

Madison, Wisconsin  
INDEX OF SHEETS

SHEET NO.	1	TITLE
SHEET NO.	DI	TYPICAL SECTIONS & DETAILS
SHEET NO.	ECL-EC4	EROSION CONTROL PLAN
SHEET NO.	TC1-TC14	TRAFFIC CONTROL PLAN
SHEET NO.	P1-P8	STREETS PLAN & PROFILE
SHEET NO.	U1-U8	UTILITIES PLAN & PROFILE
SHEET NO.	U9	SANITARY SEWER SCHEDULE
SHEET NO.	U10-U12	STORM SEWER SCHEDULE
SHEET NO.	W1-W8	WATER MAIN PLAN & PROFILE
SHEET NO.	W9-W10	WATER IMPACT PLANS
SHEET NO.	W11	WATER MATERIALS & DETAILS
SHEET NO.	MI-M4	PAVEMENT MARKING PLAN
SHEET NO.	X1-X23	STREET CROSS SECTIONS

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

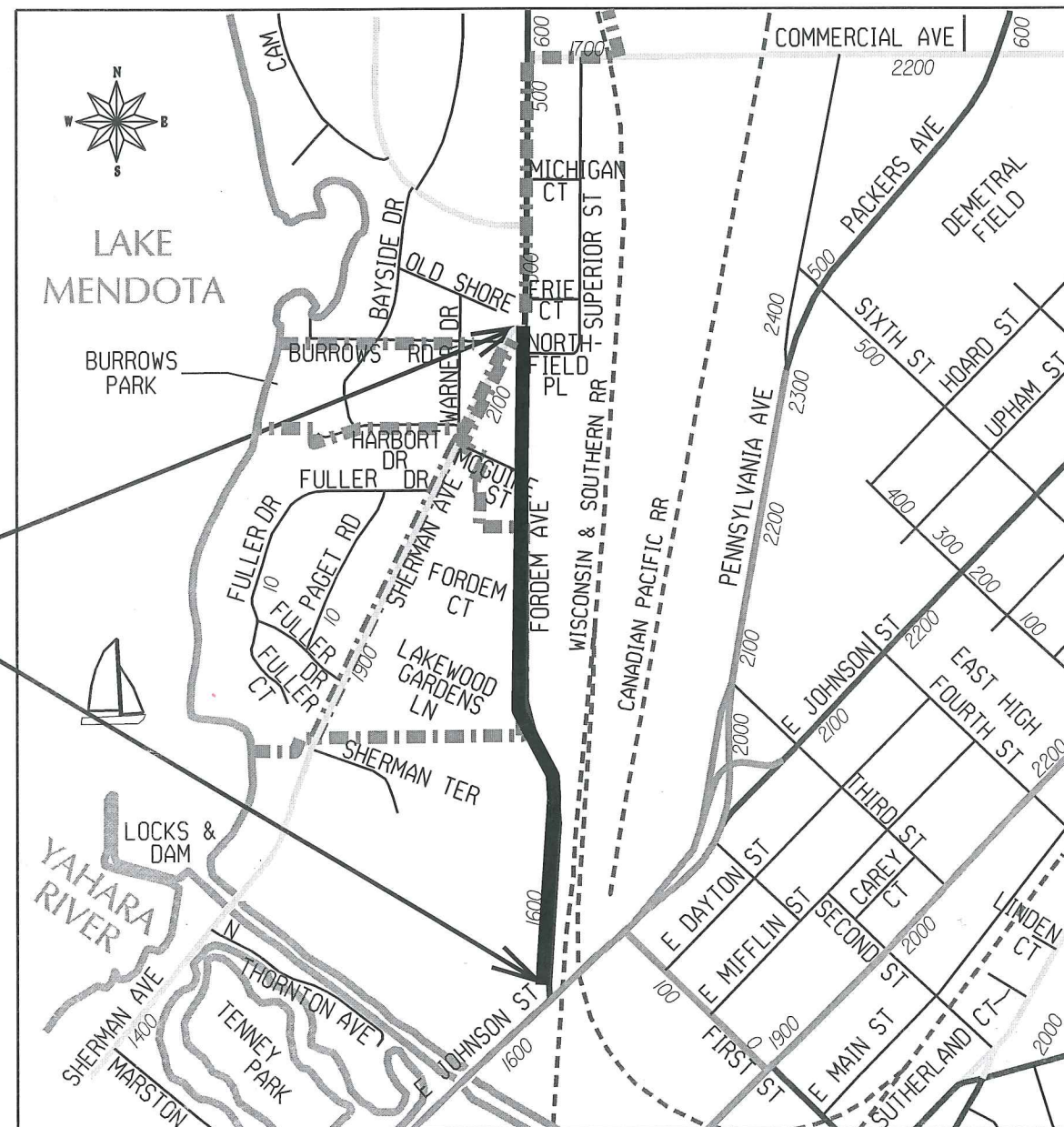
### NOTES:

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 1.5%. 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) ..... 8,990 C.Y.  
ESTIMATED UNDISTRIBUTED UNDERCUT ..... 1,600 C.Y.  
TOTAL UNCLASSIFIED EXCAVATION CUT ..... 10,590 C.Y.



# CITY OF MADISON

## CITY ENGINEERING DIVISION

### DEPARTMENT OF PUBLIC WORKS

# PLAN OF PROPOSED IMPROVEMENT

## FORDEM AVENUE RESURFACING

### ASSESSMENT DISTRICT - 2016

CITY PROJECT NO. 11095  
CONTRACT NO. 7626

PUBLIC IMPROVEMENT PROJECT APPROVED

MARCH 29, 2016

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

*[Signature]* 4/2/16  
City Engineer Date

STREET DESIGNED BY:

*[Signature]*  
WISCONSIN PROFESSIONAL ENGINEER  
GLEN E. YOERGER  
E-41148  
MADISON WIS.  
4/8/2016

TRAFFIC CONTROL & PAVEMENT MARKINGS DESIGNED BY:

*[Signature]*  
WISCONSIN PROFESSIONAL ENGINEER  
MARK S. WINTER  
E-39453  
MADISON WI  
4-8-2016

STORM SEWER DESIGNED BY:

*[Signature]*  
WISCONSIN PROFESSIONAL ENGINEER  
GREGORY T. FRES  
E-30533  
MADISON WI  
4/8/16

SANITARY SEWER DESIGNED BY:

*[Signature]*  
WISCONSIN PROFESSIONAL ENGINEER  
MARK S. WINTER  
E-39453  
MADISON WI  
4/8/16

WATER MAIN DESIGNED BY:

*[Signature]*  
WISCONSIN PROFESSIONAL ENGINEER  
PETER E. HOLMGREN  
E-42156  
MADISON WI  
4/8/2016

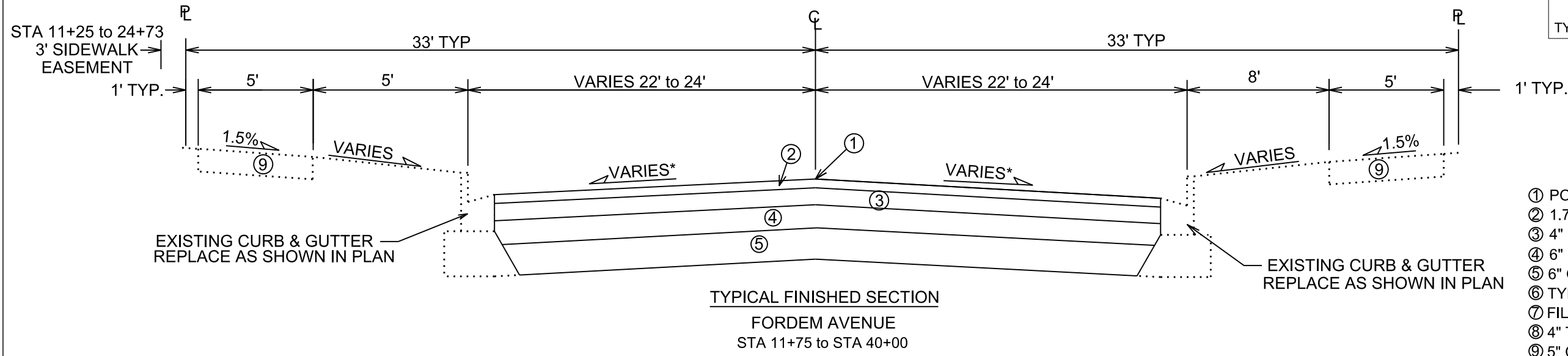
4/8/16

PLOT SCALE:

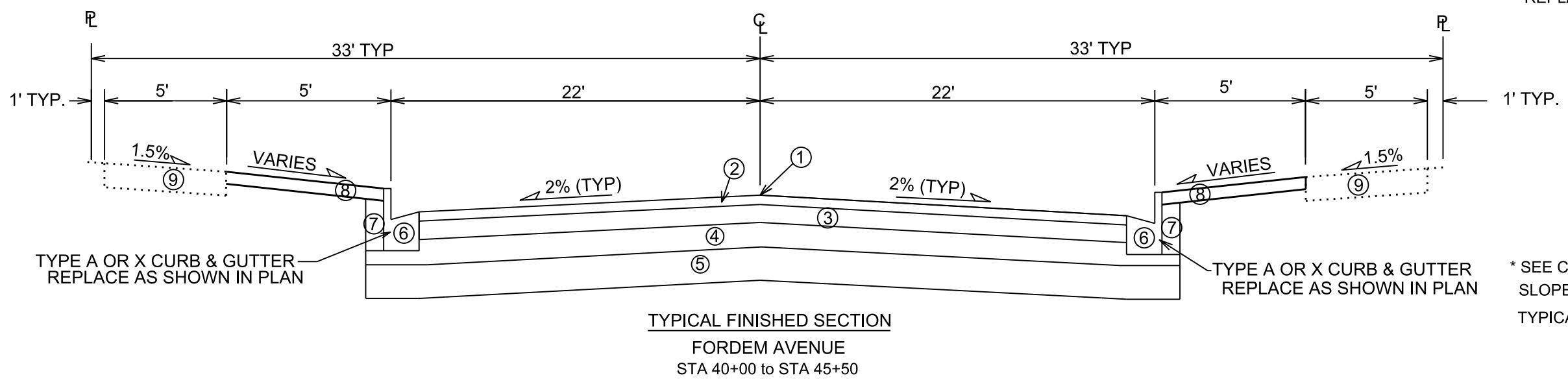
PLOT NAME:

REV. DATE:

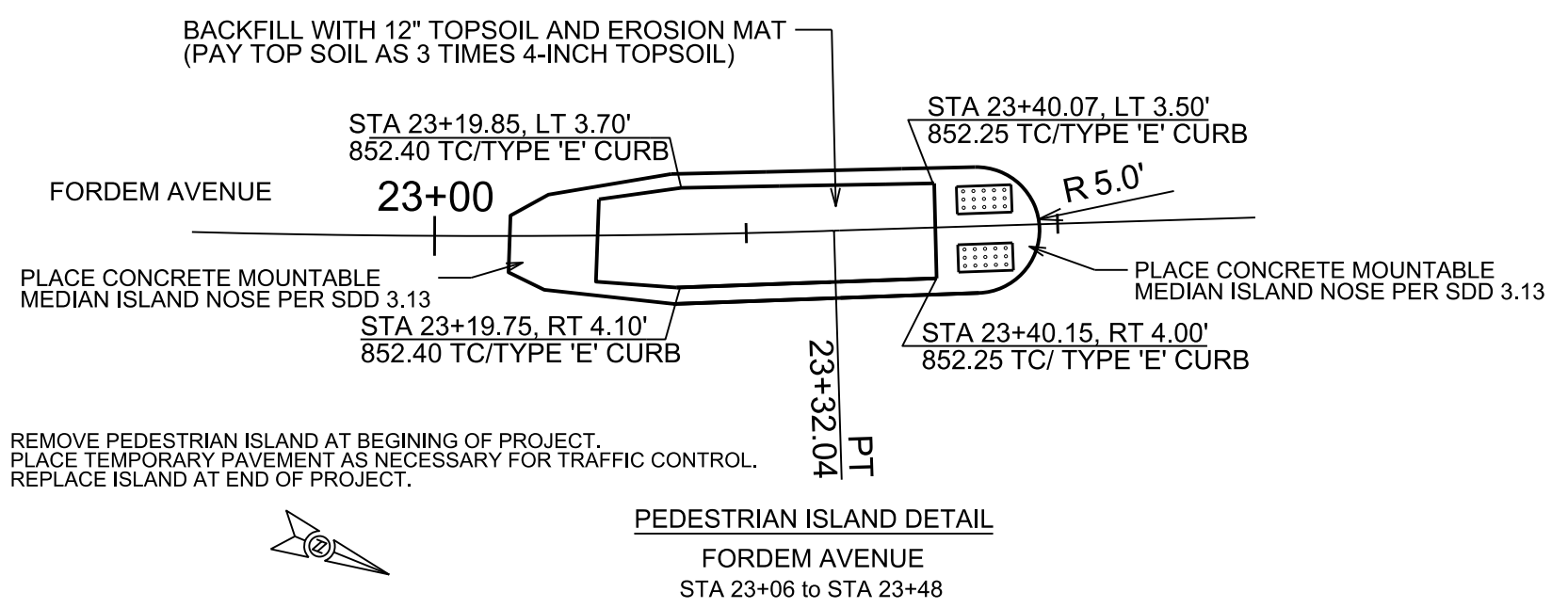
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



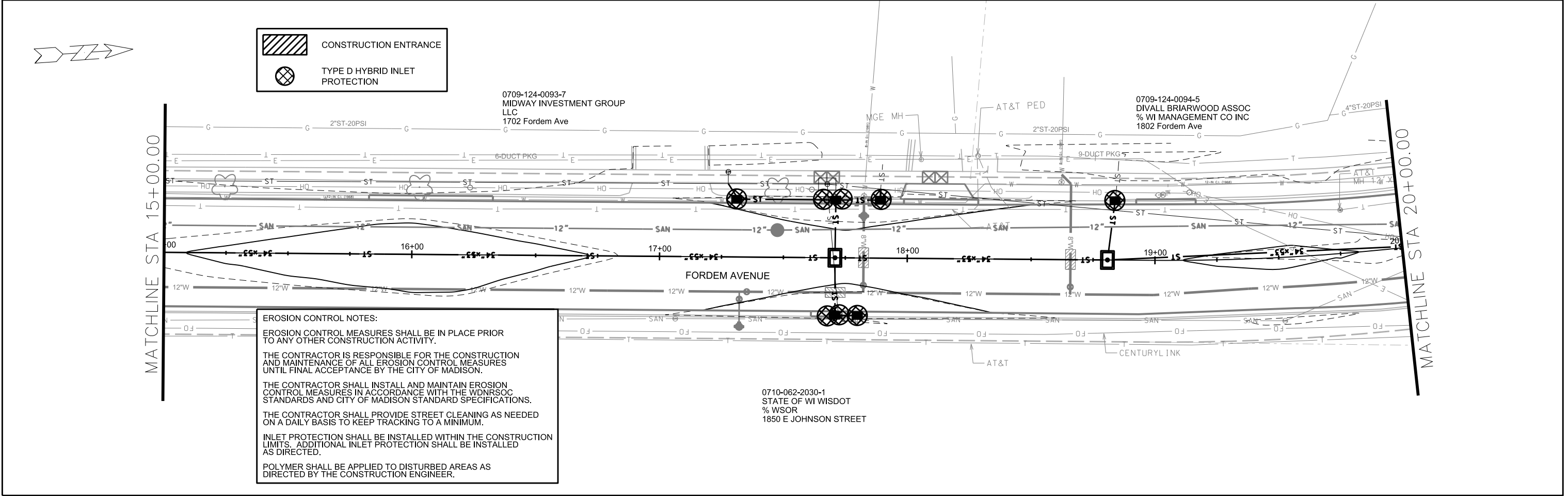
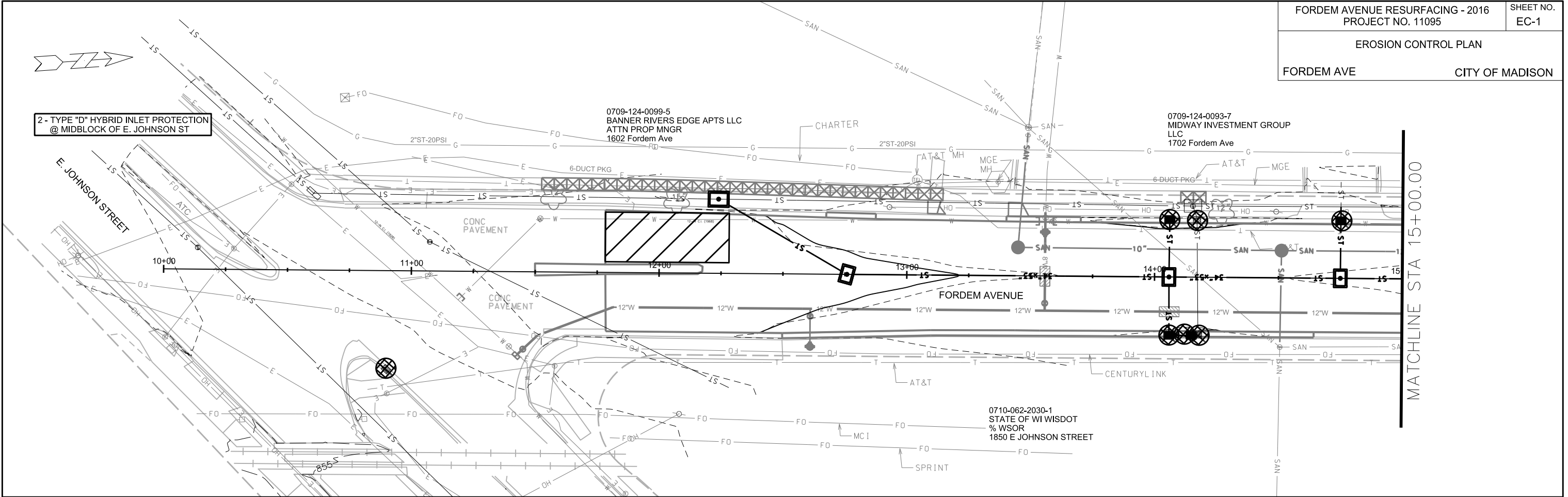
- ① POINT REFERRED TO ON PROFILE
- ② 1.75" BITUMINOUS UPPER LAYER, TYPE E-3
- ③ 4" BITUMINOUS LOWER LAYER, TYPE E-3
- ④ 6" GRADATION 2 CRUSHED STONE
- ⑤ 6" GRADATION 1 CRUSHED STONE
- ⑥ TYPE 'A' OR 'X' CONCRETE CURB & GUTTER
- ⑦ FILL, INCIDENTAL
- ⑧ 4" TOPSOIL, SEED & MAT
- ⑨ 5" CONCRETE SIDEWALK, REPLACE AS NOTED IN PLAN





\* SEE CROSS SECTION SHEETS FOR CROSS SLOPES AND TOP OF CURB ELEVATIONS.  
TYPICAL SECTIONS NOT TO SCALE



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



 CONSTRUCTION ENTRANCE  
 TYPE D HYBRID INLET PROTECTION

**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.

PLOT SCALE:

PLOT NAME:

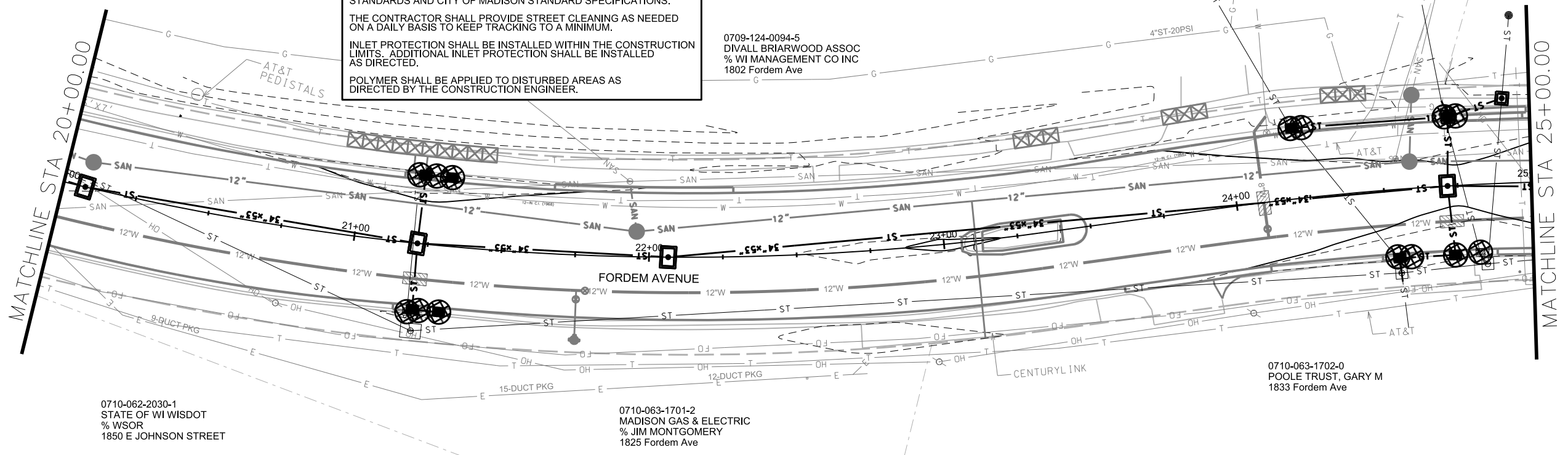
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSION CONTROL PLAN

FORDEM AVE CITY OF MADISON

**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.

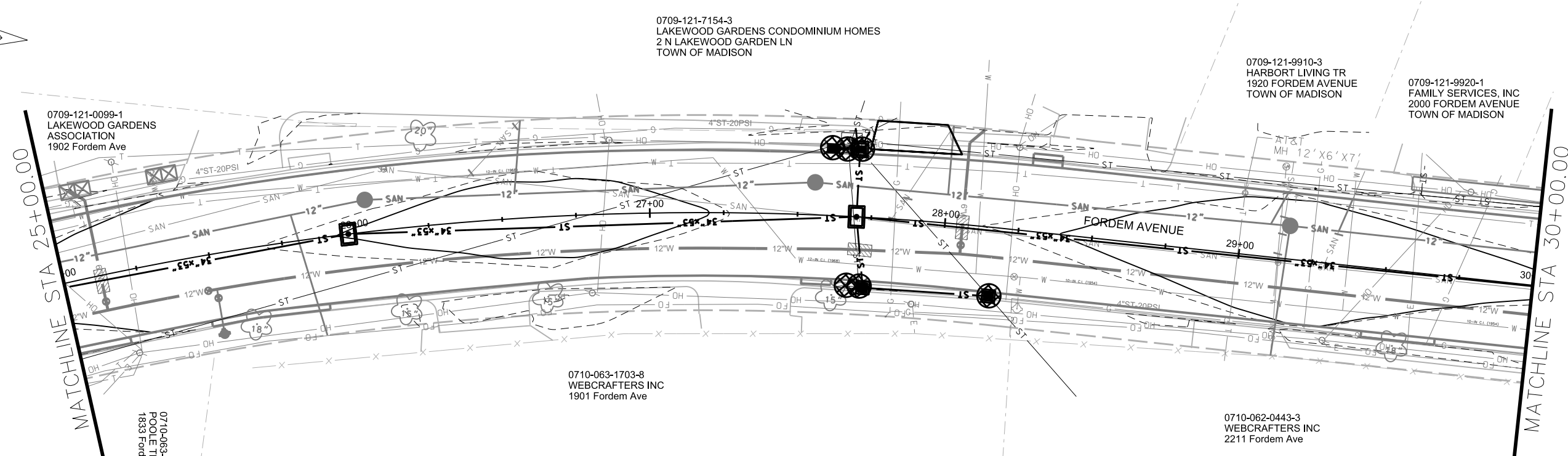


0710-062-2030-1  
STATE OF WI WISDOT  
% WSOR  
1850 E JOHNSON STREET

0710-063-1701-2  
MADISON GAS & ELECTRIC  
% JIM MONTGOMERY  
1825 Fordem Ave

0709-124-0094-5  
DIVALL BRIARWOOD ASSOC  
% WI MANAGEMENT CO INC  
1802 Fordem Ave

0710-063-1702-0  
POOLE TRUST, GARY M  
1833 Fordem Ave



0709-121-0099-1  
LAKEWOOD GARDENS  
ASSOCIATION  
1902 Fordem Ave

0709-121-7154-3  
LAKEWOOD GARDENS CONDOMINIUM HOMES  
2 N LAKEWOOD GARDEN LN  
TOWN OF MADISON

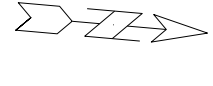
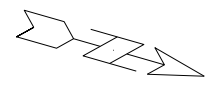
0709-121-9910-3  
HARBORT LIVING TR  
1920 FORDEM AVENUE  
TOWN OF MADISON

0709-121-9920-1  
FAMILY SERVICES, INC  
2000 FORDEM AVENUE  
TOWN OF MADISON

0710-063-1703-8  
WEBCRAFTERS INC  
1901 Fordem Ave

0710-063-1702-0  
POOLE TRUST, GARY M  
1833 Fordem Ave

0710-062-0443-3  
WEBCRAFTERS INC  
2211 Fordem Ave



PLOT SCALE:

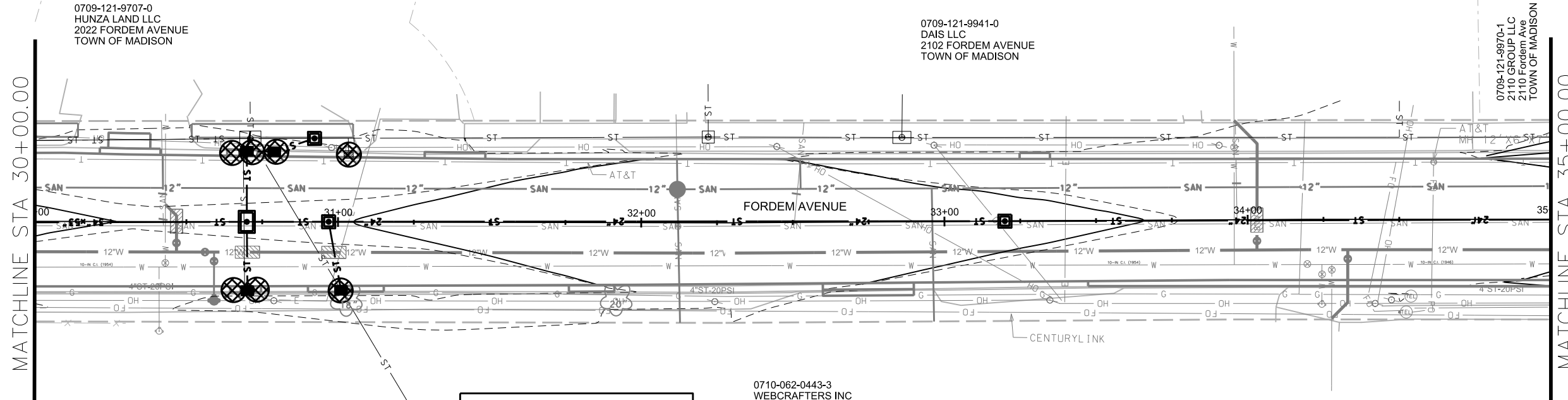
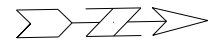
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSION CONTROL PLAN

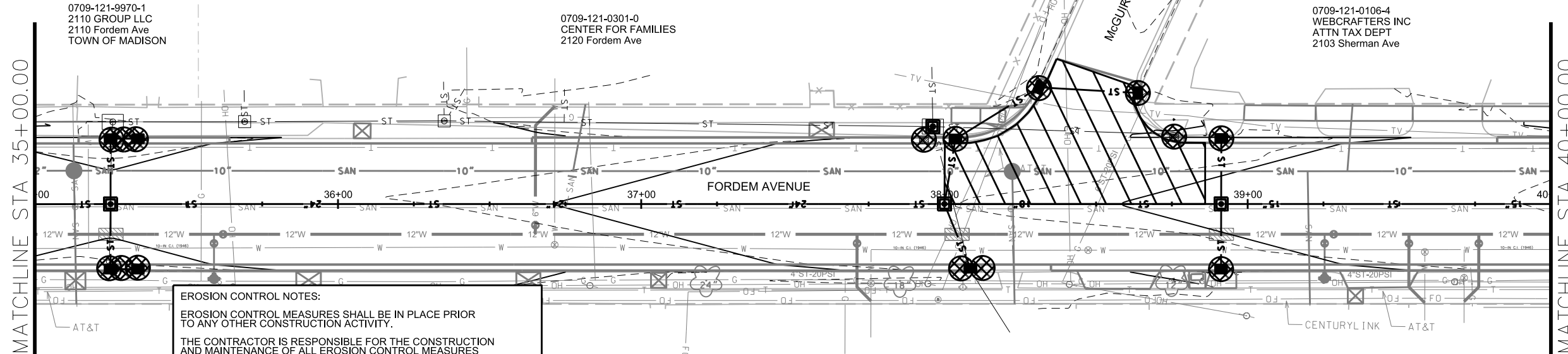
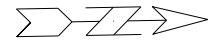
FORDEM AVE CITY OF MADISON



	CONSTRUCTION ENTRANCE
	TYPE D HYBRID INLET PROTECTION

PLOT SCALE:

PLOT NAME:



