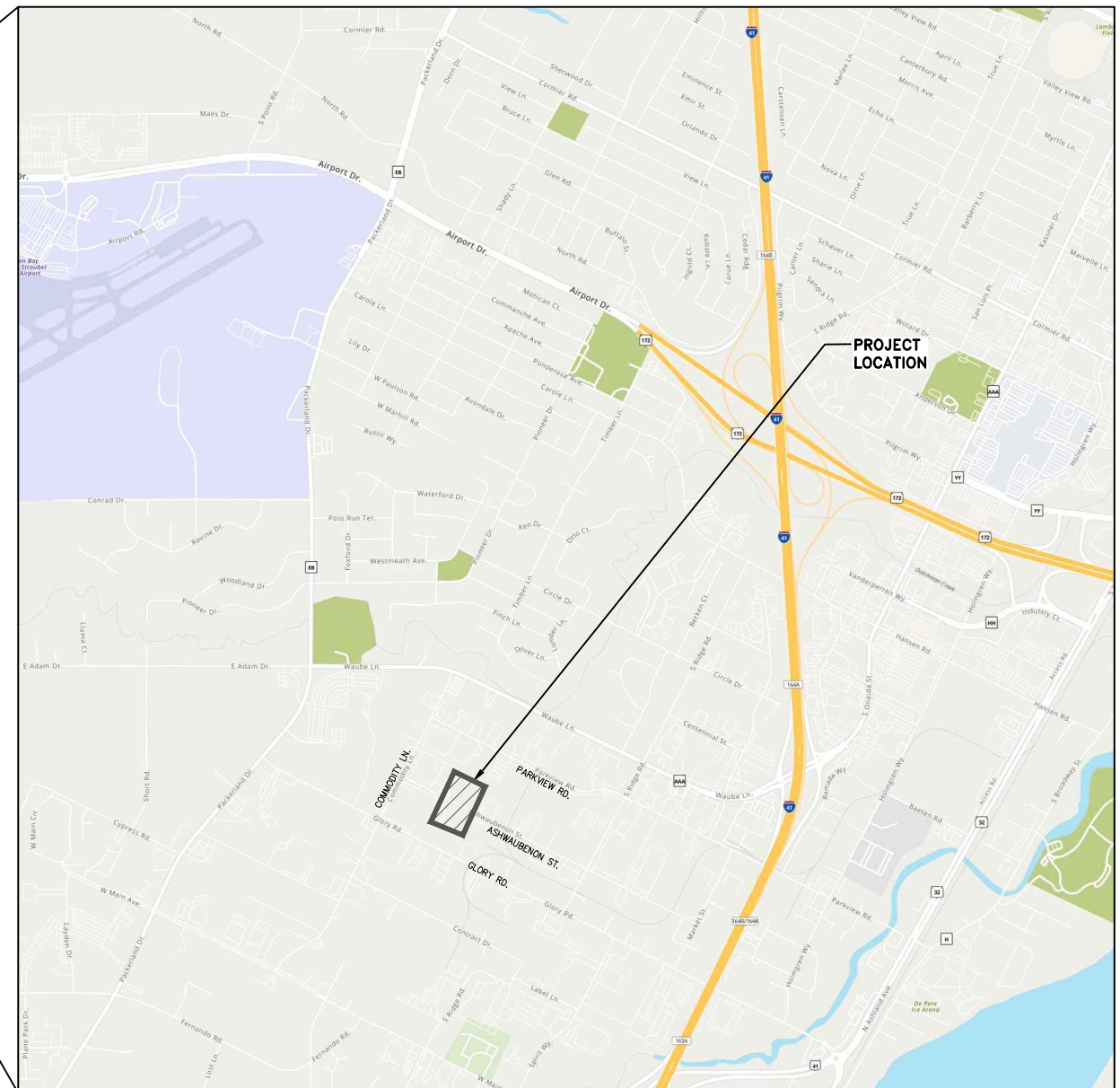
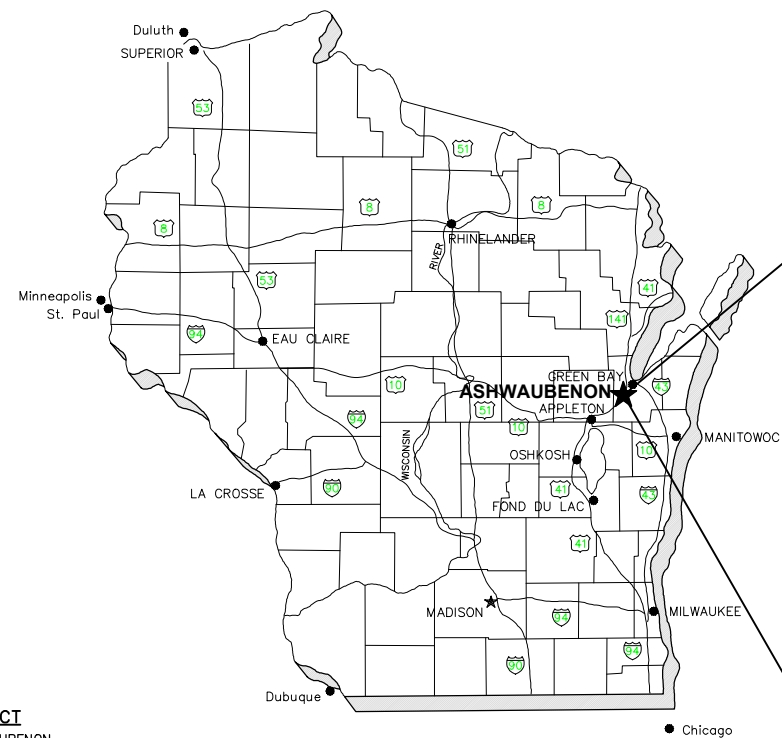


ASHWAUBENON STREET CULVERT REPLACEMENT VILLAGE OF ASHWAUBENON

BROWN COUNTY, WISCONSIN
CONTRACT # A0017 09-25-00106



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

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- 02 - SURVEY CONTROL
- 03 - EXISTING CULVERT
- 04 - PROPOSED CULVERT
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- 06 - MISCELLANEOUS DETAILS

