



# HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY

## VILLAGE OF ELM GROVE WAUKESHA COUNTY, WISCONSIN

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HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY  
INDEX SHEET  
VILLAGE OF ELM GROVE  
WAUKESHA COUNTY, WISCONSIN

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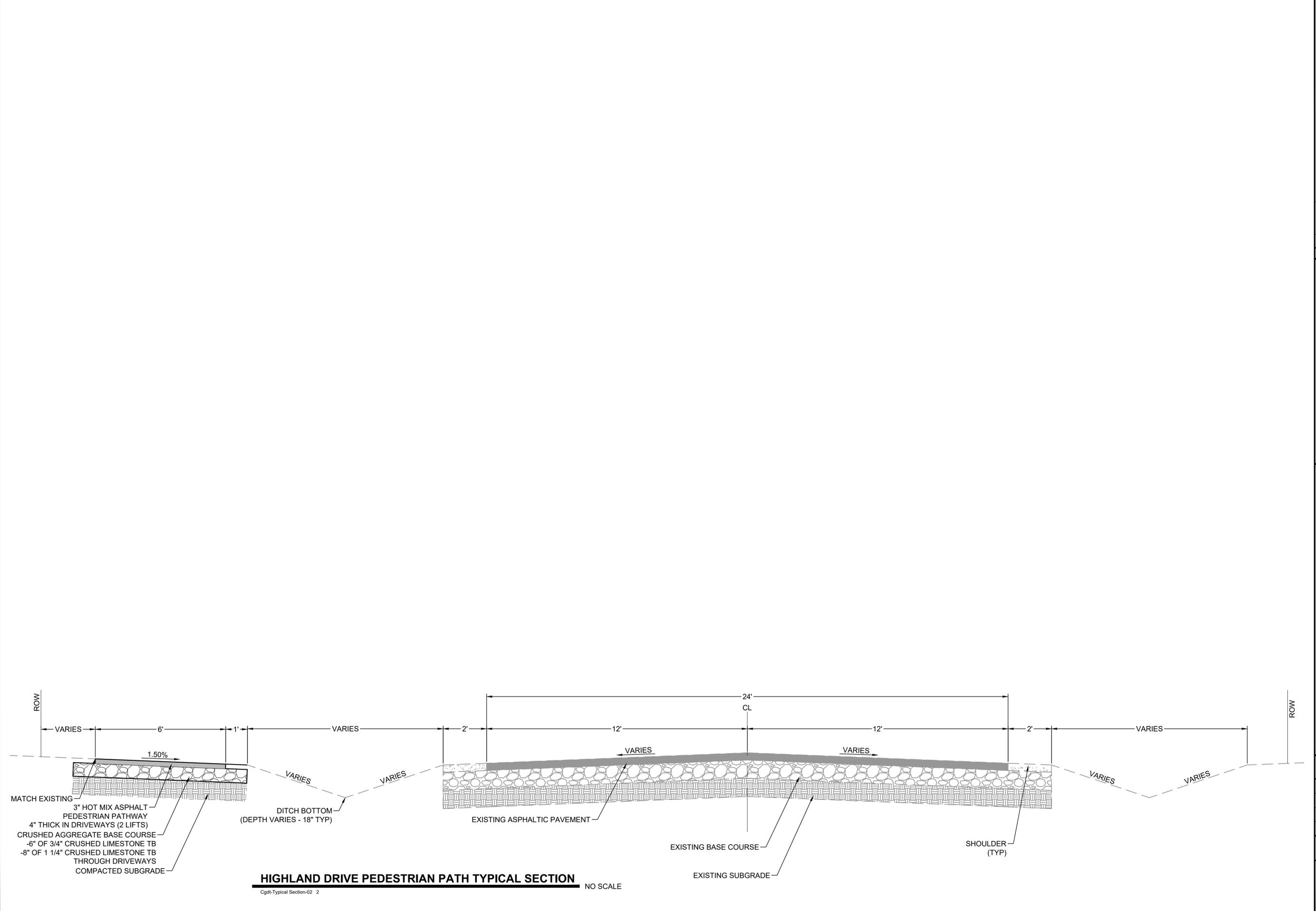
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**INDEX-01**

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 C:\Users\jkleve\OneDrive\Documents\Projects\2024\Highland Drive Pedestrian Pathway\Highland Drive Pedestrian Pathway Typical Sections.dwg



ROW  
 VARIES  
 6'  
 1.50%  
 1'  
 VARIES  
 DITCH BOTTOM  
 (DEPTH VARIES - 18" TYP)  
 VARIES  
 VARIES  
 2'  
 24'  
 CL  
 12'  
 12'  
 2'  
 VARIES  
 VARIES  
 ROW  
 MATCH EXISTING  
 3" HOT MIX ASPHALT  
 PEDESTRIAN PATHWAY  
 4" THICK IN DRIVEWAYS (2 LIFTS)  
 CRUSHED AGGREGATE BASE COURSE  
 -6" OF 3/4" CRUSHED LIMESTONE TB  
 -8" OF 1 1/4" CRUSHED LIMESTONE TB  
 THROUGH DRIVEWAYS  
 COMPACTED SUBGRADE  
 EXISTING ASPHALTIC PAVEMENT  
 EXISTING BASE COURSE  
 EXISTING SUBGRADE  
 SHOULDER  
 (TYP)

**HIGHLAND DRIVE PEDESTRIAN PATH TYPICAL SECTION** NO SCALE  
 Cgdt-Typical Section-02 2

9
8
7
6
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4
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2
1

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**HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY**  
 TYPICAL SECTION  
 VILLAGE OF ELM GROVE  
 WAUKESHA COUNTY, WISCONSIN

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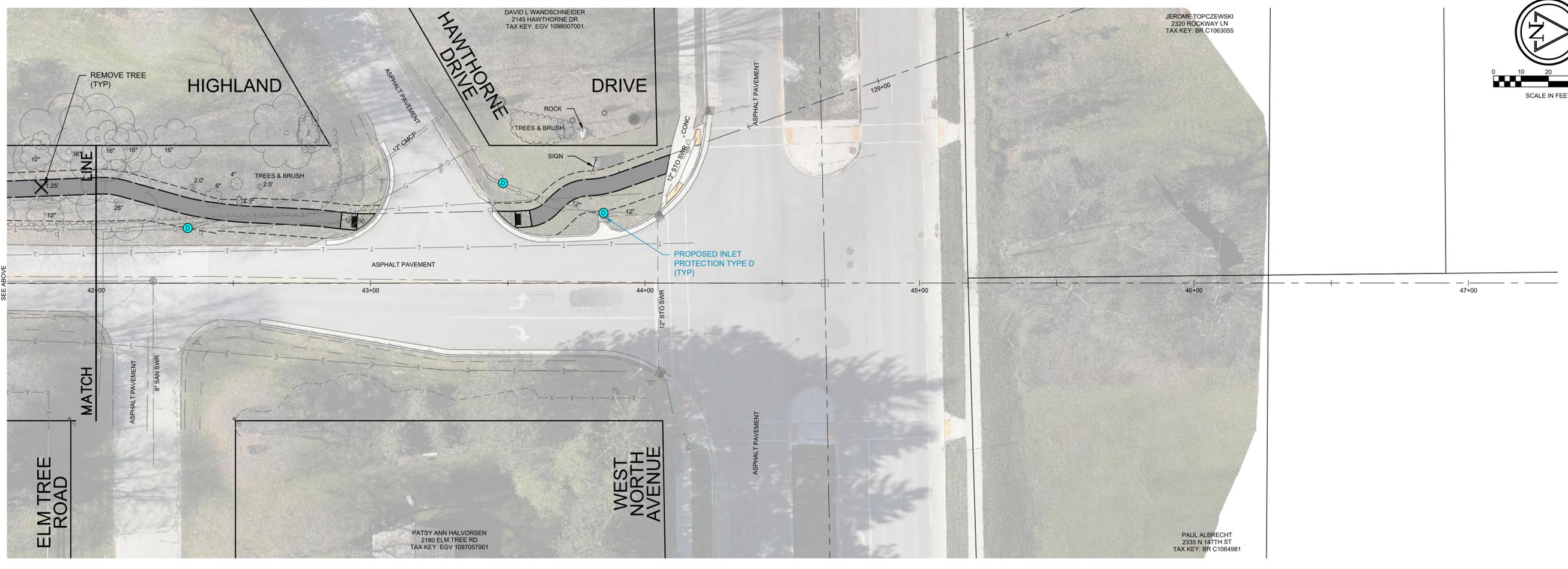
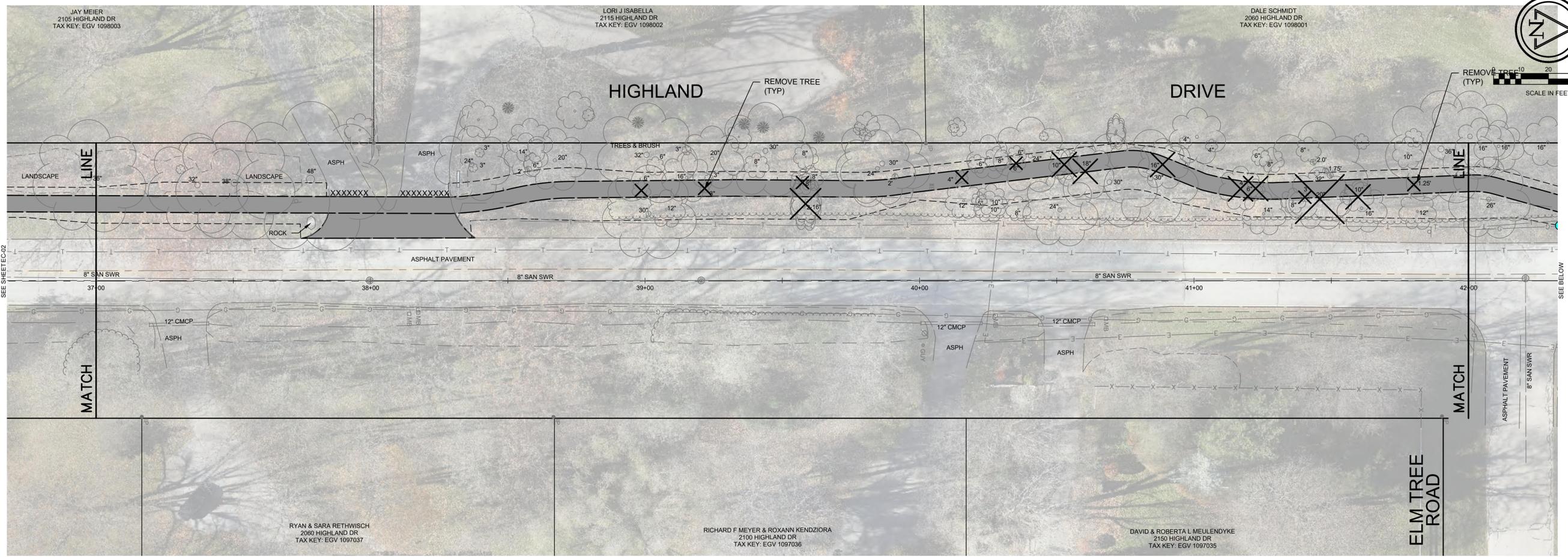
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**HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY**  
**PROPOSED EROSION CONTROL PLAN - HIGHLAND DRIVE**  
 HIGHLAND DRIVE  
 300' NORTH OF HAWTHORNE DRIVE  
 WEST NORTH AVENUE  
**VILLAGE OF ELM GROVE**  
 WAUKESHA COUNTY, WISCONSIN

