

Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION

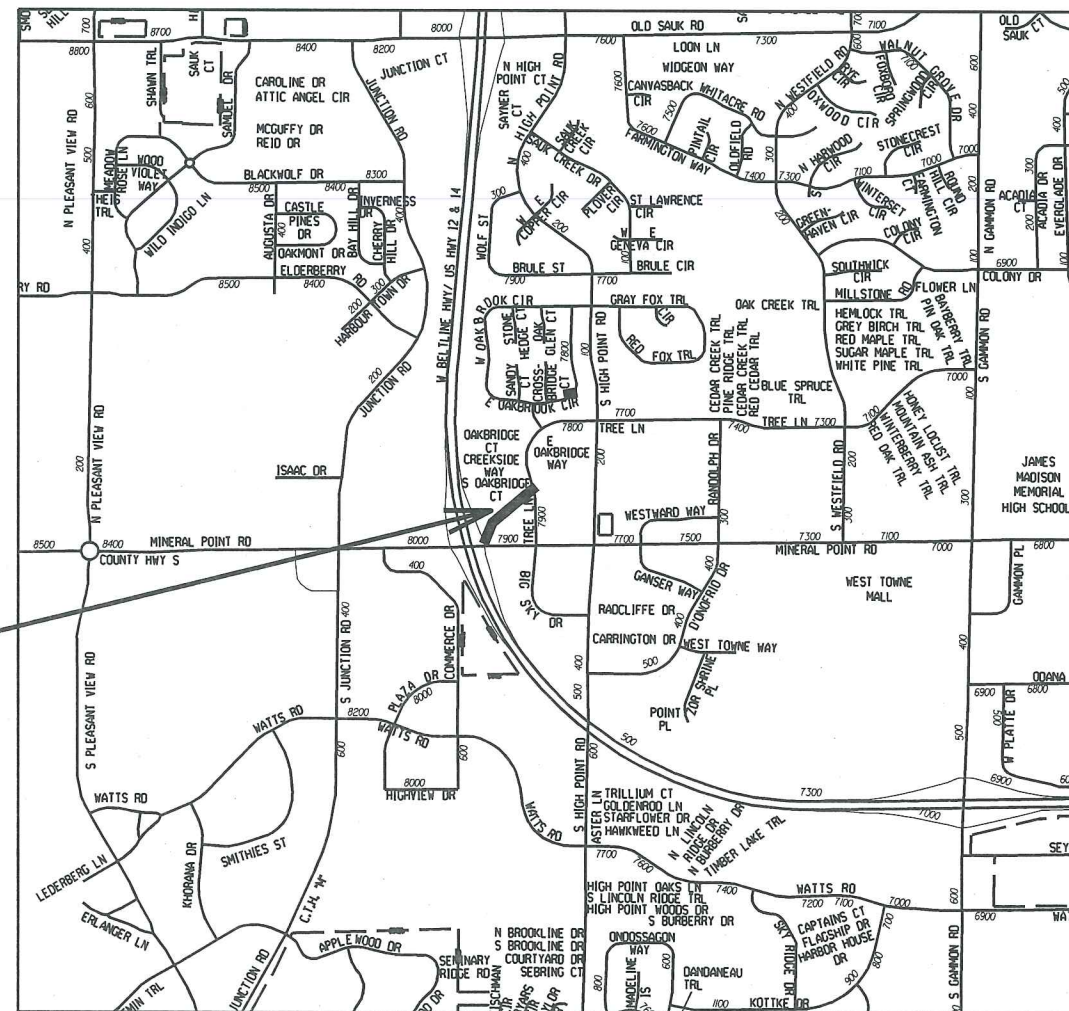
DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT ICE AGE JUNCTION PATH - TREE LANE SEGMENT & EAST MENDOTA-PHEASANT BRANCH GREENWAY - MINERAL POINT SECTION REGRADING

CITY PROJECT NO. 53W0861 (MUNIS #10289)
CONTRACT NO. 7236

INDEX OF SHEETS

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CI	CLEARING AND BRUSHING PLAN
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D5-D6	MODULAR BLOCK WALL DETAILS
D7	RAILING DETAILS
D8	RAMP DETAILS
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TC1-TC4	TRAFFIC CONTROL PLAN
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CX4-CX13	GREENWAY CHANNEL CROSS SECTIONS



PROJECT LOCATION

CONVENTIONAL SIGNS	
FIELD VERIFY ALL UTILITY LOCATIONS	
GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SAN —
WATER	— W —
OVERHEAD ELECTRIC	— OH —
POWER POLE	□

NOTES:

ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADE OF 0.50% TOWARD STORM SEWER INLETS.

SIDEWALK RAMPS AND CURB THRU SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1" PER 12". SIDEWALK AND CURB RAMPS SHALL BE CONSTRUCTED WITH A SIDE SLOPE OF 2.00%. SIDEWALK SHALL HAVE A MINIMUM LONGITUDINAL SLOPE OF 0.50% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.00%

PUBLIC IMPROVEMENT PROJECT APPROVED

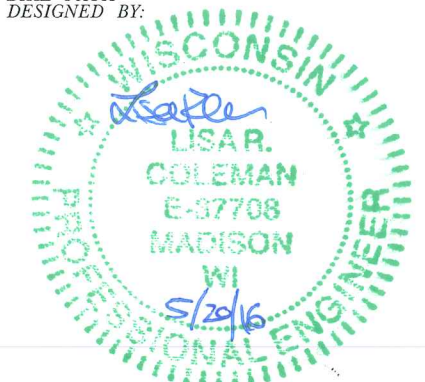
AUGUST 4, 2015

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

[Signature] 5/27/16
City Engineer Date

BIKE PATH
DESIGNED BY:











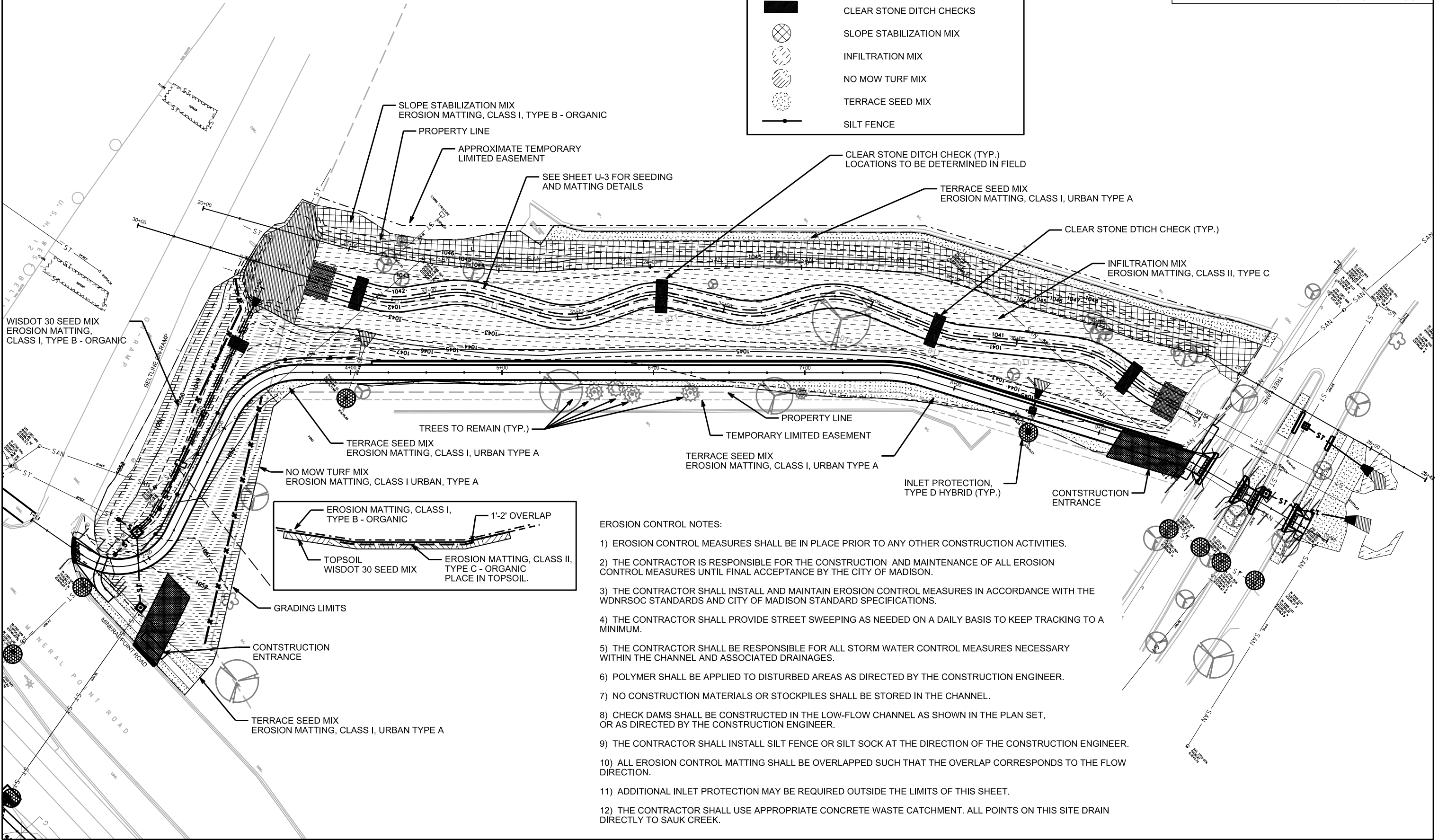
GREENWAY AND STORM SEWER
DESIGNED BY:



LIGHTING AND ELECTRICAL
DESIGNED BY:

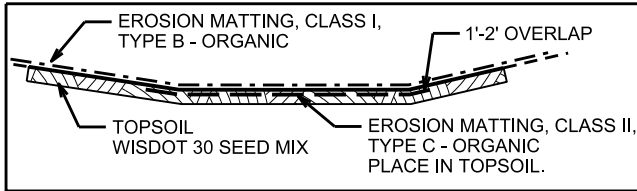


EROSION CONTROL SHEET LEGEND	
	INLET PROTECTION, TYPE D HYBRID
	CONSTRUCTION ENTRANCE
	CLEAR STONE DITCH CHECKS
	SLOPE STABILIZATION MIX
	INFILTRATION MIX
	NO MOW TURF MIX
	TERRACE SEED MIX
	SILT FENCE

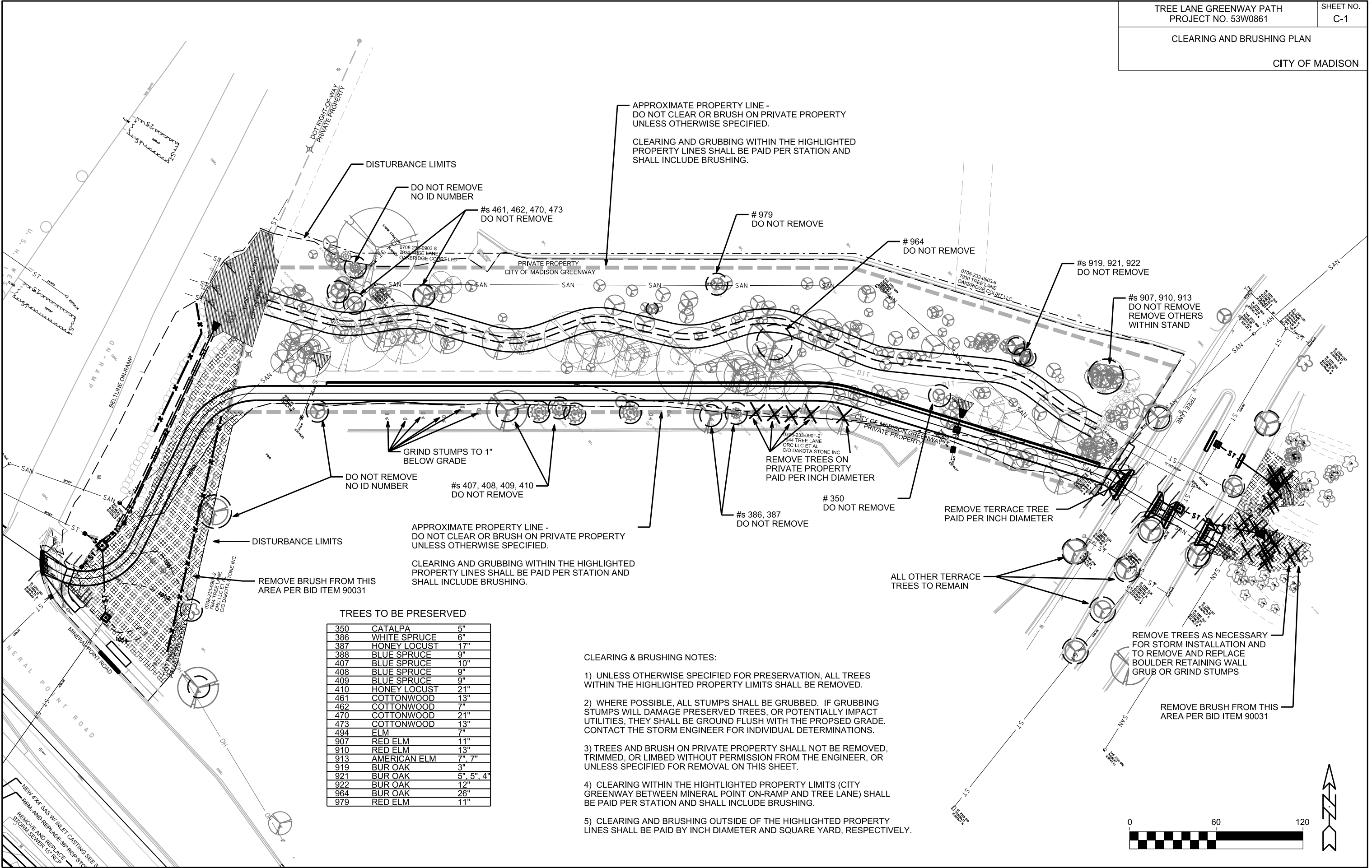


EROSION CONTROL NOTES:

- 1) EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY OTHER CONSTRUCTION ACTIVITIES.
- 2) THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.
- 3) THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE WDNR SOC STANDARDS AND CITY OF MADISON STANDARD SPECIFICATIONS.
- 4) THE CONTRACTOR SHALL PROVIDE STREET SWEEPING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.
- 5) THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL STORM WATER CONTROL MEASURES NECESSARY WITHIN THE CHANNEL AND ASSOCIATED DRAINAGES.
- 6) POLYMER SHALL BE APPLIED TO DISTURBED AREAS AS DIRECTED BY THE CONSTRUCTION ENGINEER.
- 7) NO CONSTRUCTION MATERIALS OR STOCKPILES SHALL BE STORED IN THE CHANNEL.
- 8) CHECK DAMS SHALL BE CONSTRUCTED IN THE LOW-FLOW CHANNEL AS SHOWN IN THE PLAN SET, OR AS DIRECTED BY THE CONSTRUCTION ENGINEER.
- 9) THE CONTRACTOR SHALL INSTALL SILT FENCE OR SILT SOCK AT THE DIRECTION OF THE CONSTRUCTION ENGINEER.
- 10) ALL EROSION CONTROL MATTING SHALL BE OVERLAPPED SUCH THAT THE OVERLAP CORRESPONDS TO THE FLOW DIRECTION.
- 11) ADDITIONAL INLET PROTECTION MAY BE REQUIRED OUTSIDE THE LIMITS OF THIS SHEET.
- 12) THE CONTRACTOR SHALL USE APPROPRIATE CONCRETE WASTE CATCHMENT. ALL POINTS ON THIS SITE DRAIN DIRECTLY TO SAUK CREEK.



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

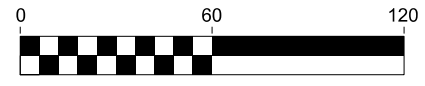


TREES TO BE PRESERVED

350	CATALPA	5"
386	WHITE SPRUCE	6"
387	HONEY LOCUST	17"
388	BLUE SPRUCE	9"
407	BLUE SPRUCE	10"
408	BLUE SPRUCE	9"
409	BLUE SPRUCE	9"
410	HONEY LOCUST	21"
461	COTTONWOOD	13"
462	COTTONWOOD	7"
470	COTTONWOOD	21"
473	COTTONWOOD	13"
494	ELM	7"
907	RED ELM	11"
910	RED ELM	13"
913	AMERICAN ELM	7", 7"
919	BUR OAK	3"
921	BUR OAK	5", 5", 4"
922	BUR OAK	12"
964	BUR OAK	26"
979	RED ELM	11"

CLEARING & BRUSHING NOTES:

- 1) UNLESS OTHERWISE SPECIFIED FOR PRESERVATION, ALL TREES WITHIN THE HIGHLIGHTED PROPERTY LIMITS SHALL BE REMOVED.
- 2) WHERE POSSIBLE, ALL STUMPS SHALL BE GRUBBED. IF GRUBBING STUMPS WILL DAMAGE PRESERVED TREES, OR POTENTIALLY IMPACT UTILITIES, THEY SHALL BE GROUND FLUSH WITH THE PROPOSED GRADE. CONTACT THE STORM ENGINEER FOR INDIVIDUAL DETERMINATIONS.
- 3) TREES AND BRUSH ON PRIVATE PROPERTY SHALL NOT BE REMOVED, TRIMMED, OR LIMBED WITHOUT PERMISSION FROM THE ENGINEER, OR UNLESS SPECIFIED FOR REMOVAL ON THIS SHEET.
- 4) CLEARING WITHIN THE HIGHLIGHTED PROPERTY LIMITS (CITY GREENWAY BETWEEN MINERAL POINT ON-RAMP AND TREE LANE) SHALL BE PAID PER STATION AND SHALL INCLUDE BRUSHING.
- 5) CLEARING AND BRUSHING OUTSIDE OF THE HIGHLIGHTED PROPERTY LIMITS SHALL BE PAID BY INCH DIAMETER AND SQUARE YARD, RESPECTIVELY.



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TYPICAL SECTIONS

BIKE PATH CITY OF MADISON

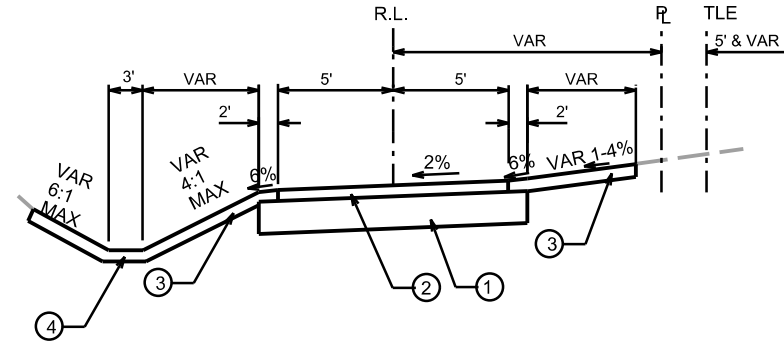
LEGEND

- ① 8" CRUSHED AGGREGATE BASE COURSE, GRAD. NO. 2
- ② 3" HMA PAVEMENT TYPE E-0.3(SEE NOTE 1)
- ③ 4" TOPSOIL, SEED AND MATTING CLASS 1 URBAN TYPE A
- ④ DITCH
- ⑤ MODULAR BLOCK WALL W/ CONCRETE COPING (SEE DETAILS)
- ⑥ RAILING (SEE DETAILS)

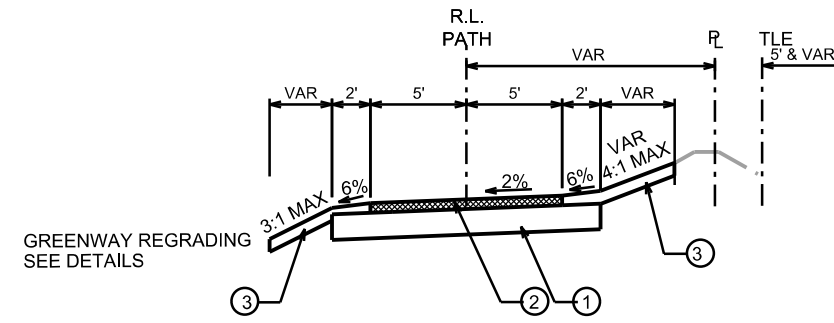
NOTES

1. CONSTRUCT HMA PAVEMENTS AS FOLLOWS:

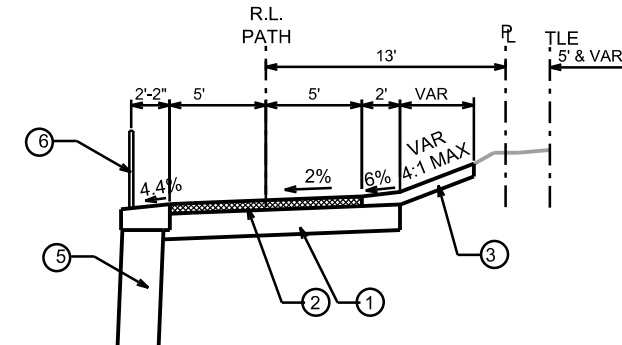
TYPE	LAYER	THICK	NOM. AGG SIZE
3" E-0.3	SINGLE	3.0"	12.5



PROPOSED TYPICAL SECTION
PATH STA 1+70 TO STA 3+25



PROPOSED TYPICAL SECTION
PATH STA 3+25 TO 4+14
PATH STA 9+55 TO 9+63



PROPOSED TYPICAL SECTION
PATH STA 4+14 TO 9+55

EARTHWORK SUMMARY

EXCAVATION CUT

UNCLASSIFIED EXCAVATION CHANNEL	682 CY	(PLAN QUANTITY)
UNCLASSIFIED EXCAVATION PATH	461 CY	(PLAN QUANTITY)
ESTIMATED UNDERCUT	449 CY	(TO BE MEASURED)

TOTAL EXCAVATION CUT 1849 CY

FILL

FILL FOR CHANNEL	1282 CY	(PLAN QUANTITY)
FILL FOR PATH	768 CY	(PLAN QUANTITY)
FILL FOR REPLACING UNDERCUT	284 CY	(TO BE MEASURED)

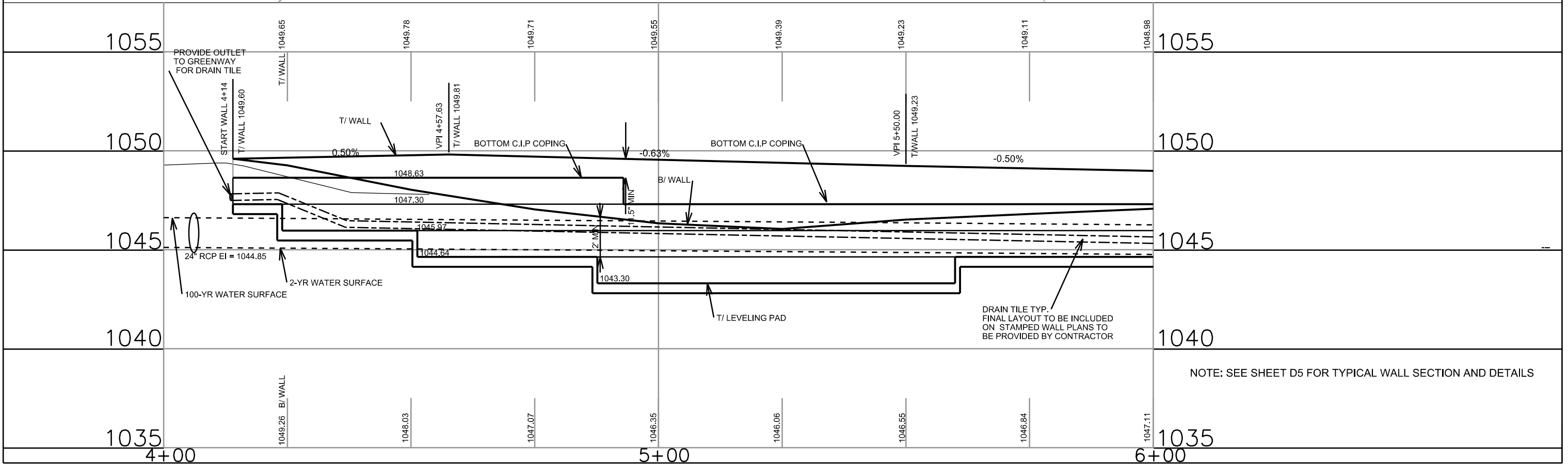
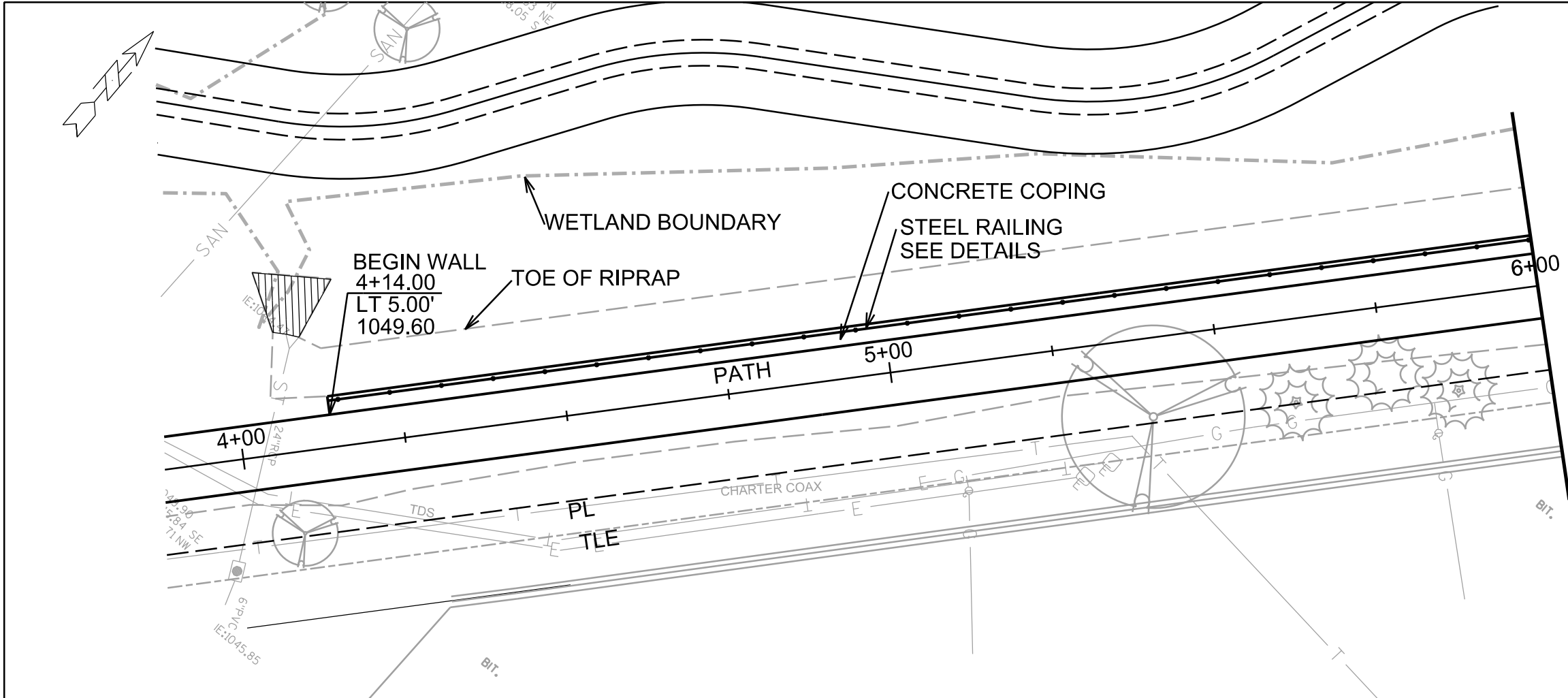
TOTAL FILL (SALVAGE FROM EX. CUT OR IMPORT) 2334 CY

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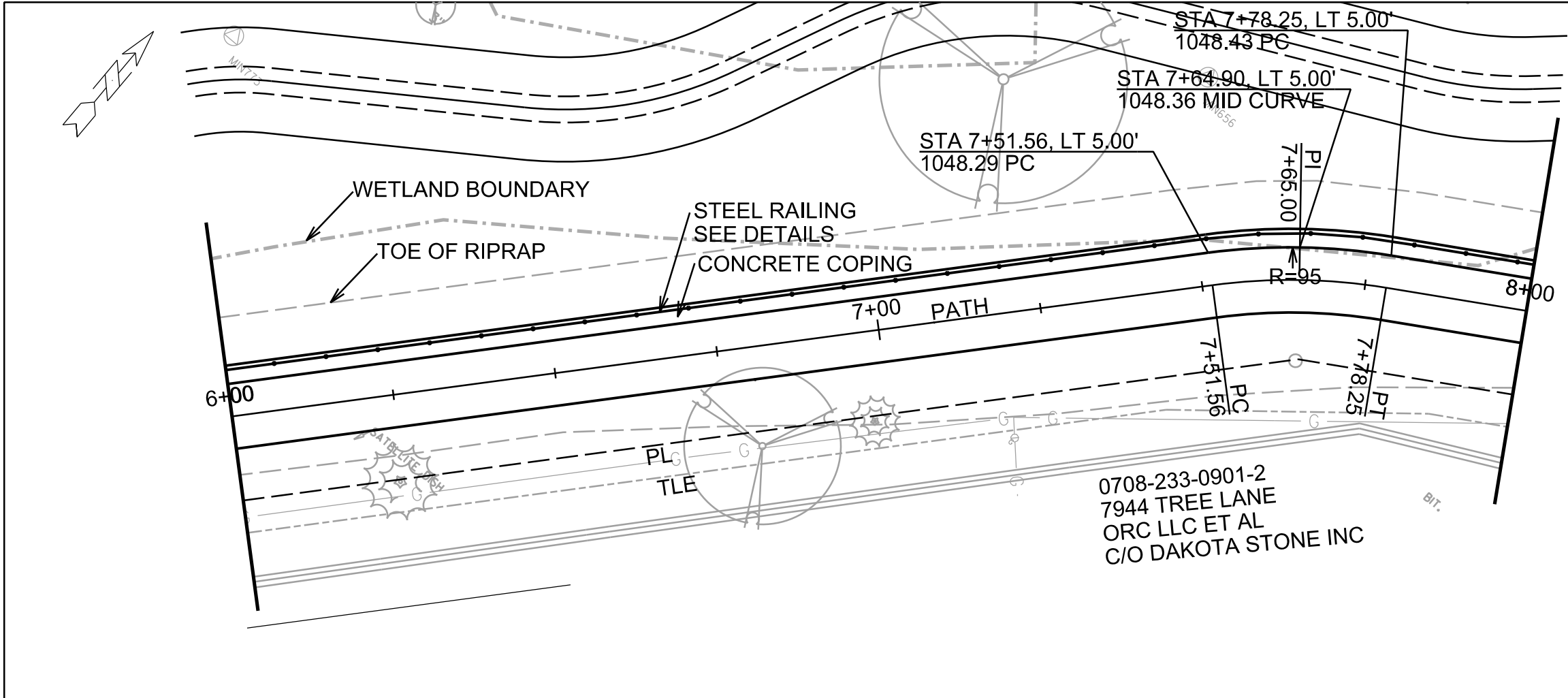


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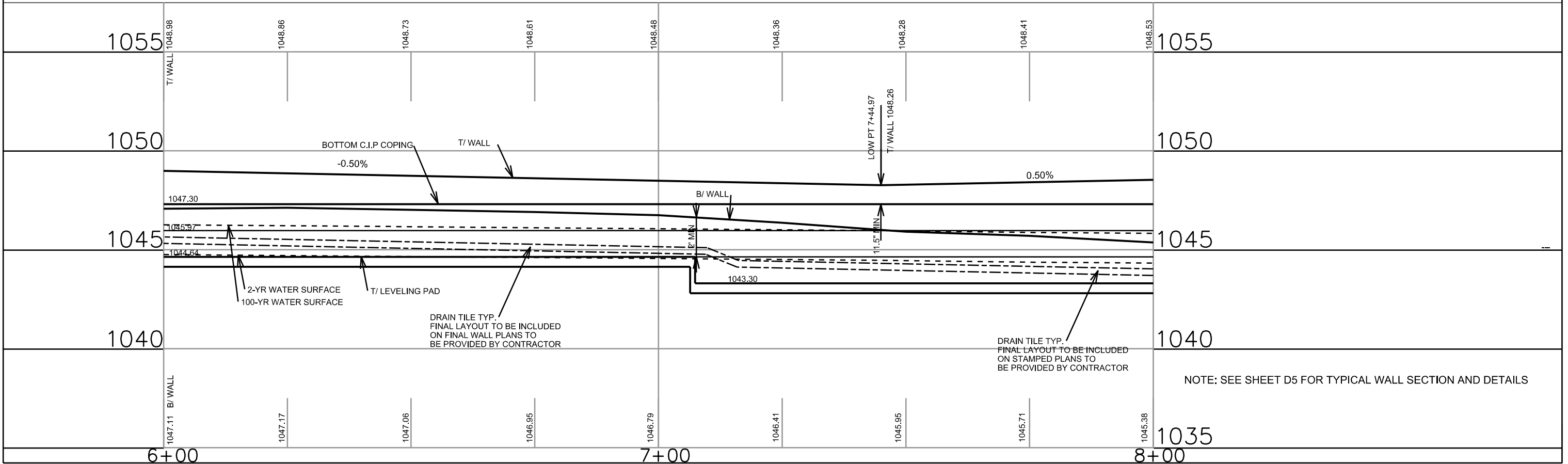
PLOT NAME: _____

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0708-233-0901-2
7944 TREE LANE
ORC LLC ET AL
C/O DAKOTA STONE INC

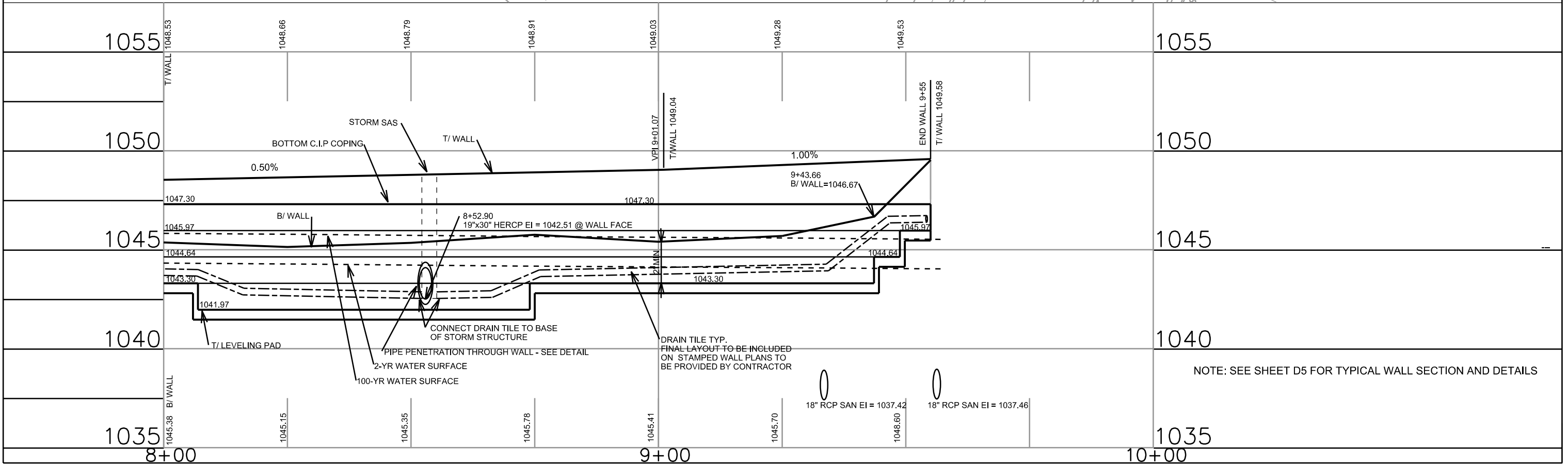
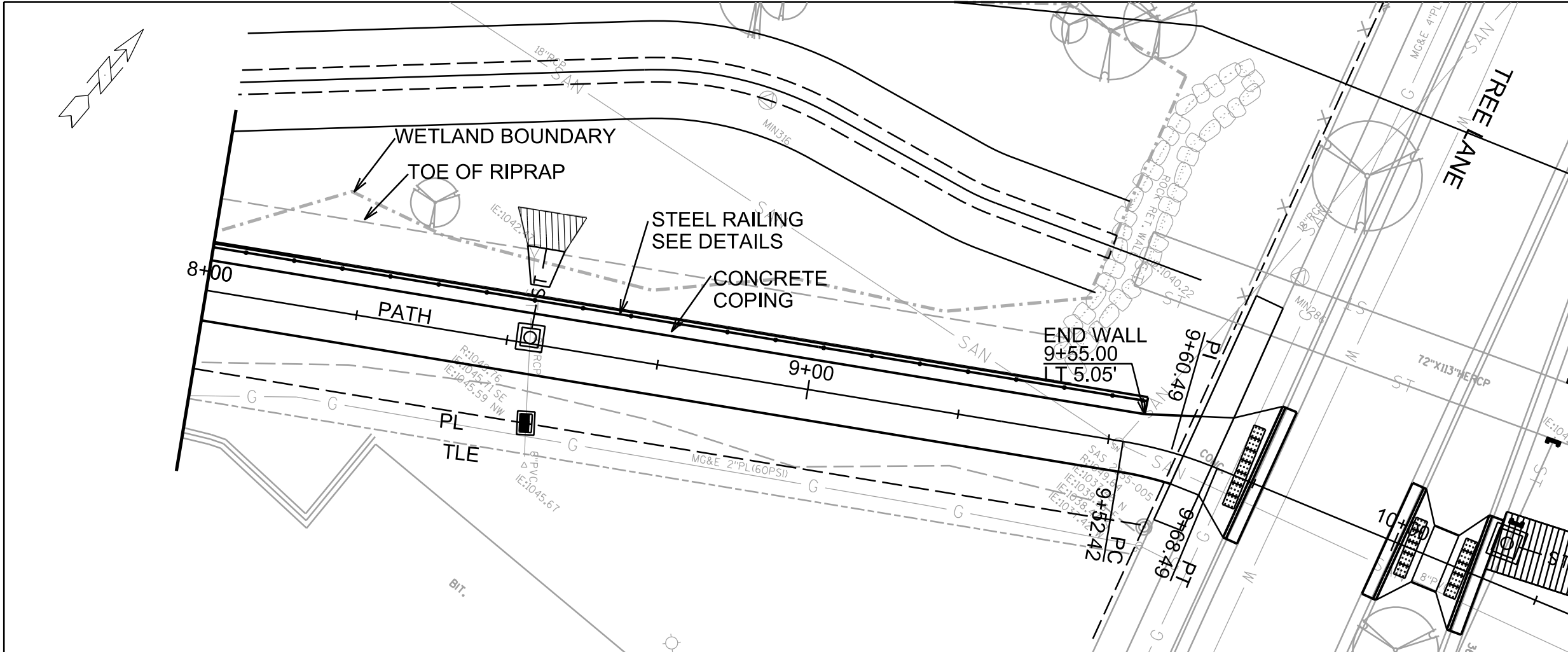


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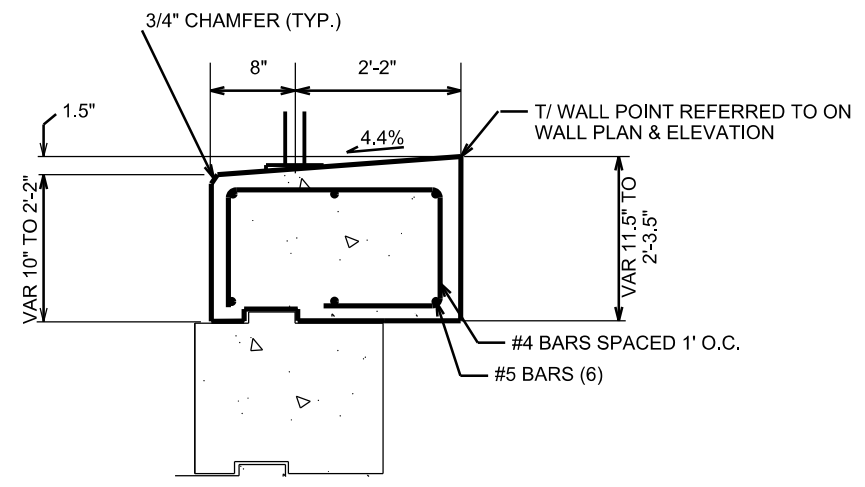
NOTE: SEE SHEET D5 FOR TYPICAL WALL SECTION AND DETAILS

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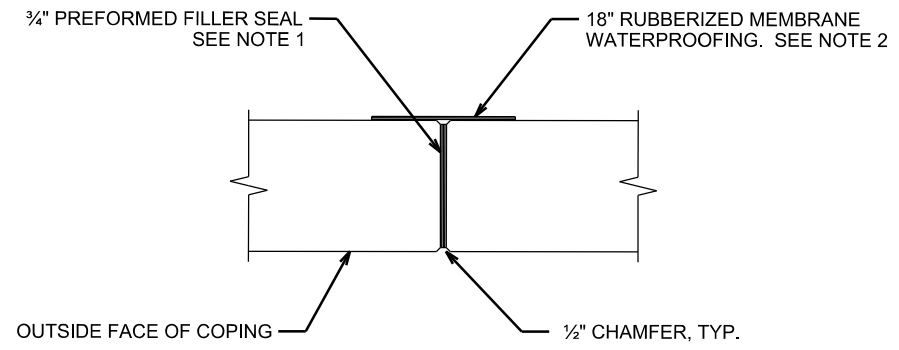
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REV. DATE: _____

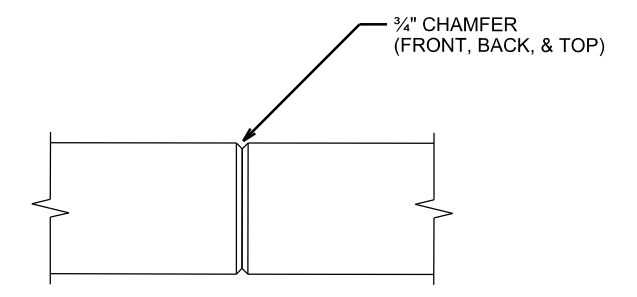
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



COPING DETAIL
NOT TO SCALE



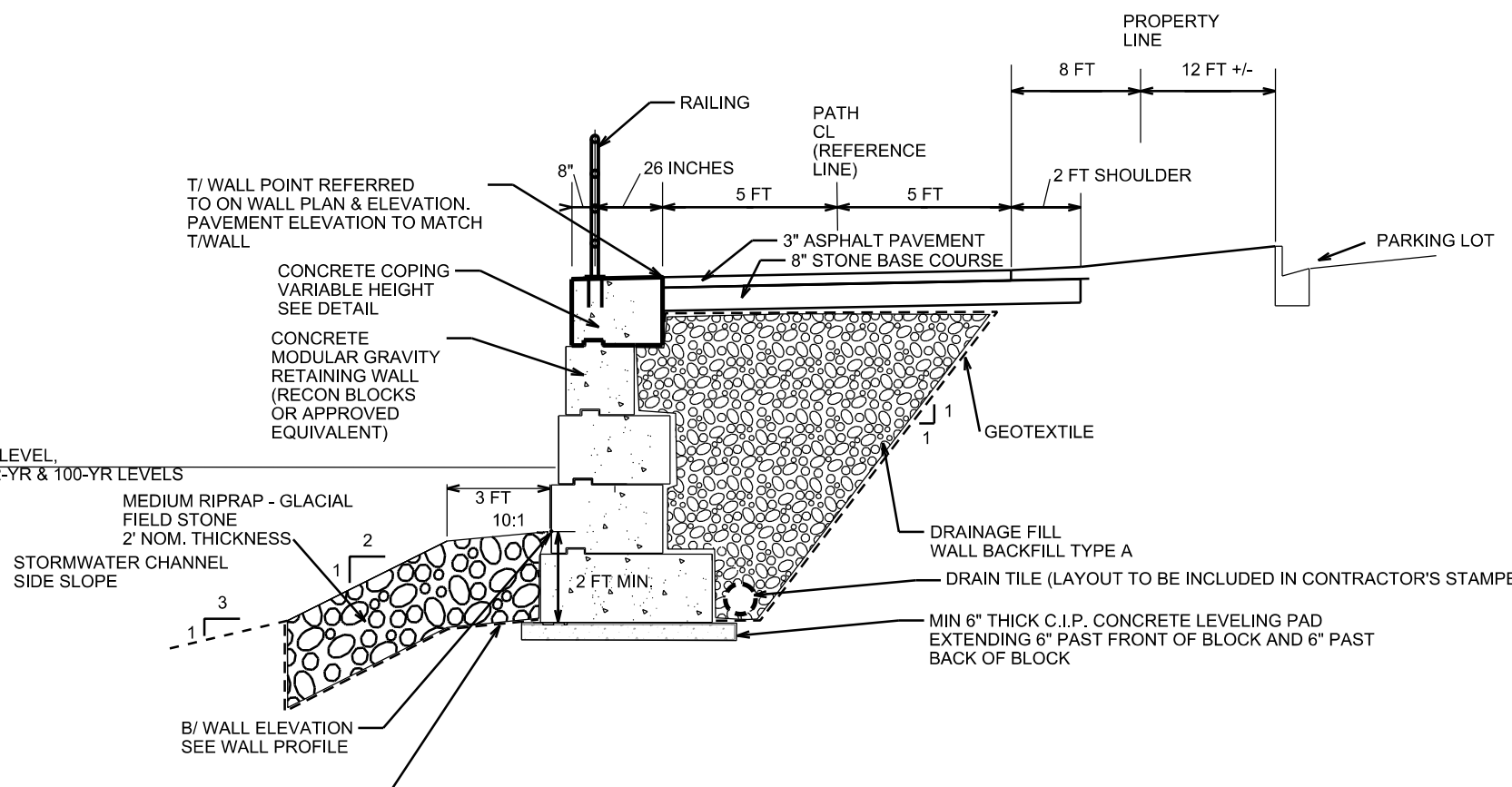
COPING EXPANSION JOINT



COPING CONTRACTION JOINT

NOTES FOR CONCRETE COPING:

1. SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONC.)
2. MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO BOTTOM OF COPING
3. PLACE EXPANSION JOINTS AT ALL WALL RADIUS PC/PT POINTS AND BEND POINTS, AND AT 30' MAX. SPACING ON TANGENTS.
4. PLACE CONTRACTION JOINTS AT MAX. 10' SPACING BETWEEN EXPANSION JOINTS. DO NOT RUN BAR STEEL THRU JOINT.
5. MAINTAIN 2" MIN. COVER ON ALL REBAR.



