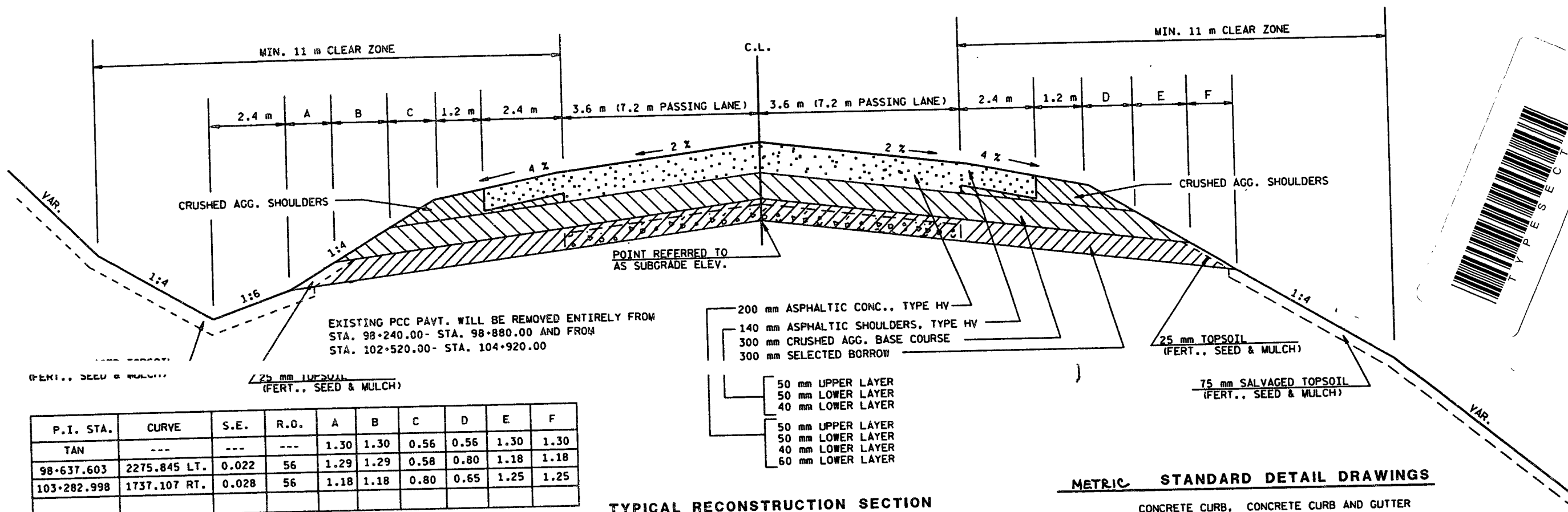


B. 89, 60, 61, 62, 63

FILE NAME: PROJECTS\81101000\DETAILS\XSECT
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57



P.I. STA.	CURVE	S.E.	R.O.	A	B	C	D	E	F
TAN	---	---	---	1.30	1.30	0.56	0.56	1.30	1.30
98+637.603	2275.845 LT.	0.022	56	1.29	1.29	0.58	0.80	1.18	1.18
103+282.998	1737.107 RT.	0.028	56	1.18	1.18	0.80	0.65	1.25	1.25

GENERAL NOTES

ASPHALTIC MATERIAL FOR TACK COAT COMPUTED AT A RATE OF 0.115 l/m².
 ASPHALTIC MATERIAL FOR PLANT MIXES COMPUTED AT A RATE OF 6 % OF ASPHALTIC PAVEMENT WEIGHT.
 ALL COORDINATES SHOWN ON THIS PLAN ARE GROUND COORDINATES REFERENCED TO THE WISCONSIN COORDINATE SYSTEM, NORTH ZONE.
 BEARINGS ON THIS PLAN ARE GROUND BEARINGS TO THE NEAREST SECOND.
 NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT THE APPROVAL OF THE ENGINEER.
 WHEN THE QUANTITY OF CRUSHED AGGREGATE BASE COURSE IS MEASURED FOR PAYMENT BY THE METRIC TON, THE DEPTH OR THICKNESS AS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND UPON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.
 ASSUMED EXPANSION FACTORS: CABC SHOULDERS IN OVERLAY = 50%, CABC MAINLINE = 30%, SELECT BORROW FILL = 20% WITH THE EXCEPTION OF 50% IN EBS AREAS. OTHER FILL EXPANSION FACTORS VARY, SEE COMPUTER EARTHWORK DATA FOR APPLICABLE FACTORS.
 CURB AND GUTTER RADII ARE SHOWN TO THE FRONT OF CURB.
 THE QUANTITY OF SEED AND MULCH WAS COMPUTED FROM MEASUREMENTS BETWEEN THE FINISHED SUBGRADE POINTS AND THE SLOPE INTERCEPTS AS SHOWN ON THE CROSS SECTIONS PLUS 5 METERS PER STATION FOR ROUNDING.
 ALL DISTURBED AREAS WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS BETWEEN THE SUBGRADE SHOULDER POINTS, SHALL BE FERTILIZED, SEEDING AND MULCHED.
 CURVE DATA SHOWN ON THE PLAN IS "ARC DEFINITION"
 THERE ARE UTILITIES FACILITIES IN THE PROJECT AREA WHICH ARE NOT SHOWN ON THE PLAN.
 2 METER ROUNDING AT SLOPE INTERCEPTS FOR ALL TYPICAL SECTIONS.
 BATTLE SPOTS SHALL NOT BE USED /5 PART OF THE ROADWAY EMBANKMENT.
 SALVAGE TOPSOIL SHALL BE PLACED TO THE STAKED SLOPE INTERCEPT POINT.

TYPICAL RECONSTRUCTION SECTION

STA. 98+240.00 - STA. 98+880.00 (PAVT. REMOVAL)
 STA. 102+520.00 - STA. 102+640.00 (PAVT. REMOVAL/PASSING LANE)
 STA. 103+000.00 - STA. 103+151.10 RT (PAVT. REMOVAL/PASSING LANE)
 STA. 103+000.00 - STA. 103+780.00 LT (PAVT. REMOVAL/PASSING LANE)
 STA. 103+151.10 - STA. 104+920.00 RT (PAVT. REMOVAL)
 STA. 103+780.00 - STA. 104+920.00 LT (PAVT. REMOVAL)

UTILITIES

BAYFIELD ELECTRIC CO-OP INC.
 P.O. BOX 68
 IRON RIVER, WI 54847
 ATTN: CARL J. MELCHOIRS
 (715) 372-4287

GREAT LAKES GAS TRANSMISSION CO.
 P.O. BOX 410
 ASHLAND, WI 54806
 ATTN: RUSSEL P. SARGENT
 (715) 682-5241

WISCONSIN BELL INC. (AMERITECH)
 304 S. DEWEY ST.
 EAU CLAIRE, WI 54701
 ATTN: PAM PARKER
 (715) 839-5815

CHEQUAMEGON TELEPHONE CO-OP INC.
 P.O. BOX 67
 CABLE, WI 54821
 ATTN: JOE LABEREE
 (715) 798-3303

NORTHERN STATES POWER CO.
 100 BARSTOW ST. P.O. BOX 8
 EAU CLAIRE, WI 54702-0008
 ATTN: SARAH B. SCHMIDT
 1-800-238-7968

NORTHERN NATURAL GAS CO.
 1995 NORTHERN NATURAL GAS ROAD
 CARLTON, MN 55718-9147
 ATTN: MANNY SPENDLER
 (218) 384-9205

DIGGERS HOTLINE

1-800-242-8511

DNR CONTACTS

NORTHWEST DISTRICT
 LIAISON: DAN MICHELS
 (715) 635-4228

METRIC STANDARD DETAIL DRAWINGS

CONCRETE CURB, CONCRETE CURB AND GUTTER	8D1-12
AND PAVEMENT TIES	8D4-3
CONCRETE SURFACE DRAIN & ASPHALTIC FLUME	8E8-2
TYPICAL INSTALLATIONS OF EROSION BALES	8E9-5
SILT FENCE	8F1-11
APRON ENDWALLS FOR CULVERT PIPE	8F4-5
JOINT TIES FOR CONCRETE PIPE	8F6-3
REINFORCED CONCRETE APRON ENDWALLS	8F8-1
FOR UNDERDRAIN	9A1-10a
SLOPED STEEL ENDWALLS FOR CULVERT PIPE	9A1-10b
AND PIPE ARCH CROSS DRAINS	12A3-4
AT-GRADE SIDE ROAD INTERSECTIONS, TYPES "B1"	13A4-3
"B2", "C" AND "D" AND PASSING LANE	14B15-2a
AT-GRADE SIDE ROAD INTERSECTIONS, TYPE "A"	14B18-3a
NAME PLATE (STRUCTURES)	14B23-1a
ASPHALTIC SHOULDER RUMBLE STRIPS	14B23-1b
CLASS "A" STEEL PLATE BEAM GUARD,	14B23-1c
INSTALLATION & ELEMENTS	15A1-6
CLASS "A" STEEL PLATE BEAM GUARD (AT BRIDGES	15C2-3
OBSTACLES AND SIDEROADS/DRIVEWAYS)	15C8-7a
STEEL PLATE BEAM GUARD, SLOTTED RAIL TERMINAL	15C8-7b
STEEL PLATE BEAM GUARD, SLOTTED RAIL TERMINAL	15C8-7c
STEEL PLATE BEAM GUARD, SLOTTED RAIL TERMINAL	15C10-4a
MARKER POSTS FOR RIGHT OF WAY	15C10-4c
BARRICADES AND SIGNS FOR ROAD CLOSURES	15C12-2
PAVEMENT MARKING (MAINLINE)	15D12-2
PAVEMENT MARKING (INTERSECTIONS)	16A1-5
PAVEMENT MARKING (LEFT TURN LANE)	
RAISED PAVEMENT MARKERS (MAINLINE)	
RAISED PAVEMENT MARKERS (CASTING & SAWCUT	
DETAILS)	
TRAFFIC CONTROL FOR LANE CLOSURE	
(SUITABLE FOR MOVING OPERATIONS)	
TRAFFIC CONTROL FOR LANE CLOSURE	
(FOR SPEEDS GREATER THAN 40 mph)	
LANDMARKS REFERENCE MONUMENTS AND COVERS	

INO - STH 13

SCALE: 1:

HWY: U.S.H. 2

COUNTY: BAYFIELD

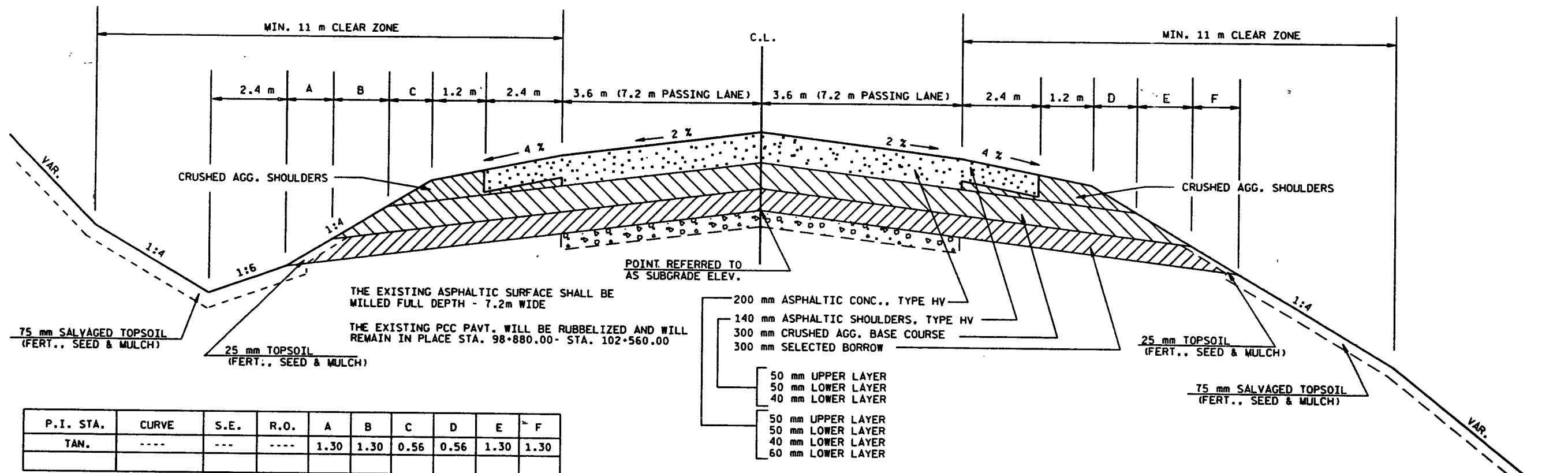
STATE PROJECT NO: 1180-17-71

SHEET NO: 2.0

1/13/00

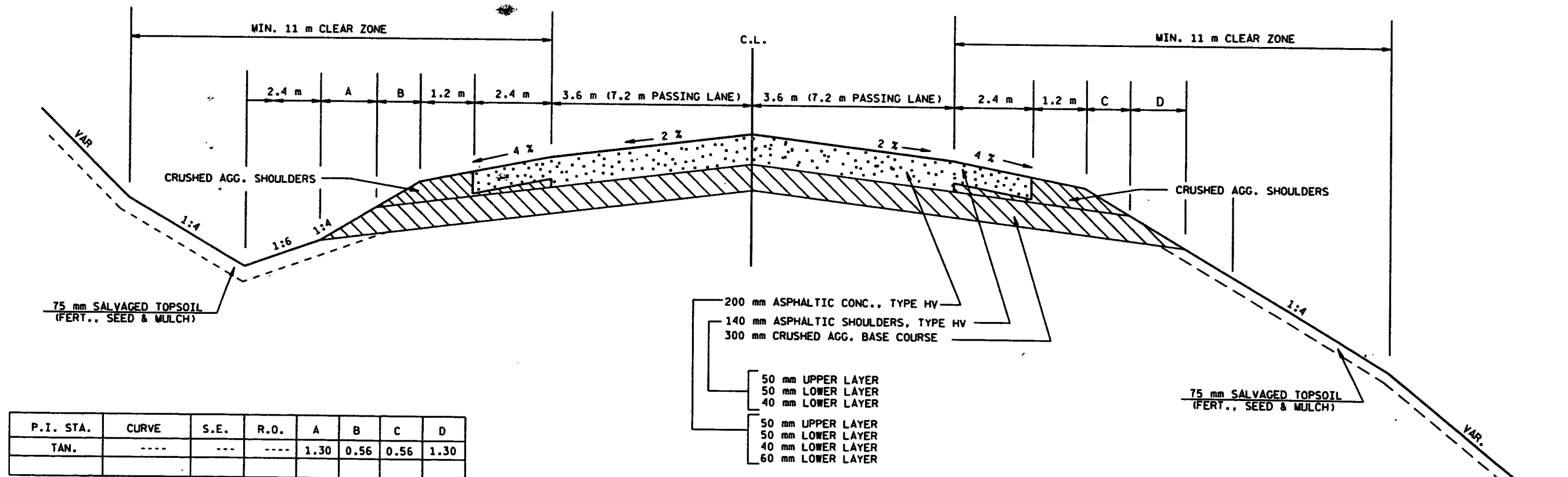
2

FILE NAME: PROJECTS DB 1180100 DON DETAILS
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TYPICAL RECONSTRUCTION SECTION

STA. 98+880.00 - STA. 100+360.00 RT (RUBBLIZATION)
STA. 98+880.00 - STA. 101+540.00 LT (RUBBLIZATION)
STA. 100+360.00 - STA. 102+520.00 RT (RUBBLIZATION/PASSING LANE)
STA. 101+540.00 - STA. 102+520.00 LT (RUBBLIZATION/PASSING LANE)



TYPICAL RECONSTRUCTION SECTION

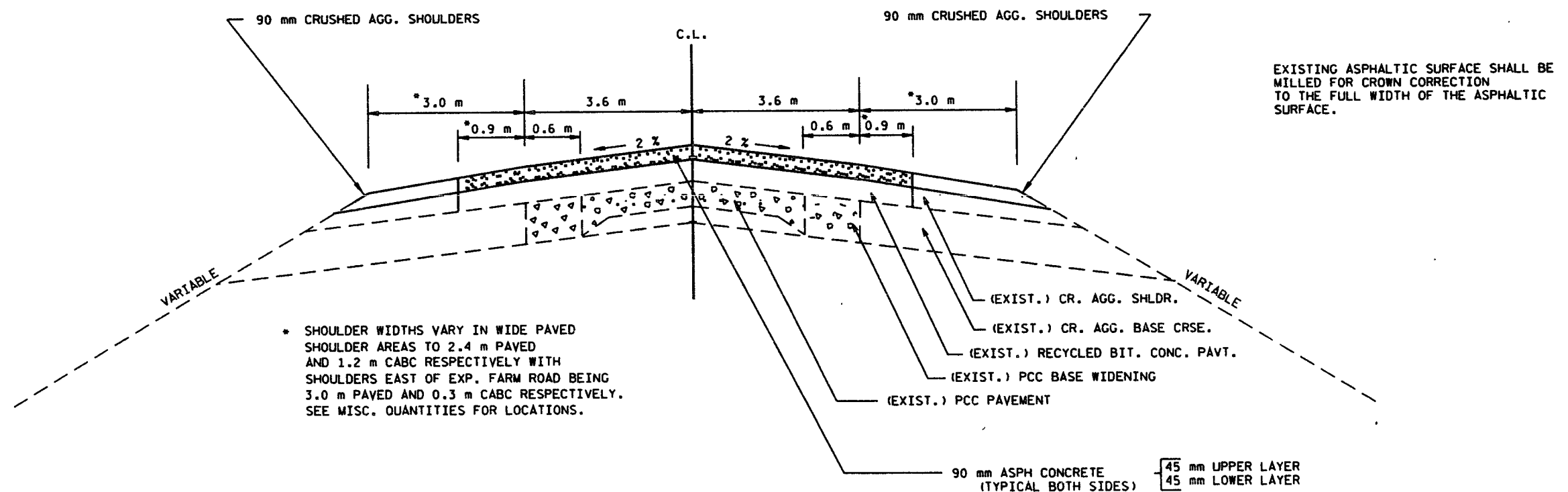
STA. 102+640.00 - STA. 103+000.00 (PAVT. REMOVAL/PASSING LANE)

The diagram illustrates a cross-section of a road cut and embankment. Key features include:

- MIN. 11 m CLEAR ZONE**: Indicated at the top left.
- SAWCUT**: A vertical line marking the edge of the cut.
- C.L.**: Center Line.
- CRUSHED AGG. SHOULDERS**: Located on both sides of the road.
- EXISTING ASPHALTIC SURFACE SHALL BE MILLED FOR CROWN CORRECTION TO THE FULL WIDTH OF THE ASPHALTIC SURFACE.**: A note on the right side.
- VAR. (CUT SECTION)**: A label on the left side.
- 75 mm SALVAGED TOPSOIL (FERT., SEED & MULCH)**: A layer on the left slope.
- 25 mm TOPSOIL (FERT., SEED & MULCH)**: A layer on the right slope.
- 1:4** and **1:6**: Slope ratios indicated on the left side.
- VARIABLE**: A label for the variable width of the embankment.
- 90 mm ASPHALTIC CONC., TYPE MV**
- 200 mm ASPHALTIC CONC., TYPE MV**
- 140 mm ASPHALTIC SHOULDERS, TYPE MV**
- 300 mm CRUSHED AGG. BASE COURSE**
- 300 mm SELECTED BORROW**
- 45 mm UPPER LAYER**
- 45 mm LOWER LAYER**
- 45 mm UPPER LAYER**
- 45 mm LOWER LAYER**
- 50 mm LOWER LAYER**
- 45 mm UPPER LAYER**
- 45 mm LOWER LAYER**
- 50 mm LOWER LAYER**
- 60 mm LOWER LAYER**

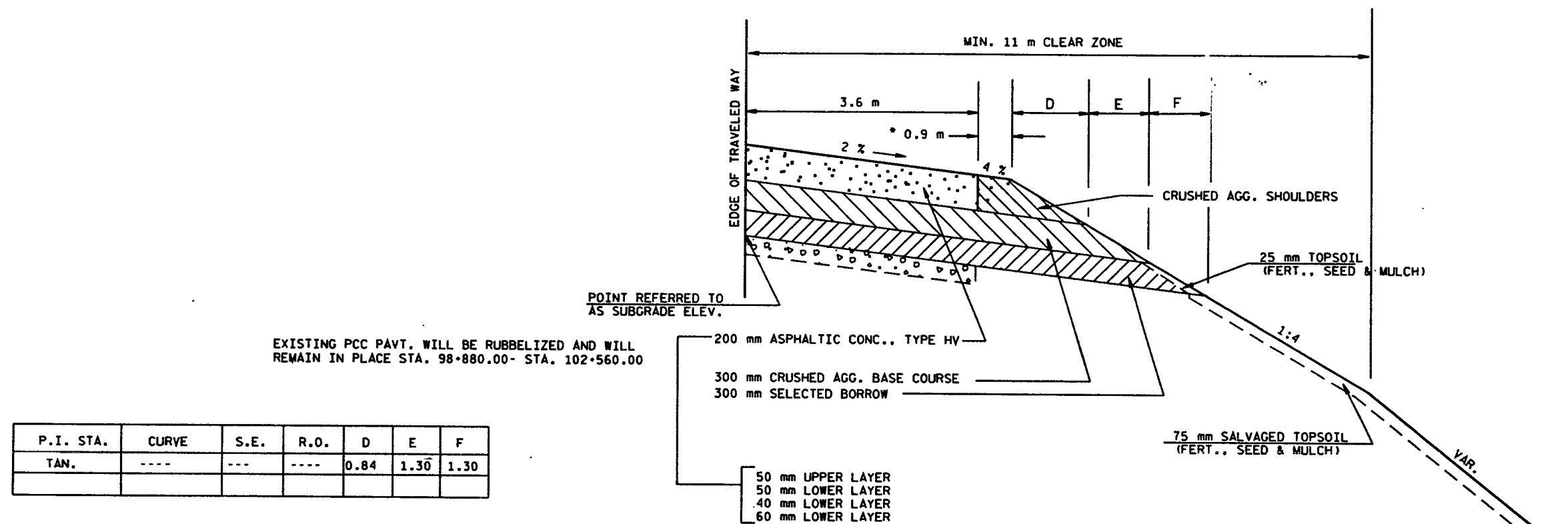
P.I. STA.	CURVE	S.E.	R.O.	A	B	C
TAN.	----	---	----	1.30	1.30	0.56

STA. 94+120.00 - STA. 95+880.00
(OVERLAY & PASSING LANE LEFT)



STA 88+350.00 - STA 98+240.00 (TYPE MV)
STA 104+920.00 - STA 105+536.00 (TYPE HV)

FILE NAME: DB 11801700 DON XSECT.DON
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

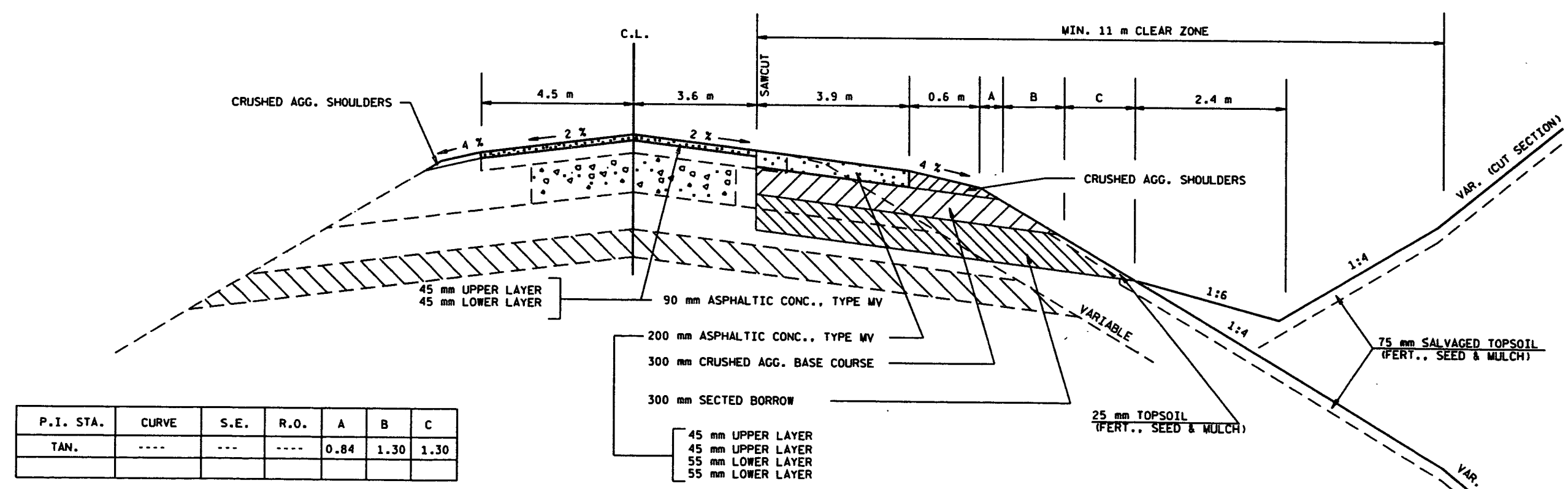


P.I. STA.	CURVE	S.E.	R.O.	D	E	F
TAN.	----	---	----	0.84	1.30	1.30

TYPICAL FOR TURN LANE HALF SECTION

BUDIASH RD. LT
BUDIASH RD. RT
HNATH RD. LT
HNATH RD. RT
COLBY RD. RT
FISH CREEK RD. LT
* STH 137 RT

* CABG SHOULDER WIDTH AT STH 137 TURN LANE SHALL BE 1.5 m
NO SELECTED BORROW LIFT, STA. 102+815 TO STA. 103+000 M/L.



