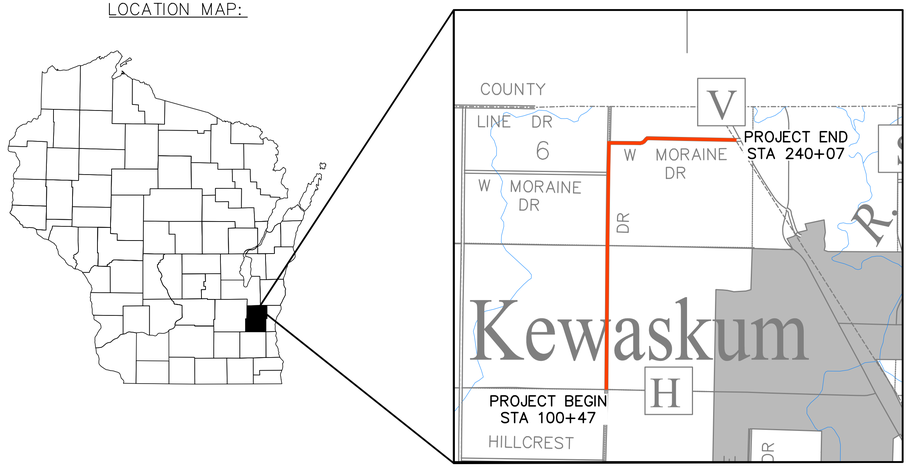
HIGHLAND DRIVE, W. MORAINE DRIVE

ROADWAY RECONSTRUCTION
TOWN OF KEWAKSUM

LOCATION MAP:



Professional Engineer's Seal

WISCONSIN
JACOB ROSBECK
E-42432
HUBERTUS, WI
PROFESSIONAL ENGINEER

Signature

Date 9/24/2026

CIVIL SHEET INDEX:

SHEET	SHEET TITLE
C1.00	TITLE SHEET
C1.01–C1.03	PLAN OVERVIEWS
C1.04–C1.13	REMOVAL PLANS
C1.14–C1.23	GRADING & EROSION CONTROL PLANS
C2.01–C2.24	ROADWAY PLAN & PROFILES
C3.01	CONSTRUCTION NOTES
C3.02	TYPICAL SECTIONS
C3.03	CONSTRUCTION DETAILS
C4.01–C4.15	ROADWAY CROSS SECTIONS

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NO.	DATE	DESCRIPTION

PARISH SURVEY & ENGINEERING
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262.346.7800
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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
TITLE SHEET

DRAWN BY: **JDR**
DESIGNED BY: **JDR**
CHECKED BY: **KJP**

PLAN DATE: **9/24/2026**

PROJECT NO: **\TK-01-25**

BID SET

SHEET NO:
C1.00



REVISIONS:

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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
PLAN OVERVIEW
MOHAWK DR TO
STH 28

DRAWN BY:
JDR

DESIGNED BY:
JDR

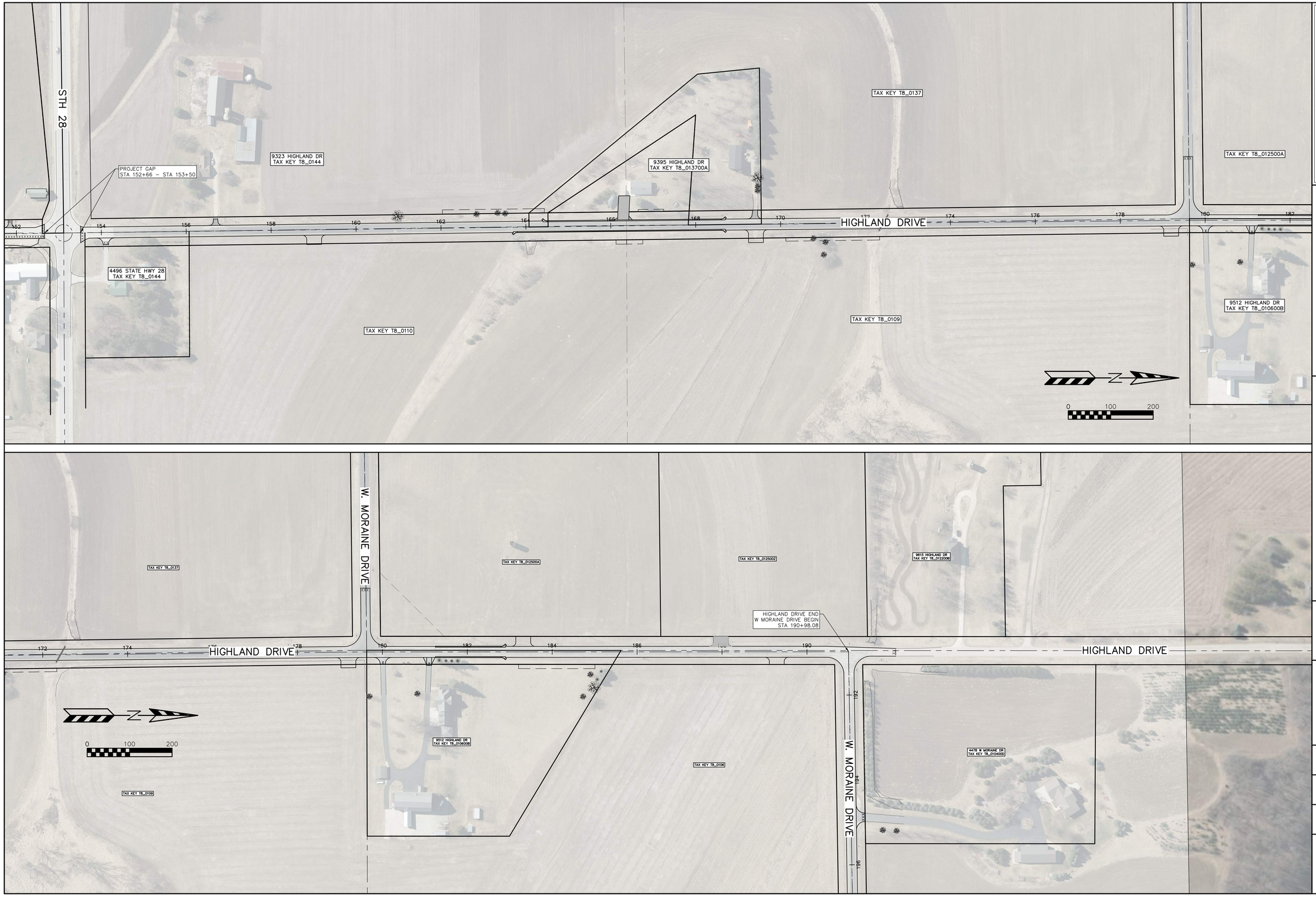
CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.01



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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
PLAN OVERVIEW
STH 28 TO
W MORAINE DR

DRAWN BY:
JDR

DESIGNED BY:
JDR

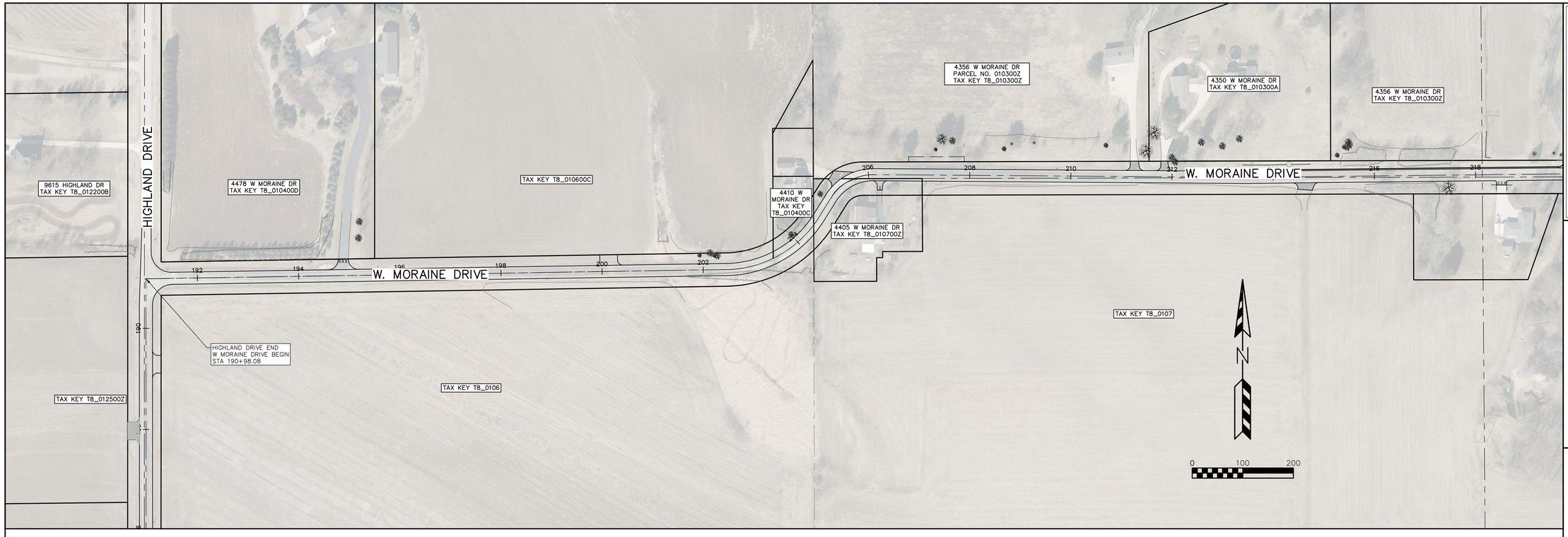
CHECKED BY:
KJP

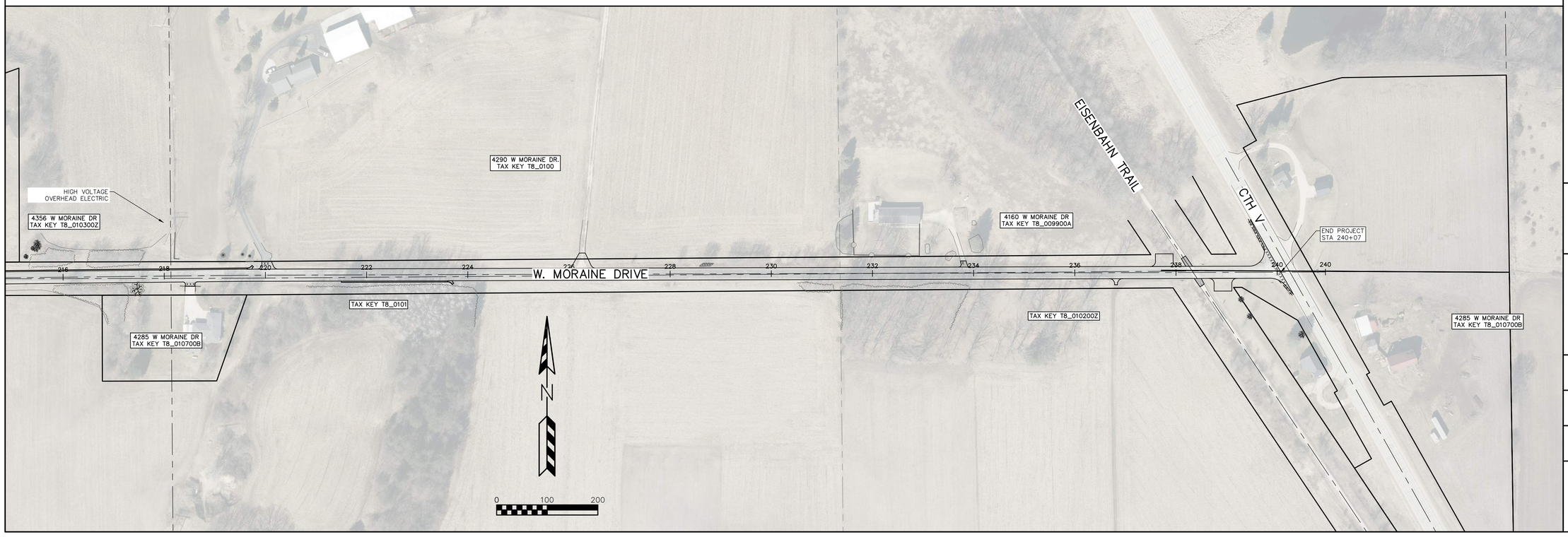
PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.02





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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
PLAN OVERVIEW
HIGHLAND DR
TO CTH V

DRAWN BY:
JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.03

LEGEND:

- 1036 – EXISTING MINOR CONTOUR.
- 1035 – EXISTING MAJOR CONTOUR.
- OHEL – EXISTING STORM SEWER.

8911 HIGHLAND DR.
TAX KEY T8_0162

8935 HIGHLAND DR.
TAX KEY T8_016200A

CTH H (MOHAWK ROAD)

HIGHLAND DRIVE

TAX KEY T8_0175

8975 HIGHLAND DR.
TAX KEY T8_016100B

8981 HIGHLAND DR.
TAX KEY T8_016100D

8989 HIGHLAND DR.
TAX KEY T8_016100C

8997 HIGHLAND DR.
TAX KEY T8_016100A

TAX KEY T8_0158

TAX KEY T8_0174

SEE SHEET C1.02

REVISIONS:		
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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
REMOVAL PLAN

DRAWN BY: **JDR**
DESIGNED BY: **JDR**
CHECKED BY: **KJP**

PLAN DATE: **9/24/2026**

PROJECT NO: **\TK-01-25**

BID SET

SHEET NO:
C1.04

SEE SHEET C1.01

TAX KEY T8_0158

5' GRADING EASEMENT

115+00 116+00 117+00 118+00 119+00 HIGHLAND DRIVE 120+00 121+00 122+00

REMOVE ASPHALT (1,799 SY)

REMOVE EX. 24" CMP
55 LF

EX. UTILITY POLE

5' GRADING EASEMENT

EX. UTILITY POLE

TAX KEY T8_017300Z

0 25 50

TAX KEY T8_0149

LEGEND:

1036 – EXISTING MINOR CONTOUR.
1035 – EXISTING MAJOR CONTOUR.
– EXISTING STORM SEWER.

SEE SHEET C1.03

9081 HIGHLAND DR.
TAX KEY T8_015800A

EX. BLDG.

SAWCUT (14 LF)

EX. UTILITY POLE

SAWCUT (18 LF)

REMOVE 18" CMP CULVERT (36 LF)

REMOVE ASPHALT (50 SY)

REMOVE 12" CMP CULVERT (30 LF)

REMOVE ASPHALT (59 SY)

EX. PEDESTAL

123+00 124+00 125+00 126+00 127+00 HIGHLAND DRIVE 129+00 130+00

REMOVE ASPHALT (1,789 SY)

REMOVE 12" CMP CULVERT (26 LF)

REMOVE ASPHALT (35 SY)

SAWCUT (12 LF)

EX. UTILITY POLE

EX. UTILITY POLE

EX. FENCE

9074 HIGHLAND DR.
TAX KEY T8_017300A

TAX KEY T8_017300Z

TAX KEY T8_017000Z

0 25 50

REVISIONS:

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PROJECT TITLE:
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TOWN OF KEWASKUM

PLAN TITLE:
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DRAWN BY:
JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

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9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.05

SEE SHEET C1.02

TAX KEY T8_0149

HIGHLAND DRIVE

REMOVE ASPHALT (1,805 SY)

131+00 132+00 133+00 134+00 135+00 136+00 137+00

REMOVE 18" CMP CULVERT (24 LF)

EX. PEDESTAL

EX. UTILITY POLE

EX. PEDESTAL

EX. GRAVEL

OHEL

9134 HIGHLAND DR.
PARCEL NO. 017000A
TAX KEY T8_017000A

TAX KEY T8_017000Z

LEGEND:

1036 – EXISTING MINOR CONTOUR.

1035 – EXISTING MAJOR CONTOUR.

– EXISTING STORM SEWER.

0 25 50

SEE SHEET C1.04

TAX KEY T8_0149

12' MAX EASEMENT

4507 STATE HWY 28
TAX KEY T8_0145

EX. PEDESTALS

REMOVE EX. 18" CMP 40 LF

HIGHLAND DRIVE

REMOVE ASPHALT (1,794 SY)

138+00 139+00 140+00 141+00 142+00 143+00 144+00 145+00

REMOVE EX. 24" CMP 39 LF

EX. PEDESTALS

EX. GRAVEL

4423 STATE HWY 28
TAX KEY T8_0169

0 25 50

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DRAWN BY:
JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

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9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.06

4507 STATE HWY 28
TAX KEY T8_0145

4423 STATE HWY 28
TAX KEY T8_0169

SEE SHEET C1.03

HIGHLAND DRIVE

STH 28

REMOVE ASPHALT (1,776 SY)

SAWCUT (150 LF)

SAWCUT (34 LF)

REMOVE ASPHALT (32 SY)

SAWCUT (8 LF)

EX. SIGN

EX. PEDESTAL

EX. TRANSFORMER

EX. UTILITY POLE

OHEL

Bu1ld

146+00 147+00 148+00 149+00 50+00 151+00 152+00 153+00

LEGEND:

1036 – EXISTING MINOR CONTOUR.

1035 – EXISTING MAJOR CONTOUR.

– EXISTING STORM SEWER.

0 25 50

9323 HIGHLAND DR
TAX KEY T8_0144

4496 STATE HWY 28
TAX KEY T8_0144

TAX KEY T8_0110

EX. GRAVEL

REMOVE ASPHALT (1601 SY)

SAWCUT (39 LF)

SAWCUT (13 LF)

REMOVE ASPHALT (43 SY)

154+00 155+00 156+00 157+00 HIGHLAND DRIVE 159+00 160+00

SEE SHEET C1.05

0 25 50

REVISIONS:

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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
REMOVAL PLAN

DRAWN BY:
JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.07

9323 HIGHLAND DR
TAX KEY T8_0144

9395 HIGHLAND DR
TAX KEY T8_013700A

EX. UTILITY POLE

10' GRADING EASEMENT

EX. TREE REMOVE

EX. TREE REMOVE

EX. TREE REMOVE

EX. UTILITY POLE

EX. GRAVEL

15' GRADING EASEMENT

EX. TRANSFORMER

EX. PEDESTAL

EX. UTILITY POLE

HIGHLAND DRIVE
REMOVE ASPHALT (1,765 SY)

161+00 162+00 163+00 164+00 166+00 167+00 168+00

SEE SHEET C1.04

TAX KEY T8_0110

TAX KEY T8_0109

LEGEND:

1036 – EXISTING MINOR CONTOUR.

1035 – EXISTING MAJOR CONTOUR.

– EXISTING STORM SEWER.

0 25 50

9395 HIGHLAND DR
TAX KEY T8_013700A

TAX KEY T8_0137

EX. UTILITY POLE

EX. UTILITY POLE

EX. GRAVEL

HIGHLAND DRIVE
REMOVE ASPHALT (1,709 SY)

REMOVE EX. 36" CMP
43 LF

169+00 170+00 171+00 173+00 174+00 175+00 176+00

EX. TREE REMOVE

10' GRADING EASEMENT

SEE SHEET C1.06

TAX KEY T8_0109

0 25 50

REVISIONS:

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ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
REMOVAL PLAN

DRAWN BY:
JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.08

LEGEND:

1036 – EXISTING MINOR CONTOUR.

1035 – EXISTING MAJOR CONTOUR.

– EXISTING STORM SEWER.

SEE SHEET C1.05

TAX KEY T8_0137

TAX KEY T8_012500A

TAX KEY T8_0109

TAX KEY T8_012500A

TAX KEY T8_012500Z

TAX KEY T8_0106

W. MORAINE DRIVE

REMOVE ASPHALT (433 SY)

SAWCUT (34 LF)

HIGHLAND DRIVE

REMOVE ASPHALT (1,684 SY)

REMOVE ASPHALT (1,228 SY)

REMOVE ASPHALT (49 SY)

SAWCUT (12 LF)

REMOVE ASPHALT (49 SY)

SAWCUT (12 LF)

9512 HIGHLAND DR
TAX KEY T8_010600B

EX. SIGN

EX. UTILITY POLE

EX. TRANSFORMER

EX. PEDESTAL

10' GRADING EASEMENT

177+00 178+00 179+00 180+00 181+00 182+00 183+00

184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00

0 25 50

SEE SHEET C1.07

REVISIONS:

NO.	DATE	DESCRIPTION

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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
REMOVAL PLAN

DRAWN BY:
JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.09

9615 HIGHLAND DR
TAX KEY T8_012200B

TAX KEY T8_012500Z

4478 W MORAINE DR
TAX KEY T8_010400D

TAX KEY T8_0106

TAX KEY T8_010600C

TAX KEY T8_0106

HIGHLAND DRIVE
REMOVE ASPHALT (565 SY)

W. MORAINE DRIVE
REMOVE ASPHALT (917 SY)

W. MORAINE DRIVE
REMOVE ASPHALT (1,561 SY)

SAWCUT (18 LF)

SAWCUT (20 LF)

REMOVE ASPHALT (94 SY)

EX. SIGN

EX. PEDESTAL

EX. TREES

EX. UTILITY POLE

EX. 12" PIPE TO REMAIN

191+00 192+00 194+00 195+00 196+00 196+00 197+00 198+00 200+00 201+00 202+00

OHEL

SEE SHEET C1.06

SEE SHEET C1.08

N

0 25 50

LEGEND:

1036 – EXISTING MINOR CONTOUR.

1035 – EXISTING MAJOR CONTOUR.

– EXISTING STORM SEWER.

REVISIONS:

NO.	DATE	DESCRIPTION

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HIGHLAND DRIVE
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PLAN TITLE:
REMOVAL PLAN

DRAWN BY:
JDR

DESIGNED BY:
JDR

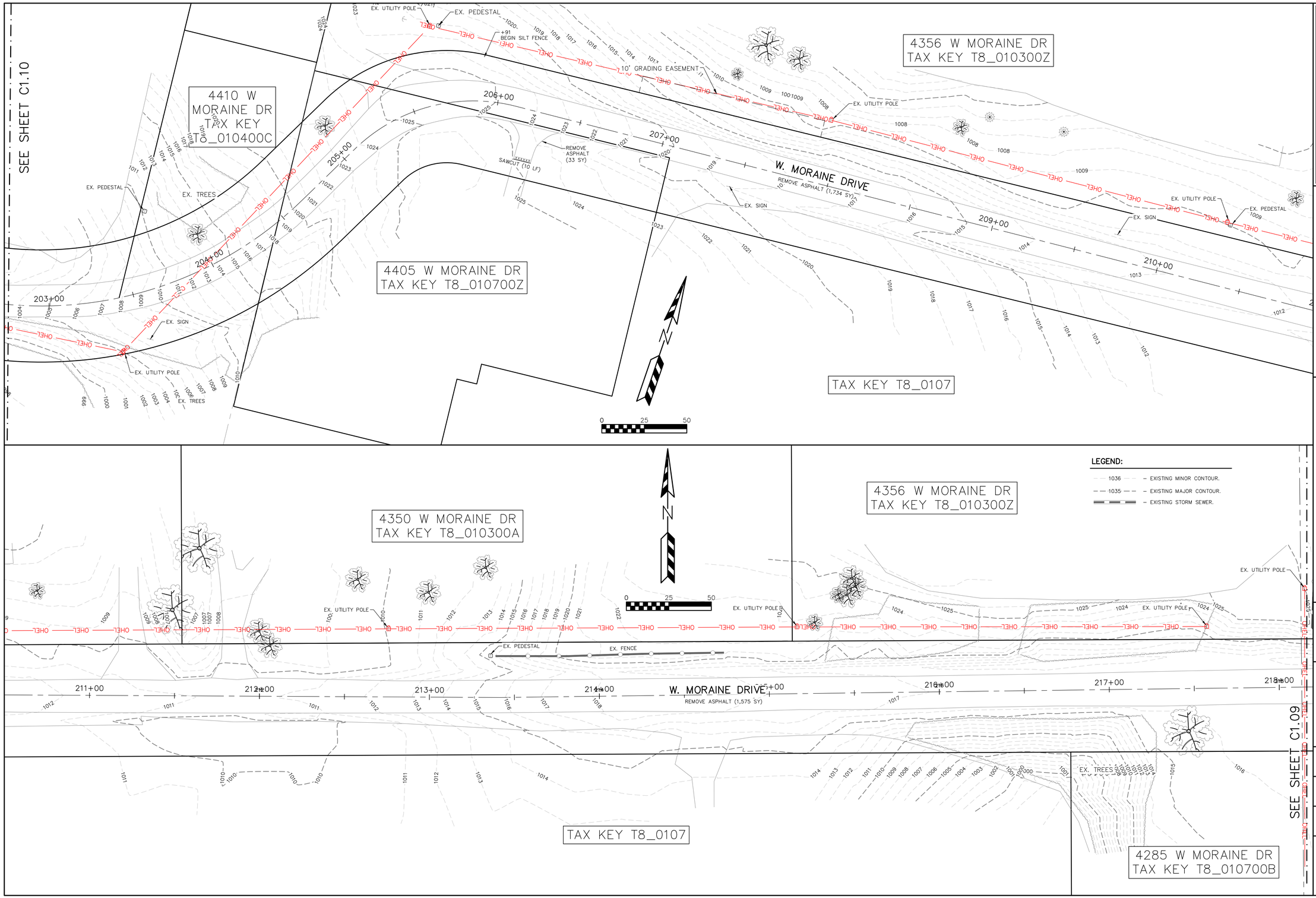
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KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.10



LEGEND:

1036 – EXISTING MINOR CONTOUR.

1035 – EXISTING MAJOR CONTOUR.

OHEL – EXISTING STORM SEWER.

REVISIONS:

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HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
REMOVAL PLAN

DRAWN BY: **JDR**

DESIGNED BY: **JDR**

CHECKED BY: **KJP**

PLAN DATE: **9/24/2026**

PROJECT NO: **\TK-01-25**

BID SET

SHEET NO:
C1.11

SEE SHEET C1.09

4290 W MORAINE DR.
TAX KEY T8_0100

4285 W MORAINE DR
TAX KEY T8_010700B

TAX KEY T8_0101

W. MORAINE DRIVE

219+00 220+00 222+00 223+00 224+00 225+00

EX. FENCE
EX. PEDESTAL
SAWCUT (19 LF)
REMOVE ASPHALT (47 SY)
SAWCUT (26 LF)
REMOVE ASPHALT (26 SY)
EX. FENCE
EX. PEDESTALS
REMOVE ASPHALT (1,692 SY)
EX. TREES

LEGEND:

1036 – EXISTING MINOR CONTOUR.
1035 – EXISTING MAJOR CONTOUR.
– EXISTING STORM SEWER.

