

Madison, Wisconsin

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# CITY OF MADISON

## CITY ENGINEERING DIVISION

### DEPARTMENT OF PUBLIC WORKS

# PLAN OF PROPOSED IMPROVEMENT

CITY VIEW DRIVE ASSESSMENT  
 DISTRICT - 2017  
 CITY PROJECT NO. 10429  
 CONTRACT NO. 7624

PUBLIC IMPROVEMENT PROJECT APPROVED

MAY 2, 2017

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

*[Signature]* 6/5/17  
 City Engineer Date

STREET DESIGNED BY:

*[Signature]*  
 WISCONSIN PROFESSIONAL ENGINEER  
 GLEN E. YOERGER  
 E-41148  
 MADISON WIS.  
 6/1/2017

STORM SEWER DESIGNED BY:

*[Signature]*  
 WISCONSIN PROFESSIONAL ENGINEER  
 GREGORY T. FRIER  
 E-20650  
 MADISON WIS.

ELECTRICAL DESIGNED BY:

*[Signature]*  
 WISCONSIN PROFESSIONAL ENGINEER  
 MARK D. MODER  
 E-33979  
 MADISON WI  
 6/5/17

*[Signature]*  
 WISCONSIN PROFESSIONAL ENGINEER  
 BRIAN J. SMITH  
 E-37284  
 MADISON WI  
 6-1-17

PLOT SCALE:

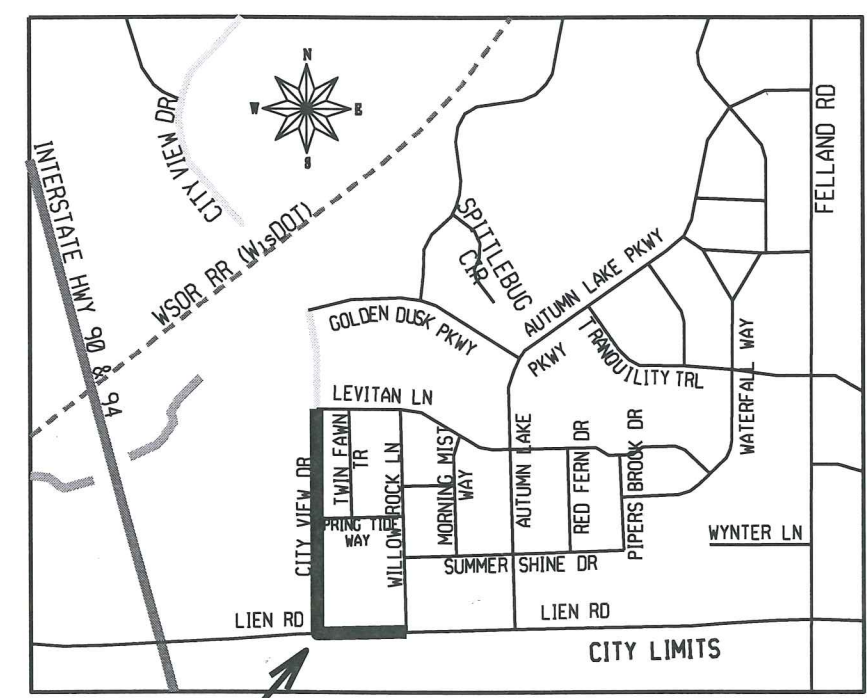
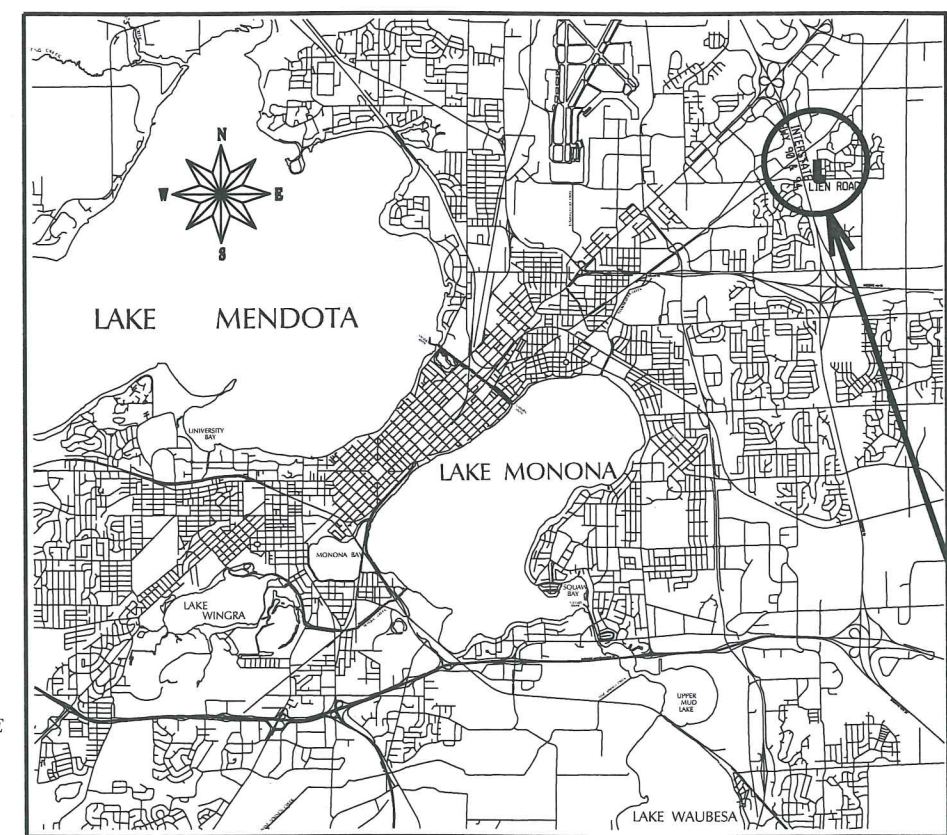
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CONVENTIONAL SIGNS  
 FIELD VERIFY ALL UTILITY LOCATIONS

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



CONSTRUCTION PROJECT LOCATION

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 1.50%. SIDEWALK SHALL HAVE A MINIMUM LONGITUDINAL SLOPE OF 0.50% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.00% EXCEPT WHERE STREET GRADES EXCEED 5.00%.

EARTH WORK SUMMARY:

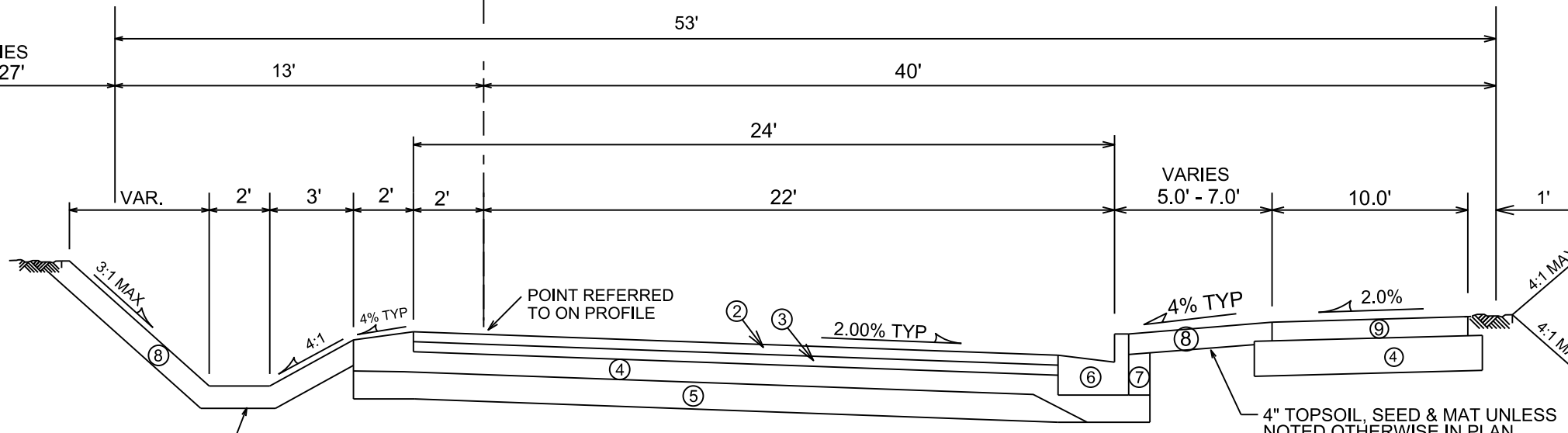
EXCAVATION CUT (MEASURED PLAN QUANTITY)	4785 C.Y.
ESTIMATED UNDISTRIBUTED UNDERCUT	1410 C.Y.
TOTAL UNCLASSIFIED EXCAVATION CUT	6195 C.Y.

TEMPORARY  
GRADING  
EASEMENT

ROW

ROW

VARIES  
0'-27'



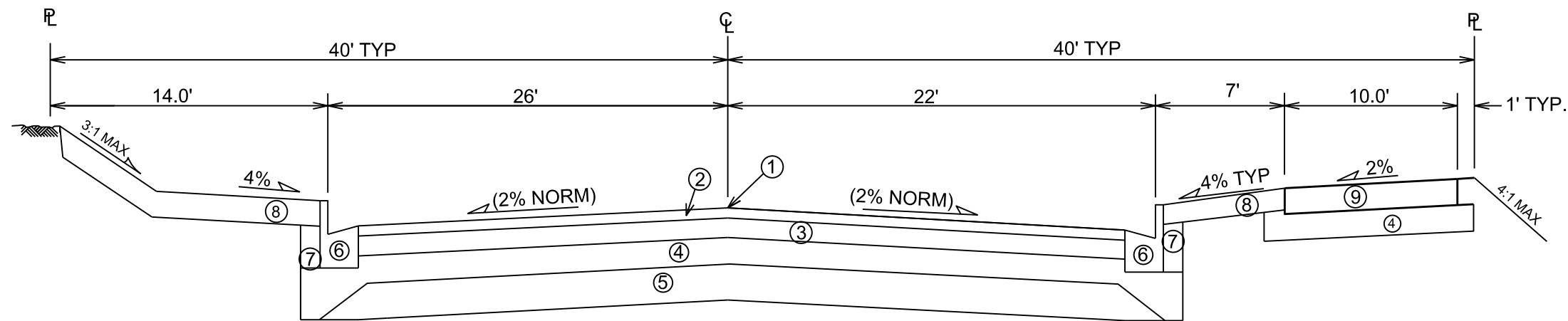
**TYPICAL FINISHED SECTION**  
CITY VIEW DRIVE  
STA 18+50 to STA 25+75  
NOT TO SCALE

SEE CROSS SECTION  
SHEETS FOR DITCH  
OFFSETS & ELEVATIONS

- ① POINT REFERRED TO ON PROFILE
- ② 2" BITUMINOUS UPPER LAYER, TYPE E-3.0
- ③ 3 1/4" BITUMINOUS LOWER LAYER, TYPE E-3.0
- ④ 6" GRADATION 2 CRUSHED STONE
- ⑤ 6" GRADATION 1 CRUSHED STONE
- ⑥ TYPE 'A' OR 'X' CONCRETE CURB & GUTTER
- ⑦ FILL, INCIDENTAL
- ⑧ 4" TOPSOIL, SEED & MAT
- ⑨ 3" BITUMINOUS BIKE PATH, TYPE E-0.3

\* SEE CROSS SECTION SHEETS FOR CROSS  
SLOPES AND TOP OF CURB ELEVATIONS.

TYPICAL SECTIONS NOT TO SCALE



**TYPICAL FINISHED SECTION**  
CITY VIEW DRIVE  
STA 14+00 to STA 15+25

PLOT SCALE: \_\_\_\_\_

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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

DETAILS

CLEARING & GRUBBING LIMITS

CITY OF MADISON

NOTES:

- 1) CLEAR AND GRUB HATCHED AREA
- 2) CLEAR AND GRUB SHALL BE PAID BY THE STATION
- 3) CLEAR AND GRUB ALL TREES AND BRUSH FROM REFERENCE LINE TO WITHIN 1-FOOT OF ROW AND TLE LINES.

ROW

ROW

TLE LINE

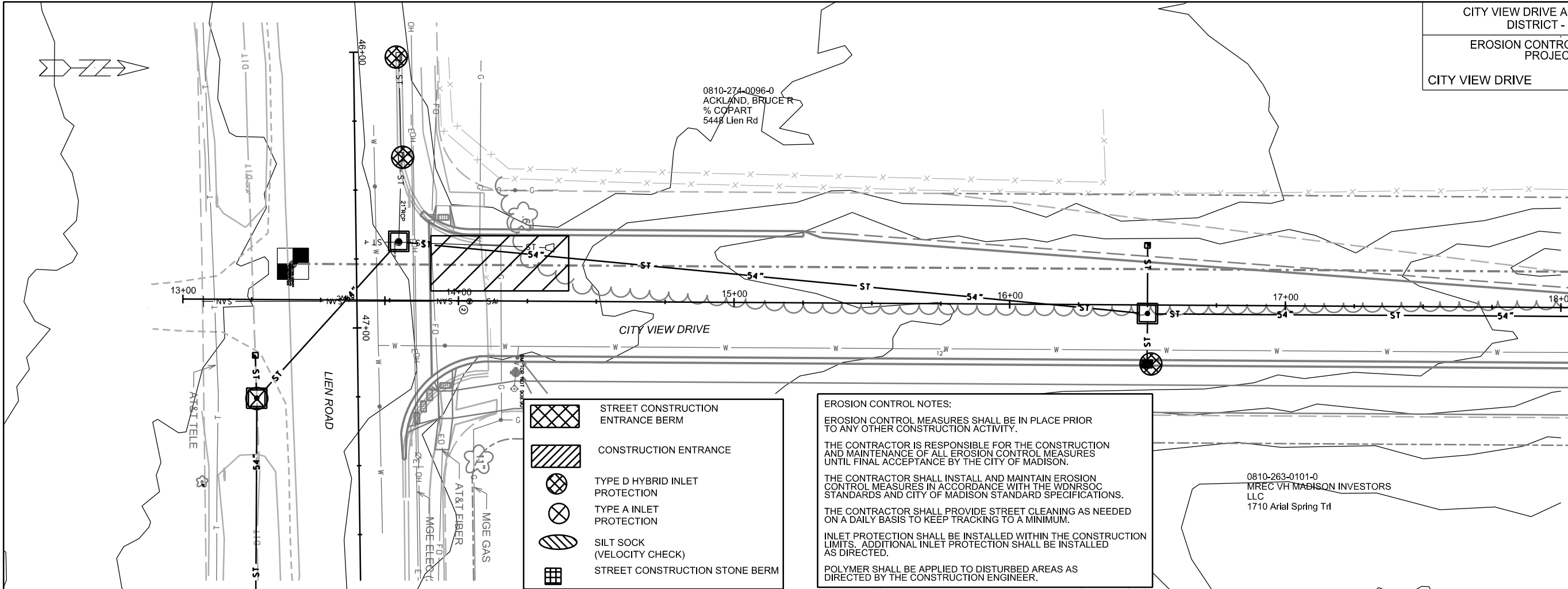








PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



-  STREET CONSTRUCTION ENTRANCE BERM
-  CONSTRUCTION ENTRANCE
-  TYPE D HYBRID INLET PROTECTION
-  TYPE A INLET PROTECTION
-  SILT SOCK (VELOCITY CHECK)
-  STREET CONSTRUCTION STONE BERM

**EROSION CONTROL NOTES:**

EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY.

THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.

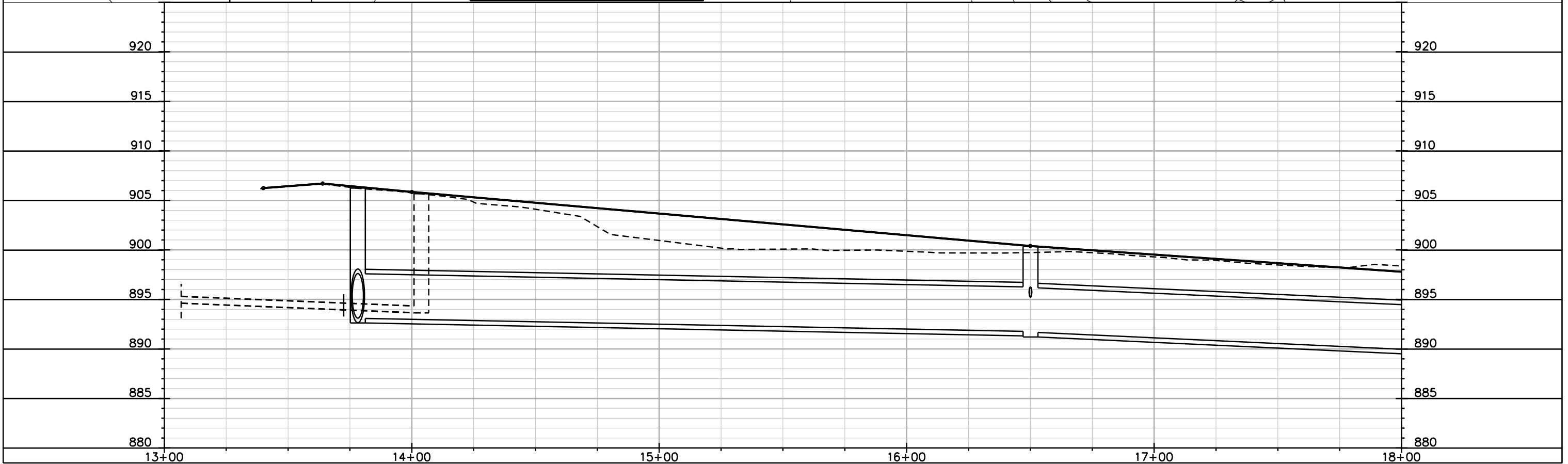
THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE WDNR SOC STANDARDS AND CITY OF MADISON STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL PROVIDE STREET CLEANING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.

INLET PROTECTION SHALL BE INSTALLED WITHIN THE CONSTRUCTION LIMITS. ADDITIONAL INLET PROTECTION SHALL BE INSTALLED AS DIRECTED.

POLYMER SHALL BE APPLIED TO DISTURBED AREAS AS DIRECTED BY THE CONSTRUCTION ENGINEER.

0810-263-0101-0  
MREC VHT MADISON INVESTORS  
LLC  
1710 Ariel Spring Trl










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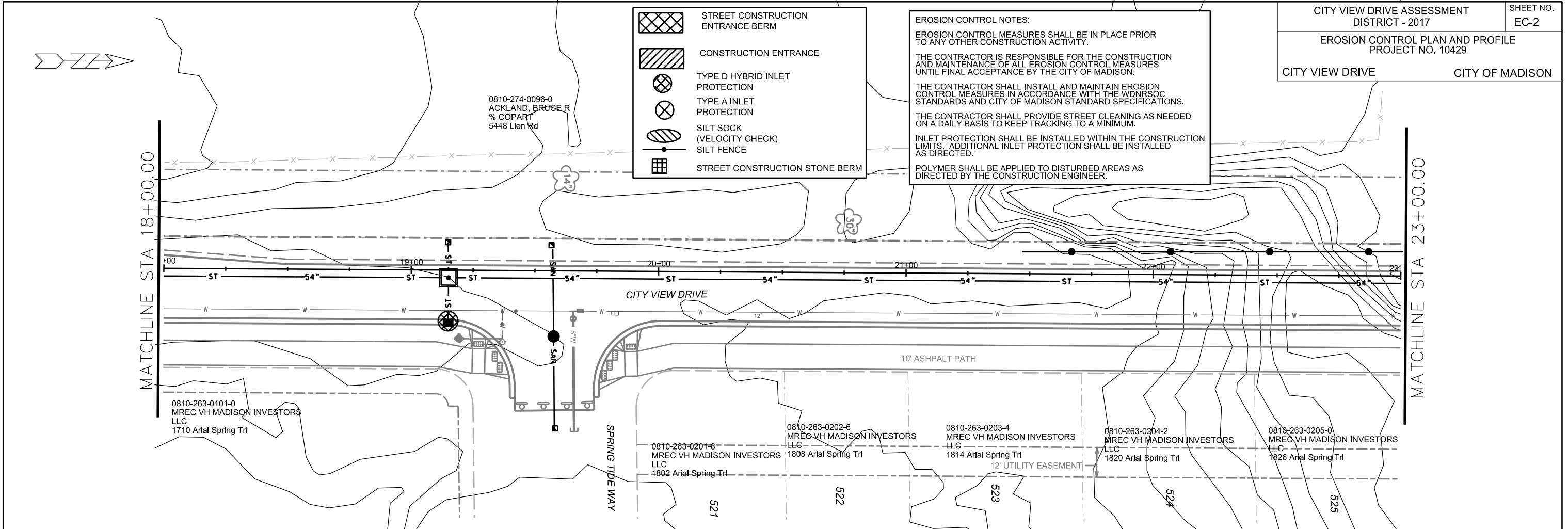
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	CONSTRUCTION ENTRANCE
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	TYPE A INLET PROTECTION
	SILT SOCK (VELOCITY CHECK)
	SILT FENCE
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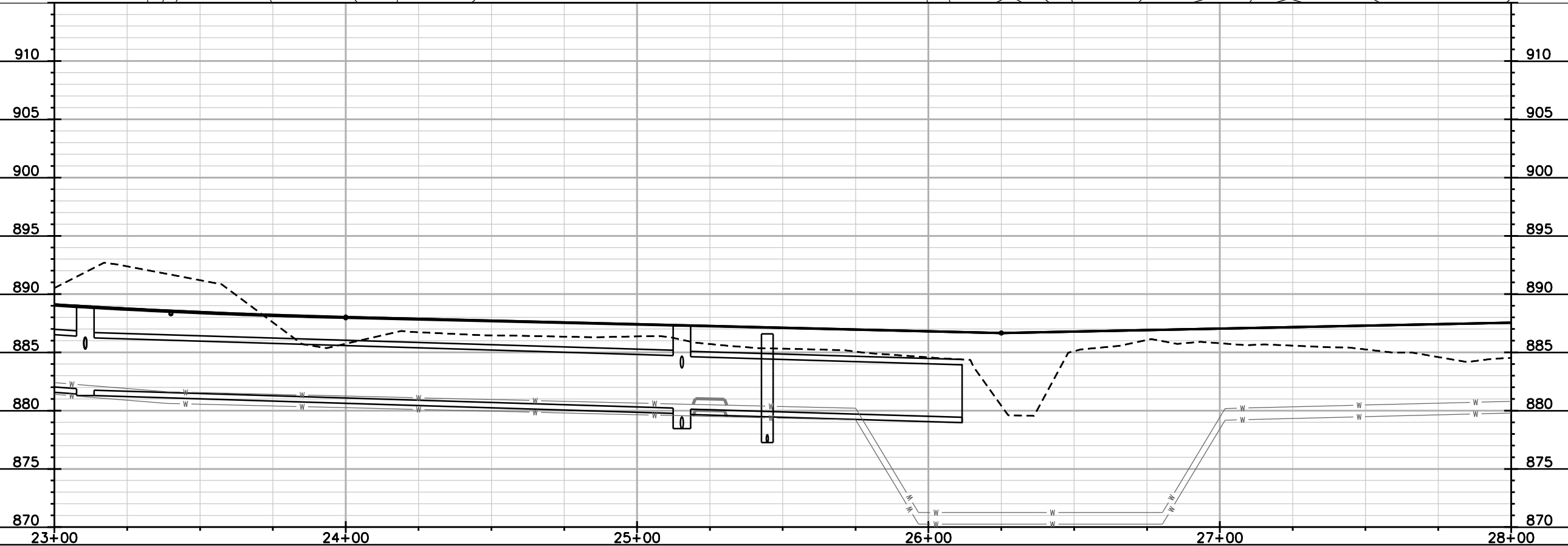
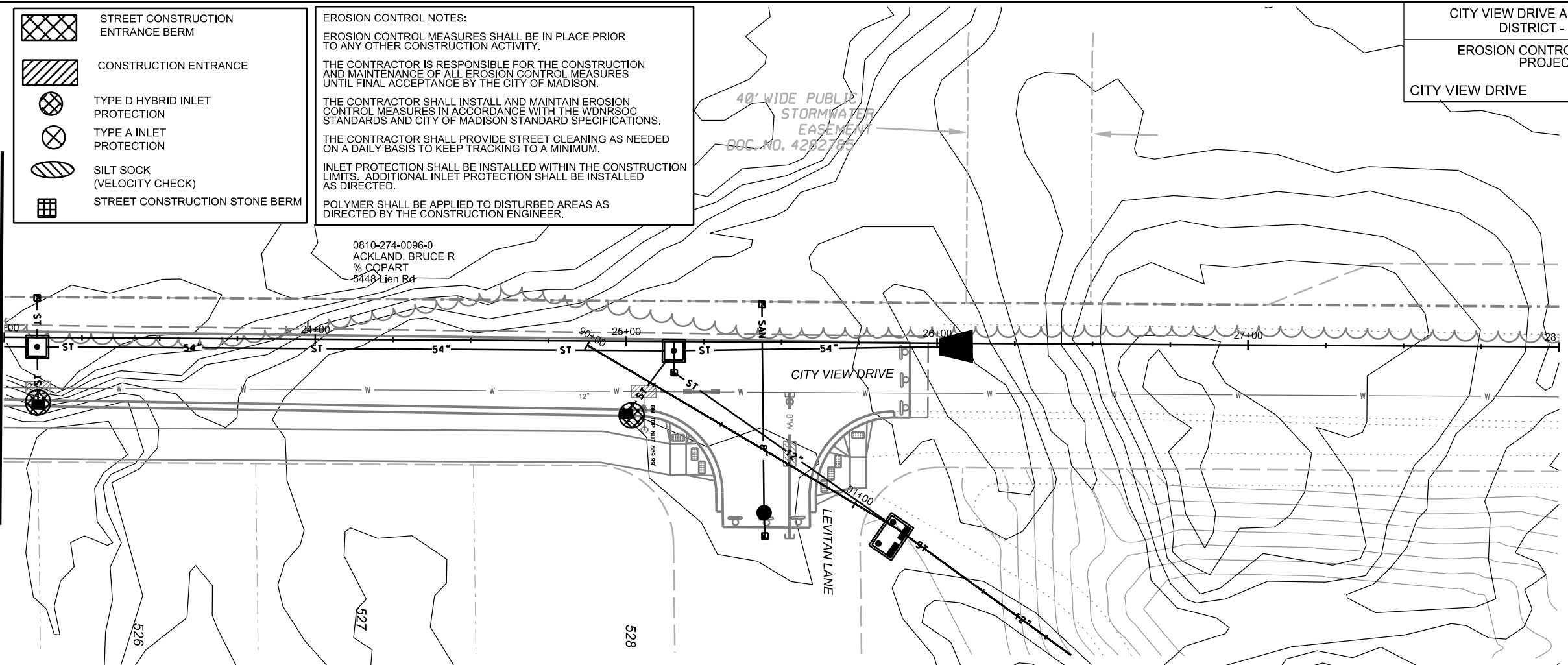
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0810-274-0096-0  
ACKLAND, BRUCE R  
% COPART  
5448 Lien Rd

40' WIDE PUBLIC  
STORMWATER  
EASEMENT  
DOC. NO. 4282705

MATCHLINE STA 23+00.00






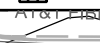


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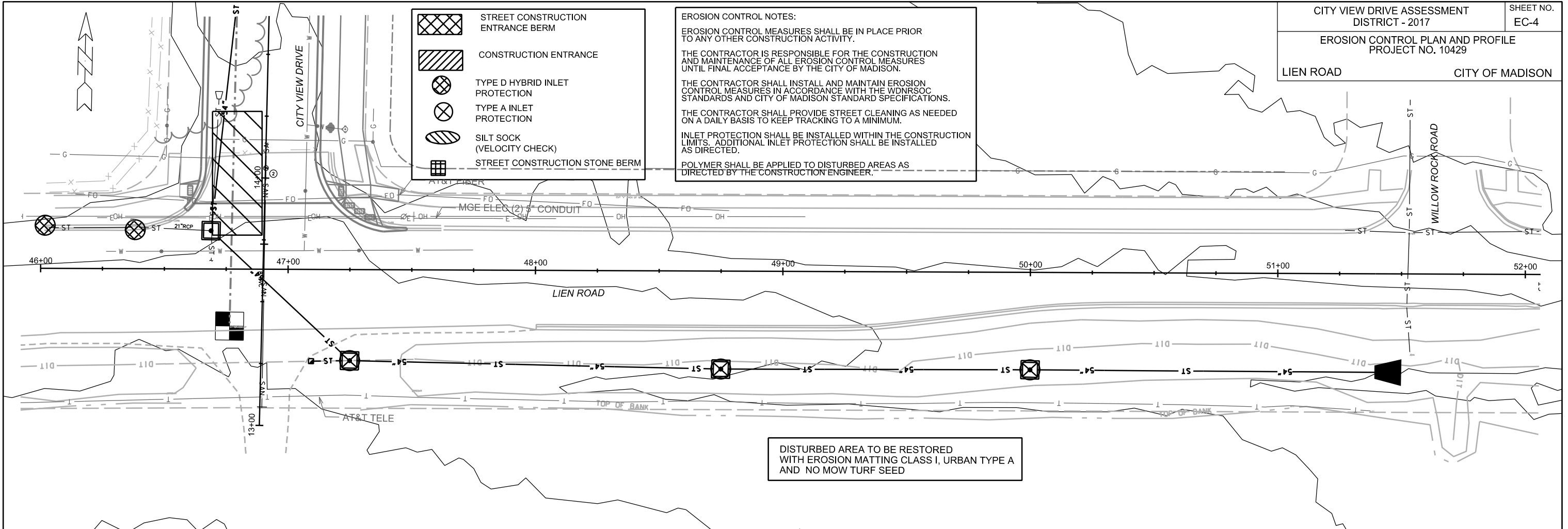
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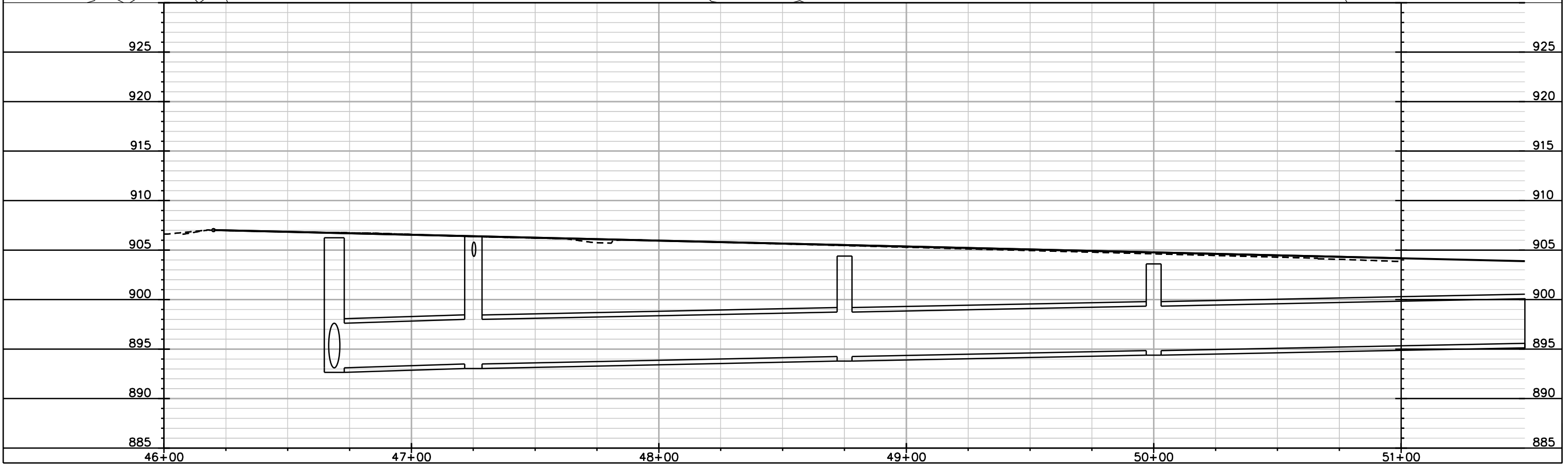
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DISTURBED AREA TO BE RESTORED WITH EROSION MATTING CLASS I, URBAN TYPE A AND NO MOW TURF SEED



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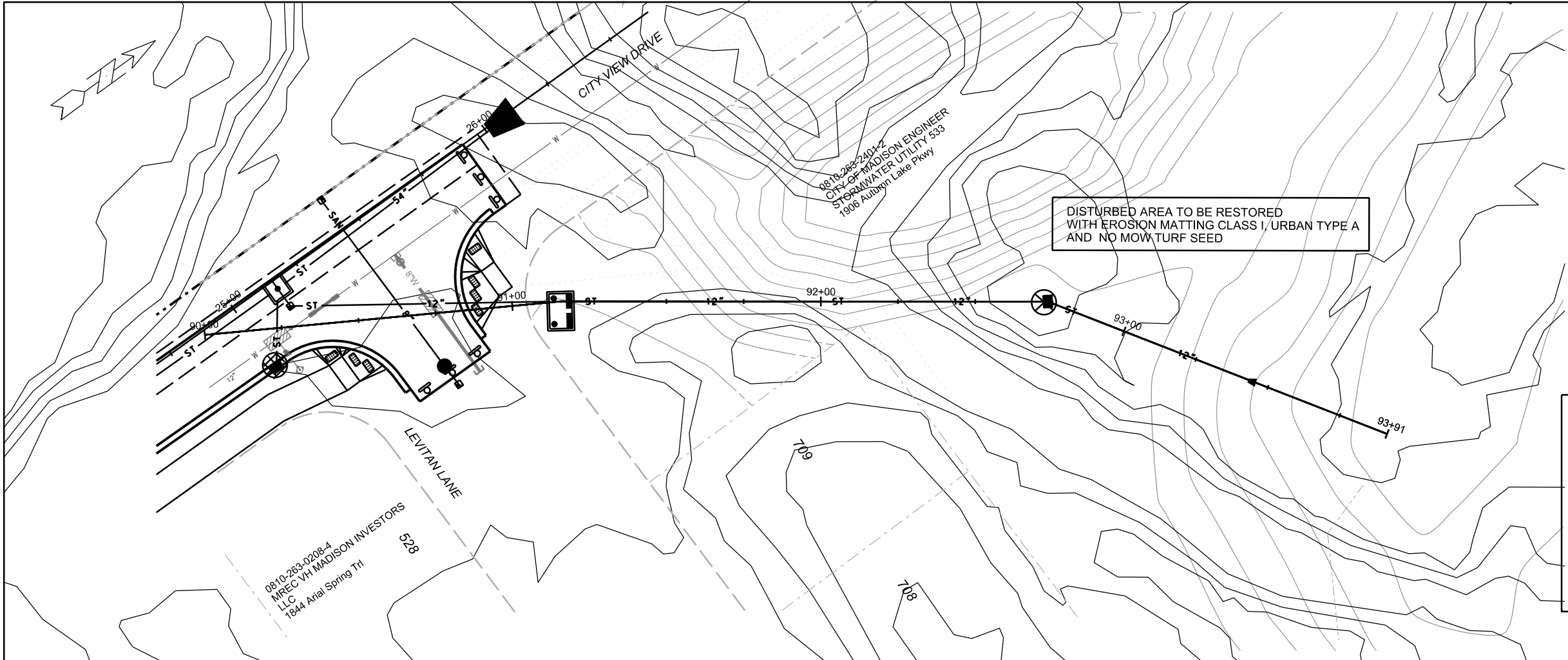
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSION CONTROL PLAN AND PROFILE  
PROJECT NO. 10429

