



**Division of Transportation
System Development**
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54304

**Scott Walker, Governor
Dave Ross, Secretary**
Internet web site: www.wisconsindot.gov

Telephone: (920)492-5643
Facsimile (FAX): (920)492-5640
E-mail: ner.dtsd@dot.wi.gov

October 24, 2017

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

Subject: Request for Section 401 Water Quality Certification/Final Concurrence
Project I.D. 4190-16-73
STH 32/Ashland Avenue
Parkview Road Intersection
Brown County

Dear Mr. Doperalski,

The Wisconsin Department of Transportation (WisDOT), Northeast Region, is requesting final concurrence and water quality certification on the subject project above. Enclosed with this letter is a copy of the Permit Application for a Section 404 Permit for wetland fills associated with this project. The application package was also submitted to Jessica Kempke of the U.S. Army Corps of Engineers for review.

As the enclosed permit application and supporting documentation indicates, unavoidable wetland filling associated with construction of this project totals 0.39 acres. Bank site mitigation is proposed at the Oneida Bank site in Brown County. Please see the Permit Application and attachments for a detailed project description and a detailed discussion regarding wetland impacts, including type, location, and amount.

A PS&E (plans, specifications, & estimate) submittal date of November 1, 2018 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

DNR / DOT PROJECT REVIEW

State of Wisconsin – Department of Natural Resources (DNR) and Department of Transportation (WisDOT)
DTNR0002 12/2012

DNR Internet: http://dnr.wi.gov/	WisDOT Internet: http://www.dot.wisconsin.gov/
JIM DOPERALSKI NE REGION 2984 SHAWANO AVENUE GREEN BAY, WI 54313	Wisconsin Department of Transportation Division of Transportation Systems Development 944 Vanderperren Way Green Bay, WI 54304

Inform WisDOT Regional Environmental Coordinator, if more than 45 days is needed.

Design Project ID 4190-16-01	Project Highway STH 32	Review Submittal Date (m/d/yy) 10/24/17
Construction Project ID 4190-16-73	Estimated Project Cost (range) \$500,000.00 to \$700,000.00	Construction Year (yyyy) 2019
Project Name Ashland Ave., De Pere	Project Limits Parkview Road Intersection	
County Brown	Project on Tribal Land ☐ Yes ☒ No	
Contact Name Andy Fulcer	Contact (Area Code) Phone Number (920) 362-6126	
Section/Township/Range Section PC26W T23N R 20E		

Type of Review Requested ☐ Initial Review ☒ Final Concurrence ☐ Scope Change ☐ Other:	Document Type ☐ Environmental Assessment (EA) ☐ Environmental Report (ER) ☒ Programmatic Environmental Report (pER)
WisDOT Project Classification ☐ Bridge Rehabilitation, FDM 3-5-2 ☐ Bridge Replacement, FDM 3-5-2 ☐ Expansion, FDM 3-5-2 ☐ Pavement Replacement, FDM 3-5-2 ☐ Preventive Maintenance, FDM 3-1-5 ☐ SHRM (State Hwy Rehab/Maint), Maintenance Manual 13.08 ☐ Recondition, FDM 3-5-2 ☐ Reconstruction, FDM 3-5-2 ☐ Resurface, FDM 3-5-2 ☒ Safety (HSIP), PMM 4-1-10 ☐ Other:	Work Involved ☐ Beam Guard Replacement ☒ Borrow and/or Waste Site Required ☐ Channel Change/Stream Relocation ☐ Clearing and Grubbing ☐ Culvert Replacement or Extensions ☐ Dredging ☒ Grading ☐ Fill Outside Toe of Slope ☒ Intersection Improvement ☒ Right of Way Acquisition ☒ Shoulder Work ☒ Storm Sewer ☐ Other:

Storm Water Management (check all that apply)

- ☐ Trans 401 post construction requirements
☒ NPDES MS4/Urbanized Area
☐ TMDL Implementation Area

For more information and directions, please see the back of this form.

Project Description and Reason for Project:

(include project location map with limits and necessary attachments; attach additional sheets if needed)

4190-16-01 is an intersection modification HSIP project at the intersection of Ashland Avenue and Parkview Road. Between 2009 and 2013, the intersection experienced 21 crashes. Of those 21 crashes, one resulted in a fatality, nine injury crashes and eleven property damage only crashes. The primary crash type is right angle crashes. Nine of the right angle crashes occurred on the near side of the intersection and seven right angle crashes occurred on the far side of the intersection.

A new alignment was designed to provide for safer turning movements at the intersection of WIS 32 and Parkview Road. The proposed work will reconfigure the intersection of WIS 32 and Parkview Road to reduce conflict points and to decrease the eastbound Parkview Road approach grade. The eastbound Parkview Road intersection will be shifted approximately 430 feet to the south and an offset "T" intersection will be constructed. Median islands will be constructed to prevent through and left out movements from both eastbound and westbound Parkview Road. Left turn lanes will be provided on WIS 32 for access to Parkview Road from both northbound and southbound WIS 32.

Water Resources Application for Project Permits

Form 3500-053 (R 9/12)

Page 1 of 4

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 (check all that apply):

- ☐ Work in public waters (DNR - ch. 30, Wis. Stats.) ☐ Storm water NOI - New land disturbing construction activity
☐ Work in waters of the U.S (Corps of Engineers) ☐ Storm water NOI - Renewal FIN # _____
☒ Permit for Wetland Fill (DNR or Corps of Engineers) ☐ Dam projects (DNR or Corps of Engineers)

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

Section 1: Applicant/Permittee Information

Applicant Name (Ind., Org. or Entity)		Authorized Representative		Title	
Wisconsin DOT - NE Region		Alexander Dums		Civil Engineer	
Mailing Address		City		State	ZIP Code
944 Vanderperren Way		Green Bay		WI	54304-9879
Email Address		Phone Number (incl. area code)		FAX Number (incl. area code)	
alex.dums@dot.wi.gov		(920) 492-5707			

Section 2: Landowner Information (complete these fields when project site owner is different than applicant)

Name (Ind., Org. or Entity)		Contact Person		Title	
Mailing Address		City		State	ZIP Code
Email Address		Phone Number (incl. area code)		FAX Number (incl. area code)	

Section 3: Other Contact Information (check one)

☐ Consultant or Plan Preparer ☐ Contractor ☐ Agent ☐ Other If Other, specify: _____

Name (Ind., Org. or Entity)		Contact Person		Title	
Mailing Address		City		State	ZIP Code
Email Address		Phone Number (incl. area code)		FAX Number (incl. area code)	

Section 4: Project or Site Location

Project Name		County	☒ City ☐ Town ☐ Village
Ashland Ave, De Pere		Brown	of De Pere
Location Address/Description			

WIS 32 and Parkview Road Intersection

Section 5: Location Information

Create a map depicting the project location or the perimeter of the construction site (land disturbance) and relationship to nearby water resources using the Surface Water Data Viewer <http://dnr.wi.gov/topic/surfacewater/swdv/> or a 7.5-minute series topographic map. You can print the map and then draw the location on the map.

Provide the section, range, township information and if available, the Latitude and Longitude information.

PLSS (Public Land Survey System) Method

Quarter-Quarter	Quarter	Section	Township	Range		If this site is not wholly contained on the quarter-quarter section, more description:
		PC26	T23 N	R20	☒ E ☐ W	

Water Resources Application for Project Permits

Form 3500-053 (R 9/12)

Page 2 of 4

Section 6: Waterways and Wetlands (see instructions about potential additional application requirements)

Name (description if unnamed) of closest waterbodies	Type	Special Status
Ashwaubenon Creek	☐ Lake ☒ Stream	☐ ORW/ERW ☐ 303(d) listed

Yes No Wetlands:

☒ ☐ Wetlands will be filled, excavated, or disturbed during construction or as part of this project.

The presence of wetlands has been evaluated using: (check all that apply)

- ☐ Wisconsin Wetlands Inventory ☐ Wetland Delineation (attached report)
☐ Wetland Locator Tool ☐ Soils ☒ Other: Wetland Delineation - DNR/DOT
<http://dnr.wi.gov/topic/Wetlands/locating.html> ☐ (NRCS maps)

Applicant/Project Name: Wisconsin DOT - NE Region County Brown

Latitude and Longitude Method (if available)

	Degrees	Minutes	Seconds	Method of Determining
Latitude	44	27	41.2700	☐ GPS ☒ DNR's Surface Water Data Viewer ☐ Other:
Longitude	88	4	19.2400	

Section 7: Project Information (attach additional sheets as necessary)

Duration:	Anticipated Project Start Date (mm/dd/yyyy) 06/01/2019	Anticipated Project End Date (mm/dd/yyyy) 09/30/2019
Photos: Provide photographs of the "before" condition.	Date of Photographs (mm/dd/yyyy) 10/04/2017	

Narrative of the Project:

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

A new alignment was designed to provide for safer turning movements at the intersection of WIS 32 and Parkview Road. The proposed work will reconfigure the intersection of WIS 32 and Parkview Road to reduce conflict points and to decrease the eastbound Parkview Road approach grade. The eastbound Parkview Road intersection will be shifted approximately 430 feet to the south and an offset "T" intersection will be constructed. Median islands will be constructed to prevent through and left out movements from both eastbound and westbound Parkview Road. Left turn lanes will be provided on WIS 32 for access to Parkview Road from both northbound and southbound WIS 32.

A total of 0.39 acres will be permanently affected by construction of left turn lanes and the new Ashland Avenue Connector. The loss in wetlands will be mitigated at a WisDOT bank site at a 1:1 ratio. Proper erosion control measures will be utilized during construction to minimize offsite impacts.

Section 8: Attachments and Permit Access (include required attachments for each proposed activity.)

The following attachments, such as the construction Erosion and Sediment Control (form 3500-052A) and the Post-Construction Storm Water Management (form 3500-052B) for a storm water construction permit application, constitute this permit application: (include all that apply)

Attachment name(s):

Attachment A: Project Location Map
Attachment B: Wetland Determination Map
Attachment C: Wetland Impact Sheets
Attachment D: Practicable Alternative Analysis
Attachment E: Wetland Tracking Form
Attachment F: Plan Sheets
Attachment G: WDNR Initial Concurrence
Attachment H: Pictures
Attachment I: US Fish and Wildlife Service Correspondence

☒ I have obtained a copy of the construction site storm water runoff general permit from the department's internet site: <http://dnr.wi.gov/topic/Stormwater/construction/forms.html>

Water Resources Application for Project Permits

Form 3500-053 (R 9/12)

Page 3 of 4

Section 9: 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.

Name of Owner/Authorized Representative (please print)	Title	Phone Number
WISDOT / ALEXANDER DUMS	WISDOT PROJECT LEADER	920-492-5707
Signature of Applicant	Date Signed	
	10/24/2017	

Water Resources Application for Project Permits

Form 3500-053 (R 9/12)

Page 4 of 4

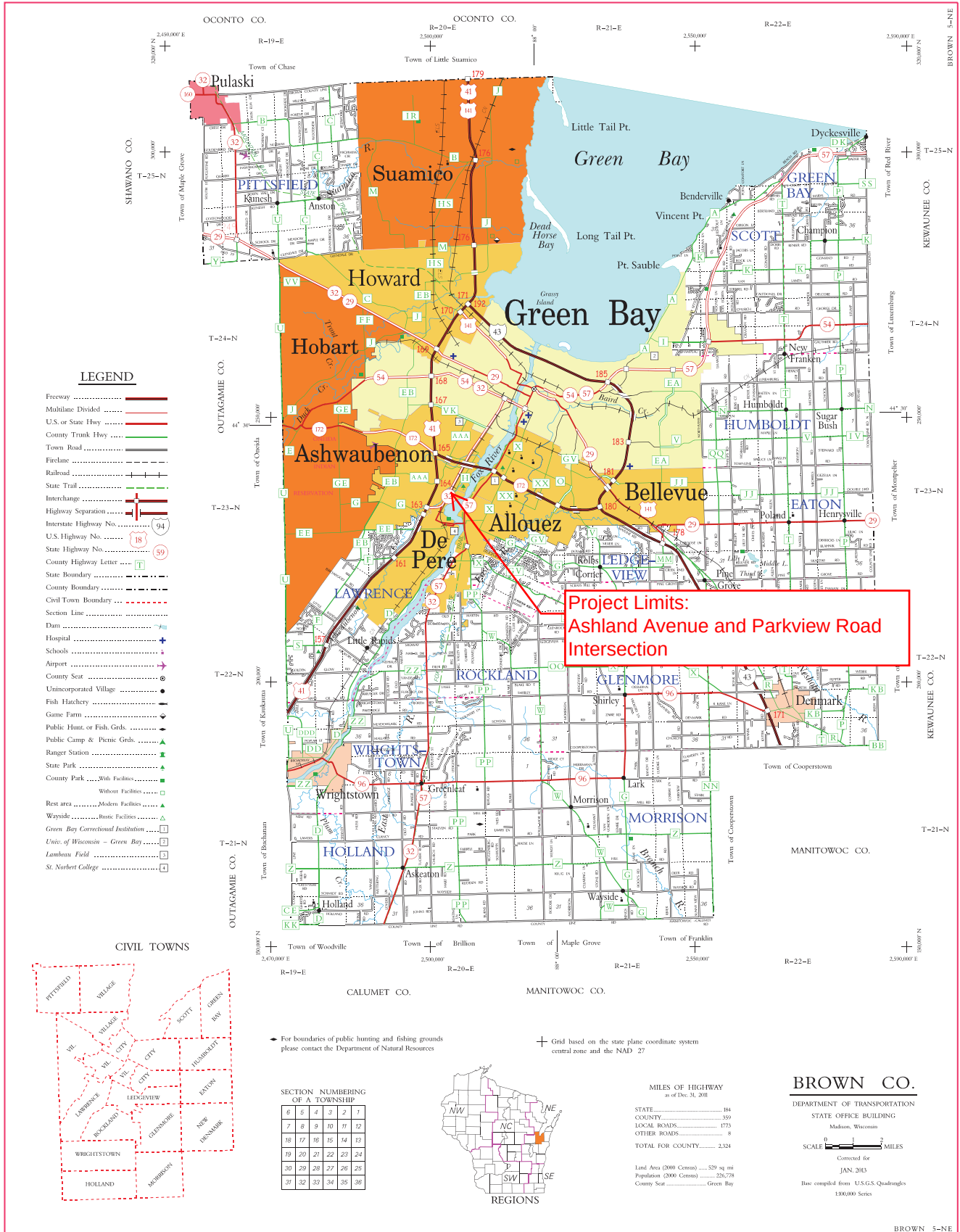
LEAVE BLANK - AGENCY USE ONLY				
Date Received	Fee Received \$	Construction Site ID#	Docket #	Corps #
Initial screening: Completeness	☐ Historic checked ☐ Rare species (NHI) checked ☐ Wetlands checked			

Attachment Index

- A: Project Location Map
- B: Wetland Determination Map
- C: Wetland Impact Plan Sheets
- D: Practicable Alternative Analysis
- E: Wetland Tracking Form
- F: Plan Sheets
- G: WDNR Initial Concurrence
- H: Pictures
- I: US Fish and Wildlife Service Initial Review

Attachment A

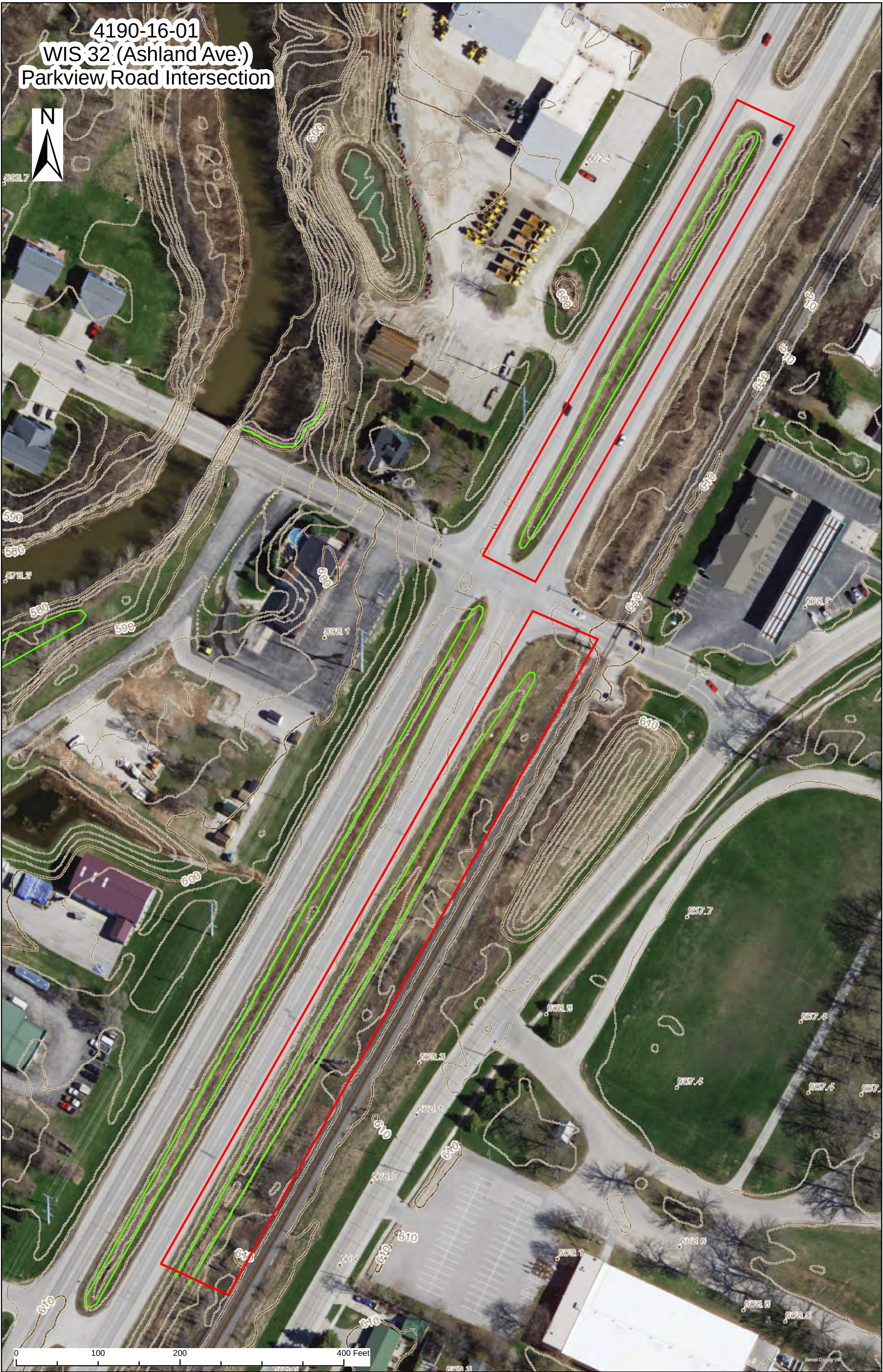
PROJECT LOCATION MAP



4190-16-01
STH 32
PARKVIEW ROAD INTERSECTION
BROWN COUNTY

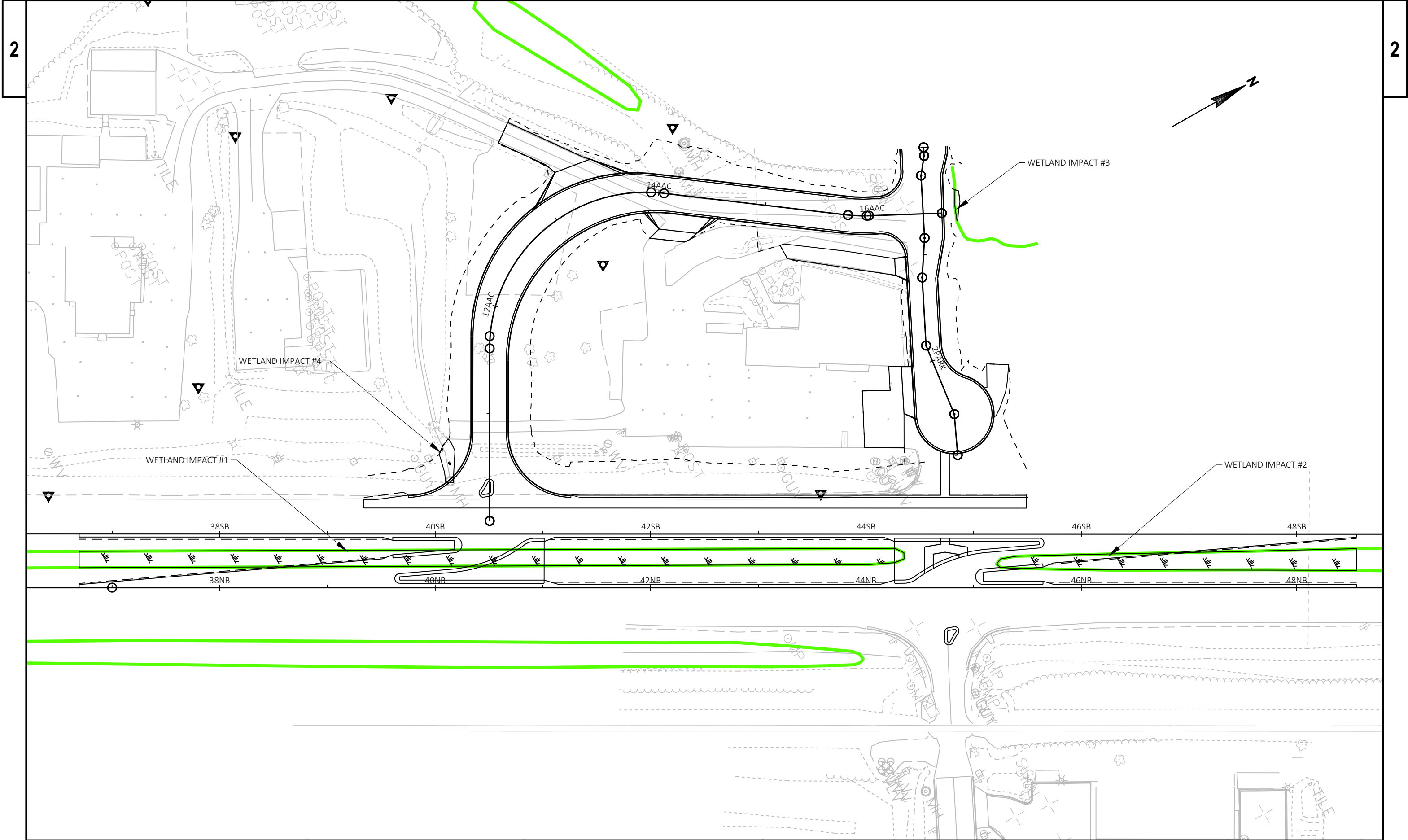
Attachment B

4190-16-01
WIS 32 (Ashland Ave.)
Parkview Road Intersection



0 100 200 400 Feet

Attachment C



Attachment D

**Project ID 4190-16-01
Ashland Ave., De Pere
Parkview Road Intersection
Brown County**

Informational Requirements for Practicable Alternatives Analysis

I. Background/Description of Project

A. Describe the purpose and need for the project.

The purpose of the project is to increase safety at the intersection of WIS 32 and Parkview Road because there is a history of crashes at the intersection. The need for the project stems from the fact that from 2010 to 2014, the intersection experienced 21 crashes. Of those 21 crashes one resulted in a fatality, nine resulted in injury crashes (1A, 4B, 4C) and eleven resulted in property damage only crashes. There was also a crash in 2016 that resulted in a fatality. The primary crash type is right angle crashes. The main contributors to the crashes are the number of potential conflict points at the intersection and the eastbound Parkview Road approach grade. The vertical profile for the eastbound approach to the intersection is approximately 8%, and that may be contributing to some of the crashes that have occurred.

B. Is your project an expansion of existing work or is it new construction? Explain.

The project is a new construction:

A new alignment was designed to provide for safer turning movements at the intersection of WIS 32 and Parkview Road. The proposed work will reconfigure the intersection of WIS 32 and Parkview Road to reduce conflict points and to decrease the eastbound Parkview Road approach grade. The eastbound Parkview Road intersection will be shifted approximately 430 feet to the south and an offset "T" intersection will be constructed. Median islands will be constructed to prevent through and left out movements from both eastbound and westbound Parkview Road. Left turn lanes will be provided on WIS 32 for access to Parkview Road from both northbound and southbound WIS 32.

C. When did you start to develop a plan for your project?

The project came out of Program Level Scoping on May 13, 2015, and at that point alternatives were created.

D. Explain why your project must be located in or adjacent to wetlands.

The proposed project involves improvements to existing roadways which are adjacent to wetlands. Left turn lanes will be added in the median at the Parkview Road intersection to

improve safety for turning movements at the intersection. To construct the left turn lanes the median wetland ditch must be filled.

II. Alternatives

A. How could you redesign or reduce your project to avoid wetland, and still meet your basic project purpose?

The proposed turn lane improvements involve extending and widening along the inside of the roadway that has unavoidable impacts to wetlands located in the roadside ditches.

An alternative investigated involved removing the median crossover at the intersection to prevent all through, left-in, and left-out movements from Parkview Road. The entire median would have been roadside ditch at the WIS 32 and Parkview Road intersection had this alternative been selected.

B. Other sites

1. What geographical area(s) was searched for alternative sites?

The project involves an existing roadway; therefore no other alternative sites are available.

2. Were other sites considered?

No.

3. Have you sold any lands in recent years that are located within the vicinity of the project? If so, why were they unsuitable for the project?

No.

C. For each of the alternatives you identified, explain why you eliminated the alternative from consideration (include cost comparisons, logistical, technological, and any other reasons).

After meetings and conversations with the city of De Pere, Brown County, and the public it was determined that eliminating the through, left-in and left-out movements from Parkview Road would have had caused irreparable damages to the local businesses located at the intersection. Additionally, truck access from Ashland to CTH H

D. What are the consequences of not building the project (include social and economic consequences):

Not building the project would fail to address the safety risk at the intersection of WIS 32 and Parkview Road.

E. Summarize why your alternative was selected.

The selected alternative was the only alternative that would meet the needs of the project and minimize negative effects on local businesses. This alternative was also supported by local officials and adjacent property owners.

F. Explain what you plan to do to minimize adverse effects on wetlands during your project (e.g. erosion control, best management practices, setbacks, etc.).

Best management practices will be used during construction and an Erosion Control Implementation Plan (ECIP) will be submitted and followed by the construction contractor.

Attachment E



Wisconsin Department of Transportation

Division of Transportation System Development
Northeast Region

WETLAND IMPACT TRACKING FORM

****This form must be filled out for all projects.****

Return This Completed Form to:

Jennifer Gibson
Environmental Coordinator
WisDOT - Northeast Region
944 Vanderperren Way
Green Bay, WI 54304
Phone : (920) 492-4160

FAX: (920) 492-0144
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. #: 4190-16-01

Project Construction I.D. #: 4190-16-73

Hwy/ Project Title : STH 32/Ashland Ave., De Pere
Parkview Road Intersection

County : Brown

Construction Year : 2019

Let Date: 3/12/2019

Date this form is completed: 9/27/2017

Date this form is approved: 10/2/2017

This Form Prepared by:

Alex 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).

YES ☒ ➔ 1. Complete remainder of form:

- Complete yellow portions on both pages of the form and return to REC for finalization and approval.
- Include comment about sending for approval only after final impacts are determined.

2. Include final APPROVED form with DNR 401 and COE 404 permit applications.

Wetland Delineation/

Determination completed by:

Mike Helmrick/Jim Doperalski

920-492-7738

mike.helmrick@dot.wi.gov

NAME

PHONE

EMAIL

WisDOT/WDNR

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.

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	0.39
M	-	M	-
RPE	-	RPE	-
RPF	-	RPF	-
SM	-	SM	-
SS	-	SS	-
WS	-	WS	-
AB(D)	-	TOTAL	0.39
DM(D)	-		
M(D)	0.39		
RPE(D)	-		
RPF(D)	-		
SM(D)	-		
SS(D)	-		
WS(D)	-		
TOTAL	0.39		

Attachment F

PROJECT ID:
WITH: 4190-16-73

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 4190-16-01

A.A.D.T.	2016	=	20,900
A.A.D.T.	2036	=	24,500
D.H.V.		=	2279
D.D.		=	59/41
T.		=	10.5%
DESIGN SPEED		=	50 MPH
ESALS		=	4,161,000

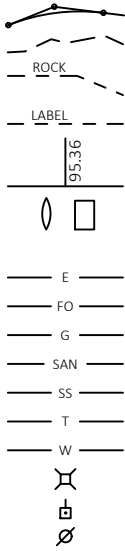
CONVENTIONAL SYMBOLS

PLAN

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

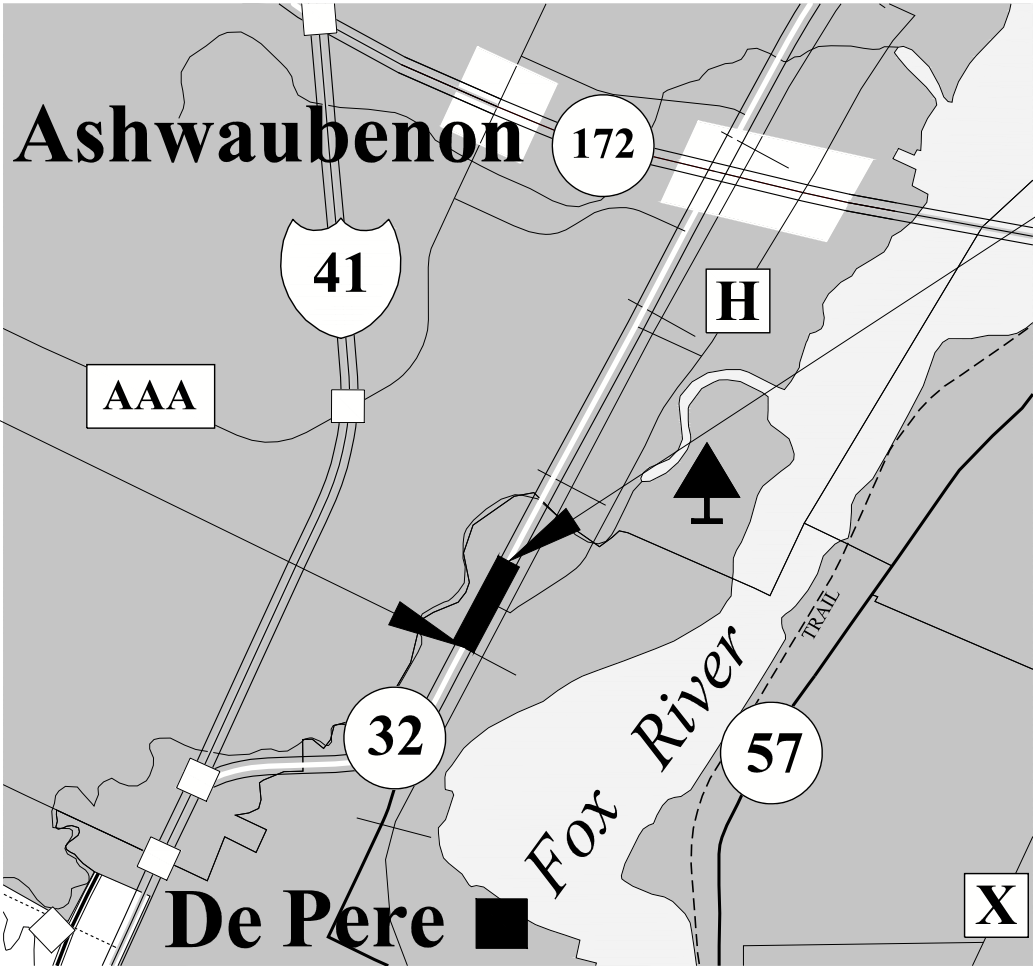
PROFILE

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	



BEGIN PROJECT
STA 37+57.27
X = 84,471.74
Y = 547,453.24

STATE PROJECT NUMBER
4190-16-73



END PROJECT
STA 48+55.66
X = 85,013.80
Y = 548,408.49

LAYOUT
SCALE 0 0.5 MI
TOTAL NET LENGTH OF CENTERLINE = 0.2 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, BROWN COUNTY, NAD83 (1991), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
4190-16-73		

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	
Designer	A. DUMS
Project Manager	A. FULCER
Regional Examiner	
Regional Supervisor	D. SEGERSTROM
APPROVED FOR THE DEPARTMENT	
DATE:	(Signature)
E	

GENERAL NOTES

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

EXISTING PERMANENT SIGNS ARE TO REMAIN IN PLACE UNLESS SPECIALLY CALLED FOR REMOVAL ON MISCELLANEOUS QUANTITIY TABLE.

EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS OTHERWISE DIRECTED BY THE ENGINEER.

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.

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.

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

ALL DISTURBED AREAS, NOT OTHERWISE SURFACED, ARE TO BE TOPSOILED, FERTILIZED, SEEDED AND COVERED WITH MULCH OR EROSION MAT, AS SHOWN ON THE PLANS.

THE EXACT LOCATIONS OF ALL EROSION CONTROL ITEMS SHALL BE DETERMINED BY THE ENGINEER.

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.

THE LOCATION OF THE CONCRETE REPLACEMENTS AND REPAIRS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

ALL DIMENSIONS TO FLANGE LINE OF CURB UNLESS OTHERWISE NOTED IN PLANS.

ALL CURB AND GUTTER GRADES SHALL BE VERIFIED BY THE ENGINEER PRIOR TO CONSTRUCTION OF CURB AND GUTTER.

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.

JOINT TIES FOR CONCRETE PIPES SHALL BE PROVIDED AT ALL REINFORCED CONCRETE APRON ENDWALLS. APRON ENDWALLS SHALL BE TIED FOR THE LAST THREE JOINTS AT PIPE ENDS. THE COST OF THESE TIES SHALL BE INCLUDED IN THE CONTRACT UNIT PRICE FOR THE REINFORCED CONCRETE PIPE.

DNR AREA LIAISON

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

UTILITIES

ASHWAUBENON WATER AND SEWER UTILITY - SEWER & WATER
2155 HOLMGREN WAY
GREEN BAY, WI 54304-4605
ATTN: DOUGLAS MARTIN
PHONE: 920-492-2335
E-MAIL: DMARTIN@ASHWAUBENON.COM

ATC MANAGEMENT, INC. - ELECTRICITY
801 O'KEEFE ROAD
P.O. BOX 6113
DE PERE, WI 54115-6113
ATTN: MIKE OLSEN
PHONE: 920-338-6582
E-MAIL: MOLSEN@ATCLLC.COM

AT&T WISCONSIN - COMMUNICATION LINE
221 WEST WASHINGTON STREET
APPLETON, WI 54911-4742
ATTN: JOSEPH KASSAB
PHONE: 920-735-3206
E-MAIL: JK572K@ATT.COM

CITY OF DE PERE - WATER
925 S 6TH STREET
DE PERE, WI 54115
ATTN: SCOTT THORESEN
PHONE: 920-339-4060
E-MAIL: STHORESEN@MAIL.DE-PERE.ORG

CITY OF DE PERE - SEWER
925 S 6TH STREET
DE PERE, WI 54115
ATTN: ERIC RAKERS
PHONE: 920-339-4060
E-MAIL: ERAKERS@MAIL.DE-PERE.ORG

GREEN BAY METROPOLITAN SEWERAGE DISTRICT - SEWER
2231 N QUINCY STREET
GREEN BAY, WI 54302-1248
ATTN: ROB REINHART
PHONE: 920-438-1035
E-MAIL: RREINHART@NEWWATER.US

NETWORK RELOCATIONS
LEVEL 3 COMMUNICATIONS LLC - COMMUNICATION LINE
1025 ELDORADO BOULEVARD
BROOMFIELD, CO 80021
E-MAIL: LEVEL3.NETWORKRELOCATIONS@LEVEL3.COM

MCLEOD USA TELCOMMUNICATION SERVICES, INC. - COMMUNICATION LINE
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
ATTN: AARON GRODI
PHONE: 608-819-5014
E-MAIL: AARON.GRODI@WINDSTREAM.COM

NET LEC LLC - COMMUNICATION LINE
450 SECURITY BOULEVARD
P.O.BOX 19079
GREEN BAY, WI 54307-9079
ATTN: RICK VINCENT
PHONE: 920-617-7316
E-MAIL: RICK.VINCENT@NSIGHT.COM

SCHNEIDER NATIONAL INC. - COMMUNICATION LINE
3101 S PACKERLAND DRIVE
P.O. BOX 2545
GREEN BAY, WI 54306-2545
ATTN: JIM PERZ
PHONE: 920-592-2003
E-MAIL: PERZJP@SCHNEIDER.COM

TDS TELECOM - COMMUNICATION LINE
SUITE 218A
10 COLLEGE AVENUE
APPLETON, WI 54911
ATTN: STEVE JAKUBIEC
PHONE: 920-882-4166
E-MAIL: STEVE.JAKUBIEC@TDSTELECOM.COM

TIME WARNER CABLE - COMMUNICATION LINE
3520 DESTINATION DRIVE
APPLETON, WI 54915
ATTN: LISA LAW
PHONE: 920-831-9249
E-MAIL: WEST-ENGINEERING-RELO@TWCABLE.COM

US SIGNAL COMPANY LLC - COMMUNICATION LINE
201 IONIA AVE SW
GRAND RAPIDS, MI 49503
ATTN: CHARLIE OLSZEWSKI
PHONE: 616-233-7191
E-MAIL: NOC@USSIGNAL.COM

WINDSTREAM KDL, INC. - COMMUNICATION LINE
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
ATTN: AARON GRODI
PHONE: 608-819-5014
E-MAIL: AARON.GRODI@WINDSTREAM.COM

WINDSTREAM NTI - COMMUNICATION LINE
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
ATTN: AARON GRODI
PHONE: 608-819-5014
E-MAIL: AARON.GRODI@WINDSTREAM.COM

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY & GAS/PETROLEUM
700 N ADAMS STREET
P.O. BOX 19001
GREEN BAY, WI 54307-9001
ATTN: LORI BUTRY
PHONE: 920-433-1703
E-MAIL: LABUTRY@INTEGRYSGROUP.COM

NE REGION SURVEY CONTACT PERSON

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

CANADIAN NATIONAL RAILWAY CONTACTS

RAILROAD FLAGGING AND FACILITY LOCATING CONTACT
MARY ELLEN CARMODY, AUDIT OFFICER, ADMINISTRATION SERVICE CENTER 2800
700 PERSHING STREET
PONTIAC, MI 48340
TEL: 248-452-4705
FAX: 248-452-4972
E-MAIL: MARYELLEN.CARMODY@CN.CA

MAIN RAILROAD CONTACT
JACKIE MACEWICZ, MANAGER PUBLIC WORKS
1625 DEPOT STREET
STEVENS POINT, WI 54481
TEL: 715-345-2503
FAX: 715-345-2534
E-MAIL: JACKIE.MACEWICZ@CN.CA

24 HOUR EMERGENCY RAILROAD
SIGNAL CONTACT: 1-800-616-3432

CALL BEFORE YOU DIG

CANADIAN NATIONAL RAILWAY IS NOT PART OF THE DIGGERS HOTLINE SYSTEM. CALL MARY ELLEN CARMODY AT 248-452-4705 WHEN DIGGING ON RAILROAD R/W

