



**Department of Public Works
Engineering Division**
W240 N3065 Pewaukee Road
Pewaukee WI 53072
Phone: 262-691-0804

**PUBLIC WORKS COMMITTEE
MEETING NOTICE AND AGENDA
Thursday, January 22, 2026
4:00 PM**

Pewaukee City Hall Common Council Chambers
W240N3065 Pewaukee Road, Pewaukee, WI

1. Call to Order and Pledge of Allegiance
2. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.
3. Discussion and Action Regarding the Minutes
 - 3.1 Discussion and possible action to adopt Dec 10 2025 meeting minutes
4. Storm Water Management Division
 - 4.1 Discussion and possible action to approve the Intergovernmental Agreement regarding Transfer of Phosphorus and Total Suspended Solids Credits from Fox River Water Pollution Control Center to Others as Part of Fox Illinois Total Maximum Daily Load. [Wagner/Wirtz]
5. Engineering Division
 - 5.1 Discussion and possible action to apply for a Joint Quiet Zone for Duplainville Road and Parkside Road with the Village of Pewaukee's Forest Grove Drive, Oakton Avenue, Wisconsin Avenue and Kopmeier Drive. [Wagner/Gabbey]
 - 5.2 Presentation, Discussion, and Possible Action of the Preliminary Layout for the Pewaukee Road Trail Extension Project. [Gabbey]
6. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.
7. Adjournment

Magdelene Wagner
Director of Public Works
January 22, 2026

NOTICE

It is possible that members of other governmental bodies of the municipality may be in attendance to gather information that may form a quorum. At the above stated meeting, no action will be taken by any governmental body other than the governmental body specifically referred to above in this notice.

Any person who has a qualifying disability under the Americans with Disabilities Act that requires the meeting or materials at the meeting to be in an accessible format must contact the DPW Main Office at (262) 691-0804 by 12:00 p.m. the Tuesday prior to the meeting so that arrangements may be made to accommodate your request.

City of Pewaukee - New Agenda Item

Agenda Language:

Discussion and possible action to adopt Dec 10 2025 meeting minutes

Sub Item Agenda Language:

Background Provided By:

Magdelene Wagner

Background:

Draft minutes for the December 10, 2025 meeting are attached for your review and approval.

Fiscal Impact:

Recommended Motion:

Committee approve the minutes.

In Attendance:

Mayor Steve Bierce, Alderman Jerry Wamser, Michael Kreiter, James Blackwood

Also In Attendance:

Director of Public Works M. Wagner, Chief Engineer-Utilities R. Wirtz, Chief Engineer-Streets & Development M. Gabbey, Utility Manager J. Mueller, Utility Assistant Manager R. Kincaid, Administrative Assistant H. Jacobs

1. Call to Order and Pledge of Allegiance

Mayor Bierce called the meeting to order at 3:00 p.m. and called for everyone to stand for the Pledge of Allegiance.

2. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.

No public comments were received.

3. Discussion and Action Regarding the Minutes

3.1 Discussion and possible action to adopt October 23, 2025 meeting minutes.

Motion was made and seconded (M. Kreiter, J. Wamser) to approve the October 23, 2025 meeting minutes. Motion passed unanimously.

4. Water and Sewer Division

4.1 Presentation, discussion, and possible action on the Water Supply Service Area Study.

Ben Wood and Sydney Morgan from Strand Engineering were present to deliver a detailed presentation on the Water Supply Service Area Study. Mr. Wood explained that the Wisconsin Department of Natural Resources (DNR), under Natural Resources Code 854, requires this study for water utilities serving populations greater than 10,000. He noted that compliance with the study requirements must be completed by the end of this year. The purpose of the study was to satisfy DNR requirements, while also addressing the City's long-term concerns about the water supply.

Mr. Wood discussed the challenges posed by emerging PFAS regulations and the presence of radionuclides, which are impacting the City's shallow and deep wells,

respectively. He explained that pending PFAS regulations could effectively reduce approximately 40% of the City's existing well capacity. The presentation highlighted the significant financial investment (over \$50 million) that will be required over the next five years to address water quality and water quantity issues. Mr. Wood emphasized the importance of thoroughly evaluating all available alternatives before committing to any significant investments.

The study evaluated several water supply alternatives, including:

1. **Continued Use of Groundwater:** This option would require the development of eight new wells, contingent upon the availability of adequate and suitable sites. It would also necessitate the implementation of PFAS treatment, and potentially, future advanced treatment technologies to address emerging contaminants. The study noted that new or expanded water quality regulations affecting groundwater supplies are likely to occur approximately every 20 to 25 years.
2. **Various Surface Water Sources:** The study evaluated several local surface water options, including nearby quarries, the Fox River, and Pewaukee Lake. These sources were ultimately determined to be infeasible due to potential adverse impacts on local ecosystems, property ownership constraints, existing contamination concerns, and regulatory limitations.
3. **Lake Michigan Water via a Great Lakes Diversion through Waukesha Water Utility:** This alternative involves purchasing treated Lake Michigan water from the Waukesha Water Utility. It would require infrastructure modifications, including the construction of pump and metering stations, additional water storage facilities, and improvements to the existing water main system.
4. **Lake Michigan Water Directly from Milwaukee via Lisbon Road:** Added in response to public input, this option considers construction of a new transmission pipeline along Lisbon Road. It relies on Milwaukee Water Works' substantial water treatment improvements since the 1990s, including extended intake structures and the incorporation of ozonation into the treatment process.

Ms. Morgan provided an in-depth analysis of non-monetary factors associated with both groundwater and Lake Michigan water, focusing on criteria critical to the City's decision-making process. She identified four main categories of analysis: environmental impacts, long-term sustainability, public health requirements, and implementability. Environmental considerations included potential risks to aquifers and aquatic ecosystems. Lake Michigan water scored higher in this category due to its sustainable withdrawal and return system, which minimizes impacts on local ecosystems. Regarding long-term sustainability, Ms. Morgan explained that groundwater supplies are more vulnerable to drought conditions, whereas Lake Michigan water is largely resilient to such conditions, providing more reliability to meet future needs.

For public health, Lake Michigan water demonstrated a significant advantage given its capability to consistently meet increasingly strict water quality regulations with less intensive treatment required. This advantage is likely due in part to the robust

treatment processes already in place by Milwaukee Water Works. Implementability encompassed the complexity of operational and construction factors. Lake Michigan water again received a higher rating due in part to the relatively minimal facilities needed for its management, compared to the extensive land acquisition, well development, and specialized treatment systems necessary for continued reliance on groundwater. Based on the overall evaluation, Lake Michigan water emerged as the more favorable option, receiving a total score of 76 out of 100, compared to 55 out of 100 for groundwater.

Mr. Wood then presented the financial analysis, noting that the 50-year life-cycle costs of the evaluated alternatives were surprisingly similar. Continued reliance on groundwater was estimated at \$338 million, while Lake Michigan water supplied through Waukesha Water Utility was projected at \$329 million. Direct supply from Milwaukee carried an estimated cost of \$355 million. The most expensive scenario, estimated at \$382 million, would result from deferring the decision and transitioning to Lake Michigan water in 2050.

During the meeting, Mayor Bierce raised several key issues, including projected water demand, oversight by the Public Service Commission (PSC), and infrastructure-related expenses. He questioned the assumption that water usage would nearly double, noting that the city is largely developed. Ms. Morgan explained that the projections accounted for anticipated infill development as well as the inclusion of current private well users into the municipal system. Mr. Wood added that the estimates were based on standard water usage rates applied to remaining undeveloped areas in accordance with their land use plan.

Mayor Bierce also highlighted the significant difference between Waukesha's proposed wholesale rate of \$5.83 per thousand gallons and Milwaukee's current rate of \$1.62 per thousand gallons. Mr. Wood explained that Waukesha's higher rate reflects the inclusion of their debt service associated with its existing infrastructure. He noted that even after that debt is retired, Waukesha's rate would likely remain higher than Milwaukee's due to ongoing operational costs and depreciation factors established by the PSC. This prompted discussion regarding what constitutes a fair cost for purchasing wholesale water and the potential long-term financial implications for the City if pricing differences significantly influence water supply planning decisions.

Alderman Wamser expressed skepticism regarding the quality of Lake Michigan water and advocated for greater public engagement in the decision-making process. In response, Mr. Wood pointed to the significant improvements made by Milwaukee Water Works since the 1990s, including the implementation of ozonation and the extension of water intake locations to enhance water quality.

Discussion among committee members highlighted the importance of further evaluating return flow costs associated with wastewater treatment. Ms. Wagner noted that investment in additional wastewater treatment capacity would be necessary regardless of which water supply alternative is ultimately chosen.

Motion was made and seconded (S. Bierce, J. Wamser) to approve the water study and its recommendation to pursue Lake Michigan water option, either

through Waukesha or directly from Milwaukee, with the understanding that groundwater remains a potential alternative due to incomplete financial information. Motion passed unanimously.

5. Public Comment - Please limit your comments to two minutes. If further time for discussion is needed, please contact your District Alderperson prior to the meeting.

No public comments were received.

6. Adjournment

Motion was made and seconded (J. Wamser, M. Kreiter) to adjourn the meeting at 4:35 p.m. Motion passed unanimously.

Respectfully Submitted

Magdelene Wagner
Director of Public Works

DRAFT

City of Pewaukee - New Agenda Item

Agenda Language:

Discussion and possible action to approve the Intergovernmental Agreement regarding Transfer of Phosphorus and Total Suspended Solids Credits from Fox River Water Pollution Control Center to Others as Part of Fox Illinois Total Maximum Daily Load.

Sub Item Agenda Language:

Background Provided By:

Magdelene Wagner

Background:

As the Wisconsin Department of Natural Resources (WDNR) is developing a Total Maximum Daily Load (TMDL) for the Upper Fox River, each community which is tributary to the Fox River will be required to reduce pollutants to a level set forth as part of the TMDL. The City will need to reduce at least two key pollutants: phosphorus and total suspended solids (TSS).

Both of these pollutants are also removed as part of the waste treatment at the Fox River Water Pollution Control Center (FRWPCC) through their Wisconsin Pollution Discharge Elimination System (WPDES) permit. The current phosphorus and TSS removal levels in the WPDES permit for the treatment plant exceed the levels being set in the TMDL for the permitted communities. The FRWPCC will not be allowed to reduce their treatment levels from their WPDES permit to meet the new levels set forth in the TMDL. The City owns 17.22% of the FRWPCC. As part of the TMDL, communities are allowed to transfer credits from the excess waste load treatment at the FRWPCC to the City through the Storm Water Utility (SWU) as credits for their Municipal Separate Storm Sewer System (MS4) TMDL allocations.

The Intergovernmental Agreement (IGA) outlines this transfer of credits from the FRWPCC to the City and the costs associated with the treatment/removals. This is the most cost-effective and economical way to remove these pollutants. Staff supports this IGA and methodology for its allocation. In some cases, we will need to do additional treatment within our municipal boundaries but this is a large component to meeting our removal rates that will be set forth in the TMDL for the City. These credits will show up on our Sewer Utility billing. Staff will have some internal accounting transfers from the SWU to the Sewer Utility to pay for these costs. The costs will be adjusted annually as the phosphorus and TSS loading and costs change annually.

Staff is recommending approval of the IGA.

Fiscal Impact:

Phosphorus

The Sewer Utility will receive an additional cost of \$7,544.52. The Storm Water Utility would cover these additional costs for the Sewer Utility to receive the transfer credits.

TSS

The Sewer Utility will receive an additional cost of \$1,336.93. The Storm Water Utility would cover these additional cost to the Sewer Utility to receive the transfer credits.

Recommended Motion:

Committee recommend approval of the IGA to the Council.

**TRANSFER OF PHOSPHOROUS AND TOTAL SUSPENDED SOLIDS CREDITS
FROM FOX RIVER WATER POLLUTION CONTROL CENTER TO OTHERS AS
PART OF FOX ILLINOIS RIVER TOTAL MAXIMUM DAILY LOAD**

**INTERGOVERNMENTAL AGREEMENT
BETWEEN THE
CITY OF BROOKFIELD
AND
CITY OF PEWAUKEE**

This Intergovernmental Agreement (“IGA”) is entered into as of the date of last signature below by and between the City of Brookfield (the “City”) as manager of the Fox River Water Pollution Control Center (the “FRWPCC”), with its municipal offices located at 2000 N. Calhoun Road, Brookfield, WI 53005 and FRWPCC located at 21225 Enterprise Ave, Brookfield, WI 53045 and the City of Pewaukee (MUNICIPALITY), with its municipal offices located at W240N3065 Pewaukee Road, Pewaukee, WI 53072.

WHEREAS, the City of Brookfield owns and operates the sanitary sewer treatment facility known as the FRWPCC; and

WHEREAS, MUNICIPALITY is currently under contract with FRWPCC for sewage treatment; and

WHEREAS, the Wisconsin Department of Natural Resources (WDNR) established a Total Maximum Daily Load (TMDL) for phosphorous and total suspended solids to be discharged to the Fox Illinois River; and

WHEREAS, the FRWPCC was assigned a waste load allocation for phosphorous and total suspended solids as part of the TMDL; and

WHEREAS, the FRWPCC permit to discharge under the Wisconsin Pollution Discharge Elimination System (WPDES) provides for a concentration discharge limit for phosphorous and total suspended solids that results in more load being removed than is required under the TMDL for both phosphorous and total suspended solids; and

WHEREAS, the WDNR TMDL provides for transfer of excess waste load allocation to a municipality’s Municipal Separate Storm Sewer System (MS4) within the watershed and, in particular, tributary to the FRWPCC to aid in meeting that municipality’s TMDL load allocations; and

WHEREAS, MUNICIPALITY desires FRWPCC to transfer some of its excess waste load allocation to MUNICIPALITY so that MUNICIPALITY can obtain credit toward its MS4 TMDL load allocation; and

WHEREAS, FRWPCC is willing to transfer its excess waste load allocation to MUNICIPALITY in exchange for payment on a per pound basis according to the terms and conditions of this IGA.

NOW, THEREFORE, in exchange for good and valuable consideration, the receipt of which is hereby acknowledged, the FRWPCC and the MUNICIPALITY agree to the following:

1. RECITALS. The above-referenced recitals are true and correct and hereby incorporated by reference.
2. PAYMENT. FRWPCC will transfer its excess waste load allocation for phosphorous and total suspended solids (the "Allocation") to MUNICIPALITY on a per pound basis proportionate to the amount of plant capacity that MUNICIPALITY owns, for the price as set forth in Exhibit A, which is hereby attached and incorporated herein. MUNICIPALITY must pay FRWPCC on a quarterly basis. Any amount which has not been timely paid shall bear interest at the rate of 1% per month.
3. CREDIT. As a result of the transfer and payment set forth in Paragraph 2, MUNICIPALITY may use the Allocation amount as credit to its MS4 TMDL load allocation.
4. TERM. This IGA shall be effective upon the date of last signature below and shall remain in perpetuity or until amended as set forth in Paragraph 5. Termination of this IGA requires a written notice delivered to the office of the other party, such notice specifying the date of the termination which date shall not be less than sixty (60) days from the date of the notice of termination.
5. AMENDMENT. Any modification to this IGA shall be in writing and signed by both the FRWPCC and the MUNICIPALITY.
6. SEVERABILITY. If a court of competent jurisdiction finds any part of this IGA unenforceable, then the remainder of this IGA shall not be affected and continue in full force and effect.
7. APPLICABLE LAW. The laws of the State of Wisconsin shall apply to this IGA.
8. RESOLVING DISPUTES. If a dispute arises under this IGA, the parties agree to first try to resolve the dispute with the help of a mutually agreed-upon mediator located in southeastern Wisconsin. Any costs and fees, other than attorneys' fees, associated with the mediation shall be shared equally by the parties. If the dispute is not resolved within 30 days after it is referred to the mediator, either party may take the matter to court. Venue in any action brought under this IGA shall be proper only in either Circuit Court

for Waukesha County or the United States District Court for the Eastern District of Wisconsin.

9. NOTICES. Unless otherwise set forth herein, all notices and other communications in connection with this IGA shall be in writing and shall be considered given as follows:

- A. When delivered personally to the recipient's address as stated below; or
- B. Three days after being deposited in the United States mail, with postage prepaid to the recipient's address as stated below.

FRWPCC: City of Brookfield
Attn: Director of Public Works
2000 North Calhoun Road
Brookfield, WI 53005

MUNICIPALITY: City of Pewaukee
Attn: Director of Public Works
W240N3065 Pewaukee Road
Pewaukee, WI 53072

10. INDEPENDENCE OF THE PARTIES. This IGA does not create a partnership. Neither party may contract on behalf of the other party.

11. SUCCESSORS AND ASSIGNS. The FRWPCC and MUNICIPALITY each bind themselves, their partners, successors, assigns, and legal representatives to the other party to this Agreement and to the partners, successors, assigns, and legal representatives of the other party with respect to all covenants of this Agreement.

12. AUTHORITY OF SIGNATORIES. Each person signing this IGA certified that the person is properly authorized by the party's governing body to execute this IGA.

(Signature page to follow)

FRWPCC

MUNICIPALITY

By: _____
Steven V. Ponto, Mayor

By: _____
Steve Bierce
Mayor

Date: _____

Date: _____

By: _____
Sara Bruckman
City Clerk

By: _____
Kelly Tarczewski
City Clerk

Date: _____

Date: _____

Costs for transferring Excess Waste Load Allocations for Phosphorous and TSS

Total O&M costs for treatment (less SIU pretreatment revenue)	\$ 4,434,621
Influent pounds phosphorous	129,787
Effluent pounds phosphorous	3,194
Pounds phosphorous removed	126,593
Cost per pound of phosphorous removed	\$ 35.03

P - Permitted Total Excess WLA

	Excess P (lbs)	Transfer	Unit cost	Cost / pound	Capacity	Capacity	Credit for	Net Change*
Muni	2326	% of P	P removed	P transferred	Owned (MGD)	(%)	WLA Transfer	(\$)
COB	809	34.8%	\$ 35.03	\$ 28,339.71	6.07652	48.61%	\$ 39,609.69	\$ 11,269.98
TOB	259	11.1%	\$ 35.03	\$ 9,072.91	1.40348	11.23%	\$ 9,148.56	\$ 75.65
COP	616	26.5%	\$ 35.03	\$ 21,578.81	2.153	17.22%	\$ 14,034.29	\$ (7,544.52)
VOP	172	7.4%	\$ 35.03	\$ 6,025.25	2.000	16.00%	\$ 13,036.97	\$ 7,011.71
VMF	308	13.2%	\$ 35.03	\$ 10,789.41	0.180	1.44%	\$ 1,173.33	\$ (9,616.08)
LPSD	0	0.0%	\$ 35.03	\$ -	0.687	5.50%	\$ 4,478.20	\$ 4,478.20
		93.0%						
New Berlin	162	7.0%	\$ 35.03	\$ 5,674.95	0	0.00%	\$ -	\$ (5,674.95)
		100.0%		\$ 81,481.03	12.500	100.00%	\$ 81,481.03	\$ -

* Positive numbers are reductions in costs. Negative numbers are additional costs above the norm for receiving the additional P & TSS WLA Credits.

Total O&M costs for treatment (less SIU pretreatment revenue)	\$ 4,434,621
Influent pounds TSS	6,089,890
Effluent pounds TSS	176,036
Pounds TSS removed	5,913,854
Cost per pound of TSS removed	\$ 0.75

TSS - Permitted Total Excess WLA

	Excess TSS (tons)	Transfer	Unit cost	Cost / ton	Capacity	Capacity	Credit for	Net Change*
Muni	169	% of TSS	TSS removed	TSS transferred	Owned (MGD)	(%)	WLA Transfer	(\$)
COB	30	17.8%	\$ 0.75	\$ 44,992.19	6.07652	48.61%	\$ 123,210.45	\$ 78,218.25
TOB	3.6	2.1%	\$ 0.75	\$ 5,399.06	1.40348	11.23%	\$ 28,457.64	\$ 23,058.57
COP	30	17.8%	\$ 0.75	\$ 44,992.19	2.153	17.22%	\$ 43,655.26	\$ (1,336.93)
VOP	6	3.6%	\$ 0.75	\$ 8,998.44	2.000	16.00%	\$ 40,552.96	\$ 31,554.52
VMF	17	10.1%	\$ 0.75	\$ 25,495.58	0.180	1.44%	\$ 3,649.77	\$ (21,845.81)
LPSD	0	0.0%	\$ 0.75	\$ -	0.687	5.50%	\$ 13,929.94	\$ 13,929.94
		51.2%						
New Berlin	82.4	48.8%	\$ 0.75	\$ 123,578.56	0	0.00%	\$ -	\$ (123,578.56)
		100.0%		\$ 253,456.02	12.500	100.00%	\$ 253,456.02	\$ -

* Positive numbers are reductions in costs. Negative numbers are additional costs above the norm for receiving the additional P & TSS WLA Credits.

City of Pewaukee - New Agenda Item

Agenda Language:

Discussion and possible action to apply for a Joint Quiet Zone for Duplainville Road and Parkside Road with the Village of Pewaukee's Forest Grove Drive, Oakton Avenue, Wisconsin Avenue and Kopmeier Drive. [Wagner/Gabbey]

Sub Item Agenda Language:

Background Provided By:

Magdelene Wagner/Michaelis Gabbey

Background:

The City is pursuing a Quiet Zone along the Canadian National (CN) rail corridor, impacting the crossings at Watertown Road, Green Road, and Weyer Road and along the Canadian Pacific (CP) rail corridor impacting the crossings at Springdale Road, Duplainville Road, and Parkside Road. These Quiet Zone crossings are at various stages of development. The location and status of each crossing are listed in the attached supporting documents.

City Staff met with the consultant for the Quiet zone crossing studies (R.A. Smith) and the Village of Pewaukee on November 7, 2025 to discuss a request from the Village of Pewaukee to consider a joint Quiet Zone along the Canadian Pacific rail corridor. This joint Quiet Zone would include the crossings at Duplainville Road, Forest Grove Drive, Oakton Avenue, Wisconsin Avenue, Kopmeier Drive, and Parkside Road. The primary purpose of this joint Quiet Zone would be to fast-track Quiet Zone approval for the crossings within the Village of Pewaukee. Multiple of the Village crossings require implementation of an Alternative Safety Measure (ASM) which requires an 18-24 month review period. Implementation of these ASMs would not be necessary if a joint Quiet Zone containing all of the crossings listed above is pursued. City Staff recommends that these ASMs are still implemented by the Village to protect roadway users, however their approval through the Federal Railway Administration (FRA) would not be necessary.

One of the major concerns from City Staff is that the joint Quiet Zone might no longer meet qualifications if an accident occurred at one of the crossings. Multiple Village crossings have non-typical layouts which present heightened risk for train/vehicle accidents. Tom Domres from the FRA has provided guidance stating that in the event of a crash, the City of Pewaukee could file an amended Notice of Establishment removing the affected crossing from the joint Quiet Zone. This would allow the joint Quiet Zone to remain in effect while improvements are completed to bring the affected crossing back into compliance.

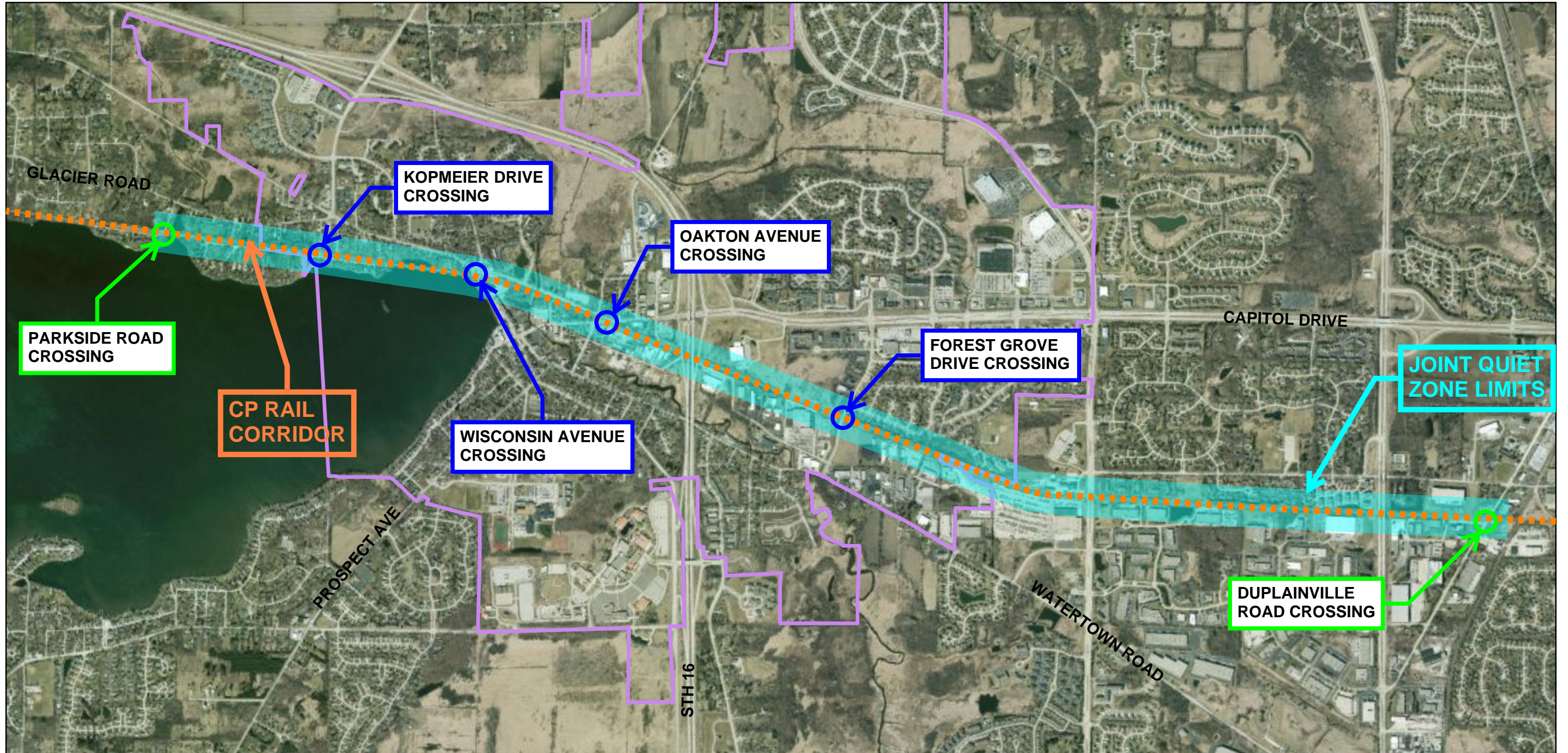
Fiscal Impact:

There is no current or anticipated financial impact for this item.

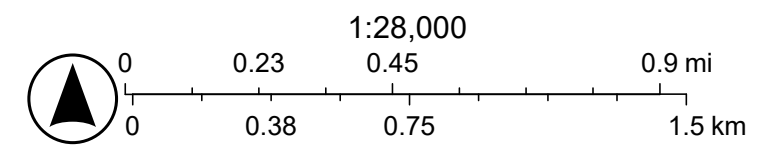
Recommended Motion:

Public Works Committee recommend to the Common Council to move towards establishment of a joint Quiet Zone with the Village of Pewaukee including the crossings at Duplainville Road, Forest Grove Drive, Oakton Avenue, Wisconsin Avenue, Kopmeier Drive, and Parkside Road contingent on the Village constructing the ASMs which would be required for individual establishment.

Pewaukee Joint Quiet Zone



1/19/2026, 1:42:20 PM



SE Wisc Reg Planning Comm, SEWRPC, Vantor

From: [Bruggeman, John](#)
To: [Wagner, Magdelene](#); [Gabbey, Michaelis](#); [Matt Heiser](#); [David Buechl](#); [Klein, Scott](#)
Cc: [Scholbe, Jake](#)
Subject: Pewaukee City/Village Quiet Zone Follow-Up
Date: Sunday, December 21, 2025 6:09:33 PM
Attachments: [image001.png](#)



All,

We received the following *responses* from Tom Domres at the FRA as a result of our last meeting between the Village and City to discuss the joint Quiet Zone process. Please review these responses and let me know if this is sufficient information for you at this time.

1. Could a temporary partnership between the City and Village be established while the Village simultaneously applied for an ASM approval at the Wisconsin & Oakton crossings to limit their risk of losing quiet zone status? In other words, could both municipalities apply for a joint quiet zone now in the existing condition while the Village would concurrently submit for ASM approvals at Wisconsin and (future) Oakton?

The recommended path forward on this would be to apply for a joint Quiet Zone, with one of the communities taking the lead. When the Quiet Zone needs to be modified (for example, when the Village's ASM's are approved), the non-lead agency submits a Notice of Establishment (NOE), which requires a 21-day period for implementation. Upon completion of the 21-day period, the lead agency would submit an Amended NOE that removes the extra crossings from the original Quiet Zone. The Amended NOE would take effect upon receipt of the Amended NOE submittal to stakeholders.

2. What is the process/timeline to re-establish a quiet zone if the joint Quiet Zone came out of compliance (presumably due to a crash) or needed to be reestablished per the scenario outlined in #1? Would a termination occur immediately after issuing a notice and then to reestablish under a standalone City quiet zone, they would follow the same NOI/NOE process as they are following now for Duplainville and Parkside (~3 months)?

If a crash occurs and pulls the Quiet Zone out of compliance, the communities would be notified and they would have a six-month period to commit to improving the crossings. After that commitment, the communities would have 3 years to actually implement the improvements.

The recommended process for establishing/re-establishing quiet zones is the Amended NOE process outlined in #1 (rather than the termination/NOI/NOE process). For example, if the City was the lead agency in the original quiet zone and a crash occurred at one of the Village's crossings, the City could move forward with an Amended NOE that removes the Village's crossings and that change would take effect upon receipt of the Amended NOE submittal to stakeholders. The Village would work through their own (independent) Quiet Zone establishment process to set up the new quiet zone for only the Village's crossings, which would

include the typical NOI, public authority application, construction, and NOE.

Thanks,

John P. Bruggeman, P.E., PTOE
Senior Traffic Project Manager



16745 West Bluemound Road, Brookfield, WI 53005-5938

direct: 262-317-3353

fax: 262-781-8466

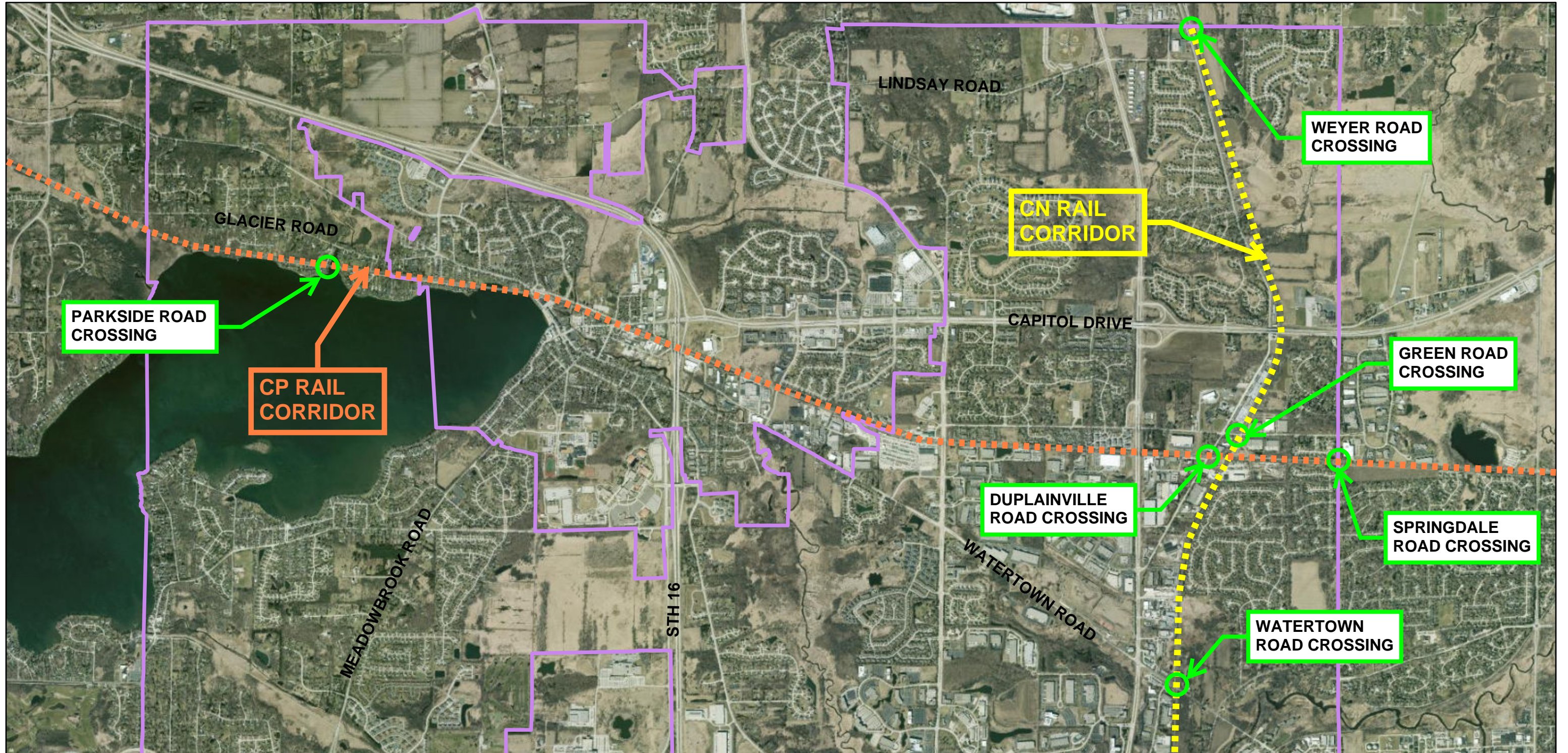
John.Bruggeman@raSmith.com

www.linkedin.com/in/johnpbruggeman/

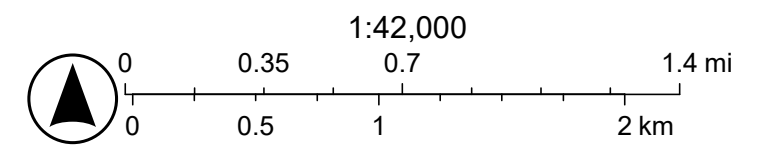
[LinkedIn](#)

raSmith.com

Pewaukee Railroad Crossings



1/19/2026, 1:39:45 PM



SE Wisc Reg Planning Comm, SEWRPC, Vantor

Quiet Zone Status – 1/22/2026

Weyer Rd

The Alternative Safety Measure (ASM) was approved by the FRA on 12/3/25 after an 18-month review. This allows for a Quiet Zone to be established at the crossing after the proposed medians on either side of the track are constructed.

Duplainville Rd

A Notice of Intent (NOI) was issued on 6/19/25 for this crossing, requiring a 60-day comment period for stakeholders. No comments were received. Since the existing four quadrant gates are considered Supplemental Safety Measures (SSMs) and automatically qualify as a quiet zone, the next step is to issue a Notice of Establishment (NOE), which establishes the quiet zone within a 21-day period. The issuance of the NOE is on hold until there is further direction on the potential joint City-Village quiet zone.

Green Rd/Watertown Rd

A Notice of Intent (NOI) was issued on 9/5/25 for this crossing, requiring a 60-day comment period for stakeholders. No comments were received. The next step is to develop plans and construct raised medians (SSMs) at both crossings. After construction, an NOE can be issued to implement the quiet zone.

Parkside Rd

A Diagnostic Review Meeting was held on 10/6/25 to discuss the crossing and proposed quiet zone. The crossing automatically qualifies as a quiet zone due to four-quadrant gates, which is an SSM. The issuance of the NOI/NOE is on hold until there is further direction on the potential City-Village quiet zone.

City of Pewaukee - New Agenda Item

Agenda Language:

Presentation, Discussion, and Possible Action of the Preliminary Layout for the Pewaukee Road Trail Extension Project. [Gabbey]

Sub Item Agenda Language:

Background Provided By:

Michaelis Gabbey

Background:

In April 2024, a resident submitted a petition to extend a trail along Pewaukee Road from its current termination at Pewaukee Road and Riverwood Drive North south to Tower Place. At the April 24, 2024 Public Works Committee meeting, a motion was passed directing staff to take the trail extension request to the Common Council to secure funds to start the project in 2024.

The common council discussed the petition for the Extension of the Pewaukee Road Trail at the Common Council Meeting on May 6, 2024. At this meeting the Council approved a motion directing City Staff to select a consultant for design services to study the trail extension and determine the viability and cost for several trail locations to connect the identified termini. City Staff selected RH Batterman as the Consultant to complete the preliminary design for the project.

City staff previously received a feasibility study from the Consultant (RH Batterman) outlining three primary routes for the multi-use path along the Pewaukee Road (STH 164) corridor. These routes were presented to the Public Works Committee at the August 7, 2025 meeting for selection of two routes to receive additional review and preparation of preliminary construction plans. The routes selected at this meeting were Alternative 1 (Along Pewaukee Road) and Alternative 3 (Utilizing private pathways in Riverwood Corporate Center).

Consultant staff will present refined alternative analysis and answer any questions related to the designs and associated cost.

Fiscal Impact:

There is no current financial impact for this item. The revised estimated cost of the multi-use path alternatives are listed below:

Alternative #1 - \$1,334,000.00

Alternative #3 - \$1,131,000.00

Recommended Motion:

Committee Selection of one preferred alternative to transition from preliminary design to final construction plans and specifications. This motion should specify preferred ProHealth connection point(s).

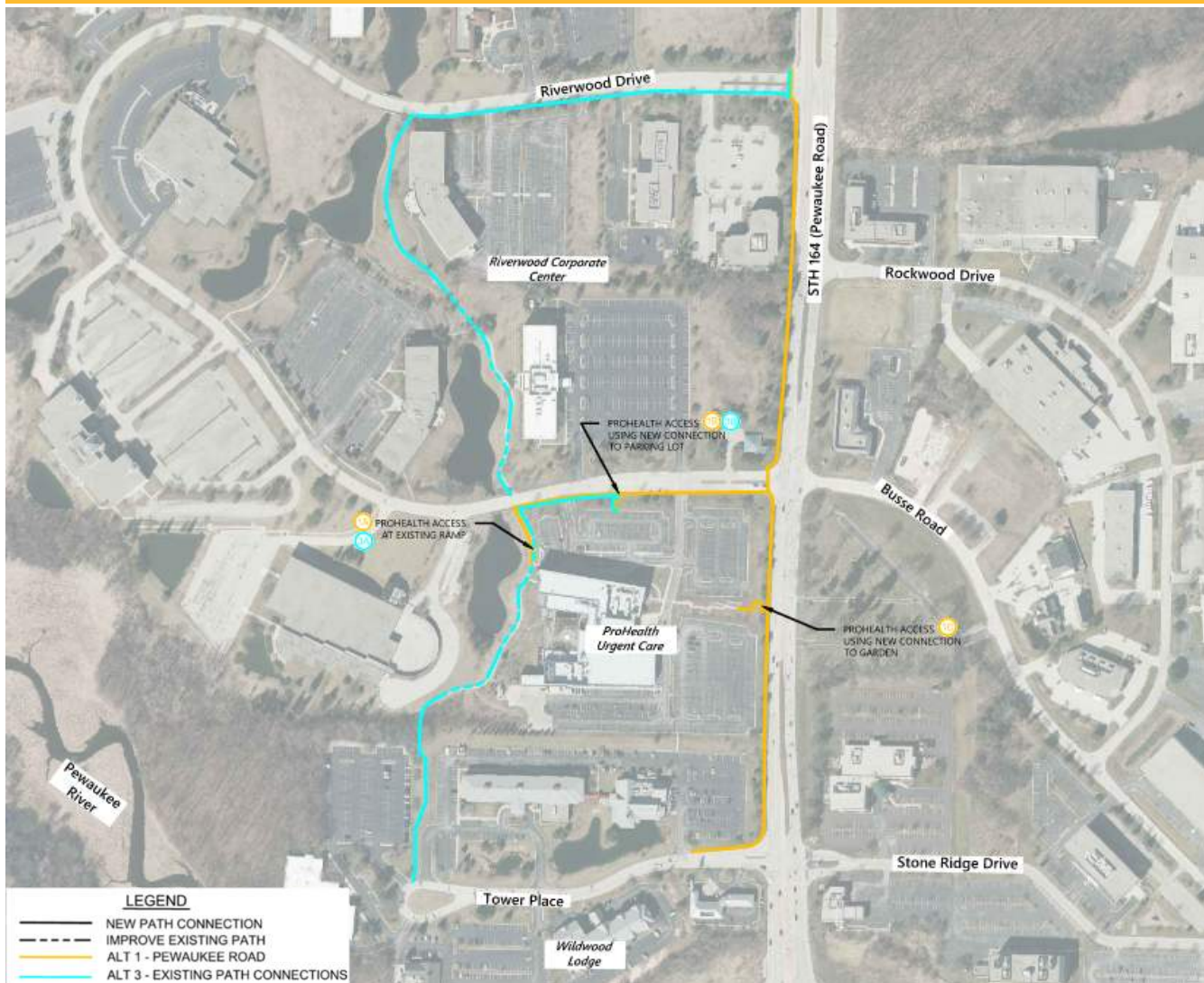
MULTI-USE PATH FEASIBILITY STUDY

STH 164/PEWAUKEE ROAD

City of Pewaukee, Waukesha County

REFINED ALTERNATIVES

/// August 2025 ///



Prepared by:

Batterman

Jessica Lancelle, PE

Prepared for:



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www.rhbatterman.com

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Utility Conflicts7
Matrix Evaluation8

/// ATTACHMENTS ///

Alternatives Overview Map A
Preliminary Plans B
Preliminary Cost Estimates C

BACKGROUND & EXISTING CONDITIONS

The project is located in the City of Pewaukee along the west side of STH 164/Pewaukee Road and just north of the IH 94 corridor near the Riverwood Corporate Center, Waukesha County. An existing multi-use path runs south along Pewaukee Road and terminates at the north leg of Riverwood Drive. The city has proposed a future extension of the path. The purpose of the extension is to provide multi-modal access to the ProHealth healthcare campus south of S Riverwood Drive and to the various businesses and restaurants along Tower Place. The first phase of the project included three (3) alternatives analyzed at a higher level to determine possible impacts. These included a path along:

- Alternative 1: Pewaukee Road/STH 164
- Alternative 2: Riverwood Corporate Center loop
- Alternative 3: Private Path Access

This second phase includes two (2) of those alternatives, being designed to a 30% level. Additional modeling, utility survey, cost estimates and more detailed plans are included with this memo. Based on Phase 1 findings and city feedback, Alternatives 1 and 3 were identified for further evaluation. These options were a more direct route from the existing path to the north to connect to the ProHealth facility and Tower Place, see Attachment A Alternative Overview Map.

ALTERNATIVE 1

Alternative 1 maintained the direct route south from the existing path to Tower Place. Access to ProHealth and Thunder Bay Grille were challenging, with additional options analyzed. The path was extended south and west to the first driveway along Tower Place for a more useful terminus for business access. Future expansion could extend further west to more businesses.

Access to ProHealth was explored to connect via Pewaukee Road, Riverwood Drive, or the existing path along the west edge of the facility. Those locations are outlined below.



Ramp Locations

Due to grades and the existing berm along Pewaukee Road, a switchback ramp is proposed for proper ADA requirements (Ramp C). This would connect to existing sidewalk within the ProHealth garden area. It is assumed that any bike traffic using the proposed ramps would walk their bicycles between these connection points. This would reduce conflicts with pedestrians and decrease the overall width of the ramps as well.



Looking West



Looking East

A similar ramp could be installed along Riverwood Drive near the western parking lot (Ramp B). A small existing clearing between landscaping and trees would be a less invasive connection point. This would also create straight connection across the parking lot to existing sidewalk within the facility. The curb along the north edge would be removed for a new curb ramp, three (3) parking stalls would be removed to include a marked crosswalk through the area, and a second curb ramp installed at the south edge of the parking lot. The existing curbed island would require a new curb, new sidewalk to connect to existing, and relocation of the parking sign at the lot entrance. Existing sidewalk continues west and crosses south to the Cancer Center entrance. This option would not only connect the path to the hospital but also add a safer crossing for users through the parking lot. A central crosswalk could channel pedestrians to the more visible and managed crossing. A raised median for pedestrian refuge could be added in the center stalls for a more defined crossing area compared to the markings currently shown in the plans.

For this location to work for Alternative 1, it would require extension of the multi-use path from Pewaukee Road, west along Riverwood Drive; adding additional infrastructure and cost.



Existing sidewalk near Cancer Center Entrance



Proposed crossing through parking lot – Looking south

A third option is to continue the extension along Riverwood Drive and reconstruct a small portion of the private path network to the south. The terminus would be at the existing ramp to the facility (Ramp C). This could avoid ramp construction but would increase the overall path length and may not be as intuitive to users as it is farthest from the primary trail and main parking lot access points. Directional signing would be appropriate for any of these options, but especially Ramp C.



Existing ramp near private path – Looking east

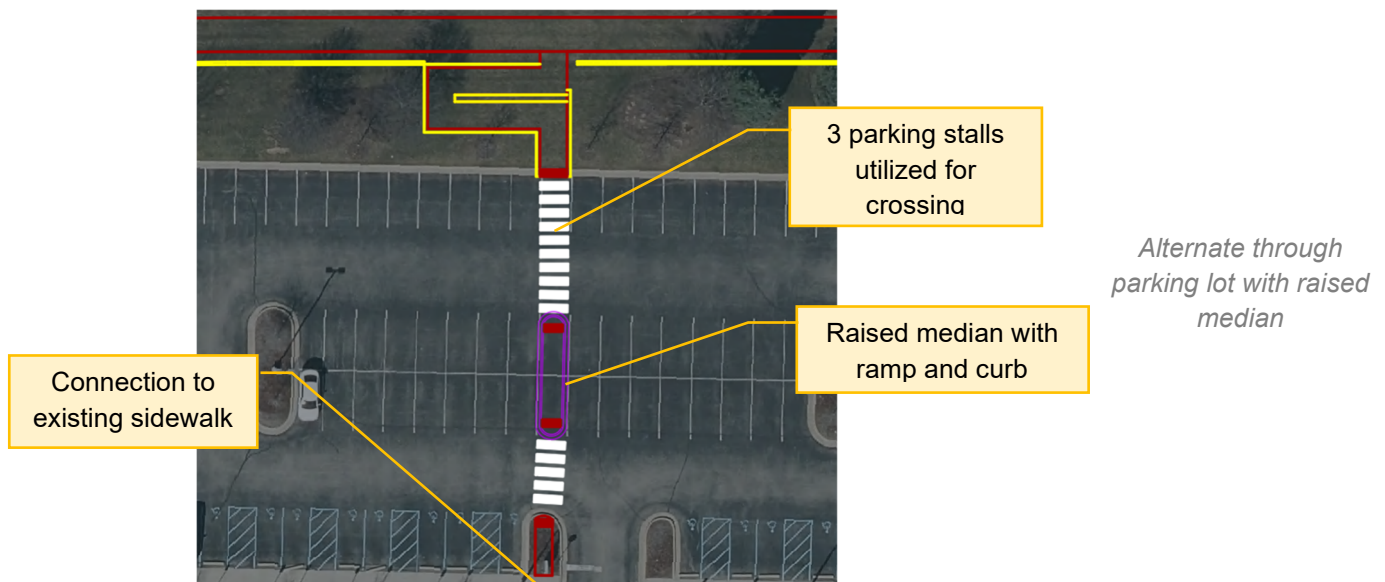
A berm exists on the west side of Pewaukee Road between the business park and roadway. This was included in the development agreements during the ProHealth facility planning process and must be maintained. Original path design showed a wider grading area to match into existing with standard grass backslopes. A landscaping wall is shown in the preliminary plans in Attachment B along the majority of the Pewaukee Road path to minimize grading, reduce easements, and help maintain the berm.

Coordination with the Wisconsin Department of Transportation (WisDOT) would also be required for this alternative. Much of the path is partially within the right of way and will likely require utility relocations. State authorized utility relocation and coordination is likely required, and compensability would need to be determined. Some facilities will not require relocation however with the grade difference, proposed wall, and associated excavation limits are likely not buried deep enough to avoid all conflicts.

Easements will be required, both temporary and permanent, for path construction. Coordination and agreements with private landowners will be required for construction access and future maintenance of the facility, assuming the city will maintain the path post construction. Temporary easements for grading, slope tie-in points, and restoration will be needed.

ALTERNATIVE 3

Alternative 3 uses primarily the private path route through the business park with connections to Pewaukee Road along the Riverwood Drive north leg. The existing path would connect to new path along the north side of the Riverwood Drive loop, extend west, and then continue south along the east side of the ponds. A new crossing with curb ramps and markings would be located on the south side of the Riverwood Drive loop. Continuing south, the path would utilize the existing private path route, cut through the trees and extend south to Tower Place. This option is mainly on private property and coordination with owners, right of way acquisition and easements would be required. This is a more scenic option and would connect directly to Ramp A, as previously mentioned, at the west end of ProHealth. The path could be extended along the southern portion of the Riverwood Drive loop with an additional ramp connection through the Cancer Center parking lot (Ramp B).



Other considerations for this alternative are the proximity to the ponds and drainage infrastructure under the path network. Grading would be required down to the ponds in some locations. A few existing pipes and endwall structures would require replacement, extension, or adjustment. More investigation may be needed as not all pipes have verified connection points after private locates. Split rail fence is proposed for steeper slopes near the pond as a safety barrier for pedestrians and cyclists.