LEVITAN DR POND CITY OF MADISON



- STREET CONSTRUCTION ENTRANCE BERM
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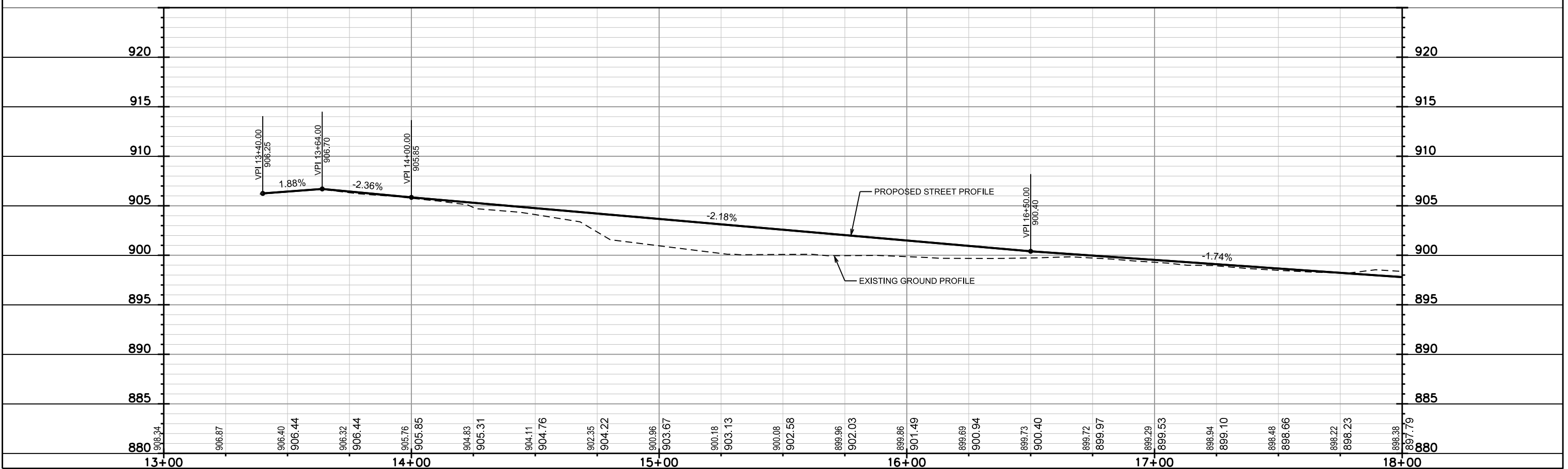
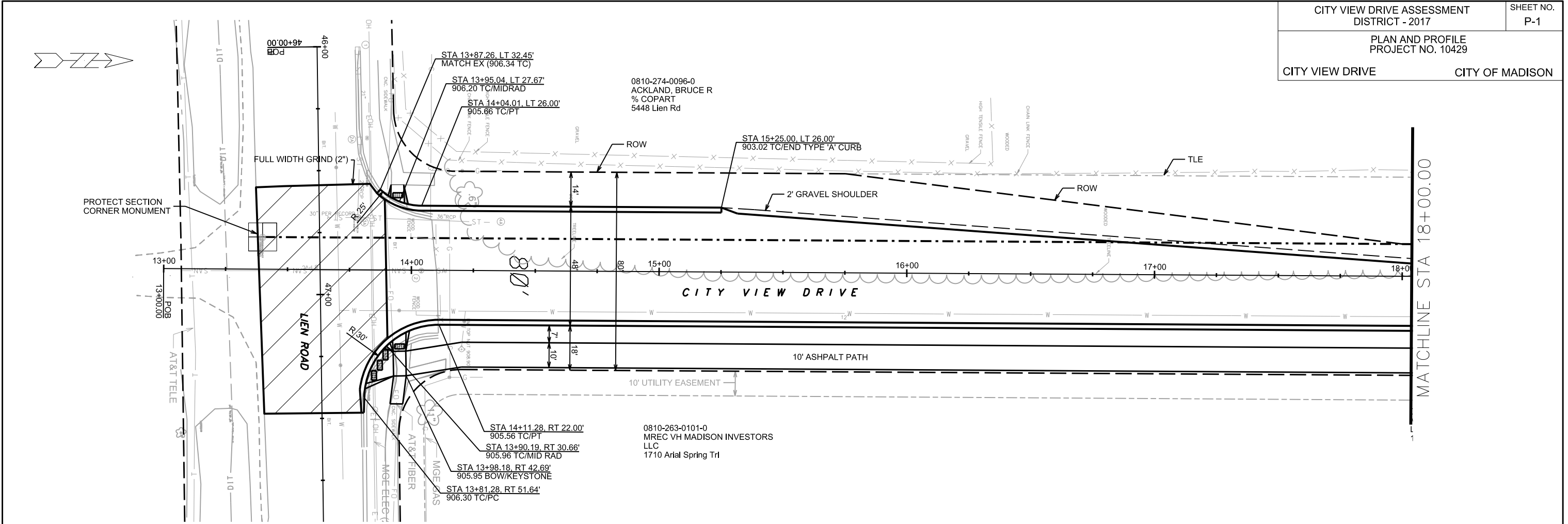
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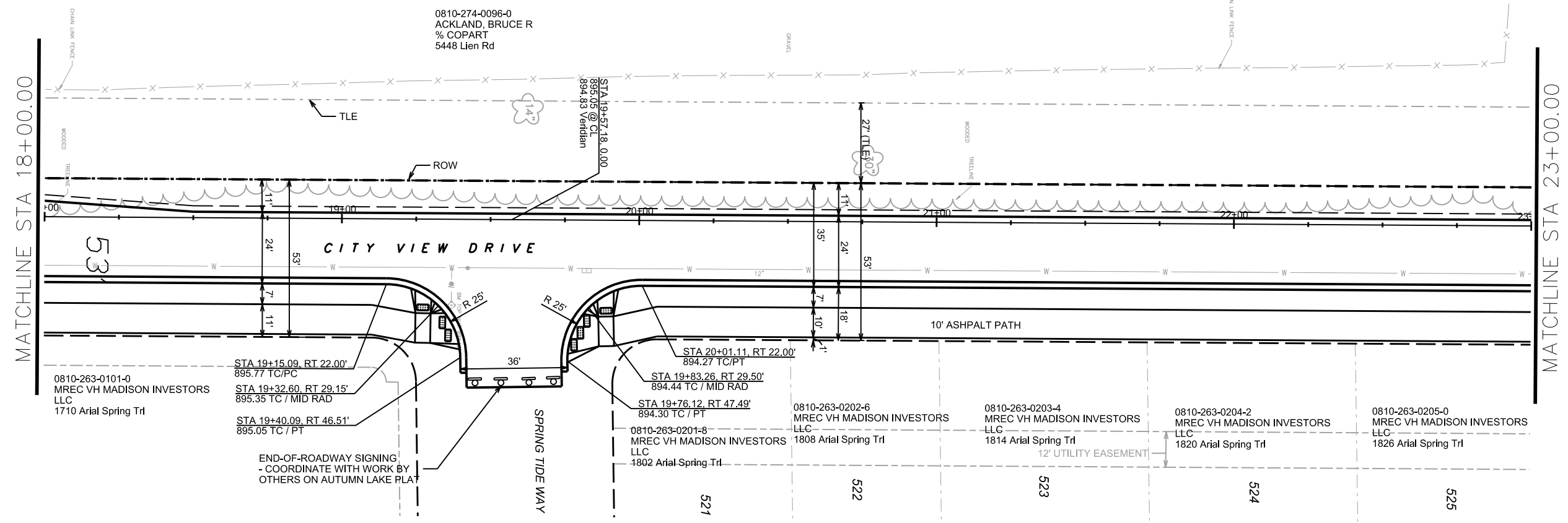
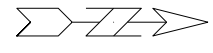


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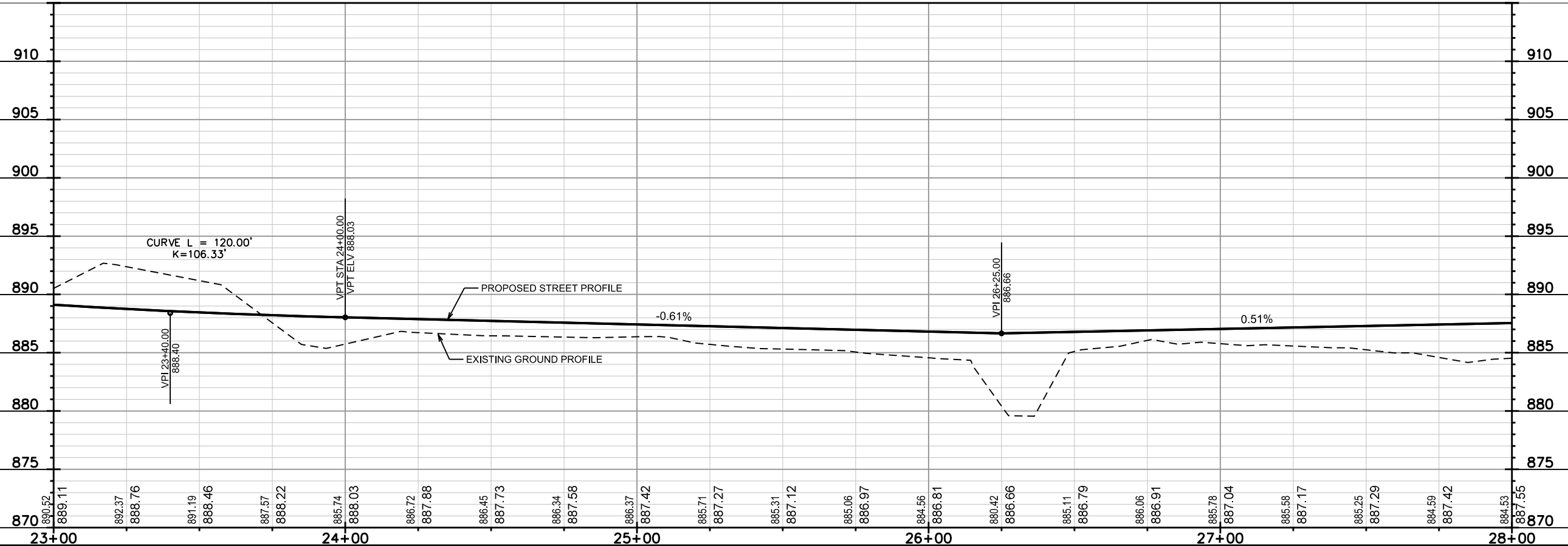
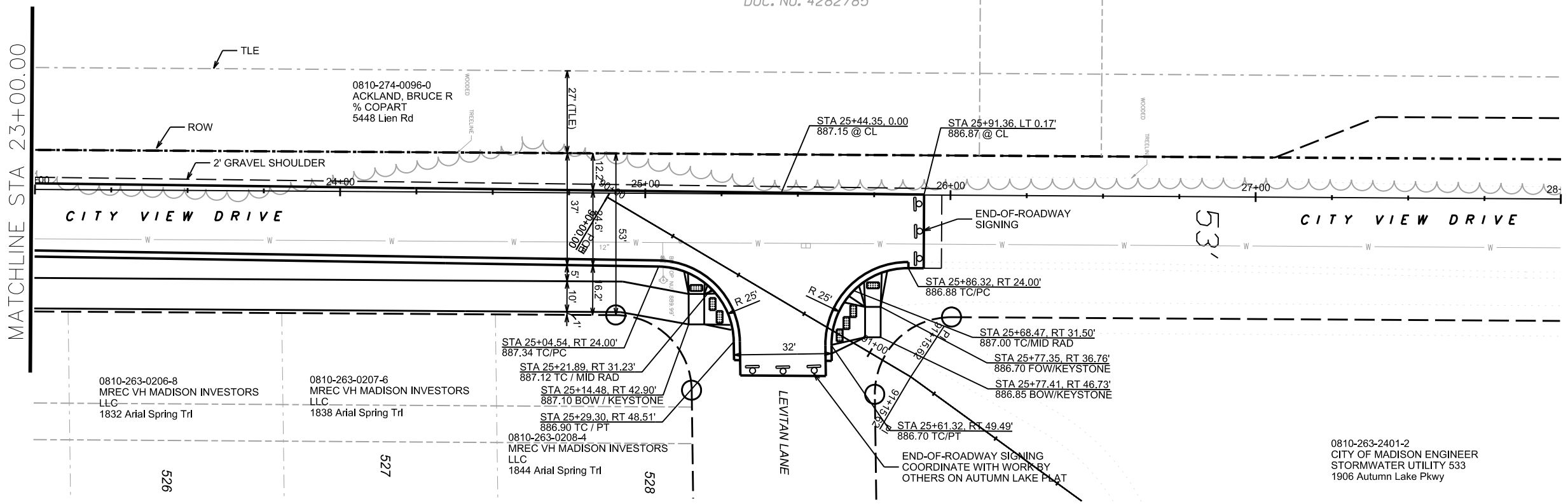
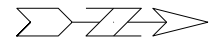


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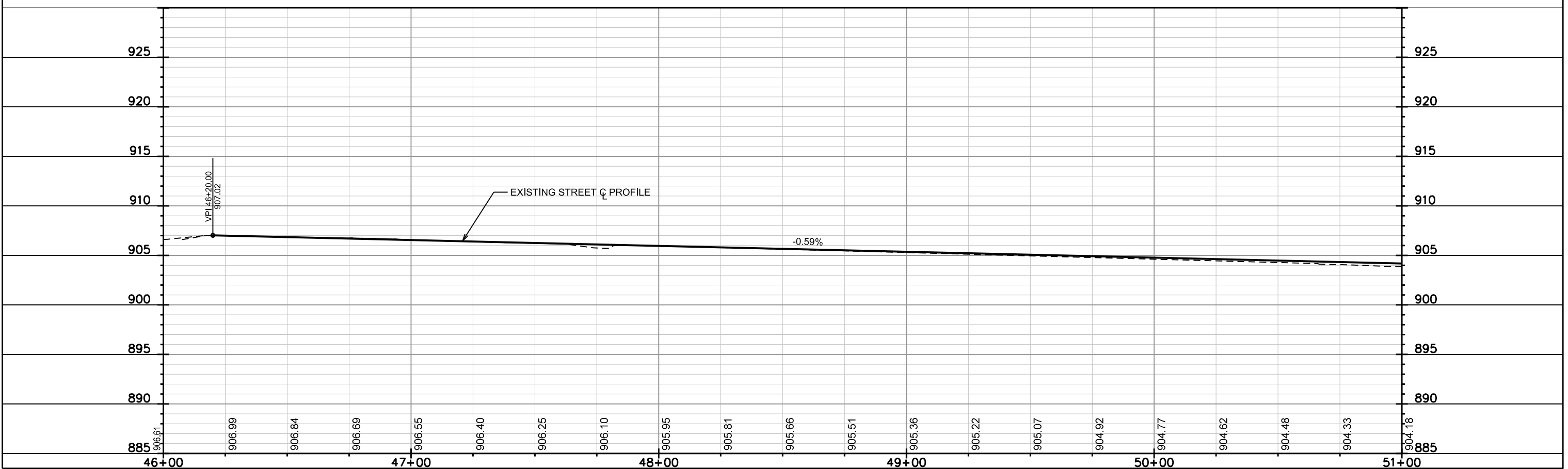
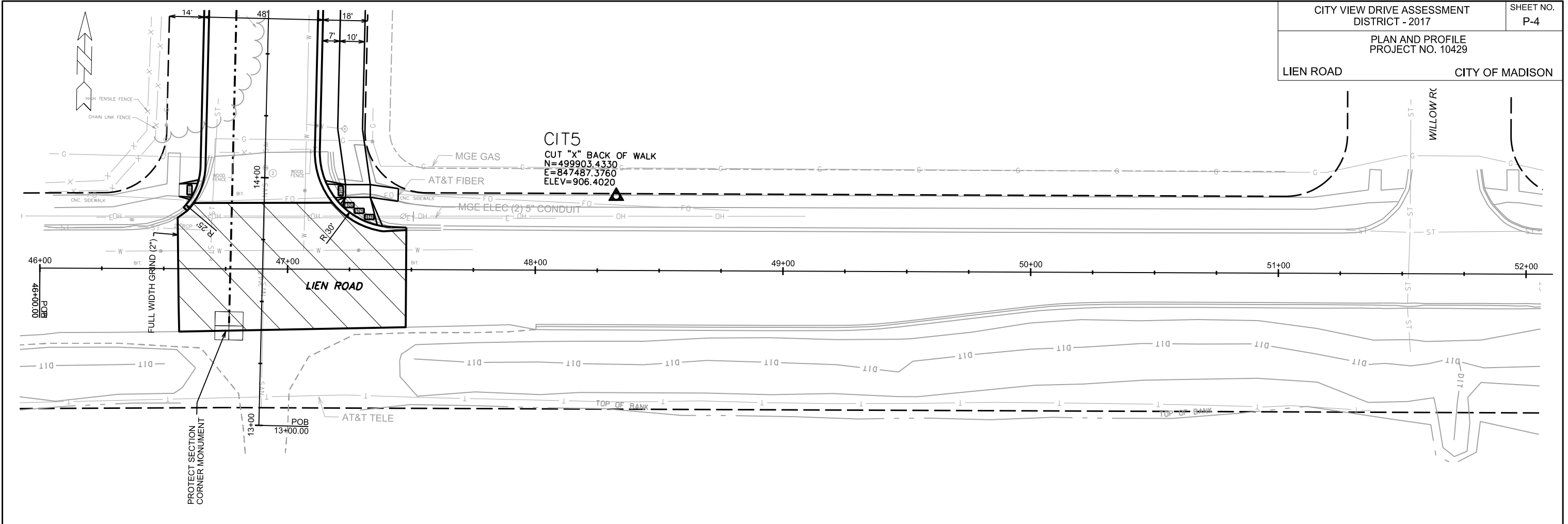


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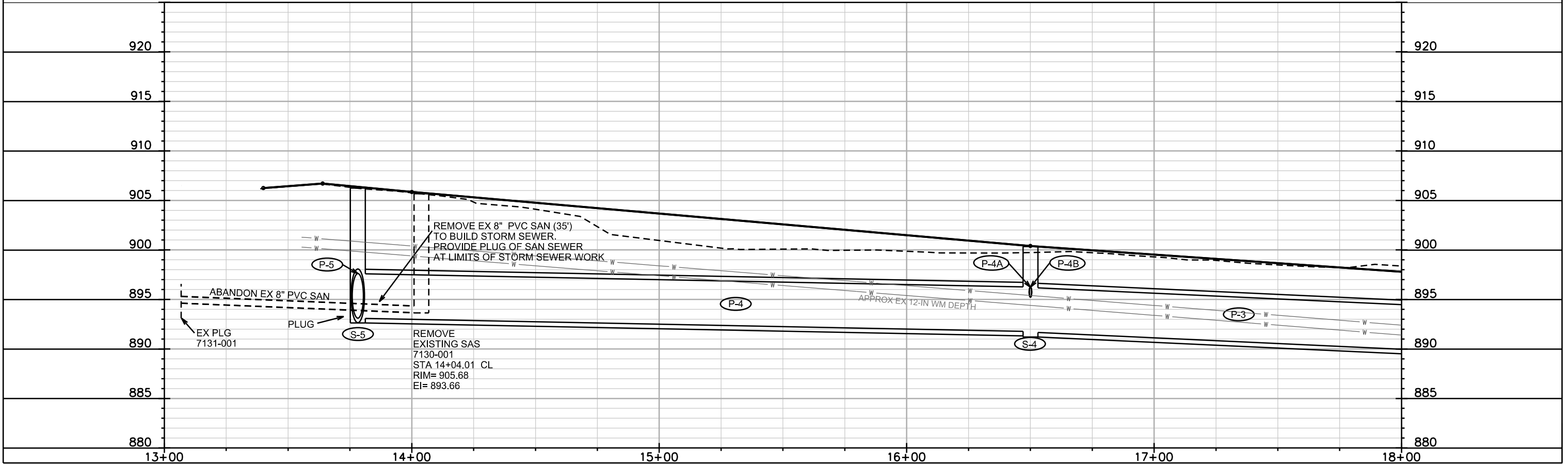
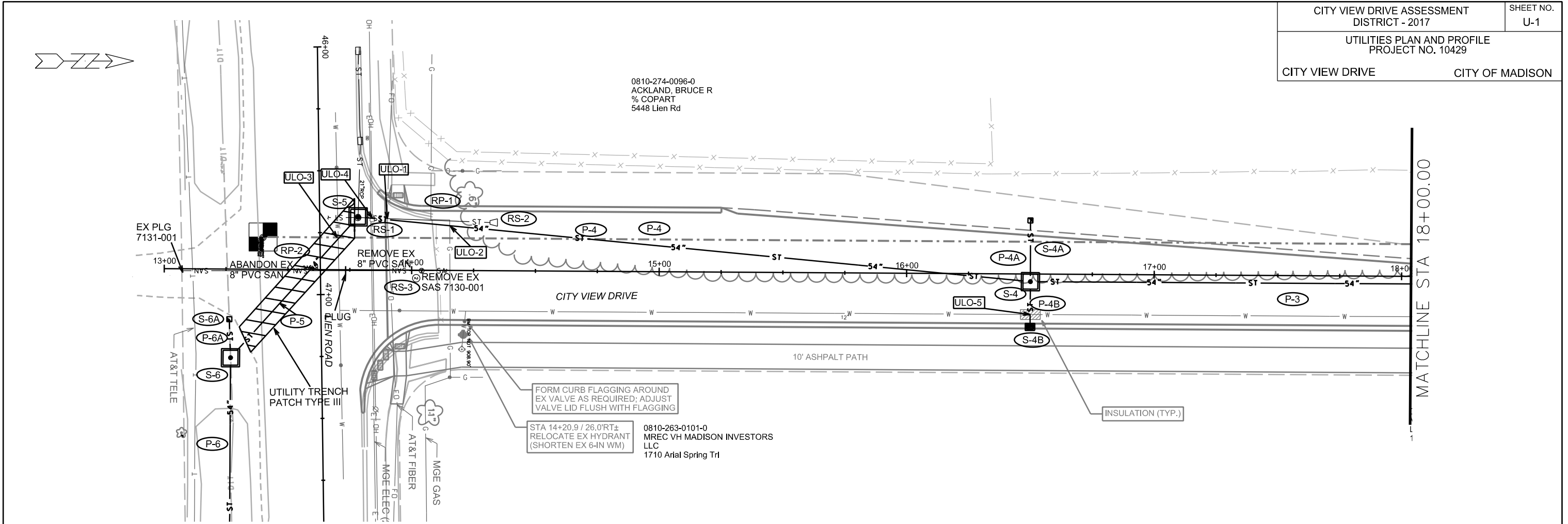
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0810-274-0096-0  
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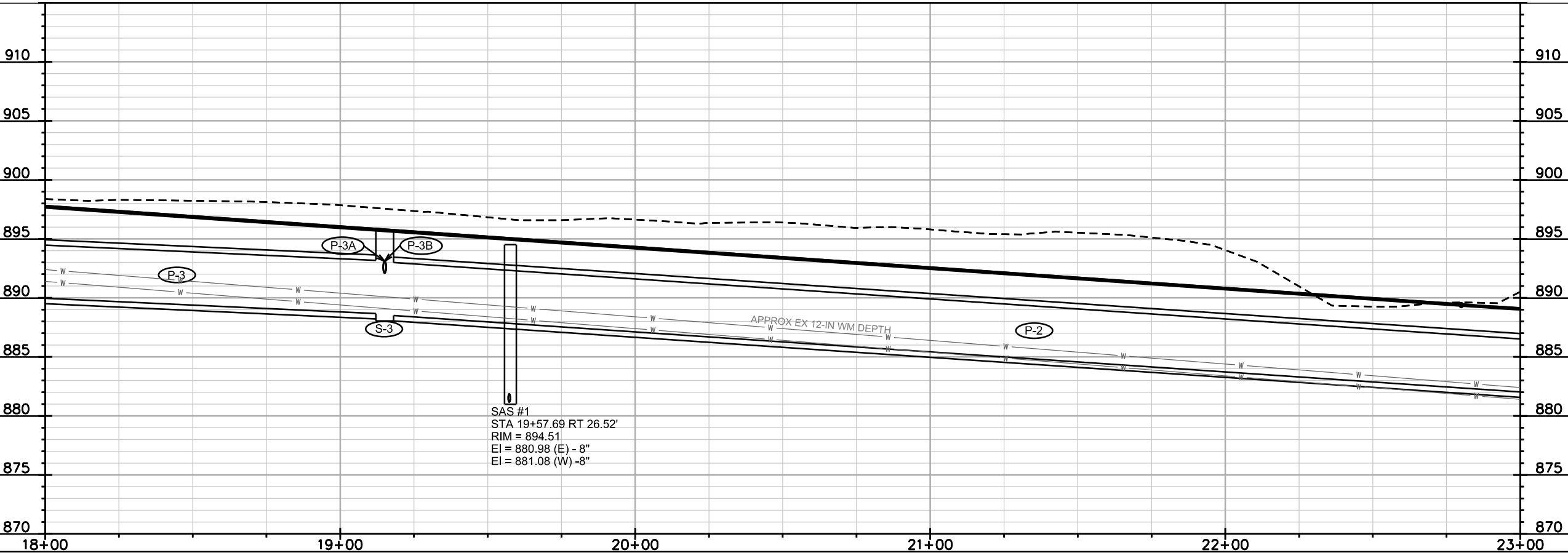
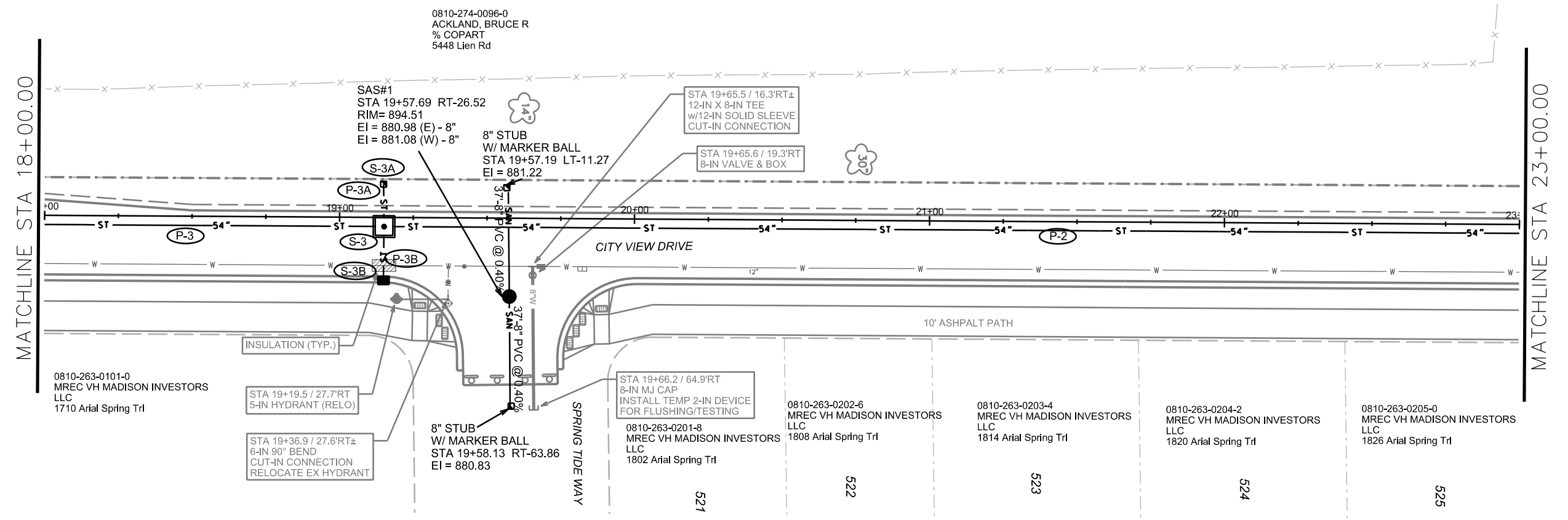


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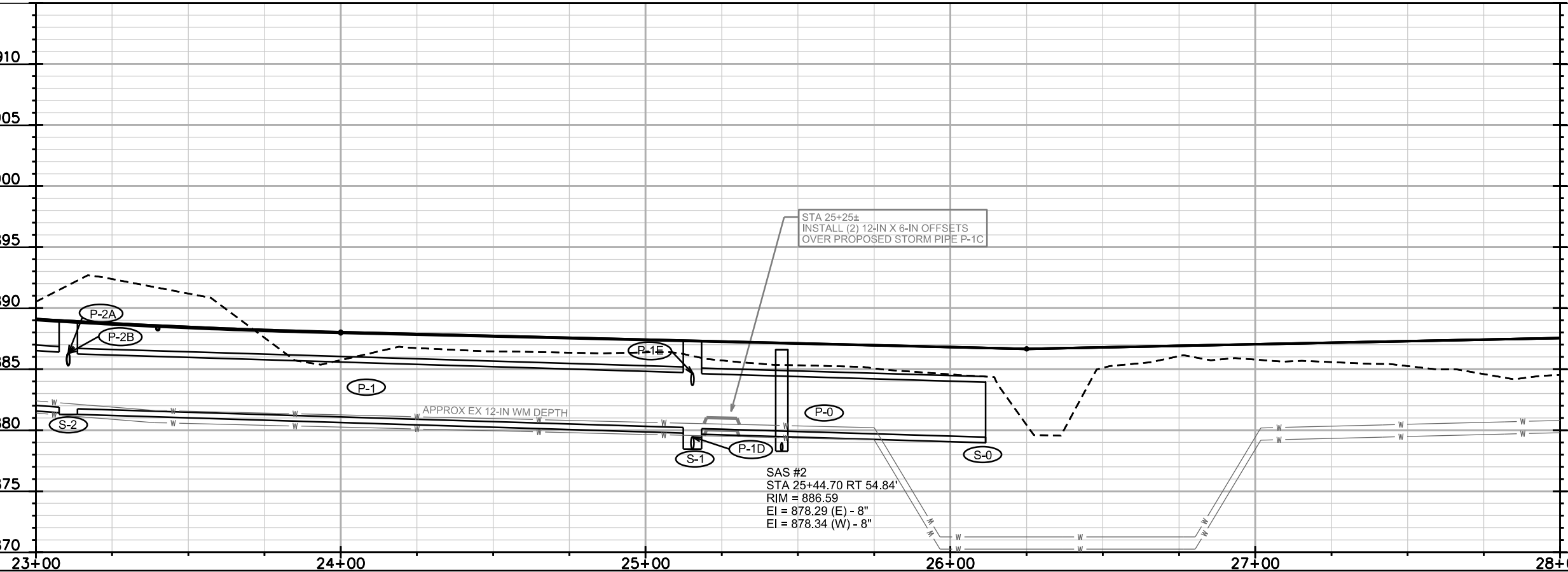
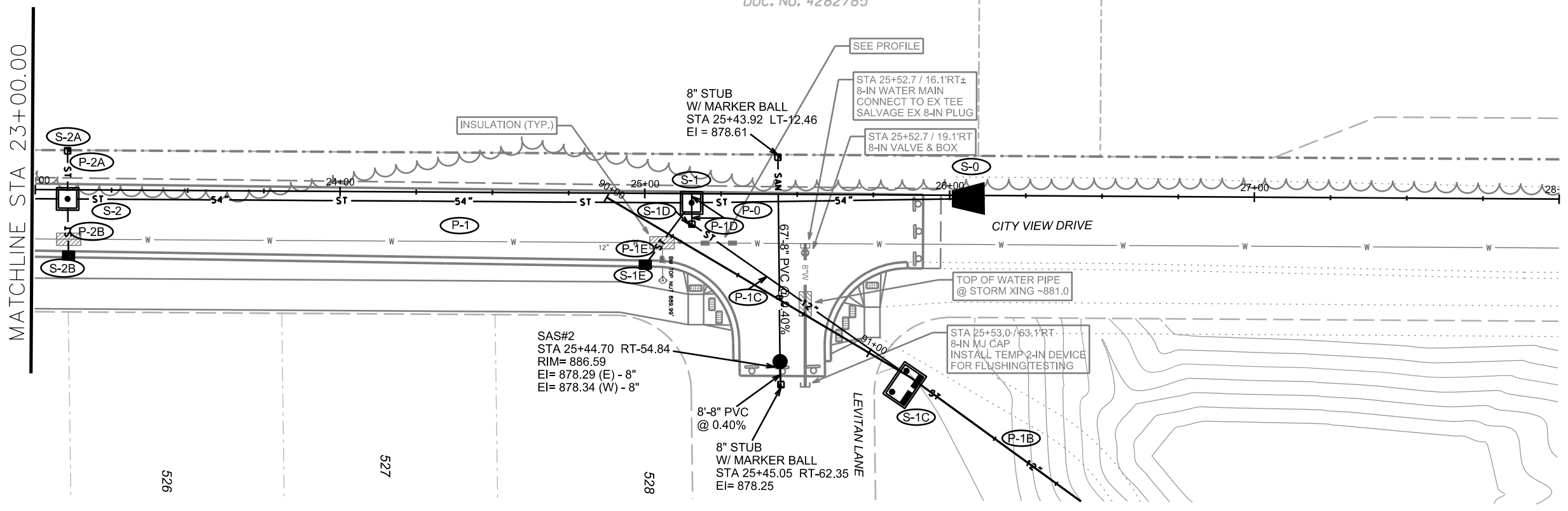
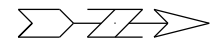


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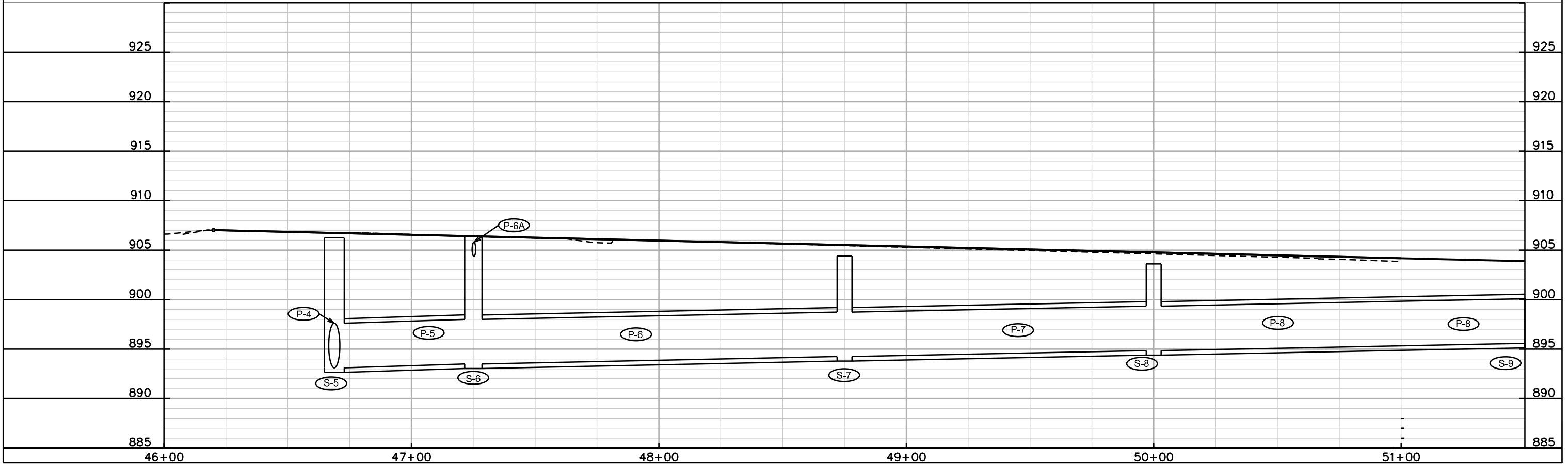
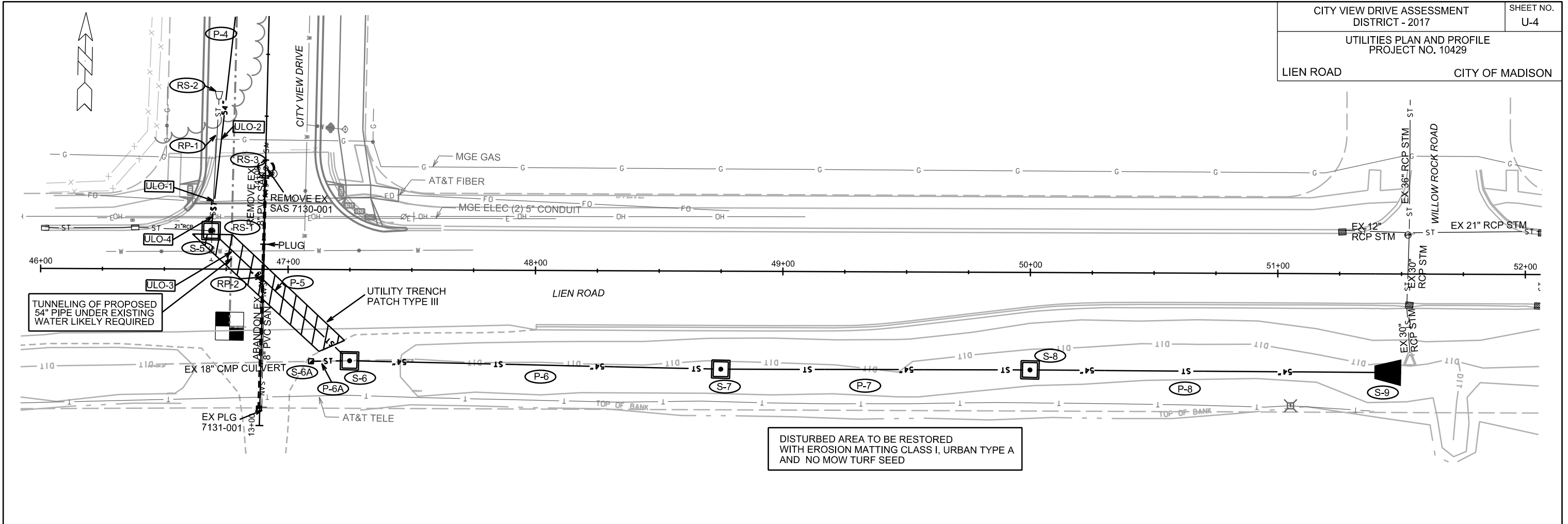


