

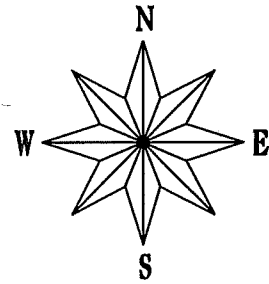
Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT WARNER PARK CUNETTE REPLACEMENT

PROJECT NO. 53W1696
CONTRACT NO. 7200

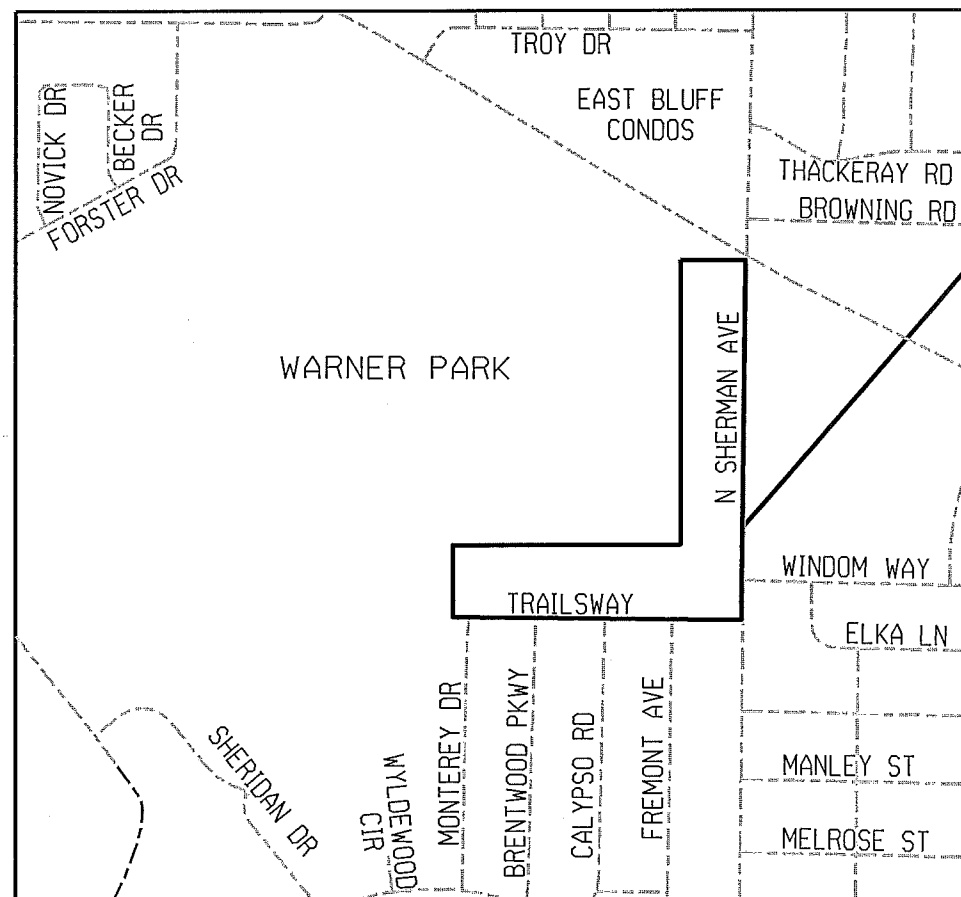


INDEX OF SHEETS

SHEET NO. D1-D3	DETAILS
SHEET NO. ECI-EC3	EROSION CONTROL PLAN
SHEET NO. P1-P4	PLANPROFILE
SHEET NO. P5	STORM SCHEDULE
SHEET NO. XI-X13	CROSS-SECTIONS

EARTHWORK SUMMARY

EXCAVATION (PAID AS PLAN QUANTITY)	2755 CY
UNDERCUT (EST.)	0 CY
FILL BORROW (PAID ONLY FOR IMPORTED FILL)	2755 CY
TOTAL	



PROJECT LOCATION

STORM SEWER PROJECT APPROVED
JULY 2, 2014
BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

DESIGN
APPROVED BY:

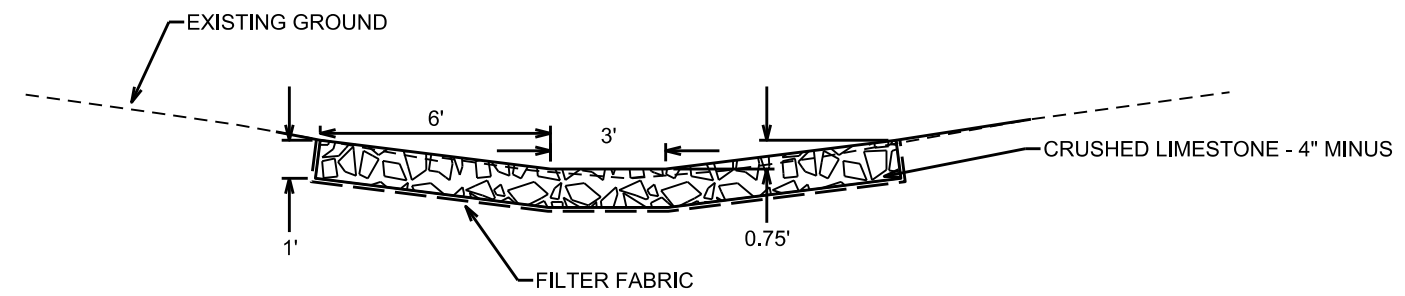
[Signature] 8/12/14
City Engineer Date

STORM SEWER
APPROVED BY:

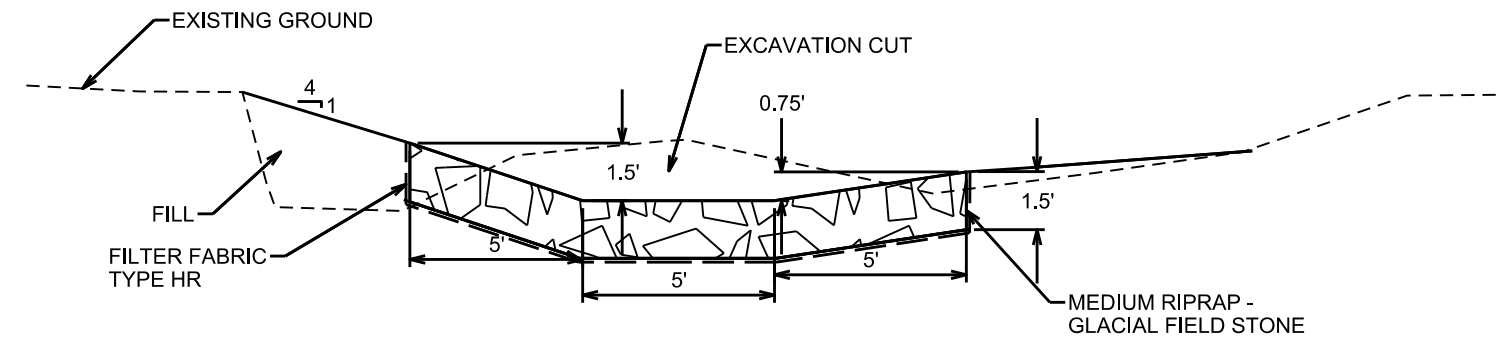
[Signature] 8/12/14
PROFESSIONAL ENGINEER

BRIDGE ABUTMENTS
DESIGNED BY:

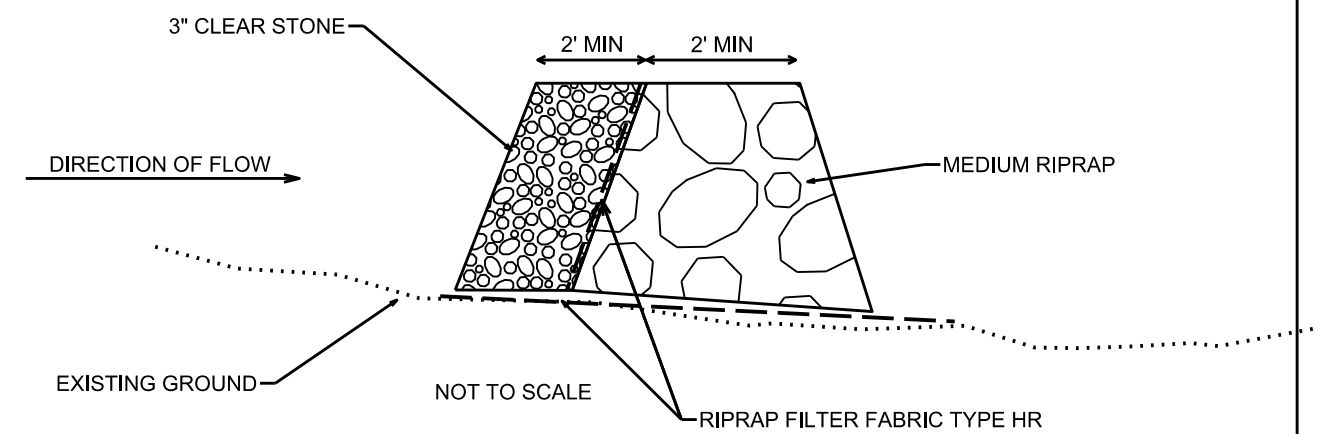
ERIC T.
PRICE
E-39027
MADISON
WI
PROFESSIONAL ENGINEER
8/12/2014



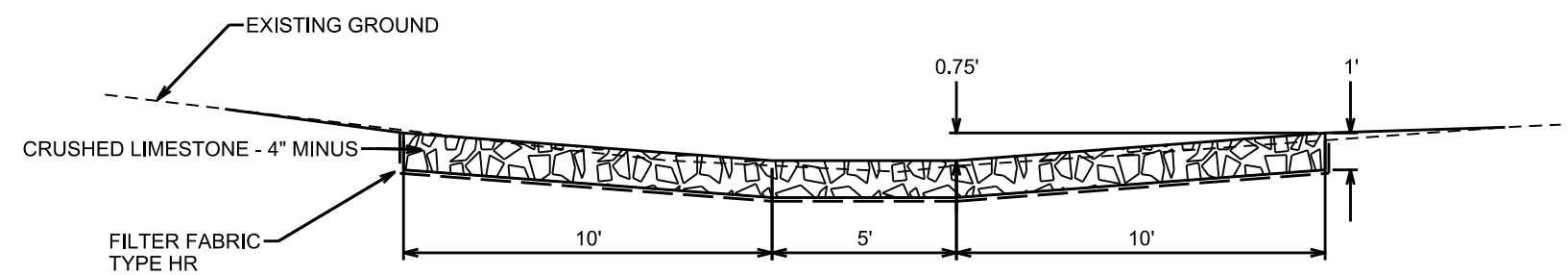
TYPICAL SECTION: N. SHERMAN AVENUE SECTION



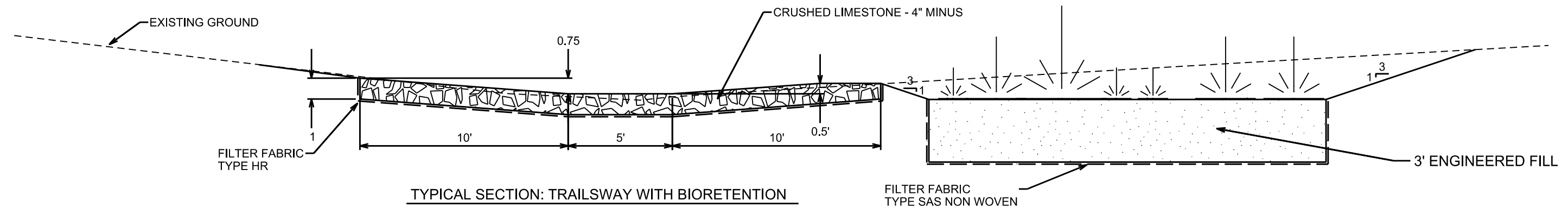
TYPICAL SECTION: CORNER AT N. SHERMAN AVE & TRAILSWAY



TEMPORARY DITCH CHECK

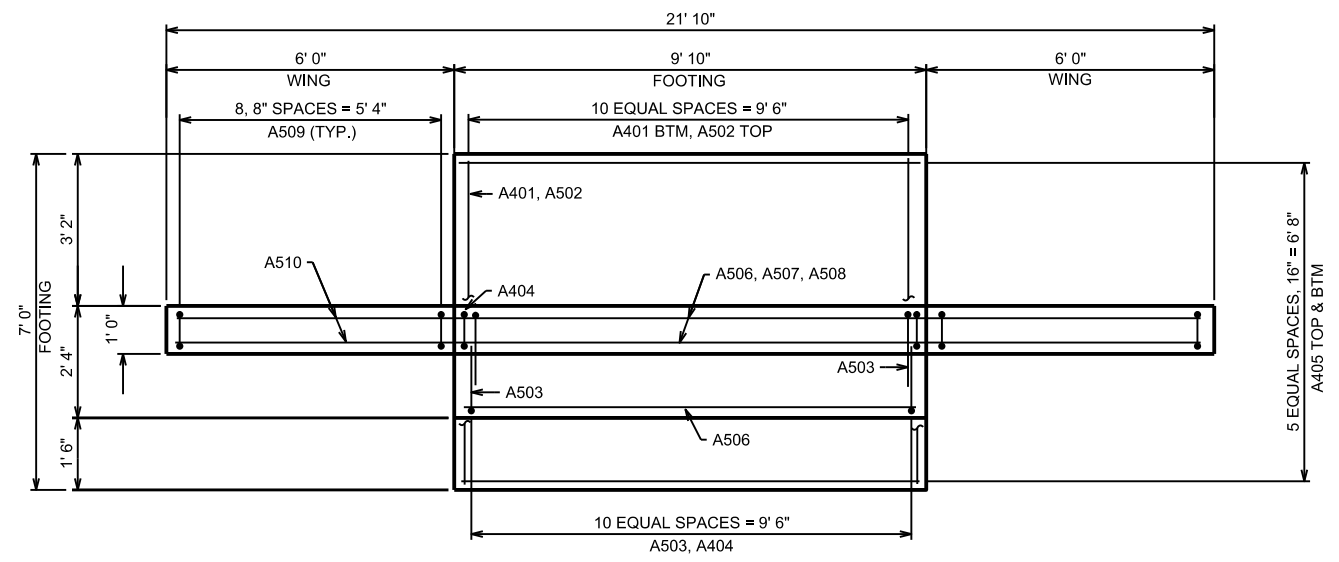


TYPICAL SECTION: TRAILSWAY W/OUT BIORETENTION

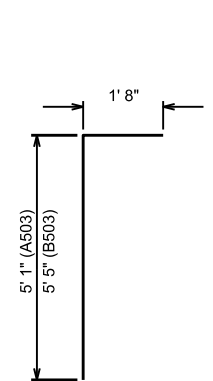


TYPICAL SECTION: TRAILSWAY WITH BIORETENTION

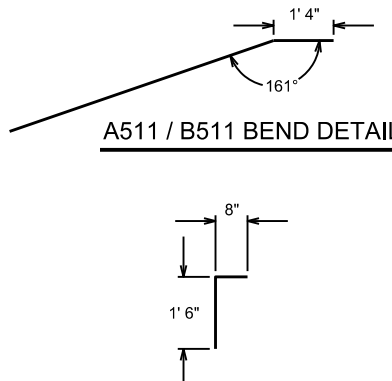
PLOT SCALE: _____
 PLOT NAME: _____
 REV. DATE: _____
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION



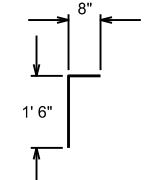
ABUTMENT DETAIL (PLAN)



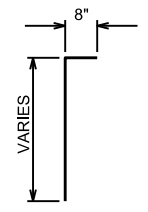
A503 / B503 BEND DETAIL



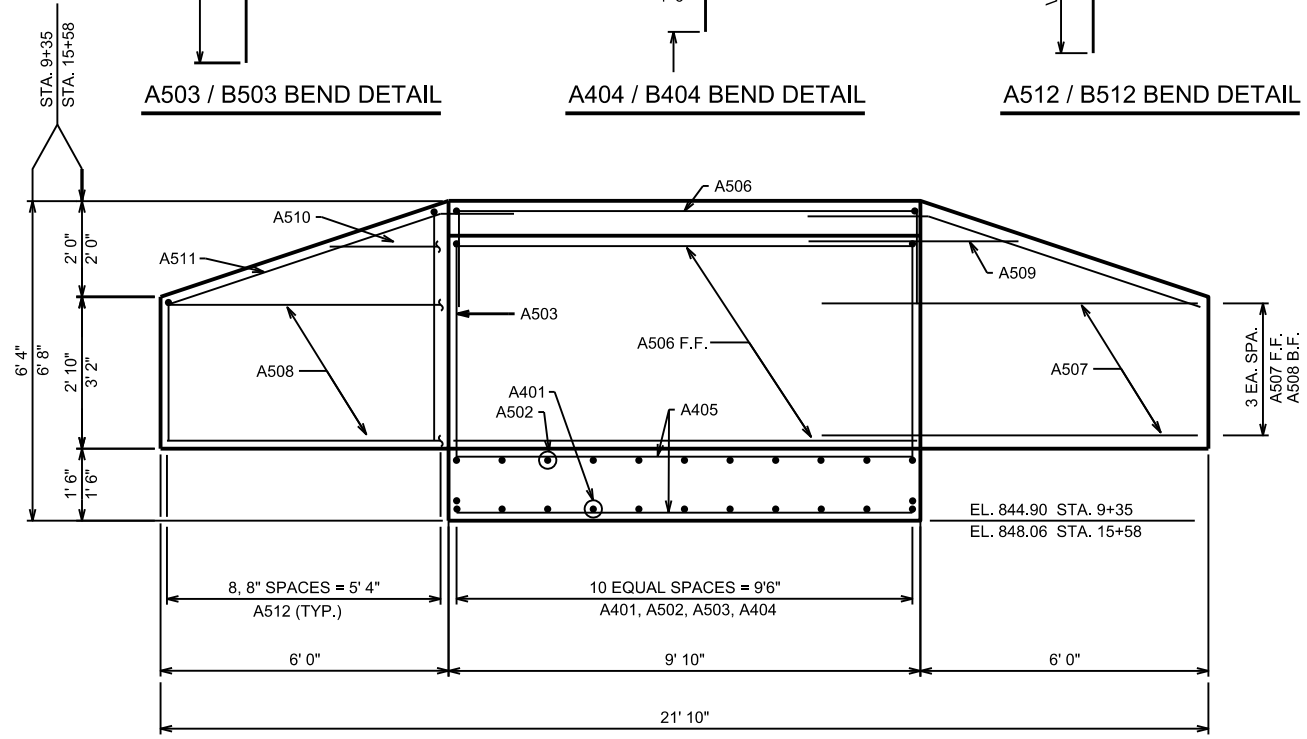
A511 / B511 BEND DETAIL



A404 / B404 BEND DETAIL



A512 / B512 BEND DETAIL



ABUTMENT DETAIL (ELEVATION)

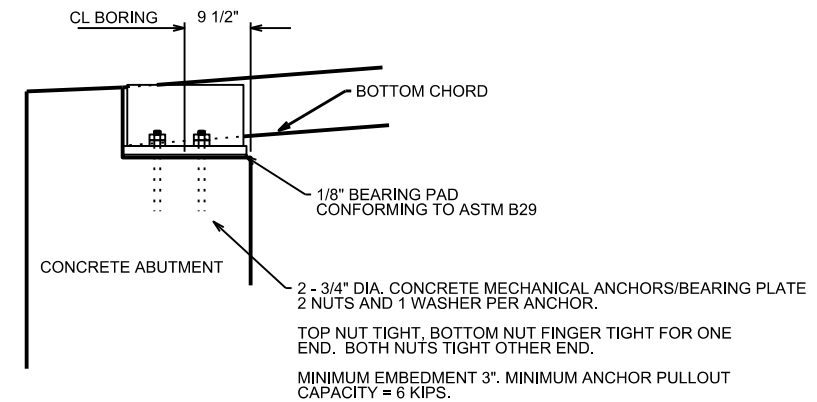
NOTES:

ABUTMENT DETAILS ON THIS SHEET ARE FOR STATION 9+35. DETAILS FOR THE STRUCTURE AT 15+58 ARE SIMILAR.

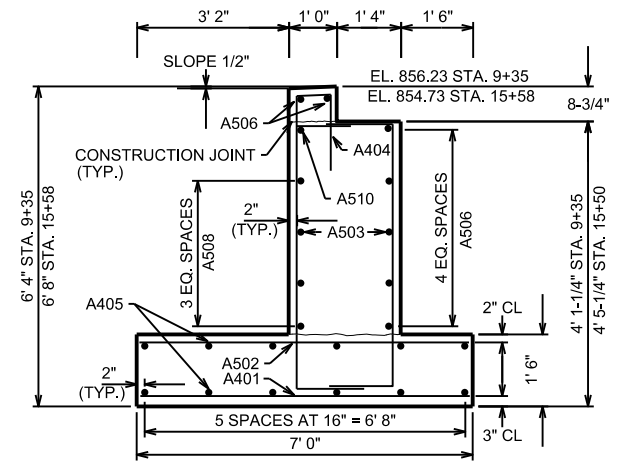
ABUTMENTS ARE TO BE SUPPORTED ON SPREAD FOOTINGS WITH AN ULTIMATE FACTORED SOIL BEARING RESISTANCE OF 2,500 PSF.

ABUTMENTS ARE DESIGNED FOR 90 PSF PEDESTRIAN LIVE LOAD AND A 10,000 LB + 30% IMPACT MAINTENANCE VEHICLE.

DRAWINGS SHALL NOT BE SCALED.



BEARING ASSEMBLY



ABUTMENT DETAIL (CROSS-SECTION)

NOTE:
18" RUBBERIZED MEMBRANE WATER-PROOFING SHALL BE PLACED ALONG CONSTRUCTION JOINTS.