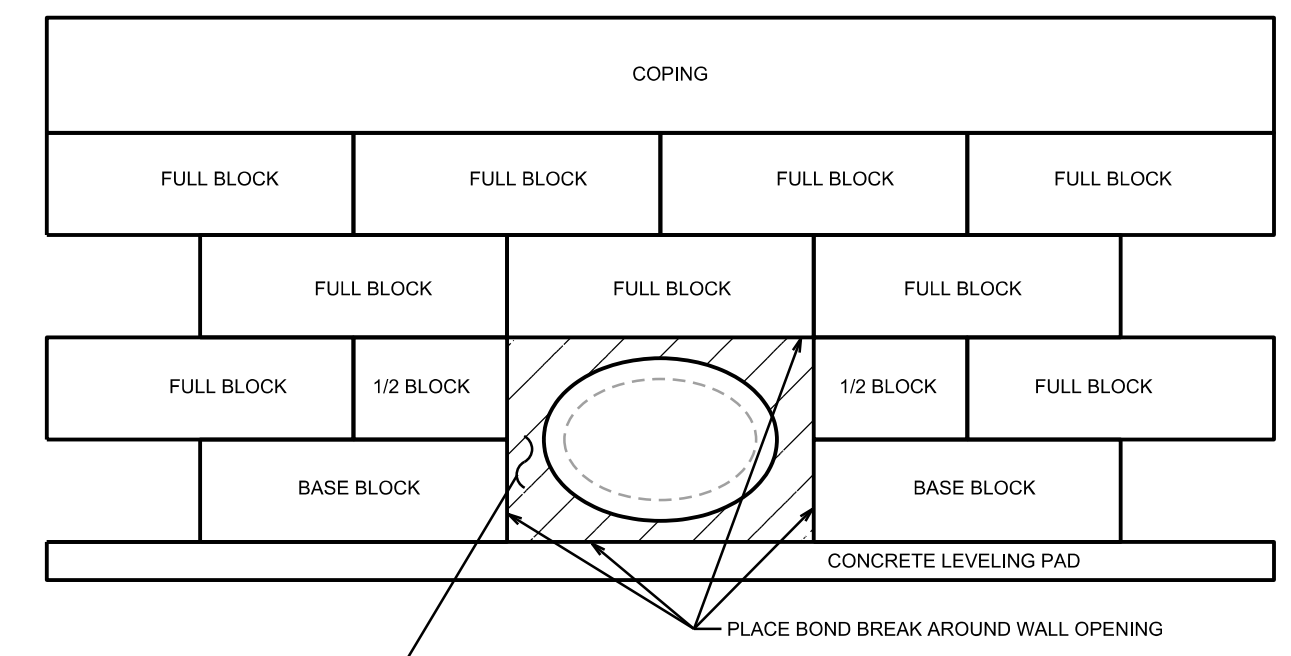
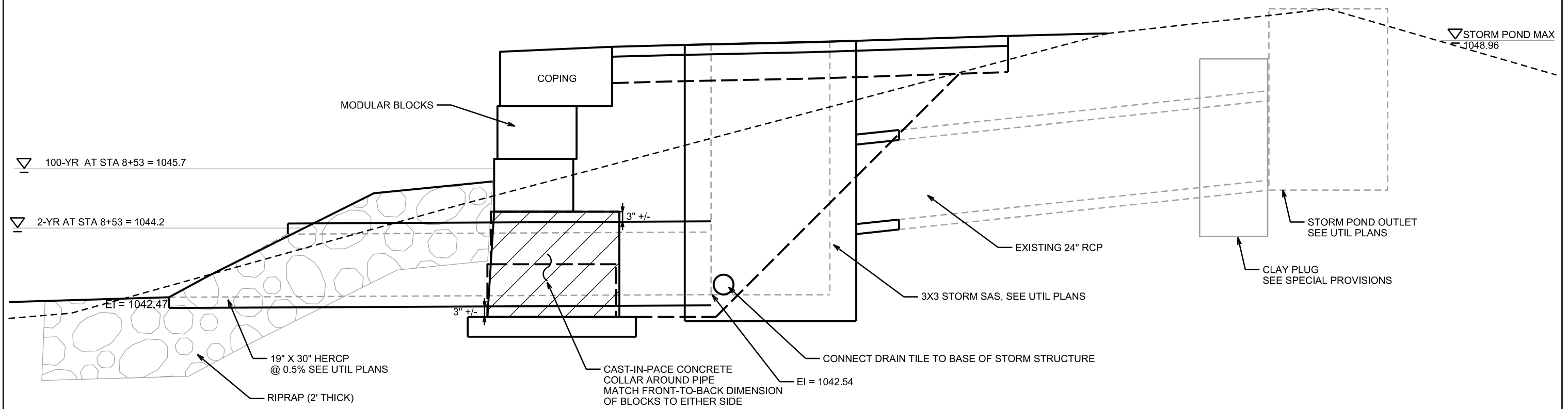
TYPICAL WALL SECTION
NOT TO SCALE

PLOT SCALE: _____

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REV. DATE: _____

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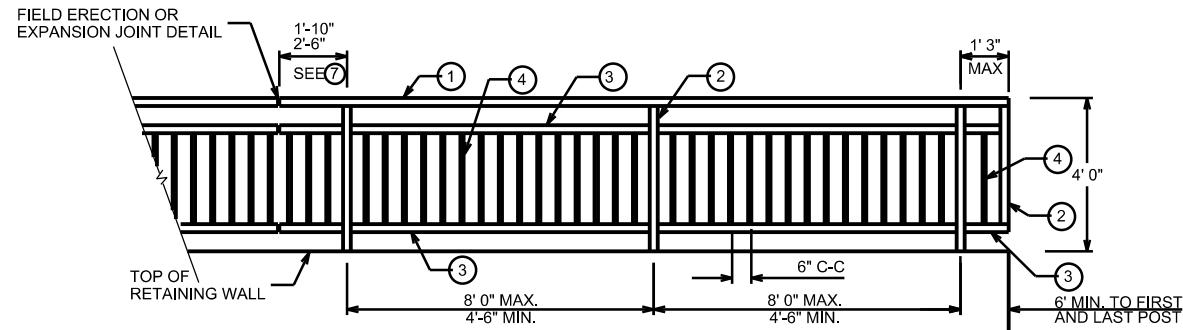
NOTE: CONTRACTOR SHALL SUPPLY SHOP DRAWING OF PIPE PENETRATION TO BE INCLUDED WITH RETAINING WALL DESIGN SUBMITTAL.

PIPE PENETRATION DETAIL
NOT TO SCALE

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

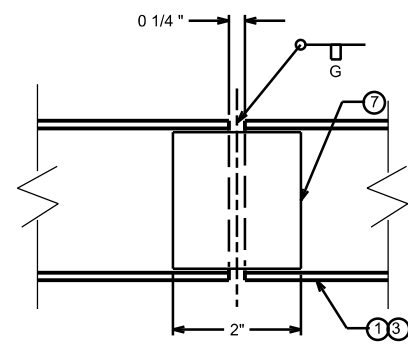
RAILING DETAILS

PATH CITY OF MADISON



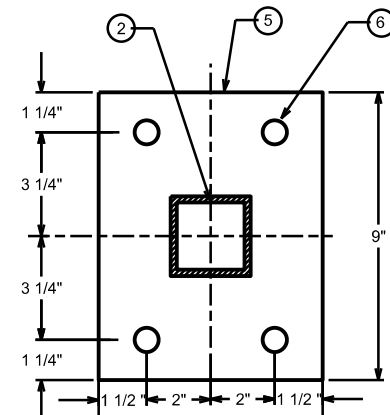
RAILING FOR RETAINING WALL - ELEVATION

SEE RETAINING WALL DETAIL FOR LOCATION

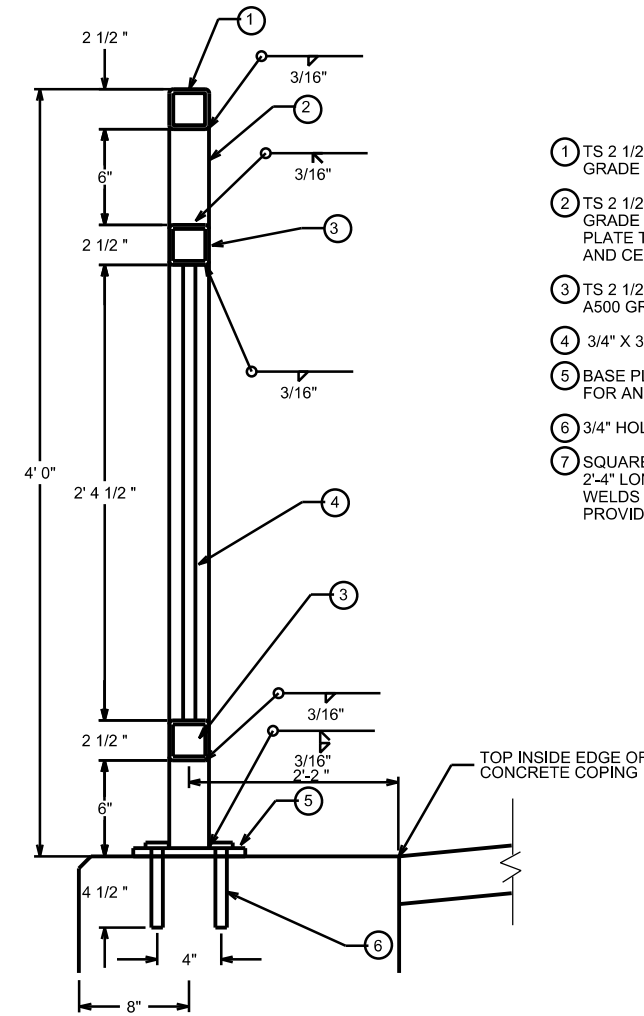


SHOP RAIL SPLICE DETAIL

(SHOW LOCATION ON SHOP DRAWINGS)



RAILING BASE PLATE

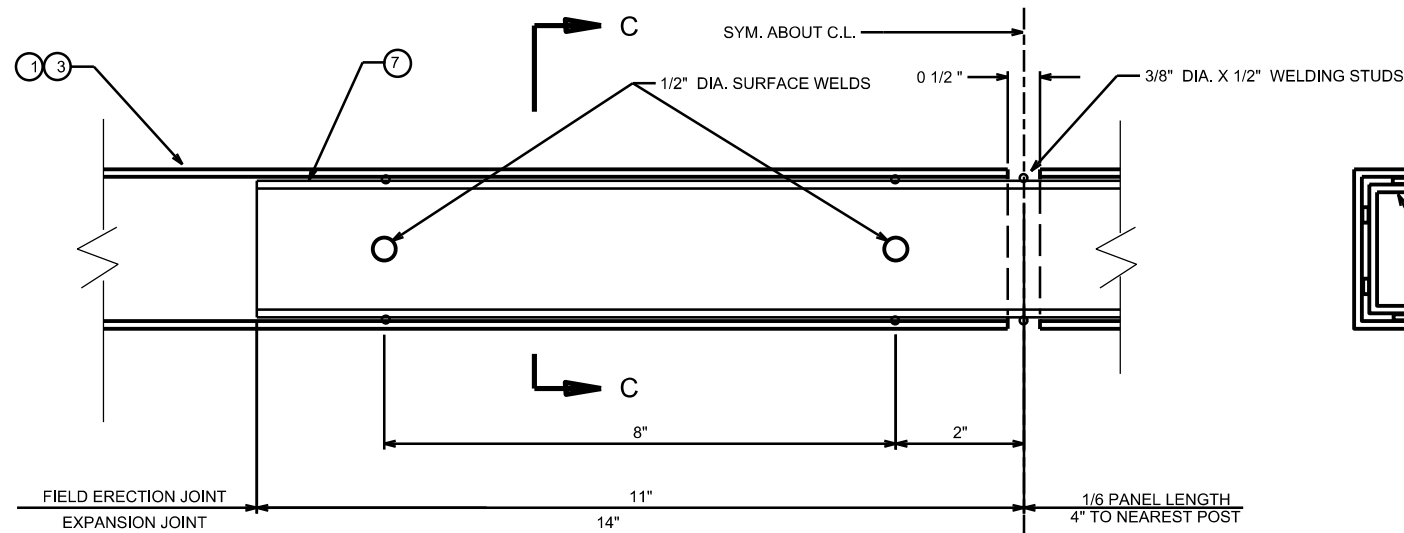


SECTION THRU RAILING

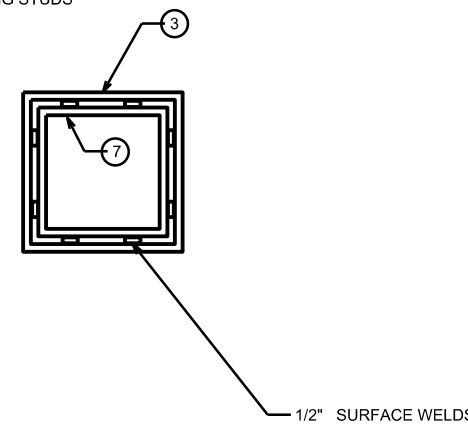
- LEGEND**
- ① TS 2 1/2" X 2 1/2" X 0.188" STRUCTURAL TUBING CONFORMING TO ASTM DESIGNATION A501 OR A500 GRADE B.
 - ② TS 2 1/2" X 2 1/2" X 0.188" STRUCTURAL TUBING CONFORMING TO ASTM DESIGNATION A501 OR A500 GRADE B. CUT BOTTOM OF POST TO MATCH SLOPE OF TOP OF WALL. HOLD 1/16" ABOVE BASE PLATE TO ALLOW POST AND BASE PLATE TO BE WELDED TOGETHER. PLACE POST VERTICAL AND CENTERED ON THE BASE PLATE.
 - ③ TS 2 1/2" X 2 1/2" X 0.188" STRUCTURAL TUBING CONFORMING TO ASTM DESIGNATION A501 OR A500 GRADE B.
 - ④ 3/4" X 3/4" STEEL BAR STOCK
 - ⑤ BASE PLATE 1/2" X 9" X 7" CONFORMING TO ASTM DESIGNATION A709 GRADE 36 WITH 3/4" HOLES FOR ANCHOR BOLTS. WELD TO VERTICAL POSTS AS SHOWN.
 - ⑥ 3/4" HOLE FOR CONCRETE MASONRY ANCHORS, TYPE S, 5/8". PULLOUT STRENGTH SHALL BE 3.6 KIPS.
 - ⑦ SQUARE SLEEVE FABRICATED FROM 1/2" COLD DRAWN STEEL ALLOY CONFORMING TO ASTM A331 2-4" LONG AT EXPANSION JOINTS AND 1'-10" LONG AT FIELD JOINTS. PROVIDE 1/2" DIA. SURFACE WELDS ON ALL SIDES AS SHOWN. GRIND WELDS TO FIT FREE INTO I.D. OF NO. 3. PROVIDE 3/8" DIA. X 1/2" WELDING STUDS ON TOP AND BOTTOM SURFACES AT CENTERLINE.

GENERAL NOTES

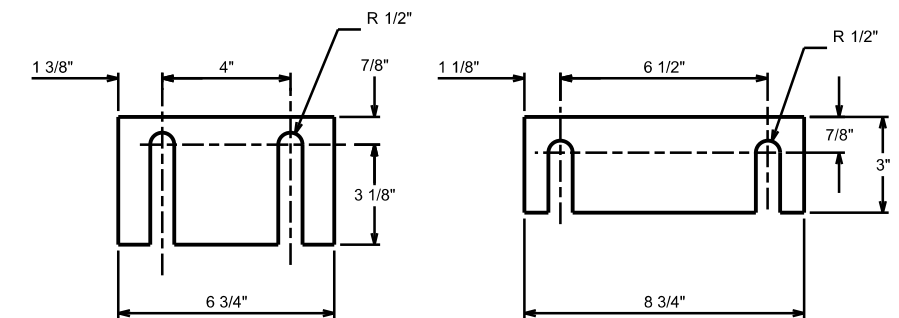
- BID ITEM SHALL BE "STEEL RAILING TYPE 1" WHICH INCLUDES ALL ITEMS SHOWN INCLUDING GALVANIZED COATING
- RAILING SHALL BE FABRICATED IN 2 OR 3 PANEL LENGTHS.
- POST BASE PLATES NO. 5 SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP, AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
- BASE PLATES AND SHIMS TO BE ASTM A709, GRADE 36, ALL GALVANIZED AFTER FABRICATION.
- SHIMS SHALL BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT.
- CAULK AROUND PERIMETER OF BASE PLATES WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER.
- ALL MATERIALS EXCEPT ANCHOR BOLTS NO. 6 SHALL BE GALVANIZED AFTER FABRICATION.
- RAILING IS TO BE GALVANIZED AND PAINTED. PRIOR TO GALVANIZING, ALL STEEL RAILING POSTS, STEEL TUBING AND STEEL PIPE SHALL BE GIVEN A NO. 6 BLAST CLEANING PER S.S.P.C. SPECIFICATIONS. PAINT OVER GALVANIZING WITH APPROVED TIE COAT AND TOP COAT.
- VERTICAL MEMBERS (POSTS AND PICKETS) SHALL BE PLUMB. HORIZONTAL MEMBERS SHALL BE PARALLEL TO TOP OF WALL.
- ANCHOR BOLTS, NUTS AND WASHERS SHALL BE EITHER STAINLESS STEEL OR ASTM 307. IF ASTM 307, BOLTS NUTS AND WASHERS SHALL BE GALVANIZED.
- VENT HOLES SHALL BE DRILLED IN MEMBERS AS REQUIRED TO FACILITATE GALVANIZING.
- DEFLECTIONS AT CURVES SHALL BE AT POST LOCATIONS ONLY. NO DEFLECTIONS PERMITTED AT ERECTION OR EXPANSION JOINTS.
- SUBMIT SHOP DRAWINGS FOR ENGINEER'S REVIEW AND APPROVAL PRIOR TO FABRICATION.



FIELD ERECTION / EXPANSION JOINT DETAIL



SECTION C-C



SHIM PLATE DETAILS

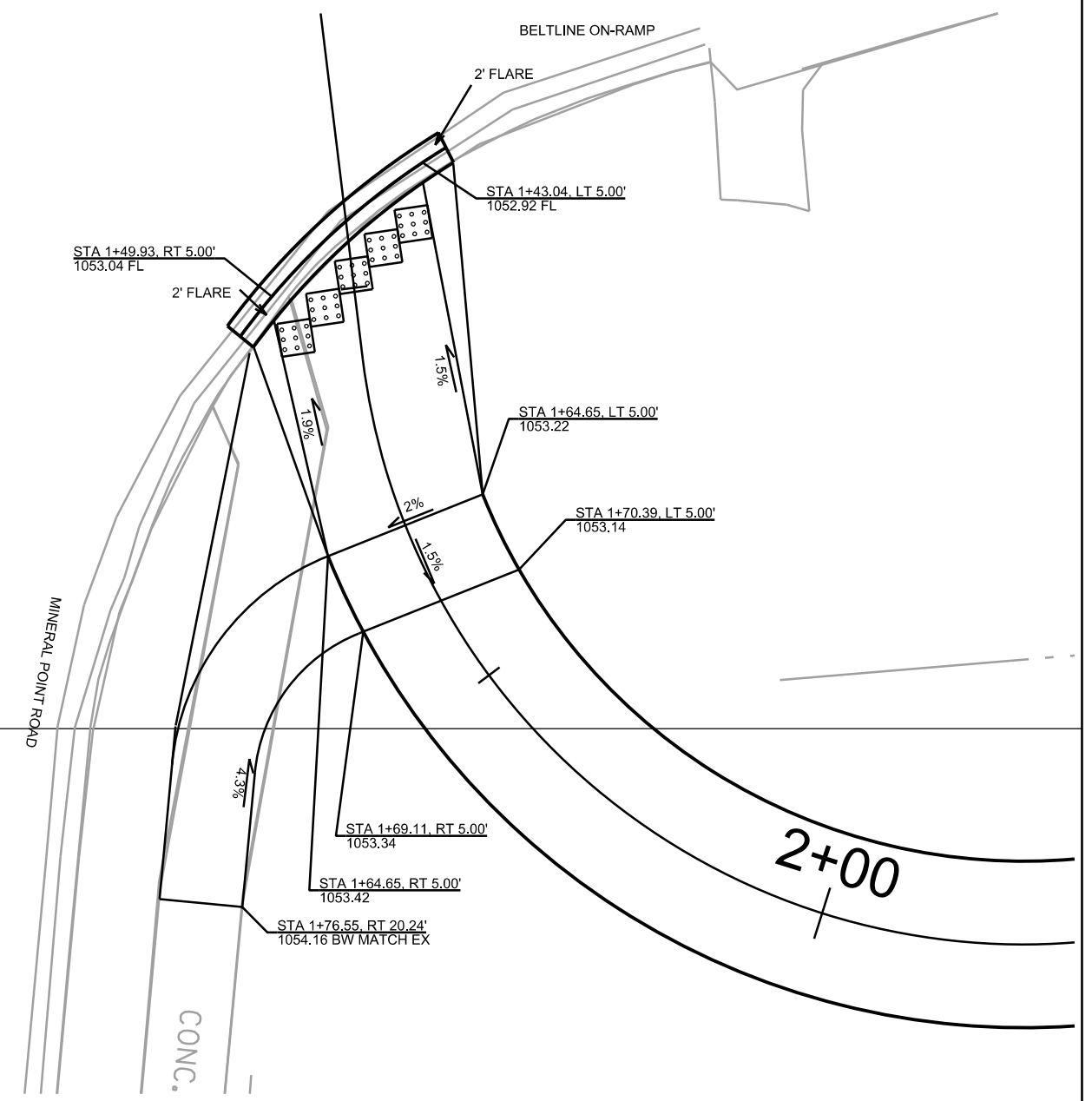
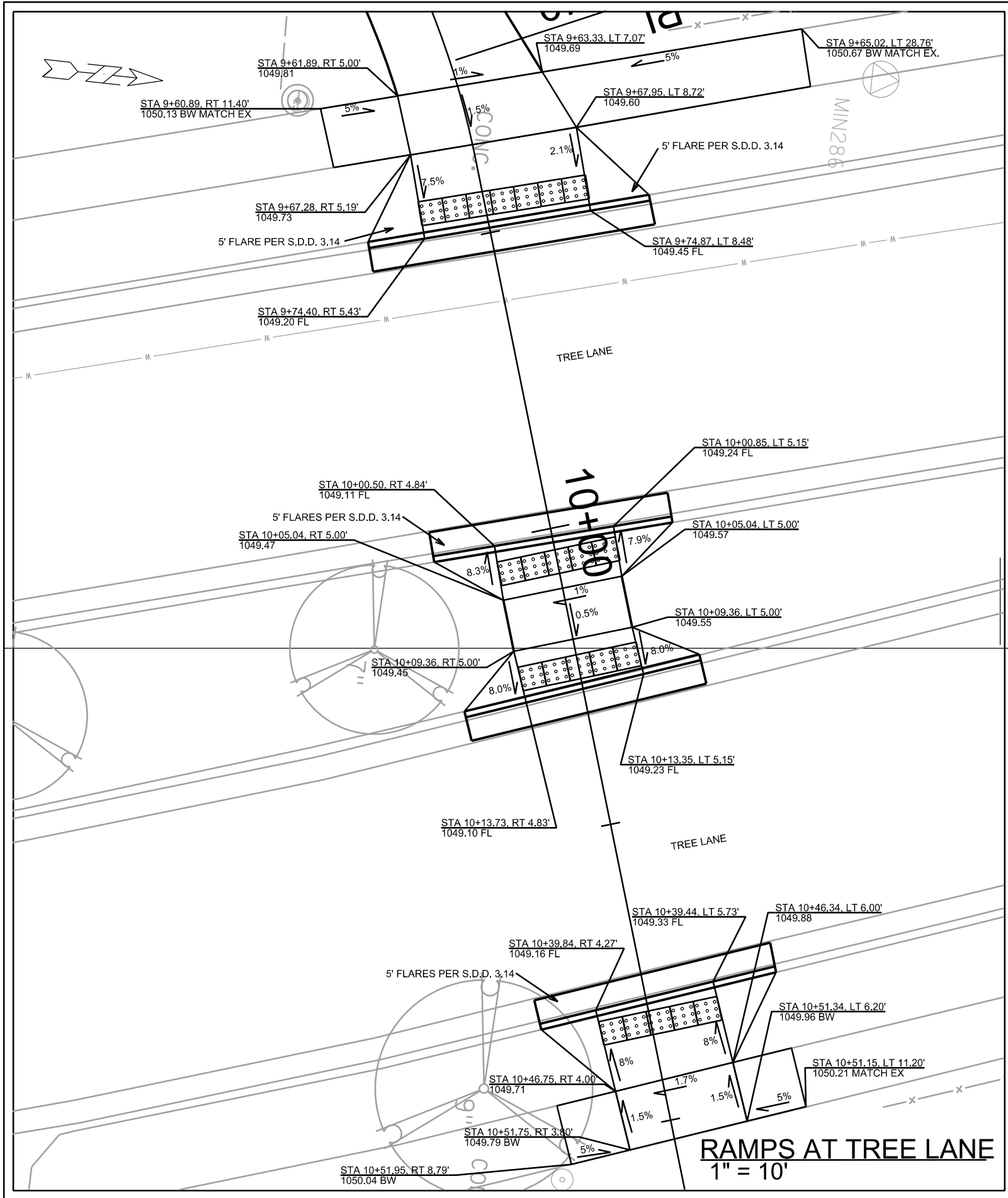
1/16" THICK MATERIAL
TWO EACH REQUIRED PER POST

PLOT SCALE: _____

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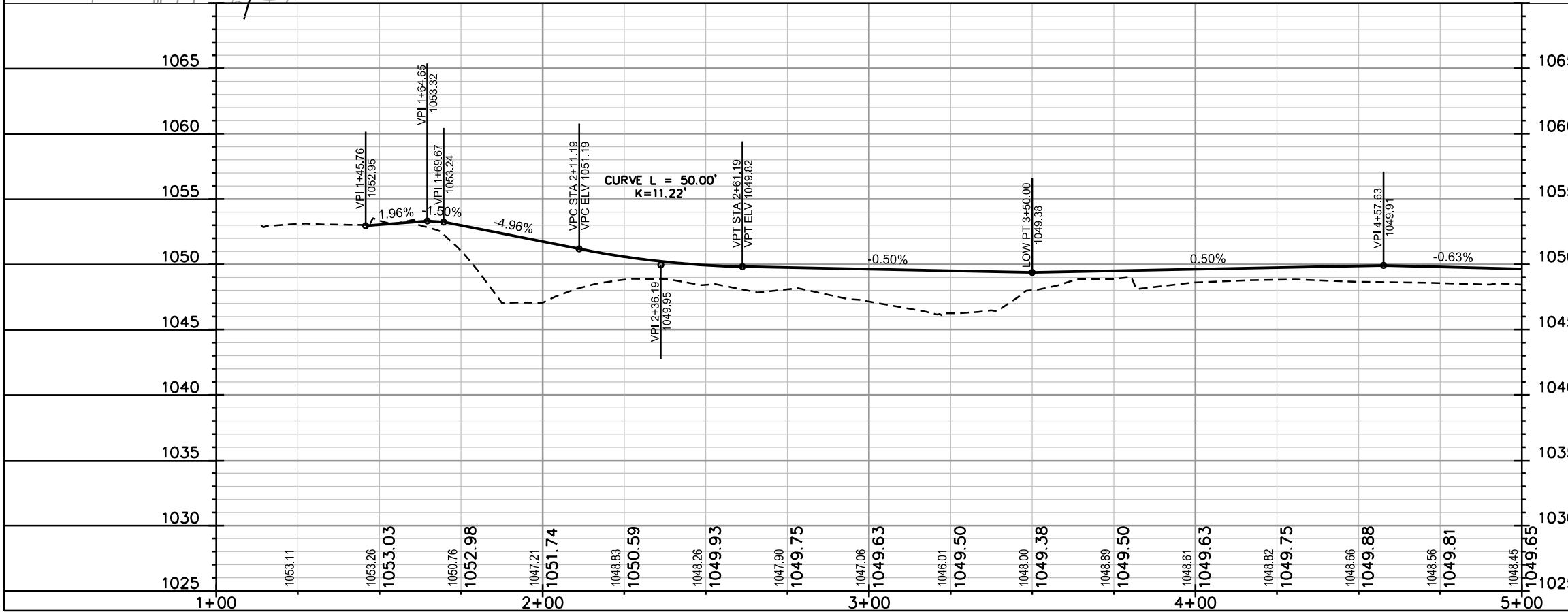
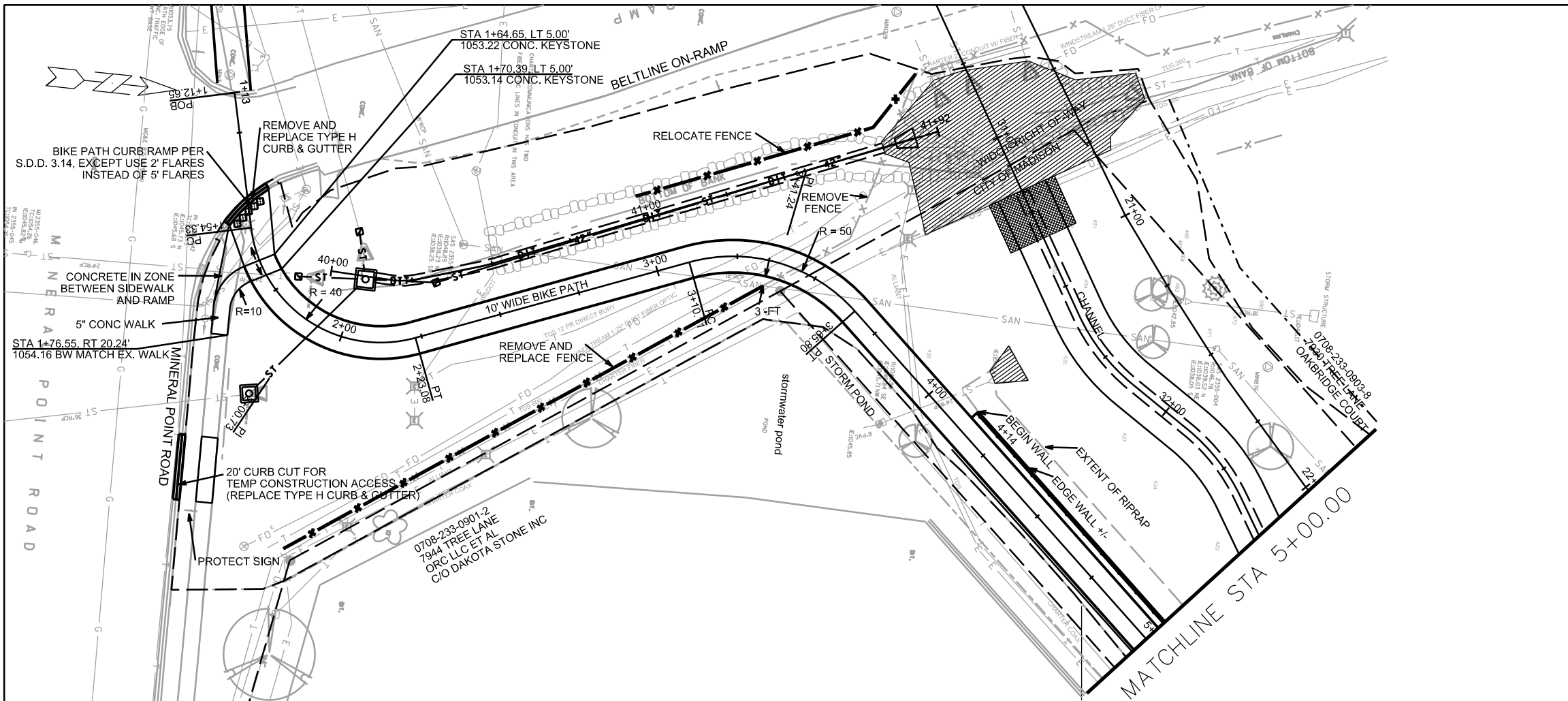


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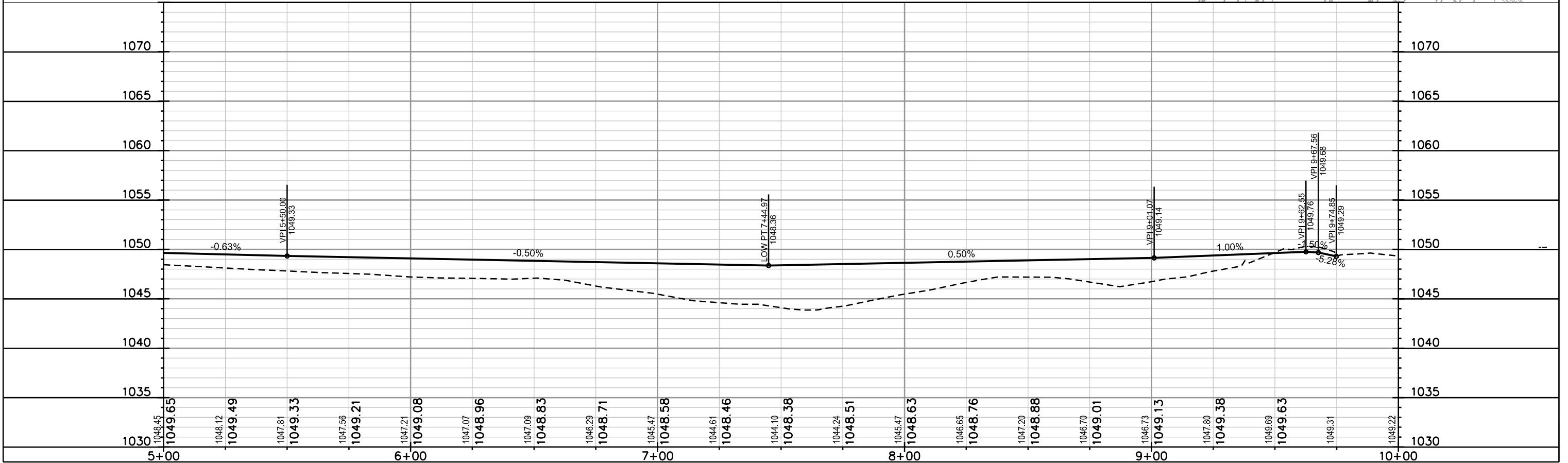
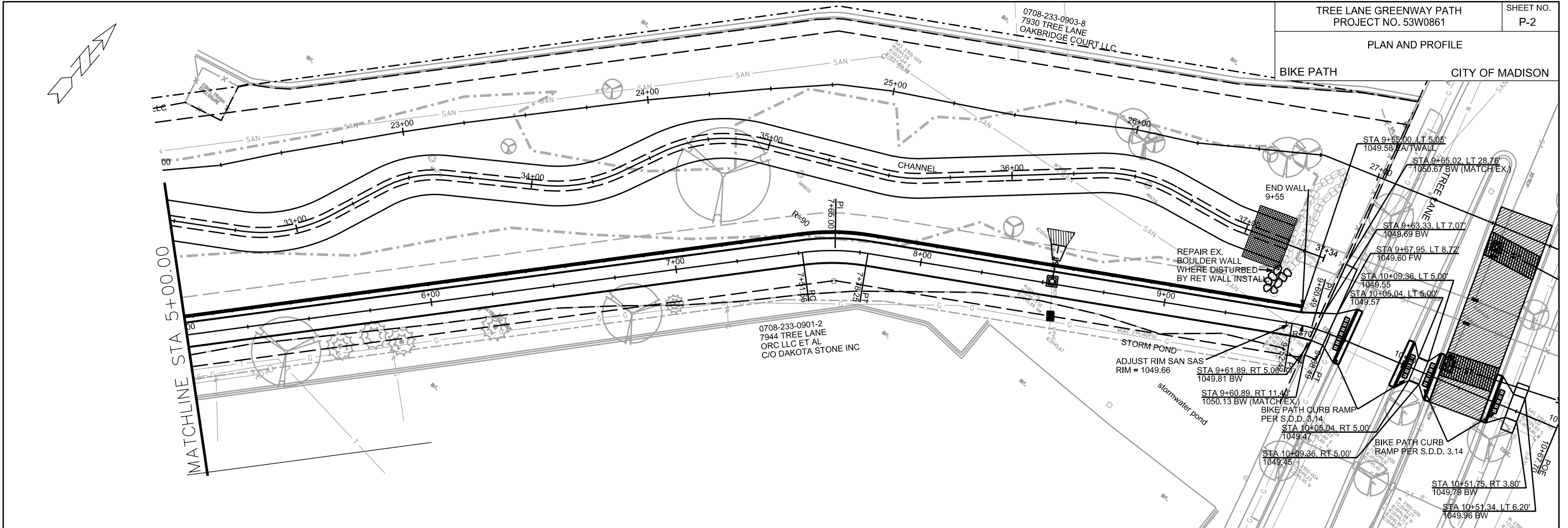
PLOT NAME: _____

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PLAN AND PROFILE

BIKE PATH CITY OF MADISON



PLOT SCALE: _____

PLOT NAME: _____

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NOTE: UTILITIES HAVE BEEN RELOCATED AS NECESSARY.
UTILITY LINE OPENINGS ARE STILL REQUIRED FOR
FINAL VERIFICATION.

