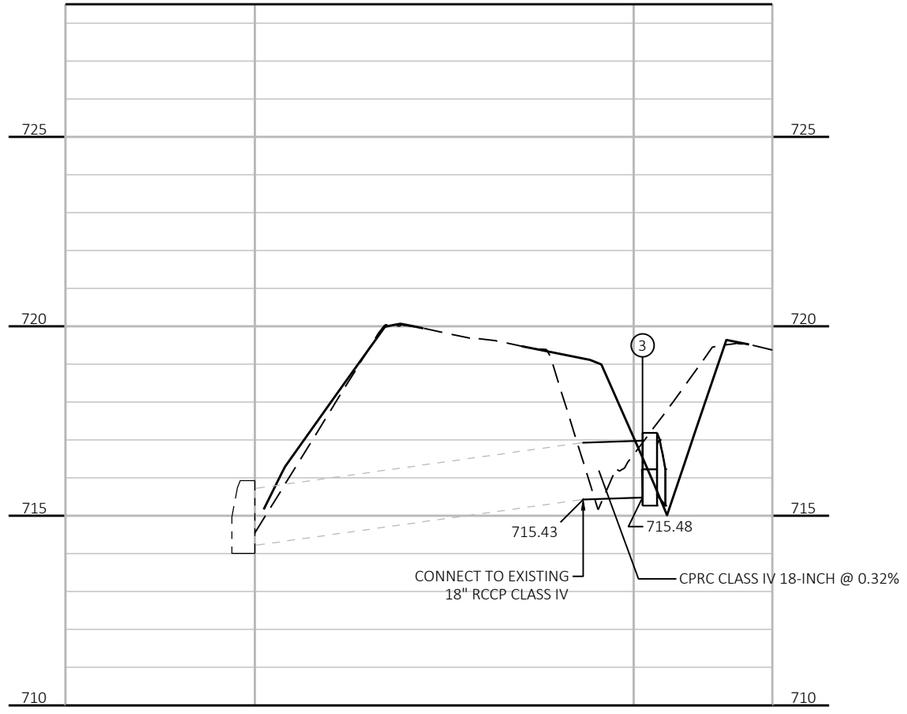
PLOT DATE : 2/5/2021 7:04 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT

WISDOT/CADDS SHEET 42

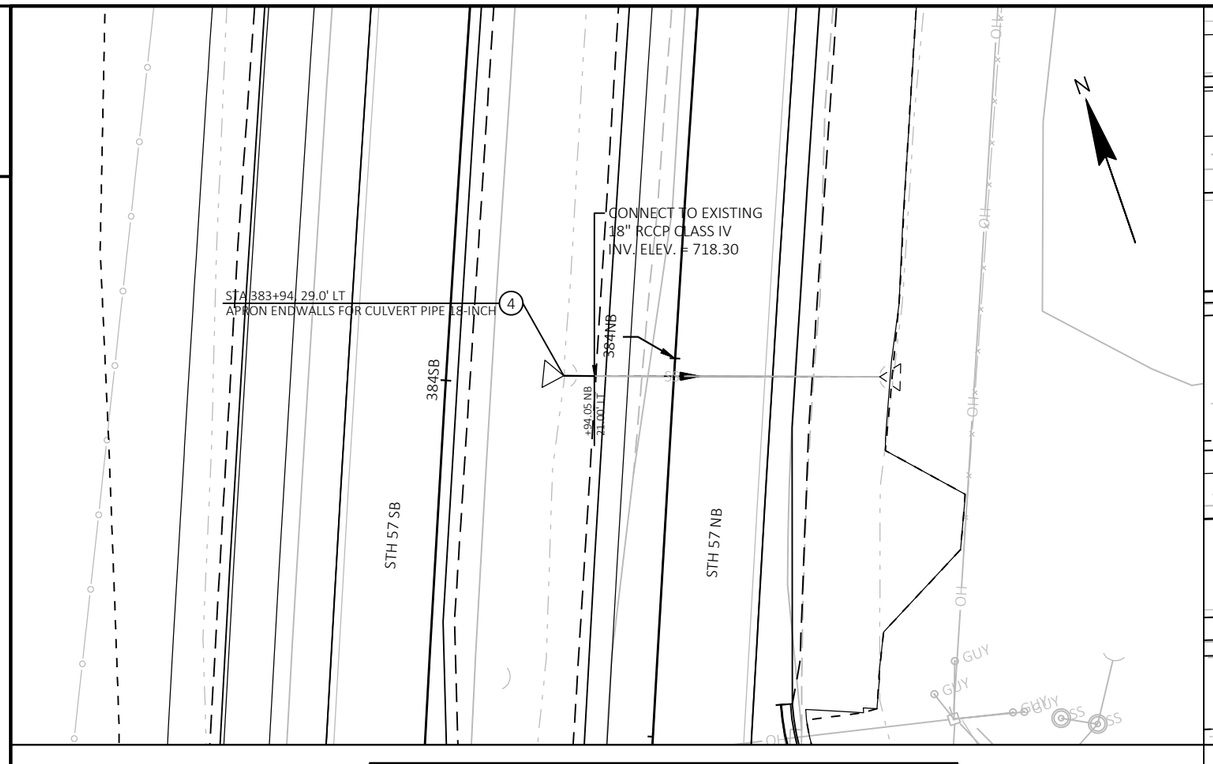


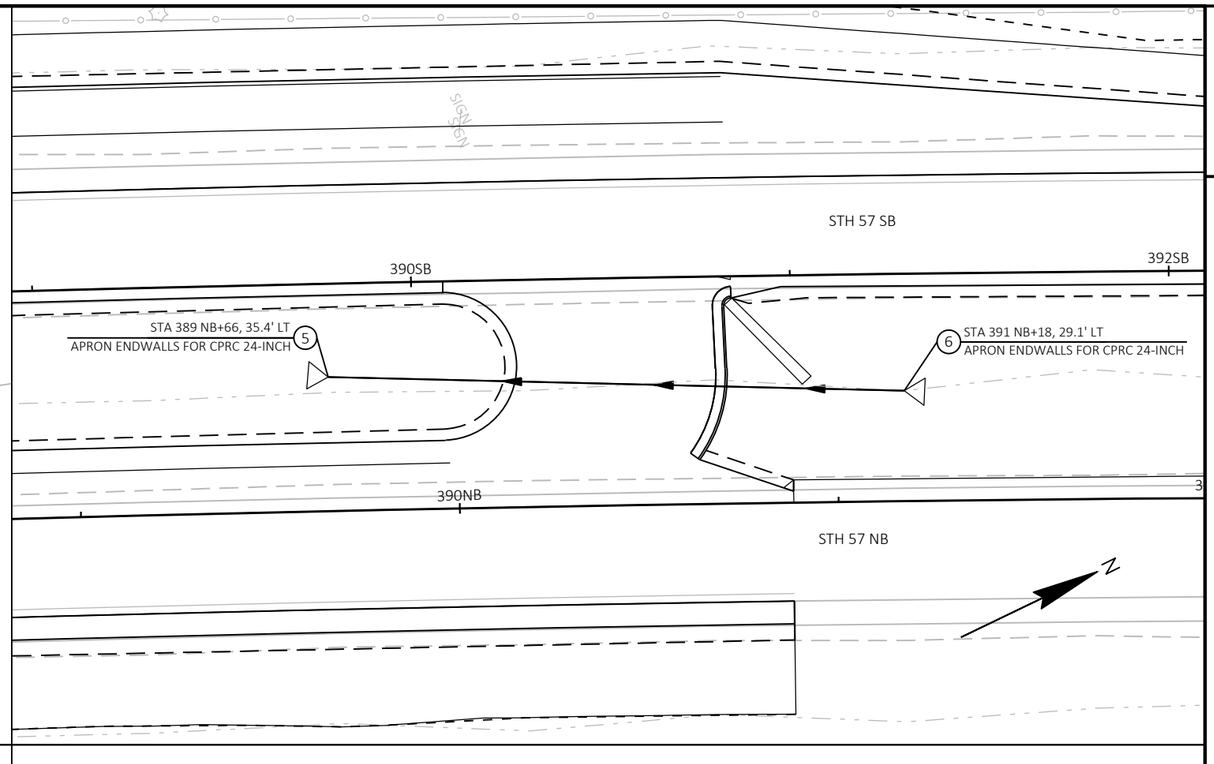


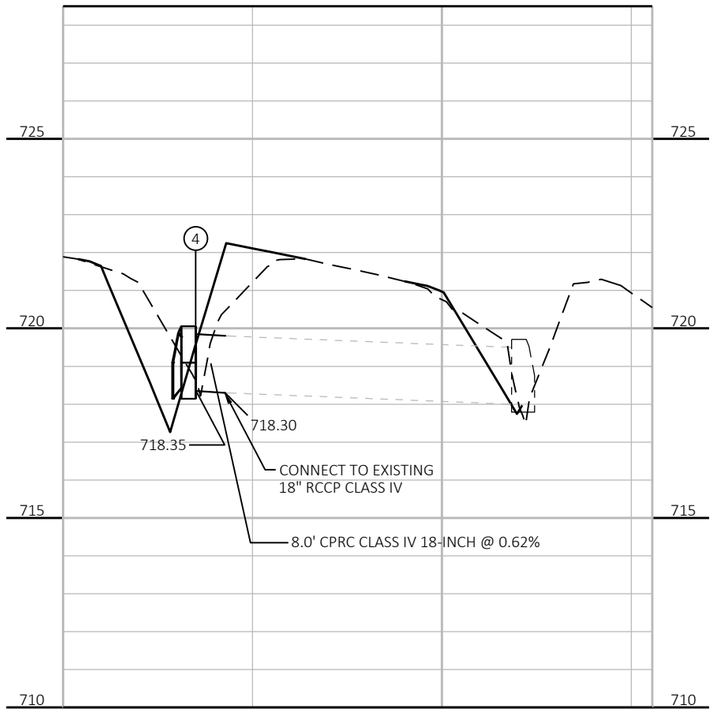


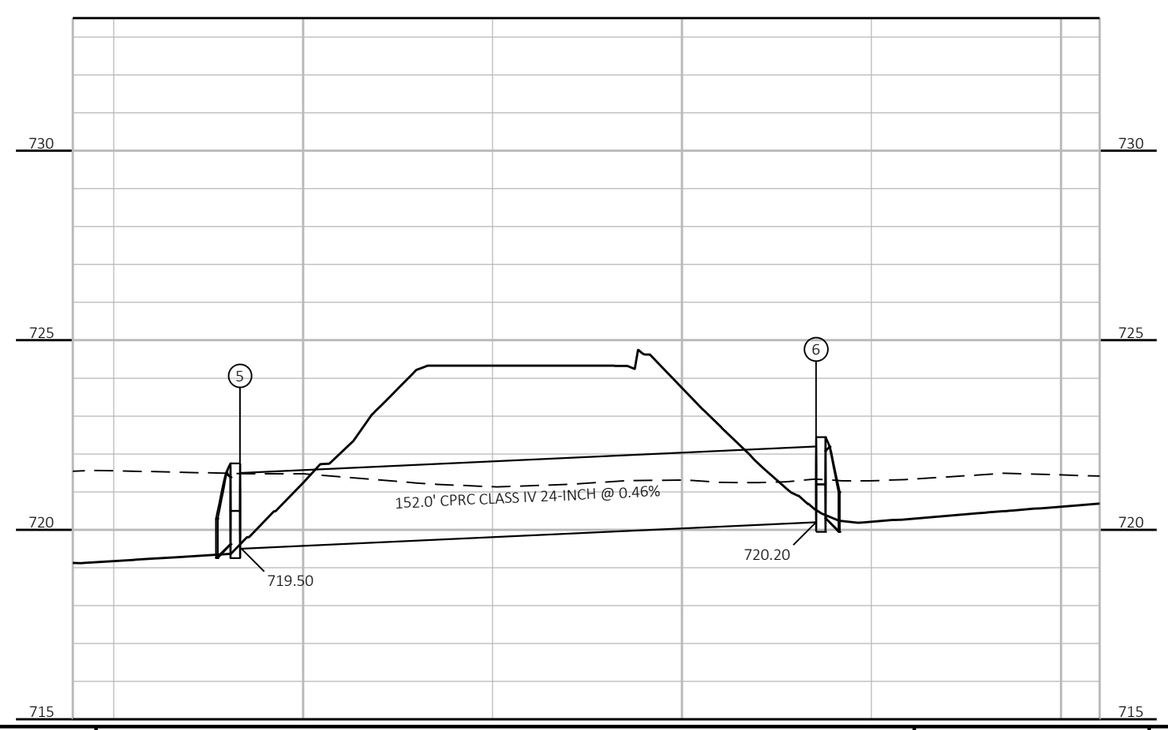


PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CULVERT PIPE PLAN DETAILS	SHEET	E





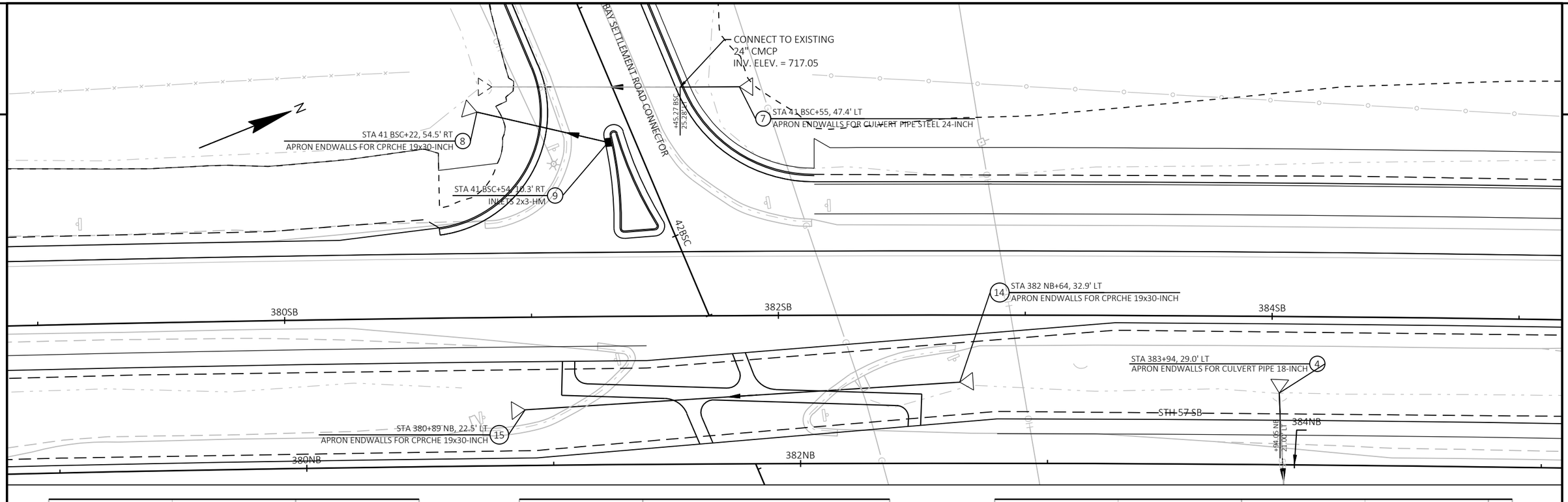




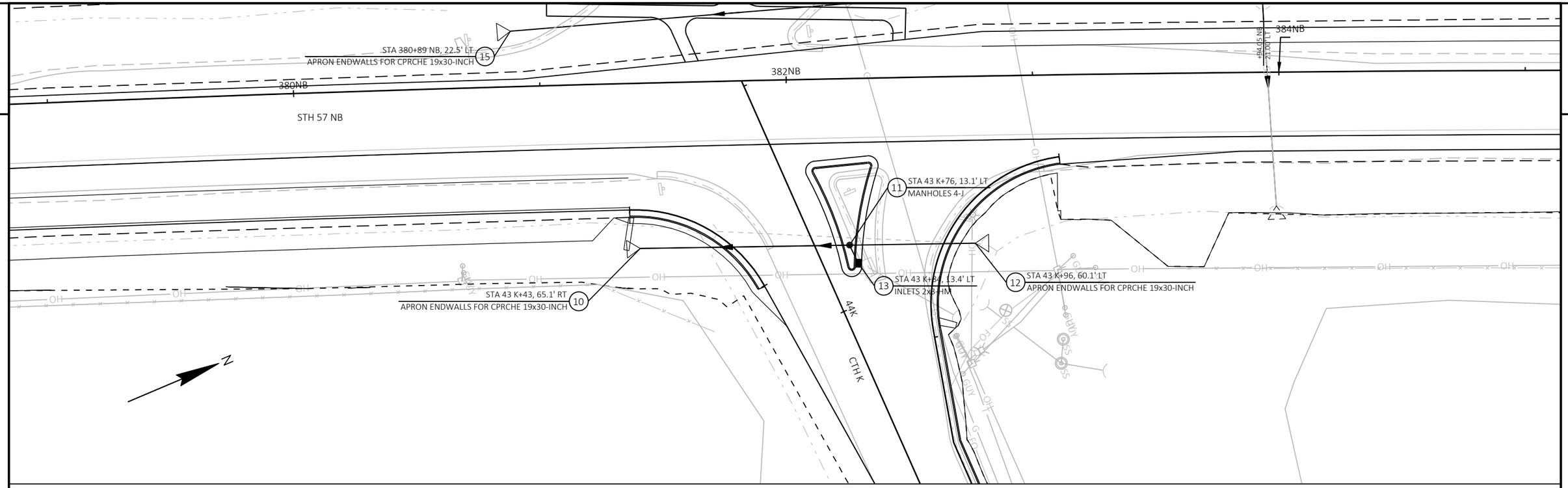
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CULVERT PIPE PLAN DETAILS	SHEET	E

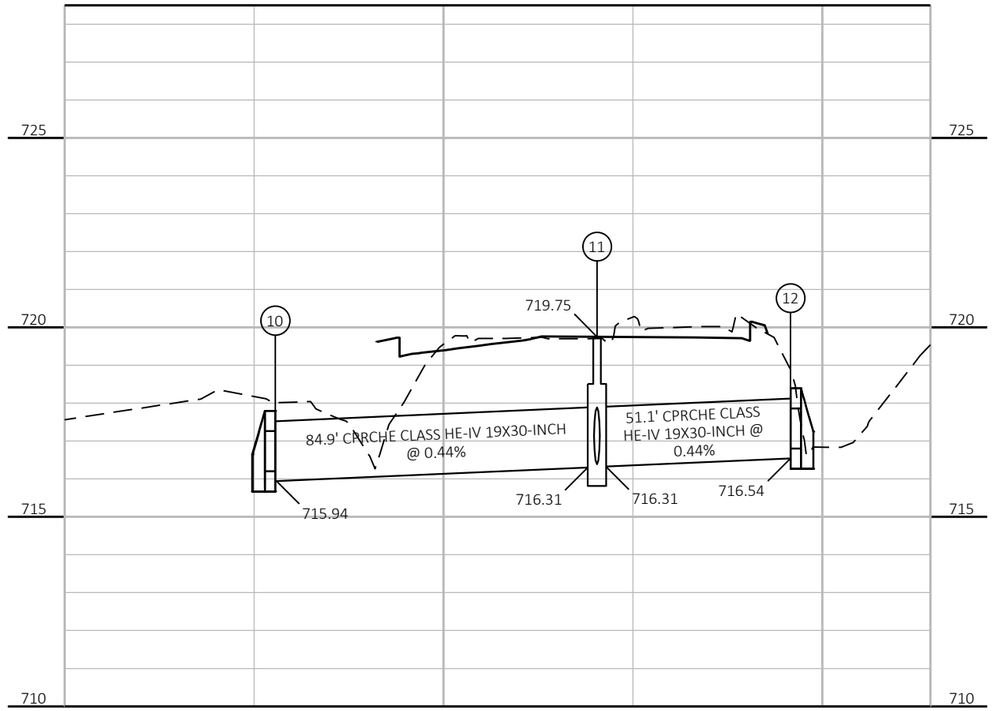
FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\021205-PD.DWG
LAYOUT NAME - 021206-pd
PLOT DATE : 2/5/2021 2:02 PM
PLOT BY : DUMS, ALEXANDER T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

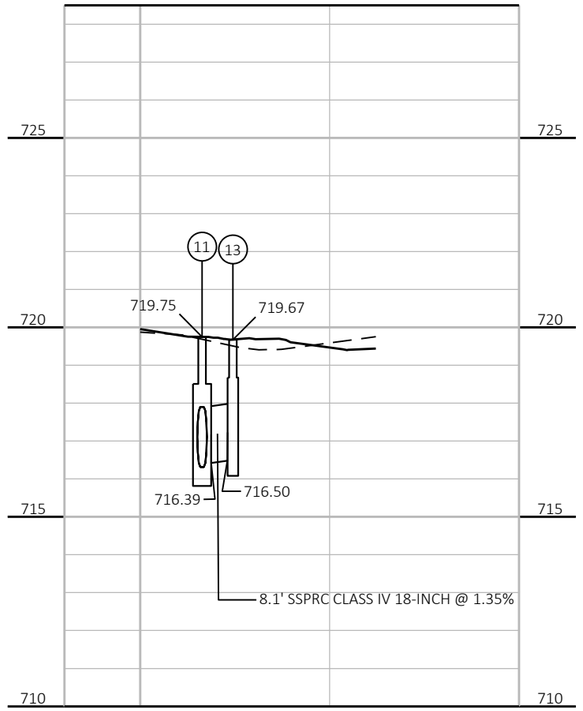
2



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CULVERT PIPE PLAN DETAILS	SHEET E







PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CULVERT PIPE PLAN DETAILS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\021205-PD.DWG
LAYOUT NAME - 021208-pd
PLOT DATE : 2/5/2021 2:02 PM
PLOT BY : DUMS, ALEXANDER T
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 41

2

2

10BS

8BS

STH 57 SB

374SB

376SB

378SB

380SB

374NB

376NB

378NB

STH 57 NB

N

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- SILT FENCE
- EROSION BALE, BARRIER
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	EROSION CONTROL PLAN	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022001-ec

PLOT DATE : 2/5/2021 2:15 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

BAY SETTLEMENT ROAD CONNECTOR

42RSC

380SB

382SB

384SB

386SB

STH 57 SB

380NB

382NB

384NB

386NB

STH 57 NB

44K

CTH K

N

LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- SILT FENCE
- EROSION BALE, BARRIER
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	EROSION CONTROL PLAN	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022002-ec

PLOT DATE : 2/5/2021 2:15 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

22BS

24BS

N

FO

FO

FO

FO

STH 57 SB

386SB

388SB

390SB

392SB

386NB

388NB

390NB

392NB

STH 57 NB

OH

OH

OH

OH

OH

OH

OH

OH

OH

OH

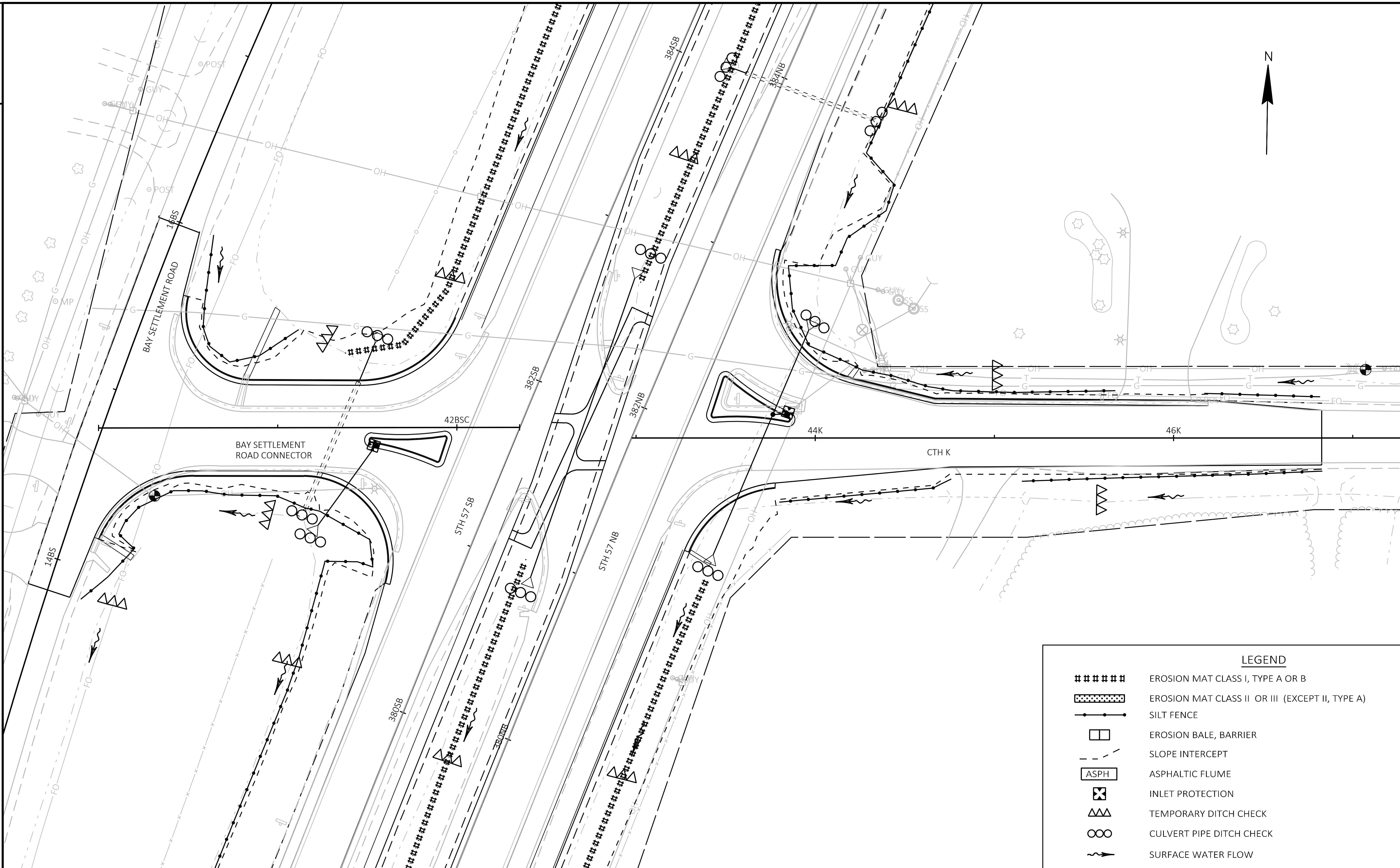
LEGEND

- EROSION MAT CLASS I, TYPE A OR B
- EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
- SILT FENCE
- EROSION BALE, BARRIER
- SLOPE INTERCEPT
- ASPH — ASPHALTIC FLUME
- INLET PROTECTION
- TEMPORARY DITCH CHECK
- CULVERT PIPE DITCH CHECK
- SURFACE WATER FLOW

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	EROSION CONTROL PLAN	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 022003-ec

PLOT DATE : 2/5/2021 2:15 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:50 FT



LEGEND

	EROSION MAT CLASS I, TYPE A OR B
	EROSION MAT CLASS II OR III (EXCEPT II, TYPE A)
	SILT FENCE
	EROSION BALE, BARRIER
	SLOPE INTERCEPT
ASPH	ASPHALTIC FLUME
	INLET PROTECTION
	TEMPORARY DITCH CHECK
	CULVERT PIPE DITCH CHECK
	SURFACE WATER FLOW

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	EROSION CONTROL PLAN	SHEET	E

2

2

N

STH 57 SB

374SB

376SB

378SB

+36.28 SB
0.00'

RAE

18" RCCP ENDWALL

+41.58 NB
0.00'

374NB

376NB

378NB

STH 57 NB

XXXX

OH

FO

GUY

POST

LEGEND

RP	REMOVING PAVEMENT
RCG	REMOVING CURB AND GUTTER
RC	REMOVING SMALL PIPE CULVERT
RI	REMOVING INLET
RAE	REMOVE APRON ENDWALL
XXXX	SAWING ASPHALT

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	REMOVAL DETAILS	SHEET E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\022401-RM.DWG
LAYOUT NAME - 022401-rm

PLOT DATE : 6/12/2020 12:27 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

BAY SETTLEMENT ROAD CONNECTOR

RAE

R60'

24" CMCP ENDWALL

RCG

42K

RCG

XXXX

STH 57 SB

380SB

382SB

384SB

RCG

RCG

RAE

18" RCCP ENDWALL

378NB

380NB

382NB

384NB

STH 57 NB

RCG

RCG

RCG

RAE

24" CMCP
107 LF

RC

RAE

RI

44K

15" RCCP
35 LF

RAE

CTH K

LEGEND

RP	REMOVING PAVEMENT
RCG	REMOVING CURB AND GUTTER
RC	REMOVING SMALL PIPE CULVERT
RI	REMOVING INLET
RAE	REMOVE APRON ENDWALL
XXXX	SAWING ASPHALT

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	REMOVAL DETAILS	SHEET E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\022401-RM.DWG
LAYOUT NAME - 022402-rm

PLOT DATE : 6/12/2020 12:27 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

STH 57 SB

384SB

386SB

388SB

390SB

RAE

18" RCCP ENDWALL

384NB

386NB

388NB

390N

STH 57 NB

XXXX

OH

LEGEND

RP	REMOVING PAVEMENT
RCG	REMOVING CURB AND GUTTER
RC	REMOVING SMALL PIPE CULVERT
RI	REMOVING INLET
RAE	REMOVE APRON ENDWALL
XXXX	SAWING ASPHALT

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	REMOVAL DETAILS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\022401-RM.DWG
LAYOUT NAME - 022403-rm

PLOT DATE : 6/12/2020 12:27 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

SIGN

XXXX

XXXX

XXXX

XXXX

XX

STH 57 SB

XXXX

390SB

XXXX

XXXX

392SB

XXXX

XXXX

+68.24 SB
0.00'

XX

394SB

390NB

XXXX

XXXX

392NB

394NB

STH 57 NB

87.92 NB
26.00' RT

XXXX

XXXX

XXXX

XX

OH

OH

OH

OH

OH

OH

OH

OH

OH

OH

OH

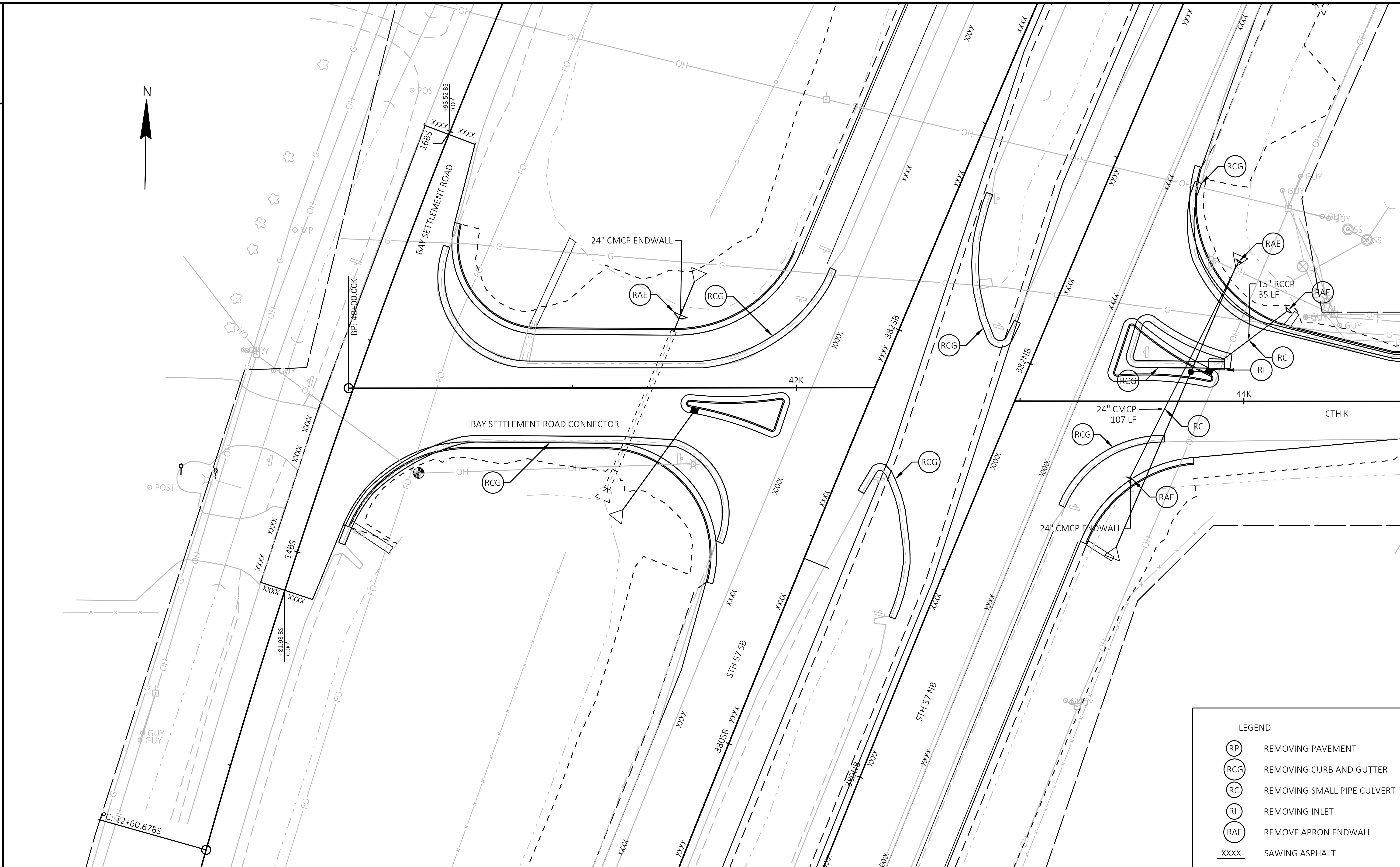
LEGEND

RP	REMOVING PAVEMENT
RCG	REMOVING CURB AND GUTTER
RC	REMOVING SMALL PIPE CULVERT
RI	REMOVING INLET
RAE	REMOVE APRON ENDWALL
XXXX	SAWING ASPHALT

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	REMOVAL DETAILS	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\022401-RM.DWG
LAYOUT NAME - 022404-rm

PLOT DATE : 6/12/2020 12:27 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT



LEGEND

RP	REMOVING PAVEMENT
RCG	REMOVING CURB AND GUTTER
RC	REMOVING SMALL PIPE CULVERT
RI	REMOVING INLET
RAE	REMOVE APRON ENDWALL
XXXX	SAWING ASPHALT

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	REMOVAL PLAN	SHEET	E

2

2

N

24" CMCP ENDWALL

RAE

RCG

RC

RI

BAY SETTLEMENT ROAD CONNECTOR

42K

44K

46K

CTH K

384NB

382SB

382NB

380SB

380NB

STH 57 SB

STH 57 NB

XXXX

+82.67'K
0.00'

LEGEND

RP	REMOVING PAVEMENT
RCG	REMOVING CURB AND GUTTER
RC	REMOVING SMALL PIPE CULVERT
RI	REMOVING INLET
RAE	REMOVE APRON ENDWALL
XXXX	SAWING ASPHALT

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	REMOVAL PLAN	SHEET E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\022401-RM.DWG
LAYOUT NAME - 022406-rm

PLOT DATE : 6/12/2020 12:27 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

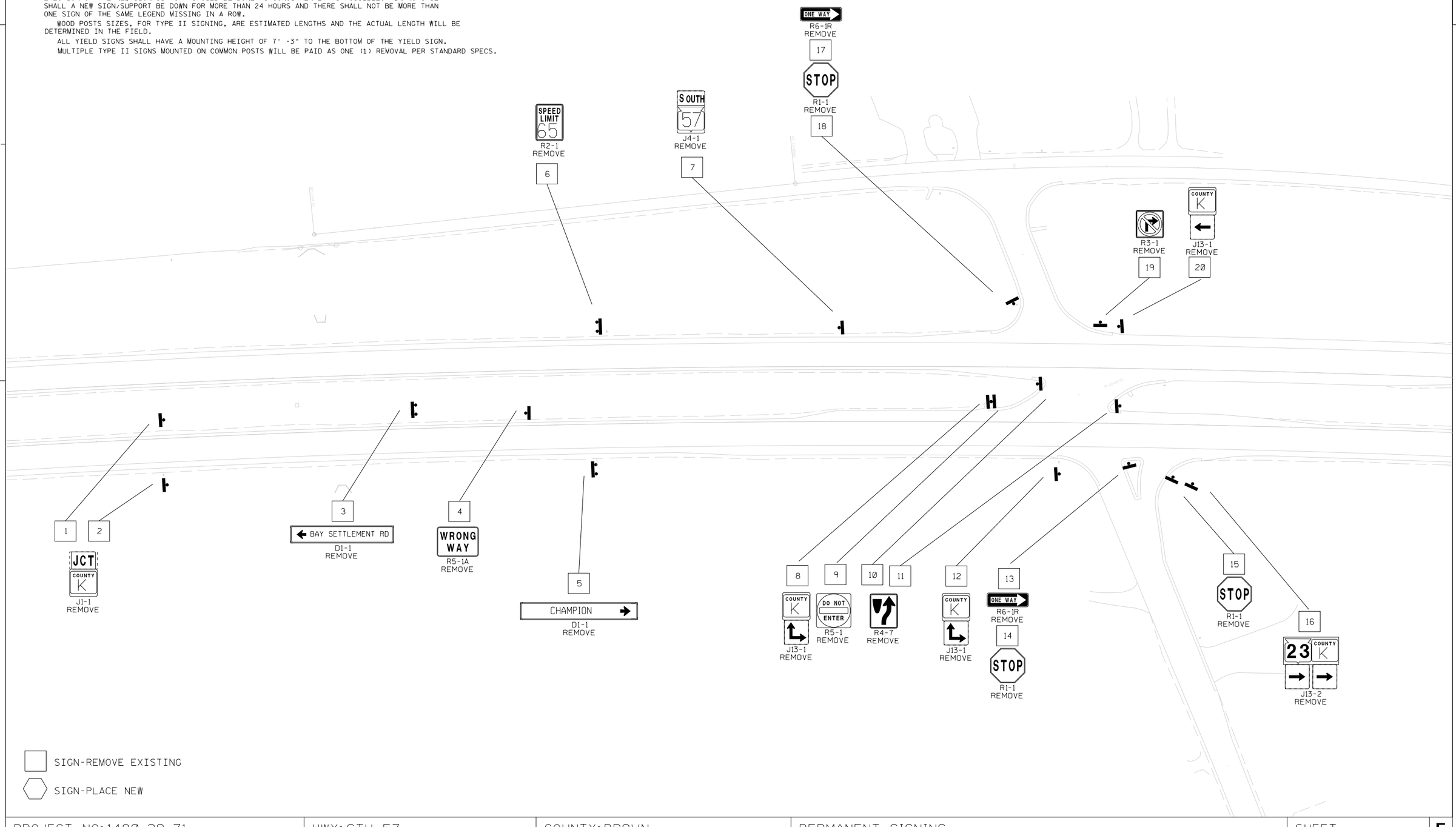
SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

ALL YIELD SIGNS SHALL HAVE A MOUNTING HEIGHT OF 7' -3" TO THE BOTTOM OF THE YIELD SIGN.

MULTIPLE TYPE II SIGNS MOUNTED ON COMMON POSTS WILL BE PAID AS ONE (1) REMOVAL PER STANDARD SPECS.