STANDARD ABBREVIATIONS

ACRE	LEFT
AGG	LVC
AH	MAINT
ASPH	MAT'L
AVG	MAX
B-B	MIN
BEG	MH
BIT	MP
BK	NB
B/L	NO
BLDG	NOR
BM	OD
BOC	OBLIT
BRG	PAV'T
C-C	PC
CY	PCC
C&G	
CB	PE
CE	PED
CHD	PGL
C/L	PI
CL	P/L
CMP	PLE
CO	PP
CONC	PRC
CORR	PROP
CP	PSD
CR	PSI
CS	PT
CSW	PVC
CTH	
CULV	PVI
D	PVT
DI	R
DIA	RCP
DIS	RD
EA	REBAR
EB	REM
EBS	RECON
EG	REQ'D
ELEV	R/L
ELEC	RP
EMB	RR
EMAT	RT
ENT	R/W
EOR	SB
EP	SE
EXC	SF
EX	SI
EW	STH
F-F	SY
FDN	SALV
FE	SAN
FERT	SEC
FG	SHLDR
F/L	S/L
FT	SQ
FTG	STA
GRAV	STD
GN	STO
GV	SW
HDPE	TC
HE	TEL
HMA	TEMP
HP	TLE
HT	TV
HYD	TYP
ID	UG
IN	USH
INL	VAR
INV	VC
IP	VERT
JCT	WB
LB	WM
LF	WV
LP	
AGGREGATE	LENGTH OF VERTICAL CURVE
AHEAD	MAINTENANCE
ASPHALT PAVEMENT	MATERIAL
AVERAGE	MAXIMUM
BACK TO BACK	MINIMUM
BEGIN	MANHOLE
BITUMINOUS	MILE POST
BACK	NORTHBOUND
BASE LINE	NUMBER
BUILDING	NORMAL
BENCH MARK	OUTSIDE DIAMETER
BACK OF CURB	OBLITERATE
BEARING	PAVEMENT
CENTER TO CENTER	POINT OF CURVATURE
CUBIC YARD	PORTLAND CEMENT CONCRETE OR
CURB AND GUTTER	POINT OF COMPOUND CURVATURE
CATCH BASIN	PRIVATE ENTRANCE
COMMERCIAL ENTRANCE	PEDESTAL
CHORD	PROFILE GRADE LINE
CENTER LINE	POINT OF INTERSECTION
CLASS (FOR CONC PIPE)	PROPERTY LINE
CORRUGATED METAL PIPE	PERMANENT LIMITED EASEMENT
CLEAN OUT	POWER POLE
CONCRETE	POINT OF REVERSE CURVATURE
CORRUGATED	PROPOSED
CONTROL POINT	PASSING SIGHT DISTANCE
CRUSHED	POUNDS PER SQUARE INCH
CURB STOP	POINT OF TANGENCY
CONCRETE SIDEWALK	POLYVINYL CHLORIDE OR
COUNTY TRUNK HIGHWAY	POINT OF VERTICAL CURVATURE
CULVERT	POINT OF VERTICAL INTERSECTION
DEPTH OR DELTA	POINT OF VERTICAL TANGENCY
DUCTILE IRON	RADIUS
DIAMETER	REINFORCED CONCRETE PIPE
DISCHARGE	ROAD
EACH	REINFORCEMENT ROD
EASTBOUND	REMOVE
EXCAVATION BELOW SUBGRADE	RECONSTRUCT
EDGE OF GRAVEL	REQUIRED
ELEVATION	REFERENCE LINE
ELECTRIC	RADIUS POINT
EMBANKMENT	RAILROAD
EROSION MAT	RIGHT
ENTRANCE	RIGHT-OF-WAY
END OF RADIUS	SOUTHBOUND
EDGE OF PAVEMENT	SUPERELEVATION
EXCAVATION	SQUARE FEET
EXISTING	SLOPE INTERCEPT
ENDWALL	STATE TRUNK HIGHWAY
FACE TO FACE	SQUARE YARD
FOUNDATION	SALVAGED
FIELD ENTRANCE	SANITARY
FERTILIZER	SECTION
FINISHED GRADE	SHOULDER
FLOW LINE	SURVEY LINE
FOOT	SQUARE
FOOTING	STATION
GRAVEL	STANDARD
GRID NORTH	STORM
GAS VALVE	SIDEWALK
HIGH DENSITY POLYETHYLENE	TOP OF CURB
HIGHWAY EASEMENT	TELEPHONE
HOT MIX ASPHALT	TEMPORARY
HIGH POINT	TEMPORARY LIMITED EASEMENT
HEIGHT	TELEVISION
HYDRANT	TYPICAL
INSIDE DIAMETER	UNDERGROUND
INCH	U.S. HIGHWAY
INLET	VARIES
INVERT	VERTICAL CURVE
IRON PIPE	VERTICAL
JUNCTION	WESTBOUND
POUND	WATER MAIN
LINEAR FOOT	WATER VALVE
LIGHT POLE	

GENERAL NOTES

1. THE UTILITIES SHOWN ON PLAN AND PROFILE ARE INDICATED IN ACCORDANCE WITH AVAILABLE RECORDS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING EXACT LOCATIONS AND ELEVATIONS OF ALL UTILITIES, INCLUDING ANY PRIVATE UTILITIES, FROM THE OWNERS OF THE RESPECTIVE UTILITIES. ALL UTILITIES SHALL BE NOTIFIED 72 HRS. PRIOR TO EXCAVATION.
2. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL VERIFY PROPOSED SITE GRADES BY FIELD CHECKING TWO (2) BENCHMARKS AND A MINIMUM OF ONE (1) SITE FEATURE AS SHOWN ON THESE PLANS. THE CONTRACTOR SHALL IMMEDIATELY NOTIFY MCMAHON OF ANY VERTICAL DISCREPANCY.
3. EXISTING STREET RIGHT-OF-WAY AND INTERSECTING PROPERTY LINES ARE ESTABLISHED FROM FIELD LOCATION SURVEY MONUMENTATION, PREVIOUS SURVEYS, PLATS AND CURRENT PROPERTY DEEDS.
4. NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT PRIOR APPROVAL FROM THE OWNER.
5. A SAWED JOINT IS REQUIRED WHERE NEW HMA PAVEMENT MATCHES EXISTING ASPHALTIC CONCRETE SURFACE.
6. ALL CURB RADII SHOWN ON THE PLAN SHEETS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.
7. DIMENSIONS ARE TO THE BACK OF CURB UNLESS OTHERWISE NOTED.

STANDARD SYMBOLS (PLAN VIEW ONLY)

	2" IRON PIPE FOUND		TELEPHONE CABLE – BURIED
	1 1/4" REBAR FOUND		ELECTRIC CABLE – BURIED
	1 1/4" x 30" IRON REBAR WEIGHING 4.30 LB/LF SET		UTILITIES – OVERHEAD
	1" (1.315 OD) IRON PIPE FOUND		FIBER OPTIC CABLE – BURIED
	1" IRON PIPE SET		GAS MAIN
	3/4" IRON REBAR FOUND		CABLE TELEVISION – BURIED
	3/4" IRON PIPE FOUND		DITCH LINE
	3/4" x 24" IRON REBAR WEIGHING 1.5 LB/LF SET		STREET C/L OR R/L
	MAG NAIL FOUND		PROPERTY LINE
	MAG NAIL SET		RIGHT-OF-WAY LINE
	MAG SPIKE FOUND		SECTION LINE
	MAG SPIKE SET		EXISTING CONTOURS
	CHISEL CROSS FOUND		PROPOSED CONTOURS
	CHISEL CROSS SET		EXISTING FORCEMAIN SEWER
	COUNTY MONUMENT		EXISTING SANITARY SEWER
	CONCRETE MONUMENT FOUND		PROPOSED SANITARY SEWER
	CONTROL POINT HORIZONTAL		EXISTING WATER MAIN
	VERTICAL BENCHMARK		PROPOSED WATER MAIN
	SB or MW SOIL BORING or MONITORING WELL		EXISTING STORM SEWER
	POWER POLE		PROPOSED STORM SEWER
	POWER POLE W/GUY WIRE		EXISTING CURB & GUTTER
	TELEPHONE OR TELEVISION PEDESTAL		PROPOSED CURB & GUTTER
	MAILBOX		PROPOSED REJECT CURB & GUTTER
	SIGN		EXISTING CULVERT WITH END SECTIONS
	RAILROAD CROSS BUCK		PROPOSED CULVERT WITH END SECTIONS
	RAILROAD GATE ARM		BUILDING OUTLINE
	RAILROAD TRACKS		FENCE LINE
	LIGHT POLE		SAW CUT REQ'D
	WOOD POLE		SILT FENCE
	TRAFFIC SIGNAL		GUARD RAIL
	TRAFFIC SIGNAL MAST ARM		DITCH CHECK
	CONIFEROUS TREE		INLET PROTECTION
	DECIDUOUS TREE		TRACKING PAD
	TREE OR BRUSH LINE		TURBIDITY BARRIER OR SHEET PILING
	BED ROCK (IN PROFILE VIEW)		SANDBAG COFFERDAM
	HANDICAPPED PARKING STALL		SLOPE INTERCEPT
	EXISTING SPOT ELEVATION		LIMITS OF DISTURBANCE
	PROPOSED SPOT ELEVATION		
	DRAINAGE HIGH POINT		ASPHALT PAVEMENT
	DRAINAGE DIRECTION		
	EXISTING MANHOLE		CONCRETE SIDEWALK/DRIVEWAY
	PROPOSED MANHOLE		
	EXISTING INLET		GRAVEL
	PROPOSED INLET		
	EXISTING YARD DRAIN		RIP-RAP (SIZE AS SPECIFIED)
	PROPOSED YARD DRAIN		
	EXISTING CLEAN OUT		EROSION MAT
	PROPOSED CLEAN OUT		
	EXISTING DOWNSPOUT		EXISTING DELINEATED WETLANDS
	PROPOSED DOWNSPOUT		
	EXISTING WATER VALVE		
	PROPOSED WATER VALVE		
	EXISTING CURB STOP		
	PROPOSED CURB STOP		
	EXISTING FIRE HYDRANT		
	PROPOSED FIRE HYDRANT		
	PROPOSED WATER FITTING		
	PROPOSED WATER REDUCER		
	PROPOSED ENDCAP		
	GAS VALVE		