**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 WDNRSOC STANDARDS AND CITY OF MADISON STANDARD SPECIFICATIONS.

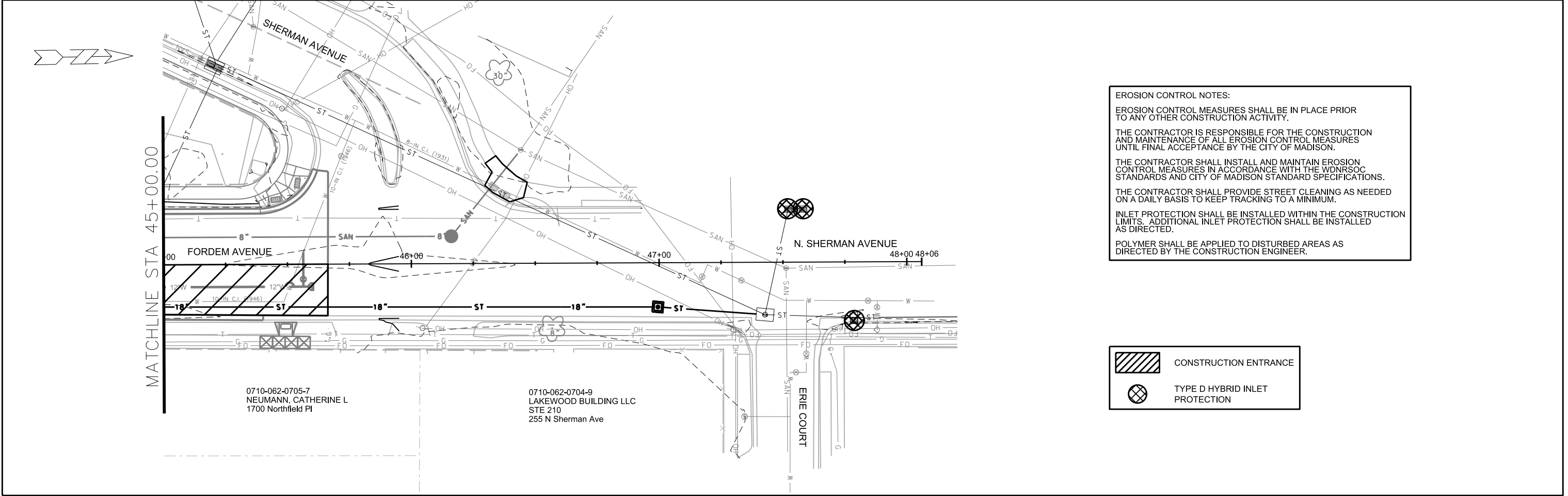
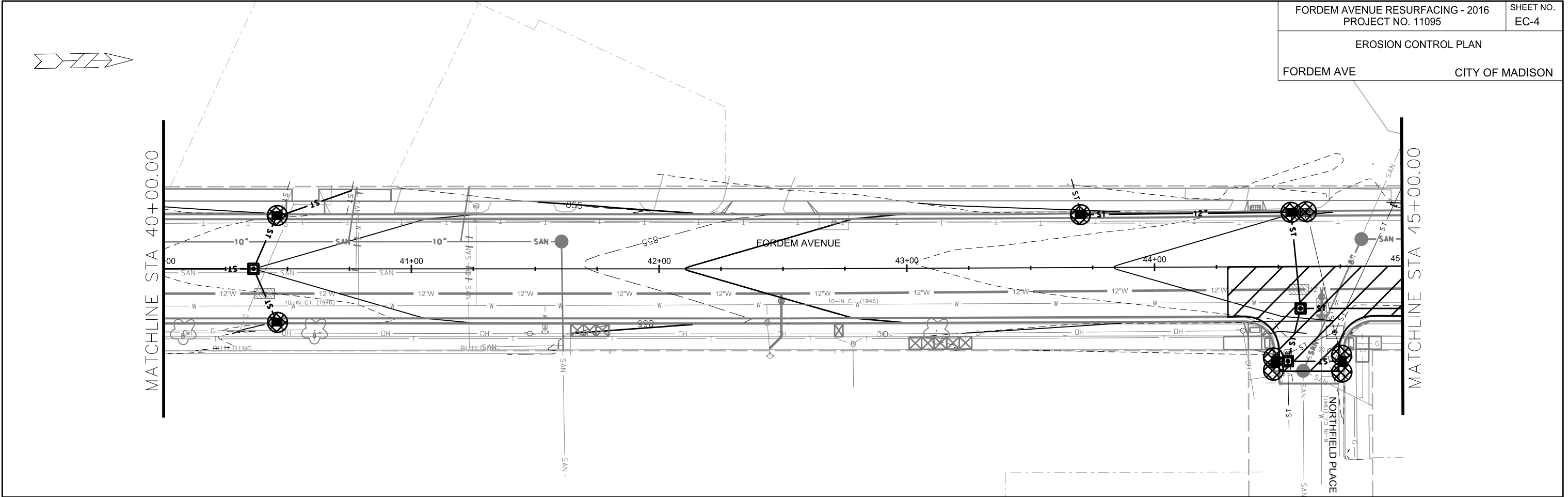
THE CONTRACTOR SHALL PROVIDE STREET CLEANING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.

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.

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**EROSION CONTROL NOTES:**

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

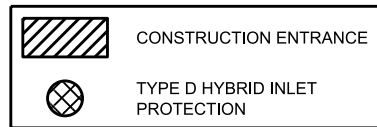
THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.

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.

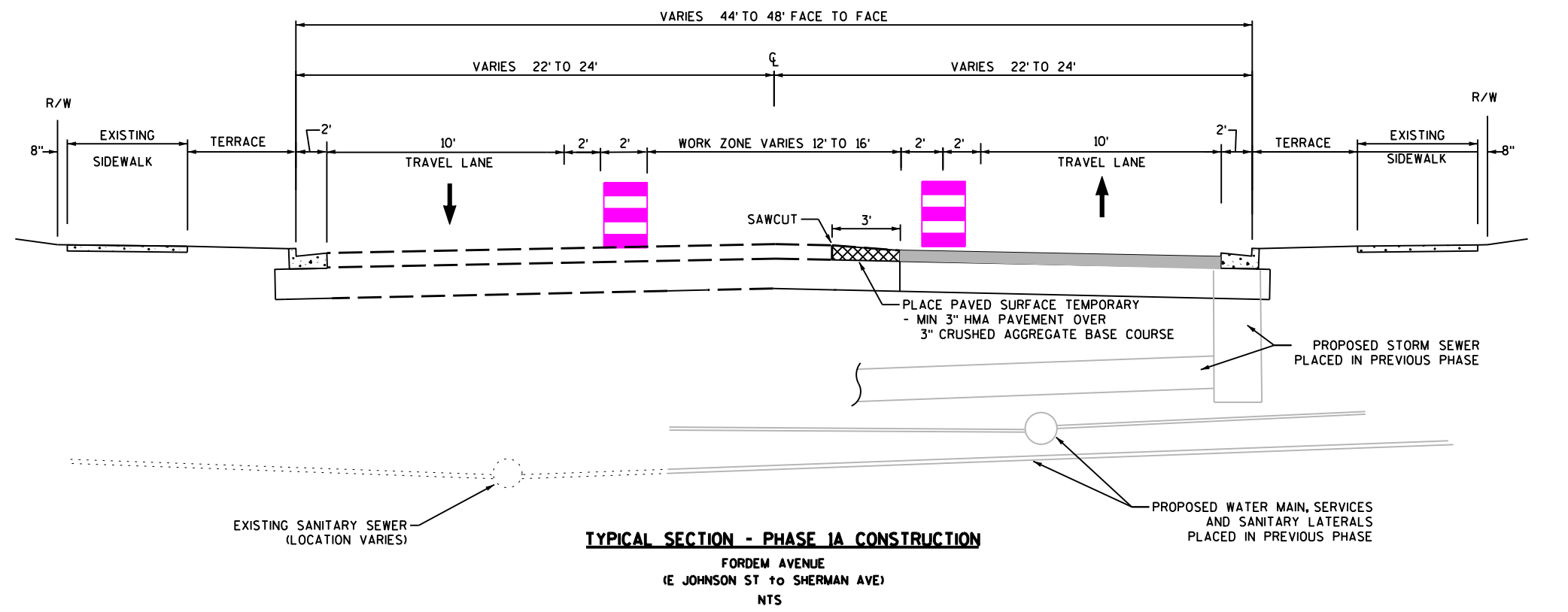
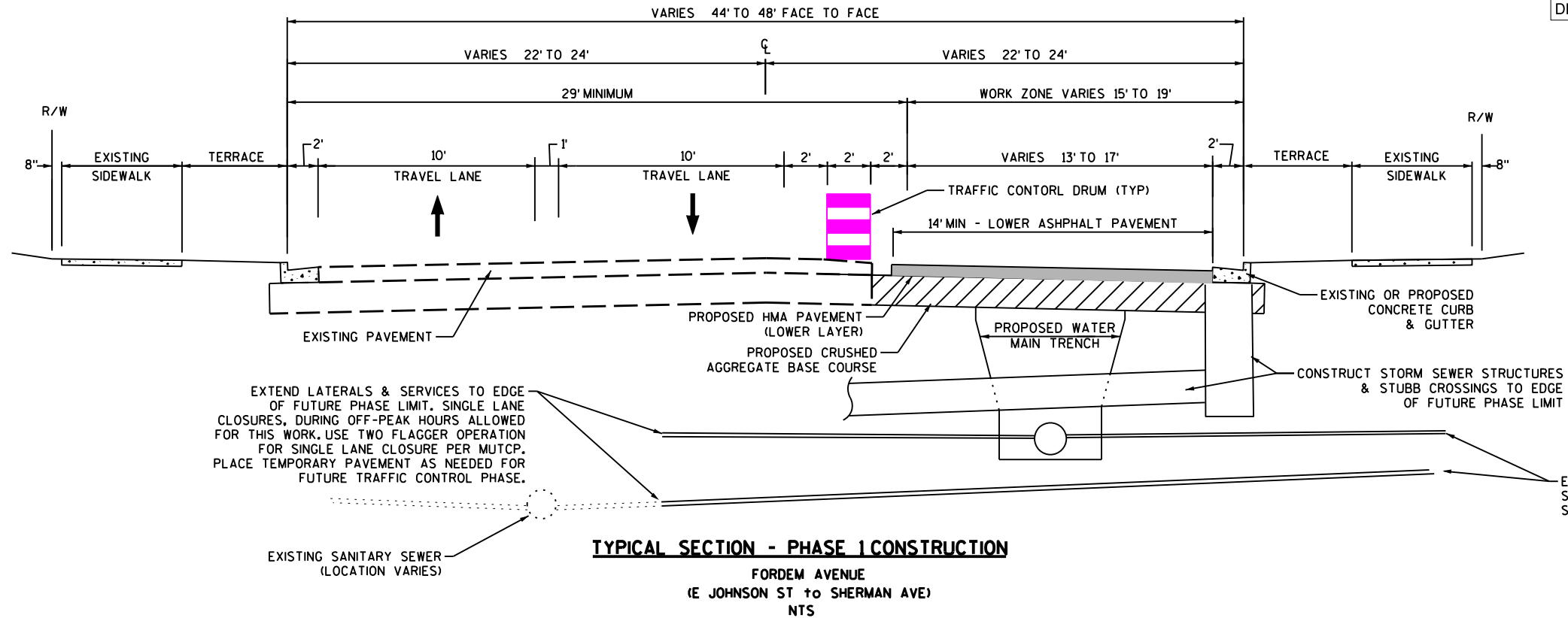


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

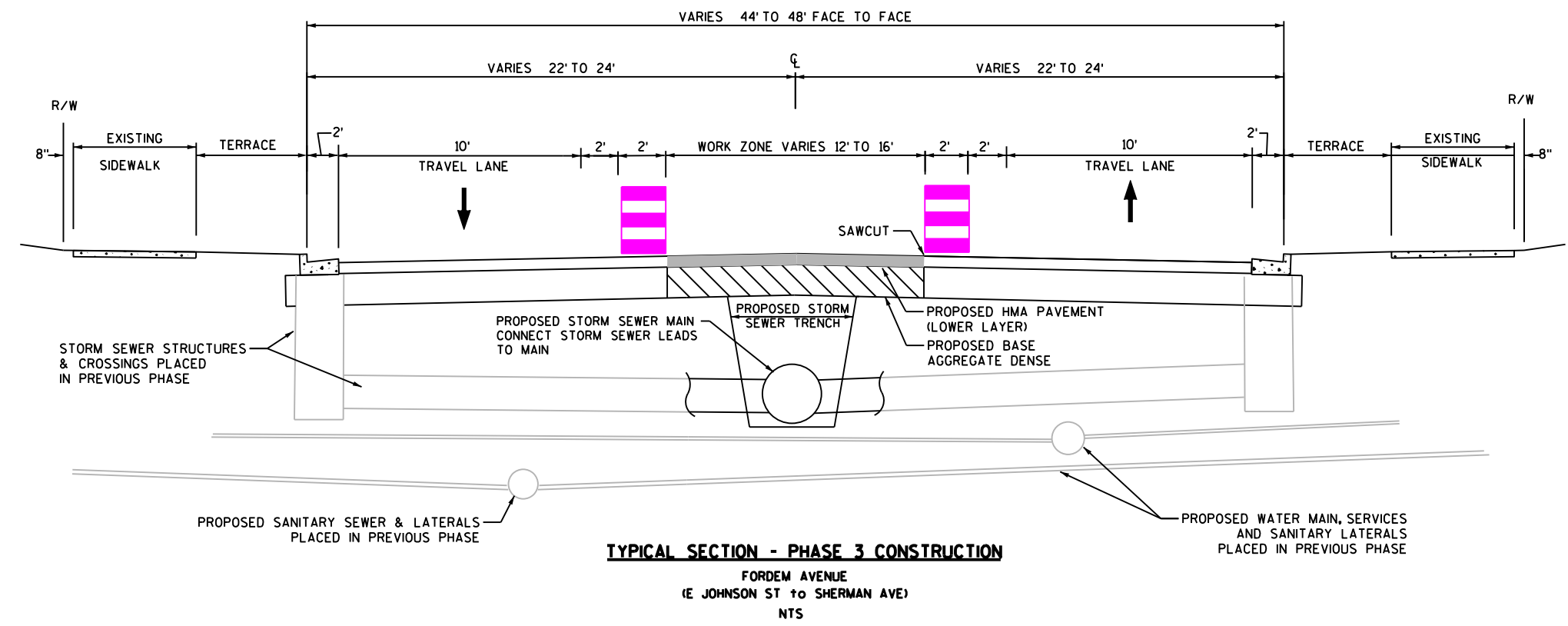
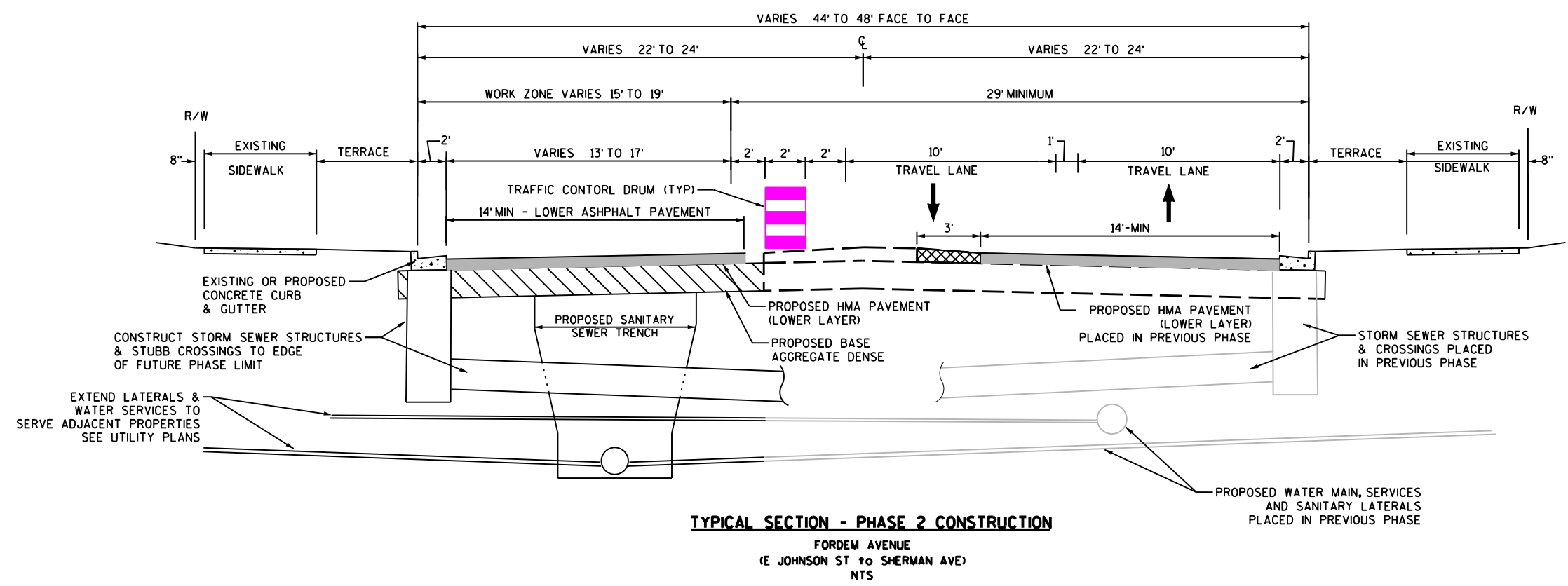


PLOT SCALE:

PLOT NAME:

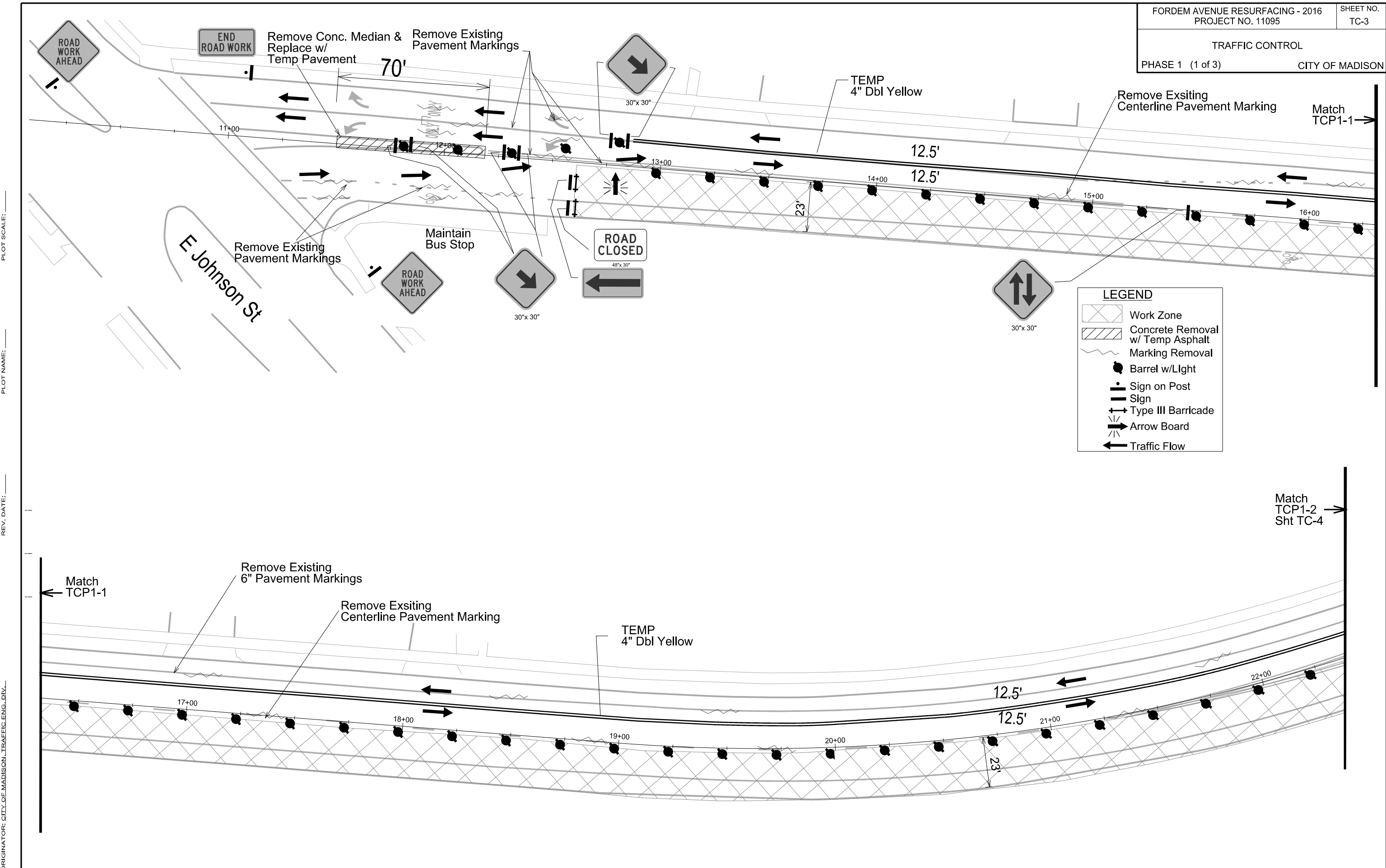
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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





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

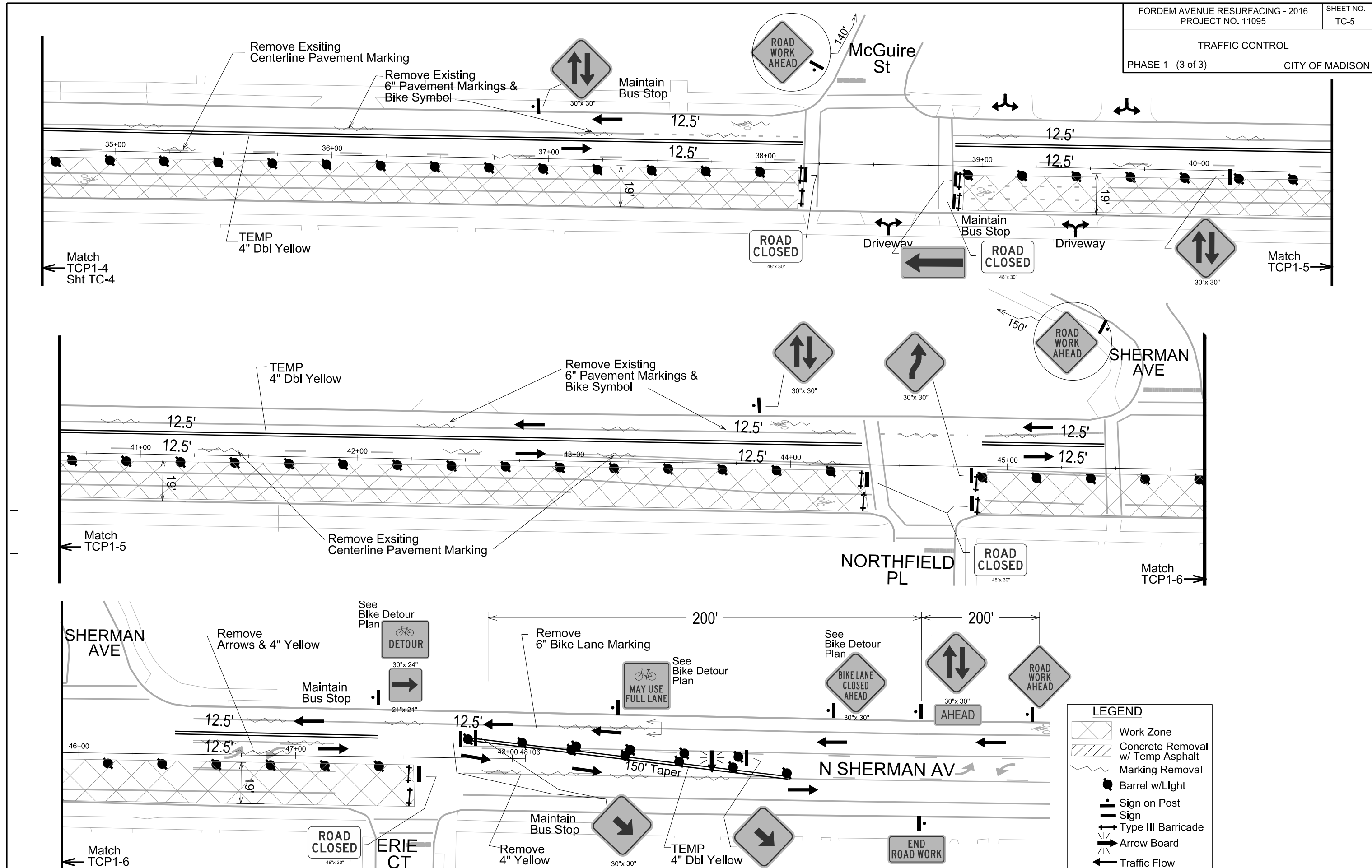
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

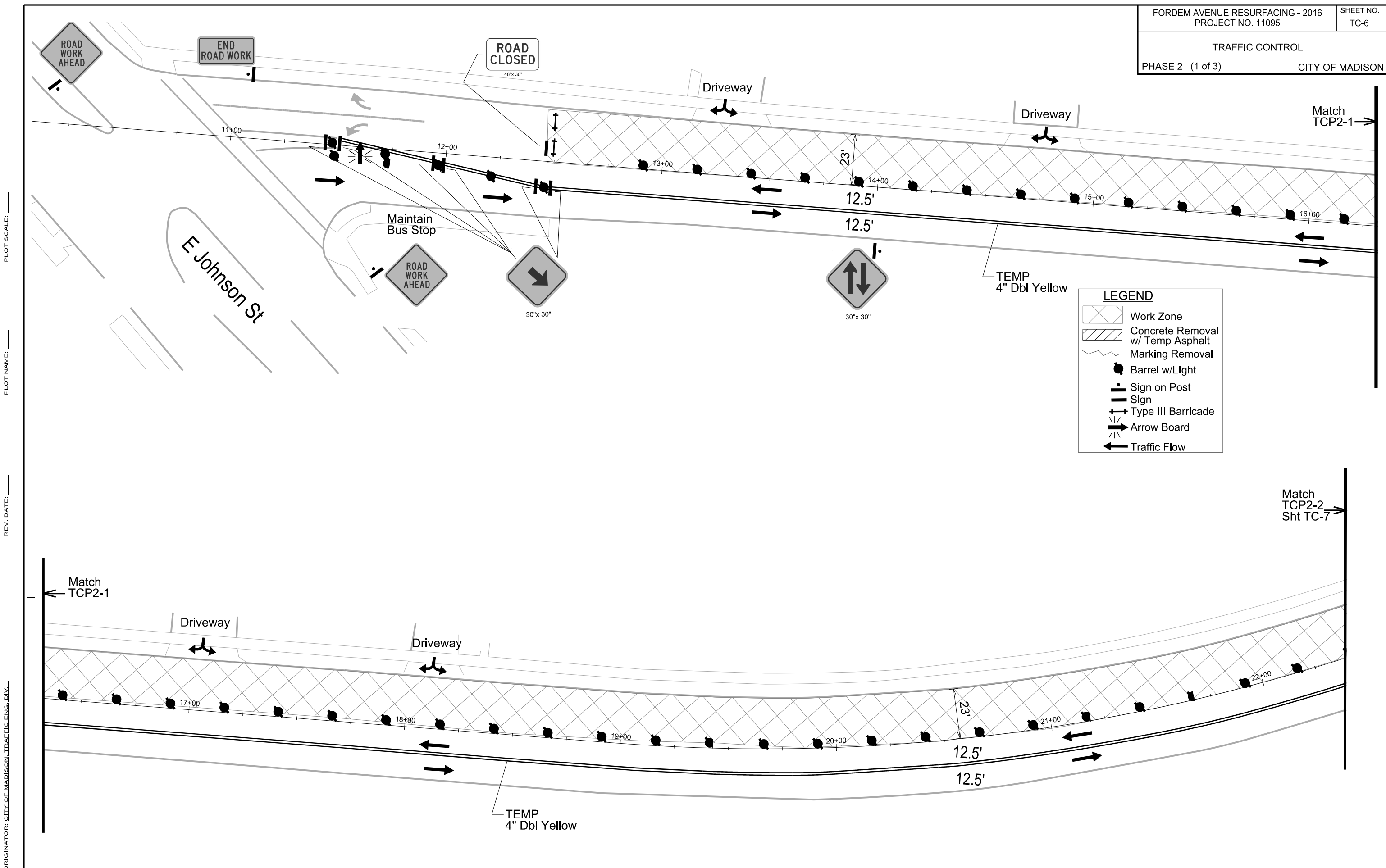


PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_  
REV. DATE: \_\_\_\_\_  
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



**LEGEND**

	Work Zone
	Concrete Removal w/ Temp Asphalt
	Marking Removal
	Barrel w/Light
	Sign on Post
	Sign
	Type III Barricade
	Arrow Board
	Traffic Flow



**LEGEND**

	Work Zone
	Concrete Removal w/ Temp Asphalt
	Marking Removal
	Barrel w/Light
	Sign on Post
	Sign
	Type III Barricade
	Arrow Board
	Traffic Flow