SIGN-REMOVE EXISTING

SIGN-PLACE NEW

PROJECT NO:1480-29-71	HWY:STH 57	COUNTY:BROWN	PERMANENT SIGNING	SHEET	E

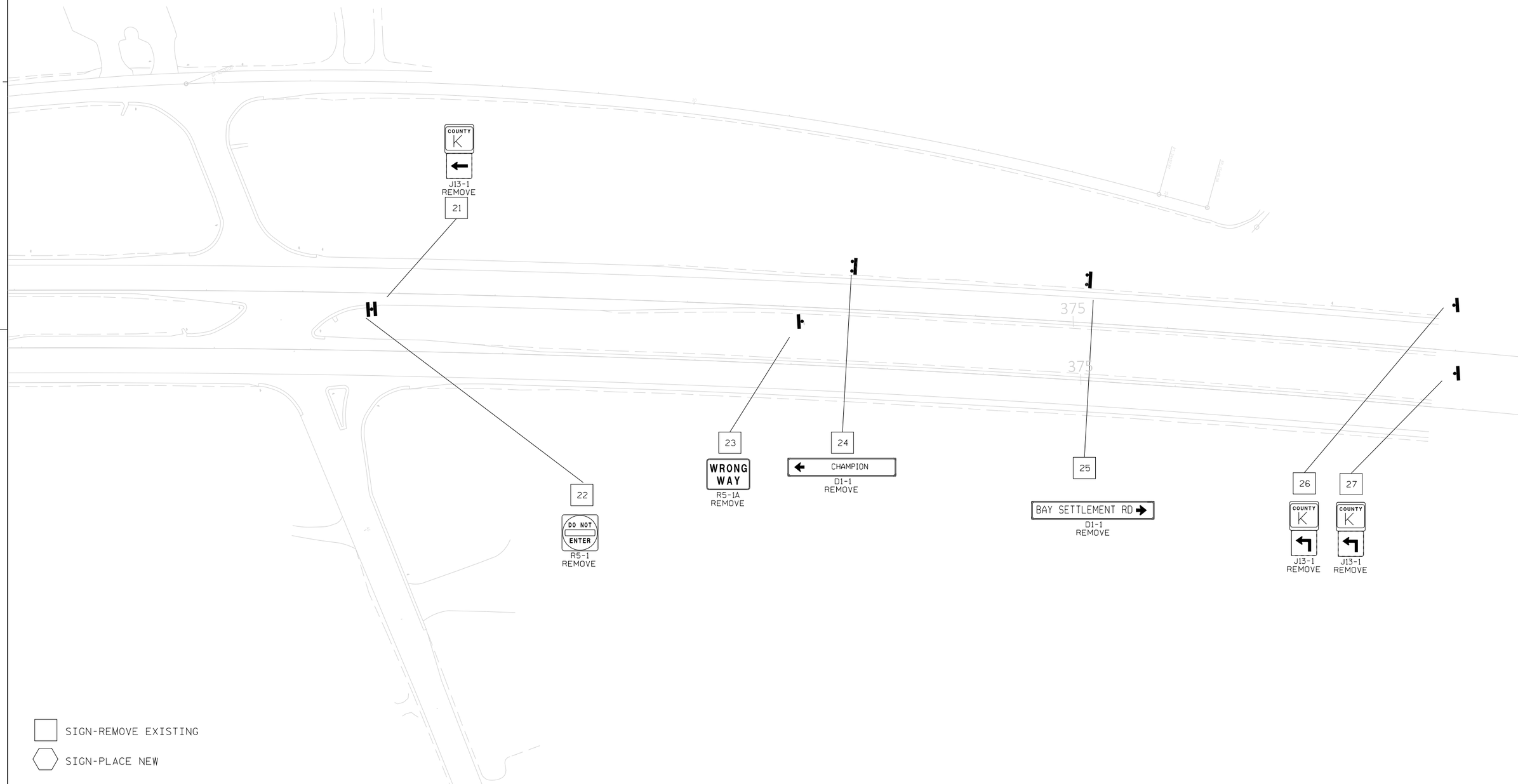
SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POSTS SIZES, FOR TYPE II SIGNING, ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

ALL YIELD SIGNS SHALL HAVE A MOUNTING HEIGHT OF 7' -3" TO THE BOTTOM OF THE YIELD SIGN.

MULTIPLE TYPE II SIGNS MOUNTED ON COMMON POSTS WILL BE PAID AS ONE (1) REMOVAL PER STANDARD SPECS.



PROJECT NO:1480-29-71	HWY:STH 57	COUNTY:BROWN	PERMANENT SIGNING	SHEET	E

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

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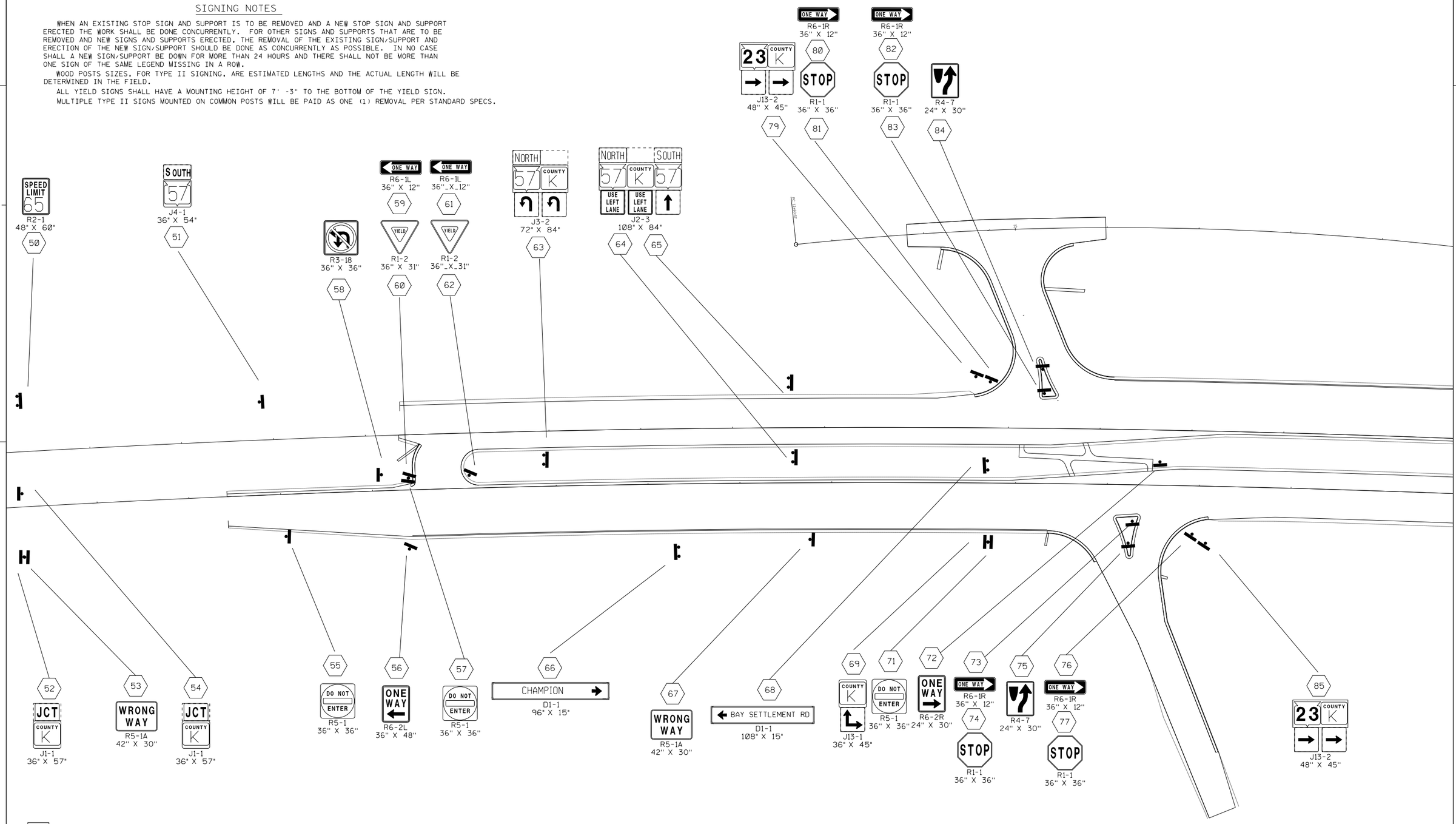

PROJECT NO:1480-29-71	HWY:STH 57	COUNTY:BROWN	PERMANENT SIGNING	SHEET	E

2

SIGNING NOTES

WHEN AN EXISTING STOP SIGN AND SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

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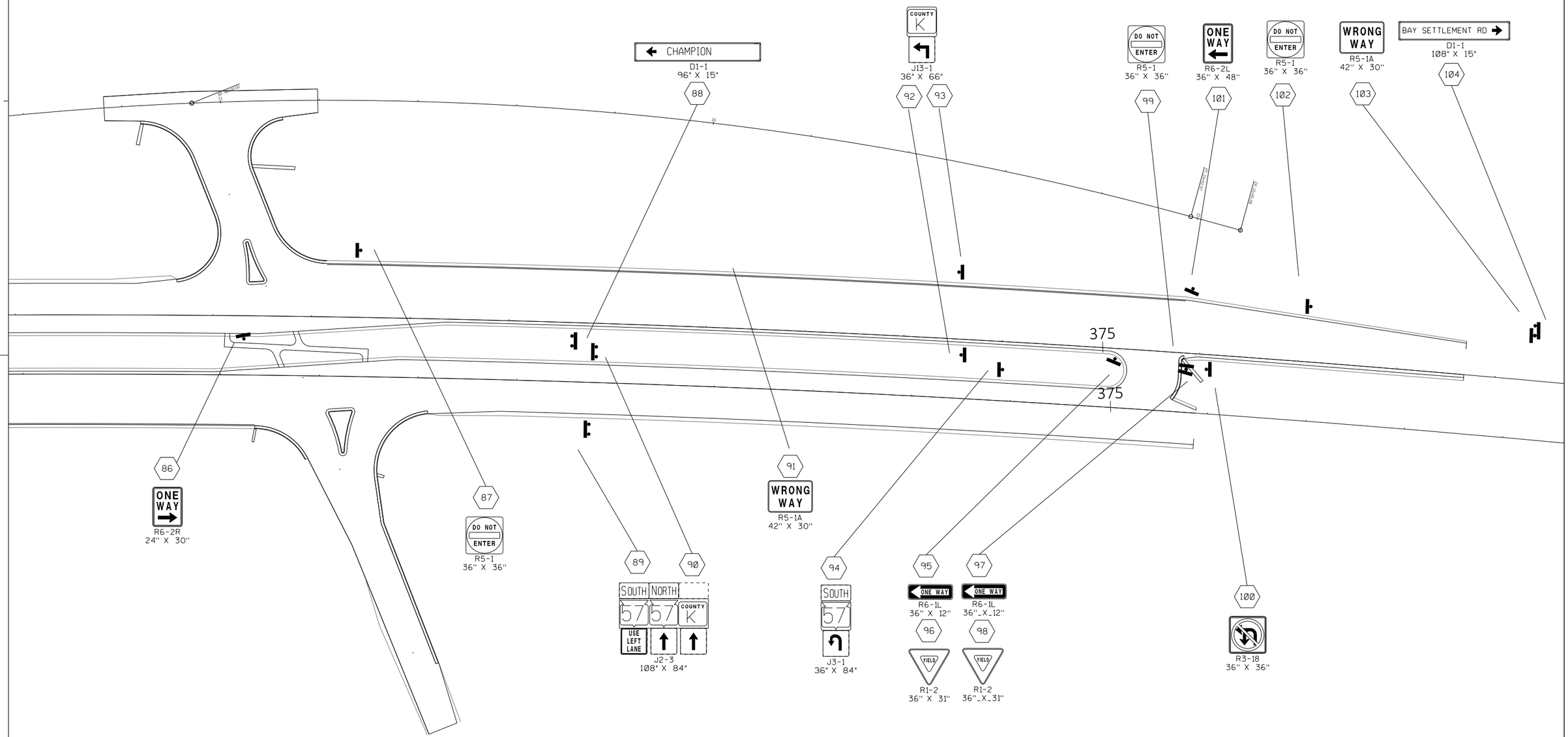


PROJECT NO:1480-29-71	HWY:STH 57	COUNTY:BROWN	PERMANENT SIGNING	SHEET	E

2

LEGEND

- LIGHTING CONTROL CABINET WITH METER BREAKER PEDESTAL
- 2" CONDUIT, NON-METALLIC (unless otherwise noted)
- LIGHTING UNIT
- PULL BOX 24" X 42"
- UTILITY POLE
- ELECTRIC, UNDERGROUND — E —
- ELECTRIC, OVERHEAD — OH —

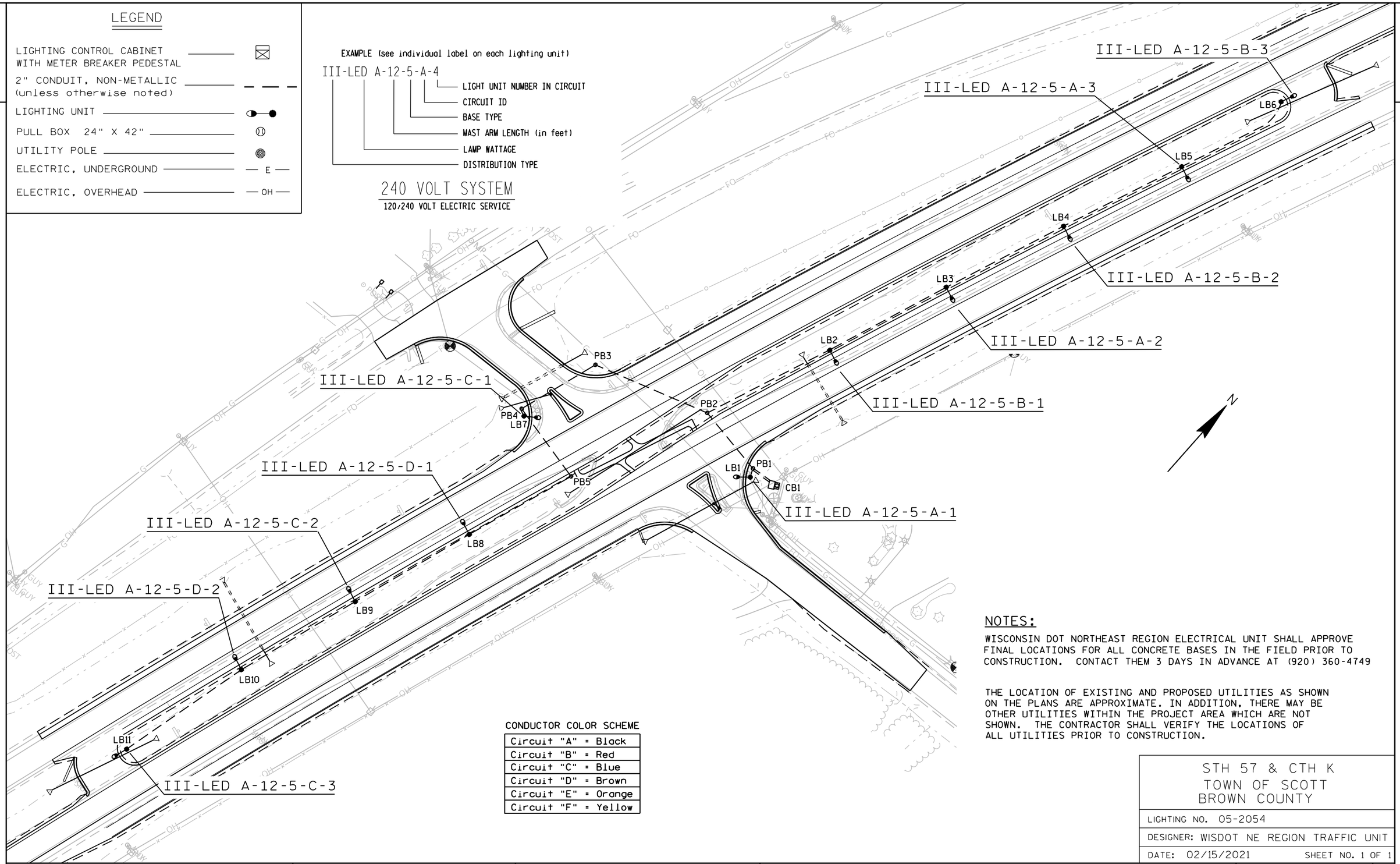
EXAMPLE (see individual label on each lighting unit)

III-LED A-12-5-A-4

- LIGHT UNIT NUMBER IN CIRCUIT
- CIRCUIT ID
- BASE TYPE
- MAST ARM LENGTH (in feet)
- LAMP WATTAGE
- DISTRIBUTION TYPE

240 VOLT SYSTEM

120/240 VOLT ELECTRIC SERVICE



CONDUCTOR COLOR SCHEME

Circuit "A" = Black
Circuit "B" = Red
Circuit "C" = Blue
Circuit "D" = Brown
Circuit "E" = Orange
Circuit "F" = Yellow

NOTES:

WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 360-4749

THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

STH 57 & CTH K
TOWN OF SCOTT
BROWN COUNTY

LIGHTING NO. 05-2054

DESIGNER: WISDOT NE REGION TRAFFIC UNIT

DATE: 02/15/2021 SHEET NO. 1 OF 1

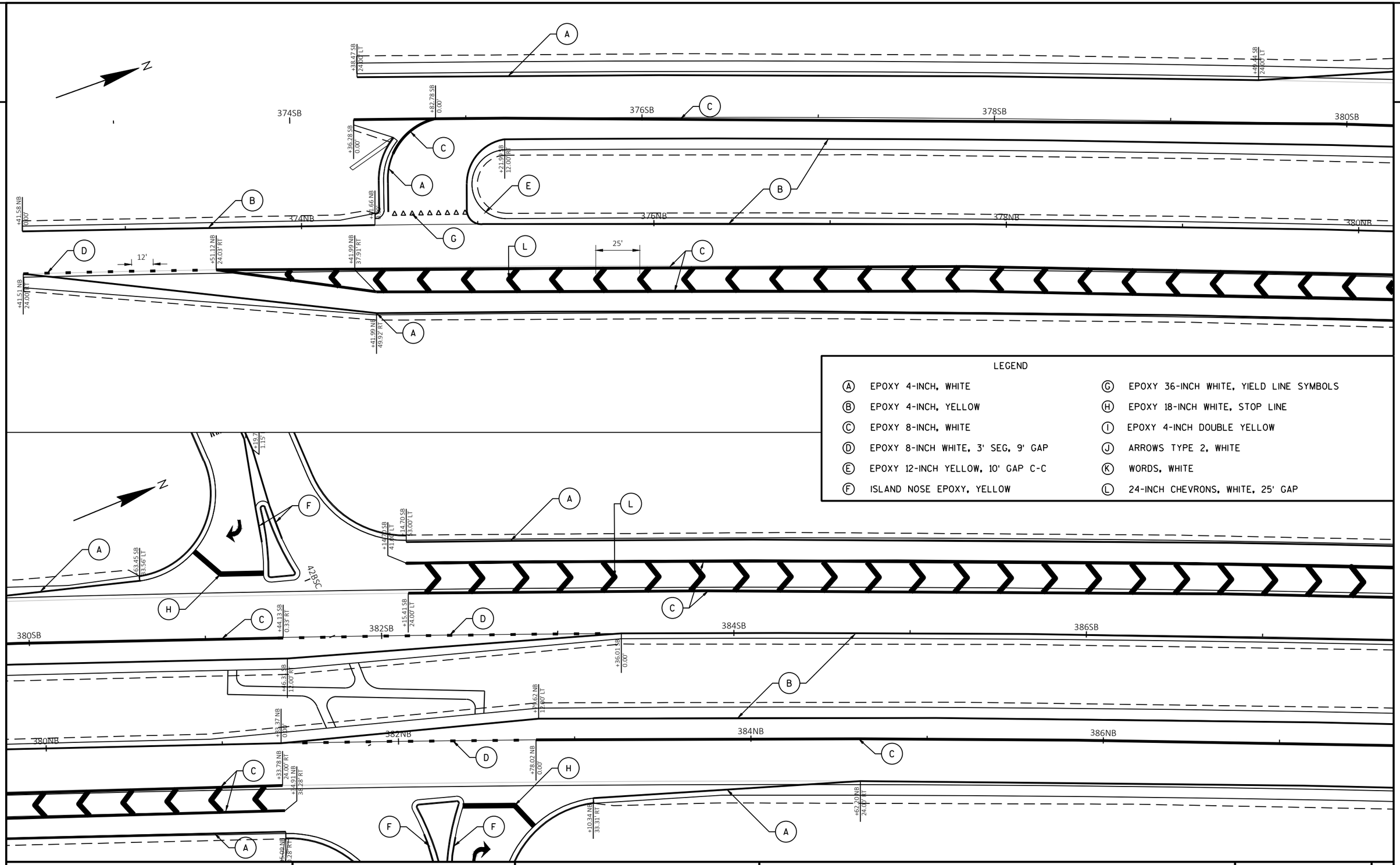
PROJECT NO: 1480-29-00	HWY: STH 57	COUNTY: BROWN	CONSTRUCTION DETAIL - J TURN LIGHTING	SHEET _____	E

FILE NAME : C:\USERS\DOTMXT\DESKTOP\57 & K RAB\57 & K LIGHITNG.DWG
LAYOUT NAME - Plan 1 IN 40 FT

PLOT DATE : 2/15/2021 12:56 PM PLOT BY : TALCOTT, MATTHEW J PLOT NAME : _____ PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



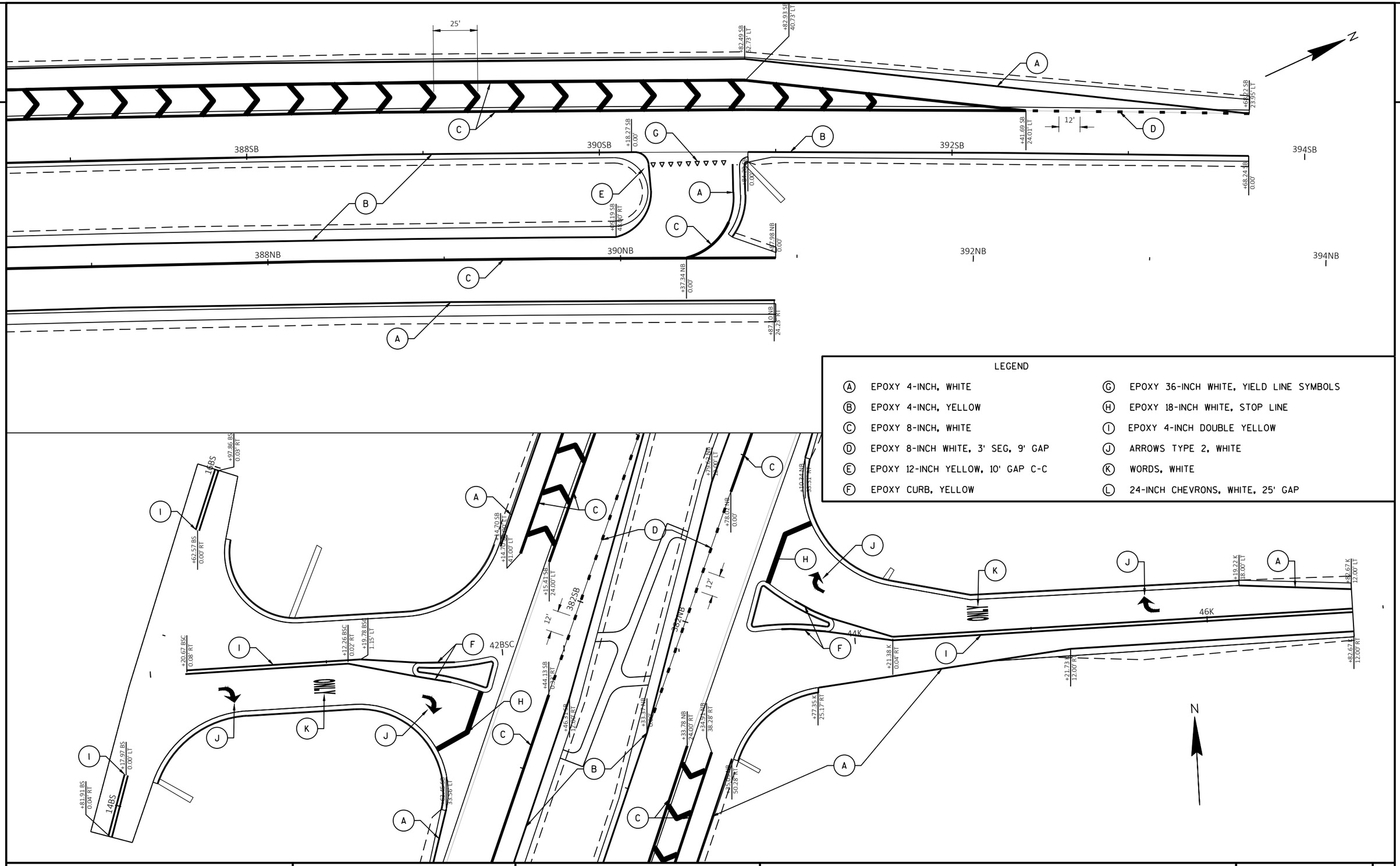
LEGEND

(A)	EPOXY 4-INCH, WHITE	(G)	EPOXY 36-INCH WHITE, YIELD LINE SYMBOLS
(B)	EPOXY 4-INCH, YELLOW	(H)	EPOXY 18-INCH WHITE, STOP LINE
(C)	EPOXY 8-INCH, WHITE	(I)	EPOXY 4-INCH DOUBLE YELLOW
(D)	EPOXY 8-INCH WHITE, 3' SEG, 9' GAP	(J)	ARROWS TYPE 2, WHITE
(E)	EPOXY 12-INCH YELLOW, 10' GAP C-C	(K)	WORDS, WHITE
(F)	ISLAND NOSE EPOXY, YELLOW	(L)	24-INCH CHEVRONS, WHITE, 25' GAP

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PAVEMENT MARKING PLAN	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\024501-PM.DWG
LAYOUT NAME - 024501-pm
PLOT DATE : 2/2/2021 2:23 PM
PLOT BY : DUMS, ALEXANDER T
PLOT NAME :
PLOT SCALE : 1 IN:50 FT

2



LEGEND

(A)	EPOXY 4-INCH, WHITE	(G)	EPOXY 36-INCH WHITE, YIELD LINE SYMBOLS
(B)	EPOXY 4-INCH, YELLOW	(H)	EPOXY 18-INCH WHITE, STOP LINE
(C)	EPOXY 8-INCH, WHITE	(I)	EPOXY 4-INCH DOUBLE YELLOW
(D)	EPOXY 8-INCH WHITE, 3' SEG, 9' GAP	(J)	ARROWS TYPE 2, WHITE
(E)	EPOXY 12-INCH YELLOW, 10' GAP C-C	(K)	WORDS, WHITE
(F)	EPOXY CURB, YELLOW	(L)	24-INCH CHEVRONS, WHITE, 25' GAP

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PAVEMENT MARKING PLAN	SHEET	E

2

NOTES:

1. THERE ARE NO TRAFFIC CONTROL SHEETS FOR THIS STAGE AS ONLY STANDARD DETAIL DRAWINGS WILL BE USED.
2. FOR CLOSURES ALONG MAINLINE AND SIDE ROADS, REFER TO STANDARD DETAIL DRAWINGS FOR APPROPRIATE SIGNING AND TRAFFIC CONTROL DEVICES.
3. REFER TO SDD 15C4-5 FOR ALL SIDE ROAD AND MAINLINE ADVANCED WARNING.
4. MAINTAIN A 3' AGGREGATE SHOULDER WITH A MINIMUM OF 3:1 SLOPES WHEN ROADWAY FULLY OPENS ON WEEKENDS.
5. PROVIDE ACCESS TO ALL BUSINESSES AND RESIDENCES AT ALL TIMES. IF INTERFERENCE BECOMES UNAVOIDABLE DURING CONSTRUCTION OPERATIONS, CONTACT OWNERS TO SEEK ALTERNATIVES TO ACCESS. NOTIFY BUSINESSES AND PRIVATE RESIDENTS AT LEAST 48 HOURS PRIOR TO RESTRICTING ACCESS FOR CONSTRUCTION.
6. DRUMS SHOULD DELINEATE THE SLOPED AGGREGATE DROP-OFF EDGE LONGITUDINALLY WHEN THE LANE CLOSURES ARE PULLED BACK FOR THE WEEKEND RESTRICTION TIMES.

TRAFFIC:

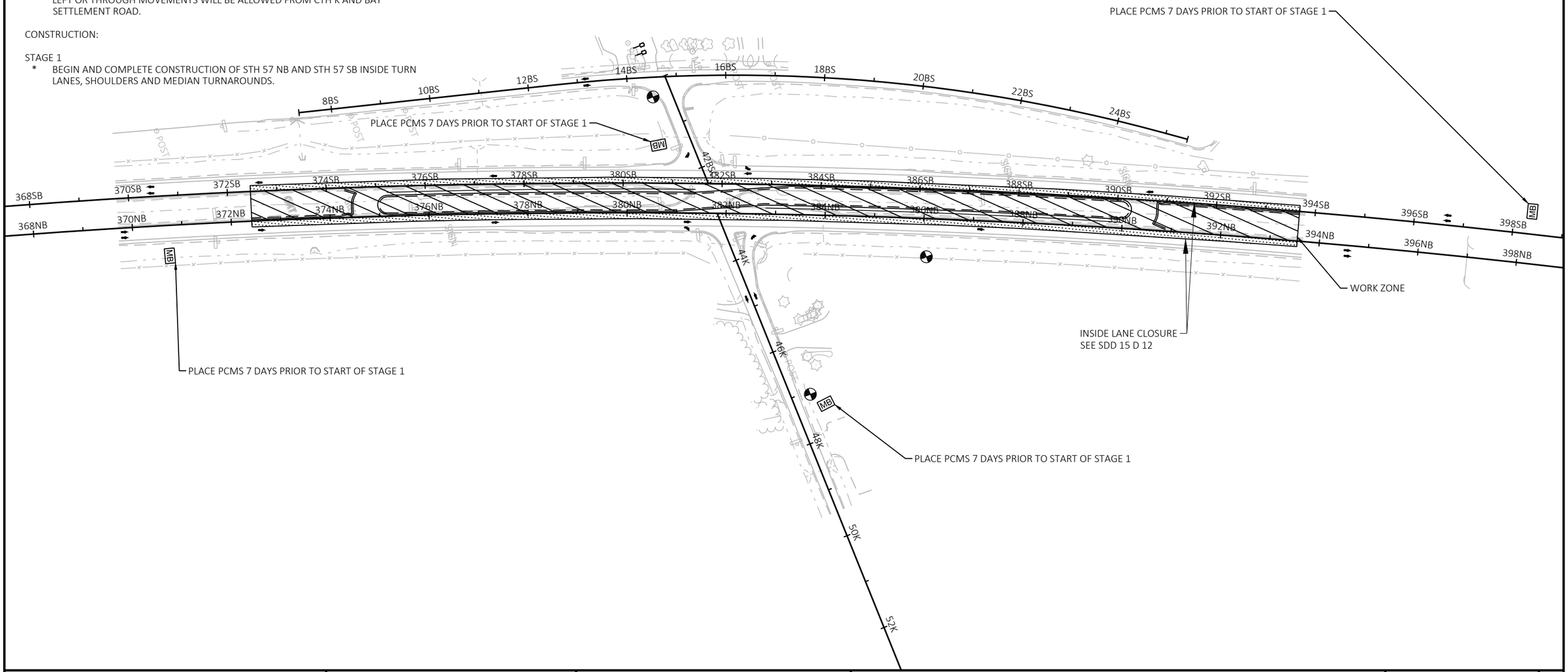
STAGE 1

* TRAFFIC FOR STH 57 WILL BE UTILIZING ONE LANE DURING THE WEEK AND BOTH LANES ON WEEKENDS.
* INSIDE LANE OF STH 57 NB AND STH 57 SB WILL BE CLOSED TO TRAFFIC.
* CTH K AND BAY SETTLEMENT ROAD WILL UTILIZE EXISTING TRAFFIC PATTERN. NO LEFT OR THROUGH MOVEMENTS WILL BE ALLOWED FROM CTH K AND BAY SETTLEMENT ROAD.

CONSTRUCTION:

STAGE 1

* BEGIN AND COMPLETE CONSTRUCTION OF STH 57 NB AND STH 57 SB INSIDE TURN LANES, SHOULDERS AND MEDIAN TURNAROUNDS.



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	STAGING PLAN - STAGE 1	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 026001-S1

PLOT DATE : 8/18/2020 10:25 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 42

NOTES:

1. THERE ARE NO TRAFFIC CONTROL SHEETS FOR THIS STAGE AS ONLY STANDARD DETAIL DRAWINGS WILL BE USED.
2. FOR CLOSURES ALONG MAINLINE AND SIDE ROADS, REFER TO STANDARD DETAIL DRAWINGS FOR APPROPRIATE SIGNING AND TRAFFIC CONTROL DEVICES.
3. REFER TO SDD 15C4-5 FOR ALL SIDE ROAD AND MAINLINE ADVANCED WARNING.
4. MAINTAIN A 3' AGGREGATE SHOULDER WITH A MINIMUM OF 3:1 SLOPES WHEN ROADWAY FULLY OPENS ON WEEKENDS.
5. PROVIDE ACCESS TO ALL BUSINESSES AND RESIDENCES AT ALL TIMES. IF INTERFERENCE BECOMES UNAVOIDABLE DURING CONSTRUCTION OPERATIONS, CONTACT OWNERS TO SEEK ALTERNATIVES TO ACCESS. NOTIFY BUSINESSES AND PRIVATE RESIDENTS AT LEAST 48 HOURS PRIOR TO RESTRICTING ACCESS FOR CONSTRUCTION.
6. DRUMS SHOULD DELINEATE THE SLOPED AGGREGATE DROP-OFF EDGE LONGITUDINALLY WHEN THE LANE CLOSURES ARE PULLED BACK FOR THE WEEKEND RESTRICTION TIMES.

TRAFFIC:

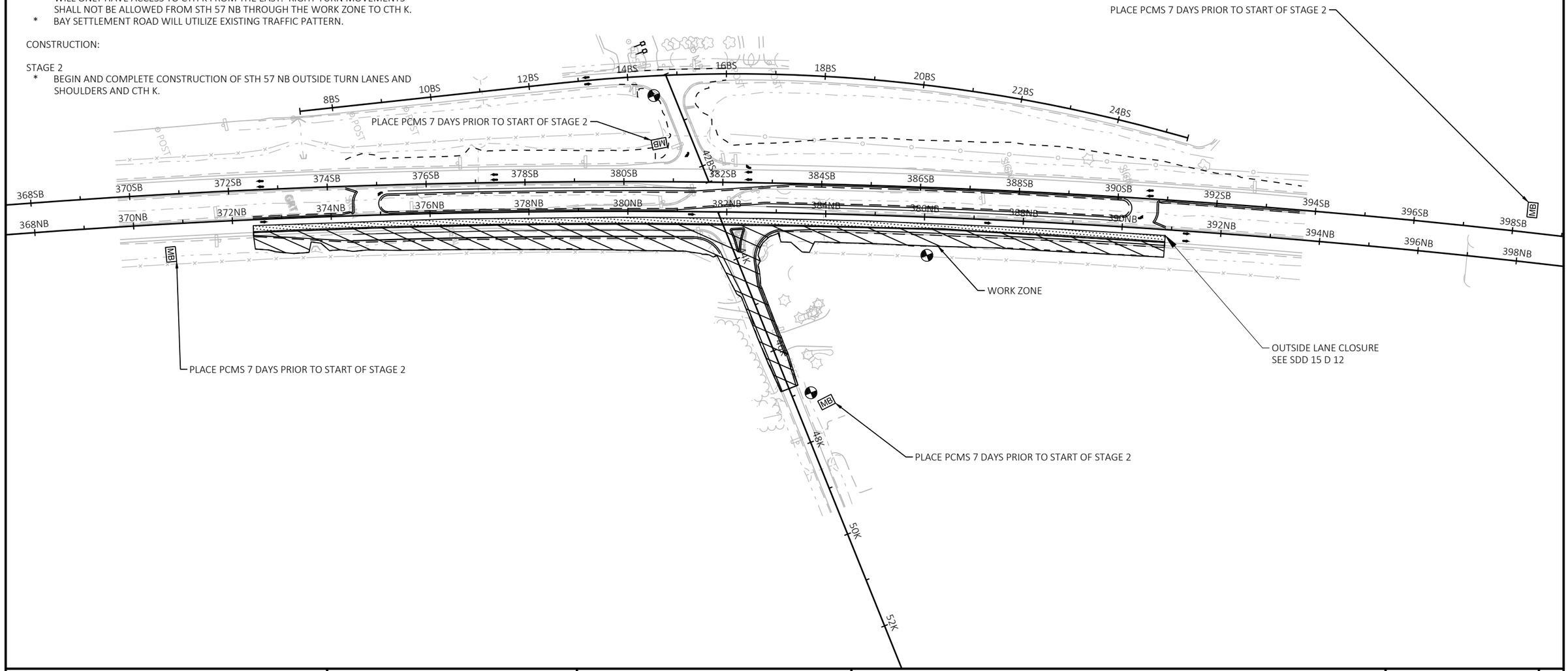
STAGE 2

* TRAFFIC FOR STH 57 WILL BE UTILIZING ONE LANE DURING THE WEEK AND BOTH LANES ON WEEKENDS.
* OUTSIDE LANE OF STH 57 NB WILL BE CLOSED TO TRAFFIC.
* CTH K WILL BE CLOSED. LOCAL TRAFFIC ONLY WILL BE ALLOWED. LOCAL TRAFFIC WILL ONLY HAVE ACCESS TO CTH K FROM THE EAST. RIGHT TURN MOVEMENTS SHALL NOT BE ALLOWED FROM STH 57 NB THROUGH THE WORK ZONE TO CTH K.
* BAY SETTLEMENT ROAD WILL UTILIZE EXISTING TRAFFIC PATTERN.

CONSTRUCTION:

STAGE 2

* BEGIN AND COMPLETE CONSTRUCTION OF STH 57 NB OUTSIDE TURN LANES AND SHOULDERS AND CTH K.



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	STAGING PLAN - STAGE 2	SHEET	E

NOTES:

1. THERE ARE NO TRAFFIC CONTROL SHEETS FOR THIS STAGE AS ONLY STANDARD DETAIL DRAWINGS WILL BE USED.
2. FOR CLOSURES ALONG MAINLINE AND SIDE ROADS, REFER TO STANDARD DETAIL DRAWINGS FOR APPROPRIATE SIGNING AND TRAFFIC CONTROL DEVICES.
3. REFER TO SDD 15C4-5 FOR ALL SIDE ROAD AND MAINLINE ADVANCED WARNING.
4. MAINTAIN A 3' AGGREGATE SHOULDER WITH A MINIMUM OF 3:1 SLOPES WHEN ROADWAY FULLY OPENS ON WEEKENDS.
5. PROVIDE ACCESS TO ALL BUSINESSES AND RESIDENCES AT ALL TIMES. IF INTERFERENCE BECOMES UNAVOIDABLE DURING CONSTRUCTION OPERATIONS, CONTACT OWNERS TO SEEK ALTERNATIVES TO ACCESS. NOTIFY BUSINESSES AND PRIVATE RESIDENTS AT LEAST 48 HOURS PRIOR TO RESTRICTING ACCESS FOR CONSTRUCTION.
6. DRUMS SHOULD DELINEATE THE SLOPED AGGREGATE DROP-OFF EDGE LONGITUDINALLY WHEN THE LANE CLOSURES ARE PULLED BACK FOR THE WEEKEND RESTRICTION TIMES.