EROSION & SEDIMENT CONTROL PLAN

BEST MANAGEMENT PRACTICES:

THE CONTRACTOR IS RESPONSIBLE FOR FURNISHING, INSTALLING, MAINTAINING AND REMOVING BEST MANAGEMENT PRACTICES IN ACCORDANCE WITH WISCONSIN DEPARTMENT OF NATURAL RESOURCES (DNR) TECHNICAL STANDARDS. THESE STANDARDS MAY BE FOUND ON THE DNR WEBSITE AT <http://www.dnr.wi.gov/runoff/stormwater/techstds.htm>. RIP-RAP SHALL BE IN ACCORDANCE WITH SECTION 606, WIS-DOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION, UNTIL TECHNICAL STANDARD 1065 IS COMPLETED BY THE DNR. THE MINIMUM BEST MANAGEMENT PRACTICES SPECIFIED FOR THIS PROJECT ARE AS FOLLOWS:

☐ LAND APPLICATION OF POLYACRYLAMIDE (1050)	☒ DE-WATERING (1061)
☐ WATER APPLICATION OF POLYMERS (1051)	☐ DITCH CHECK (1062)
☐ NON-CHANNEL EROSION MAT (1052)	☐ SEDIMENT TRAP (1063)
☒ CHANNEL EROSION MAT (1053)	☐ SEDIMENT BASIN (1064)
☐ VEGETATIVE BUFFER (1054)	☒ RIP-RAP (1065)
☐ SEDIMENT BALE BARRIER (1055)	☐ CONSTRUCTION DIVERSION (1066)
☒ SILT FENCE (1056)	☐ GRADING PRACTICES (1067)
☒ TRACKING PAD & TIRE WASHING (1057)	☒ DUST CONTROL (1068)
☒ MULCHING (1058)	☐ TURBIDITY BARRIER (1069)
☒ SEEDING (1059)	☐ SILT CURTAIN (1070)
☒ STORM DRAIN INLET PROTECTION (1060)	☐ MANUFACTURED PERIMETER PRODUCTS (1071)

THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES AND IMPLEMENT BEST MANAGEMENT PRACTICES TO PREVENT OR REDUCE ALL OF THE FOLLOWING:

- A. DEPOSITION OR TRACKING OF SOIL ONTO STREETS BY VEHICLES.
- B. DISCHARGE OF SEDIMENT INTO STORM WATER INLETS.
- C. DISCHARGE OF SEDIMENT INTO ADJACENT STREAMS, RIVERS, LAKES AND WETLANDS.
- D. DISCHARGE OF SEDIMENT FROM DITCHES AND STORM SEWERS THAT FLOW OFFSITE.
- E. DISCHARGE OF SEDIMENT FROM DEWATERING ACTIVITIES.
- F. DISCHARGE OF SEDIMENT FROM SOIL STOCKPILES EXISTING FOR 7 DAYS OR MORE.
- G. DISCHARGE OF SEDIMENT FROM EROSION OUTLET FLOWS.
- H. TRANSPORT OF CHEMICALS, CEMENT AND BUILDING MATERIALS BY RUNOFF.
- I. TRANSPORT OF UNTREATED VEHICLE AND WHEEL WASH WATER BY RUNOFF.

THE CONTRACTOR SHALL IMPLEMENT THE FOLLOWING PREVENTATIVE MEASURES:

- A. PRESERVE EXISTING VEGETATION WHENEVER POSSIBLE.
- B. MINIMIZE SOIL COMPACTION AND PRESERVE TOPSOIL.
- C. MINIMIZE LAND DISTURBANCES ON SLOPES OF 20% OR MORE.
- D. MINIMIZE THE AMOUNT OF SOIL EXPOSED AT ANY ONE TIME.
- E. DIVERT CLEAR WATER AWAY FROM EXPOSED SOILS.
- F. TEMPORARILY STABILIZE EXPOSED SOILS THAT WILL NOT BE ACTIVE FOR 14 DAYS OR MORE. USE MULCHING, SEEDING, POLYACRYLAMIDE OR GRAVELING TO STABILIZE.
- G. PERMANENTLY STABILIZE EXPOSED SOILS AS SOON AS POSSIBLE.
- H. CONTRACTOR SHALL EDUCATE ITS EMPLOYEES AND SUBCONTRACTORS ABOUT PROPER SPILL PREVENTION AND RESPONSE PROCEDURES. IF A SPILL OCCURS, THE CONTRACTOR SHALL EVACUATE THE AREA AND IMMEDIATELY NOTIFY THE LOCAL MUNICIPALITY, FIRE DEPARTMENT OR 911 EMERGENCY SYSTEM. IF NO FIRE, EXPLOSION OR LIFE / HEALTH SAFETY HAZARD EXISTS, THE NEXT STEP IS TO CONTAIN THE SPILL AND PERFORM CLEANUP. USE DRY CLEANUP METHODS, NOT WET.

THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING OR REPLACING BEST MANAGEMENT PRACTICES DESTROYED AS A RESULT OF CONSTRUCTION ACTIVITIES BY THE END OF THE WORK DAY. THE CONTRACTOR IS RESPONSIBLE FOR REPLACING BEST MANAGEMENT PRACTICES TEMPORARILY REMOVED FOR CONSTRUCTION ACTIVITY AS SOON AS THOSE ACTIVITIES ARE COMPLETED. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING AND DISPOSING OF TEMPORARY BEST MANAGEMENT PRACTICES AFTER CONSTRUCTION IS COMPLETE AND PERMANENT VEGETATION IS ESTABLISHED.

