

**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

Jessica Kempke
Army Corps of Engineers
Regulatory Branch
Old Fort Square
211 N. Broadway, Suite 221
Green Bay, WI 54303

Subject: Permit Application Request for PCN
Project I.D. 1480-29-71
STH 57
CTH K Intersection
Brown County

Dear Ms. Kempke,

The Wisconsin Department of Transportation (WisDOT), Northeast Region, is submitting a Permit Application for Project I.D. 1480-29-71 in Brown County for your 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.

According to the Wisconsin Department of Transportation Wetland Mitigation Banking Technical Guideline (1993, Revised 1997 and 2002), compensatory wetland mitigation must be provided and ratios of replacement versus loss are dependent on the wetland type lost and the wetland available for replacement. WisDOT is proposing to debit the impacts to the Peshtigo Brook Phase 2 site in Oconto County, Wisconsin. Based on the 0.54 acres of wetland loss, a total of 0.65 acres of compensatory mitigation will be required for this project.

This project has been coordinated with the Wisconsin Department of Natural Resources (WDNR) through the WisDOT/WDNR Cooperative Agreement. Section 401 Water Quality Certification has been solicited from WDNR.

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,

A handwritten signature in black ink, appearing to read "Alex Dums".

Alex Dums, P.E.
WisDOT Project Engineer

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 | ☒ Storm water NOI - New land disturbing construction activity |
| ☐ Waterway Individual Permit | ☐ Storm water NOI - Renewal FIN # _____ |
| ☐ Wetland General Permit | ☐ Work in waters of the U.S. (Army Corps of Engineers) |
| ☐ Wetland Individual Permit | ☐ 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 -87.8753840
Latitude 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 08/31/2022
Anticipated Project Start Date (mm/dd/yyyy) 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

Attachment A

SHAWANO CO.

T-25-N

Town of Maple Grove

T-24-N

OUTAGAMIE CO.

Town of Oneida

T-23-N

T-22-N

T-21-N

OUTAGAMIE CO.

Town of Kaukauna

Town of Buchanan

Town of Woodville

Town of Brillion

Town of Maple Grove

Town of Franklin

R-19-E

R-20-E

R-21-E

R-22-E

CALUMET CO.

MANITOWOC CO.

KEWAUNEE CO.

T-24-N

T-23-N

T-22-N

KEWAUNEE CO.

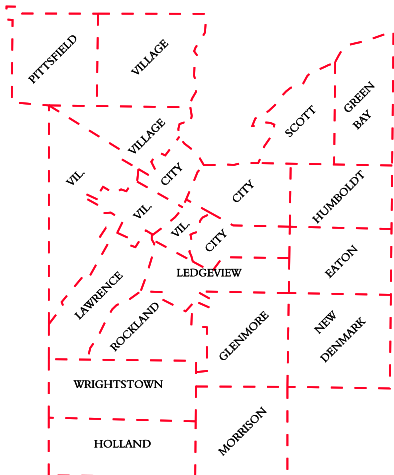
T-21-N

MANITOWOC CO.

LEGEND

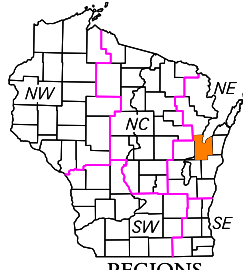
- Freeway
- Multilane Divided
- U.S. or State Hwy
- County Trunk Hwy
- Town Road
- Firelane
- Railroad
- State Trail
- Interchange
- Highway Separation
- Interstate Highway No.
- U.S. Highway No.
- State Highway No.
- County Highway Letter
- State Boundary
- County Boundary
- Civil Town Boundary
- Section 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
- Without Facilities
- Rest area
- Modern Facilities
- Wayside
- Rustic Facilities
- Green Bay Correctional Institution
- Univ. of Wisconsin - Green Bay
- Lambeau Field
- St. Norbert College

CIVIL TOWNS



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) 248,007
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

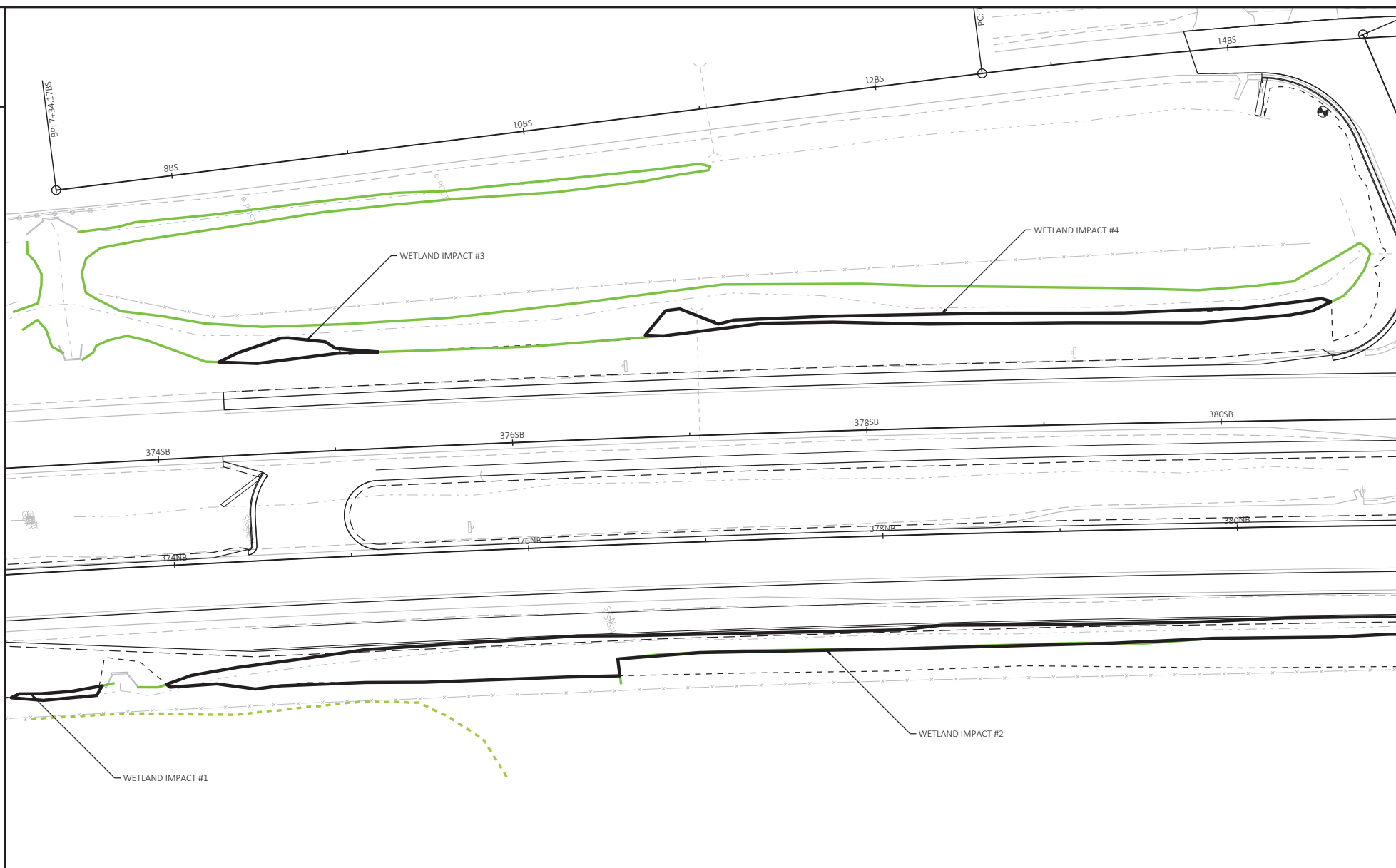
Attachment B



Attachment C

2

2



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\SHEETS\OTHER\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

WISDOT/CADDIS SHEET 42

Attachment D



Wisconsin Department of Transportation

Revised 10/2019

Division of Transportation System Development

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

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

Is a discharge of dredged or fill material into wetlands anticipated?

NO ☐ **⇒ Form complete; no further information is required (RETURN FORM TO REC).**

YES ☒ **⇒ 1. Complete remainder of form:**

After final wetland impacts are determined, complete yellow portions on both pages of this form and submit to REC for finalization and approval. Also provide a copy of wetland impact displays.

2. Include this final APPROVED form with DNR 401 request and USACE 404 permit application.

3. Provide a PDF copy of the USACE 404 permit and DNR 401/final concurrence letter to REC.

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

WisDOT NE Region REC
QUALIFICATIONS

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 ☒ 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		



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.

							DOT REC will provide this information.		
Point #	Wetland ID	Impact Location (project station)	Decimal Degrees		Type Impacted	Area Impacted	Debit Ratio	Type Mitigated	Area Mitigated
			Latitude	Longitude					
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
									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

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

TOTAL SHEETS =



DESIGN DESIGNATION	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		=	

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	
EXISTING CULVERT	
PROPOSED CULVERT (Box or Pipe)	
COMBUSTIBLE FLUIDS	
MARSH AREA	
WOODED OR SHRUB AREA	

PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

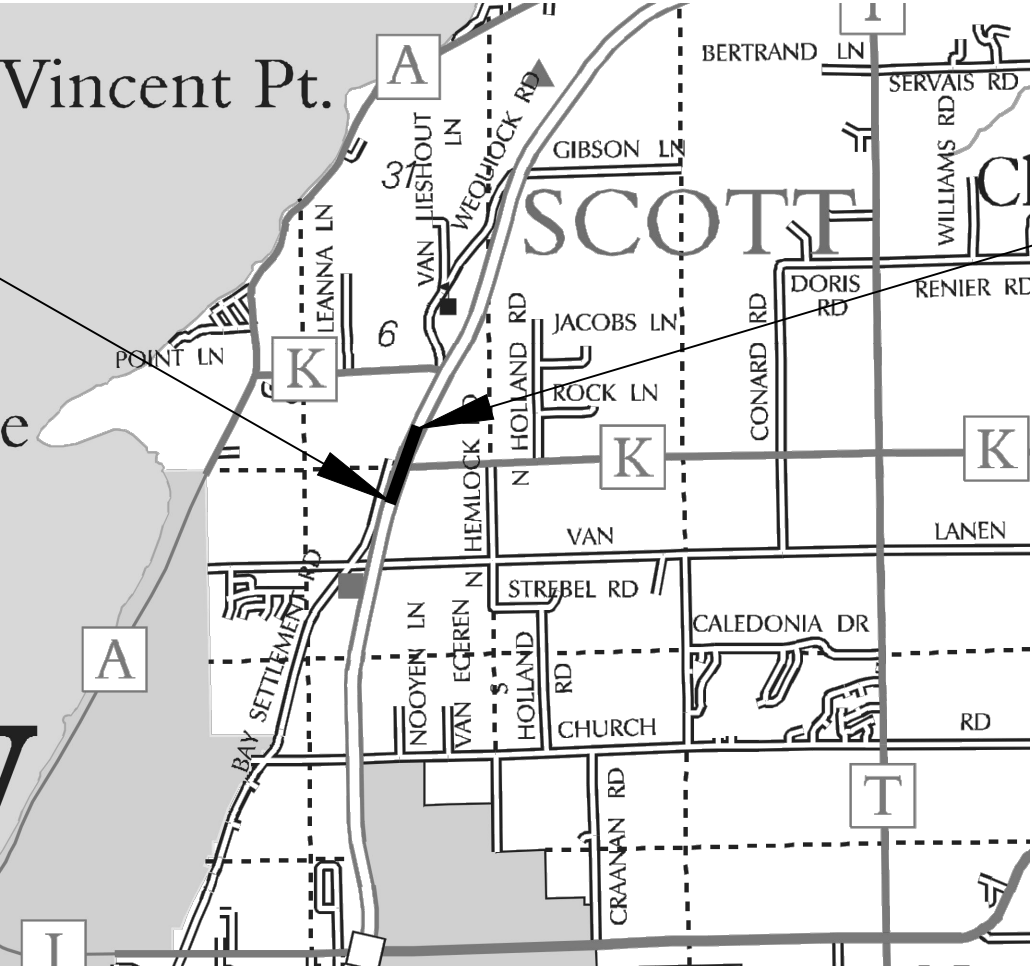
GREEN BAY - DYCKESVILLE

CTH K INTERSECTION

STH 57

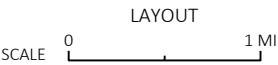
BROWN COUNTY

STATE PROJECT NUMBER
1480-29-71



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



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.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1480-29-71		

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

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	MEL DEPREY SCOTT SANITARY SEWER DISTRICT NO 1 - SEWER 2559 BAY SETTLEMENT RD GREEN BAY, WI 54311 (920) 468-0779 CLERK@TOWNOFSCOTT.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	JEFF SHAW TDS METROCOM LLC - COMMUNICATION LINE 202 E OGDEN STREET MEDFORD, WI 54451 (715) 748-6970 JEFF.SHAW@TDSTELECOM.COM
KEVIN ZICKERT CENTURYLINK - COMMUNICATION LINE 224 INDUSTRIAL DR NORTH PRAIRIE, WI 53153 (262) 392-5200 KEVIN.ZICKERT@CENTURYLINK.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
VINCENT ALBIN CHARTER COMMUNICATIONS - COMMUNICATION LINE 3520 E DESTINATION DR APPLETON, WI 54915 (920) 831-9249 VINCE.ALBIN@CHARTER.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
ROB REINHART NEW WATER - SEWER 2231 NORTH QUINCY ST GREEN BAY, WI 54302-1248 (920) 438-1035 RREINHART@NEWWATER.US	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
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	ERIC BECKER WINDSTREAM KDL, LLC - COMMUNICATION LINE 314 N DANZ AVE GREEN BAY, WI 54302-3526 (920) 461-9825 ERIC.BECKER@WINDSTREAM.COM
MARY BETH FISHER PAETEC COMMUNICATIONS, LLC - COMMUNICATION LINE 13935 BISHOPS DR BROOKFIELD, WI 53005 (262) 792-7938 MARY.B.FISHER@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

PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
REMOVALS
PERMANENT SIGNING
PAVEMENT MARKING
STAGING

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

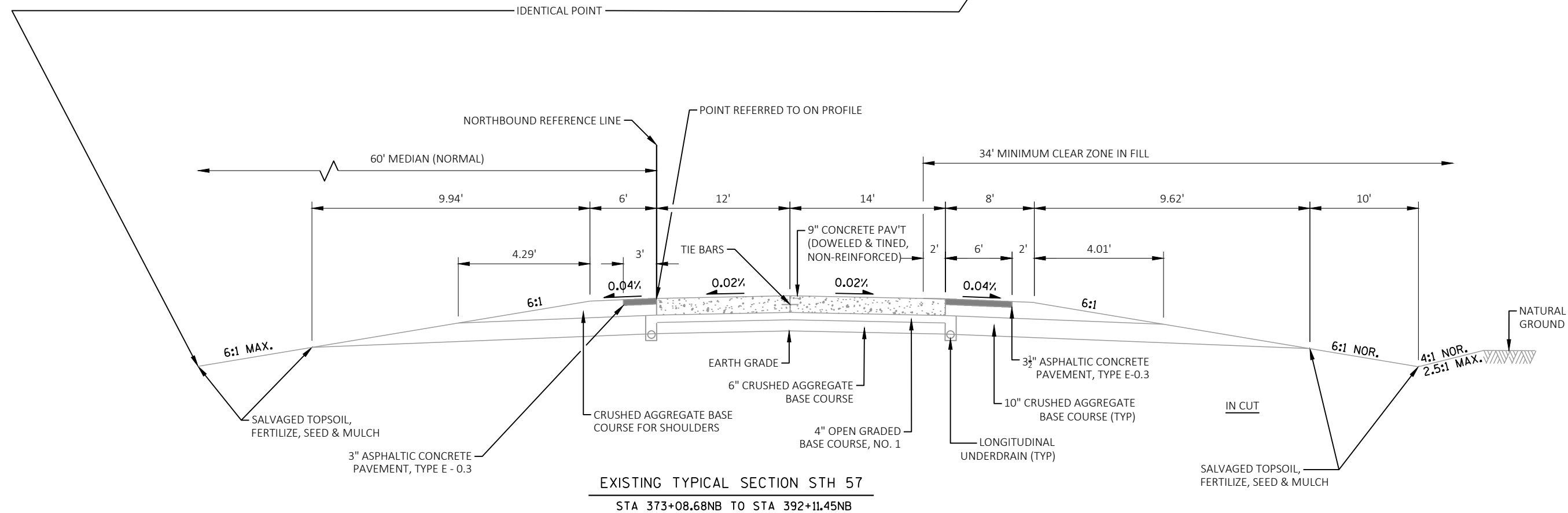
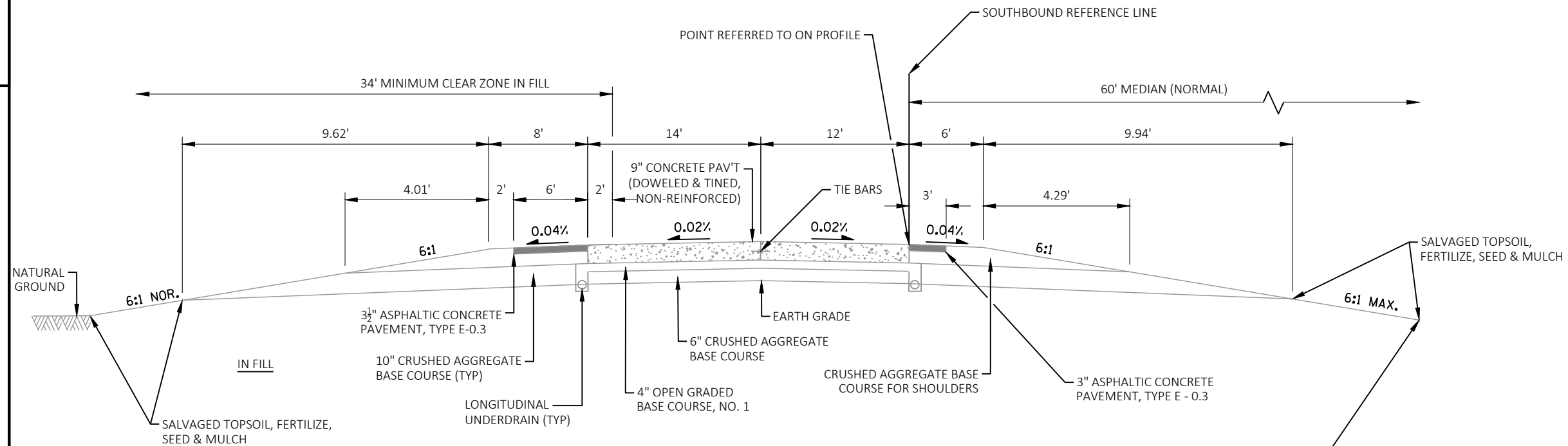
NE REGION SURVEY CONTACT PERSON

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





EXISTING TYPICAL SECTION STH 57

STA 373+08.68NB TO STA 392+11.45NB

PROJECT NO: 1480-29-71

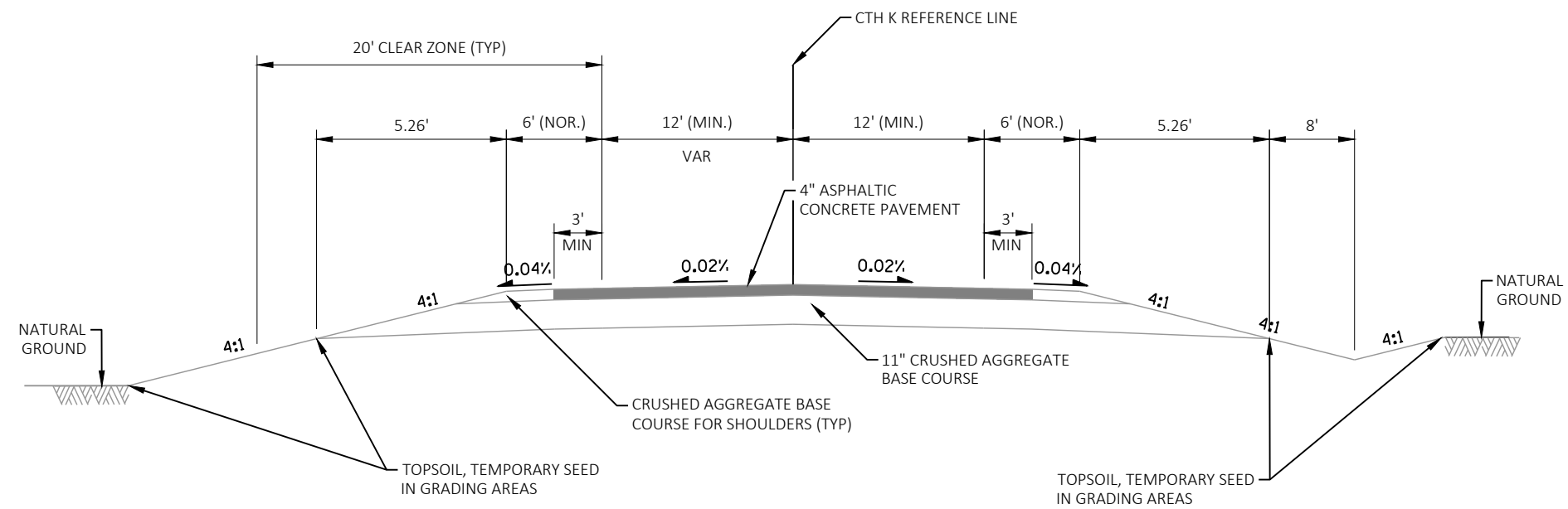
HWY: STH 57

COUNTY: BROWN

TYPICAL SECTIONS

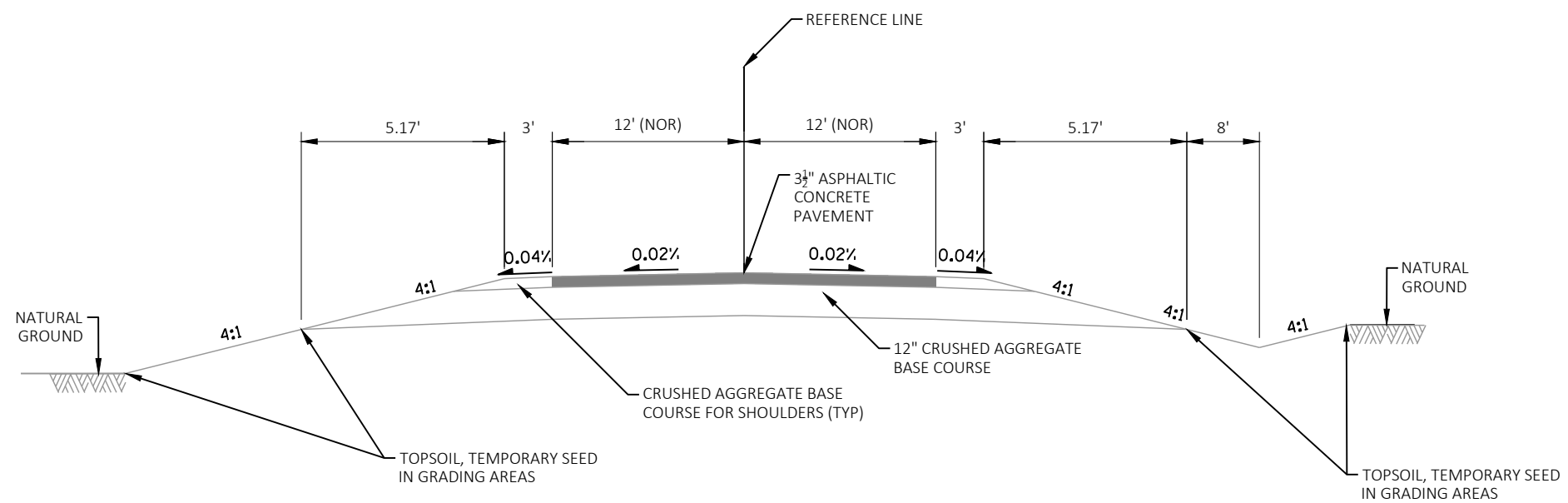
SHEET

E



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

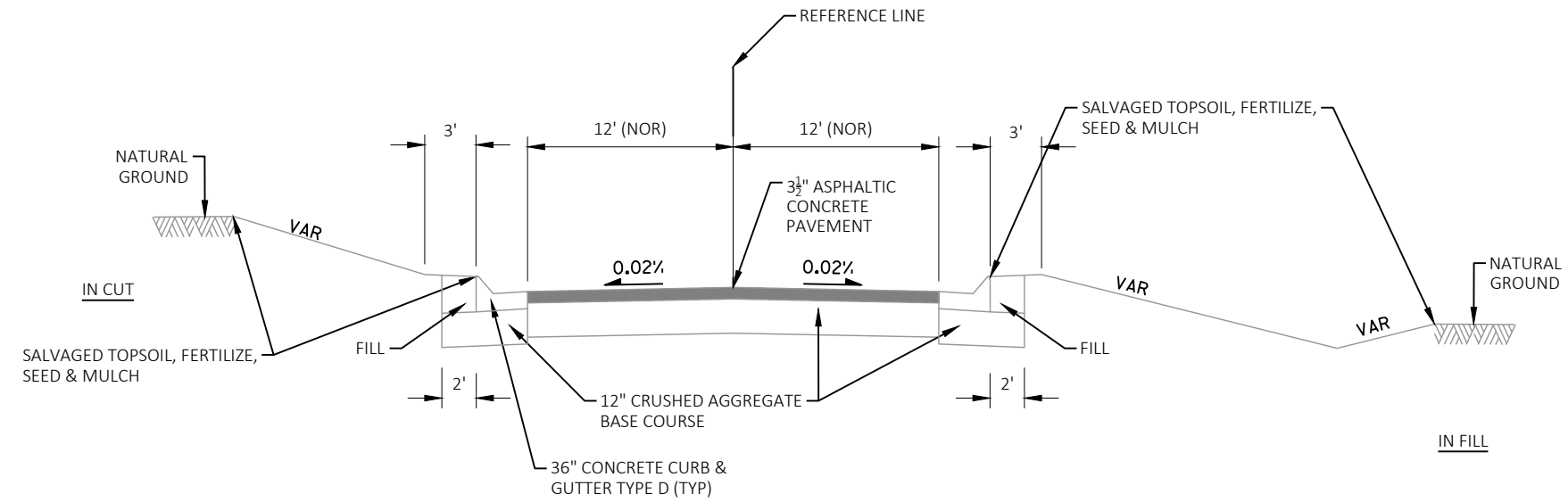
HWY: STH 57

COUNTY: BROWN

TYPICAL SECTIONS

SHEET

E

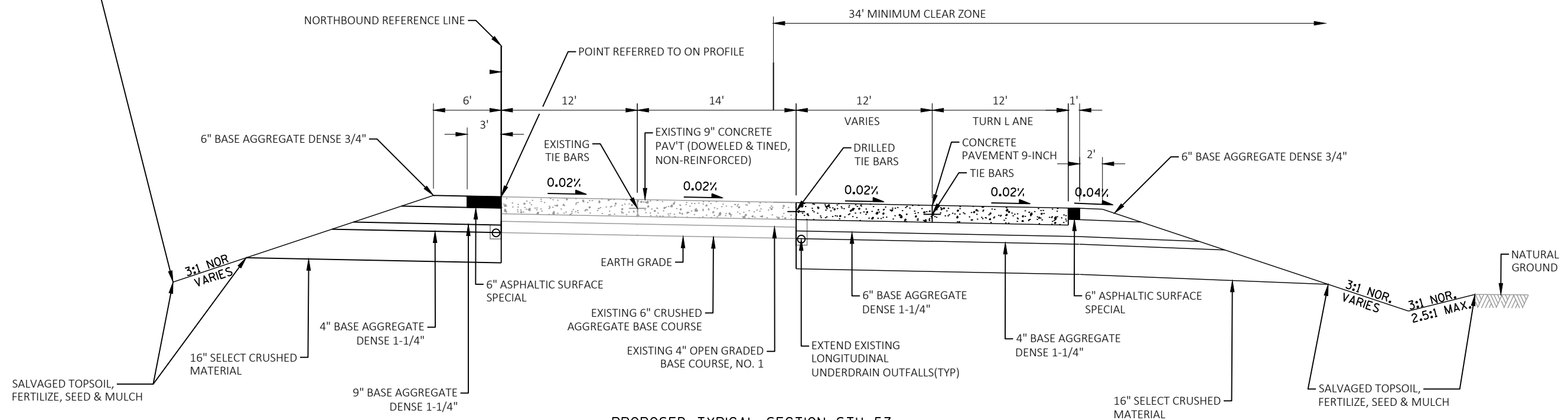
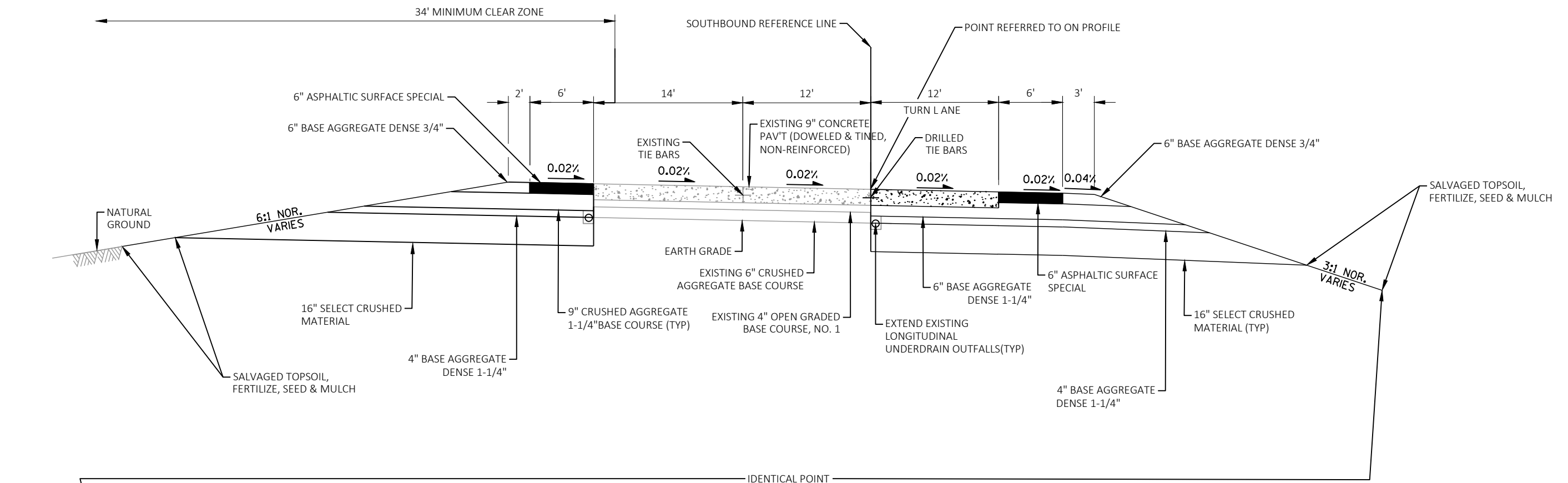


EXISTING TYPICAL SECTION BAY CONNECTOR ROAD

STA 40+02.15 TO STA 42+06.99

2

2 |

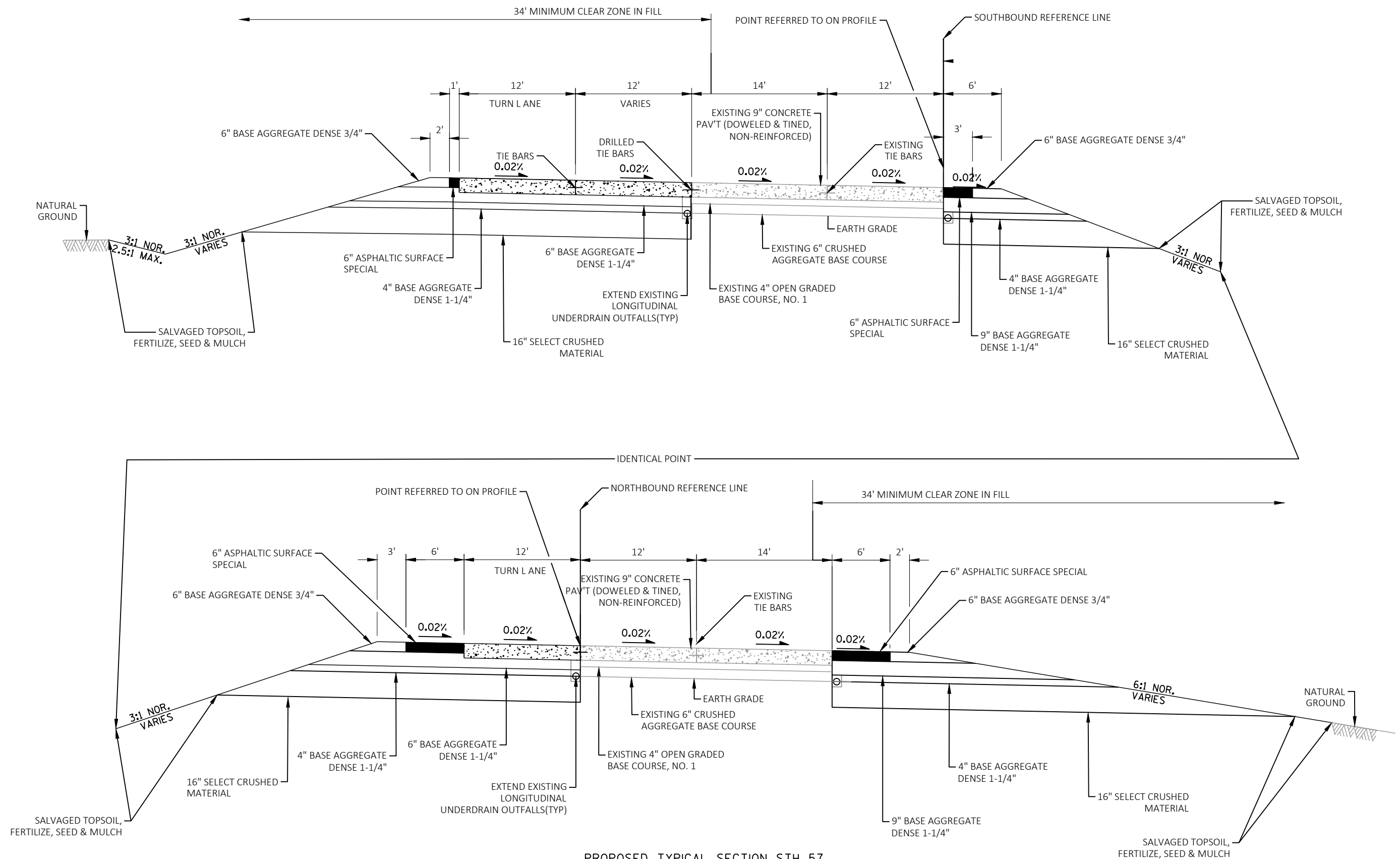


PROPOSED TYPICAL SECTION STH 57

STA 372+41.58NB TO STA 381+34.77NB

2

2 |



PROPOSED TYPICAL SECTION STH 57

STA 381+34.77NB TO STA 393+55.20NB

PROJECT NO:	1480-29-71
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HWY: STH 57

COUNTY: BROWN

TYPICAL SECTIONS

SHEET

11

FILE NAME : C:\USERS\DOTATD\DESKTOP\CURRENT PROJECTS\C3D\14802900\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - 020305-ts

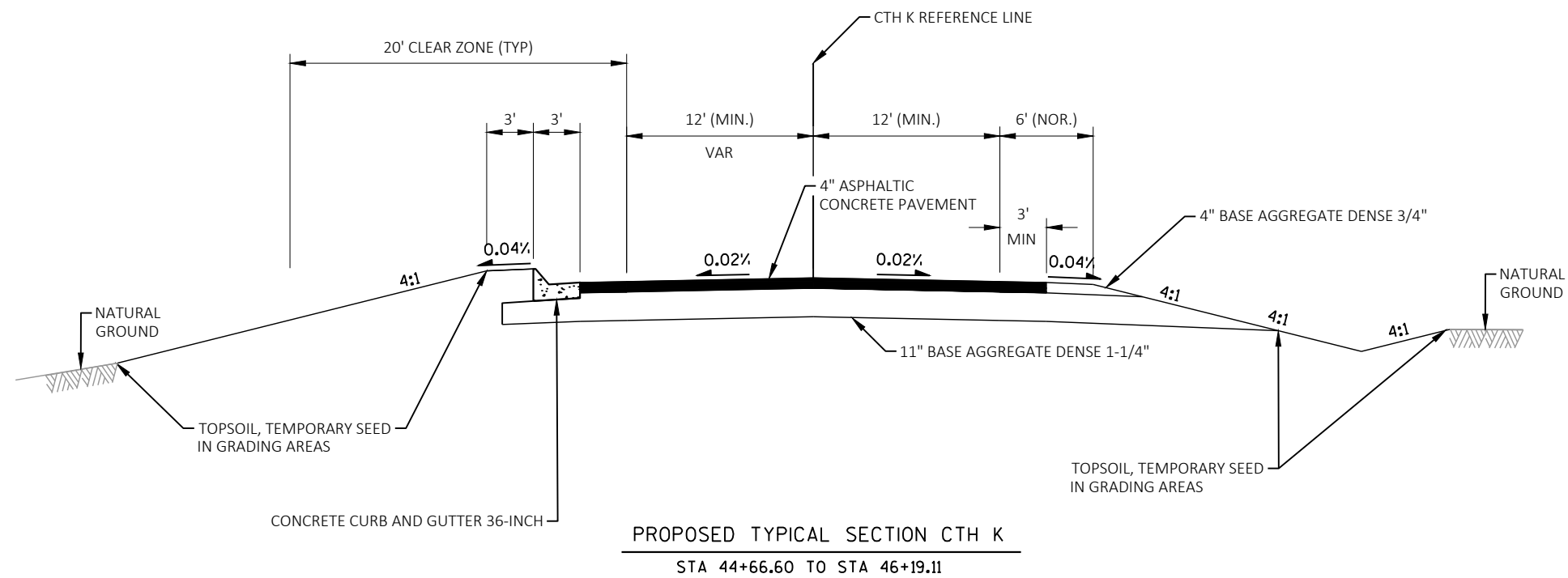
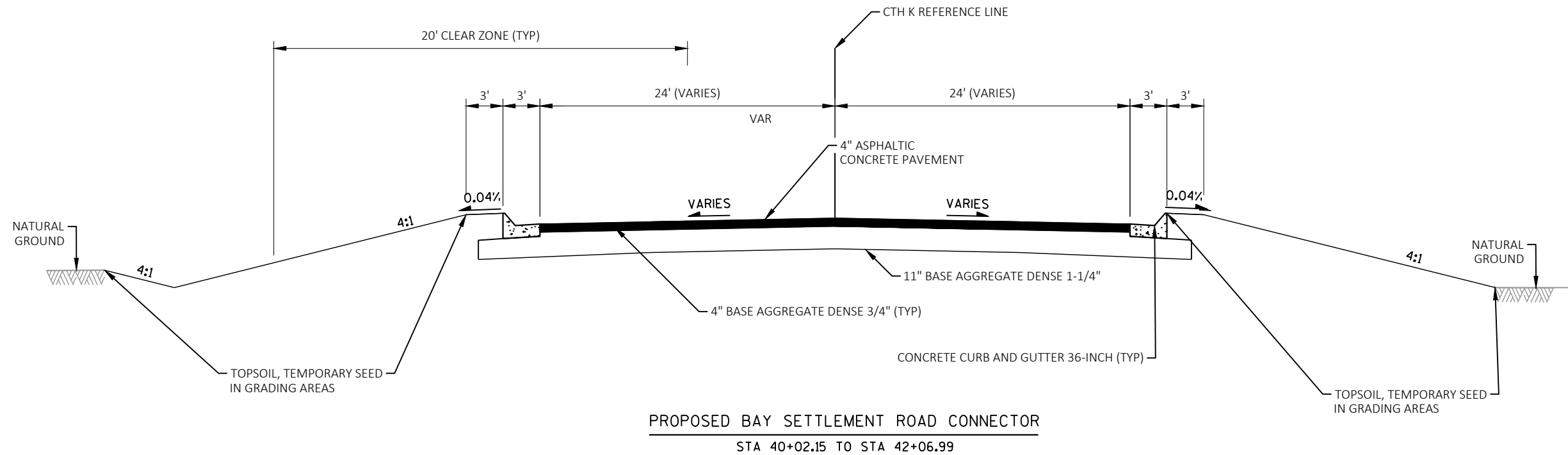
PLOT DATE : 6/16/2020 3:37 PM