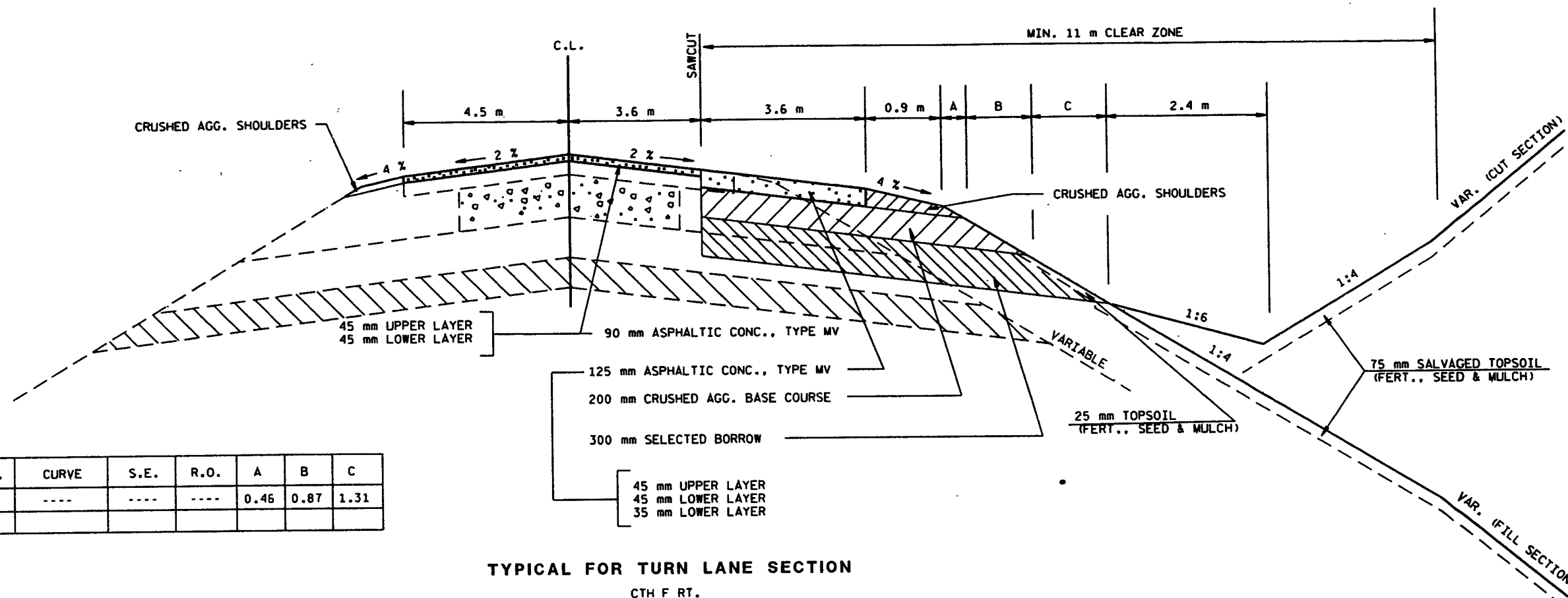
P.I. STA.	CURVE	S.E.	R.O.	A	B	C
TAN.	----	---	----	0.84	1.30	1.30

TYPICAL FOR BY-PASS LANE IN OVERLAY SECTION

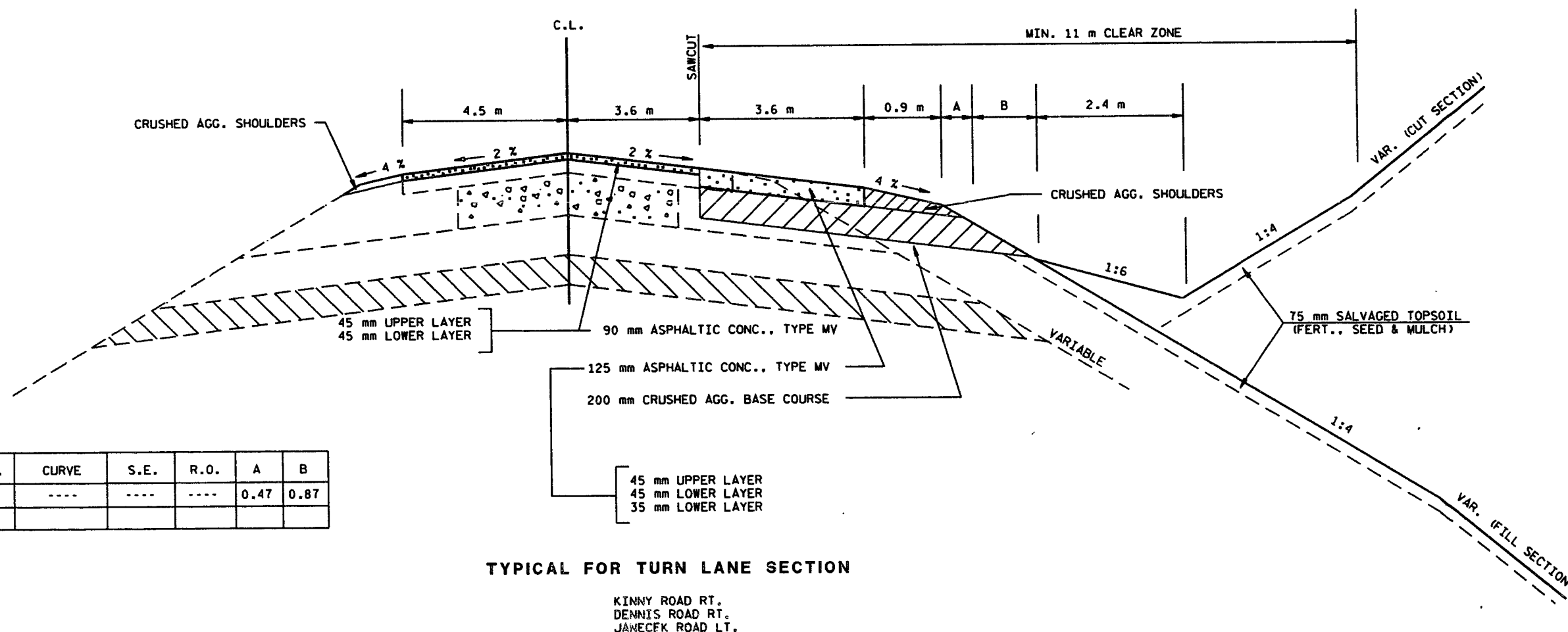
M/L AT CTH G
M/L AT EXP. FARM ROAD

FILE NAME: DB 11801700 DGN XSECT.DGN
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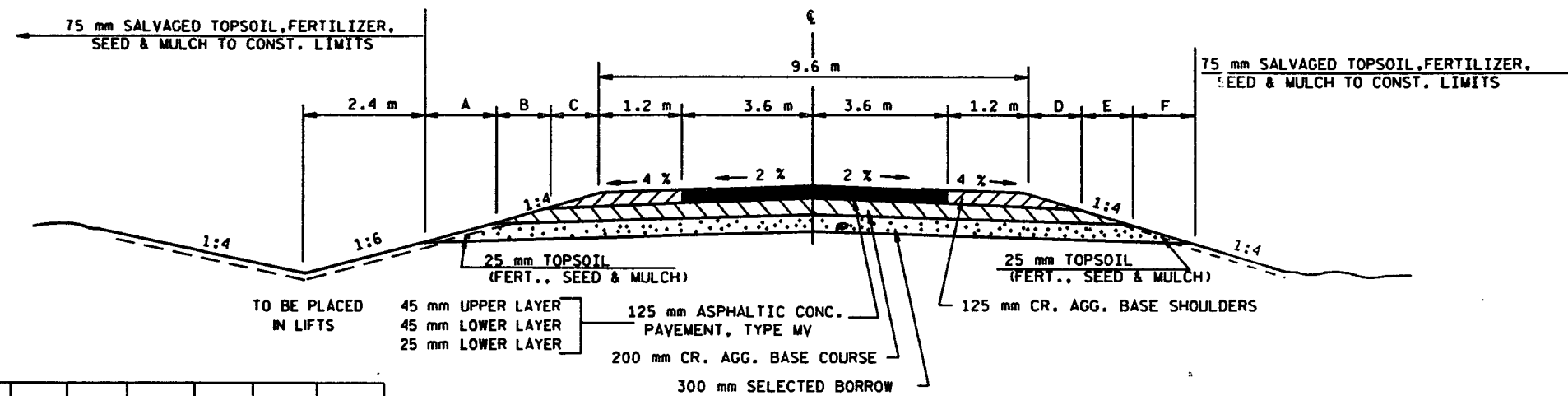
P.I. STA.	CURVE	S.E.	R.O.	A	B	C
TAN.	----	----	----	0.46	0.87	1.31



P.I. STA.	CURVE	S.E.	R.O.	A	B
TAN.	----	----	----	0.47	0.87



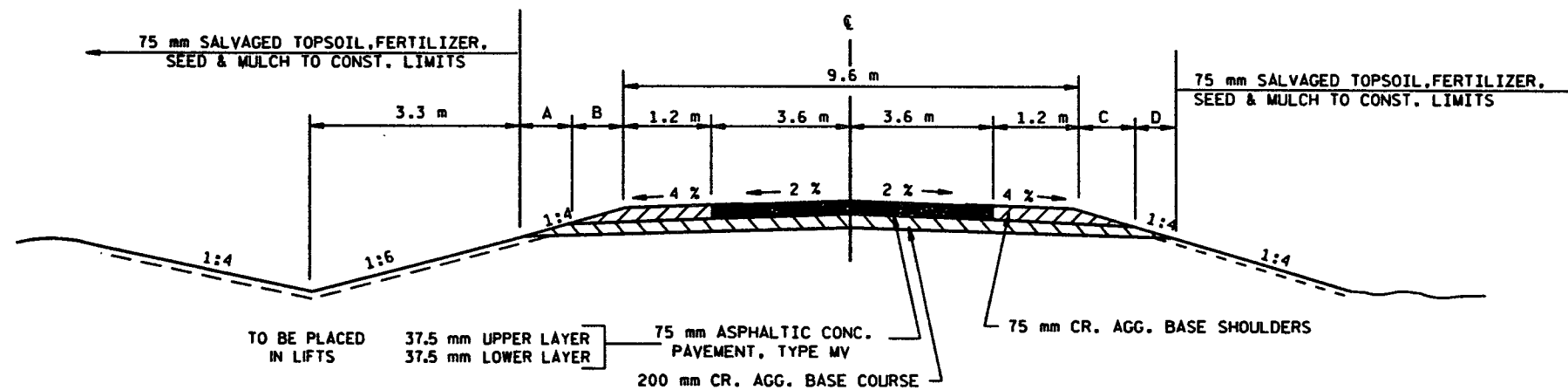
FILE NAME: DON DETAILS XSECT.DGN
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



P.I. STA.	CURVE	S.E.	R.O.	A	B	C	D	E	F
TAN.	---	---	---	1.30	0.87	0.43	0.43	0.87	1.30
60+090.323	130.000 LT.	0.045	17	1.25	0.83	0.52	0.52	0.83	1.25

TYPICAL FINISHED SECTION FOR SIDE ROAD

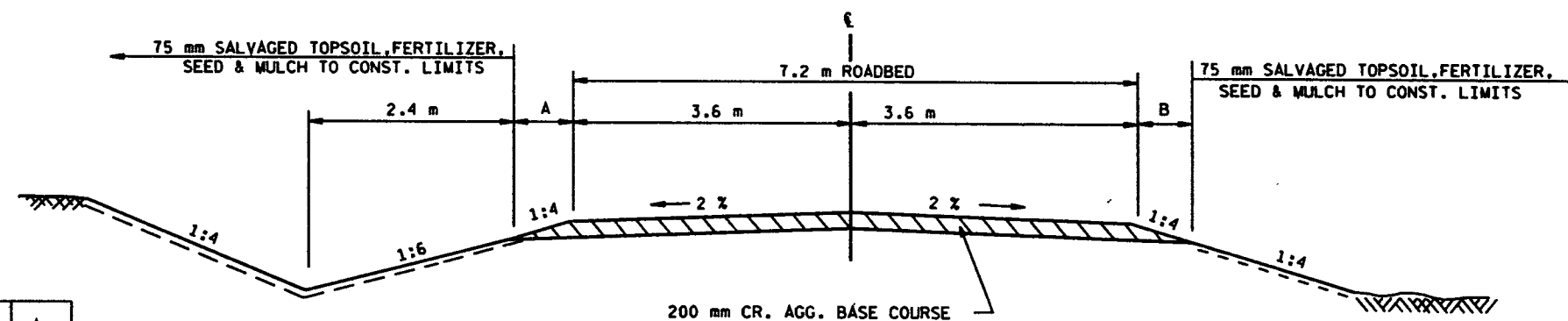
STA. 96+436.00 RT (CTH "F")
STA. 103+100.00 RT (STH 137)



P.I. STA.	CURVE	S.E.	R.O.	A	B	C	D
TAN.	----	---	----	0.87	0.22	0.22	0.87
69+918.629	250.000 LT.	0.02	17	0.87	0.22	0.00	1.09
40+064.310	100.000 RT.	0.02	17	1.09	0.00	0.22	0.87

TYPICAL FINISHED SECTION FOR SIDE ROAD

STA. 102+030.00 RT (COLBY ROAD)
STA. 103+100.00 LT (FISH CREEK RD)



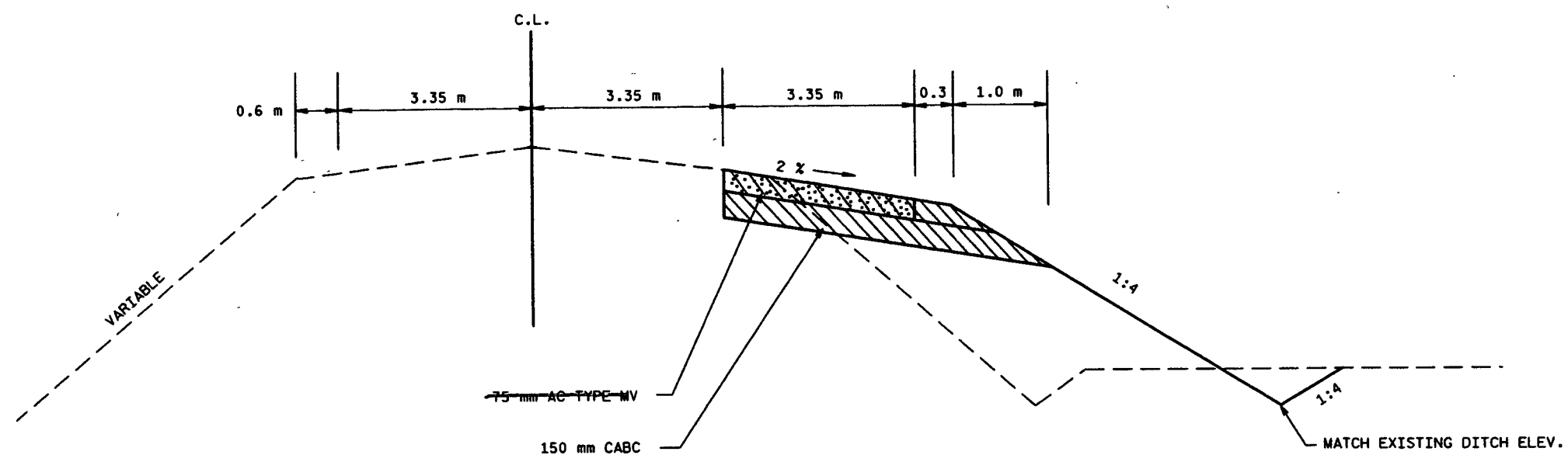
P.I. STA.	CURVE	S.E.	R.O.	A
TAN.	----	---	----	0.87
19+937.557	90.00 LT.	0.02	17	0.87
30+069.996	90.00 RT.	0.02	17	0.87
19+609.398	125.00 LT.	0.02	17	0.87
19+857.675	150.00 RT.	0.03	17	0.87
19+952.513	100.00 RT.	0.03	17	0.87

TYPICAL FINISHED SECTION FOR SIDE ROAD

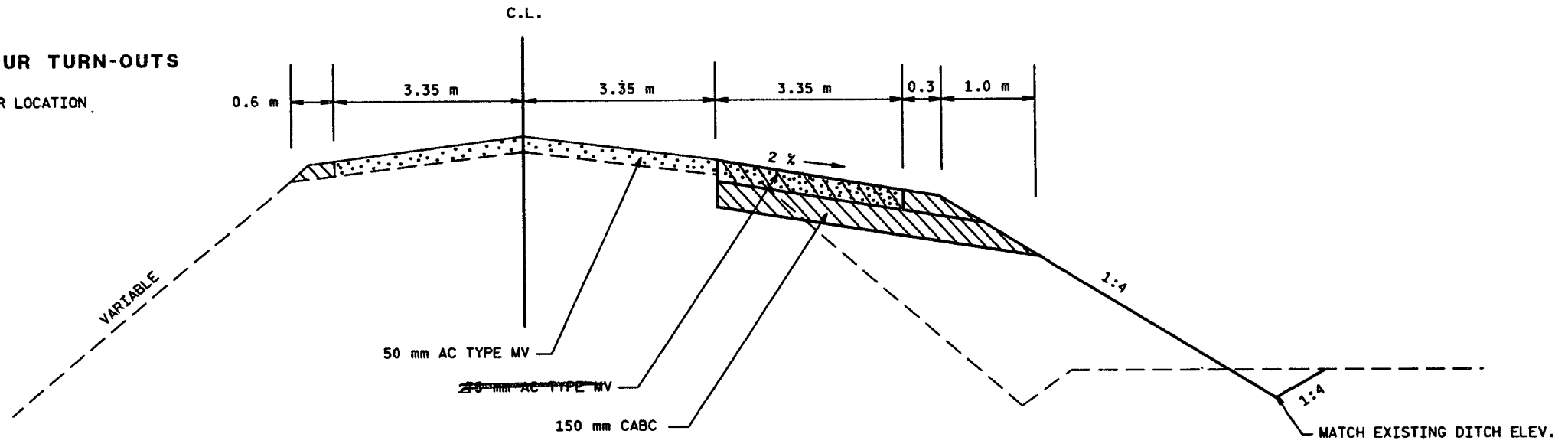
STA. 100+128.14 LT/RT (BUDIASH ROAD)
STA. 100+730.00 LT (HNATH ROAD)
STA. 100+920.00 RT (HNATH ROAD)
STA. 103+100.00 LT (PULYEART ROAD)

FILE NAME: D8 11801700 DGN XSECT.DGN
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

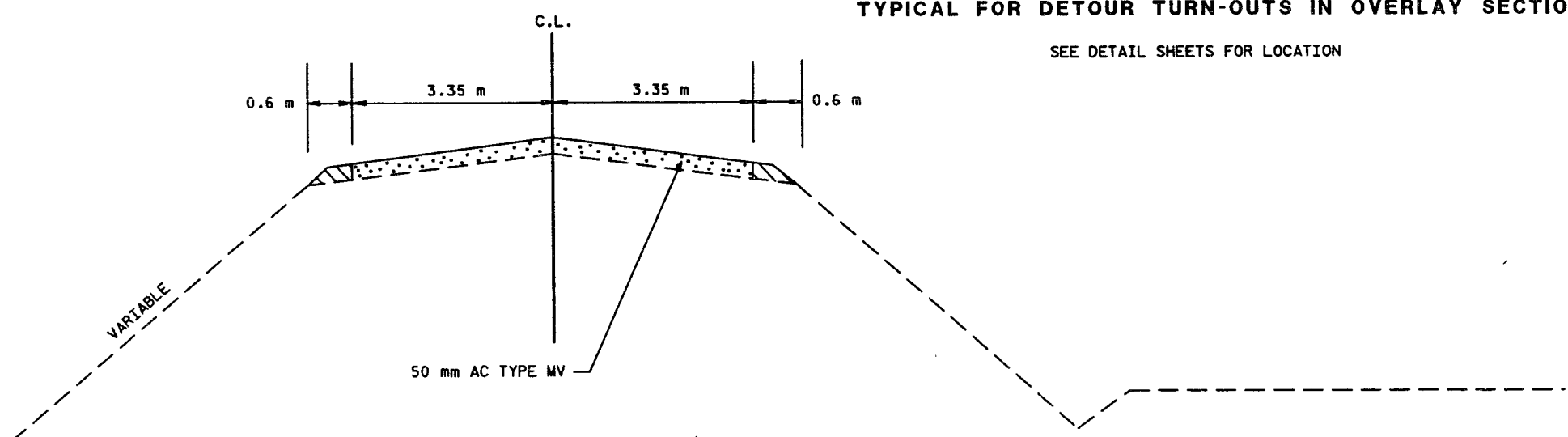
NOTE: ALL BORROW WHERE NEEDED ON
THE DETOUR TURN-OUTS SHALL
BE SELECTED BORROW



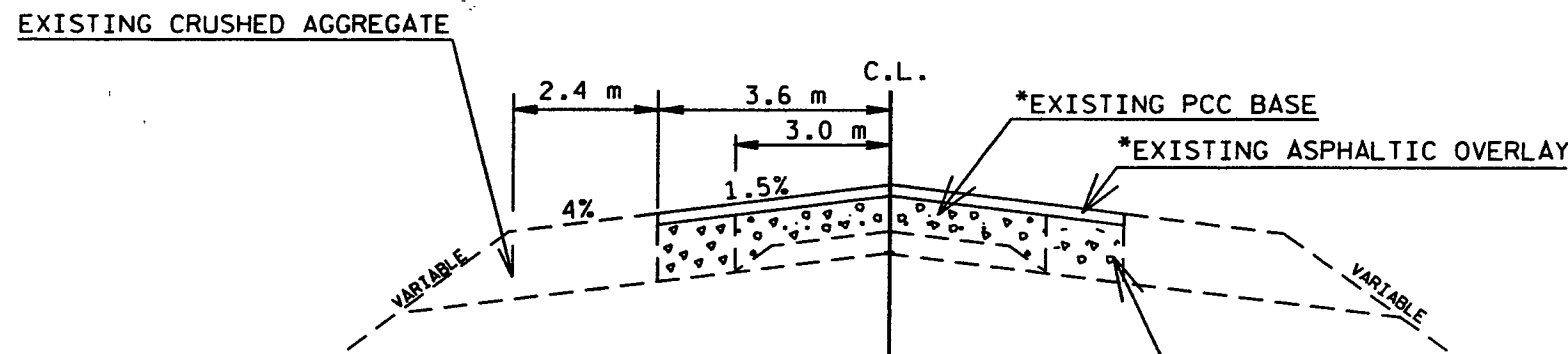
TYPICAL FOR DETOUR TURN-OUTS
SEE DETAIL SHEETS FOR LOCATION



TYPICAL FOR DETOUR TURN-OUTS IN OVERLAY SECTION
SEE DETAIL SHEETS FOR LOCATION



TYPICAL DETOUR OVERLAY SECTION
SEE DETAIL SHEETS FOR LOCATION



NOTE: MILLING FOR CROWN CORRECTION SHALL CORRECT TO A 2% CROSS SLOPE IN TANGENT SECTIONS PRIOR TO RESURFACING.

*SEE TABLES BELOW FOR BORING INFORMATION

EXISTING PCC BASE WIDENING

EXISTING TYPICAL SECTION - STATION 88+350 -STATION 104+920

*USH 63 - EXPERIMENTAL FARM ROAD CONCRETE PAVEMENT DEPTH CORE DEPTH AND LOCATION

INO - USH 63 : CORE DEPTH AND LOCATION

1981 : Cores were taken.

1983 : 50 mm Avg. Milling; 90 mm Overlay Depth

Core	Station	Location	1981 Depth mm	1996 Total Depth mm
1	88+408	R+	90	130
2	88+699	L+	90	130
3	89+275	R+	90	130
4	89+490	L+	190	230
5	89+902	L+	100	140
6	90+004	R+	90	130
7	90+165	R+	180	220
8	90+470	R+	160	200
9	90+477	L+	160	200
10	90+782	L+	80	120
11	90+842	R+	90	130
12	91+168	R+	190	230
13	91+352	R+	190	230
14	91+740	R+	260	300
15	92+110	L+	190	230
16	92+418	R+	230	270
17	92+972	R+	90	130
18	93+048	L+	90	130
19	93+070	R+	75	115
20	93+232	L+	80	120
21	93+494	R+	65	105
22	94+108	R+	75	115
23	94+246	L+	75	115
24	94+445	L+	80	120
25	94+879	L+	80	120
26	94+907	R+	70	110
27	95+820	R+	70	110
28	95+544	L+	80	120
29	95+713	R+	70	110
30	96+332	L+	90	130
31	96+756	R+	150	190
32	96+956	L+	180	220
33	97+131	R+	170	210
34	97+509	L+	185	225
35	97+769	R+	185	225
36	97+962	L+	160	200

Average Pavement Depth: 165 mm (6 1/2")

* USH 63 - EXPERIMENTAL FARM ROAD CORE DEPTH AND LOCATION

1996 : Cores were taken.

Core	Station	Location (M)	ASPHALTIC Depth (mm)
1	98+264	2.4 R+	125
2	98+416	2.4 L+	185
3	98+568	2.4 R+	275
4	98+720	2.4 L+	190
5	98+872	2.4 R+	160
6	99+024	2.4 L+	160
7	99+176	2.4 R+	165
8	99+328	2.4 L+	125
9	99+480	2.4 R+	120
10	99+632	2.4 L+	140
11	99+784	2.4 R+	125
12	99+936	2.4 L+	120
13	100+088	2.4 R+	105
14	100+233	2.4 L+	115
15	100+385	2.4 R+	120
16	100+537	2.4 L+	115
17	100+689	2.4 R+	125
18	100+852	2.4 L+	125
19	101+004	2.4 R+	105
20	101+156	2.4 L+	140
21	101+308	2.4 R+	140
22	101+460	2.4 L+	115
23	101+612	2.4 R+	240
24	101+764	2.4 L+	120
25	101+916	2.4 R+	120
26	102+088	2.4 L+	120
27	102+240	2.4 R+	105
28	102+392	2.4 L+	140
29	102+544	2.4 R+	115
30	102+696	2.4 L+	130
31	102+848	2.4 R+	115
32	103+000	2.4 L+	130
33	103+151	2.4 R+	195
34	103+303	2.4 L+	165
35	103+455	2.4 R+	115
36	103+607	2.4 L+	120
37	103+759	2.4 R+	130
38	103+911	2.4 L+	130
39	104+063	2.4 R+	115
40	104+215	2.4 L+	120
41	104+367	2.4 R+	120
42	104+519	2.4 L+	115
43	104+671	2.4 R+	130
44	104+823	2.4 L+	90
45	104+975	2.4 R+	210

Average Pavement Depth: 137 mm (5 3/8")

No	Station	Location (M)	PCC Depth (mm)	Remarks
1	98+320	1.8 L+	200	Auger Boring
2	98+480	1.8 R+	140	Auger Boring
3	98+640	1.8 L+	125	Auger Boring
4	98+840	1.8 R+	140	Auger Boring
5	98+960	1.8 L+	150	Auger Boring
6	99+020	1.8 R+	--	Did Not Measure
7	99+120	1.8 L+	180	Auger Boring
8	99+240	1.8 R+	150	Auger Boring
9	99+360	1.8 L+	150	Auger Boring
10	99+520	1.8 R+	150	Auger Boring
10A	99+632	1.8 L+	150	Pavement Core
11	99+680	1.8 L+	150	Auger Boring
12	99+840	1.8 R+	175	Auger Boring
13	100+000	1.8 L+	165	Auger Boring
14	100+160	1.8 R+	150	Auger Boring
14A	100+308	1.8 L+	175	Pavement Core
15	100+320	1.8 L+	175	Auger Boring
16	100+480	1.8 R+	150	Auger Boring
17	100+640	1.8 L+	190	Auger Boring
18	100+800	1.8 R+	150	Auger Boring
19	100+960	1.8 L+	140	Auger Boring
20	101+120	1.8 R+	140	Auger Boring
21	101+280	1.8 L+	150	Auger Boring
22	101+460	1.8 R+	150	Auger Boring
23	101+600	1.8 L+	125	Auger Boring
24	101+760	1.8 R+	140	Auger Boring
25	101+920	1.8 L+	140	Auger Boring
26	102+080	1.8 R+	150	Auger Boring
27	102+240	1.8 L+	150	Auger Boring
28	102+400	1.8 R+	125	Auger Boring
29	102+580	1.8 L+	125	Auger Boring
30	102+640	1.8 R+	140	Auger Boring
30A	102+696	1.8 L+	165	Pavement Core
31	102+780	1.8 L+	125	Auger Boring
32	102+840	5.0 R+	--	Turn Lane No PCC
33	102+880	1.8 L+	--	Pavement Removed
34	103+000	1.8 R+	--	Pavement Removed
35	103+160	1.8 L+	165	Auger Boring
36	103+320	1.8 R+	165	Auger Boring
37	103+480	1.8 L+	150	Auger Boring
38	103+640	1.8 R+	200	Auger Boring
39	103+800	1.8 L+	125	Auger Boring
40	103+960	1.8 R+	140	Auger Boring
41	104+120	1.8 L+	165	Auger Boring
42	104+280	1.8 R+	--	Pavement Removed
42A	104+367	1.8 L+	170	Pavement Core
43	104+440	1.8 L+	150	Auger Boring
44	104+600	1.8 R+	140	Auger Boring
45	104+720	1.8 L+	140	Auger Boring
46	104+920	1.8 R+	140	Auger Boring

Average Pavement Depth: 150 mm (6" avg.)