0 25 50

N

4290 W MORAINE DR.
TAX KEY T8_0100

TAX KEY T8_0101

W. MORAINE DRIVE

226+00 227+00 228+00 230+00 231+00 232+00 233+00

EX. PEDESTAL
EX. ROCKS
REMOVE 12" CMP CULVERT (36 LF)
REMOVE ASPHALT (1,595 SY)
EX. TREES
EX. UTILITY POLE
EX. PEDESTALS
EX. FENCE
OHEL
EX. SIGN

0 25 50

N

SEE SHEET C1.10

REVISIONS:

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PLAN TITLE:
REMOVAL PLAN

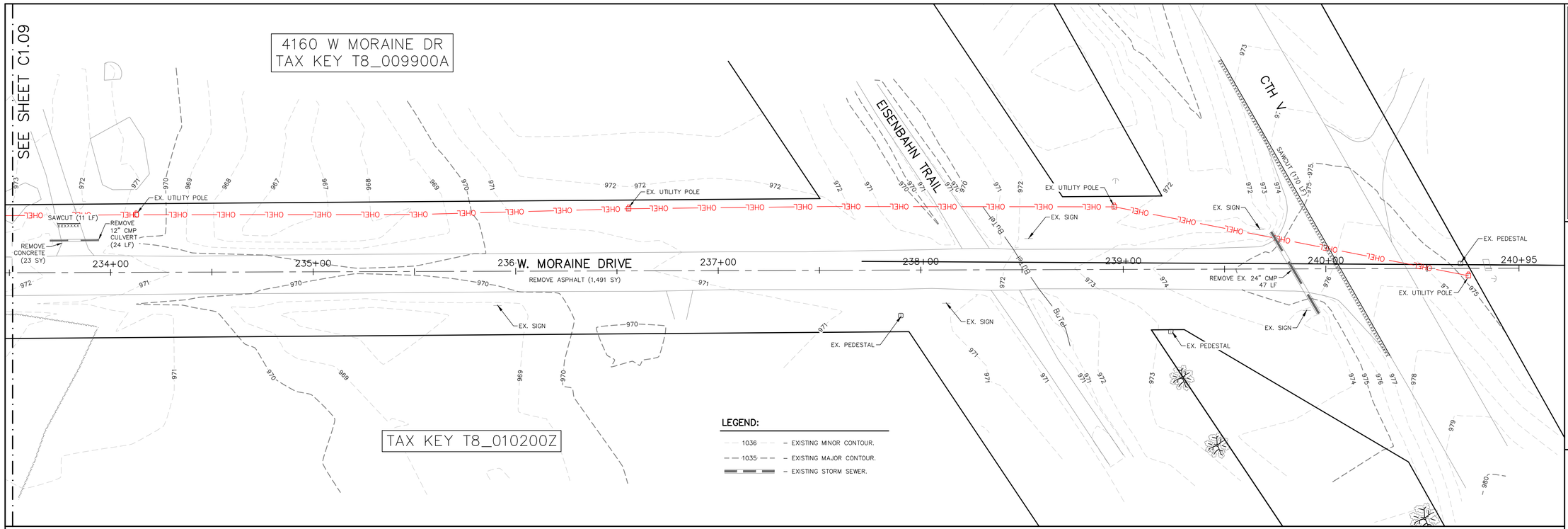
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JDR
DESIGNED BY:
JDR
CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.12



REVISIONS:

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HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
REMOVAL PLAN

DRAWN BY:
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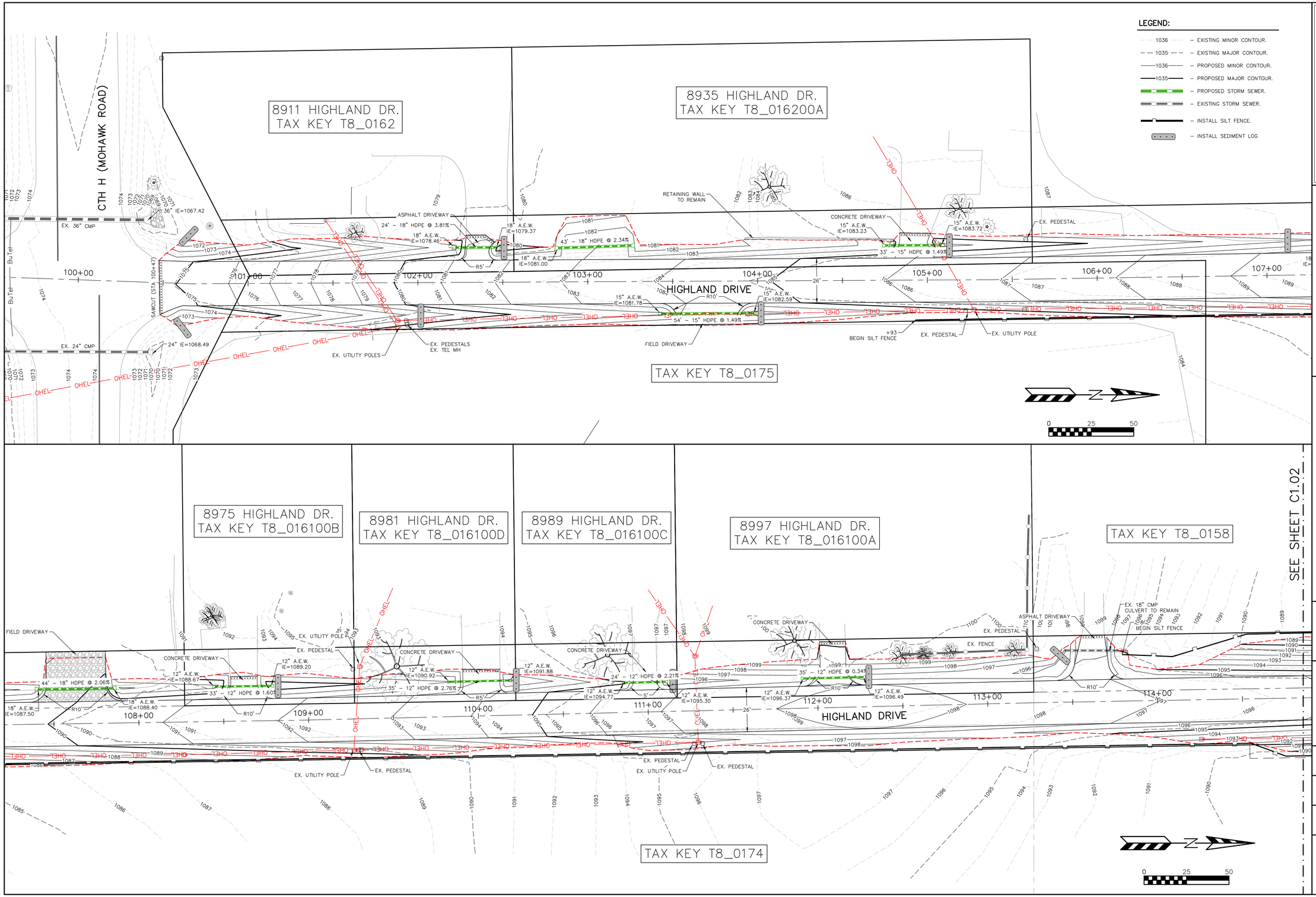
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PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.13



REVISIONS:		
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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

DRAWN BY:
JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.14

SEE SHEET C1.01

TAX KEY T8_0158

TAX KEY T8_017300Z

TAX KEY T8_0149

TAX KEY T8_017000Z

9081 HIGHLAND DR.
TAX KEY T8_015800A

9074 HIGHLAND DR.
TAX KEY T8_017300A

SEE SHEET C1.03

LEGEND:

- 1036 – EXISTING MINOR CONTOUR.
- 1035 – EXISTING MAJOR CONTOUR.
- 1036 – PROPOSED MINOR CONTOUR.
- 1035 – PROPOSED MAJOR CONTOUR.
- – PROPOSED STORM SEWER.
- – EXISTING STORM SEWER.
- – INSTALL SILT FENCE.
- – INSTALL SEDIMENT LOG

REVISIONS:

NO.	DATE	DESCRIPTION

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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

DRAWN BY: **JDR**

DESIGNED BY: **JDR**

CHECKED BY: **KJP**

PLAN DATE: **9/24/2026**

PROJECT NO: **\TK-01-25**

BID SET

SHEET NO:
C1.15

SEE SHEET C1.02

TAX KEY T8_0149

HIGHLAND DRIVE

18" A.E.W.
IE=1040.82

+07
END SILT FENCE

55' - 18" HDPE @ 0.55%

131+00 132+00 133+00 134+00 135+00 136+00 137+00

26'

18" A.E.W.
IE=1040.67

+82
END SILT FENCE

R10'

EX. PEDESTAL

+65
BEGIN SILT FENCE

18" A.E.W.
IE=1042.26

18" A.E.W.
IE=1042.54

EX. UTILITY POLE

EX. PEDESTAL

+07
END SILT FENCE

39' - 18" HDPE @ 0.71%

GRAVEL DRIVEWAY

9134 HIGHLAND DR.
PARCEL NO. 017000A
TAX KEY T8_017000A

TAX KEY T8_017000Z

LEGEND:

- 1036 – EXISTING MINOR CONTOUR.
- 1035 – EXISTING MAJOR CONTOUR.
- 1036 – PROPOSED MINOR CONTOUR.
- 1035 – PROPOSED MAJOR CONTOUR.
- – PROPOSED STORM SEWER.
- – EXISTING STORM SEWER.
- – INSTALL SILT FENCE.
- – INSTALL SEDIMENT LOG

0 25 50

TAX KEY T8_0149

4507 STATE HWY 28
TAX KEY T8_0145

FIELD DRIVEWAY

24" A.E.W.
IE=1039.32

24" A.E.W.
IE=1039.02

12' MAX EASEMENT

55' - 24" HDPE @ 0.55%

R10'

138+00 139+00 140+00 141+00 142+00 143+00 144+00 145+00

HIGHLAND DRIVE

GRAVEL DRIVEWAY

EX. PEDESTALS

24" A.E.W.
IE=1034.74

24" A.E.W.
IE=1034.74

24" RCP @ 0.10%

24" RCP @ 0.50%

TELE. PEDESTALS

EX. FENCE

24" A.E.W.
IE=1034.60

18" A.E.W.
IE=1035.27

26' - 18" HDPE @ 2.00%

18" A.E.W.
IE=1034.74

RIPRAP

+25
BEGIN SILT FENCE

4423 STATE HWY 28
TAX KEY T8_0169

SEE SHEET C1.04

0 25 50

REVISIONS:

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TOWN OF KEWASKUM

PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

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JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.16

4507 STATE HWY 28
TAX KEY T8_0145

4423 STATE HWY 28
TAX KEY T8_0169

SEE SHEET C1.03

HIGHLAND DRIVE

EX. FENCE

EX. PEDESTAL

EX. TRANSFORMER

GRAVEL DRIVEWAY

18" A.E.W.
IE=1042.94

18" A.E.W.
IE=1043.00

36' – 18" HDPE @ 0.16%

SAWCUT (STA 152+66)

SAWCUT

+19
END SILT FENCE

STH 28

LEGEND:

- 1036 – EXISTING MINOR CONTOUR.
- 1035 – EXISTING MAJOR CONTOUR.
- 1036 – PROPOSED MINOR CONTOUR.
- 1035 – PROPOSED MAJOR CONTOUR.
- PROPOSED STORM SEWER.
- EXISTING STORM SEWER.
- INSTALL SILT FENCE.
- INSTALL SEDIMENT LOG

0 25 50

9323 HIGHLAND DR
TAX KEY T8_0144

EX. UTILITY POLE

EX. PEDESTAL

12" A.E.W.
IE=1055.49

12" A.E.W.
IE=1055.77

30' – 12" HDPE @ 0.93%

+46
BEGIN SILT FENCE

12" A.E.W.
IE=1049.50

12" A.E.W.
IE=1051.15

41' – 12" HDPE @ 3.99%

SAWCUT (STA 153+50)

TELE. PEDESTAL

12" A.E.W.
IE=1057.47

12" A.E.W.
IE=1057.95

53' – 12" HDPE @ 0.90%

FIELD DRIVEWAY

+55
BEGIN SILT FENCE

4496 STATE HWY 28
TAX KEY T8_0144

TAX KEY T8_0110

STH 28

SEE SHEET C1.05

0 25 50

REVISIONS:

NO.	DATE	DESCRIPTION

PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095
262.346.7800
www.parishse.com

PROJECT TITLE:
**ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM**

PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

DRAWN BY:
JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.17

9323 HIGHLAND DR
TAX KEY T8_0144

9395 HIGHLAND DR
TAX KEY T8_013700A

10' GRADING EASEMENT
EX. UTILITY POLE
EX. TREE REMOVE
4'x6' LIGHT RIPRAP W/ FABRIC
+61 END SILT FENCE
GRAVEL DRIVEWAY
410 LF OF 2' CURB & GUTTER
15' GRADING EASEMENT
EX. TRANSFORMER
EX. PEDESTAL
EX. UTILITY POLE
480 LF OF 2' CURB & GUTTER
HIGHLAND DRIVE
+80.00 11.00' RT
+50.00 11.00' LT
+56
TAX KEY T8_0110
TAX KEY T8_0109
SEE SHEET C1.04

LEGEND:

- 1036 – EXISTING MINOR CONTOUR.
- 1035 – EXISTING MAJOR CONTOUR.
- 1036 – PROPOSED MINOR CONTOUR.
- 1035 – PROPOSED MAJOR CONTOUR.
- – PROPOSED STORM SEWER.
- – EXISTING STORM SEWER.
- – INSTALL SILT FENCE.
- – INSTALL SEDIMENT LOG

0 25 50

9395 HIGHLAND DR
TAX KEY T8_013700A

TAX KEY T8_0137

GRAVEL DRIVEWAY
EX. UTILITY POLE
4'x6' LIGHT RIPRAP W/ FABRIC
33' – 15" HDPE @ 4.18%
15" A.E.W. IE=1067.44
15" A.E.W. IE=1066.07
R10'
52' – 15" HDPE @ 10.70%
15" A.E.W. IE=1069.21
15" A.E.W. IE=1063.66
+78 BEGIN SILT FENCE
FIELD DRIVEWAY
36" A.E.W. IE=1045.79
36" RCP @ 3.67%
36" A.E.W. IE=1043.95
+06 END SILT FENCE
10' GRADING EASEMENT
HIGHLAND DRIVE
+60.00 11.00' LT
+60.00 11.00' RT
TAX KEY T8_0109
SEE SHEET C1.06

0 25 50

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TOWN OF KEWASKUM

PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

DRAWN BY: **JDR**
DESIGNED BY: **JDR**
CHECKED BY: **KJP**

PLAN DATE: **9/24/2026**

PROJECT NO: **\TK-01-25**

BID SET

SHEET NO:
C1.18

LEGEND:

- 1036 — EXISTING MINOR CONTOUR.
- 1035 — EXISTING MAJOR CONTOUR.
- 1036 — PROPOSED MINOR CONTOUR.
- 1035 — PROPOSED MAJOR CONTOUR.
- — PROPOSED STORM SEWER.
- — EXISTING STORM SEWER.
- — INSTALL SILT FENCE.
- — INSTALL SEDIMENT LOG

SEE SHEET C1.05

TAX KEY T8_0137

TAX KEY T8_012500A

TAX KEY T8_0109

TAX KEY T8_010600B

TAX KEY T8_012500A

TAX KEY T8_012500Z

TAX KEY T8_0106

W. MORAINE DRIVE

HIGHLAND DRIVE

SAWCUT

EX. UTILITY POLE

EX. TRANSFORMER

EX.. PEDESTAL

FIELD DRIVEWAY

ASPHALT DRIVEWAY

4'x6' LIGHT RIPRAP W/ FABRIC

155 LF OF 2' CURB & GUTTER

+25.00 11.00' LT

+25.00 11.00' RT

+80.00 11.00' LT

+80.00 13.00' RT

BEGIN SILT FENCE

+17

END SILT FENCE

+10

15" A.E.W. IE=1038.42

15" A.E.W. IE=1035.67

10' GRADING EASEMENT

R40'

R10'

26'

177+00 178+00 179+00 180+00 181+00 182+00 183+00

184+00 185+00 186+00 187+00 188+00 189+00 190+00 191+00 192+00

0 25 50

SEE SHEET C1.07

REVISIONS:

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HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

DRAWN BY: **JDR**

DESIGNED BY: **JDR**

CHECKED BY: **KJP**

PLAN DATE: **9/24/2026**

PROJECT NO: **\TK-01-25**

BID SET

SHEET NO:
C1.19

9615 HIGHLAND DR
TAX KEY T8_012200B

4478 W MORAINE DR
TAX KEY T8_010400D

TAX KEY T8_012500Z

TAX KEY T8_0106

TAX KEY T8_010600C

TAX KEY T8_0106

W. MORAINE DRIVE

HIGHLAND DRIVE

END SILT FENCE

BEGIN SILT FENCE

SAWCUT

EX. TREES

ASPHALT DRIVEWAY

FIELD DRIVEWAY

EX. UTILITY POLE

EX. UTILITY POLE

EX. UTILITY POLE

EX. 12" PIPE TO REMAIN

R40'

R40'

R20'

R20'

R10'

12" A.E.W. IE=1021.94

58' - 12" HDPE @ 1.15%

12" A.E.W. IE=1021.27

12" A.E.W. IE=1021.27

15" A.E.W. IE=1000.41

53' - 15" HDPE @ 2.01%

15" A.E.W. IE=999.35

12" IE=996.78

12" IE=998.10

191+00

192+00

194+00

195+00

196+00

196+00

197+00

198+00

199+00

200+00

201+00

202+00

24'

24'

+94

SEE SHEET C1.06

SEE SHEET C1.08

0 25 50

0 25 50

N

N

LEGEND:

- 1036 – EXISTING MINOR CONTOUR.
- 1035 – EXISTING MAJOR CONTOUR.
- 1036 – PROPOSED MINOR CONTOUR.
- 1035 – PROPOSED MAJOR CONTOUR.
- PROPOSED STORM SEWER.
- EXISTING STORM SEWER.
- INSTALL SILT FENCE.
- INSTALL SEDIMENT LOG

REVISIONS:

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PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

DRAWN BY:
JDR

DESIGNED BY:
JDR

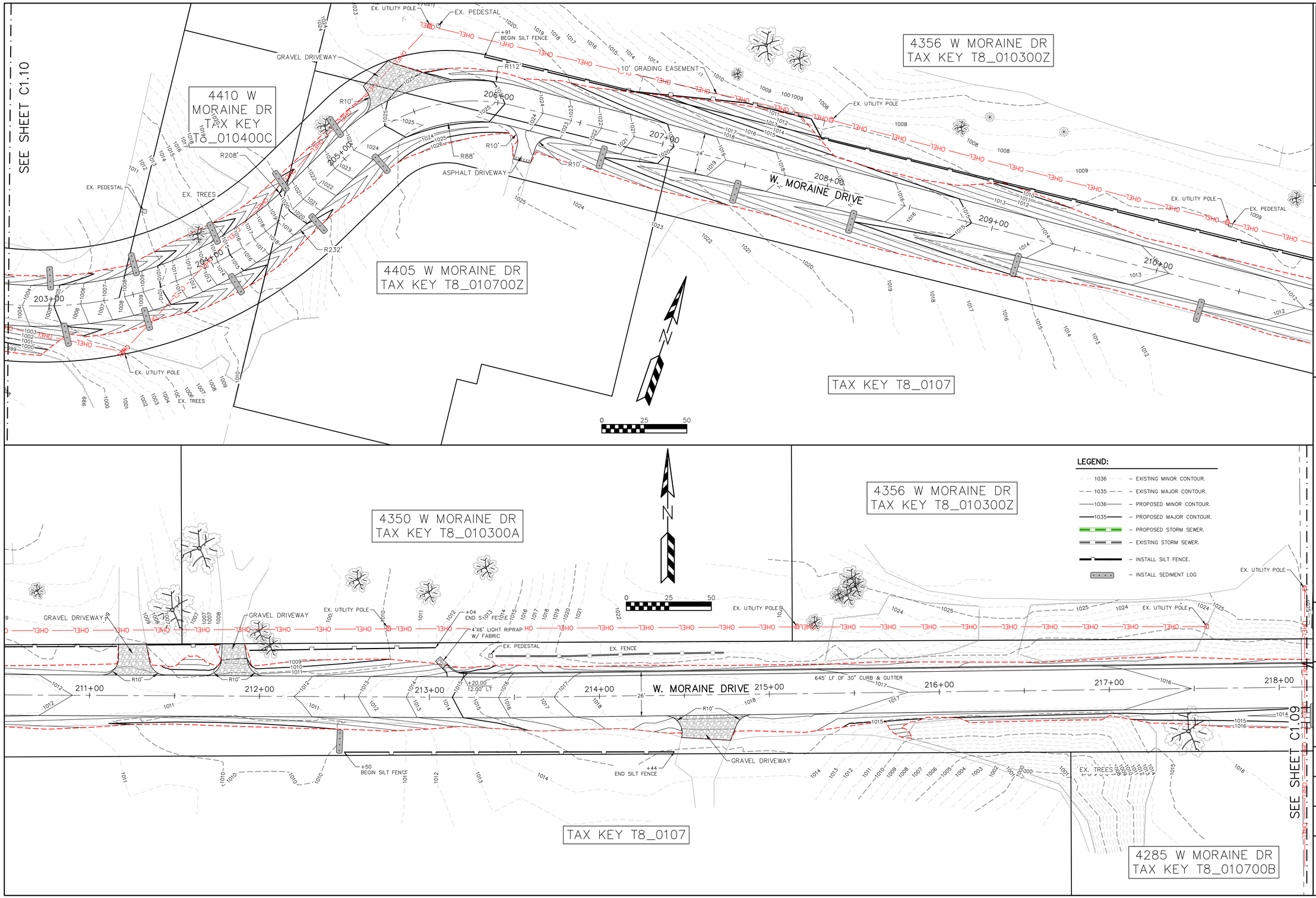
CHECKED BY:
KJP

PLAN DATE:
9/24/2026

PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.20



REVISIONS:

NO.	DATE	DESCRIPTION

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PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

DRAWN BY: **JDR**
DESIGNED BY: **JDR**
CHECKED BY: **KJP**

PLAN DATE: **9/24/2026**

PROJECT NO: **\TK-01-25**

BID SET

SHEET NO:
C1.21

SEE SHEET C1.09

4290 W MORAINE DR.
TAX KEY T8_0100

4285 W MORAINE DR
TAX KEY T8_010700B

TAX KEY T8_0101

W. MORAINE DRIVE

EX. FENCE

EX. PEDESTAL

4'X6' LIGHT RIPRAP W/ FABRIC

ASPHALT DRIVEWAY

42' - 12" HDPE @ 4.66%

12" A.E.W. IE=1006.64

+91 BEGIN SILT FENCE

+19 END SILT FENCE

+64.00 12.00' LT

R10'

12" A.E.W. IE=1008.5

CONCRETE DRIVEWAY

R5'

56' - 12" HDPE @ 2.34%

12" A.E.W. IE=1012.12

12" A.E.W. IE=1013.43

EX. PEDESTALS

+50.00 12.00' RT

310' LF OF 30" CURB & GUTTER

+60.00 12.00' RT

4'X6' LIGHT RIPRAP W/ FABRIC

EX. TREES

LEGEND:

- 1036 – EXISTING MINOR CONTOUR.
- 1035 – EXISTING MAJOR CONTOUR.
- 1036 – PROPOSED MINOR CONTOUR.
- 1035 – PROPOSED MAJOR CONTOUR.
- – PROPOSED STORM SEWER.
- – EXISTING STORM SEWER.
- – INSTALL SILT FENCE.
- – INSTALL SEDIMENT LOG

0 25 50

N

4290 W MORAINE DR.
TAX KEY T8_0100

TAX KEY T8_0101

EX. TREES

EX. UTILITY POLE

EX. FENCE

EX. PEDESTAL

+19 END SILT FENCE

EX. ROCKS

54' - 12" HDPE @ 2.70%

R10'

12" A.E.W. IE=967.54

12" A.E.W. IE=966.08

W. MORAINE DRIVE

+55 BEGIN SILT FENCE

+57 END SILT FENCE

EX. PEDESTALS

+58 END SILT FENCE

SEE SHEET C1.10

REVISIONS:

NO.	DATE	DESCRIPTION

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PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

DRAWN BY: **JDR**

DESIGNED BY: **JDR**

CHECKED BY: **KJP**

PLAN DATE: **9/24/2026**

PROJECT NO: **\TK-01-25**

BID SET

SHEET NO:
C1.22

SEE SHEET C1.09

4160 W MORAINE DR
TAX KEY T8_009900A

TAX KEY T8_010200Z

W. MORAINE DRIVE

EISENBAHN TRAIL

CTH V

GRAVEL DRIVEWAY

FIELD DRIVEWAY

EX. UTILITY POLE

EX. PEDESTAL

22' – 12" HDPE @ 0.91%

12" A.E.W. IE=969.83

12" A.E.W. IE=970.03

12" A.E.W. IE=969.16

12" A.E.W. IE=969.38

22' – 12" HDPE @ 1.01%

12" A.E.W. IE=970.05

12" A.E.W. IE=970.28

12" HDPE @ 0.58%

12" HDPE @ 0.88%

12" A.E.W. IE=970.25

12" A.E.W. IE=970.63

24" A.E.W. IE=971.55

24" A.E.W. IE=972.50

24" RCP @ 1.40%

SAWCUT

R5'

R10'

R30'

R40'

234+00

235+00

236+00

237+00

238+00

239+00

240+00

240+95

24'

40'

63'

OHEL

LEGEND:

- 1036 – EXISTING MINOR CONTOUR.
- 1035 – EXISTING MAJOR CONTOUR.
- 1036 – PROPOSED MINOR CONTOUR.
- 1035 – PROPOSED MAJOR CONTOUR.
- – PROPOSED STORM SEWER.
- – EXISTING STORM SEWER.
- – INSTALL SILT FENCE.
- – INSTALL SEDIMENT LOG

N

0 25 50

REVISIONS:

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HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
GRADING AND EROSION CONTROL PLAN

DRAWN BY:
JDR

DESIGNED BY:
JDR

CHECKED BY:
KJP

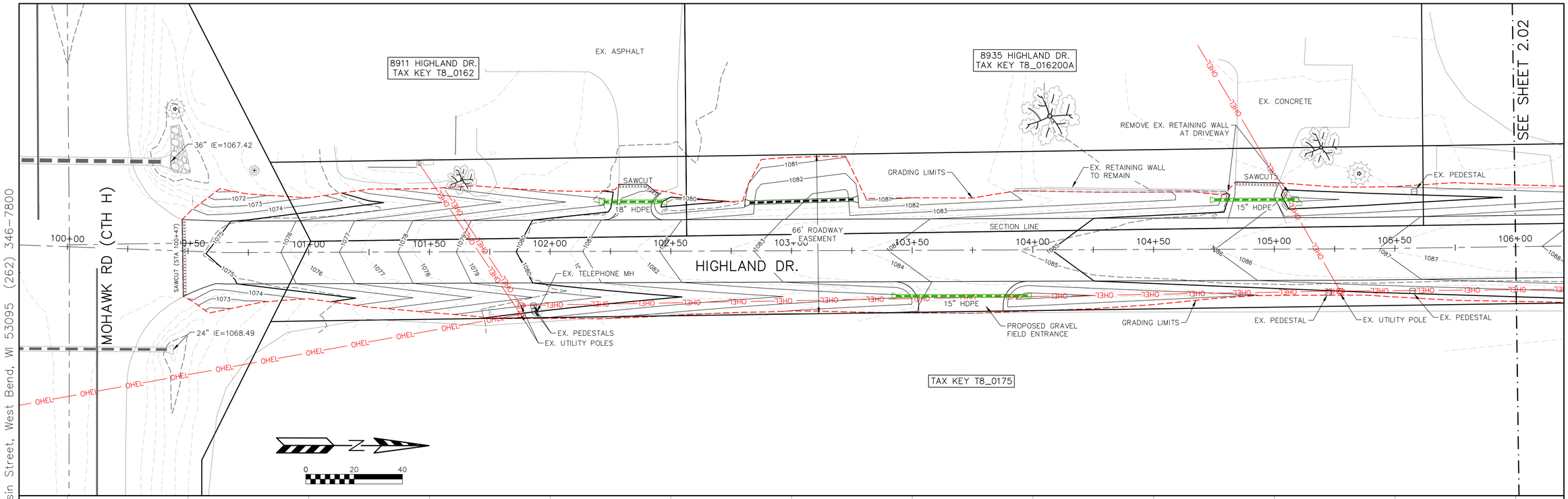
PLAN DATE:
9/24/2026

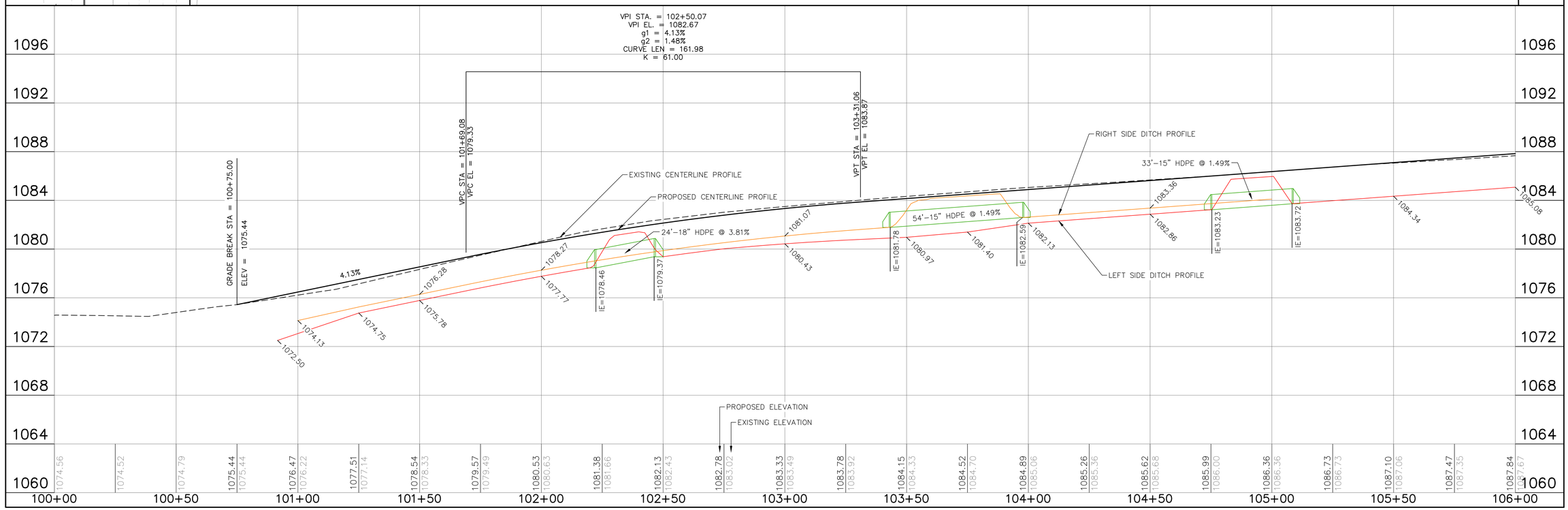
PROJECT NO:
\TK-01-25

BID SET

SHEET NO:
C1.23

PSE PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095 (262) 346-7800





\Projects\TK-01-25\P&P HIGHLAND DRIVE - (CTH H - STH 28).DWG

HIGHLAND DRIVE PLAN & PROFILE (STA 100+00-106+00) \TK-01-25\ 3/23/2026

C2.01

PSE PARISH SURVEY & ENGINEERING
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SEE SHEET 2.01

SEE SHEET 2.03

8975 HIGHLAND DR.
TAX KEY T8_016100B

8981 HIGHLAND DR.
TAX KEY T8_016100D

8989 HIGHLAND DR.
TAX KEY T8_016100C

HIGHLAND DR.