WWW.CN.CA/EN/DELIVERING-RESPONSIBLY/SAFETY/ERAILSAFE/UTILITY-INSTALLATIONS



Dial 811 or (800)242-8511

www.DiggersHotline.com

EMERGENCY CONTACT NUMBERS FOR WISCONSIN POWER AND LIGHT COMPANY

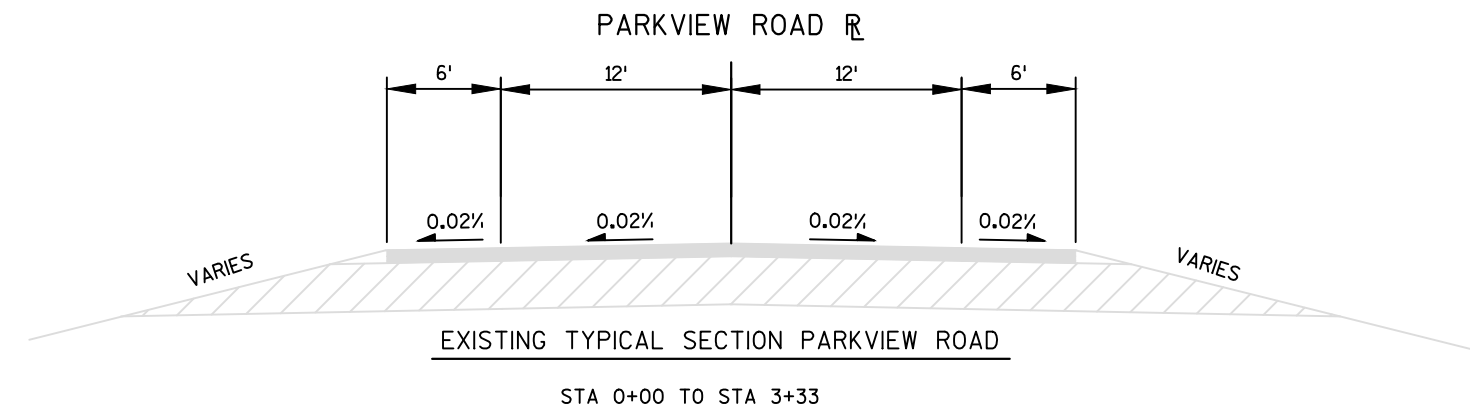
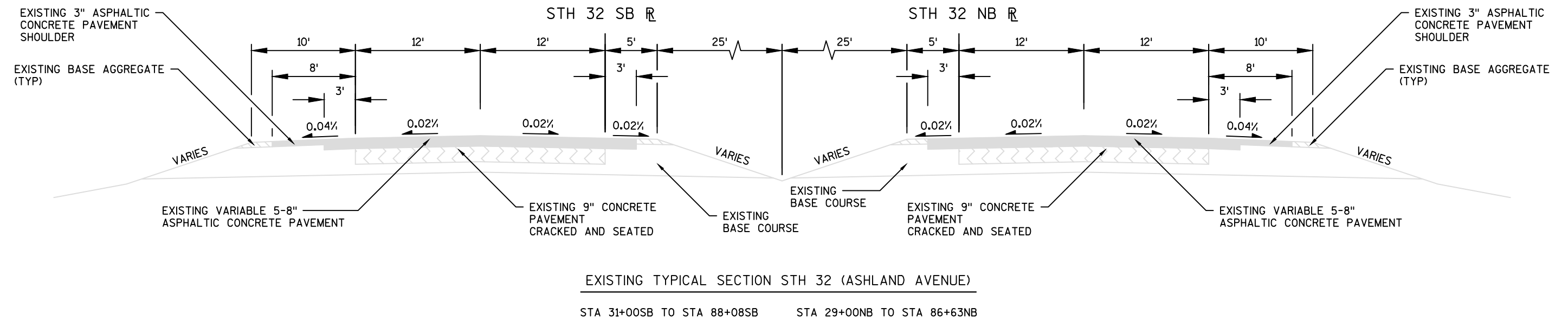
ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-862-6261
GAS 24 HOUR EMERGENCY SERVICE: 1-800-862-6263

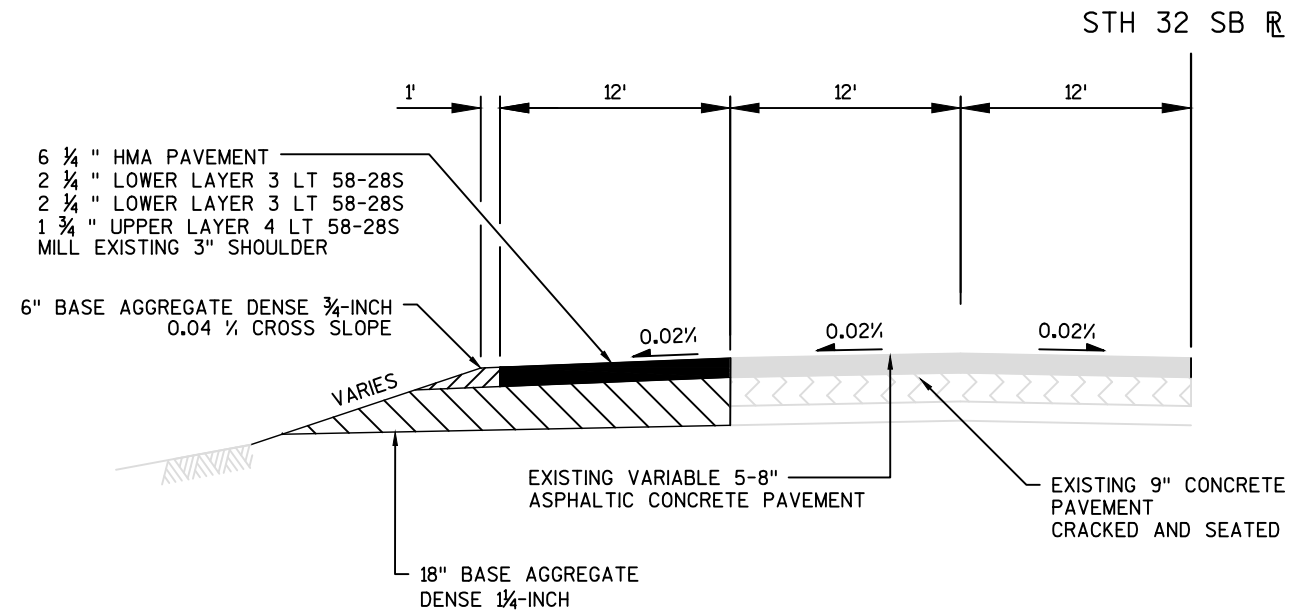
EMERGENCY CONTACT NUMBERS FOR WISCONSIN PUBLIC SERVICE

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

EMERGENCY CONTACT NUMBERS FOR WE ENERGIES

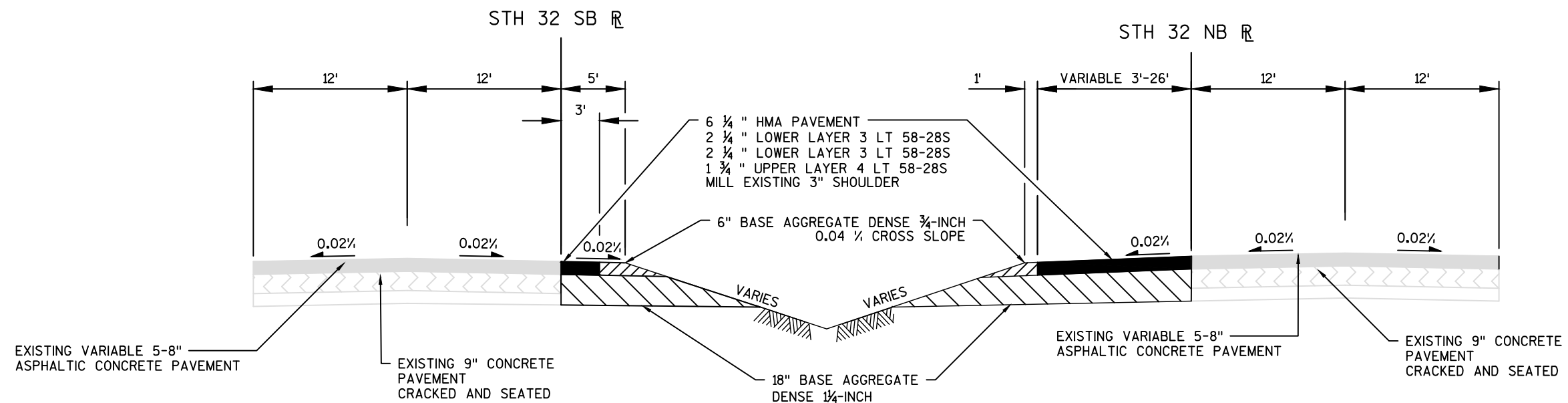
ELECTRIC 24 HOUR EMERGENCY SERVICE: 1-800-662-4797
GAS 24 HOUR EMERGENCY SERVICE: 1-800-261-5325





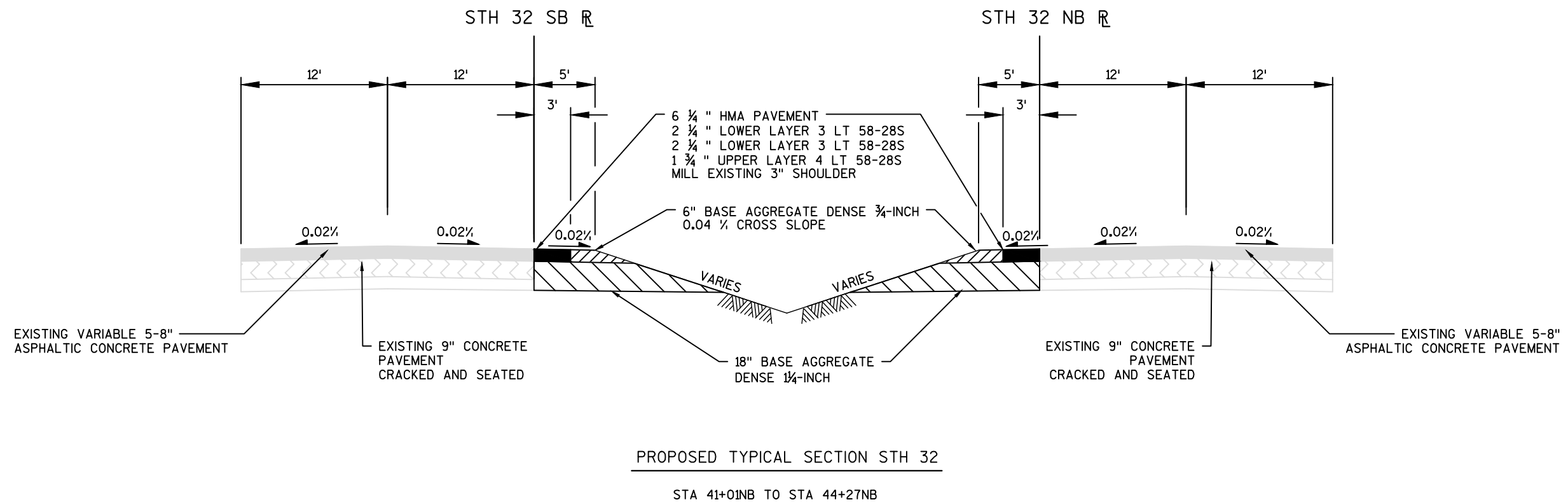
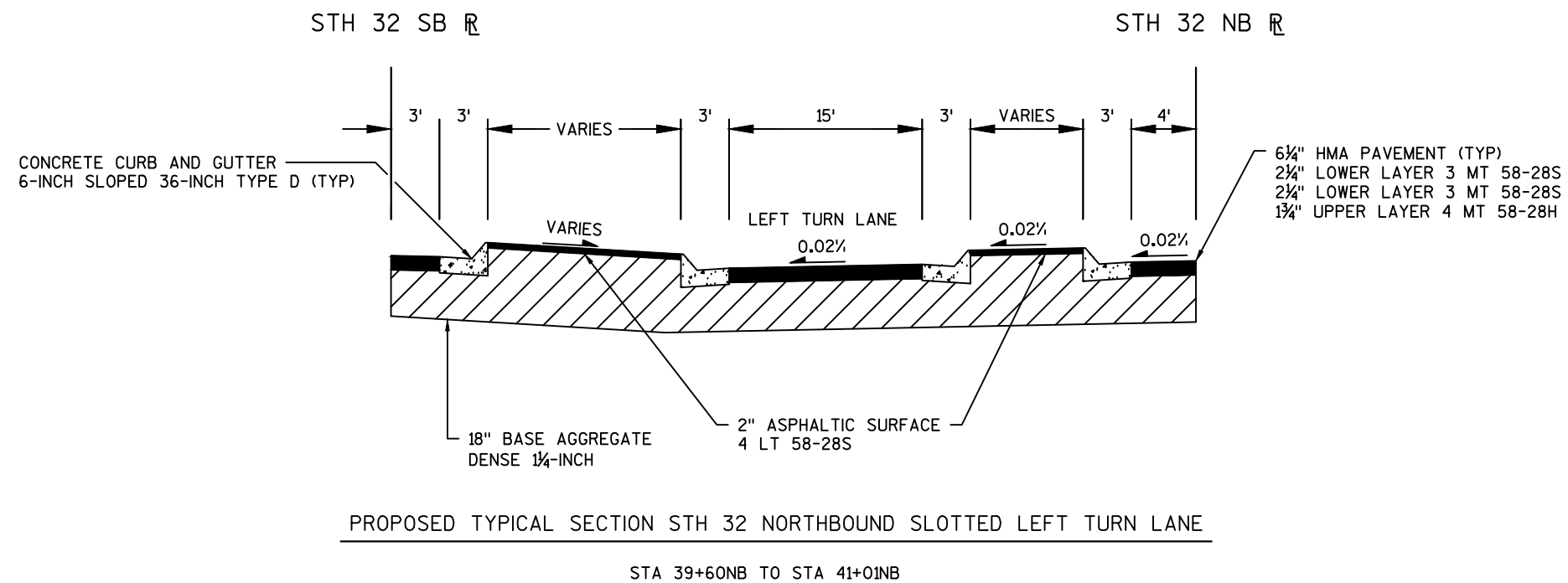
PROPOSED TYPICAL SECTION STH 32 SOUTHBOUND RIGHT TURN LANE

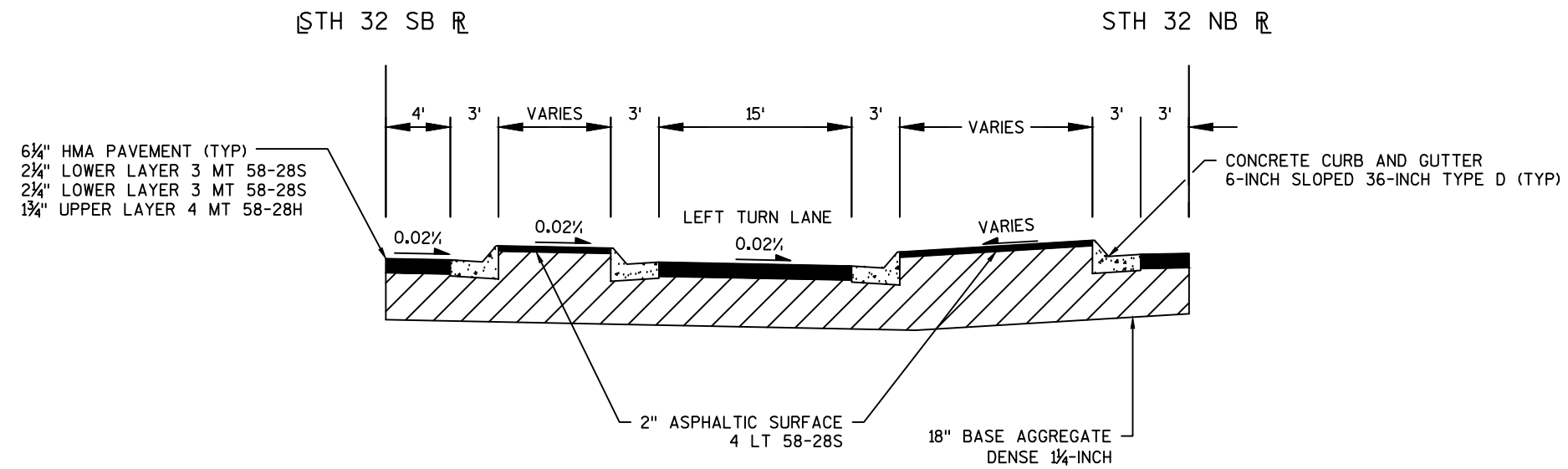
STA 39+34SB TO STA 45+49SB



PROPOSED TYPICAL SECTION STH 32

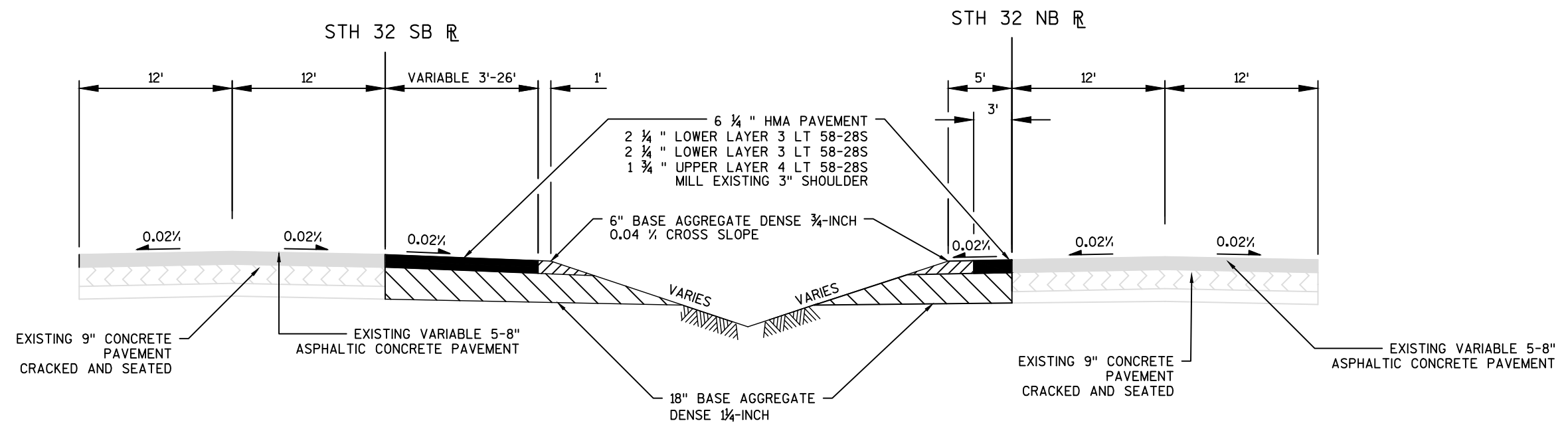
STA 36+69NB TO STA 39+60NB





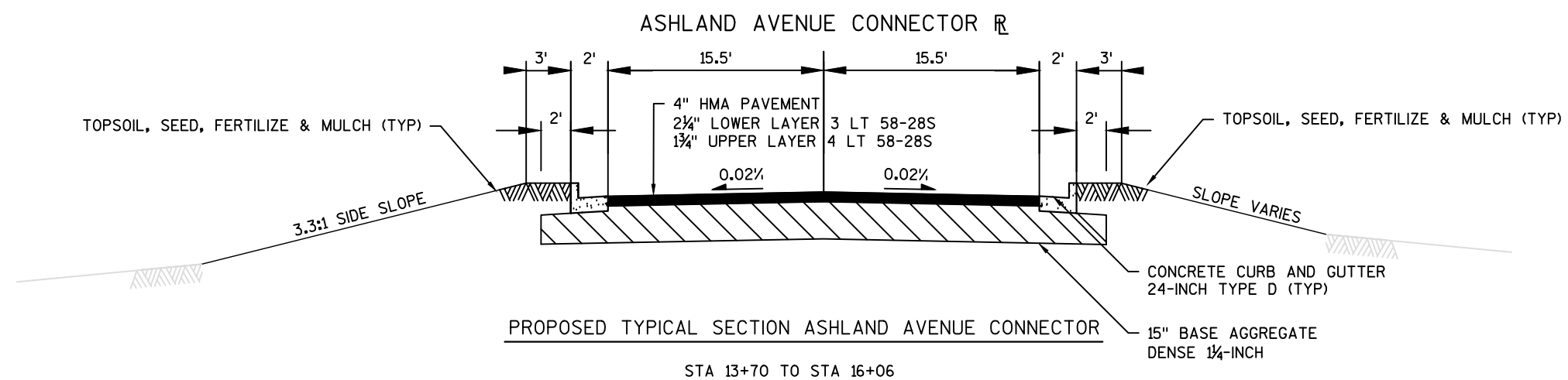
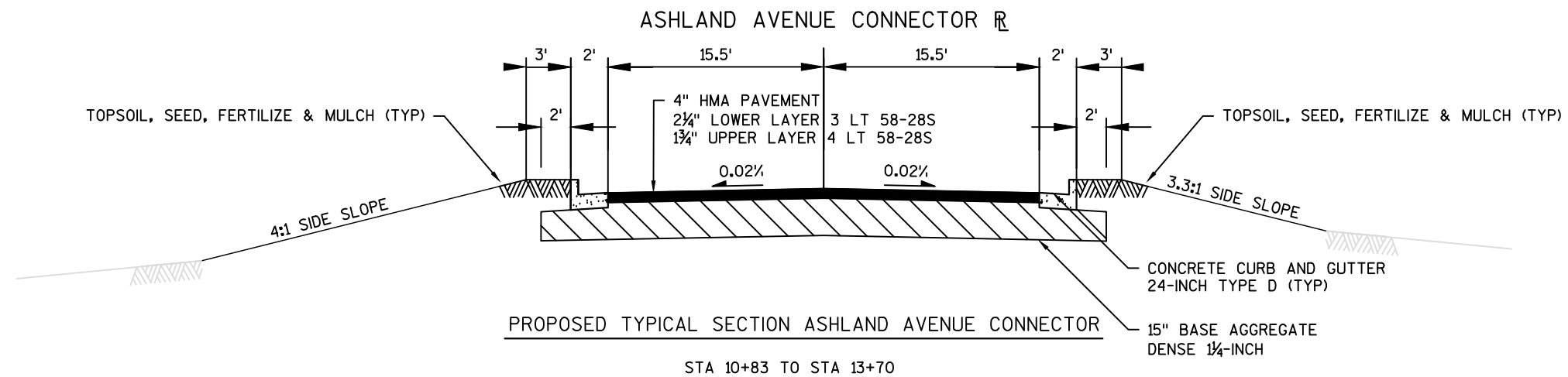
PROPOSED TYPICAL SECTION STH 32 SOUTHBOUND SLOTTED LEFT TURN LANE

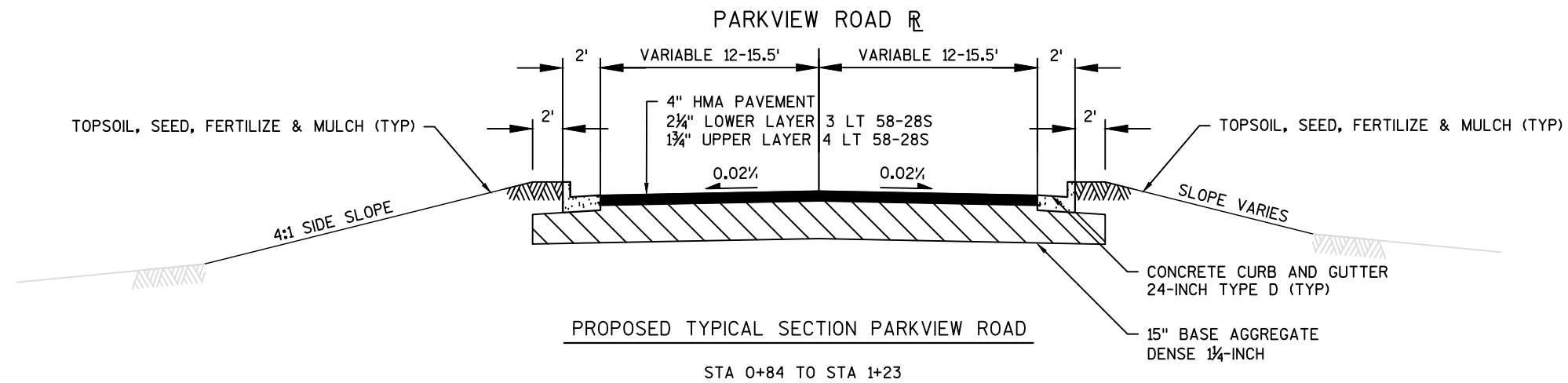
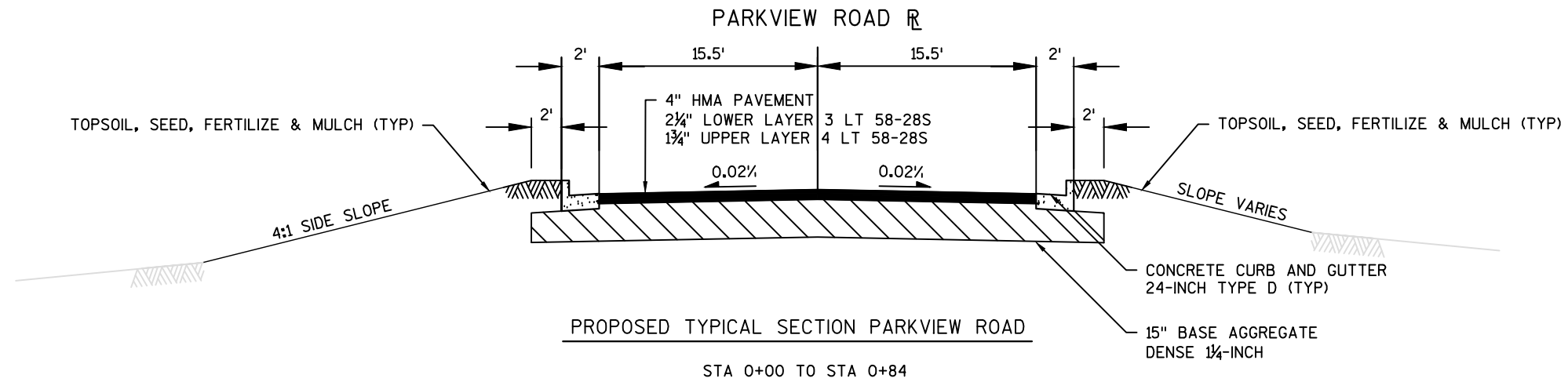
STA 44+27SB TO STA 45+65SB

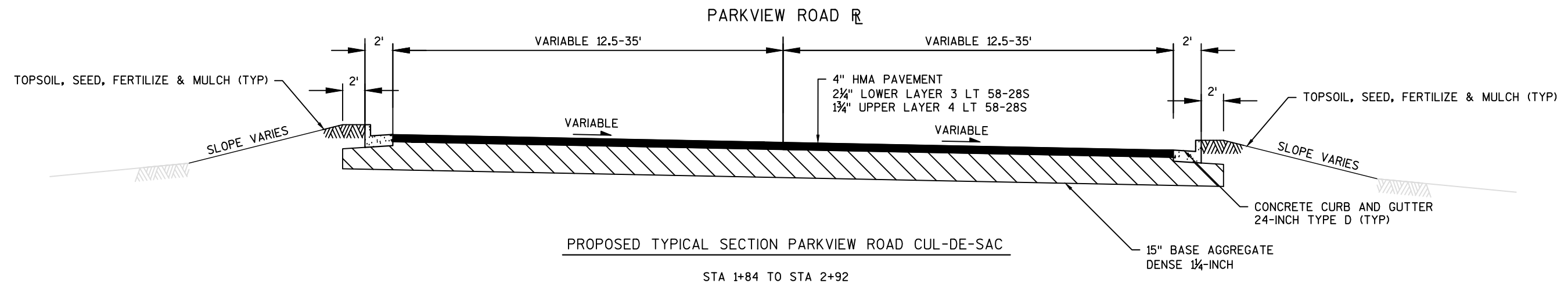
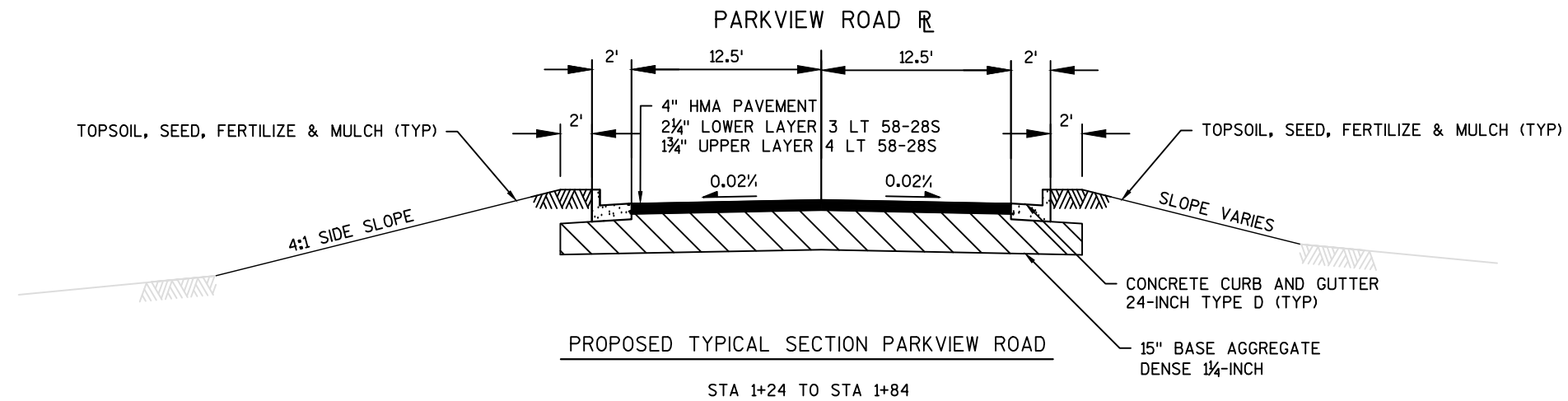


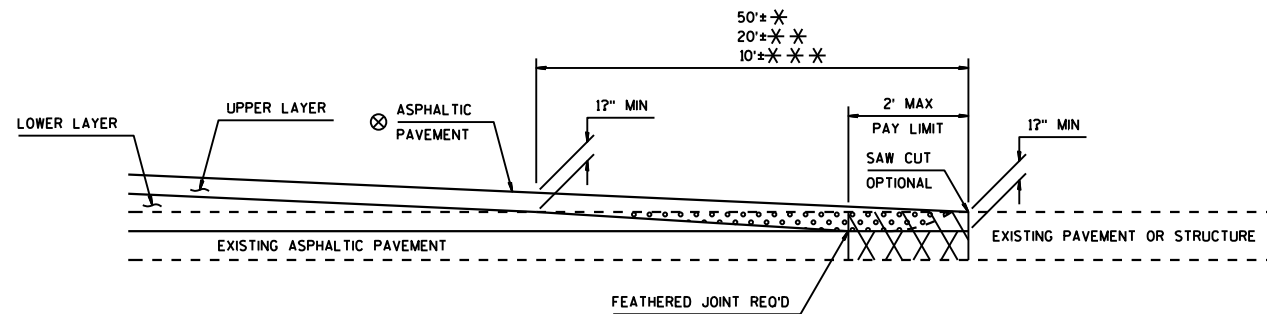
PROPOSED TYPICAL SECTION STH 32

STA 45+65NB TO STA 48+56NB







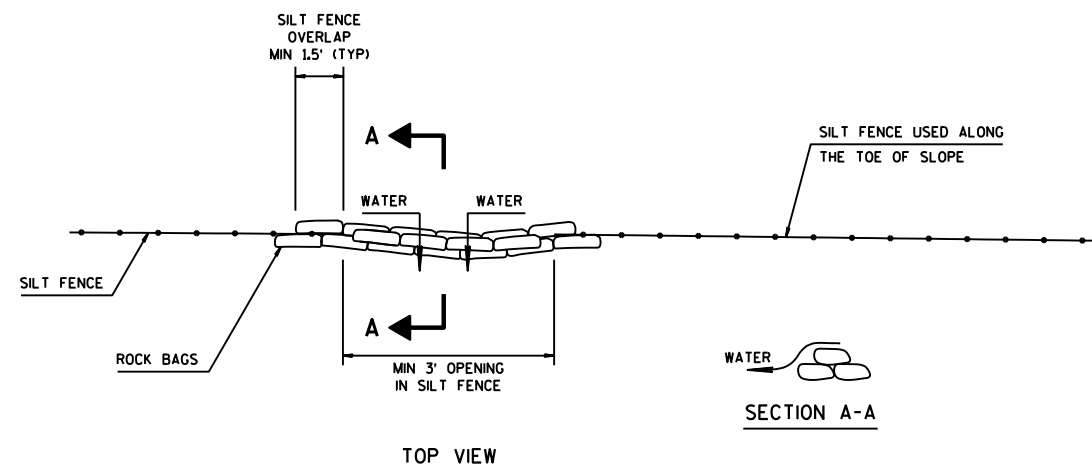


⊗ SEE TYPICAL CROSS SECTION FOR PAVEMENT TYPE AND THICKNESS OF INDIVIDUAL LAYERS

- REMOVING ASPHALTIC SURFACE, MILLING
- REMOVING ASPHALTIC SURFACE, BUTT JOINTS (FULL DEPTH REMOVAL OPTIONAL)
- ASPHALTIC WEDGING (FULL DEPTH REMOVAL OPTION)

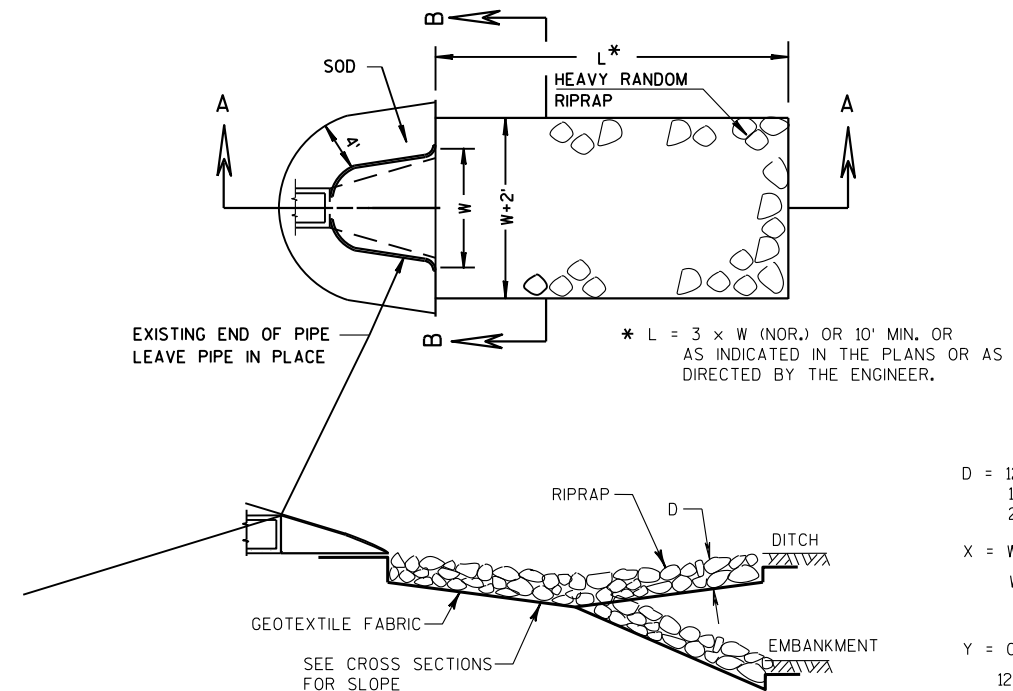
BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS

* MAINLINE
** SIDEROADS
*** PRIVATE ENTRANCES



ROCK BAGS USED FOR SILT FENCE RELIEF DETAIL

PAID AS ROCK BAGS

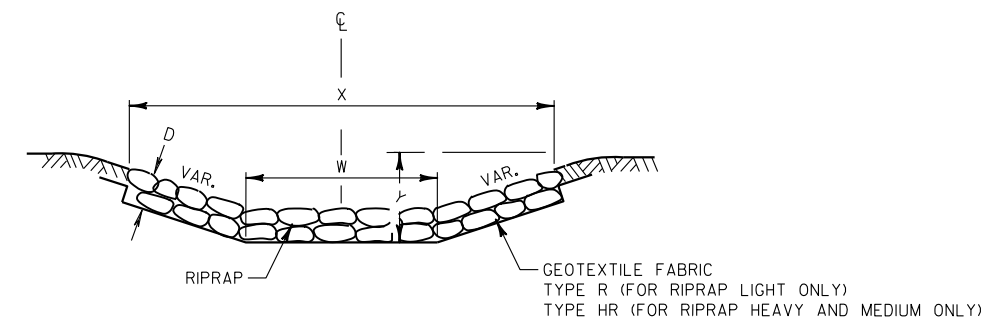


SECTION A-A

D = 12" FOR RIPRAP LIGHT
18" FOR RIPRAP MEDIUM
24" FOR RIPRAP HEAVY

X = W+2' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
W+5' FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE

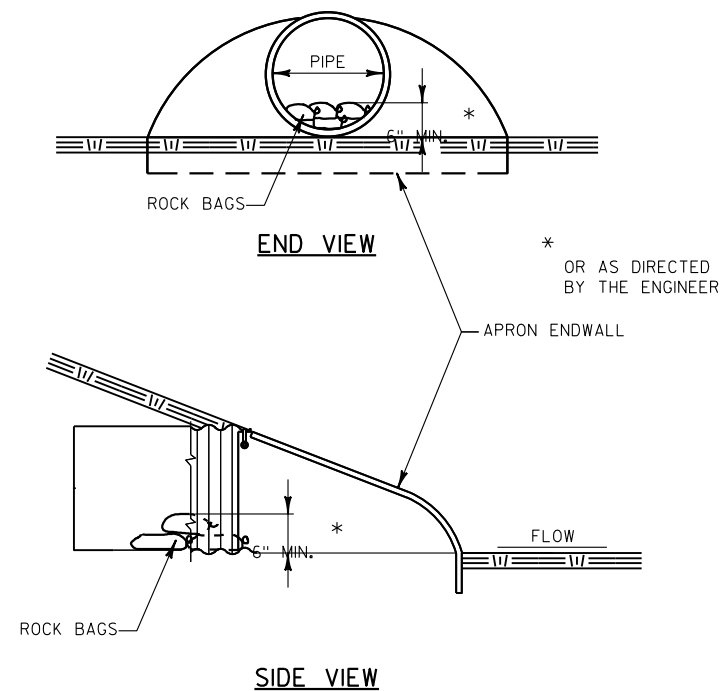
Y = 0' FOR TYPICAL CULVERT DISCHARGE INTO DITCH
12" FOR CULVERT DISCHARGE DOWN EMBANKMENT SLOPE



SECTION B-B

RIPRAP AND GEOTEXTILE FABRIC DETAIL AT APRON ENDWALLS

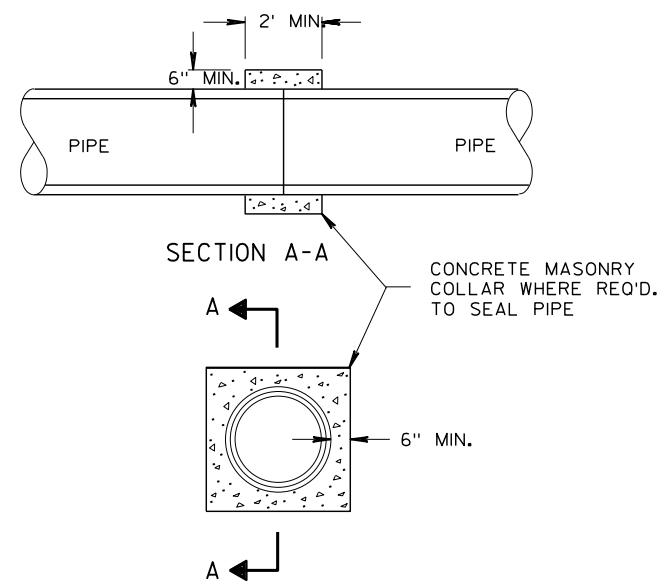
40+15NB 57.6' RT
43+96NB 25.2' LT
46+00NB 14.8' LT
10+85AAC 33.6' LT
14+24AAC 27.4' LT
16+03AAC 40.1' LT



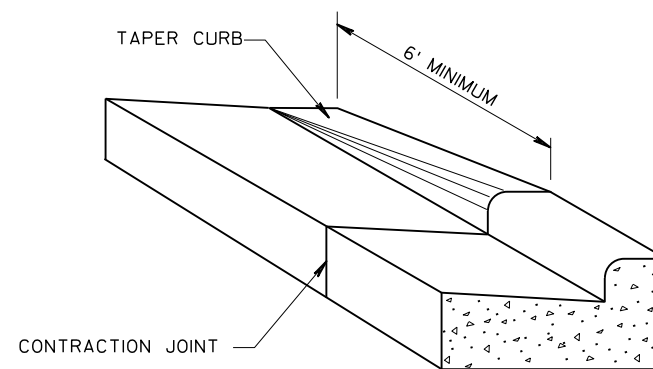
ESTIMATED BAG SIZE = 24" X 12" X 6"	
PIPE SIZE	ESTIMATED NO. OF BAGS
12"	1
15"	2
18"	2
24"	3
30"	5
36"	7
42"	7
48"	10
54"	10
60"	13
72"	16
30"X19"	5
38"X24"	7
53"X34"	10
60"X38"	13
76"X48"	18