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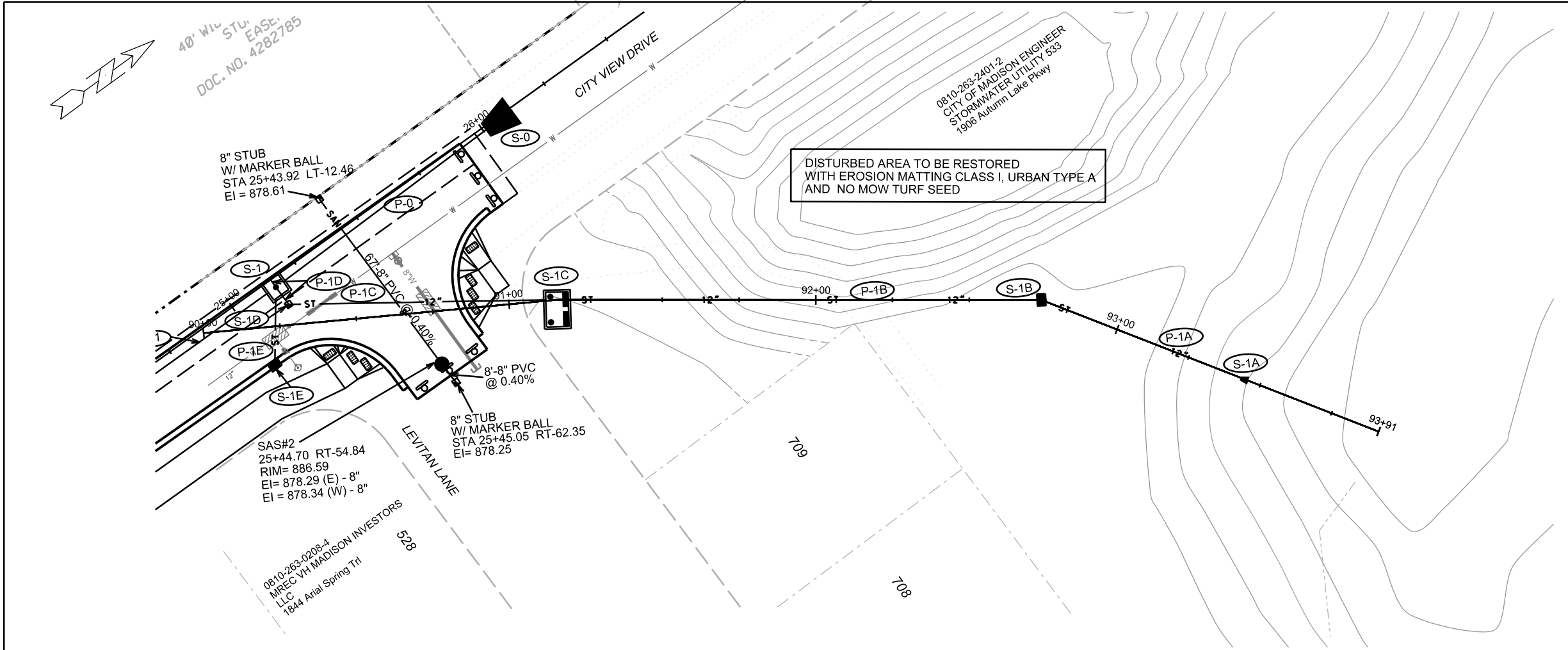
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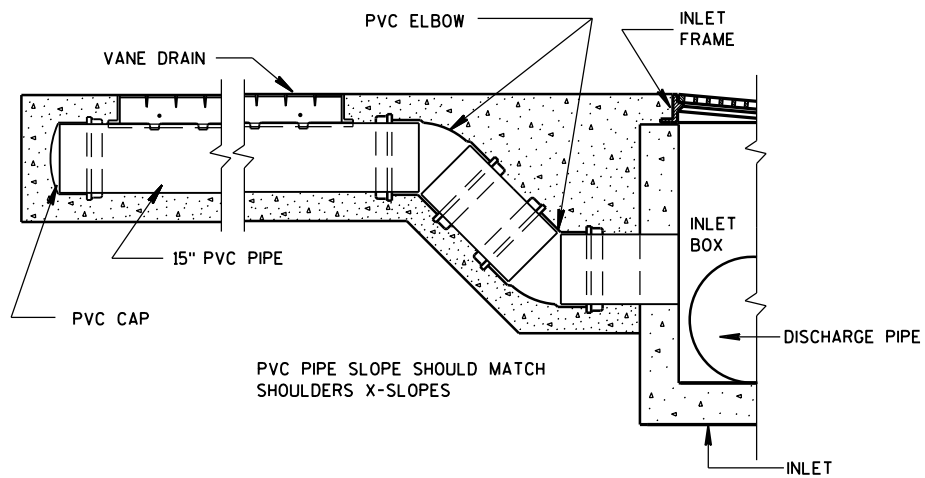


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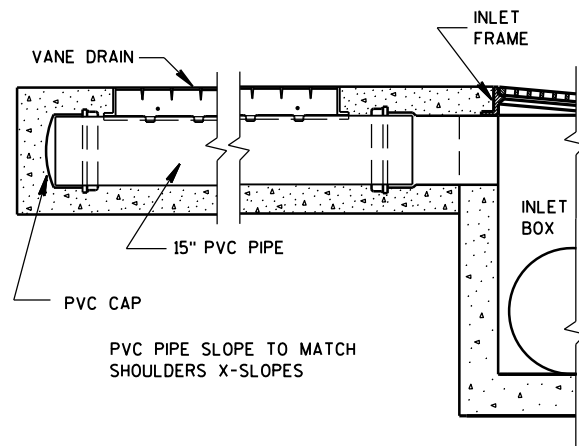
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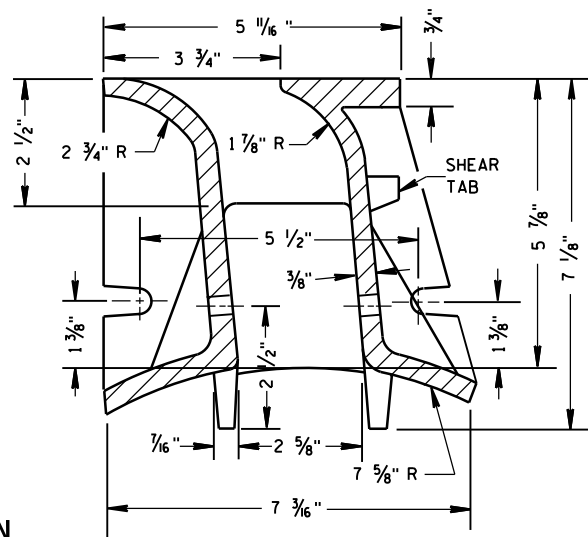
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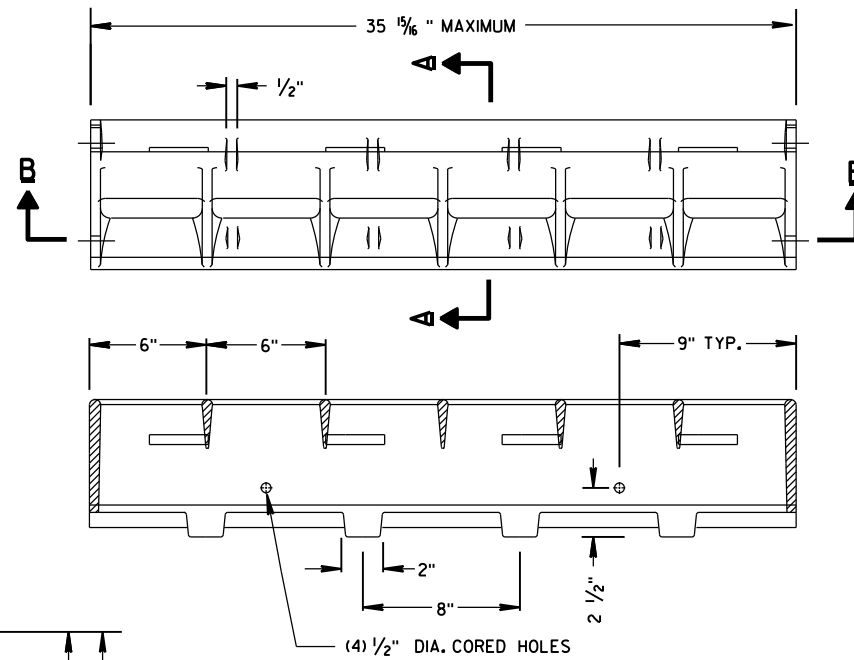
TYPICAL SLOTTED VANE DRAIN CONFIGURATION



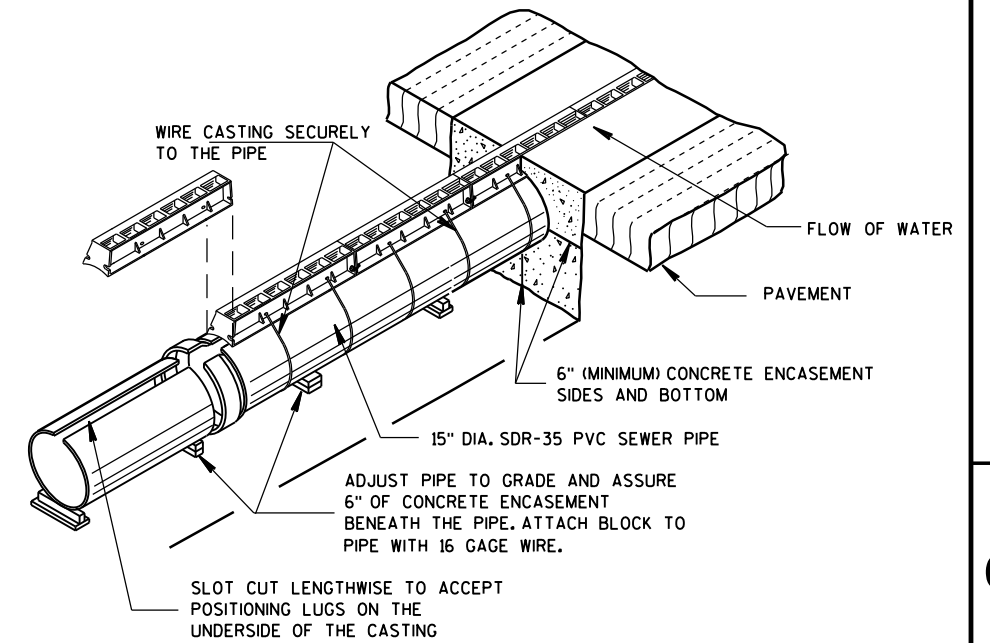
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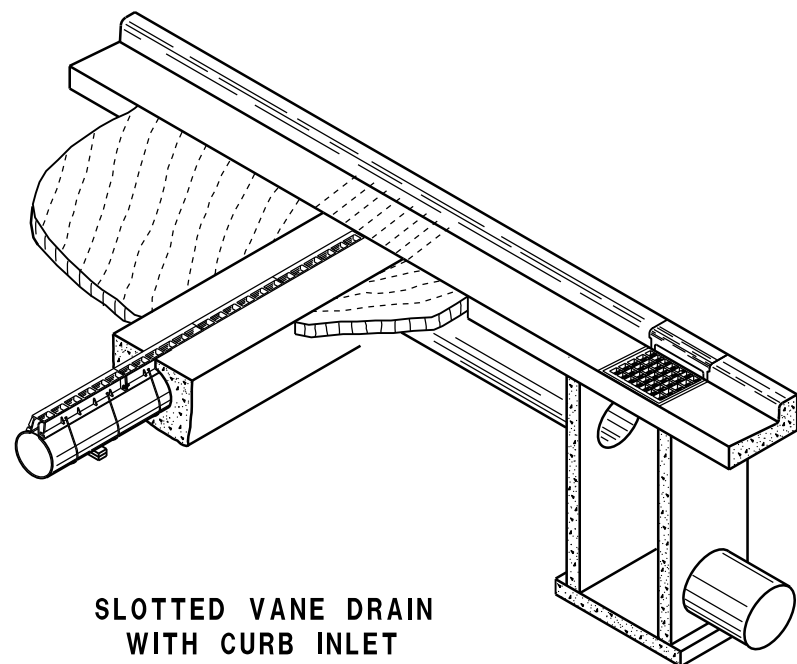
SECTION A-A



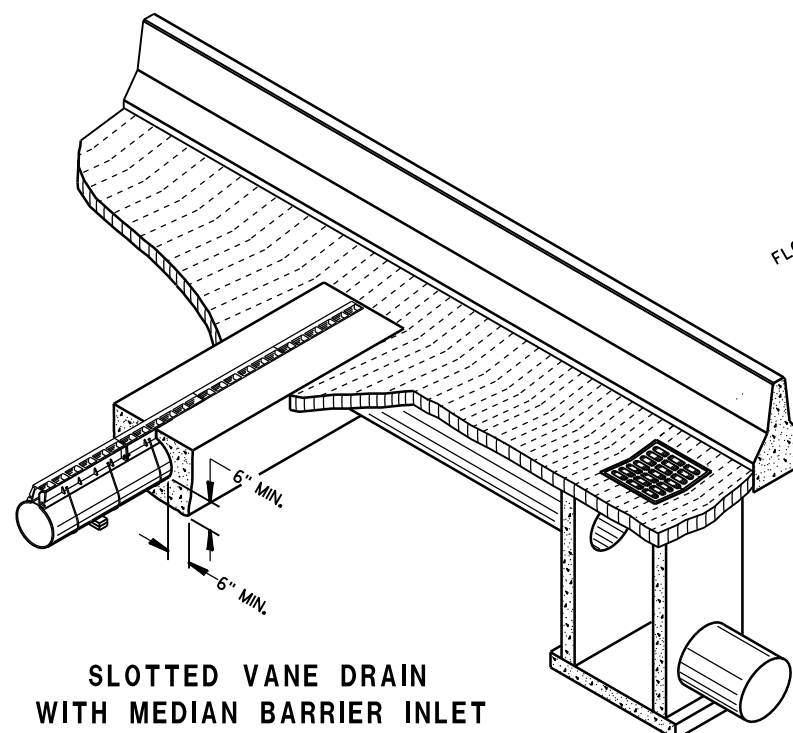
SECTION B-B  
SLOTTED VANE DRAIN DETAIL  
(APPROXIMATE WEIGHT 87 LBS.)



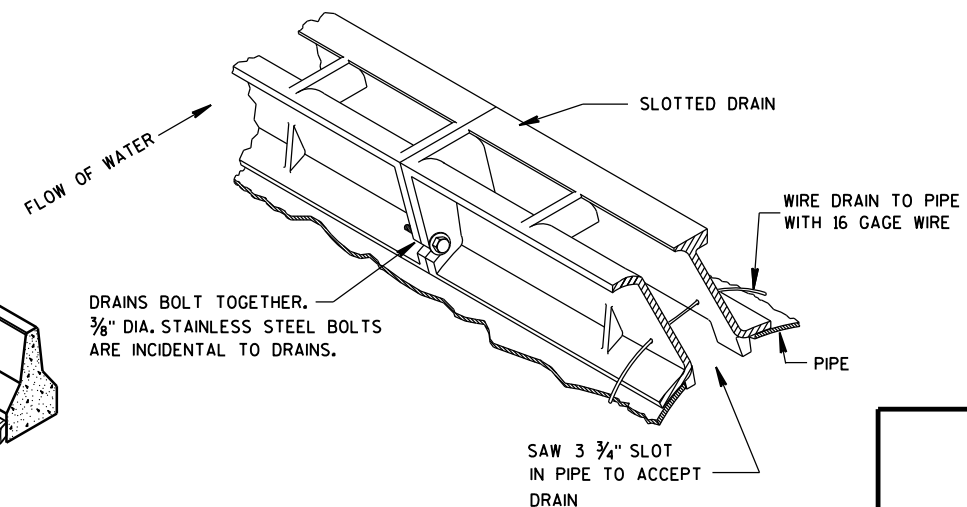
INSTALLATION OF SLOTTED VANE DRAIN



SLOTTED VANE DRAIN WITH CURB INLET



SLOTTED VANE DRAIN WITH MEDIAN BARRIER INLET



ISOMETRIC VIEW

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

ENCASMENT: THE ENCASING MATERIAL AROUND THE PIPE SHALL BE IN ACCORDANCE WITH SPECIFICATIONS OF 501.4.3.3 FOR CONCRETE PAVEMENT.

THE PIPE USED SHALL BE A 15" DIAMETER SDR-35 POLYVINYL CHLORIDE SEWER PIPE. THE PIPE SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN STANDARD SPECIFICATION 612.2.6

SURFACE DRAIN: BEFORE PAVING OVER THE DRAIN, COVER THE TOP OF THE DRAIN TO KEEP MATERIAL OUT OF THE PIPE. THE FINISHED GRADE SHOULD BE FLUSH WITH THE TOP OF THE DRAIN.

THE ANGLE OF THE DRAIN TO THE FLOW OF WATER SHOULD BE AS CLOSE TO 90° AS POSSIBLE.

6

6

<b>SLOTTED VANE DRAIN</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 6-13-00 DATE	/s/ Rory L. Rhinesmith CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	

# STORM SEWER SCHEDULE

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-0	26+11.54	RT-0.97	54" RCP AE W/ GATE	-	879.43	-	END OF APRON STATIONED
S-1	25+15.00	RT-3.15	6X6 SAS W/ DIVERSION PIPE	887.27	880.17	7.10	FP; W/ R-1550; (1)
S-1D	25+02.48	RT-10.00	FIELD BEND	-	878.45	-	W/ MARKER BALL
S-1E	25+00.00	RT-23.37	H INLET	887.40	883.90	3.50	W/ R-3067-7004-VB
S-2	23+10.63	RT-2.98	6X6 STORM SAS	888.90	881.79	7.11	W/ R-1550
S-2A	23+10.63	LT-12.75	PIPE END PLUG	-	885.37	-	W/ MARKER BALL
S-2B	23+11.04	RT-21.50	H INLET	888.94	885.37	3.57	W/ R-3067-7004-VB
S-3	19+15.10	RT-3.08	6X6 STORM SAS	895.73	888.60	7.13	W/ R-1550
S-3A	19+14.85	LT-11.27	PIPE END PLUG	-	892.17	-	W/ MARKER BALL
S-3B	19+15.09	RT-21.50	H INLET	895.77	892.17	3.60	W/ R-3067-7004-VB
S-4	16+50.02	RT-3.10	6X6 STORM SAS	900.34	891.74	8.60	W/ R-1550
S-4A	16+50.02	LT-21.93	PIPE END PLUG	-	895.36	-	W/ MARKER BALL
S-4B	16+49.97	RT-21.38	H INLET	900.38	895.33	5.05	W/ R-3067-7004-VB
S-5	13+78.19	LT-21.38	6X6 STORM SAS	906.24	893.11	13.13	FP; W/ R-1550

## LIEN ROAD

S-6	47+25.00	RT-36.80	6X6 STORM SAS	906.40	893.49	12.91	FP; W/ R-1550- OPEN GRATE
S-6A	47+09.53	RT-37.25	COLLAR	-	904.71	-	-
S-7	48+75.00	RT-39.58	6X6 STORM SAS	904.40	894.24	10.16	W/ R-1550- OPEN GRATE
S-8	50+00.00	RT-39.36	6X6 STORM SAS	903.60	894.84	8.76	W/ R-1550- OPEN GRATE
S-9	51+50.00	RT-39.89	54" RCP AE W/ GATE	-	895.58	-	END OF APRON STATIONED

## LEVITAN ROAD POND

S-1A	93+54.87	CL	12" RCP AE	-	875.37	-	END OF APRON STATIONED
S-1B	92+73.51	CL	H INLET	883.00	875.73	7.27	W/ R-1878-B7G; (2)
S-1C	91+15.47	RT-3.13	SCREEN TREATMENT DEVICE	886.75	876.50	10.25	FP; (3)

### NOTE:

PLAN LENGTH (PAY LENGTH) IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

## REMOVE SEWER STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
RS-1	AS 7030-003	13+78.19	LT-21.38	4X4 STORM SAS	-
RS-2	AE 7030-004	14+31.53	LT-19.44	36" RCP APRON END	TO BE INCLUDED IN PIPE REMOVAL
RS-3	SAS 7130-001	14+04.01	CL	SANITARY SEWER SAS	-

## STORM SEWER ULOS

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
ULO-1	13+90.09	LT-20.25	FO	-
ULO-2	14+51.21	LT-17.88	GAS	-
ULO-3	13+70.00	LT-12.96	WATER	-
ULO-4	13+84.00	LT-21.00	ELEC	-
ULO-5	16+50.00	RT-16.00	WATER	-

## SPECIFIC NOTES

- (1) PAID FOR UNDER BID ITEM 90030. SEE SPECIAL PROVISIONS AND INSTALLATION DETAIL.
- (2) CENTER OF STRUCTURE STATIONED
- (3) STRUCTURE SHALL BE CONSTRUCTED PER S.D.D. 5.7.39 AND S.D.D. 5.7.39A AND SHALL BE PAID FOR UNDER BID ITEM 90031

## REMOVE SEWER PIPES

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
RP-1	RS-1	RS-2	54	36"	RCP	N	-
RP-2	RS-3	13+73.00	CL 35	8"	PVC	Y	-

## 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; UD = UNDERDRAIN
- 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 ELIA E. ACOSTA OF CITY ENGINEERING AT (608) 266-4096 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO EACOSTA@CITYOFMADISON.COM.

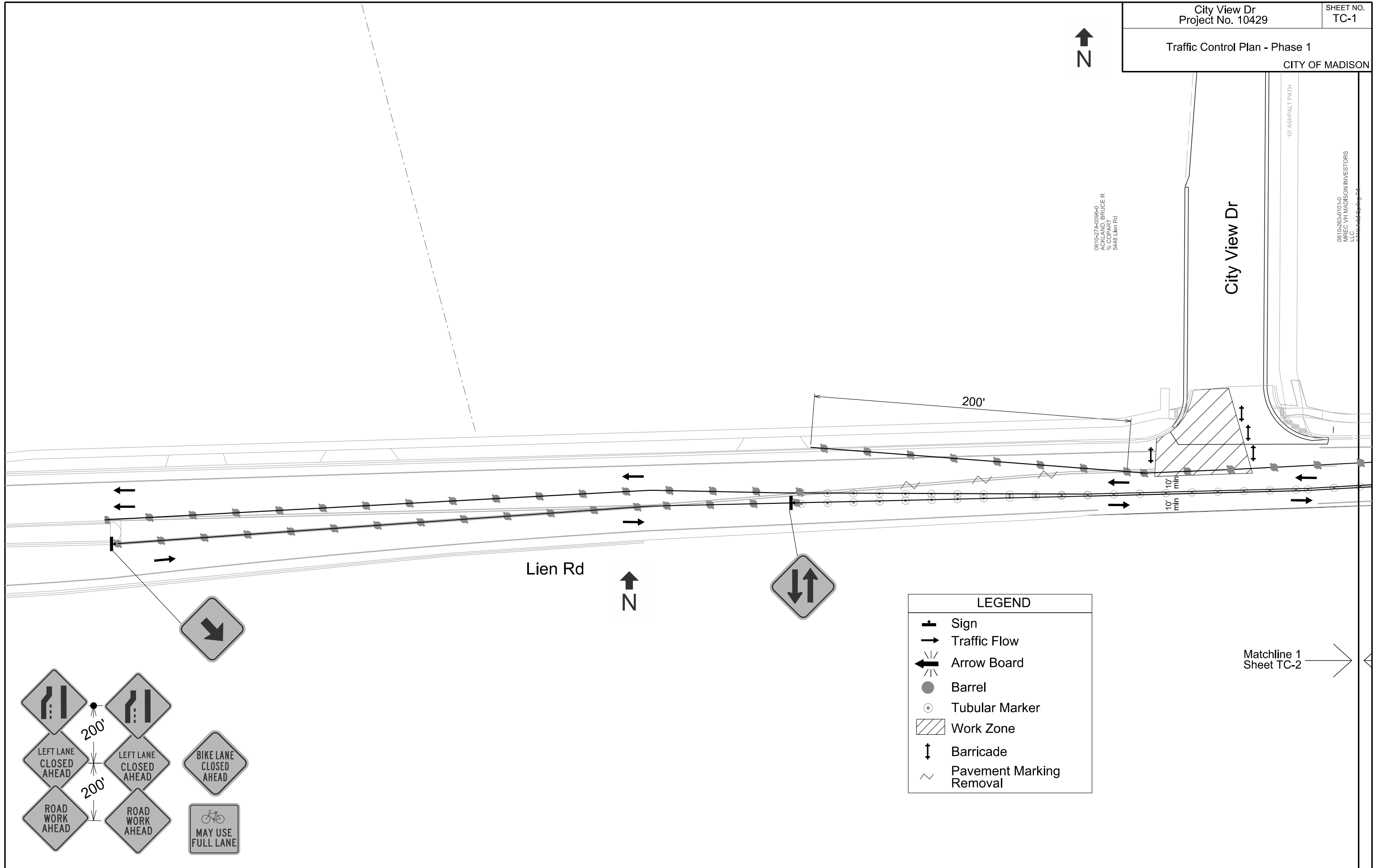


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



0810-27-0096-0  
ACKLAND, BRUCE R  
% COPART  
5448 Lien Rd

0810-263-0101-0  
MREC VHI MADISON INVESTORS  
LLC  
5448 Lien Rd

City View Dr

10' ASPHALT PATH

Lien Rd



LEGEND	
	Sign
	Traffic Flow
	Arrow Board
	Barrel
	Tubular Marker
	Work Zone
	Barricade
	Pavement Marking Removal

Matchline 1  
Sheet TC-2





0810-274-0096-0  
ACKLAND, BRUCE R  
% COPART  
5448 Lien Rd

0810-2632101-0  
MREC VTI MADISON INVESTORS  
LLC  
5448 Lien Rd

City View Dr

10' ASPHALT PATH

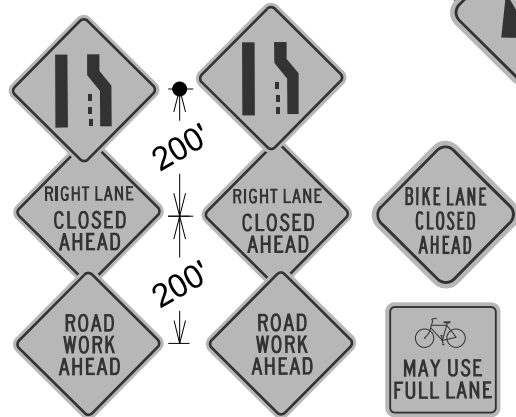
Lien Rd



LEGEND

- Sign
- Traffic Flow
- Arrow Board
- Barrel
- Tubular Marker
- Work Zone
- Barricade
- Pavement Marking Removal

Matchline 2  
Sheet TC-4

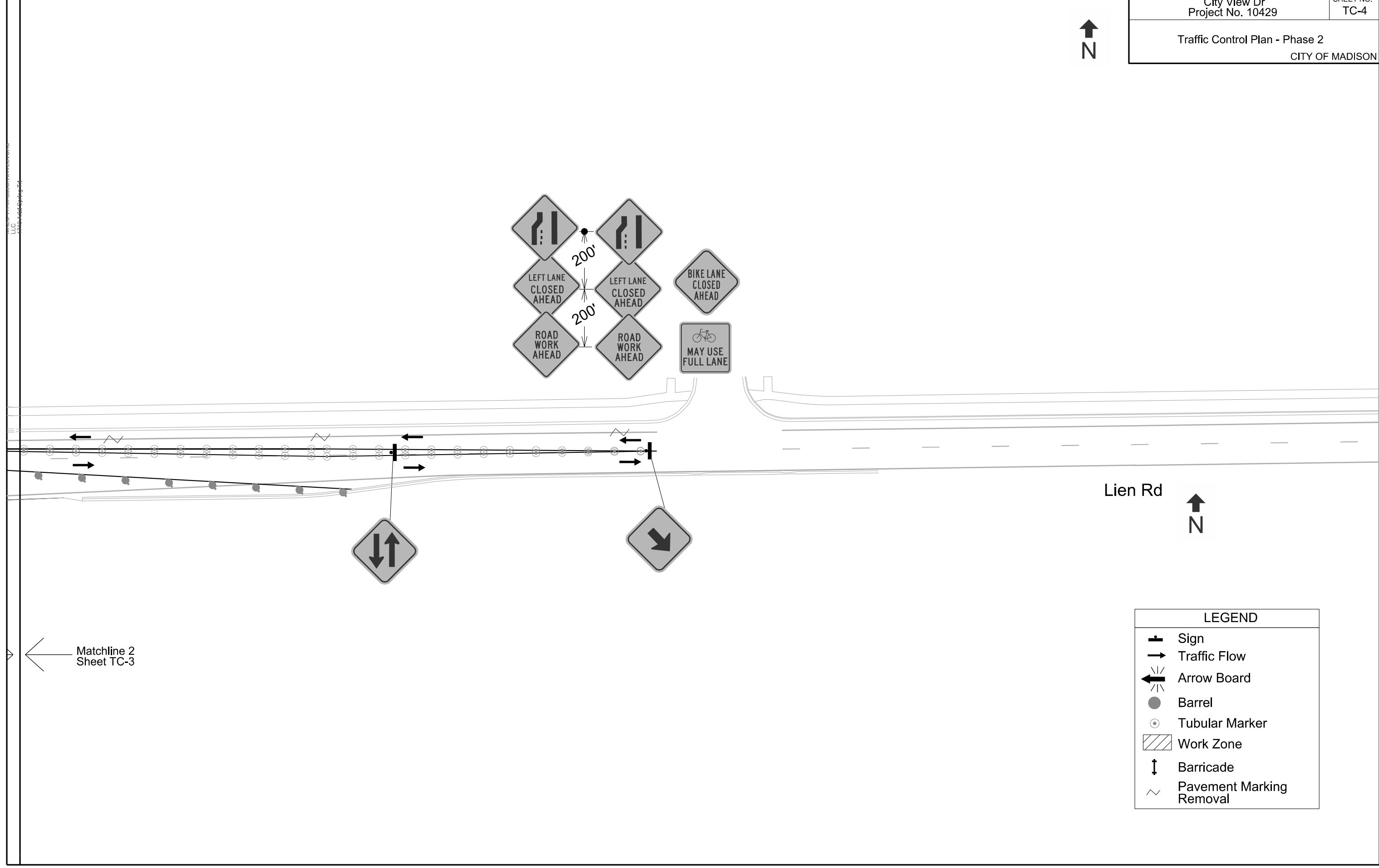
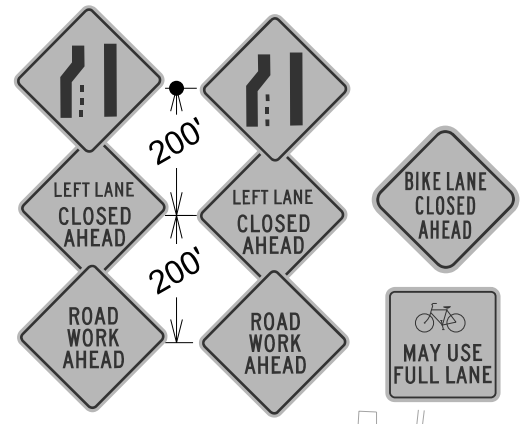


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



Lien Rd



LEGEND	
	Sign
	Traffic Flow
	Arrow Board
	Barrel
	Tubular Marker
	Work Zone
	Barricade
	Pavement Marking Removal

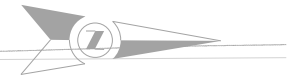
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Sheet TC-3

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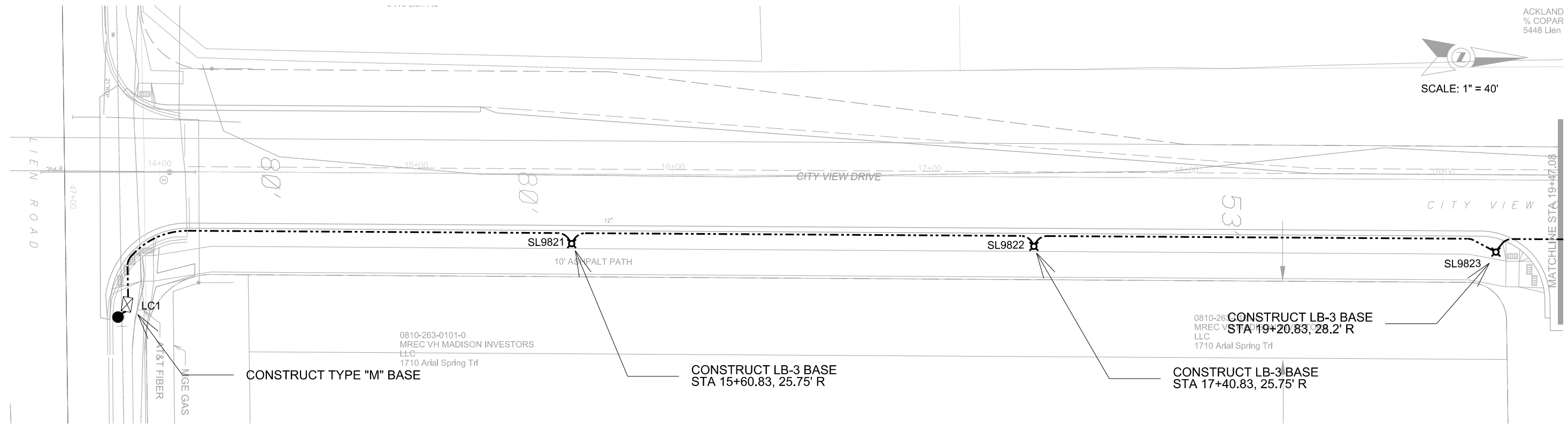
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



SCALE: 1" = 40'



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 JERRY SCHIPPA (267-1969) CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING CONDUIT OR BASE LOCATIONS MARKED.
2. BASES INSTALLED IN TERRACE SHALL BE 4' FROM BACK OF CURB UNLESS OTHERWISE NOTED. SUBJECT TO NOTE 1 ABOVE.
3. 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.
4. THE CONTRACTOR SHALL CALL MIKE CHRISTOPH (266-9031) AT THE TRAFFIC ENGINEERING SHOP AT LEAST 24-HOURS IN ADVANCE OF POURING BASES OR BURYING CONDUIT TO ARRANGE FOR INSPECTION.
5. ANY WORK COMPLETED WITHOUT INSPECTION IS SUBJECT TO REJECTION.
6. CONTRACTOR SHALL INSTALL ALL NEW BASES, CONDUIT AND HANDHOLE, PER SHEETS X - X TO X - X.
7. THE CONTRACTOR SHALL ARRANGE FOR PICK UP OF THE FOLLOWING CITY FURNISHED MATERIALS, WHICH SHOULD BE ARRANGED FOR PICKUP BY CALLING DENNIS ROWE, TRAFFIC ENGINEERING SHOP, 266-9034 1120 SAYLE ST, AT LEAST 24-HOURS PRIOR TO NEEDING MATERIALS:
  - (76) 1" x 40" Anchor Bolts

LEGEND

- CONSTRUCT LB-3 BASE
- 2-INCH ELECTRICAL CONDUIT
- CONSTRUCT TYPE "M" BASE
- CONSTRUCT ELECTRICAL HANDHOLE TYPE 3
- EXISTING MG&E POLE

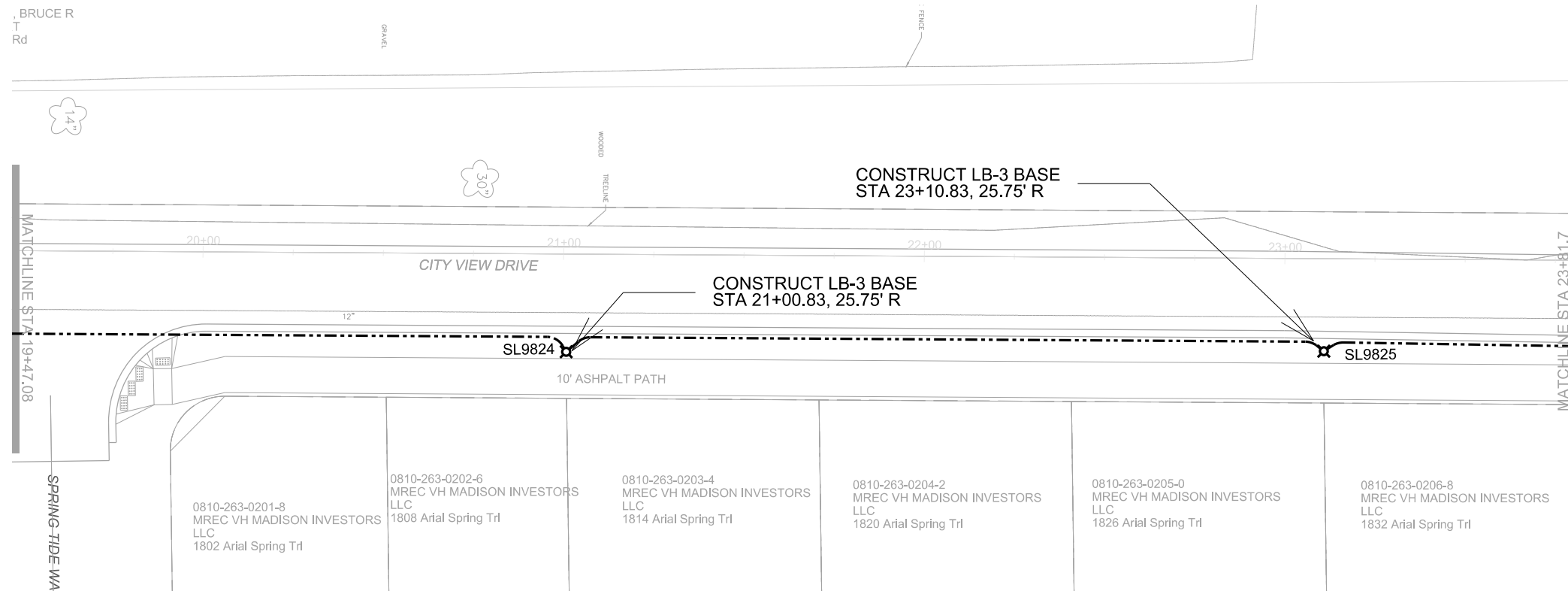
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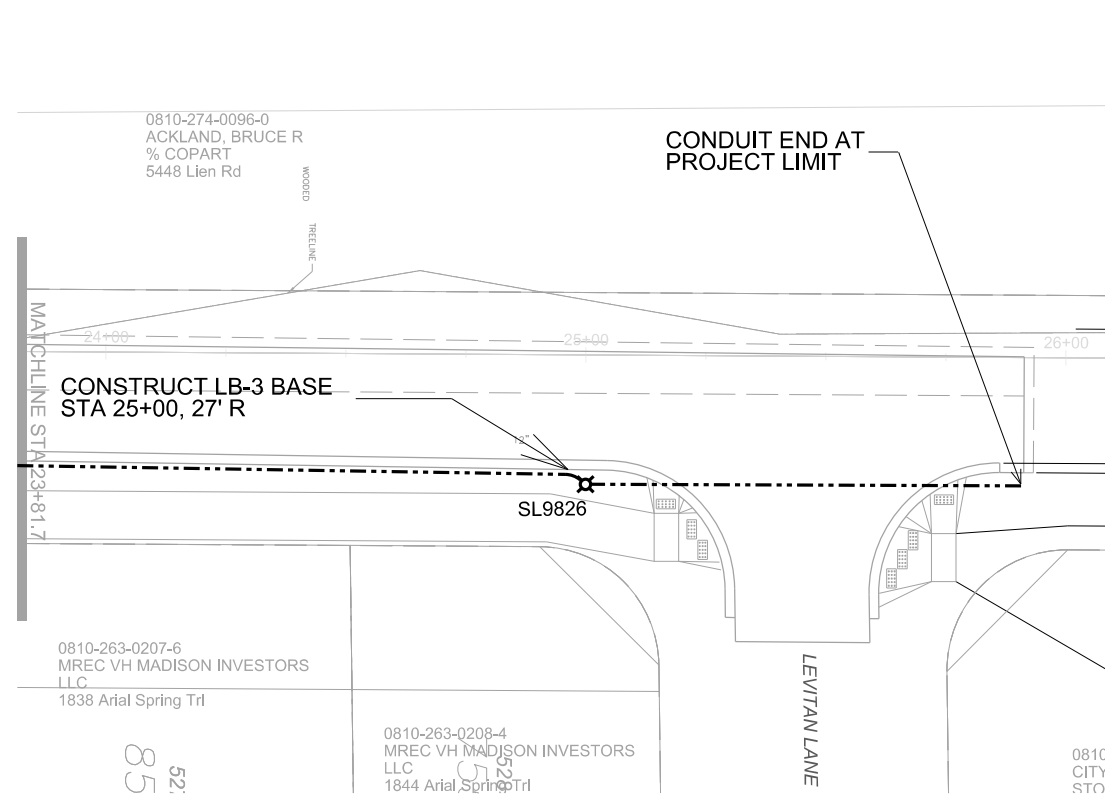
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ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