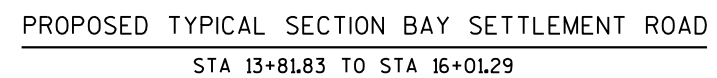
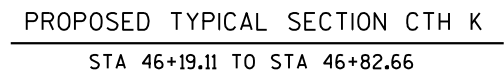
PLOT BY : DUMS, ALEXANDER T

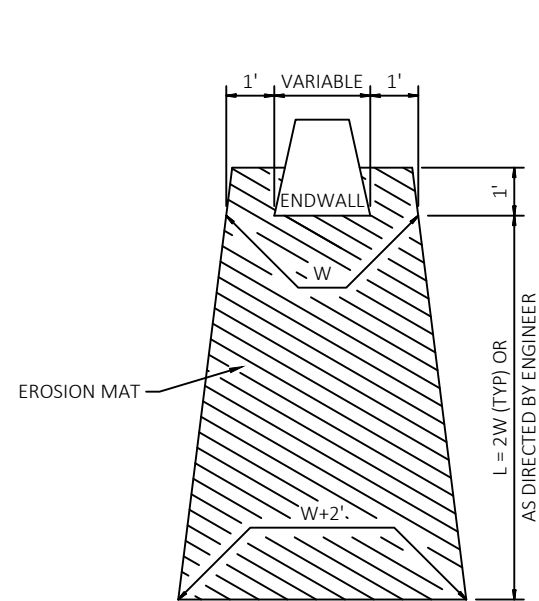
PLOT NAME :

PLOT SCALE : 1 IN:10 FT

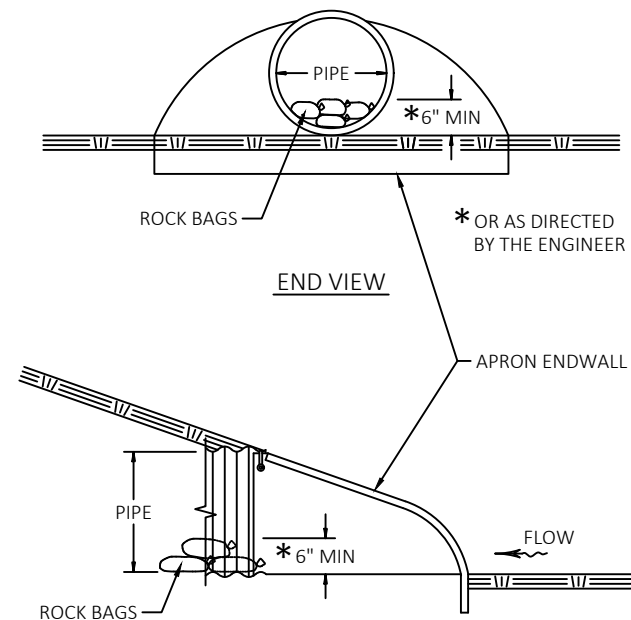
WISDOT/CADDS SHEET 42



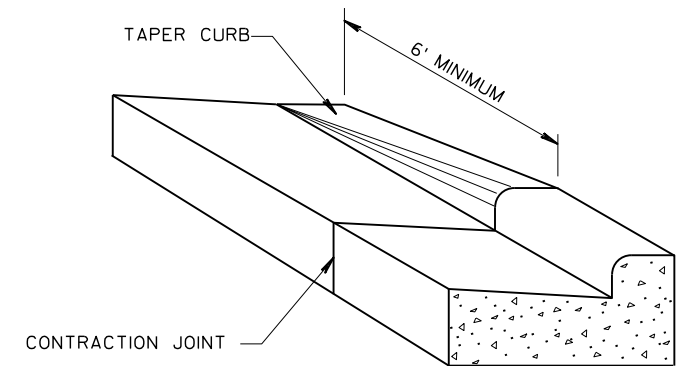




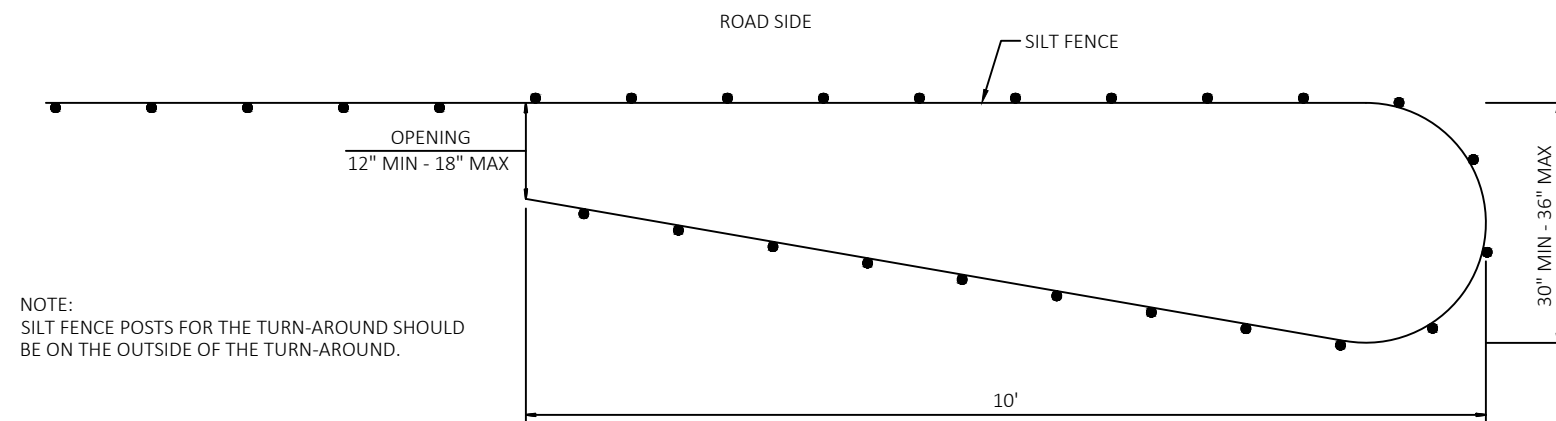
EROSION MAT TREATMENT AT CULVERTS



CULVERT PIPE CHECKS

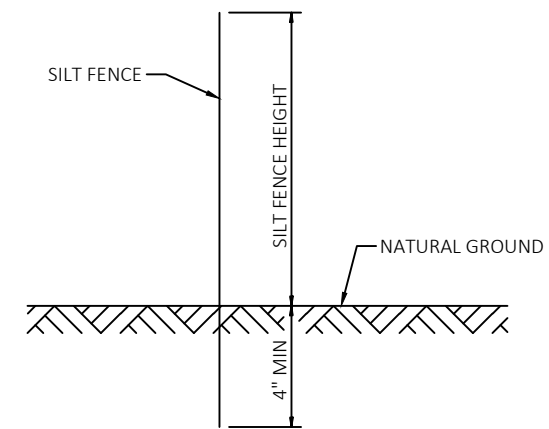


DETAIL OF CURB & GUTTER TERMINI



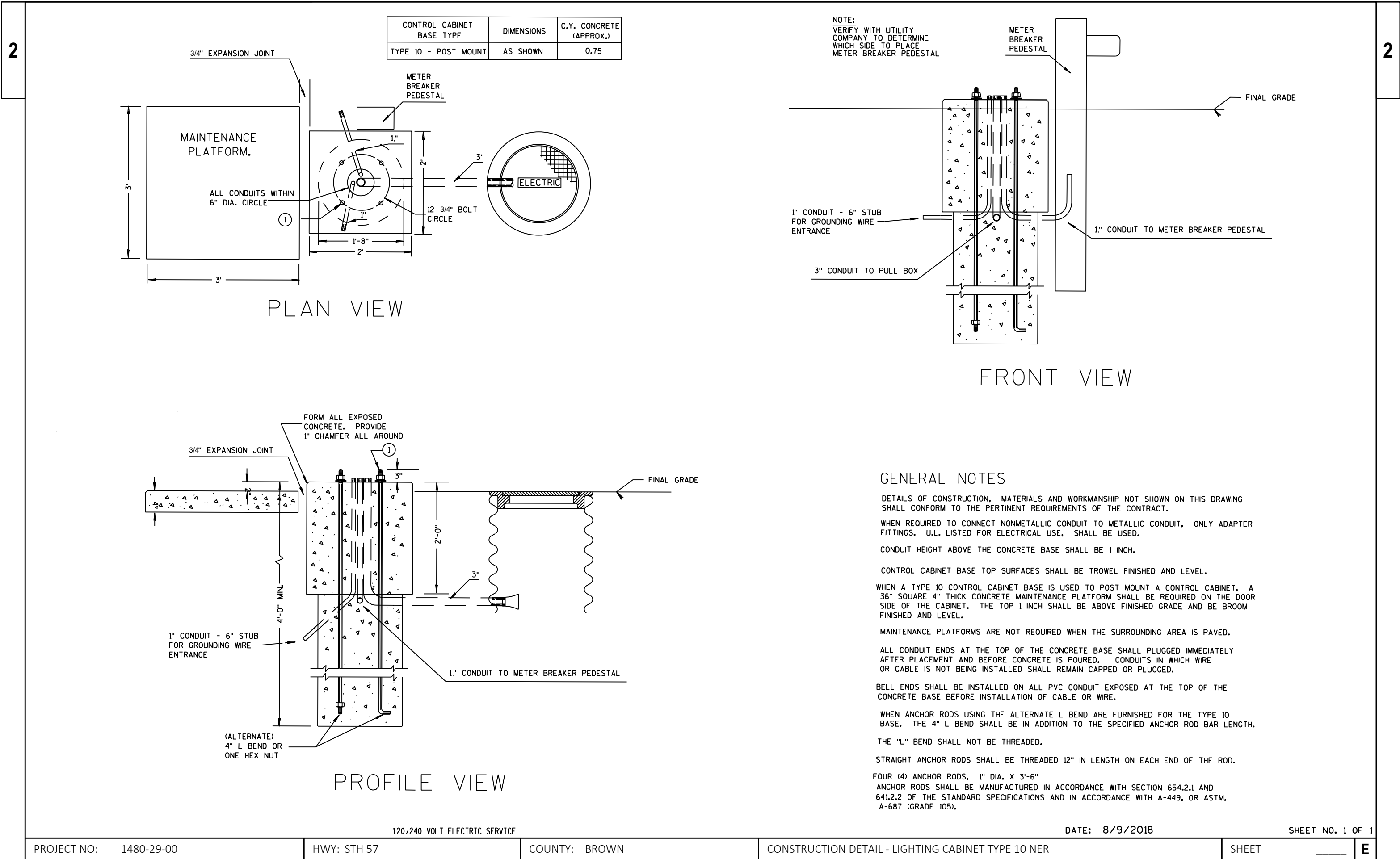
NOTE:
SILT FENCE POSTS FOR THE TURN-AROUND SHOULD
BE ON THE OUTSIDE OF THE TURN-AROUND.

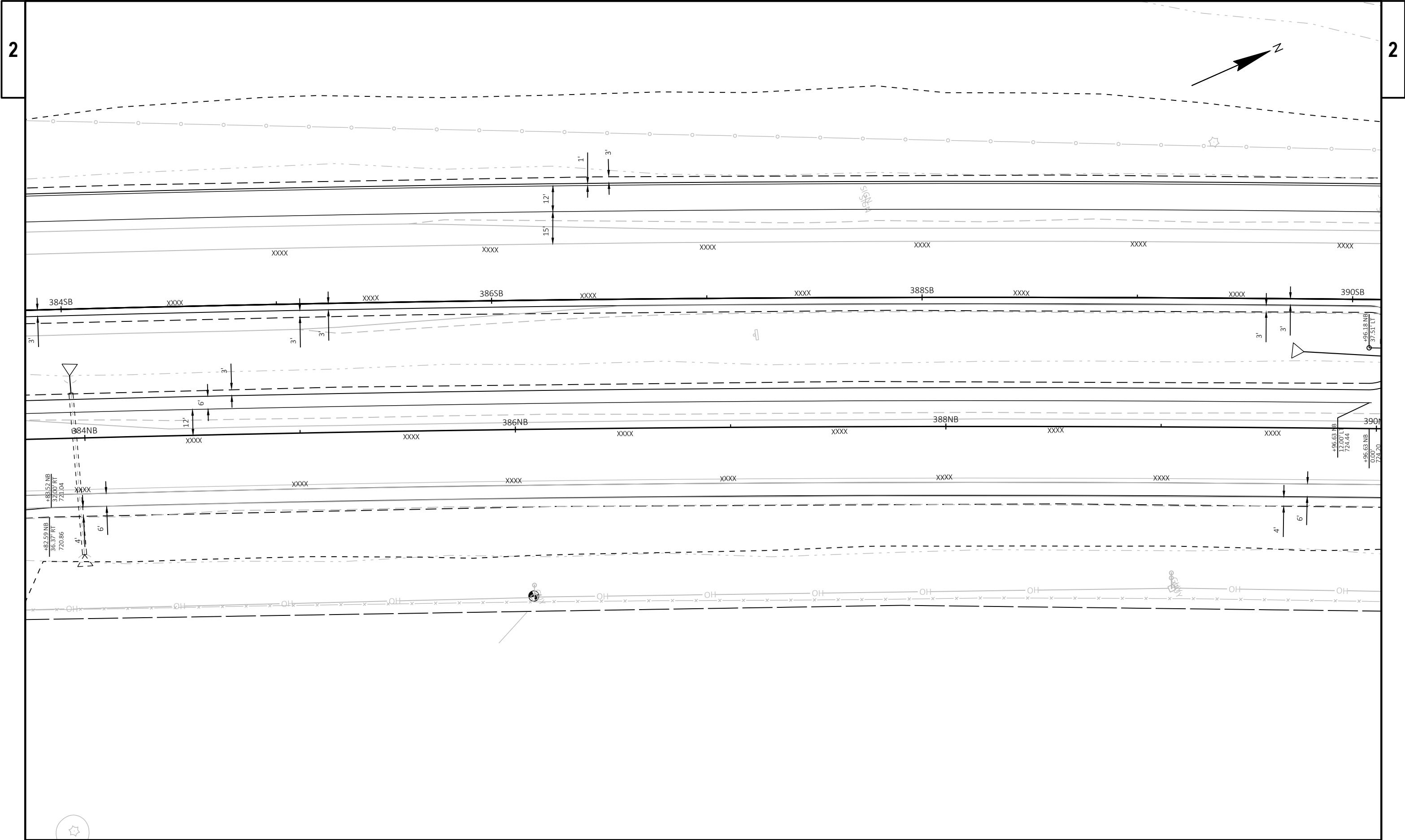
PLAN VIEW



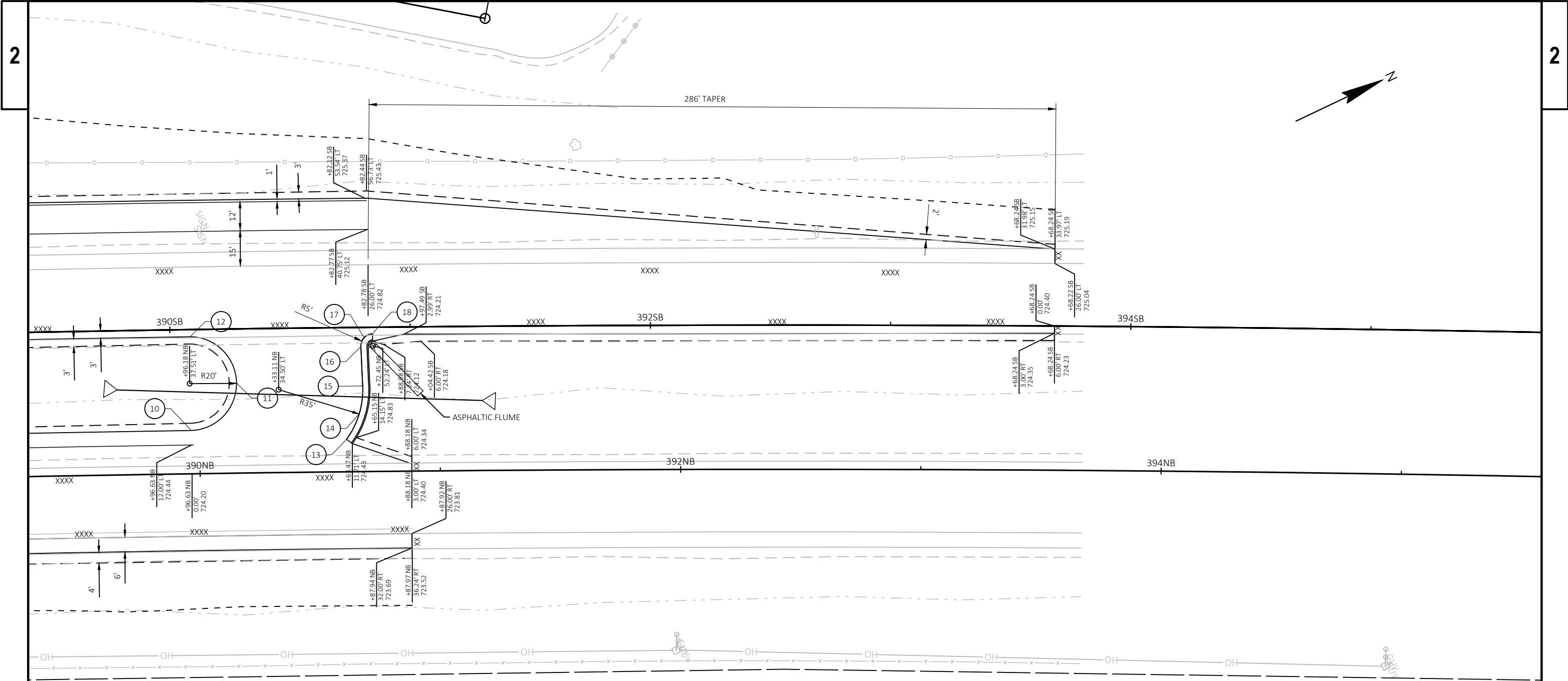
SIDE VIEW

SILT FENCE TURN-AROUND DETAIL

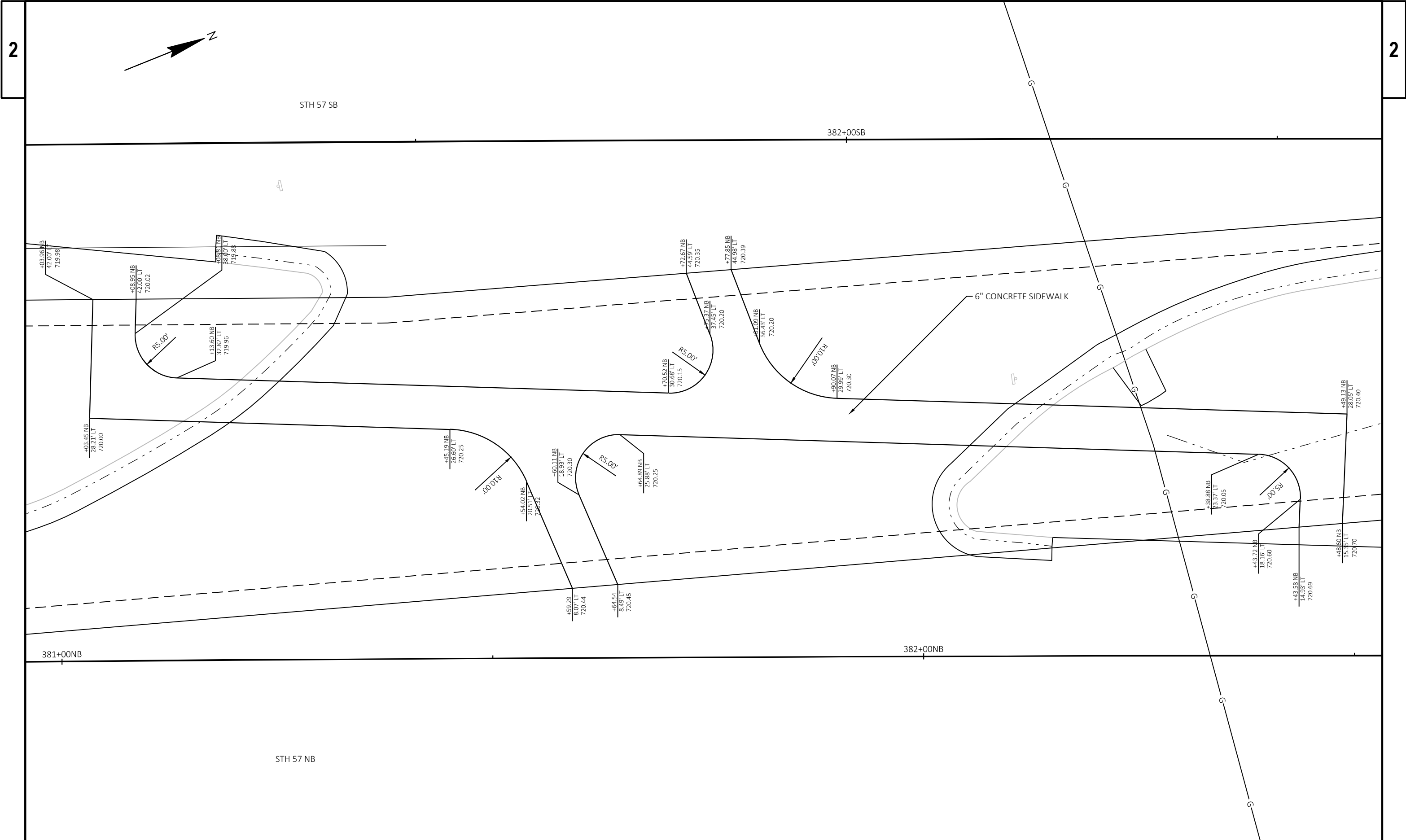




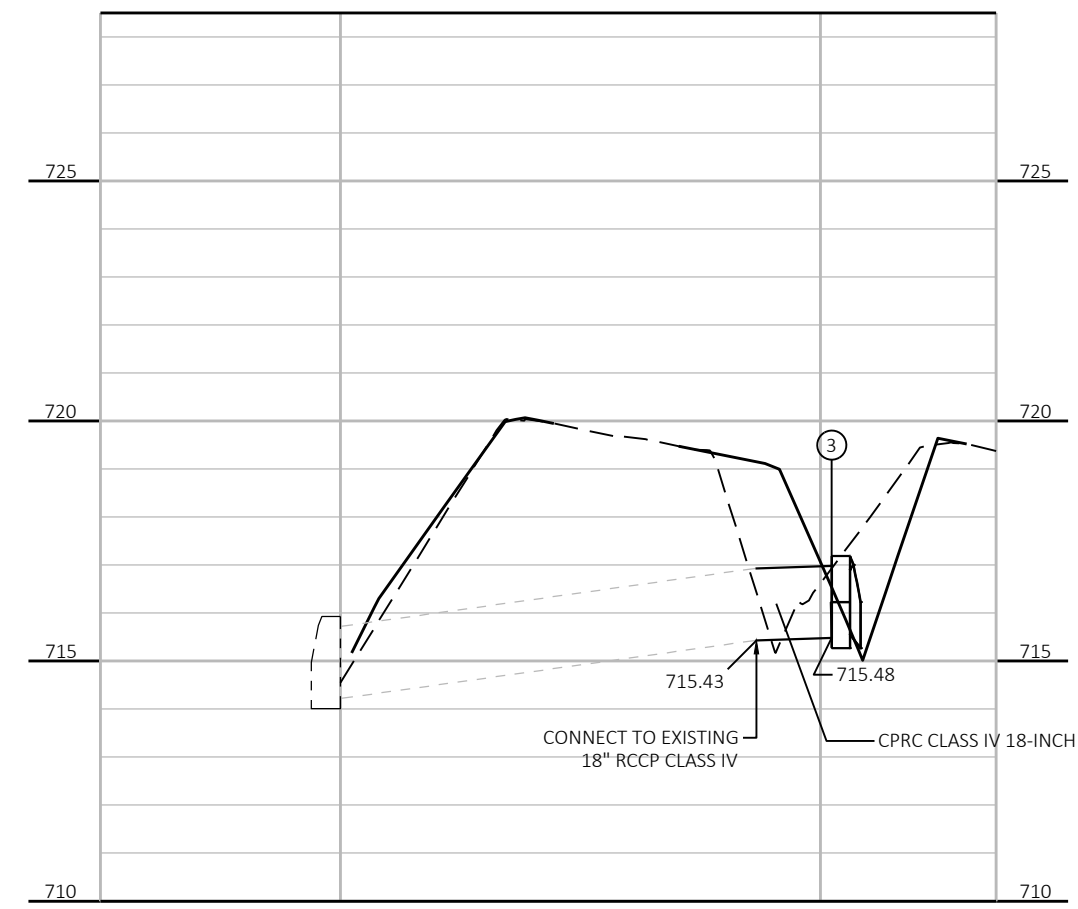
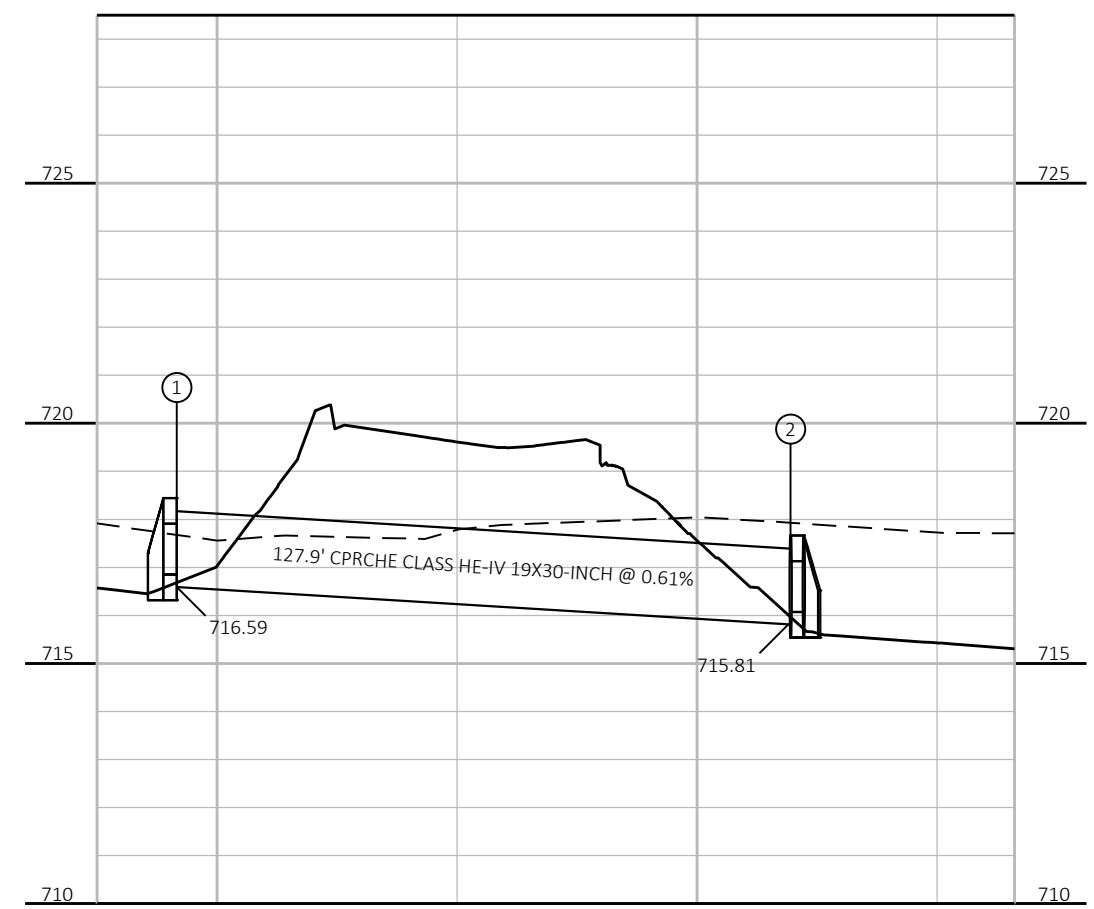
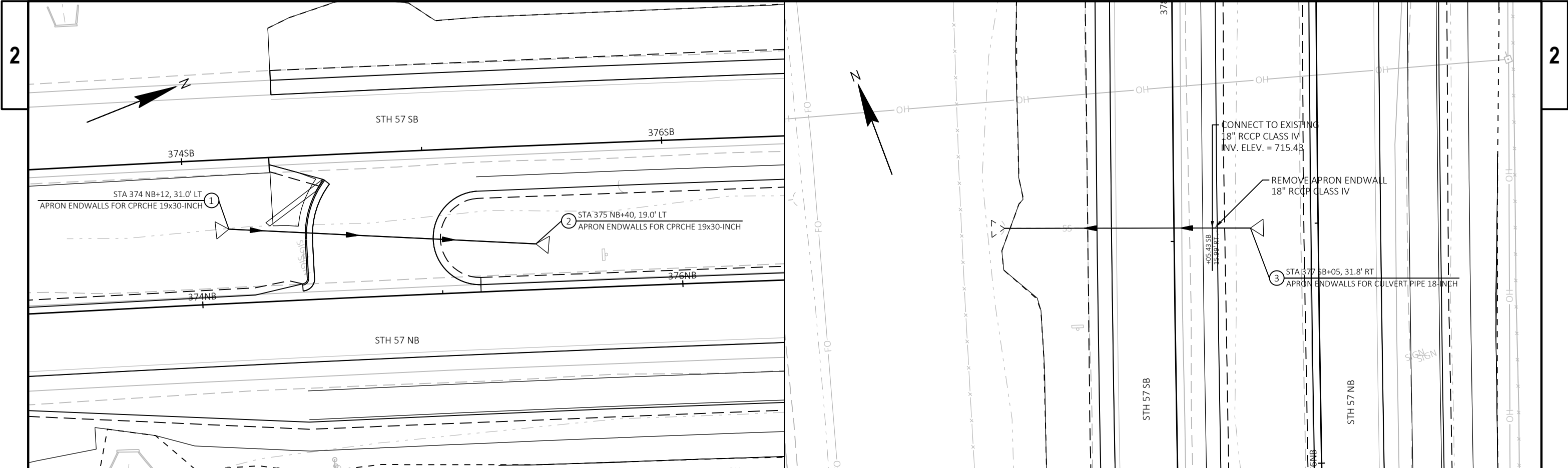
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PLAN DETAILS	SHEET	E
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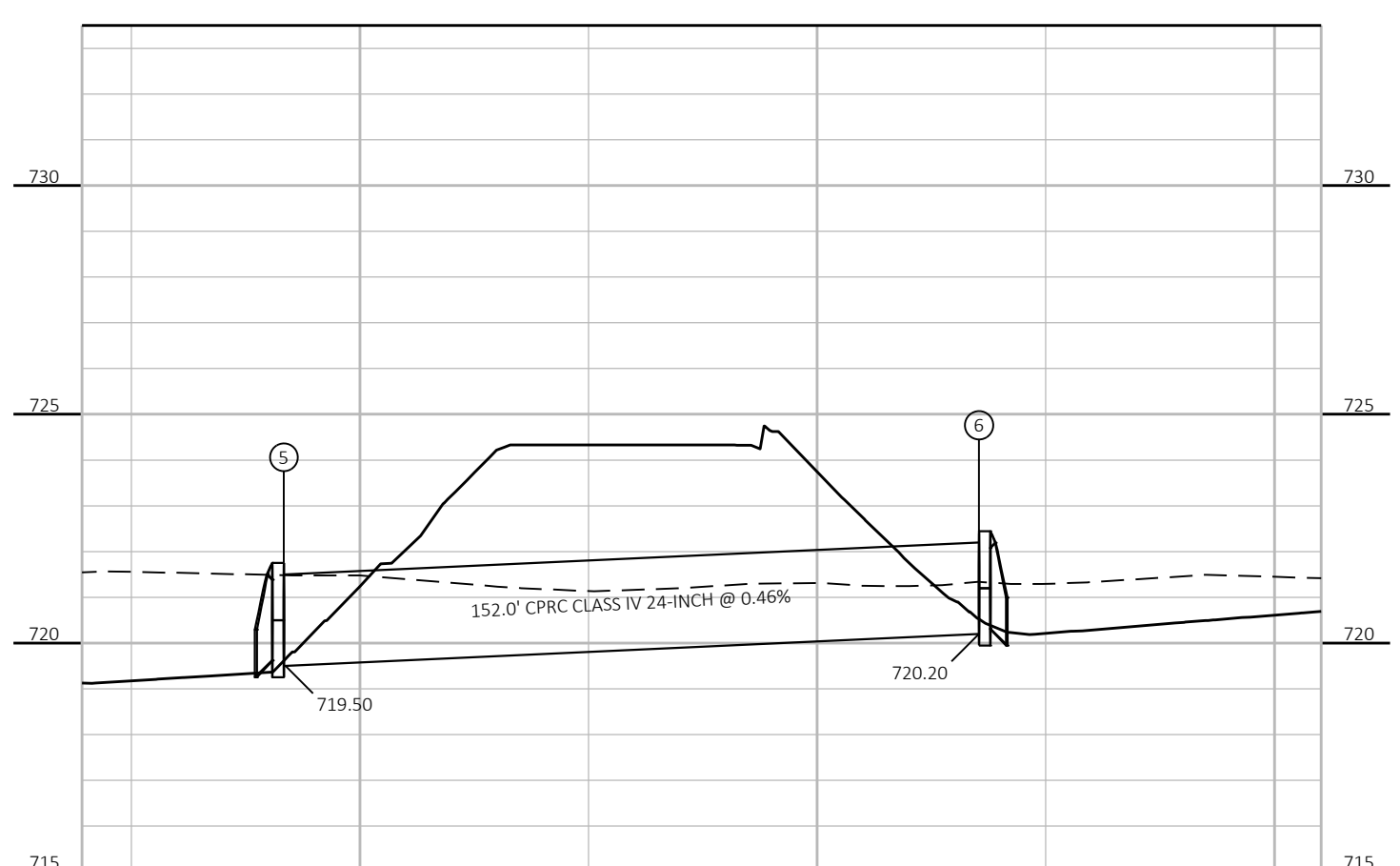
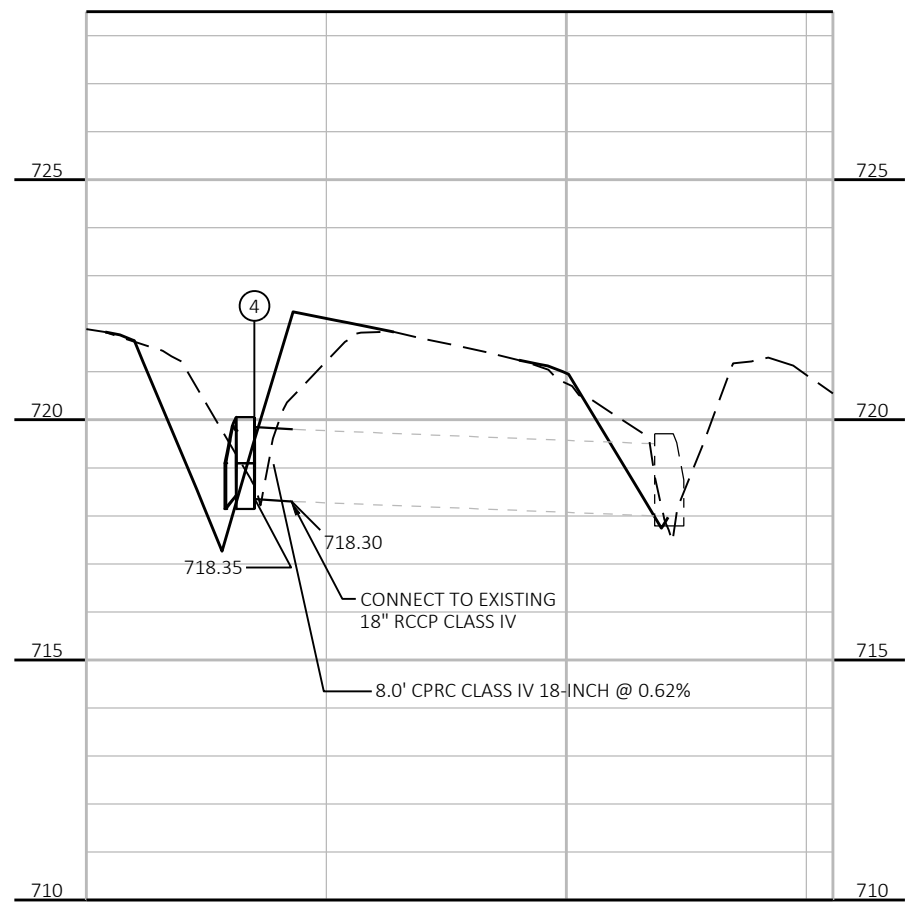
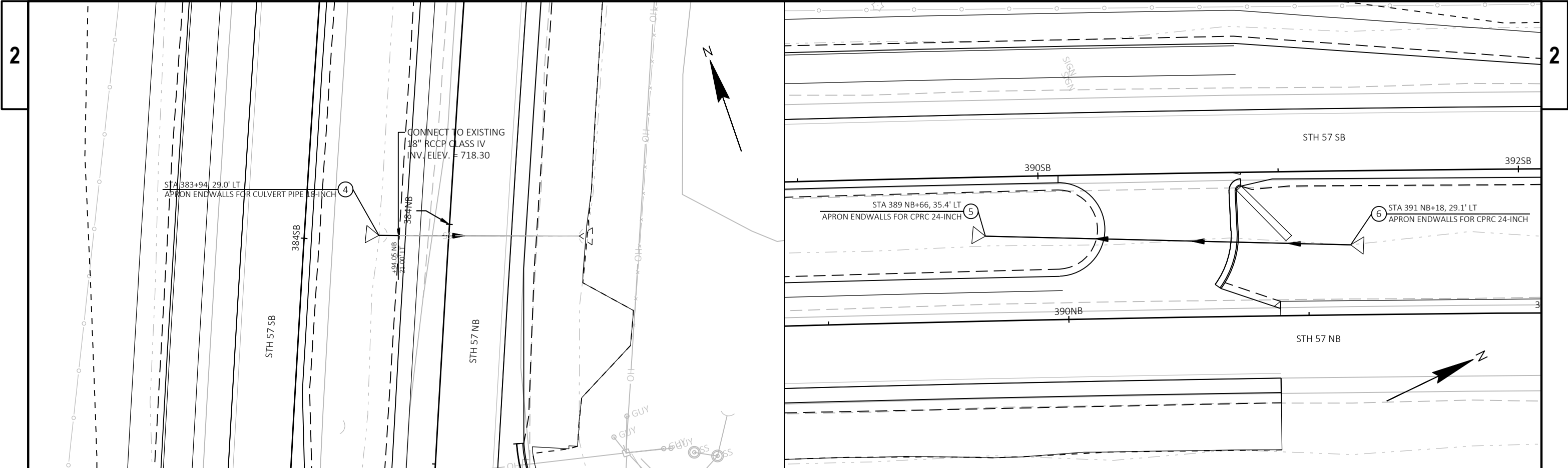