TAX KEY T8_0174

EX. CONCRETE

GRADING LIMITS

SAWCUT

12" HDPE

SECTION LINE

66.0' ROADWAY EASEMENT

OHEL

EX. UTILITY POLE

EX. PEDESTAL

106+00 106+50 107+00 107+50 108+00 108+50 109+00 109+50 110+00 110+50 111+00 111+50 112+00

0 20 40

VPI STA. = 109+84.82
VPI EL. = 1093.52
g1 = 1.48%
g2 = 3.14%
CURVE LEN = 106.72
K = 64.00

VPI STA. = 111+62.25
VPI EL. = 1099.09
g1 = 3.14%
g2 = -0.87%
CURVE LEN = 245.05
K = 61.00

VPC STA = 109+31.46
VPC EL = 1092.73

VPT STA = 110+38.18
VPT EL = 1095.19
VPC STA = 110+39.73
VPC EL = 1095.24

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

RIGHT SIDE DITCH PROFILE

LEFT SIDE DITCH PROFILE

1.48%

3.14%

33'-12" HDPE @ 1.60%

35'-12" HDPE @ 2.76%

24'-12" HDPE @ 2.21%

IE=1088.67

IE=1089.20

IE=1090.92

IE=1091.88

IE=1094.77

IE=1095.30

IE=1096.37

1085.08 1085.82 1086.55 1087.29 1088.03 1089.51 1090.27 1093.25 1094.36 1095.95 1095.95

PROPOSED ELEVATION

EXISTING ELEVATION

1087.84	1088.21	1088.58	1088.95	1089.31	1089.68	1090.05	1090.42	1090.79	1091.16	1091.53	1091.90	1092.27	1092.63	1093.03	1093.52	1094.11	1094.79	1095.56	1096.25	1096.84	1097.33	1097.71	1098.00	1098.18
1087.67	1087.98	1088.31	1088.63	1089.04	1089.46	1089.88	1090.30	1090.68	1091.11	1091.51	1091.91	1092.30	1092.65	1093.00	1093.45	1093.92	1094.58	1095.36	1096.25	1097.15	1097.96	1098.65	1098.98	1099.29

1108 1104 1100 1096 1092 1088 1084 1080 1076 1072

106+00 106+50 107+00 107+50 108+00 108+50 109+00 109+50 110+00 110+50 111+00 111+50 112+00

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SEE SHEET 2.02

8997 HIGHLAND DR.
TAX KEY T8_016100A

TAX KEY T8_0158

TAX KEY T8_0174

EX. CONCRETE
SAWCUT
12" HDPE
HP: 112+31.47
Elev: 1098.26
EX. ASPHALT
SAWCUT
EX 18" CMP
SECTION LINE
66' ROADWAY EASEMENT
HIGHLAND DR.
24" A.E.W.
IE=1085.51
GRADING EASEMENT
24" RCP @ 5.73%
65' - 24" RCP
EX. UTILITY POLE
GRADING EASEMENT
GRADING LIMITS
24" A.E.W.
IE=1089.24

SEE SHEET 2.04

0 20 40

VPI STA. = 111+62.25
VPI EL. = 1099.09
g1 = 3.14%
g2 = -0.87%
CURVE LEN = 245.05
K = 61.00

HP STA = 112+31.47
ELEV = 1098.26

VPT STA = 112+84.78
VPT EL = 1098.02

LEFT AND RIGHT SIDE DITCH PROFILE

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

31'-18" CMP @ 3.10%

-0.87%

IE=1096.49
1096.47
1096.47
1096.13
1096.13
IE=1095.88
IE=1094.91
1092.63
1092.20
1091.96

35'-12" HDPE @ 0.34%

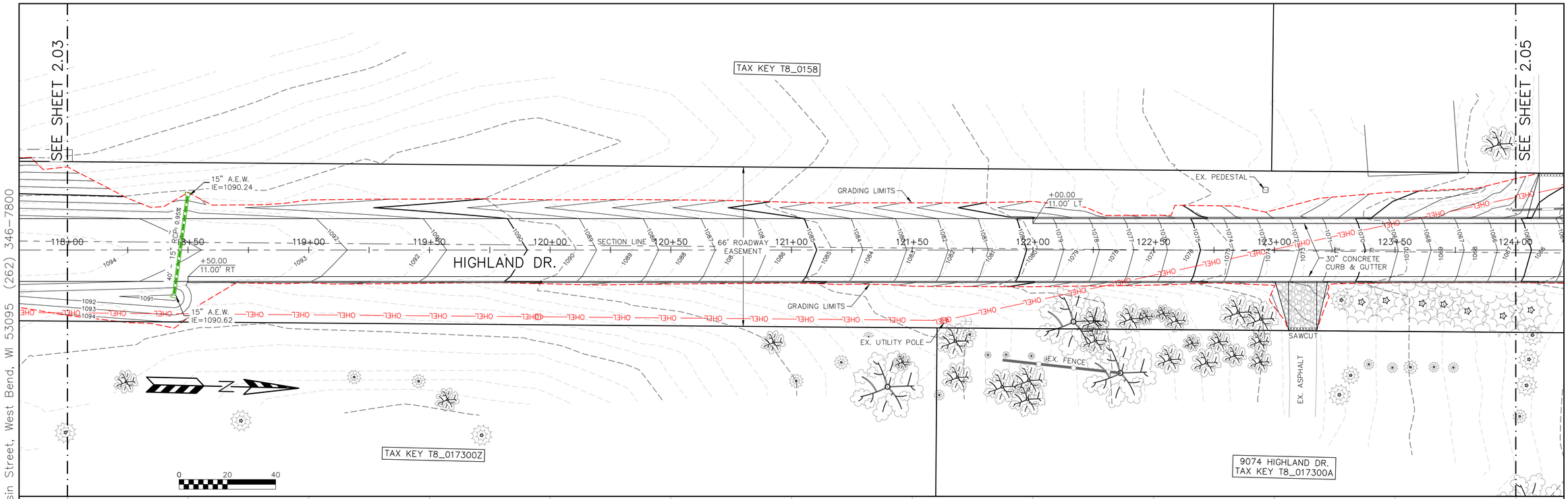
RIGHT SIDE DITCH PROFILE

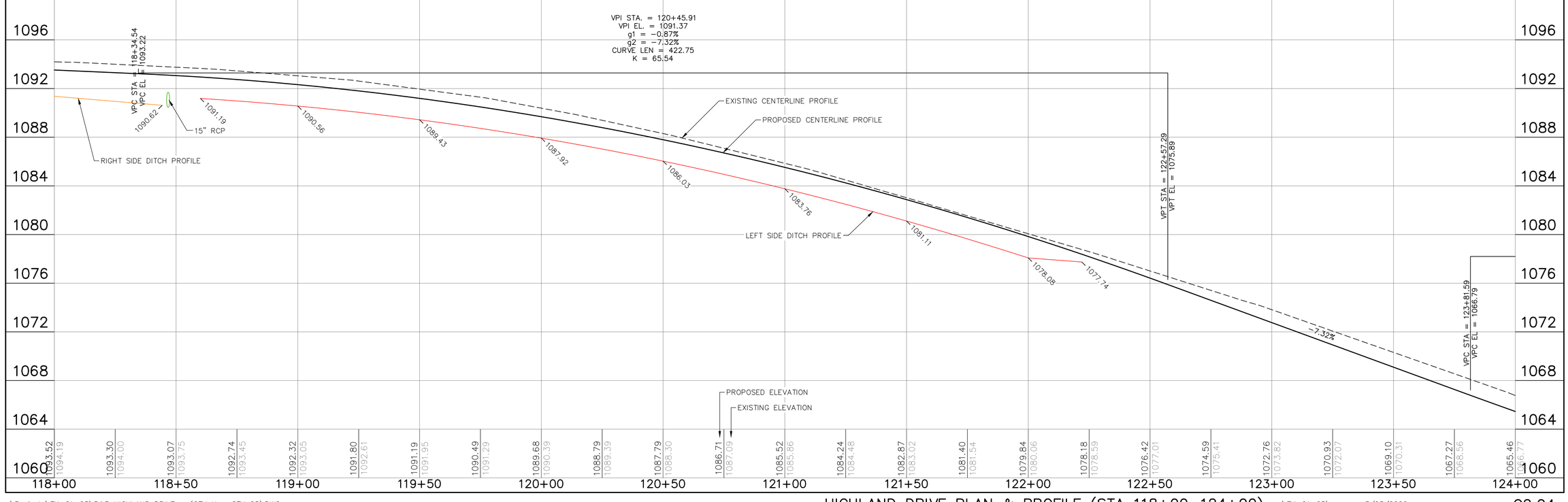
PROPOSED ELEVATION
EXISTING ELEVATION

112+00	112+50	113+00	113+50	114+00	114+50	115+00	115+50	116+00	116+50	117+00	117+50	118+00
1098.18	1098.25	1098.23	1098.10	1097.89	1097.67	1097.45	1097.23	1097.02	1096.80	1096.58	1096.36	1096.14
1099.29	1099.41	1099.25	1098.99	1098.70	1098.39	1097.89	1097.44	1097.01	1096.60	1096.27	1095.91	1095.53

115+50	116+00	116+50	117+00	117+50	118+00
1095.92	1095.71	1095.49	1095.27	1095.05	1094.83	1094.61	1094.39	1094.18	1093.96	1093.74	1093.52
1095.18	1094.85	1094.60	1094.39	1094.31	1094.25	1094.24	1094.23	1094.27	1094.30	1094.29	1094.19

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SEE SHEET 2.04

SEE SHEET 2.06

9081 HIGHLAND DR.
TAX KEY T8_015800A

TAX KEY T8_0149

TAX KEY T8_017300Z

TAX KEY T8_017000Z

EX. ASPHALT

EX. ASPHALT

OHEL

EX. UTILITY POLE

SAWCUT

SAWCUT

30" CONCRETE CURB & GUTTER

+50.00
11.00' LT

+50.00
11.00' RT

SECTION LINE

HIGHLAND DR.

66' ROADWAY EASEMENT

GRADING LIMITS

GRADING LIMITS

50' - 18" HDPE @ 4.37%

49' - 18" HDPE @ 2.62%

18" A.E.W.
IE=1046.36

18" A.E.W.
IE=1045.09

EX. UTILITY POLE

EX. UTILITY POLE

0 20 40

VPI STA. = 126+58.40
VPI EL. = 1046.51
g1 = -7.32%
g2 = -0.32%
CURVE LEN = 553.62
K = 79.00

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

LEFT AND RIGHT SIDE DITCH PROFILE

RIGHT SIDE DITCH PROFILE

PROPOSED ELEVATION

EXISTING ELEVATION

VPT STA = 129+35.21
VPT EL = 1045.63

1068 1064 1060 1056 1052 1048 1044 1040 1036 1032

124+00 124+50 125+00 125+50 126+00 126+50 127+00 127+50 128+00 128+50 129+00 129+50 130+00

1065.46 1066.77 | 1063.72 1065.00 | 1062.07 1063.23 | 1060.50 1061.47 | 1059.00 1059.71 | 1057.58 1058.03 | 1056.25 1056.61 | 1054.99 1055.20 | 1053.81 1053.92 | 1052.71 1052.97 | 1051.69 1052.02 | 1050.74 1051.12 | 1049.88 1050.33 | 1049.10 1049.54 | 1048.39 1048.82 | 1047.77 1048.17 | 1047.22 1047.81 | 1046.75 1047.45 | 1046.36 1047.10 | 1046.05 1046.84 | 1045.82 1046.57 | 1045.67 1046.32 | 1045.59 1046.08 | 1045.51 1045.87 | 1045.43 1045.74

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SEE SHEET 2.05

SEE SHEET 2.07

TAX KEY T8_0149

GRADING LIMITS

HIGHLAND DR.

130+00 130+50 131+00 131+50 132+00 132+50 133+00 133+50 134+00 134+50 135+00 135+50 136+00

66' ROADWAY EASEMENT

SECTION LINE

1045 1045 1044 1043 1042 1041

18" HDPE @ 0.38%

41'

OHEL

18" HDPE

EX. PEDESTAL

EX. UTILITY POLE

EX. PEDESTAL

EX. GRAVEL

GRADING LIMITS

9134 HIGHLAND DR.
PARCEL NO. 017000A
TAX KEY T8_017000A

TAX KEY T8_017000Z

N

0 20 40

1060 1056 1052 1048 1044 1040 1036 1032 1028 1024

PROPOSED CENTERLINE PROFILE

EXISTING CENTERLINE PROFILE

LEFT SIDE DITCH PROFILE

RIGHT SIDE DITCH PROFILE

-0.32%

1043.35 1042.99 1041.92 1041.56 1041.20 1040.84 1040.54 1041.32 1040.29 1041.07 1040.04 1040.82 1039.79 1040.57 1039.54

39'-18" HDPE @ 0.71%

IE=1042.54

IE=1042.26

18" HDPE

PROPOSED ELEVATION

EXISTING ELEVATION

1045.43 1045.74 | 1045.35 1045.63 | 1045.27 1045.44 | 1045.19 1045.29 | 1045.11 1045.16 | 1045.03 1045.02 | 1044.95 1044.87 | 1044.87 1044.72 | 1044.80 1044.60 | 1044.72 1044.50 | 1044.64 1044.45 | 1044.56 1044.48 | 1044.48 1044.51 | 1044.40 1044.53 | 1044.32 1044.55 | 1044.24 1044.57 | 1044.16 1044.56 | 1044.08 1044.56 | 1044.00 1044.58 | 1043.92 1044.60 | 1043.85 1044.60 | 1043.77 1044.60 | 1043.69 1044.59 | 1043.61 1044.58 | 1043.53 1044.57

130+00 130+50 131+00 131+50 132+00 132+50 133+00 133+50 134+00 134+50 135+00 135+50 136+00

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SEE SHEET 2.08

TAX KEY T8_0149

4507 STATE HWY 28
TAX KEY T8_0145

GRADING LIMITS

PROPOSED GRAVEL FIELD ENTRANCE

GRADING EASEMENT

24" HDPE

66' ROADWAY EASEMENT

HIGHLAND DR.

SECTION LINE

18" HDPE

24" A.E.W.
IE=1034.74

24" RCP

EX. GRAVEL

24" A.E.W.
IE=1034.60

TAX KEY T8_017000Z

0 20 40

VPI STA. = 139+11.47
VPI EL. = 1042.54
g1 = -0.32%
g2 = -2.00%
CURVE LEN = 102.68
K = 61.00

VPC STA = 138+60.13
VPC EL = 1042.70

VPT STA = 139+62.81
VPT EL = 1041.52

VPI STA. = 141+83.97
VPI EL. = 1037.09
g1 = -2.00%
g2 = 0.50%
CURVE LEN = 229.73
K = 91.89

VPC STA = 140+69.11
VPC EL = 1039.39

LEFT SIDE DITCH PROFILE

PROPOSED CENTERLINE PROFILE

EXISTING CENTERLINE PROFILE

RIGHT SIDE DITCH PROFILE

55'-24" HDPE @ 0.55%

26'-18" HDPE @ 2.00%

-2.00%

IE=1039.32

IE=1039.02

IE=1035.27

	136+00	136+50	137+00	137+50	138+00	138+50	139+00	139+50	140+00	140+50	141+00	141+50	142+00
PROPOSED ELEVATION	1044.57	1044.54	1044.51	1044.51	1044.51	1044.55	1044.62	1044.69	1044.73	1044.78	1044.78	1044.64	1044.43	1044.07	1043.52	1042.91	1042.20	1041.40	1040.70	1040.06	1039.59	1039.15	1038.83	1038.62	1038.45
EXISTING ELEVATION	1043.53	1043.45	1043.37	1043.29	1043.21	1043.13	1043.05	1042.97	1042.90	1042.82	1042.74	1042.64	1042.45	1042.15	1041.76	1041.27	1040.77	1040.27	1039.77	1039.27	1038.82	1038.44	1038.13	1037.88	1037.70

	136+00	136+50	137+00	137+50	138+00	138+50	139+00	139+50	140+00	140+50	141+00	141+50	142+00
LEFT SIDE DITCH PROFILE	1040.57	1040.32	1040.07	1039.82	1039.57	1038.29	1038.04	1038.82	1038.57	1038.43	1037.24	1037.06	1036.48
RIGHT SIDE DITCH PROFILE	1039.54	1039.29	1039.04	1038.79	1038.54			1037.79	1037.54	1037.29			

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SEE SHEET 2.09

4507 STATE HWY 28
TAX KEY T8_0145

4423 STATE HWY 28
TAX KEY T8_0169

HIGHLAND DR.

66' ROADWAY EASEMENT

EX. PEDESTALS

24" A.E.W. IE=1034.74

24" A.E.W. IE=1034.60

18" HDPE

24" RCP @ 0.30%

LP: 142+52.88 Elev. 1037.55

0 20 40

142+00 142+50 143+00 143+50 144+00 144+50 145+00 145+50 146+00 146+50 147+00 147+50 148+00

1056 1052 1048 1044 1040 1036 1032 1028 1024 1020

LP STA = 142+52.88
ELEV = 1037.55

VPT STA = 142+98.84
VPT EL = 1037.67

GRADE BREAK STA = 145+60.92
ELEV = 1038.98

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

26'-18" HDPE @ 2.00%

0.50%

IE=1034.74

24" RCP

24" RCP

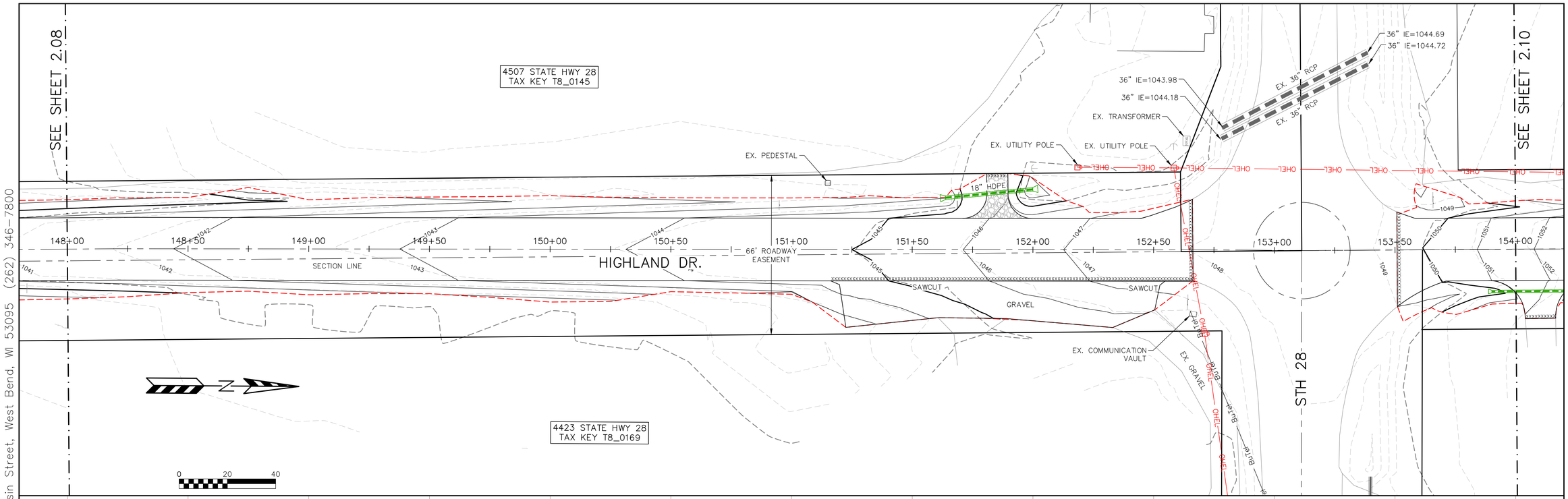
PROPOSED ELEVATION

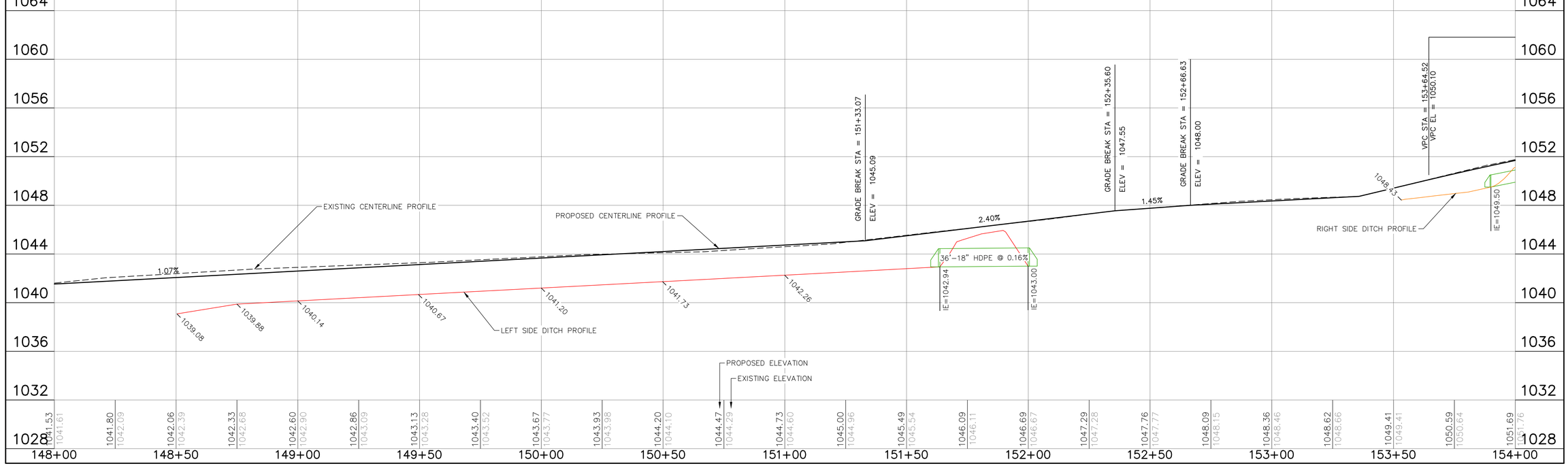
EXISTING ELEVATION

1038.45	1038.31	1038.18	1038.17	1038.18	1038.19	1038.20	1038.21	1038.22	1038.24	1038.31	1038.43	1038.54	1038.64	1038.73	1038.89	1039.12	1039.34	1039.51	1039.68	1039.92	1040.30	1040.68	1041.09	1041.61
1037.70	1037.59	1037.55	1037.58	1037.67	1037.80	1037.92	1038.05	1038.17	1038.30	1038.42	1038.55	1038.67	1038.80	1038.92	1039.13	1039.39	1039.66	1039.93	1040.19	1040.46	1040.73	1041.00	1041.26	1041.53

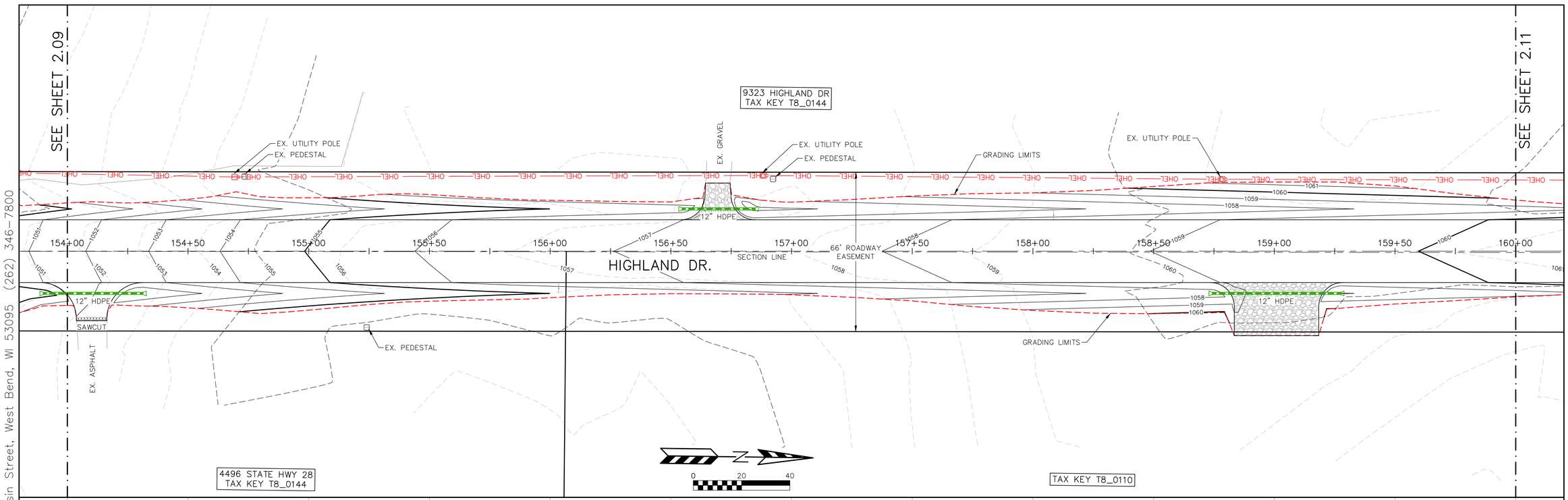
142+00 142+50 143+00 143+50 144+00 144+50 145+00 145+50 146+00 146+50 147+00 147+50 148+00

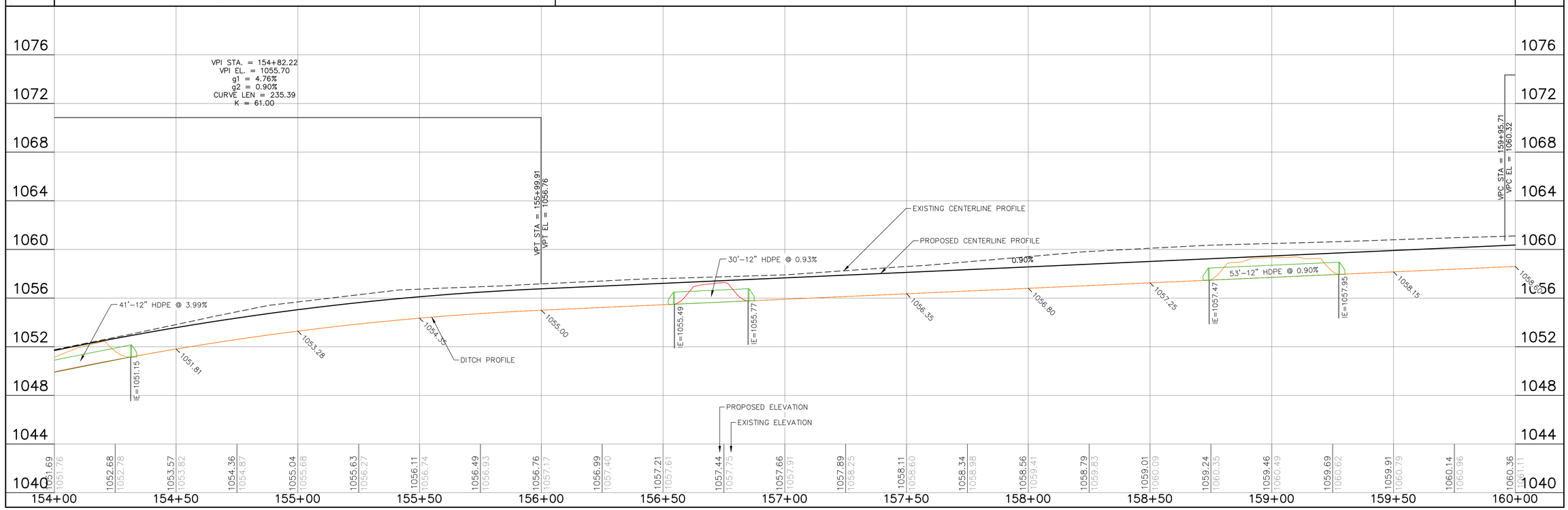
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SEE SHEET 2.12

9323 HIGHLAND DR
TAX KEY T8_0144

9395 HIGHLAND DR
TAX KEY T8_013700A

TAX KEY T8_0110

HIGHLAND DR.

EX. UTILITY POLE

EX. UTILITY POLE

GRADING EASEMENT

66' ROADWAY EASEMENT

GRADING LIMITS

GRADING LIMITS

SECTION LINE

+80.00
11.00' RT

+50.00
11.00' LT

30" CONCRETE CURB & GUTTER

HP

160+00 160+50 161+00 161+50 162+00 162+50 163+00 163+50 164+00 164+50 165+00 165+50 166+00

1061 1062 1063 1064 1065 1066 1067 1068 1069 1070 1071 1072 1073 1074 1075 1076 1077 1078 1079 1080 1081 1082 1083 1084

0 20 40

VPI STA. = 161+56.08
VPI EL. = 1061.77
g1 = 0.90%
g2 = 5.91%
CURVE LEN = 320.76
K = 64.00

VPT STA = 163+16.46
VPT EL = 1071.25

VPC STA = 163+54.44
VPC EL = 1073.49

VPI STA. = 166+57.10
VPI EL. = 1091.39
g1 = 5.91%
g2 = -7.85%
CURVE LEN = 605.32
K = 44.00

5.91%

LEFT AND RIGHT SIDE DITCH PROFILE

LEFT SIDE DITCH PROFILE

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

PROPOSED ELEVATION

EXISTING ELEVATION

1058.60
1059.28
1059.66

1060.36	1060.65	1061.04	1061.53	1062.11	1062.79	1063.57	1064.45	1065.42	1066.50	1067.66	1068.93	1070.30	1071.75	1073.23	1074.66	1075.95	1077.10	1078.11	1078.97	1079.69	1080.27	1080.71	1081.00	1081.16
1061.11	1061.20	1061.43	1061.62	1061.83	1062.14	1062.56	1063.14	1063.83	1064.58	1065.51	1066.51	1067.60	1069.03	1070.46	1071.89	1073.67	1075.51	1077.36	1079.11	1080.83	1082.13	1083.22	1084.01	1084.39

1092 1088 1084 1080 1076 1072 1068 1064 1060 1056

160+00 160+50 161+00 161+50 162+00 162+50 163+00 163+50 164+00 164+50 165+00 165+50 166+00

\Projects\TK-01-25\P&P HIGHLAND DRIVE - (STH 28 - W. MORAINE DR).DWG

HIGHLAND DRIVE PLAN & PROFILE (STA 160+00-166+00) \TK-01-25\ 3/23/2026

C2.11

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SEE SHEET 2.11

SEE SHEET 2.13

9395 HIGHLAND DR
TAX KEY T8_013700A

9395 HIGHLAND DR
TAX KEY T8_013700A

TAX KEY T8_0137

TAX KEY T8_0109

EX. GRAVEL

EX. PEDESTALS

EX. UTILITY POLE

EX. TRANSFORMER

EX. GRAVEL

GRADING EASEMENT

GRADING LIMITS

HP STA = 166+14.56
ELEV = 1081.18

15" HDPE

+60.00
11.00' LT

+60.00
11.00' RT

30" CONCRETE
CURB & GUTTER

HIGHLAND DR.