UTILITY CONFLICTS

During the survey phase, existing utilities were identified. Tickets with Diggers Hotline were called in and some located and marked in the field. The information in the plans is approximate in many locations. Not all were marked and some data in the plans was digitized from facility mapping. Further into design of either alternative, more in-depth coordination with the facility owners will be required to determine final conflicts points. A preliminary look at utility conflicts are noted in the preliminary plans found in Attachment B, Utility Conflict Overview sheets C2.03 and C2.04. As previously noted for Alternative 1, any relocations within the WisDOT right of way would need to be coordinated through the state. While the private path route has less conflicts as there are fewer facilities, it also had less marked facilities. It was also noted that some areas within the Riverwood Drive right of way cross existing watermain. Based on the cut section and the existing buried depth, some of these may need to be lowered or insulated to meet city requirements. Coordination with utility companies and the state, along with work plans for each facility impacted, would be completed during final design.



MATRIX EVALUATION

The impacts matrix was updated from Phase 1 to include more detailed numbers and cost. With the addition of more walls along Pewaukee Road to better maintain the berm, reduce grading limits, and add the ProHealth access option, costs did increase for Alternative 1 more so than Alternative 3. Additional length was also added along Riverwood Drive to connect the parking lot access.

For breakdowns of the cost estimates, refer to Attachment C.

Alt.	1	3
Description	Pewaukee Road	Private Path Network
Length (ft)	3200	4000
Cost	\$ 1,334,000	\$ 1,131,000
\$/LF	\$ 417	\$ 283
Adjacent Properties Impacted	4 (1.5 acres)	9 (2.5 acres)
Utility Impacts	WisDOTROW & Private Property	Private Property
Safety	2 Road Crossings 0-2 Driveways *	2 Road Crossings 4-5 Driveways **
Comfortability	Along high speed 4 lane roadway	Along private path with local road connection
Tree Impacts	31	30
Constructability	Intermediate access & more complex staging	Access limitation, less complex staging, additional coordination with owners

Least Impactful
More Impactful

* Based on ramp connection location: Ramp A= 2, Ramp B=1, Ramp C=0

** Based on ramp connection location: Ramp A= 4, Ramp B=5

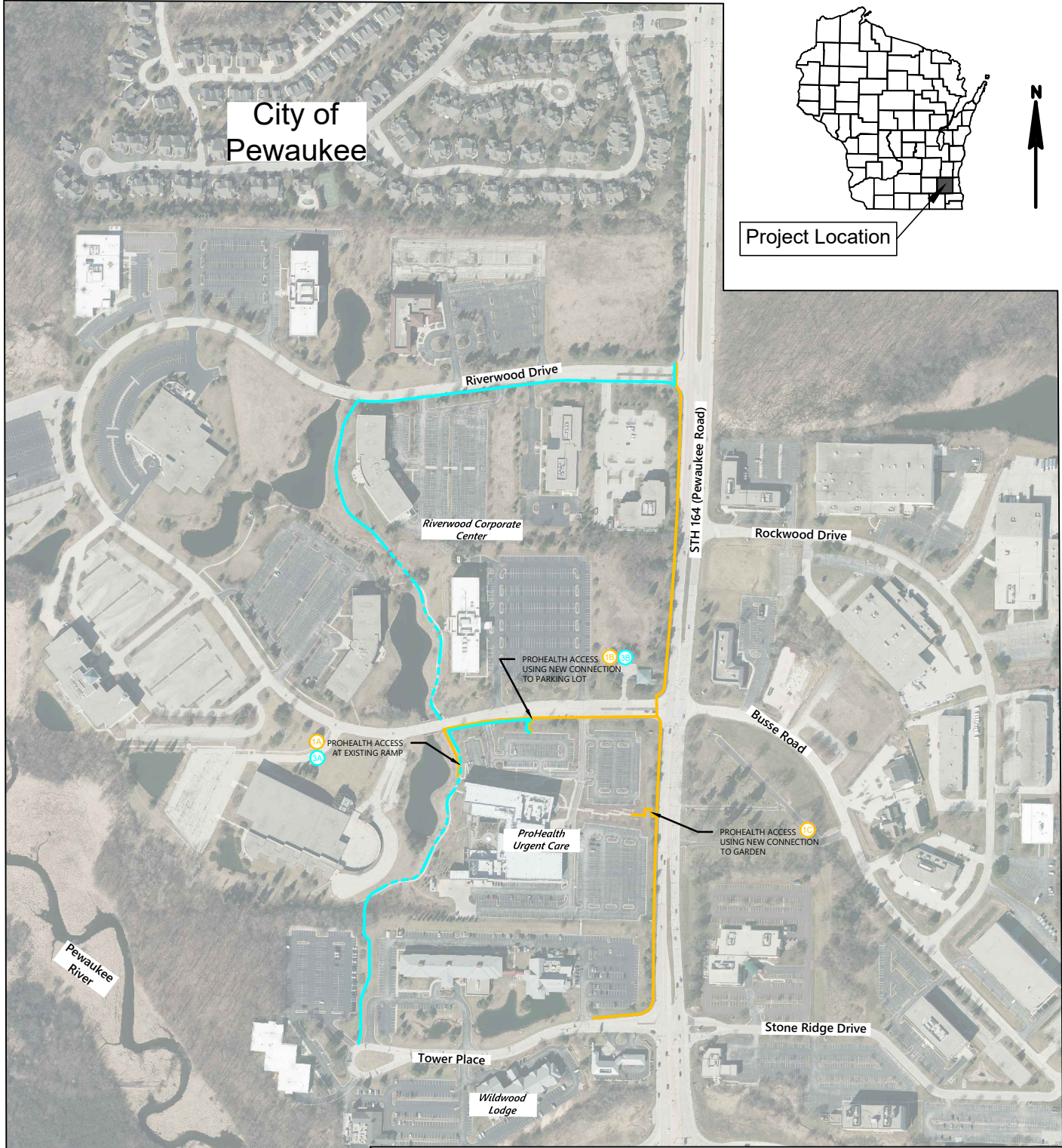
/// ATTACHMENT: A ///

ALTERNATIVES OVERVIEW MAP

City of Pewaukee



Project Location



LEGEND

- NEW PATH CONNECTION
- - - IMPROVE EXISTING PATH
- ALT 1 - PEWAUKEE ROAD
- ALT 3 - EXISTING PATH CONNECTIONS

Preferred Alternatives

City of Pewaukee
 STH 164 Multi-Use Path Feasibility Study
 Waukesha County



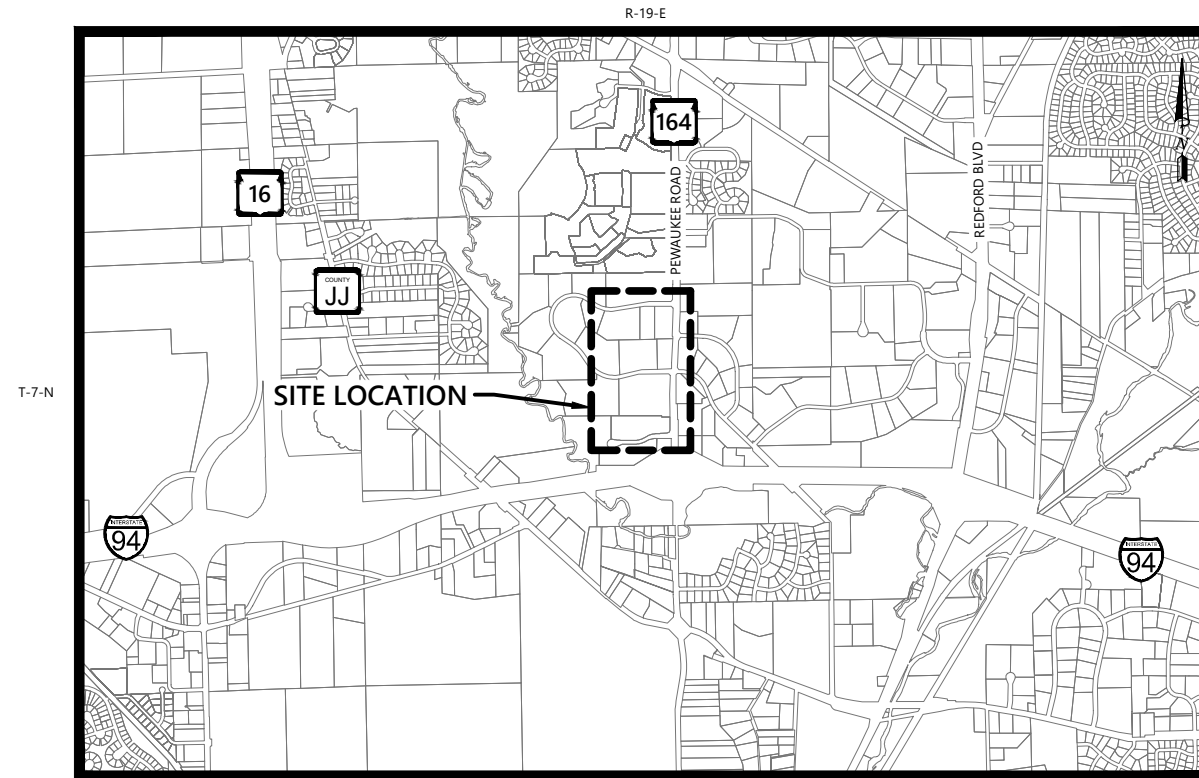
/// ATTACHMENT: B ///

PRELIMINARY PLANS

PEWAUKEE ROAD (STH 164)

MULTI-USE PATH

CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN



DISTANCE UNITS BASED ON THE UNITED STATES SURVEY FOOT
COORDINATES BASED ON THE WISCONSIN COORDINATE REFERENCE SYSTEM (NAD-83 (2011))
WAUKESHA ZONE
EPOCH: 2010.00
VERTICAL DATUM BASED ON NAVD-88
GEOID MODEL: WISCONSIN GEOID18 FIXED

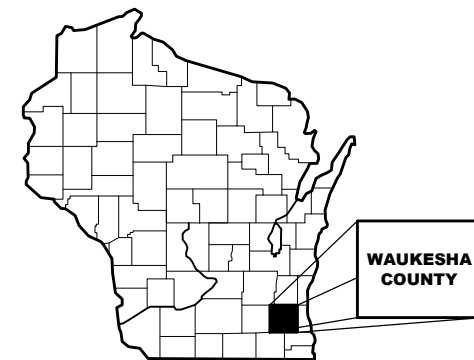
SHEET LIST

Sheet C1.01	Cover Sheet
Sheet C1.02	General Notes
Sheet C2.01	Project Overview (Alt 1)
Sheet C2.02	Project Overview (Alt 3)
Sheet C2.03	Utility Conflict Overview (Alt 1)
Sheet C2.04	Utility Conflict Overview (Alt 3)
Sheet C2.05	Typical Sections (Alt 1)
Sheet C2.06	Typical Sections (Alt 3)
Sheets C3.01-3.02	Switchback Details
Sheet C3.03	Details
Sheets C6.01-6.08	Plan & Profile (Alt 1)
Sheets C6.09-6.18	Plan & Profile (Alt 3)
Sheets C7.01-7.12	Cross Sections (Alt 1)
Sheets C7.13-7.26	Cross Sections (Alt 3)

DESIGN CONSULTANT
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262-379-2250
jlancelle@rhbatterman.com



Dial **811** or (800) 242-8511
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THE LOCATION OF UTILITIES ARE DEPICTED BY OBSERVED EVIDENCE, FROM RECORD PLANS (IF MADE AVAILABLE) AND MARKINGS REQUESTED PURSUANT TO A UTILITY LOCATE. HOWEVER, LACKING EXCAVATION, THE EXACT LOCATION OF UNDERGROUND FEATURES CANNOT BE ACCURATELY, COMPLETELY AND RELIABLY DEPICTED.

NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION

engineers surveyors planners
www.rhbatterman.com

ISSUANCE	2025-08-26			
30% PLANS	-	-	-	-

COVER SHEET

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN
35489 - C1.01 - COVER SHEET.DWG

DESIGNED BY: JL	DRAWN BY: LC	CHECKED BY: -	APPROVED BY: -	PROJECT NO: 35489
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SHEET NO.
C1.01

GENERAL NOTES

- 1. REFER TO SPECIFIC LOCAL CODES FOR ALL WORK ITEMS. THE LATEST EDITION OF "STANDARD SPECIFICATIONS FOR SEWER & WATER CONSTRUCTION IN WISCONSIN", "WISCONSIN DEPARTMENT OF COMMERCE STATE PLUMBING CODE", MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" AND "STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, CURRENT EDITION" AS ADOPTED BY THE STATE OF WISCONSIN, DEPARTMENT OF TRANSPORTATION, HEREINAFTER REFERRED TO AS THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS PROJECT; UNLESS SPECIFIED ELSEWHERE IN THE PROJECT PLANS OR CONTRACT DOCUMENTS. IN THE EVENT OF CONFLICT BETWEEN THE STANDARD SPECIFICATIONS, OR MUNICIPAL SPECIFICATIONS, PROJECT SPECIFICATIONS SHALL TAKE PRECEDENCE AND SHALL GOVERN.
2. GEOTECHNICAL EVALUATION HAS NOT BEEN CONDUCTED FOR THIS SITE. SUB-SURFACE SOIL CONDITIONS WERE ASSUMED TO BE CONSISTENT WITH THE US DEPARTMENT OF AGRICULTURE (USDA), NATURAL RESOURCES CONSERVATION SERVICES (NRCS) WEB SOIL SURVEY CUSTOM SOIL RESOURCE REPORT. IT SHALL BE EXPRESSLY UNDERSTOOD THAT OWNER WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSIONS DRAWN THEREFROM BY THE CONTRACTOR. DATA IS MADE AVAILABLE FOR THE CONVENIENCE OF THE CONTRACTOR. THE CONTRACTOR IS RESPONSIBLE FOR PERFORMING ANY ADDITIONAL SOILS INVESTIGATIONS THEY FEEL IS NECESSARY FOR THE PROPER EVALUATION OF THE SITE FOR PURPOSES OF PLANNING, BIDDING, OR CONSTRUCTION OF THE PROJECT AT NO ADDITIONAL COST TO THE OWNER.
3. THE INTENTION OF THE PLANS AND SPECIFICATIONS IS TO SET FORTH PERFORMANCE AND CONSTRUCTION MATERIAL STANDARDS FOR THE PROPER EXECUTION OF WORK. ALL WORK CONTAINED WITHIN THE PLANS AND SPECIFICATIONS SHALL BE COMPLETED IN ACCORDANCE WITH ALL REQUIREMENTS FROM LOCAL, STATE, FEDERAL, OR OTHER GOVERNING AGENCY'S LAWS, REGULATIONS, JURISDICTIONAL ORDINANCES/CODES/RULES/ETC. AND THE ENGINEER'S, OWNER'S AND GOVERNING AGENCY'S DIRECTION.
4. THE CONTRACTOR IS RESPONSIBLE TO REVIEW AND UNDERSTAND ALL COMPONENTS OF THE PLANS AND SPECIFICATIONS, INCLUDING FIELD VERIFYING SOIL CONDITIONS, PRIOR TO SUBMISSION OF A BID PROPOSAL.
5. THE CONTRACTOR SHALL PROMPTLY REPORT ANY ERRORS OR AMBIGUITIES LEARNED AS PART OF THEIR REVIEW OF PLANS, SPECIFICATIONS, REPORTS AND FIELD INVESTIGATIONS.
6. THE CONTRACTOR IS SOLELY RESPONSIBLE FOR THE COMPUTATION OF QUANTITIES AND WORK REQUIRED TO COMPLETE THIS PROJECT. THE CONTRACTOR'S BID SHALL BE BASED ON ITS OWN COMPUTATIONS AND IN NO SUCH INSTANCE RELY ON THE ENGINEER'S ESTIMATE.
7. QUESTIONS/CLARIFICATIONS WILL BE INTERPRETED BY ENGINEER/OWNER PRIOR TO THE AWARD OF CONTRACT. ENGINEER/OWNER WILL SUBMIT OFFICIAL RESPONSES IN WRITING. INTERPRETATIONS PRESENTED IN OFFICIAL RESPONSES SHALL BE BINDING ON ALL PARTIES ASSOCIATED WITH THE CONTRACT. IN NO WAY SHALL WORD-OF-MOUTH DIALOG CONSTITUTE AN OFFICIAL RESPONSE.
8. PRIOR TO START OF WORK, CONTRACTOR SHALL BE COMPLETELY FAMILIAR WITH ALL CONDITIONS OF THE SITE, AND SHALL ACCOUNT FOR CONDITIONS THAT AFFECT, OR MAY AFFECT CONSTRUCTION INCLUDING, BUT NOT LIMITED TO, LIMITATIONS OF WORK ACCESS, SPACE LIMITATIONS OF WORK ACCESS, SPACE LIMITATIONS, OVERHEAD OBSTRUCTIONS, TRAFFIC PATTERNS, LOCAL REQUIREMENTS, ADJACENT ACTIVITIES, ETC. FAILURE TO CONSIDER SITE CONDITIONS SHALL NOT BE CAUSE FOR CLAIM OF JOB EXTRAS.
9. COMMENCEMENT OF CONSTRUCTION SHALL EXPLICITLY CONFIRM THAT THE CONTRACTOR HAS REVIEWED THE PLANS AND SPECIFICATIONS IN ENTIRETY AND CERTIFIES THAT THEIR SUBMITTED BID PROPOSAL CONTAINS PROVISIONS TO COMPLETE THE PROJECT, WITH THE EXCEPTION OF UNFORESEEN FIELD CONDITIONS; ALL APPLICABLE PERMITS HAVE BEEN OBTAINED; AND CONTRACTOR UNDERSTANDS ALL OF THE REQUIREMENTS OF THE PROJECT.
10. SHOULD ANY DISCREPANCIES OR CONFLICTS IN THE PLANS OR SPECIFICATIONS BE DISCOVERED AFTER THE AWARD OF THE CONTRACT, ENGINEER/OWNER SHALL BE NOTIFIED IN WRITING IMMEDIATELY AND CONSTRUCTION OF ITEMS AFFECTED BY THE DISCREPANCIES/CONFLICTS SHALL NOT COMMENCE, OR CONTINUE, UNTIL A WRITTEN RESPONSE FROM ENGINEER/OWNER IS DISTRIBUTED.
11. THE CONTRACTOR SHALL, AT ITS OWN EXPENSE, OBTAIN ALL NECESSARY PERMITS AND LICENSES TO COMPLETE THE PROJECT. OBTAINING PERMITS, OR DELAYS, IS NOT CAUSE FOR DELAY OF THE CONTRACT OR SCHEDULE. CONTRACTOR SHALL COMPLY WITH ALL PERMIT REQUIREMENTS.
12. THE CONTRACTOR SHALL NOTIFY ALL INTERESTED GOVERNING AGENCIES, UTILITY COMPANIES AFFECTED BY THIS CONSTRUCTION PROJECT, AND DIGGER'S HOTLINE IN ADVANCE OF CONSTRUCTION TO COMPLY WITH ALL JURISDICTIONAL ORDINANCES/CODES/RULES/ETC., PERMIT STIPULATION, AND OTHER APPLICABLE STANDARDS. THE CONTRACTOR SHALL NOTIFY ALL UTILITY COMPANIES FOR FIELD LOCATIONS OF THEIR FACILITIES PRIOR TO BEGINNING CONSTRUCTION. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE MAINTENANCE AND PRESERVATION OF THESE FACILITIES. ANY UTILITY LOCATIONS SHOWN ON THE PLANS ARE BASED ON AVAILABLE RECORDS AND ARE FOR GENERAL DIRECTION ONLY. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING LOCATIONS OF ALL UNDERGROUND UTILITIES SUCH AS GAS MAIN, SANITARY AND STORM SEWER, WATER, ETC., AT THE TIME OF CONSTRUCTION. THE CONTRACTOR SHALL FIELD VERIFY ELEVATIONS, SIZES, CONDITIONS AND MATERIALS OF ALL EXISTING UTILITIES, INCLUDING AND ESPECIALLY AT ALL TIE-IN OR POTENTIAL CONFLICT POINTS. THE FIELD VERIFICATION SHALL OCCUR PRIOR TO ANY WORK BEING PERFORMED. ANY DEVIATIONS FROM PLAN INFORMATION SHALL BE PROVIDED TO THE ENGINEER IN WRITING WITHIN 24 HOURS OF THE VERIFICATION AND, IN EVERY CASE, PRIOR TO THE START OF CONSTRUCTION. IF THE CONTRACTOR STARTS WORK WITHOUT NOTIFYING THE ENGINEER OF ANY DISCREPANCIES, THEN THE CONTRACTOR SHALL ASSUME ALL RESPONSIBILITY FOR CORRECTIVE OR OTHER MEASURES NECESSARY TO CONSTRUCT THE UTILITY OR SYSTEM. THE CONTRACTOR SHALL INFORM THE ENGINEER AND THE RESPONSIBLE MUNICIPAL DEPARTMENT BEFORE WORK COMMENCES ON EACH CATEGORY OF CONSTRUCTION (I.E. ELECTRIC, WATER MAIN, SANITARY, STREET, AND STORM SEWER IMPROVEMENT). A TWENTY-FOUR (24) HOUR NOTICE SHALL BE GIVEN FOR ANY ITEM THAT REQUIRES FINAL TESTING AND INSPECTION.

- 13. SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. THE CONTRACTOR SHALL BE RESPONSIBLE TO INITIATE, INSTITUTE, ENFORCE, MAINTAIN, AND SUPERVISE ALL SAFETY PRECAUTIONS AND JOB SITE SAFETY PROGRAMS IN CONNECTION WITH THE WORK.
14. THE CONTRACTOR SHALL KEEP THE JOBSITE CLEAN AND ORDERLY AT ALL TIMES. ALL LOCATIONS OF THE SITE SHALL BE KEPT IN A WORKING MANNER SUCH THAT DEBRIS IS REMOVED CONTINUOUSLY AND ALL RESPECTIVE CONTRACTORS OPERATE UNDER GENERAL "GOOD HOUSEKEEPING." THE CONTRACTOR SHALL TAKE ALL NECESSARY STEPS TO CONTROL DUST ARISING FROM CONSTRUCTION OPERATIONS. THE ENGINEER, OWNER, OR GOVERNING AGENCY MAY ORDER WATER TO BE SPREAD FOR DUST CONTROL. CONTRACTOR SHALL ALSO KEEP PAVED ROADWAYS AS CLEAN AS POSSIBLE AND MAY BE ORDERED BY THE ENGINEER, OWNER, OR GOVERNING AGENCY TO CLEAN STREETS AS REQUIRED. ALL DUST CONTROL MEASURES AND STREET CLEANING WILL BE CONSIDERED INCIDENTAL TO THE PROJECT.
15. THE CONTRACTOR SHALL INDEMNIFY THE OWNER, ENGINEER, AND THEIR AGENTS FROM ALL LIABILITY INVOLVED WITH THE CONSTRUCTION, INSTALLATION, AND TESTING OF THE WORK ON THIS PROJECT.
16. PRIOR TO CONSTRUCTION, A PRE-CONSTRUCTION MEETING MUST BE HELD AT THE OFFICE OF THE ENGINEER, OWNER, OR GOVERNING AGENCY. THE PRE-CONSTRUCTION MEETING SHALL BE SCHEDULED AND MODERATED BY THE DESIGN ENGINEER/ARCHITECT OF RECORD.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROPER BRACING, SHORING, AND OTHER REQUIRED PROTECTION OF ALL ROADWAYS BEFORE CONSTRUCTION BEGINS. HE SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND SHALL MAKE REPAIRS AS NECESSARY TO THE SATISFACTION OF THE ENGINEER.
18. THE ENGINEER/OWNER/GOVERNING AGENCY AND THEIR REPRESENTATIVES SHALL BE ALLOWED ACCESS TO THE SITE AT ALL TIMES. THE CONTRACTOR SHALL TAKE WHATEVER STEPS NECESSARY TO ASSURE ON-SITE SAFETY, ACCESSIBILITY AND FULL COOPERATION WITH THE REPRESENTATIVE. THE REPRESENTATIVE SHALL BE ALLOWED AT ALL TIMES TO INSPECT QUANTITY AND QUALITY OF THE WORK AND MATERIALS AND SHALL BE GIVEN THE AUTHORITY TO REJECT WORK AND/OR MATERIALS THAT DO NOT COMPLY WITH THE PLANS AND SPECIFICATIONS. THE FINAL ACCEPTANCE OF THE WORK SHALL BE AUTHORIZED BY THE ENGINEER/OWNER/GOVERNING AGENCY.
19. THE CONTRACTOR SHALL MAINTAIN ACCESS TO LOCAL RESIDENTS, BUSINESSES AND EMERGENCY SERVICE VEHICLES AT ALL TIMES.
20. THE CONTRACTOR SHALL PRESERVE ALL SURVEY MONUMENTS, OR THEY SHALL BE REPLACED BY A LICENSED WISCONSIN LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE IF DISTURBED OR DESTROYED.
21. IF REQUIRED, THE CITY OF WAUKESHA'S INDEMNIFICATION AND INSURANCE REQUIREMENTS SHALL BE PROVIDED BY THE CONTRACTOR AS IDENTIFIED IN THE PRE-CONSTRUCTION MEETING.

R.H. BATTERMAN AND COMPANY, INC. ENGINEER'S LIMITATION

R.H. BATTERMAN AND COMPANY, INC. AND THEIR CONSULTANTS DO NOT WARRANT OR GUARANTEE THE ACCURACY AND COMPLETENESS OF THE DELIVERABLES HEREIN BEYOND REASONABLE DILIGENCE. IF ANY MISTAKES, OMISSIONS, OR DISCREPANCIES ARE FOUND TO EXIST WITHIN THE DELIVERABLES, THE ENGINEER SHALL BE PROMPTLY NOTIFIED PRIOR TO BID SO THAT HE MAY HAVE THE OPPORTUNITY TO TAKE WHATEVER STEPS NECESSARY TO RESOLVE THEM. FAILURE TO PROMPTLY NOTIFY THE ENGINEER OF SUCH CONDITIONS SHALL ABSOLVE THE ENGINEER FROM ANY RESPONSIBILITY FOR THE CONSEQUENCES OF SUCH FAILURE. ACTIONS TAKEN WITHOUT THE KNOWLEDGE AND CONSENT OF THE ENGINEER, OR IN CONTRADICTION TO THE ENGINEER'S DELIVERABLES OR RECOMMENDATIONS, SHALL BECOME THE RESPONSIBILITY NOT OF THE ENGINEER BUT OF THE PARTIES RESPONSIBLE FOR TAKING SUCH ACTION.

FURTHERMORE, R.H. BATTERMAN AND COMPANY, INC. IS NOT RESPONSIBLE FOR CONSTRUCTION SAFETY OR THE MEANS AND METHODS OF CONSTRUCTION.

EARTHWORK AND PAVING

- 1. THE CONTRACTOR SHALL EXAMINE THE DRAINAGE PATTERNS SHOWN ON THE PLANS AND MAKE CERTAIN THAT ALL GUTTER FLAGS AND PAVEMENTS ARE PITCHED PROPERLY TO ACHIEVE THIS DRAINAGE PATTERN. THE CONTRACTOR SHALL GRADE THE PROJECT AREA TO PREVENT ACCUMULATIONS OF WATER WITHIN THE EXCAVATION AREAS DURING PERIODS OF PRECIPITATION. ANY SUBGRADE AREA WHICH COLLECTS WATER SHALL BE IMMEDIATELY PUMPED TO REMOVE THE ACCUMULATED WATER. CONSTRUCTION EQUIPMENT SHALL NOT TRAVEL ON THE SUBGRADE SURFACE SUSCEPTIBLE TO INSTABILITY DUE TO WET CONDITIONS. ANY DEWATERING OF THE SITE SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT. THIS WORK IS CONSIDERED INCIDENTAL TO THE PROJECT AND WILL INCLUDE, AS A MINIMUM:
1.A. SHAPING THE SUBGRADE AND BASE COURSE TO DRAIN AWAY FROM THE CENTER AND TOWARD THE EDGE.
1.B. PROVIDING SUMPS AND PUMPS AT THE OUTER EDGES OF THE ROADWAY TO REMOVE STANDING WATER AS NECESSARY.
1.C. REDUCING THE POTENTIAL INFILTRATION OF WATER IN SUBGRADE SOIL BY ROLLING OR OTHER MEANS TO SEAL THE SURFACE SOILS OR BASE COURSE AT THE END OF EACH DAY'S CONSTRUCTION OR WHEN RAIN IS THREATENING.
2. PAVEMENT, SIDEWALK, AND CURB & GUTTER AREAS SHALL HAVE ALL UNSTABLE TOPSOIL, PERISHABLE MATERIALS, MUCK, PEAT, ORGANICS, OR ANY OTHER UNDESIRABLE OR UNSUITABLE MATERIAL REMOVED BEFORE THE PLACEMENT OF AGGREGATE BASE.
3. COMPACTION AREAS TO BE COMPACTED TO A MINIMUM 95% OF MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR TEST (ASTM D1557).
4. THE CONTRACTOR SHALL CONDUCT A PROOF ROLL OF THE SUBGRADE AND AGGREGATE BASE OF PAVED AREAS PRIOR TO FINAL SHAPING FOR PAVING PREPARATIONS.
5. FILL, BASE AGGREGATES, PAVEMENT, AND CURB & GUTTER SHALL CONFORM TO THE STANDARD SPECIFICATIONS (GENERAL NOTE 1).

Abbreviations/Definitions

Table with 4 columns: Abbreviation, Definition, Abbreviation, Definition. Includes terms like AC (Acre), BFE (Basement Floor Elevation), BM (Benchmark), BOC (Back of Curb), BSL (Building Setback Line), CB (Catch Basin), CC (Center to Center), CL (Centerline), CONC (Concrete), CP (Culvert Pipe), CPCU (Culvert Pipe Corrugated Aluminum), etc.

LEGEND

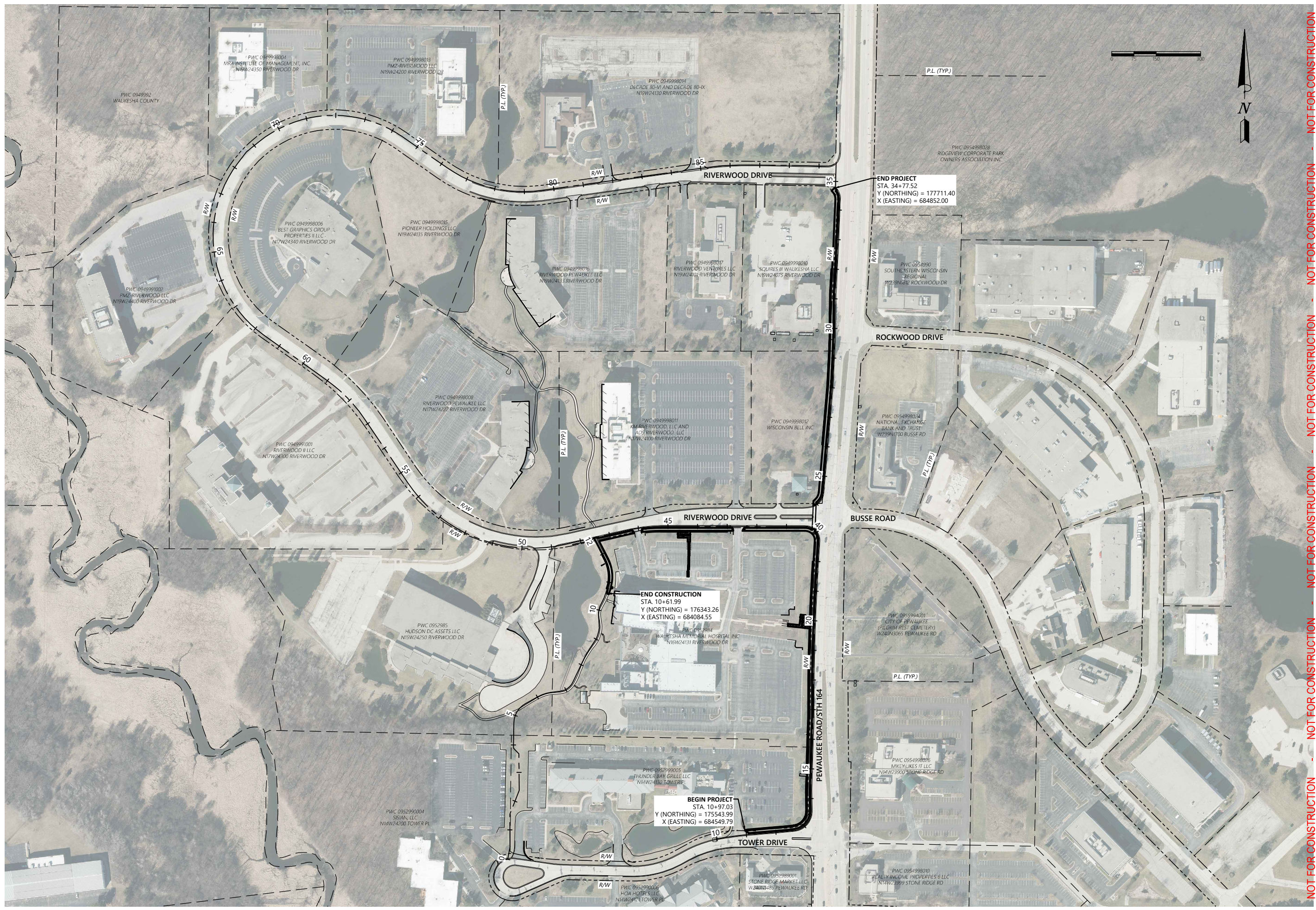
Legend table with 4 columns: Symbol, Description, Symbol, Description. Includes symbols for Existing Right-of-Way, Existing Boundary Line, Existing Utility Vault, Existing Pull Box, Existing Sanitary Manhole, etc.

NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION

PLOT DATE: 8/28/2025 6:45 AM

Project information block including: ISSUANCE (30% PLANS), 2025-08-26, BATTERMAN logo, address (1040 N. Wisconsin St., Janesville, WI 53121), phone (608) 743-9350, and project title (PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN).

PLOT DATE: 8/28/2025 6:45 AM



NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION - NOT FOR CONSTRUCTION

DESIGNED BY:	JL
DRAWN BY:	LC
CHECKED BY:	
APPROVED BY:	
PROJECT NO.:	35489

SHEET NO.
C2.01

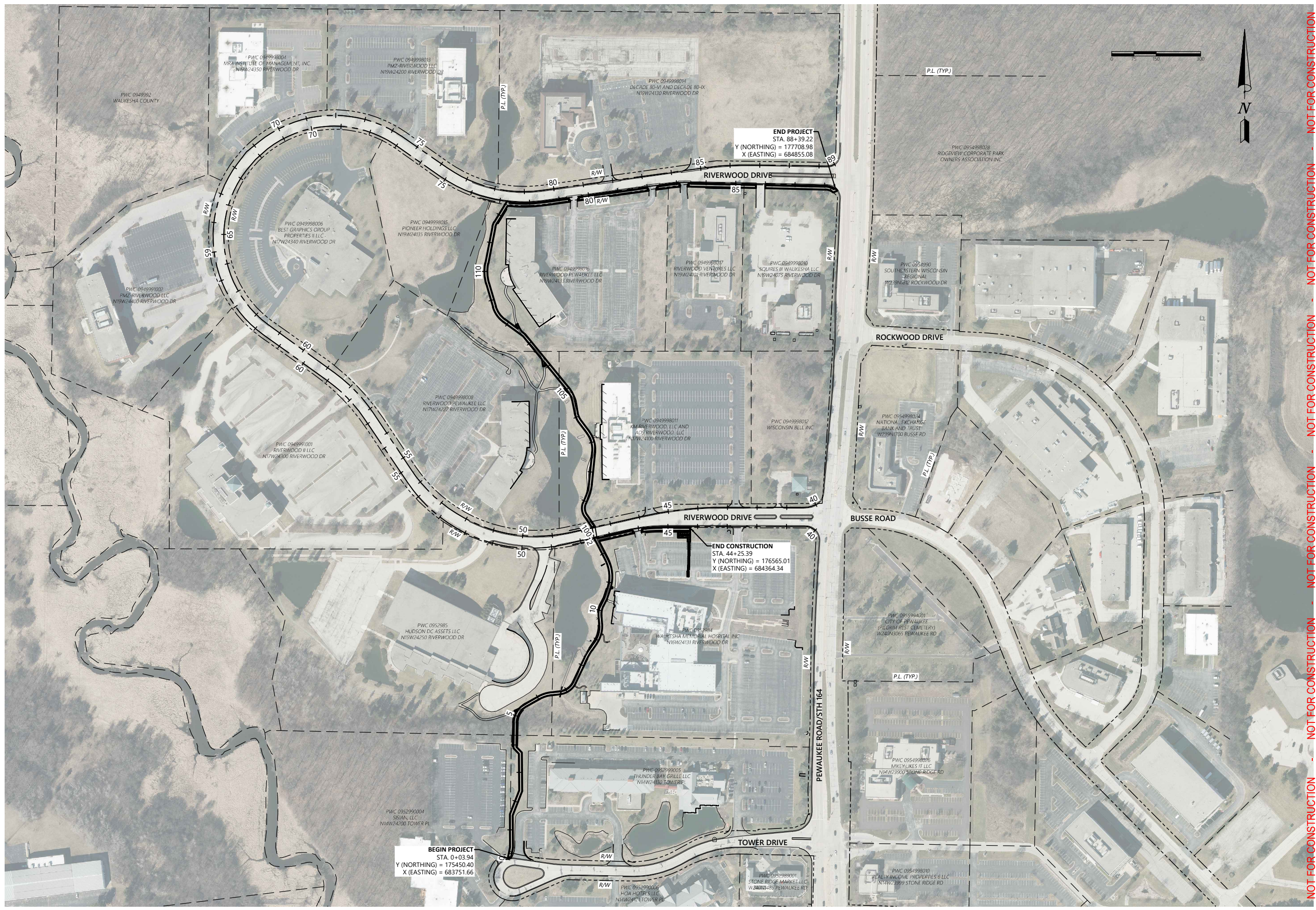
PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

PROJECT OVERVIEW (ALT 1)

ISSUANCE	2025-08-26
30% PLANS	


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 Janesville, WI 53408
 (608) 743-9350
 1040 N. Wisconsin St.
 Elkhorn, WI 53121
 (262) 379-2250

PLOT DATE: 8/28/2025 6:46 AM



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DESIGNED BY:	JL
DRAWN BY:	LC
CHECKED BY:	
APPROVED BY:	
PROJECT NO.:	35489
SHEET NO.:	C2.02

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

35489 - C2.02 - PROJECT OVERVIEW (ALT 3).DWG

PROJECT OVERVIEW (ALT 3)

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ISSUANCE	2025-08-26
30% PLANS	

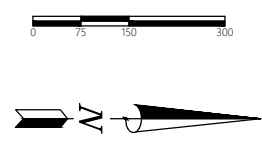
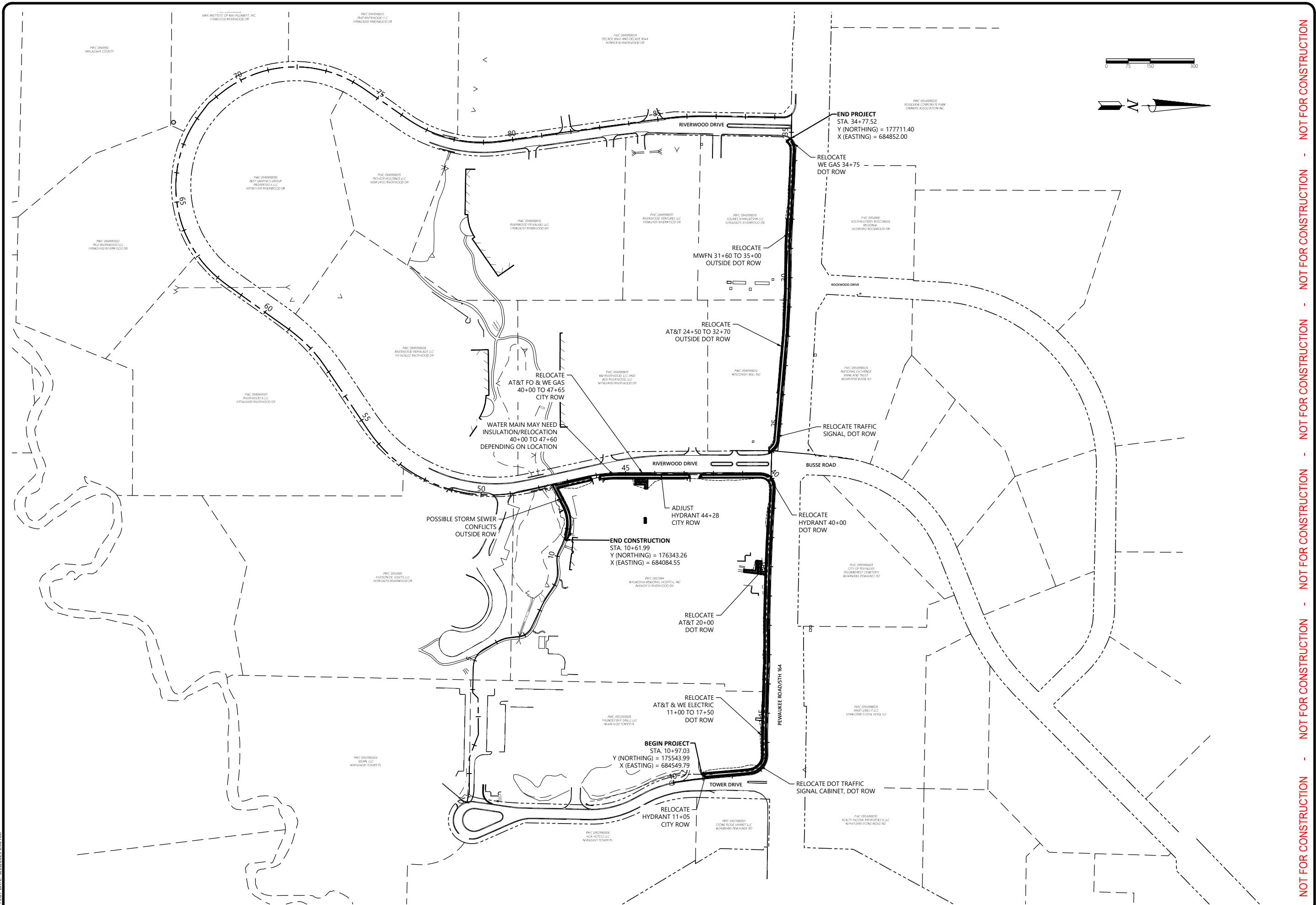
2857 Barrells Drive
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PROJECT NO.:	35489

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

UTILITY CONFLICT OVERVIEW (ALT 1)

ISSUANCE	2025-08-26
30% PLANS	-
-	-
-	-
-	-

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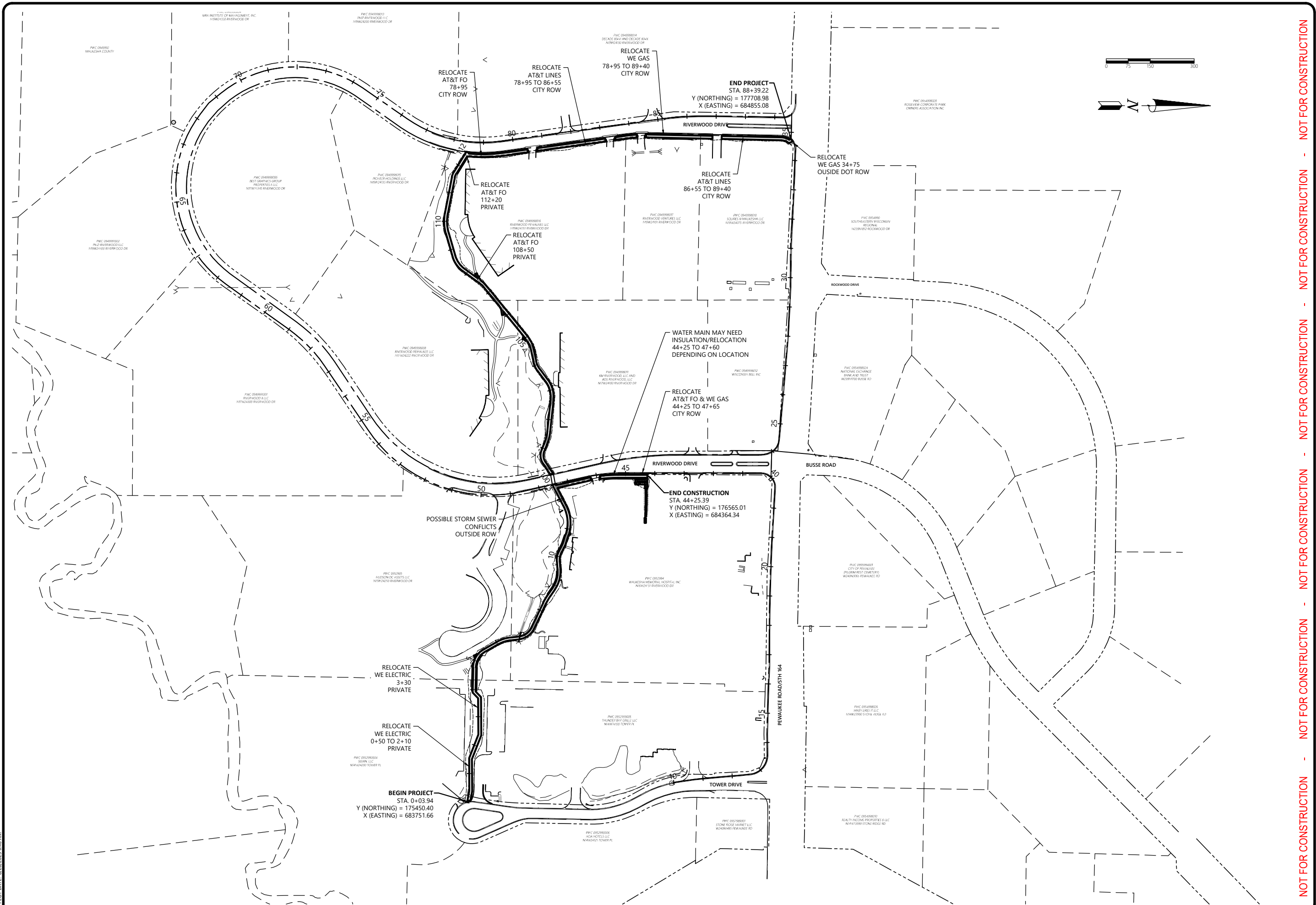
19 N. High Street
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 (608) 743-9350

2857 Barrelets Drive
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 (608) 365-4464

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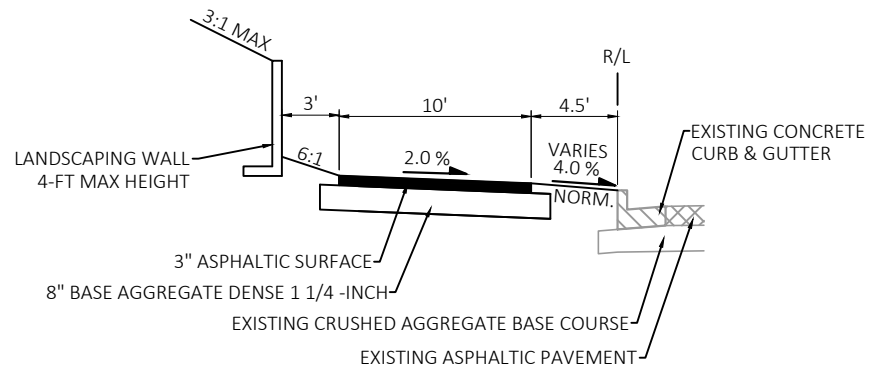
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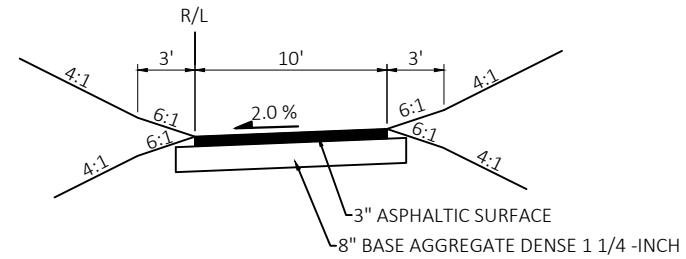
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1040 N. Wisconsin St. Elkhorn, WI 53121 (262) 379-2250	19 N. High Street Janesville, WI 53548 (608) 743-9350
2657 Barreille Drive Beloit, WI 53511 (608) 365-4464	ISSUANCE 2025-08-26 30% PLANS
UTILITY CONFLICT OVERVIEW (ALT 3)	
PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN	
35489 - UTILITY OVERVIEW (ALT 3).DWG	
DESIGNED BY: JL DRAWN BY: LC CHECKED BY: APPROVED BY:	PROJECT NO.: 35489
SHEET NO. C2.04	



PROPOSED TYPICAL SECTION

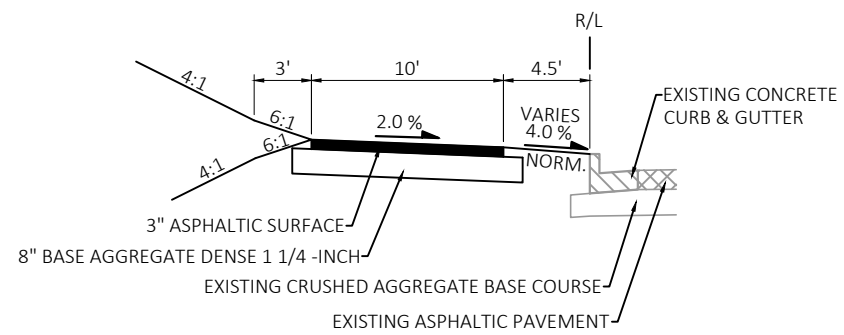
RIVERWOOD DRIVE S
STA 43+00 - 45+75

PEWAUKEE ROAD
STA 11+00 - 22+00
STA 26+05 - 32+00



PROPOSED TYPICAL SECTION

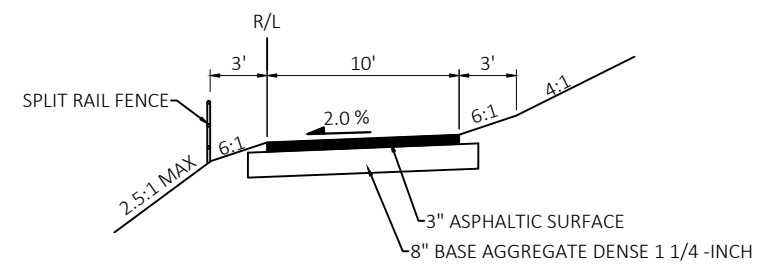
STA 10+80 - 12+63 SOUTH PATH



PROPOSED TYPICAL SECTION

RIVERWOOD DRIVE S
STA 40+00 - 43+00
STA 45+75 - 47-50

PEWAUKEE ROAD
STA 32+00 - 34+75



PROPOSED TYPICAL SECTION

STA 8+64 - 10+80 SOUTH PATH

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ISSUANCE	2025-08-26				
30% PLANS					