INSPECTION & MAINTENANCE:

THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING BEST MANAGEMENT PRACTICES WEEKLY, AND WITHIN 24 HOURS FOLLOWING A RAINFALL OF 0.5 INCHES OR GREATER, WRITTEN DOCUMENTATION OF EACH INSPECTION SHALL BE KEPT AT THE CONSTRUCTION SITE AND SHALL INCLUDE THE FOLLOWING INFORMATION: DATE, TIME, AND LOCATION OF INSPECTION; NAME OF INDIVIDUAL WHO PERFORMED THE INSPECTION; AN ASSESSMENT OF THE CONDITION OF BEST MANAGEMENT PRACTICES; A DESCRIPTION OF ANY BEST MANAGEMENT PRACTICE IMPLEMENTATION AND MAINTENANCE PERFORMED; AND A DESCRIPTION OF THE PRESENT PHASE OF CONSTRUCTION. THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING, REPAIRING, OR REPLACING BEST MANAGEMENT PRACTICES AS NECESSARY WITHIN 24 HOURS OF AN INSPECTION OR NOTIFICATION. THE CONTRACTOR IS RESPONSIBLE FOR INSPECTING, MAINTAINING, REPAIRING, OR REPLACING BEST MANAGEMENT PRACTICES UNTIL ALL LAND DISTURBING CONSTRUCTION ACTIVITY IS COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER IS ESTABLISHED WITH A DENSITY OF AT LEAST 70%.

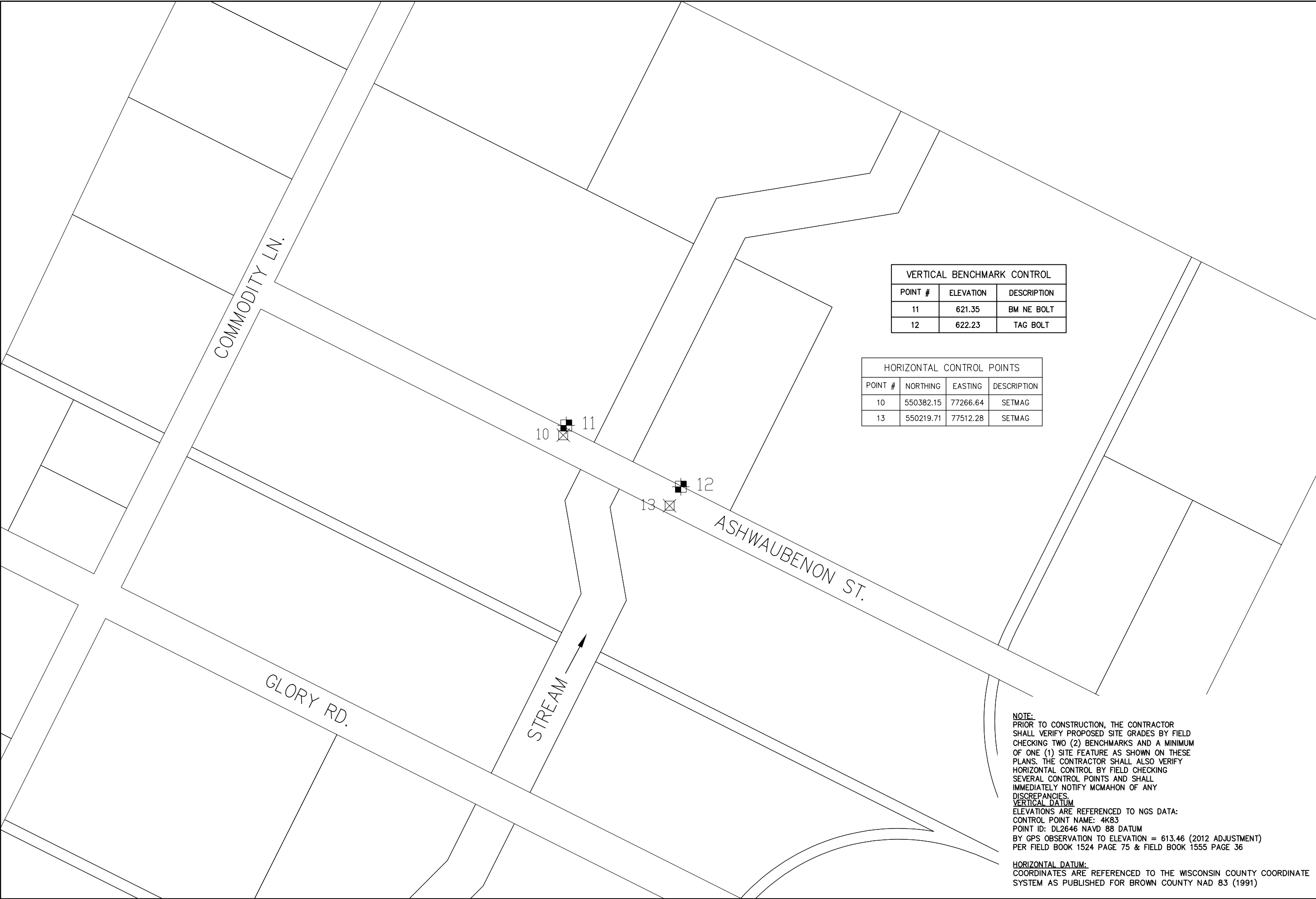
THE CONTRACTOR IS RESPONSIBLE FOR POSTING THE PERMIT IN A CONSPICUOUS LOCATION ON THE CONSTRUCTION SITE. THE CONTRACTOR IS RESPONSIBLE FOR KEEPING A COPY OF THE APPROVED REPORTS, PLANS, AMENDMENTS, INSPECTION REPORTS, AND PERMITS AT THE CONSTRUCTION SITE AT ALL TIMES UNTIL ALL LAND DISTURBING CONSTRUCTION ACTIVITY IS COMPLETED AND A UNIFORM PERENNIAL VEGETATIVE COVER IS ESTABLISHED WITH A DENSITY OF AT LEAST 70%. THE CONTRACTOR IS RESPONSIBLE FOR NOTIFYING THE OWNER WHEN THE VEGETATIVE DENSITY REACHES AT LEAST 70%. THE OWNER IS RESPONSIBLE FOR TERMINATING DNR PERMIT COVERAGE.

AMENDMENTS:

THE CONTRACTOR IS RESPONSIBLE FOR AMENDING THE EROSION & SEDIMENT CONTROL PLAN IF: THERE IS A CHANGE IN CONSTRUCTION, OPERATION OR MAINTENANCE AT THE SITE WHICH HAS THE REASONABLE POTENTIAL FOR THE DISCHARGE OF POLLUTANTS; THE ACTIONS REQUIRED BY THE PLAN FAIL TO REDUCE THE IMPACTS OF POLLUTANTS CARRIED BY CONSTRUCTION SITE RUNOFF; OR IF THE DNR NOTIFIES THE APPLICANT OF CHANGES NEEDED IN THE PLAN. THE DNR AND OWNER SHALL BE NOTIFIED 5 WORKING DAYS PRIOR TO MAKING CHANGES TO THE PLAN.

THIS PLAN SET WAS CREATED WITH **CIVIL3D 2018**. MCMAHON'S "DISCLAIMER FOR TRANSFER OF ELECTRONIC FILES" FORM NEEDS TO BE SIGNED IF A COPY OF THE ELECTRONIC FILES ARE REQUESTED. MCMAHON MAKES NO REPRESENTATION REGARDING THE COMPATIBILITY OF THESE FILES WITH OTHER SOFTWARE. NOR DOES MCMAHON REPRESENT THAT THE FILES WILL CONVERT TO OTHER SOFTWARE WITHOUT ERROR.