APPROXIMATE TEMPORARY
LIMITED EASEMENT (TLE)

PROPERTY LINE

DISTURBANCE LIMITS

HEAVY RIPRAP -
GLACIAL FIELD STONE

FORD

LOW-FLOW CHANNEL
TOP OF BANK

LOW-FLOW CHANNEL
BOTTOM OF BANK

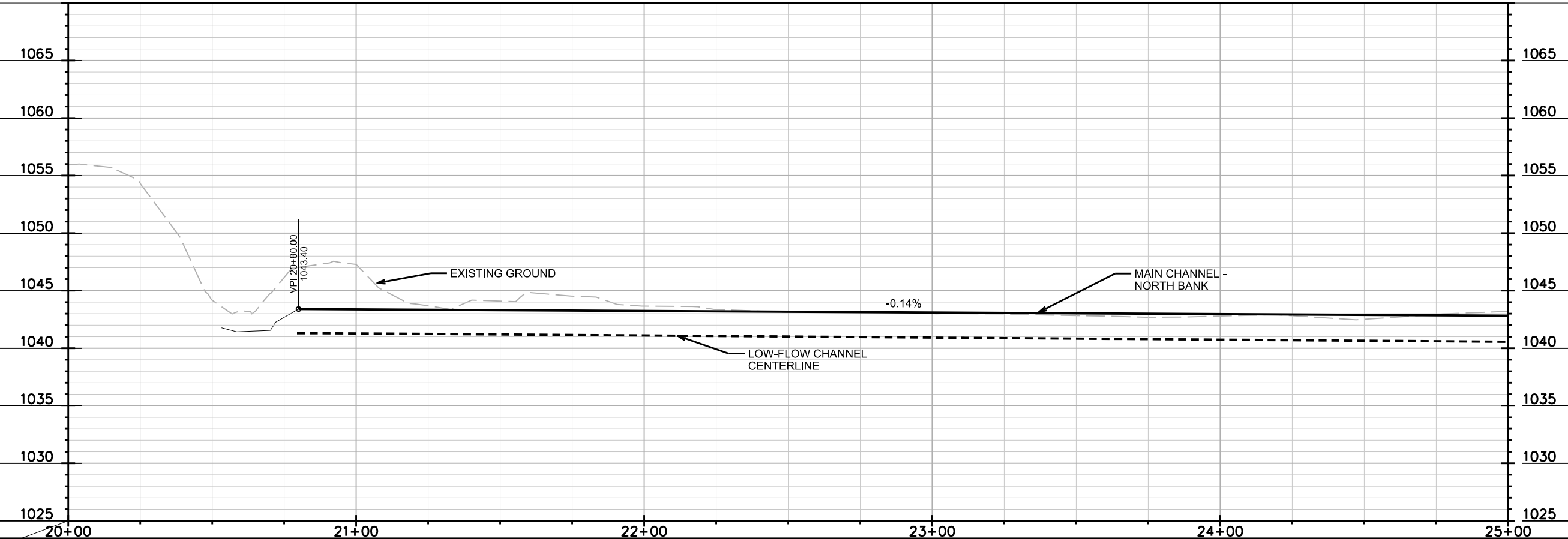
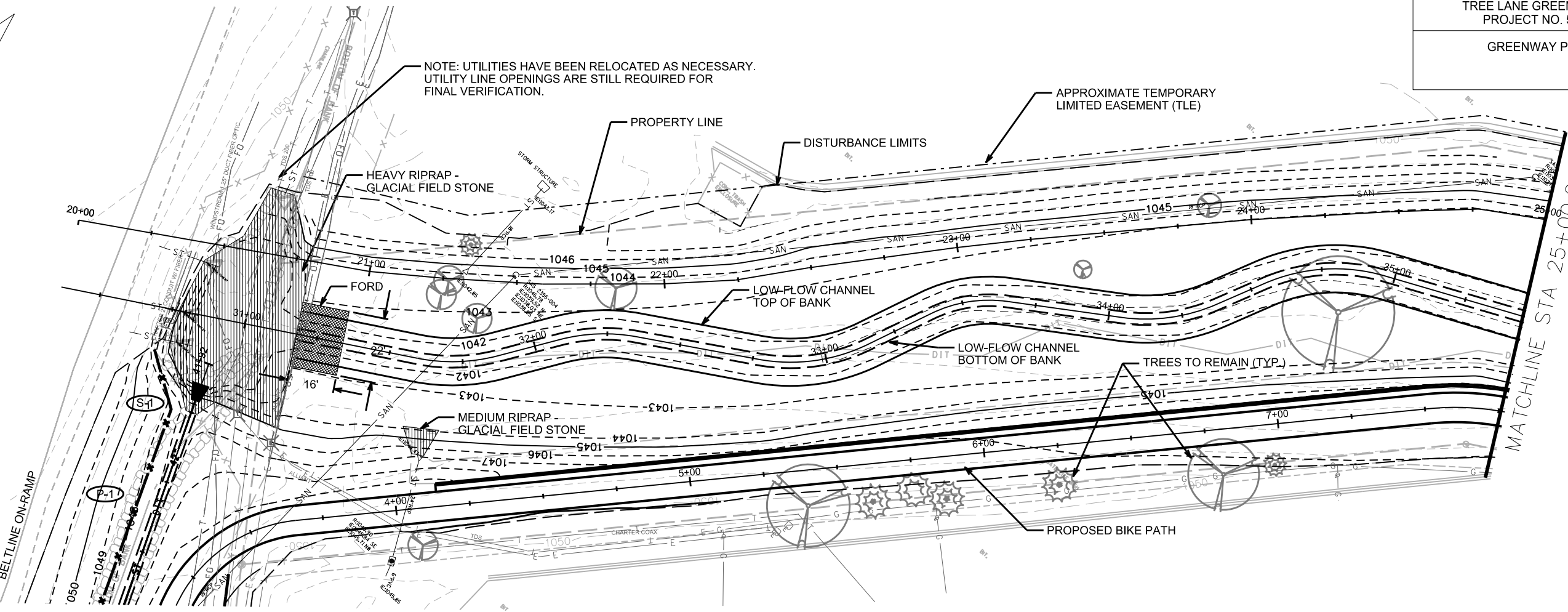
TREES TO REMAIN (TYP.)

MEDIUM RIPRAP -
GLACIAL FIELD STONE

PROPOSED BIKE PATH

BELTLINE ON-RAMP

MATCHLINE STA 25+00.00

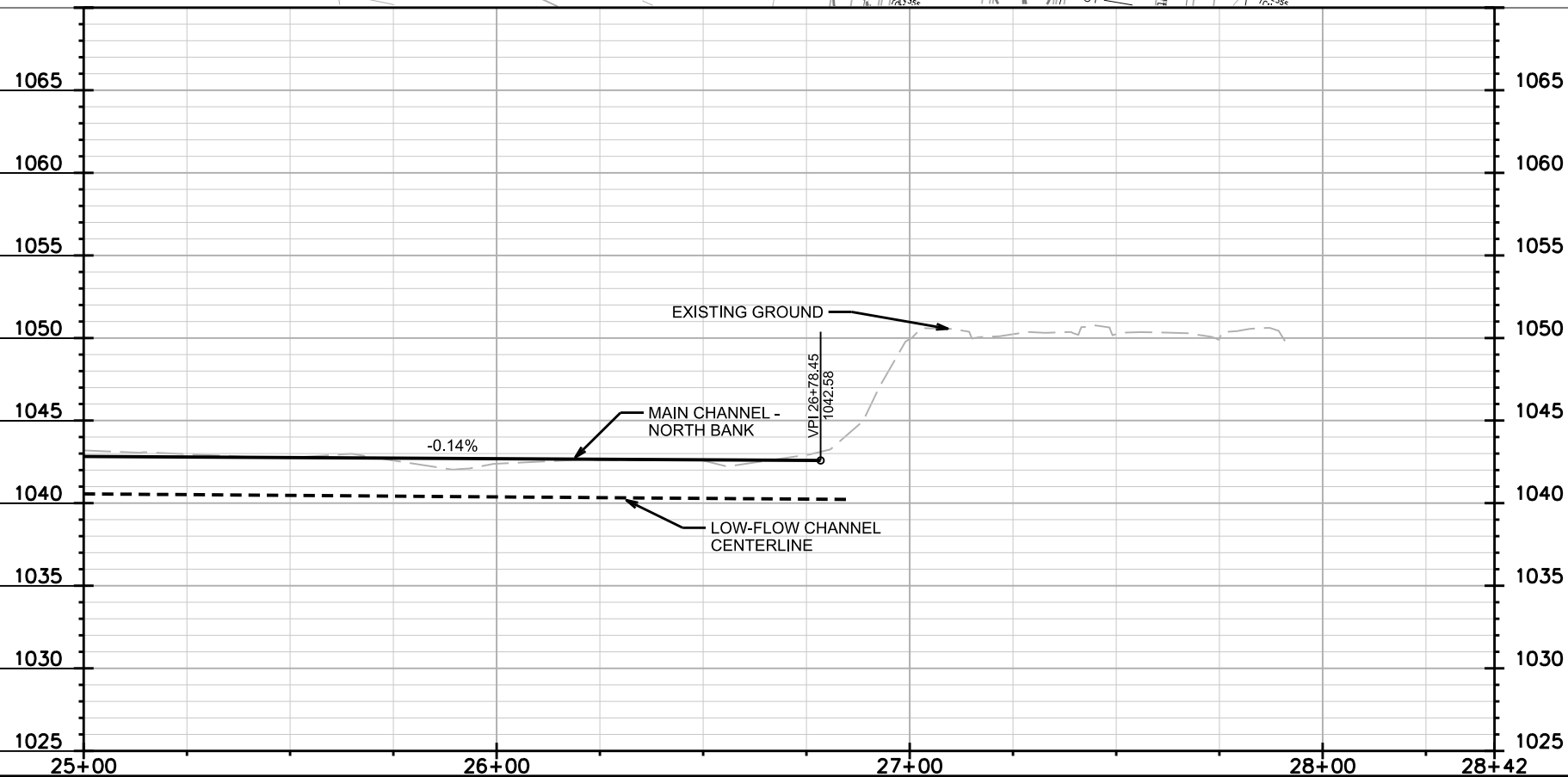
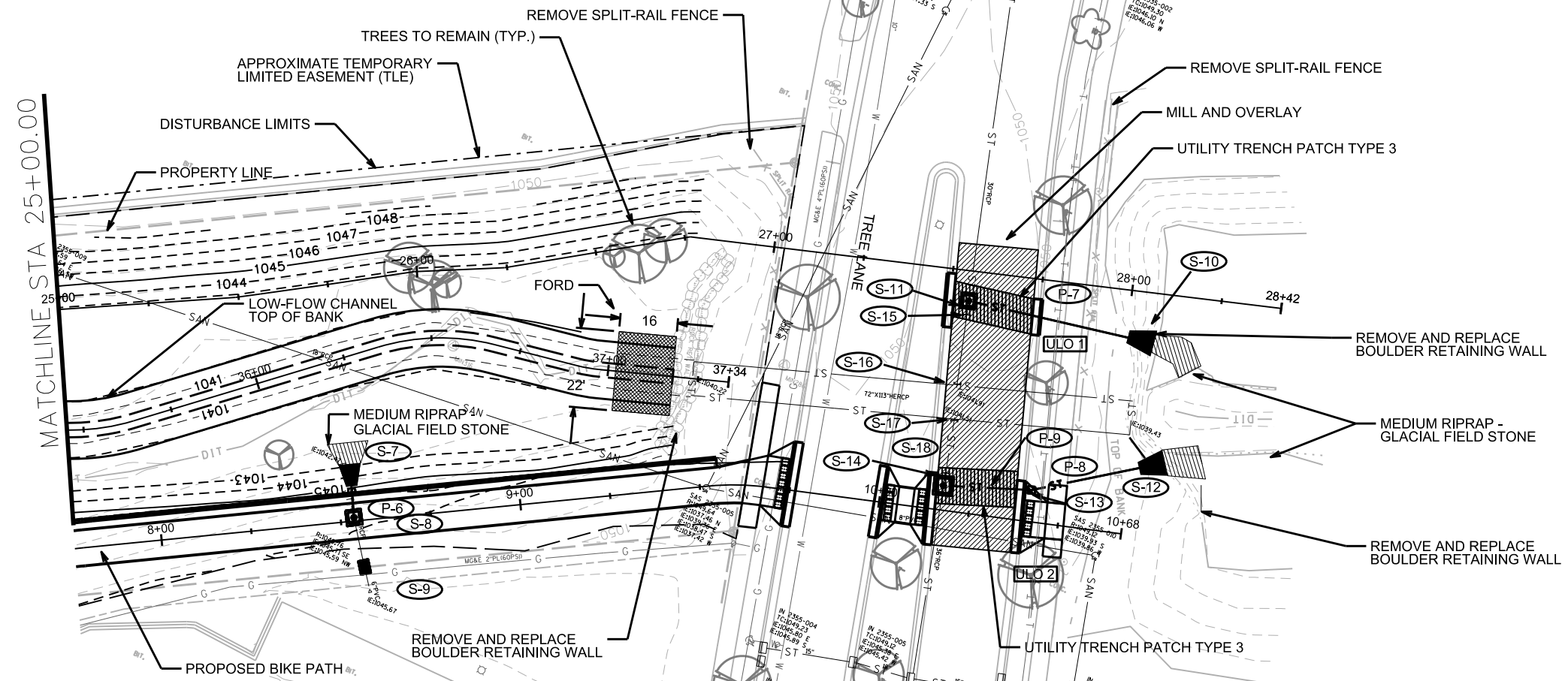


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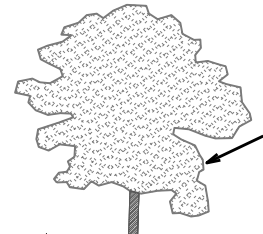
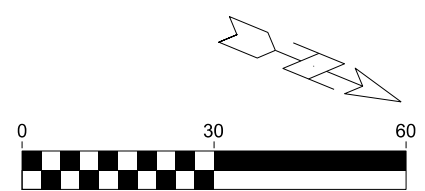
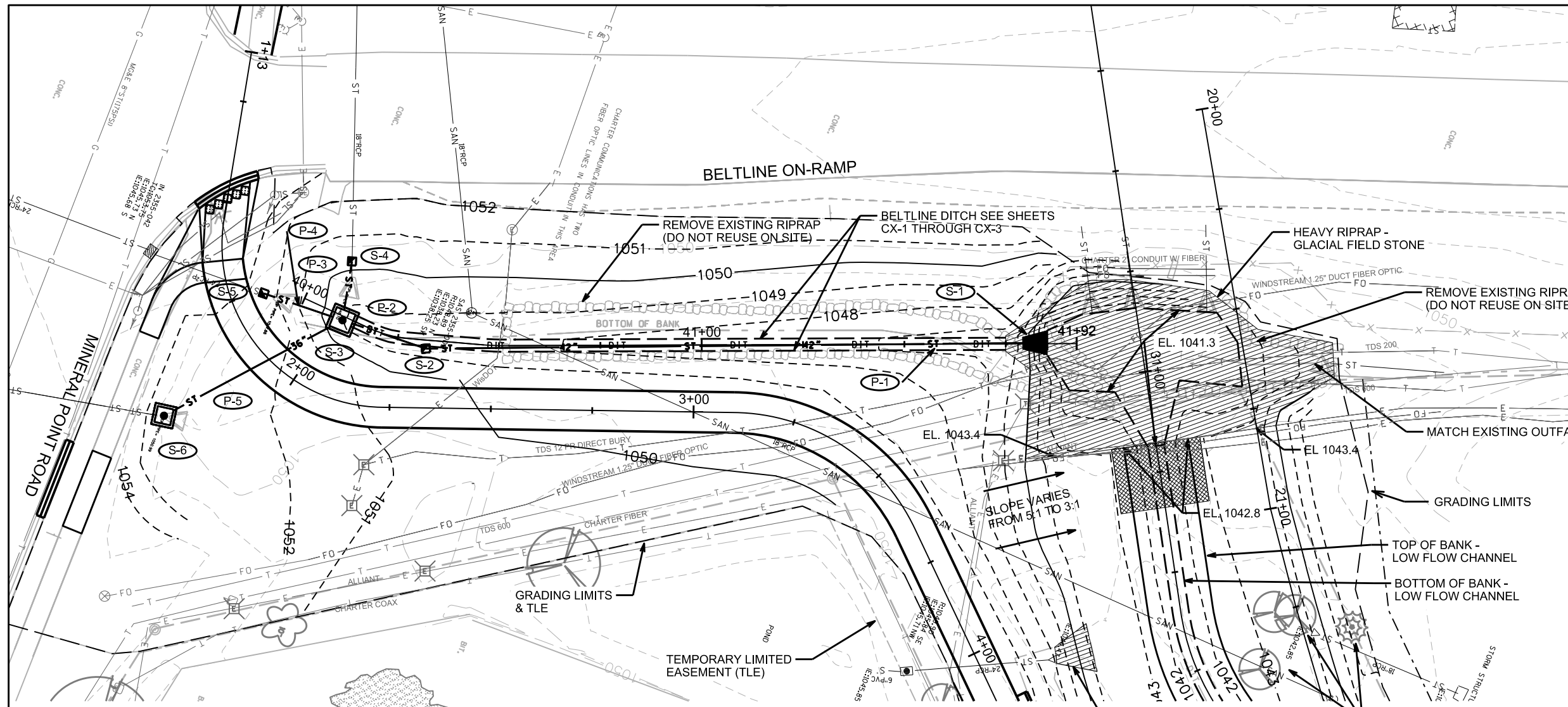


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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



NEW TREES

EROSION MATTING - CLASS II, TYPE C
SEED PER SHEET EC-1

APPROXIMATE PROPERTY LINE
(IN SOME LOCATIONS GRADING WILL
OCCUR UP TO THE PROPERTY LINE)

TYPICAL SECTION - CHANNEL

BIKE PATH AND RETAINING WALL -
SEE SHEETS D-1 TO D-6

EXISTING GROUND

ERCM CLASS I,
URBAN TYPE B

ERCM CLASS II,
TYPE C

TOPSOIL,
SEED LOW-FLOW CHANNEL
WITH WISDOT 30 SEED MIX,
SEED FLOODPLAIN WITH
INFILTRATION SEED MIX

EROSION MATTING - CLASS II, TYPE C
SEED PER SHEET EC-1

GEOTEXTILE FILTER FABRIC
TYPE SAS NON-WOVEN

#2 WASHED STONE

EXISTING GROUND

TYPICAL SECTION - FORD CROSSING

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

FILE NAME:

DATE:

PLOT SCALE:

STORM SEWER SCHEDULE

ALIGNMENT CODES:
 'P' = PATH ALIGNMENT
 'MC' = MAIN CHANNEL ALIGNMENT

TREE LANE GREENWAY PATH
 PROJECT NO. 53W0861
 SHEET NO. U-4
 STORM SEWER SCHEDULE
 CITY OF MADISON

STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-1	3'C+52.33	LT-52.86	42" RCP AE	--	1041.30	--	(1)
S-2	2'C+33.74	LT-14.64	FIELD BEND	--	1043.19	--	
S-3	2'C+03.42	LT-18.84	5'X5' STORM STRUCTURE	1048.80	1043.43	5.37	FP; W/ R-1916-A-0054
S-4	1'C+79.58	LT-31.12	CONCRETE COLLAR	--	1046.38	--	(2)
S-5	1'C+76.09	LT-8.02	CONCRETE COLLAR	--	1045.45	--	(2)
S-6	1'C+87.21	RT-28.69	4'X4' STORM STRUCTURE	1052.80	1044.94	7.86	FP; W/ R-1689-0054
S-7	8'C+53.95	LT-15.82	19"X30" APRON ENDWALL	--	1042.47	--	(1)
S-8	8'C+53.69	LT-1.00	3'X3' STORM STRUCTURE	1048.88	1042.54	6.34	FP; W/ R-1550-0054
S-9	8'C+55.21	RT-12.97	H INLET	1048.50	1045.59	2.91	FP, R-1878-B7G, (5)
S-10	28'MC+07.64	RT-13.93	30" APRON ENDWALL	--	1041.00	--	(1)
S-11	27'MC+55.28	RT-8.33	3'X3' STORM STRUCTURE	1050.23	1042.14	8.09	FP; W/ R-1550-0054
S-12	28'MC+25.94	RT-55.32	36" APRON ENDWALL	--	1041.00	--	(1)
S-13	27'MC+78.93	RT-58.42	FIELD BEND	--	1041.39	--	
S-14	27'MC+54.52	RT-60.07	4'X4' STORM STRUCTURE	1049.42	1041.61	7.81	FP; W/ R-1550-0054
S-15	27'MC+55.18	RT-12.20	30" PIPE PLUG	--	--	--	(4)
S-16	27'MC+54.99	RT-31.88	30" PIPE PLUG	--	--	--	(4)
S-17	27'MC+55.47	RT-41.21	36" PIPE PLUG	--	--	--	(4)
S-18	27'MC+54.73	RT-56.74	36" PIPE PLUG	--	--	--	(4)

STORM STRUCTURE REMOVALS

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
EX. INLET	--	8'C+55.21	RT-12.97	H INLET	PRVT. STORM STRUCTURE

STORM PIPE REMOVALS

PIPE REMOVAL NO.	REMOVE FROM	REMOVE TO	LENGTH (FT)	PAID (Y/N)	SIZE	TYPE	NOTES
RP-1	S-4	EX. ENDWALL	9	N	18"	RCP	(6)
RP-2	S-5	EX. ENDWALL	10	N	24"	RCP	(6)
RP-3	S-6	EX. ENDWALL	9	N	36"	RCP	(6)
RP-4	S-8	S-7	17	N	24"	RCP	(6)

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	PLAN LGTH (FT)	PIPE LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-1	S-1	S-2	153.3	153.3	1041.30	1043.19	1.23%	42"	RCP	
P-2	S-2	S-3	21.7	19.2	1043.19	1043.43	1.25%	42"	RCP	
P-3	S-3	S-4	14.7	12.1	1046.23	1046.38	1.24%	18"	RCP	
P-4	S-3	S-5	20.5	18.0	1045.27	1045.45	1.00%	24"	RCP	
P-5	S-3	S-6	49.9	44.1	1044.50	1044.94	1.00%	36"	RCP	
P-6	S-7	S-8	14.8	13.3	1042.47	1042.54	0.53%	19" X 30"	HERCP	
P-7	S-10	S-11	52.7	51.1	1041.00	1042.14	2.23%	30"	RCP	
P-8	S-12	S-13	37.7	37.7	1041.00	1041.39	1.03%	36"	RCP	
P-9	S-13	S-14	24.5	22.5	1041.39	1041.64	1.11%	36"	RCP	

ULO SCHEDULE

ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
ULO-1	27'MC+80.45	RT-11.09	TELE	-
ULO-2	27'MC+81.28	RT-40.61	TELE	-

NOTE: ADDITIONAL ULOS MAY BE REQUIRED AT THE UPSTREAM SECTION. FUTURE UTILITY RELOCATIONS WILL DETERMINE THE QUANTITY AND LOCATION OF THESE ULOS

SPECIFIC NOTES

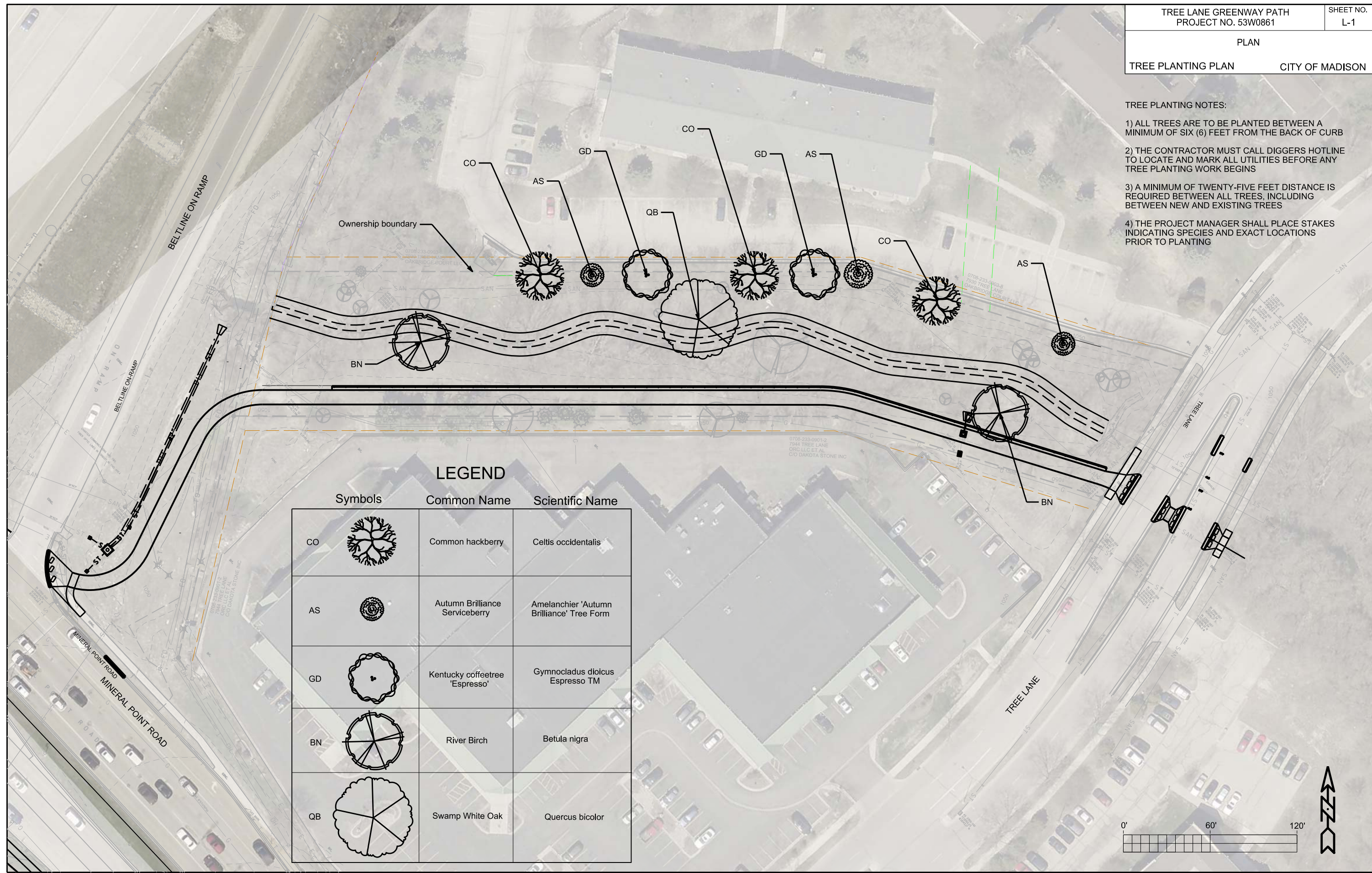
- (1) STATIONING AND ELEVATION TO DOWNSTREAM END, CENTER OF APRON
- (2) LOCATION AND ELEVATION ARE APPROXIMATE; MAY BE FIELD ALTERED AS NECESSARY
- (3) STATION AND OFFSET GIVEN TO END OF APRON
- (4) STATION AND OFFSET ARE APPROXIMATE
- (5) STRUCTURE TO INCLUDE A 6", 6", C900 PVC STUB INTO EXISTING STORM CATCHMENT (EL. 1045.67)
- (6) APRON ENDWALL TO BE REMOVED/PAID AS PIPE REMOVAL

STANDARD NOTES:



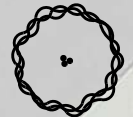

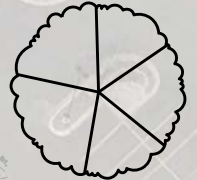
- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD Poured STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES
- APPROXIMATE 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.

TREE PLANTING NOTES:

- 1) ALL TREES ARE TO BE PLANTED BETWEEN A MINIMUM OF SIX (6) FEET FROM THE BACK OF CURB
- 2) THE CONTRACTOR MUST CALL DIGGERS HOTLINE TO LOCATE AND MARK ALL UTILITIES BEFORE ANY TREE PLANTING WORK BEGINS
- 3) A MINIMUM OF TWENTY-FIVE FEET DISTANCE IS REQUIRED BETWEEN ALL TREES, INCLUDING BETWEEN NEW AND EXISTING TREES
- 4) THE PROJECT MANAGER SHALL PLACE STAKES INDICATING SPECIES AND EXACT LOCATIONS PRIOR TO PLANTING



LEGEND

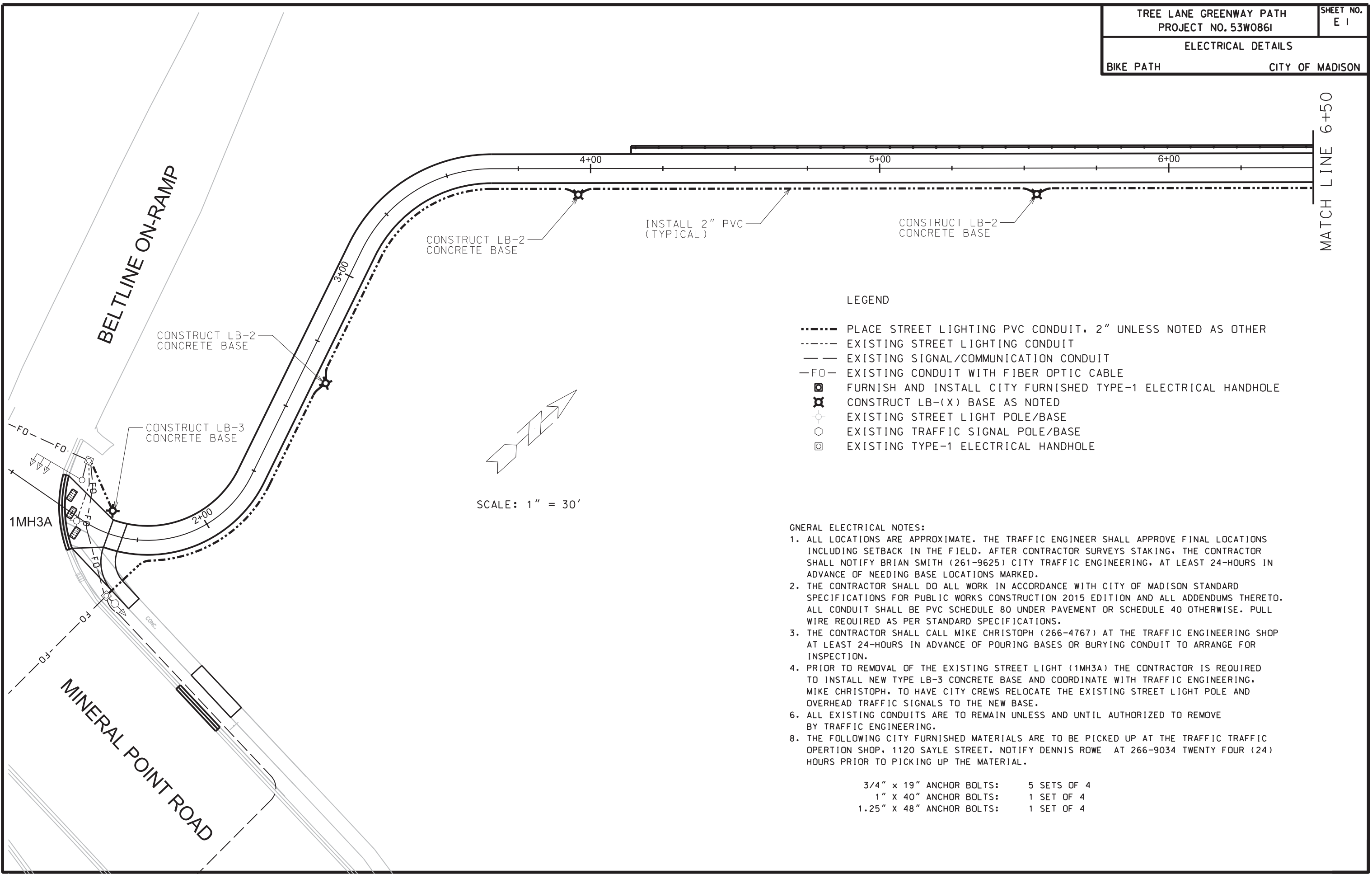
Symbols	Common Name	Scientific Name
CO 	Common hackberry	<i>Celtis occidentalis</i>
AS 	Autumn Brilliance Serviceberry	<i>Amelanchier 'Autumn Brilliance' Tree Form</i>
GD 	Kentucky coffeetree 'Espresso'	<i>Gymnocladus dioicus Espresso TM</i>
BN 	River Birch	<i>Betula nigra</i>
QB 	Swamp White Oak	<i>Quercus bicolor</i>

PLOT SCALE: _____

PLOT NAME: _____

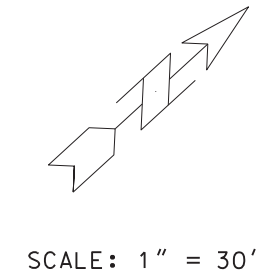
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



LEGEND

- PLACE STREET LIGHTING PVC CONDUIT, 2" UNLESS NOTED AS OTHER
- EXISTING STREET LIGHTING CONDUIT
- EXISTING SIGNAL/COMMUNICATION CONDUIT
- FO- EXISTING CONDUIT WITH FIBER OPTIC CABLE
- ☒ FURNISH AND INSTALL CITY FURNISHED TYPE-1 ELECTRICAL HANDHOLE
- ☒ CONSTRUCT LB-(X) BASE AS NOTED
- EXISTING STREET LIGHT POLE/BASE
- EXISTING TRAFFIC SIGNAL POLE/BASE
- ☒ EXISTING TYPE-1 ELECTRICAL HANDHOLE



GENERAL ELECTRICAL NOTES:

1. ALL LOCATIONS ARE APPROXIMATE. THE TRAFFIC ENGINEER SHALL APPROVE FINAL LOCATIONS INCLUDING SETBACK IN THE FIELD. AFTER CONTRACTOR SURVEYS STAKING, THE CONTRACTOR SHALL NOTIFY BRIAN SMITH (261-9625) CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING BASE LOCATIONS MARKED.
2. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION 2015 EDITION AND ALL ADDENDUMS THERETO. ALL CONDUIT SHALL BE PVC SCHEDULE 80 UNDER PAVEMENT OR SCHEDULE 40 OTHERWISE. PULL WIRE REQUIRED AS PER STANDARD SPECIFICATIONS.
3. THE CONTRACTOR SHALL CALL MIKE CHRISTOPH (266-4767) AT THE TRAFFIC ENGINEERING SHOP AT LEAST 24-HOURS IN ADVANCE OF POURING BASES OR BURYING CONDUIT TO ARRANGE FOR INSPECTION.
4. PRIOR TO REMOVAL OF THE EXISTING STREET LIGHT (1MH3A) THE CONTRACTOR IS REQUIRED TO INSTALL NEW TYPE LB-3 CONCRETE BASE AND COORDINATE WITH TRAFFIC ENGINEERING. MIKE CHRISTOPH, TO HAVE CITY CREWS RELOCATE THE EXISTING STREET LIGHT POLE AND OVERHEAD TRAFFIC SIGNALS TO THE NEW BASE.
6. ALL EXISTING CONDUITS ARE TO REMAIN UNLESS AND UNTIL AUTHORIZED TO REMOVE BY TRAFFIC ENGINEERING.
8. THE FOLLOWING CITY FURNISHED MATERIALS ARE TO BE PICKED UP AT THE TRAFFIC TRAFFIC OPERATION SHOP, 1120 SAYLE STREET. NOTIFY DENNIS ROWE AT 266-9034 TWENTY FOUR (24) HOURS PRIOR TO PICKING UP THE MATERIAL.

3/4" x 19" ANCHOR BOLTS:	5 SETS OF 4
1" x 40" ANCHOR BOLTS:	1 SET OF 4
1.25" x 48" ANCHOR BOLTS:	1 SET OF 4

MATCH LINE 6+50

7+00

CONSTRUCT LB-2
CONCRETE BASE

8+00

CONSTRUCT LB-2
CONCRETE BASE

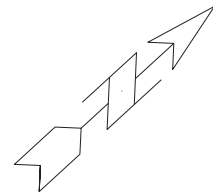
9+00

CONSTRUCT LB-8
CONCRETE BASE

10+68

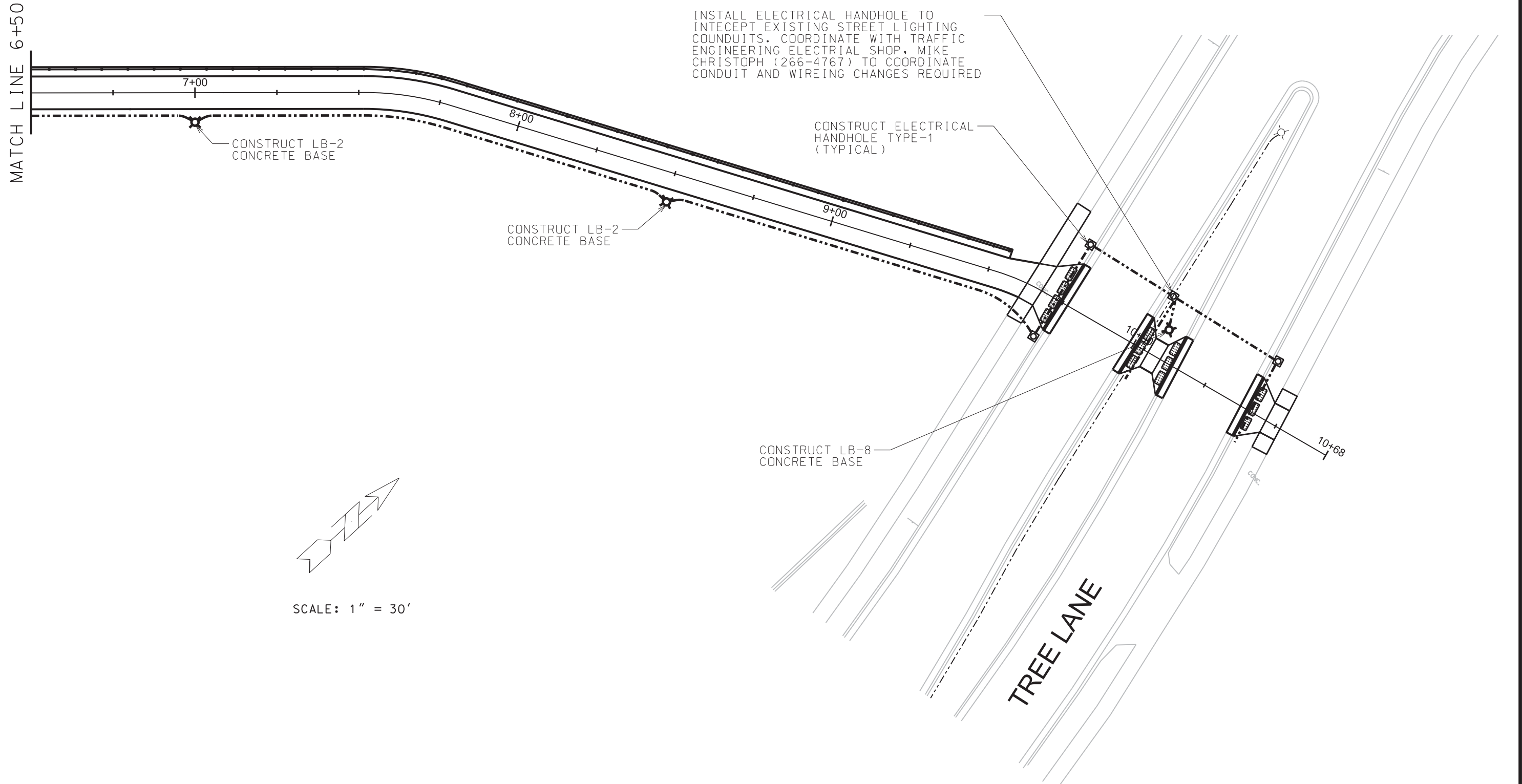
INSTALL ELECTRICAL HANDHOLE TO
INTECEPT EXISTING STREET LIGHTING
CONDUITS. COORDINATE WITH TRAFFIC
ENGINEERING ELECTRICAL SHOP, MIKE
CHRISTOPH (266-4767) TO COORDINATE
CONDUIT AND WIRING CHANGES REQUIRED

CONSTRUCT ELECTRICAL
HANDHOLE TYPE-1
(TYPICAL)

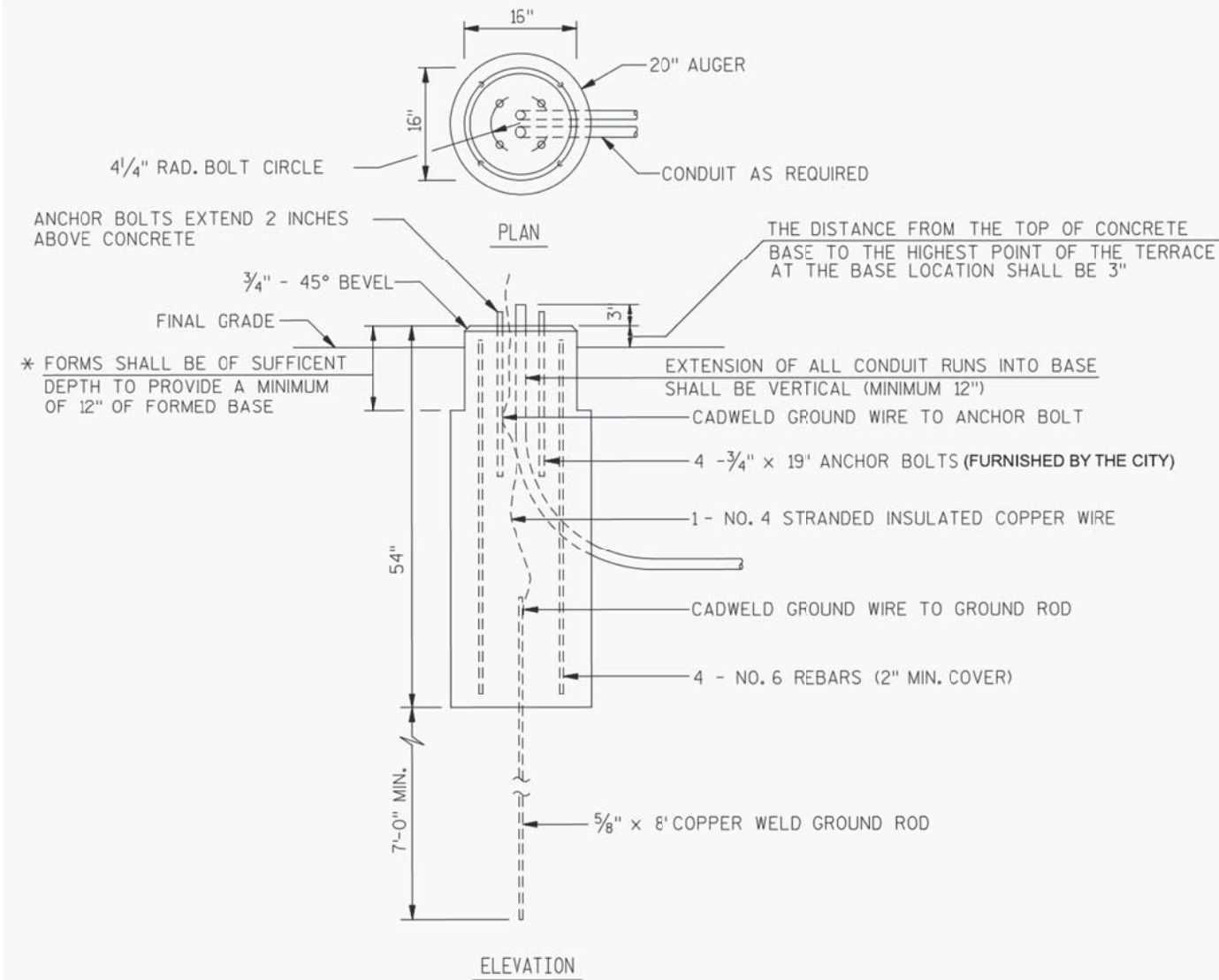


SCALE: 1" = 30'

TREE LANE



* TOP 12" OF FORMED BASE TO BE ROUND,
16" DIAMETER AS SHOWN, OR DIRECTED BY THE ENGINEER.



