

EROSION CONTROL NOTES

- INSPECTIONS OF ALL EROSION AND SEDIMENT CONTROL MEASURES WILL BE DONE ONCE PER WEEK PRIOR TO ANY FORECAST PRECIPITATION EVENTS AND AFTER EVERY PRECIPITATION EVENT OF 1/2-INCH OR GREATER.
- CONTRACTOR SHALL REPAIR DEFICIENT EROSION AND SEDIMENT CONTROL MEASURES WITHIN 24-HOURS AFTER INSPECTION. ADDITIONAL EROSION AND SEDIMENT CONTROL DEVICES NOT SHOWN ON DRAWINGS MAY BE NECESSARY AS DIRECTED BY OWNER AND/OR ENGINEER.
- ADDITIONAL EROSION AND/OR SEDIMENT CONTROL MEASURES MAY BE NECESSARY AS A RESULT OF CONTRACTORS METHODS.
- CONTRACTOR SHALL NOTIFY AND OBTAIN WRITTEN ACCEPTANCE FROM ENGINEER OF PROPOSED CHANGES TO THE EROSION CONTROL PLAN AND/OR SEQUENCE PRIOR TO IMPLEMENTING THE CHANGE. MAY REQUIRE DNR APPROVAL
- ENGINEER IS UNDER NO OBLIGATION TO ALTER EROSION CONTROL PLAN AND/OR SEQUENCE.
- CONTRACTOR SHALL SWEEP ADJACENT ROADWAYS DAILY TO REMOVE TRACKED SEDIMENT AND DEBRIS.
- CONSTRUCT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES IN ACCORDANCE WITH LATEST WISCONSIN DNR TECHNICAL STANDARDS AND EROSION CONTROL SPECIFICATIONS SECTION 01 57 13 OF THE PROJECT MANUAL.
- CONTRACTOR IS RESPONSIBLE FOR FOLLOWING THE CONSTRUCTION SEQUENCE, AND FOR MAINTAINING AND REPAIRING EROSION AND SEDIMENT CONTROL DEVICES.
- EXCESS MATERIAL THAT IS HAULED OFF SITE SHALL BE CONTRACTOR'S RESPONSIBILITY. CONTRACTOR SHALL NOTIFY OWNER OF ALL FILL AND BORROW SITES. CONTRACTOR IS SOLELY RESPONSIBLE FOR OBTAINING AND COMPLYING WITH NECESSARY EROSION CONTROL PERMITS AND FOR MAINTAINING PROPER EROSION CONTROL MEASURES ON THOSE SITES. DISPOSAL LOCATION(S) WILL NEED DNR APPROVAL PRIOR TO COMMENCING WORK.
- EXCESS FILL/BORROW MATERIAL OR SOILS KEPT ON SITE SHOULD BE STOCKED IN UPLAND AREAS AN ADEQUATE DISTANCE AWAY FROM WETLANDS AND THE WATERWAYS. PILES OF STOCKPILED SOIL SHALL BE PROTECTED AGAINST EROSION AND SHALL NOT CREATE NUISANCE DUST EMISSIONS.
- CONTRACTOR SHALL HAVE WATER TRUCK READILY AVAILABLE ON-SITE TO PREVENT DUST EROSION ON THE SITE.

TRENCH DEWATERING NOTES:

- IF TRENCH DEWATERING IS NECESSARY, CONTRACTOR SHALL PROVIDE PROPER DEWATERING SEDIMENT CONTROL DEVICE. DISCHARGE OF SEDIMENT LADEN TRENCH WATER TO DITCHES, STORM SEWER, OR SURFACE WATER IS PROHIBITED
- IF TRENCH DEWATERING IS NECESSARY, CONTRACTOR SHALL SUBMIT A DEWATERING PLAN TO OWNER, ENGINEER, AND DNR PRIOR TO CONTRUCTION FOLLOWING REQUIREMENTS WITHIN SECTION 01 57 13 AND 01 57 23 OF THE PROJECT MANUAL AND DNR TECHNICAL STANDARD 1061.
- CONTRACTOR WILL BE REQUIRED TO OBTAIN AND FOLLOW REQUIREMENTS OF DNR WATER SUPPLY SECTION FOR WELLS AND DEWATERING IN EXCESS OF 70 GPM.
- CONTRACTOR SHALL UTILIZE SILT BAGS OR BOXES OF APPROPRIATE SIZE AND PROVIDE ADDITIONAL MEASURES AS NECESSARY TO DISCHARGE CLEAN WATER BASED UPON CONDITIONS AND CONTRACTOR'S OPERATIONS. MEASURES EMPLOYED FOR DEWATERING SHALL NOT BE PLACE IN LOCATIONS THAT BLOCK SITE DRAINAGE, OR VEHICLE/PEDESTRIAN TRAFFIC. DEWATERING DISCHARGE SHALL BE DIRECTED ONTO GRASS AREAS WHERE POSSIBLE AND NOT IMPACT ADJACENT STRUCTURES, PRIVATE PROPERTY, WETLANDS, WATERWAYS, OR BE DIRECTED TO SANITARY SEWERS.
- THE DEWATERING PLAN AND NOTES SHALL SHALL SERVE AS A GUIDELINE FOR CONTRACTOR'S DEWATERING OPERATIONS.
- IF MODIFICATIONS TO THE DEWATERING PLAN ARE NEEDED, CONTRACTOR SHALL PREPARE A WRITTEN REQUEST THAT DETAILS NECESSARY MODIFICATIONS AND OBTAIN APPROVAL FROM THE OWNER AND DNR PRIOR TO IMPLEMENTING THE MODIFICATION IN THE FIELD.
- THE USE OF SILT BAGS OR BOXES SHALL BE CONSIDERED THE MINIMUM MEASURE NECESSARY, OTHER MEASURES NEEDED TO MAINTAIN CLEAR DISCHARGE SHALL BE IMPLEMENTED AS NECESSARY AND IMPLEMENTED IMMEDIATELY UPON OWNER APPROVAL. DEWATERING ACTIVITIES MAY NEED TO BE REDUCED OR ELIMINATED UNTIL APPROVALS HAVE BEEN OBTAINED. DEWATERING EFFLUENT SHALL REMAIN CLEAR AT ALL TIMES.
- IT IS ANTICIPATED THAT THE LINEAR CONTRUCTION ACTIVITIES WILL CREATE DISTURBED SOIL WITHIN EXISTING DRAINAGE SWALES AND DITCHES. CONTRACTOR SHALL CONTINUOUSLY MONITOR DEWATERING EFFLUENT QUALITY DOWNSTREAM OF THE SEDIMENTATION BASIN TO ENSURE THAT THE FLOW OF WATER IS NOT PRODUCING EROSION. CONTRACTOR SHALL WORK TO ELIMINATE EROSION FORCES OF DEWATERING EFFLUENT TO ENSURE CLEAR DISCHARGE.
- DEWATERING OPERATIONS, IF NEEDED, SHALL PROGRESS WITH CONSTRUCTION OPERATIONS. IT IS ANTICIPATED THAT MULTIPLE DEWATERING MEASURES WILL BE SPREAD THROUGHOUT THE PROJECT IF DEWATERING IS NEEDED.
- CONTRACTOR SHALL MONITOR THE PERFORMANCE AND EFFECTIVENESS OF THE DEWATERING SEDIMENTATION DEVICE. PERIODIC REPLACEMENT OF SILT BAGS WILL BE NECESSARY. SEDIMENT WITHIN SILT BAGS MAY BE SPREAD-OUT WITHIN SPOIL BACKFILL TRENCHES OR SHALL OTHERWISE BE DISPOSED OF PROPERLY OFFSITE. USE OF DEWATERED SEDIMENT WITHIN SPOIL BACKFILL TRENCHES MUST NOT COMPROMISE TRENCH COMPACTION. PERIODIC REPLACEMENT OF BALES AND FILTER FABRIC MAY ALSO BE REQUIRED.
- USE OF OTHER DEWATERING SEDIMENTATION DEVICES SUCH AS STONE FILLED TRENCH BOXES OR STONE TRAPS MAY BE ACCEPTABLE, HOWEVER, OWNER APPROVAL IS REQUIRED PRIOR TO USE. USE OF OTHER DEWATERING SEDIMENTATION DEVICES SHALL COMPLY WITH THE REQUIREMENTS SET FORTH ABOVE.

TREE REMOVAL AND CLEARING

- TREES AND UNDERBRUSH IN WOODED AREAS LESS THAN 3" IN DIAMETER NOT SHOWN ON DRAWINGS.
- TREE REMOVAL INCLUDES ALL TREES INDICATED FOR REMOVAL ON DRAWINGS.
- CLEARING AND GRUBBING INCLUDES ALL REMOVAL OF TREES AND BRUSH NOT SHOWN ON DRAWINGS, WITHIN PATH CORRIDOR OR IN CONFLICT OF GRADING OPERATIONS.

CONSTRUCTION SEQUENCE

- INSTALL TRAFFIC CONTROL AND DETOUR ROUTES AS NECESSARY PRIOR TO COMMENCING WORK IN VARIOUS STAGES.
- INSTALL AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES AS SHOWN ON THE DRAWINGS OR AS NECESSARY TO COMPLY WITH WDNR STANDARDS.
- STAGE CONSTRUCTION BY LOCATION. FOLLOW MILESTONES IN AGREEMENT. SUBSEQUENT STEPS MAY BE COMPLETED IN ALTERNATE SEQUENCE DEPENDING UPON CONTRACTOR OPERATIONS.
- REMOVE TREES AND BRUSH AS INDICATED ON DRAWINGS AND WITHIN PATH CORRIDOR.
- GRADE SITE TO PROPOSED ELEVATIONS.
- INSTALL OR REPLACE STORM SEWER UTILITIES SHOWN ON DRAWINGS.
- PREPARE PATH TO SUBGRADE AND INSTALL CRUSHED AGGREGATE BASE COURSE.
- SAWCUT AND REMOVE DRIVEWAYS AS INDICATED ON DRAWINGS. PREPARE DRIVEWAY AREA IMMEDIATELY WITH NEW BASE COURSE MATERIAL.
- INSTALL NEW ASPHALT PAVEMENT AND CONCRETE LANDINGS.
- RESTORE DISTURBED AREAS PROMPTLY AS WORK PROGRESSES IF FURTHER DISTURBANCE IN THESE AREAS WILL NOT OCCUR. THE INTENT IS TO RESTORE AREAS AS MUCH AS PRACTICABLE AS CONSTRUCTION PROGRESSES.
- COMPLETE ANY REMAINING SITE IMPROVEMENTS.
- INSTALL PAVEMENT MARKINGS AND SIGNAGE.
- COMPLETE FINAL RESTORATION OF ALL AREAS.
- AREAS PLANNED TO BE INACTIVE FOR LONGER THAN 7 DAYS SHALL BE TEMPORARILY STABILIZED FOLLOWING DNR TECHNICAL STANDARD 1059 SEEDING.
- AREAS BROUGHT TO FINAL GRADE SHALL BE PERMANENTLY STABILIZED WITHIN 7 DAYS.
- REMOVE TRAFFIC CONTROL DEVICES ONCE WORK IS COMPLETE AND ROADWAY IS IN CONDITION FOR SAFE MOTOR VEHICLE OPERATION.
- REMOVE TEMPORARY EROSION CONTROL DEVICES AFTER 80% GROWTH DENSITY HAS OCCURRED IN 100% OF AREA TRIBUTARY TO EROSION CONTROL DEVICE. CONTRACTOR SHALL OBTAIN OWNER AND ENGINEER APPROVAL PRIOR TO REMOVING THE MEASURE(S). RESTORE DISTURBED AREAS AROUND REMOVED DEVICES AND CLEAN SITE.

GENERAL NOTES

- PROVIDE POSITIVE DRAINAGE IN ALL SWALES AND DITCHES.
- MAINTAIN SITE DRAINAGE AT ALL TIMES DURING CONSTRUCTION

Table 1 - Prescriptive Compliance Area Soil Stabilization

Prescriptive Compliance Areas	Bare Soil	Slope & Channel Management	Periods of Inactivity	Final Grade
Soil stockpiles that will exist for more than 7 days	<u>Areas that Do Not Drain to Sediment Basins or Traps</u>	<u>General</u> Design and implement approved soil stabilization practices per DNR technical standards.	<u>Planned Inactivity</u> Stabilize immediately if area will be left inactive for more than 14 days.	<u>Permanent Features</u> Stabilize area immediately after reaching final grade.
Utility trench backfills	Limit the duration of soil exposure to no more than 30 days,	Refer to WISDOT Slope & Channel Matrices for appropriate slope and slope length conditions.	<u>Unplanned Inactivity</u> Stabilize area immediately if period of inactivity reaches 14 days.	<u>Temporary Features</u> Stabilize area immediately after establishment of temporary feature or reaching specified temporary grade.
Temporary ditches/swales that will exist for more than 7 days	<u>Areas that Drain to Sediment Basins or Traps</u>	<u>Slope Steeper than 20%</u>		
Permanent ditches/swales	Limit the duration of soil exposures to no more than 90 days. However, use the duration from the soil loss and sediment discharge calculations for the other areas of the site if less than 90 days.	Provide stable diversion of off-site runoff around the slope.		
Small Areas - Less than 1 acre and less than 1% of site		Provide slope interruption devices in accordance with Manufactured Perimeter Control & Slope Interruption Products technical Standard 1071 or equivalent methods to reduce uninterrupted slope length.		
Discrete Areas - Less than 1 acre				
Storm water practice side slopes				
Slopes Steeper than 20%				