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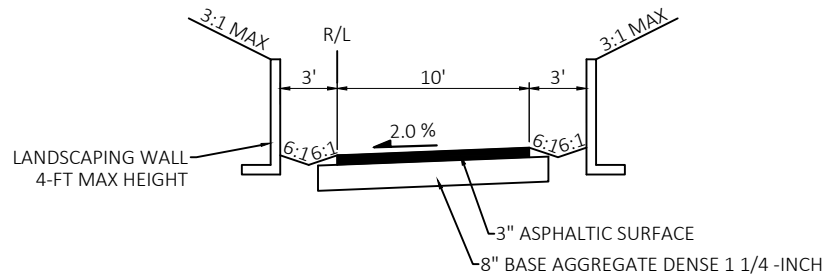
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MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

TYPICAL SECTIONS (ALT 1)

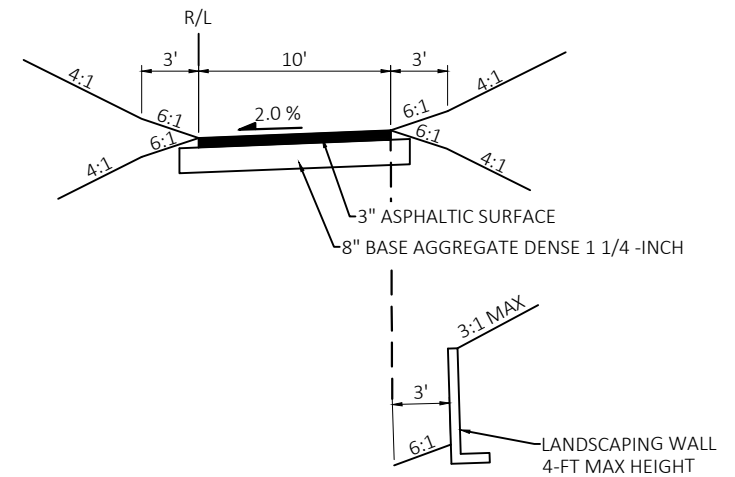
DESIGNED BY: JL	DRAWN BY: LC	CHECKED BY: -	APPROVED BY: -	PROJECT NO: 35489
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SHEET NO.
C2.05

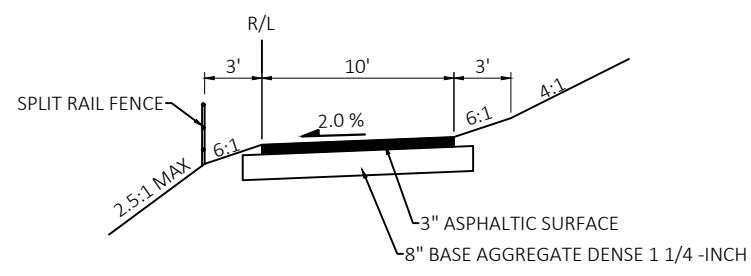
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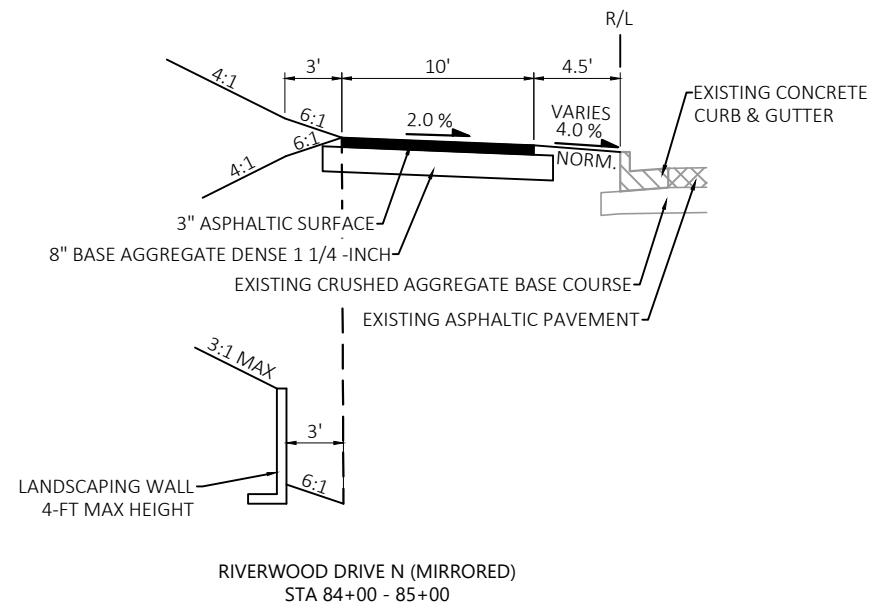
PROPOSED TYPICAL SECTION
STA 4+00 - 5+30 SOUTH PATH



PROPOSED TYPICAL SECTION
SOUTH PATH
STA 0+00 - 4+00
STA 5+30 - 8+64
STA 10+80 - 12+63
NORTH PATH
STA 100+00 - 112+52



PROPOSED TYPICAL SECTION
STA 8+64 - 10+80 SOUTH PATH

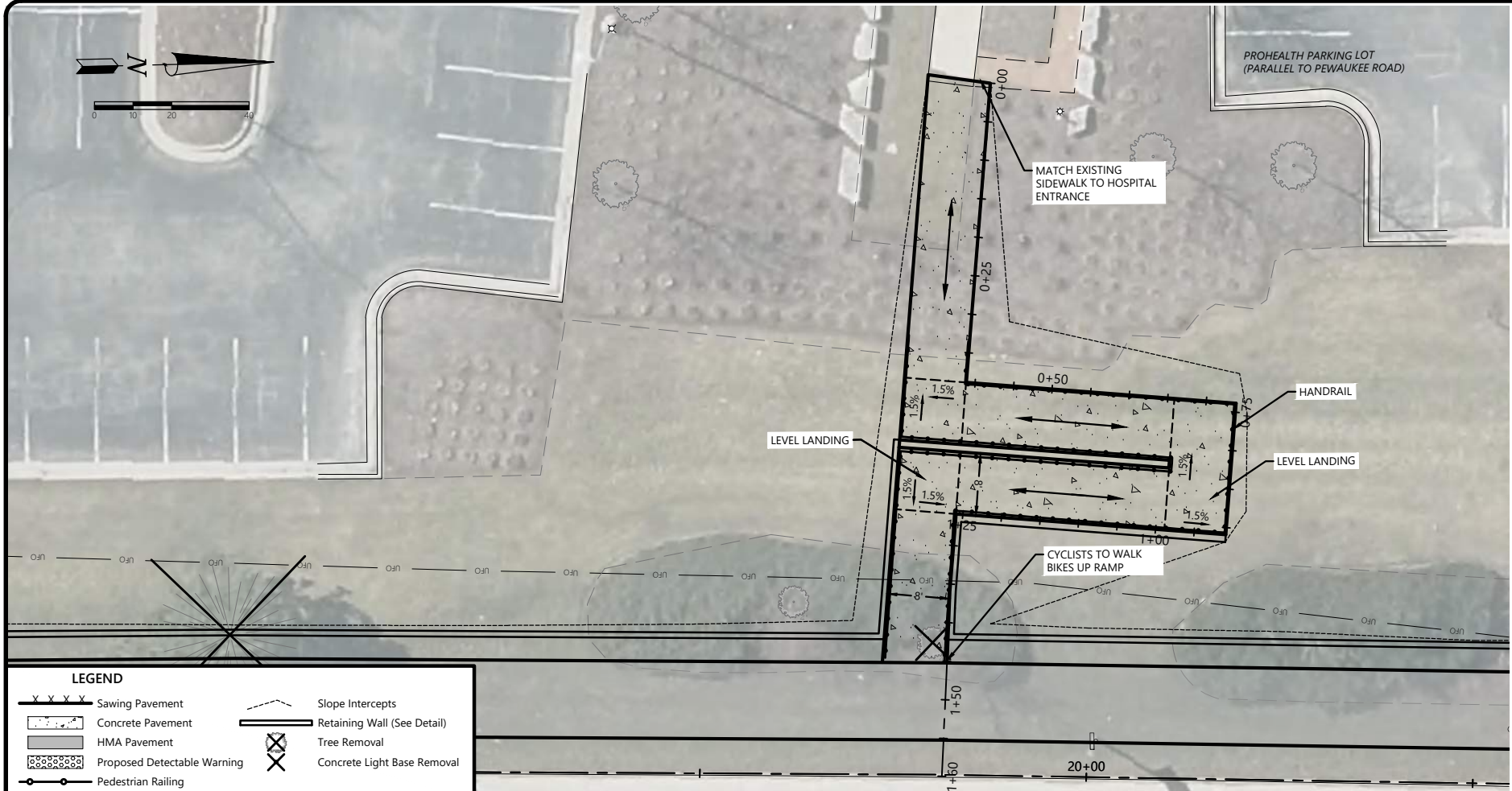


PROPOSED TYPICAL SECTION
STA 45+75 - 47+50 RIVERWOOD DRIVE S
STA 77+23 - 88+39 RIVERWOOD DRIVE N (MIRRORED)

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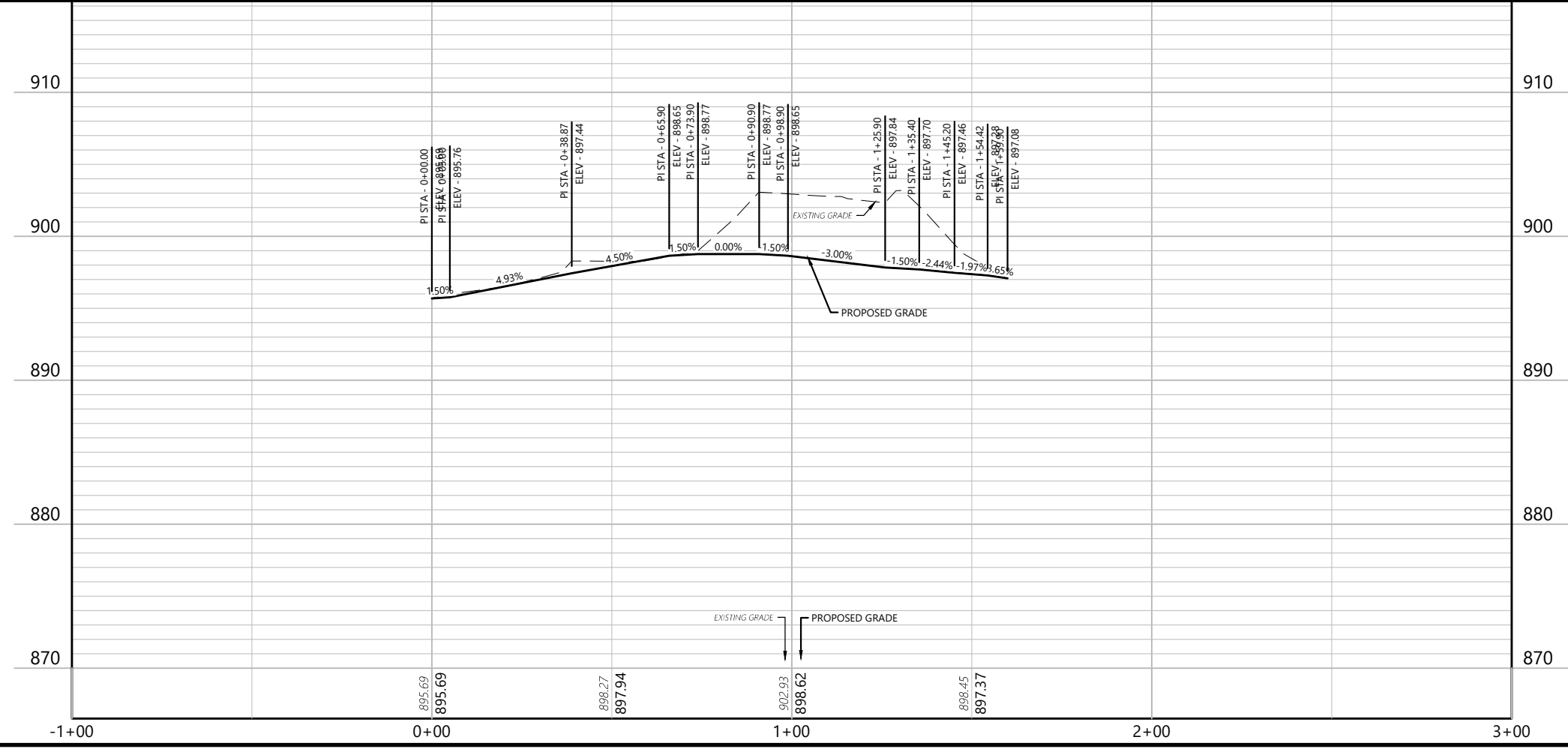
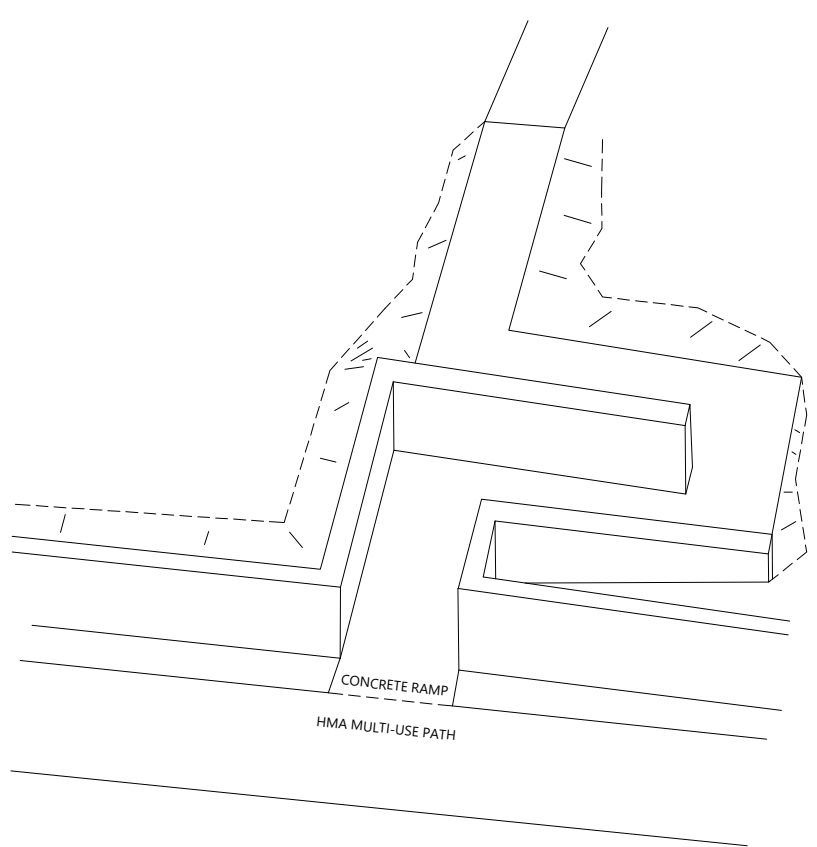
	1040 N. Wisconsin St. Elkhorn, WI 53121 (262) 379-2250 19 N. High Street Janesville, WI 53111 (608) 743-9350 2857 Barreils Drive Beloit, WI 53511 (608) 365-4464	Batterman engineers surveyors planners www.batterman.com	
ISSUANCE 2025-08-26 30% PLANS	NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING		
PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN		TYPICAL SECTIONS (ALT 3)	
DESIGNED BY: JL DRAWN BY: LC CHECKED BY: APPROVED BY: PROJECT NO: 35489	35489 - C2.06 - TYPICAL SECTIONS.DWG		
SHEET NO. C2.06			

PLOT DATE: 8/28/2025 6:47 AM



LEGEND

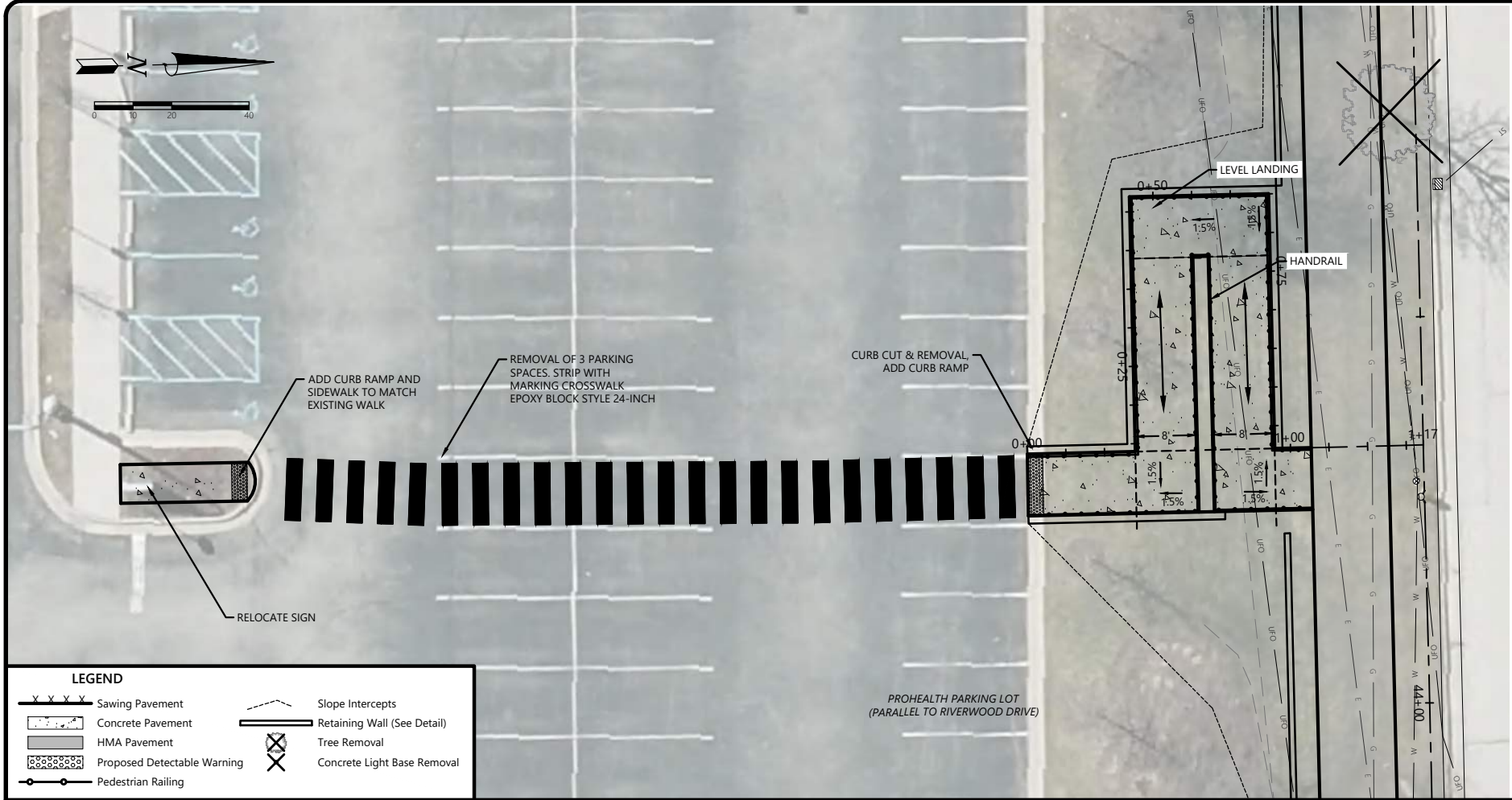
Sawing Pavement	Slope Intercepts
Concrete Pavement	Retaining Wall (See Detail)
HMA Pavement	Tree Removal
Proposed Detectable Warning	Concrete Light Base Removal
Pedestrian Railing	



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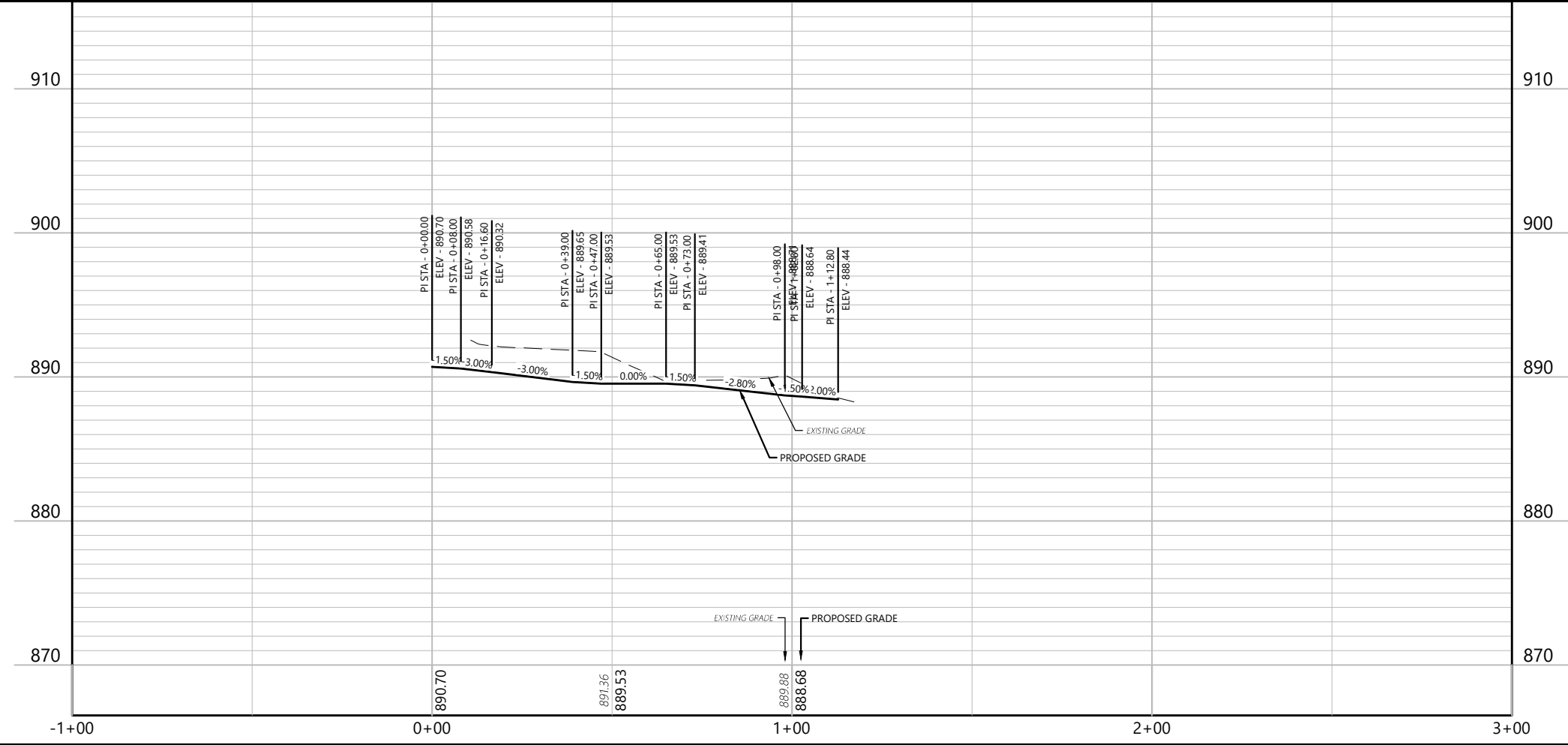
<p>Batterman engineers surveyors planners www.batterman.com</p>	<p>1040 N. Wisconsin St. Ekhorn, WI 53121 (262) 379-2250</p> <p>19 N. High Street Janesville, WI 53111 (608) 743-9350</p> <p>2857 Barreils Drive Beloit, WI 53511 (608) 365-4464</p>	<p>ISSUANCE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td>30% PLANS</td> <td>2025-08-26</td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> </tr> </table>	30% PLANS	2025-08-26							<p>SWITCHBACK DETAIL (PEWAUKEE RD)</p> <p>PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN</p> <p>35489 - C3.01 - SWITCHBACK.DWG</p>
30% PLANS	2025-08-26										
<p>DESIGNED BY: JL</p> <p>DRAWN BY: LC</p> <p>CHECKED BY: -</p> <p>APPROVED BY: -</p> <p>PROJECT NO: 35489</p>	<p>SHEET NO.</p> <p style="font-size: 24pt; font-weight: bold;">C3.01</p>	<p>NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.</p>	<p>Page 43 of 92</p>								

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LEGEND

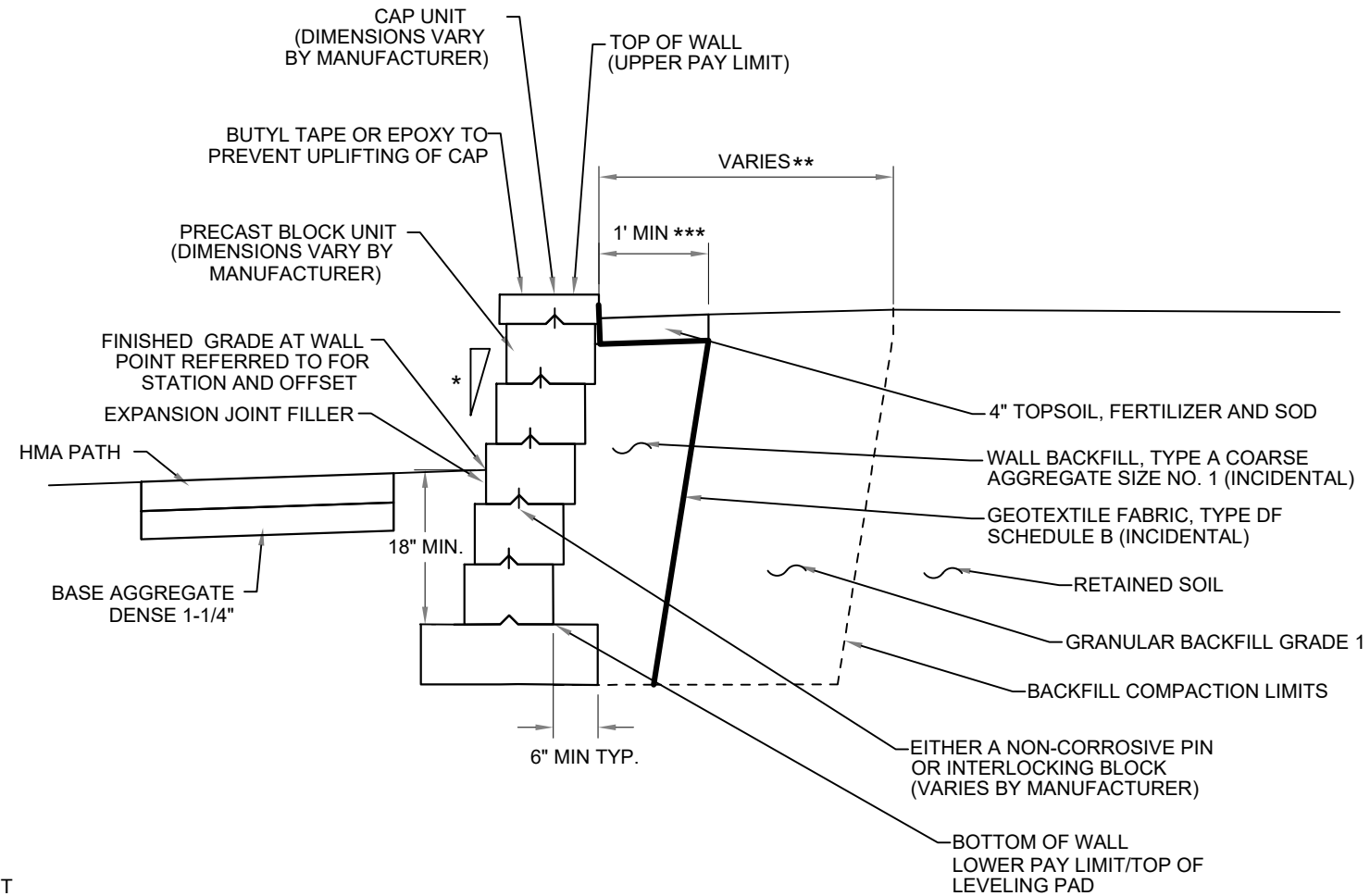
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	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		



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30% PLANS ISSUANCE 2025-08-26			
SWITCHBACK DETAIL (RIVERWOOD DR)			
PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN <small>35489 - C3.01 - SWITCHBACK.DWG</small>			
DESIGNED BY: JL DRAWN BY: LC CHECKED BY: APPROVED BY: PROJECT NO: 35489			
SHEET NO. C3.02			

PLOT DATE: 8/28/2025 6:47 AM



* SET BACK VARIES BY MANUFACTURER
MAXIMUM FRONT FACE SLOPE FROM
VERTICAL IS 1 HORIZ. TO 8 VERT.

** COMPACTION OF BACKFILL WITHIN 3 FEET
OF THE BACK FACE OF THE WALL SHOULD BE
ACCOMPLISHED USING LIGHTWEIGHT
COMPACTION DEVICES
BACKFILL LIFTS SHALL BE NO MORE
THAN 8 INCHES IN DEPTH AFTER
COMPACTION

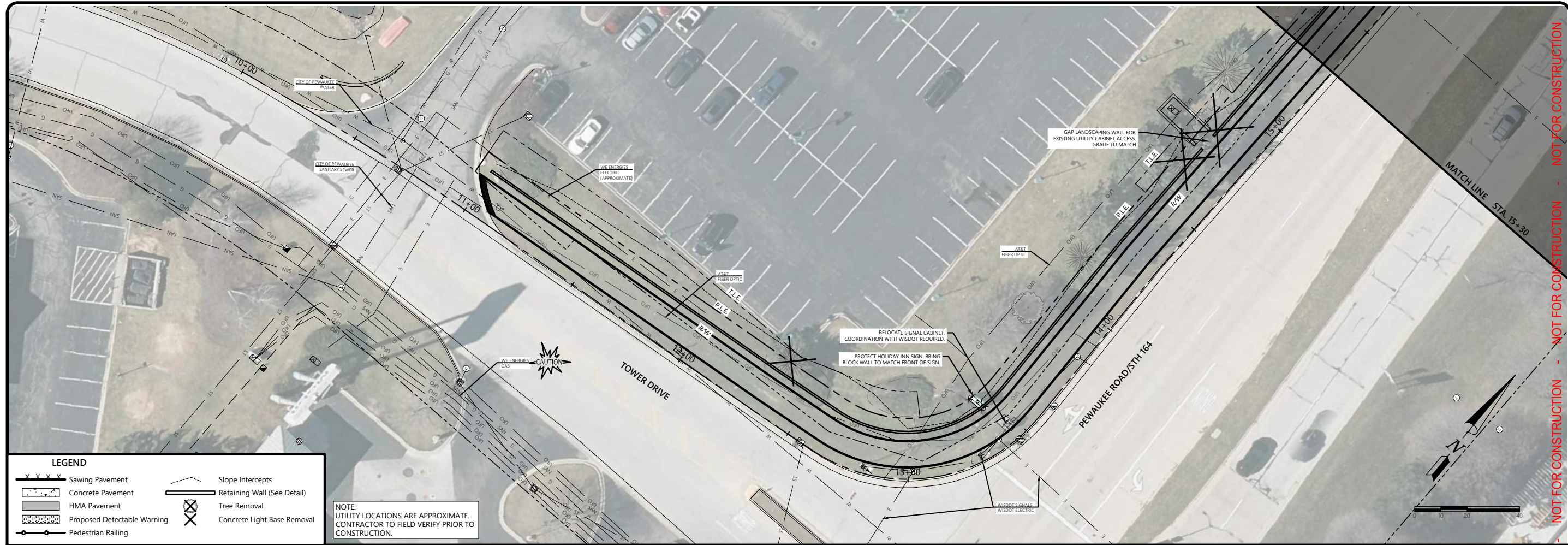
*** WITHIN 1 FOOT BEHIND THE BACK FACE
OF THE WALL SHALL BE WALL BACKFILL
TYPE A
COMPACT WALL BACKFILL TYPE A WITH
AT LEAST 3 PASSES

NOTE: THE COLOR AND SURFACE
TEXTURE OF THE BLOCK SHALL BE TAN
OR SANDSTONE WITH A SPLIT FACE

TYPICAL CROSS SECTION
MODULAR CONCRETE UNIT
NOT TO SCALE

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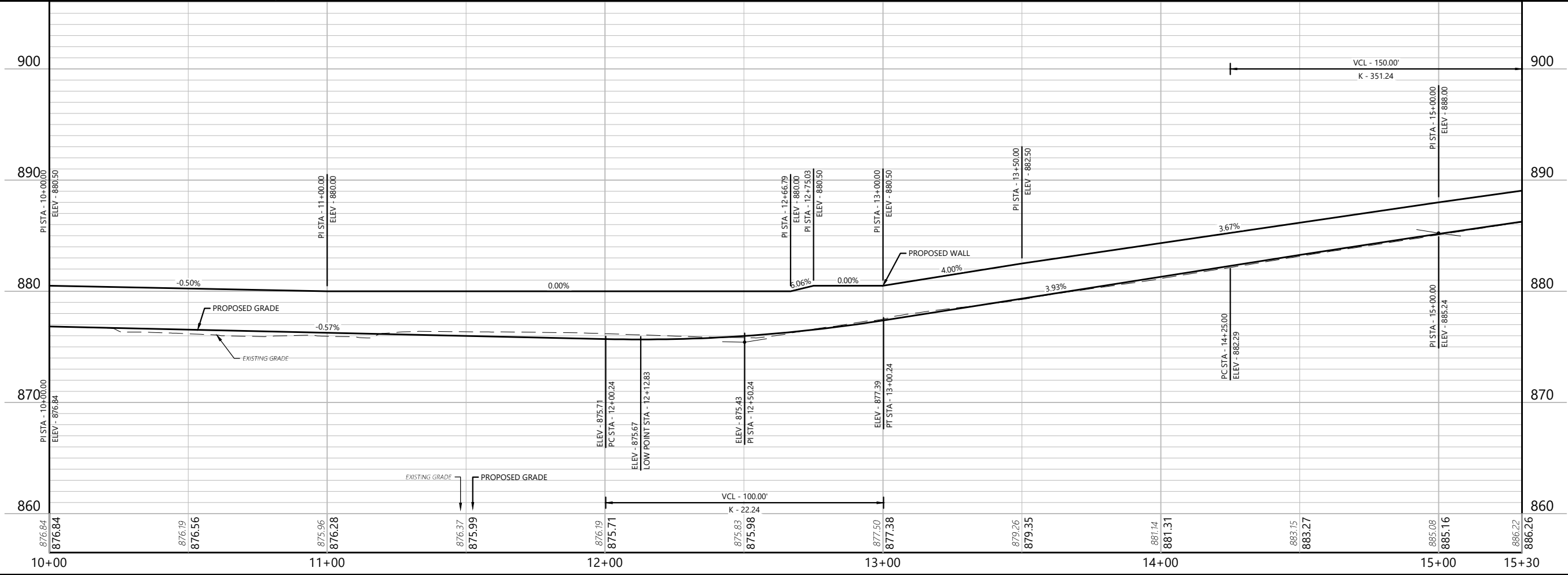
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2857 Barrells Drive Beloit, WI 53511 (608) 365-4464	
ISSUANCE 2025-08-26 30% PLANS	
DETAILS	
PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN 35489 - C3.02 - DETAILS.DWG	
DESIGNED BY: JL DRAWN BY: LC CHECKED BY: APPROVED BY:	PROJECT NO: 35489
SHEET NO. C3.03	



LEGEND

	Sawing Pavement		Slope Intercepts
	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

NOTE:
UTILITY LOCATIONS ARE APPROXIMATE.
CONTRACTOR TO FIELD VERIFY PRIOR TO
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ISSUANCE

30% PLANS	2025-08-26

PLAN & PROFILE (ALT 1)

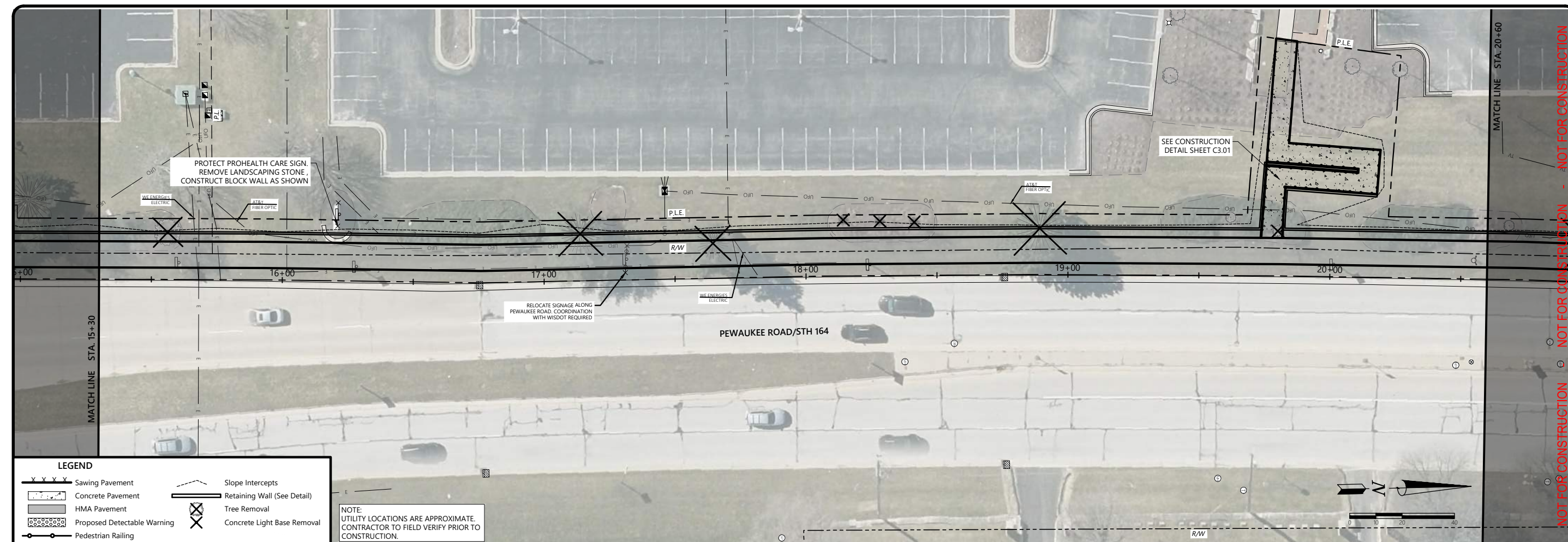
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PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

DESIGNED BY: JL
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APPROVED BY:

PROJECT NO.: 354889

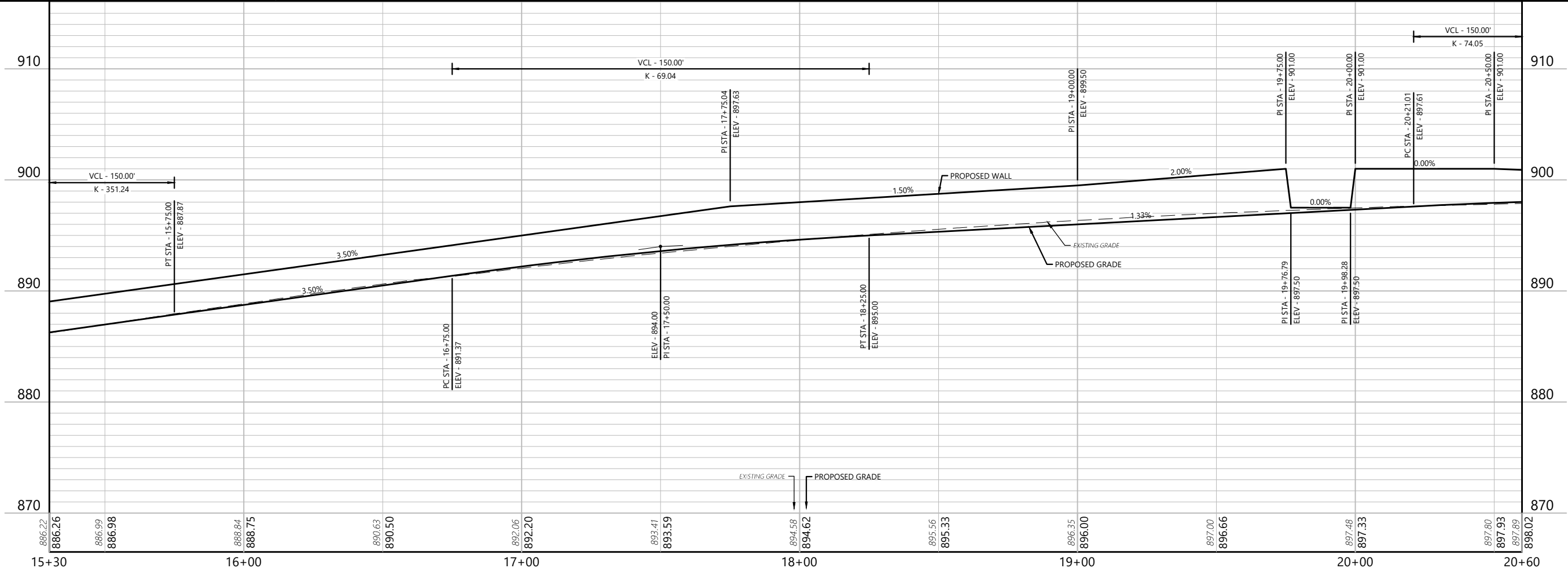
SHEET NO.
C6.01



LEGEND

- XXXX Sawing Pavement
- Concrete Pavement
- HMA Pavement
- Proposed Detectable Warning
- Pedestrian Railing
- Slope Intercepts
- Retaining Wall (See Detail)
- Tree Removal
- Concrete Light Base Removal

NOTE:
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DRAWN BY: LC

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APPROVED BY: -

PROJECT NO: 35489

35489 - C6.01 - PLAN & PROFILE (ALT 1) DWG

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

PLAN & PROFILE (ALT 1)

SHEET NO.
C6.02

ISSUANCE

30% PLANS	2025-08-26
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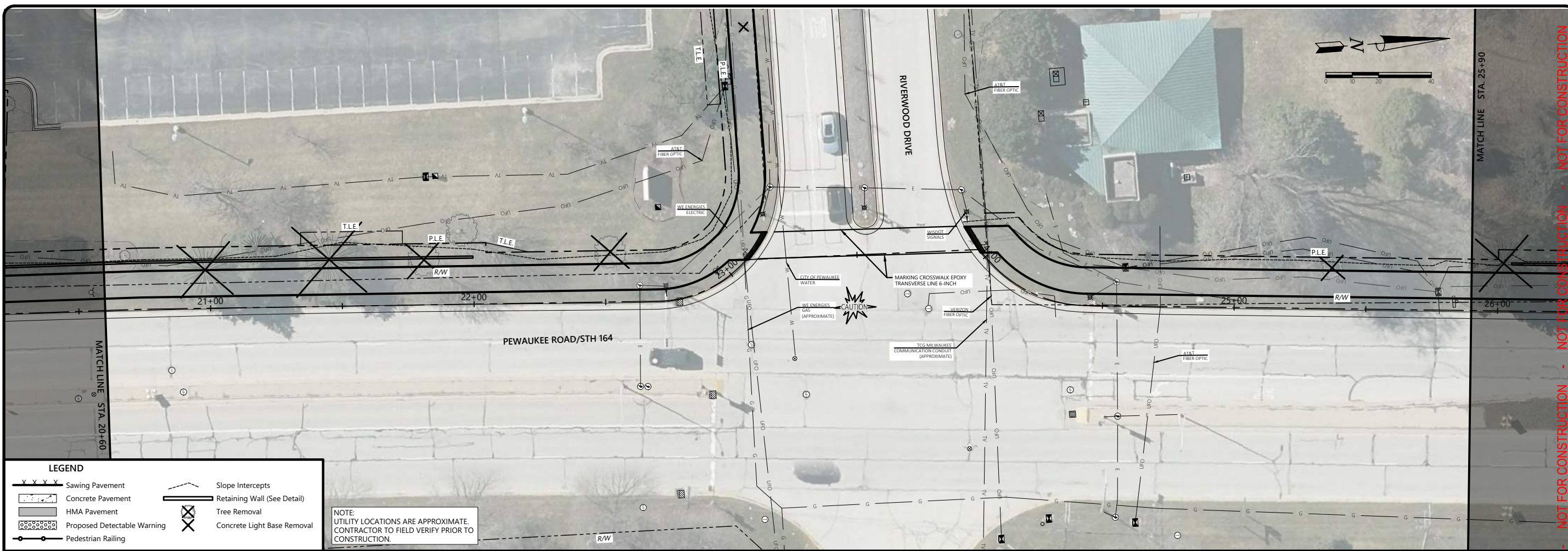
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(608) 743-9350

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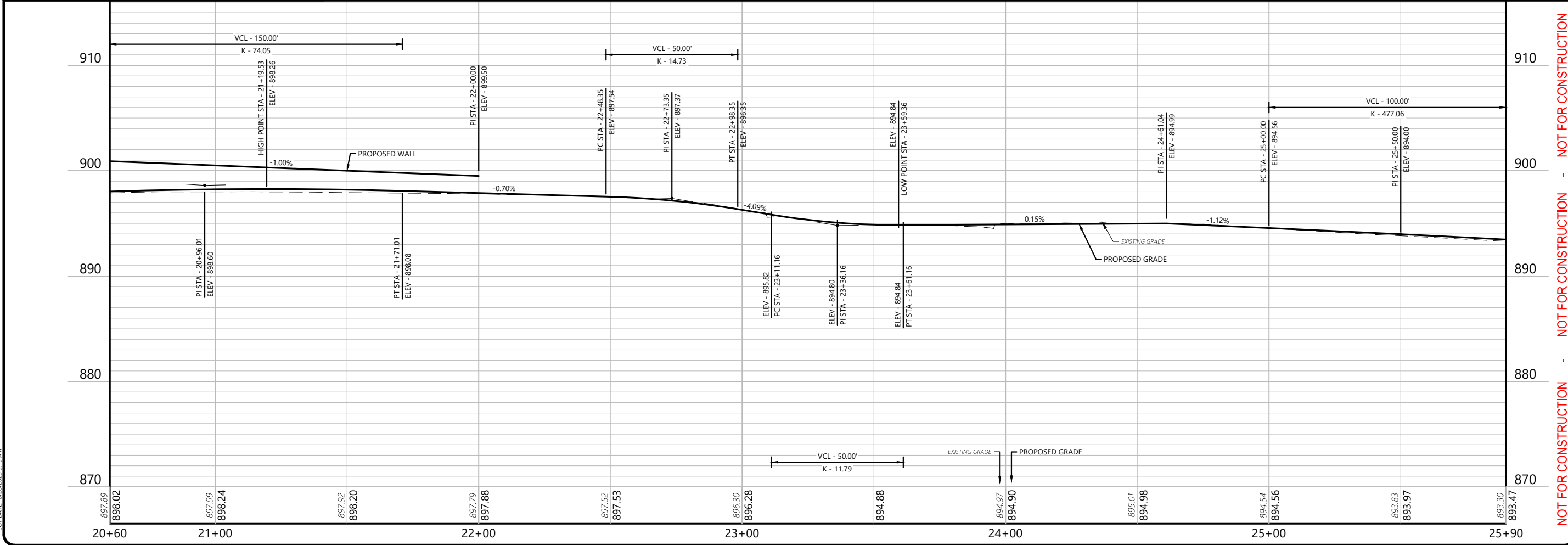
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LEGEND

- Sawing Pavement
- Concrete Pavement
- HMA Pavement
- Proposed Detectable Warning
- Pedestrian Railing
- Slope Intercepts
- Retaining Wall (See Detail)
- Tree Removal
- Concrete Light Base Removal

NOTE:
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PROJECT NO: 354889

ISSUANCE

30% PLANS	2025-08-26

PLAN & PROFILE (ALT 1)