ROCK BAG AT CULVERT INVERT DETAIL

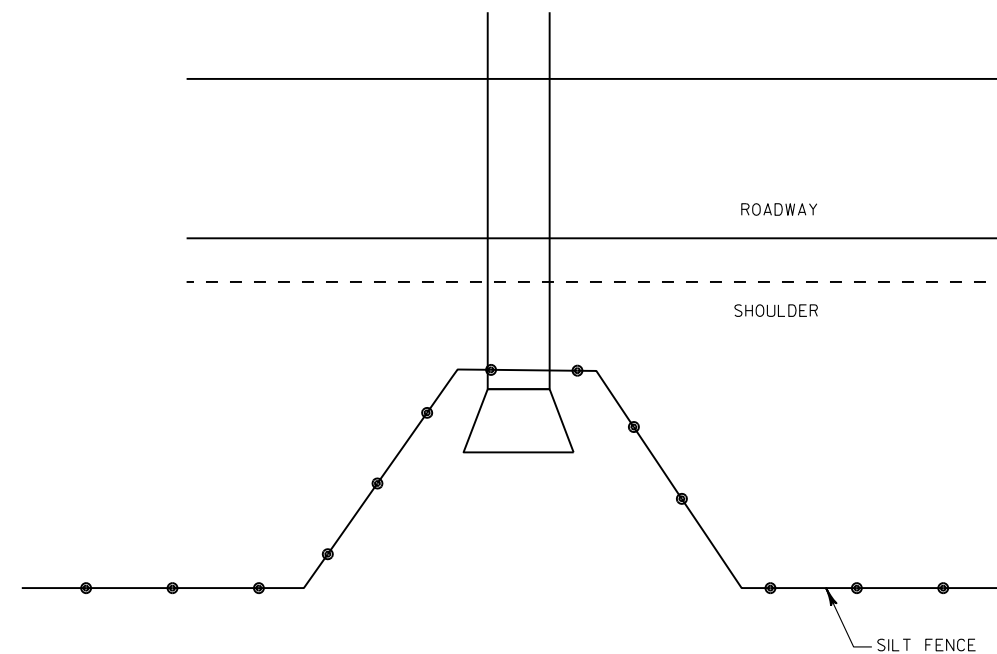
AT INLET LOCATIONS



CONCRETE COLLAR DETAIL

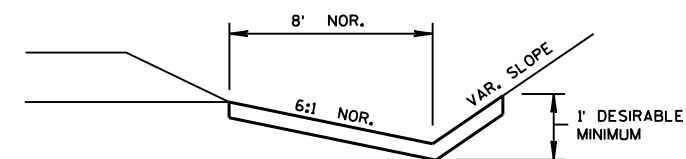


DETAIL OF CURB & GUTTER TERMINI

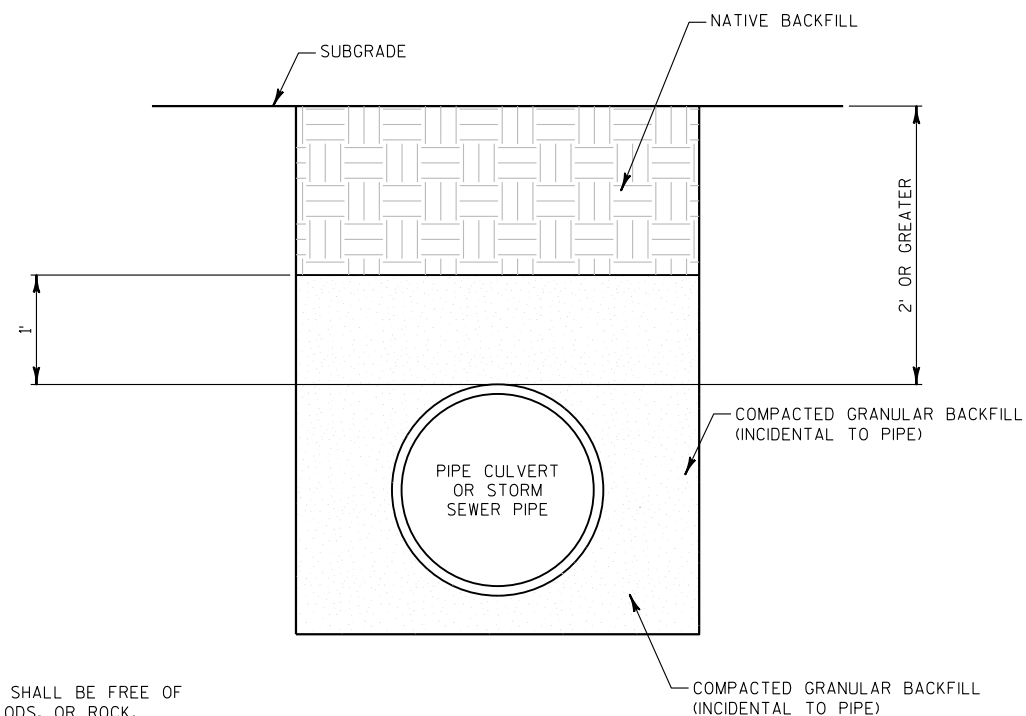


TYPICAL SILT FENCE DETAIL AT PIPE INLET

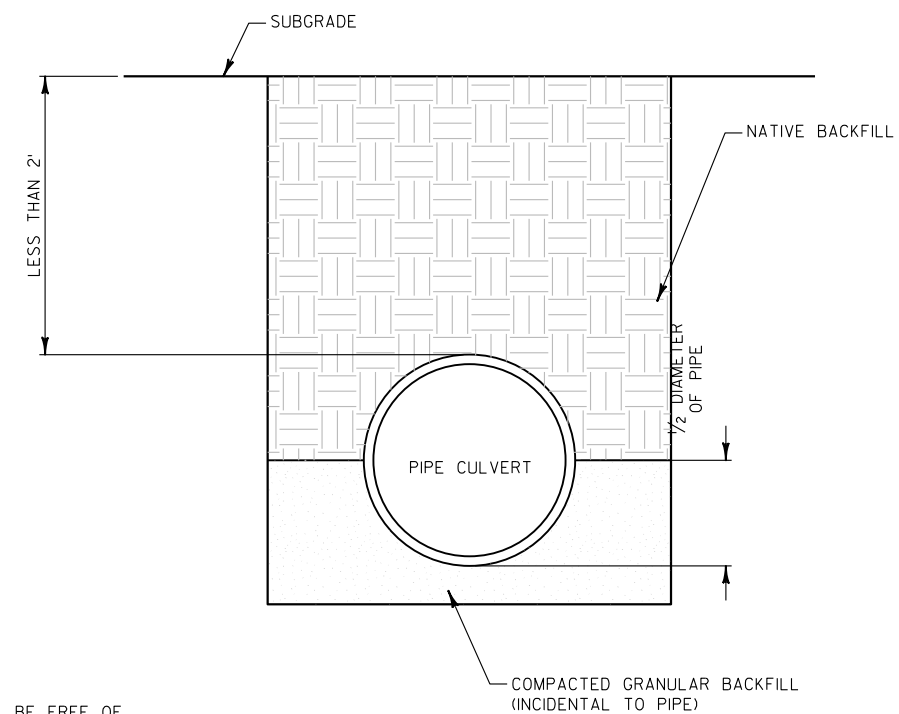
NOTE:
FOR FURTHER DETAIL SEE
SILT FENCE DETAIL SDD



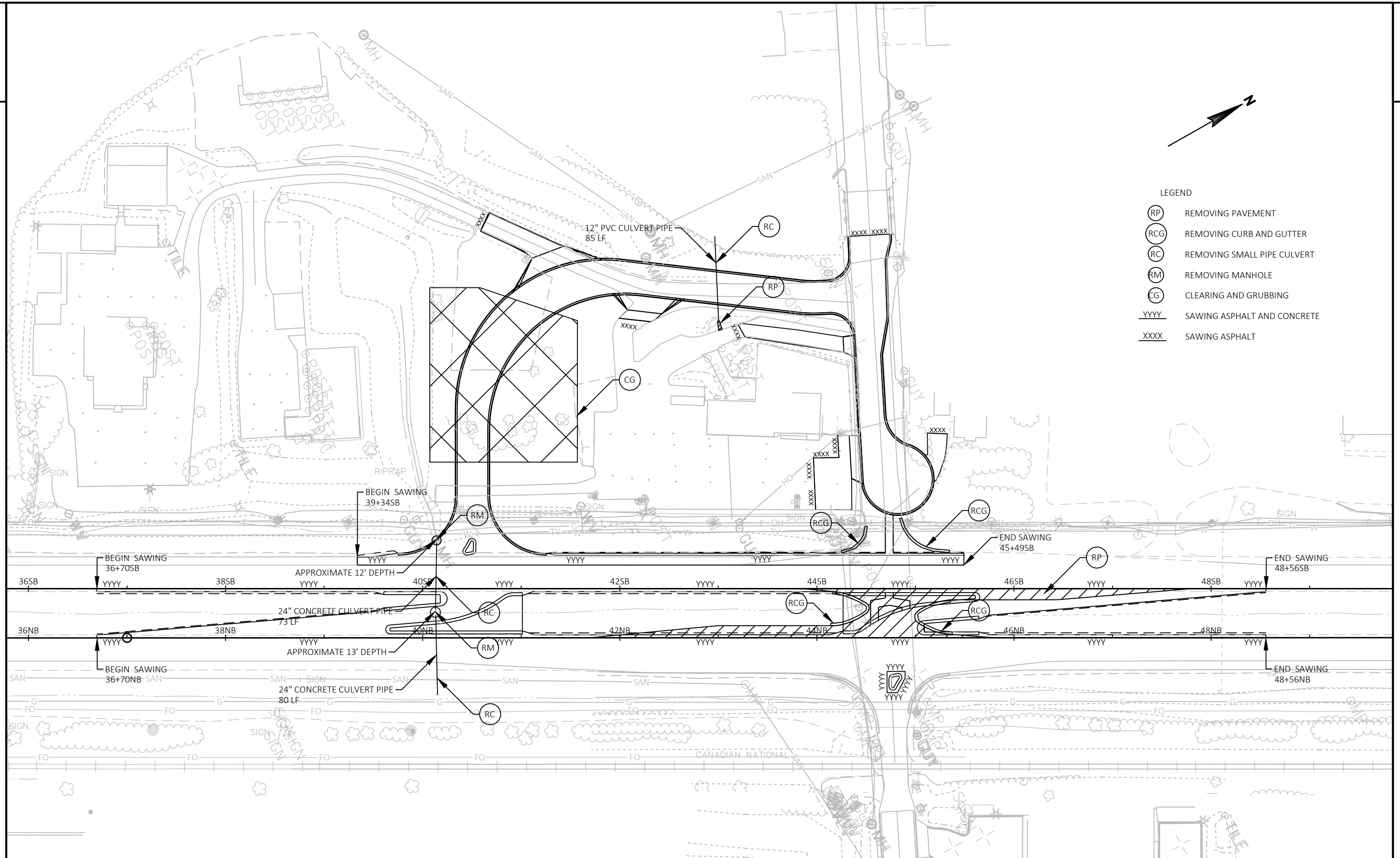
EROSION MAT DETAIL FOR DITCHES



**TRENCH BACKFILL DETAIL FOR NORMAL DEPTH PIPE CULVERTS
AND STORM SEWER PIPE INSTALLATIONS**



TRENCH BACKFILL DETAIL FOR SHALLOW PIPE CULVERTS



PROJECT NO: 4190-16-73

HWY: STH 32

COUNTY: BROWN

CONSTRUCTION DETAILS - REMOVAL PLAN

SHEET

E

FILE NAME : N:\PDS\C3D\41901601\SHEETSPLAN\020404_CD REMOVALS.DWG
LAYOUT NAME - 020404_cd

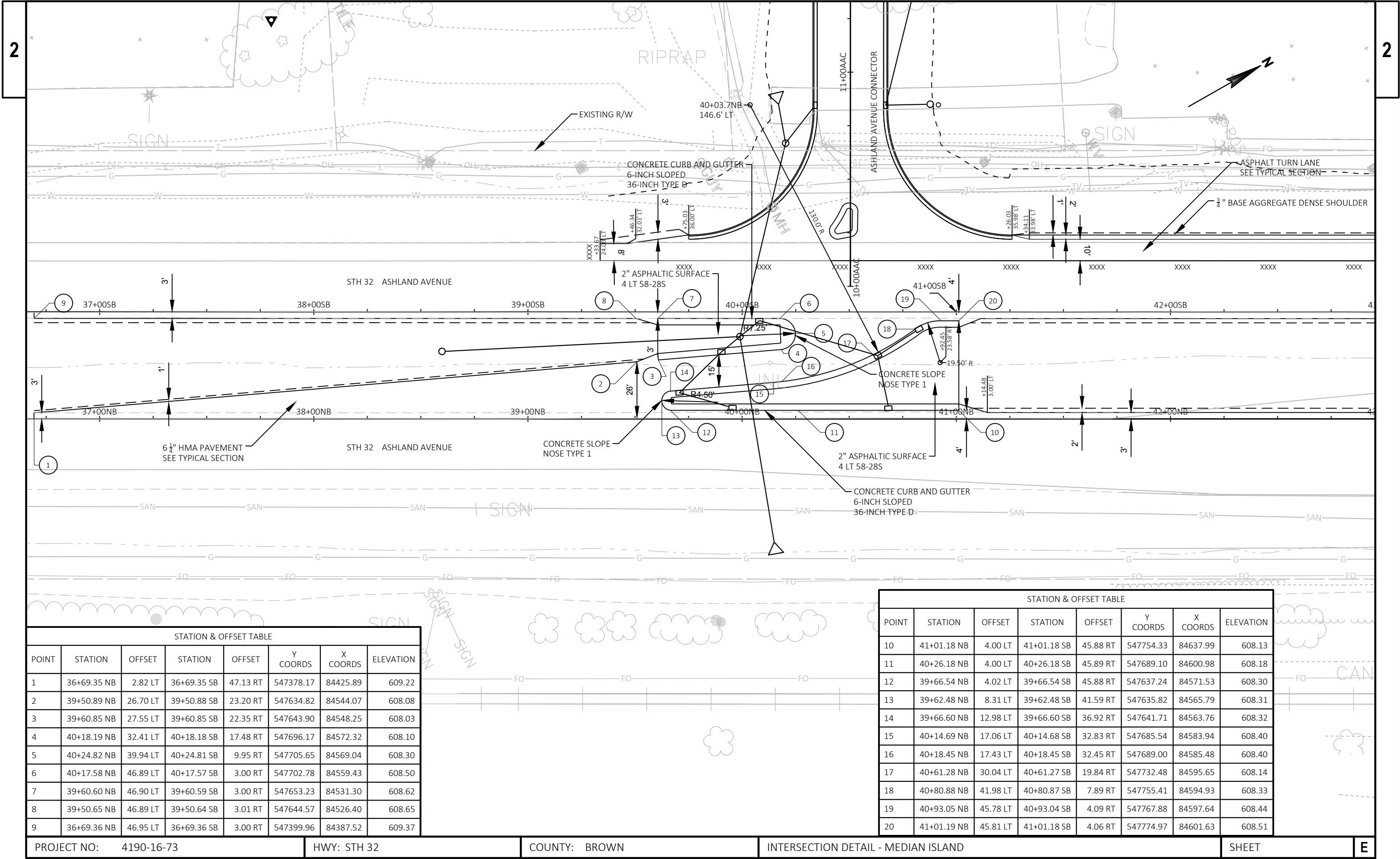
PLOT DATE : 8/10/2017 3:50 PM

PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

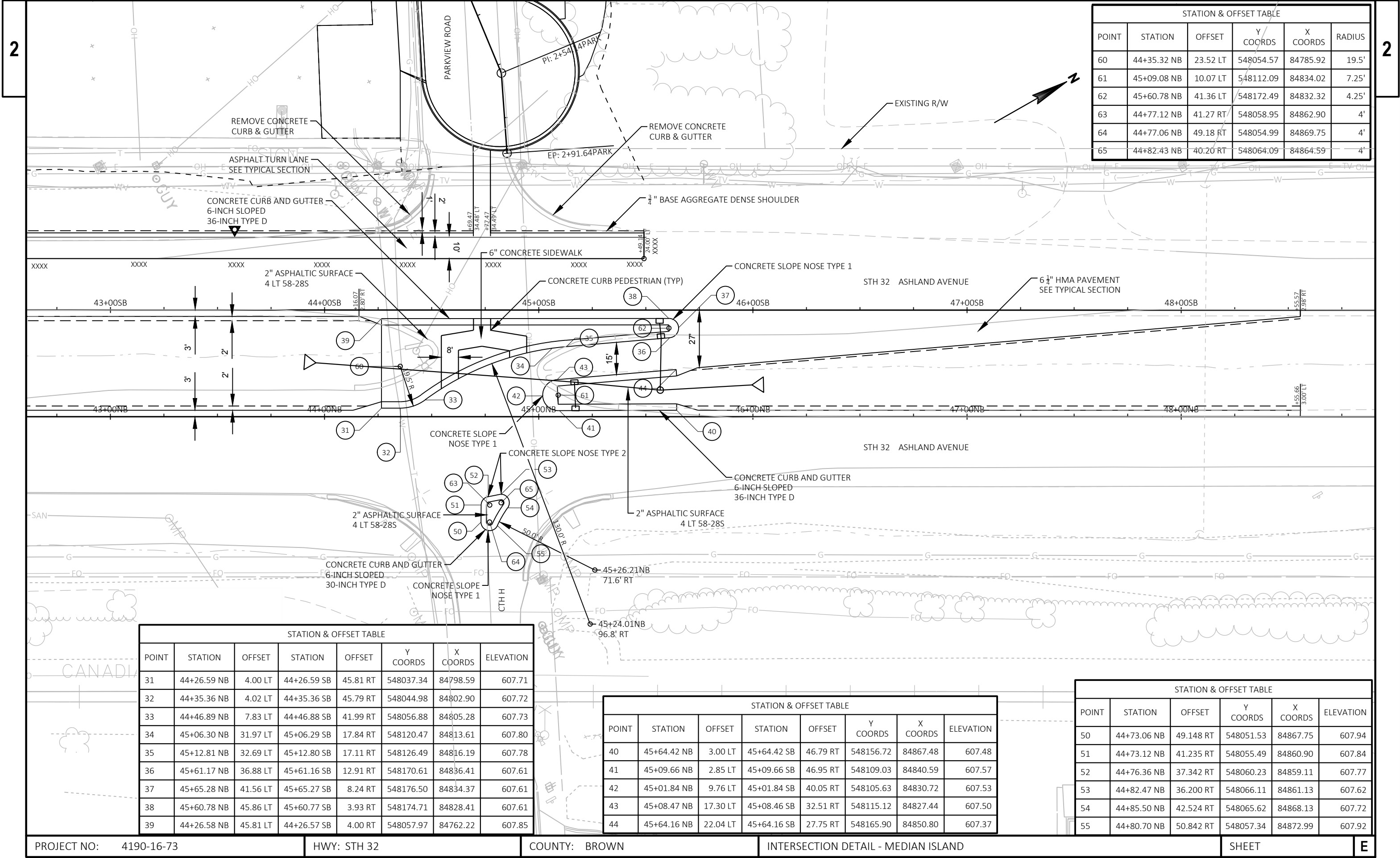
PLOT SCALE : #####

WISDOT/CADDs SHEET 42



STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
1	36+69.35 NB	2.82 LT	36+69.35 SB	47.13 RT	547378.17	84425.89	609.22
2	39+50.89 NB	26.70 LT	39+50.88 SB	23.20 RT	547634.82	84544.07	608.08
3	39+60.85 NB	27.55 LT	39+60.85 SB	22.35 RT	547643.90	84548.25	608.03
4	40+18.19 NB	32.41 LT	40+18.18 SB	17.48 RT	547696.17	84572.32	608.10
5	40+24.82 NB	39.94 LT	40+24.81 SB	9.95 RT	547705.65	84569.04	608.30
6	40+17.58 NB	46.89 LT	40+17.57 SB	3.00 RT	547702.78	84559.43	608.50
7	39+60.60 NB	46.90 LT	39+60.59 SB	3.00 RT	547653.23	84531.30	608.62
8	39+50.65 NB	46.89 LT	39+50.64 SB	3.01 RT	547644.57	84526.40	608.65
9	36+69.36 NB	46.95 LT	36+69.36 SB	3.00 RT	547399.96	84387.52	609.37

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
10	41+01.18 NB	4.00 LT	41+01.18 SB	45.88 RT	547754.33	84637.99	608.13
11	40+26.18 NB	4.00 LT	40+26.18 SB	45.89 RT	547689.10	84600.98	608.18
12	39+66.54 NB	4.02 LT	39+66.54 SB	45.88 RT	547637.24	84571.53	608.30
13	39+62.48 NB	8.31 LT	39+62.48 SB	41.59 RT	547635.82	84565.79	608.31
14	39+66.60 NB	12.98 LT	39+66.60 SB	36.92 RT	547641.71	84563.76	608.32
15	40+14.69 NB	17.06 LT	40+14.68 SB	32.83 RT	547685.54	84583.94	608.40
16	40+18.45 NB	17.43 LT	40+18.45 SB	32.45 RT	547689.00	84585.48	608.40
17	40+61.28 NB	30.04 LT	40+61.27 SB	19.84 RT	547732.48	84595.65	608.14
18	40+80.88 NB	41.98 LT	40+80.87 SB	7.89 RT	547755.41	84594.93	608.33
19	40+93.05 NB	45.78 LT	40+93.04 SB	4.09 RT	547767.88	84597.64	608.44
20	41+01.19 NB	45.81 LT	41+01.18 SB	4.06 RT	547774.97	84601.63	608.51



STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	RADIUS
60	44+35.32 NB	23.52 LT	548054.57	84785.92	19.5'
61	45+09.08 NB	10.07 LT	548112.09	84834.02	7.25'
62	45+60.78 NB	41.36 LT	548172.49	84832.32	4.25'
63	44+77.12 NB	41.27 RT	548058.95	84862.90	4'
64	44+77.06 NB	49.18 RT	548054.99	84869.75	4'
65	44+82.43 NB	40.20 RT	548064.09	84864.59	4'

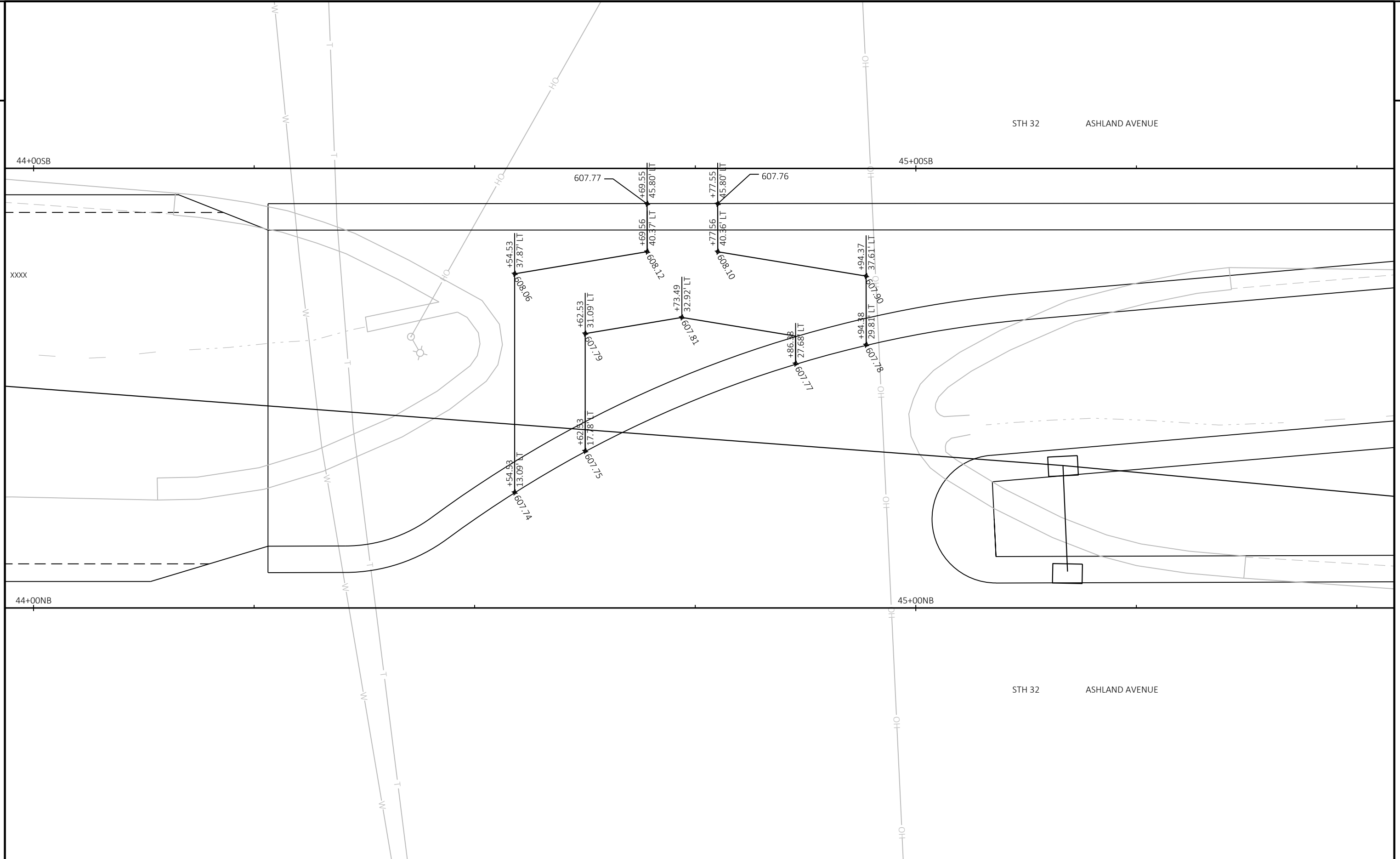
STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
31	44+26.59 NB	4.00 LT	44+26.59 SB	45.81 RT	548037.34	84798.59	607.71
32	44+35.36 NB	4.02 LT	44+35.36 SB	45.79 RT	548044.98	84802.90	607.72
33	44+46.89 NB	7.83 LT	44+46.88 SB	41.99 RT	548056.88	84805.28	607.73
34	45+06.30 NB	31.97 LT	45+06.29 SB	17.84 RT	548120.47	84813.61	607.80
35	45+12.81 NB	32.69 LT	45+12.80 SB	17.11 RT	548126.49	84816.19	607.78
36	45+61.17 NB	36.88 LT	45+61.16 SB	12.91 RT	548170.61	84836.41	607.61
37	45+65.28 NB	41.56 LT	45+65.27 SB	8.24 RT	548176.50	84834.37	607.61
38	45+60.78 NB	45.86 LT	45+60.77 SB	3.93 RT	548174.71	84828.41	607.61
39	44+26.58 NB	45.81 LT	44+26.57 SB	4.00 RT	548057.97	84762.22	607.85

STATION & OFFSET TABLE							
POINT	STATION	OFFSET	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
40	45+64.42 NB	3.00 LT	45+64.42 SB	46.79 RT	548156.72	84867.48	607.48
41	45+09.66 NB	2.85 LT	45+09.66 SB	46.95 RT	548109.03	84840.59	607.57
42	45+01.84 NB	9.76 LT	45+01.84 SB	40.05 RT	548105.63	84830.72	607.53
43	45+08.47 NB	17.30 LT	45+08.46 SB	32.51 RT	548115.12	84827.44	607.50
44	45+64.16 NB	22.04 LT	45+64.16 SB	27.75 RT	548165.90	84850.80	607.37

STATION & OFFSET TABLE					
POINT	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION
50	44+73.06 NB	49.148 RT	548051.53	84867.75	607.94
51	44+73.12 NB	41.235 RT	548055.49	84860.90	607.84
52	44+76.36 NB	37.342 RT	548060.23	84859.11	607.77
53	44+82.47 NB	36.200 RT	548066.11	84861.13	607.62
54	44+85.50 NB	42.524 RT	548065.62	84868.13	607.72
55	44+80.70 NB	50.842 RT	548057.34	84872.99	607.92

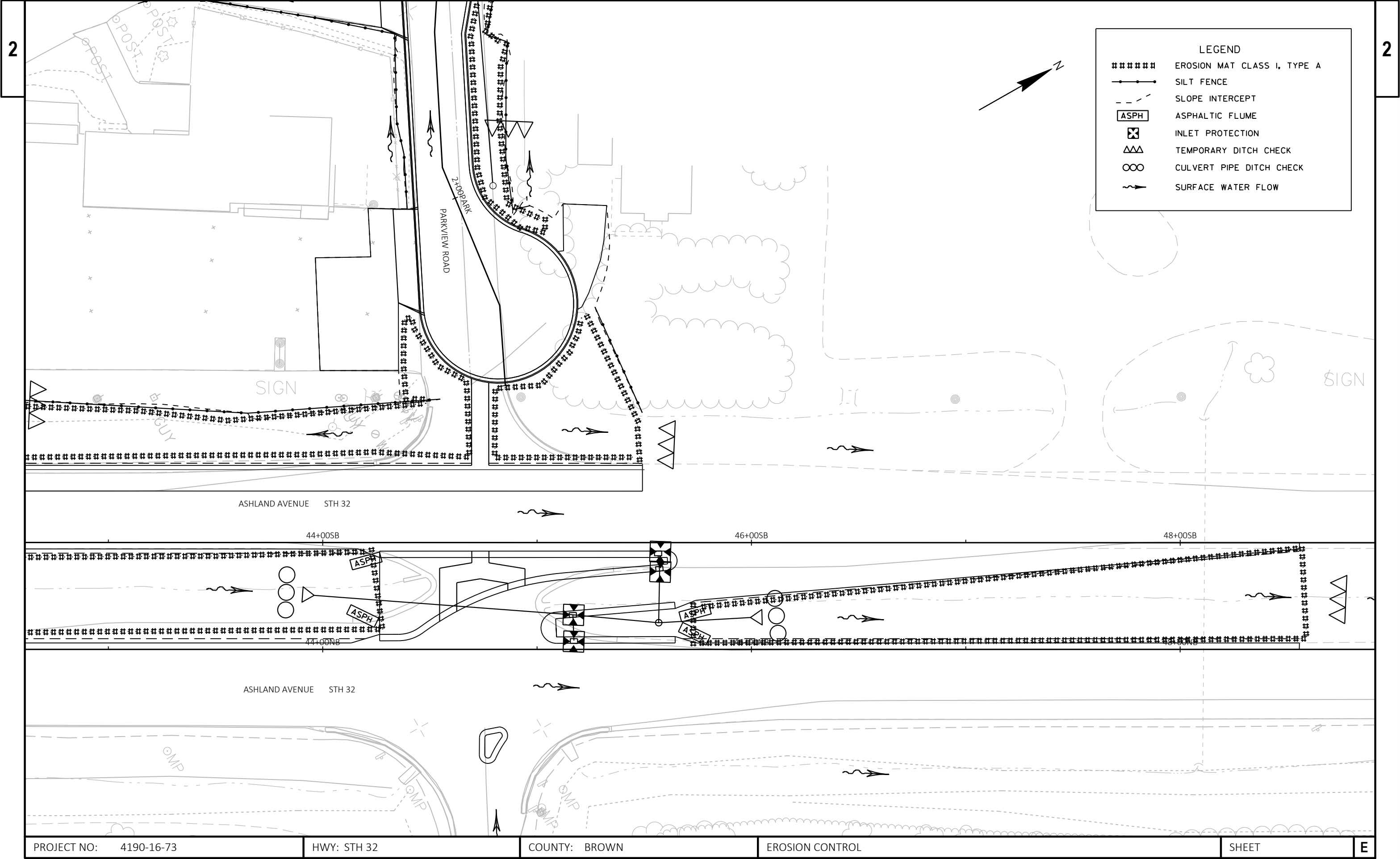
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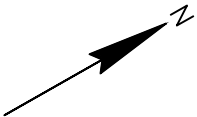
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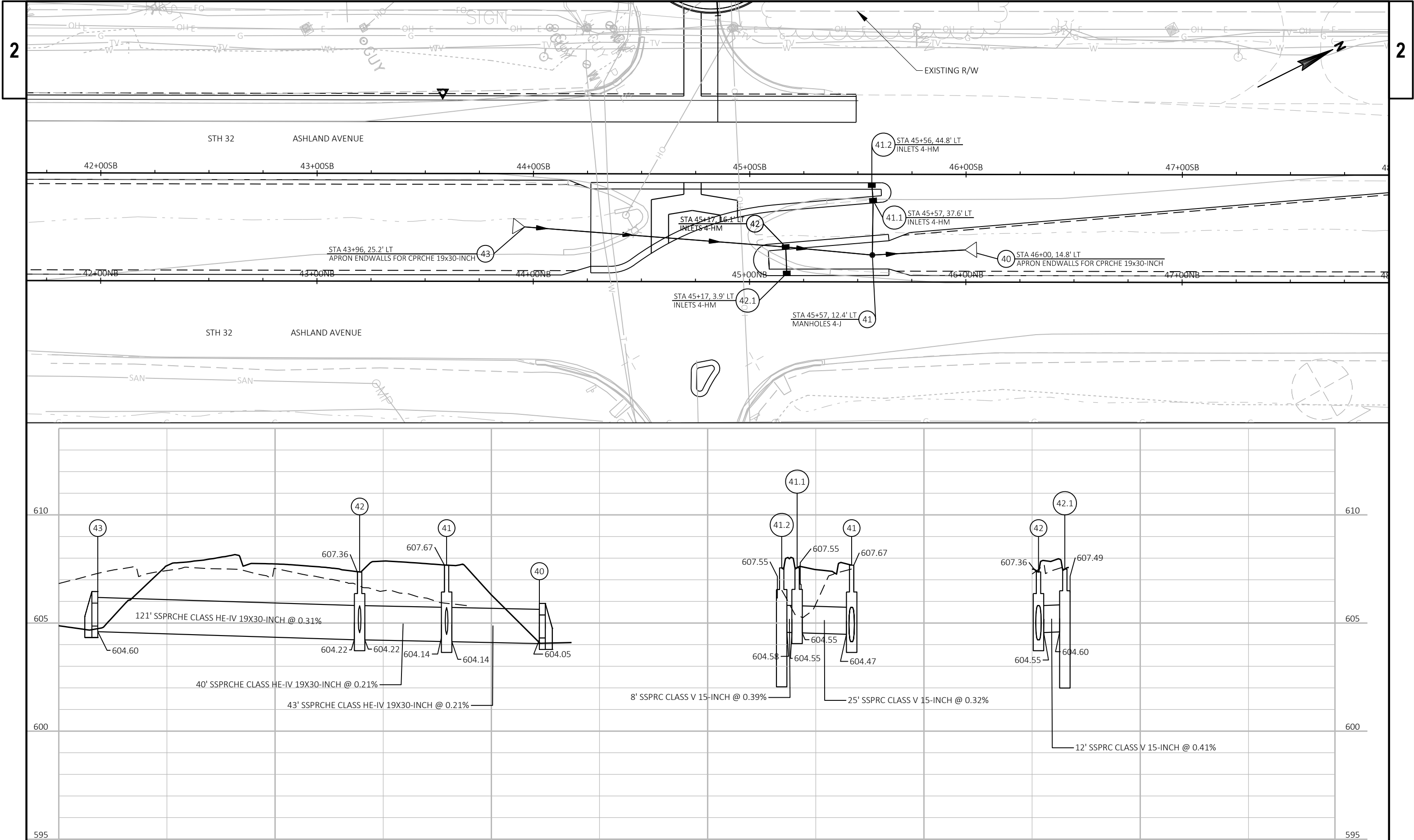
PROJECT NO: 4190-16-73	HWY: STH 32	COUNTY: BROWN	BIKE PATH CUT THROUGH DETAILS	SHEET	E
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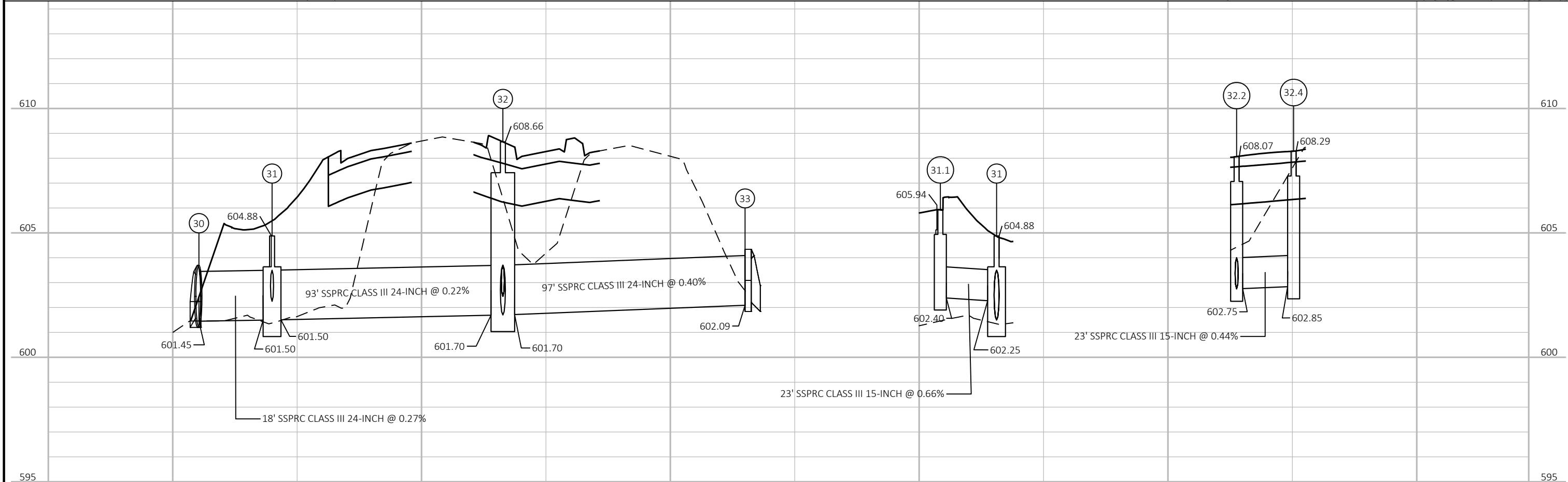
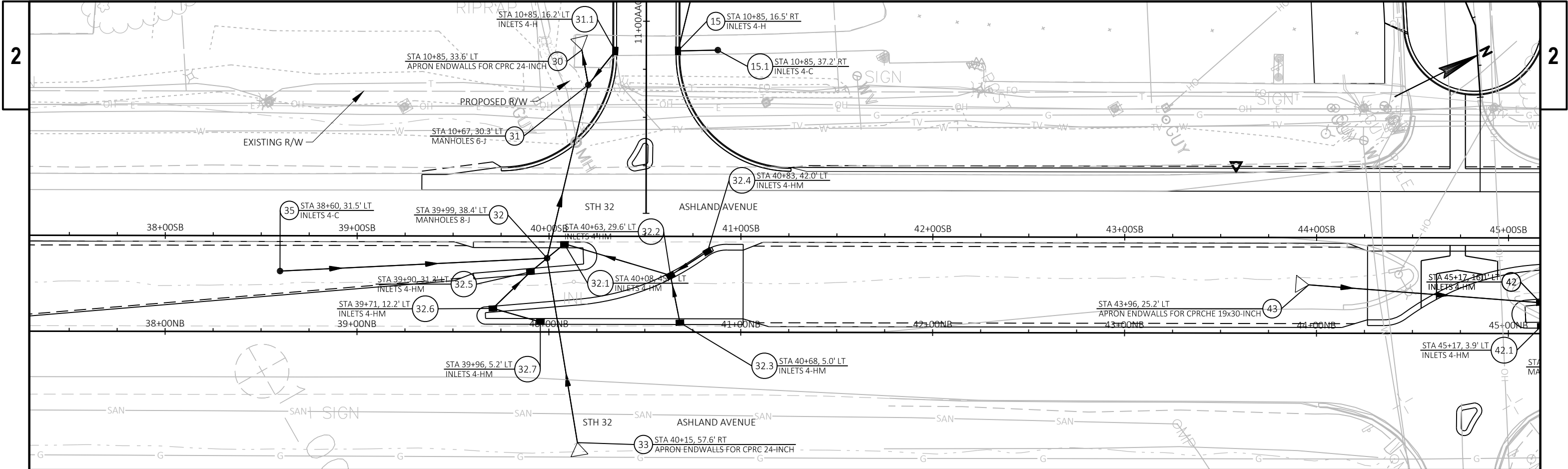