66' ROADWAY
EASEMENT

SECTION LINE

GRADING
EASEMENT

GRADING EASEMENT

GRADING LIMITS

PROPOSED GRAVEL
FIELD ENTRANCE

GRADING EASEMENT

0 20 40

VPI STA. = 166+57.10
VPI EL. = 1091.39
g1 = 5.91%
g2 = -7.85%
CURVE LEN = 605.32
K = 44.00

HP STA = 166+14.56
ELEV = 1081.18

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

RIGHT SIDE DITCH PROFILE

LEFT SIDE DITCH PROFILE

1074.52

1072.29

1070.16

1069.36

52'-15" HDPE @ 10.70%

33'-15" HDPE @ 4.18%

VPT STA = 169+59.76
VPT EL = 1067.64
VPC STA = 169+46.82
VPC EL = 1067.16

-7.85%

IE=1069.21

IE=1067.44

IE=1066.07

IE=1063.66

PROPOSED ELEVATION

EXISTING ELEVATION

166+00	166+50	167+00	167+50	168+00	168+50	169+00	169+50	170+00	170+50	171+00	171+50	172+00
1081.16	1081.17	1081.04	1080.77	1080.35	1079.80	1079.10	1078.26	1077.27	1076.15	1074.88	1073.47	1071.92	1070.23	1068.40	1066.45	1064.58	1062.80	1061.13	1059.55	1058.08	1056.70	1055.43	1054.25	1053.18
1084.39	1084.41	1084.24	1083.82	1083.23	1082.49	1081.39	1080.28	1078.64	1076.98	1075.25	1073.19	1071.11	1069.03	1066.96	1064.91	1062.86	1060.97	1059.18	1057.58	1056.11	1054.97	1054.01	1053.21	1052.91	1052.17

SEE SHEET 2.12

SEE SHEET 2.14

TAX KEY T8_0137

EX. TREES

36" A.E.W.
IE=1045.79

EX. UTILITY POLE

GRADING LIMITS

LP: 174+56.17
Elev: 1047.93

EX. UTILITY POLE

EX. UTILITY POLE

66' ROADWAY EASEMENT

SECTION LINE

HIGHLAND DR.

36" RCP @ 3.67%

50'

GRADING EASEMENT

36" A.E.W.
IE=1043.95

GRADING LIMITS

0 20 40

VPI STA. = 173+09.79
VPI EL. = 1040.18
g1 = -7.85%
g2 = 3.16%
CURVE LEN = 687.74
K = 62.49

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

LP STA = 174+56.17
ELEV = 1047.93

LEFT SIDE DITCH PROFILE

VPT STA = 176+53.66
VPT EL = 1051.05

36" RCP

RIGHT SIDE DITCH PROFILE

PROPOSED ELEVATION

EXISTING ELEVATION

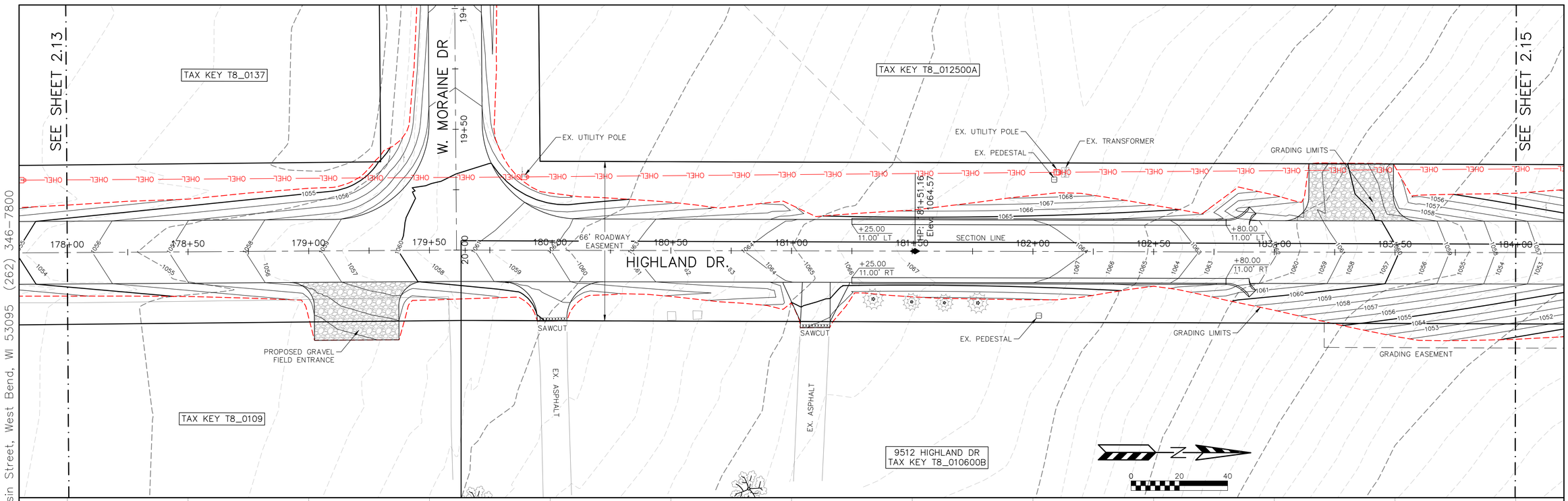
172+00	172+50	173+00	173+50	174+00	174+50	175+00	175+50	176+00	176+50	177+00	177+50	178+00
1053.18	1052.20	1051.33	1050.55	1049.88	1049.30	1048.83	1048.45	1048.18	1048.00	1047.93	1047.95	1048.08
1052.17	1051.50	1050.88	1050.41	1050.08	1049.89	1049.79	1049.84	1049.90	1050.02	1050.09	1050.27	1050.47
1045.93	1046.21	1046.43	1046.68	1046.94	1047.18	1047.30	1047.82	1049.17	1050.75	1051.54		
1045.86	1045.59	1045.85	1046.10	1046.35	1046.87							
1045.10	1045.22											
1043.95												

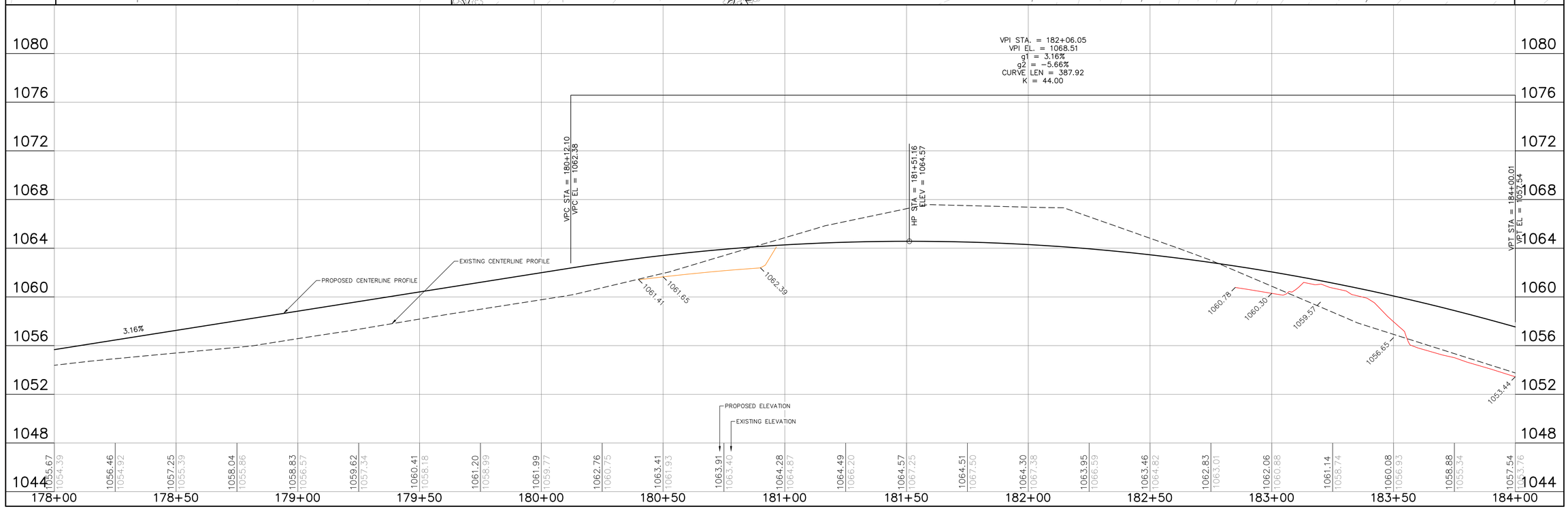
1048.31	1048.63	1049.06	1049.58	1050.21	1050.93	1051.72	1052.51	1053.30	1054.09	1054.88	1055.67
1050.66	1050.83	1051.00	1051.31	1051.57	1051.85	1052.16	1052.50	1052.91	1053.37	1053.82	1054.39

172+00	172+50	173+00	173+50	174+00	174+50	175+00	175+50	176+00	176+50	177+00	177+50	178+00

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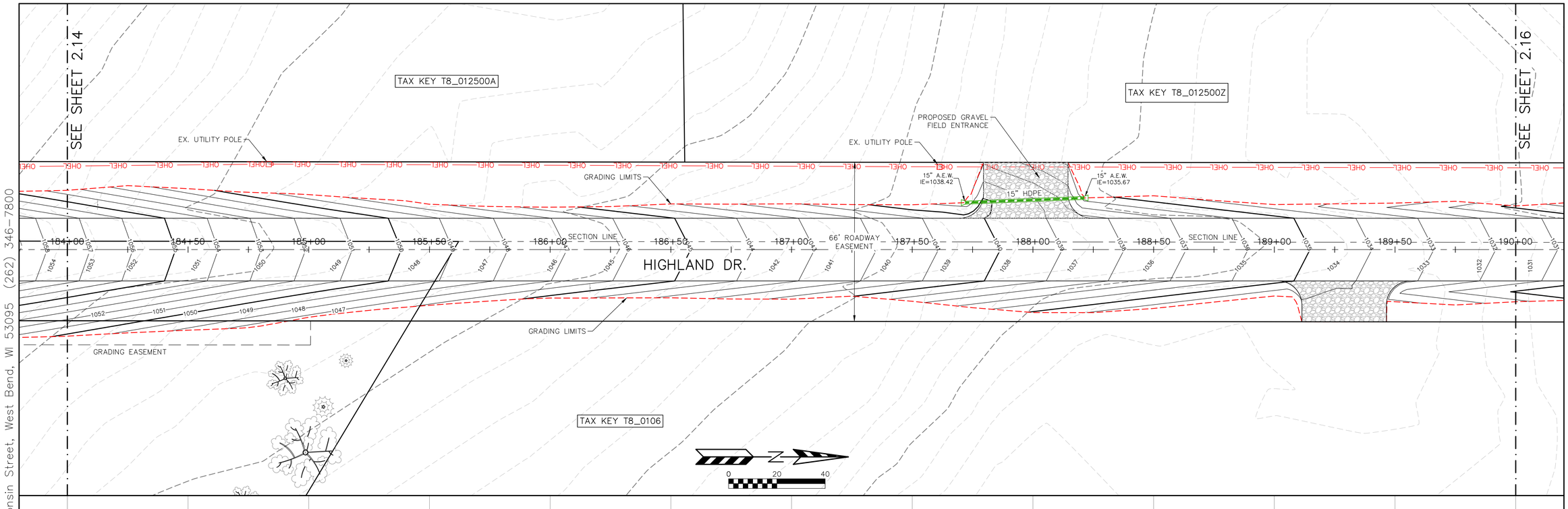


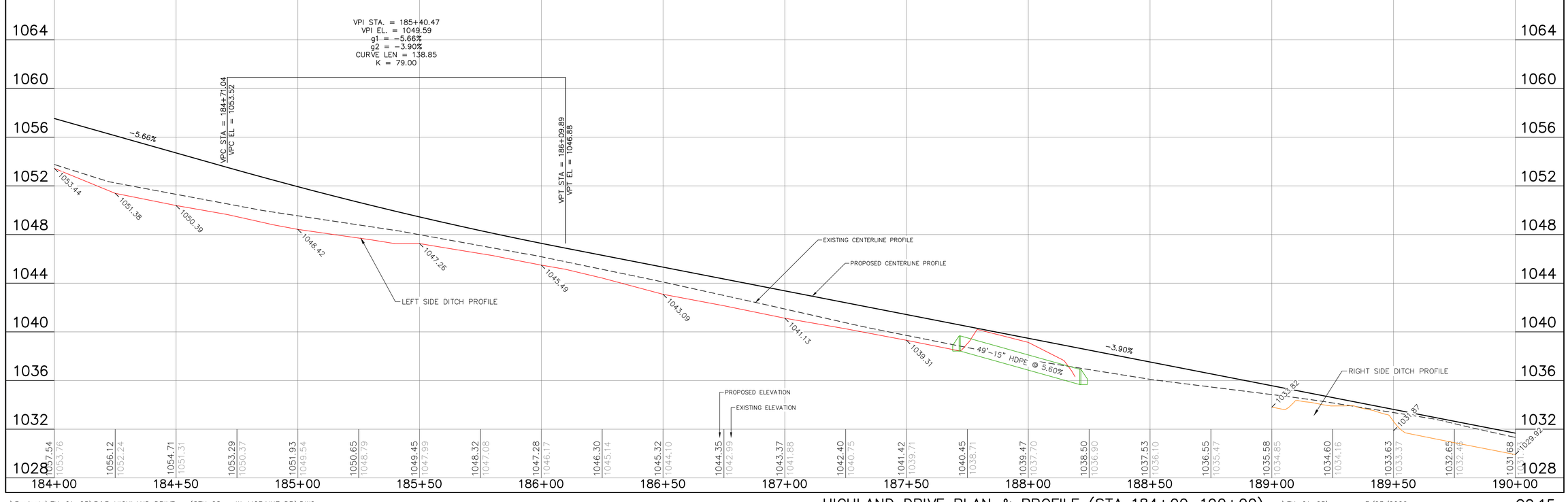


\Projects\TK-01-25\P&P HIGHLAND DRIVE - (STH 28 - W. MORAINE DR).DWG

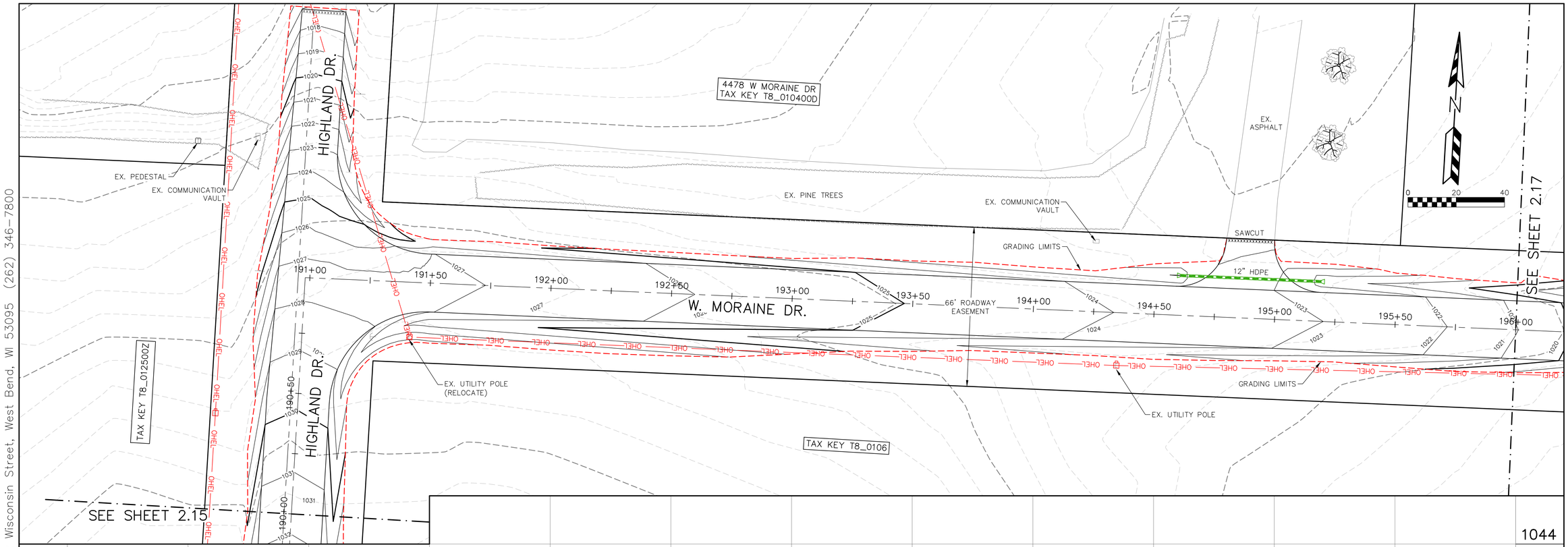
HIGHLAND DRIVE PLAN & PROFILE (STA 178+00-184+00) \TK-01-25\ 3/23/2026

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SEE SHEET 2.16

SEE SHEET 2.18

TAX KEY T8_010600C

TAX KEY T8_0106

GRADING LIMITS

PROPOSED GRAVEL FIELD ENTRANCE

15" A.E.W. IE=1000.41

53' - 15" HDPE 2.01%

15" A.E.W. IE=999.35

LP: 201+35.98 ELEV = 1001.41

EX 12" HDPE

66.0' ROADWAY EASEMENT

W. MORAINE DR.

EX. UTILITY POLE

EX. UTILITY POLE

GRADING LIMITS

N

0 20 40

196+00 196+50 197+00 197+50 198+00 198+50 199+00 199+50 200+00 200+50 201+00 201+50 202+00

1028 1024 1020 1016 1012 1008 1004 1000 996 992

VPI STA. = 195+95.20
VPI EL. = 1022.14
g1 = -1.15%
g2 = -6.35%
CURVE LEN = 138.88
K = 26.69

VPT STA = 196+64.64
VPT EL = 1017.72

VPI STA. = 198+86.46
VPI EL. = 1003.63
g1 = -6.35%
g2 = -0.98%
CURVE LEN = 263.16
K = 49.00

VPC STA = 197+54.88
VPC EL = 1011.99

VPI STA. = 201+53.56
VPI EL. = 1001.00
g1 = -0.98%
g2 = 1.70%
CURVE LEN = 131.58
K = 49.00

VPT STA = 200+18.04
VPT EL = 1002.33

VPC STA = 200+87.77
VPC EL = 1001.65

LP STA = 201+35.98
ELEV = 1001.41

-6.35%

-0.98%

1019.31 1016.87 1013.74 1010.56 1007.59 1005.13 1003.18 1001.74 1000.80 999.30 999.05

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

RIGHT SIDE DITCH PROFILE

LEFT SIDE DITCH PROFILE

LEFT AND RIGHT SIDE DITCH PROFILE

53'-15" HDPE @ 2.01%

IE=1000.41

IE=999.35

EX 12" HDPE

PROPOSED ELEVATION

EXISTING ELEVATION

196+00	196+50	197+00	197+50	198+00	198+50	199+00	199+50	200+00	200+50	201+00	201+50	202+00
1021.05	1019.95	1018.61	1017.07	1015.48	1013.89	1012.30	1010.75	1009.33	1008.04	1006.87	1005.83	1004.92
1020.94	1019.73	1018.50	1017.02	1015.45	1013.82	1012.32	1010.83	1009.48	1008.20	1007.12	1006.06	1005.23
1004.13	1003.48	1002.95	1002.54	1002.26	1002.02	1001.77	1001.54	1001.42	1001.43	1001.57	1001.83	
1004.38	1003.78	1003.20	1002.75	1002.56	1002.11	1001.85	1001.80	1001.74	1001.71	1001.83	1001.95	

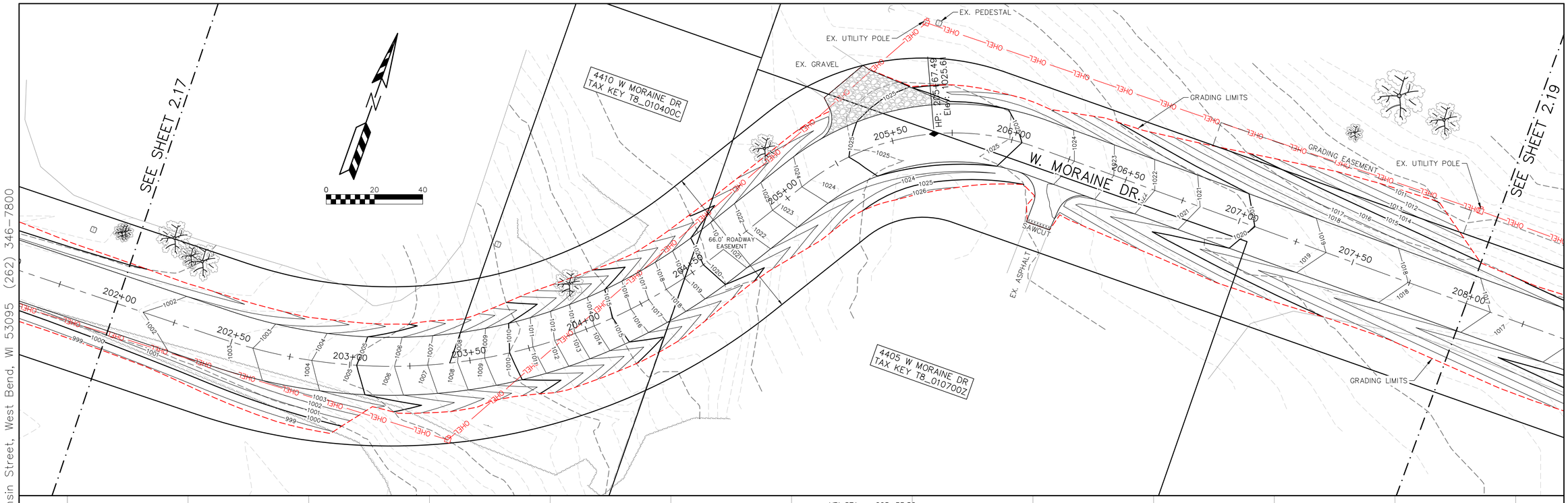
\Projects\TK-01-25\P&P W. MORAINE DR - (HIGHLAND DR - CTH V).DWG

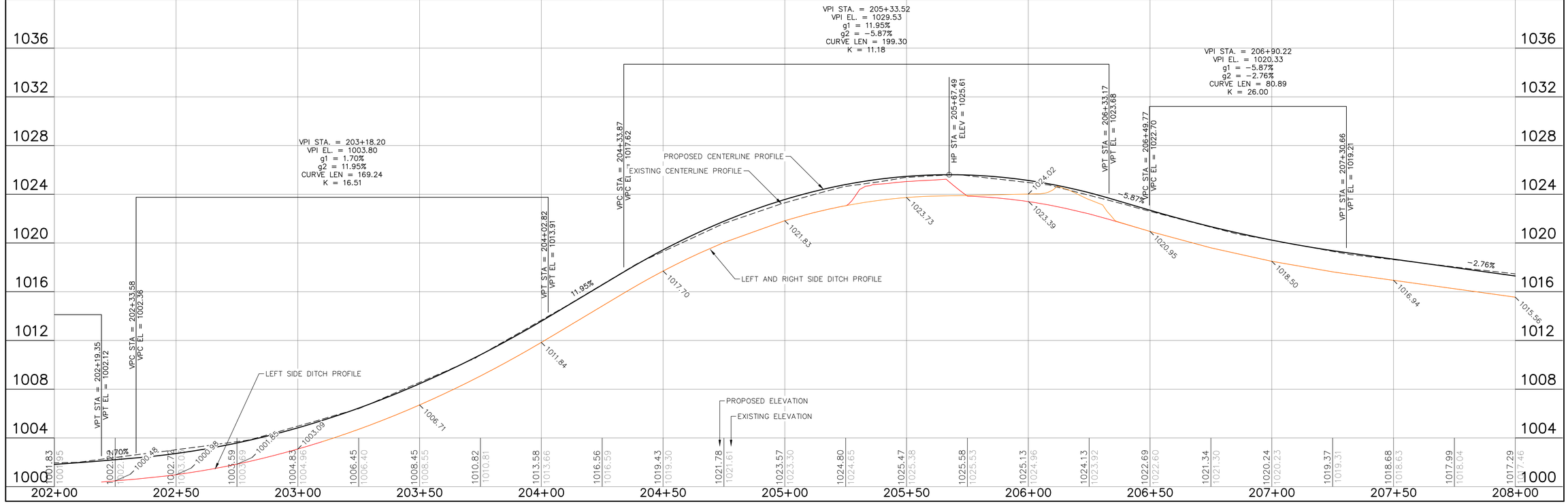
W. MORAINE DRIVE PLAN & PROFILE (STA 196+00-202+00)

\TK-01-25\ 3/23/2026

C2.17

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SEE SHEET 2.18

SEE SHEET 2.20

4356 W MORAINE DR
TAX KEY T8_010300Z

4350 W MORAINE DR
TAX KEY T8_010300A

W. MORAINE DR.

66' ROADWAY EASEMENT

GRADING LIMITS

GRADING LIMITS

EX. UTILITY POLE

EX. PEDESTAL

EX. GRAVEL

EX. GRAVEL

EX. UTILITY POLE

EX. PEDESTAL

EX. FENCE

30" CONCRETE CURB & GUTTER

±20.00
12.00' LT

LP: 211+59.81
Elev. = 1011.37

TAX KEY T8_0107

N

0 20 40

208+00 208+50 209+00 209+50 210+00 210+50 211+00 211+50 212+00 212+50 213+00 213+50 214+00

VPI STA. = 209+14.89
VPI EL. = 1014.12
g1 = −2.76%
g2 = −1.21%
CURVE LEN = 148.88
K = 96.00

VPC STA = 208+40.45
VPC EL = 1016.18

VPT STA = 209+89.33
VPT EL = 1013.22

VPI STA. = 211+96.94
VPI EL. = 1010.70
g1 = −1.21%
g2 = 3.69%
CURVE LEN = 146.94
K = 30.00

VPC STA = 211+23.47
VPC EL = 1011.59

LP STA = 211+59.81
ELEV = 1011.37

VPT STA = 212+70.41
VPT EL = 1013.41

VPI STA. = 213+97.68
VPI EL. = 1018.10
g1 = 3.69%
g2 = −0.60%
CURVE LEN = 114.73
K = 26.76

VPC STA = 213+40.32
VPC EL = 1015.99

−1.21%

3.69%

PROPOSED CENTERLINE PROFILE

EXISTING CENTERLINE PROFILE

LEFT AND RIGHT SIDE DITCH PROFILE

PROPOSED ELEVATION

EXISTING ELEVATION

	208+00	208+50	209+00	209+50	210+00	210+50	211+00	211+50	212+00	212+50	213+00	213+50	214+00
1015.55	1014.18	1012.98	1012.04	1011.35	1010.74	1010.14							
PROPOSED ELEVATION	1017.29	1016.60	1015.92	1015.29	1014.72	1014.21	1013.78	1013.40	1013.09	1012.79	1012.48	1012.18	1011.88
EXISTING ELEVATION	1017.46	1016.89	1016.14	1015.31	1014.58	1014.02	1013.61	1013.32	1013.05	1012.82	1012.59	1012.18	1011.68
PROPOSED CENTERLINE PROFILE									1011.58	1011.39	1011.41	1011.64	1012.08	1012.73	1013.58	1014.50	1015.42	1016.33	1017.04	1017.52
EXISTING CENTERLINE PROFILE									1011.30	1011.07	1010.84	1010.89	1011.10	1011.64	1012.37	1013.54	1014.92	1016.29	1017.30	1018.13

\Projects\TK-01-25\P&P W. MORAINE DR - (HIGHLAND DR - CTH V).DWG

W. MORAINE DRIVE PLAN & PROFILE (STA 208+00–214+00)

\TK-01-25\ 3/23/2026

C2.19

PSE PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095 (262) 346-7800

SEE SHEET 2.19

4350 W MORAINE DR
TAX KEY T8_010300A

4356 W MORAINE DR
TAX KEY T8_010300Z

EX. HIGH VOLATAGE POLE

EX. UTILITY POLE

EX. UTILITY POLE

EX. TREES

EX. TREES

EX. PEDESTAL

EX. ASPHALT

SEE SHEET 2.21

EX. FENCE

HP: 214+38.99
Elev. 1017.81

SAWCUT

12" HDPE

+64.00
12.00' LT

30" CONCRETE
CURB & GUTTER

66' ROADWAY
EASEMENT

W. MORAINE DR.

12" HDPE

SAWCUT

EX. ASPHALT

EX. GRAVEL

EX. TREES

EX. PEDESTALS

TAX KEY T8_0107

4285 W MORAINE DR
TAX KEY T8_010700B

N

0 20 40

VPI STA. = 219+41.51
VPI EL. = 1014.84
g1 = -0.60%
g2 = -6.70%
CURVE LEN = 372.12
K = 61.00

HP STA = 214+38.99
ELEV = 1017.81

VPT STA = 214+55.05
VPT EL = 1017.76

VPC STA = 217+55.46
VPC EL = 1015.96

-0.60%

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

56'-12" HDPE @ 2.34%

RIGHT SIDE DITCH PROFILE

PROPOSED ELEVATION

EXISTING ELEVATION

STA	PROPOSED ELEVATION	EXISTING ELEVATION
214+00	1017.52	1018.13
214+50	1017.77	1018.63
215+00	1017.79	1018.49
215+50	1017.64	1018.30
216+00	1017.49	1017.98
216+50	1017.34	1017.68
217+00	1017.19	1017.39
217+50	1017.04	1017.10
218+00	1016.89	1016.97
218+50	1016.74	1016.84
219+00	1016.59	1016.71
219+50	1016.44	1016.61
220+00	1016.29	1016.64
	1016.14	1016.67
	1015.99	1016.70
	1015.81	1016.74
	1015.53	1016.56
	1015.14	1016.24
	1014.66	1015.91
	1014.07	1015.33
	1013.38	1014.57
	1012.58	1013.62
	1011.69	1012.58
	1010.69	1011.19
	1009.59	1009.63

