

Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

CENTRAL PARK
(SOUTH BREARLY STREET-SOUTH BALDWIN STREET)

PHASE 1B
STATE PROJECT NO. 5992-01-99
(FEDERALLY FUNDED PROJECT)

INDEX OF SHEETS

CIVIL

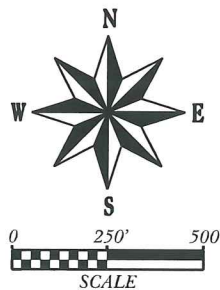
C1.1 TITLE SHEET
C1.2 GENERAL NOTES
C1.3 OVERVIEW
C1.4 PROPOSED TYPICAL SECTIONS
C1.5 CONSTRUCTION DETAILS
C1.6 CONSTRUCTION DETAILS
C1.6a CURB RAMP DETAILS-E. WILSON STREET/S. INGERSOLL STREET
C1.6b CURB RAMP DETAILS-E. WILSON STREET/S. FEW STREET
C1.6c CURB RAMP DETAILS-E. WILSON STREET/S. BALDWIN STREET
C1.7 PROJECT DETAIL OVERVIEW
C1.8 PROJECT DETAIL OVERVIEW
C1.9 PROJECT DETAIL OVERVIEW
C1.10 REMOVAL PLAN
C1.11 LAYOUT AND MATERIALS PLAN
C1.12 GRADING PLAN
C1.13 EROSION CONTROL PLAN
C1.14 STORM SEWER PLAN
C1.15 STORM SEWER PLAN
C1.16 STORM SEWER PLAN
C1.17 STORM SEWER PLAN AND PROFILE - S. FEW STREET
C1.18 STORM SEWER SCHEDULE OF ITEMS
C1.19 LANDSCAPE PLAN
C1.20 LANDSCAPE DETAILS
C1.21 GATEWAY PLAZA PLAN ENLARGEMENT
C1.22 DETAILS
C1.23 DETAILS
C1.24 DETAILS
C1.25 PLAN AND PROFILE - FEW STREET
C1.26 CROSS SECTIONS - E. WILSON SIDEWALK
C1.27 CROSS SECTIONS - E. WILSON SIDEWALK
C1.28 CROSS SECTIONS - E. WILSON SIDEWALK
C1.29 CROSS SECTIONS - E. WILSON SIDEWALK
C1.30 CROSS SECTIONS - E. WILSON SIDEWALK
C1.31 CROSS SECTIONS - FEW STREET PLAZA
C1.32 CROSS SECTIONS - FEW STREET PLAZA

STANDARD DETAILS

S1.1 MADISON STANDARD CONCRETE CURB AND GUTTER
S1.2 STANDARD CURB RAMP TYPE 1 AND 2
S1.3 STANDARD CURB RAMP TYPE 5, 6, 7, 7B, & 8
S1.4 MADISON TYPE H INLET
S1.5 MADISON PAVEMENT MARKING
S1.6 MADISON PAVEMENT MARKING
S1.7 SIDEWALK FLUME

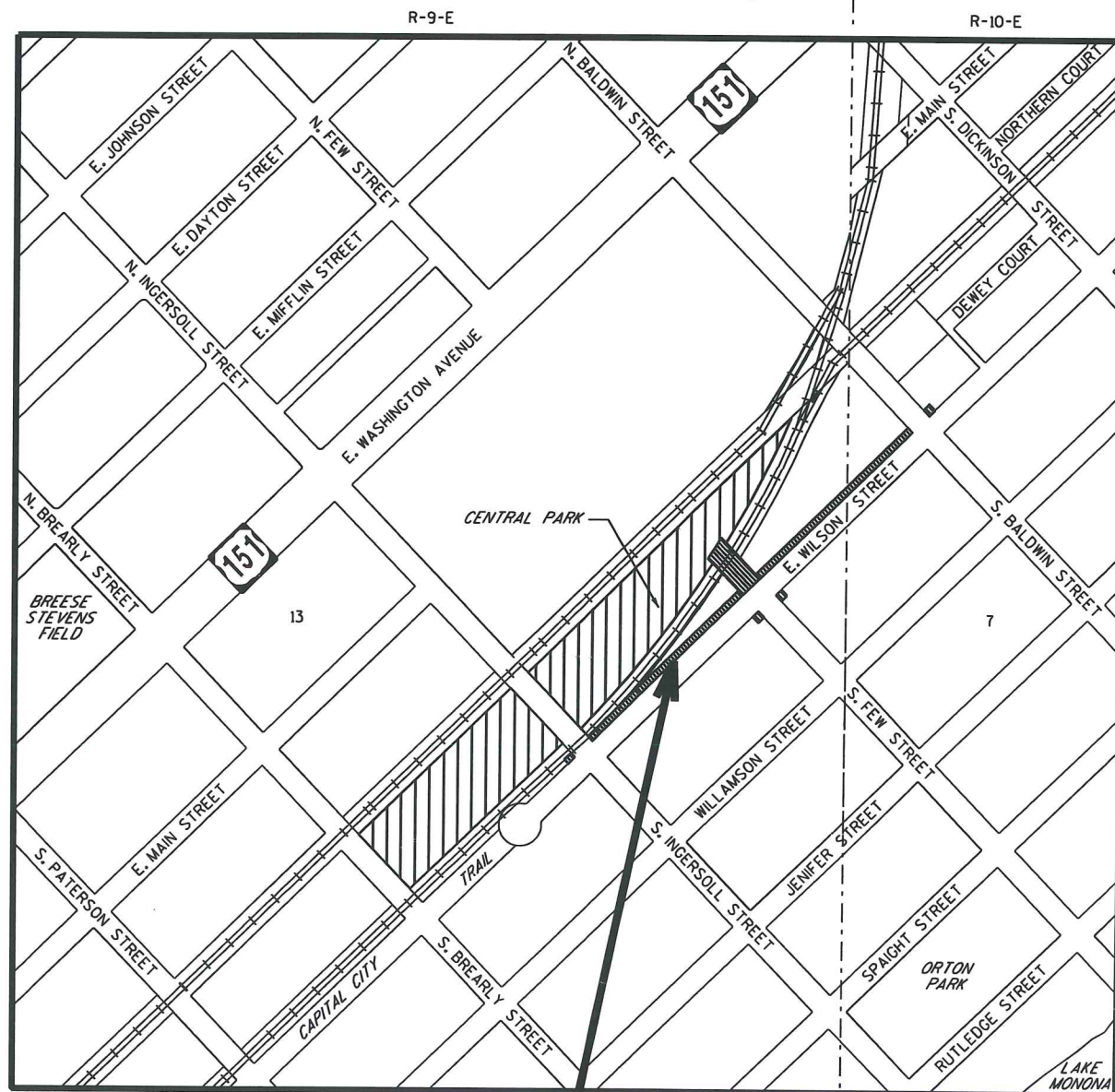
ELECTRICAL

E1 SITE PLAN - ELECTRICAL
E2 NOTES & DETAILS - ELECTRICAL
E3 SCHEDULES - ELECTRICAL



CONVENTIONAL SIGNS
FIELD VERIFY ALL UTILITY LOCATIONS

GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SAN —
WATER	— W —
OVERHEAD ELECTRIC	— OH —
POWER POLE	□
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	□
COMBUSTIBLE FLUIDS	☼



CONSTRUCTION
PROJECT LOCATION

PUBLIC IMPROVEMENT PROJECT APPROVED

April 29, 2014

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

[Signature] 4/10/15
City Engineer Date

STREET
DESIGNED BY:

WISCONSIN
JAIMIE L. KURTEN-CHMIELEWSKI
E-42403
MADISON
WI
PROFESSIONAL ENGINEER
Jaimie Kurten-Chmielewski
3-16-15

ELECTRICAL
DESIGNED BY:

WISCONSIN
TIMOTHY R. PAAP
E-42468-6
CAMBRIDGE
WI
PROFESSIONAL ENGINEER
Timothy R. Paap
3-17-15

STORM SEWER
DESIGNED BY:

WISCONSIN
BRADLEY S. REENTS
E-41069
MADISON
WI
PROFESSIONAL ENGINEER
Bradley S. Reents
3/16/2015

LANDSCAPING
DESIGNED BY:

WISCONSIN
JESSIE G. FINK
476-014
MADISON,
WI
LANDSCAPE ARCHITECT
Jessie G. Fink
3/16/15

RAILROAD CONTACT

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WISCONSIN SOUTHERN RAILROAD
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UTILITY CONTACTS

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2 FEN OAK COURT
MADISON, WI 53718
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EMAIL: lkolbow@atcllc.com

WINDSTREAM
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BROOKFIELD, WI 53005
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1610 MOORLAND ROAD
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CELL: 608-347-3613
EMAIL: erich@madsewer.org

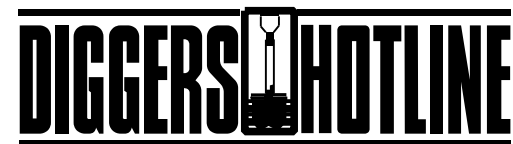
LEVEL 3 COMMUNICATIONS
MARK DECHANT
411 EAST WISCONSIN AVENUE
MILWAUKEE, WI 53202
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MG&E-GAS
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CELL: 608-444-9628
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AT&T
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MCI COMMUNICATIONS
STEVE BONCZKOWSKI
PHONE: 630-327-6959
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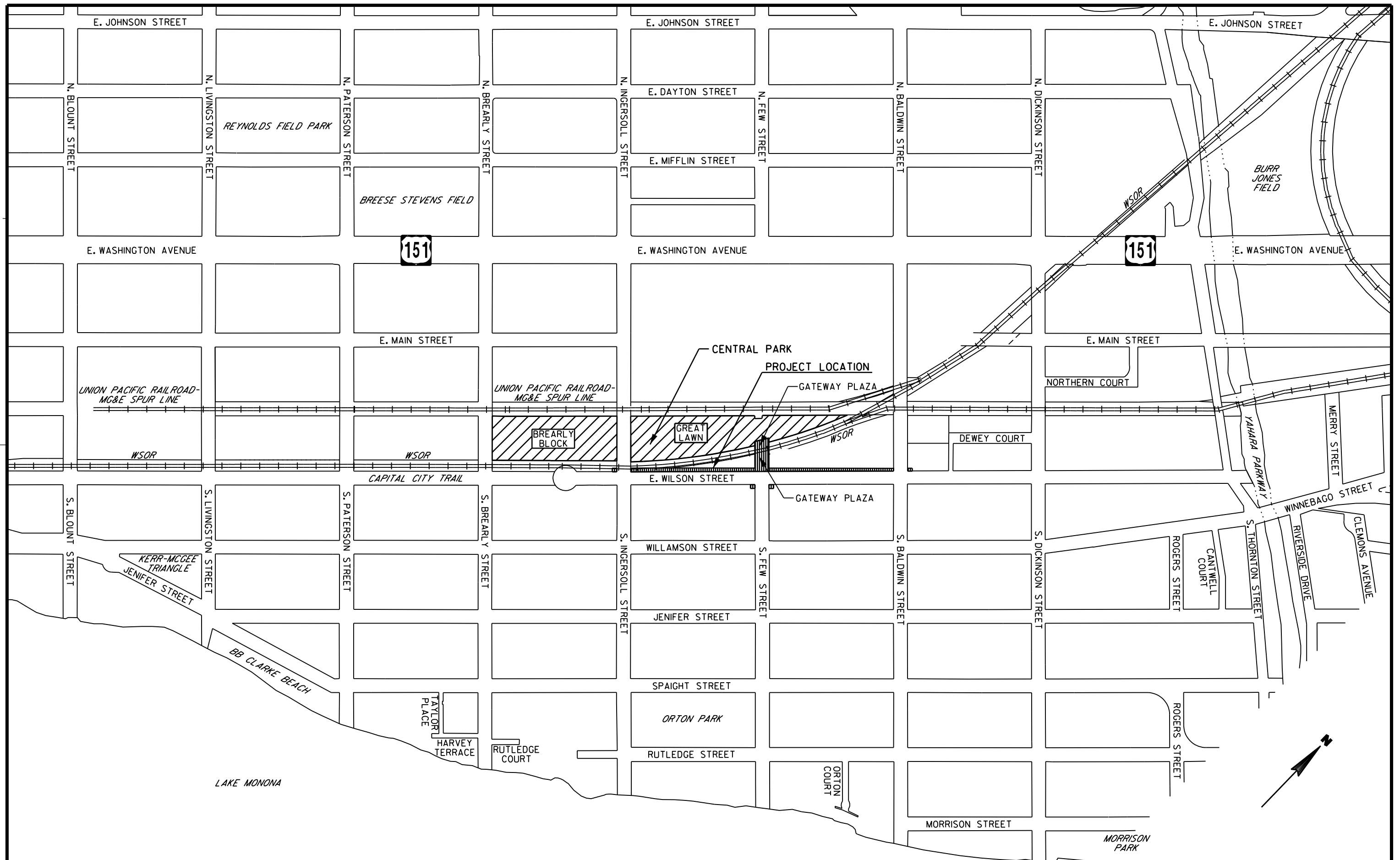
WISCONSIN DOA - BURIED FIBER OPTIC
LISA GILBERT
EMAIL: lisa.gilbert@wisconsin.gov

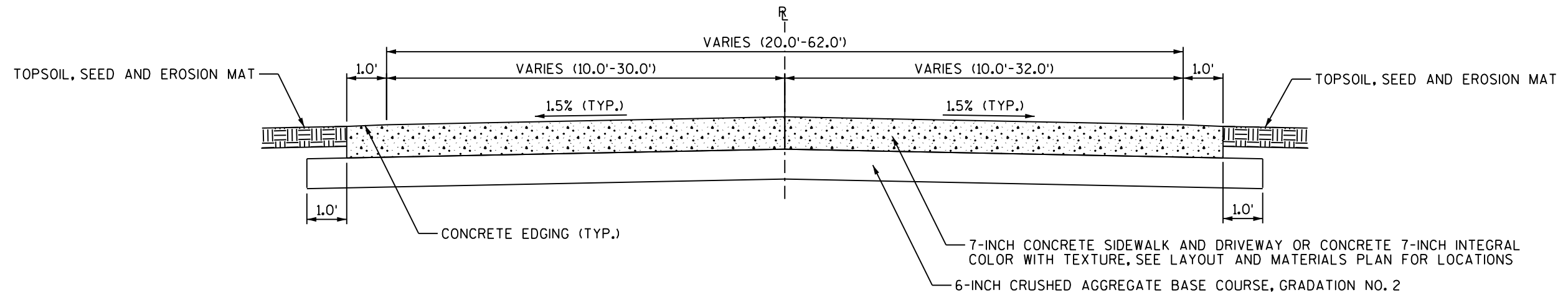


Dial  or (800) 242-8511

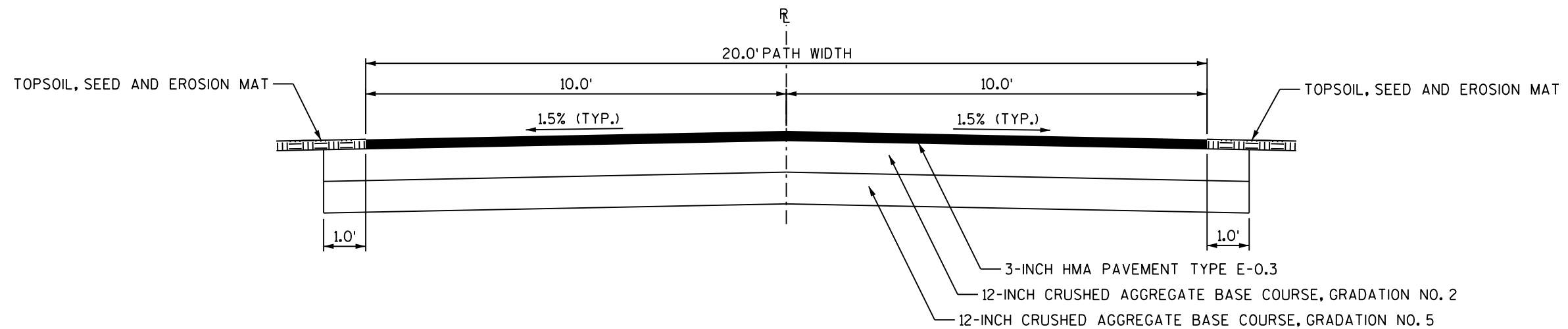
www.DiggersHotline.com

**DENOTES UTILITIES THAT ARE NOT
DIGGERS HOTLINE MEMBERS

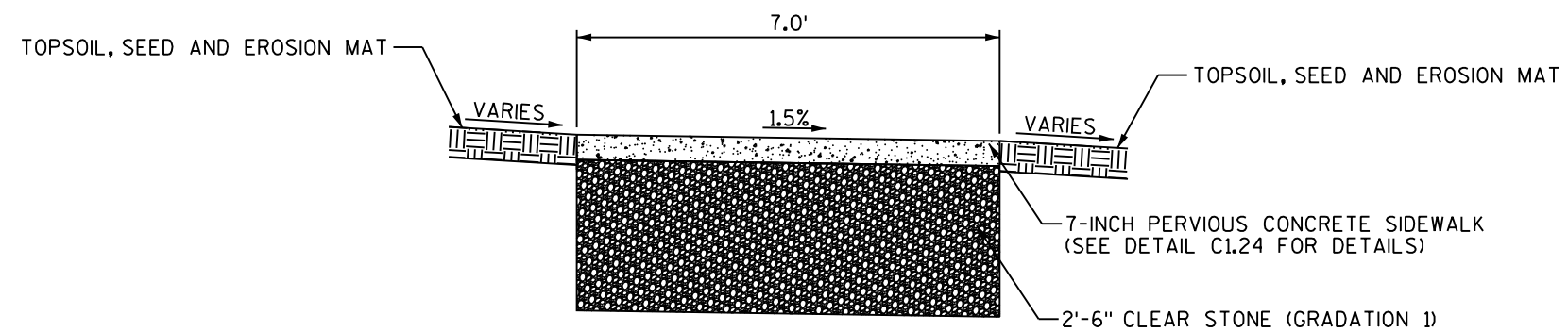




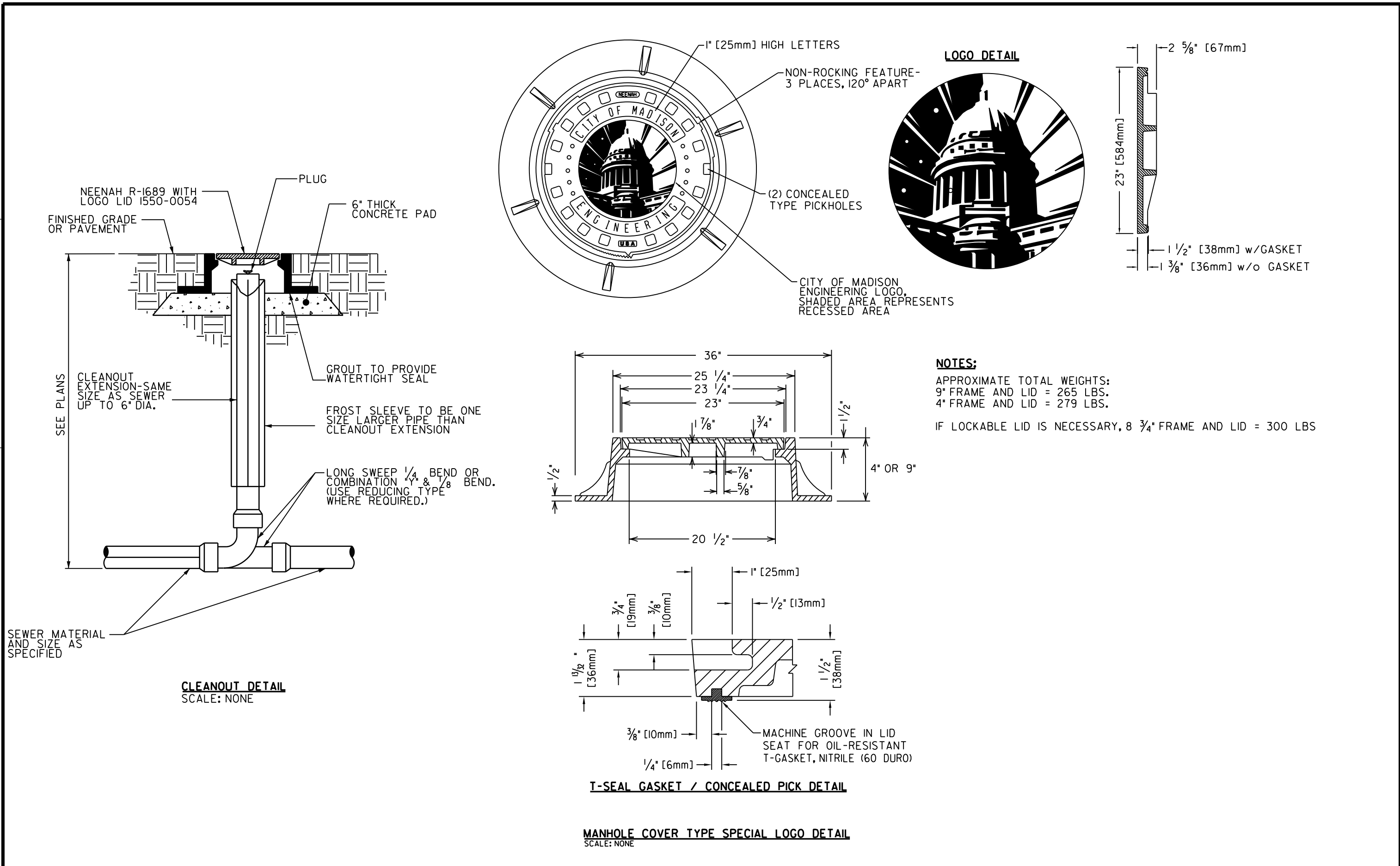
FEW STREET PEDESTRIAN/BIKE PATH TYPICAL SECTION

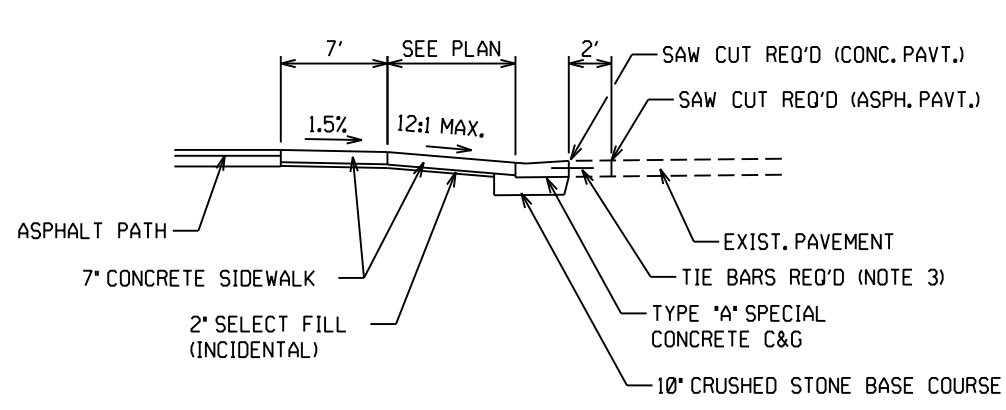


FEW STREET PEDESTRIAN/BIKE PATH TYPICAL SECTION
(ADJACENT TO RAILROAD TRACKS)

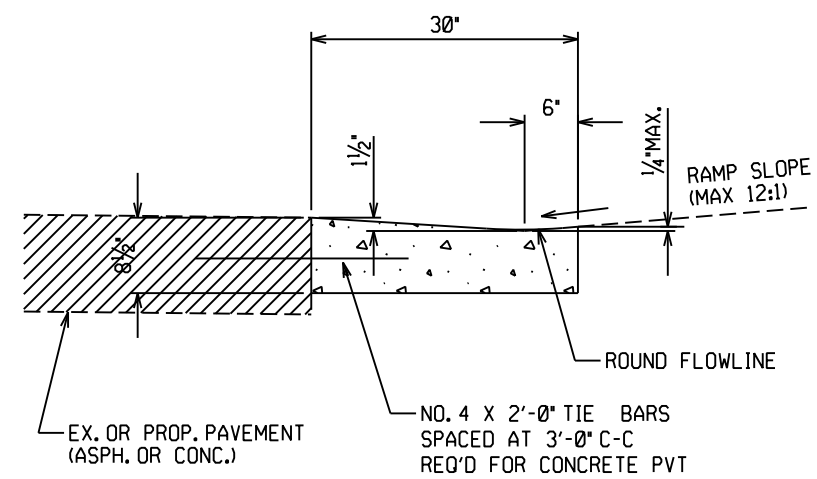


E. WILSON STREET SIDEWALK TYPICAL SECTION



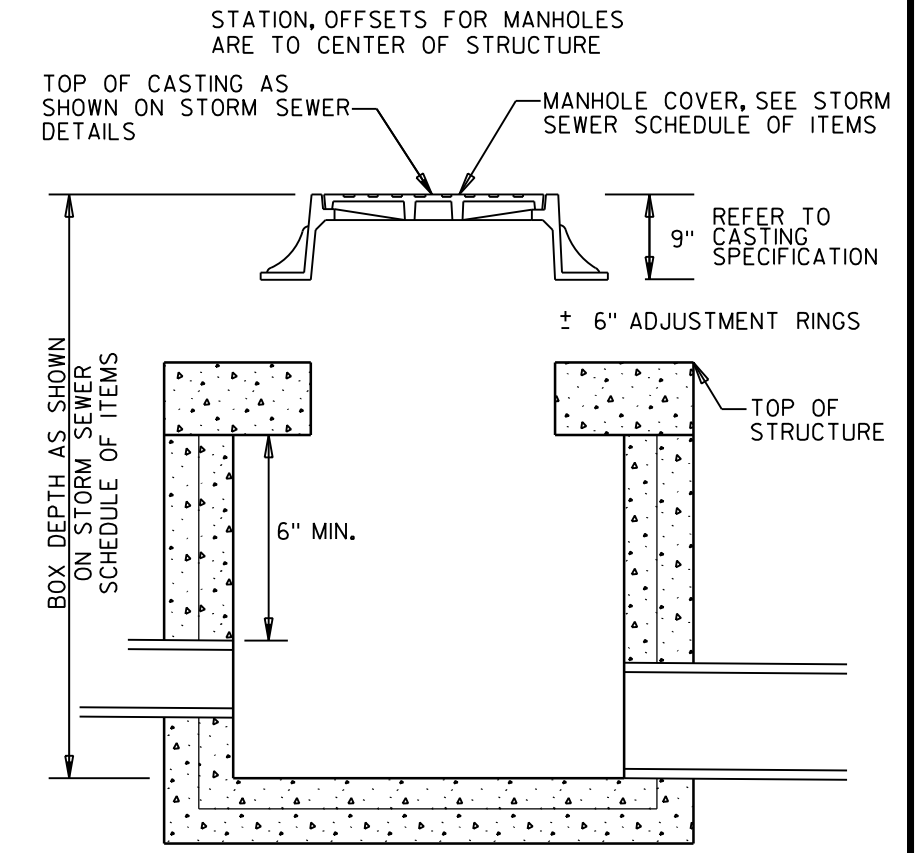


BIKE PATH RAMP SECTION A-A

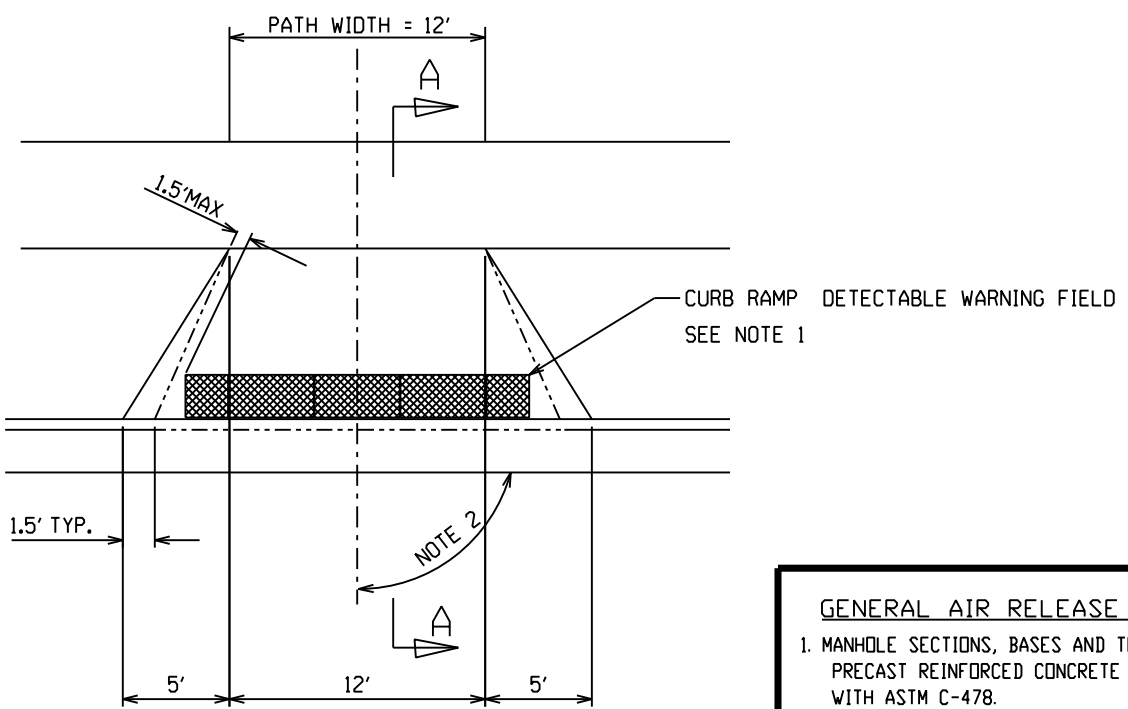


TYPE "A" SPECIAL CURB & GUTTER

- NOTES:
1. CURB RAMP DETECTABLE WARNING FIELDS REQUIRED WHERE PATH RAMP ENTERS A STREET.
 2. FOR ANGLES LESS THAN 75° OR GREATER THAN 105° FLARE DIMENSIONS SHALL BE AS SHOWN ON THE PLANS OR SHALL BE REVIEWED BY THE CONSTRUCTION ENGINEER PRIOR TO CONSTRUCTION.
 3. THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE

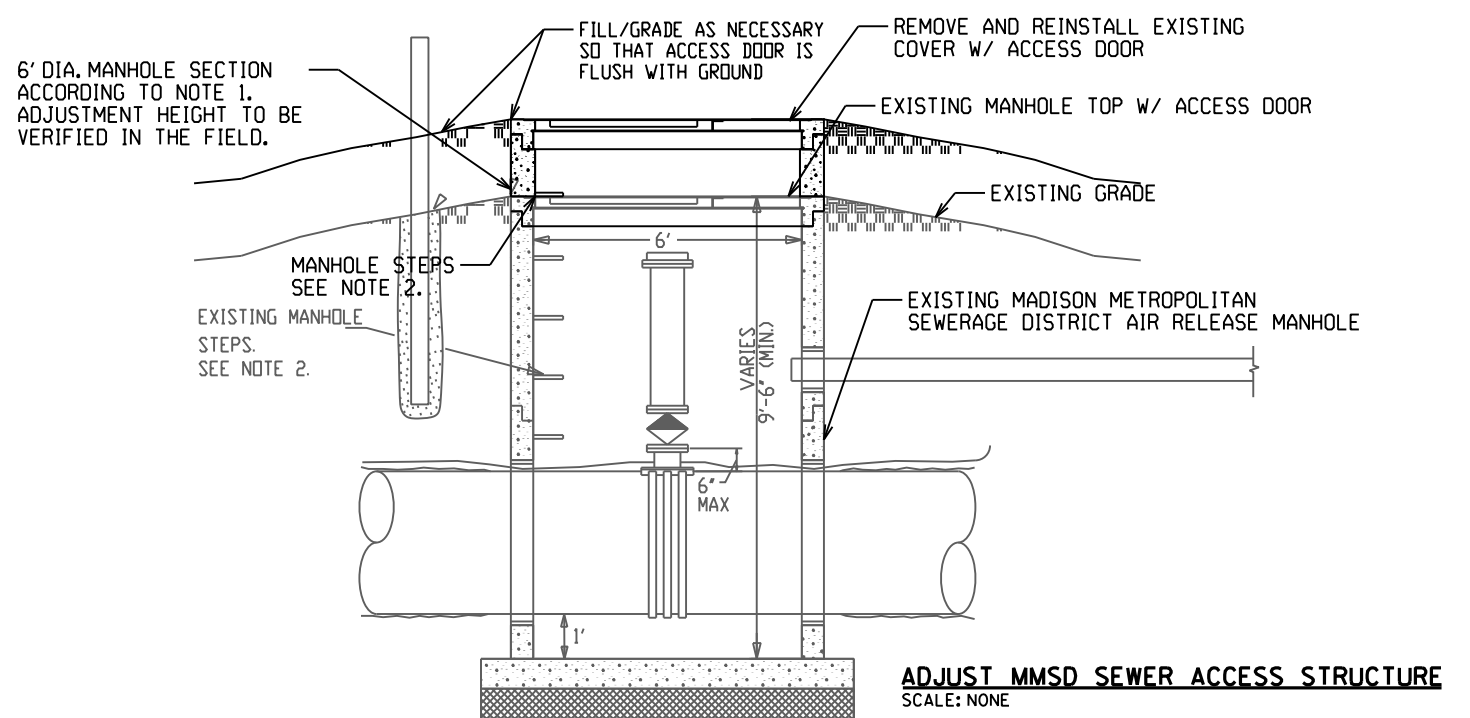


DETAIL FOR COMPUTING STORM SEWER STRUCTURE ELEVATIONS
SCALE: NONE

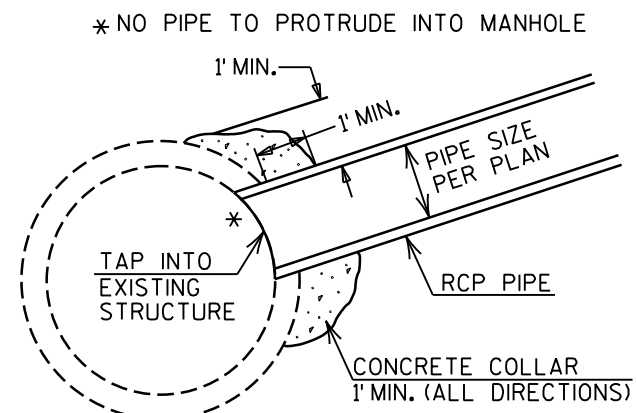


BIKE PATH RAMP PLAN
SCALE: NONE

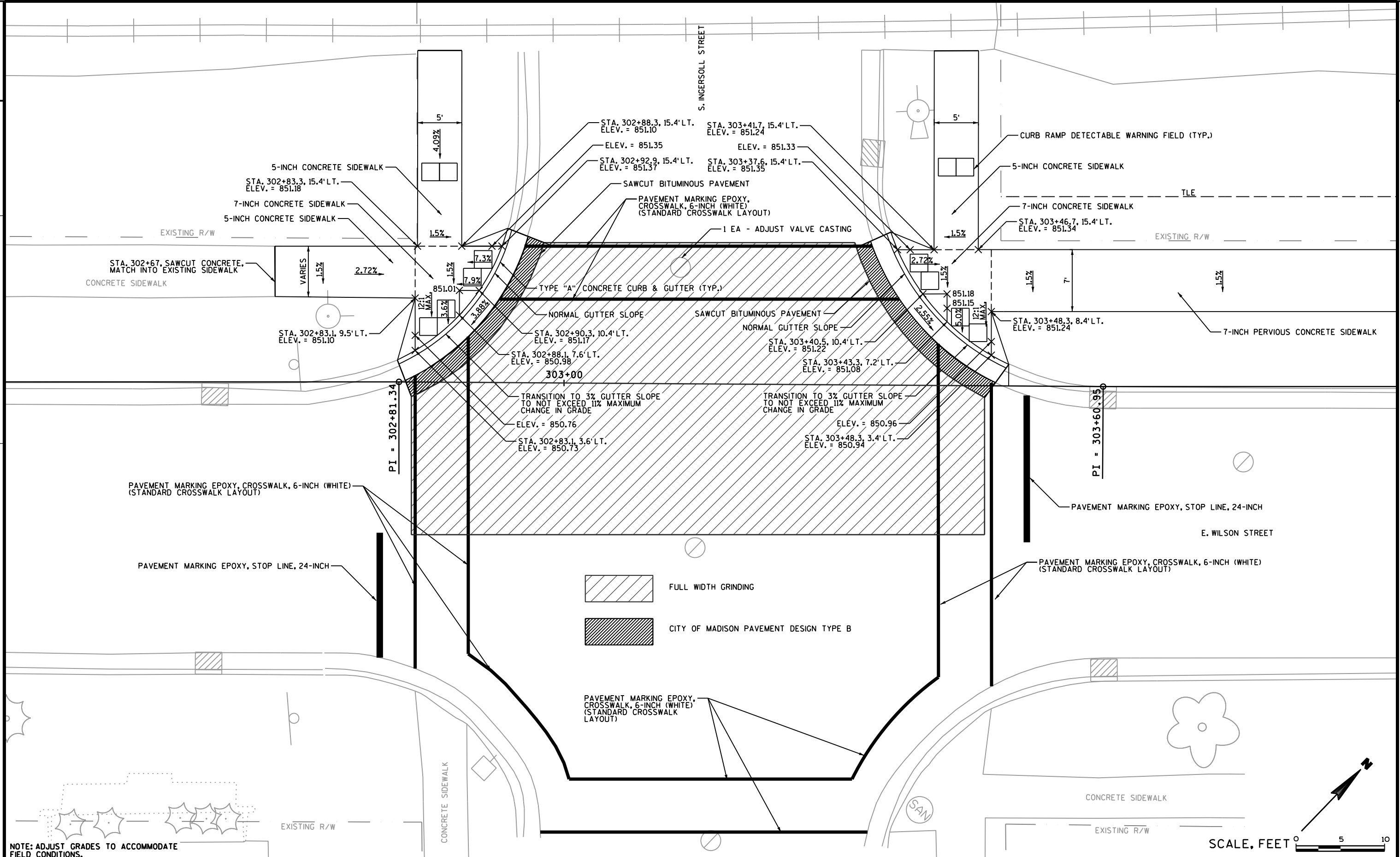
- GENERAL AIR RELEASE MANHOLE NOTES:**
1. MANHOLE SECTIONS, BASES AND TOP SLAB DECKS SHALL BE PRECAST REINFORCED CONCRETE CONSTRUCTED IN ACCORDANCE WITH ASTM C-478.
 2. MANHOLE STEPS SHALL BE M.A. INDUSTRIES MODEL PSI-PF, OR EQUAL, AND SHALL BE INSTALLED 16" ON CENTER.
 3. ACCESS DOOR SHALL BE EMBEDDED INTO THE TOP SLAB OF THE MANHOLE DECK. THE ACCESS DOOR SHALL BE CONSTRUCTED OF 1/4" THICK ALUMINUM DIAMOND PLATE AND SHALL BE REINFORCED TO WITHSTAND A LIVE LOAD OF 300 LBS PSF. DOOR SHALL HAVE STAINLESS STEEL HARDWARE AND SHALL BE EQUIPPED WITH POSITIVE-LOCKING HOLD-OPEN ARMS. ACCESS DOORS SHALL BE HALLIDAY PRODUCTS, SERIES RIR, OR EQUAL.