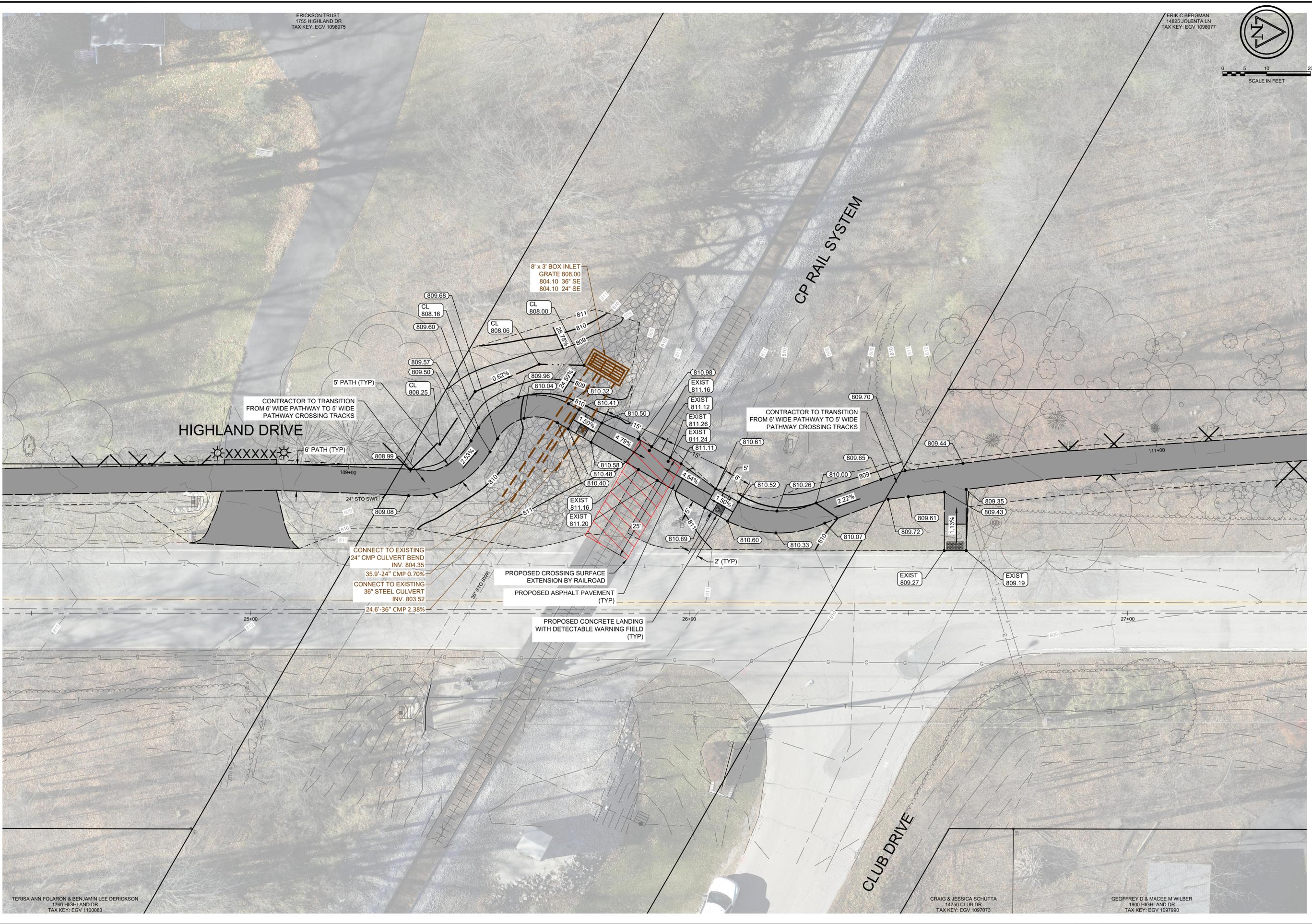
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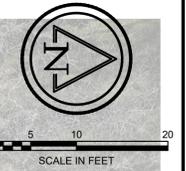
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ERICKSON TRUST  
1755 HIGHLAND DR  
TAX KEY: EGV 1098975

ERIK C BERGMAN  
14825 JOLENTA LN  
TAX KEY: EGV 1098077



TERISA ANN FOLARON & BENJAMIN LEE DERICKSON  
1780 HIGHLAND DR  
TAX KEY: EGV 1100083

CRAIG & JESSICA SCHUTTA  
14750 CLUB DR  
TAX KEY: EGV 1097073

GEOFFREY D & MACEE M WILBER  
1900 HIGHLAND DR  
TAX KEY: EGV 1097990

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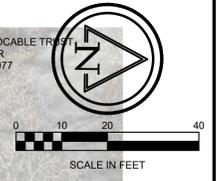
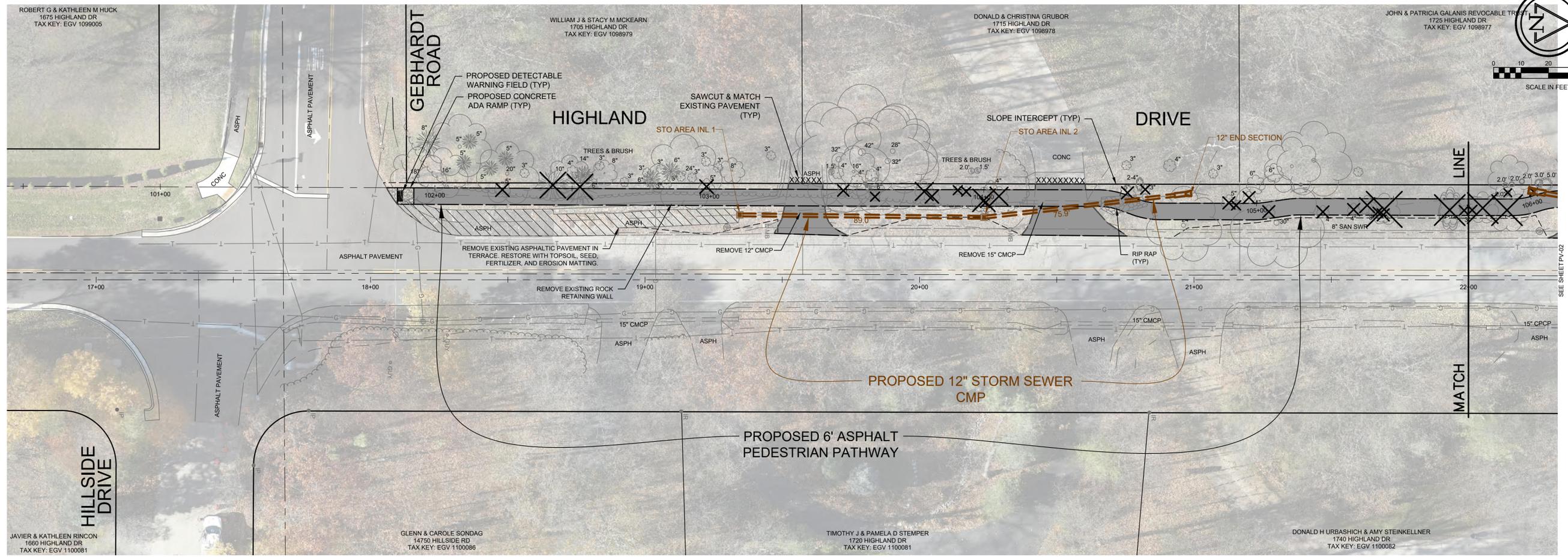
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 PROPOSED RAILROAD CROSSING PLAN  
 VILLAGE OF ELM GROVE  
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**GR-01**

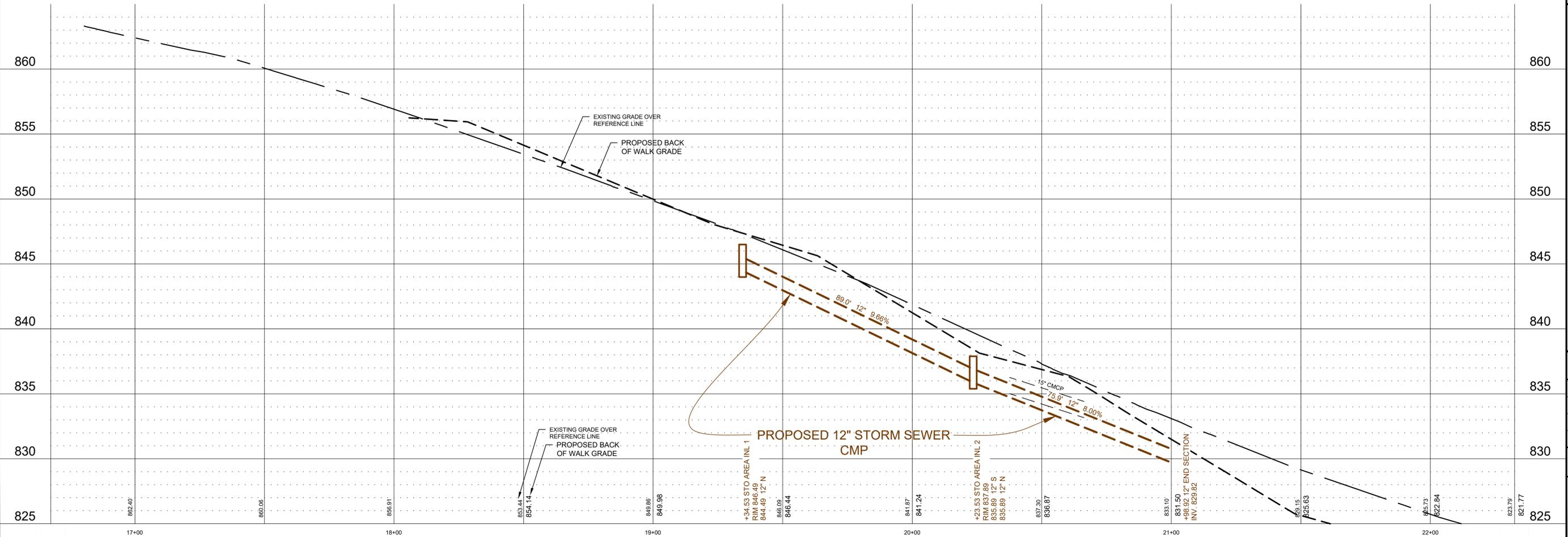
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**HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY  
 PROPOSED PEDESTRIAN PATHWAY**  
 HIGHLAND DRIVE  
 HILLSIDE DRIVE  
 500' NORTH OF HILLSIDE DRIVE  
 VILLAGE OF ELM GROVE  
 WAUKESHA COUNTY, WISCONSIN

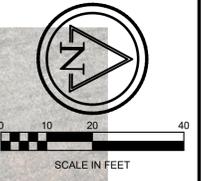
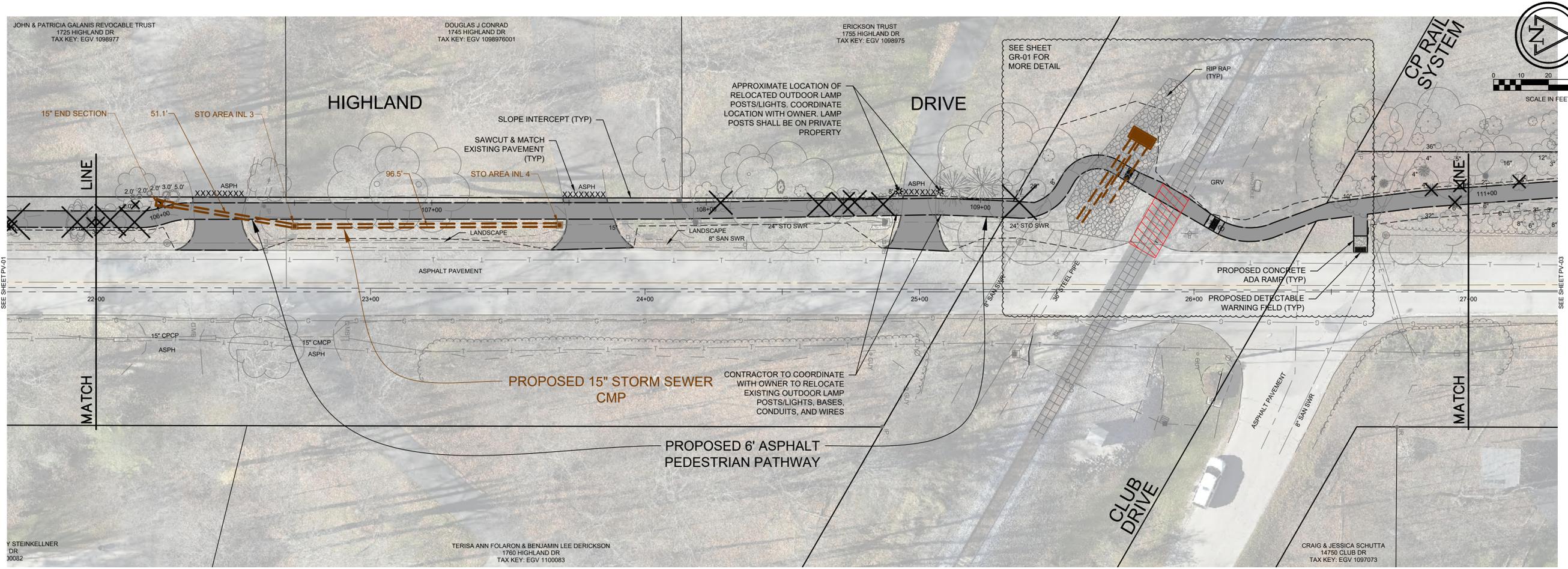
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**PV-01**