NOTES:

RUST, CORROSION AND ANTI-SEIZE PROTECTION SHALL PROVIDED AT ALL THREADED ASSEMBLIES.

CONCRETE BASE TYPE LB-2



Mineral Point Rd

Tree Ln

MATCHLINE

MATCHLINE

Barrels spaced at 15 feet

Barrels spaced at 25 feet



Sign on Type III
barricade



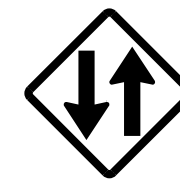
Sign on wing
barricade



Sign on wing
barricade



Sign on first
barrel



Sign on wing
barricade

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

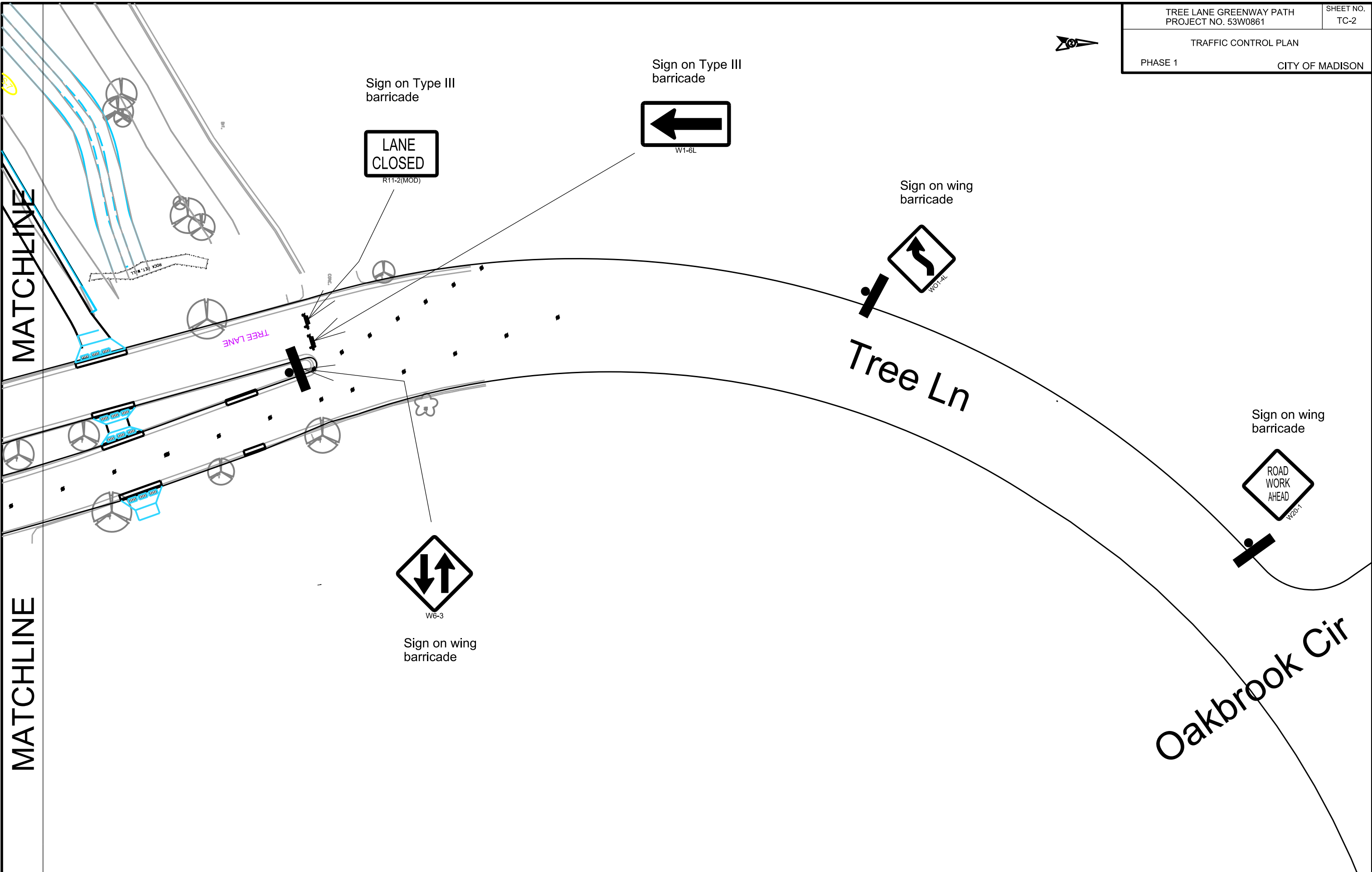


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





Mineral Point Rd

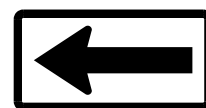
Tree Ln

MATCHLINE

MATCHLINE



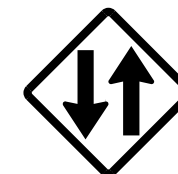
Sign on wing
barricade



Sign on Type III
barricade



Sign on Type III
barricade



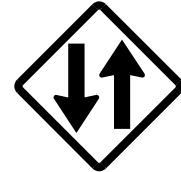
Sign on wing
barricade

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

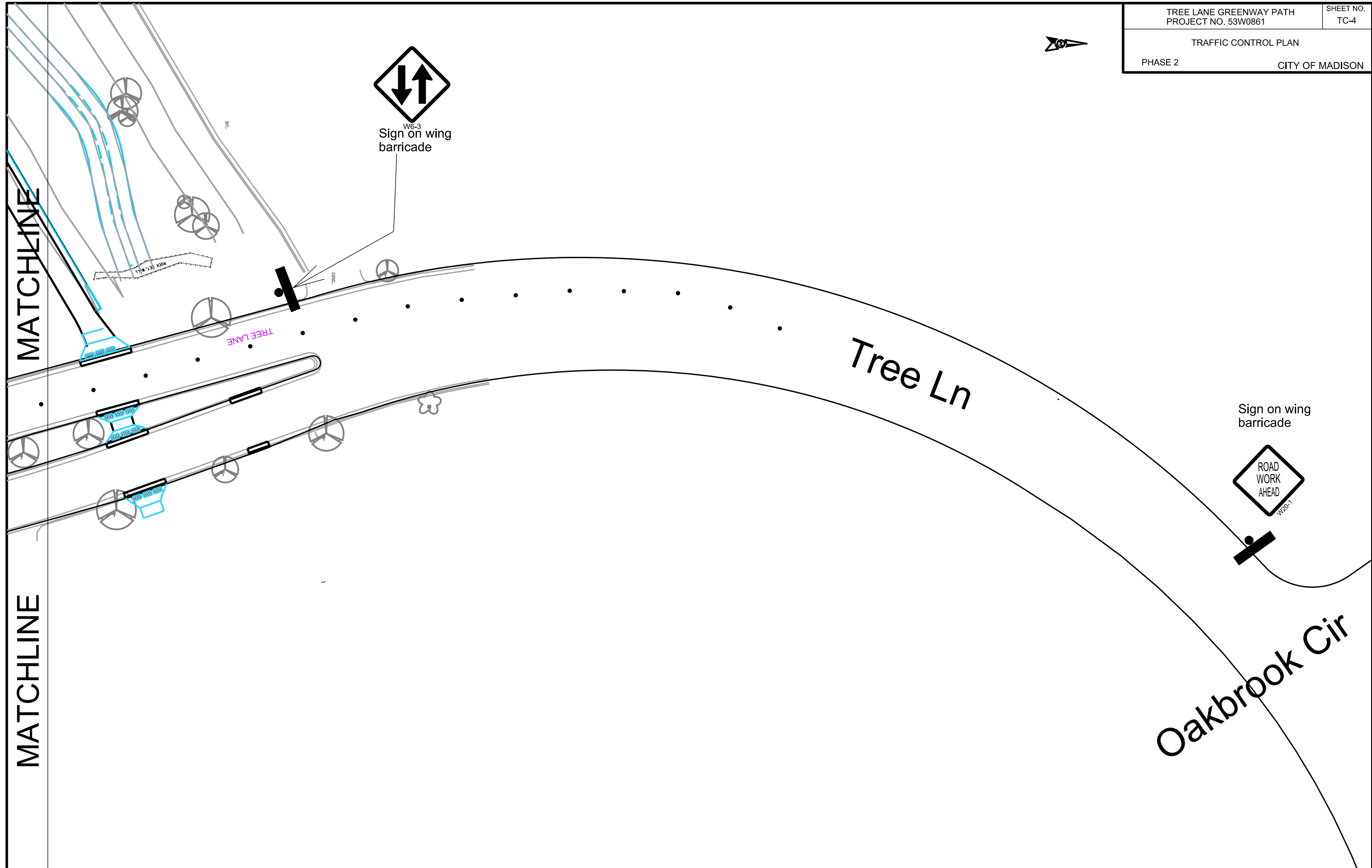


W6-3
Sign on wing
barricade

Sign on wing
barricade



W202-1



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

CROSS SECTIONS

BIKE PATH

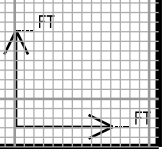
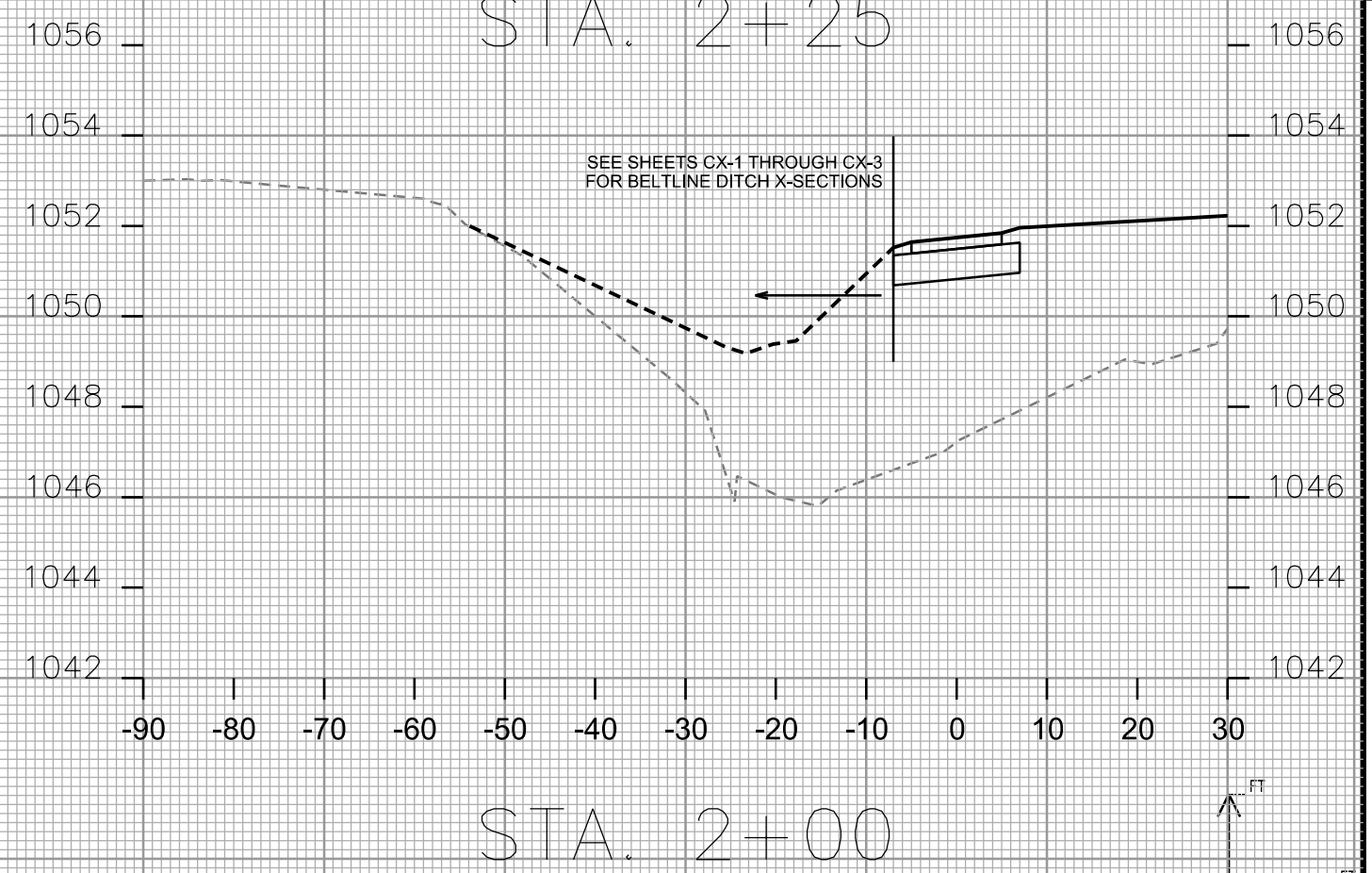
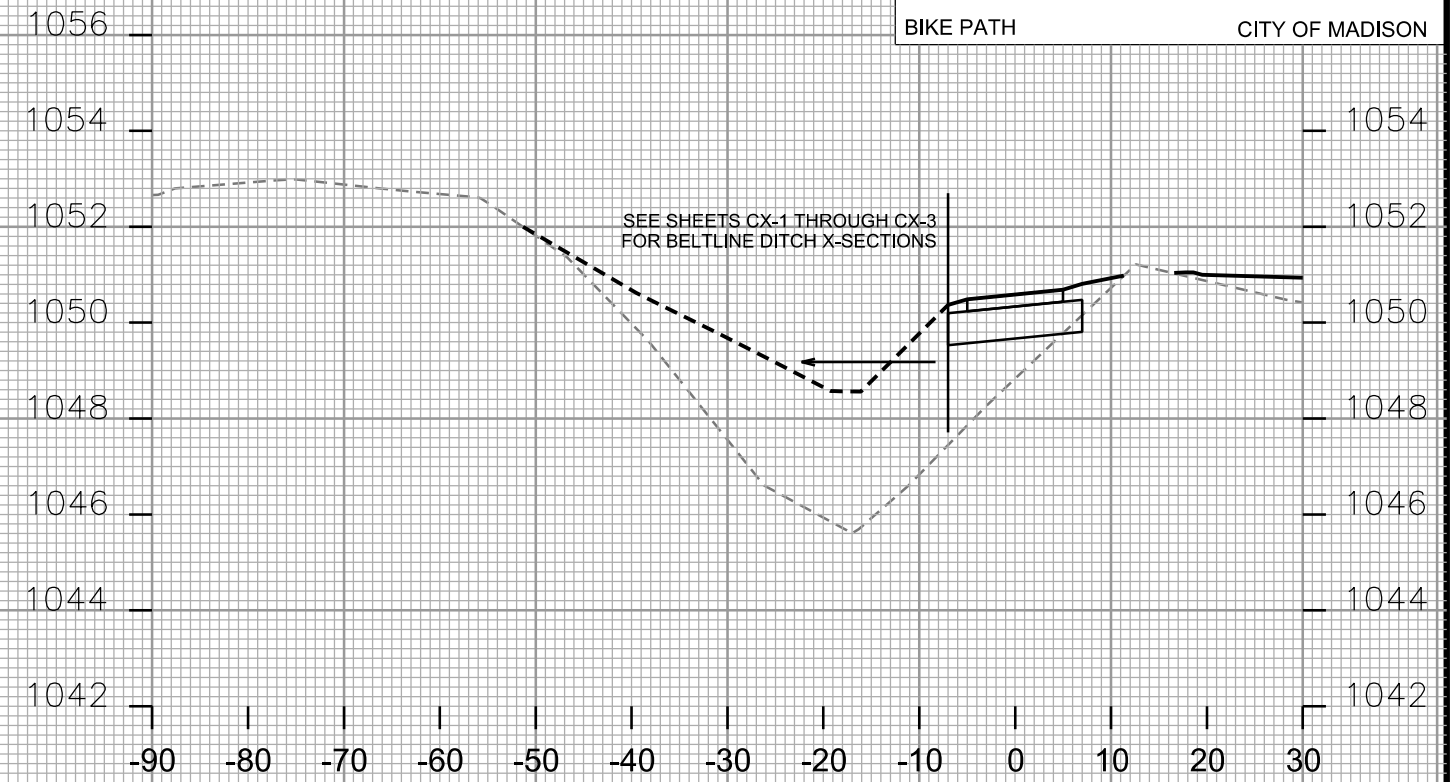
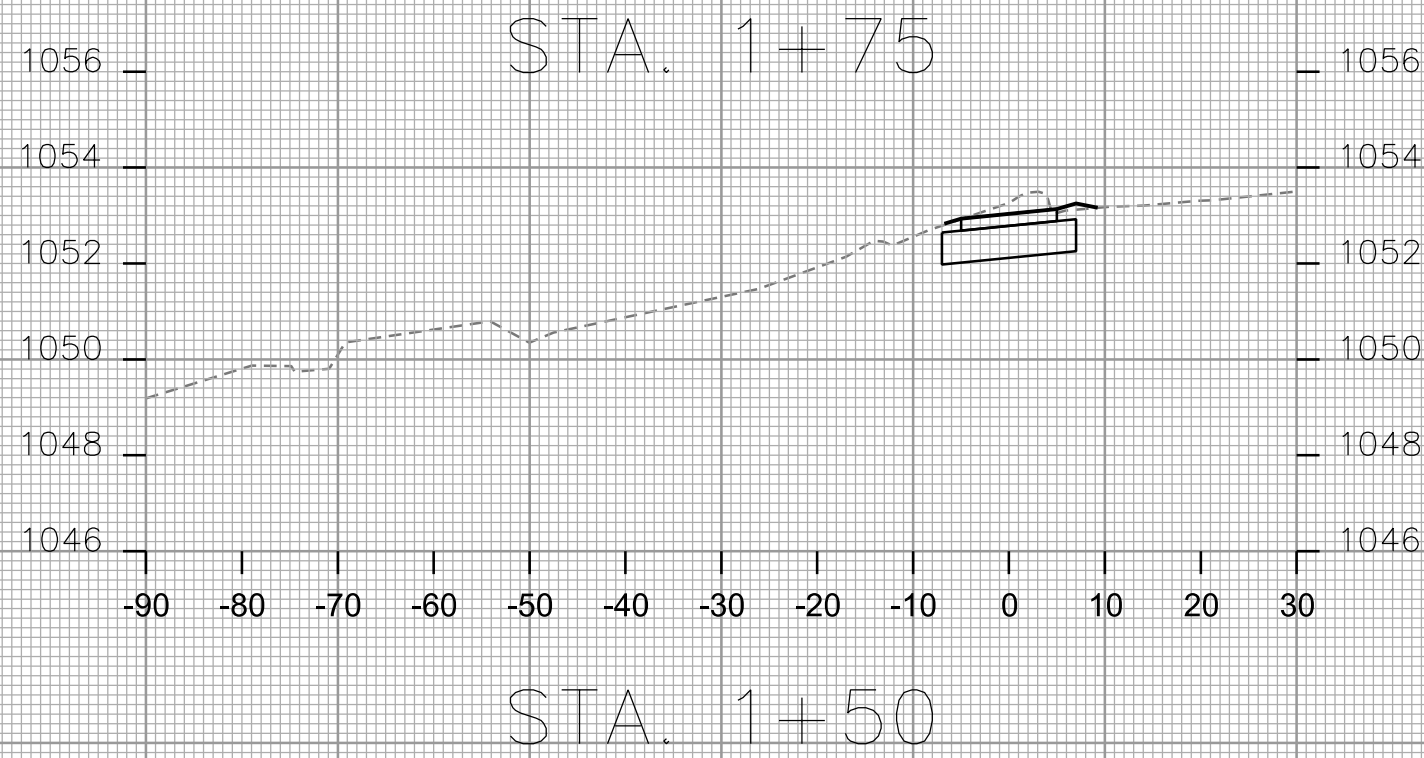
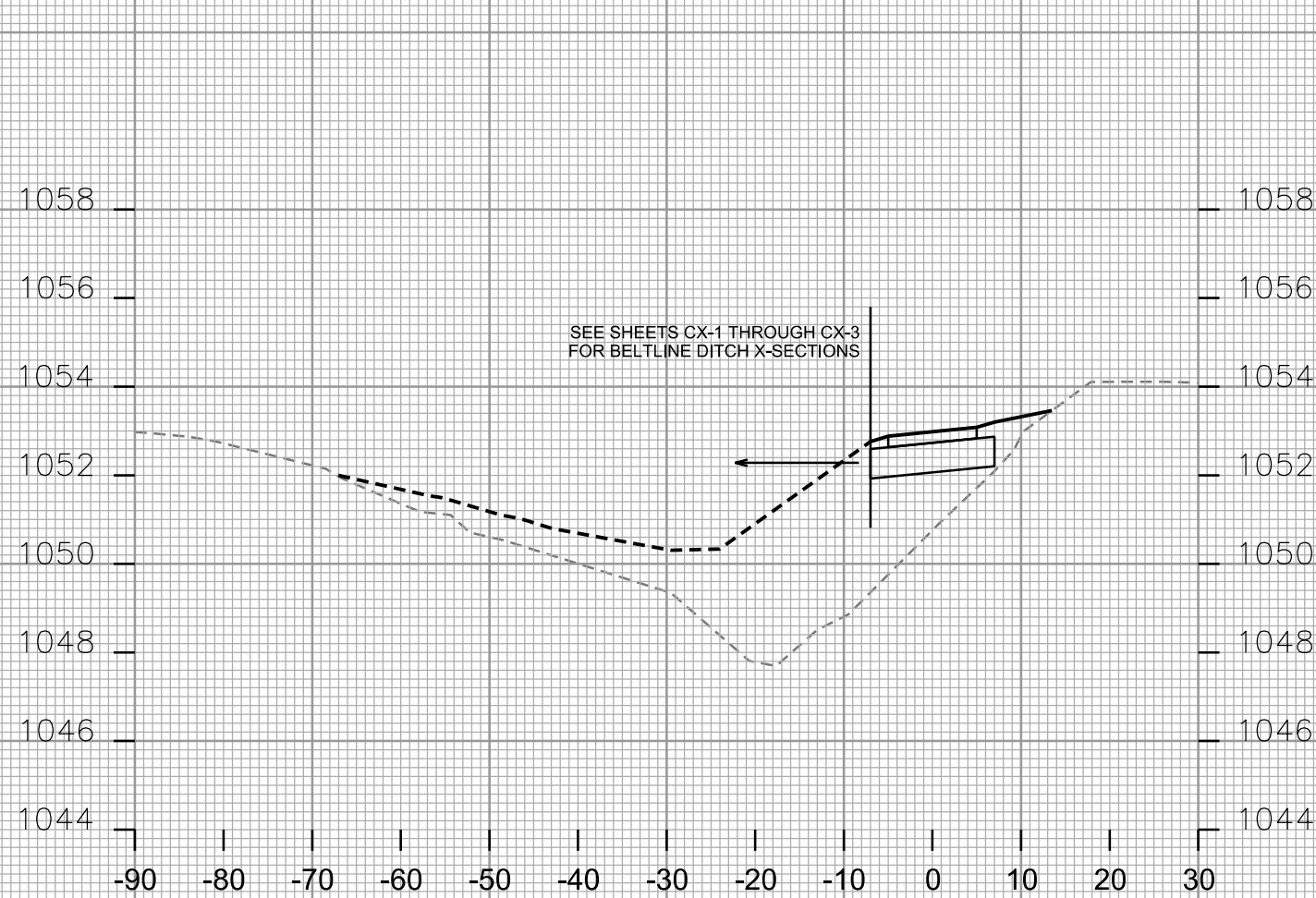
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

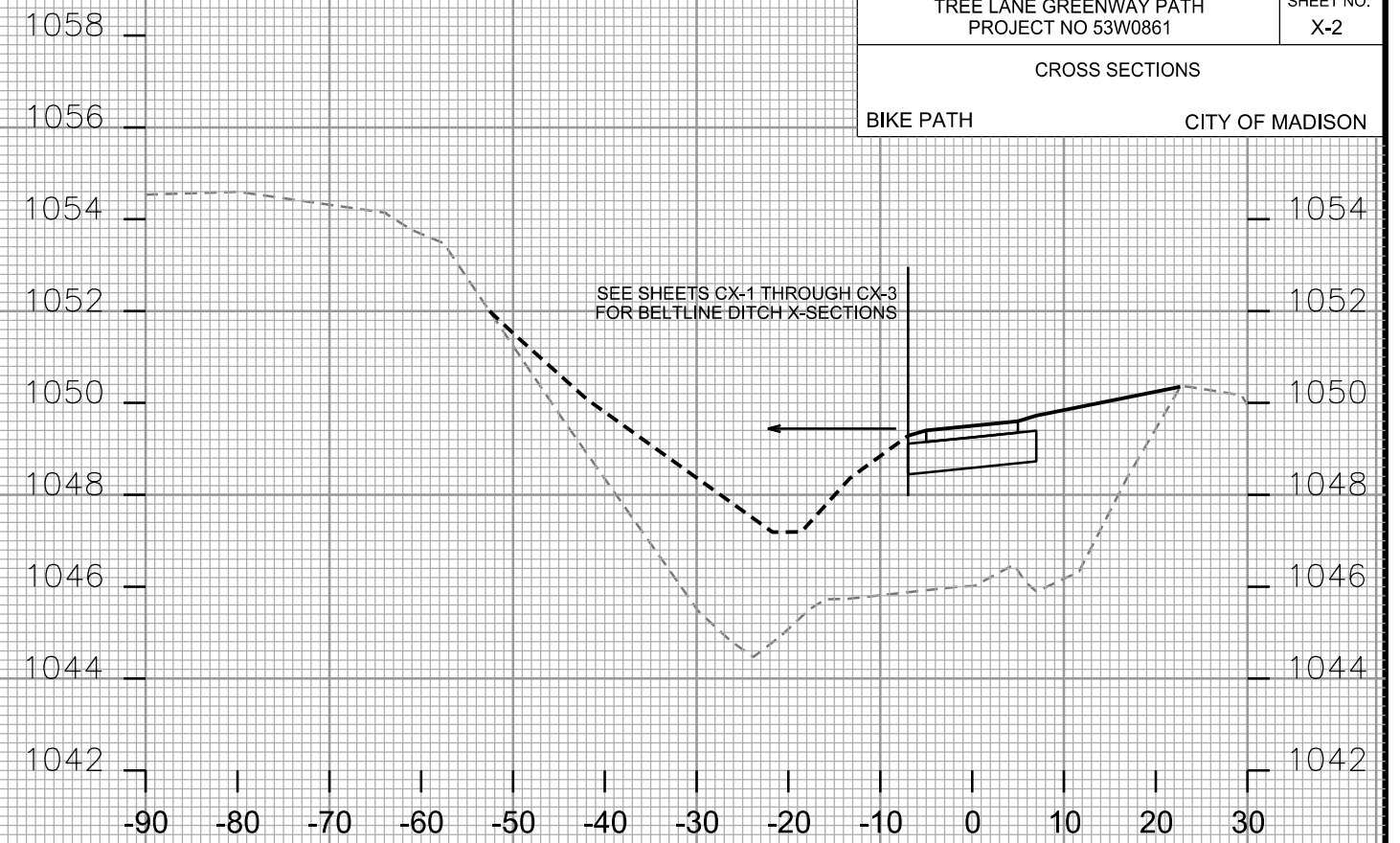
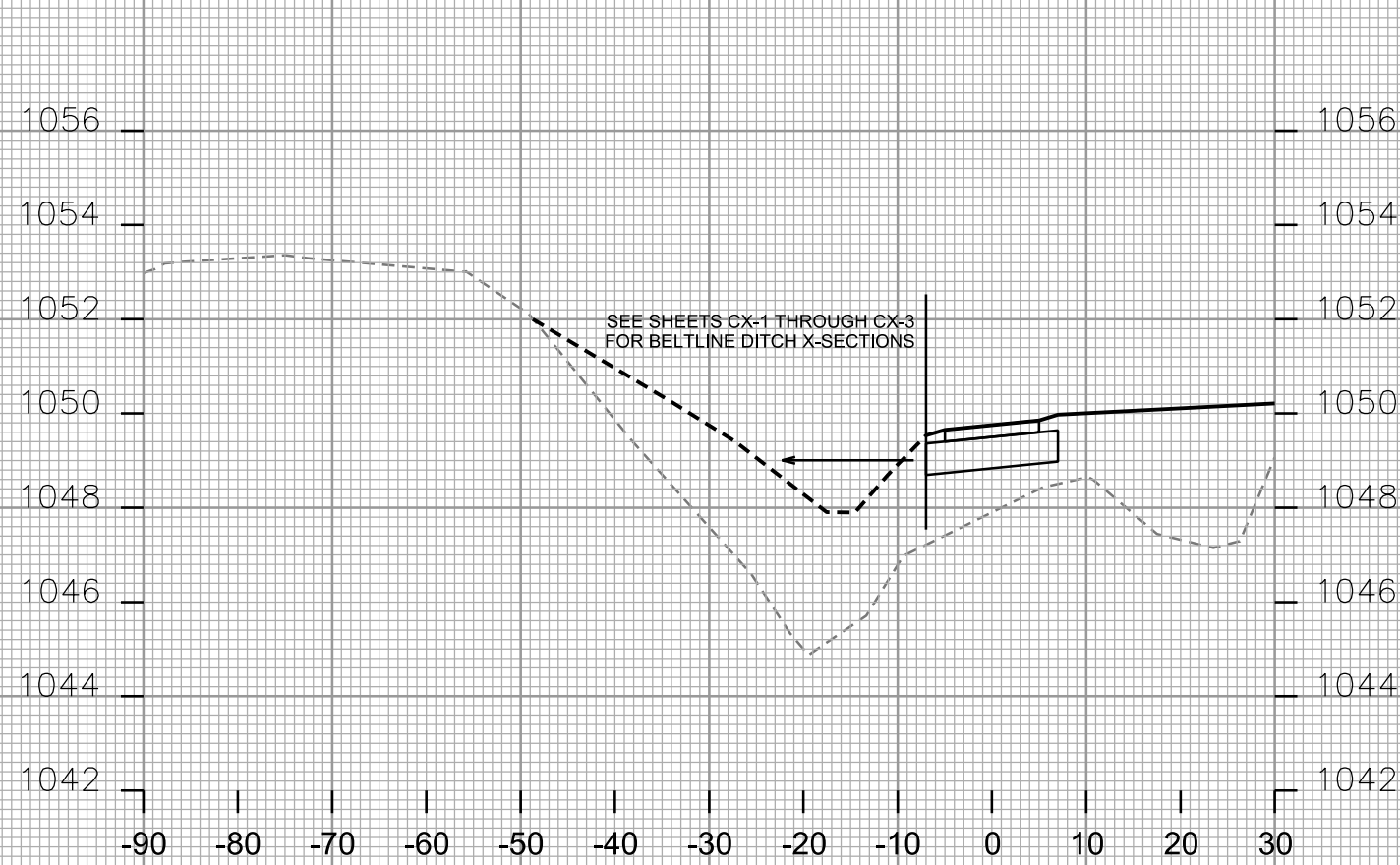
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

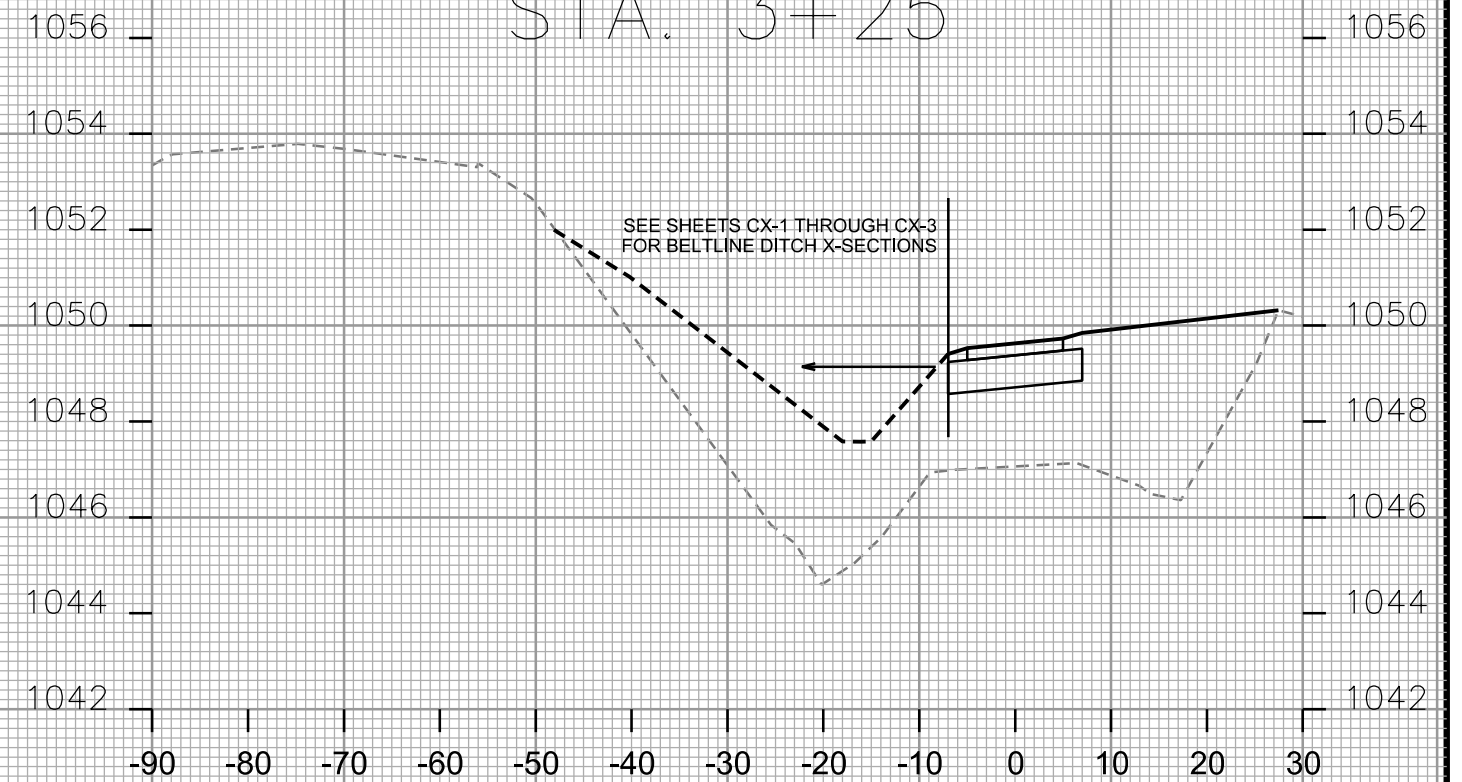
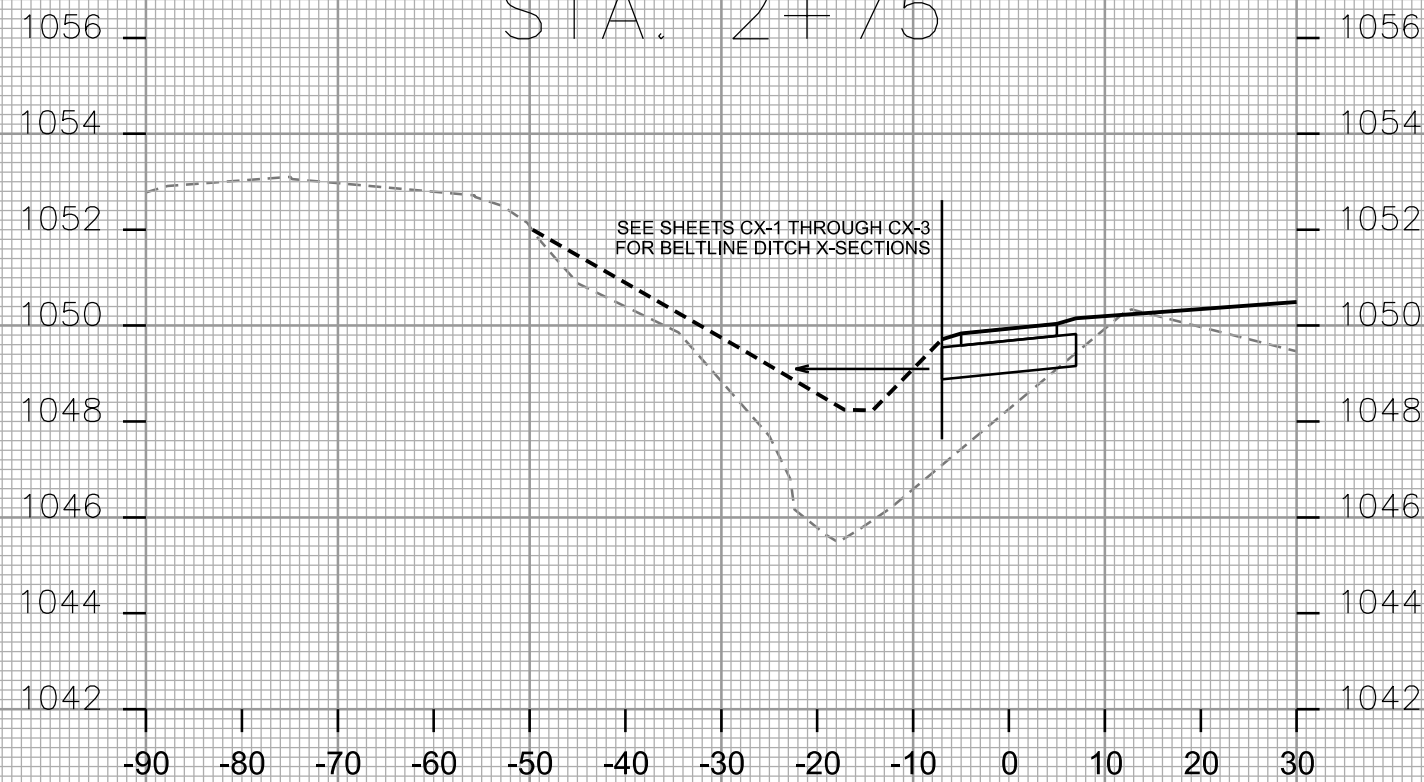
BIKE PATH

CITY OF MADISON



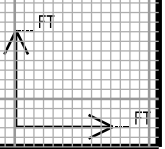
STA. 2+75

STA. 3+25



STA. 2+50

STA. 3+00



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

BIKE PATH

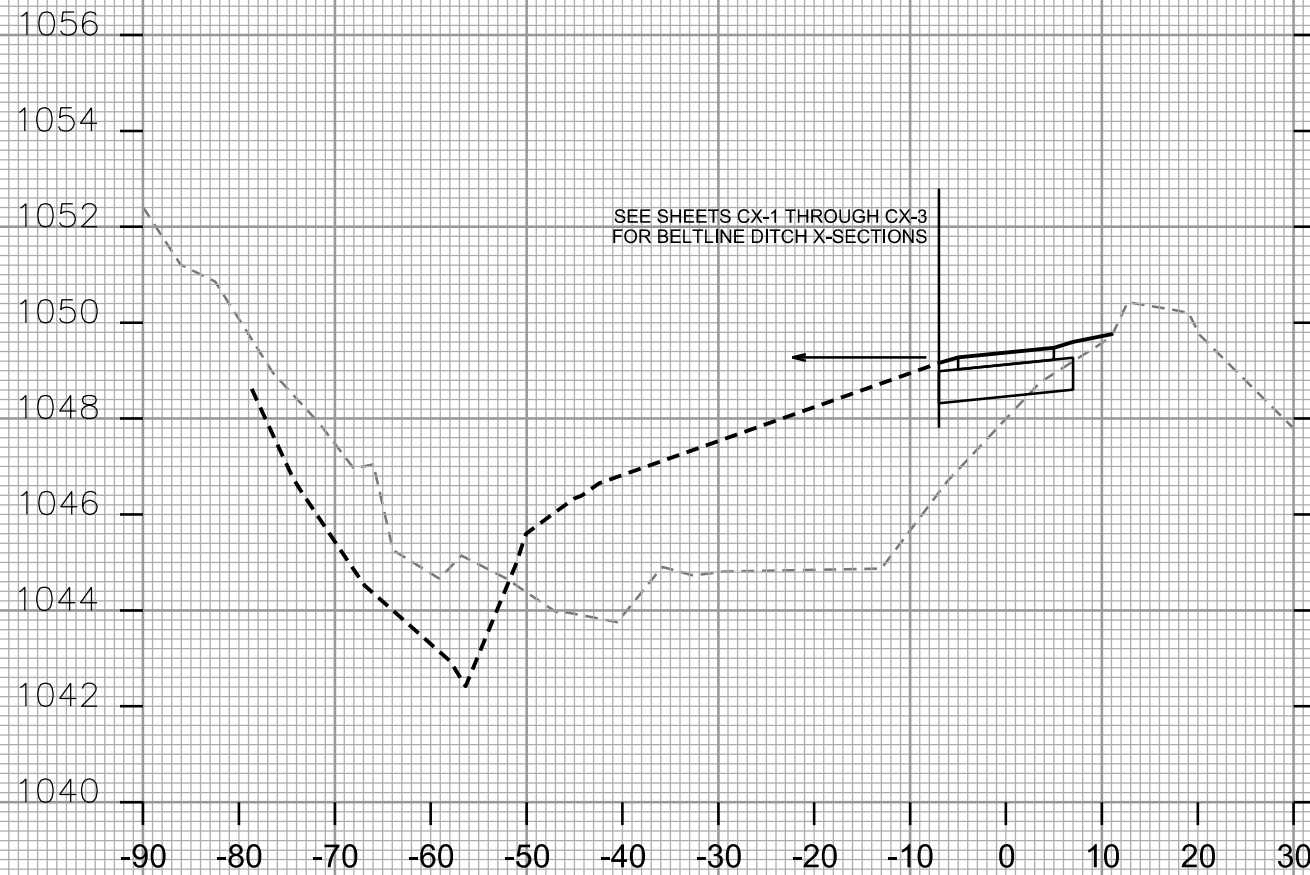
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