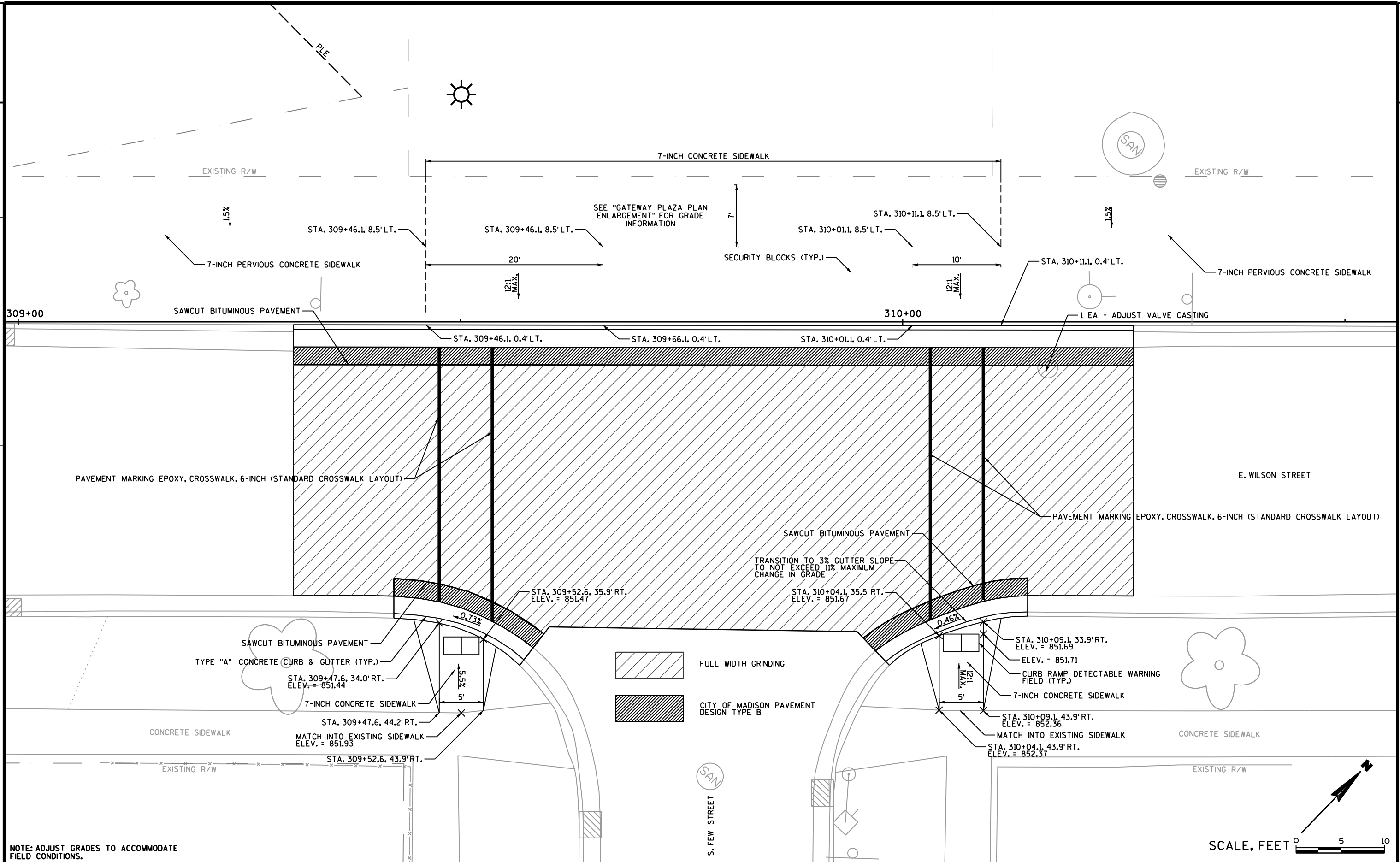
ADJUST MMSD SEWER ACCESS STRUCTURE
SCALE: NONE

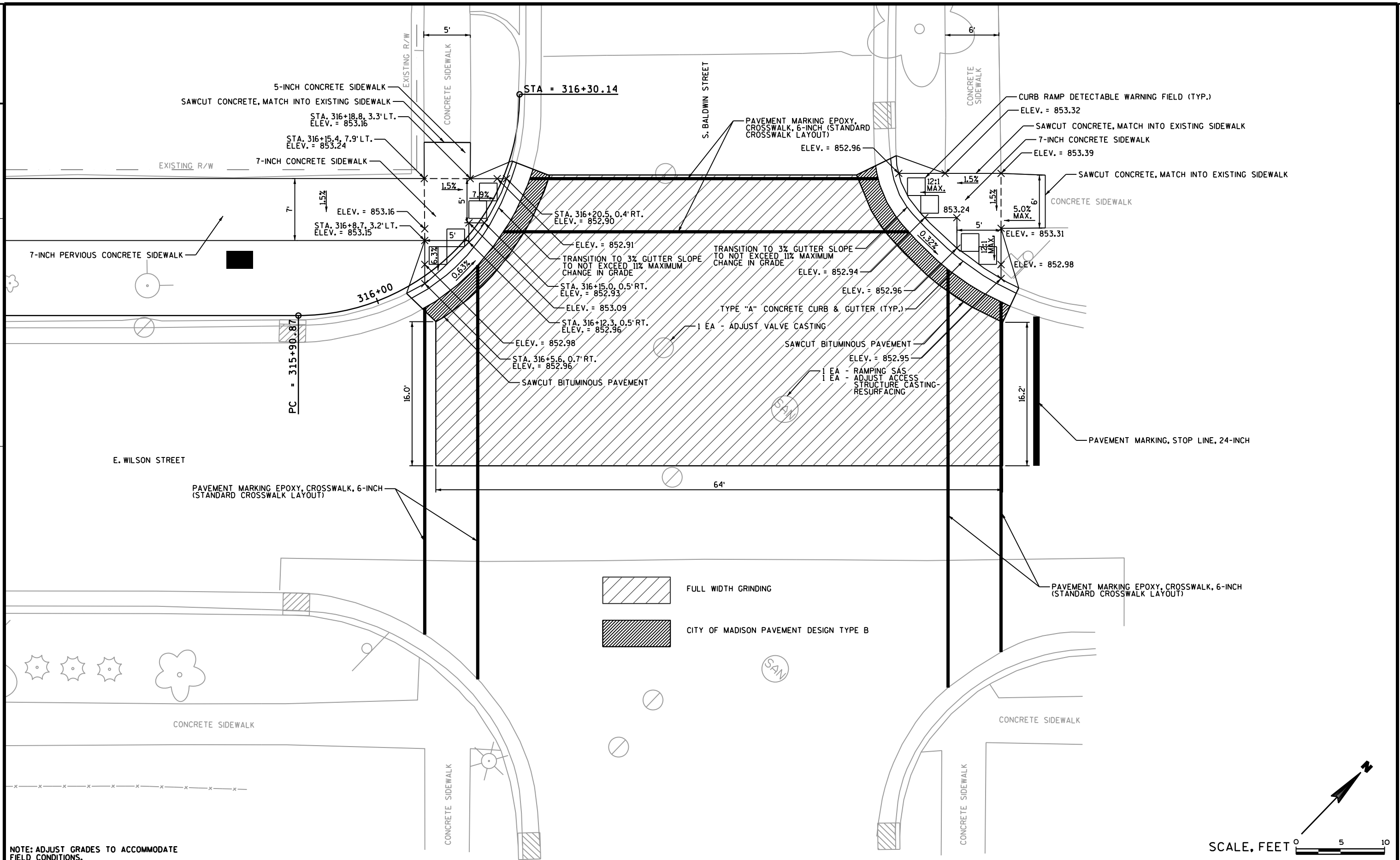


STORM STRUCTURE CONNECTION CONCRETE COLLAR DETAIL
SCALE: NONE

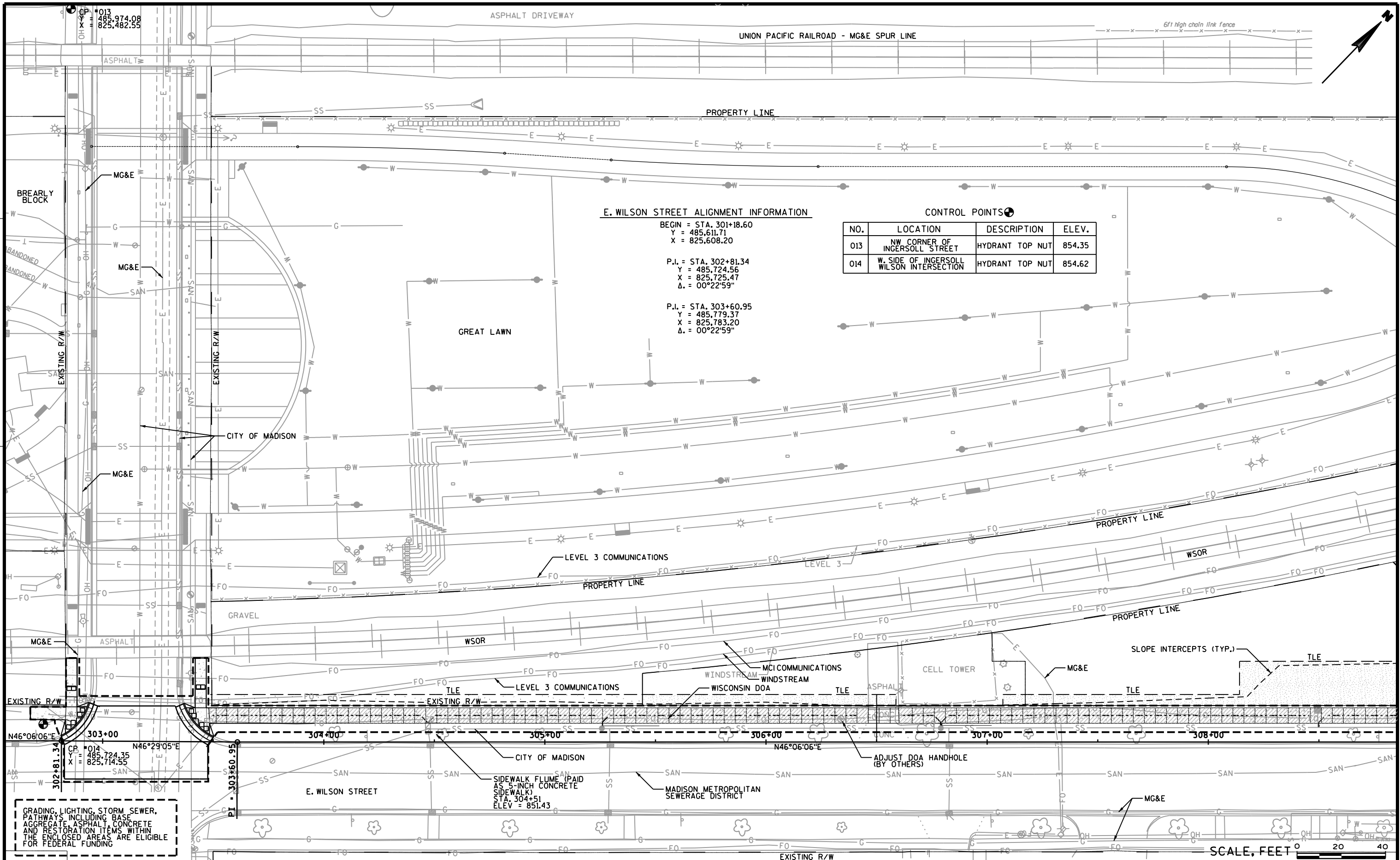


NOTE: ADJUST GRADES TO ACCOMMODATE FIELD CONDITIONS.





NOTE: ADJUST GRADES TO ACCOMMODATE FIELD CONDITIONS.



E. WILSON STREET ALIGNMENT INFORMATION

BEGIN = STA. 301+18.60
 Y = 485,611.71
 X = 825,608.20

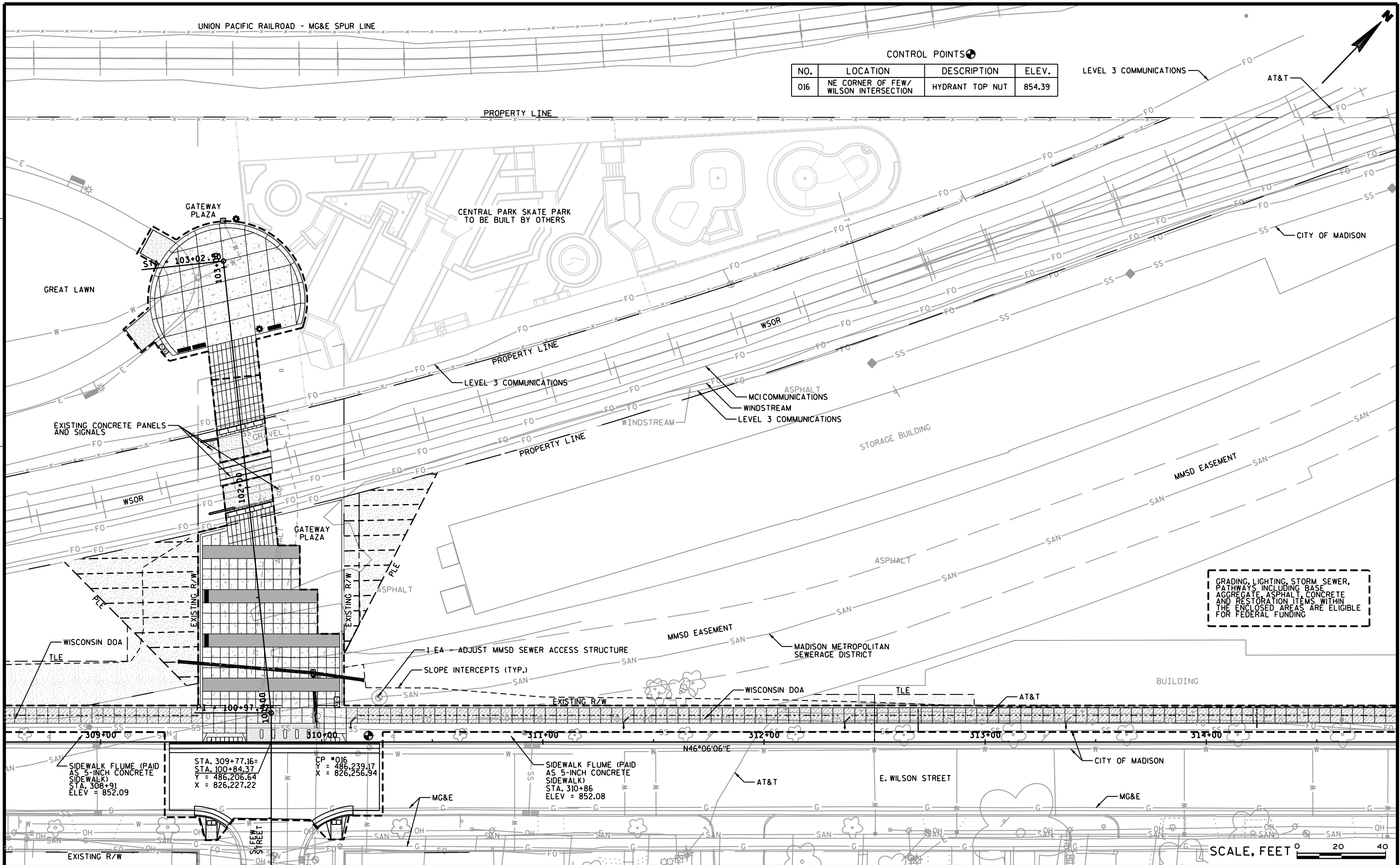
P.I. = STA. 302+81.34
 Y = 485,724.56
 X = 825,725.47
 Δ = 00°22'59"

P.I. = STA. 303+60.95
 Y = 485,779.37
 X = 825,783.20
 Δ = 00°22'59"

CONTROL POINTS

NO.	LOCATION	DESCRIPTION	ELEV.
013	NW CORNER OF INGERSOLL STREET	HYDRANT TOP NUT	854.35
014	W. SIDE OF INGERSOLL WILSON INTERSECTION	HYDRANT TOP NUT	854.62

GRADING, LIGHTING, STORM SEWER, PATHWAYS, INCLUDING BASE AGGREGATE, ASPHALT, CONCRETE AND RESTORATION ITEMS WITHIN THE ENCLOSED AREAS ARE ELIGIBLE FOR FEDERAL FUNDING

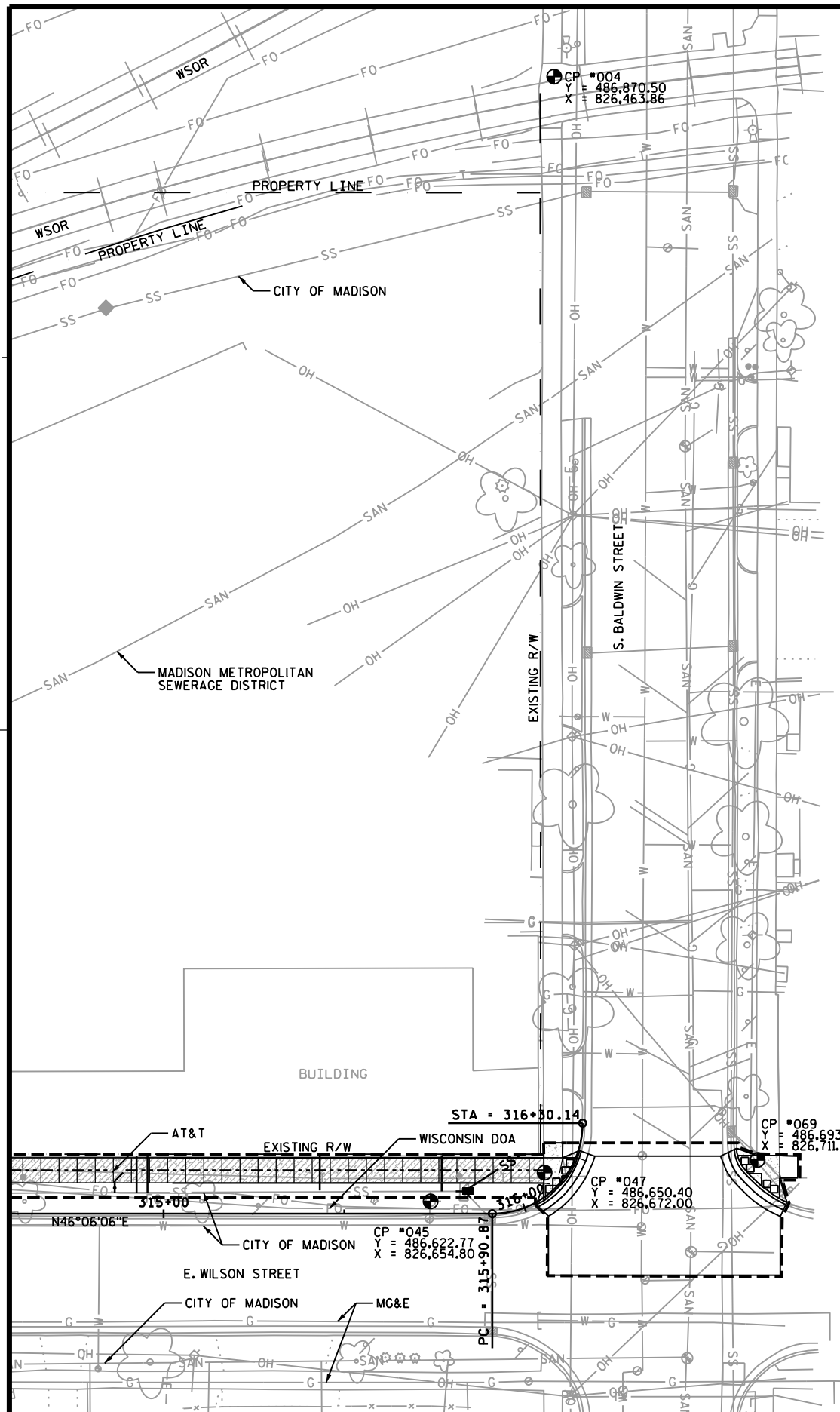


CONTROL POINTS

NO.	LOCATION	DESCRIPTION	ELEV.
016	NE CORNER OF FEW/ WILSON INTERSECTION	HYDRANT TOP NUT	854.39

GRADING, LIGHTING, STORM SEWER, PATHWAYS INCLUDING BASE AGGREGATE, ASPHALT, CONCRETE AND RESTORATION ITEMS WITHIN THE ENCLOSED AREAS ARE ELIGIBLE FOR FEDERAL FUNDING

SCALE, FEET 0 20 40



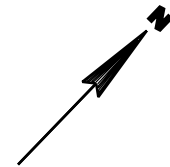
CONTROL POINTS

NO.	LOCATION	DESCRIPTION	ELEV.
004	NE CORNER OF INGERSOLL BLOCK AT BALDWIN	OLD MAG NAIL	852.12
045	NW CORNER OF BALDWIN/INGERSOLL INTERSECTION	HYDRANT TOP NUT	856.66
047	NW CORNER OF BALDWIN/INGERSOLL INTERSECTION	OLD CHSL X #35	853.52
069	NE CORNER OF BALDWIN/INGERSOLL INTERSECTION	CHSL X ENGR?	853.55

E. WILSON STREET ALIGNMENT INFORMATION

P.I. = STA. 316+15.87
 Y = 486,649.51
 X = 826,687.46
 T. = 25.00'
 L. = 39.27'
 R. = 25.00'
 P.C. = STA. 315+90.87
 Y = 486,632.17
 X = 826,669.44
 P.T. = STA. 316+30.14
 Y = 486,667.52
 X = 826,670.12

PROPOSED STORM STRUCTURE
 PROPOSED SANITARY STRUCTURE
 PROPOSED WATER SERVICE

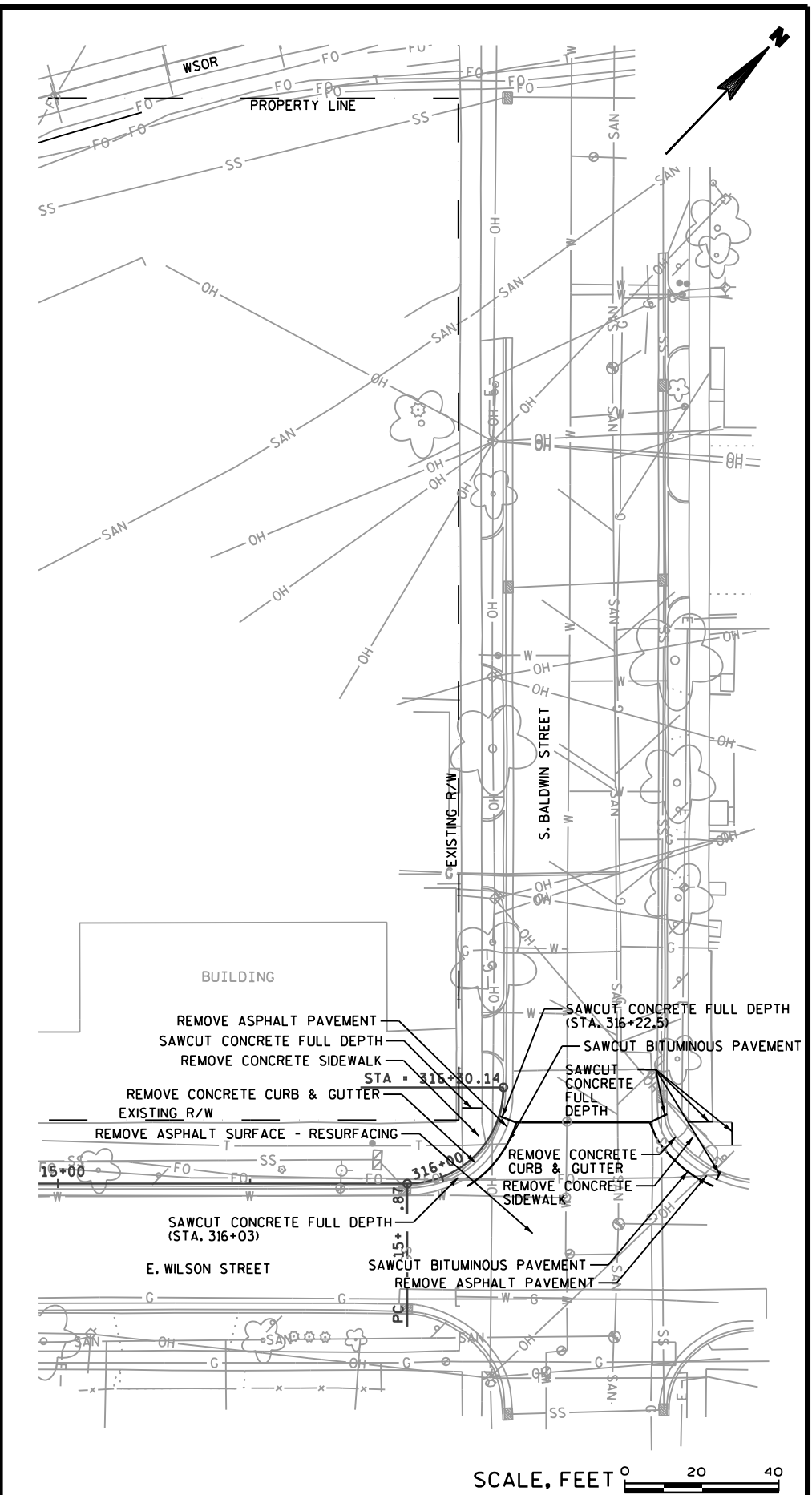
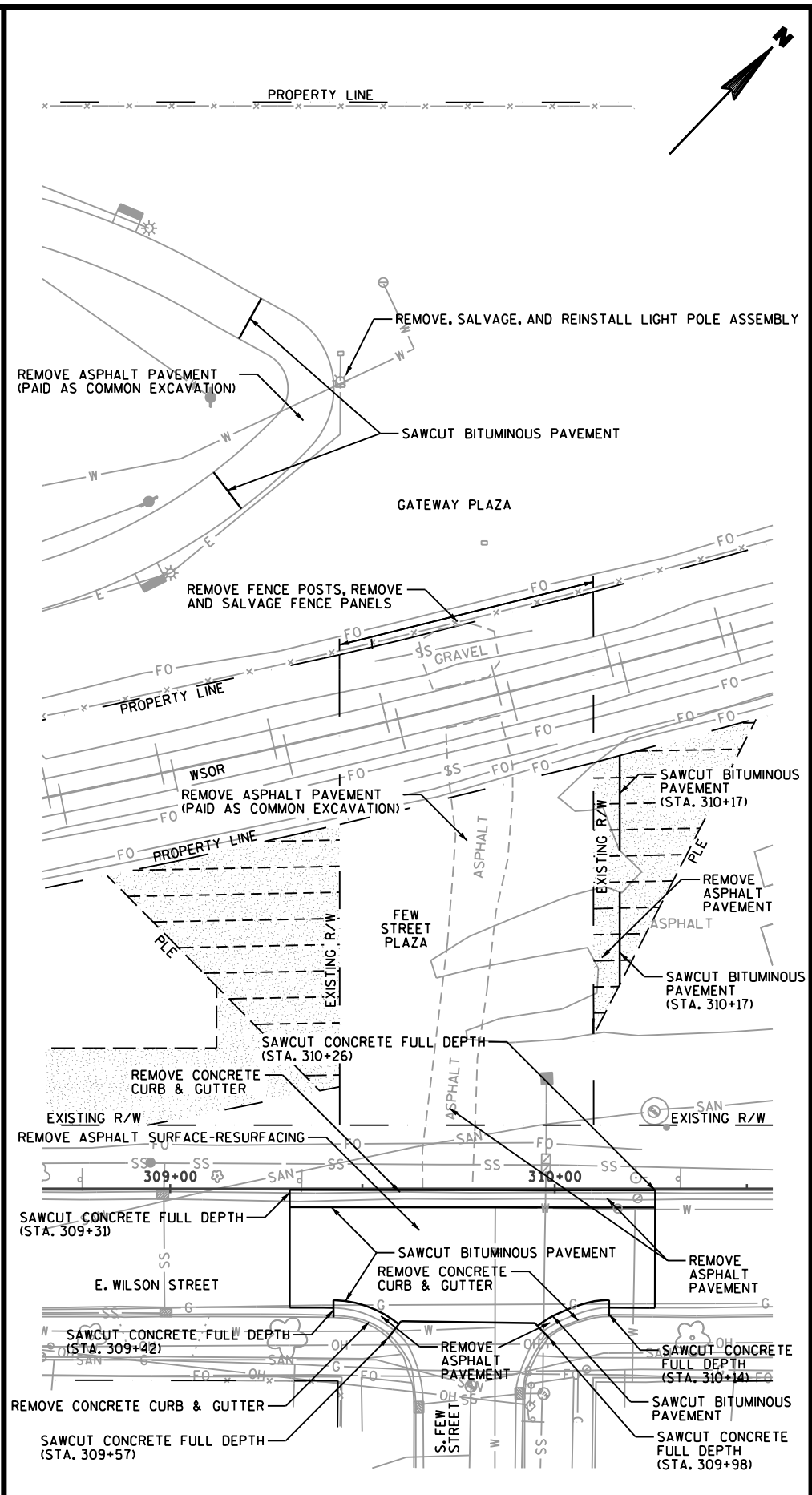
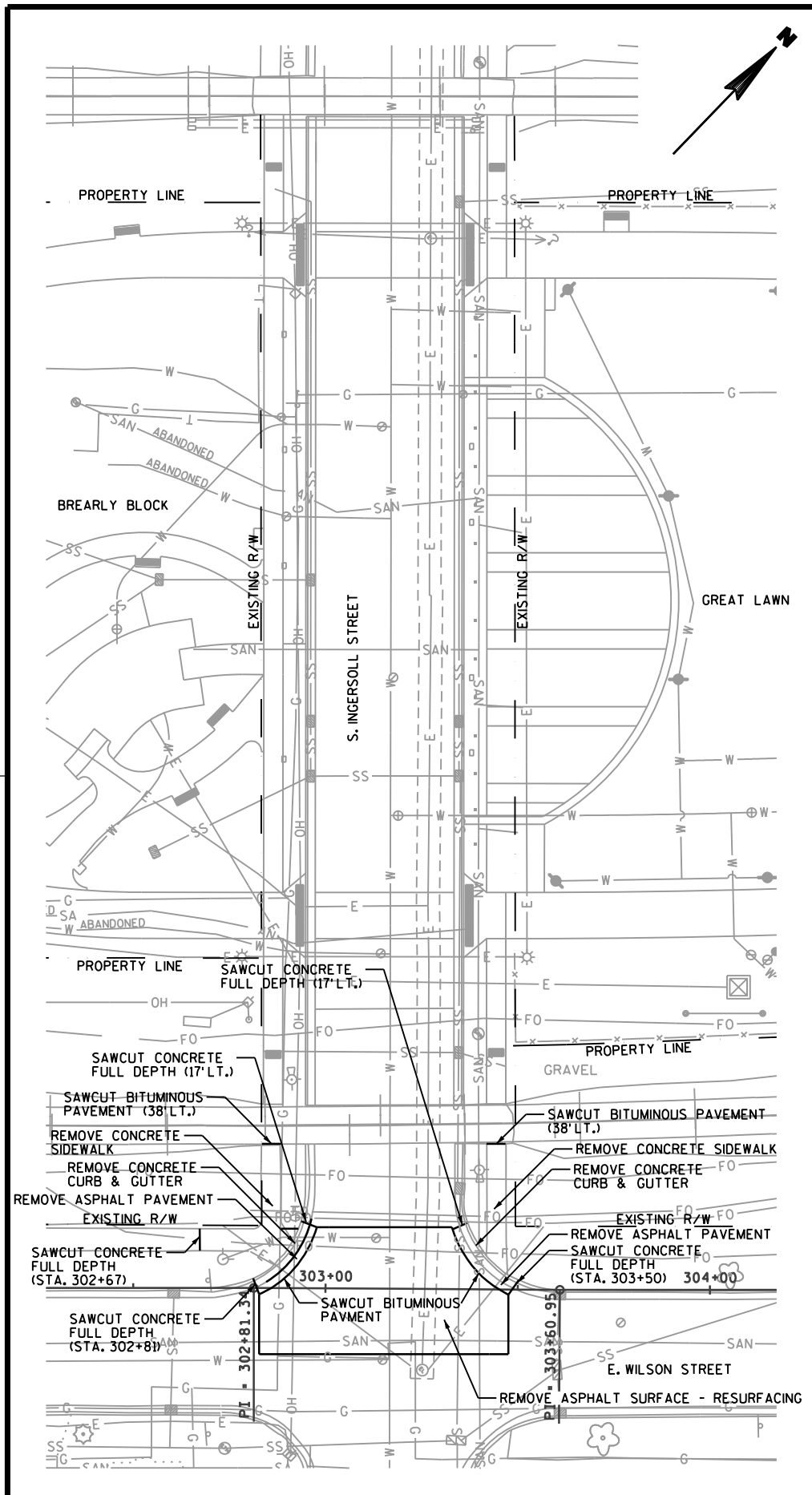


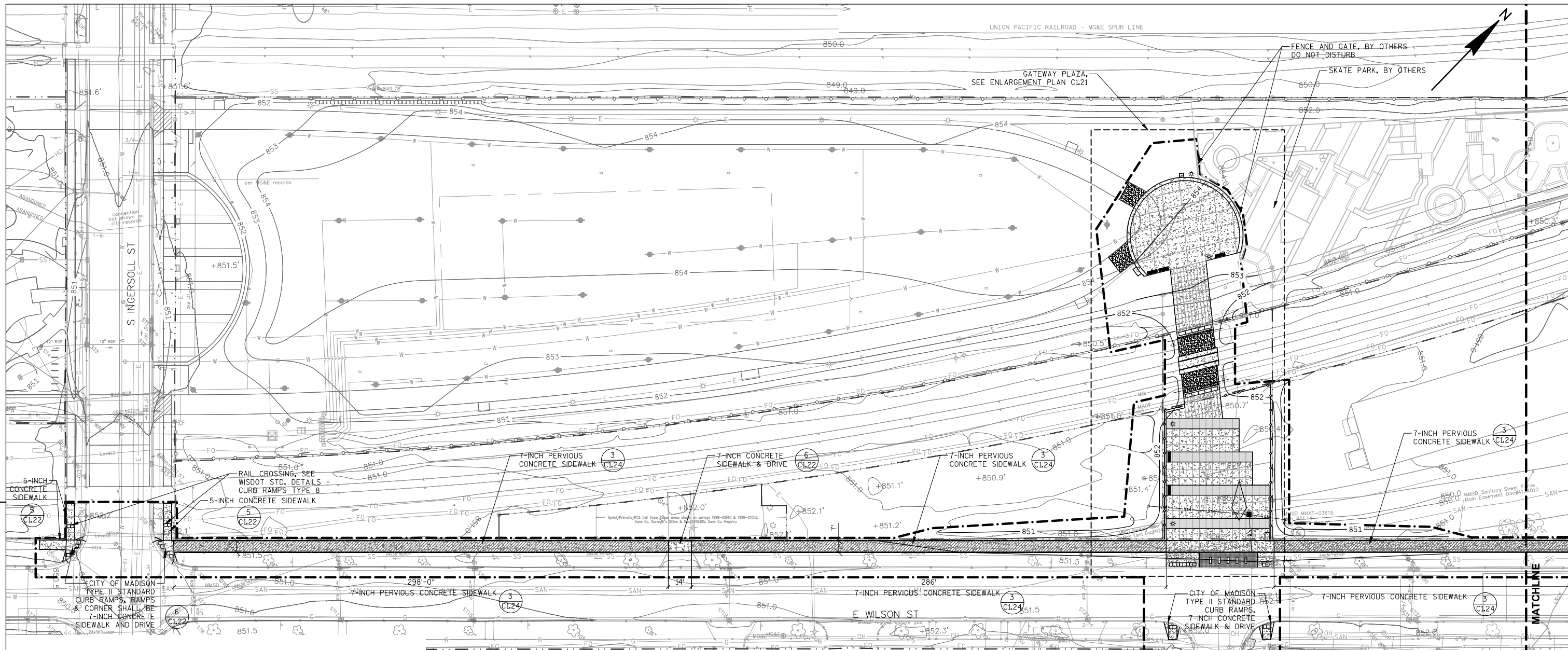
NOTES

1. THE PROJECT LIMITS ARE FOR DISPLAY PURPOSES ONLY. THE ACTUAL PROJECT LIMITS ARE WITHIN THE PROPERTY LINE BOUNDARIES AND EASEMENTS.
2. CONTRACTOR SHALL CONTACT DIGGERS HOTLINE AND APPROPRIATE UTILITY COMPANIES TO FIELD VERIFY UTILITIES PRIOR TO ANY CONSTRUCTION.
3. CONSTRUCTION LAYOUT/STAKING SHALL BE PROVIDED BY THE CITY. THE CONTRACTOR SHALL NOTIFY THE CITY 48 HOURS IN ADVANCE FOR ANY STAKING AND LAYOUT.
4. HORIZONTAL DATUM IS DANE COUNTY COORDINATES, U.S. SURVEY FEET, NAD83(2007).
5. VERTICAL DATUM IS NAVD88, PRE-2007 ADJUSTMENT.