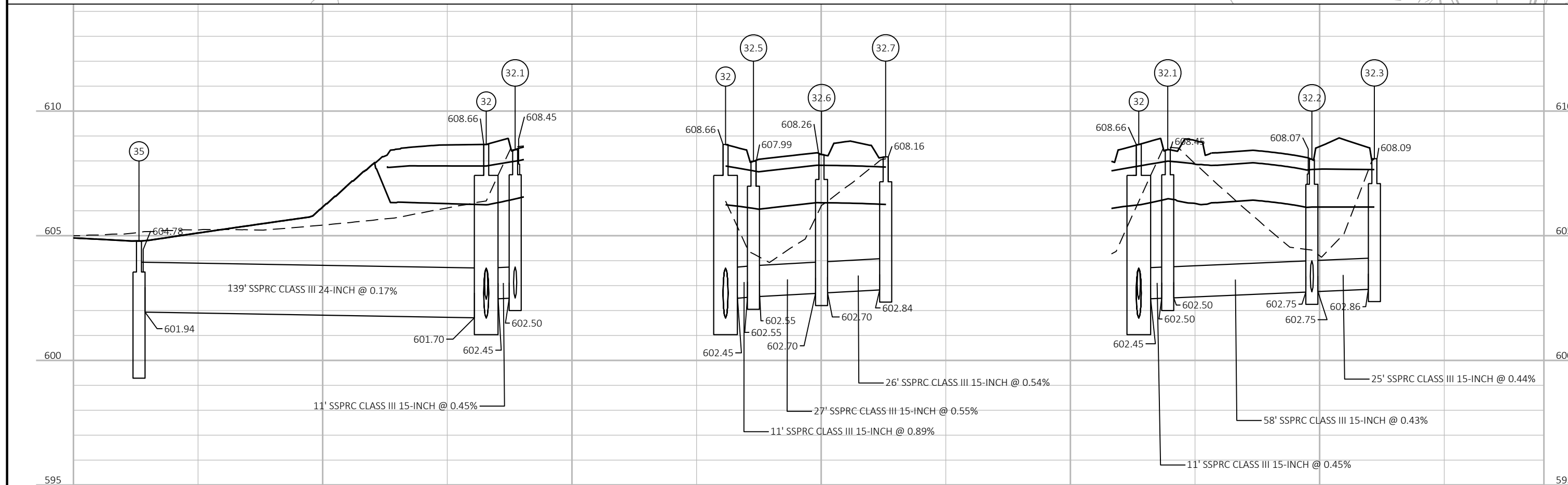
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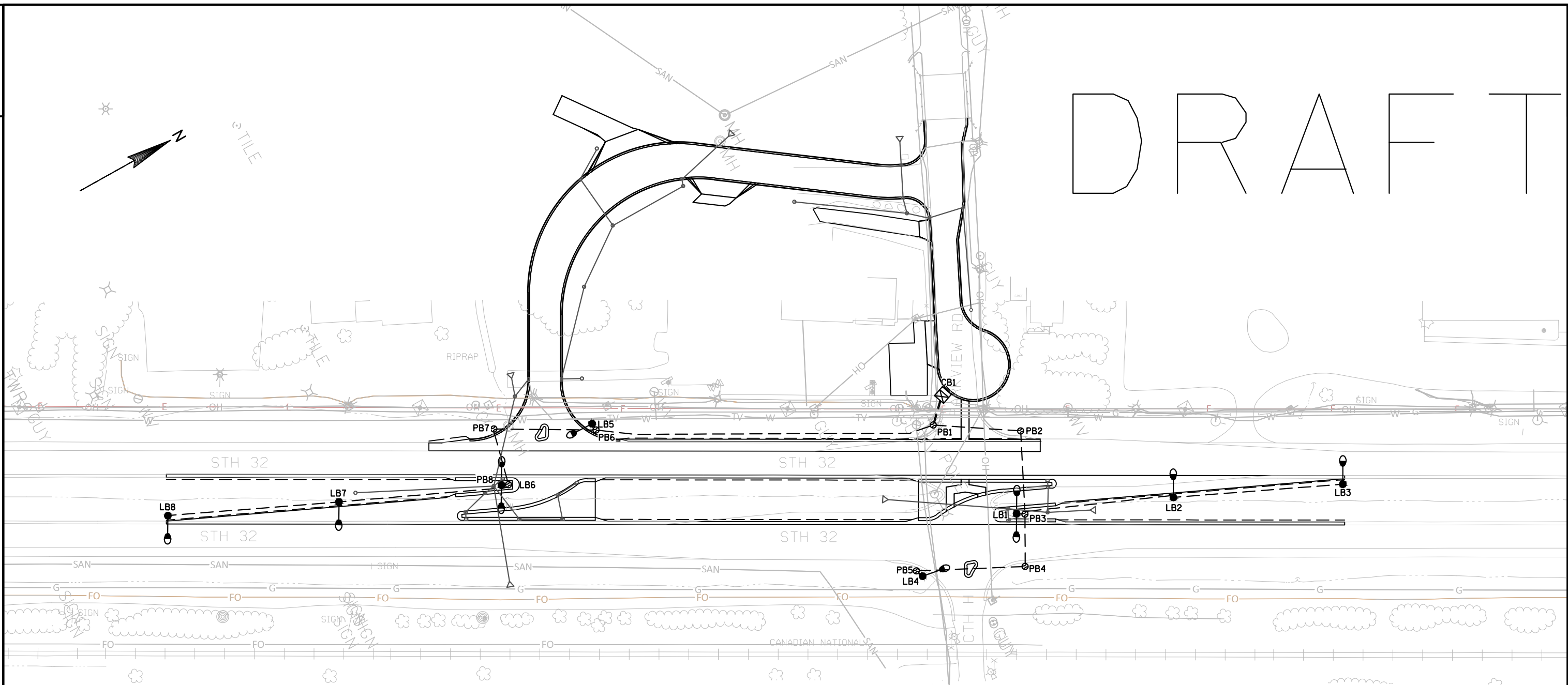
PROJECT NO: 4190-16-73	HWY: STH 32	COUNTY: BROWN	STORM SEWER	SHEET	E
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PROJECT NO: 4190-16-73	HWY: STH 32	COUNTY: BROWN	STORM SEWER	SHEET	E
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DRAFT



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

CONDUCTOR COLOR SCHEME

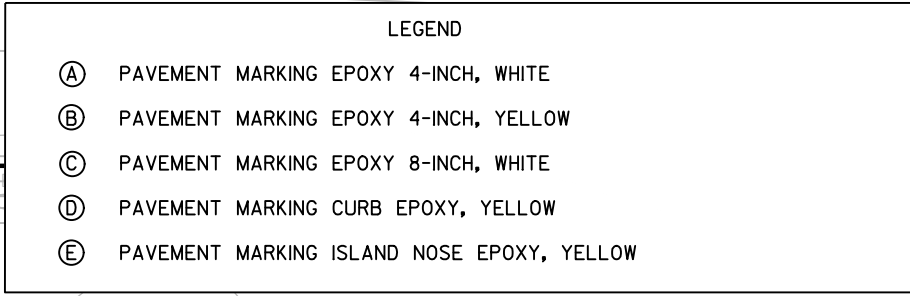
Circuit "A" = Black
Circuit "B" = Red
Circuit "C" = Blue
Circuit "D" = Brown
Circuit "E" = Orange
Circuit "F" = Yellow

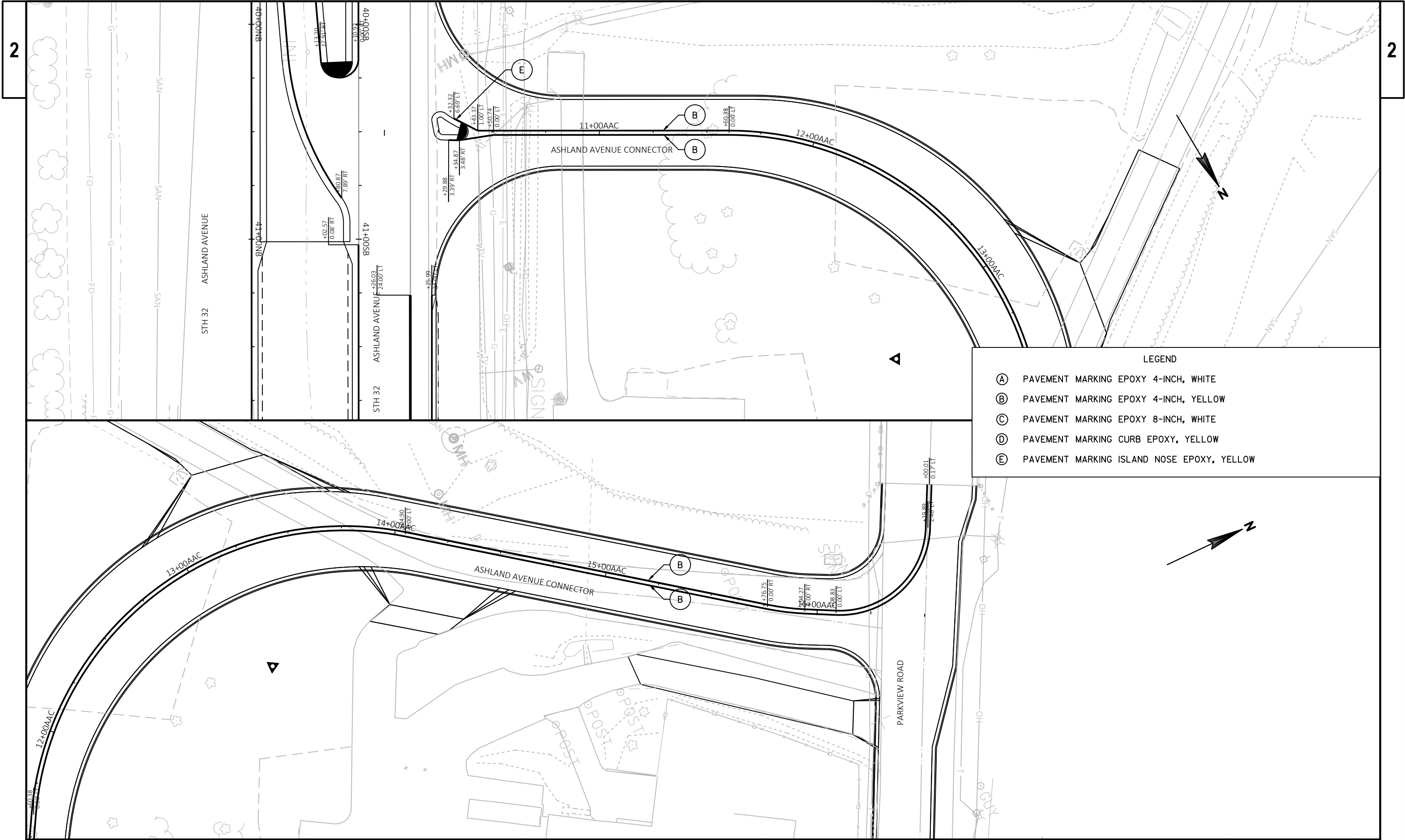
NOTES:

WISCONSIN DOT NORTHEAST REGION ELECTRICAL UNIT SHALL APPROVE FINAL LOCATIONS FOR ALL CONCRETE BASES IN THE FIELD PRIOR TO CONSTRUCTION. CONTACT THEM 3 DAYS IN ADVANCE AT (920) 492-5710.

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 32 (ASHLAND AVE.) & PARKVIEW RD. CITY OF GREEN BAY BROWN COUNTY	
LIGHTING NO. 05-XXXX	
DESIGNER: WISDOT NE REGION TRAFFIC UNIT	
DATE: 8/7/2017	SHEET NO. 1 OF 1





REMOVALS

				201.0110	201.0210	203.0100	204.0100	204.0150	204.0210	
						REMOVING SMALL PIPE	REMOVING	REMOVING	REMOVING	
				CLEARING	GRUBBING	PIPE CULVERTS	PAVEMENT	CURB & GUTTER	MANHOLES	
STATION	TO	STATION	LOCATION	SY	SY	EACH	SY	LF	EACH	REMARKS
CATEGORY 0010										
40+14 NB	-	40+14 NB	STH 32	--	--	2	--	--	2	CULVERT UNDER NB AND SB LANES, 24" RCP
44+14 NB	-	44+53 NB	STH 32	--	--	--	--	84	--	LOCATED IN MEDIAN
44+99 NB	-	45+37 NB	STH 32	--	--	--	--	83	--	LOCATED IN MEDIAN
41+72 NB	-	47+80 NB	STH 32	--	--	--	940	--	--	LOCATED IN MEDIAN UNDER ASPHALT OVERLAY
44+25 SB	-	44+50 SB	STH 32	1	--	--	--	39	--	SW QUAD OF PARKVIEW RD INTERSECTION
44+84 SB	-	45+35 SB	STH 32	1	--	--	--	65	--	NW QUAD OF PARKVIEW RD INTERSECTION
11+15 AAC	-	13+00 AAC	AAC	2,700	2,700	--	--	--	--	SEE CONSTRUCTION DETAILS
14+83 AAC	-	14+97 AAC	AAC	--	--	1	--	--	--	12" PVC PIPE, 85 LF
TOTAL				2,702	2,700	3	940	271	2	

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							
STAGE 1							
10+22 AAC	-	16+05 AAC	AAC	--	2,398	--	MAINLINE
13+84 AAC	-	14+60 AAC	DRIVEWAY	--	50		DRIFT INN DRIVEWAY; 6" BASE
15+17 AAC	-	16+30 AAC	DRIVEWAY	--	70	--	DRIFT INN DRIVEWAY; 6" BASE
0+50 PD	-	1+40 PD	DRIVEWAY	4	105	--	PERFORMANCE DIESEL DRIVEWAY; 6" BASE
SUBTOTAL STAGE 1				4	2,623	--	
STAGE 2							
36+69 NB	-	43+80 NB	STH 32	115	1,422		MEDIAN WORK
39+34 SB	-	45+49 SB	STH 32	43	863	--	RIGHT TURN LANE WORK
SUBTOTAL STAGE 2				158	2,285	--	
STAGE 3							
43+80 NB	-	48+56 NB	STH 32	57	1,256		MEDIAN WORK
SUBTOTAL STAGE 3				57	1,256	--	
STAGE 4							
0+00 PARK	-	2+91 PARK	PARKVIEW RD	--	1,299	--	MAINLINE WORK
1+97 PARK	-	2+80 PARK	DRIVEWAY	--	105		DRIFT INN DRIVEWAY
2+41 PARK	-	2+59 PARK	DRIVEWAY	--	25	--	RESIDENCE DRIVEWAY
SUBTOTAL STAGE 4				--	1,429	--	
UNDISTRIBUTED				--	--	300	
TOTAL				219	7,593	300	

AAC										
STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Expanded Fill 1.15	
10+12.02	205.85	0	0.00	0	0	0	0	0	0	0.00
10+50	0.00	0	451.22	145	0	317	145	0	365	-220.20
10+82.02	0.00	0	227.96	0	0	403	145	0	828	-683.36
11+00	0.00	0	216.45	0	0	148	145	0	998	-853.52
11+50	0.00	0	197.75	0	0	384	145	0	1,439	-1,294.56
11+60.23	0.00	0	198.61	0	0	75	145	0	1,526	-1,380.92
11+75	0.00	0	199.19	0	0	109	145	0	1,651	-1,506.04
12+00	0.00	0	183.28	0	0	177	145	0	1,854	-1,709.67
12+25	0.00	0	157.27	0	0	158	145	0	2,036	-1,890.98
12+50	0.00	0	117.45	0	0	127	145	0	2,182	-2,037.25
12+75	0.00	0	87.91	0	0	95	145	0	2,291	-2,146.59
12+82.63	0.00	0	78.57	0	0	24	145	0	2,318	-2,173.62
13+00	0.00	0	46.50	0	0	40	145	0	2,365	-2,219.89
13+25	13.64	0	28.41	6	0	35	151	0	2,405	-2,253.46
13+50	17.41	0	3.58	14	0	15	165	0	2,422	-2,256.12
13+75	28.15	8	10.90	21	4	7	187	4	2,429	-2,246.44
14+00	40.30	8	90.72	32	7	47	218	11	2,483	-2,276.26
14+05.02	41.34	8	108.40	8	1	19	226	13	2,505	-2,291.45
14+50	33.84	8	44.73	63	13	128	288	26	2,651	-2,388.83
15+00	52.61	8	13.70	80	15	54	369	41	2,714	-2,385.81
15+50	77.95	8	2.83	121	15	15	489	56	2,731	-2,297.33
15+76.73	79.20	8	1.57	78	8	2	567	63	2,734	-2,229.96
15+85.49	80.81	8	1.28	26	3	0	593	66	2,734	-2,207.13
15+94.25	83.92	8	0.89	27	3	0	620	69	2,735	-2,183.41
16+25	104.10	8	20.47	107	9	12	727	78	2,749	-2,099.45
PD Driveway										
STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Expanded Fill 1.15	
0+50	15.12	6.00	1.48	0	0	0	0	0	0	0.00
1+00	7.30	3.00	15.53	21	8	16	21	8	18	-5.67
1+22	5.72	2.00	32.21	5	2	19	26	10	40	-24.75
1+25	4.21	1.00	5.68	1	0	2	27	11	43	-26.80
1+35	0.84	0.00	80.39	1	0	17	28	11	62	-45.03
PROJECT NO: 4190-16-73		HWY: STH 32		COUNTY: BROWN		EARTHWORK DATA				SHEET:
FILE NAME : _____		PLOT DATE : _____		PLOT BY : DUMS, ALEXANDER T		PLOT NAME : _____		PLOT SCALE : 1:1		

STH 32 Median

STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Expanded Fill 1.15	
36+68.94	0.00	3.00	0.00	0	0	0	0	0	0	0.00
37+00	22.64	3.00	22.79	13	3	13	13	3	15	-5.50
37+50	27.66	3.00	28.71	47	6	48	60	9	70	-19.33
38+00	28.21	3.00	29.69	52	6	54	111	15	132	-35.35
38+50	27.72	3.00	30.45	52	6	56	163	20	196	-53.16
39+00	28.46	3.00	32.52	52	6	58	215	26	263	-73.74
39+50	26.78	3.00	53.77	51	6	80	266	31	355	-120.03
40+00	33.95	3.00	42.11	56	6	89	322	37	457	-171.45
40+50	34.45	3.00	36.48	63	6	73	386	42	541	-197.36
41+00	37.78	3.00	29.48	67	6	61	453	48	611	-206.28
41+50	20.12	3.00	25.50	54	6	51	506	53	670	-216.77
42+00	20.70	3.00	15.28	38	6	38	544	59	713	-227.96
42+50	27.90	5.50	9.24	45	8	23	589	67	739	-216.95
42+99.59	34.24	7.50	6.41	57	12	14	646	79	756	-188.37
43+50	37.60	7.50	2.26	67	14	8	713	93	765	-144.62
44+00	55.05	7.50	0.00	86	14	2	799	107	767	-75.13
44+30.15	98.55	7.50	0.00	86	8	0	885	115	767	2.25
44+50	95.86	25.00	0.00	71	12	0	956	127	767	61.78
45+00	88.32	25.00	0.00	171	46	0	1,127	173	767	186.02
45+50	64.65	7.50	0.02	142	30	0	1,268	203	767	297.55
46+00	57.12	7.50	9.27	113	14	9	1,381	217	777	386.52
46+50	53.88	7.50	10.15	103	14	18	1,484	231	798	454.75
47+00	42.62	5.50	9.65	89	12	18	1,573	243	819	510.99
47+50	32.12	3.00	19.01	69	8	27	1,642	251	850	541.82
48+00	26.53	3.00	23.02	54	6	39	1,697	257	894	545.81
48+50	19.67	3.00	18.28	43	6	38	1,740	262	938	539.05

STH 32 West Ditch										
STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Expanded Fill 1.15	
39+33.71	26.07	4.00	0.00	0	0	0	0	0	0	0.00
39+50	25.43	4.00	12.95	16	2	4	16	2	4	8.63
39.75.13	18.10	4.00	23.69	20	4	17	36	6	24	5.56
40+00	17.76	4.00	84.27	17	4	50	52	10	81	-38.79

STH 32 West Ditch										
STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Expanded Fill 1.15	
41+00	21.31	4.00	78.46	0.00	0	0	0	0	0	0.00
41+24	20.39	4.00	23.84	18.47	4	45	18	4	52	-37.18
41+50	29.40	4.00	15.13	24.05	4	19	43	7	74	-38.64
42+00	29.48	4.00	7.37	54.52	7	21	97	15	98	-15.49
42+50	28.71	4.00	7.47	53.88	7	14	151	22	114	15.17
43+00	27.82	4.00	4.54	52.34	7	11	203	30	126	47.32
43+50	30.26	4.00	2.26	53.78	7	6	257	37	134	86.46
44+00	38.92	4.00	1.91	64.05	7	4	321	44	138	138.67
44+50	76.31	4.00	0.00	106.70	7	2	428	52	140	235.93
44+73	73.35	4.00	0.00	65.03	3	0	493	55	140	297.49
45+00	99.72	4.00	0.00	85.04	4	0	578	59	140	378.60
45+49	41.29	4.00	0.00	128.32	7	0	706	67	140	499.63

Parkview Road										
STATION	AREA (SF)			Incremental Vol (CY) (Unadjusted)			Cumulative Vol (CY)			Mass Ordinate
	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Fill	Cut	Salvaged / Unusable Pavement Material	Expanded Fill 1.15	
0+01	68.33	10.00	0.02	0	0	0	0	0	0	0.00
0+08	70.49	10.00	3.04	17	2	0	17	2	0	14.36
0+26	65.93	10.00	2.40	47	7	2	64	9	3	52.13
0+50	65.68	10.00	5.86	57	9	4	122	18	7	96.71
0+84	85.19	10.00	5.03	96	13	7	218	31	15	172.25
1+00	77.55	10.00	2.76	47	6	2	265	37	17	210.74
1+21	50.12	10.00	3.70	50	8	3	315	44	20	250.16
1+50	43.37	10.00	13.17	50	11	9	365	55	31	278.97
1+84	35.62	10.00	13.54	50	13	17	415	68	50	297.01
2+00	39.08	10.00	24.21	21	6	11	437	74	63	300.26
2+50	156.47	10.00	6.71	181	19	29	618	92	96	429.87
2+53	161.08	10.00	4.99	19	1	1	637	93	96	447.21
2+88	90.55	10.00	0.00	163	13	3	800	13	100	593.62

Division	From/To Station	Location	205.0100 Common Excavation (1)		Salvaged/Unusable Pavement Material (4)	Available Material (5)	Unexpanded Fill	Expanded Fill (13)	Mass Ordinate +/- (14)	Waste	208.0100 Borrow	Comment:
			Cut (2)	EBS Excavation (3)				Factor 1.15				
Division 1												
AAC PD Driveway	10+12AAC - 16+25AAC 0+50PD - 1+35PD	AAC Driveway	727 28	0 0	78 11	649 17	2,390 54	2,749 62	-2,100 -45	0 0	2,100 45	
Division 1 Subtotal			755	0	89	666	2,444	2,811	-2,145	0	2,145	
Division 2												
Ashland Median	36+69NB - 48+50NB	STH 32	1,740	0	262	1,478	816	938	540			Median
Ashland Shoulder	39+34SB - 40+00SB	STH 32	52	0	10	42	71	82	-40			West Ditch
Ashland Shoulder	41+00SB - 45+49SB	STH 32	706	0	67	639	122	140	499			West Ditch
Division 2 Subtotal			2,498	0	339	2,159	1,009	1,160	999	999	0	
Division 3												
Parkview Road	0+00PARK - 2+88PARK	Parkview Road	800	0	106	694	87	100	594			
Division 3 Subtotal			800	0	106	694	87	100	594	594		
Grand Total			4,053	0	534	3,519	3,540	4,071	-552	1,593	2,145	
Total Common Exc			4,053									

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 = 1.15

Depending on selections:

Expanded Fill = (Unexpanded Fill - Rock* Rock Factor - Reduced Marsh - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor - Reduced EBS) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor - Reduced Marsh) * Fill Factor

Or Expanded Fill = (Unexpanded Fill - Rock * Rock Factor) * 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) Use ???? CY of material from Division ?. Borrow Excavation item number 208.0100

CONCRETE ITEMS

				416.0280	601.0557	416.0610	601.0600	416.1715	SPV.0090.01		
				CONCRETE	CONCRETE CURB & GUTTER	CONCRETE CURB & GUTTER	CONCRETE	CONCRETE	CONCRETE		
				DRIVEWAY	6-INCH SLOPED 36-INCH	4-INCH SLOPED 30-INCH	CURB	SIDEWALK	CURB AND GUTTER		
				8-INCH	TYPE D	TYPE J	PEDESTRIAN	4-INCH	24-INCH TYPE D		
STATION	TO	STATION	LOCATION	SY	LF	LF	LF	SF	LF	REMARKS	
CATEGORY 0010											
10+22 AAC	-	16+05 AAC	AAC	--	--	--	--	--	1,231	STAGE 1	
10+22 AAC	-	10+39 AAC	AAC	--	--	40	--	--	--	STAGE 1; SPLITTER ISLAND	
12+88 AAC	-	13+78 AAC	AAC	139	--	--	--	--	--	STAGE 1; PERFORMANCE DIESEL DRIVEWAY APRON	
13+84 AAC	-	14+60 AAC	AAC	105	--	--	--	--	--	STAGE 1; DRIFT INN DRIVEWAY APRON	
16+90 AAC	-	16+30 AAC	PARKVIEW	27	--	--	--	--	--	STAGE 1; DRIFT INN DRIVEWAY APRON ON PARKVIEW	
39+60 NB	-	40+25 NB	STH 32	--	132	--	--	--	--	STAGE 2; SOUTH ISLAND	
39+62 NB	-	41+01 NB	STH 32	--	284	--	--	--	--	STAGE 2; NORTH ISLAND	
44+26 NB	-	45+65 NB	STH 32	--	284	--	118	495	--	STAGE 3; SOUTH ISLAND	
44+73 NB	-	44+86 NB	STH 32	--	--	40	--	--	--	STAGE 3; SPLITTER ISLAND	
45+02 NB	-	45+64 NB	STH 32	--	129	--	--	--	--	STAGE 3; NORTH ISLAND	
0+00 PARK	-	2+92 PARK	PARKVIEW	--	--	--	--	--	625	STAGE 4	
1+97 PARK	-	2+80 PARK	PARKVIEW	61	--	--	--	--	--	STAGE 4; DRIFT INN DRIVEWAY	
2+41 PARK	-	2+59 PARK	PARKVIEW	29	--	--	--	--	--	STAGE 4; RESIDENCE DRIVEWAY	
TOTAL				361	829	80	118	495	1,856		

ASPHALTIC MATERIALS

			455.0605	460.6223	460.6224	465.0105	465.0120	
				HMA PAVEMENT	HMA PAVEMENT		ASPHALTIC	
			TACK	LOWER LAYER	UPPER LAYER	ASPHALTIC	SURFACE	
			COAT	3 MT 58-28S	4 MT 58-28S	SURFACE	DRIVEWAYS	
STATION	TO	STATION	GAL	TON	TON	TON	TON	REMARKS
CATEGORY 0010								
10+22 AAC	-	16+05 AAC	118	315	227	1	--	STAGE 1; AAC MAINLINE
13+84 AAC	-	14+60 AAC	2	--	--	--	6	STAGE 1; DRIFT INN DRIVEWAY
15+17 AAC	-	16+30 AAC	9	--	--	--	28	STAGE 1; DRIFT INN DRIVEWAY
78+00 NB	-	79+50 NB	9	--	--	--	29	STAGE 1; PEFORMANCE DIESEL DRIVEWAY
36+69 NB	-	43+80 NB	113	290	109	32	--	STAGE 2; MEDIAN WORK
39+34 SB	-	45+49 SB	77	199	75	--	--	STAGE 2; RIGHT TURN LANE WORK
43+80 NB	-	48+56 NB	97	249	93	33	--	STAGE 3; MEDIAN WORK
0+00 PARK	-	2+91 PARK	65	174	125	--	--	STAGE 4; PARKVIEW MAINLINE
1+97 PARK	-	2+80 PARK	12	--	--	--	41	STAGE 4; DRIFT INN DRIVEWAY
2+41 PARK	-	2+59 PARK	2	--	--	--	8	STAGE 4; RESIDENCE DRIVEWAY
TOTAL			504	1,228	628	67	112	

CONCRETE MEDIAN SLOPED NOSE

						620.0300		
STATION AND O/S			STATION AND O/S			LOCATION	SF	REMARKS
CATEGORY 0010								
39+62 NB	5' LT	-	39+67 NB	8' LT	STH 32	31	STAGE 2	
40+18 NB	20' LT	-	40+25 NB	40' LT	STH 32	82	STAGE 2	
45+02 NB	42' LT	-	45+09 NB	10' LT	STH 32	82	STAGE 3	
45+60 NB	48' LT	-	45+65 NB	42' LT	STH 32	31	STAGE 3	
TOTAL						226		

STORM SEWER ITEMS																							
		522.1018		522.1024		523.0519		611.0530		611.0612		611.0624		611.0627		611.2004		611.2006		611.2008		611.3004	
		APRON		APRON		APRON ENDWALLS																	
		ENDWALLS FOR		ENDWALLS FOR		REINFORCED CONCRETE		MANHOLE		INLET		INLET		INLET		MAHOLES		MAHOLES		MAHOLES		INLETS	
		CULVERT PIPE		CULVERT PIPE		HORIZONTAL ELLIPTICAL		COVERS		COVERS		COVERS		COVERS		4-FT		6-FT		8-FT		4-FT	
		RCP 18-INCH		RCP 24-INCH		19X30-INCH		TYPE J		TYPE C		TYPE H		TYPE HM		DIAMETER		DIAMETER		DIAMETER		DIAMETER	
		EACH		EACH		EACH		EACH		EACH		EACH		EACH		EACH		EACH		EACH		EACH	
		ELEV		FT		STR		STR		STR		STR		STR		STR		STR		STR		STR	
		ELEV		ELEV		ELEV		ELEV		ELEV		ELEV		ELEV		ELEV		ELEV		ELEV		ELEV	
		FT/FT		FT/FT		FT/FT		FT/FT		FT/FT		FT/FT		FT/FT		FT/FT		FT/FT		FT/FT		FT/FT	
CATEGORY 0010																							
10	14+24AAC	27.4' LT	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	10	--	589.80	--	--	
11	13+79AAC	19.0' RT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	594.24	3.14	11	10	590.15	589.80	0.0055
12	13+81AAC	26.1' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	594.05	2.90	12	11	590.20	590.15	0.0071
13	12+76AAC	34.8' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	595.85	4.30	13	12	590.60	590.20	0.0049
13.1	12+84AAC	21.5' RT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	597.93	6.16	13.1	13	590.82	590.60	0.0039
13.2	13+10AAC	37.0' LT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	594.54	2.63	13.2	13.1	590.96	590.82	0.0040
14	11+83AAC	38.0' LT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	597.95	2.83	14	13	594.17	590.60	0.0525
15	10+85AAC	16.5' RT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	605.92	7.57	15	14	597.40	594.17	0.0340
15.1	10+85AAC	37.2' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	601.70	3.25	15.1	15	597.50	597.40	0.0048
20	16+03AAC	40.1' LT	1	--	--	--	--	--	--	--	--	--	--	--	--	--	--	20	--	586.50	--	--	
21	16+03AAC	16.5' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	590.83	3.22	21	20	586.66	586.50	0.0067
22	16+04AAC	16.3' RT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	590.83	3.06	22	21	586.82	586.66	0.0048
23	16+07AAC	32.0' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	591.44	3.59	23	22	586.90	586.82	0.0050
23.1	14+98AAC	30.3' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	590.23	1.75	23.1	23	587.53	587.15	0.0033
24	1+01PARK	16.2' RT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	592.34	3.94	24	23	587.45	586.90	0.0239
25	0+89PARK	16.9' LT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	592.26	3.06	25	24	588.25	587.45	0.0229
26	2+01PARK	18.5' LT	--	--	--	--	1	--	--	--	--	1	--	--	--	--	599.92	4.67	26	25	594.30	588.25	0.0582
30	10+85AAC	33.6' LT	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	30	--	601.45	--	--	
31	10+67AAC	30.3' LT	--	--	--	--	1	--	--	--	--	--	1	--	--	604.88	2.43	31	30	601.50	601.45	0.0028	
31.1	10+85AAC	16.2' LT	--	--	--	--	--	--	1	--	--	--	--	--	--	1	605.94	2.59	31.1	30	602.40	602.25	0.0065
32	39+99NB	38.4' LT	--	--	--	--	1	--	--	--	--	--	--	--	1	608.66	6.01	32	31	601.70	601.50	0.0022	
32.1	40+08NB	45.7' LT	--	--	--	--	--	--	--	--	1	--	--	--	--	1	608.45	5.00	32.1	32	602.50	602.45	0.0045
32.2	40+63NB	29.6' LT	--	--	--	--	--	--	--	--	1	--	--	--	--	1	608.07	4.37	32.2	32.1	602.75	602.50	0.0043
32.3	40+68NB	5.0' LT	--	--	--	--	--	--	--	--	1	--	--	--	--	1	608.09	4.28	32.3	32.2	602.86	602.75	0.0044
32.4	40+83NB	42.0' LT	--	--	--	--	--	--	--	--	1	--	--	--	--	1	608.29	4.49	32.4	32.2	602.85	602.75	0.0043
32.5	39+90NB	31.3' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	607.99	4.49	32.5	32	602.55	602.45	0.0091
32.6	39+71NB	12.2' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	608.26	4.61	32.6	32.5	602.70	602.55	0.0056
32.7	39+96NB	5.2' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	608.16	4.37	32.7	32.6	602.84	602.70	0.0054
33	40+15NB	57.6' RT	--	1	--	--	--	--	--	--	--	--	--	--	--	--	--	33	32	602.09	601.70	0.0040	
35	38+60NB	31.5' LT	--	--	--	--	--	1	--	--	--	--	--	--	--	1	604.78	1.89	35	32	601.94	601.70	0.0017
40	46+00NB	14.8' LT	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	40	--	604.05	--	--	
41	45+57NB	12.4' LT	--	--	--	--	1	--	--	--	--	1	--	--	--	607.67	2.58	41	40	604.14	604.05	0.0021	
41.1	45+57NB	37.6' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	607.55	2.05	41.1	41	604.55	604.47	0.0032
41.2	45+56NB	44.8' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	607.55	2.02	41.2	41.1	604.58	604.55	0.0038
42	45+17NB	16.1' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	607.36	2.19	42	41	604.22	604.14	0.0023
42.1	45+17NB	3.9' LT	--	--	--	--	--	--	--	1	--	--	--	--	--	1	607.42	1.87	42.1	42	604.60	604.55	0.0042
43	43+96NB	25.2' LT	--	--	1	--	--	--	--	--	--	--	--	--	--	--	--	43	42	604.60	604.22	0.0031	
TOTAL			2	2	2	4	8	8	11	2	1	1	27										
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																							
PROJECT NO: 4190-16-73				HWY: STH 32				COUNTY: BROWN				MISCELLANEOUS QUANTITIES								SHEET:		E	

STORM SEWER ITEMS														
			608.0315	608.0318	608.0324	608.0515	610.0419							
			STORM	STORM	STORM	STORM	STORM SEWER PIPE							
			SEWER PIPE	SEWER PIPE	SEWER PIPE	SEWER PIPE	REINFORCED CONCRETE							
			RCP CLASS III	RCP CLASS III	RCP CLASS III	RCP CLASS V	HORIZONTAL ELLIPTICAL	RIM OR	STR	FROM	TO	INLET	DISCH	SLOPE
STRUCTURE	STATION	OFFSET*	15-INCH	18-INCH	24-INCH	15-INCH	CLASS HE-IV 19X30-INCH	FLANGE	DEPTH**	STR	STR	ELEV	ELEV	FT/FT
NUMBER		FT	LF	LF	LF	LF	LF	ELEV	FT					
CATEGORY 0010														
10	14+24AAC	27.4' LT	--	--	--	--	--	--	--	10	--	589.80	--	--
11	13+79AAC	19.0' RT	--	64	--	--	--	594.24	3.14	11	10	590.15	589.80	0.0055
12	13+81AAC	26.1' RT	--	7	--	--	--	594.05	2.90	12	11	590.20	590.15	0.0071
13	12+76AAC	34.8' RT	--	81	--	--	--	595.85	4.30	13	12	590.60	590.20	0.0049
13.1	12+84AAC	21.5' RT	--	57	--	--	--	597.93	6.16	13.1	13	590.82	590.60	0.0039
13.2	13+10AAC	37.0' LT	--	35	--	--	--	594.54	2.63	13.2	13.1	590.96	590.82	0.0040
14	11+83AAC	38.0' LT	--	68	--	--	--	597.95	2.83	14	13	594.17	590.60	0.0525
15	10+85AAC	16.5' RT	--	95	--	--	--	605.92	7.57	15	14	597.40	594.17	0.0340
15.1	10+85AAC	37.2' RT	--	21	--	--	--	601.70	3.25	15.1	15	597.50	597.40	0.0048
20	16+03AAC	40.1' LT	--	--	--	--	--	--	--	20	--	586.50	--	--
21	16+03AAC	16.5' LT	--	24	--	--	--	590.83	3.22	21	20	586.66	586.50	0.0067
22	16+04AAC	16.3' RT	--	33	--	--	--	590.83	3.06	22	21	586.82	586.66	0.0048
23	16+07AAC	32.0' RT	--	16	--	--	--	591.44	3.59	23	22	586.90	586.82	0.0050
23.1	14+98AAC	30.3' RT	114	--	--	--	--	590.23	1.75	23.1	23	587.53	587.15	0.0033
24	1+01PARK	16.2' RT	--	23	--	--	--	592.34	3.94	24	23	587.45	586.90	0.0239
25	0+89PARK	16.9' LT	--	35	--	--	--	592.26	3.06	25	24	588.25	587.45	0.0229
26	2+01PARK	18.5' LT	--	104	--	--	--	599.92	4.67	26	25	594.30	588.25	0.0582
30	10+85AAC	33.6' LT	--	--	--	--	--	--	--	30	--	601.45	--	--
31	10+67AAC	30.3' LT	--	--	18	--	--	604.88	2.43	31	30	601.50	601.45	0.0028
31.1	10+85AAC	16.2' LT	23	--	--	--	--	605.94	2.59	31.1	30	602.40	602.25	0.0065
32	39+99NB	38.4' LT	--	--	93	--	--	608.66	6.01	32	31	601.70	601.50	0.0022
32.1	40+08NB	45.7' LT	11	--	--	--	--	608.45	5.00	32.1	32	602.50	602.45	0.0045
32.2	40+63NB	29.6' LT	58	--	--	--	--	608.07	4.37	32.2	32.1	602.75	602.50	0.0043
32.3	40+68NB	5.0' LT	25	--	--	--	--	608.09	4.28	32.3	32.2	602.86	602.75	0.0044
32.4	40+83NB	42.0' LT	23	--	--	--	--	608.29	4.49	32.4	32.2	602.85	602.75	0.0043
32.5	39+90NB	31.3' LT	11	--	--	--	--	607.99	4.49	32.5	32	602.55	602.45	0.0091
32.6	39+71NB	12.2' LT	27	--	--	--	--	608.26	4.61	32.6	32.5	602.70	602.55	0.0056
32.7	39+96NB	5.2' LT	26	--	--	--	--	608.16	4.37	32.7	32.6	602.84	602.70	0.0054
33	40+15NB	57.6' RT	--	--	97	--	--	--	--	33	32	602.09	601.70	0.0040
35	38+60NB	31.5' LT	--	--	139	--	--	604.78	1.89	35	32	601.94	601.70	0.0017
40	46+00NB	14.8' LT	--	--	--	--	--	--	--	40	--	604.05	--	--
41	45+57NB	12.4' LT	--	--	--	--	--	607.67	2.58	41	40	604.14	604.05	0.0021
41.1	45+57NB	37.6' LT	--	--	--	25	--	607.55	2.05	41.1	41	604.55	604.47	0.0032
41.2	45+56NB	44.8' LT	--	--	--	8	--	607.55	2.02	41.2	41.1	604.58	604.55	0.0038
42	45+17NB	16.1' LT	--	--	--	--	40	607.36	2.19	42	41	604.22	604.14	0.0023
42.1	45+17NB	3.9' LT	--	--	--	12	--	607.42	1.87	42.1	42	604.60	604.55	0.0042
43	43+96NB	25.2' LT	--	--	--	--	121	--	--	43	42	604.60	604.22	0.0031
TOTAL			318	663	347	45	204							

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

LANDSCAPING

		629.0210	630.0140	630.0200		
		FERTILIZER	SEEDING	SEEDING		
		TYPE B	MIXTURE NO. 40	TEMPORARY		
STATION	TO STATION	LOCATION	CWT	LB	LB	REMARKS
10+20AAC	- 16+05AAC	N SIDE	0.8	22	33	STAGE 1
10+20AAC	- 16+05AAC	S SIDE	0.8	24	36	STAGE 1
36+69NB	- 43+79NB	MEDIAN	1.4	39	58	STAGE 2
40+02NB	- 40+17NB	E DITCH	0.0	1	1	STAGE 2
39+34NB	- 45+49NB	W DITCH	0.7	20	29	STAGE 2
43+79NB	- 48+56NB	MEDIAN	0.7	21	31	STAGE 3
0+00PARK	- 2+92PARK	N SIDE	0.3	8	12	STAGE 4
0+00PARK	- 2+92PARK	S SIDE	0.1	3	4	STAGE 4
TOTAL			4.8	136	205	