TRAFFIC:

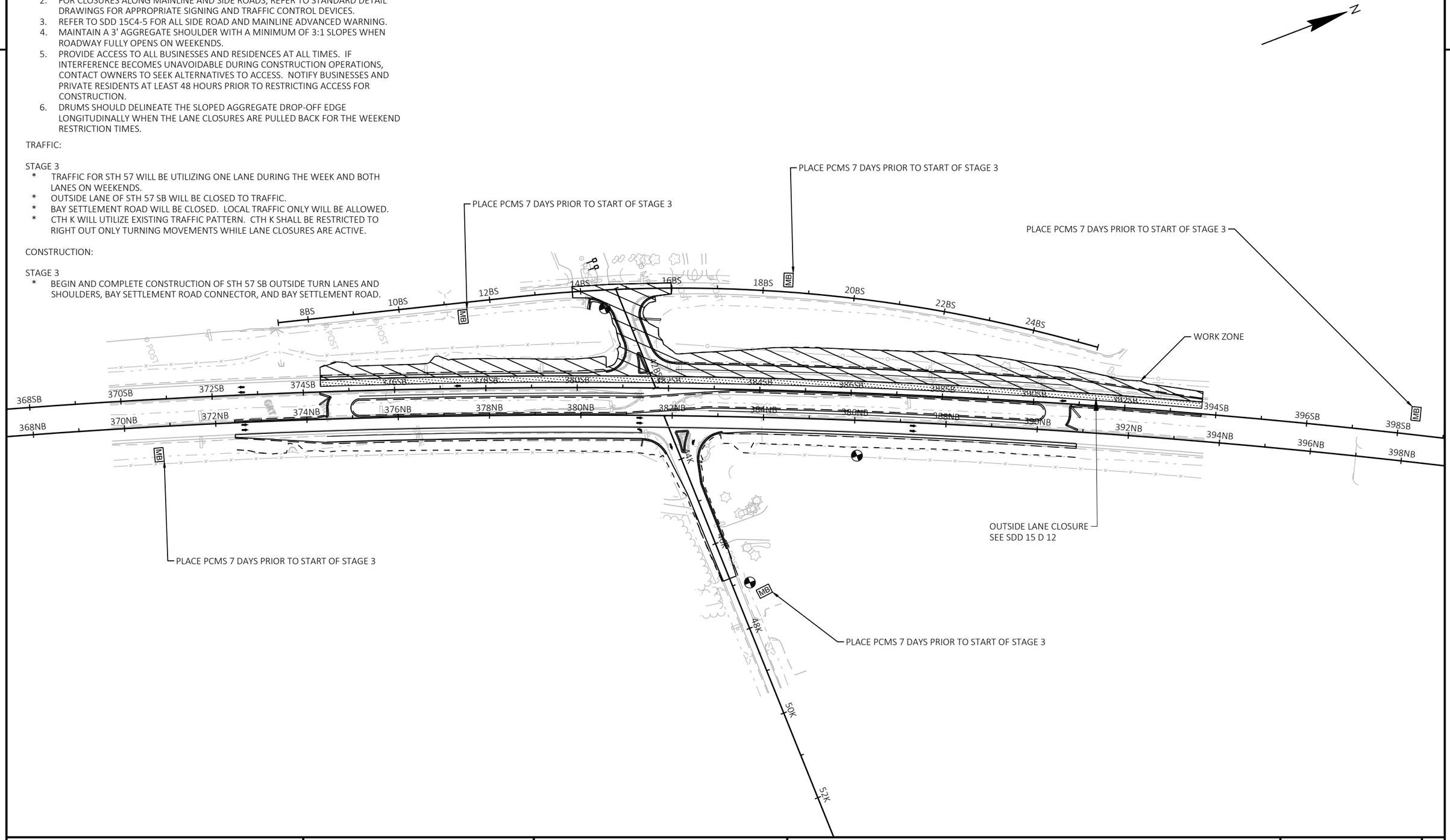
STAGE 3

* TRAFFIC FOR STH 57 WILL BE UTILIZING ONE LANE DURING THE WEEK AND BOTH LANES ON WEEKENDS.
* OUTSIDE LANE OF STH 57 SB WILL BE CLOSED TO TRAFFIC.
* BAY SETTLEMENT ROAD WILL BE CLOSED. LOCAL TRAFFIC ONLY WILL BE ALLOWED.
* CTH K WILL UTILIZE EXISTING TRAFFIC PATTERN. CTH K SHALL BE RESTRICTED TO RIGHT OUT ONLY TURNING MOVEMENTS WHILE LANE CLOSURES ARE ACTIVE.

CONSTRUCTION:

STAGE 3

* BEGIN AND COMPLETE CONSTRUCTION OF STH 57 SB OUTSIDE TURN LANES AND SHOULDERS, BAY SETTLEMENT ROAD CONNECTOR, AND BAY SETTLEMENT ROAD.



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	STAGING PLAN - STAGE 3	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\026001-S1_S_.DWG
LAYOUT NAME - 026001-S3

PLOT DATE : 8/18/2020 10:25 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:200 FT

3

REMOVALS

STATION	OFFSET	LOCATION	203.0100 REMOVING SMALL PIPE PIPE CULVERTS EACH	204.0220 REMOVING INLETS EACH	204.9060.S REMOVING EXISTING ENDWALL EACH
CATEGORY 0010					
377+05 SB	17' RT	MEDIAN	--	--	1
384+94 NB	26' LT	MEDIAN	--	--	1
41+47 K	31' LT	CTH K	--	--	1
43+49 K	34' LT	CTH K	--	--	1
43+66 K	0	CTH K	1	--	--
43+89 K	15' LT	CTH K	--	1	--
43+97 K	62' LT	CTH K	--	--	1
44+00 K	24' LT	CTH K	1	--	--
44+19 K	40' LT	CTH K	--	--	1
		TOTAL	**2**	**1**	**6**

REMOVING CURB & GUTTER

STATION TO	STATION TO	204.0150 REMOVING CURB & GUTTER LF	LOCATION
CATEGORY 0010			
380+71 NB -	381+33 NB	87	MEDIAN
382+10 SB -	382+71 SB	83	MEDIAN
40+00 K -	41+68 K	223	BAY SETTLEMENT ROAD SOUTH SIDE
40+41 K -	42+16 K	227	BAY SETTLEMENT ROAD NORTH SIDE
43+19 K -	43+65 K	57	CHAMPION ROAD SOUTH SIDE
43+49 K -	43+93 K	107	CHAMPION ROAD SPLITTER ISLAND
43+75 K -	46+19 K	290	CHAMPION ROAD NORTH SIDE
	TOTAL	**1,074**	

3

CONCRETE PAVEMENT

STATION	TO STATION	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH SY	602.0415 CONCRETE SIDEWALK 6-INCH SF	REMARKS
CATEGORY 0010					
374+42 -	374+97	MEDIAN	400	--	MEDIAN TURNAROUND
372+42 -	381+35	STH 57 NB	2,120	--	OUTSIDE LANE AND SHOULDER
374+97 -	390+15	STH 57 NB	1,151	--	MEDIAN LANE AND SHOULDER
381+03 -	382+49	STH 57 NB	--	1,041	MEDIAN SIDEWALK CROSSING
389+97 -	390+88	MEDIAN	421	--	MEDIAN TURNAROUND
375+21 -	390+27	STH 57 SB	974	--	MEDIAN LANE AND SHOULDER
382+14 -	393+68	STH 57 SB	3,029	--	OUTSIDE LANE AND SHOULDER
13+82 -	15+98	BAY SET ROAD	804	--	BAY SET ROAD AND CONNECTOR AND 57 SB INTERSECTION
43+25 -	44+66	CTH K	1,176	--	CONCRETE PORTION
		TOTAL	**10,074**	**1,041**	

DIVISION	FROM/TO STATION	205.0100 COMMON EXCAVATION (1)		SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	EXPANDED ROCK (12)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE	COMMENT
		CUT (2)	EBS EXCAVATION (3)			FACTOR 1.10		FACTOR 1.25			
DIVISION 1											
BAY SETTLEMENT ROAD	13+81.826/15+99.392	401	0	64	337	0	3	4	333	333	
BS ROAD CONNECTOR	40+45.951/42+06	907	0	48	859	0	92	115	744	744	
CTH K	43+25/46+82.661	1,560	0	131	1,429	0	1	1	1,428	1,428	
STH 57 NB	372+43.967/393+55.153	8,475	0	343	8,132	0	282	353	7,780	7,780	
STH 57 SB	372+46.858/393+68.244	10,063	0	398	9,665	0	277	346	9,319	9,319	
DIVISION 1 SUBTOTAL		21,406	0	984	20,422	0	655	819	19,603	19,603	
GRAND TOTAL		21,406	0	984	20,422	0	655	819	19,603	19,603	
TOTAL COMMON EXC		21,406									

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.

(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.

(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL

5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL

(13) EXPANDED FILL FACTOR = 1.25

DEPENDING ON SELECTIONS **EXPANDED FILL = UNEXPANDED FILL * FILL FACTOR**

(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.

(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

BASE AGGREGATE DENSE

STATION	TO STATION	LOCATION	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON	REMARKS
CATEGORY 0010						
372+42	374+42	STH 57 NB	33	161	252	MEDIAN SHOULDER
374+42	374+97	MEDIAN	--	245	320	MEDIAN TURNAROUND
372+42	381+35	STH 57 NB	141	1,793	2,705	OUTSIDE LANE AND SHOULDER
374+97	390+15	STH 57 NB	250	2,043	3,033	MEDIAN LANE AND SHOULDER
381+03	382+49	STH 57 NB	--	44	--	MEDIAN SIDEWALK CROSSING
383+10	390+88	STH 57 NB	156	871	1,320	OUTSIDE SHOULDER
389+97	390+88	MEDIAN	--	234	337	MEDIAN TURNAROUND
390+63	390+88	STH 57 NB	4	14	24	MEDIAN SHOULDER
374+36	374+58	STH 57 SB	4	12	21	MEDIAN SHOULDER
374+38	380+63	STH 57 SB	132	712	1,073	OUTSIDE SHOULDER
375+21	390+27	STH 57 SB	250	1,900	2,838	MEDIAN LANE AND SHOULDER
382+14	393+68	STH 57 SB	182	2,444	3,690	OUTSIDE LANE AND SHOULDER
390+85	393+68	STH 57 SB	46	230	359	MEDIAN SHOULDER
13+82	15+98	BAY SET ROAD	74	--	--	WEST SHOULDER
13+82	15+98	BAY SET ROAD	--	1,538	643	BAY SET ROAD AND CONNECTOR AND 57 SB INTERSECTION
13+82	14+10	BAY SET ROAD	6	--	--	EAST SHOULDER
15+63	15+98	BAY SET ROAD	8	--	--	EAST SHOULDER
43+25	44+66	CTH K	--	767	941	CONCRETE PORTION
44+66	46+83	CTH K	--	588	--	ASPHALT PORTION
44+65	46+83	CTH K	37	--	--	NORTH SHOULDER
46+19	46+83	CTH K	8	--	--	SOUTH SHOULDER
		TOTAL	**1,330**	**13,595**	**17,555**	

3

ASPHALTIC MATERIALS

STATION TO STATION	LOCATION	455.0605 TACK COAT GAL	460.6223 HMA PAVEMENT LOWER LAYER 3 LT 58-28S TON	460.6224 HMA PAVEMENT UPPER LAYER 4 LT 58-28S TON	REMARKS
CATEGORY 0010					
372+42 - 374+42	STH 57 NB	--	10	7	MEDIAN SHOULDER
372+42 - 381+35	STH 57 NB	22	25	18	OUTSIDE LAND AND SHOULDER
374+97 - 390+15	STH 57 NB	94	105	75	MEDIAN LANE AND SHOULDER
383+10 - 390+88	STH 57 NB	64	72	51	OUTSIDE SHOULDER
374+38 - 380+63	STH 57 SB	51	57	41	OUTSIDE SHOULDER
375+21 - 390+27	STH 57 SB	87	97	70	MEDIAN LANE AND SHOULDER
382+14 393+68	STH 57 SB	23	26	18	OUTSIDE LANE AND SHOULDER
390+85 - 393+68	STH 57 SB	13	14	10	MEDIAN SHOULDER
13+82 - 15+98	BAY SET ROAD	156	174	125	BAY SET ROAD AND CONNECTOR AND 57 SB INTERSECTION
44+66 46+83	CTH K	99	110	79	ASPHALT PORTION
TOTAL		**510**	**569**	**409**	

ASPHALTIC FLUMES

STATION TO STATION	LOCATION	465.0315 SY	REMARKS
CATEGORY 0010			
374+33 - 374+57	STH 57 SB	7	MEDIAN TURNAROUND SOUTH SIDE
14+17 - 14+20	BAY SET ROAD	8	EAST SIDE
40+80 - 41+00	CONNECTOR	15	NORTH SIDE
43+30 - 43+42	CTH K	3	SOUTH SIDE
44+19 - 44+24	CTH K	3	NORTH SIDE
390+83 - 391+05	STH 57 SB	9	MEDIAN LANE AND SHOULDER
TOTAL		**45**	

3

CONCRETE CURB & GUTTER

STATION TO STATION	LOCATION	601.0551 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0553 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE D LF	REMARKS
CATEGORY 0010				
374+40 - 374+55	STH 57 NB	47	--	MEDIAN TURNAROUND SOUTH SIDE
40+00 - 41+19	BAY SET ROAD	--	133	CONNECTOR SOUTH SIDE
41+19 - 41+63	BAY SET ROAD	83	--	CONNECTOR SOUTH SIDE
41+48 - 41+97	BAY SET ROAD	101	--	CONNECTOR ISLAND
40+41 - 41+19	BAY SET ROAD	--	114	CONNECTOR NORTH SIDE
41+19 - 42+02	BAY SET ROAD	114	--	CONNECTOR NORTH SIDE
43+27 - 43+77	CTH K	63	--	SOUTH SIDE
43+39 - 43+89	CTH K	114	--	ISLAND
43+78 - 44+66	CTH K	136	--	NORTH SIDE
44+66 - 46+19	CTH K	--	153	NORTH SIDE
390+61 - 390+71	STH 57 NB	45	--	MEDIAN TURNAROUND NORTH SIDE
TOTAL		**703**	**400**	

3

CULVERT PIPE AND STORM SEWER ITEMS

STRUCTURE NUMBER	STATION	OFFSET* FT	521.1024 APRON ENDWALLS FOR CULVERT PIPE STEEL 24-INCH EACH	522.1018 APRON ENDWALLS FOR CULVERT PIPE RCP 18-INCH EACH	522.1024 APRON ENDWALLS FOR CULVERT PIPE RCP 24-INCH EACH	522.2619 APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE HORIZONAL ELLIPTICAL 19X30-INCH EACH	611.0627 INLET COVERS TYPE HM EACH	611.3230 INLETS 2X3 - FT EACH	611.2004 MAHOLES 4-FT DIAMETER EACH	RIM OR FLANGE ELEV	STR DEPTH** FT	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE %
CATEGORY 0010																
1	374+12NB	31.0' LT	--	--	--	1	--	--	--	--	--	--	--	716.59	--	--
2	375+40NB	19.0' LT	--	--	--	1	--	--	--	--	--	1	2	716.59	715.81	0.61%
3	377+05SB	31.8' RT	--	1	--	--	--	--	--	--	--	--	--	715.48	--	--
4	383+94NB	29.0' LT	--	1	--	--	--	--	--	--	--	--	--	718.35	--	--
5	389+66NB	35.4' LT	--	--	1	--	--	--	--	--	--	--	--	--	719.50	--
6	391+18NB	29.1' LT	--	--	1	--	--	--	--	--	--	6	5	720.20	719.50	0.46%
7	41+55BSC	47.4' LT	1	--	--	--	--	--	--	--	--	--	--	717.70	--	2.71%
8	41+22BSC	54.5' RT	--	--	--	1	--	--	--	--	--	--	--	--	717.00	--
9	41+54BSC	10.3' RT	--	--	--	--	1	1	--	721.01	2.56	9	8	717.50	717.00	0.92%
10	43+43K	65.1' RT	--	--	--	1	--	--	--	--	--	--	--	--	--	--
11	43+76K	13.1' LT	--	--	--	--	--	--	1	719.75	2.49	11	10	716.31	715.94	0.44%
12	43+96K	60.1' LT	--	--	--	1	--	--	--	--	--	12	11	716.54	716.31	0.44%
13	43+84K	13.4' LT	--	--	--	--	--	1	--	719.67	2.22	13	11	716.50	716.39	1.35%
14	382+64K	32.9' LT	--	--	--	1	--	--	--	--	--	14	15	717.05	715.85	0.68%
15	380+89K	22.5' LT	--	--	--	1	--	--	--	--	--	14	15	717.05	715.85	0.68%
	TOTAL		**1**	**2**	**2**	**7**	**1**	**2**	**1**							

REMARKS

* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

** DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6 -INCH ADJUSTMENT RING HEIGHT; HAND POUR STRUCTURE FLOWLINES TO MATCH PIPE INVERTS AFTER STRUCTURE AND PIPE ARE INSTALLED

3

CULVERT PIPE AND STORM SEWER ITEMS

STRUCTURE NUMBER	STATION	OFFSET* FT	521.3124 CULVERT PIPE CORRUGATED STEEL 24-INCH LF	522.0418 CULVERT PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF	522.0424 CULVERT PIPE REINFORCED CONCRETE CLASS IV 24-INCH LF	522.2419 CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CLASS HE-IV 19X30-INCH LF	RIM OR FLANGE ELEV	STR DEPTH** FT	FROM STR	TO STR	INLET ELEV	DISCH ELEV	SLOPE %
CATEGORY 0010													
1	374+12NB	31.0' LT	--	--	--	--	--	--	--	--	716.59	--	--
2	375+40NB	19.0' LT	--	--	--	128	--	--	1	2	716.59	715.81	0.61%
3	377+05SB	31.8' RT	--	8	--	--	--	--	--	--	715.48	--	--
4	383+94NB	29.0' LT	--	8	--	--	--	--	--	--	718.35	--	--
5	389+66NB	35.4' LT	--	--	--	--	--	--	--	--	--	719.50	--
6	391+18NB	29.1' LT	--	--	152	--	--	--	6	5	720.20	719.50	0.46%
7	41+55BSC	47.4' LT	24	--	--	--	--	--	--	--	717.70	--	2.71%
8	41+22BSC	54.5' RT	--	--	--	--	--	--	--	--	--	717.00	--
9	41+54BSC	10.3' RT	--	--	--	--	721.01	2.56	9	8	717.50	717.00	0.92%
10	43+43K	65.1' RT	--	--	--	--	--	--	--	--	--	--	--
11	43+76K	13.1' LT	--	--	--	85	719.75	2.49	11	10	716.31	715.94	0.44%
12	43+96K	60.1' LT	--	--	--	51	--	--	12	11	716.54	716.31	0.44%
13	43+84K	13.4' LT	--	--	--	8	719.67	2.22	13	11	716.50	716.39	1.35%
14	382+64K	32.9' LT	--	--	--	176	--	--	14	15	717.05	715.85	0.68%
15	380+89K	22.5' LT	--	--	--	--	--	--	14	15	717.05	715.85	0.68%
	TOTAL		24	16	152	448							

REMARKS

* STATIONS AND OFFSETS ARE TO CENTER OF STRUCTURE

** DEPTH = RIM ELEV - TOP OF STRUCTURE BASE ELEV - COVER HEIGHT - 6 -INCH ADJUSTMENT RING HEIGHT; HAND POUR STRUCTURE FLOWLINES TO MATCH PIPE INVERTS AFTER STRUCTURE AND PIPE AR

WATER

STATION		TO STATION	624.0100 WATER MGAL	630.0500 SEED WATER MGAL	LOCATION
CATEGORY 0010					
COMPACTION AND DUST CONTROL					
372+42	-	374+42	2	--	MEDIAN SHOULDER
374+42	-	374+97	3	--	MEDIAN TURNAROUND
372+42	-	381+35	25	--	OUTSIDE LANE AND SHOULDER
374+97	-	390+15	29	--	MEDIAN LANE AND SHOULDER
381+03	-	382+49	1	--	MEDIAN SIDEWALK CROSSING
383+10	-	390+88	12	--	OUTSIDE SHOULDER
389+97	-	390+88	3	--	MEDIAN TURNAROUND
390+63	-	390+88	0	--	MEDIAN SHOULDER
374+36	-	374+58	0	--	MEDIAN SHOULDER
374+38	-	380+63	10	--	OUTSIDE SHOULDER
375+21	-	390+27	27	--	MEDIAN LANE AND SHOULDER
382+14	-	393+68	34	--	OUTSIDE LANE AND SHOULDER
390+85	-	393+68	3	--	MEDIAN SHOULDER
13+82	-	15+98	22	--	BAY SET ROAD AND CONNECTOR AND 57 SB INTERSECTION
43+25	-	44+66	11	--	CONCRETE PORTION
44+66	-	46+83	8	--	ASPHALT PORTION
WATER FOR SOD/SEEDED AREAS					
372+42	-	381+80	--	50	NB OUTSIDE SHOULDER
372+39	-	374+47	--	24	MEDIAN
374+98	-	390+11	--	120	MEDIAN
390+70	-	393+54	--	34	MEDIAN
382+78	-	390+88	--	42	NB OUTSIDE SHOULDER
374+39	-	380+78	--	40	SB OUTSIDE SHOULDER
382+14	-	393+67	--	85	SB OUTSIDE SHOULDER
40+02	-	41+67	--	3	CONNECTOR SOUTH SIDE
40+48	-	41+95	--	7	CONNECTOR NORTH SIDE
43+78	-	46+82	--	3	CTH K SOUTH SIDE
44+26	-	46+20	--	1	CTH K NORTH SIDE
		TOTAL	**190**	**409**	

LANDSCAPING

STATION		TO STATION	LOCATION	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB
372+42	-	381+80	NB OUTSIDE SHOULDER	1.41	40.2
372+39	-	374+47	MEDIAN	0.68	19.6
374+98	-	390+11	MEDIAN	3.38	96.6
390+70	-	393+54	MEDIAN	0.94	26.9
382+78	-	390+88	NB OUTSIDE SHOULDER	1.17	33.4
374+39	-	380+78	SB OUTSIDE SHOULDER	1.12	32.0
382+14	-	393+67	SB OUTSIDE SHOULDER	2.40	68.6
40+02	-	41+67	CONNECTOR SOUTH SIDE	0.09	2.6
40+48	-	41+95	CONNECTOR NORTH SIDE	0.20	5.8
43+78	-	46+82	CTH K SOUTH SIDE	0.08	2.2
44+26	-	46+20	CTH K NORTH SIDE	0.04	1.2
		TOTAL		**6.41**	**183**

SAWING

STATION		STATION	LOCATION	690.0150 SAWING ASPHALT LF	REMARKS
CATEGORY 0010					
372+41	-	390+87	STH 57	1,862	NB OUTSIDE
372+41	-	390+88	STH 57	1,853	NB MEDIAN
374+36	-	393+68	STH 57	1,938	SB MEDIAN
374+38	-	393+68	STH 57	1,946	SB OUTSIDE
13+82	-	15+98	BAY SET	51	BAY SETTLEMENT ROAD
43+26	-	46+83	CTH K	100	CTH K
			TOTAL	**7,750**	

3

EROSION CONTROL

STATION	TO STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.2002 EROSION MAT CLASS I TYPE A SY	628.7005 INLET PROTECTION TYPE A EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7504 TEMPORARY DITCH CHECKS EACH	628.7555 CULVERT PIPE CHECKS EACH	628.7570 ROCK BAGS EACH
UNDISTRIBUTED		PROJECT	--	--	--	4	2	--	--	--	--	--	50
372+42	381+80	NB OUTSIDE SHOULDER	2,231	167	167	--	--	645	--	--	5	1	--
372+39	374+47	MEDIAN	1,086	--	--	--	--	140	1	--	1	1	--
374+98	390+11	MEDIAN	5,365	--	--	--	--	1,104	--	--	6	6	--
390+70	393+54	MEDIAN	1,496	--	--	--	--	200	--	--	1	1	--
382+78	390+88	NB OUTSIDE SHOULDER	1,854	890	890	--	--	--	--	--	4	1	--
374+39	380+78	SB OUTSIDE SHOULDER	1,778	685	685	--	--	--	--	--	4	1	--
382+14	393+67	SB OUTSIDE SHOULDER	3,809	163	163	--	--	894	--	--	6	--	--
40+02	41+67	CONNECTOR SOUTH SIDE	143	210	210	--	--	--	--	1	2	2	--
40+48	41+95	CONNECTOR NORTH SIDE	325	120	120	--	--	--	--	--	1	1	--
43+78	46+82	CTH K SOUTH SIDE	122	270	270	--	--	--	--	1	1	--	--
44+26	46+20	CTH K NORTH SIDE	64	200	200	--	--	--	--	--	1	1	--
TOTAL			**18,271**	**2,705**	**2,705**	**4**	**2**	**2,983**	**1**	**2**	**32**	**15**	**50**

PAVEMENT MARKING

STATION	TO STATION	646.1020 MARKING LINE EPOXY 4-INCH WHITE LF	646.1020 MARKING LINE EPOXY 4-INCH YELLOW LF	646.3020 MARKING LINE EPOXY 8-INCH WHITE LF	646.5020 MARKING ARROW EPOXY WHITE EACH	646.5120 MARKING WORD EPOXY WHITE EACH	646.6120 MARKING STOP LINE EPOXY 18- INCH WHITE LF	646.6220 MARKING YIELD LINE EPOXY WHITE EACH	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF	646.8120 MARKING CURB EPOXY YELLOW LF	LOCATION
CATEGORY 0010											
372+41	381+35 NB	893	--	1,590	--	--	--	--	480	--	NB OUTSIDE TURN LANE AND SHOULDER
383+10	390+87 NB	625			--	--	--	--	--	--	NB OUTSIDE SHOULDER
372+41	390+88 NB	33	1,760	875	--	--	--	1	--	--	NB INSIDE TURN LANE AND SHOULDER
374+36	393+68 SB	33	1,844	784	--	--	--	1	--	--	SB INSIDE TURN LANE AND SHOULDER
374+38	380+63 SB	626	--	--	--	--	--	--	--	--	SB OUTSIDE SHOULDER
382+15	393+68 SB	1,158	--	2,090	--	--	--	--	817	--	SB OUTSIDE TURN LANE AND SHOULDER
13+82	14+18 BS	--	72	--	--	--	--	--	--	--	BAY SETTLEMENT ROAD - SOUTH OF INTERSECTION
15+62	15+98 BS	--	72	--	--	--	--	--	--	--	BAY SETTLEMENT ROAD - NORTH OF INTERSECTION
40+21	42+00 BS	--	264	--	2	1	44	--	--	39	BAY SETTLEMENT ROAD CONNECTOR
43+50	46+82 K	368	597	--	2	1	46	--	--	46	CTH K
SUBTOTAL		3,736	4,609								
TOTAL		**8,345**		**5,339**	**4**	**2**	**90**	**2**	**1,297**	**85**	

ERECTION OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
50	STH 57, S. OF CTH K	R2-1	48" X 60"	20.00	---	2	65 MPH
51	"	J4-1	36" X 54"	13.50	---	1	SEE PLAN SHEET
52	"	J1-1	36" X 57"	14.25	---	1	SEE PLAN SHEET
53	"	R5-1A	42" X 30"	8.75	---	---	MOUNT TO BACK OF SIGN 52
54	"	J1-1	36" X 57"	14.25	---	1	SEE PLAN SHEET
55	"	R5-1	36" X 36"	9.00	1	---	
56	"	R6-2L	36" X 48"	12.00	1	---	
57	"	R5-1	36" X 36"	9.00	1	---	
58	"	R3-18	36" X 36"	9.00	1	---	
59	"	R6-1L	36" X 12"	3.00	---	---	MOUNT ABOVE SIGN 60
60	"	R1-2	36" X 31"	3.88	---	1	
61	"	R6-1L	36" X 12"	3.00	---	---	MOUNT ABOVE SIGN 62
62	"	R1-2	36" X 31"	3.88	---	1	
63	"	J3-2	72" X 84"	42.00	---	2	SEE PLAN SHEET
64	"	J2-3	108" X 84"	63.00	---	2	SEE PLAN SHEET
65	"	J2-3	108" X 84"	63.00	---	2	SEE PLAN SHEET
66	"	D1-1	96" X 15"	10.00	2	---	SEE SIGN DETAILS
67	"	R5-1A	42" X 30"	8.75	1	---	
68	"	D1-1	108" X 15"	11.25	---	2	SEE SIGN DETAILS
69	"	J13-1	36" X 45"	11.25	1	---	SEE PLAN SHEET
70	VACANT		X	0.00	---	---	
71	STH 57, S. OF CTH K	R5-1	36" X 36"	9.00	---	---	MOUNT TO BACK OF SIGN 69
72	"	R6-2R	24" X 30"	5.00	1	---	
73	CTH K	R6-1R	36" X 12"	3.00	---	---	MOUNT ABOVE SIGN 74
74	"	R1-1	36" X 36"	7.46	---	1	
75	"	R4-7	24" X 30"	5.00	1	---	
76	"	R6-1R	36" X 12"	3.00	---	---	MOUNT ABOVE SIGN 76
77	"	R1-1	36" X 36"	7.46	---	1	
78	VACANT		X	0.00	---	---	
79	BAY SETTLEMENT RD	J13-2	48" X 45"	15.00	1	---	SEE PLAN SHEET
80	"	R6-1R	36" X 12"	3.00	---	---	MOUNT ABOVE SIGN 81
81	"	R1-1	36" X 36"	7.46	---	1	
82	"	R6-1R	36" X 12"	3.00	---	---	MOUNT ABOVE SIGN 83
83	"	R1-1	36" X 36"	7.46	---	1	
84	"	R4-7	24" X 30"	5.00	1	---	
	PAGE SUBTOTALS			413.60	12	19	

ERECTION OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
85	CTH K	J13-2	48" X 45"	15.00	1	---	SEE PLAN SHEET
86	STH 57, N. OF CTH K	R6-2R	24" X 30"	5.00	1	---	
87	"	R5-1	36" X 36"	9.00	1	---	
88	"	D1-1	96" X 15"	10.00	---	2	SEE SIGN DETAILS
89	"	J2-3	108" X 84"	63.00	---	2	SEE PLAN SHEET
90	"	J2-3	108" X 84"	63.00	---	2	SEE PLAN SHEET
91	"	R5-1A	42" X 30"	8.75	1	---	
92	"	J13-1	36" X 66"	16.50	---	1	SEE PLAN SHEET
93	"	J13-1	36" X 66"	16.50	---	1	SEE PLAN SHEET
94	"	J3-1	36" X 84"	21.00	---	1	SEE PLAN SHEET
95	"	R6-1L	36" X 12"	3.00	---	---	MOUNT ABOVE SIGN 96
96	"	R1-2	36" X 31"	3.88	---	1	
97	"	R6-1L	36" X 12"	3.00	---	---	MOUNT ABOVE SIGN 98
98	"	R1-2	36" X 31"	3.88	---	1	
99	"	R5-1	36" X 36"	9.00	1	---	
100	"	R3-18	36" X 36"	9.00	1	---	
101	"	R6-2L	36" X 48"	12.00	1	---	
102	"	R5-1	36" X 36"	9.00	1	---	
103	"	R5-1A	42" X 30"	8.75	---	---	MOUNT TO BACK OF SIGN 104
104	"	D1-1	108" X 15"	11.25	2	---	SEE SIGN DETAILS
	PAGE SUBTOTALS			300.51	10	11	
	PROJECT TOTALS			**714.11**	**22**	**30**	

3

TRAFFIC CONTROL

LOCATION	STAGE DURATION	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS EACH	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS EACH	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL PCMS DAY	REMARKS
CATEGORY 0010															
STAGE 1															
STH 57 NB	20	70	1,400	10	200	20	400	6	120	2	40	15	300	14	NB INSIDE LANE CLOSURE
STH 57 SB	20	70	1,400	10	200	20	400	6	120	2	40	15	300	14	SB INSIDE LANE CLOSURE
SUBTOTAL STAGE 1		140	2,800	20	400	40	800	12	240	4	80	30	600	28	
STAGE 2															
STH 57 NB	20	70	1,400	10	200	20	400	6	120	2	40	15	300	14	NB OUTSIDE LANE CLOSURE
CTH K	20	--	--	5	100	10	200	--	--	--	--	9	180	14	ROAD CLOSURE; LOCAL TRAFFIC ONLY
SUBTOTAL STAGE 2		70	1,400	15	300	30	600	6	120	2	40	24	480	28	
STAGE 3															
STH 57 SB	20	70	1,400	10	200	20	400	6	120	2	40	15	300	14	SB OUTSIDE LANE CLOSURE
BAY SETTLEMENT	20	--	--	10	200	20	400	--	--	--	--	9	180	14	ROAD CLOSURE; LOCAL TRAFFIC ONLY
SUBTOTAL STAGE 3		70	1,400	20	400	40	800	6	120	2	40	24	480	28	
UNDISRIBUTED QUANTITY		--	560	--	110	--	220	--	48	--	16	--	156	--	10% OF TOTAL
TOTAL	**TOTAL**		**6,160**		**1,210**		**2,420**		**528**		**176**		**1,716**	**84**	

3

Lighting Summary

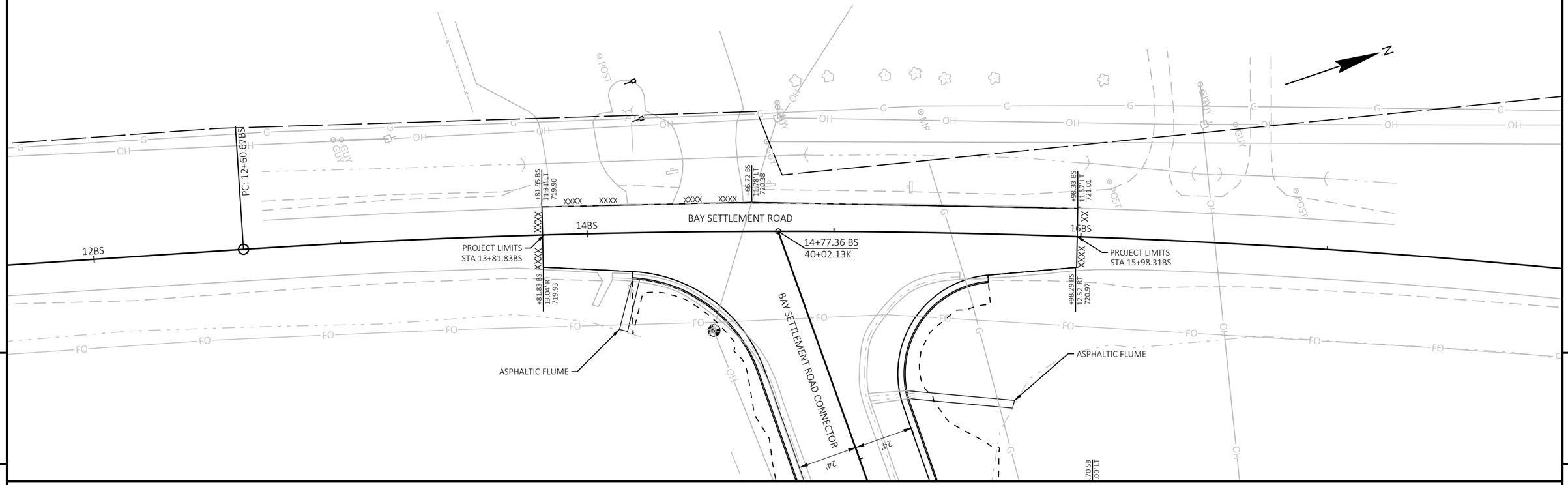
	657.0255	657.0322	657.0710	659.1115
	Transformer Bases	Poles	Luminaire Arms	Luminaires
	Breakaway	Type 5	Truss Type	Utility
	11 1/2-Inch	(Aluminum)	4 1/2-Inch Clamp	LED-A
	Bolt Circle		12-FT	
LOCATION	EACH	EACH	EACH	EACH
STH 57 & CTH K	11	11	11	11

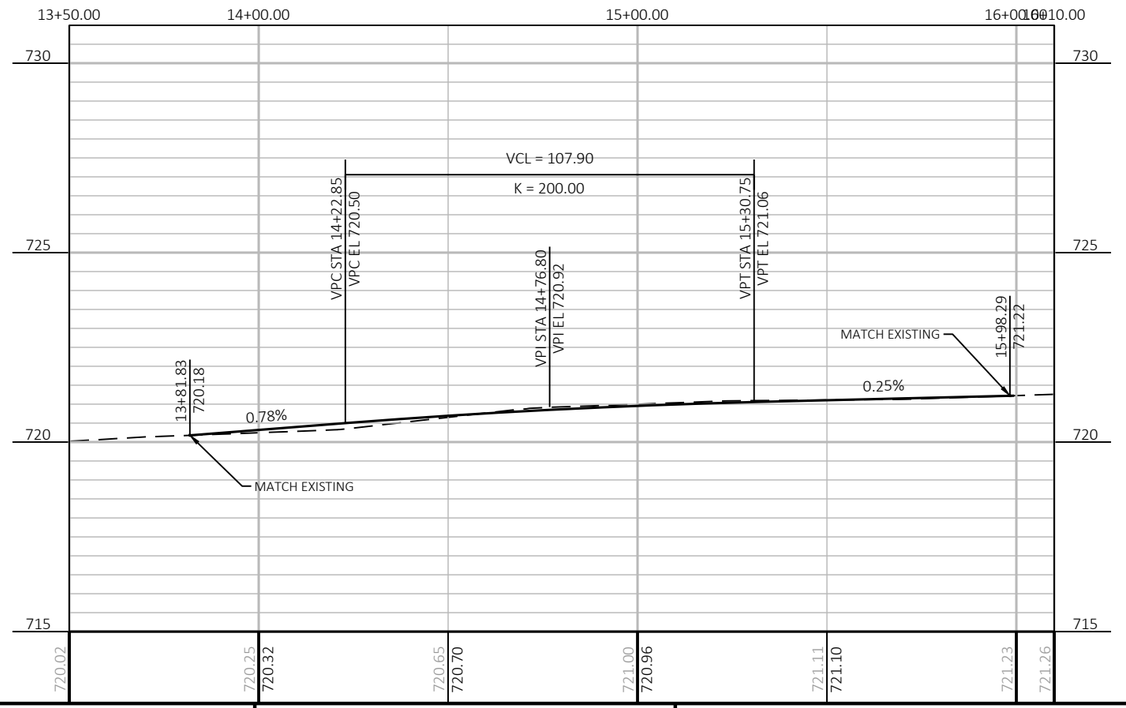
CONSTRUCTION STAKING

STATION TO STATION	LOCATION	650.4000 CONSTRUCTION STAKING STORM SEWER SYSTEM EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.6000 CONSTRUCTION STAKING PIPE CULVERTS EACH	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT LF	REMARKS
CATEGORY 0010							
372+41 - 390+87	STH 57	--	1,846	1,846		1,846	NB OUTSIDE
372+41 - 390+88	STH 57	--	1,847	1,847	3	1,847	NB MEDIAN
374+36 - 393+68	STH 57		1,932	1,932	3	1,932	SB MEDIAN
374+38 - 393+68	STH 57	--	1,930	1,930	--	1,930	SB OUTSIDE
13+82 - 15+98	BAY SET		216	216	--	--	BAY SETTLEMENT ROAD
40+00 - 42+07	CONNECTOR		207	207	2	--	BAY SETTLEMENT ROAD CONNECTOR
43+26 - 46+83	CTH K		357	357	2	--	CTH K
PROJECT		1	--	--	--	--	
	TOTAL	**1**	**8,335**	**8,335**	**10**	**7,555**	

CONSTRUCTION STAKING

STATION TO STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.8500 CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS EACH	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL EACH	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
CATEGORY 0010						
372+41 - 390+87	STH 57	1,846	--	--	1,846	NB OUTSIDE
372+41 - 390+88	STH 57	1,847	--	--	1,847	NB MEDIAN
374+36 - 393+68	STH 57	1,932	--	--	1,932	SB MEDIAN
374+38 - 393+68	STH 57	1,930	--	--	1,930	SB OUTSIDE
13+82 - 15+98	BAY SET	216	--	--	216	BAY SETTLEMENT ROAD
40+00 - 42+07	CONNECTOR	207	--	--	207	BAY SETTLEMENT ROAD CONNECTOR
43+26 - 46+83	CTH K	357	--	--	357	CTH K
PROJECT		--	1	1	--	
	TOTAL	**8,335**	**1**	**1**	**8,335**	