GRADING, LIGHTING, STORM SEWER, PATHWAYS INCLUDING BASE AGGREGATE, ASPHALT, CONCRETE AND RESTORATION ITEMS WITHIN THE ENCLOSED AREAS ARE ELIGIBLE FOR FEDERAL FUNDING

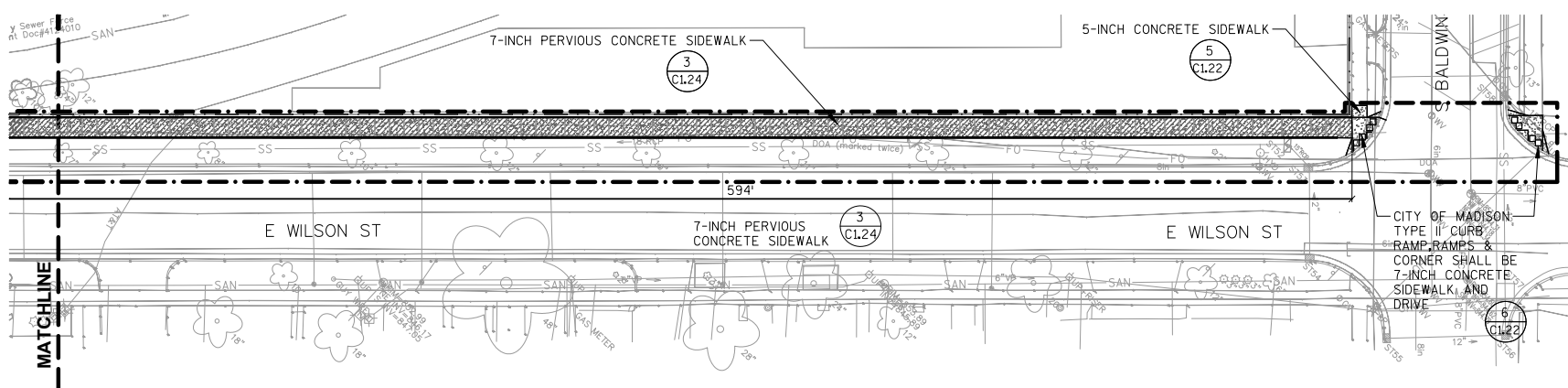
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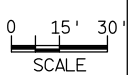


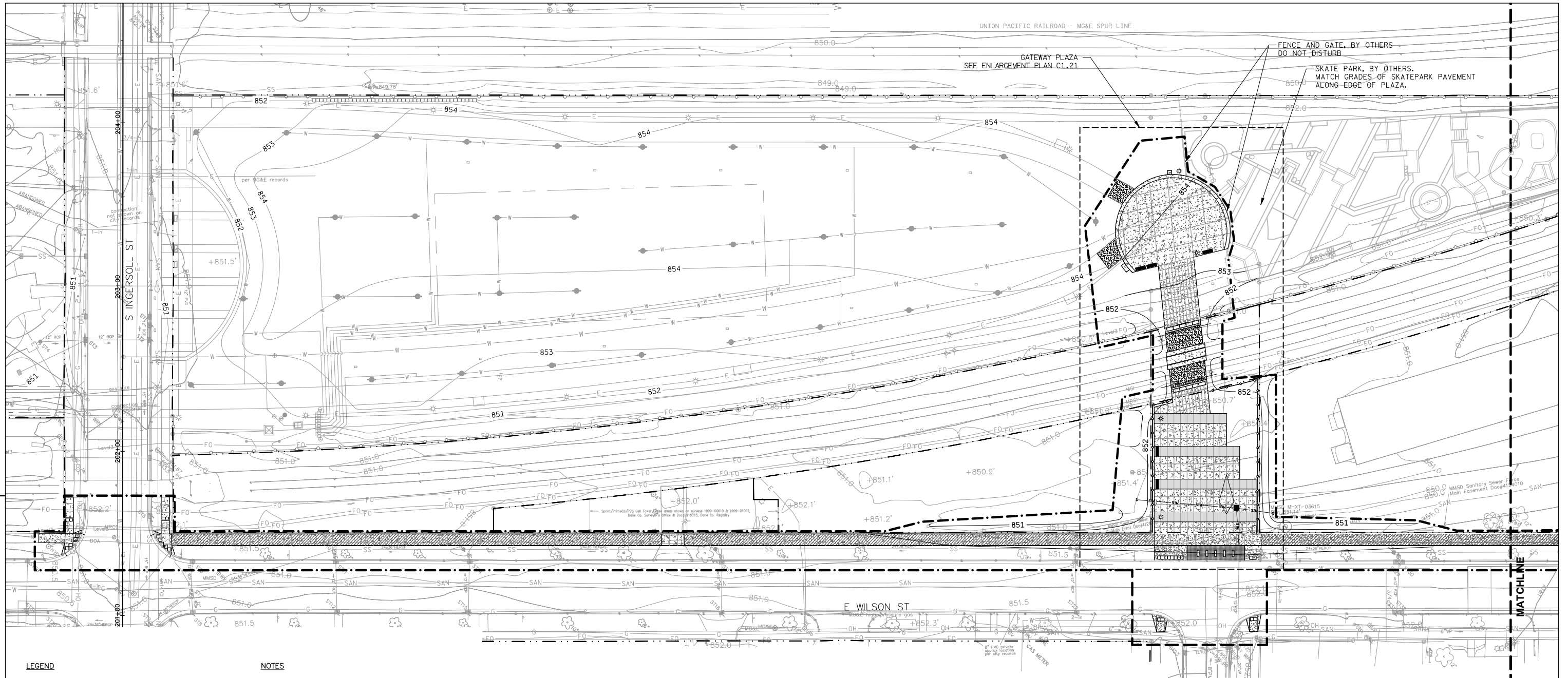
- LEGEND**
- PROJECT LIMITS
 - PROPERTY LINE
 - STANDARD CONCRETE PAVEMENT
 - PERVIOUS CONCRETE PAVEMENT
 - ASPHALT PAVEMENT
 - CONCRETE PAVEMENT, INTEGRAL COLOR WITH TEXTURE
 - * LIGHT POLE
 - CONCRETE CURB AND GUTTER
 - BENCH
 - PROPOSED STORM SEWER
 - PROPOSED STORM STRUCTURE

- NOTES**
1. THE PROJECT LIMITS ARE FOR DISPLAY PURPOSES ONLY. THE ACTUAL PROJECT LIMITS ARE WITHIN THE PROPERTY LINE BOUNDARIES AND EASEMENTS.
 2. CONTRACTOR SHALL CONTACT DIGGERS HOTLINE AND APPROPRIATE UTILITY COMPANIES TO FIELD VERIFY UTILITIES PRIOR TO ANY CONSTRUCTION.
 3. CONSTRUCTION LAYOUT/STAKING SHALL BE PROVIDED BY THE CITY. THE CONTRACTOR SHALL NOTIFY THE CITY 48 HOURS IN ADVANCE FOR ANY STAKING AND LAYOUT.
 4. HORIZONTAL DATUM IS DANE COUNTY COORDINATES, U.S. SURVEY FEET, NAD83(2007).
 5. VERTICAL DATUM IS NAVD88, PRE-2007 ADJUSTMENT.



Know what's below.
Call before you dig.

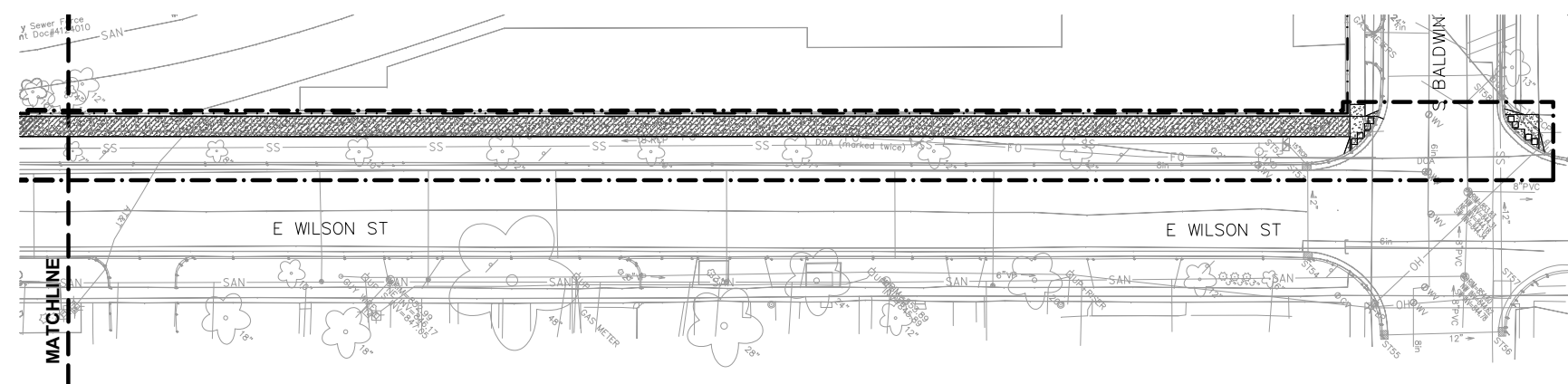




LEGEND

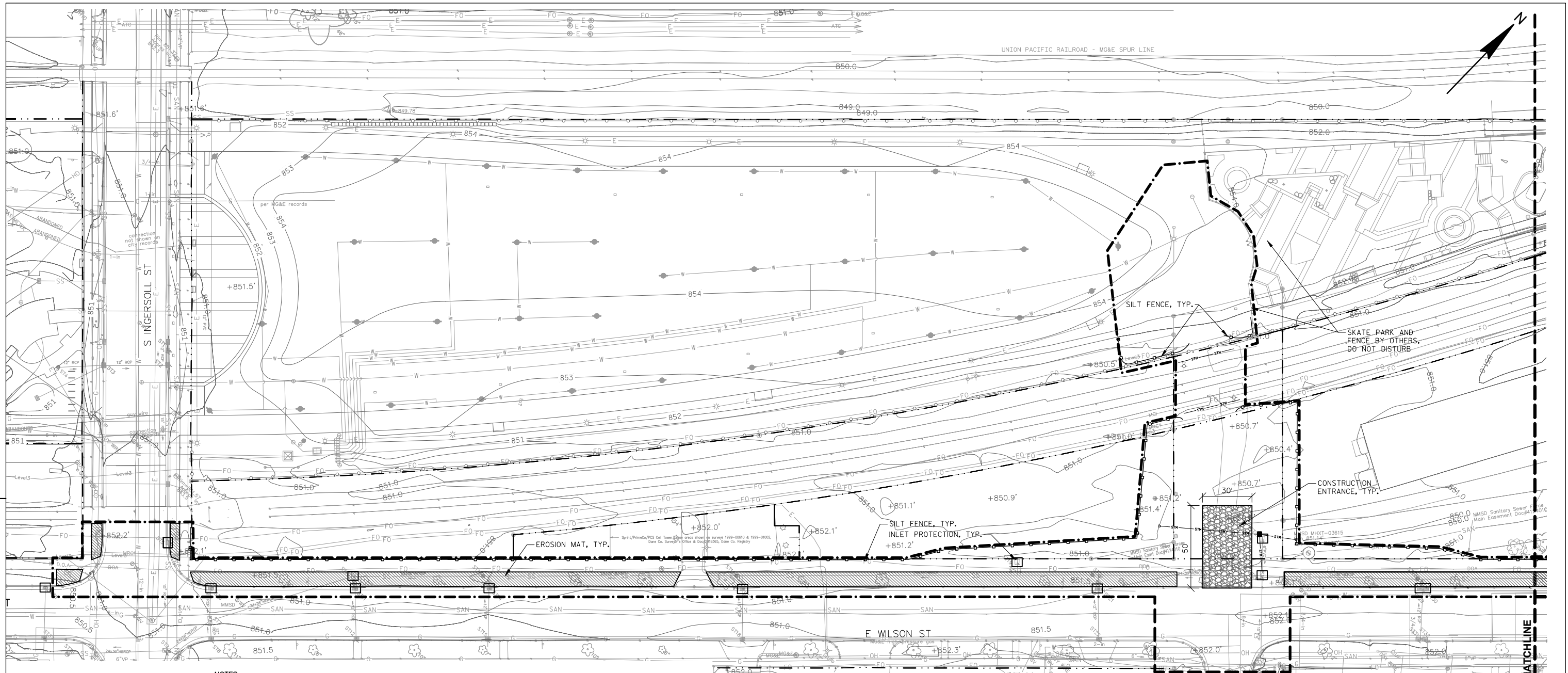
— · — · —	PROJECT LIMITS
— · — · —	PROPERTY LINE
— 855 —	PROPOSED INDEX CONTOUR
— 854 —	PROPOSED INTERMEDIATE CONTOUR
— — —	SWALE CENTERLINE
+ 851.90	PROPOSED SPOT ELEVATION
+ LP 851.90	LOW POINT ELEVATION
+ HP 851.90	HIGH POINT ELEVATION
+ (851.90)	MATCH EXISTING ELEVATION/FIELD VERIFY
— SW —	PROPOSED STORM SEWER
■	PROPOSED STORM STRUCTURE

- NOTES**
1. THE PROJECT LIMITS ARE FOR DISPLAY PURPOSES ONLY. THE ACTUAL PROJECT LIMITS ARE WITHIN THE PROPERTY LINE BOUNDARIES.
 2. CONTRACTOR SHALL CONTACT DIGGERS HOTLINE AND APPROPRIATE UTILITY COMPANIES TO FIELD VERIFY UTILITIES PRIOR TO ANY CONSTRUCTION.
 3. HORIZONTAL DATUM IS DANE COUNTY COORDINATES, U.S. SURVEY FEET, NAD83(2007).
 4. VERTICAL DATUM IS NAVD88, PRE-2007 ADJUSTMENT.
 5. GRADES REFLECT FINISHED GRADE ELEVATIONS. PLACE 6" OF TOPSOIL IN ALL LAWN AND LANDSCAPE AREAS.



Know what's below.
Call before you dig.

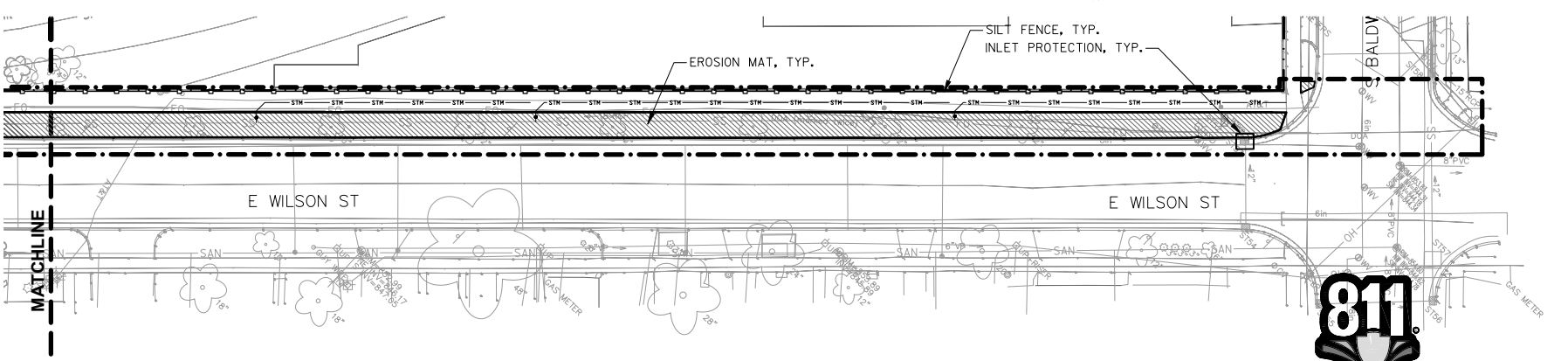




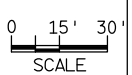
LEGEND

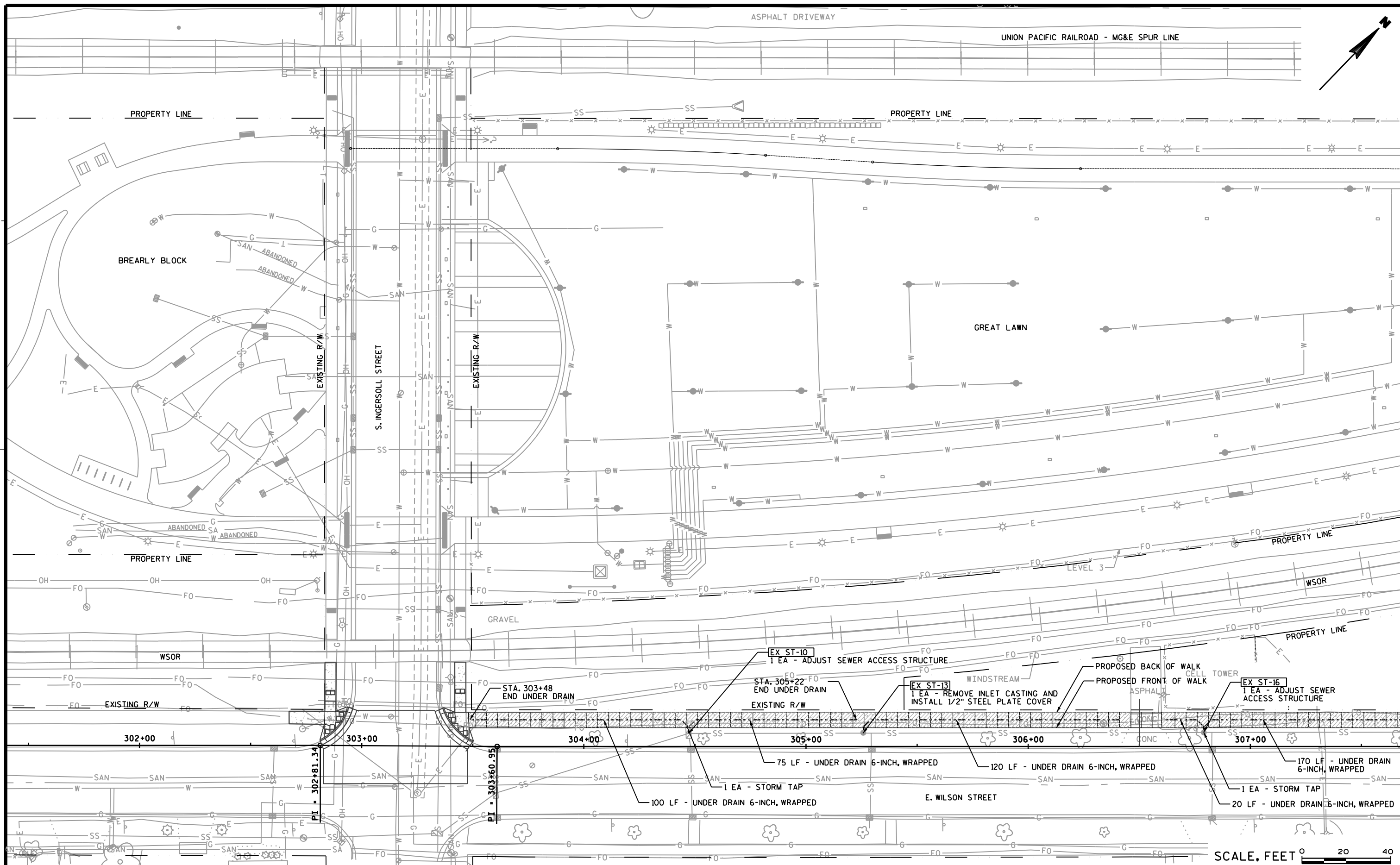
	PROJECT LIMITS
	PROPERTY LINE
	SILT FENCE
	INLET PROTECTION
	PROPOSED STORM SEWER
	PROPOSED STORM STRUCTURE
	EROSION MAT

- NOTES**
1. THE PROJECT LIMITS ARE FOR DISPLAY PURPOSES ONLY. THE ACTUAL PROJECT LIMITS ARE WITHIN THE PROPERTY LINE BOUNDARIES OR EASEMENTS.
 2. CONTRACTOR SHALL CONTACT DIGGERS HOTLINE AND APPROPRIATE UTILITY COMPANIES TO FIELD VERIFY UTILITIES PRIOR TO ANY CONSTRUCTION.
 3. ALL SITE EROSION CONTROL MEASURES SHALL BE MAINTAINED BY CONTRACTOR AND SHALL BE REPAIRED OR REPLACED AS NEEDED TO SERVE INTENDED FUNCTION.
 4. INLET PROTECTION IS REQUIRED UNTIL SITE IS STABILIZED, INCLUDING EXISTING INLETS AS WELL AS NEW INLETS AS THEY ARE CONSTRUCTED.
 5. CONTRACTOR IS RESPONSIBLE FOR REMOVAL OF ALL EROSION CONTROL DEVICES AT PROJECT COMPLETION.
 6. CONTRACTOR SHALL CLEAN ROAD SURFACES THROUGHOUT THE DAY TO PREVENT TRACKING OF **MATERIALS**.
 7. 800 SY OF UNDISTRIBUTED EROSION MATTING HAS BEEN INCLUDED FOR USE AS NEEDED IF DIRECTED BY ENGINEER.
 8. AN ADDITIONAL 100 LF OF UNDISTRIBUTED SILT FENCE HAS BEEN INCLUDED FOR USE AS NEEDED IF DIRECTED BY ENGINEER.



Know what's below.
Call before you dig.





PROJECT NO: 5992-01-99

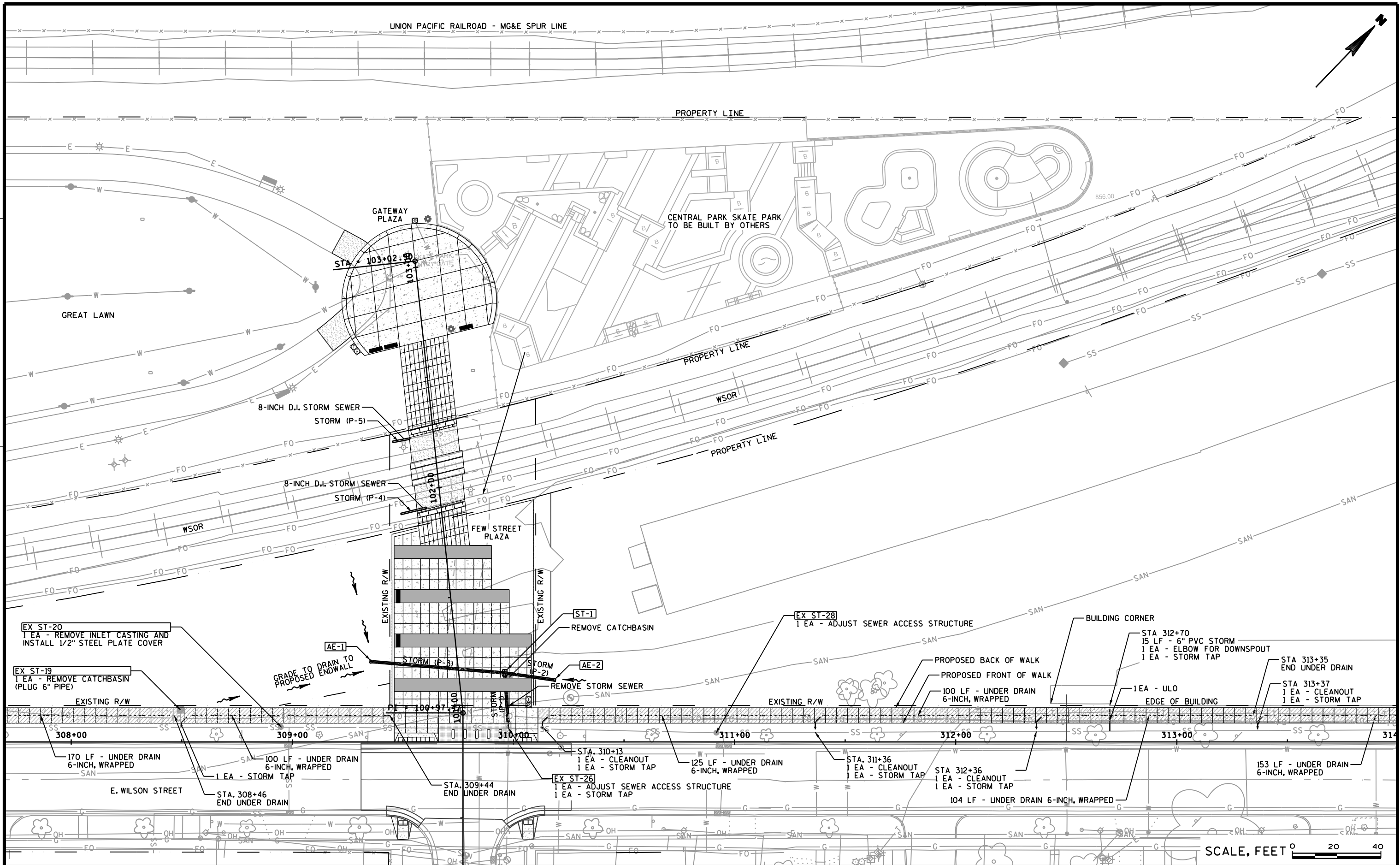
HWY: NON HIGHWAY

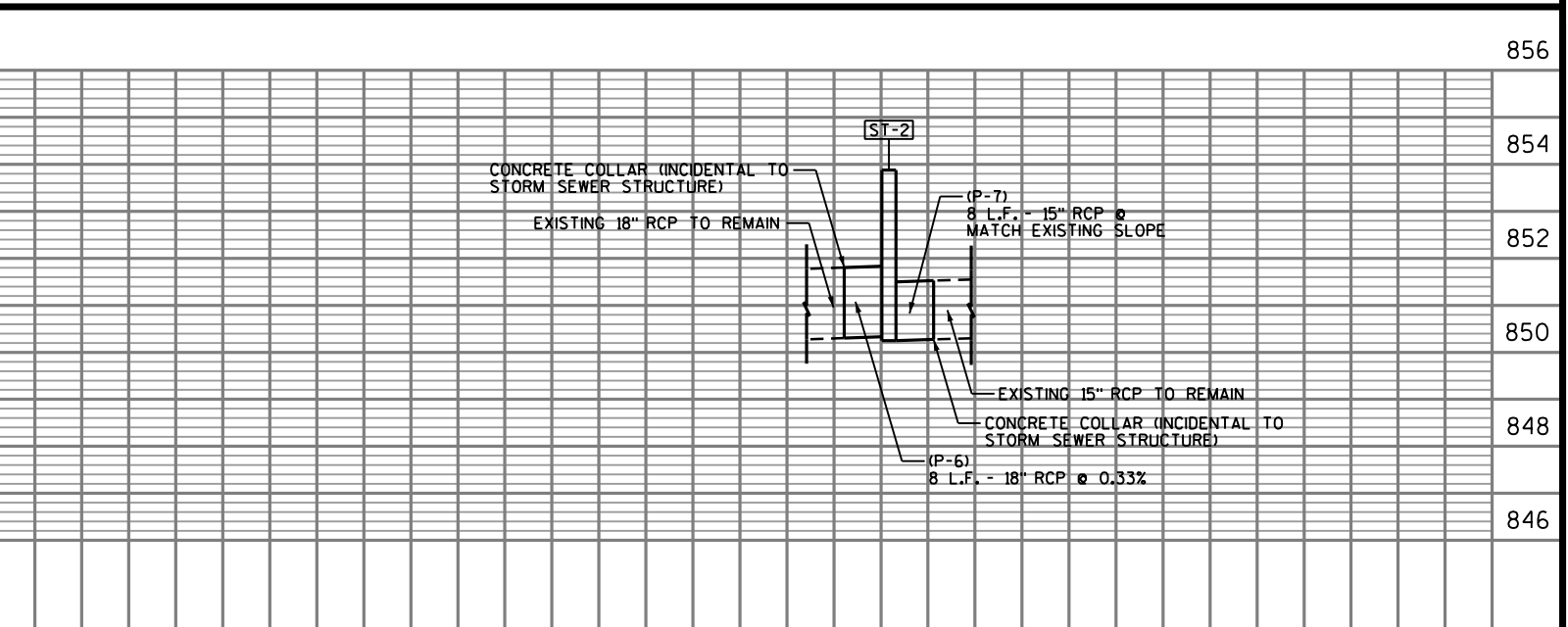
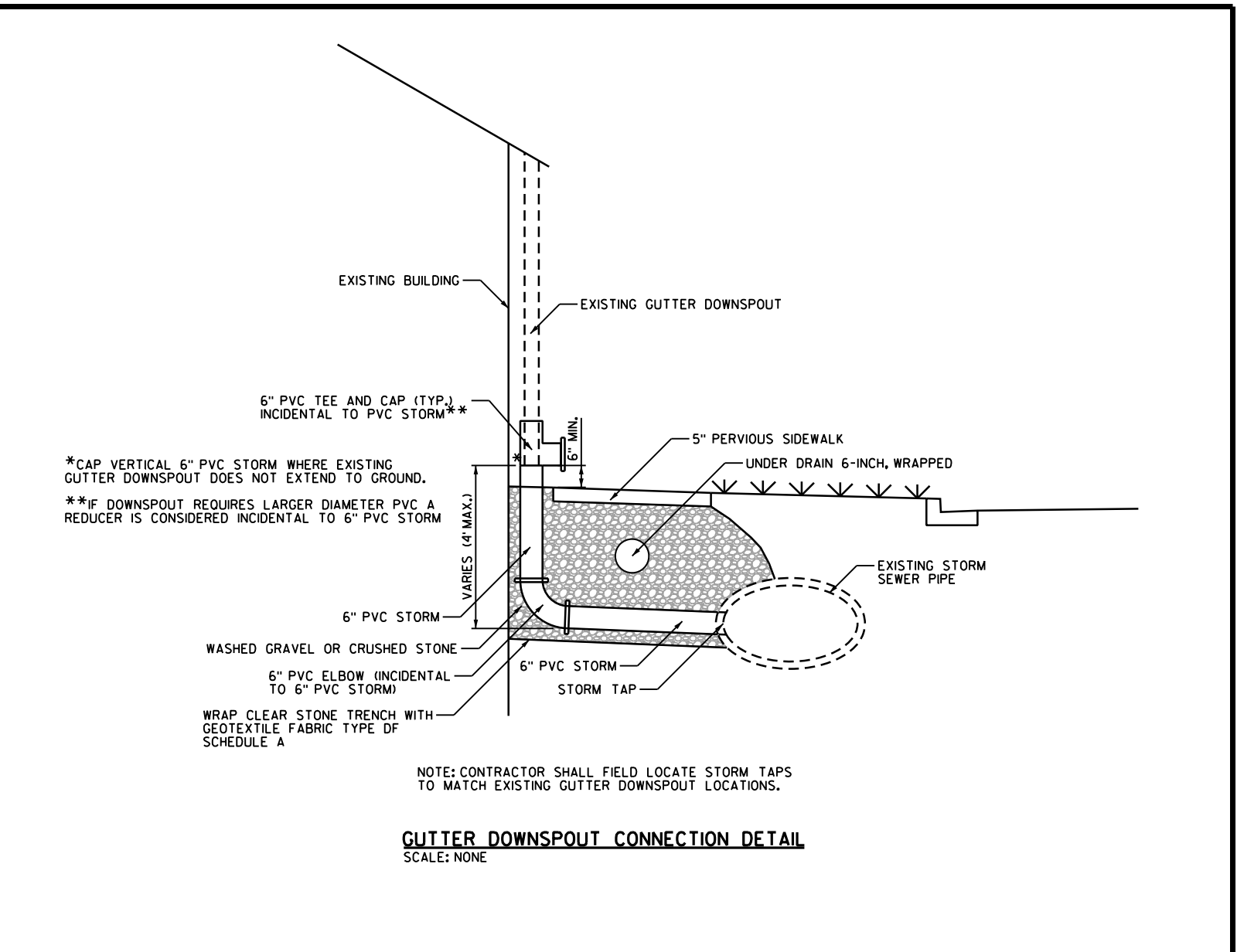
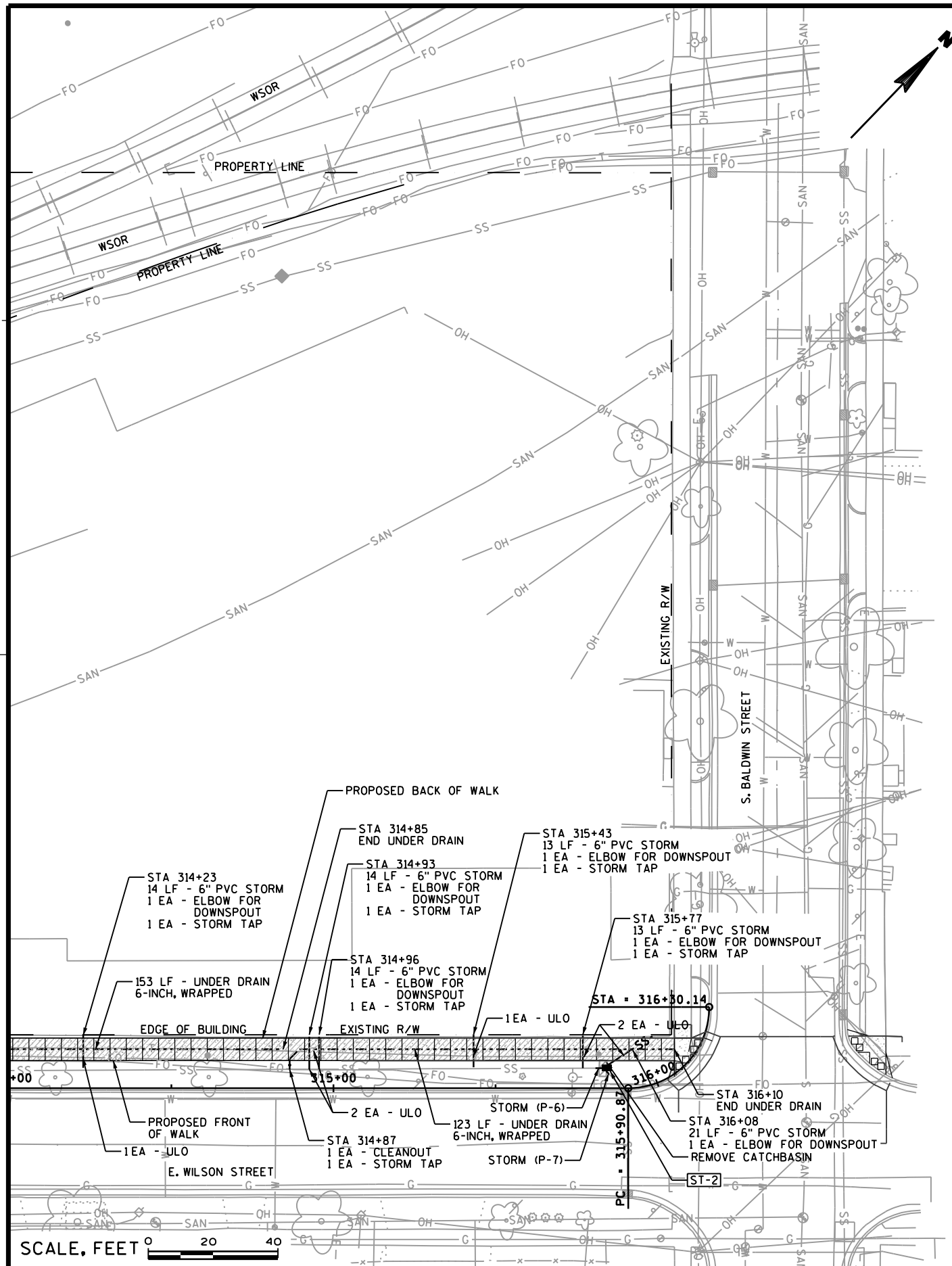
COUNTY: DANE