1014.42
1014.25
1013.79
IE=1013.43
IE=1012.12
1011.64
1009.95
IE=1008.59
1007.85

PSE PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095 (262) 346-7800

SEE SHEET 2.20

SEE SHEET 2.22

4290 W MORAINE DR.
TAX KEY T8_0100

TAX KEY T8_0101

W. MORAINE DR.

66' ROADWAY EASEMENT

GRADING LIMITS

GRADING LIMITS

12" HDPE

+50.00
12.00' RT

30" CONCRETE CURB & GUTTER

+60.00
12.00' RT

N

0 20 40

220+00 220+50 221+00 221+50 222+00 222+50 223+00 223+50 224+00 224+50 225+00 225+50 226+00

42'-12" HDPE @ 4.66%

1007.85

IE=1006.64

1005.64

VPI STA. = 222+32.76
VPI EL. = 995.33
g1 = -6.70%
g2 = -9.41%
CURVE LEN = 179.55
K = 66.36

VPT STA. = 221+42.99
VPC EL. = 1001.34

-6.70%

VPT STA. = 221+27.57
VPT EL. = 1002.38

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

VPT STA. = 223+22.54
VPT EL. = 986.88

VPC STA. = 223+26.46
VPC EL. = 986.51

-9.41%

VPI STA. = 225+09.13
VPI EL. = 969.33
g1 = -9.41%
g2 = -1.19%
CURVE LEN = 365.34
K = 44.47

976.48

974.68

971.80

969.37

969.34

LEFT SIDE DITCH PROFILE

PROPOSED ELEVATION

EXISTING ELEVATION

220+00	220+50	221+00	221+50	222+00	222+50	223+00	223+50	224+00	224+50	225+00	225+50	226+00
1009.59	1008.39	1007.08	1005.67	1004.16	1002.55	1000.87	999.12	997.28	995.34	993.31	991.18	988.96	986.65	984.36	982.21	980.20	978.34	976.61	975.02	973.58	972.27	971.11	970.08	969.20
1009.63	1008.00	1006.38	1004.83	1003.30	1001.77	1000.19	998.60	996.73	994.86	992.85	990.78	988.55	986.24	983.86	981.60	979.54	977.81	976.11	974.76	973.52	972.32	971.36	970.47	969.67

1008 1004 1000 996 992 988 984 980 976 972 968

\Projects\TK-01-25\P&P W. MORAINE DR - (HIGHLAND DR - CTH V).DWG

W. MORAINE DRIVE PLAN & PROFILE (STA 220+00-226+00)

\TK-01-25\

3/23/2026

C2.21

PSE PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095 (262) 346-7800

SEE SHEET 2.21

SEE SHEET 2.23

4290 W MORAINE DR.
TAX KEY T8_0100

TAX KEY T8_0101

W. MORAINE DR.

66' ROADWAY EASEMENT

EX. GRAVEL

EX. PEDESTAL

12" HDPE

GRADING LIMITS

EX. ROCKS

EX. UTILITY POLE

EX. PEDESTALS

EX. FENCE

OHE

EX. TREES

EX. TREES

GRADING LIMITS

LP: 229+72.19
Elev: 964.06

N

0 20 40

VPI STA. = 230+22.61
VPI EL. = 963.22
g1 = -1.19%
g2 = 4.09%
CURVE LEN = 183.79
K = 34.81

VPT STA = 226+91.80
VPT EL = 967.16

VPC STA = 229+30.72
VPC EL = 964.31

LP STA = 229+72.19
ELEV = 964.06

VPT STA = 231+14.51
VPT EL = 966.97

VPC STA = 231+32.73
VPC EL = 967.72

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

-1.19%

4.09%

54"-12" HDPE @ 2.70%

IE=967.54

IE=966.08

965.32

964.55

LEFT SIDE DITCH PROFILE

LEFT SIDE DITCH PROFILE

963.52

964.67

962.99

960.60

966.65

968.27

LEFT AND RIGHT SIDE DITCH PROFILE

LEFT SIDE DITCH PROFILE

PROPOSED ELEVATION

EXISTING ELEVATION

226+00	226+50	227+00	227+50	228+00	228+50	229+00	229+50	230+00	230+50	231+00	231+50	232+00
969.20	968.45	967.85	967.39	967.06	966.76	966.46	966.16	965.87	965.57	965.27	964.97	964.68
969.67	968.86	968.21	967.60	967.15	966.71	966.32	965.96	965.71	965.47	965.22	964.94	964.69

964.38	964.13	964.06	964.17	964.46	964.93	965.58	966.41	967.40	968.39	969.27	970.01
964.52	964.39	964.34	964.39	964.59	965.06	965.80	966.62	967.66	968.74	969.76	970.65

PSE PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095 (262) 346-7800

SEE SHEET 2.22

SEE SHEET 2.24

4160 W MORAINE DR
TAX KEY T8_009900A

EX. GRAVEL

EX. UTILITY POLE

EX. UTILITY POLE

GRADING LIMITS

12" A.E.W.
IE=970.05

HP STA = 233+37.13
ELEV = 971.89

12" HDPE

66' ROADWAY EASEMENT

LP STA = 235+48.27
ELEV = 970.00

W. MORAINE DR.

GRADING LIMITS

12" HDPE

EX. PEDESTAL

12" A.E.
IE=970

TAX KEY T8_010200Z

N

0 20 40

VPI STA. = 232+72.83
VPI EL. = 973.44
g1 = 4.09%
g2 = -1.52%
CURVE LEN = 280.19
K = 50.00

VPI STA. = 235+31.69
VPI EL. = 969.52
g1 = -1.52%
g2 = 1.00%
CURVE LEN = 160.87
K = 64.00

EXISTING CENTERLINE PROFILE

PROPOSED CENTERLINE PROFILE

HP STA = 233+37.13
ELEV = 971.89

22'-12" HDPE @ 0.91%

VPT STA = 234+12.92
VPT EL. = 971.32

VPC STA = 234+51.25
VPC EL = 970.74

-1.52%

LEFT SIDE DITCH PROFILE

LP STA = 235+48.27
ELEV = 970.00

LEFT SIDE DITCH PROFILE

VPT STA = 236+12.13
VPT EL = 970.32

22'-12" HDPE @ 1.01%

1.00%

GRADE BREAK STA = 237+80.32
ELEV = 972.00

968.27 969.40 970.02 970.14 IE=970.03 IE=969.83 969.76 969.02 968.45 968.26 968.54 968.34 968.47 968.96 IE=969.16 IE=969.38 969.46 969.96 970.06

RIGHT SIDE DITCH PROFILE

LEFT AND RIGHT SIDE DITCH PROFILE

PROPOSED ELEVATION
EXISTING ELEVATION

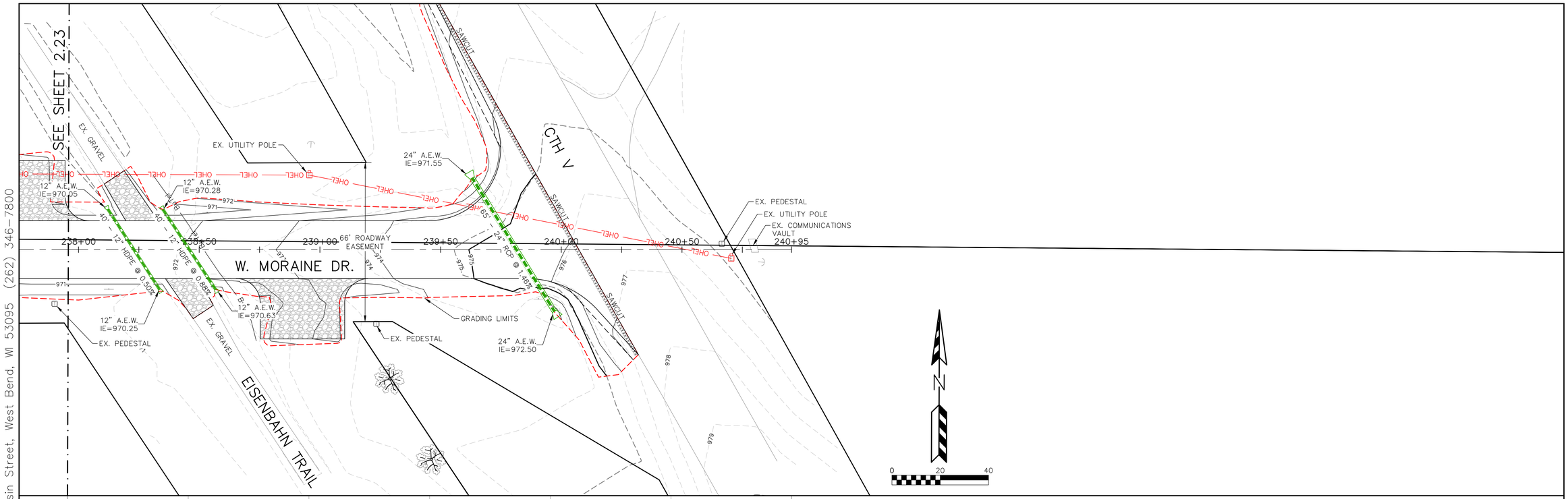
970.01	970.64	971.14	971.51	971.76	971.88	971.88	971.75	971.50	971.14	970.76	970.42	970.19	970.05	970.00	970.06	970.21	970.45	970.70	970.95	971.20	971.45	971.70	971.95	972.00
970.65	971.32	971.96	972.51	972.59	972.48	972.18	971.84	971.40	971.03	970.66	970.41	970.21	970.04	970.07	970.16	970.31	970.52	970.78	971.06	971.34	971.57	971.77	971.95	971.99

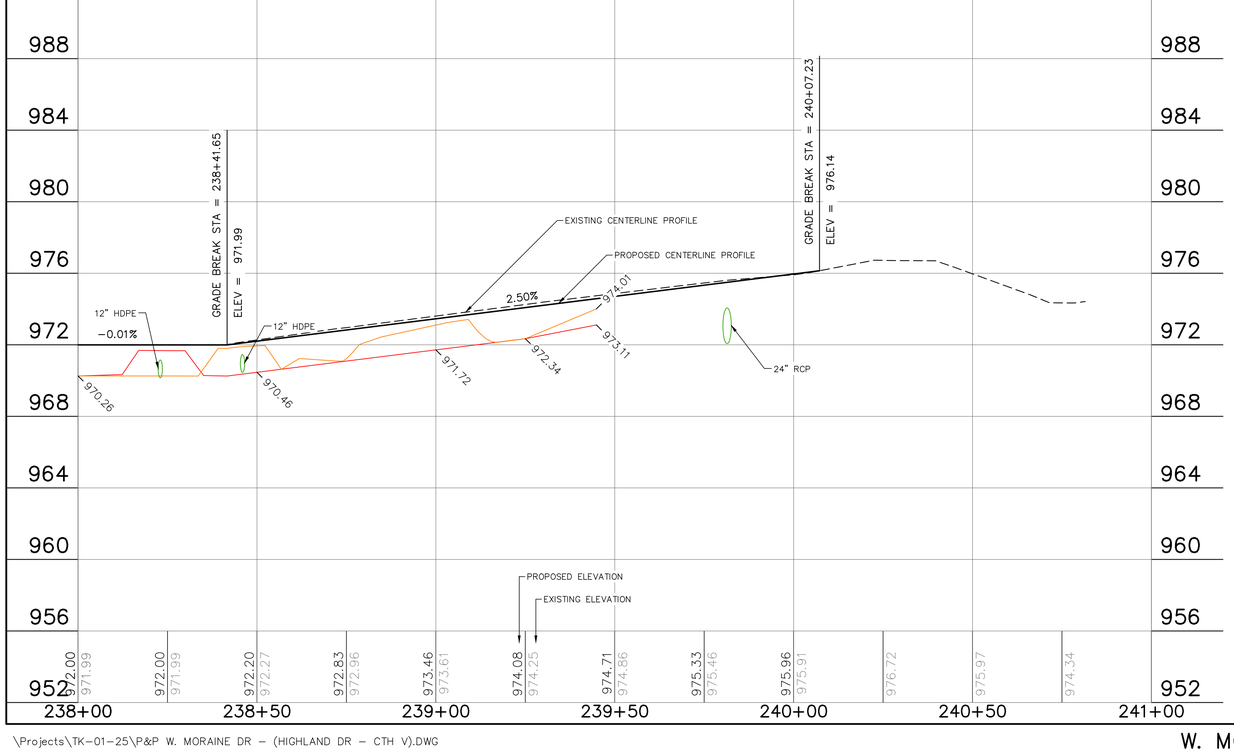
988 984 980 976 972 968 964 960 956 952

232+00 232+50 233+00 233+50 234+00 234+50 235+00 235+50 236+00 236+50 237+00 237+50 238+00

W. MORAINE DRIVE PLAN & PROFILE (STA 232+00-238+00)

PSE PARISH SURVEY & ENGINEERING 122 Wisconsin Street, West Bend, WI 53095 (262) 346-7800





\Projects\TK-01-25\P&P W. MORAINE DR - (HIGHLAND DR - CTH V).DWG

W. MORAINE DRIVE PLAN & PROFILE (STA 238+00-241+00) \TK-01-25\ 3/23/2026

C2.24

GENERAL SPECIFICATIONS FOR CONSTRUCTION ACTIVITIES:

1. THE PROPOSED IMPROVEMENTS SHALL BE CONSTRUCTED ACCORDING TO THE WISDOT STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, LATEST EDITION, THE STANDARD SPECIFICATIONS FOR SEWER & WATER IN WISCONSIN, AND WISCONSIN ADMINISTRATIVE CODE, SPS 360 382–383, AND THE LOCAL ORDINANCES AND SPECIFICATIONS.
2. THE CONTRACTOR SHALL OBTAIN ALL PERMITS REQUIRED FOR EXECUTION OF THE WORK. THE CONTRACTOR SHALL CONDUCT HIS WORK ACCORDING TO THE REQUIREMENTS OF THE PERMITS.
3. THE CONTRACTOR SHALL NOTIFY THE OWNER AND THE MUNICIPALITY FORTY–EIGHT (48) HOURS PRIOR TO THE START OF CONSTRUCTION.
4. THE MUNICIPALITY SHALL HAVE THE RIGHT TO INSPECT, APPROVE, AND REJECT THE CONSTRUCTION OF THE PUBLIC PORTIONS OF THE WORK.
5. THE CONTRACTOR SHALL INDEMNIFY THE THE ENGINEER, AND THE MUNICIPALITY, THEIR AGENTS, ETC, FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, AND TESTING OF THE WORK ON THIS PROJECT.
6. SITE SAFETY SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR.
7. THE CONTRACTOR IS RESPONSIBLE FOR FIELD VERIFYING ALL UTILITY INFORMATION SHOWN ON THE PLANS PRIOR TO THE START OF CONSTRUCTION. THE CONTRACTOR SHALL CALL DIGGERS HOTLINE AT 1–800–242–8511 TO NOTIFY THE UTILITIES OF HIS INTENTIONS, AND TO REQUEST FIELD STAKING OF EXISTING UTILITIES.
8. SILT FENCE AND OTHER EROSION CONTROL FACILITIES MUST BE INSTALLED PRIOR TO CONSTRUCTION OR ANY OTHER LAND DISTURBING ACTIVITY. FOLLOW THE SEQUENCE OF CONSTRUCTION ON THE EROSION CONTROL PLAN FOR MORE DETAILS. INSPECTIONS SHALL BE MADE WEEKLY OR AFTER EVERY RAINFALL OF 0.5" OR MORE. REPAIRS SHALL BE MADE IMMEDIATELY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING ALL EROSION CONTROL FACILITIES ONCE THE THREAT OF EROSION HAS PASSED WITH THE APPROVAL OF THE GOVERNING AGENCY.
9. ANY ADJACENT PROPERTIES OR WHICH ARE DAMAGED DURING CONSTRUCTION MUST BE RESTORED BY THE CONTRACTOR.
10. TRASH AND DEBRIS SHALL NOT BE ALLOWED TO ACCUMULATE ON THIS SITE AND THE SITE SHALL BE CLEAN UPON COMPLETION OF WORK.
11. THE MUNICIPALITY SHALL HAVE THE RIGHT TO HAVE ALL MATERIALS USED IN CONSTRUCTION TESTED FOR COMPLIANCE WITH THESE SPECIFICATIONS.

SPECIFICATIONS FOR GRADING & EROSION CONTROL:

1. THE CONTRACTOR SHALL ASSUME SOLE RESPONSIBILITY FOR THE COMPUTATIONS OF ALL GRADING AND FOR ACTUAL LAND BALANCE, INCLUDING UTILITY TRENCH SPOIL. THE CONTRACTOR SHALL IMPORT OR EXPORT MATERIAL AS NECESSARY TO COMPLETE THE PROJECT. CONTRACTOR SHALL NOTIFY OWNER OF THE NEED TO IMPORT OR HAUL OFF SOIL. ON–SITE LOCATIONS SUITABLE FOR BORROW OR FILL MAY BE PRESENT. COORDINATE WITH OWNER.
2. THE CONTRACTOR IS RESPONSIBLE FOR VERIFYING SOIL CONDITIONS PRIOR TO COMMENCEMENT OF CONSTRUCTION.
3. SITE SHALL BE CLEARED TO THE LIMITS SHOWN ON THE PLANS. REMOVE VEGETATION FROM THE SITE BURNING IS NOT PERMITTED. PROTECT TREES AND OTHER FEATURES FROM DAMAGE WITH FENCING.
4. THE GEOTECHNICAL ENGINEER IS RESPONSIBLE FOR VERIFYING COMPACTION AND FILL PLACEMENT IN THE FIELD. THE GEOTECHNICAL ENGINEER MAY SUPERCEDE THESE SPECIFICATIONS IF THERE IS GOOD CAUSE TO DO SO. AN EXPLANATION MUST BE SUBMITTED TO THE ENGINEER IN WRITING BEFORE ANY DEVIATIONS ARE MADE.
5. ALL FILL SHALL BE CONSIDERED STRUCTURAL FILL AND SHALL BE PLACED IN ACCORDANCE WITH THE FOLLOWING: THE COMPACTED FILL SUBGRADE SHALL CONSIST OF AND SHALL BE UNDERLAIN BY SUITABLE BEARING MATERIALS, FREE OF ALL ORGANIC, FROZEN OR OTHER DELETERIOUS MATERIAL AND INSPECTED AND APPROVED BY THE RESIDENT GEOTECHNICAL ENGINEER.PREPARATION OF THE SUBGRADE, AFTER STRIPPING, SHALL CONSIST OF PROOF–ROLLING TO DETECT UNSTABLE AREAS THAT MIGHT BE UNDERCUT, AND COMPACTING THE SCARIFIED SURFACE TO THE SAME MINIMUM DENSITY INDICATED BELOW.THE COMPACTED FILL MATERIALS SHALL BE FREE OF ANY DELETERIOUS, ORGANIC OR FROZEN MATTER AND SHALL HAVE A MAXIMUM LIQUID LIMIT (ASTM–D–423) AND PLASTICITY INDEX (ASTM D–424) IF 30 AND 10 RESPECTFULLY, UNLESS SPECIFICALLY TESTED AND FOUND TO HAVE LOW EXPANSIVE PROPERTIES AND APPROVED BY AN EXPERIENCED SOILS ENGINEER. THE TOP TWELVE (12") INCHES OF COMPACTED FILL SHOULD HAVE A MAXIMUM THREE (3") INCH PARTICLE DIAMETER AND ALL UNDERLYING COMPACTED FILL A MAXIMUM SIX (6") INCH PARTICLE DIAMETER UNLESS SPECIFICALLY APPROVED BY AN EXPERIENCED SOILS ENGINEER. ALL FILL MATERIAL MUST BE TESTED AND APPROVED UNDER THE DIRECTION AND SUPERVISION OF AN EXPERIENCED SOILS ENGINEER PRIOR TO PLACEMENT, IF THE FILL IS TO PROVIDE NON–FROST SUSCEPTIBLE CHARACTERISTICS, IT MUST BE CLASSIFIED AS A CLEAN GW, GP, SW, OR SP PER UNITED SOIL CLASSIFICATION SYSTEM(ASTM D–2487). FOR STRUCTURAL FILL THE DENSITY OF THE STRUCTURAL COMPACTED FILL AND SCARIFIED SUBGRADE AND GRADES SHALL NOT BE LESS THAN 95 PERCENT OF THE MAXIMUM DRY DENSITY AS DETERMINED BY THE STANDARD PROCTOR (ASTM D–698) WITH THE EXCEPTION TO THE TOP 12 INCHES OF PAVEMENT SUBGRADE WHICH SHALL A MINIMUM IN–SITU DENSITY OF 100 PERCENT OF THE MAXIMUM DRY DENSITY, OR 5 PERCENT HIGHER THAN UNDERLYING FILL MATERIALS.THE MOISTURE CONTENT OF COHESIVE SOIL SHALL NOT VARY BY MORE THAN –1 TO +3 PERCENT AND GRANULAR SOIL ±3 PERCENT OF OPTIMUM WHEN PLACED AND COMPACTED OR RECOMPACTED, UNLESS SPECIFICALLY APPROVED BY THE SOILS ENGINEER TAKING INTO CONSIDERATION THE TYPE OF MATERIALS AND COMPACTION EQUIPMENT BEING USED. THE COMPACTION EQUIPMENT SHOULD CONSIST OF SUITABLE MECHANICAL EQUIPMENT SPECIFICALLY DESIGNED FOR SOIL COMPACTION. BULLDOZERS OR SIMILAR TRACKED VEHICLES ARE TYPICALLY NOT SUITABLE FOR COMPACTION. MATERIAL THAT IS TOO WET TO PERMIT PROPER COMPACTION MAY BE SPREAD ON THE FILL AND PERMITTED TO DRY. DISCING,HARROWING OR PULVERIZING MAY BE NECESSARY TO REDUCE THE MOISTURE CONTENT TO A SATISFACTORY VALUE, AFTER WHICH IT SHALL BE COMPACTED. THE FINISHED SUBGRADE AREAS OF THE SITE SHALL BE COMPACTED TO 100 PERCENT OF THE STANDARD PROCTOR (ASTM D–398) MAXIMUM DENSITY.
6. NO FILL SHALL BE PLACED ON A WET OR SOFT SUBGRADE THE SUBGRADE SHALL BE PROOF–ROLLED AND INSPECTED BY THE ENGINEER BEFORE ANY MATERIAL IS PLACED.
7. SUBGRADE TOLERANCES ARE +/– 1" FOR LANDSCAPE AREAS AND +/– ½" FOR ALL PAVEMENT AND BUILDING AREAS.
8. TOPSOIL SHALL BE FREE OF DELETERIOUS MATERIALS, ROOTS, OLD VEGETATION, ROCKS OVER 2" DIAMETER AND SHALL NOT BE EXCESSIVELY CLAYEY IN NATURE. NO CLUMPS LARGER THAN 4" ARE ACCEPTABLE. TOPSOIL MAY BE AMENDED AS NEEDED WITH SAND OR COMPOST TO BE LOOSE WHEN SPREAD.
9. THE CONTRACTOR SHALL MAINTAIN SITE DRAINAGE THROUGHOUT CONSTRUCTION. THIS MAY INCLUDE THE EXCAVATION OF TEMPORARY DITCHED OR PUMPING TO ALLEVIATE WATER PONDING. ANY DEWATERING SHALL NOT GO DIRECTLY TO STREAMS, CREEKS, WETLANDS OR OTHER ENVIRONMENTALLY SENSITIVE AREAS WITHOUT BEING TREATED FIRST. A DIRT BAG OR OTHER DEWATERING TREATMENT DEVICE MAY BE USED TO CAPTURE SEDIMENT FROM THE PUMPED WATER.
10. SOIL STOCKPILES SHALL BE LOCATED A MINIMUM OF 75 FEET FROM LAKES, STREAMS, WETLANDS, DITCHES, DRAINAGE WAYS, CURBS AND GUTTERS OR OTHER STORMWATER CONVEYANCE SYSTEM, UNLESS OTHERWISE APPROVED BY THE ENGINEER. MEASURES SHALL BE TAKEN TO MINIMIZE EROSION AND RUNOFF FROM ANY SOIL STOCKPILES THAT WILL LIKELY REMAIN FOR MORE THAN FIVE WORKING DAYS. ANY STOCKPILE THAT REMAINS FOR MORE THAN 30 DAYS SHALL BE COVERED OR TREATED WITH STABILIZATION PRACTICES SUCH AS TEMPORARY OR PERMANENT SEEDING AND MULCHING.
11. EROSION CONTROL DEVICES SHALL BE INSTALLED PRIOR TO GRADING OPERATIONS AND SHALL BE PROPERLY MAINTAINED FOR MAXIMUM EFFECTIVENESS UNTIL VEGETATION IS ESTABLISHED. ALL EROSION CONTROL MEASURES AND STRUCTURES SERVING THE SITE MUST BE INSPECTED AT LEAST WEEKLY OR WITHIN 24 HOURS OF A 0.5 INCH RAIN EVENT. ALL MAINTENANCE WILL FOLLOW AN INSPECTION WITHIN 24 HOURS.
12. CUT AND FILL SLOPES SHALL BE NO GREATER THAN 2.5:1.
13. EROSION CONTROL IS THE RESPONSIBILITY OF THE CONTRACTOR UNTIL ACCEPTANCE OF THIS PROJECT. EROSION CONTROL MEASURES AS SHOWN SHALL BE THE MINIMUM PRECAUTIONS THAT WILL BE ALLOWED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR RECOGNIZING AND CORRECTING ALL EROSION CONTROL PROBLEMS THAT ARE A RESULT OF CONSTRUCTION ACTIVITIES. ADDITIONAL EROSION CONTROL MEASURES, AS REQUESTED IN WRITING BY THE STATE OR LOCAL INSPECTORS, OR THE DEVELOPER'S ENGINEER, SHALL BE INSTALLED WITHIN 24 HOURS.