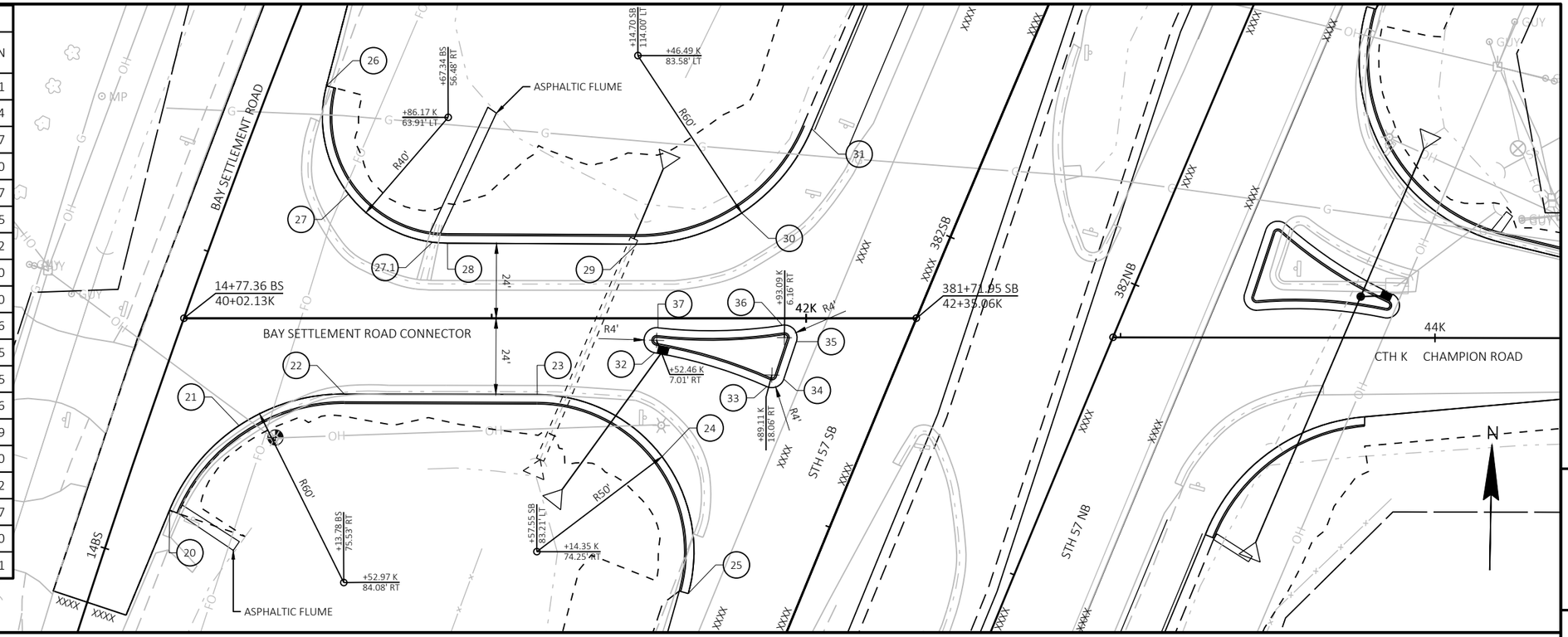


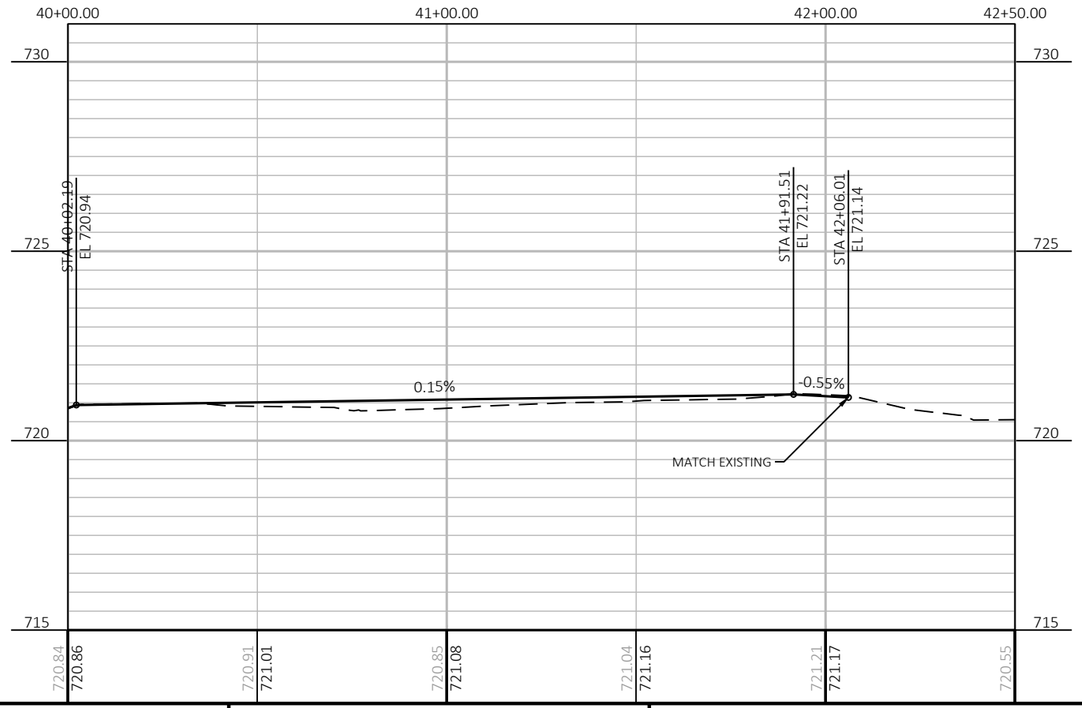
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PLAN AND PROFILE: BAY SETTLEMENT ROAD	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 050101-pp

PLOT DATE : 6/12/2020 12:35 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT

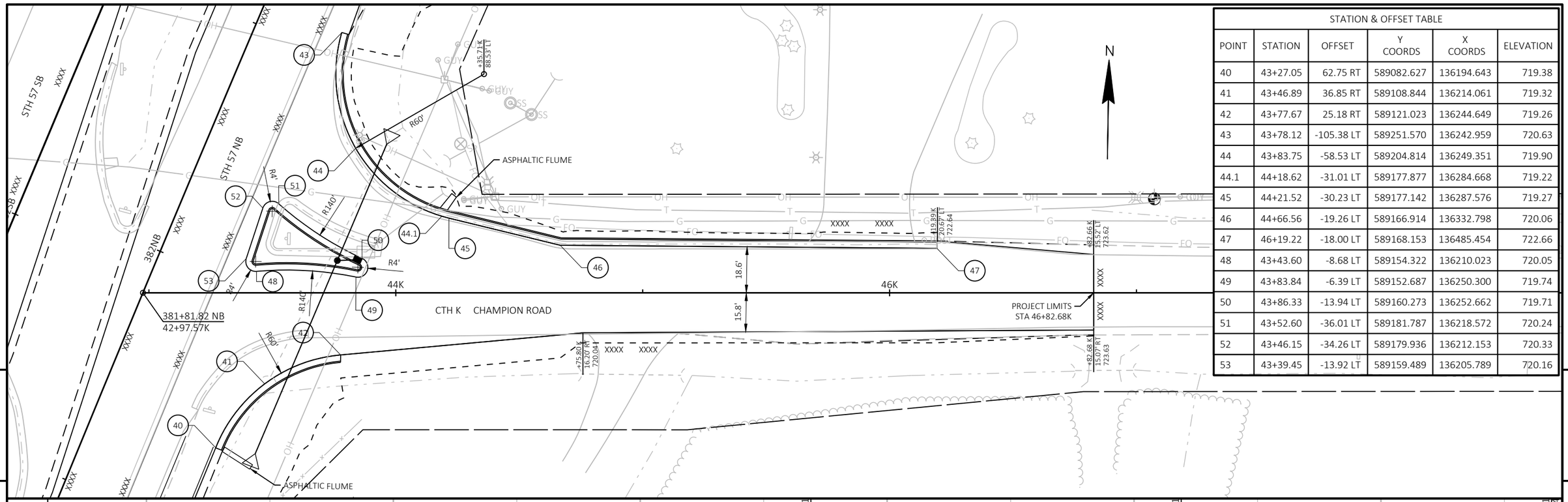
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
20	39+97.60	60.98 RT	589084.566	135865.210	720.01
21	40+19.69	34.16 RT	589111.778	135886.815	720.14
22	40+53.13	24.08 RT	589122.455	135920.068	720.27
23	41+14.49	24.25 RT	589123.397	135981.417	720.50
24	41+54.18	44.02 RT	589104.340	136021.465	720.67
25	41+62.54	87.58 RT	589060.941	136030.607	720.85
26	40+47.46	-73.99 LT	589220.408	135912.631	720.82
27	40+54.45	-39.53 LT	589186.086	135920.246	720.60
27.1	40+81.16	-24.22 LT	589171.260	135947.226	720.40
28	40+85.95	-23.91 LT	589171.033	135952.017	720.46
29	41+46.16	-23.58 LT	589171.787	136012.222	721.15
30	41+79.55	-33.51 LT	589182.320	136045.432	721.55
31	42+01.80	-60.33 LT	589209.530	136067.191	721.96
32	41+51.79	10.96 RT	589137.355	136018.479	720.99
33	41+87.49	21.71 RT	589127.243	136054.364	721.10
34	41+92.91	19.33 RT	589129.728	136059.735	721.12
35	41+96.89	7.43 RT	589141.692	136063.500	721.17
36	41+92.48	2.21 RT	589146.834	136059.002	721.20
37	41+52.91	3.04 RT	589145.293	136019.450	721.11



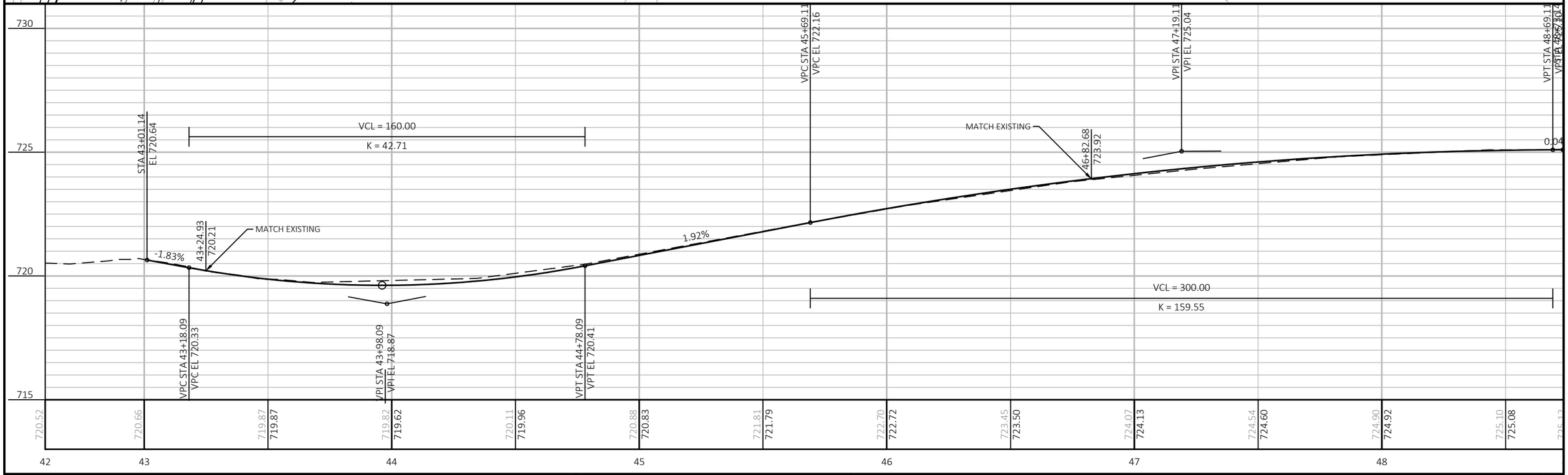


PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PLAN AND PROFILE: BAY SETTLEMENT ROAD CONNECTOR	SHEET E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\050201-PP.DWG
LAYOUT NAME - 050201-pp
PLOT DATE : 6/12/2020 12:38 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44



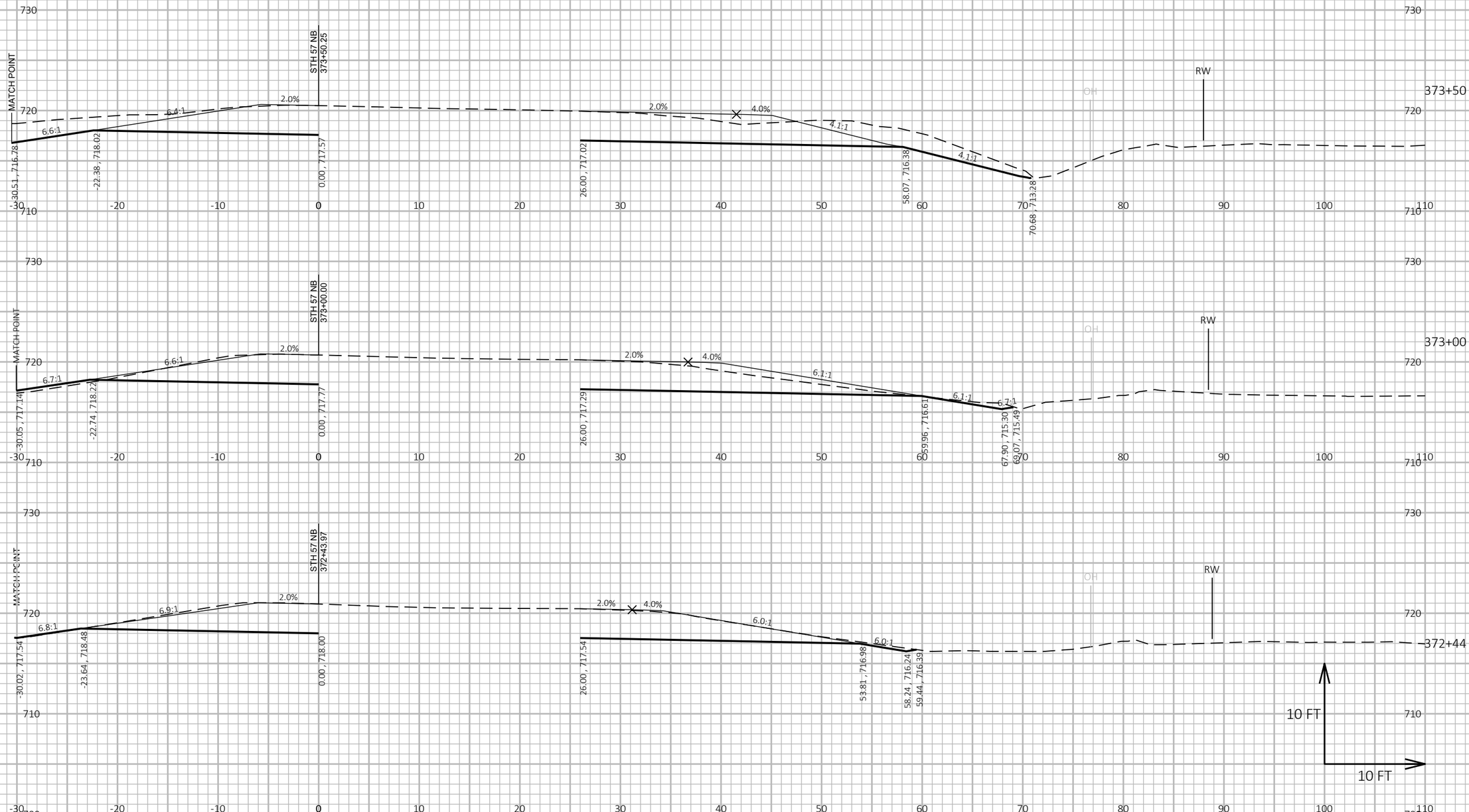
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
40	43+27.05	62.75 RT	589082.627	136194.643	719.38
41	43+46.89	36.85 RT	589108.844	136214.061	719.32
42	43+77.67	25.18 RT	589121.023	136244.649	719.26
43	43+78.12	-105.38 LT	589251.570	136242.959	720.63
44	43+83.75	-58.53 LT	589204.814	136249.351	719.90
44.1	44+18.62	-31.01 LT	589177.877	136284.668	719.22
45	44+21.52	-30.23 LT	589177.142	136287.576	719.27
46	44+66.56	-19.26 LT	589166.914	136332.798	720.06
47	46+19.22	-18.00 LT	589168.153	136485.454	722.66
48	43+43.60	-8.68 LT	589154.322	136210.023	720.05
49	43+83.84	-6.39 LT	589152.687	136250.300	719.74
50	43+86.33	-13.94 LT	589160.273	136252.662	719.71
51	43+52.60	-36.01 LT	589181.787	136218.572	720.24
52	43+46.15	-34.26 LT	589179.936	136212.153	720.33
53	43+39.45	-13.92 LT	589159.489	136205.789	720.16



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PLAN AND PROFILE: CTH K	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\050301-PP.DWG
LAYOUT NAME - 050301-pp

PLOT DATE : 6/12/2020 12:39 PM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:40 FT



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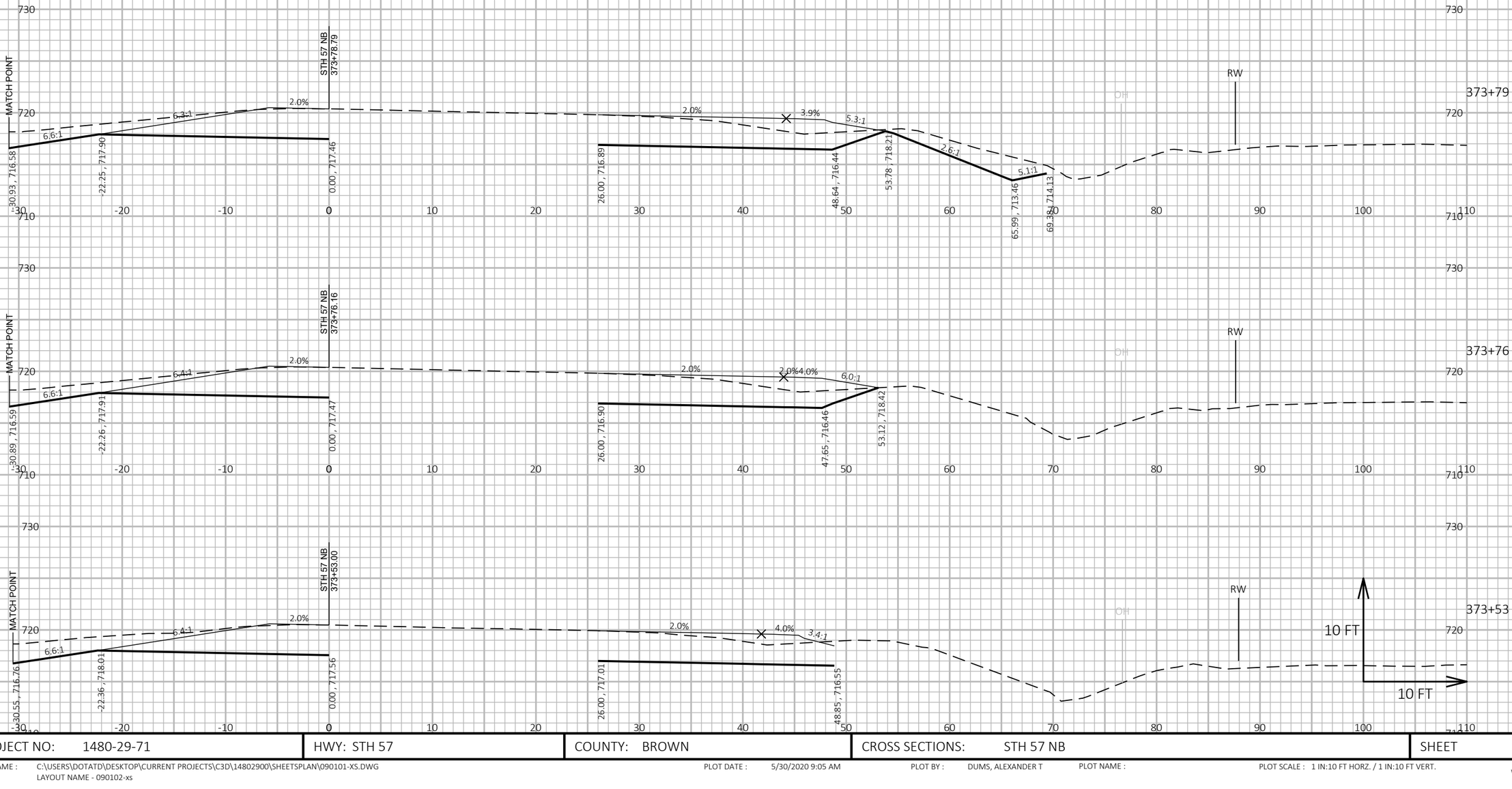
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090101-xs

PLOT DATE : 5/30/2020 9:05 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090102-xs

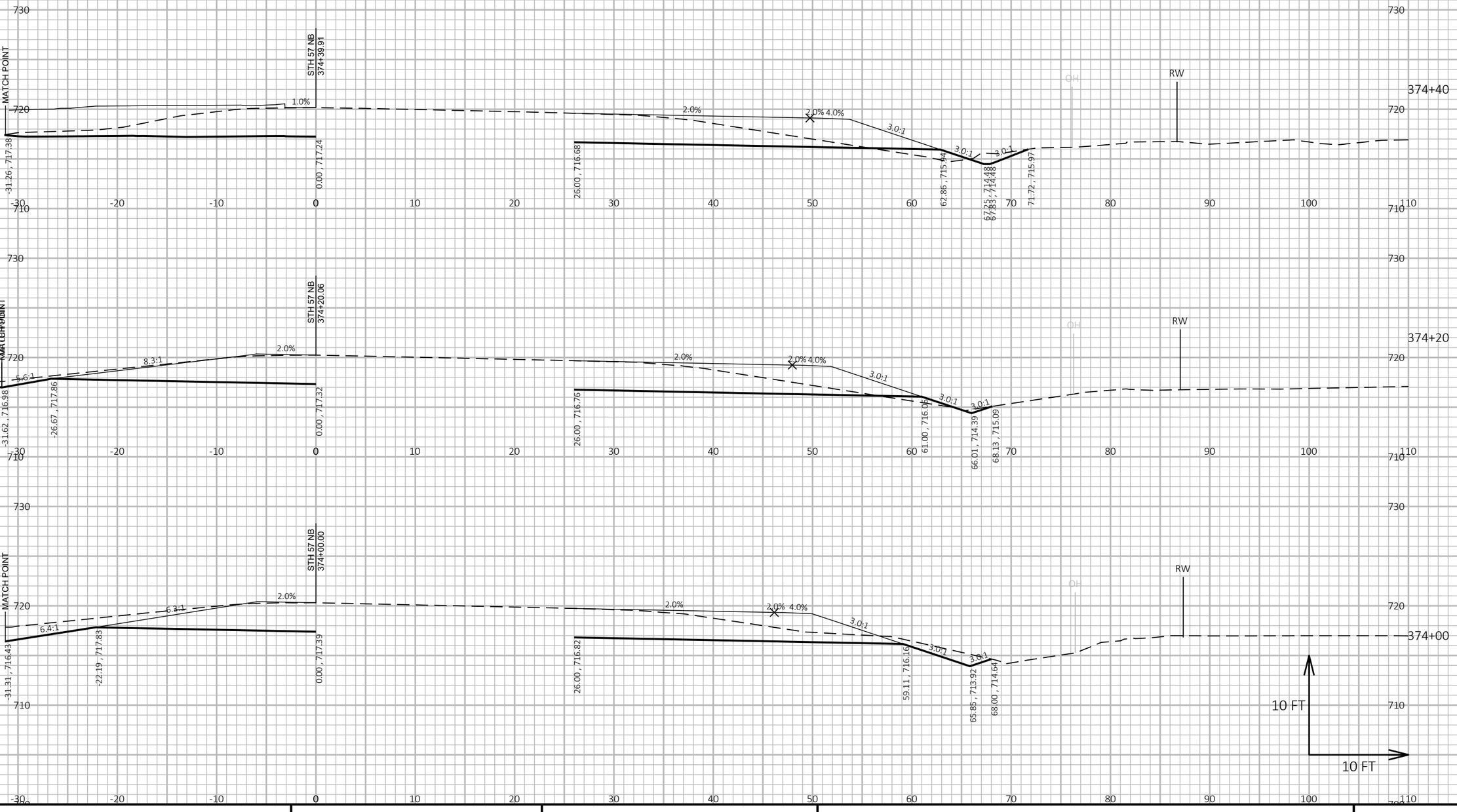
PLOT DATE : 5/30/2020 9:05 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090103-xs

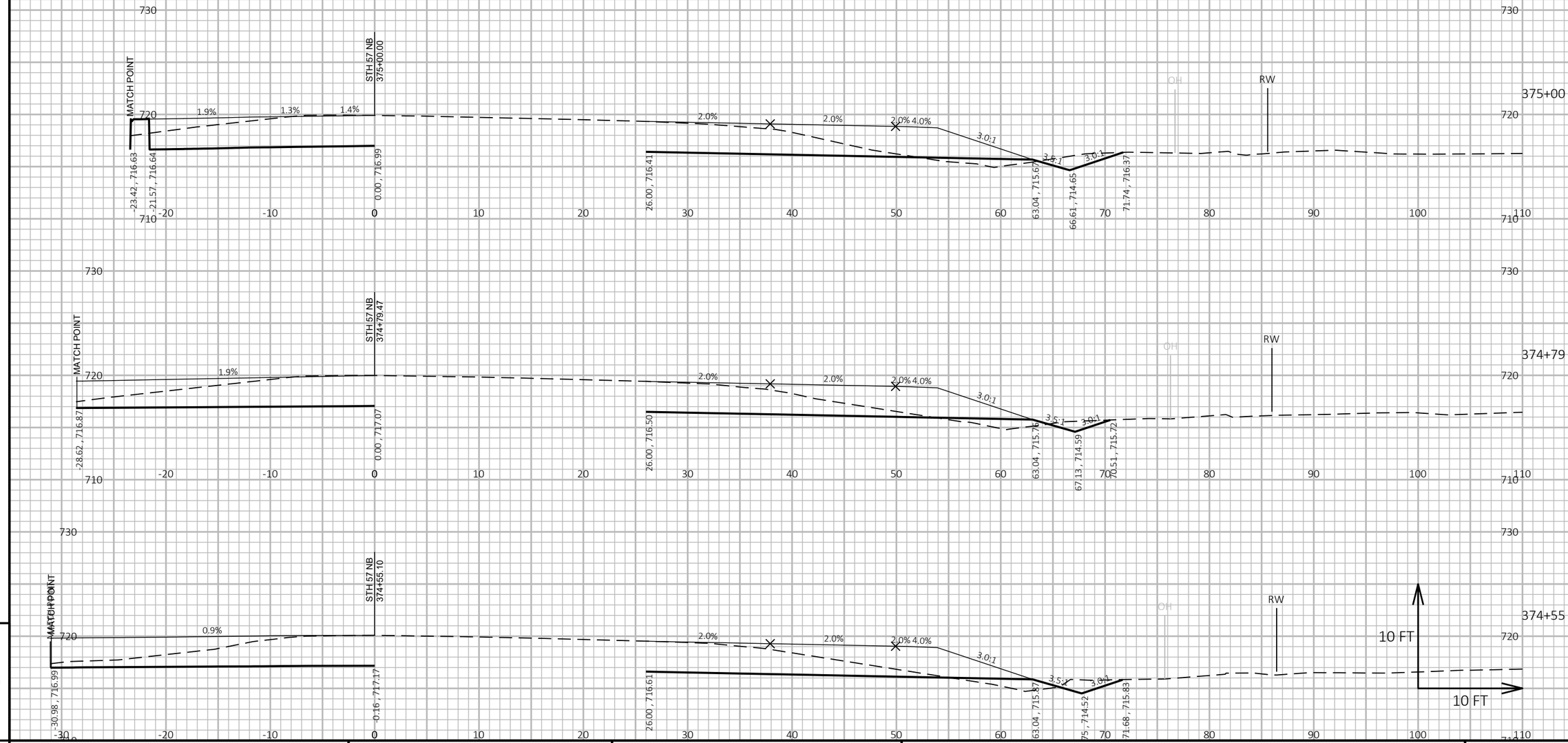
PLOT DATE : 5/30/2020 9:06 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

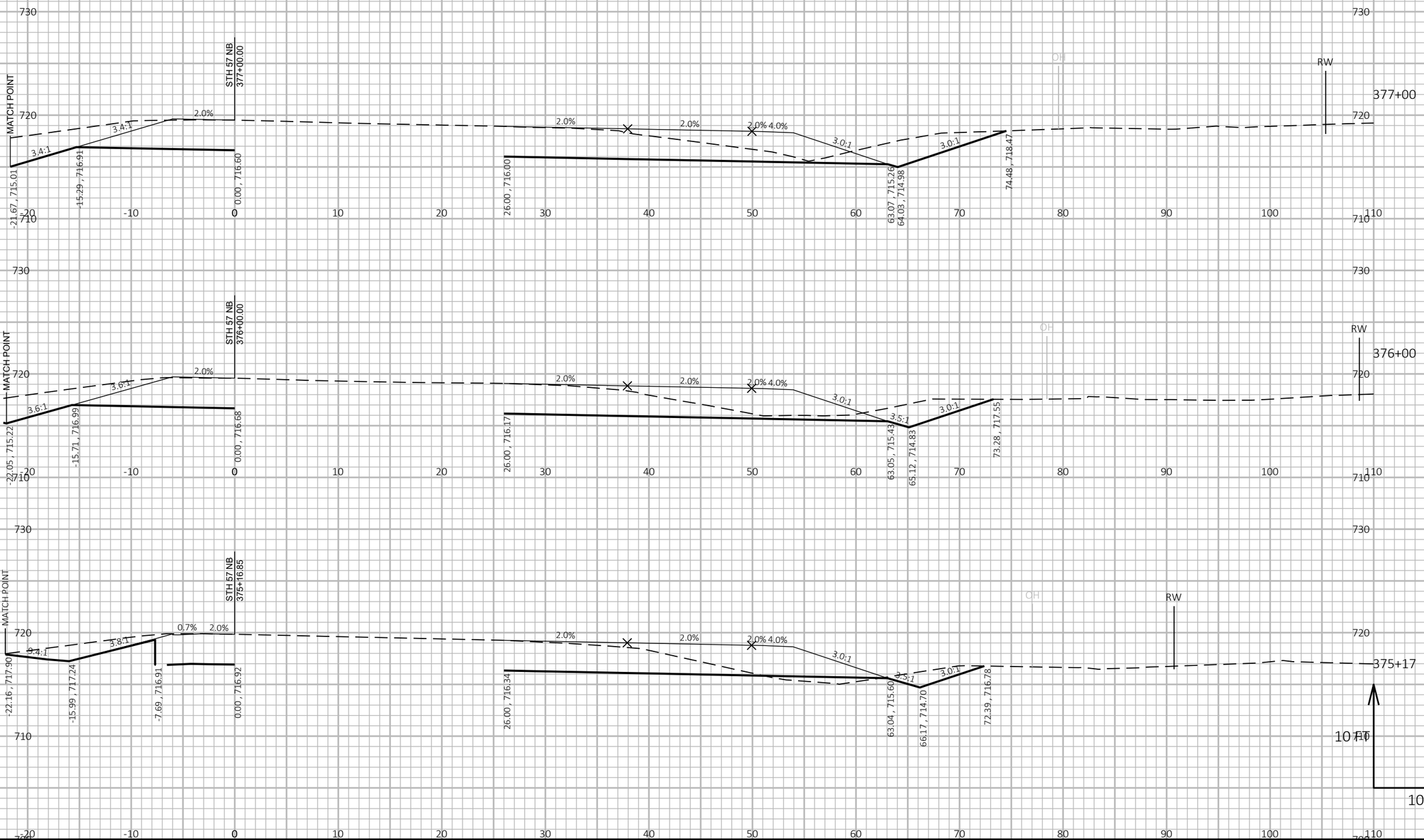
FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090104-xs

PLOT DATE : 5/30/2020 9:06 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

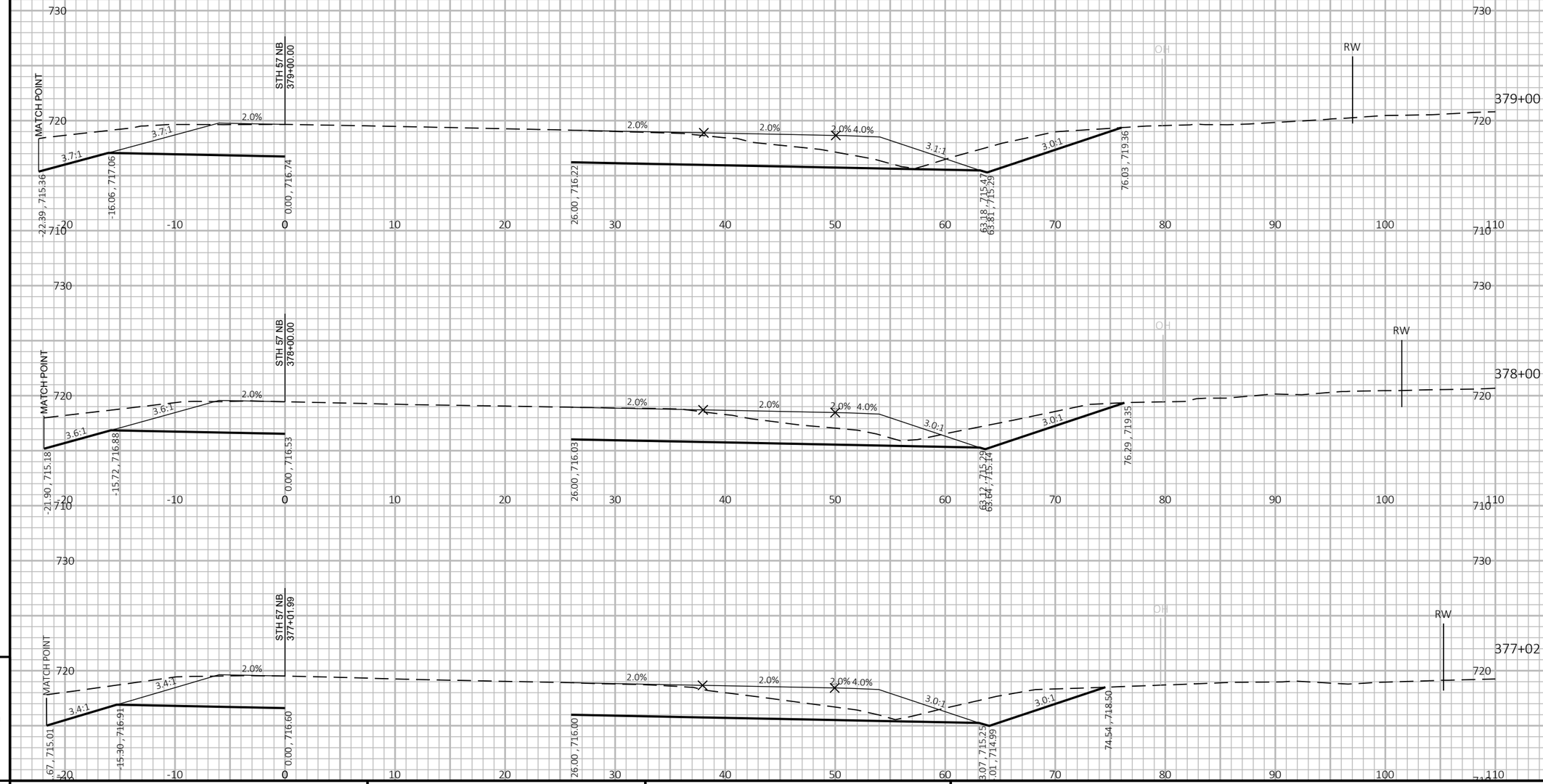


PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090105-xs

PLOT DATE : 5/30/2020 9:06 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

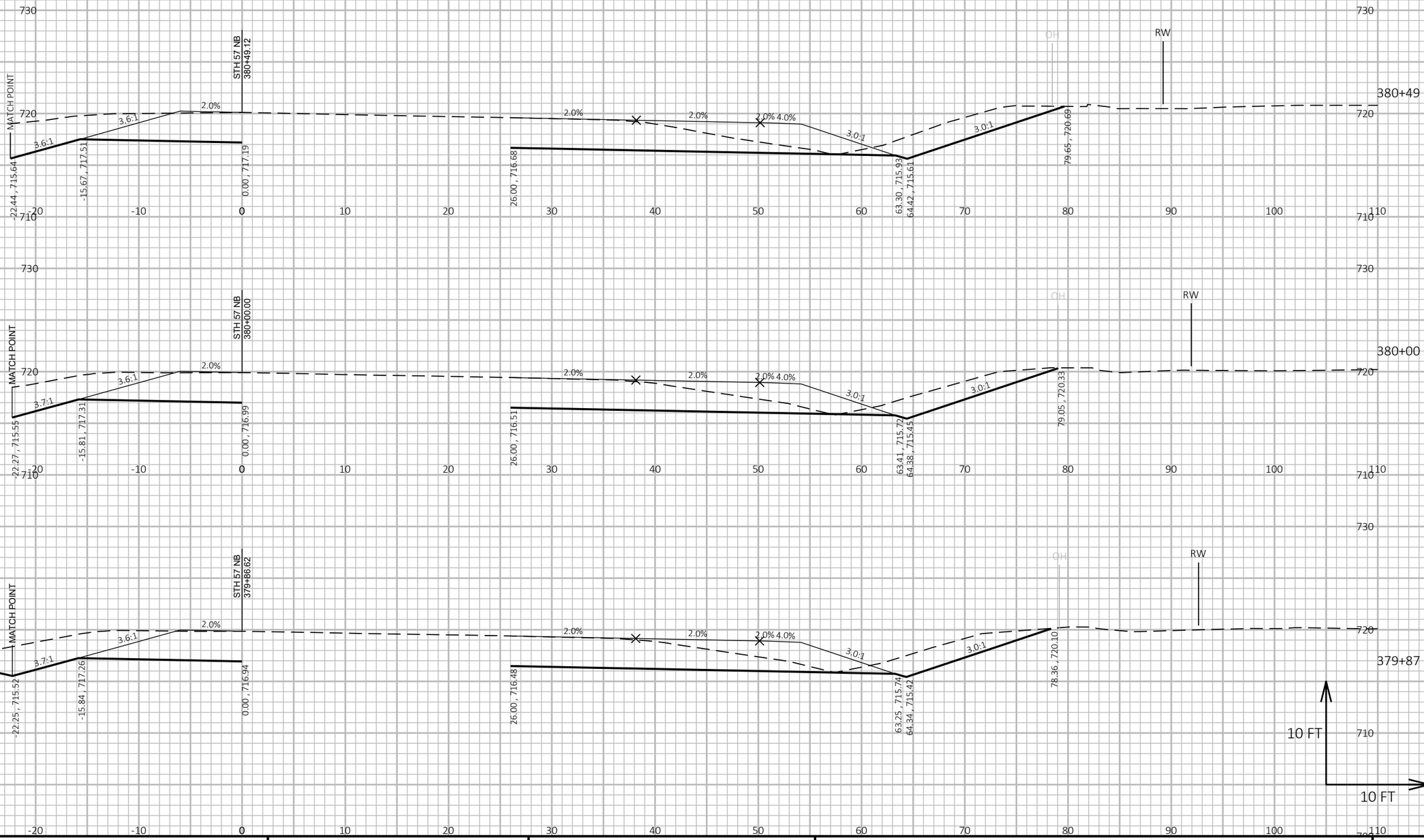
FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090106-xs