SCALE: 1" = 40'



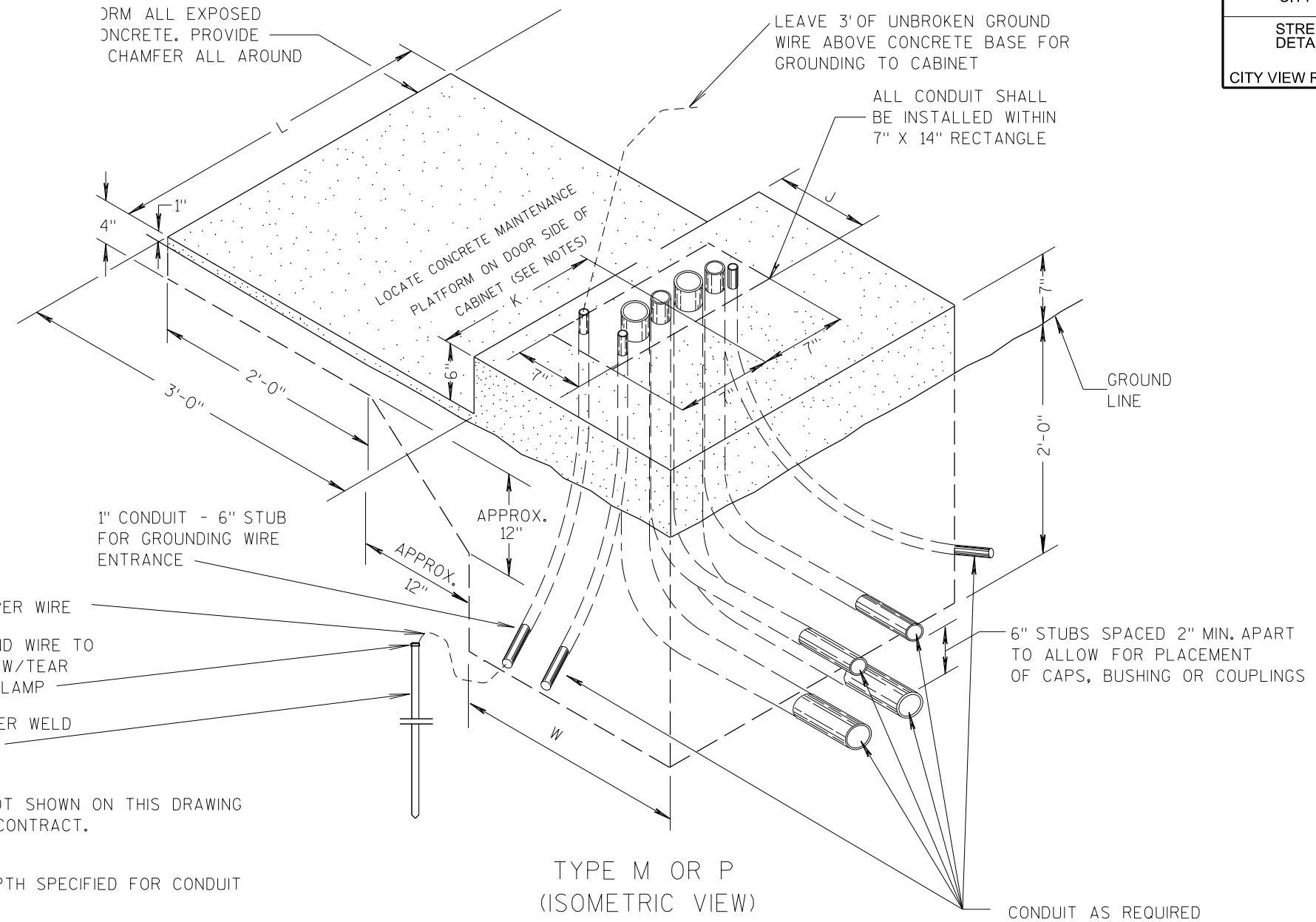
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	L	W	J	K	
TYPE M	40"	30"	12"	20"	.823
TYPE P	48"	30"	16"	24"	1.179
TYPE M MODIFIED	-	-	-	-	-
TYPE P MODIFIED	-	-	-	-	-
TYPE OTHER	-				-



### GENERAL NOTES

- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
- ALL CONDUIT SHALL BE PVC, SCHEDULE 40
- DEPTH OF CONDUIT EXITING THE BASE SHALL MATCH THE DEPTH SPECIFIED FOR CONDUIT INSTALLATION.
- ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.
- CONTROL CABINET BASE TOP SURFACES SHALL BE TROWEL FINISHED AND LEVEL.
- MAINTENANCE PLATFORM SHALL NOT BE INSTALLED WHEN THE SURROUNDING AREA IS PAVED.
- MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.
- ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.
- CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MINIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.
- CONDUITS SHALL EXIT THE BASE IN THE DIRECTION OF THE STRUCTURE IT IS TERMINATING INTO.
- MAINTENANCE PLATFORM SIZE MAY VARY ON ACCOUNT OF CONDITIONS. VERIFY THE MAINTENANCE PLATFORM SIZE WITH ENGINEER PRIOR TO POURING BASE.

### CONCRETE CONTROL CABINET BASES

PLOT SCALE:  
  
 PLOT NAME:  
  
 REV. DATE:  
  
 ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

60231      60229  
 FURNISH AND  
 INSTALL CONDUIT  
 2-IN      2-IN  
 SCH 40    SCH 80

60413      60403  
 CONSTRUCT    CONSTRUCT  
 TYPE P BASE    LB-3 BASE  
 (EACH)      (EACH)

FROM	TO	(LF)	(LF)	COMMENTS	DESCRIPTION	STATION	OFFSET	(EACH)	(EACH)	COMMENTS
POLE	LC1	6	-	(1) - 2"	LC1	13+87.83	51.75 RT	1	-	
LC1	SL9821	195	-	(1) - 2"	SL9821	15+60.83	25.75 RT	-	1	
SL9821	SL9822	183	-	(1) - 2"	SL9822	17+40.83	25.75 RT	-	1	
SL9822	SL9823	183	-	(1) - 2"	SL9823	19+20.83	28.2 RT	-	1	
SL9823	SL9824	104	80	(1) - 2"	SL9824	21+00.83	25.75 RT	-	1	
SL9824	SL9825	210	-	(1) - 2"	SL9825	23+10.83	25.75 RT	-	1	
SL9825	SL9826	190	-	(1) - 2"	SL9826	25+00.00	27 RT	-	1	
SL9826	END	-	91	(1) - 2"						
<b>TOTALS</b>		1071	171		<b>TOTALS</b>			1	6	

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

CROSS SECTIONS

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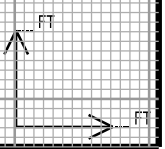
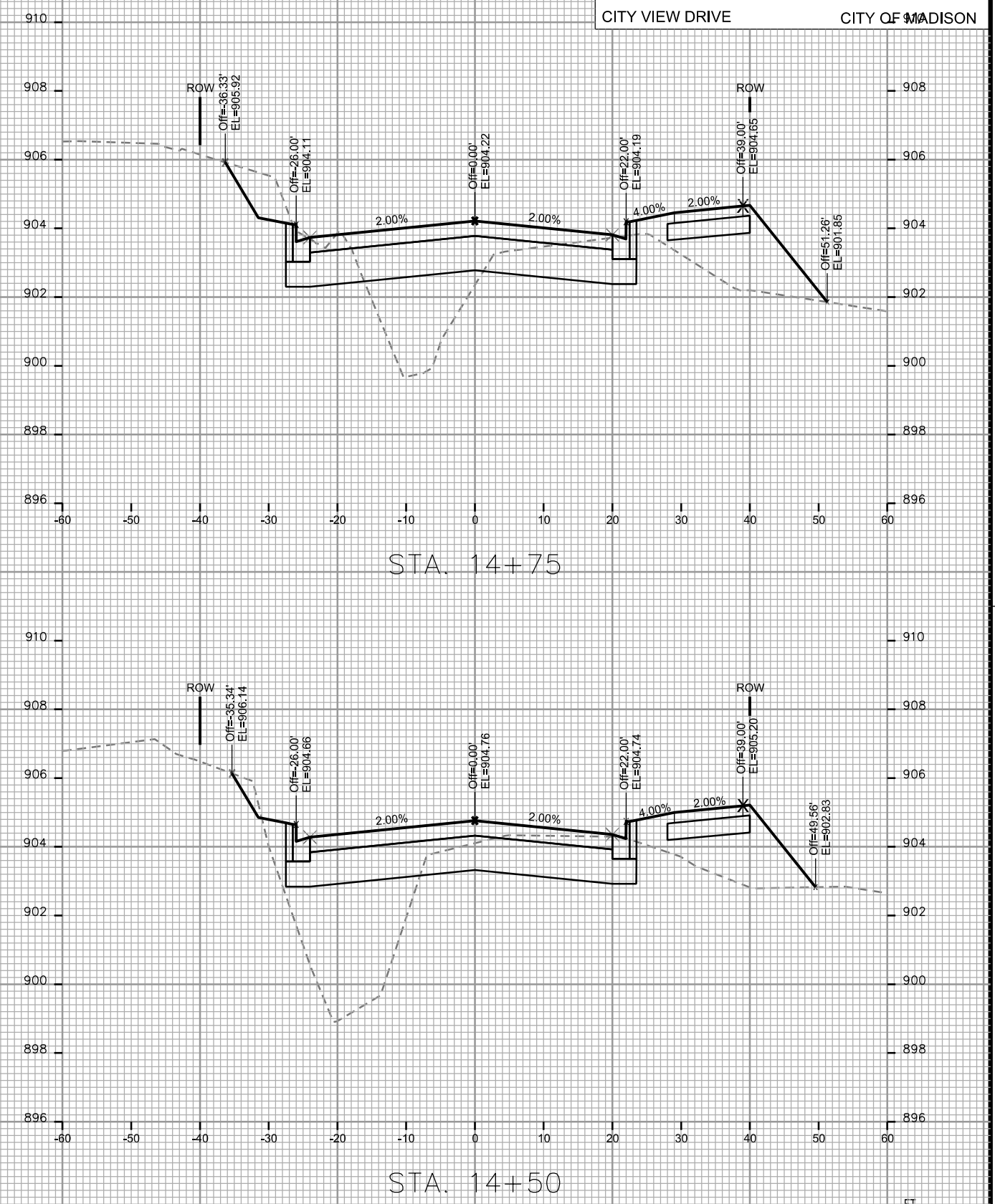
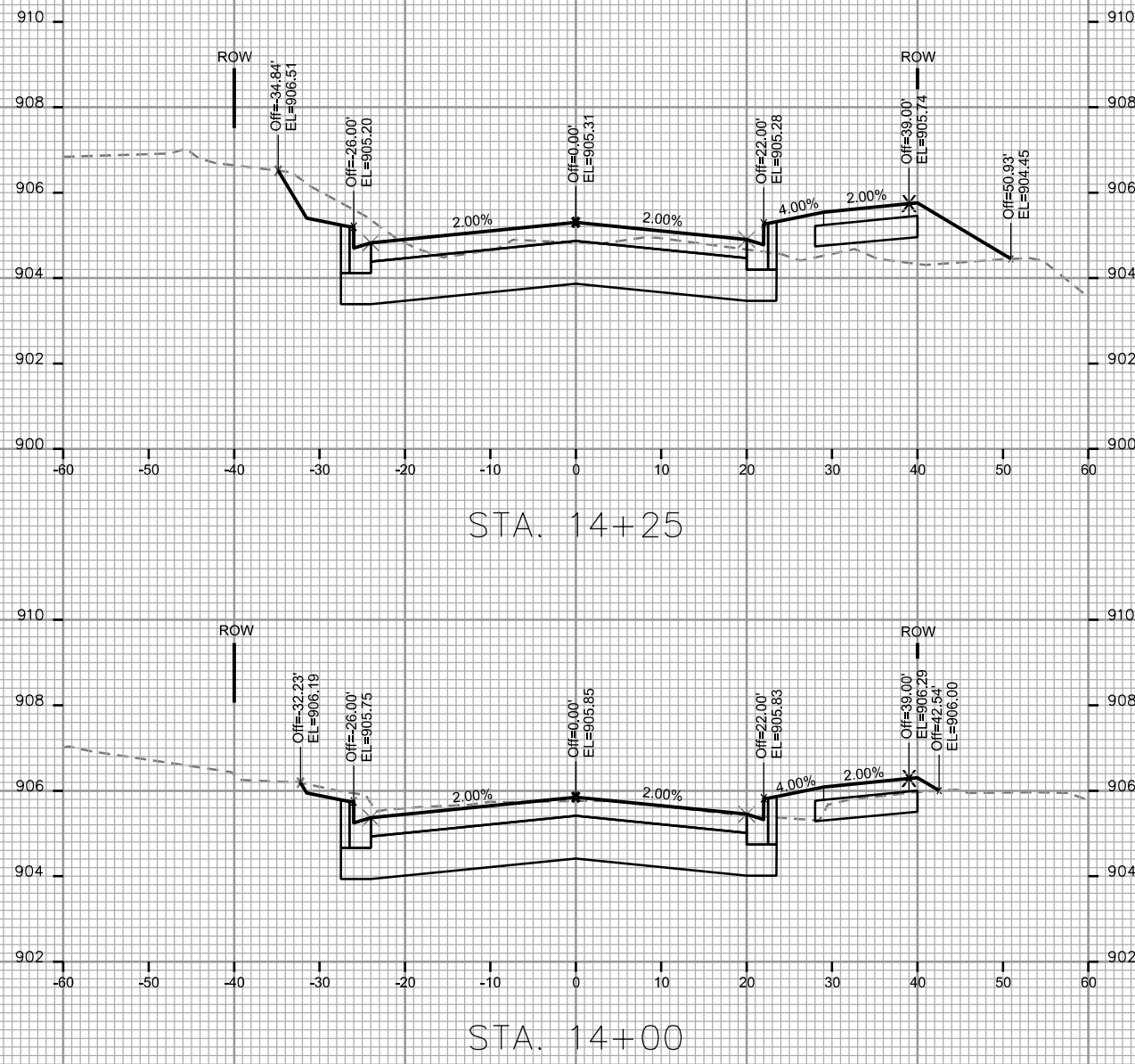
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