WATER

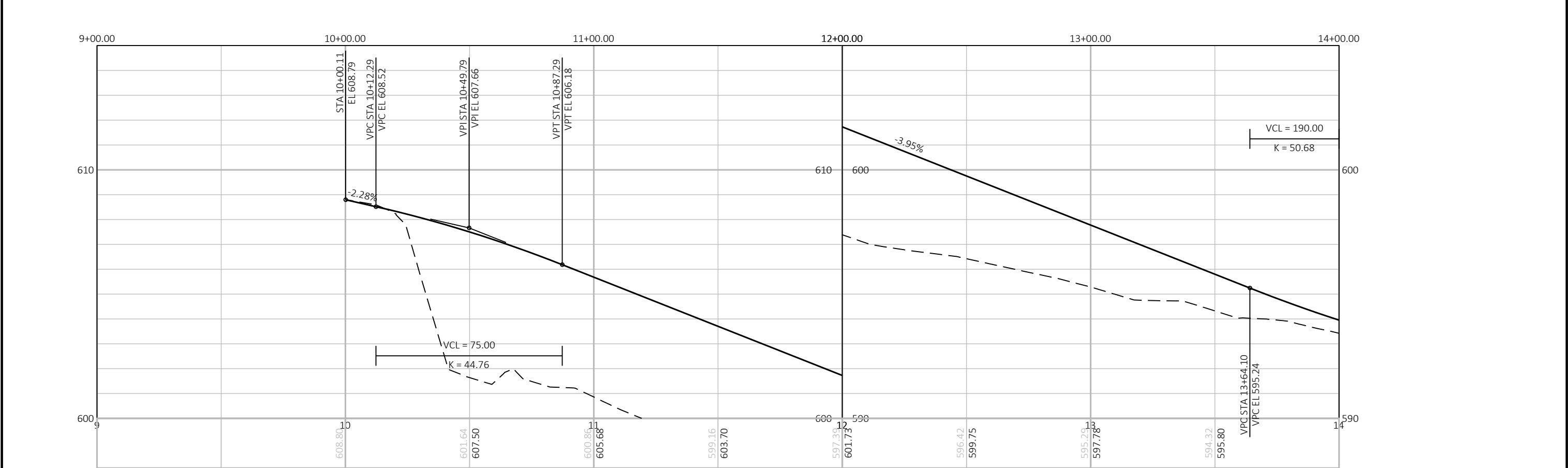
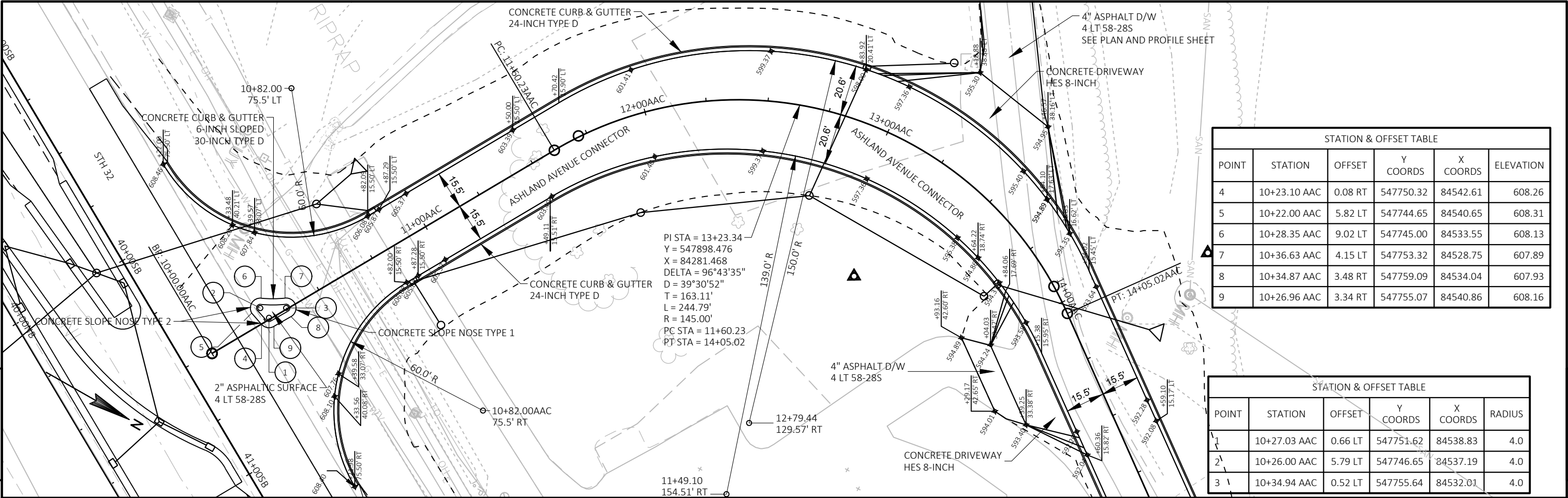
			624.0100		
STATION		TO STATION	MGAL	LOCATION	
CATEGORY 0010					
10+22 AAC	-	16+05 AAC	34	STAGE 1; AAC MAINLINE	
13+84 AAC	-	14+60 AAC	1	STAGE 1; DRIFT INN DRIVEWAY	
15+17 AAC	-	16+30 AAC	1	STAGE 1; DRIFT INN DRIVEWAY	
0+50 PD	-	1+40 PD	1	STAGE 1; PERFORMANCE DIESEL DRIVEWAY	
36+69 NB	-	43+80 NB	22	STAGE 2; MEDIAN WORK	
39+34 SB	-	45+49 SB	13	STAGE 2; RIGHT TURN LANE WORK	
43+80 NB	-	48+56 NB	18	STAGE 3; MEDIAN WORK	
0+00 PARK	-	2+91 PARK	18	STAGE 4; DRIFT INN DRIVEWAY	
1+97 PARK	-	2+80 PARK	1	STAGE 4; RESIDENCE DRIVEWAY	
2+41 PARK	-	2+59 PARK	1	STAGE 4; DRIVEWAY	
TOTAL			110		

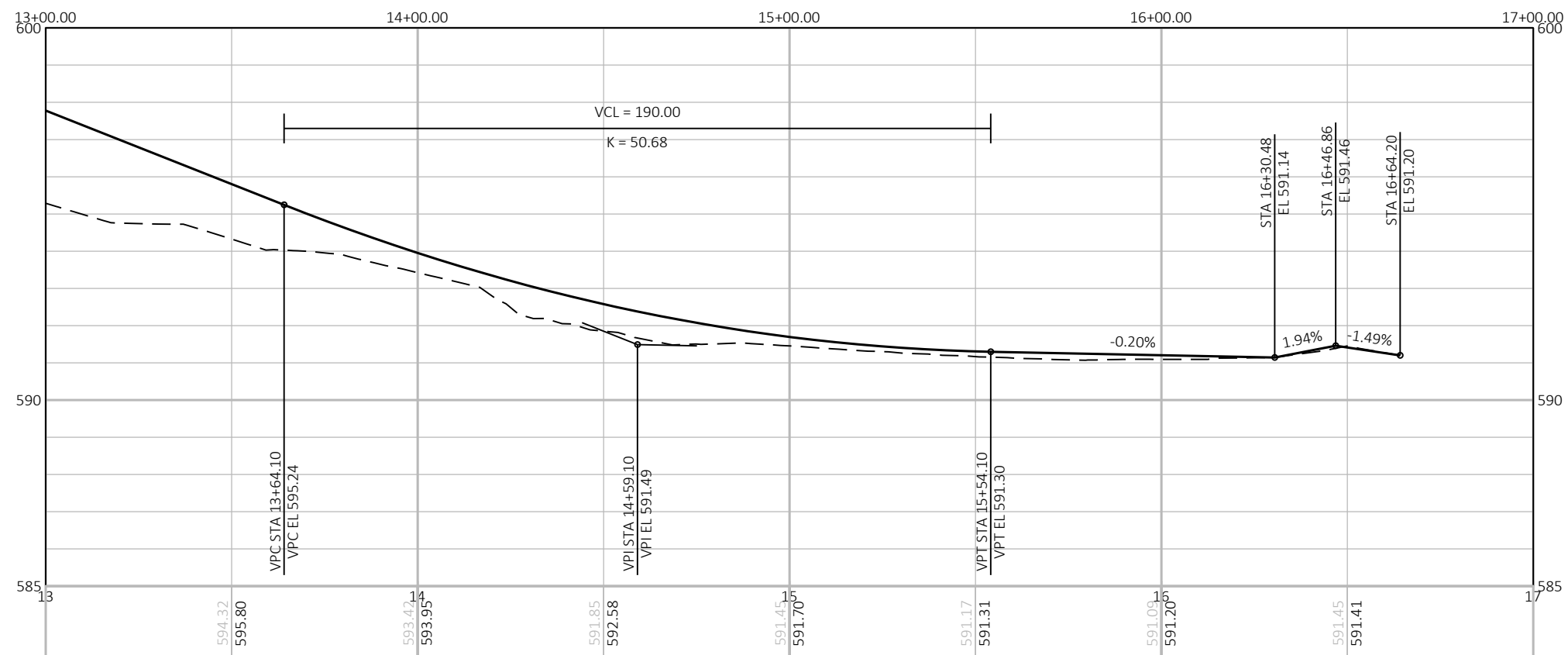
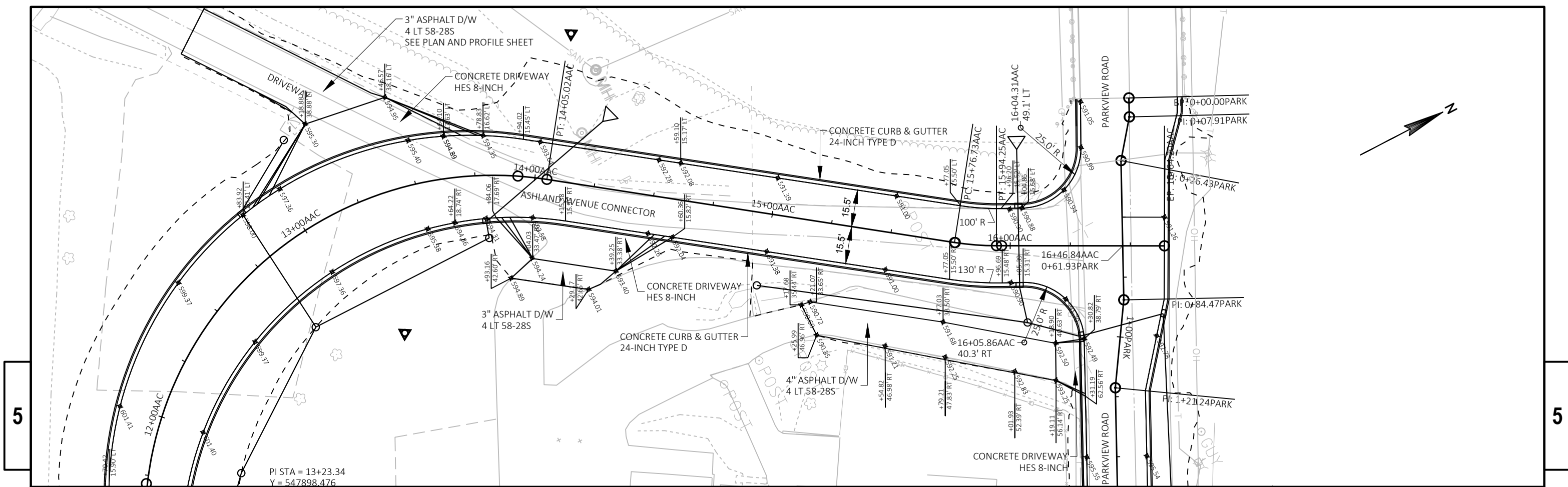
EROSION CONTROL

			625.0100	628.1104	628.1504	628.1520	628.1905	628.1910	628.2002	628.7005	628.7015	628.7504	628.7555	628.7570	
				EROSION	SILT	SILT	MOBILIZATIONS	MOBILIZATIONS	EROSION MAT	INLET	INLET	TEMPORARY	CULVERT		
			TOPSOIL	BALES	FENCE	FENCE	EROSION	EMERGENCY	CLASS I	PROTECTION	PROTECTION	DITCH	PIPE	ROCK	
STATION	TO	STATION	LOCATION	SY	EACH	LF	LF	CONTROL	EROSION CONTROL	TYPE A	TYPE A	TYPE C	CHECKS	CHECKS	BAGS
10+20AAC	-	16+05AAC	N SIDE	1,227	--	510	510	--	--	1,227	9	9	3	--	--
10+20AAC	-	16+05AAC	S SIDE	1,330	--	837	837	--	--	1,330	5	5	7	3	--
36+69NB	-	43+79NB	MEDIAN	2,159	--	--	--	--	--	2,159	8	8	1	--	--
40+02NB	-	40+17NB	E DITCH	37	--	--	--	--	--	37	--	--	--	1	--
39+34NB	-	45+49NB	W DITCH	1,086	--	330	330	--	--	1,086	--	--	1	--	--
43+79NB	-	48+56NB	MEDIAN	1,143	--	--	--	--	--	1,143	4	4	1	2	--
0+00PARK	-	2+92PARK	N SIDE	448	--	291	291	--	--	448	1	1	3	--	--
0+00PARK	-	2+92PARK	S SIDE	148	--	100	100	--	--	148	1	1	1	--	--
UNDISRIBUTED			PROJECT	--	50	200	--	4	4	--	--	--	5	--	50
TOTAL				7,578	50	2,268	2,068	4	4	7,578	28	28	22	6	50

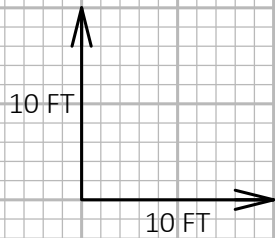
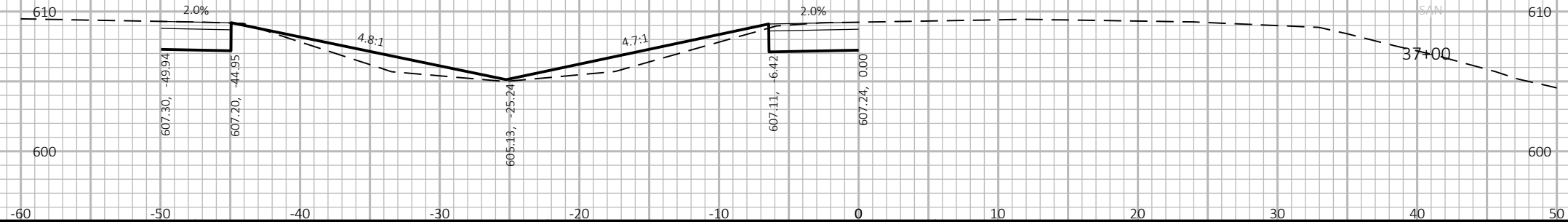
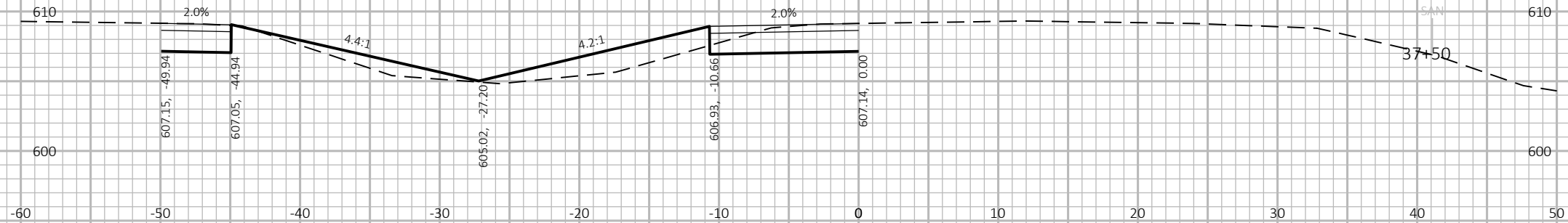
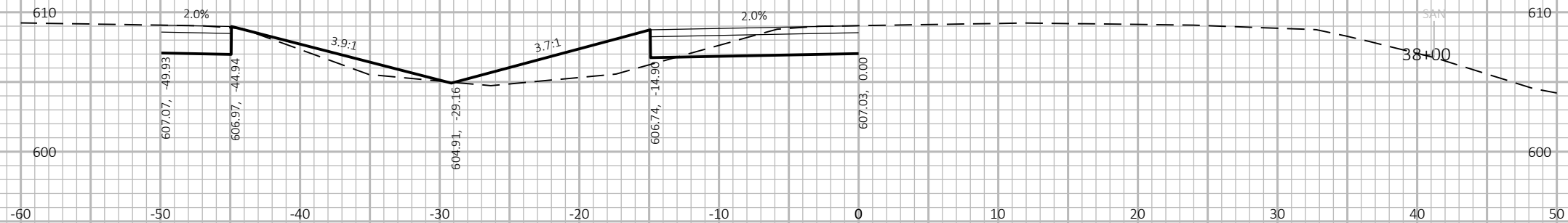
RIPRAP					MARKERS CULVERT END				SAWING						
									690.0150		690.0250				
									SAWING		SAWING				
									ASPHALT		CONCRETE				
STATION	OFFSET	LOCATION	606.0300 RIPRAP HEAVY CY	645.0120 GEOTEXTILE TYPE HR SY	STATION	OFFSET	LOCATION	633.5200 EACH	STATION	TO	STATION	LOCATION	LF	LF	REMARKS
CATEGORY 0010					CATEGORY 0010				CATEGORY 0010						
40+15NB	58' RT	STH 32	5	8	10+85AAC	33' LT	AAC	1	0+50PD	-	0+50PD	DRIVEWAY	21	--	STAGE 1
43+96NB	25' RT	STH 32	5	8	38+60NB	32' LT	STH 32	1	13+93AAC	-	14+29AAC	DRIVEWAY	33	--	STAGE 1
46+00NB	15' LT	STH 32	5	8	40+16NB	63' RT	STH 32	1	15+17AAC	-	15+25AAC	DRIVEWAY	14	--	STAGE 1
10+85AAC	34' LT	AAC	5	8	43+96NB	25' LT	STH 32	1	39+34SB	-	45+49SB	STH 32	631	615	STAGE 2; SB RIGHT TURN LANE TO AAC
14+24AAC	27' LT	AAC	5	8	46+00NB	15' LT	STH 32	1	36+69NB	-	43+80NB	STH 32	1,446	1,434	STAGE 2; NB AND SB LANES
16+03AAC	40' LT	AAC	5	8	TOTAL				43+80NB	-	48+56NB	STH 32	964	952	STAGE 3; NB AND SB LANES
TOTAL			30	48					44+70NB	-	44+90NB	PARKVIEW RD	65	65	STAGE 3; SPLITTER ISLAND
									0+00PARK	-	0+00PARK	PARKVIEW RD	43	--	STAGE 4; PROJECT LIMITS
									1+93PARK	-	2+80PARK	DRIVEWAY	115	--	STAGE 4
									2+21PARK	-	2+30PARK	DRIVEWAY	20	--	STAGE 4
									TOTAL		3,352		3,066		

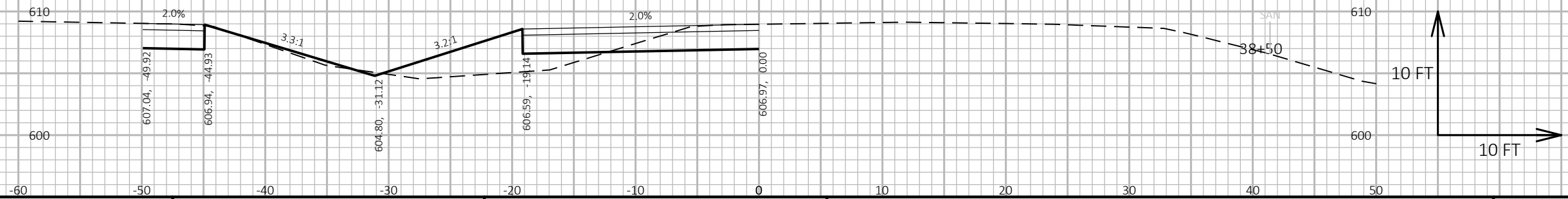
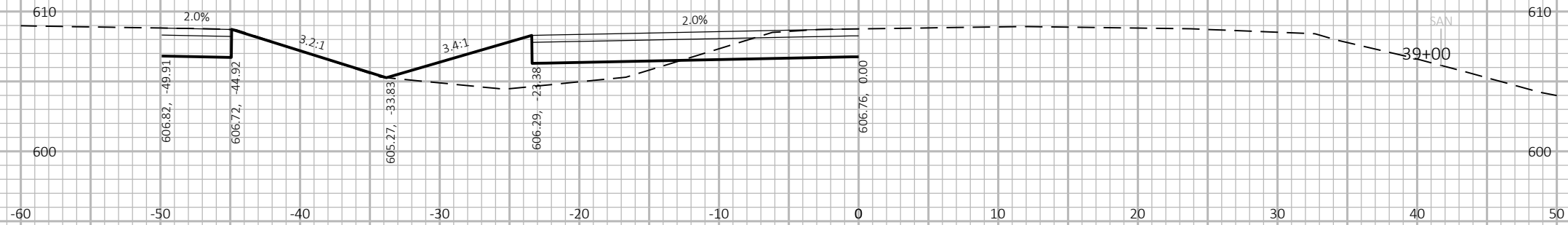
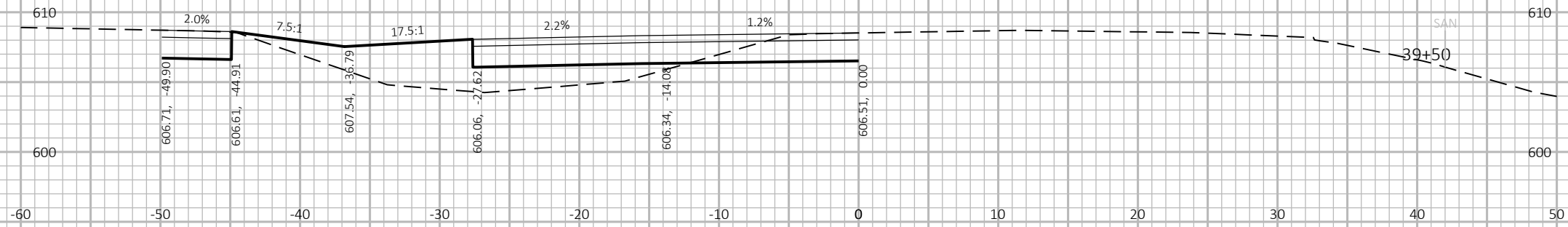
CONSTRUCTION STAKING										
			650.4000	650.4500	650.5000	650.5500	650.9910	650.9920		
			CONSTRUCTION STAKING	CONSTRUCTION	CONSTRUCTION	CONSTRUCTION STAKING	CONSTRUCTION STAKING	CONSTRUCTION STAKING		
			STORM SEWER	STAKING SUBGRADE	STAKING BASE	CURB & GUTTER	SUPPLEMENTAL CONTROL	SLOPE STAKES		
STATION	TO	STATION	LOCATION	EACH	LF	LF	LF	LS	LF	REMARKS
10+22 AAC	-	16+05 AAC	AAC	17	583	583	1,271	--	1166	STAGE 1
15+17 AAC	-	16+30 AAC	DRIVEWAY	--	113	113	--	--	--	STAGE 1
0+50 PD	-	1+40 PD	DRIVEWAY	--	90	90	--	--	180	STAGE 1
36+69 NB	-	43+80 NB	STH 32	10	711	711	416	--	--	STAGE 2 MEDIAN
39+34 SB	-	45+49 SB	STH 32	--	615	615	--	--	615	STAGE 2 RIGHT TURN LANE
43+80 NB	-	48+56 NB	STH 32	7	476	476	453	--	--	STAGE 3 MEDIAN
0+00 PARK	-	2+91 PARK	PARKVIEW RD	--	291	291	625	--	582	STAGE 4
1+97 PARK	-	2+80 PARK	DRIVEWAY	--	50	50	--	--	--	STAGE 4
2+41 PARK	-	2+59 PARK	DRIVEWAY	--	32	32	--	--	--	STAGE 4
UNDISTRIBUTED				--	--	--	--	1	--	PROJECT
TOTAL				34	2,961	2,961	2,765	1	2,543	





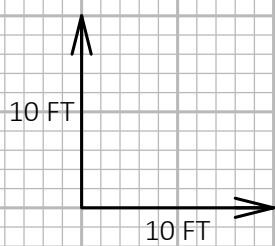
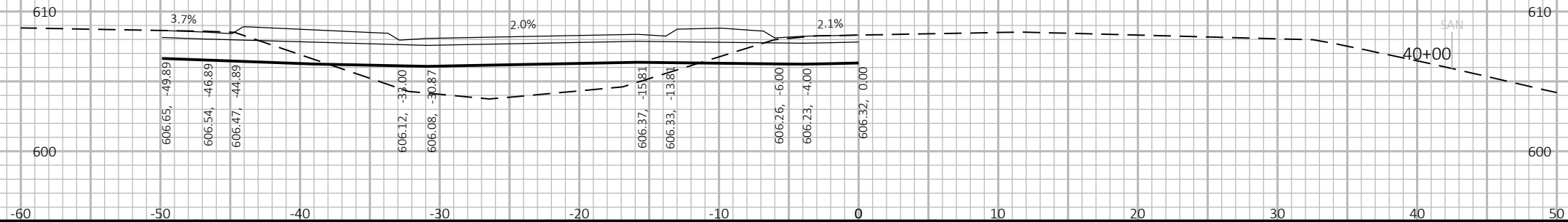
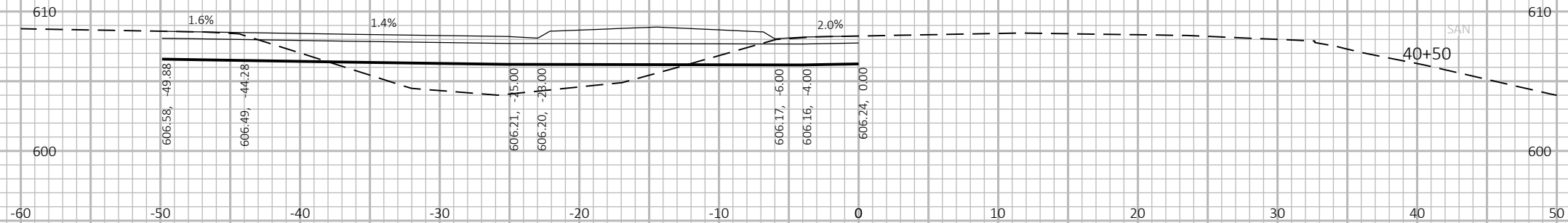
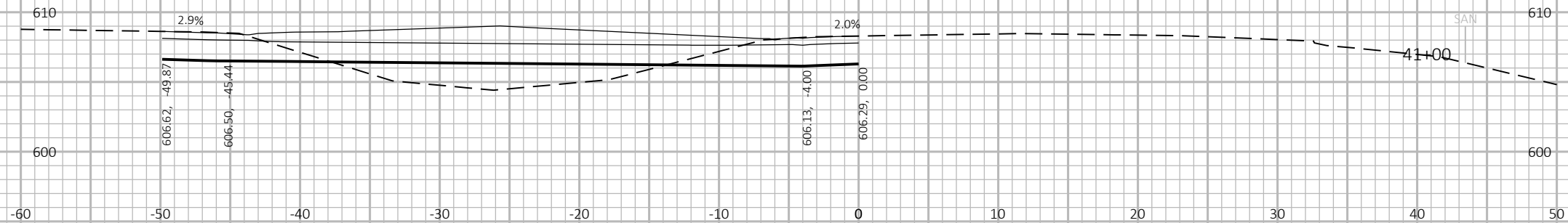
PROJECT NO: 4190-16-73	HWY: STH 32	COUNTY: BROWN	PLAN AND PROFILE: ASHLAND AVENUE CONNECTOR	SHEET	E
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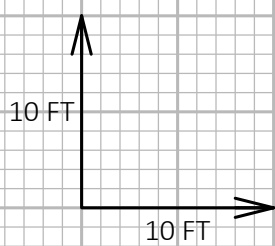
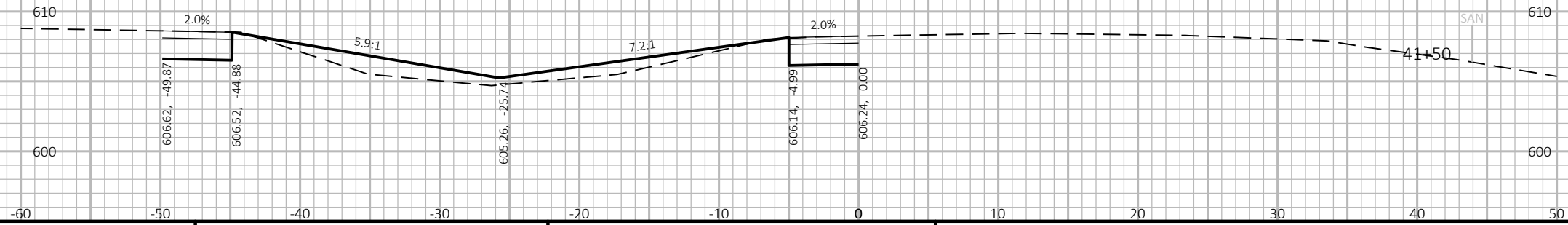
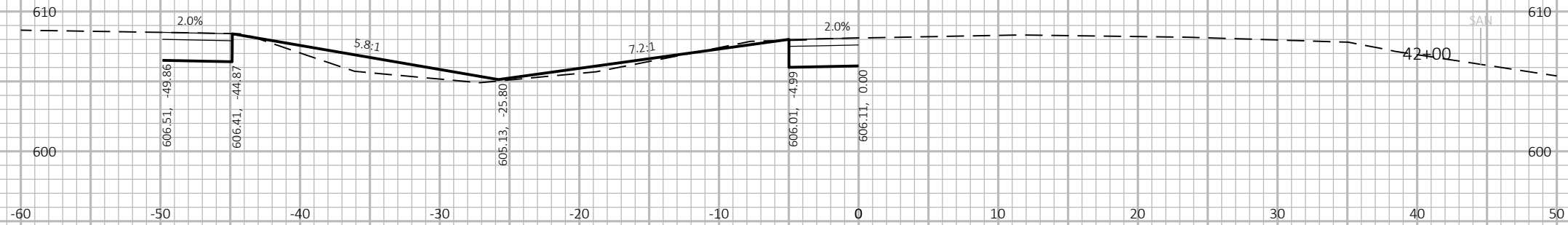
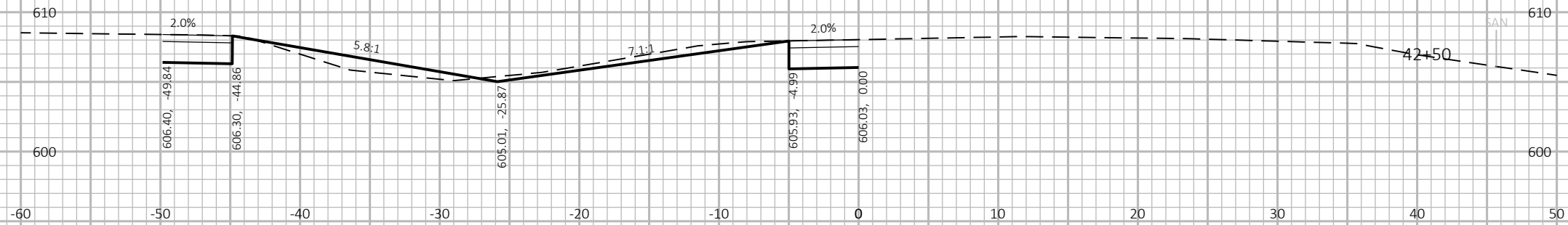


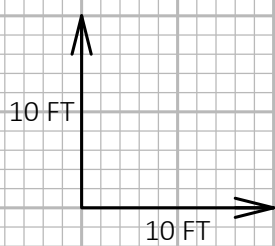
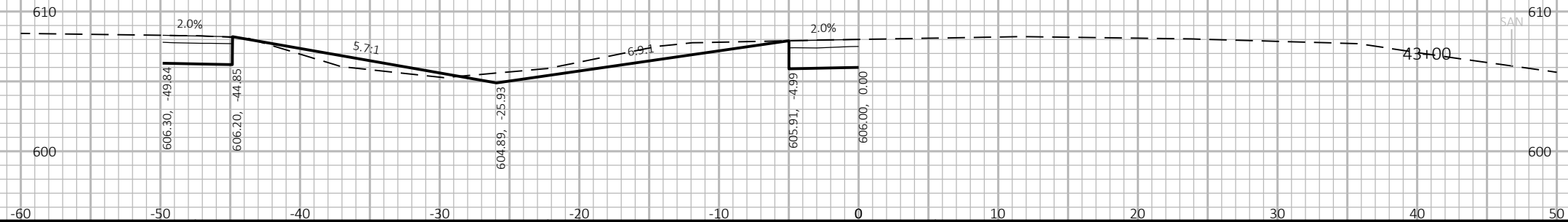
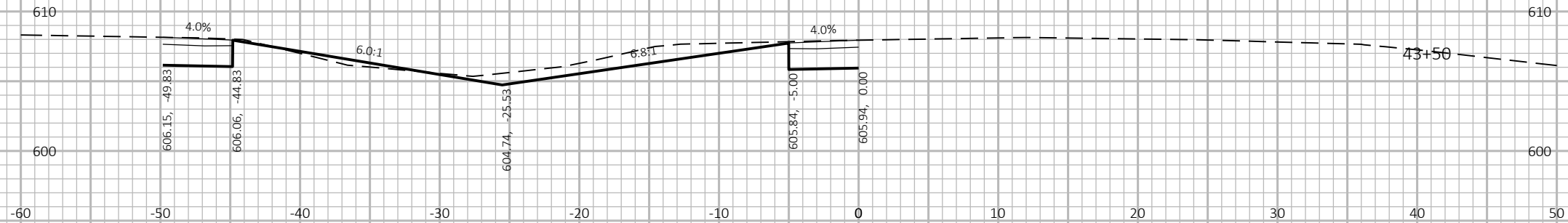
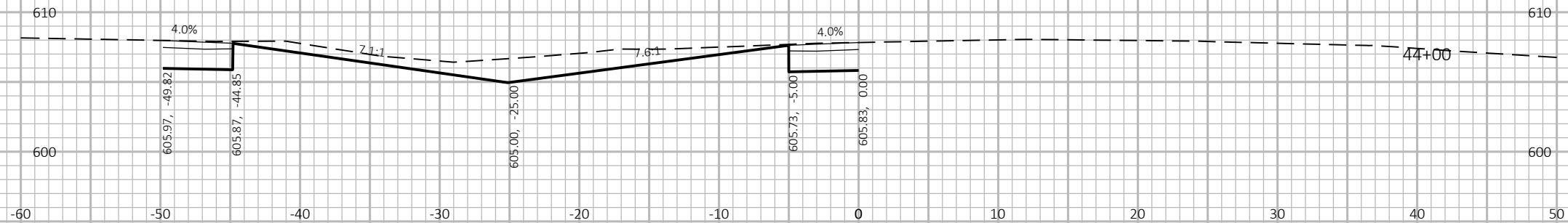


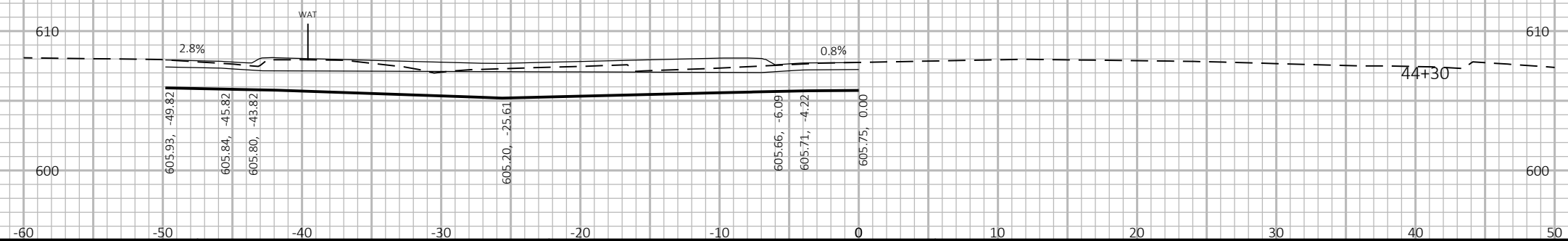
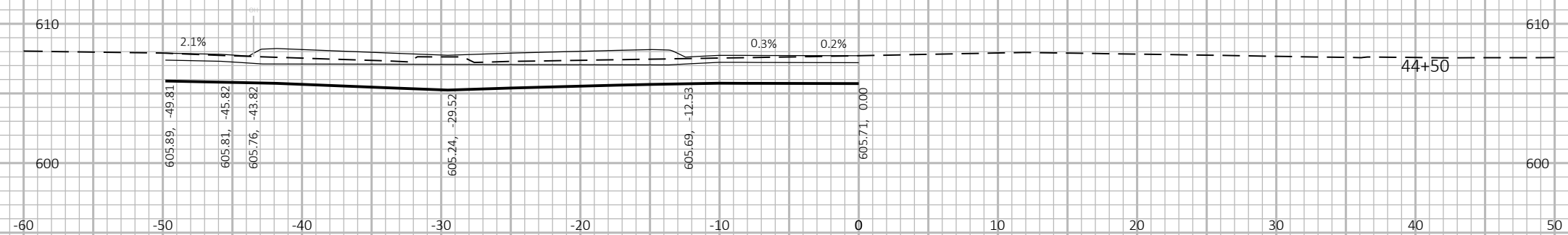
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PROJECT NO:	4190-16-73
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HWY: STH 32

COUNTY: BROWN

CROSS SECTIONS: STH 32 MEDIAN TURN LANES

SHEET

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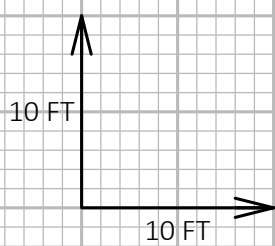
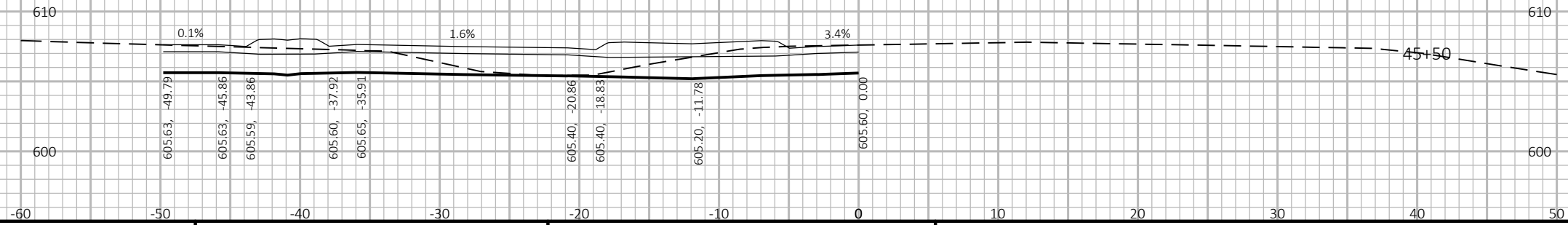
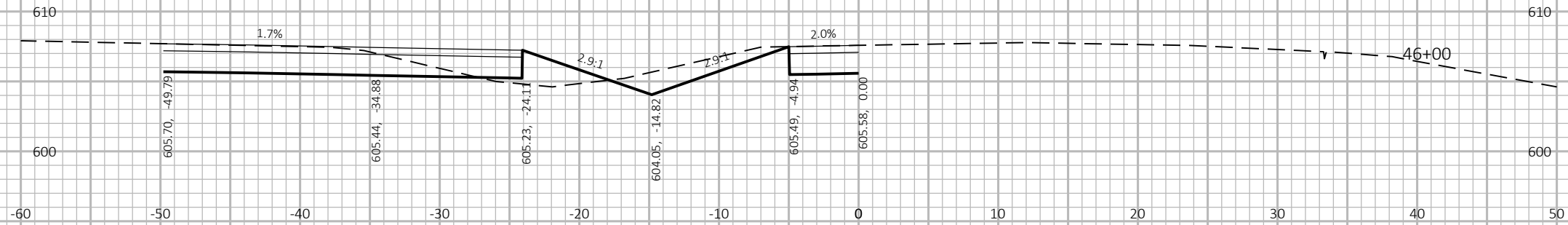
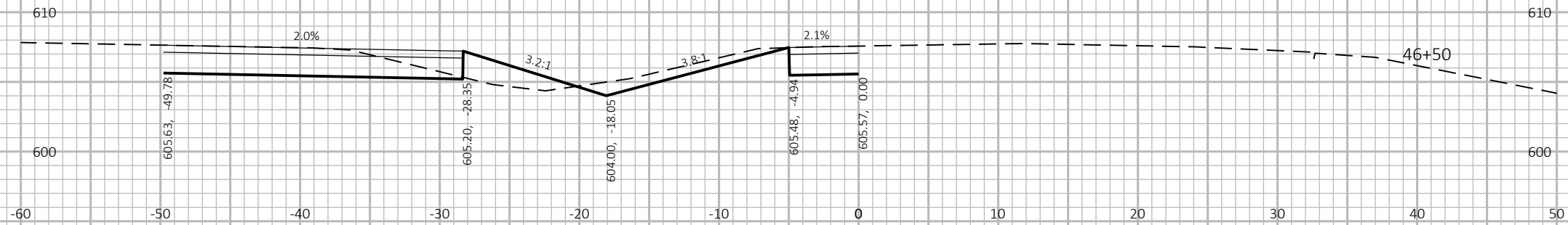
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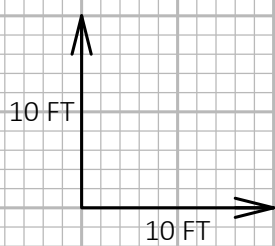
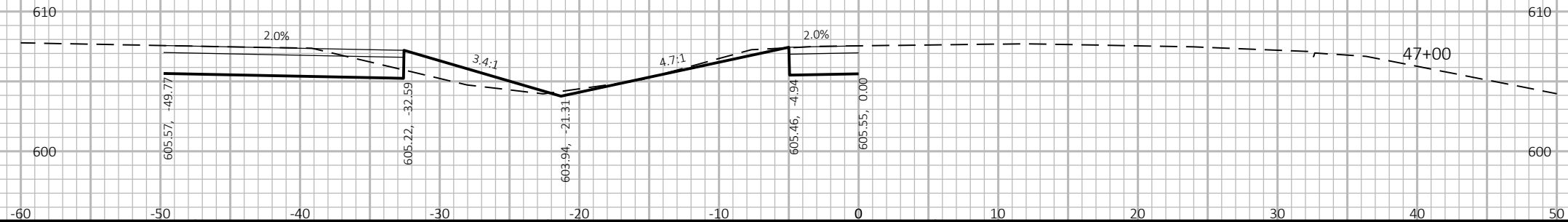
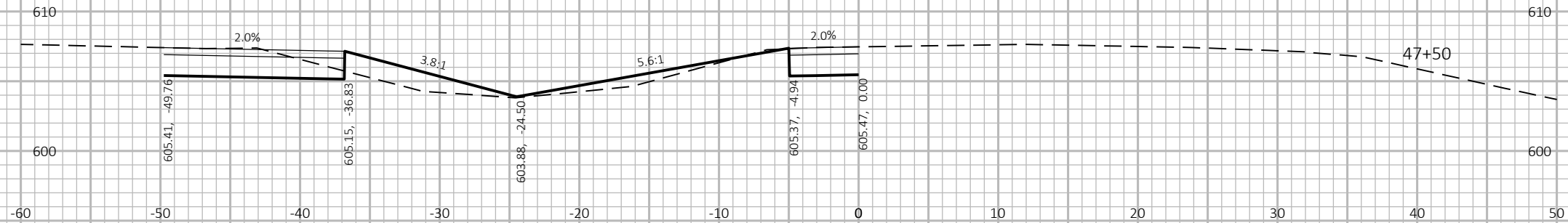
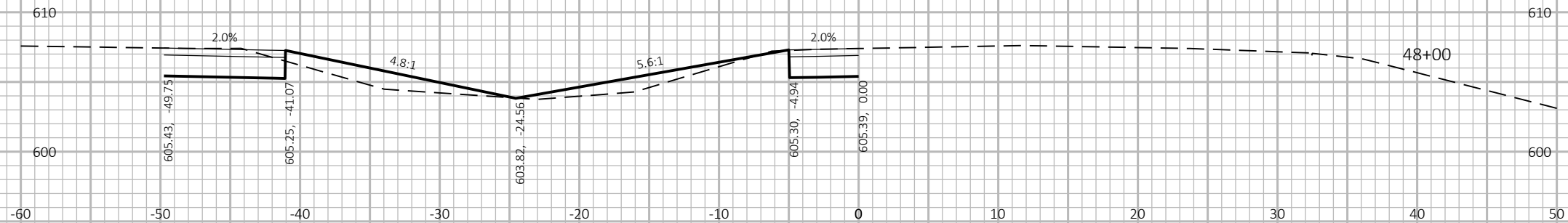
PLOT BY : DUMS, ALEXANDER T