STORM SEWER PLAN

SHEET C1.14

E





PROJECT NO: 5992-01-99

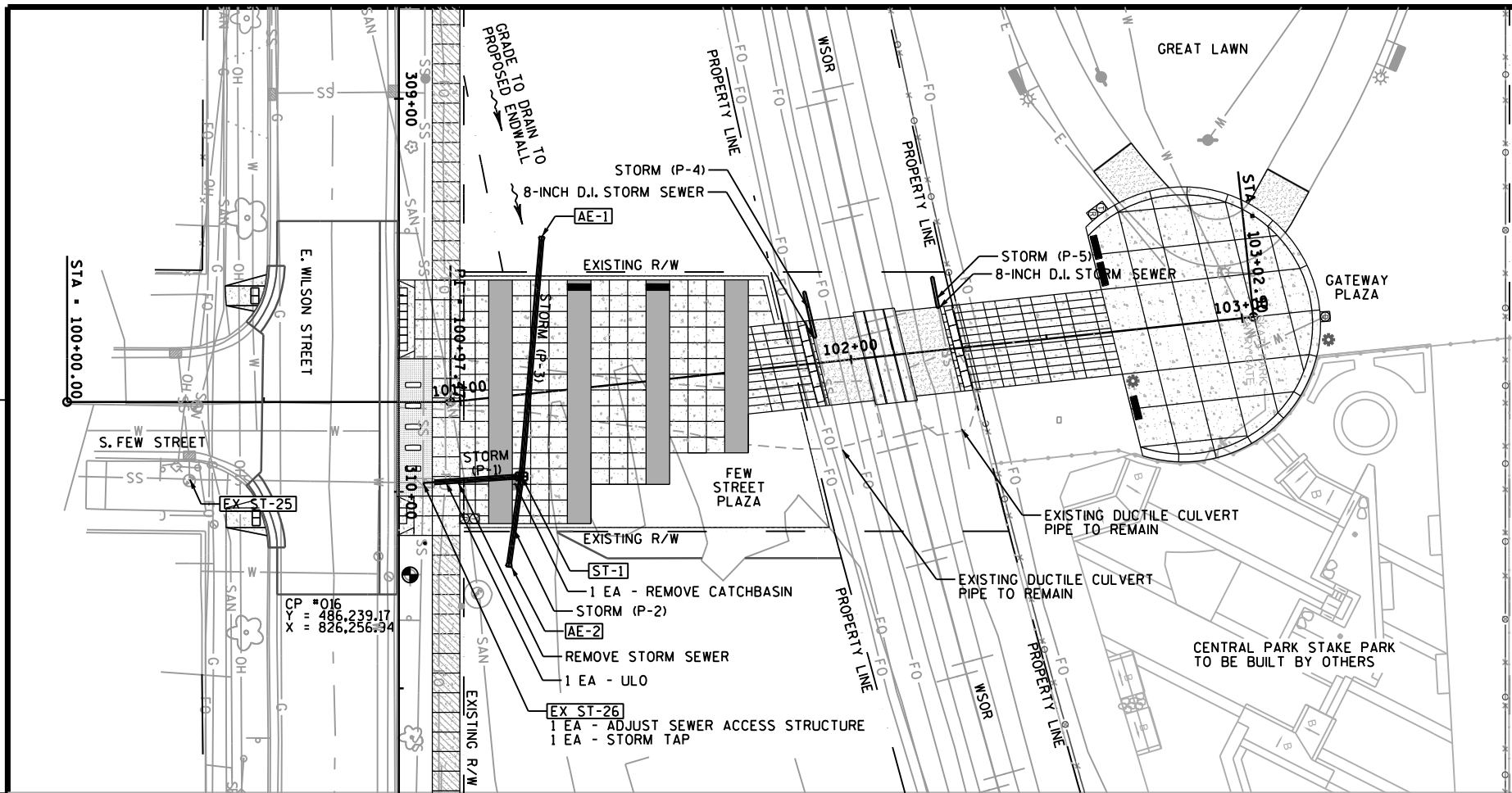
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COUNTY: DANE

STORM SEWER PLAN

SHEET C1.16

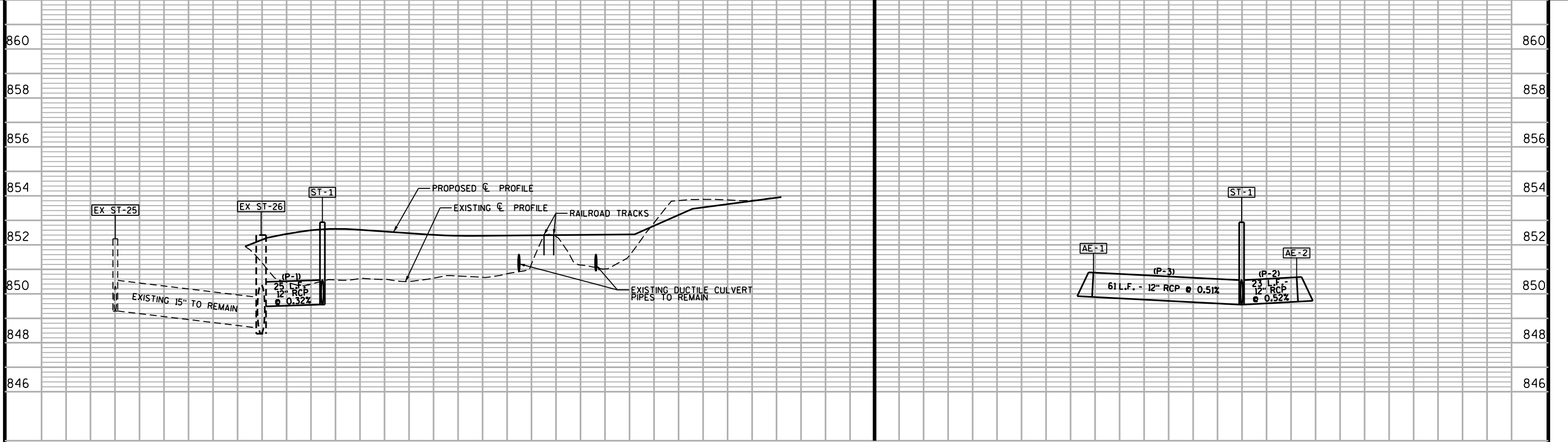
E



CONTROL POINTS			
NO.	LOCATION	DESCRIPTION	ELEV.
016	NE CORNER OF FEW/WILSON INTERSECTION	HYDRANT TOP NUT	854.39



SCALE, FEET 0 20 40



STORM SEWER STRUCTURES

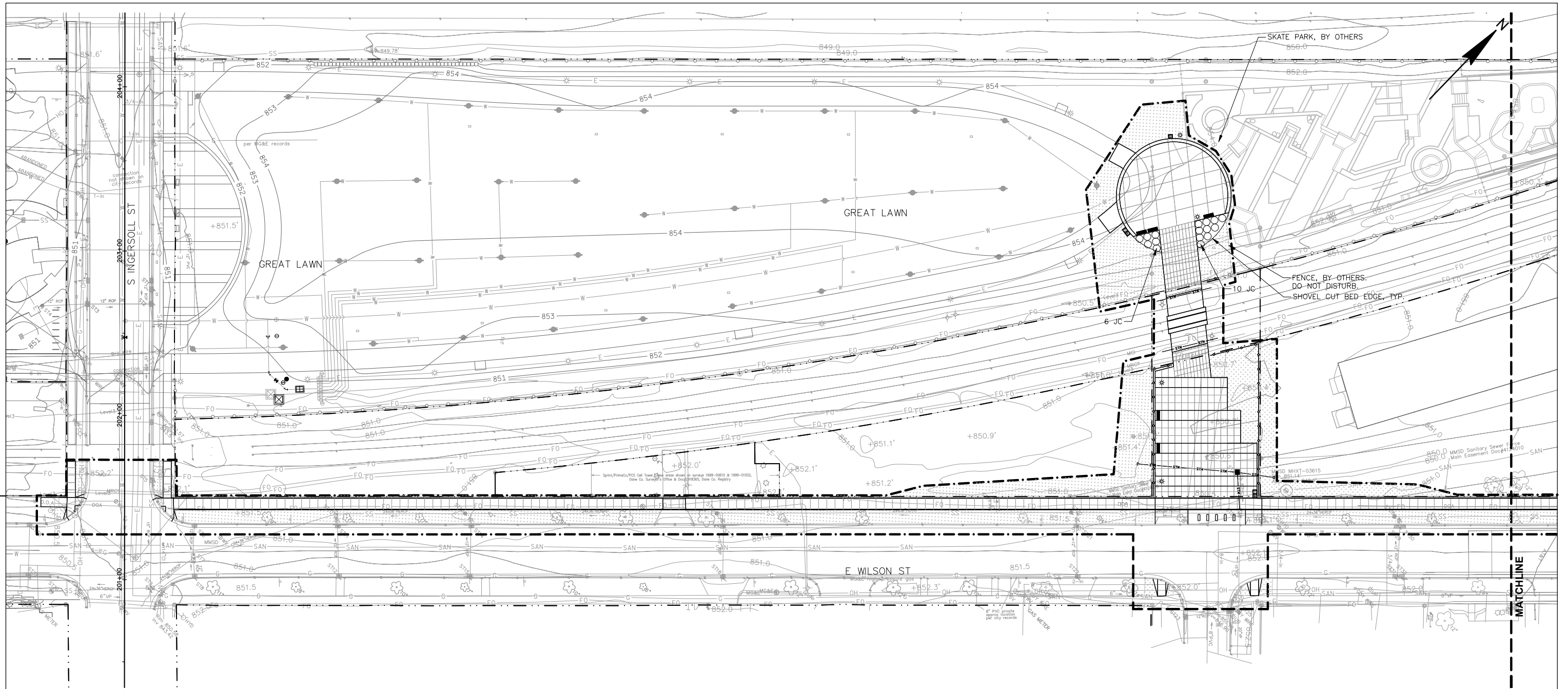
STRUCTURE NO.	STATION	OFFSET	TYPE	TOP OF CASTING	INVERT ELEV	DEPTH	NOTES
EX ST-10	304+46.80	6.12' LT	EXISTING	N/A	N/A	N/A	INLET COVERS TYPE H, ADJUST SEWER ACCESS STRUCTURE
EX ST-13	305+25.76	6.18' LT	EXISTING	N/A	N/A	N/A	REMOVE INLET CASTING AND INSTALL 1/2" STEEL PLATE COVER
EX ST-16	306+79.04	6.31' LT	EXISTING	N/A	N/A	N/A	MANHOLE COVERS TYPE SPECIAL LOGO, ADJUST SEWER ACCESS STRUCTURE
EX ST-19	308+49.44	14.45' LT	EXISTING	N/A	N/A	N/A	REMOVE CATCHBASIN, CAP 6" PIPE
EX ST-20	308+94.86	6.77' LT	EXISTING	N/A	N/A	N/A	REMOVE INLET CASTING AND INSTALL 1/2" STEEL PLATE COVER
EX ST-26	100+90.56	20.59' RT	EXISTING	852.40	849.49	2.91	INLET COVERS TYPE H, ADJUST SEWER ACCESS STRUCTURE
ST-1	101+13.48	20.74' RT	H INLET	852.93	849.56	3.37	INLET COVERS TYPE H
AE-1	101+25.03	39.38' LT	ENDWALL	N/A	849.87	N/A	RCP ENDWALL WITH GATE
AE-2	101+7.80	43.20' RT	ENDWALL	N/A	849.68	N/A	RCP ENDWALL WITH GATE
EX ST-28	310+91.77	4.19' LT	EXISTING	N/A	N/A	N/A	MANHOLE COVERS TYPE SPECIAL LOGO, ADJUST SEWER ACCESS STRUCTURE
ST-2	315+83.07	6.14' LT	H INLET	853.88	850.25	3.63	INLET COVERS TYPE H

STORM SEWER PIPES

PIPE NO.	DS STR	US STR	LENGTH (LF)	DS I.E.	US I.E.	SLOPE (%)	PIPE DIA.	TYPE	NOTES
P-1	EX ST-26	ST-1	25	849.48	849.56	0.32%	12"	RCP	
P-2	ST-1	AE-2	23	849.56	849.68	0.52%	12"	RCP	LENGTH EXCLUDES ENDWALL
P-3	ST-1	AE-1	61	849.56	849.87	0.51%	12"	RCP	LENGTH EXCLUDES ENDWALL
P-4	EXISTING CULVERT	STA. 101+89.9, 18.4' LT	12	851.17	851.21	0.33%	8"	DUCTILE	
P-5	EXISTING CULVERT	STA. 102-22.7, 18.7' LT	8	851.08	851.10	0.30%	8"	DUCTILE	
P-6	EXISTING 18" RCP	ST-2	8	850.30	850.33	0.33%	18"	RCP	
P-7	ST-2	EXISTING 15" RCP	8	850.25	-	MATCH EXISTING	15"	RCP	

NOTES:

1. ALL STATION/OFFSETS ARE TO CENTER OF STRUCTURE.
2. PIPE LENGTHS ARE MEASURED CENTER-OF-STRUCTURE TO CENTER-OF-STRUCTURE UNLESS OTHERWISE NOTED. ENDWALLS ARE EXCLUDED FROM THE TOTAL PIPE LENGTHS.

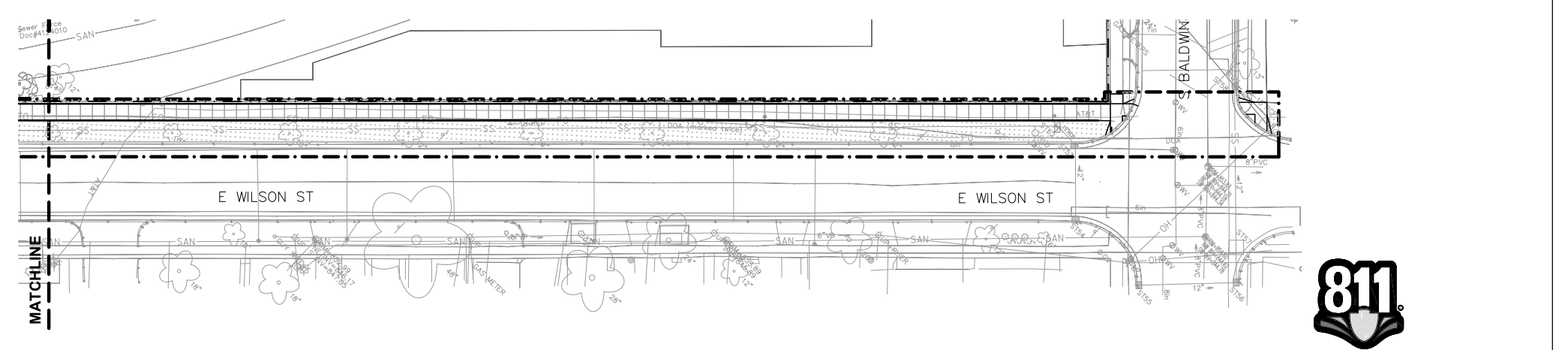


LEGEND

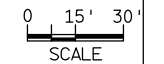
- PROJECT LIMITS
- PROPERTY LINE
- CITY OF MADISON STANDARD SUN TERRACE LAWN SEED MIX
- SHRUB
- STM --- PROPOSED STORM SEWER
- PROPOSED STORM STRUCTURE
- W --- EXISTING WATER SERVICE
- * PEDESTRIAN LIGHT

NOTES

1. THE PROJECT LIMITS ARE FOR DISPLAY PURPOSES ONLY. THE ACTUAL PROJECT LIMITS ARE WITHIN THE PROPERTY LINE AND EASEMENT BOUNDARIES.
2. CONTRACTOR SHALL CONTACT DIGGERS HOTLINE AND APPROPRIATE UTILITY COMPANIES TO FIELD VERIFY UTILITIES PRIOR TO ANY CONSTRUCTION.
3. SEED PLACEMENT SHALL EXTEND TO LIMITS OF CONSTRUCTION DISTURBANCE.
4. DO NOT DISTURB EXISTING VEGETATION OUTSIDE PROJECT LIMITS. ANY DISTURBANCE SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.
5. SEE SHEET C1.20 FOR PLANT LIST AND PLANTING DETAILS.

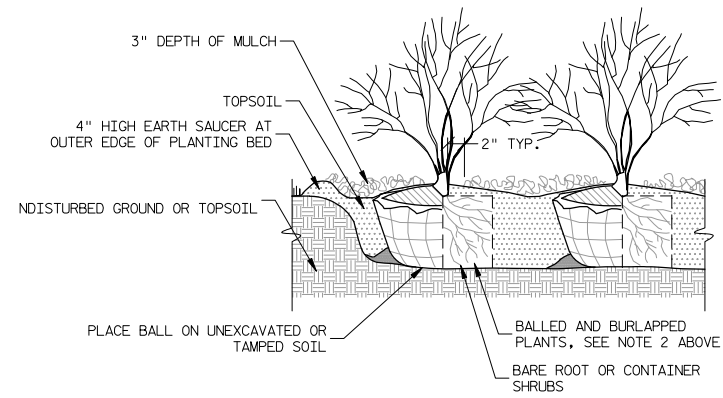


Know what's below.
Call before you dig.

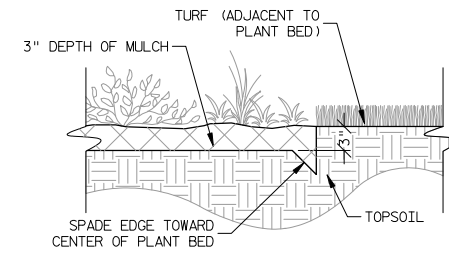


NOTES:

1. PLANT EACH SHRUB SUCH THAT THE ROOT FLARE IS VISIBLE AT THE TOP OF THE ROOT BALL. DO NOT COVER THE TOP OF THE ROOT BALL WITH SOIL.
2. IF PLANT IS SHIPPED WITH A WIRE BASKET AROUND THE ROOTBALL, CUT THE WIRE BASKET AND REMOVE COMPLETELY FROM ROOT BALL. REMOVE TWINE, ROPE, AND BURLAP ENTIRELY FROM ROOT BALL.
3. DO NOT PLACE MULCH IN CONTACT WITH STEMS.



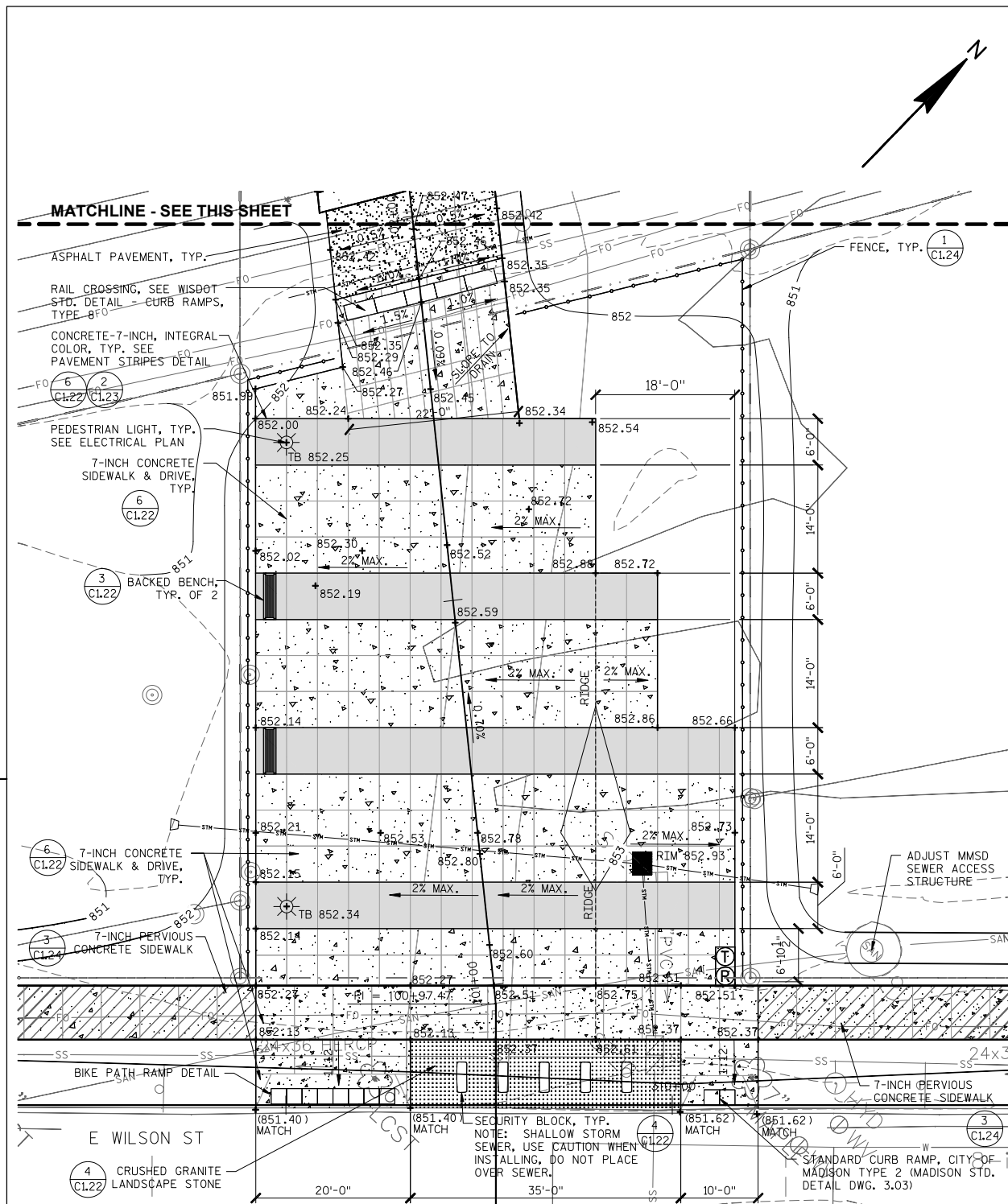
1 SHRUB PLANTING DETAIL
NOT TO SCALE



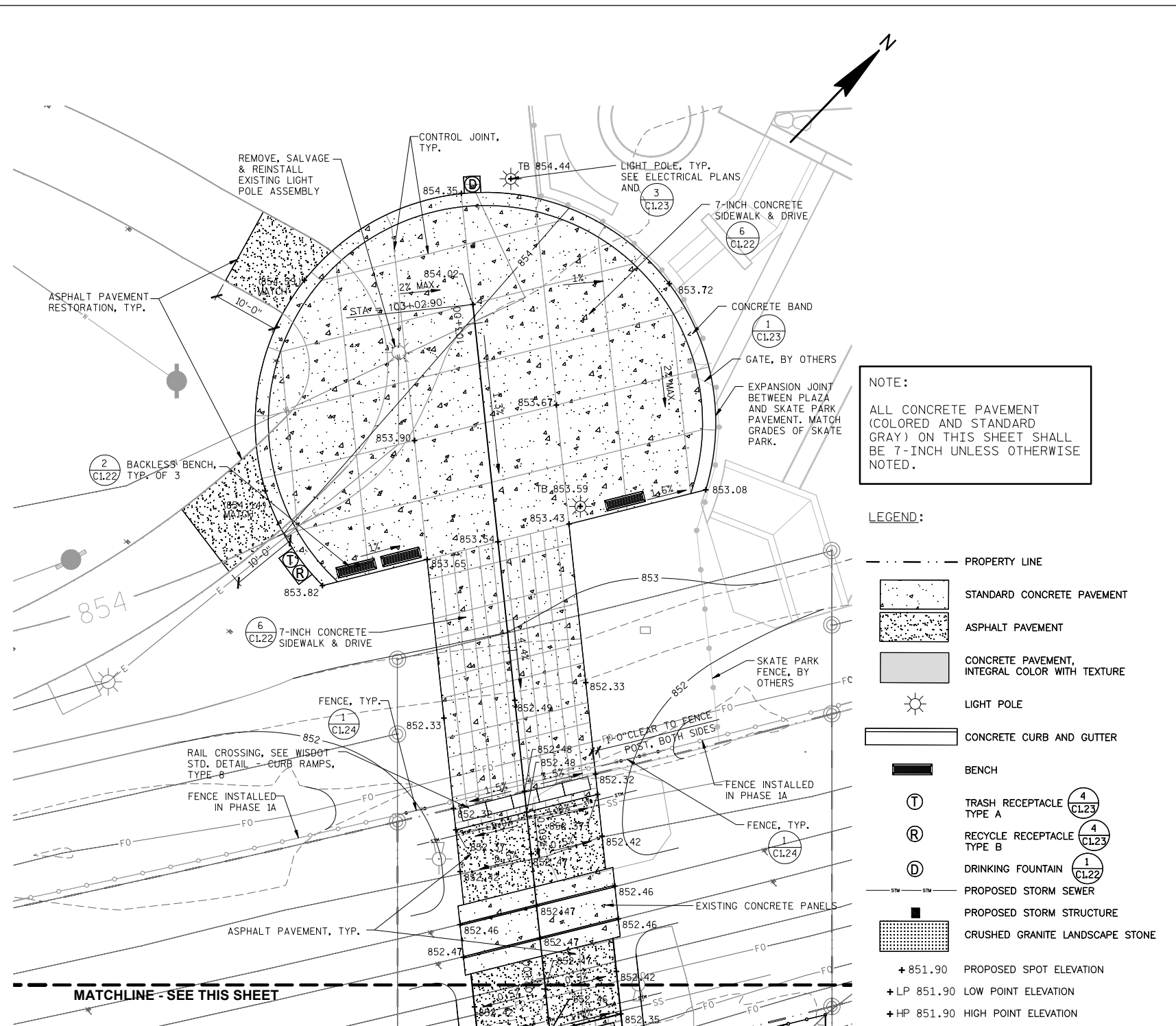
2 BED EDGE DETAIL
NOT TO SCALE

Plant List

Key	Scientific Name	Common Name	Quantity Total	Condition	Size	Comments
Evergreen Shrubs						
JC	Juniperus chinensis sargentii viridis	Green Sargent Juniper	16	Cont.	#3	4.5' O.C.



① GATEWAY PLAZA PLAN ENLARGEMENT - SOUTH
SCALE: 1" = 20'-0"



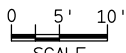
② GATEWAY PLAZA PLAN ENLARGEMENT - NORTH
SCALE: 1" = 20'-0"

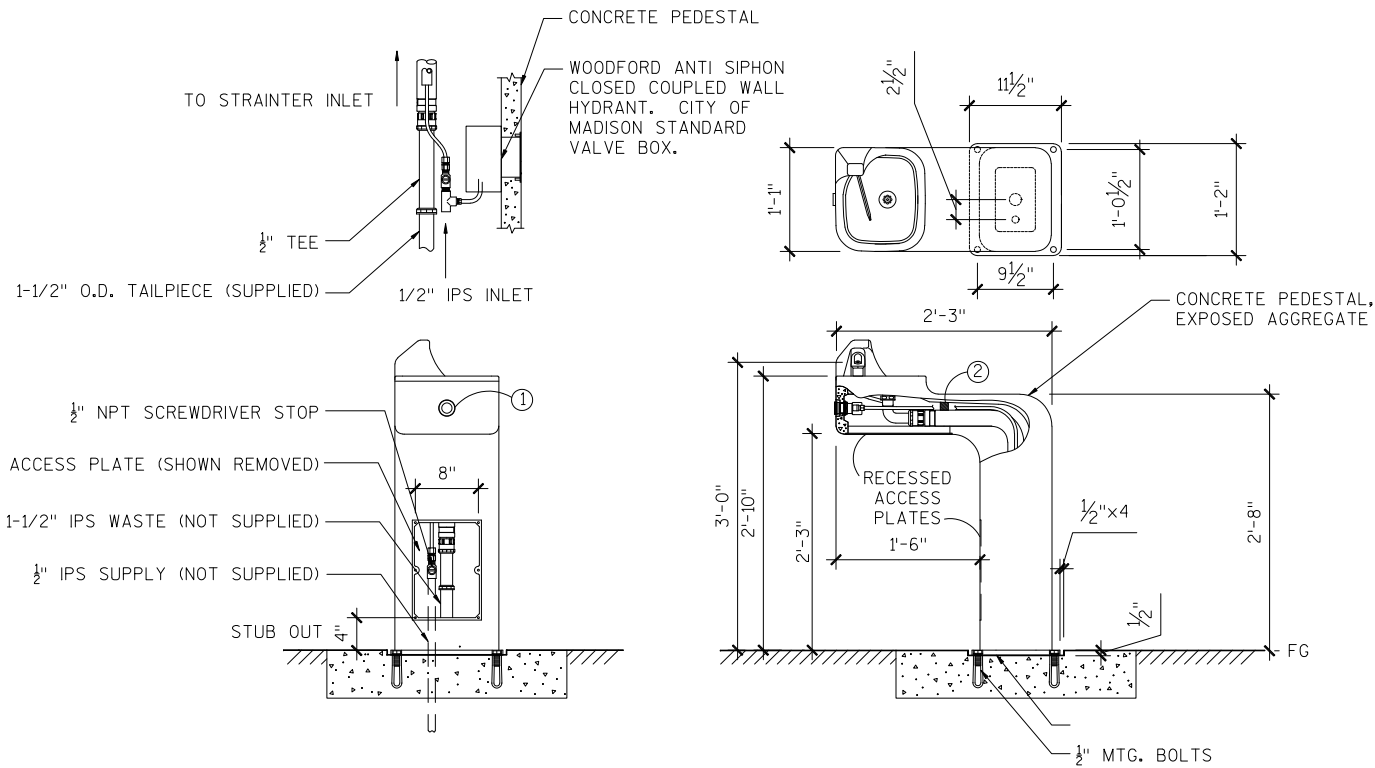
NOTE:
ALL CONCRETE PAVEMENT (COLORED AND STANDARD GRAY) ON THIS SHEET SHALL BE 7-INCH UNLESS OTHERWISE NOTED.

- LEGEND:
- PROPERTY LINE
 - [Pattern] STANDARD CONCRETE PAVEMENT
 - [Pattern] ASPHALT PAVEMENT
 - [Pattern] CONCRETE PAVEMENT, INTEGRAL COLOR WITH TEXTURE
 - [Symbol] LIGHT POLE
 - [Symbol] CONCRETE CURB AND GUTTER
 - [Symbol] BENCH
 - [Symbol] TRASH RECEPTACLE TYPE A
 - [Symbol] RECYCLE RECEPTACLE TYPE B
 - [Symbol] DRINKING FOUNTAIN
 - [Symbol] PROPOSED STORM SEWER
 - [Symbol] PROPOSED STORM STRUCTURE
 - [Symbol] CRUSHED GRANITE LANDSCAPE STONE
 - + 851.90 PROPOSED SPOT ELEVATION
 - + LP 851.90 LOW POINT ELEVATION
 - + HP 851.90 HIGH POINT ELEVATION
 - + (851.90) MATCH EXISTING ELEVATION/FIELD VERIFY
 - + TB 851.90 HIGH POINT ELEVATION



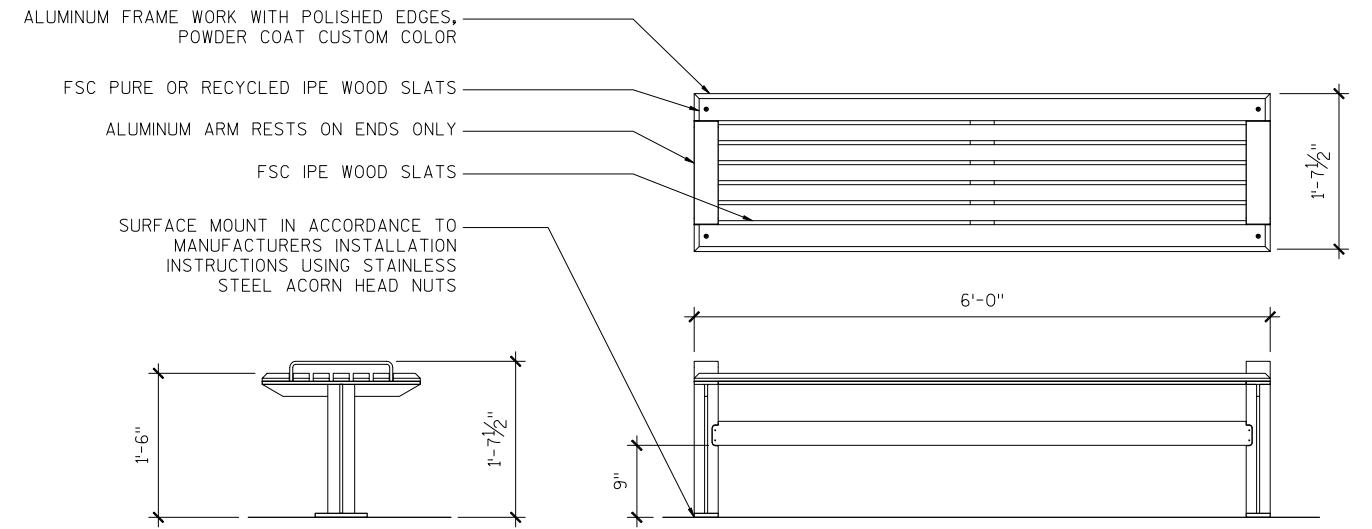
Know what's below.
Call before you dig.