MISCELLANEOUS QUANTITIES

SCALE: 1:

HWY: U.S.H. 2

COUNTY: BAYFIELD

STATE PROJECT NO: 1180-17-71

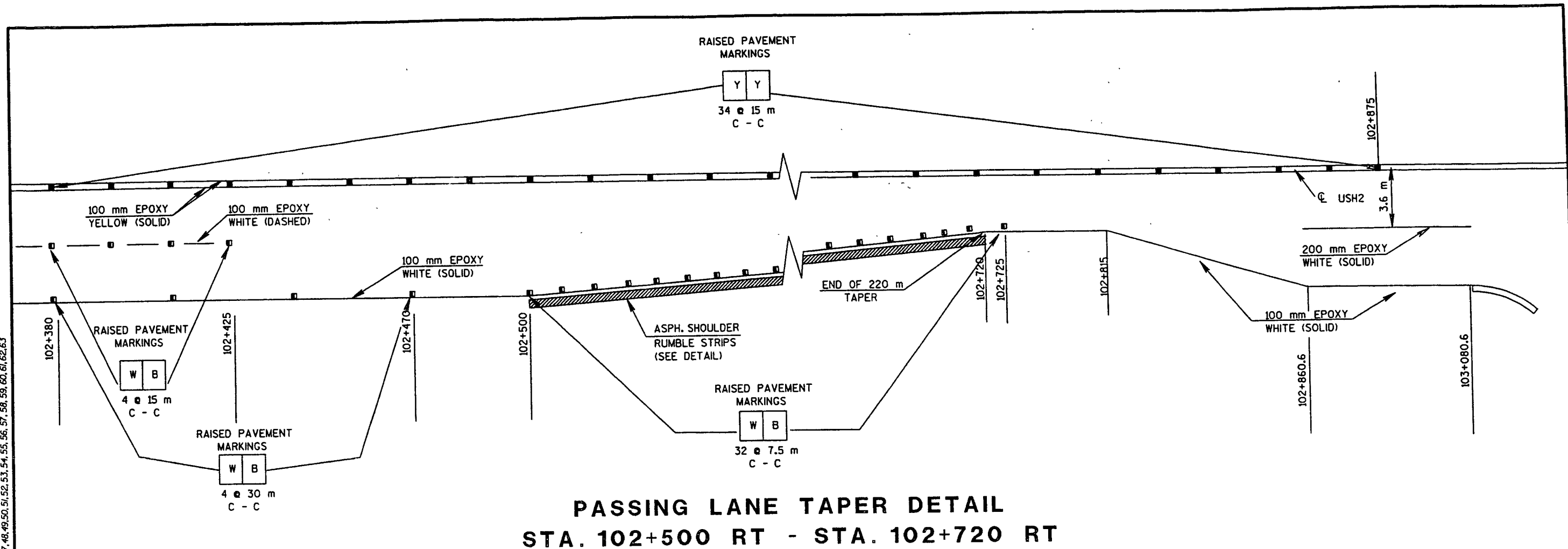
SHEET NO: 2.7

WISDOT: MSHT20

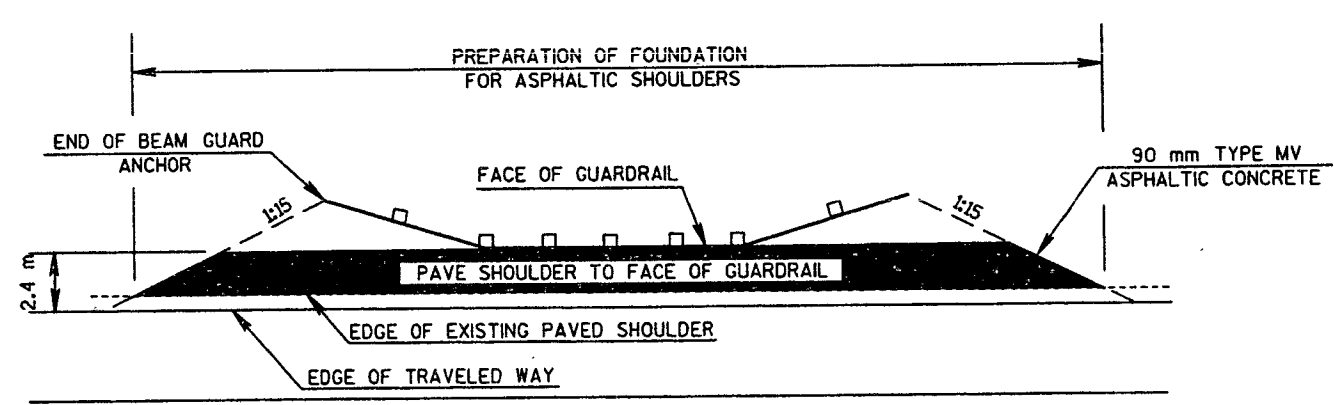
11-21-07

FILE NAME: D8 PROJECTS 11801700 DON STM137 MISC.DGN
LEVELS ON: 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

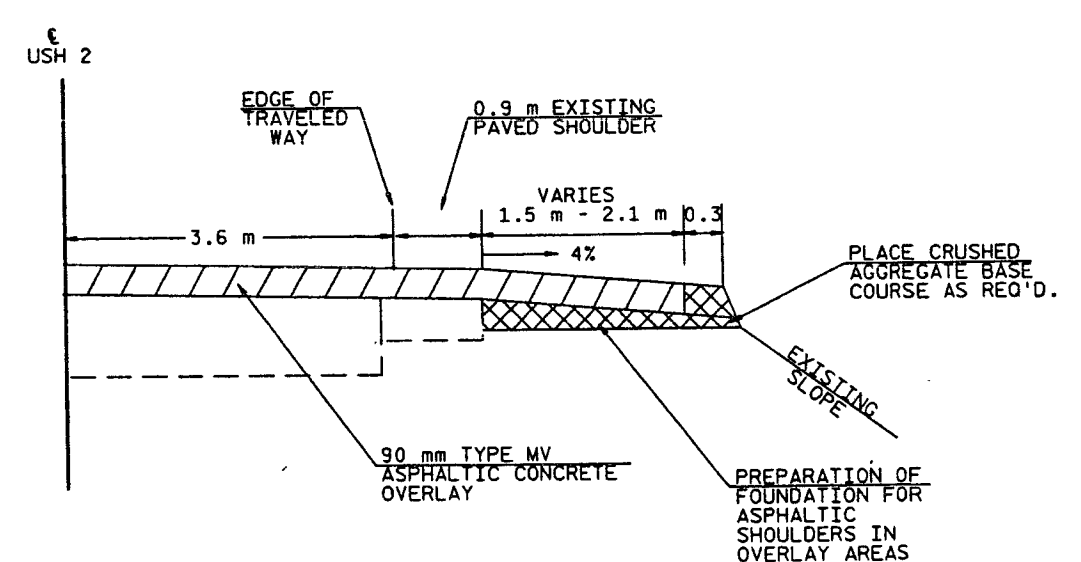
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LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



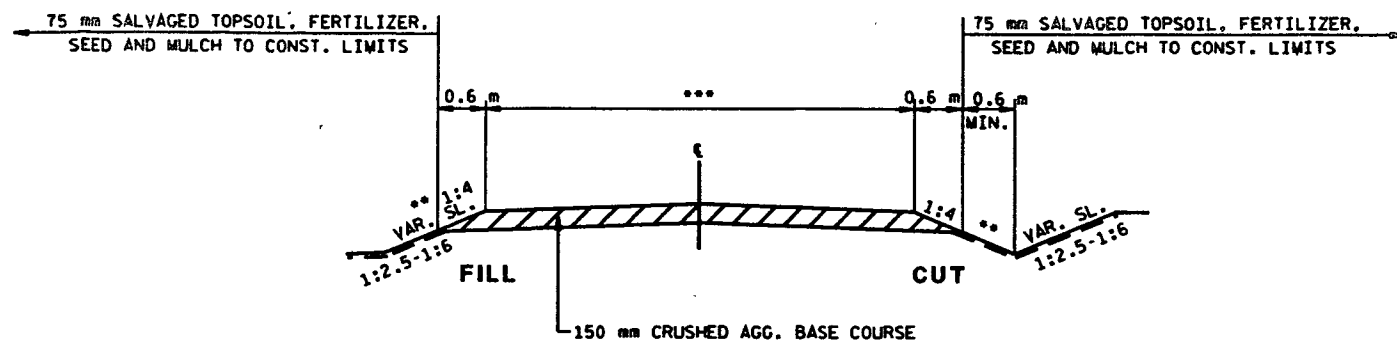
PASSING LANE TAPER DETAIL
STA. 102+500 RT - STA. 102+720 RT



DETAIL FOR PAVING SHOULDERS
AT BEAM GUARD LOCATIONS
IN OVERLAY AREAS

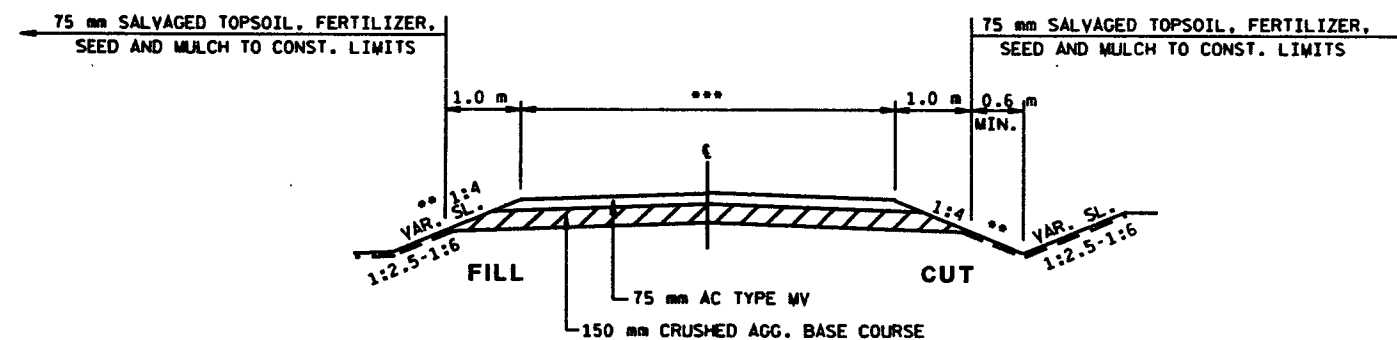


TYPICAL FOR WIDE PAVED
ASPHALTIC SHOULDERS
IN OVERLAY AREAS



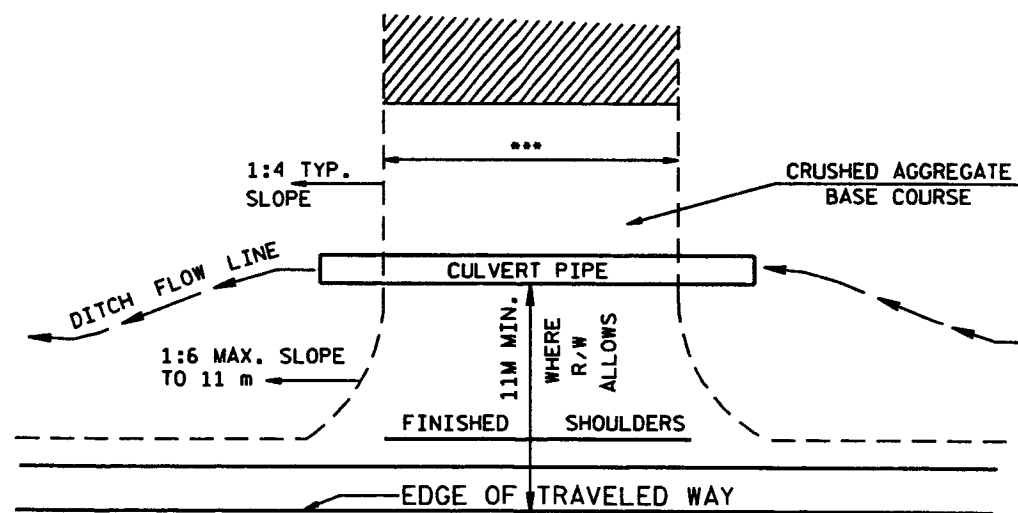
TYPICAL SECTION FOR COMMERCIAL OR PRIVATE ENTRANCES

- ** USE 1:6 SLOPE WITHIN THE M/L CLEAR ZONE
- *** WIDTH OF PRIVATE ENTRANCES - 5 m MIN. - 7 m MAX.
- WIDTH OF COMMERCIAL ENTRANCES - 11 m MAX.
- PIPE LENGTHS FOR P.E.'S BASED ON 5 m TOP
- PIPE LENGTHS FOR COMMERCIAL ENTRANCES BASED ON 7 m TOP

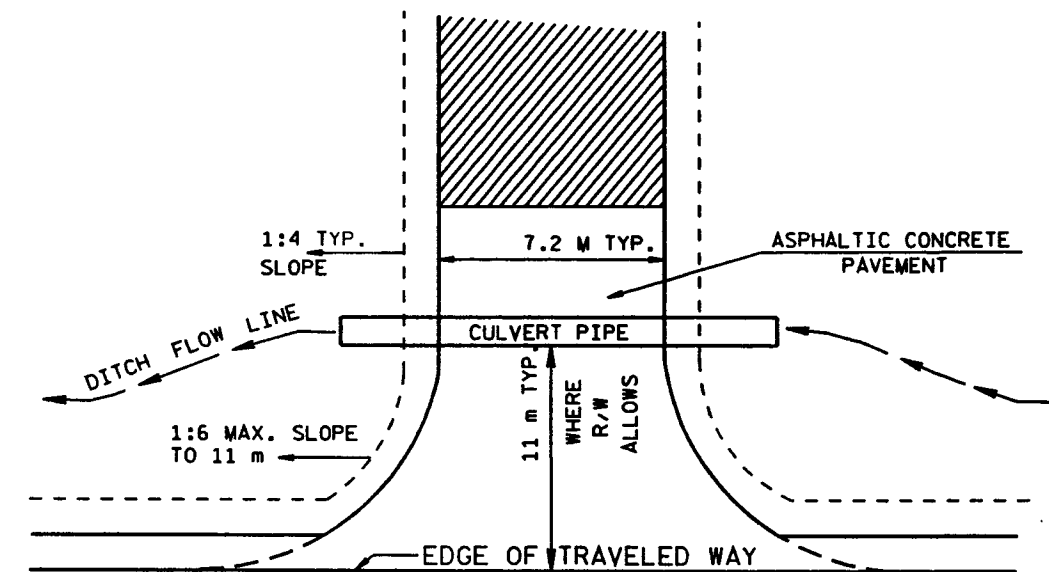


TYPICAL PAVED SECTION FOR COMMERCIAL OR PRIVATE ENTRANCES AND SIDE ROAD AT STA 102+236 LT

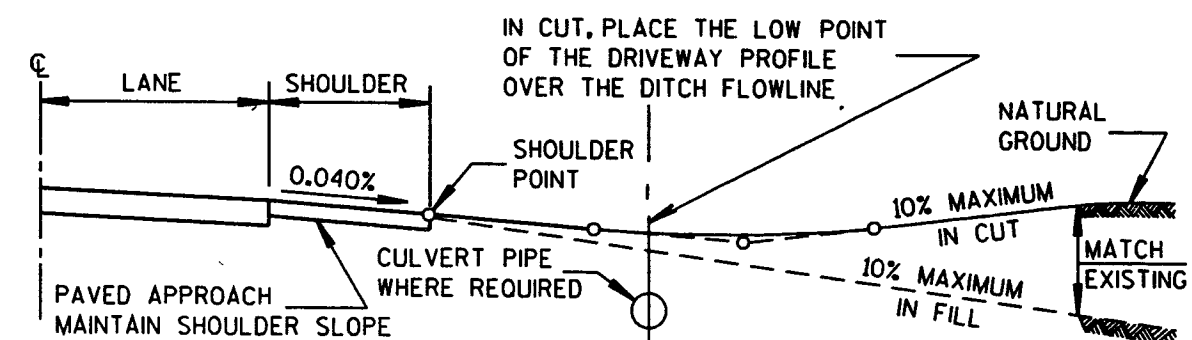
- ** USE 1:6 SLOPE WITHIN THE M/L CLEAR ZONE
- *** WIDTH OF PRIVATE ENTRANCES - 5 m MIN. - 7 m MAX.
- WIDTH OF COMMERCIAL ENTRANCES - 11 m MAX.
- WIDTH OF SIDE ROAD STA 102+236 LT - 7 m
- PIPE LENGTHS FOR P.E.'S BASED ON 5 m TOP
- PIPE LENGTHS FOR COMMERCIAL ENTRANCES BASED ON 7 m TOP



DETAIL SHOWING CULVERT PIPE ON P.E.'s, C.E.'s, AND F.E.'s

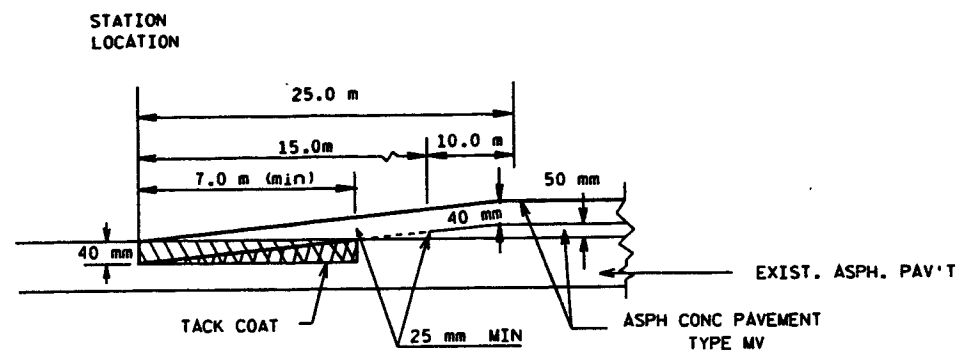


DETAIL SHOWING CULVERT PIPE ON S.R.'s



TYPICAL DRIVEWAY PROFILES IN GRADING AREAS

FILE NAME: D880102100-TYPICAL1.DGN
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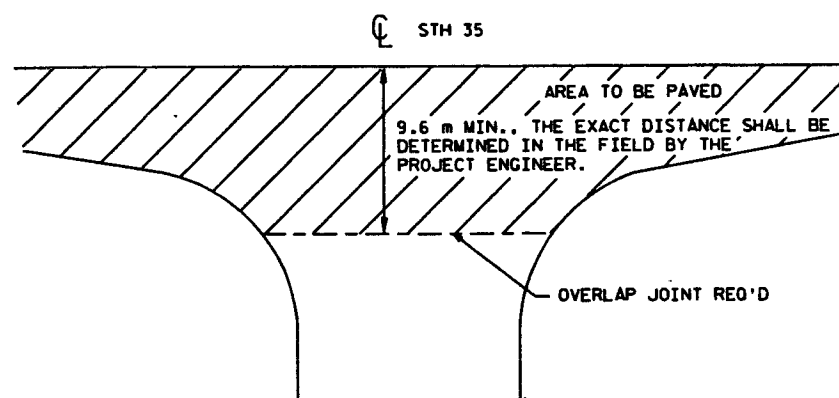


DETAIL OF BUTT JOINT

LOCATION
 STA. 20+314.920

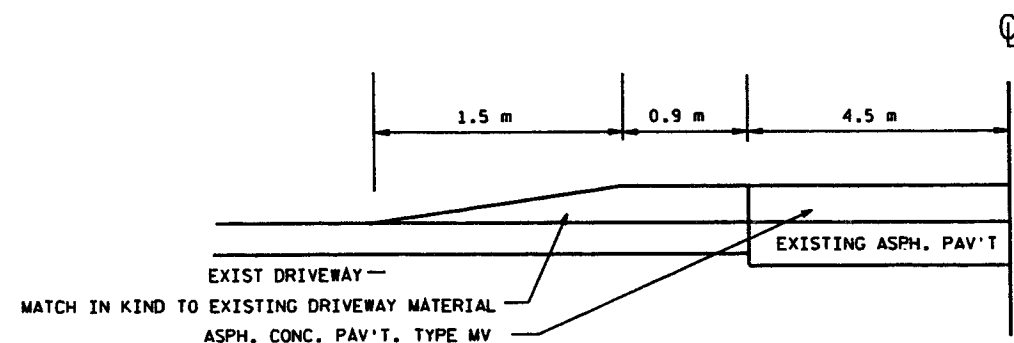
PAVEMENT REMOVAL AREA

ASPH. CONC. PAV'T. WEDGE

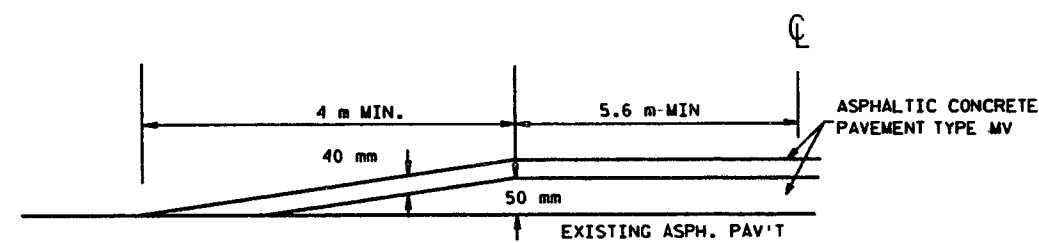


SIDE ROAD PAVING DETAIL IN OVERLAY AREAS

USE AT ALL ASPHALTIC CONCRETE SIDE ROADS

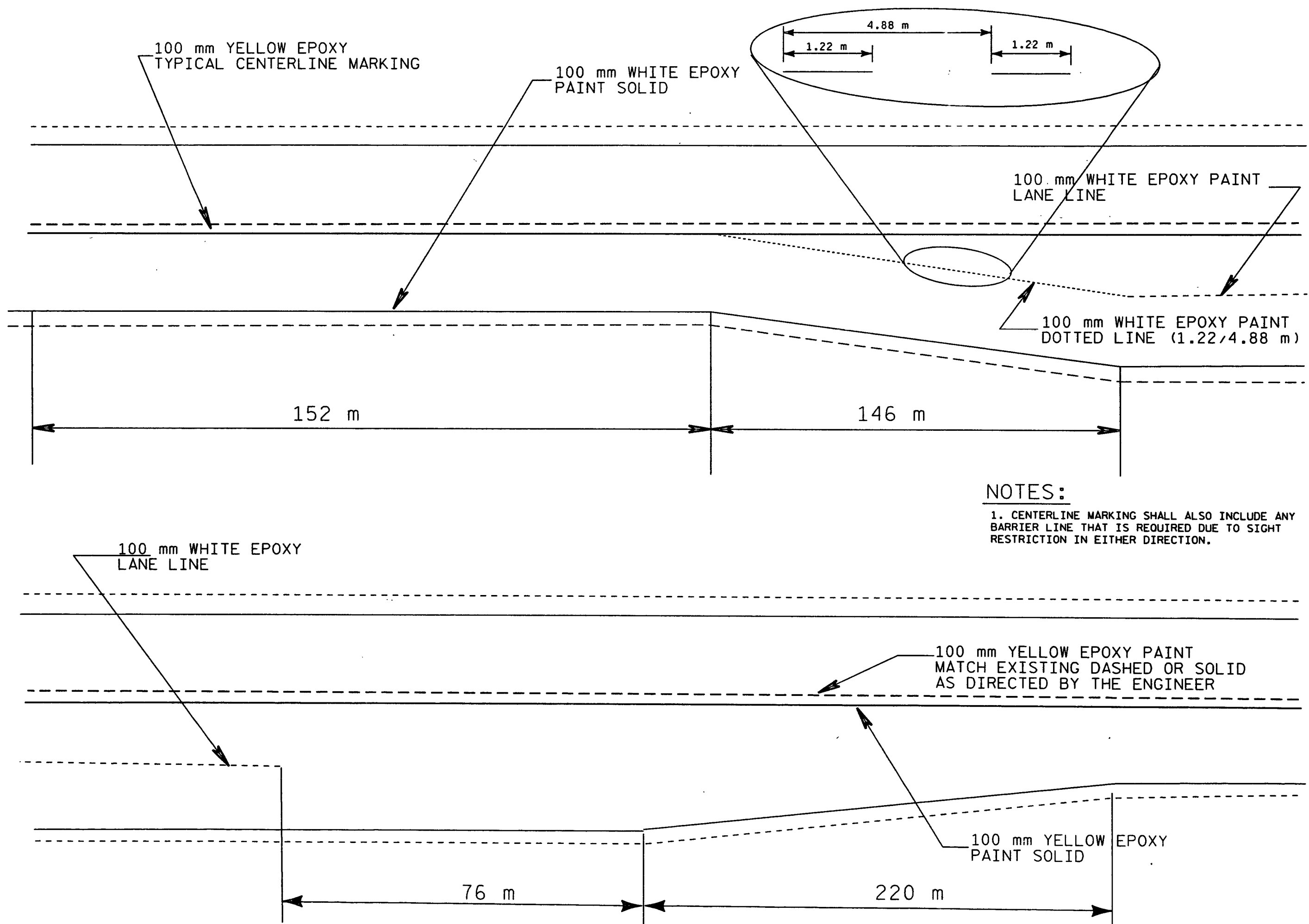


RURAL DRIVEWAY DETAIL IN OVERLAY AREAS



OVERLAP JOINT - SIDEROADS IN OVERLAY AREAS

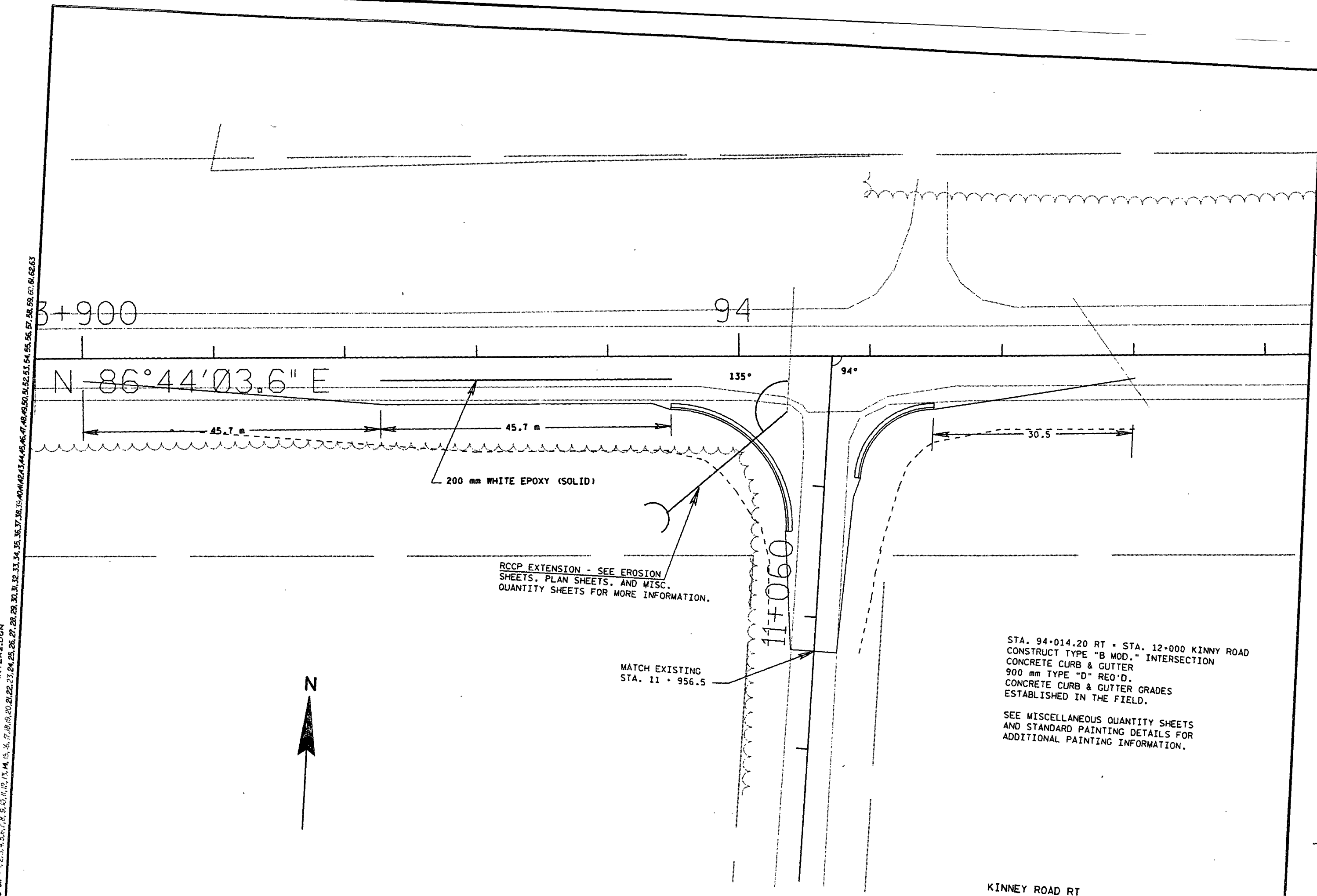
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NOTES:
1. CENTERLINE MARKING SHALL ALSO INCLUDE ANY BARRIER LINE THAT IS REQUIRED DUE TO SIGHT RESTRICTION IN EITHER DIRECTION.