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ENGINEERS & ARCHITECTS

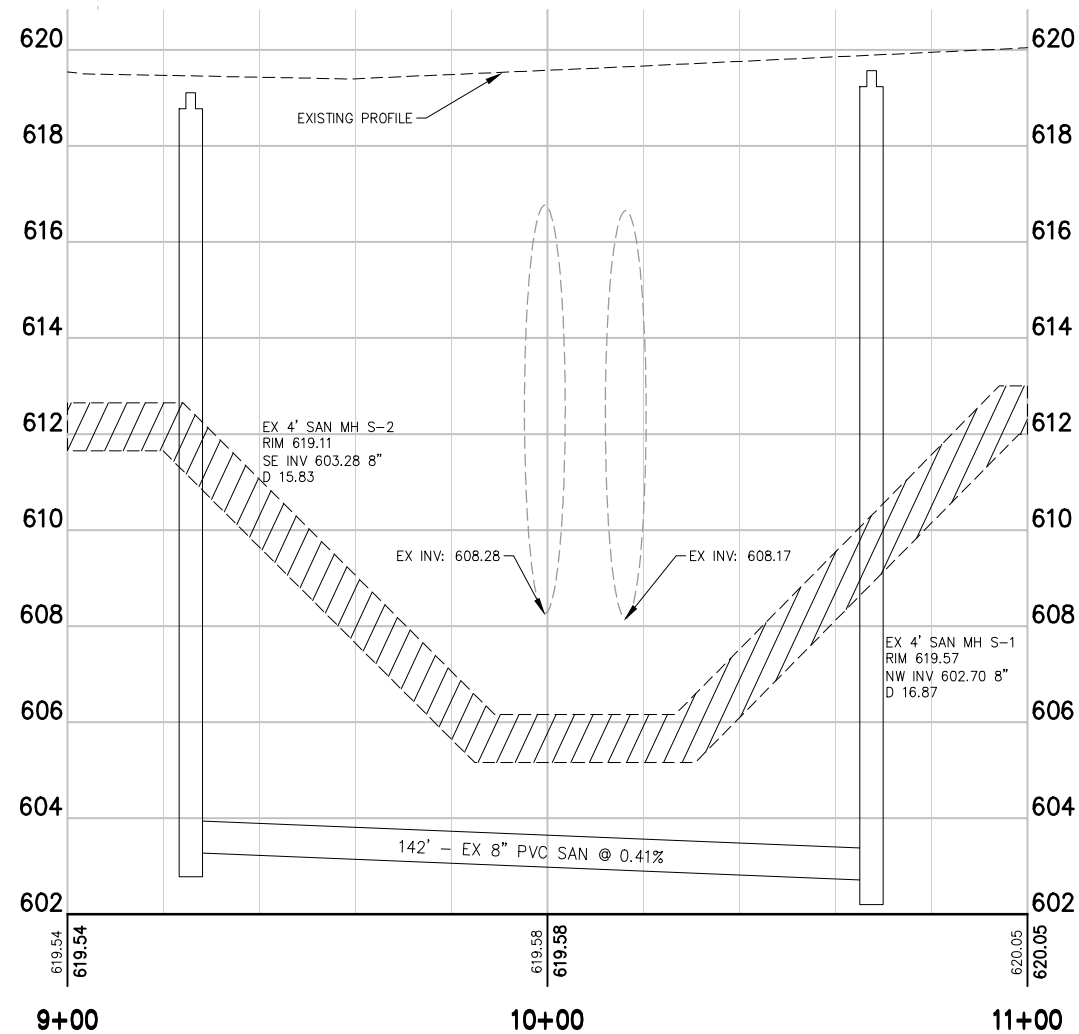
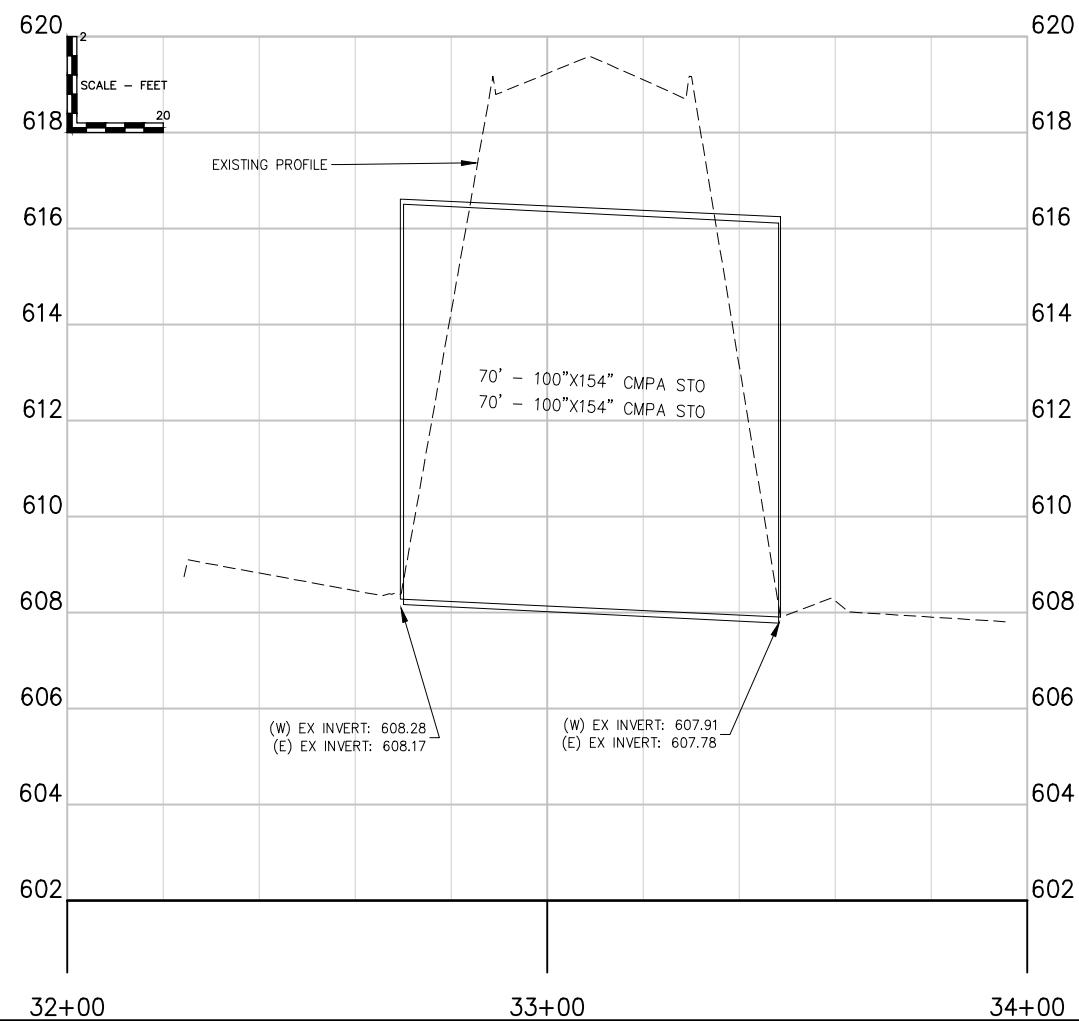
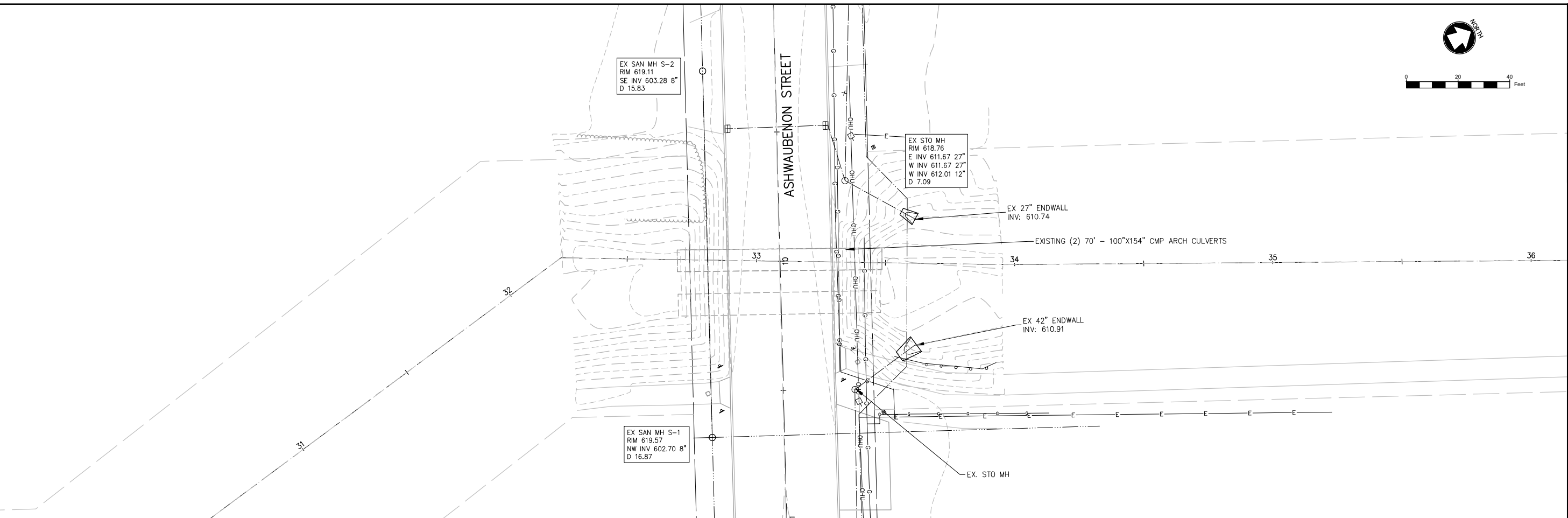
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NO.	DATE	REVISION