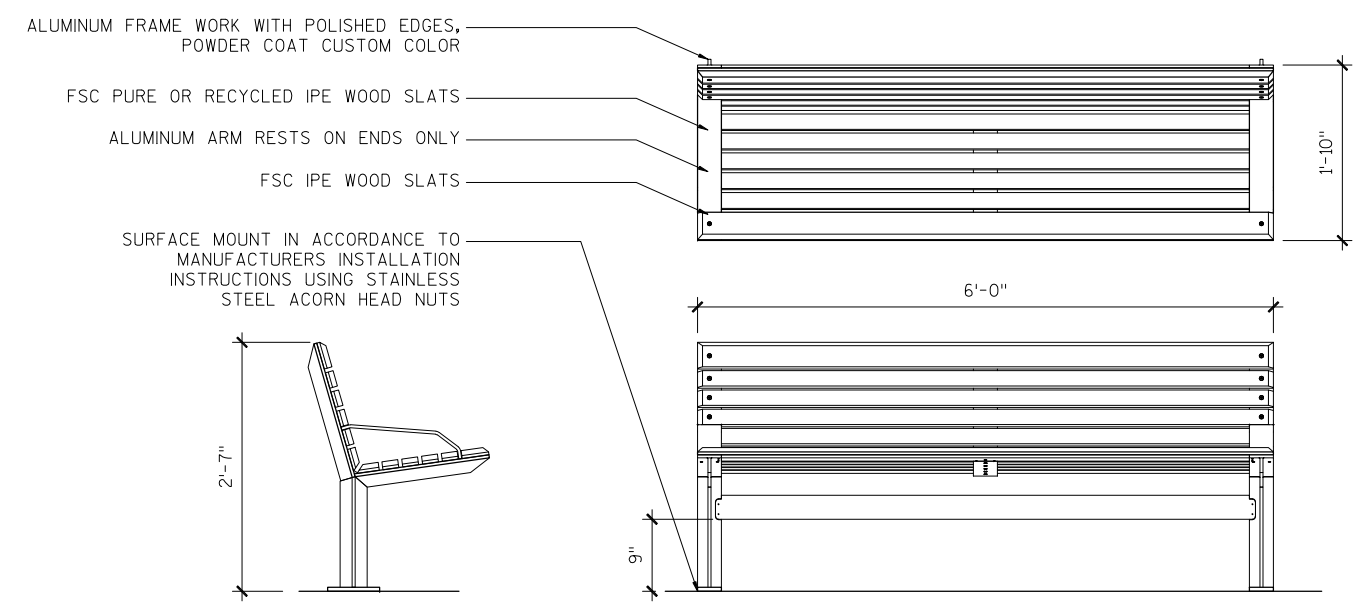


- NOTES:
- REFER TO MAINTENANCE AND MANUAL FOR PUSH BUTTON AND VALVE INSTALLATION/MAINTENANCE INSTRUCTIONS
 - SPACER IS GLUED TO WALL OF PEDESTAL, BUT MAY BE KNOCKED OFF DURING WASTE ARM ASSEMBLY REMOVAL/REPAIR, ENSURE THAT SPACER IS REPLACED TO KEEP HOSE AND WASTER ARM ALIGNED PROPERLY.
 - WALL HYDRANT SHALL BE WOODFORD B74 WITH ANTI-SIPHON VACUUM BREAKER OR APPROVED EQUAL. 3/4" INLET AND OUTLET. STAINLESS STEEL STEM. PACKING NUT SECURED WITH LOCKING NUT. PERMANENT TYPE VALVE BODY WITH LARGE HEMISPHERICAL SEATING SURFACE. EXTERIOR FINISH TO BE CHROME PLATED. PROVIDE LOOSE TEE KEY TO OWNER.

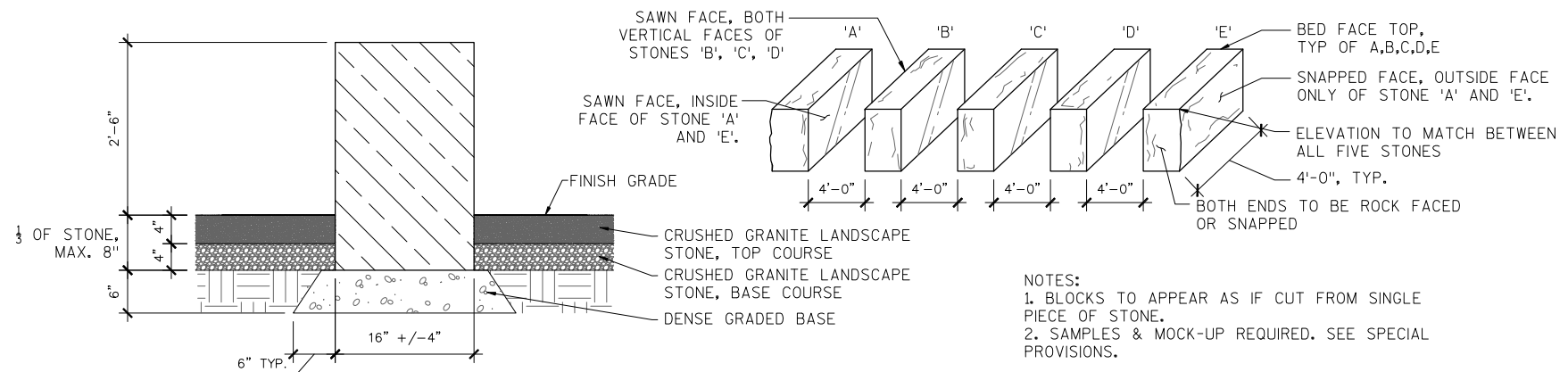
1 DRINKING FOUNTAIN
SCALE: 1" = 1'-0"



2 BACKLESS BENCH
SCALE: 1/2" = 1'-0"

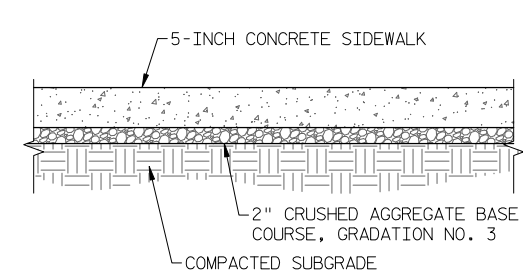


3 BACKED BENCH
SCALE: 1/2" = 1'-0"

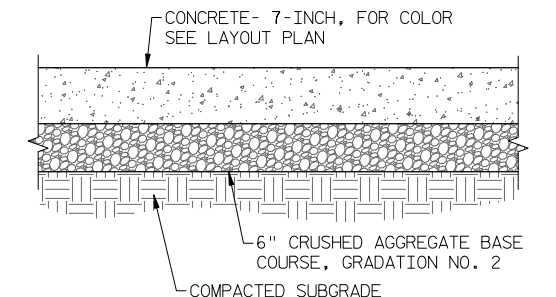


- NOTES:
- BLOCKS TO APPEAR AS IF CUT FROM SINGLE PIECE OF STONE.
 - SAMPLES & MOCK-UP REQUIRED. SEE SPECIAL PROVISIONS.

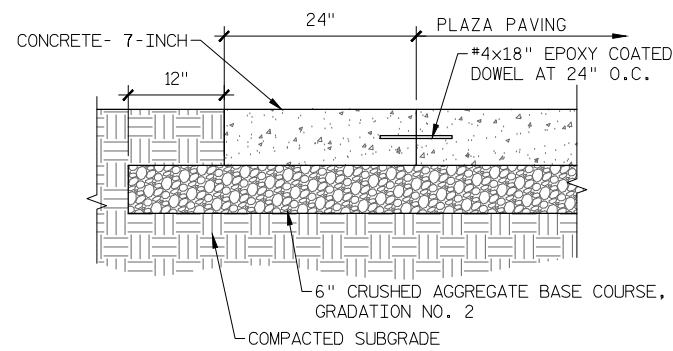
4 SECURITY BLOCK
SCALE: 1" = 1'-0"



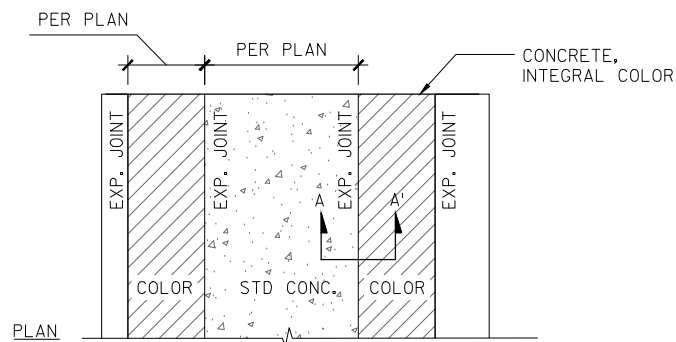
5 5-INCH CONCRETE SIDEWALK
SCALE: 1/2" = 1'-0"



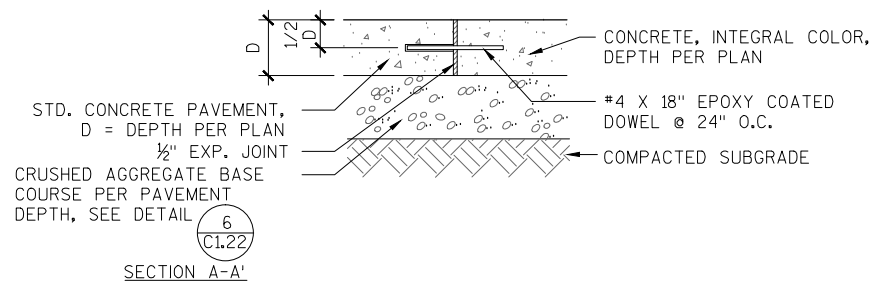
6 7-INCH CONCRETE SIDEWALK & DRIVE
SCALE: 1/2" = 1'-0"



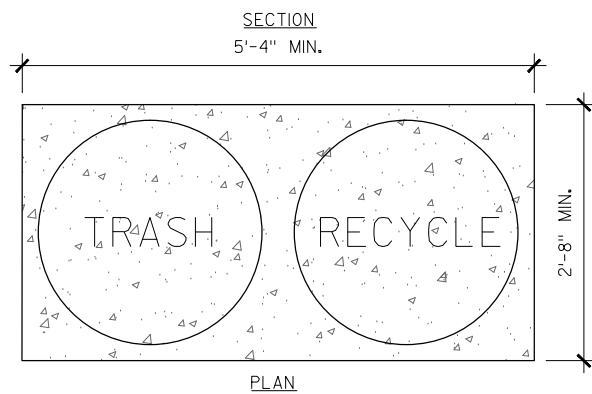
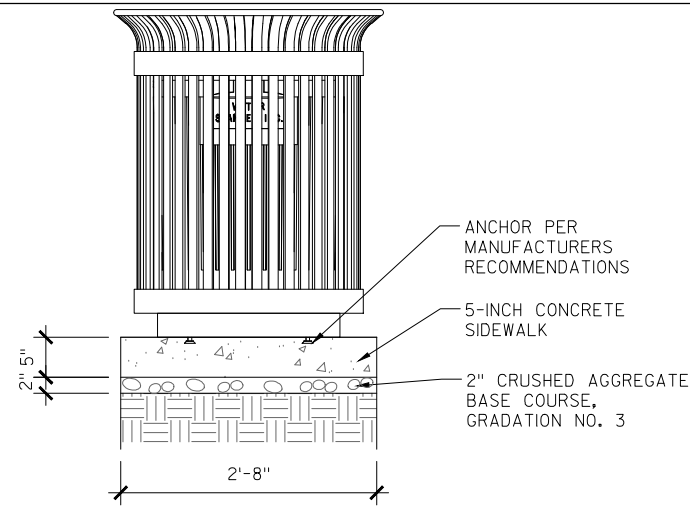
1 CONCRETE BAND
SCALE: 1/2" = 1'-0"



2 PAVEMENT STRIPES
SCALE: NTS

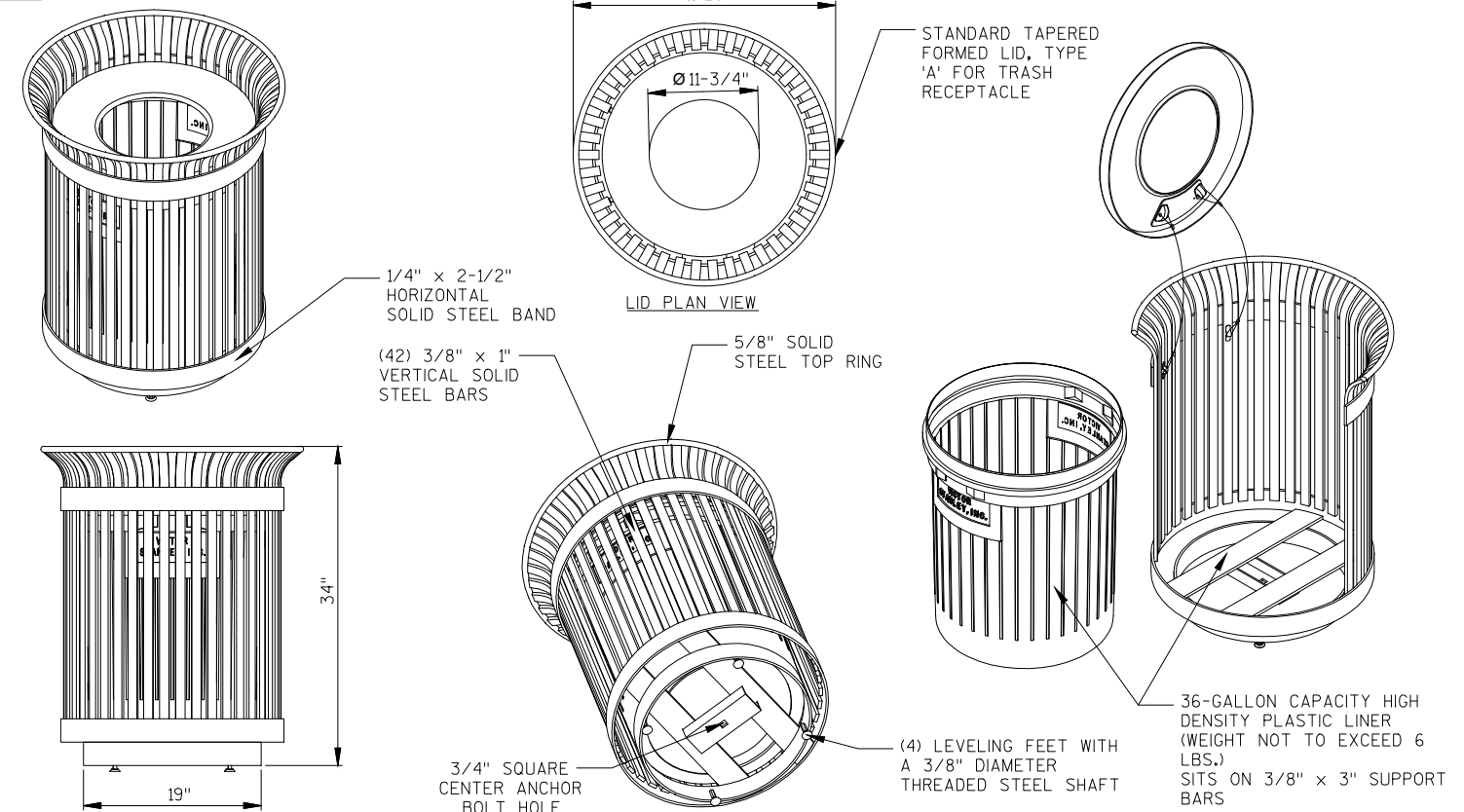
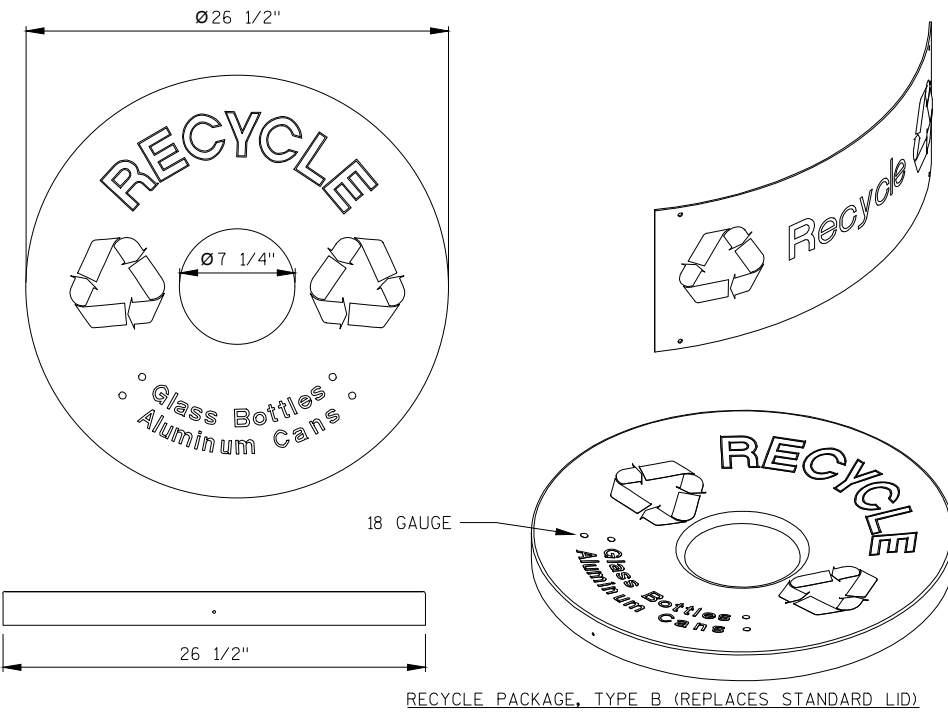


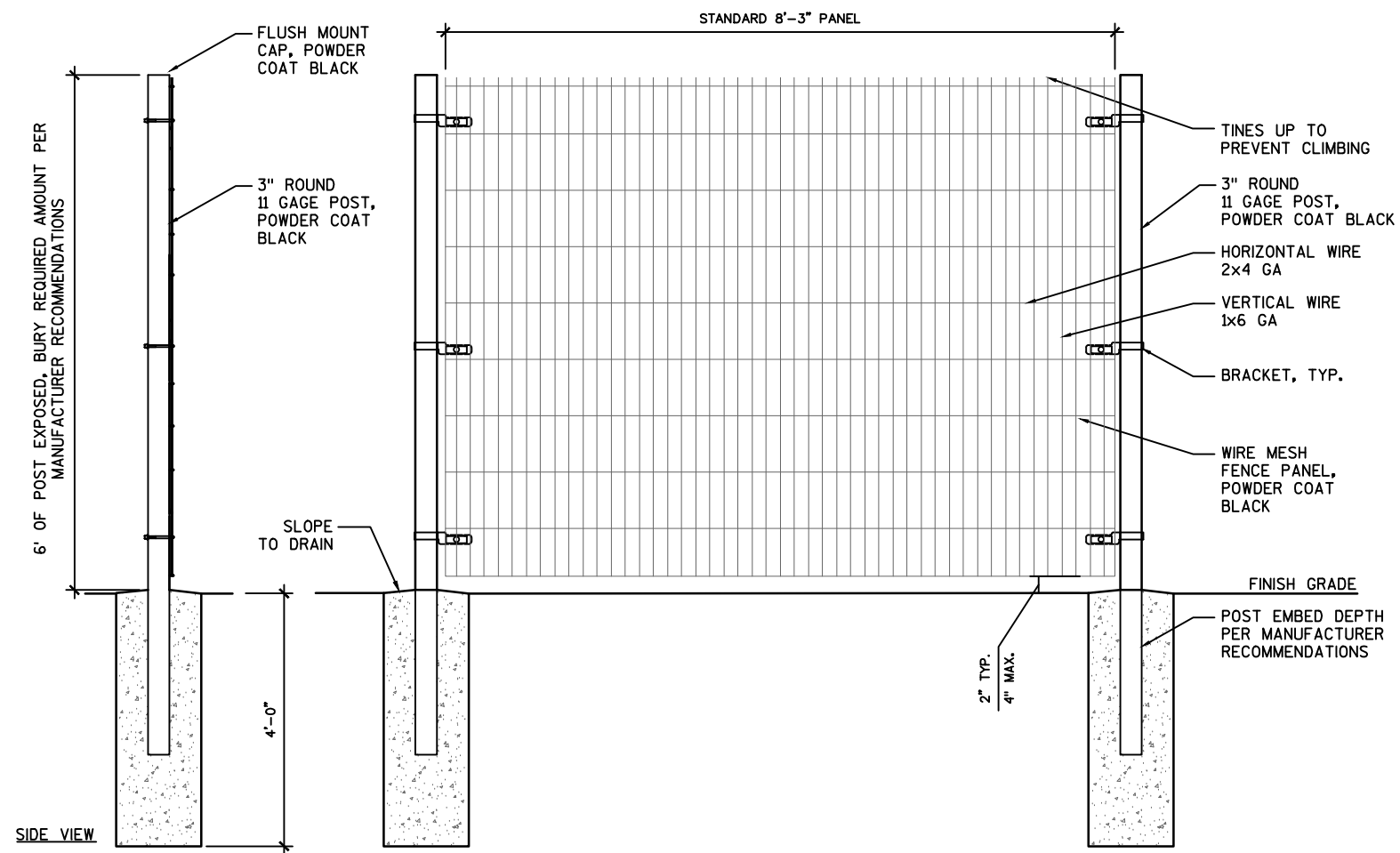
3 LIGHT POLE OFFSET
SCALE: 1/2" = 1'-0"



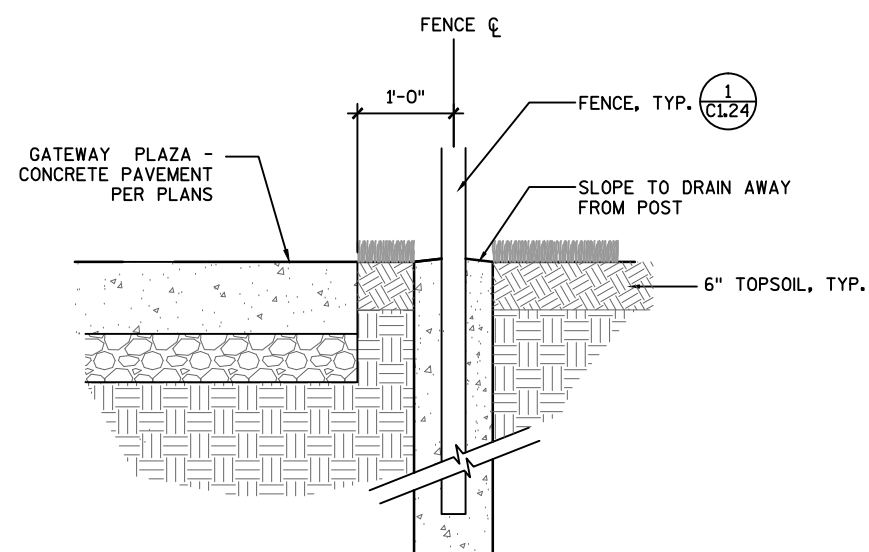
- NOTES:
- REFER TO PLANS FOR LOCATIONS OF TYPE 'A' & 'B' RECEPTACLES. TYPE 'A' IS TRASH RECEPTACLE AND TYPE 'B' IS RECYCLE RECEPTACLE.
 - POWDER COAT ENTIRE ASSEMBLY INSIDE AND OUT WITH COLOR PER SPECIFICATIONS.
 - LID IS SECURED WITH VINYL COATED GALVANIZED STEEL AIRCRAFT CABLE. CABLE IS LOOPED AROUND WELDED IN PLACE ATTACHMENT BRACKETS AND CRIMPED IN PLACE.

4 RECEPTACLE, TYPE A & B
SCALE: NTS

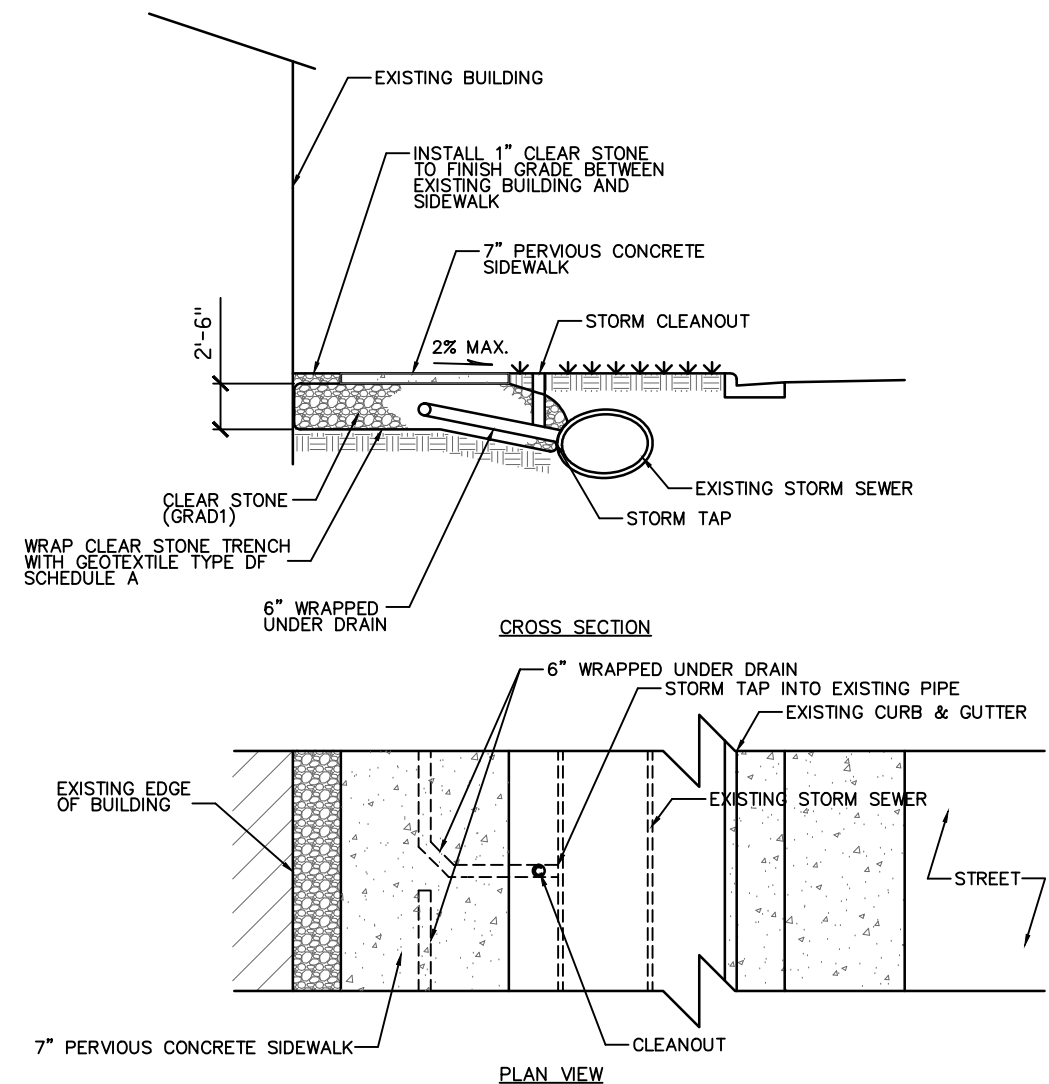




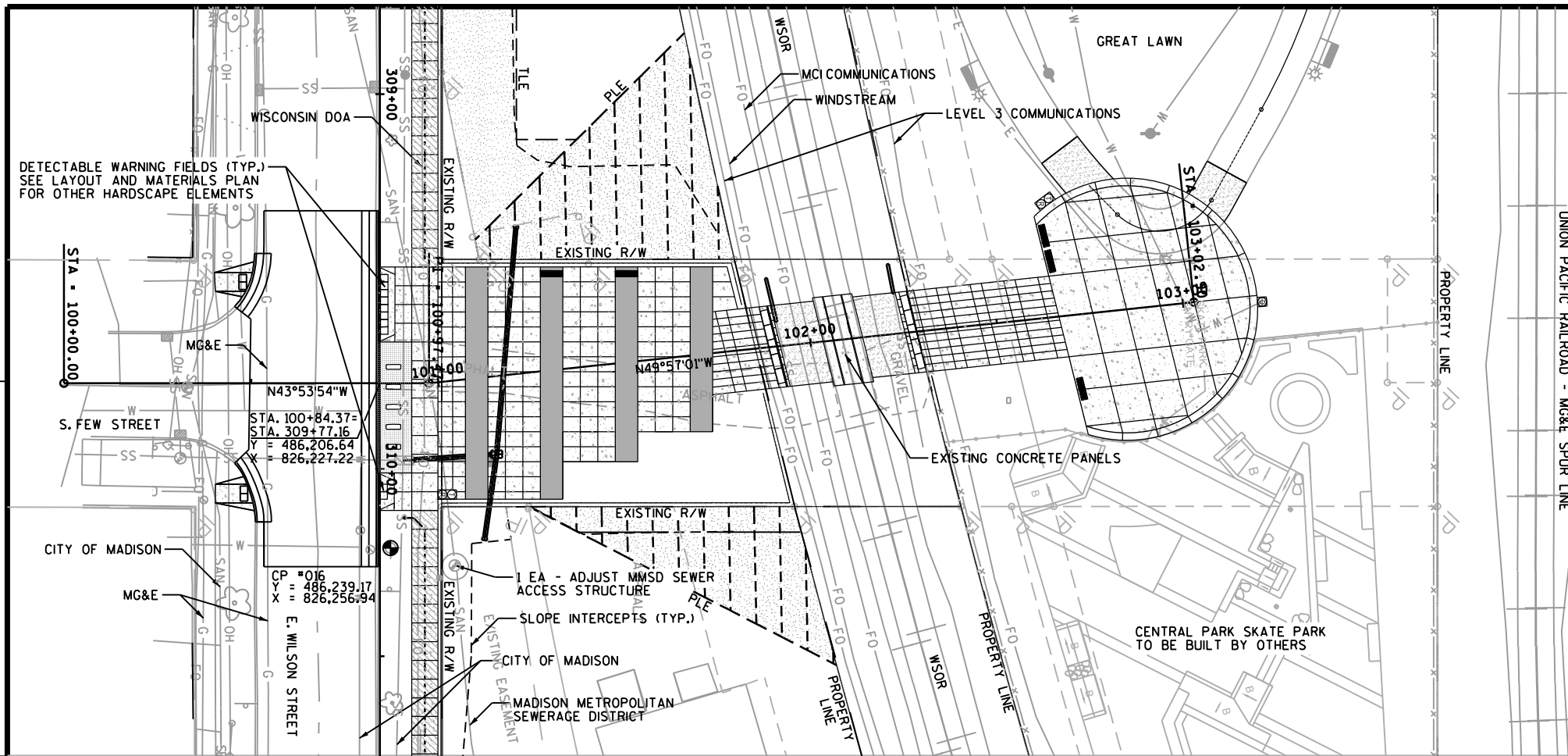
1 FENCE PANEL
SCALE: NTS



2 FENCE OFFSET
SCALE: 1" = 1'-0"



3 7-INCH PERVIOUS CONCRETE SIDEWALK
SCALE: NONE



S. FEW STREET ALIGNMENT INFORMATION

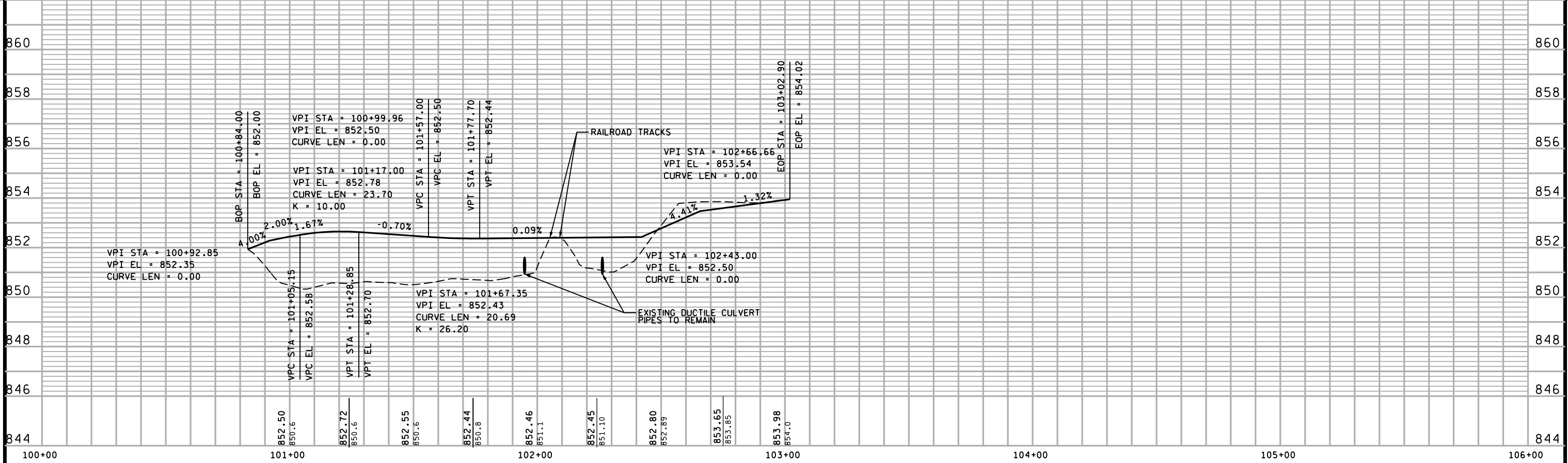
BEGIN = STA. 100+00.00
 Y = 486,145.84
 X = 826,285.72

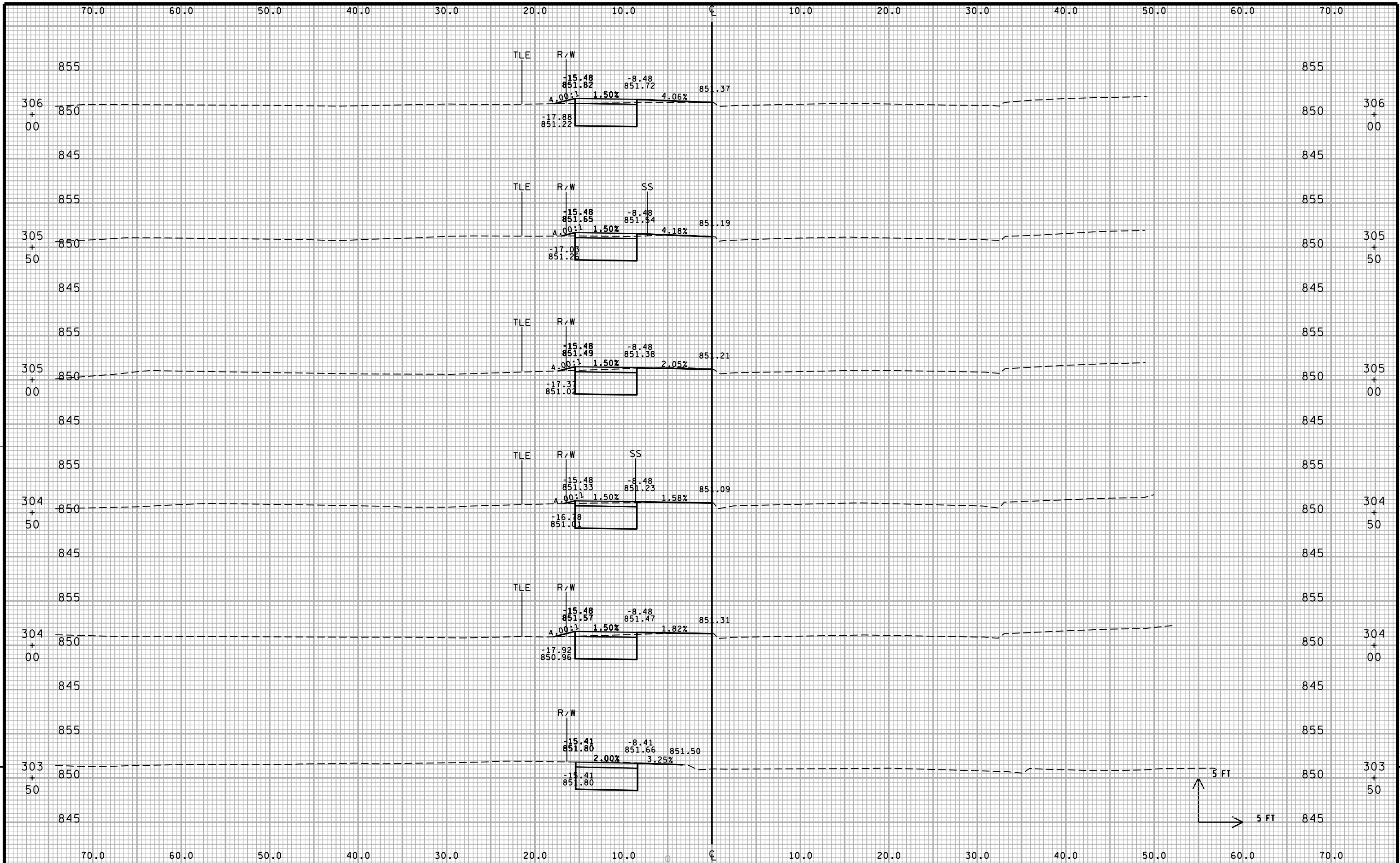
P.I. = STA. 100+97.47
 Y = 486,216.08
 X = 826,218.13
 Δ = 06°03'07"