BILL OF BARS						
BAR MARK	NO. REQ.	LENGTH	BENT	BAR SERIES	LOCATION	LOCATION
BRIDGE AT STATION 9+35						
TOTAL WEIGHT: 855 LBS						
A401	11	6' 8"	N		FOOTING - BTM	LONG.
A502	11	6' 8"	N		FOOTING - TOP	LONG.
A503	22	8' 2"	Y		BODY - STIRRUPS	VERT.
A404	11	3' 6"	Y		PAVING BLOCK	VERT.
A405	12	9' 6"	N		FOOTING - TOP & BTM	TRANS.
A506	7	9' 6"	N		BODY & PAVING BLOCK	HORIZ.
A507	8	7' 2"	N		WINGS - FF	HORIZ.
A508	4	21' 6"	N		WINGS - BF	HORIZ.
A509	2	4' 1"	N		WINGS - FF	HORIZ.
A510	1	15' 4"	N		WINGS - BF	HORIZ.
A511	4	7' 5"	Y		WINGS - TOP	HORIZ.
A512	18	8' 4"	Y	X	WINGS - STIRRUPS	VERT.
BRIDGE AT STATION 15+58						
TOTAL WEIGHT: 865 LBS						
B401	11	6' 8"	N		FOOTING - BTM	LONG.
B502	11	6' 8"	N		FOOTING - TOP	LONG.
B503	22	8' 6"	Y		BODY - STIRRUPS	VERT.
B404	11	3' 6"	Y		PAVING BLOCK	VERT.
B405	12	9' 6"	N		FOOTING - TOP & BTM	TRANS.
B506	7	9' 6"	N		BODY & PAVING BLOCK	HORIZ.
B507	8	7' 2"	N		WINGS - FF	HORIZ.
B508	4	21' 6"	N		WINGS - BF	HORIZ.
B509	2	4' 1"	N		WINGS - FF	HORIZ.
B510	1	15' 4"	N		WINGS - BF	HORIZ.
B511	4	7' 5"	Y		WINGS - TOP	HORIZ.
B512	18	8' 4"	Y	X	WINGS - STIRRUPS	VERT.

NOTES:

- THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SERIES.
- LENGTH SHOWN FOR BAR IS AN AVERAGE LENGTH AND IS ONLY USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.
- DIMENSIONS IN BENDING DETAILS ARE OUT-TO-OUT OF BAR.
- ALL BARS SHALL BE NON-COATED.
- BARS SHOWN IN THIS TABLE ARE FOR ONE ABUTMENT ONLY.

BAR SERIES

BAR MARK	NO. REQ.	LENGTH
A512	18	5' 3" TO 11' 5"

BAR SERIES

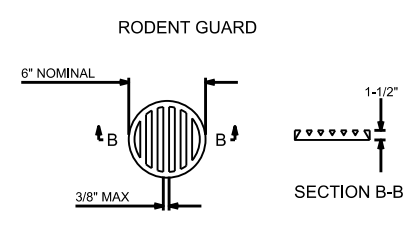
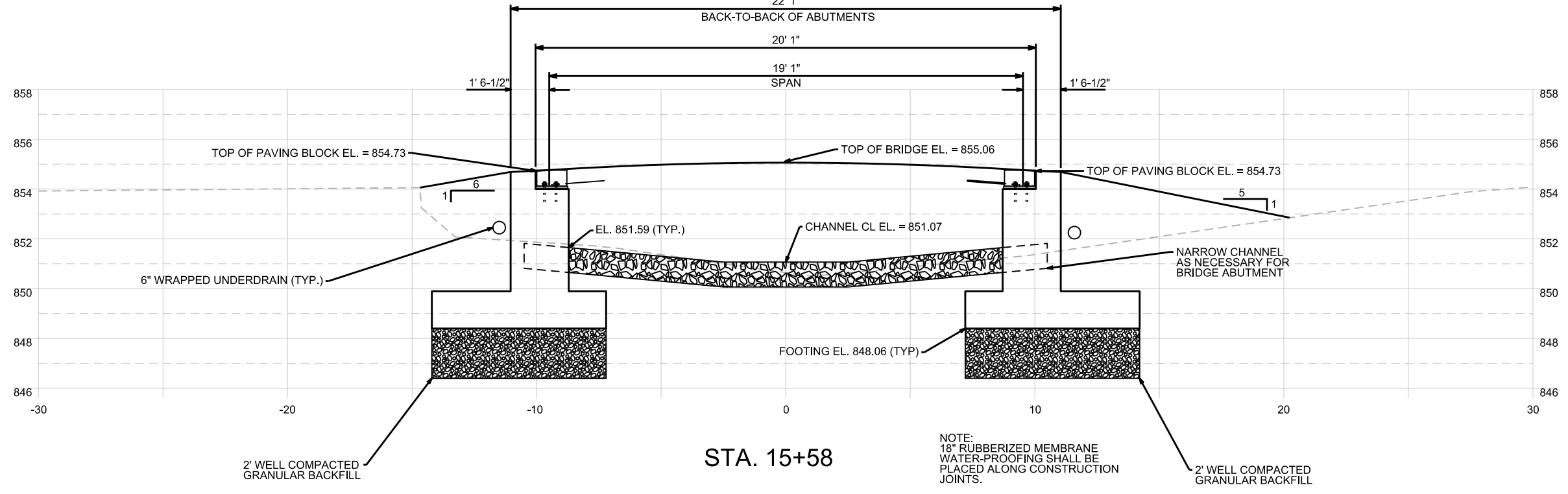
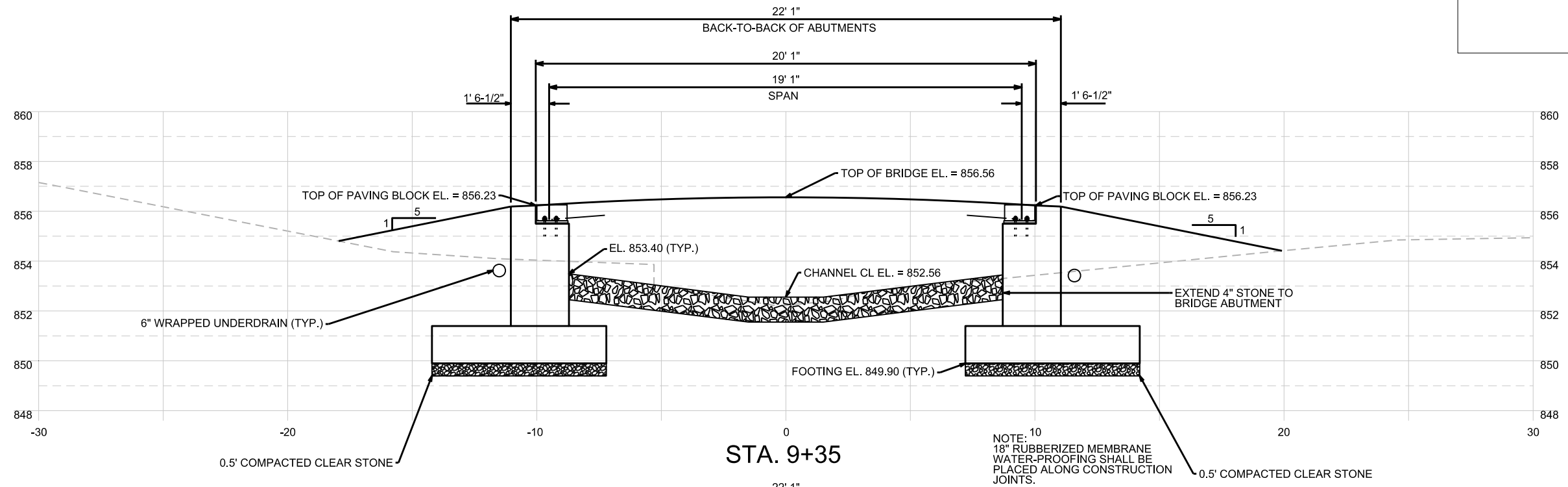
BAR MARK	NO. REQ.	LENGTH
B512	18	5' 7" TO 11' 9"

PLOT SCALE: _____

PLOT NAME: _____

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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



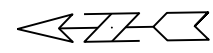
NOTES:
DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.
SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR DRAIN. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SCREEN TO THE UNDERDRAIN. THE SCREEN SHALL BE FASTENED TO THE UNDERDRAIN WITH TWO OR MORE NO. 10 X 1" SHEET METAL SCREWS.

PLOT SCALE: _____

PLOT NAME: _____

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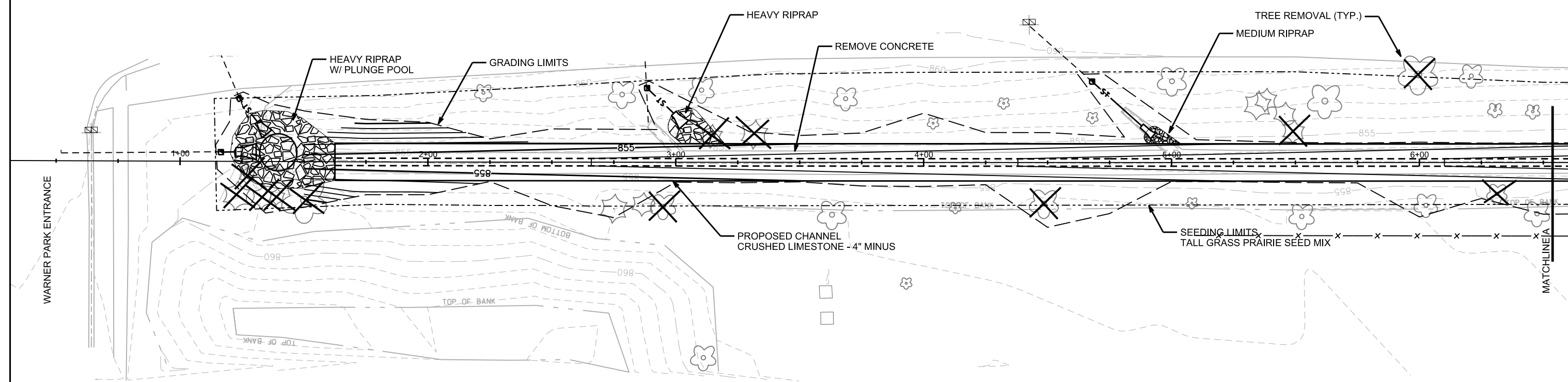
N. SHERMAN AVENUE

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

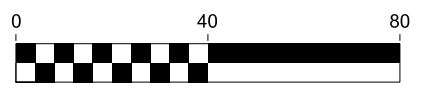
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

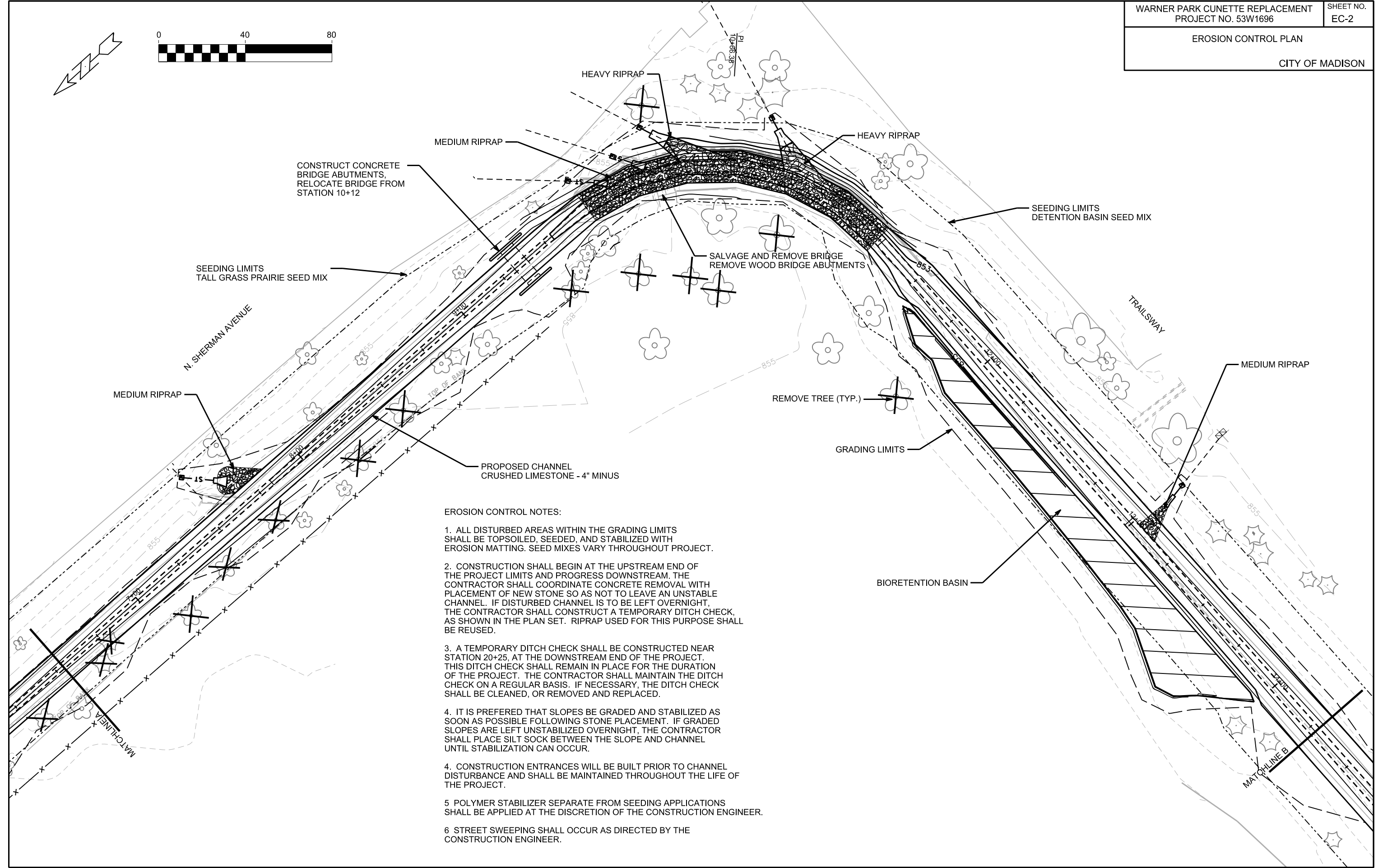


THE CONTRACTOR SHALL INSTALL A CONSTRUCTION ENTRANCE AT ALL SITE ACCESS POINTS.

EROSION CONTROL NOTES:

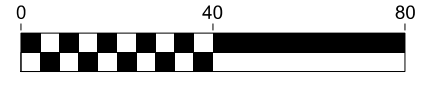
1. ALL DISTURBED AREAS WITHIN THE GRADING LIMITS SHALL BE TOPSOILED, SEEDED, AND STABILIZED WITH EROSION MATTING. SEED MIXES VARY THROUGHOUT PROJECT.
2. CONSTRUCTION SHALL BEGIN AT THE UPSTREAM END OF THE PROJECT LIMITS AND PROGRESS DOWNSTREAM. THE CONTRACTOR SHALL COORDINATE CONCRETE REMOVAL WITH PLACEMENT OF NEW STONE SO AS NOT TO LEAVE AN UNSTABLE CHANNEL. IF DISTURBED CHANNEL IS TO BE LEFT OVERNIGHT, THE CONTRACTOR SHALL CONSTRUCT A TEMPORARY DITCH CHECK, AS SHOWN IN THE PLAN SET. RIPRAP USED FOR THIS PURPOSE SHALL BE REUSED.
3. A TEMPORARY DITCH CHECK SHALL BE CONSTRUCTED NEAR STATION 20+25, AT THE DOWNSTREAM END OF THE PROJECT. THIS DITCH CHECK SHALL REMAIN IN PLACE FOR THE DURATION OF THE PROJECT. THE CONTRACTOR SHALL MAINTAIN THE DITCH CHECK ON A REGULAR BASIS. IF NECESSARY, THE DITCH CHECK SHALL BE CLEANED, OR REMOVED AND REPLACED.
4. IT IS PREFERRED THAT SLOPES BE GRADED AND STABILIZED AS SOON AS POSSIBLE FOLLOWING STONE PLACEMENT. IF GRADED SLOPES ARE LEFT UNSTABILIZED OVERNIGHT, THE CONTRACTOR SHALL PLACE SILT SOCK BETWEEN THE SLOPE AND CHANNEL UNTIL STABILIZATION CAN OCCUR.
4. CONSTRUCTION ENTRANCES WILL BE BUILT PRIOR TO CHANNEL DISTURBANCE AND SHALL BE MAINTAINED THROUGHOUT THE LIFE OF THE PROJECT.
5. POLYMER STABILIZER SEPARATE FROM SEEDING APPLICATIONS SHALL BE APPLIED AT THE DISCRETION OF THE CONSTRUCTION ENGINEER.
6. STREET SWEEPING SHALL OCCUR AS DIRECTED BY THE CONSTRUCTION ENGINEER.





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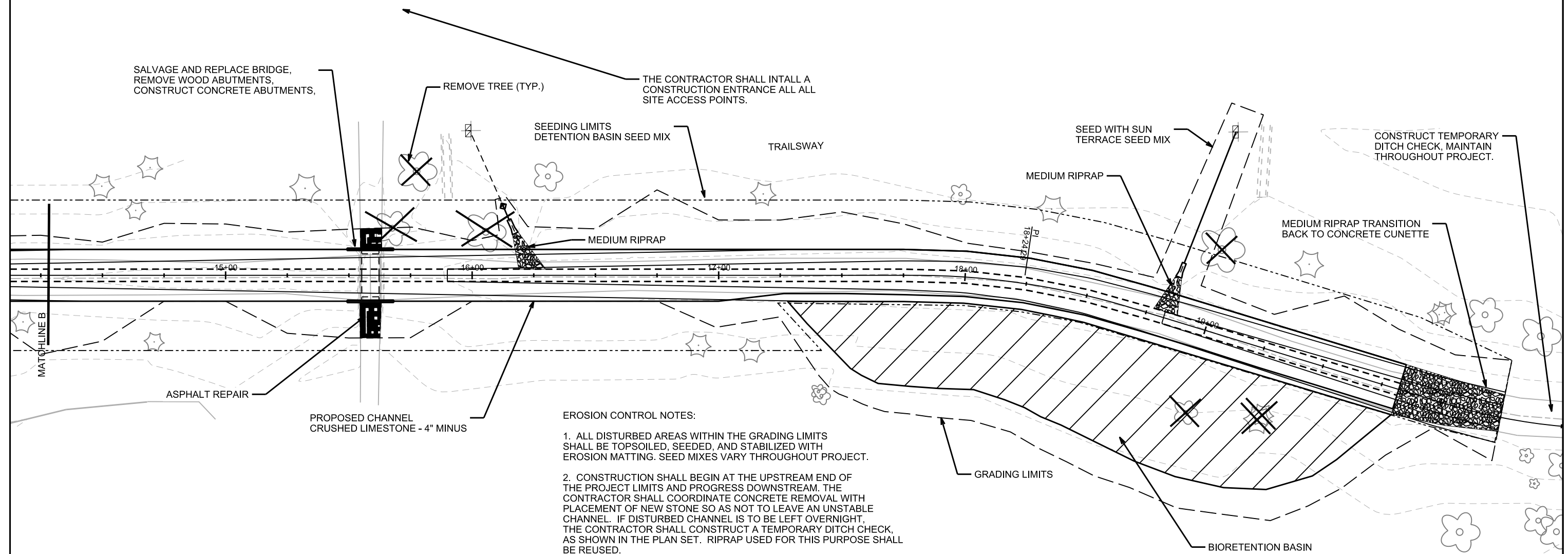


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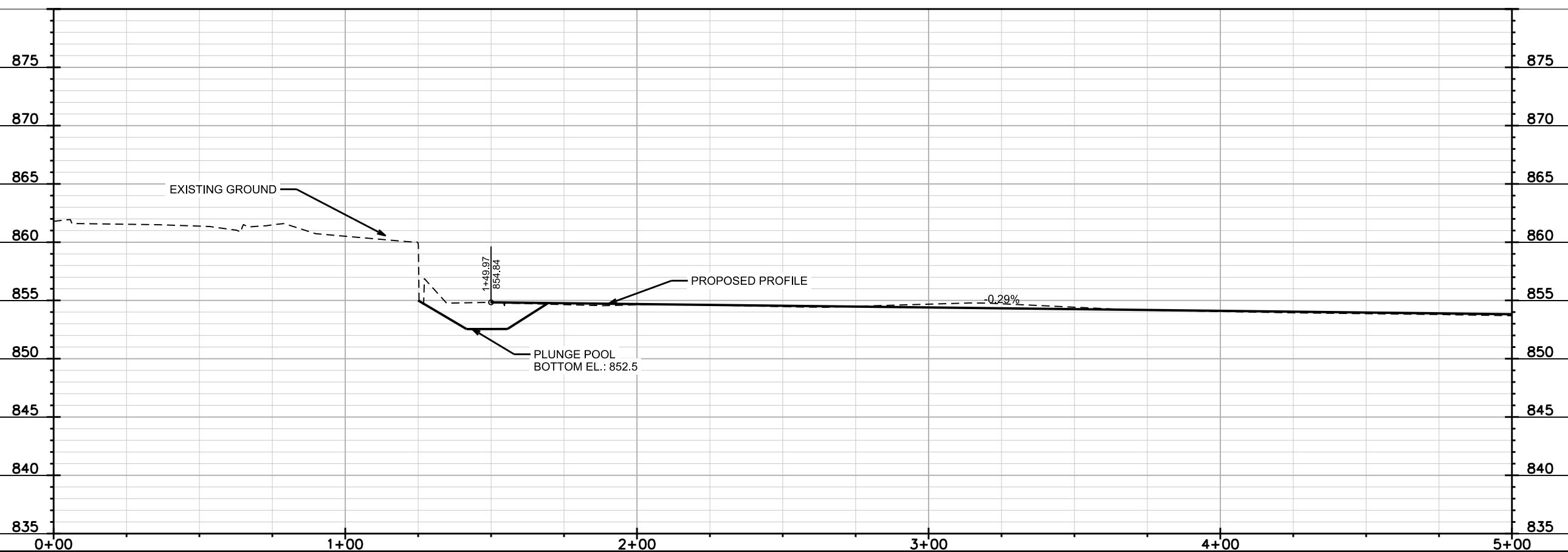
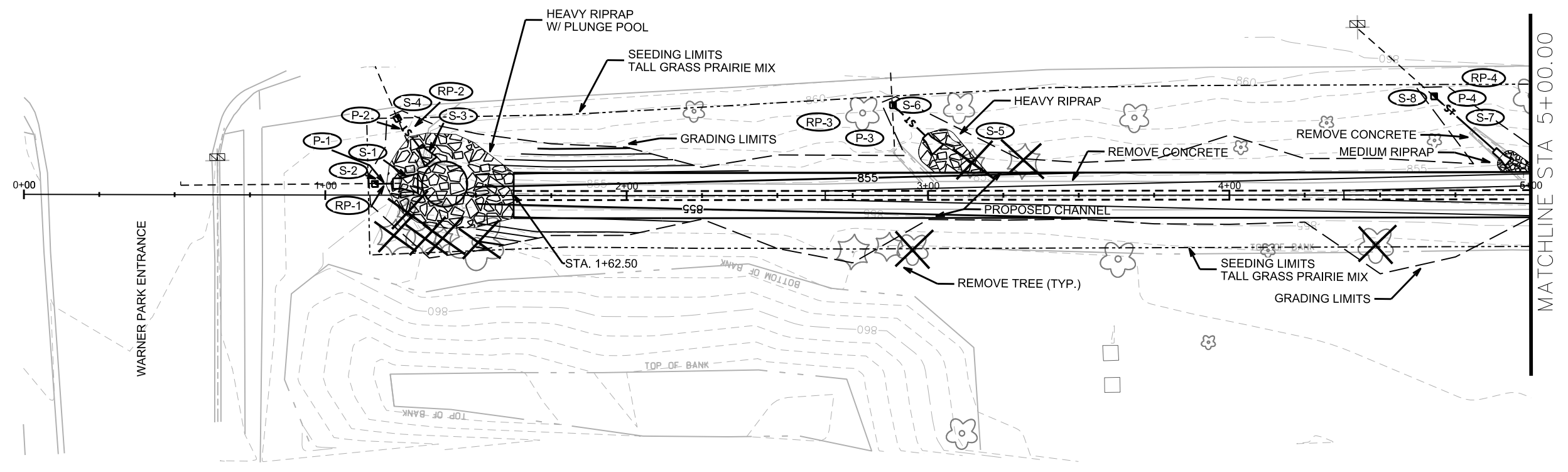