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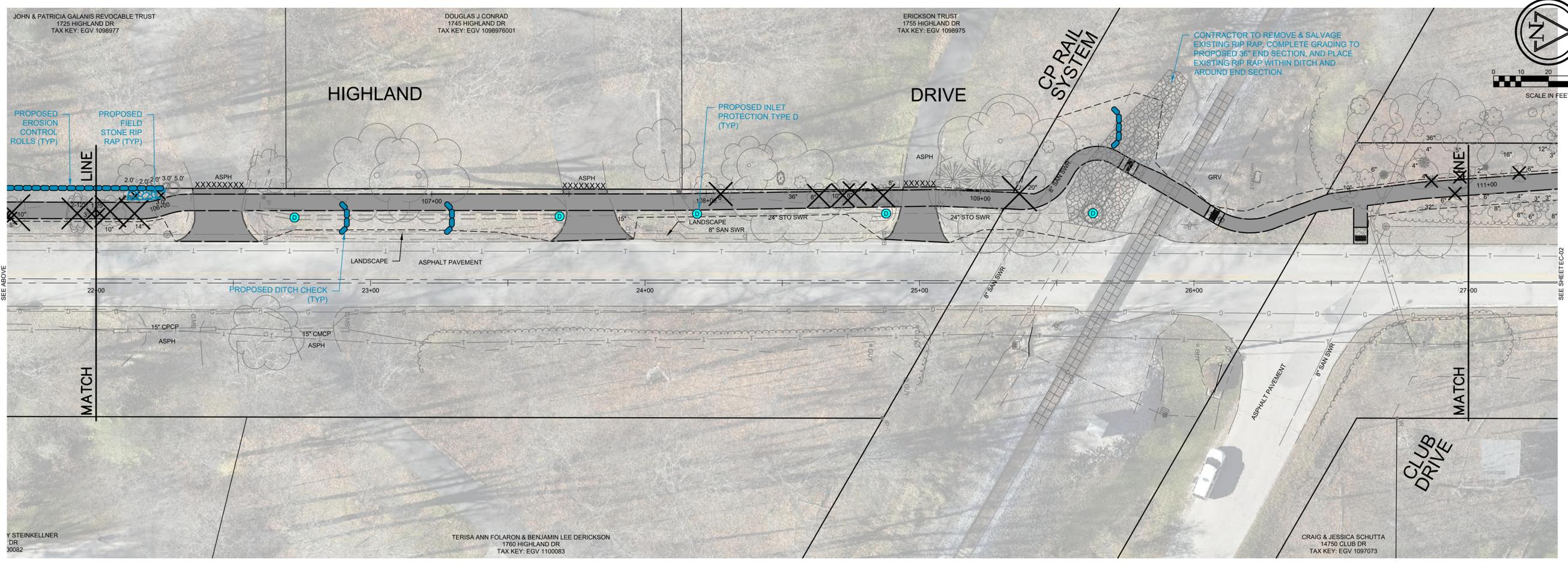
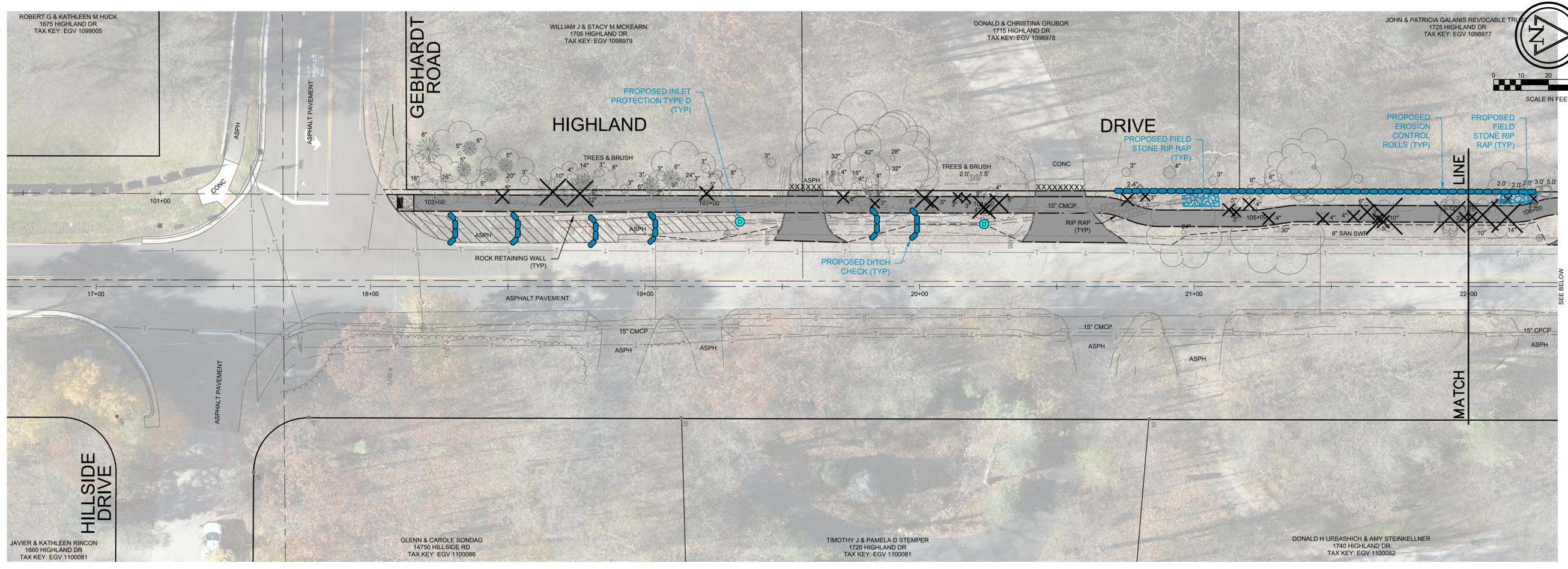
HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY
GENERAL NOTES
VILLAGE OF ELM GROVE
WAUKESHA COUNTY, WISCONSIN

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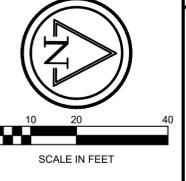
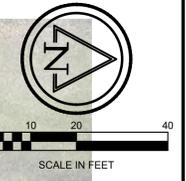
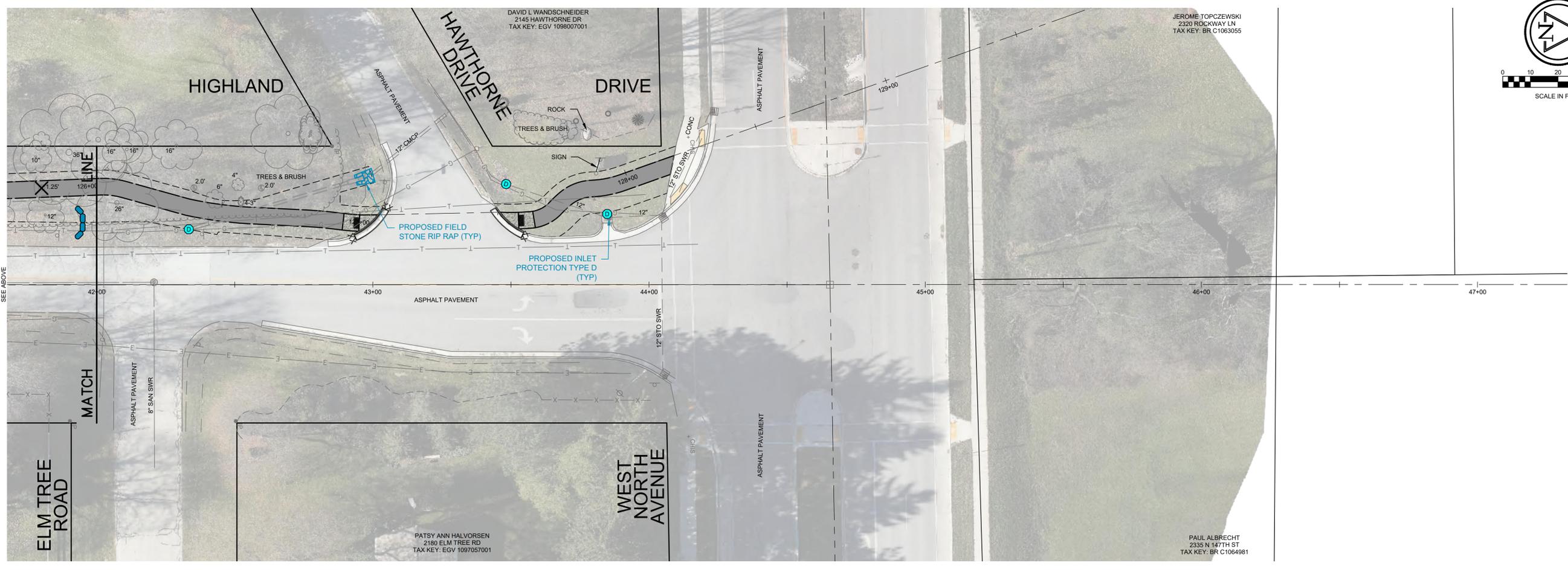
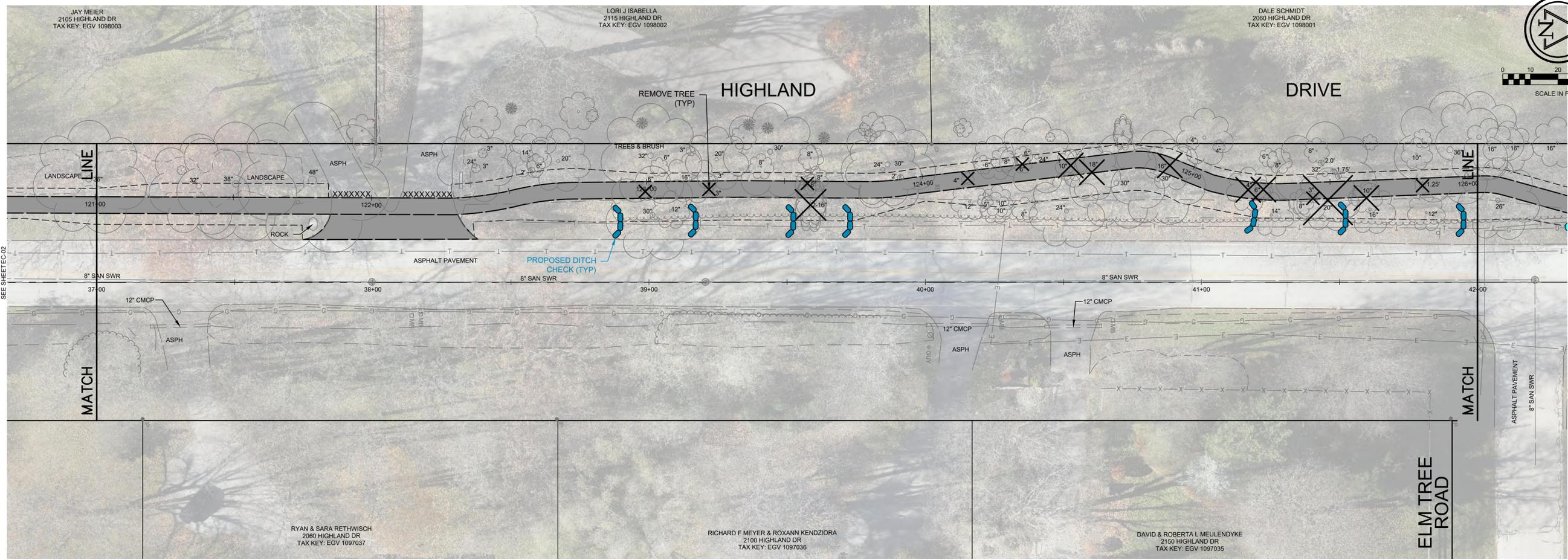
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HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY
PROPOSED EROSION CONTROL PLAN - HIGHLAND DRIVE
 HIGHLAND DRIVE
 GEBHARDT ROAD
 CLUB DRIVE
VILLAGE OF ELM GROVE
WAUKESHA COUNTY, WISCONSIN

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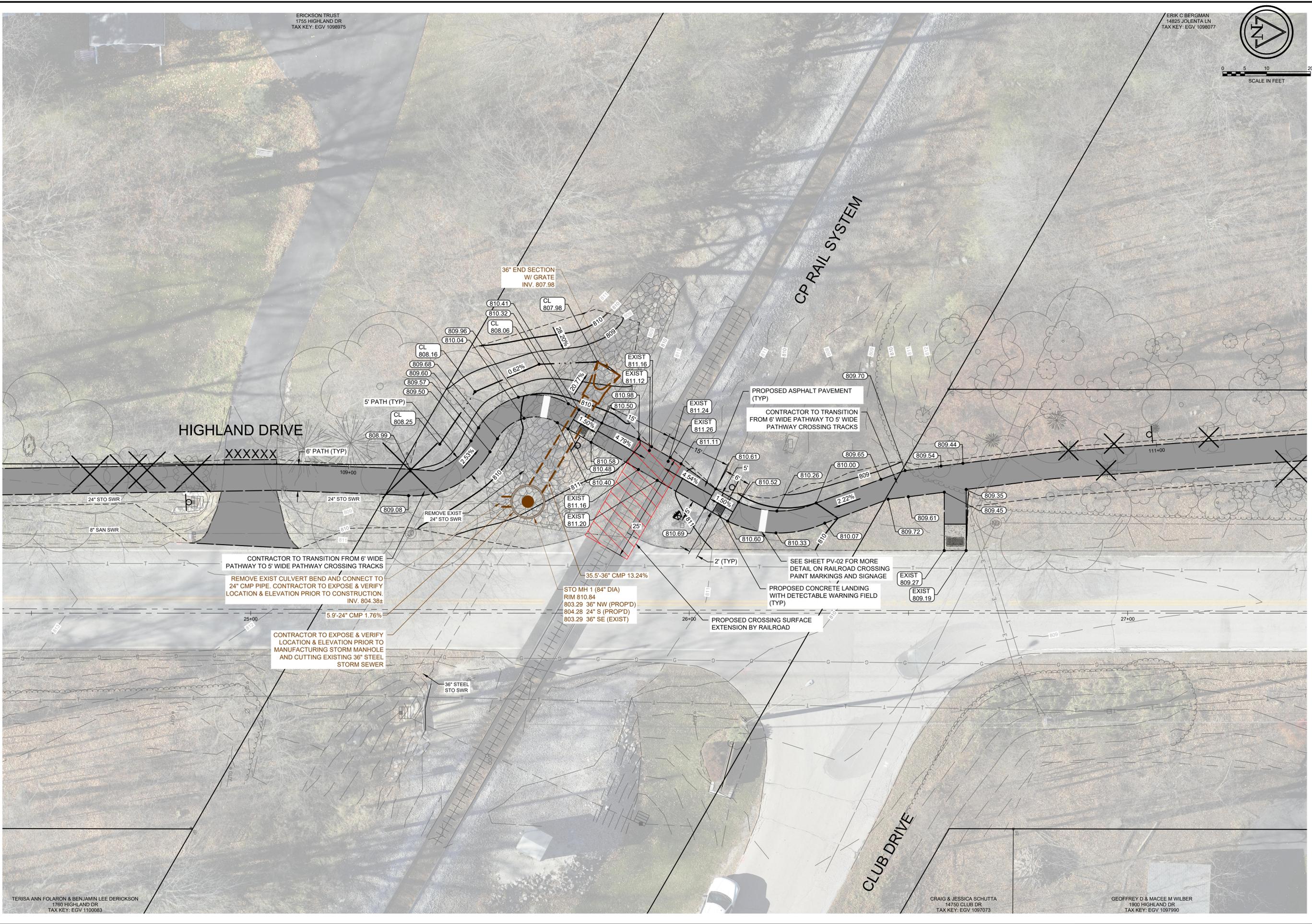
**HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY
 PROPOSED EROSION CONTROL PLAN - HIGHLAND DRIVE**
 HIGHLAND DRIVE
 300' NORTH OF HAWTHORNE DRIVE
 WEST NORTH AVENUE
 VILLAGE OF ELM GROVE
 WAUKESHA COUNTY, WISCONSIN

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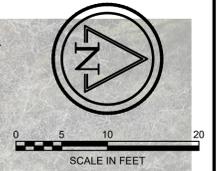
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ERICKSON TRUST
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 TAX KEY: EGV 1098975