11.2 10a

FILE NAME: PROJECTS DB 11801700 DGN CTHF INTER2.DGN
LEVELS ON: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



INO - STH 13

SCALE: 1: 500

HWY: U.S.H. 2

COUNTY: BAYFIELD

STATE PROJECT NO: 1180-17-71

SHEET NO: 2.12

M

WISDOT: MSHT20

USH 2 STA. 94+820.335 RT -
S.R. RT STA. 13+000.00

FOR DETAIL ON PASSING LANE LT
SEE PLAN & PROFILE SHEETS

USH 2 STA. 94+969.204 RT -
S.R. RT STA. 18+000.00

94+700

94+800

94+900

95

R 18.3

R 12.2

R 18.3 m

R 12.2 m

R 10.0 m

R 10.0 m

4-INCH EDGE LINE (WHITE)

KLOBUCHER ROAD

DENNIS ROAD

STA. 94+820.335 RT
CONSTRUCT TYPE "B1" INTERSECTION
CONCRETE CURB & GUTTER GRADES
ESTABLISHED IN THE FIELD.

SEE MISCELLANEOUS QUANTITY SHEETS
AND STANDARD PAINTING DETAILS FOR
ADDITIONAL PAINTING INFORMATION.

STA. 94+969.204 RT
CONSTRUCT MODIFIED TYPE "C" INTERSECTION

SEE MISCELLANEOUS QUANTITY SHEETS
AND STANDARD PAINTING DETAILS FOR
ADDITIONAL PAINTING INFORMATION.

INO - STH 13

SCALE: 1:500

HWY: U.S.H. 2

COUNTY: BAYFIELD

STATE PROJECT NO: 1180-17-71

SHEET NO: 2.13

M

FILE NAME: 08 11801700 011801700
LEVELS ON: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

STA. 96+436.59 LT
CONSTRUCT TYPE "B1" INTERSECTION
CONCRETE CURB & GUTTER GRADES
ESTABLISHED IN THE FIELD.

SEE MISCELLANEOUS QUANTITY SHEETS
AND STANDARD PAINTING DETAILS FOR
ADDITIONAL PAINTING INFORMATION.

STA. 96+436.59 RT = CL USH2 = STA. 29+000.00
CONSTRUCT TYPE "B1" INTERSECTION
CONCRETE CURB & GUTTER GRADES
ESTABLISHED IN THE FIELD.

SEE MISCELLANEOUS QUANTITY SHEETS
AND STANDARD PAINTING DETAILS FOR
ADDITIONAL PAINTING INFORMATION.

SEE DETAIL FOR SAW CUT LAYOUT

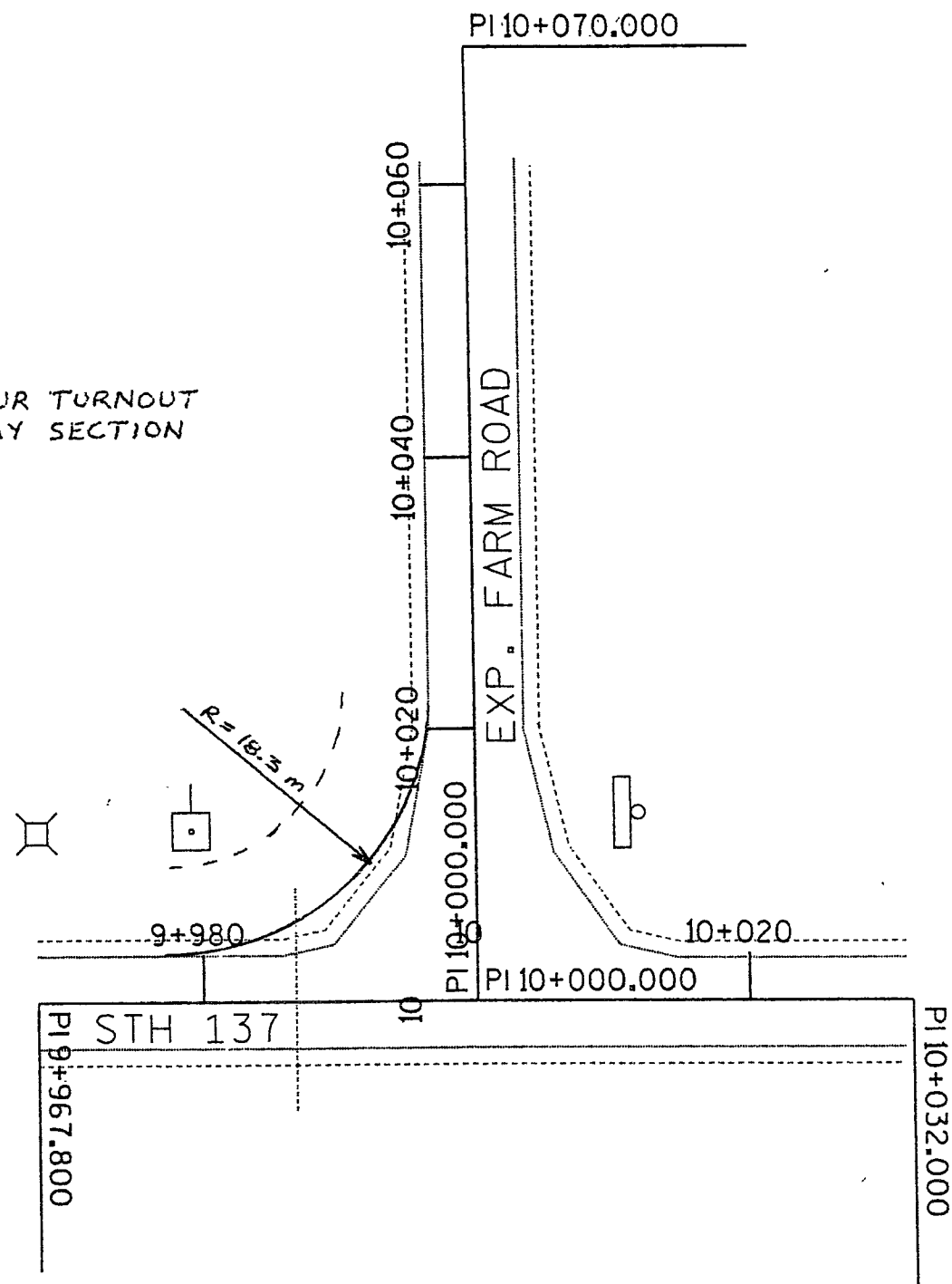
* CTH "F" TURN LANE AND TAPER WILL HAVE
A -.02 SLOPE TO THE RIGHT TO ENHANCE
VISIBILITY OF THE TURN LANE FOR
APPROACHING CTH "F" TRAFFIC.



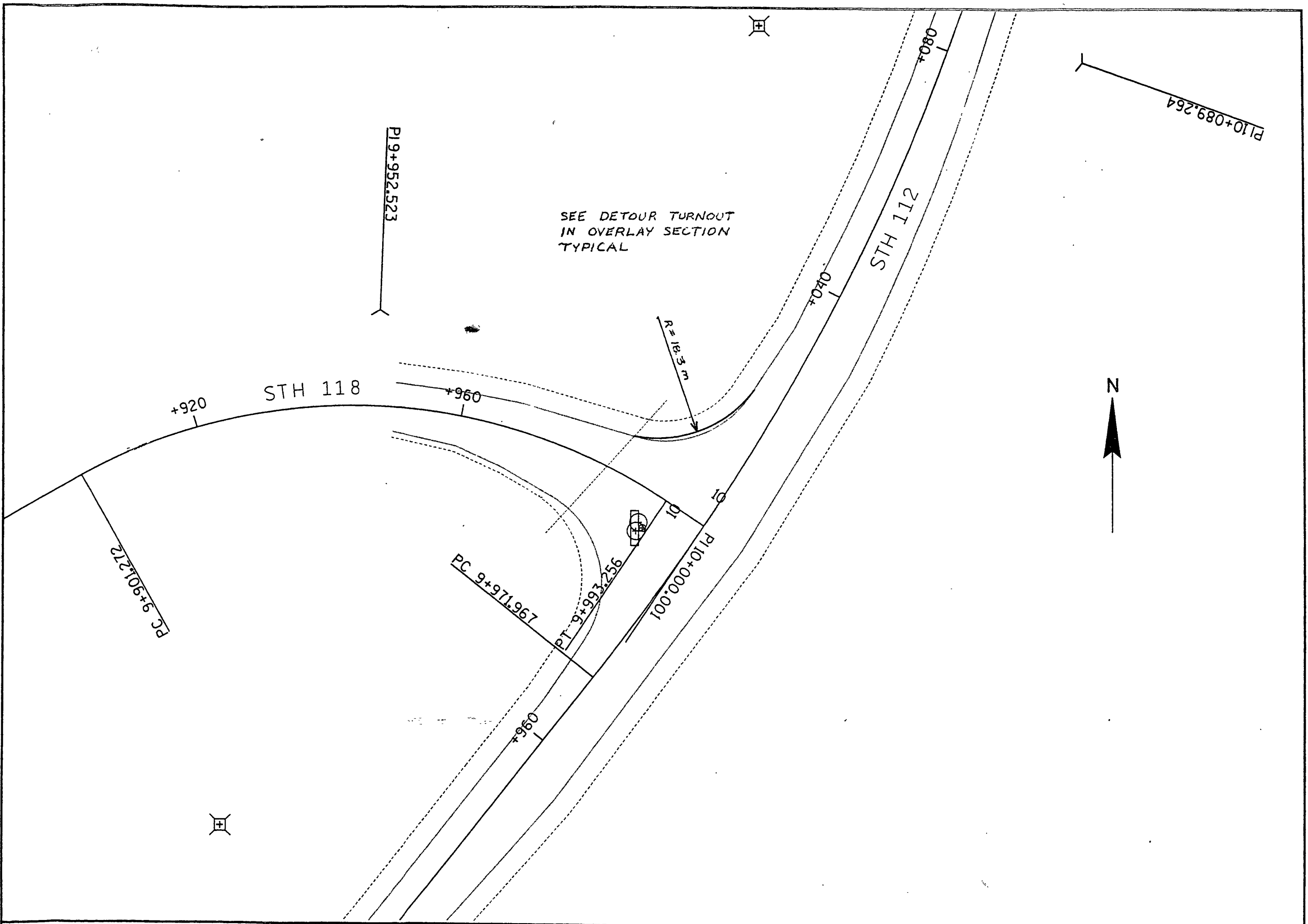
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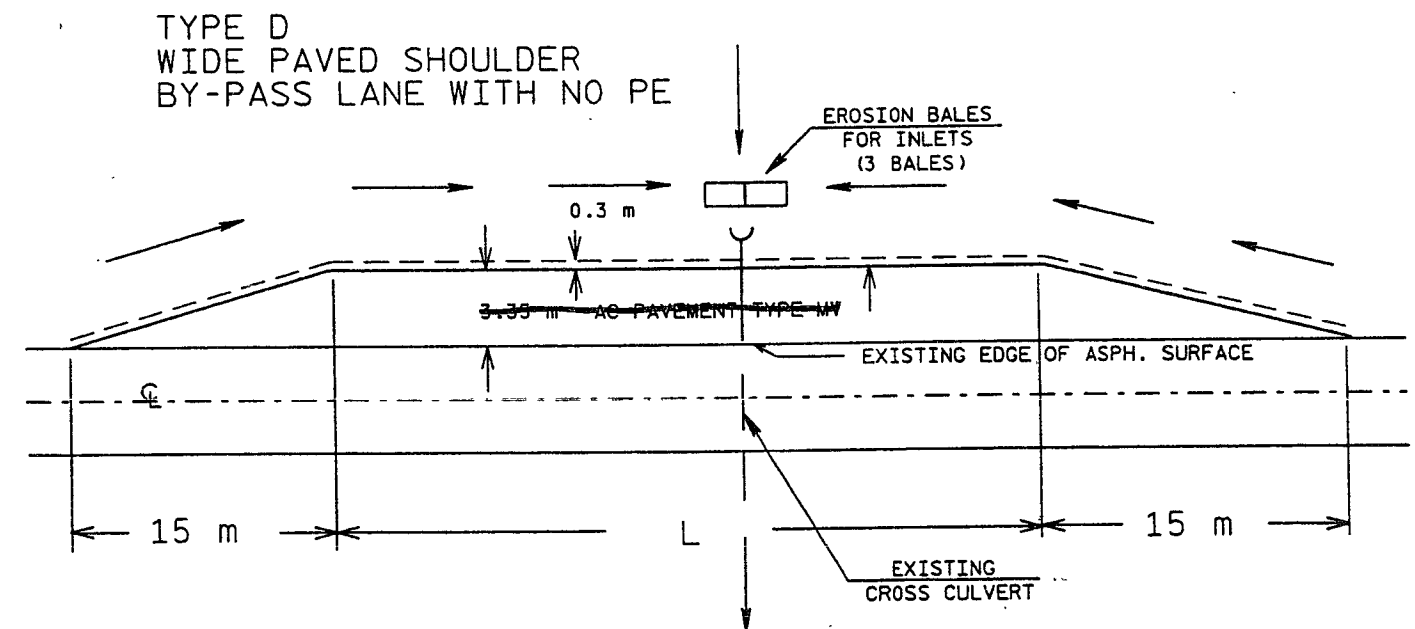
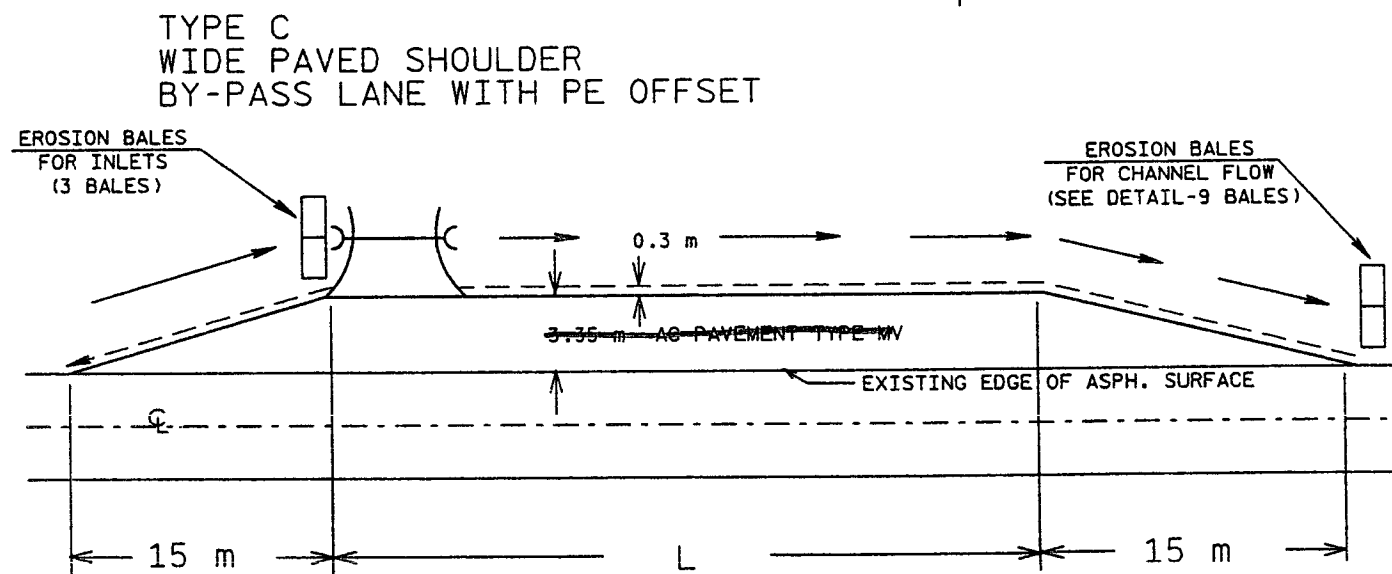
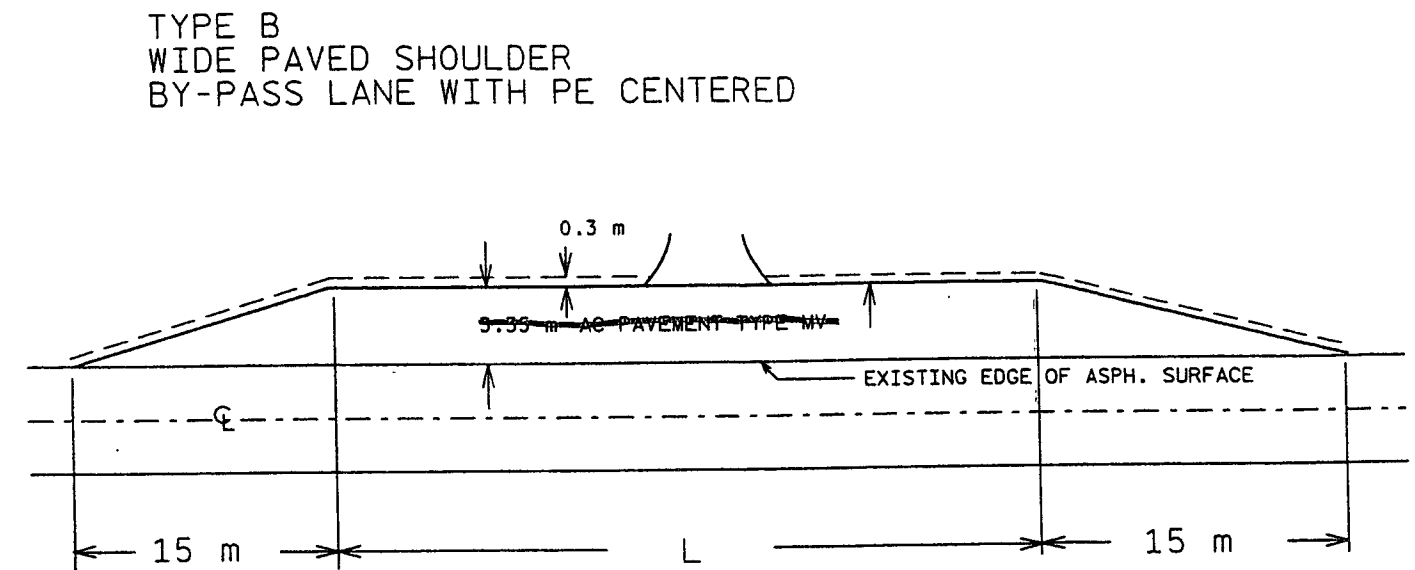
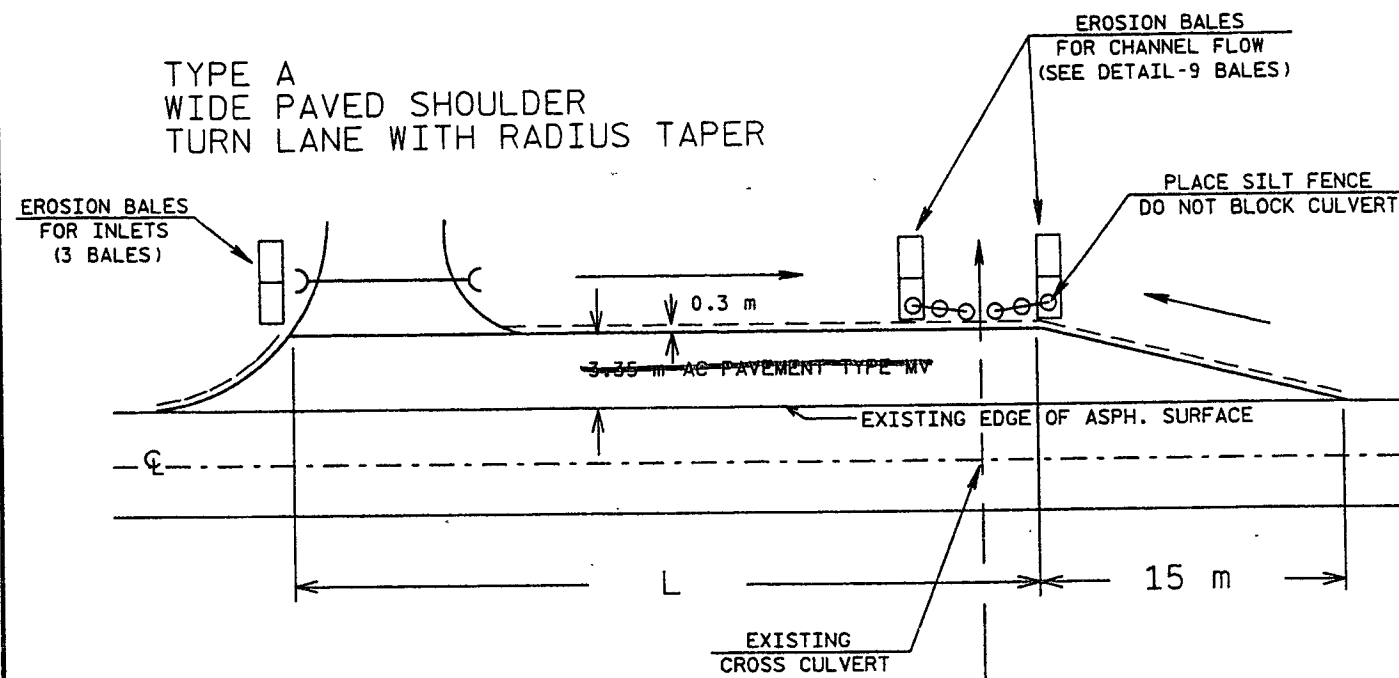
SEE DETOUR TURNOUT
IN OVERLAY SECTION
TYPICAL



FILE NAMES: WHIT
LEVELS ON: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



TURN OUT DETAILS



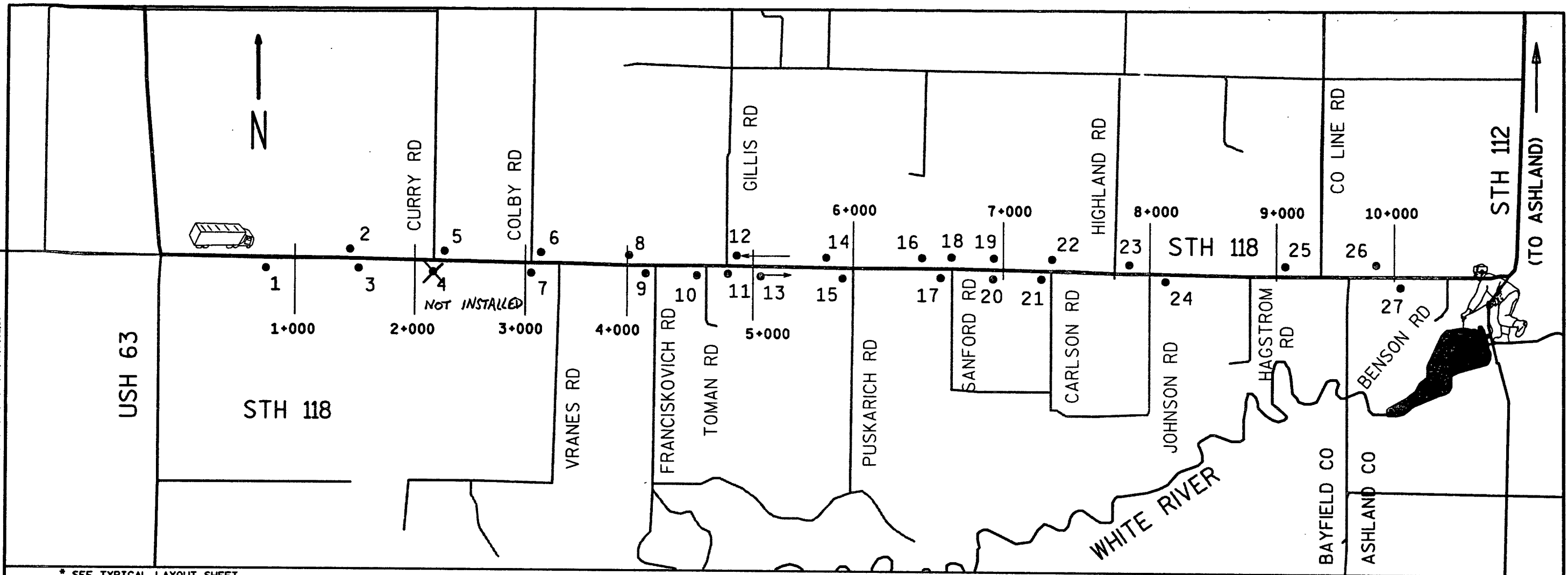
ON DETOUR ROUTE IMPROVEMENTS TO STH 118, EROSION MAT SHALL BE PLACED ON DETOUR TURNOUT # 23 IN THE PROPOSED DITCH FROM THE NEW TOWN ROAD CULVERT, EAST TO THE LIMIT OF GRADING, AND SHALL BE 1.8 m WIDE MINIMUM.