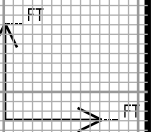
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 3+50



STA. 3+75



CROSS SECTIONS

BIKE PATH

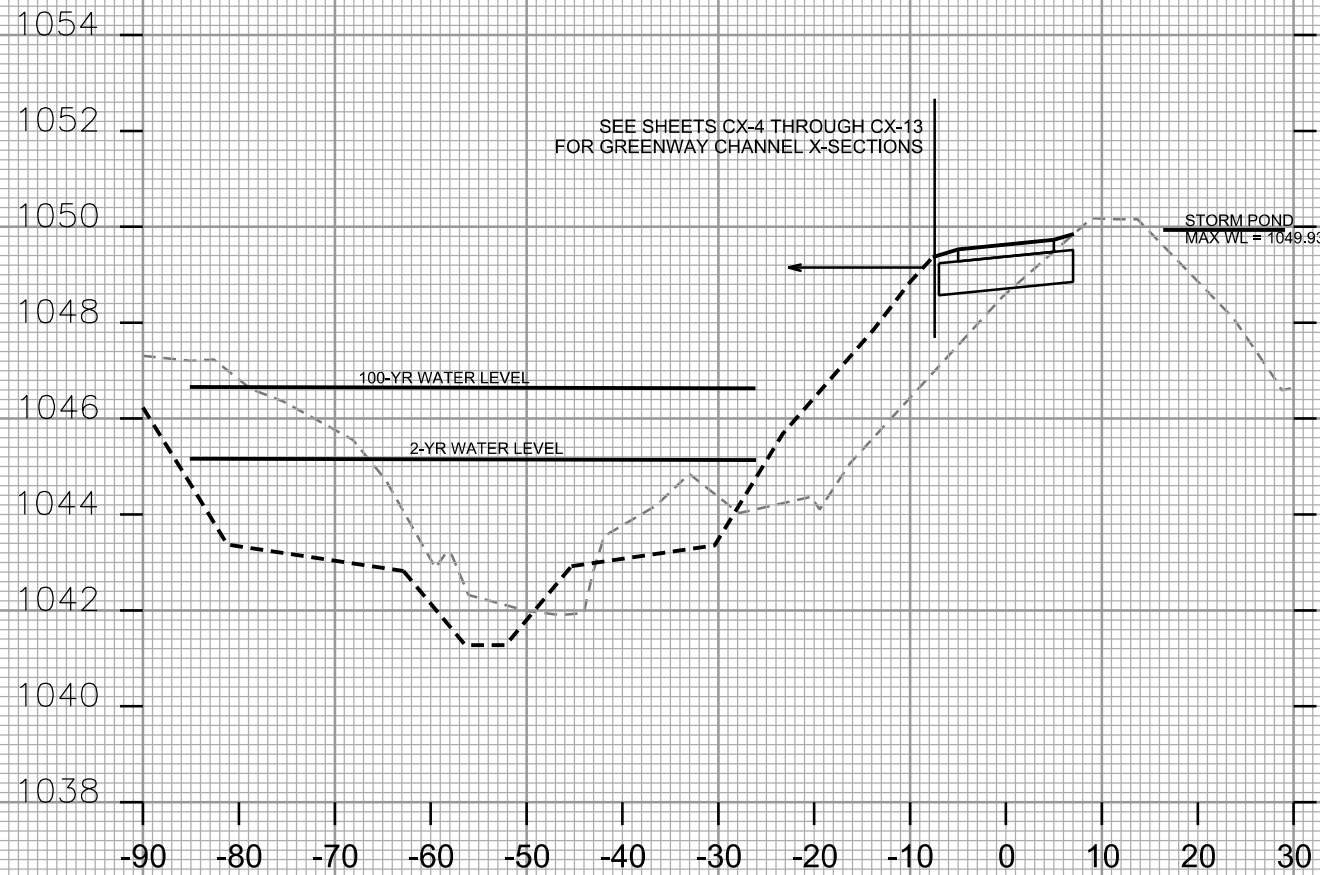
CITY OF MADISON

PLOT SCALE: _____

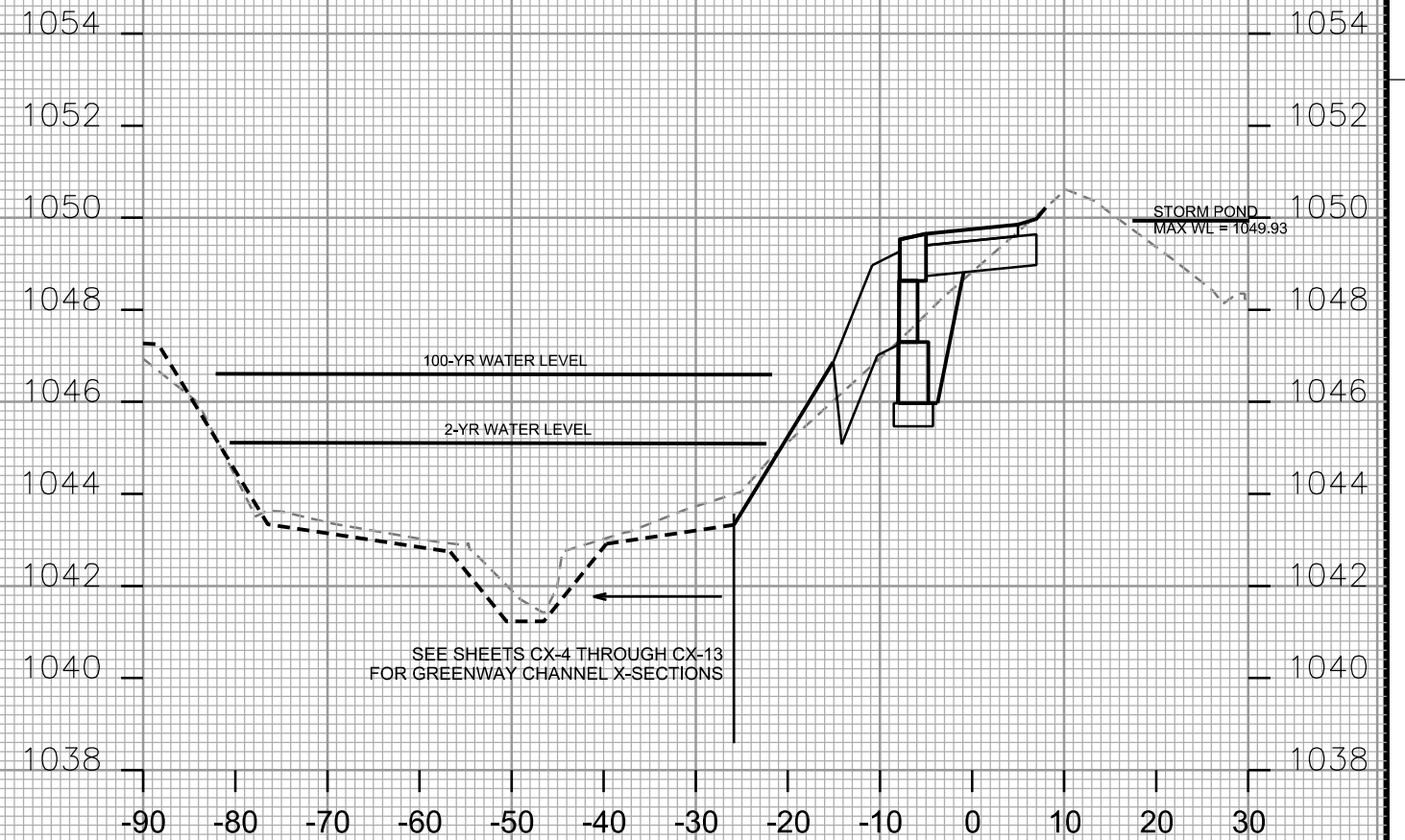
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REV. DATE: _____

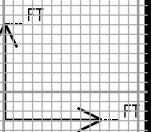
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 4+00



STA. 4+25



CROSS SECTIONS

BIKE PATH

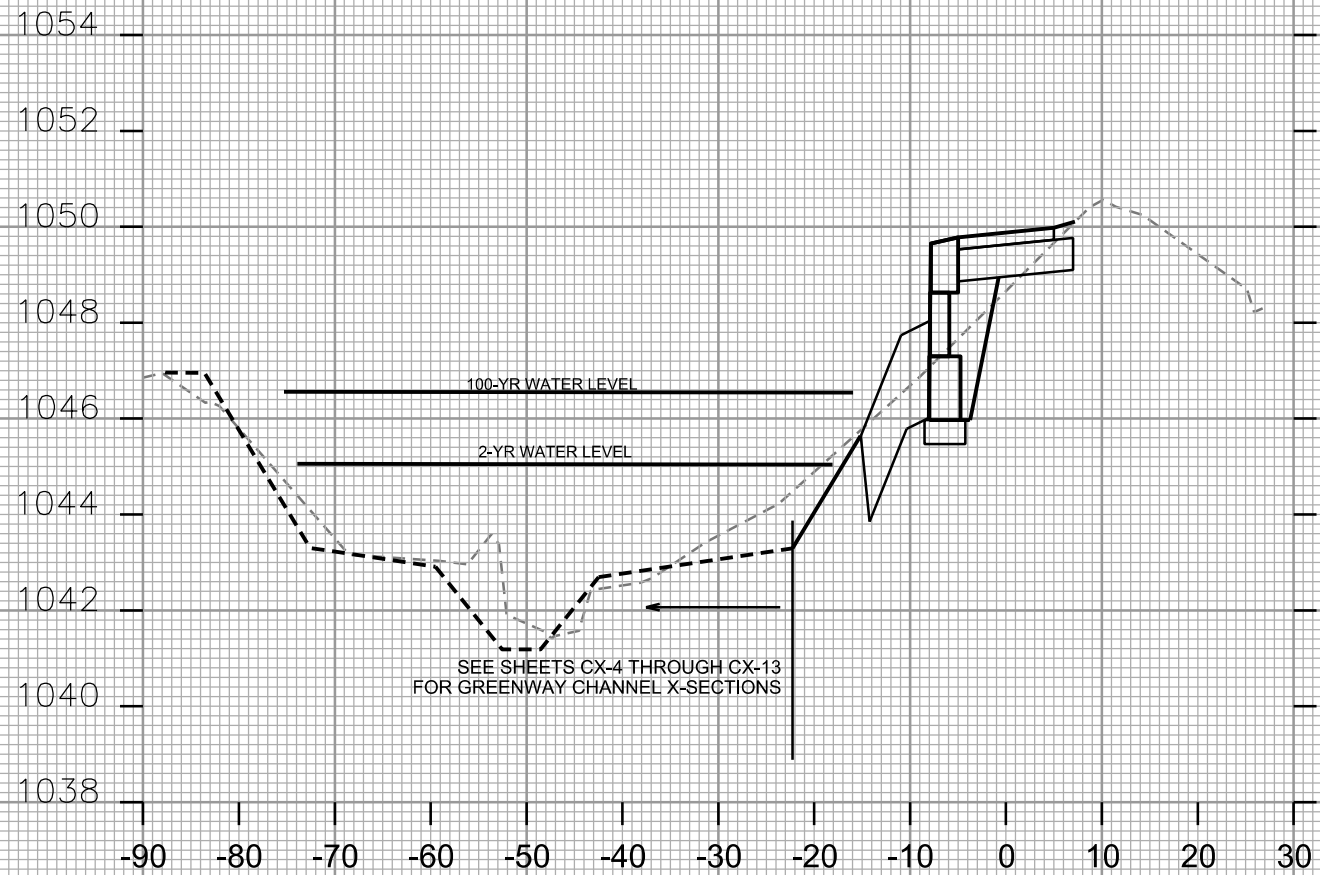
CITY OF MADISON

PLOT SCALE: _____

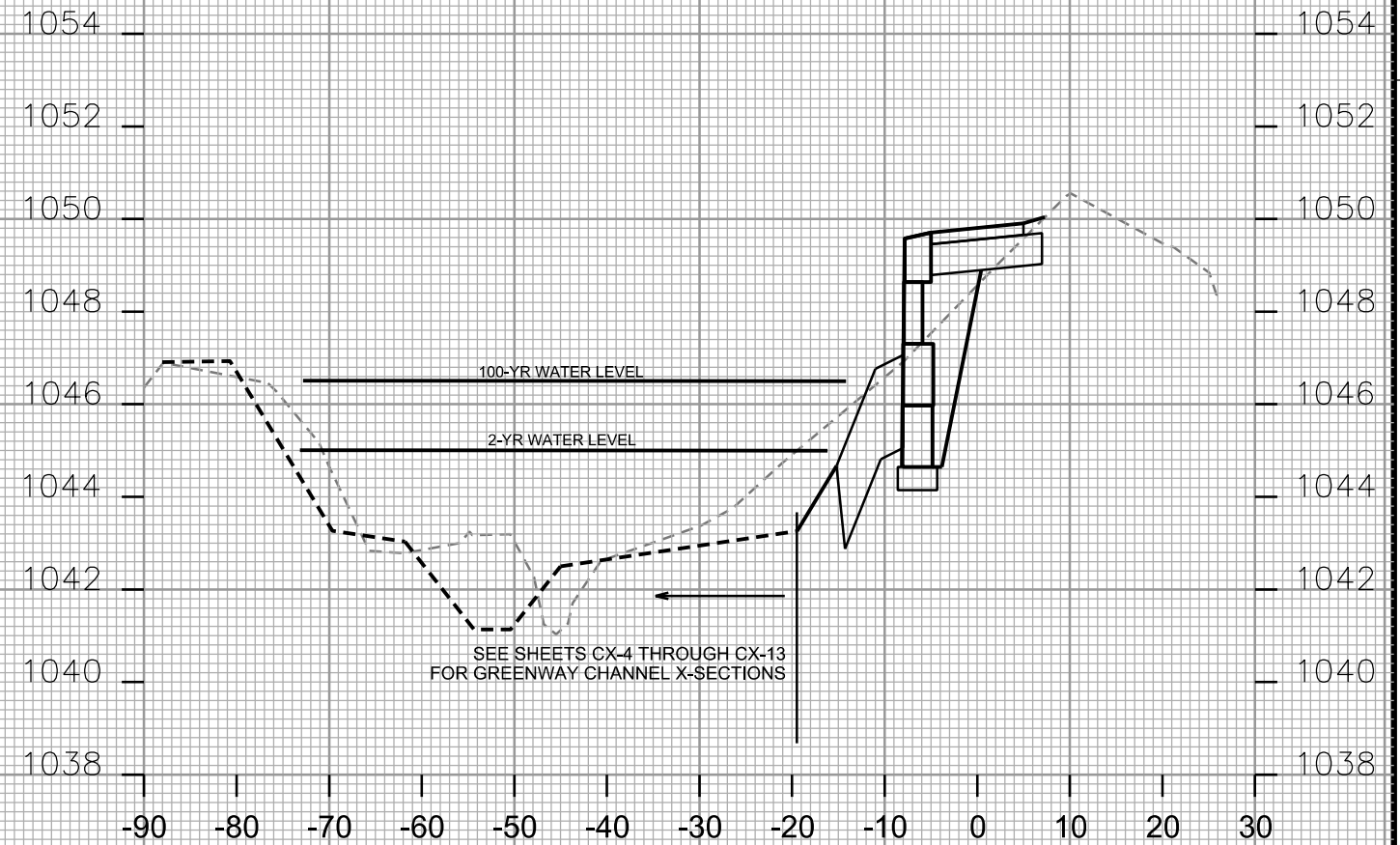
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REV. DATE: _____

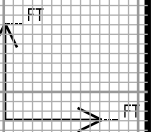
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 4+50



STA. 4+75



CROSS SECTIONS

BIKE PATH

CITY OF MADISON

PLOT SCALE: _____

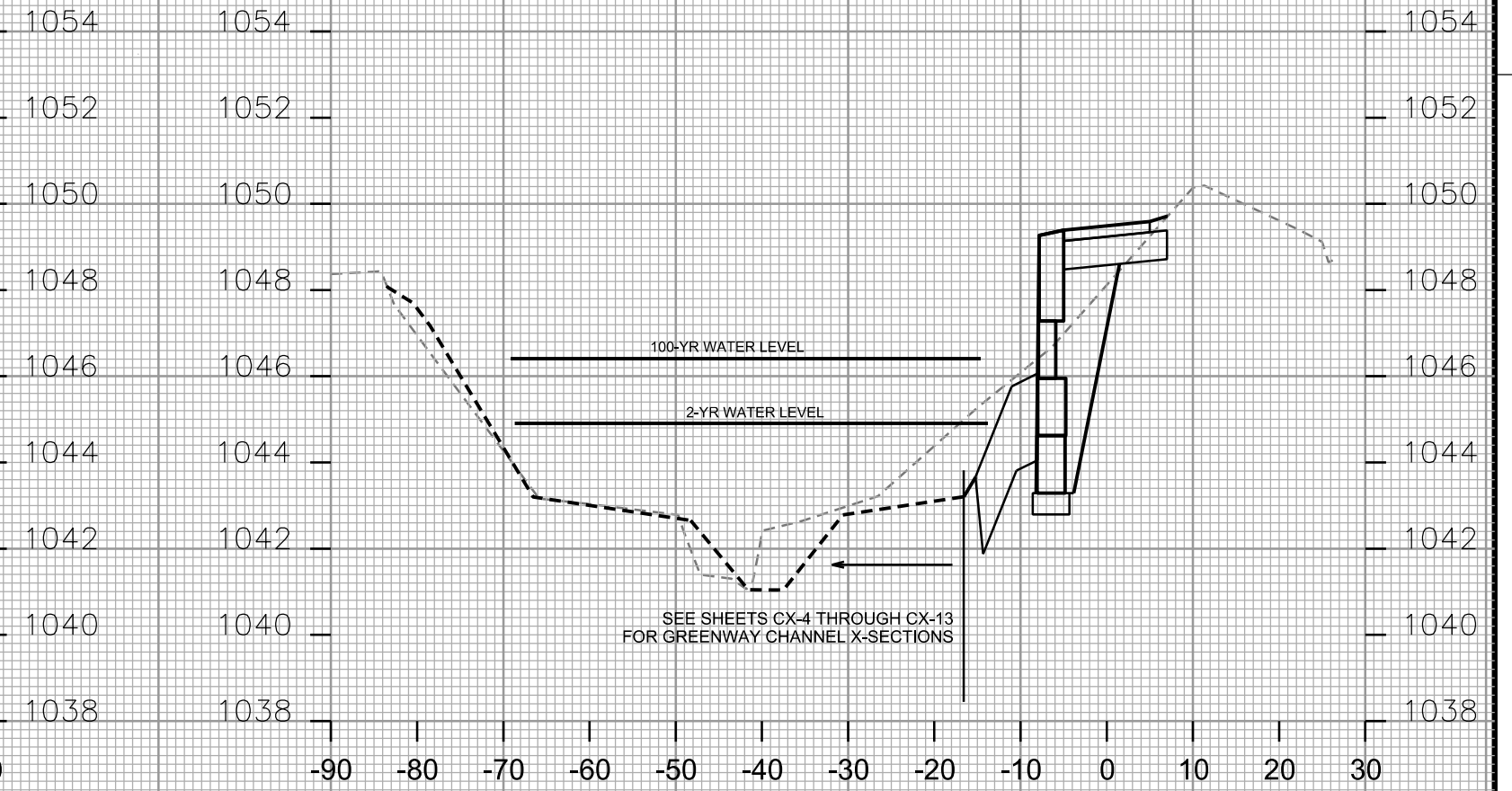
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REV. DATE: _____

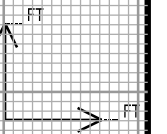
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 5+00



STA. 5+25



CROSS SECTIONS

BIKE PATH

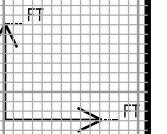
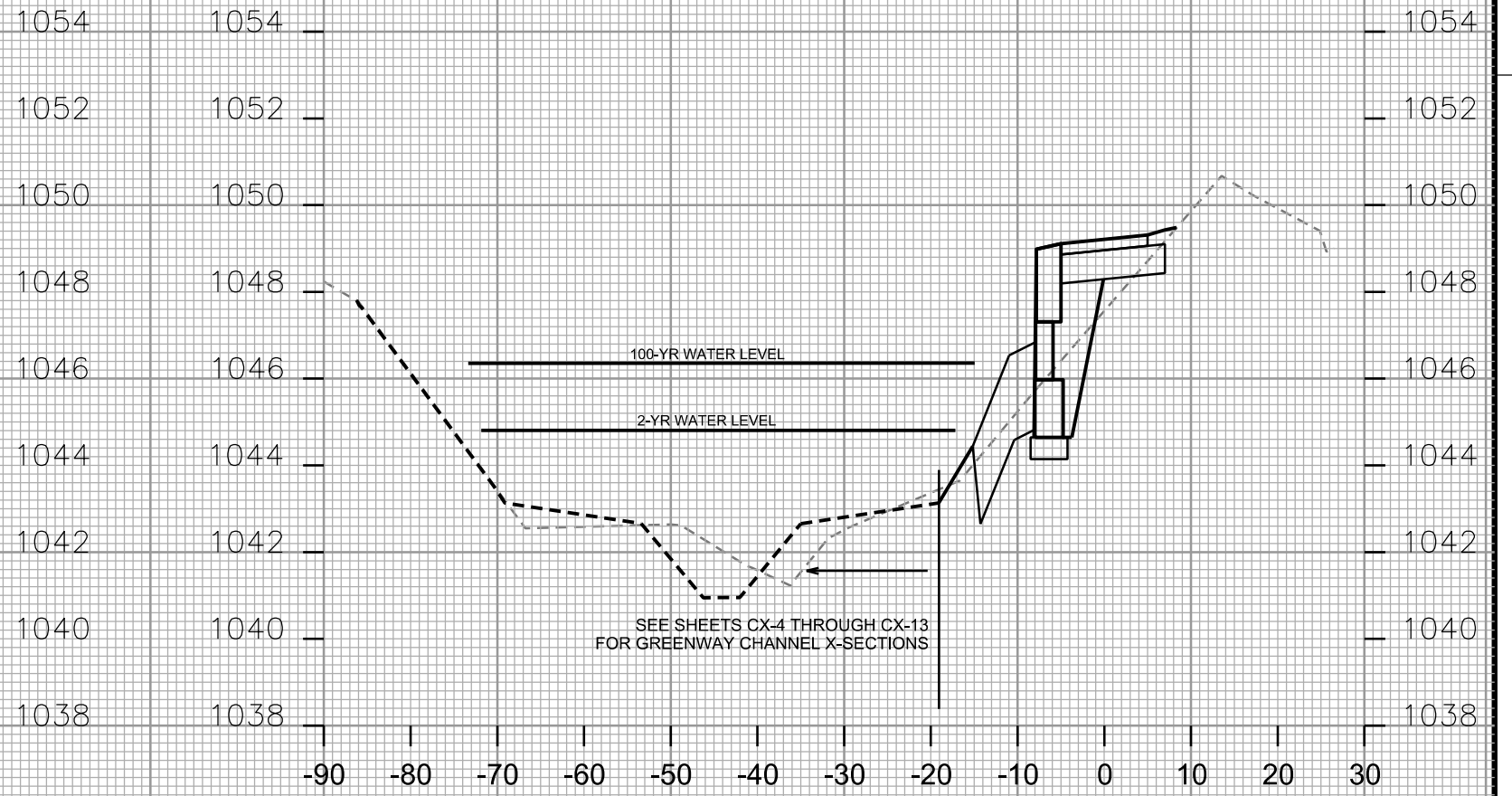
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

BIKE PATH

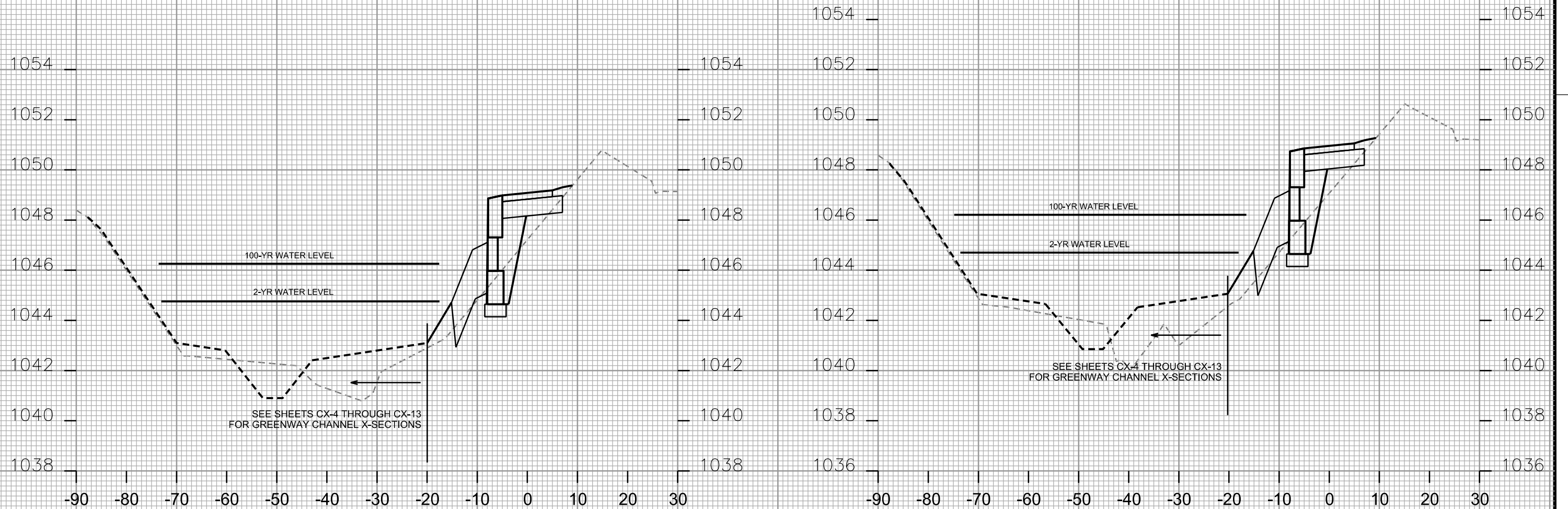
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

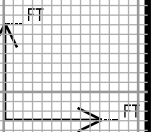
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



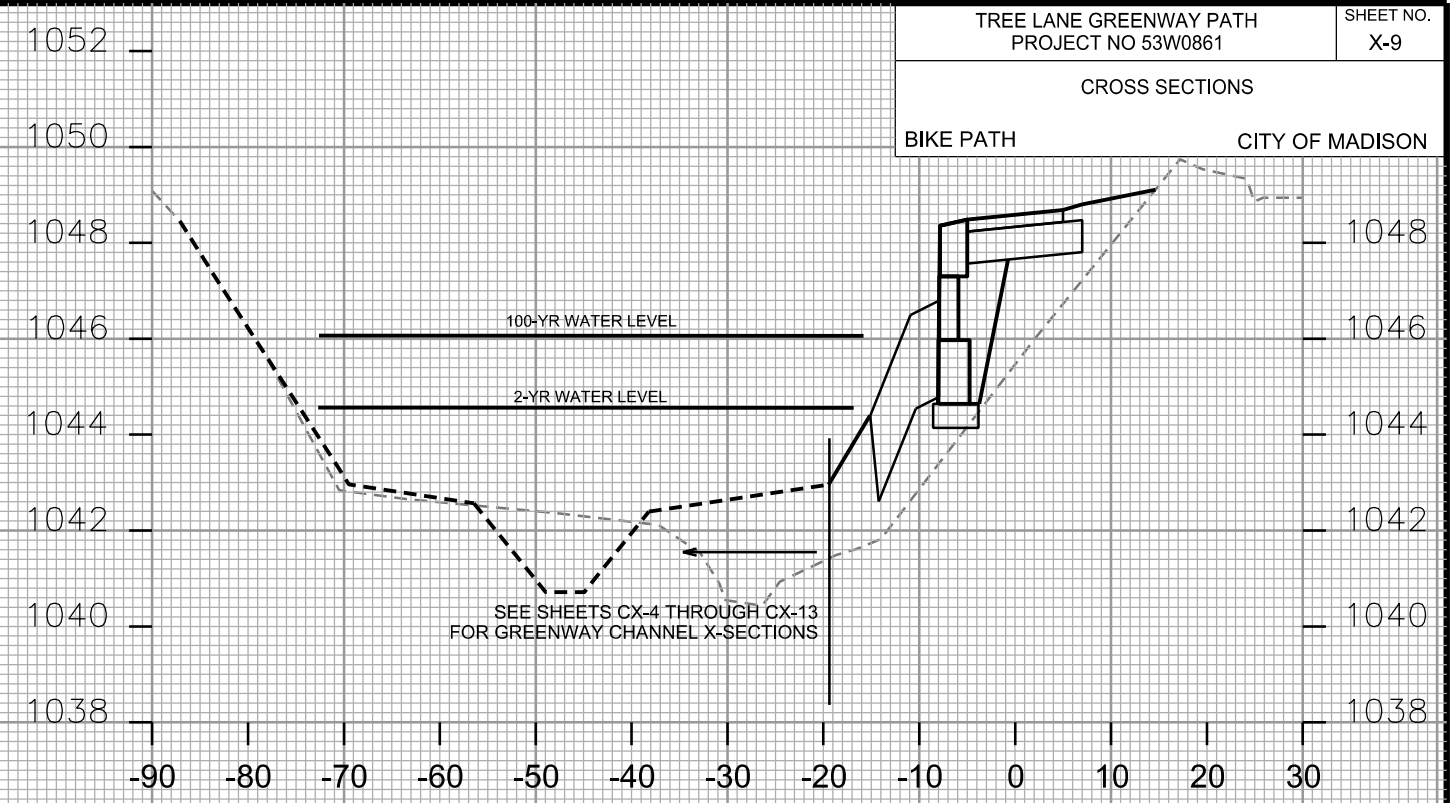
STA. 6+00

STA. 6+25

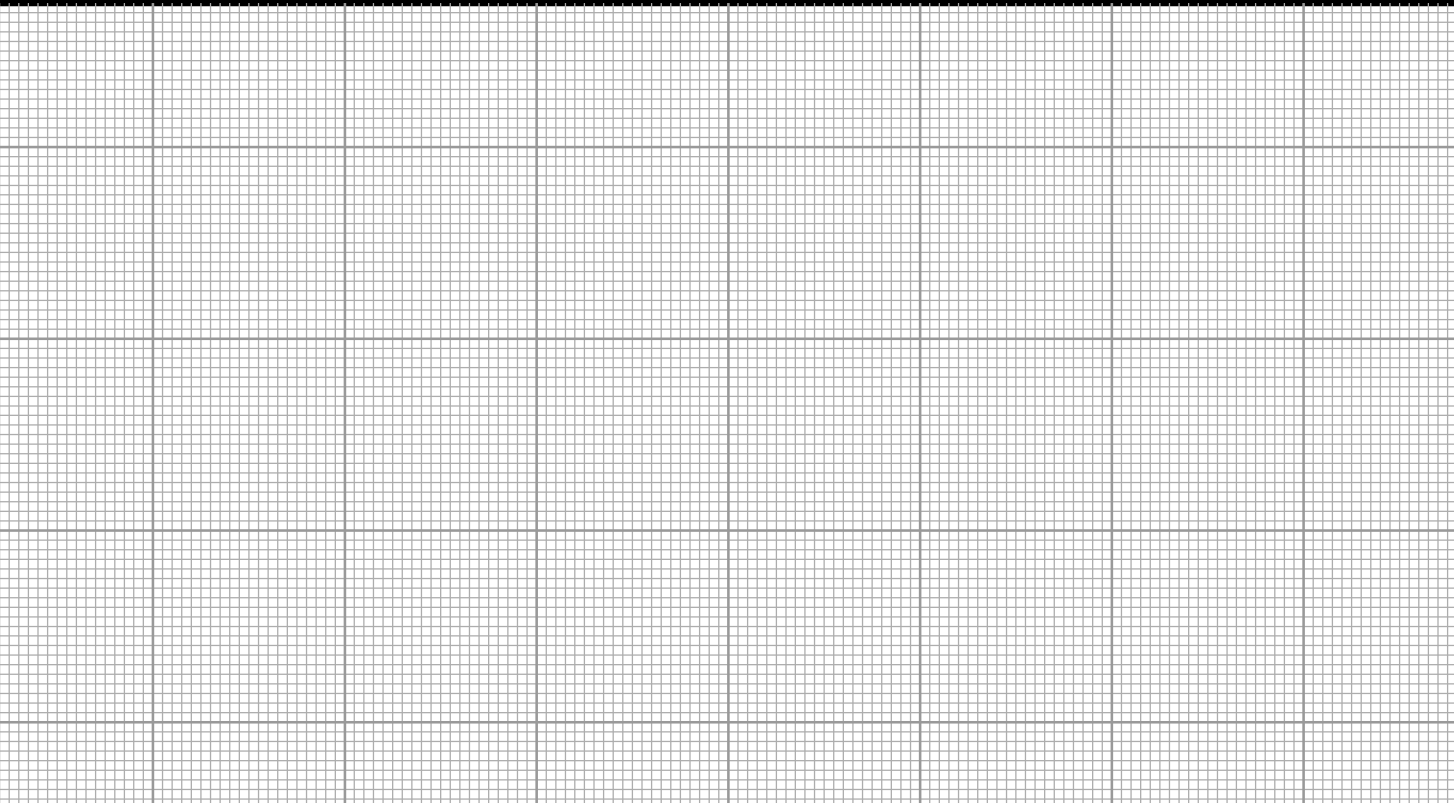


CROSS SECTIONS

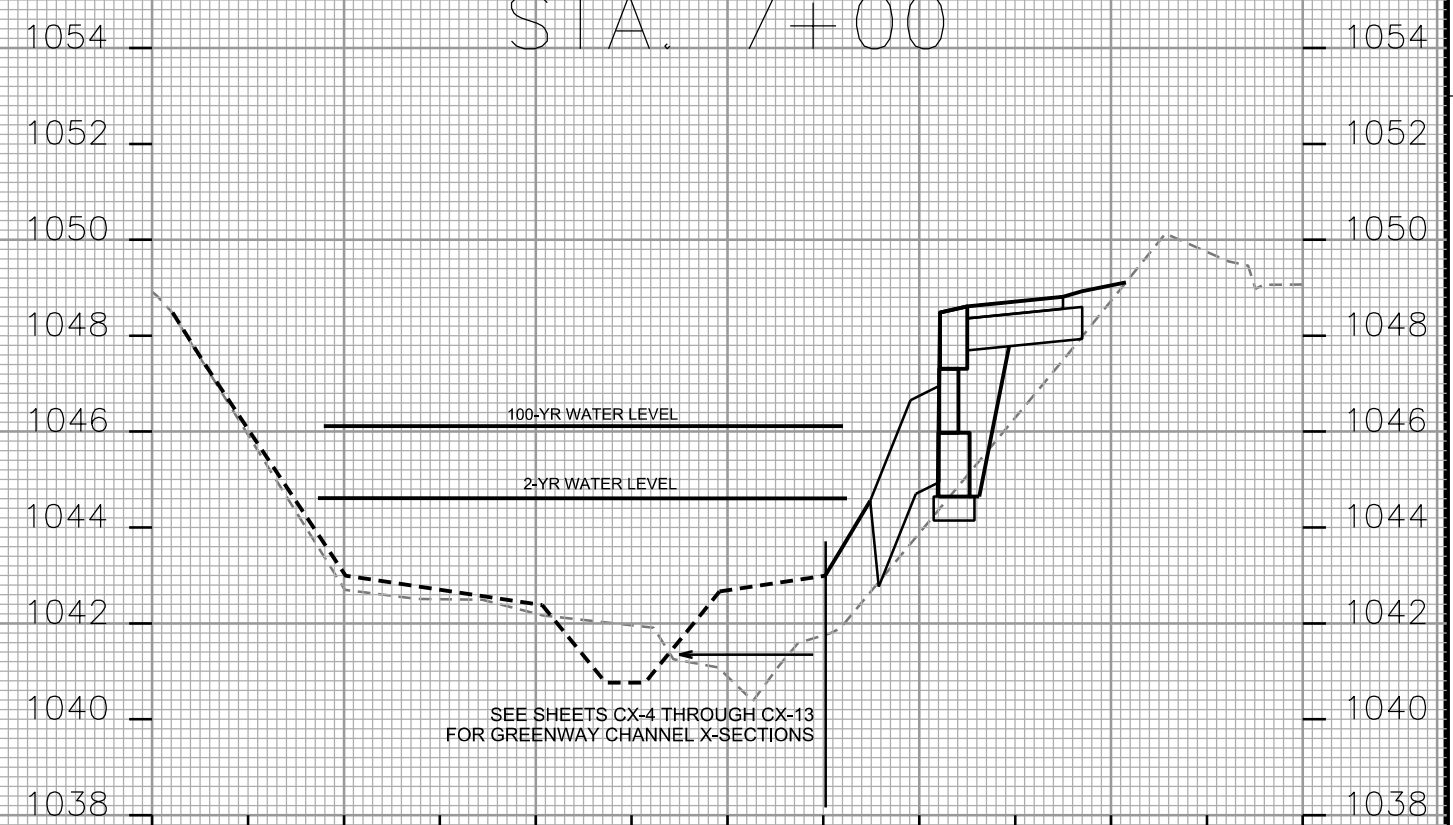
BIKE PATH CITY OF MADISON



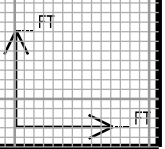
STA. 7+00



STA. 6+50



STA. 6+75



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

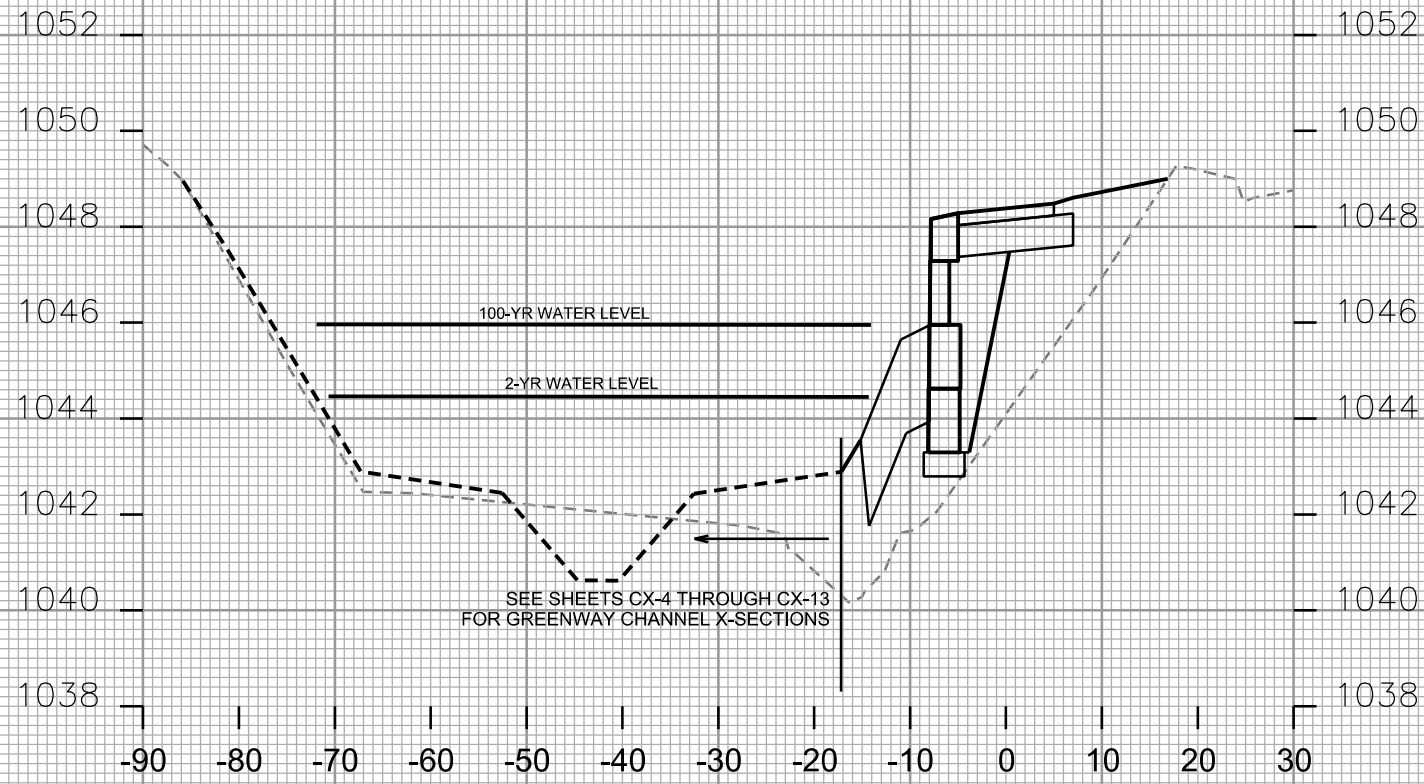
ORIGINATOR: CITY OF MADISON - STREETS DIVISION

PLOT SCALE: _____

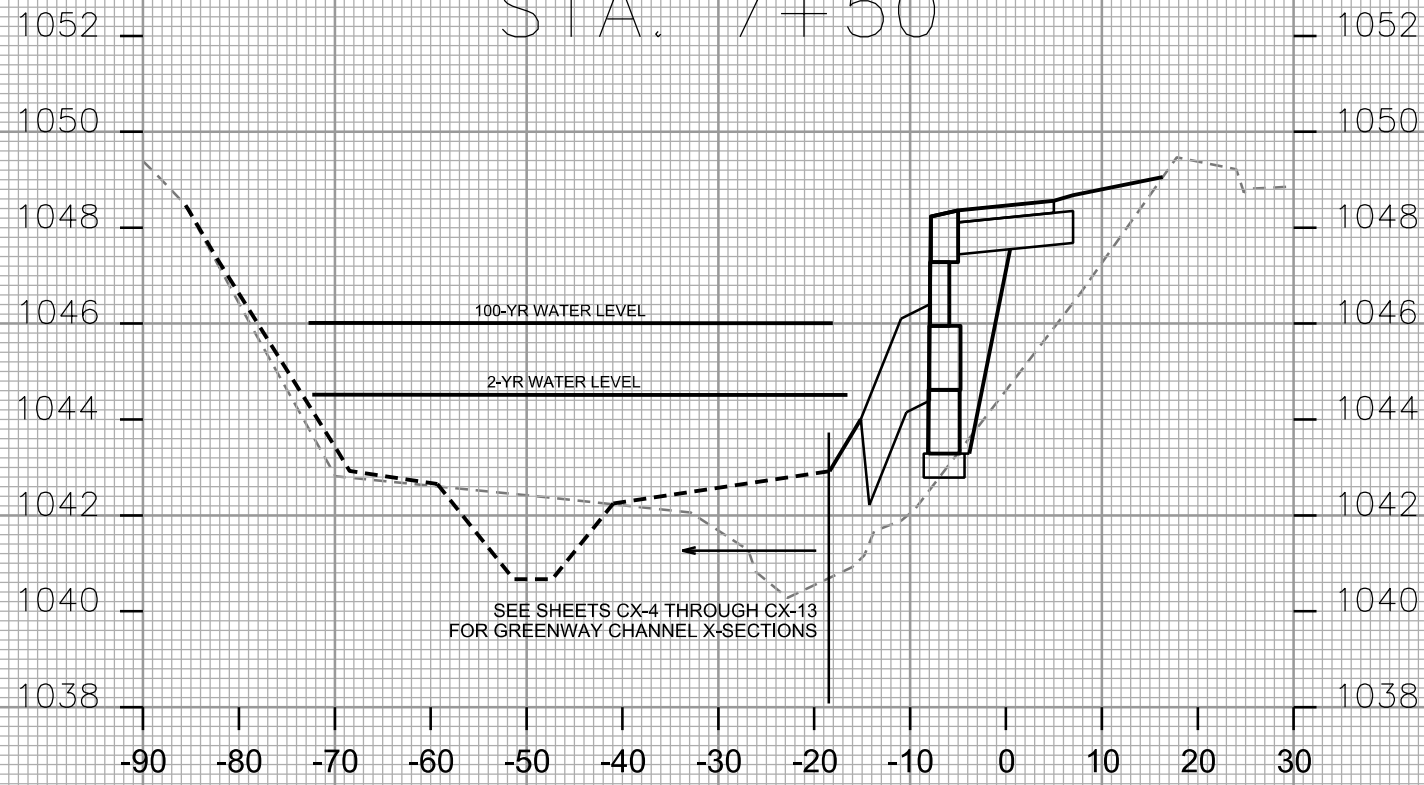
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