ERIK C BERGMAN
 14825 JOLENTA LN
 TAX KEY: EGV 1098077



TERISA ANN FOLARON & BENJAMIN LEE DERICKSON
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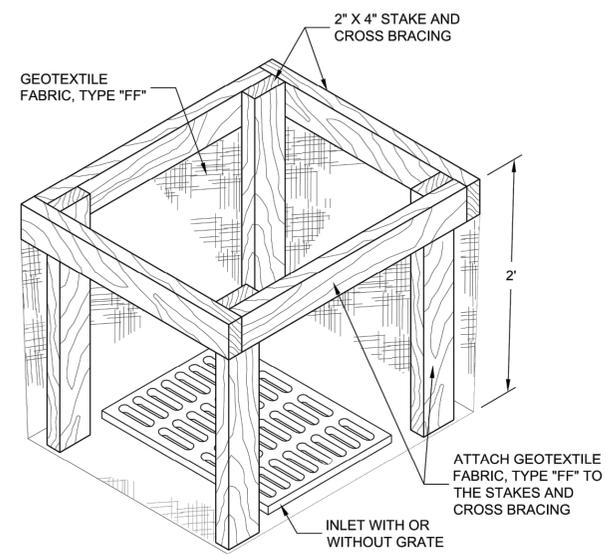
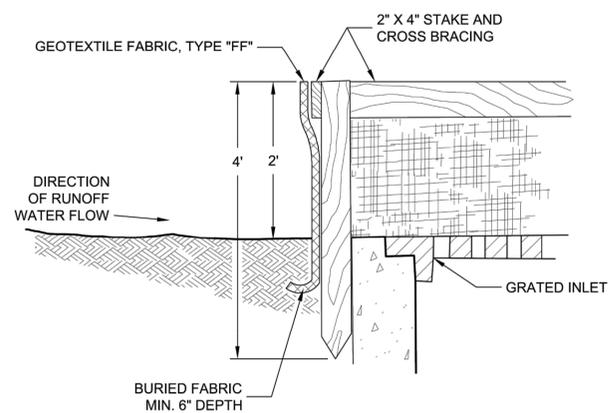
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HIGHLAND DRIVE NORTH PEDESTRIAN PATHWAY PROPOSED RAILROAD CROSSING PLAN VILLAGE OF ELM GROVE WAUKESHA COUNTY, WISCONSIN	
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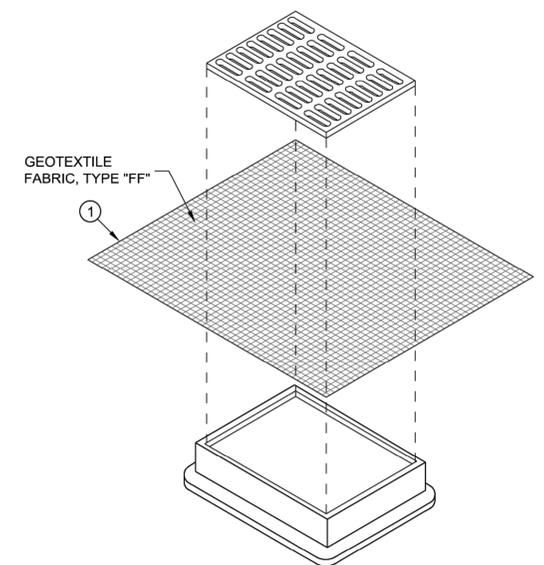
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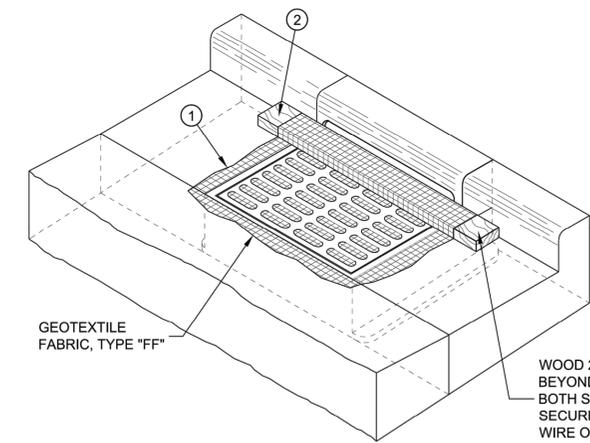
SDD 08E10 Inlet Protection, Types A, B, C and D



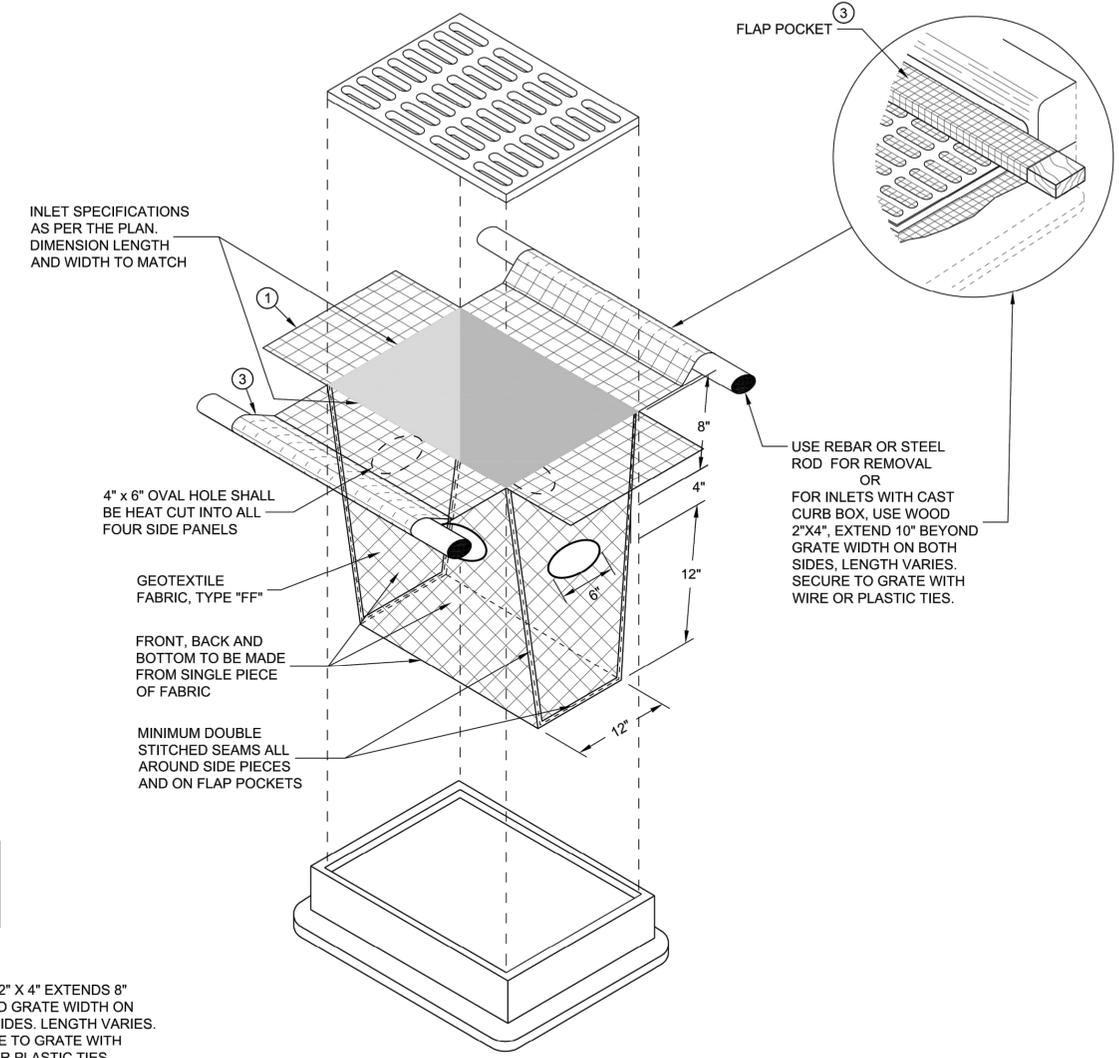
INLET PROTECTION, TYPE "A"



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.

INLET PROTECTION TYPES A, B, C AND D	
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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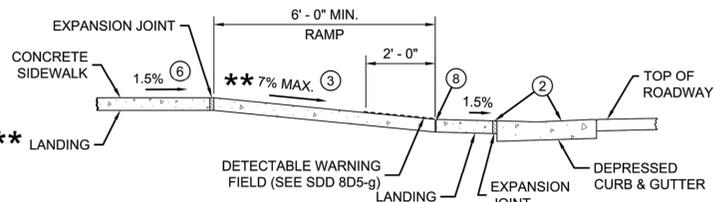
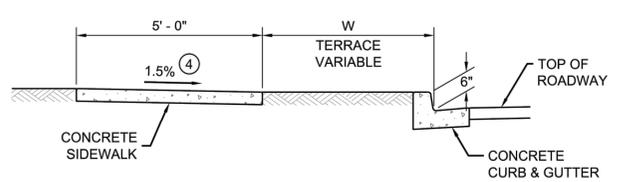
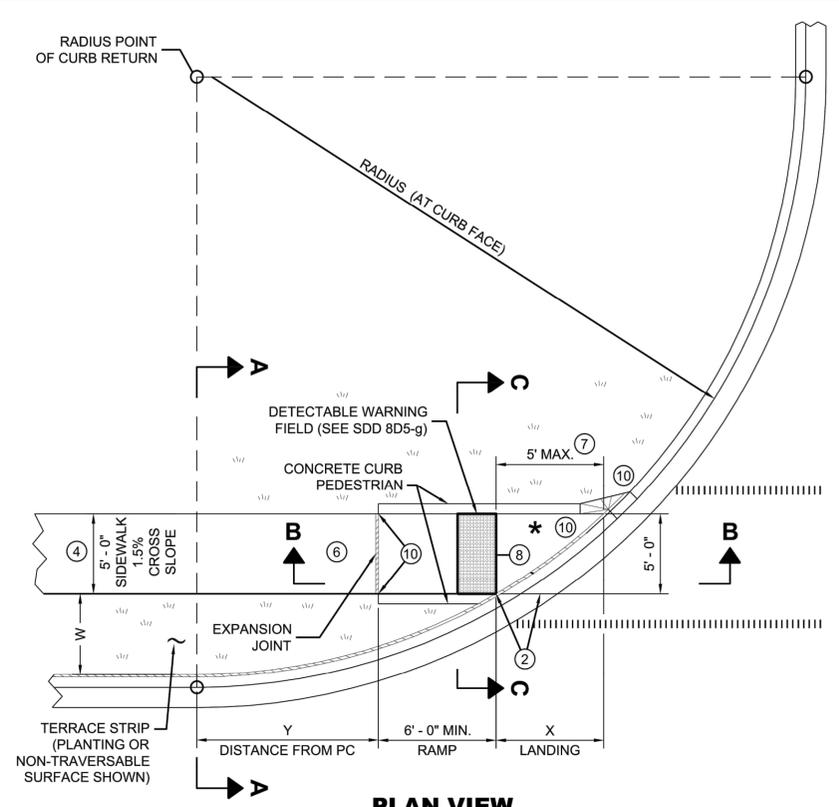
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SDD 08D05-21d

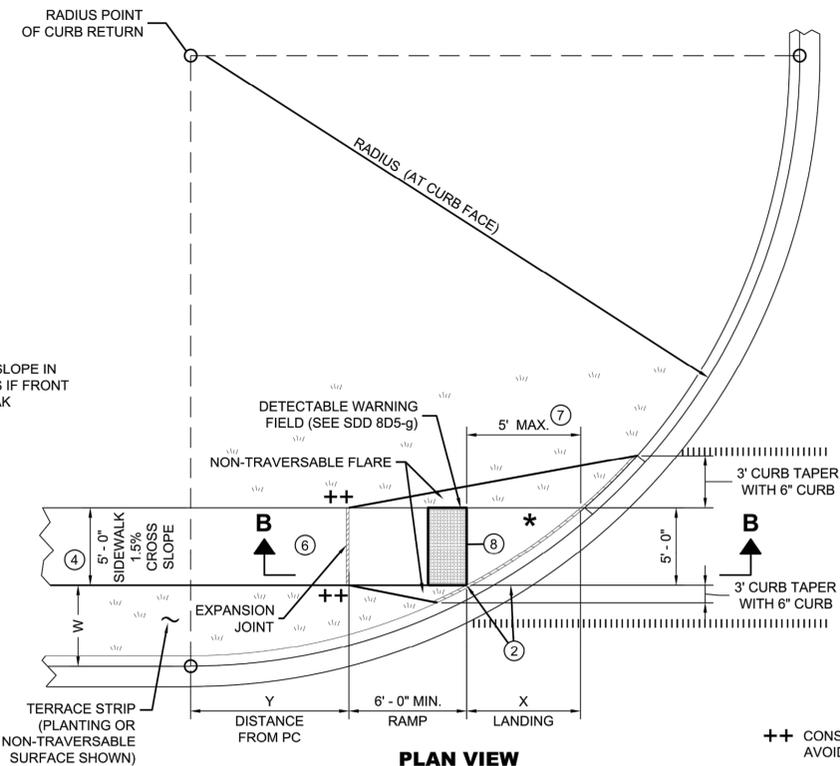
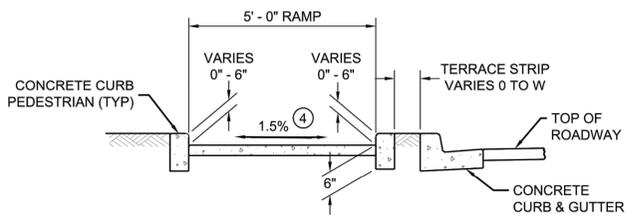


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

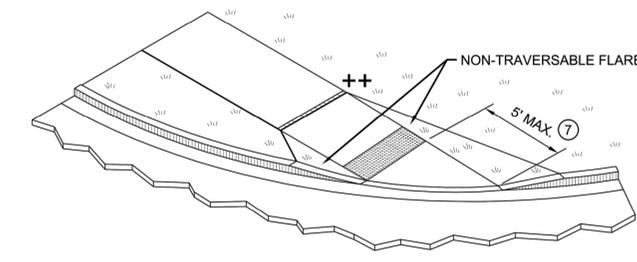
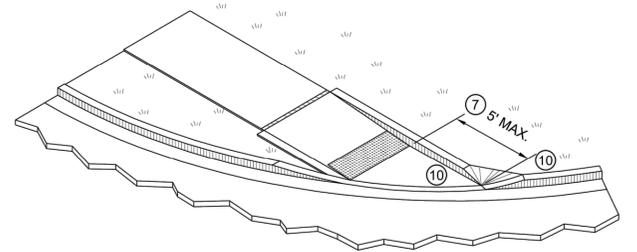
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

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"		

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



++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



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

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

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

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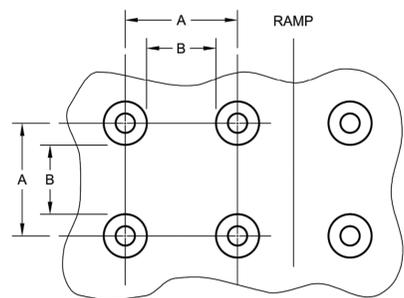
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SDD 08D05-g: Curb Ramps Rectangular and Radial Detectable Warning Plates

	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.