EROSION CONTROL SHOWN ON "TYPE A", "TYPE C" AND "TYPE D" DETOUR TURNOUTS ARE TYPICAL AND SHALL BE INSTALLED WHERE APPLICABLE ON ALL DETOUR TURNOUTS.

NEW PIPES SHALL HAVE EROSION BALES FOR INLET PROTECTION ON THE INLET END.

NEW CULVERTS AND CULVERT EXTENSIONS SHALL BE PROTECTED AS SHOWN ON DETAILS A, C, OR D; WHICHEVER APPLIES.

FILE NAME: DGN\DETAILS\STH118.DGN
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

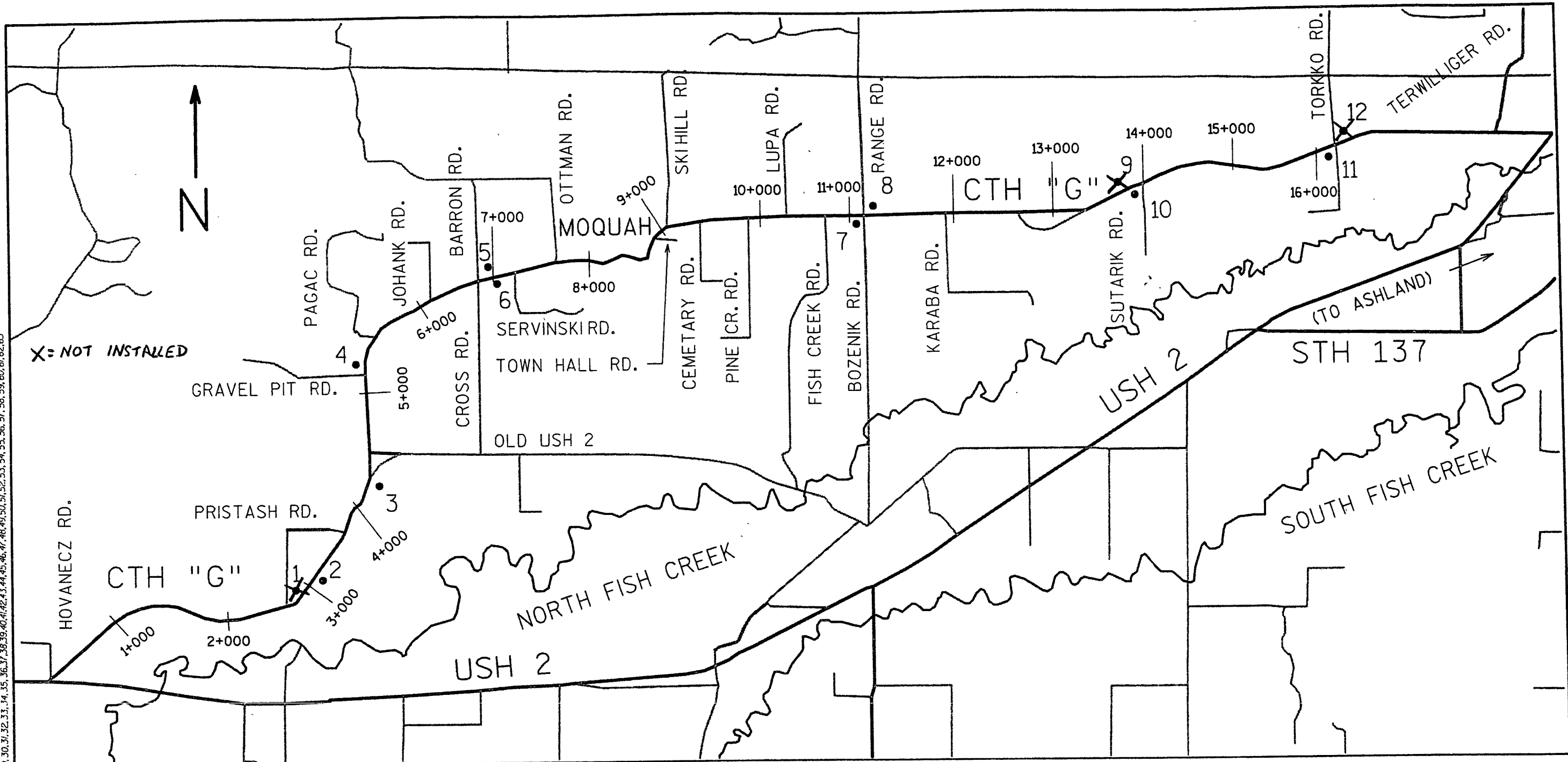


* SEE TYPICAL LAYOUT SHEET
** FOR INFORMATIONAL PURPOSES ONLY - THESE ITEMS ARE INCIDENTAL TO THE ITEM - CONSTRUCTING DETOUR TURNOUTS, EACH
*** SEE MISCELLANEOUS QUANTITY SHEETS FOR LOCATIONS OF OVERLAY SECTIONS.
**** FLOWLINE OF NEW PIPES TO MATCH FLOW LINE OF EXISTING PIPES UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

PHASE 1: DETOUR ROUTE IMPROVEMENTS - STH 118

NUMBER	TYPE	DESCRIPTION	L * (m)	UNCLASSIFIED ** EXCAVATION (m ³)	SELECT BORROW GRADE 1-1/2 (m ³)	CABC (Mg)	ASPHALT TYPE MV (Mg)	ASP. MATL. PLANT MIX (Mg)	TACK COAT (L)	CULVERT DIMENSIONS CLASS III (m)	APRON ENDWALLS (EACH)	100 mm EDGE LINE (m)	SEED TYPE 10 ** (Kg)	MULCH ** (m ²)	FERT. TYPE B ** (Kg)	SALV TOPSOIL ** (m ³)	CLEARING ** (40 m)	GRUBBING ** (40 m)
1	C	0.8 km EAST OF USH 63	30	20	65	80	30	1.8	18.5	-----	---	60	1.8	300	6.6	180		
2	B	0.8 km WEST OF CURRY RD.	45	40	38	99	39	2.3	24.5	450mm X 8.0m CP	2	75	2.3	380	8.3	230		
2										450mm X 6.3m CP	2							
3	B	0.7 km WEST OF CURRY RD.	30	20	30	80	30	1.8	18.5	450mm X 9.2m CP	2	60	1.8	300	6.6	180		
4	D	BY-PASS AT CURRY RD.	30	20	35	80	30	1.8	18.5	450mm X 6.4m CP	2	60	1.8	300	6.6	180		
5	A	RT. TURN CURRY RD.	40	30	20	90	35	2.1	22.0	-----	---	43	2.1	350	7.7	210		
6	A	RT. TURN COLBY RD.	43	35	0	96	35	2.1	22.0	-----	---	43	2.2	370	8.1	220		
7	D	BY-PASS AT COLBY RD.	30	35	30	80	30	1.2	18.5	450mm X 6.3m CP	2	60	1.8	300	6.6	180		
8	B	0.1 km WEST OF FRANC. RD.	30	30	10	80	30	1.2	18.5	600mm X 6.8m CP	2	60	1.8	300	6.6	180		
9	A	RT. TURN FRANCISKOVICH RD.	38	25	35	87	32	1.9	20.0	-----	---	42	2.1	340	7.5	210		
10	A	RT. TURN TOMAN RD.	39	20	65	89	32	1.9	20.5	-----	---	42	2.1	350	7.6	210		
11	D	BY-PASS AT GILLIS RD.	30	20	45	80	30	1.2	18.5	-----	---	60	1.8	300	6.6	180		
12	A	RT. TURN GILLIS RD.	232	120	230	438	158	9.5	100.0	EXT. 600mm CP 3.6m E, 45°	1	235	7.9	1310	28.8	790		
13	C	CREST AT HILL	85	90	0	171	65	3.9	41.0	450mm X 8.7m CP	2	115	3.5	575	12.7	350		
14	B	0.2 km WEST OF PUSK. RD.	30	25	45	80	30	1.2	18.5	450mm X 9.5m CP	2	60	1.8	300	6.6	180		
15	A	RT. TURN PUSKARICH RD.	35	30	10	81	30	1.8	19.0	-----	---	45	2.0	325	7.2	195		
16	C	CREST AT HILL	30	65	0	80	30	1.2	18.5	-----	---	60	1.8	300	6.6	180		
17	A	RT. TURN SANFORD RD.	38	40	15	87	32	1.9	20.0	750mm X 11.6m CP	2	60	2.0	340	7.5	210		
18	D	BY-PASS AT SANFORD RD.	30	10	60	80	30	1.2	18.5	-----	---	60	1.8	300	6.6	180		
19	D	0.4 km EAST OF SAN. RD.	30	20	195	80	30	1.2	18.5	-----	---	60	1.8	300	6.6	180	1	1
20	D	0.4 km EAST OF SAN. RD.	30	20	45	80	30	1.2	18.5	-----	---	60	1.8	300	6.6	180		
21	A	RT. TURN CARLSON RD.	40	15	80	90	33	2.0	20.5	450mm X 11.6m CP	2	43	2.1	350	7.7	210		
22	D	BY-PASS AT CARLSON RD.	30	65	0	80	30	1.2	18.5	600mm X 6.1m CP	2	60	1.8	300	6.6	180		
23	A	RT. TURN HIGHLAND RD.	43	30	45	96	35	2.1	22.0	EXT. 450mm CP 3.6m E, 45°	1	36	2.2	370	8.0	220		
24	D	10 m EAST OF JOHNSON RD.	30	15	40	80	30	1.2	18.5	750mm X 11.0m CP	2	40	1.8	300	6.6	180		
25	C	0.4 km WEST OF CO. LINE	30	30	10	80	30	1.2	18.5	450mm X 9.3m CP	2	60	1.8	300	6.6	180		
26	B	0.4 km EAST OF CO. LINE	30	40	50	80	30	1.2	18.5	450mm X 9.8m CP	2	60	1.8	300	6.6	180		
27	C	NORTHLAND COLLEGE P.E.	30	30	105	80	30	1.2	18.5	EXT. 1050mm CP 4.5m RT.	1	60	1.8	300	6.6	180		

FILE NAME: c:\p00\detour\cthg\cthg.dgn
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



- * SEE TYPICAL LAYOUT SHEET
** FOR INFORMATIONAL PURPOSES ONLY - THESE ITEMS ARE INCIDENTAL TO THE ITEM - CONSTRUCTING DETOUR TURNOUTS, EACH
*** SEE MISCELLANEOUS QUANTITY SHEETS FOR LOCATIONS OF OVERLAY SECTIONS.
**** FLOWLINE OF NEW PIPES TO MATCH FLOW LINE OF EXISTING PIPES UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

PHASE 1: DETOUR ROUTE IMPROVEMENTS - CTH G

NUMBER	TYPE	DESCRIPTION	L * (m)	UNCLASSIFIED ** EXCAVATION (m ³)	SELECT BORROW GRADE 1-1/2 (m ³)	CABC (Mg)	ASPHALT TYPE MV (Mg)	ASP. MATL. PLANT MIX (Mg)	TACK COAT (L)	CULVERT DIMENSIONS CLASS III (m)	APRON ENDWALLS (EACH)	100 mm EDGE LINE (WHITE) (m)	SEED TYPE 10 ** (Kg)	MULCH ** (m ²)	FERT. TYPE B ** (Kg)	SALV TOPSOIL (m ²)**	CLEARING ** (40 m)	GRUBBING ** (40 m)
1	A	RT. TURN PRISTASH RD.	38	80	0	87	31	1.9	20.0	450mm X 11.1m CP	2	42	3.0	480	10.5	300	1	1
2	B	0.4km EAST OF PRITASH RD.	30	15	50	80	30	1.8	18.5	450mm X 7.4m CP	2	60	1.8	300	6.3	180		
3	C	0.1km SOUTH OF OLD USH 2.	95	40	200	223	81	4.9	52.0	-----		155	5.6	900	19.6	560	1	1
4	A	RT. TURN GRAVEL PIT RD.	43	30	10	95	35	2.1	22.0	-----		42	1.9	310	6.7	190	1	1
5	A	RT. TURN BARRON RD.	41	35	15	92	34	2.0	21.5	450mm X 14.0m CP	2	42	2.1	345	7.4	215		
6	B	0.2km EAST OF CROSS RD.	30	20	35	80	30	1.8	18.5	450mm X 7.4m CP	2	60	1.8	290	5.3	180		
7	A	RT. TURN BOZENIK RD.	41	25	50	92	34	2.0	21.5	600mm X 11.0m CP	2	42	2.1	345	7.4	215	1	1
8	A	RT. TURN RANGE RD.	46	30	20	101	37	2.2	23.5	600mm X 13.5m CP	2	42	2.3	370	8.1	230		
9	B	0.1km WEST OF SUTARIK RD.	30	30	30	80	30	1.8	18.5	600mm X 7.6m CP	2	60	2.3	370	8.1	230	1	1
10	A	RT. TURN SUTARIK RD.	36	20	55	83	30	1.8	19.5	-----		42	2.0	320	7.4	200		
11	A	RT. TURN TORKKO RD.	48	40	20	105	38	2.3	24.5	-----		42	2.3	380	8.1	235		
12	A	RT. TURN TORKKO RD.	39	20	45	88	32	1.9	20.5	-----		42	2.1	340	7.4	210		

INO - ASHLAND

SCALE: 1:

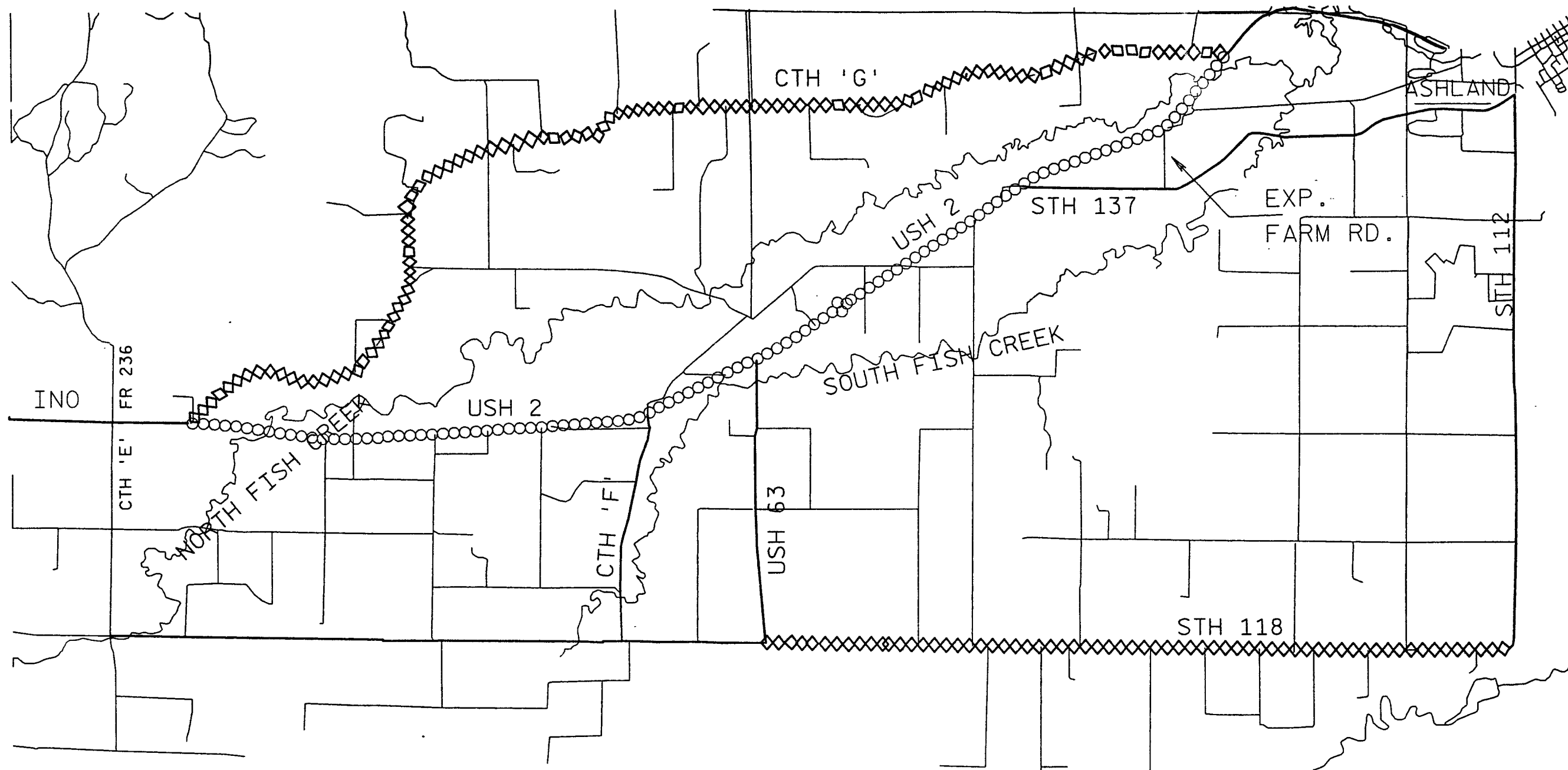
HWY: U.S.H. 2

COUNTY: BAYFIELD

STATE PROJECT NO: 1180-17-71

SHEET NO: 2.20 M

FILE NAME: 1180-17-71-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

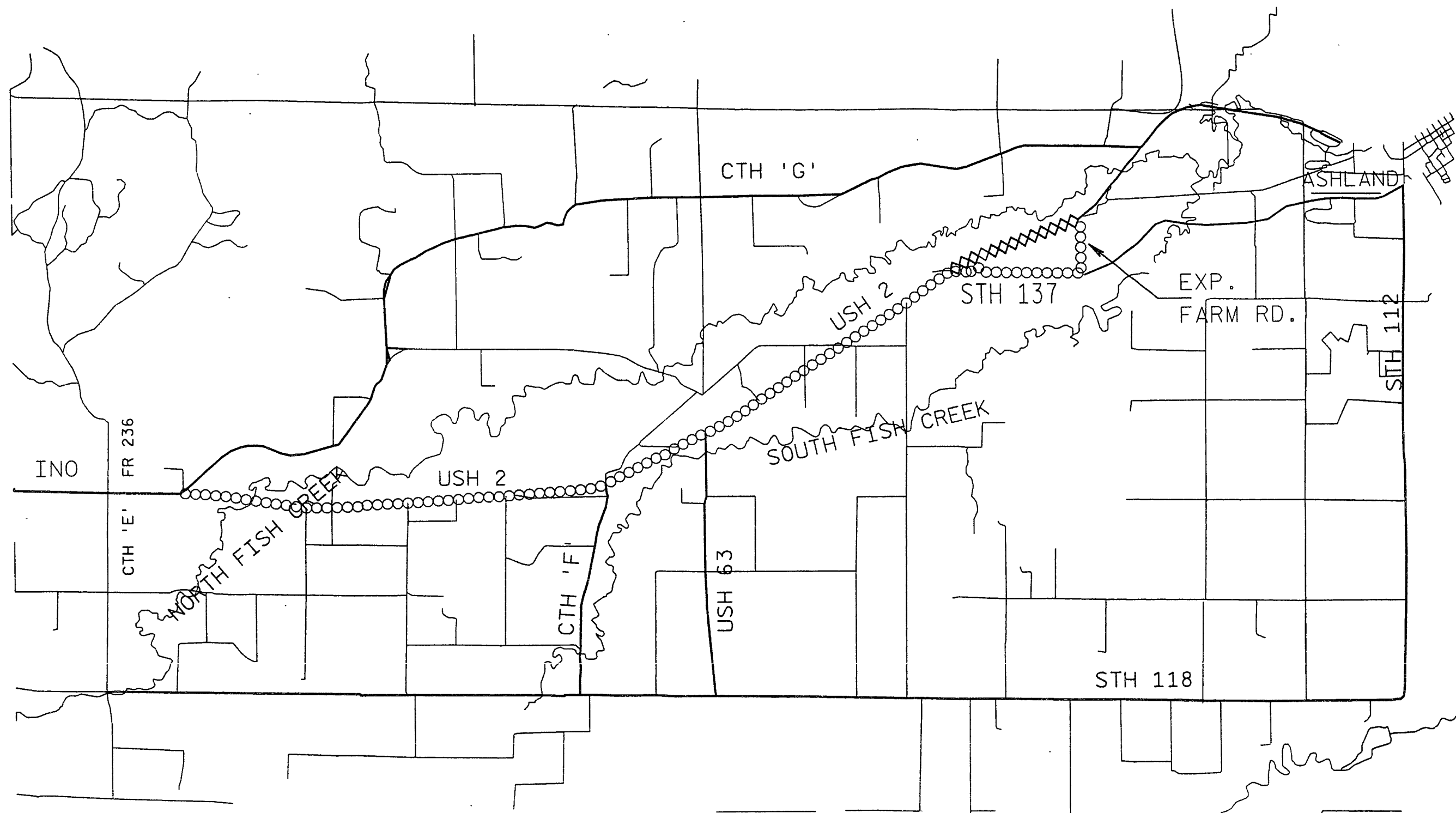


- ○ ○ ○ USH 2 CAR AND TRUCK TRAFFIC
- ◇ ◇ ◇ ◇ CONSTRUCTION WORK IN PROGRESS

TRAFFIC PHASE. I

COMMENCEMENT OF WORK - JULY 3 : TRAFFIC REMAINS ON EXISTING USH 2. GRADING BEGINS FROM INO TO EXPERIMENTAL FARM ROAD ON USH 2. TURNOUTS ARE CONSTRUCTED AND PAVING IS OCCURRING ALONG STH 118 AND CTH G.

FILE NAME: 11801700DGNDETAIL TRAFFI.
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

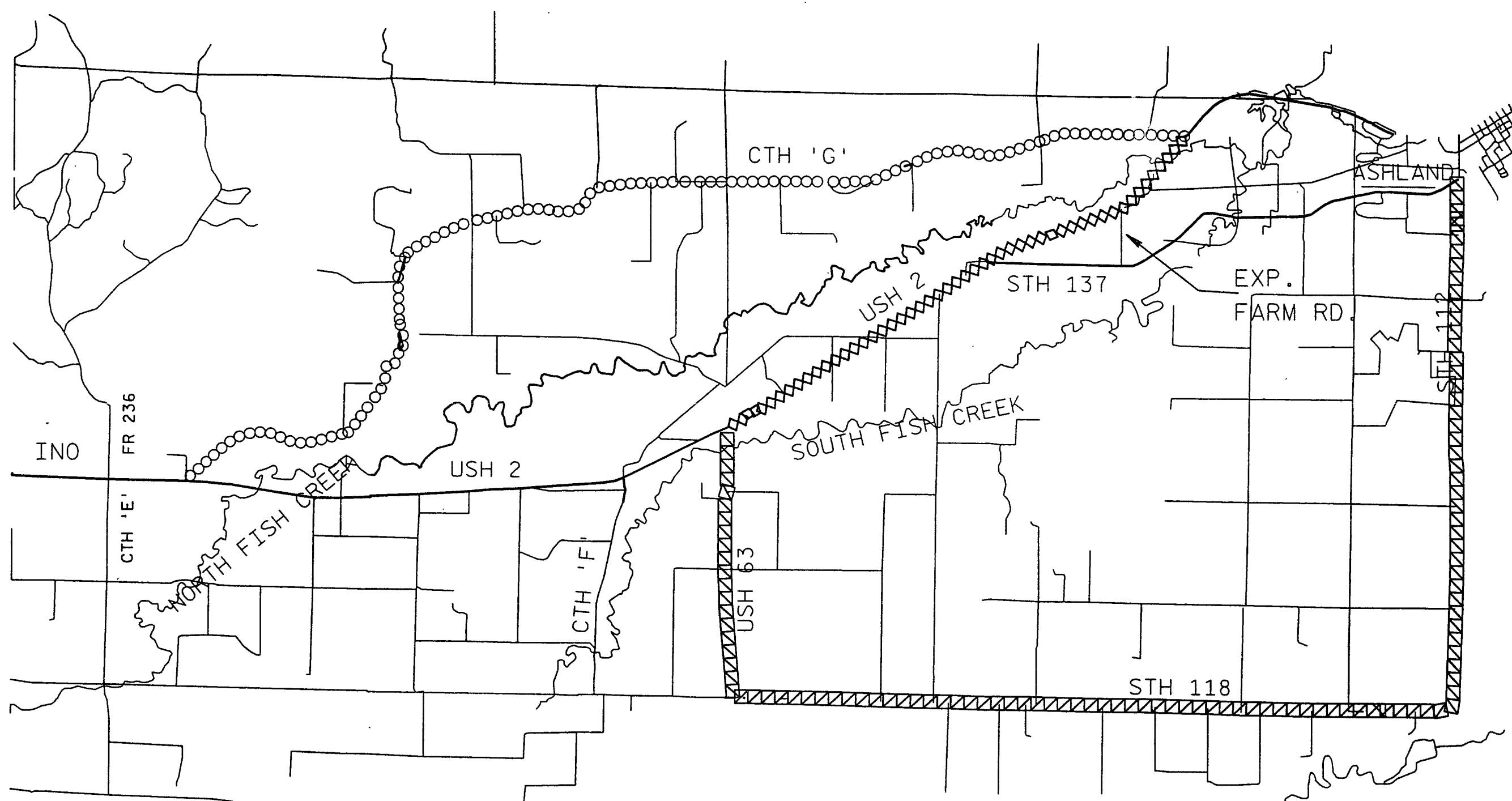


- U.S.H. 2 CAR AND TRUCK TRAFFIC
▨▨▨▨▨ CONSTRUCTION WORK IN PROGRESS

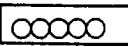
TRAFFIC PHASE II

JULY 6 - JULY 18: ALL U.S.H. 2 TRAFFIC IS DETOURED TO STH 137 AND EXPERIMENTAL FARM ROAD. CORE ROAD REMOVAL OCCURS FROM STATION 103+040 TO 104+920.