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

354889 - C6.01 - PLAN & PROFILE (ALT 1) DWG

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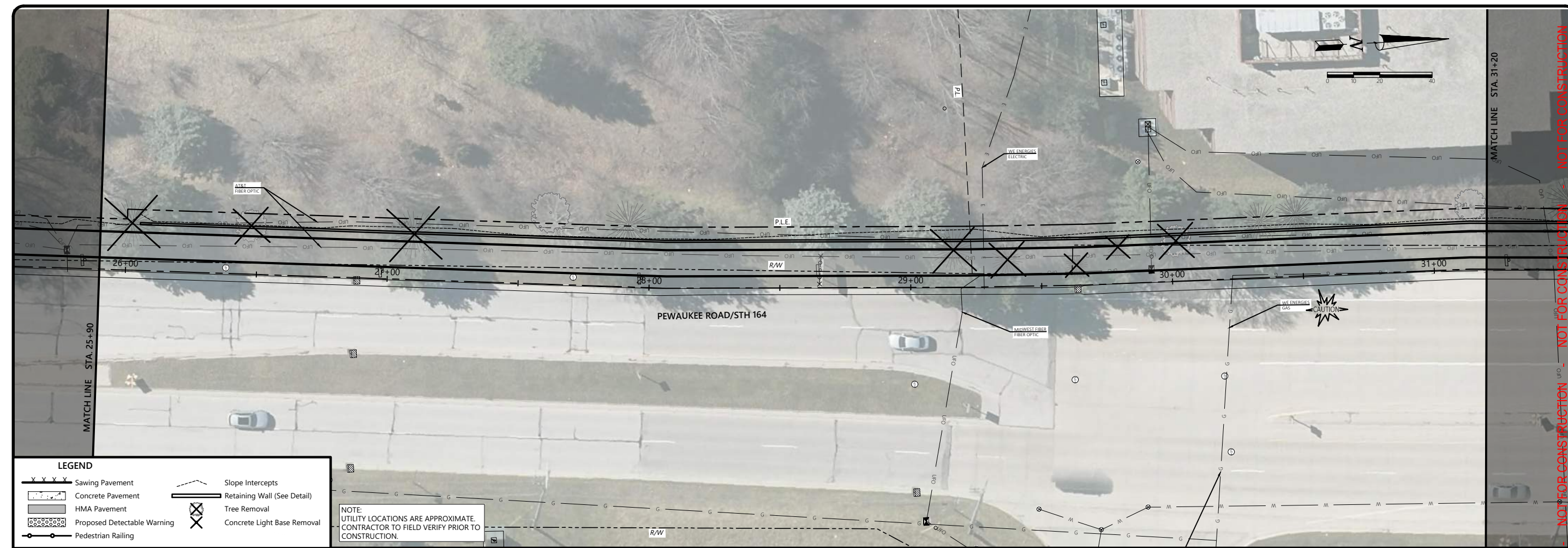
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(608) 365-4464

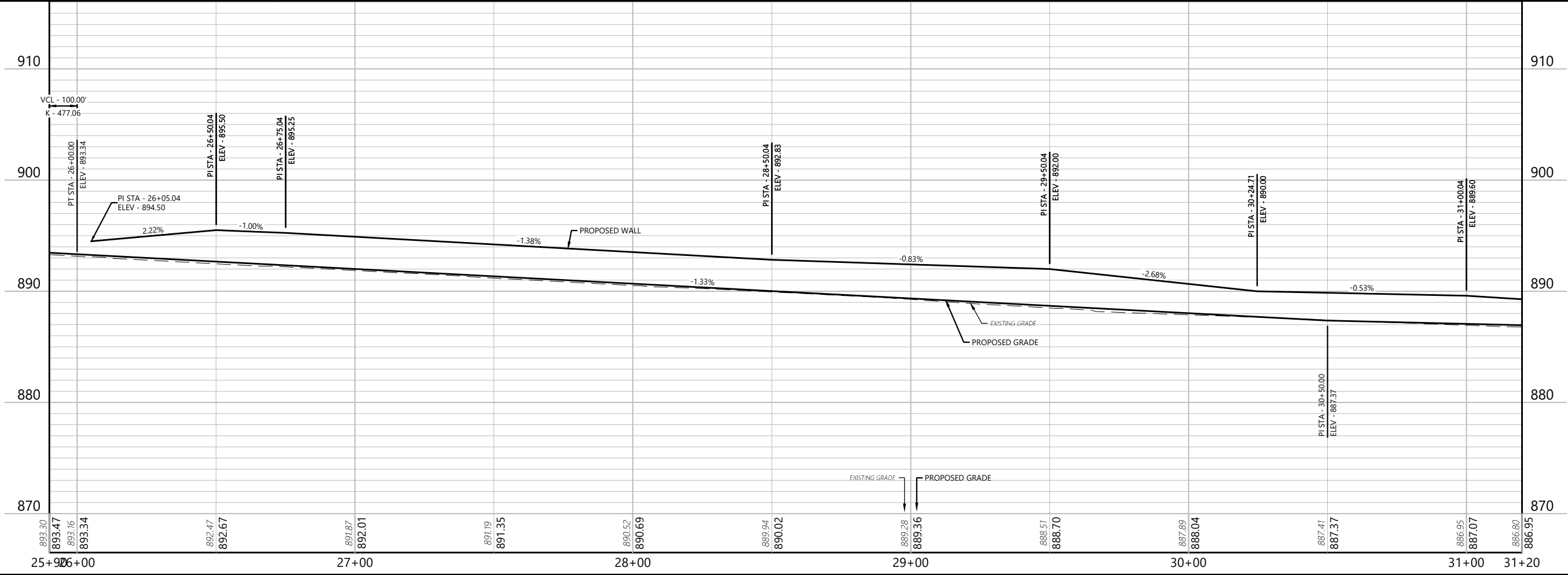
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LEGEND

	Sawing Pavement		Slope Intercepts
	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

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PROJECT NO: 35489

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ISSUANCE

30% PLANS	2025-08-26	-	-	-
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PLAN & PROFILE (ALT 1)

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

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C6.04

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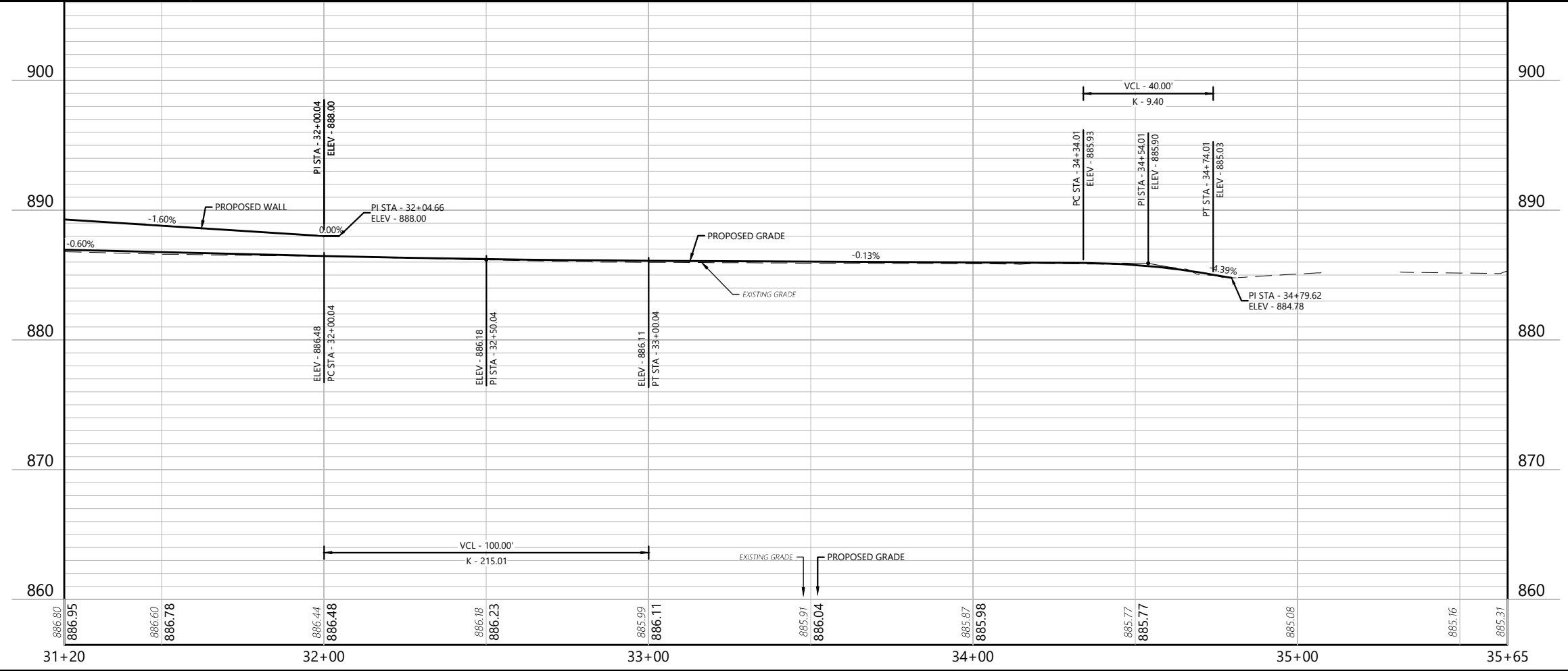
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LEGEND

- Sawing Pavement
- Concrete Pavement
- HMA Pavement
- Proposed Detectable Warning
- Pedestrian Railing
- Slope Intercepts
- Retaining Wall (See Detail)
- Tree Removal
- Concrete Light Base Removal

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APPROVED BY: -

PROJECT NO: 35489

ISSUANCE

30% PLANS	2025-08-26

PLAN & PROFILE (ALT 1)

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

35489 - C6.01 - PLAN & PROFILE (ALT 1) DWG

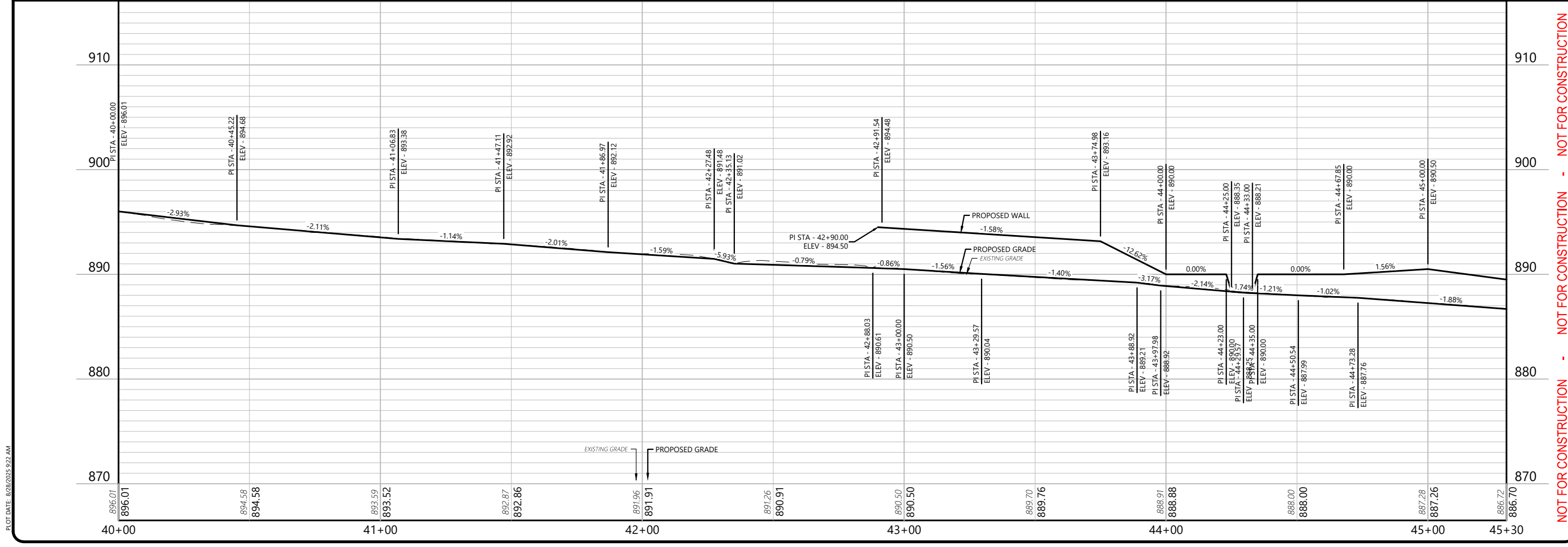
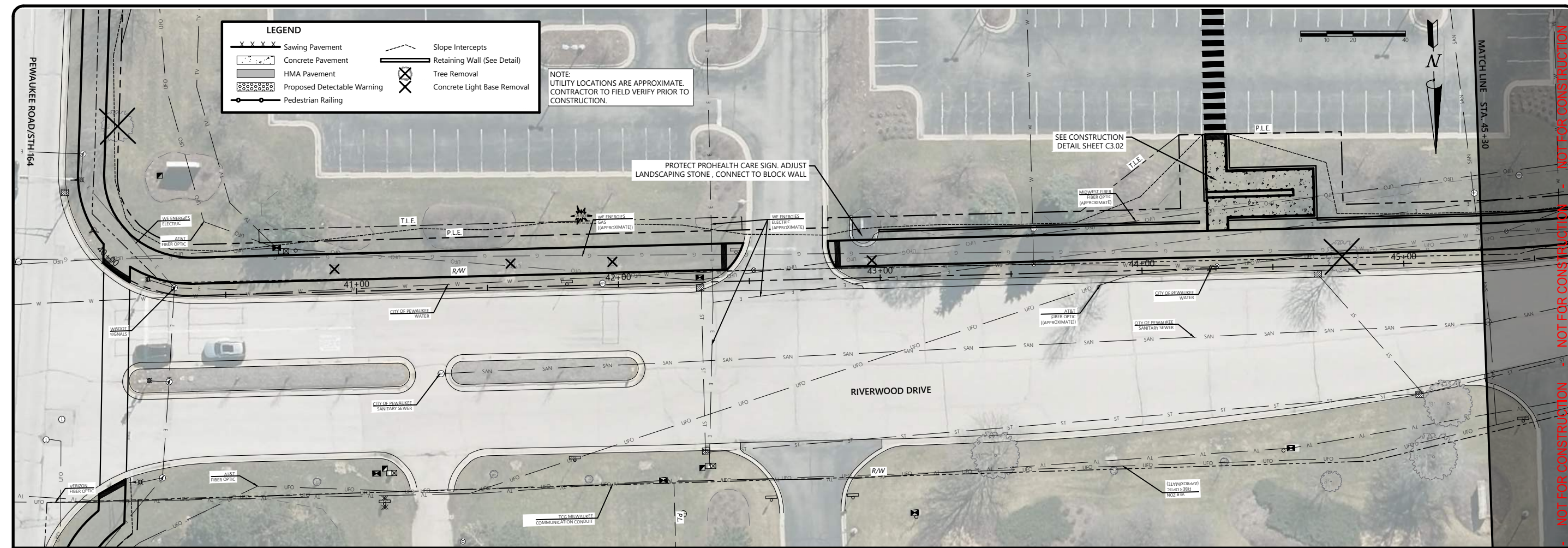
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ISSUANCE
30% PLANS
2025-08-26

PLAN & PROFILE (ALT 1)

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

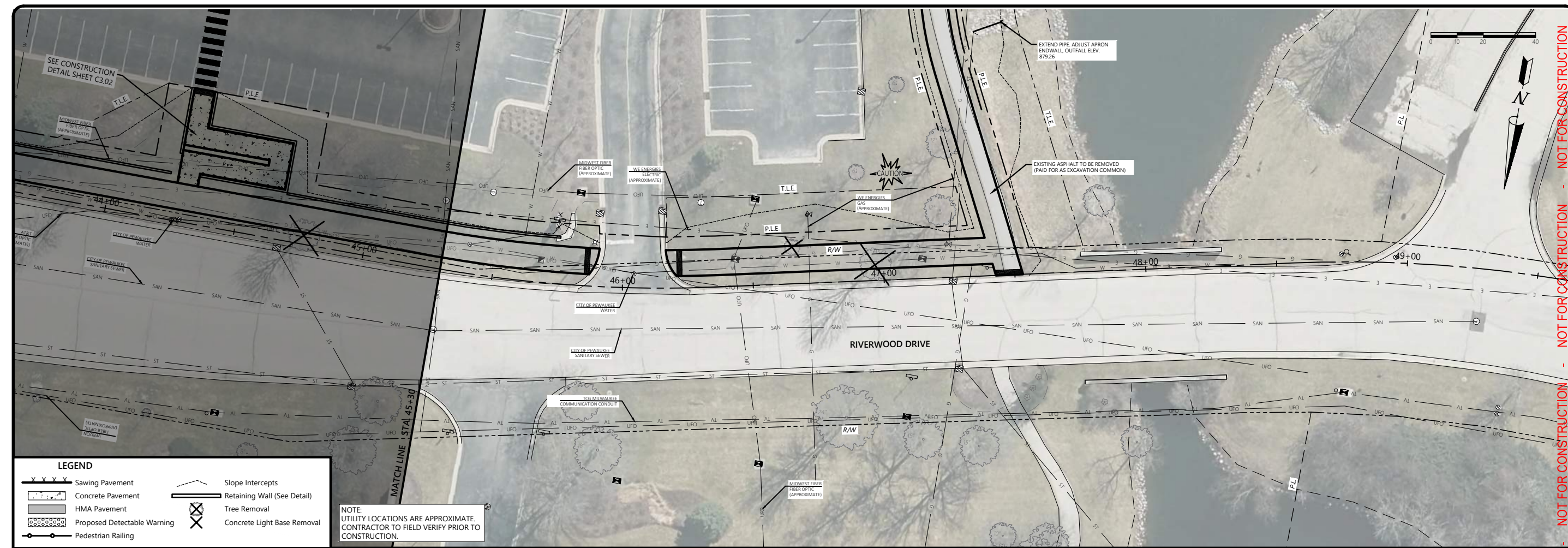
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PROJECT NO.: 35489

SHEET NO.
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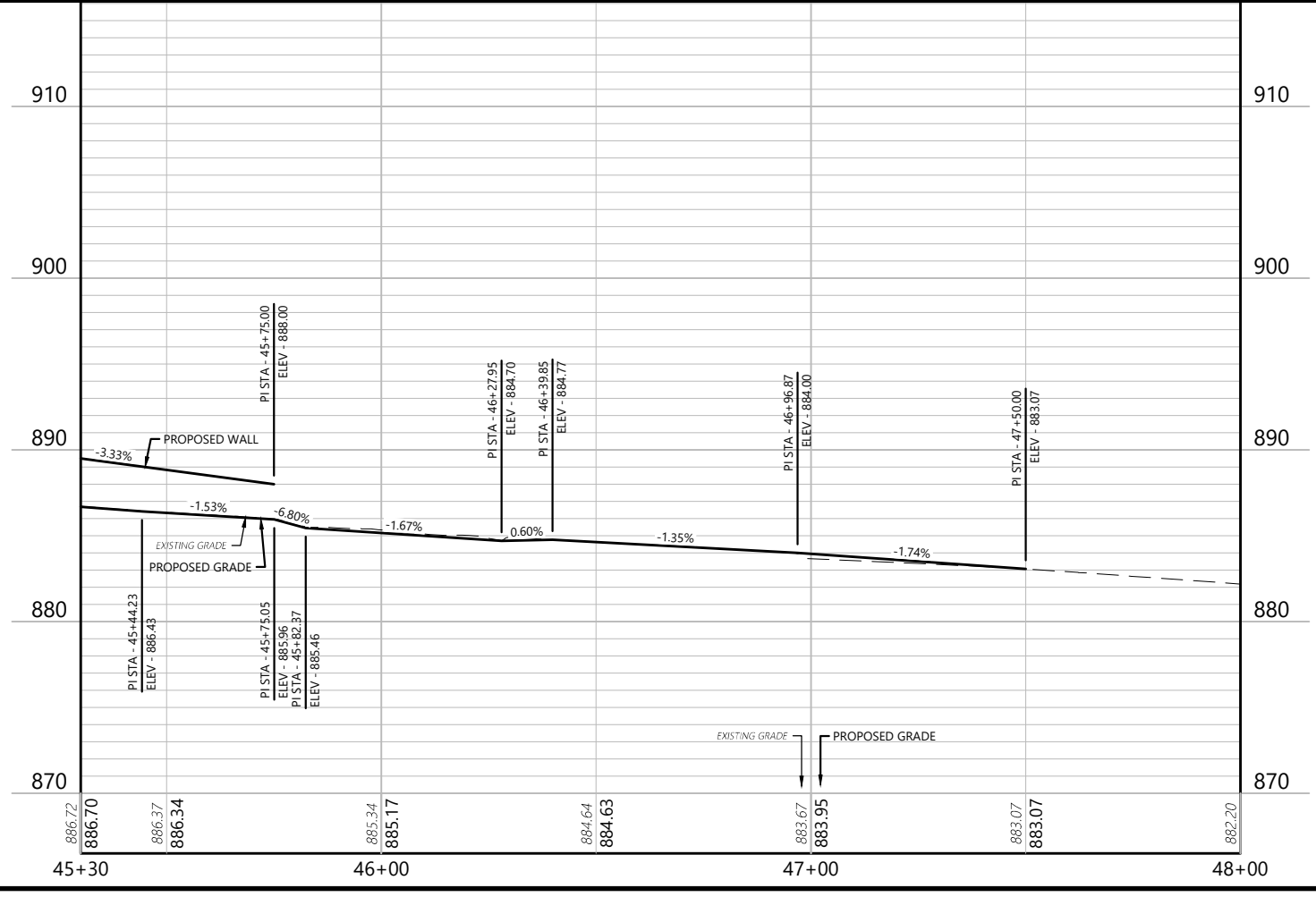
PLOT DATE: 8/28/2025 6:49 AM



LEGEND

	Sawing Pavement		Slope Intercepts
	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

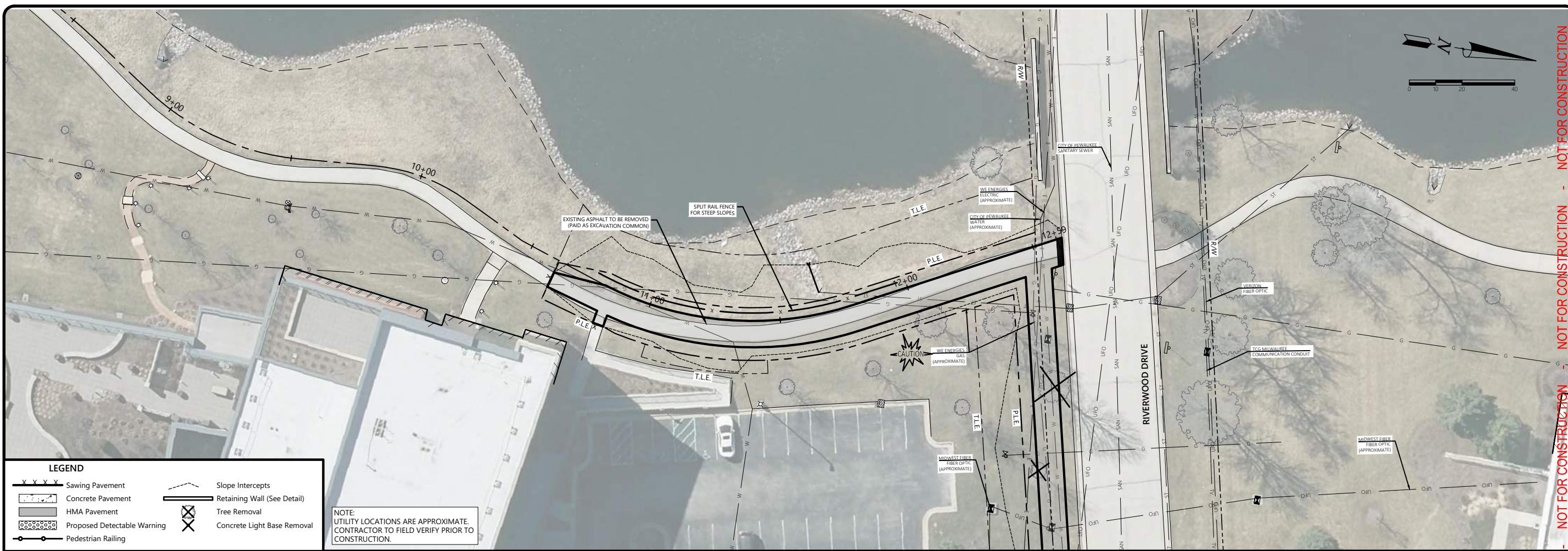
NOTE:
UTILITY LOCATIONS ARE APPROXIMATE.
CONTRACTOR TO FIELD VERIFY PRIOR TO
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PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN		35-689 - C6.02 - PLAN & PROFILE (ALT 1)-RIVERWOOD.DWG	
DESIGNED BY: JL DRAWN BY: LC CHECKED BY: APPROVED BY:	PROJECT NO: 35489	SHEET NO. C6.07	

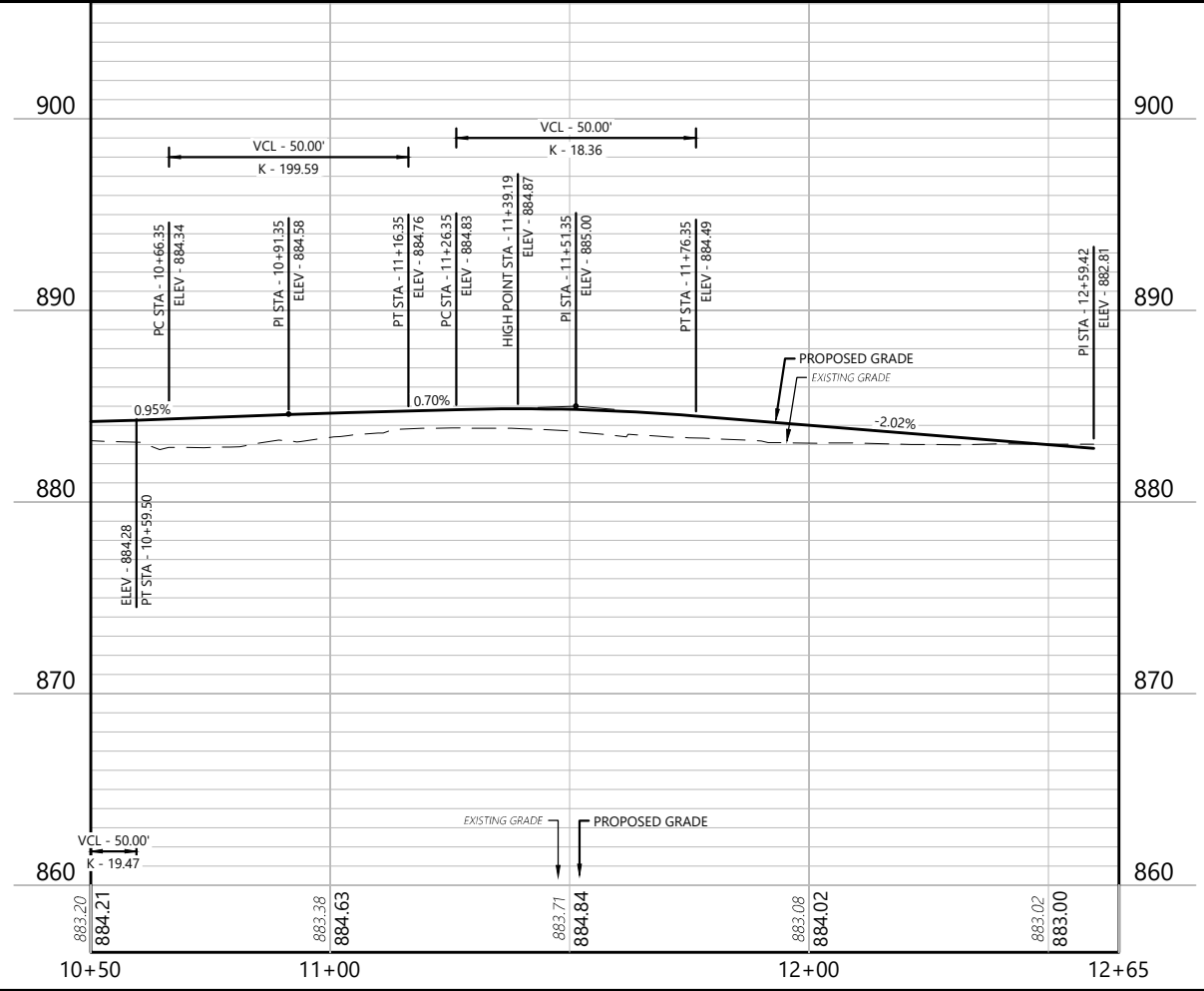
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LEGEND

	Sawing Pavement		Slope Intercepts
	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

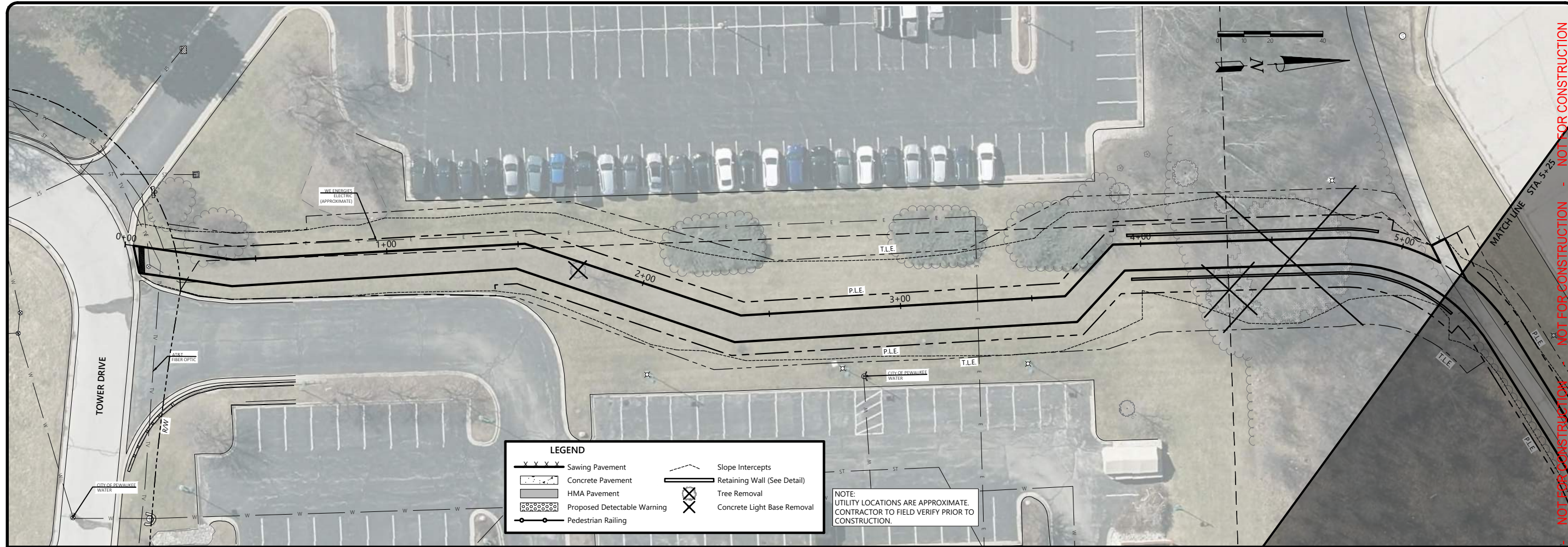
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PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN		DESIGNED BY: JL DRAWN BY: LC CHECKED BY: APPROVED BY: PROJECT NO: 35489	
SHEET NO. C6.08			

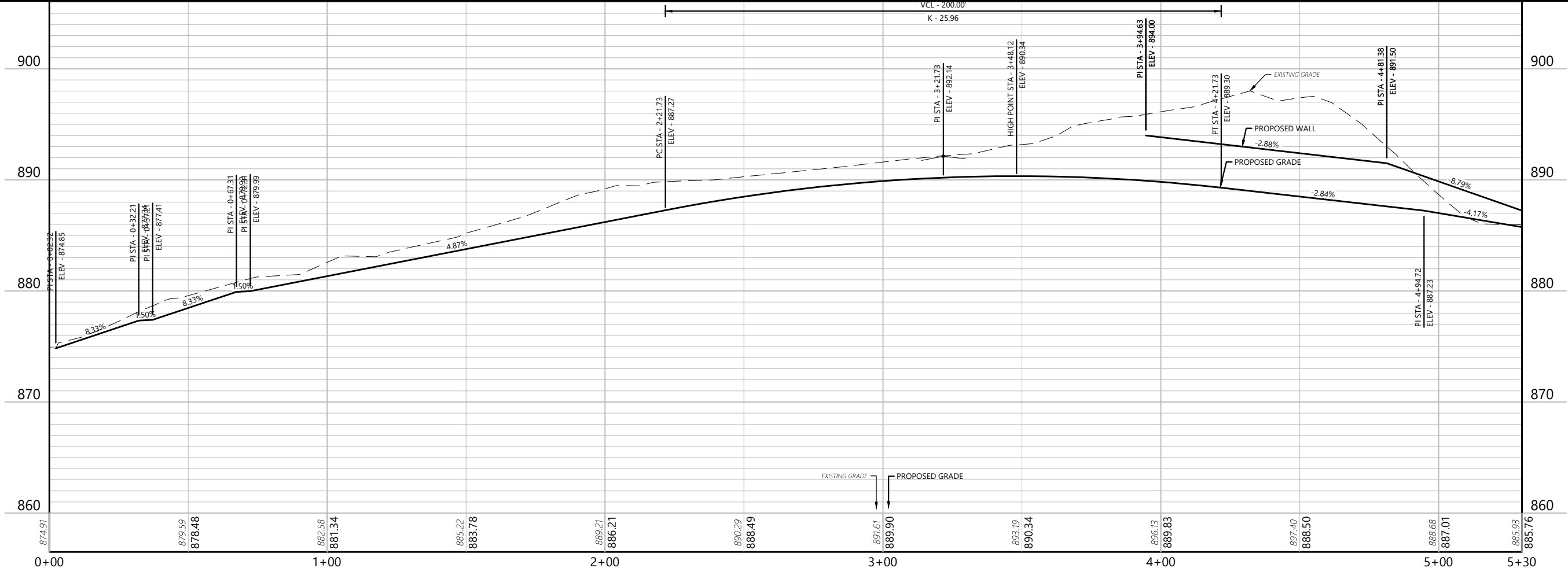
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LEGEND

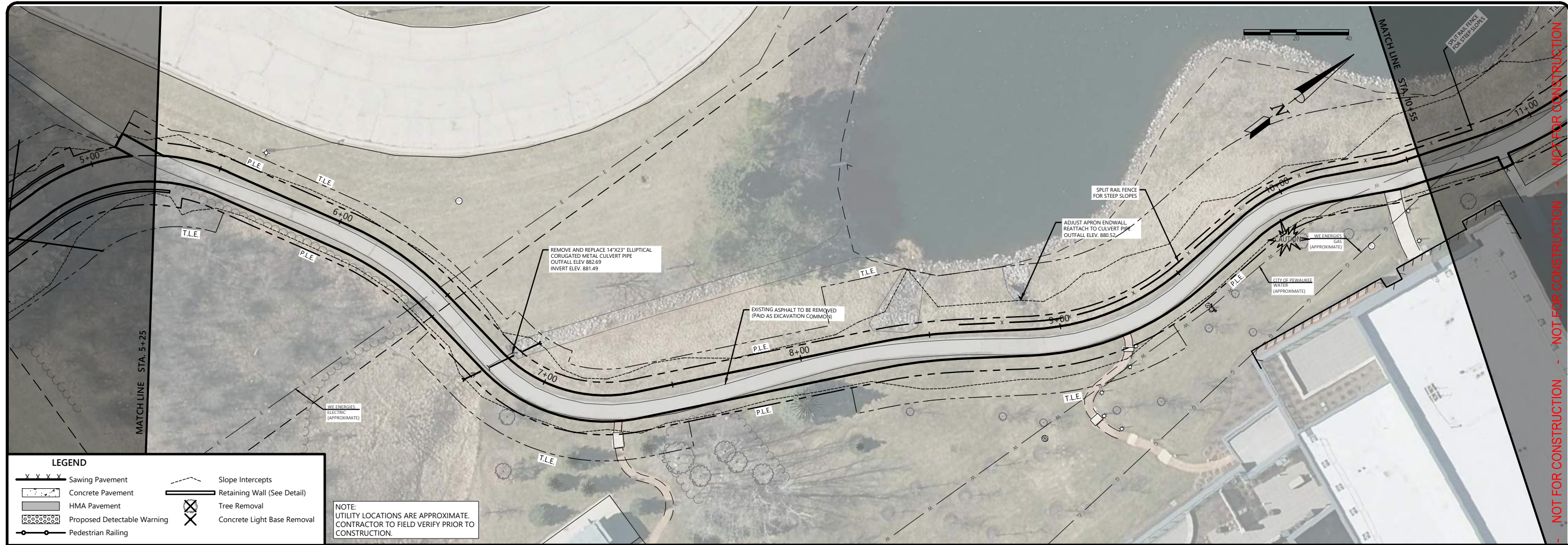
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	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

NOTE:
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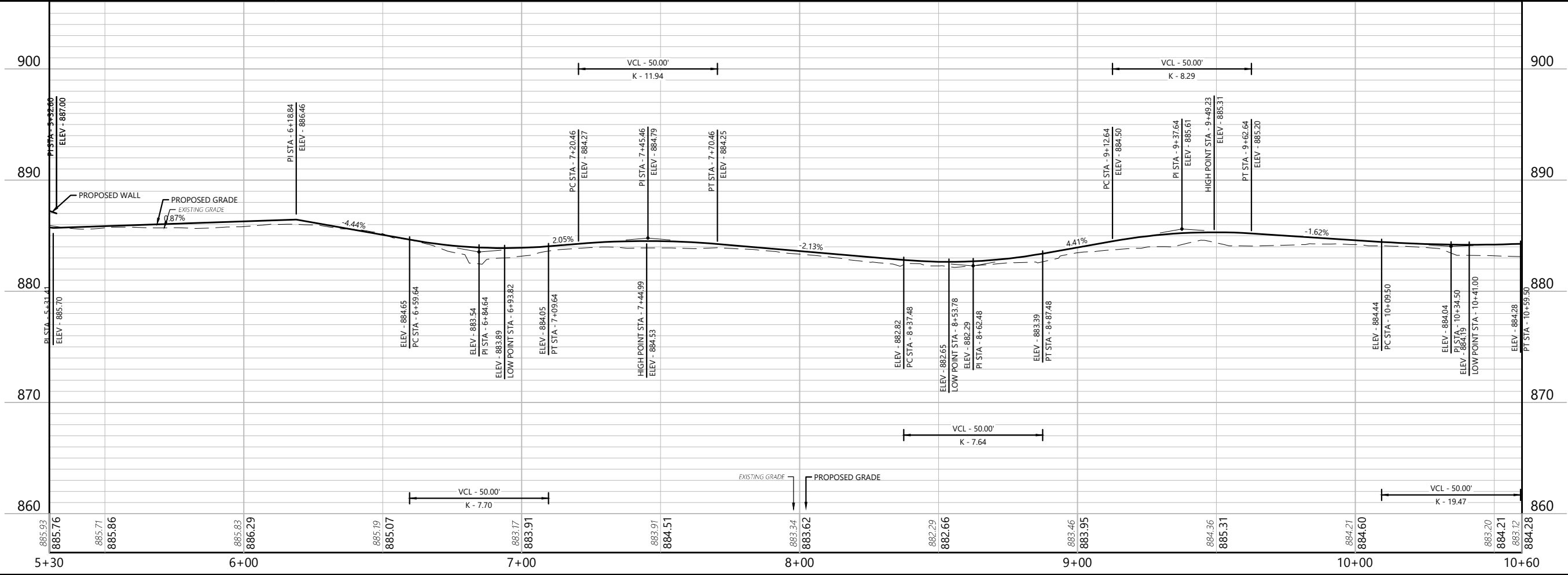
2857 Barreils Drive Beloit, WI 53511 (608) 365-4464 www.batterman.com	
ISSUANCE	2025-08-26
30% PLANS	-
PLAN & PROFILE (ALT 3)	
PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN	
DESIGNED BY:	JL
DRAWN BY:	LC
CHECKED BY:	-
APPROVED BY:	-
PROJECT NO.:	35489
SHEET NO.:	C6.09



LEGEND

	Sawing Pavement		Slope Intercepts
	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

NOTE:
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30% PLANS	-

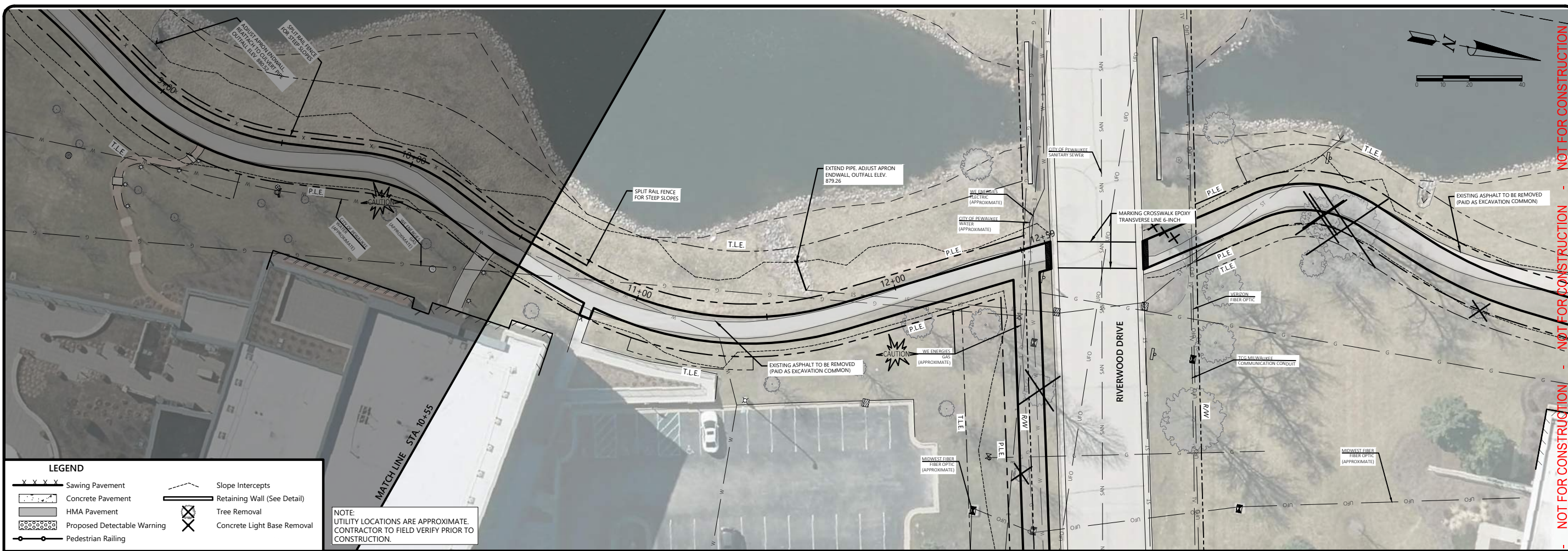
PLAN & PROFILE (ALT 3)

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

DESIGNED BY:	JL
DRAWN BY:	LC
CHECKED BY:	-
APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C6.10

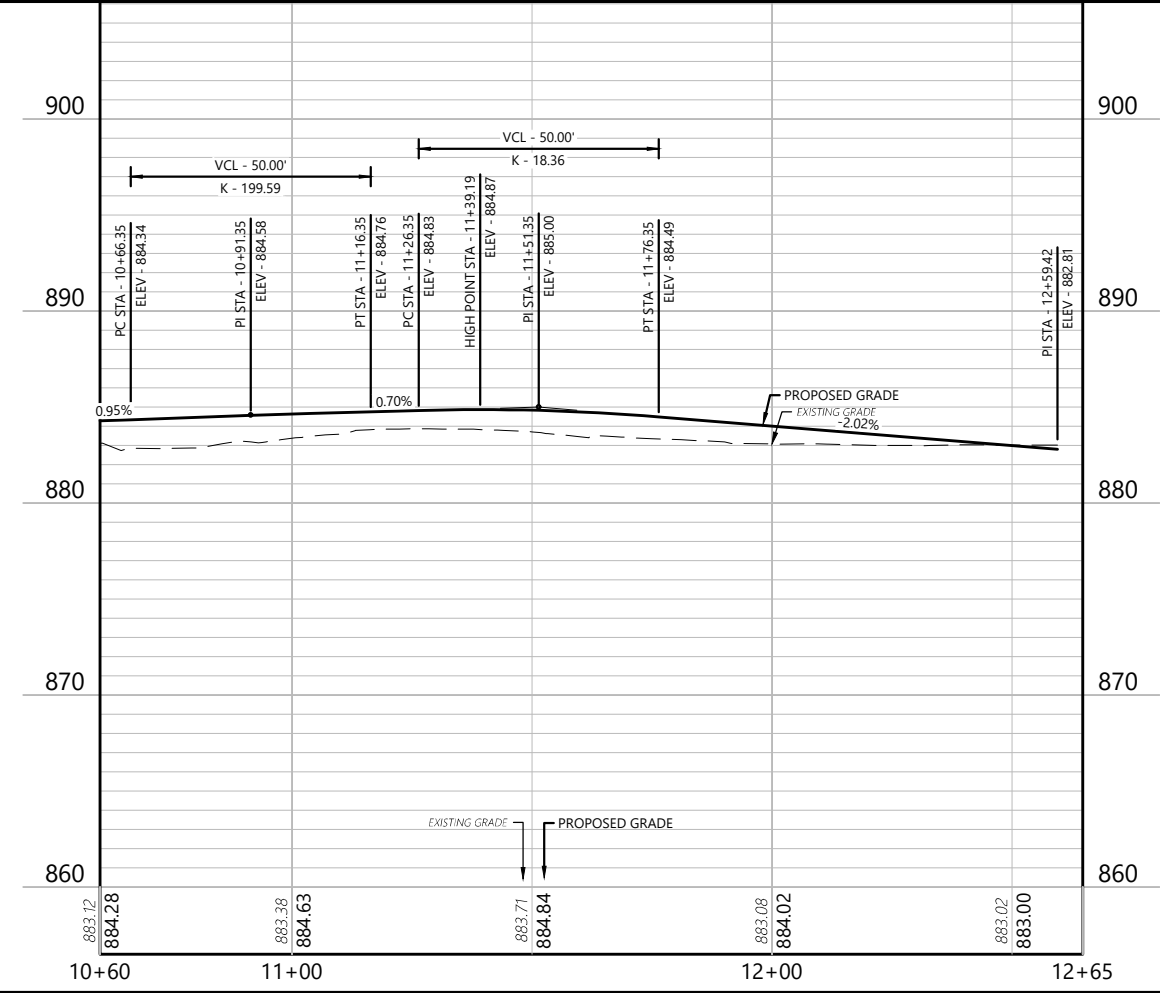
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LEGEND

- Sawing Pavement
- Concrete Pavement
- HMA Pavement
- Proposed Detectable Warning
- Pedestrian Railing
- Slope Intercepts
- Retaining Wall (See Detail)
- Tree Removal
- Concrete Light Base Removal

NOTE:
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PLAN & PROFILE (ALT 3)

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

35489 - C6.01 - PLAN & PROFILE (ALT 3)-SOUTH PATH.DWG NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

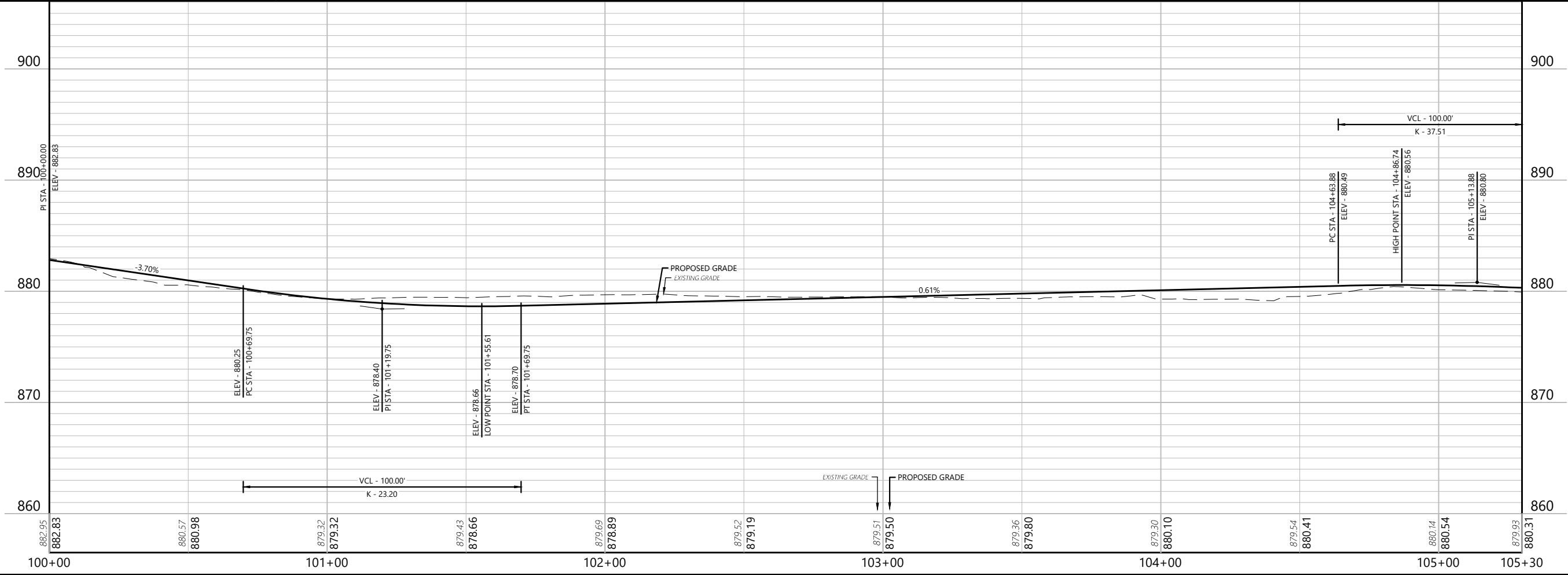
SHEET NO.
C6.11



LEGEND

	Sawing Pavement		Slope Intercepts
	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