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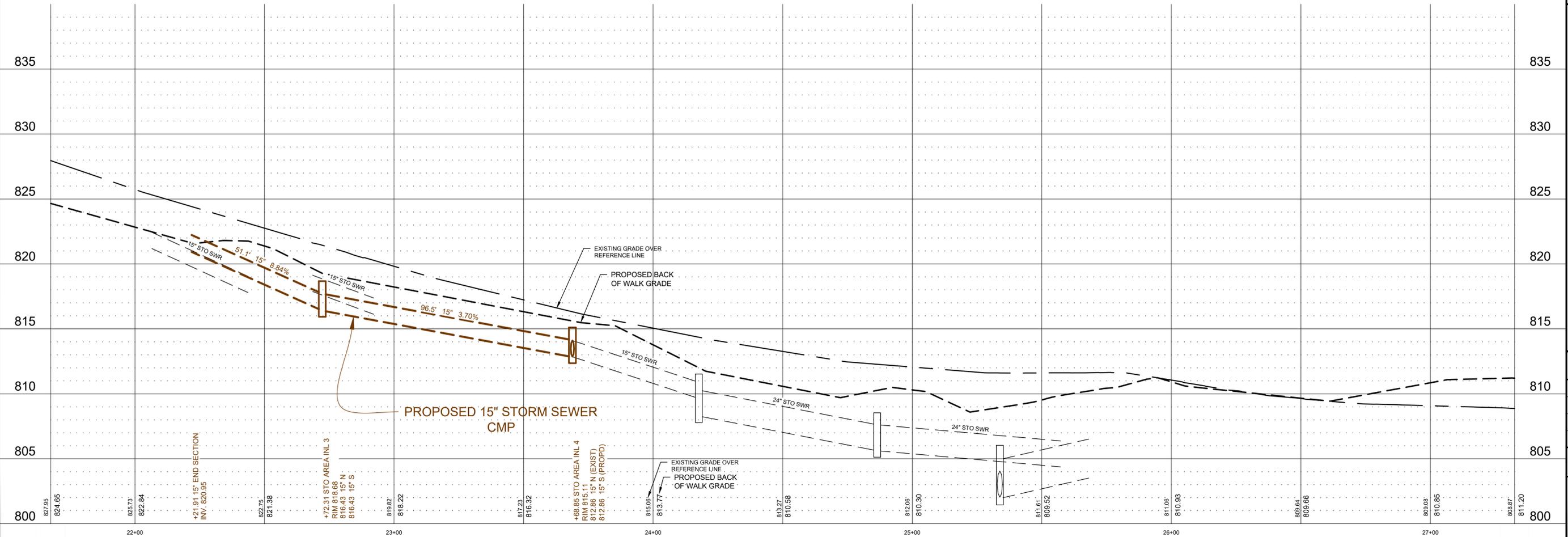
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REVISIONS								



**HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY  
 PROPOSED PEDESTRIAN PATHWAY**  
 HIGHLAND DRIVE  
 500' NORTH OF HILLSIDE DRIVE  
 CLUB DRIVE  
 VILLAGE OF ELM GROVE  
 WAUKESHA COUNTY, WISCONSIN

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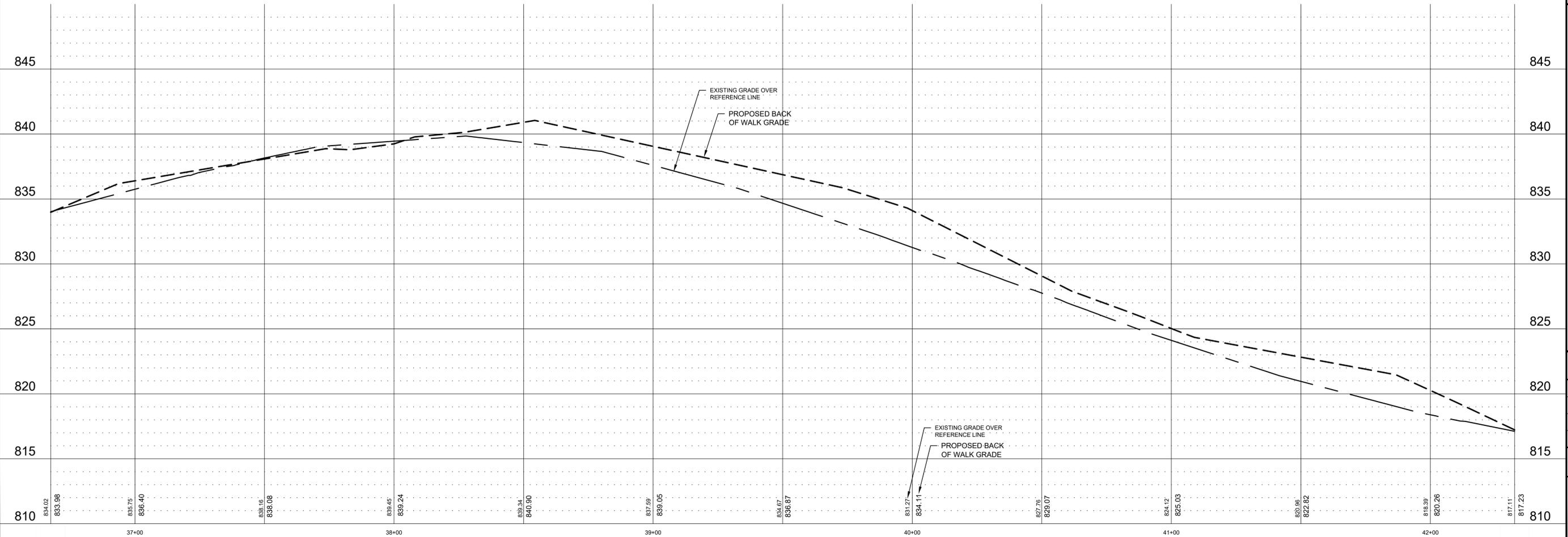
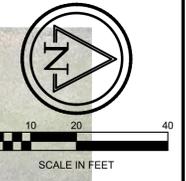
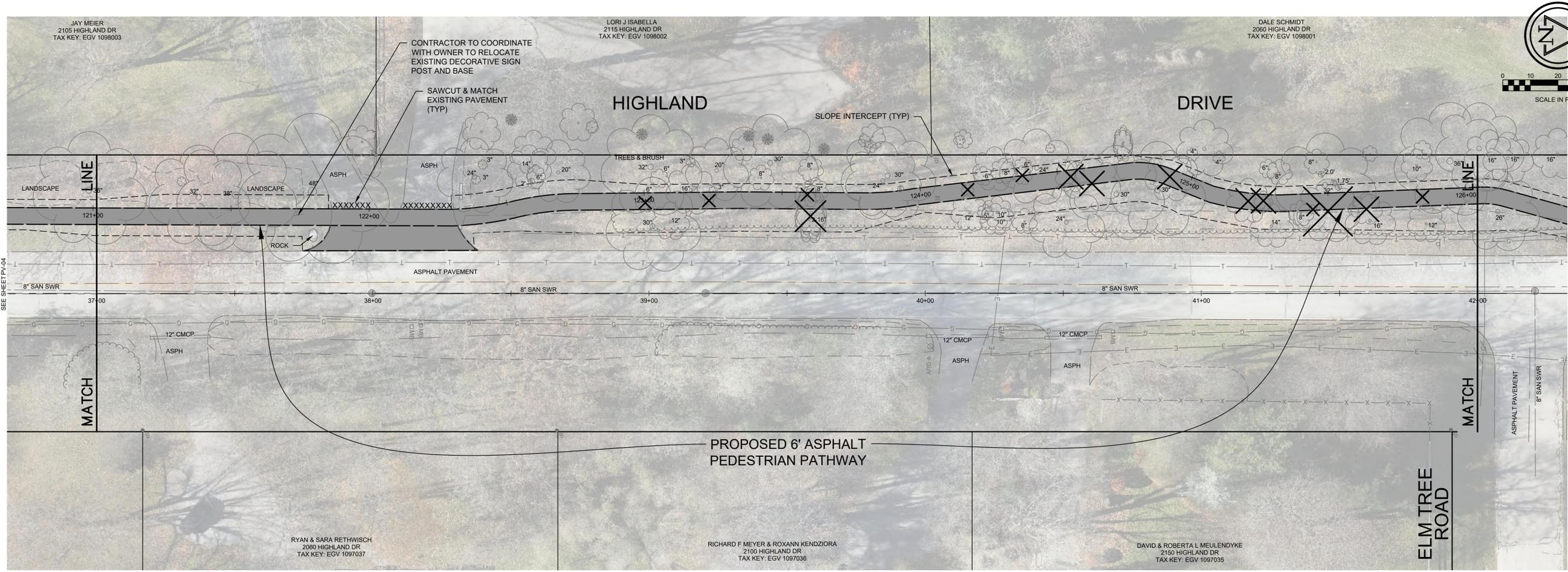
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 2:00 Highland Drive Pedestrian Path - P1 Layout 15 Alignment along Highland Drive ROW, CL (Sheet 5) - 4x25.00



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**HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY**  
**PROPOSED PEDESTRIAN PATHWAY**  
 HIGHLAND DRIVE  
 300' NORTH OF HAWTHORNE ROAD  
 ELM TREE ROAD  
 VILLAGE OF ELM GROVE  
 WAUKESHA COUNTY, WISCONSIN

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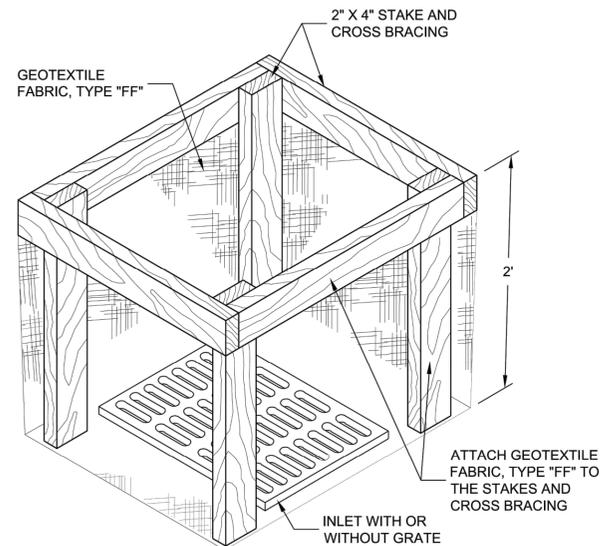
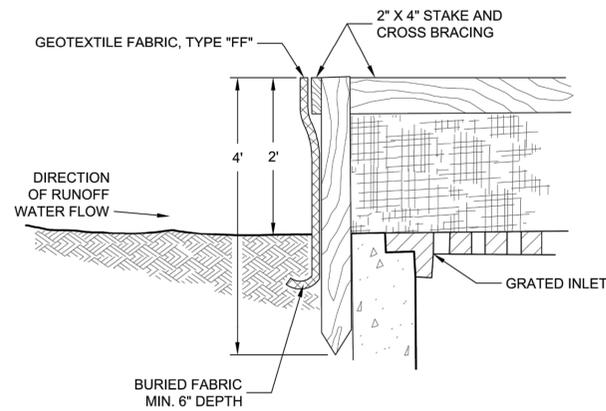
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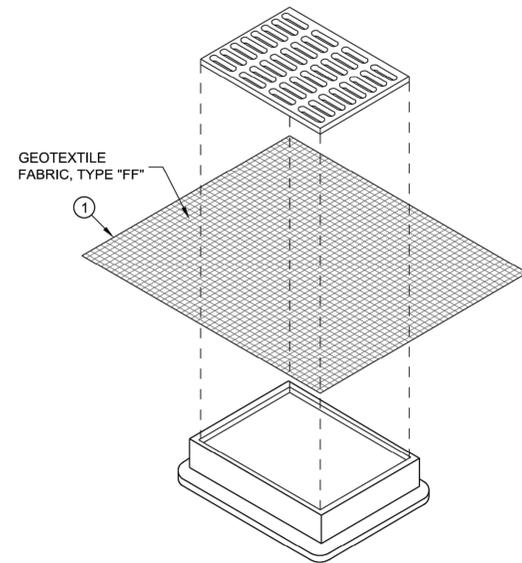