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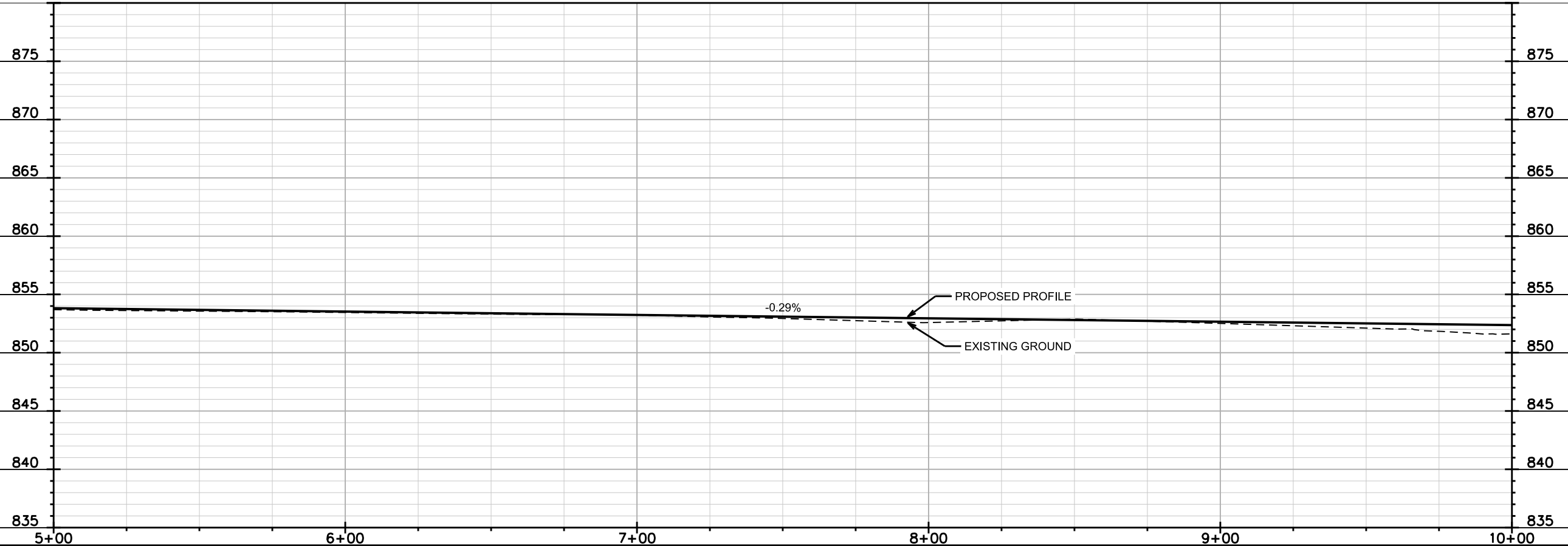
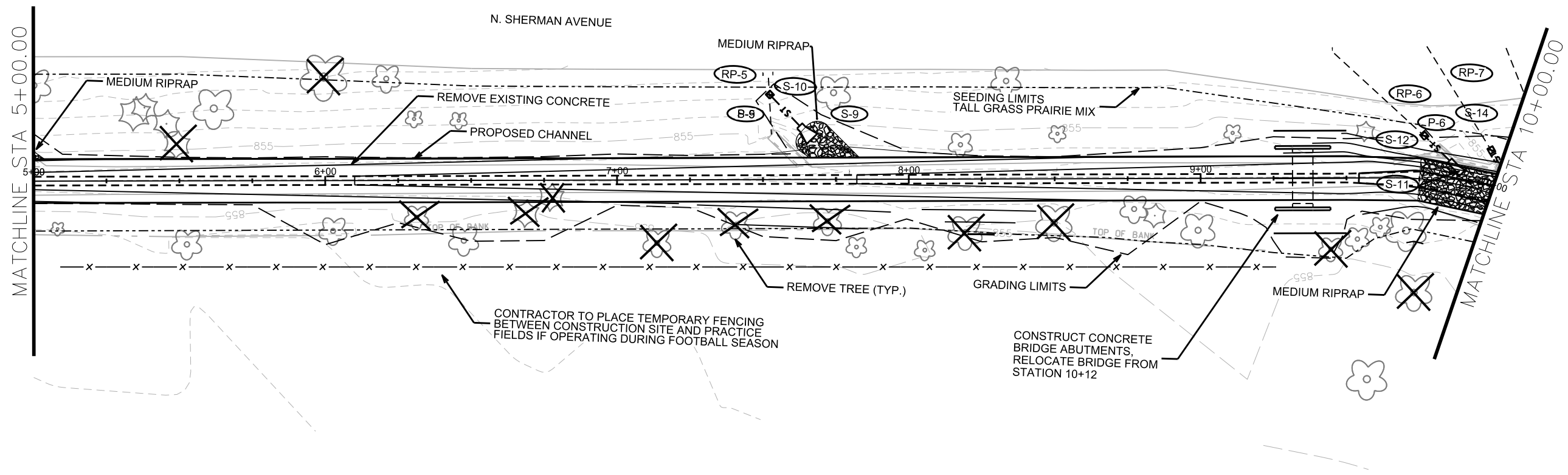
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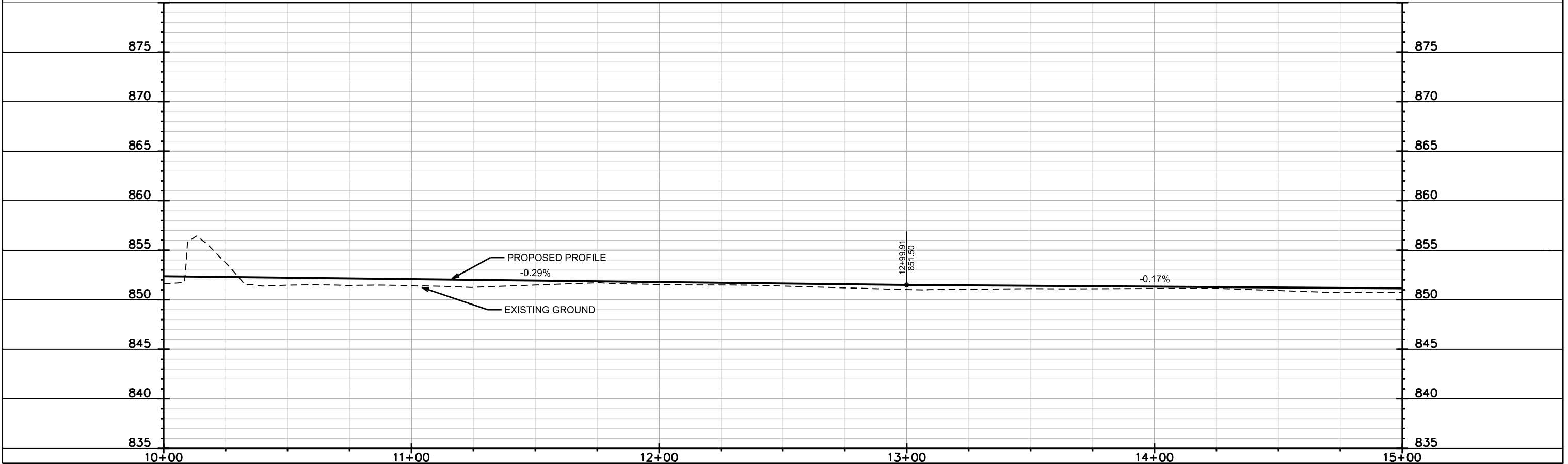
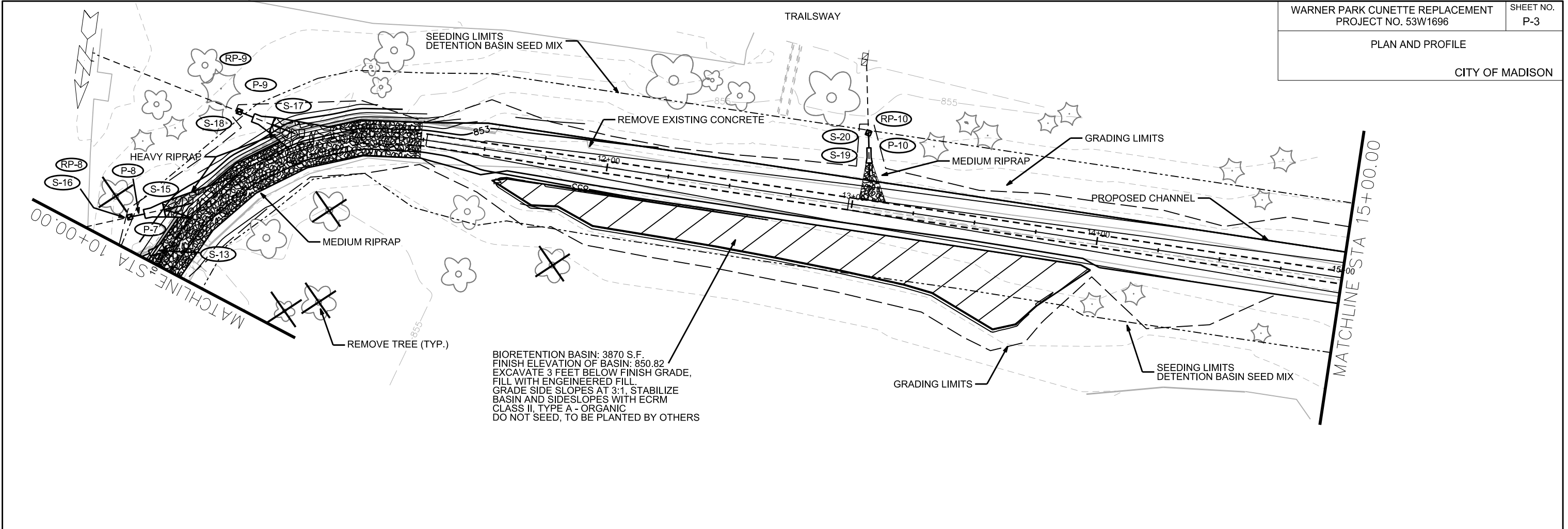
N. SHERMAN AVENUE



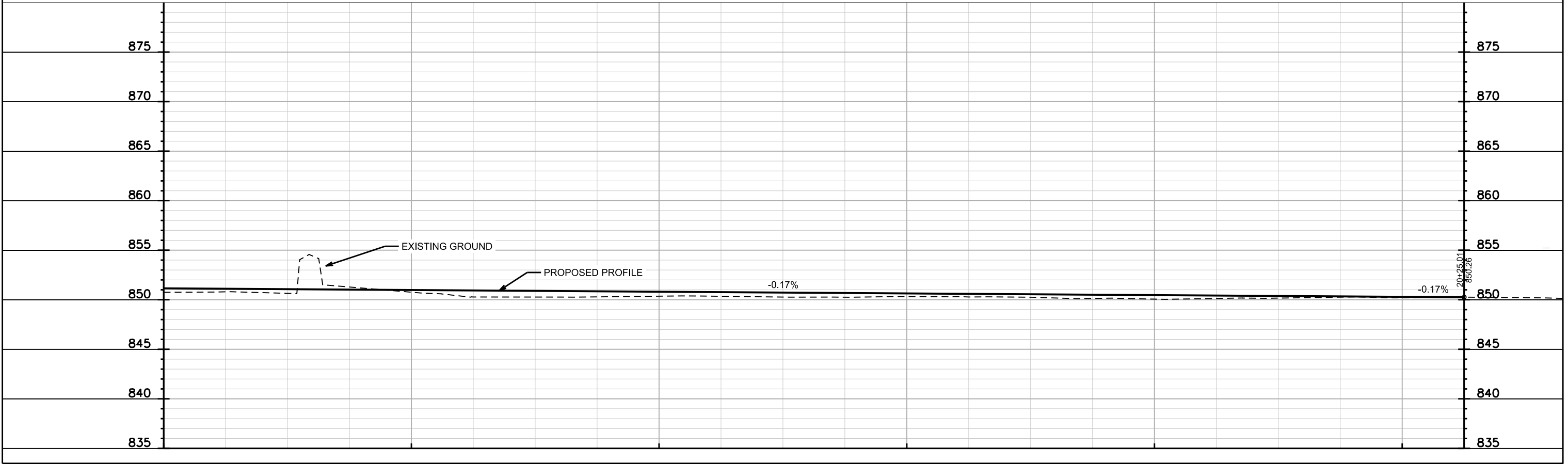
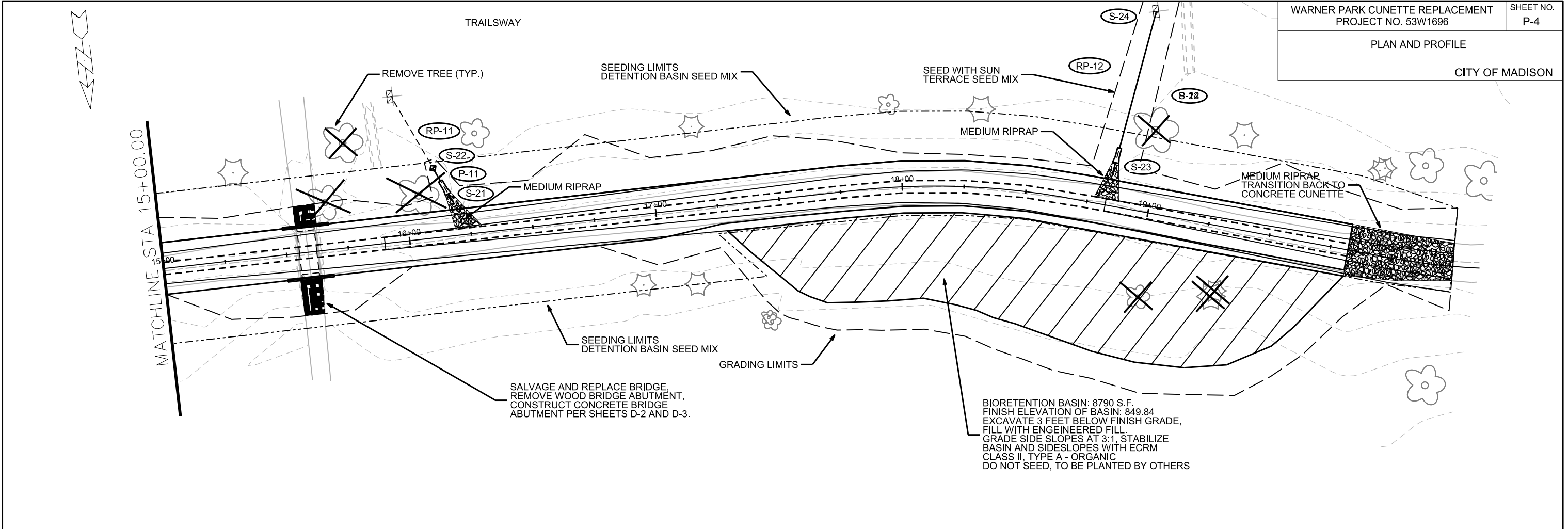
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STORM SEWER SCHEDULE

WARNER PARK CUNETTE REPLACEMENT	SHEET NO.
PROJECT NO. 53W1696	P-5
STORM SEWER SCHEDULE	
CITY OF MADISON	

STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-1	1+30.70	LT-3.98	(1), (3), APRON ENDWALL	--	854.80	--	42" AE W/ GATE
S-2	1+16.45	LT-3.72	(2), CONCRETE COLLAR	--	854.87	--	CONTRACTOR TO FIELD FIT
S-3	1+34.99	LT-11.16	(1), (3), APRON ENDWALL	--	855.50	--	30" AE W/ GATE
S-4	1+23.87	LT-25.47	(2), FIELD BEND	--	855.59	--	FIELD FIT
S-5	3+03.26	LT-15.16	(1), (3), APRON ENDWALL	--	854.30	--	30" AE W/ GATE
S-6	2+88.39	LT-29.91	(2), FIELD BEND	--	854.41	--	FIELD FIT
S-7	4+92.50	LT-10.71	(1), (3), APRON ENDWALL	--	853.82	--	18" AE W/ GATE
S-8	4+67.95	LT-32.66	(2), CONCRETE COLLAR	--	855.01	--	FIELD FIT
S-9	7+66.87	LT-13.96	(1), (3), APRON ENDWALL	--	853.00	--	30" AE W/ GATE
S-10	7+52.44	LT-29.12	(2), FIELD BEND	--	853.21	--	FIELD FIT
S-11	9+88.89	LT-4.01	(1), (3), APRON ENDWALL	--	852.40	--	18" AE W/ GATE
S-12	9+75.51	LT-14.82	(2), CONCRETE COLLAR	--	852.40	--	FIELD FIT
S-13	10+07.16	LT-4.17	(1), (3), APRON ENDWALL	--	852.30	--	24" AE W/ GATE
S-14	9+95.98	LT-14.21	(2), CONCRETE COLLAR	--	852.46	--	FIELD FIT
S-15	10+18.79	LT-12.99	(1), (3), APRON ENDWALL	--	852.22	--	36" AE W/ GATE
S-16	10+09.87	LT-22.32	(2), CONCRETE COLLAR	--	852.39	--	FIELD FIT
S-17	10+68.20	LT-13.75	(1), (3), APRON ENDWALL	--	852.08	--	42" AE W/ GATE
S-18	10+60.10	LT-24.25	(2), CONCRETE COLLAR	--	852.29	--	FIELD FIT
S-19	13+04.37	LT-17.48	(1), (3), APRON ENDWALL	--	851.50	--	SALVAGE AE AND GATE
S-20	13+02.33	LT-29.39	(2), CONCRETE COLLAR	--	851.50	--	FIELD FIT
S-21	16+47.50	LT-17.01	(1), (3), APRON ENDWALL	--	850.94	--	SALVAGE AE AND GATE
S-22	16+12.59	LT-28.05	(2), CONCRETE COLLAR	--	850.94	--	FIELD FIT
S-23	18+83.54	LT-17.53	(1), (3), APRON ENDWALL	--	850.48	--	SALVAGE AE AND GATE
S-24	18+84.49	LT-29.58	STORM TAP, REBUILD INLET	853.5	850.80	2.70	

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-1	S-1	S-2	14	854.80	854.87	0.50%	42"	RCP	INLET E.I. IS APPROX.
P-2	S-3	S-4	18	855.50	855.59	0.50%	30"	RCP	INLET E.I. IS APPROX.
P-3	S-5	S-6	21	854.30	854.41	0.52%	30"	RCP	INLET E.I. IS APPROX.
P-4	S-7	S-8	33	853.82	855.01	3.61%	18"	RCP	INLET E.I. IS APPROX.
P-5	S-9	S-10	21	853.00	853.21	1.00%	30"	RCP	INLET E.I. IS APPROX.
P-6	S-11	S-12	18	852.40	852.40	0.00%	18"	RCP	INLET E.I. IS APPROX.
P-7	S-13	S-14	16	852.30	852.46	1.00%	24"	RCP	INLET E.I. IS APPROX.
P-8	S-15	S-16	14	852.22	852.39	1.21%	36"	RCP	INLET E.I. IS APPROX.
P-9	S-17	S-18	14	852.08	852.29	1.50%	42"	RCP	INLET E.I. IS APPROX.
P-10	S-19	S-20	12	851.50	851.50	0.00%	15"	RCP	INLET E.I. IS APPROX.
P-11	S-21	S-22	12	850.94	850.94	0.00%	15"	RCP	INLET E.I. IS APPROX.
P-12	S-23	S-24	63	850.48	850.80	0.51%	15"	RCP	INLET E.I. IS APPROX.

PIPE REMOVALS AND ABANDONMENTS

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	PIPE SIZE	TYPE	PAID?
RP-1	EX. AE	S-2	14	42"	RCP	N
RP-2	EX. AE	S-4	18	30"	RCP	N
RP-3	EX. AE	S-6	14	30"	RCP	N
RP-4	EX. AE	S-8	16	18"	RCP	N
RP-5	EX. AE	S-10	14	30"	RCP	N
RP-6	EX. AE	S-12	6	18"	RCP	N
RP-7	EX. AE	S-14	4	24"	RCP	N
RP-8	EX. AE	S-16	17	36"	RCP	N
RP-9	EX. AE	S-18	18	42"	RCP	N
RP-10	EX. AE	S-20	27	15"	RCP	N
RP-11	EX. AE	S-22	22	15"	RCP	N
RP-12	EX. AE	S-24	57	15"	RCP	N

SPECIFIC NOTES

- (1) STATION, LOCATION, AND E.I. IS TO END OF THE APRON CL
- (2) LISTED E.I. IS APPROXIMATE, FIELD FIT
- (3) INSTALL JOINT TIES PER ARTICLE 504.2 (I), INCIDENTAL TO BID ITEM

STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES
- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.
- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.
- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT SALLY SWENSON OF CITY ENGINEERING AT (608) 266-4862 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608)264-9275.