NOTE:
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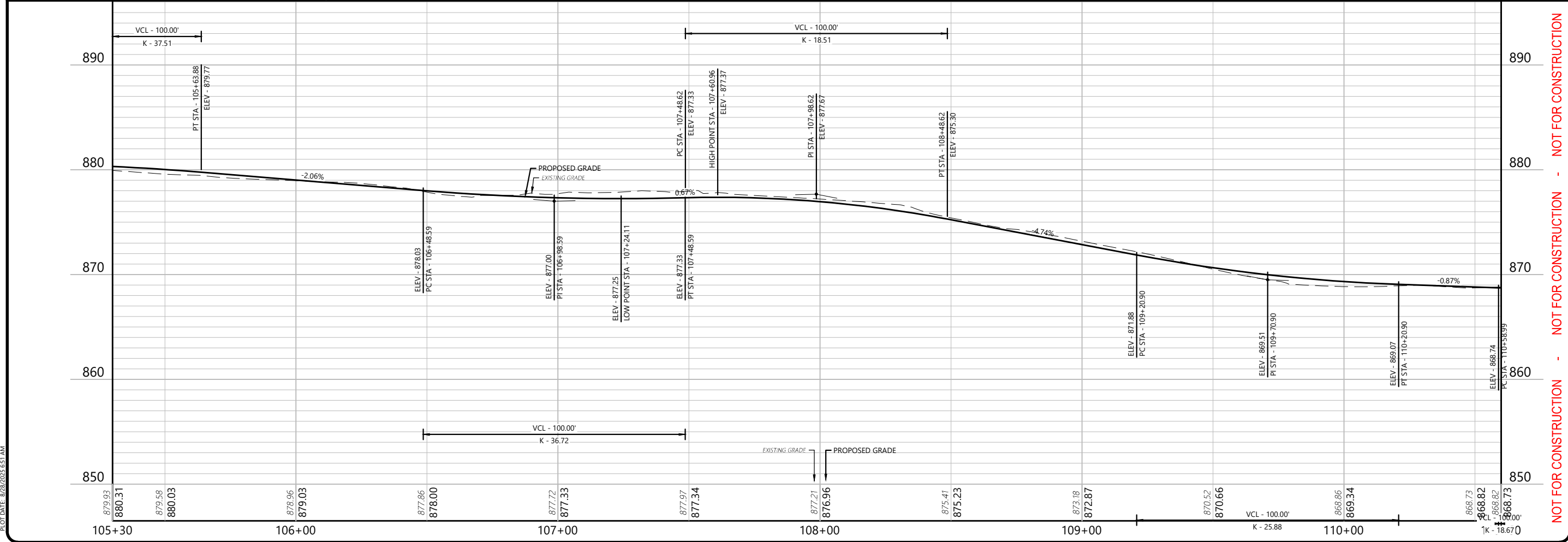
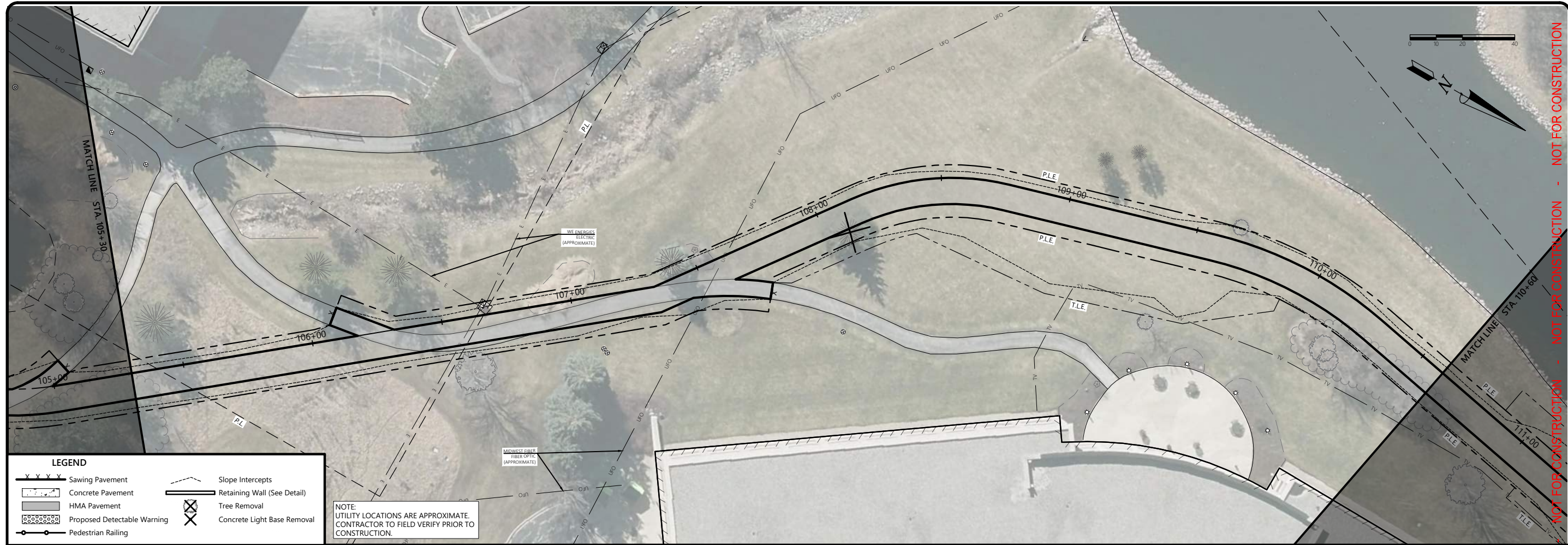
ISSUANCE

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PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

PLAN & PROFILE (ALT 3)

SHEET NO.
C6.12



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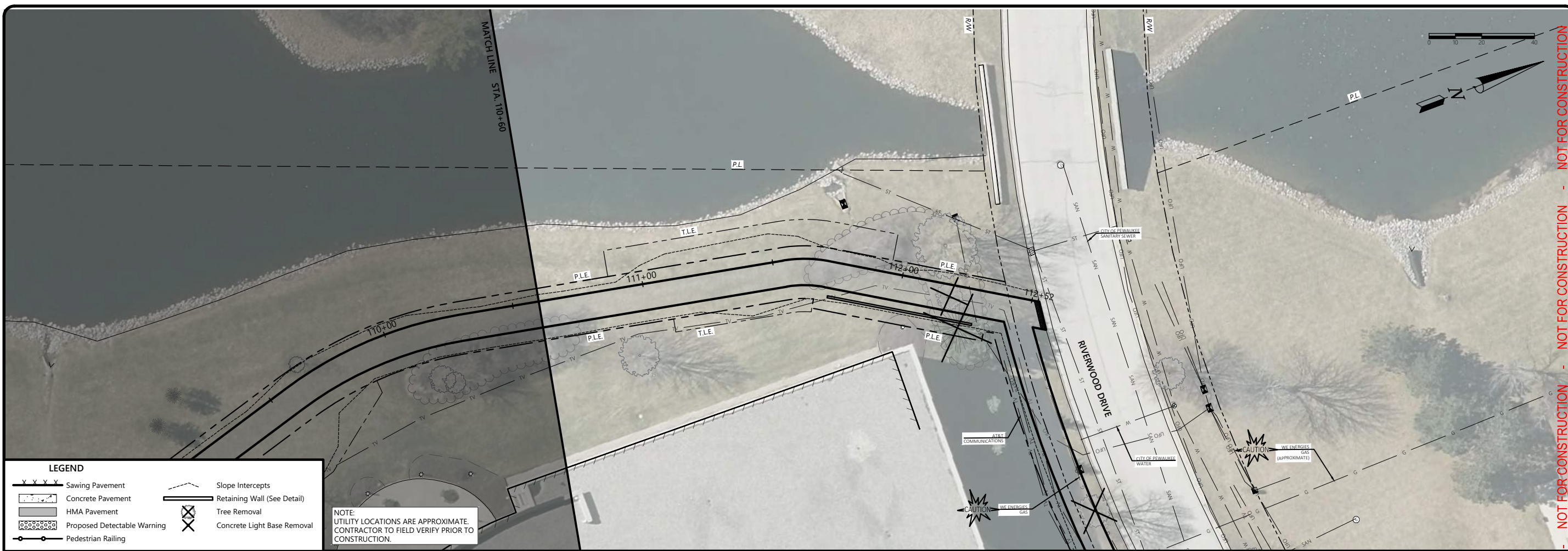
PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

DESIGNED BY: JL
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APPROVED BY:
PROJECT NO.: 35489

SHEET NO.
C6.13

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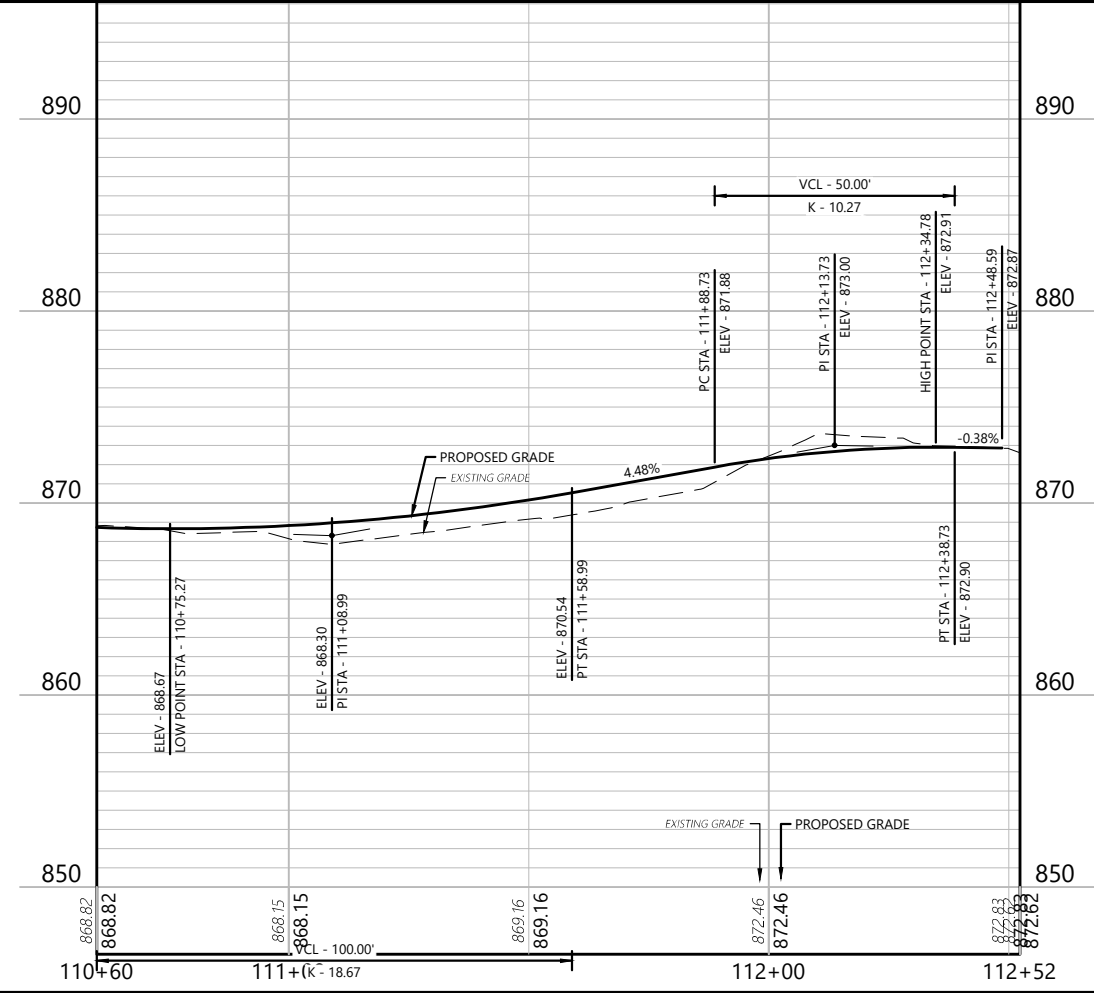
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LEGEND

- Sawing Pavement
- Concrete Pavement
- HMA Pavement
- Proposed Detectable Warning
- Pedestrian Railing
- Slope Intercepts
- Retaining Wall (See Detail)
- Tree Removal
- Concrete Light Base Removal

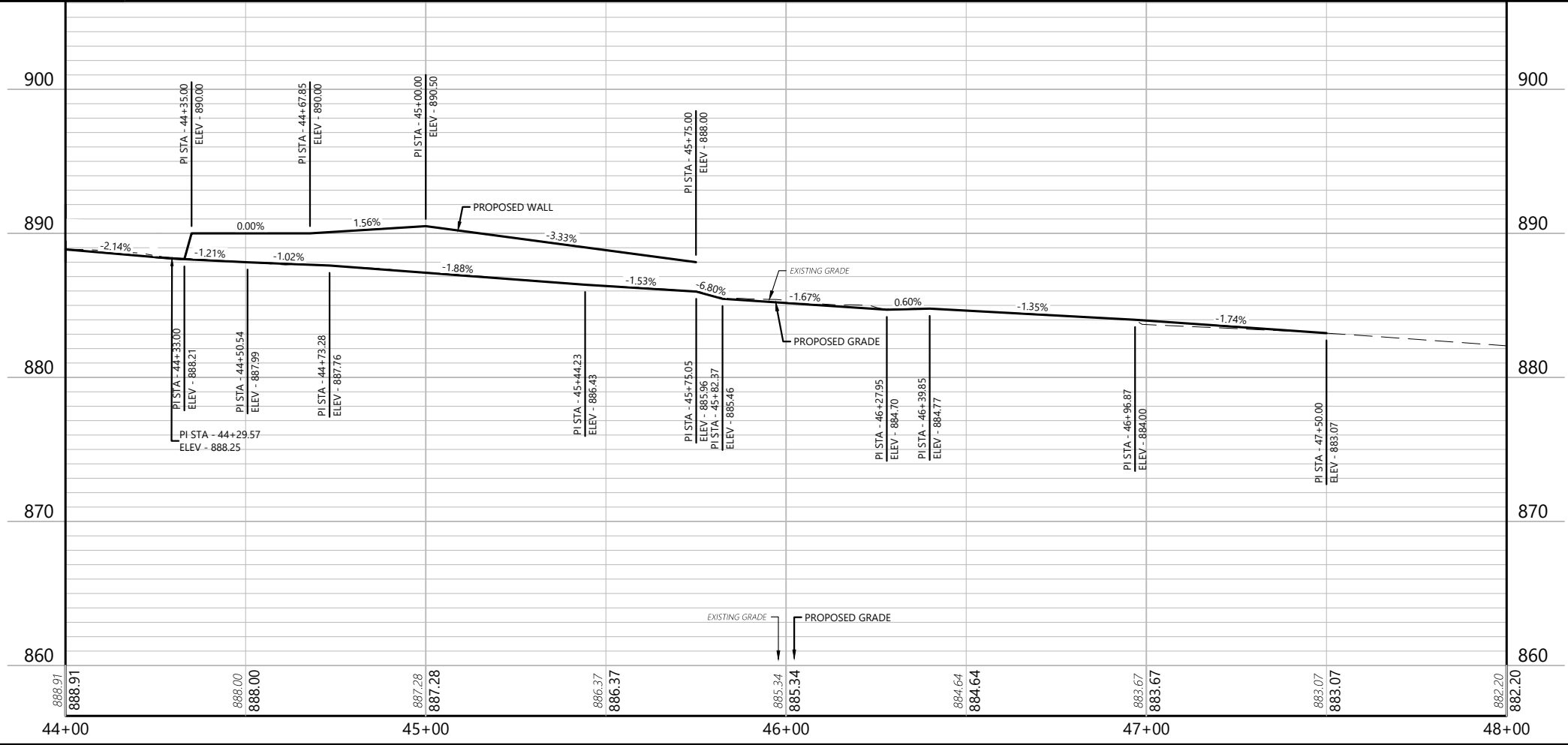
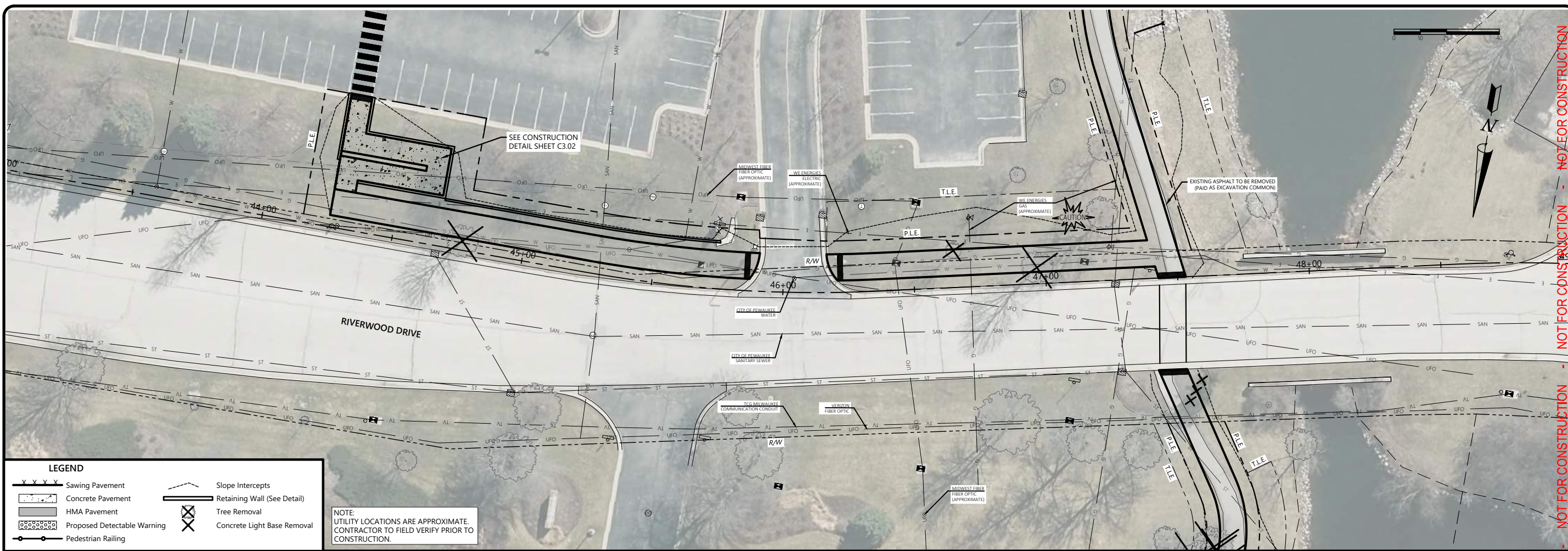
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<p>ISSUANCE</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 30%;">30% PLANS</td> <td style="width: 30%;">2025-08-26</td> <td style="width: 30%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>	30% PLANS	2025-08-26															<p>PLAN & PROFILE (ALT 3)</p>
30% PLANS	2025-08-26																
<p>PEWAUKEE ROAD (STH 164) MULTI-USE PATH CITY OF PEWAUKEE WAUKESHA COUNTY, WISCONSIN</p> <p>35489 - 06.05 - PLAN & PROFILE (ALT 3) - NORTH PATH.DWG</p>																	
<p>DESIGNED BY: JL</p> <p>DRAWN BY: LC</p> <p>CHECKED BY: -</p> <p>APPROVED BY: -</p> <p>PROJECT NO: 35489</p>	<p>SHEET NO.</p> <p style="font-size: 24pt; font-weight: bold; text-align: center;">C6.14</p>																

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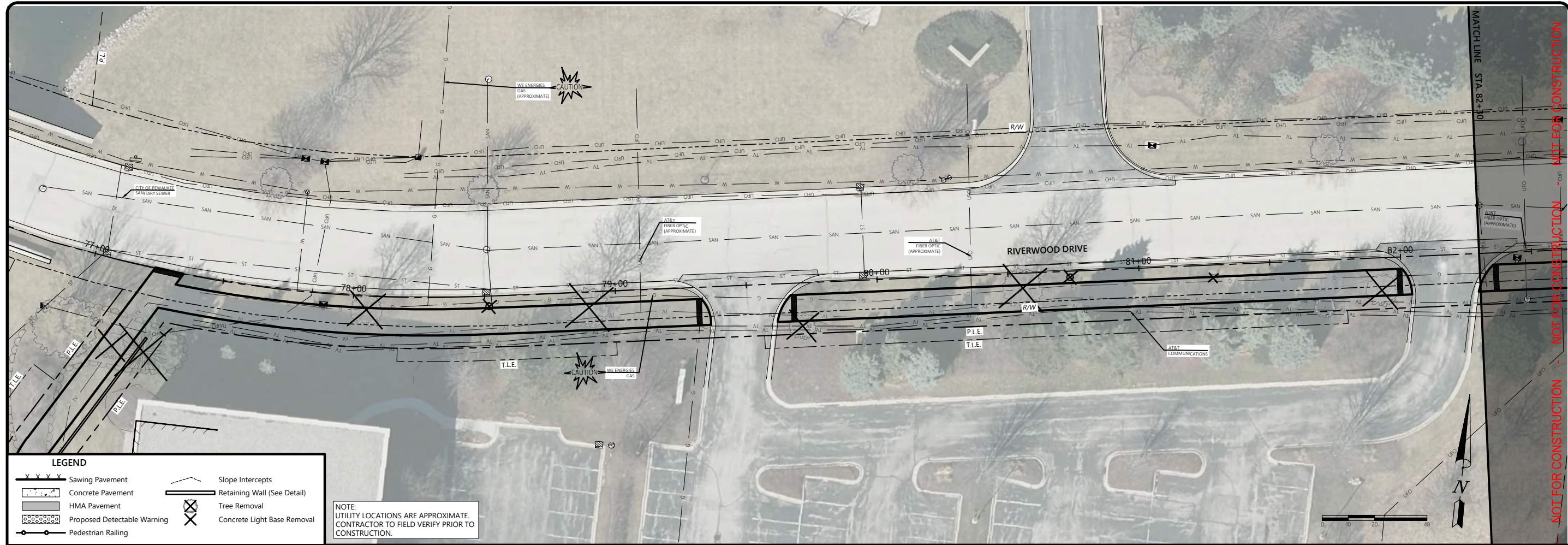
PLAN & PROFILE (ALT 3)

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

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PROJECT NO: 35489

SHEET NO.
C6.15

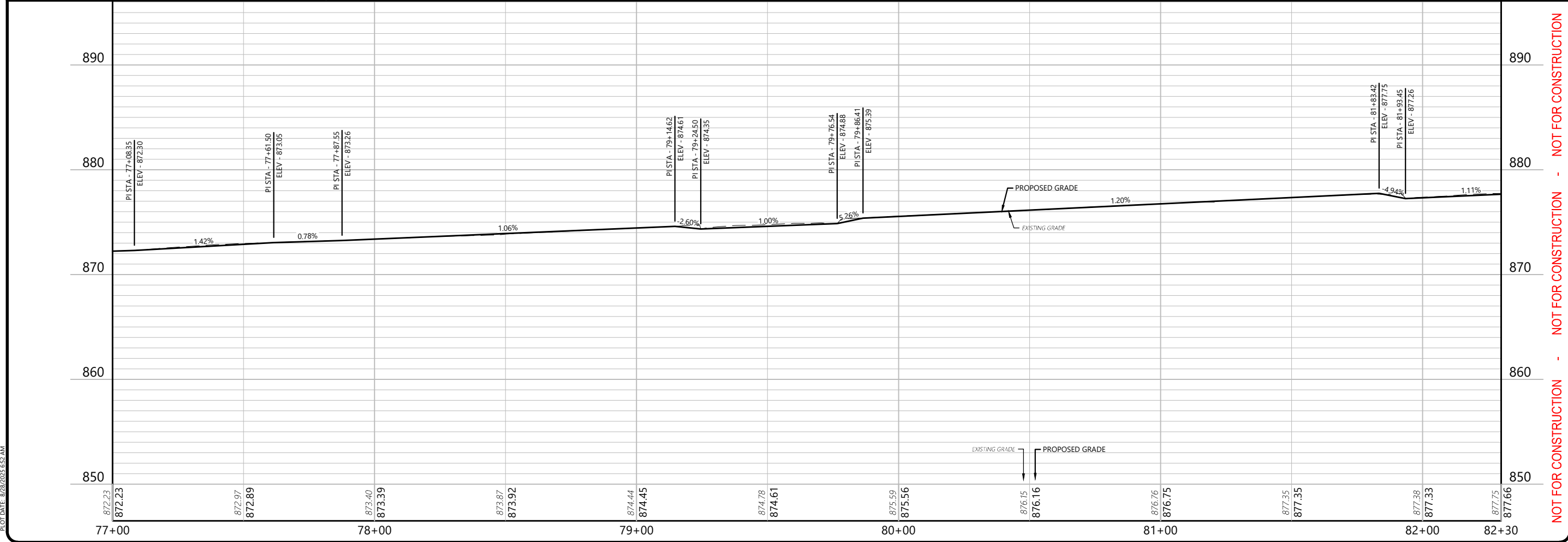
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LEGEND

	Sawing Pavement		Slope Intercepts
	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

NOTE:
UTILITY LOCATIONS ARE APPROXIMATE.
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PROJECT NO: 35489

PLAN & PROFILE (ALT 3)

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

35489 - C6.07 - PLAN & PROFILE (ALT 3)-RIVERWOOD.DWG

ISSUANCE

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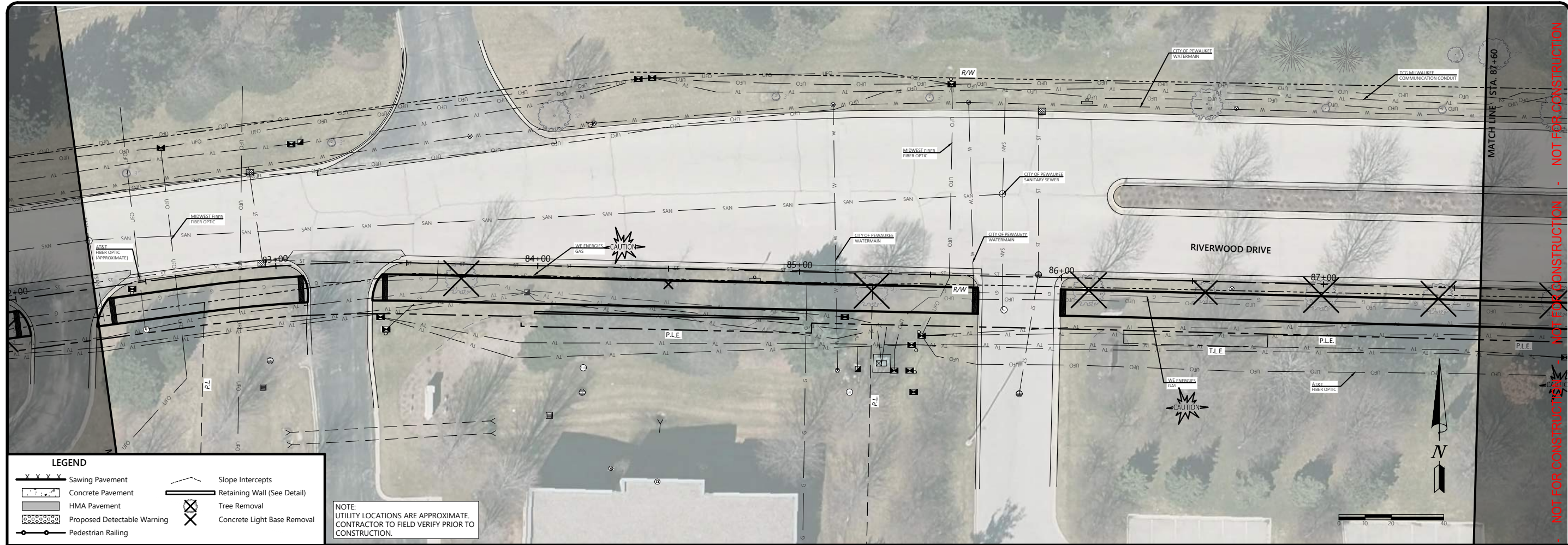
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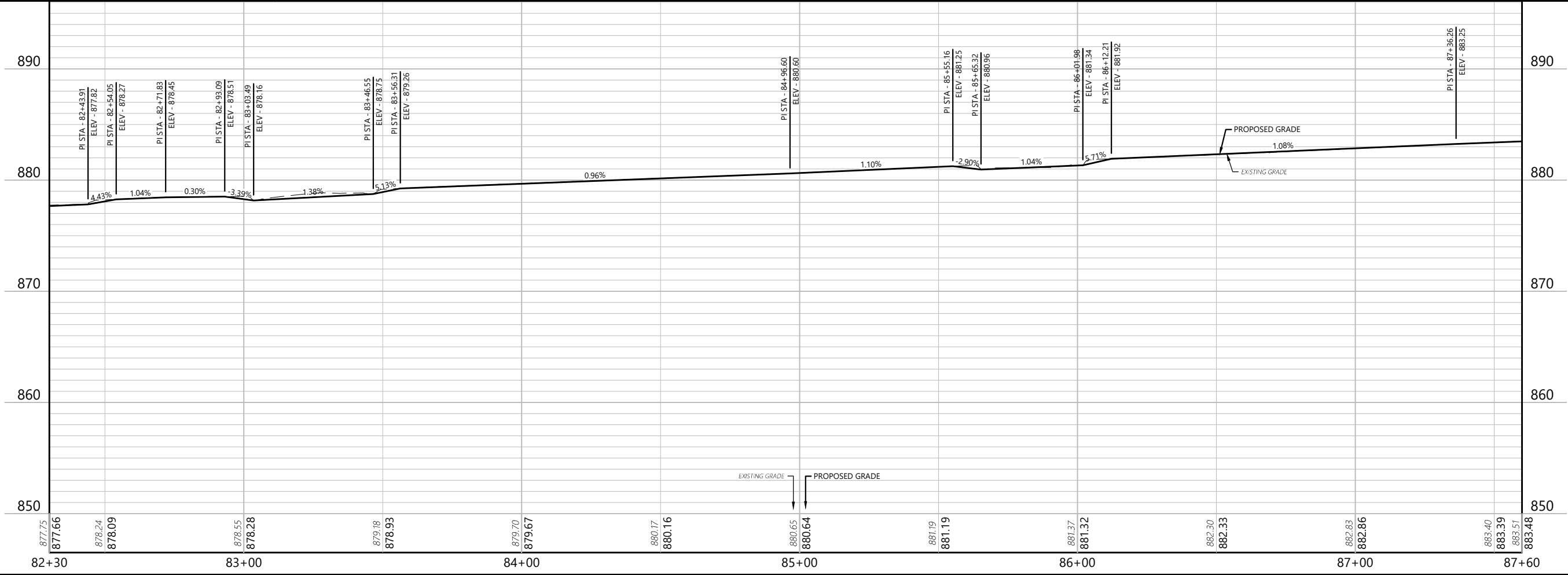
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LEGEND

	Sawing Pavement		Slope Intercepts
	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

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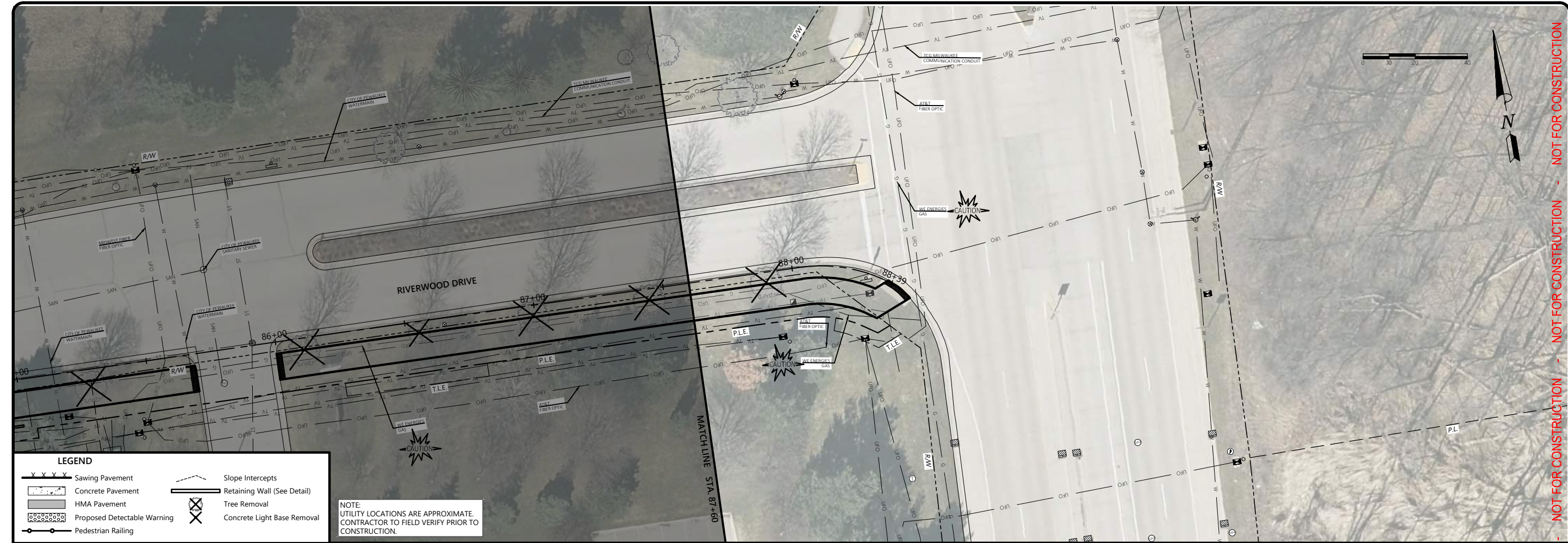
30% PLANS	2025-08-26

PLAN & PROFILE (ALT 3)

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

35489 - C6.07 - PLAN & PROFILE (ALT 3)-RIVERWOOD.DWG
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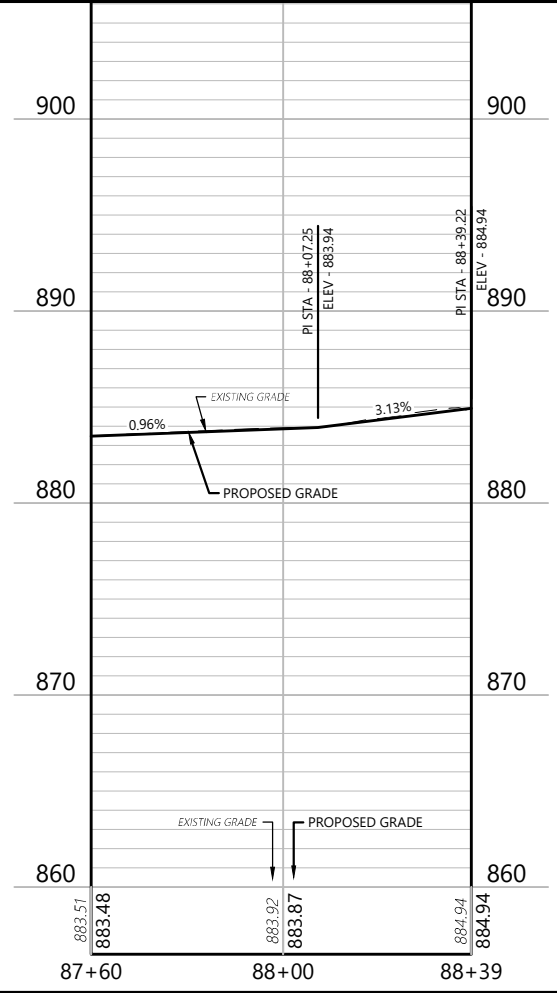
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PROJECT NO: 35489			
SHEET NO.			
C6.17			



LEGEND

	Sawing Pavement		Slope Intercepts
	Concrete Pavement		Retaining Wall (See Detail)
	HMA Pavement		Tree Removal
	Proposed Detectable Warning		Concrete Light Base Removal
	Pedestrian Railing		

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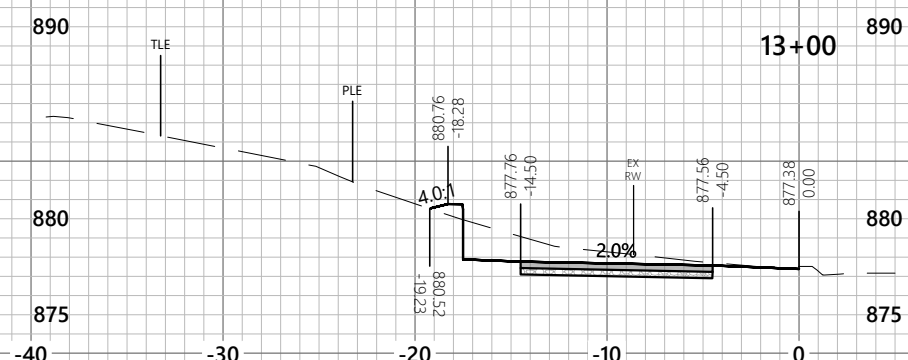
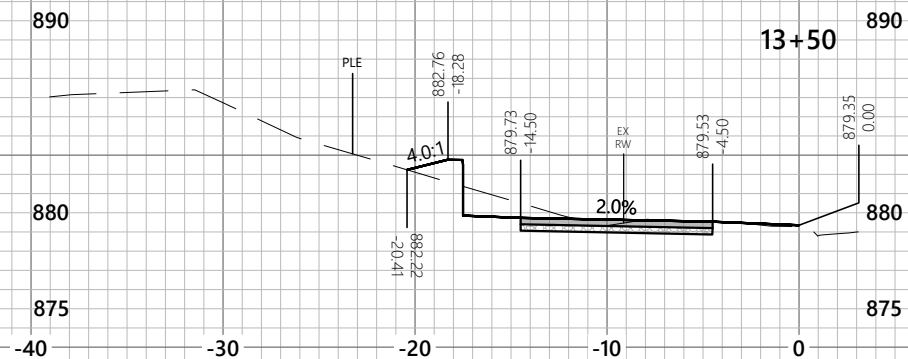
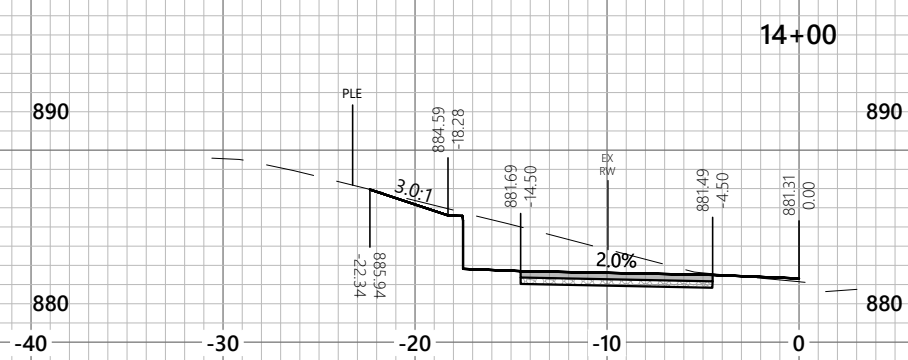
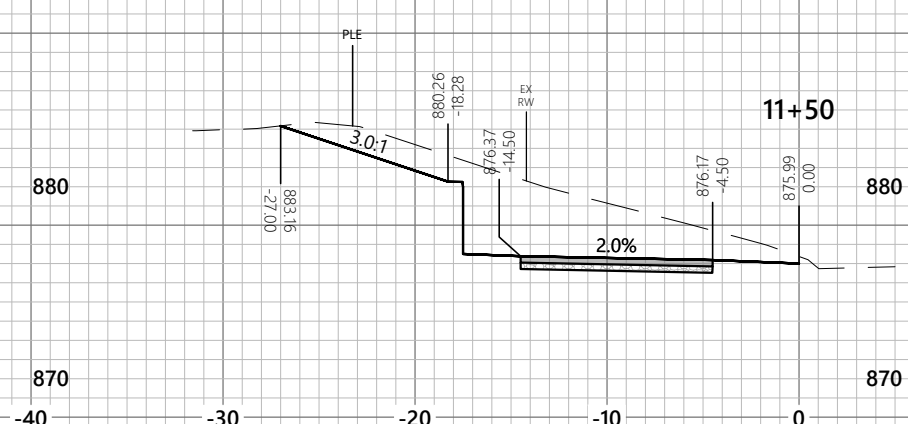
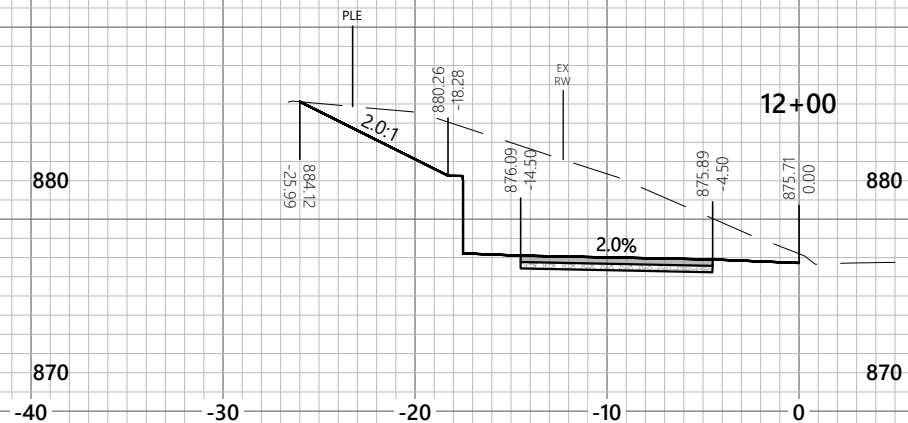
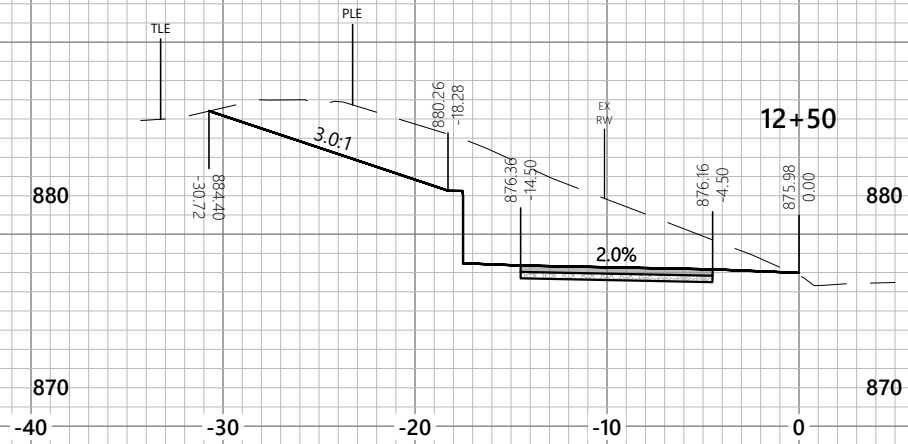


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2857 Barreille Drive Beloit, WI 53511 (608) 365-4464	19 N. High Street Janesville, WI 53121 (608) 743-9350	1040 N. Wisconsin St. Elkhorn, WI 53121 (262) 379-2250
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Vertical: 1" = 10'

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DRAWN BY:	LC
CHECKED BY:	
APPROVED BY:	
PROJECT NO.:	35489

SHEET NO.
C7.01

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - PEWAUKEE RD)

ISSUANCE	2025-08-26
30% PLANS	

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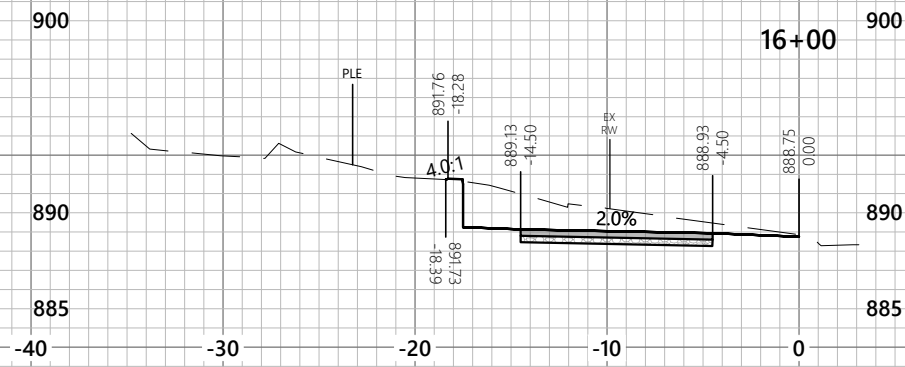
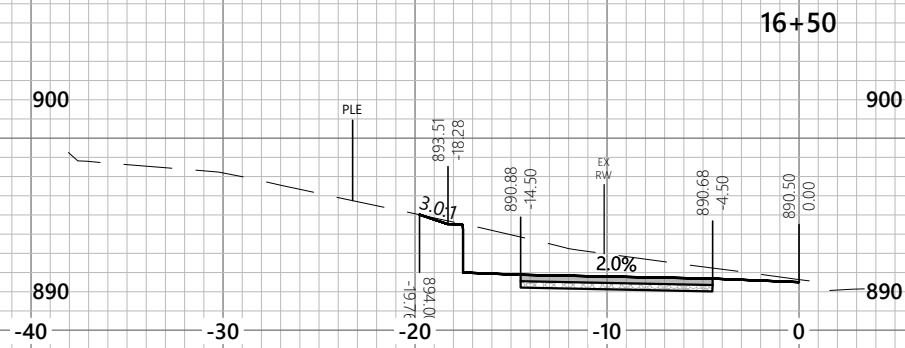
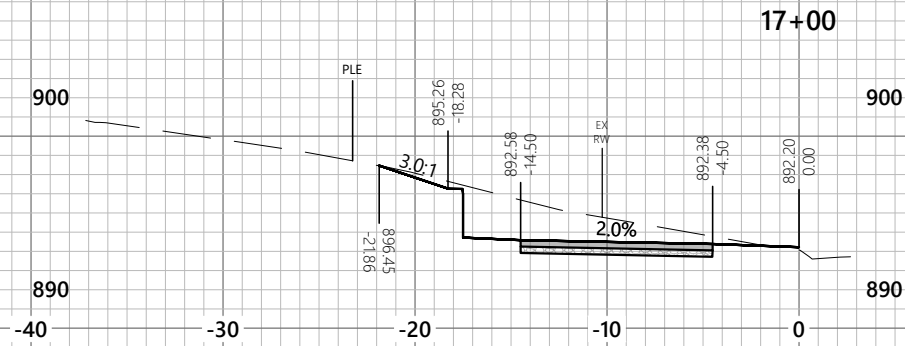
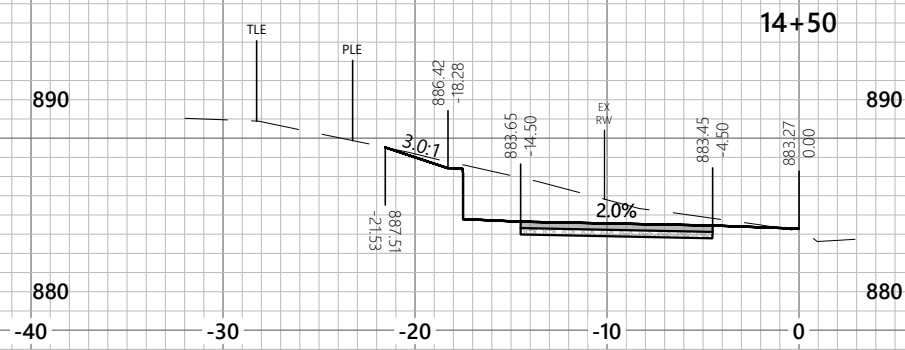
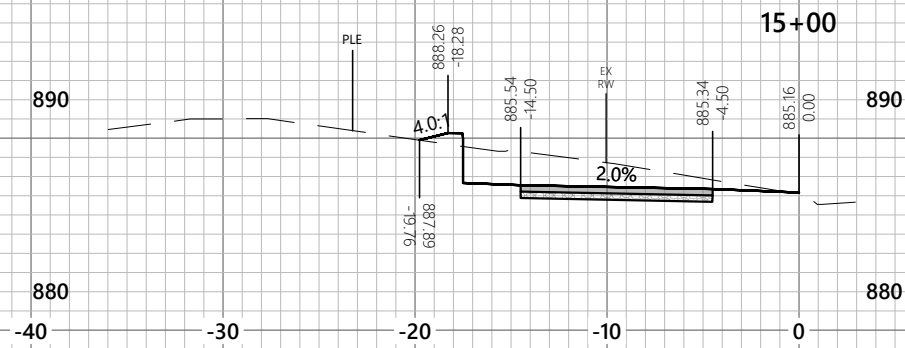
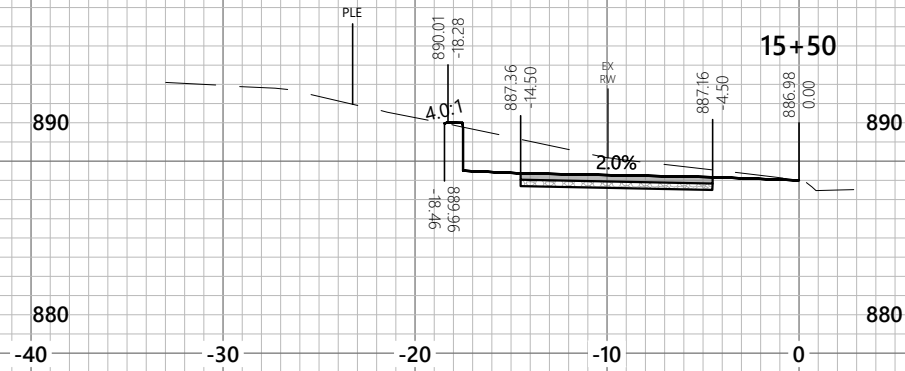
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 Vertical: 1" = 10'

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APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.02

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - PEWAUKEE RD)