# SDD 08E10 Inlet Protection, Types A, B, C and D

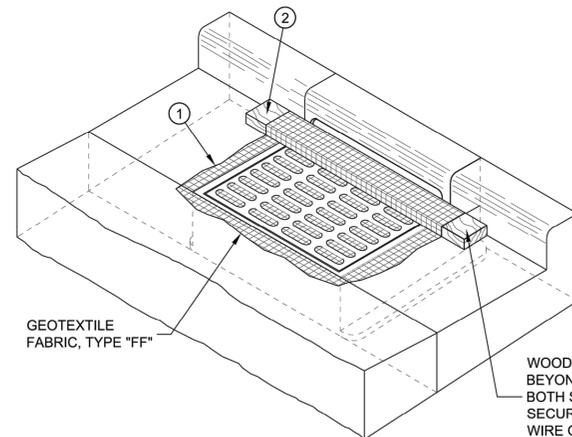


**INLET PROTECTION, TYPE "A"**

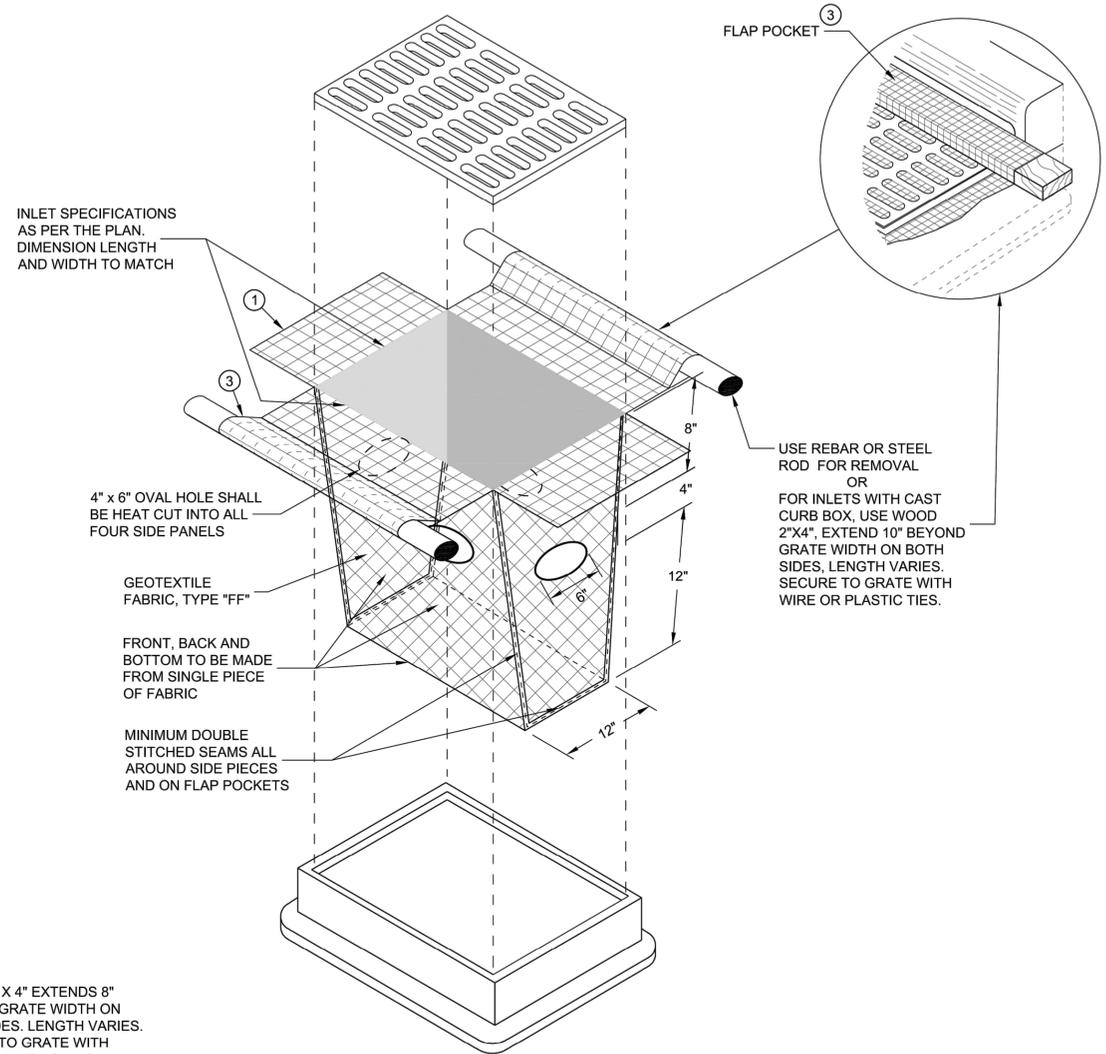


**INLET PROTECTION, TYPE "B" (WITHOUT CURB BOX)**

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



**INLET PROTECTION, TYPE "C" (WITH CURB BOX)**



**INLET PROTECTION, TYPE "D"**

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

**GENERAL NOTES**

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

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.

**INSTALLATION NOTES**

**TYPES 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**  
TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

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.

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.

6

SDD 08E10 - 02

6

SDD 08E10 - 02

<b>INLET PROTECTION TYPES A, B, C AND D</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 10/16/02 DATE	/S/ Beth Cannestra ROADWAY STANDARDS DEVELOPMENT ENGINEER
FWA	

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HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY  
CONSTRUCTION DETAILS  
VILLAGE OF ELM GROVE  
WAUKESHA COUNTY, WISCONSIN

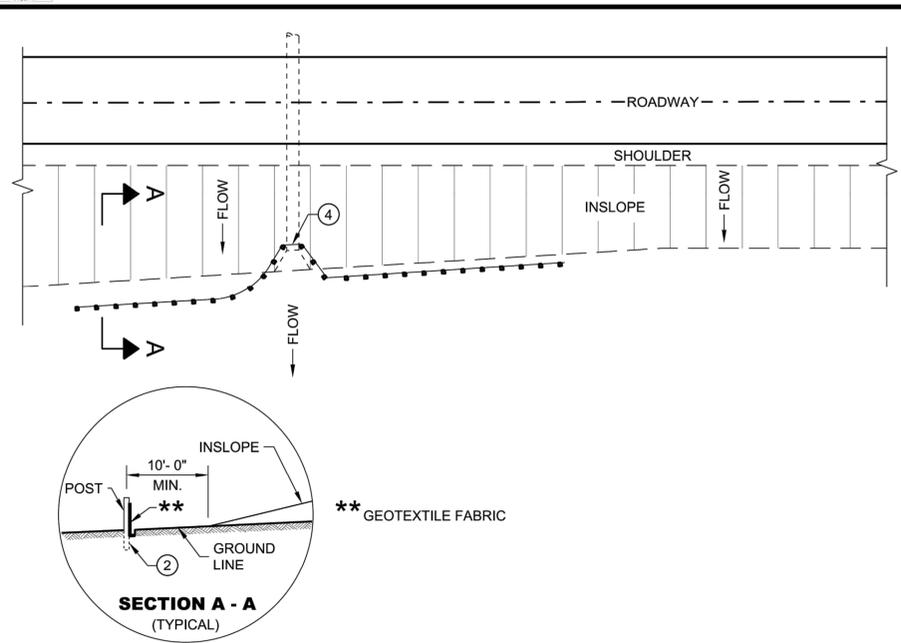
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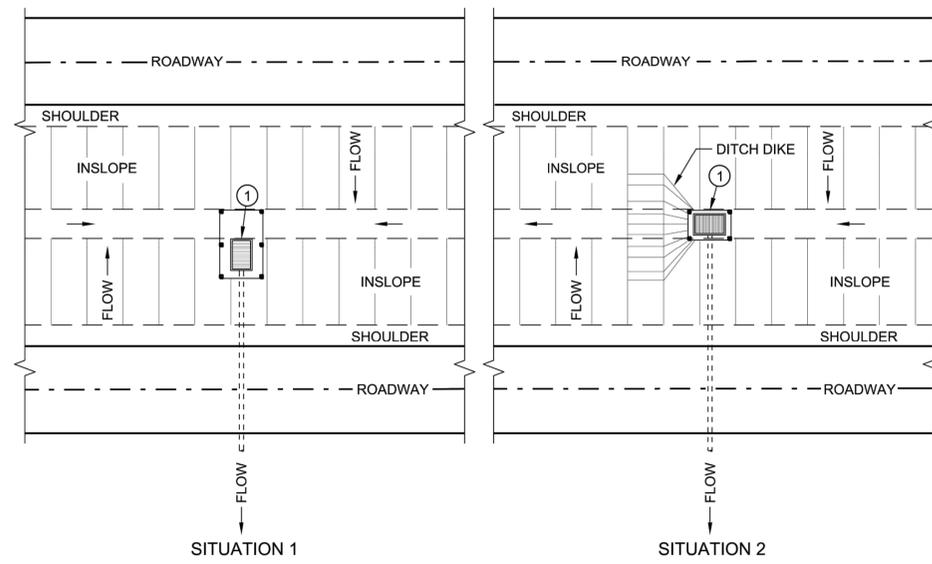
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# SDD 08E09 Silt Fence



**PLAN VIEW  
TYPICAL APPLICATION OF SILT FENCE**

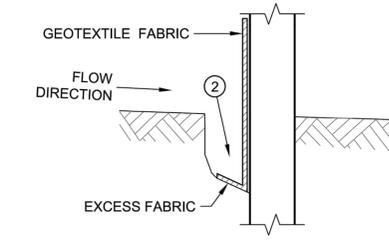


**PLAN VIEW  
SILT FENCE AT MEDIAN SURFACE DRAINS**

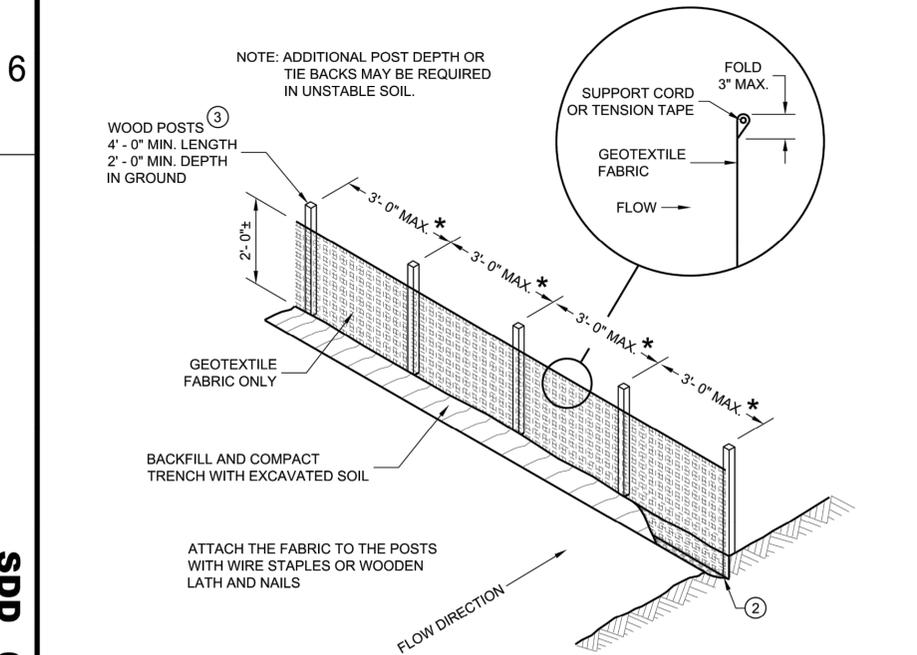
## GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

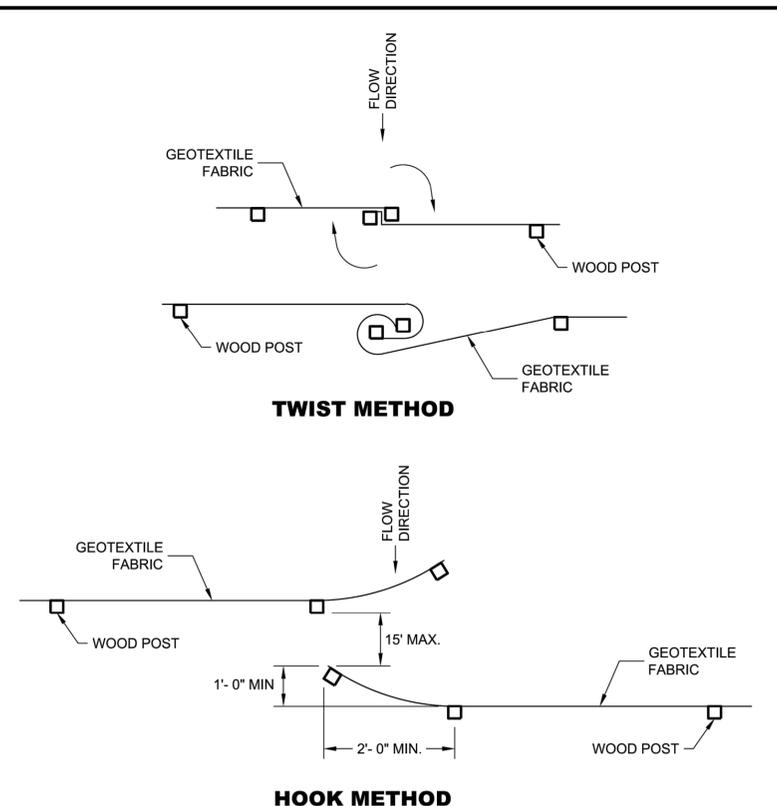
- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE AND 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL AND COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/2" X 1 1/2" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS: A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