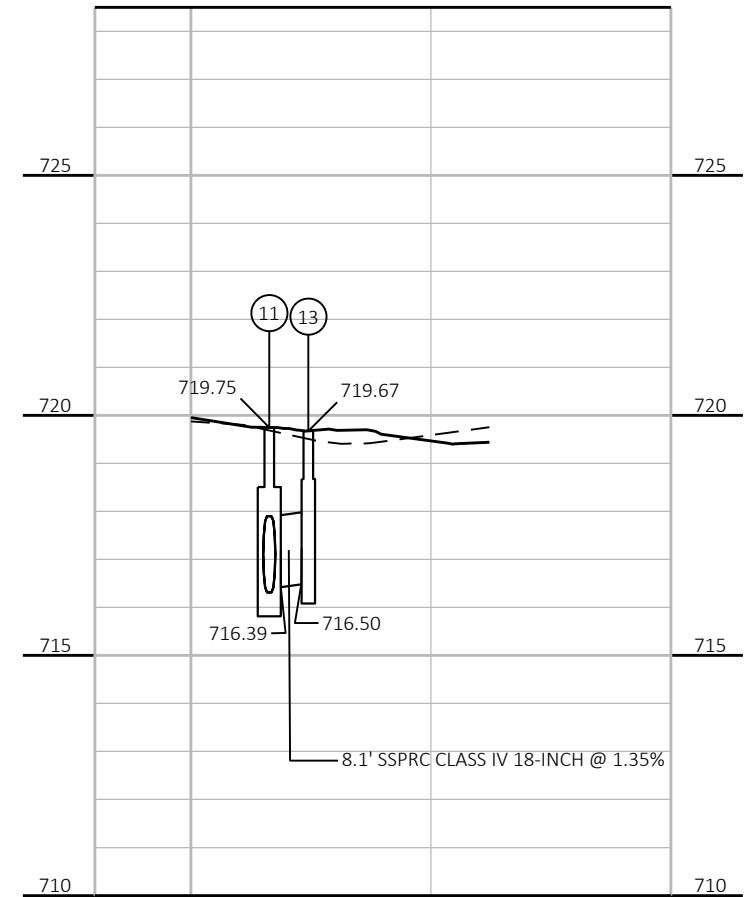
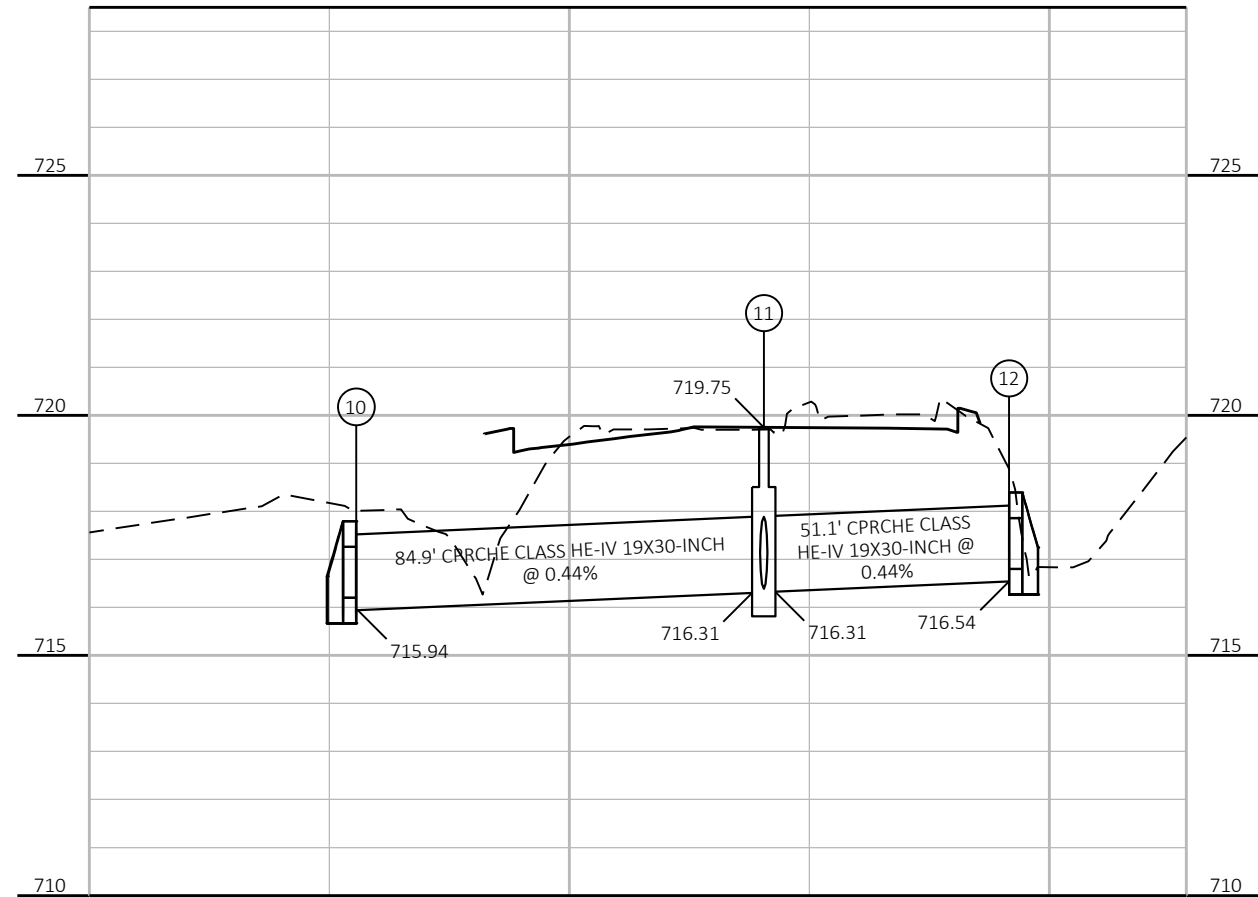
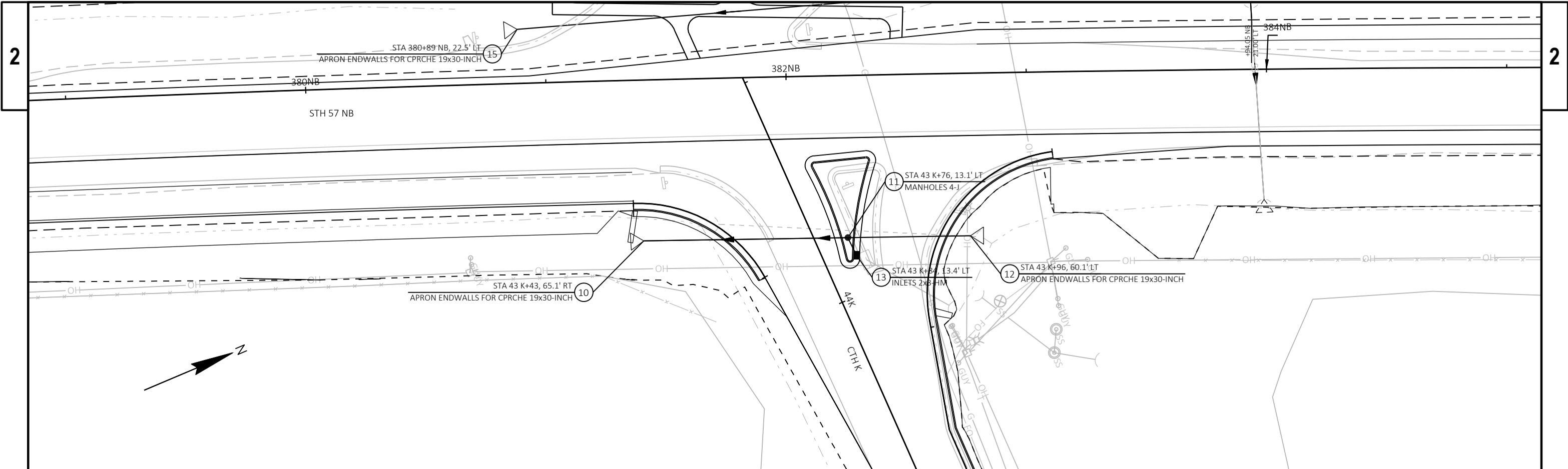
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
10	389+96.63 NB	-18.01 LT	390+08.34 SB	41.99 RT	589901.692	136467.588	724.56
11	390+15.64 NB	-37.52 LT	390+27.41 SB	22.48 RT	589927.119	136457.767	724.31
12	389+96.63 NB	-57.00 LT	390+08.34 SB	3.00 RT	589917.886	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

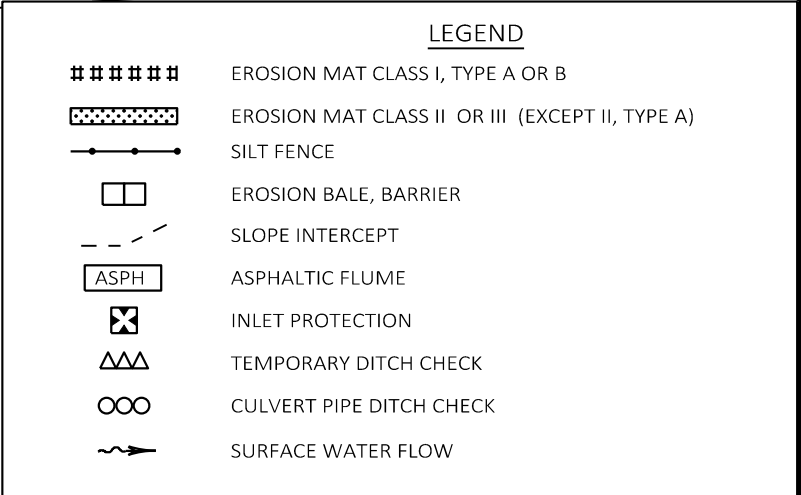


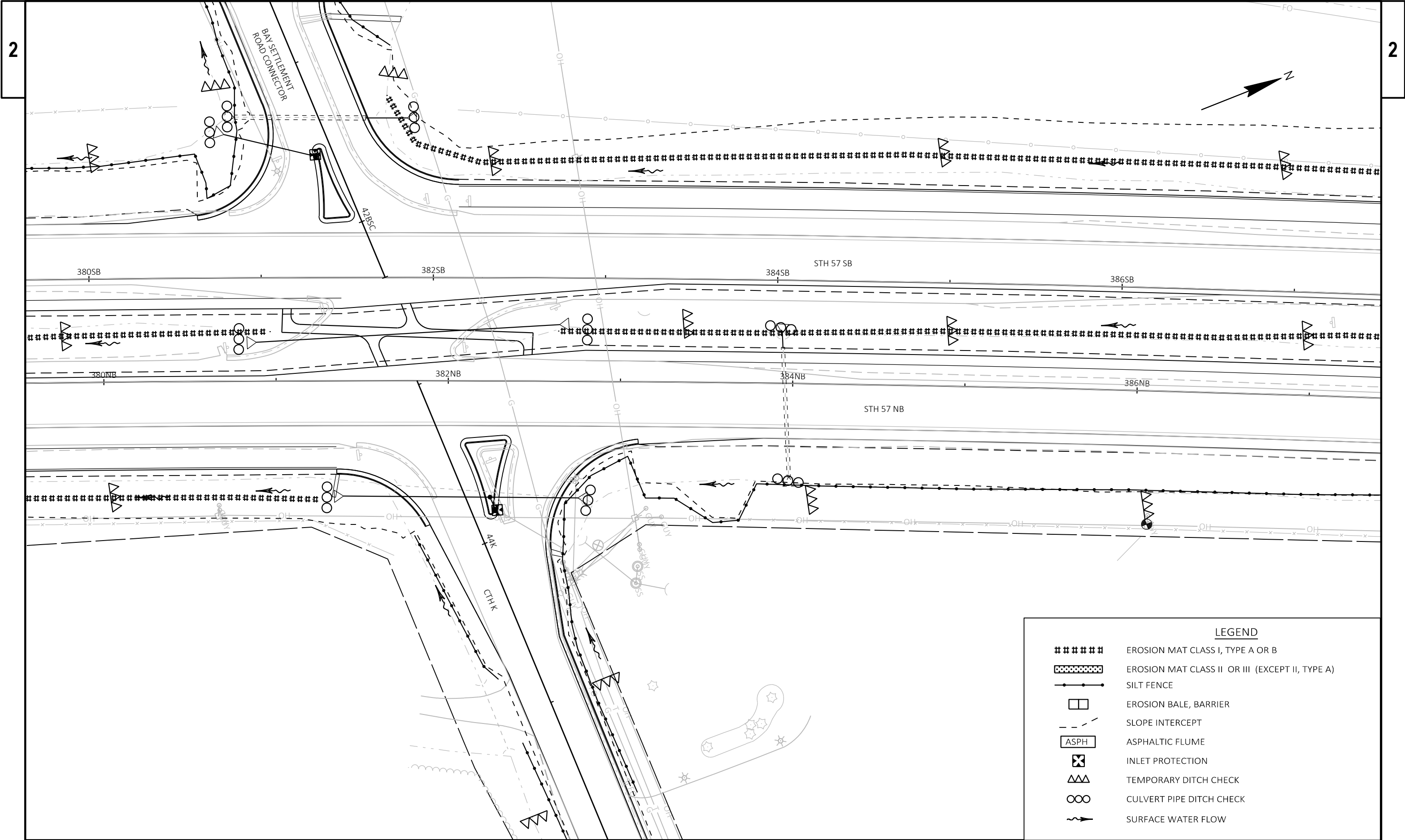
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	MEDIAN BIKE CROSSING DETAILS	SHEET	E
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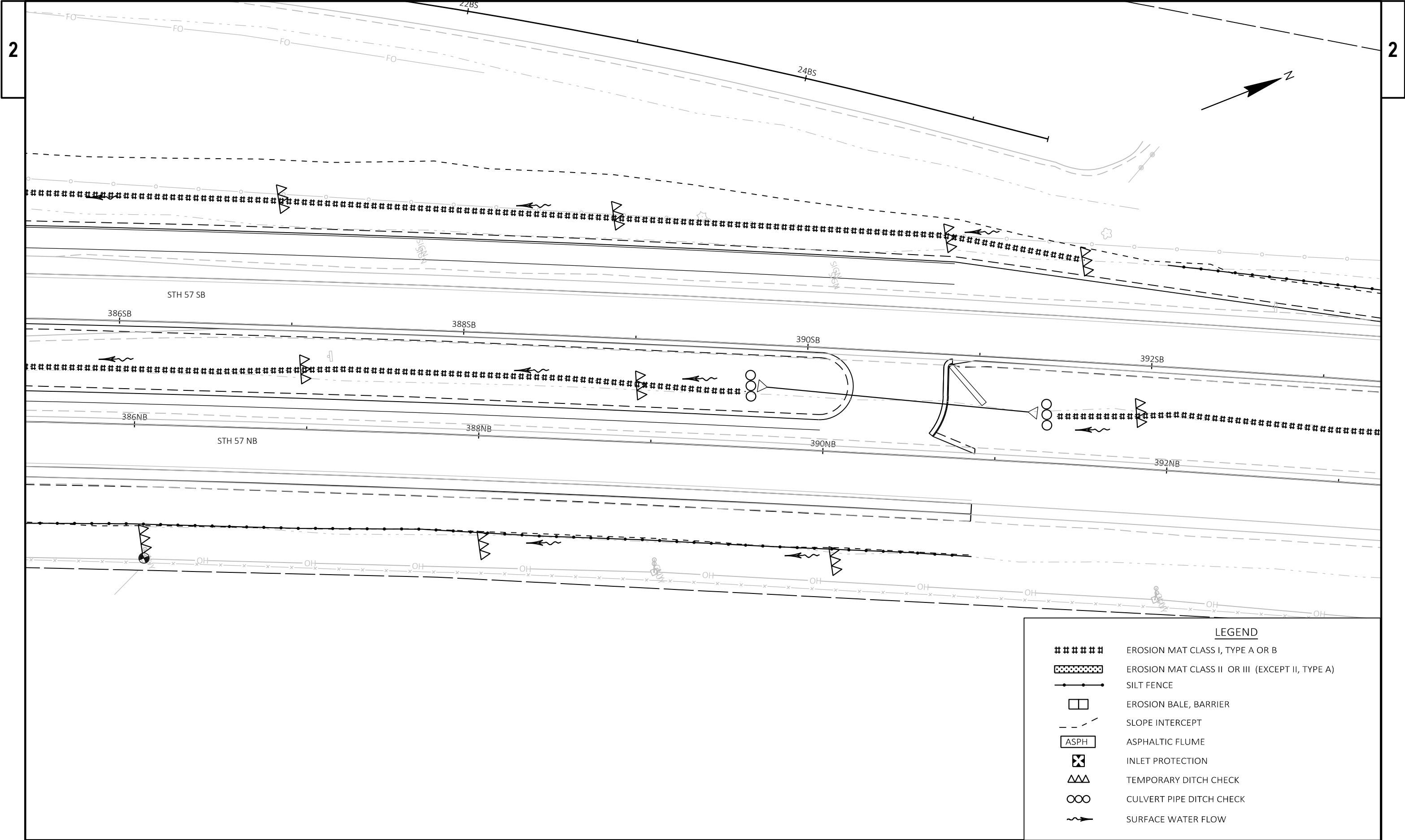