ISSUANCE	2025-08-26
30% PLANS	-
-	-
-	-
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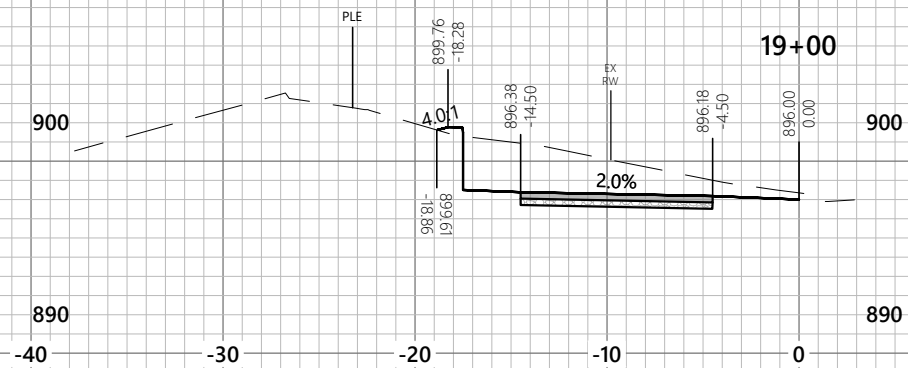
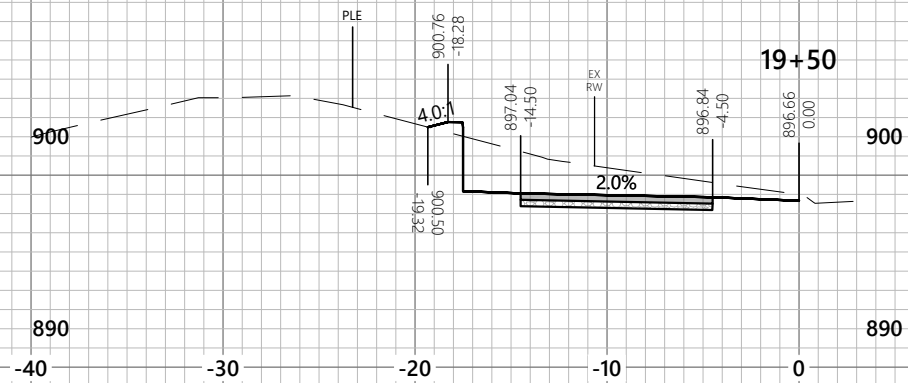
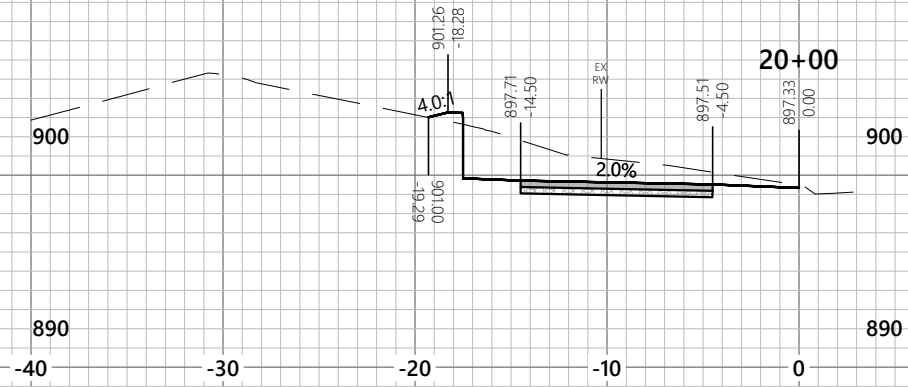
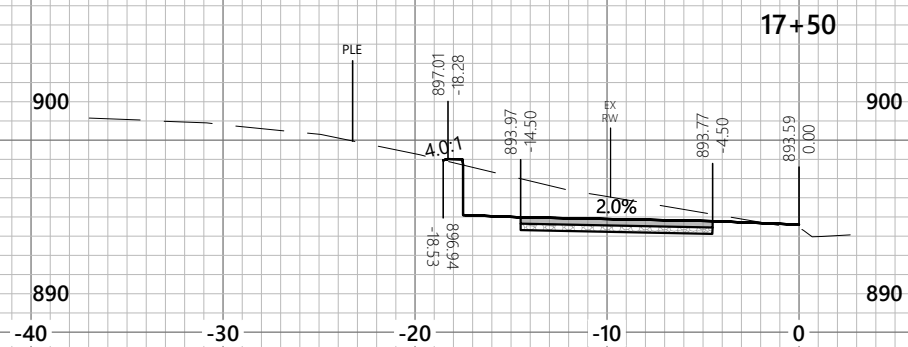
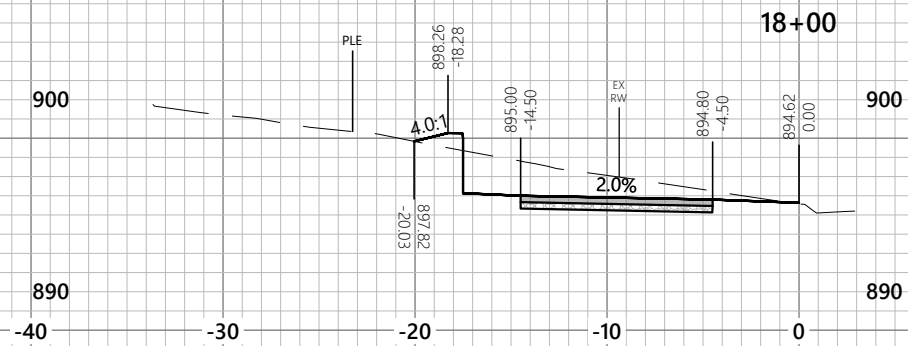
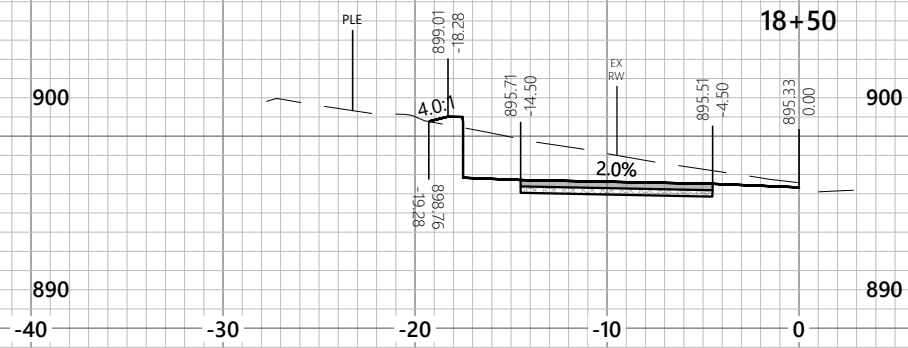
2857 Barreils Drive
 Beloit, WI 53511
 (608) 365-4464

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 (608) 743-9350

1040 N. Wisconsin St.
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SCALES
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 Vertical: 1" = 10'

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DESIGNED BY:	JL
DRAWN BY:	LC
CHECKED BY:	
APPROVED BY:	
PROJECT NO.:	35489

SHEET NO.
C7.03

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - PEWAUKEE RD)

ISSUANCE	2025-08-26
30% PLANS	

2857 Barrells Drive
 Beloit, WI 53511
 (608) 365-4464

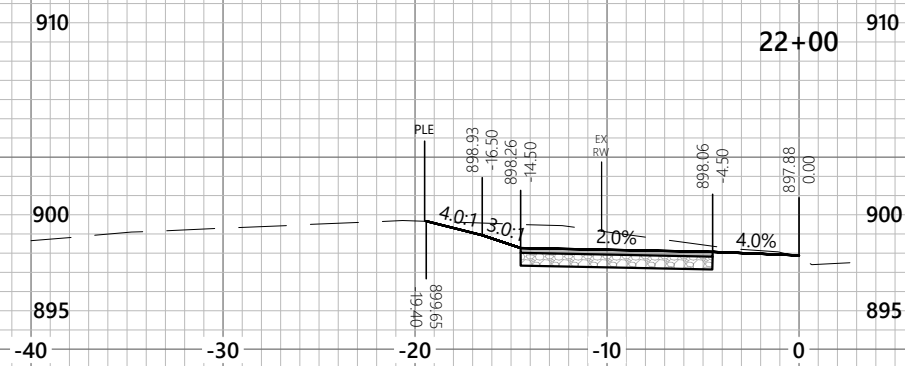
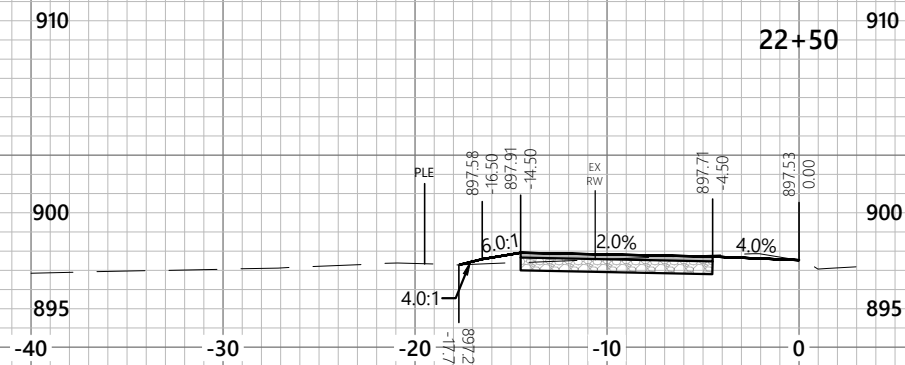
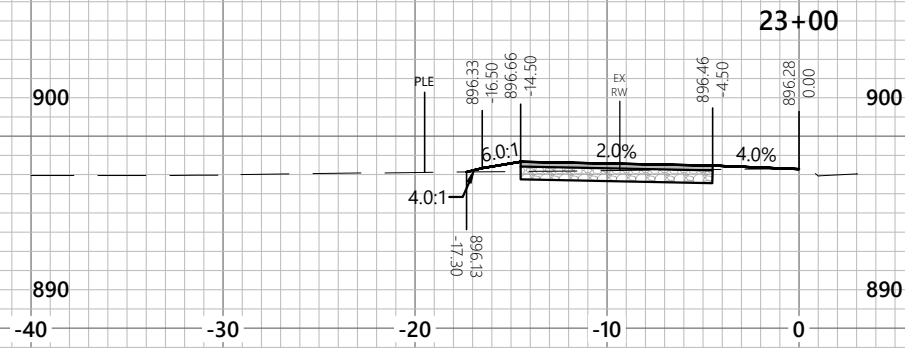
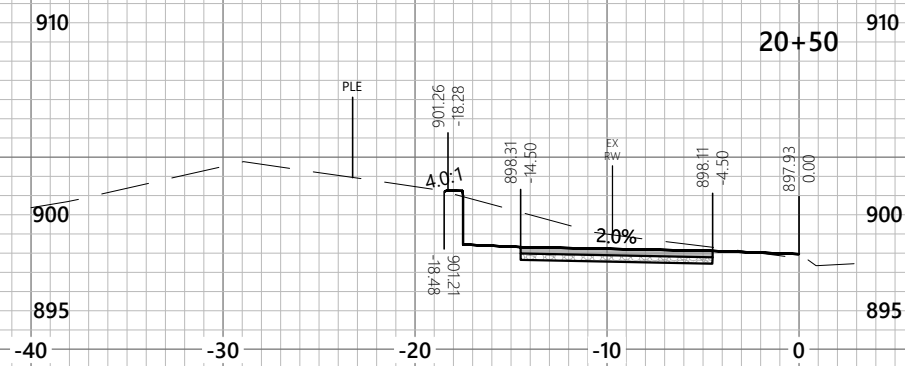
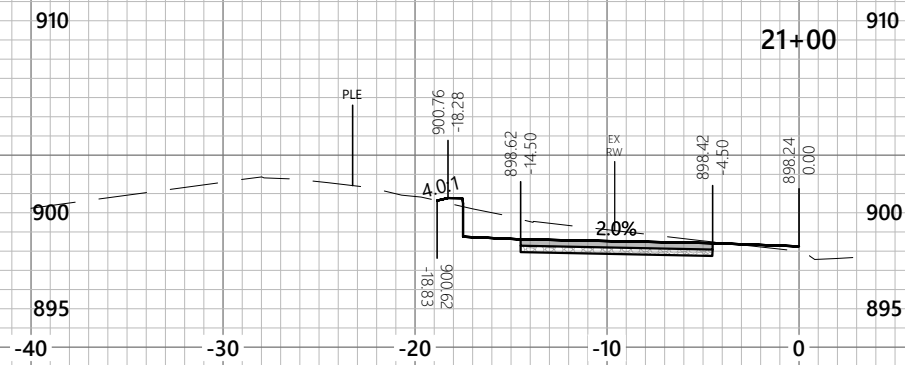
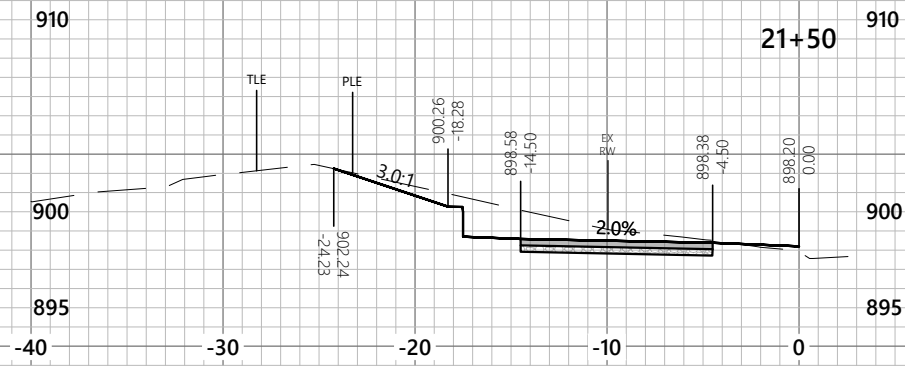
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Vertical: 1" = 10'

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APPROVED BY:	
PROJECT NO.:	35489

SHEET NO.
C7.04

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - PEWAUKEE RD)

ISSUANCE	2025-08-26
30% PLANS	

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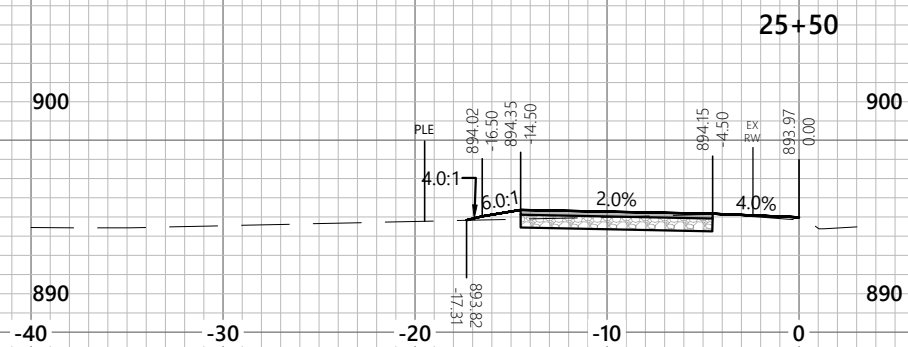
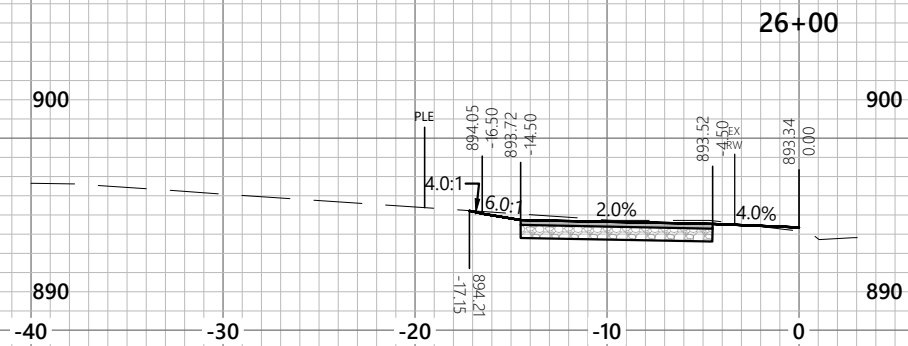
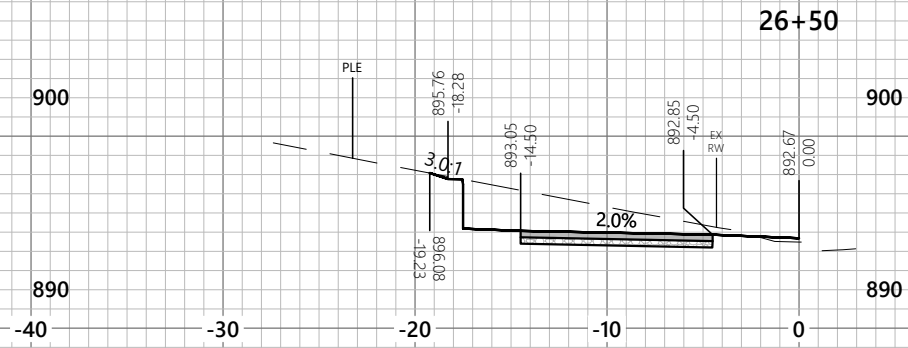
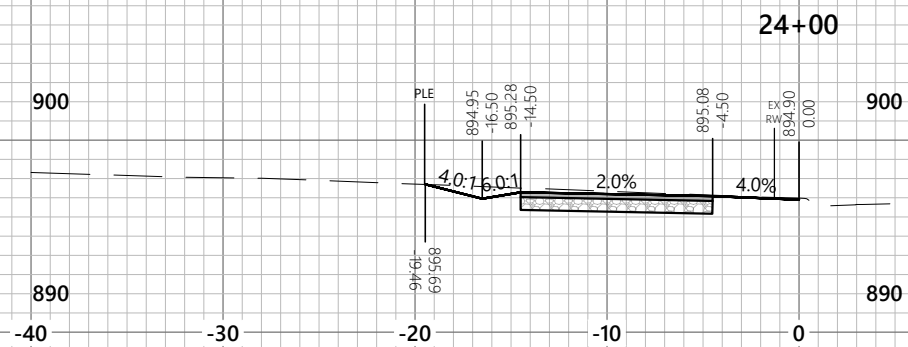
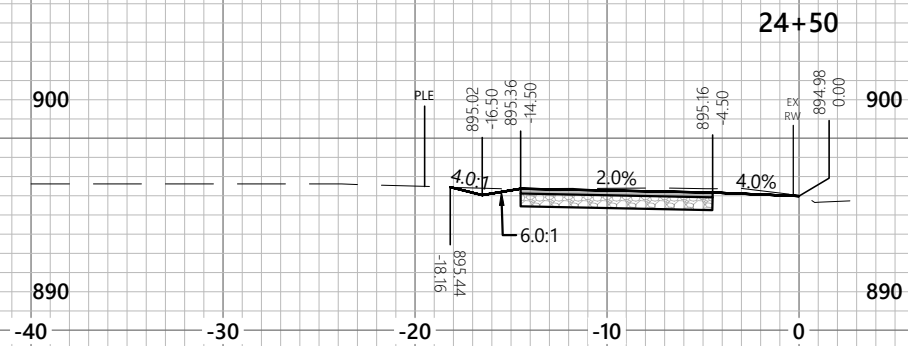
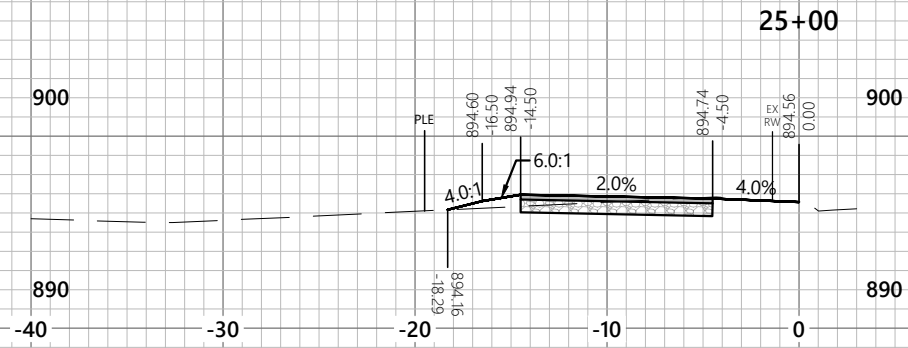
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APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.05

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - PEWAUKEE RD)

ISSUANCE	2025-08-26
30% PLANS	-
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-	-

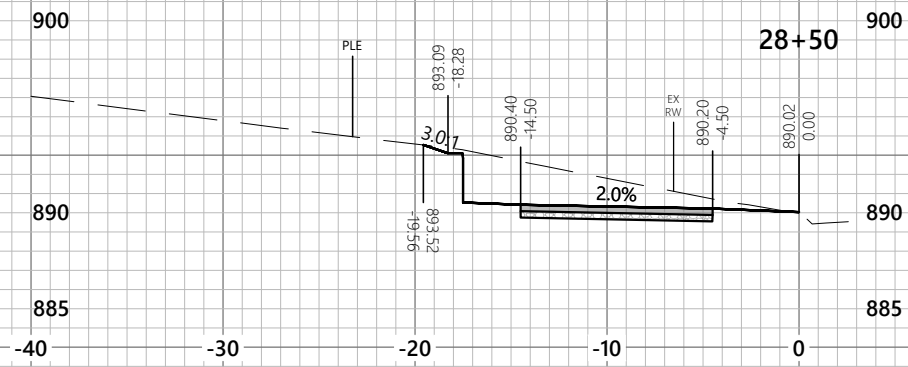
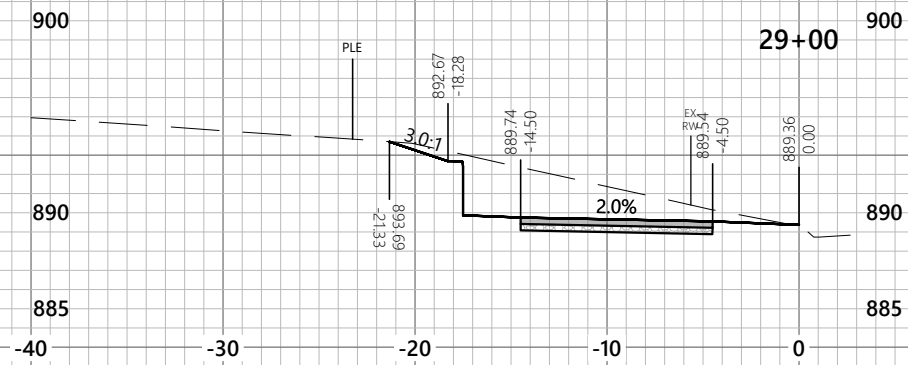
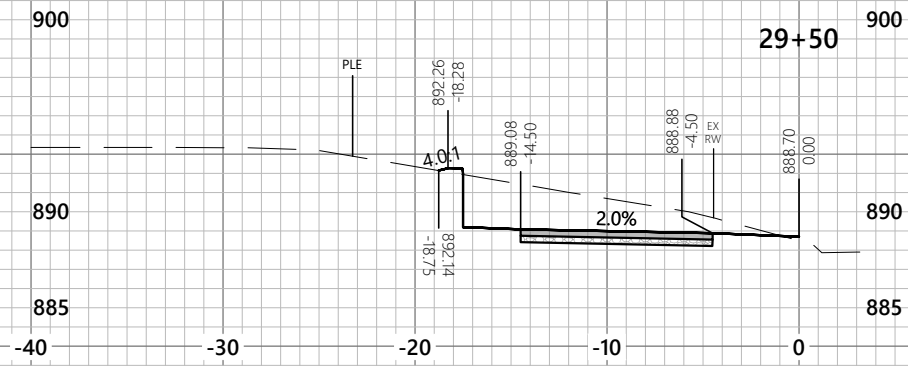
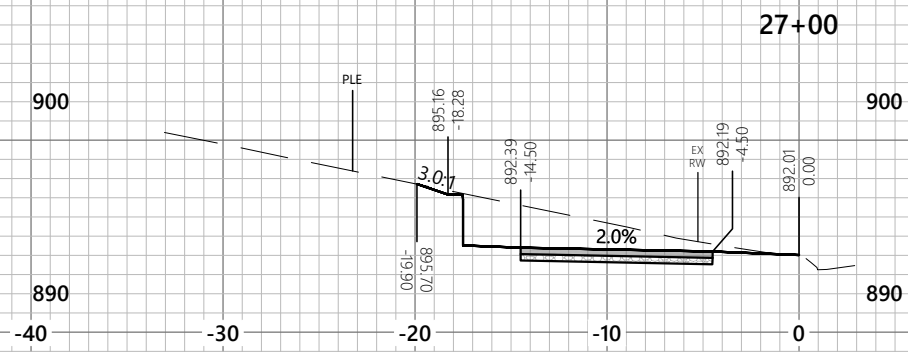
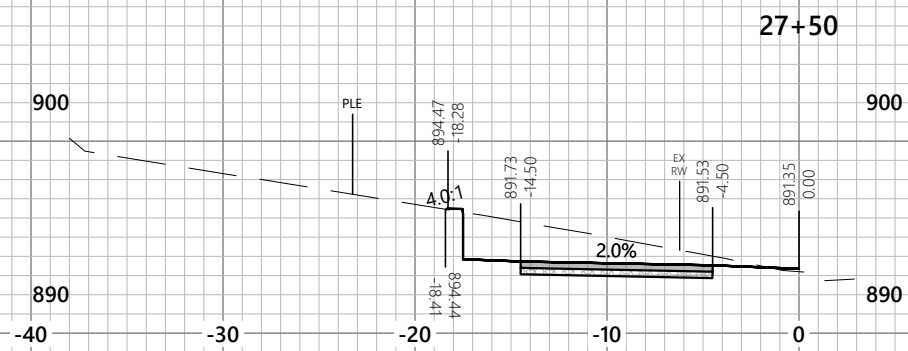
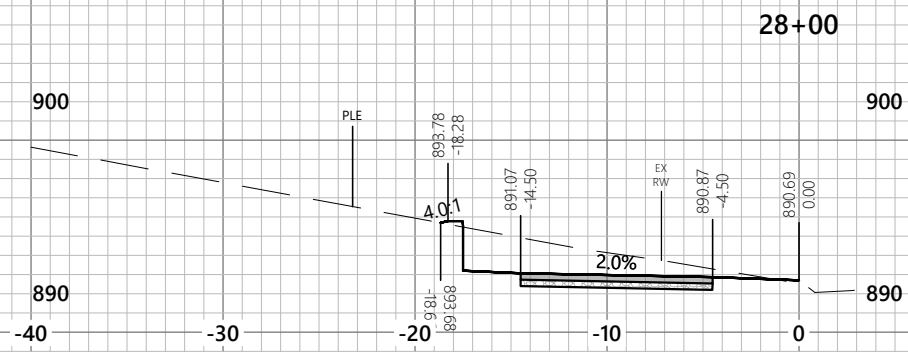
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Vertical: 1" = 10'

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APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.06

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - PEWAUKEE RD)

ISSUANCE	2025-08-26
30% PLANS	-
-	-
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-	-

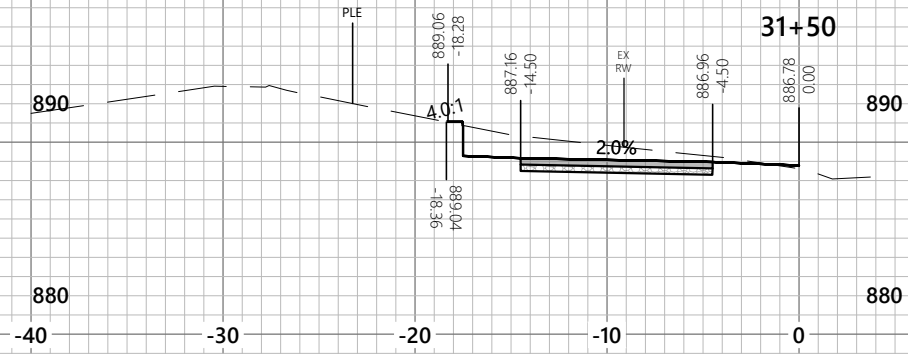
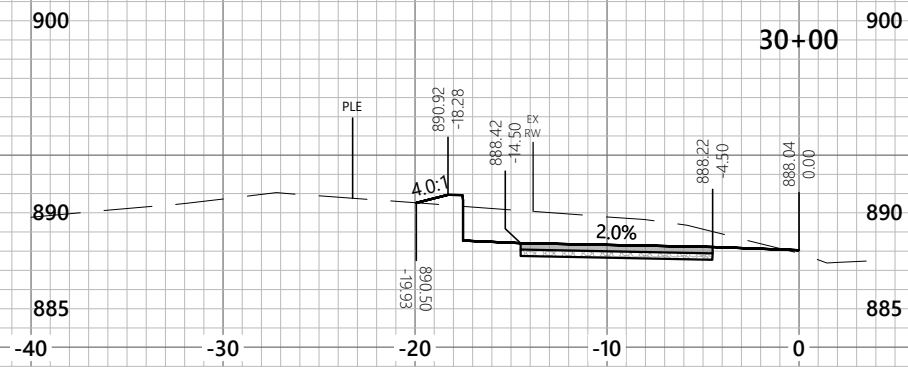
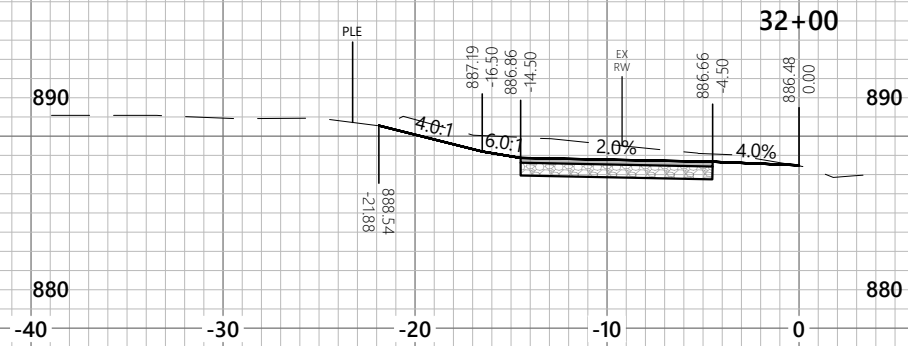
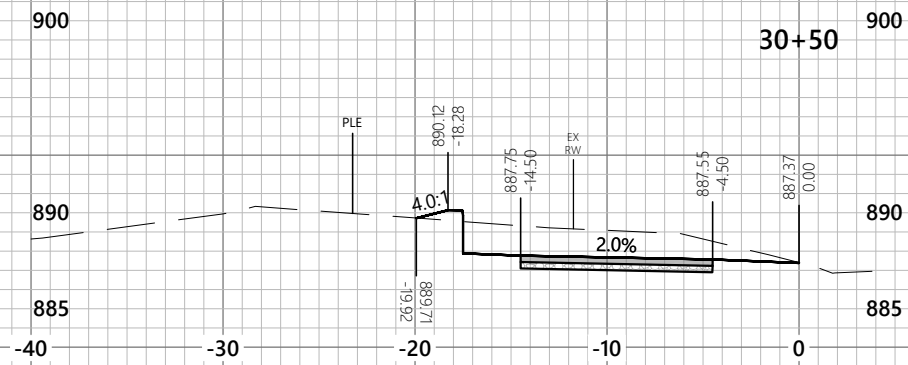
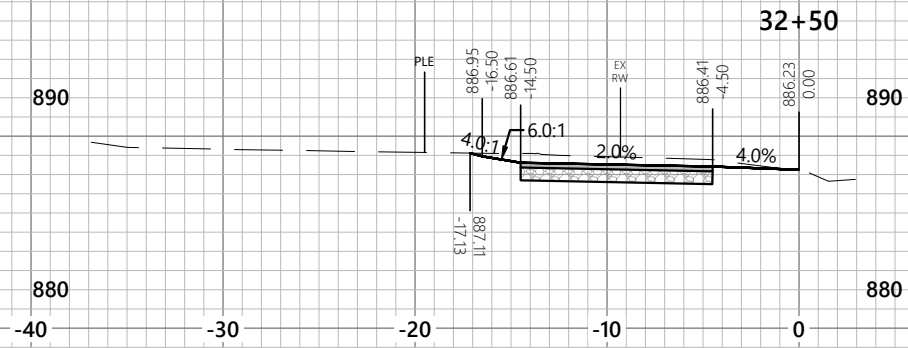
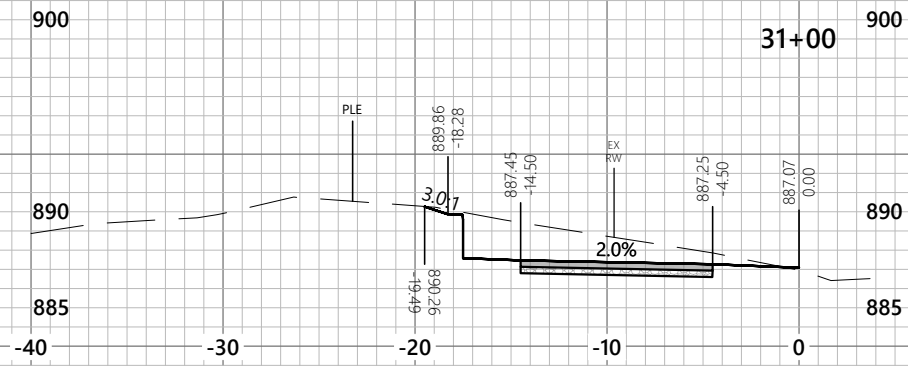
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APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.07

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - PEWAUKEE RD)

ISSUANCE	2025-08-26
30% PLANS	-
-	-
-	-
-	-

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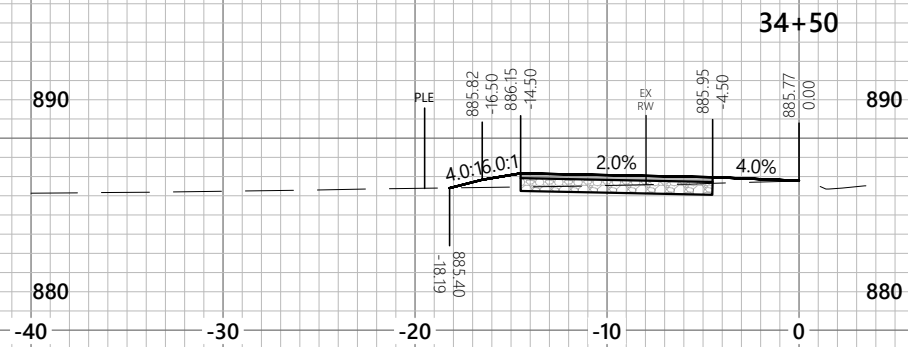
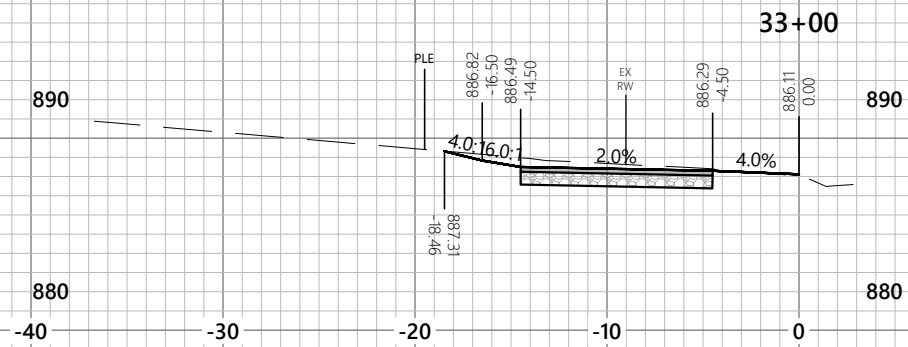
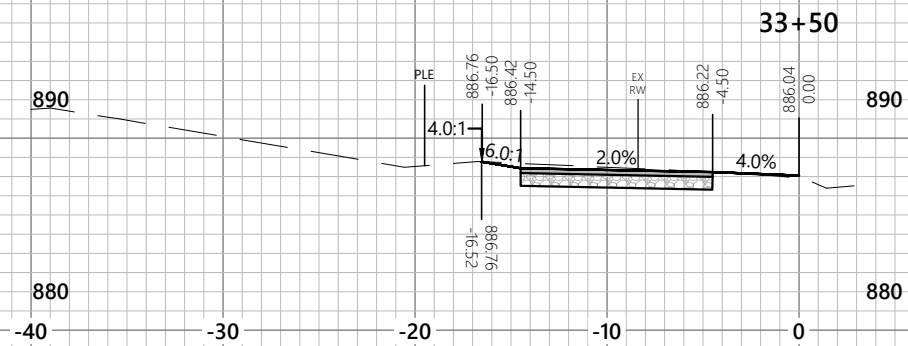
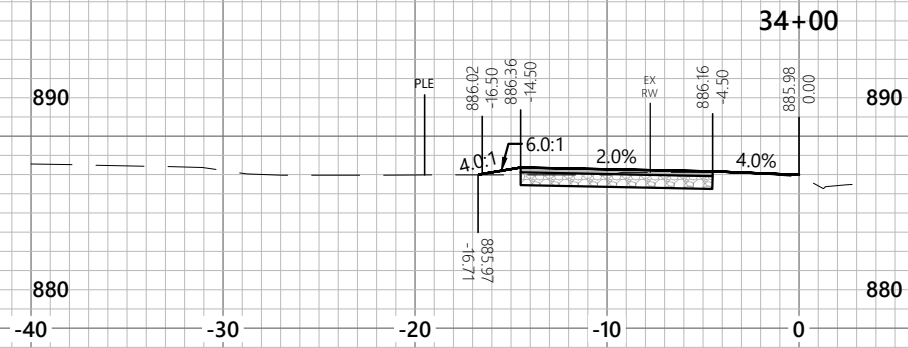
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DRAWN BY:	LC
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APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.08

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - PEWAUKEE RD)

ISSUANCE	DATE
30% PLANS	2025-08-26

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Beloit, WI 53511
(608) 365-4464

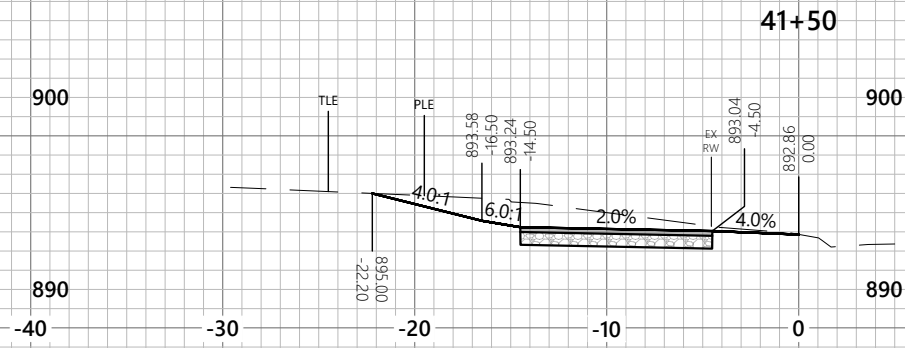
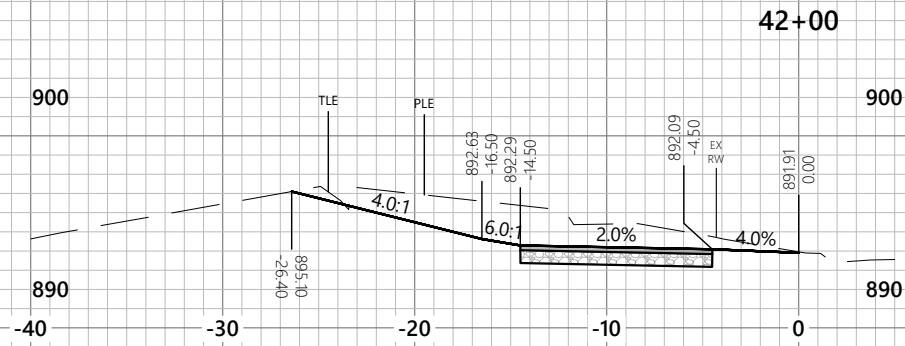
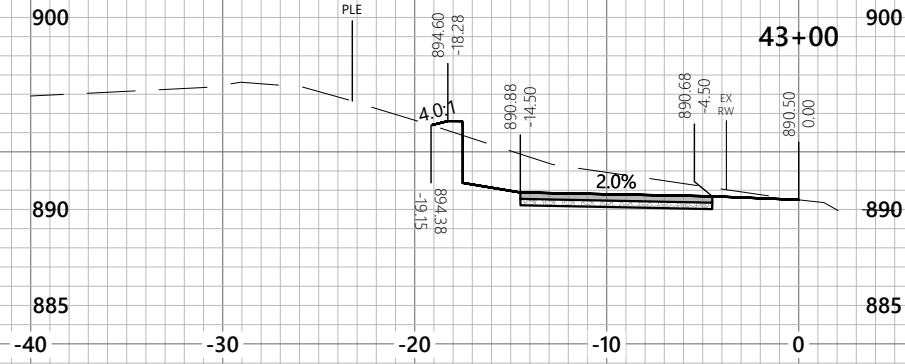
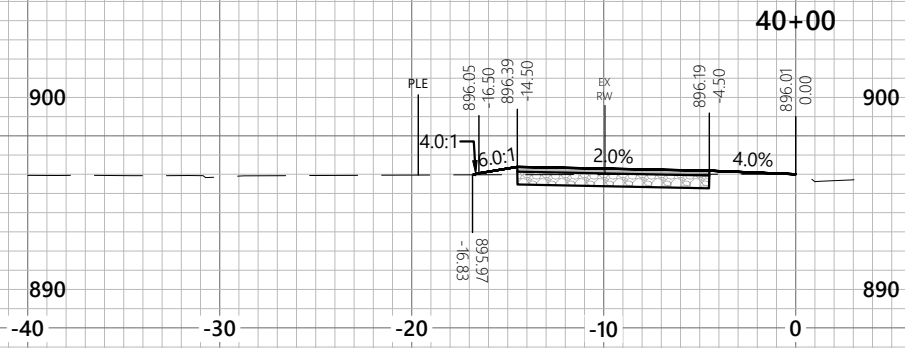
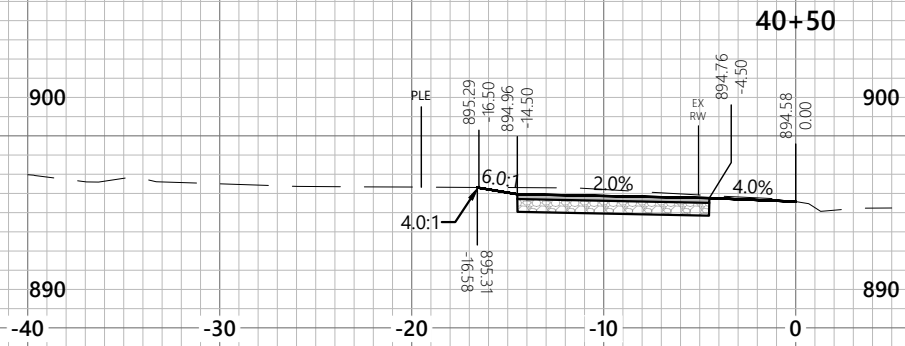
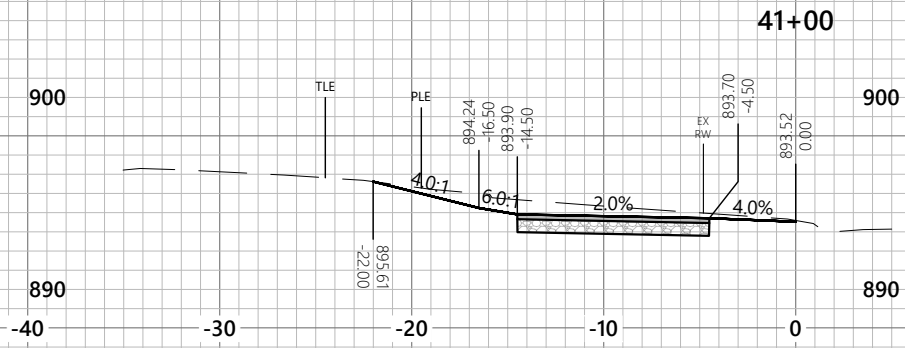
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Vertical: 1" = 10'

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DESIGNED BY:	JL
DRAWN BY:	LC
CHECKED BY:	
APPROVED BY:	
PROJECT NO.:	35489

SHEET NO.
C7.09

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - RIVERWOOD DR)

ISSUANCE	2025-08-26
30% PLANS	

2857 Barreils Drive
Beloit, WI 53511
(608) 365-4464

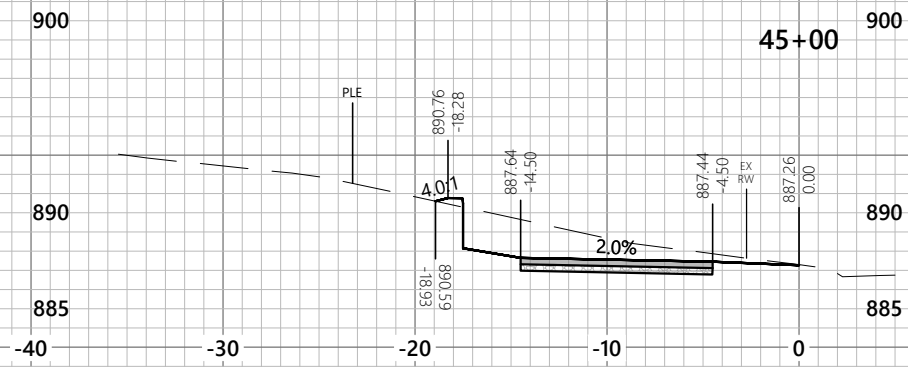
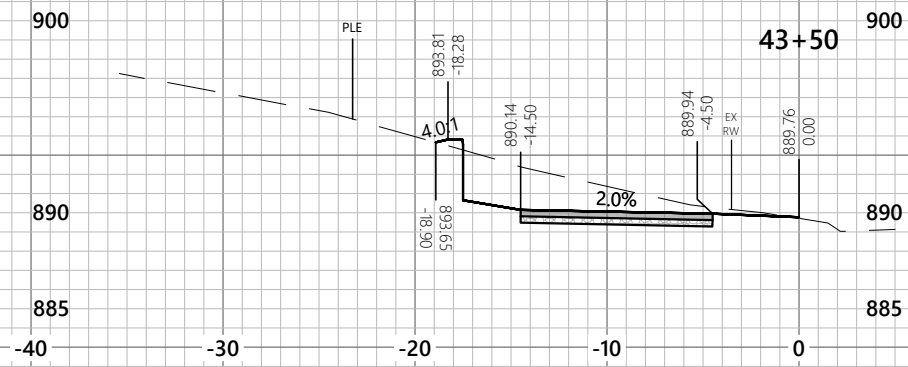
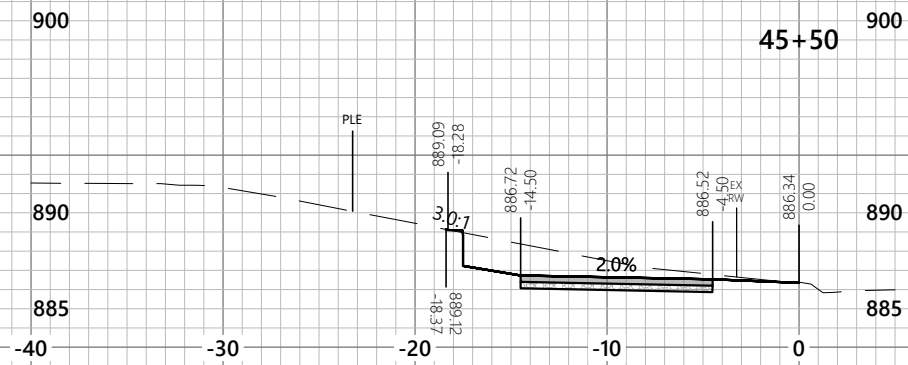
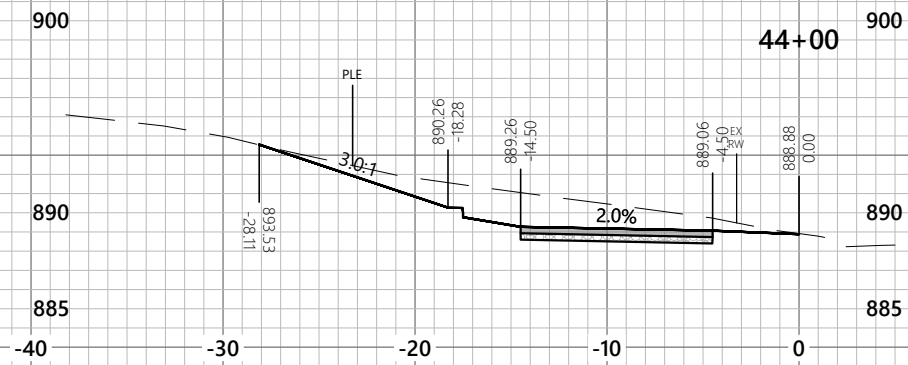
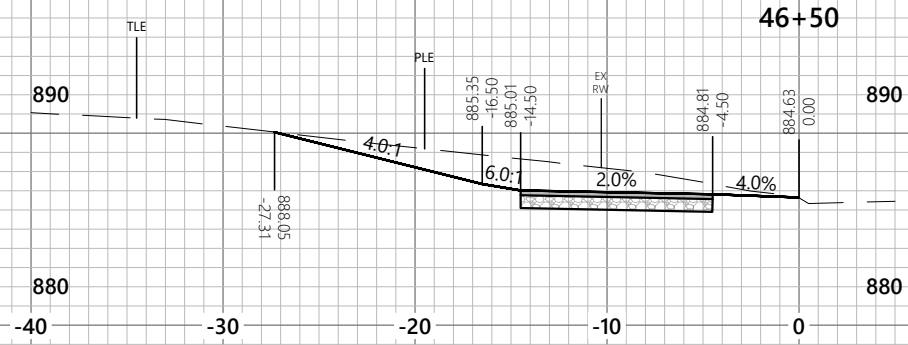
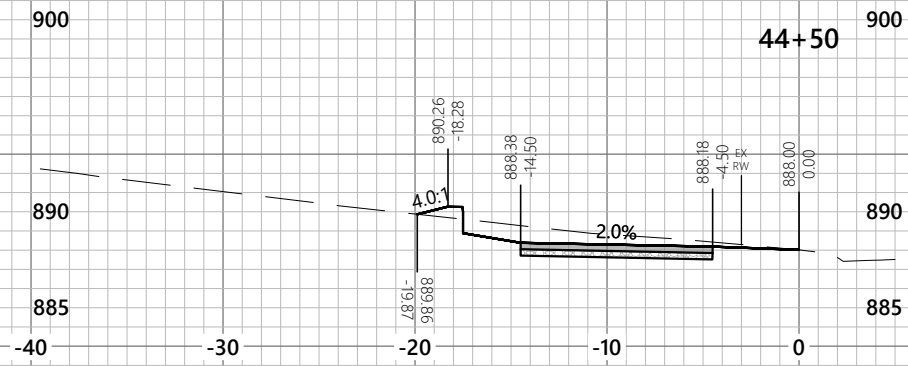
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APPROVED BY:	
PROJECT NO.:	35489