CROSS SECTIONS

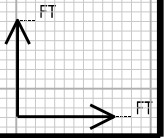
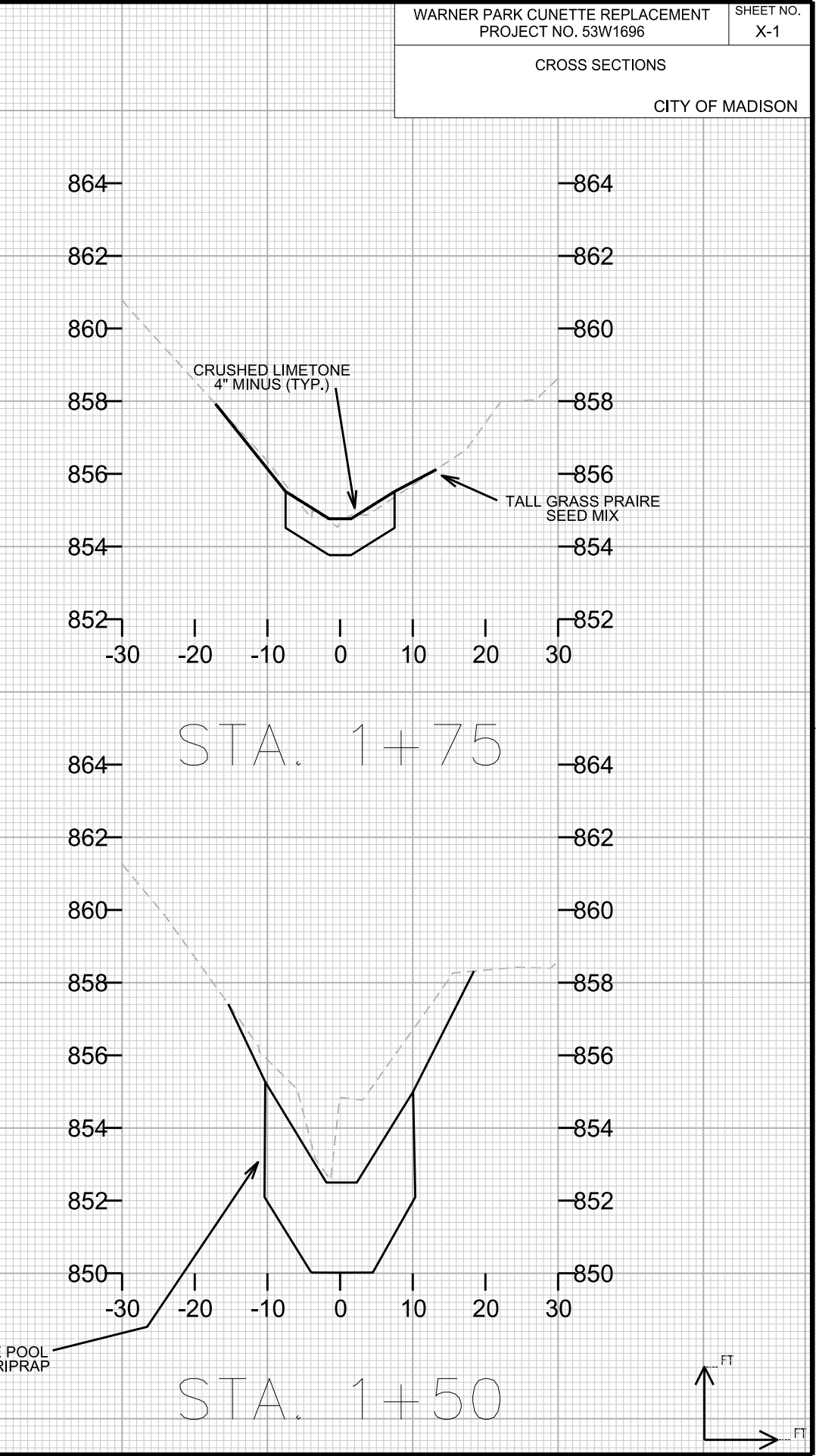
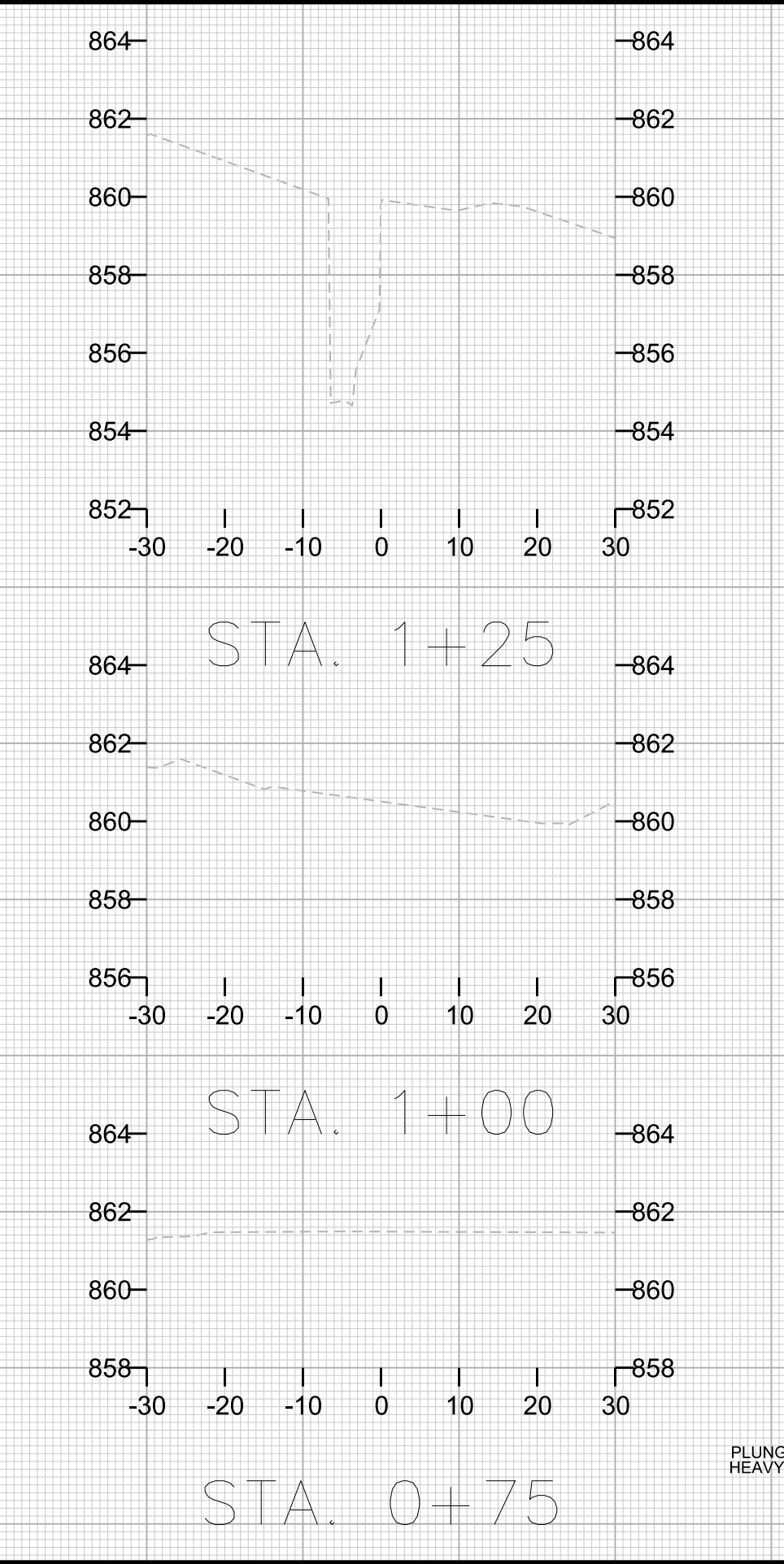
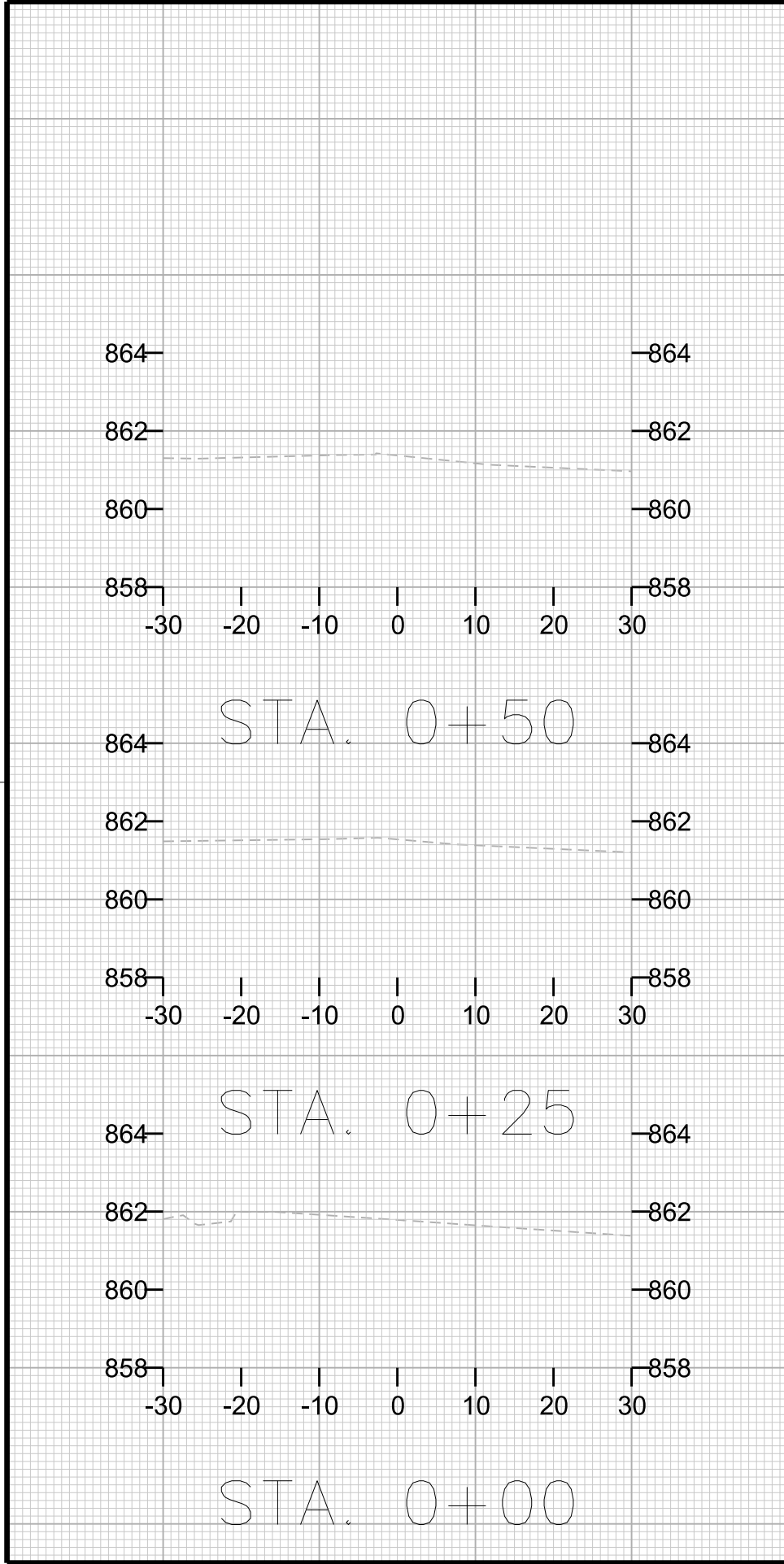
CITY OF MADISON

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PLOT NAME: _____

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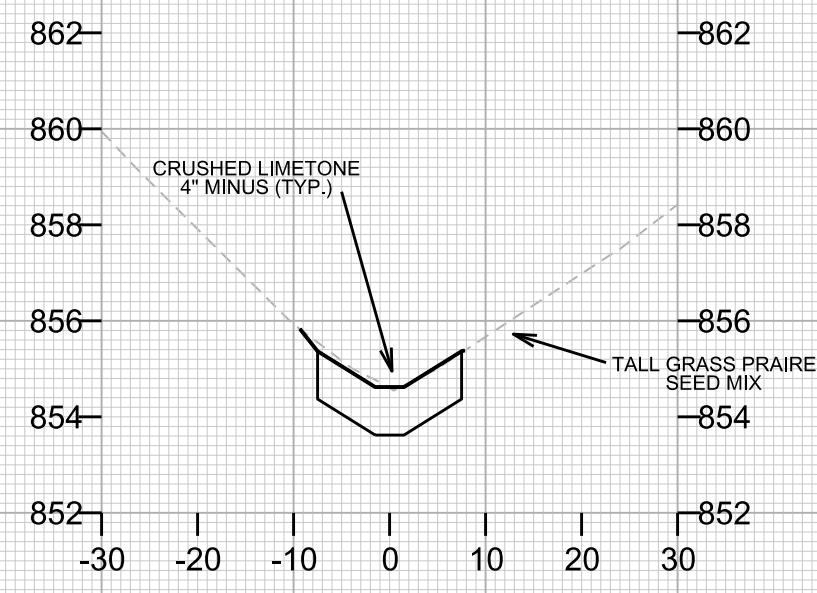
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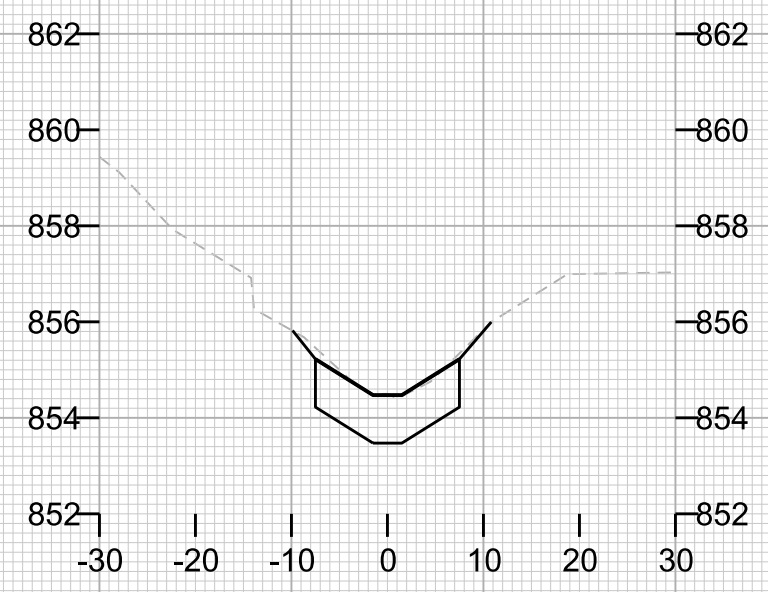
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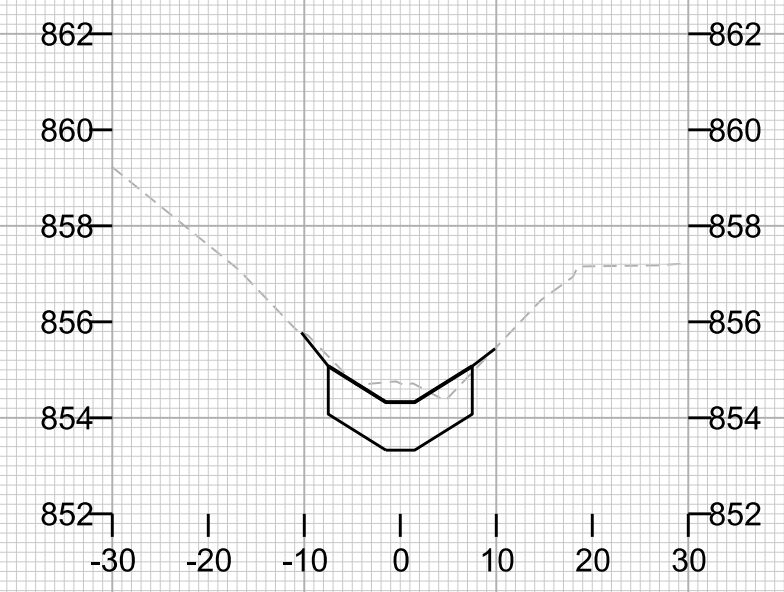
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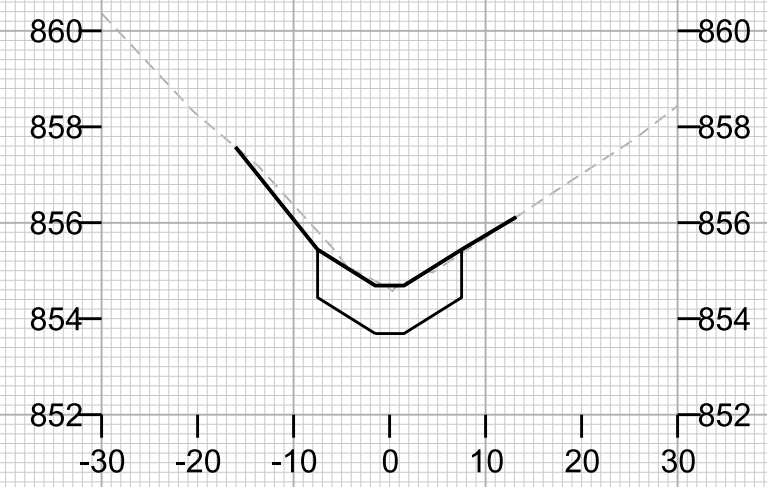
STA. 2+25



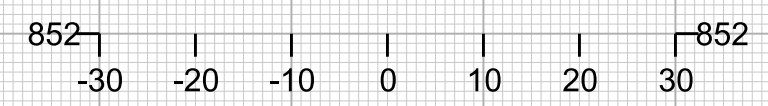
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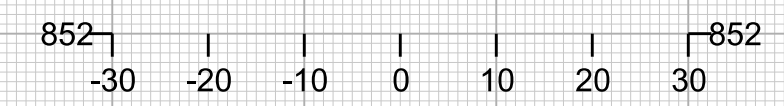
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STA. 2+00



STA. 2+50



STA. 3+00



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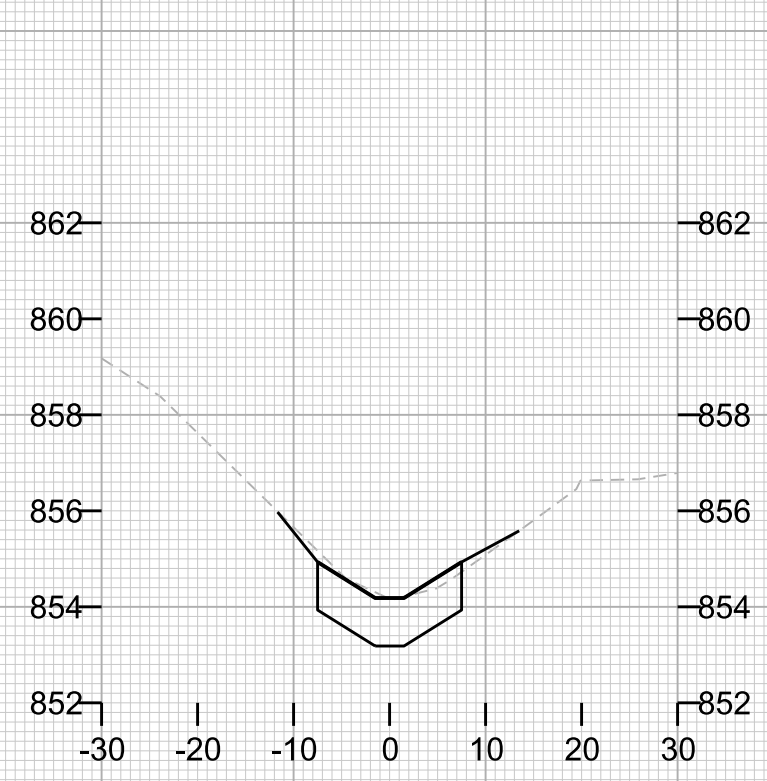
CITY OF MADISON