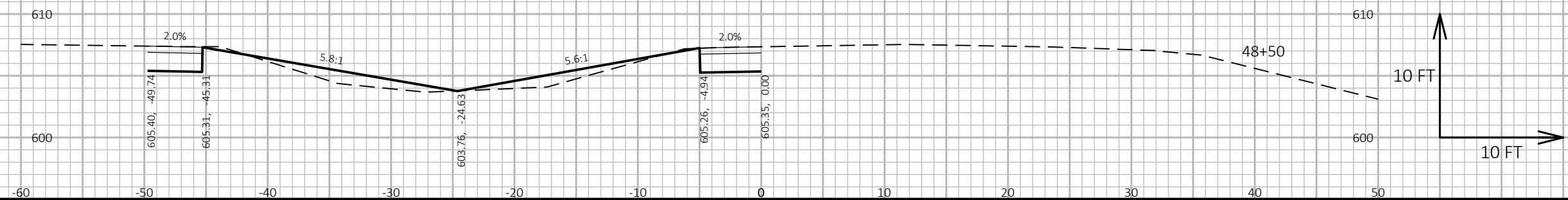
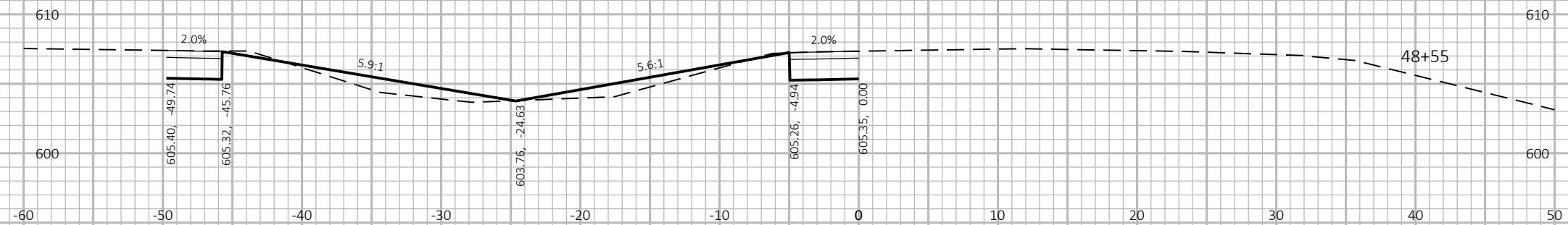
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PLOT SCALE: 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49







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PROJECT NO:	4190-16-73
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HWY: STH 32

COUNTY: BROWN

CROSS SECTIONS: STH 32 MEDIAN TURN LANES

SHEET

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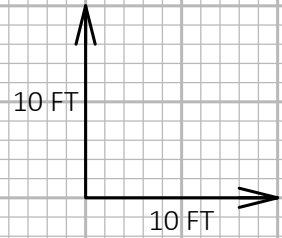
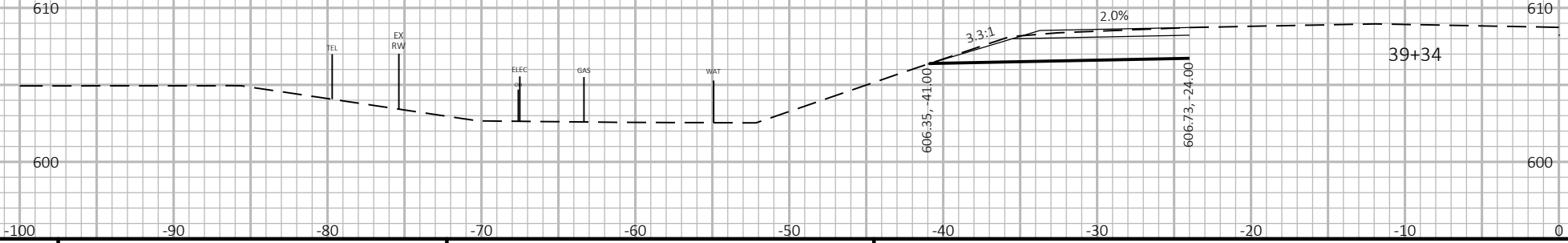
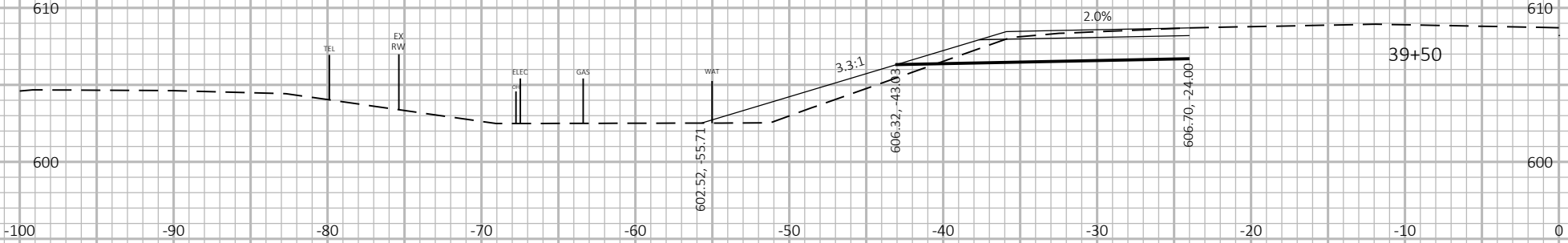
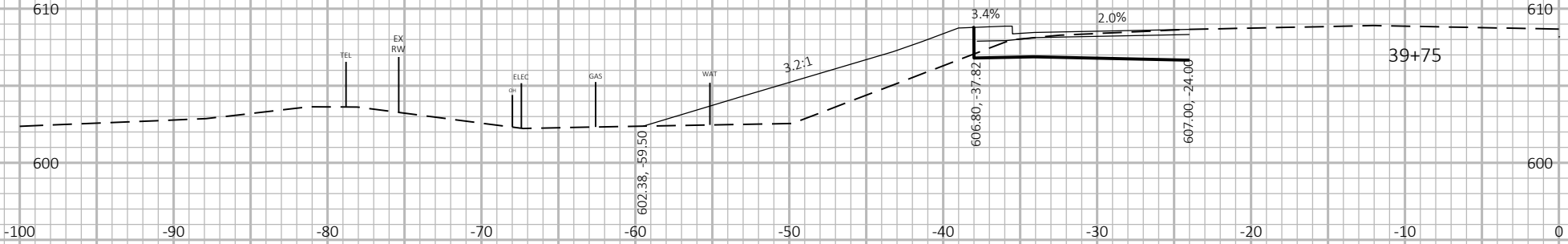
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PLOT BY : DUMS, ALEXANDER T

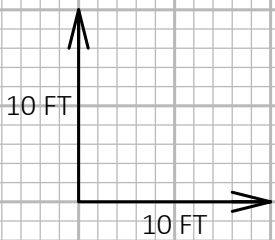
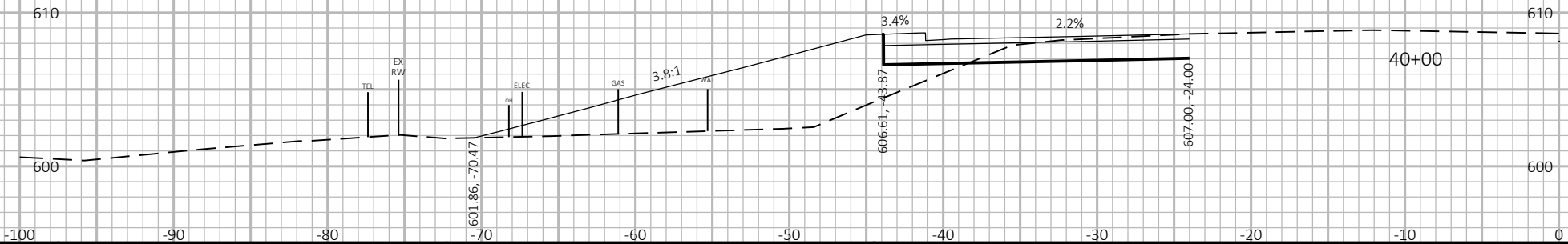
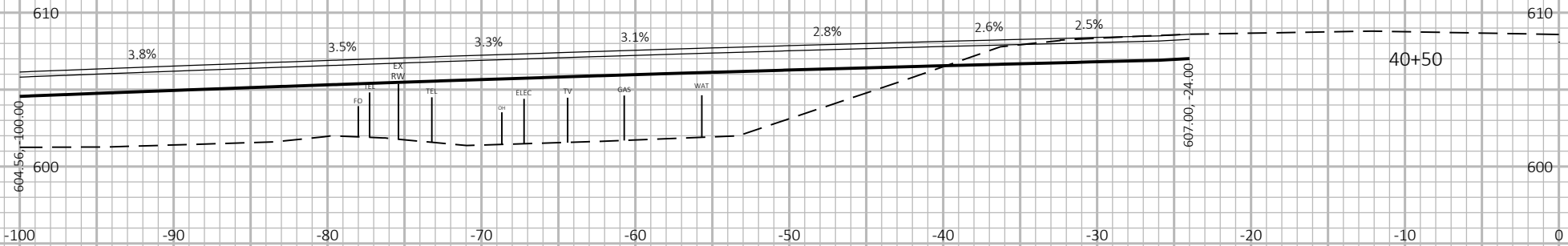
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WISDOT/CADDs SHEET 49

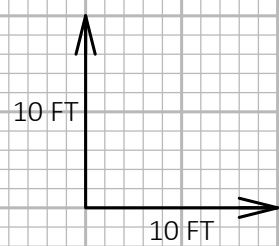
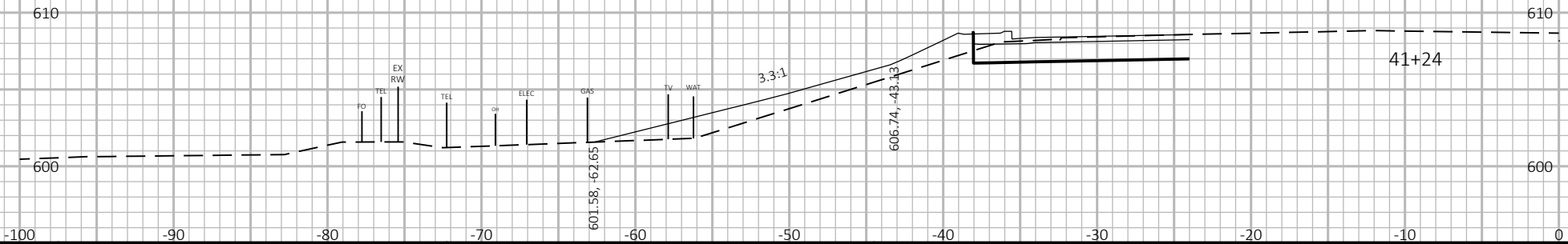
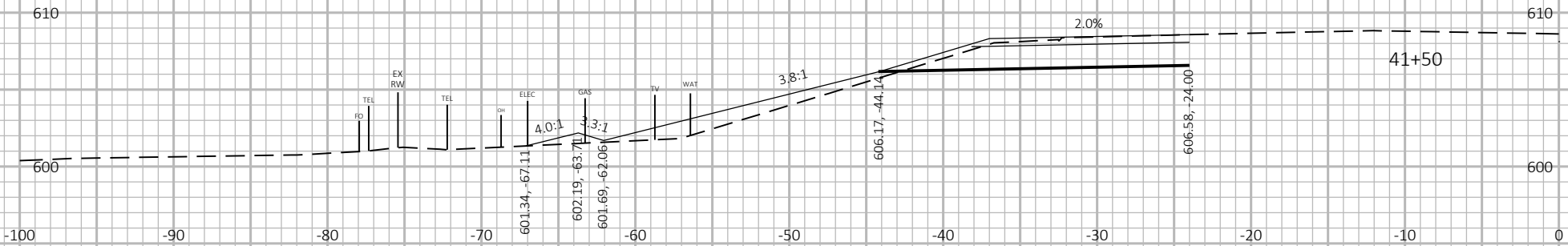
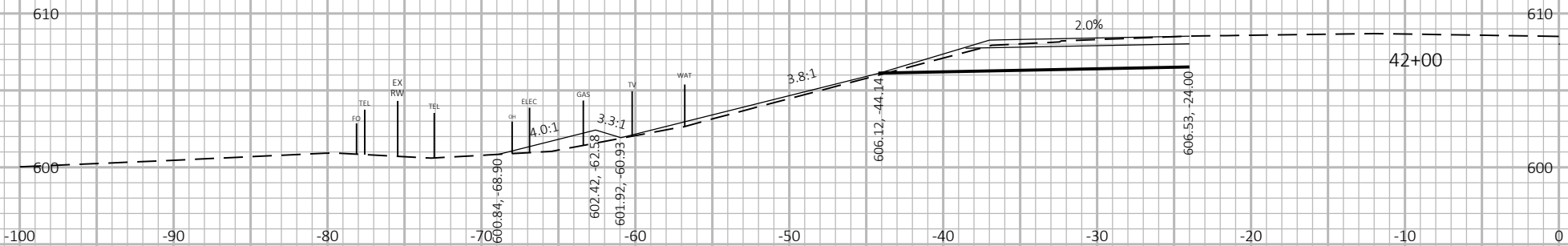


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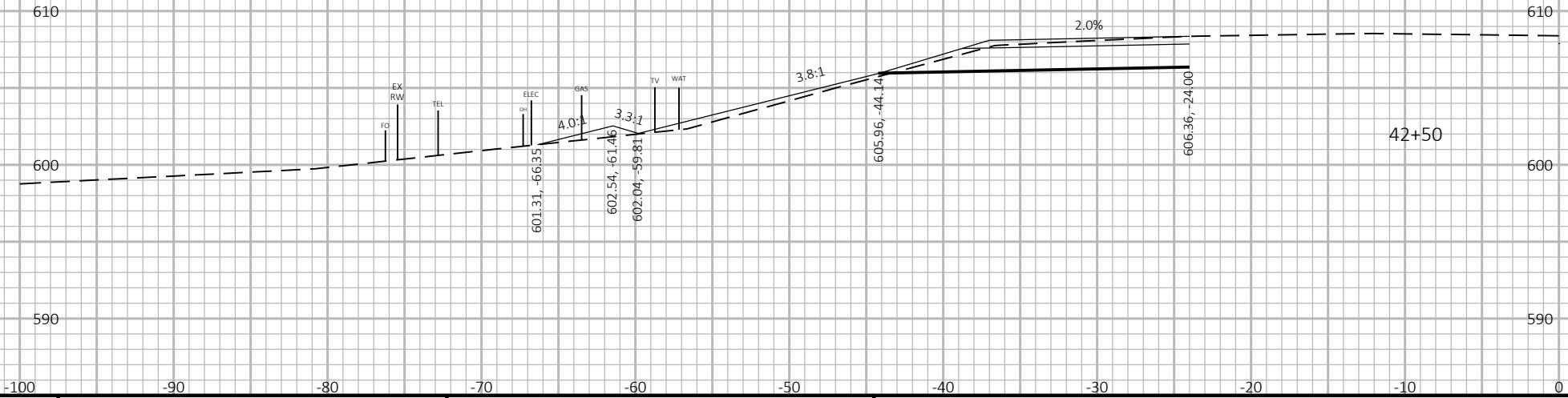
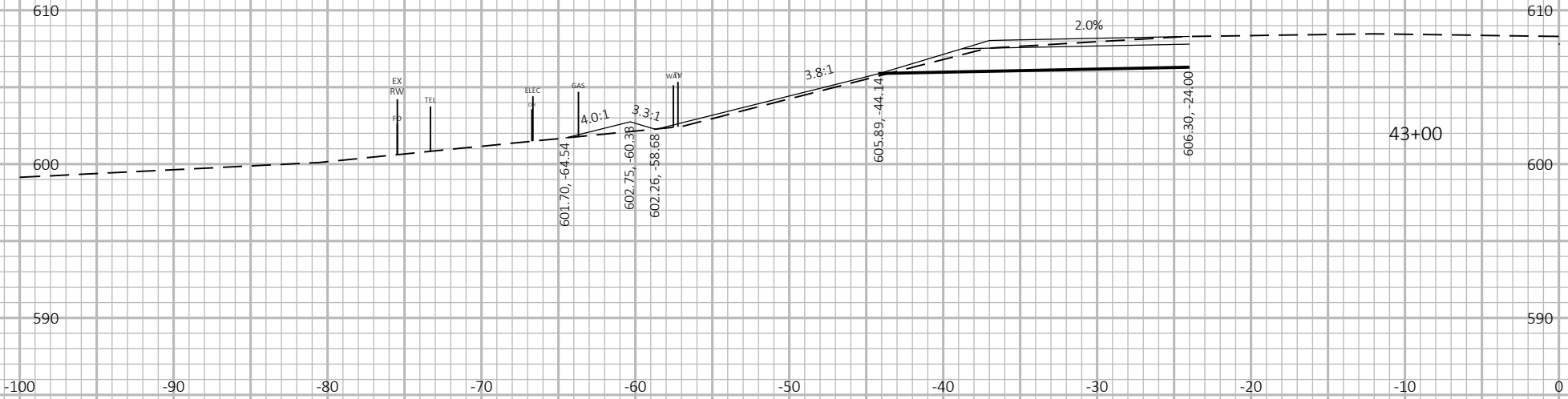
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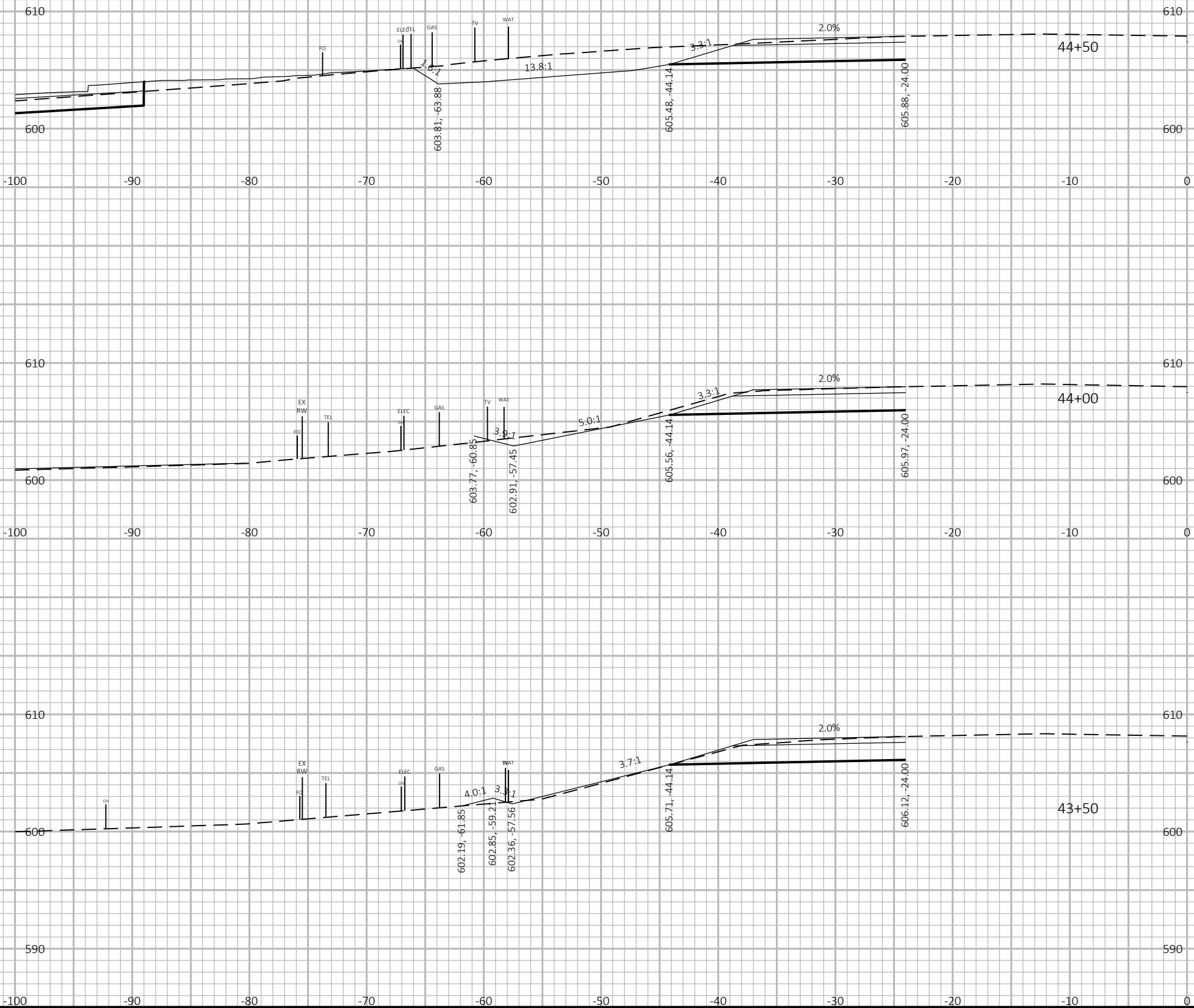
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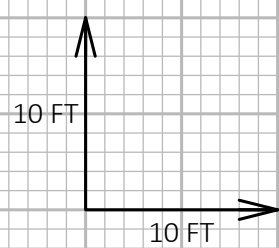
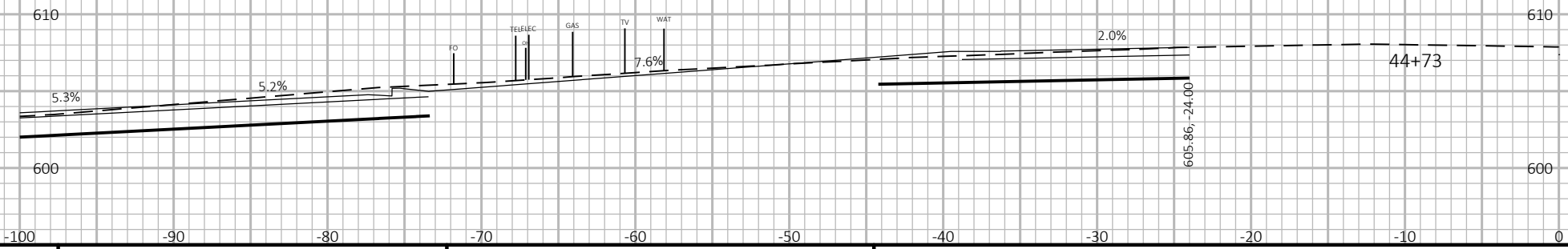
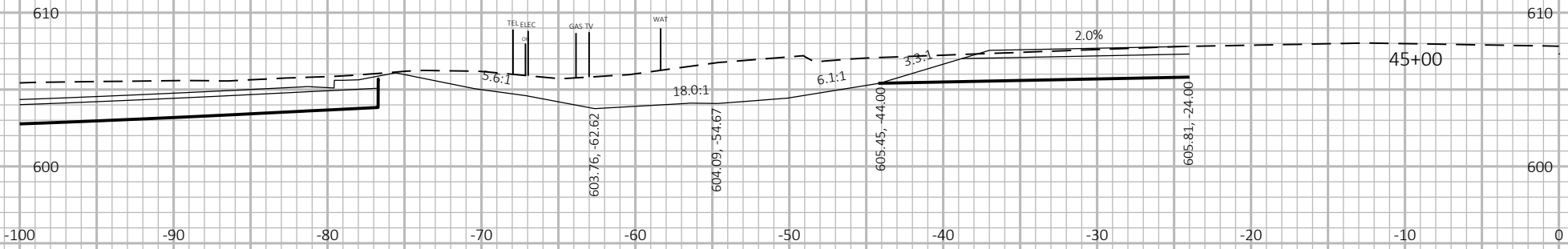
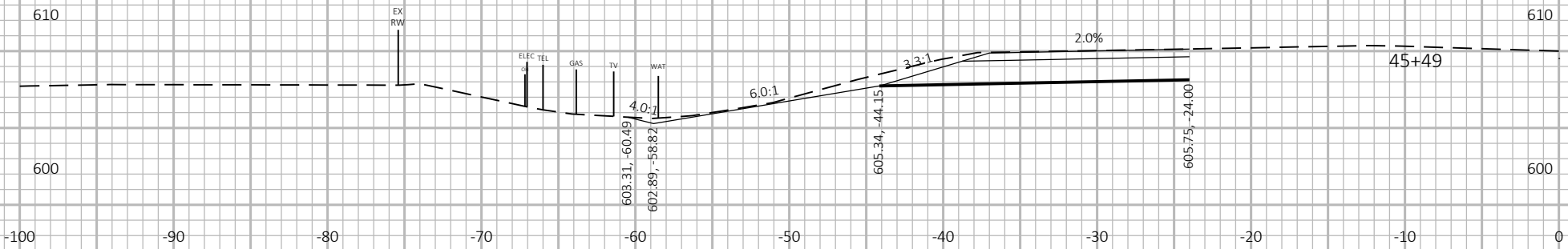


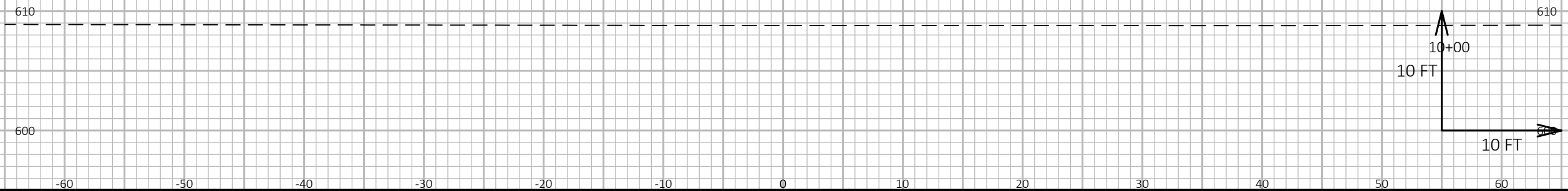
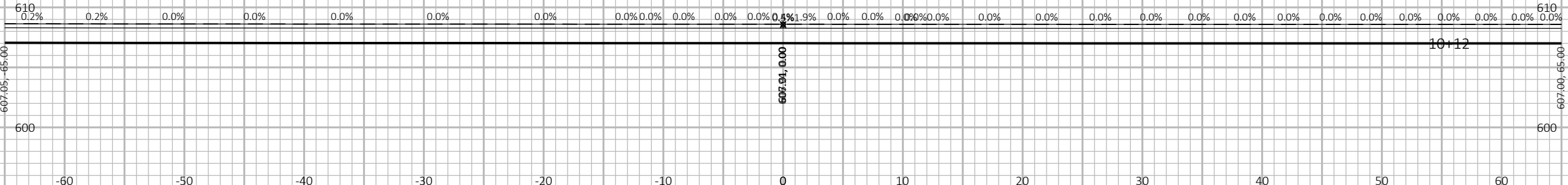
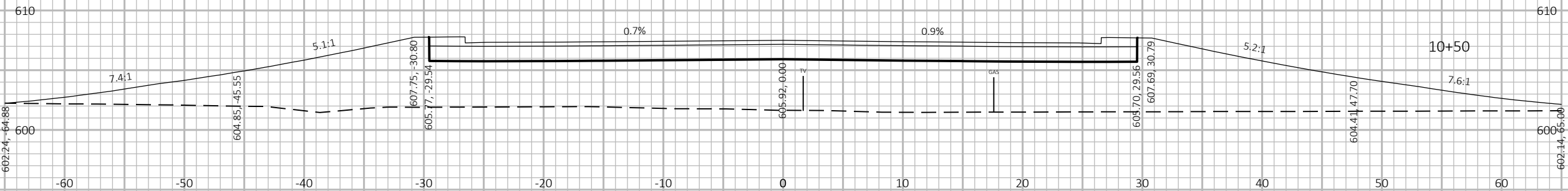
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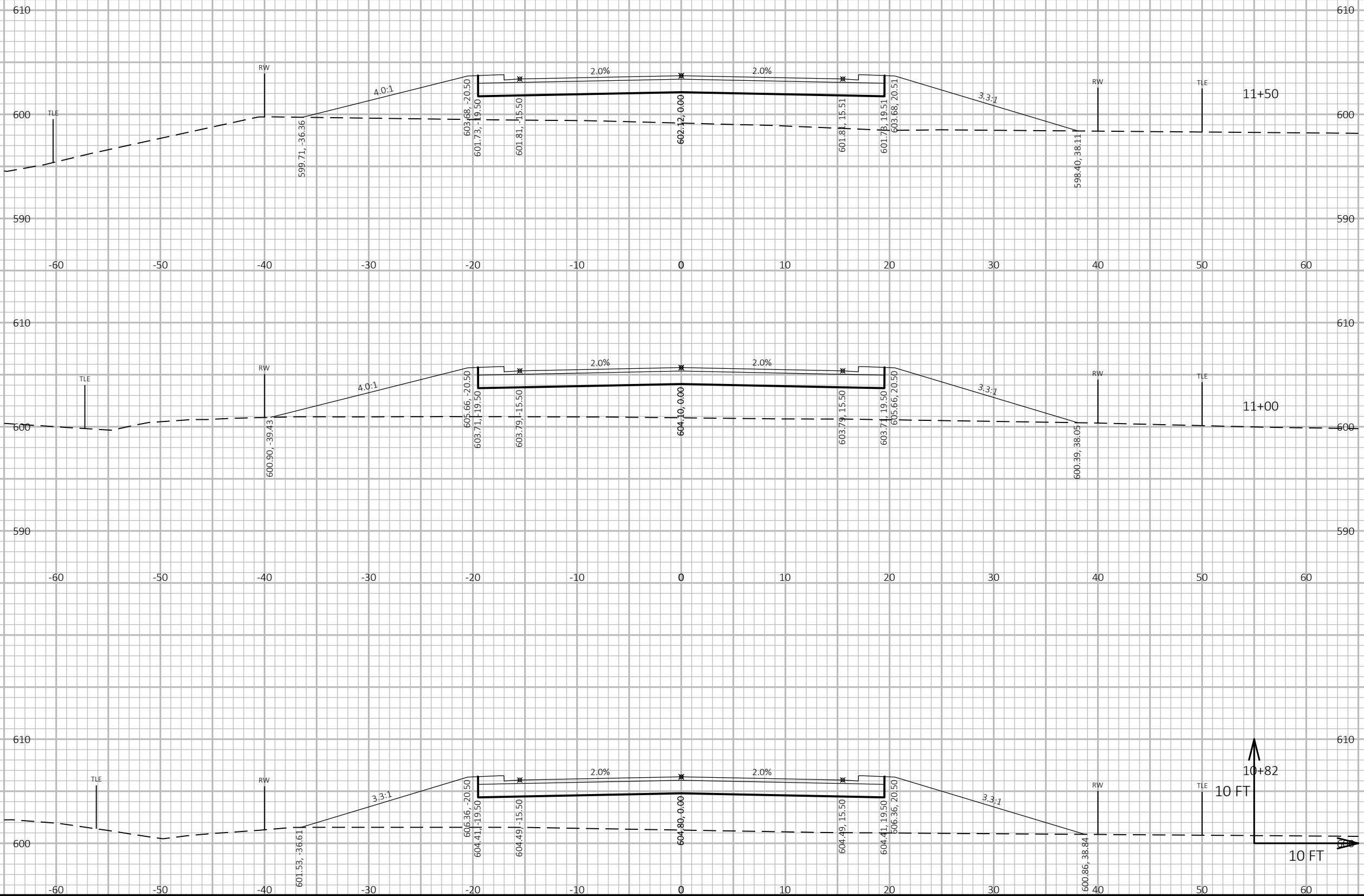
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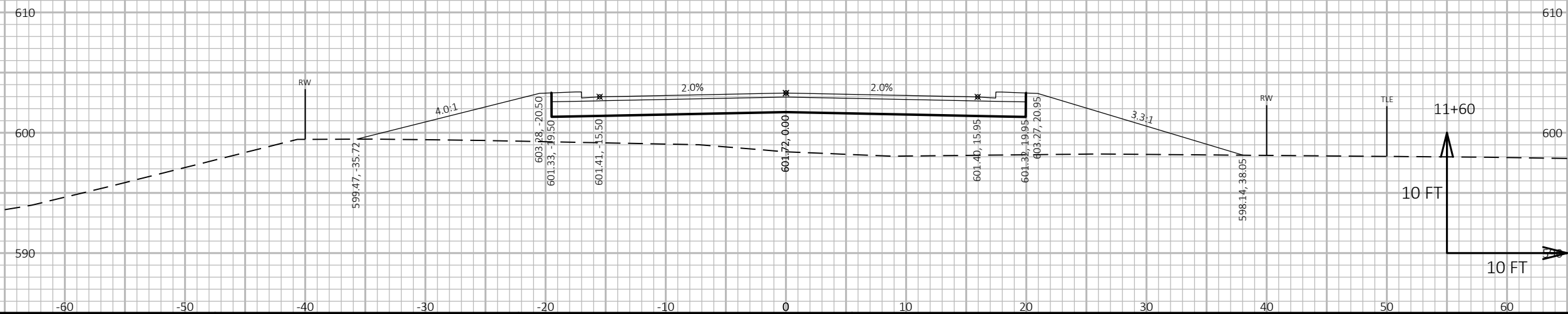
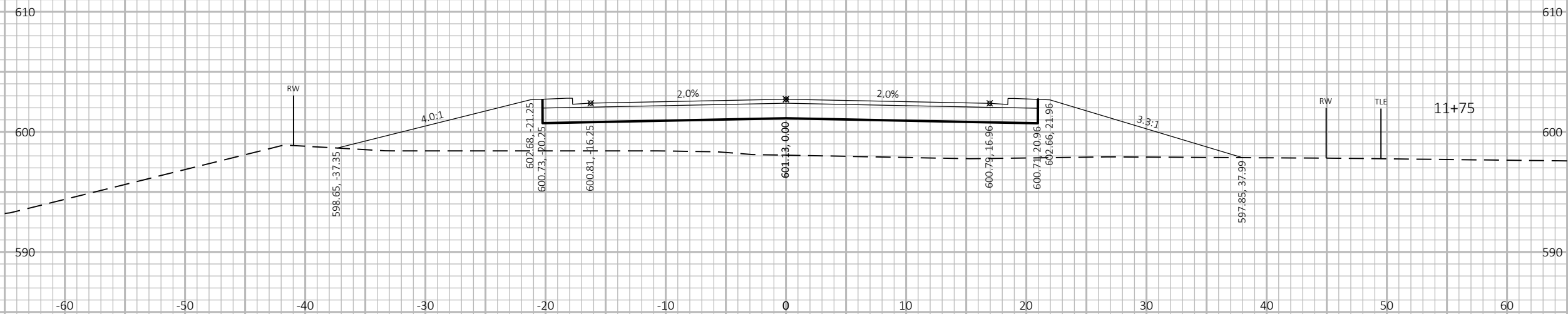
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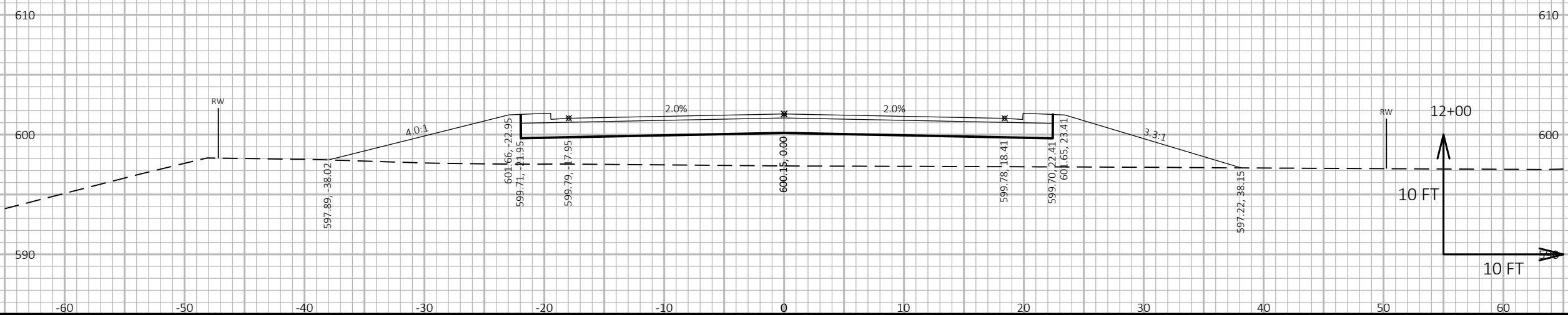
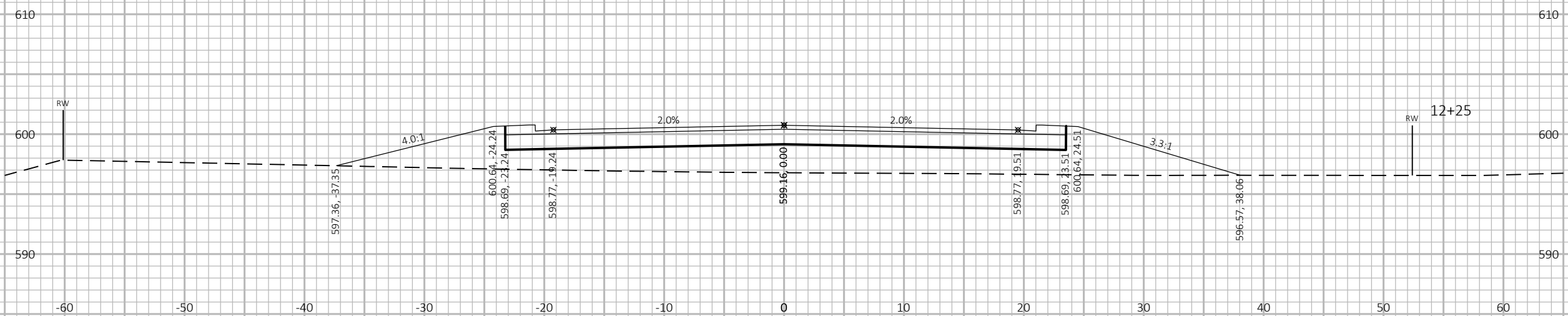




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PROJECT NO:	4190-16-73
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HWY: STH 32

COUNTY: BROWN

CROSS SECTIONS:	AAC CROSS SECTIONS
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SHEET