SHEET NO.
C7.10

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - RIVERWOOD DR)

ISSUANCE	DATE	DESCRIPTION
30% PLANS	2025-08-26	

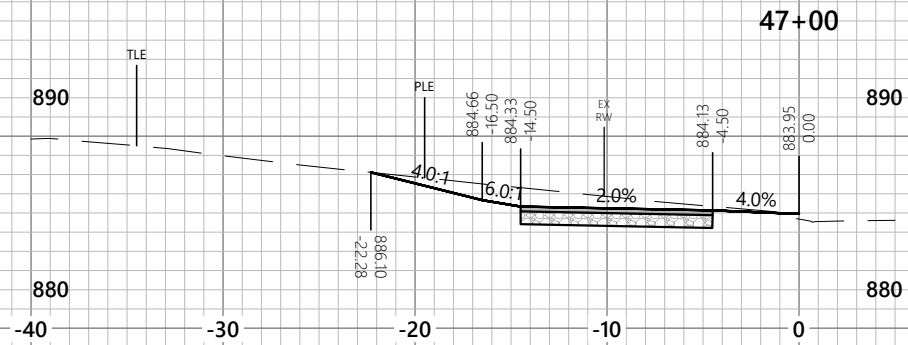
2857 Bareils Drive
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19 N. High Street
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SCALES
 Horizontal: 1" = 10'
 Vertical: 1" = 10'

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CHECKED BY:	-
APPROVED BY:	-
PROJECT NO.:	35489

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 1 - RIVERWOOD DR)

ISSUANCE	2025-08-26
30% PLANS	-
-	-
-	-
-	-

2857 Barrells Drive
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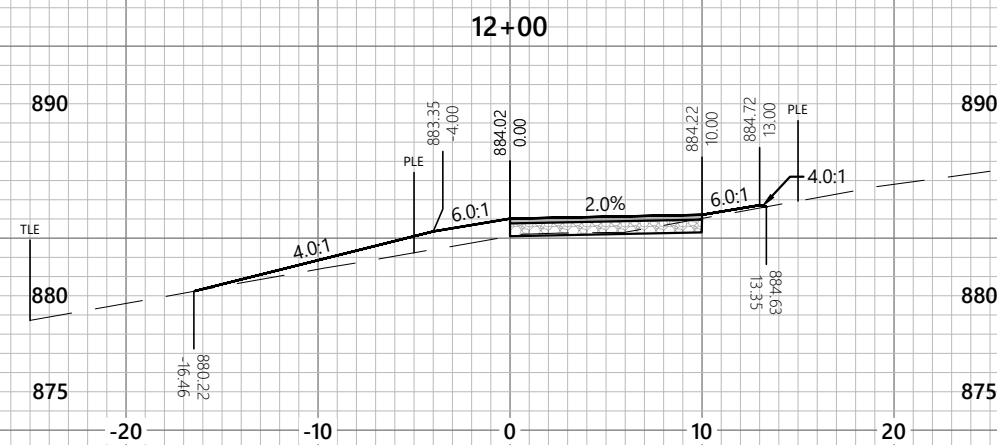
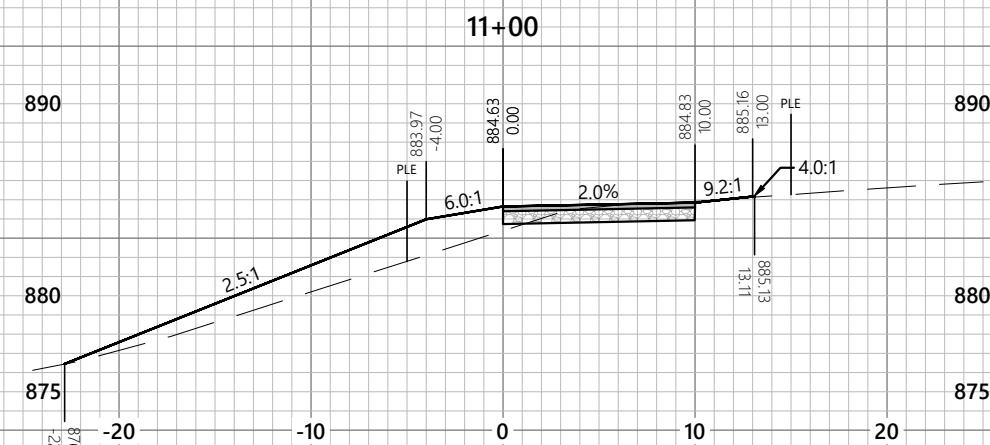
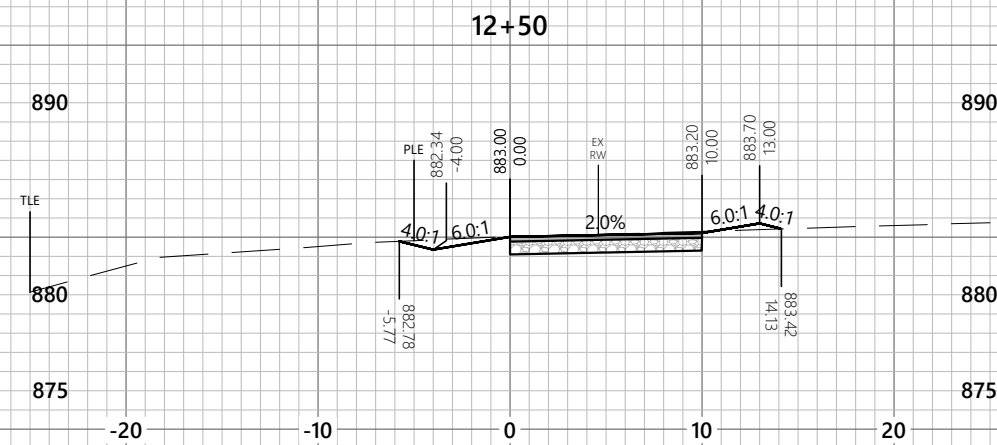
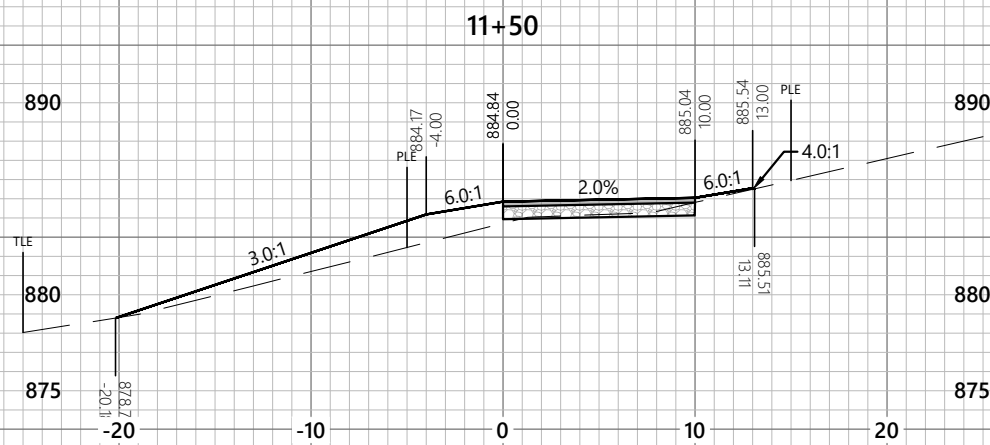
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APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.12

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN
35489 - C7.01 - CROSS SECTIONS (ALT 1).DWG

CROSS SECTIONS (ALT 1 - SOUTH PATH)

ISSUANCE	2025-08-26
30% PLANS	-
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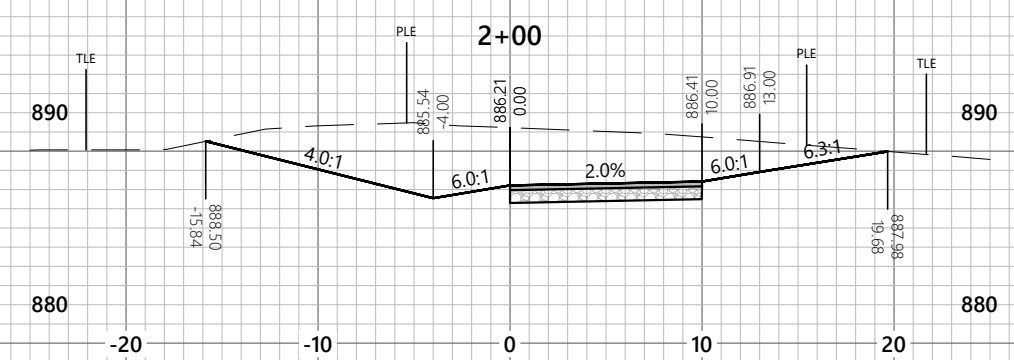
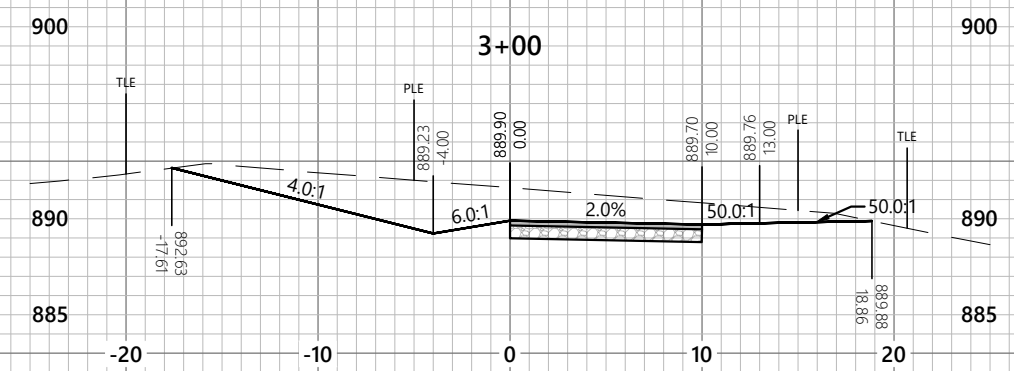
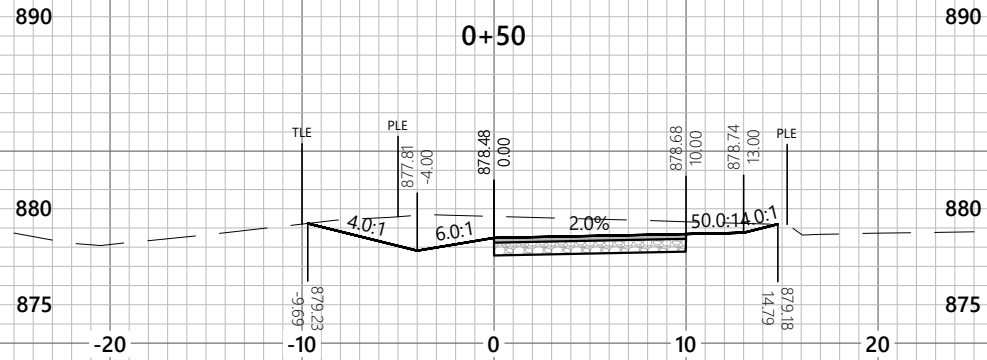
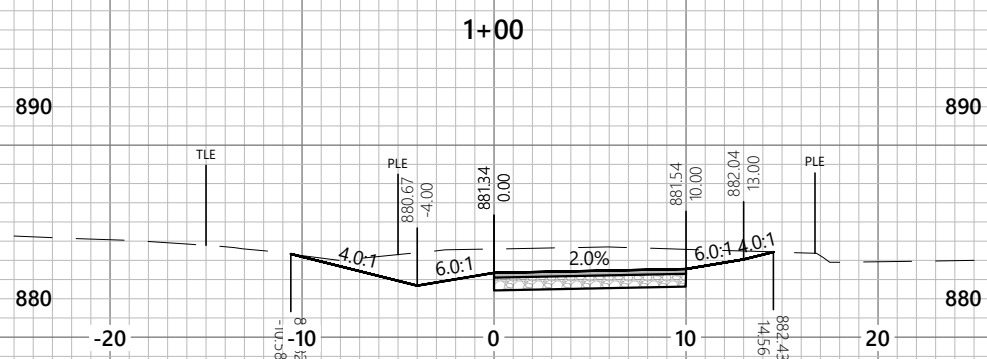
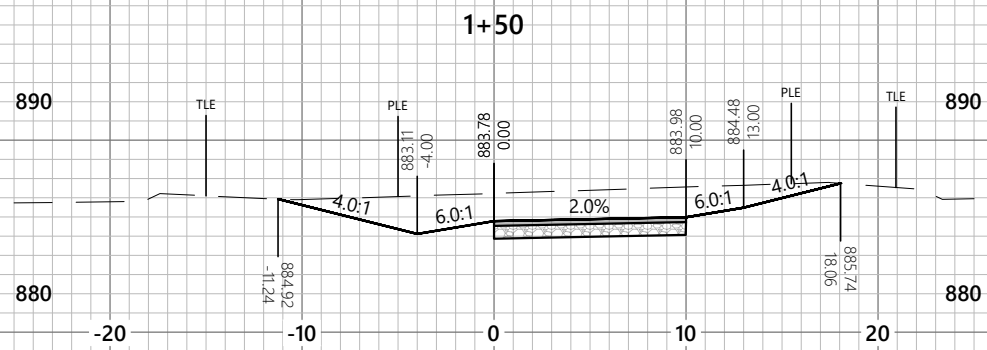
2857 Barrells Drive
Beloit, WI 53511
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Vertical: 1" = 10'

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APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.13

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN
35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - SOUTH PATH)

ISSUANCE	2025-08-26
30% PLANS	-
-	-
-	-
-	-

2857 Barellis Drive
Beloit, WI 53511
(608) 365-4464

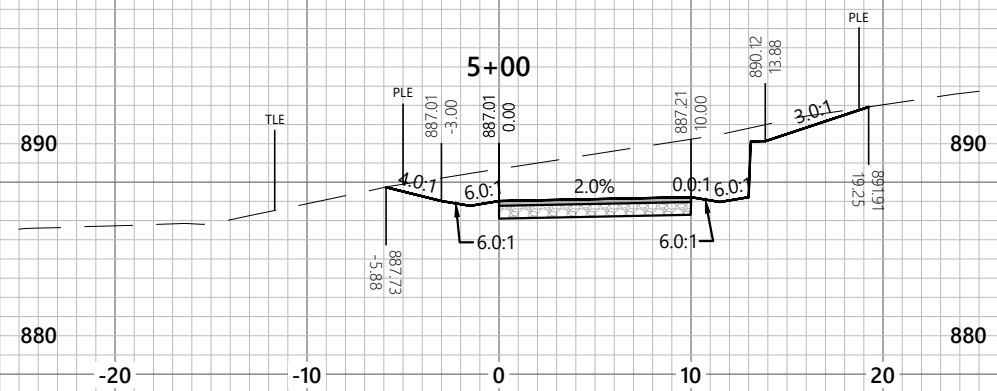
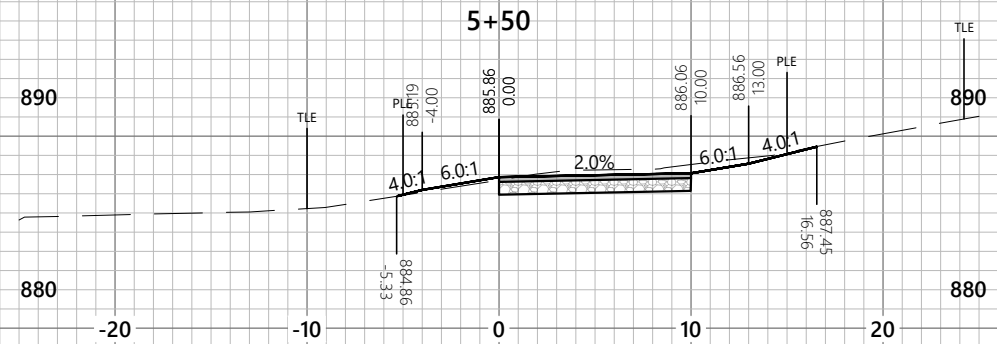
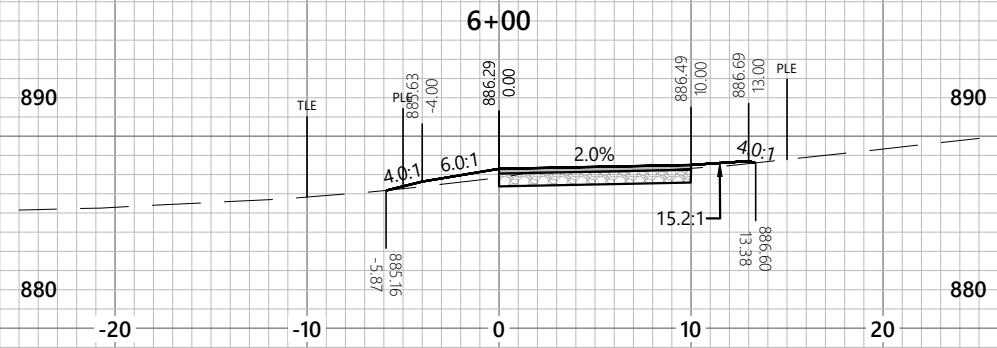
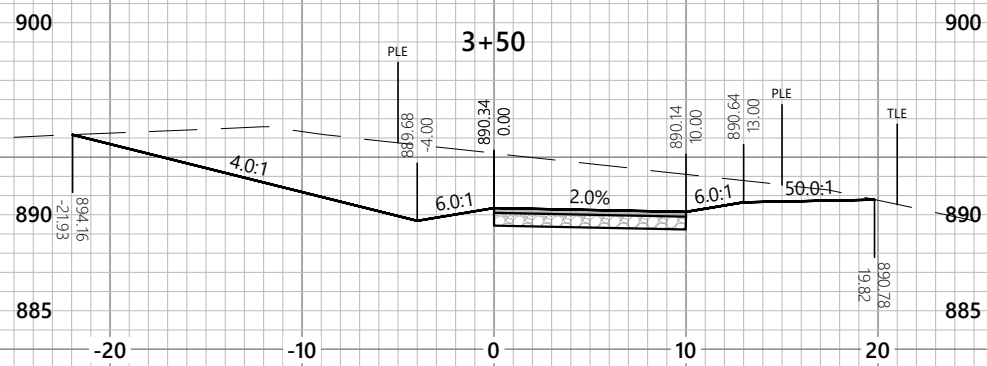
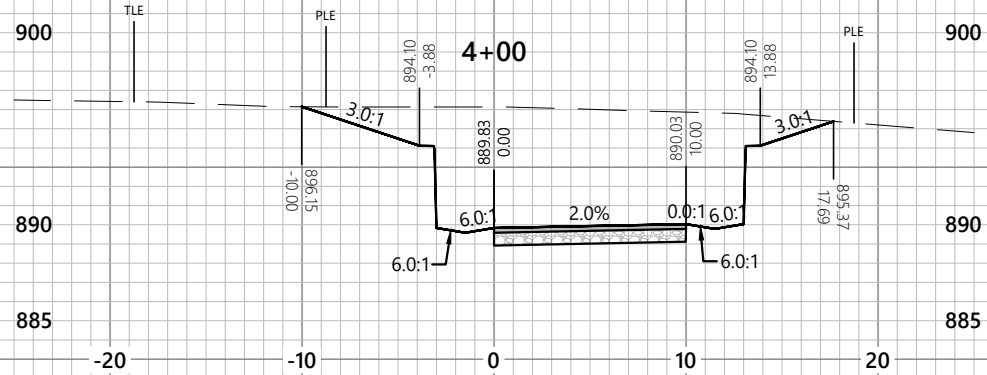
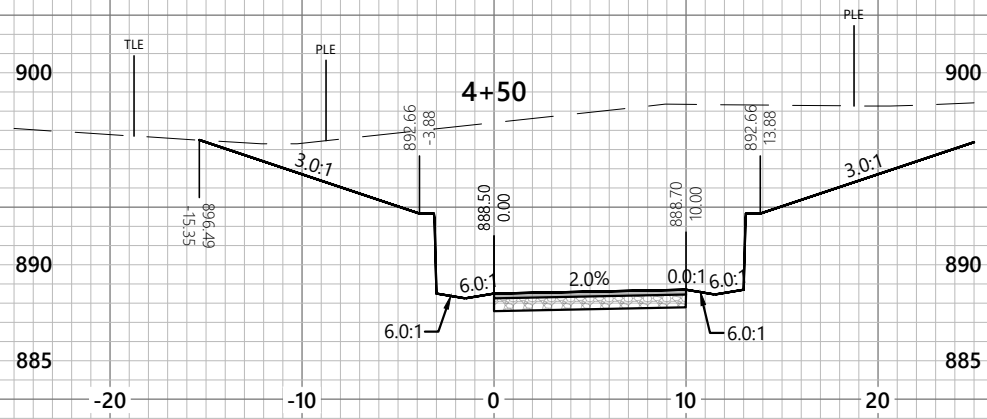
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SCALES
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Vertical: 1" = 10'

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DRAWN BY:	LC
CHECKED BY:	-
APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.14

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN
35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - SOUTH PATH)

ISSUANCE	2025-08-26
30% PLANS	-
-	-
-	-
-	-

2857 Barreils Drive
Beloit, WI 53511
(608) 365-4464

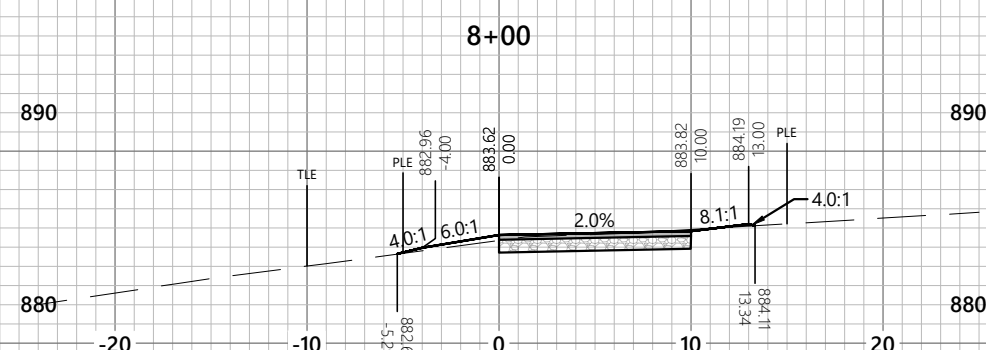
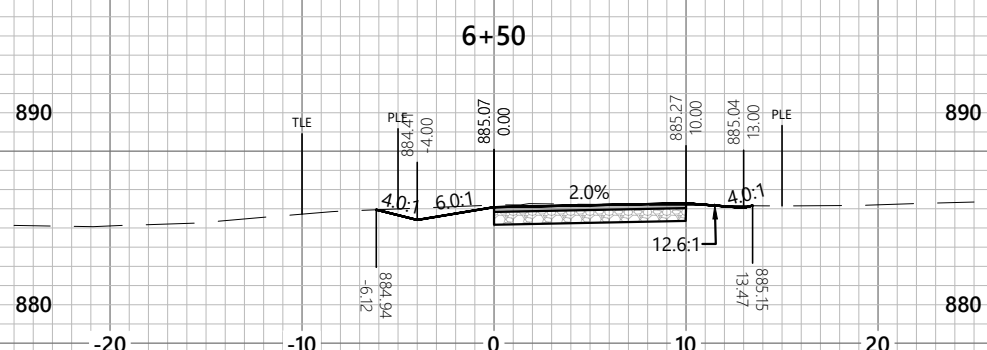
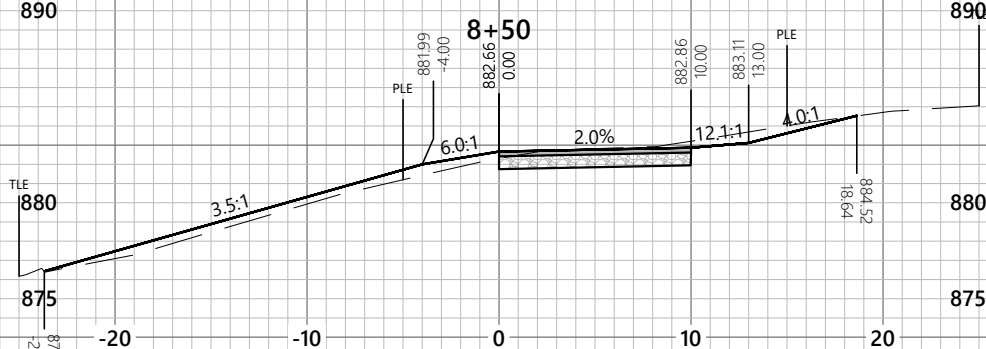
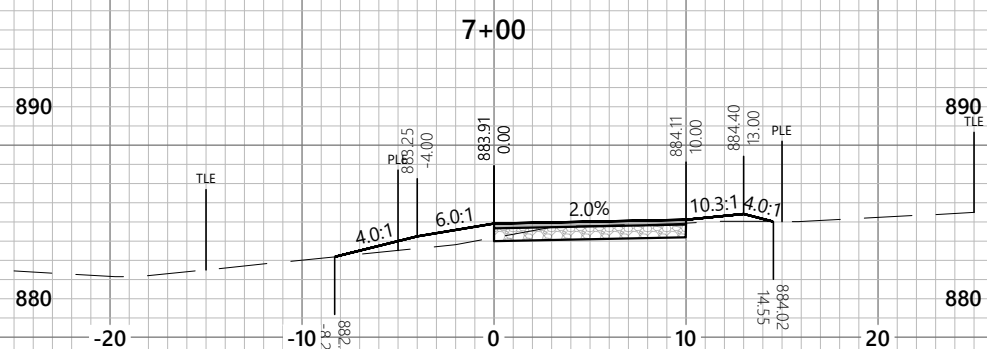
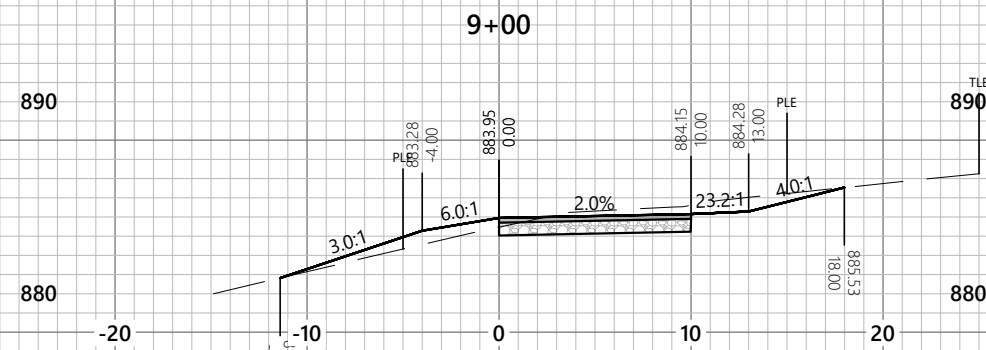
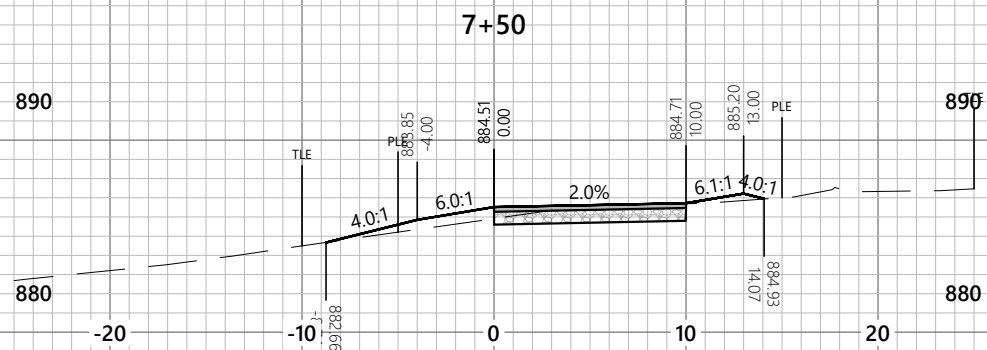
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APPROVED BY:	
PROJECT NO.:	35489

SHEET NO.
C7.15

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN
 35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - SOUTH PATH)

ISSUANCE	2025-08-26
30% PLANS	

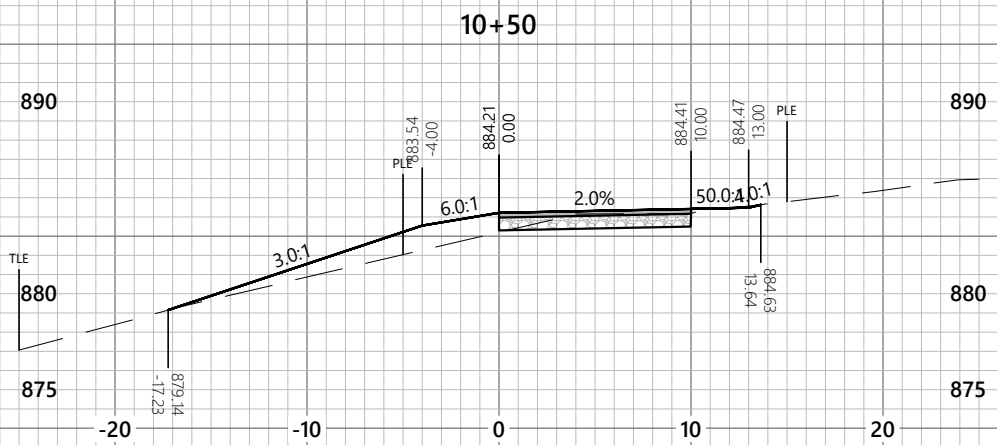
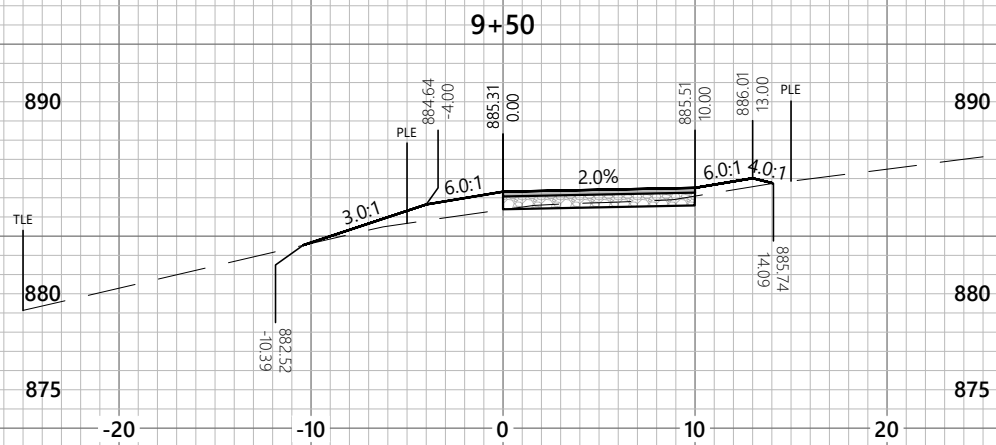
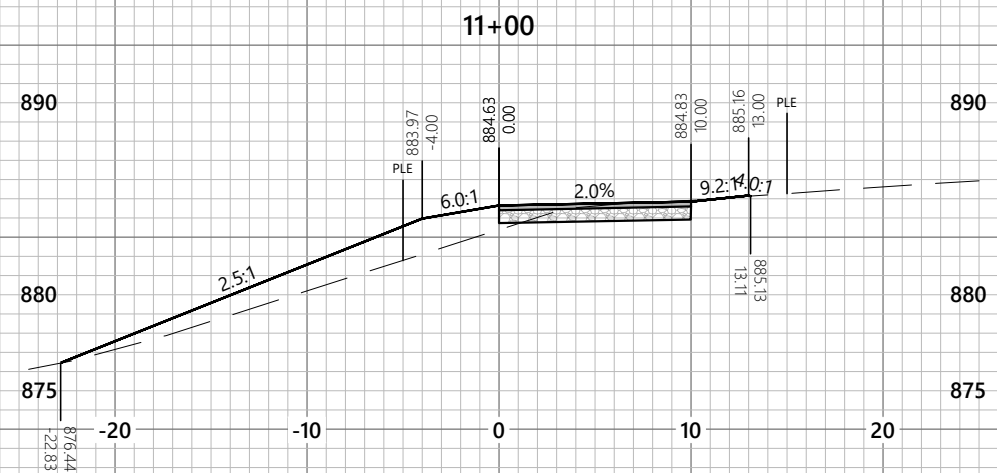
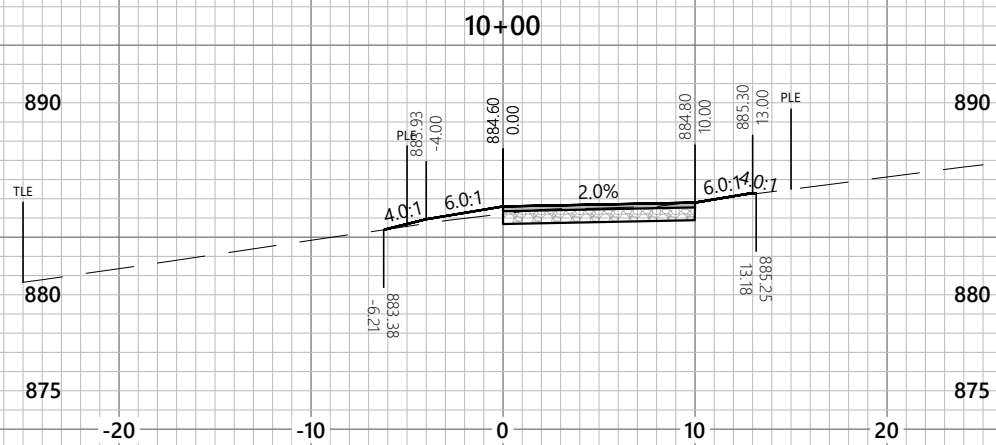
2857 Barreils Drive
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PROJECT NO.:	35489

SHEET NO.
C7.16

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN
35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - SOUTH PATH)
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ISSUANCE	2025-08-26
30% PLANS	

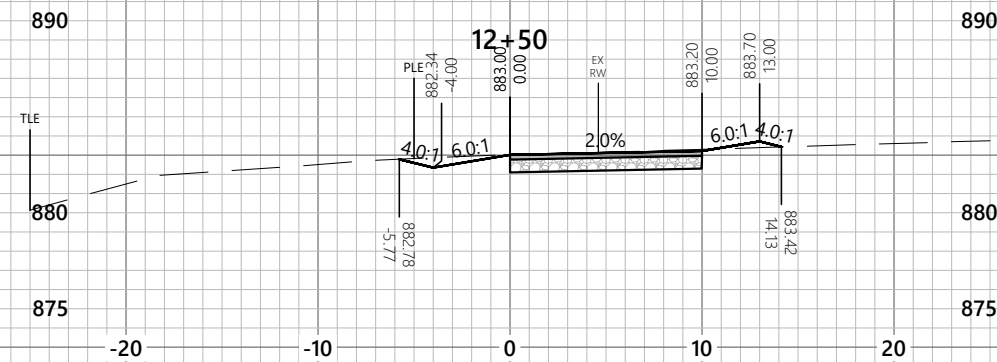
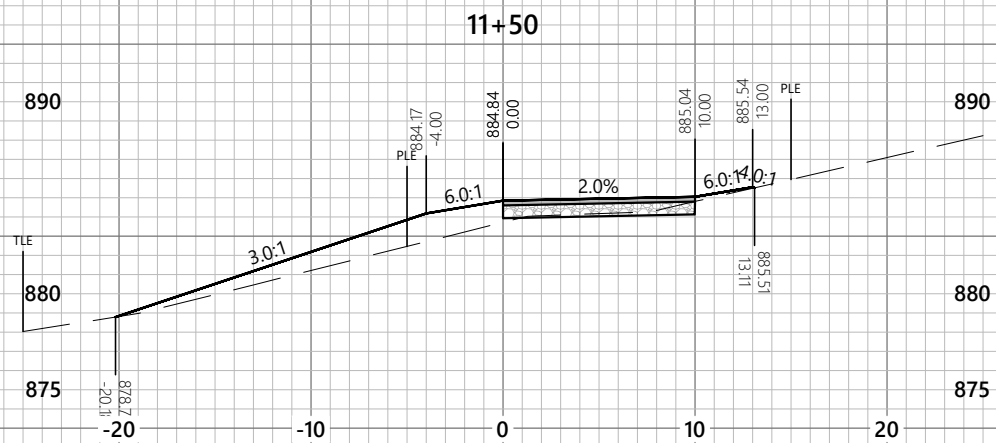
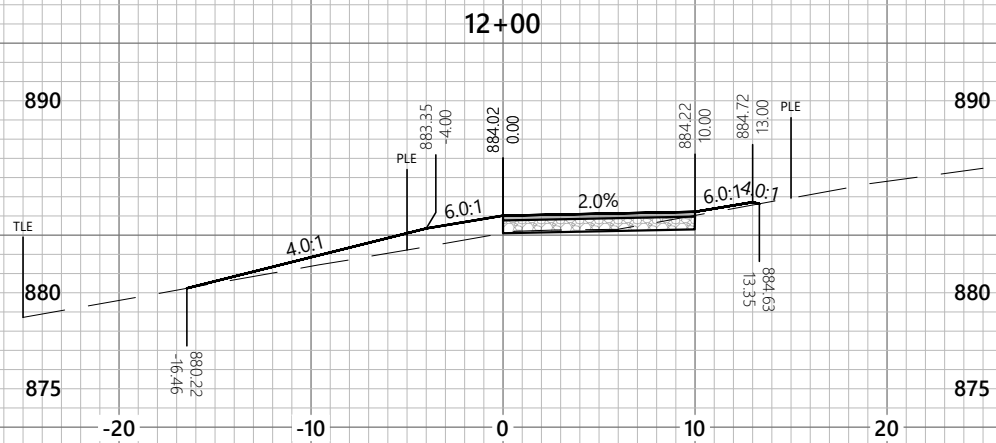
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SHEET NO.
C7.17

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 3 - SOUTH PATH)

ISSUANCE	DATE
30% PLANS	2025-08-26

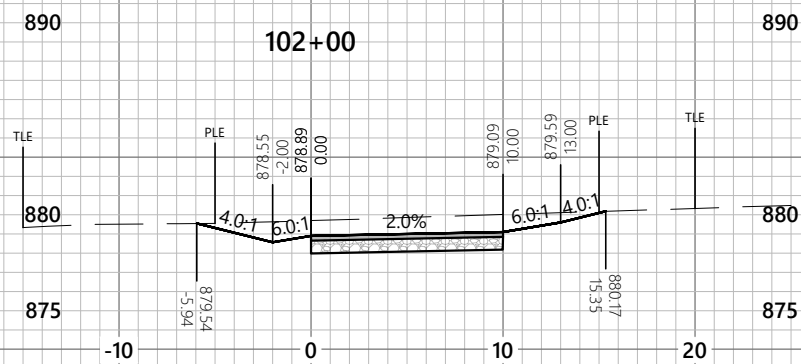
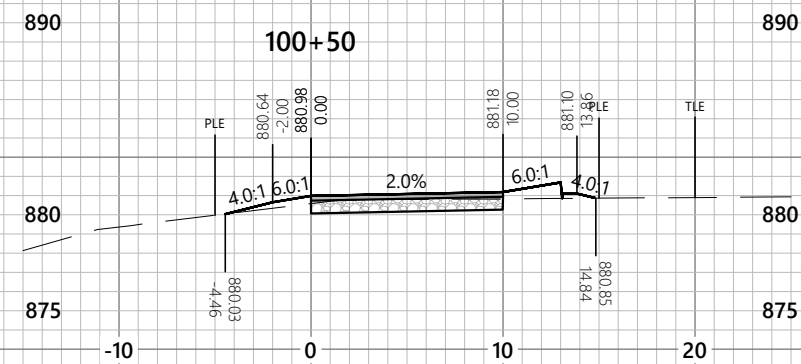
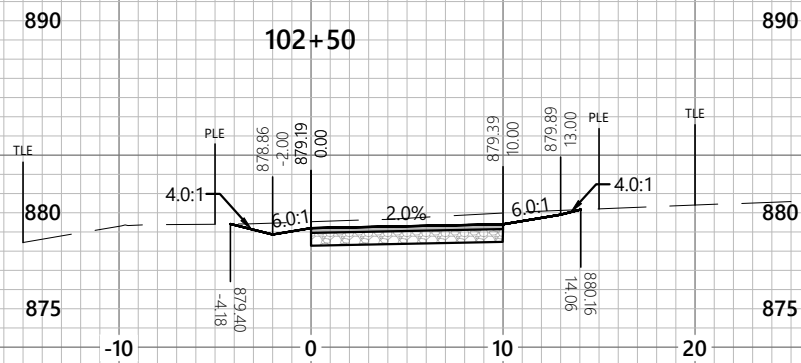
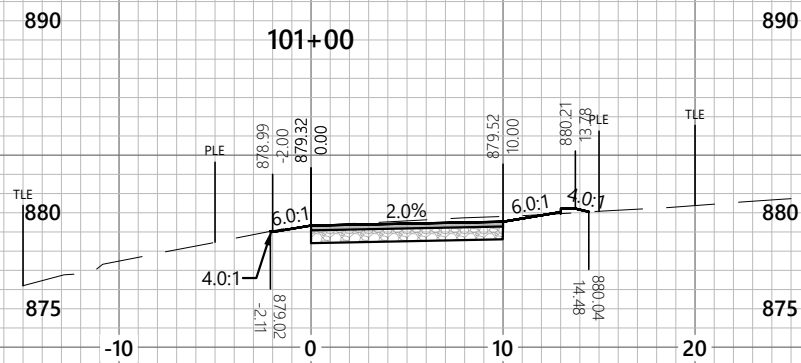
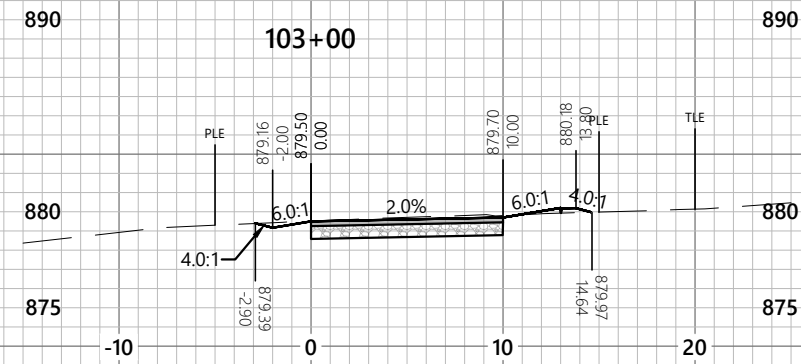
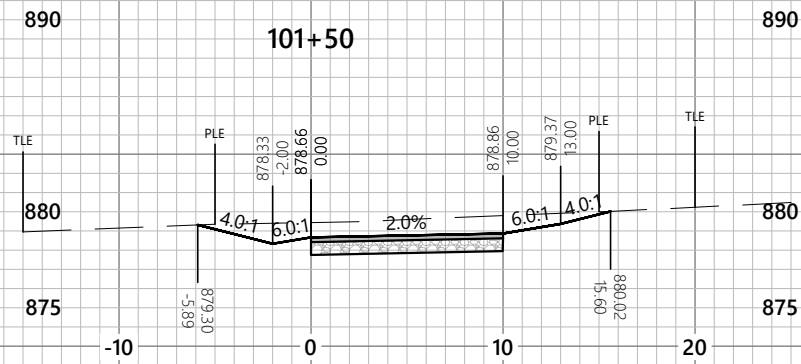
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APPROVED BY:	
PROJECT NO.:	35489

SHEET NO.
C7.18

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN
35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - NORTH PATH)
NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING.

ISSUANCE	2025-08-26
30% PLANS	

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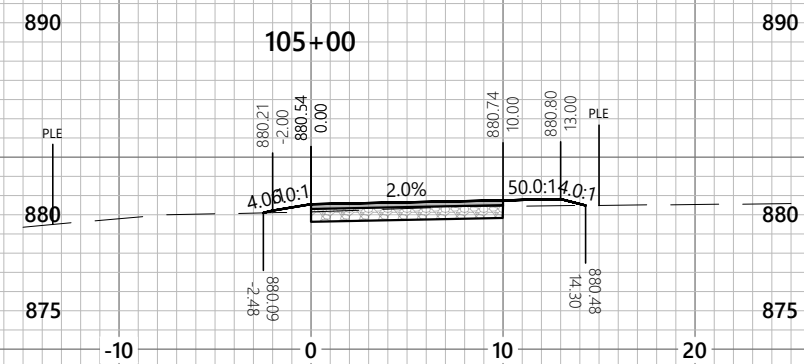
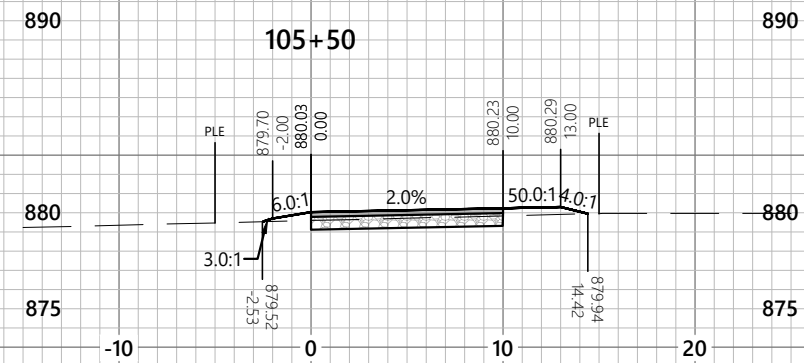
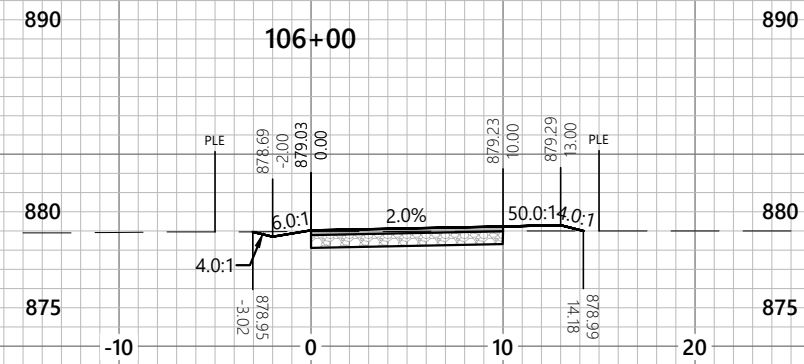
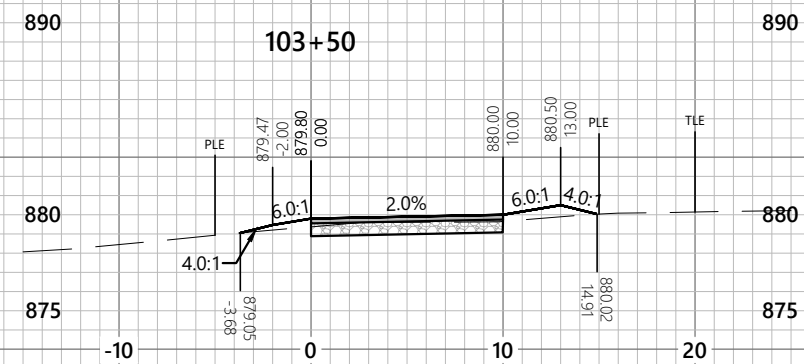
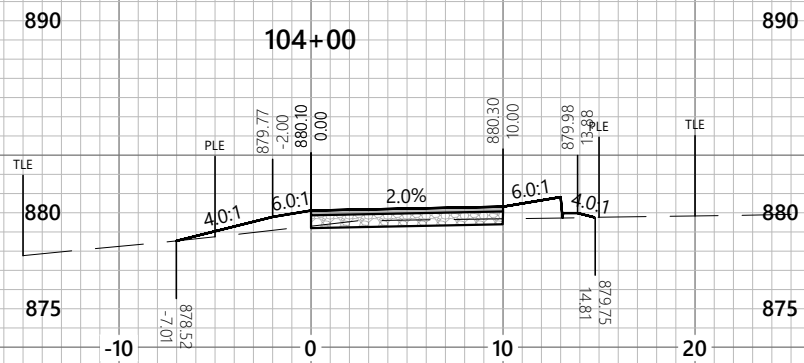
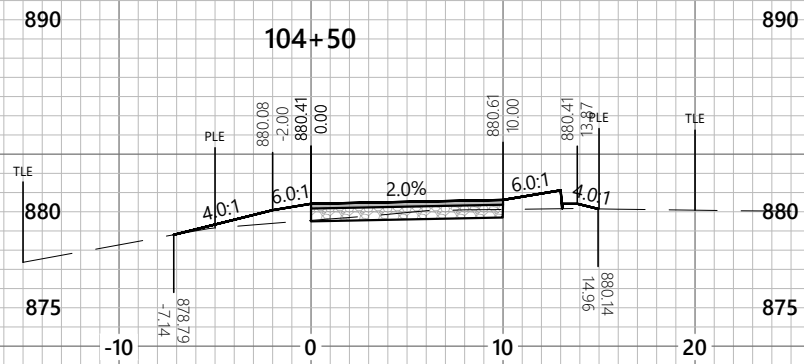
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SHEET NO.