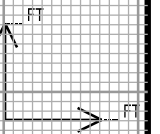
STA. 7+50



STA. 7+25



STA. 7+75



CROSS SECTIONS

BIKE PATH

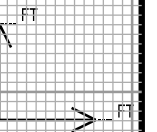
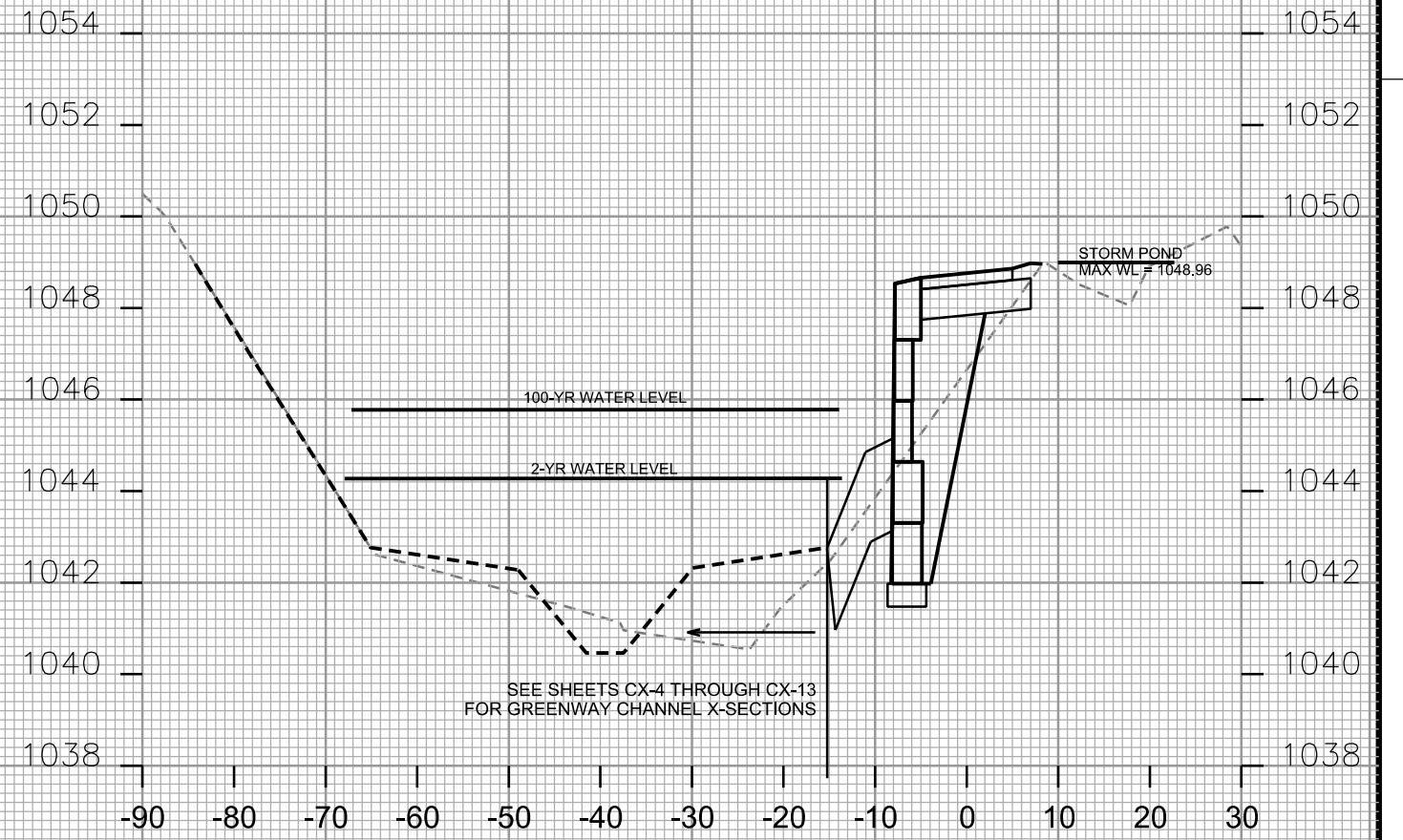
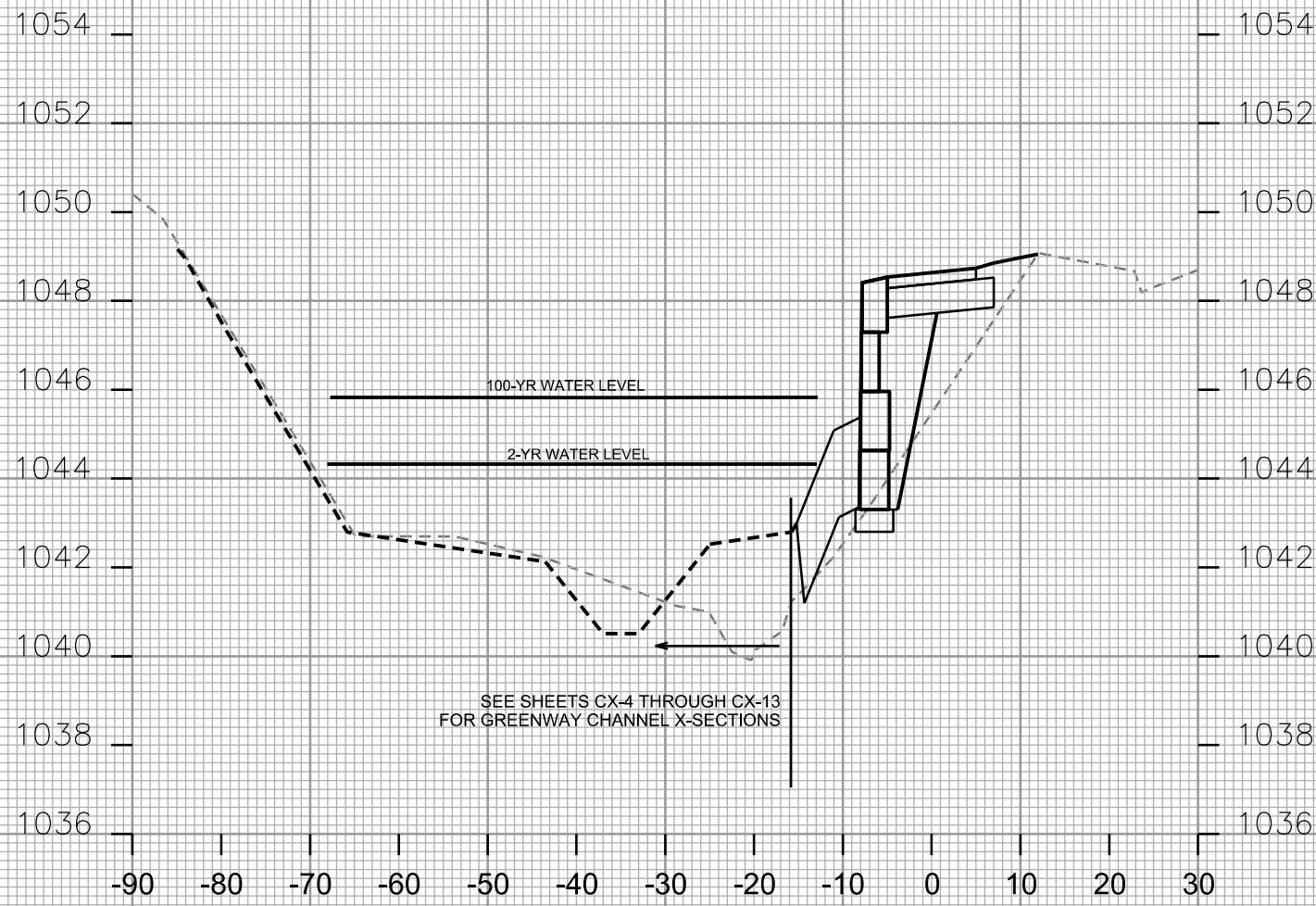
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

BIKE PATH

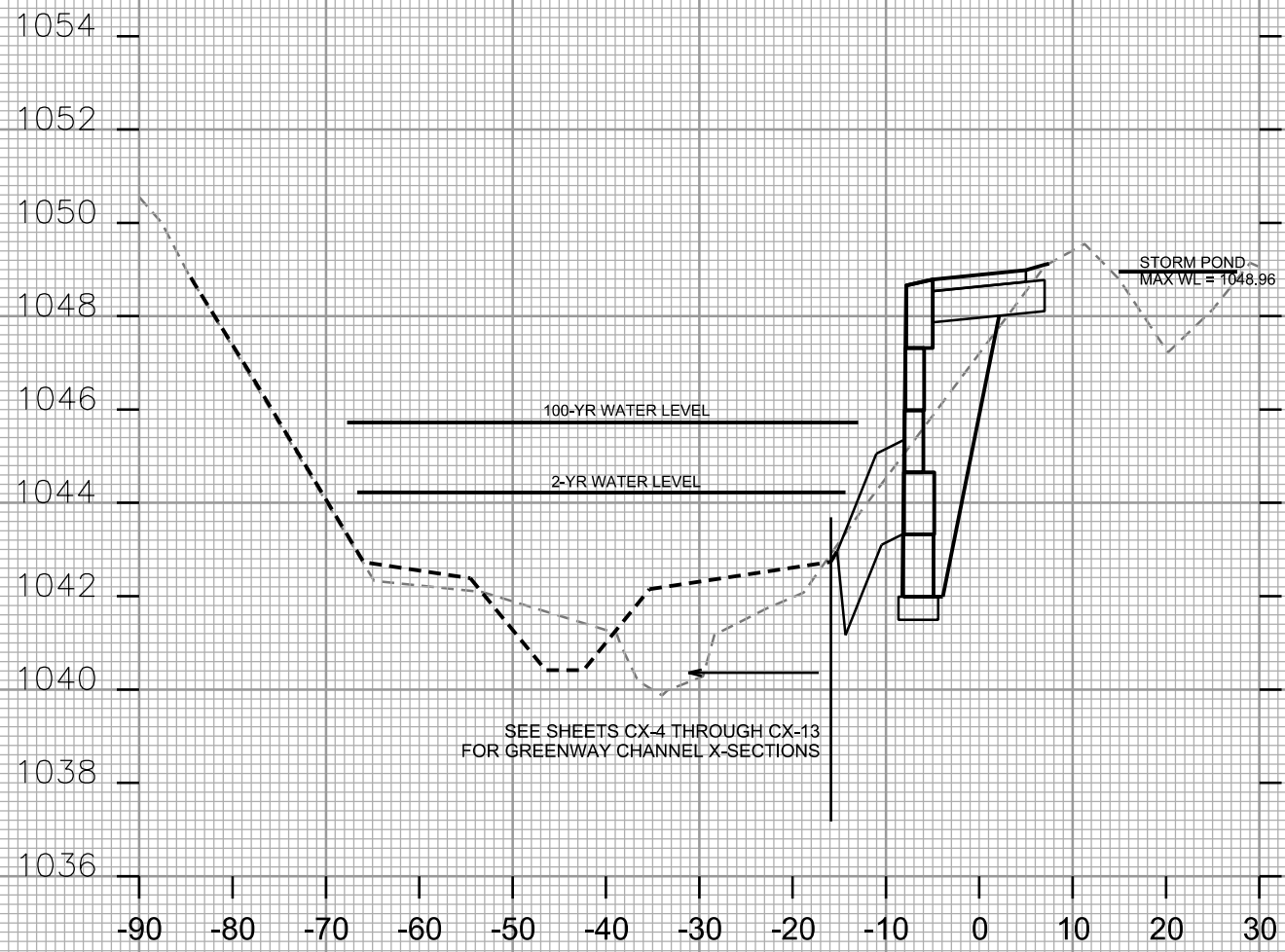
CITY OF MADISON

PLOT SCALE: _____

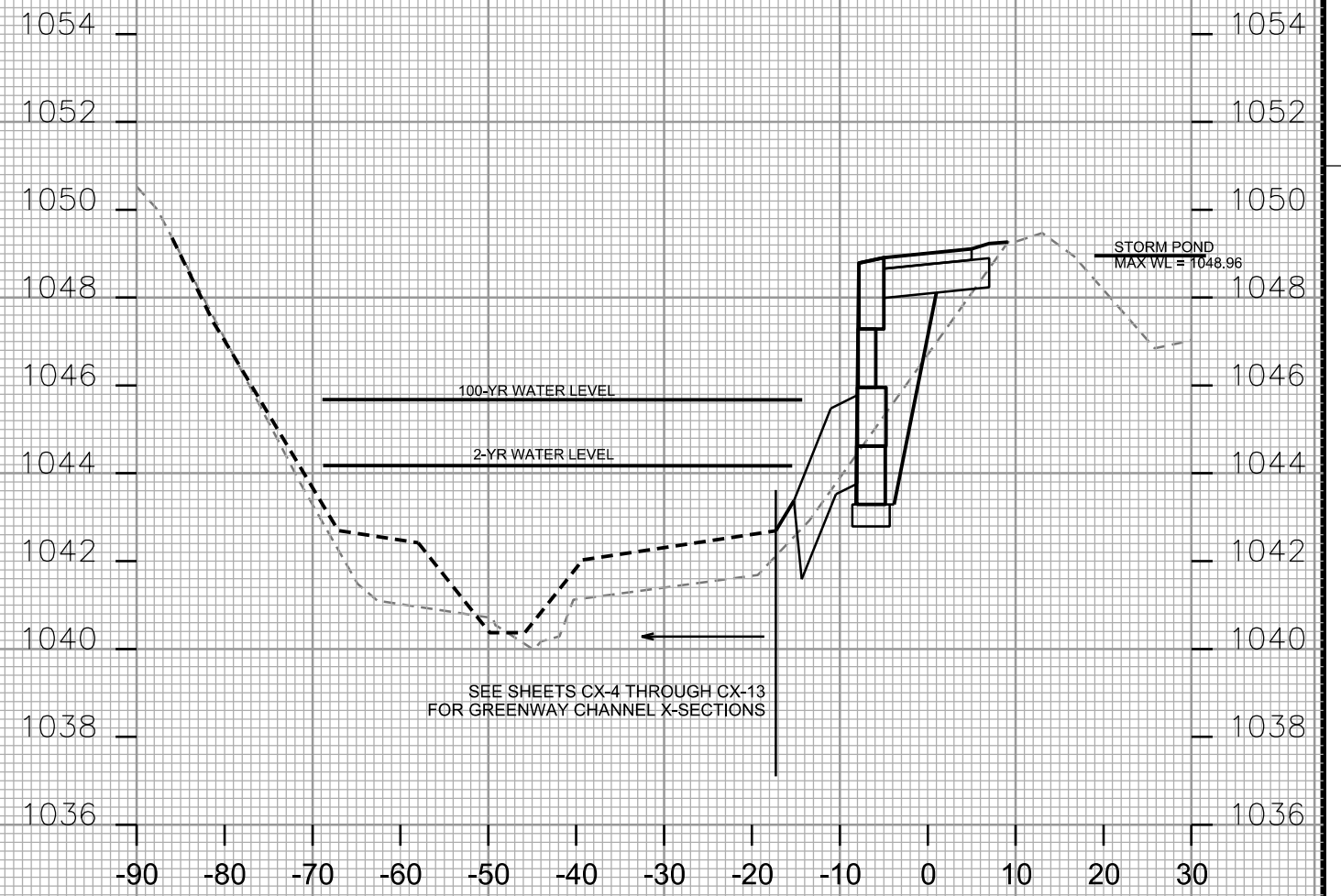
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REV. DATE: _____

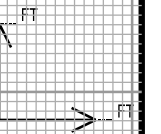
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 8+50



STA. 8+75



CROSS SECTIONS

BIKE PATH

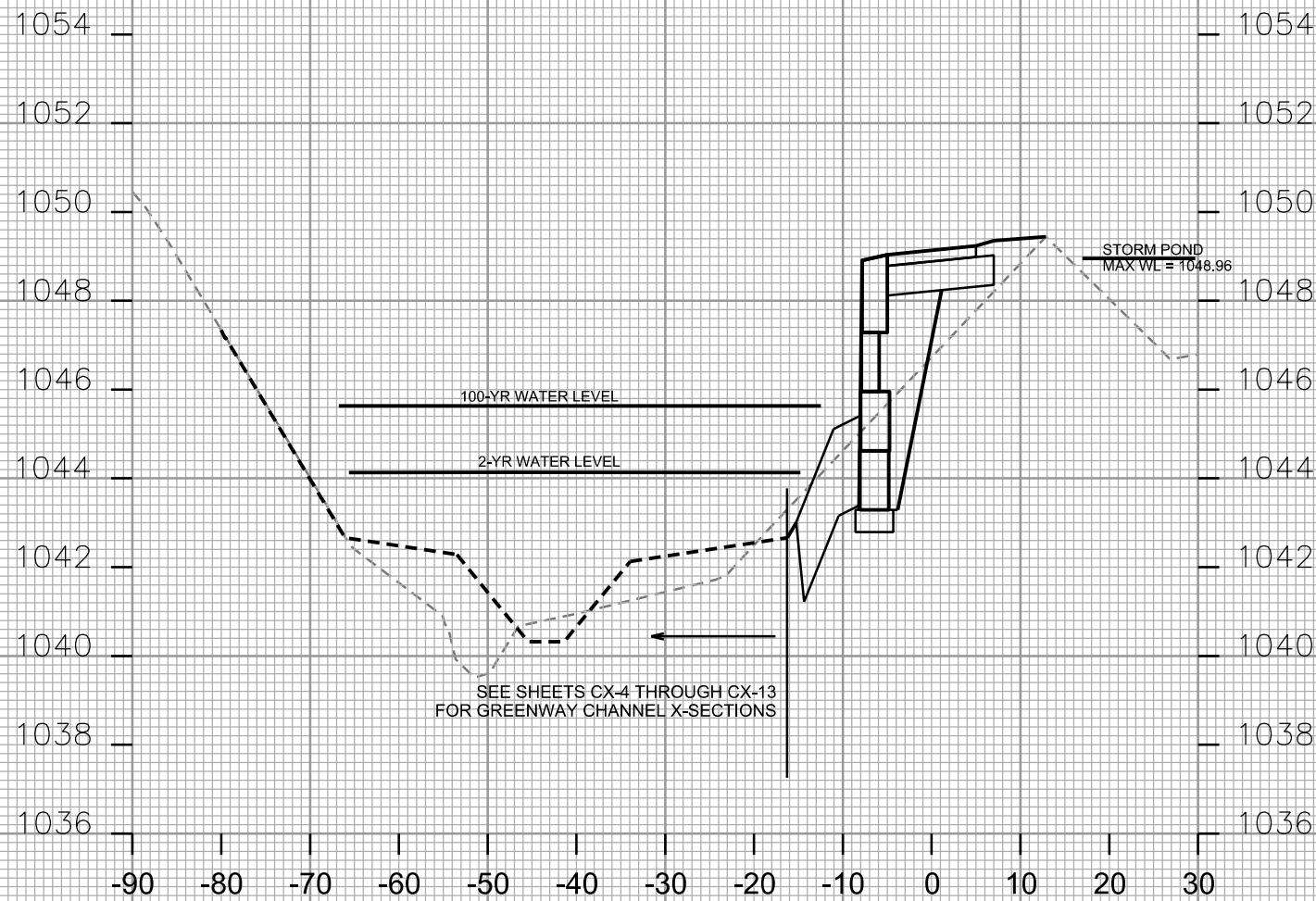
CITY OF MADISON

PLOT SCALE: _____

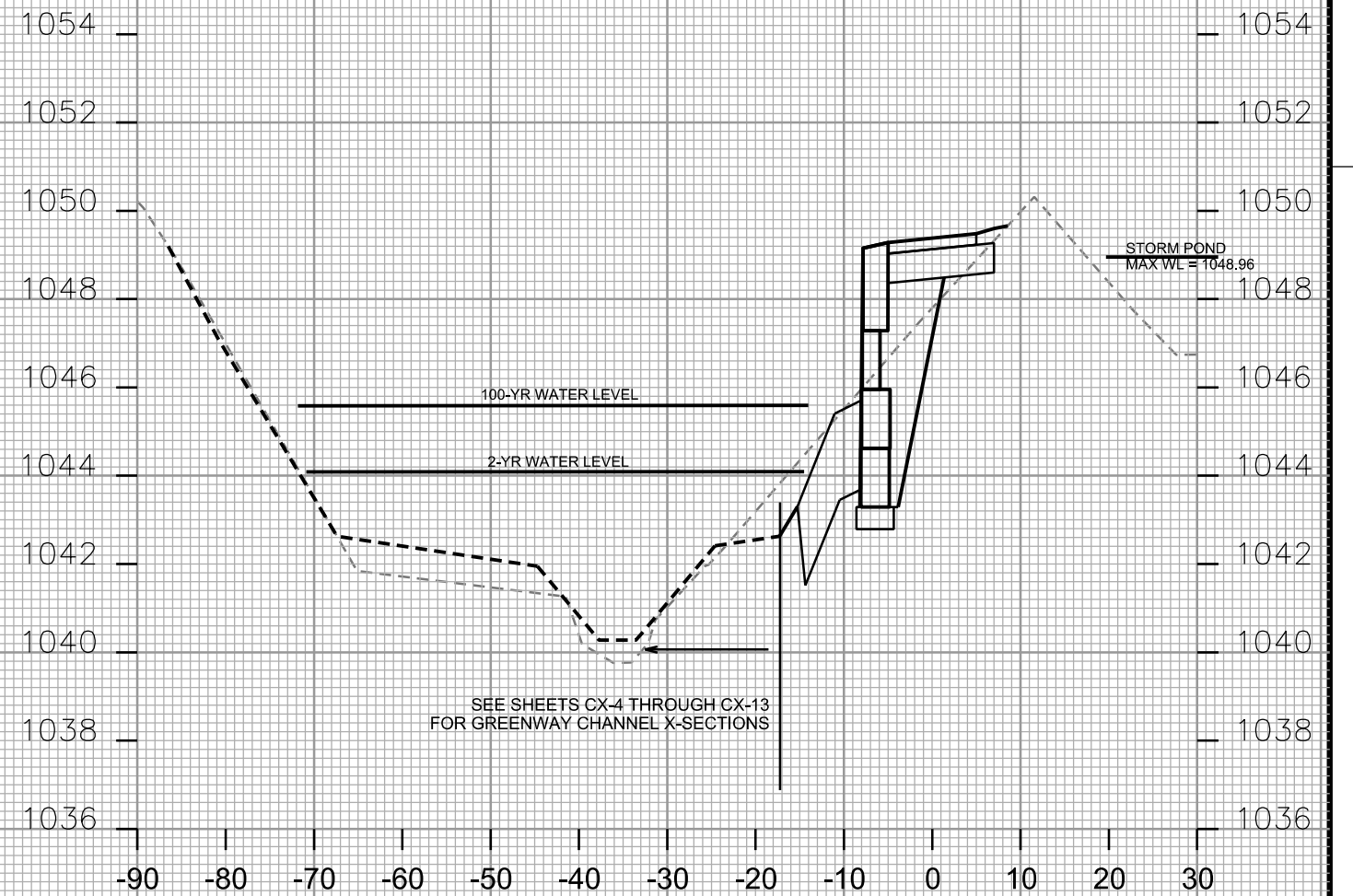
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REV. DATE: _____

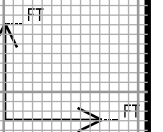
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 9+00



STA. 9+25

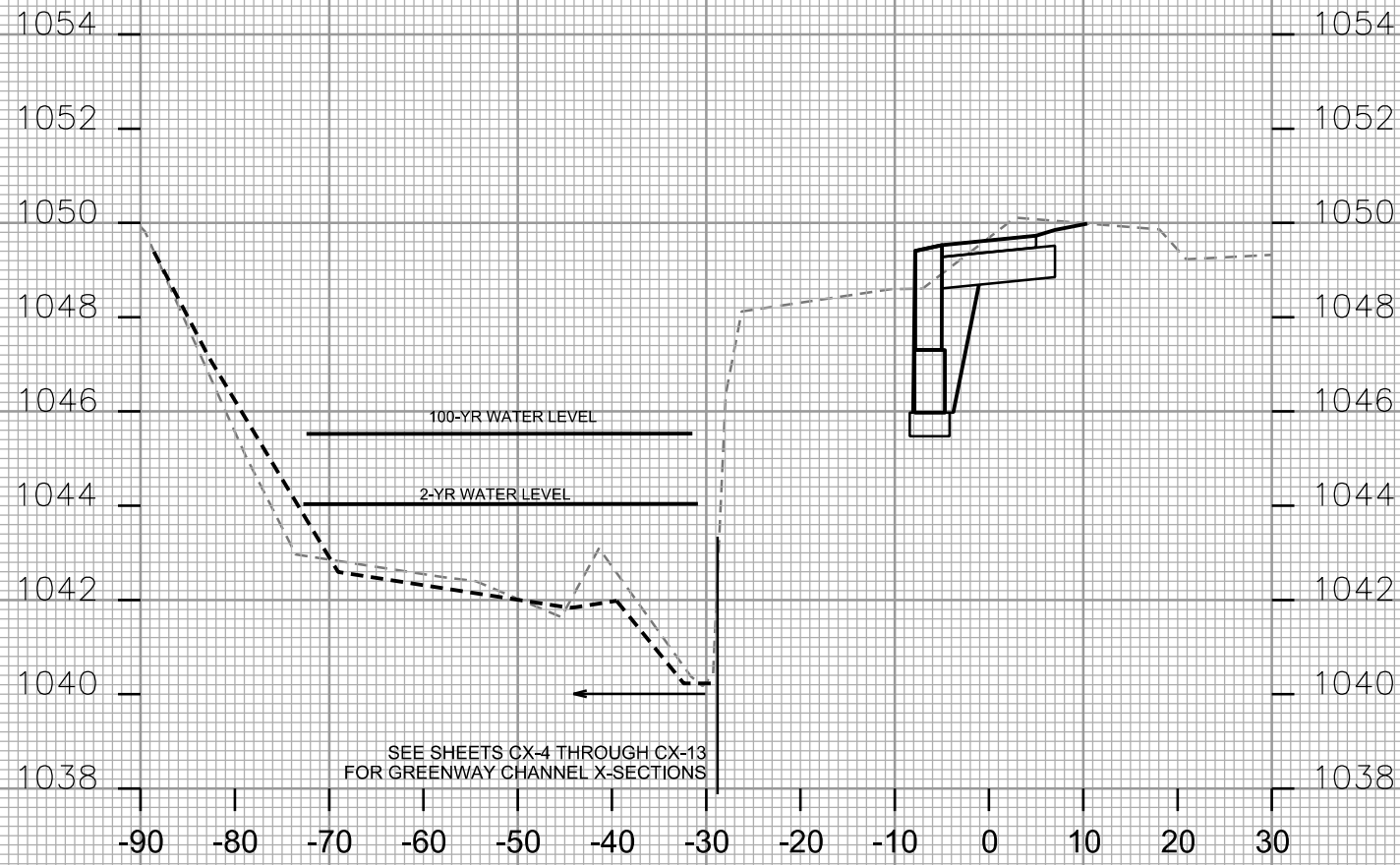


PLOT SCALE: _____

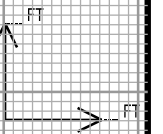
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 9+50



CROSS SECTIONS

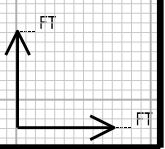
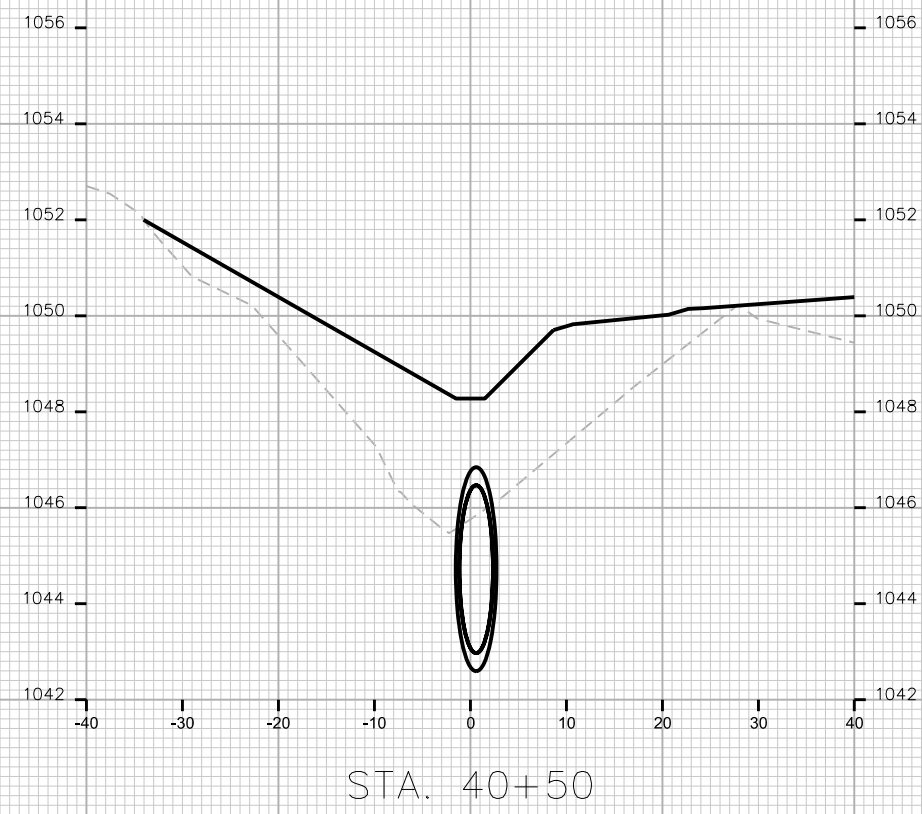
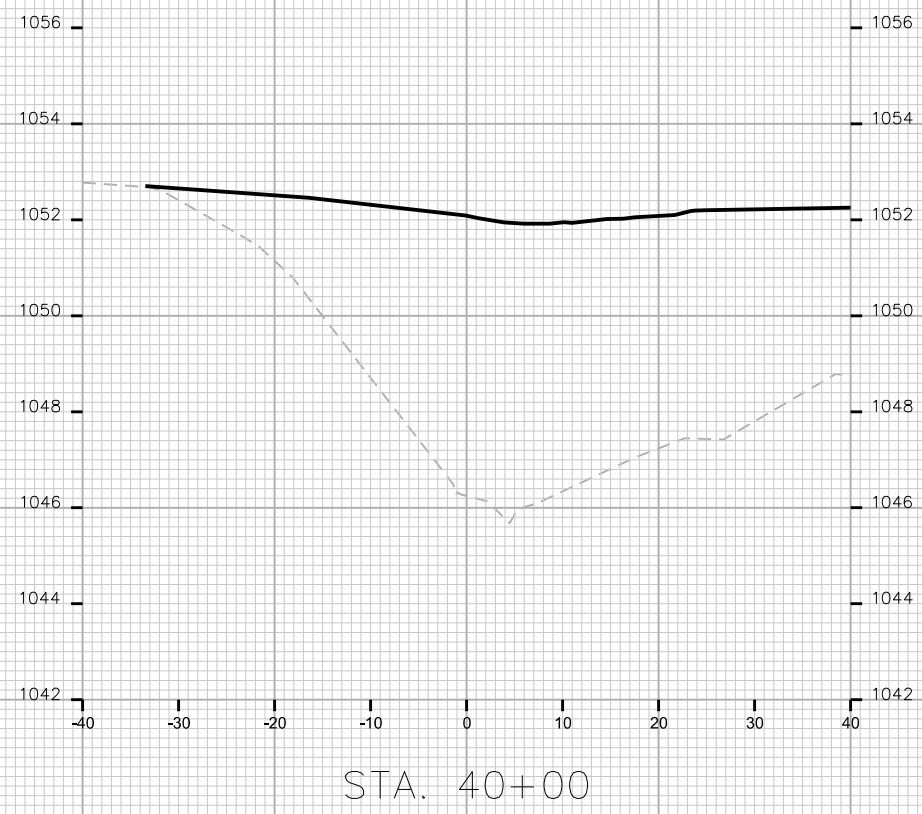
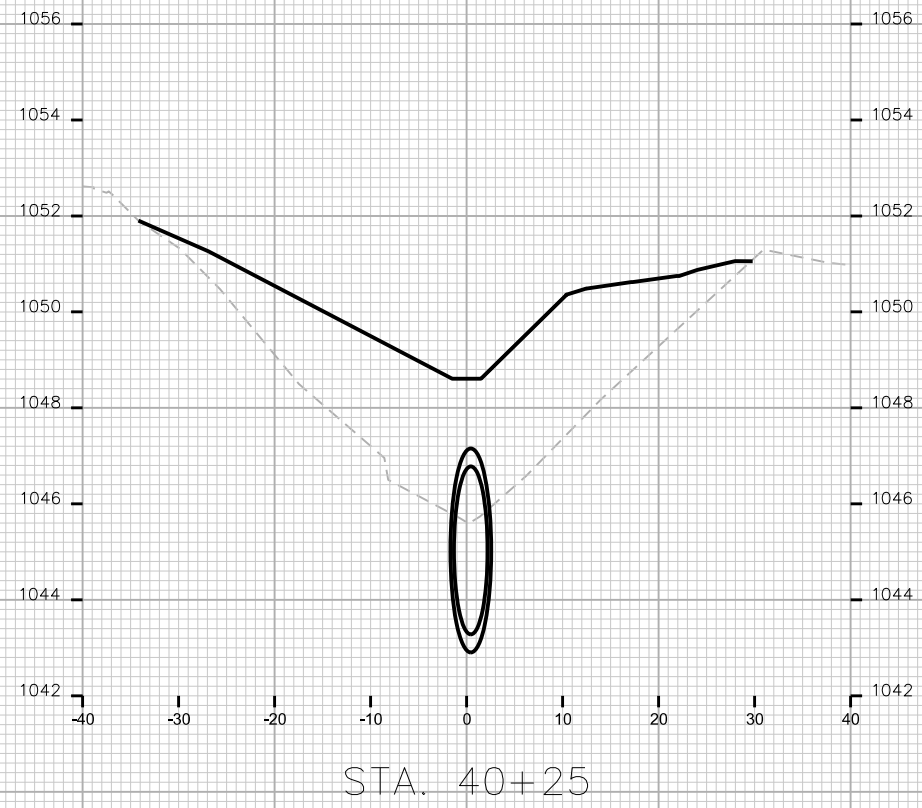
BELTLINE DITCH

CITY OF MADISON

PLOT SCALE: _____
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

BELTLINE DITCH

CITY OF MADISON

PLOT SCALE: _____

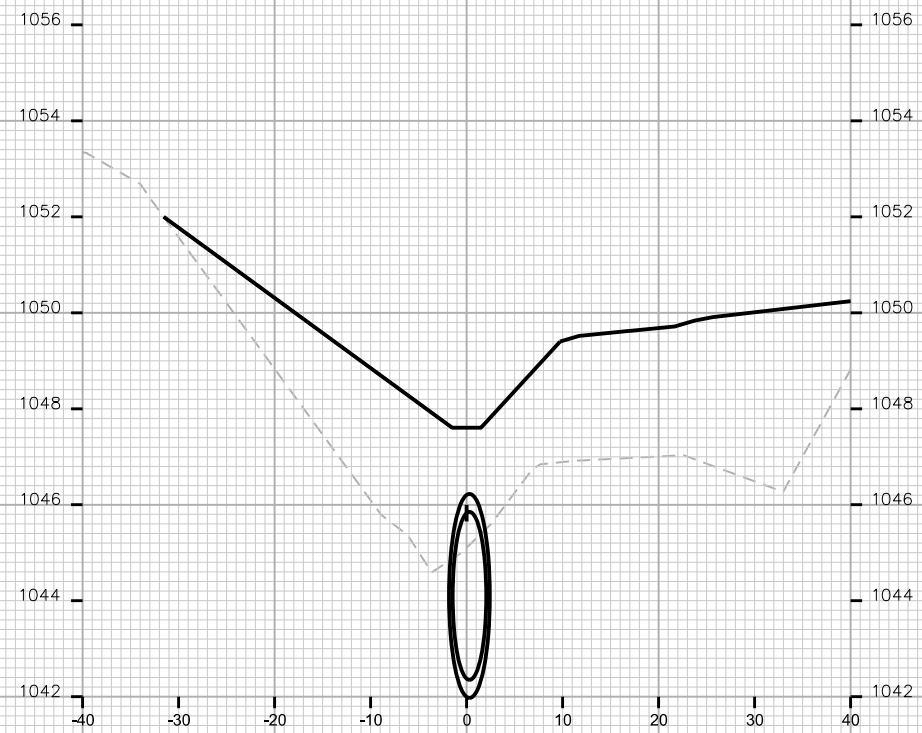
PLOT NAME: _____

REV. DATE: _____

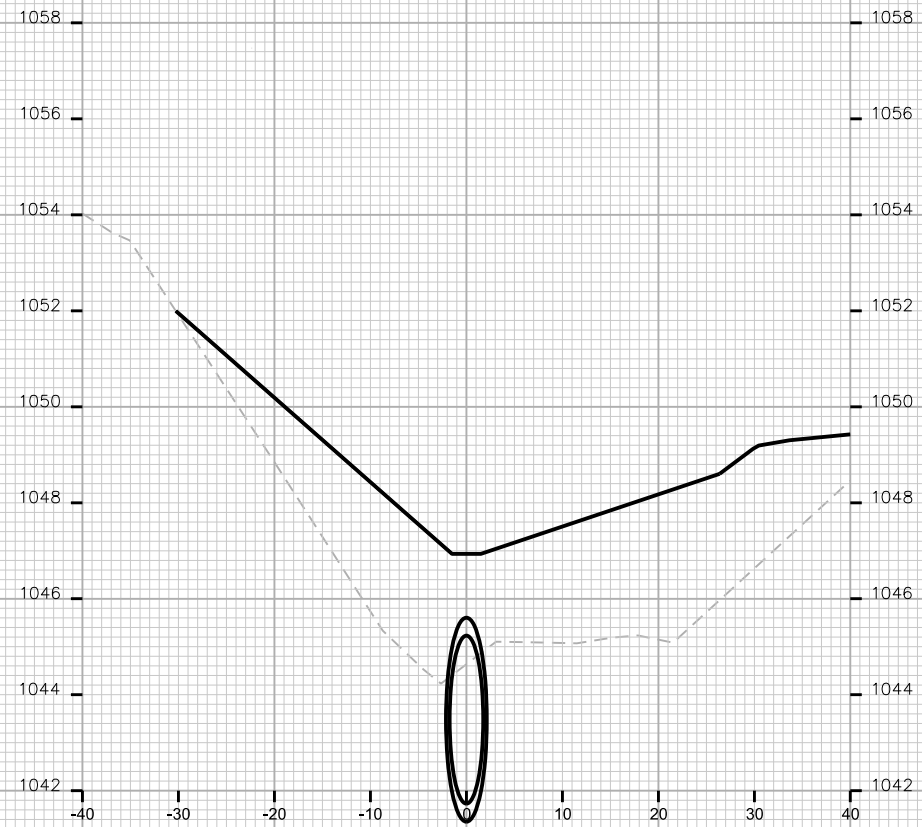
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 41+25