PLOT DATE : 5/30/2020 9:06 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

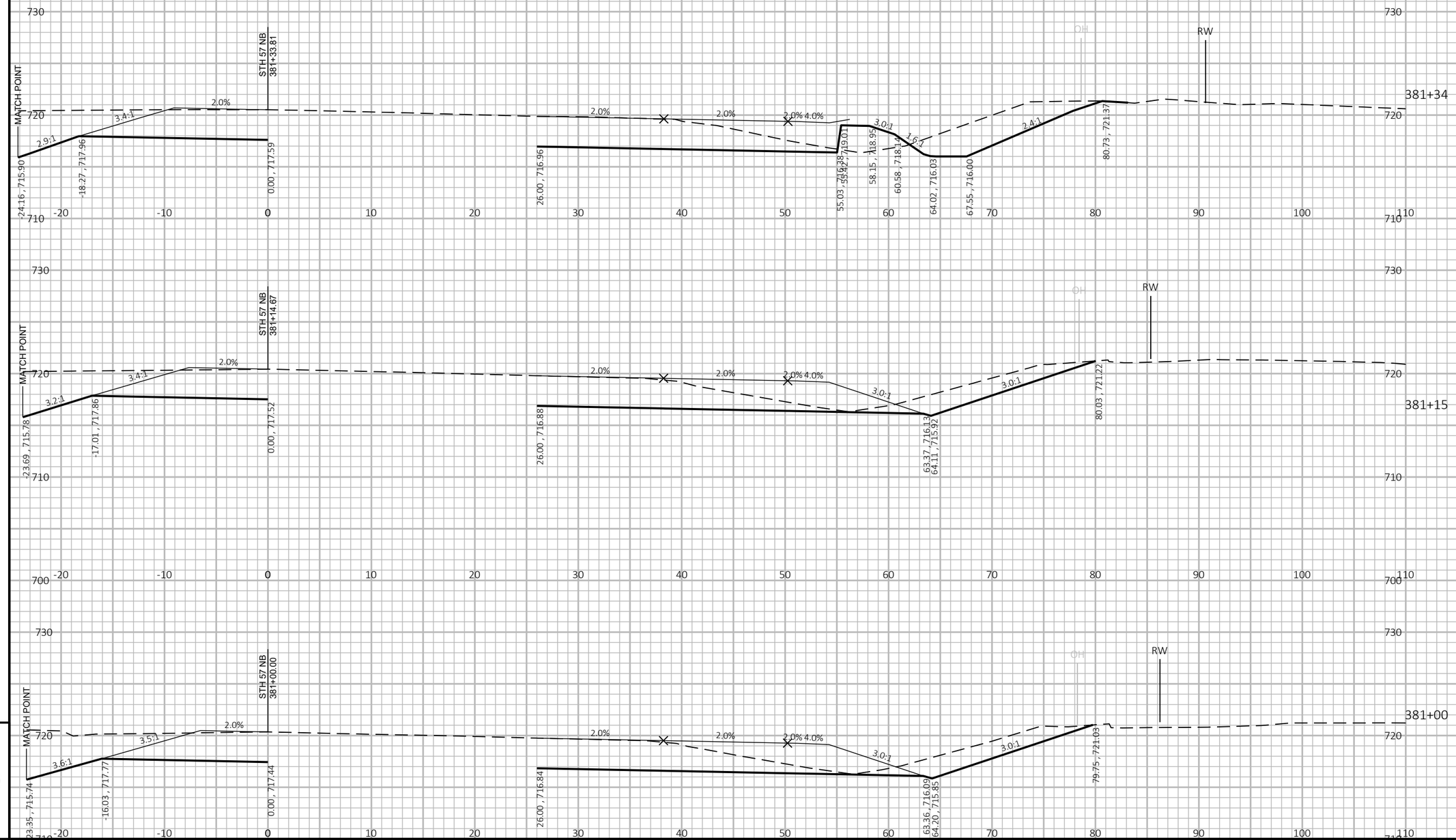


PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090107-xs

PLOT DATE : 5/30/2020 9:06 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090108-xs

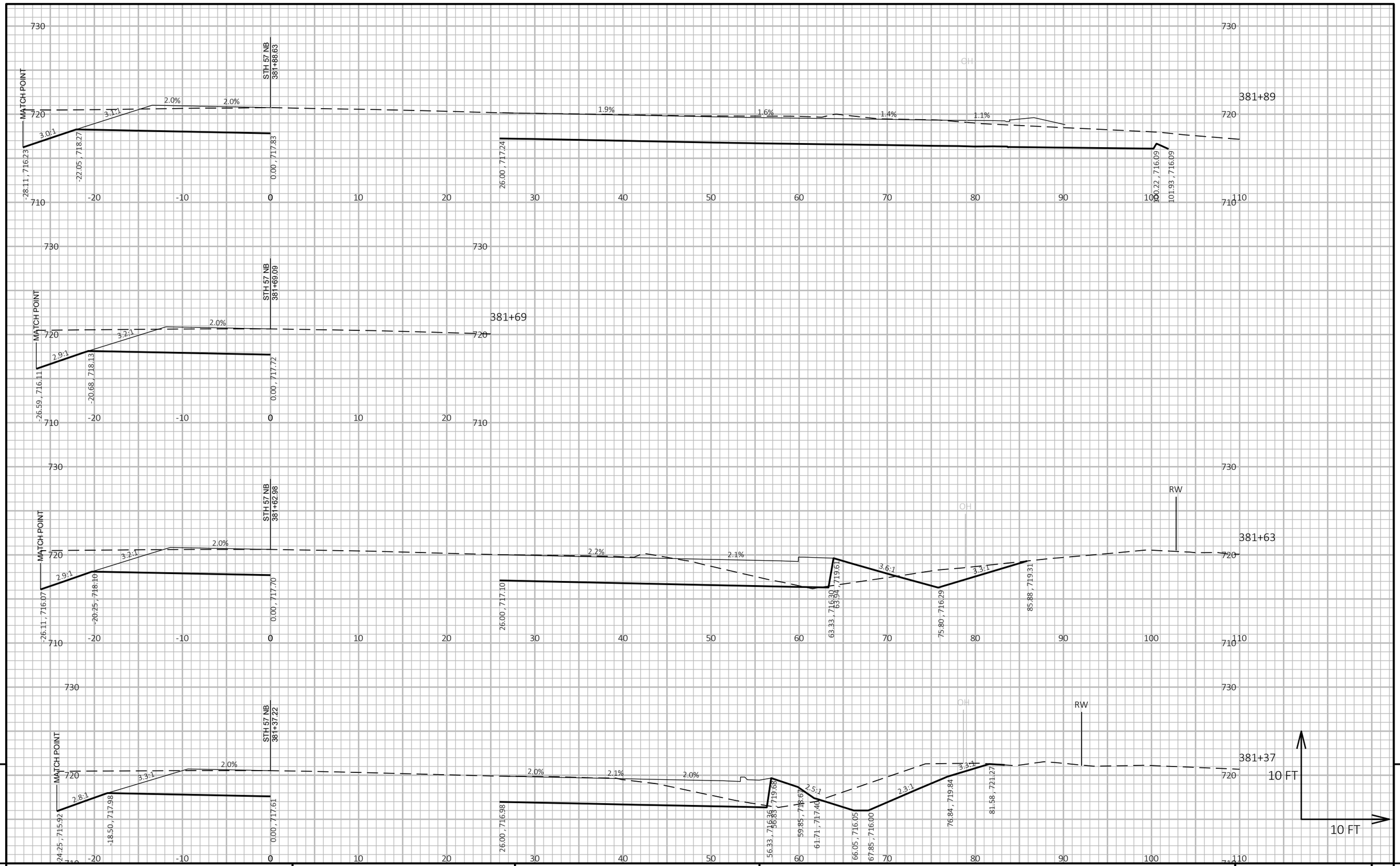
PLOT DATE : 5/30/2020 9:06 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090109-xs

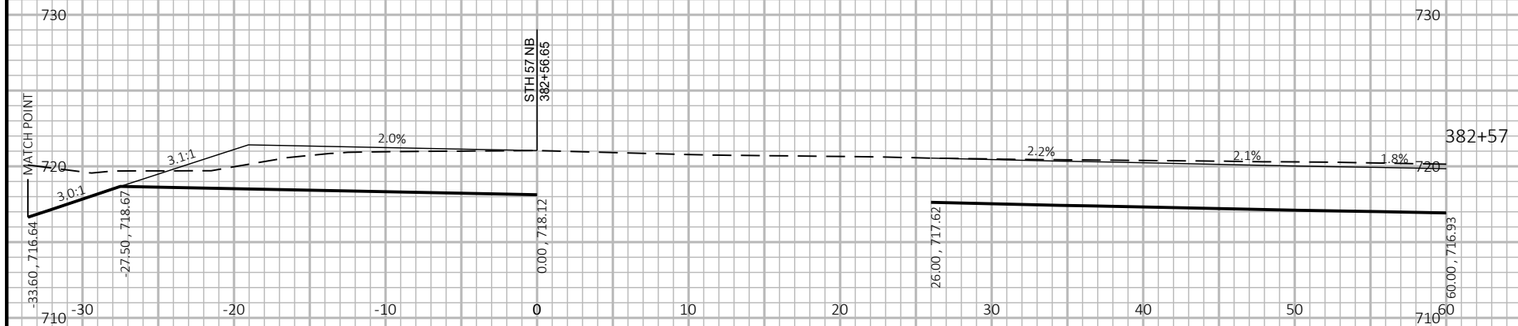
PLOT DATE : 5/30/2020 9:06 AM

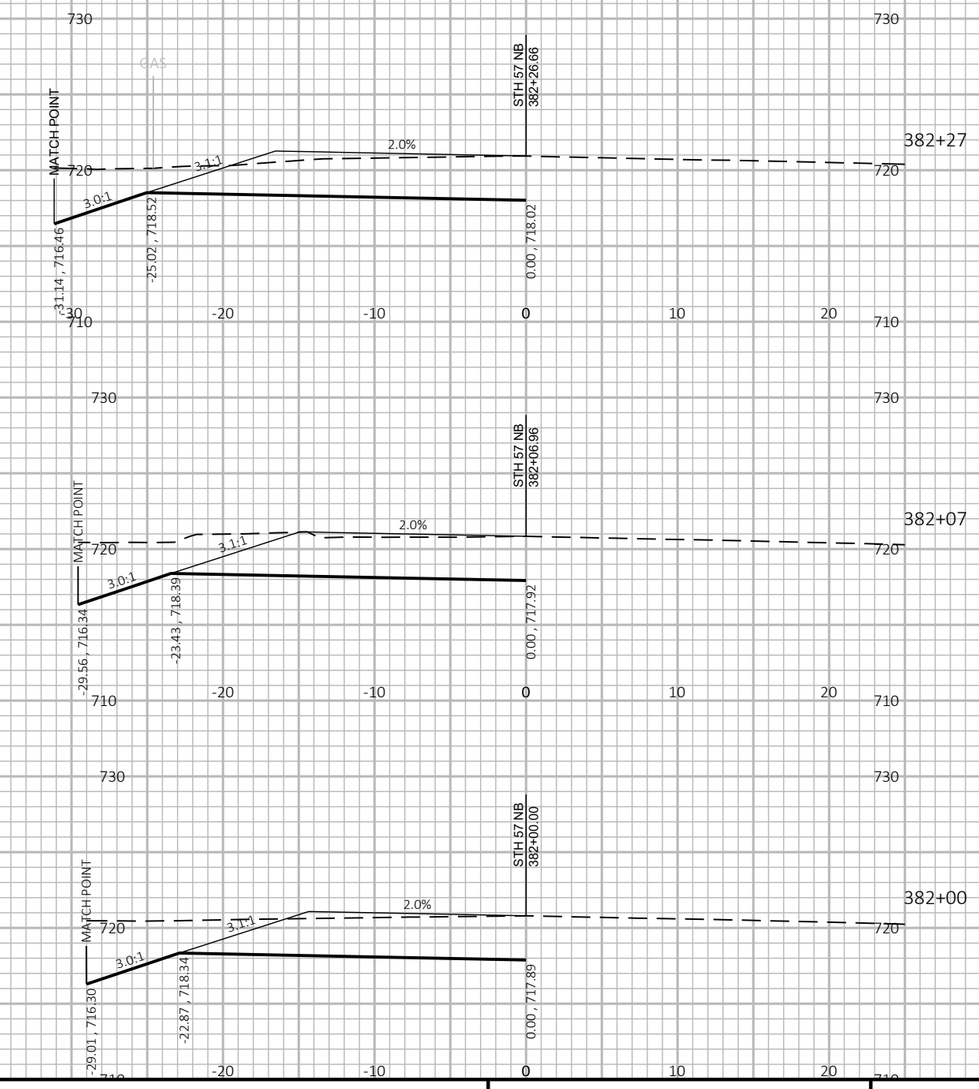
PLOT BY : DUMS, ALEXANDER T

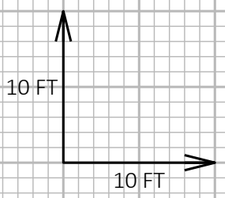
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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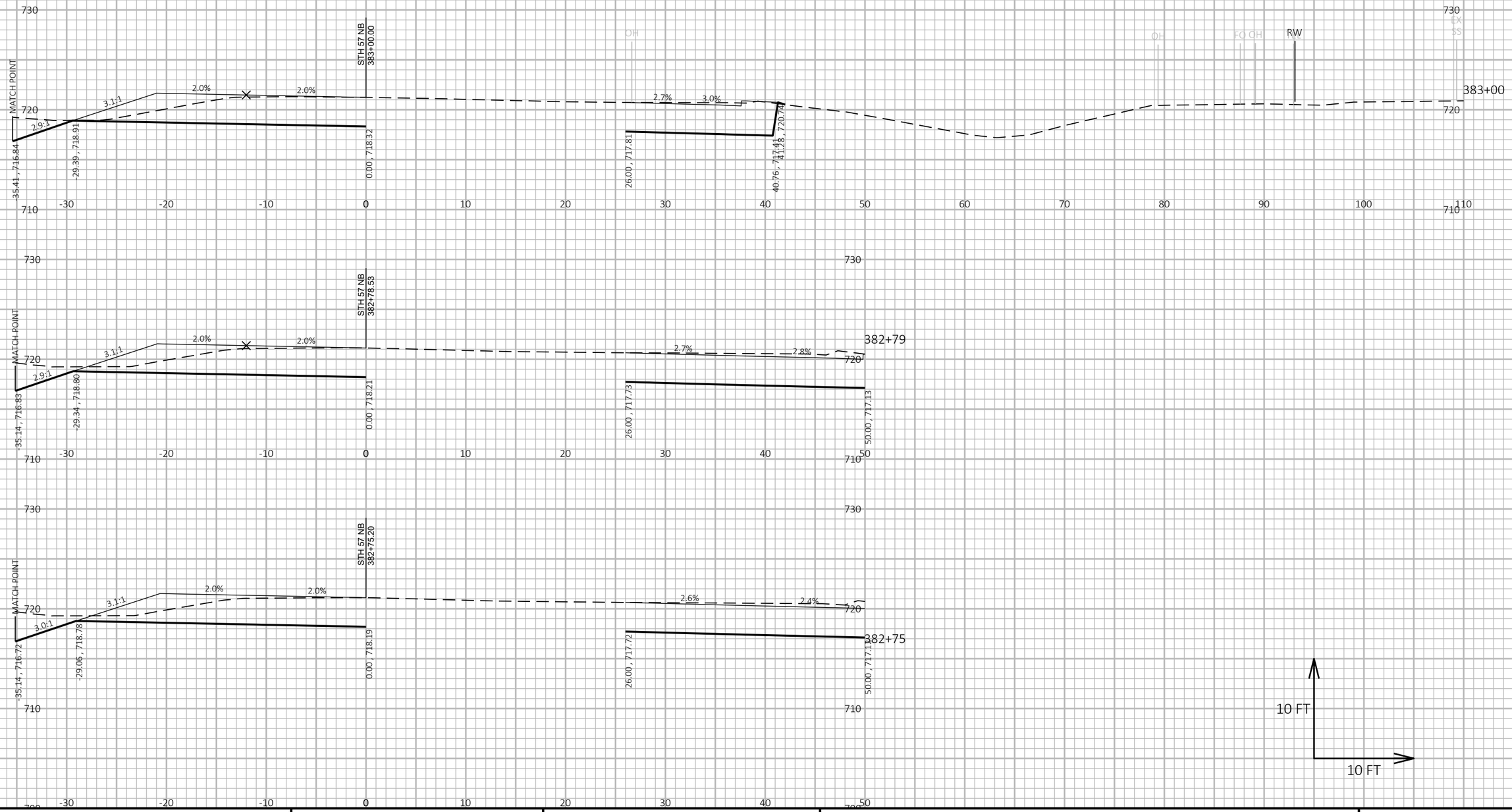
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090110-xs

PLOT DATE : 5/30/2020 9:06 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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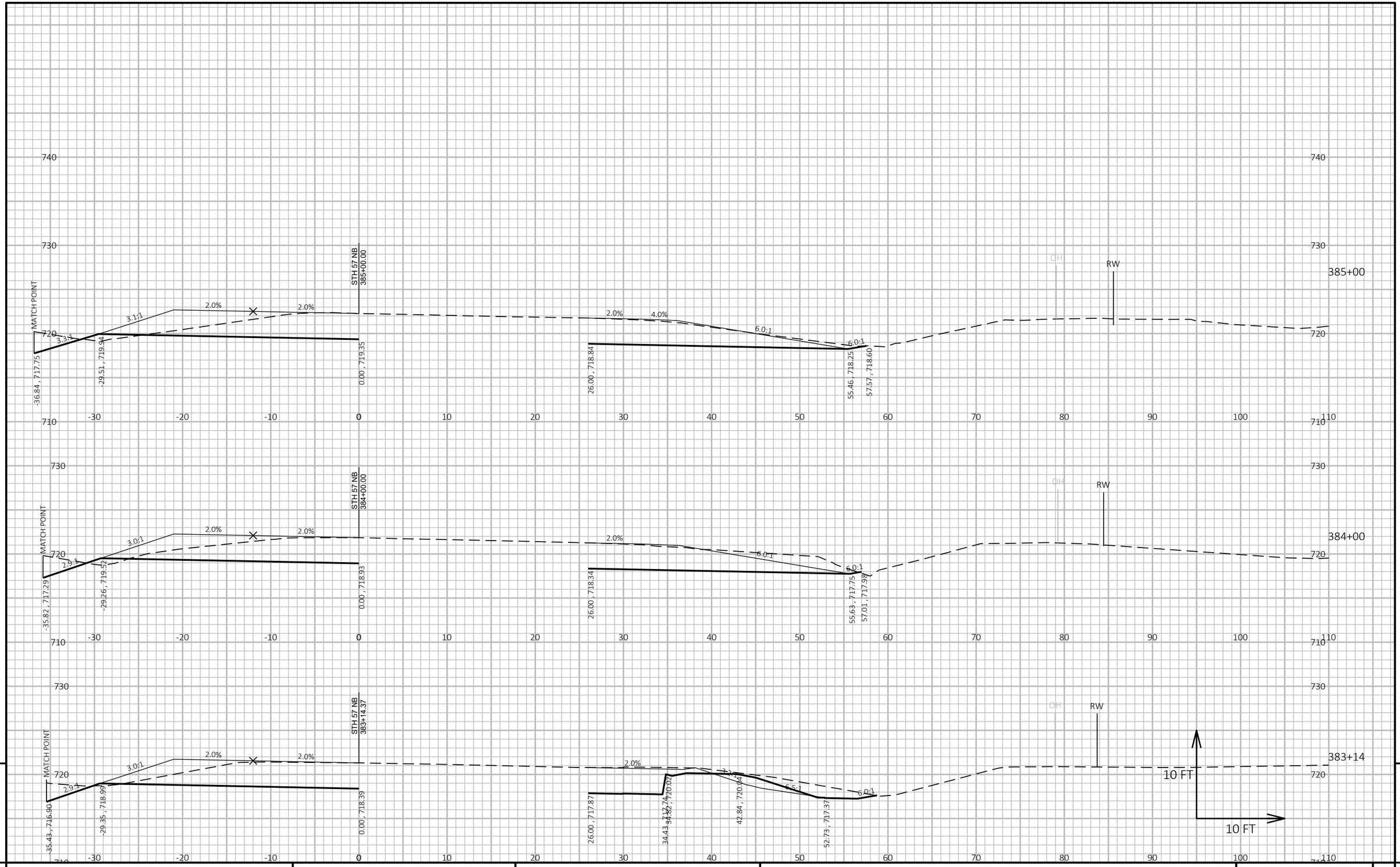
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090111-xs

PLOT DATE : 5/30/2020 9:06 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090112-xs

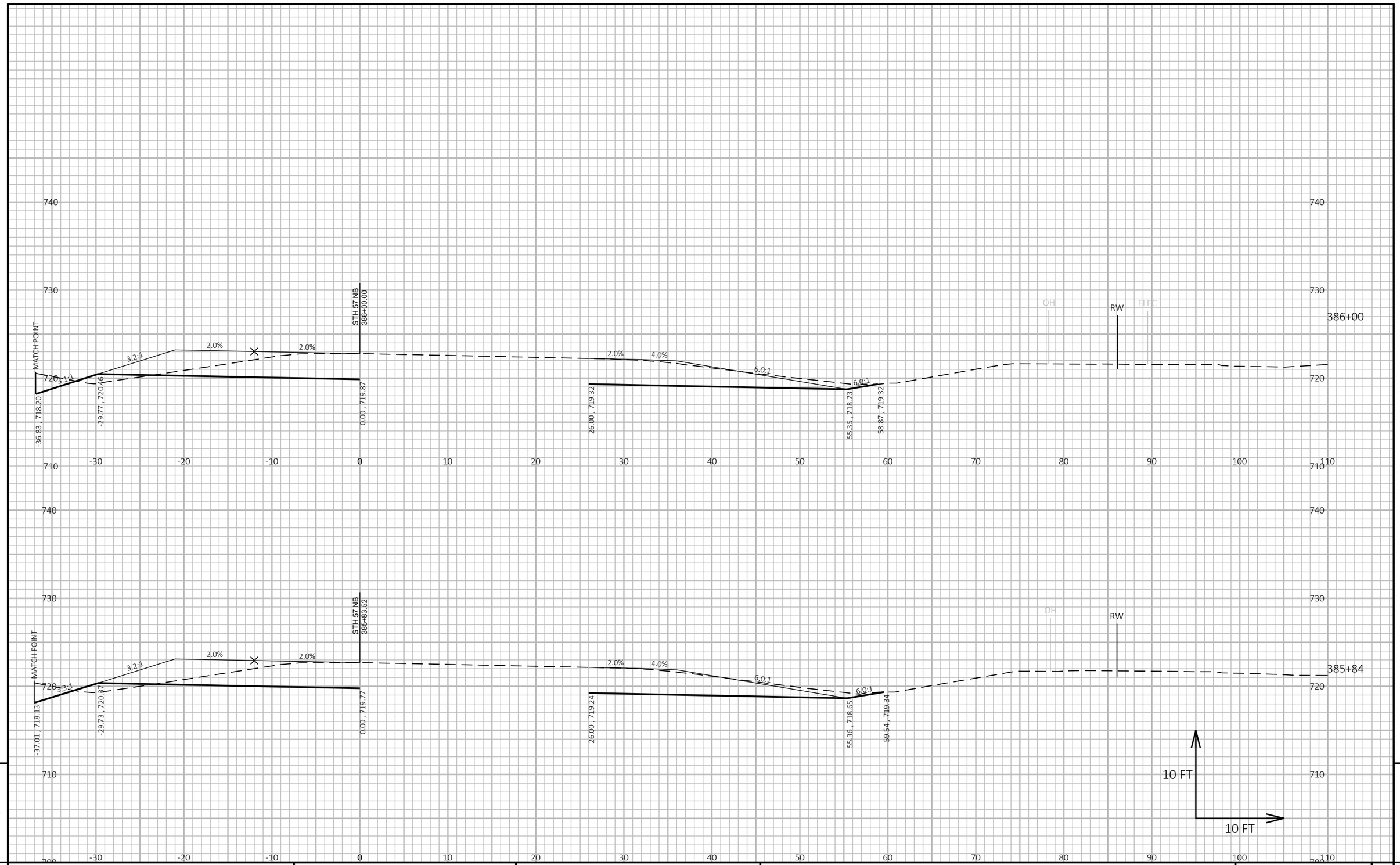
PLOT DATE : 5/30/2020 9:06 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

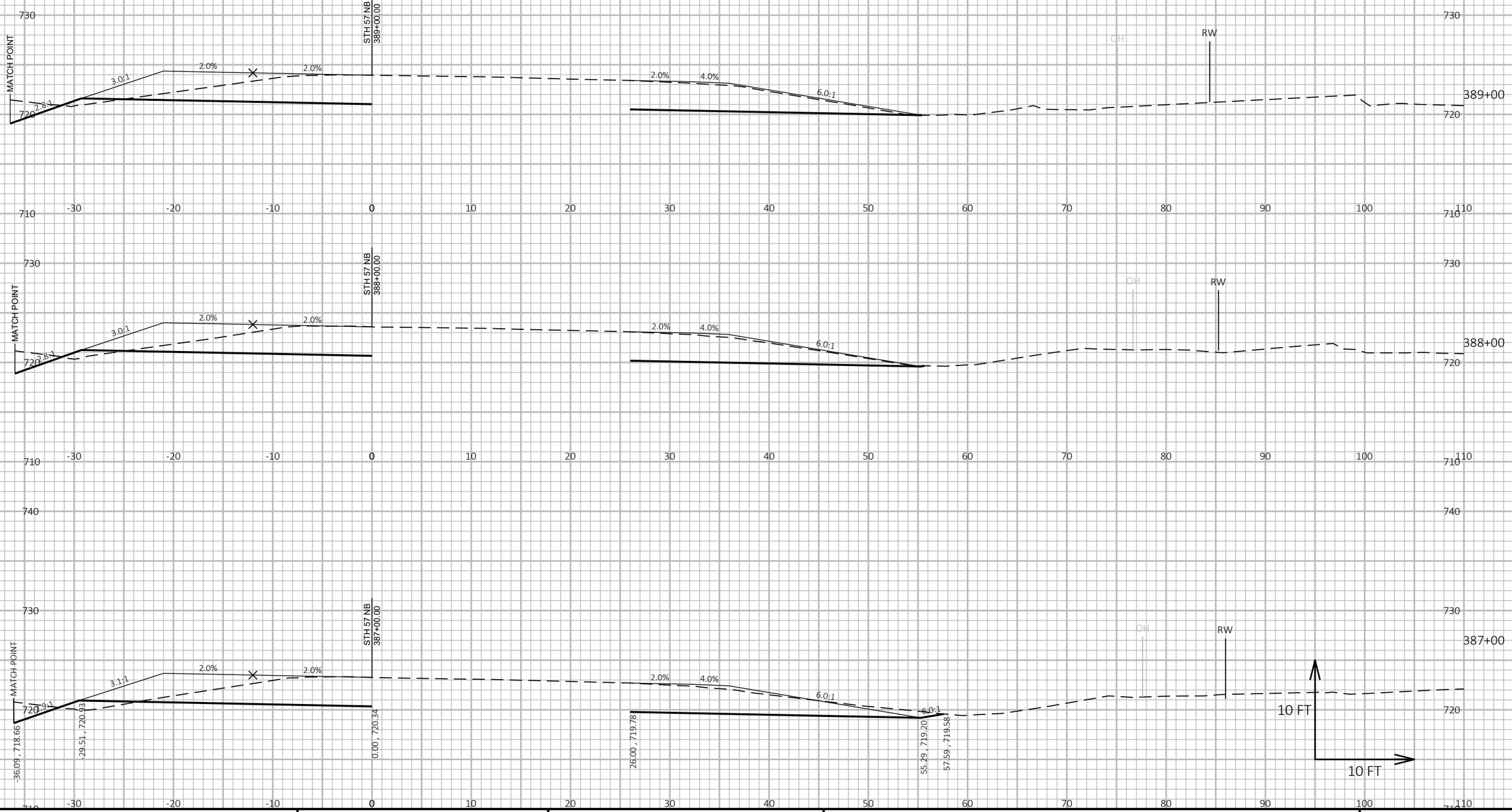
FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090113-xs

PLOT DATE : 5/30/2020 9:06 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090114-xs

PLOT DATE : 5/30/2020 9:06 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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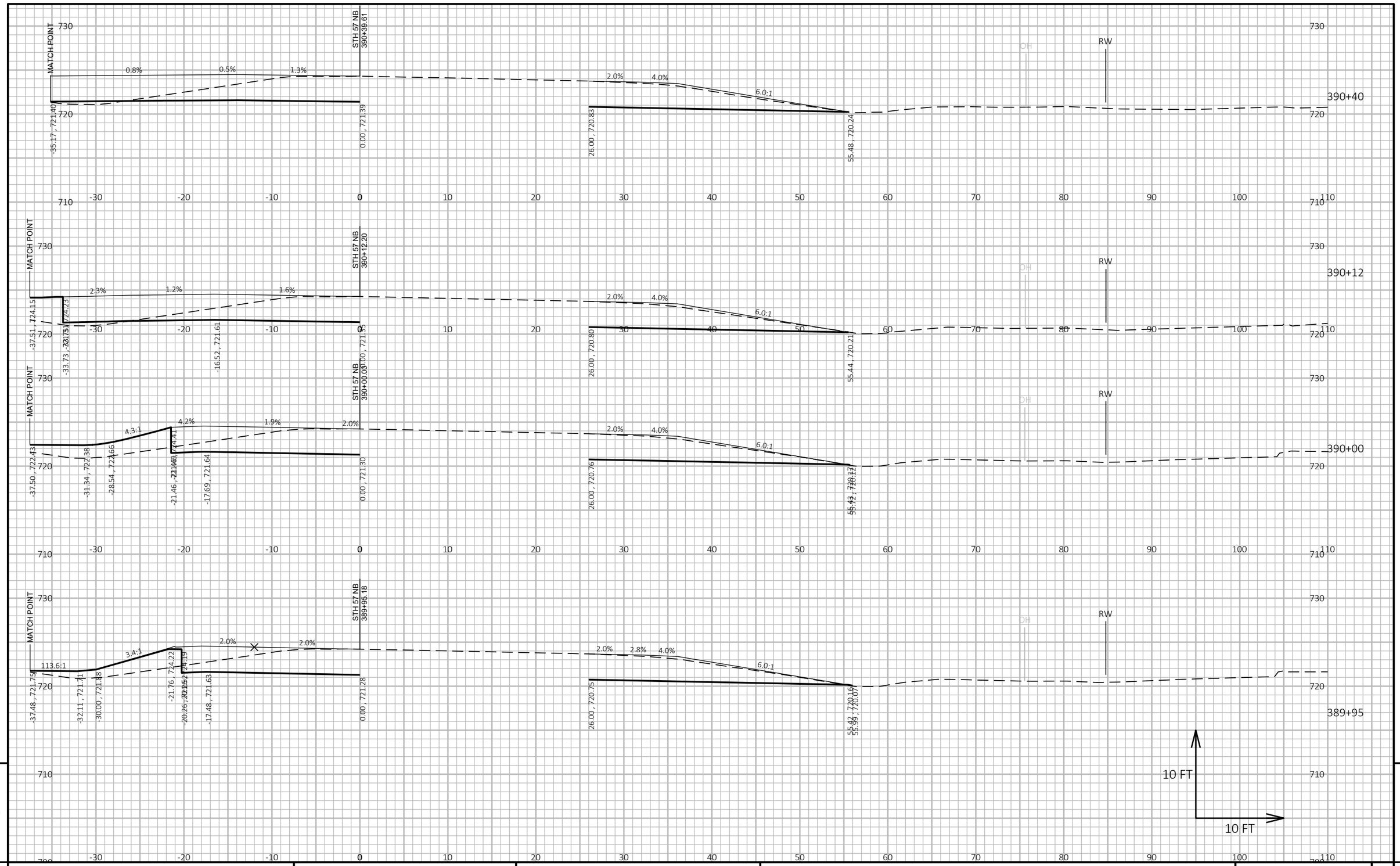

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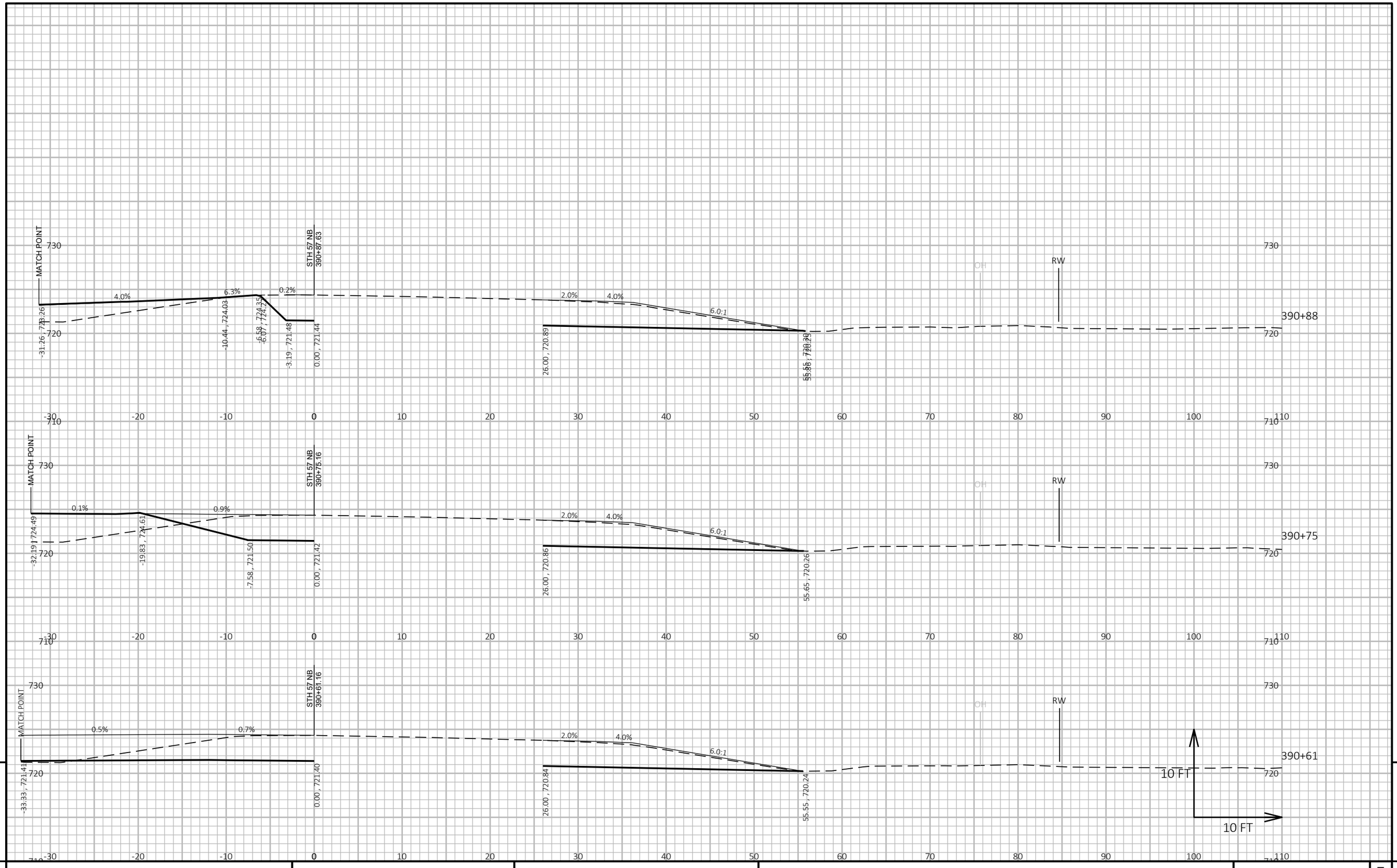
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090115-xs

PLOT DATE : 5/30/2020 9:06 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

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LAYOUT NAME - 090116-xs

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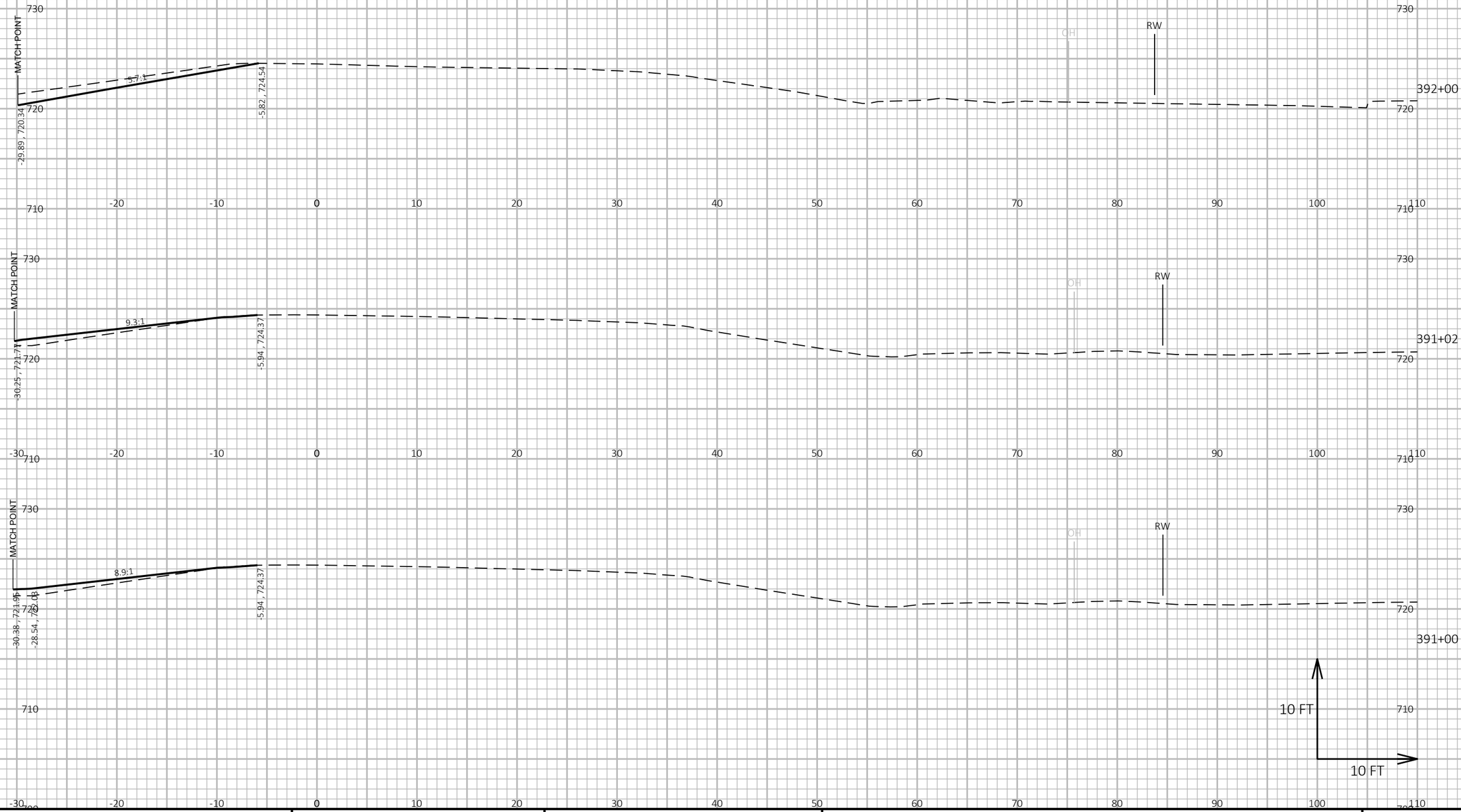

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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

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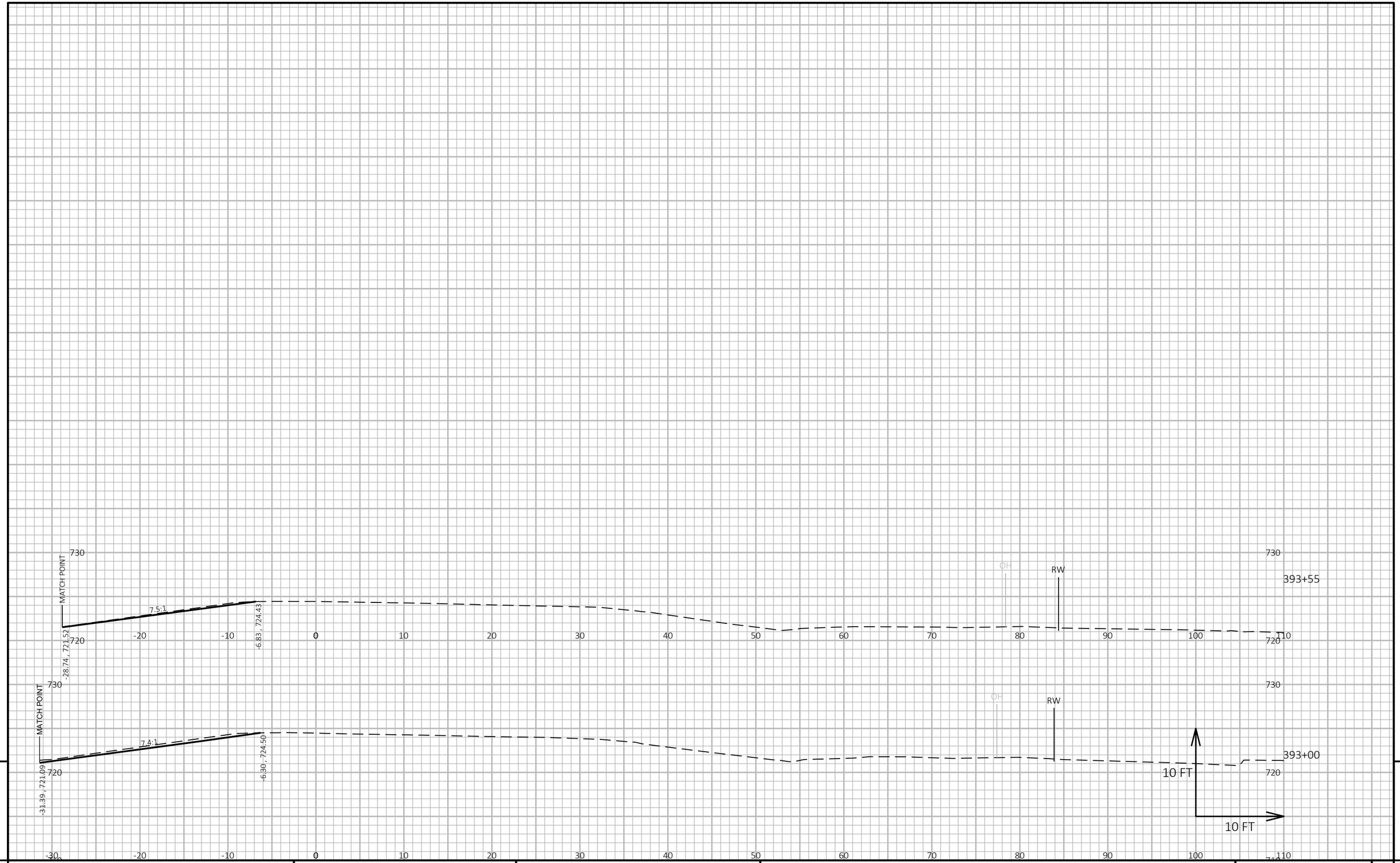