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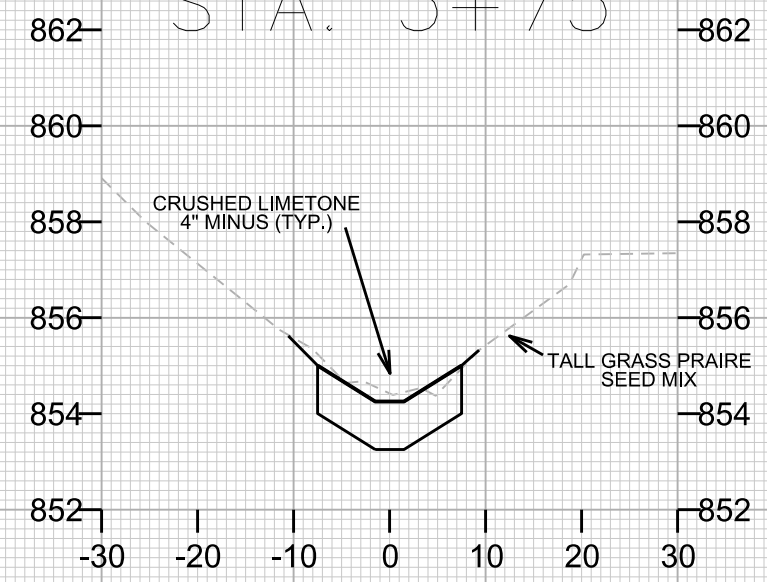
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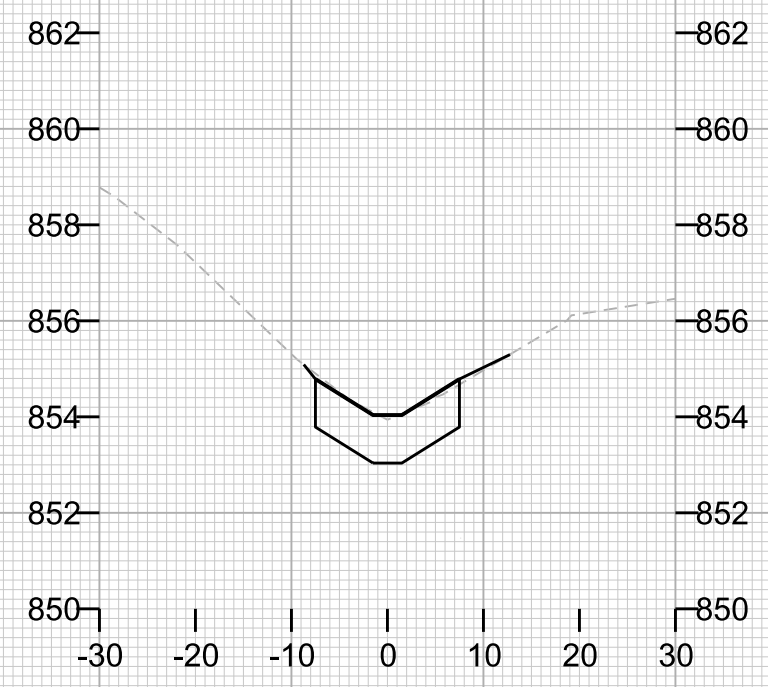
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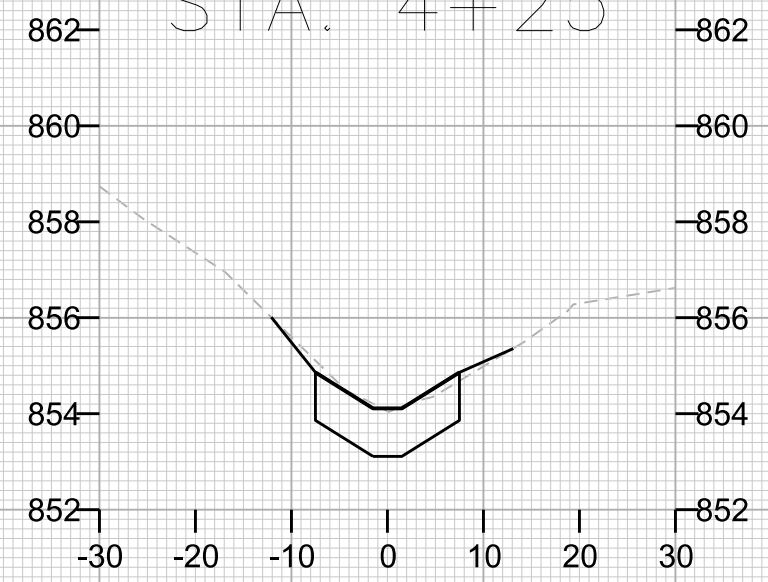
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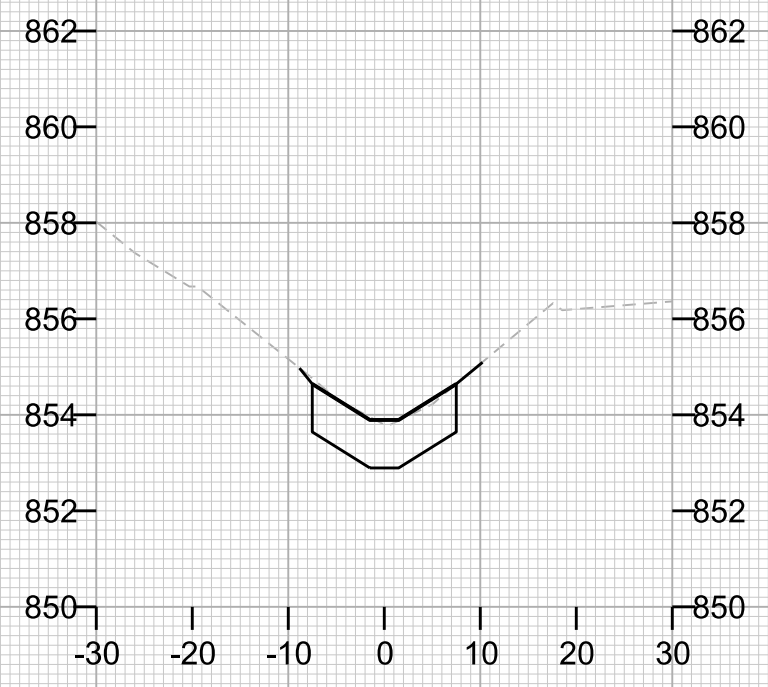
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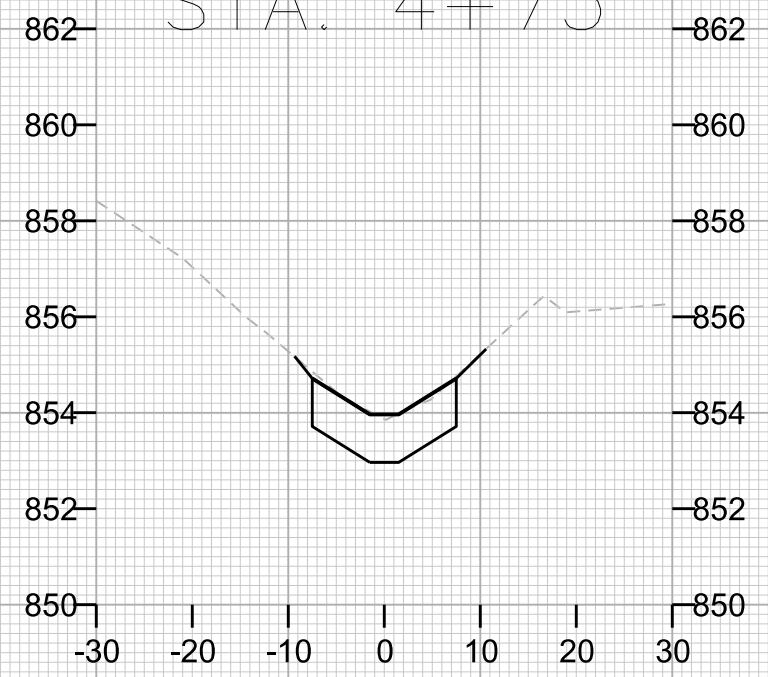
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STA. 4+00



STA. 4+75



STA. 4+50

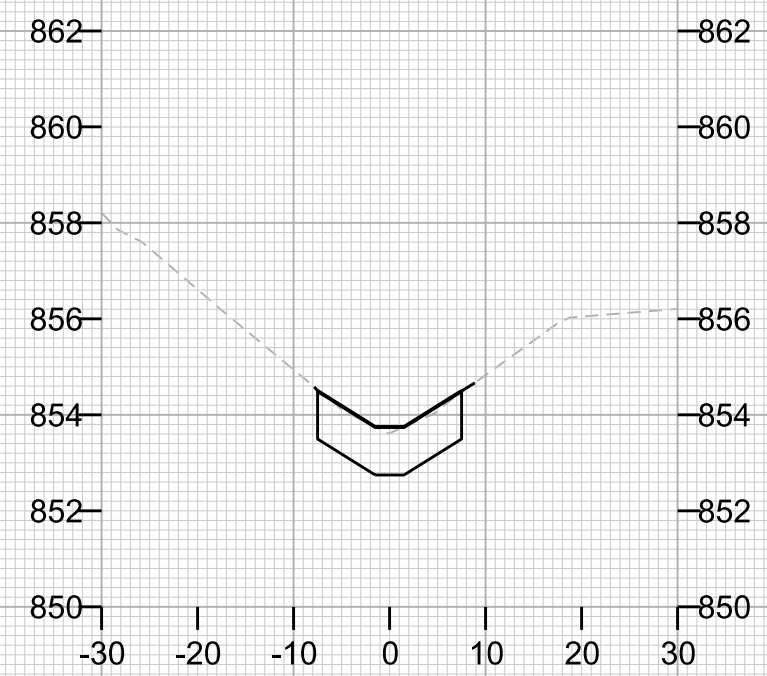


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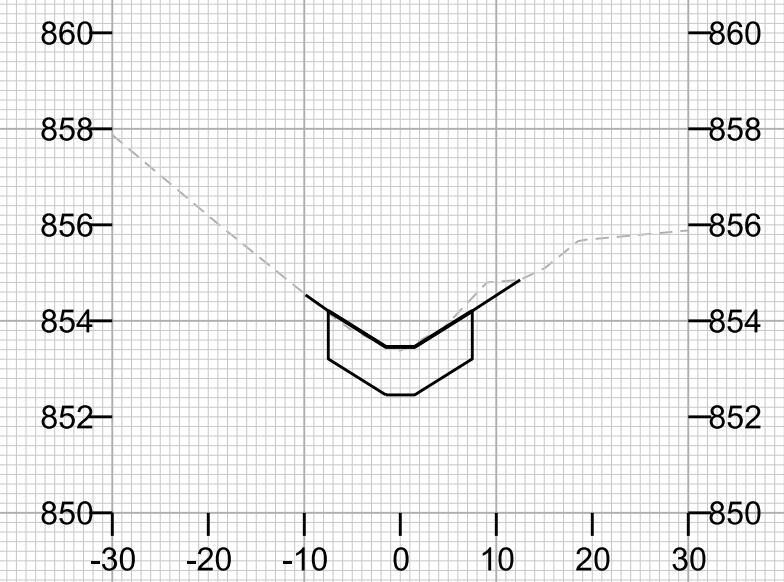
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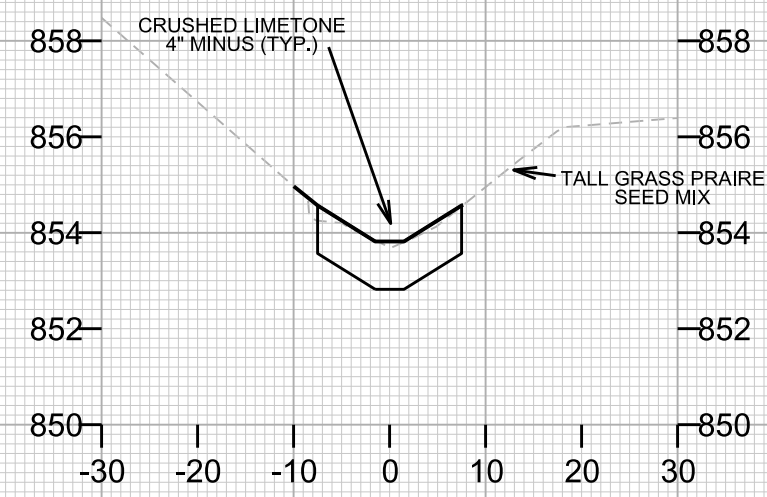
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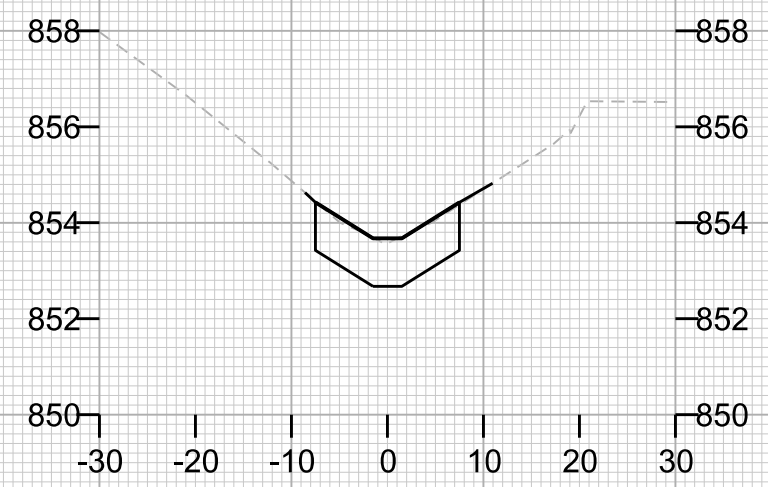
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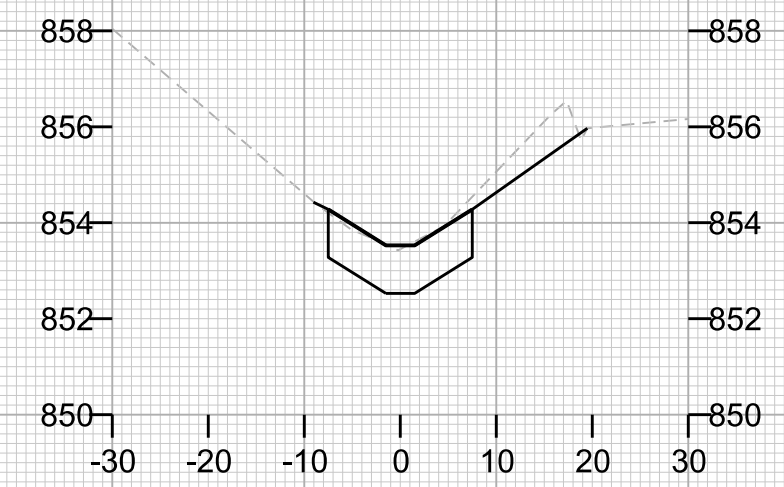
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STA. 5+00



STA. 5+50



STA. 6+00

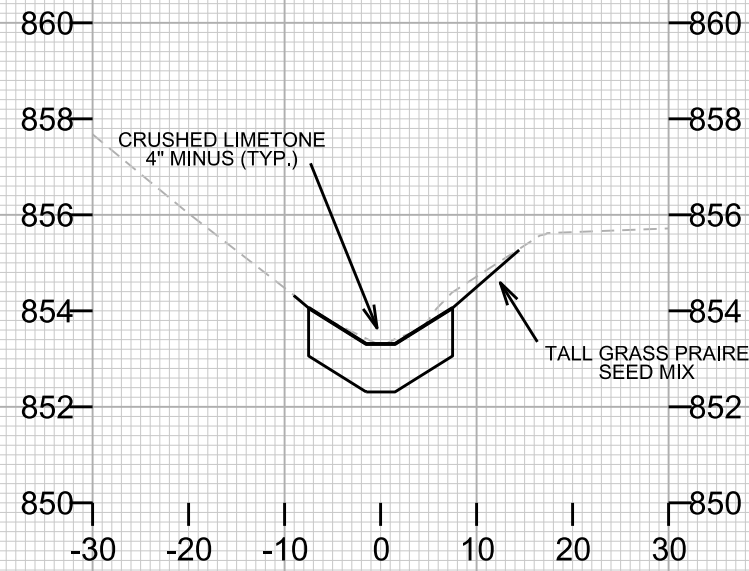


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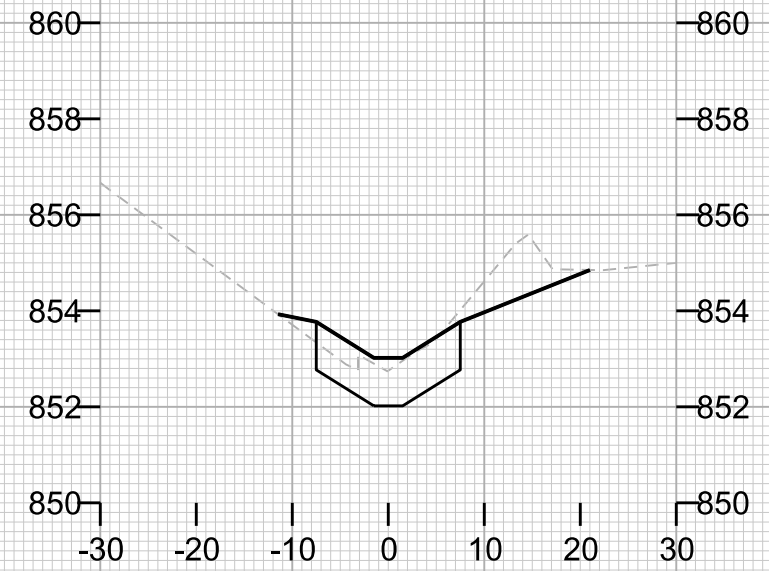
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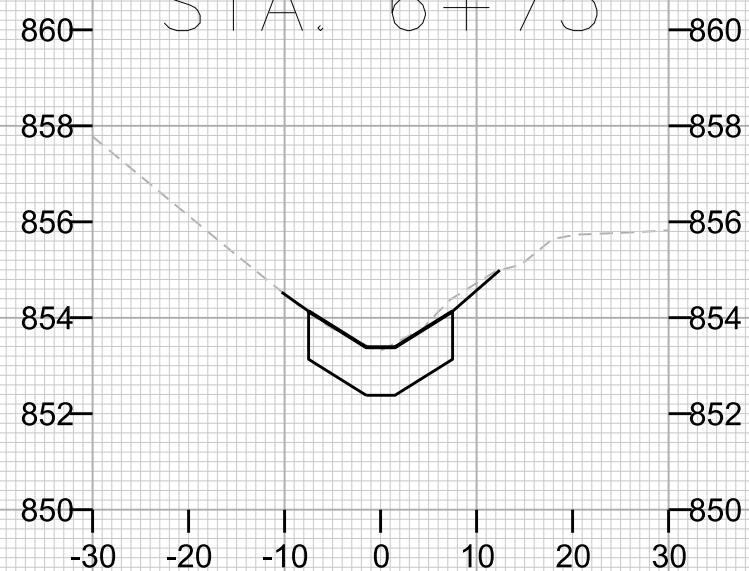
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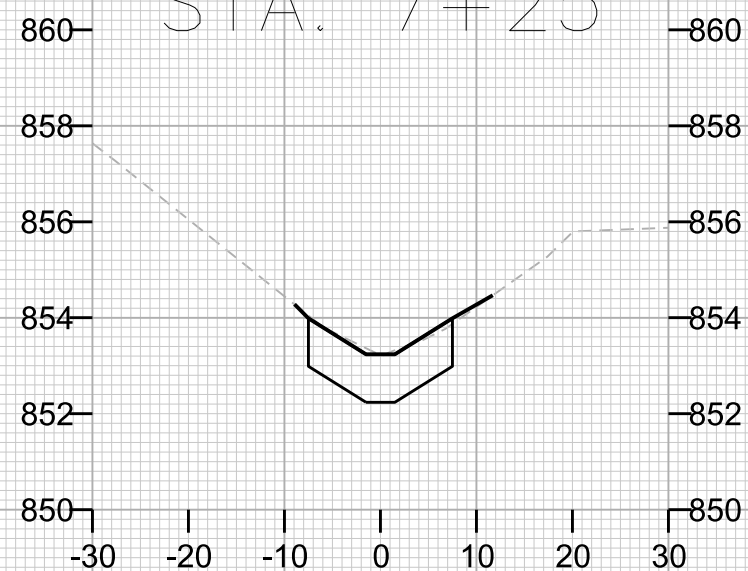
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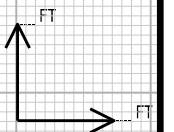
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STA. 7+00



STA. 7+50



CROSS SECTIONS

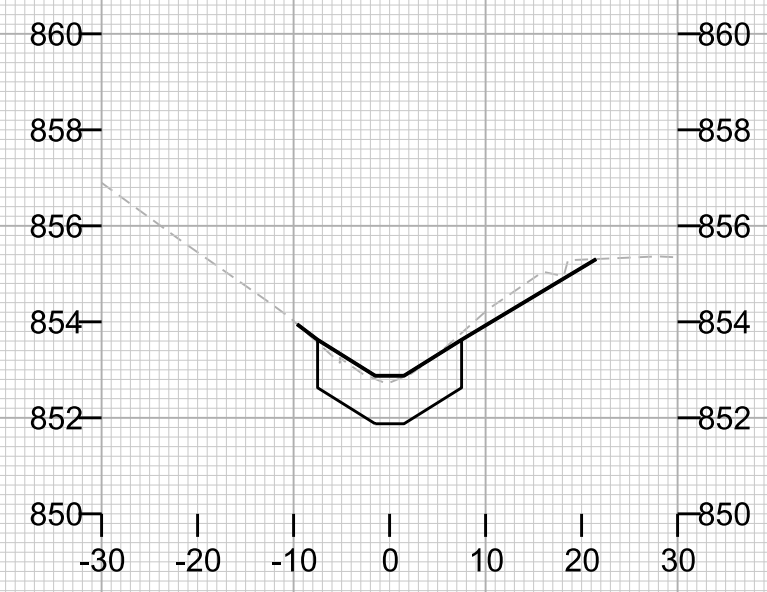
CITY OF MADISON

PLOT SCALE: _____

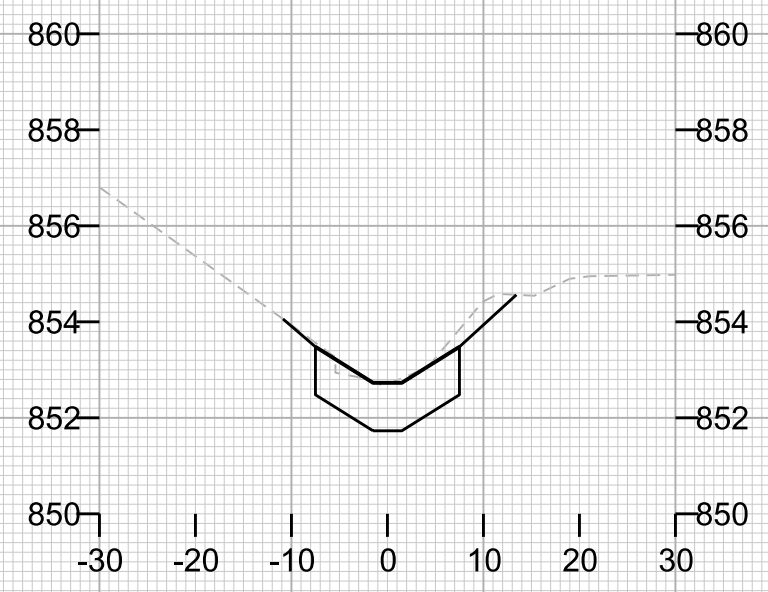
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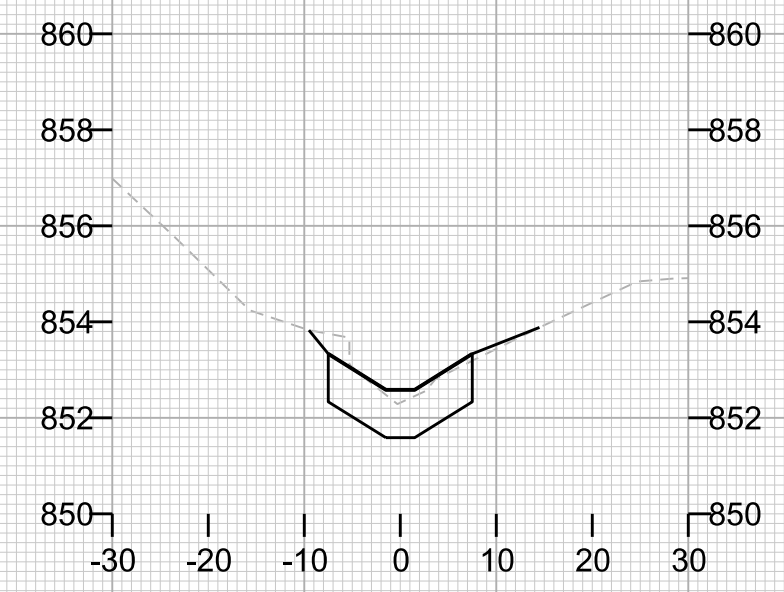
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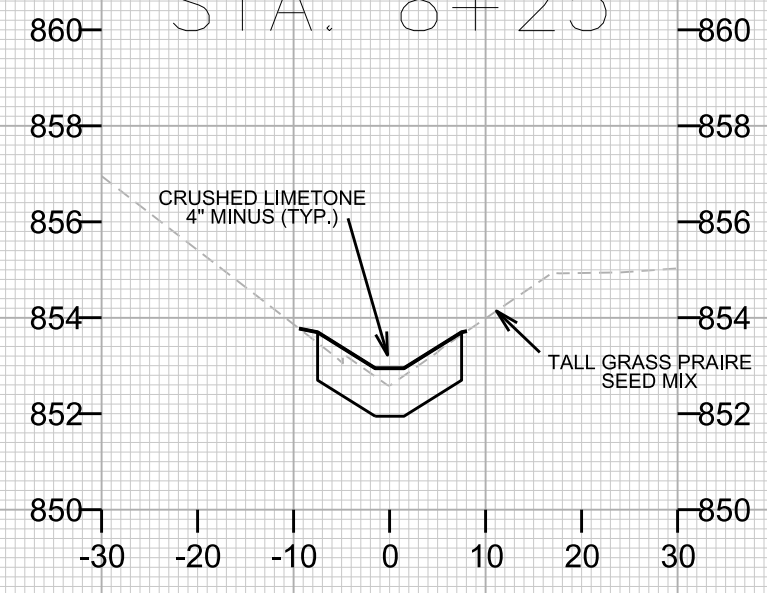
STA. 8+25