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

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

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

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

**LEGEND**

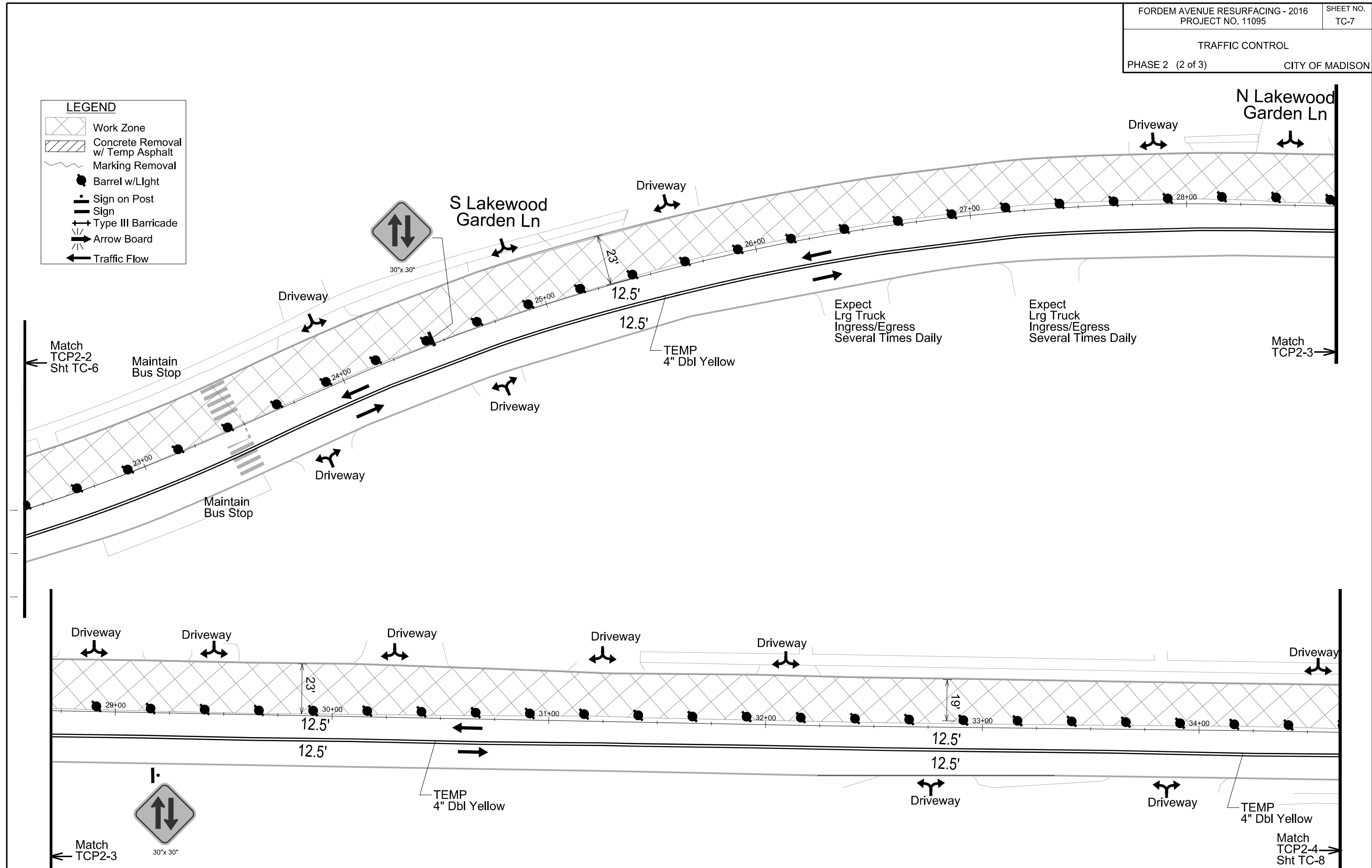
-  Work Zone
-  Concrete Removal w/ Temp Asphalt
-  Marking Removal
-  Barrel w/Light
-  Sign on Post
-  Sign
-  Type III Barricade
-  Arrow Board
-  Traffic Flow

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

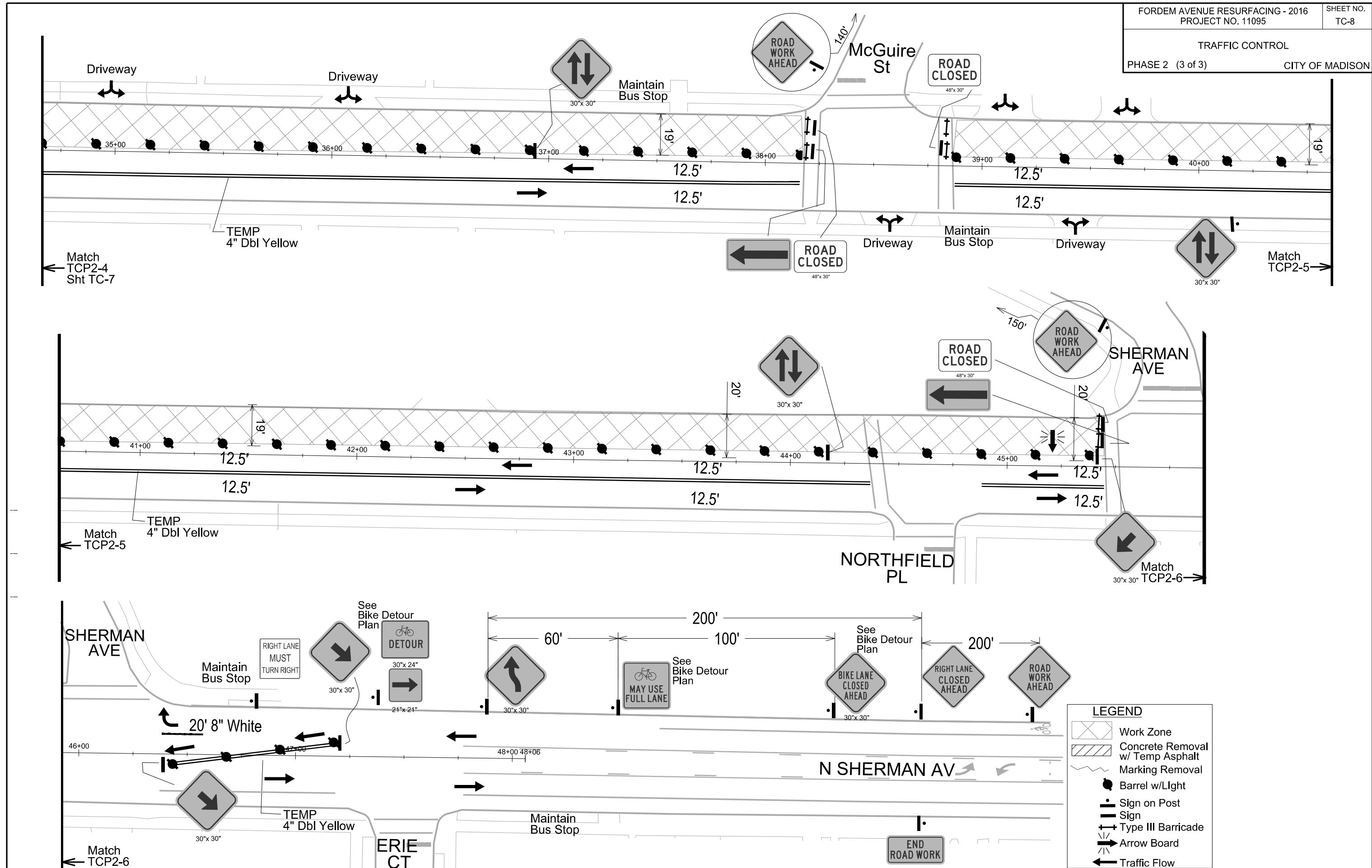
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



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



**LEGEND**

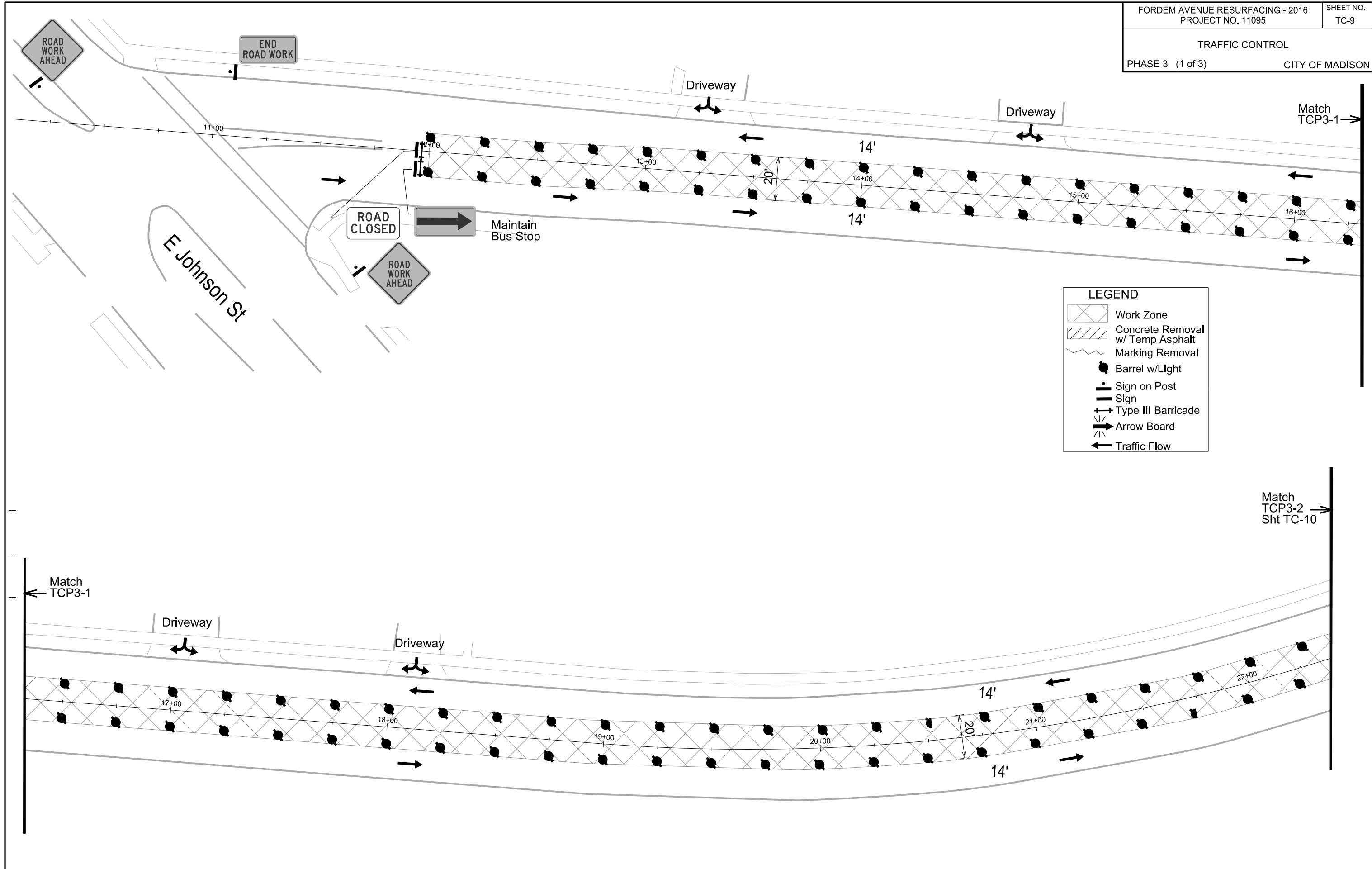
	Work Zone
	Concrete Removal w/ Temp Asphalt
	Marking Removal
	Barrel w/Light
	Sign on Post
	Sign
	Type III Barricade
	Arrow Board
	Traffic Flow

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

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

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










ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



**LEGEND**

- Work Zone
- Concrete Removal w/ Temp Asphalt
- Marking Removal
- Barrel w/Light
- Sign on Post
- Sign
- Type III Barricade
- Arrow Board
- Traffic Flow

**LEGEND**

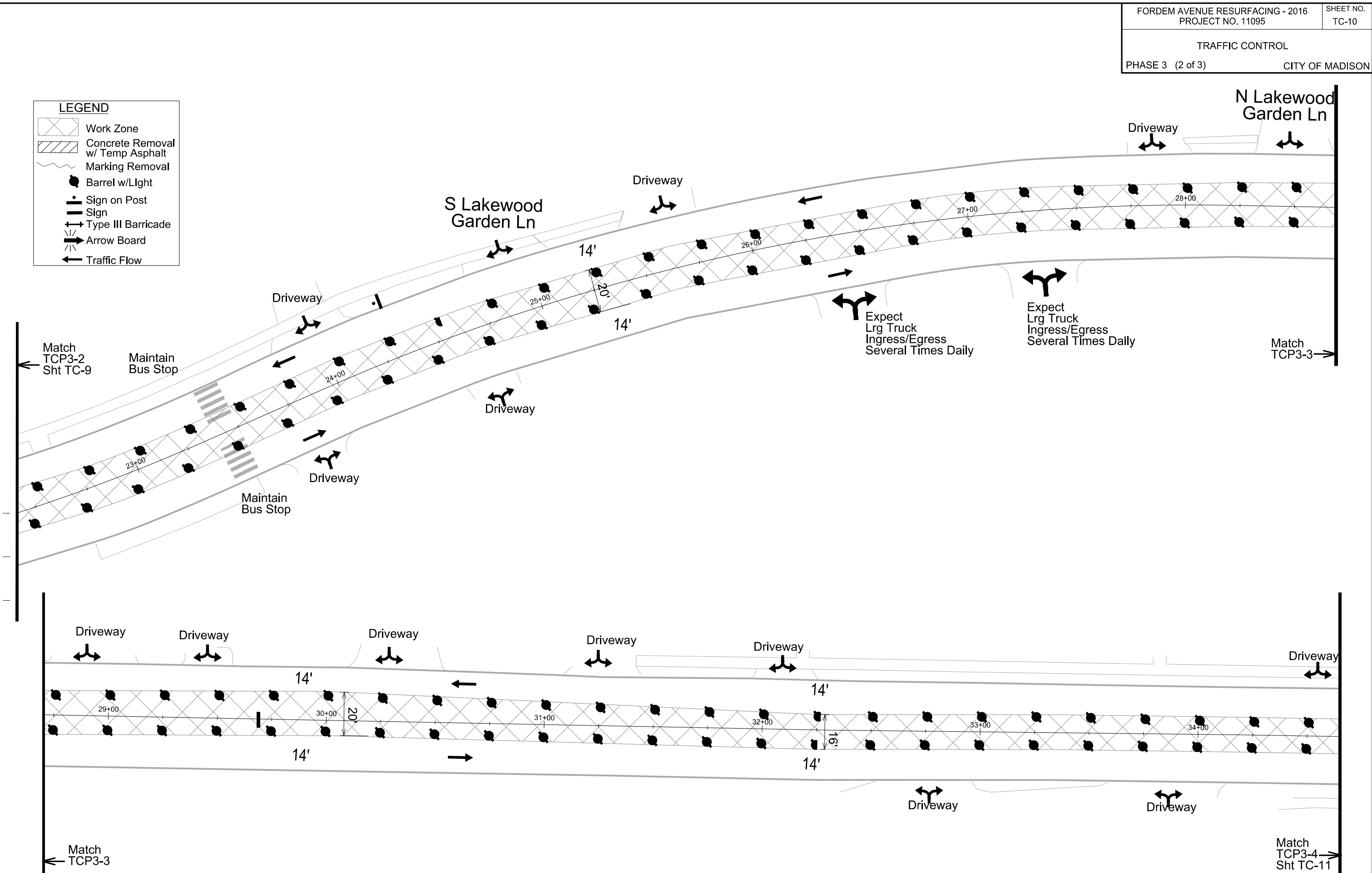
-  Work Zone
-  Concrete Removal w/ Temp Asphalt
-  Marking Removal
-  Barrel w/Light
-  Sign on Post
-  Sign
-  Type III Barricade
-  Arrow Board
-  Traffic Flow

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

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

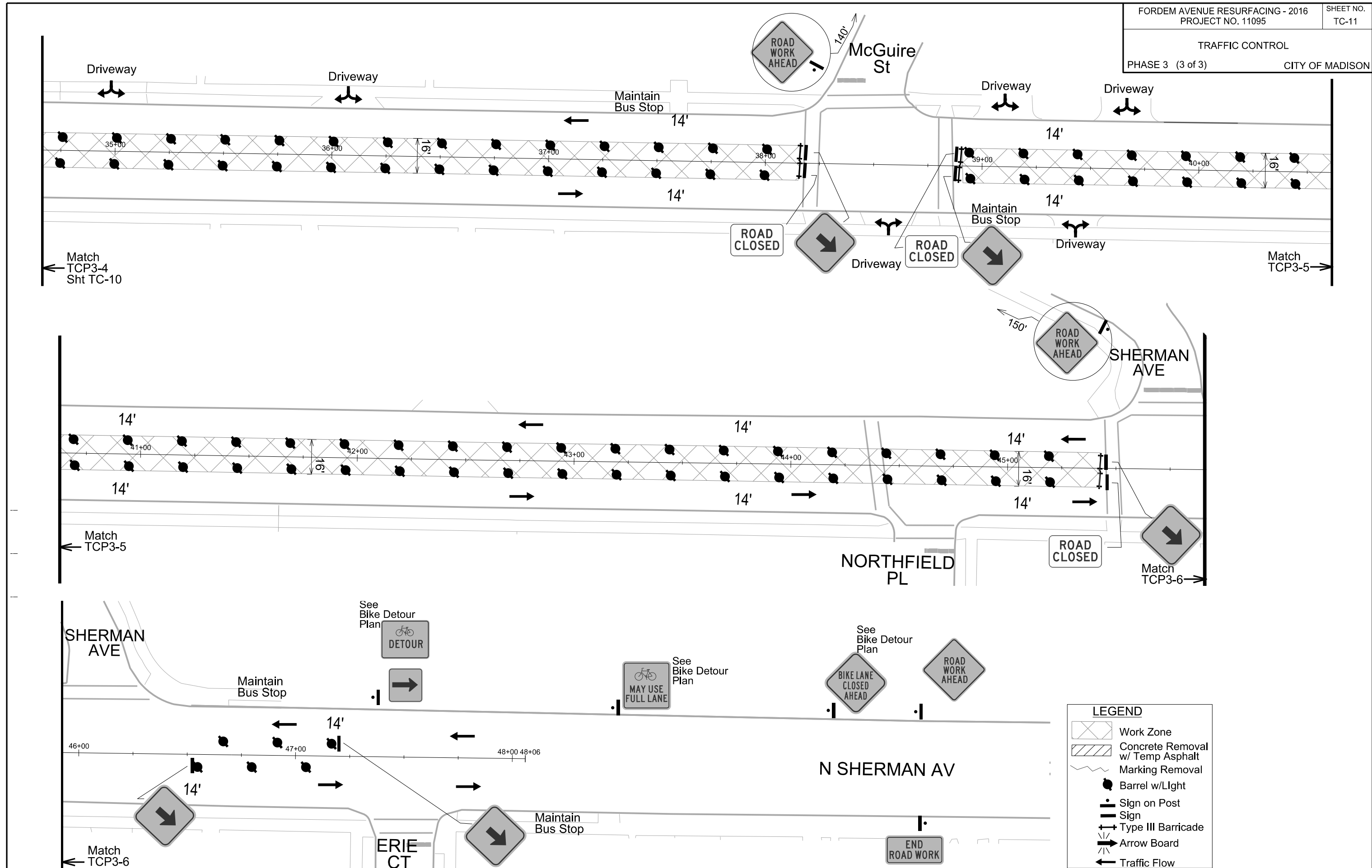
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



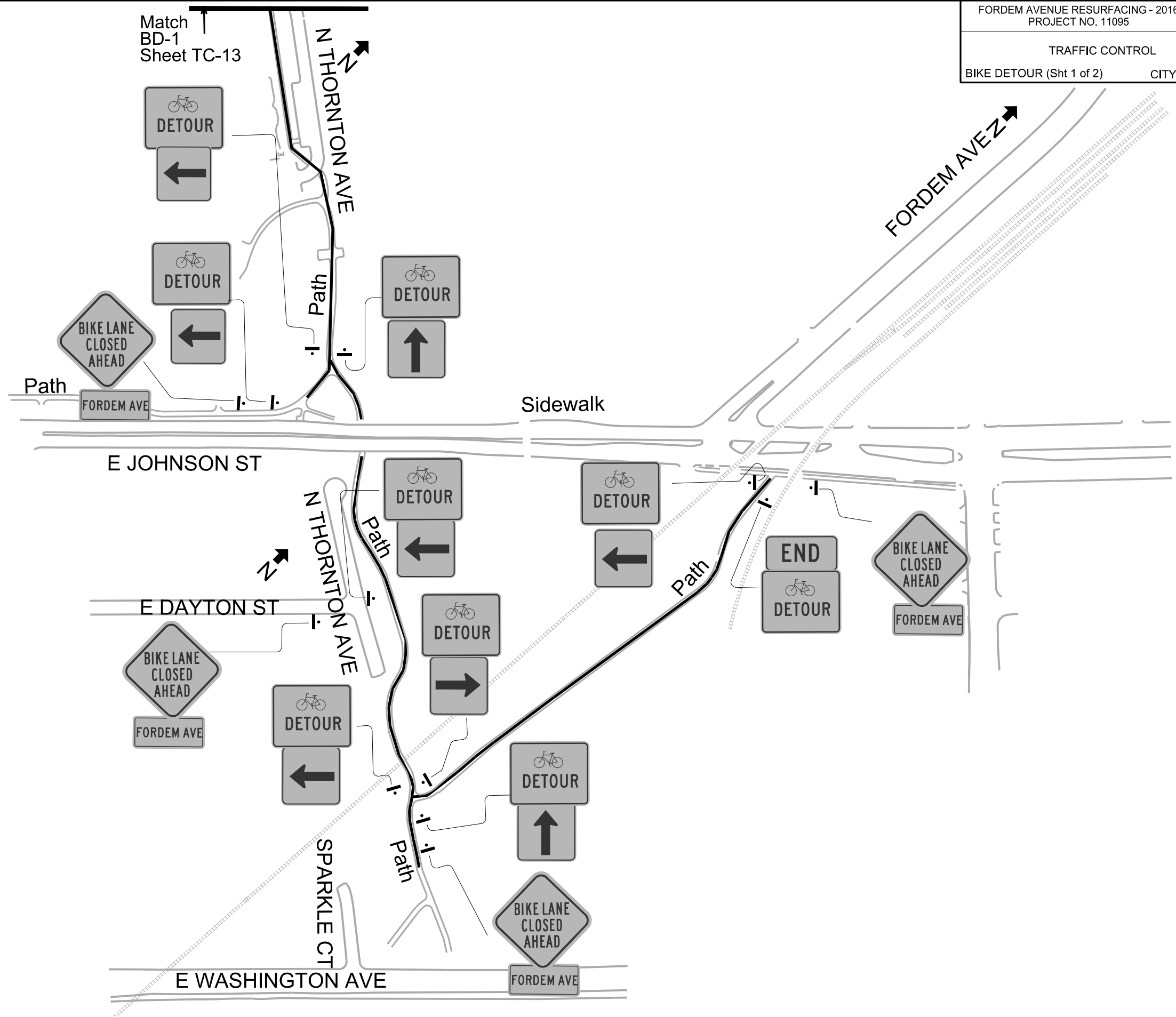


PLOT SCALE: \_\_\_\_\_  
 PLOT NAME: \_\_\_\_\_  
 REV. DATE: \_\_\_\_\_  
 ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



**LEGEND**

	Work Zone
	Concrete Removal w/ Temp Asphalt
	Marking Removal
	Barrel w/Light
	Sign on Post
	Sign
	Type III Barricade
	Arrow Board
	Traffic Flow

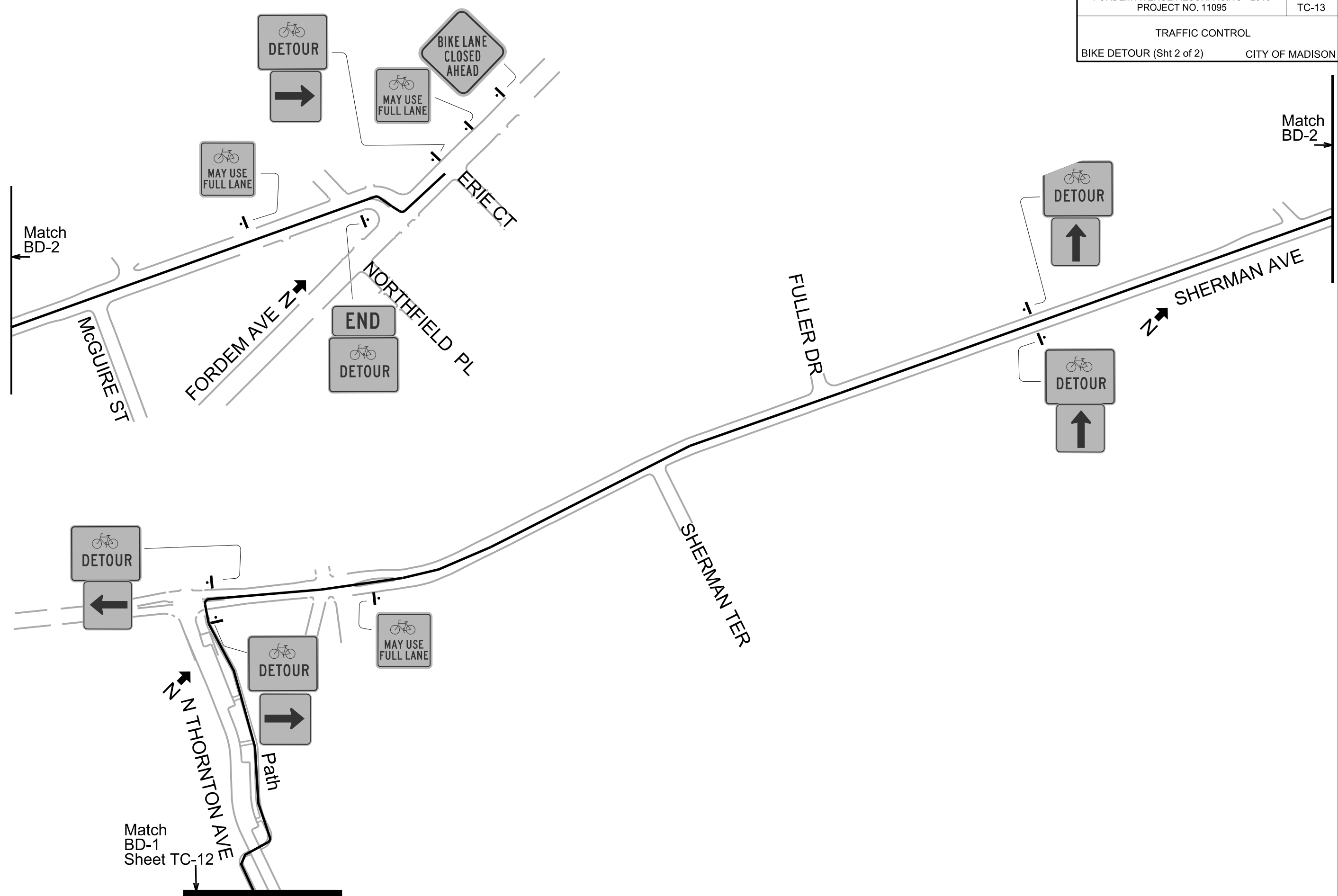


PLOT SCALE:

PLOT NAME:

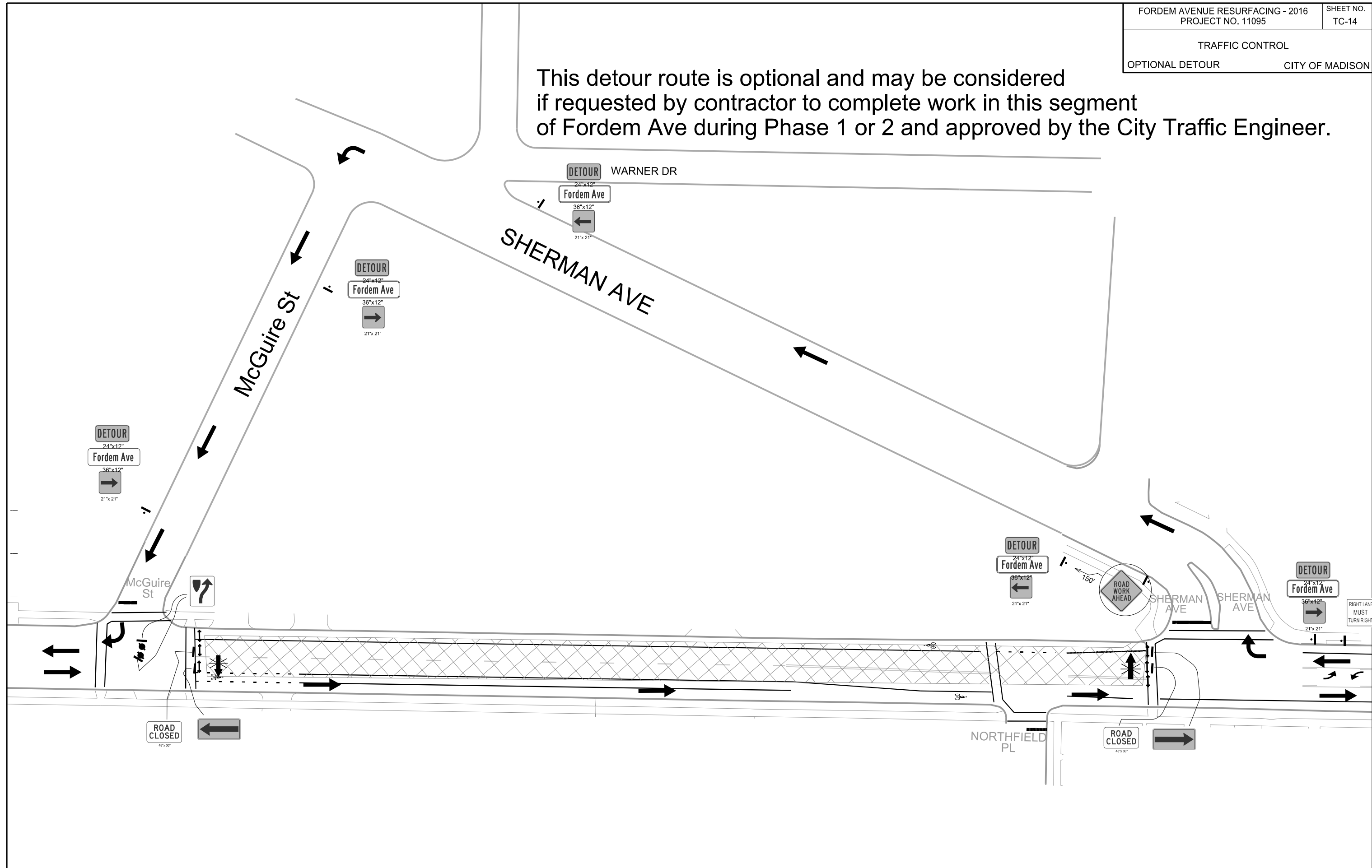
REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