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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET	E

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PLOT NAME :

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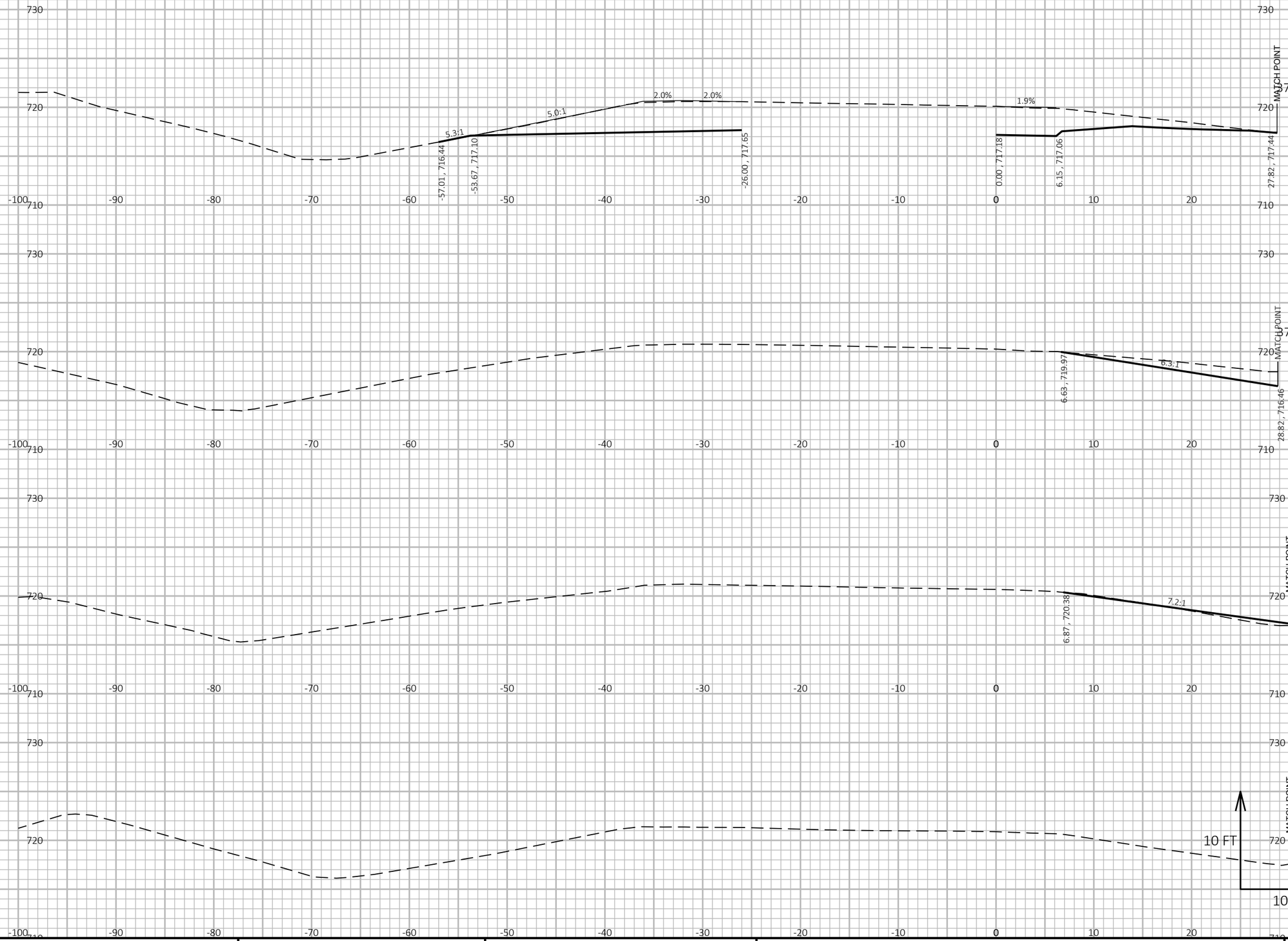

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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET	E

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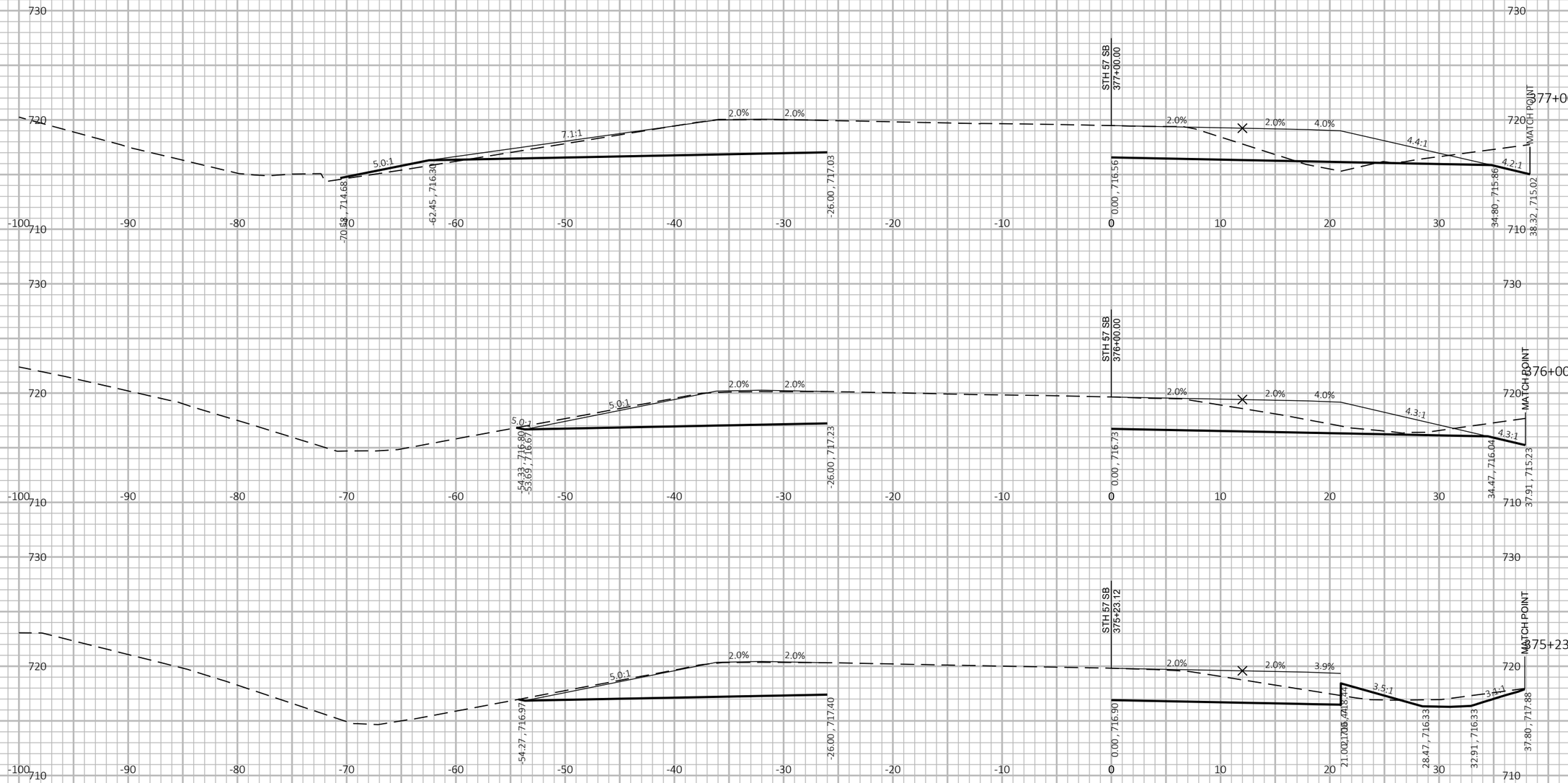
PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET E

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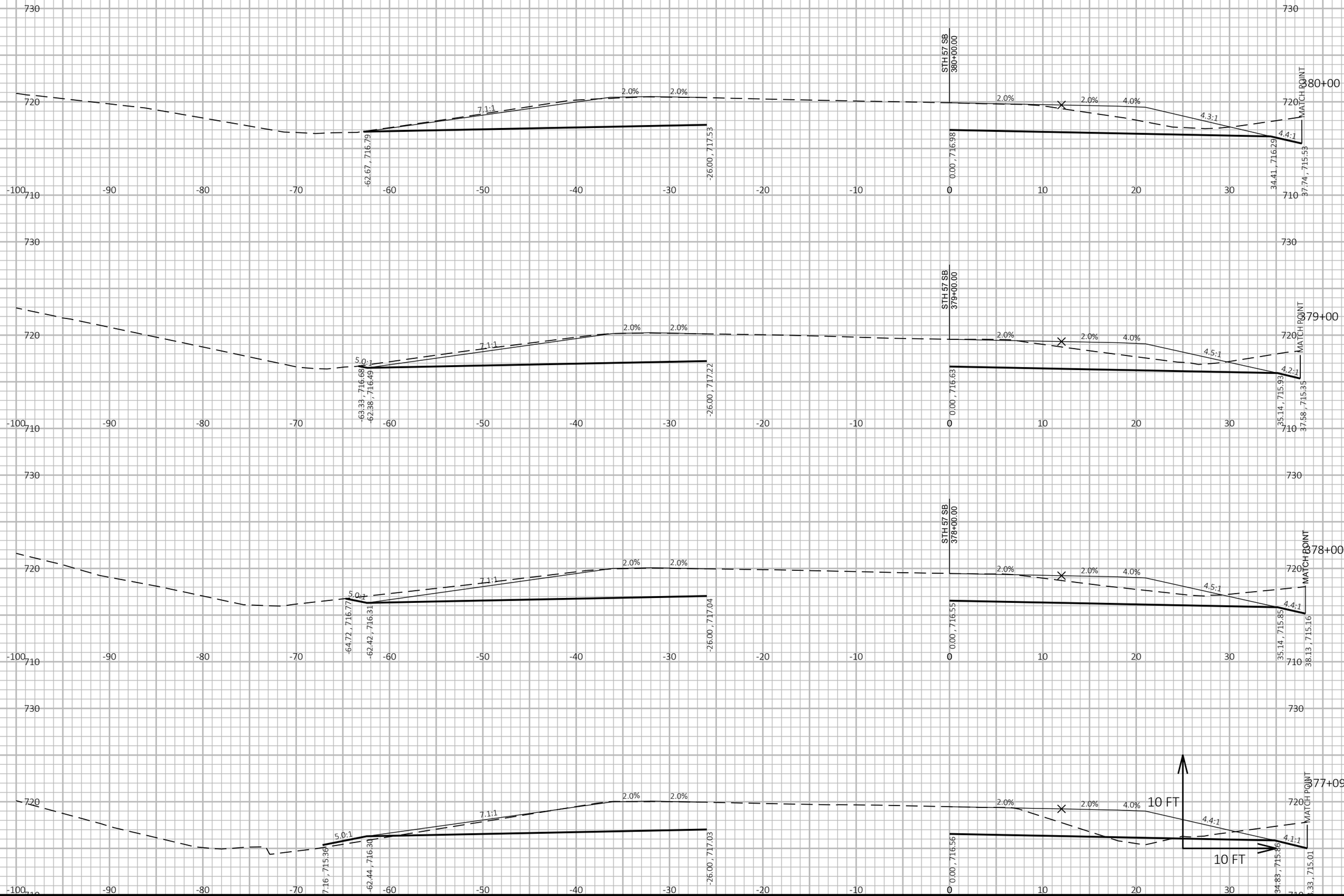
WISDOT/CADDS SHEET 49



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET E

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PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

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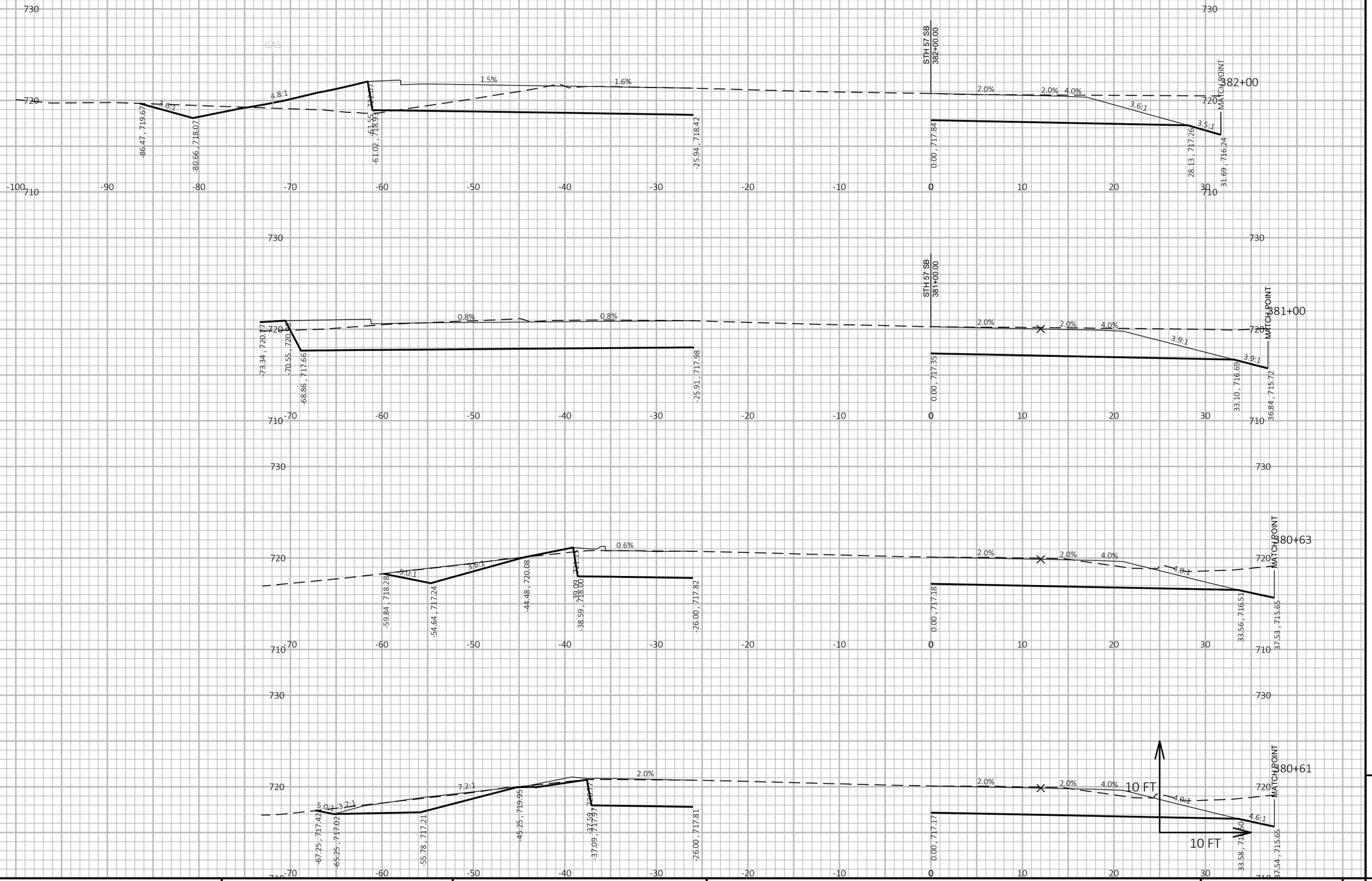
WISDOT/CADDS SHEET 49



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET	E

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PLOT NAME :

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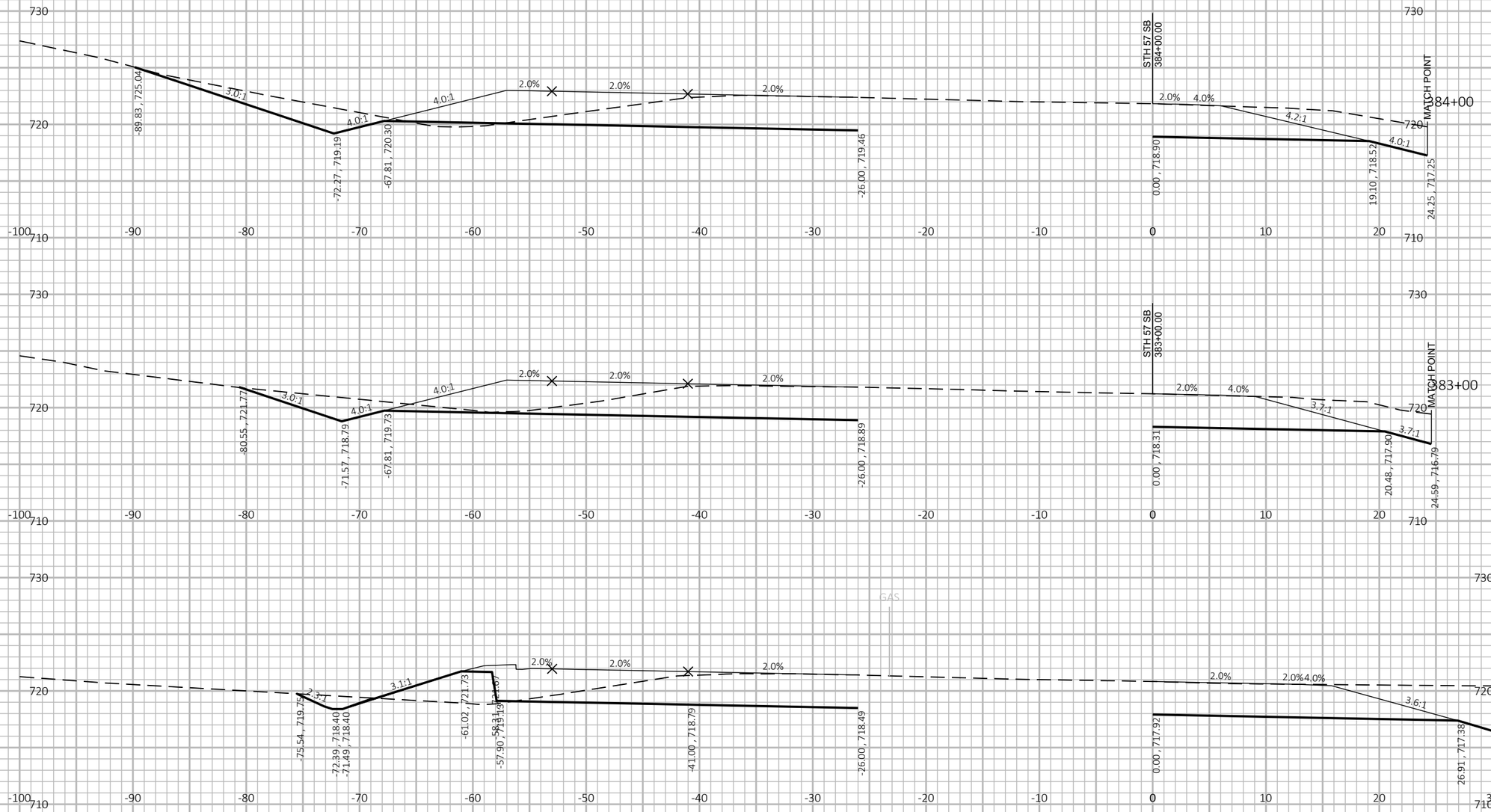

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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET	E

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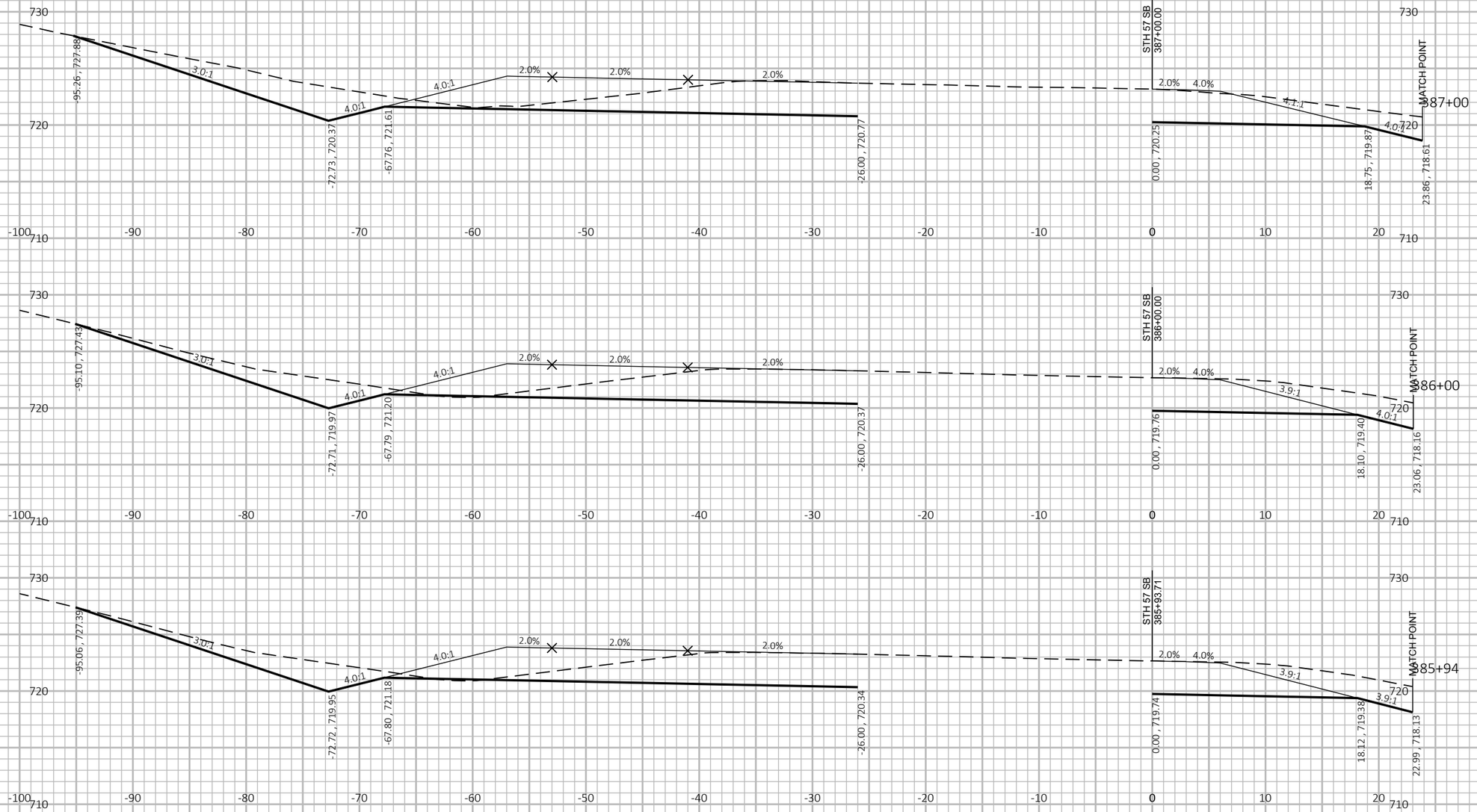
PLOT DATE : 5/30/2020 9:07 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET E

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LAYOUT NAME - 090206-xs

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PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

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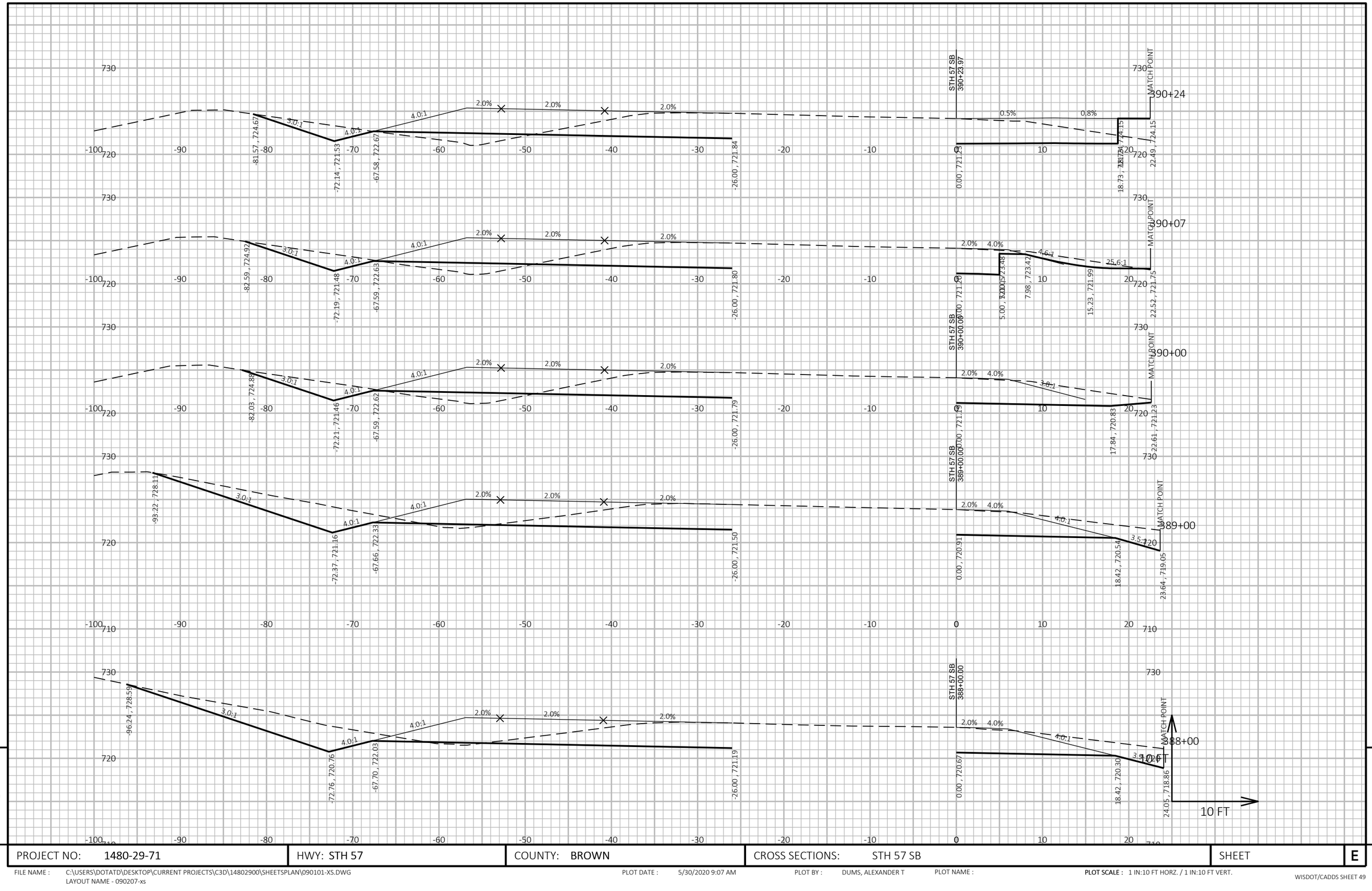

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET	E

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LAYOUT NAME - 090207-xs

PLOT DATE : 5/30/2020 9:07 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

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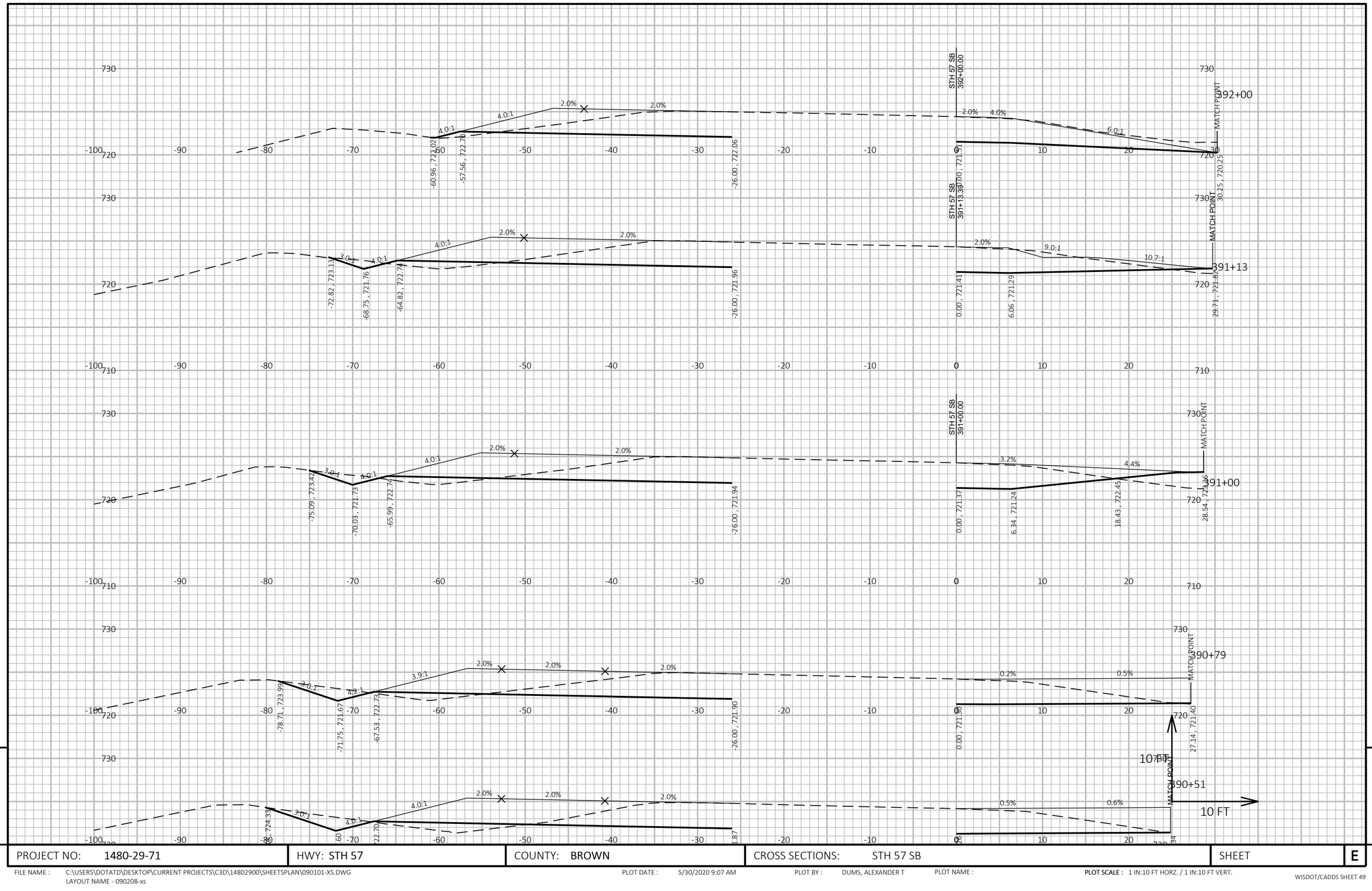

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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET	E

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LAYOUT NAME - 090208-xs

PLOT DATE : 5/30/2020 9:07 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

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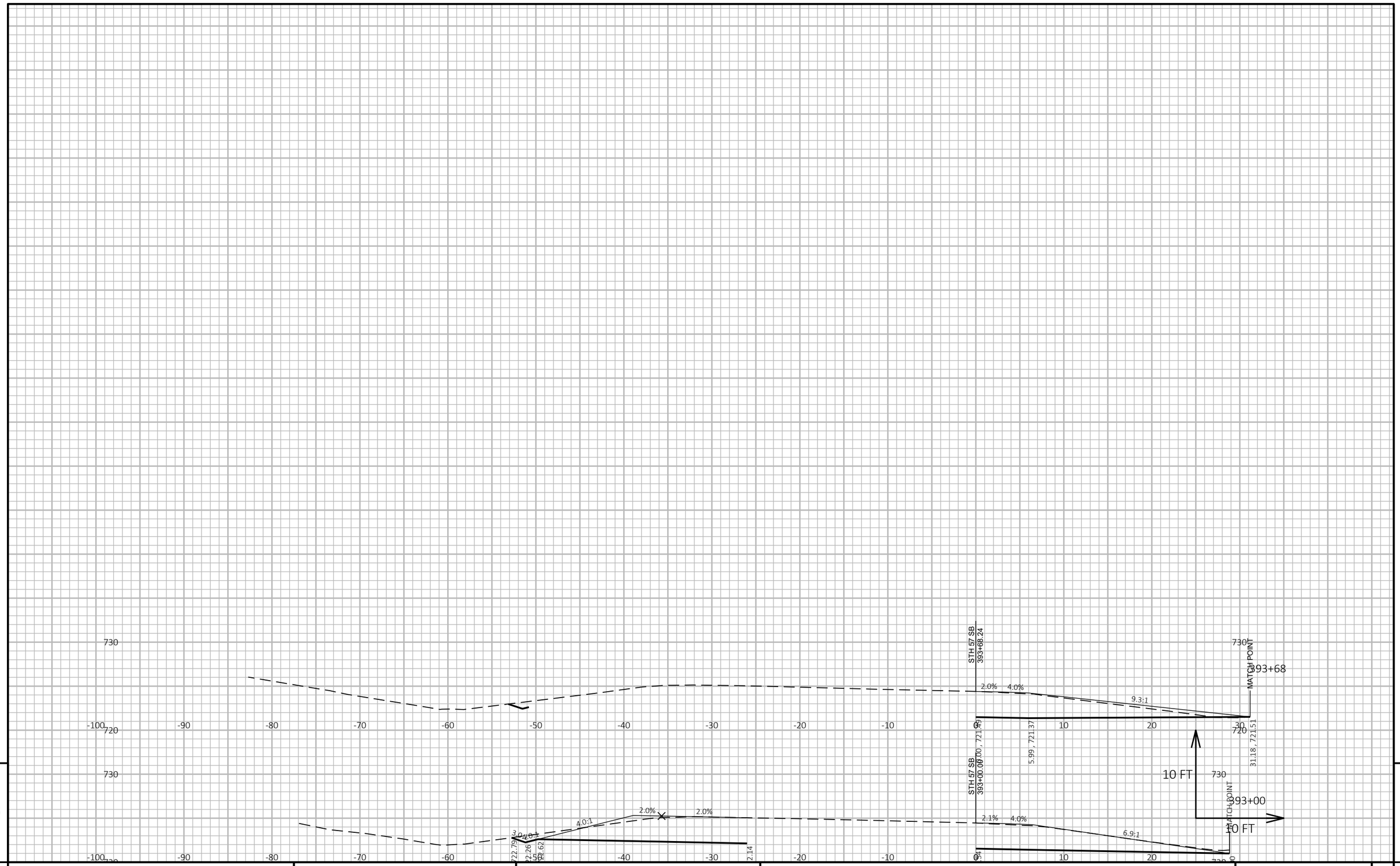

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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET	E

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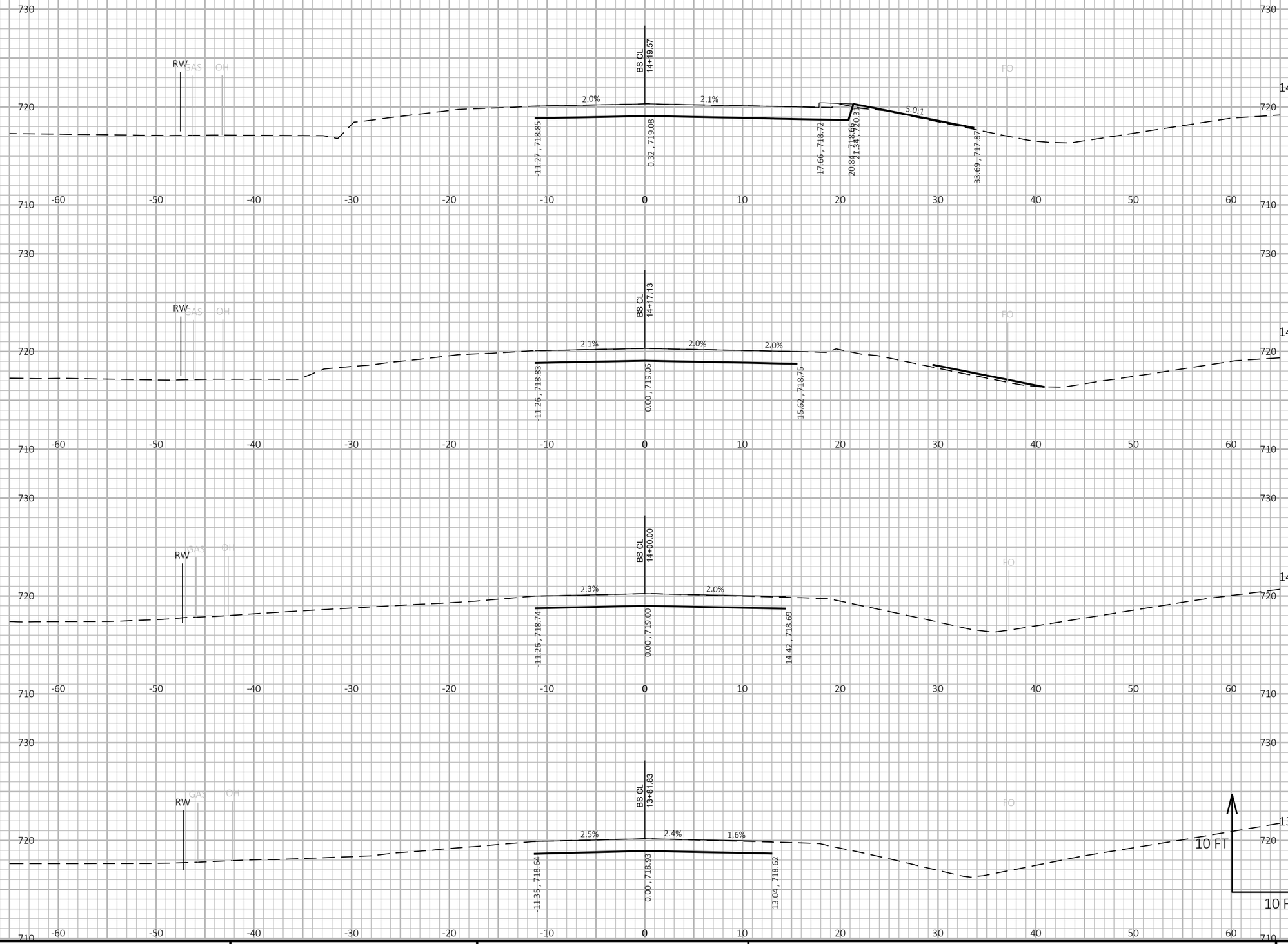
LAYOUT NAME - 090209-xs

PLOT DATE : 5/30/2020 9:07 AM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: BAY SETTLEMENT ROAD	SHEET	E

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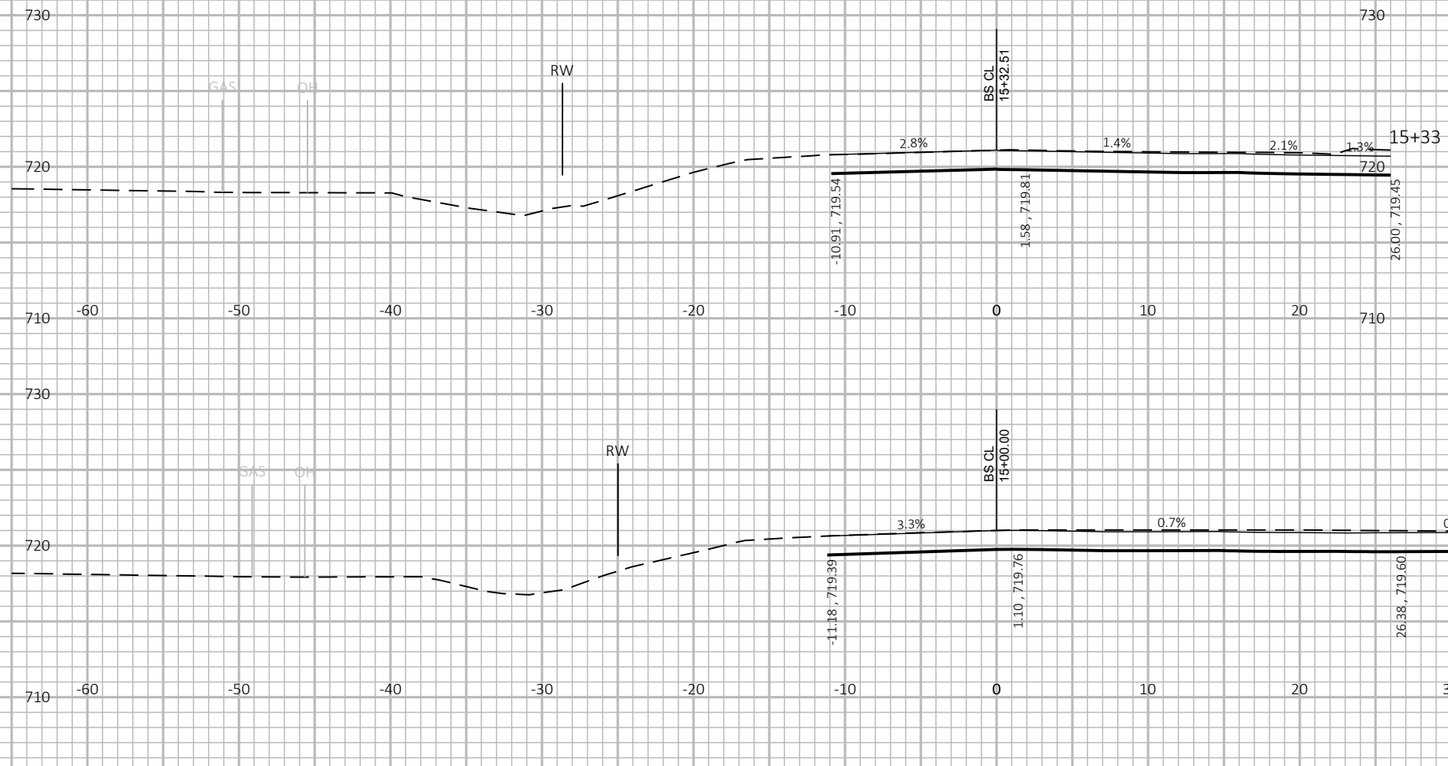
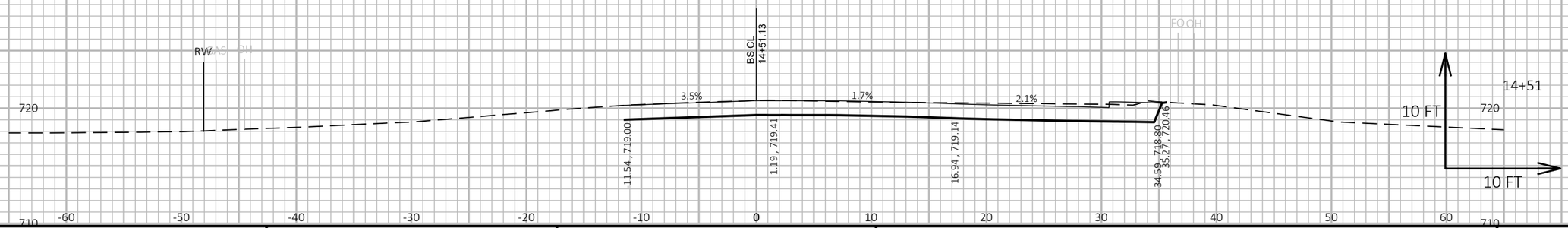
LAYOUT NAME - 090301-xs

PLOT DATE : 5/30/2020 9:07 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.