FILE NAME: 118017000DETAIL TRAFFI.
LEVELS ON - 1,2,3,4,5,6,7,8, 9,10,11,12,13,14,15,16, 17,18,19,20,21,22,23, 24,25,26, 27,28,29,30,31,32,33, 34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

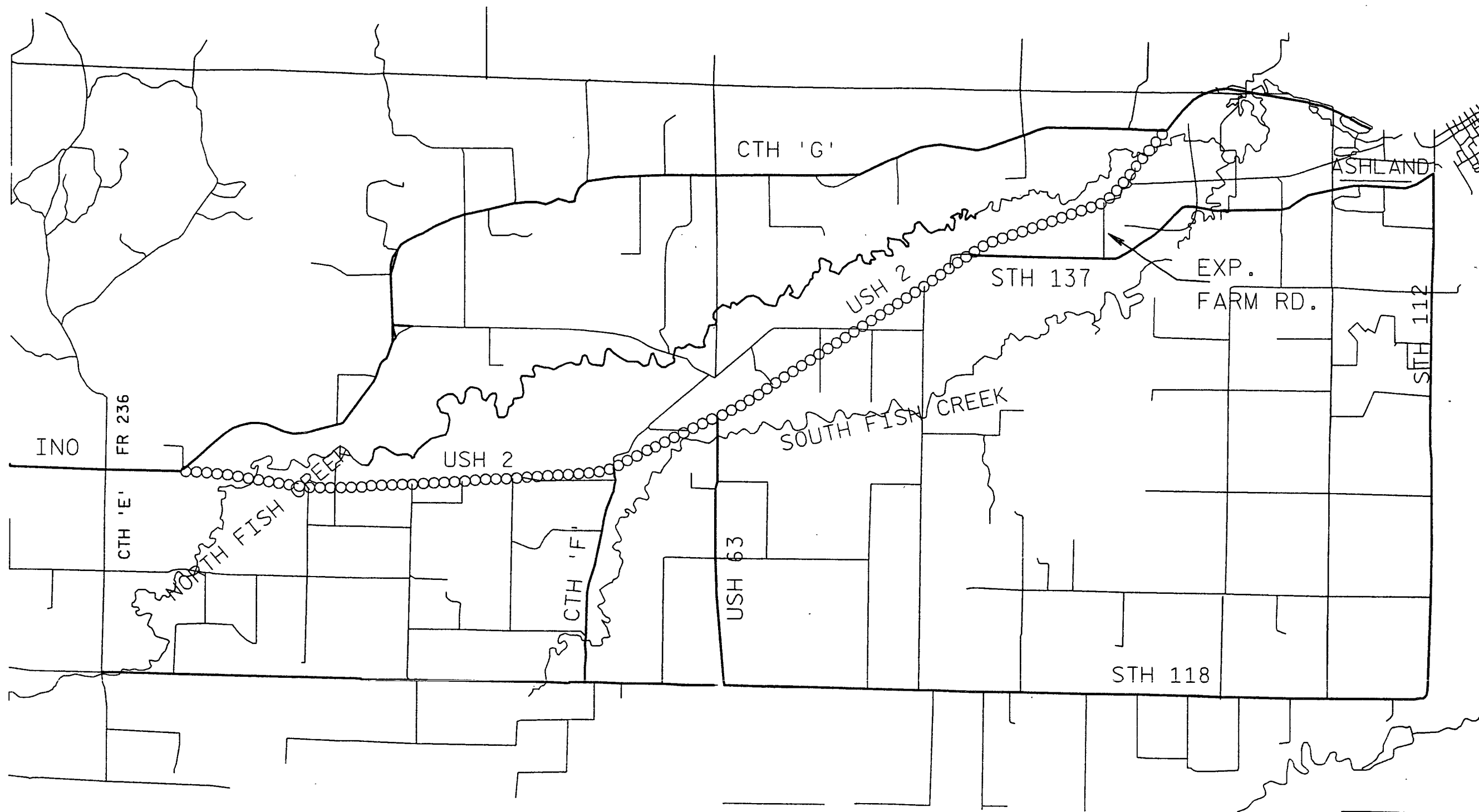


TRAFFIC PHASE III

-  CONSTRUCTION WORK IN PROGRESS
-  TRAFFIC UNDER 6 TON
-  TRAFFIC 6 TON AND OVER

JULY 20 - AUGUST 29: USH 2 TRAFFIC IS DETOURED ON TWO ROUTES
TRAFFIC 6 TON AND OVER DETOURED ON TO STH 118 VIA USH 63 - STH 118 -
STH 112 (SANBORN AVE). TRAFFIC UNDER 6 TONS IS DETOURED ON TO CTH 'G'.
ALL MAINLINE RECONSTRUCTION AND ASPHALTIC PAVING FROM STATION 98+240
TO 105+536 AS DEFINED IN THE SPECIAL PROVISIONS SHALL BE COMPLETED IN
THIS PHASE.

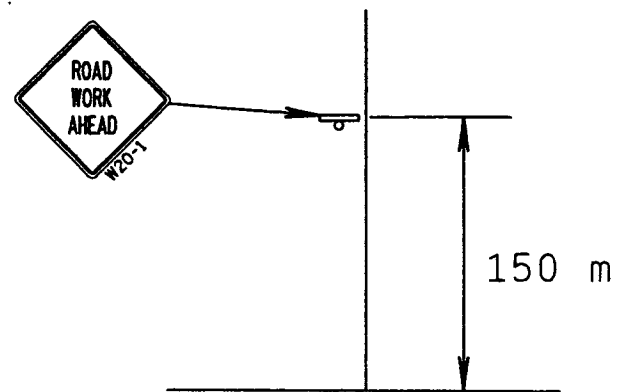
FILE NAME: 118017000NDDETAIL TRAFFI
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



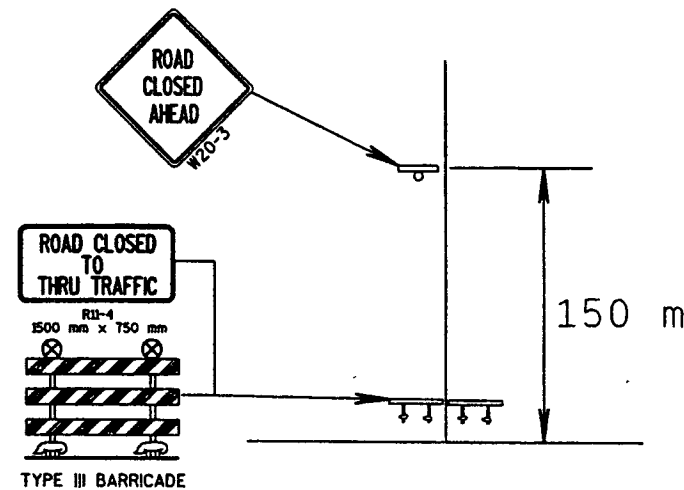
○ ○ ○ ○ USH 2 CAR AND TRUCK TRAFFIC

TRAFFIC PHASE IV

AUGUST 31 - COMPLETION OF WORK: DETOURS ARE NO LONGER IN EFFECT. RESURFACING WILL OCCUR UNDER TRAFFIC FROM INO TO USH 63, ALONG WITH ANY MAINLINE WORK OUTSIDE THE TRAVELED WAY AND SIDE ROAD WORK THAT IS NEEDED.



TYPICAL SIDE
ROAD SIGNING
PHASES I, II AND IV



TYPICAL SIDE
ROAD SIGNING
PHASE III



W08-9 "LOW SHOULDER" SIGN
TO BE PLACE EVERY 1.6 km ALONG
USH 2 DURING PHASES I AND II.

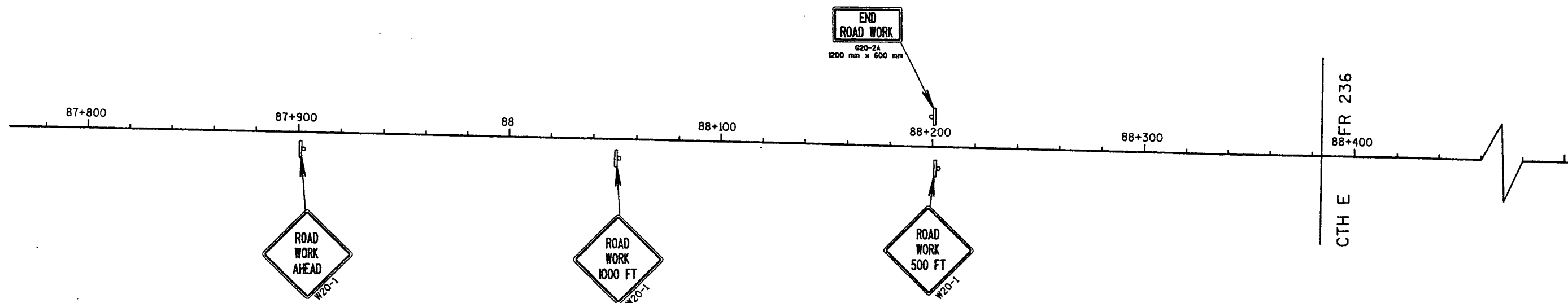
TRAFFIC CONTROL GENERAL NOTES

1. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
2. ALL SIGNS ARE 1200 mm X 1200 mm, UNLESS OTHERWISE NOTED.
3. "WO" IS SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
4. ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
5. ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
6. PAVEMENT MARKING NOT APPROPRIATE TO THE CURRENT TRAVELED PATH SHALL BE REMOVED.
7. DETOUR SIGNING WILL BE DONE BY STATE FORCES.

LEGEND

- ⊗ TYPE "A" FLASHING WARNING LIGHT
- ▬ TYPE III BARRICADE
- SIGN ON PERMANENT POST

PHASE I, II, III, IV TRAFFIC CONTROL

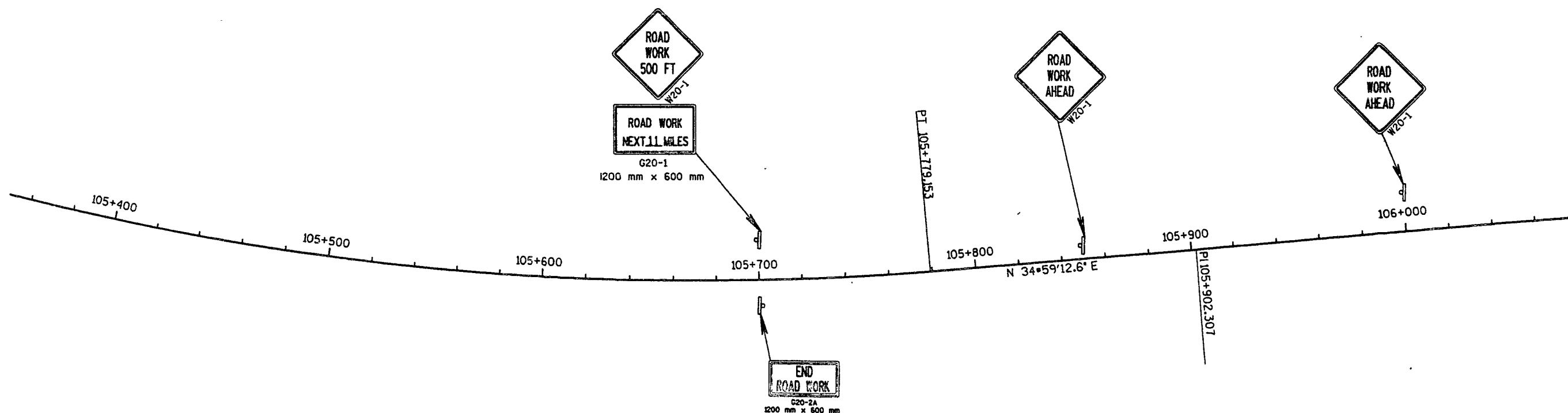


NOTES:

DURING PHASE I DRUMS SHALL BE USED TO SHIELD DROP OFFS ALONG THE SHOULDER THAT ARE GREATER THAN 75 mm, AT A SPACING OF 30 m.

LEGEND

- ⊗ TYPE "A" FLASHING WARNING LIGHT
- ⏏ TYPE III BARRICADE
- ⏏ SIGN ON PERMANENT POST



FILE NAME: PROJECTSD8118017000GNDCTALTRFCNTL
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

PHASE II TRAFFIC CONTROL

NOTES:

ACCESS SHALL BE PROVIDED TO LOCAL TRAFFIC
WITHIN THE CLOSED PORTION OF THE ROADWAY
AND DRUMS SHALL BE USED AS DIRECTED BY THE
ENGINEER.

LEGEND

- ⊗ TYPE "A" FLASHING WARNING LIGHT
- ⏏ TYPE III BARRICADE
- ⏏ SIGN ON PERMANENT POST

EXP. FARM RD

PULYEART RD

FISH CREEK RD

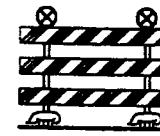
STH 137

ROAD CLOSED
TO
THRU TRAFFIC

R12-4
1500 mm x 750 mm



W01-6
1200 mm x 600 mm



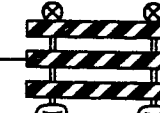
TYPE III BARRICADE

ROAD
CLOSED
AHEAD

150 m

ROAD CLOSED
TO
THRU TRAFFIC

R12-4
1500 mm x 750 mm



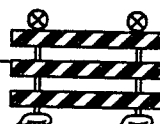
TYPE III BARRICADE

ROAD CLOSED
TO
THRU TRAFFIC

R12-4
1500 mm x 750 mm



W01-6
1200 mm x 600 mm



TYPE III BARRICADE

ROAD
CLOSED
500 FT

W20-3

ROAD
CLOSED
1000 FT

W20-3

90+100

105+300

105+400

105+500

105+200

105+100

105

102+800

102+700

102+600

102+500

103

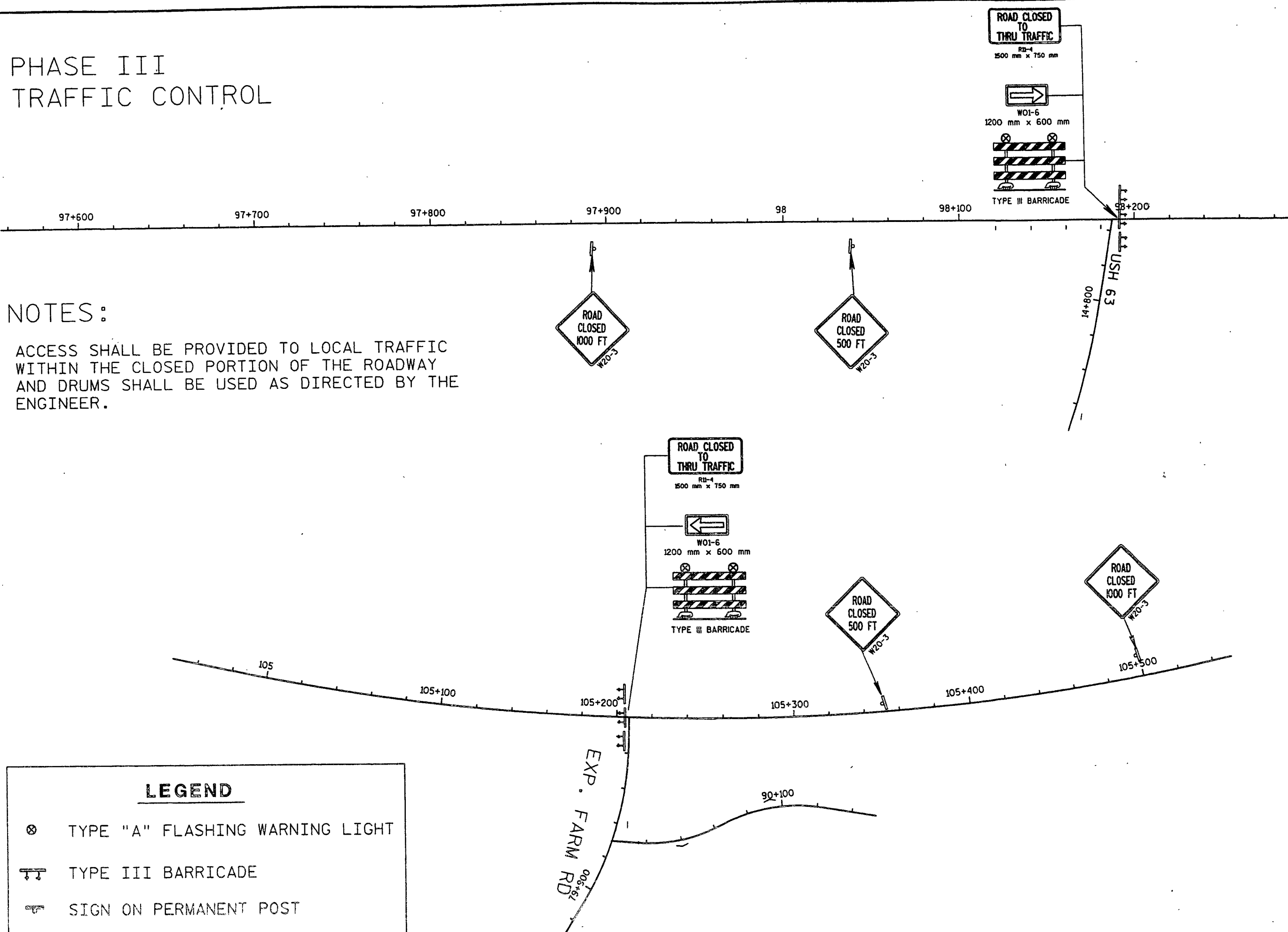
103+100

FILE NAME: PROJECTSD8118017000DETALTRFCNTL
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

PHASE III TRAFFIC CONTROL

NOTES:

ACCESS SHALL BE PROVIDED TO LOCAL TRAFFIC
WITHIN THE CLOSED PORTION OF THE ROADWAY
AND DRUMS SHALL BE USED AS DIRECTED BY THE
ENGINEER.



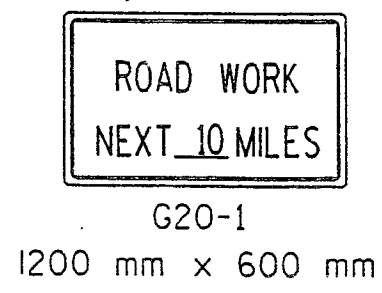
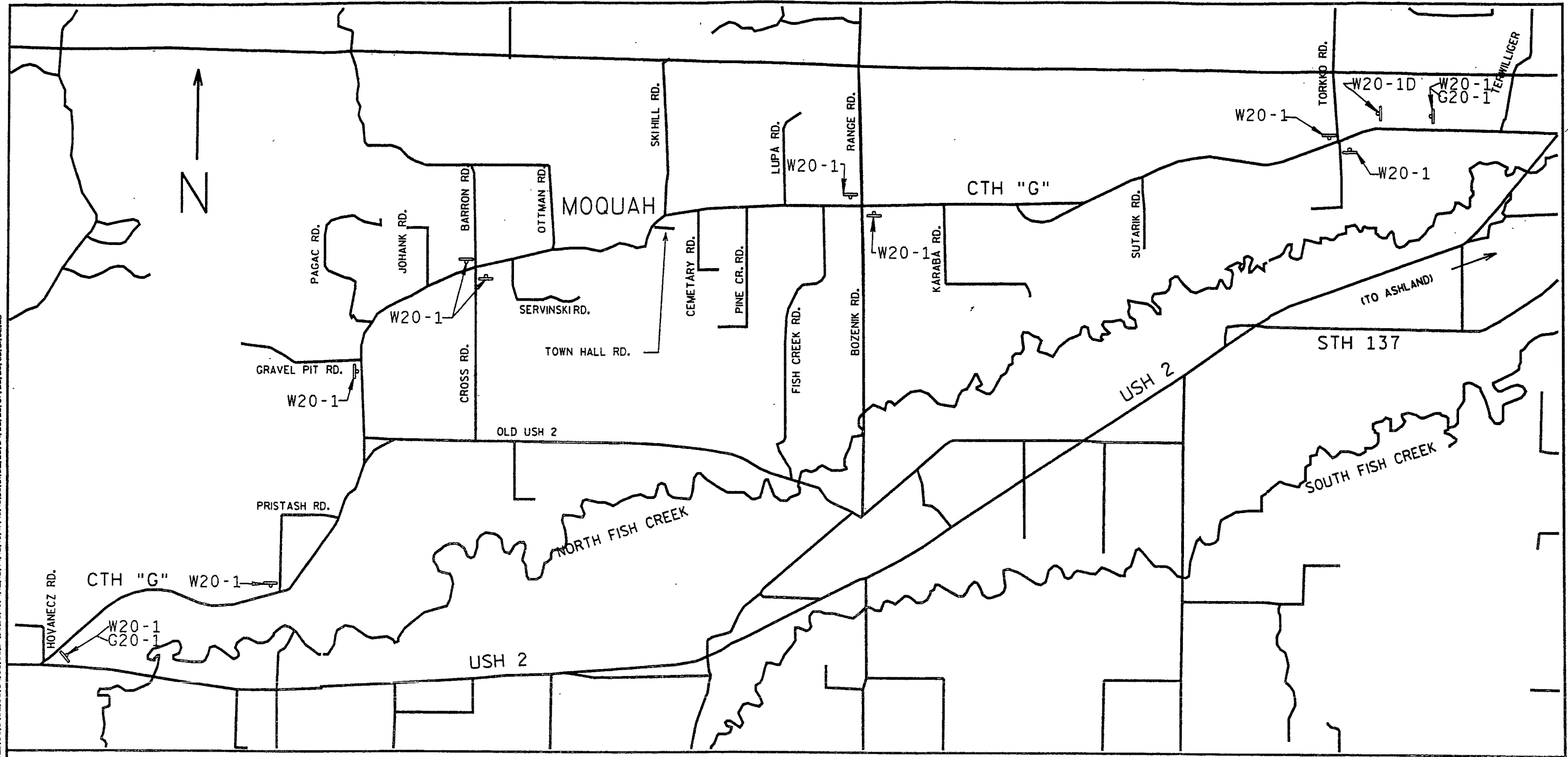
LEGEND

- ⊗ TYPE "A" FLASHING WARNING LIGHT
- ⏏ TYPE III BARRICADE
- ⏏ SIGN ON PERMANENT POST

FILE NAME: PROJECTS08118017000DETALTRFCNTL
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

PLOT NAME: 1180-17-71

FILE NAME: DON/DETAILS/DTRG.DGN
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



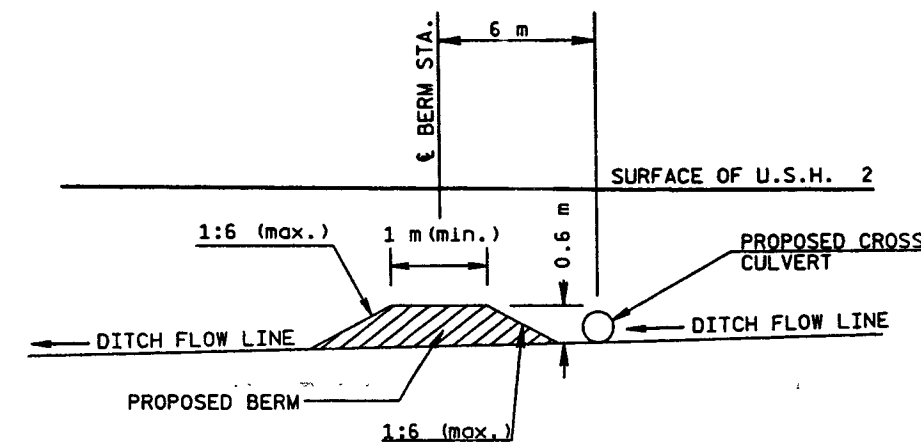
NOTE:

THESE SIGNS ARE TO BE USED DURING THE CONSTRUCTION OF THE TURNOUTS AND RESURFACING ON CTH G.