ASHWAUBENON STREET CULVERT REPLACEMENT
VILLAGE OF ASHWAUBENON, BROWN COUNTY, WI
SURVEY CONTROL

DESIGNED	DRAWN
AWS	AWS
PROJECT NO. A0017 09-25-00106	
DATE DECEMBER, 2025	
SHEET NO. 02	



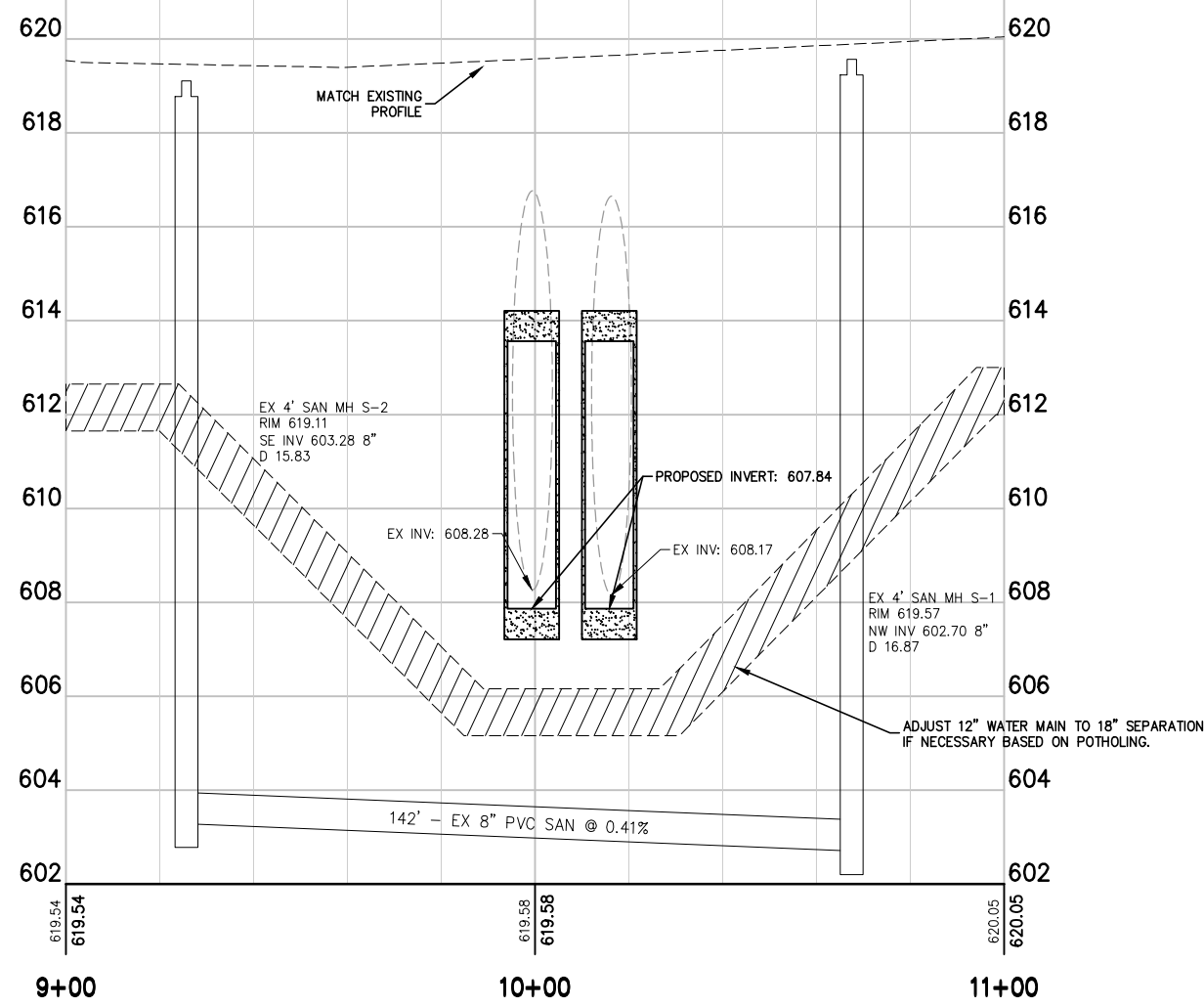
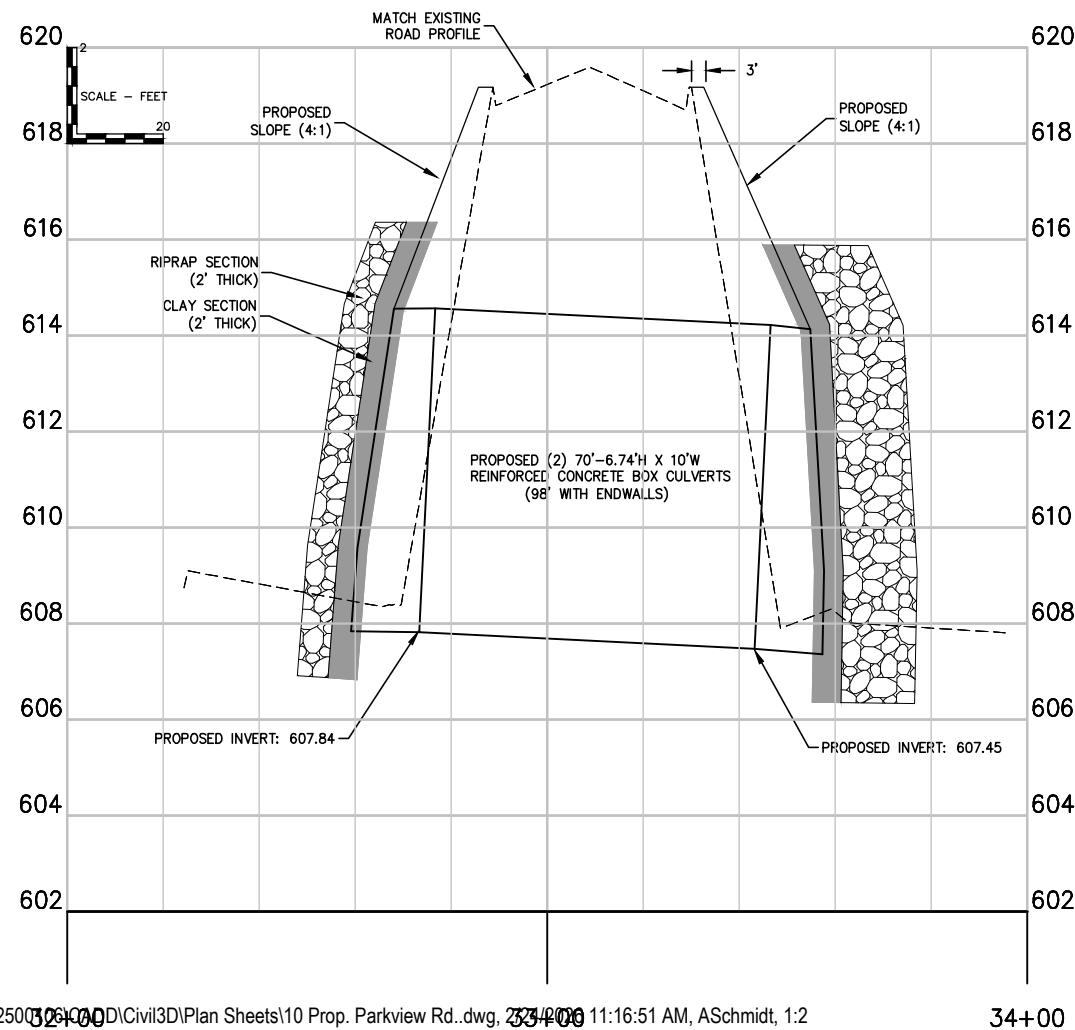
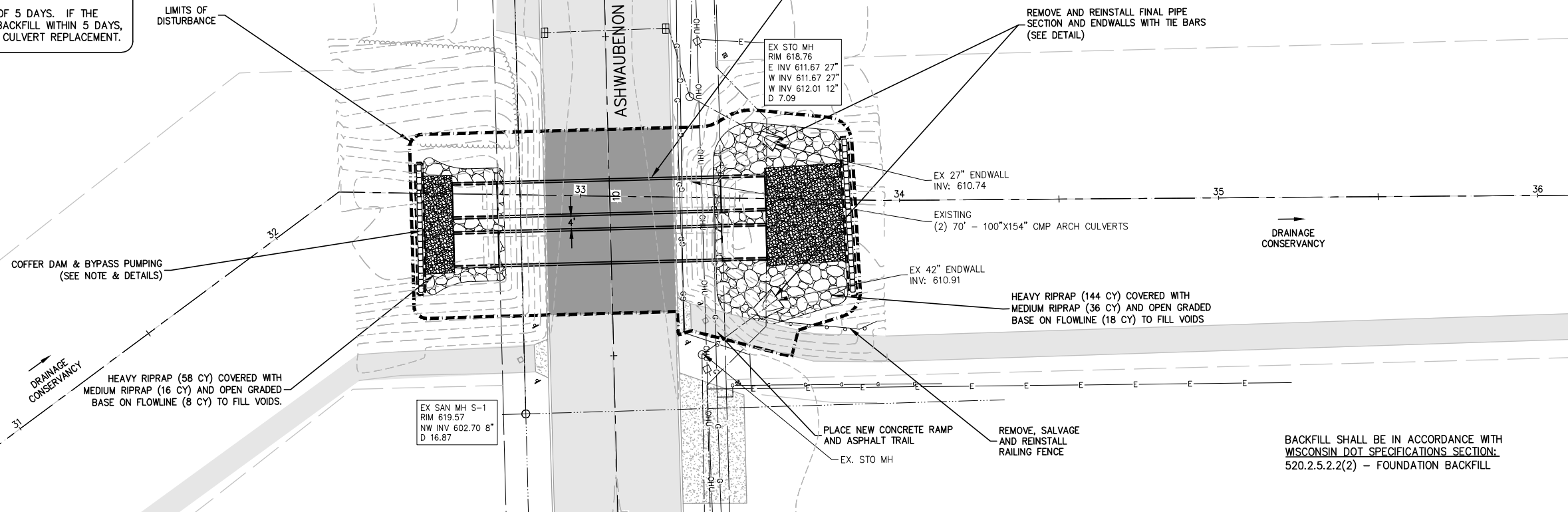
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AT THE CONTRACTOR'S DISCRETION, THE CONTRACTOR MAY EITHER:

