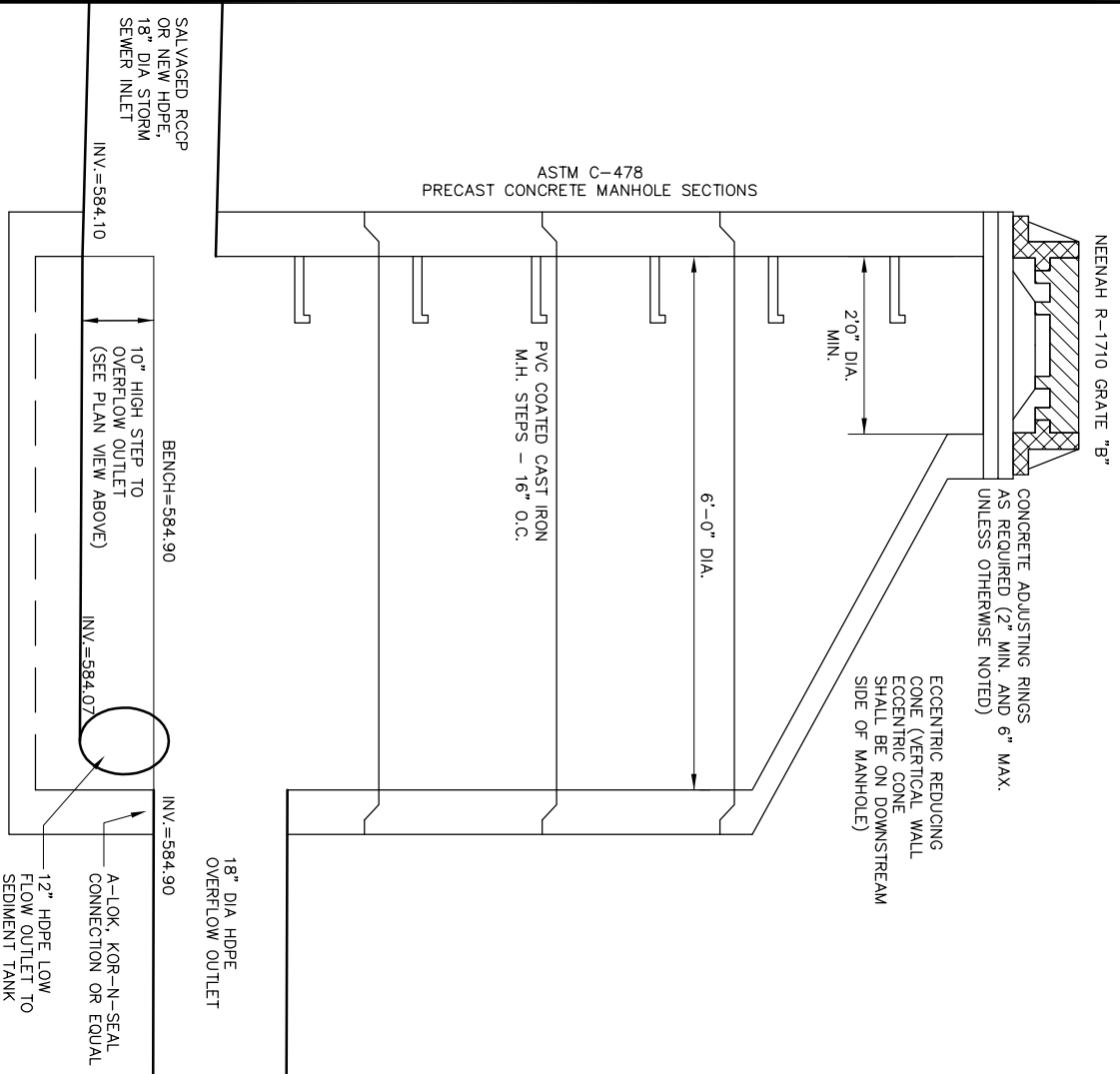
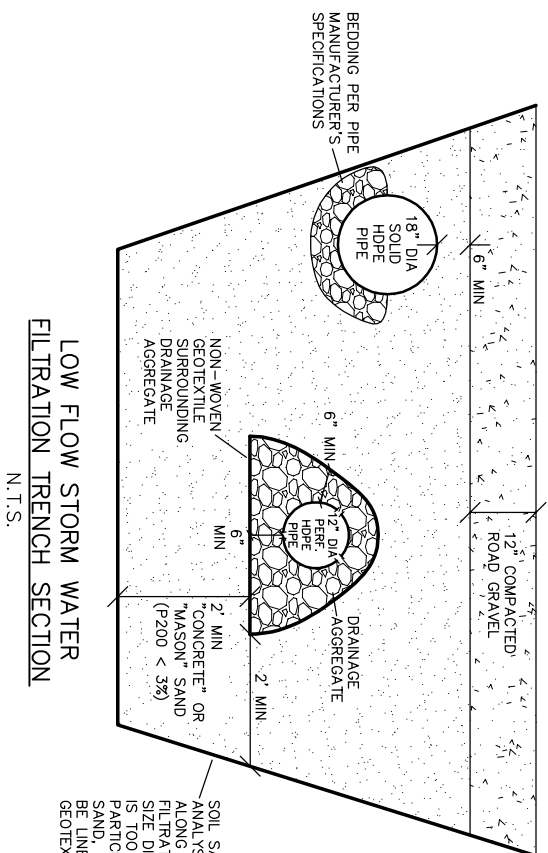