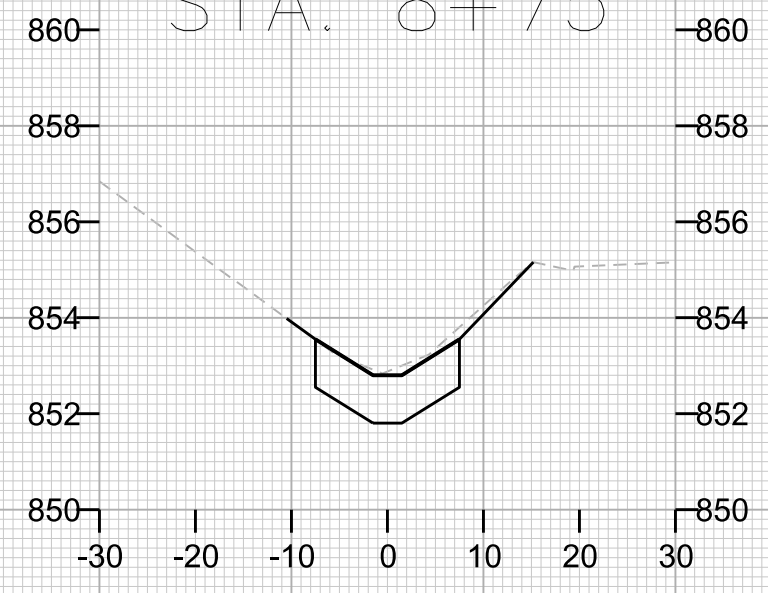
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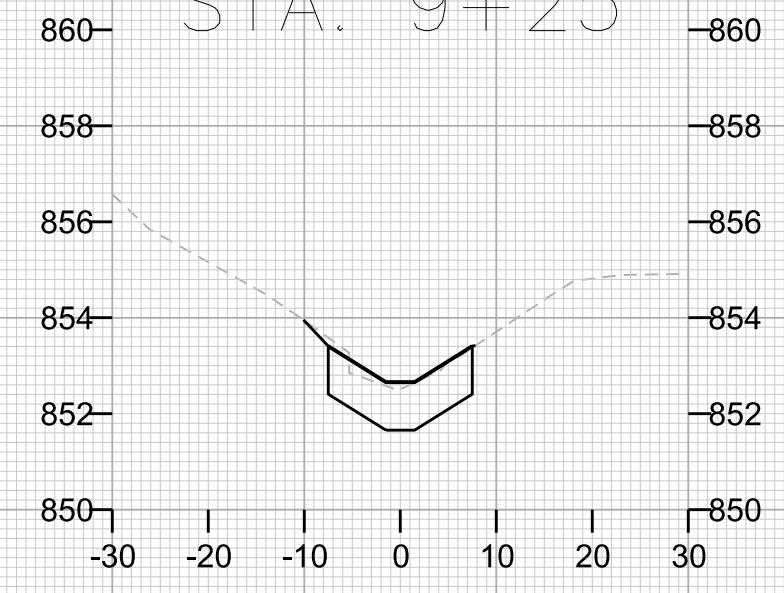
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STA. 8+00



STA. 8+50



STA. 9+00



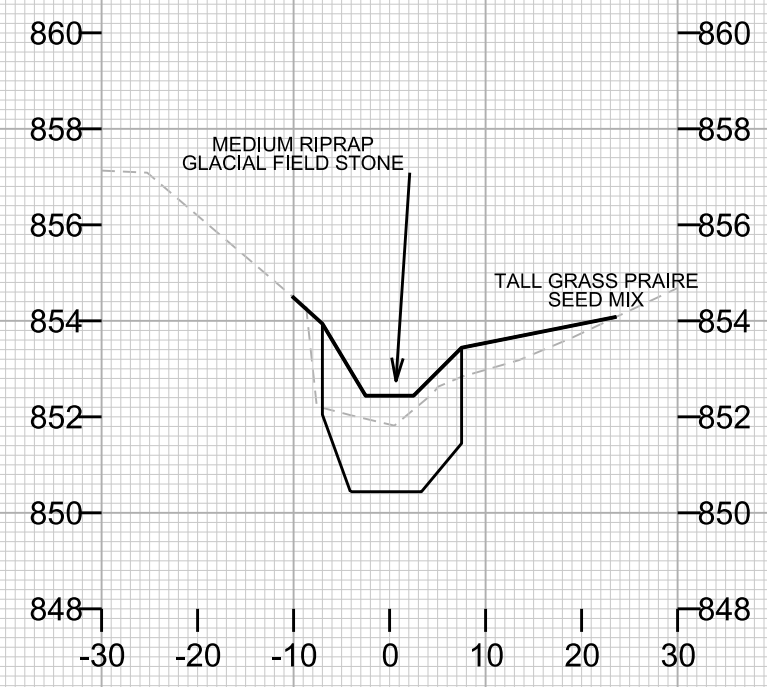
CROSS SECTIONS

CITY OF MADISON

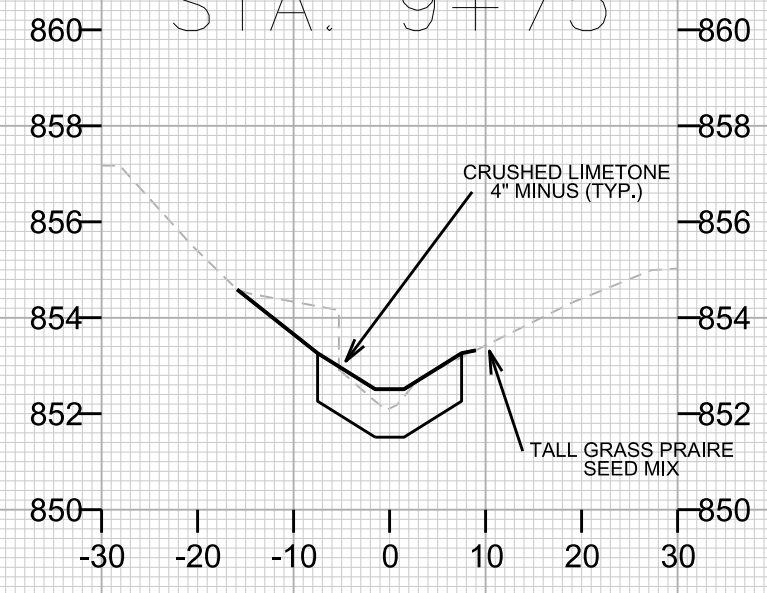
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



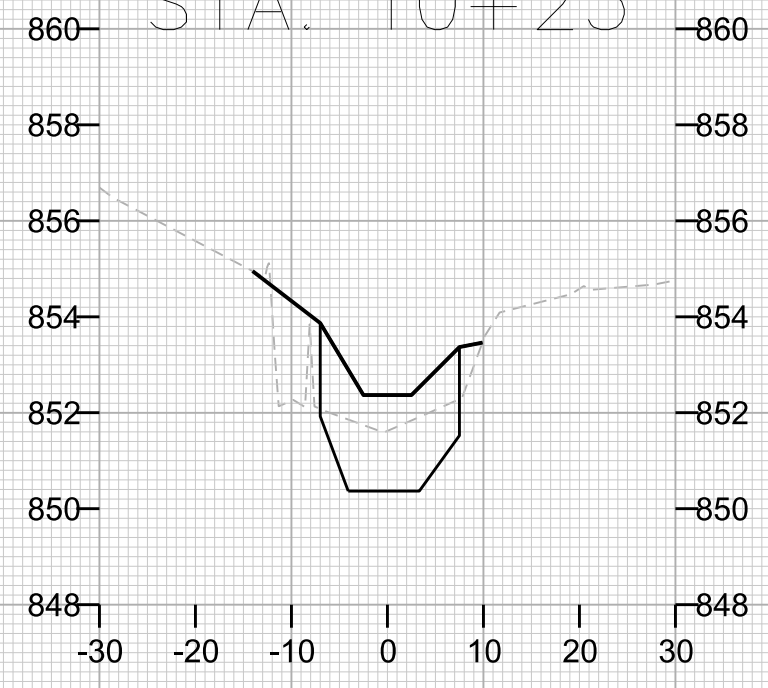
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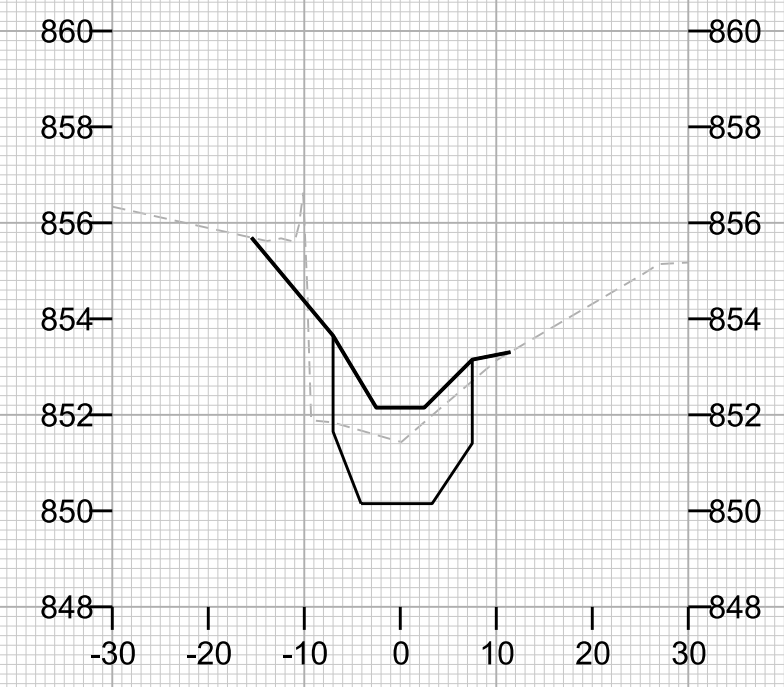
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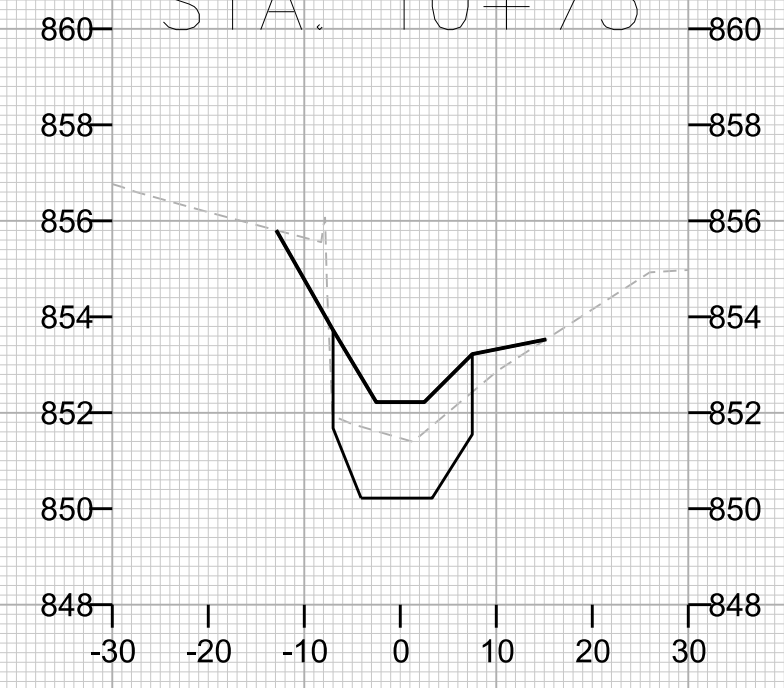
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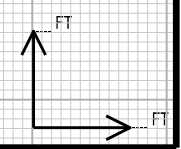
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STA. 10+75



STA. 10+50

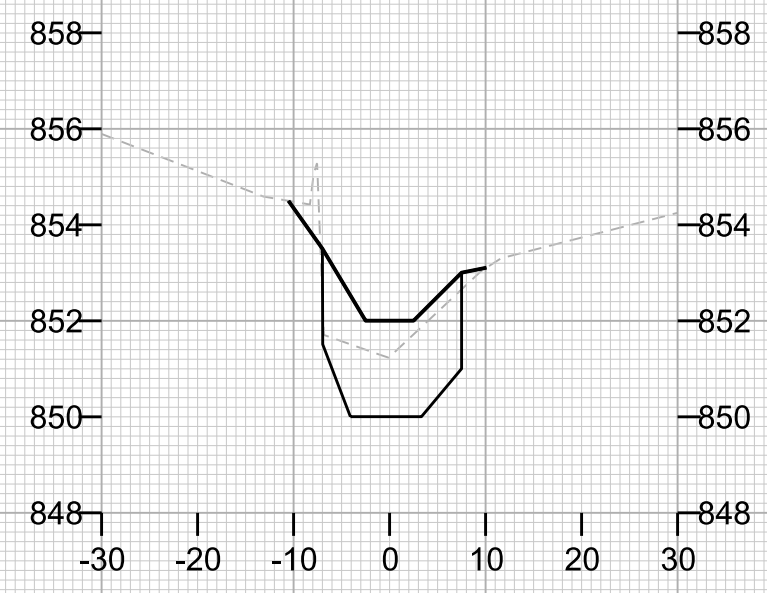


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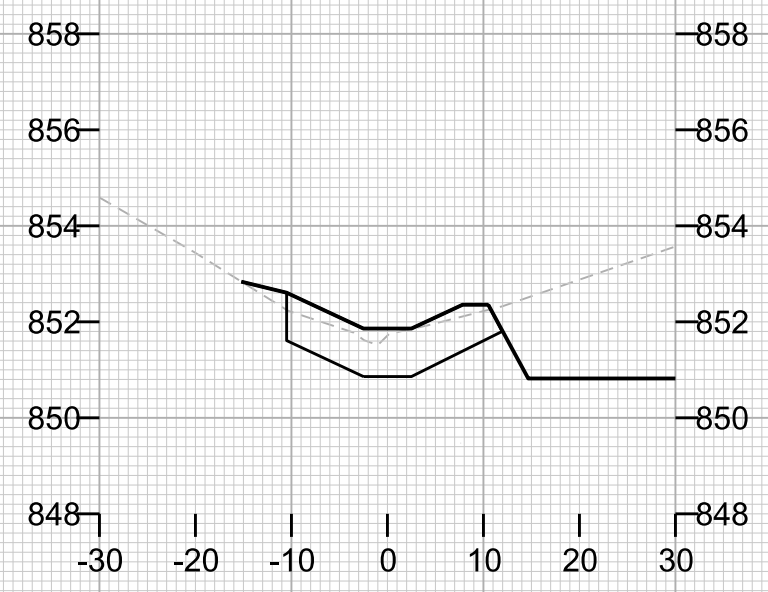
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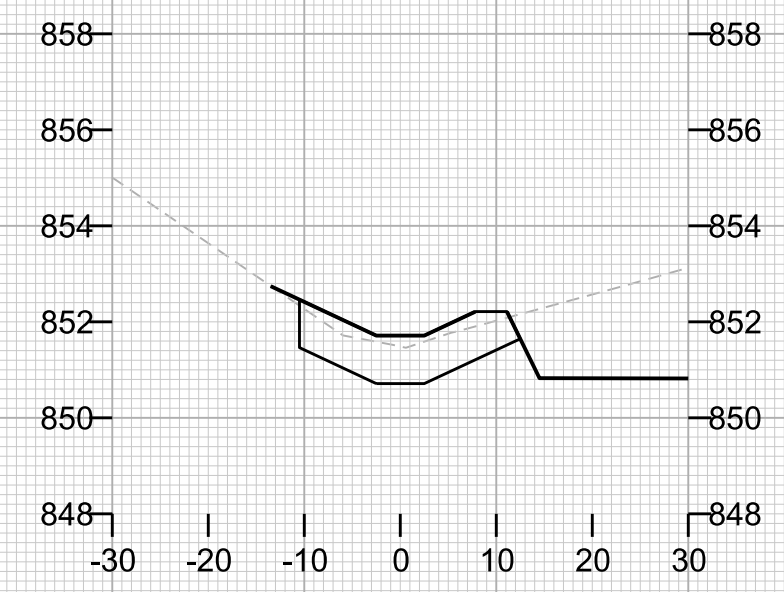
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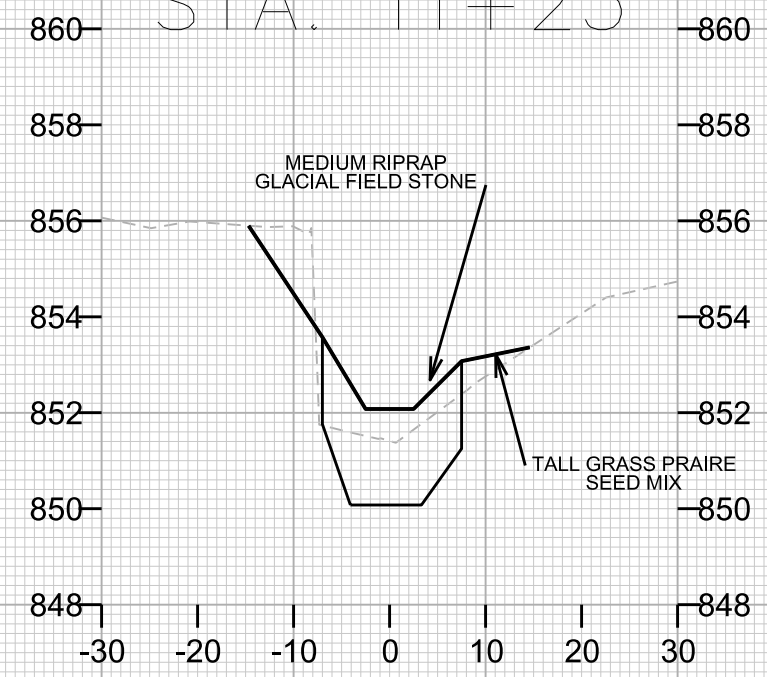
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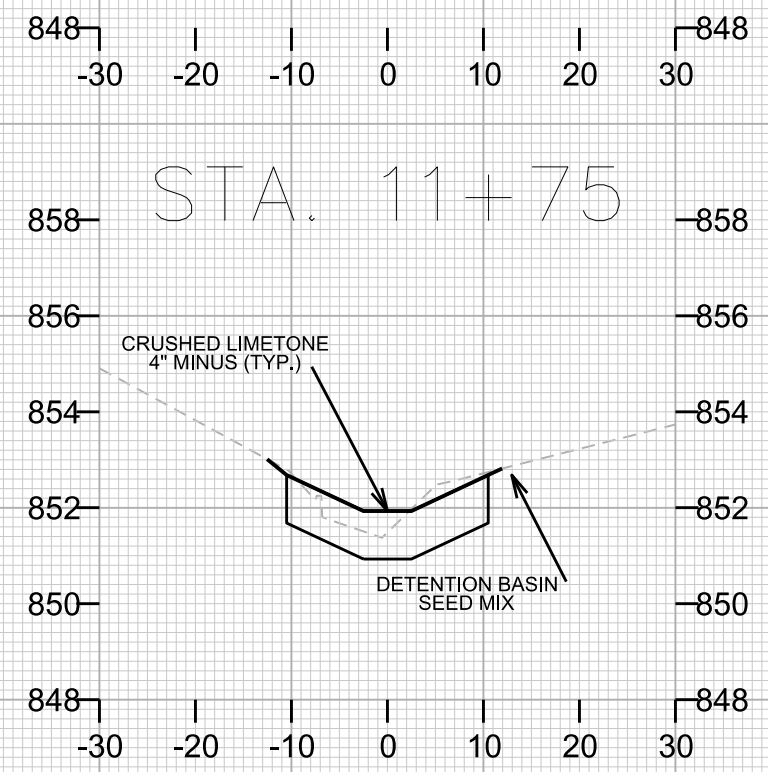
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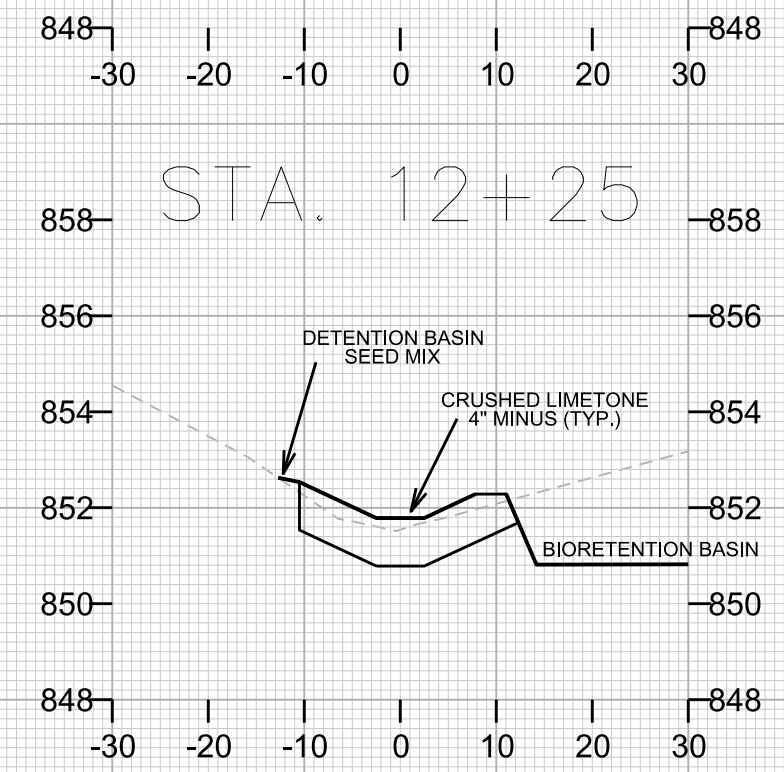
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STA. 11+00