SPECIFICATIONS FOR PRIVATE UTILITIES:

1. EXISTING UTILITIES ARE SHOWN FOR INFORMATIONAL PURPOSES ONLY AND ARE NOT GUARANTEED TO BE ACCURATE OR ALL INCLUSIVE.BEFORE PROCEEDING WITH ANY UTILITY CONSTRUCTION SHALL EXCAVATE EACH EXISTING LATERAL OR POINT OF CONNECTION AND VERIFY THE LOCATION AND ELEVATION OF ALL UTILITIES. IF ANY EXISTING UTILITIES ARE NOT AS SHOWN ON THE DRAWINGS, THE CONTRACTOR SHALL NOTIFY THE ENGINEER IMMEDIATELY FOR POSSIBLE REDESIGN. CONTRACTOR SHALL CALL "DIGGERS HOTLINE" PRIOR TO ANY CONSTRUCTION.
2. ALL CONNECTIONS TO EXISTING PIPES AND MANHOLES SHALL BE CORED CONNECTIONS. CONNECTIONS TO WATER MAIN SHALL BE WET TAPPED WITH A STAINLESS STEEL TAPPING SLEEVE.
3. BUILDING LATERALS SHALL BE CONSTRUCTED IN ACCORDANCE WITH LOCAL AND STATE PLUMBING CODES AND IN ACCORDANCE WITH STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION WISCONSIN, LATEST EDITION. PROPOSED SANITARY SEWER AND INTERNALLY CONNECTED STORM SEWER SHOWN IN THIS PLAN SHALL TERMINATE AT A POINT FIVE (5) FEET FROM THE EXTERIOR BUILDING WALL. THE EXACT LOCATION OF ALL DOWN SPOUT CONNECTIONS SHALL BE PER THE ARCHITECTURAL PLANS.
4. CONTRACTOR SHALL NOT SHUT OFF WATER OR PLUG SANITARY SEWER IN MUNICIPAL LINES WITHOUT PRIOR APPROVAL.
5. MATERIALS FOR STORM SEWER SHALL BE AS FOLLOWS: STORM SEWER PIPE 48" OR LESS SHALL BE HIGH DENSITY POLYETHYLENE (HDPE) CORRUGATED PIPE WITH AN INTEGRALLY FORMED SMOOTH WATERWAY SUCH AS ADS N–12. FOR PIPE 10" OR LESS IN DIAMETER, PVC, ASTM D–3034, SDR–26, MAY ALSO BE USED. WHERE SPECIFICALLY REQUIRED, REINFORCED CONCRETE PIPE (RCP), ASTM C–76, CLASS III OR HIGHER, MAY BE USED. TRENCH SECTION SHALL BE CLASS "B" FOR PVC AND HDPE AND CLASS "C" FOR CONCRETE (PER STANDARD SPECIFICATIONS). MANHOLES, INLETS AND CATCH BASINS SHALL BE PRE CAST REINFORCED CONCRETE, ASTM C–478. CASTINGS SHALL BE HEAVY DUTY CAST IRON. AREA DRAINS SHALL BE ADSNYLOPLAST OR EQUIVALENT AND SHALL BE A MINIMUM OF 24" IN DIAMETER. CONNECTIONS TO EXISTING PIPES SHALL BE MADE WITH INSERT A WYE OR EQUIVALENT. LAST (3) THREE JOINTS SHALL BE RESTRAINED WITH RODS. PIPE SHALL MEET THE REQUIREMENTS OF AASHTO M–294, TYPE S.
6. EXTREME CAUTION MUST BE FOLLOWED REGARDING THE COMPACTION OF ALL UTILITY TRENCHES. MECHANICALLY COMPACTED GRANULAR BACKFILL IS REQUIRED UNDER & WITHIN 5 FEET OF ALL PAVEMENT INCLUDING SIDEWALKS. FLOODING OF BACKFILL MATERIAL IS NOT ALLOWED.
7. TRACER WIRE (NO.8 SINGLE STRAND COPPER) AND WARNING TAPE SHALL BE INSTALLED ON ALL UTILITIES IN ACCORDANCE WITH THE LOCAL AND STATE CODES. TRACER WIRE SHALL TERMINATE IN A VALVECO TERMINAL BOX AT EACH END IN ACCORDANCE WITH 182.0715(2R) OF STATE STATUTES.
8. ALL UTILITY CONSTRUCTION SHALL BE DONE IN COMPLIANCE WITH THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN (LATEST EDITION AND ADDENDUM) AND ALL STATE AND LOCAL CODES. IT IS THE CONTRACTORS RESPONSIBILITY TO DETERMINE WHICH SPECIFICATIONS APPLY, AND TO COORDINATE ALL CONSTRUCTION ACTIVITIES WITH THE APPROPRIATE LOCAL AND STATE AUTHORITIES.
9. ALL STORM SEWER CONSTRUCTION SHALL BE IN COMPLIANCE WITH THE TOWN OF KEWASKUM AND WISCONSIN DSPS STANDARDS.
10. THE LENGTHS OF ALL UTILITIES ARE TO CENTER OF STRUCTURES OR FITTINGS AND MAY VARY SLIGHTLY FROM THE PLAN. LENGTHS SHALL BE VERIFIED IN THE FIELD DURING CONSTRUCTION.
11. MAINTAIN AN 8 FOOT MINIMUM HORIZONTAL SEPARATION DISTANCE BETWEEN PUBLIC SANITARY SEWER, WATER MAIN AND STORM SEWER. PROVIDE 18" MINIMUM VERTICAL SEPARATION WHERE SEWER CROSSES OVER WATER MAIN AND PROVIDE 6" MINIMUM VERTICAL SEPARATION WHERE WATER MAIN CROSSES OVER SEWER.
12. ANY UTILITIES WHICH ARE DAMAGED BY THE CONTRACTOR SHALL BE REPAIRED TO THE OWNER'S SATISFACTION AT THE CONTRACTOR'S EXPENSE.
13. GENERAL CONTRACTOR SHALL COORDINATE WITH LOCAL GAS TELEPHONE, AND ELECTRICAL UTILITIES FOR EXACT LOCATION SIZE AND DEPTH OF NEW SERVICE.

SPECIFICATIONS FOR PAVING:

1. AGGREGATES USED IN THE CRUSHED STONE BASE SHALL CONFORM TO THE GRADATION REQUIREMENTS SECTIONS 301.2 AND 305.2.2 OF THE STANDARD SPECIFICATIONS. THICKNESS SHALL BE PER THE DETAIL ON THE PLANS. BASE SHALL BE 1–1/4" INCH DIAMETER LIMESTONE TRAFFIC BOND AGGREGATE BASE COURSE UNLESS NOTED OTHERWISE. SUBSTITUTION AND/OR RECYCLED MATERIALS MAY BE ALLOWED WITH APPROVAL FROM THE OWNER.
2. SUBGRADE SHALL BE PROOFROLLED AND APPROVED BY A GEOTECHNICAL ENGINEER PRIOR TO PLACEMENT OF STONE BASE. EXCAVATE UNSUITABLE AREAS AND REPLACE WITH BREAKER RUN STONE AND RECOMPACT. REFER TO THE GEOTECHNICAL REPORT FOR ADDITIONAL SPECIFICATIONS.
3. EXISTING PAVEMENT SHALL BE SAWCUT IN NEAT STRAIGHT LINES TO FULL DEPTH AT ANY POINT WHERE EXISTING PAVEMENT IS REMOVED. CURB AND WALK SHALL BE REMOVED TO THE NEAREST JOINT. REMOVED PAVEMENT SHALL BE REPLACED WITH THE SAME SECTION AS EXISTING. MUNICIPAL STANDARDS MAY REQUIRE ADDITIONAL WORK.
4. ASPHALT FOR PARKING AREAS AND THE PRIVATE ROAD SHALL BE PER THE DETAILS MATERIALS AND PLACEMENT SHALL CONFORM TO THE DOT STANDARD SPECIFICATIONS, SECTION 450 AND 460 LT 58–28 S IS REQUIRED UNLESS NOTED OTHERWISE A COMMERCIAL GRADE MIX MAY BE SUBSTITUTED ONLY WITH APPROVAL FROM THE OWNER.
5. TACK COAT SHALL BE IN ACCORDANCE WITH THE SUBSECTION 455.2.5 OF THE STANDARD SPECIFICATIONS. THE RATE OF APPLICATION SHALL BE 0.05 GAL/SY.
6. CONCRETE FOR CURB, DRIVEWAYS, WALKS, LOADING DOCKS AND NON–FLOOR SLABS SHALL CONFORM TO THE LATEST VERSION OF SECTION 415 OF THE WISCONSIN D.O.T. STANDARD SPECIFICATIONS FOR CONSTRUCTION. CONCRETE SHALL BE GRADE A, ASTM C–94, 6 BAG MIX WITH A MINIMUM 28 DAY COMPRESSIVE STRENGTH OF 4,000 PSI. JOINTING SHALL BE PER SECTION 415.3.7 OF THE STANDARD SPECIFICATIONS WITH CONSTRUCTION JOINTS HAVING A MAXIMUM SPACING OF 10". EXPANSION JOINTS SHALL BE PROVIDED EVERY 50'. CONCRETE SHALL BE FINISHED PER SECTION 415.3.8 WITH A MEDIUM BROOM TEXTURE. A CURING MEMBRANE IN CONFORMANCE WITH SECTION 415.3.12 IS REQUIRED. LOADING DOCKS SHALL HAVE REINFORCING CONSISTING OF NOVOMESH 950 FIBER MESH OR #4 BARS AT 24" ON CENTER EACH WAY PER SECTION 415.2.2 OF THE STANDARD SPECIFICATIONS.
7. PAVEMENT MARKINGS SHALL BE PAINT IN ACCORDANCE WITH WISCONSIN DOT SECTION 646 OF THE STANDARD SPECIFICATIONS AND WITH LOCAL CODES. THE FOLLOWING ITEMS SHALL BE PAINTED WITH COLORS NOTED BELOW:

   PARKING STALLS: WHITE
   PEDESTRIAN CROSSWALKS: WHITE
   LANE STRIPING WHERE SEPARATING TRAFFIC IS MOVING IN OPPOSITE DIRECTIONS: YELLOW
   LANE STRIPING WHERE SEPARATING TRAFFIC IS MOVING IN SAME DIRECTIONS: WHITE
   ADA SYMBOLS; WHITE

RESTORATION NOTES:

1. ALL DISTURBED AREAS, EXCEPT STREET PAVEMENT AND SIDEWALK AREAS, SHALL RECEIVE A MINIMUM OF FOUR (4) INCHES OF TOPSOIL, FERTILIZER, SEED AND MULCH. RESTORATION WILL OCCUR AS SOON AFTER THE DISTURBANCE AS PRACTICAL. LAWN AREAS WITH SLOPES GREATER THAN 4:1 SHALL BE SEEDED WITH OLDS "NOMOW" MIX OR EQUAL. ALL OTHER DISTURBED AREAS SHALL BE SEEDED WITH MADISON PARKS MIX OR EQUAL. MIXTURES SHALL BE IN ACCORDANCE WITH SECTION 630 OF WISDOT SPECIFICATIONS.
2. AN EQUAL AMOUNT OF ANNUAL RYEGRASS SHALL BE ADDED TO THE MIX. SEED MIXTURES SHALL BE APPLIED AT THE RATE OF FOUR (4) POUNDS PER 1,000 SQUARE FEET. FERTILIZER SHALL BE APPLIED AT THE RATE OF FOUR (4) POUNDS PER 1,000 SQUARE FEET. FERTILIZER SHALL MEET THE MINIMUM REQUIREMENTS THAT FOLLOW: NITROGEN, NOT LESS THAN 16%; PHOSPHORIC ACID, NOT LESS THAN 6%; POTASH, NOT LESS THAN 6%.
3. ALL FINISH GRADED AREAS SHALL BE SEEDED AND MULCHED BY SEPTEMBER 15TH. IF THE SITE DOES NOT HAVE FINISH GRADED AREAS COMPLETED BY OCTOBER 15TH, ALL DISTURBED AREAS SHALL BE RESTORED WITH TEMPORARY SEEDING (COVER CROP). AREAS NEEDING PROTECTION DURING PERIODS WHEN PERMANENT SEEDING IS NOT APPLIED SHALL BE SEEDED WITH ANNUAL SPECIES FOR TEMPORARY PROTECTION. SEE TABLE 1 OF THE WISCONSIN DNR CONSERVATION PRACTICE STANDARD 1059, FOR SEEDING RATES OF COMMONLY USED SPECIES. THE RESIDUE FROM THIS CROP MAY EITHER BE INCORPORATED INTO THE SOIL DURING SEEDBED PREPARATION AT THE NEXT PERMANENT SEEDING PERIOD OR LEFT ON THE SOIL SURFACE AND THE PLANTING MADE AS A NO–TILL SEEDING.
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR A SATISFACTORY STAND OF GRASS ON ALL SEEDED AREAS FOR ONE YEAR AFTER THE PROJECT'S FINAL ACCEPTANCE.

REVISIONS:

NO.	DATE	DESCRIPTION

PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095
262.346.7800
www.parishse.com

PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
CONSTRUCTION NOTES

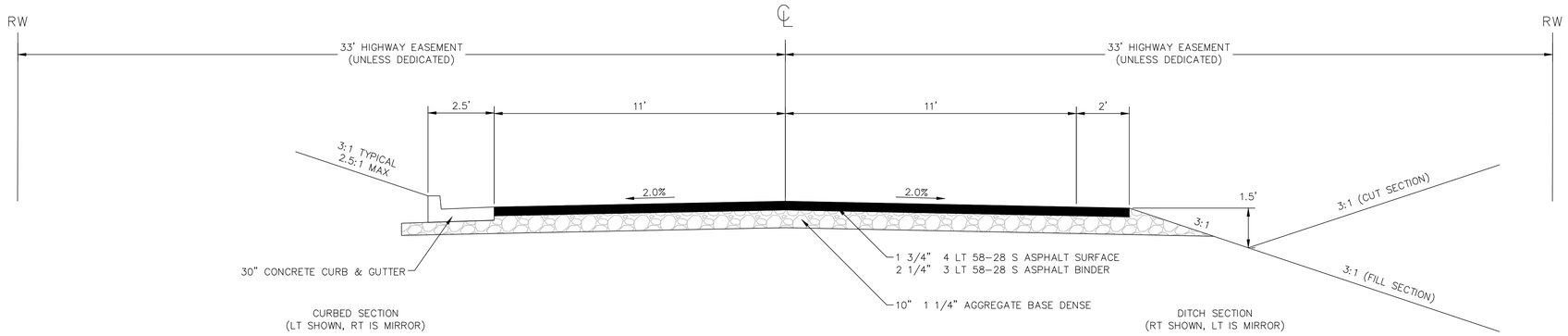
DRAWN BY: **JDR**
DESIGNED BY: **JDR**
CHECKED BY: **KJP**

PLAN DATE: **9/22/2026**

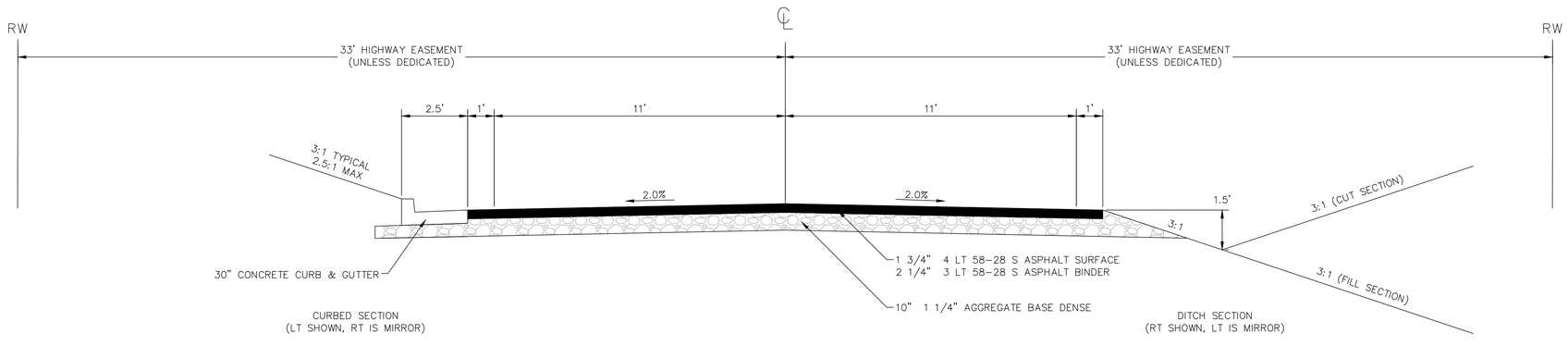
PROJECT NO: **\TK-01-25**

BID SET

SHEET NO:
C3.01



HIGHLAND DRIVE TYPICAL SECTION



W. MORAINE DRIVE TYPICAL SECTION

REVISIONS:

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PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
TYPICAL SECTIONS

DRAWN BY: **JDR**
DESIGNED BY: **JDR**
CHECKED BY: **KJP**

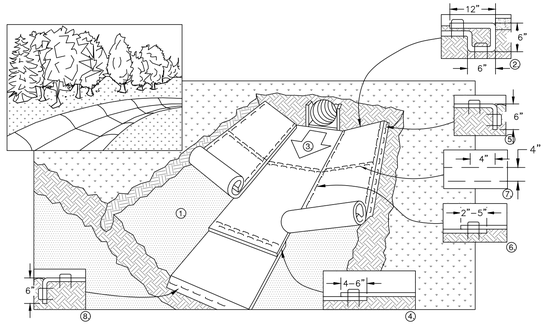
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PROJECT NO: **\TK-01-25**

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C3.02

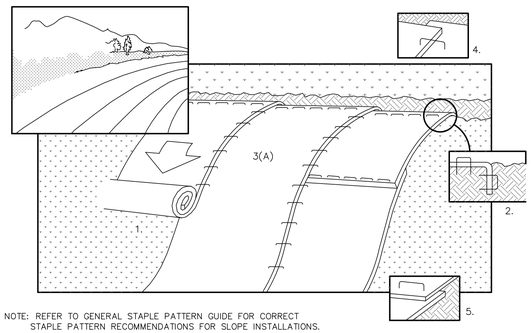
MAXIMUM PERIOD OF BARE SOIL FOR SLOPES > 20%		
SLOPE AREA DRAINS TO SEDIMENT BASIN OR SEDIMENT TRAP?	MAXIMUM PERIOD OF BARE SOIL EXPOSURE (CALENDAR DAYS)	
	LAND DISTURBANCE BETWEEN SEPTEMBER 16TH AND MAY 1ST	LAND DISTURBANCE BETWEEN MAY 2ND AND SEPTEMBER 15TH
YES	90	90
NO	60	30



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING APPLICATION OF FERTILIZER AND SEED.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" DEEP X 6" WIDE TRENCH WITH APPROXIMATELY 12" OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. APPLY SEED TO COMPACTED SOIL AND FOLD REMAINING 12" PORTION OF BLANKET BACK OVER SEED AND COMPACTED SOIL. SECURE BLANKET OVER COMPACTED SOIL WITH A ROW OF STAPLES/STAKES SPACED APPROXIMATELY 12" APART ACROSS THE WIDTH OF THE BLANKET
3. ROLL CENTER BLANKET IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL UNROLL WITH APPROPRIATE SIDE AGAINST THE SOIL SURFACE. ALL BLANKETS MUST BE SECURELY FASTENED TO THE SOIL SURFACE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS RECOMMENDED BY THE MANUFACTURER.
4. PLACE CONSECUTIVE BLANKETS END OVER END (SHINGLE STYLE) WITH A 4-6" OVERLAP. USE A DOUBLE ROW OF STAPLES STAGGERED 4" APART AND 4" ON CENTER TO SECURE BLANKETS.
5. FULL LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPE MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN A 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 4" AND STAPLED.
7. A STAPLE CHECK SLOT IS RECOMMENDED AT 30 TO 40 FOOT INTERVALS. USE A DOUBLE ROW OF STAPLES STAGGERED 4" APART AND 4" ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF THE BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" APART IN A 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

NOTE: ALL STAPLES MUST BE 6" OR GREATER IN LENGTH

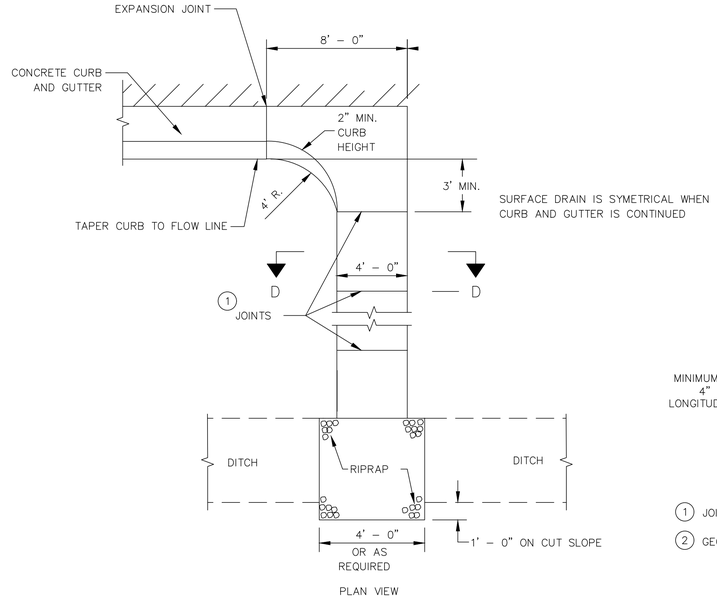
EROSION CONTROL MAT – CHANNEL INSTALLATION



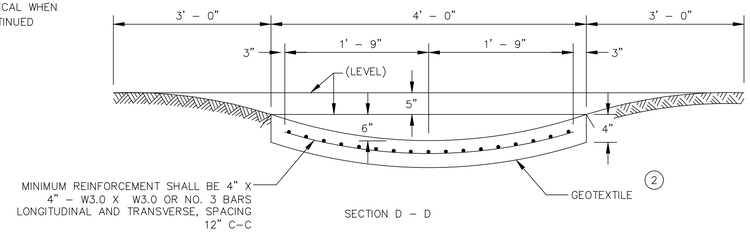
NOTE: REFER TO GENERAL STAPLE PATTERN GUIDE FOR CORRECT STAPLE PATTERN RECOMMENDATIONS FOR SLOPE INSTALLATIONS.

1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING APPLICATION OF FERTILIZER AND SEED. NOTE: WHEN USING CELL-O-SEED DO NOT SEED PREPARED AREA. CELL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN 6" DEEP X 6" WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
3. ROLL THE BLANKETS (A.) DOWN OR (B.) HORIZONTALLY ACROSS THE SLOPE.
4. THE EDGES OF PARALLEL BLANKETS MUST BE STAPLED WITH APPROXIMATELY 2" OVERLAP.
5. WHEN BLANKETS MUST BE SPLICED DOWN THE SLOPE, PLACE BLANKETS END OVER END (SHINGLE STYLE) WITH APPROXIMATELY 4" OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY
6. ALL BLANKETS MUST BE SECURELY FASTENED TO THE SLOPE BY PLACING STAPLES/STAKES IN APPROPRIATE LOCATIONS AS RECOMMENDED BY THE MANUFACTURER.

EROSION CONTROL MAT – SLOPE INSTALLATION



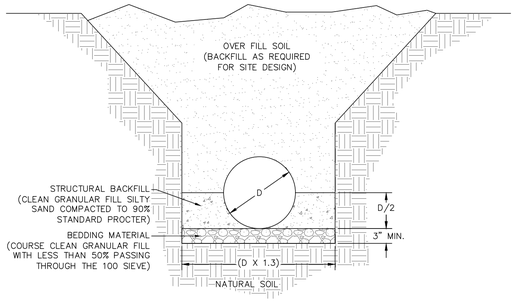
SURFACE DRAIN IS SYMETRICAL WHEN CURB AND GUTTER IS CONTINUED



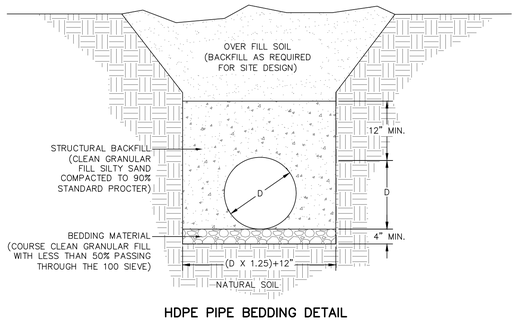
(1) JOINTS SHALL BE 1/8" TO 1/4" WIDE BY 1 1/2" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.

(2) GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.

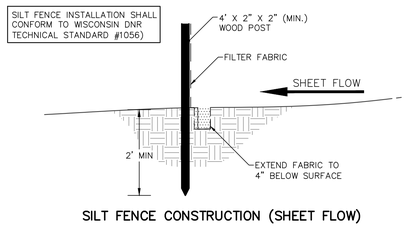
CONCRETE SURFACE DRAIN DETAIL



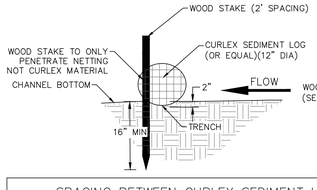
RCP PIPE BEDDING DETAIL



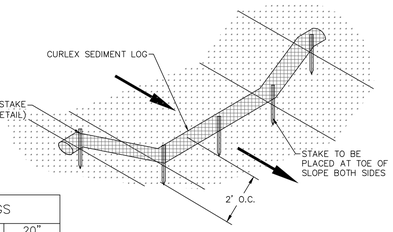
HDPE PIPE BEDDING DETAIL



SILT FENCE CONSTRUCTION (SHEET FLOW)



SPACING BETWEEN CURLEX SEDIMENT LOGS				
CHANNEL GRADIENT %	6"	9"	12"	20"
0.5	91.7	136.7	183.3	250.0
1.0	45.8	68.3	91.7	125.0
1.5	30.6	45.6	61.1	83.3
2	22.9	34.2	45.8	62.5



SEDIMENT LOG DETAIL

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PARISH SURVEY & ENGINEERING
122 Wisconsin Street, West Bend, WI 53095
262.346.7800
www.parishse.com

PROJECT TITLE:
ROAD RECONSTRUCTION
HIGHLAND DRIVE
TOWN OF KEWASKUM

PLAN TITLE:
CONSTRUCTION DETAILS

DRAWN BY: **JDR**
DESIGNED BY: **JDR**
CHECKED BY: **KJP**

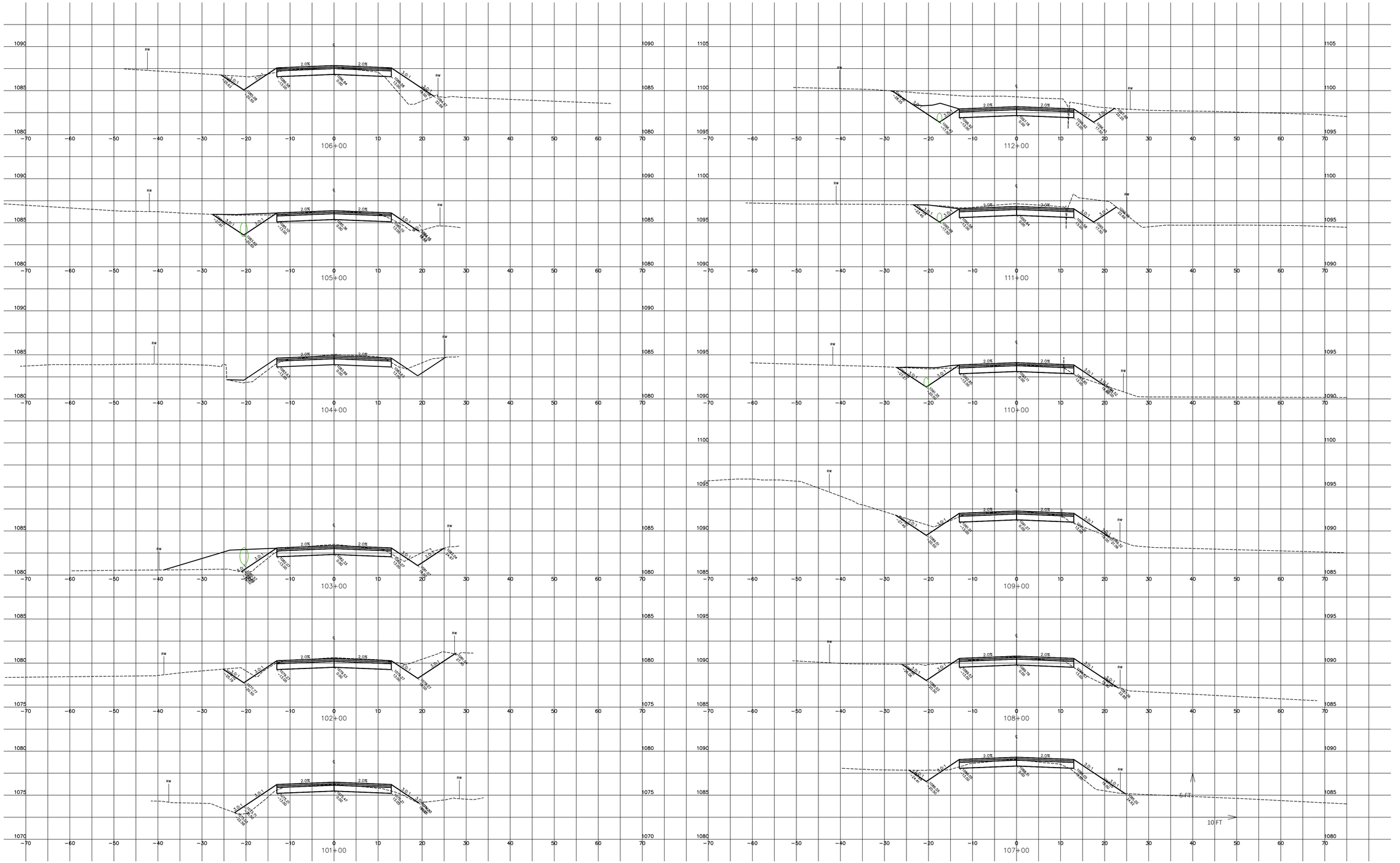
PLAN DATE: **9/22/2026**

PROJECT NO: **\TK-01-25**

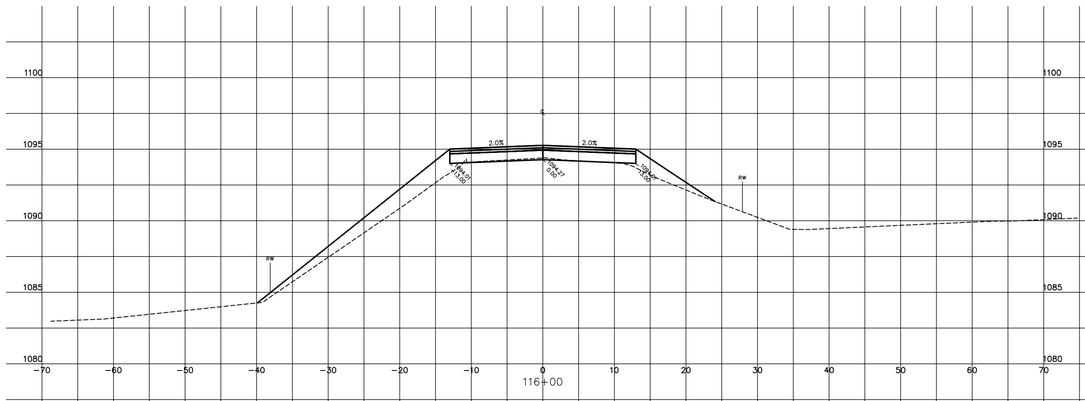
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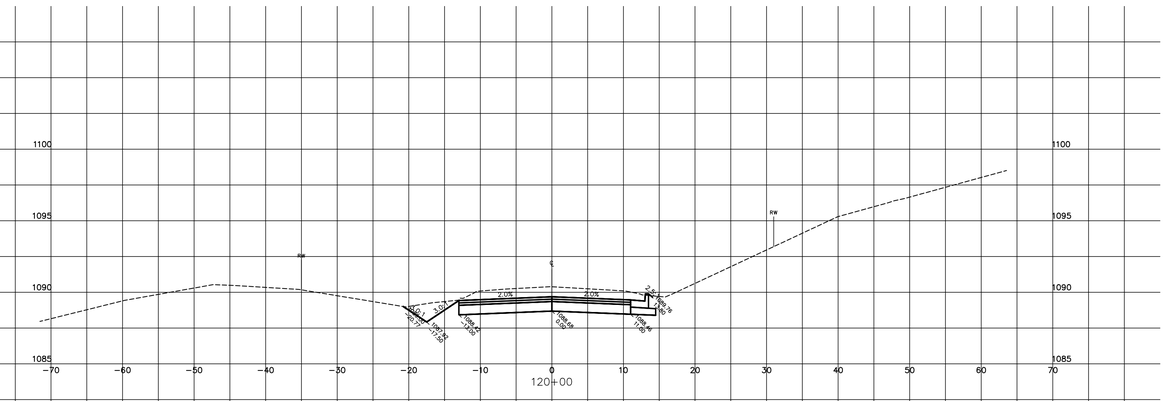
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C3.03