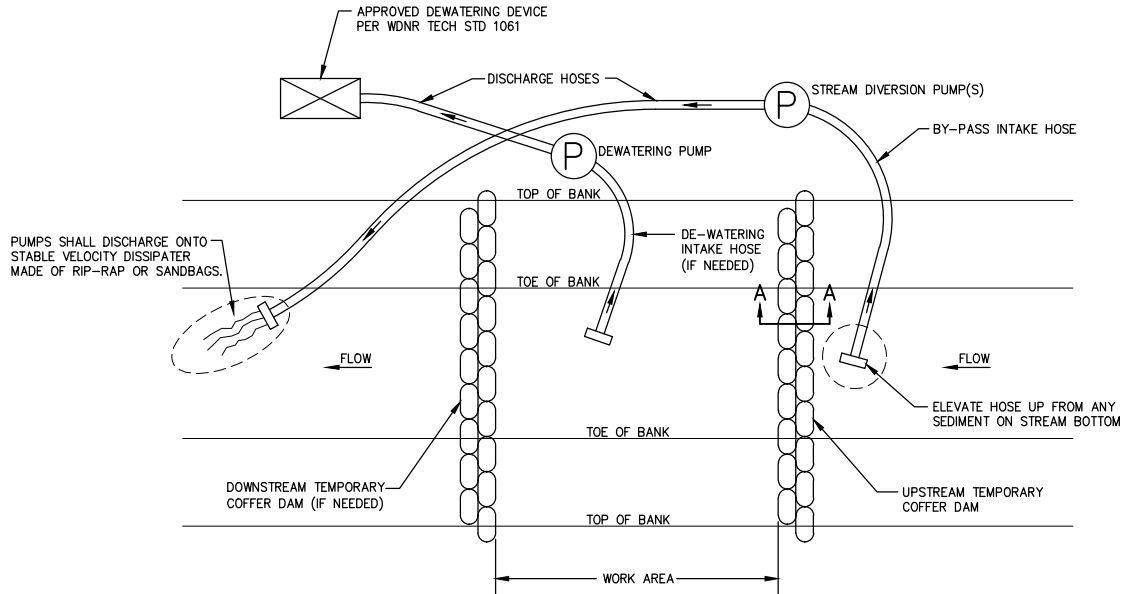
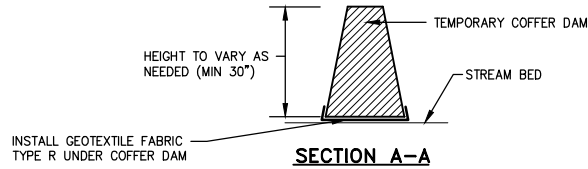
1. REPLACE ONE CULVERT RUN AT A TIME, LEAVING THE OTHER TO BYPASS FLOWS, DIVERTED VIA COFFERDAMS.
- OR
2. UTILIZE COFFERDAM & BYPASS PUMPING DURING TRENCH EXCAVATION. PLACE A TEMPORARY BYPASS CULVERT ALONG THE SIDE OF THE TRENCH (TO BE REMOVED) TO BYPASS FLOWS DURING CULVERT REPLACEMENT (INCIDENTAL).