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CROSS SECTIONS

CITY VIEW DRIVE

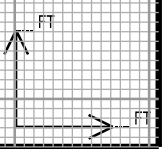
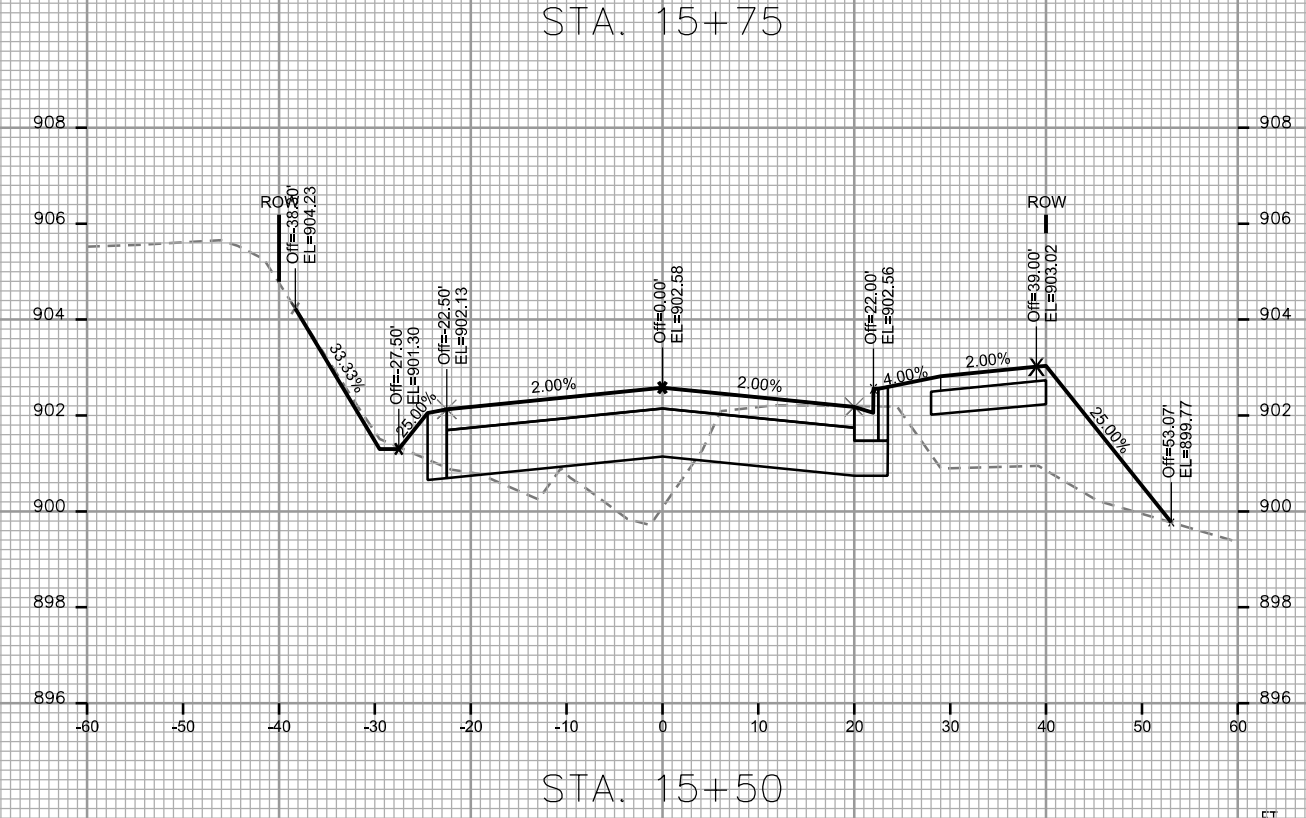
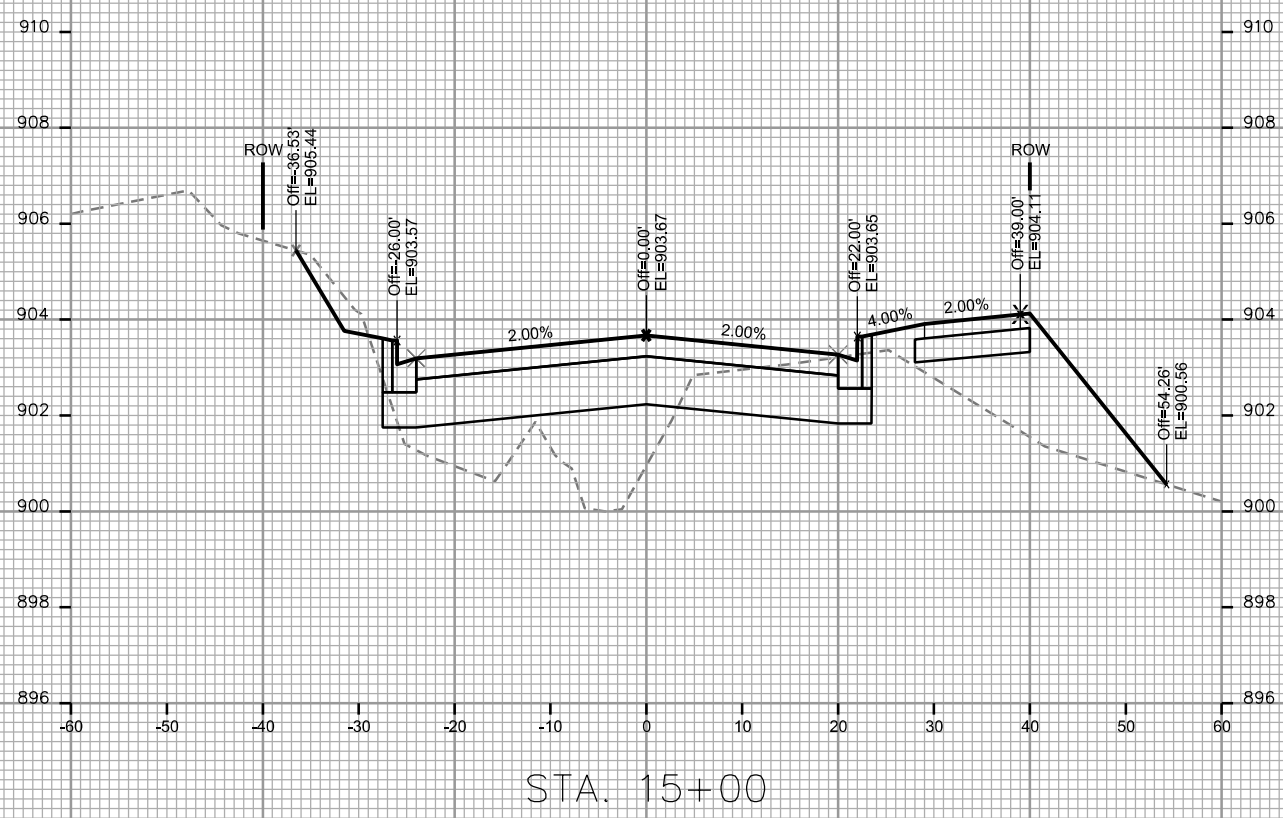
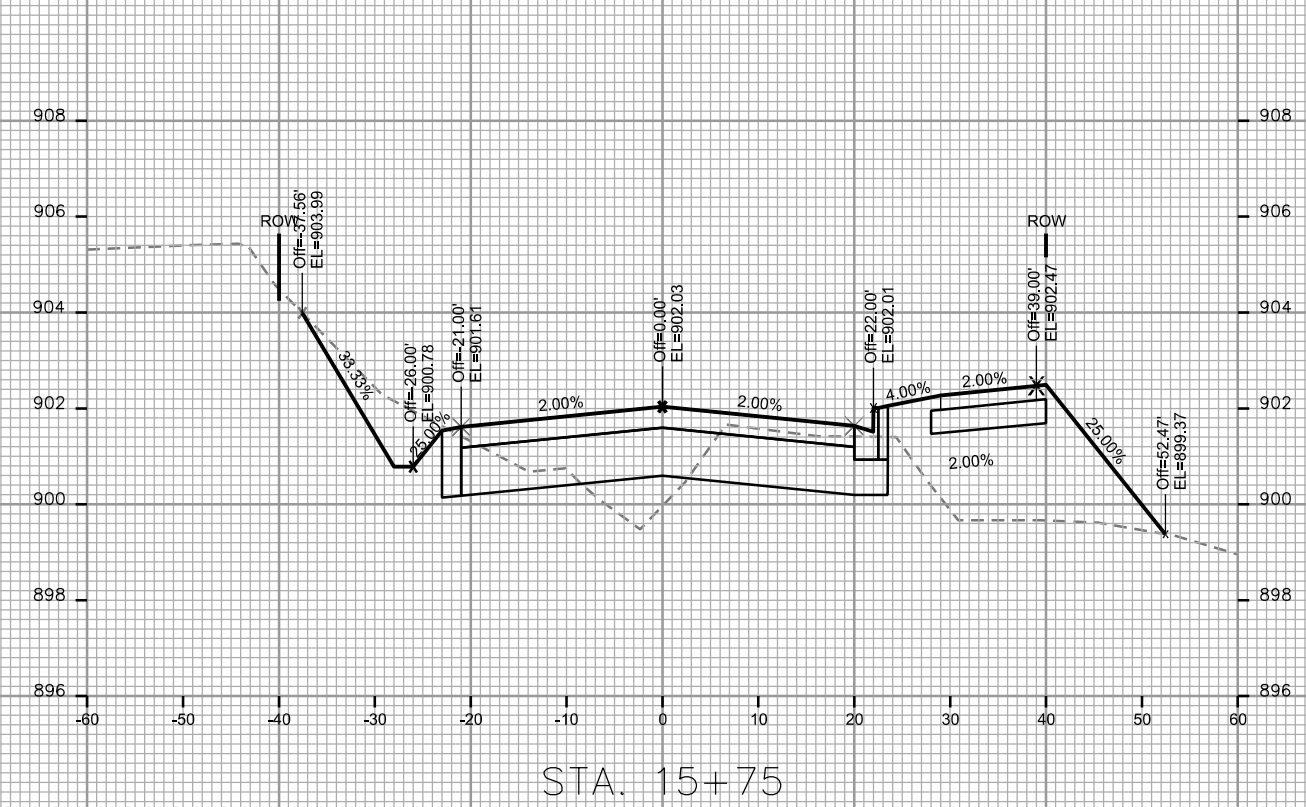
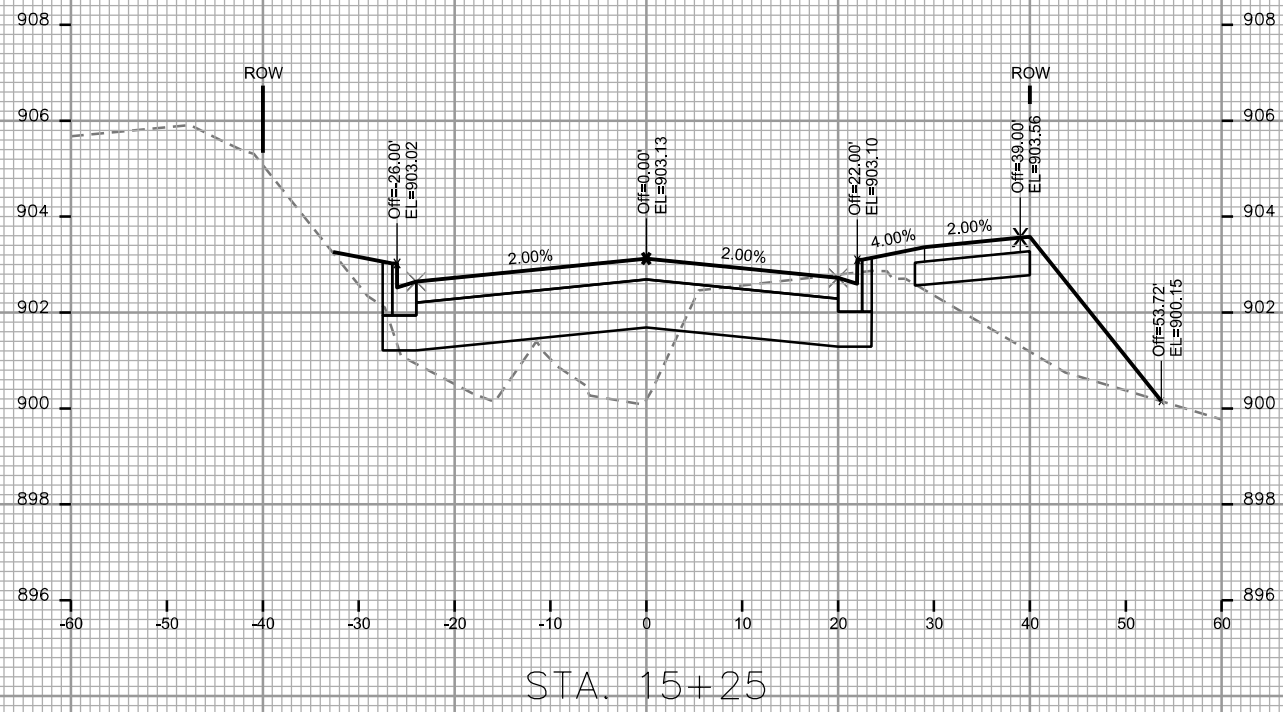
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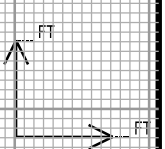
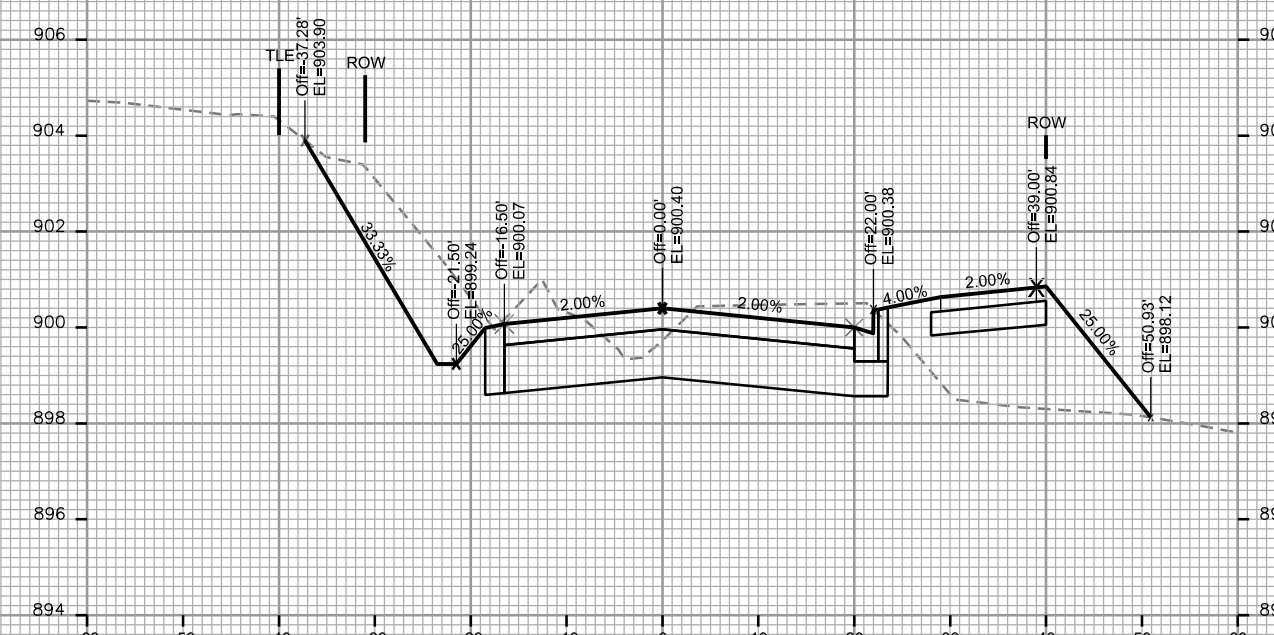
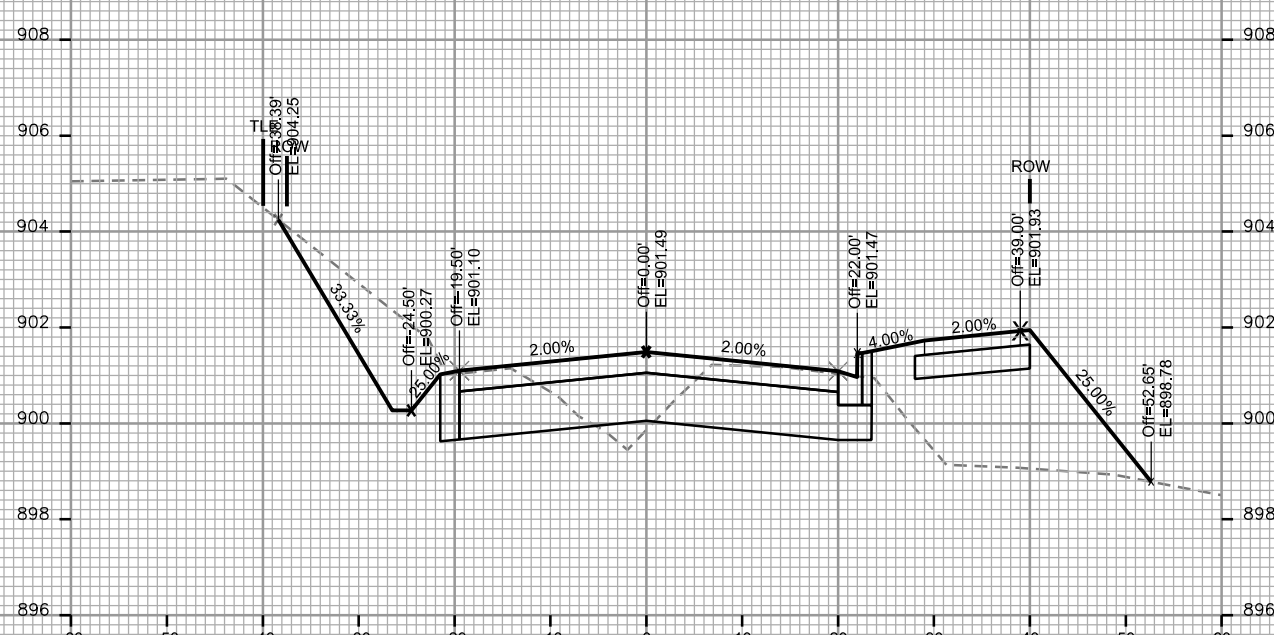
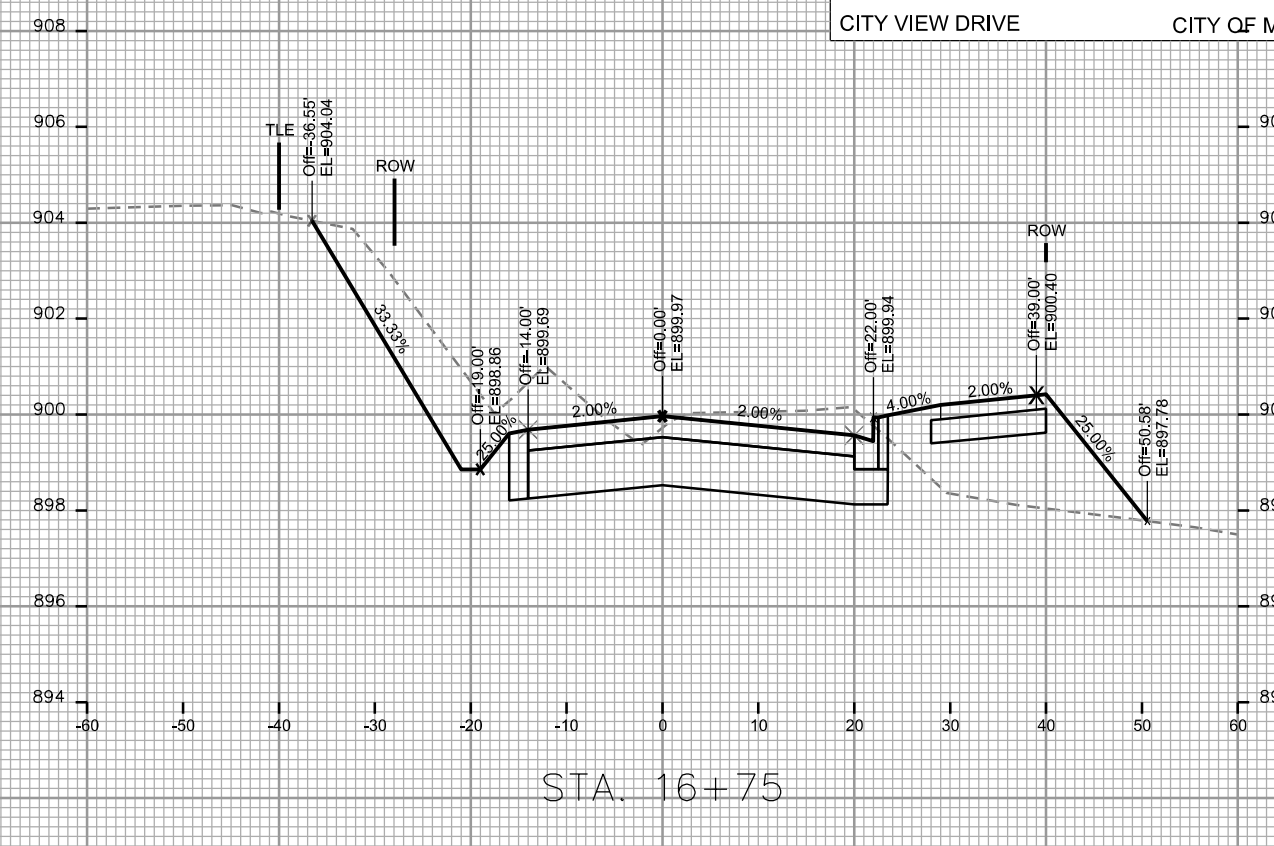
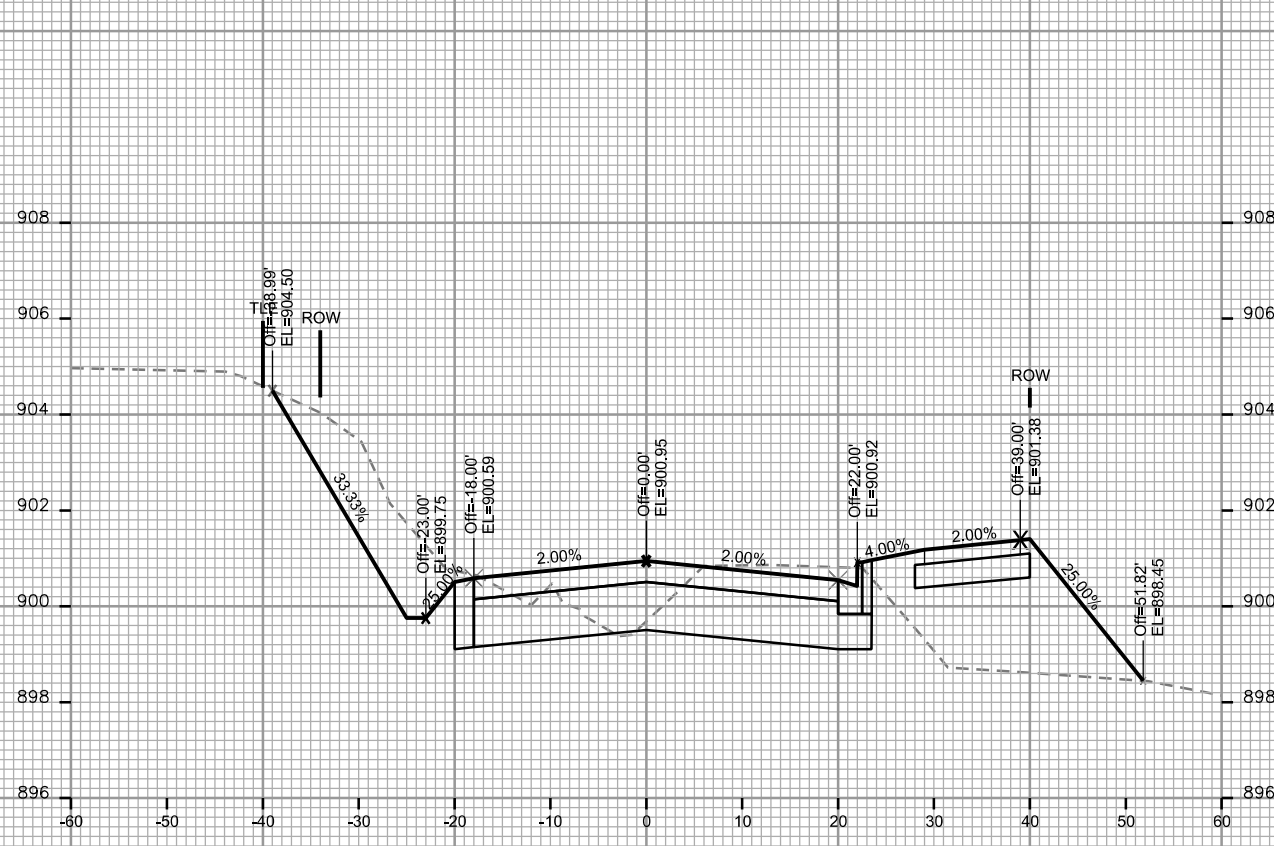
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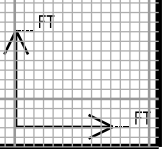
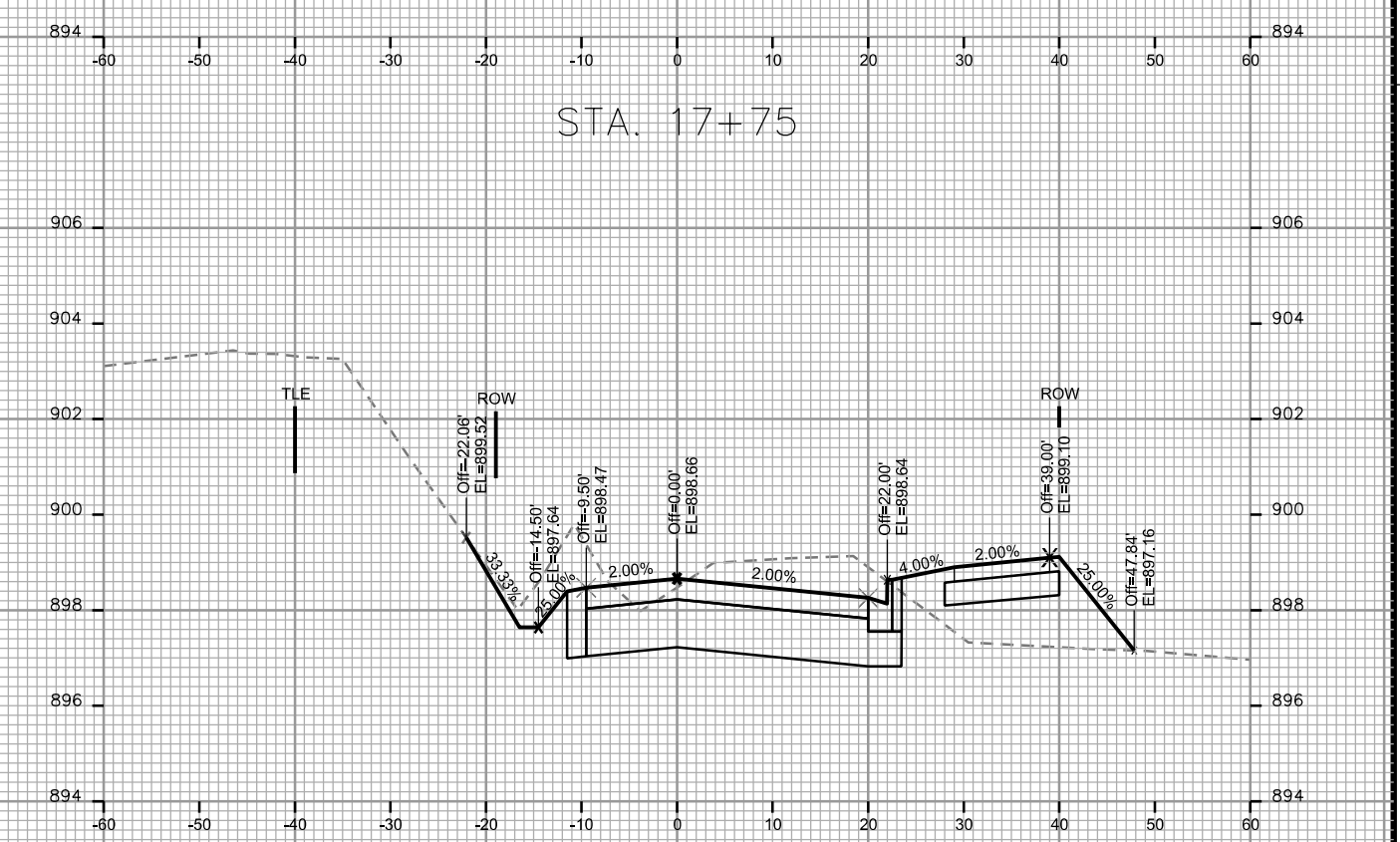
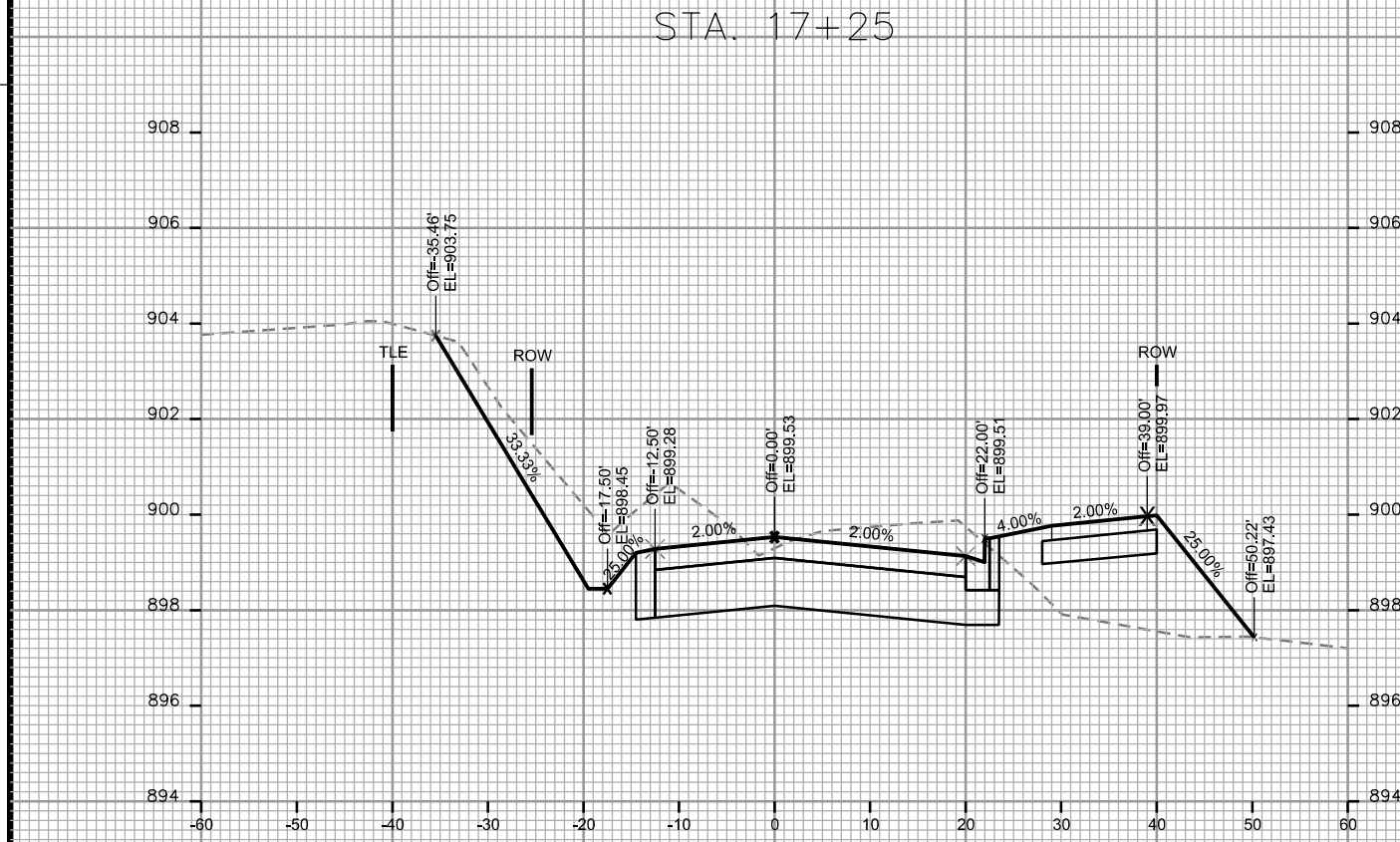
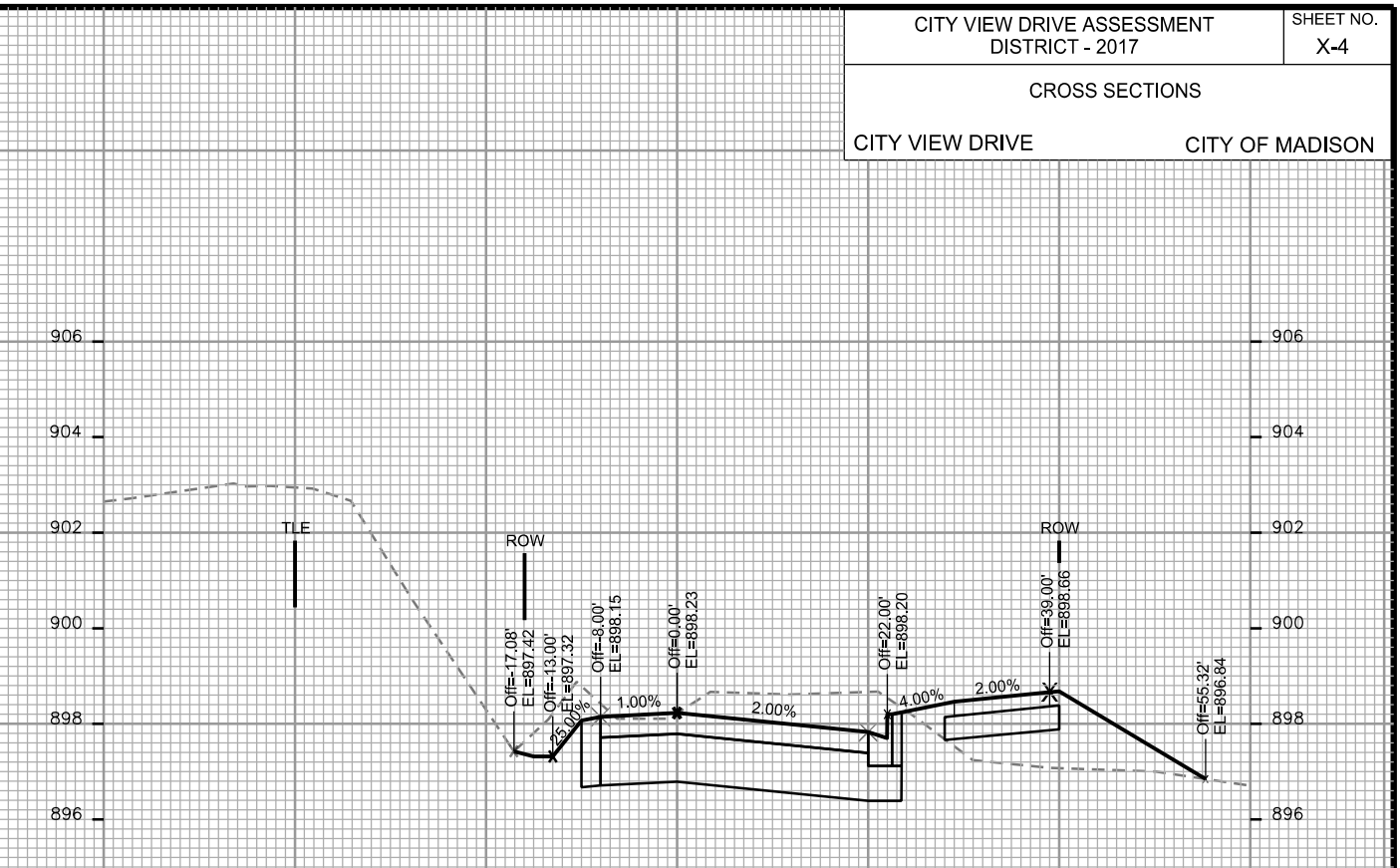
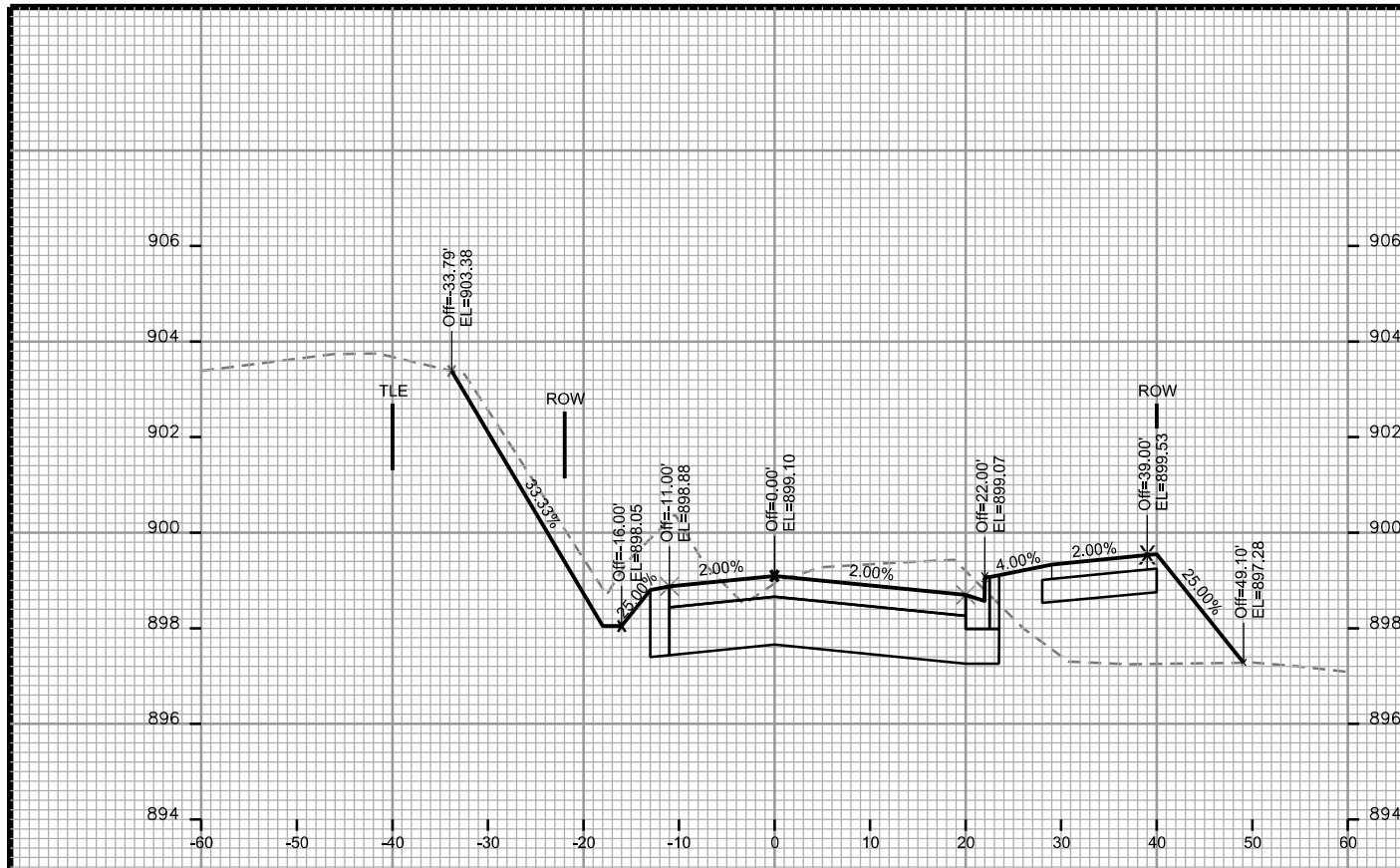
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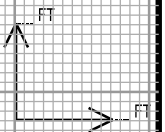
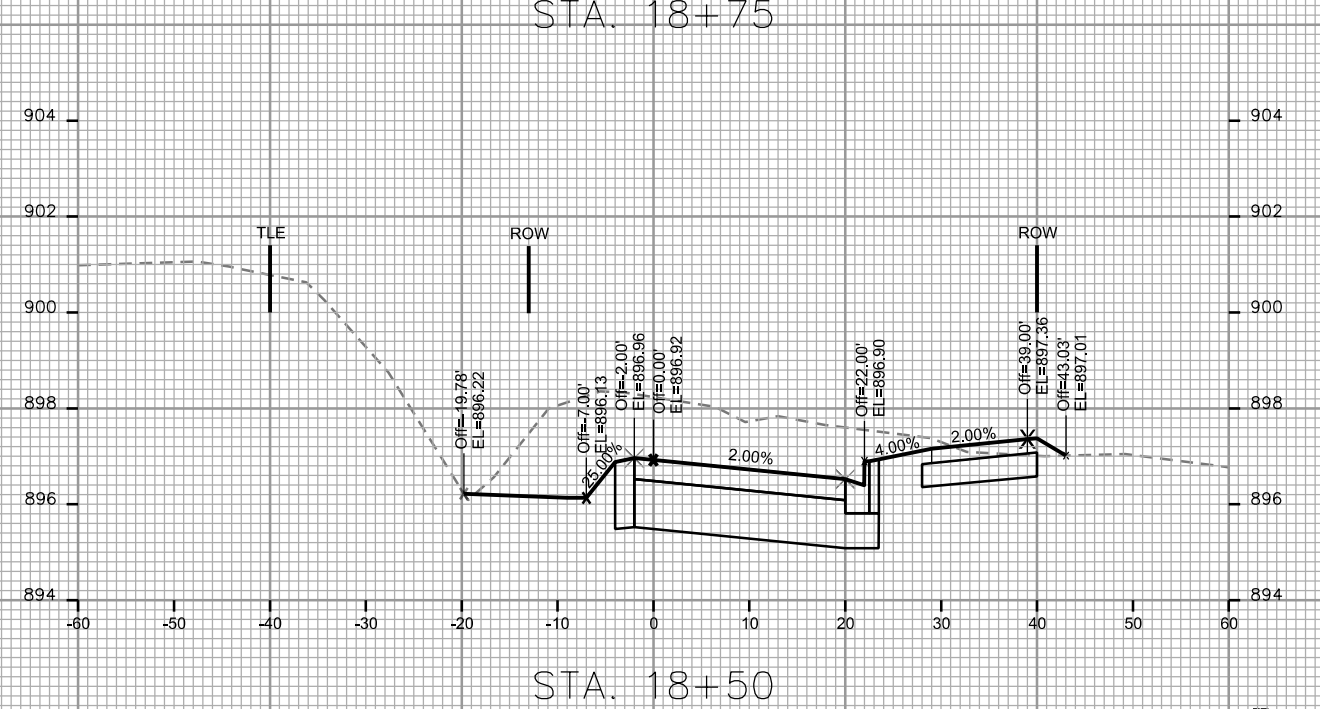
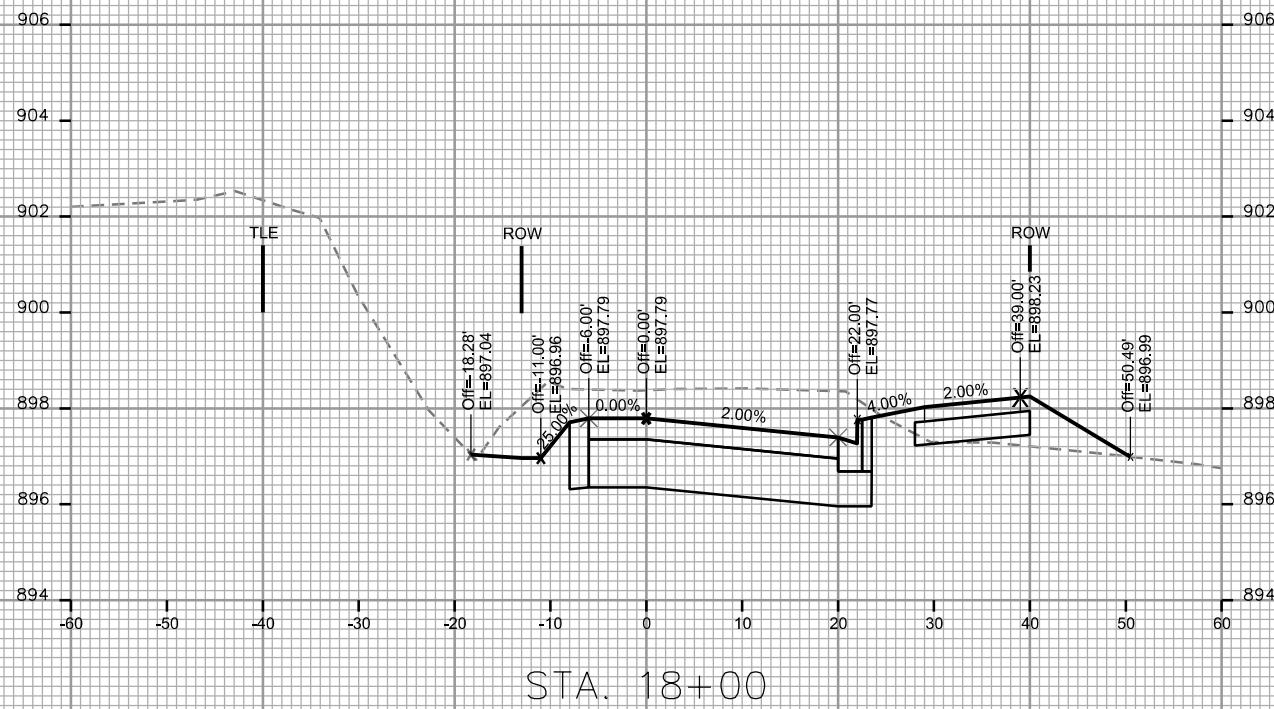
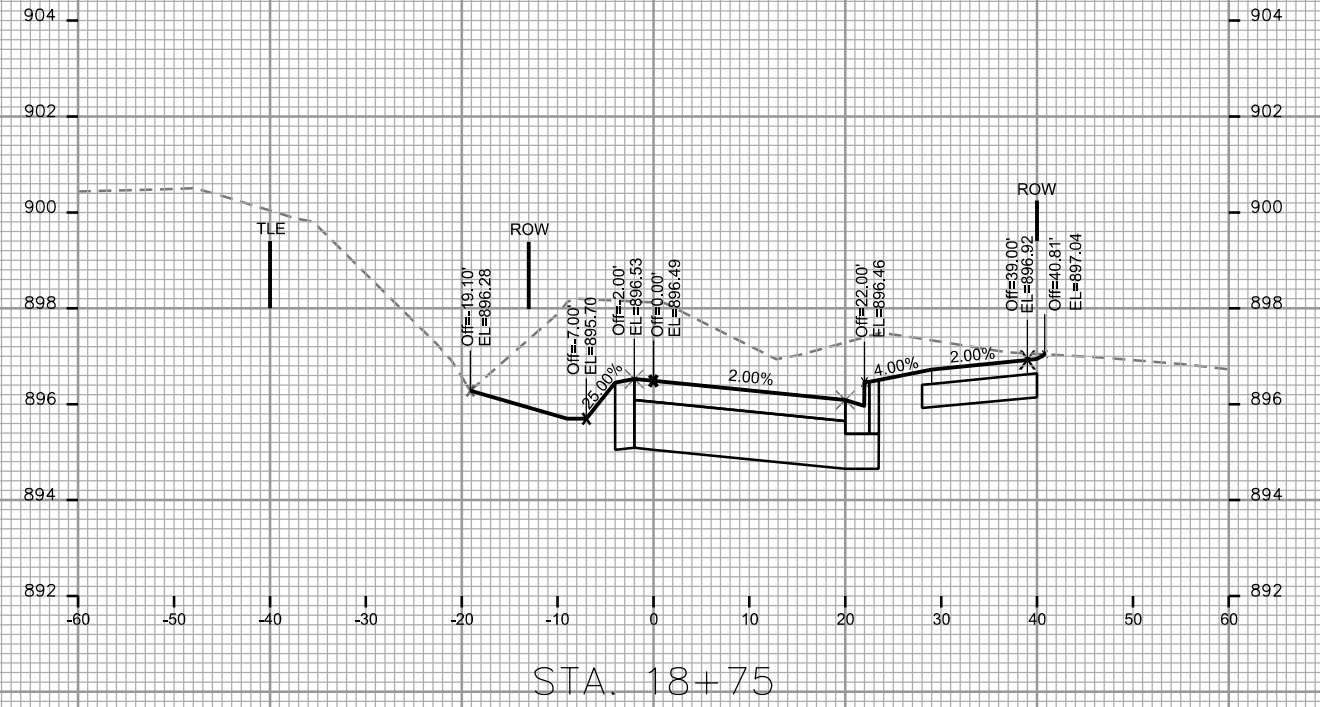
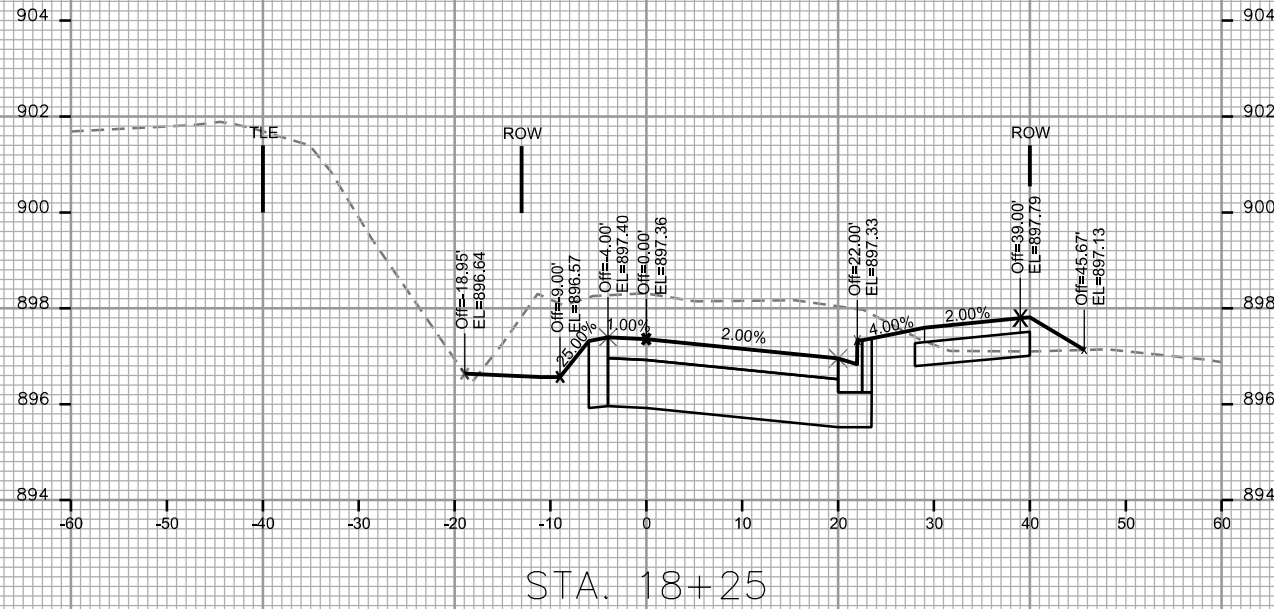
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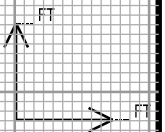
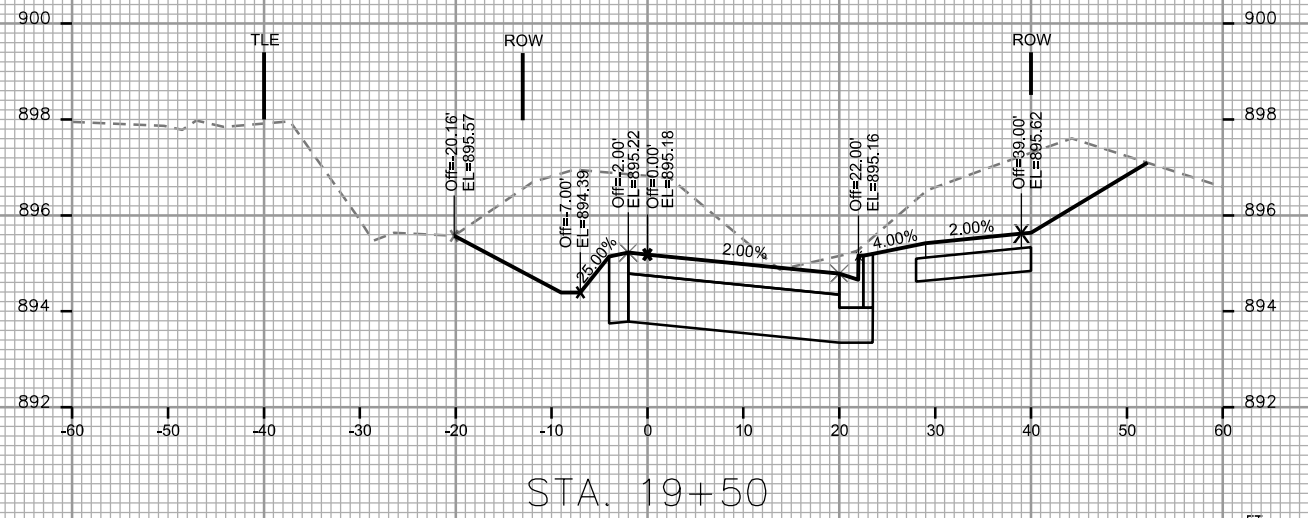
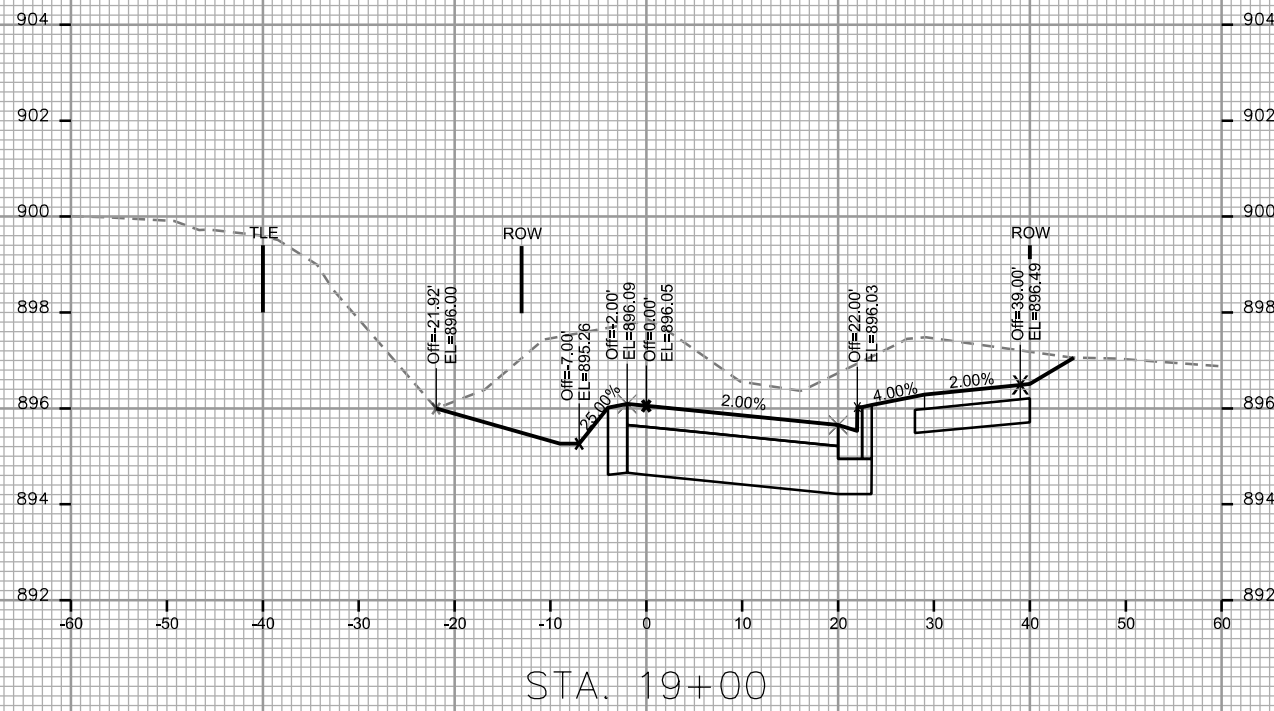
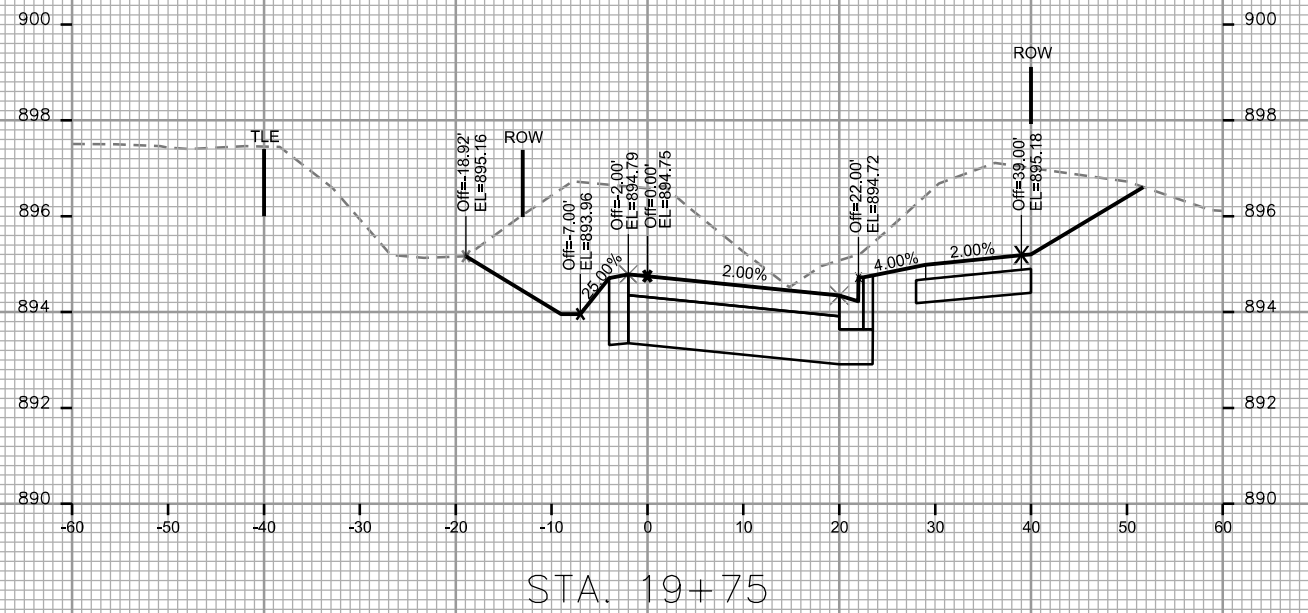
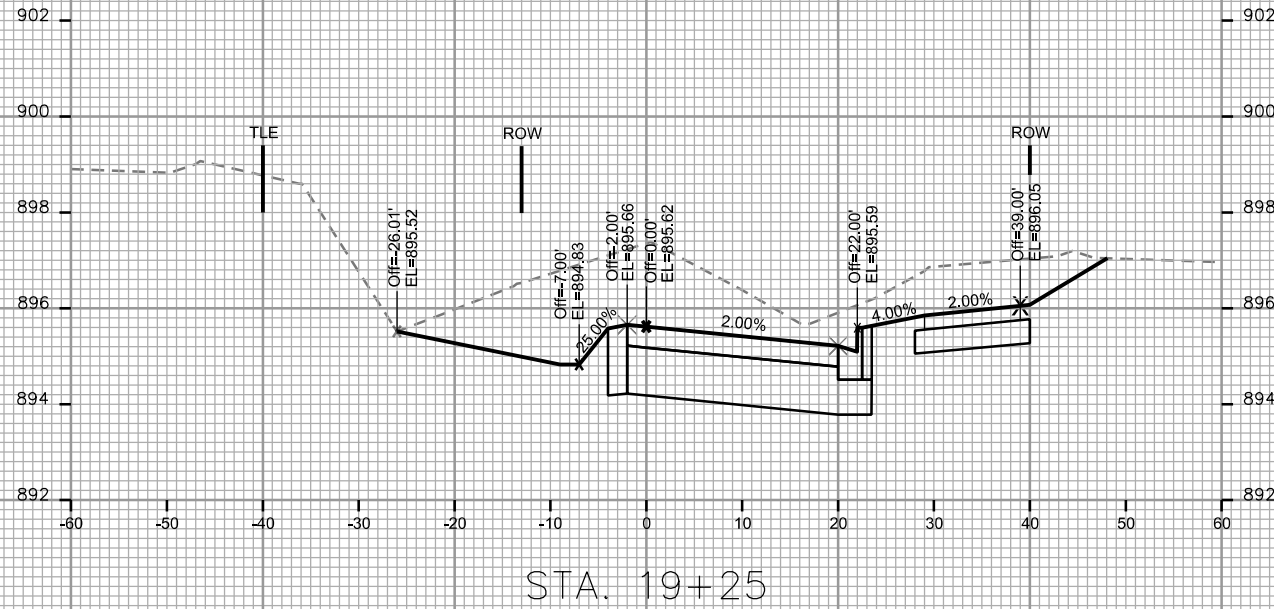
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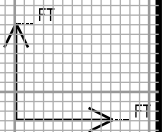
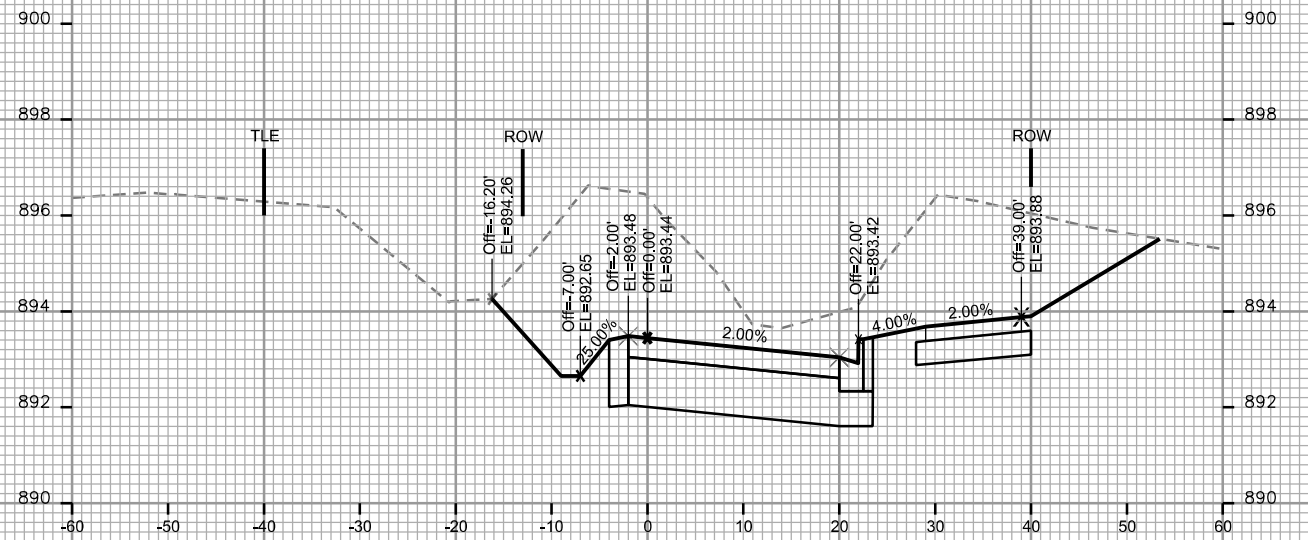
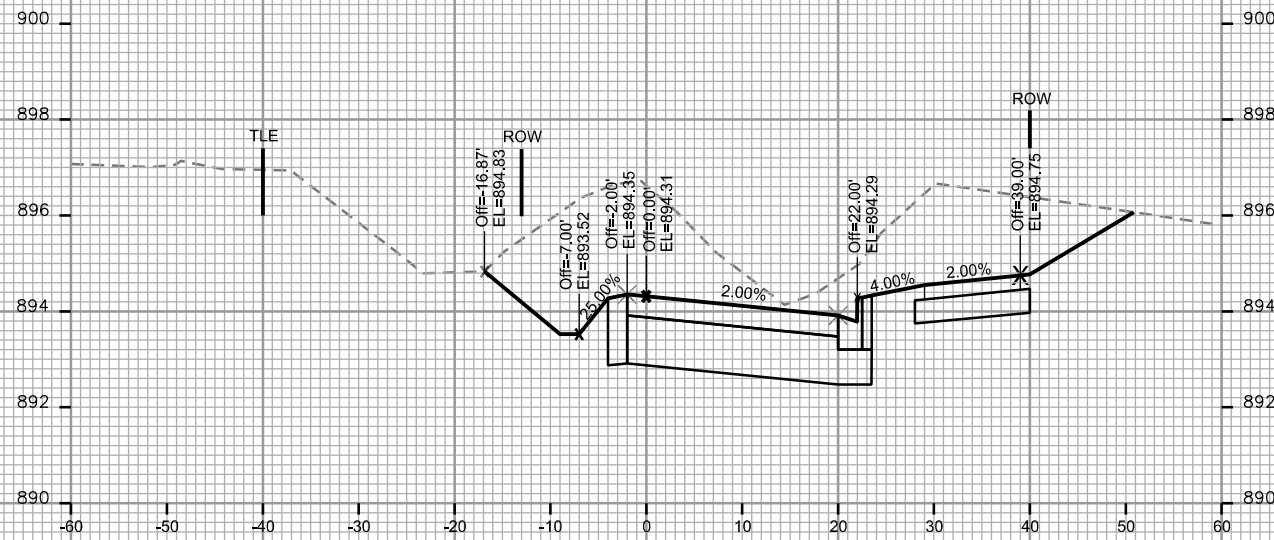
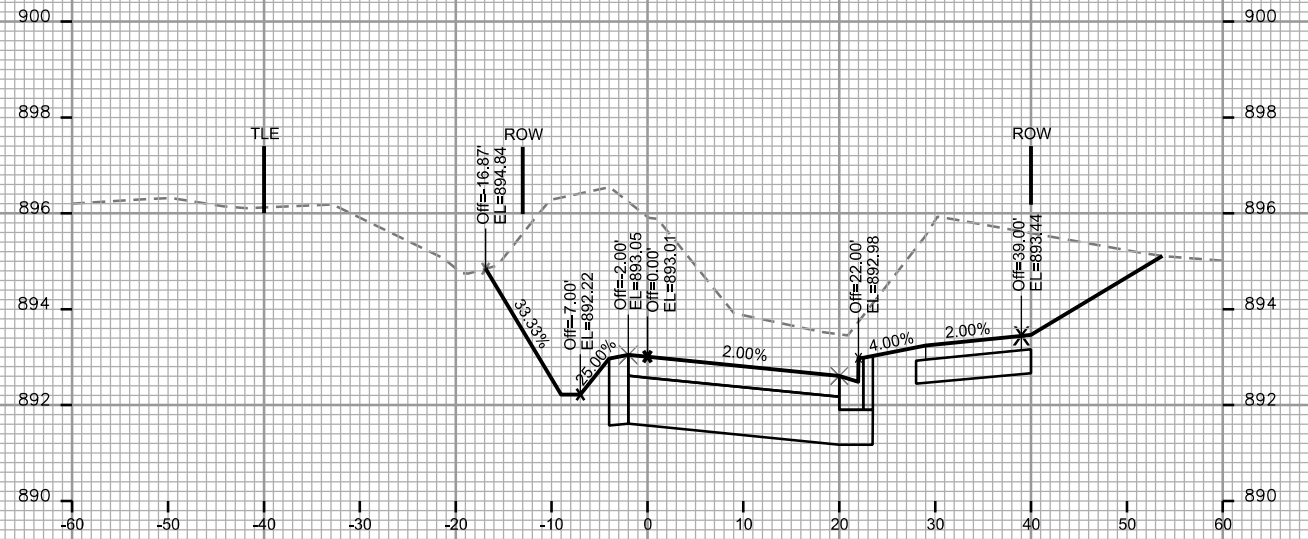
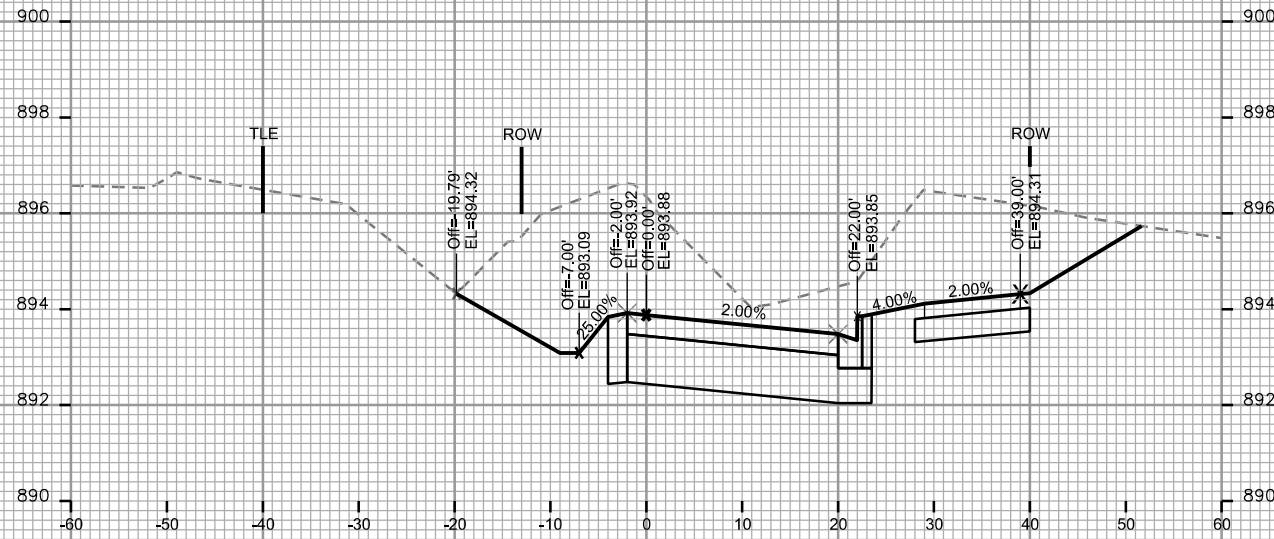
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