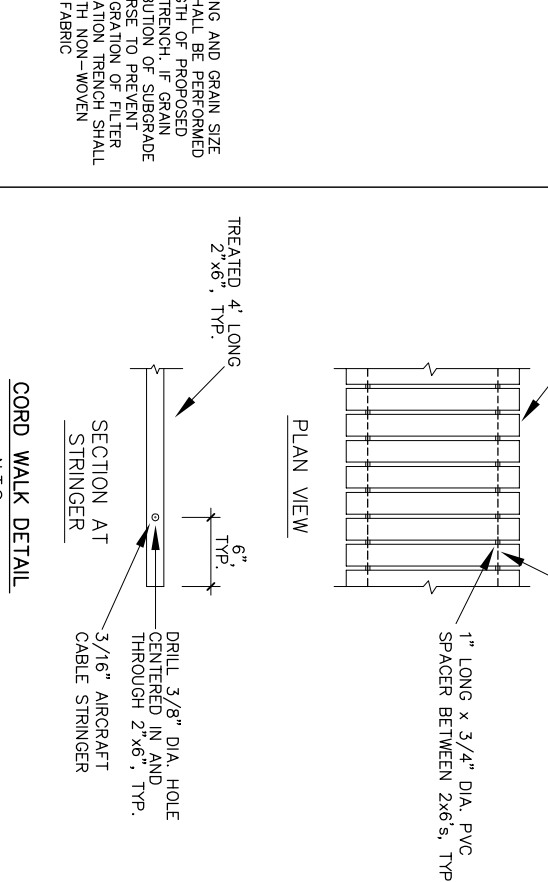
PLAN VIEW  
HIGH FLOW BYPASS MANHOLE (MH1) & SEDIMENT TANK  
N.T.S.



HIGH FLOW BYPASS MANHOLE DETAIL (MH1)  
N.T.S.



LOW FLOW STORM WATER  
FILTRATION TRENCH SECTION  
N.T.S.



CORD WALK DETAIL  
N.T.S.

- IMPLEMENTATION OF EROSION CONTROL METHODS**
1. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE CONSTRUCTED AND MAINTAINED IN ACCORDANCE WITH THE WISCONSIN DNR CONSTRUCTION SITE EROSION AND SEDIMENT CONTROL TECHNICAL STANDARDS, AND THE TOWN OF BAILEYS HARBOR REQUIREMENTS.
  2. MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE D.O.T. EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.
  3. ALL EROSION AND SEDIMENT CONTROL MEASURES SHALL BE INSPECTED AT LEAST WEEKLY AND WITHIN 24 HOURS AFTER EVERY PRECIPITATION EVENT THAT PRODUCES 0.5 INCHES OF RAIN OR MORE DURING A 24 HOUR PERIOD. MAINTENANCE SHALL BE COMPLETED AS SOON AS POSSIBLE, WITH CONSIDERATION GIVEN TO SITE CONDITIONS.
  4. ALL SEDIMENT CONTROL MEASURES SHALL BE ADJUSTED TO MEET FIELD CONDITIONS AT THE TIME OF CONSTRUCTION AND INSTALLED BEFORE ANY GRADING OR DISTURBANCE OF EXISTING SURFACE MATERIAL.
  5. ALL TEMPORARY SOIL EROSION PROTECTION SHALL REMAIN IN PLACE UNTIL THE DISTURBED AREAS ARE PERMANENTLY STABILIZED AND NO LONGER SUSCEPTIBLE TO EROSION.
  6. TRACKING PADS SHALL BE INSTALLED PRIOR TO ANY TRAFFIC LEAVING THE SITE. AT ALL CONSTRUCTION SITE EXITS TO PREVENT TRACKING OF SOIL OFF THE SITE. ALL OFF SITE TRACKED SOIL ON PAVED SURFACES SHALL BE REMOVED AT THE END OF EACH WORK DAY.
  7. OVERLAND FLOW SHALL BE PREVENTED FROM LEAVING THE WORK SITE BY INSTALLING STRAW BALES OR SILT FENCE PARALLEL TO THE CONTOURS LOCATED DOWNHILL FROM THE WORK AREA.
  8. IF THERE ARE DISCREPANCIES BETWEEN THESE DETAILS AND THE DNR TECHNICAL STANDARDS FOR SEDIMENT AND EROSION CONTROL, THE MORE RESTRICTIVE REQUIREMENT SHALL BE FOLLOWED.