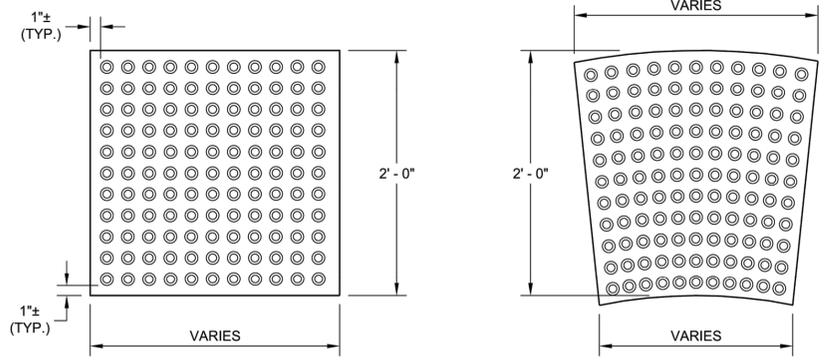


PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR PLATES

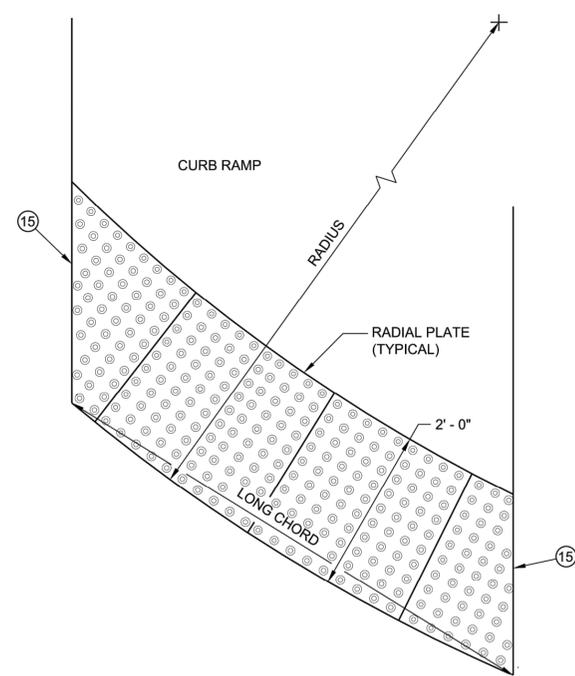
RADIAL PLATES

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

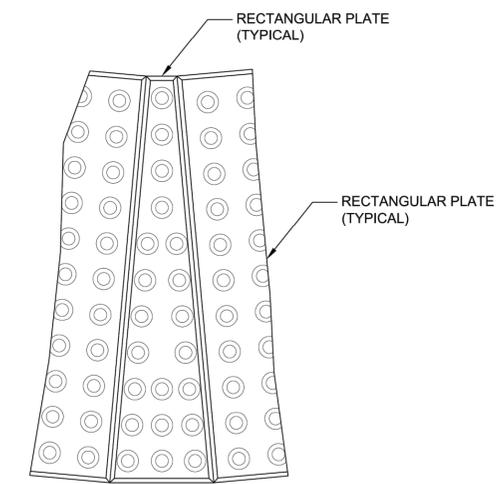
GENERAL NOTES

- 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
FWA	

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SDD 08D05 - 20g

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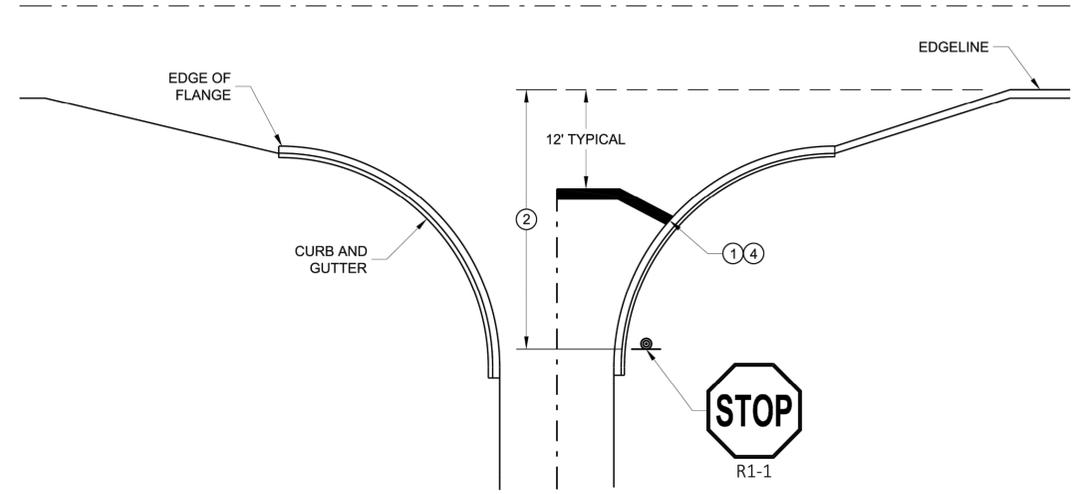


SDD 15C33 Stop Line and Crosswalk Pavement Marking

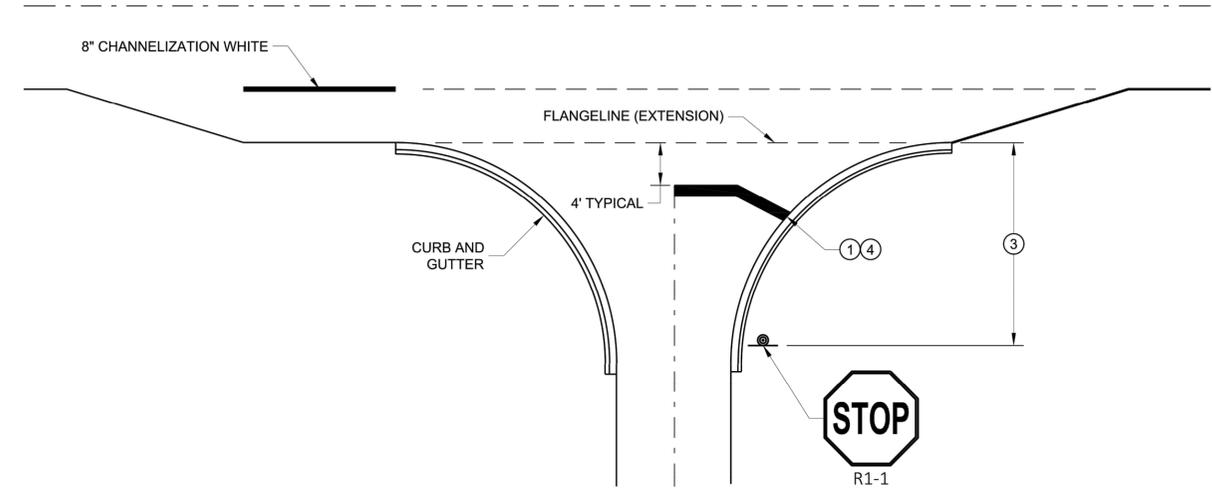
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

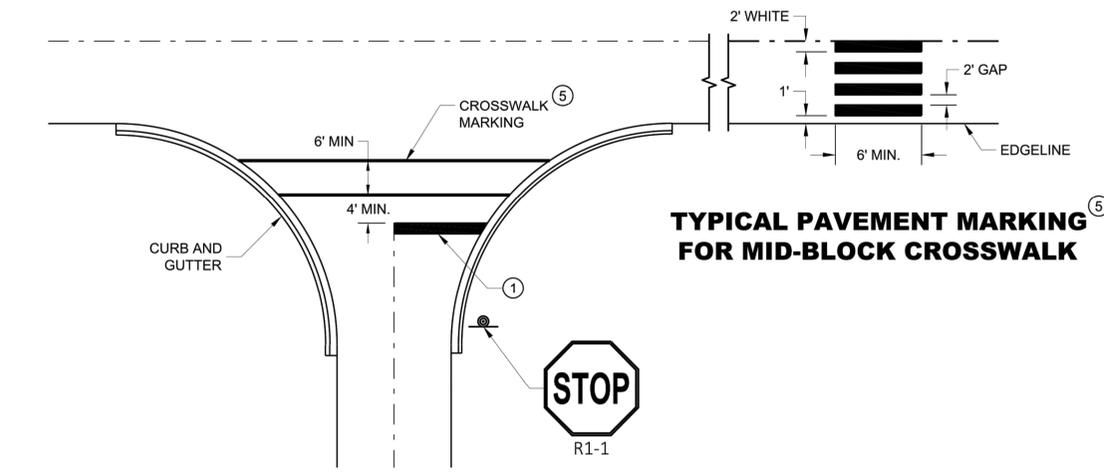
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER

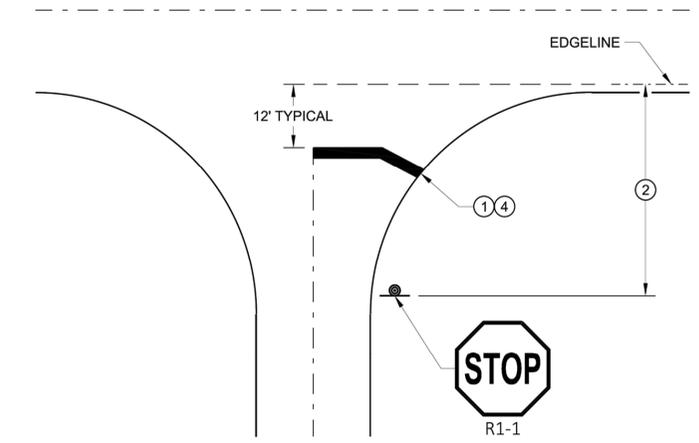


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING

TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FWA	

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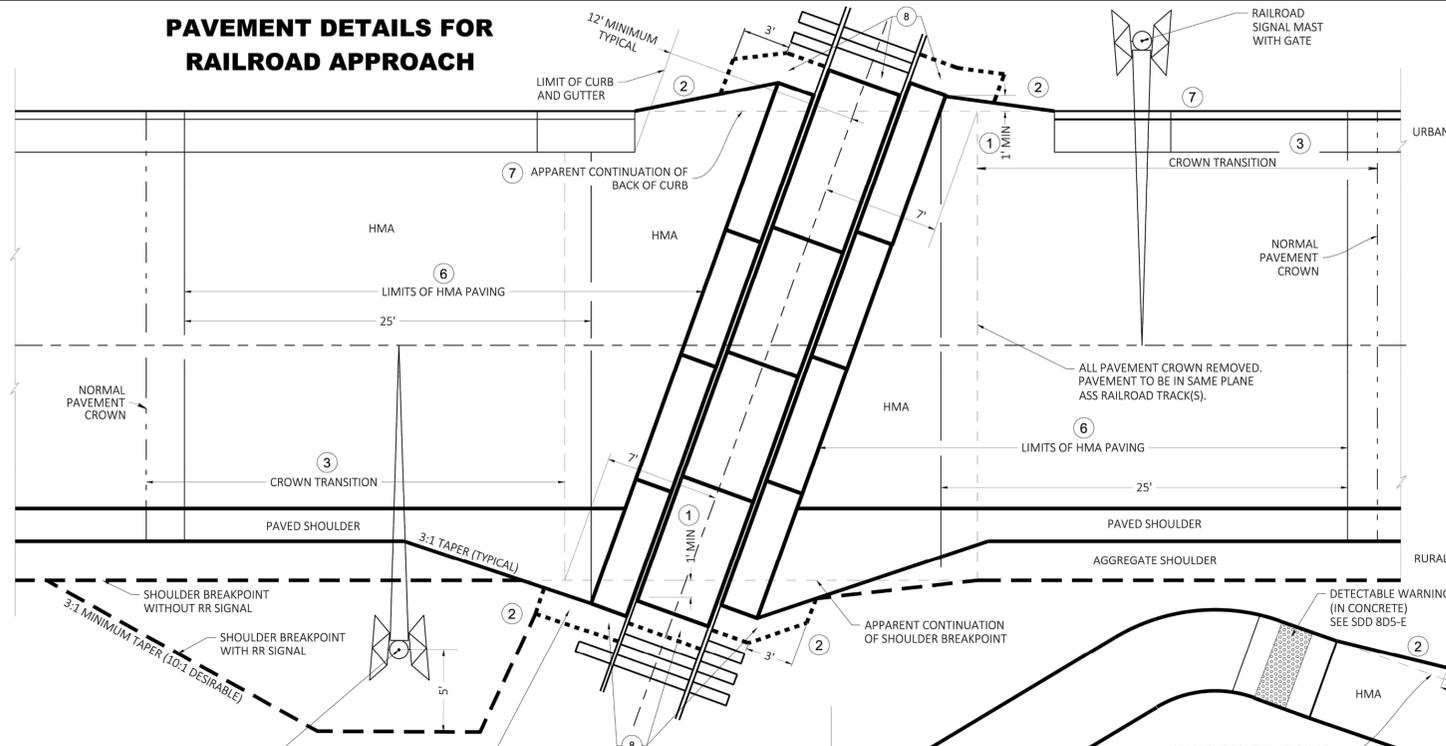
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SDD 13A10-11a

PAVEMENT DETAILS FOR RAILROAD APPROACH



DETAIL A RAILROAD APPROACH

GENERAL NOTES CONTINUED

- 1 1' MINIMUM CROSSING SURFACE COVERAGE PAST THE APPARENT CONTINUATION OF SHOULDER BREAKPOINT, BACK OF CURB, OR OUTSIDE EDGE OF SIDEWALK/PATH. INDIVIDUAL RAILROADS MAY HAVE DIFFERENT MINIMUM STANDARDS.
- 2 HMA FLARE FROM OUTSIDE EDGE OF SIDEWALK/PATH, BACK OF CURB, OR AGGREGATE SHOULDER BREAKPOINT TO THE END OF CROSSING SURFACE MATERIAL.
- 3 CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.
- 4 NEAR EDGE OF PATH TO THE CENTER OF SIGNAL OR GATE MAST SHOULD BE A MINIMUM OF 5'-0". FOR SIDEWALK, THE NEAR EDGE SHOULD BE A MINIMUM OF 3'-0" TO THE CENTER OF SIGNAL OR GATE. NEAR EDGE OF SIDEWALK TO A NON-GATED MAST OR CANTILEVER SHOULD BE A MINIMUM OF 2'-6". SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATION IF THEY ARE NOT ALREADY INSTALLED.
- 5 TERRACE WIDTH VARIES. SEE PLAN FOR RAILROAD SIGNAL AND GATE LOCATIONS. PER PLAN OR PROJECT ENGINEER THE TERRACE AND SIDEWALK/PATH GRADES SHALL BE TRANSITIONED TO MATCH THE GRADE OF THE TRACK. FIELD FIT TO AVOID PONDING.
- 6 25' MINIMUM HMA PAVING MEASURED PARALLEL TO THE ROAD OR 10' MINIMUM MEASURED PERPENDICULAR TO THE TRACK FROM THE EDGE OF THE CROSSING SURFACE, WHICHEVER IS GREATER.
- 7 REFERENCE SDD 8-D-01 END SECTION CURB AND GUTTER. MEDIAN END NEAR THE TRACK SHOULD BE PARALLEL TO THE TRACK. 6'-0" TAPER FOR A MEDIAN SHOULD BE REDUCED TO GET FULL HEIGHT CURB WHERE THE GATE COMES DOWN. DESIGN OPTION TO POUR MEDIAN TAPER IN ONE PIECE. BUILD PER PLAN UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.
- 8 IF METAL END PLATES ARE NOT INSTALLED BY THE RAILROAD THEN HMA PAVEMENT WEDGE SHALL BE PLACED AT THE END OF THE LAST PANEL TAPERED TO BACK EDGE OF NEXT TIE AND THOROUGHLY COMPACTED. SEE DETAIL G.

GENERAL NOTES

PLANS AND SECTIONS ARE TYPICAL. DIMENSIONS VARY PER PROJECT.

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

CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS DIRECTED OTHERWISE. IF THE FINAL GRADES DON'T MATCH TO THE PLAN GRADES THEN GRADE ADJUSTMENTS WILL BE NECESSARY. CONFIRM NEW GRADES WITH PROJECT ENGINEER.

HMA PAVEMENT APPROACHES, HMA PAVEMENT CROSSING SURFACES, AND HMA FLANGWAY/FIELD FILLERS TO BE REPLACED BY ROADWAY CONTRACTOR UNLESS DIRECTED OTHERWISE BY THE PLANS, SPECIAL PROVISIONS, RAILROAD ENGINEER, OR PROJECT ENGINEER.