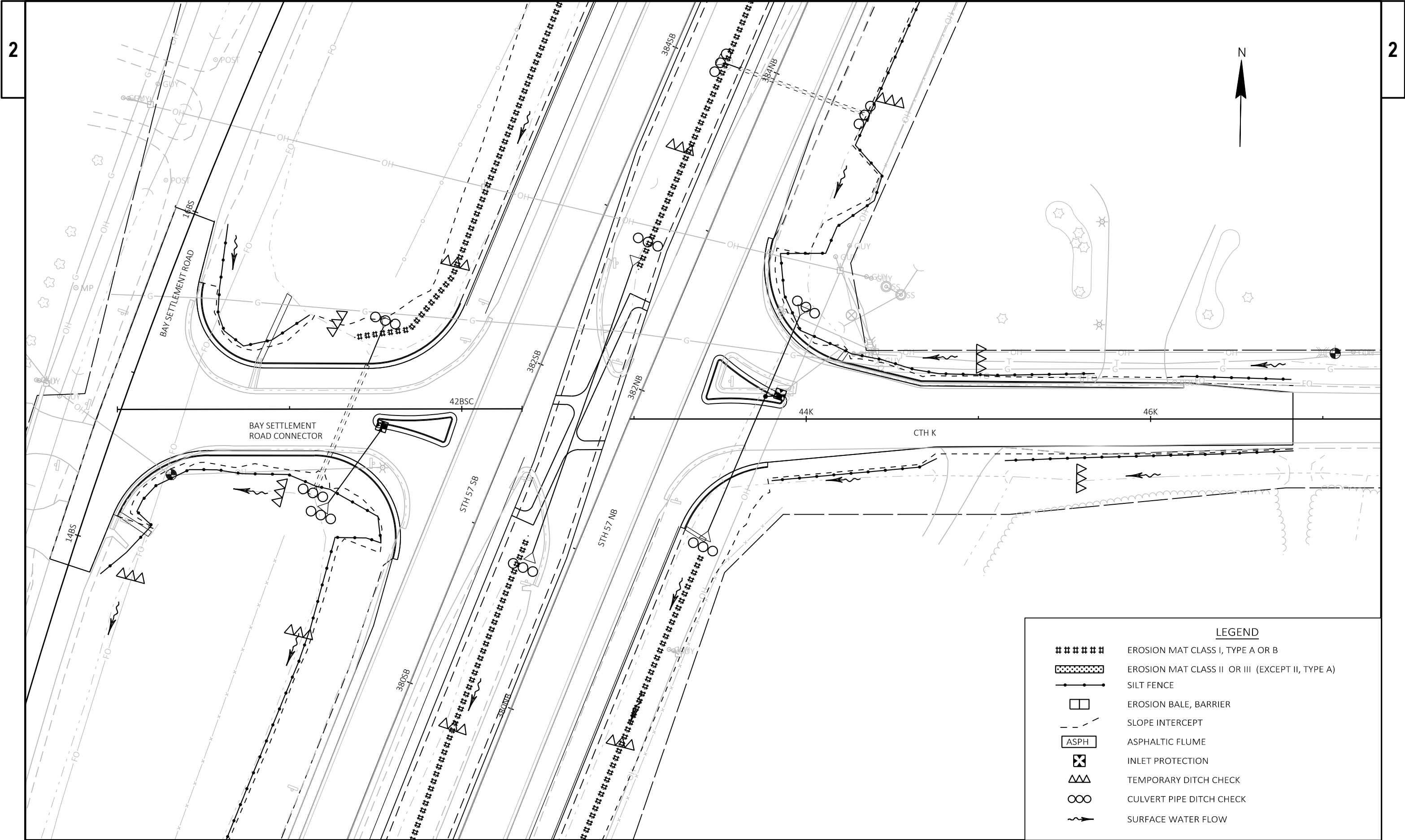


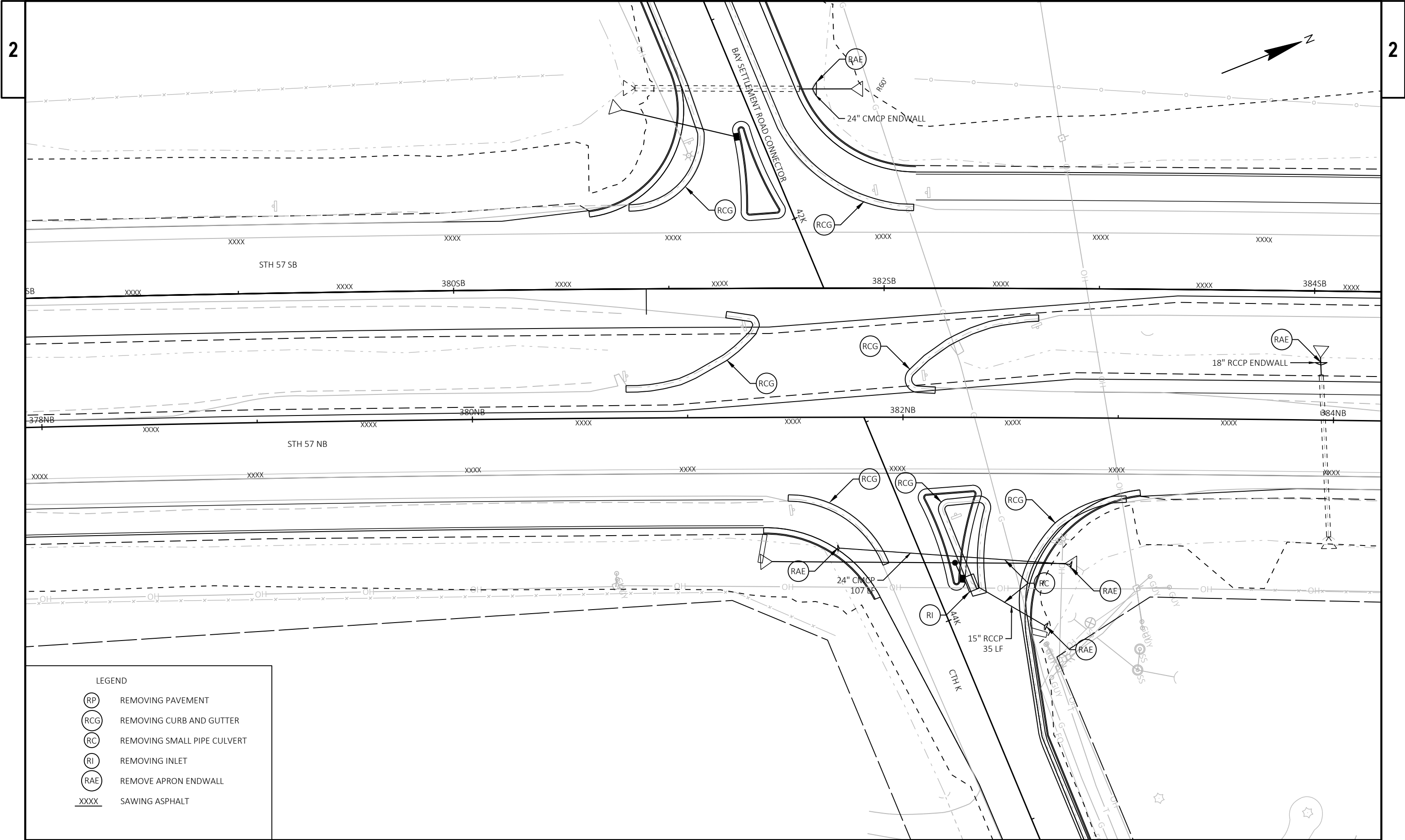


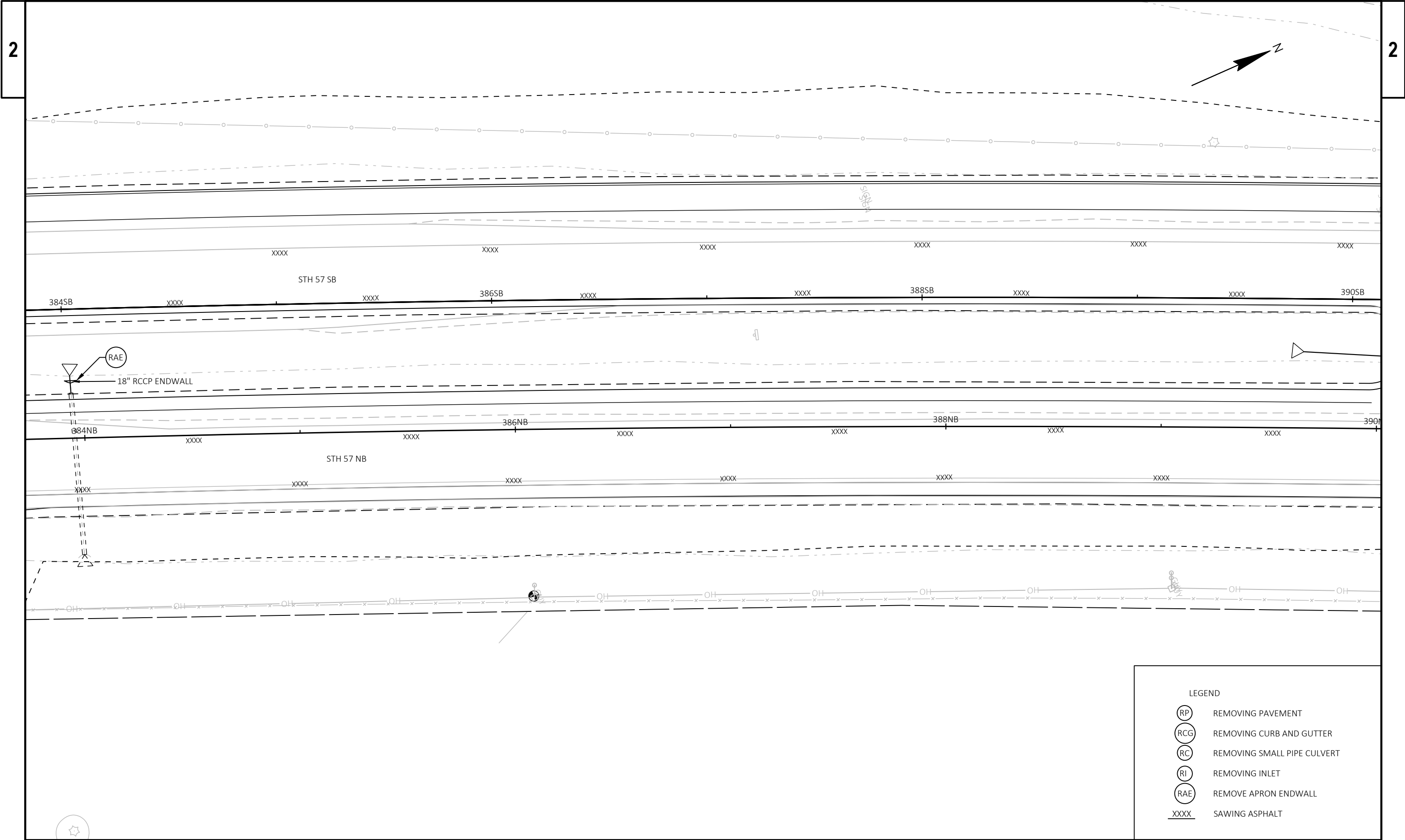


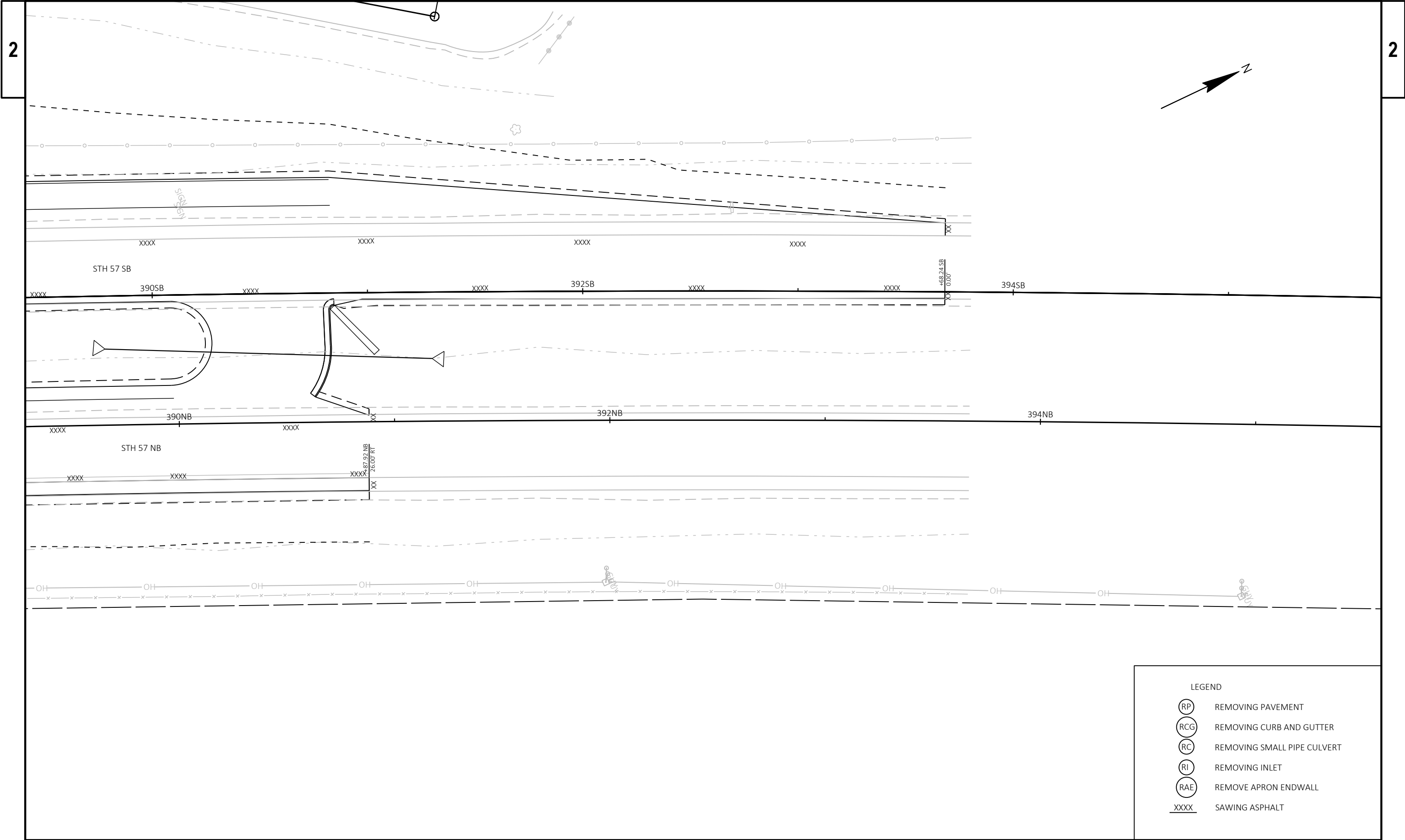


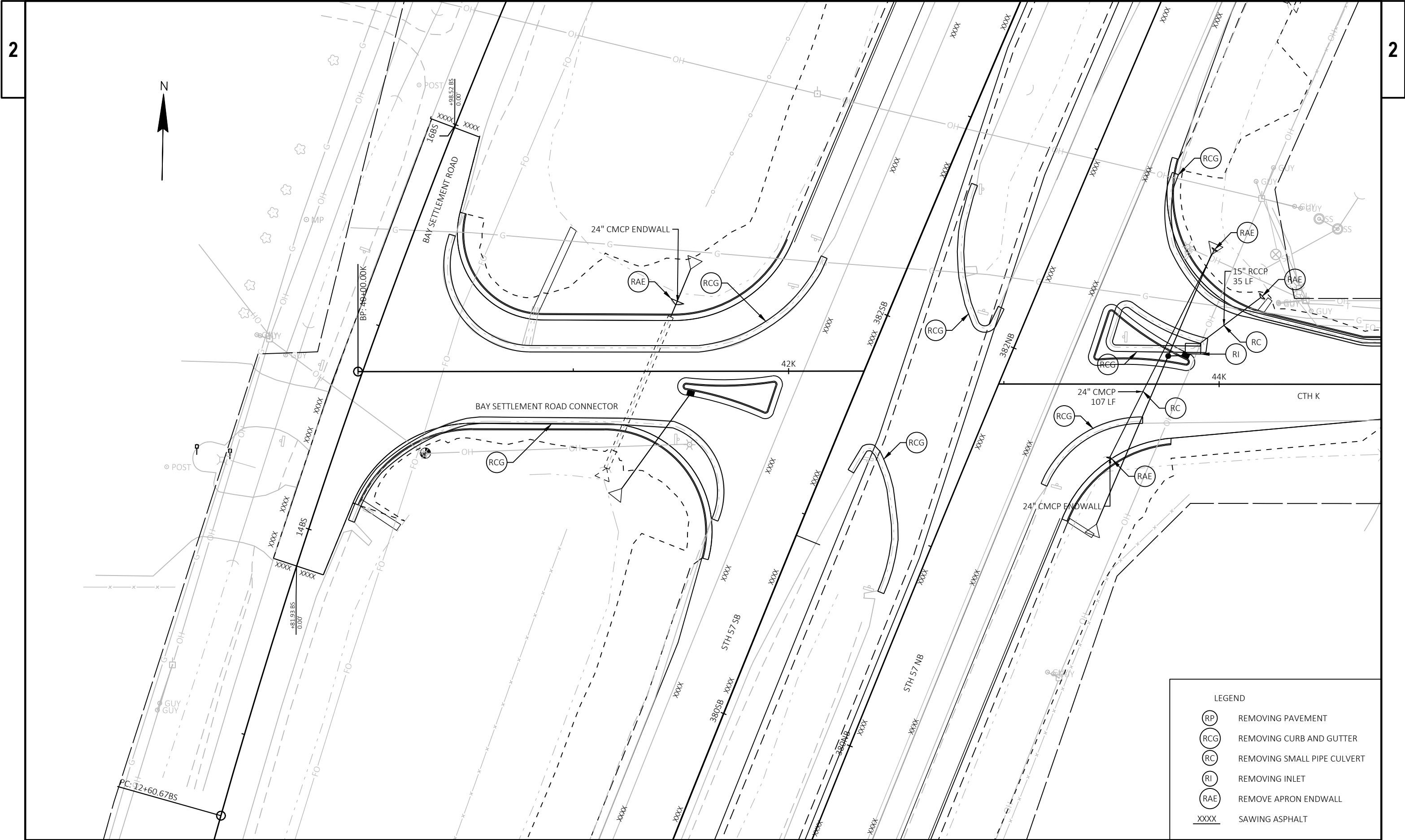


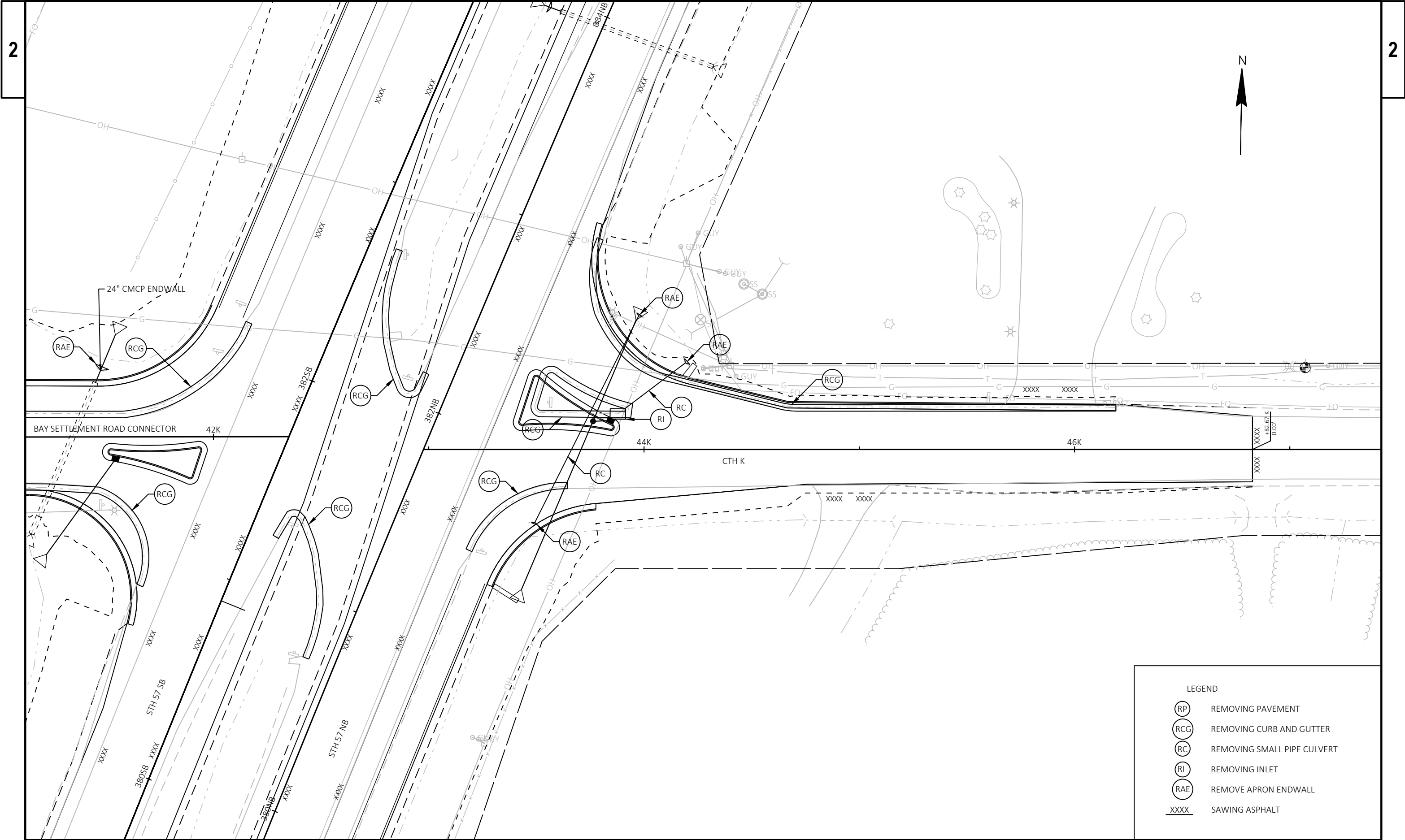












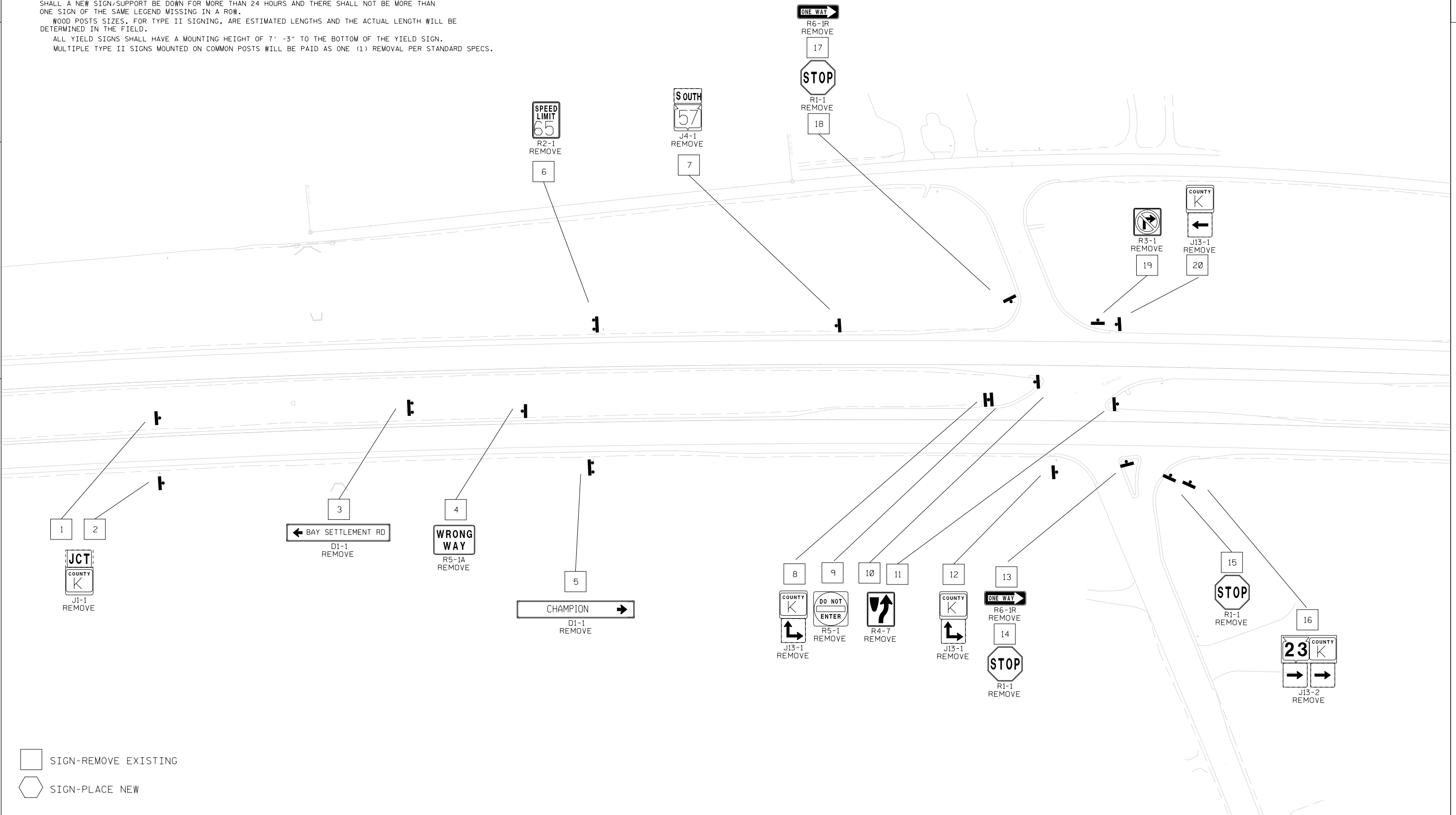
SIGNING NOTES

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

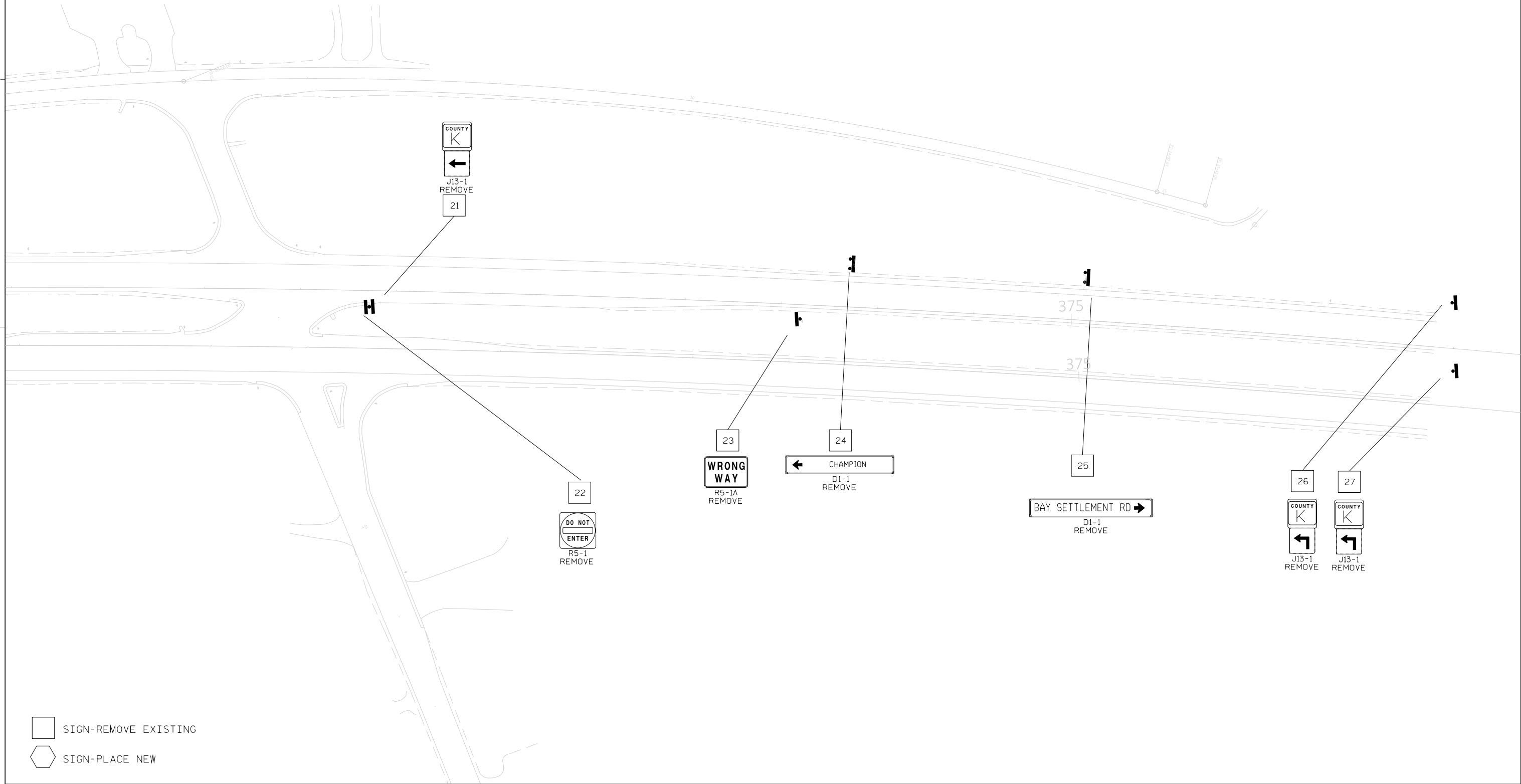
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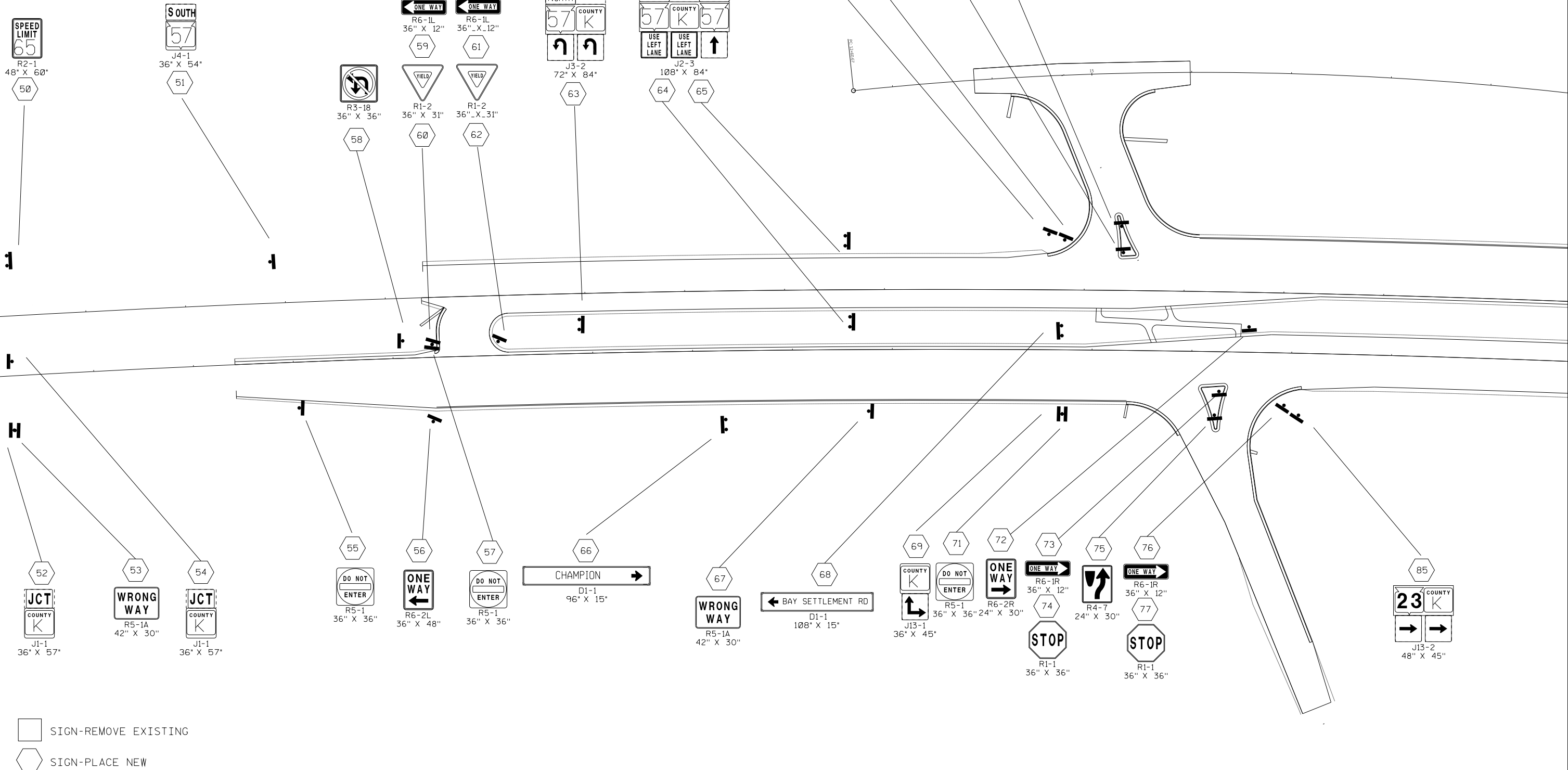
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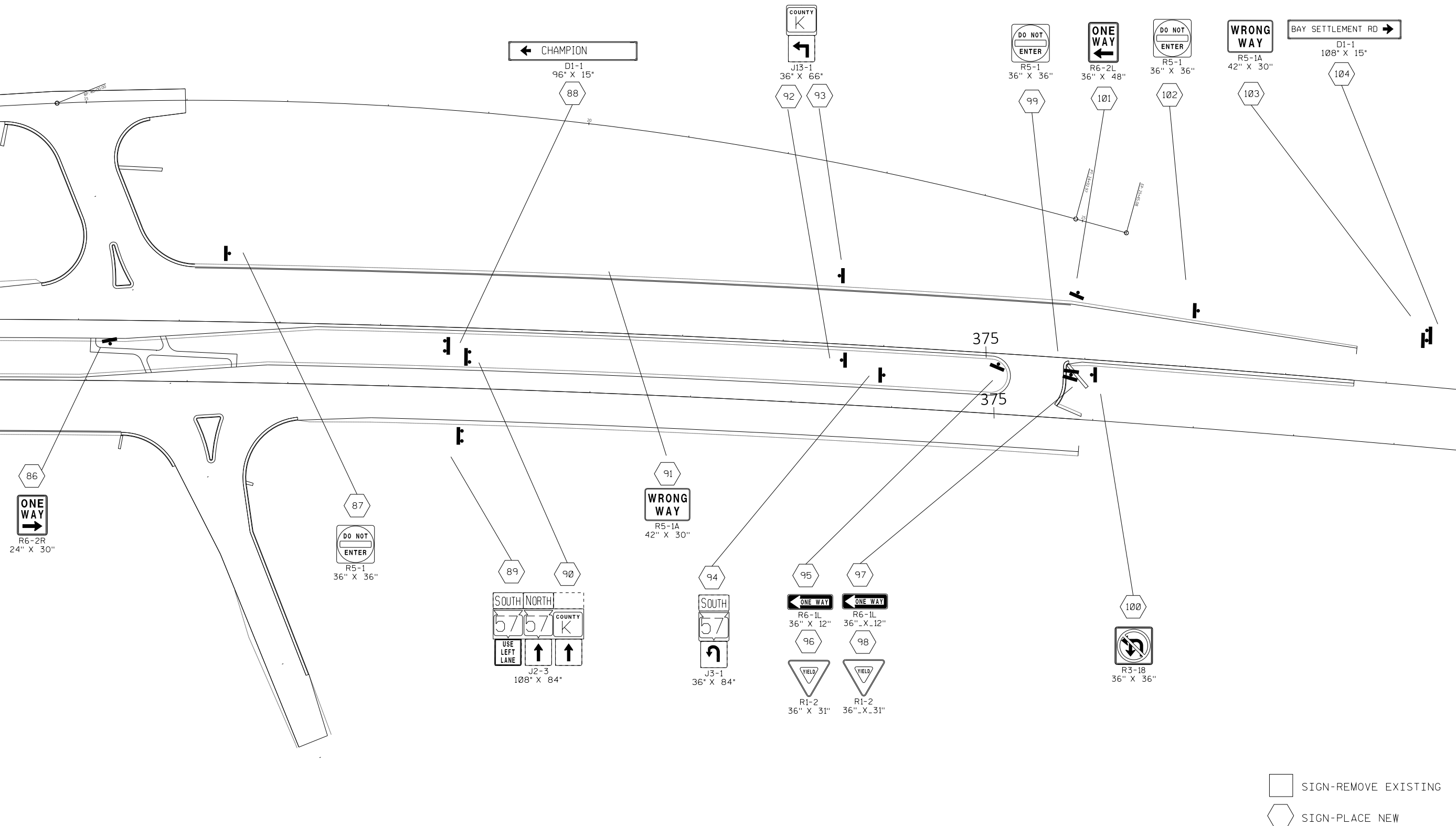
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LEGEND

- 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

ELECTRIC, OVERHEAD
-

EXAMPLE (see individual label on each lighting unit)

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

LIGHT UNIT NUMBER IN CIRCUIT

CIRCUIT ID

BASE TYPE

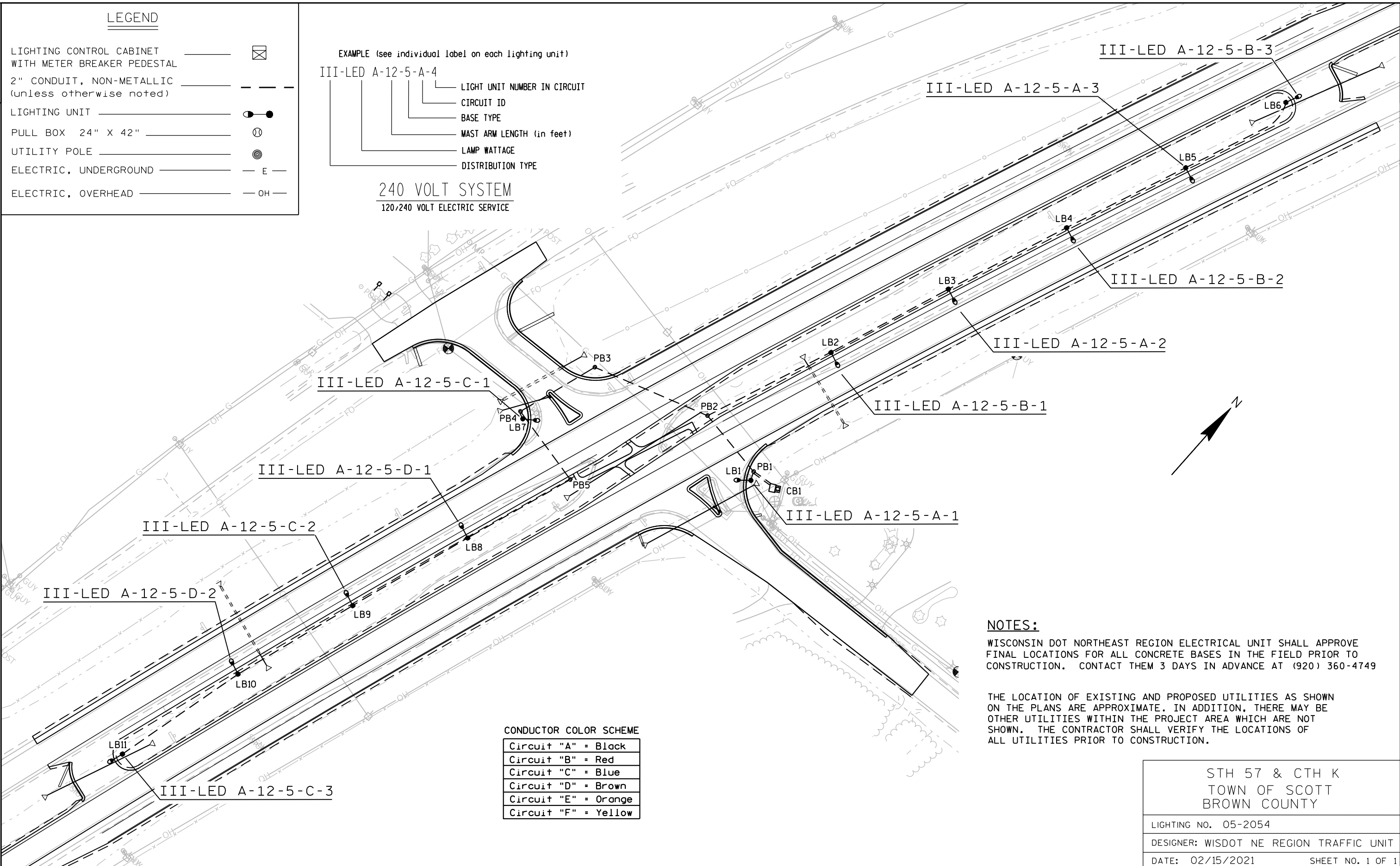
MAST ARM LENGTH (in feet)

LAMP WATTAGE

DISTRIBUTION TYPE

240 VOLT SYSTEM

120/240 VOLT ELECTRIC SERVICE



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

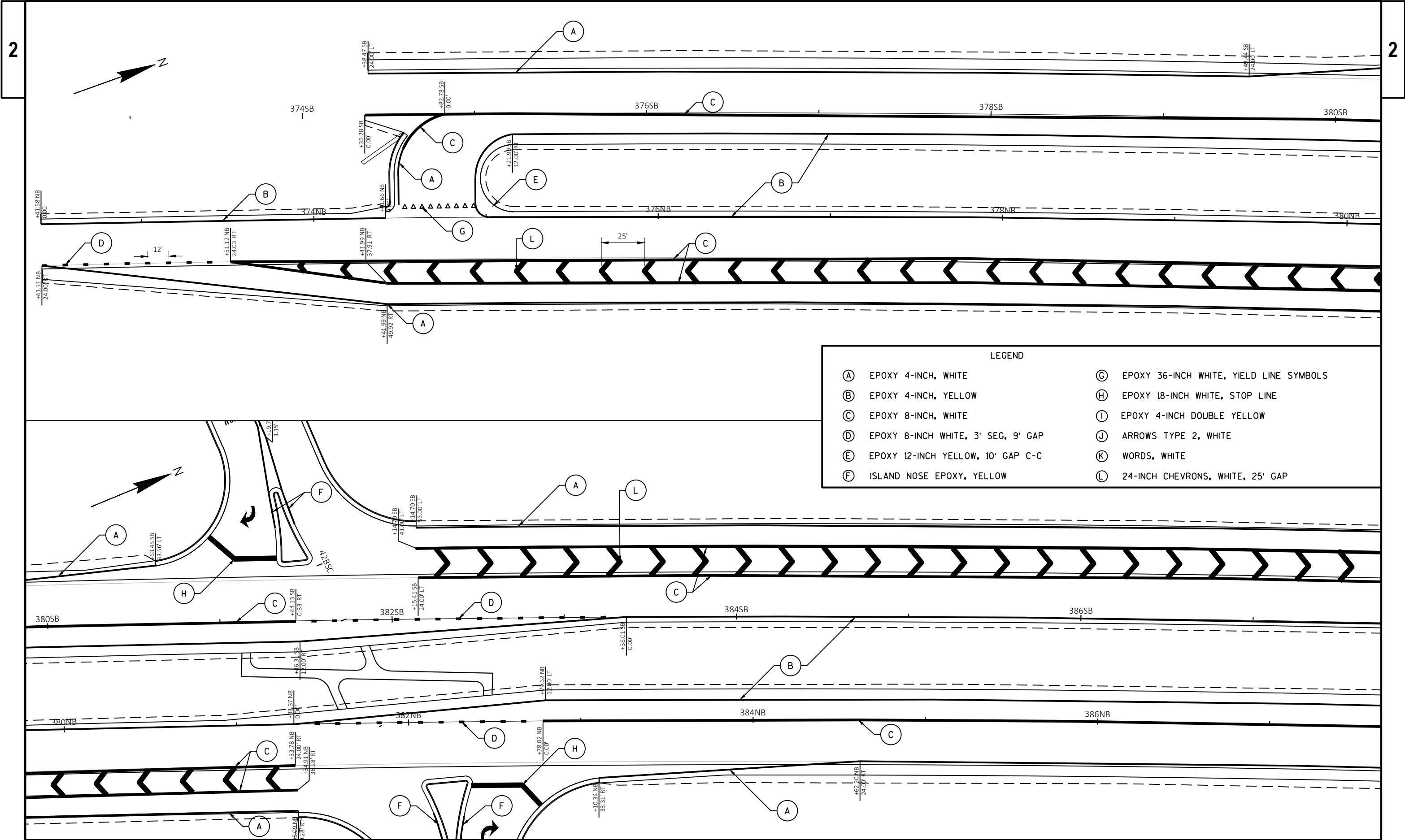
THE LOCATION OF EXISTING AND PROPOSED UTILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. IN ADDITION, THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT AREA WHICH ARE NOT SHOWN. THE CONTRACTOR SHALL VERIFY THE LOCATIONS OF ALL UTILITIES PRIOR TO CONSTRUCTION.

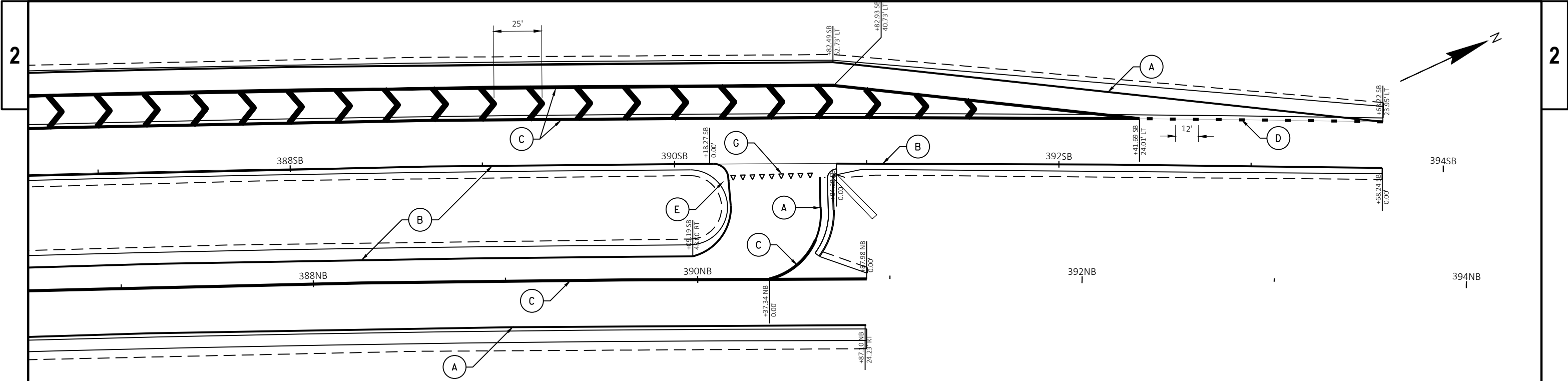
STH 57 & CTH K
TOWN OF SCOTT
BROWN COUNTY

LIGHTING NO. 05-2054

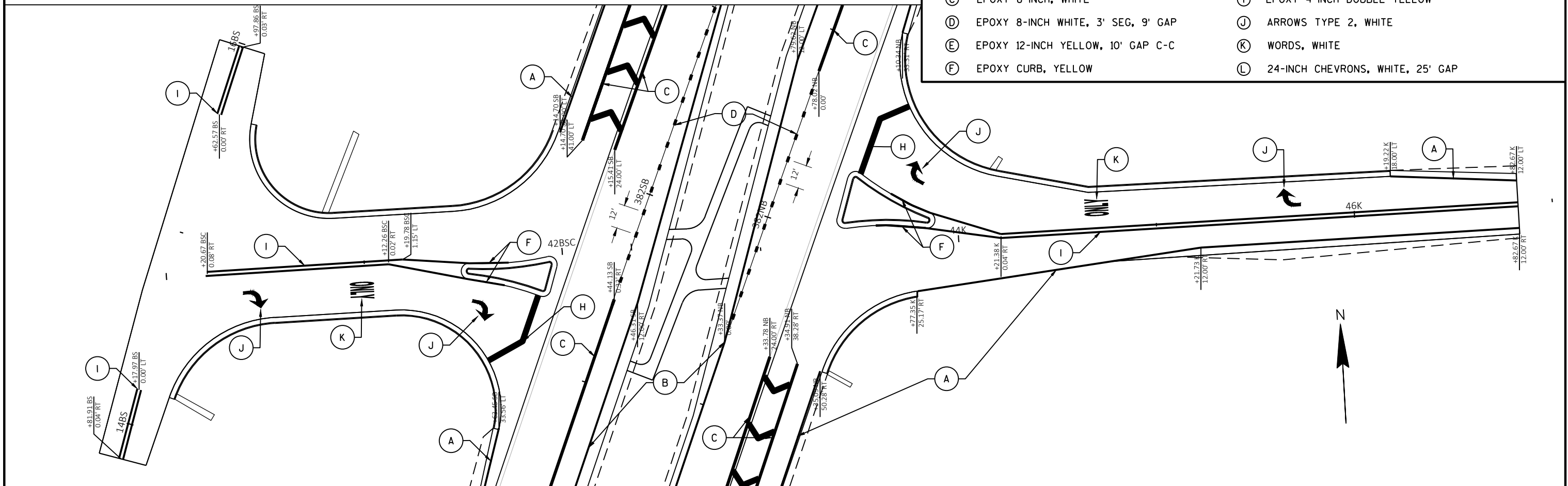
DESIGNER: WISDOT NE REGION TRAFFIC UNIT

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





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



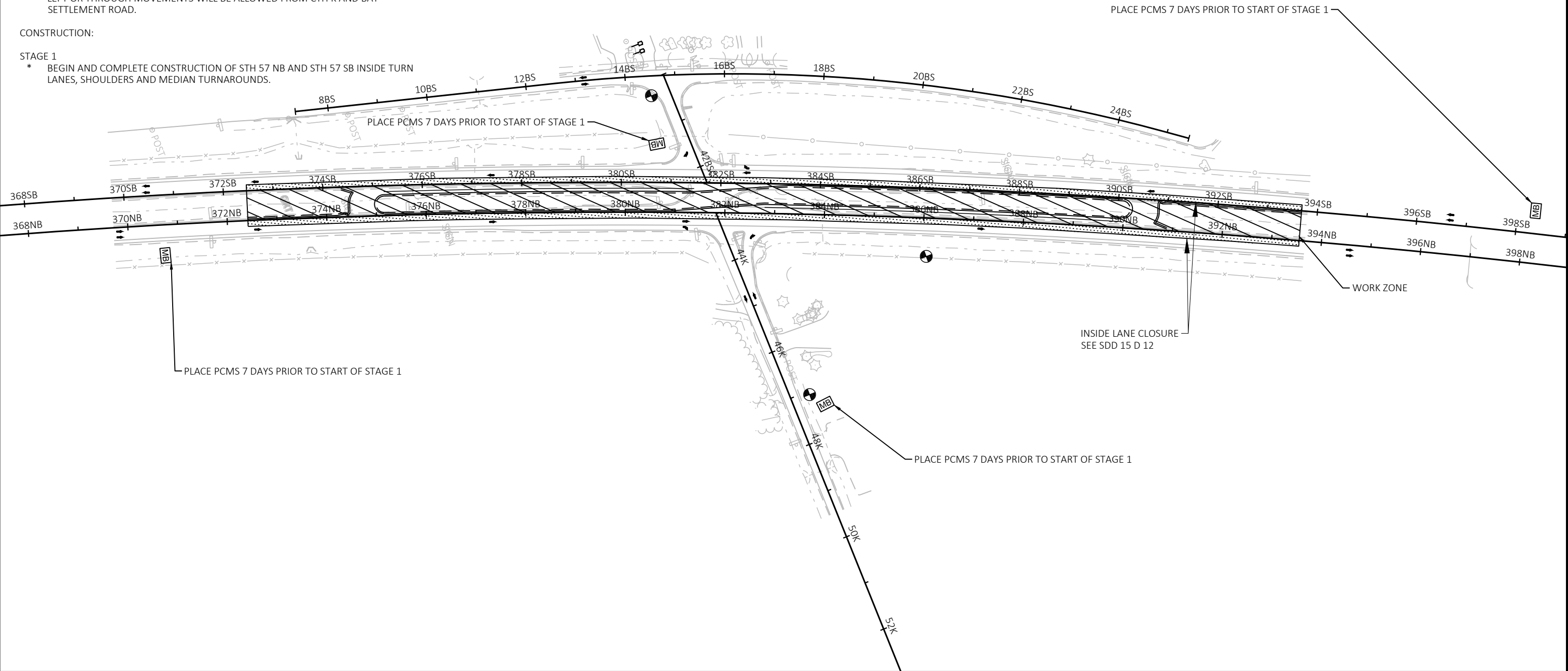
- NOTES:
- 1. THERE ARE NO TRAFFIC CONTROL SHEETS FOR THIS STAGE AS ONLY STANDARD DETAIL DRAWINGS WILL BE USED.
 - 2. FOR CLOSURES ALONG MAINLINE AND SIDE ROADS, REFER TO STANDARD DETAIL DRAWINGS FOR APPROPRIATE SIGNING AND TRAFFIC CONTROL DEVICES.
 - 3. REFER TO SDD 15C4-5 FOR ALL SIDE ROAD AND MAINLINE 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.



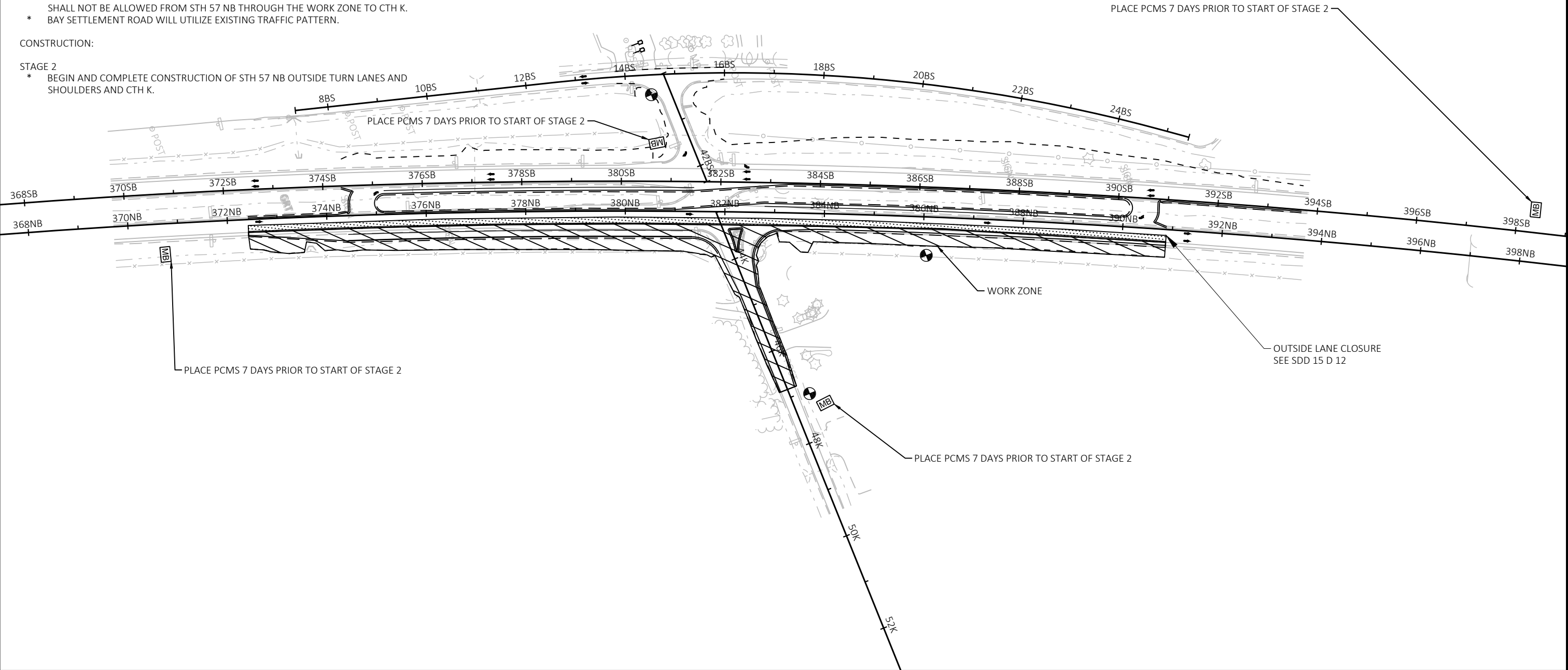
- NOTES:
- 1. THERE ARE NO TRAFFIC CONTROL SHEETS FOR THIS STAGE AS ONLY STANDARD DETAIL DRAWINGS WILL BE USED.
 - 2. FOR CLOSURES ALONG MAINLINE AND SIDE ROADS, REFER TO STANDARD DETAIL DRAWINGS FOR APPROPRIATE SIGNING AND TRAFFIC CONTROL DEVICES.
 - 3. REFER TO SDD 15C4-5 FOR ALL SIDE ROAD AND MAINLINE 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.