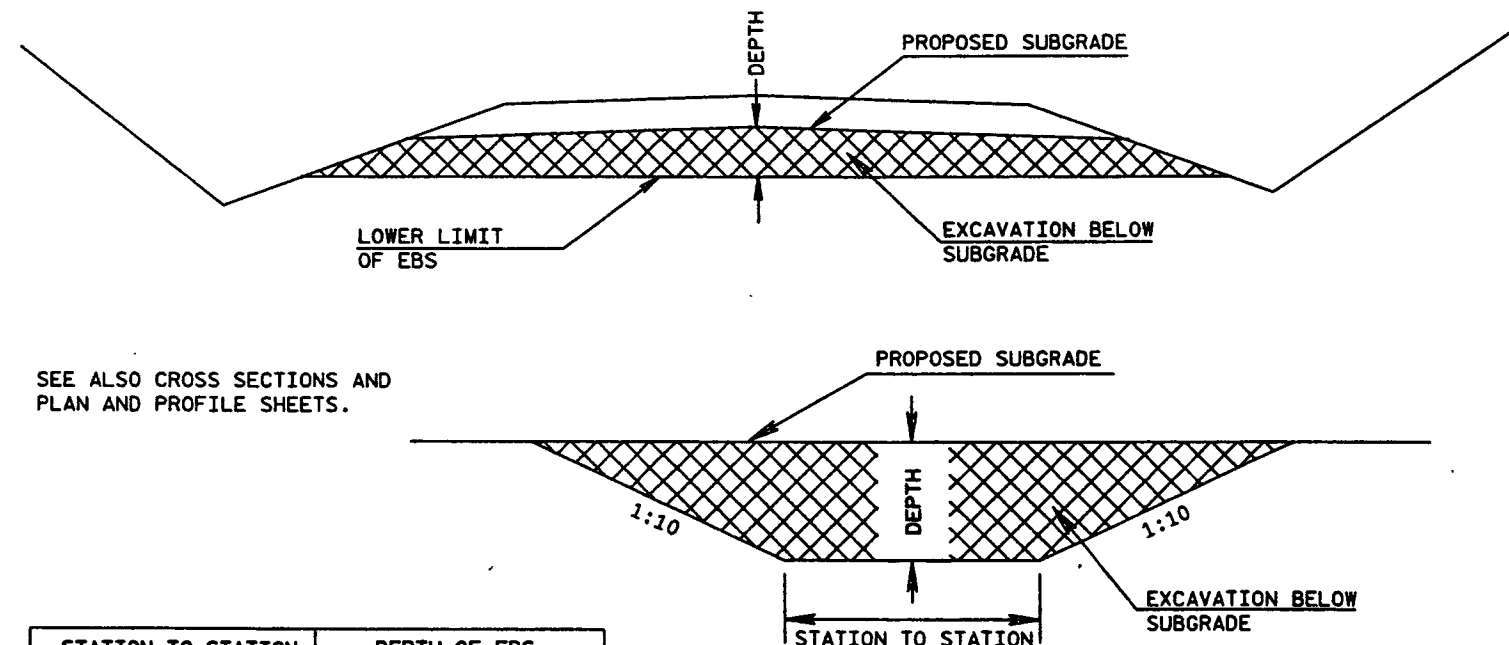
FILE NAME: D8 PROJECTS 11801700 DON STH137 MISC.DGN
LEVELS ON - 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63

CONTROL POINT LOCATIONS - 1180-17-71
STATION & OFFSET REPORT FROM C/L OF USH 2

89+977.706	-7.970 m	FROM C/L OF USH2 N 152306.473 E 511231.880 CTL3970
91+004.323	-8.674 m	FROM C/L OF USH2 N 152171.597 E 512249.992 CTL3971
91+585.556	10.948 m	FROM C/L OF USH2 N 152068.120 E 512822.599 CTL3972
92+416.654	9.230 m	FROM C/L OF USH2 N 152091.771 E 513654.118 CTL3973
93+220.535	7.838 m	FROM C/L OF USH2 N 152138.954 E 514456.615 CTL3974
93+512.353	9.740 m	FROM C/L OF USH2 N 152153.679 E 514748.067 CTL3975
94+014.038	-10.191 m	FROM C/L OF USH2 N 152202.156 E 515247.802 CTL3864
94+623.877	8.541 m	FROM C/L OF USH2 N 152218.194 E 515857.718 CTL3865
95+371.854	7.614 m	FROM C/L OF USH2 N 152261.729 E 516604.428 CTL3976
96+038.490	8.170 m	FROM C/L OF USH2 N 152301.739 E 517270.351 CTL3977
96+418.916	10.218 m	FROM C/L OF USH2 N 152408.062 E 517636.975 CTL3978
97+026.964	8.679 m	FROM C/L OF USH2 N 152677.499 E 518182.124 CTL3979
97+721.224	-11.657 m	FROM C/L OF USH2 N 153001.803 E 518796.320 CTL3980
98+205.100	38.536 m	FROM C/L OF USH2 N 153170.058 E 519252.769 CTL3867
98+721.719	-7.452 m	FROM C/L OF USH2 N 153449.155 E 519689.965 CTL3981
100+125.308	9.831 m	FROM C/L OF USH2 N 154210.712 E 520868.870 CTL3982
100+836.063	9.262 m	FROM C/L OF USH2 N 154604.549 E 521460.533 CTL3983
102+097.482	-9.530 m	FROM C/L OF USH2 N 155318.325 E 522500.751 CTL3984
102+730.160	6.903 m	FROM C/L OF USH2 N 155654.791 E 523036.795 CTL3985
102+945.912	-11.395 m	FROM C/L OF USH2 N 155789.437 E 523206.365 CTL3986
103+479.373	-8.393 m	FROM C/L OF USH2 N 156042.330 E 523676.809 CTL3987
104+347.308	11.494 m	FROM C/L OF USH2 N 156321.184 E 524499.010 CTL3868
105+245.917	9.864 m	FROM C/L OF USH2 N 156656.079 E 525333.563 CTL3869



BERM CONFIGURATION FOR CONTINUOUS GRADE
DITCHES AT CROSS CULVERT LOCATIONS



SEE ALSO CROSS SECTIONS AND
PLAN AND PROFILE SHEETS.

STATION TO STATION	DEPTH OF EBS
98+350 - 98+420	0.45 m
101+250 - 101+400	0.76 m
103+300 - 103+340	0.30 m
103+760 - 103+840	0.30 m
104+080 - 104+160	0.30 m
104+400 - 104+480	0.45 m
104+900 - 104+920	0.30 m

ACTUAL LIMITS OF EBS WILL BE DETERMINED
BY THE ENGINEER IN THE FIELD BASED ON
ACTUAL FIELD CONDITIONS.

EXCAVATION BELOW SUBGRADE
DETAIL

MISCELLANEOUS QUANTITIES

SCALE: 1:

HWY: U.S.H. 2

COUNTY: BAYFIELD

STATE PROJECT NO: 1180-17-71

SHEET NO: 2.31

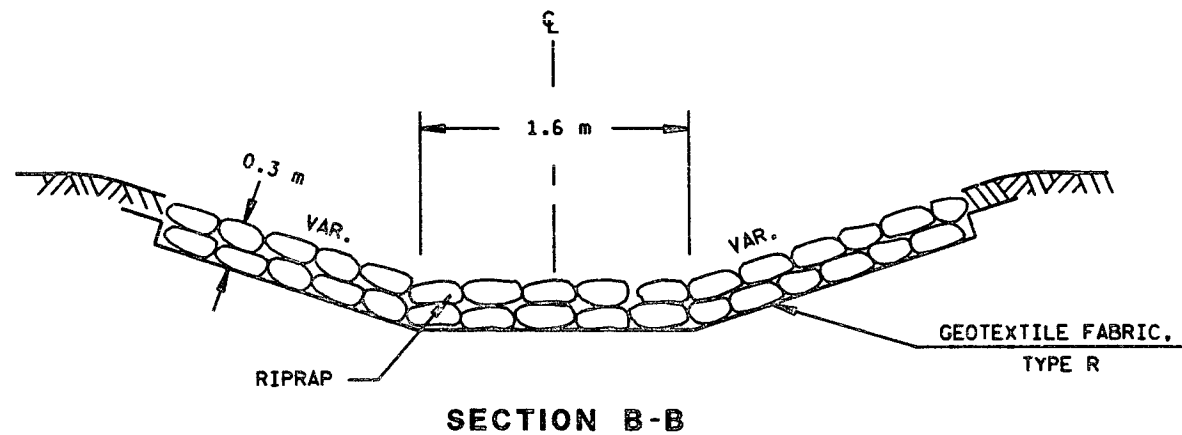
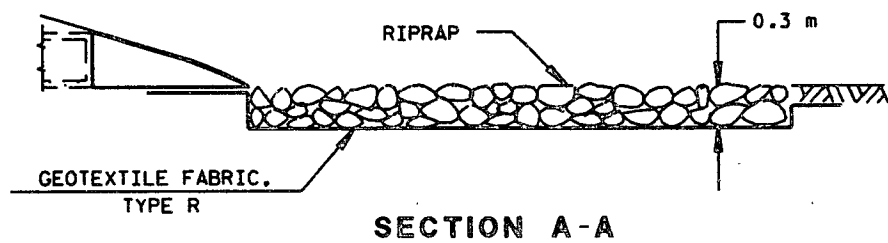
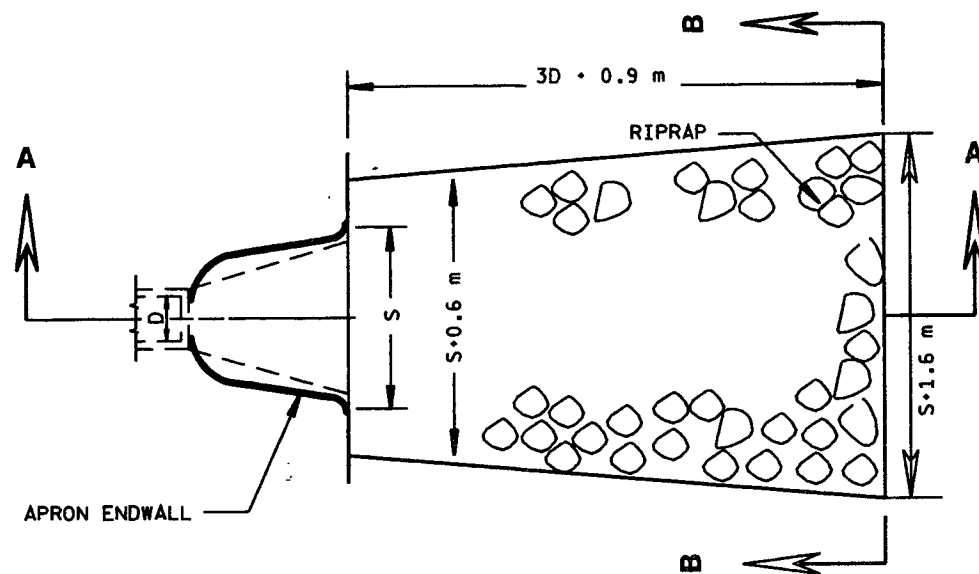
WI DOT: MSHT20

PLOT NAME:

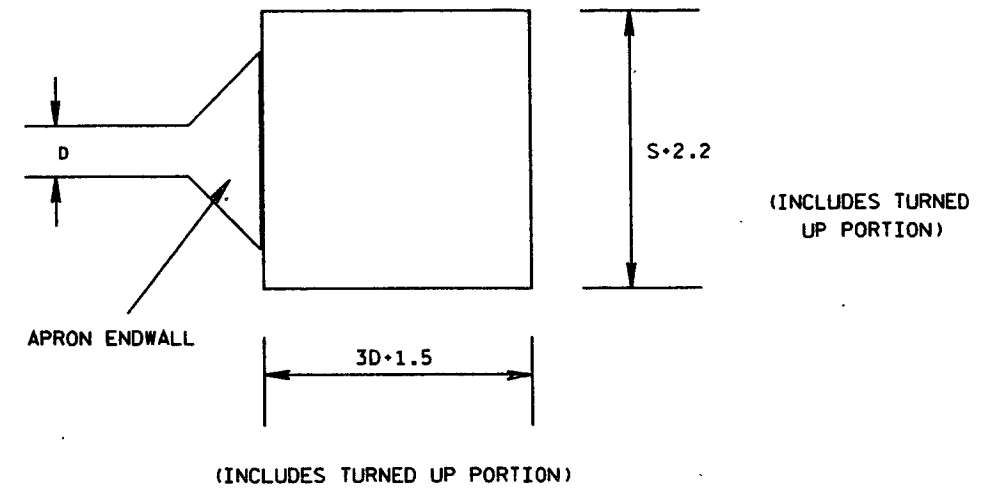
REV. DATE:

REV. DATE:

FILE NAME: 08 11801800 riprap.dgn
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



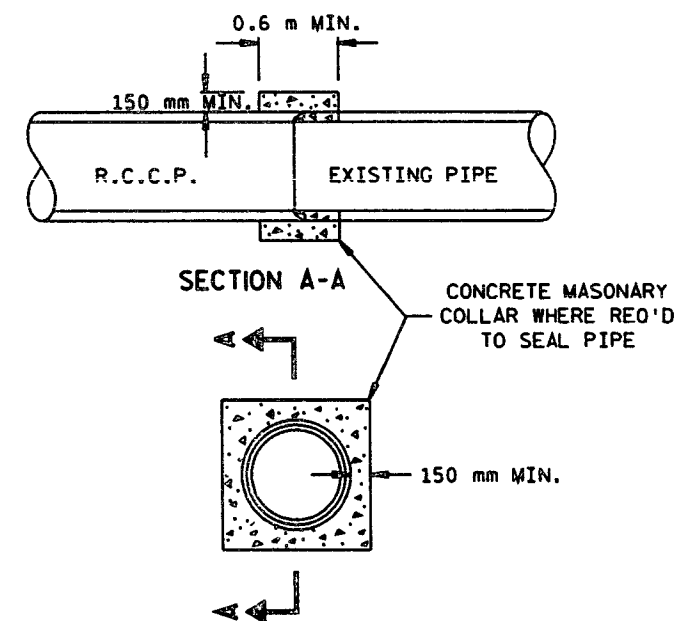
**RIPRAP DETAIL
AT APRON ENDWALLS**



GEOTEXTILE PLACEMENT

DETAIL FOR RIPRAP AND GEOTEXTILE FABRIC AT APRON ENDWALLS
(APPLIES UNLESS OTHERWISE INDICATED ON PLANS)

NOTE : GEOTEXTILE FABRIC SHALL BE
TURNED UP THE SIDES OF ALL RIPRAP



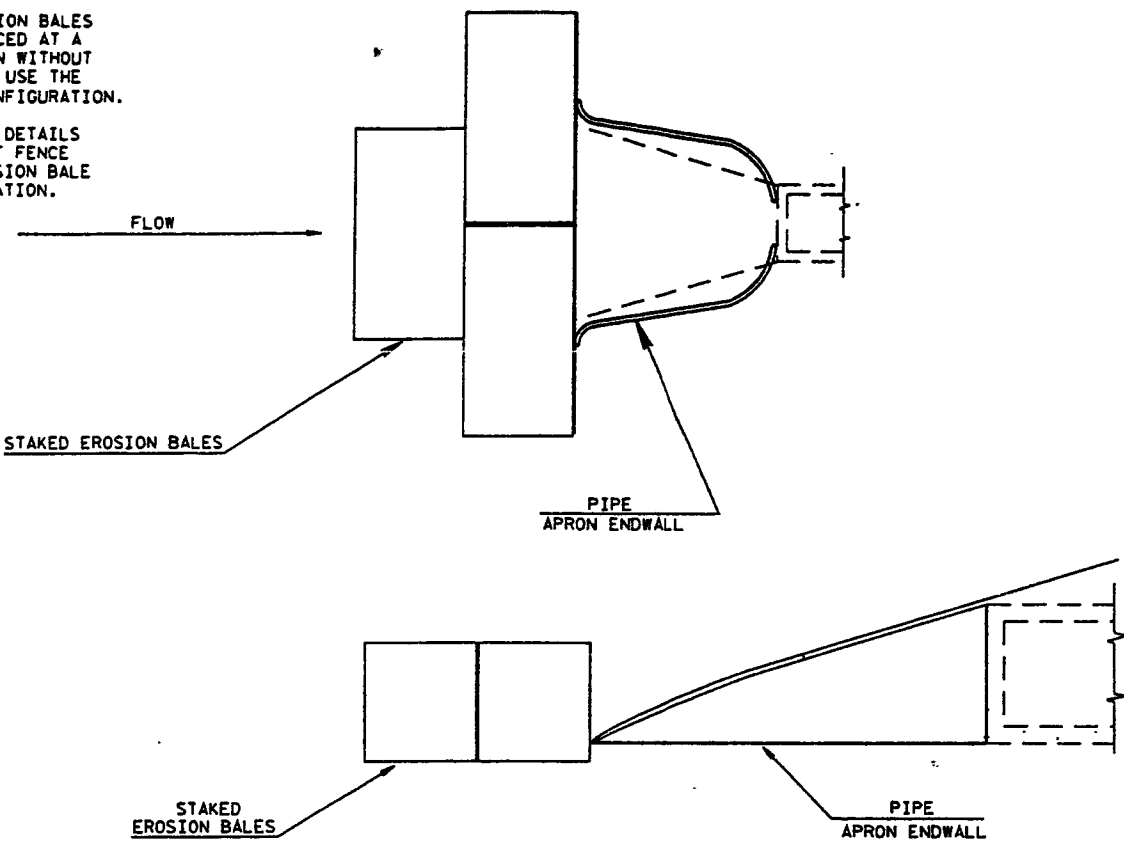
CONCRETE COLLAR

CONNECTION DETAIL, R.C.C.P. TO EXISTING PIPE

FILE NAME: D81801TODDGNDETAILS
LEVELS ON: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

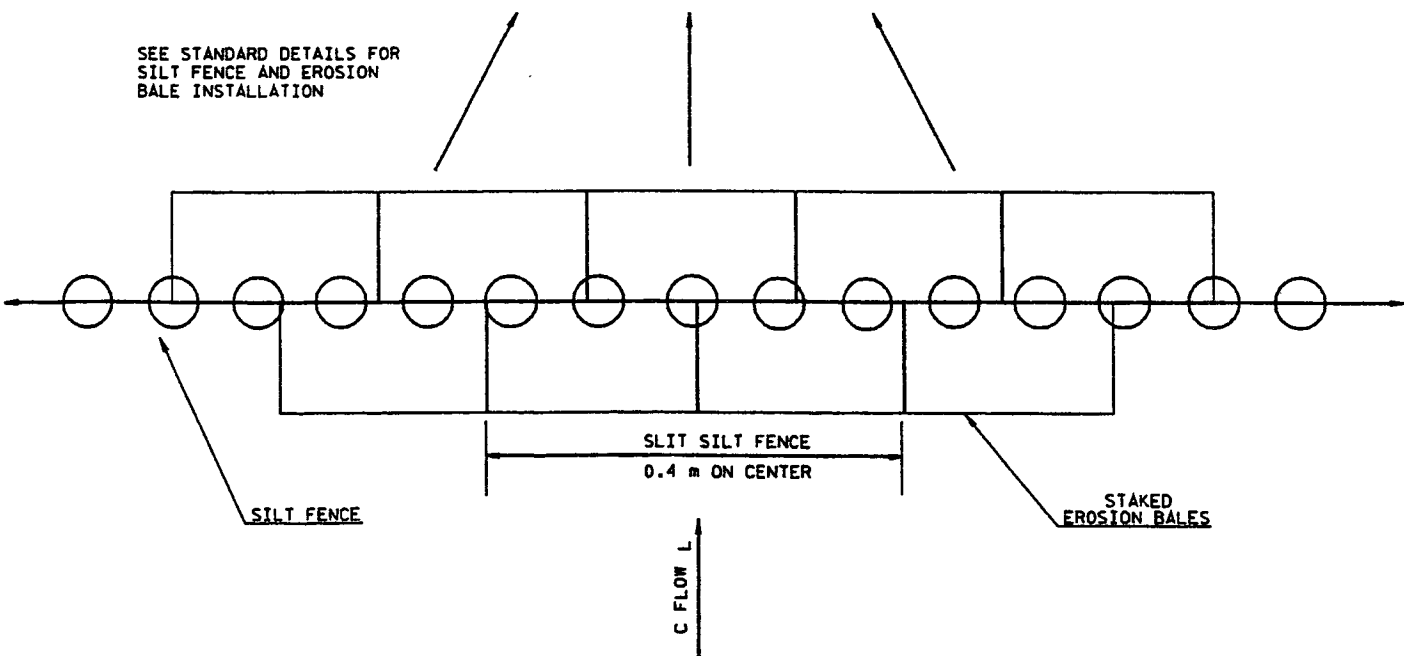
NOTE: IF EROSION BALES ARE PLACED AT A LOCATION WITHOUT AN AEW, USE THE SAME CONFIGURATION.

SEE STD DETAILS FOR SILT FENCE AND EROSION BALE INSTALLATION.



EROSION BALE PROTECTION AT CULVERT

SEE STANDARD DETAILS FOR SILT FENCE AND EROSION BALE INSTALLATION



EROSION BALE/SILT FENCE COMBINATION DETAIL

LEGEND

- DRAINAGE FLOW
- SLOPE INTERCEPT
- SILT FENCE
- CLASS I TYPE B EROSION MAT
- RIPRAP
- EROSION BALES
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY

NOTES

- ALL SILT FENCE IS "SILTY" TYPE.
- SILT FENCE SHALL BE PLACED 1.5 m (TYP) BEYOND SLOPE INTERCEPTS IN WETLAND RESOURCE AREAS. 3 m (TYP) BEYOND SLOPE INTERCEPTS ELSEWHERE.
- EROSION BALE PROTECTION AT CULVERTS SHALL BE COMPLETED PRIOR TO GRADING IN AREAS THAT ARE TRIBUTARY TO THE PROTECTED CULVERT.
- IF A CULVERT OR CULVERT EXTENSION IS NOT IN PLACE AT THE COMMENCEMENT OF GRADING THEN THE BALES/SILT FENCE SHOULD BE PLACED AT THE EXISTING CULVERT AND MORE BALES/SILT FENCE PLACED LATER WHEN THE CULVERT EXTENSION IS PLACED.
- WHERE FEASIBLE, ALL EROSION BALES FOR CHANNEL FLOW WHICH TIE INTO EXISTING GROUND SHALL BE PLACED PRIOR TO BEGINNING GRADING OPERATIONS.
- TOTAL AREA EXPECTED TO BE DISTURBED IS APPROXIMATELY 30.87 HECTARES.
- SILT FENCE PLACED AT NEW APRON ENDWALLS OR AT THE ENDS OF EXISTING CULVERTS SHALL TIE IN TO EACH SIDE OF THE STRUCTURE AND SHALL NOT OBSTRUCT THE FLOW OF WATER.

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIP-TURF	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPE-TURF			.25			.27			.28			.30
			.32			.34			.36			.38
PAVEMENT:												
ASPHALT	.70 - .95											
CONCRETE	.80 - .95											
BRICK	.70 - .80											
DRIVES, WALKS	.75 - .85											
ROOFS	.75 - .95											
GRAVEL ROADS, SHOULDERS	.40 - .60											

TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 30.87 HECTARES(76.3 ACRES)

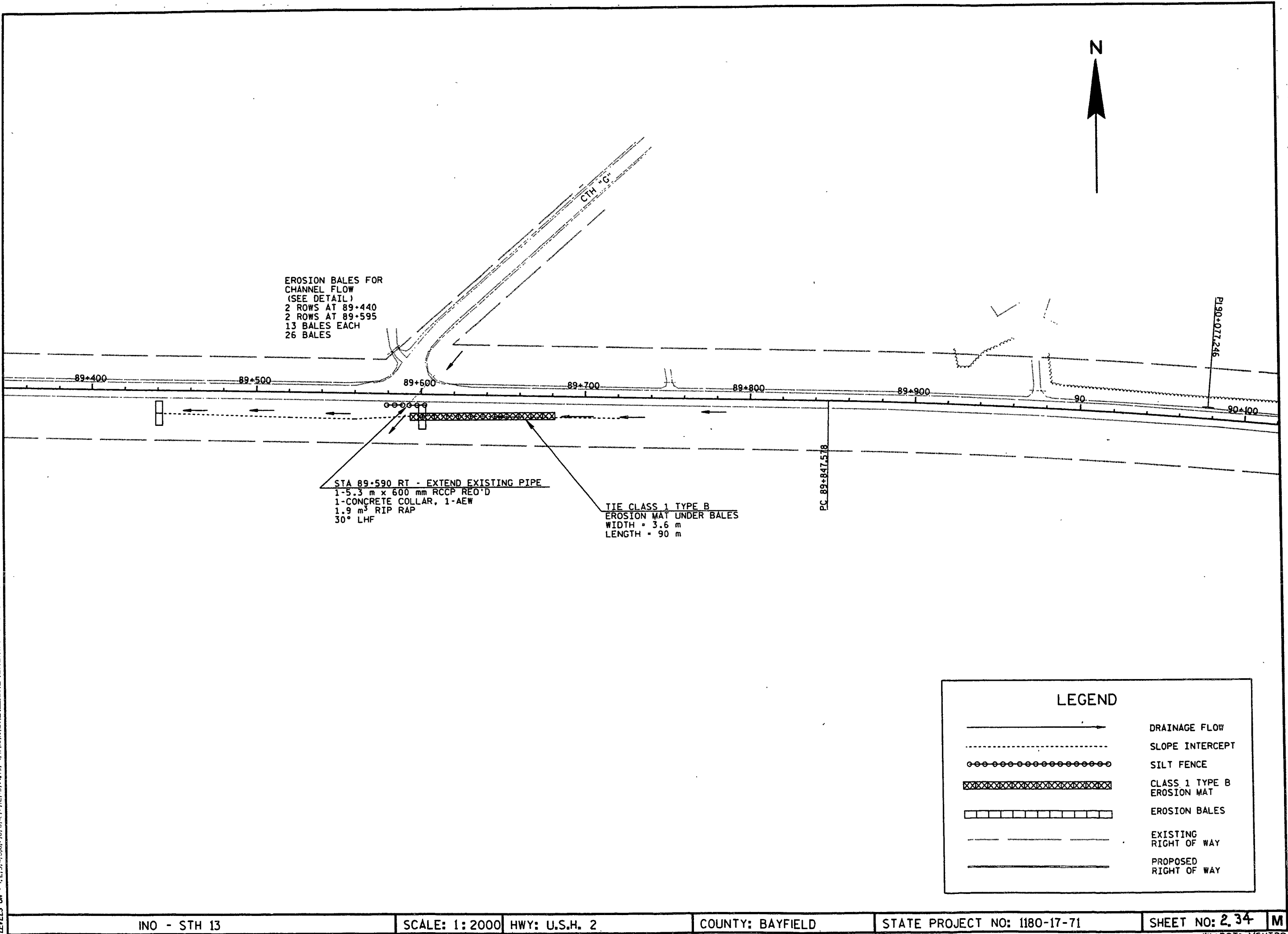
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR:

FILE NAME: PROJECTS DB 11801700 DGN FISH EROS3.DGN
LEVELS ON: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



LEGEND	
	DRAINAGE FLOW
	SLOPE INTERCEPT
	SILT FENCE
	CLASS 1 TYPE B EROSION MAT
	EROSION BALES
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY

INO - STH 13

SCALE: 1:2000

HWY: U.S.H. 2

COUNTY: BAYFIELD

STATE PROJECT NO: 1180-17-71

SHEET NO: 2.34 M

W:\DOTS MSHT20

STA 94+008 RT - EXTEND EXISTING PIPE
 1-12.2 m x 600 mm RCCP REQ'D
 1-CONCRETE COLLAR, 1-AEW
 MITER PIPE EXTENTION AT 45°

EROSION BALE
 PROTECTION @ CULVERT
 3 - BALES
 (SEE DETAIL)

EROSION BALE
 PROTECTION @ CULVERT
 3 - BALES
 (SEE DETAIL)

EROSION BALE
 PROTECTION @ CULVERT
 3 - BALES
 (SEE DETAIL)

STA 94+236 LT - EXTEND EXISTING PIPE
 1-2.5 m x 750 mm RCCP REQ'D
 1-CONCRETE COLLAR, 1-AEW
 2.5 m³ RIP RAP

STA 94+486 LT - EXTEND EXISTING PIPE
 1-10.2 m x 900 mm RCCP REQ'D
 1-CONCRETE COLLAR, 1-AEW
 3.1 m³ RIP RAP

LEGEND

	DRAINAGE FLOW
	SLOPE INTERCEPT
	SILT FENCE
	CLASS 1 TYPE B EROSION MAT
	RIP RAP
	EROSION BALES
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY

FILE NAME: D8 11801700.DGN ES3.DGN
 LEVELS ON = 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



STA 94+820 LT- EXTEND EXISTING CULVERT
 1- 19.7 m x 900 mm RCCP REQ'D
 1-CONCRETE COLLAR, 1 AEW
 3.1 m³ RIP RAP

STA 95+175 LT- EXTEND EXISTING CULVERT
 1- 14.7 m x 1050 mm RCCP REQ'D
 REMOVE 7.2 m (6 SECTIONS) OF EXISTING
 1-CONCRETE COLLAR, 1-AEW
 3.8 m³ RIP RAP

CLASS 1 TYPE B EROSION MAT
 WIDTH = 3.6 m
 LENGTH = 35 m, 45m

EROSION BALES / SILT FENCE
 COMBINATION (SEE DETAIL)
 11 BALES AT 95+050 LT

STA 94+820 RT- EXTEND EXISTING CULVERT
 1- 4.9 m x 900 mm RCCP REQ'D
 1-CONCRETE COLLAR, SALVAGE AND RESET EXISTING AEW

EROSION BALE PROTECTION @ CULVERT
 3 - BALES
 (SEE DETAIL)