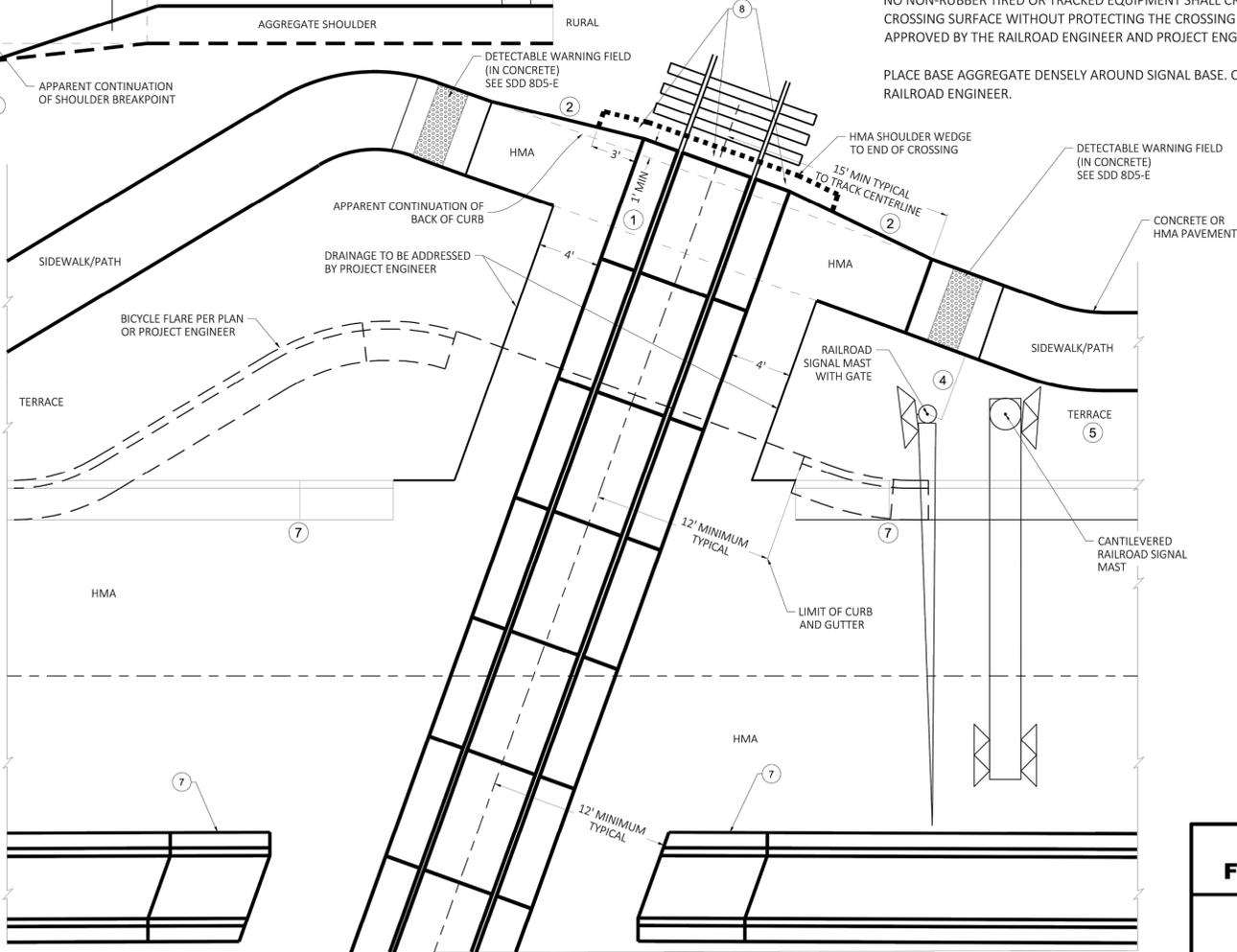
HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

WHEN THERE IS A SIDEWALK OR SHARED-USE PATH, ADD DETECTABLE WARNING FIELDS PER CURRENT STANDARD DETAIL DRAWING 8D5-E.

THE CROSSING SHALL NOT BE OPENED TO ANY TYPE OF TRAFFIC UNTIL IT IS FULLY PAVED AND COOLED SUFFICIENTLY UNLESS OTHERWISE APPROVED BY THE RAILROAD ENGINEER AND THE PROJECT ENGINEER.

NO NON-RUBBER TIRED OR TRACKED EQUIPMENT SHALL CROSS OR SIT ON THE CROSSING SURFACE WITHOUT PROTECTING THE CROSSING SURFACE WITH A METHOD APPROVED BY THE RAILROAD ENGINEER AND PROJECT ENGINEER.

PLACE BASE AGGREGATE DENSELY AROUND SIGNAL BASE. COORDINATE WITH THE RAILROAD ENGINEER.



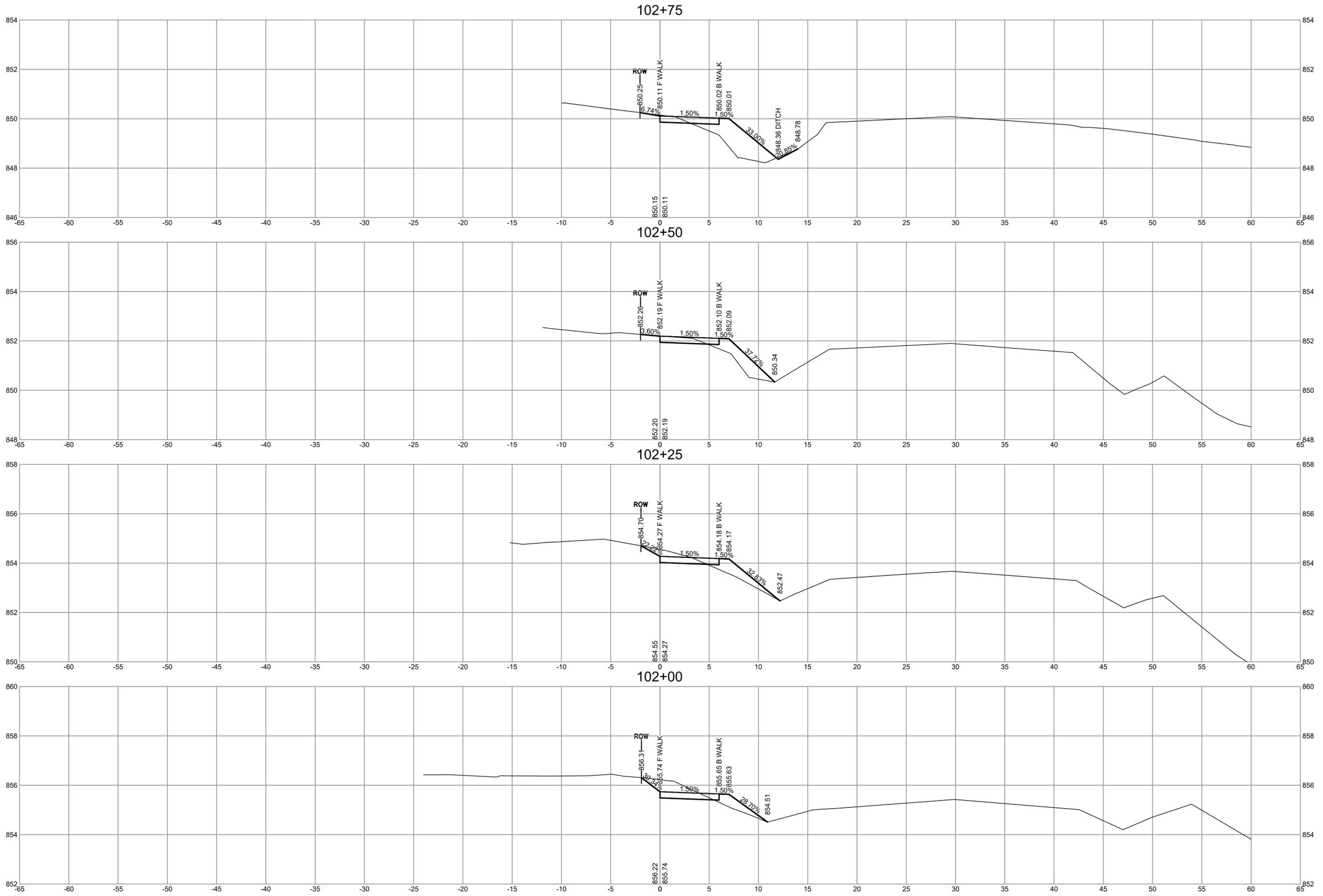
DETAIL B MEDIAN AND SIDEWALK/SHARED-USE PATH APPROACH

PAVEMENT DETAILS FOR RAILROAD APPROACH	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/s/ Kristen Sommers STATE RAILROAD ENGINEERING AND SAFETY SUPERVISOR
FHWA	