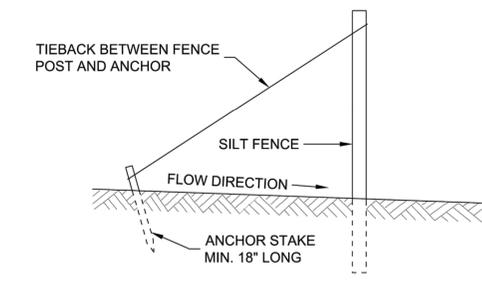
**TRENCH DETAIL**



**SILT FENCE**



**JOINING TWO LENGTHS OF SILT FENCE**



**SILT FENCE TIE BACK  
(WHEN REQUIRED BY THE ENGINEER)**

<b>SILT FENCE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4/29/05 DATE	/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FWA	

6

SDD 08E09 - 06

6

SDD 08E09 - 06

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HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY  
 CONSTRUCTION DETAILS  
 VILLAGE OF ELM GROVE  
 WAUKESHA COUNTY, WISCONSIN

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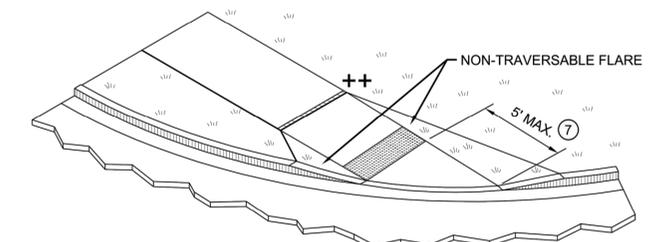
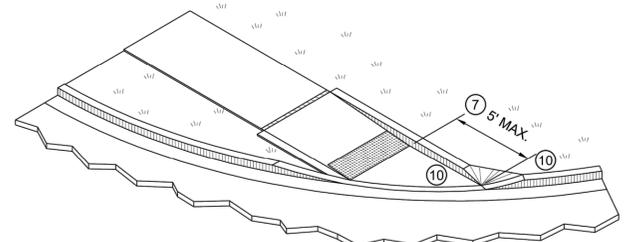
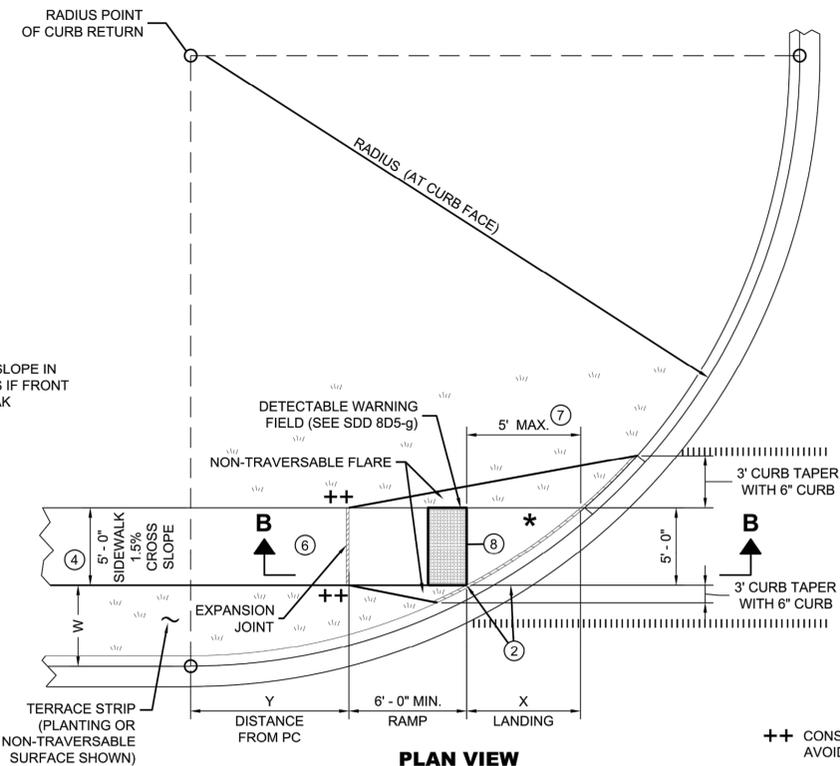
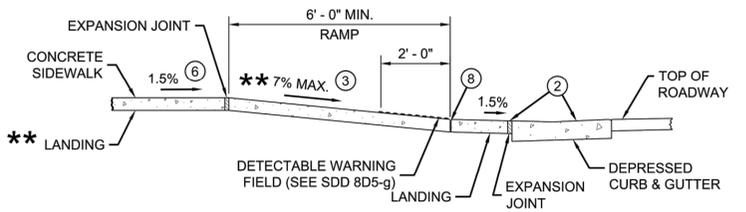
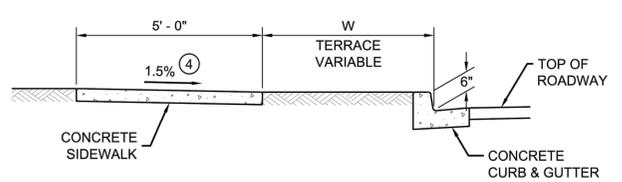
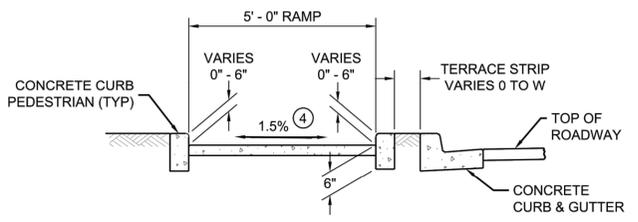
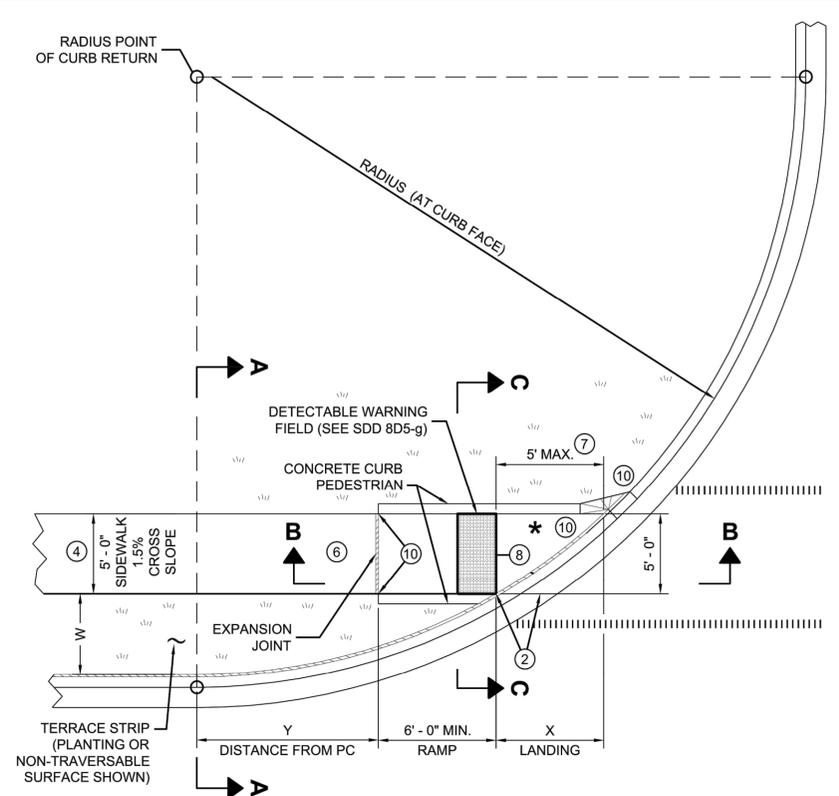
RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 3/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 3/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET													4' - 10 3/4"	19' - 8 1/4"		

- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
  - - - - - CONTRACTION JOINT SIDEWALK
  - ||||| PAVEMENT MARKING CROSSWALK (WHITE)

INTERMEDIATE RADII CAN BE INTERPOLATED  
 DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH  
 DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

**GENERAL NOTES**

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/8" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
  - ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
  - ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
  - ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
  - ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-F.
  - ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
  - ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



**CURB RAMPS TYPE 4B AND 4B1**

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

\*\* IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

\* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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 CONSTRUCTION DETAILS  
 VILLAGE OF ELM GROVE  
 WAUKESHA COUNTY, WISCONSIN

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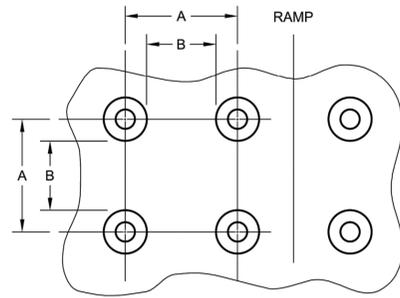
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# SDD 08D05-g: Curb Ramps Rectangular and Radial Detectable Warning Plates

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

\* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.

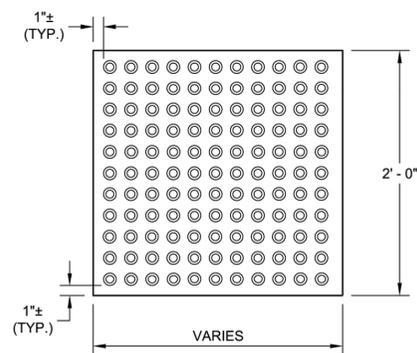


**PLAN VIEW**

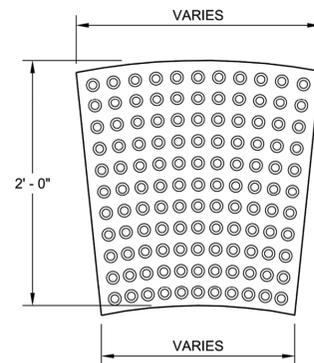


**ELEVATION VIEW**

## TRUNCATED DOMES DETECTABLE WARNING PATTERN DETAIL



**RECTANGULAR  
PLATES**



**RADIAL  
PLATES**

**PLAN VIEW  
DETECTABLE WARNING FIELDS (TYPICAL)**

## GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

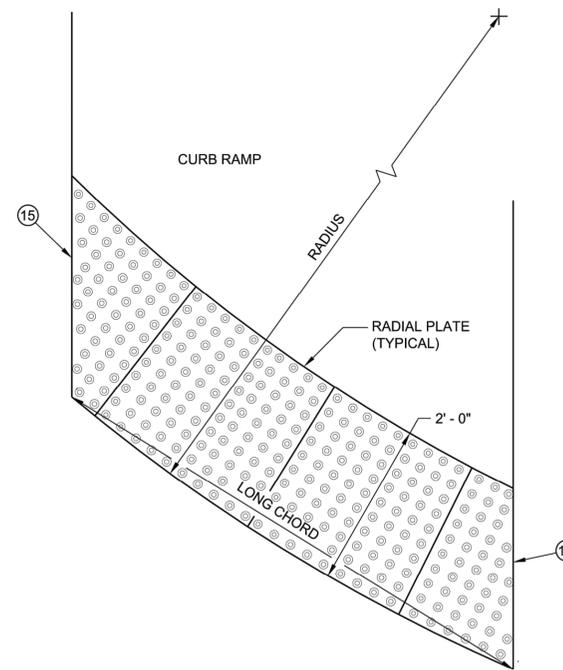
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

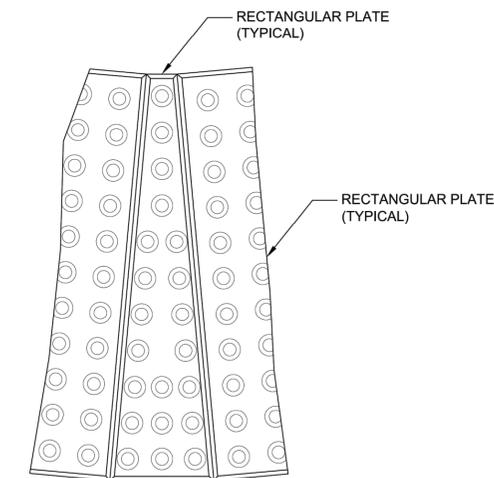
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



**PLAN VIEW  
RADIAL DETECTABLE  
WARNING FIELD ATTRIBUTES**



**PLAN VIEW  
RADIAL WEDGE PLATE  
CONNECTION DETAIL**

## CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2019 DATE /S/ Rodney Taylor  
ROADWAY STANDARDS DEVELOPMENT  
UNIT SUPERVISOR