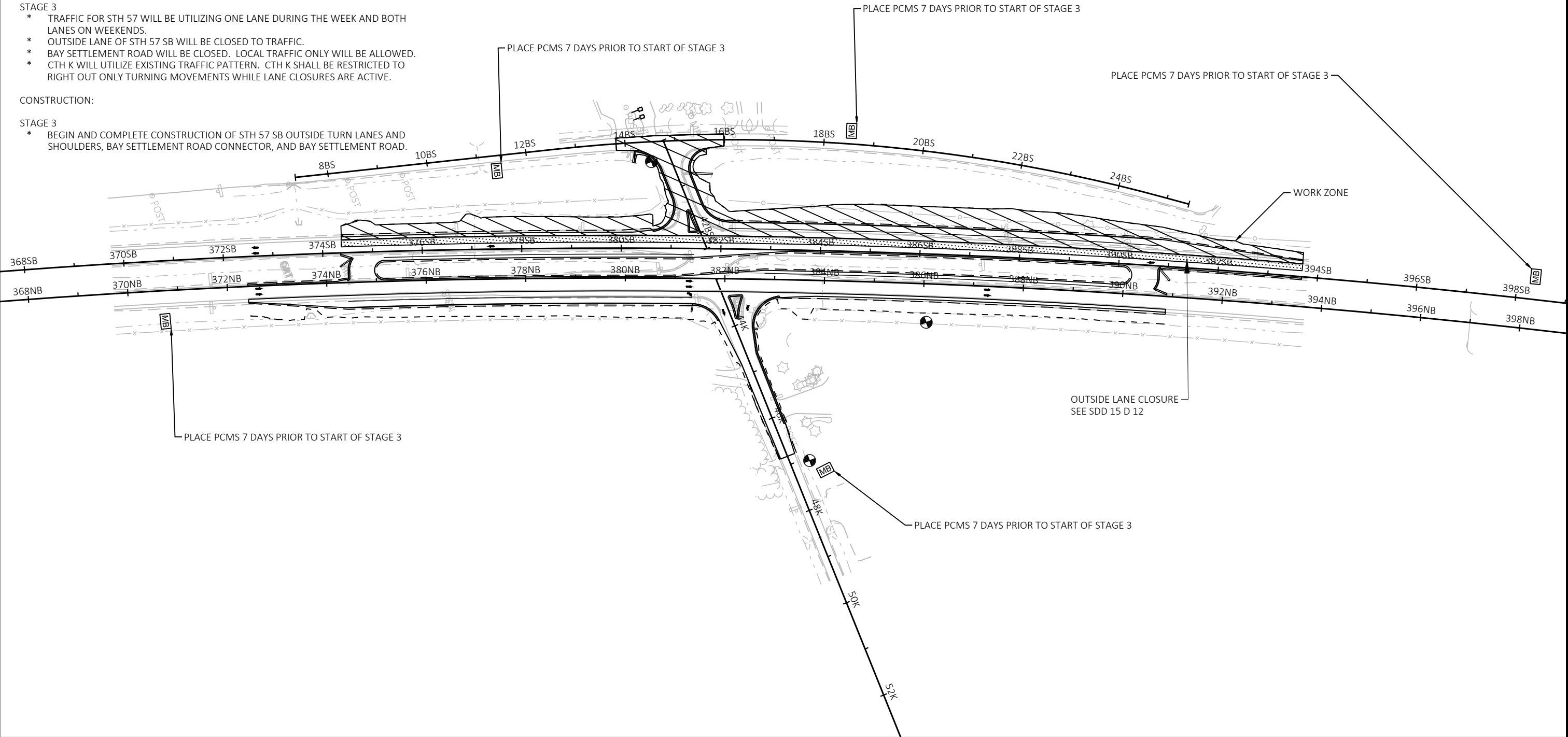
- NOTES:
- 1. THERE ARE NO TRAFFIC CONTROL SHEETS FOR THIS STAGE AS ONLY STANDARD DETAIL DRAWINGS WILL BE USED.
 - 2. FOR CLOSURES ALONG MAINLINE AND SIDE ROADS, REFER TO STANDARD DETAIL DRAWINGS FOR APPROPRIATE SIGNING AND TRAFFIC CONTROL DEVICES.
 - 3. REFER TO SDD 15C4-5 FOR ALL SIDE ROAD AND MAINLINE 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.



3

REMOVALS					
		203.0100		204.0220	204.9060.S
		REMOVING SMALL PIPE		REMOVING	REMOVING EXISTING
		PIPE CULVERTS		INLETS	ENDWALL
STATION	OFFSET	LOCATION	EACH	EACH	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				
			204.0150	
			REMOVING CURB	
			& GUTTER	
STATION TO	STATION TO		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					
		415.0090	602.0415		
		CONCRETE PAVEMENT	CONCRETE SIDEWALK		
		9-INCH	6-INCH		
STATION TO STATION	LOCATION	SY	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		

3			205.0100 COMMON EXCAVATION (1)		SALVAGED/ UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	EXPANDED ROCK (12)		EXPANDED FILL (13)			3
			CUT (2)	EBS EXCAVATION (3)			FACTOR 1.10	UNEXPANDED FILL	FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	
	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						
		305.0110	305.0120	312.0110		
		BASE AGGREGATE	BASE AGGREGATE	SELECT CRUSHED		
		DENSE 3/4-INCH	DENSE 1 1/4-INCH	MATERIAL		
STATION TO STATION	LOCATION	TON	TON	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							
		455.0605	460.6223	460.6224			
			HMA PAVEMENT	HMA PAVEMENT			
		TACK	LOWER LAYER	UPPER LAYER			
		COAT	3 LT 58-28S	4 LT 58-28S			
STATION TO STATION	LOCATION	GAL	TON	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				
		465.0315		
STATION TO STATION	LOCATION	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		<u>45</u>		

3

CONCRETE CURB & GUTTER					
		601.0551	601.0553		
		CONCRETE CURB &	CONCRETE CURB &		
		GUTTER 6-INCH SLOPED	GUTTER 6-INCH SLOPED		
		36-INCH TYPE A	36-INCH TYPE D		
STATION TO STATION	LOCATION	LF	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		

CULVERT PIPE AND STORM SEWER ITEMS

		521.1024		522.1018		522.1024		522.2619		611.0627	611.3230	611.2004				
		APRON		APRON		APRON		APRON ENDWALLS		INLET		MAHOLES		RIM OR	STR	
		ENDWALLS FOR		ENDWALLS FOR		ENDWALLS FOR		FOR CULVERT PIPE		COVERS	INLETS	4-FT		FLANGE	DEPTH**	
		CULVERT PIPE		CULVERT PIPE		CULVERT PIPE		REINFORCED CONCRETE		TYPE HM	2X3 - FT	DIAMETER		ELEV	FT	
STRUCTURE	STATION	OFFSET*	STEEL 24-INCH	RCP 18-INCH	RCP 24-INCH	19X30-INCH									FROM	TO
NUMBER		FT	EACH	EACH	EACH	EACH				EACH	EACH	EACH	EACH		STR	STR
CATEGORY 0010																
1	374+12NB	31.0' LT	--	--	--	1	--	--	--	--	--	--	--	--	--	--
2	375+40NB	19.0' LT	--	--	--	1	--	--	--	--	--	--	--	--	1	2
3	377+05SB	31.8' RT	--	1	--	--	--	--	--	--	--	--	--	--	--	--
4	383+94NB	29.0' LT	--	1	--	--	--	--	--	--	--	--	--	--	--	--
5	389+66NB	35.4' LT	--	--	1	--	--	--	--	--	--	--	--	--	--	--
6	391+18NB	29.1' LT	--	--	1	--	--	--	--	--	--	--	--	--	6	5
7	41+55BSC	47.4' LT	1	--	--	--	--	--	--	--	--	--	--	--	--	--
8	41+22BSC	54.5' RT	--	--	--	1	--	--	--	--	--	--	--	--	--	--
9	41+54BSC	10.3' RT	--	--	--	--	--	--	1	1	--	721.01	2.56	9	8	
10	43+43K	65.1' RT	--	--	--	1	--	--	--	--	--	--	--	--	--	--
11	43+76K	13.1' LT	--	--	--	--	--	--	--	--	--	1	719.75	2.49	11	10
12	43+96K	60.1' LT	--	--	--	1	--	--	--	--	--	--	--	--	12	11
13	43+84K	13.4' LT	--	--	--	--	--	--	--	1	--	719.67	2.22	13	11	
14	382+64K	32.9' LT	--	--	--	1	--	--	--	--	--	--	--	--	14	15
15	380+89K	22.5' LT	--	--	--	1	--	--	--	--	--	--	--	--	14	15
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

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

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				
			629.0210	630.0130
			FERTILIZER	SEEDING
			TYPE B	MIXTURE NO. 30
STATION TO STATION	LOCATION	CWT	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				
			690.0150	
			SAWING	
			ASPHALT	
STATION	STATION	LOCATION	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	

EROSION CONTROL

		625.0500	628.1504	628.1520	628.1905	628.1910	628.2002	628.7005	628.7015	628.7504	628.7555	628.7570
				SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT	INLET	INLET	TEMPORARY	CULVERT	
		SALVAGED	SILT	FENCE	EROSION	EMERGENCY	CLASS I	PROTECTION	PROTECTION	DITCH	PIPE	ROCK
		TOPSOIL	FENCE	MAINTENANCE	CONTROL	EROSION CONTROL	TYPE A	TYPE A	TYPE C	CHECKS	CHECKS	BAGS
STATION TO STATION	LOCATION	SY	LF	LF	EACH	EACH	SY	EACH	EACH	EACH	EACH	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

		646.1020		646.3020	646.5020	646.5120	646.6120	646.6220	646.7220	646.8120		
		MARKING LINE	MARKING LINE	MARKING LINE	MARKING	MARKING	MARKING STOP	MARKING YIELD	MARKING	MARKING		
		EPOXY 4-INCH	EPOXY 4-INCH	EPOXY 8-INCH	ARROW EPOXY	WORD EPOXY	LINE EPOXY	LINE EPOXY	CHEVRON EPOXY	CURB EPOXY		
		WHITE	YELLOW	WHITE	WHITE	WHITE	18-INCH WHITE	WHITE	24-INCH WHITE	YELLOW		
STATION TO STATION		LF	LF	LF	EACH	EACH	LF	EACH	LF	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

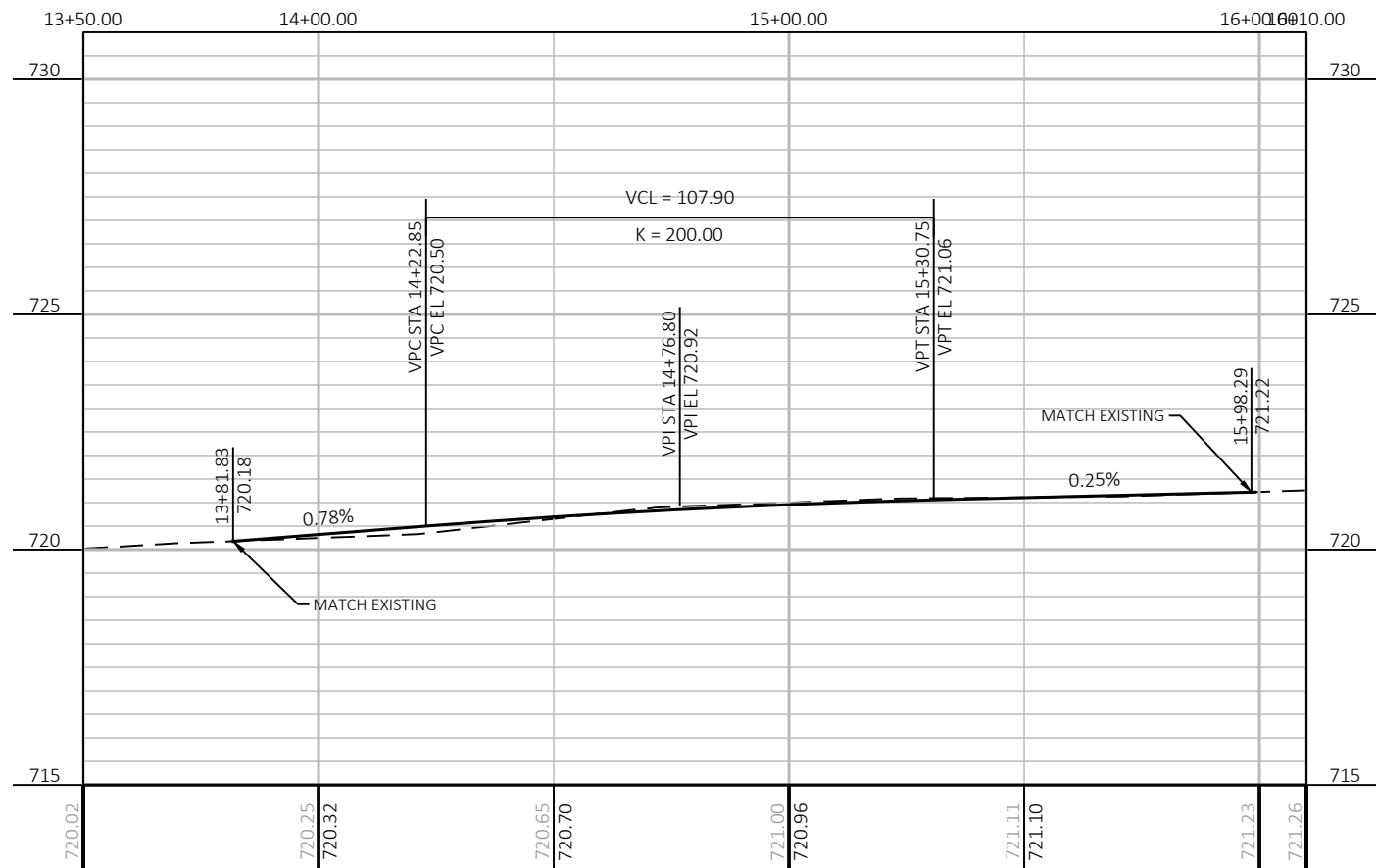
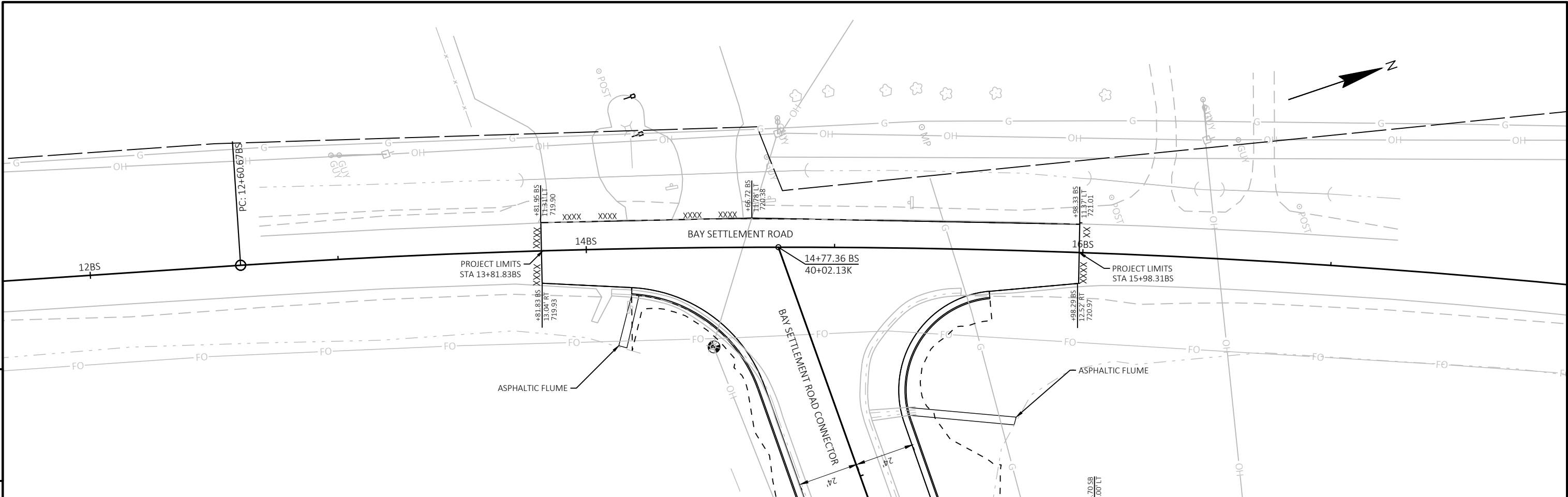
SIGN NO.	LOCATION	SIGN CODE	W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H S.F.	634.0616 POSTS WOOD 4x6x16 EACH	634.0618 POSTS WOOD 4x6x18 EACH	REMARKS
85	CTH K	J13-2	48" X 45"	15.00	1	---	SEE PLAN SHEET
86	STH 57, N. OF CTH K	R6-2R	24" X 30"	5.00	1	---	
87	"	R5-1	36" X 36"	9.00	1	---	
88	"	D1-1	96" 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	

TRAFFIC CONTROL															
		643.0300		643.0420		643.0705		643.0715		643.0800		643.0900		643.1050	
		TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL ARROW BOARDS		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL PCMS	
LOCATION	STAGE DURATION	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	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	

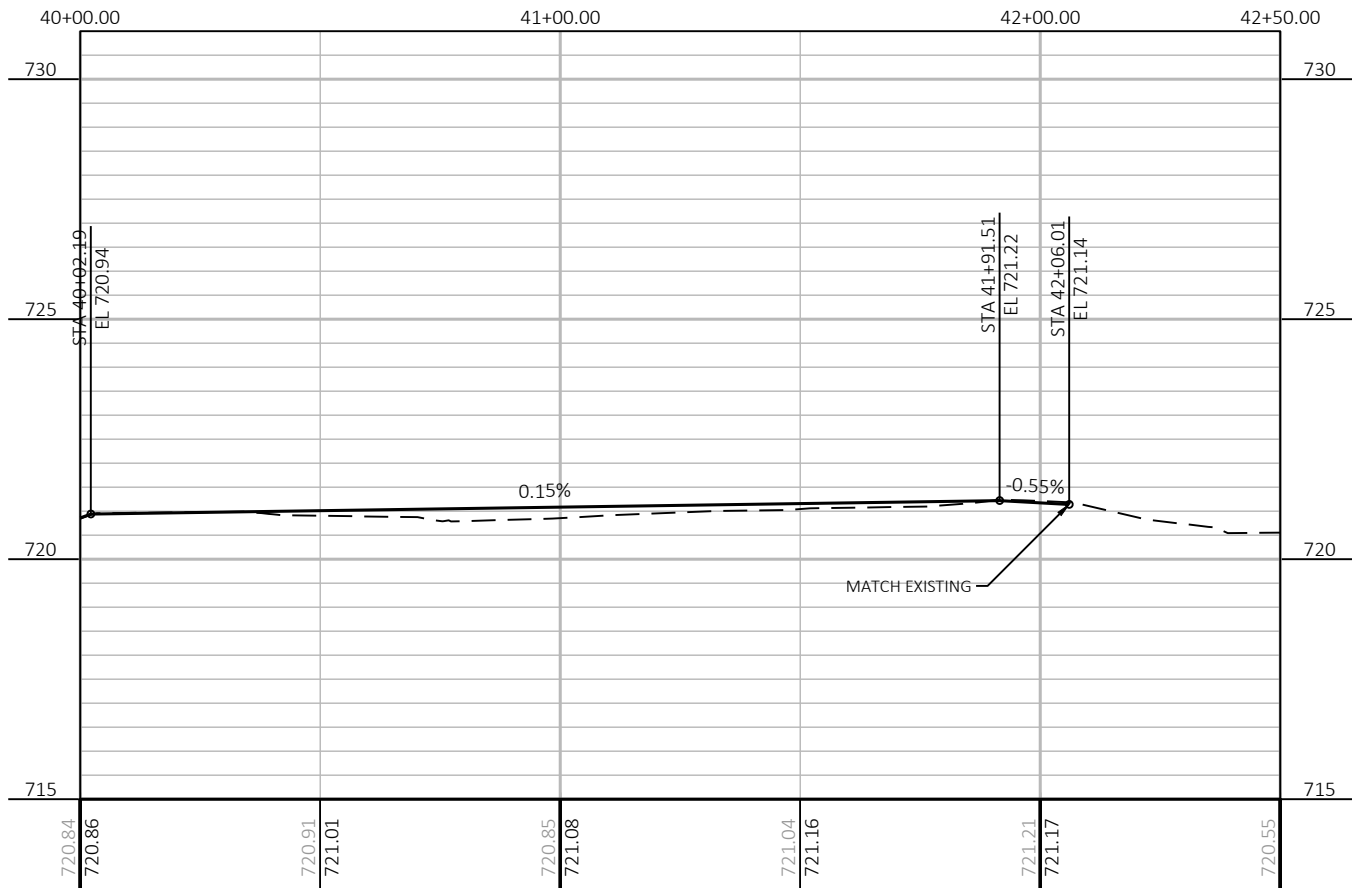
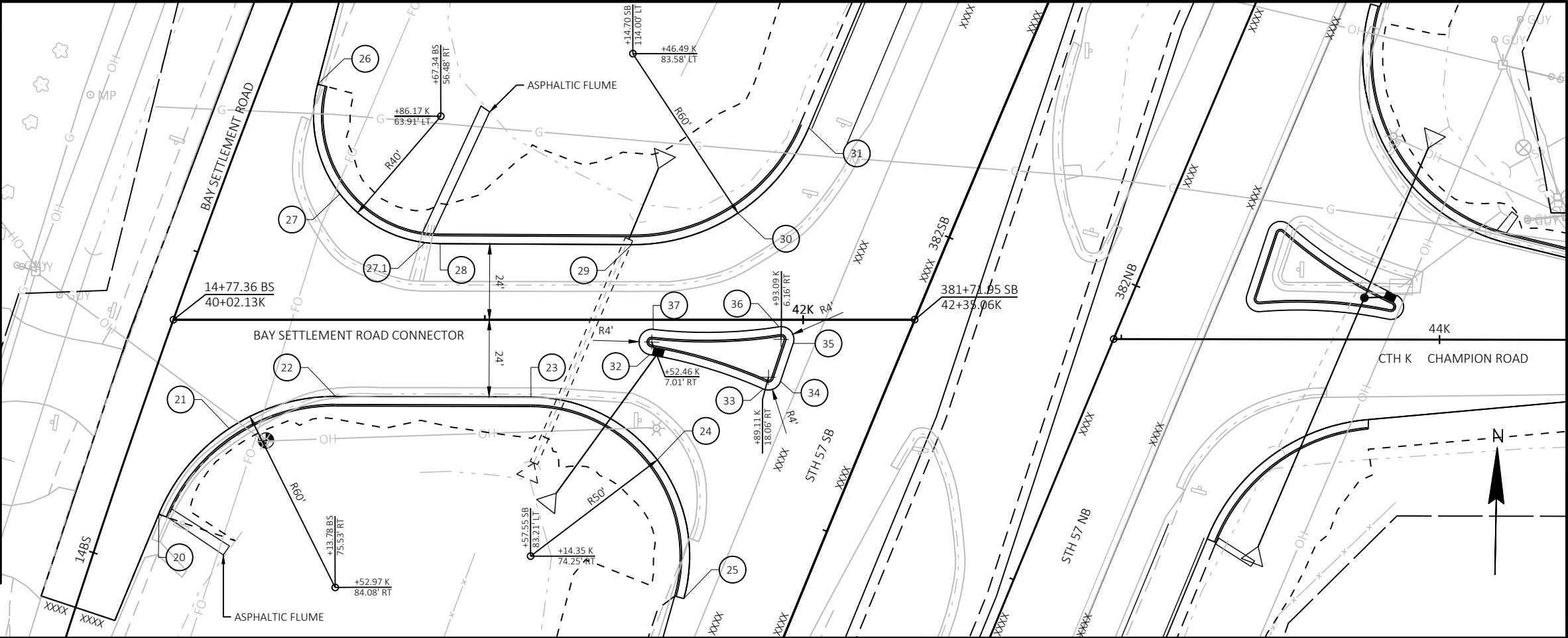
Lighting Summary				
	657.0255	657.0322	657.0710	659.1115
	Transformer Bases	Poles	Luminaire Arms	Luminaires
	Breakaway	Type 5	Truss Type	Utility
	11 1/2-Inch	(Aluminum)	4 1/2-Inch Clamp	LED-A
	Bolt Circle		12-FT	
LOCATION	EACH	EACH	EACH	EACH
STH 57 & CTH K	11	11	11	11

CONSTRUCTION STAKING							
STATION TO STATION	LOCATION	650.4000	650.4500	650.5000	650.6000	650.7000	REMARKS
		CONSTRUCTION STAKING SEWER SYSTEM	CONSTRUCTION STAKING SUBGRADE	CONSTRUCTION STAKING BASE	CONSTRUCTION STAKING PIPE CULVERTS	CONSTRUCTION STAKING CONCRETE PAVEMENT	
		EACH	LF	LF	EACH	LF	
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	

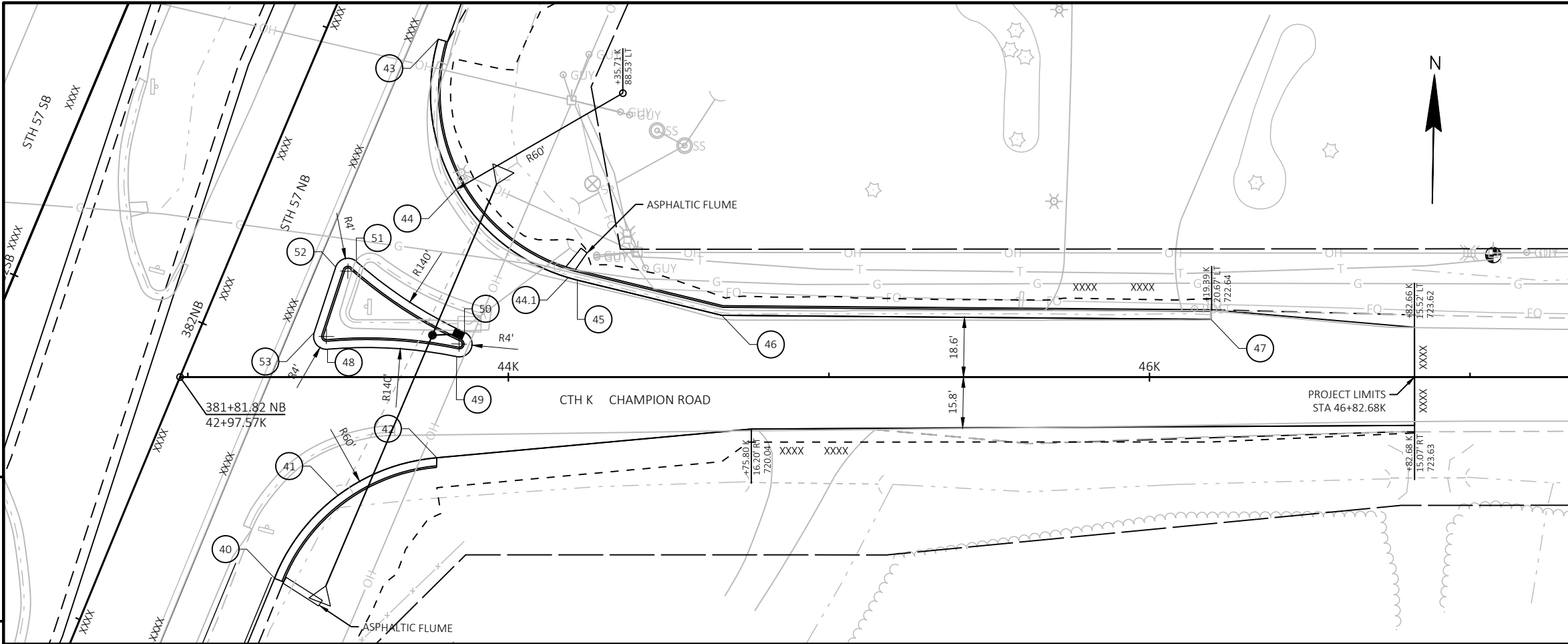
CONSTRUCTION STAKING						
STATION TO STATION	LOCATION	650.8000	650.8500	650.9910	650.9920	REMARKS
		CONSTRUCTION STAKING RESURFACING REFERENCE	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL	CONSTRUCTION STAKING SLOPE STAKES	
		LF	EACH	EACH	LF	
CATEGORY 0010						
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	



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

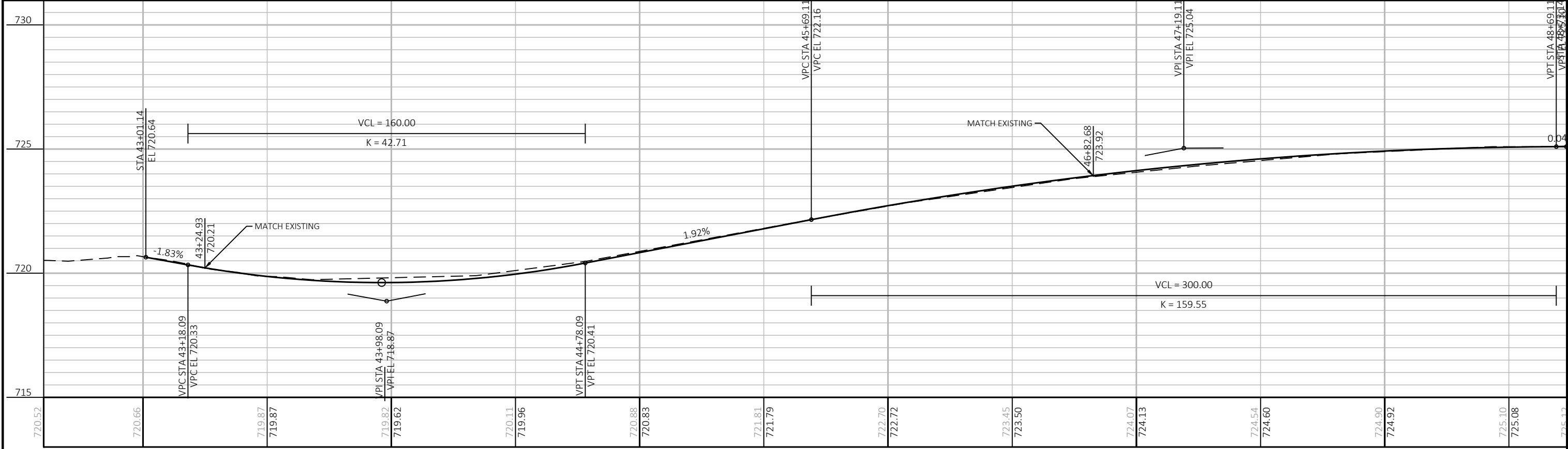


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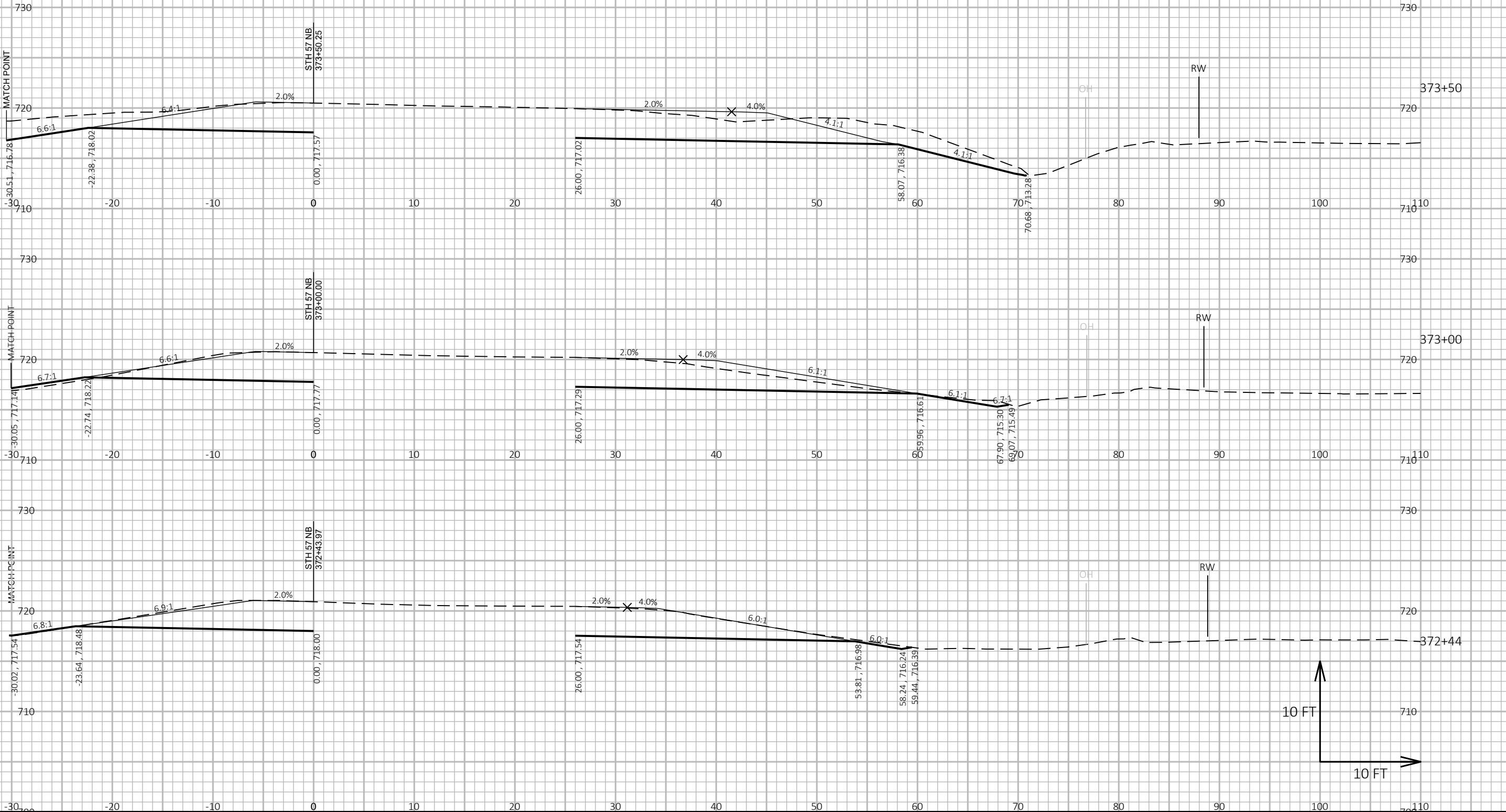


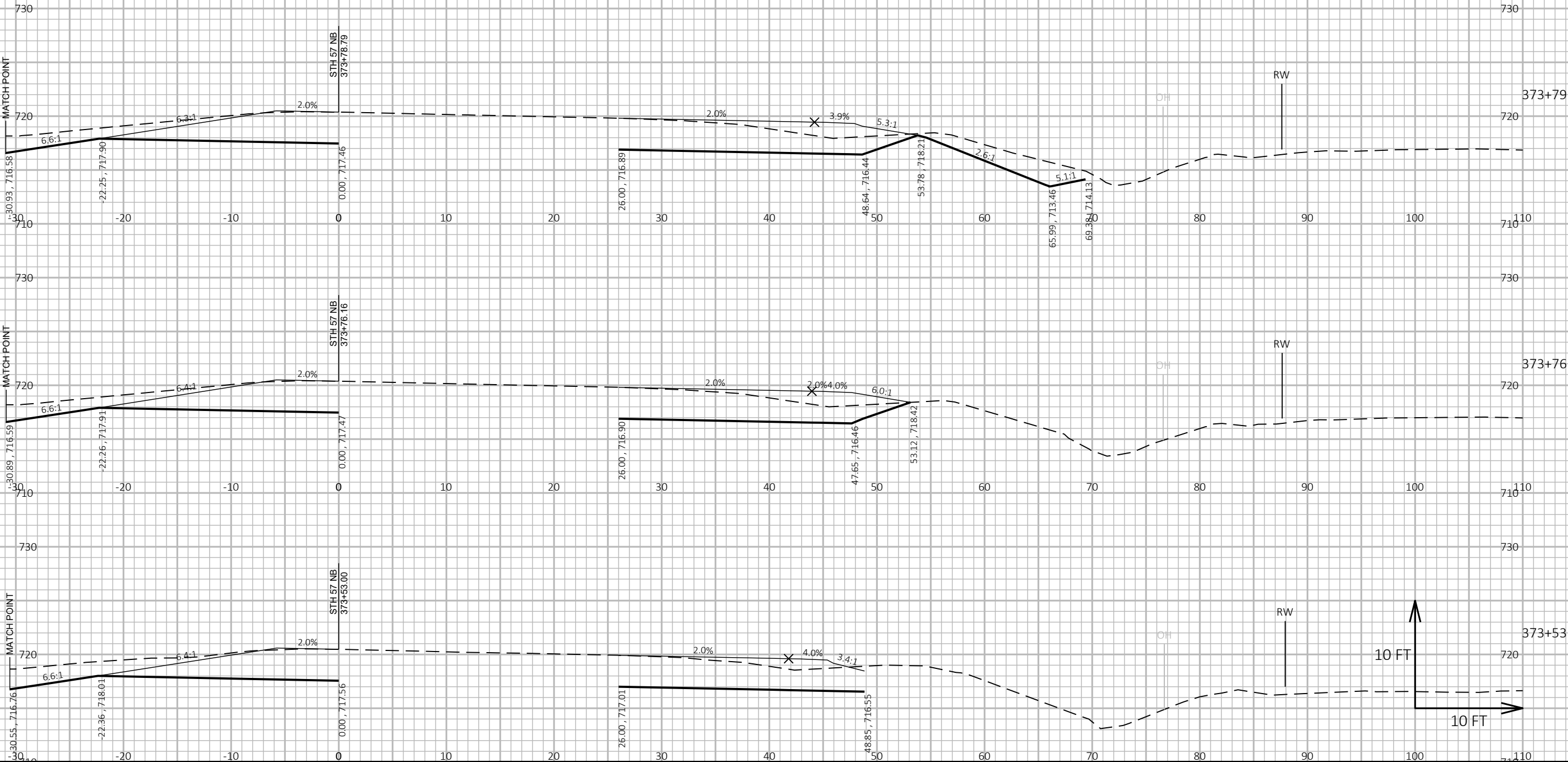
STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
40	43+27.05	62.75 RT	589082.627	136194.643	719.38
41	43+46.89	36.85 RT	589108.844	136214.061	719.32
42	43+77.67	25.18 RT	589121.023	136244.649	719.26
43	43+78.12	-105.38 LT	589251.570	136242.959	720.63
44	43+83.75	-58.53 LT	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