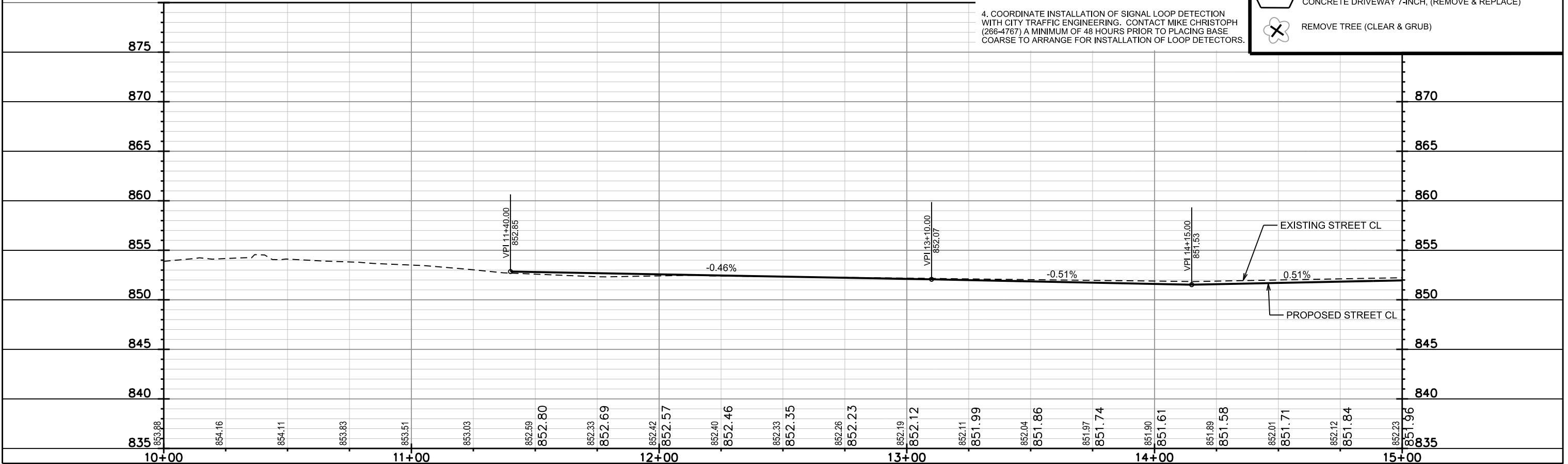
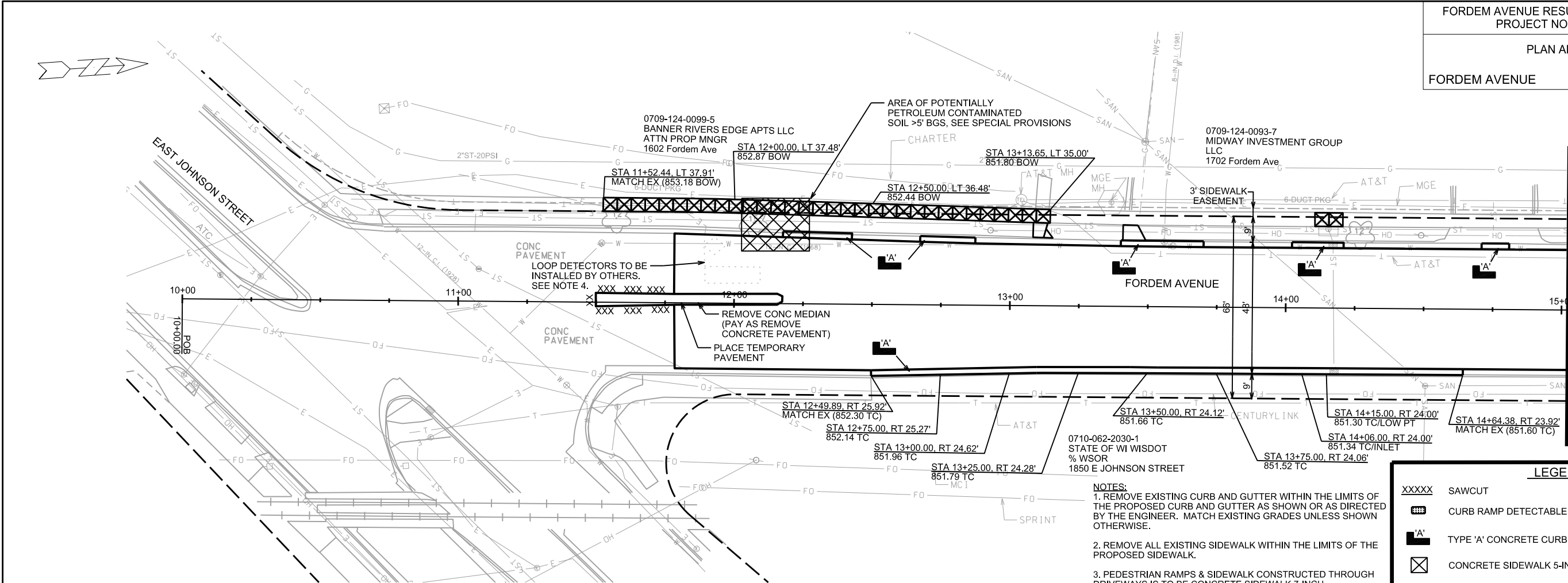


PLOT SCALE:  
 PLOT NAME:  
 REV. DATE:  
 ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

This detour route is optional and may be considered if requested by contractor to complete work in this segment of Fordem Ave during Phase 1 or 2 and approved by the City Traffic Engineer.



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



**LEGEND**

- XXXXX SAWCUT
- [Hatched Box] CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
- [Type 'A' Box] TYPE 'A' CONCRETE CURB & GUTTER (REMOVE & REPLACE)
- [Crossed Box] CONCRETE SIDEWALK 5-INCH OR 7-INCH (REMOVE & REPLACE)
- [Trapezoid] CONCRETE DRIVEWAY 7-INCH, (REMOVE & REPLACE)
- [Star in Circle] REMOVE TREE (CLEAR & GRUB)

**NOTES:**

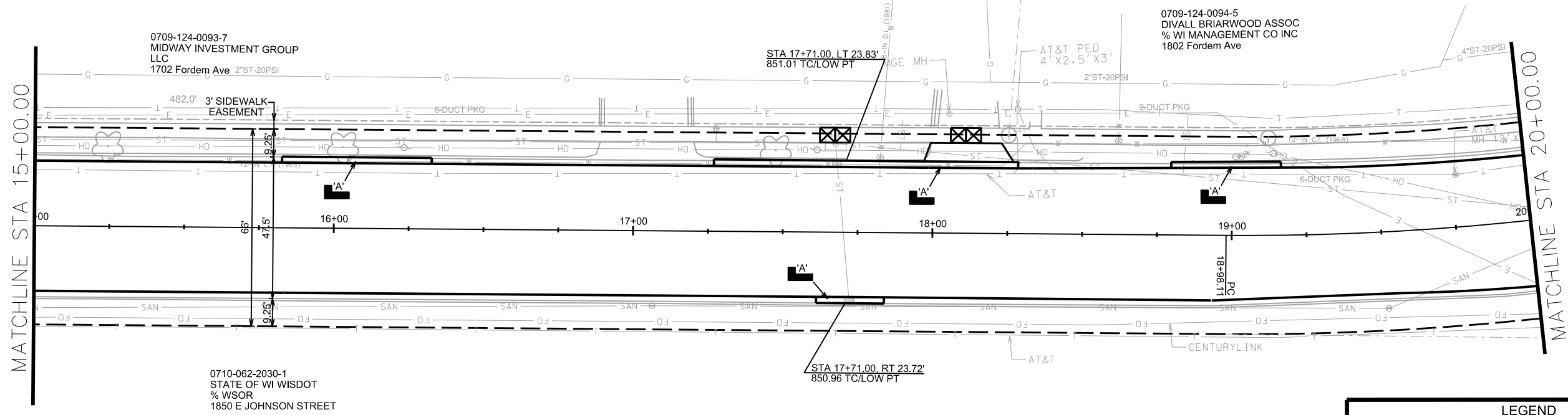
1. REMOVE EXISTING CURB AND GUTTER WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER AS SHOWN OR AS DIRECTED BY THE ENGINEER. MATCH EXISTING GRADES UNLESS SHOWN OTHERWISE.
2. REMOVE ALL EXISTING SIDEWALK WITHIN THE LIMITS OF THE PROPOSED SIDEWALK.
3. PEDESTRIAN RAMPS & SIDEWALK CONSTRUCTED THROUGH DRIVEWAYS IS TO BE CONCRETE SIDEWALK 7-INCH.
4. COORDINATE INSTALLATION OF SIGNAL LOOP DETECTION WITH CITY TRAFFIC ENGINEERING. CONTACT MIKE CHRISTOPH (266-4767) A MINIMUM OF 48 HOURS PRIOR TO PLACING BASE COARSE TO ARRANGE FOR INSTALLATION OF LOOP DETECTORS.

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



LEGEND	
XXXXX	SAWCUT
	CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
	TYPE 'A' CONCRETE CURB & GUTTER (REMOVE & REPLACE)
	CONCRETE SIDEWALK 5-INCH OR 7-INCH (REMOVE & REPLACE)
	CONCRETE DRIVEWAY 7-INCH, (REMOVE & REPLACE)
	REMOVE TREE (CLEAR & GRUB)

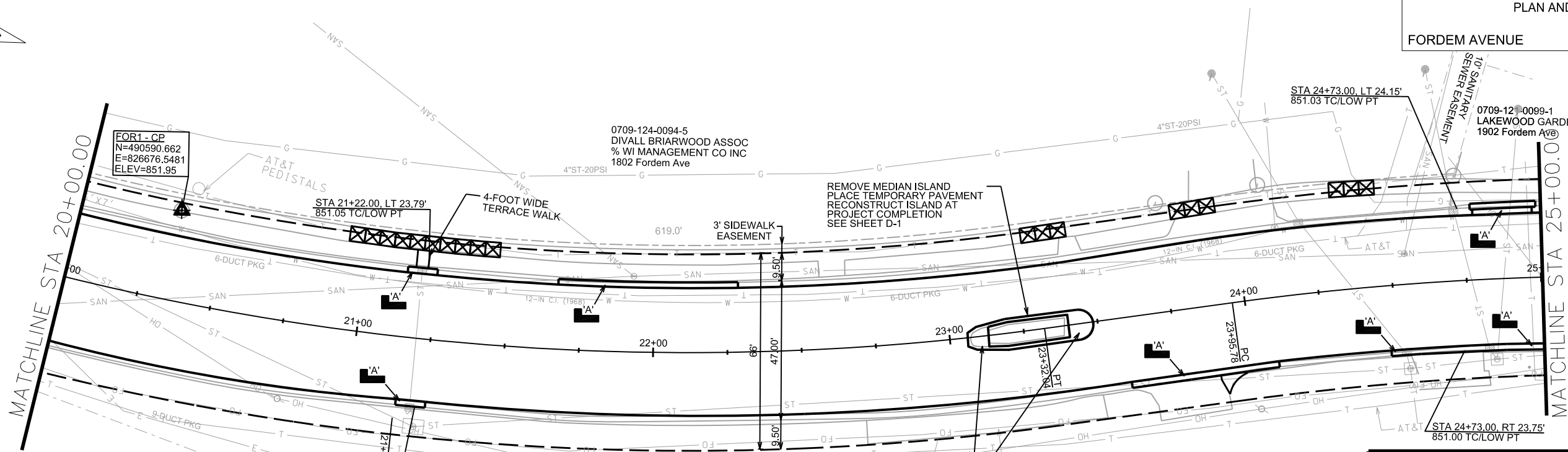
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

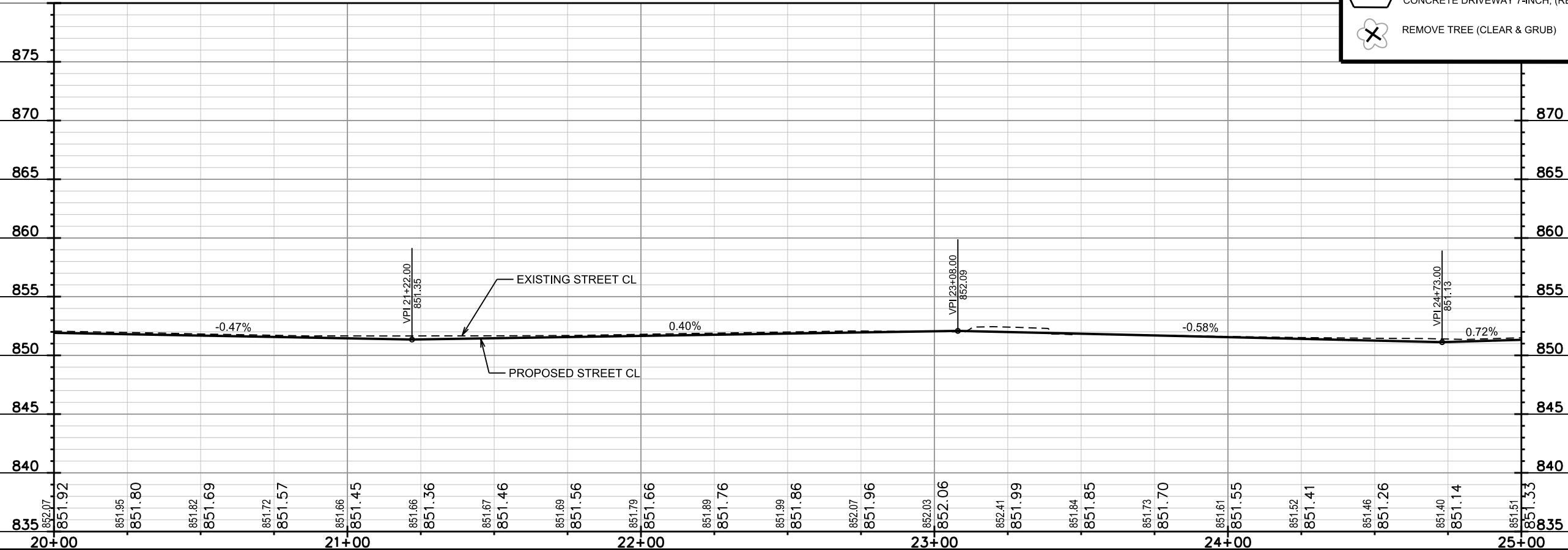
PLAN AND PROFILE  
FORDEM AVENUE CITY OF MADISON



- NOTES:**
1. REMOVE EXISTING CURB AND GUTTER WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER AS SHOWN OR AS DIRECTED BY THE ENGINEER. MATCH EXISTING GRADES UNLESS SHOWN OTHERWISE.
  2. REMOVE ALL EXISTING SIDEWALK WITHIN THE LIMITS OF THE PROPOSED SIDEWALK.
  3. PEDESTRIAN RAMPS & SIDEWALK CONSTRUCTED THROUGH DRIVEWAYS IS TO BE CONCRETE SIDEWALK 7-INCH.

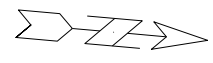
**LEGEND**

XXXXX	SAWCUT
[Grid Pattern]	CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
[A' Symbol]	TYPE 'A' CONCRETE CURB & GUTTER (REMOVE & REPLACE)
[Cross-hatch Symbol]	CONCRETE SIDEWALK 5-INCH OR 7-INCH (REMOVE & REPLACE)
[Trapezoid Symbol]	CONCRETE DRIVEWAY 7-INCH, (REMOVE & REPLACE)
[Tree Symbol]	REMOVE TREE (CLEAR & GRUB)



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

NO.	STA/LOC	DESCRIPTION	ELEV
1	STA 25+35.65, LT 30.77'	TOP OF HYDRANT	853.86
2	STA 34+24.38, RT 28.15'	TOP OF HYDRANT	855.09



0709-121-7154-3  
LAKEWOOD GARDENS CONDOMINIUM HOMES  
2 N LAKEWOOD GARDEN LN  
TOWN OF MADISON

STA 27+70.00, LT 23.23'  
851.60 TC/LOW PT

0709-121-9910-3  
HARBORT LIVING TR  
1920 FORDEM AVENUE  
TOWN OF MADISON

0709-121-9920-1  
FAMILY SERVICES, INC  
2000 FORDEM AVENUE  
TOWN OF MADISON

FOR2 - CP  
N=491455.401  
E=826503.310  
ELEV=852.32

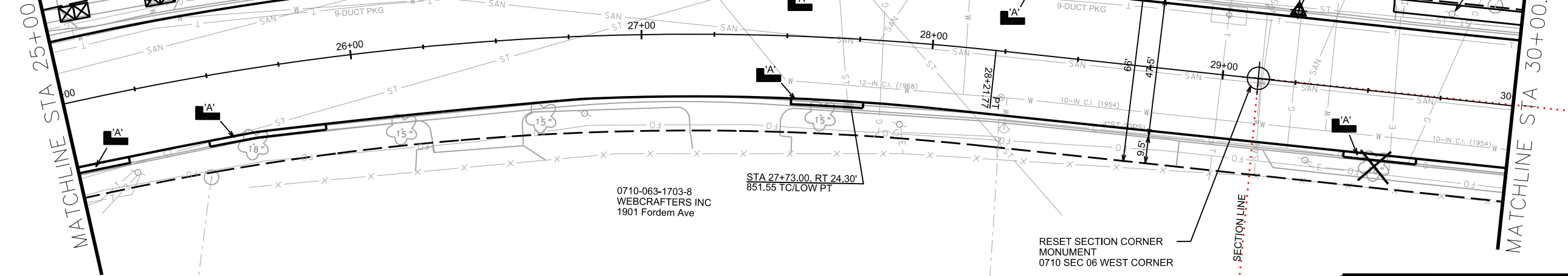
AT&T POLE  
(TO BE RELOCATED BY OTHERS)

0710-063-1703-8  
WEBCRAFTERS INC  
1901 Fordem Ave

STA 27+73.00, RT 24.30'  
851.55 TC/LOW PT

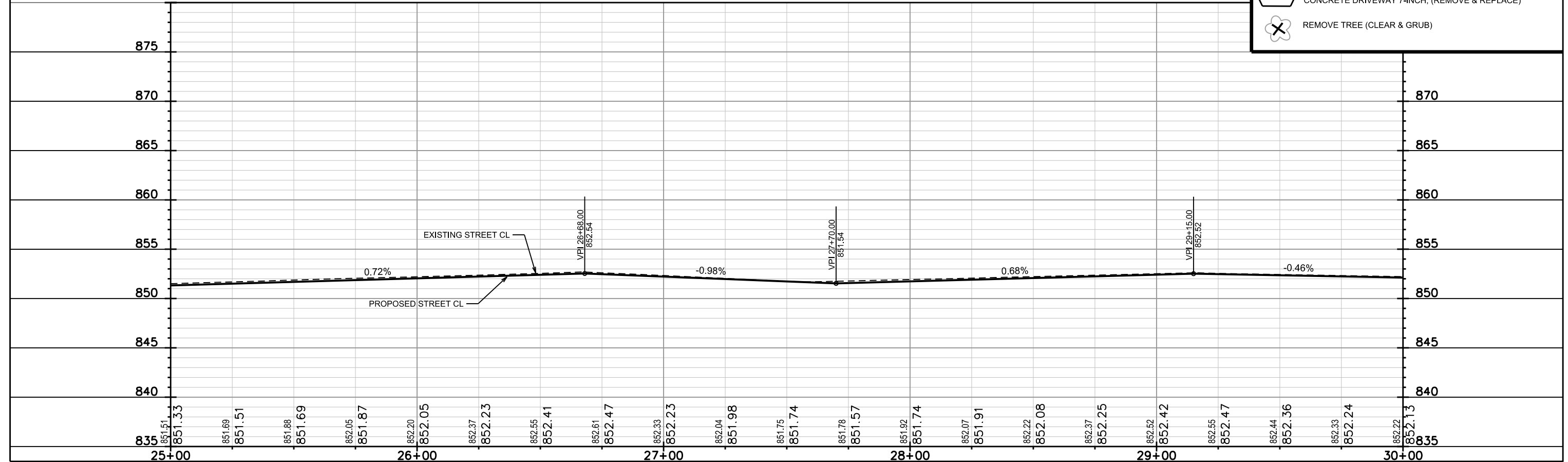
RESET SECTION CORNER  
MONUMENT  
0710 SEC 06 WEST CORNER

0709-121-0099-1  
LAKEWOOD GARDENS ASSOC  
1902 Fordem Ave



- NOTES:
1. REMOVE EXISTING CURB AND GUTTER WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER AS SHOWN OR AS DIRECTED BY THE ENGINEER. MATCH EXISTING GRADES UNLESS SHOWN OTHERWISE.
  2. REMOVE ALL EXISTING SIDEWALK WITHIN THE LIMITS OF THE PROPOSED SIDEWALK.
  3. PEDESTRIAN RAMPS & SIDEWALK CONSTRUCTED THROUGH DRIVEWAYS IS TO BE CONCRETE SIDEWALK 7-INCH.

LEGEND	
XXXXX	SAWCUT
	CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
	TYPE 'A' CONCRETE CURB & GUTTER (REMOVE & REPLACE)
	CONCRETE SIDEWALK 5-INCH OR 7-INCH (REMOVE & REPLACE)
	CONCRETE DRIVEWAY 7-INCH, (REMOVE & REPLACE)
	REMOVE TREE (CLEAR & GRUB)



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

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

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

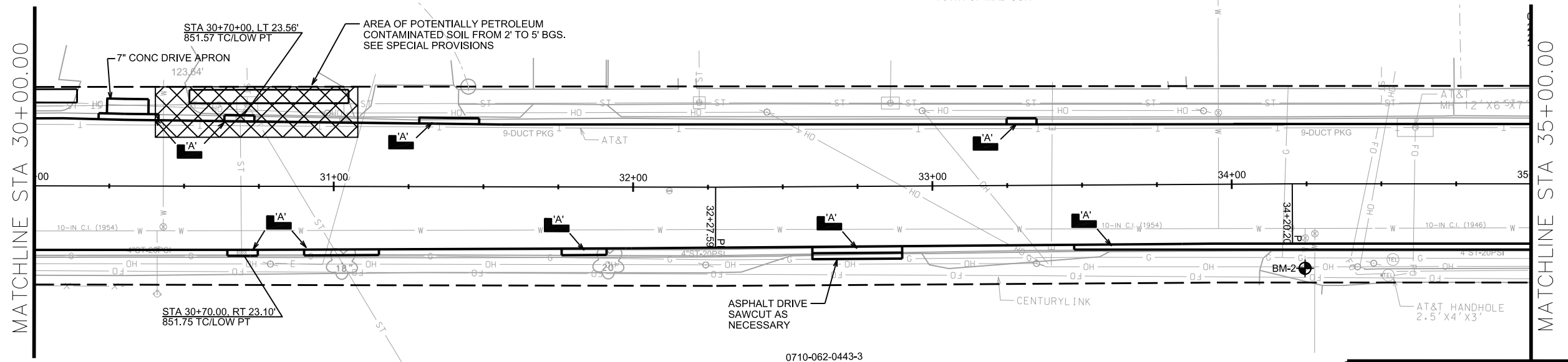
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



0709-121-9707-0  
HUNZA LAND LLC  
2022 FORDEM AVENUE  
TOWN OF MADISON

0709-121-9941-0  
DAIS LLC  
2102 FORDEM AVENUE  
TOWN OF MADISON

0710-062-0443-3  
WEBCRAFTERS INC  
2211 Fordem Ave



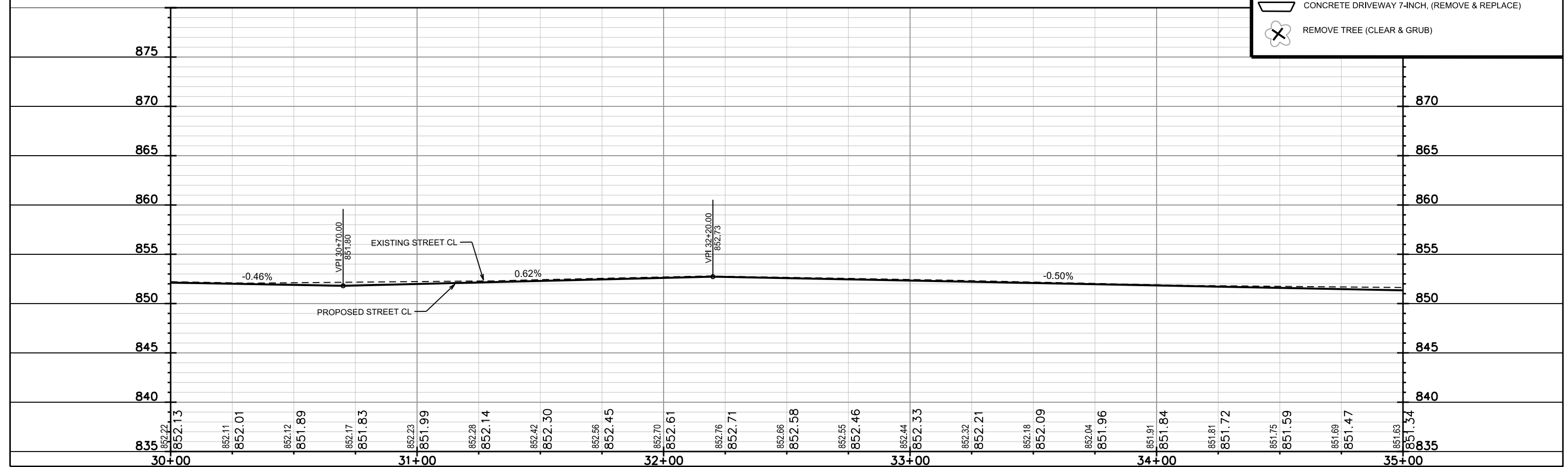
- NOTES:
1. REMOVE EXISTING CURB AND GUTTER WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER AS SHOWN OR AS DIRECTED BY THE ENGINEER. MATCH EXISTING GRADES UNLESS SHOWN OTHERWISE.
  2. REMOVE ALL EXISTING SIDEWALK WITHIN THE LIMITS OF THE PROPOSED SIDEWALK.
  3. PEDESTRIAN RAMPS & SIDEWALK CONSTRUCTED THROUGH DRIVEWAYS IS TO BE CONCRETE SIDEWALK 7-INCH.