C7.19

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 3 - NORTH PATH)

ISSUANCE	DATE	BY	REVISION
30% PLANS	2025-08-26		

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(608) 365-4464

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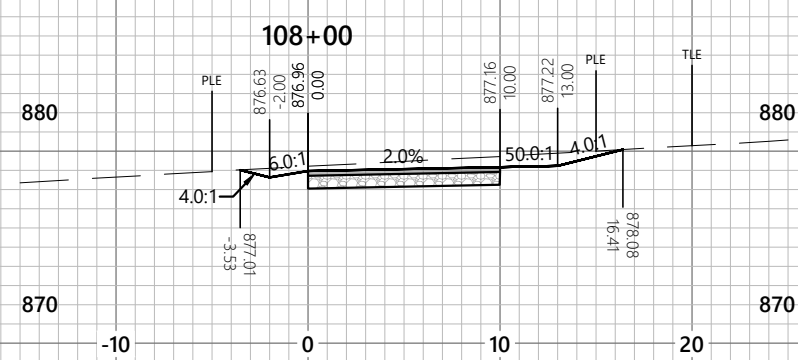
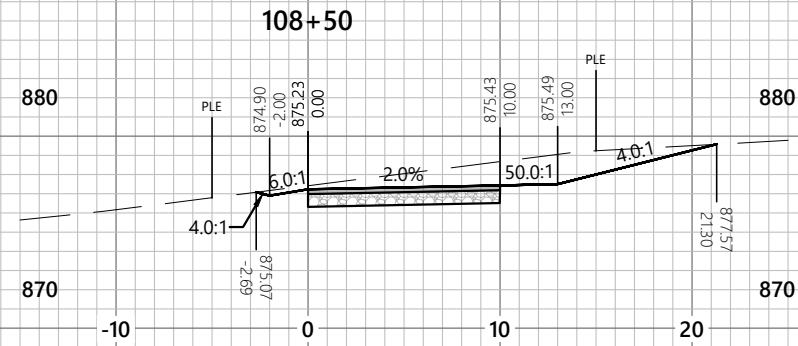
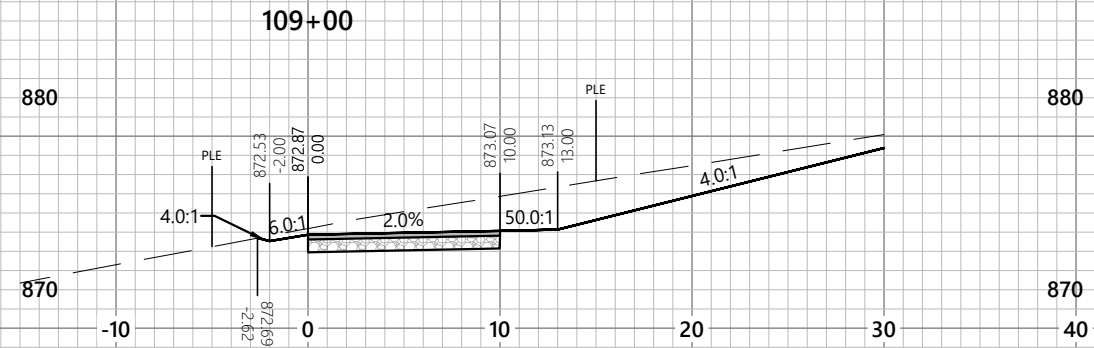
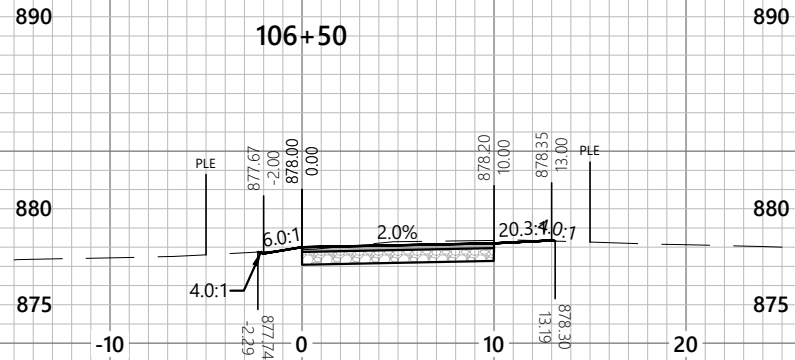
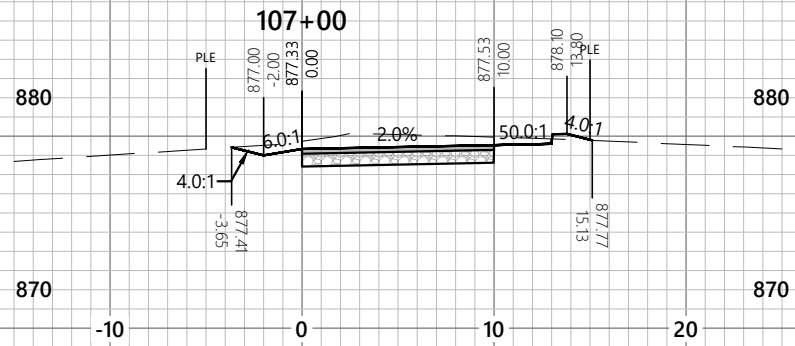
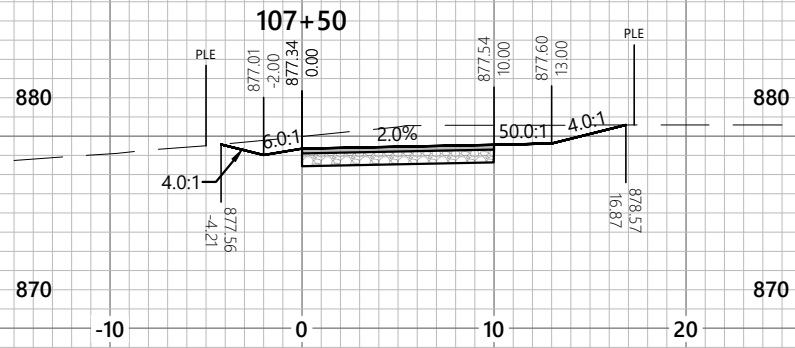
1040 N. Wisconsin St.
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Vertical: 1" = 10'

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APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.20

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN

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ISSUANCE	2025-08-26
30% PLANS	-
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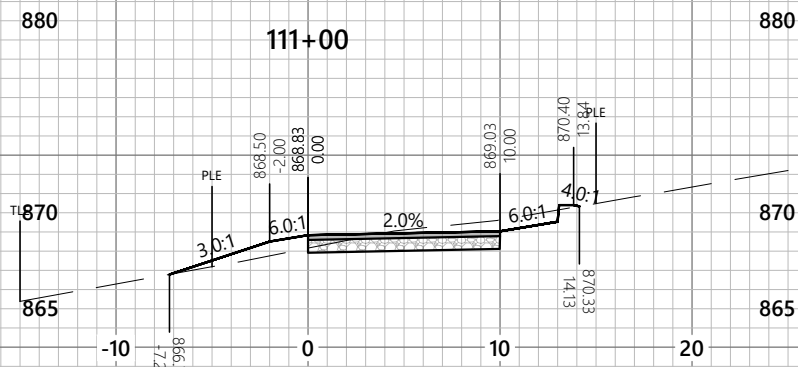
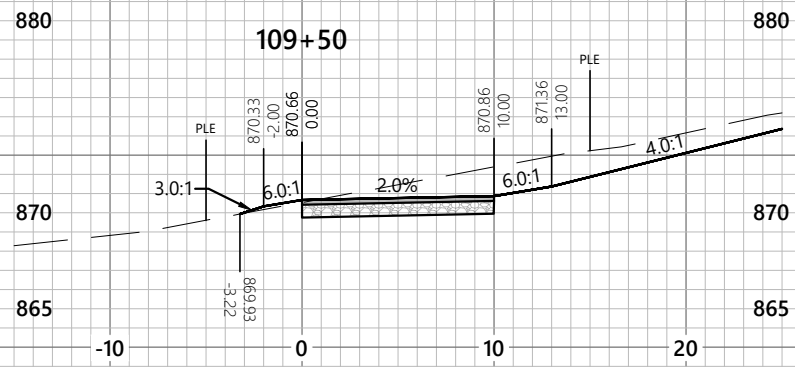
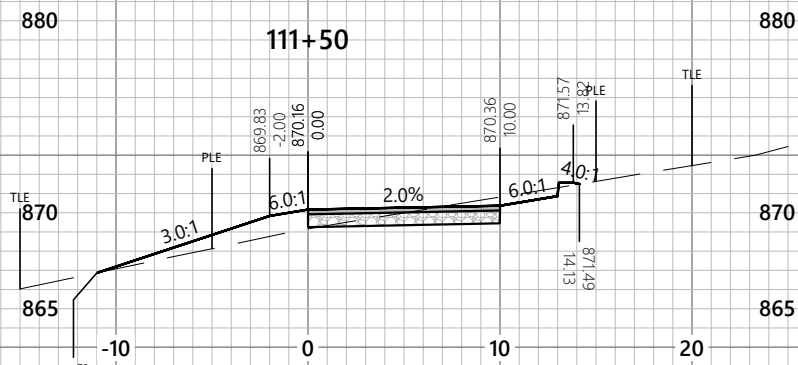
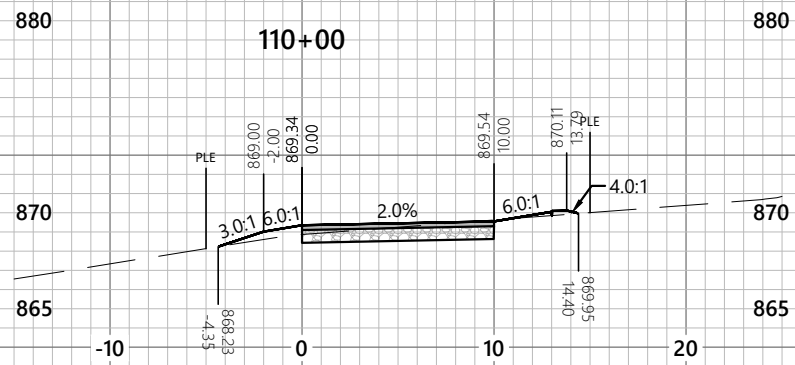
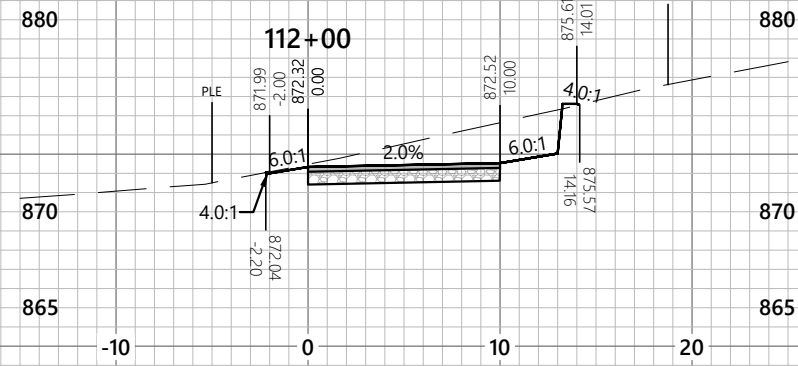
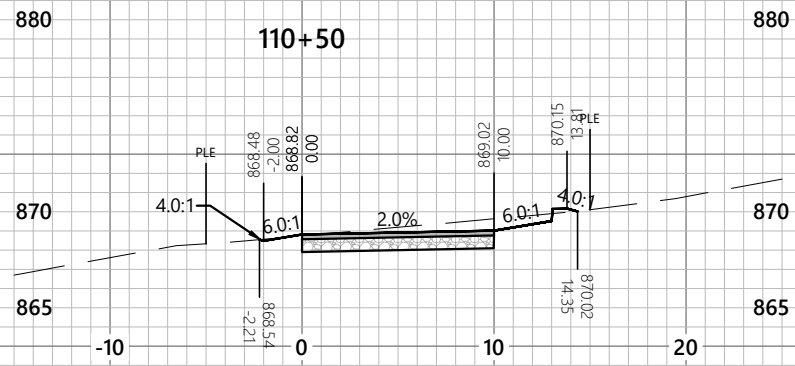
2857 Barrels Drive
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APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.21

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN

CROSS SECTIONS (ALT 3 - NORTH PATH)

ISSUANCE	DATE	DESCRIPTION
30% PLANS	2025-08-26	-
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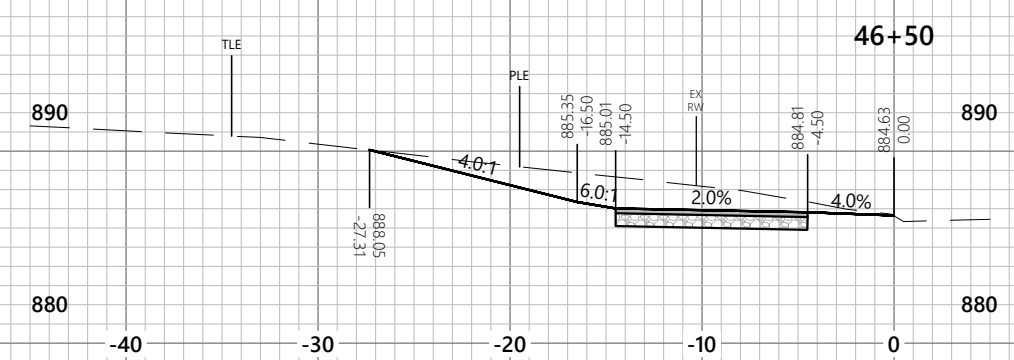
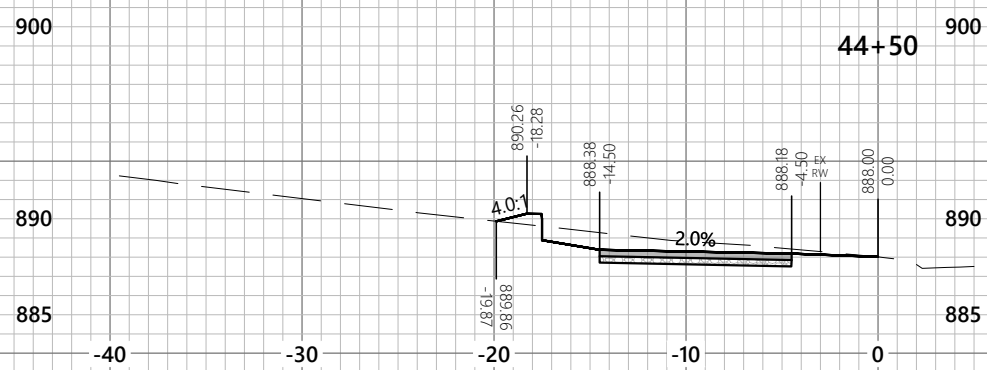
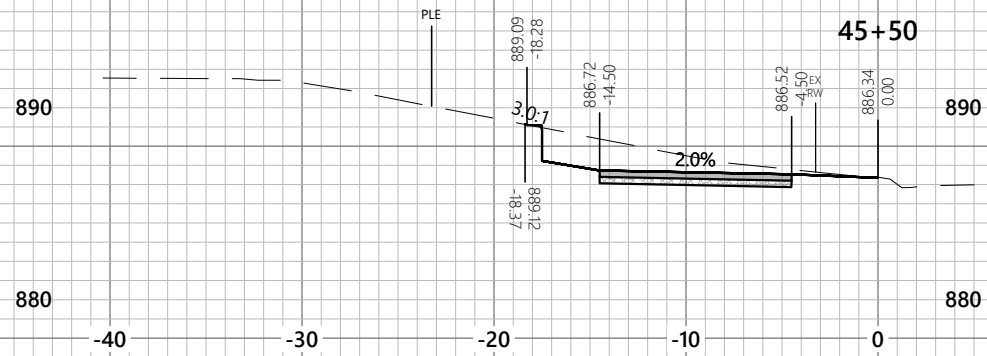
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PROJECT NO.:	35489

SHEET NO.
C7.22

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN
 35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - RIVERWOOD DR)

ISSUANCE	DATE
30% PLANS	2025-08-26

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 (608) 365-4464

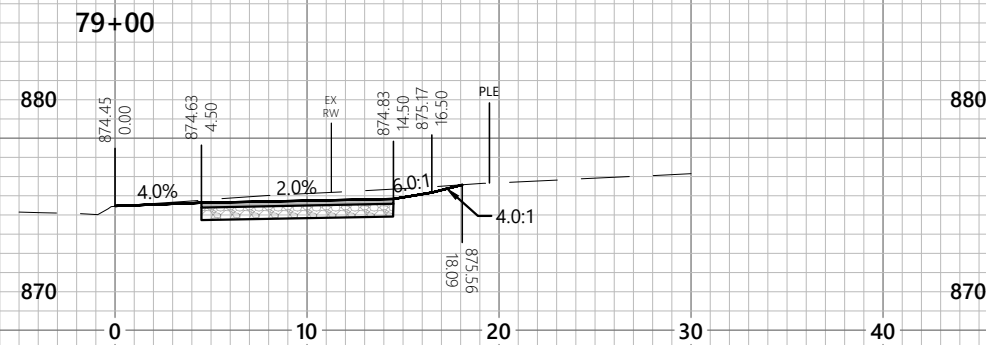
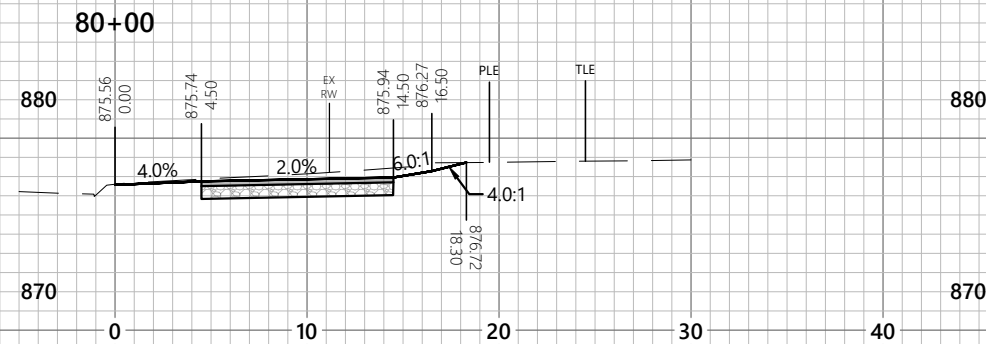
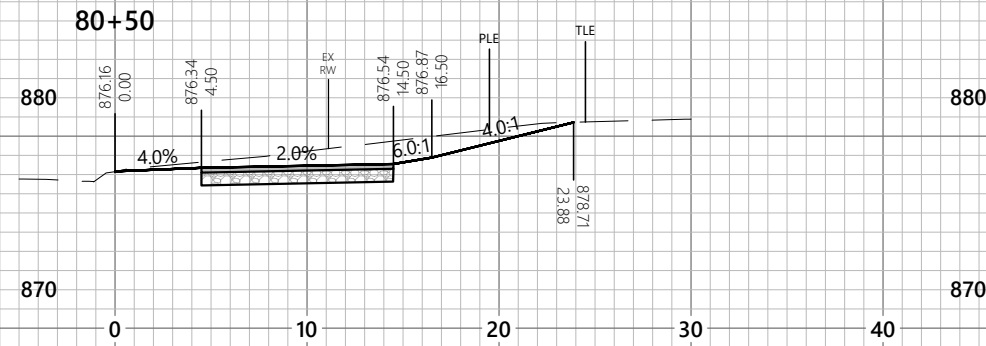
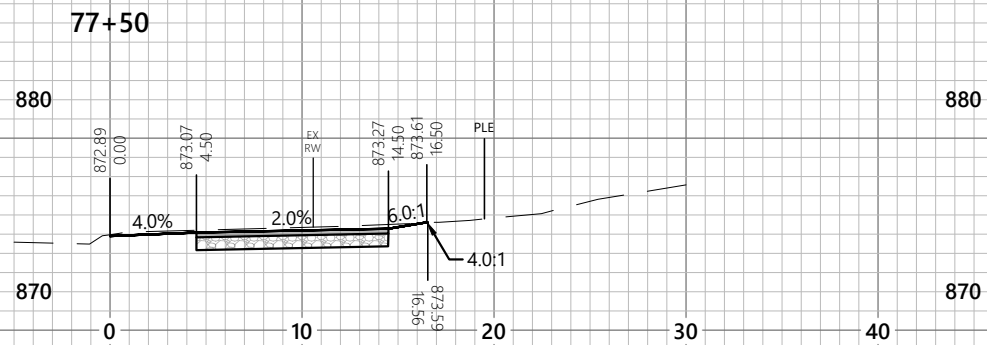
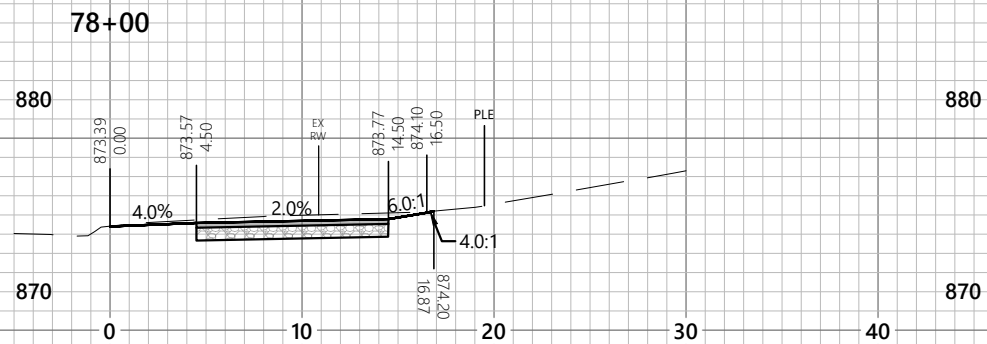
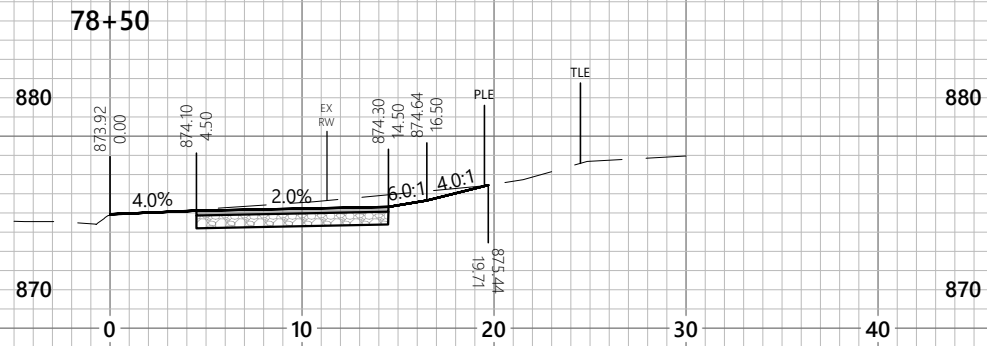
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PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN
35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - RIVERWOOD DR)
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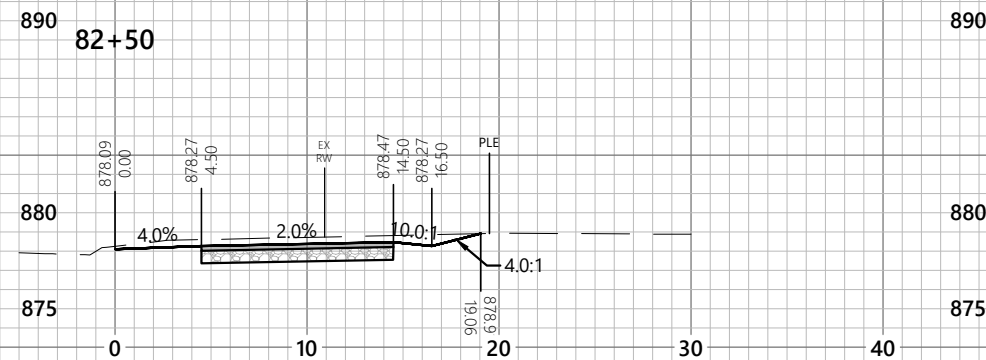
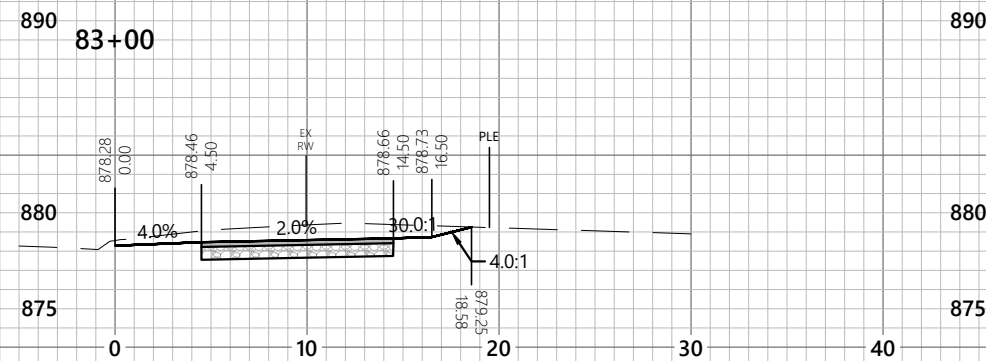
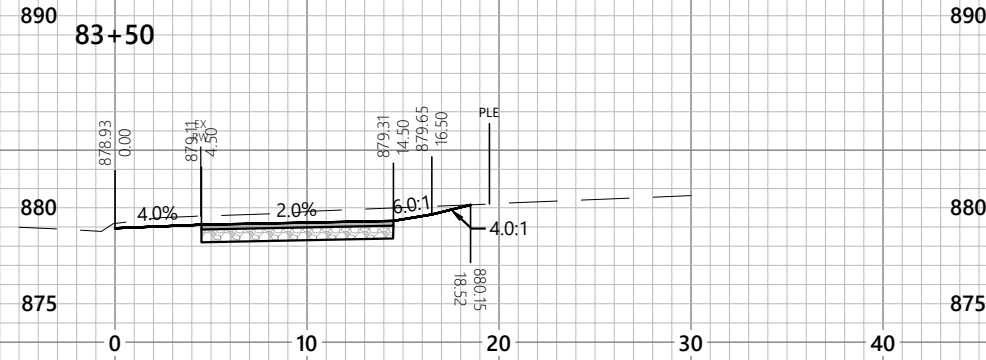
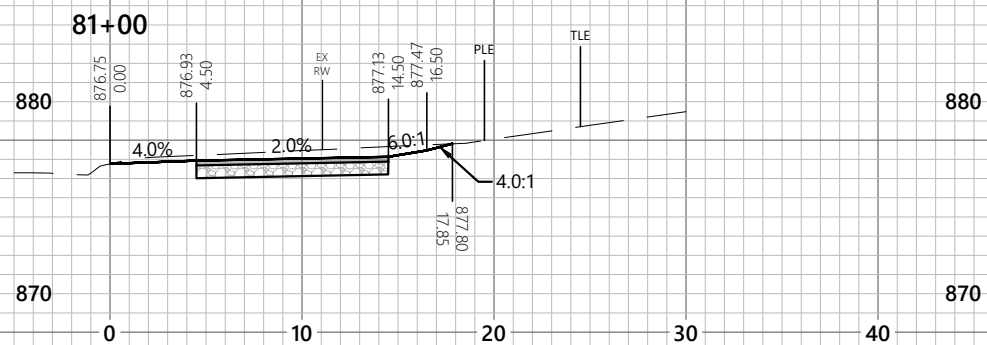
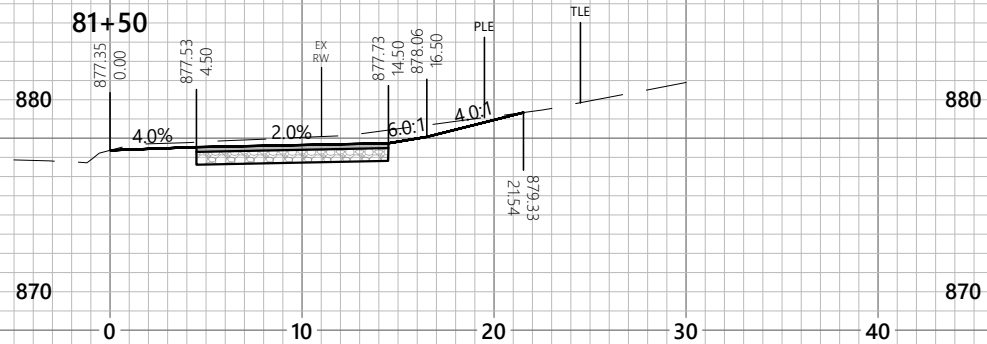
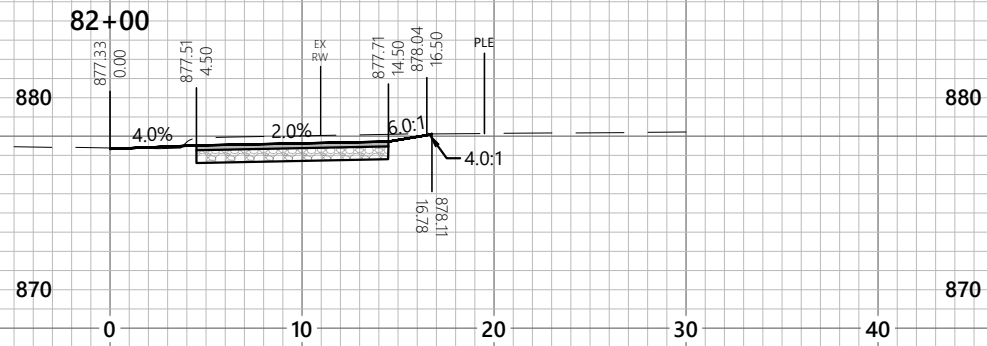
19 N. High Street
Janesville, WI 53121
(608) 743-9350

1040 N. Wisconsin St.
Elkhorn, WI 53121
(262) 379-2250

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PLOT DATE: 8/28/2025 6:53 AM



SCALES
Horizontal: 1" = 10'
Vertical: 1" = 10'

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DESIGNED BY:	JL
DRAWN BY:	LC
CHECKED BY:	-
APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.24

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN
35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - RIVERWOOD DR)

ISSUANCE	2025-08-26
30% PLANS	-
-	-
-	-
-	-

2857 Barellis Drive
Beloit, WI 53511
(608) 365-4464

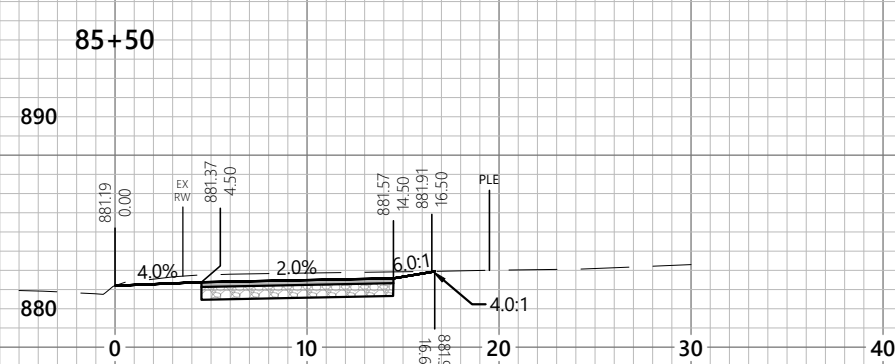
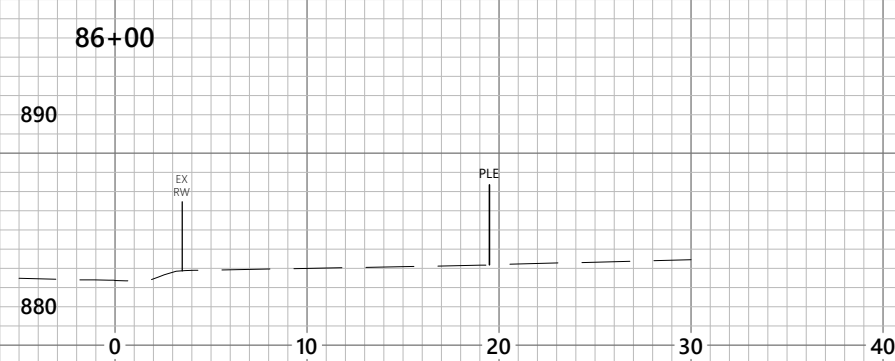
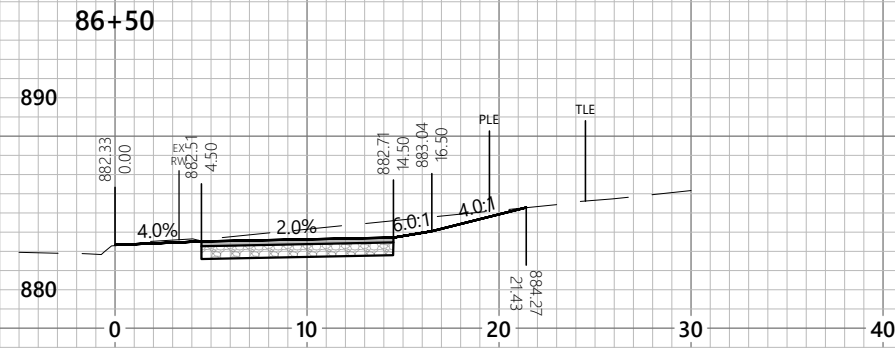
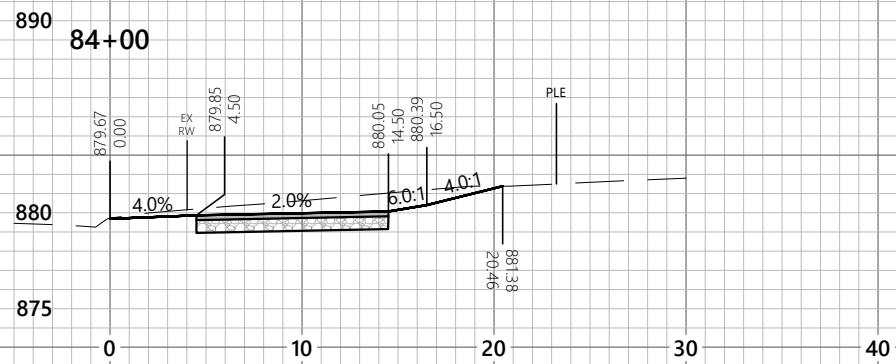
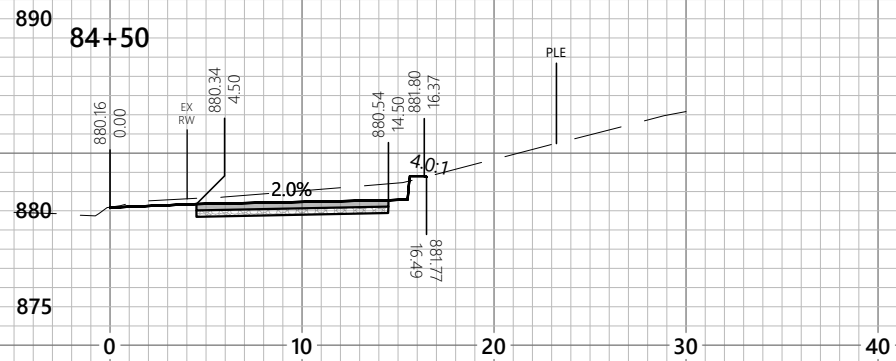
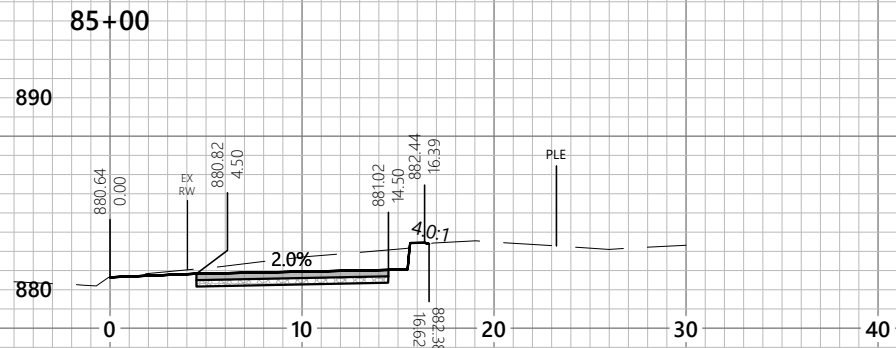
19 N. High Street
Janesville, WI 53548
(608) 743-9350

1040 N. Wisconsin St.
Elkhorn, WI 53121
(262) 379-2250



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PLOT DATE: 8/28/2025 6:54 AM



SCALES
 Horizontal: 1" = 10'
 Vertical: 1" = 10'

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DESIGNED BY:	JL
DRAWN BY:	LC
CHECKED BY:	
APPROVED BY:	
PROJECT NO.:	35489

SHEET NO.
C7.25

PEWAUKEE ROAD (STH 164)
 MULTI-USE PATH
 CITY OF PEWAUKEE
 WAUKESHA COUNTY, WISCONSIN
 35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - RIVERWOOD DR)

ISSUANCE	DATE	DESCRIPTION
30% PLANS	2025-08-26	

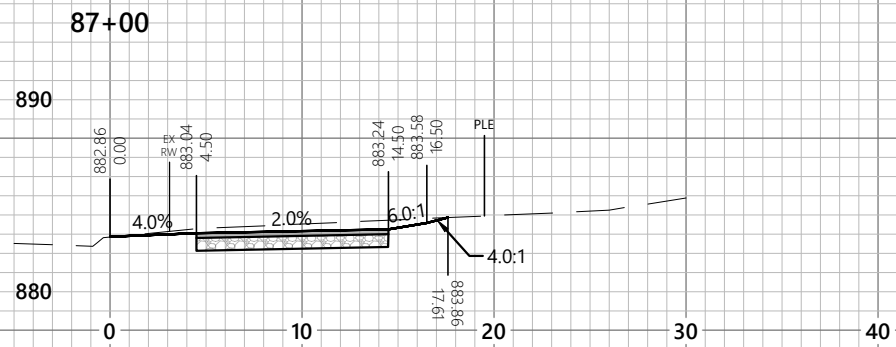
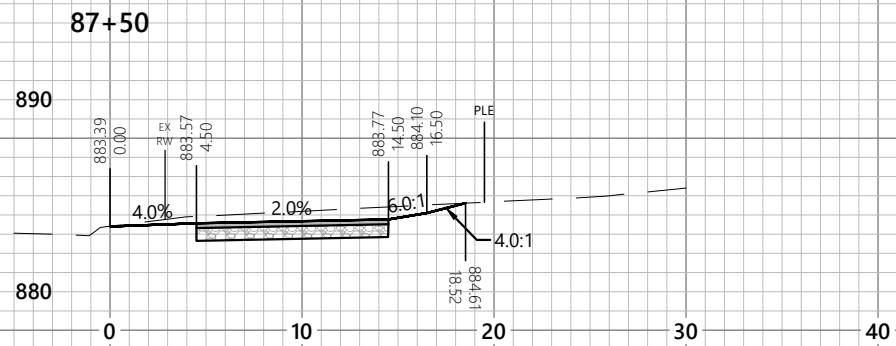
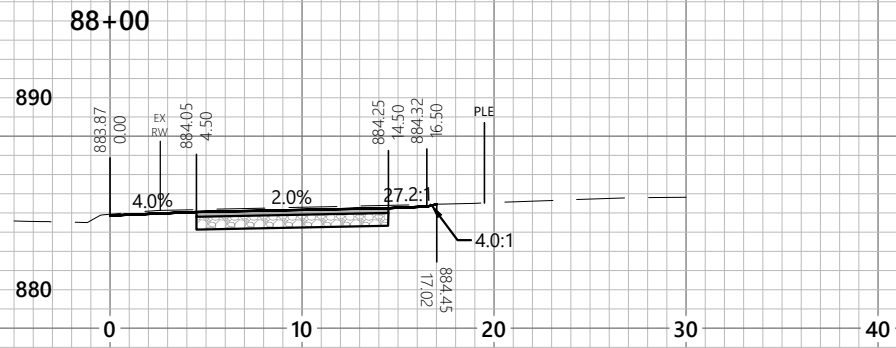
2857 Barrels Drive
 Beloit, WI 53511
 (608) 365-4464

19 N. High Street
 Janesville, WI 53548
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PLOT DATE: 8/28/2025 6:54 AM



SCALES
Horizontal: 1" = 10'
Vertical: 1" = 10'

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DESIGNED BY:	JL
DRAWN BY:	LC
CHECKED BY:	-
APPROVED BY:	-
PROJECT NO.:	35489

SHEET NO.
C7.26

PEWAUKEE ROAD (STH 164)
MULTI-USE PATH
CITY OF PEWAUKEE
WAUKESHA COUNTY, WISCONSIN
35489 - C7.02 - CROSS SECTIONS (ALT 3).DWG

CROSS SECTIONS (ALT 3 - RIVERWOOD DR)
NOTE: DIMENSIONAL DATA IS NOT TO BE OBTAINED BY SCALING ANY PORTION OF THIS DRAWING

ISSUANCE	2025-08-26
30% PLANS	-
-	-
-	-
-	-

2857 Barrells Drive
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(262) 379-2250

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/// ATTACHMENT: C ///

PRELIMINARY COST ESTIMATES

**CONCEPTUAL COST ESTIMATE FOR:
 STH 164/PEWAUKEE RD ALT #1
 CITY OF PEWAUKEE, WAUKESHA COUNTY
 August 28, 2025**

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
REMOVALS					
1	REMOVE CURB & GUTTER	LF	150	\$15.00	\$2,250.00
2	REMOVE EXISTING PATH	SY	450	\$10.00	\$4,500.00
3	CLEARING & GRUBBING	EACH	31	\$450.00	\$13,950.00
REMOVAL SUBTOTAL COST					\$20,700.00
EARTHWORK					
4	COMMON EXCAVATION (200 CY EBS)	CY	3,200	\$30.00	\$96,000.00
EARTHWORK SUBTOTAL COST					\$96,000.00
PATHWAY ITEMS					
5	FULL DEPTH ASPHALT SAW CUT	LF	250	\$3.00	\$750.00
6	RETAINING WALL (MODULAR BLOCK)	LF	1,350	\$200.00	\$270,000.00
7	SPLIT RAIL FENCE	LF	150	\$50.00	\$7,500.00
8	CONCRETE CURB AND GUTTER	LF	150	\$60.00	\$9,000.00
9	DETECTABLE WARNING FIELDS	SF	220	\$50.00	\$11,000.00
10	CONCRETE SIDEWALK 6-INCH	SF	700	\$20.00	\$14,000.00
11	BASE AGGREGATE DENSE, 1 1/4-INCH	TON	2,200	\$30.00	\$66,000.00
12	HMA PAVEMENT	TON	650	\$120.00	\$78,000.00
PATHWAY ITEMS					\$456,250.00
RIVERWOOD SWITCHBACK RAMP ITEMS					
13	COMMON EXCAVATION	CY	60	\$30.00	\$1,800.00
14	RETAINING WALL (CONCRETE)	LF	125	\$300.00	\$37,500.00
15	SWITCHBACK RAILS	LF	210	\$250.00	\$52,500.00
16	CONCRETE SIDEWALK 6-INCH	SF	915	\$20.00	\$18,300.00
17	BASE AGGREGATE DENSE, 1 1/4-INCH	TON	50	\$30.00	\$1,500.00
RIVERWOOD SWITCHBACK ITEMS					\$111,600.00
STH 164 SWITCHBACK RAMP ITEMS					
18	COMMON EXCAVATION	CY	110	\$30.00	\$3,300.00
19	RETAINING WALL (CONCRETE)	LF	80	\$300.00	\$24,000.00
20	SWITCHBACK RAILS	LF	225	\$200.00	\$45,000.00
21	CONCRETE SIDEWALK 6-INCH	SF	1,180	\$20.00	\$23,600.00
22	BASE AGGREGATE DENSE, 1 1/4-INCH	TON	60	\$30.00	\$1,800.00
STH 164 SWITCHBACK ITEMS					\$97,700.00
PATHWAY PLUS BOTH SWITCHBACK RAMPS SUBTOTAL COST					\$782,250.00
MISC ITEMS					
23	PAVEMENT MARKING	LS	1	\$10,000.00	\$10,000.00
24	DRAINAGE / STORM SEWER	LS	1	\$20,000.00	\$20,000.00
25	TRAFFIC CONTROL / STAGING	LS	1	\$25,000.00	\$25,000.00
26	EROSION CONTROL / RESTORATION	LS	1	\$25,000.00	\$25,000.00
27	TRAFFIC SIGNAL ADJUSTMENTS	LS	1	\$20,000.00	\$20,000.00
28	SIGNING	LS	1	\$10,000.00	\$10,000.00
29	MOBILIZATION	LS	1	\$20,000.00	\$20,000.00
30	HYDRANT RELOCATIONS	EACH	2	\$10,000.00	\$20,000.00
31	UTILITY RELOCATIONS (GAS, ELEC, COMM, ETC.)	LS	1	\$50,000.00	\$50,000.00
MISC ITEMS SUBTOTAL COST					\$200,000.00
TOTAL PATHWAY COST					\$982,250.00
DESIGN AND CONSTRUCTION					
32	COST ESTIMATE CONTINGENCIES	LS	10	% OF ROADWAY	\$98,225.00
33	DESIGN AND CONSTRUCTION ENGINEERING	LS	15	% OF ROADWAY	\$147,337.50
DESIGN AND CONSTRUCTION SUBTOTAL COST					\$245,562.50
TOTAL CONSTRUCTION COST					\$1,227,812.50
REAL ESTATE					
34	PERMANENT REAL ESTATE ACQUISITION	AC	1	\$70,000.00	\$70,000.00
35	TEMPORARY REAL ESTATE ACQUISITION	AC	0.5	\$7,000.00	\$3,500.00
36	PRIVATE SIGN LANDSCAPING WALL ADJUSTMENT	LS	1	\$10,000.00	\$10,000.00
37	PRIVATE TREE REPLACEMENT	EACH	30	\$750.00	\$22,500.00
REAL ESTATE SUBTOTAL COST					\$106,000.00
TOTAL PROJECT COST					\$1,333,812.50
<i>NOTE: ESTIMATES ARE FOR CONCEPTUAL USE ONLY, AND ARE NOT BASED ON DETAILED FINAL DESIGNS</i>					

**CONCEPTUAL COST ESTIMATE FOR:
RIVERWOOD DRIVE ALT #3
CITY OF PEWAUKEE, WAUKESHA COUNTY
August 28, 2025**

ITEM	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	TOTAL
REMOVALS					
1	REMOVE CURB & GUTTER	LF	275	\$15.00	\$4,125.00
2	REMOVE EXISTING PATH	SY	1,150	\$10.00	\$11,500.00
3	REMOVE CONCRETE BASE	EACH	3	\$750.00	\$2,250.00
4	CLEARING & GRUBBING	EACH	30	\$450.00	\$13,500.00
REMOVAL SUBTOTAL COST					\$31,375.00
EARTHWORK					
5	COMMON EXCAVATION (250 CY EBS)	CY	4,500	\$30.00	\$135,000.00
EARTHWORK SUBTOTAL COST					\$135,000.00
PATHWAY ITEMS					
6	FULL DEPTH ASPHALT SAW CUT	LF	600	\$3.00	\$1,800.00
7	RETAINING WALL (MODULAR BLOCK)	LF	500	\$200.00	\$100,000.00
8	SPLIT RAIL FENCE	LF	250	\$50.00	\$12,500.00
9	CONCRETE CURB AND GUTTER	LF	300	\$60.00	\$18,000.00
10	DETECTABLE WARNING FIELDS	SF	350	\$50.00	\$17,500.00
11	CONCRETE SIDEWALK 6-INCH	SF	1,300	\$20.00	\$26,000.00
12	BASE AGGREGATE DENSE, 1 1/4-INCH	TON	2,700	\$30.00	\$81,000.00
13	HMA PAVEMENT	TON	750	\$120.00	\$90,000.00
PATHWAY ITEMS					\$346,800.00
RIVERWOOD SWITCHBACK ITEMS					
14	COMMON EXCAVATION	CY	60	\$30.00	\$1,800.00
15	RETAINING WALL	LF	125	\$300.00	\$37,500.00
16	SWITCHBACK RAILS	LF	210	\$250.00	\$52,500.00
17	CONCRETE SIDEWALK 6-INCH	SF	915	\$20.00	\$18,300.00
18	BASE AGGREGATE DENSE, 1 1/4-INCH	TON	50	\$30.00	\$1,500.00
SWITCHBACK ITEMS					\$111,600.00
PATHWAY SUBTOTAL COST					\$624,775.00
MISC ITEMS					
19	PAVEMENT MARKING	LS	1	\$10,000.00	\$10,000.00
20	DRAINAGE / STORM SEWER	LS	1	\$30,000.00	\$30,000.00
21	TRAFFIC CONTROL / STAGING	LS	1	\$15,000.00	\$15,000.00
22	EROSION CONTROL / RESTORATION	LS	1	\$30,000.00	\$30,000.00
23	SIGNING	LS	1	\$10,000.00	\$10,000.00
24	MOBILIZATION	LS	1	\$20,000.00	\$20,000.00
25	WATERMAIN ADJUSTMENTS	LS	1	\$10,000.00	\$10,000.00
26	UTILITY RELOCATIONS (GAS, ELEC, COMM, ETC.)	LS	1	\$50,000.00	\$50,000.00
MISC ITEMS SUBTOTAL COST					\$175,000.00
TOTAL PATHWAY COST					\$799,775.00
DESIGN AND CONSTRUCTION					
27	COST ESTIMATE CONTINGENCIES	LS	10	% OF PATHWAY	\$79,977.50
28	DESIGN AND CONSTRUCTION ENGINEERING	LS	15	% OF PATHWAY	\$119,966.25
DESIGN AND CONSTRUCTION SUBTOTAL COST					\$199,943.75
TOTAL CONSTRUCTION COST					\$999,718.75
REAL ESTATE					
29	PERMANENT REAL ESTATE ACQUISITION	AC	1.5	\$70,000.00	\$105,000.00
30	TEMPORARY REAL ESTATE ACQUISITION	AC	1	\$7,000.00	\$7,000.00
31	PRIVATE TREE REPLACEMENT	EACH	25	\$750.00	\$18,750.00
REAL ESTATE SUBTOTAL COST					\$130,750.00
TOTAL PROJECT COST					\$1,130,468.75
<i>NOTE: ESTIMATES ARE FOR CONCEPTUAL USE ONLY, AND ARE NOT BASED ON DETAILED FINAL DESIGNS</i>					