STA. 11+50



STA. 12+00



CROSS SECTIONS

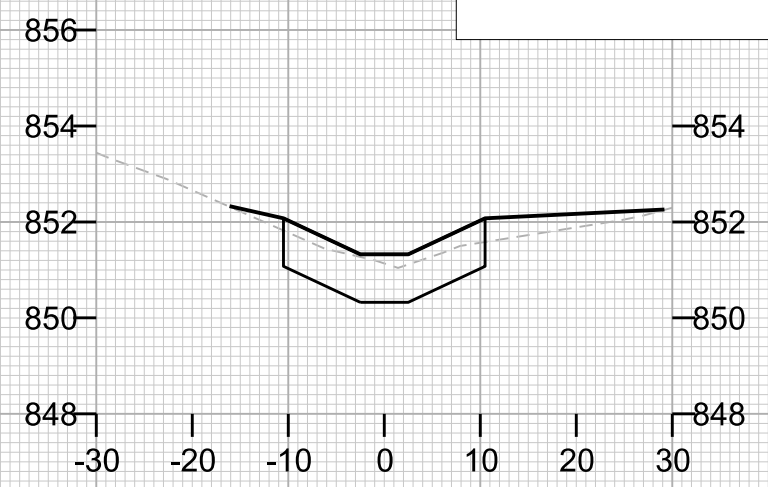
CITY OF MADISON

PLOT SCALE: _____

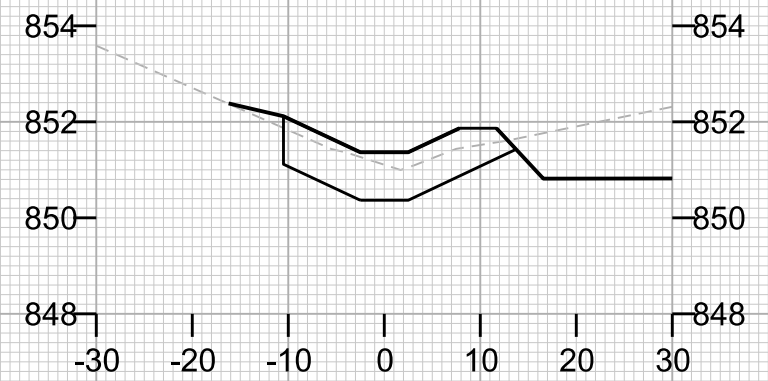
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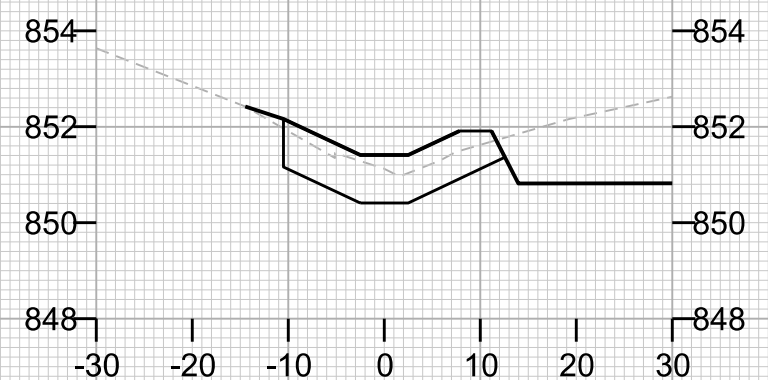
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



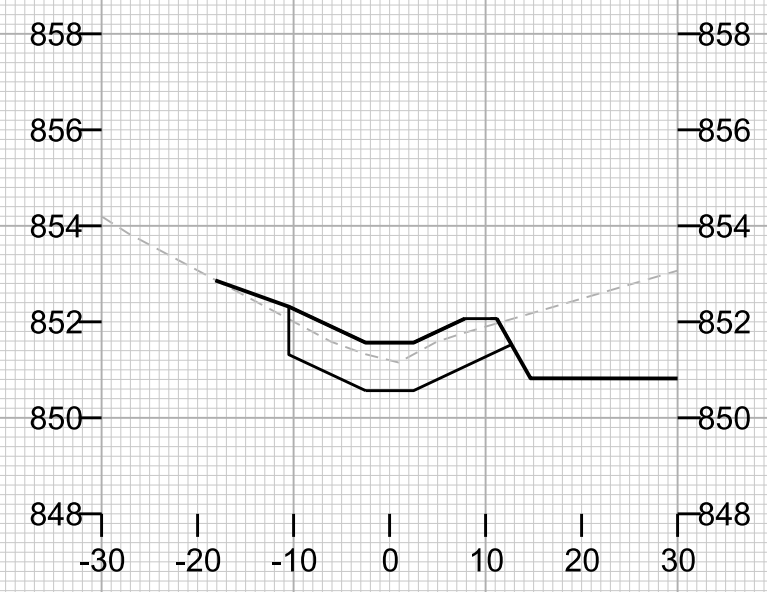
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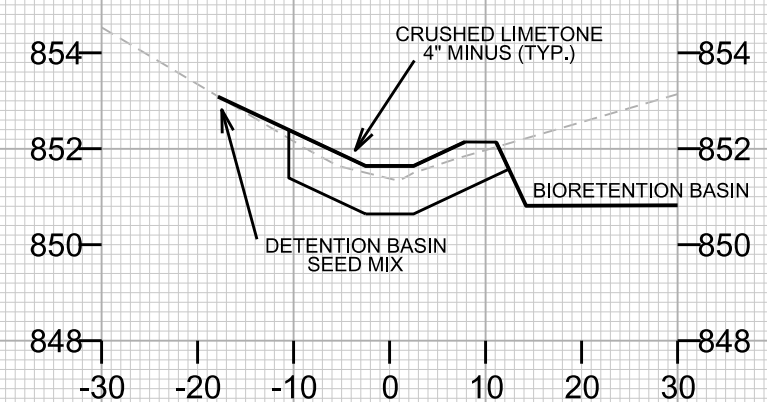
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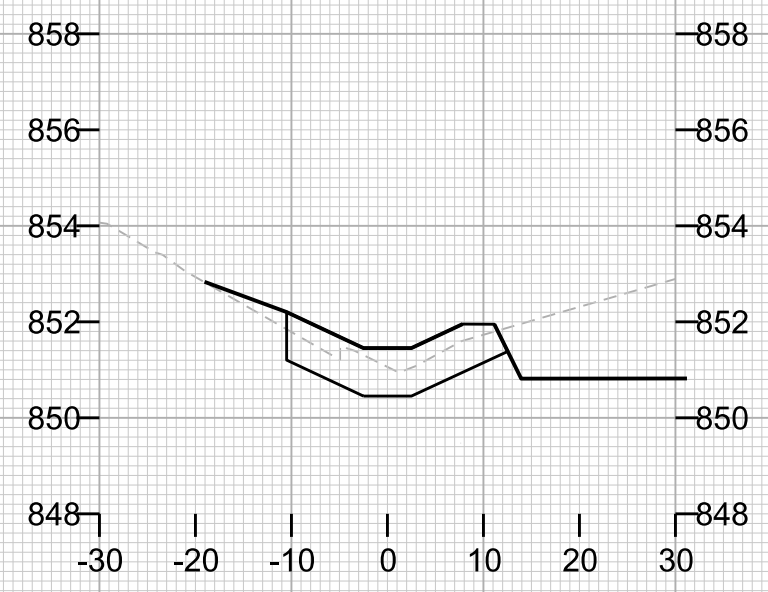
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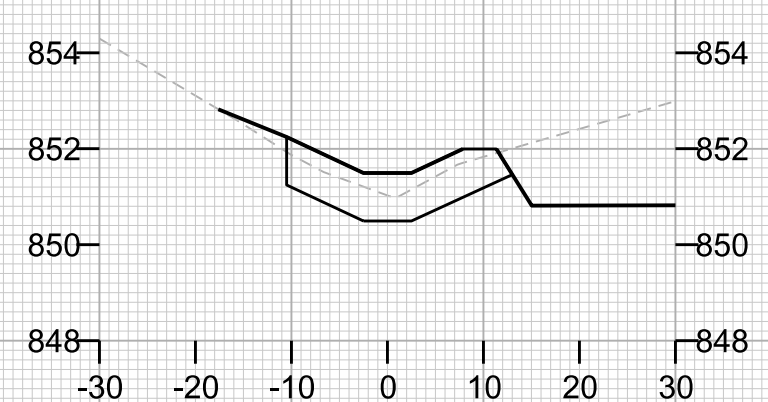
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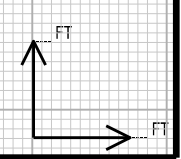
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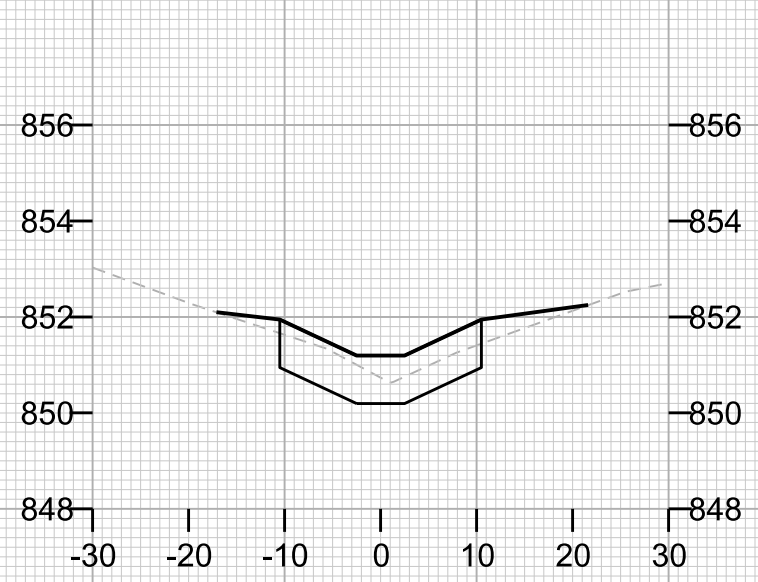
CITY OF MADISON

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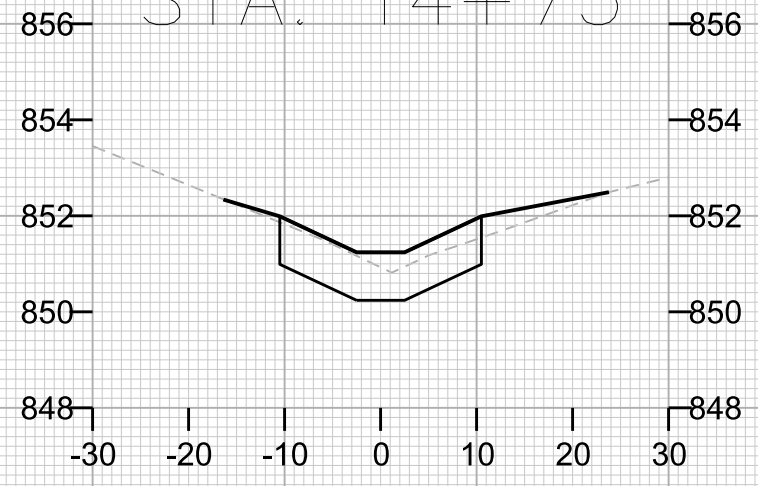
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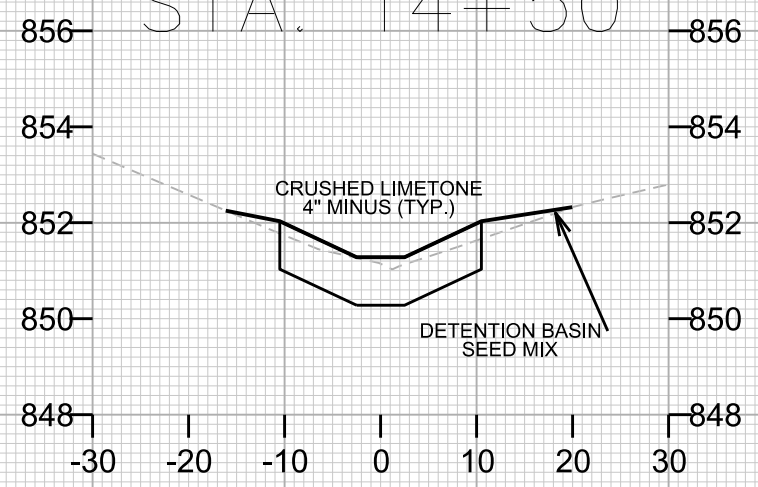
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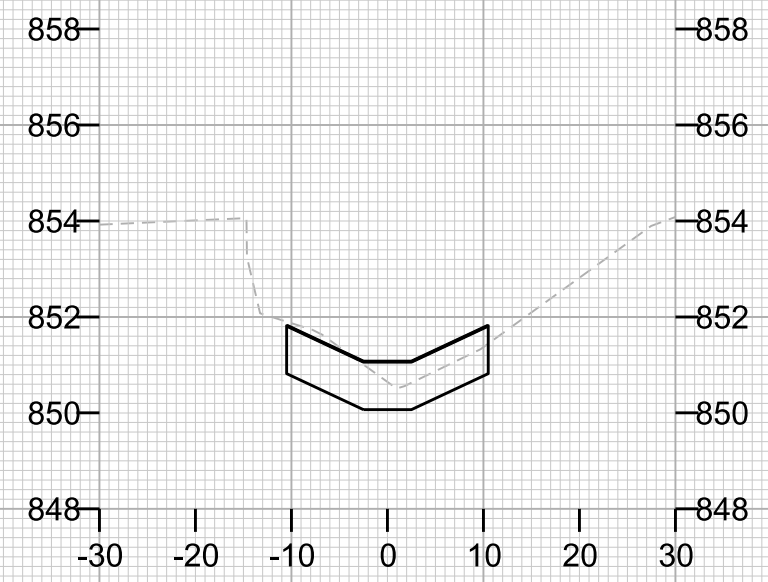
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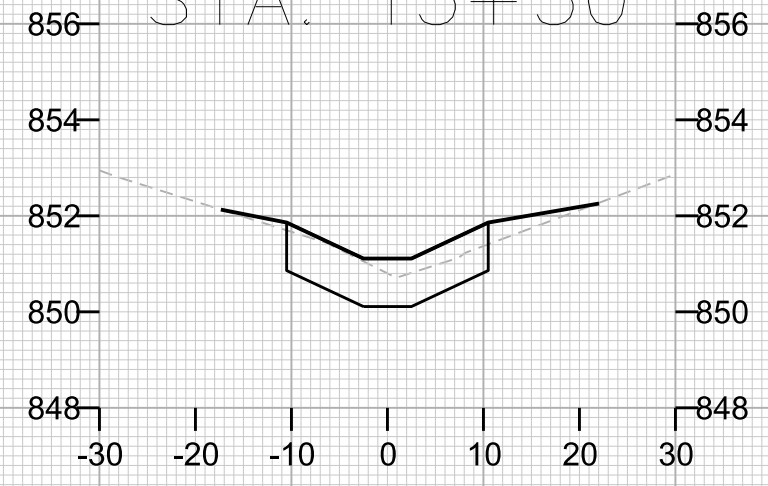
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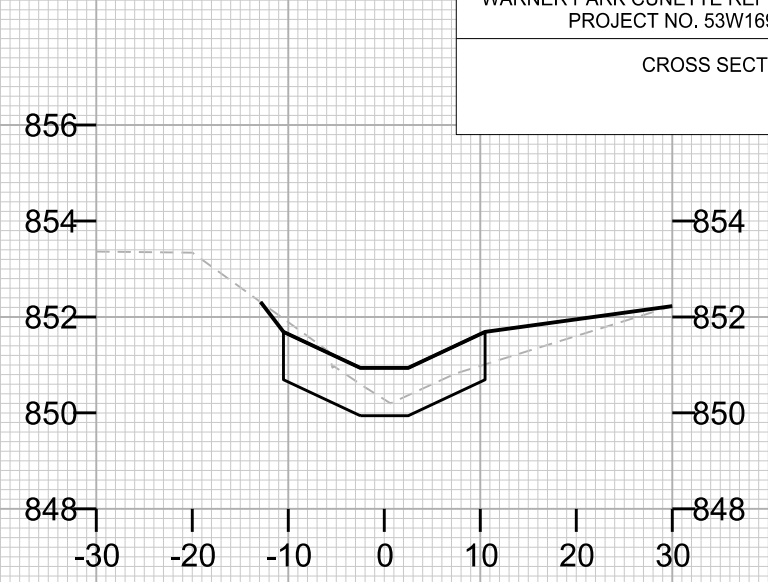
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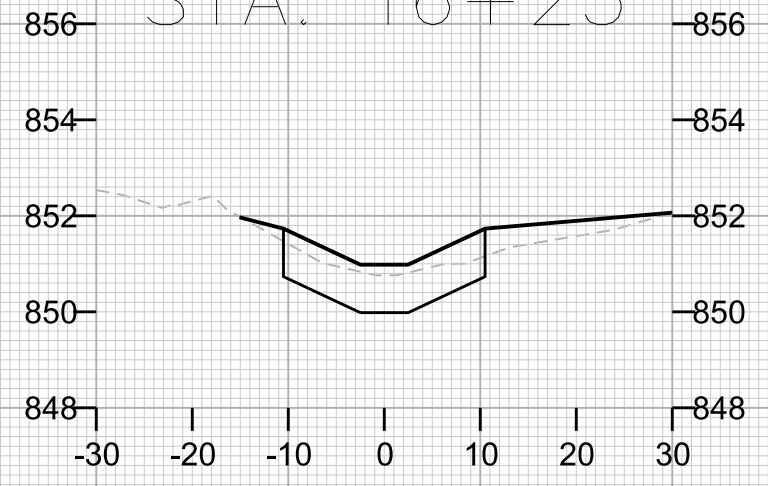
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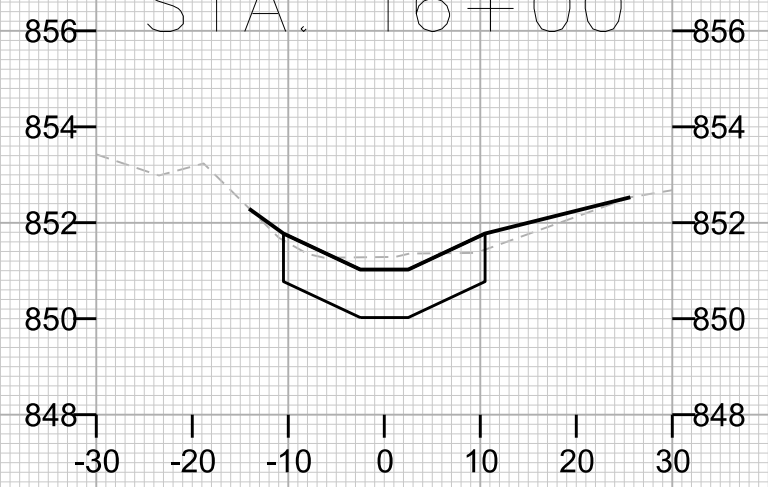
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CROSS SECTIONS