SDD 13A10-11a

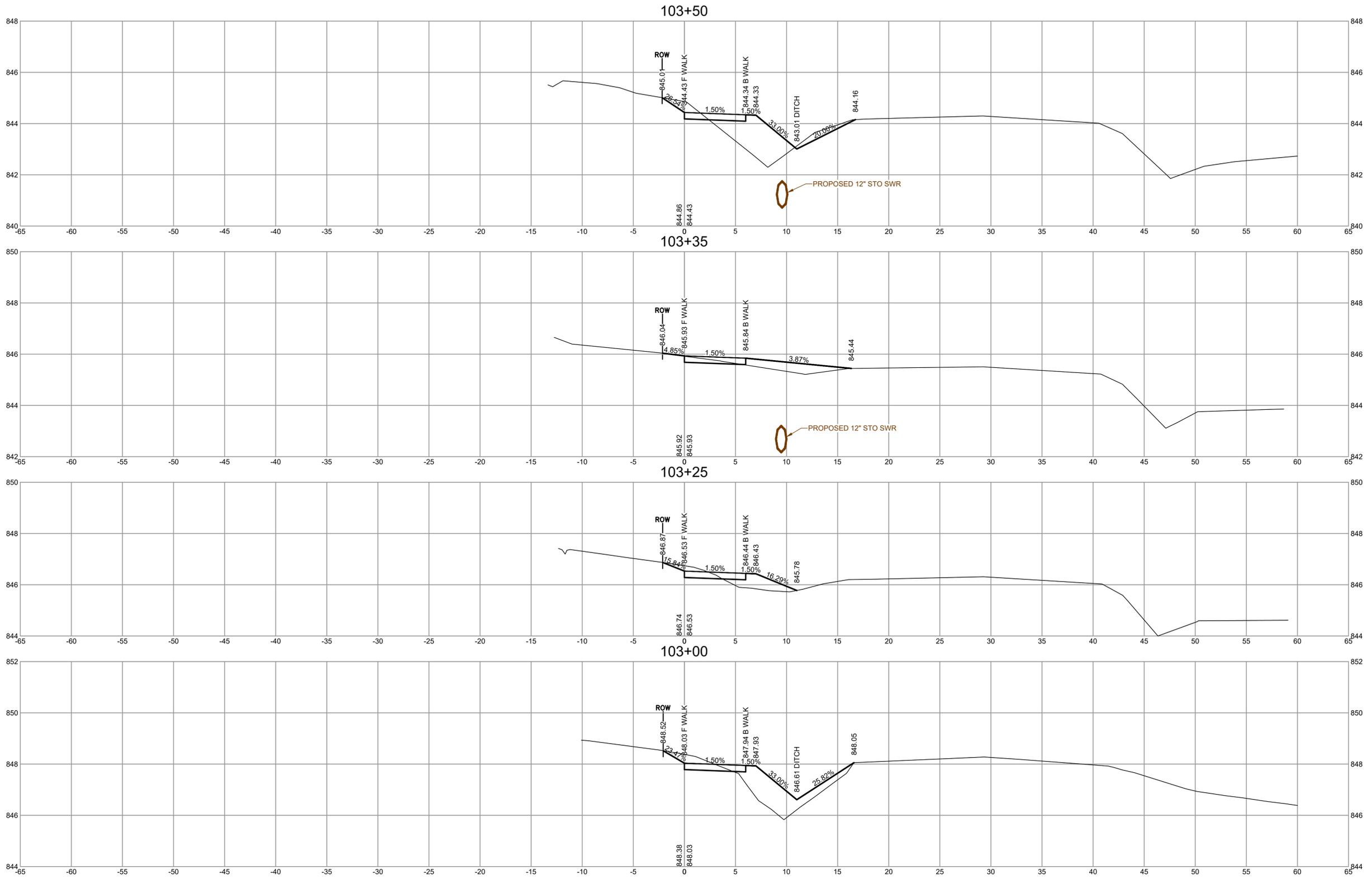
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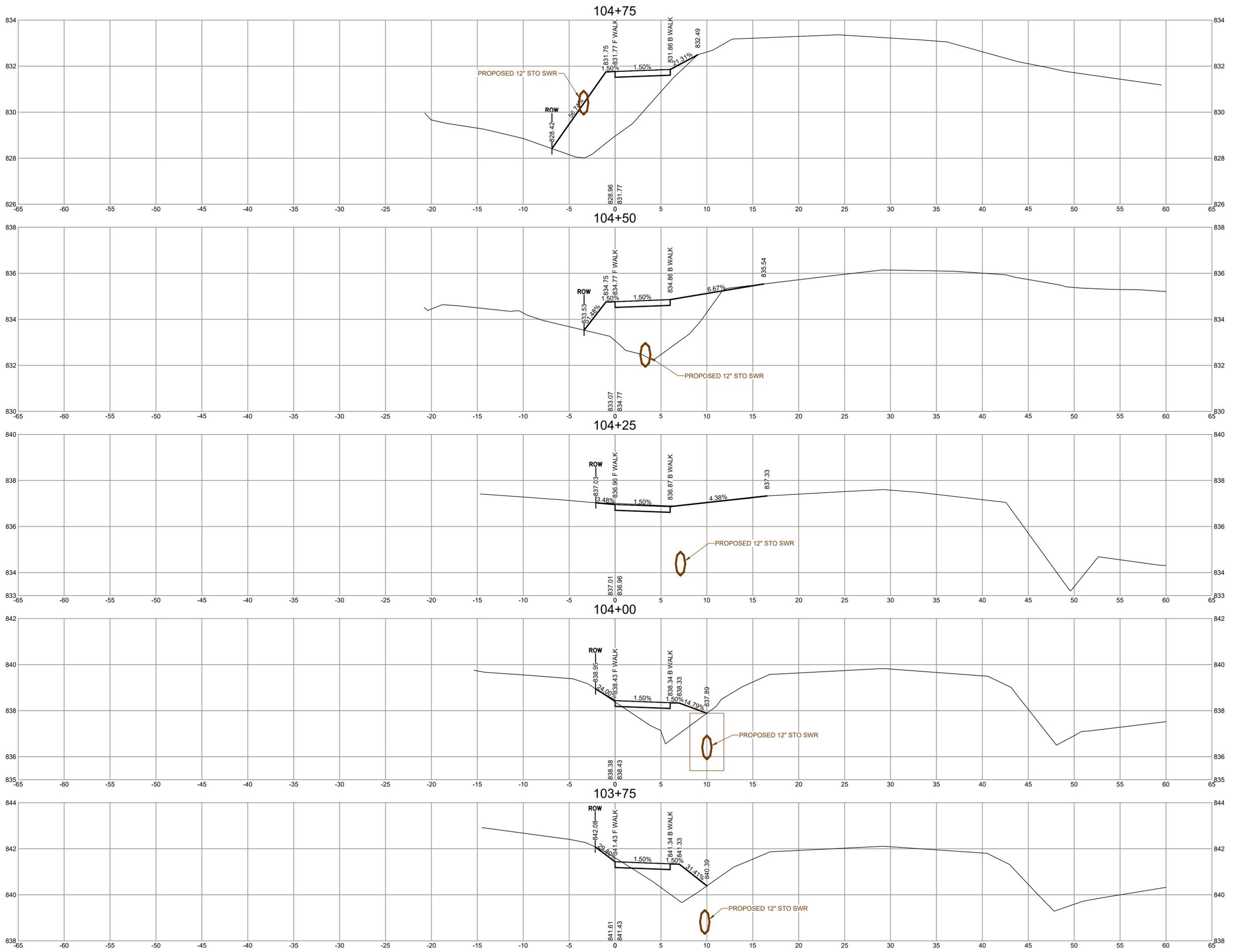
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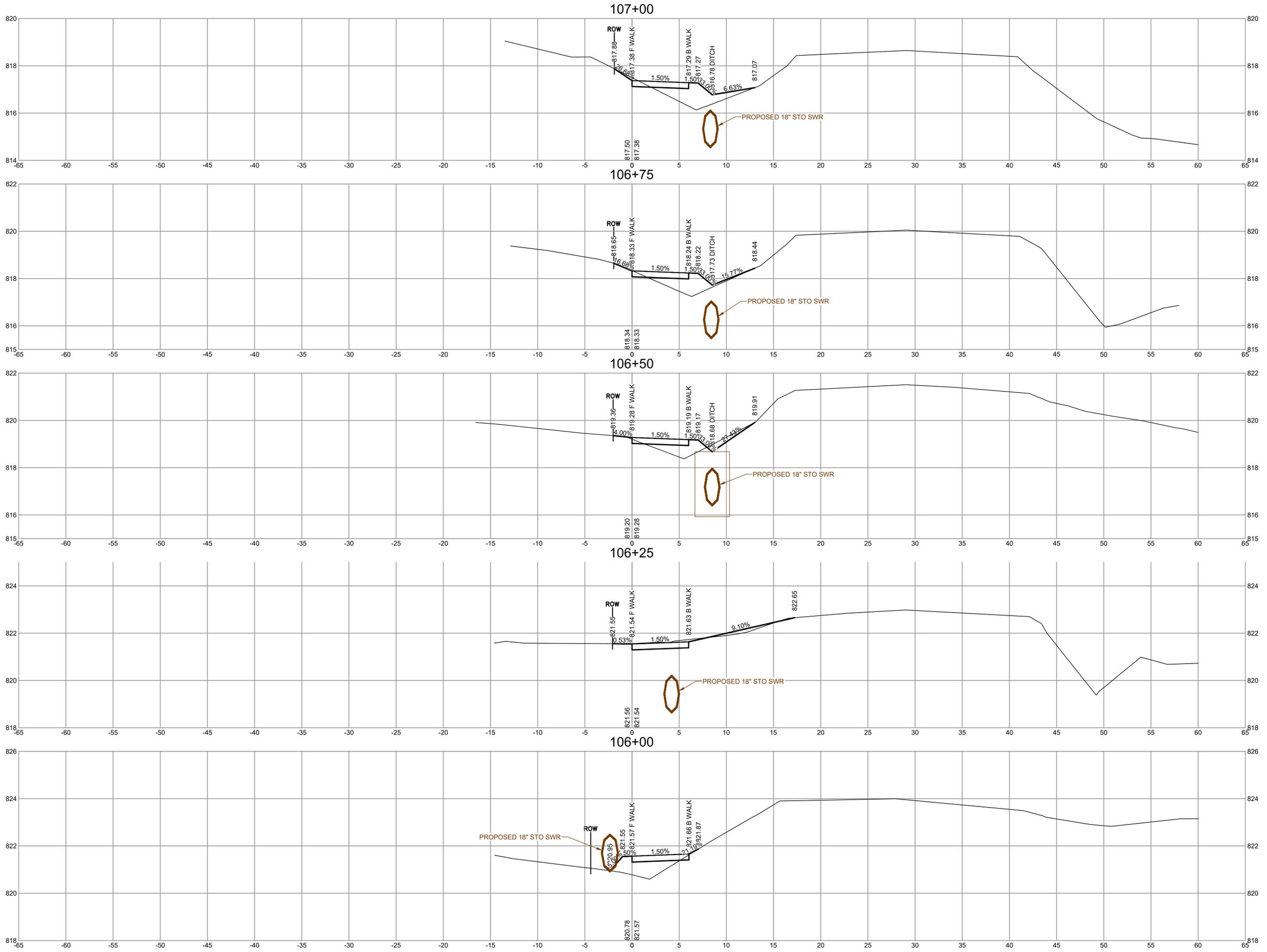
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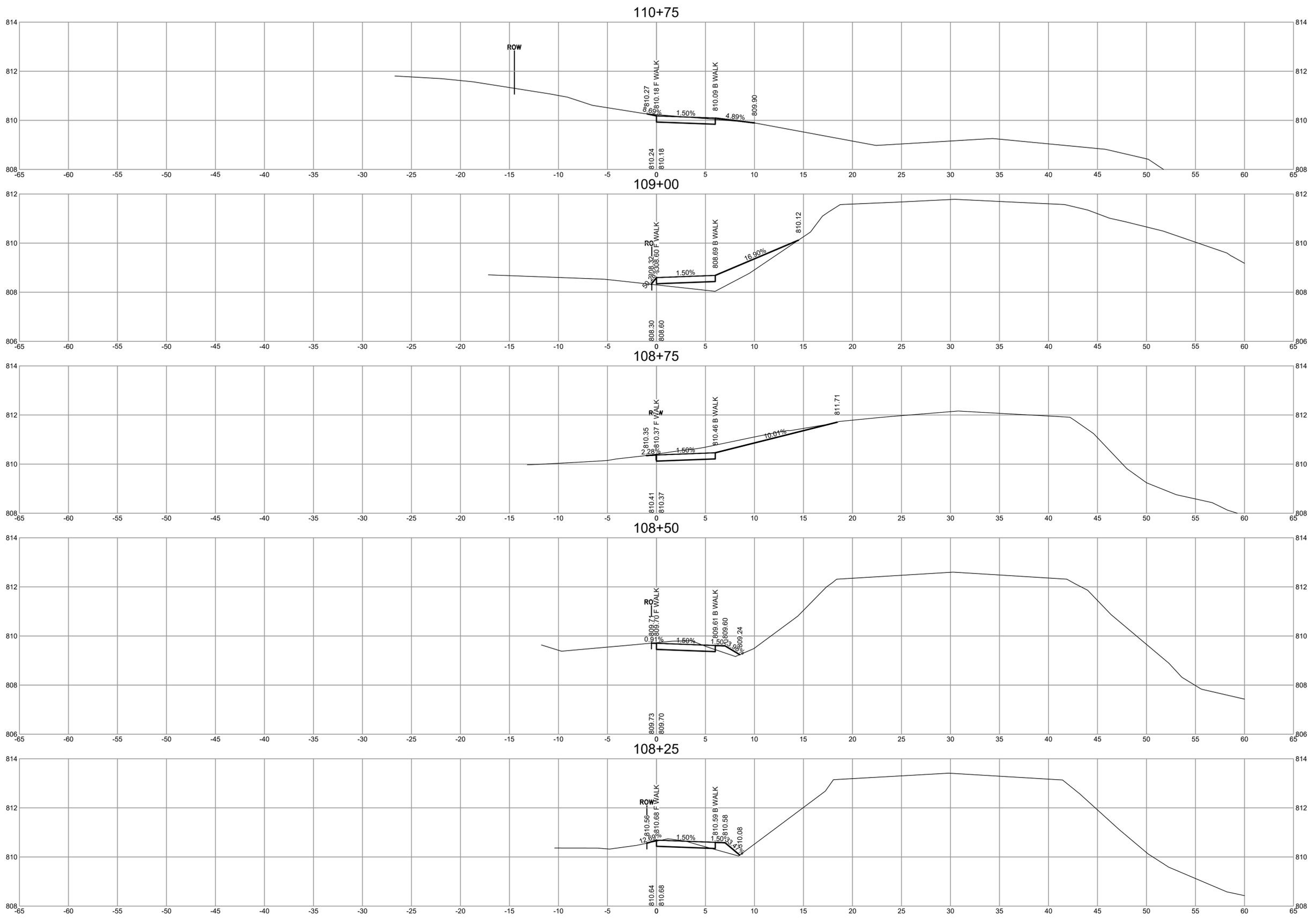
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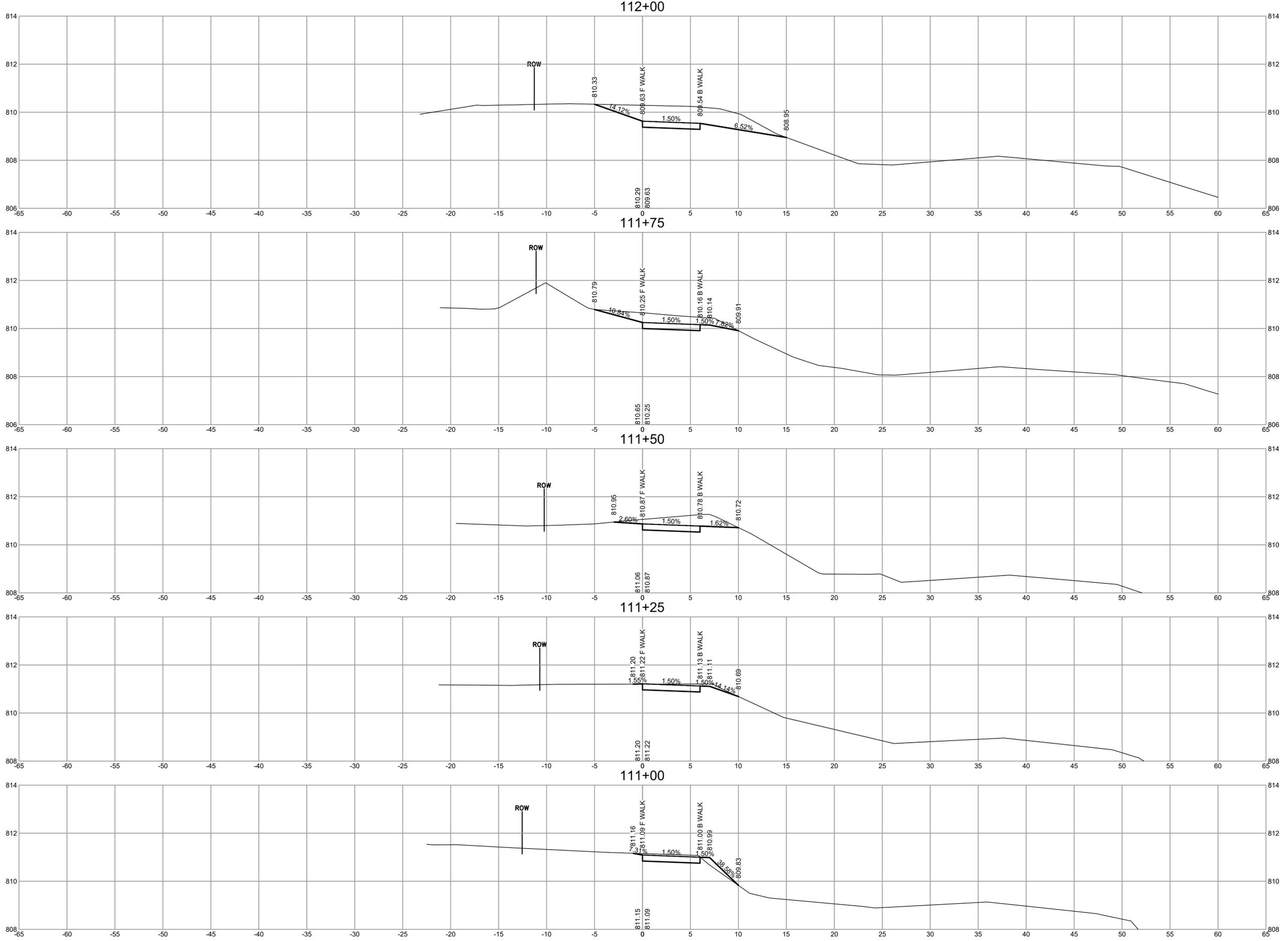
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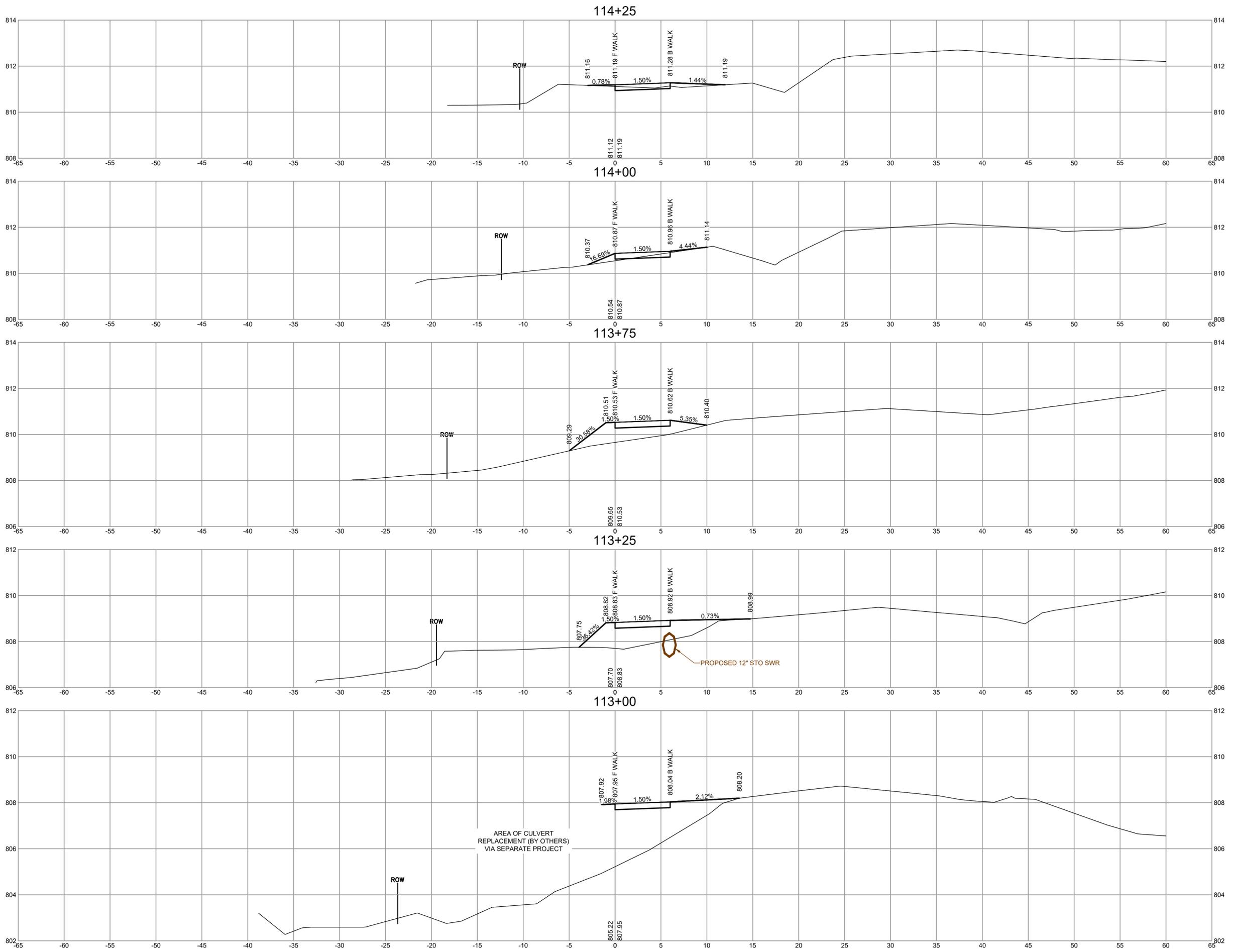
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 DATE: FEBRUARY 2024
 FILE NO. **38-10028.220**