- GENERAL NOTES**
1. DIMENSIONS TAKE PRECEDENCE OVER SCALE. CONTRACTOR TO VERIFY ALL DIMENSIONS IN FIELD.
  2. PRIOR TO CONSTRUCTION OF ANY IMPROVEMENTS, THE CONTRACTOR MUST CALL DIGGERS HOTLINE SERVICE AND THE TOWN OF BAILEYS HARBOR FOR THE LOCATION AND STAKING OF ALL EXISTING UNDERGROUND UTILITIES.
  3. ALL CONSTRUCTION, SIGNING AND TRAFFIC CONTROL TO BE IN ACCORDANCE WITH TOWN OF BAILEYS HARBOR AND WISCONSIN DEPARTMENT OF TRANSPORTATION REQUIREMENTS.
  4. THE PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED ACCORDING TO THE ORDINANCES AND REQUIREMENTS OF THE TOWN OF BAILEYS HARBOR AND THE STATE OF WISCONSIN DOT, DCOMM, AND DNR REQUIREMENTS.
  5. THE PROPOSED IMPROVEMENTS MUST BE CONSTRUCTED IN ACCORDANCE WITH ENGINEERING PLANS APPROVED BY THE TOWN OF BAILEYS HARBOR. PROPER CONSTRUCTION TECHNIQUES MUST BE FOLLOWED IN CONSTRUCTING THE IMPROVEMENTS INDICATED ON THE ENGINEERING PLANS.
  6. THE CONTRACTOR IS RESPONSIBLE FOR EXAMINING ALL SITE CONDITIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION AND IS TO COMPARE THE SITE CONDITIONS TO THOSE INDICATED ON THE ENGINEERING DRAWINGS. ANY DISCREPANCIES ARE TO BE REPORTED TO THE ENGINEER AND RESOLVED PRIOR TO THE START OF CONSTRUCTION.
  7. THE CONTRACTOR SHALL NOTIFY THE MUNICIPALITY AT LEAST 48 HOURS PRIOR TO THE START OF CONSTRUCTION TO ARRANGE FOR APPROPRIATE CONSTRUCTION INSPECTION.
  8. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING THE OWNER WITH AS-BUILT INFORMATION OF THE DESIGNED IMPROVEMENTS. ANY CHANGES TO THE DESIGN OR ADDITIONAL ITEMS MUST HAVE PRIOR APPROVAL FROM THE MUNICIPALITY.
  9. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL PERMITS, PERMIT COSTS, BONDS, AND ALL OTHER FEES REQUIRED FOR THE PROPOSED WORK.
  10. THE PRIME CONTRACTOR IS RESPONSIBLE FOR COORDINATING ALL CONSTRUCTION WITH OTHER CONTRACTORS INVOLVED WITH CONSTRUCTION AND FOR REPORTING ANY ERRORS OR DISCREPANCIES BETWEEN THESE PLANS AND PLANS PREPARED BY OTHERS.
  11. CONTRACTOR IS RESPONSIBLE FOR SITE SAFETY DURING CONSTRUCTION OF IMPROVEMENTS.
  12. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING ALL OF THE UTILITIES PRIOR TO THE INSTALLATION OF ANY UNDERGROUND IMPROVEMENTS.
  13. ANY UTILITIES WHICH ARE DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AND AT THE CONTRACTOR'S EXPENSE.
  14. BAY LANE ROAD SHALL BE THE CONSTRUCTION ACCESS POINT TO THE SITE. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING THE SURFACE OF THE ROAD FOR USE BY THE PUBLIC DURING CONSTRUCTION. BAY LANE ROAD SHALL REMAIN IN SERVICE DURING AND AFTER CONSTRUCTION.

**CALM WATER LEVEL**

EVENT	NGVD ELEV (FT)
12-19-07	577.3
AVERAGE (2000-2007)	577.6
ORDINARY HIGH WATER MARK	583
HISTORIC LOW	576.6
HISTORIC AVERAGE	579.5
HISTORIC HIGH	582.9

CALM WATER LEVEL

NGVD ELEV (FT)