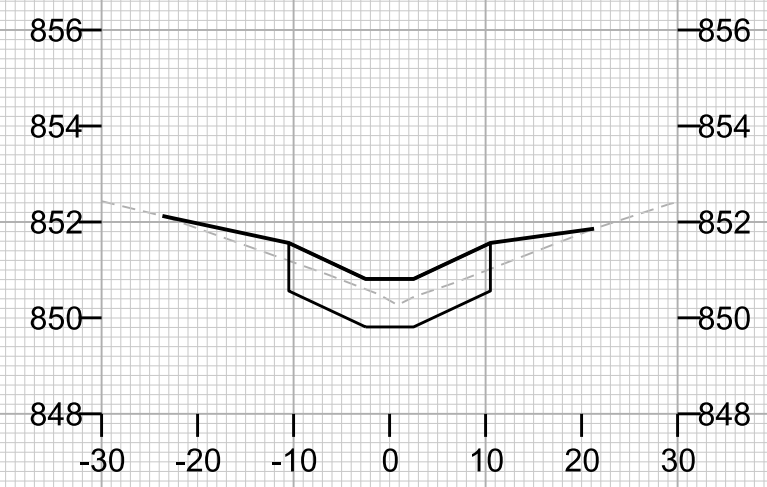
CITY OF MADISON

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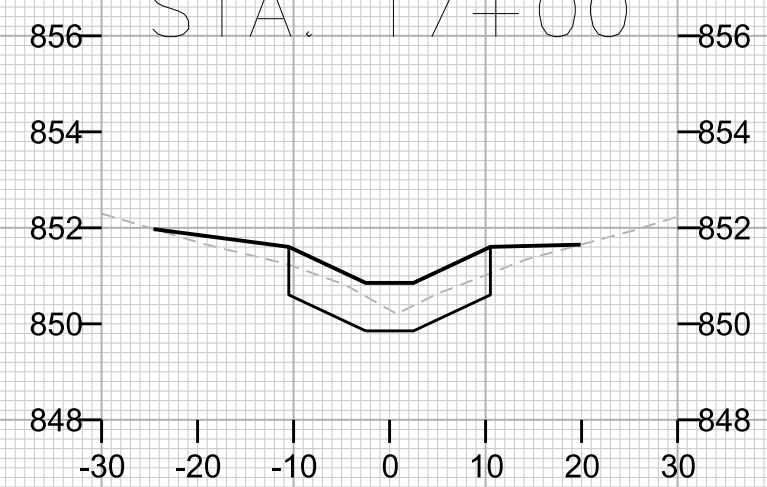
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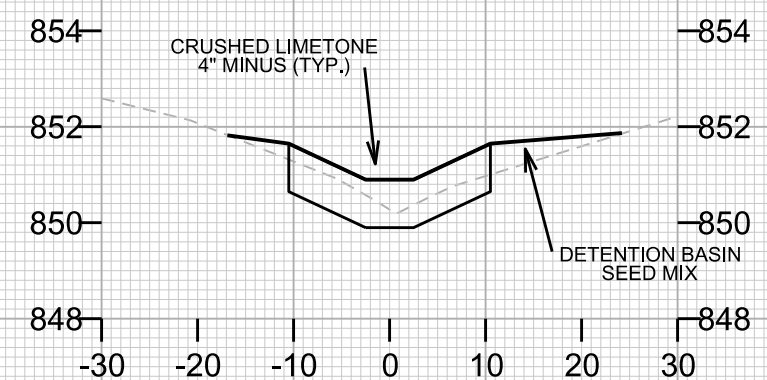
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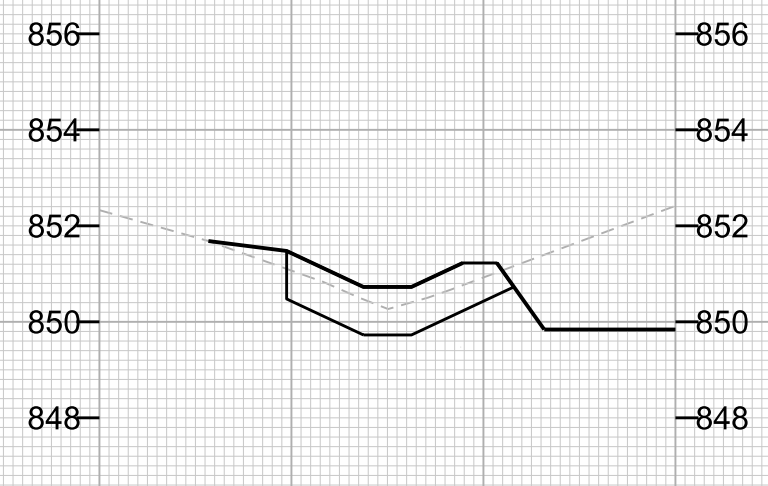
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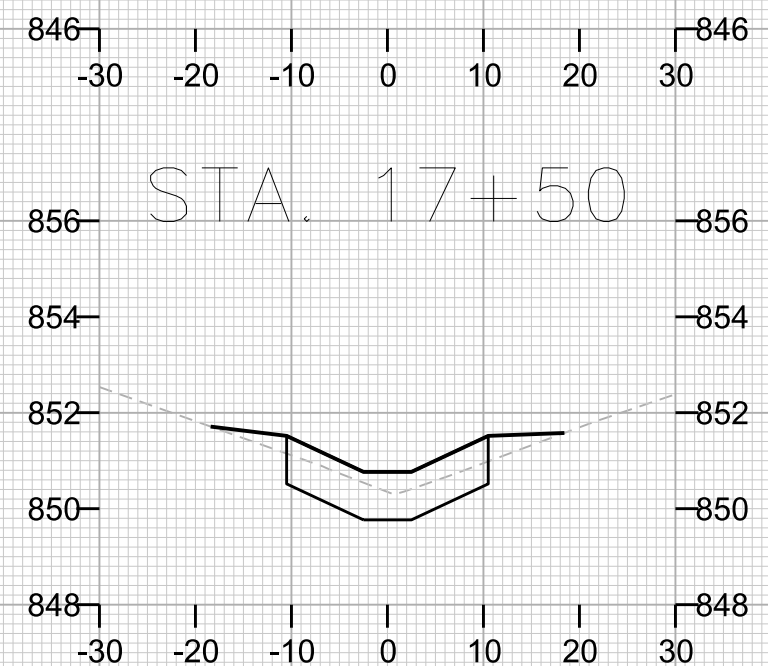
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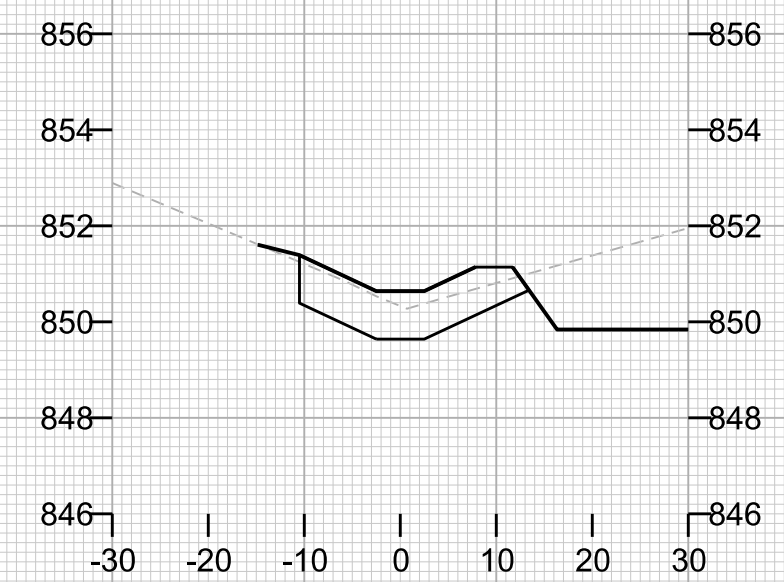
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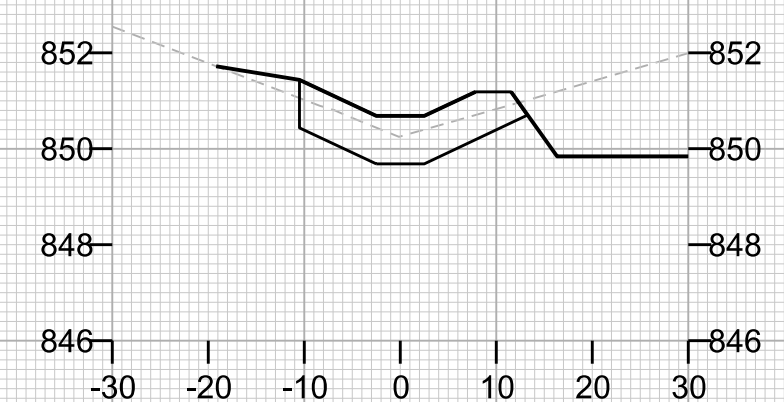
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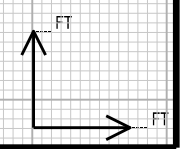
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STA. 18+00



STA. 17+75

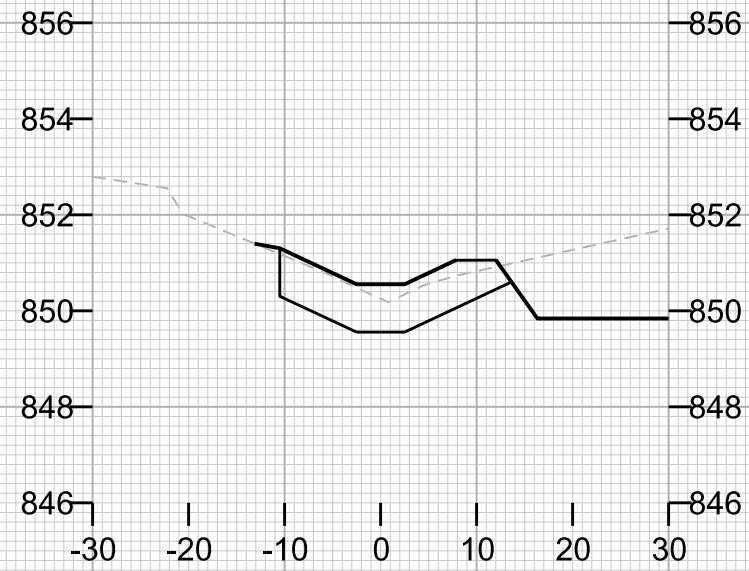


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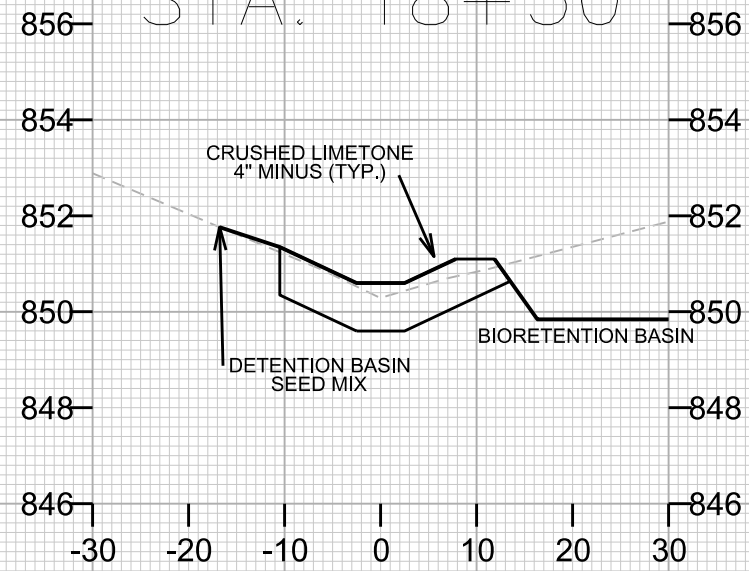
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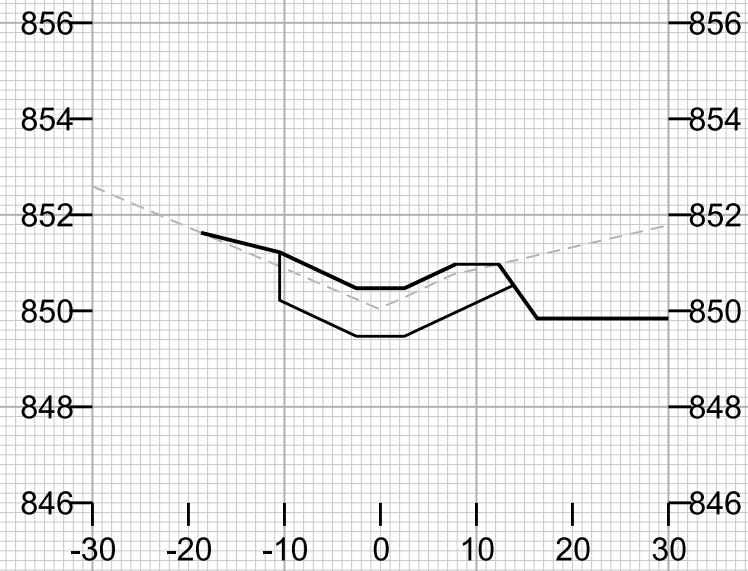
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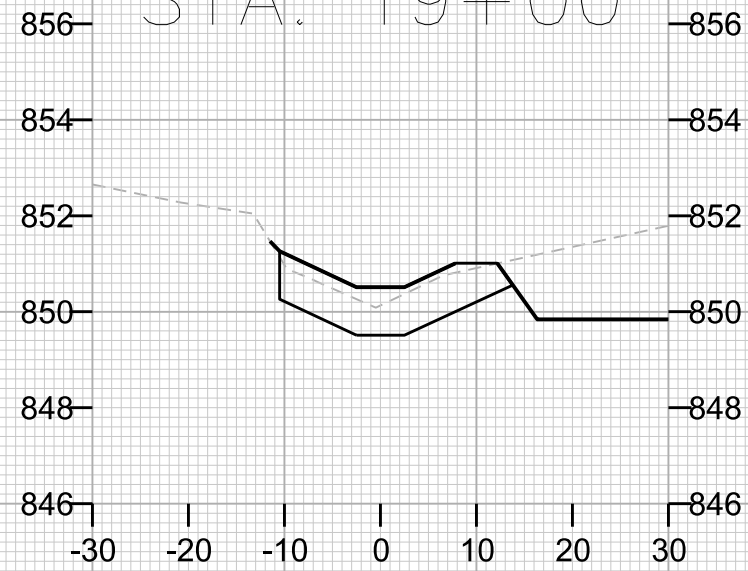
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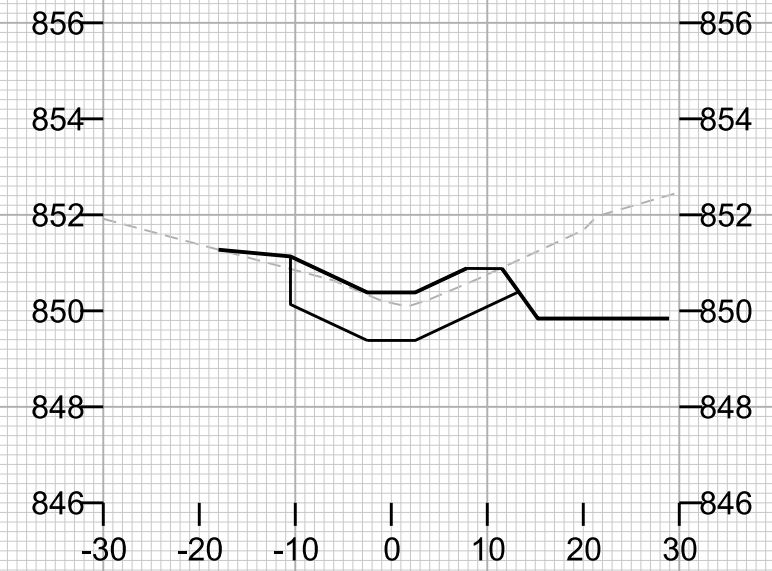
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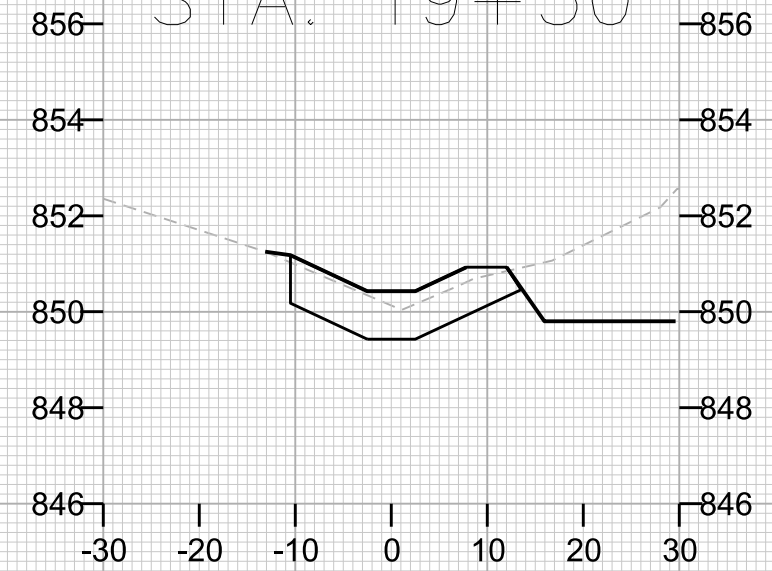
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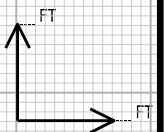
STA. 18+75



STA. 19+50



STA. 19+25



CROSS SECTIONS

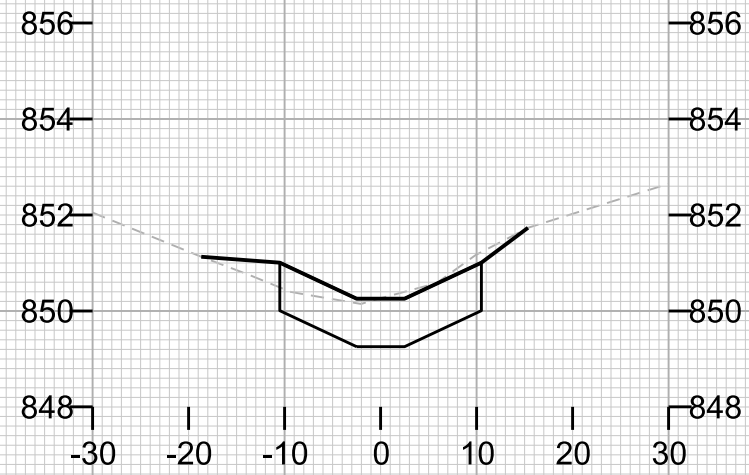
CITY OF MADISON

PLOT SCALE: _____

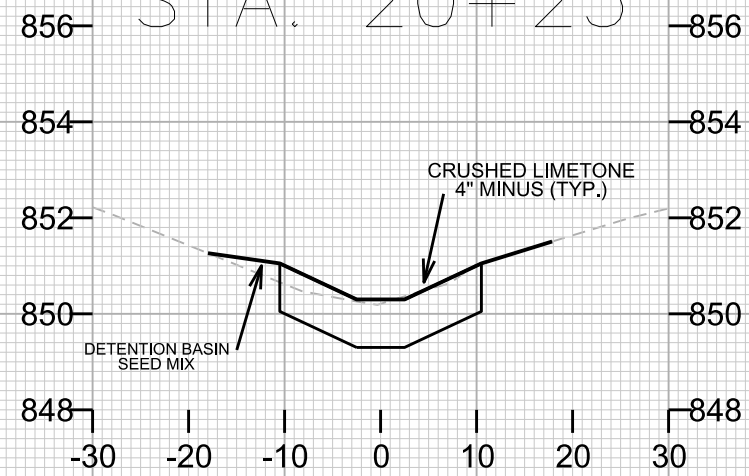
PLOT NAME: _____

REV. DATE: _____

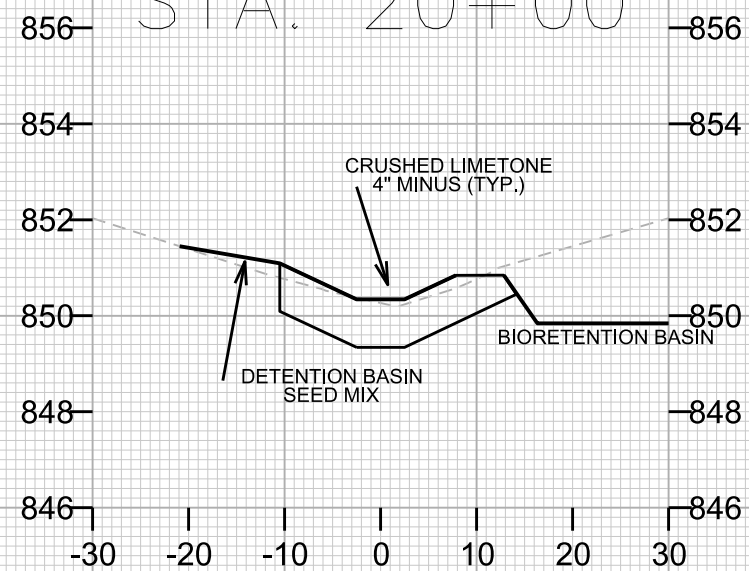
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



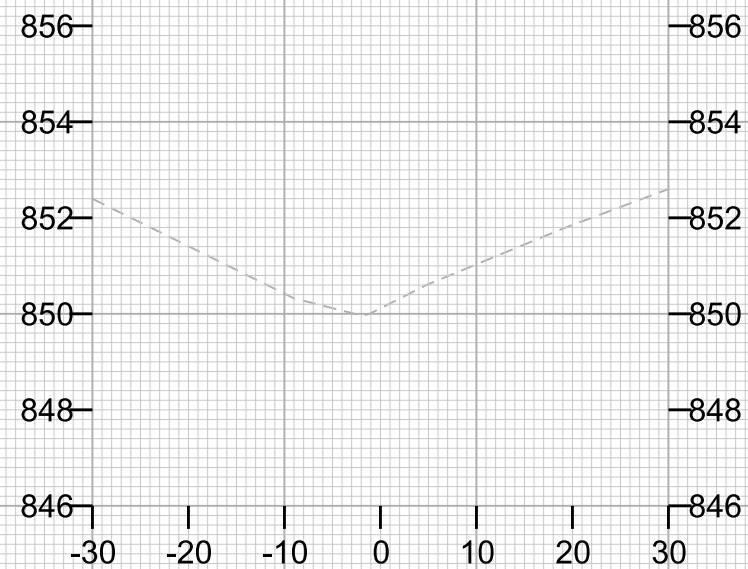
STA. 20+25



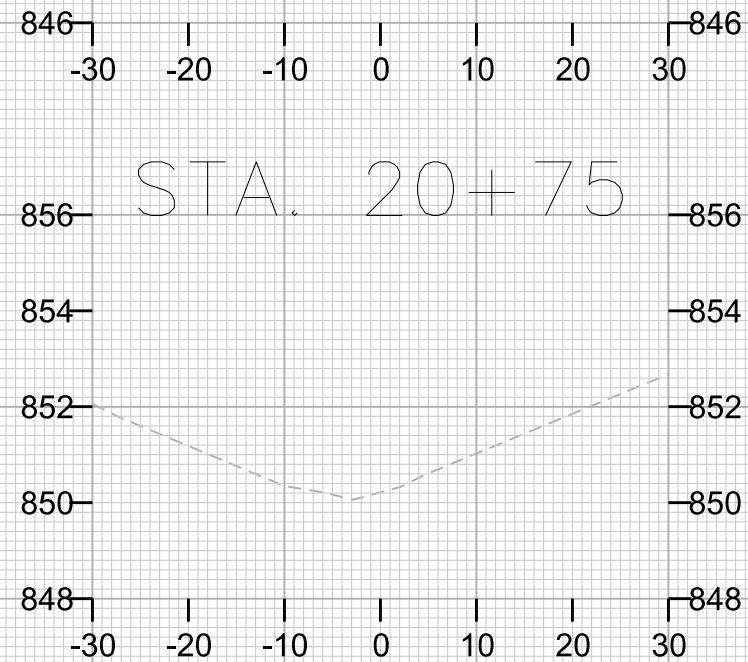
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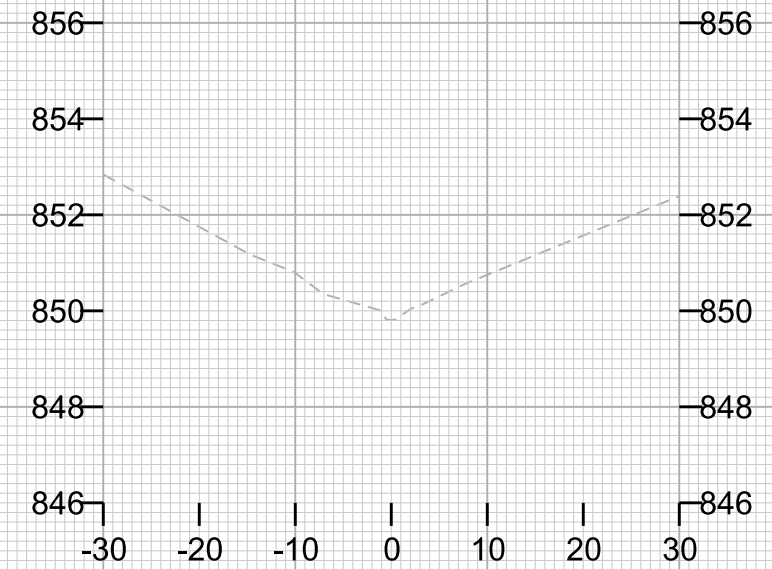
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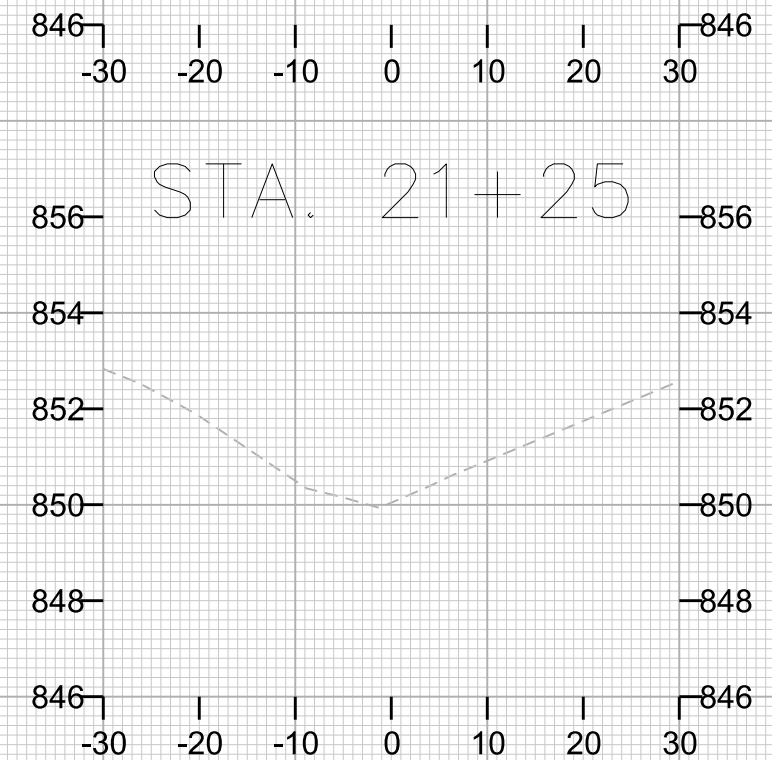
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STA. 20+50



STA. 21+25



STA. 21+00