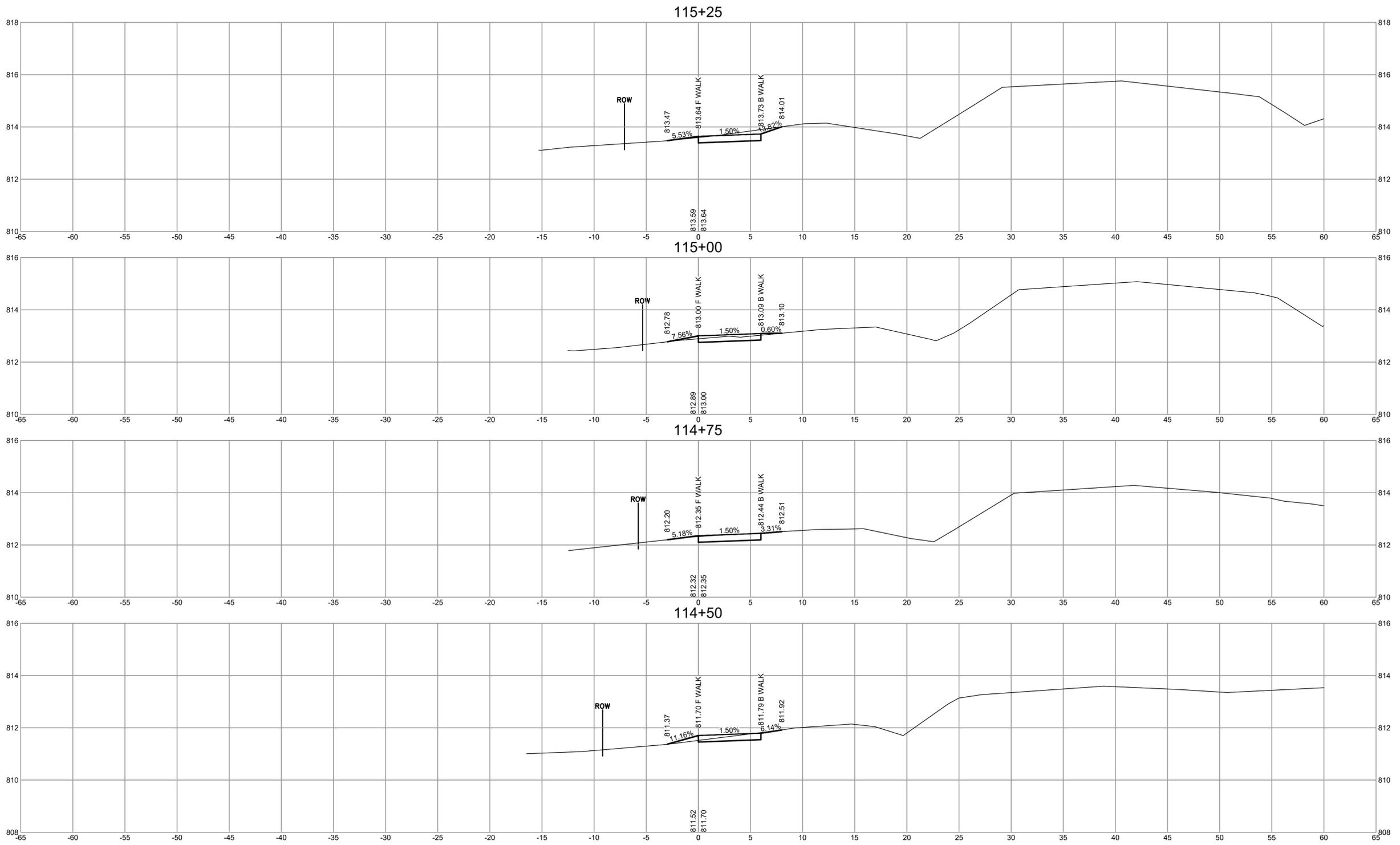
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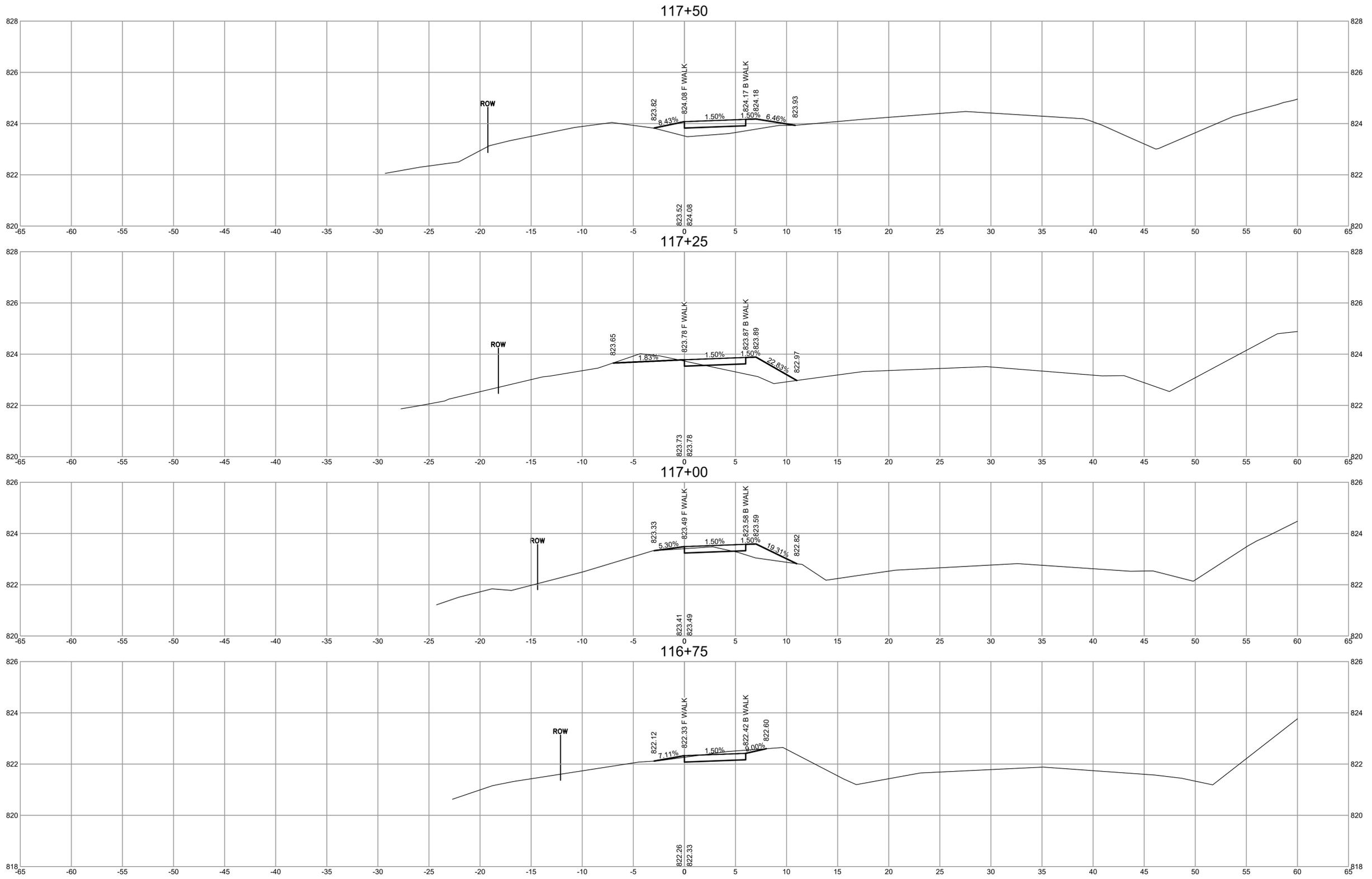
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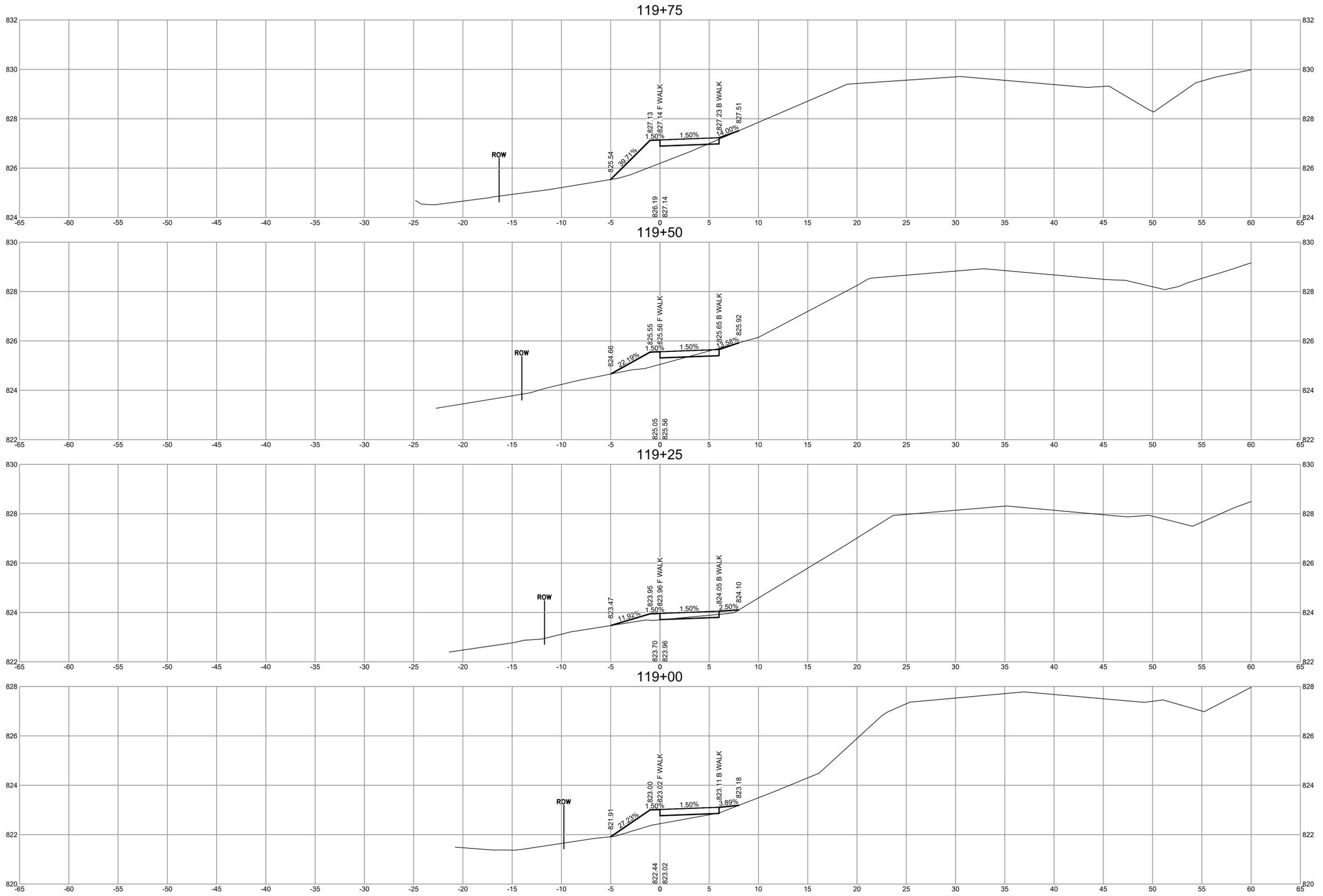
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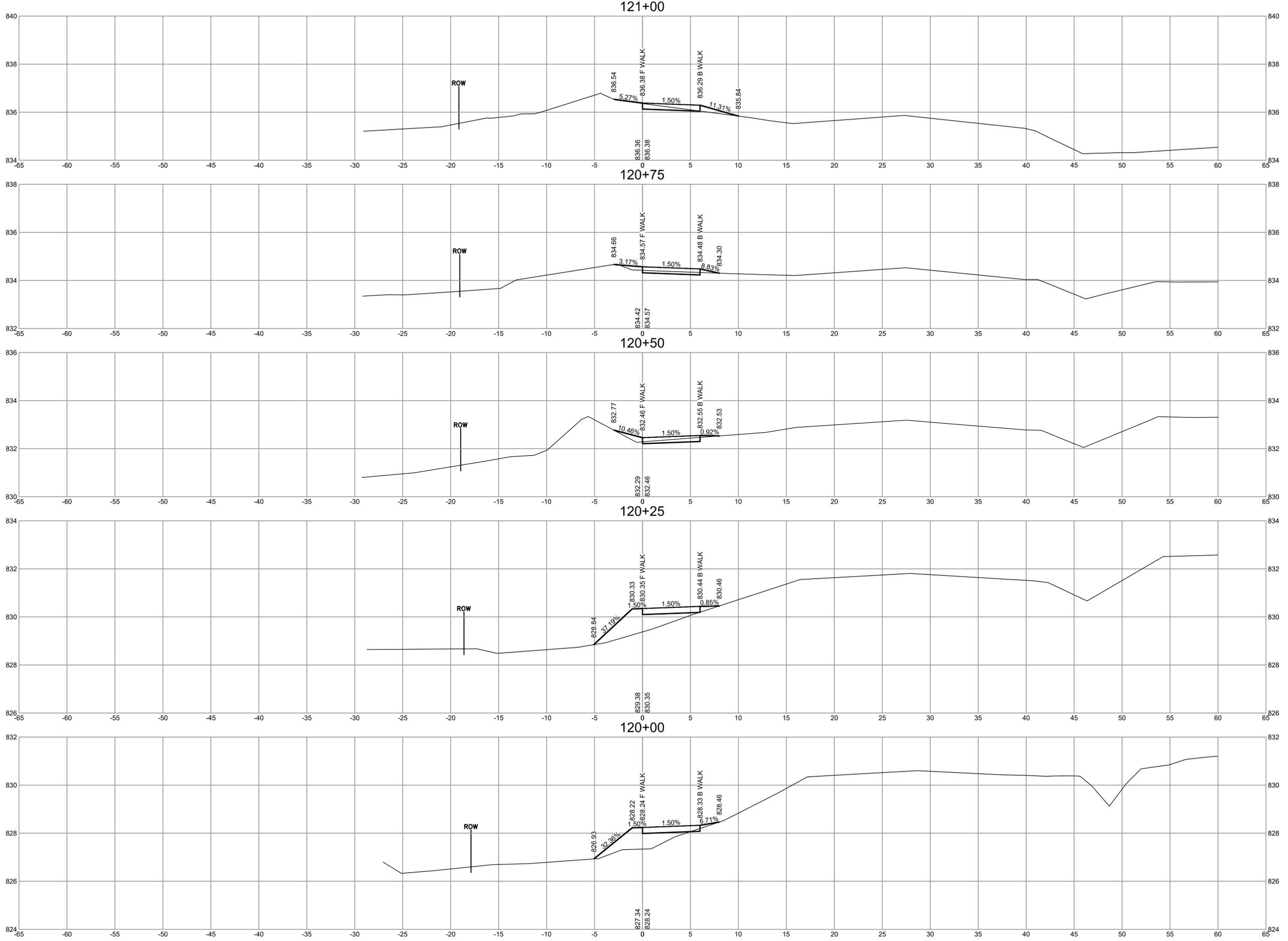
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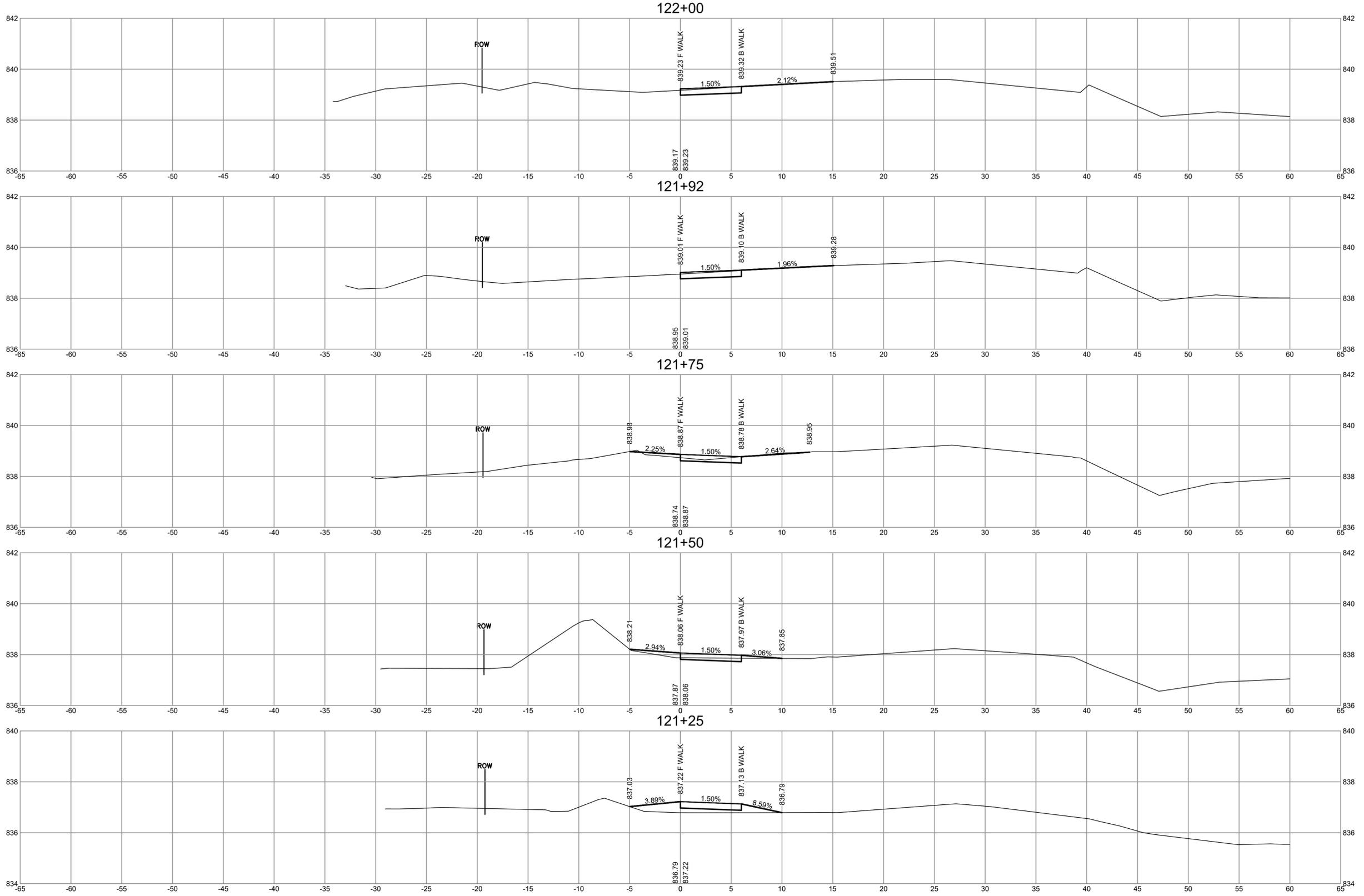