EROSION BALE PROTECTION @ CULVERT
 3 - BALES
 (SEE DETAIL)

STA 95+175 RT- EXTEND EXISTING CULVERT
 1-3.7 m x 1050 mm RCCP REQ'D
 REMOVE 3.6 m (3 SECTIONS) OF EXISTING
 1-CONCRETE COLLAR, 1-AEW

EROSION BALES FOR CHANNEL FLOW
 (SEE DETAIL)
 2 ROWS AT 95+150 RT
 13 BALES

LEGEND

	DRAINAGE FLOW
	SLOPE INTERCEPT
	SILT FENCE
	CLASS 1 TYPE B EROSION MAT
	RIP RAP
	EROSION BALES
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY

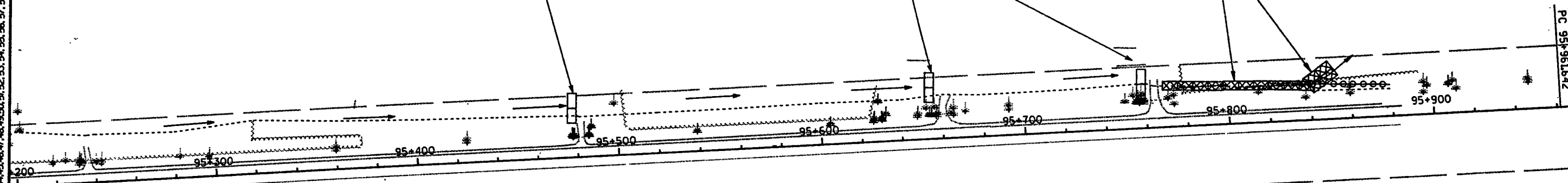


EROSION BAILE
PROTECTION @ CULVERT
3 - BALES
(SEE DETAIL)

EROSION BAILE
PROTECTION @ CULVERT
3 - BALES
(SEE DETAIL)

CLASS 1 TYPE B EROSION MAT
WIDTH = 3.6 m LENGTH = 74 m
WIDTH = 6.0 m LENGTH = 15 m

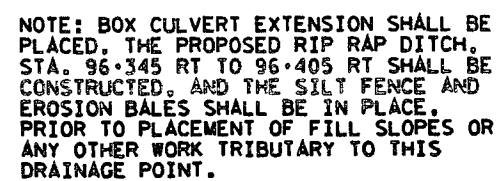
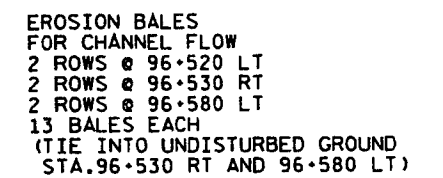
FILE NAME: D8 18801700 DON ES4.DON
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LEGEND

	DRAINAGE FLOW
	SLOPE INTERCEPT
	SILT FENCE
	CLASS I TYPE B EROSION MAT
	RIP RAP
	EROSION BALES
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY

1990



DRAINAGE FLOW

SLOPE INTERCEPT

SILT FENCE

CLASS I TYPE B
EROSION MAT

RIP RAP

EROSION BALES

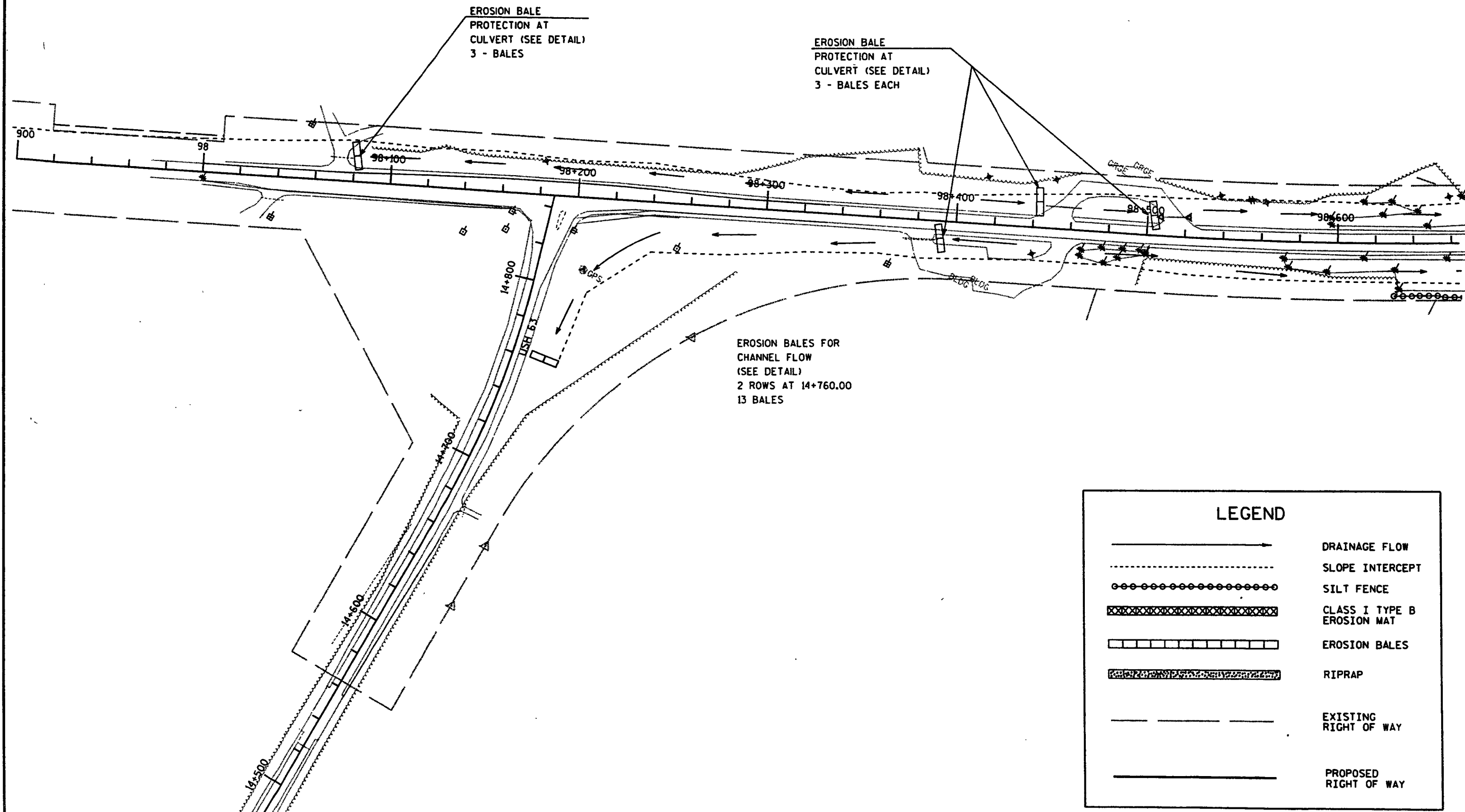
EXISTING
RIGHT OF WAY

PROPOSED
RIGHT OF WAY

SHEET NO: 2.38	M
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WLABOT: M5HT20

FILE NAME: PROJECTS D8 11801700 DON STH137 EROSION
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



INO - STH 13

SCALE: 1: 2000

HWY: U.S.H. 2

COUNTY: BAYFIELD

STATE PROJECT NO: 1180-17-71

SHEET NO: 2.39

M

EROSION BALES FOR CHANNEL FLOW
2 ROWS @ 98+970 LT
2 ROWS @ 99+080 LT
13 BALES EACH
26 BALES

RIPRAP PAD AT BOX CULVERT EXTENTION
5.0 m x 5.0 m
7.5 m³

RIPRAP DITCH
WIDTH = 2.0 m
LENGTH=15 m
9 m³

TIE CLASS 1 TYPE B EROSION MAT UNDER EROSION BALES.
WIDTH=3.6 m LENGTH=45 m

EROSION BALE PROTECTION AT CULVERT (SEE DETAIL)
3 - BALES EACH

EROSION BALE PROTECTION AT CULVERT (SEE DETAIL)
3 - BALES EACH

TIE CLASS 1 TYPE B EROSION MAT UNDER EROSION BALES.
WIDTH=3.6 m LENGTH=45 m

98+600 98+700 98+800 98+900 99+000 99+100 99+200 99+300

SEE DETAIL BELOW

TIE CLASS 1 TYPE B EROSION MAT UNDER EROSION BALES. REMOVE EXISTING CATTLE PASS
WIDTH=2.0 m LENGTH=20 m STA 99+075

EROSION BALE PROTECTION AT CULVERT (SEE DETAIL)
3 - BALES EACH

EROSION BALE PROTECTION AT CULVERT (SEE DETAIL)
3 - BALES EACH

EXTEND 1- 910 mm X 910 mm BOX CULVERT BOTH SIDES - STA. 99+030.00 (SEE DETAIL)

RIP RAP CHANNEL
WIDTH = 2.0 m
LENGTH = 25 m
15 m³

EXISTING CHANNEL

MATCH INTO EXISTING CHANNEL

PROPOSED CHANNEL CHANGE

HEAVY RIP RAP CHANNEL CHANGE*
WIDTH = 5.0 m
LENGTH = 20 m
30 m³

*SEE STRUCTURE PLAN

NOTE: BOX CULVERT EXTENSION SHALL BE PLACED. THE PROPOSED RIP RAP DITCH, STA. 99+000 RT TO 99+080 RT SHALL BE CONSTRUCTED, AND THE SILT FENCE AND EROSION BALES SHALL BE IN PLACE, PRIOR TO PLACEMENT OF FILL SLOPES OR ANY OTHER WORK TRIBUTARY TO THIS DRAINAGE POINT.

RIP RAP CHANNEL
WIDTH = 2.0 m
LENGTH = 35 m
21 m³

SECTION A-A

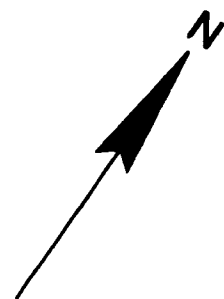
5.0 m
2.0 m
0.3 m THICK
TYPE R FILTER FABRIC

LEGEND

- DRAINAGE FLOW
- - - - - SLOPE INTERCEPT
- ○ ○ ○ ○ SILT FENCE
- XXXXXX CLASS 1 TYPE B EROSION MAT
- □ □ □ □ EROSION BALES
- ▨ ▨ ▨ ▨ ▨ RIPRAP
- - - - - EXISTING RIGHT OF WAY
- — — — — PROPOSED RIGHT OF WAY

INO - STH 13 SCALE: 1:2000 HWY: U.S.H. 2 COUNTY: BAYFIELD STATE PROJECT NO: 1180-17-71 SHEET NO: 240

FILE NAME: PROJECTS 08 11801700 DGN STW137 ERS.DGN
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



EROSION BALES / SILT FENCE
COMBINATION (SEE DETAIL)
STA 99+620 LT
STA 99+720 LT
STA 99+800 LT
5 BALES EACH
15 BALES

EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

LEGEND

	DRAINAGE FLOW
	SLOPE INTERCEPT
	SILT FENCE
	CLASS 1 TYPE B EROSION MAT
	EROSION BALES
	RIPRAP
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY

INO - STH 13

SCALE: 1:2000 HWY: U.S.H. 2

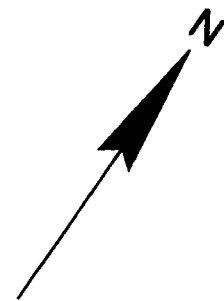
COUNTY: BAYFIELD

STATE PROJECT NO: 1180-17-71

SHEET NO: 24 | M

WISDOT: MSH720

FILE NAME: PROJECTS DB 11801700 DGN STH137 ER4.DGN
LEVELS ON: 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



EROSION BALES / SILT FENCE
COMBINATION (SEE DETAIL)
STA 99+900 LT
STA 100+240 RT
STA 100+260 LT
5 BALES EACH
15 BALES

EROSION BALES FOR
CHANNEL FLOW
(SEE DETAIL)
2 ROWS AT 10+990.00 LT
2 ROWS AT 10+990.00 RT
11 BALES EACH

EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

REMOVE EXISTING CULVERT
STA 100+120

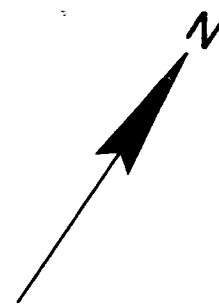
EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

STA 100+457
1-26 m x 900 mm RCCP REQ'D
2-AEW'S REQ'D
3.1 m³ RIP RAP LT

LEGEND

	DRAINAGE FLOW
	SLOPE INTERCEPT
	SILT FENCE
	CLASS 1 TYPE B EROSION MAT
	EROSION BALES
	RIPRAP
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY

FILE NAME: PROJECTS DB 11801700 DON STH137 ER6.DON
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



STA 101+161
1-30.4 m x 900 mm RCCP REQ'D
2-AEW'S REQ'D
3.1 m³ RIP RAP LT
REMOVE EXISTING BOX CULVERT

STA 101+491
1-29.7 m x 600 mm RCCP REQ'D
2-AEW'S REQ'D
1.9 m³ RIP RAP LT

STA 101+623
1-28.9 m x 600 mm RCCP REQ'D
2-AEW'S REQ'D
1.9 m³ RIP RAP LT

EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

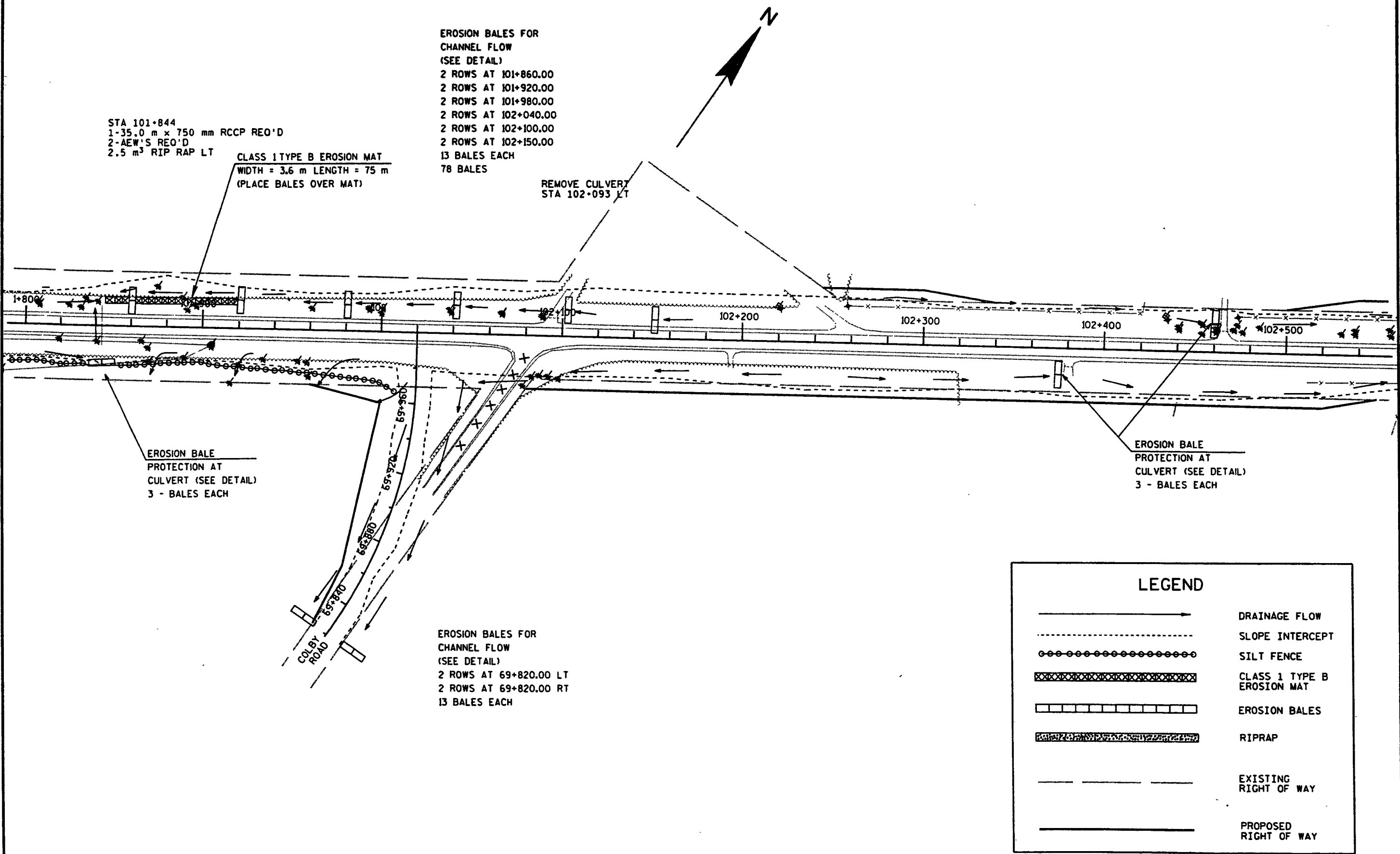
EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

STA 101+603
REMOVE CULVERT

LEGEND

	DRAINAGE FLOW
	SLOPE INTERCEPT
	SILT FENCE
	CLASS 1 TYPE B EROSION MAT
	EROSION BALES
	RIPRAP
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY

FILE NAME: PROJ.DS DB 11801700 DON ST137 ERT.DON
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



REMOVE CULVERT
STA 19+640
EROSION BALES FOR CHANNEL FLOW (SEE DETAIL)
2 ROWS AT 19+620
13 BALES EACH

RIPRAP
WIDTH = 2.0 m
30 m³

PULYEART ROAD

STA 102+604
1-31.9 m x 600 mm RCCP PIPE
2 AEW'S REQ'D.
1.9m³ RIPRAP RT

STA 19+660
1-19.0m x 600mm
2 AEW'S REQ'D.
1.9 m³ RIPRAP LT

STA 103+149
1-38.7m x 900mm RCCP PIPE
2 AEW'S REQ'D.
3.1m³ RIPRAP LT

TIE CLASS 1 TYPE B
EROSION MAT UNDER BALES.
WIDTH = 3.6m
LENGTH = 110m, 25m, 150m, 20m
(ON SIDEROADS)

FISH CREEK ROAD

EROSION BALES FOR CHANNEL FLOW (SEE DETAIL)
2 ROWS AT 103+140 RT
2 ROWS AT 103+195 LT
2 ROWS AT 103+220 LT
2 ROWS AT 103+240 LT
2 ROWS AT 103+260 LT
13 BALES EACH
65 BALES

EROSION BALE PROTECTION AT CULVERT (SEE DETAIL)
3 - BALES EACH

EROSION BALES FOR CHANNEL FLOW (SEE DETAIL)
2 ROWS AT 102+960.00
2 ROWS AT 103+000.00
2 ROWS AT 103+050.00
13 BALES EACH

TIE CLASS 1 TYPE B
EROSION MAT UNDER BALES.
WIDTH = 3.6 m
LENGTH = 20m, 60m, 20m RT STH 137
LENGTH = 110m LT USH63

EROSION BALE PROTECTION AT CULVERT (SEE DETAIL)
3 - BALES EACH

EROSION BALES FOR CHANNEL FLOW (SEE DETAIL)
2 ROWS AT 60+120 RT
2 ROWS AT 60+120 LT
2 ROWS AT 60+200 LT
2 ROWS AT 60+200 RT
13 BALES EACH

SILT FENCE

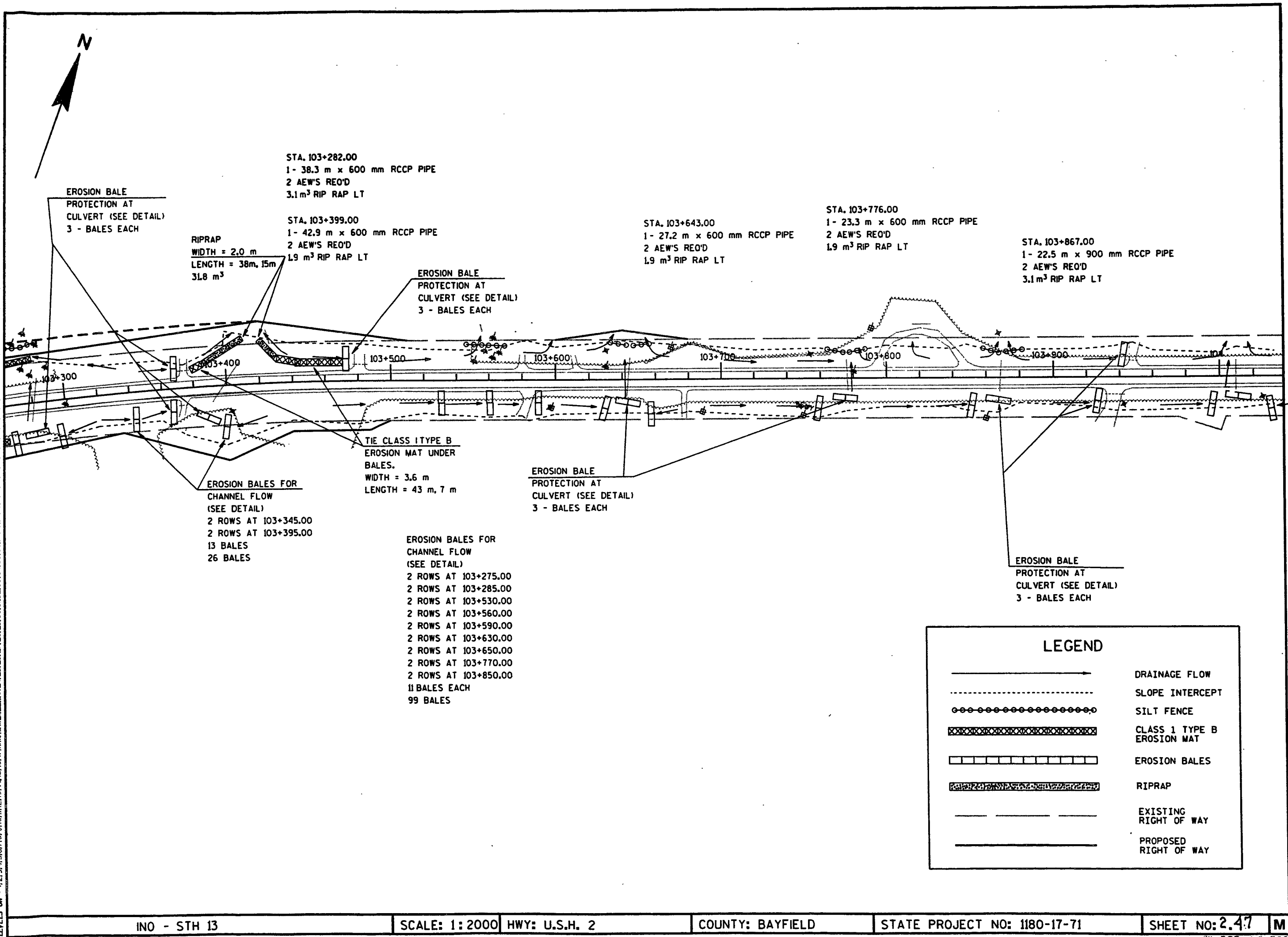
LEGEND

- DRAINAGE FLOW
- SLOPE INTERCEPT
- SILT FENCE
- CLASS 1 TYPE B EROSION MAT
- EROSION BALES
- RIPRAP
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY

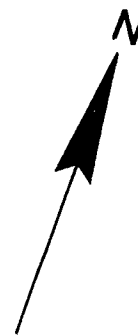
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M

FILE NAME: PROJECTS DB 1180100 DON STH17 ERS.DGN
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FILE NAME: PROJECTS DB 11801700 DGN STH137 ERI0.DGN
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STA. 104+010.00
 1- 26.0 m x 750 mm RCCP PIPE
 2 AEW'S REQ'D
 2.5 m³ RIP RAP LT

EROSION BALE
 PROTECTION AT
 CULVERT (SEE DETAIL)
 3 - BALES EACH

STA. 104+164.00
 2 - 24.4 m x 900 mm RCCP PIPE
 4 SAFETY PIPE GRATES REQ'D
 6.2 m³ RIP RAP LT

EROSION BALE
 PROTECTION AT
 CULVERT (SEE DETAIL)
 3 - BALES EACH

STA. 104+386.00
 1- 27.6 m x 900 mm RCCP PIPE
 2 AEW'S REQ'D
 3.1 m³ RIP RAP LT

STA. 104+625.00
 1- 20.8 m x 750 mm RCCP PIPE
 2 AEW'S REQ'D
 2.5 m³ RIP RAP LT

EROSION BALES FOR
 CHANNEL FLOW
 (SEE DETAIL)
 2 ROWS AT 104+005.00 RT
 2 ROWS AT 104+015.00 RT
 2 ROWS AT 104+075.00 RT
 2 ROWS AT 104+100.00 RT
 2 ROWS AT 104+125.00 RT
 2 ROWS AT 104+155.00 RT
 2 ROWS AT 104+165.00 RT
 13 BALES EACH
 91 BALES

EROSION BALE
 PROTECTION AT
 CULVERT (SEE DETAIL)
 3 - BALES EACH

STA. 104+499.00
 1-20.7m x 600 mm RCCP PIPE
 2 AEW'S REQ'D
 1.9 m³ RIP RAP LT

EROSION BALES FOR
 CHANNEL FLOW
 (SEE DETAIL)
 2 ROWS AT 104+375.00
 2 ROWS AT 104+494.00
 2 ROWS AT 104+620.00
 13 BALES EACH
 39 BALES

LEGEND

	DRAINAGE FLOW
	SLOPE INTERCEPT
	SILT FENCE
	CLASS 1 TYPE B EROSION MAT
	EROSION BALES
	RIPRAP
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY

FILE NAME: PROJECTS DB 11801700 DON STH137 ERILDOON
LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63



EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

STA. 104+907
1- 32.0 m x 900 mm RCCP PIPE
2 AEW'S REQ'D
3.1 m³ RIP RAP

EROSION BALES FOR
CHANNEL FLOW
(SEE DETAIL)
2 ROWS AT 104+700.00
2 ROWS AT 104+760.00
2 ROWS AT 104+790.00
2 ROWS AT 104+820.00
2 ROWS AT 104+890.00
75 BALES

TIE CLASS 1 TYPE B
EROSION MAT UNDER
BALES.
WIDTH = 3.6 m
LENGTH = 85 m

EROSION BALE
PROTECTION AT
CULVERT (SEE DETAIL)
3 - BALES EACH

EXPERIMENTAL FARM ROAD

LEGEND

	DRAINAGE FLOW
	SLOPE INTERCEPT
	SILT FENCE
	CLASS 1 TYPE B EROSION MAT
	EROSION BALES
	RIPRAP
	EXISTING RIGHT OF WAY
	PROPOSED RIGHT OF WAY