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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: BAY SETTLEMENT ROAD	SHEET	E

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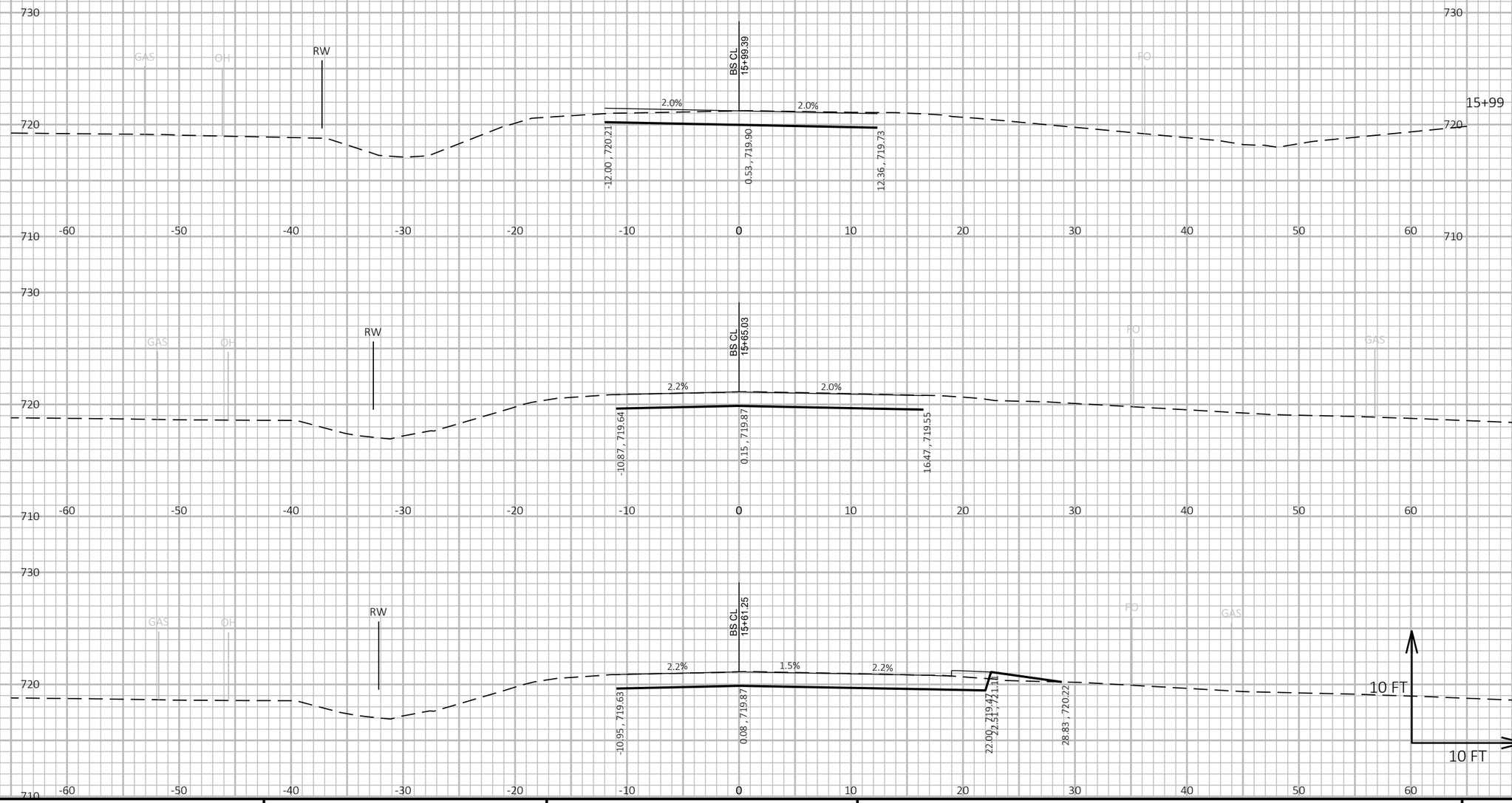
WISDOT/CADDS SHEET 49



PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: BAY SETTLEMENT ROAD	SHEET	E

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LAYOUT NAME - 090303-xs

PLOT DATE : 5/30/2020 9:07 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: BAY SETTLEMENT ROAD CONNECTOR	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090401-xs

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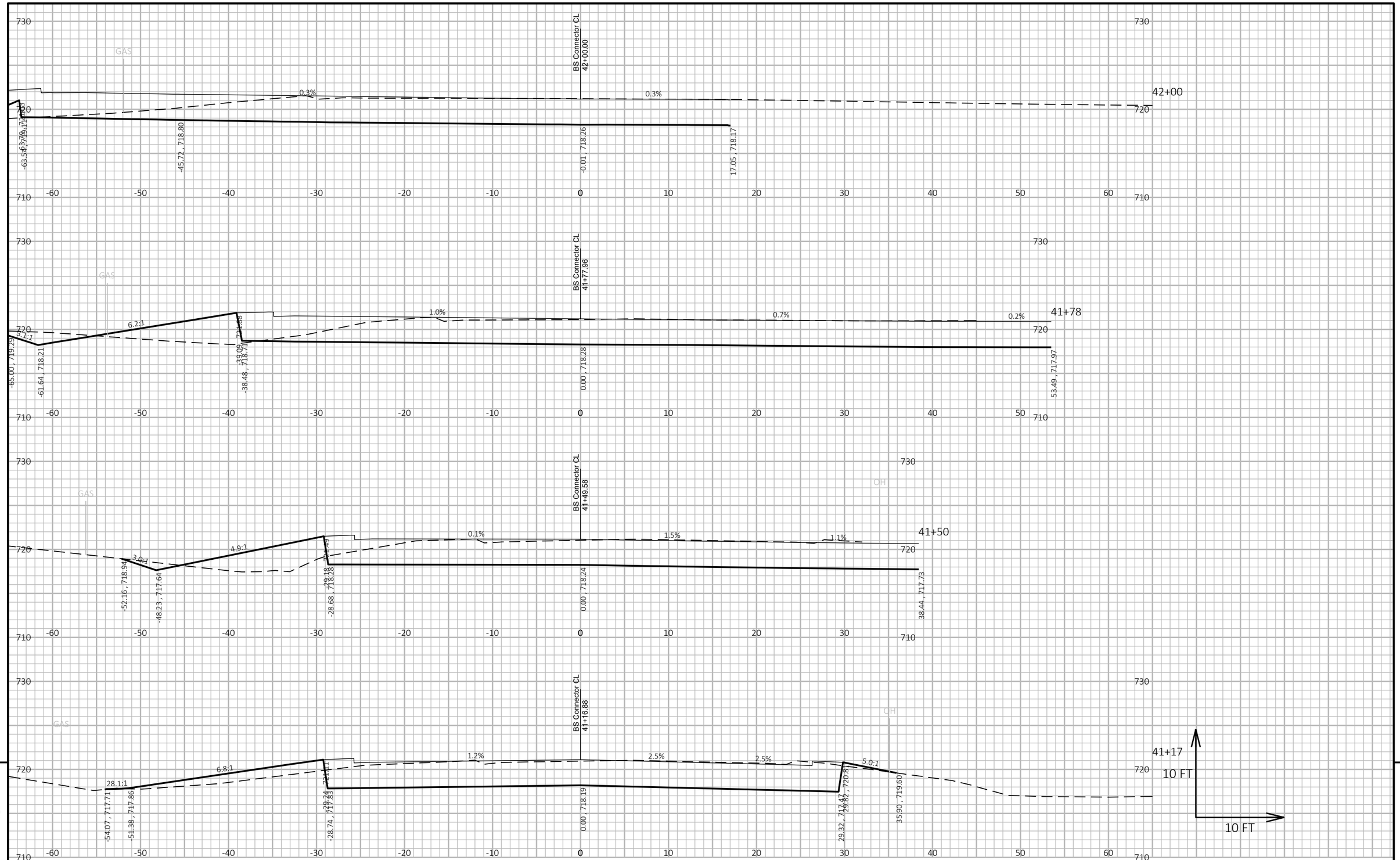

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: BAY SETTLEMENT ROAD CONNECTOR	SHEET	E

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LAYOUT NAME - 090402-xs

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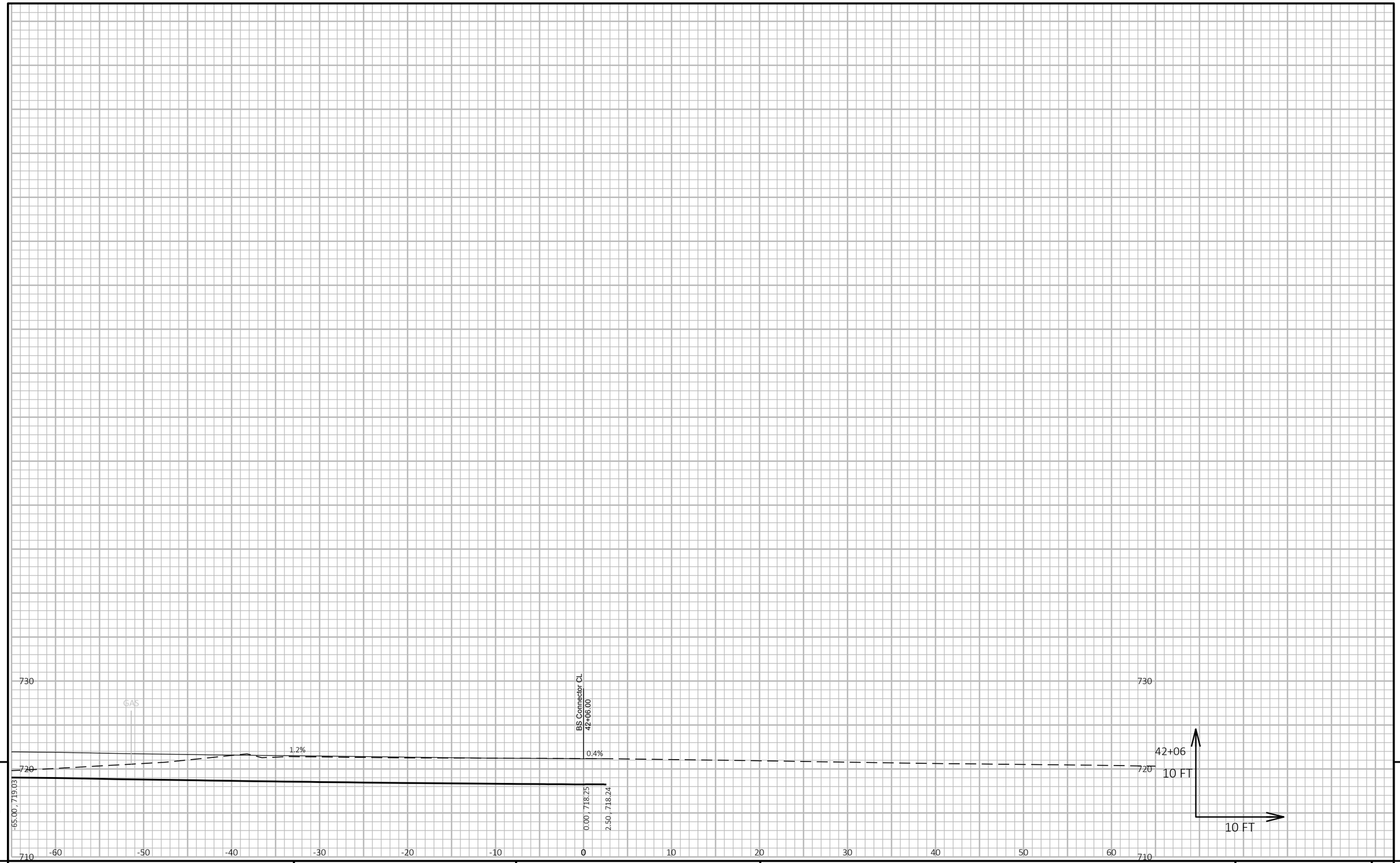

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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: BAY SETTLEMENT ROAD CONNECTOR	SHEET	E

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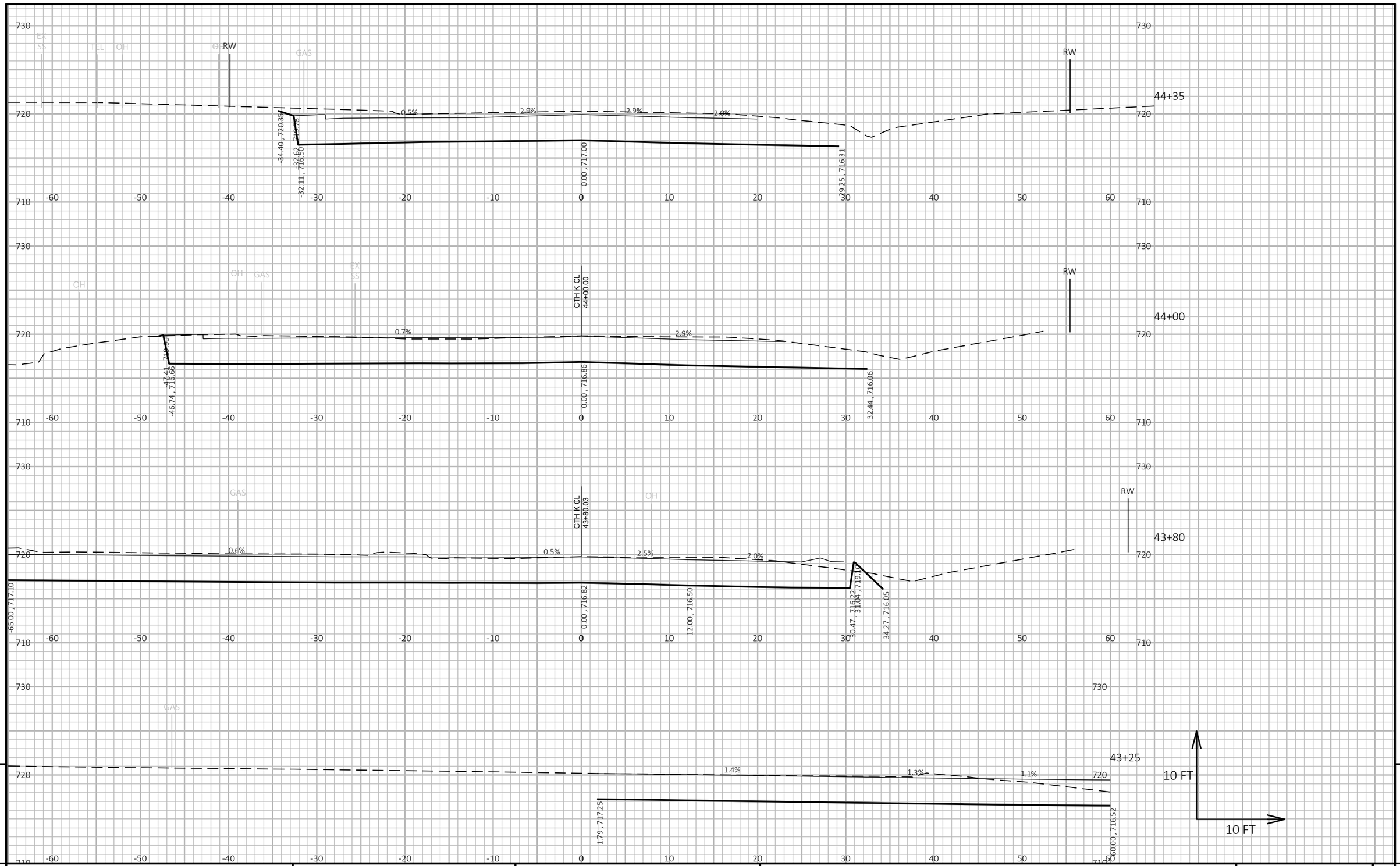

PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: CTH K	SHEET	E

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LAYOUT NAME - 090501-xs

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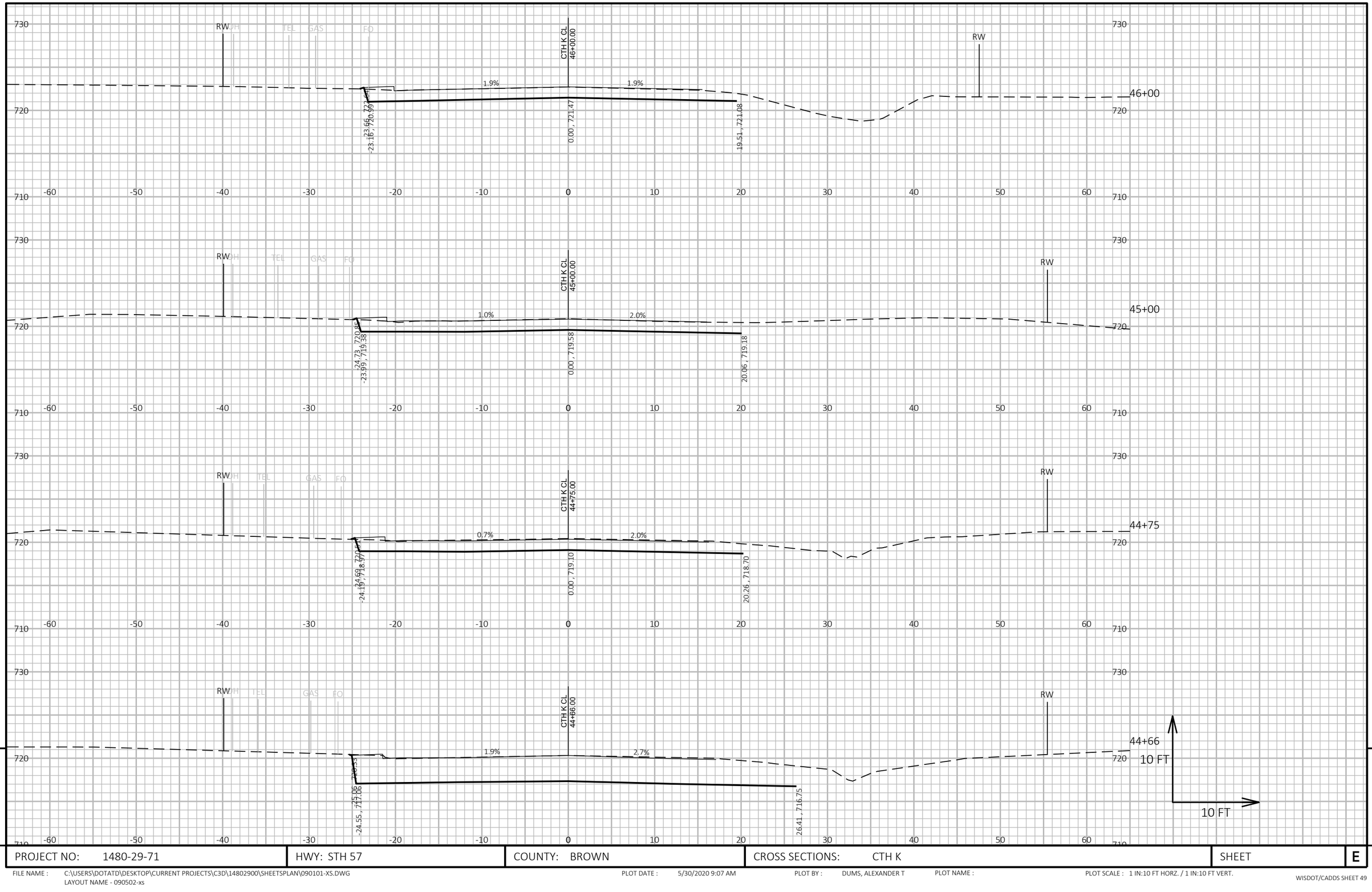

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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: CTH K	SHEET	E

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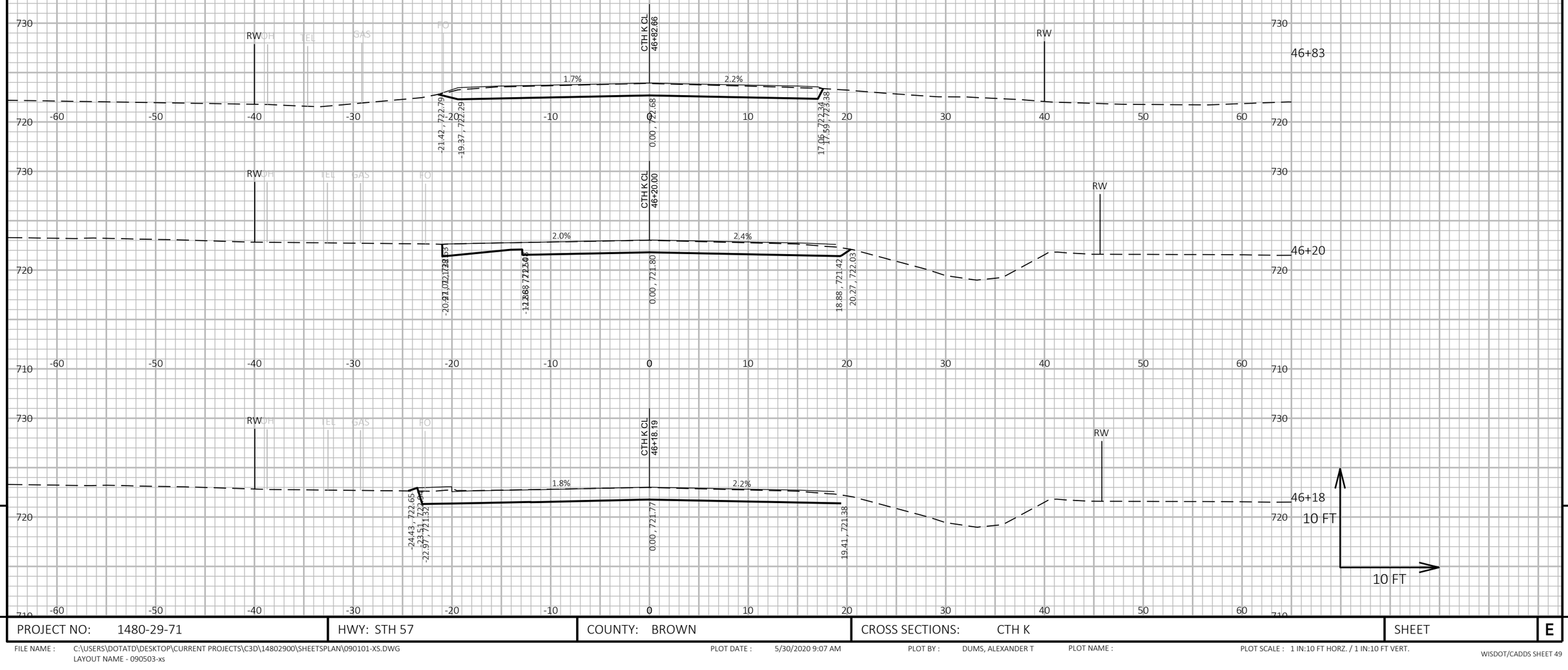
WISDOT/CADDS SHEET 49



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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: CTH K	SHEET	E

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\090101-XS.DWG
LAYOUT NAME - 090503-xs

PLOT DATE : 5/30/2020 9:07 AM PLOT BY : DUMS, ALEXANDER T PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

Attachment F

State of Wisconsin
DEPARTMENT OF NATURAL RESOURCES
2984 Shawano Avenue
Green Bay, WI 54313-6727

Tony Evers, Governor
Preston D. Cole, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463

December 2, 2019

DOT: Brown

Andrew Fulcer, P.E.
Wisconsin Department of Transportation
944 Vanderperren Way
Green Bay WI, 54304

Subject: DNR Initial Review
Project I.D. 1480-29-00/71
STH 57 and CTH K Intersection Safety Improvement
CTH K Intersection with STH 57 Median
Brown County
Section 6 and 7, T24N – R22E

Dear Mr. Fulcer:

The Wisconsin Department of Natural Resources (DNR) has received the information you provided for the above-referenced project. According to your proposal, the purpose of this project is to reconfigure the STH 57 and CTH K intersection. Proposed improvements include constructing a reduced conflict (RCUT) configuration to reduce right angle crashes.

Preliminary information has been reviewed by DNR staff for the project under the DNR/DOT Cooperative Agreement. Initial comments on the project as proposed are included below, and we assume that additional information will be provided that addresses all resource concerns identified. When requesting Final Concurrence/Water Quality Certification, please send the most up-to-date plan set (including the erosion control plan sheets), contract special provisions, Wetland Impact Tracking Form, Notice of Intent for the Transportation Construction General Permit (TCGP), and any additional pertinent information to ensure environmental commitments have been met.

Project-Specific Resource Concerns

Wetlands

I have not been able to visit the site, but based on aerial photographs, DNR Surface Water Data Viewer, and Google Street View there is wetland vegetation within STH 57 ditches and median. It looks like much of the wetland vegetation is invasive *Phragmites* however it is possible that more native vegation is present. There is potential for wetland impacts to occur as a result of this project. Wetland impacts must be avoided and/or minimized to the greatest extent practicable. Unavoidable wetland losses must be compensated for in accordance with the DNR/DOT Cooperative Agreement and the WisDOT Wetland Mitigation Banking Technical Guideline. Please provide the wetland community type and quantity of unavoidable wetland impacts, and mitigation information for this project using the Wetland Impact Tracking Form.

Fisheries/Stream Work
There is a mapped intermittent tributary to Wequiock Creek that crosses STH 57 to the south of the CTH K intersection. There is little information available for this waterway however according to the the area Fisheries Biologist this stream may hold some local fish, but it is not used by spawning fish from the Bay of Green Bay. If impacts to the culvert or the waterway are anticipated further coordination will be needed.

Natural Heritage Conservation (formerly "Endangered Resources")
Based upon a review of the Natural Heritage Inventory (NHI) dated November 27, 2019, there are multiple records for State Special Concern and Federally Protected species or communities, however based on the scope of the project and habitat of the project area adverse impacts to these species and communities are not anticipated. With this review the following has also been determined:

- There are no known Northern Long-eared Bat (NLEB) maternity roost trees within 150 feet of the project or known hibernacula within 0.25 miles of the proposed project area.
- This project is located outside of any High Potential Zones (HPZ) for the Rusty Patched Bumblebee (RPBB), and therefore should have no impact on this federally endangered species.

NHI Disclaimer: This review letter may contain NHI data, including specific locations of endangered resources, which are considered sensitive and are not subject to Wisconsin's Open Records Law (s. 23.27 3(b), Wis. Stats.). As a result, endangered resources-related information contained in this review letter may be shared only with individuals or agencies that require this information in order to carry out specific roles in the permitting, planning and implementation of the proposed project. Endangered resources information must be redacted from this letter prior to inclusion in any publicly disseminated documents

Invasive Species
All project equipment shall be decontaminated for removal of invasive species prior to and after each use on the project site by utilizing other best management practices (https://dnr.wi.gov/topic/Invasives/bmp.html) to avoid the spread of invasive species as outlined in NR 40, Wis. Adm. Code. For further information, please refer to the following: https://dnr.wi.gov/topic/invasives/classification.html

Floodplains
A preliminary review of the Surface Water Data Viewer (SWDV) indicates that mapped floodplain study was conducted downstream on the unnamed waterway that crosses STH 57 south of the intersection. If impacts to this waterway are anticipated then you should coordinate with the Brown County Zoning Department.

Storm Water Management & Erosion Control

- For projects disturbing an acre or more of land erosion control and storm water measures must adhere to the Wisconsin Pollutant Discharge Elimination System Transportation Construction General Permit (TCGP) for Storm Water Discharges. Coverage under TCGP is required prior to construction. WisDOT should apply for permit coverage by submitting a Notice of Intent (NOI) prior to, or when requesting Final Concurrence. Permit coverage will be issued by DNR with the Final Concurrence letter after design is complete and documentation shows that the project will meet construction and post-construction performance standards. For more information regarding the TCGP you can go to the following link, and click on the "Transportation" tab: https://dnr.wi.gov/topic/Sectors/Transportation.html

- All projects require an Erosion Control Plan (ECP) that describes best management practices that will be implemented before, during and after construction to minimize pollution from storm water discharges. Additionally, the plan should address how post-construction storm water performance standards will be met for the specific site. The project design and Erosion Control Implementation Plan (ECIP) must comply with the TCGP in order to receive permit-coverage from the DNR.

- Once the project contract has been awarded, the contractor will be required to outline their implementation of erosion control measures as it relates to the construction project, as well as their construction methods in the ECIP. An adequate ECIP for the project must be developed by the contractor and submitted to this office for review at least 14 days prior to the preconstruction conference. For projects regulated under the TCGP, submit the ECIP as an amendment to the ECP.

U.S. Army Corps of Engineers Coordination
This project may require a permit from the U.S. Army Corps of Engineers (USACE). Please contact USACE for more details.

Other
All local, state, and federal permits and/or approvals must be obtained prior to commencing construction activities.

The above comments represent the DNR's initial concerns for the proposed project and does not constitute final concurrence. Final concurrence will be granted after further review of refined project plans, Erosion Control Plan, Wetland Impact Tracking Form, Special Provisions, NOI for the TCGP, and additional coordination if necessary. If any of the concerns or information provided in this letter requires further clarification, please contact this office at (920) 412-0165, or email at james.doperalski@wisconsin.gov.

Sincerely,

James P. Doperalski Jr.

James P. Doperalski Jr.
Environmental Analysis & Review Specialist

c: Mike Helmrick - DOT
Tom Kobus - DOT
File

Attachment G

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
Phone: (920) 866-1717 Fax: (920) 866-1710

In Reply Refer To: June 23, 2020
Consultation Code: 03E17000-2020-SLI-1484
Event Code: 03E17000-2020-E-04845
Project Name: 1480-29-00 - STH 57 and CTH K Intersection - Brown County, Wisconsin

Subject: List of threatened and endangered species that may occur in your proposed project location, and/or may be affected by your proposed project

To Whom It May Concern:

The attached species list identifies any federally threatened, endangered, proposed and candidate species that may occur within the boundary of your proposed project or may be affected by your proposed project. The list also includes designated critical habitat if present within your proposed project area or affected by your project. This list is provided to you as the initial step of the consultation process required under section 7(c) of the Endangered Species Act, also referred to as Section 7 Consultation.

Section 7 of the Endangered Species Act of 1973 requires that actions authorized, funded, or carried out by Federal agencies not jeopardize federally threatened or endangered species or adversely modify designated critical habitat. To fulfill this mandate, Federal agencies (or their designated non-federal representative) must consult with the Service if they determine their project “may affect” listed species or critical habitat.

Under 50 CFR 402.12(e) (the regulations that implement Section 7 of the Endangered Species Act) the accuracy of this species list should be verified after 90 days. This verification can be completed formally or informally. You may verify the list by visiting the ECOS-IPaC website http://ecos.fws.gov/ipac/ at regular intervals during project planning and implementation and completing the same process you used to receive the attached list. As an alternative, you may contact this Ecological Services Field Office for updates.

Please use the species list provided and visit the U.S. Fish and Wildlife Service's Region 3 Section 7 Technical Assistance website at - http://www.fws.gov/midwest/endangered/section7/s7process/index.html. This website contains step-by-step instructions which will help you determine if your project will have an adverse effect on listed species and will help lead you through the Section 7 process.

For all **wind energy projects** and **projects that include installing towers that use guy wires or are over 200 feet in height (*e.g.*, communication towers)**, please contact this field office directly for assistance, even if no federally listed plants, animals or critical habitat are present within your proposed project or may be affected by your proposed project.

Although no longer protected under the Endangered Species Act, be aware that bald eagles are protected under the Bald and Golden Eagle Protection Act (16 U.S.C. 668 *et seq.*) and Migratory Bird Treaty Act *(*16 U.S.C. 703 *et seq*), as are golden eagles. Projects affecting these species may require measures to avoid harming eagles or may require a permit. If your project is near an eagle nest or winter roost area, see our Eagle Permits website at http://www.fws.gov/midwest/midwestbird/EaglePermits/index.html to help you determine if you can avoid impacting eagles or if a permit may be necessary.

We appreciate your concern for threatened and endangered species. The Service encourages Federal agencies to include conservation of threatened and endangered species into their project planning to further the purposes of the Act. Please include the Consultation Tracking Number in the header of this letter with any request for consultation or correspondence about your project that you submit to our office.

Attachment(s):

- Official Species List

Official Species List

This list is provided pursuant to Section 7 of the Endangered Species Act, and fulfills the requirement for Federal agencies to "request of the Secretary of the Interior information whether any species which is listed or proposed to be listed may be present in the area of a proposed action".

This species list is provided by:

Green Bay Ecological Services Field Office
2661 Scott Tower Drive
New Franken, WI 54229-9565
(920) 866-1717

Project Summary

Consultation Code: 03E17000-2020-SLI-1484

Event Code: 03E17000-2020-E-04845

Project Name: 1480-29-00 - STH 57 and CTH K Intersection - Brown County, Wisconsin

Project Type: TRANSPORTATION

Project Description: Reconfigure intersection, add turn lanes, create turnarounds approximately 700' north and south of the intersection and add turn lanes to use the new turnarounds. The roadway footprint will be widened by approximately 25' to add turn lanes. Culvert pipes in the project area will be extended. The main through lanes with remain untouched.

Project Location:

Approximate location of the project can be viewed in Google Maps: https://www.google.com/maps/place/44.57473403175055N87.87391272975913W

Counties: Brown, WI

Endangered Species Act Species

There is a total of 4 threatened, endangered, or candidate species on this species list.

Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fish may appear on the species list because a project could affect downstream species.

IPaC does not display listed species or critical habitats under the sole jurisdiction of NOAA Fisheries[1], as USFWS does not have the authority to speak on behalf of NOAA and the Department of Commerce.

See the "Critical habitats" section below for those critical habitats that lie wholly or partially within your project area under this office's jurisdiction. Please contact the designated FWS office if you have questions.

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1. NOAA Fisheries, also known as the National Marine Fisheries Service (NMFS), is an office of the National Oceanic and Atmospheric Administration within the Department of Commerce.

Mammals

NAME	STATUS
Northern Long-eared Bat *Myotis septentrionalis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Red Knot *Calidris canutus rufa* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/1864	Threatened

Insects

NAME	STATUS
Rusty Patched Bumble Bee *Bombus affinis* No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9383	Endangered

Flowering Plants

NAME	STATUS
Dwarf Lake Iris *Iris lacustris*	Threatened

No critical habitat has been designated for this species.

Species profile: https://ecos.fws.gov/ecp/species/598

Critical habitats

THERE ARE NO CRITICAL HABITATS WITHIN YOUR PROJECT AREA UNDER THIS OFFICE'S JURISDICTION.

Attachment H

WETLANDS Factor Sheet

06-11-2019 Wisconsin Department of Transportation

Alternative: RCUT	Preferred: ☒ Yes ☐ No ☐ None identified	Project ID: 1480-29-00

Describe Wetlands

1. **Describe Wetlands Along the Project (a map may be helpful):**

	Name (if known) [1]	County	Section-Township-Range	Location Map	Wetland Type(s)[2]	Total Wetland Loss	Temporary Wetland Loss	Is the wetland contiguous with a stream, lake or other?	Name the contiguous waterbody (ies)
Wetland *1*	None	Brown	S-7, T-24N, R-22E	Exhibit: J	Shallow Marsh	0.004 acres	0 acres	☐ Yes ☒ No	N/A
Wetland *2*	None	Brown	S-7, T-24N, R-22E	Exhibit: J	Shallow Marsh	0.237 acres	0 acres	☐ Yes ☒ No	N/A
Wetland *3*	None	Brown	S-7, T-24N, R-22E	Exhibit: J	Shallow Marsh	0.134 acres	0 acres	☐ Yes ☒ No	N/A
Wetland *4*	None	Brown	S-7, T-24N, R-22E	Exhibit: J	Shallow Marsh	0.050 acres	0 acres	☐ Yes ☒ No	N/A
Wetland *5*	None	Brown	S-6, T-24N, R-22E	Exhibit: J	Shallow Marsh	0.016 acres	0 acres	☐ Yes ☒ No	N/A
Wetland *6*	None	Brown	S-6, T-24N, R-22E	Exhibit: J	Shallow Marsh	0.103 acres	0 acres	☐ Yes ☒ No	N/A

[1] Examples of named wetlands include: Cherokee Marsh, Horicon Marsh, Tiffany Bottoms, etc.