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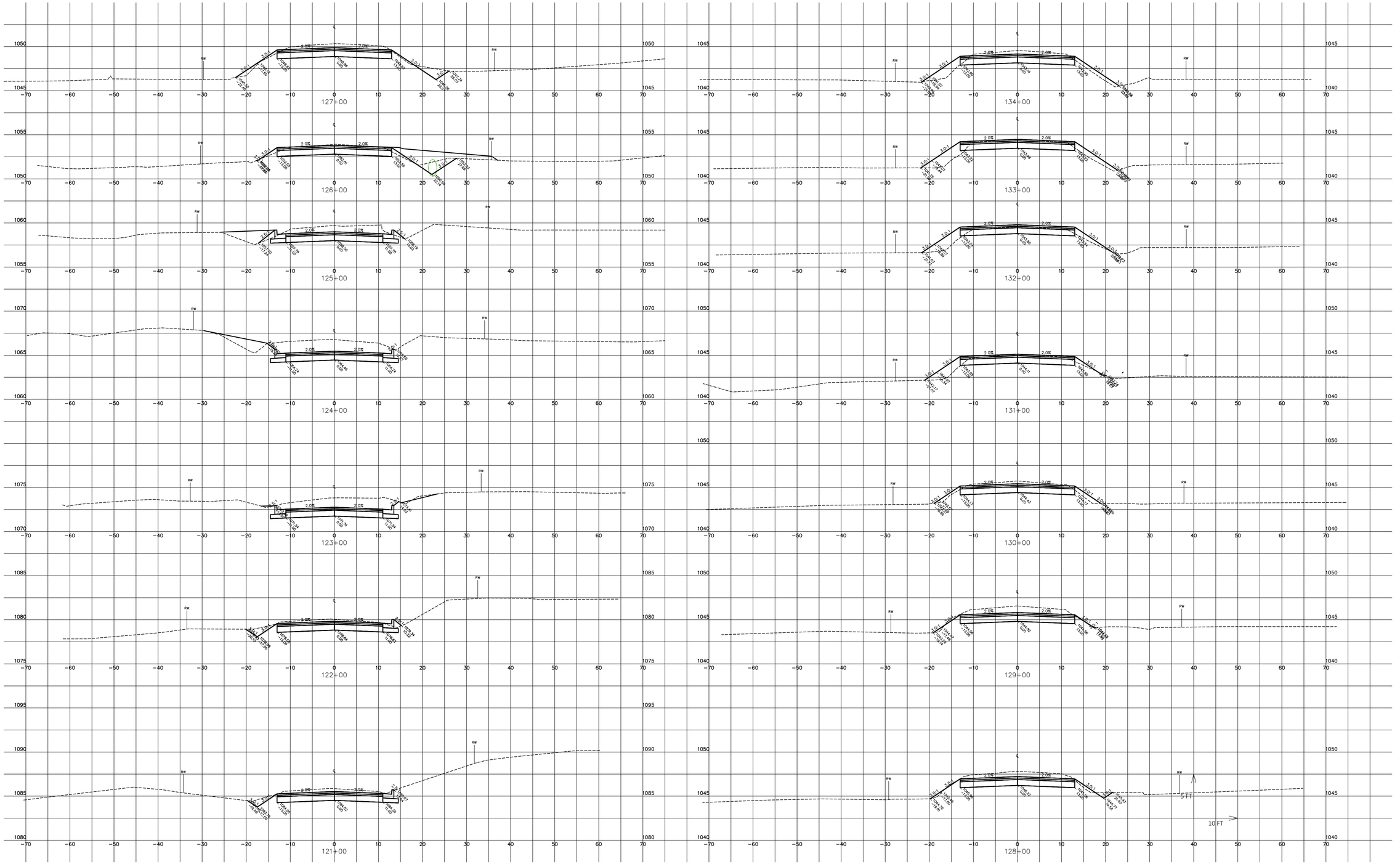


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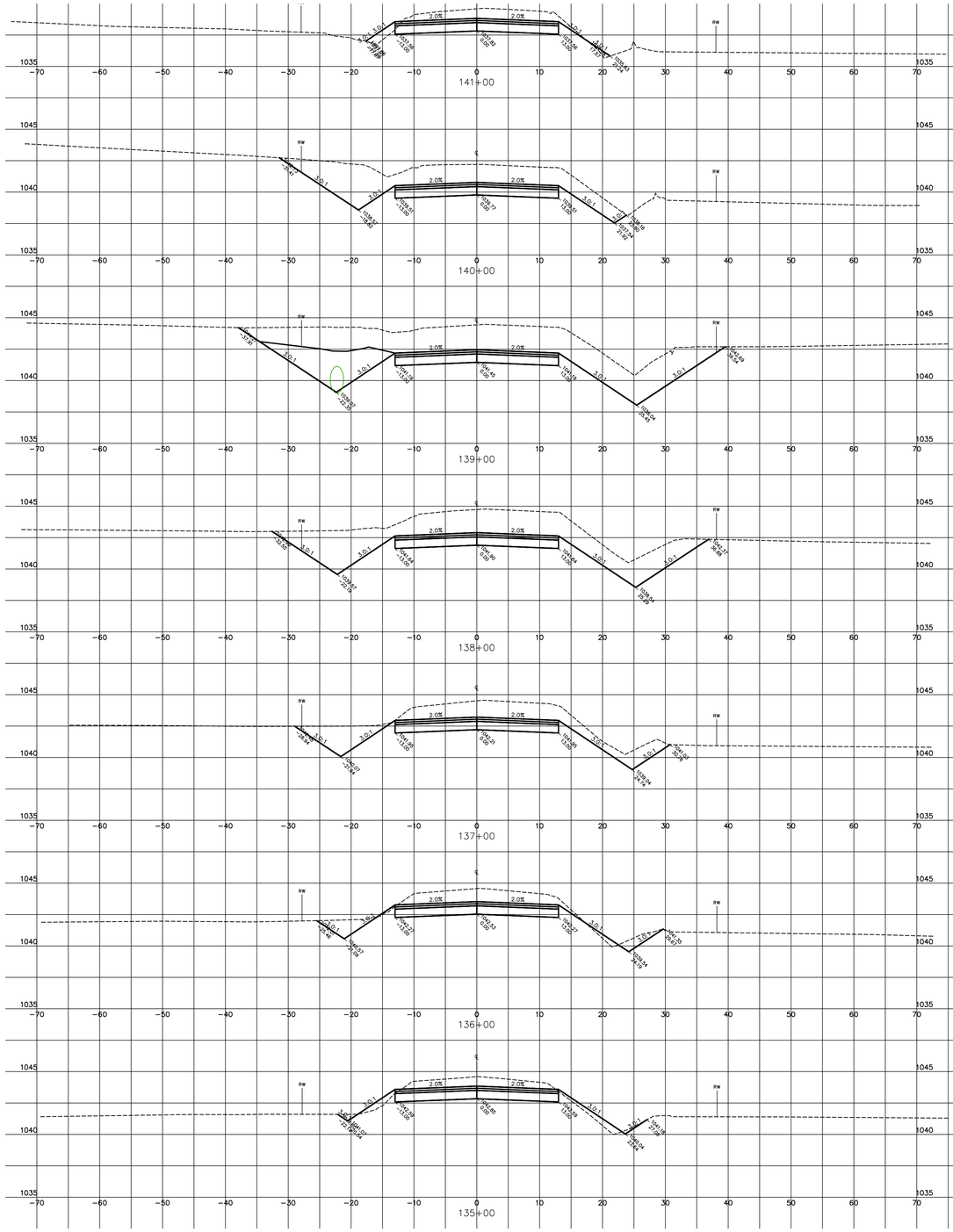


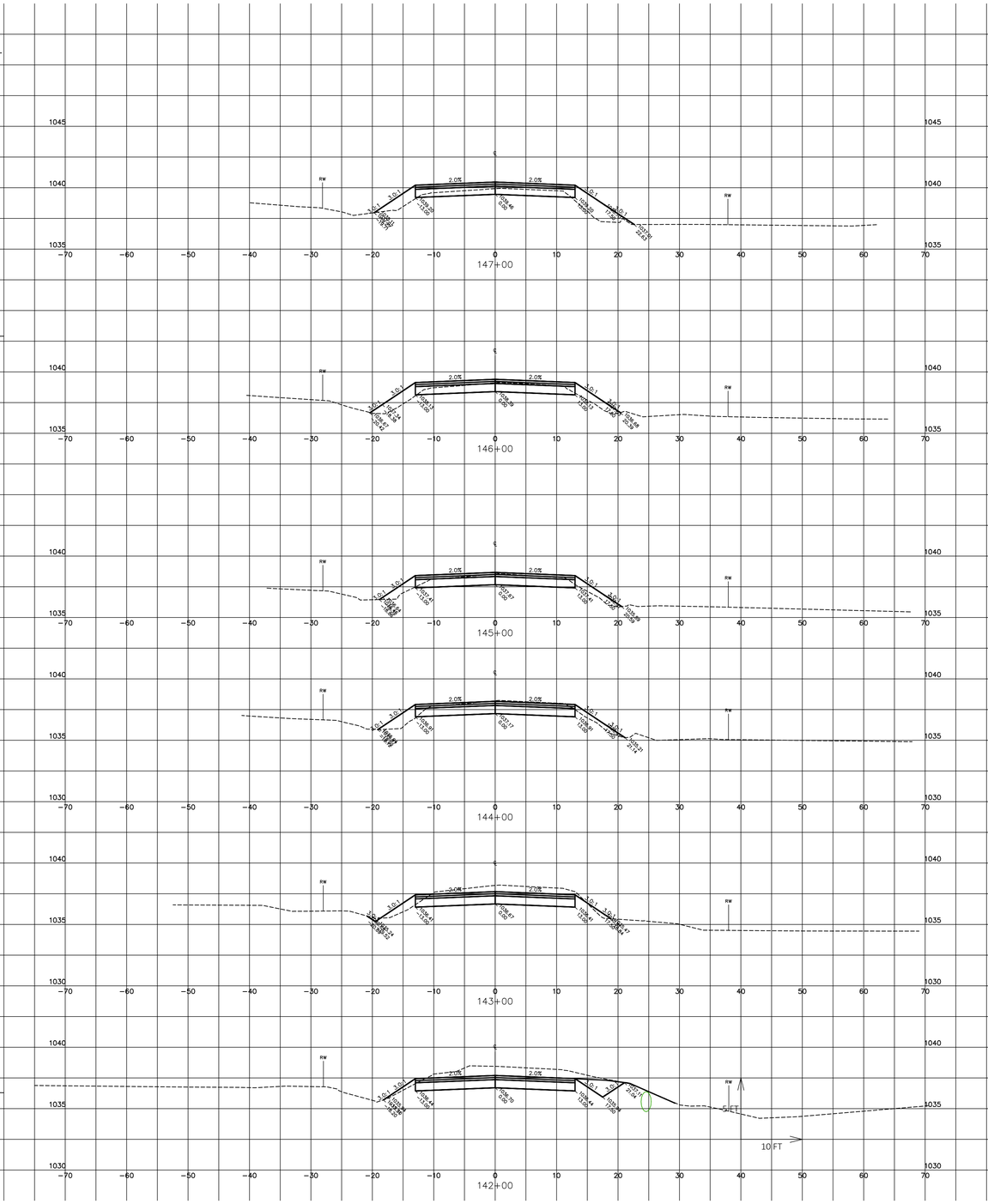


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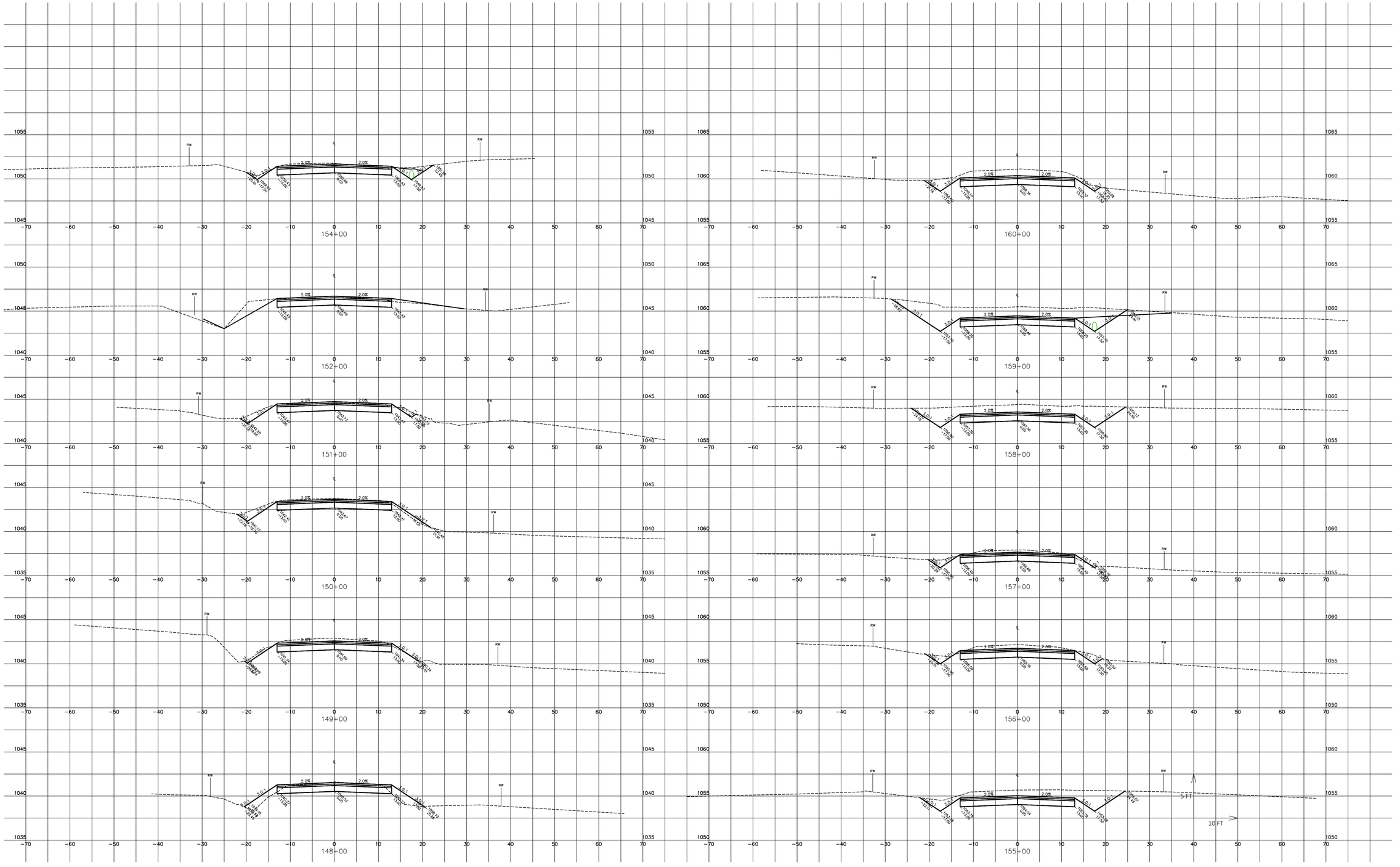




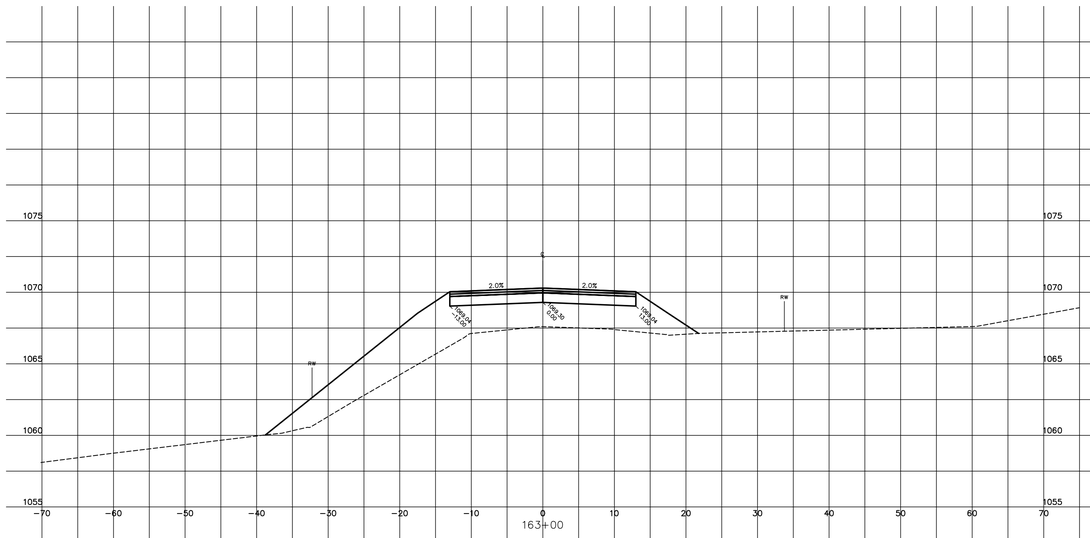
\Projects\TK-01-25\CROSS SECTIONS.DWG

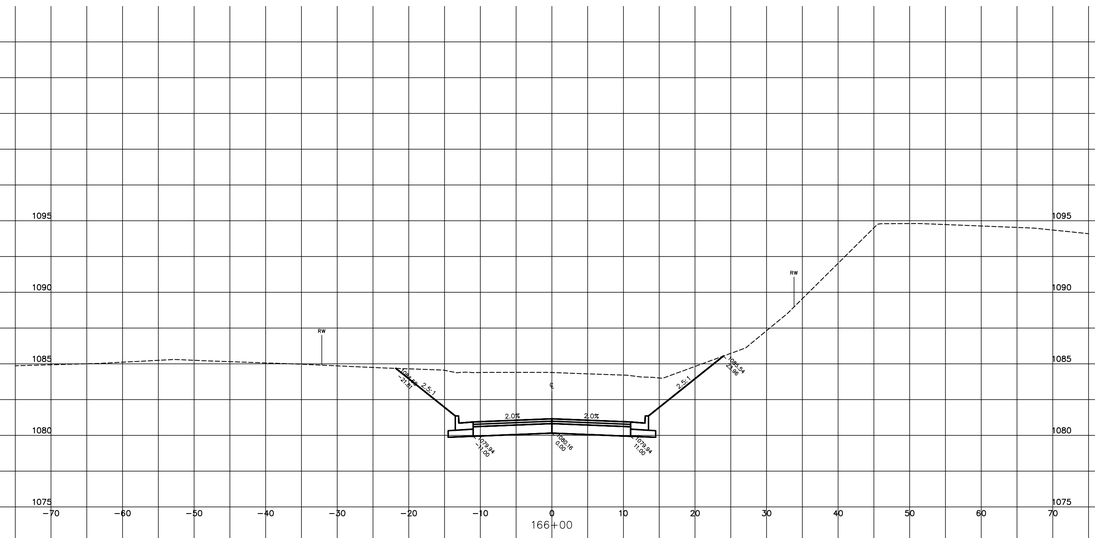
HIGHLAND DRIVE CROSS SECTIONS \TK-01-25\ 9/23/2026 C4.04

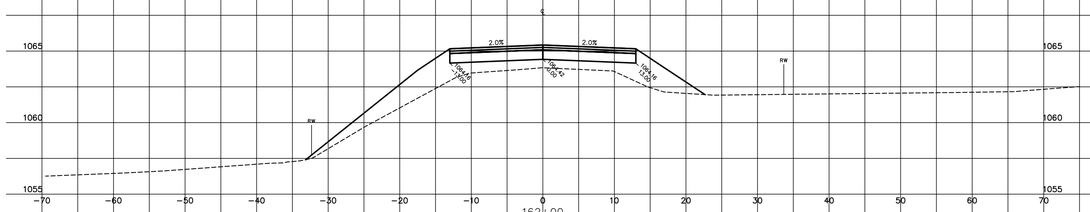
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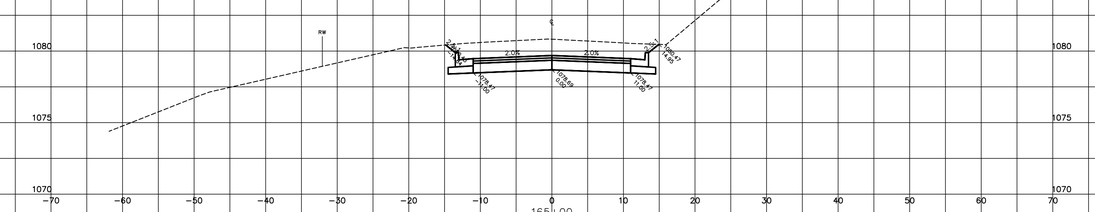


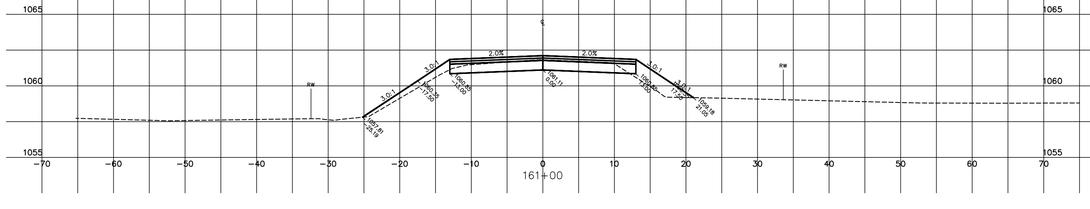
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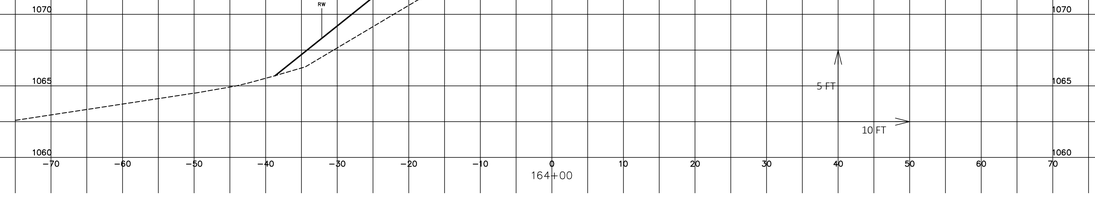




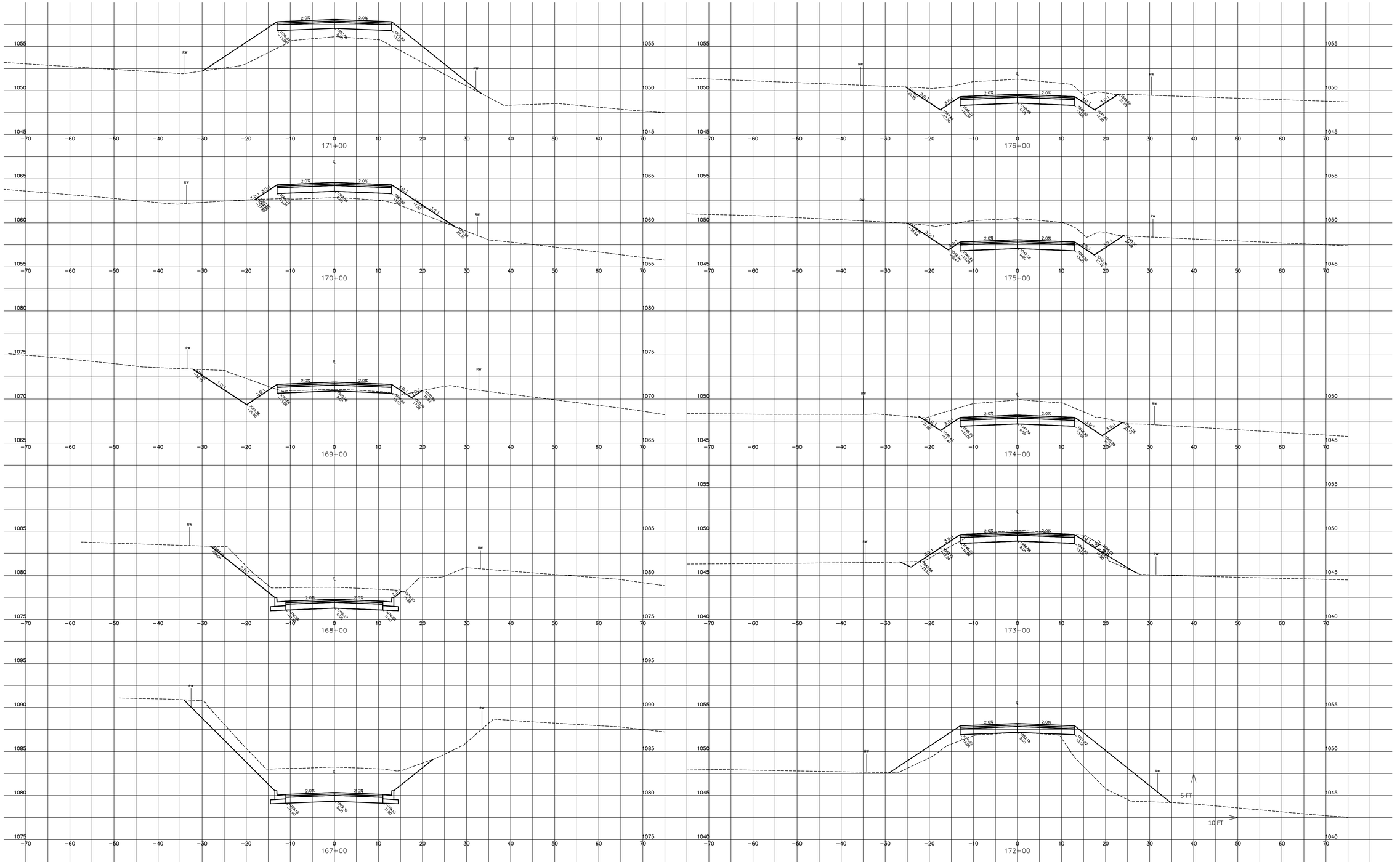




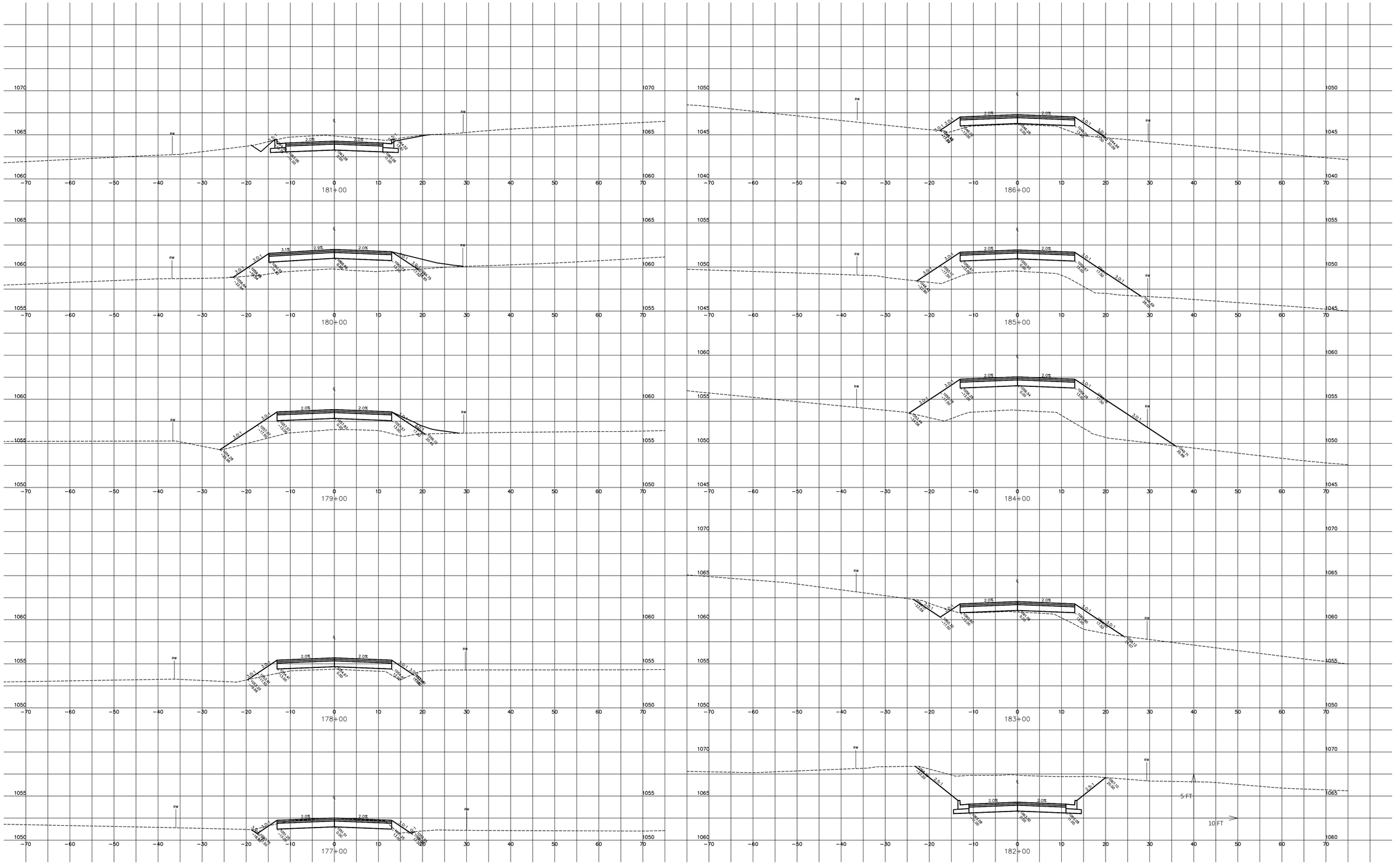




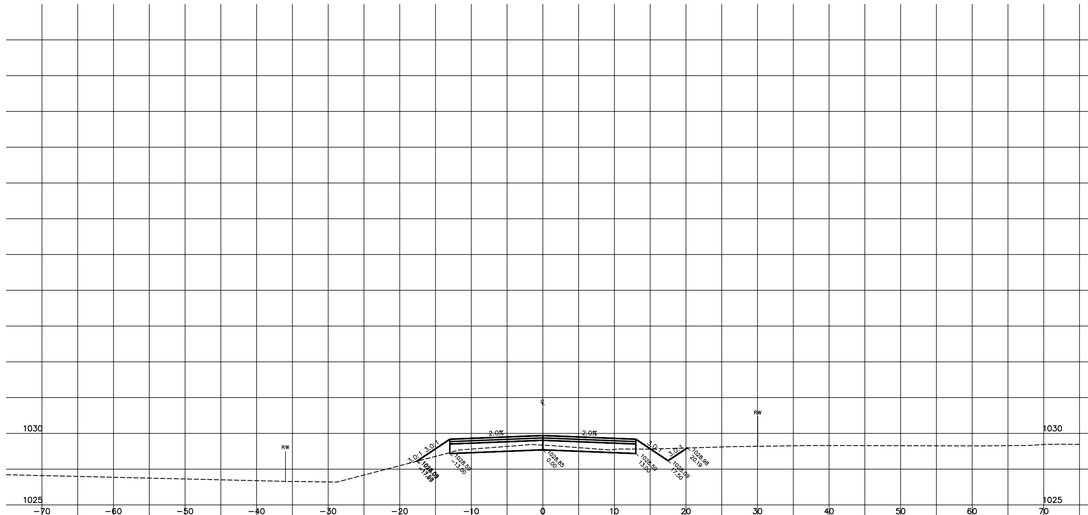
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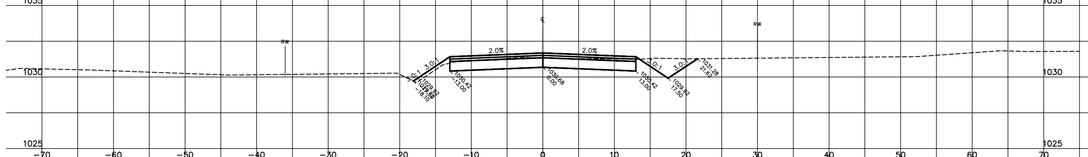