BENCHMARKS

NO.	STA/LOC	DESCRIPTION	ELEV
1	STA 25+35.65, LT 30.77'	TOP OF HYDRANT	853.86
2	STA 34+24.38, RT 28.15'	TOP OF HYDRANT	855.09

**LEGEND**

- XXXXX SAWCUT
- CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
- TYPE 'A' CONCRETE CURB & GUTTER (REMOVE & REPLACE)
- CONCRETE SIDEWALK 5-INCH OR 7-INCH (REMOVE & REPLACE)
- CONCRETE DRIVEWAY 7-INCH, (REMOVE & REPLACE)
- REMOVE TREE (CLEAR & GRUB)

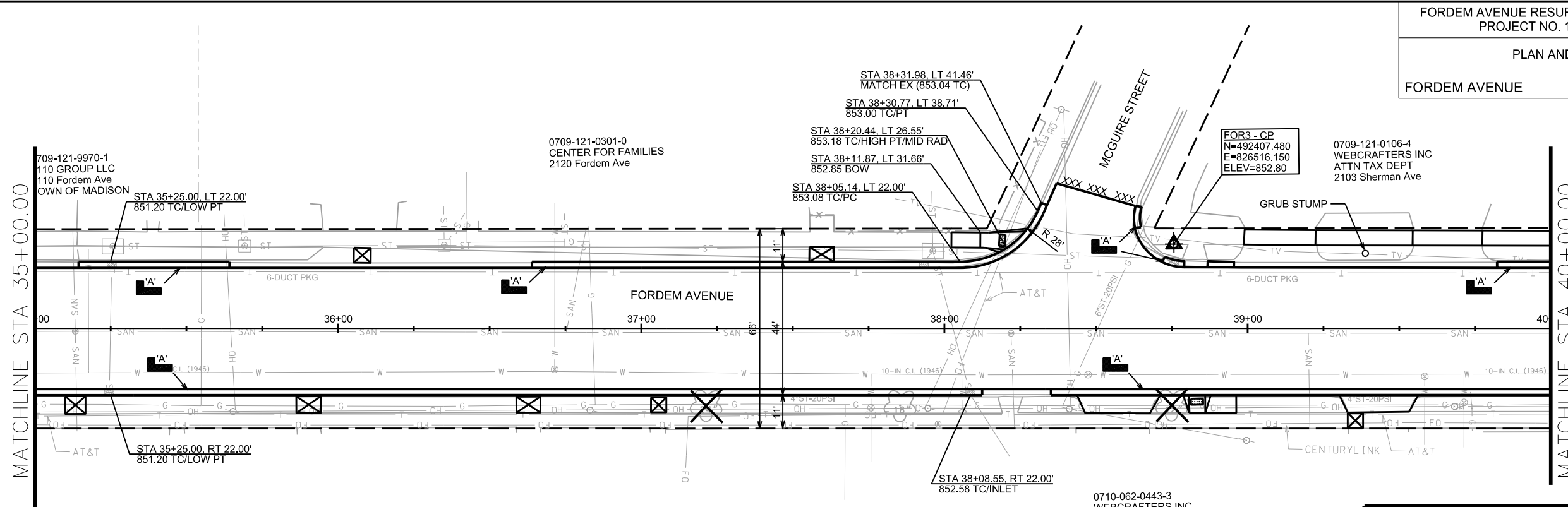
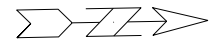


PLOT SCALE: \_\_\_\_\_

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

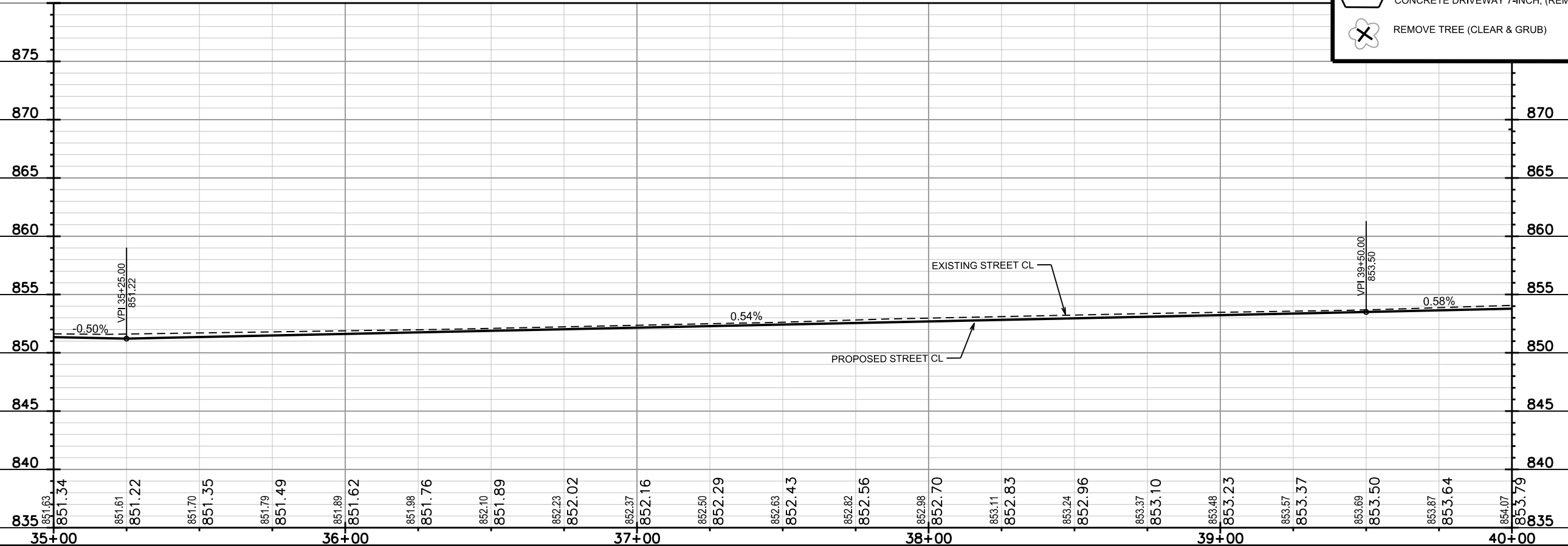
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



- NOTES:
1. REMOVE EXISTING CURB AND GUTTER WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER AS SHOWN OR AS DIRECTED BY THE ENGINEER. MATCH EXISTING GRADES UNLESS SHOWN OTHERWISE.
  2. REMOVE ALL EXISTING SIDEWALK WITHIN THE LIMITS OF THE PROPOSED SIDEWALK.
  3. PEDESTRIAN RAMPS & SIDEWALK CONSTRUCTED THROUGH DRIVEWAYS IS TO BE CONCRETE SIDEWALK 7-INCH.

LEGEND	
XXXXX	SAWCUT
	CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
	TYPE 'A' CONCRETE CURB & GUTTER (REMOVE & REPLACE)
	CONCRETE SIDEWALK 5-INCH OR 7-INCH (REMOVE & REPLACE)
	CONCRETE DRIVEWAY 7-INCH, (REMOVE & REPLACE)
	REMOVE TREE (CLEAR & GRUB)

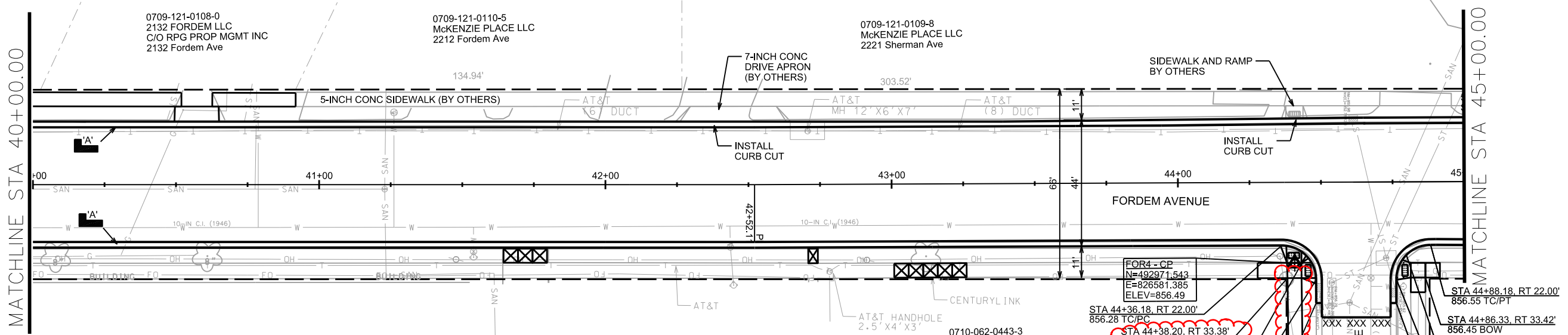


PLOT SCALE: \_\_\_\_\_

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

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

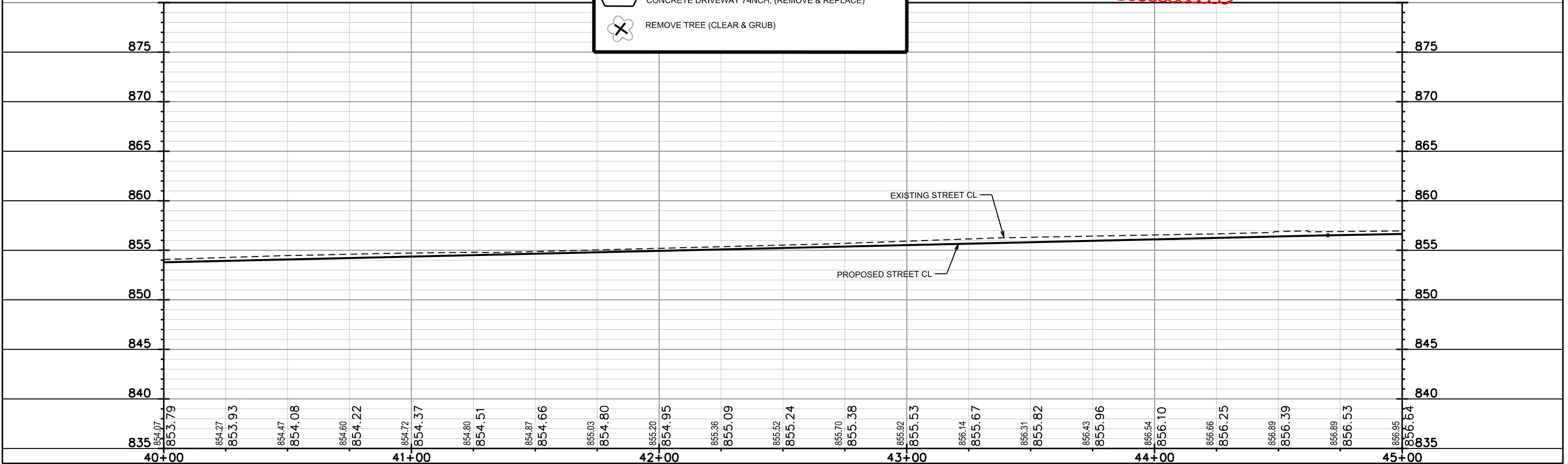
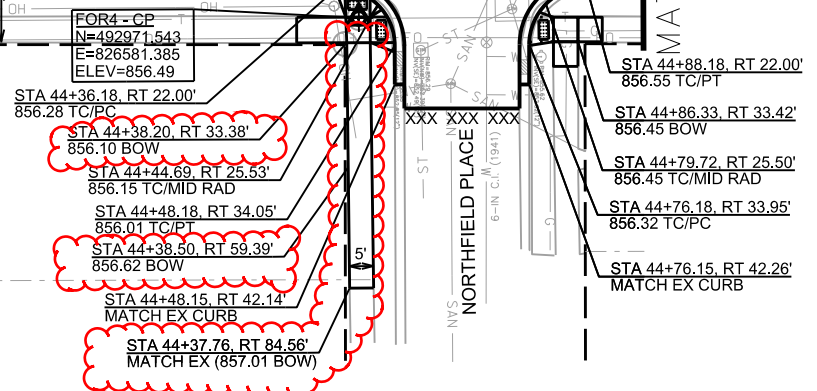
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



NOTES:  
1. REMOVE EXISTING CURB AND GUTTER WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER AS SHOWN OR AS DIRECTED BY THE ENGINEER. MATCH EXISTING GRADES UNLESS SHOWN OTHERWISE.  
2. REMOVE ALL EXISTING SIDEWALK WITHIN THE LIMITS OF THE PROPOSED SIDEWALK.  
3. PEDESTRIAN RAMPS & SIDEWALK CONSTRUCTED THROUGH DRIVEWAYS IS TO BE CONCRETE SIDEWALK 7-INCH.

**LEGEND**

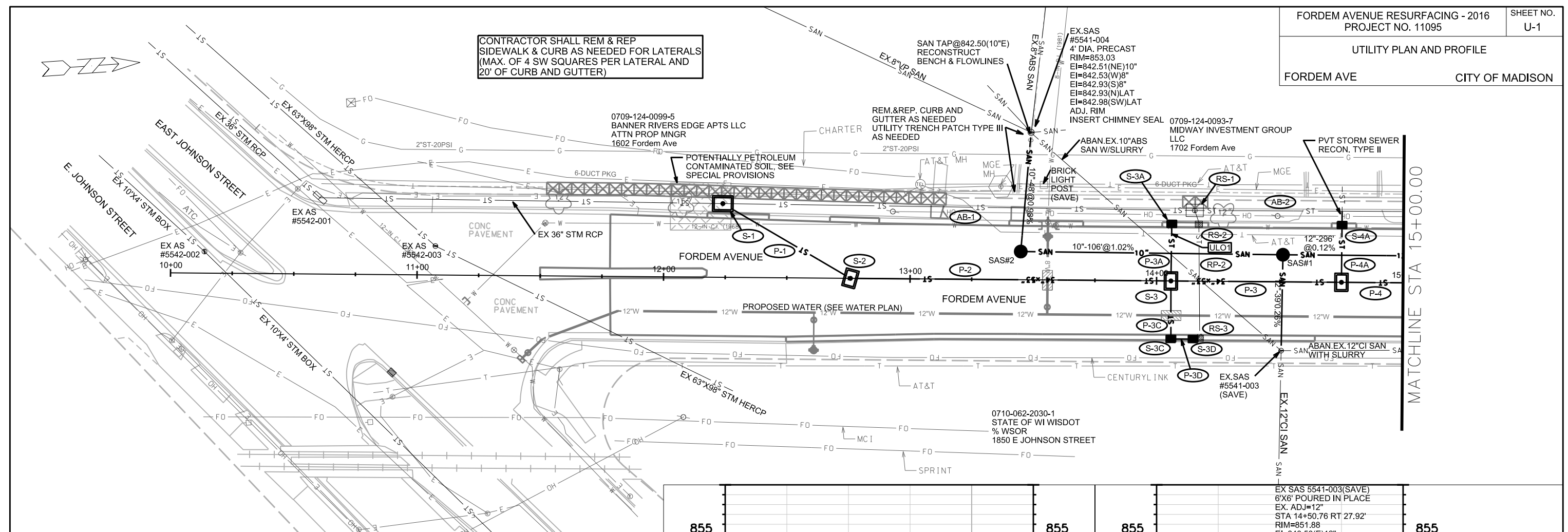
- XXXXX SAWCUT
- ### CURB RAMP DETECTABLE WARNING FIELD (SEE S.D.D.)
- A' TYPE 'A' CONCRETE CURB & GUTTER (REMOVE & REPLACE)
- ☒ CONCRETE SIDEWALK 5-INCH OR 7-INCH (REMOVE & REPLACE)
- ▭ CONCRETE DRIVEWAY 7-INCH, (REMOVE & REPLACE)
- ⊗ REMOVE TREE (CLEAR & GRUB)



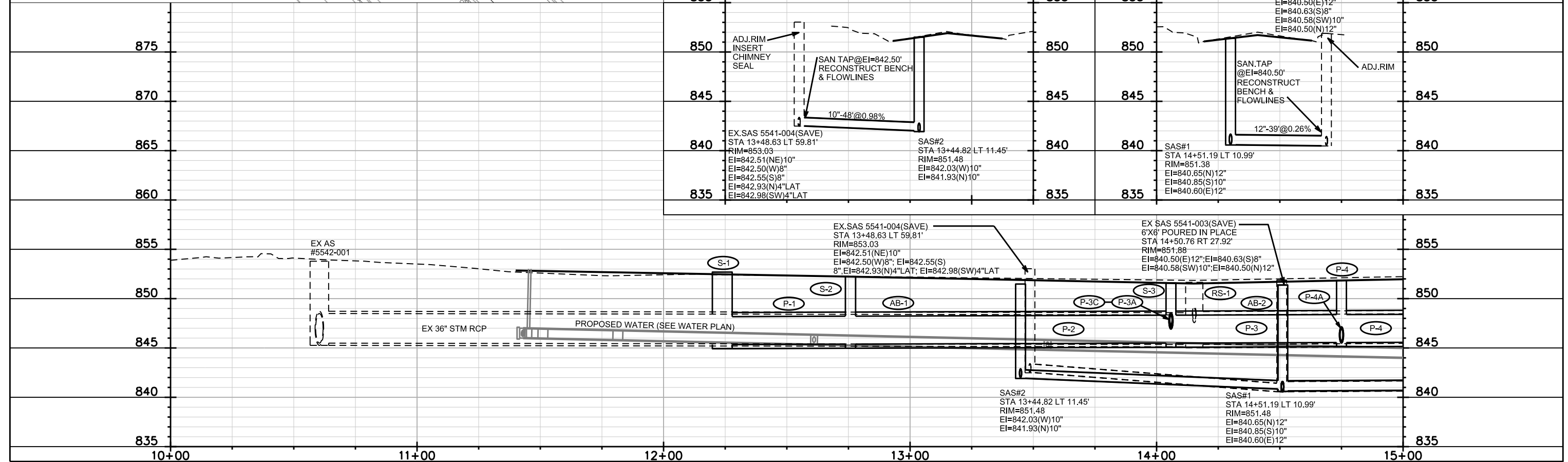
PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_  
REV. DATE: \_\_\_\_\_  
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

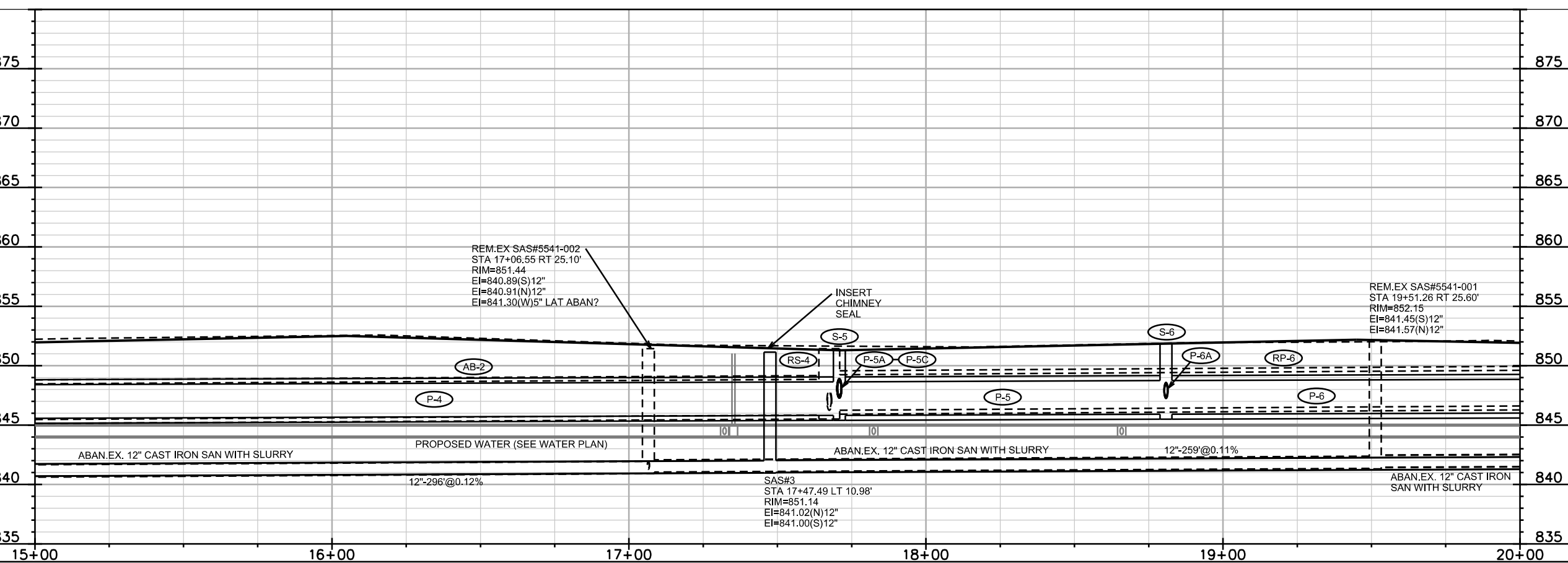
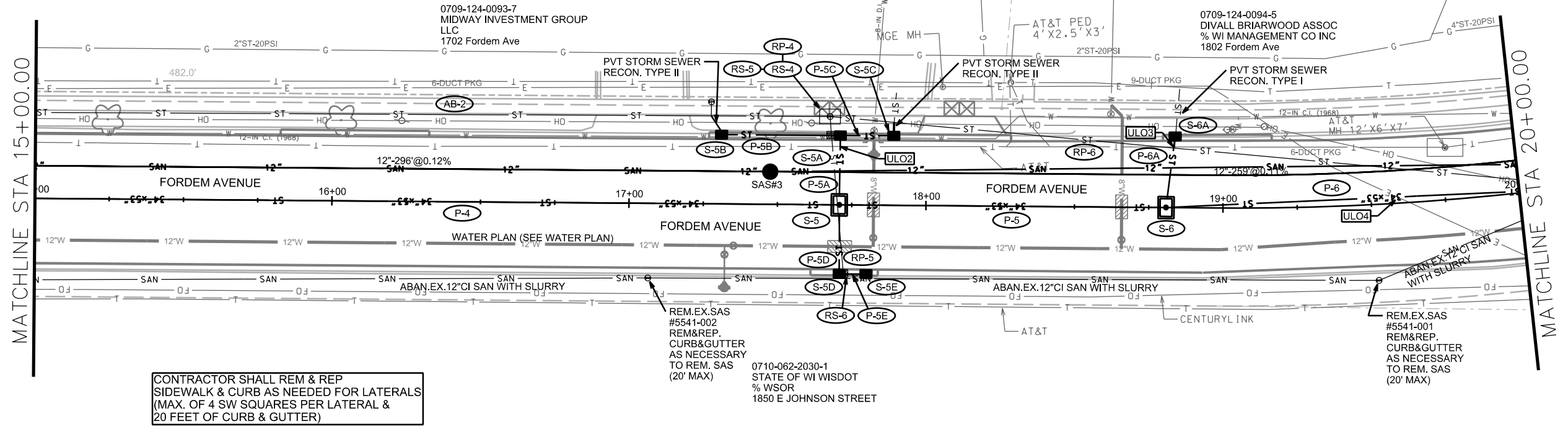


CONTRACTOR SHALL REM & REP  
SIDEWALK & CURB AS NEEDED FOR LATERALS  
(MAX. OF 4 SW SQUARES PER LATERAL AND  
20' OF CURB AND GUTTER)



855		855	855	855
850	ADJ. RIM INSERT CHIMNEY SEAL			850
845				845
840	EX. SAS 5541-004(SAVE) STA 13+48.63 LT 59.81' RIM=853.03 EI=842.51(NE)10" EI=842.50(W)8" EI=842.55(S)8" EI=842.93(N)4" LAT EI=842.98(SW)4" LAT	SAS#2 STA 13+44.82 LT 11.45' RIM=851.48 EI=842.03(W)10" EI=841.93(N)10"	SAS#1 STA 14+51.19 LT 10.99' RIM=851.38 EI=840.65(N)12" EI=840.85(S)10" EI=840.60(E)12"	840
835				835



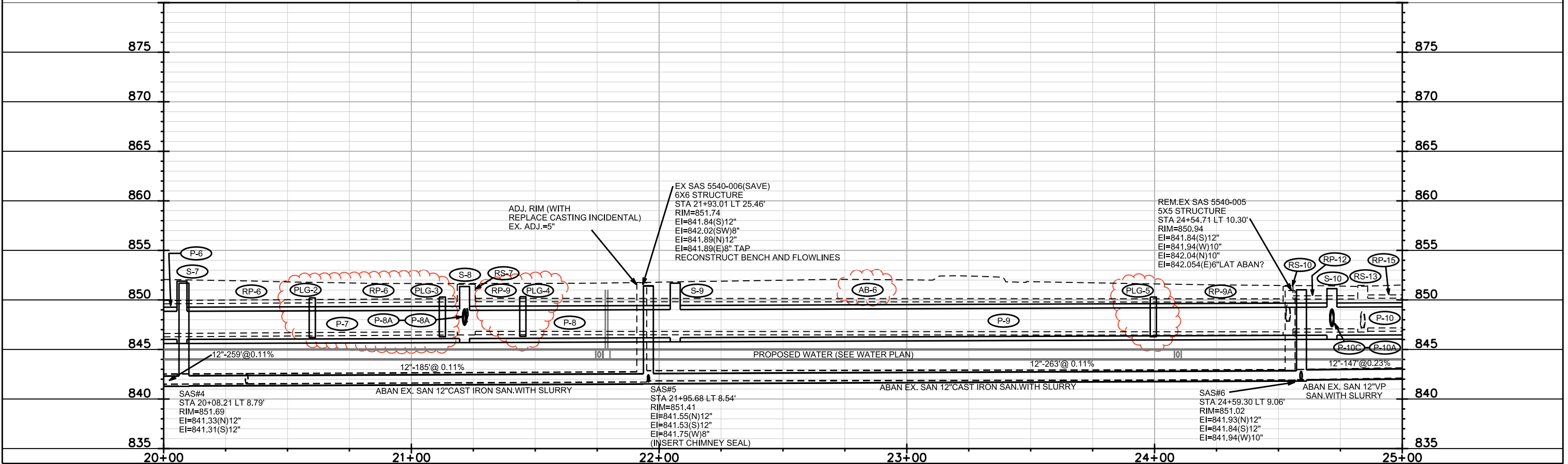
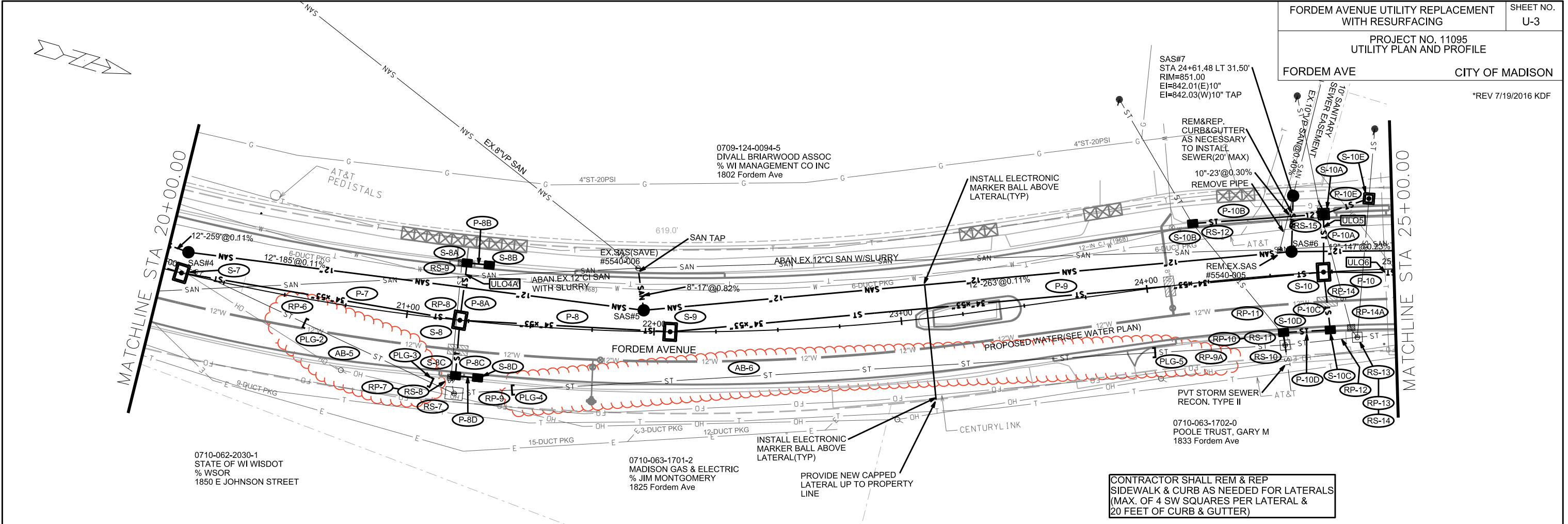


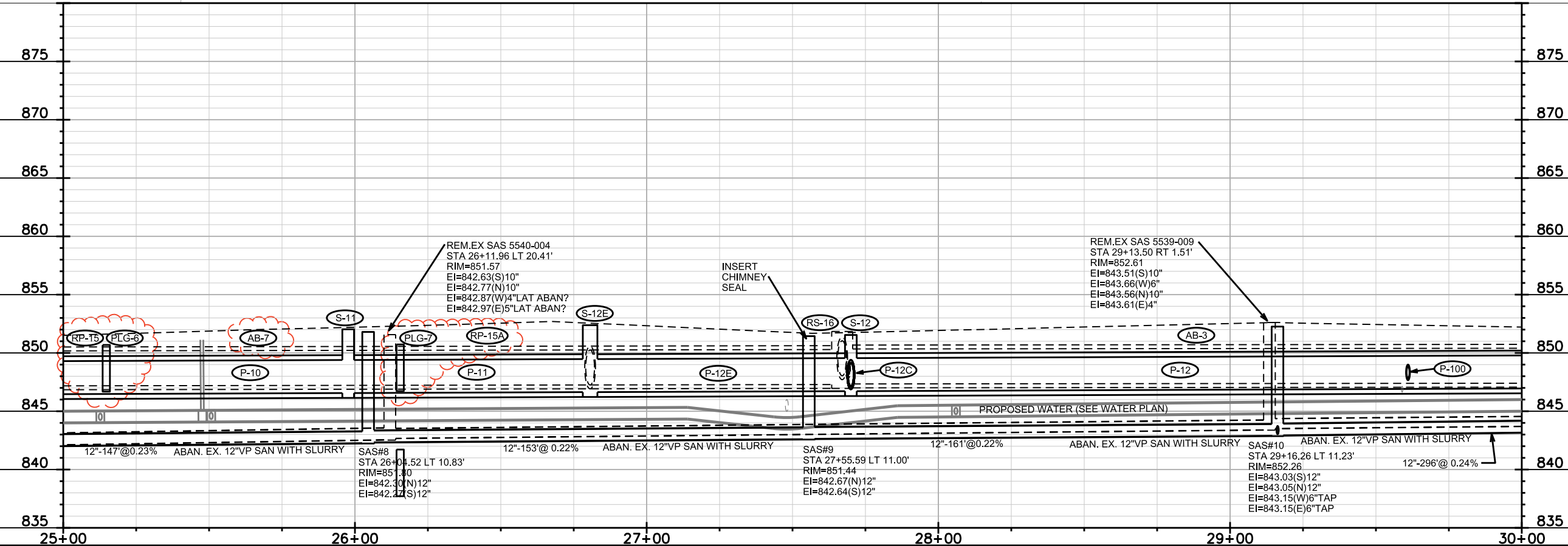
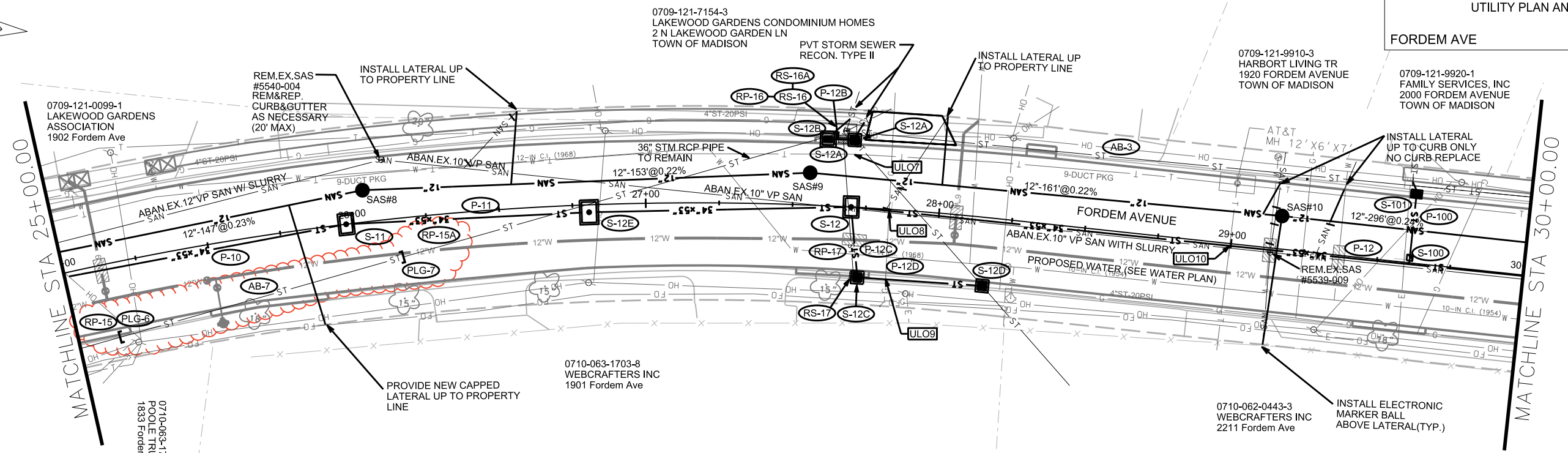
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