*THE CONTRACTOR MAY ONLY BYPASS PUMP FOR A MAXIMUM OF 5 DAYS. IF THE CONTRACTOR IS ABLE TO REPLACE BOTH CULVERT RUNS AND BACKFILL WITHIN 5 DAYS BYPASS PUMPING MAY BE USED DURING THE ENTIRETY OF THE CULVERT REPLACEMENT.

PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL
POTHOLE WATER MAIN TO DETERMINE IF CONFLICTS
EXISTS WITH THE PROPOSED CULVERT.

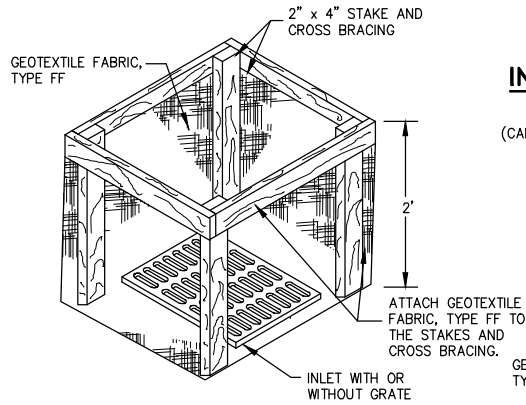
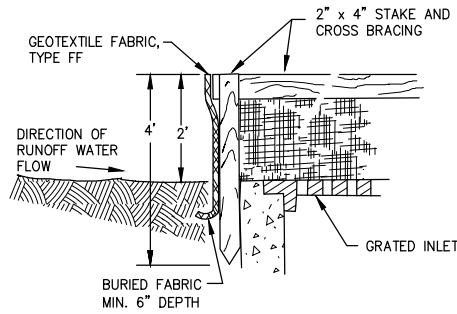
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- NOTES:
1. COFFER DAM MAY BE SHEET PILE, CONCRETE JERSEY BARRIERS, SANDBAGS OR OTHER DEVICES AS APPROVED BY WDNR
 2. BY-PASS PUMPING SHALL ONLY BE COMPLETED DURING LOW FLOW CONDITIONS.
 3. DEWATERING SHALL BE IN ACCORDANCE WITH WDNR TECHNICAL STANDARD 1061, IF NECESSARY
 4. DISCHARGE FROM DEWATERING DEVISE SHALL DRAIN BACK INTO THE CHANNEL DOWNSTREAM OF SEDIMENT COFFER DAM.

TEMPORARY COFFER DAM & BY-PASS PUMPING DETAIL



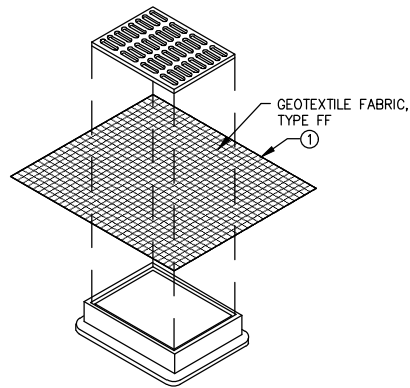
INLET PROTECTION, TYPE A

GENERAL NOTES

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

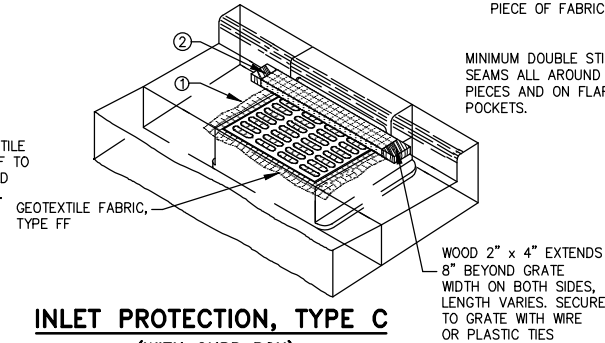
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



INLET PROTECTION, TYPE B

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C

(WITH CURB BOX)

INSTALLATION NOTES

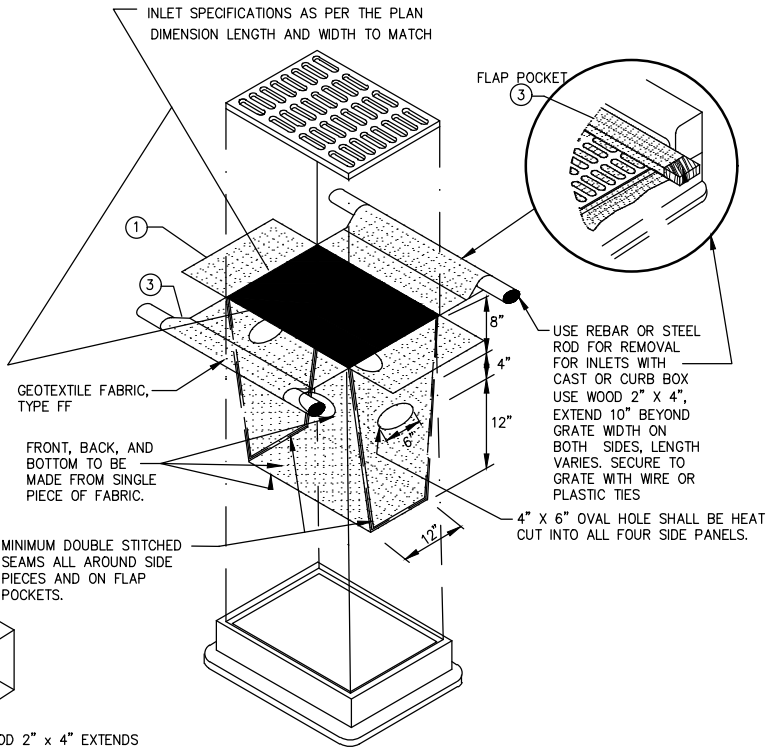
TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE. TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE. THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

STORM DRAIN INLET PROTECTION



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

This drawing based on Wisconsin Department of Transportation Standard Detail Drawing 8 E 10-2.

ASHWAUBENON STREET CULVERT REPLACEMENT
VILLAGE OF ASHWAUBENON, BROWN COUNTY, WI
EROSION CONTROL DETAILS

DESIGNED	DRAWN
AWS	AWS
PROJECT NO.	
A0017 09-25-00106	
DATE	
DECEMBER, 2025	
SHEET NO.	
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