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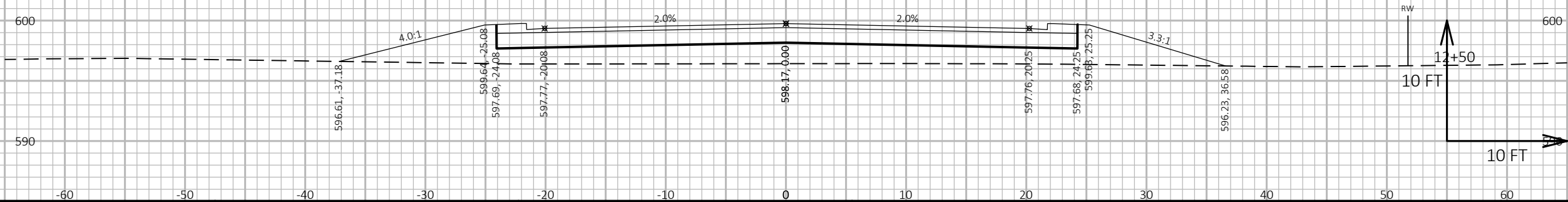
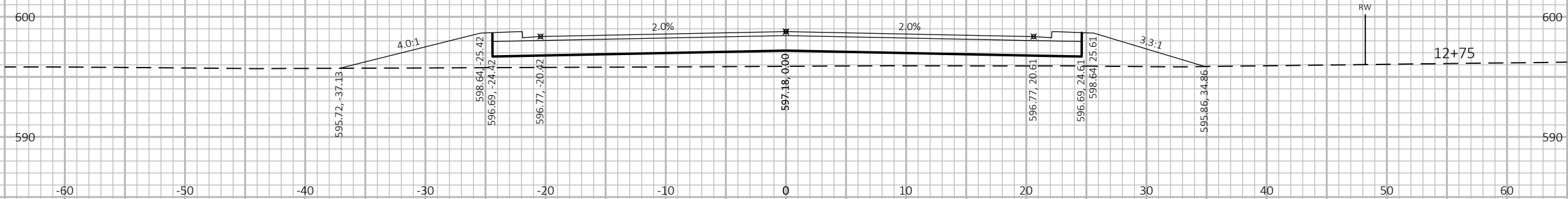
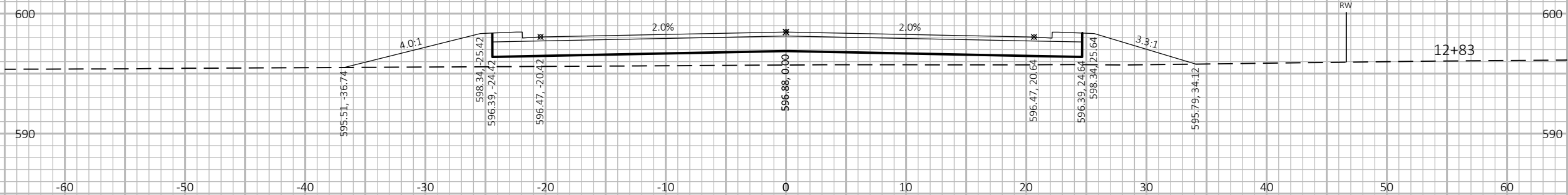
PLOT BY : DUMS, ALEXANDER T

PLOT NAME :

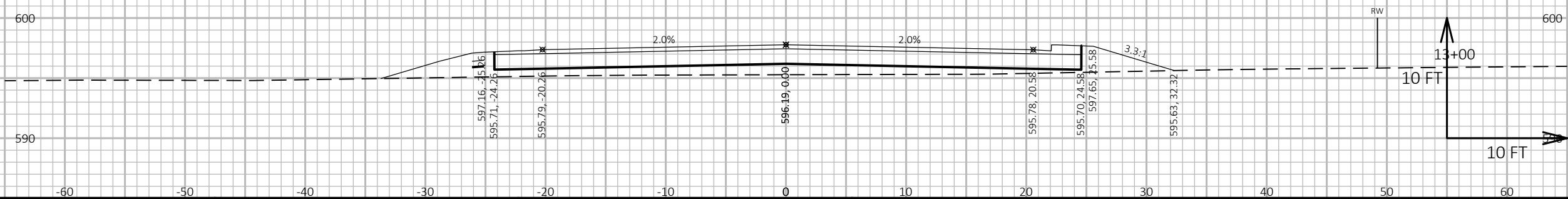
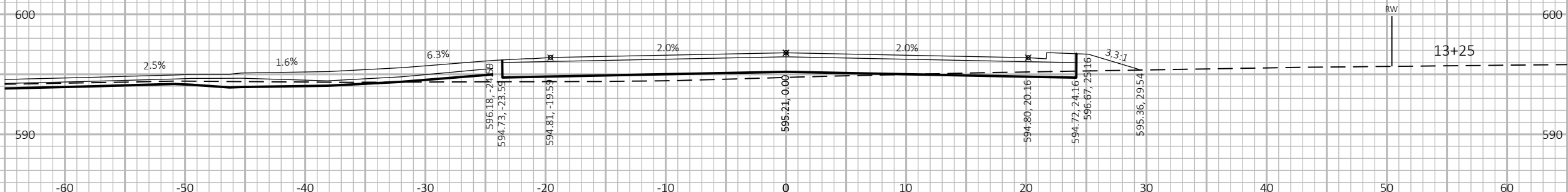
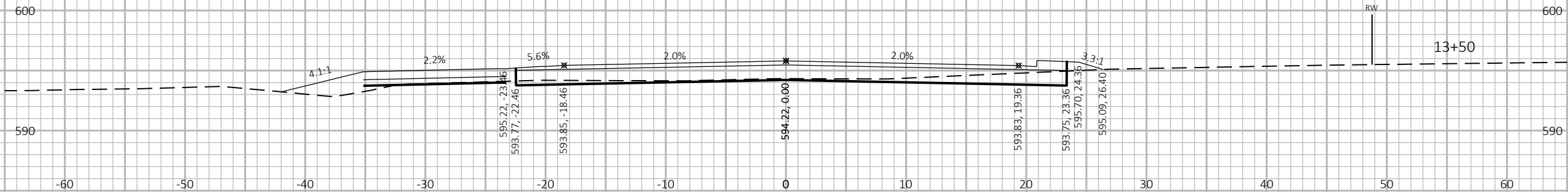
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WISDOT/CADDS SHEET 49

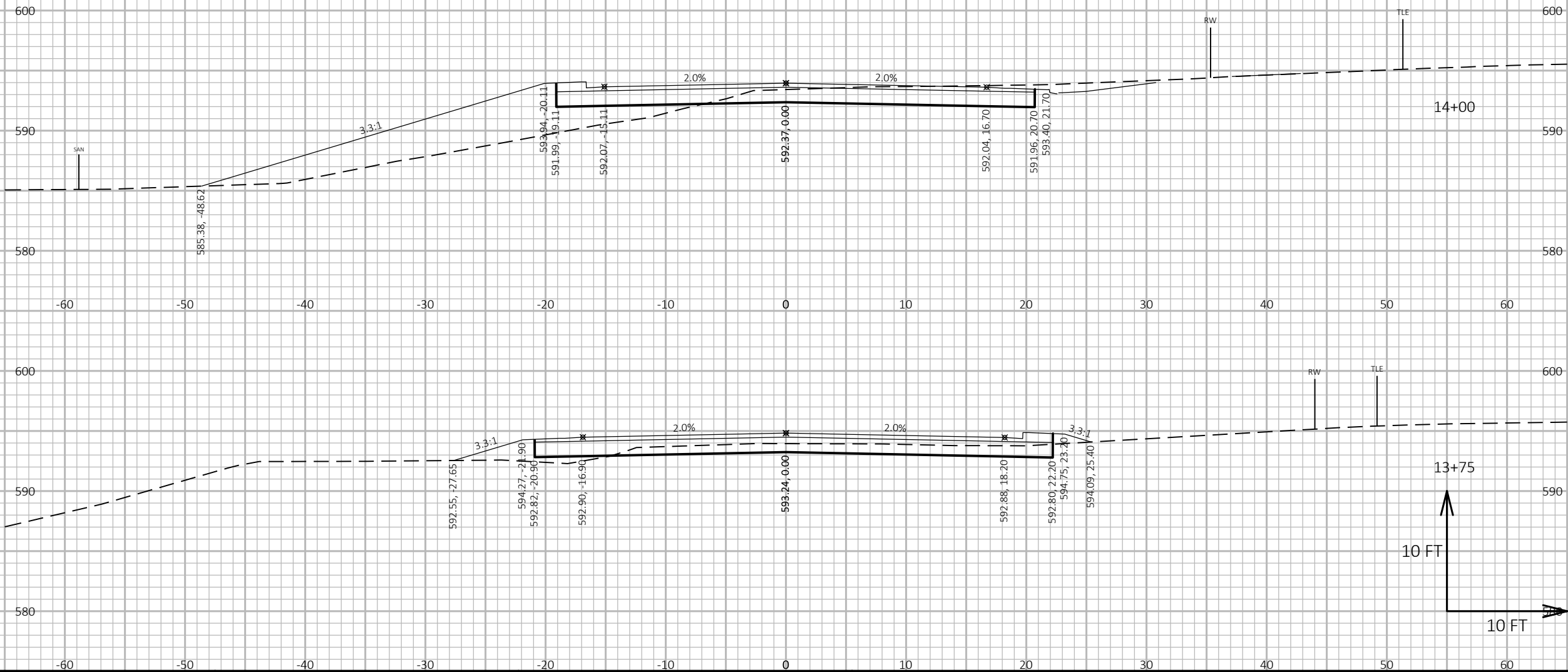
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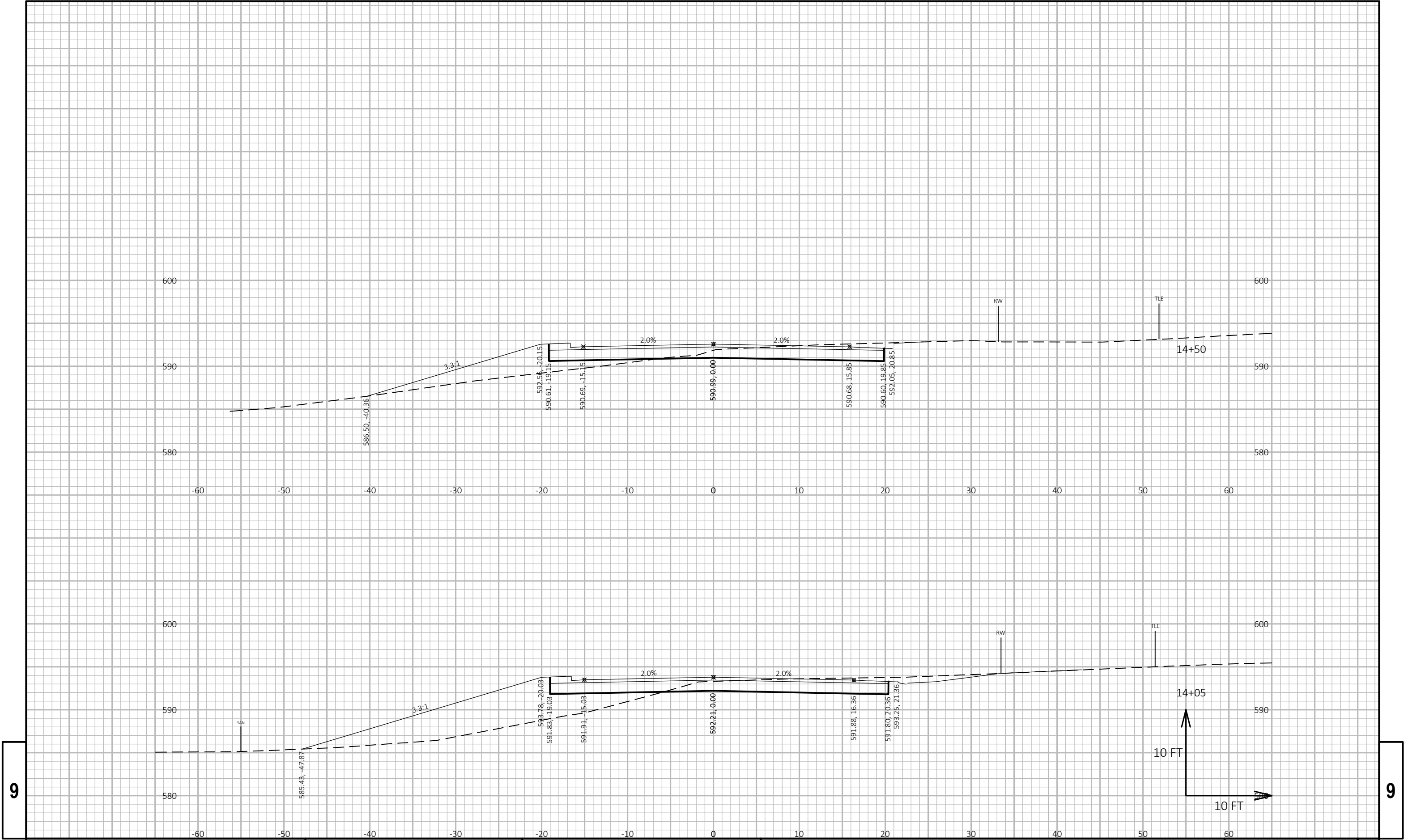
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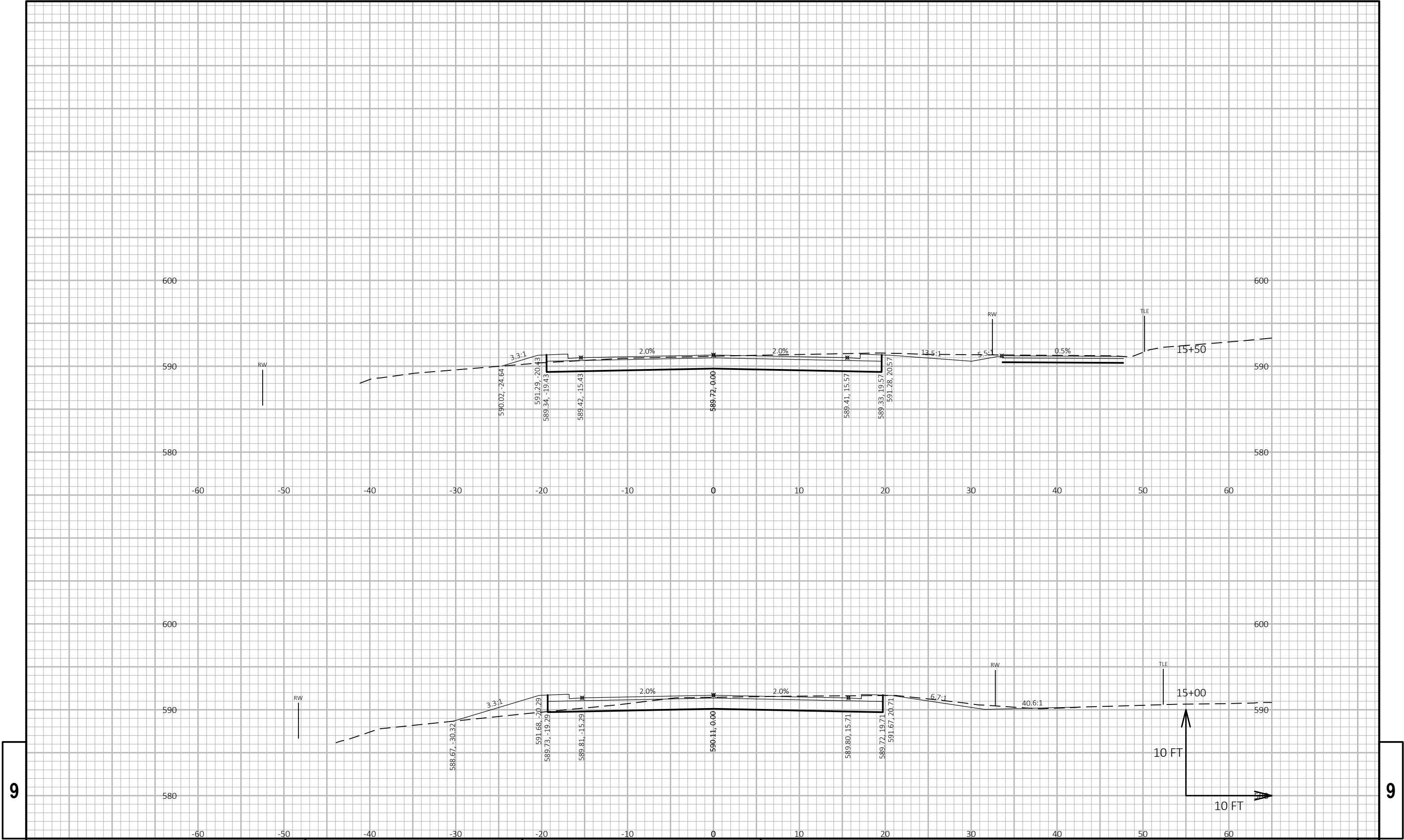


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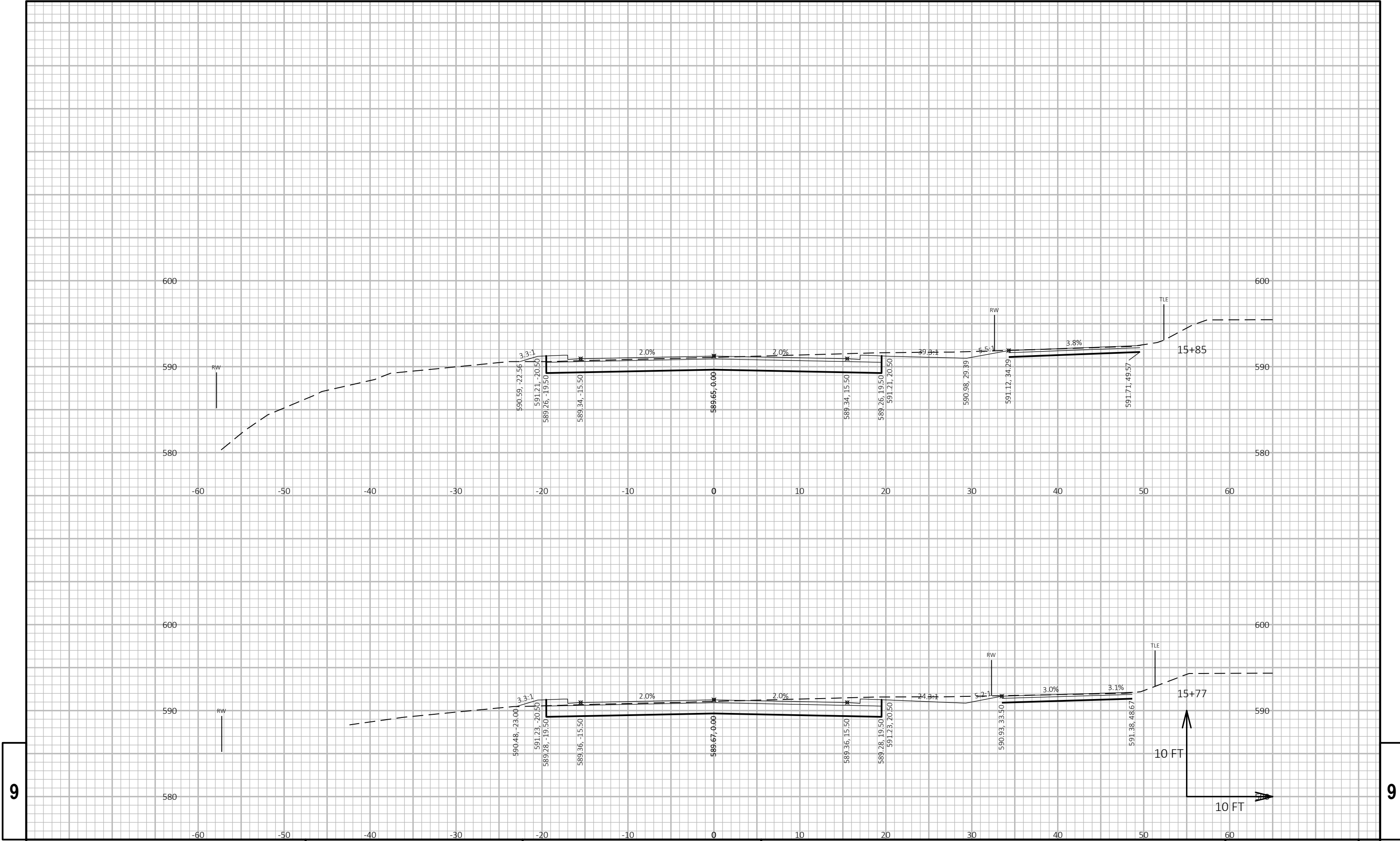
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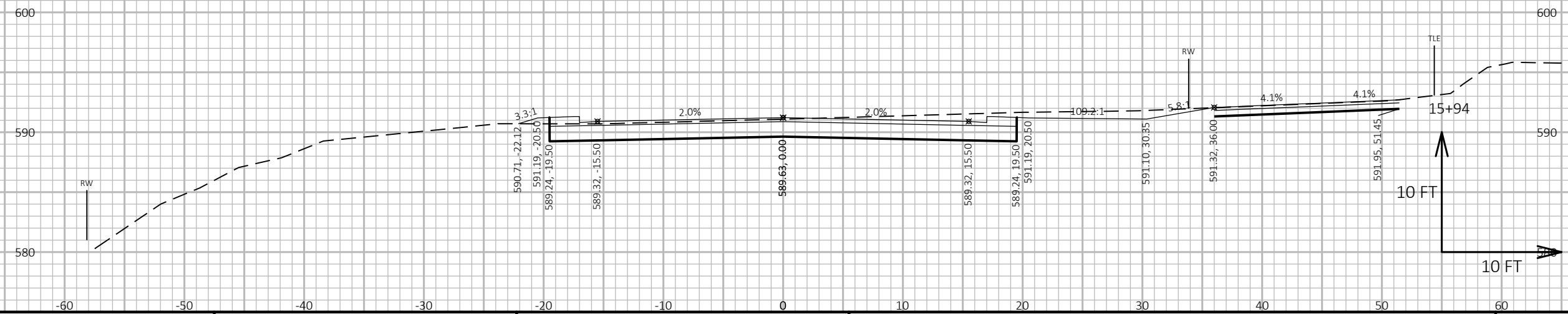
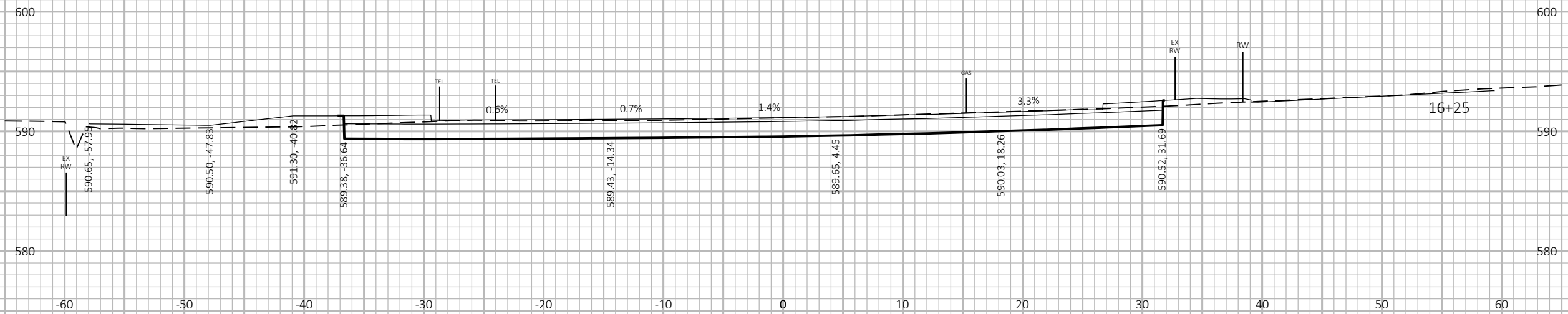
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PROJECT NO: 4190-16-73	HWY: STH 32	COUNTY: BROWN	CROSS SECTIONS: AAC CROSS SECTIONS	SHEET	E
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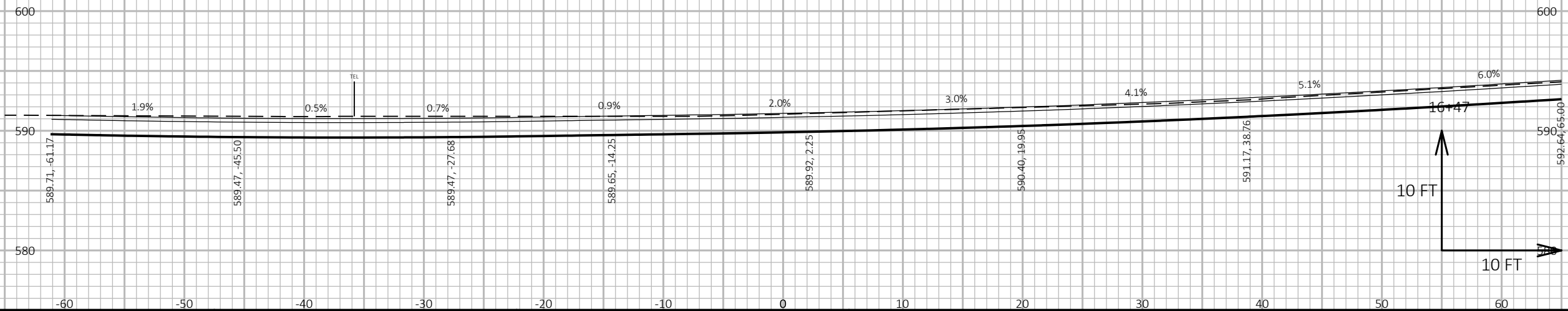


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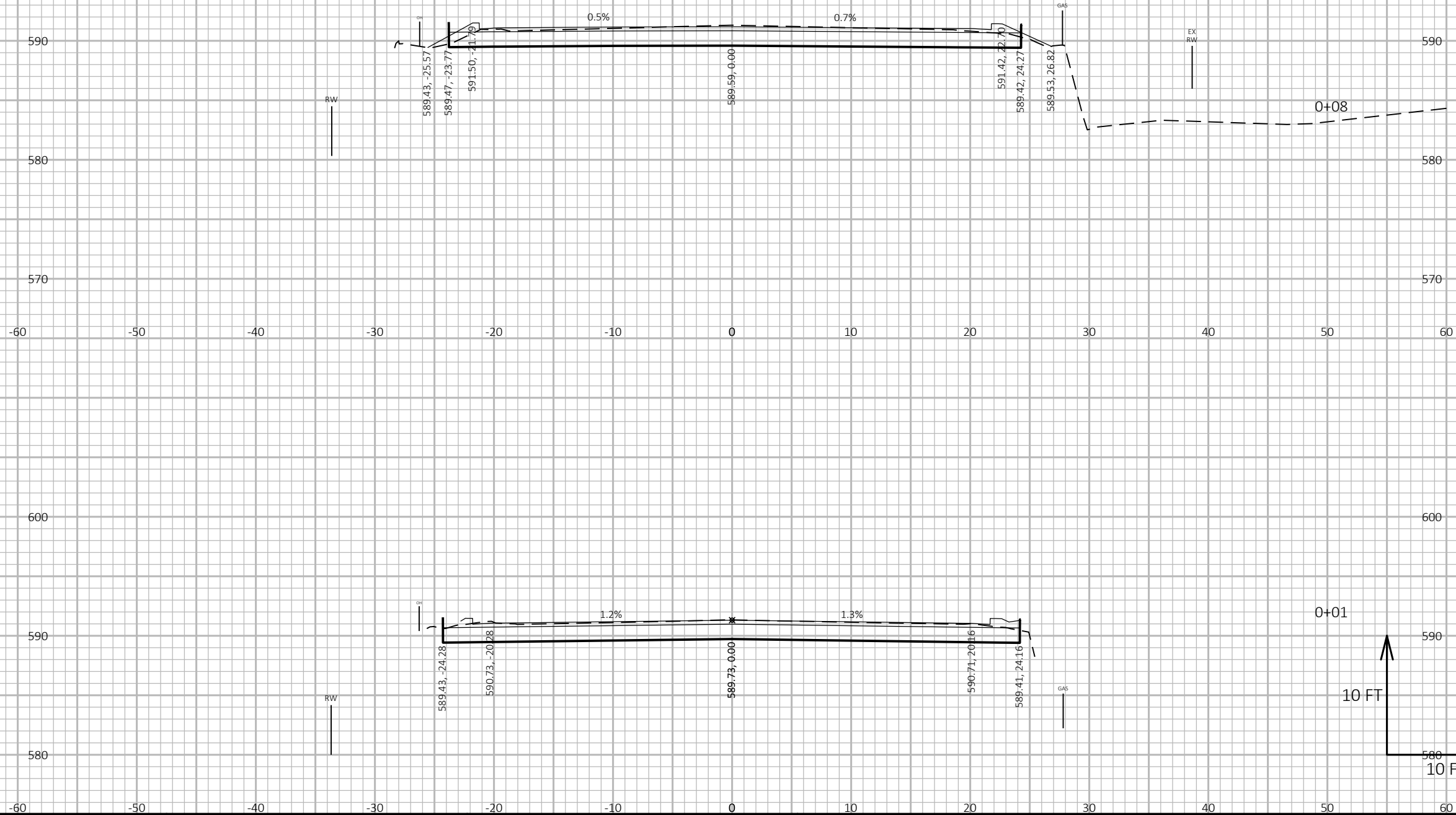
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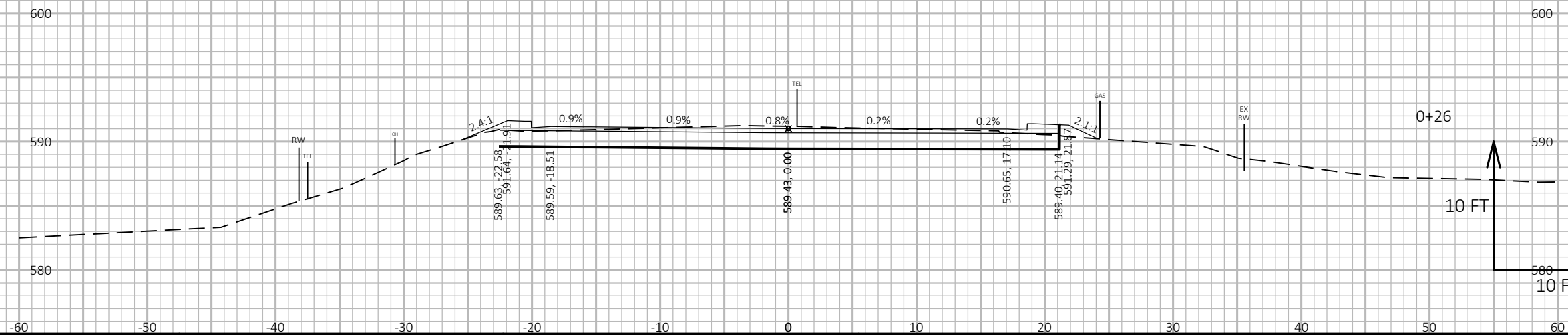
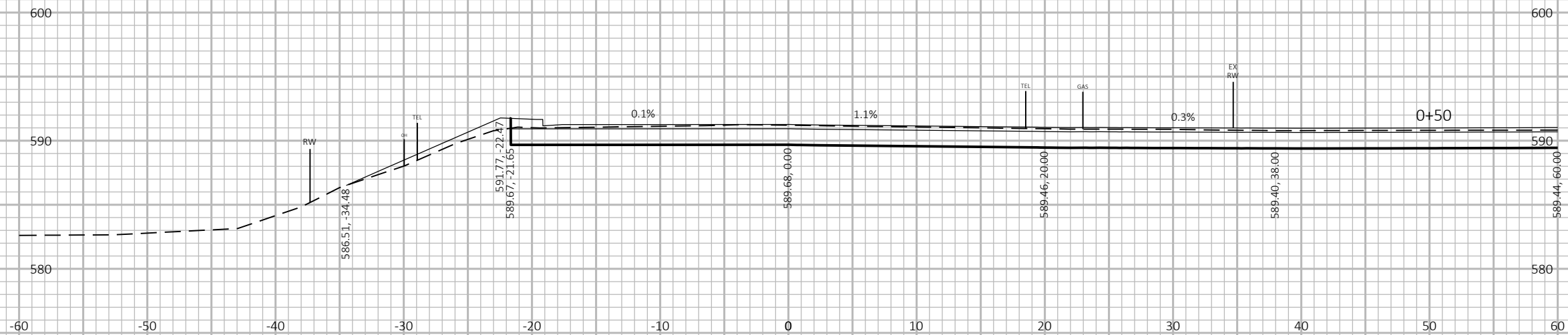
PROJECT NO: 4190-16-73	HWY: STH 32	COUNTY: BROWN	CROSS SECTIONS: AAC CROSS SECTIONS	SHEET E
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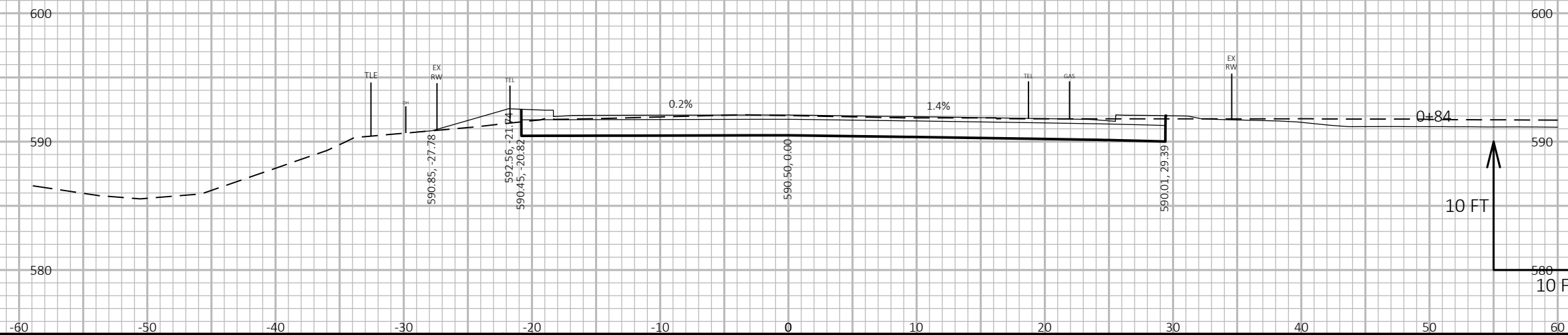
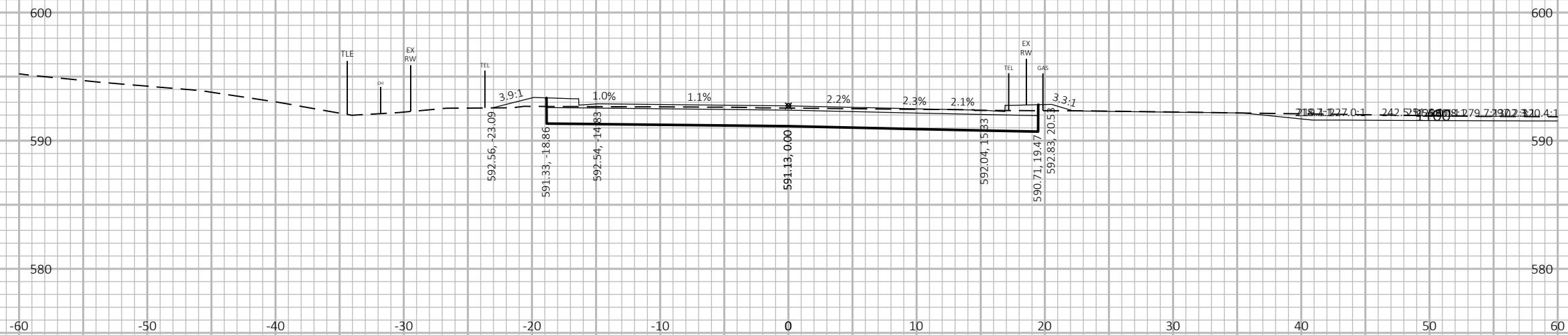
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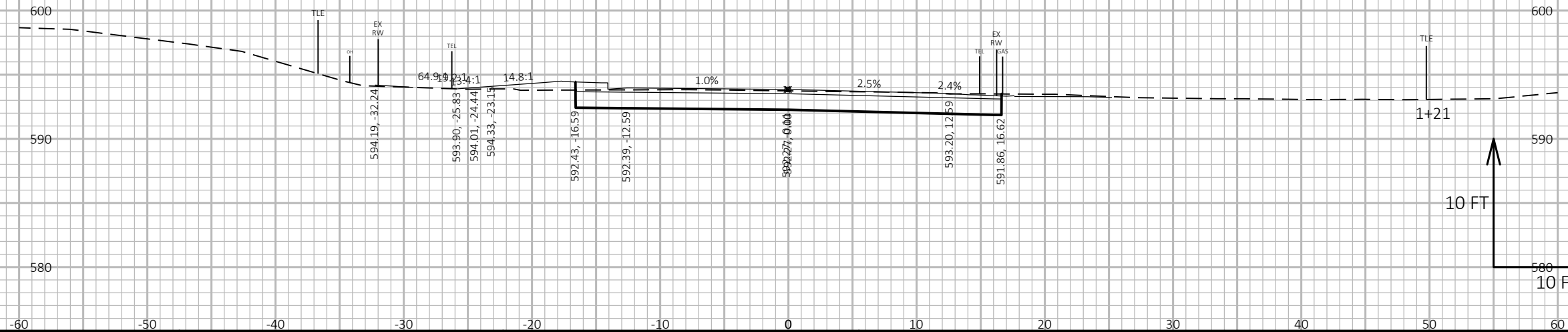
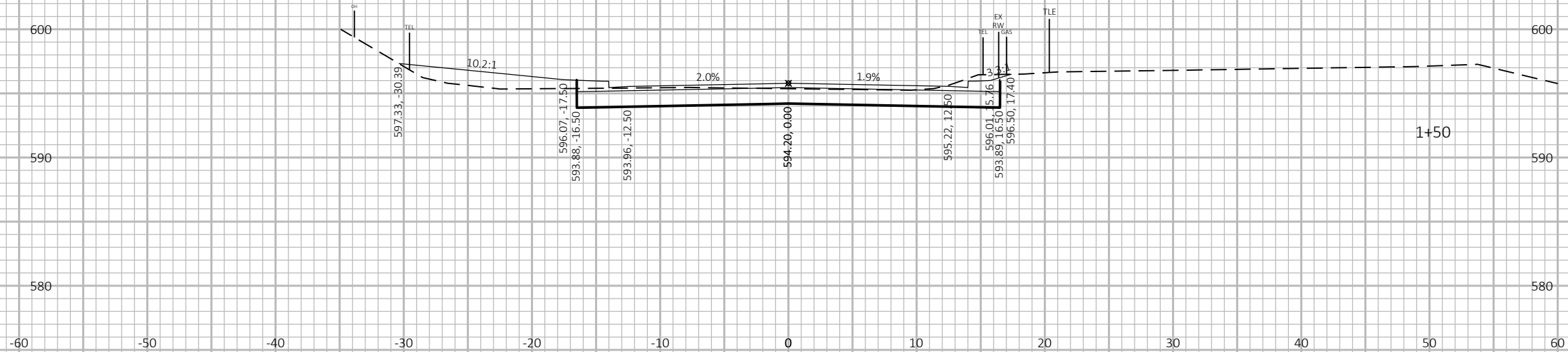