END = STA. 103+02.90
 Y = 486,348.26
 X = 826,060.88

CONTROL POINTS

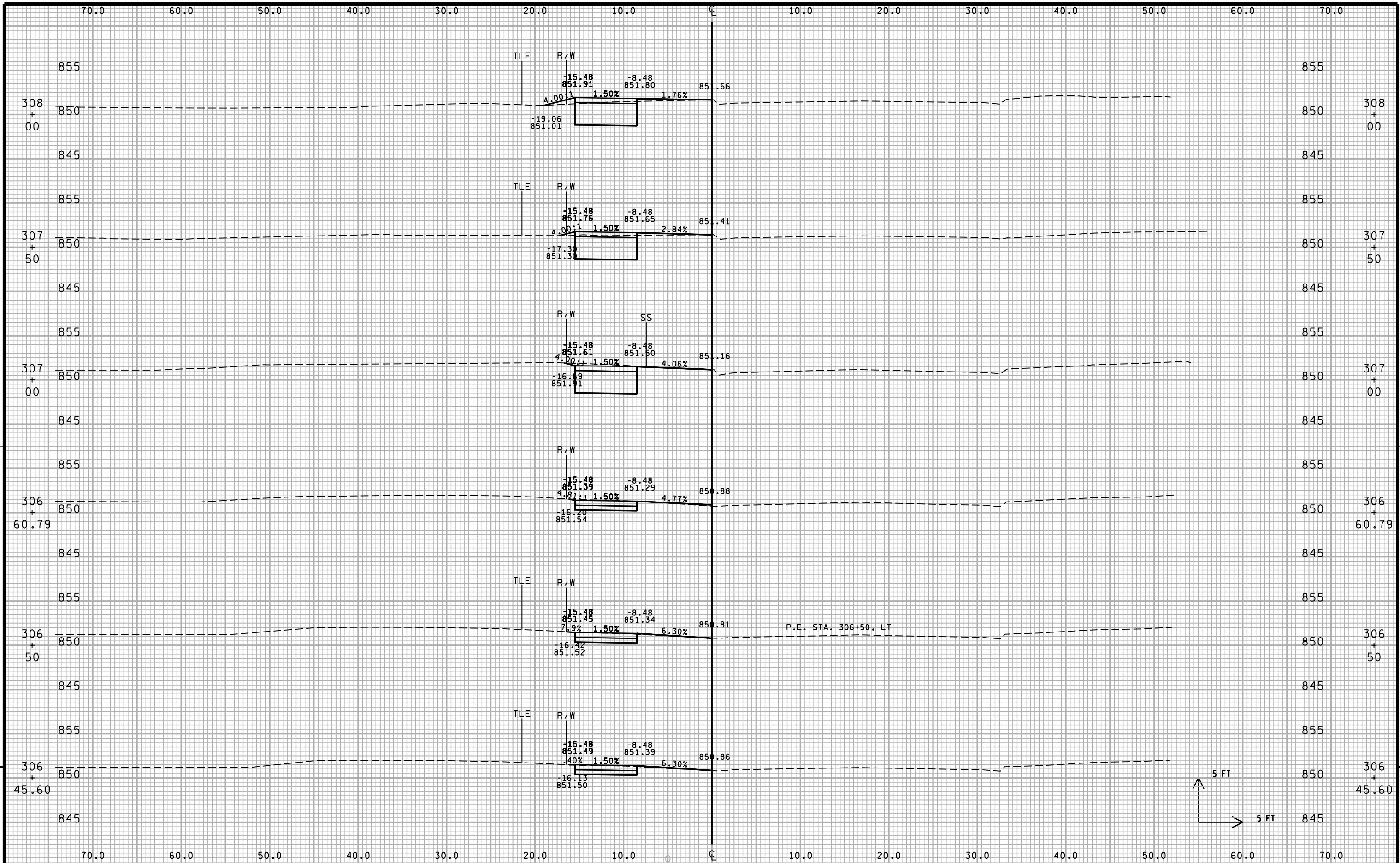
NO.	LOCATION	DESCRIPTION	ELEV.
016	NE CORNER OF FEW/ WILSON INTERSECTION	HYDRANT TOP NUT	854.39





9

9



PROJECT NO: 5992-01-99

HWY: NON HIGHWAY

COUNTY:

DANE

CROSS SECTIONS: E. WILSON SIDEWALK

SHEET C1.27

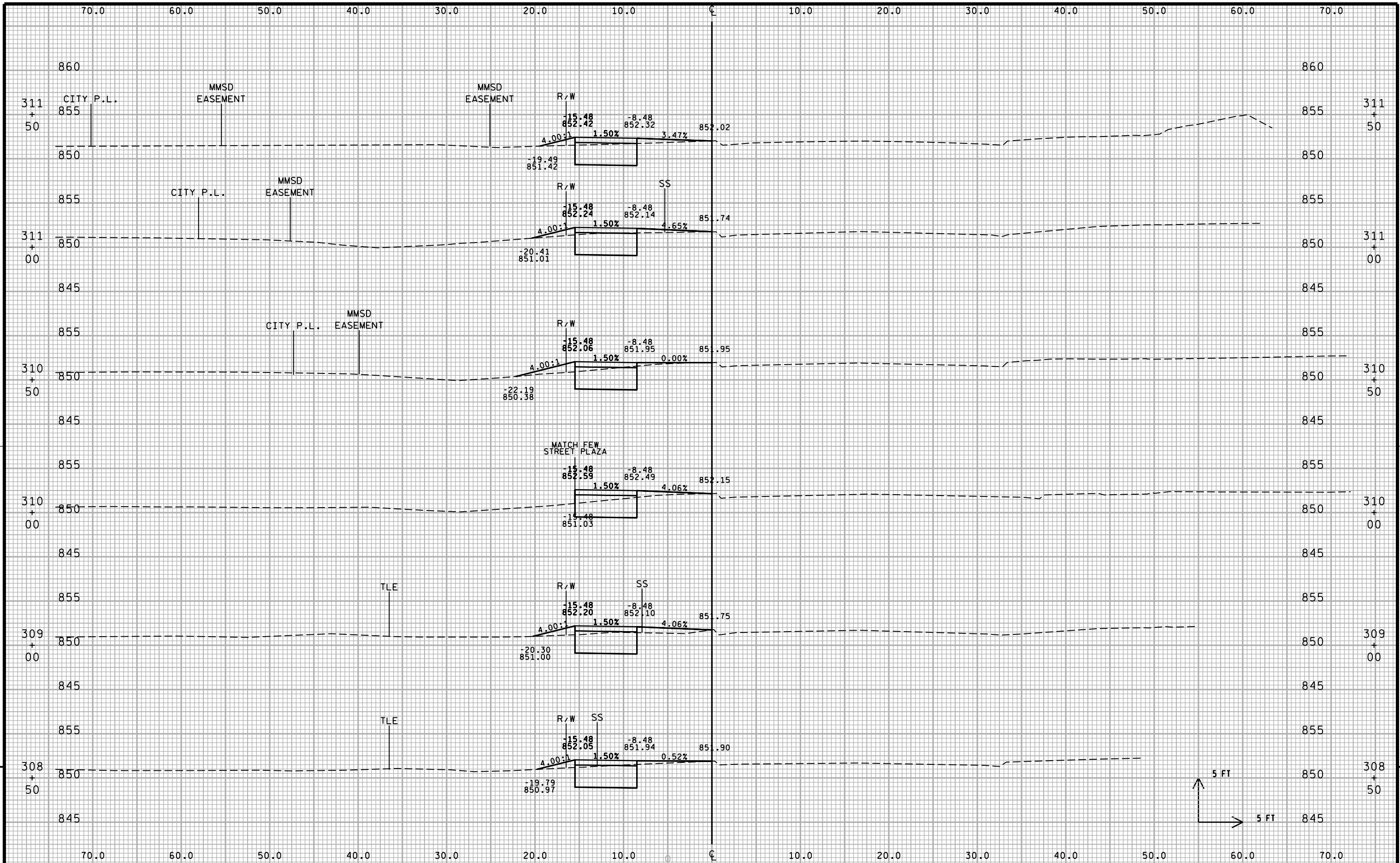
E

FILE NAME : \$\$....designfile....\$\$

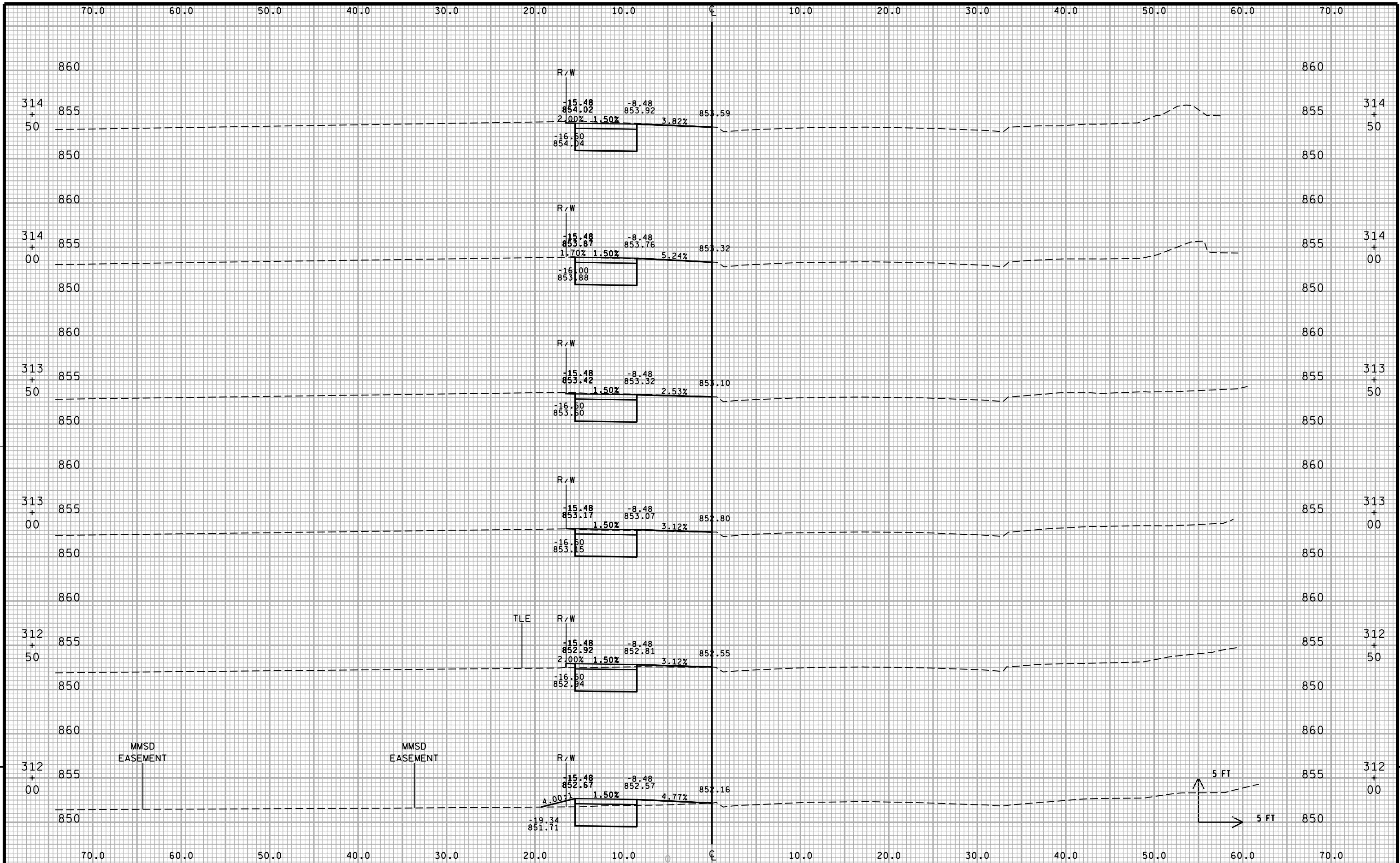
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PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADDS SHEET 21

rc007003.dgn 3/18/2015 9:13:19 AM jkurten



PROJECT NO: 5992-01-99 HWY: NON HIGHWAY COUNTY: DANE CROSS SECTIONS: E. WILSON SIDEWALK SHEET C1.28 E



PROJECT NO: 5992-01-99

HWY: NON HIGHWAY

COUNTY:

DANE

CROSS SECTIONS: E. WILSON SIDEWALK

SHEET

C1.29

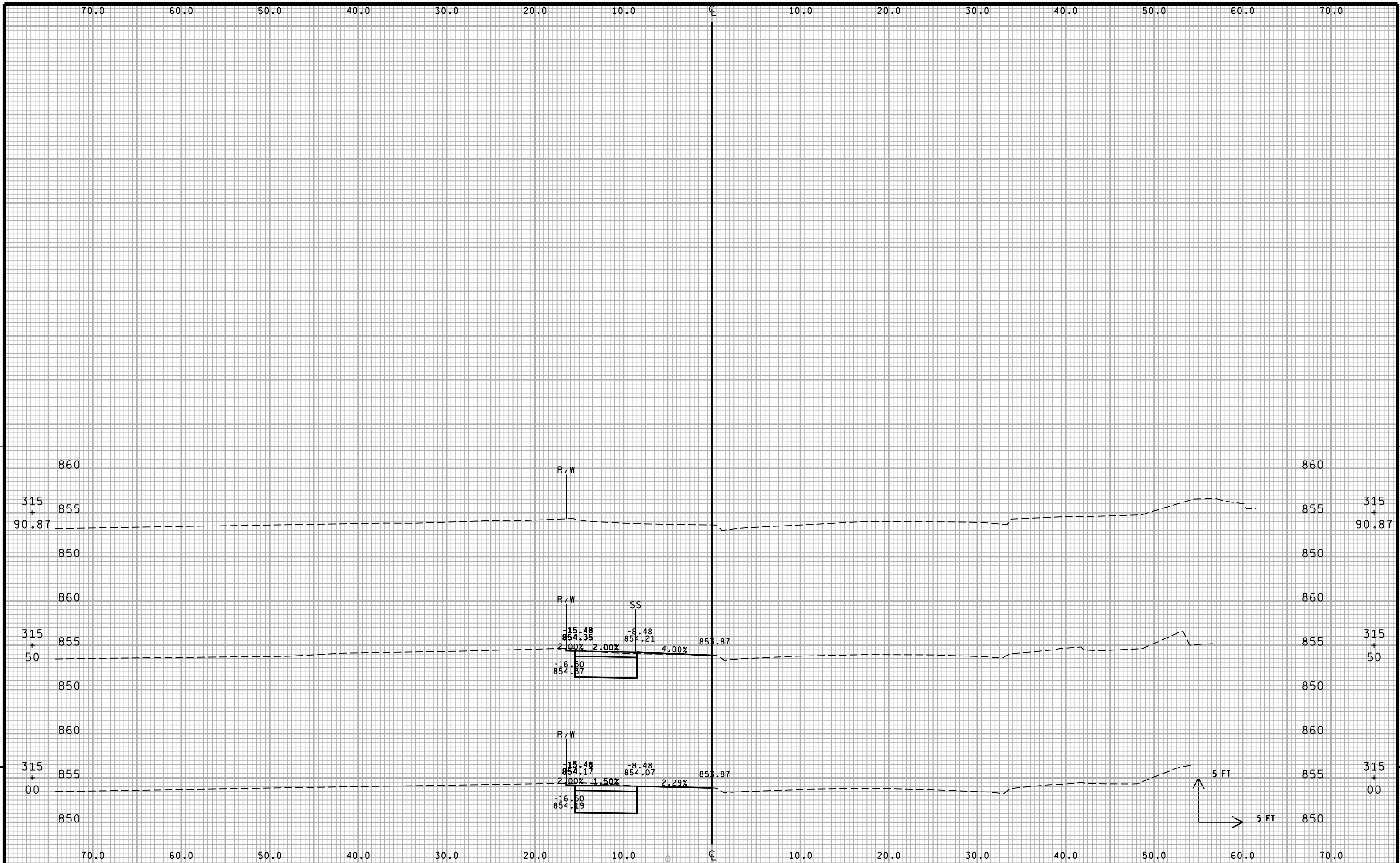
E

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PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADD SHEET 21

rc009003.dgn 3/18/2015 9:13:20 AM jkurten



PROJECT NO: 5992-01-99

HWY: NON HIGHWAY

COUNTY:

DANE

CROSS SECTIONS: E. WILSON SIDEWALK

SHEET

C1.30

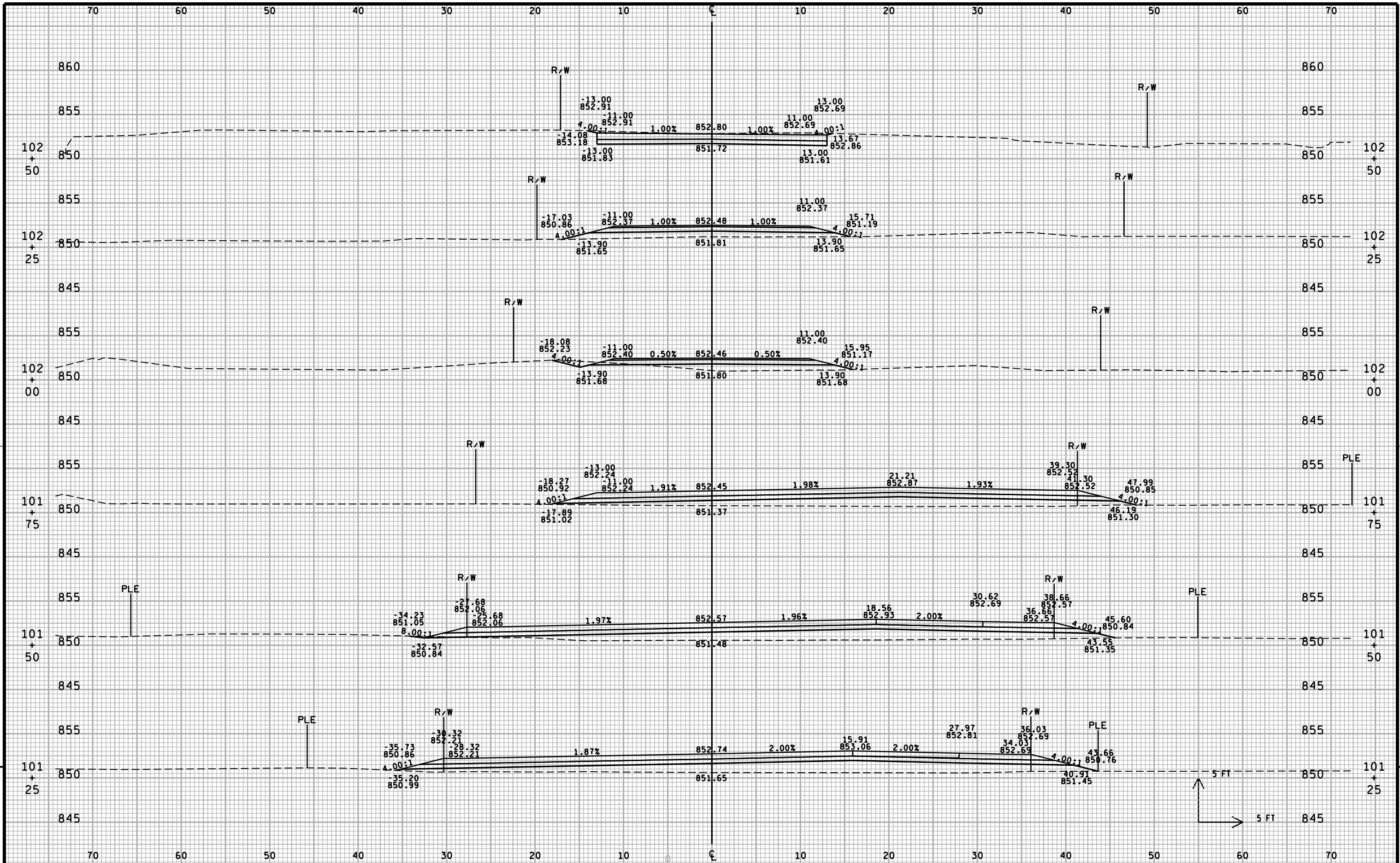
E

FILE NAME : \$\$....designfile....\$\$

PLOT DATE : \$\$...plottingdate...\$\$ PLOT BY : \$\$...plotuser...\$\$ PLOT NAME :

PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADD SHEET 21

rc010003.dgn 3/18/2015 9:13:20 AM jkurten



PROJECT NO: 5992-01-99 HWY: NON HIGHWAY COUNTY: DANE CROSS SECTIONS: GATEWAY PLAZA SHEET C1.31 E

FILE NAME : P:\370s\373\00373013\CADD\A1ign\rc001006.dgn

PLOT DATE : 4/2/2015

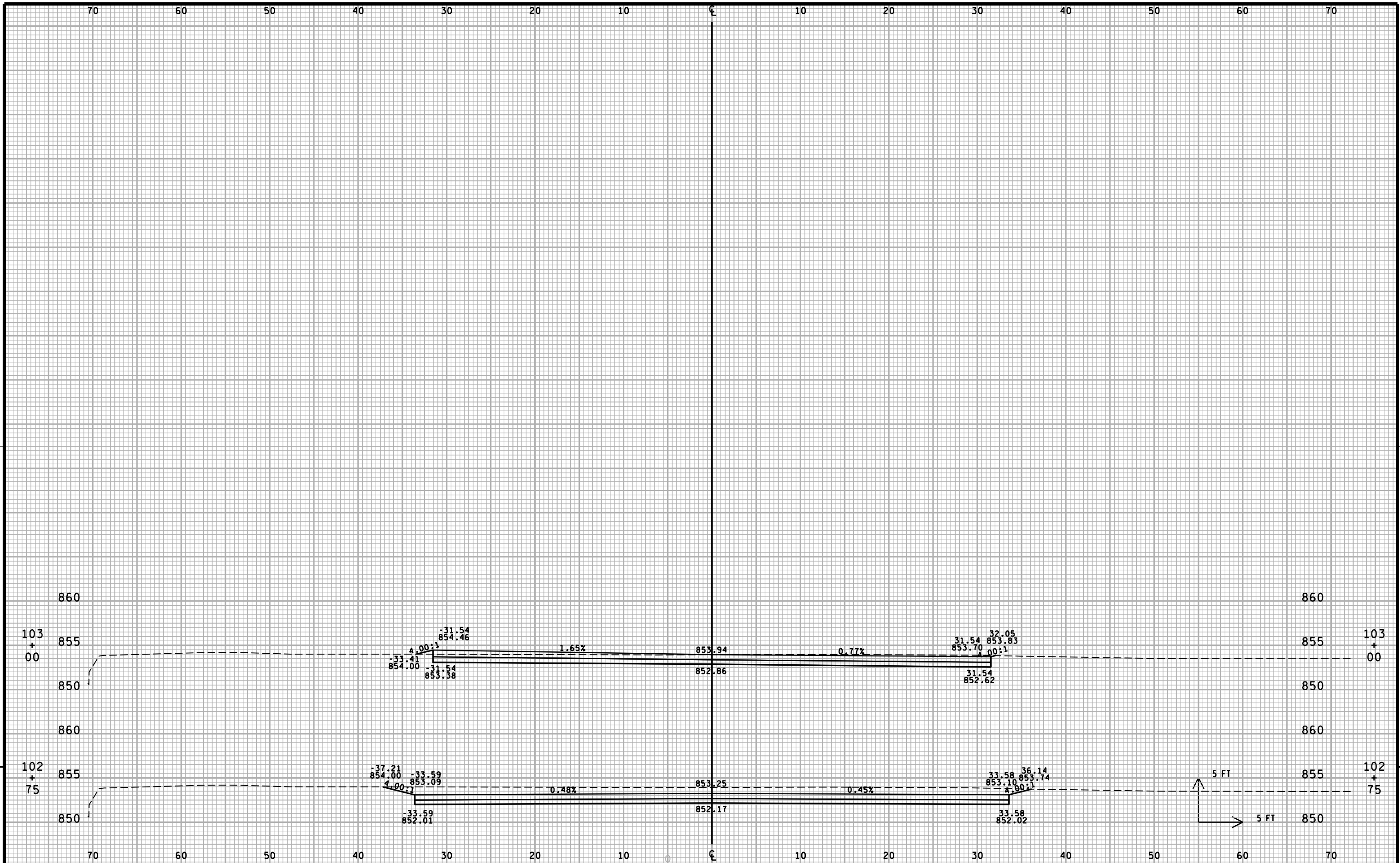
PLOT BY : jkurten

PLOT NAME :

PLOT SCALE : 1:2

WISDOT/CADD SHEET 21

rc001006.dgn 4/2/2015 3:15:18 PM jkurten



PROJECT NO: 5992-01-99

HWY: NON HIGHWAY

COUNTY: DANE

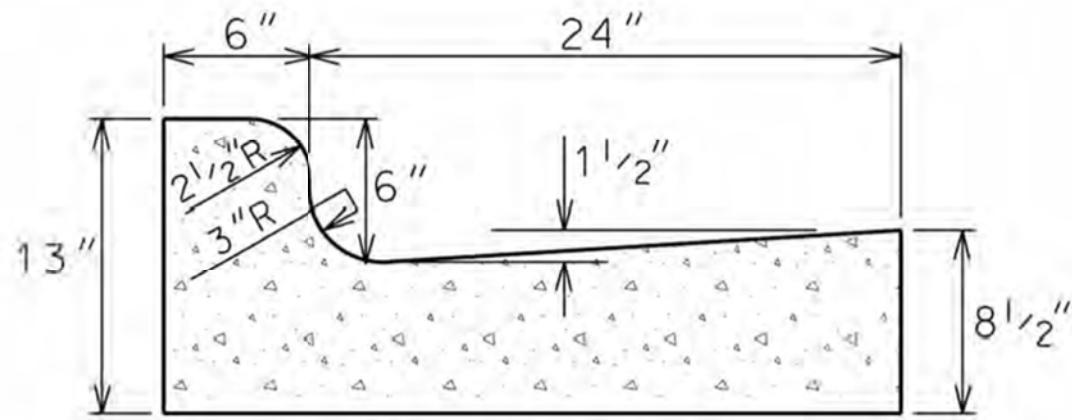
CROSS SECTIONS: GATEWAY PLAZA

SHEET C1.32 E

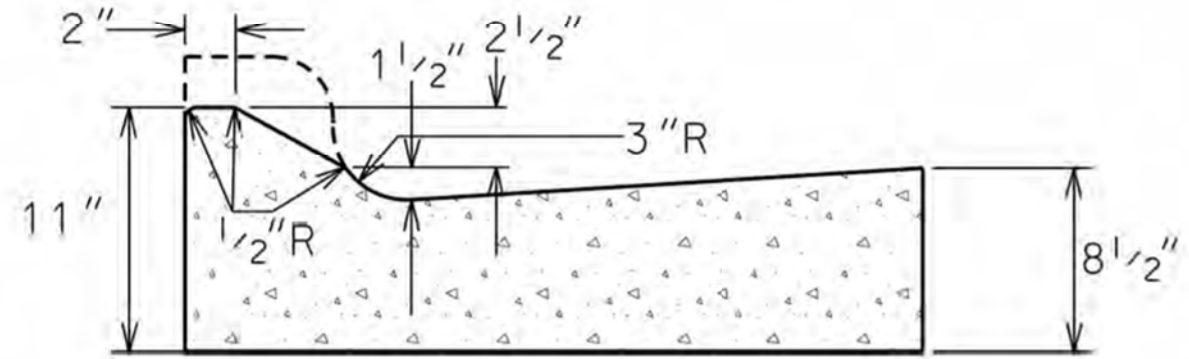
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PLOT DATE : \$\$...plottingdate...\$\$ PLOT BY : \$\$...plotuser...\$\$ PLOT NAME :

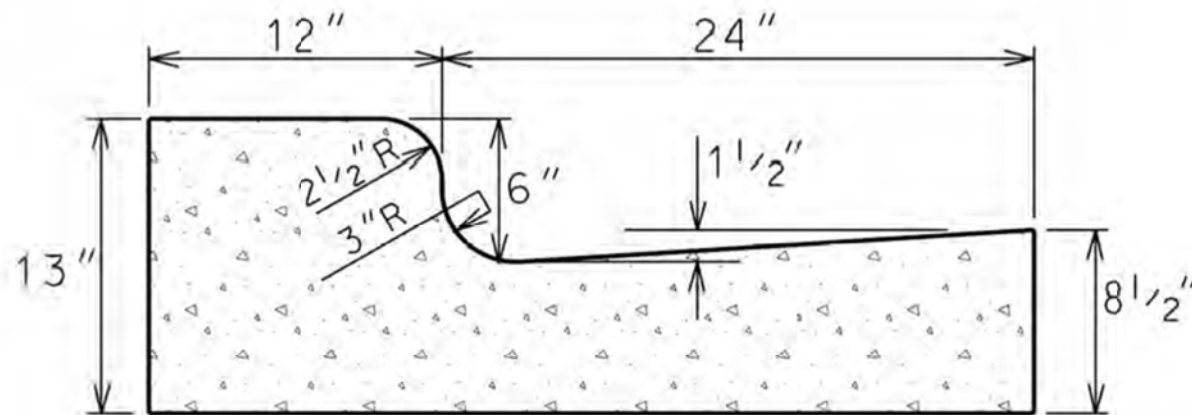
PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADD SHEET 21



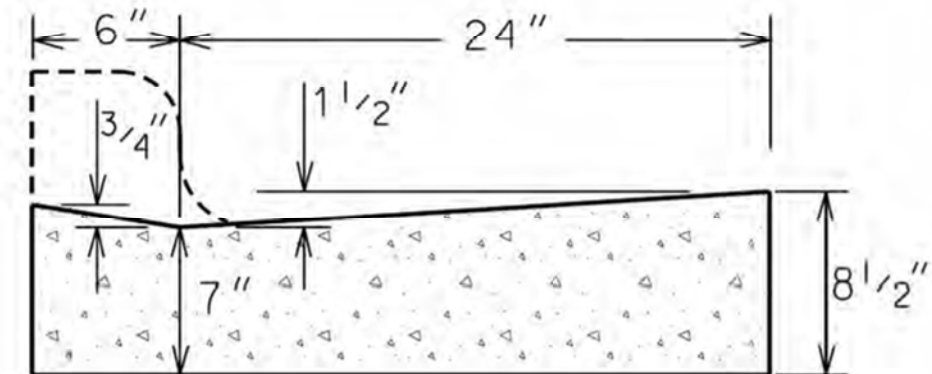
TYPE 'A' CONCRETE CURB & GUTTER



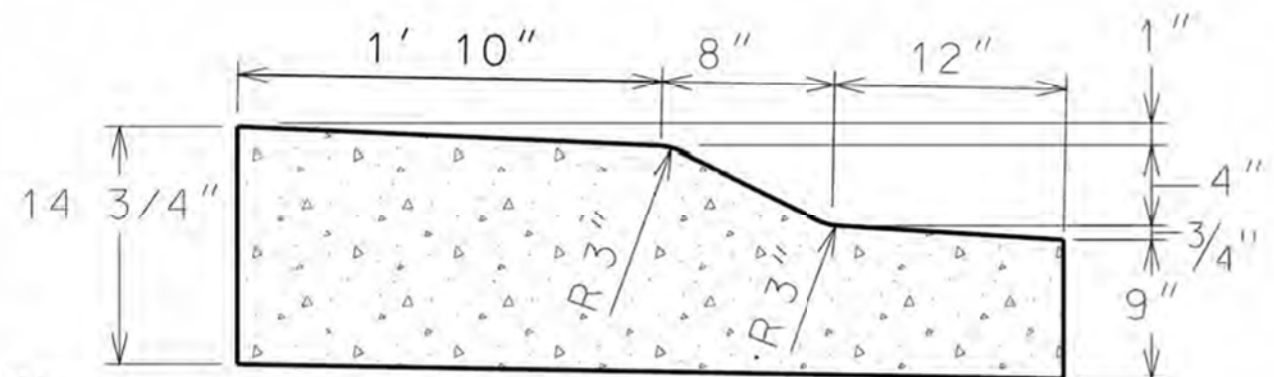
TYPE 'A' MOUNTABLE CONCRETE CURB & GUTTER
(PAY AS TYPE 'A' CURB AND GUTTER)



TYPE 'B' CONCRETE CURB & GUTTER



DRIVEWAY SECTION TYPE 'A' CURB & GUTTER
(PAY AS TYPE 'A' CURB AND GUTTER)



TRAFFIC CIRCLE MOUNTABLE CONCRETE CURB & GUTTER

GENERAL NOTES:

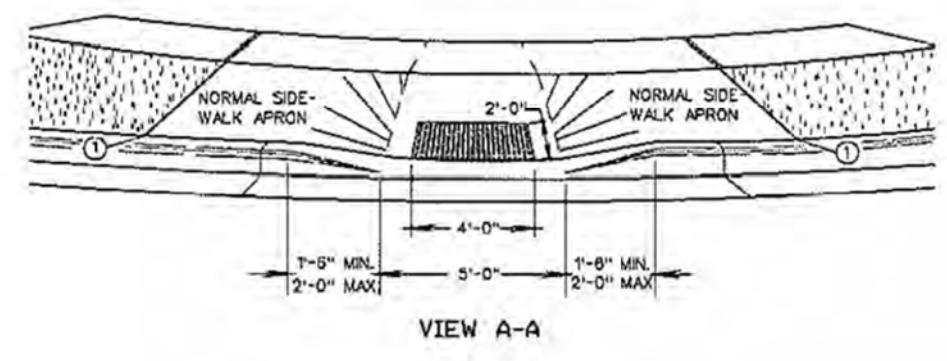
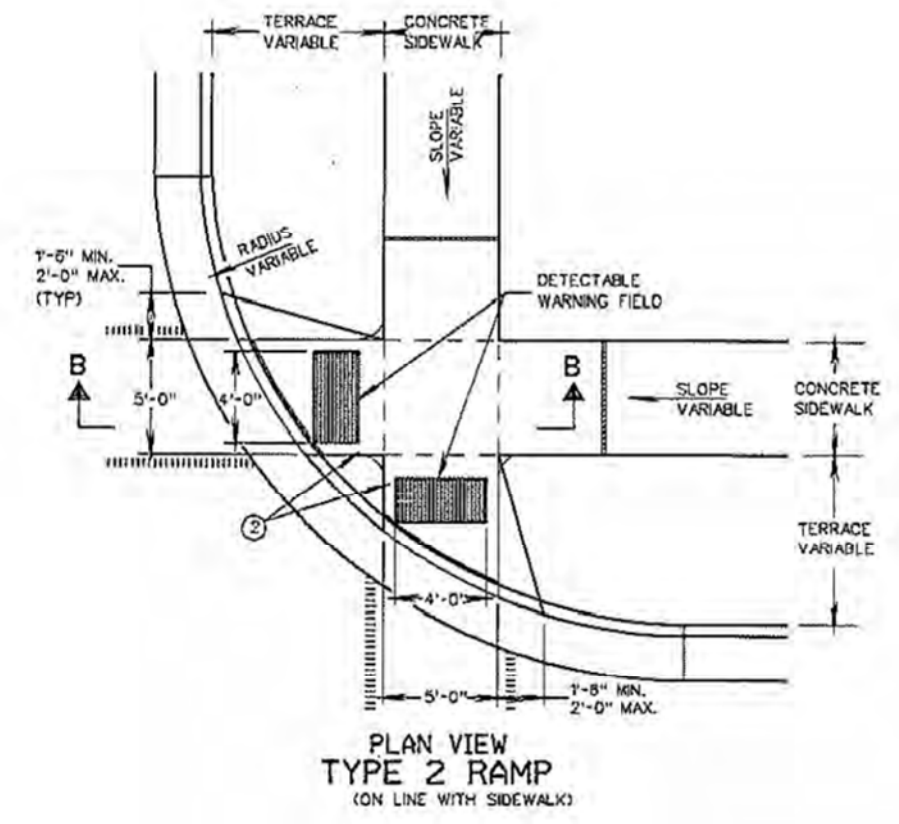
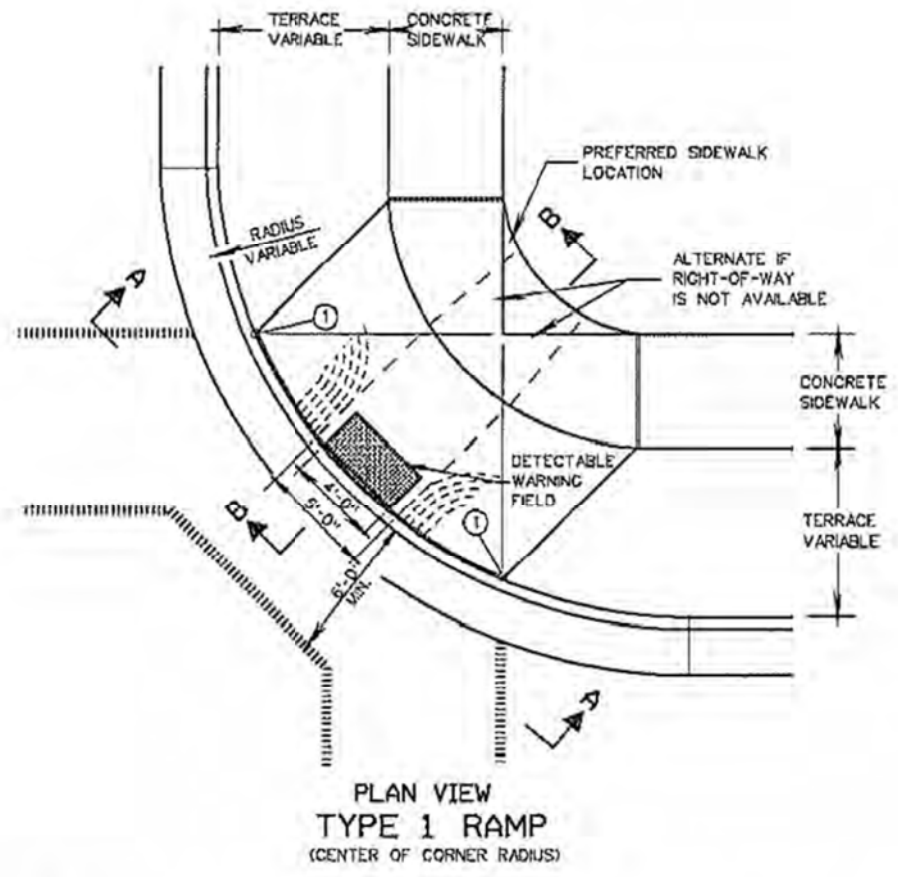
LATERAL CONTRACTION JOINTS SHALL BE PLACED AT INTERVALS OF NOT MORE THAN 15' NOR LESS THAN 6' IN LENGTH. THE JOINTS SHALL BE A MINIMUM OF 3" IN DEPTH

EXPANSION JOINTS SHALL BE PLACED TRANSVERSLY AT RADIUS POINTS ON CURVES OF RADIUS 200' OR LESS, AND AT ANGLE POINTS, OR AS DIRECTED BY THE ENGINEER. THE EXPANSION JOINT SHALL BE A ONE PIECE ASPHALTIC MATERIAL HAVING THE SAME DIMENSIONS AS CURB & GUTTER AT THAT STATION AND BE 1/2" THICK.