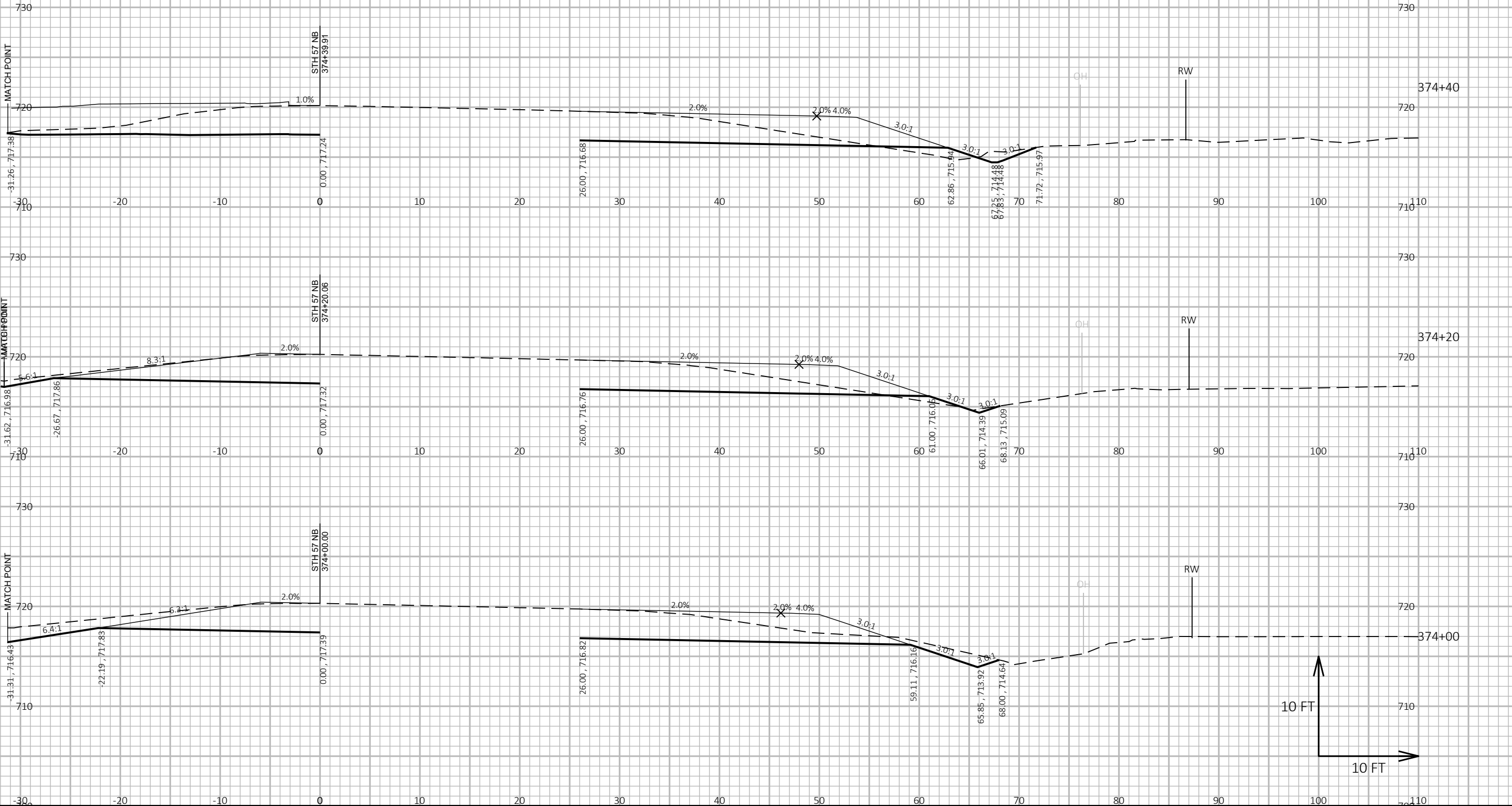
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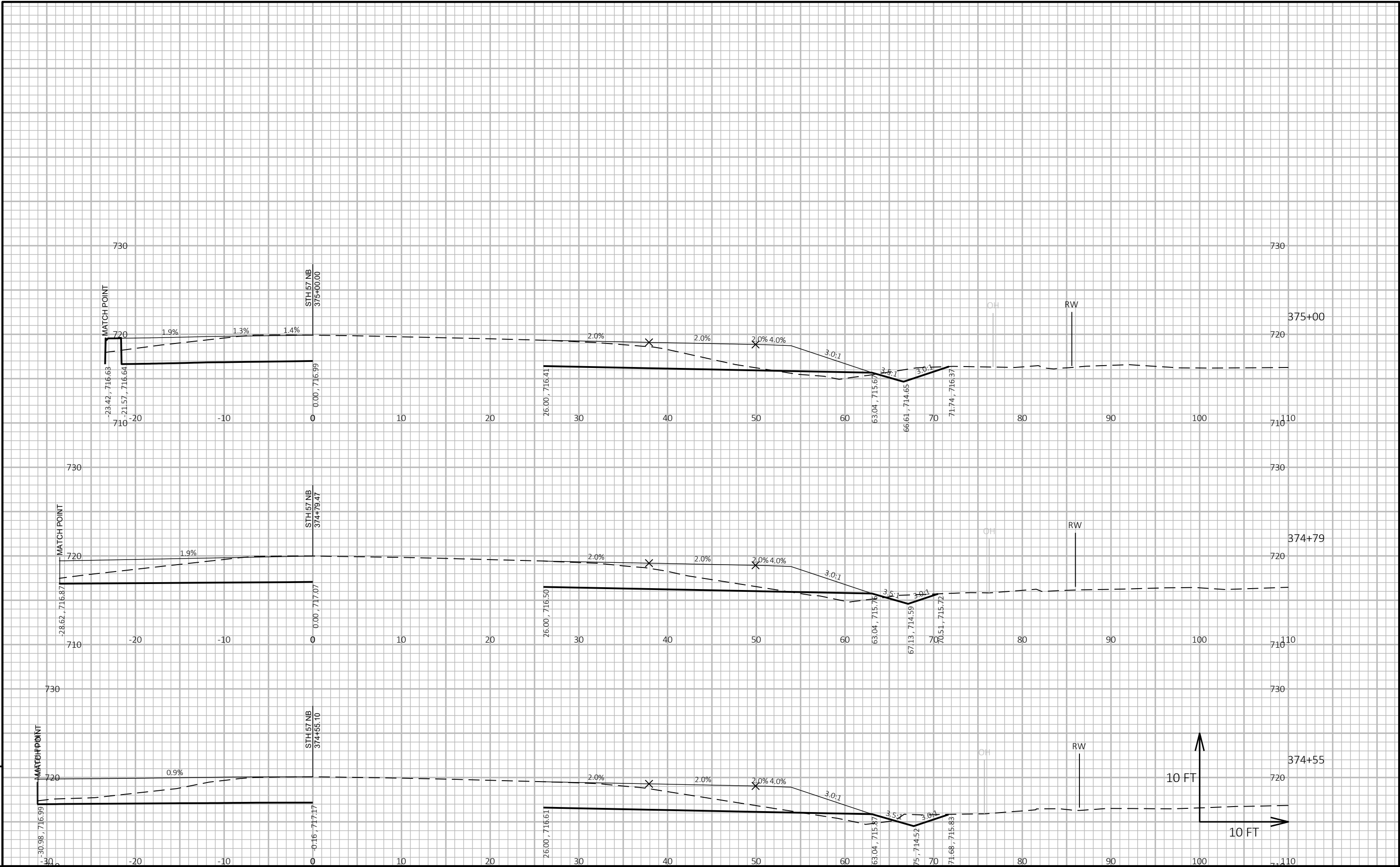


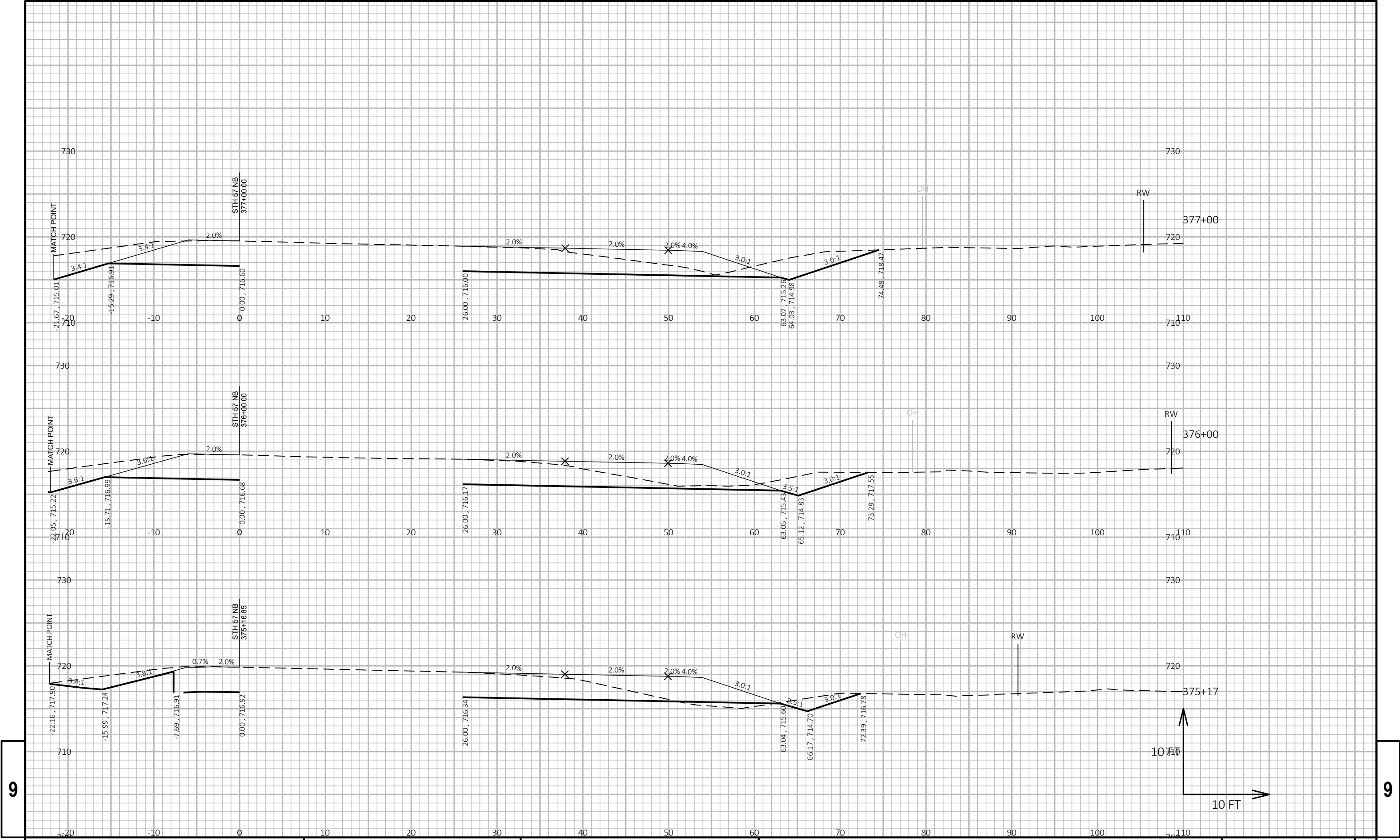
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	PLAN AND PROFILE: CTH K	SHEET	E
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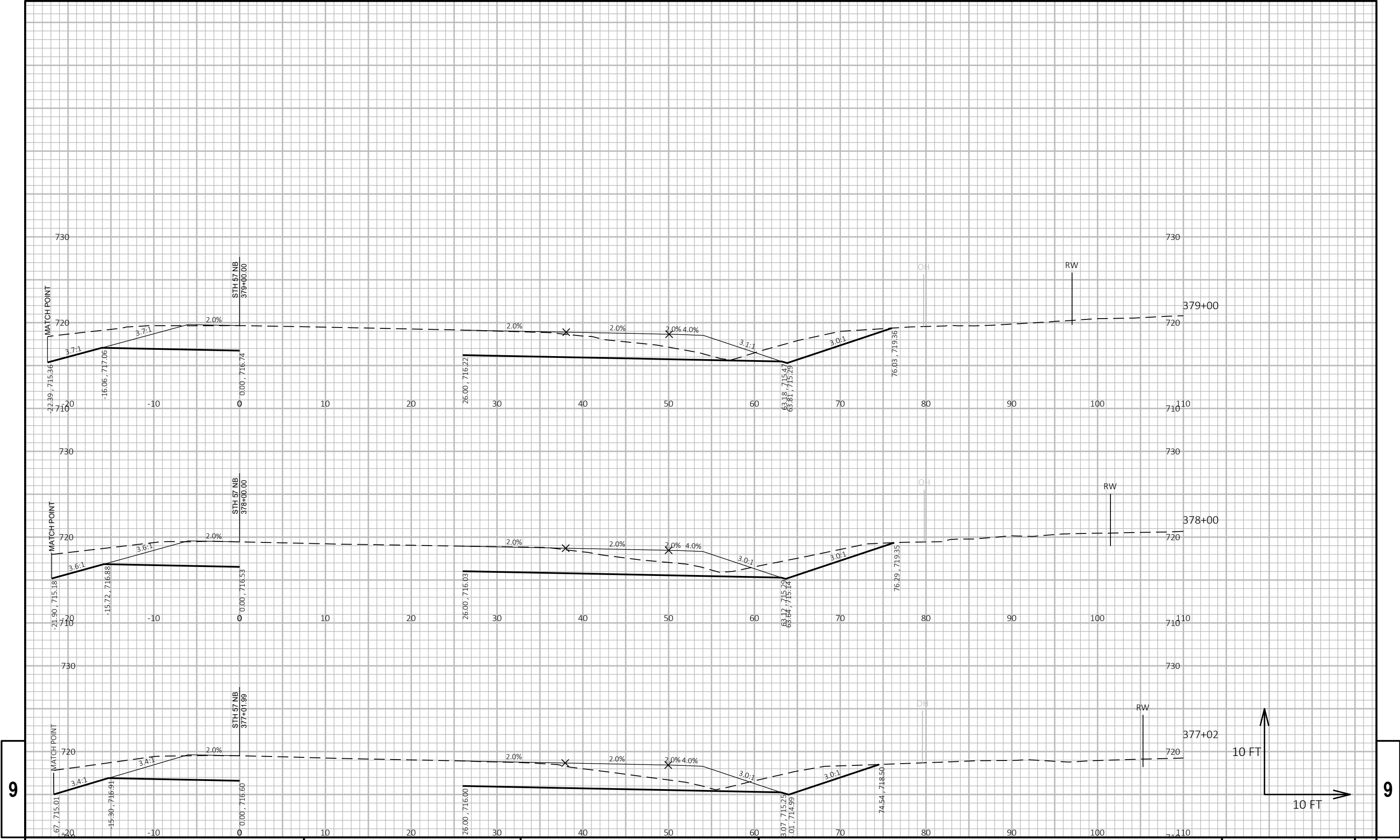






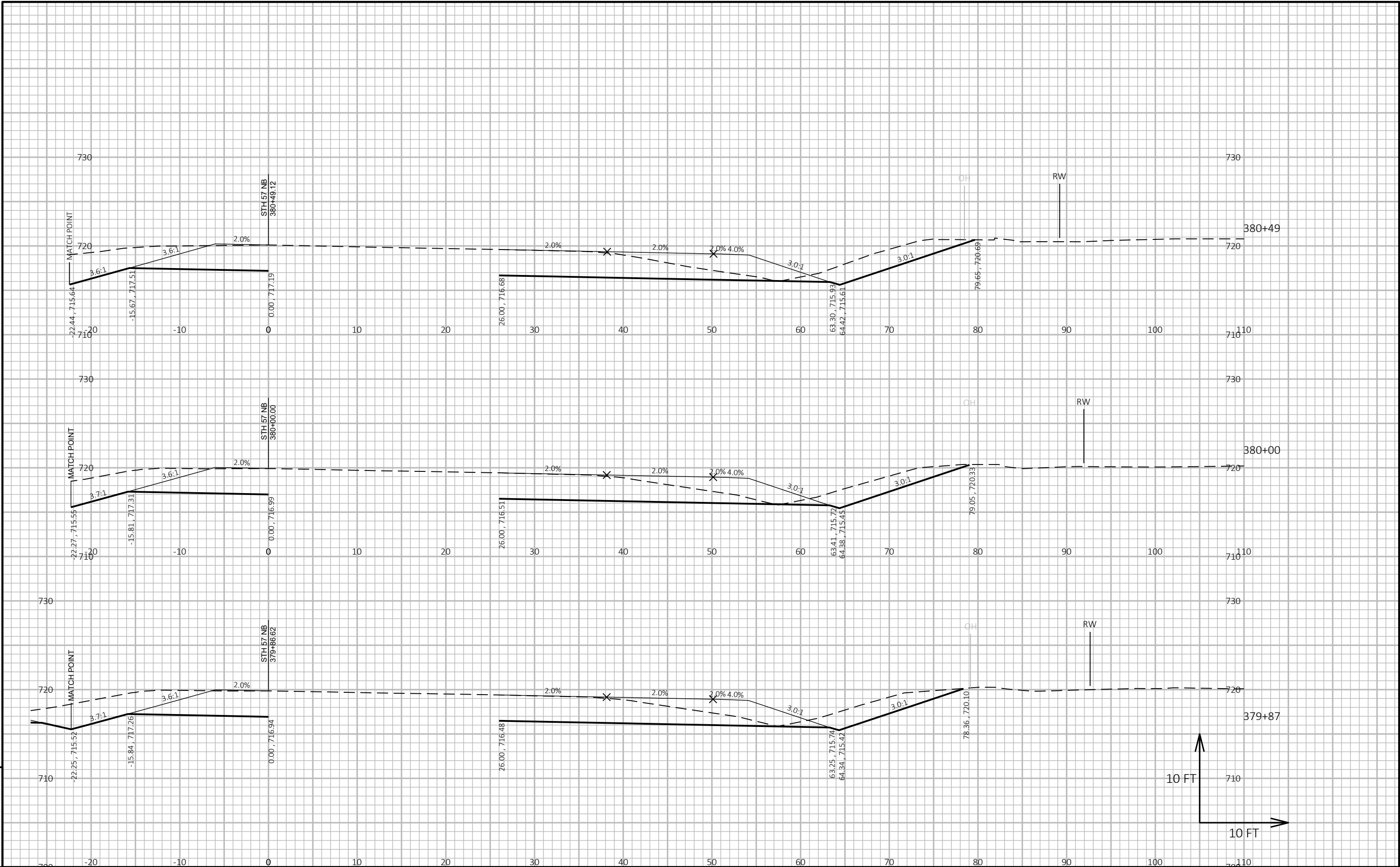
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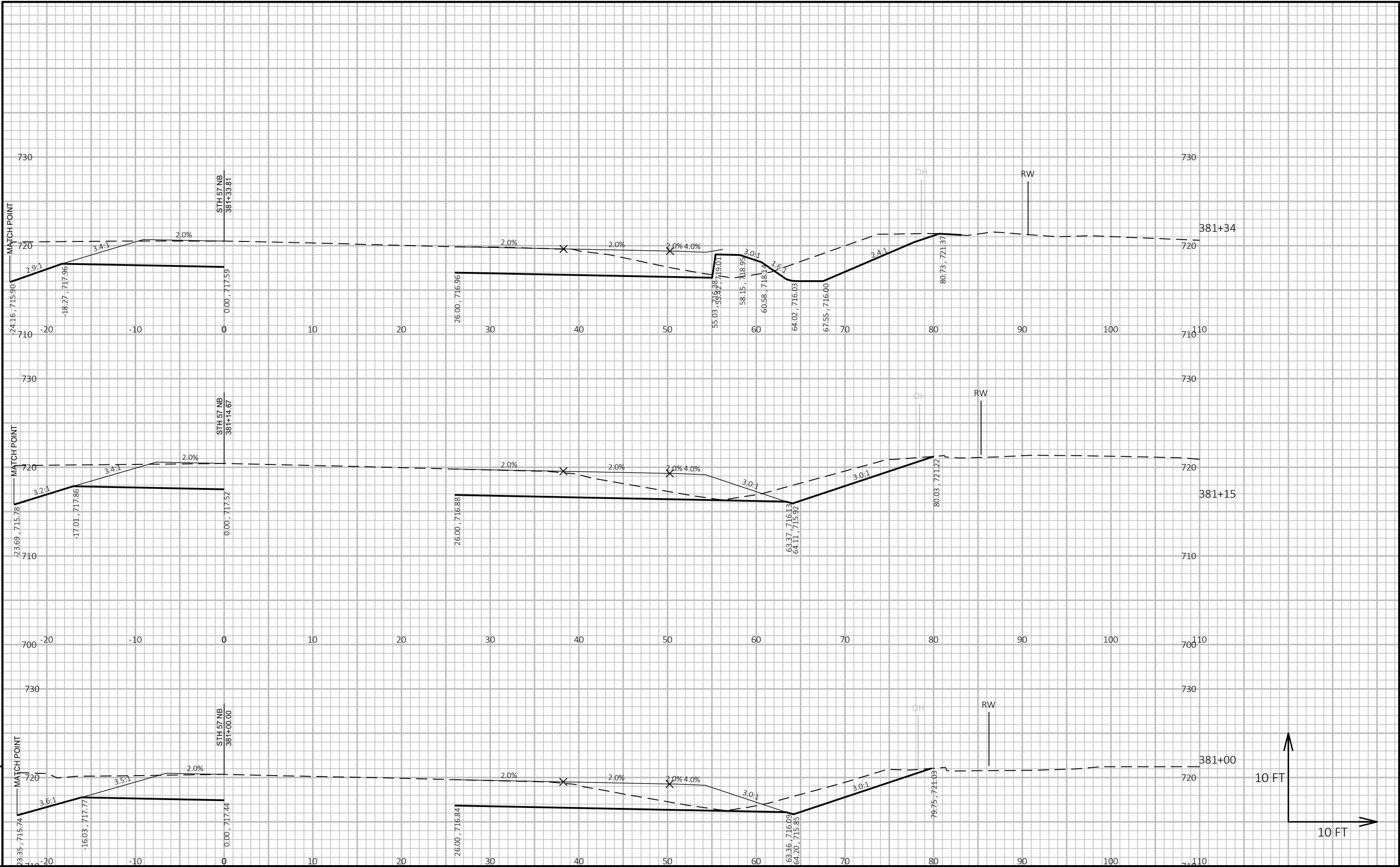
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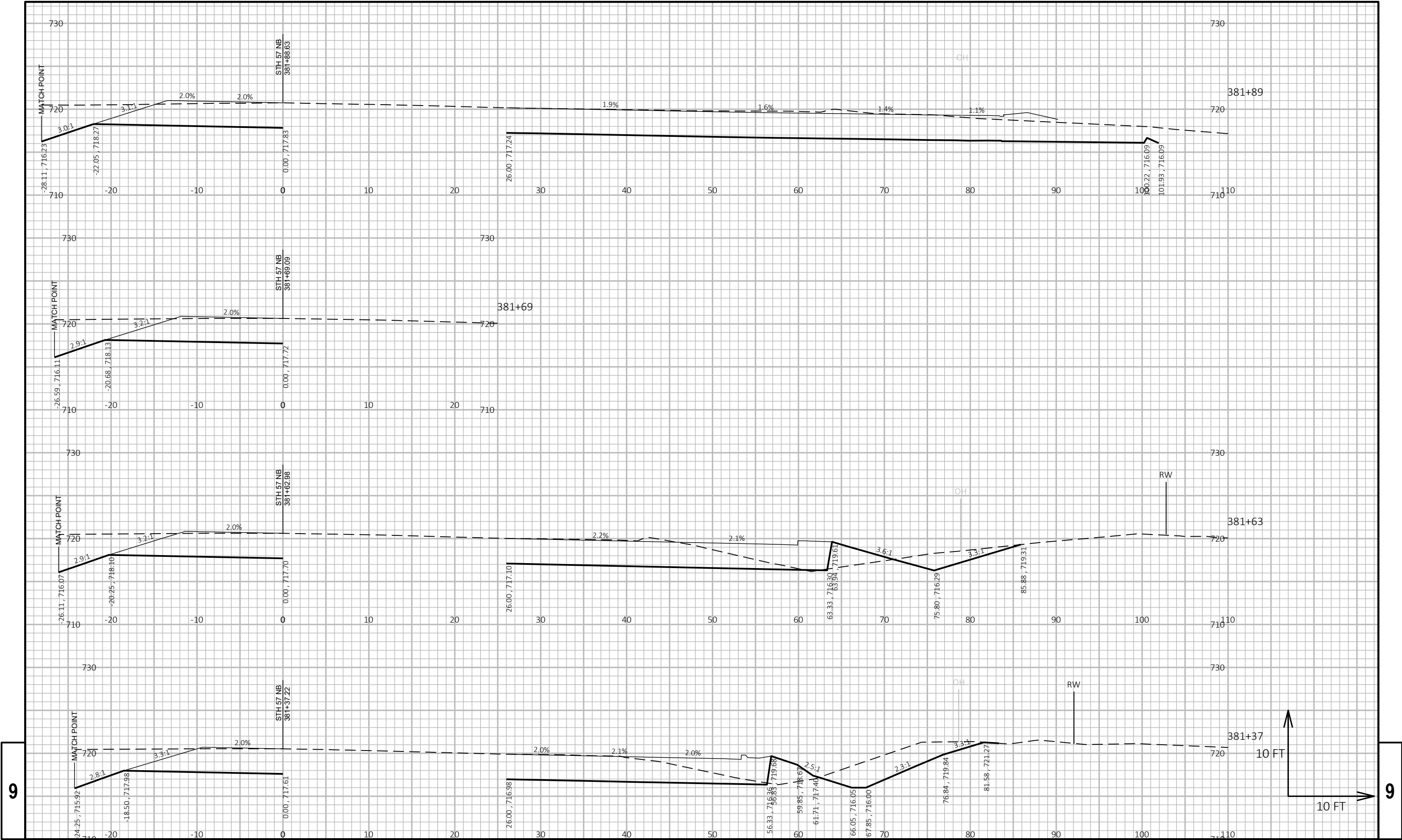


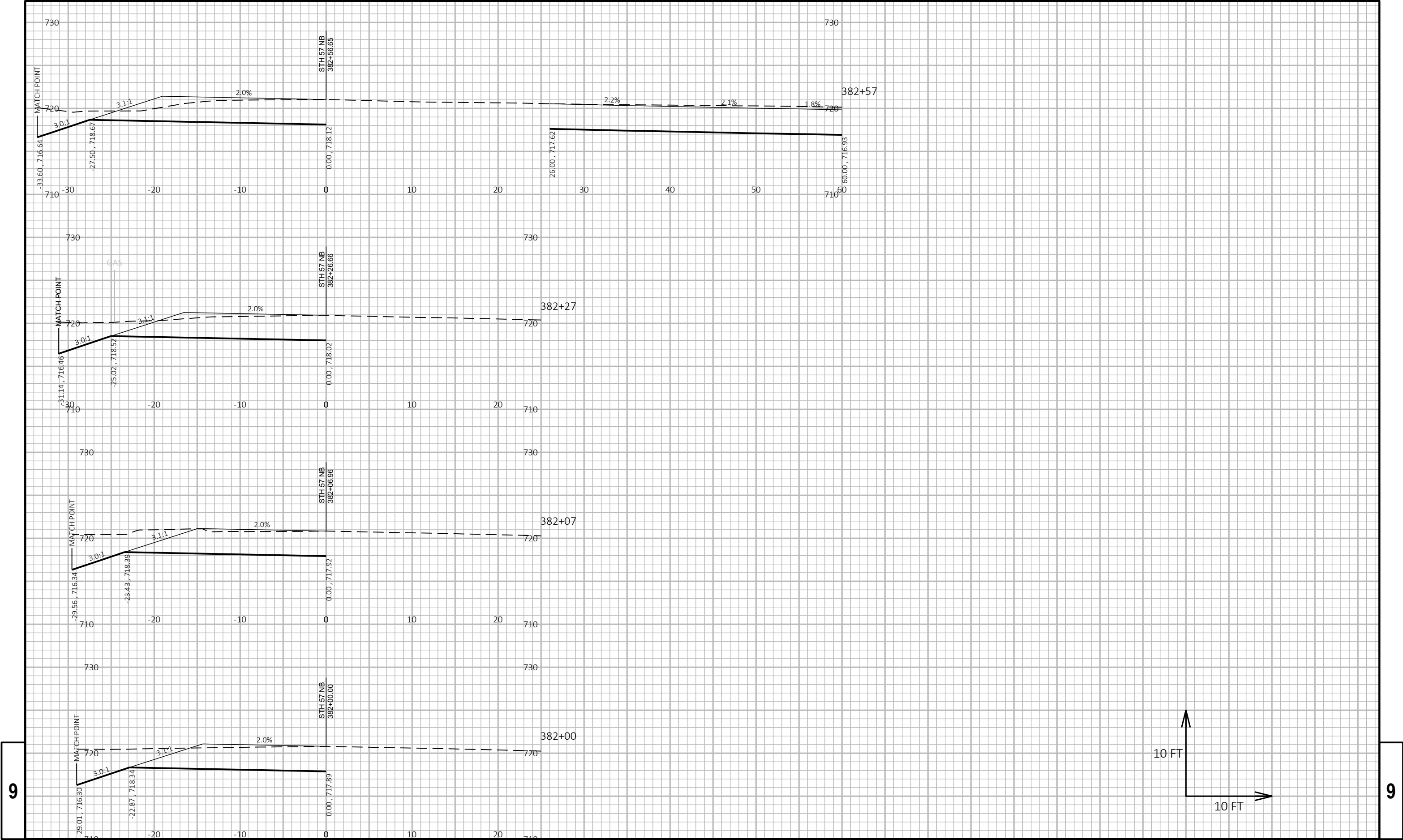
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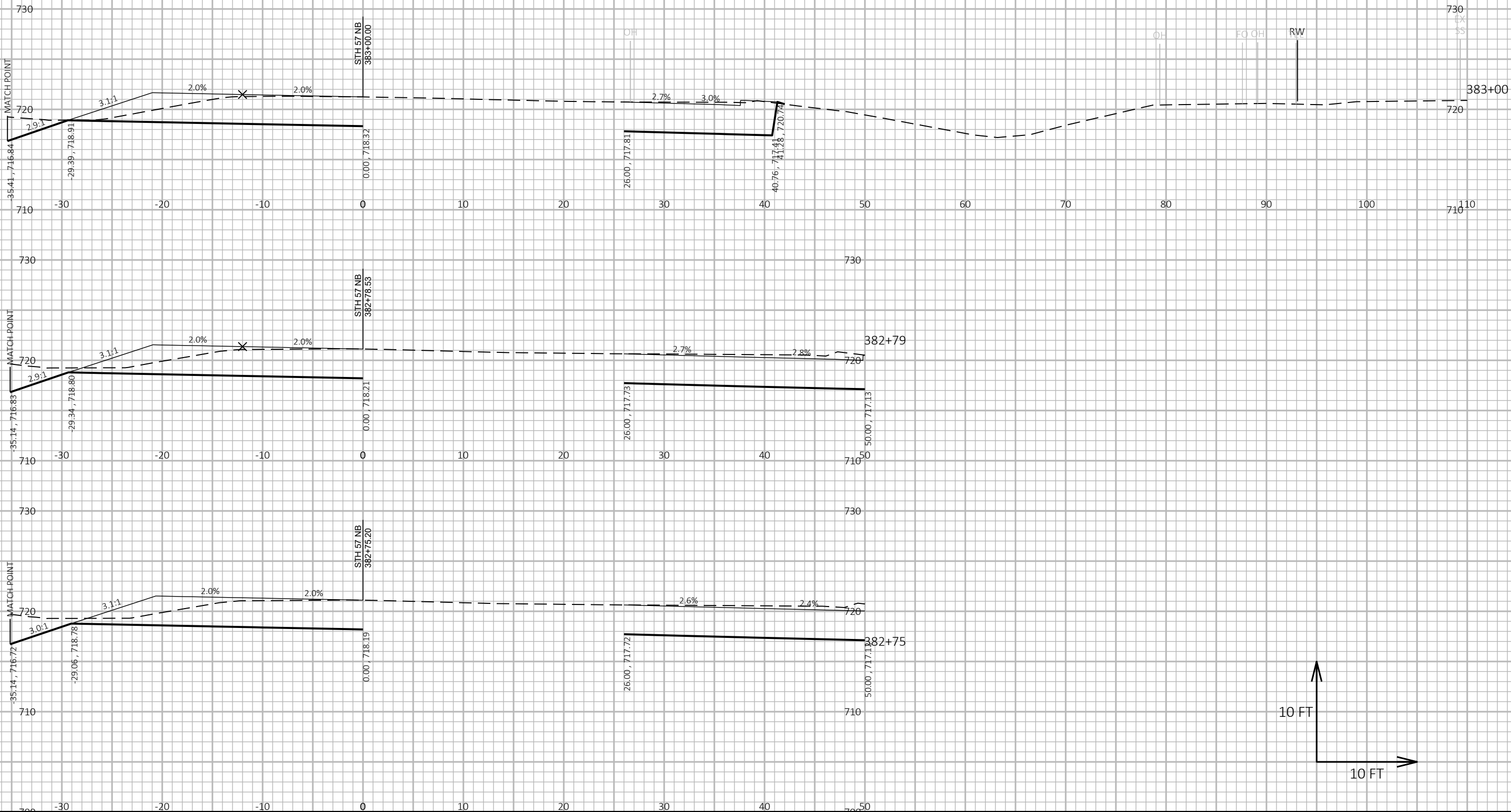
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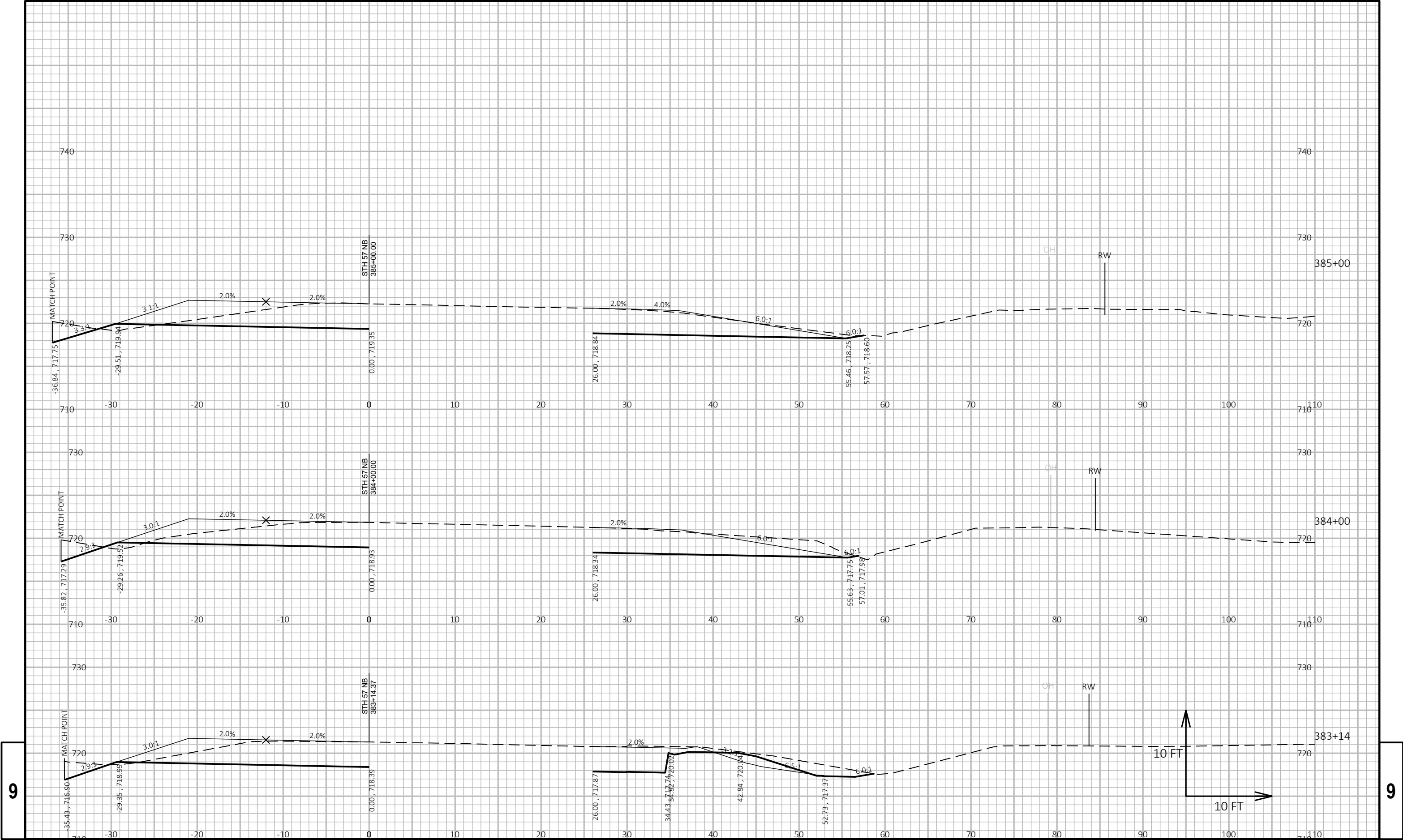