CITY VIEW DRIVE

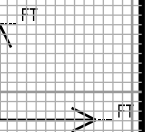
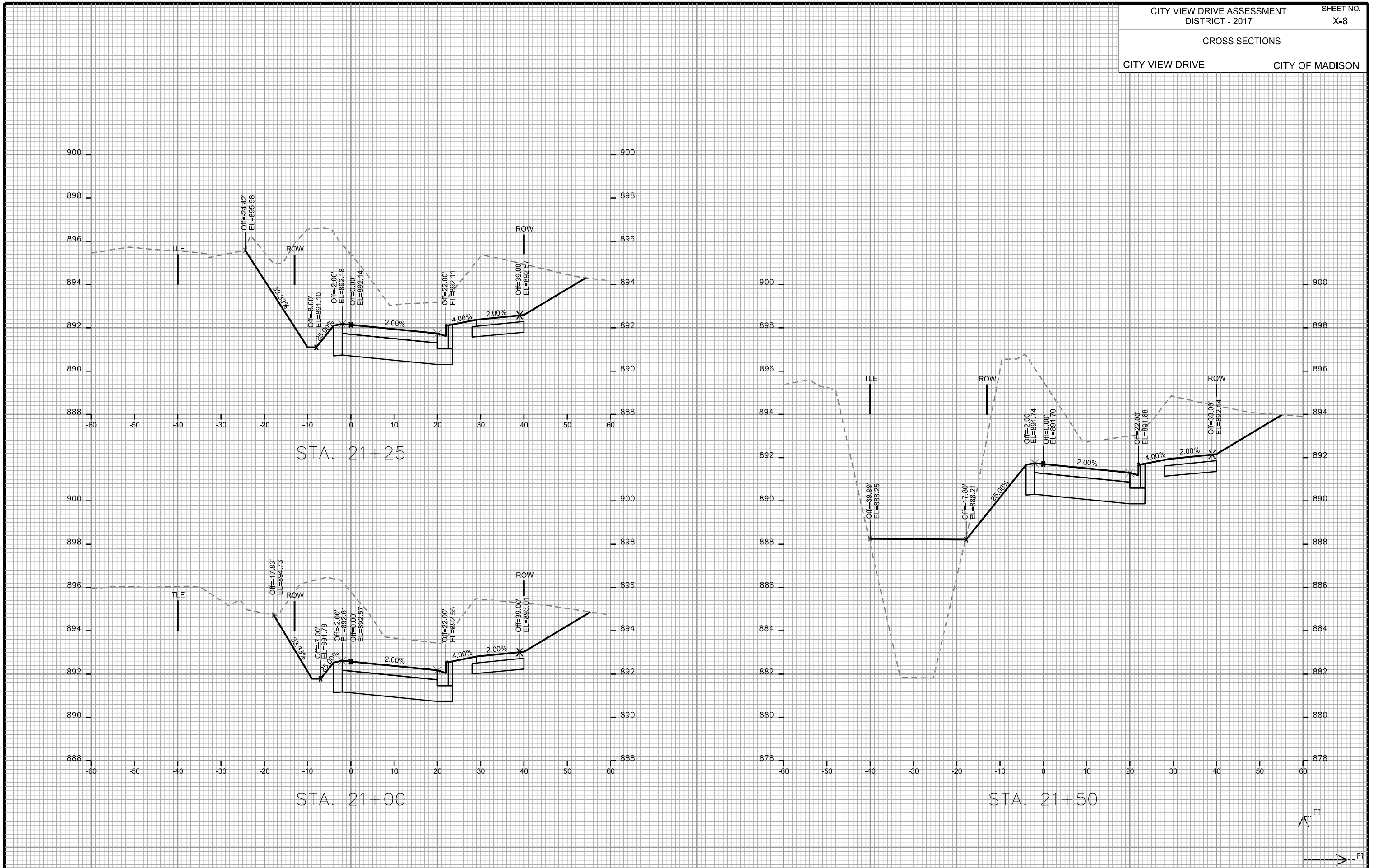
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

CITY VIEW DRIVE

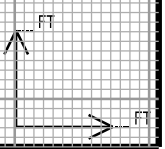
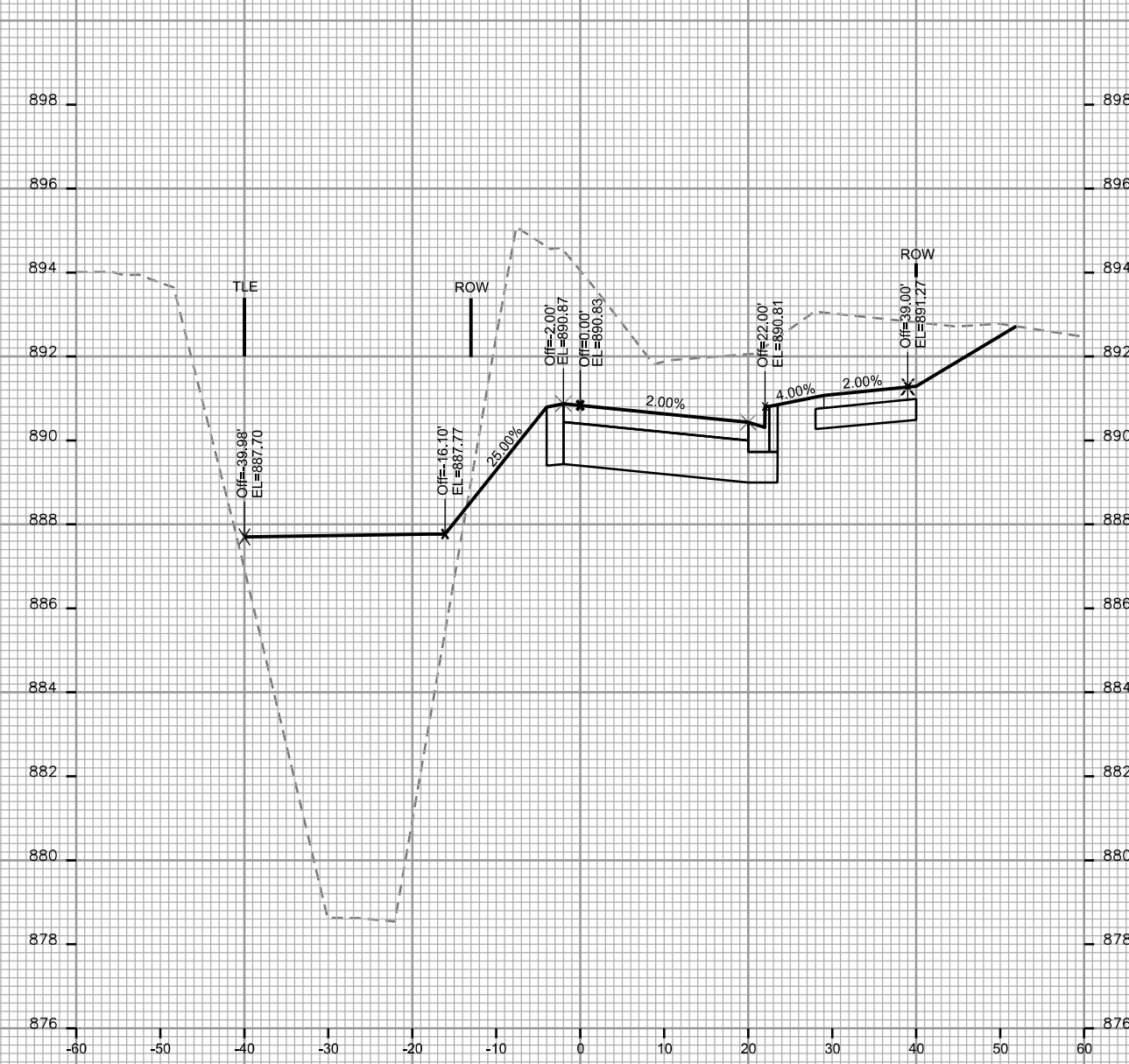
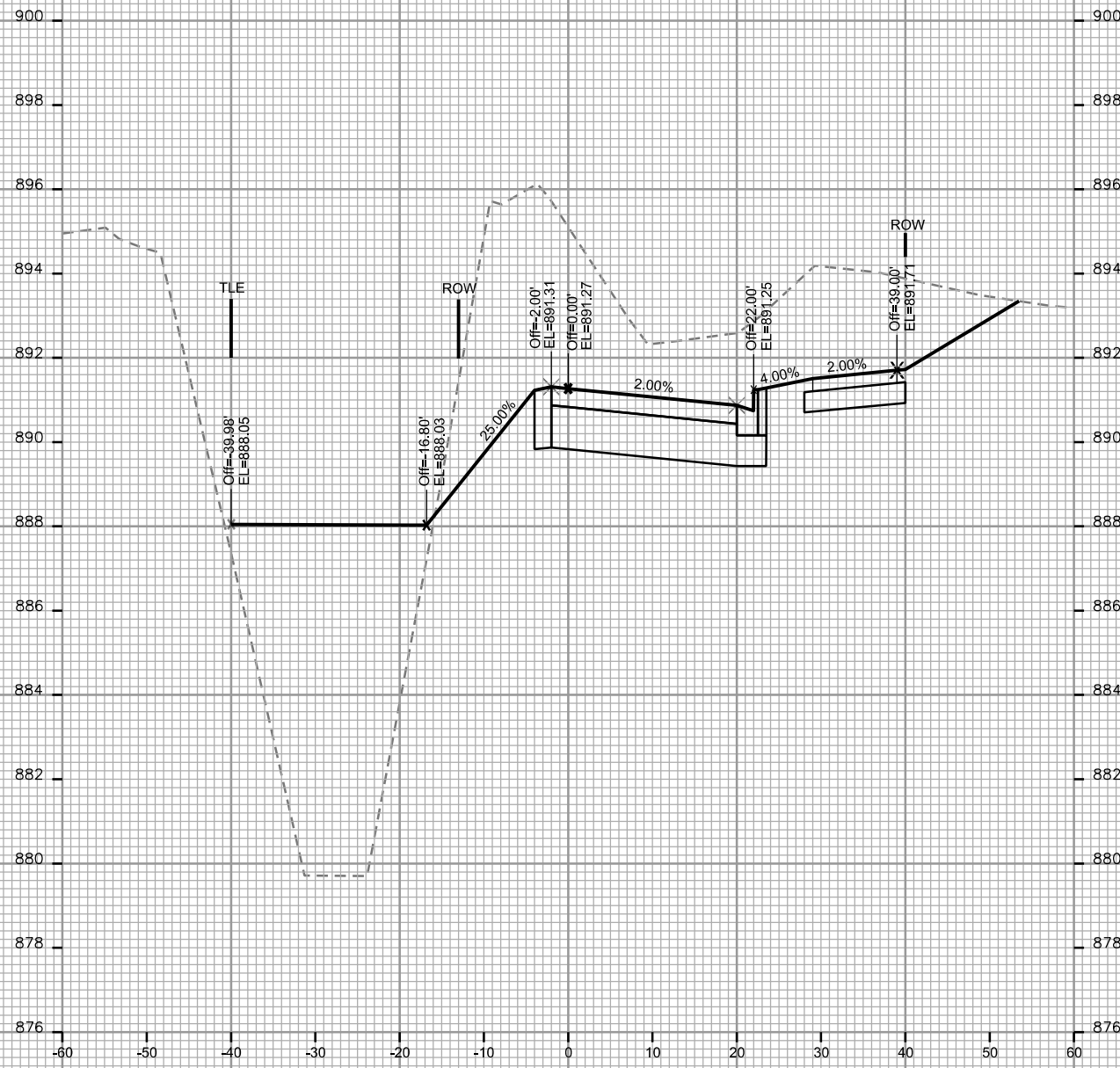
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

CITY VIEW DRIVE

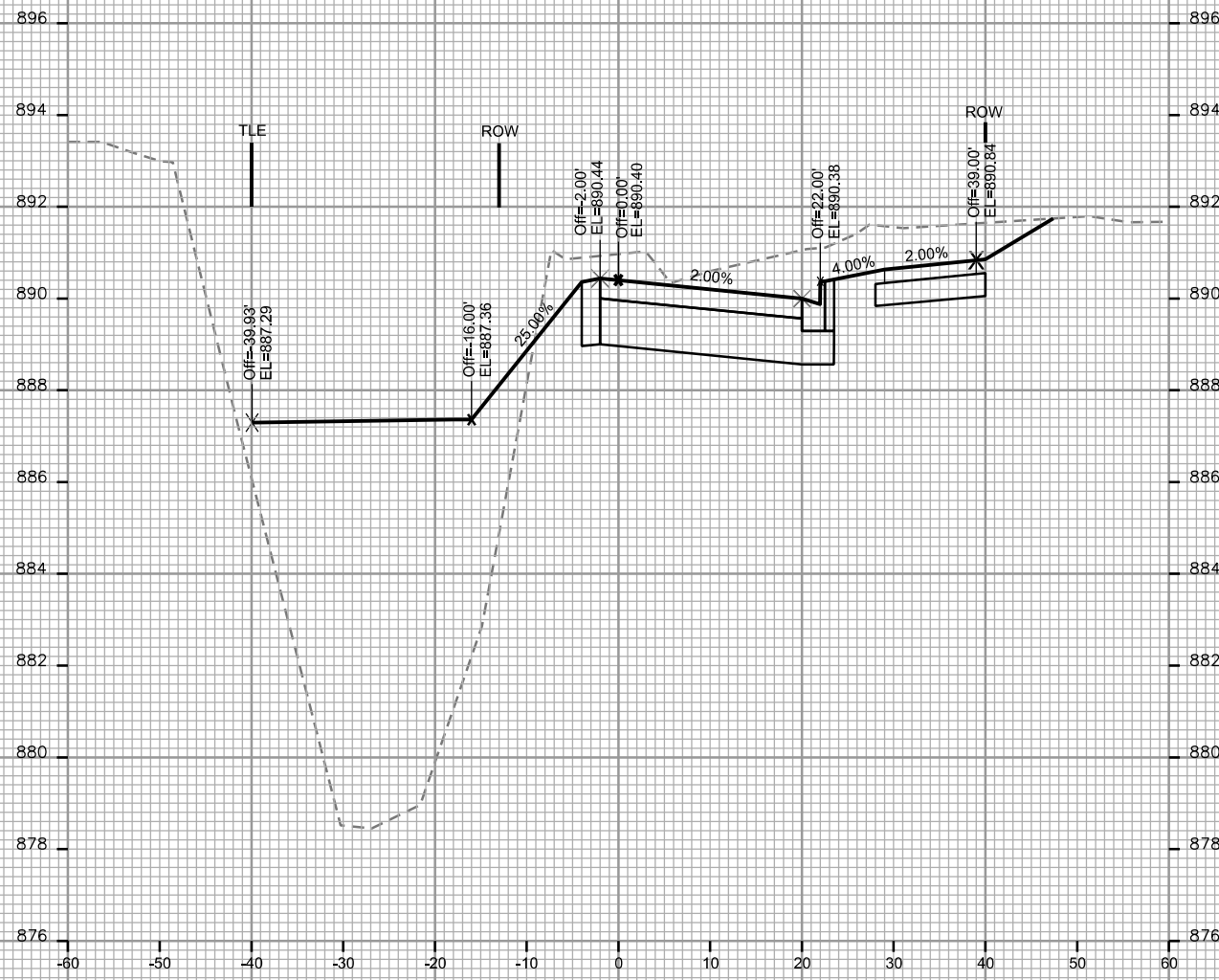
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

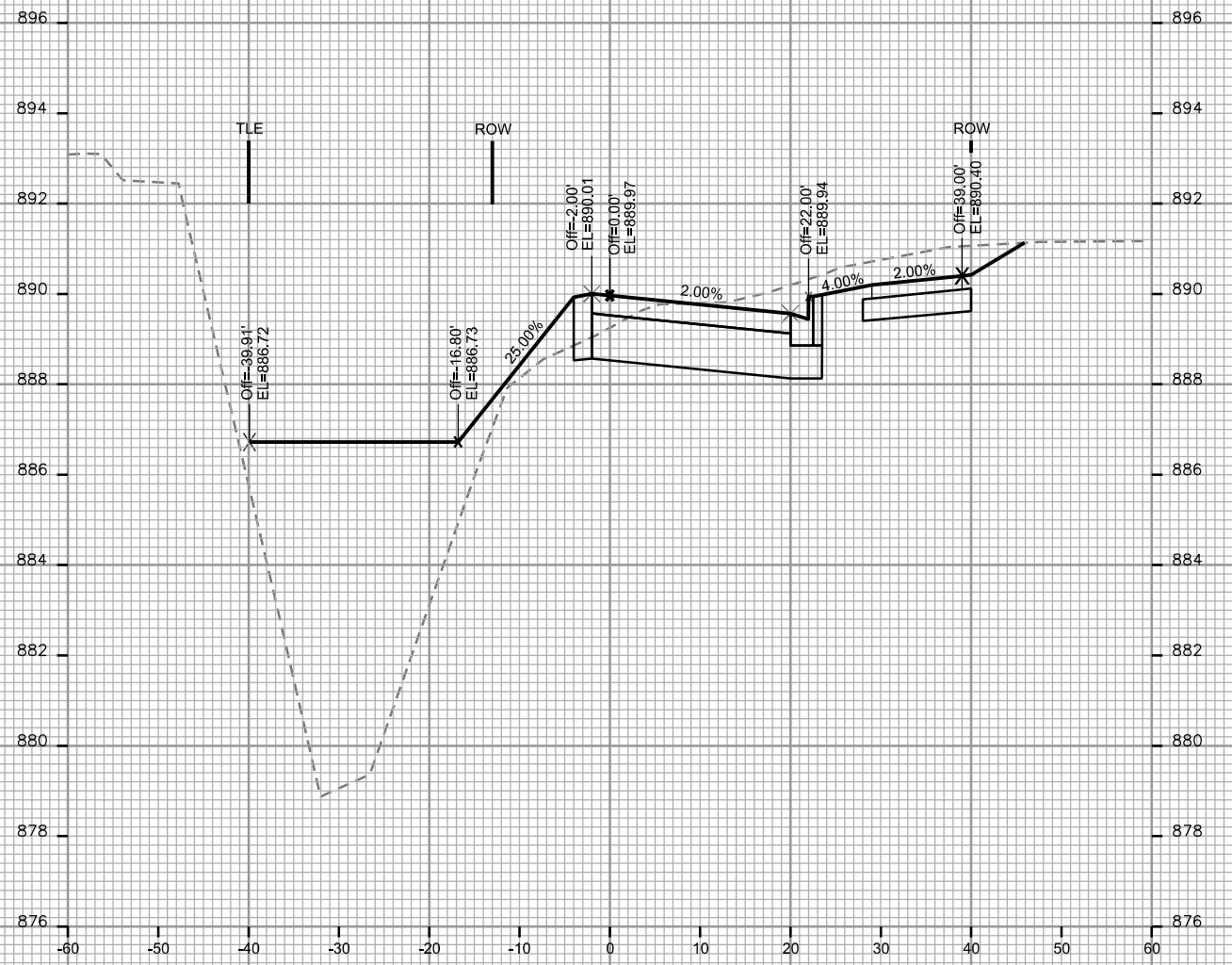
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

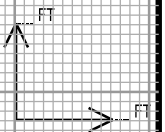
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 22+25



STA. 22+50



CROSS SECTIONS

CITY VIEW DRIVE

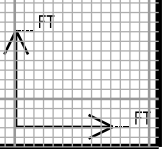
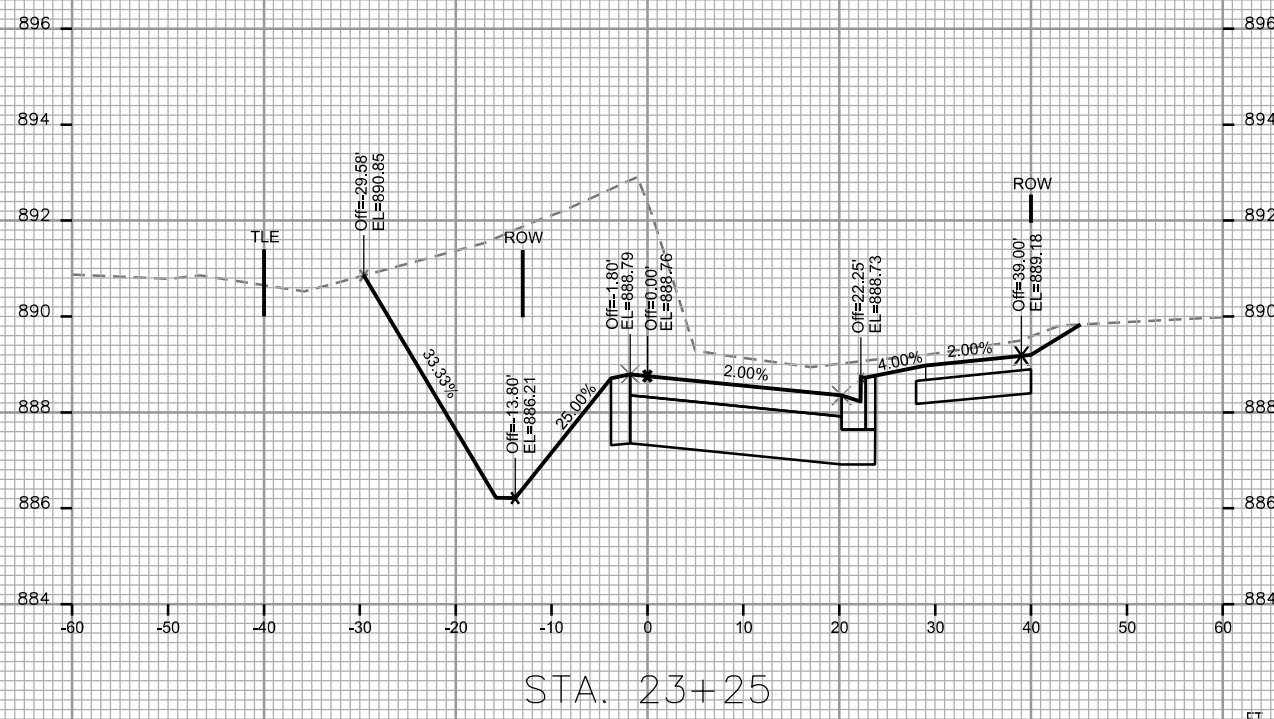
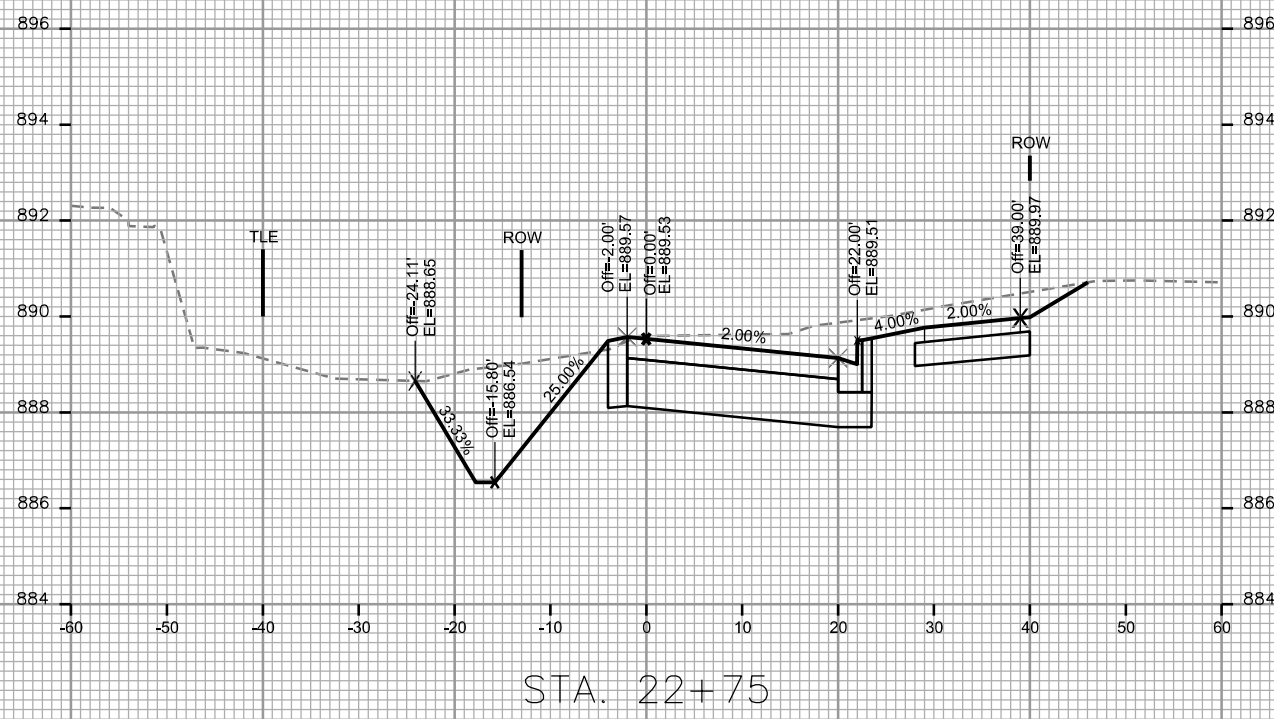
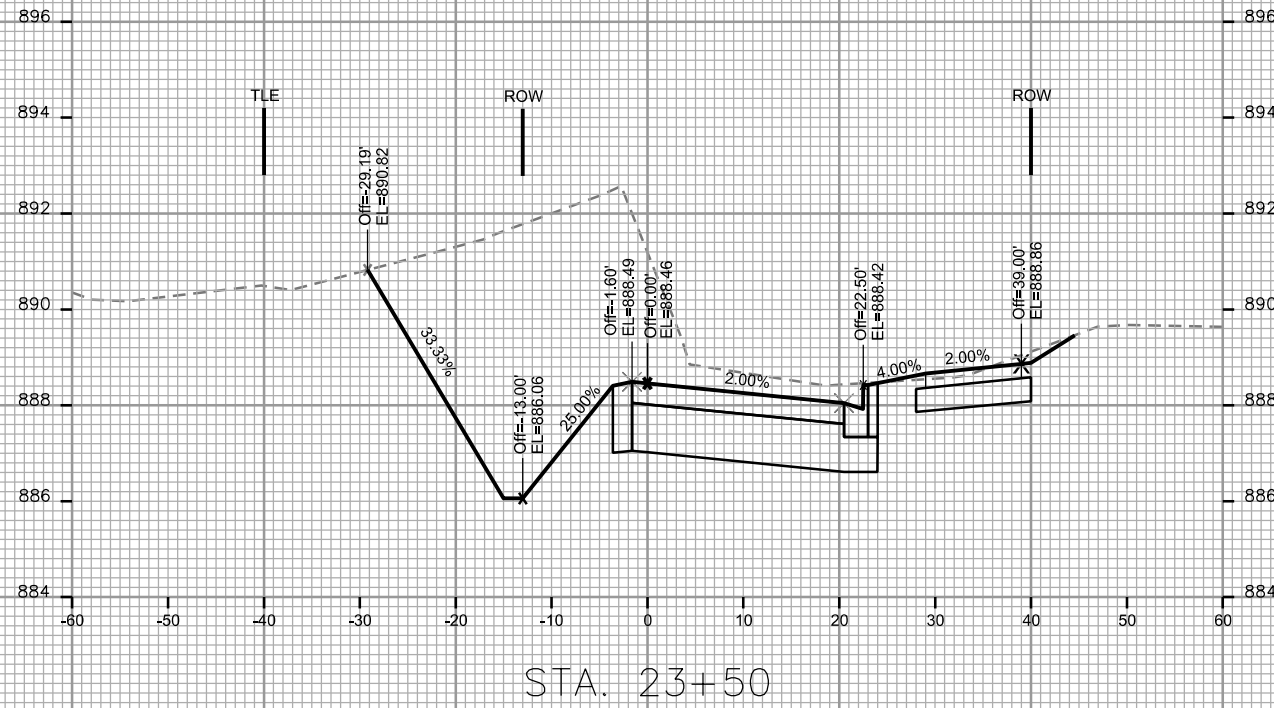
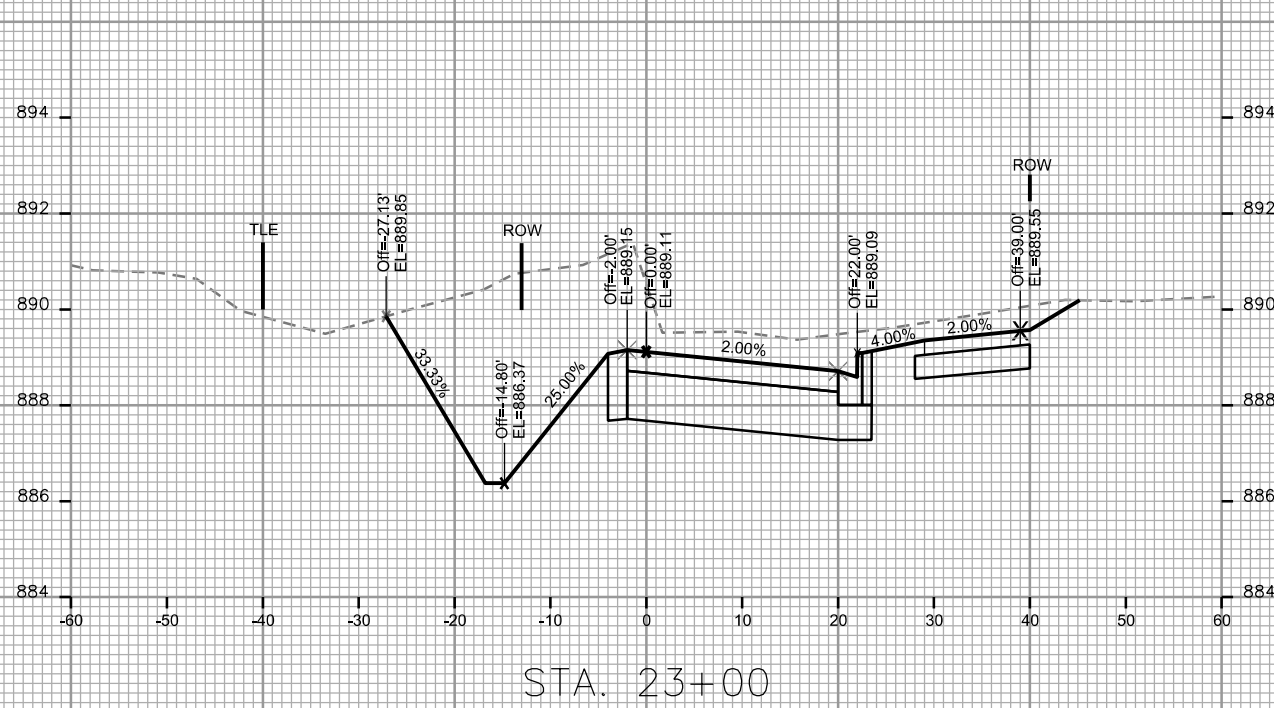
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON STREETS DIVISION