IN ALL CASES, CONCRETE CURB & GUTTER SHALL BE PLACED ON THOROUGHLY COMPACTED CRUSHED STONE

2009

CITY OF MADISON ENGINEERING DIVISION
MADISON STANDARD CONCRETE CURB & GUTTER
STANDARD DETAIL DRAWING 3.06



NOTE: MATERIALS AND METHOD OF CONSTRUCTION FOR TRUNCATED DOMES SHALL BE SPECIFIED IN SPECIAL PROVISIONS OR AS REQUIRED BY THE CITY ENGINEER

GENERAL NOTES

- TYPE 2-A RAMPS SHALL BE USED IN NEW DEVELOPMENTS UNLESS OTHERWISE APPROVED BY THE CITY ENGINEER.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- RAMPS SHALL BE BUILT AT 12H:1V OR FLATTER. WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.
- DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD".
- CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES SHALL BE APPROVED BY THE CITY ENGINEER. THE COLOR OF THE DETECTABLE WARNING FIELD SHALL BE SAFETY YELLOW OR APPROVED EQUAL AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".
- SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.
- THE DETECTABLE WARNING SURFACE SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE.

- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.
- ② WHEN THIS DISTANCE IS LESS THAN 6'-0" IT MAY BE DIFFICULT TO ACHIEVE A 12H:1V SLOPE, OR FLATTER, ON THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 12H:1V SLOPE, OR FLATTER, ON RAMP. 2" MINIMUM CURB HEIGHT.

LEGEND

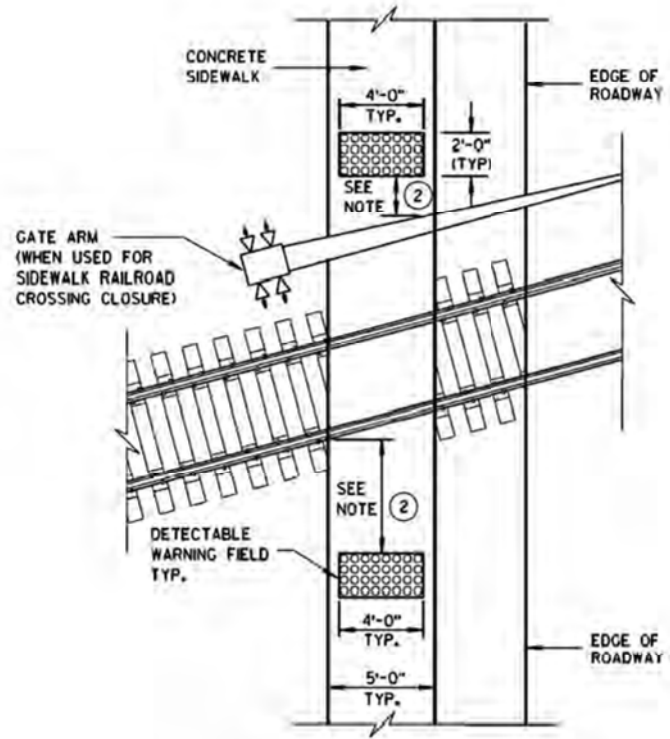
- 1" EXPANSION JOINT-SIDEWALK
- - - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING, WHITE, 6-INCH
- ALTERNATIVE LAYOUT

2009

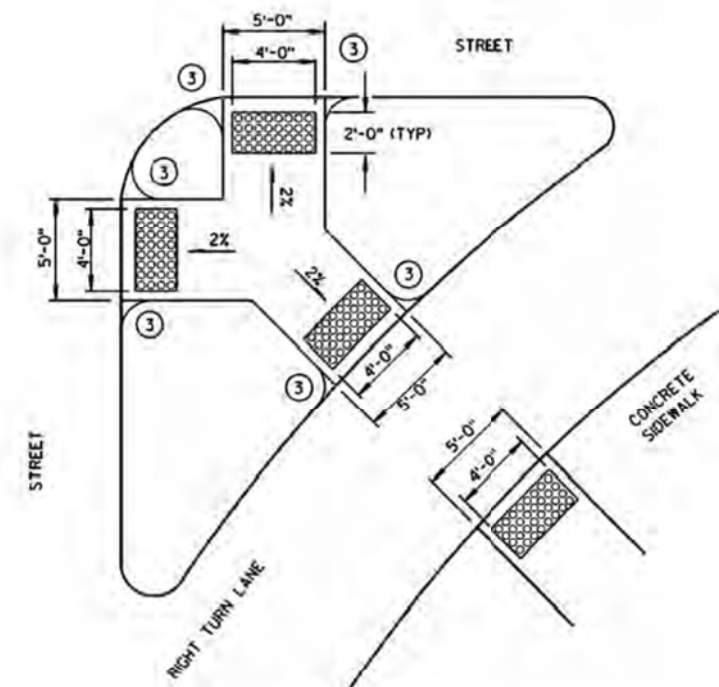
CITY OF MADISON
ENGINEERING DIVISION

**STANDARD CURB RAMPS
TYPES 1 AND 2**

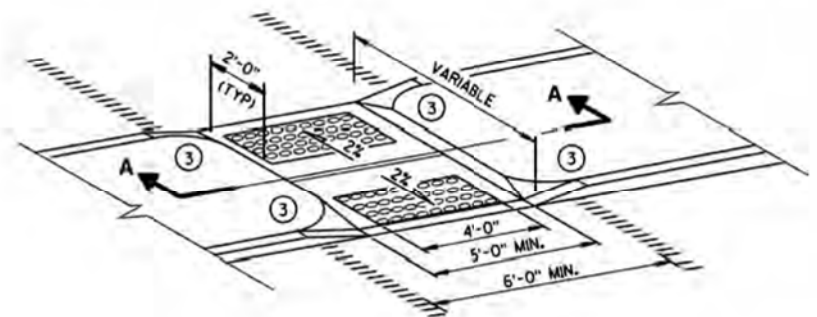
STANDARD DETAIL DRAWING 3.03



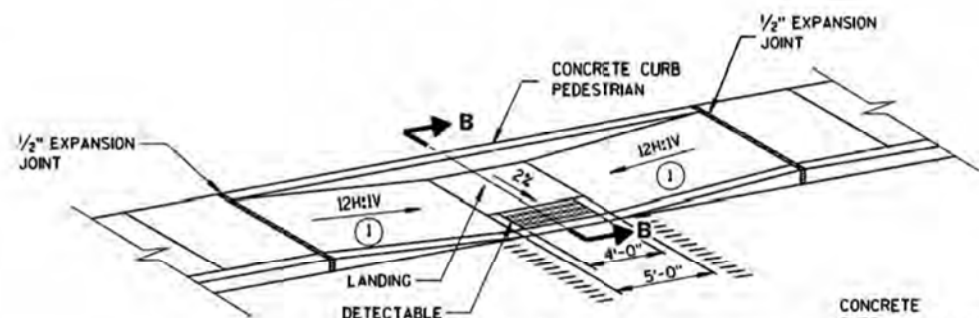
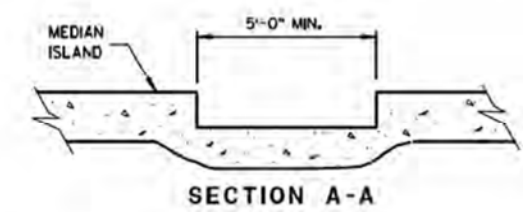
TYPE 8
DETECTABLE WARNINGS
AT RAILROAD CROSSING



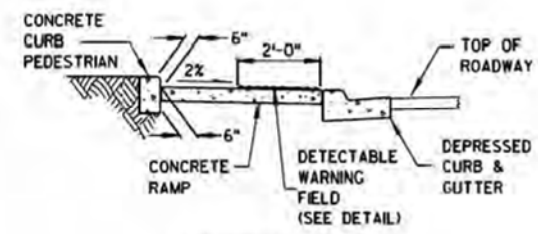
TYPE 6
DETECTABLE WARNING AT ISLANDS



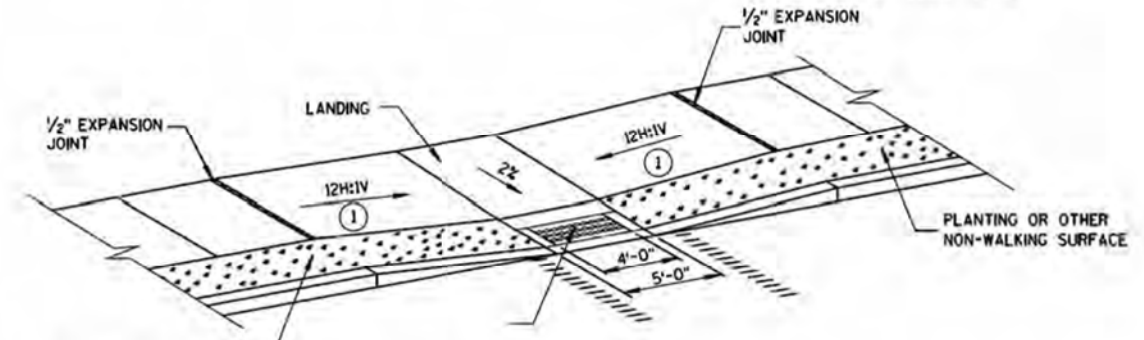
**MEDIAN ISLAND
NON-ELEVATED CROSSING
TYPE 5**



**MID-BLOCK CROSSING
TYPE 7A**



SECTION B-B



**MID-BLOCK CROSSING
TYPE 7B**

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

GENERAL NOTES

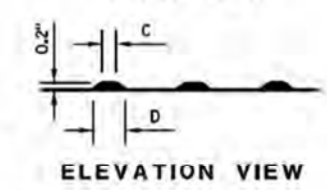
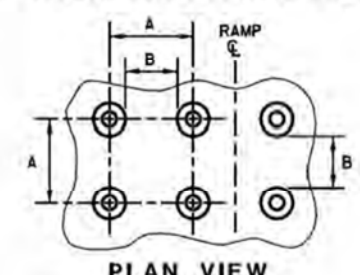
- SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- ① SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ② THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 15 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- ③ INSTALL TRANSITION NOSE, (INCIDENTAL TO OTHER PAY ITEMS.) DO NOT MARK TRANSITION NOSE.

LEGEND

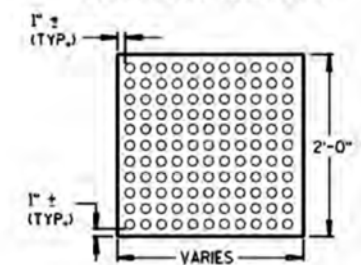
- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ▤ PAVEMENT MARKING CROSSWALK (WHITE)

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

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

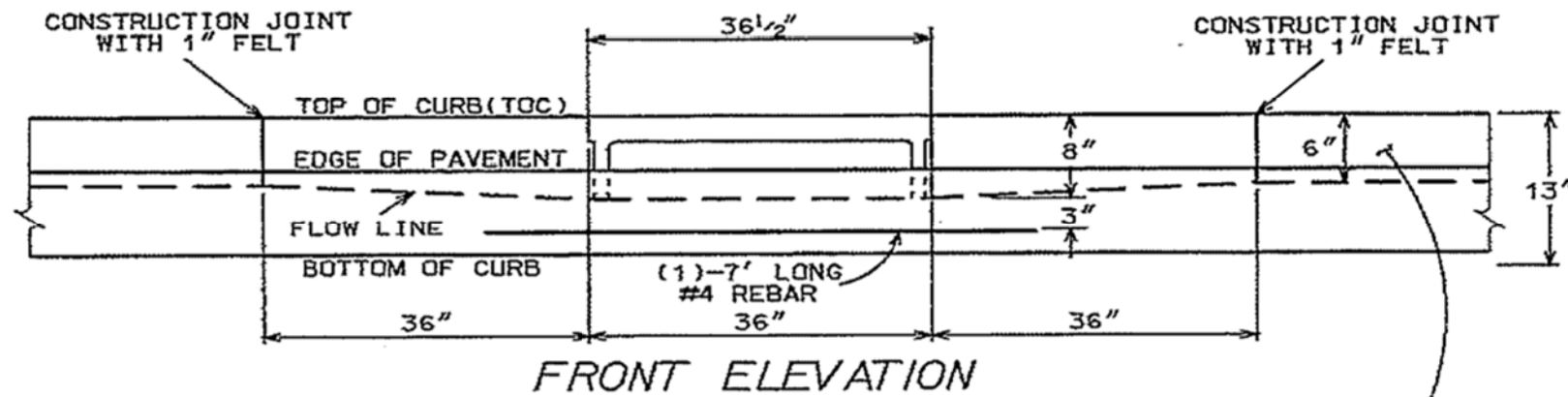


**TRUNCATED DOMES
DETECTABLE WARNING
PATTERN DETAIL**

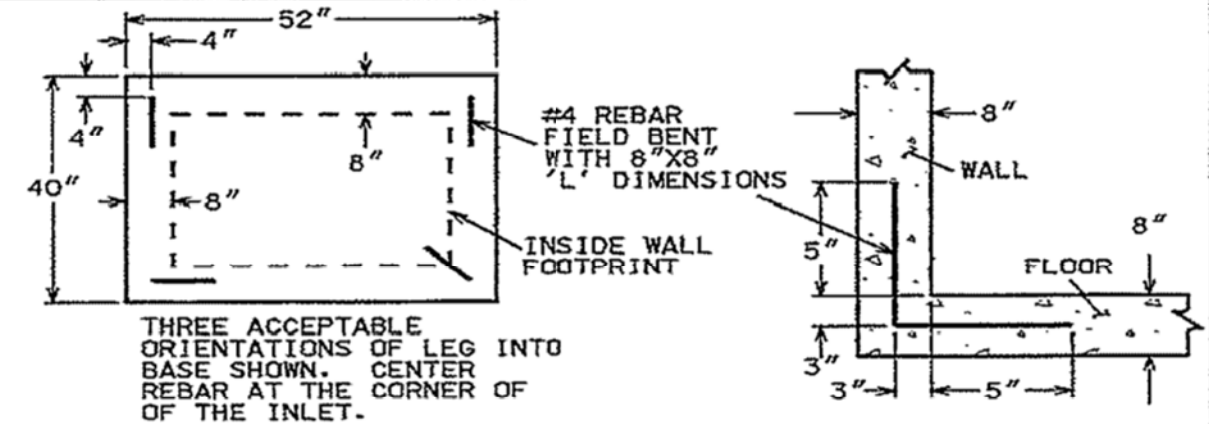


**DETECTABLE WARNING
FIELD (TYPICAL)**

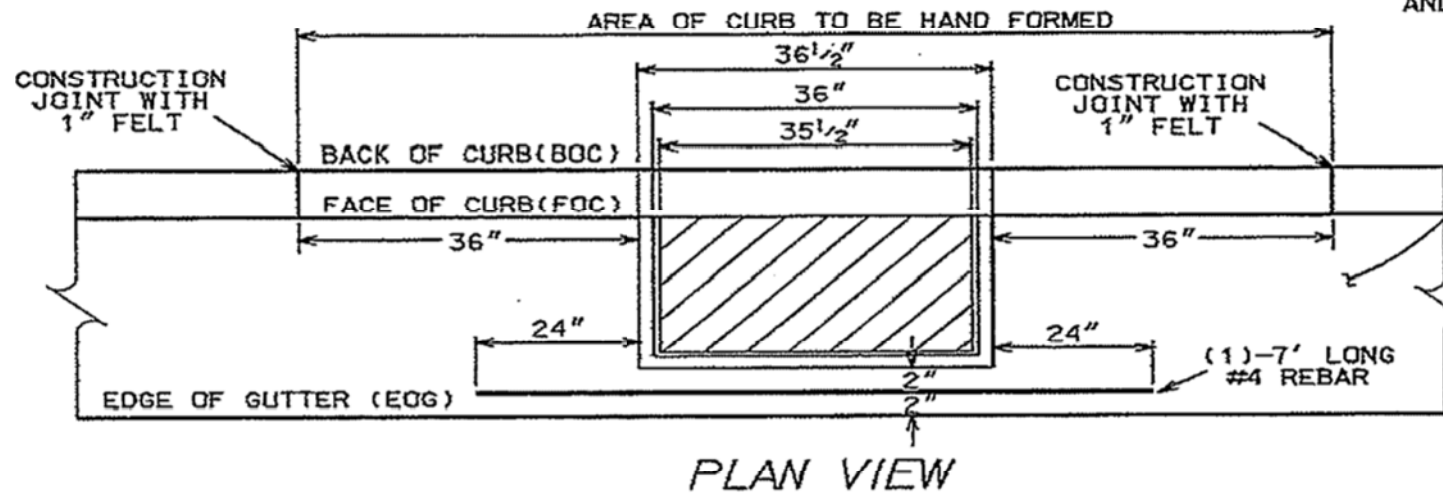
CURB RAMPS TYPES 5, 6, 7A, 7B & 8	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	/S/ Jerry H. Zoog
2-9-10 DATE	ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



FRONT ELEVATION

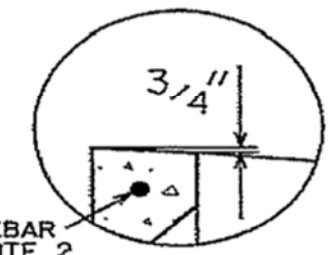


FIELD POURED FLOOR REINFORCEMENT



PLAN VIEW

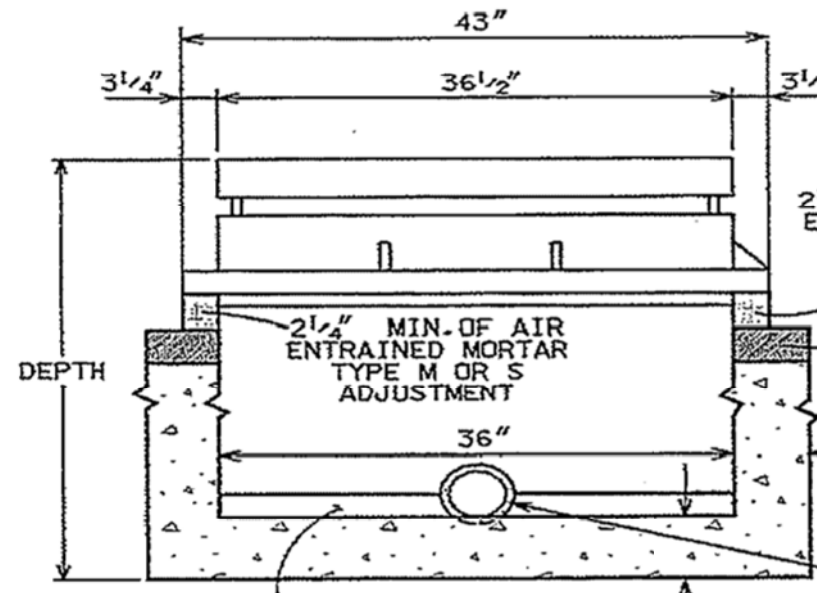
NOTE: TYPE "A" CURB AND GUTTER SHOWN



INSET

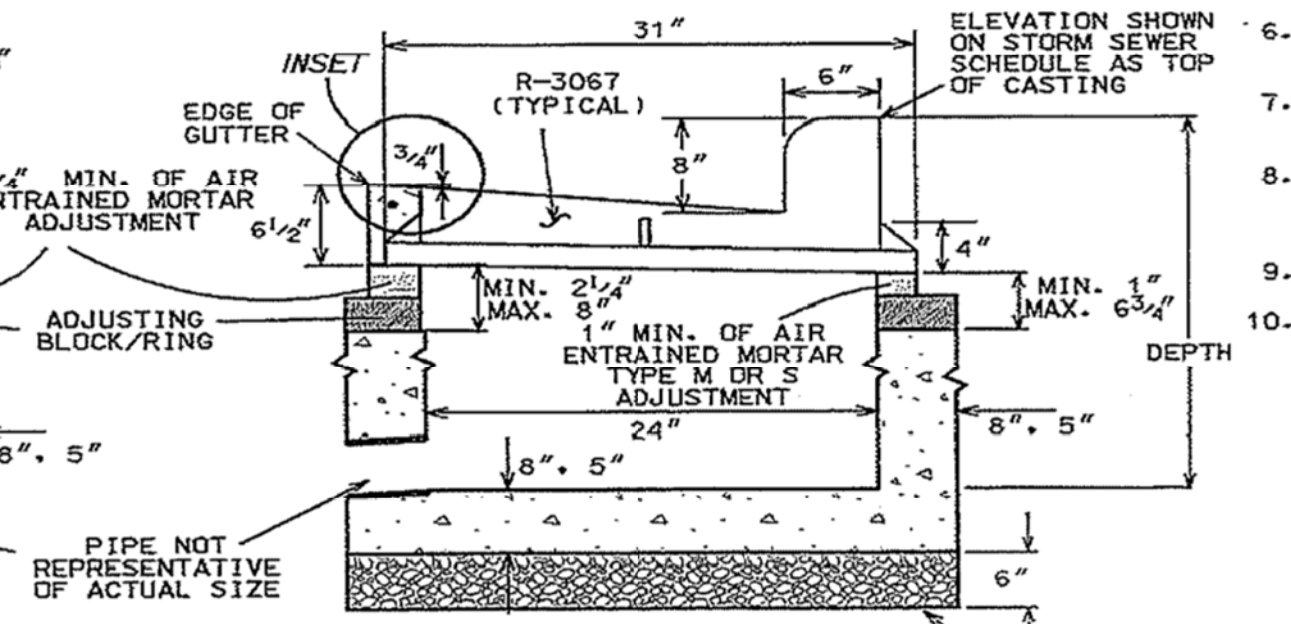
NOTE: 3/4" TILT CREATES SPECIFIED FLOW LINE DEPRESSION

- NOTES:
1. PRECAST REINFORCED CONCRETE STRUCTURES MAY BE USED IF APPROVED ACCORDING TO SECTION 106.3, 507.3 (b) OF THE STANDARD SPECIFICATIONS.
 2. INSTALLATION COST OF INLETS SHALL INCLUDE THE COST OF REINFORCING BARS AS FOLLOWS:
 - (1)-#4 BARS 7'-0" LONG IN CONCRETE GUTTER ALONG THE FRONT OF INLET.
 - (4) #4 REBARS FIELD BENT WITH 8"x8" 'L' DIMENSIONS.
 3. WHEN AN "S" INLET IS SPECIFIED, THE INSIDE DIMENSIONS OF THE STANDARD "H" INLET SHALL BE ALTERED TO 2'-4" x 1'-6".
 4. PRECAST INLETS REQUIRE 2" OF CONCRETE FROM THE EDGE OF CUTOUT/KNOCKOUT TO THE INSIDE WALLS AND TO THE TOP OF STRUCTURE.
 5. FIELD POURED STRUCTURES HAVE A BENCH POURED INSIDE TO THE SPRINGLINE OF THE PIPES CREATING A POSITIVE LOW FLOW CHANNEL AS SHOWN IN THE TYPICAL FRONT SECTION VIEW.
 6. ASSUMING 90 DEGREE PIPE CONNECTIONS, THE MAXIMUM PIPE OUT A 3' SIDE IS 21" AND THE MAXIMUM PIPE OUT A 2' SIDE IS 12".
 7. WALL THICKNESS DIMENSIONS OF 8" AND 5" CORRESPOND TO CAST-IN-PLACE AND PRECAST STRUCTURES, RESPECTIVELY.
 8. THERE SHALL BE AN 8" FLOWLINE DEPRESSION FROM TOC ALONG THE INLET TAPERED FROM THE TYPICAL 6" FLOWLINE AS SHOWN IN THE FRONT ELEVATION.
 9. SEE STANDARD DETAIL DRAWING 5.7.29 FOR INLET CASTING OFFSET CRITERIA FOR H INLETS.
 10. FLOOR REINFORCEMENT REQUIRED IN ALL FIELD POURED INLETS



TYPICAL FRONT SECTION

DRAWING NOT TO SCALE



TYPICAL SECTION

INLET DEPTH AS PER PLANS

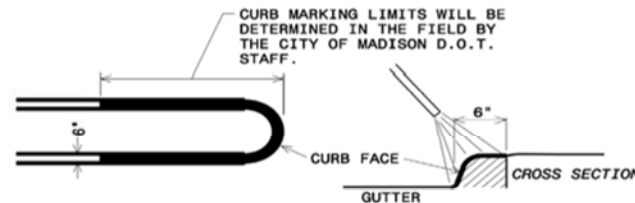
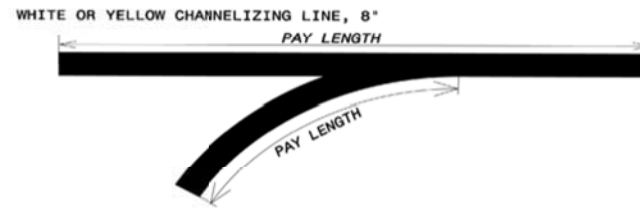
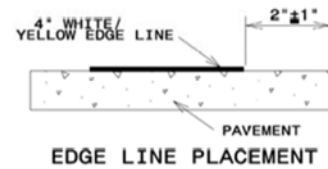
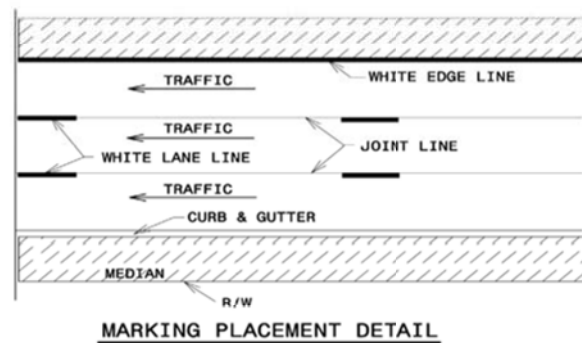
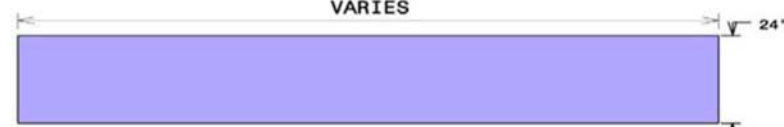
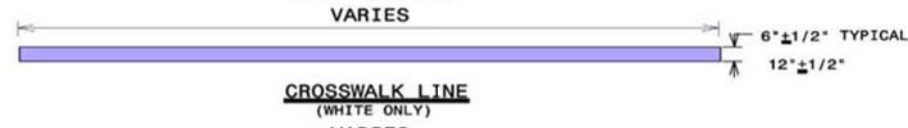
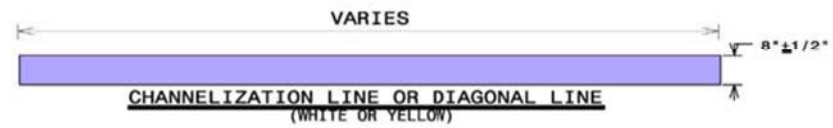
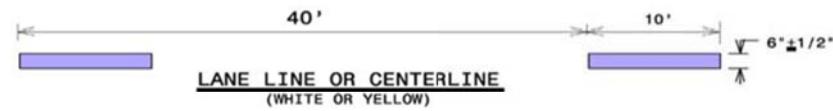
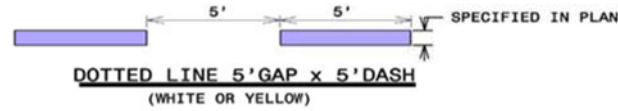
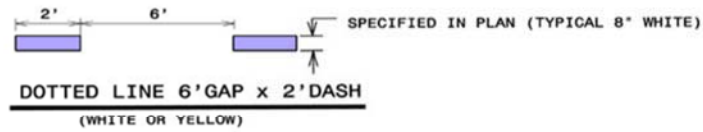
2011

CITY OF MADISON
ENGINEERING DIVISION

**TYPE "H"
INLET**

STANDARD DETAIL DRAWING 5.7.7

PERMANENT PAVEMENT MARKINGS

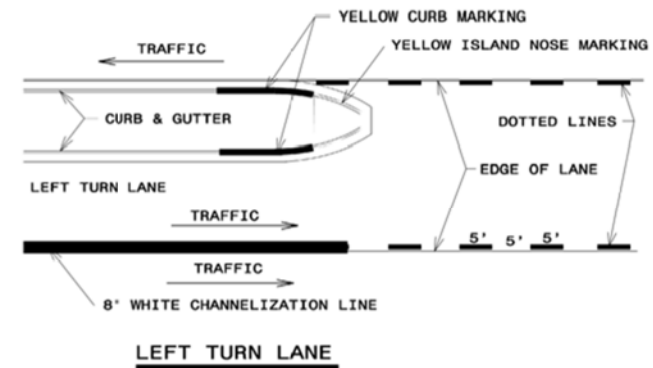
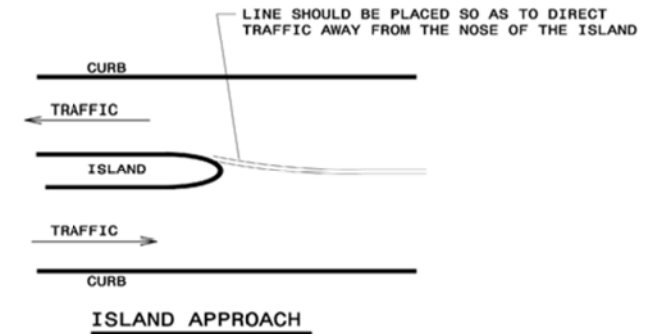


CURB & ISLAND MARKING DETAILS

GENERAL NOTES FOR EPOXY PAVEMENT MARKINGS
 THE CONTRACTOR SHALL APPLY ALL MARKINGS IN ACCORDANCE WITH THE STATE OF WISCONSIN MANUAL ON TRAFFIC CONTROL DEVICES.
 AT STREET INTERSECTIONS, MARKINGS START OR END AT THE MARKED CROSSWALK. THE PROPERTY LINE EXTENDED, IF THERE IS NO MARKED CROSSWALK.

CROSSWALKS AND STOP BARS WILL BE PLACED NO CLOSER THAN 2' TO THE FACE OF CURB.
 THE CONTRACTOR SHALL ADHERE TO THE TRAFFIC SPECIFICATION IN THE SPECIAL PROVISIONS AT ALL TIMES.

FOR MORE INFORMATION AND FULL SIZE PATTERNS FOR ARROWS & WORD LEGENDS ARE AVAILABLE AT THE CITY OF MADISON TRAFFIC ENGINEERING FIELD OPERATIONS FACILITY 1120 SAYLE ST. (608) 266-4767



LEFT TURN LANE

2009

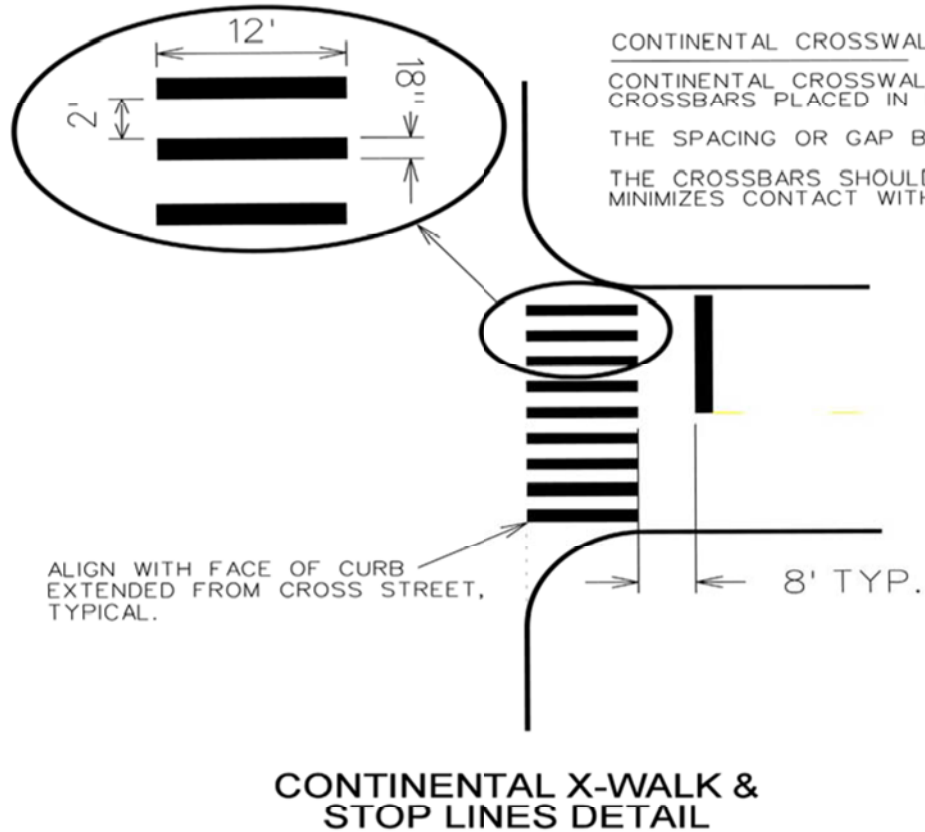
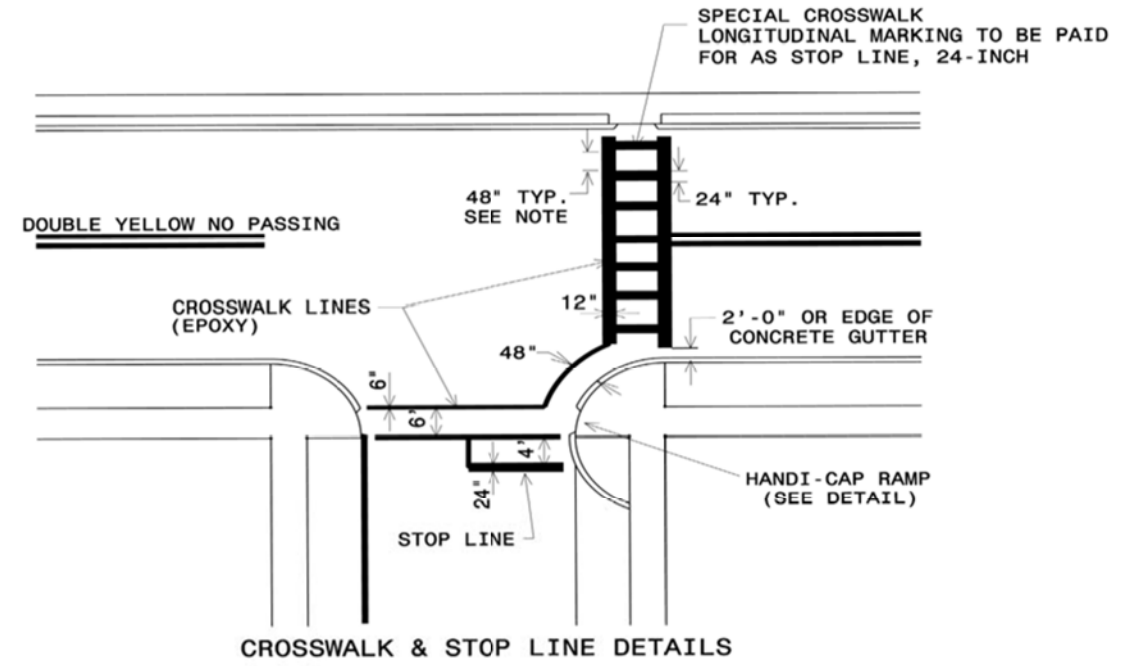
CITY OF MADISON
 ENGINEERING DIVISION
**PAVEMENT MARKING
 DETAILS
 PAGE 1**
 STANDARD DETAIL DRAWING # 6.37

SPECIAL CROSSWALKS

SPECIAL CROSSWALKS HAVE TWO(2) 12-INCH WIDE LINES PLACED ACROSS THE TRAFFIC FLOW AND 24-INCH WIDE CROSSBARS IN LINE WITH THE TRAFFIC FLOW.