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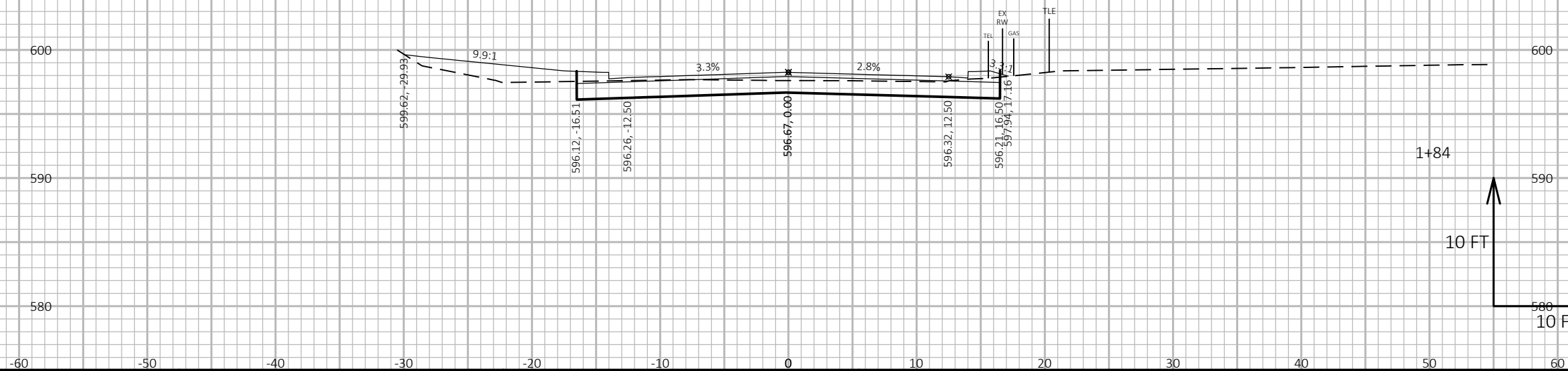
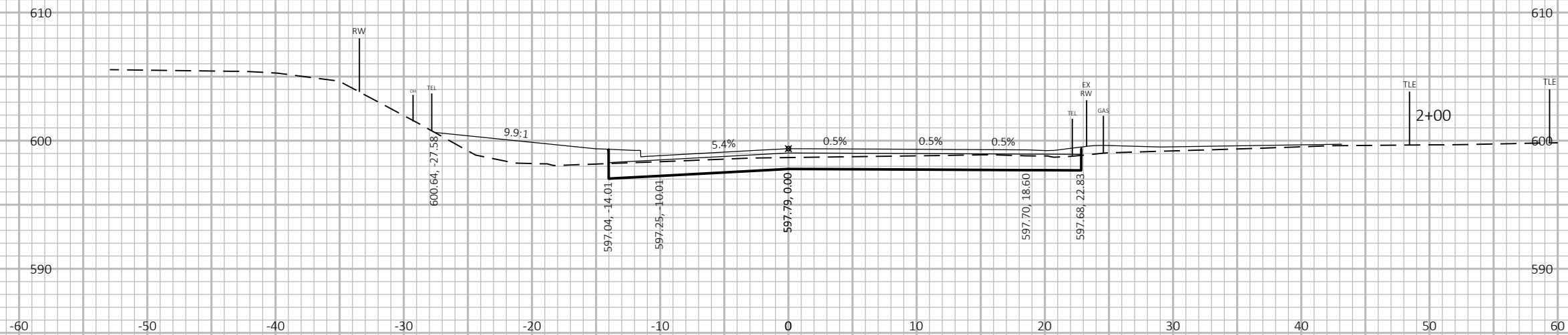


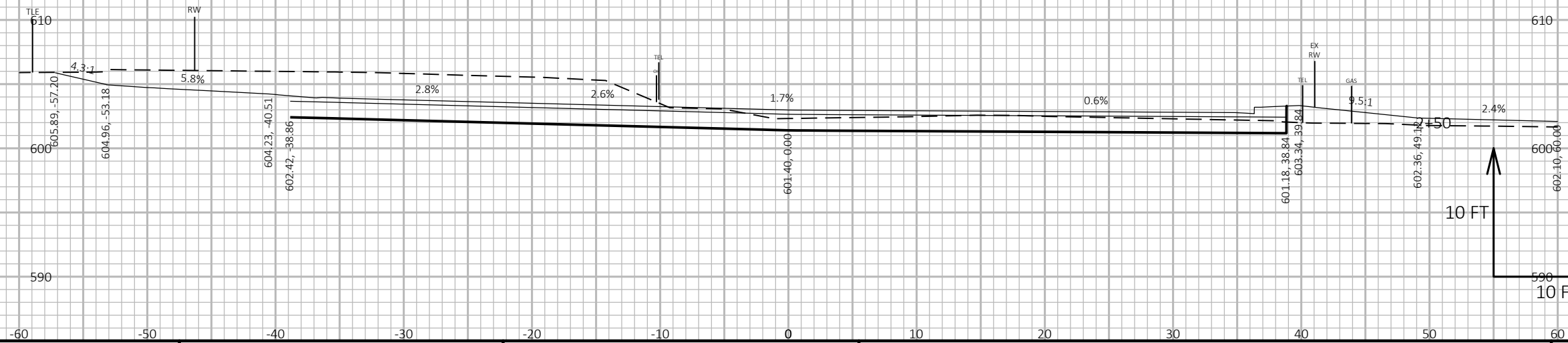
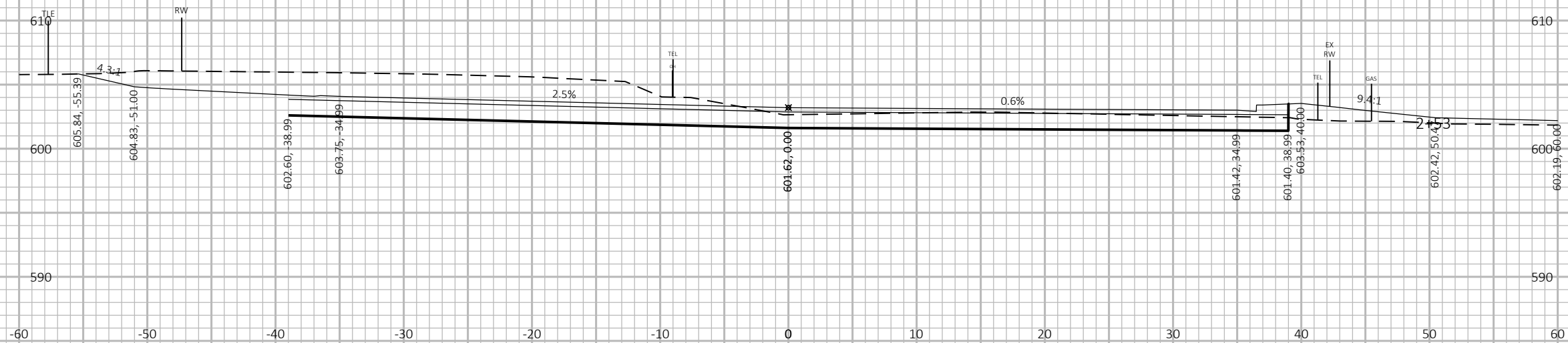
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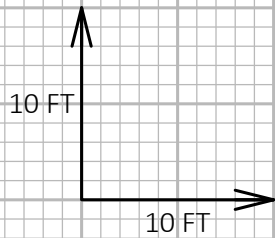
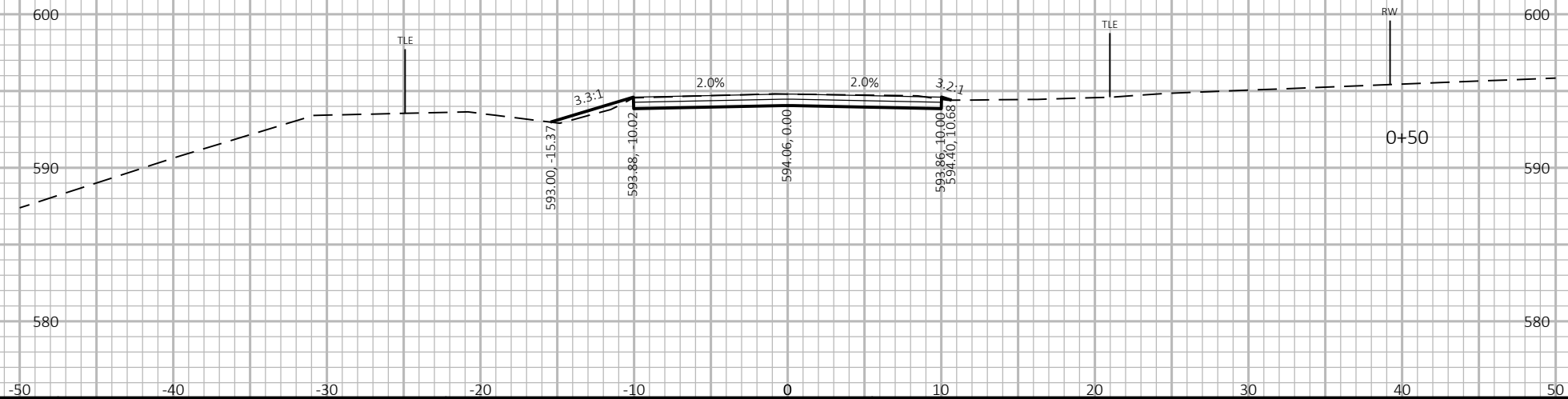
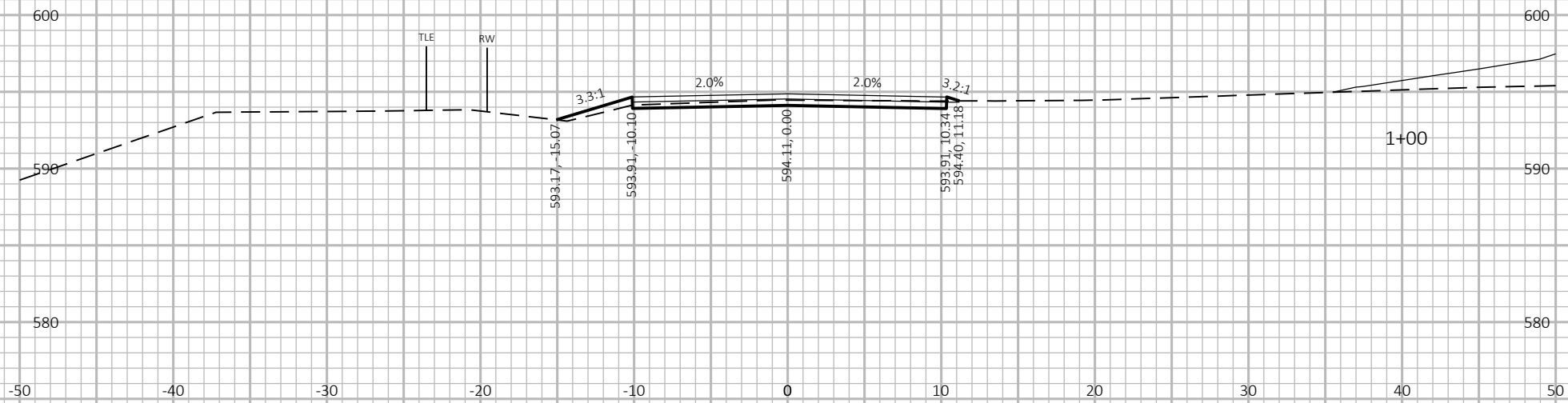
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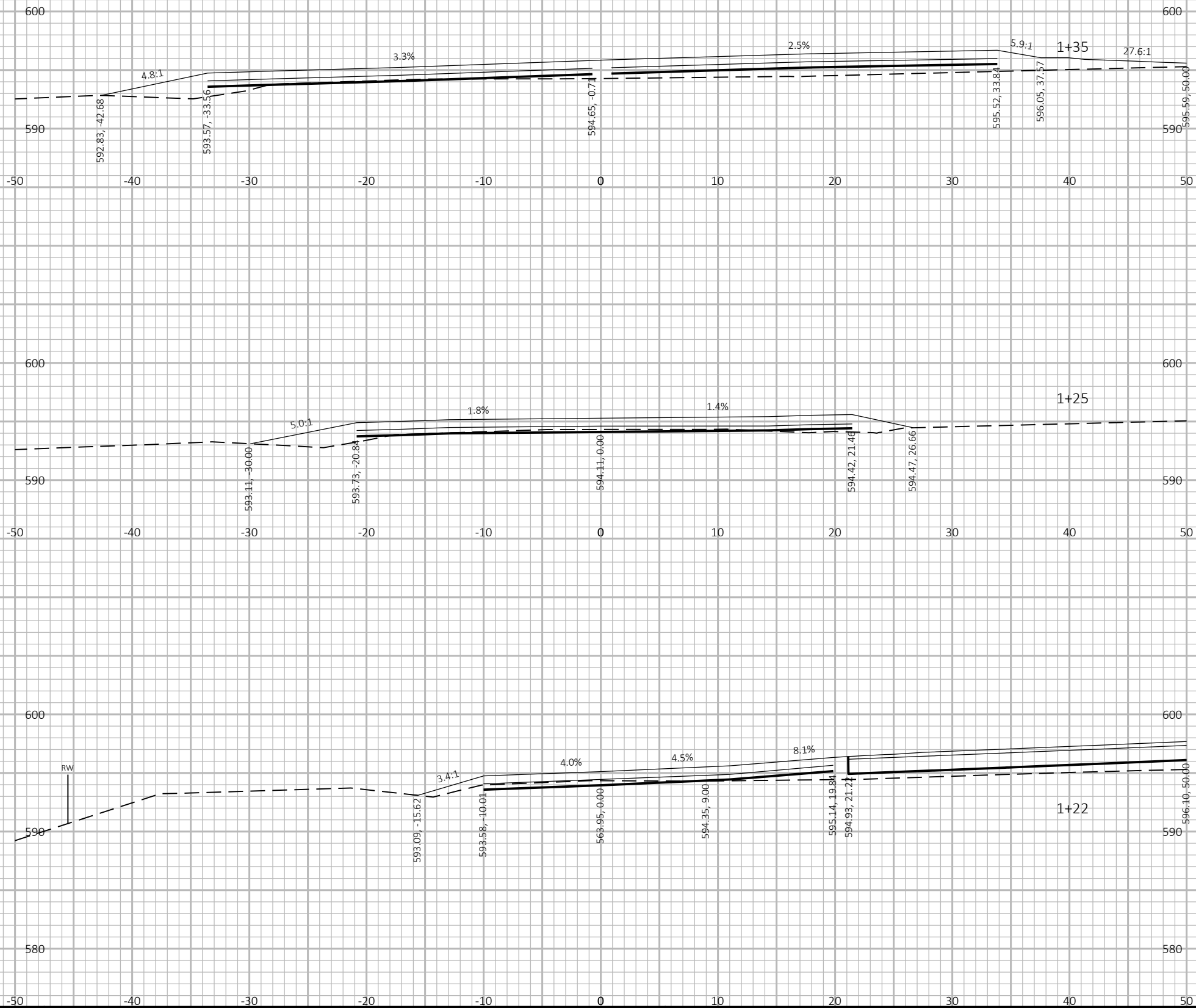


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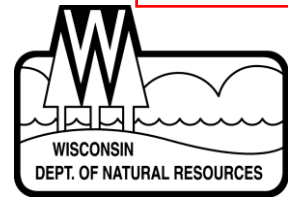


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Attachment G

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

Scott Walker, Governor
Cathy Stepp, Secretary
Telephone 608-266-2621
Toll Free 1-888-936-7463
TTY Access via relay - 711



November 11, 2015

DOT: Brown

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

Subject: DNR Final Concurrence
Project I.D. 4190-16-01
STH 32 (Ashland Avenue) and Parkview Road Intersection
City of De Pere
Brown
Section PC26W, T23N – R20E

Dear Mr. Fulcer:

Thank you for the information regarding the project referenced above. Based on the information provided to the Wisconsin Department of Natural Resources (DNR) on October 28, 2015, DNR has determined that the water quality, floodplain and wetland protection objectives of the DNR/DOT (Wisconsin Department of Transportation) Cooperative Agreement can be met provided one of the four alternatives submitted is selected as the preferred alternative and ultimately constructed. DNR concurs with this project.

Should the scope of the project change, consultation with this agency must be reinitiated. Further comment on the project may be presented at the preconstruction conference. This final concurrence is conditioned on the project construction being in conformance previous coordination, with the DNR/DOT Cooperative Agreement and on the following project specific conditions:

Wetlands

This project should not affect any wetlands. While there is *Phragmites* within the project limits particularly in the STH 32 (Ashland Ave.) ditches I did not see other evidence of wetlands. As you move north along the eastern ditch of STH 32 (Ashland Ave.) by the railroad tracks there is likely wetland in the ditch however the limits shown in information submitted do not extend that far. There also may be wetlands located along Ashwaubenon Creek, but again the submitted information does not show this area to be impacted.

Fisheries/Stream Work

Ashwaubenon Creek is a warm water fishery that is used by spawning fish such as Northern Pike. In order to protect developing fish eggs and substrate for aquatic organisms, all instream work that could adversely impact water quality should be undertaken between March 16 and the end of February. Since it does not appear work in or along Ashwaubenon Creek is needed this date restriction will likely not affect construction.

Waterway and Floodplain

Ashwaubenon Creek is located in a mapped floodplain at this location. This project will need to comply with chapter NR 116 Wis. Adm. Code. If the floodplain will be raised or lowered, in accordance with the DNR/DOT Cooperative Agreement, DOT must notify the Brown County Zoning Administrator of this predicted upstream water surface elevation and provide a copy of the study, so that the spirit and intent of the procedure in chapter NR 116, Wis. Adm. Code are followed.

Erosion Control and Storm Water Management

- Proper erosion control measures must be used and maintained during all phases of construction. An erosion control implementation plan (ECIP) must be developed by the contractor and submitted to this office 14 days prior to the preconstruction conference. Erosion control devices should be specified on the construction plans.
- If dewatering is required for any reason, the water must be pumped into a properly selected and sized dewatering basin before the clean/filtered water is allowed to enter any waterway or wetland. The basin must remove suspended solids and contaminants to the maximum extent practicable. A properly designed and constructed dewatering basin must take into consideration maximum pumping volume (gpm or cfs) and the sedimentation rate for soils to be encountered. Do not house any dewatering technique in a wetland.
- The contractor should restrict the removal of vegetative cover and exposure of bare ground to the minimum amounts necessary to complete construction. Restoration of disturbed soils should take place as soon as conditions permit. If sufficient vegetative cover will not be achieved because of late season construction, it will be important that the site is properly winterized
- All temporary stock piles must be in an upland location and protected with erosion control measures (e.g. silt fence, rock filter-bag berm, etc.). Do not stockpile materials in wetlands, waterways, or floodplains.

Other Issues

This area is heavily infested with *Phragmites*, which is considered a restricted plant in chapter NR 40 Wis. Adm. Code. Adequate precautions should be taken to prevent transporting or introducing invasive species via construction equipment, as provided under chapter NR 40 Wis. Adm. Code. Further information on species classified as Restricted or Prohibited under NR 40 can be found at:

<http://dnr.wi.gov/topic/Invasives/classification.html>.

All selected sites for waste and/or borrow must be an adequate distance from and not within any waterway, wetland, or floodplain. Selected sites must have erosion control measures installed to prevent offsite sediment runoff, both temporary and/or permanent. Additional environmental review will have to be conducted on selected sites that are not permitted (commercial) facilities. Other special conditions may apply to any non-permitted selected sites, which must be identified in the ECIP.

If you have any questions, please contact this office at (920) 412-0165, or email at james.doperalski@wisconsin.gov.

Sincerely,



James P. Doperalski Jr.
Environmental Analysis & Review Specialist

cc: Mike Helmrick – WI DOT

Attachment H



Wetland Impact 1 – October 4, 2017



Wetland Impact 1 – October 4, 2017



Wetland Impact 2 – October 4, 2017



Wetland Impact 3 – October 4, 2017



Wetland Impact 4 – October 4, 2017

Attachment I



Division of Transportation
System Development
Northeast Regional Office
944 Vanderperren Way
Green Bay, WI 54304

Scott Walker, Governor
Mark Gottlieb, P.E., Secretary
Internet web site: www.dot.wisconsin.gov

Telephone: (920)492-5643
Facsimile (FAX): (920)492-5640
E-mail: ner.dtsd@dot.wi.gov

October 28, 2015

U.S. Fish and Wildlife Service
2661 Scott Tower Drive
New Franken, WI 54229

Project I.D. 4190-16-01 (Design); 4190-16-73(Construction)
STH 32
Ashland Avenue and Parkview Road Intersection
City of De Pere
Brown County

RE: Initial Project Notification

The Department of Transportation is in the process of developing plans for the above-mentioned construction project.

Project I.D. 4190-16-01 will consist of reconfiguring the intersection of Ashland Avenue and Parkview Road. The Department of Transportation is still considering multiple alternatives and a preferred alternative has not yet been selected. Alternatives under consideration include constructing a left-in right-in right-out configuration with slotted left turn lanes, closing the median and having a right-in right-out only configuration, and constructing a cul-de-sac on the west side of the intersection.

This project, 4190-16-01, is currently scheduled to be let November 14, 2017.

Please review the proposed improvements and comment on any environmental concerns. Attached is a project location map and an overview of each alternative for your use. If you need any additional information or have any questions, please feel free to contact me at andrew.fulcer@dot.wi.gov or at (920) 492-5664.

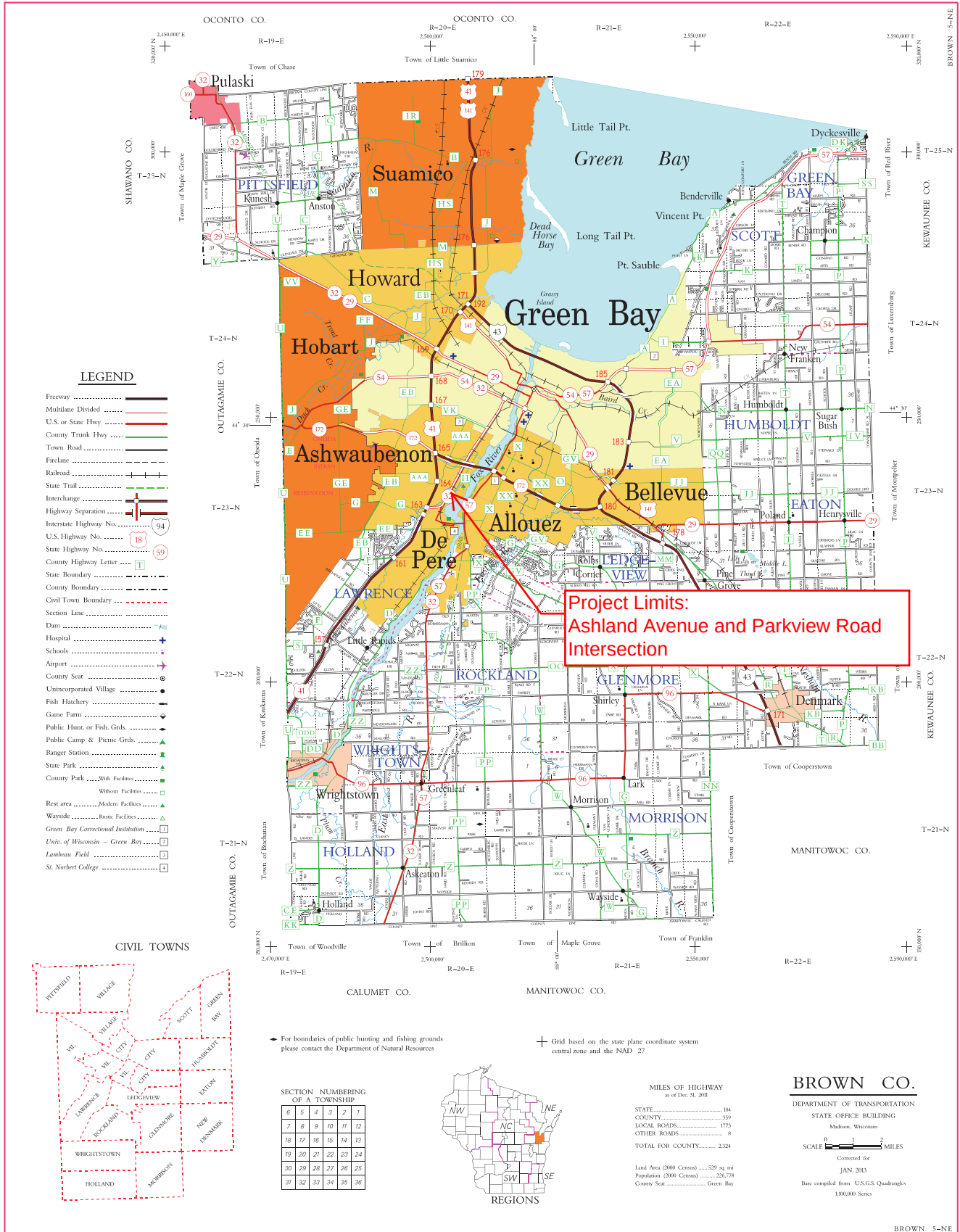
Sincerely,

A handwritten signature in cursive script that reads "Andrew D. Fulcer".

Andrew Fulcer, P.E.
Project Manager

Cc: Mike Helmrick, Northeast Region
Attachment: Project Location Map
Alternative 1, 2, 3A, and 3B Overview Sheets

PROJECT LOCATION MAP

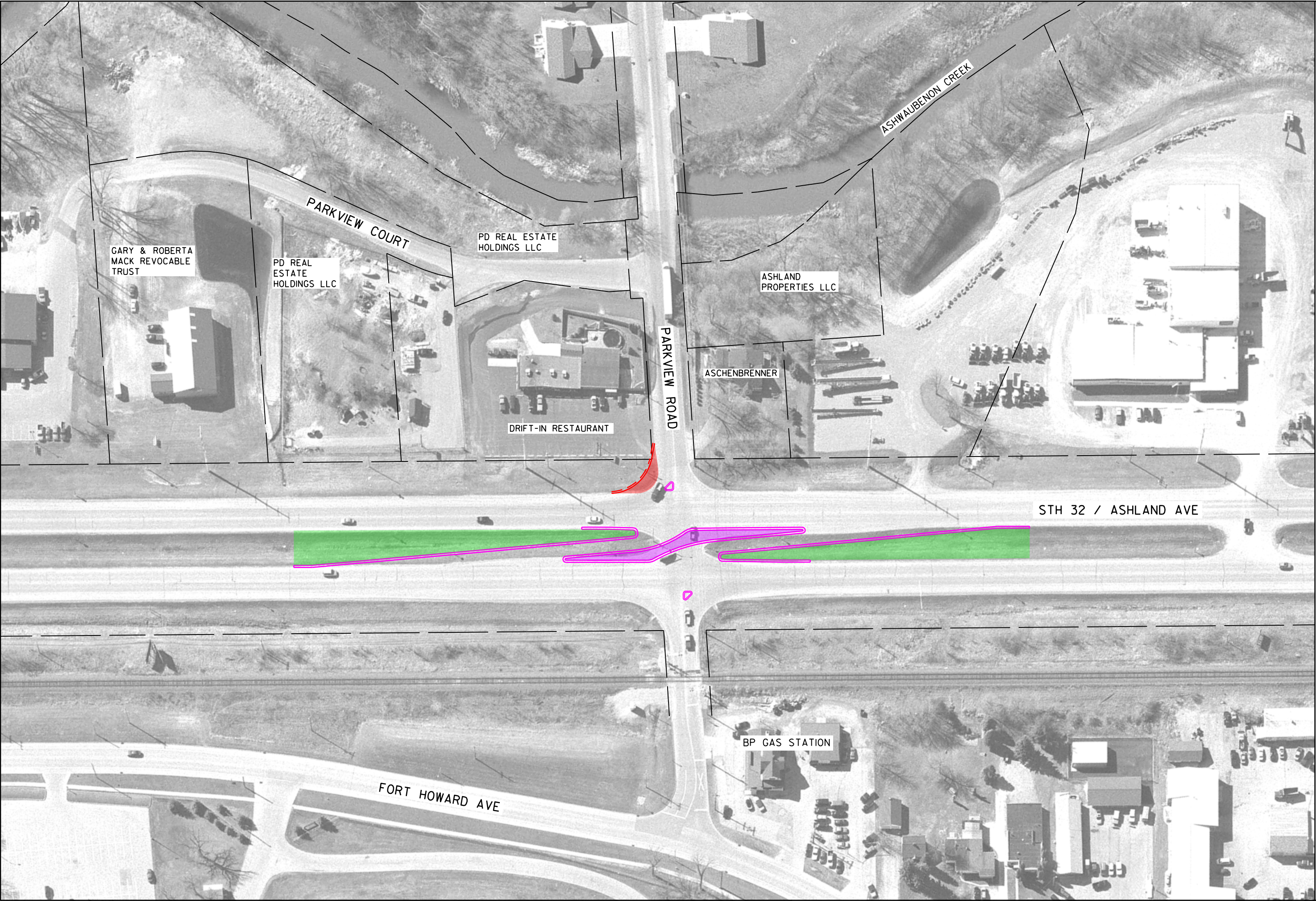


4190-16-01

STH 32

ASHLAND AVE AND PARKVIEW RD INTERSECTION

BROWN COUNTY





WISCONSIN
DEPARTMENT OF TRANSPORTATION

ALTERNATIVE - 1

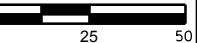
'S'-STYLE MEDIAN SPLITTER ISLAND ON ASHLAND
WIDEN EB PARKVIEW APPROACH RIGHT TURN
PORKCHOP ISLANDS AT THE WB AND EB PARKVIEW APPROACHES

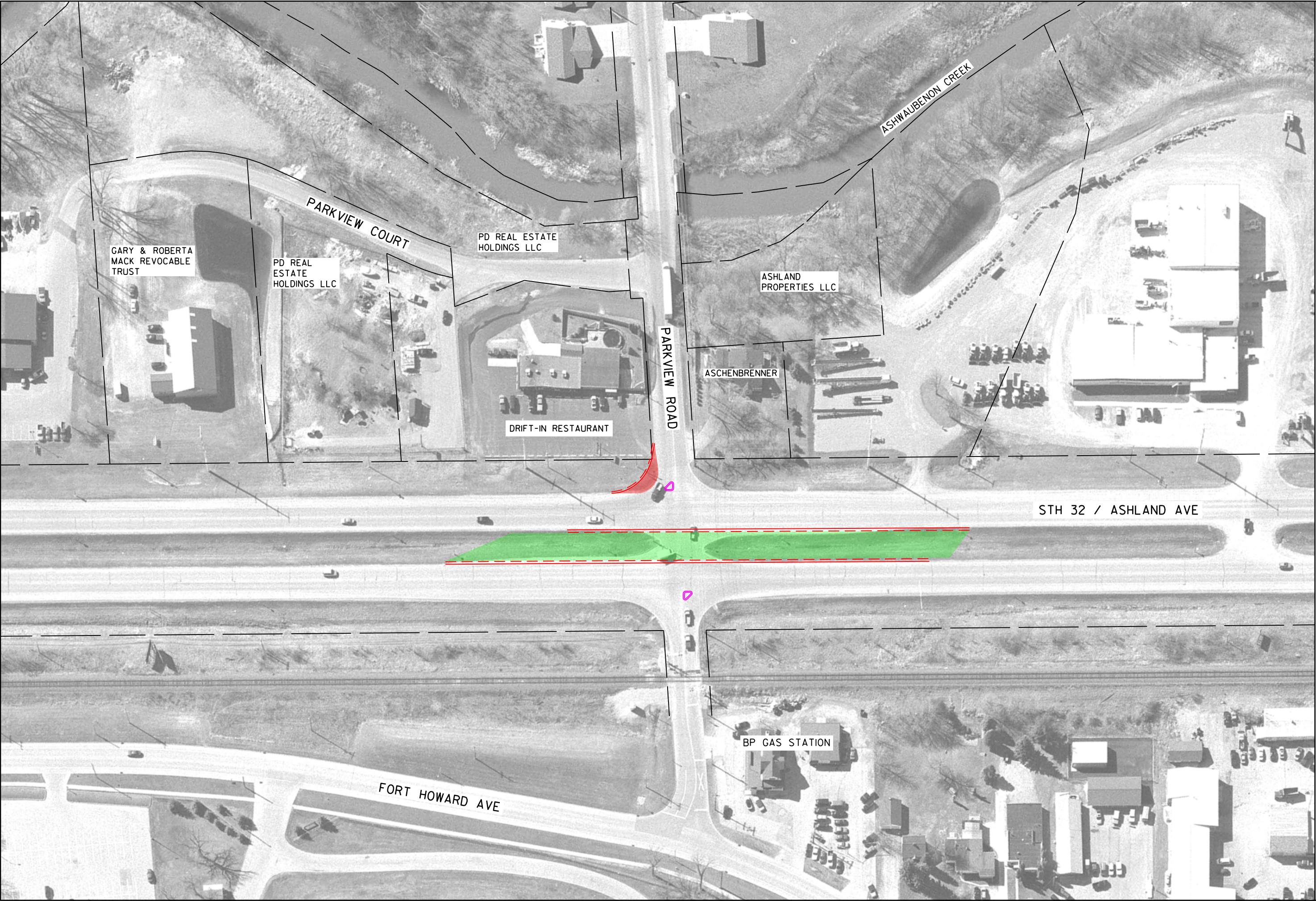
LEGEND

- EXISTING ROW/PARCELS
- PAVEMENT LIMITS
- AGGREGATE SHOULDER
- CURB AND GUTTER
- REGRADING REQUIRED



SCALE: 1" = 50'







WISCONSIN
DEPARTMENT OF TRANSPORTATION

ALTERNATIVE - 2

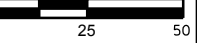
ELIMINATE LEFT TURNS OFF ASHLAND TO PARKVIEW
RIGHT-IN, RIGHT-OUT TO PARKVIEW WITH CUL-DE-SAC
PORKCHOP ISLANDS AT THE WB AND EB PARKVIEW APPROACHES

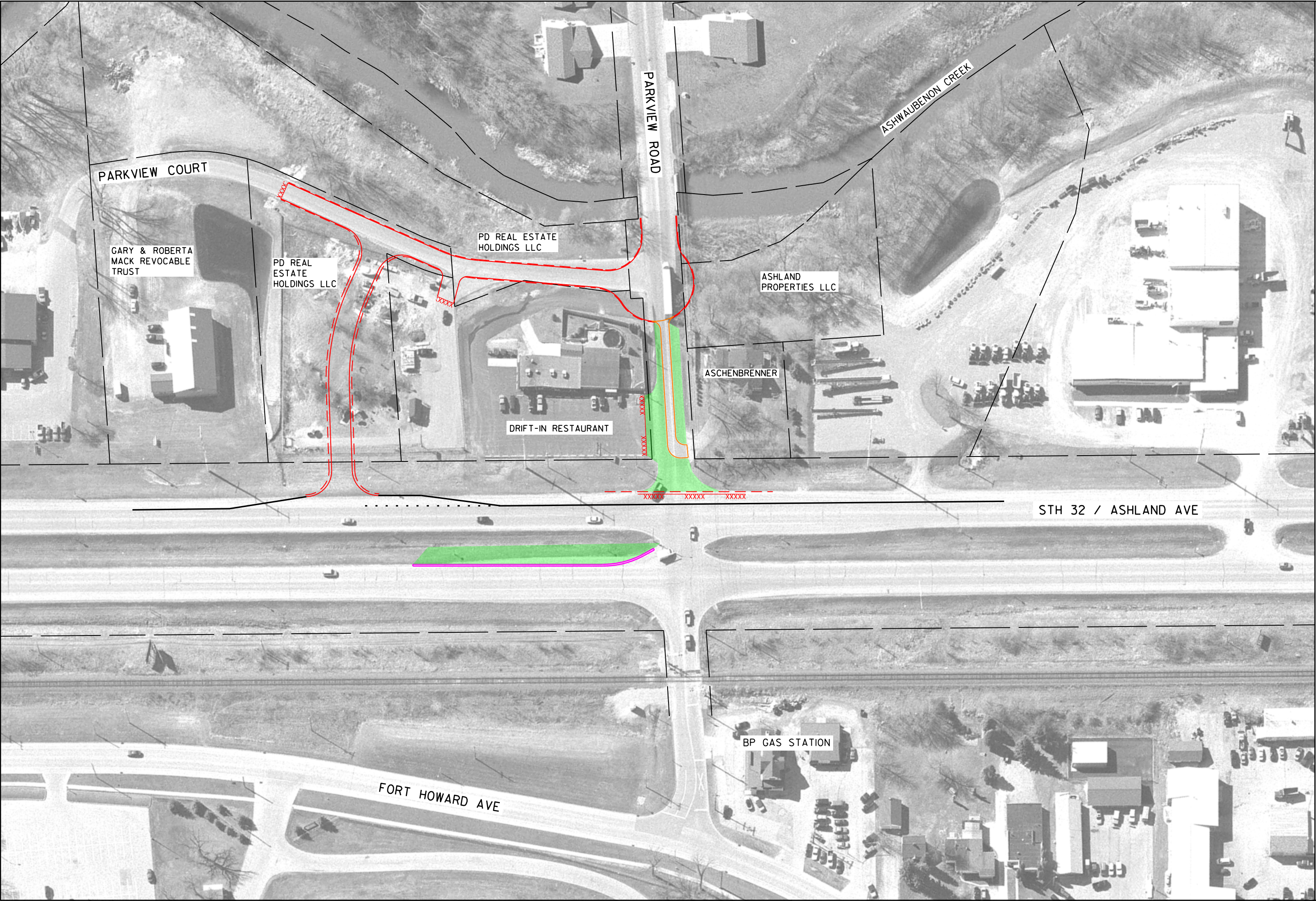
LEGEND

- PAVEMENT LIMITS
- EXISTING ROW/PARCELS
- AGGREGATE SHOULDER
- CURB AND GUTTER
- REGRADING REQUIRED



SCALE: 1" = 50'

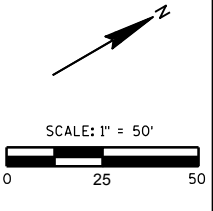


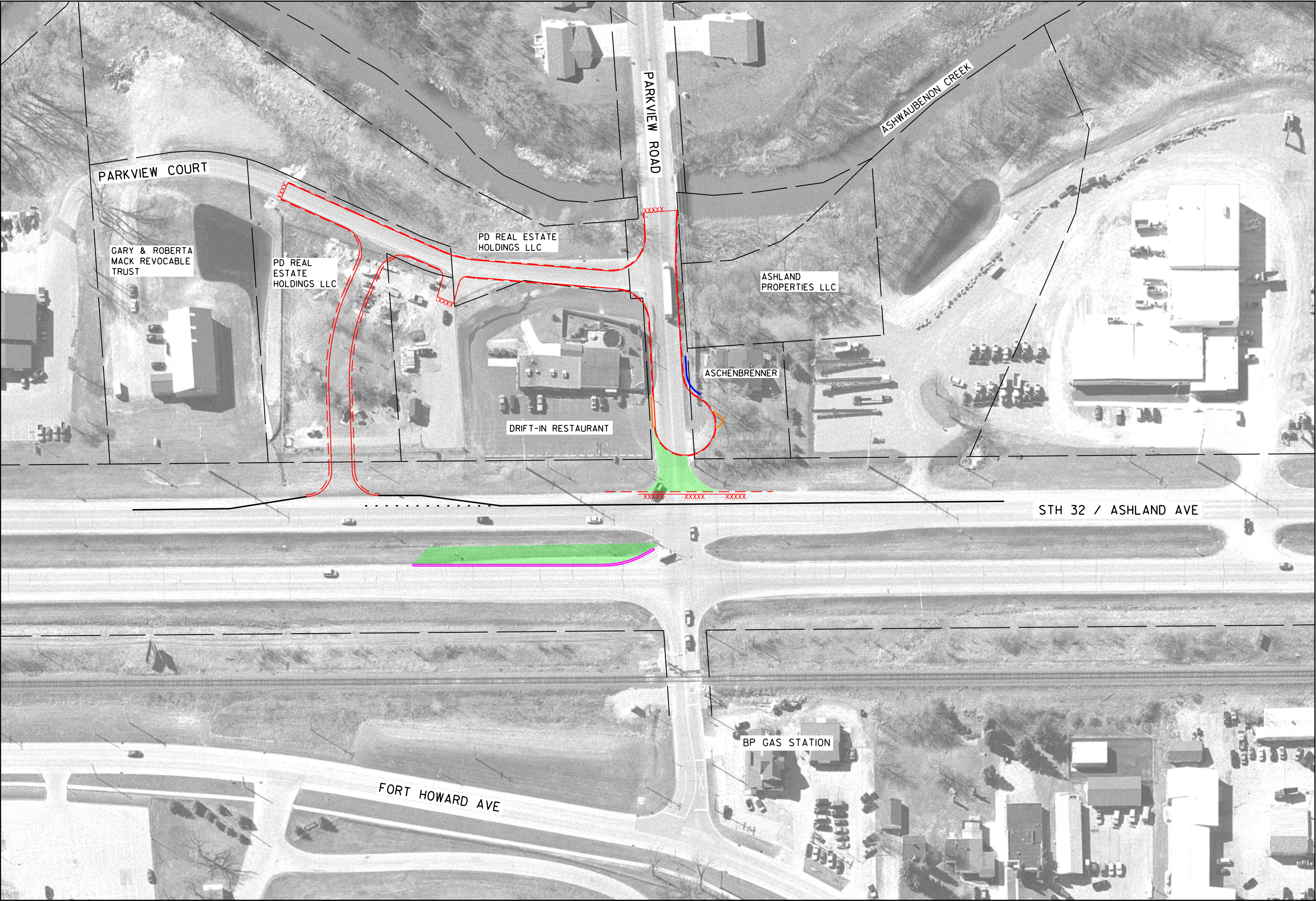


ALTERNATIVE - 3A

- REALIGN PARKVIEW INTERSECTION WITH ASHLAND
- ELIMINATE NB ASHLAND TO WB PARKVIEW LEFT TURN LANE
- EXTEND DRIVEWAY ACCESS TO THE PARCEL IN THE NW QUAD

- LEGEND
- EXISTING ROW/PARCELS
 - PAVEMENT LIMITS
 - AGGREGATE SHOULDER
 - CURB AND GUTTER
 - DRIVEWAY
 - PAVEMENT MARKINGS
 - REGRAVING REQUIRED





REALIGN PARKVIEW INTERSECTION WITH ASHLAND
ELIMINATE NB ASHLAND TO WB PARKVIEW LEFT TURN LANE
CUL-DE-SAC THE EB PARKVIEW APPROACH

-

SCALE: 1" = 50'