STA. 41+00



STA. 41+50



CROSS SECTIONS

BELTLINE DITCH

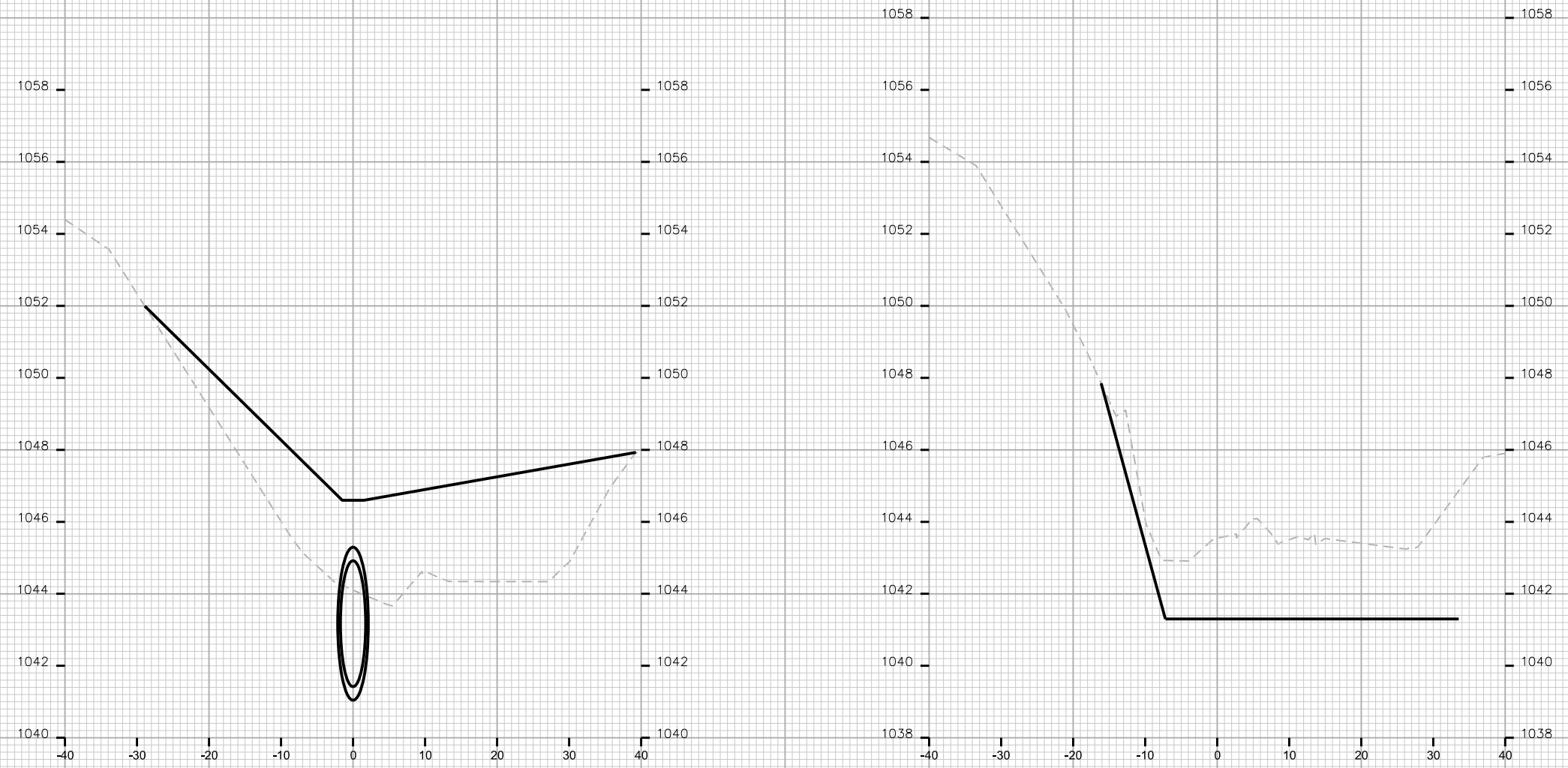
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

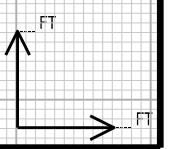
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 41+75

STA. 41+92



CROSS SECTIONS

GREENWAY CHANNEL

CITY OF MADISON

PLOT SCALE: _____

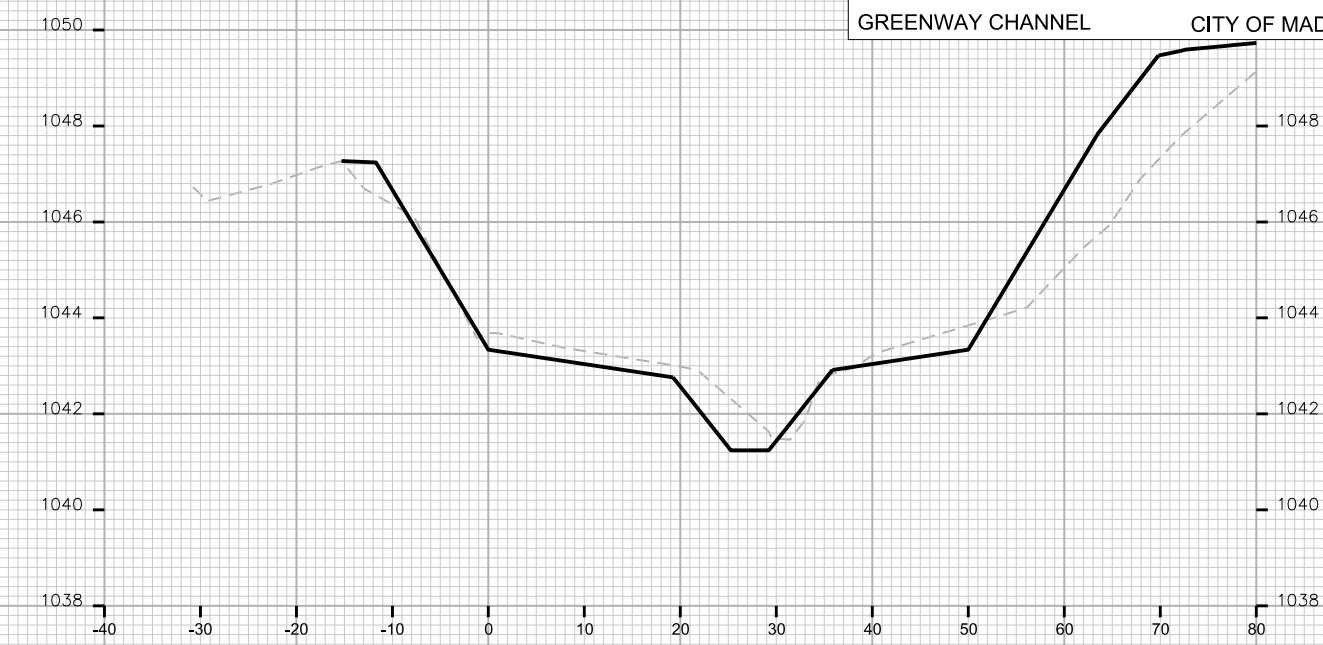
PLOT NAME: _____

REV. DATE: _____

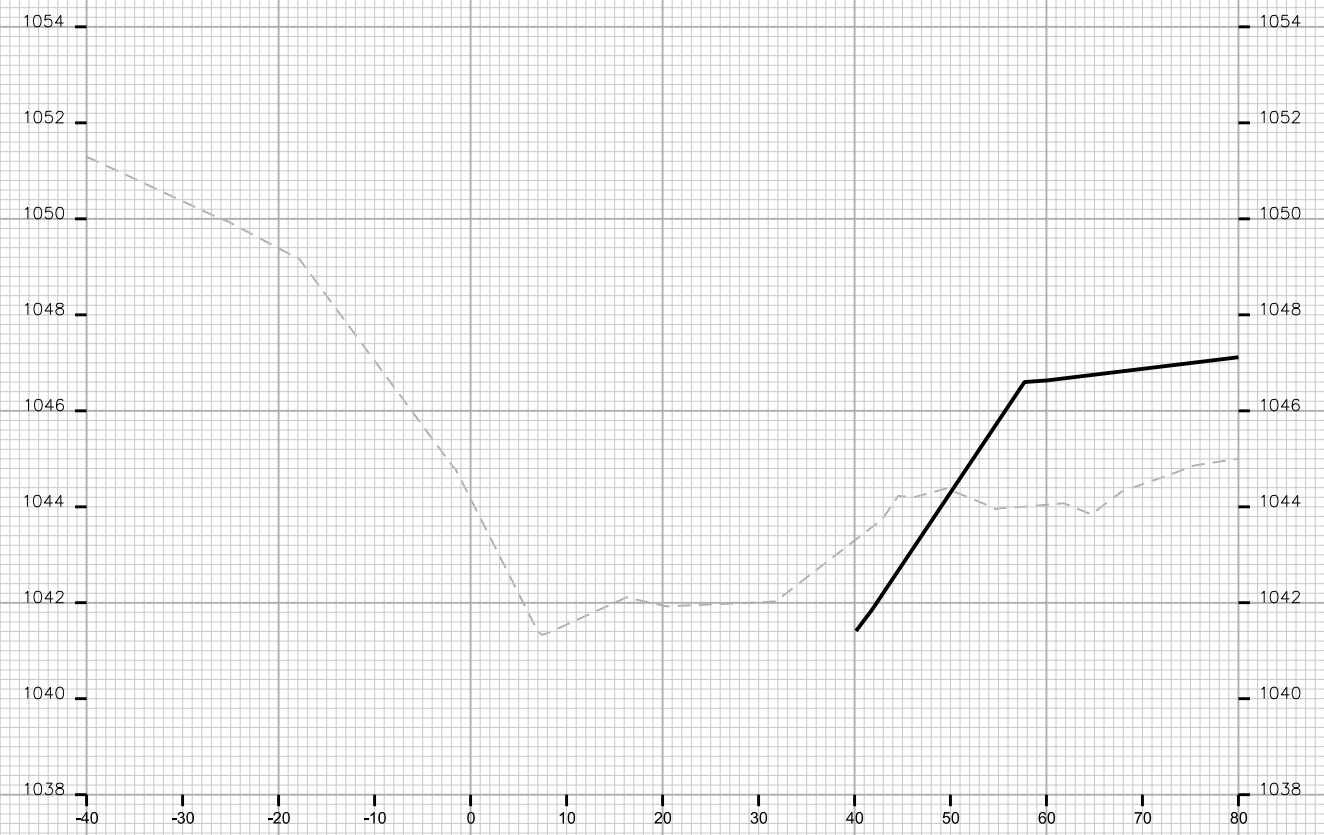
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



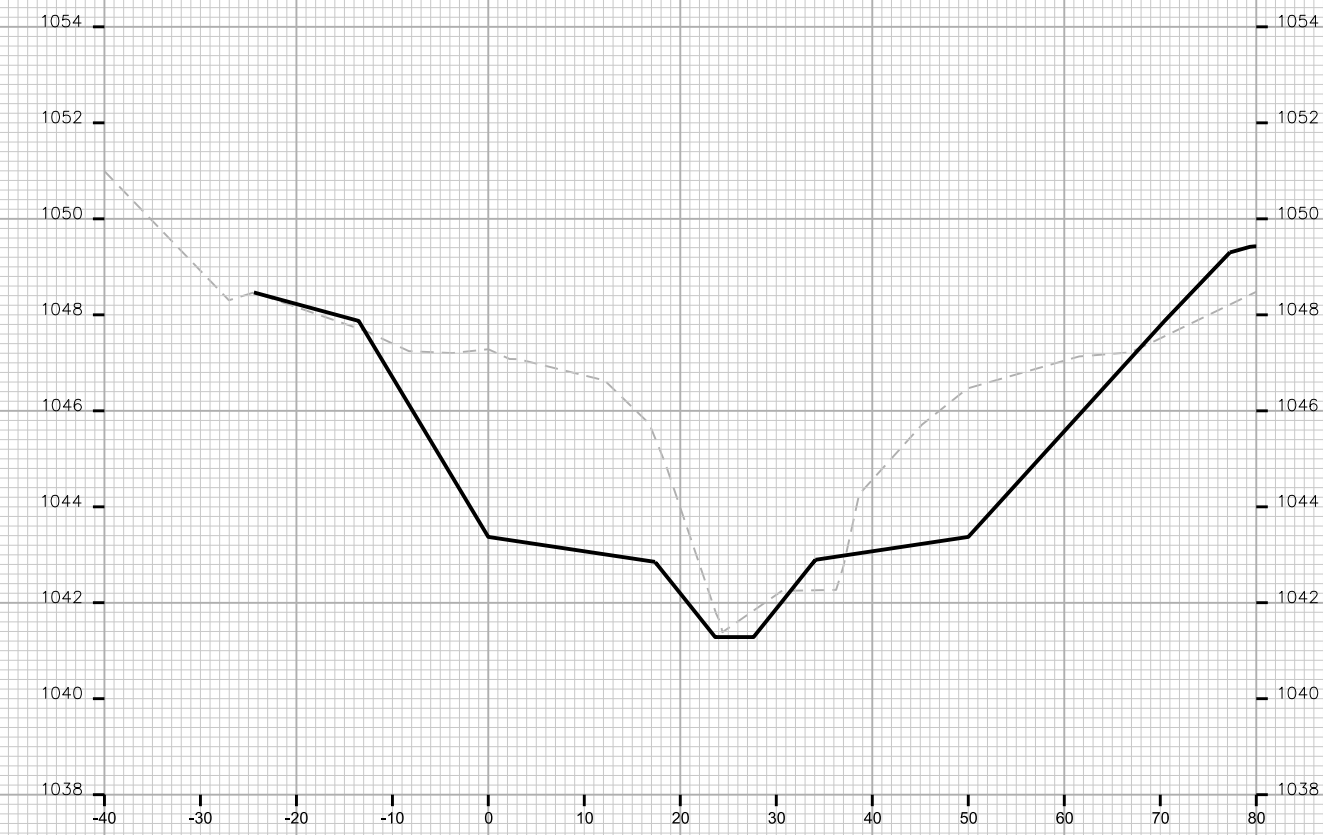
STA. 20+75



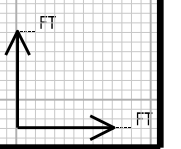
STA. 21+25



STA. 20+50



STA. 21+00



CROSS SECTIONS

GREENWAY CHANNEL

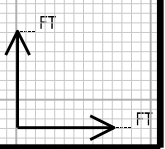
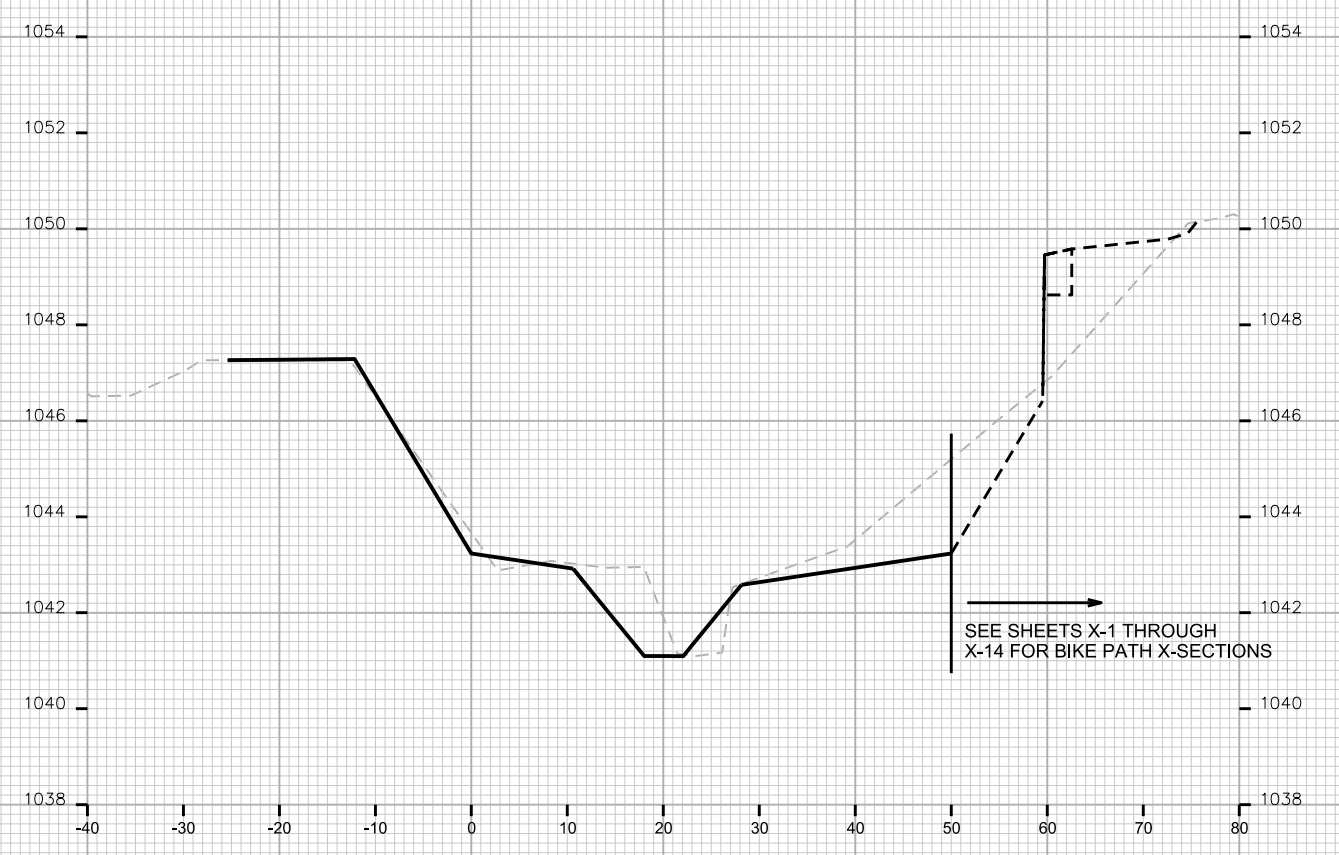
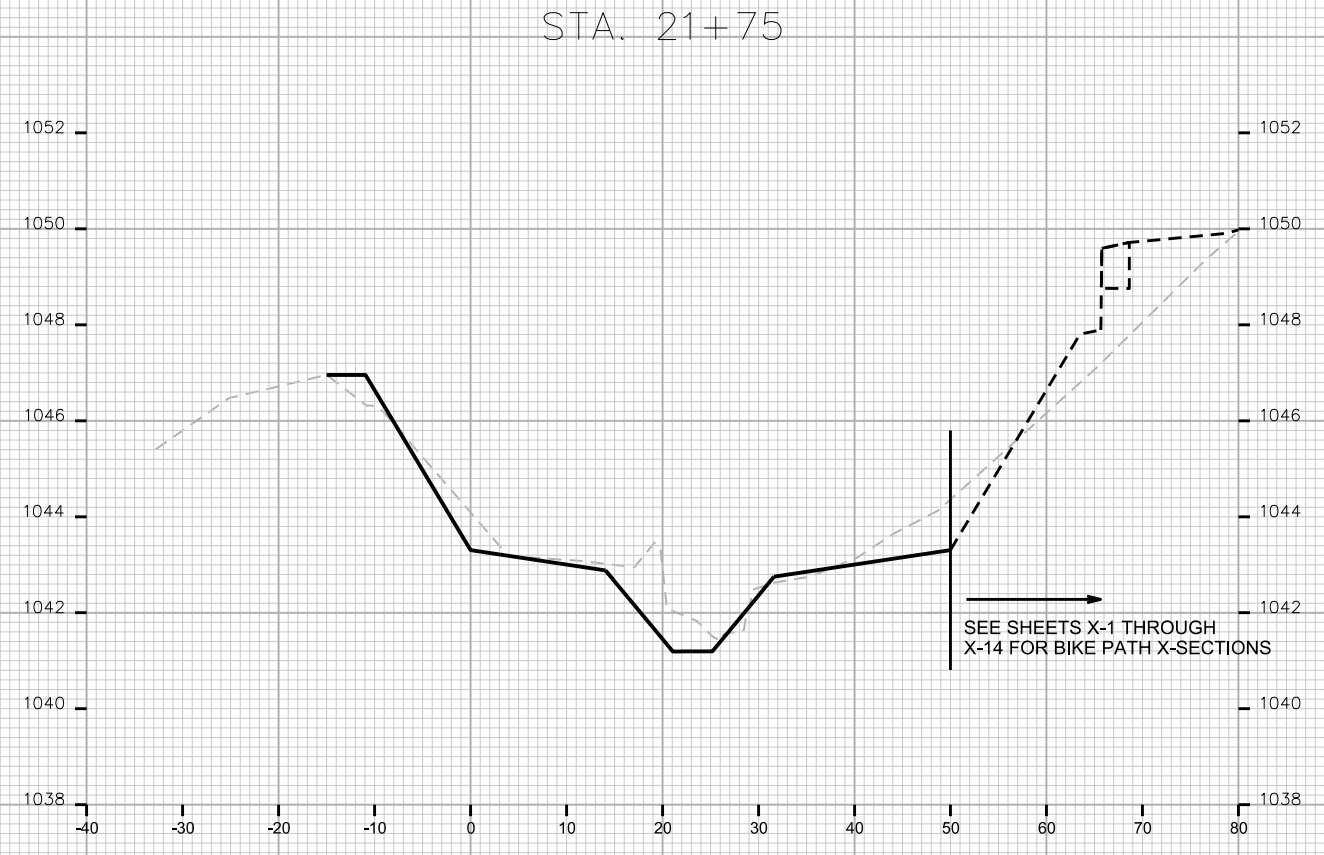
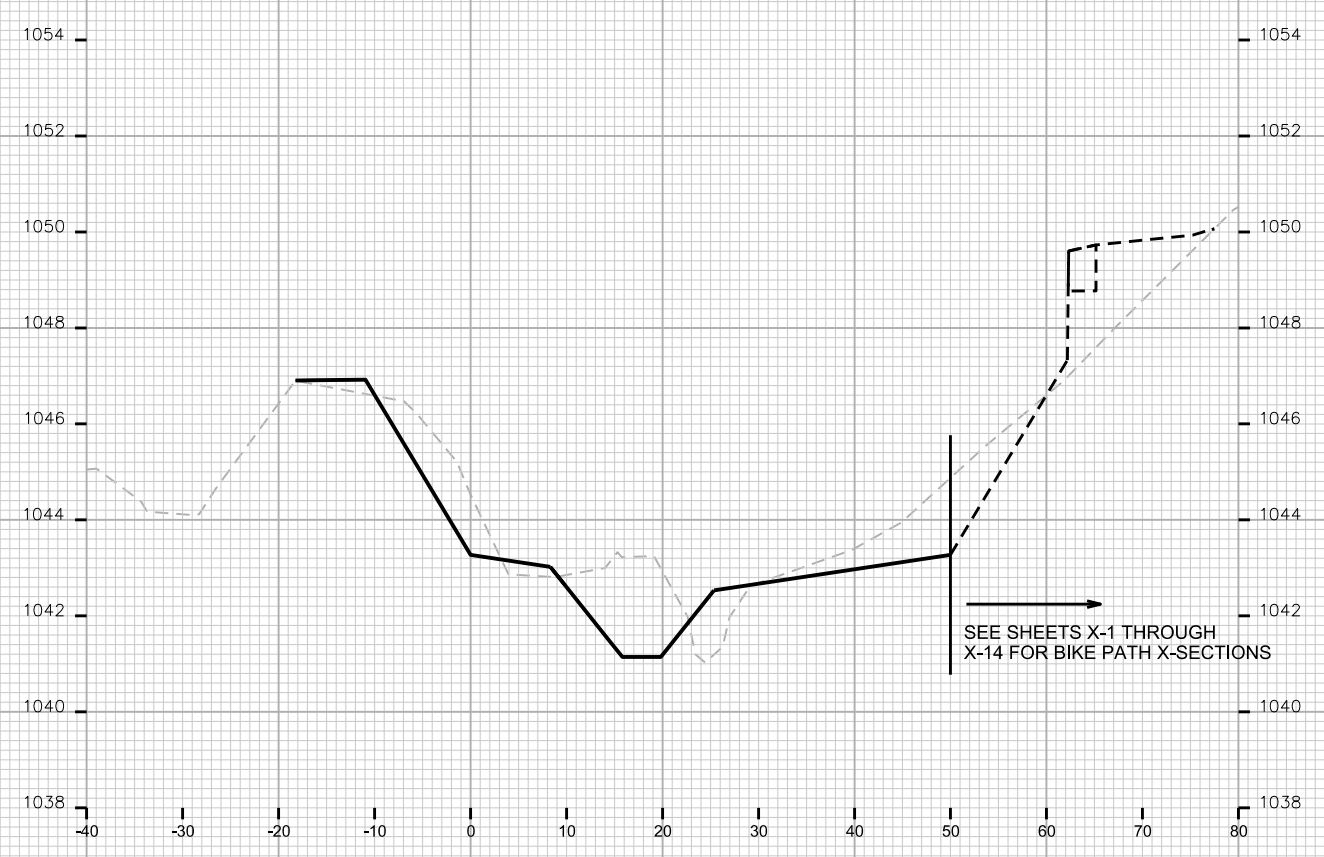
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

GREENWAY CHANNEL

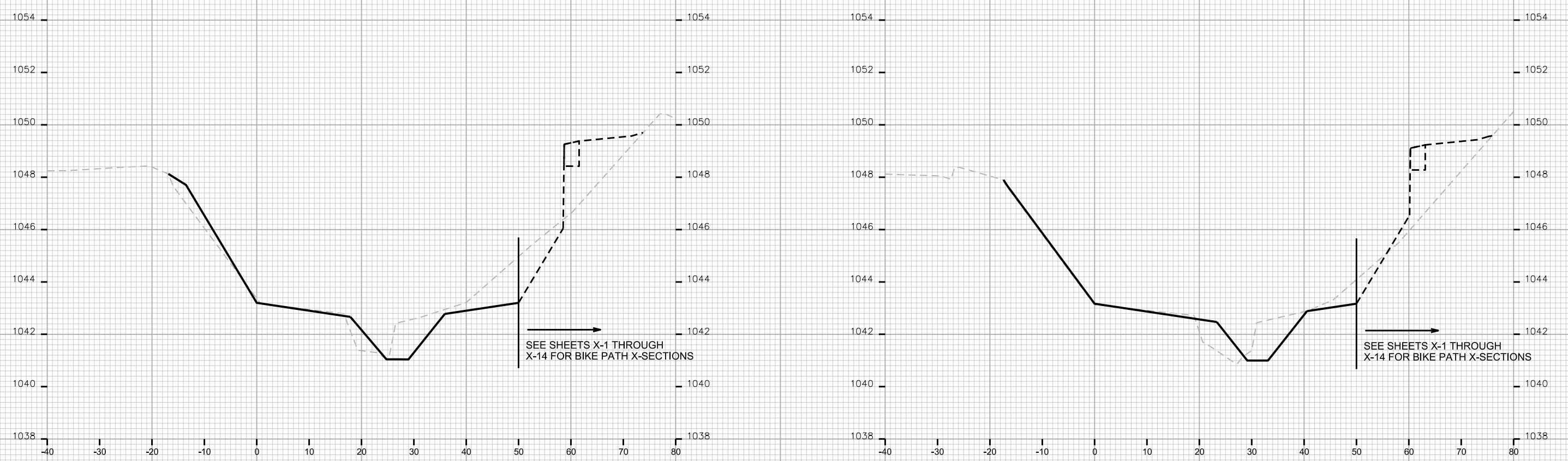
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

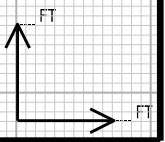
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 22+25

STA. 22+50



CROSS SECTIONS

GREENWAY CHANNEL

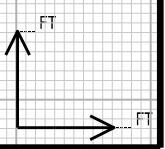
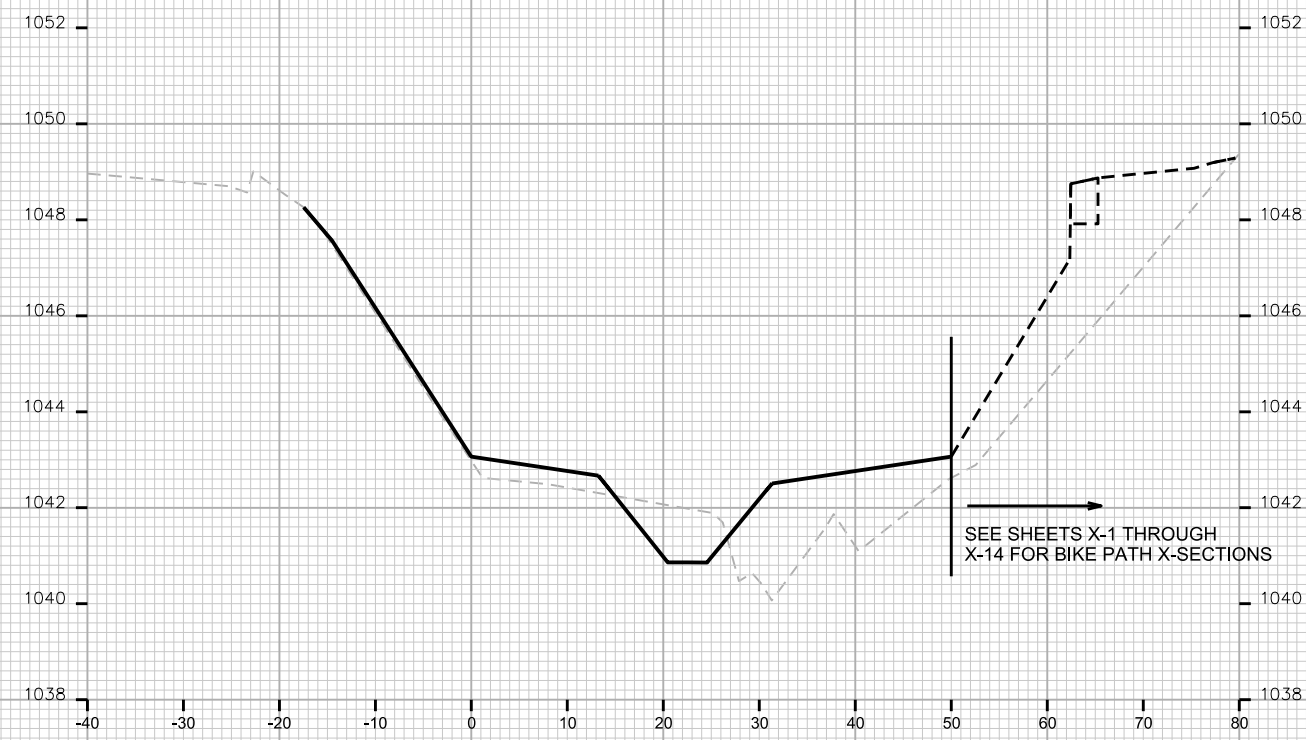
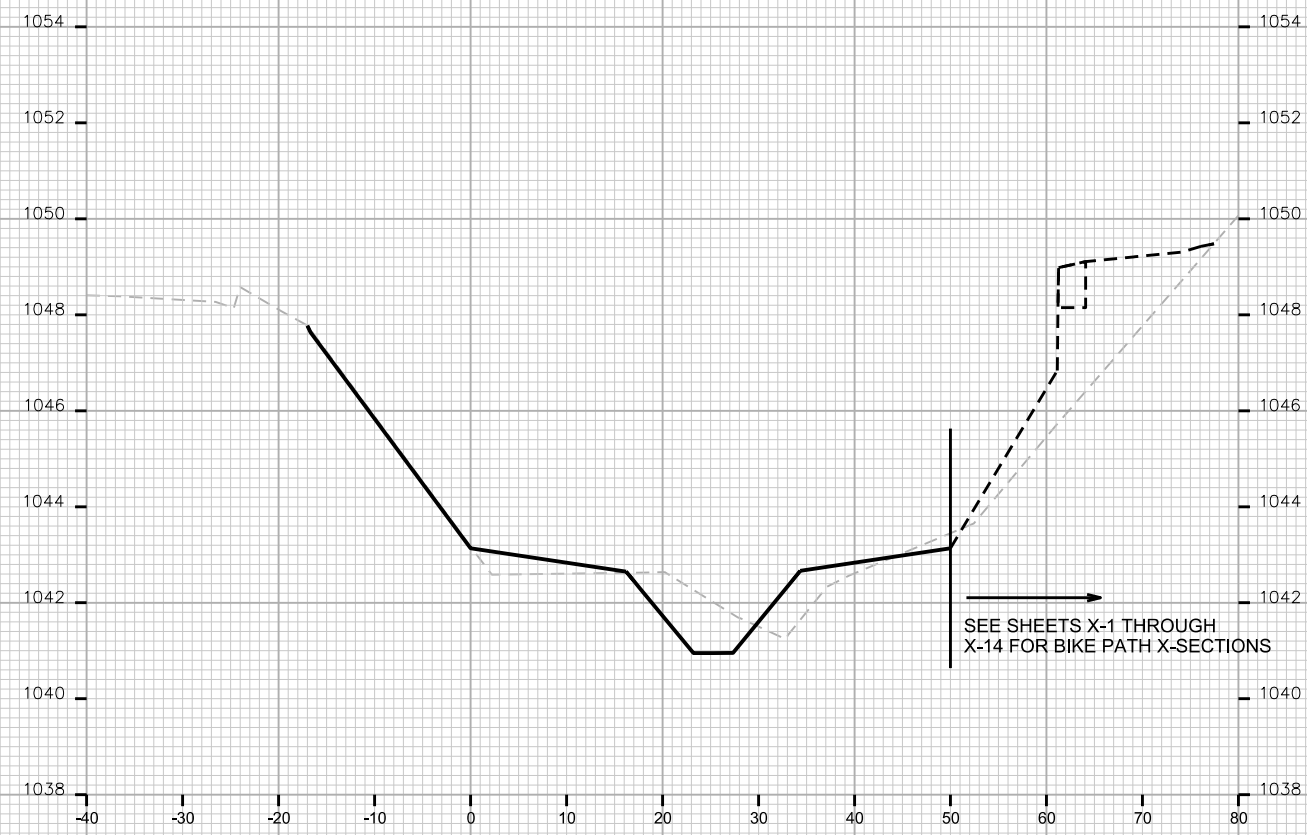
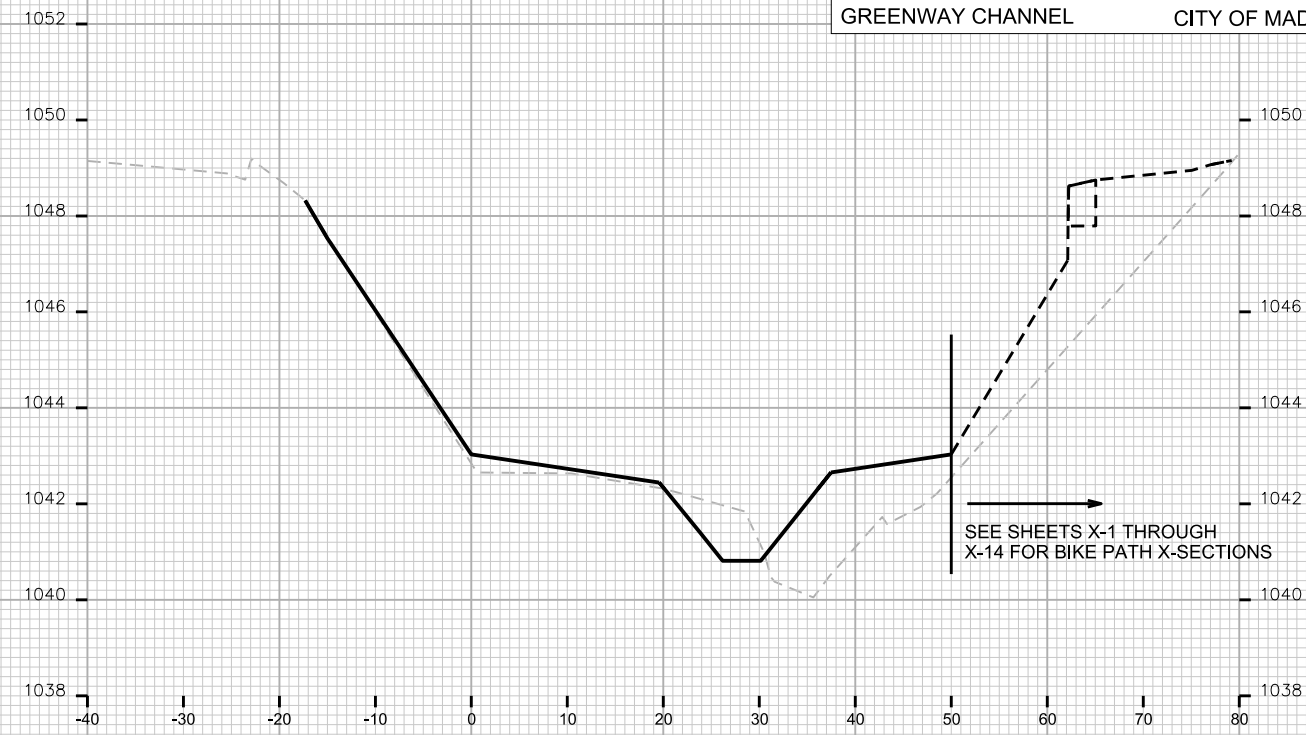
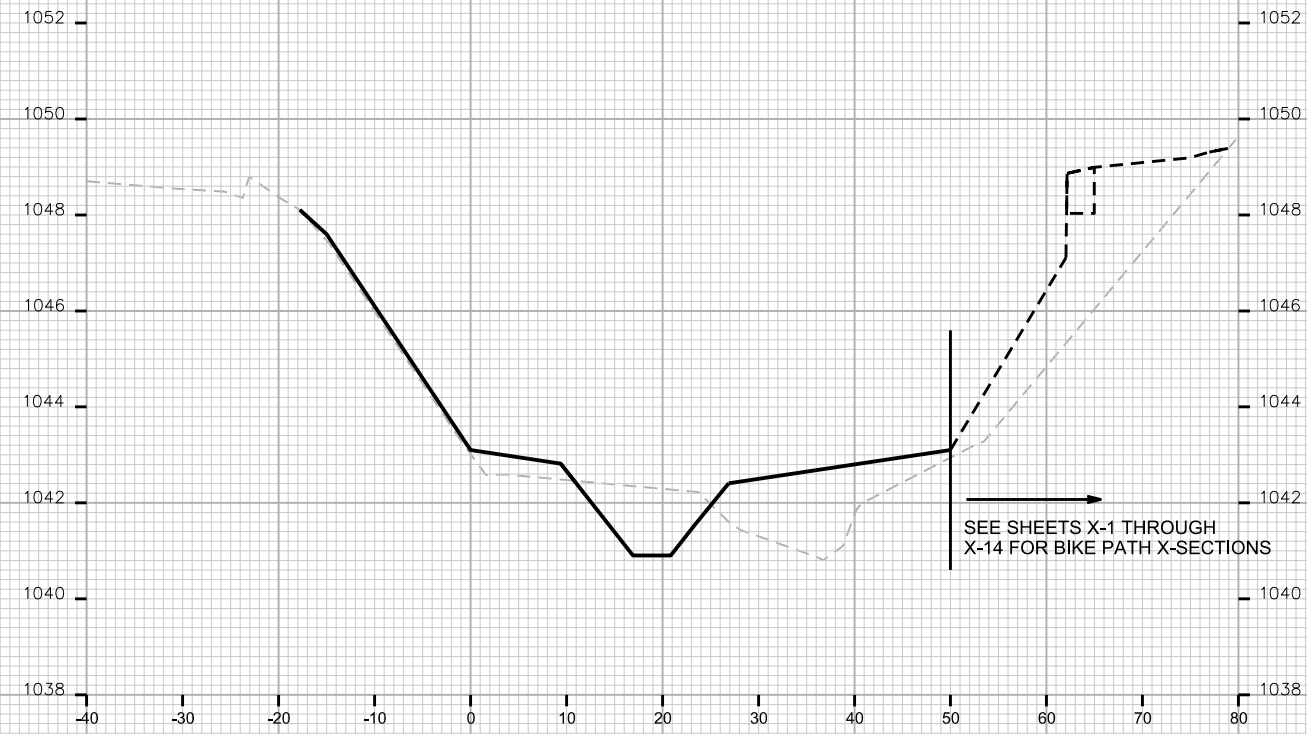
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