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SDD 08D05 - 209

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SDD 08D05 - 209

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REV: 1-5-2020

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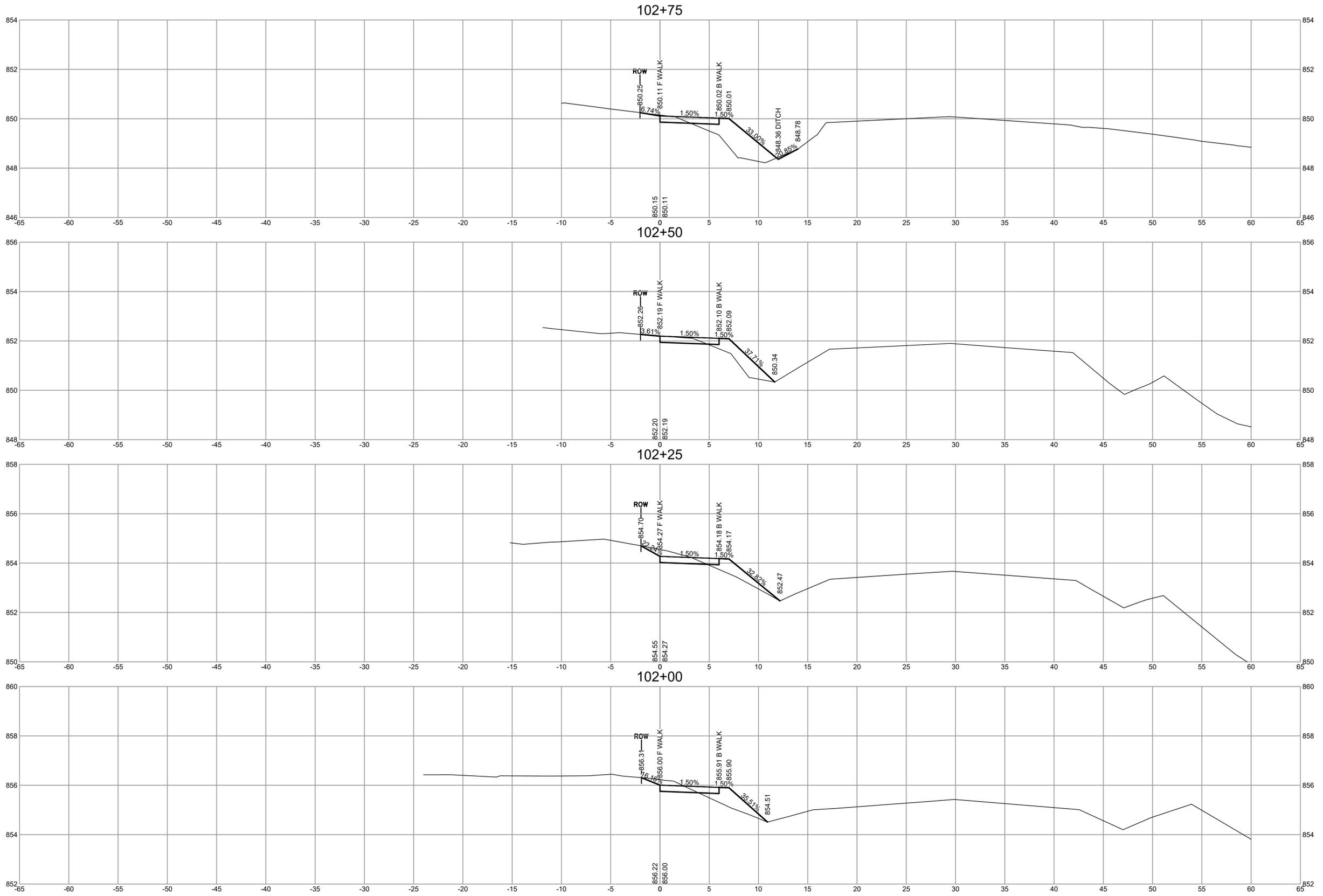
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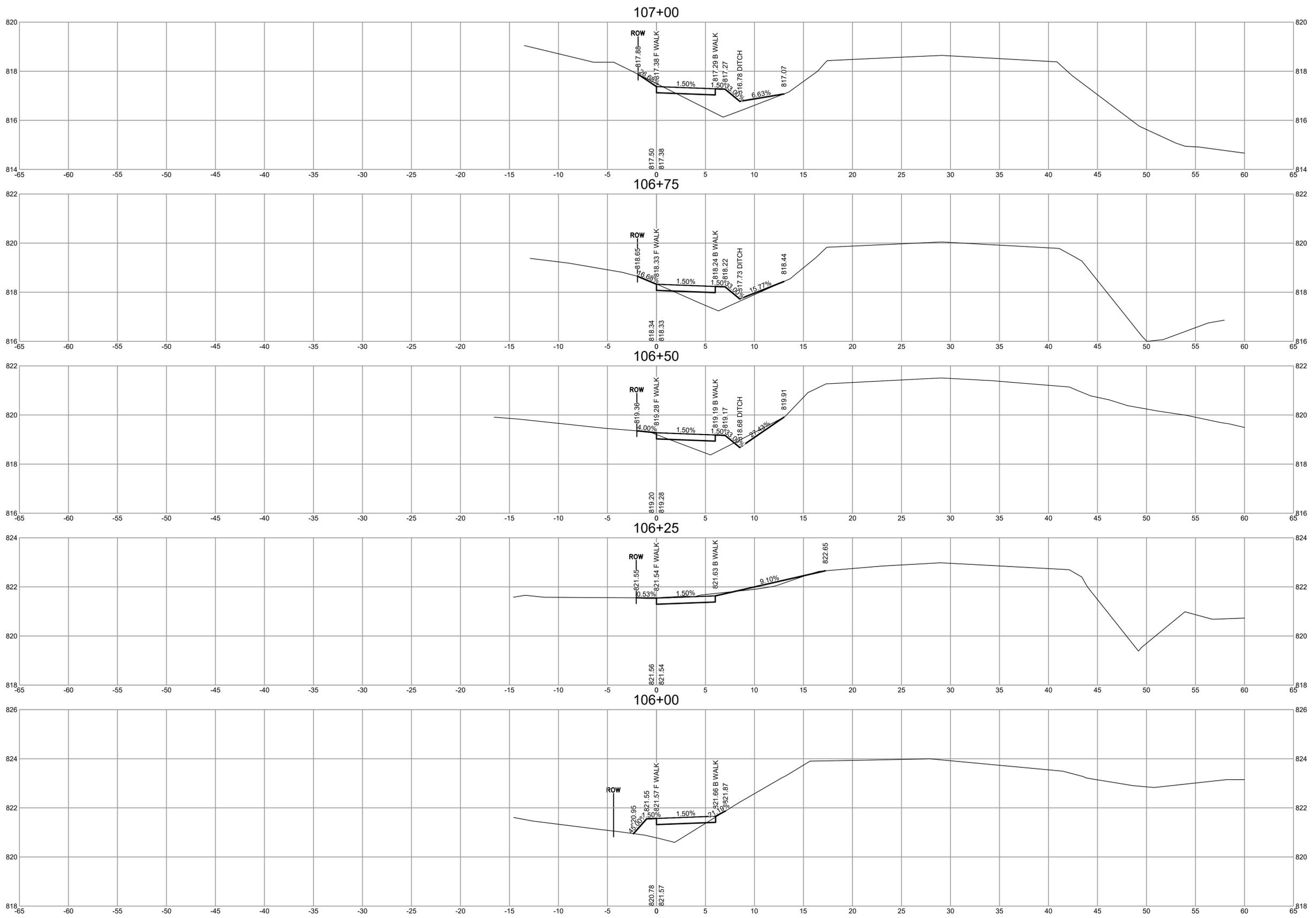
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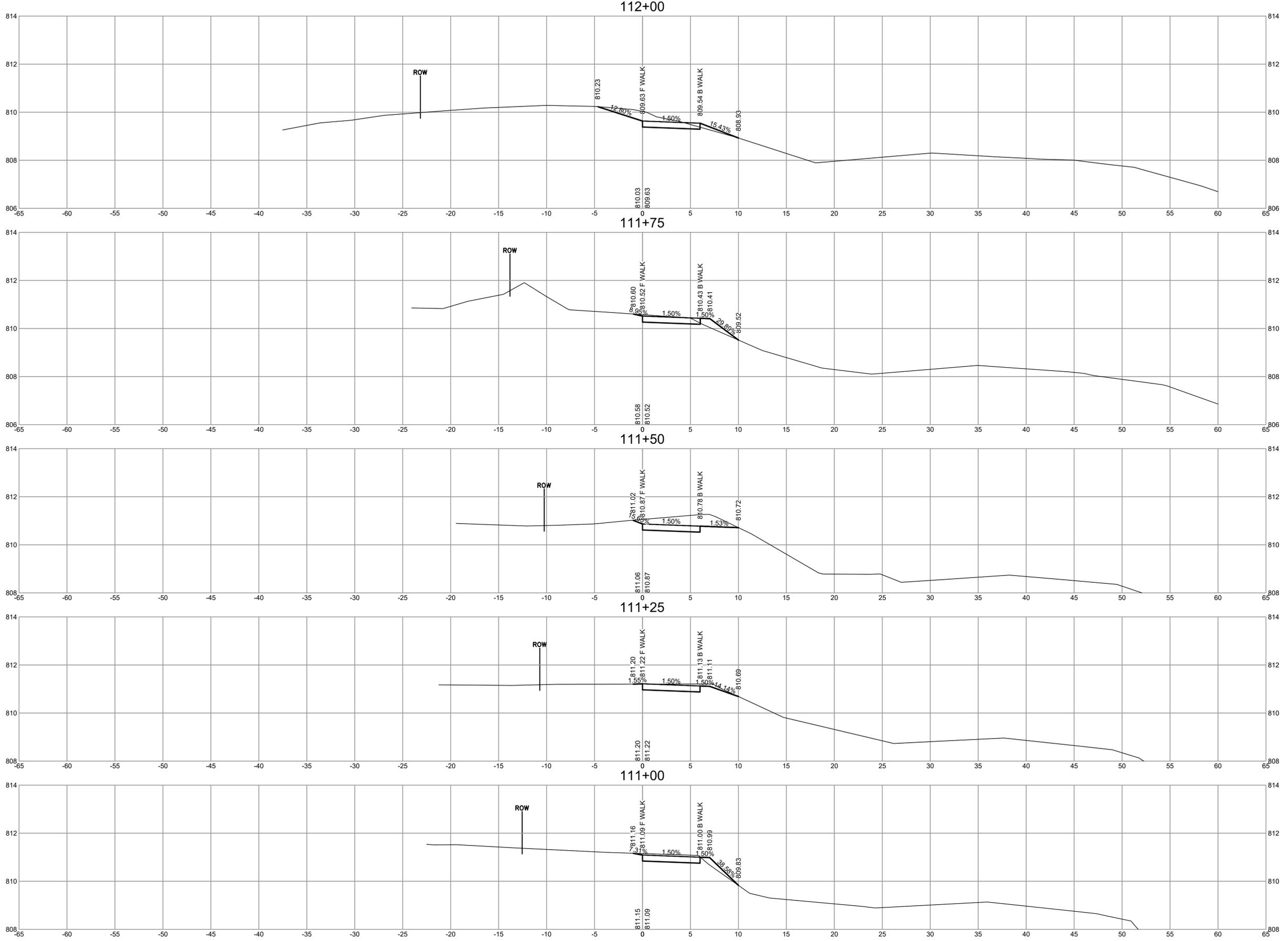
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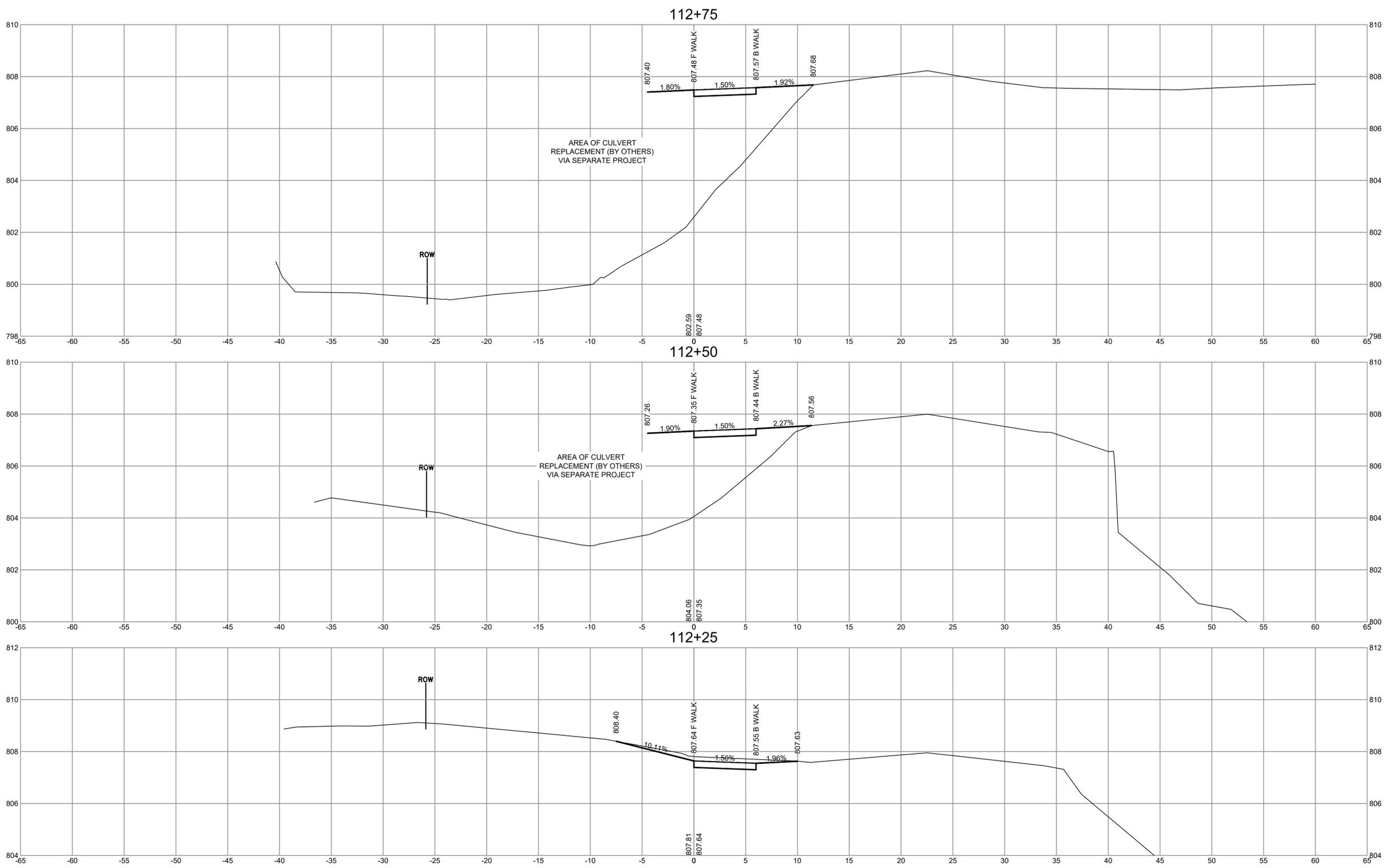
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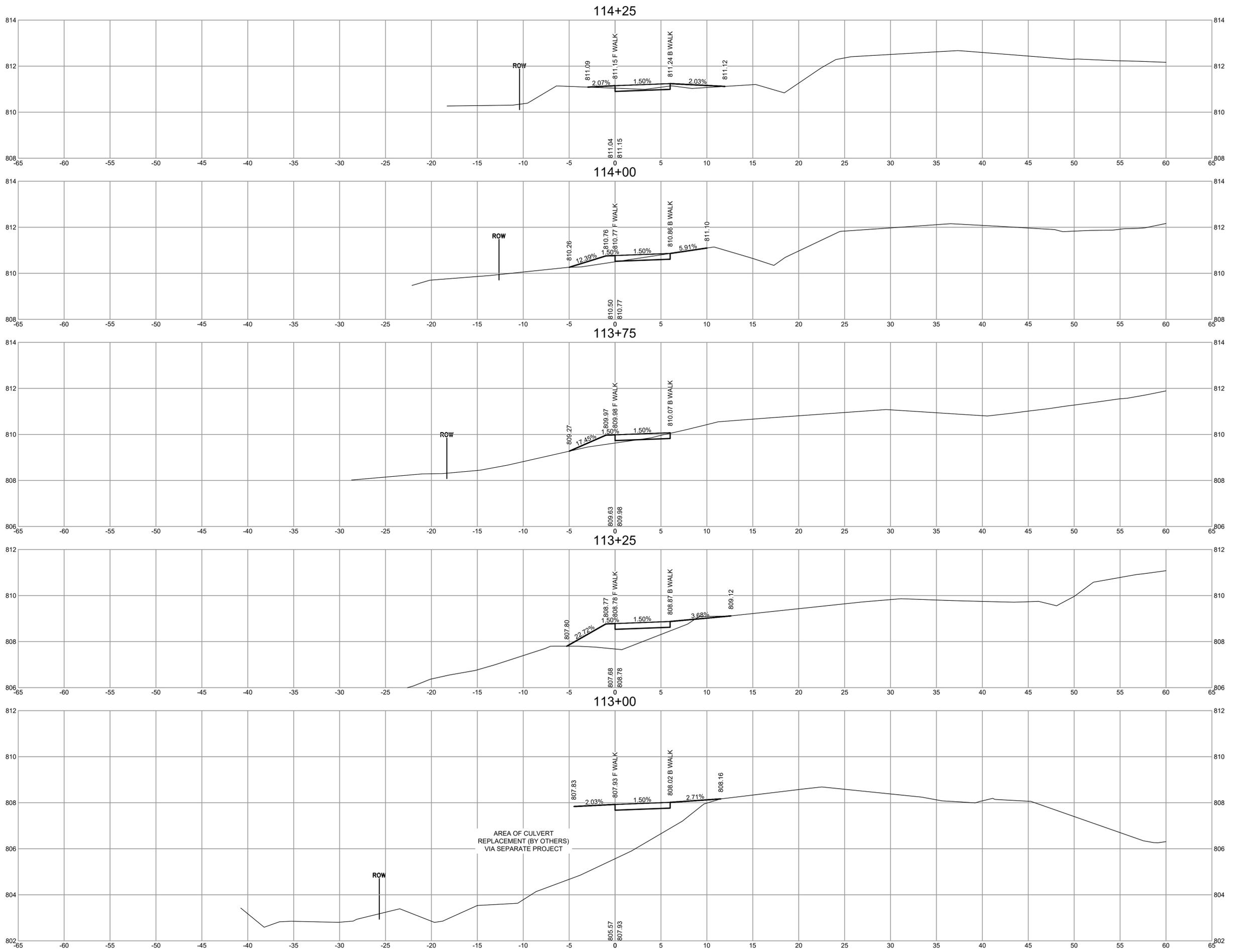