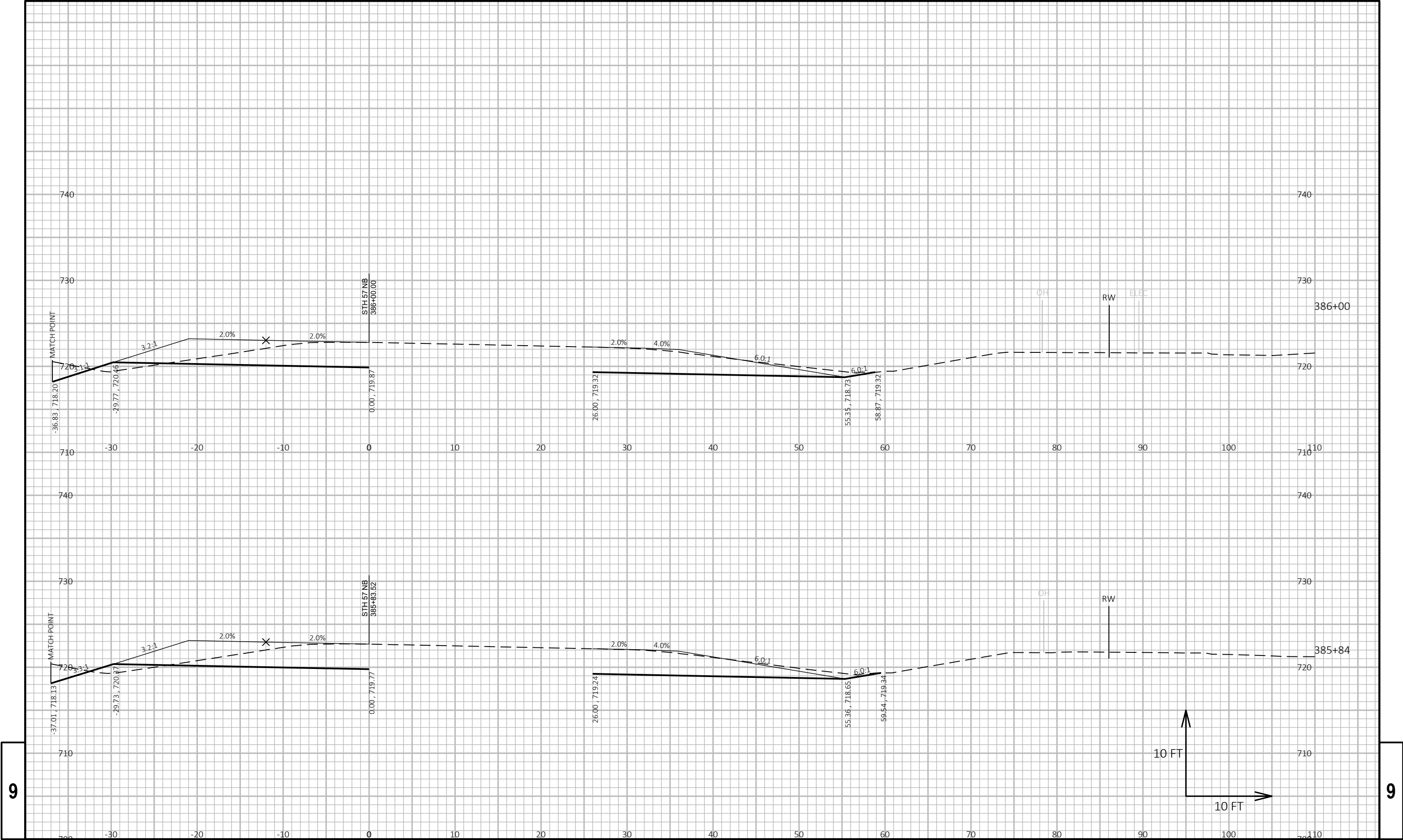






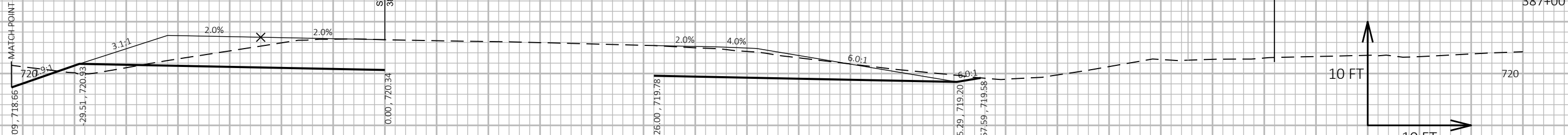
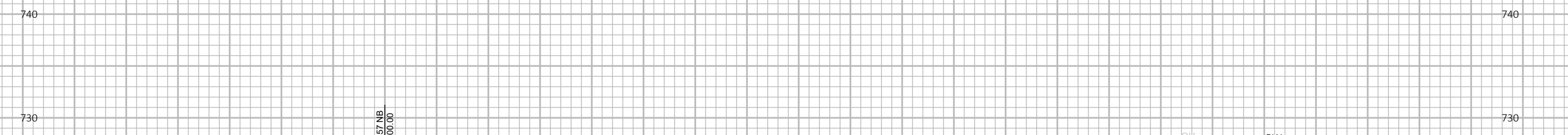
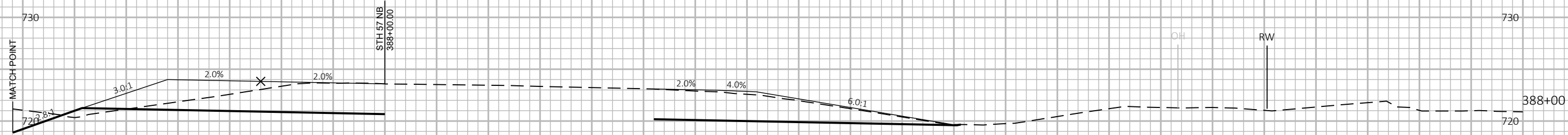
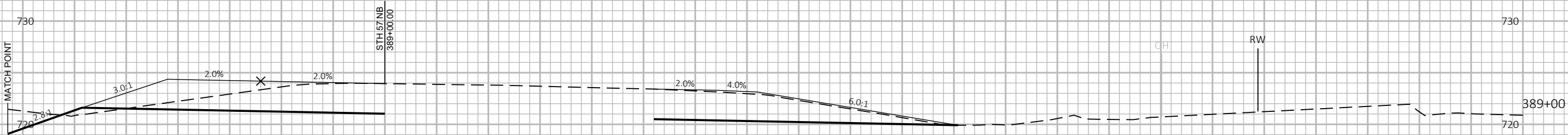






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PROJECT NO: 1480-29-71

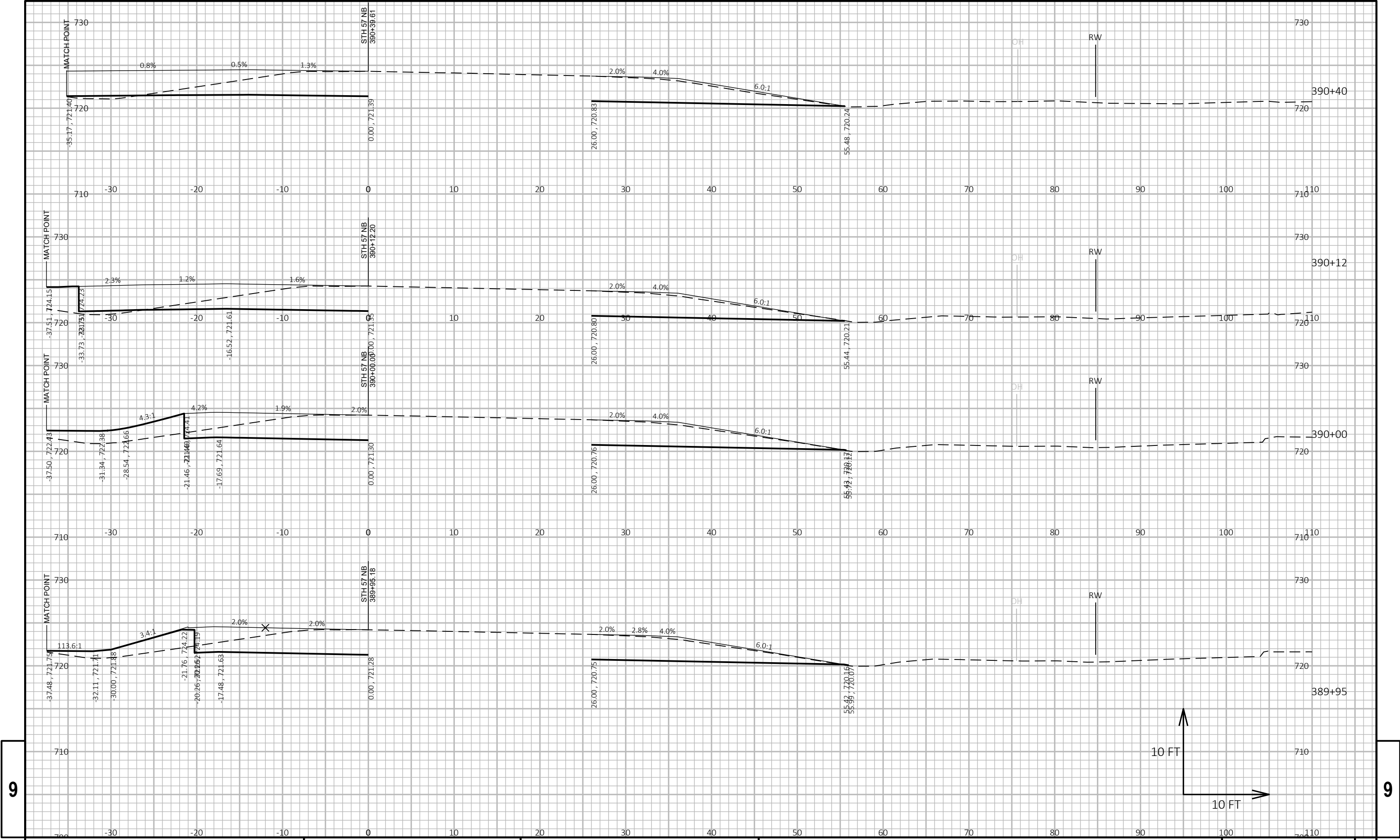
HWY: STH 57

COUNTY: BROWN

CROSS SECTIONS: STH 57 NB

SHEET

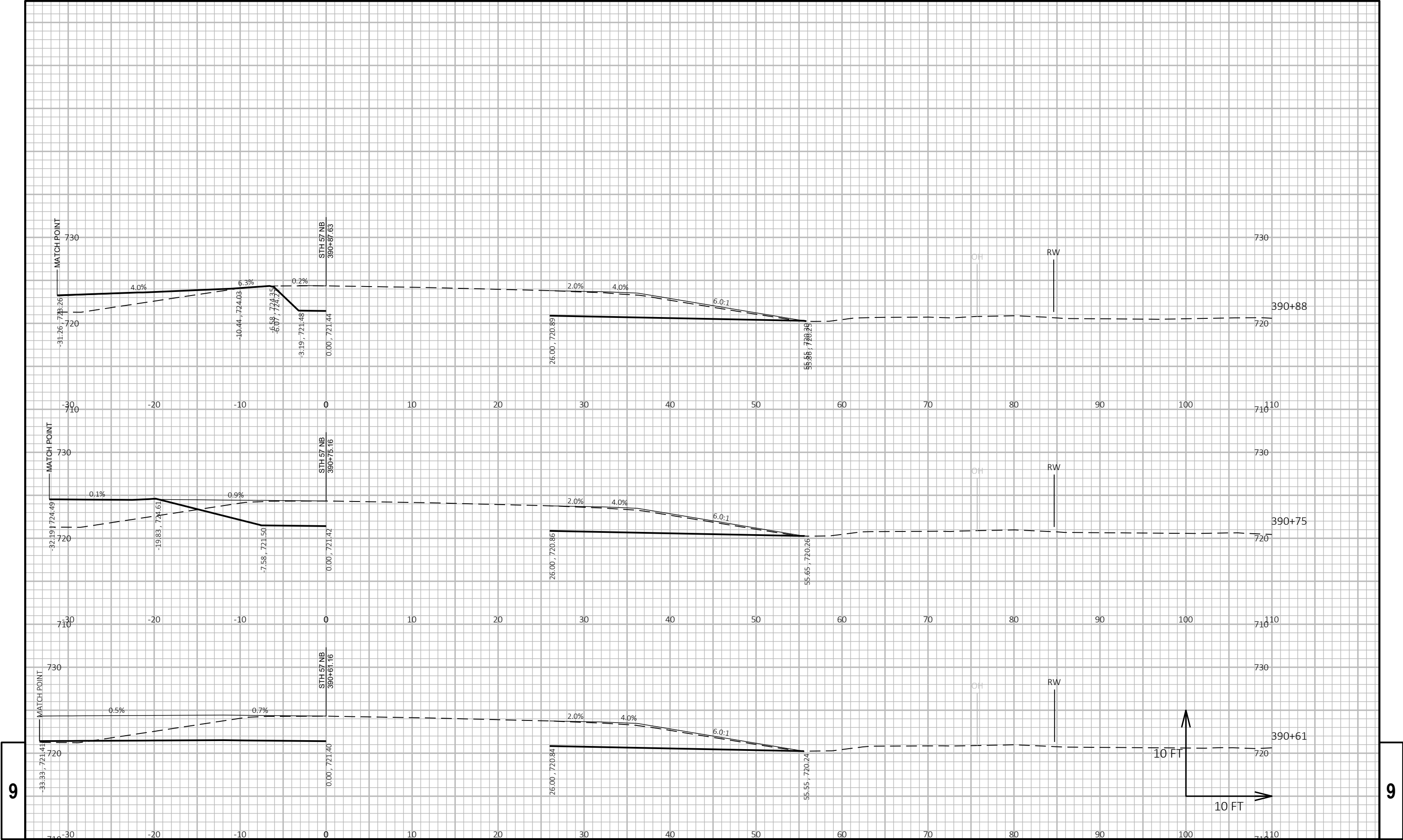
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9

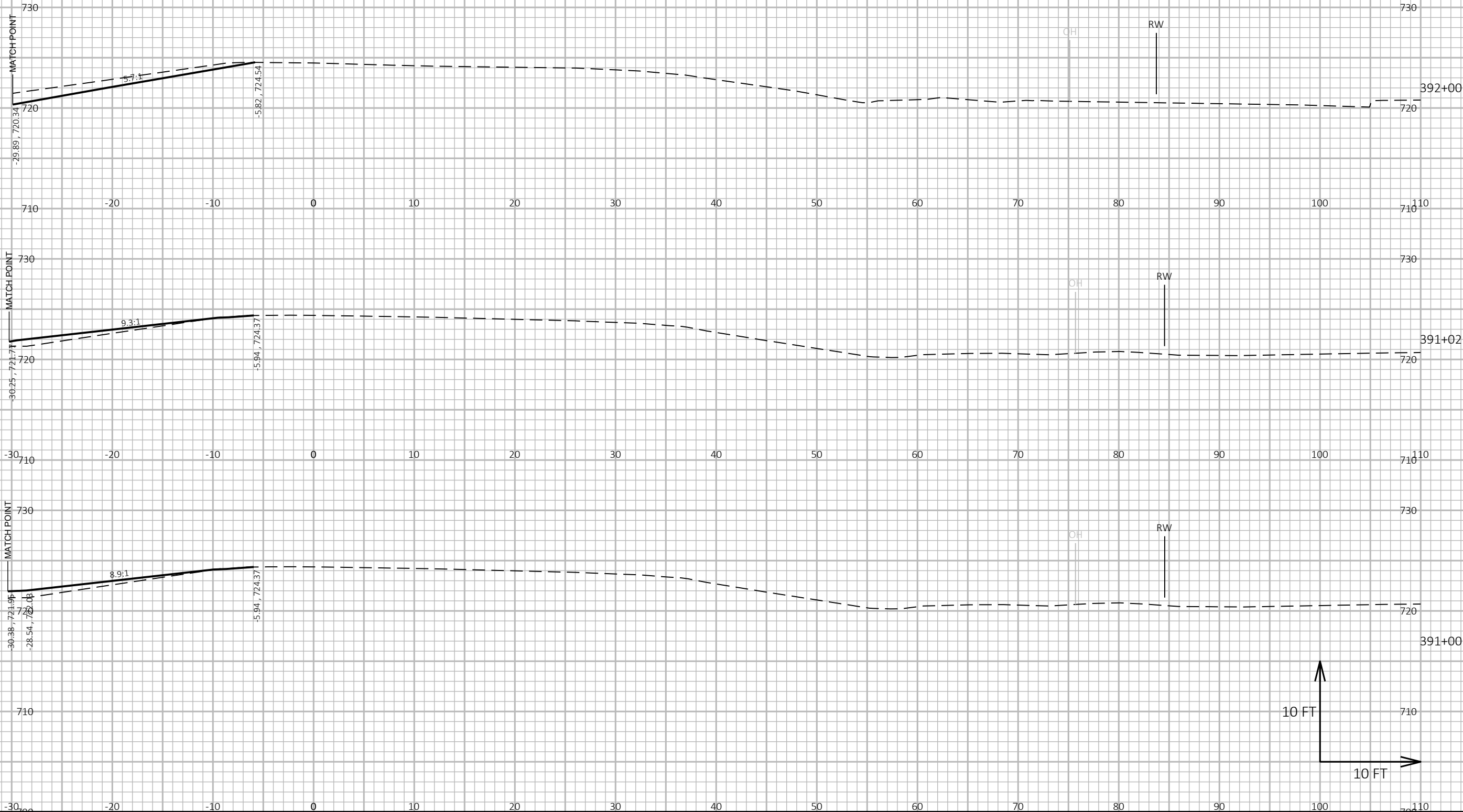
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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 NB	SHEET E
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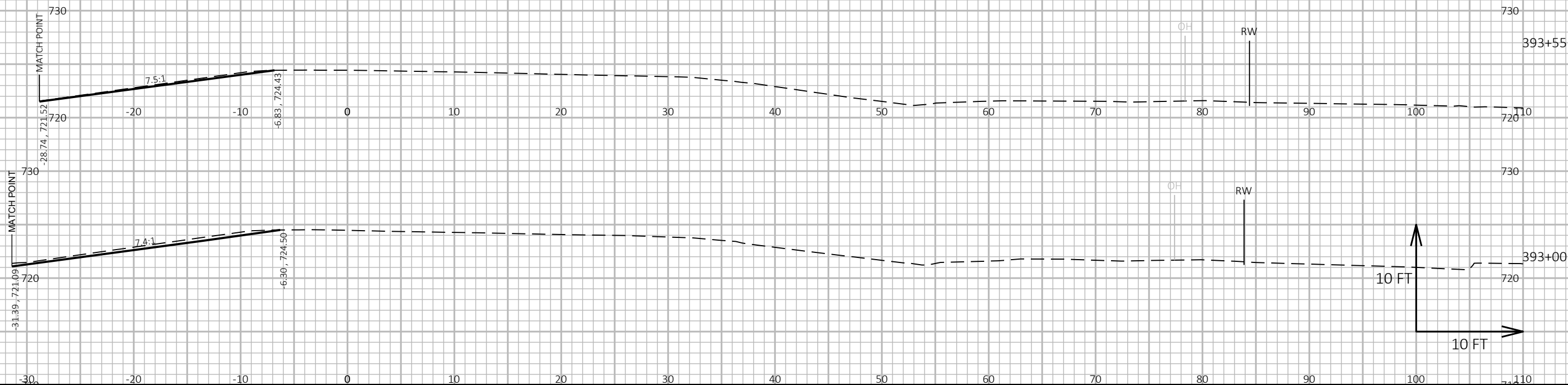


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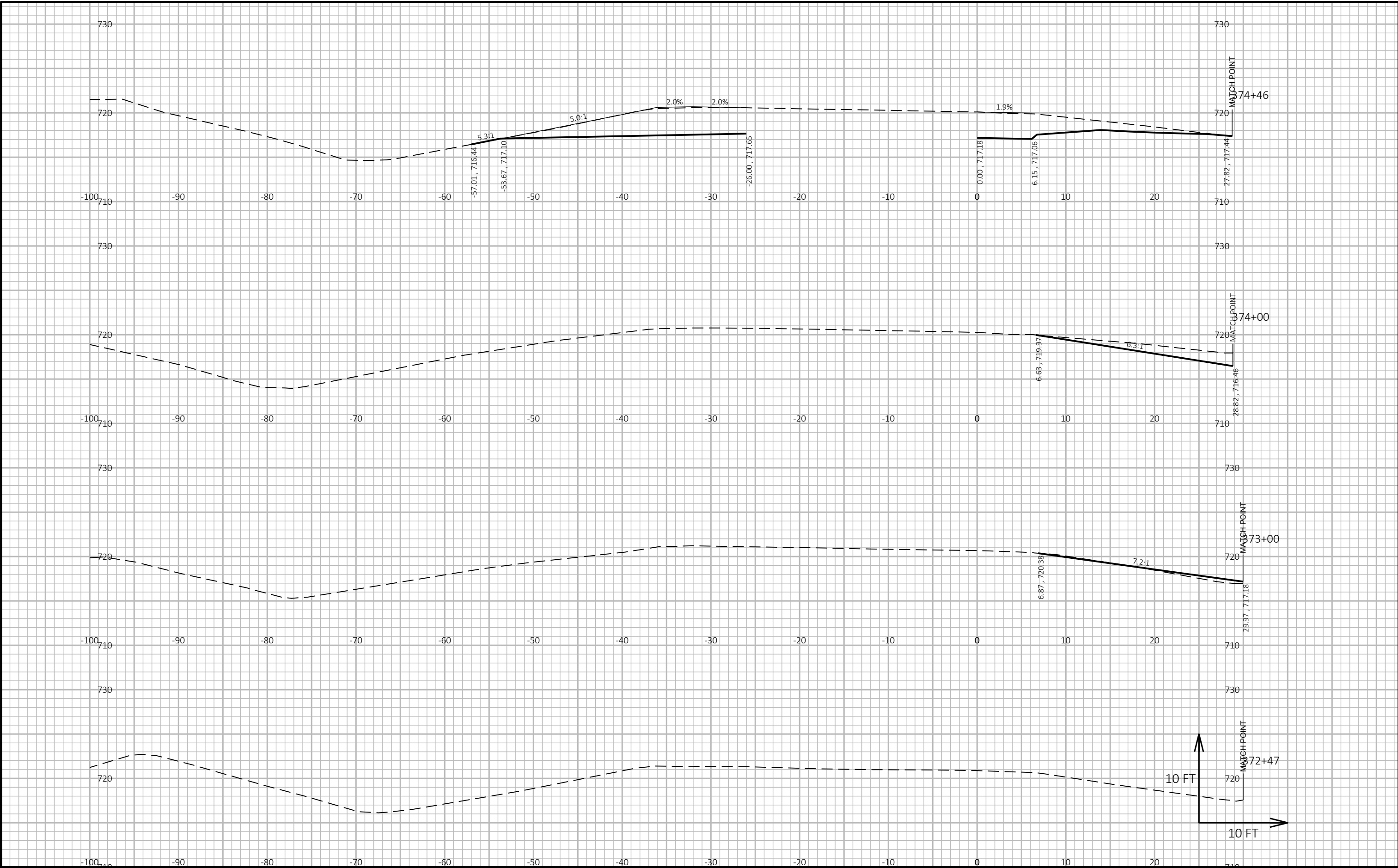
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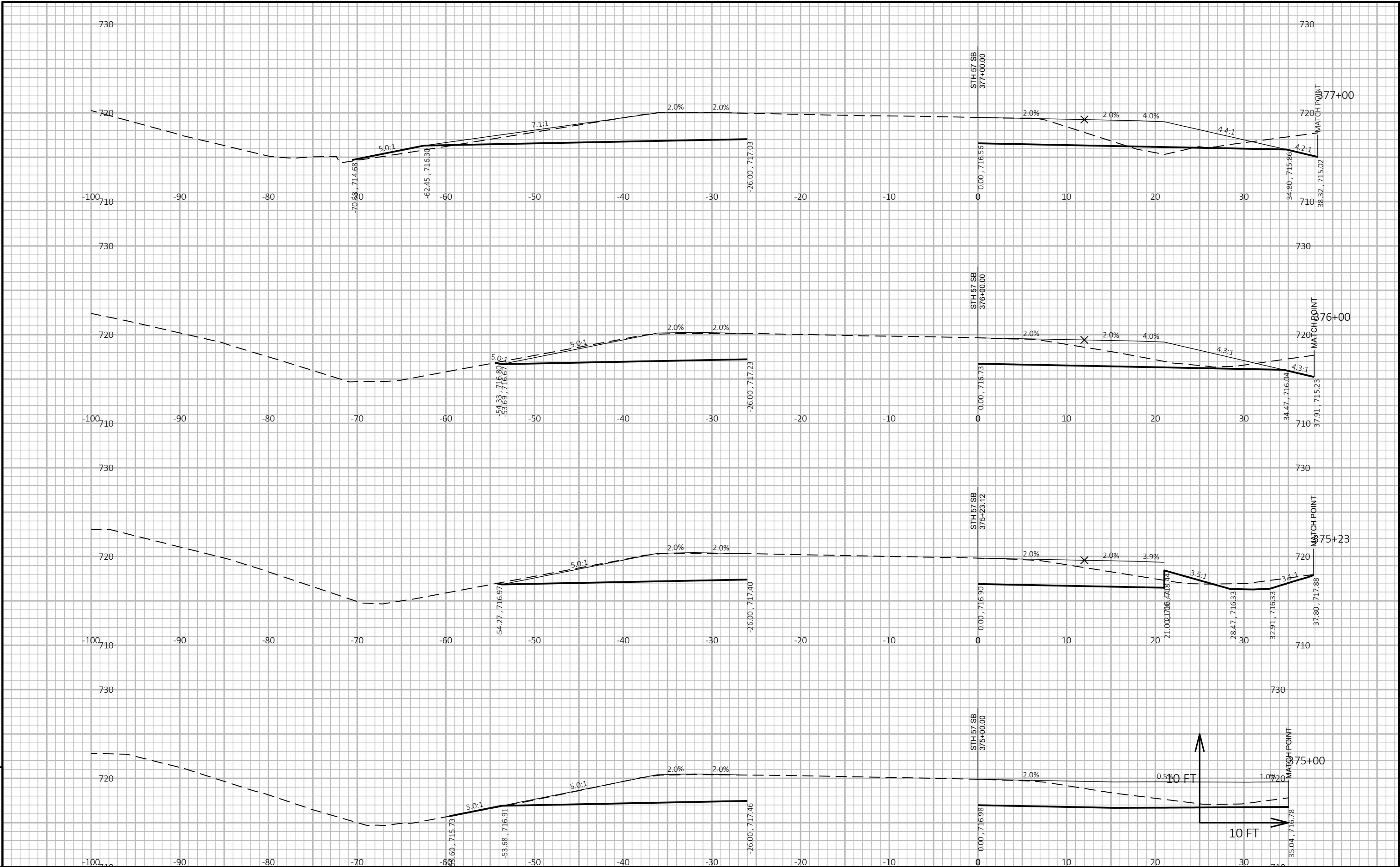
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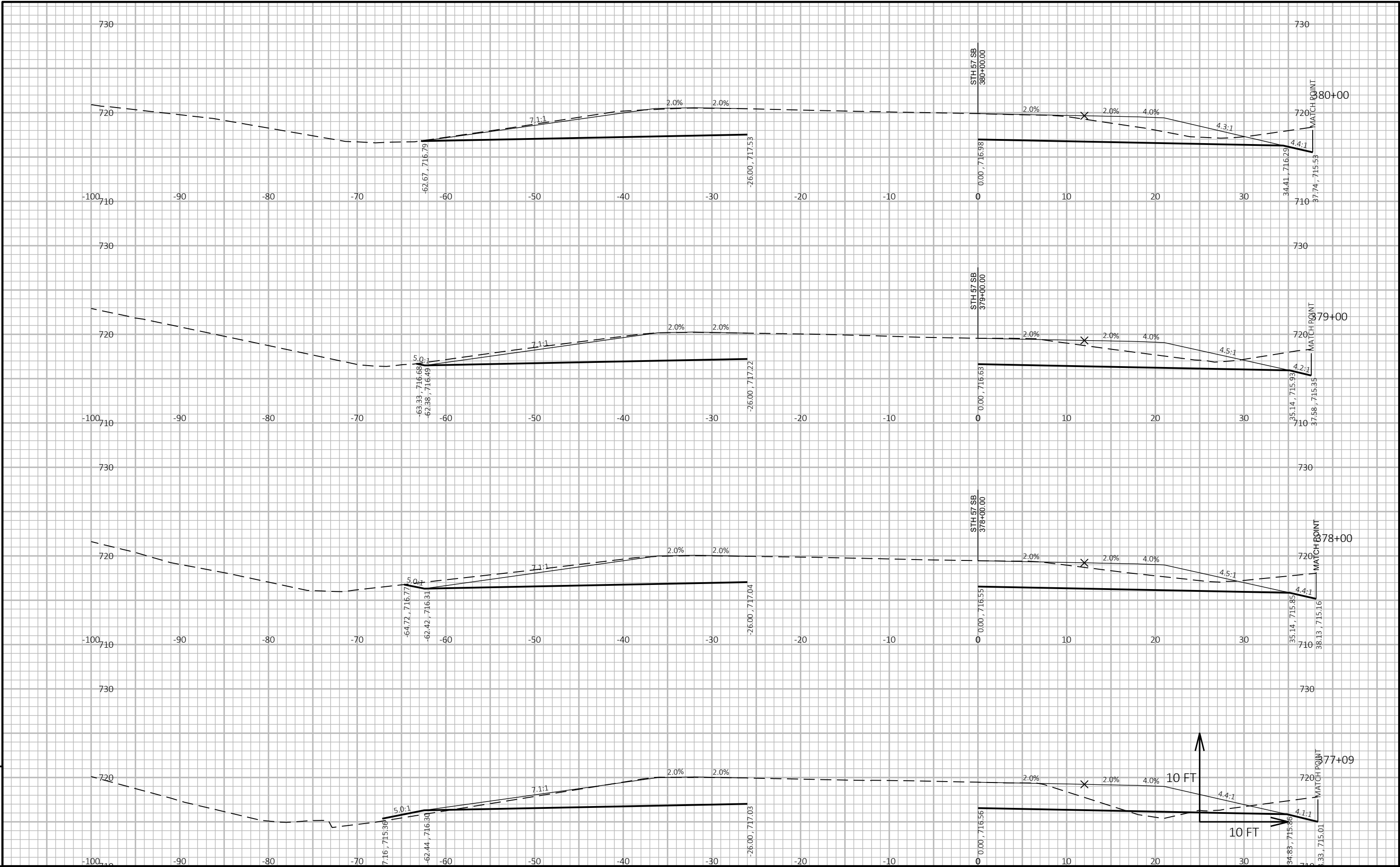


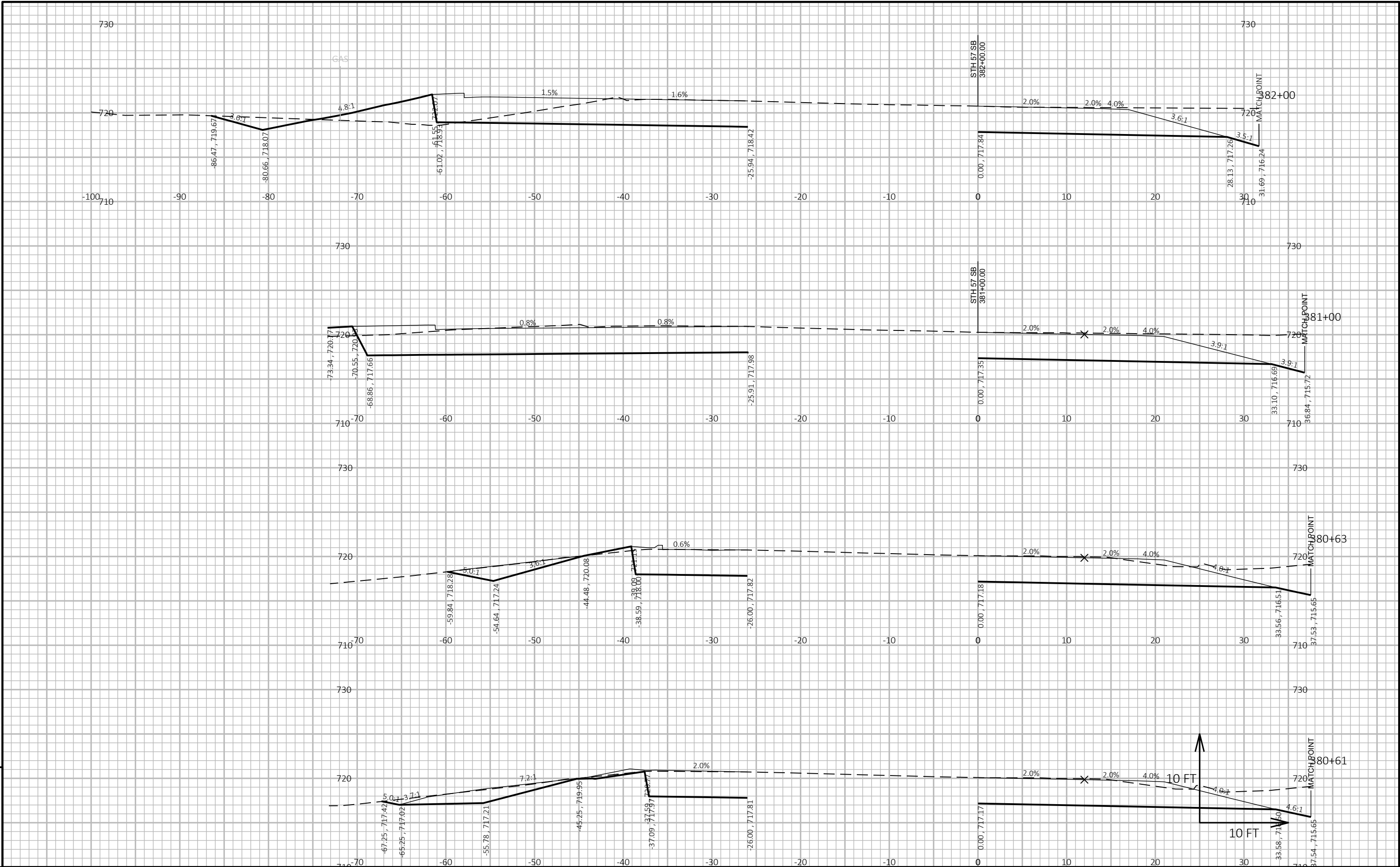
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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: STH 57 SB	SHEET E
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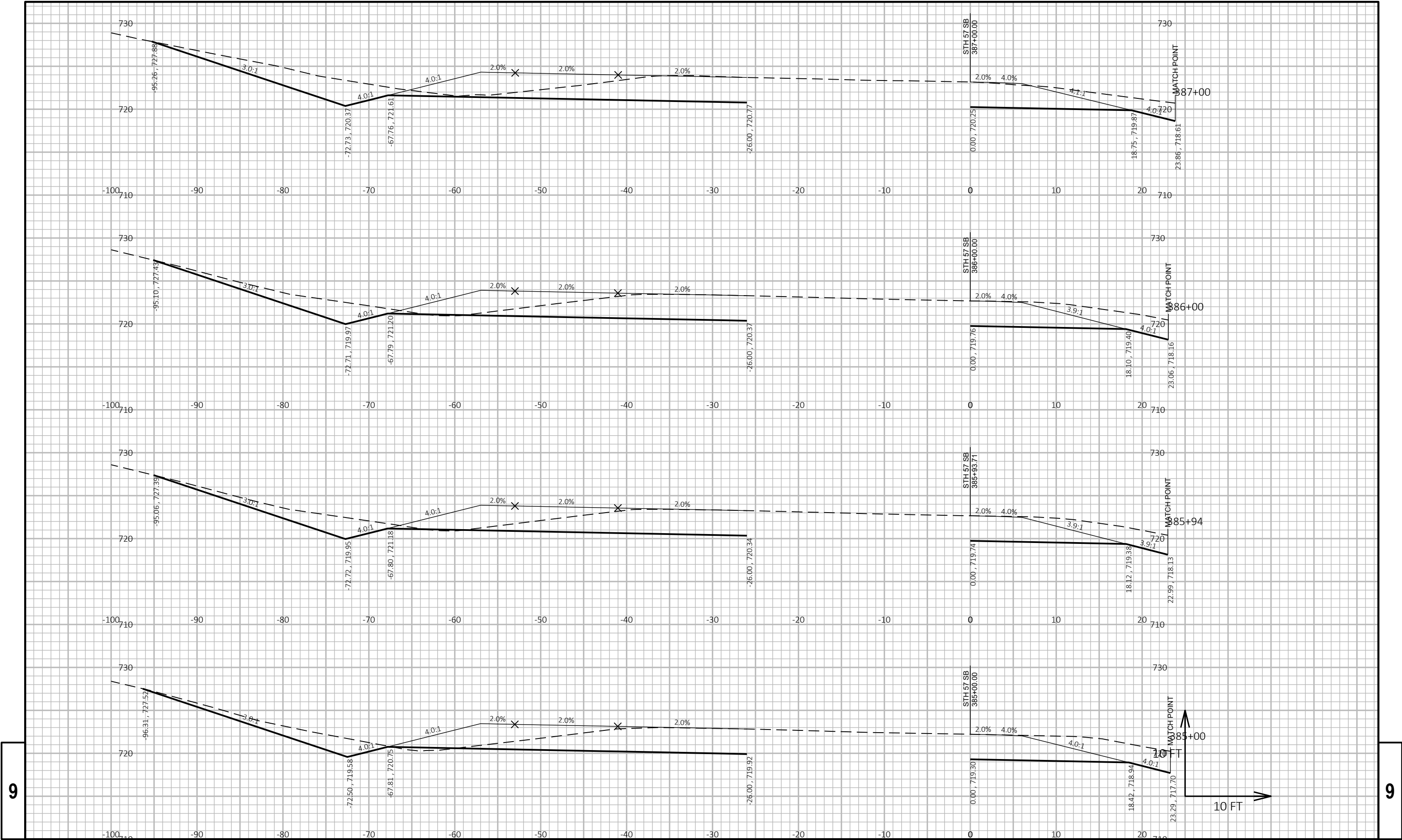


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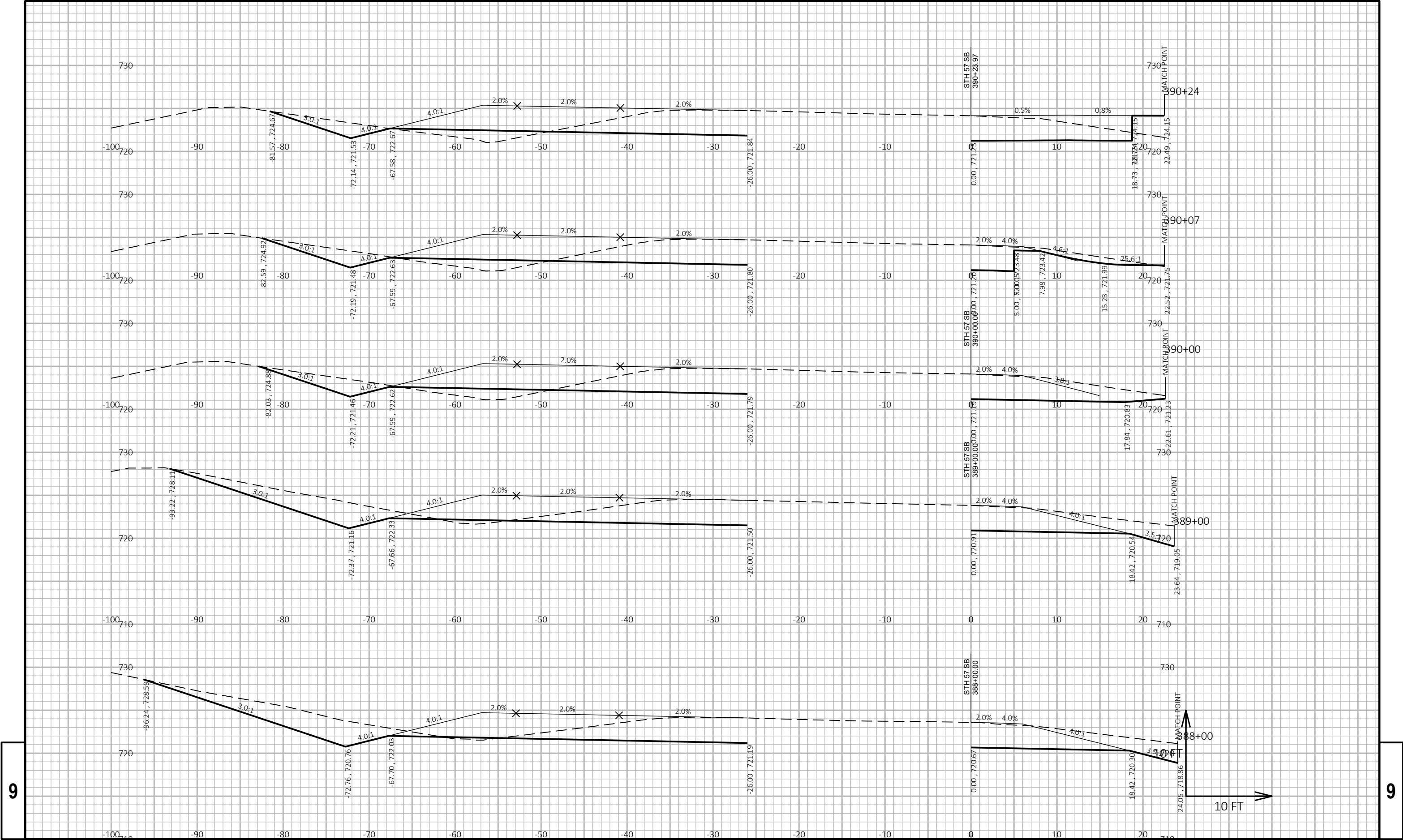
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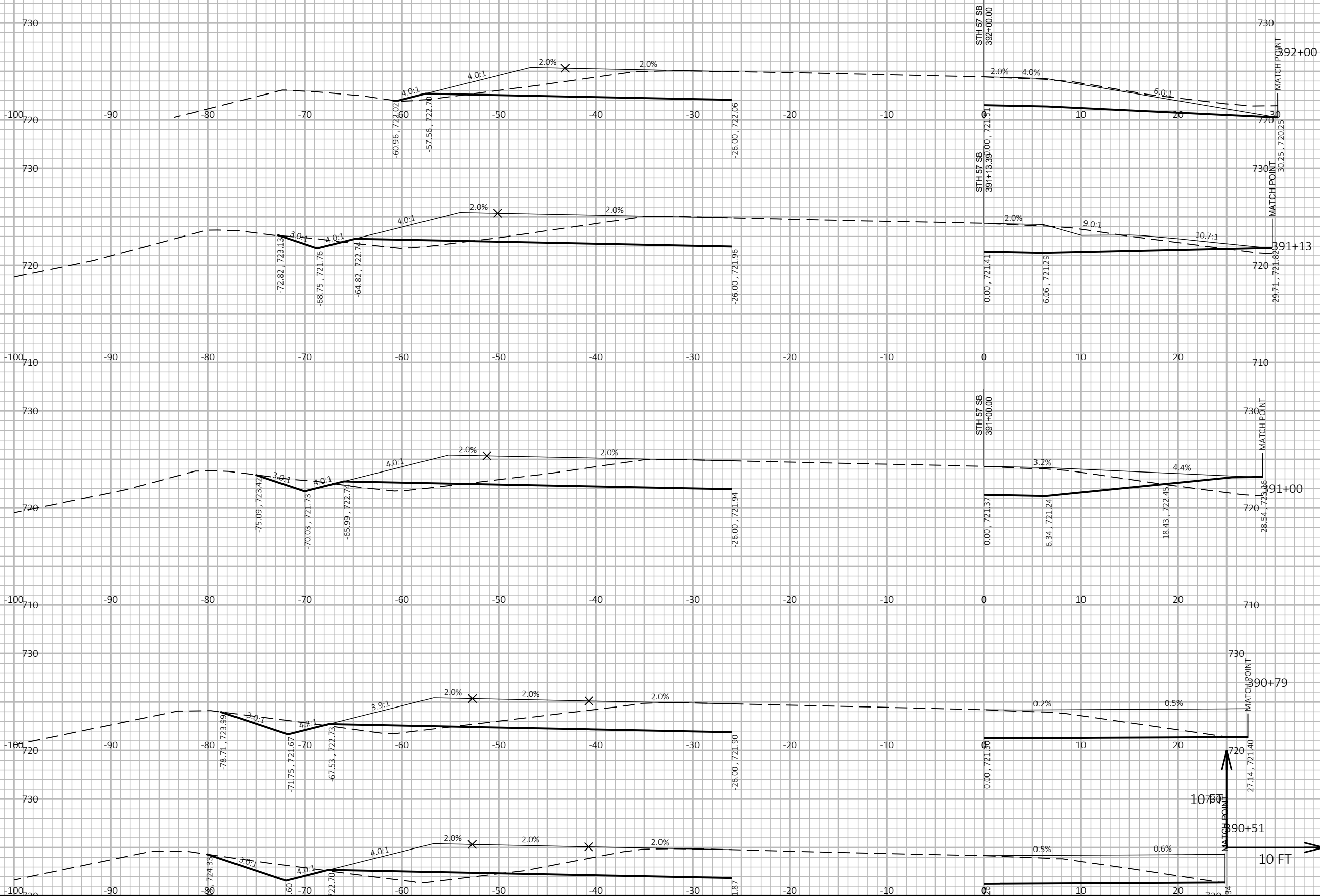