THE SPACING OR GAP BETWEEN THE CROSSBARS IS DETERMINED IN THE FIELD AND VARIES BETWEEN 24 TO 48 INCHES SO THAT NO CROSSBAR IS PLACED IN THE MAIN WHEEL TRACK AREA.

TYPICALLY, A CROSSBAR IS CENTERED ON THE CENTERLINE. ANOTHER CROSSBAR IS CENTERED BETWEEN THE WHEEL TRACKS AND ANOTHER CROSSBAR PLACED BETWEEN THE OUTSIDE WHEEL TRACK AND THE EDGE OF GUTTER OR PAVEMENT. IN NO CASE SHALL THE CROSSBAR BE PLACED IN OR NEXT TO THE GUTTER SECTION.

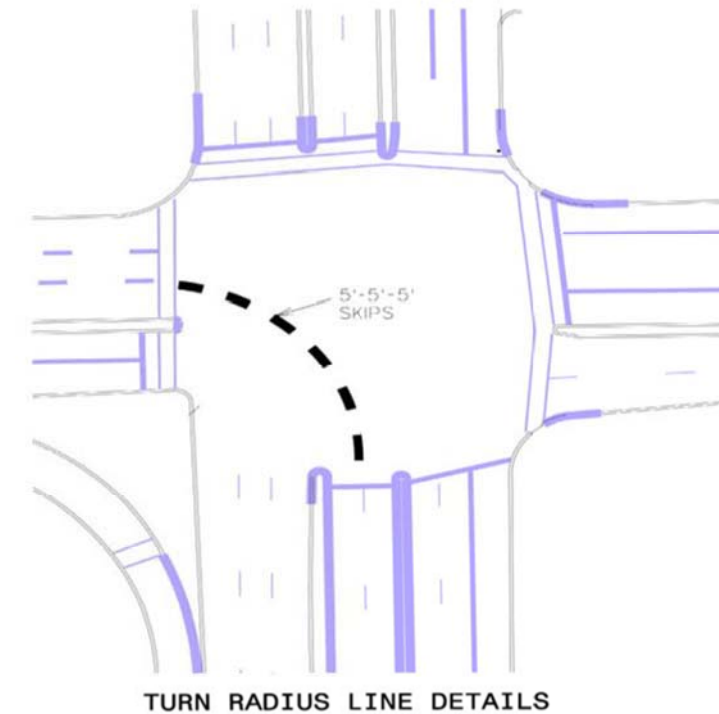


CONTINENTAL CROSSWALKS

CONTINENTAL CROSSWALKS HAVE 18 INCH WIDE 12 FOOT LONG CROSSBARS PLACED IN LINE WITH THE TRAFFIC FLOW.

THE SPACING OR GAP BETWEEN THE CROSSBARS IS 24 INCHES

THE CROSSBARS SHOULD BE PLACED IN A MANNER THAT MINIMIZES CONTACT WITH VEHICLES TIRES.

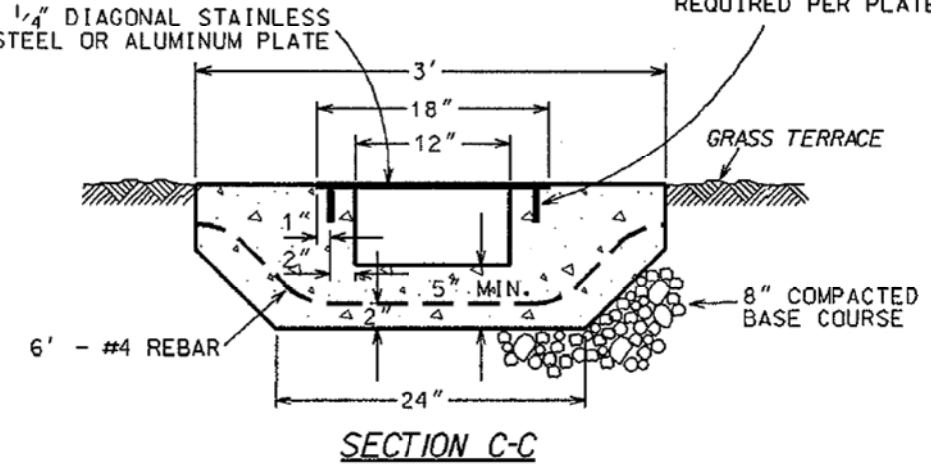
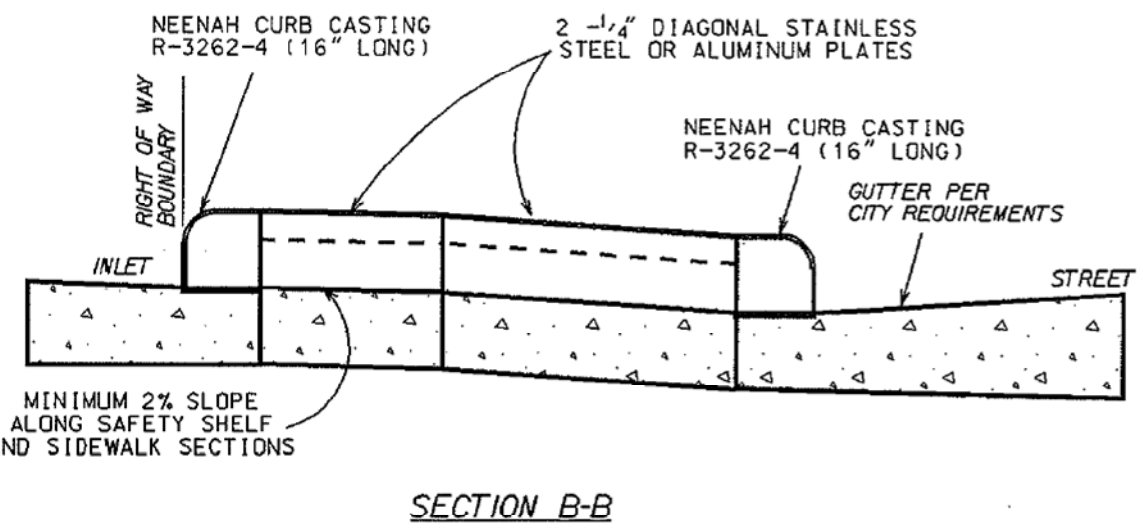
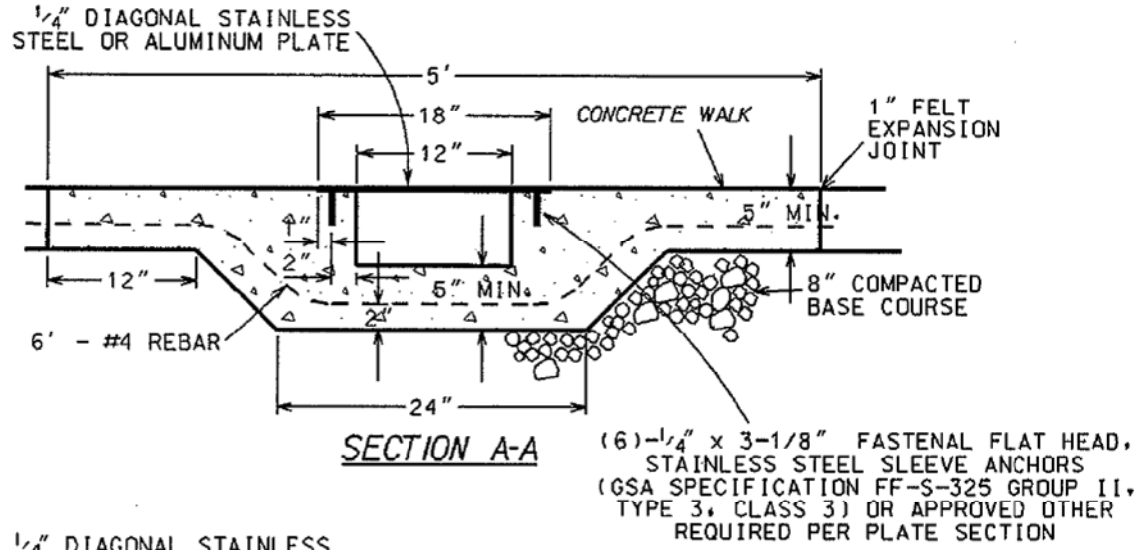
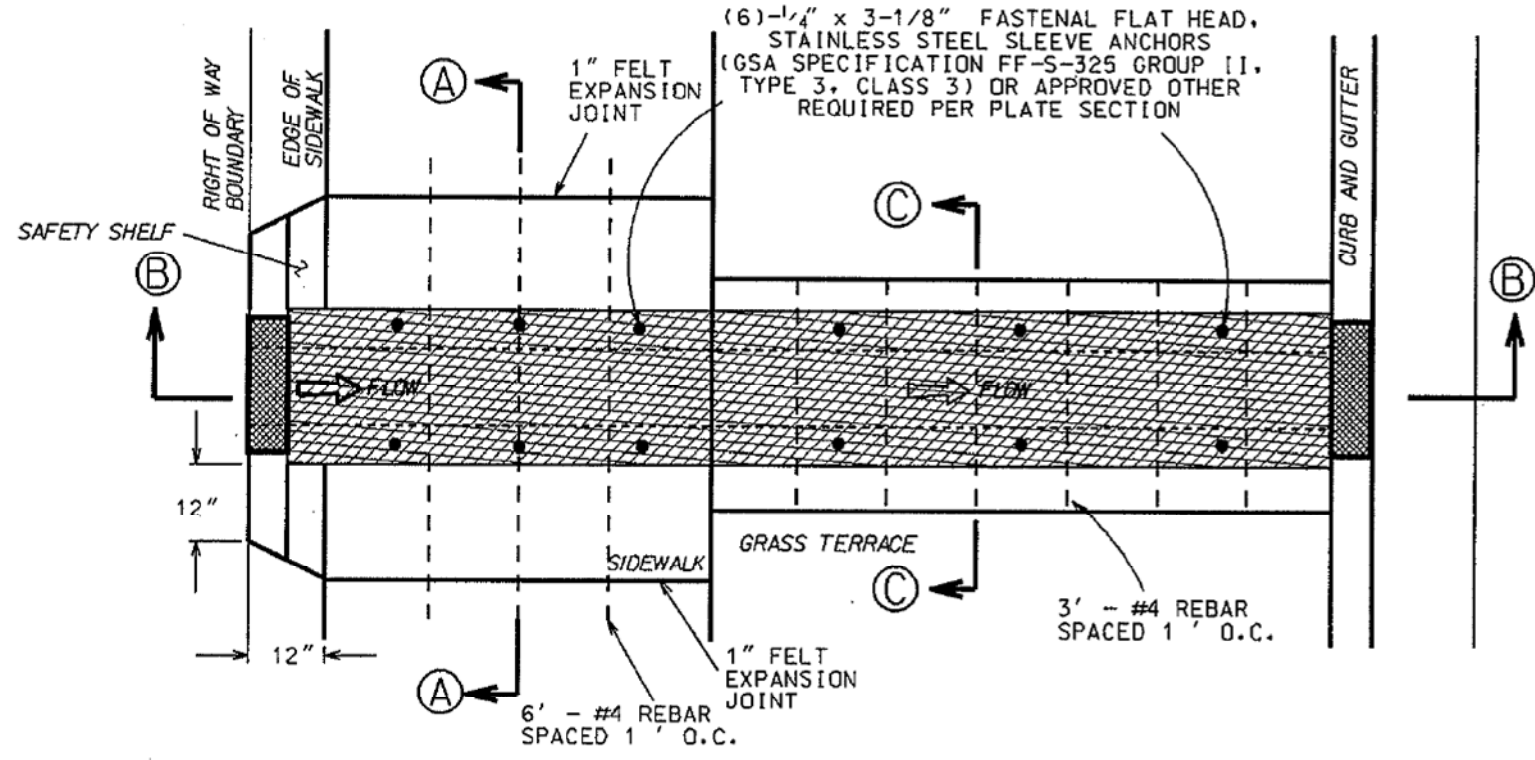
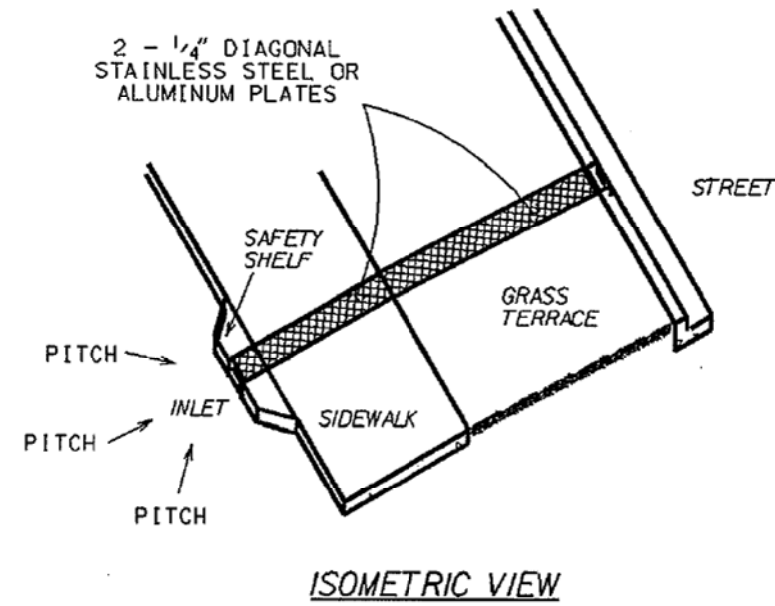


2009

CITY OF MADISON
ENGINEERING DIVISION

**PAVEMENT MARKING
DETAILS
PAGE 2**

STANDARD DETAIL DRAWING # 6.38




- NOTES:
- 1) WHEN THE SIDEWALK IS ABUTTING A GRASSED PROPERTY, THE CONCRETE FLAG AND NEENAH CASTING ON THE PROPERTY SIDE SHALL BE OMITTED. ONLY ONE NEENAH CURB CASTING IS REQUIRED FOR THE STREET OUTLET.
 - 2) WHEN THE SIDEWALK IS ABUTTING A PAVED PROPERTY, THE CONCRETE FLAG SHALL EXTEND 1' BEYOND THE RIGHT OF WAY BOUNDARY.

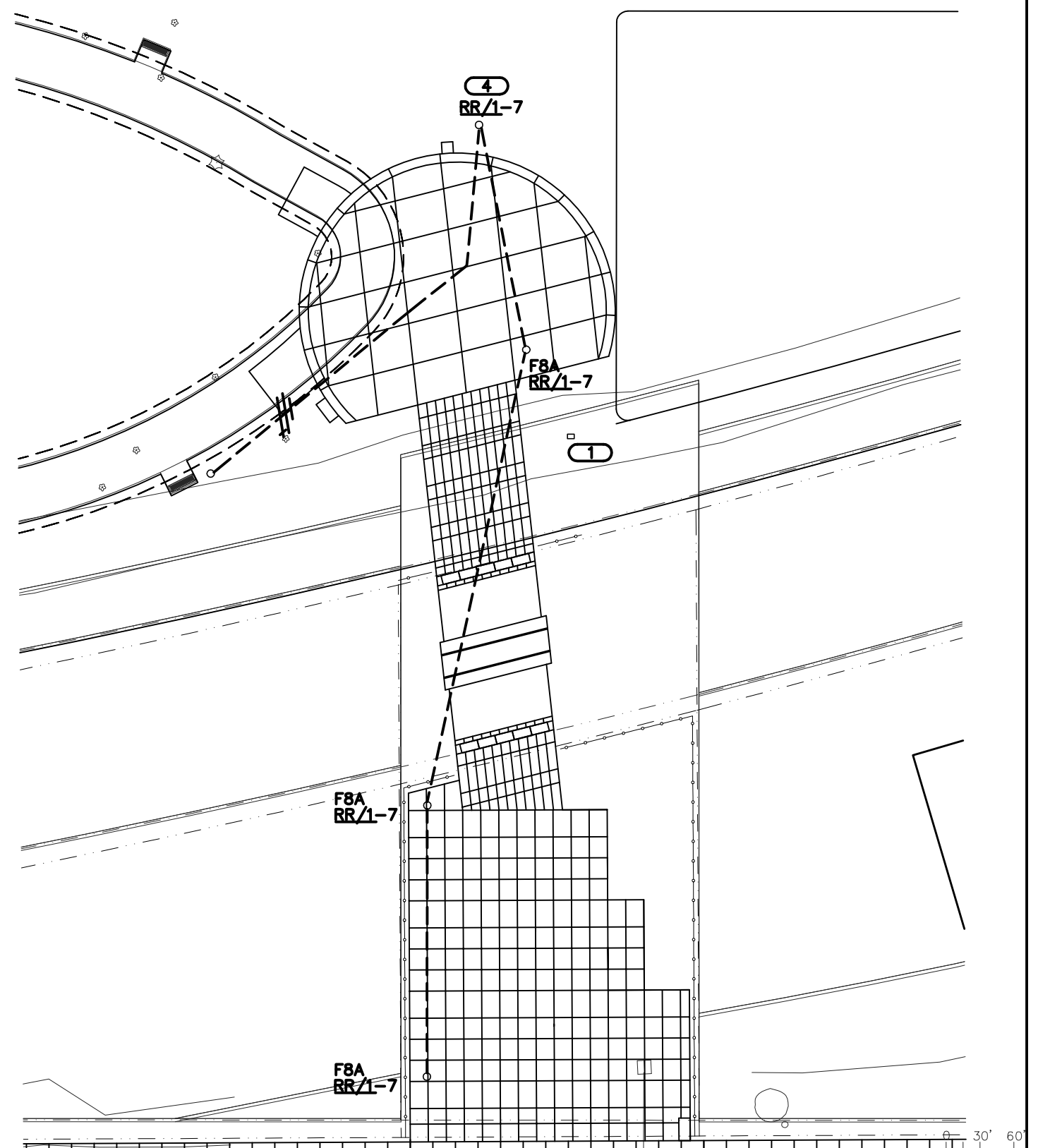
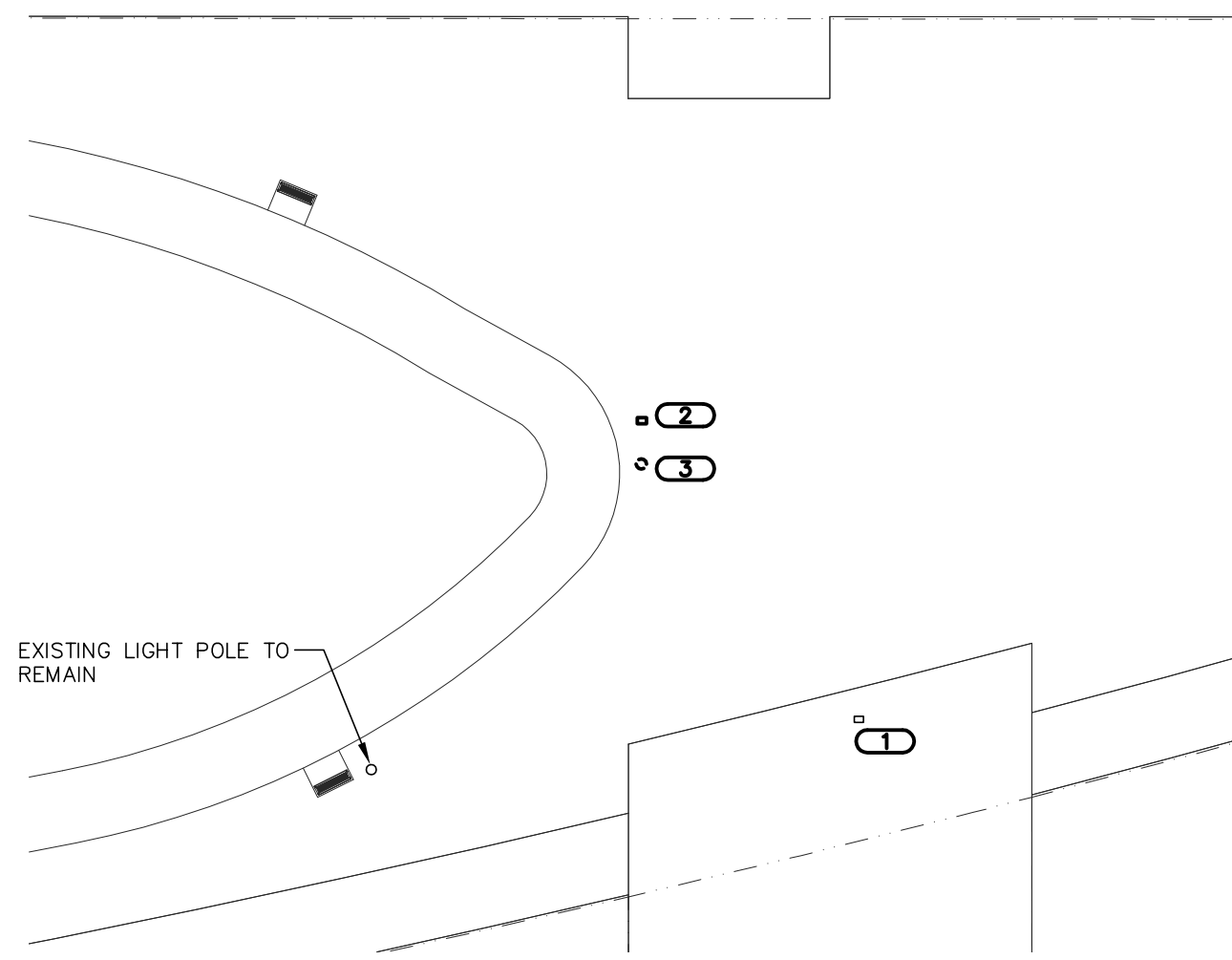
2004

CITY OF MADISON
ENGINEERING DIVISION

SIDEWALK FLUME

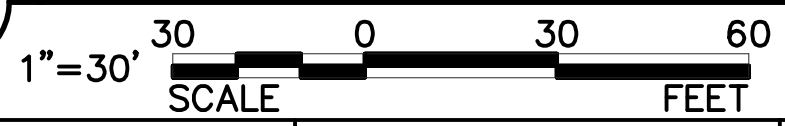
STANDARD DETAIL DRAWING 5.4.9

GENERAL NOTES	KEYNOTES 
1. REFER TO E2 FOR GENERAL ELECTRICAL AND INSTALLATION NOTES.	1. PHASE 1A HANDHOLE FOR CONNECTION OF FUTURE SKATE PARK POWER TO REMAIN.
2. ELECTRICAL PANEL LOCATED IN EXISTING RESTROOM PAVILION.	2. REMOVE HANDHOLE. RETAIN EXISTING SPARE RELAY CIRCUIT IN HANDHOLE FOR EXTENSION TO NEW POLE LOCATIONS.
3. REFER TO 1/E2 FOR UNDERGROUND CONDUIT DETAIL.	3. REMOVE AND RELOCATE POLE. REMOVE WIRING BACK TO NEAREST POLE TO REMAIN.
4. REFER TO E3 FOR LUMINAIRE SCHEDULE.	4. RELOCATED LIGHT POLE (F8A). CONNECT TO EXISTING CIRCUIT L1-5 THROUGH EXISTING SPARE RELAY RR/1-7. EXTEND EXISTING CONDUIT AS NEEDED.



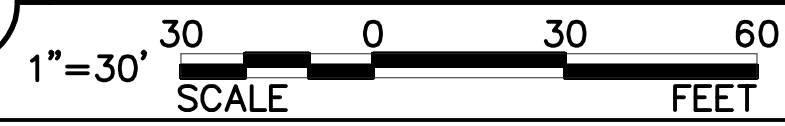
2

DEMO SITE PLAN - ELECTRICAL



1

SITE PLAN - ELECTRICAL


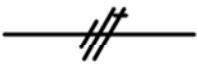





KJW ENGINEERING CONSULTANTS
 802 WEST BROADWAY, SUITE 312
 MADISON, WISCONSIN 53713-1639
 608.223.9600 FAX: 608.223.9601
 www.kjw.com PROJECT #09.0619.00

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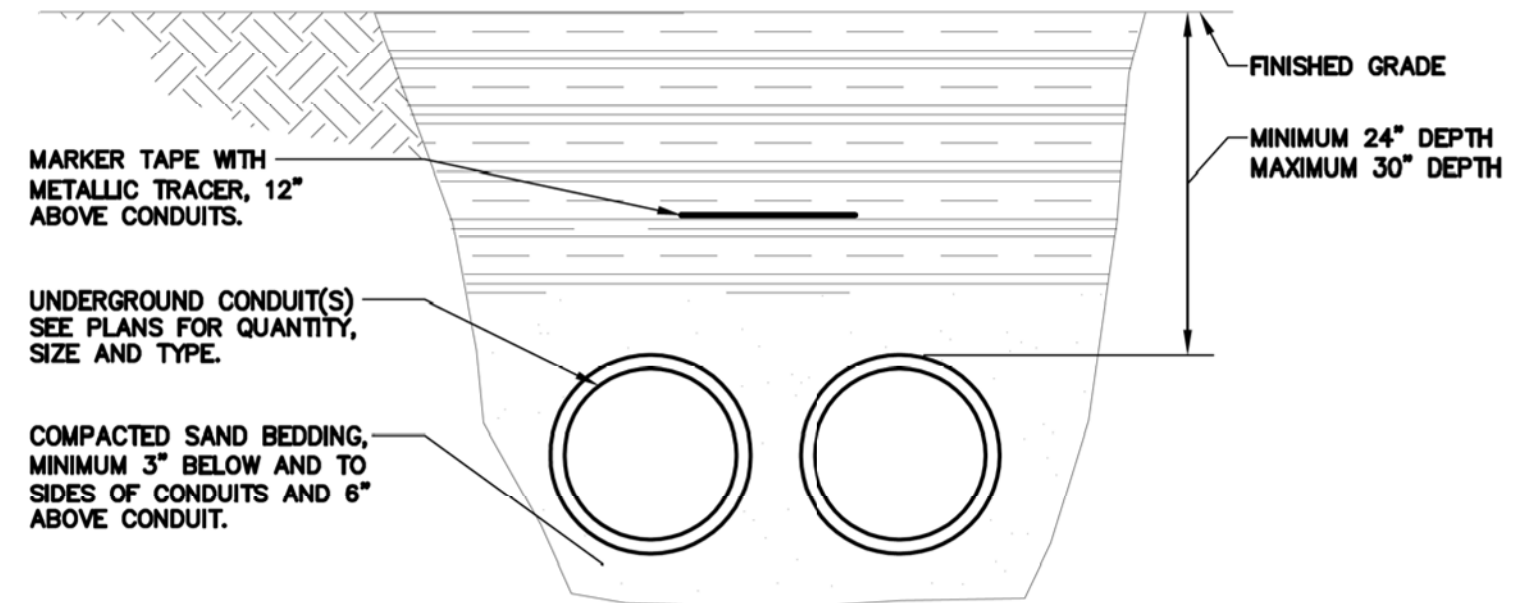
REFERENCE SCALE IN INCHES
 0 1 2 3

GENERAL ELECTRICAL NOTES:

1. "1/E4" INDICATES DETAIL NUMBER/SHEET NUMBER.
2. **###-###** INDICATES ELECTRICAL EQUIPMENT DEFINED IN ELECTRICAL SCHEDULES. REFER TO SCHEDULES IN ELECTRICAL DRAWINGS.
3. "  " INDICATES KEYED NOTE USED TO DESCRIBE ADDITIONAL INFORMATION OF WORK REQUIRED, SPECIFIC TO THE SHEET AND/OR DETAIL IT IS SHOWN WITH.
4. ALL ELECTRICAL CONDUCTORS SHALL BE COPPER.
5.  SHOWN BETWEEN LUMINAIRES DESIGNATES LUMINAIRE OR GROUP OF LUMINAIRES SWITCHED SEPARATELY YET CONNECTED TO THE SAME BRANCH CIRCUIT. LUMINAIRES THAT DO NOT HAVE A REMOTE MEANS OF SWITCHING (e.g., EXIT SIGNS, EMERGENCY UNITS, NIGHT LIGHTS) SHALL BE CONNECTED TO AN UNSWITCHED LEG OF THE BRANCH CIRCUIT.
6. ABBREVIATION KEY:
 - E.C. ELECTRICAL CONTRACTOR
 - G.C. GENERAL CONTRACTOR
 - AFF ABOVE FINISH FLOOR
 - C CONDUIT
 - TYP TYPICAL
 - +##" MOUNTING HEIGHT FROM FINISHED FLOOR TO CENTERLINE
7. LINE TYPE KEY:
 -  NEW WORK BY THIS CONTRACTOR (DARK SOLID LINE)
 -  NEW WORK UNDERFLOOR OR UNDERGROUND BY THIS CONTRACTOR (DARK LONG DASHED LINE)
 -  NEW WORK BY OTHERS AND/OR EXISTING TO REMAIN (LIGHT SOLID LINE)

ELECTRICAL INSTALLATION NOTES:

1. THE COMPLETE INSTALLATION SHALL BE IN ACCORDANCE WITH THE ADAAG (AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES).
2. CIRCUIT NUMBERS ARE SHOWN FOR CIRCUIT IDENTIFICATION. CIRCUITING SHALL AGREE WITH NUMBERING ON THE PANEL PROVIDED. COMMON NEUTRALS MAY **NOT** BE USED FOR BRANCH CIRCUITS. BALANCE THE LOAD ON PANEL AS EVENLY AS POSSIBLE BETWEEN EACH PHASE.
3. ALL WELDING SHALL BE ACCORDING TO AMERICAN WELDING SOCIETY STANDARDS. CONTRACTOR SHALL FURNISH TO THE ARCHITECT/ENGINEER CERTIFICATES QUALIFYING EACH WELDER, PRIOR TO START OF WORK. THE ARCHITECT/ENGINEER RESERVES THE RIGHT TO REQUIRE QUALIFYING DEMONSTRATION, AT THE CONTRACTOR'S EXPENSE, OF ANY WELDERS ASSIGNED TO THE JOB.



1 UNDERGROUND CONDUIT DETAIL

NO SCALE

NOTES:

1. INSTALL 200 lb TENSILE STRENGTH PULL ROPE IN ALL EMPTY CONDUITS.
2. TRENCHING AND BACKFILL ACCORDING TO SPECIFICATIONS.

K J W W ENGINEERING CONSULTANTS
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 REFERENCE SCALE IN INCHES
 0 1 2 3

LUMINAIRE SCHEDULE

MOUNTING: (MTG) RE - RECESSED SP - SUSPENDED CL - CEILING SURFACE WL - WALL UC - UNDER CABINET CV - COVE PL - POLE O - OTHER (SEE DESCRIPTION)	LAMP TYPE: FL - FLUORESCENT CF - COMPACT FLUORESCENT HL - HALOGEN IN - INCANDESCENT LED - LIGHT EMITTING DIODE HS - HIGH PRESSURE SODIUM MH - METAL HALIDE SMH - SUPER METAL HALIDE PSMH - PULSE START METAL HALIDE CMH - CERAMIC METAL HALIDE O - OTHER (SEE DESCRIPTION) XL - EXTENDED LIFE XLP - EXTENDED LIFE & OUTPUT	LENS/LOUVER: (L/L) A - .125" ACRYLIC B - BLACK BAFFLE C - CLEAR ALZAK D - PARABOLIC F - FRESNEL G - TEMPERED GLASS H - WALL WASHER P - POLYCARBONATE K - KSH12 .125" ACRYLIC K19 - KSH19 .156" ACRYLIC L - LOW IRIDESCENT SPECULAR ALUM. N - NONE R - HIGH IMPACT DR ACRYLIC O - OTHER (SEE DESCRIPTION)
DOOR: FA - FLAT ALUMINUM FS - FLAT STEEL RA - REGRESSED ALUMINUM RS - REGRESSED STEEL	BALLAST: (BLS) DIM - DIMMING BALLAST EB - ELECTRONIC BALLAST EM - EMERGENCY BATTERY/BALLAST DALI - DIGITAL DIMMING BALLAST	##BF - BALLAST FACTOR HL - HIGH / LOW LEVEL BALLAST HP - HIGH PERFORMANCE-LOW BALL. FACTOR ML - MULTI-LEVEL SWITCHING MV - MULTI-VOLTAGE ELECTRONIC
FINISH: PAF - PAINT AFTER FABRICATION CSA - FINISH SELECTION BY ARCHITECT		

CATALOG NUMBER SHALL NOT BE CONSIDERED COMPLETE AND MATERIAL SHALL NOT BE ORDERED BY MANUFACTURER AND CATALOG NUMBER ONLY. THE COMPLETE DESCRIPTION AND THE SPECIFICATION SHALL BE COORDINATED WITH THE CATALOG NUMBER TO DETERMINE THE EXACT MATERIAL AND ACCESSORIES TO BE ORDERED. THE FIRST MANUFACTURER LISTED IS THE BASIS FOR DESIGN. REFER TO SPECIFICATION SECTIONS LIGHTING 26 51 00 FOR ADDITIONAL INFORMATION AND REQUIREMENTS.

ALL LAMPS FOR THIS PROJECT SHALL BE FURNISHED AND INSTALLED BY THE ELECTRICAL CONTRACTOR UNLESS OTHERWISE NOTED. FLUORESCENT LAMP CORRELATED COLOR TEMPERATURE 3000°K, COLOR RENDERING INDEX (CRI) AT OR ABOVE 80, UNLESS NOTED OTHERWISE.

ITEM	DESCRIPTION	NOMINAL		LAMPS		VOLTS / BLS	L/L	APPROVED MANUFACTURER
		SIZE	MTG	TYPE	QUANTITY & SIZE			
F8A	FULL-CUTOFF PEDESTRIAN SCALE PATHWAY POLE MOUNTED LIGHT, TYPE II DISTRIBUTION. MATTE BLACK POWDER COAT FINISH. PROVIDE WITH POLE TO MATCH EXISTING GREAT LAWN LIGHT FIXTURE POLES.	23.3"L 16.3"W 8"H	PL	LED	1 7 LED LIGHTBARS TOTAL 27 WATTS 1755 LUMENS 3000K CCT 80 CRI	120V	O	MCGRAW-EDISON TALON TLM-C01-T2-BK-8030 (CITY STANDARD MODEL) OR APPROVED EQUAL EMCO LED AREA LITHONIA AS1 OR APPROVED EQUAL

K J
W W

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