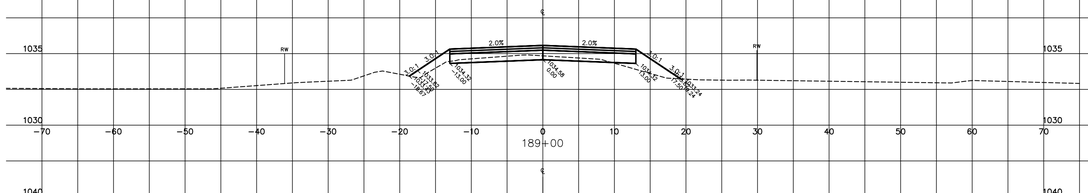
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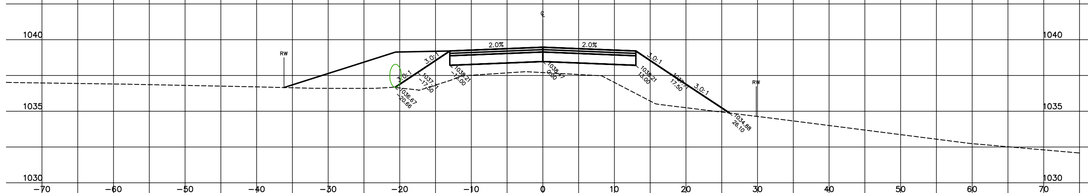


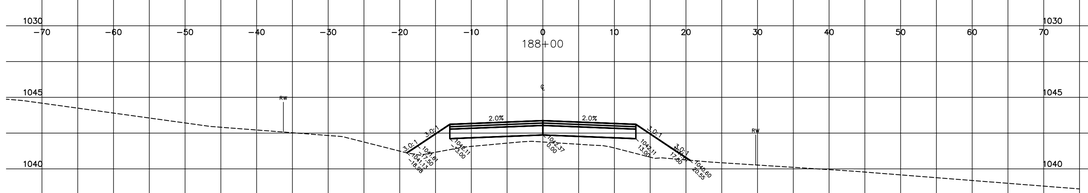
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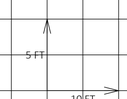




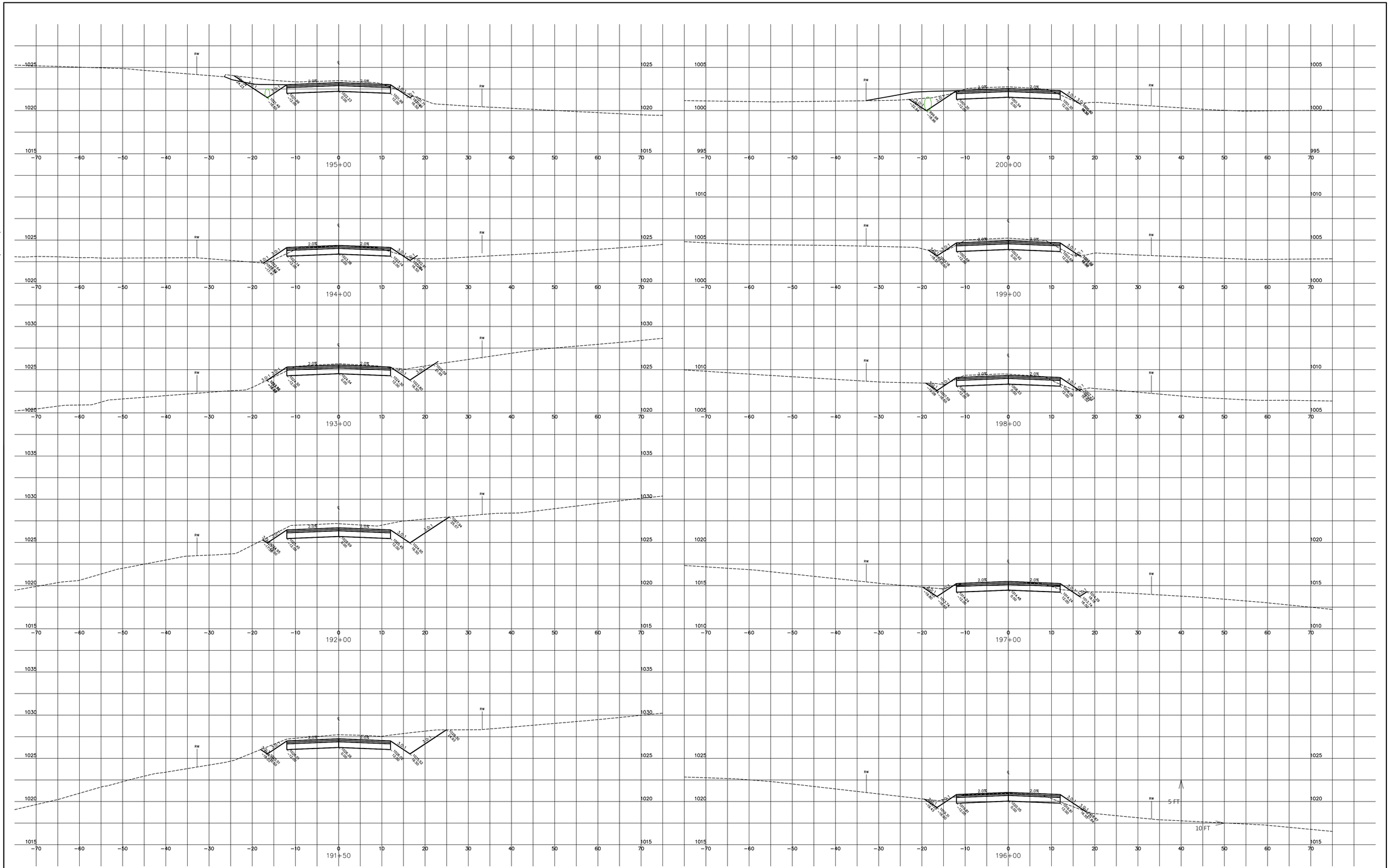




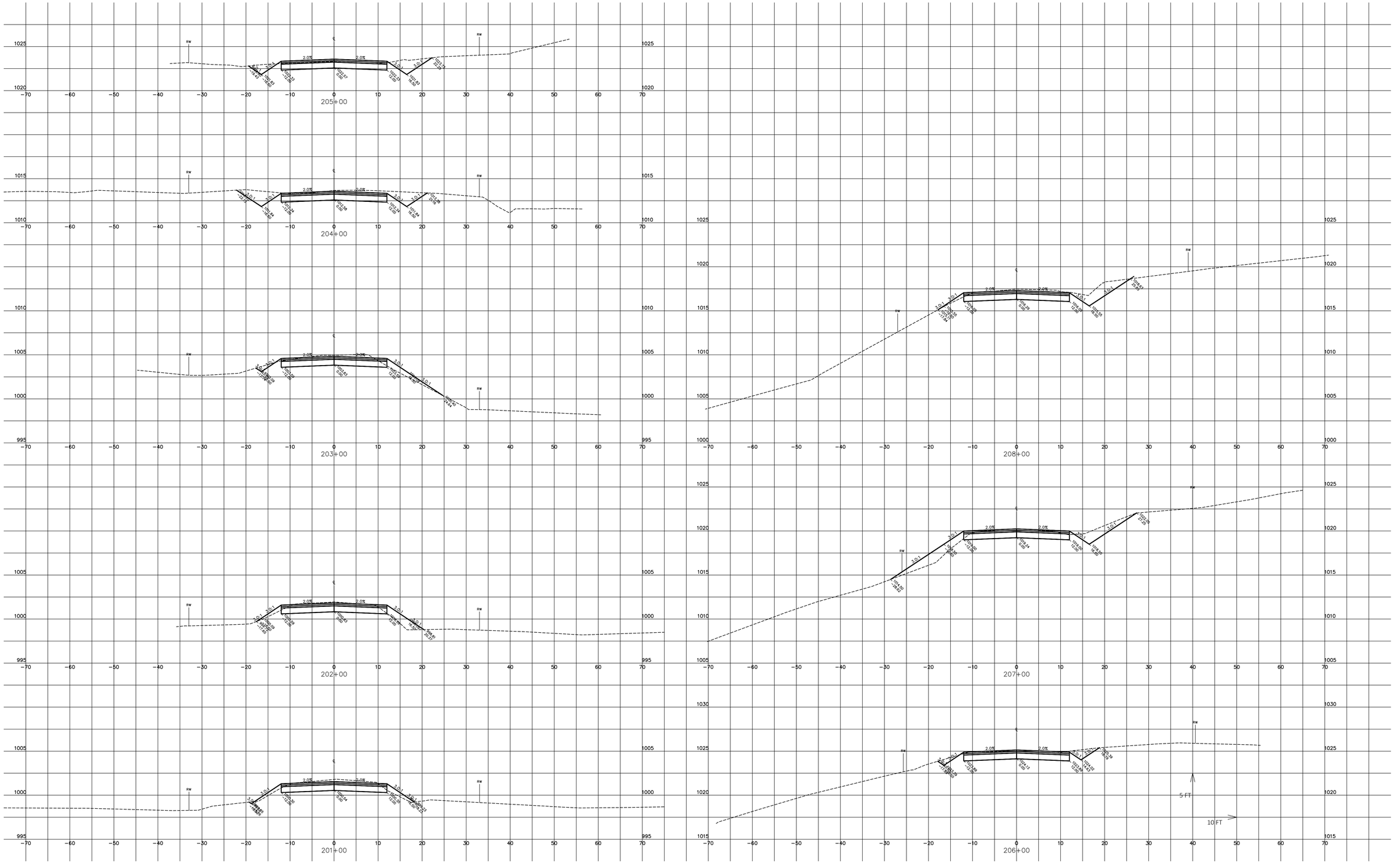




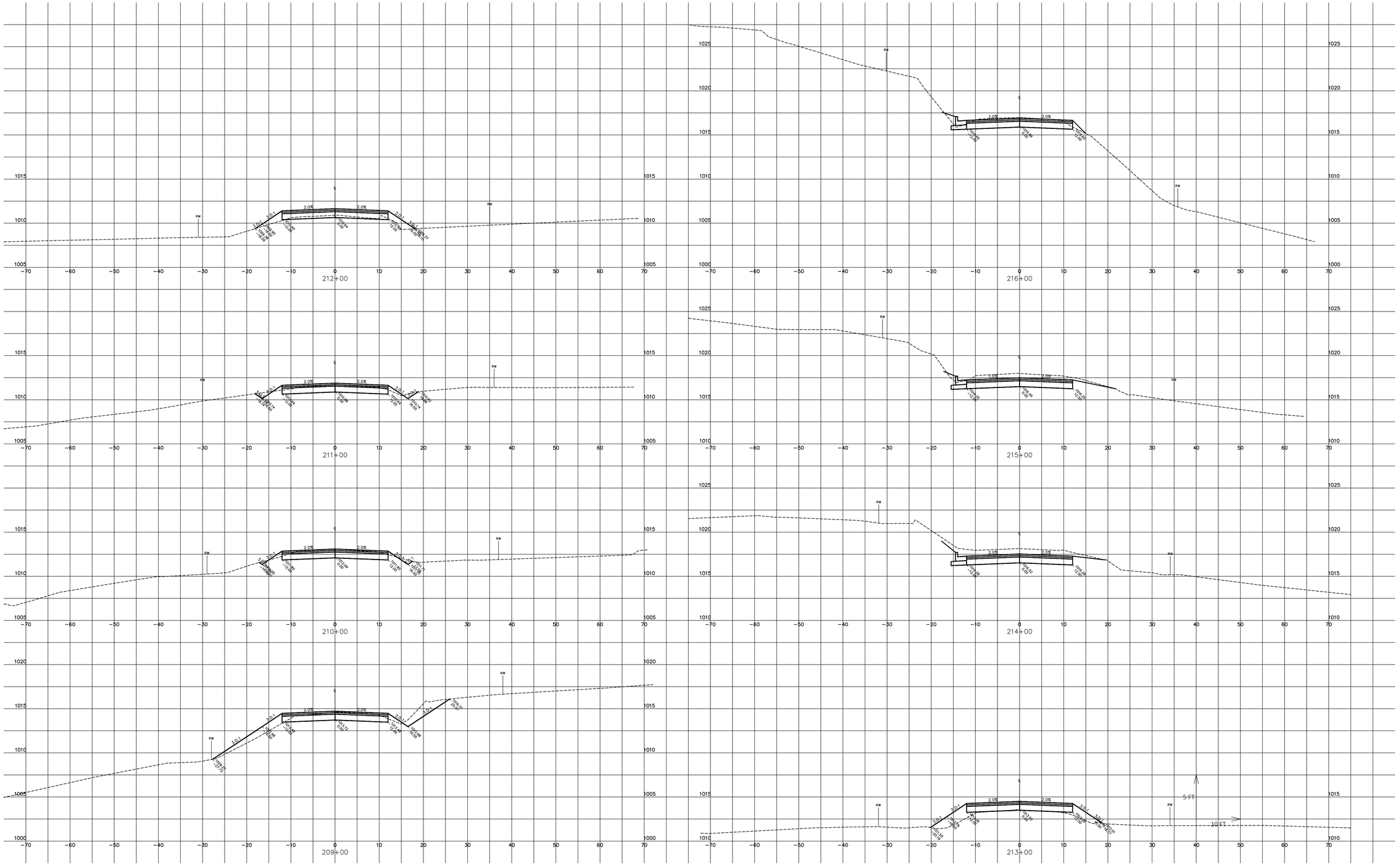
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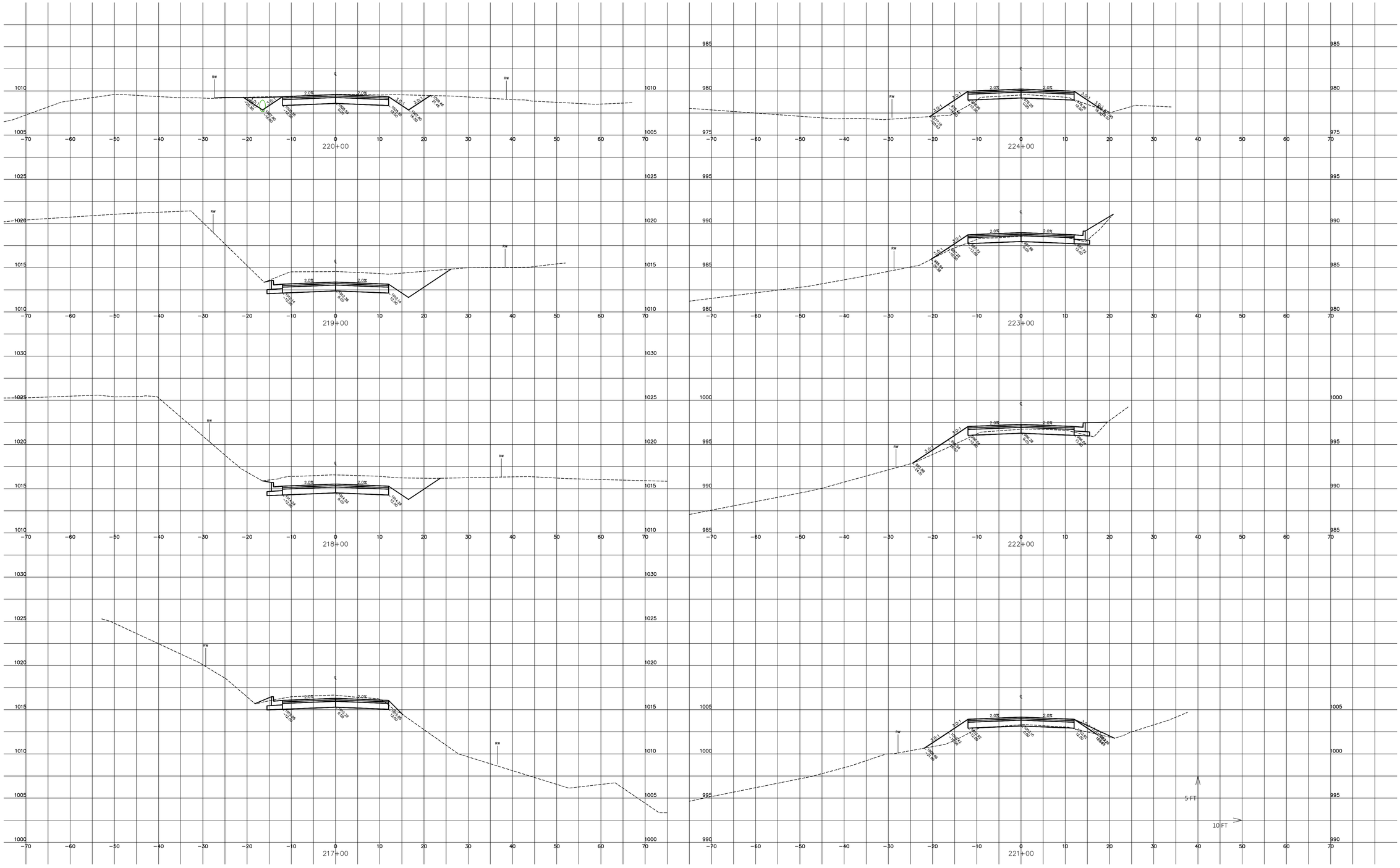
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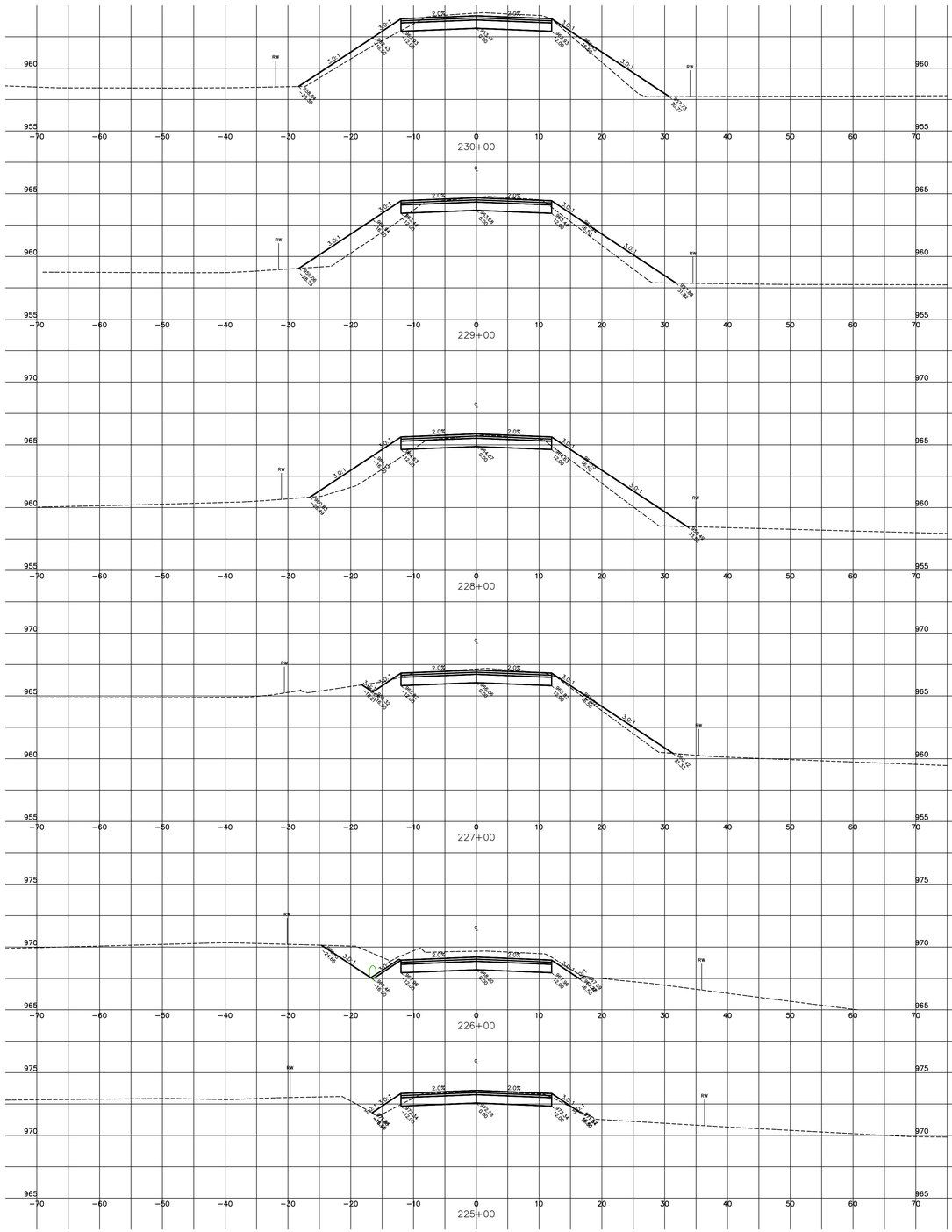
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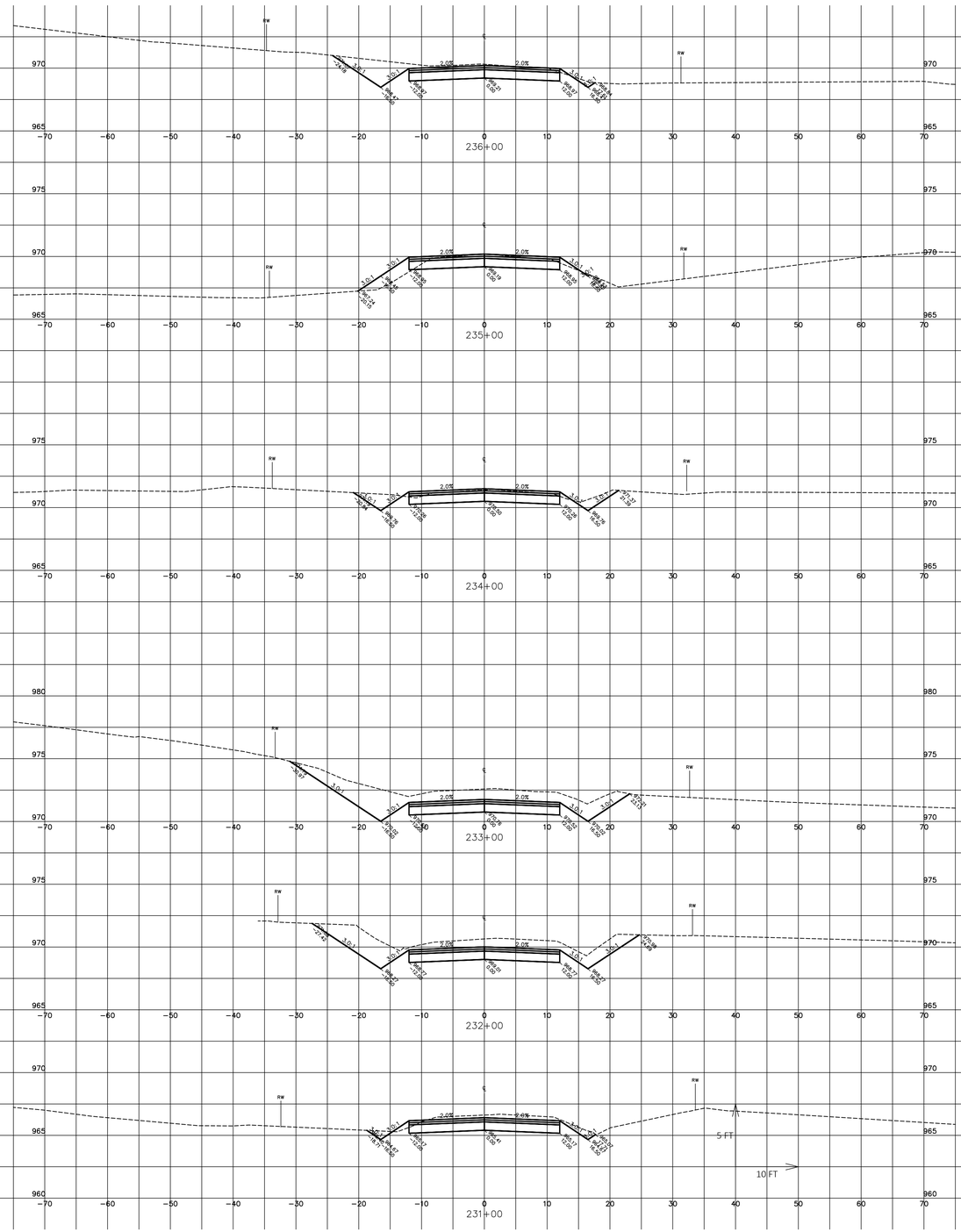


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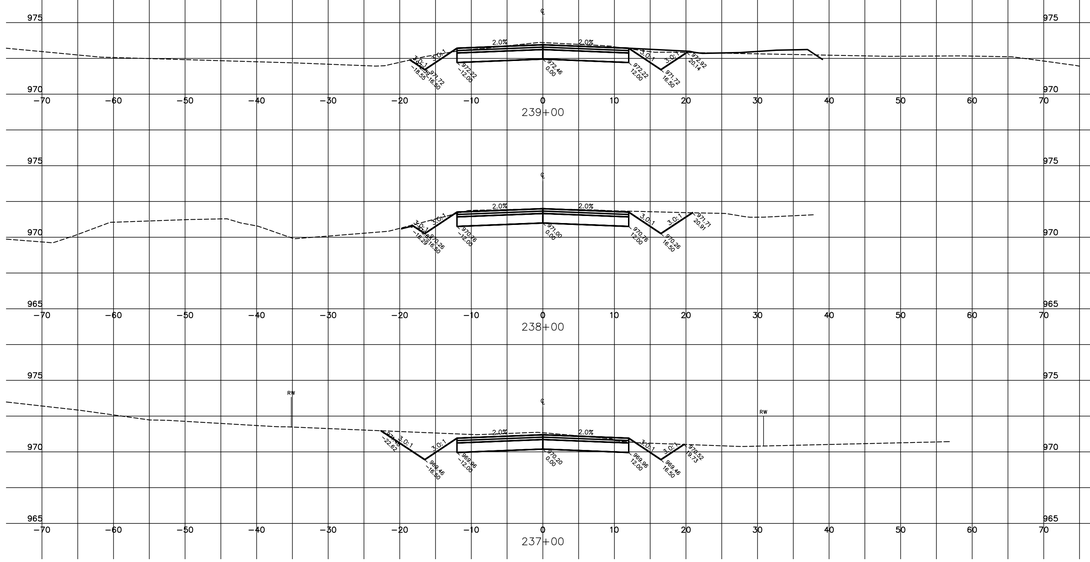


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5 FT

10 FT

\Projects\TK-01-25\CROSS SECTIONS.DWG

W. MORAINE DRIVE CROSS SECTIONS \TK-01-25\ 9/23/2026

C4.15