[2] Use wetland types specified in the WisDOT Wetland Mitigation Banking Technical Guidelines, Table 1-C:

[3] If wetland is contiguous to a stream, lake or other water body, and impacts to the resource are expected, complete the Surface Water Factor Sheet.

2. **Describe method for evaluating wetlands along project.**
   - ☒ Wetland delineation. Date completed: 10/2019
   - ☐ Interagency wetland determination. Date completed:
   - ☐ Other. Describe and indicate date completed:
   - ☐ Evaluation not necessary or not completed. Explain:

3. **Are any impacted wetlands considered "wetlands of special status," "red flag wetlands," or "rare and high-quality wetlands"? Refer to WisDOT Wetland Mitigation Banking Technical Guideline, page 10 for additional information.**
   - ☒ No
   - ☐ Yes:
     - ☐ Advanced Identification Program (ADID) Wetlands
     - ☐ Other – Describe:

4. **List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland (List should include both permanent, migratory and seasonal residents):** Small mammals, birds, reptiles, and amphibians are expected wildlife to be inhabiting the wetlands.

Describe Work and Anticipated Impacts

5. Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, temporary impacts, other:
All wetlands are located in roadside ditches. The ditches are all being pushed out further to widen a turn lane for the approaches to County K and Bay Settlement Road. The current roadside ditches will be filled in to widen the road but new ditches will be constructed with the project ergo new wetlands are expected to form over time as the conditions of the new ditches will be similar to the conditions of the ditches prior to construction.

6. Wetland Avoidance and Impact Minimization: [Note: Consideration of avoidance and minimization strategies is required before evaluating compensatory mitigation needs.]

A. Wetlands avoided: 0
   1. Describe methods used to avoid the use of wetlands, such as tightening slopes, using a lower level of improvement or placing the roadway on new location, etc.: N/A
   2. Indicate the total area of wetlands avoided: 0 acres

B. Wetlands impacts minimized: 0.20 acres
   1. Describe methods used to minimize the use of wetlands, such as increasing side slopes, use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.: The slopes were steepened to 3:1 instead of using existing side slopes of 6:1. This reduced the impacts to wetlands.
   2. Indicate the total area of wetlands saved through minimization: 0.20 acres

7. Erosion control or stormwater management practices which will be used to protect the wetland are described on Factor Sheets, check all that apply:

☐ Erosion Control Factor Sheet completed
☐ Stormwater Factor Sheet completed
☒ Neither Factor Sheet will be used, briefly describe measures to be used:
Standard WisDOT erosion control methods will be used on this project during construction to minimize adverse impacts from erosion. Best management practices will be used during construction and an Erosion Control Implementation Plan (ECIP) will be submitted and followed by the construction contractor. An outline of the erosion control measures will be included in the plan and the construction engineer must oversee and verify installation and maintenance.

<u>Coordination and Permitting</u>

8. US Army Corps of Engineers (USACE) Jurisdiction and Section 404 Permit (Clean Water Act):

☐ Not applicable, no impacts anticipated to waters under USACE jurisdiction.
Date of approved jurisdictional determination:
☒ Applicable, impacts anticipated to wetlands under USACE jurisdiction.
Indicate acres of wetlands filled: 0.408 acres and acres temporarily impacted: 0 acres
Type of 404 permit anticipated:
☐ Individual Section 404 Permit required.
☒ General Permit (GP) or Letter of Permission (LOP) required.
Indicate which GP or LOP is required:
☒ Transportation Regional General Permit (TRGP; expires 02/20/23). Permit category: Category 2
☐ Nationwide General Permit (NWP). NWP number:
☐ Letter of Permission (LOP-06-WI; issued 04/17/06 – or – LOP-10-R; issued 08/30/10)
Pre-construction notification (PCN):
☐ Not required. Explain:
☒ Required. Status of PCN: Not Started

9. Wisconsin Department of Natural Resources (WDNR) Coordination and Section 401 Water Quality Certification (WQC):

☐ WDNR provided concurrence on the project's wetland delineation. Date received or anticipated:
☒ 401 WQC anticipated: 401 water quality certification and final concurrence will be requested from WDNR during final design. WisDOT has coordinated with WDNR regarding wetland impacts.

10. **Federal Highway Administration (FHWA) Wetland Policy:**

☒ Individual wetland finding required. Summarize all practicable measures included in the project to minimize harm to wetlands and explain why there are no practicable alternatives to the proposed action and wetland use: The project is a Highway Safety Improvement Program (HSIP) project and the preferred alternative after coordination with local officals and the public was the reduced conflict u-turn intersection concept. This alternative required widening turn lanes so turning vehicles from the side road could have clear vision when making their turning movements. Widening the roadway led to filling in the ditches and pushing them out further so the fill of wetlands was unavoidable for this project. Wetland impacts were reduced to a minimum to the maximum extent practicable. Slopes throughout the project were increased to the maximum allowed of 3:1 in several areas to minimize wetland impacts. The current roadside ditches will be filled in to widen the road but new ditches will be constructed with the project ergo new wetlands are expected to form over time as the conditions of the new ditches will be similar to the conditions of the ditches prior to construction.

Wetlands are based upon the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to the wetlands which may result from such use (per FHWA Technical Advisory T6640.8A and Executive Order 11990).

☐ Not applicable, explain:

11. **Section 10 Waters (Rivers and Harbors Act). For navigable waters of the United States (Section 10) indicate which 404 Permit is required:**

☒ No Section 10 waters. Section 10 permit not required.

☐ Section 10 waters present.

- ☐ Individual Permit
- ☐ Nationwide Permit, NWP number:
- ☐ Transportation Regional General Permit, TRGP category:

Pre-construction notification (PCN):

- ☐ Not required, explain:
- ☐ Required, status of PCN:

Compensation

12. **Describe compensation for unavoidable wetland loss including wetland type, acres of loss, the mitigation ratio to be used, the type and acres of compensation and the Wetland Mitigation Site (if known) where mitigation will occur:** The affected existing ditch wetlands in locations where the roadway is being widened should be recreated within the new ditches after restoration is completed.
According to Section 404(b)(1) of the Clean Water Act, wetland compensatory mitigation procedures and sequencing will conform to the USACE and U.S. Environmental Protection Agency (EPA) joint rule on Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332; and 40 CFR Part 230; dated April 10, 2008).
Compensatory mitigation will be consistent with amendments to the Cooperative Agreement between DNR and WisDOT on compensatory mitigation for unavoidable losses (July 2012) and WisDOT Wetland Mitigation Banking Technical Guideline (March 2002).

13. **Summarize the coordination to date and that still needs to be completed with USACE, WDNR and other agencies or organizations regarding compensation for unavoidable wetland losses below and indicate where the documentation is located:** An attached letter (Attachment D) shows the initial coordination with the WDNR and communication between the two entities will continue for wetland mitigation. A 404 permit will be applied for with the Army Corps of Engineers at a later date.

Attachment I

Special Provisions

Table of Contents

SPECIAL PROVISIONS

1. General.

Perform the work under this construction contract for Project 1480-29-71, Green Bay – Dyckesville, CTH K Intersection, Brown 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, 2022 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 (20210113)

2. Scope of Work.

The work under this contract shall consist of grading, HMA pavement, concrete pavement, curb and gutter, base aggregate dense, erosion control, signing, lighting, 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.

4. Traffic.

Keep STH 57 open to two lanes of traffic during peak hours unless otherwise noted within this article, or in the plans. Maintain traffic with a minimum of twelve-foot (12') travel lanes at all times.

Peak hours are defined as follows:

- Fridays from noon to Sunday 9:00 PM.

Off-Peak hours are defined as all times that are not peak hours.

Construction Staging

Stage 1

- Traffic for STH 57 will be utilizing one lane during the week and both lanes on weekends.
- Inside lane of STH 57 NB and STH 57 SB will be closed to traffic during non-peak times during construction activity.
- CTH K and Bay settlement Road will utilize existing traffic pattern. No left or through movements will be allowed from CTH K and Bay Settlement Road.
- Begin and complete construction of STH 57 NB and STH 57 SB inside turn lanes, shoulders and median turnarounds.
- Complete construction of median bike crossing.
- Complete drainage structures 1, 2, 3, 4, 5, 6, 14, and 15.

Stage 2

- Traffic for STH 57 will be utilizing one lane during the week and both lanes on weekends.

- Outside lane of STH 57 NB will be closed to traffic during non-peak times during construction activity.
- CTH K will be closed. Local traffic only will be allowed. Local traffic will only have access to CTH K from the east. Right turn movements shall not be allowed from STH 57 NB through the work zone to CTH K.
- CTH K will utilize existing traffic pattern. No left or through movements will be allowed from CTH K and Bay Settlement Road.
- Begin and complete construction of STH 57 NB outside turn lanes and shoulders.
- Begin and complete construction of CTH K from STH 57 NB to project limits.
- Complete drainage structures 10, 11, 12, and 13.

Stage 3

- Traffic for STH 57 will be utilizing one lane during the week and both lanes on weekends.
- Outside lane of STH 57 SB will be closed to traffic during non-peak times during construction activity.
- Bay Settlement Road will be closed. Local traffic only will be allowed. Right turn movements shall not be allowed from STH 57 SB through the work zone to Bay Settlement Road.
- CTH K will utilize existing traffic pattern. CTH K shall be restricted to right out only turning movements while lane closures are active.
- Begin and complete construction of STH 57 SB outside turn lanes and shoulders.
- Begin and complete construction of Bay Settlement Road from STH 57 SB to project limits.
- Complete drainage structures 7, 8, and 9.

Clear Zone Working Restrictions

Do not store materials or equipment within the clear zone of traffic lanes which are not protected by temporary precast barrier. Remove materials from the clear zone prior to opening lane closures. Do not leave any slopes steeper than 3:1 or any drop offs at the edge of the traveled way greater than 2 inches within the clear zone which are not protected by temporary precast barrier prior to opening lane closures.

Do not perform heavy equipment work in the median at any time unless protected by concrete barrier in both directions except as allowed during night work with lane closures.

Do not perform heavy equipment work within 18 feet of the edge of the traveled way unless protected by concrete barrier or a lane closure during the allowed closure periods.

Park equipment a minimum of 30-feet from the edge of the traveled way. Equipment may be parked in the median if it meets the minimum distance requirement from both traveled ways or if it is protected by concrete barrier.

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.

(NER13-0507)

Portable Changeable Message Signs

Portable Changeable Message Signs shall be operating 7 days prior to start of construction.

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 prior to 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.

Temporary Regulatory Speed Limit Reduction

A reduction of the posted regulatory speed limit from 65 mph to 55 mph is required when any of the following conditions are created within the project limits: 1. Lane(s) closed and workers are present and active in close proximity to an open lane. 2. Lane(s) narrowed to less than 12 feet and adjacent shoulder width is reduced. 3. Traffic is shifted partly or completely onto a shoulder and/or temporary pavement and shoulder width is reduced. At all other times the posted regulatory speed limit shall be 65 mph.

During periods when traffic conditions do not require a Temporary Regulatory Speed Reduction, speed limit signs shall be changed to the permanent posted speed limit. This may require posted speed and sign changes twice a day. Changing temporary and existing/permanent signs between 65 mph and 55 mph shall be considered incidental to the item Traffic Control.

During approved temporary regulatory speed limit reductions, install regulatory speed limit signs on the inside and outside shoulders of the roadway at the beginning of the reduced regulatory speed zone, after all locations where traffic may enter the highway segment or every ½ mile within the reduced regulatory speed zone. Signs shall be installed at the end of the temporary regulatory speed zone to designate the end of the temporary regulatory speed zone and inform drivers the posted regulatory speed limit reverts back to 65 mph. To minimize possible confusion to the traveling public and to ensure appropriate speed enforcement, enhanced attention to placement and changing of speed limit signs is required.

Coordinate with Department construction field staff to notify the Northeast Region Traffic Section with field location(s) of the temporary regulatory speed zone. Primary contact phone number: 920-492-5652 (secondary contact number is 920-492-5641). Contact the Northeast Region Traffic Section at least 14-calendar days prior to installation of the temporary regulatory speed zone. After notification, Northeast Region Traffic will create a “Temporary Speed Zone Declaration” to meet statutory requirements, allowing enforcement of this temporary regulatory speed limit.

When construction activities impede the location of a post mounted regulatory speed limit sign, mount the regulatory speed limit sign on portable supports that meet the “crashworthy” definition and height criteria in the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD).

Wisconsin Lane Closure System Advanced Notification

Provide the following minimum 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 and Special Event Work Restrictions.

Do not perform work on, nor haul materials of any kind along or across any portion of the highway carrying STH 57 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 and special event periods:

- From noon Friday, May 27, 2022 to 6:00 AM Tuesday, May 31, 2022 Memorial Day;
- From noon Friday, July 1, 2022 to 6:00 AM Tuesday, July 5, 2022 Independence Day;
- From noon Friday, September 2, 2022 to 6:00 AM Tuesday, September 6, 2022 Labor Day.

stp-107-005 (20210113)

6. Utilities.

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

stp-107-065 (20080501)

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

The department has obtained a U.S. Army Corps of Engineers PCN 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 Andrew Fulcer at 920-362-6126.

There are wetlands within the right of way. The department has not requested or obtained a U.S. Army Corps of Engineers 404 Permit for this project. Required terms and conditions for general permits are available on the USACE's website:

https://www.mvp.usace.army.mil/Missions/Regulatory.aspx

Methods of operations, including preparatory work, staging, site clean-up, storing materials, or causing impacts to wetlands or waters are not permitted.

It is the contractor's responsibility to determine whether a U.S. Army Corps of Engineers Section 404 Permit is required, based on their method of operation, to construct the project. If a Section 404 Permit is necessary, obtain the Permit prior to beginning construction operations requiring the Permit. No time extensions as discussed in standard spec 108.10 will be granted for the time required to apply for and obtain the Permit. The contractor must be aware that the Corps of Engineers may not grant the Permit request.

stp-107-054 (20210113)

8. Erosion Control.

Supplement standard spec 107.20 as follows:

Perform construction operations in a timely and diligent manner, continuing all construction operations methodically from the initial topsoil stripping operation through the subsequent grading and finishing to minimize the period of exposure to erosion.

Replace topsoil on disturbed areas, including spot locations such as cross drains, driveways, guardrail and terminals, and intersections, immediately after grading is completed within those areas. Complete finishing operations, which includes seed, fertilizer, mulch and any other permanent erosion control measures required, within seven calendar days after the placement of topsoil.

9. Environmental Protection, Decontamination of Construction Equipment.

Exotic invasive organisms such as zebra mussels, purple loosestrife and Eurasian water milfoil, are becoming more prolific in Wisconsin and pose adverse effects to waters of the state. Wisconsin State Statutes 30.715, "Placement of Boats, Trailers, and Equipment in Navigable Waters", details the state law that requires the removal of aquatic plants and zebra mussels each time equipment is put into state waters. The cleaning procedures outlined below must be followed for equipment that comes in contact with waters of the state and/or infested water or potentially infested water in other states.

All equipment that has come into contact with potentially infested material must be thoroughly disinfected before use in this project. Use the following inspection and removal procedures (guidelines from the Wisconsin Department of Natural Resources) for disinfection:

- Wash machinery so that it is free of soils, etc. that could possibly contain exotic invasive species prior to leaving the contaminated site;
- Drain all water from boats, trailers and other surfaces. Scrape off any attached mussels, remove any aquatic plant materials (fragments, stems, leaves, seeds or roots), and dispose of removed mussels and plant materials in a garbage can prior to leaving the area or infested waters; and

Complete the inspection and removal procedure before equipment is brought to the project site and before the equipment leaves the project site.

(NER11-0608)

10. Environmental Protection, Dewatering

Supplement subsection 107.18 of the standard specifications as follows:

If dewatering is required, treat the water to remove suspended sediments by filtration, settlement or other appropriate best management practice prior to 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 prior to 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.

(NER12-1010)

11. Coordination with Businesses and Residents.

The contractor shall 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 hold one meeting per month thereafter. The contractor shall 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)

12. Removing Apron Endwalls, Item 204.9060.S.

A Description

This special provision describes removing existing endwall conforming to standard spec 204.

B (Vacant)

C (Vacant)

D Measurement

The department will measure Removing Apron Endwalls in each, acceptably completed.

E Payment

Add the following to standard spec 204.5:

ITEM NUMBER	DESCRIPTION	UNIT
204.9060.S	Removing Apron Endwalls	EACH

stp-204-025 (20150630)

13. Preparing the Foundation.

Add the following to standard spec 211.3.1:

The contractor shall plan construction activities such that the earth subgrade is covered by the roadway base in a timely manner upon completion of preparation of the subgrade or as the engineer directs. The contractor is responsible for the removal of any excess water from the subgrade as a result of rainfall events or natural drainage.

ner-211-005 (20171213)

14. Base Aggregate Dense 1 1/4-Inch for Lower Base Layers.

Replace standard spec 305.2.2.1(2) with the following:

(2) Unless the plans or special provisions specify otherwise, do the following:

1. Use 1 1/4-inch base throughout the full base depth.
2. Use 3/4-inch base in the top 3 inches of the unpaved portion of shoulders. Use 3/4-inch base or 1 1/4-inch base elsewhere in shoulders.

stp-305-020 (20080902)

15. QMP Base Aggregate Dense 1 1/4-Inch Compaction, Item 371.2000.S.

A Description

(1) This special provision describes modifying the compaction and density testing and documentation requirements of work done under the Base Aggregate Dense 1 1/4-Inch bid items. Conform to standard spec 305 as modified in this special provision and to the contract QMP Base Aggregate article.

(2) Provide and maintain a quality management program. A quality management program is defined as all activities, including process control, inspection, sampling and testing, and necessary adjustments in the process related to construction of dense graded base which meets all the requirements of this provision.

(3) Chapter 8 of the department's construction and materials manual (CMM) provides additional detailed guidance for QMP work and describes sampling and testing procedures.

http://wisconsindot.gov/rdwy/cmm/cm-08-00toc.pdf

(4) This special provision applies to Base Aggregate Dense 1 1/4-Inch material placed: above at least 16 inches of subgrade improvement, 12 inches of subgrade improvement and geogrid or QMP subgrade provisions, between shoulder hinge points and lower than mainline pavement. Unless otherwise specified by the contract, all Base Aggregate Dense 1 1/4-Inch material placed on side roads, private and public entrances, individual ramps less than 1500 feet, passing lanes less than 1500 feet, tapers, turn lanes, and other undefined locations are exempt from the compaction and density requirement modifications and testing contained within this special provision.

B (Vacant)

C Construction

C.1 General

(1) The engineer shall approve the grade before placement of the base. Approval of the grade shall be in accordance with applicable provisions of the standard specifications.

Add the following to standard spec 305.3.2.2:

(3) For 1 1/4-Inch dense graded base composed of < or = 20% reclaimed asphaltic pavement (RAP) or crushed concrete (RCA), as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor must determine the material target density in accordance with:

Method 1: Maximum dry density in accordance with AASHTO T-180, Method D, with correction for coarse particles and modified to require determination of Bulk Specific Gravity (Gm) in accordance with AASHTO T 85. Bulk Specific Gravities determined in accordance with standard spec 106.3.4.2.2 for aggregate source approval may be utilized.

(4) For 1 1/4-Inch dense graded base composed of >20% RAP or RCA, as determined by classification of material (aggregate or RAP and/or RCA) and percentage by weight of each material type retained on the No. 4 Sieve, the contractor may choose from the following options to determine the material target density:

Method 2: Maximum dry density as determined by AASHTO T-180, Method D, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity (G_m) in accordance with AASHTO T 85.

Method 3: Maximum wet density as determined by AASHTO T-180, Method D, modified to define *Maximum Density* as the wet density in pounds per cubic foot of soil at optimum moisture content using Method D specified compaction, with correction for coarse particles, and modified to require determination of Bulk Specific Gravity (G_m) in accordance with AASHTO T 85.

Method 4: Average of 10 random control strip wet density measurements as described in section C.2.5.1.

(5) Compact the 1 1/4-Inch dense graded base to a minimum of 93.0% of the material target density for methods 1, 2 and 3. Compact 1 ¼-inch dense graded base to a minimum of 96% of the material target density for method 4. Ensure that adequate moisture is present during placement and compaction operations to prevent segregation and to help achieve compaction.

(6) Base Aggregate Dense 1 1/4-Inch will be accepted for compaction on a lot basis.

(7) Field density tests on materials using contractor elected target density methods 3 or 4 will not be considered for lot acceptance on the basis of compaction under the requirements of this provision until the moisture content of the in-place material is less than 2.0 percentage points above the maximum wet density optimum moisture or 2.0 percentage points of the average moisture content of the 10 density tests representing a control strip, respectively. Determine moisture content using AASHTO T255 as modified in CMM chapter 8 or a nuclear density gauge. If conducting AASHTO T255, sample materials after watering but before compaction.

C.2 Quality Management Program

C.2.1 Quality Control Plan

(1) Submit a comprehensive written quality control plan to the engineer no later than 10 business days before placement of material. Do not place any dense graded base before the engineer reviews and accepts the plan. Construct the project as the plan provides.

(2) Do not change the quality control plan without the engineer's review and acceptance. Update the plan with changes as they become effective. Provide a current copy of the plan to the engineer and post in the contractor's laboratory as changes are adopted. Ensure that the plan provides the following elements:

1. An organizational chart with names, telephone numbers, current certifications and/or titles, and roles and responsibilities of QC personnel.
2. The process used to disseminate QC information and corrective action efforts to the appropriate persons. Include a list of recipients, the communication process that will be used, and action time frames.
3. A list of source locations, section and quarter descriptions, for all aggregate materials requiring QC testing.
4. Descriptions of stockpiling and hauling methods.
5. An outline for resolving a process control problem. Include responsible personnel, required documentation, and appropriate communication steps.
6. Location of the QC laboratory, retained sample storage, and other documentation.
7. Lot layout and random test location plan.

8. A description of placement methods and operations. Including, but not limited to: staging, construction of an initial working platform, lift thicknesses, and equipment.

C.2.1 Pre-Placement Meeting

A minimum of two weeks before placement of Base Aggregate Dense 1 1/4-Inch material, hold a pre-placement meeting at a mutually agreed upon time and location. Present the Quality Control Plan at the meeting. Attendance at the pre-placement meeting is mandatory for the project superintendent, quality control manager, project inspection and testing staff, all appropriate contractor personnel involved in the sampling, testing, and quality control including subcontractors, and the engineer or designated representatives.

C.2.2 Personnel

(1) Perform the quality control sampling, testing, and documentation required under this provision using technicians certified by the Department's Highway Technician Certification Program (HTCP). Have a HTCP Nuclear Density Technician I, or ACT certified technician, perform field density and field moisture content testing. Adhere to the minimum required certifications for aggregate testing per part 7 of the standard specification. AASHTO T180 proctor testing requires a minimum certification level of AGGTEC-1.

(2) If an ACT is performing sampling or testing, a certified technician must coordinate and take responsibility for the work an ACT performs. Have a certified technician ensure that all sampling and testing is performed correctly, analyze test results, and post resulting data. No more than one ACT can work under a single certified technician.

C.2.3 Equipment

(1) Furnish the necessary equipment and supplies for performing quality control testing. Ensure that all testing equipment conforms to the equipment specifications applicable to the required testing methods. The engineer may inspect the measuring and testing devices to confirm both calibration and condition. Calibrate all testing equipment according to the CMM and maintain a calibration record at the laboratory.

(2) Furnish nuclear gauges from the department's approved product list at:

http://wisconsindot.gov/Pages/doing-bus/eng-consultants/cnslt-rsrces/tools/appr-prod/default.aspx

(3) Ensure that the nuclear gauge manufacturer or an approved calibration service calibrates the gauge the same calendar year it is used on the project. Retain a copy of the calibration certificate with the gauge.

(4) For all target density methods, conform to AASHTO T310 and CMM 8-15 for wet density testing and gauge monitoring methods.

(5) For the specified target density determined using method 1 in section C.1, compute the dry densities for the compacted dense graded base, composed of < or = 20% RAP or RCA, according to AASHTO T310.

(6) For contractor elected target density method 2 in section C.1, compute dry densities of dense graded base composed of >20% RAP or RCA using a moisture correction factor and the nuclear wet density value. Determine the moisture correction value, for each Proctor produced under the requirements of C.2.5, using the moisture bias as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required. Conduct a moisture bias test for every 7500 feet of Base Aggregate Dense 1 1/4-Inch placed. Determine natural moistures in the laboratory.

(7) Perform nuclear gauge measurements using gamma radiation in the backscatter or direct transmission position. Backscatter may be used only if the material being tested cannot reliably maintain an undistorted direct transmission test hole. Direct transmission tests must be performed at the greatest possible probe depth of 2 inches, 4 inches, or 6 inches, but not to exceed the depth of the compacted layer being tested. Perform each test for at least one minute of nuclear gauge count time.

C.2.5 Contractor Testing

(1) Perform compaction testing on the mainline dense graded base material, as defined by A.(4). Perform the quality control sampling, testing, and documentation required under this provision using HTCP certified technicians as required in C.2.3. Conform to CMM 8-15 for testing and gauge monitoring methods.

(2) Select test sites randomly using ASTM Method D3665. Random numbers may be determined using an electronic random number generator. Guidance for determining test locations can be found in section 8-30.9 of the Construction and Materials Manual (CMM). Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.

(3) When a density target is determined in accordance methods 3 or 4 in section C.1, conduct density testing on same date of final compaction.

C.2.5.1 Contractor Required Quality Control (QC) Testing

(1) Conduct testing at a minimum frequency of one test per lot. A lot is 1500 feet for each layer with a maximum width of 18 feet, minimum width of 6 feet, and minimum lift thickness of 2" of Base Aggregate Dense 1 1/4-Inch material placed. Each lot of compacted Base Aggregate Dense 1 1/4-Inch material, as defined by A.(4), will be accepted when the lot field density meets the required minimum density. Lots that don't achieve density requirements must be addressed and approved in accordance with C.2.7.

(2) Add separate lots for passing lanes and individual ramps greater than 1500 feet.

(3) Combine partial lots less than 750 feet with the previous lot. Partial lots greater than or equal to 750 feet are standalone lots.

(4) Notify the engineer, if a lot field density test falls below the required minimum value. Document and perform corrective actions in accordance with C.2.7. Deliver documentation of all compaction testing results to the engineer at the time of testing.

C.2.5.1.1 Target Density Determination

C.2.4.1.1.1 Maximum Wet and/or Dry Density Methods

(1) For contractor elected target density methods 2 and 3 in section C.1, and contractually specified target density method 1 in section C.1; perform one gradation and 5-point Proctor test before placement of 1 ¼-Inch dense graded base. Perform additional gradations every 3000 tons in accordance with standard spec 305 and 730. If sampling requirements are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.

(2) Perform additional 5-point Proctor tests, at a minimum, when:

1. The four point moving average gradation on any one sieve differs from the original gradation test result for that sieve, by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to create a 5-point Proctor. Each 5-point Proctor test will remain valid for any material with gradation for all sieves within 10.0 percentage points of that Proctor's original gradation test.
2. The source of base aggregate changes.
3. Percent target density exceeds 103.0% on two consecutive density tests.

(3) Provide Proctor test results to the engineer within two business days of sampling. Provide gradation test results to the engineer within one business day of sampling.

(4) Split each contractor QC Proctor sample and identify it according to CMM 8-30. Deliver the split to the engineer within one business day for department QV Proctor testing.

(5) Split each non-Proctor contractor QC sample and identify it according to CMM 8-30. Retain the split for 7 calendar days in a dry, protected location. If requested for department comparison testing, deliver the split to the engineer within one business day.

C.2.5.1.1.2 Density Control Strip Method

(1) For contractor elected target density method 4 in section C.1, construct a control strip for each layer of placement to identify the target wet density for the base aggregate dense material. The control strip construction and density testing will occur under the direct observation and/or assistance of the department QV personnel. For blended material, reprocessed material and crushed concrete, perform additional gradations every 3000 tons in accordance with standard spec 305 and 730. If sampling frequencies are identical, samples/testing performed for the QMP Base Aggregate specification may be used to fulfill the gradation testing requirements of this specification.

(2) Unless the engineer approves otherwise, construct control strips to a minimum dimension of 300 feet long and one full lane width.

(3) Completed control strips may remain in-place to be incorporated into the final roadway cross-section.

(4) Construct additional control strips, at a minimum, when:

1. The source of base aggregate changes.
2. The four point moving average percentage of blended recycled materials, from classification of material retained on the No. 4 sieve in the original gradation test, differs by more than 10 percentage points. The original gradation test is defined as the gradation of the material used to construct the control strip.
3. The layer thickness changes more than 2.0 inches.

4. The percent target density exceeds 103.0% on two consecutive density measurements.

(5) Construct control strips using equipment and methods representative of the operations to be used to place and compact the remaining 1 1/4–Inch Base Aggregate Dense material. Wet the base, as mutually agreed upon by the contractor and engineer, to obtain and/or maintain adequate moisture content to ensure proper compaction. Discontinue water placement if the base begins to exhibit signs of saturation or instability.

(6) After compacting the control strip with a minimum of 2 passes, mark and take density measurements at 3 random locations. Subsequent density measurements will be taken at the same 3 locations. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.

(7) After each subsequent pass of compaction equipment over the entirety of the control strip, take wet density measurements at the 3 marked locations. Continue compacting and testing until the increase in wet density measurements are less than 2.0 lb/ft^3, or the density measurements begin to decrease.

(8) Upon completion of control strip compaction, take 10 randomly located wet density measurements within the limits of the control strip. The final measurements recorded at the 3 locations under article C.2.4.1.1.2 may be included as 3 of the 10 measurements. Average the ten measurements to obtain the control strip target density and target moisture for use in contractor elected method 4 in section C.1. Test locations must be kept a minimum of 3 feet from the unsupported edge of dense graded base layers.

C.2.6 Department Testing

C.2.6.1 General

(1) The department will conduct verification testing to validate the quality of the product and independent assurance testing to evaluate the sampling and testing. The department will provide the contractor with a listing of names and telephone numbers of all QV and IA personnel for the project and provide test results to the contractor within two business days after the department obtains the sample.

(2) When a density target is determined in accordance methods 3 and 4 in section C.1, conduct density testing on same date of final compaction.

C.2.6.2 Quality Verification (QV) Testing

(1) The department will have an HTCP technician, or ACT working under a certified technician, perform QV sampling and testing. Department verification testing personnel must meet the same certification level requirements specified in C.2.3 for contractor testing personnel for each test result being verified. The department will notify the contractor before sampling so the contractor can observe QV sampling.

(2) The department will conduct QV tests at the minimum frequency of 20% of the required gradation, density and Proctor contractor tests.

(3) The department will utilize contractor's QC Proctor results for determination of the material target density. The department will verify QC Proctor values by testing QC Proctor split sample. The department will use QC Proctor value as a target density if the QC and QV Proctor test results meet the tolerance requirements specified in section C.2.6.2(7).

(4) The department will locate gradation and nuclear density test samples, at locations independent of the contractor's QC work, collecting one sample at each QV location. Sampling for gradation may be done independently of nuclear density tests, before watering and before compacting. The department will split each QV sample, test half for QV, and retain the remaining half for 10 calendar days.

(5) The department will conduct QV tests in a separate laboratory and with separate equipment from the contractor's QC tests. The department will use the same methods specified for QC testing.

(6) The department will utilize control strip target density testing results in lieu of QV Proctor sampling and testing when the contractor elected target density method 4 in section C.1 is used.

(7) The department will assess QV results by comparing to the appropriate specification limits. If QV test results conform to this special provision, the department will take no further action. If QV test results are nonconforming, take corrective actions in accordance with C.2.7 until the requirements of this special provision are met. Differing QC and QV nuclear density values of more than 2.0 pcf will be investigated and resolved. Differing QC and QV Proctor values of more than 3.0 pcf will be investigated and resolved.

C.2.6.3 Independent Assurance (IA)

(1) Independent assurance is unbiased testing the department performs to evaluate the department's QV and the contractor's QC sampling and testing, including personnel qualifications, procedures, and

equipment. The department will perform an IA review according to the department's independent assurance program. That review may include one or more of the following:

1. Split sample testing.
2. Proficiency sample testing.
3. Witnessing sampling and testing.
4. Test equipment calibration checks.
5. Requesting that testing personnel perform additional sampling and testing.

(2) If the department identifies a deficiency, and after further investigation confirms it, correct that deficiency. If the contractor does not correct or fails to cooperate in resolving identified deficiencies, the engineer may suspend placement until action is taken. Resolve disputes as specified in C.2.6.4.

C.2.6.4 Dispute Resolution

(1) The engineer and contractor should make every effort to avoid conflict. If a dispute between some aspect of the contractor's and the engineer's testing program does occur, seek a solution mutually agreeable to the project personnel. The department and contractor shall review the data, examine data reduction and analysis methods, evaluate sampling and testing methods/procedures, and perform additional testing. Use ASTM E 178 to evaluate potential statistically outlying data.

(2) Production test results, and results from other process control testing, may be considered when resolving a dispute.

(3) If project personnel cannot resolve a dispute, and the dispute affects payment or could result in incorporating non-conforming product or work, the department will use third party testing to resolve the dispute. The department's central office laboratory, or a mutually agreed on independent testing laboratory, will provide this testing. The engineer and contractor will abide by the results of the third party tests. The party in error will pay service charges incurred for testing by an independent laboratory. The department may use third party test results to evaluate the quality of questionable materials and determine the appropriate payment. The department may reject material or otherwise determine the final disposition of nonconforming material as specified in standard spec 106.5.

C.2.7 Corrective Action

(1) Lots not achieving the minimum density requirements may be addressed and accepted for compaction in accordance with the requirements of this section. Unless directed by the engineer, corrective actions taken to address an unacceptable lot must be applied to the entire lot corresponding to the non-conforming test.

(2) Investigate the moisture content of material in an unacceptable lot. Moisture content testing/samples collected under the QC and/or QV testing articles of this specification may be used to complete this investigation. Obtain moisture content readings in accordance with ASTM D 6938. For material composed of >20% RAP or RCA, correct the moisture content with the moisture correction value using the moisture bias, as shown in CMM 8.15.12.1 and 8.15.12.2, except the one-point Proctor tests of the 5 random tests is not required.

(3) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2 and 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method 4 in section C.1, and exhibiting no signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, shall be compacted a minimum of one more pass using equipment and methods representative of the operations used to place and compact the Base Aggregate Dense 1 1/4–Inch, and density tested at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft^3 continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft^3, the lot is accepted as satisfying the compaction requirements of this provision.

(4) Lots with moisture contents within 2.0 percentage points of optimum moisture for target density methods 1, 2, or 3 in section C.1, or within 2.0 percentage points of the target moisture content for target density method 4 in section C.1 and exhibiting signs of deflection when subjected to loading by the heaviest roller used in the placement and compaction operations, will be reviewed by the engineer. The engineer may request subgrade improvement methods, such as excavation below subgrade (EBS), installation of geotextile fabrics, installation of breaker run material, or others to be completed, or may request an additional pass of compactive effort using equipment and methods representative of the operations used to place and compact the base aggregate dense and density test.

1. If, after an additional pass, the change in density at the same location (station and offset) as the failing QC and/or QV density tests exceeds 2.0 lb/ft^3 in a lot continue subsequent compactive efforts and density testing on that lot. If the change in density at the same location (station and offset) as the failing QC and/or QV density tests is less than or equal to 2.0 lb/ft^3, and subgrade improvement methods are not requested by the engineer, the lot is accepted as satisfying the compaction requirements of this provision.
2. If subgrade improvement methods are requested by the engineer, upon completion, including compaction of the restored base material, conduct a density test within the improved subgrade limits. This density test result will replace the prior field density value. If the lot field density equals or exceeds the minimum density requirement defined in section C.1, the lot is accepted as satisfying the compaction requirements of this provision. If the lot field density fails to achieve the minimum density requirement defined in section C.1, compact the lot a minimum of one more pass using equipment and methods representative of the operations used to place and compact the base aggregate dense; and density test at the same location (station and offset) as the failing QC and/or QV density tests. If the change in density exceeds 2.0 lb/ft^3 continue subsequent compactive efforts and density testing on that lot, at no additional cost to the department. If the change in density is less than or equal to 2.0 lb/ft^3, the lot is accepted as satisfying the compaction requirements of this provision.

(5) Unacceptable lots, with moisture contents in excess of 2.0 percentage points above or below optimum moisture for target density methods 1, 2 or 3 in section C.1; or in excess of 2.0 percentage points above or below the target moisture content for target density method 4 in section C.1; shall receive contractor performed and documented corrective action; including additional density testing.

(6) Density tests completed subsequent to any corrective action will replace previous field density test results for that lot. Continue corrective actions until the minimum density requirement is achieved or an alternate compaction acceptance criteria is met in accordance with this section.

(7) Field moisture contents of materials tested using contractor elected target density methods 3 or 4 in section C.1 cannot exceed 2.0 percentage points of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively. Density tests on materials using contractor elected target density methods 3 or 4 in section C.1 will not be considered for lot compaction acceptance until the moisture content of the corresponding density test of the in-place material is less than 2.0 percentage points above of the optimum moisture content or 2.0 percentage points of the target moisture content, respectively.

D Measurement

(1) The department will measure the QMP Base Aggregate Dense 1 1/4-Inch Compaction bid item by each lot, acceptably completed per C.2.5.1.

E Payment

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

ITEM NUMBER	DESCRIPTION	UNIT
371.2000.S	QMP Base Aggregate Dense 1 1/4-Inch Compaction	EACH

(2) Payment is full compensation for performing compaction testing; for sampling and laboratory testing; and for developing, completing, and documenting the compaction quality management program. The department will pay separately for providing aggregate under the Base Aggregate Dense 1 1/4-Inch bid item.

(3) The department will pay for additional tests directed by the engineer. One engineer directed test is equal to one acceptably completed lot of the QMP Base Aggregate Dense 1 1/4 -Inch Compaction bid item. The department will not pay for additional corrective action tests required due to unacceptable material.

stp-370-010 (20210113)

16. Concrete Pavement Joint Layout, Item 415.5110.S.

A Description

This special provision describes providing a concrete pavement or concrete base joint layout design for intersections and marking the location of joints in the field

B (Vacant)

C Construction

Plan and locate all points necessary to establish the horizontal position of the transverse and longitudinal joints in the concrete to prevent uncontrolled cracking. Submit a joint layout design to the engineer at

least 7 calendar days before paving each intersection. Do not lay out joints until the engineer has reviewed the joint layout design. Mark the location of concrete joints in the field. Follow the plan details for joints in concrete making adjustments as required to fit field conditions.

D Measurement

The department will measure Concrete Pavement Joint Layout as a single lump sum unit for all joint layout designs and marking, 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
415.5110.S	Concrete Pavement Joint Layout	LS

Payment is full compensation for providing the intersection joint layout designs and marking all joints in the field.

The department will adjust pay for crack repairs as specified in standard spec 415.5.3.

stp-415-020 (20170615)

17. Field Office.

Add the following to standard spec 642:

For field offices without indoor handwashing facilities, provide and maintain a portable handwashing station at every project field office. The station shall include a hands-free sink with foot pump-operated faucet, soap dispenser, paper towel dispenser, fresh water supply, and collection tank for gray water. When daily low temperatures fall below 40 degrees F, provide a hand sanitizing station consisting of lotion and/or wipes inside the field office within 2 feet of the field office entry. Regularly service and maintain the stations and all supplies as needed, and properly dispose of all materials. Costs associated with the handwashing station are incidental to the field office bid item.

stp-642-010 (20210113)

18. 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 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)