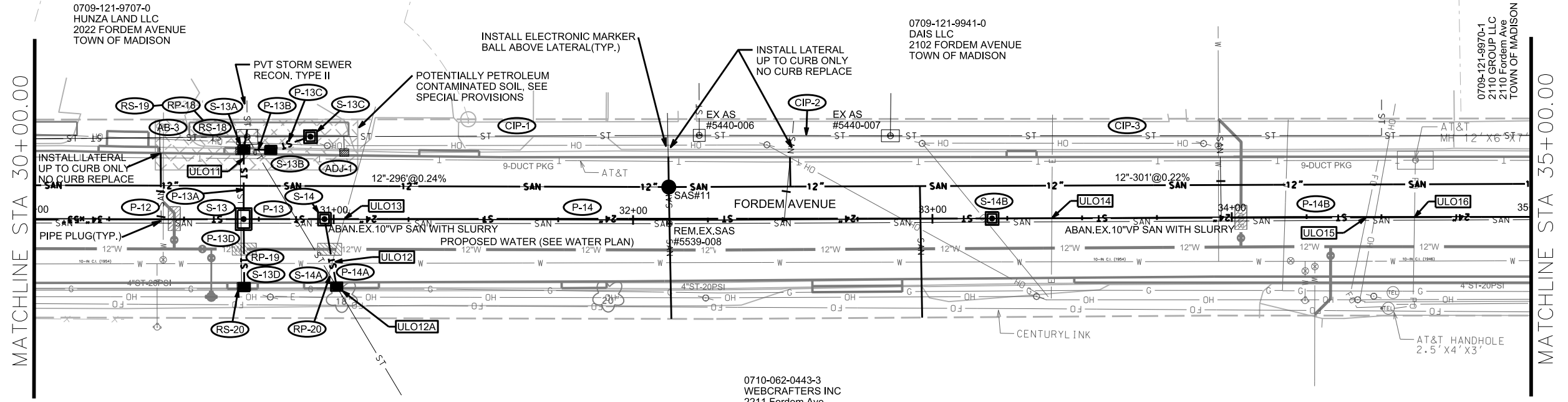
PLOT SCALE:

PLOT NAME:

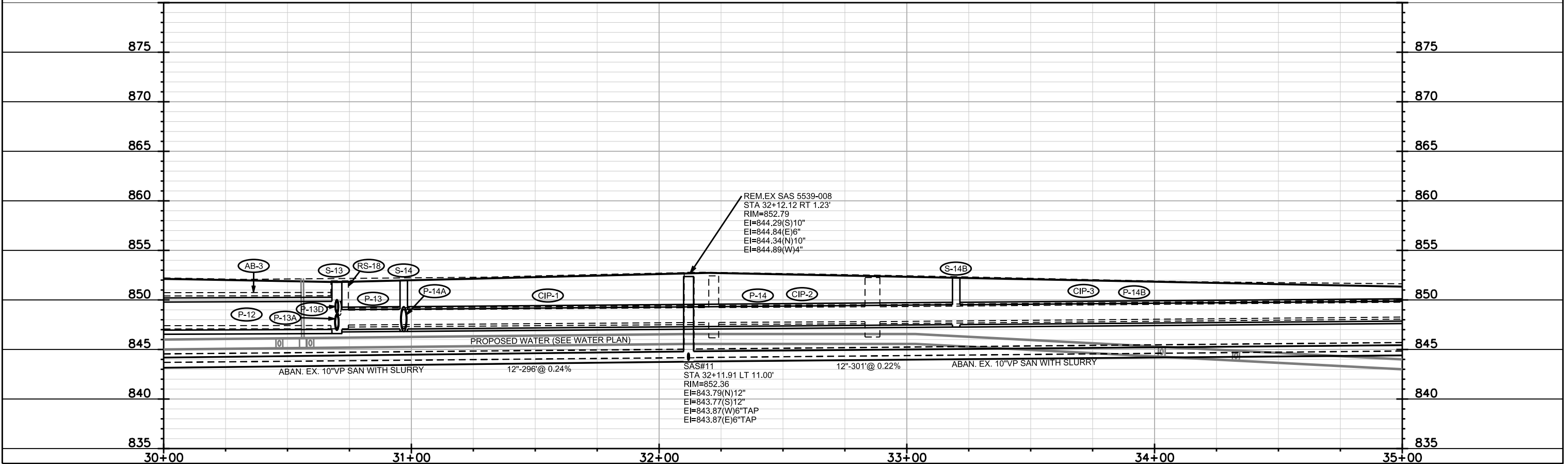
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





CONTRACTOR SHALL REM & REP  
SIDEWALK & CURB AS NEEDED FOR LATERALS  
(MAX. OF 4 SW SQUARES PER LATERAL &  
20 FEET OF CURB & GUTTER)



PLOT SCALE:

PLOT NAME:

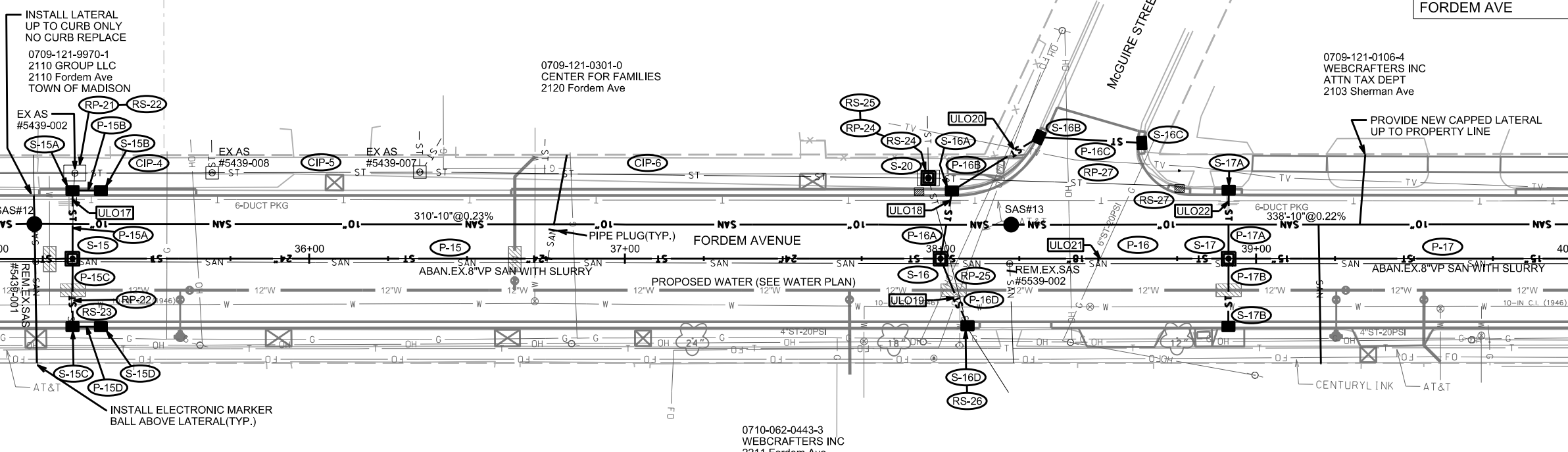
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

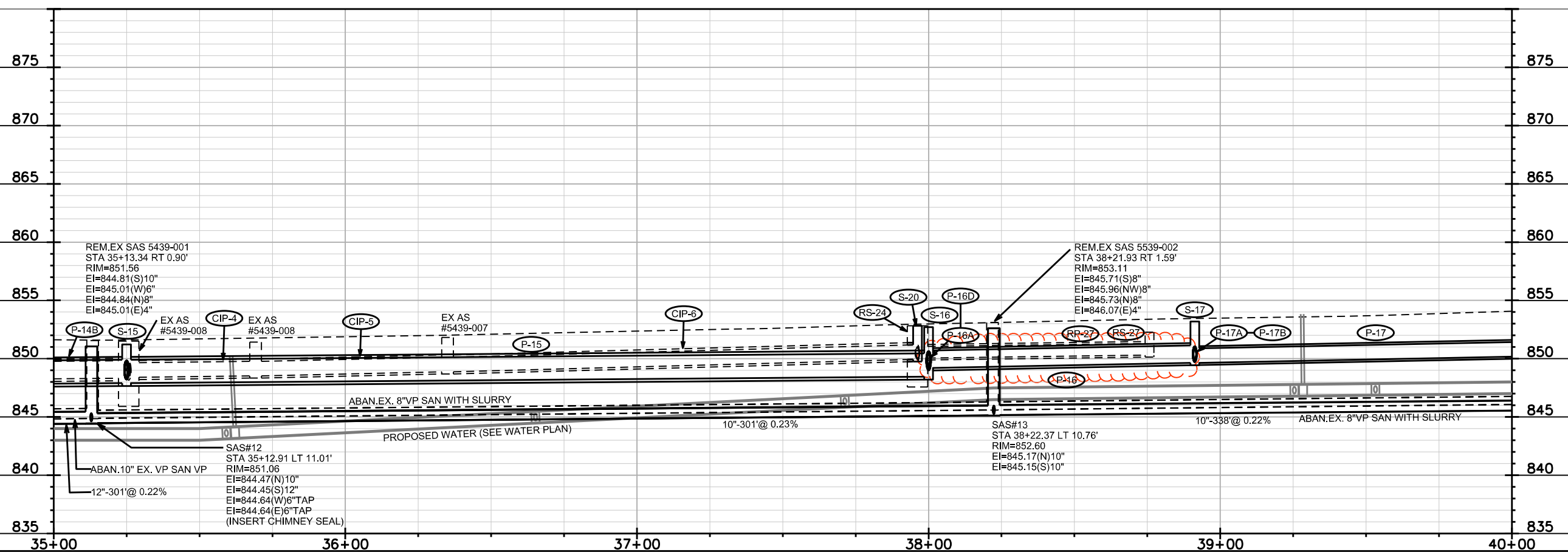


MATCHLINE STA 35+00.00

MATCHLINE STA 40+00.00



CONTRACTOR SHALL REM & REP  
SIDEWALK & CURB AS NEEDED FOR LATERALS  
(MAX. OF 4 SW SQUARES PER LATERAL &  
20 FEET OF CURB & GUTTER)



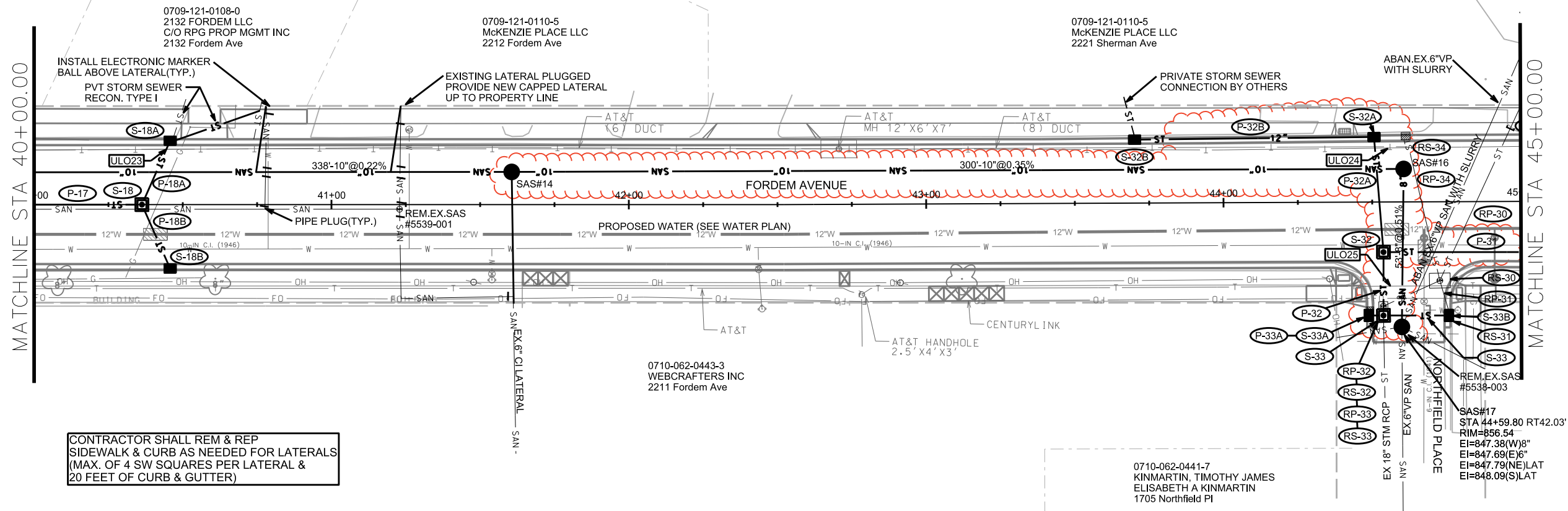
PLOT SCALE: \_\_\_\_\_

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

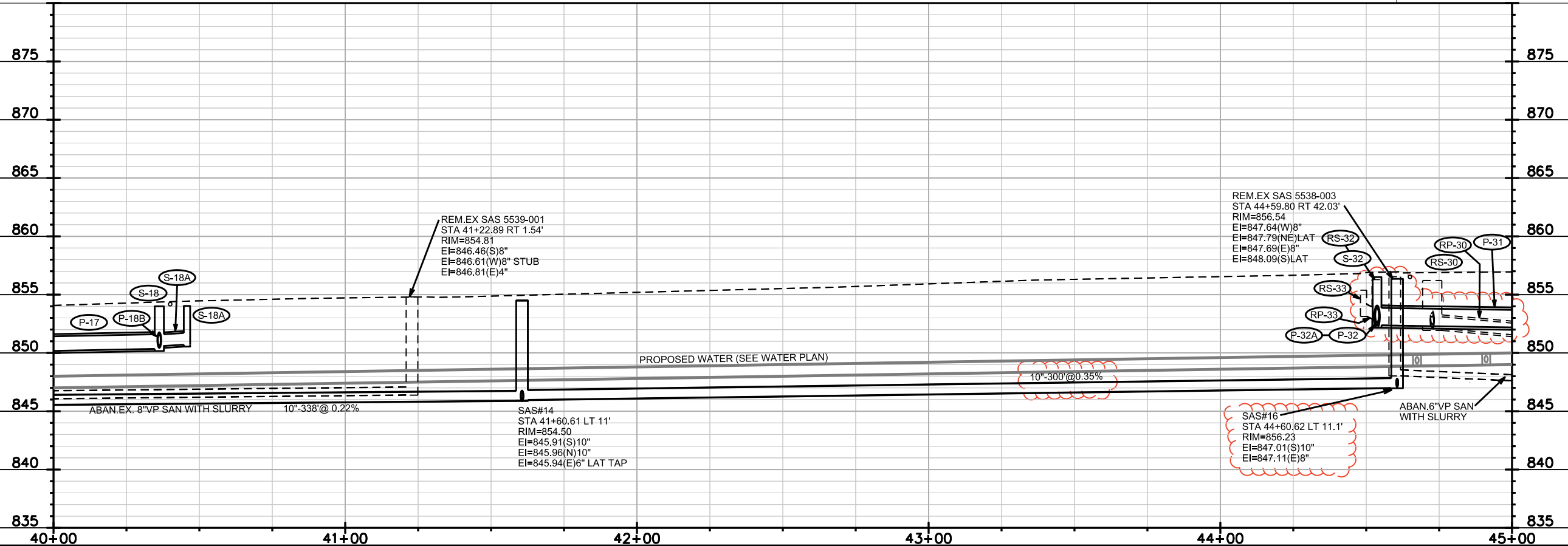
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

\*REV 6/21/2016 MDM  
\*REV 6/21/2016 KDF



CONTRACTOR SHALL REM & REP  
SIDEWALK & CURB AS NEEDED FOR LATERALS  
(MAX. OF 4 SW SQUARES PER LATERAL &  
20 FEET OF CURB & GUTTER)

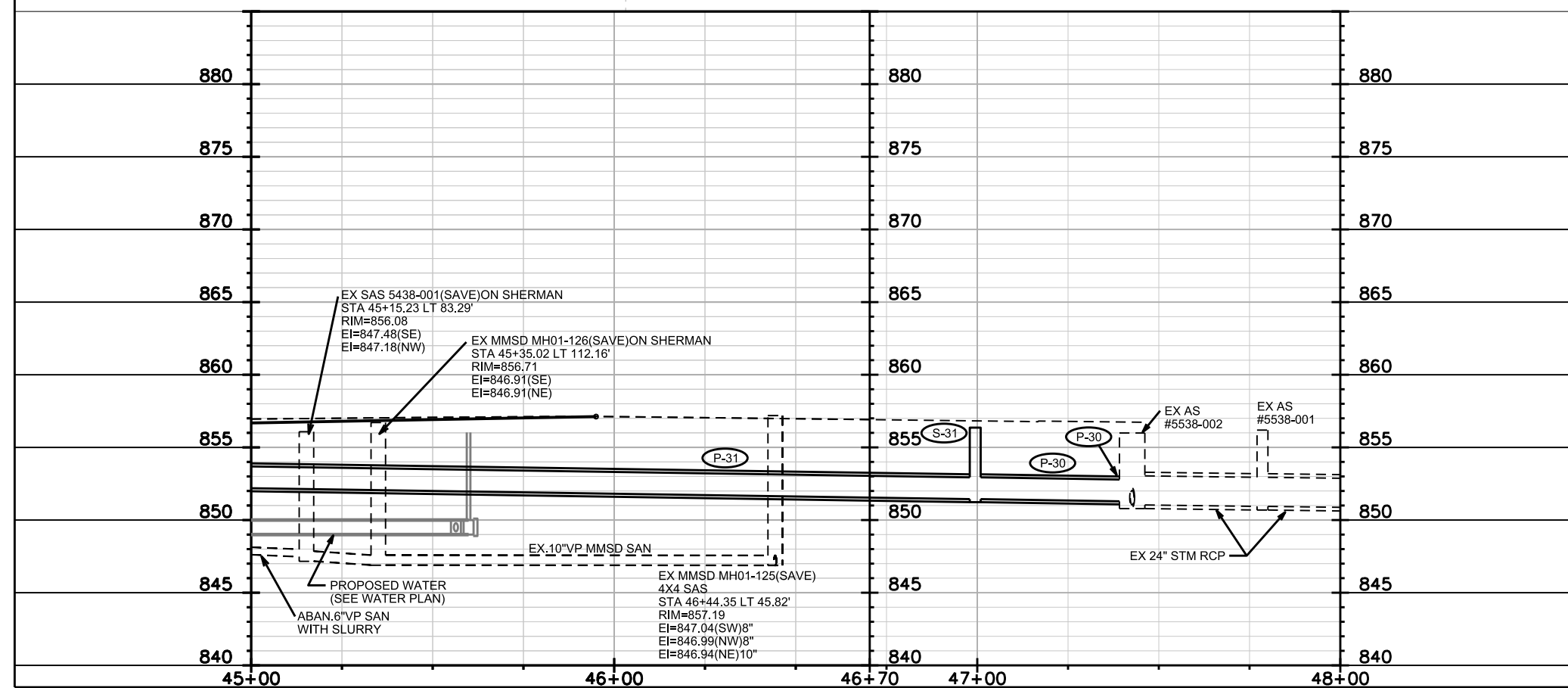
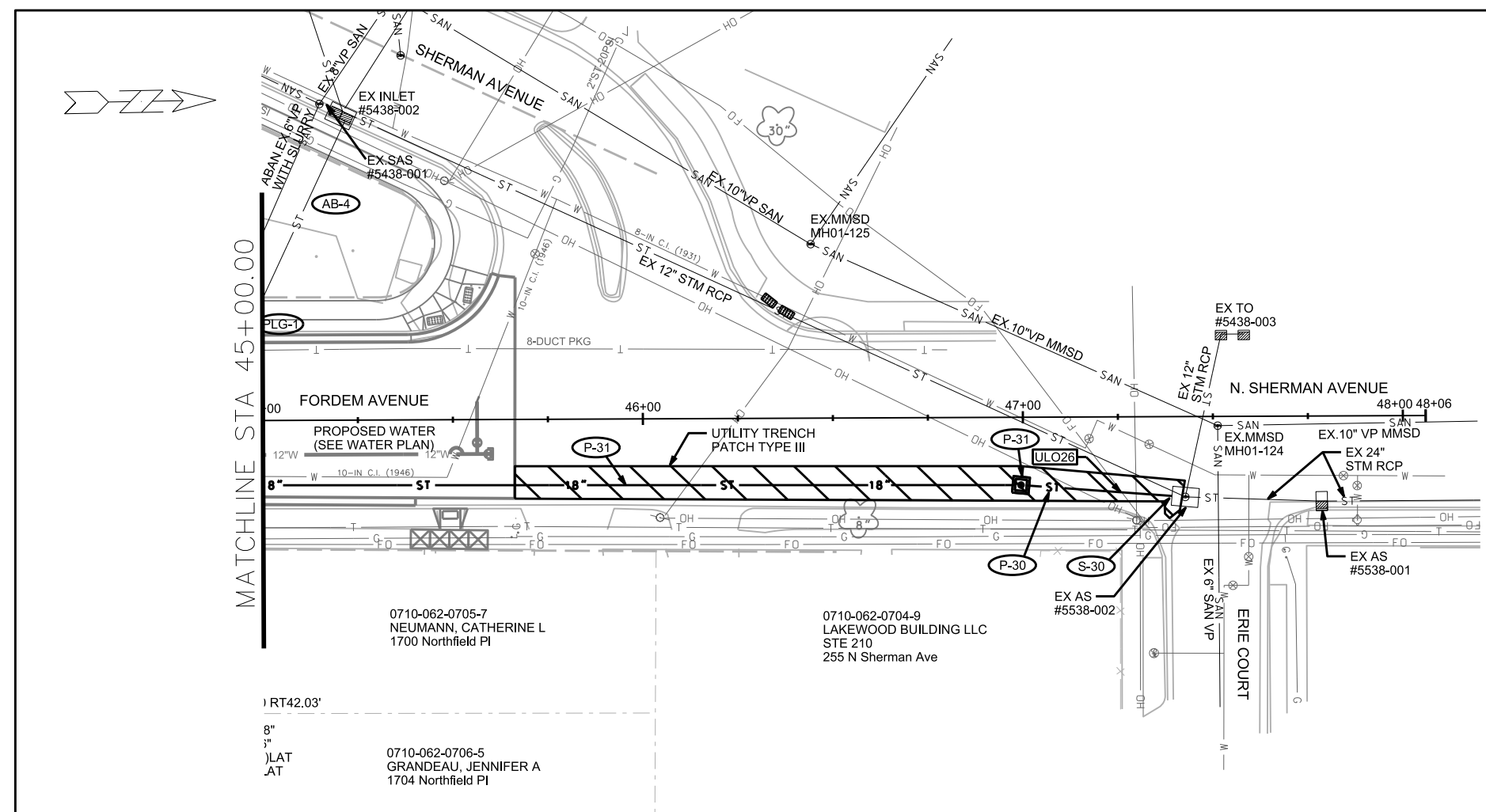


PLOT SCALE:  
PLOT NAME:  
REV. DATE:  
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITY PLAN AND PROFILE

FORDEM AVE CITY OF MADISON

\*REVISED 6/21/2016 MDM(PROP. SAN.SEWER REMOVED)



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

# SANITARY SEWER SCHEDULE

## PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>Forдем Ave.</b>						
SAS #1	14+51.19	LT-10.99	851.38	840.60	10.78	WRAP MANHOLE JOINTS
SAS #2	13+44.82	LT-11.45	851.48	841.93	9.55	WRAP MANHOLE JOINTS
SAS #3	17+47.49	LT-10.98	851.14	841.00	10.14	(2) WRAP MANHOLE JOINTS
SAS #4	20+08.21	LT-8.79	851.69	841.31	10.38	WRAP MANHOLE JOINTS
SAS #5	21+95.68	LT-8.54	851.41	841.53	9.88	(2) WRAP MANHOLE JOINTS
SAS #6	24+59.30	LT-9.06	851.02	841.84	9.18	WRAP MANHOLE JOINTS
SAS #7	24+61.48	LT-31.50	851.00	842.01	8.99	WRAP MANHOLE JOINTS
SAS #8	26+04.52	LT-10.83	851.80	842.27	9.53	WRAP MANHOLE JOINTS
SAS #9	27+55.59	LT-11.00	851.44	842.64	8.80	(2) WRAP MANHOLE JOINTS
SAS #10	29+16.26	LT-11.23	852.26	843.03	9.23	WRAP MANHOLE JOINTS
SAS #11	32+11.91	LT-11.00	852.36	843.77	8.59	WRAP MANHOLE JOINTS
SAS #12	35+12.91	LT-11.01	851.06	844.45	6.61	(2) WRAP MANHOLE JOINTS
SAS #13	38+22.37	LT-10.76	852.60	845.15	7.45	WRAP MANHOLE JOINTS
SAS #14	41+60.61	LT-11.00	854.50	845.91	8.59	WRAP MANHOLE JOINTS
SAS #15	46+16.17	LT-11.03	856.95	847.10	9.85	WRAP MANHOLE JOINTS
* SAS #16	44+60.62	LT-11.10	856.23	847.01	9.22	WRAP MANHOLE JOINTS
* SAS #17	44+59.80	RT-42.03	856.54	847.38	9.16	WRAP MANHOLE JOINTS

## PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN (PAY) LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
<b>Forдем Ave.</b>								
EX SAS #5541-003	SAS #1	840.50	840.60	39	0.26%	12"	ASTM D3034 SDR-35	
SAS #1	SAS #2	840.85	841.93	106	1.02%	10"	ASTM D3034 SDR-35	
SAS #2	EX.SAS 5541-004	842.03	842.50	48	0.98%	10"	ASTM D3034 SDR-35	
SAS #1	SAS #3	840.65	841.00	296	0.12%	12"	ASTM D3034 SDR-35	
SAS #3	SAS #4	841.02	841.31	259	0.11%	12"	ASTM D3034 SDR-35	
SAS #4	SAS #5	841.33	841.53	185	0.11%	12"	ASTM D3034 SDR-35	
SAS #5	SAS #6	841.55	841.84	263	0.11%	12"	ASTM D3034 SDR-35	
SAS #5	EX.SAS 5540-006	841.75	841.89	17	0.82%	8"	ASTM D3034 SDR-35	
SAS #6	SAS #7	841.94	842.01	23	0.30%	10"	ASTM D3034 SDR-35	
SAS #6	SAS #8	841.93	842.27	147	0.23%	12"	ASTM D3034 SDR-35	
SAS #8	SAS #9	842.30	842.64	153	0.22%	12"	ASTM D3034 SDR-35	
SAS #9	SAS #10	842.67	843.03	161	0.22%	12"	ASTM D3034 SDR-35	
SAS #10	SAS #11	843.05	843.77	296	0.24%	12"	ASTM D3034 SDR-35	
SAS #11	SAS #12	843.79	844.45	301	0.22%	12"	ASTM D3034 SDR-35	
SAS #12	SAS #13	844.47	845.15	301	0.23%	10"	ASTM D3034 SDR-35	
SAS #13	SAS #14	845.17	845.91	338	0.22%	10"	ASTM D3034 SDR-35	
* MMSD-MH01-125	SAS #15	846.99	847.10	45	0.24%	8"	ASTM D3034 SDR-35	SEE NOTE (1) BELOW
* SAS #15	SAS #16	847.13	847.46	133	0.25%	8"	ASTM D3034 SDR-35	
* SAS #14	SAS #16	845.96	847.01	300	0.35%	10"	ASTM D3034 SDR-35	
* SAS #16	SAS #17	847.11	847.38	53	0.51%	8"	ASTM D3034 SDR-35	

## REMOVE STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>Forдем Ave.</b>						
EX.5541-002	17+06.55	RT-25.10	851.44	840.89	10.55	6X6
EX.5541-001	19+51.26	RT-25.60	852.15	841.45	10.70	6x6
EX.5540-005	24+54.71	LT-10.30	850.94	841.84	9.10	5X5
EX.5540-004	26+11.96	LT-20.41	851.57	842.63	8.94	4X4
EX.5539-009	29+13.50	RT-1.51	852.61	843.51	9.10	4X4
EX.5539-008	32+12.12	RT-1.23	852.79	844.29	8.50	4X4
EX.5439-001	35+13.34	RT-0.90	851.56	844.81	6.75	4X4
EX.5539-002	38+21.93	RT-1.59	853.11	845.71	7.40	4X4
EX.5539-001	41+22.89	RT-1.54	854.81	846.46	8.35	4X4
EX.5538-003	44+59.80	RT-42.03	856.54	847.64	8.90	4X4

## SANITARY SEWER REMOVALS AND ABANDONMENTS

FROM SAS (DWNSTRM)	TO SAS (UPSTREAM)	LENGTH Feet	PAID (Y/N)	SIZE (DIA in)	PIPE TYPE	NOTES
<b>Forдем Ave.</b>						
EX 5541-003	EX 5541-004	135	Y	10"	ABS PIPE	ABANDON SEWER WITH SLURRY
EX 5541-003	EX 5541-002	256	Y	12"	CAST IRON	ABANDON SEWER WITH SLURRY
EX 5541-002	EX 5541-001	246	Y	12"	CAST IRON	ABANDON SEWER WITH SLURRY
EX 5541-001	EX 5540-006	246	Y	12"	CAST IRON	ABANDON SEWER WITH SLURRY
* SAS 5540-006	EX 5540-005	259	Y	12"	CAST IRON	ABANDON SEWER WITH SLURRY
EX 5540-005	EX 5540-004	160	Y	12"	VP	ABANDON SEWER WITH SLURRY
EX 5540-004	EX 5539-009	304	Y	12"	VP	ABANDON SEWER WITH SLURRY
EX 5539-009	EX 5539-008	299	Y	10"	VP	ABANDON SEWER WITH SLURRY
EX 5539-008	EX 5439-001	301	Y	10"	VP	ABANDON SEWER WITH SLURRY
EX 5439-001	EX 5439-002	309	Y	8"	VP	ABANDON SEWER WITH SLURRY
EX 5539-002	EX 5539-001	301	Y	8"	VP	ABANDON SEWER WITH SLURRY
EX 5438-001	SAS #17	137	Y	6"	VP	ABANDON SEWER WITH SLURRY
SAS #16	SAS #17	58	N	6"	VP	REMOVE PIPE (PROPOSED SAME TRENCH AS EXISTING)
5540-005	SAS #7	23	Y	10"	VP	REMOVE PIPE (PROPOSED SAME TRENCH AS EX. SAN., PAY FOR 9')

## ADJUST STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	EX. RIM	PROP. RIM	EX. ADJ. (ft)	NOTES
EX 5440-006	21+93.01	LT-25.46	851.47	851.47	0.42	REPLACE CASTING(INCIDENTAL TO ADJUST)
EX.5441-004	13+48.63	LT-59.81	853.03	853.03	0.75	EX. SAS 4' PRECAST ROUND, (2) INSERT CHIMNEY SEAL

## NOTES:

(1) Contractor shall notify Ray Schneider (608)347-3628, rays@madsewer.org, 5 days prior to making the connection to the MMSD manhole to arrange for inspection of the connection. Tap connection shall conform to all MMSD connection specification criteria. Contractor will be responsible taking out the connection permit.