GREENWAY CHANNEL

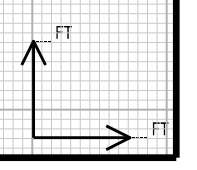
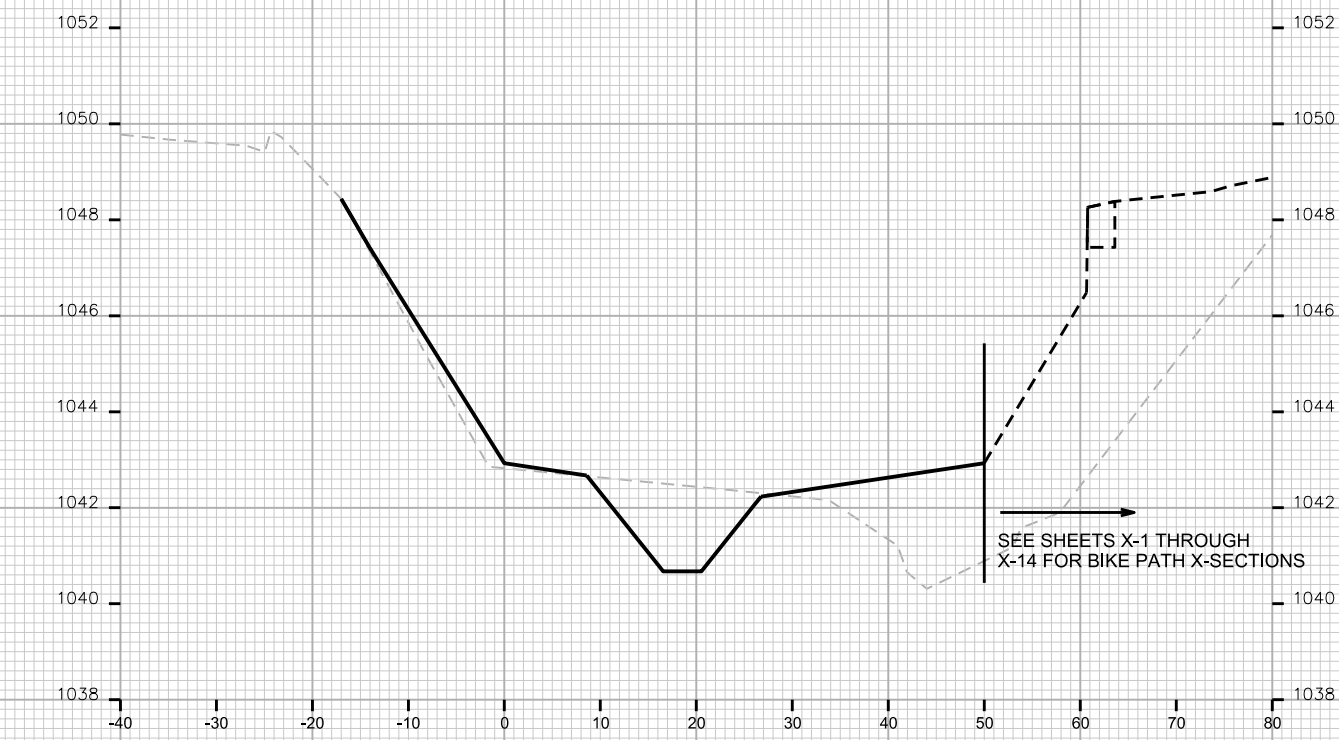
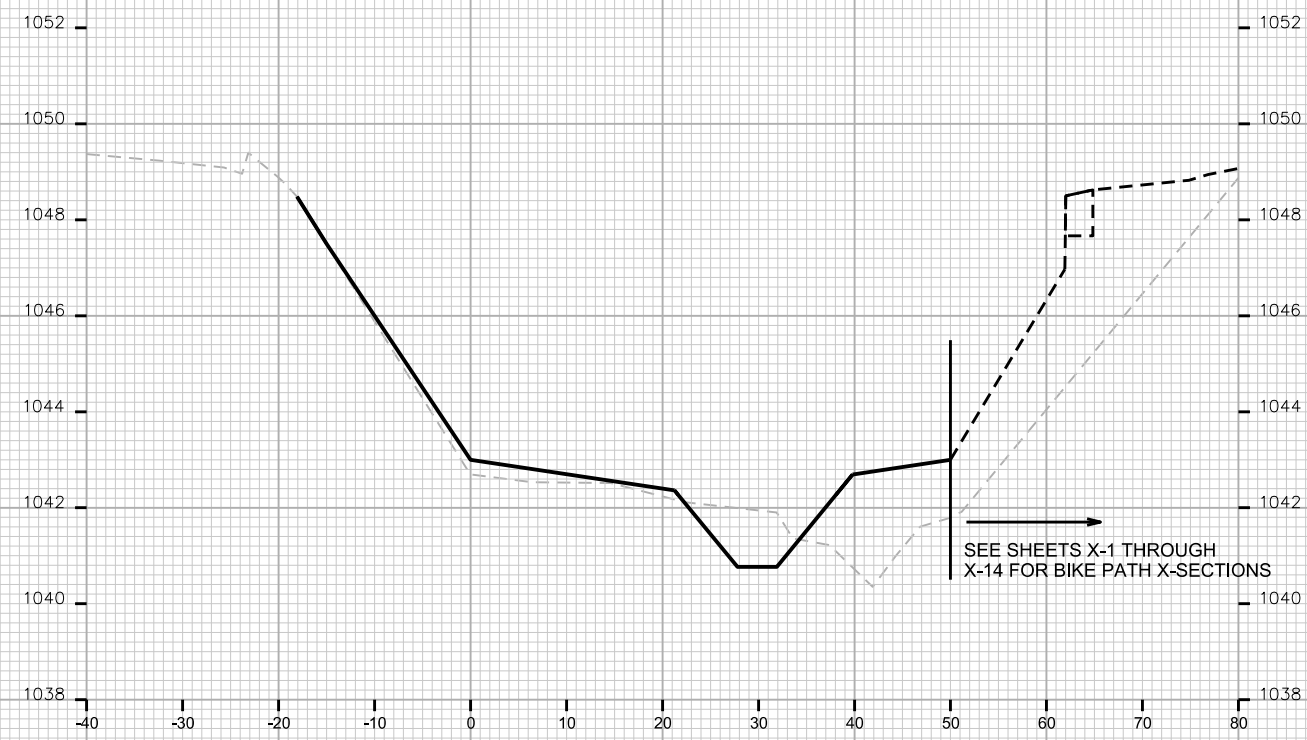
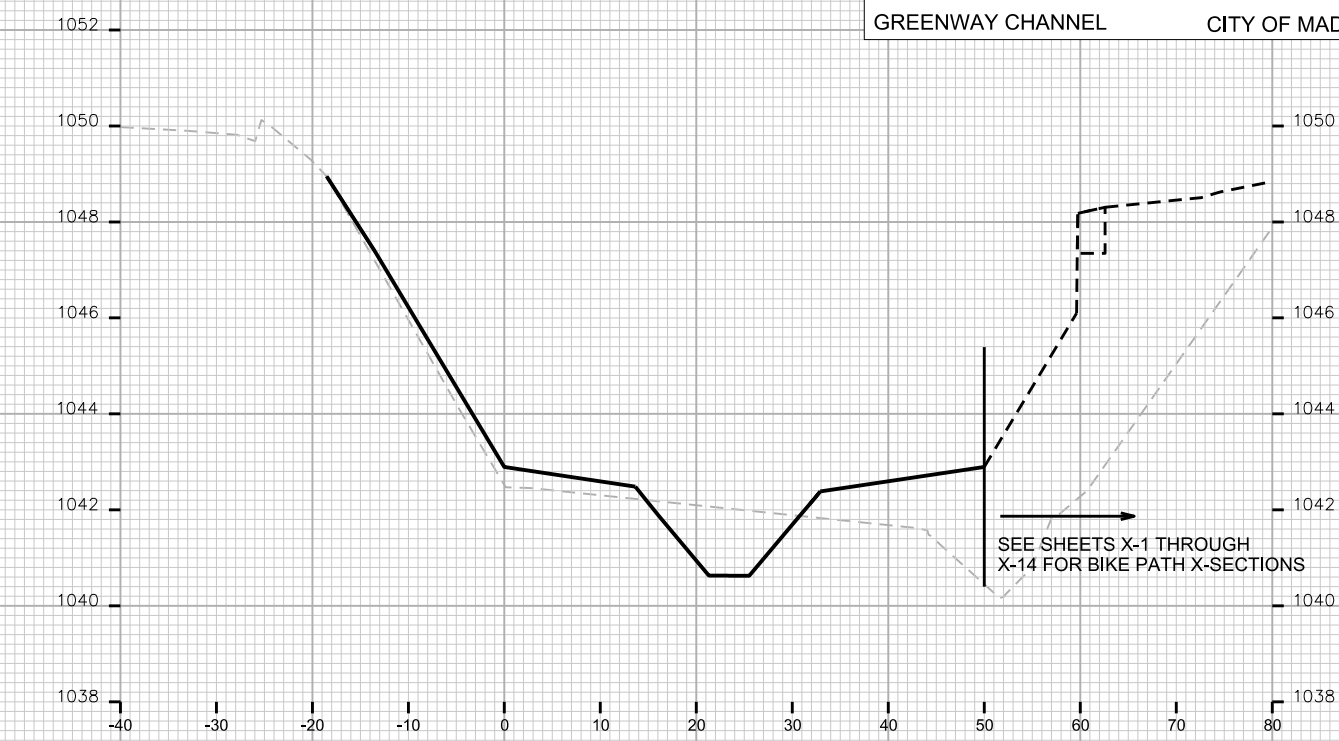
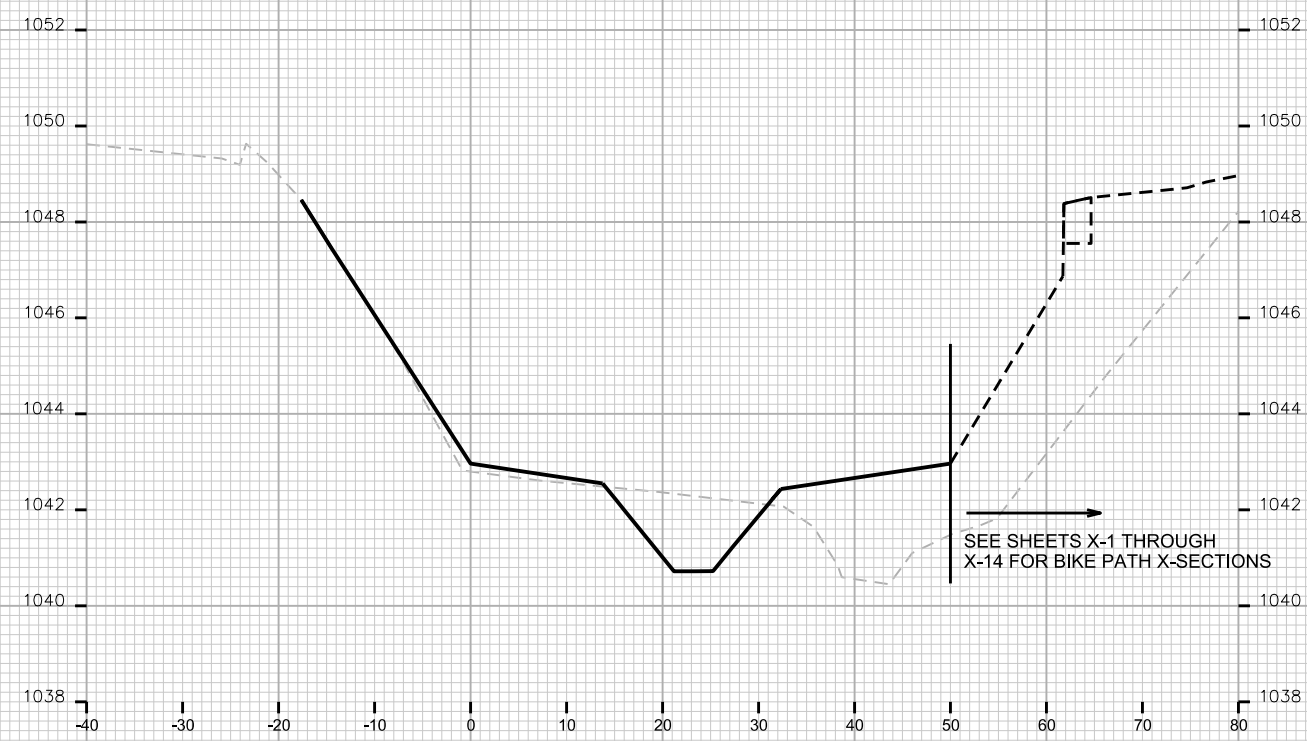
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

GREENWAY CHANNEL

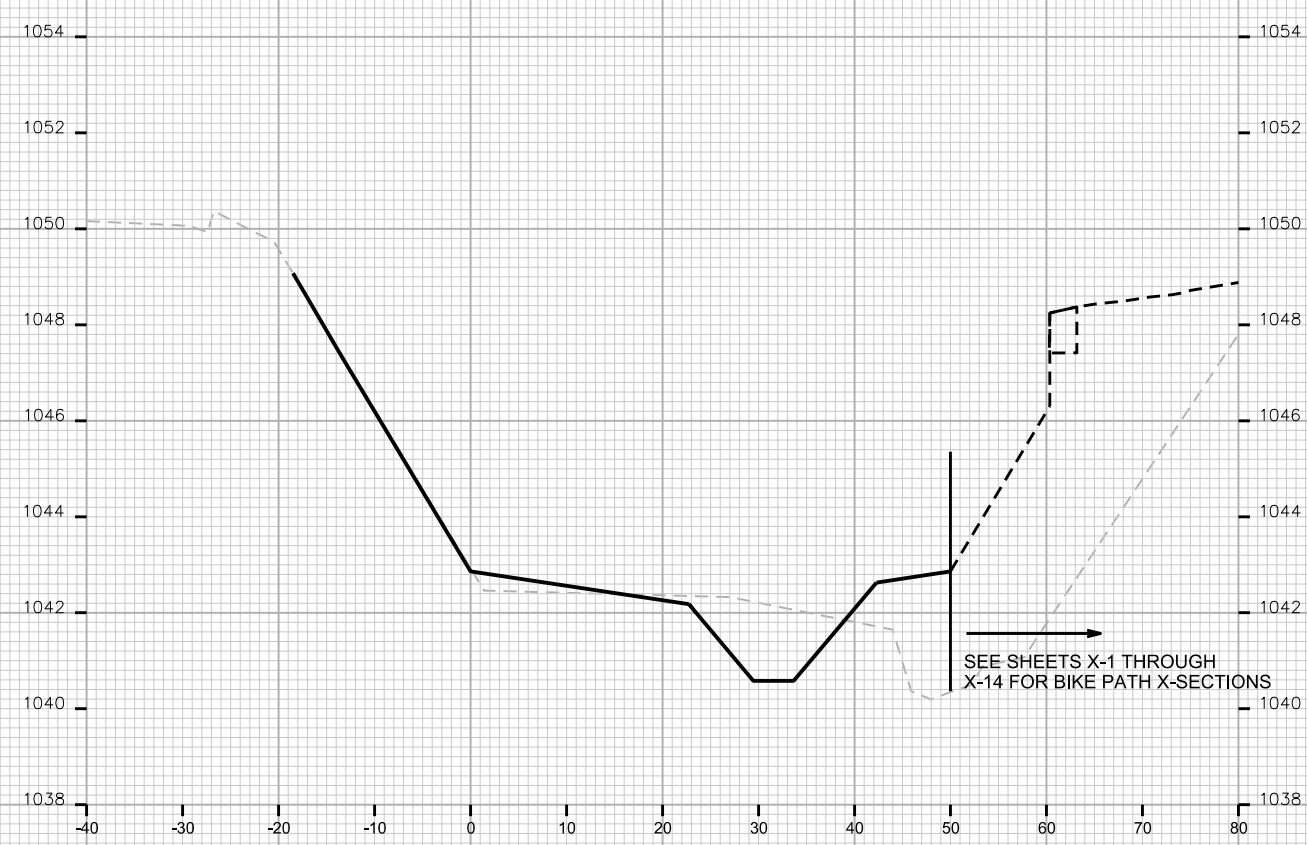
CITY OF MADISON

PLOT SCALE: _____

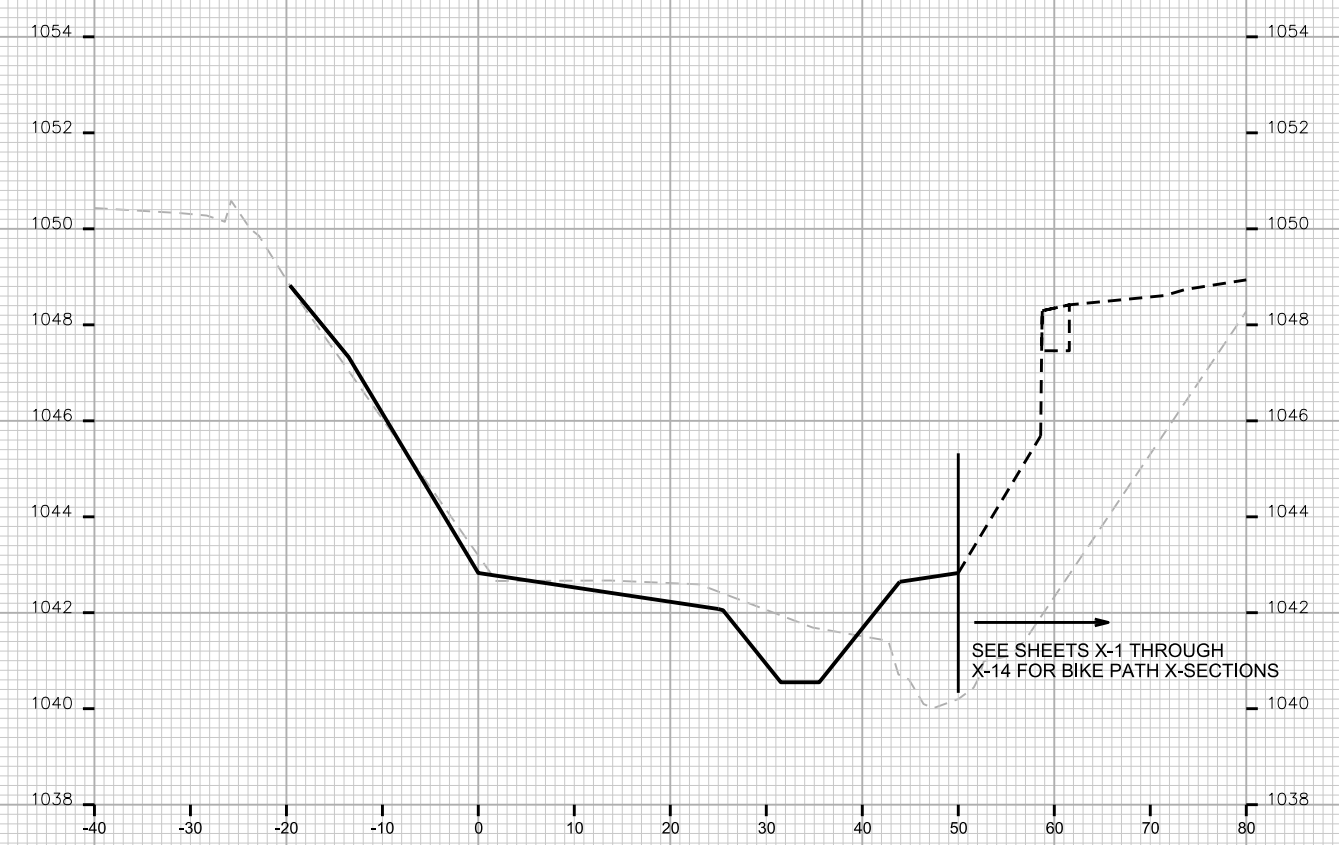
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REV. DATE: _____

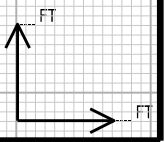
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 24+75



STA. 25+00



CROSS SECTIONS

GREENWAY CHANNEL

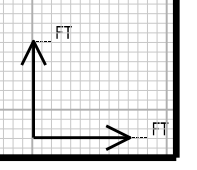
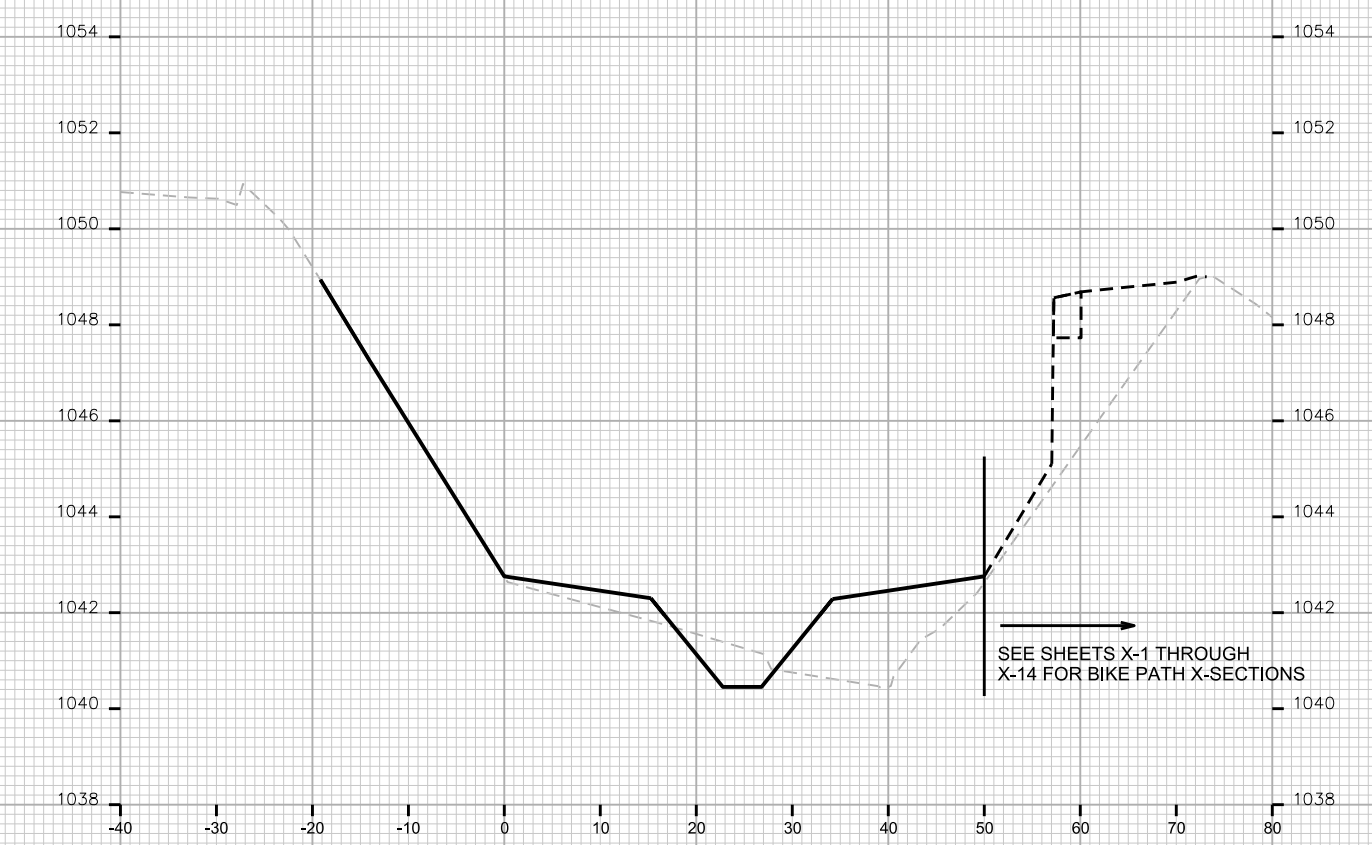
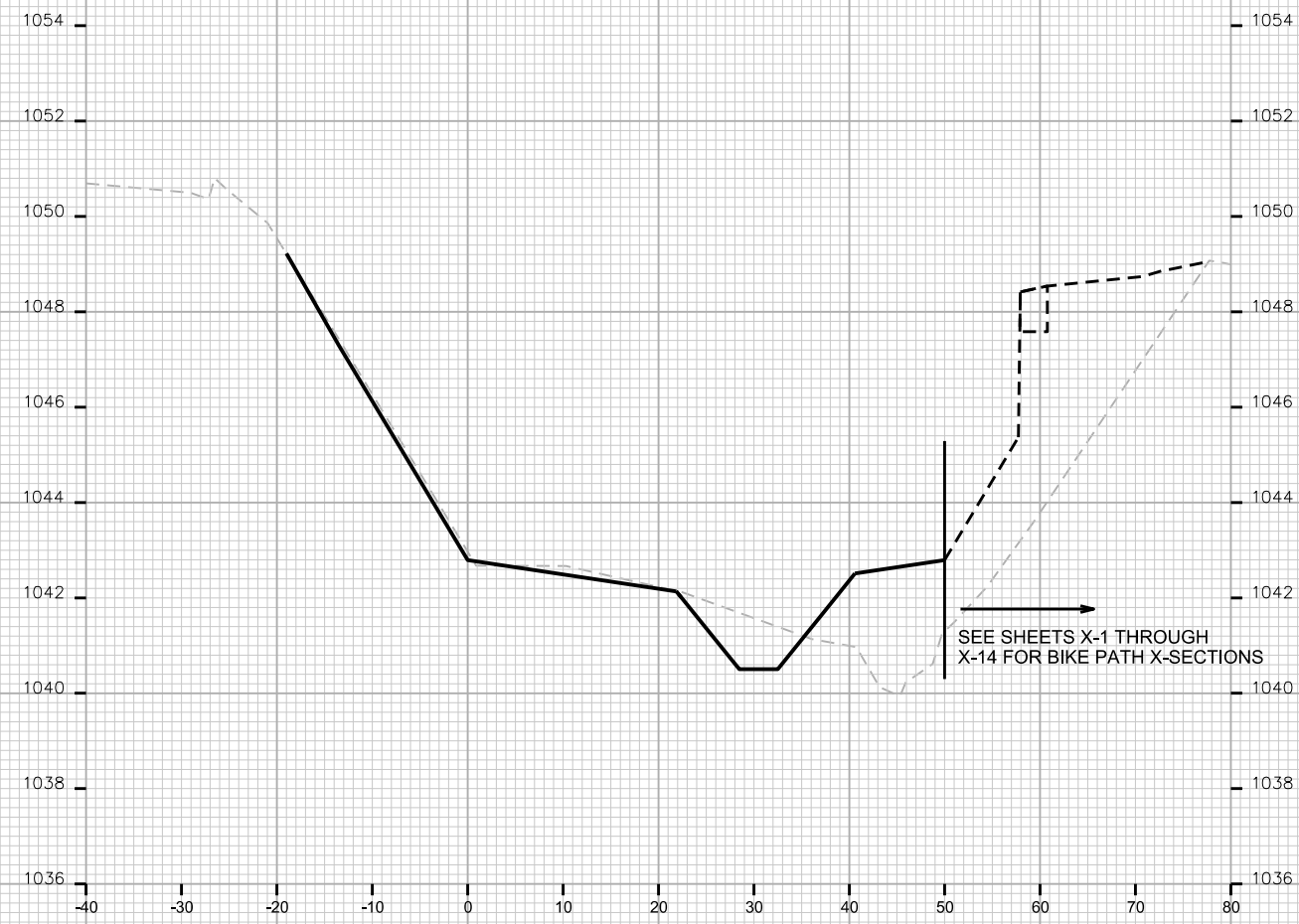
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

GREENWAY CHANNEL

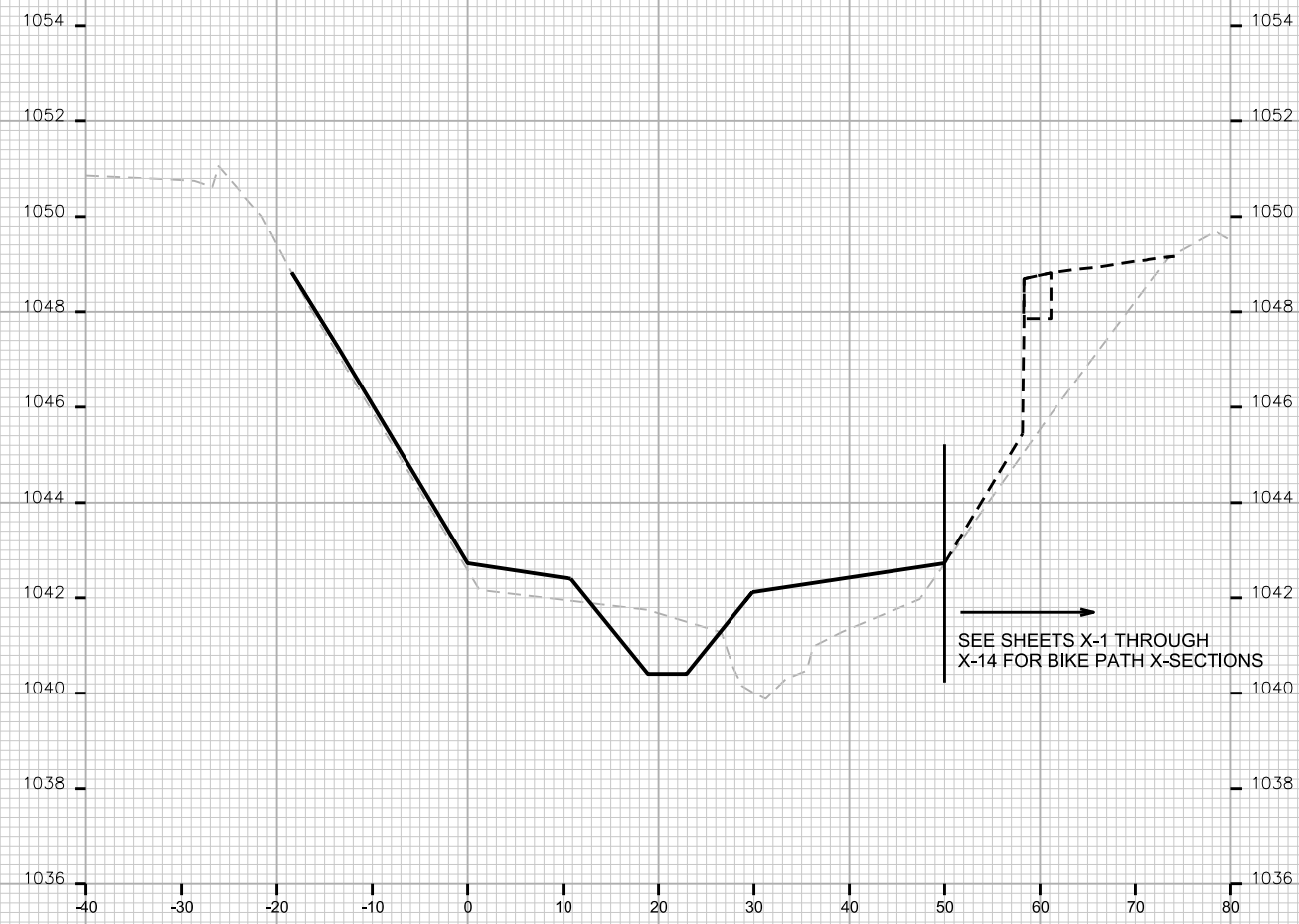
CITY OF MADISON

PLOT SCALE: _____

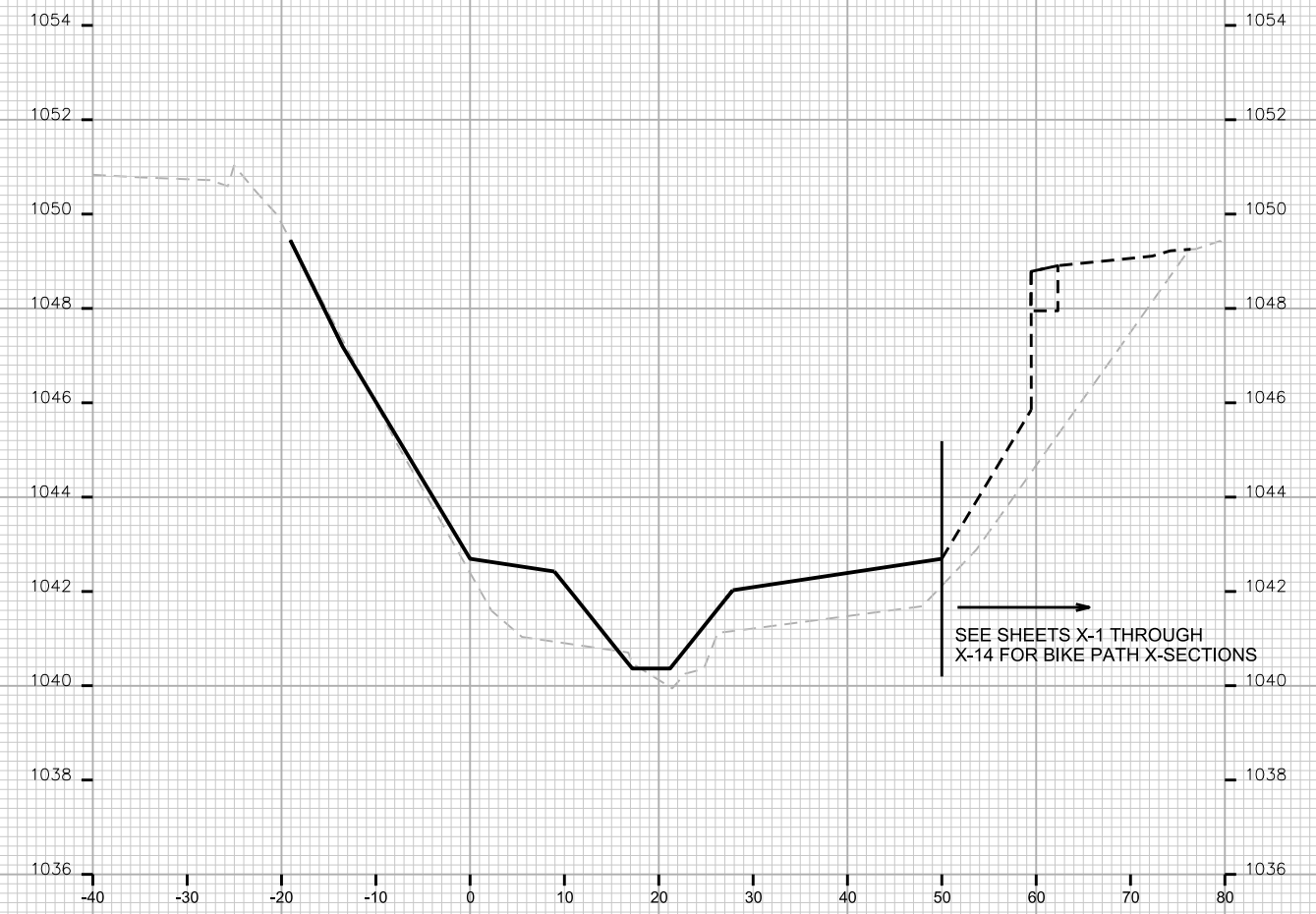
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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 25+75



STA. 26+00



CROSS SECTIONS

GREENWAY CHANNEL

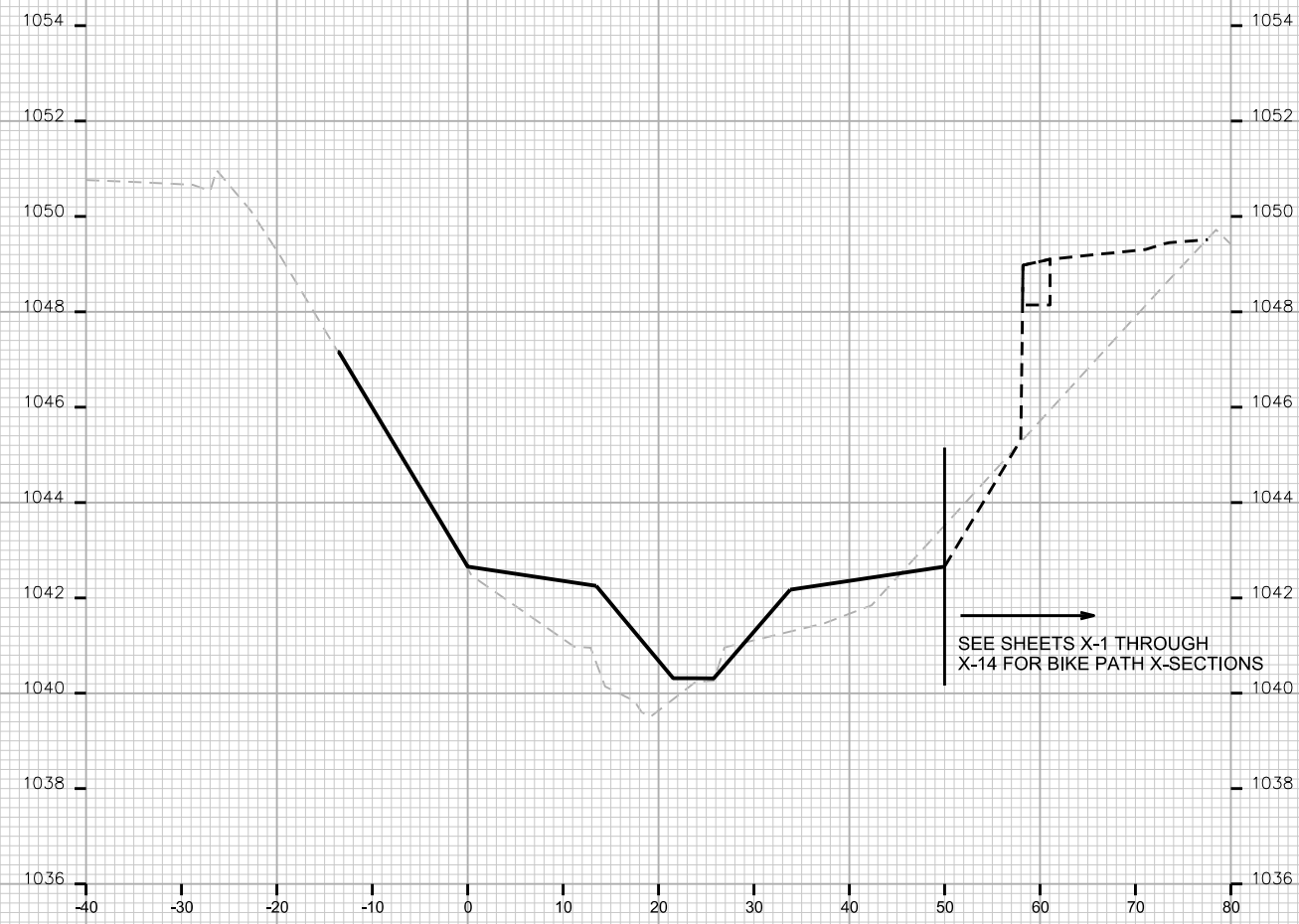
CITY OF MADISON

PLOT SCALE: _____

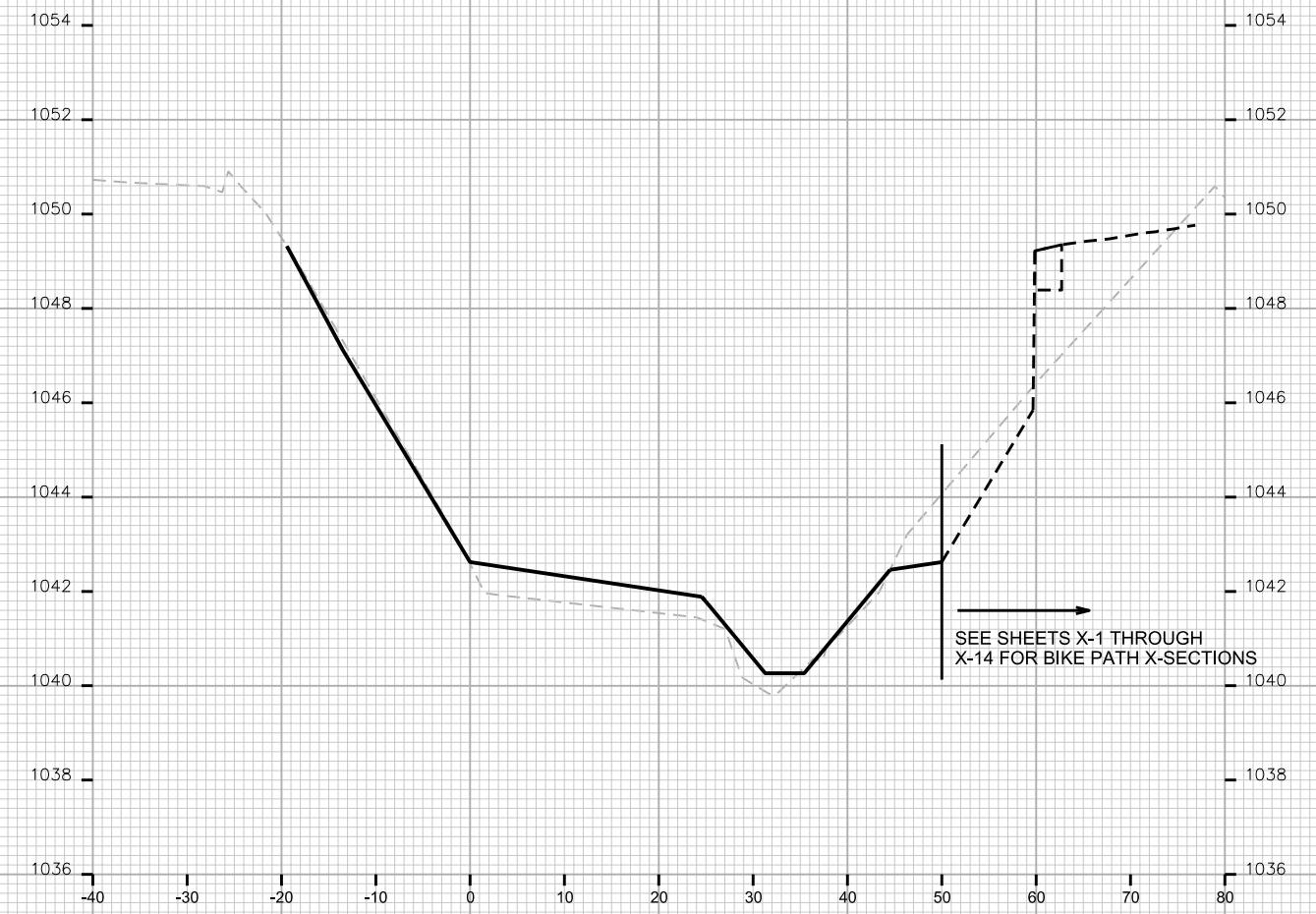
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REV. DATE: _____

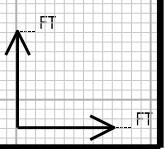
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 26+25



STA. 26+50



CROSS SECTIONS

GREENWAY CHANNEL

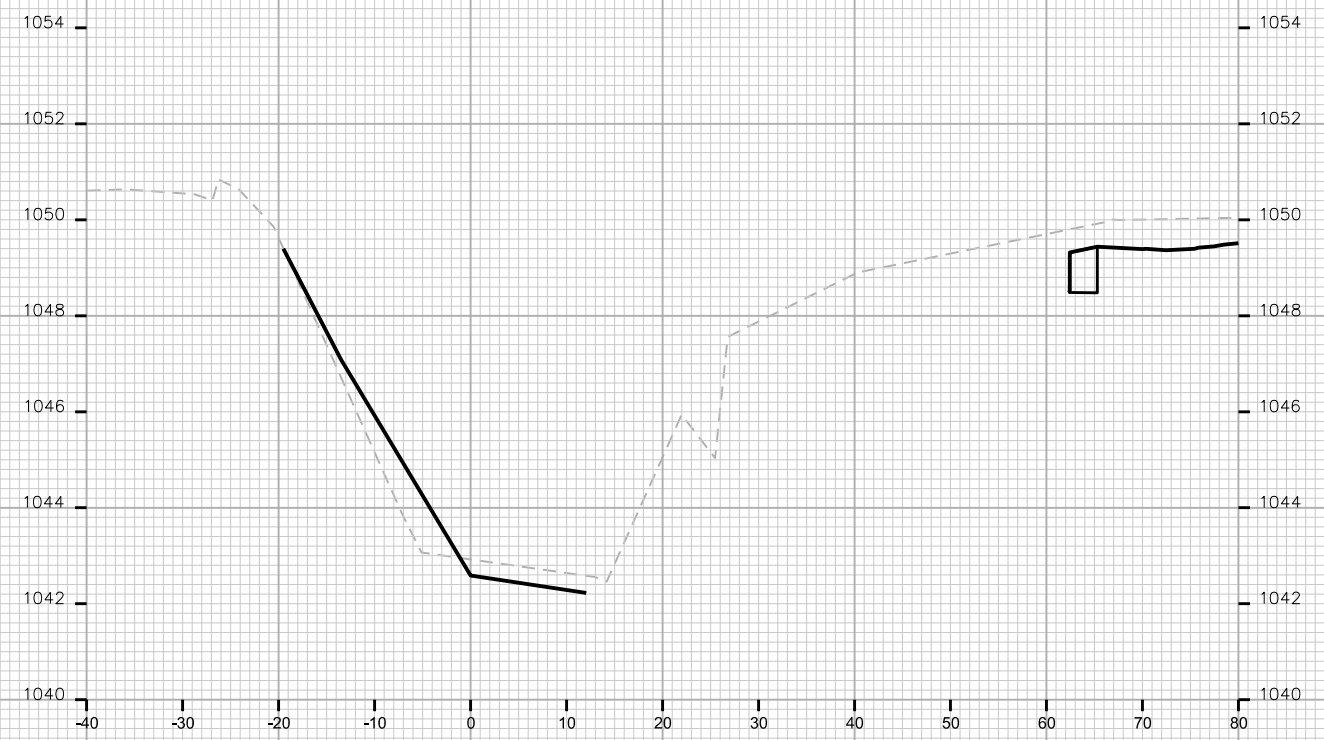
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 26+75