CROSS SECTIONS

CITY VIEW DRIVE

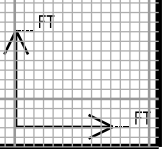
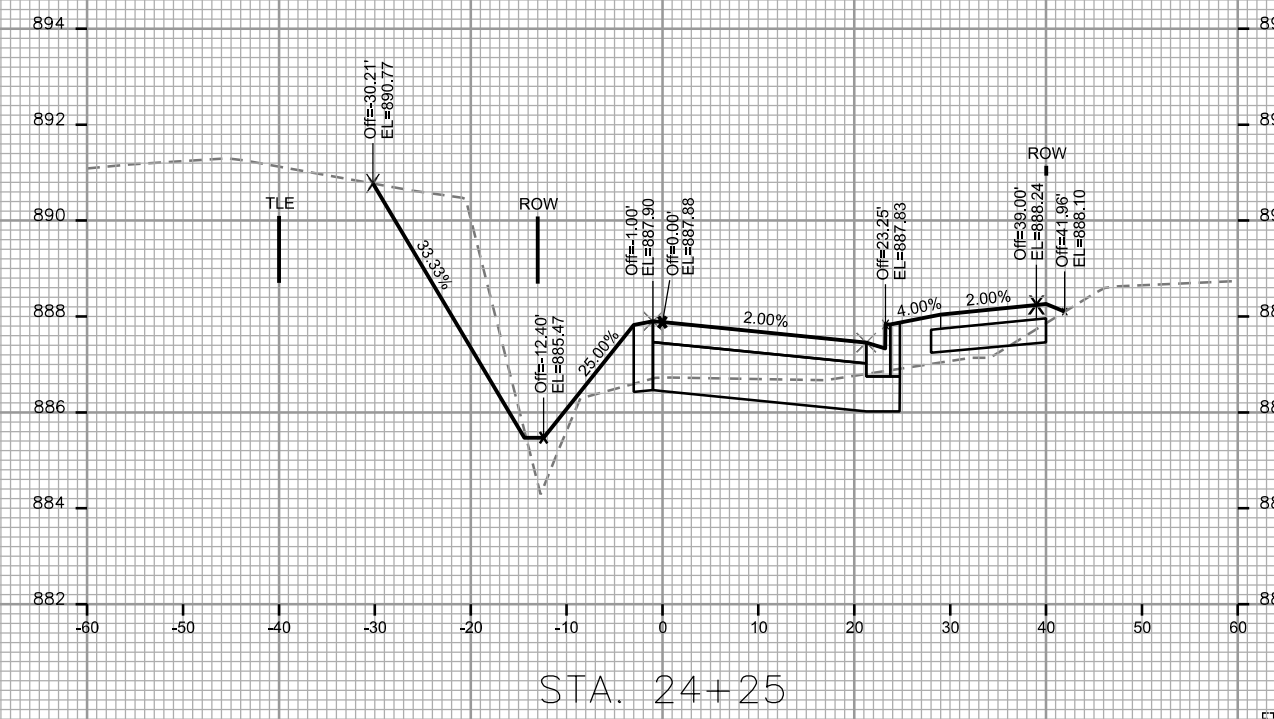
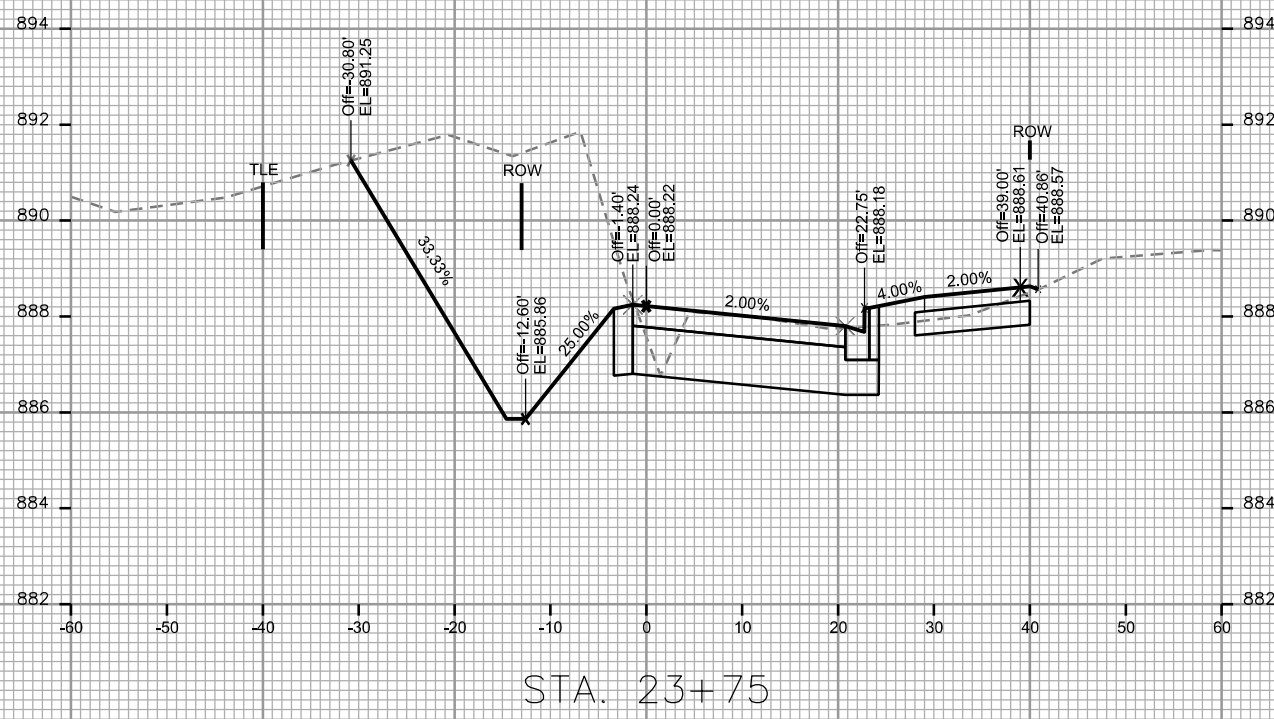
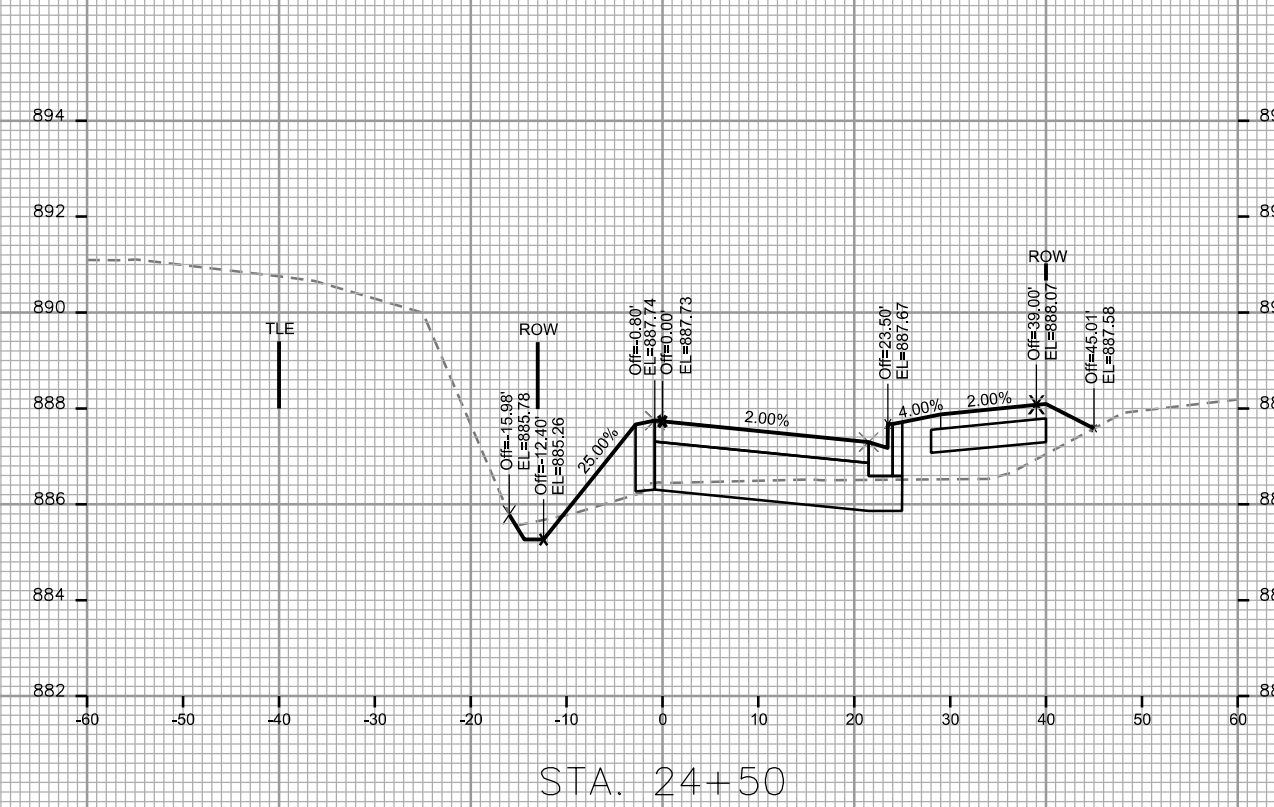
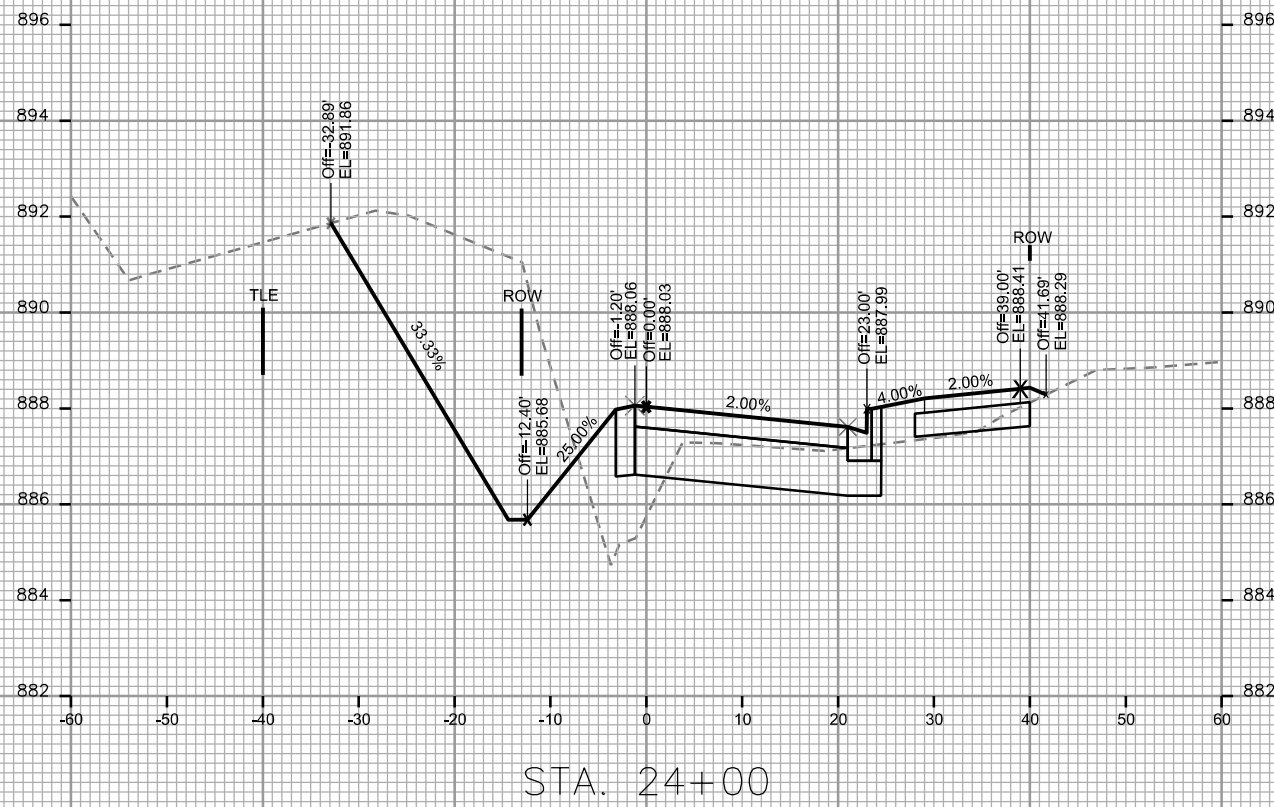
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON STREETS DIVISION



CROSS SECTIONS

CITY VIEW DRIVE

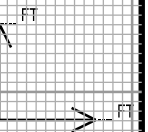
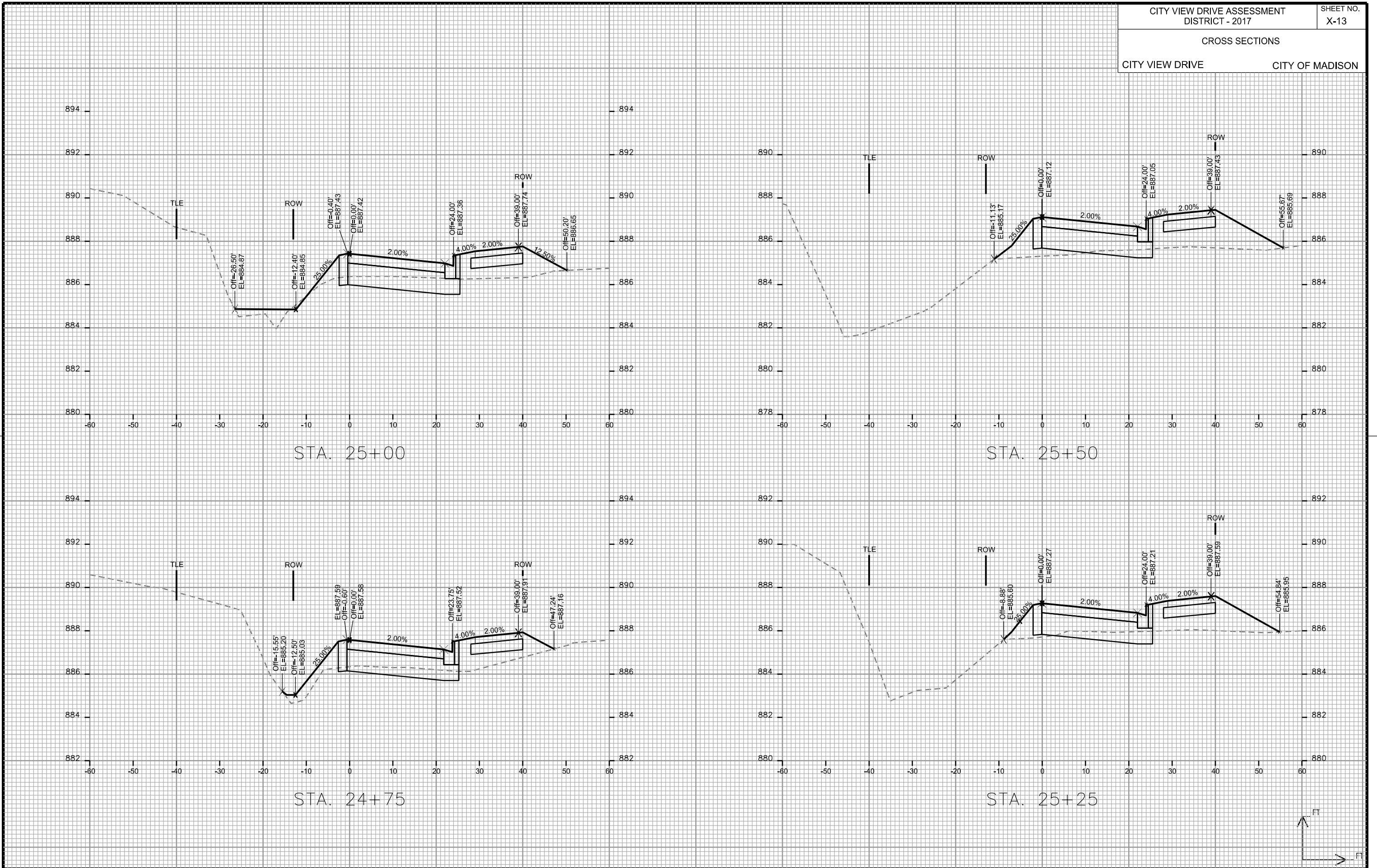
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON STREETS DIVISION





CROSS SECTIONS

CITY VIEW DRIVE

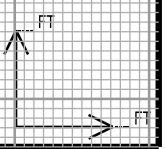
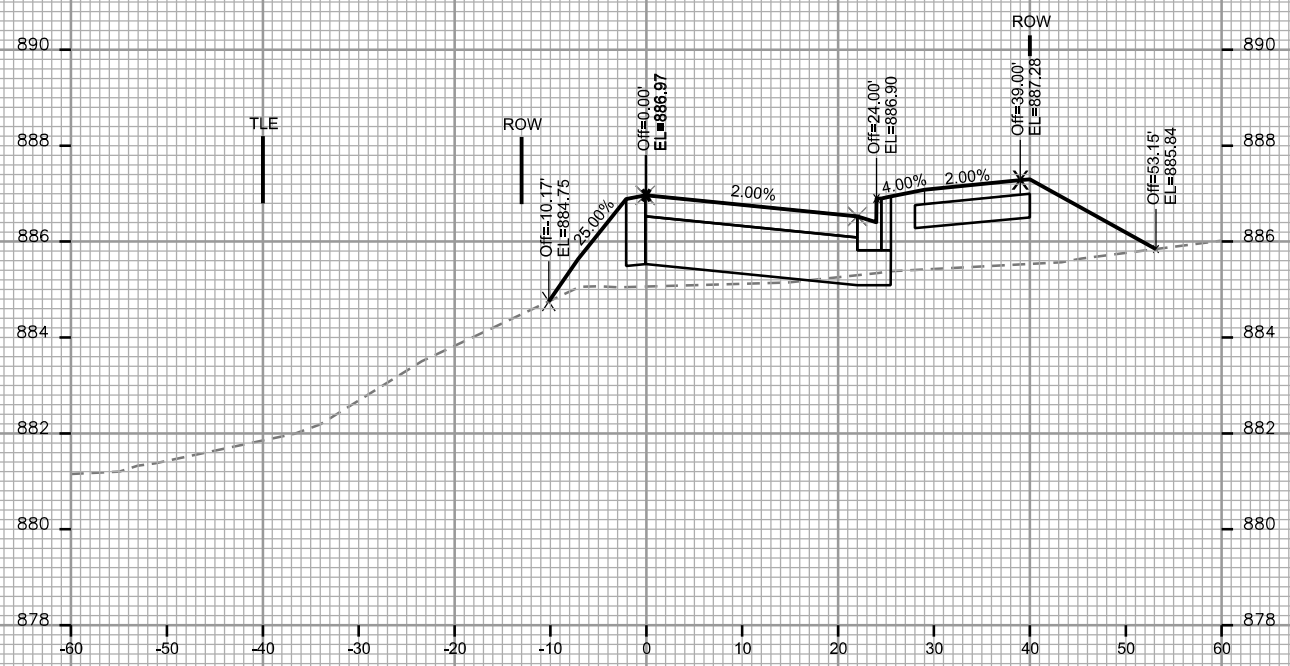
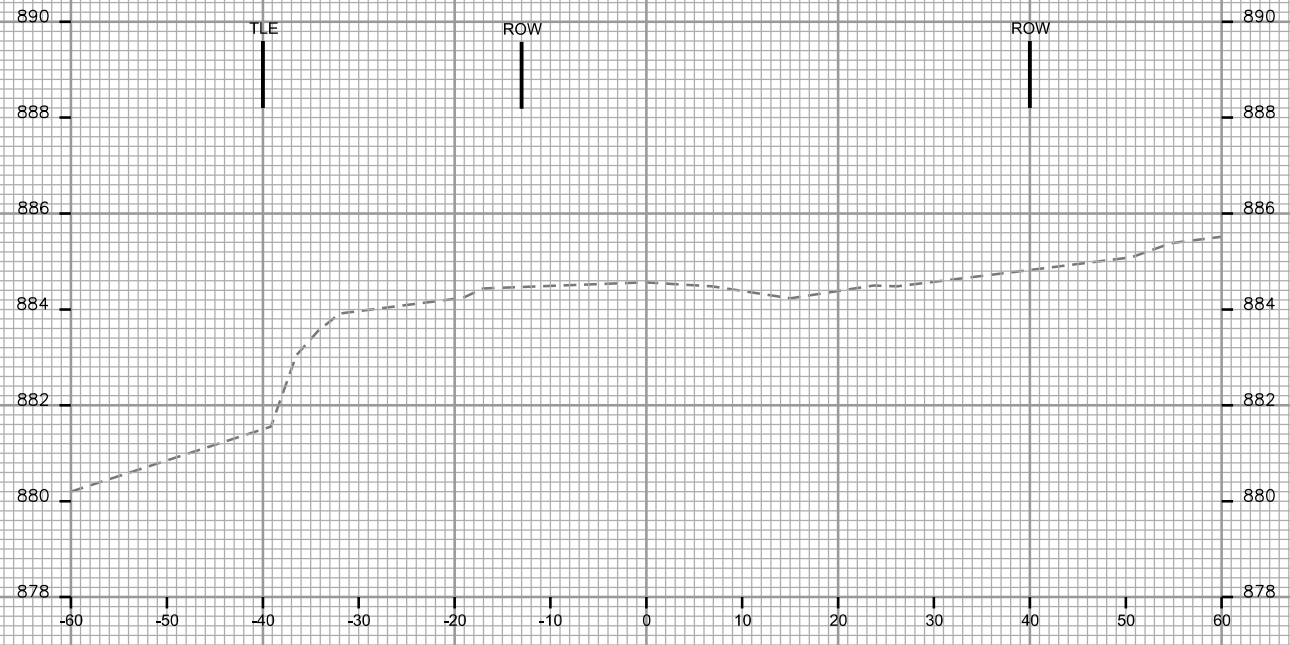
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

LIEN ROAD

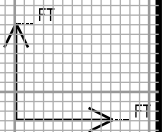
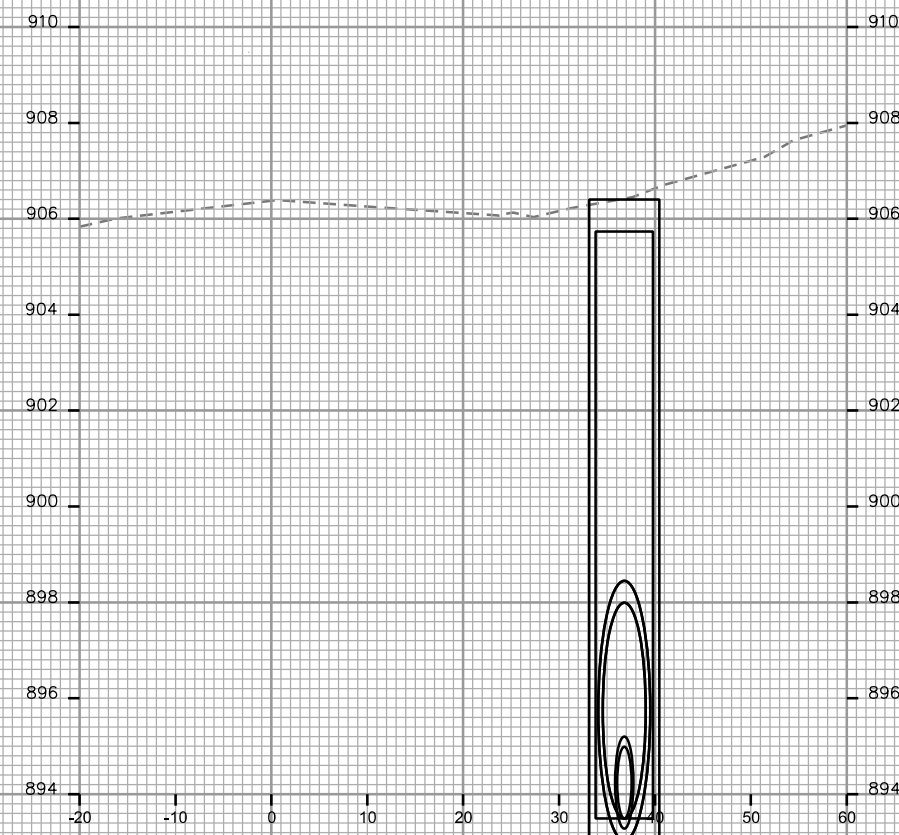
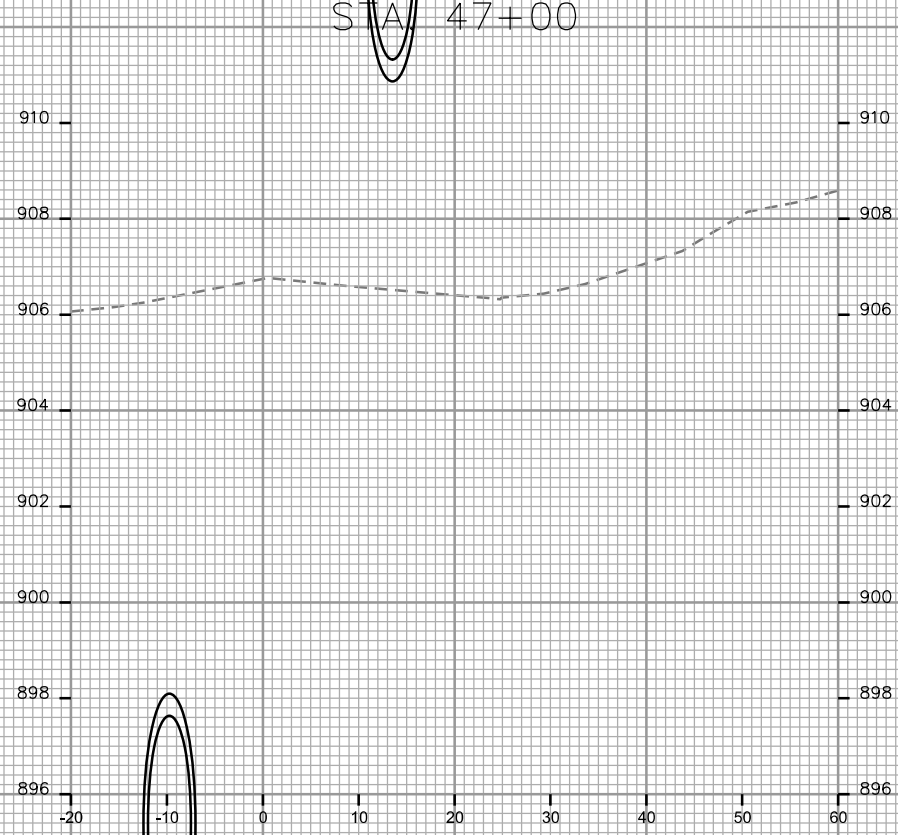
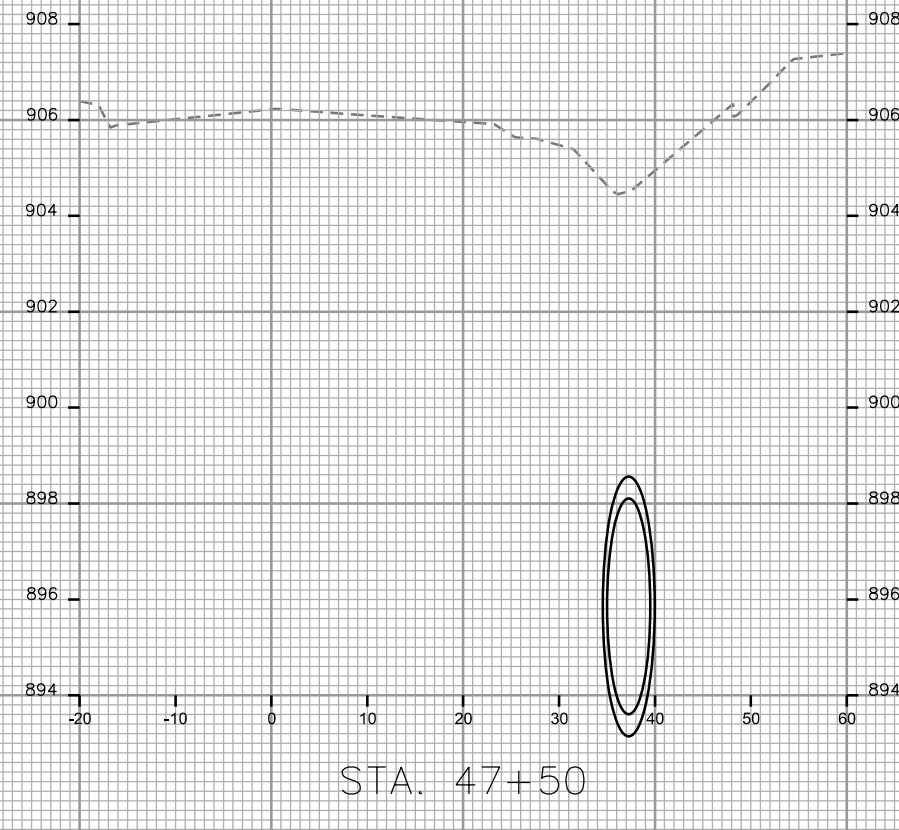
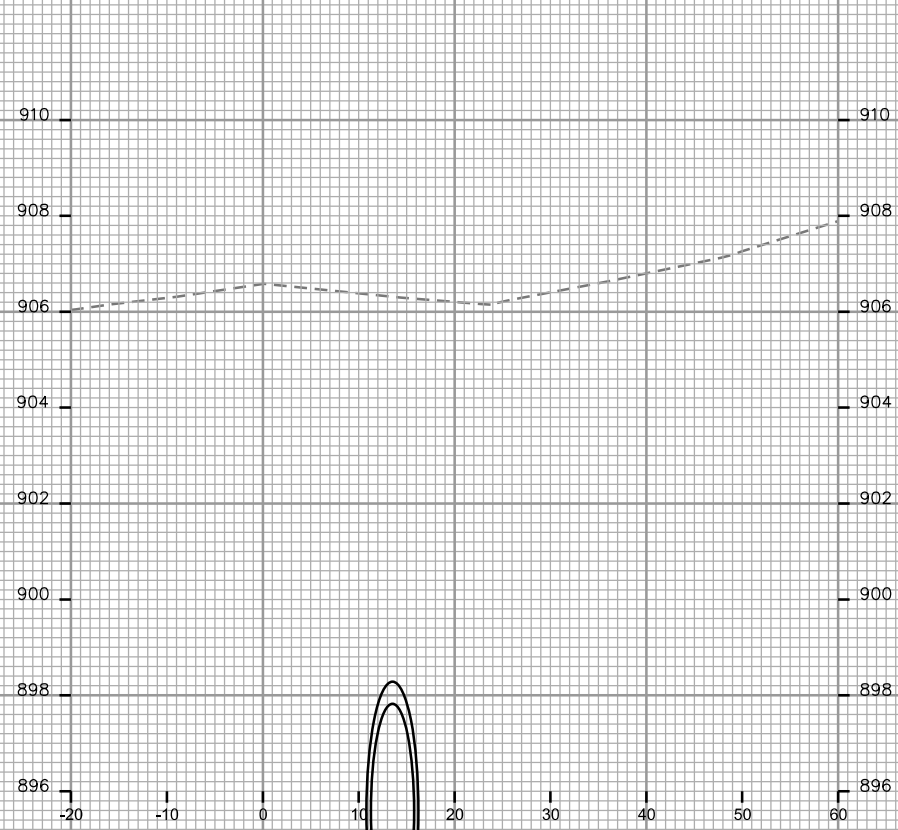
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