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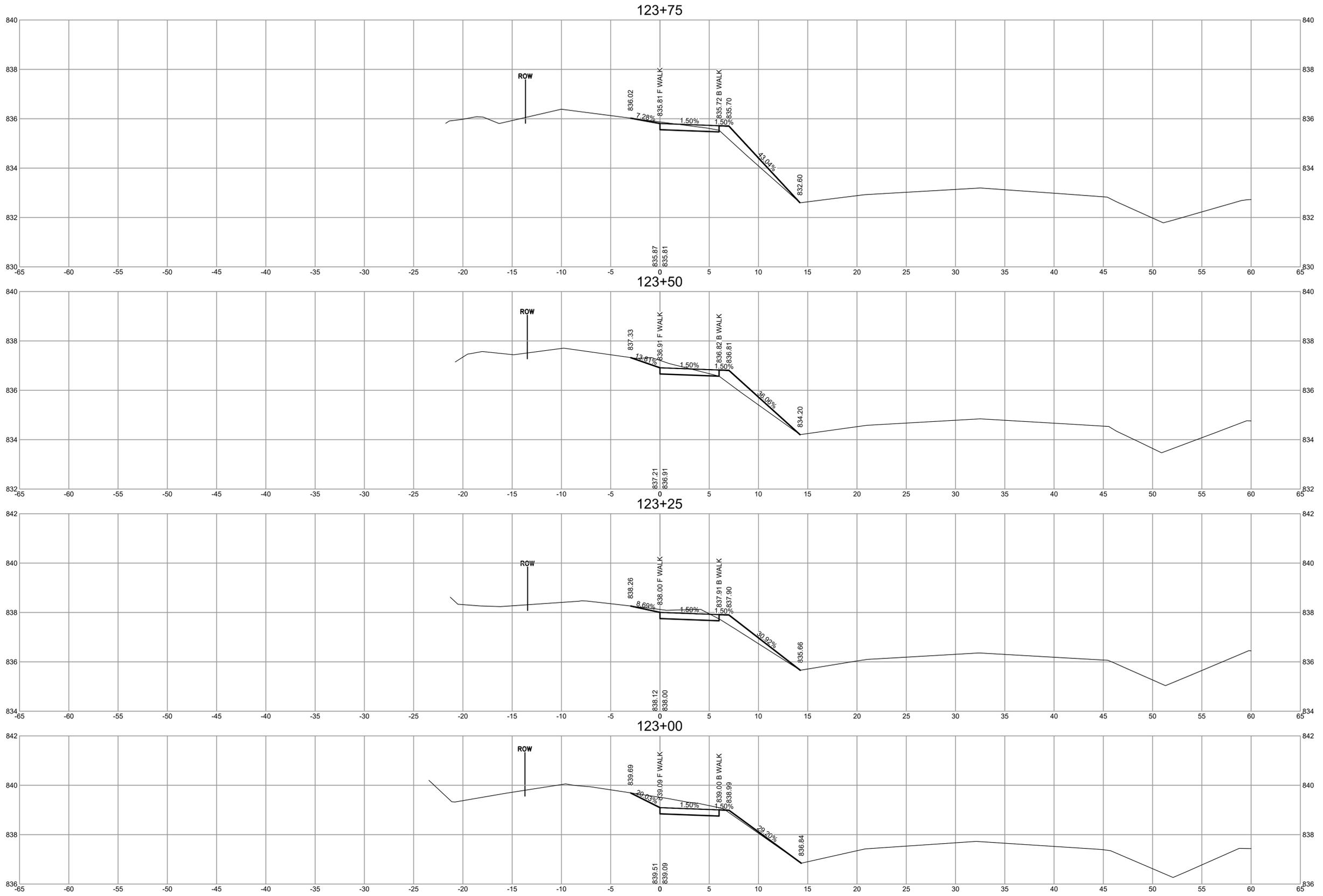
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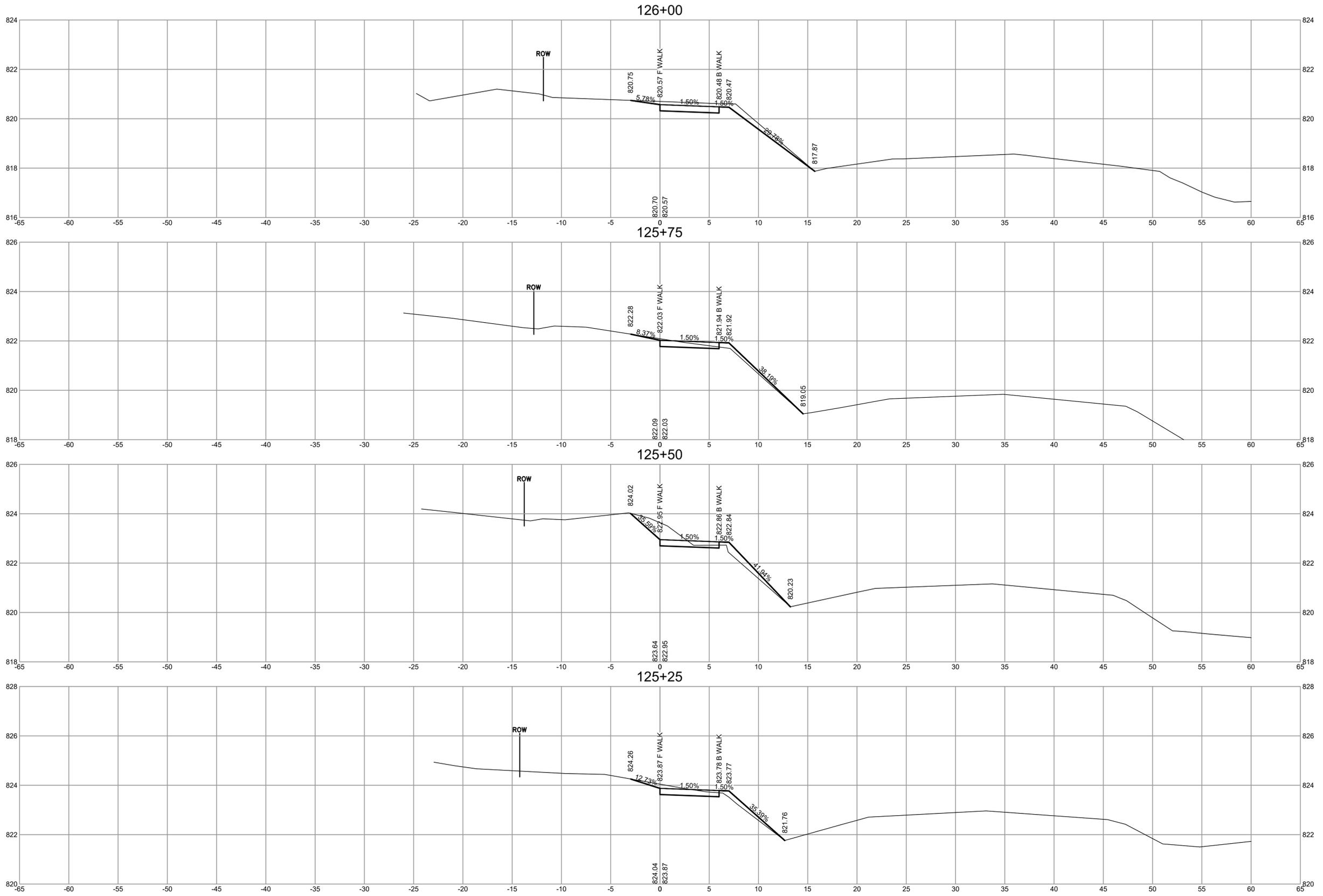
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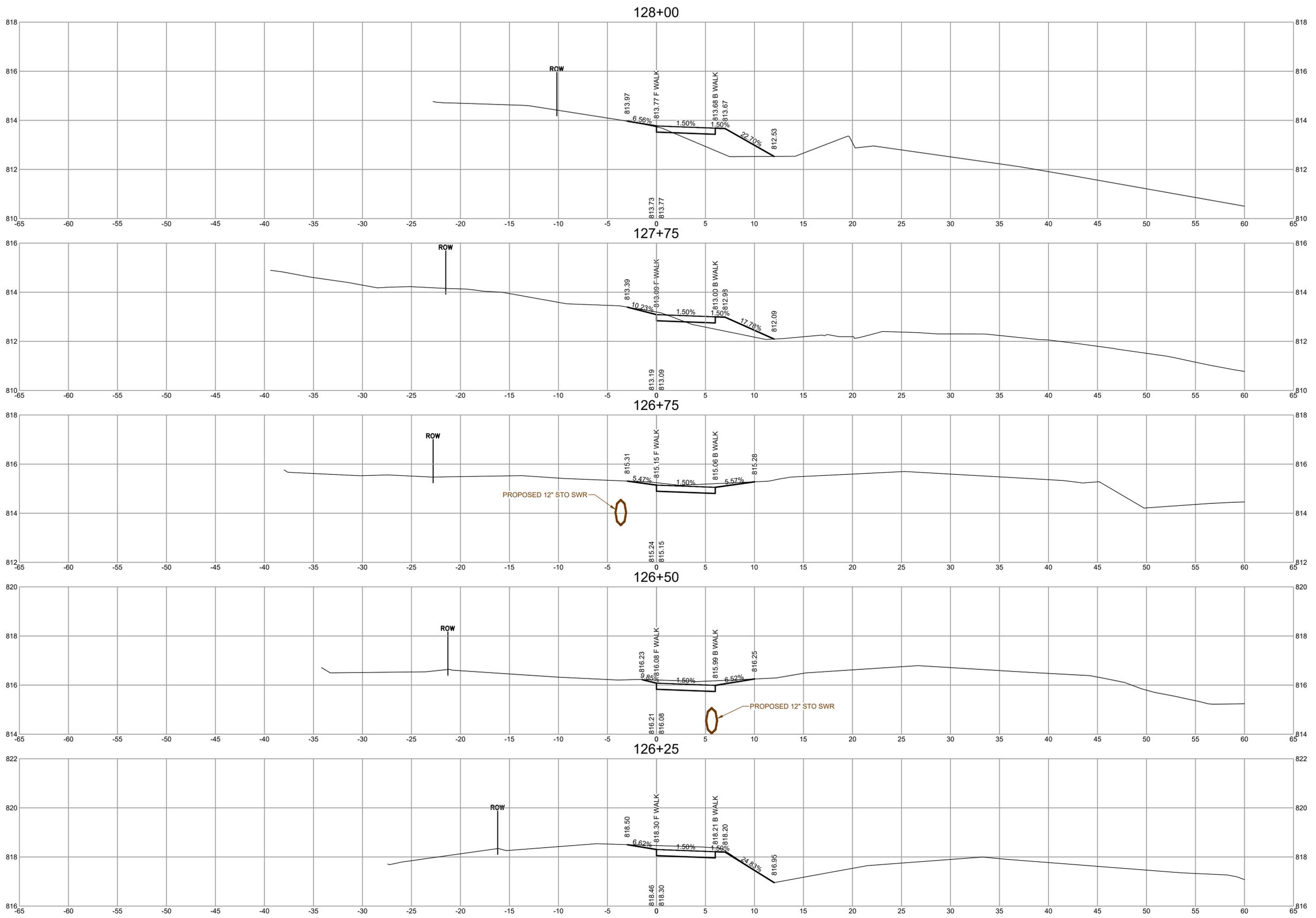
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