(2) Insert Chimney Seals.

# STORM SEWER SCHEDULE

\*REV 6/21/2016 KDF

FORDEM AVENUE RESURFACING - 2016		SHEET NO.
PROJECT NO. 11095		U-10
STORM SEWER SCHEDULE		
CITY OF MADISON		

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-1	12+23.82	LT-29.92	5X7 SAS	852.69	845.34	7.35	(1), W/R-1550-0054
S-2	12+75.83	CL	4X6 SAS	852.23	845.39	6.84	(1), FP, W/R-1550-0054
S-3	14+05.83	CL	4X6 SAS	851.58	845.49	6.09	(1), W/R-1550-0054
* S-3A	14+06.00	LT-23.17	H INLET	851.32	<b>848.19</b>	<b>3.13</b>	W/R-3067-7004-VB
S-3C	14+06.00	RT-23.52	H INLET	851.34	847.23	4.11	W/R-3067-7004-V
S-3D	14+15.00	RT-23.51	H INLET	851.30	847.51	3.79	LP, W/R-3067-7004-VB
S-4	14+75.00	CL	4X6 SAS	851.85	845.55	6.30	W/R-1550-0054
S-4A	14+75.06	LT-23.25	H INLET	851.33	845.80	5.53	(3), W/R-3290-A-V
S-5	17+70.83	CL	4X6 SAS	851.30	845.81	5.49	W/R-1550-0054
* S-5A	17+71.00	LT-23.33	H INLET	851.01	<b>846.80</b>	<b>4.21</b>	LP, W/R-3067-7004-VB
* S-5B	17+31.00	LT-23.32	H INLET	851.31	<b>846.95</b>	<b>4.36</b>	(3), (5), W/R-3067-7004-V
* S-5C	17+89.00	LT-23.39	H INLET	851.12	<b>847.14</b>	<b>3.98</b>	(3), W/R-3067-7004-V
S-5D	17+71.00	RT-23.22	H INLET	850.96	847.56	3.40	LP, W/R-3067-7004-VB
S-5E	17+80.00	RT-23.21	H INLET	851.05	847.84	3.21	W/R-3067-7004-V
S-6	18+80.83	CL	4X6 SAS	851.86	845.91	5.95	W/R-1550-0054
* S-6A	18+83.71	LT-23.96	H INLET	851.52	<b>847.42</b>	<b>4.10</b>	(2), (5), W/R-3067-7004-V
S-7	20+07.40	CL	4X6 SAS	851.89	846.02	5.87	W/R-1550-0054
S-8	21+21.48	CL	4X6 SAS	851.35	846.11	5.24	FP, W/R-1550-0054
S-8A	21+22.00	LT-23.29	H INLET	851.05	847.74	3.31	LP, W/R-3067-7004-VB
S-8B	21+31.25	LT-23.30	H INLET	851.21	848.02	3.19	W/R-3067-7004-V
S-8C	21+22.00	RT-22.46	H INLET	851.40	847.75	3.65	LP, W/R-3067-7004-VB
S-8D	21+30.78	RT-22.44	H INLET	851.60	848.03	3.57	W/R-3067-7004-V
S-9	22+06.51	CL	4X6 SAS	851.69	846.19	5.50	FP, W/R-1550-0054
S-10	24+71.60	CL	4X6 SAS	851.14	846.44	4.70	FP, W/R-1550-0054
* S-10A	24+73.00	LT-23.36	3X3 SAS	<b>851.05</b>	<b>847.21</b>	<b>3.84</b>	(4), LP, W/R-3067-7004-VB
S-10B	24+21.25	LT-23.96	H INLET	851.07	847.98	3.09	(4), W/R-3067-7004-V
S-10C	24+73.00	RT-23.46	H INLET	851.00	<b>847.60</b>	3.40	(1), LP, W/R-3067-7004-VB
S-10D	24+53.65	RT-23.24	H INLET	851.17	847.93	3.24	(3), W/R-3067-7004-V
* S-10E	24+91.07	LT-28.74	3X3 SAS	850.90	<b>847.29</b>	<b>3.61</b>	(4), (5), FP, W/R-1550-0054
S-11	25+97.68	CL	4X6 SAS	852.03	846.56	5.47	W/R-1550-0054
S-12	27+70.00	CL	4X6 SAS	851.54	846.72	4.82	FP, W/R-1550-0054
* S-12A	27+70.00	LT-22.86	3X3 SAS	851.60	847.30	4.30	(3), LP, W/R-3067-7004-VB
* S-12B	27+61.20	LT-22.70	<b>4X4 SAS</b>	851.65	<b>847.28</b>	<b>4.37</b>	(1), W/R-3067-7004-V
S-12C	27+73.44	RT-23.81	3X3 SAS	851.55	847.22	4.33	LP, W/R-3067-7004-VB
S-12D	28+17.10	RT-23.29	3X3 SAS	851.73	847.38	4.35	(4), FP, W/R-3067-7004-V
* S-12E	<b>26+80.61</b>	<b>RT-2.50</b>	5X7 SAS	<b>852.38</b>	<b>846.64</b>	<b>5.74</b>	W/R-1550-0054
S-13	30+69.93	CL	4X6 SAS	851.85	847.02	4.83	FP, W/R-1550-0054
S-13A	30+69.91	LT-23.23	H INLET	851.57	847.33	4.24	(3), LP, W/R-3067-7004-VB
S-13B	30+78.91	LT-23.13	H INLET	851.81	847.39	4.42	FP, W/R-3067-7004-V
S-13C	30+92.20	LT-27.56	3X3 SAS	852.10	847.50	4.60	FP, W/R-1550-0054
S-13D	30+70.17	RT-22.68	H INLET	851.75	848.95	2.80	LP, W/R-3067-7004-VB
S-14	30+96.93	LT-0.08	3X3 SAS	851.97	847.07	4.90	W/R-1550-0054
S-14A	31+01.04	RT-22.50	H INLET	851.91	847.18	4.73	(4), W/R-3067-7004-V
S-14B	33+19.93	CL	3X3 SAS	852.24	847.51	4.73	W/R-1550-0054
S-15	35+25.00	CL	3X3 SAS	851.22	847.91	3.31	FP, W/R-1550-0054
S-15A	35+25.00	LT-21.57	H INLET	851.20	848.51	2.69	FP, LP, W/R-3067-7004-VB
S-15B	35+34.00	LT-21.57	H INLET	851.25	848.79	2.46	FP, W/R-3067-7004-V
S-15C	35+25.00	RT-21.50	H INLET	851.20	848.51	2.69	FP, LP, W/R-3067-7004-VB
S-15D	35+34.00	RT-21.50	H INLET	851.25	848.79	2.46	FP, W/R-3067-7004-V
* S-100	<b>29+61.00</b>	<b>LT-1.71</b>	<b>STM TAP</b>	-	<b>847.83</b>	-	-
* S-101	<b>29+61.00</b>	<b>LT-23.55</b>	<b>H INLET</b>	<b>852.00</b>	<b>848.25</b>	3.75	(3), W/R-3067-7004-V

## PROPOSED STORM PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-1	S-1	S-2	845.34	845.39	60	54.8	0.09%	34"X53"	HERCP	-
P-2	S-2	S-3	845.39	845.49	130	126	0.08%	34"X53"	HERCP	-
P-3	S-3	S-4	845.49	845.55	69	65.2	0.09%	34"X53"	HERCP	-
P-3A	S-3	S-3A	<b>848.09</b>	<b>848.19</b>	23.5	19.2	0.52%	12"	RCP	-
P-3C	S-3	S-3C	847.11	847.23	23.5	19.5	0.62%	15"	RCP	-
P-3D	S-3C	S-3D	847.48	847.51	9	6	0.50%	12"	RCP	-
P-4	S-4	S-5	845.55	845.81	296	291.8	0.09%	34"X53"	HERCP	-
P-4A	S-4	S-4A	845.70	845.80	23.5	19.3	0.52%	15"	RCP	-
P-5	S-5	S-6	845.81	845.91	110	106	0.09%	34"X53"	HERCP	-
* P-5A	S-5	S-5A	<b>846.70</b>	<b>846.80</b>	23.5	19.3	0.52%	15"	RCP	-
* P-5B	S-5A	S-5B	<b>846.80</b>	<b>846.95</b>	40	37	<b>0.41%</b>	12"	RCP	-
* P-5C	S-5A	S-5C	<b>847.05</b>	<b>847.14</b>	18	15	0.60%	12"	RCP	-
P-5D	S-5	S-5D	847.46	847.56	23.5	19.2	0.52%	15"	RCP	-
P-5E	S-5D	S-5E	847.81	847.84	9	6	0.50%	12"	RCP	-
P-6	S-6	S-7	845.91	846.02	127	122.5	0.09%	34"X53"	HERCP	-
* P-6A	S-6	S-6A	<b>847.30</b>	<b>847.42</b>	24	20.1	<b>0.60%</b>	12"	RCP	-
P-7	S-7	S-8	846.02	846.11	114	110	0.08%	34"X53"	HERCP	-
P-8	S-8	S-9	846.11	846.19	85	81	0.10%	34"X53"	HERCP	-
P-8A	S-8	S-8A	847.64	847.74	23.5	19.3	0.52%	15"	RCP	-
P-8B	S-8A	S-8B	847.99	848.02	9	6	0.50%	12"	RCP	-
P-8C	S-8	S-8C	847.64	847.75	22.5	18.5	0.59%	15"	RCP	-
P-8D	S-8C	S-8D	848.00	848.03	9	6	0.50%	12"	RCP	-
P-9	S-9	S-10	846.19	846.44	265	260.8	0.10%	34"X53"	HERCP	-
P-10	S-10	S-11	846.44	846.56	126	122	0.10%	34"X53"	HERCP	-
* P-10A	S-10	S-10A	<b>847.11</b>	<b>847.21</b>	23.5	18.9	<b>0.53%</b>	24"	RCP	-
P-10B	S-10A	S-10B	847.73	847.98	53	50	0.50%	12"	RCP	-
P-10C	S-10	S-10C	847.50	847.60	23.5	19.5	0.51%	15"	RCP	-
P-10D	S-10C	S-10D	847.85	847.93	19	15.9	0.50%	12"	RCP	-
* P-10E	S-10A	S-10E	<b>847.21</b>	<b>847.29</b>	19.5	16.1	0.50%	24"	RCP	-
* P-11	S-11	S-12E	846.56	<b>846.64</b>	<b>83</b>	<b>78.3</b>	0.10%	34"X53"	HERCP	-
* P-12E	<b>S-12E</b>	<b>S-12</b>	<b>846.64</b>	<b>846.72</b>	<b>89.5</b>	<b>84.8</b>	<b>0.09%</b>	<b>34"X53"</b>	<b>HERCP</b>	-
P-12	S-12	S-13	846.72	847.02	300	295.9	0.10%	34"X53"	HERCP	-
<del>P-12A</del>	<del>S-12</del>	<del>S-12A</del>	<del>847.14</del>	<del>847.30</del>	<del>23</del>	<del>17.9</del>	<del>0.69%</del>	<del>24"</del>	<del>RCP</del>	-
* P-12B	<b>S-12B</b>	<b>S-12A</b>	<b>847.28</b>	<b>847.30</b>	9	5.5	<b>0.36%</b>	<b>24"</b>	<b>RCP</b>	-
P-12C	S-12	S-12C	847.14	847.22	24	19.5	0.41%	24"	RCP	-
P-12D	S-12C	S-12D	847.22	847.38	42.5	39.6	0.40%	24"	RCP	-
P-13	S-13	S-14	847.02	847.07	27	23.5	0.21%	24"	RCP	-
P-13A	S-13	S-13A	847.13	847.33	23.5	19.2	1.04%	18"	RCP	-
P-13B	S-13A	S-13B	847.33	847.39	9	6	1.00%	18"	RCP	-
P-13C	S-13B	S-13C	847.39	847.50	14	10.8	1.02%	18"	RCP	-
P-13D	S-13	S-13D	848.85	848.95	23	18.7	0.53%	12"	RCP	-
P-14	S-14	S-14B	847.07	847.51	223	220	0.20%	24"	RCP	-
P-14A	S-14	S-14A	847.07	847.18	23	20.4	0.54%	24"	RCP	-
P-14B	S-14B	S-15	847.51	847.91	205	202.1	0.20%	24"	RCP	-
P-15	S-15	S-16	847.91	848.45	275	272	0.20%	24"	RCP	-
P-15A	S-15	S-15A	848.41	848.51	21.5	19.1	0.52%	15"	RCP	-
P-15B	S-15A	S-15B	848.76	848.79	9	6	0.50%	12"	RCP	-
P-15C	S-15	S-15C	848.41	848.51	21.5	19	0.53%	15"	RCP	-
P-15D	S-15C	S-15D	848.76	848.79	9	6	0.50%	12"	RCP	-
* P-100	<b>S-100</b>	<b>S-101</b>	<b>847.83</b>	<b>848.25</b>	21	20.8	2.02%	12"	RCP	-

### 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 KYLE FRANK OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO KFRANK@CITYOFMADISON.COM.

### SPECIFIC NOTES

- (1) CONNECT EXISTING PIPE TO NEW STRUCTURE
- (2) PRIVATE STORM SEWER RECONNECT TYPE I
- (3) PRIVATE STORM SEWER RECONNECT TYPE II
- (4) PRIVATE STORM SEWER RECONNECT IS INCIDENTAL TO THE NEW STORM STRUCTURE CONSTRUCTION
- \* (5) VERIFY PRIVATE STORM CONNECTION ELEVATION BEFORE INSTALLATION OF DOWNSTREAM PIPES

**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.

# STORM SEWER SCHEDULE

\*REV 6/21/2016 KDF

FORDEM AVENUE RESURFACING - 2016	SHEET NO.
PROJECT NO. 11095	U-11
STORM SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-16	38+00.00	CL	3X3 SAS	852.70	848.45	4.25	W/R-1550-0054
S-16A	38+03.64	LT-21.50	H INLET	852.69	849.31	3.38	FP, W/R-3067-7004-V
S-16B	38+31.22	LT-38.51	H INLET	853.01	849.46	3.55	FP, W/R-3067-7004-V
* S-16C	38+63.78	LT-36.65	H INLET	853.02	<b>850.47</b>	<b>2.55</b>	W/R-3067-7004-V
S-16D	38+08.56	RT-21.21	H INLET	852.72	849.55	3.17	(3), W/R-3067-7004-V
* S-17	38+91.26	CL	3X3 SAS	853.19	<b>849.64</b>	<b>3.55</b>	W/R-1550-0054
S-17A	38+91.31	LT-21.68	H INLET	853.16	849.99	3.17	W/R-3067-7004-V
S-17B	38+91.21	RT-21.50	H INLET	853.17	849.99	3.18	W/R-3067-7004-V
S-18	40+36.26	CL	3X3 SAS	854.00	850.35	3.65	W/R-1550-0054
S-18A	40+45.75	LT-21.50	H INLET	854.03	850.71	3.32	2-(2), W/R-3067-7004-V
S-18B	40+45.75	RT-21.50	H INLET	854.03	850.71	3.32	W/R-3067-7004-V
S-20	37+96.17	LT-25.55	3X3 SAS	852.83	849.93	2.90	(3), W/R-1550-0054
S-30	47+42.65	RT-21.15	TAP	-	851.29	-	-
S-31	46+99.44	RT-17.85	3X3 SAS	856.36	851.44	4.92	W/R-1550-0054
* S-32	<b>44+53.73</b>	<b>RT-16.85</b>	3X3 SAS	<b>856.08</b>	852.36	<b>3.72</b>	W/R-1550-0054
S-33	44+53.64	RT-38.16	3X3 SAS	856.00	852.44	3.56	FP, W/R-1550-0054
* S-32A	<b>44+50.70</b>	<b>LT-21.88</b>	H INLET	<b>856.36</b>	852.79	<b>3.57</b>	W/R-3067-7004-V
S-32B	43+70.18	LT-21.34	H INLET	855.94	852.85	3.09	W/R-3067-7004-V
S-33A	44+48.66	RT-38.14	H INLET	856.01	852.96	3.05	W/R-3067-7004-V
S-33B	44+75.67	RT-38.26	H INLET	856.30	853.04	3.26	W/R-3067-7004-V

## PROPOSED STORM PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
* P-16	S-16	S-17	<b>849.20</b>	<b>849.64</b>	91.5	88.3	0.50%	18"	RCP	-
P-16A	S-16	S-16A	849.20	849.31	22	19.3	0.57%	15"	RCP	-
P-16B	S-16A	S-16B	849.31	849.46	32.5	28.9	0.52%	15"	RCP	-
* P-16C	S-16B	S-16C	<b>850.31</b>	<b>850.47</b>	32.5	30.5	0.52%	12"	RCP	-
P-16D	S-16	S-16D	849.45	849.55	23	20.2	0.50%	12"	RCP	-
P-17	S-17	S-18	849.64	850.35	145	142	0.50%	15"	RCP	-
P-17A	S-17	S-17A	849.89	849.99	22	19.2	0.52%	12"	RCP	-
P-17B	S-17	S-17B	849.89	849.99	21.5	19	0.53%	12"	RCP	-
P-18A	S-18	S-18A	850.60	850.71	23.5	20.8	0.53%	12"	RCP	-
P-18B	S-18	S-18B	850.60	850.71	23.5	20.8	0.53%	12"	RCP	-
P-30	S-30	S-31	851.29	851.44	43.5	38.3	0.39%	18"	RCP	-
* P-31	S-31	S-32	851.44	852.36	<b>246</b>	<b>242.7</b>	<b>0.38%</b>	18"	RCP	-
* P-32	S-32	S-33	852.36	852.44	<b>21.5</b>	<b>18.3</b>	<b>0.44%</b>	18"	RCP	-
* P-32A	S-32	S-32A	852.61	852.79	39	<b>36.3</b>	<b>0.50%</b>	15"	RCP	-
* P-32B	S-32A	S-32B	852.79	852.85	<b>80.5</b>	<b>77.5</b>	<b>0.08%</b>	12"	RCP	-
P-33A	S-33	S-33A	852.94	852.96	5	2.5	0.80%	12"	RCP	-
P-33B	S-33	S-33B	852.94	853.04	22	19.5	0.51%	12"	RCP	-

## STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	TOP ELEV.	NOTES
* ULO1	14+06.00	LT-19.10	ATT 6-DUCT PKG	<b>847.56</b>	CONFLICT, STORM SEWER REVISED
* ULO2	17+71.00	LT-19.65	ATT 6-DUCT PKG	<b>846.60</b>	CONFLICT, STORM SEWER REVISED
* ULO3	18+83.20	LT-20.40	ATT 6-DUCT PKG	<b>846.20</b>	CLEAR
* ULO4	19+58.90	LT-2.10	MGE 9-DUCT PKG	<b>846.54</b>	CONFLICT, COORDINATE WITH MGE TO MOVE
* ULO4A	21+21.90	LT-18.70	ATT 6-DUCT PKG	<b>846.88</b>	CLEAR
* ULO5	24+72.70	LT-18.00	ATT 6-DUCT PKG	<b>846.96</b>	CONFLICT, STORM SEWER REVISED
ULO6	24+98.50	RT-1.30	TELE	-	-
* ULO7	27+70.00	LT-18.00	ATT 9-DUCT PKG	<b>847.35</b>	CONFLICT, STORM SEWER REVISED
* ULO8	27+82.95	RT-0.55	6" STEEL GAS	<b>848.04</b>	CONFLICT, COORDINATE WITH MGE TO MOVE
* ULO9	27+83.30	RT-23.85	6" STEEL GAS	<b>847.65</b>	CONFLICT, COORDINATE WITH MGE TO MOVE
* ULO10	28+99.60	RT-0.75	3" PVC TELE	<b>848.42</b>	CONFLICT, COORDINATE WITH ATT TO MOVE
* ULO11	30+69.90	LT-20.25	ATT 6-DUCT PKG	<b>846.77</b>	CLEAR
* ULO12	30+99.55	RT-14.30	6" PVC ELEC	<b>849.91</b>	CLEAR, BTM ELEV = 849.41
* ULO12A	31+00.00	RT-20.95	STORM	<b>849.28</b>	TREE CONFLICT, CONTACT FORESTRY
* ULO13	31+03.50	LT-0.10	6" PVC ELEC	<b>849.68</b>	CLEAR
* ULO14	33+39.90	CL	2 - 6" PVC ELEC	<b>849.55</b>	CONFLICT, COORDINATE WITH MGE TO MOVE
* ULO15	34+44.95	RT-0.25	6" PVC FIBER OPTIC	<b>848.64</b>	CONFLICT, COORDINATE WITH ATT TO MOVE
* ULO16	34+61.00	RT-0.25	ATT 3-DUCT PKG	<b>848.27</b>	CONFLICT, COORDINATE WITH ATT TO MOVE
* ULO17	35+25.00	LT-18.75	ATT 6-DUCT PKG	<b>847.35</b>	CLEAR
* ULO18	38+03.15	LT-18.50	ATT 6-DUCT PKG	<b>849.06</b>	CLEAR
* ULO19	38+05.15	RT-12.70	2 - 2" PVC FIBER OPTIC	<b>847.95</b>	CLEAR
* ULO20	38+22.00	LT-32.85	6" FIBER OPTIC	<b>850.74</b>	CONFLICT, COORDINATE WITH ATT TO MOVE
* ULO21	38+50.60	CL	8" STEEL GAS	<b>849.16</b>	CONFLICT, STORM SEWER REVISED
* ULO22	38+91.30	LT-18.35	ATT 6-DUCT PKG	<b>849.64</b>	CLEAR
* ULO23	40+44.50	LT-18.60	ATT 6-DUCT PKG	<b>850.18</b>	CLEAR
* ULO24	44+55.50	LT-18.60	ATT 6-DUCT PKG	<b>852.32</b>	CLEAR
* ULO25	44+56.05	RT-28.30	3" PVC FIBER OPTIC	<b>849.96</b>	CLEAR
ULO26	47+25.95	RT-19.85	FIBER OPTIC	-	-

## PROPOSED STORM CURED-IN-PLACE PIPE

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	PIPE SIZE	NOTES
CIP-1	S-13C	AS 5440-006	127	18"	-
CIP-2	AS 5440-006	AS 5440-007	59	18"	-
CIP-3	AS 5440-007	AS 5439-002	233	18"	-
CIP-4	AS 5439-002	AS 5439-008	38	15"	-
CIP-5	AS 5439-008	AS 5439-007	62	15"	-
CIP-6	AS 5439-007	S-20	158	15"	-

## PROPOSED STORM STRUCTURE ADJUSTMENT

ADJUST NO.	STATION	LOCATION (OFFSET)	TYPE	EX TOC ELEV.	ADJ ELEV.	ADJ DIFF.	NOTES
ADJ-1	31+03.50	LT-22.25	INLET	851.91	851.92	0.01	-

**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.

## 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.

## SPECIFIC NOTES

- (1) CONNECT EXISTING PIPE TO NEW STRUCTURE
- (2) PRIVATE STORM SEWER RECONNECT TYPE I
- (3) PRIVATE STORM SEWER RECONNECT IS INCIDENTAL TO THE NEW STORM STRUCTURE CONSTRUCTION
- (4) MULTIPLE UTILITIES LOCATED IN SAME TRENCH. ONLY ONE ULO NEEDED TO LOCATE ALL UTILITIES.

- 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 KYLE FRANK OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO KFRANK@CITYOFMADISON.COM.