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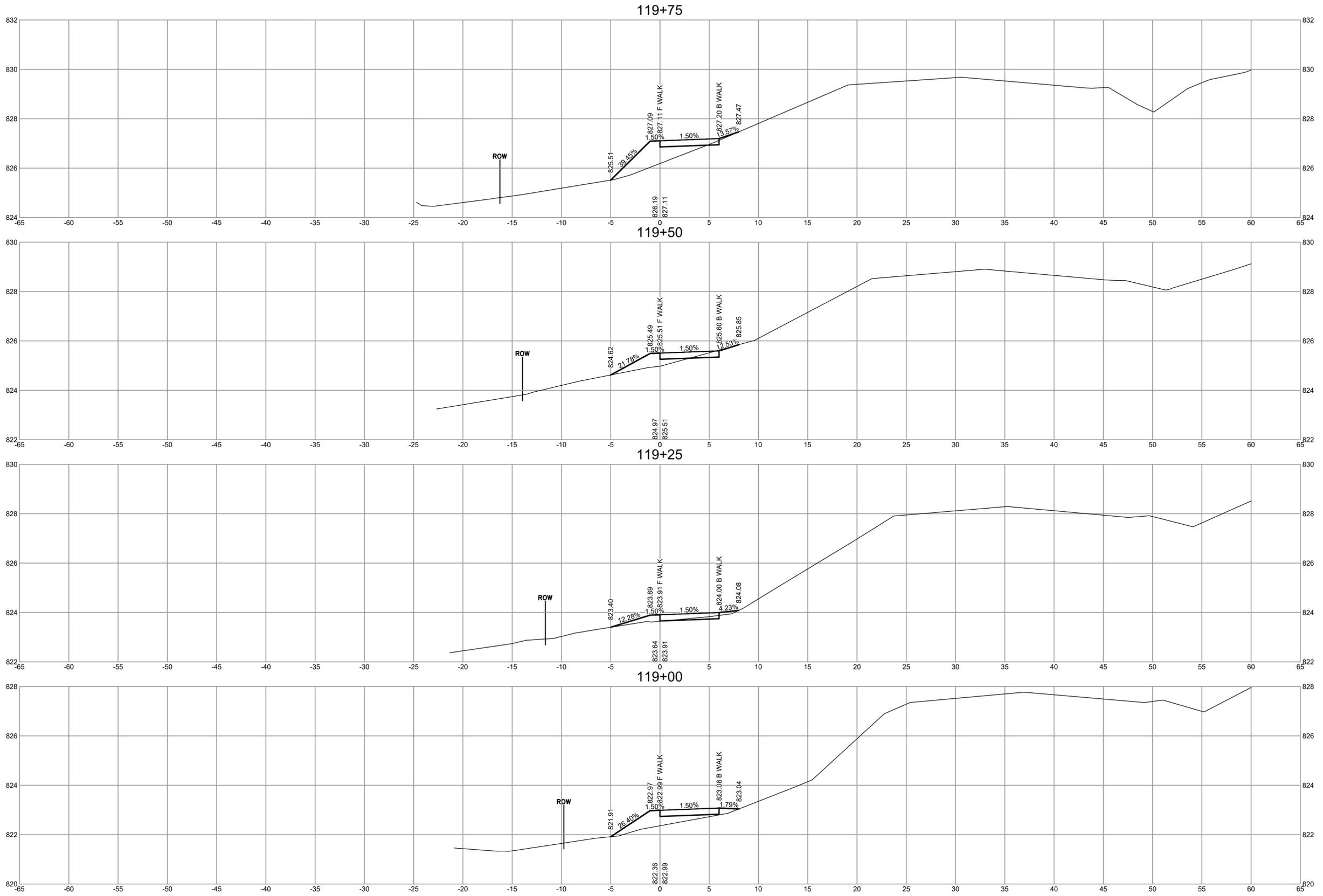








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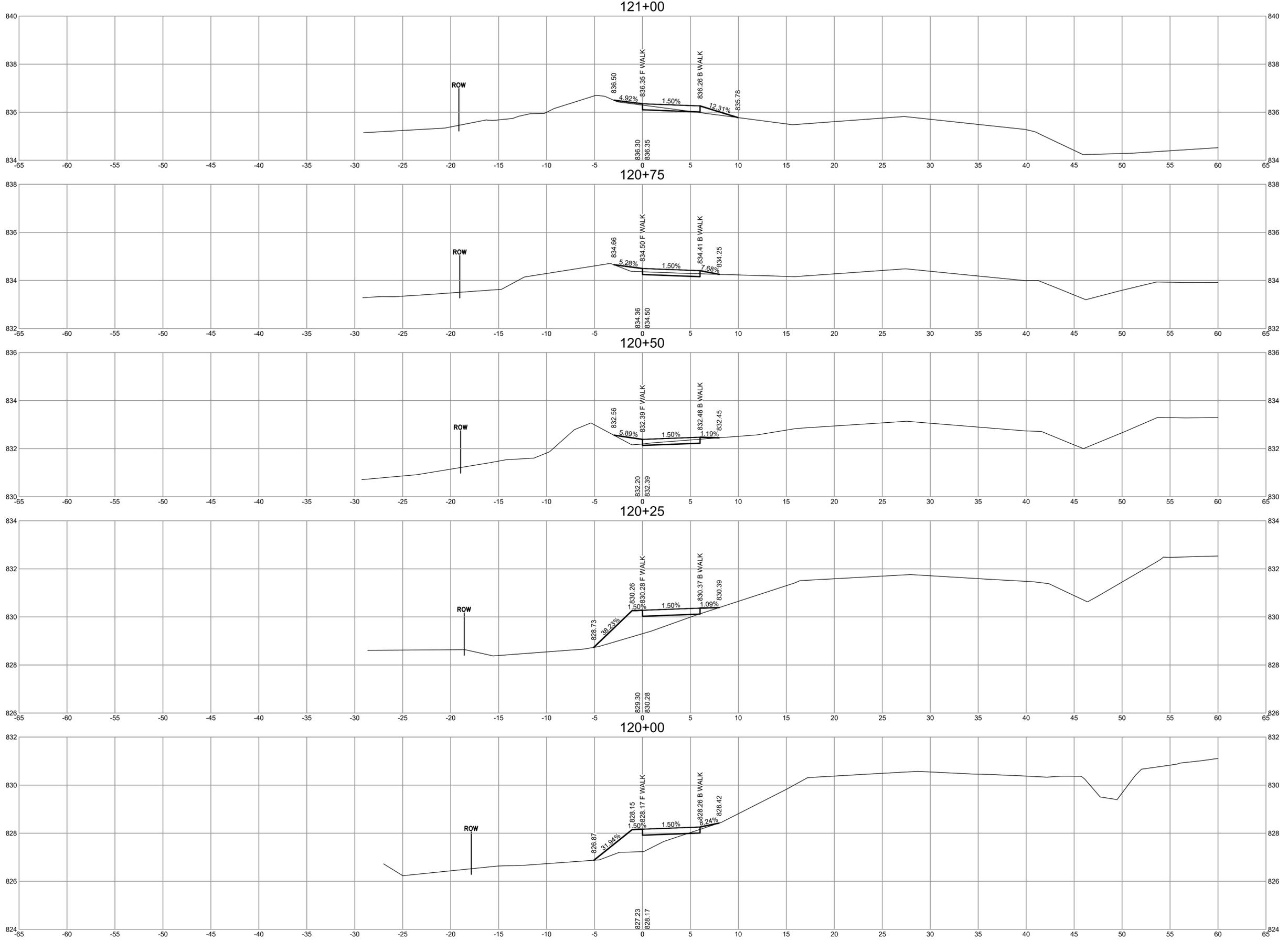