LIEN ROAD

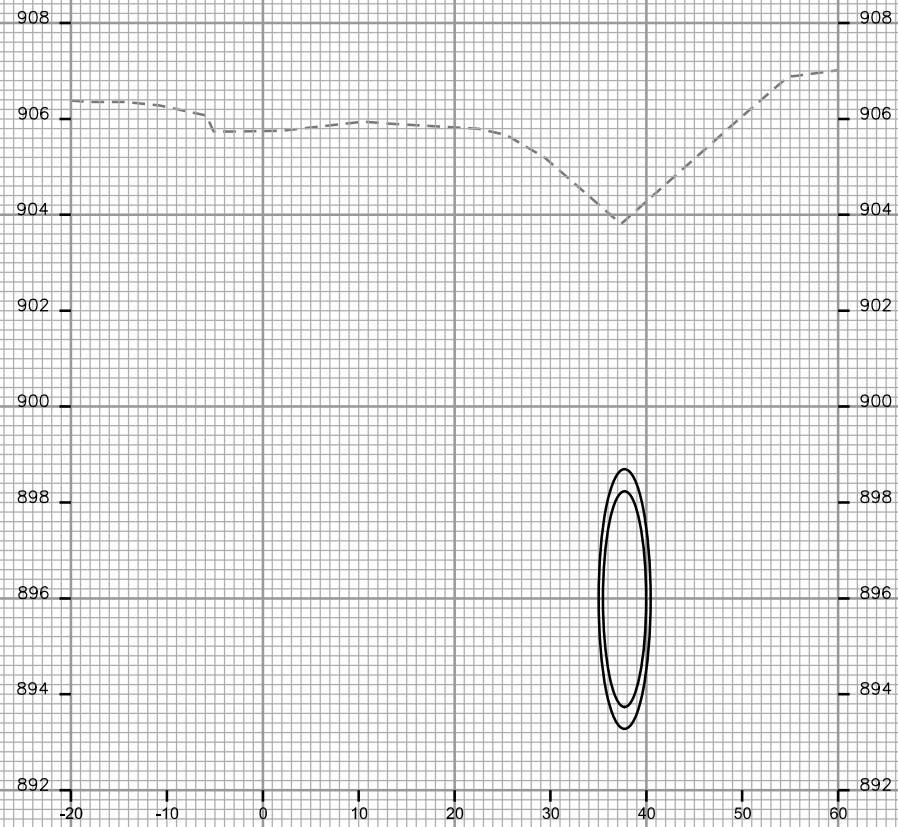
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

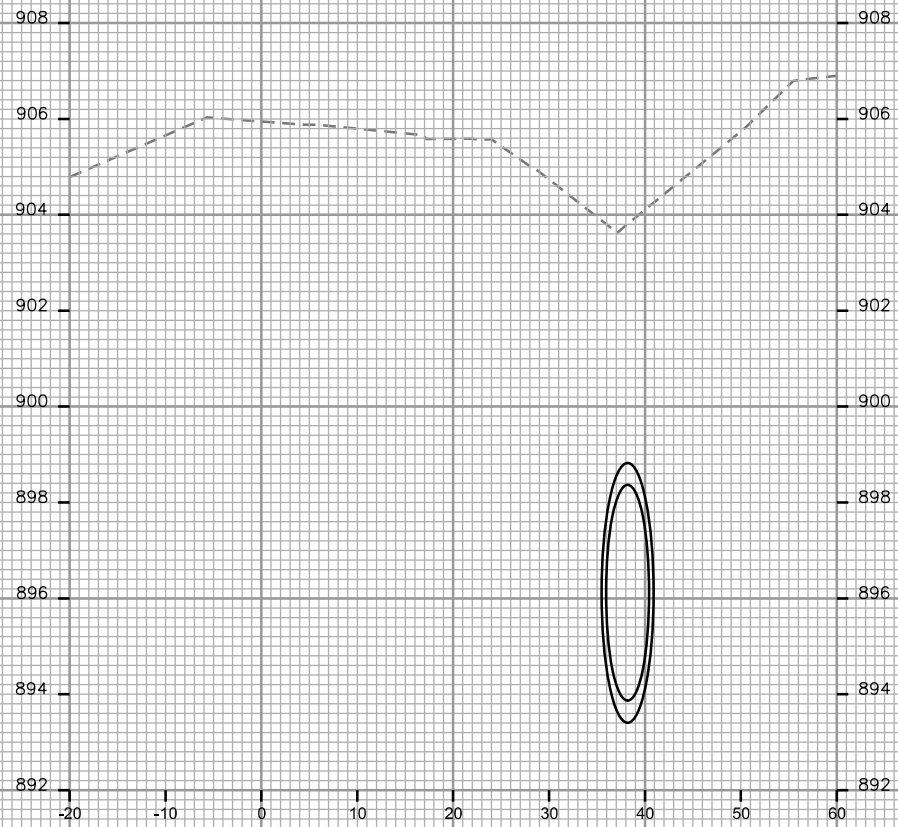
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

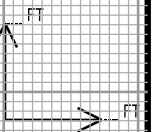
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 47+75



STA. 48+00



CROSS SECTIONS

LIEN ROAD

CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

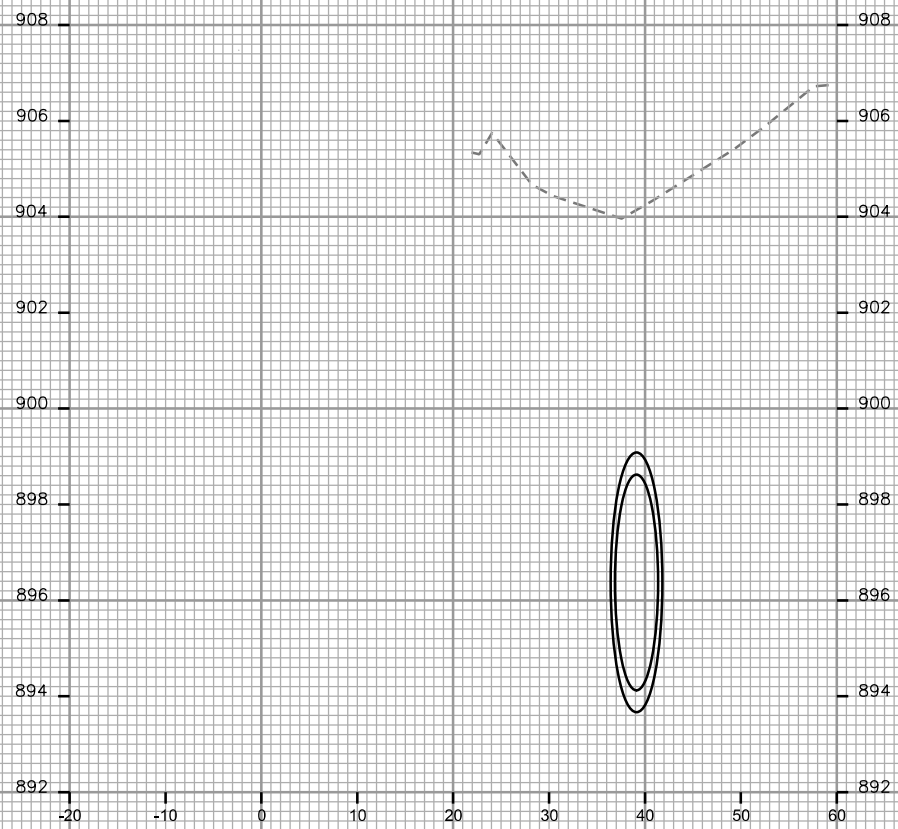
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

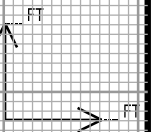
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 48+25



STA. 48+50



CROSS SECTIONS

LIEN ROAD

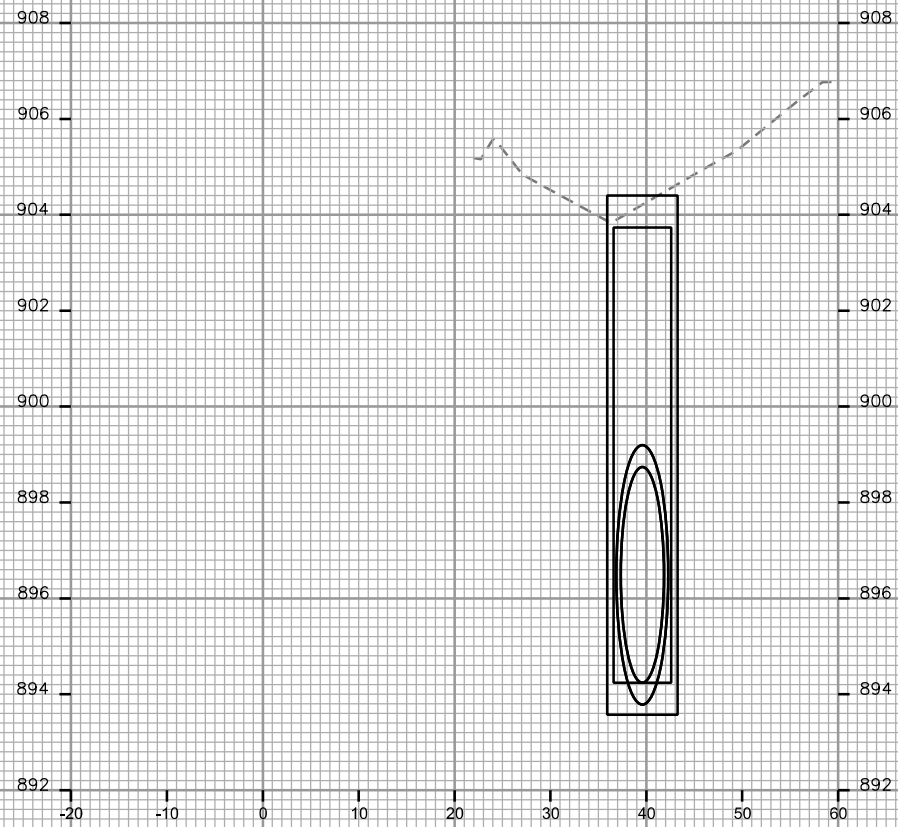
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

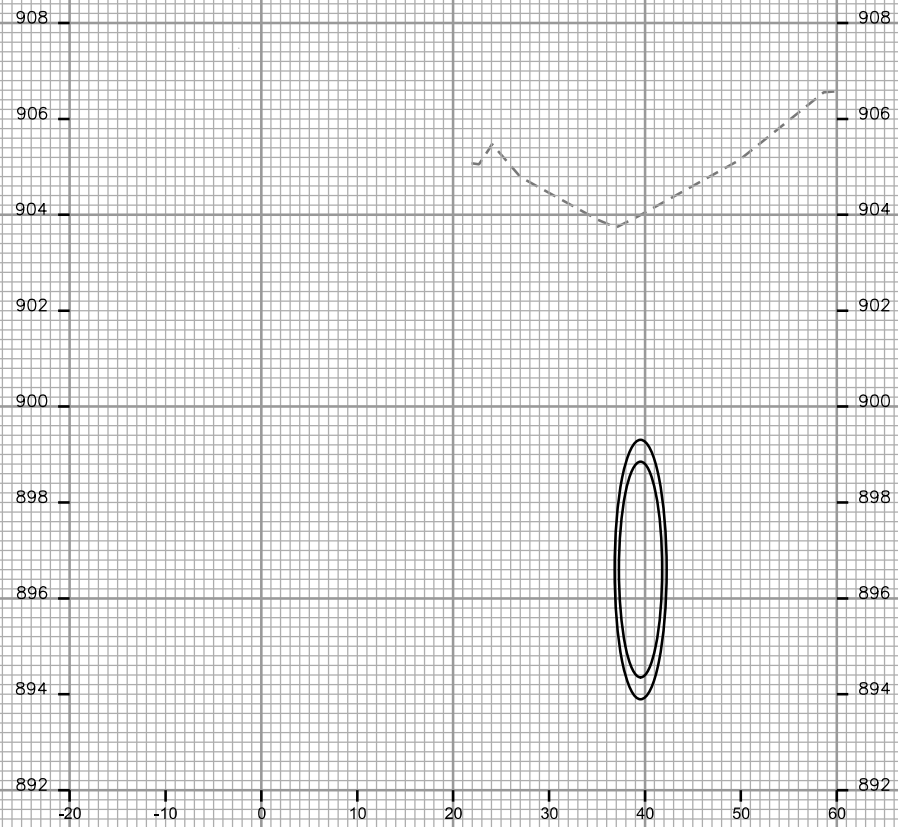
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

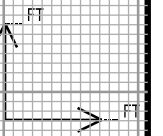
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 48+75



STA. 49+00



CROSS SECTIONS

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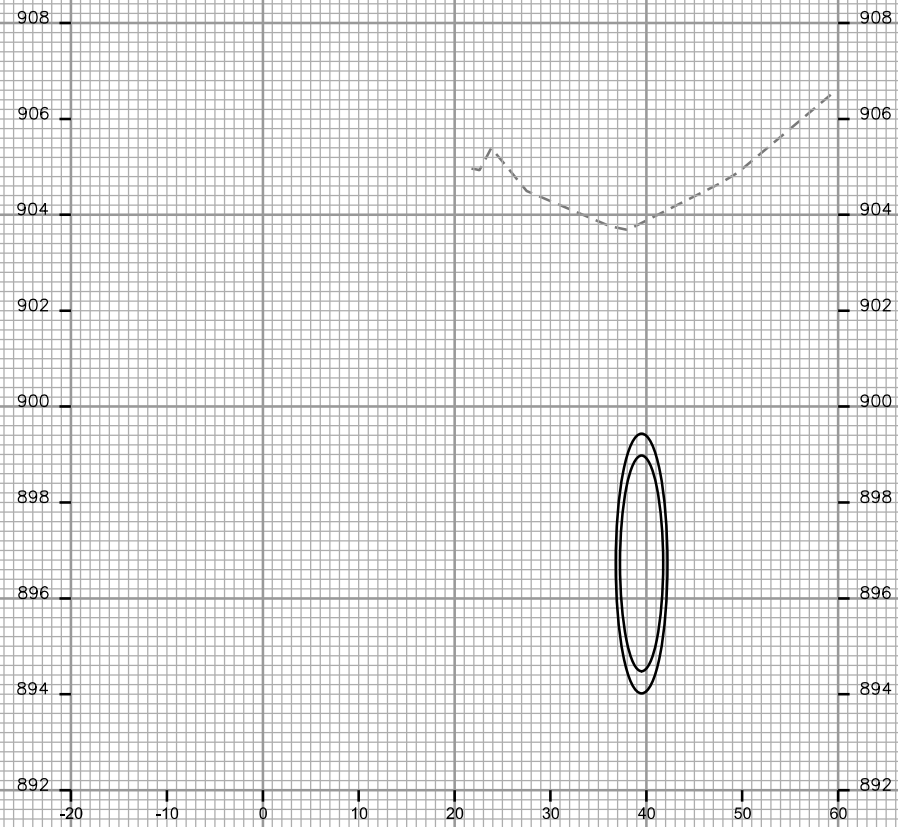
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

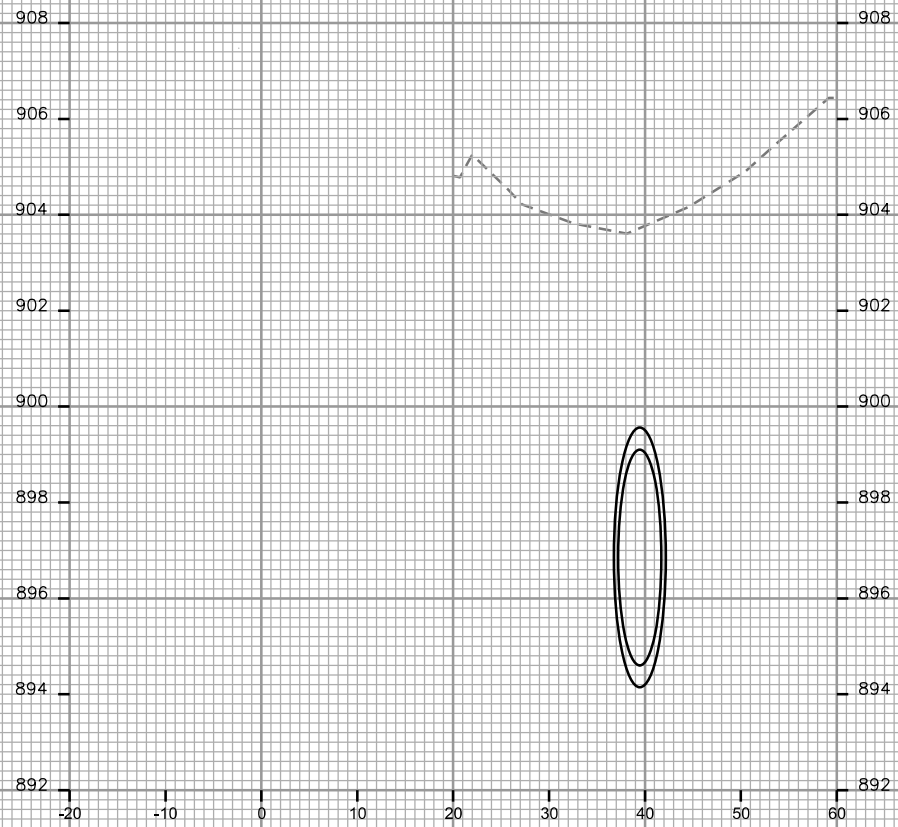
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

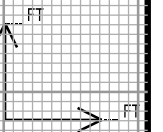
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 49+25



STA. 49+50



CROSS SECTIONS

LIEN ROAD

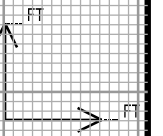
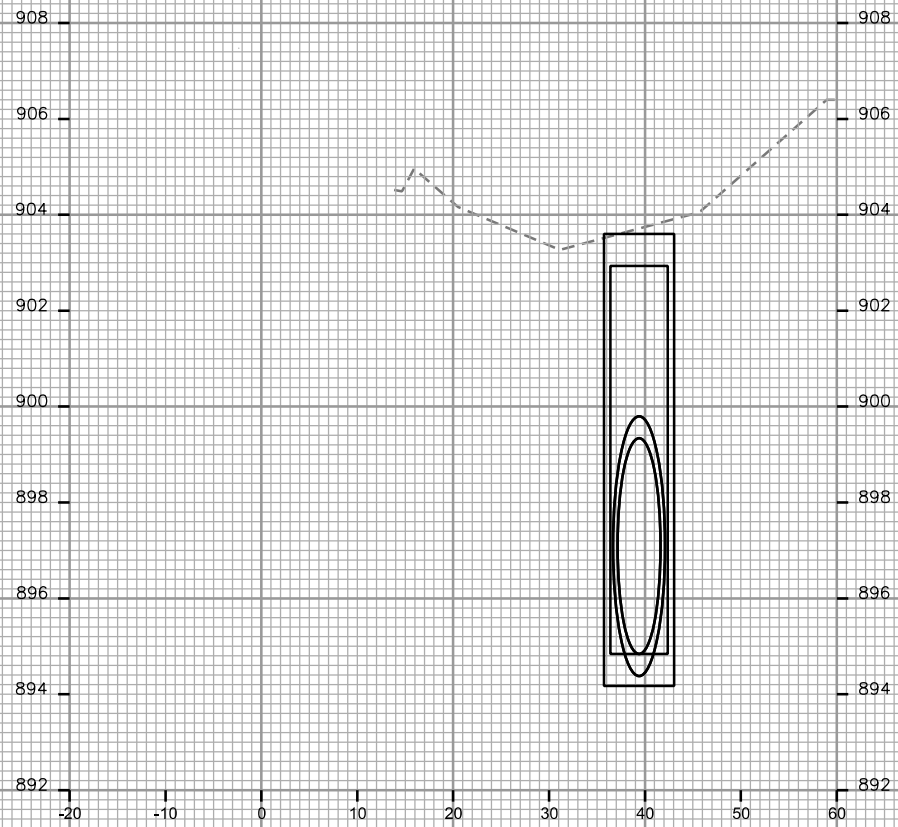
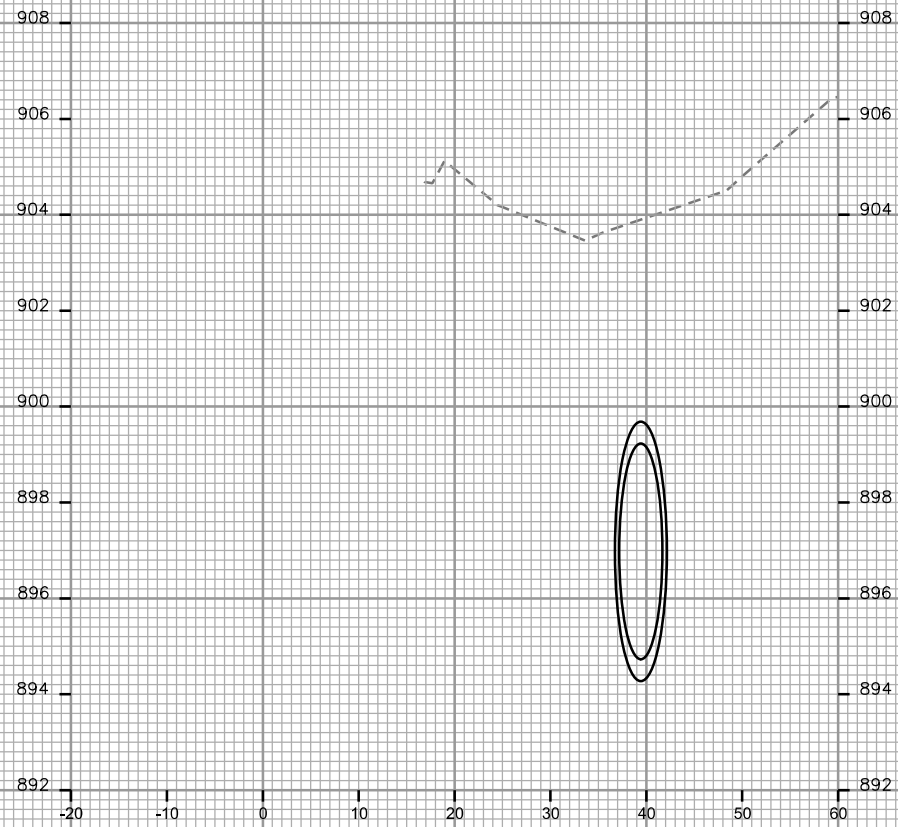
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

LIEN ROAD

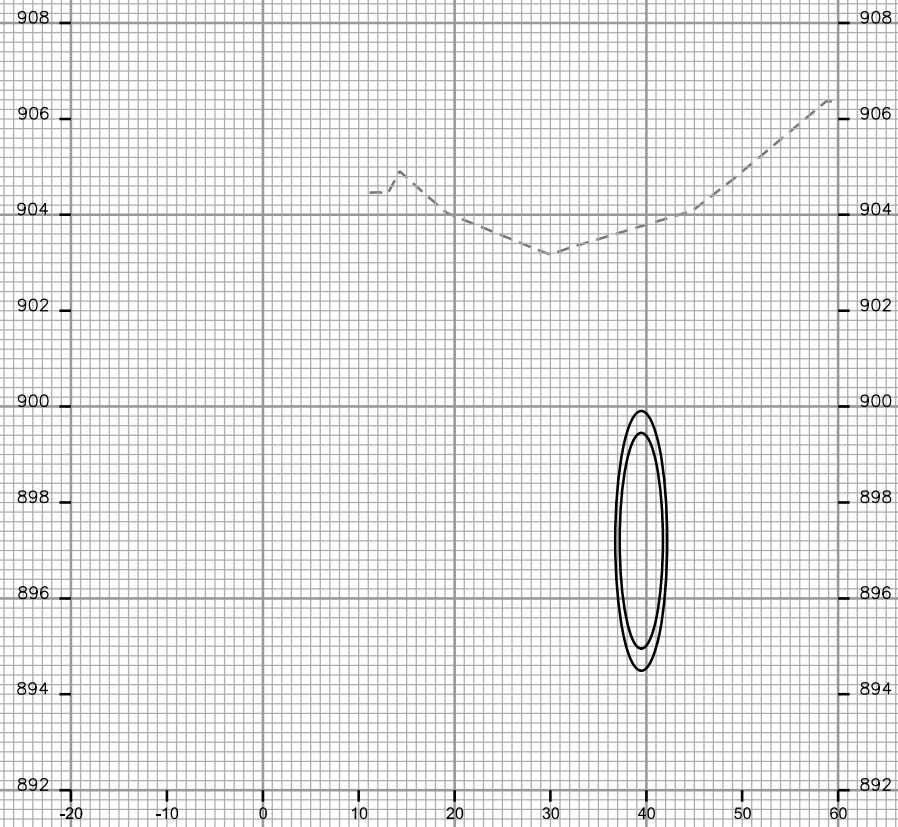
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

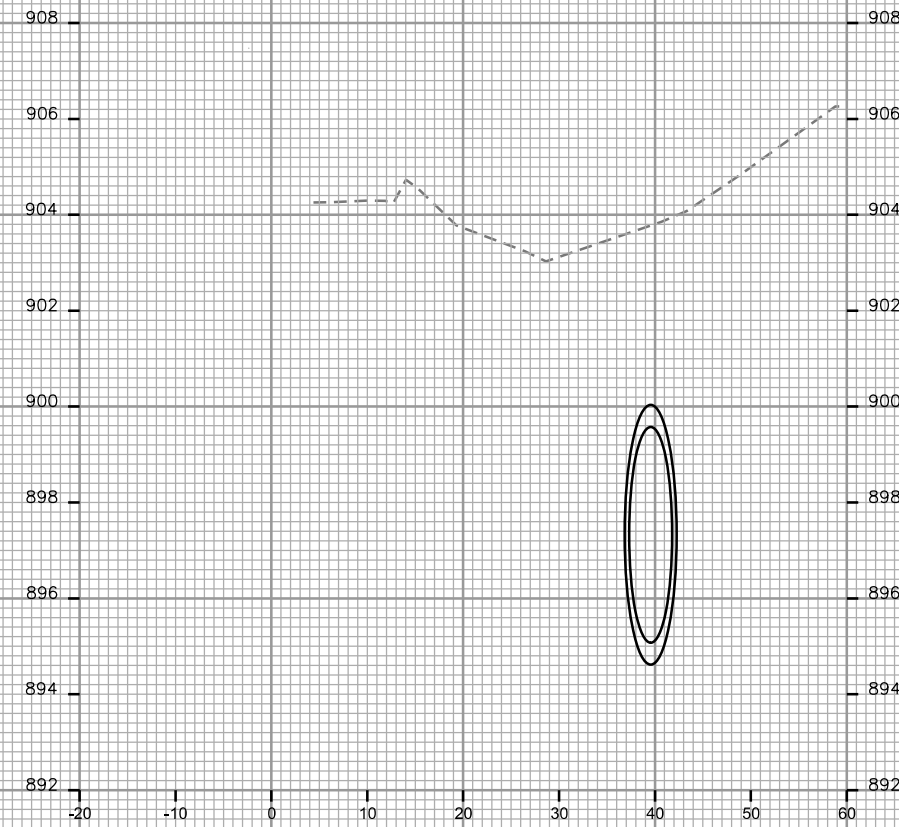
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

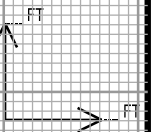
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 50+25



STA. 50+50





CROSS SECTIONS

LIEN ROAD

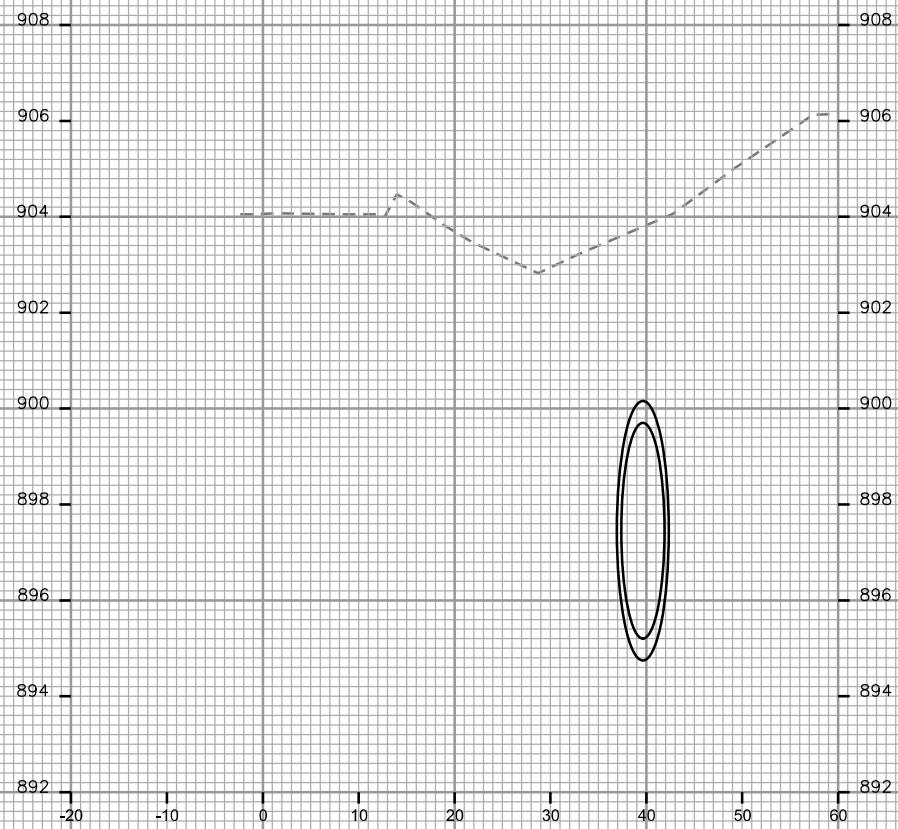
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

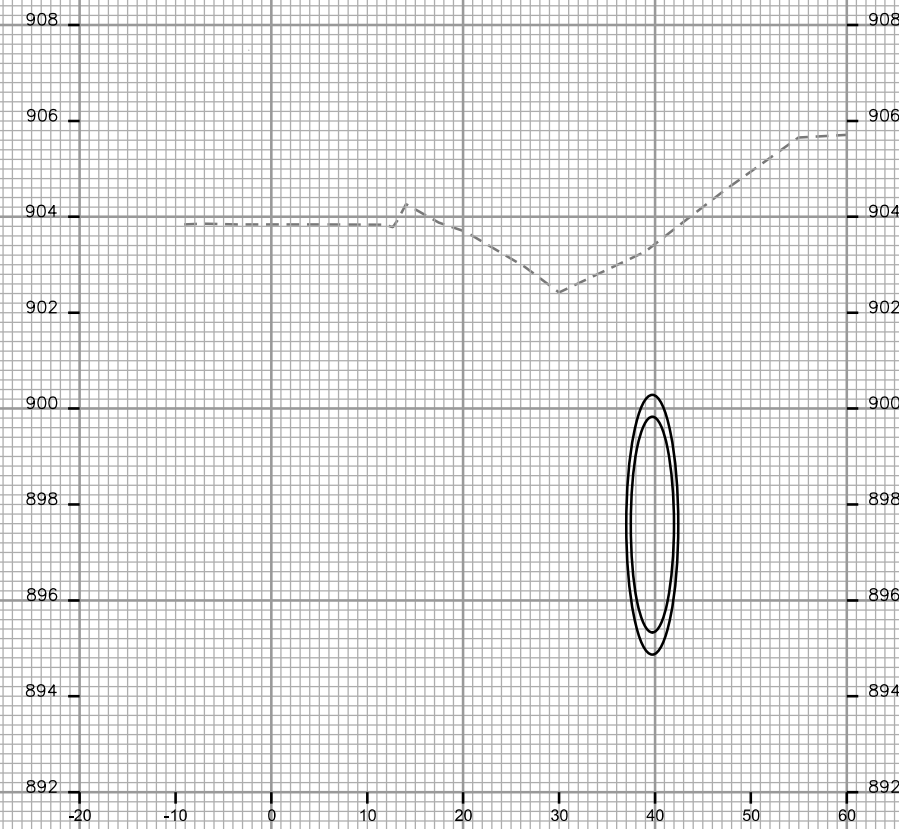
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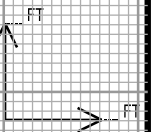
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 50+75



STA. 51+00



CROSS SECTIONS

LIEN ROAD

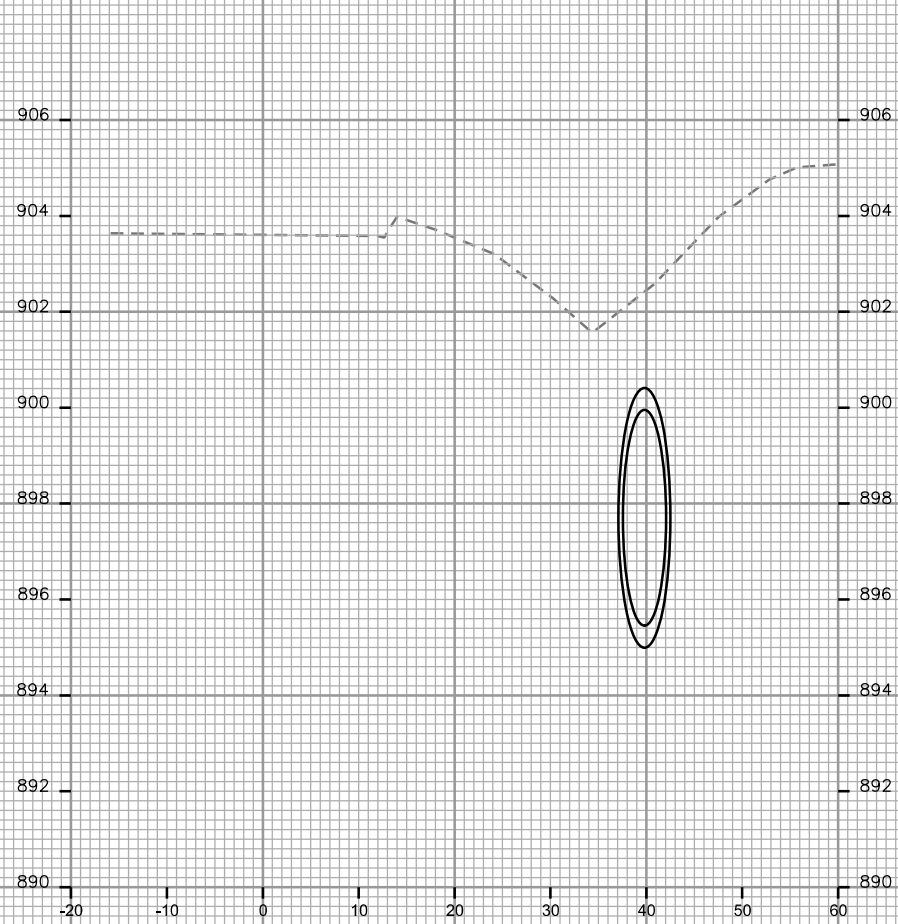
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

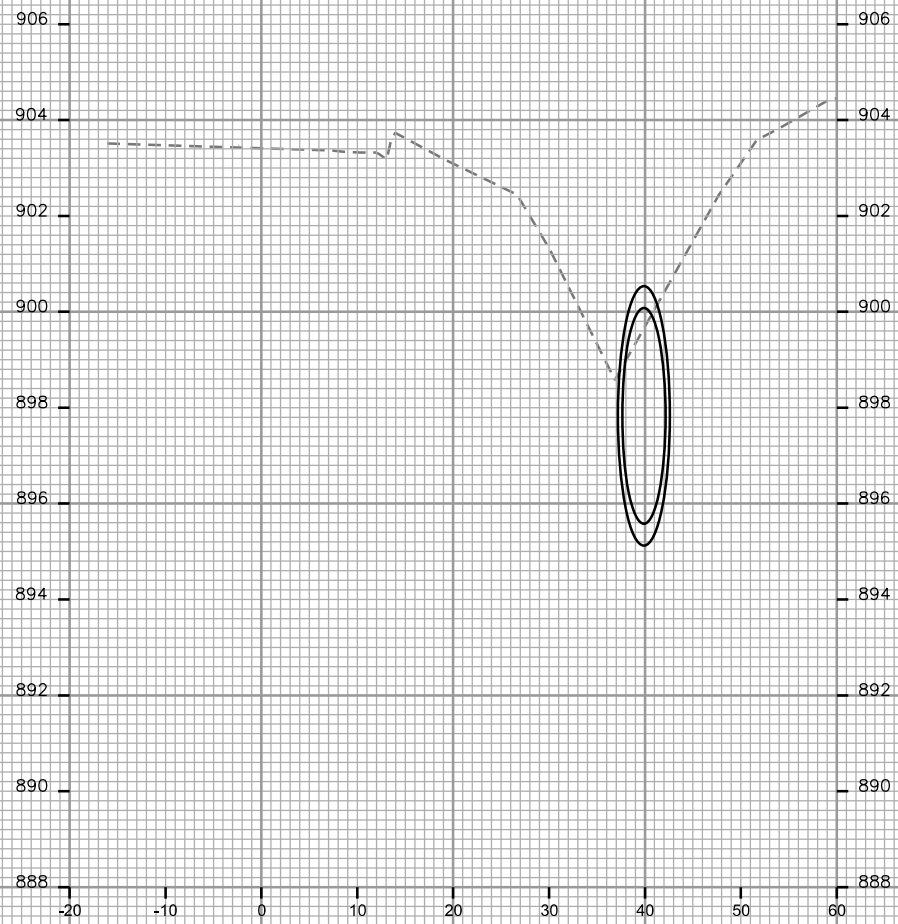
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 51+25



STA. 51+50