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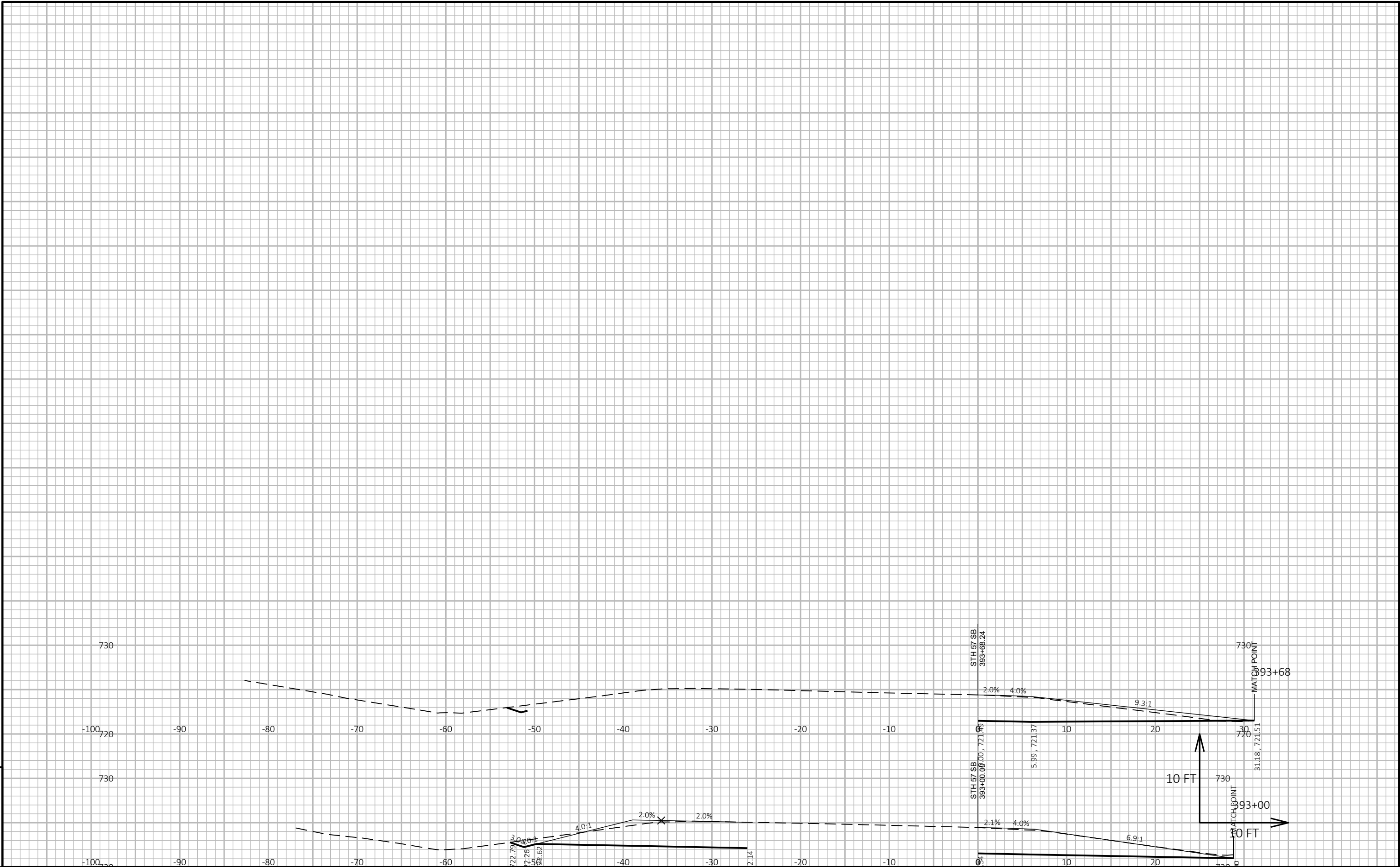
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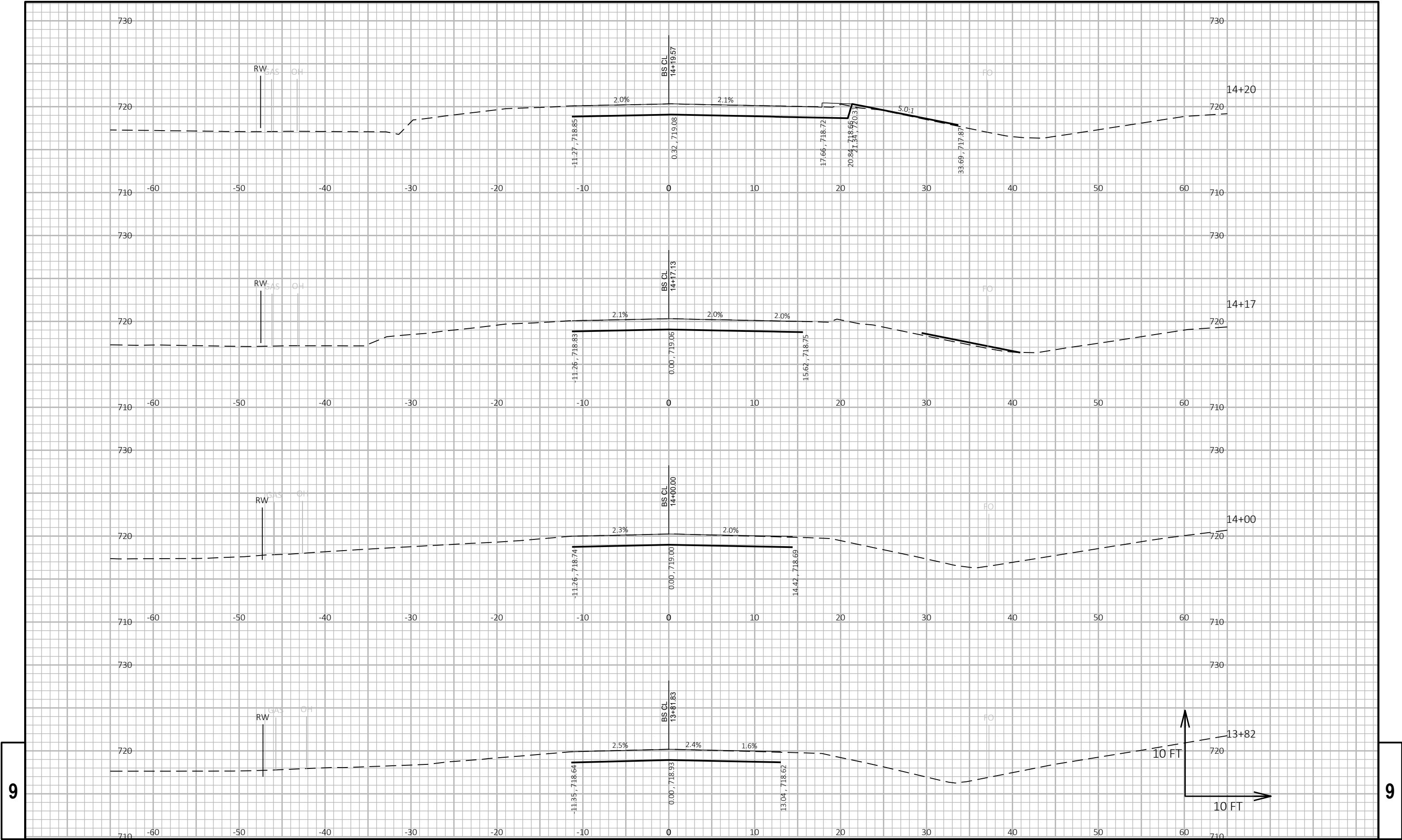
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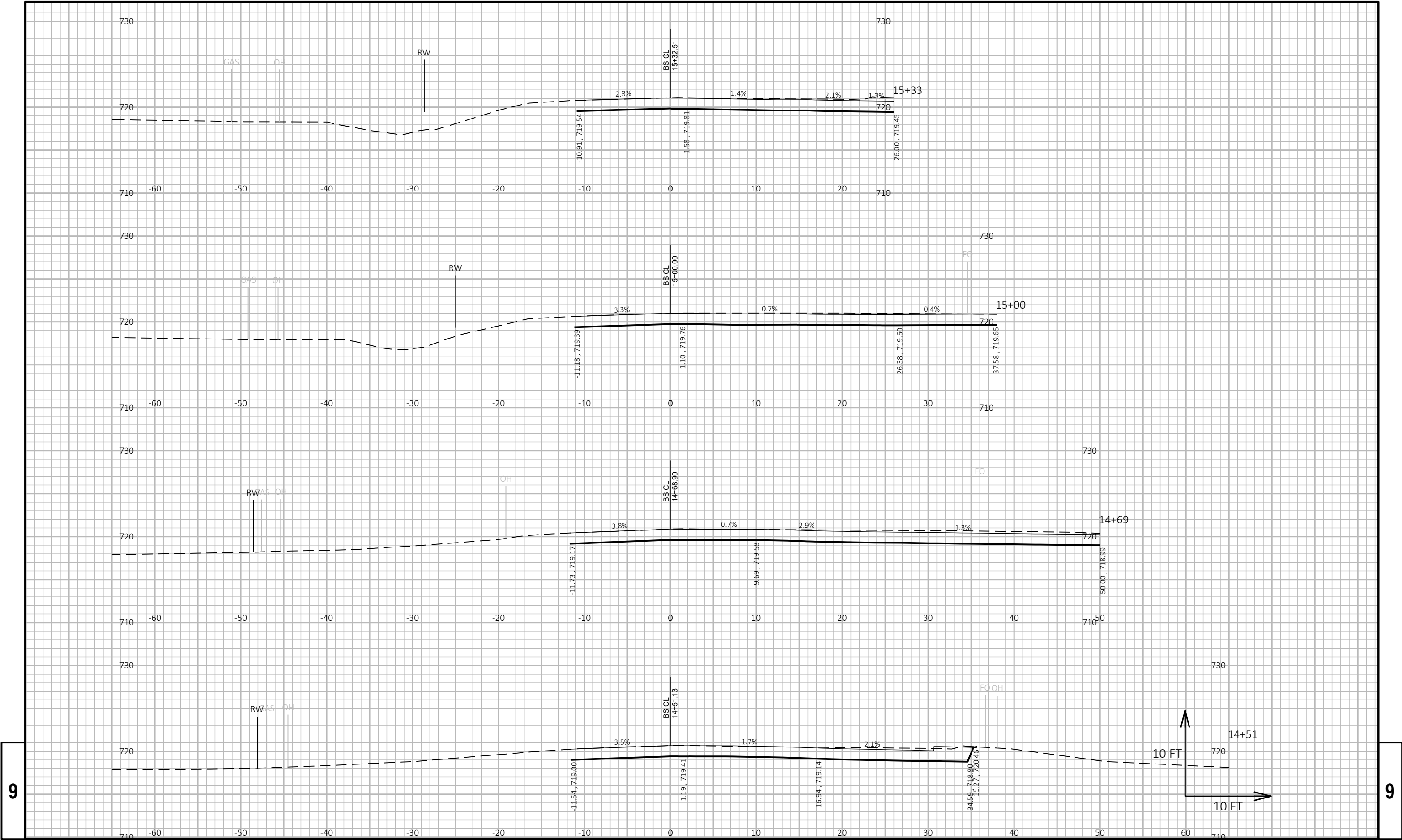
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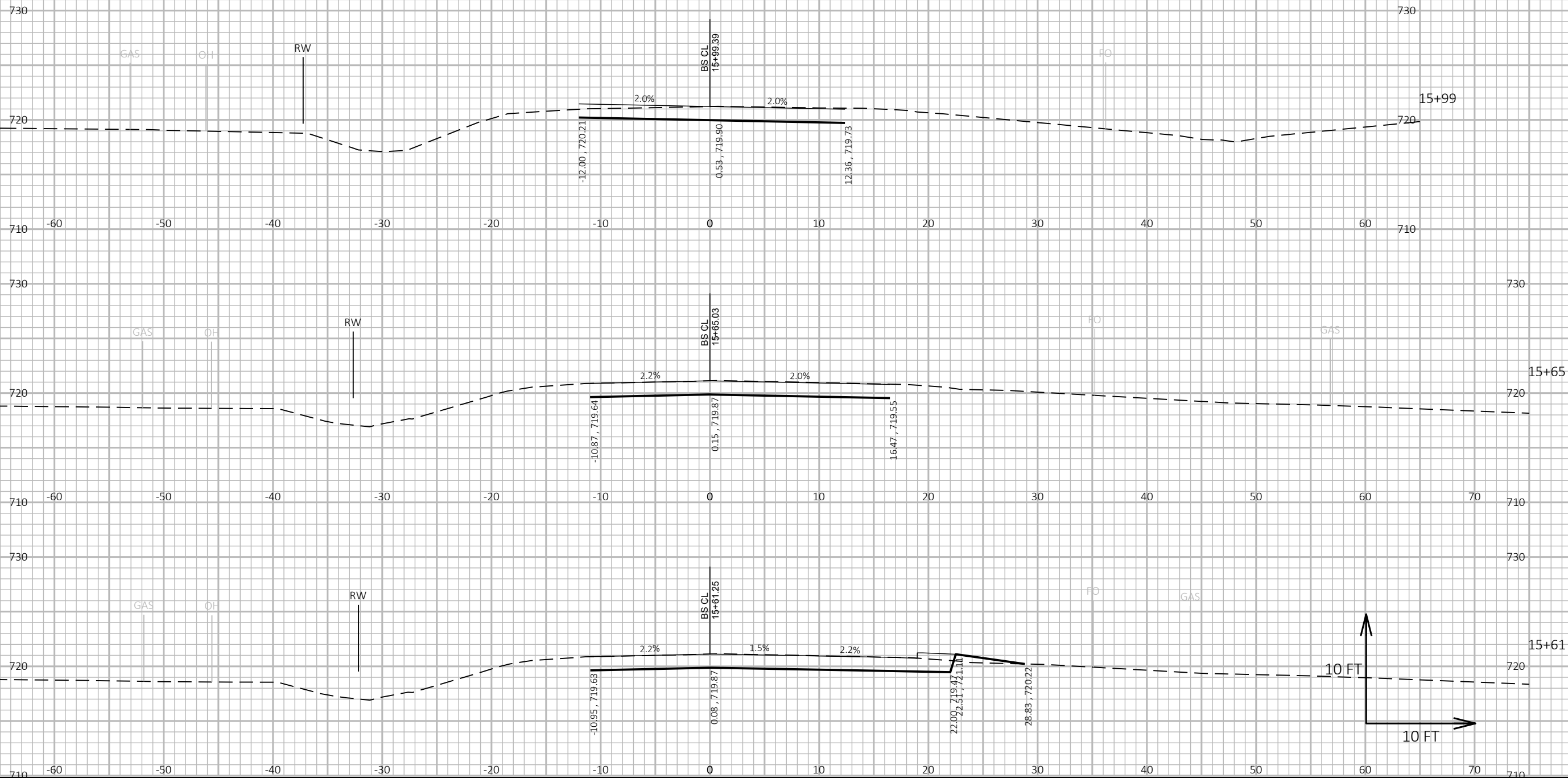
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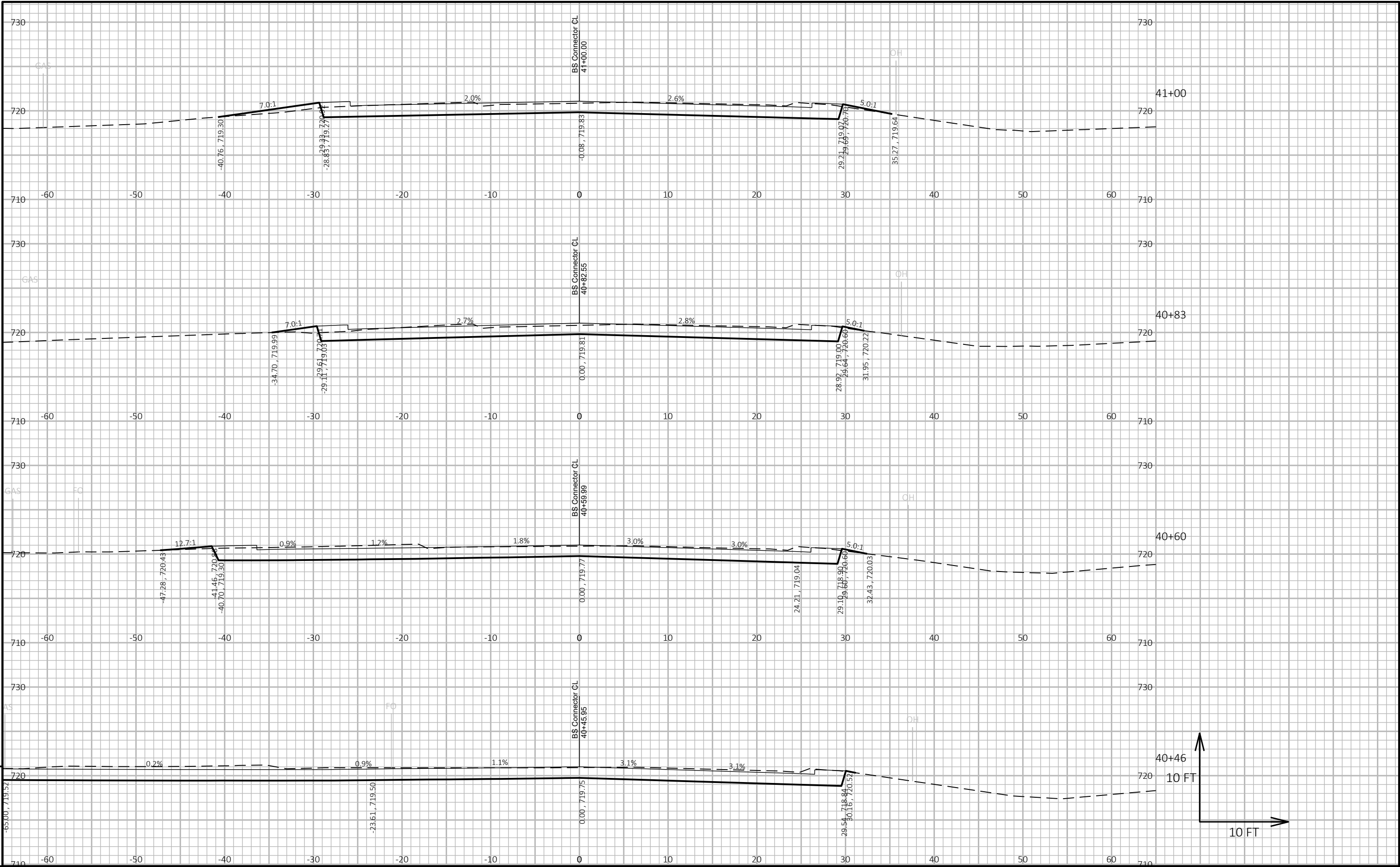
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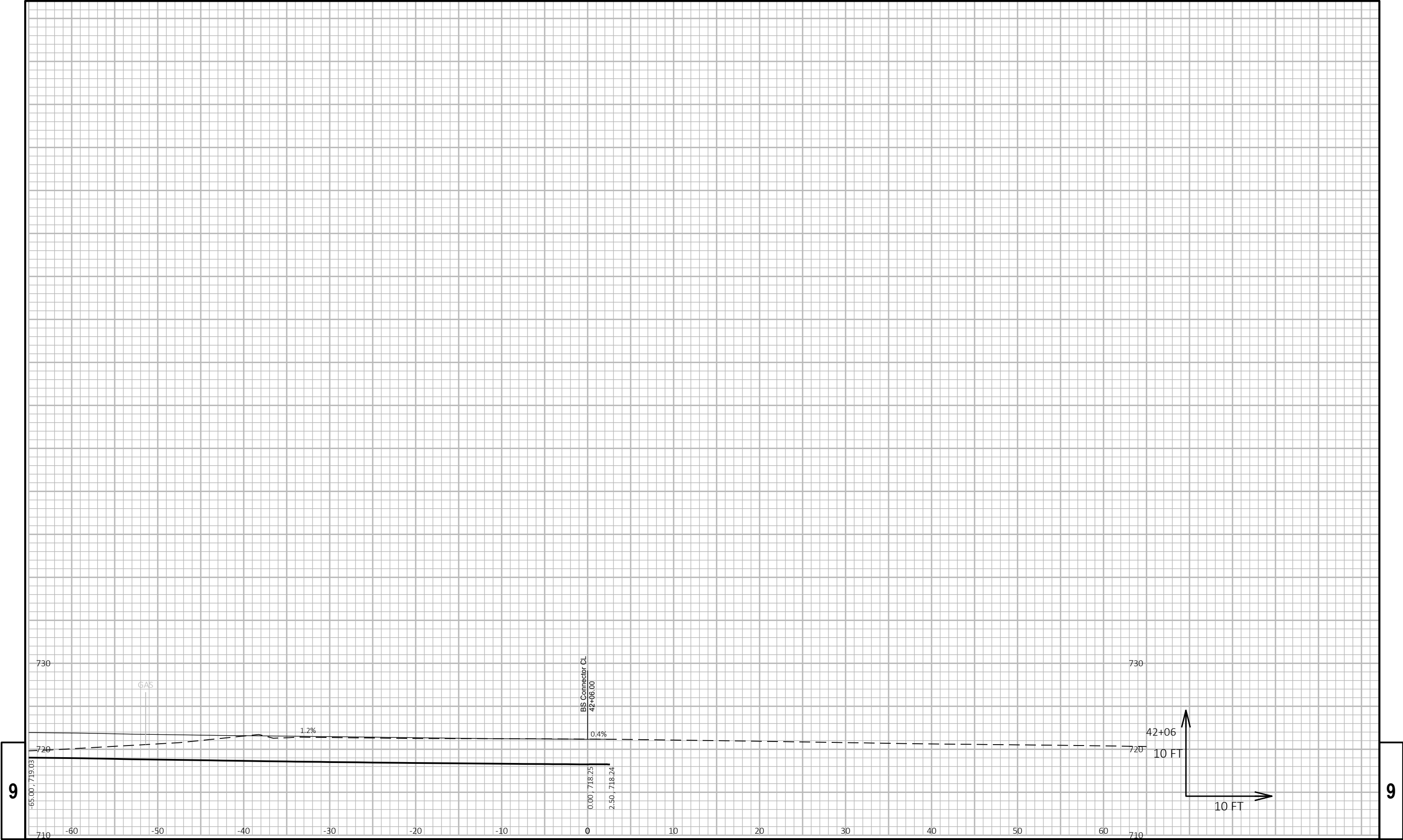
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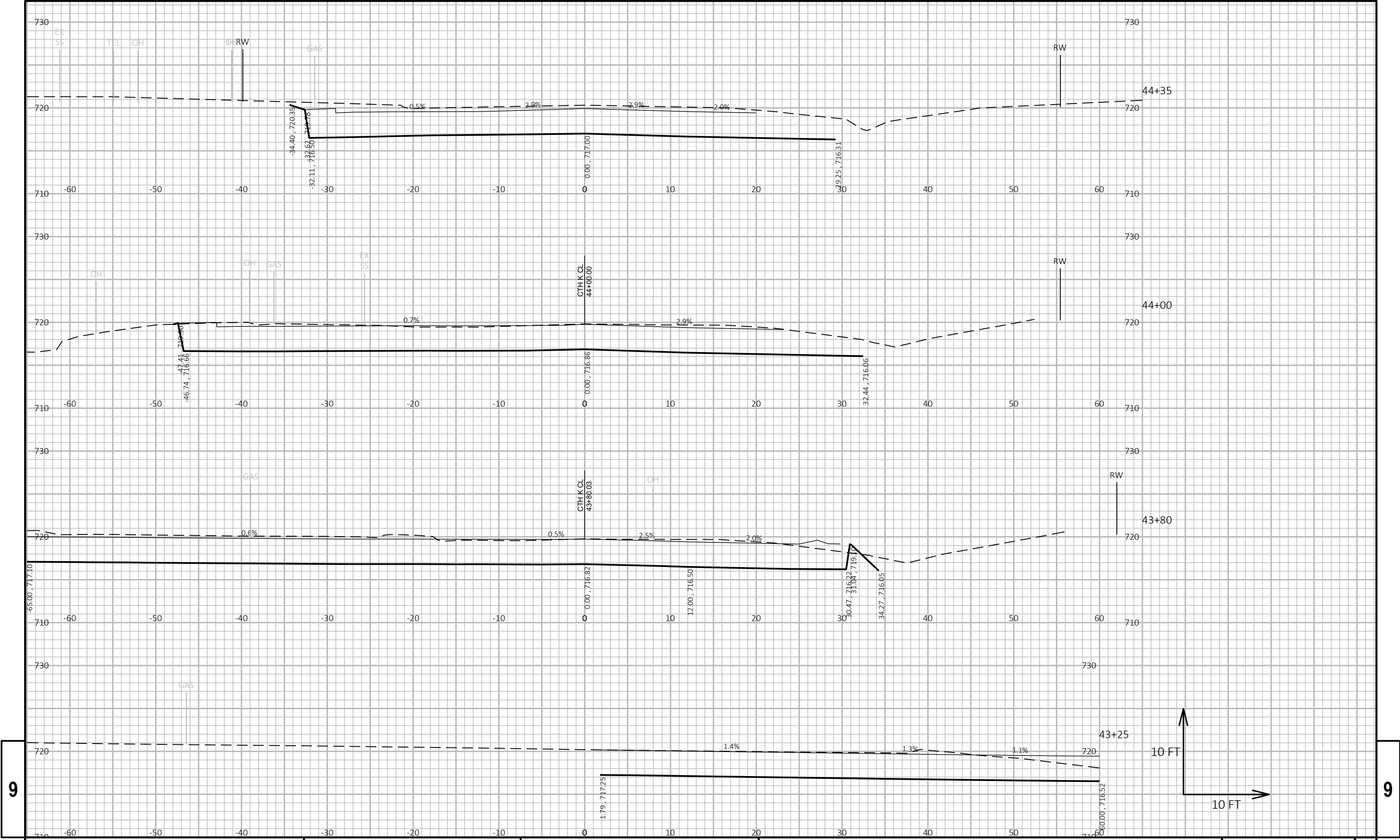
PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: BAY SETTLEMENT ROAD CONNECTOR	SHEET	E
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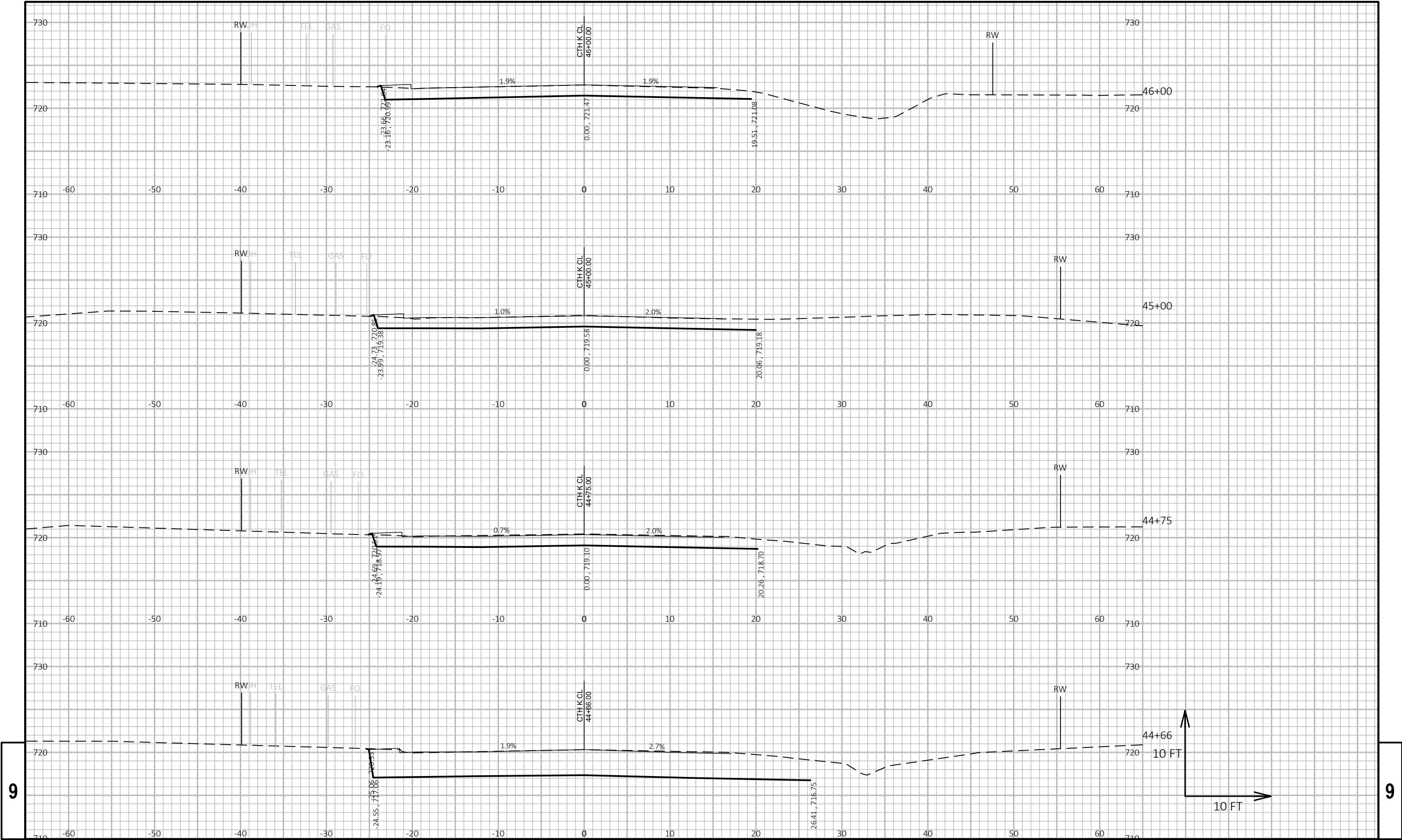


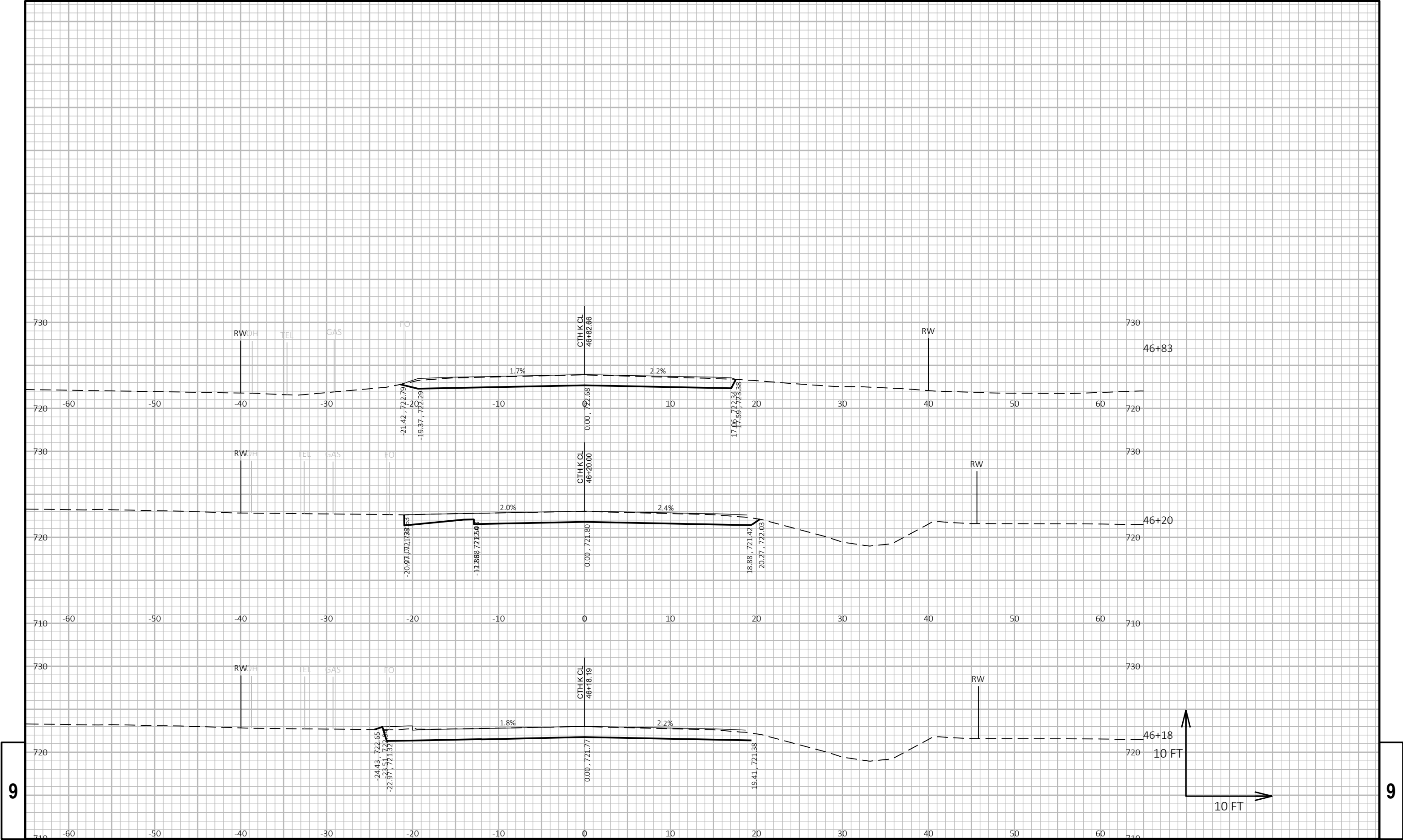
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PROJECT NO: 1480-29-71	HWY: STH 57	COUNTY: BROWN	CROSS SECTIONS: BAY SETTLEMENT ROAD CONNECTOR	SHEET E
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Attachment F



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 vegetation 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.
Environmental Analysis & Review Specialist

c: Mike Helmricks - 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

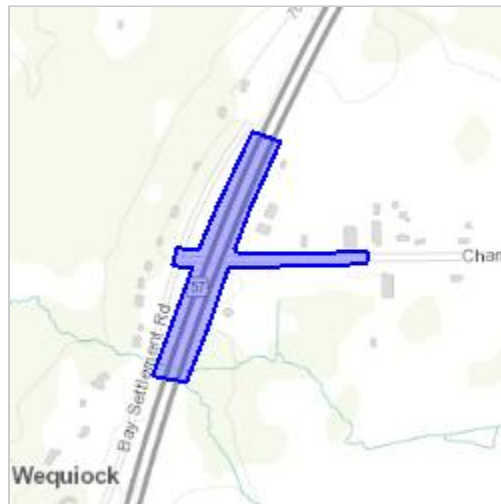
Project Name: 1480-29-00 - STH 57 and CTH K Intersection - Brown County, Wisconsin

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 will 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 Fisheries¹, 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.

-
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 <i>Myotis septentrionalis</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/9045	Threatened

Birds

NAME	STATUS
Red Knot <i>Calidris canutus rufa</i> 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 <i>Bombus affinis</i> 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 <i>Iris lacustris</i> No critical habitat has been designated for this species. Species profile: https://ecos.fws.gov/ecp/species/598	Threatened

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
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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.

Coordination and Permitting

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 officials 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.