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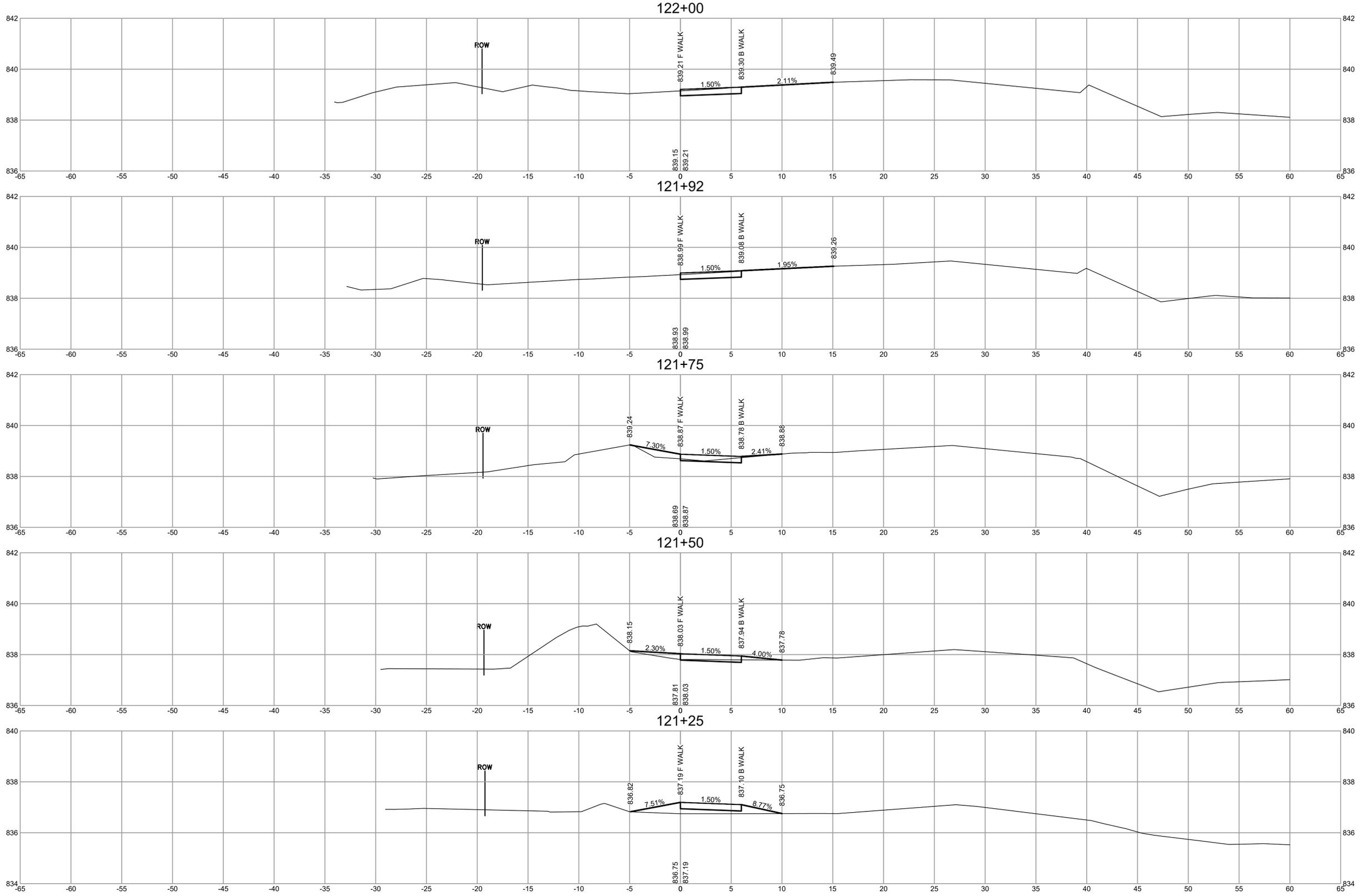


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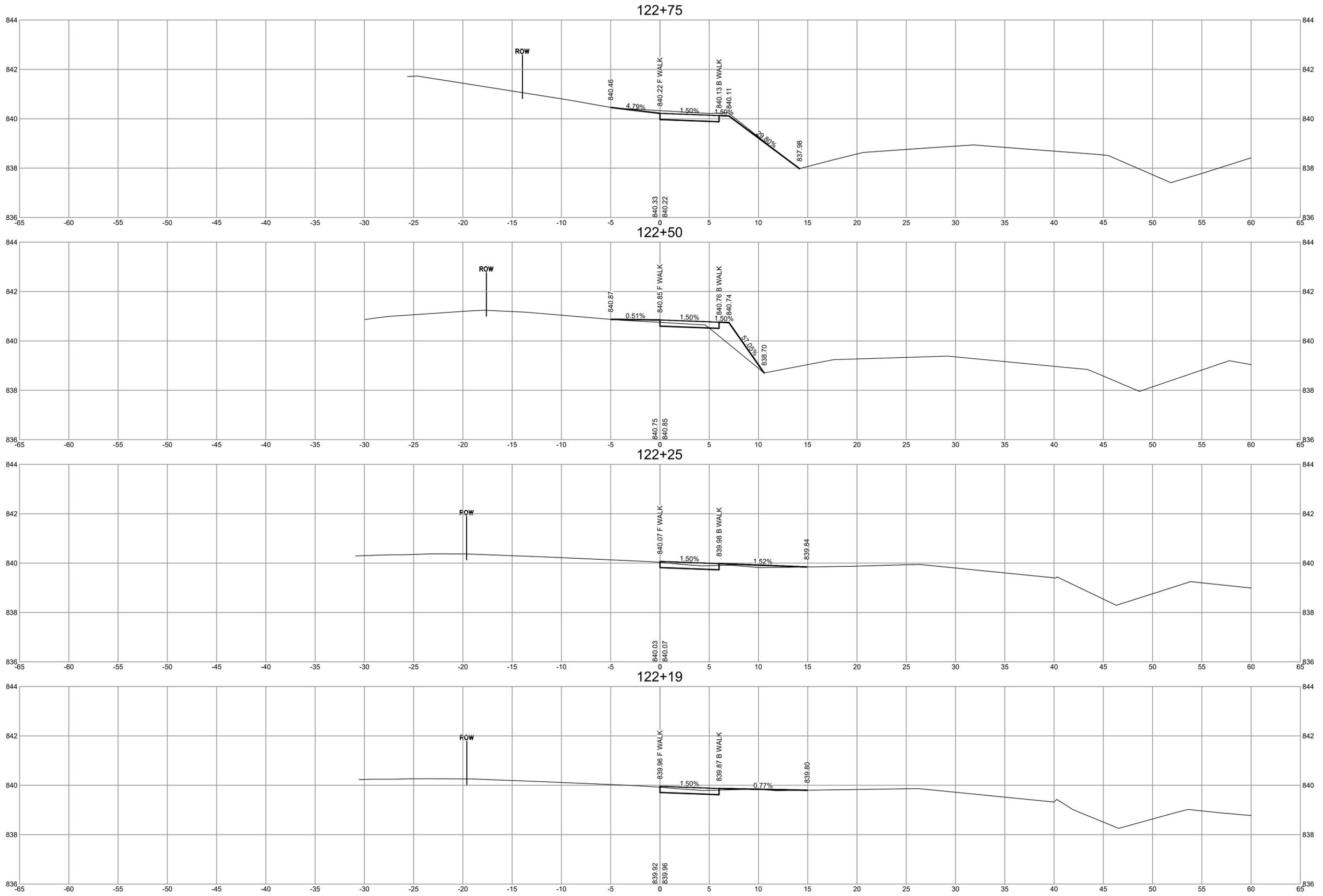


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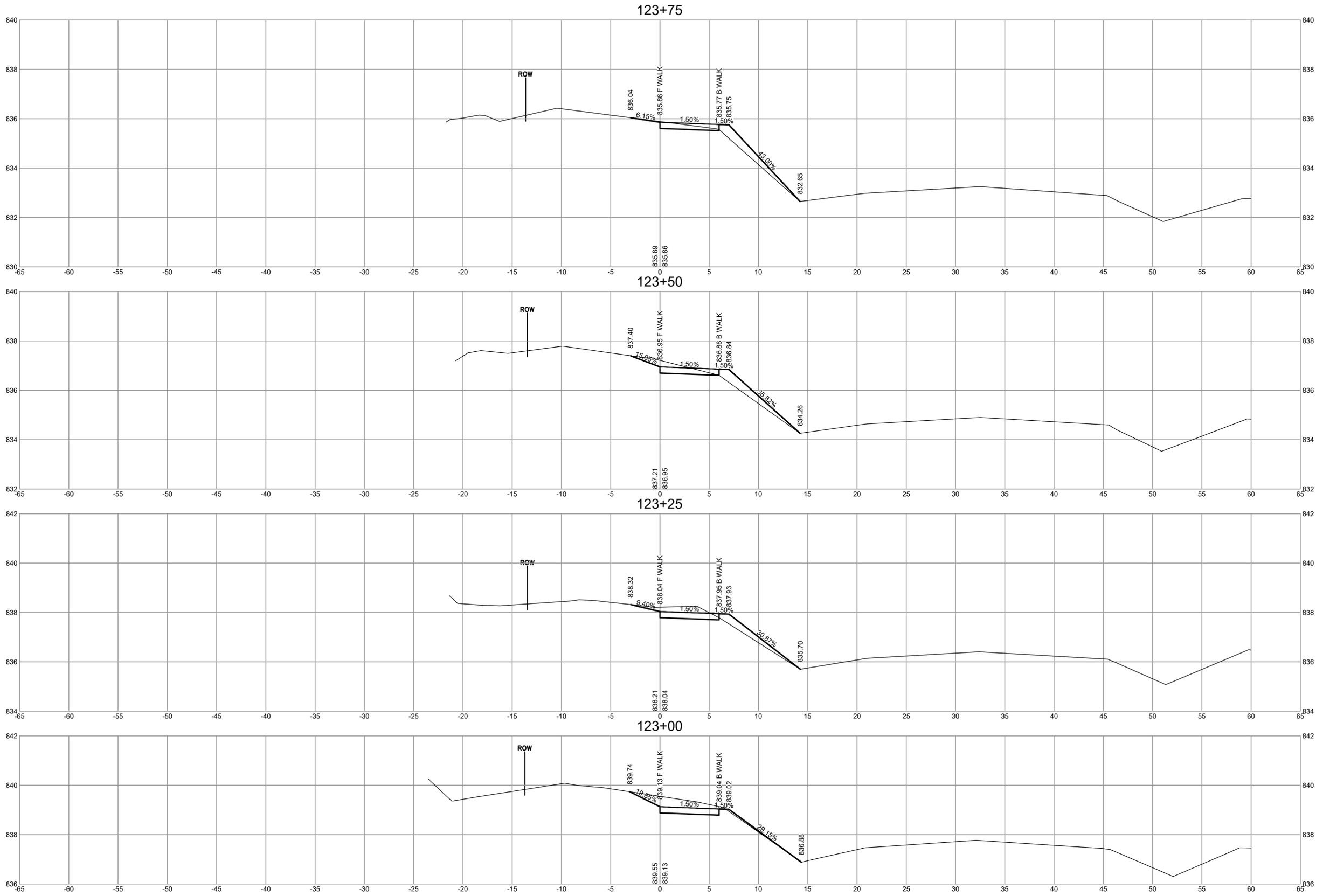


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 IMAGES: RM SQUARE\_Full Color-Print: Waukesha County: P:\Projects: Ped\Highland Drive Pedestrian Pathway and Elm Grove-Highland Drive Path Cross Sections.dwg  
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<b>HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY</b> <b>PROPOSED HIGHLAND DRIVE PATH CROSS SECTIONS</b> <b>VILLAGE OF ELM GROVE</b> <b>WAUKESHA COUNTY, WISCONSIN</b>
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