# STORM SEWER SCHEDULE

\*REV 6/21/2016 KDF

\*\*REV 7/19/2016 KDF

FORDEM AVENUE RESURFACING - 2016 PROJECT NO. 11095	SHEET NO. U-12
STORM SEWER SCHEDULE	
CITY OF MADISON	

## REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
RS-1	AS 5541-010	14+15.25	LT-28.75	CATCHBASIN	-
RS-2	IN 5541-012	14+17.00	LT-23.00	INLET	-
RS-3	IN 5541-011	14+17.75	RT-23.25	INLET	-
RS-4	AS 5541-009	17+67.50	LT-29.75	CATCHBASIN	-
RS-5	IN 5541-008	17+68.00	LT-23.50	INLET	-
RS-6	IN 5541-007	17+72.50	RT-23.00	INLET	-
RS-7	AS 5540-008	21+22.00	RT-29.65	CATCHBASIN	-
RS-8	IN 5540-010	21+20.25	RT-23.50	INLET	-
RS-9	IN 5540-009	21+20.00	LT-23.25	INLET	-
RS-10	AS 5540-007	24+54.00	RT-28.25	4X4 SAS	-
RS-11	IN 5540-005	24+53.00	RT-22.75	INLET	-
RS-12	IN 5540-003	24+20.75	LT-23.75	INLET	-
RS-13	AS 5540-006	24+84.00	RT-27.00	4X4 SAS	-
RS-14	IN 5540-004	24+81.50	RT-23.00	INLET	-
RS-15	IN 5540-002	24+71.75	LT-23.50	INLET	-
RS-16	AS 5440-004	27+67.00	LT-25.75	CATCHBASIN	-
RS-16A	IN 5440-003	27+66.00	LT-22.75	INLET	-
RS-17	IN 5540-001	27+72.25	RT-23.25	INLET	-
RS-18	AS 5440-001	30+71.00	LT-27.50	CATCHBASIN	-
RS-19	IN 5440-002	30+68.75	LT-22.75	INLET	-
RS-20	IN 5539-001	30+69.25	RT-22.50	INLET	-
RS-22	IN 5439-001	35+25.25	LT-21.25	INLET	-
RS-23	IN 5539-002	35+24.50	RT-21.25	INLET	-
RS-24	AS 5439-003	37+96.25	LT-25.50	CATCHBASIN	-
RS-25	IN 5439-009	37+93.25	LT-21.25	INLET	-
RS-26	IN 5539-003	38+08.50	RT-21.25	INLET	-
RS-27	IN 5439-004	38+75.75	LT-22.25	INLET	-
RS-30	AS 5538-008	44+72.50	RT-26.50	CATCHBASIN	-
RS-31	IN 5538-009	44+75.50	RT-38.50	INLET	-
RS-32	AS 5538-018	44+53.60	RT-35.00	3X3 SAS	-
RS-33	IN 5538-010	44+49.00	RT-36.75	INLET	-
RS-34	IN 5438-001	RT-4461.25	LT-22.25	INLET	-

## REMOVE STORM PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	PIPE SIZE	TYPE	PAID (Y/N)	NOTES
RP-1	RS-1	RS-2	2	15"	RCP	N	-
RP-2	RS-2	RS-3	44	15"	RCP	Y	-
RP-4	RS-4	RS-5	2	15"	RCP	N	-
RP-5	RS-5	RS-6	44	12"	RCP	N	-
** RP-6	RS-4	PLG-2	291	36"	RCP	Y	PIPE PLUG @ 20+60.00, RT-9.85
** RP-6A	PLG-3	RS-7	8	36"	RCP	Y	PIPE PLUG @ 21+12.50, RT-26.25
RP-7	RS-7	RS-8	2	15"	RCP	N	-
RP-8	RS-8	RS-9	45	12"	RCP	N	-
** RP-9	RS-7	PLG-4	20	36"	RCP	Y	PIPE PLUG @ 21+45.00, RT-26.15
** RP-9A	PLG-5	RS-10	51	36"	RCP	Y	PIPE PLUG @ 23+99.50, RT-28.90
RP-10	RS-10	RS-11	2	15"	RCP	N	-
RP-11	RS-11	RS-12	54	12"	RCP	Y	-
RP-12	RS-10	RS-13	27	36"	RCP	Y	-
RP-13	RS-13	RS-14	1	15"	RCP	N	-
RP-14	RS-14	RS-15	44	12"	RCP	Y	-
** RP-15	RS-13	PLG-6	28	36"	RCP	Y	PIPE PLUG @ 25+14.75, RT-25.40
** RP-15A	PLG-7	S-12E	62	36"	RCP	Y	PIPE PLUG @ 26+15.50, RT-13.30
RP-16	RS-16	RS-16A	1	15"	RCP	N	-
RP-17	RS-16A	RS-17	44	15"	RCP	N	-
RP-18	RS-18	RS-19	1	15"	RCP	N	-
RP-19	RS-19	RS-20	44	15"	RCP	N	-
RP-20	RS-19	S-14A	49	24"	RCP	Y	-
RP-21	RS-21	RS-22	2	15"	RCP	N	-
RP-22	RS-22	RS-23	40	15"	RCP	N	-
RP-24	RS-24	RS-25	1	12"	RCP	N	-
RP-25	RS-24	RS-26	44	12"	RCP	N	-
RP-27	RS-24	RS-27	62	12"	RCP	Y	-
RP-30	PLG-1	RS-30	53	12"	RCP	Y	-
RP-31	RS-30	RS-31	8	12"	RCP	Y	-
RP-32	RS-30	RS-32	12	18"	RCP	Y	-
RP-33	RS-32	RS-33	2	12"	RCP	N	-
RP-34	RS-30	RS-34	45	12"	RCP	Y	-

## STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	TOP ELEV.	NOTES
* ULO1X	14+75.20	LT-17.50	ATT 6-DUCT PKG	848.45	CLEAR, BTM ELEV = 847.65
* ULO2X	29+59.00	LT-1.00	6" PVC ELEC	847.14	CONFLICT, COORDINATE WITH MGE TO MOVE
* ULO3X	20+32.90	LT-1.10	1" STEEL TELE	846.33	CONFLICT, COORDINATE WITH ATT TO MOVE
* ULO4X	38+57.00	LT-36.10	3" PVC FIBER OPTIC	850.17	CONFLICT, STORM SEWER REVISED
* ULO5X	45+66.80	RT-19.00	8" STEEL GAS	853.57	CONFLICT, COORDINATE WITH MGE TO MOVE

## STORM SEWER ABANDONMENTS

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	PIPE SIZE	TYPE	NOTES
AB-1	S-1	RS-1	345	36"	RCP	(1), (2), TWO PLUGS FOR SAN MAIN
AB-2	RS-1	RS-4	345	36"	RCP	(1), (2), FOUR PLUGS FOR STM RECONNECTS
AB-3	RS-16	RS-18	298	36"	RCP	(1), (2), SIX PLUGS FOR SAN LATERALS AND WATER SERVICES
AB-4	IN 5438-002	PLG-1	57	12"	RCP	(1), ONE PIPE PLUG
** AB-5	PLG-2	PLG-3	56	36"	RCP	(1), TWO PIPE PLUG
** AB-6	PLG-4	PLG-5	259	36"	RCP	(1), TWO PIPE PLUG
** AB-7	PLG-6	PLG-7	100	36"	RCP	(1), TWO PIPE PLUG

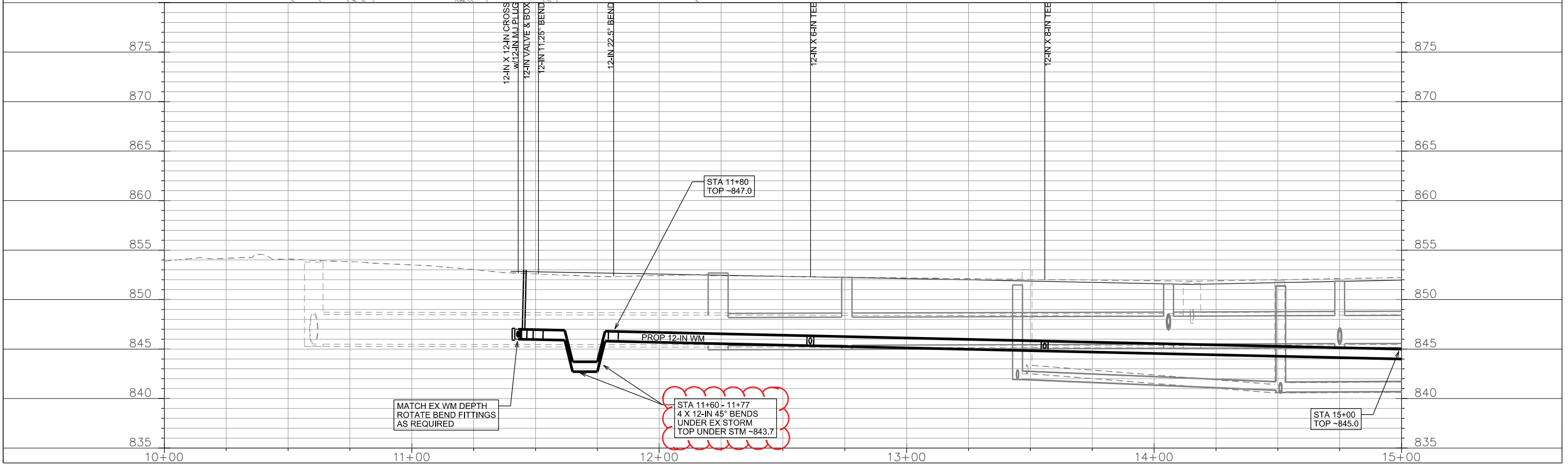
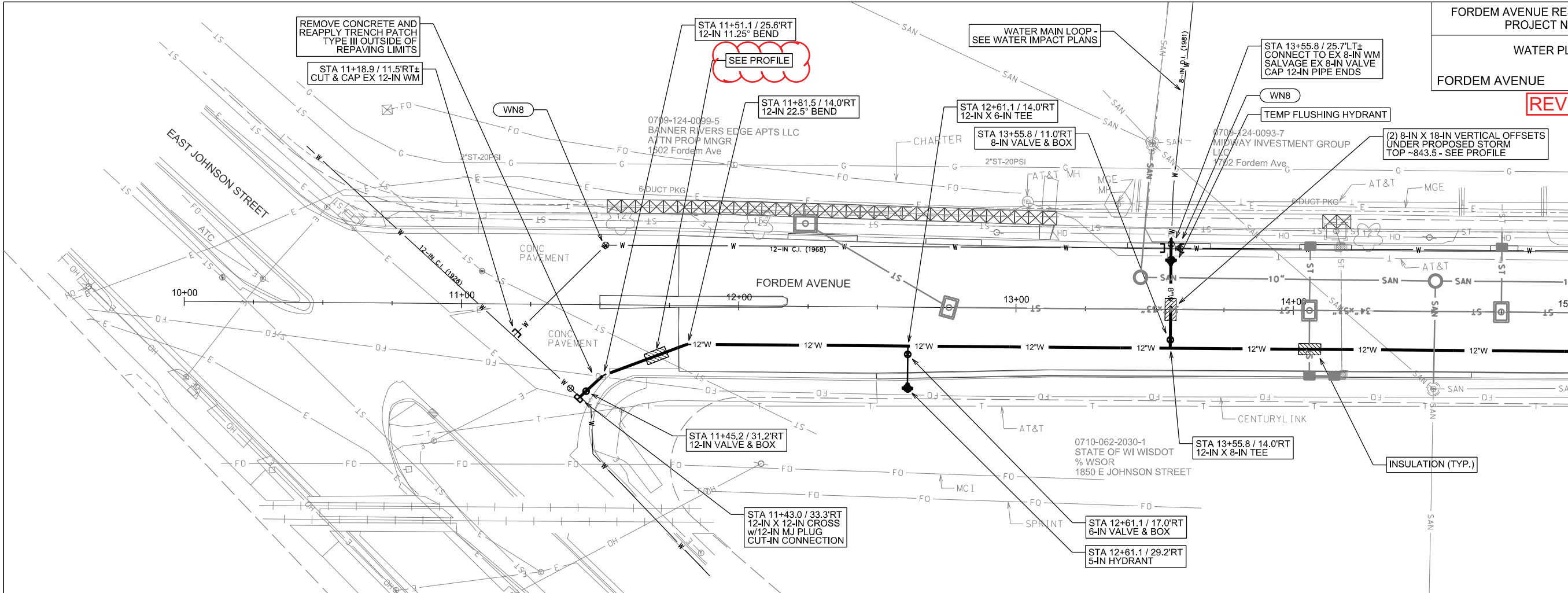
## STANDARD NOTES:

- 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; PP = PIPE PLUG
- 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 KYLE OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO KFRANK@CITYOFMADISON.COM.

## SPECIFIC NOTES

- (1) PIPE PLUGS PAID UNDER BID ITEM 20336
- (2) TWO ADDITIONAL PLUGS SHALL BE CONSIDERED INCIDENTAL TO STRUCTURE REMOVAL





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

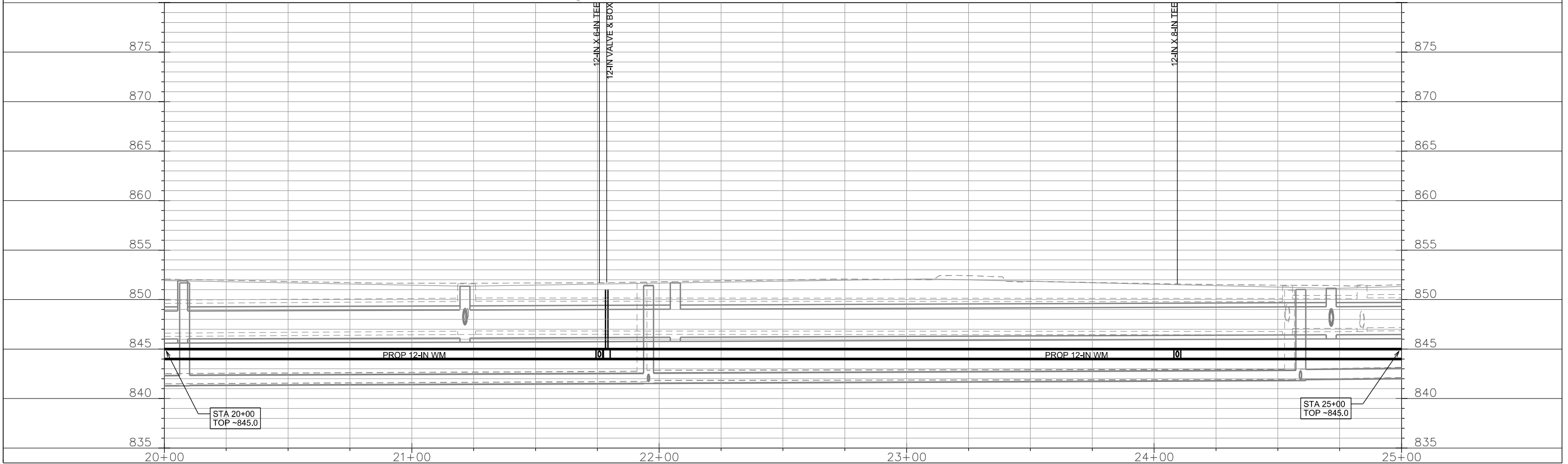
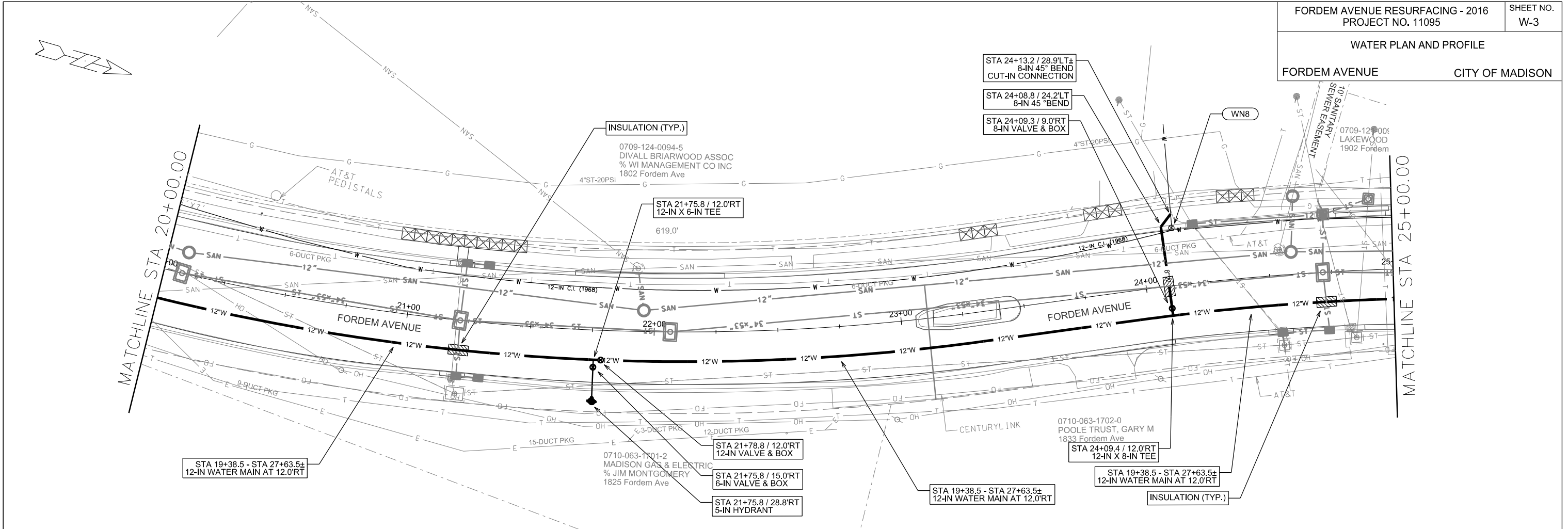
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



WATER PLAN AND PROFILE  
FORDEM AVENUE CITY OF MADISON



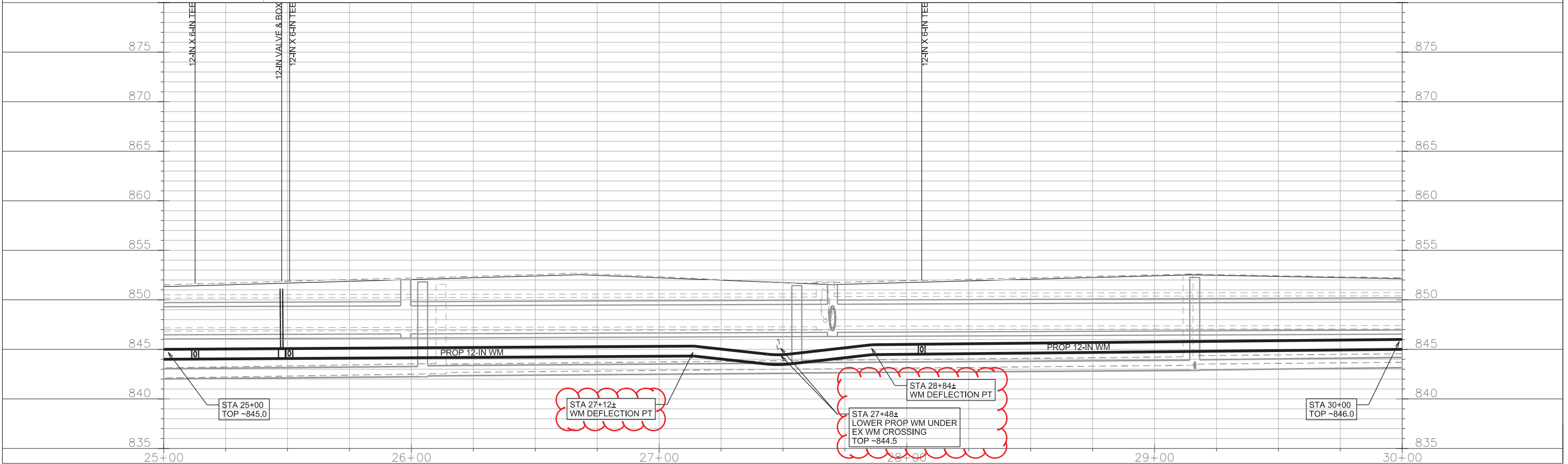
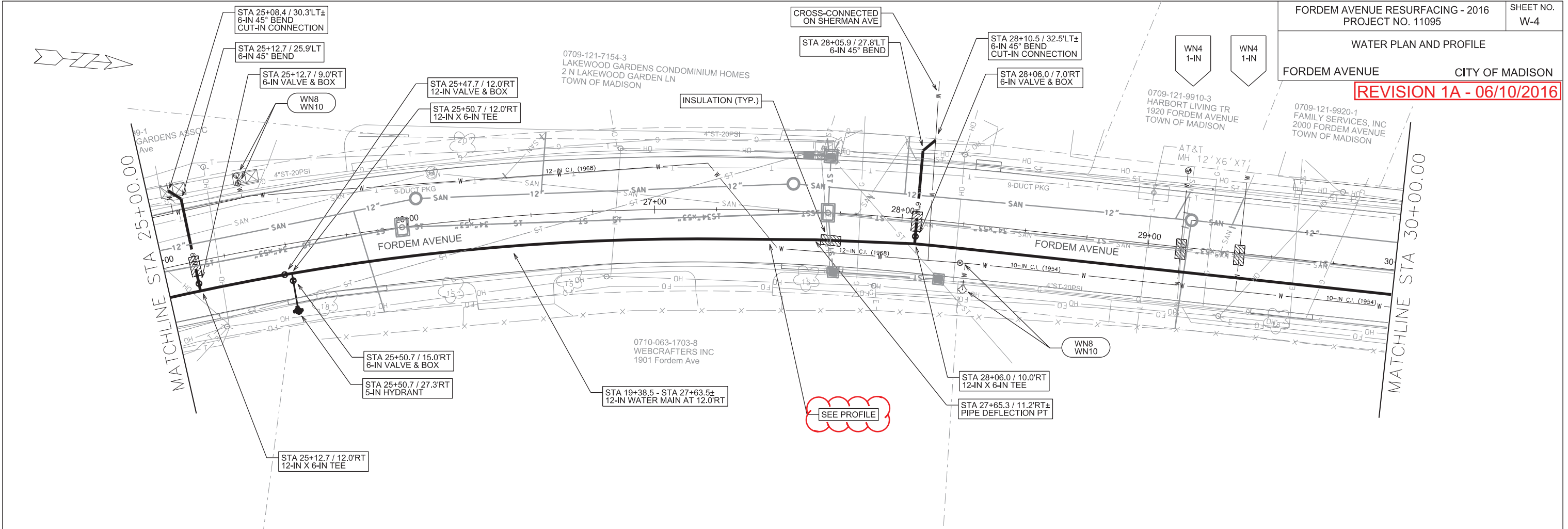
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

**REVISION 1A - 06/10/2016**

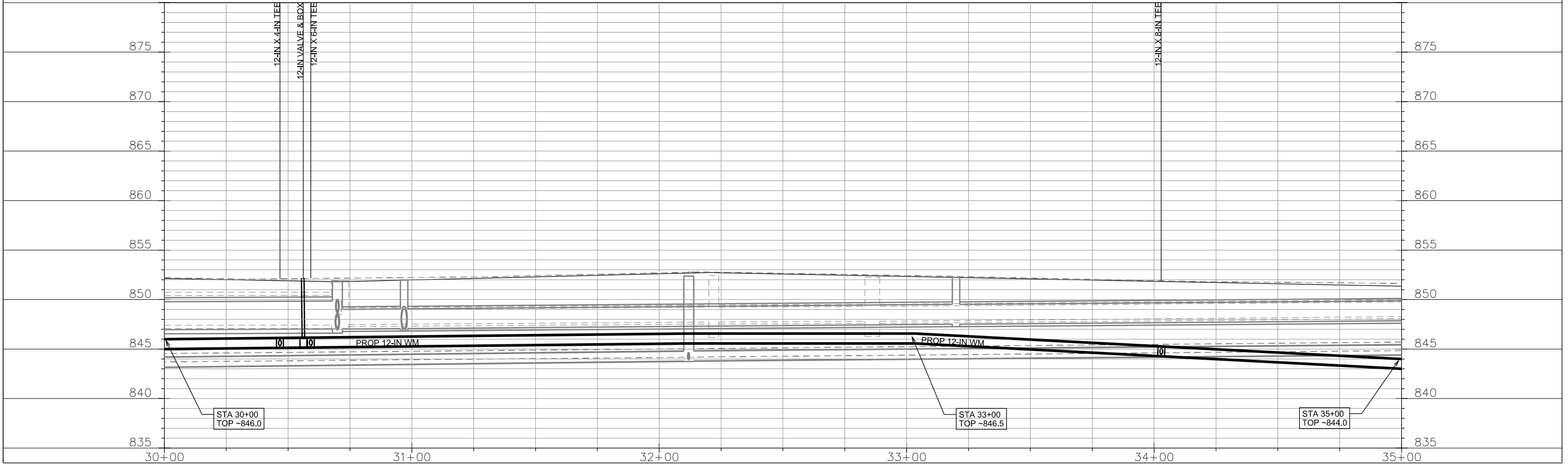
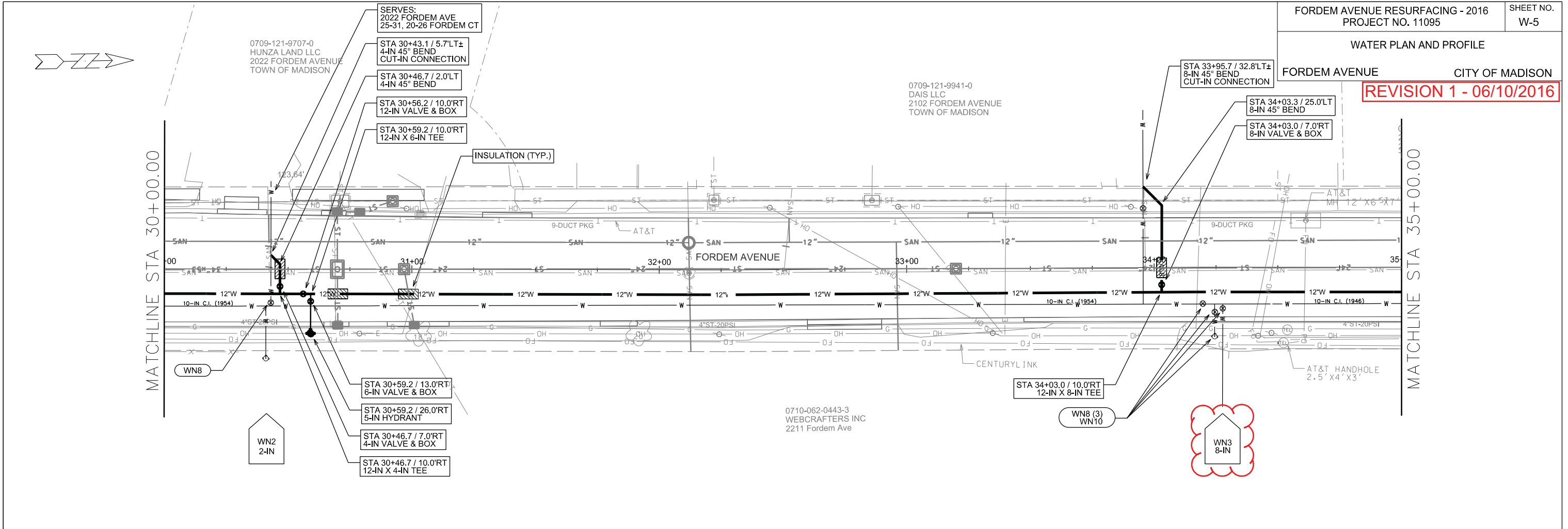


PLOT SCALE: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

**REVISION 1 - 06/10/2016**



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

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

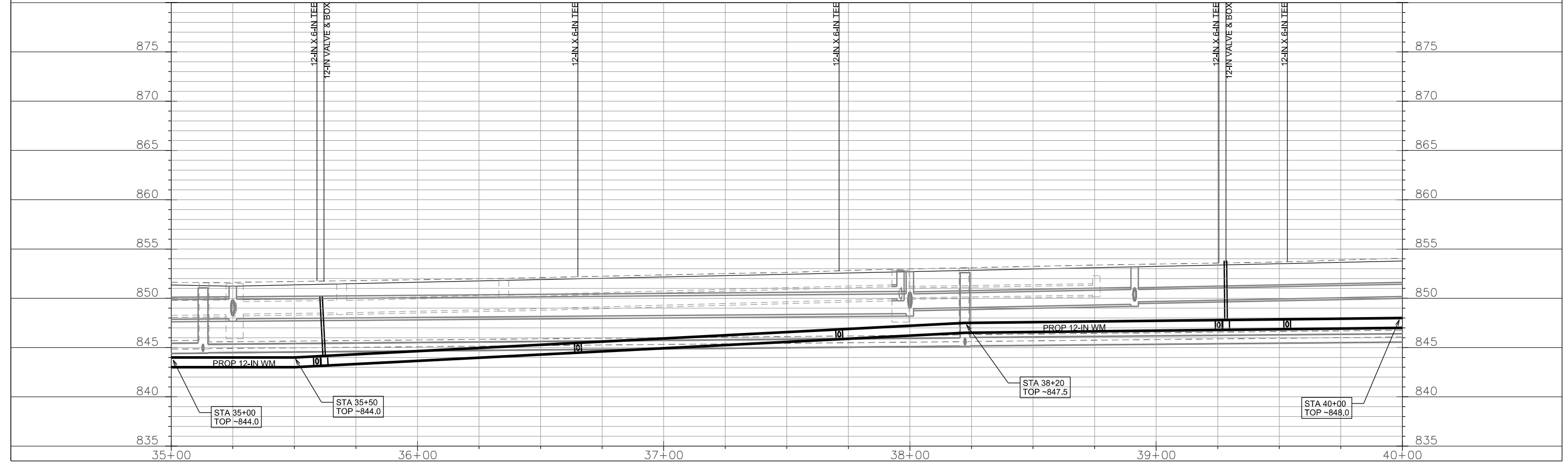
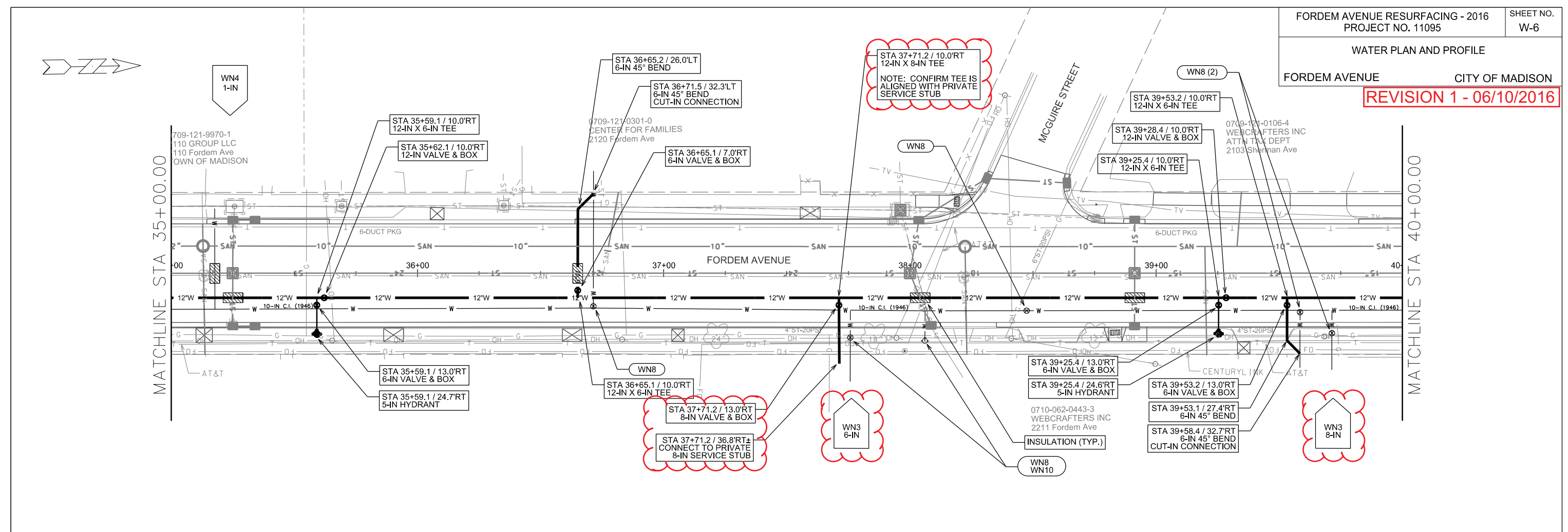
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE

FORDEM AVENUE CITY OF MADISON

**REVISION 1 - 06/10/2016**



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

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

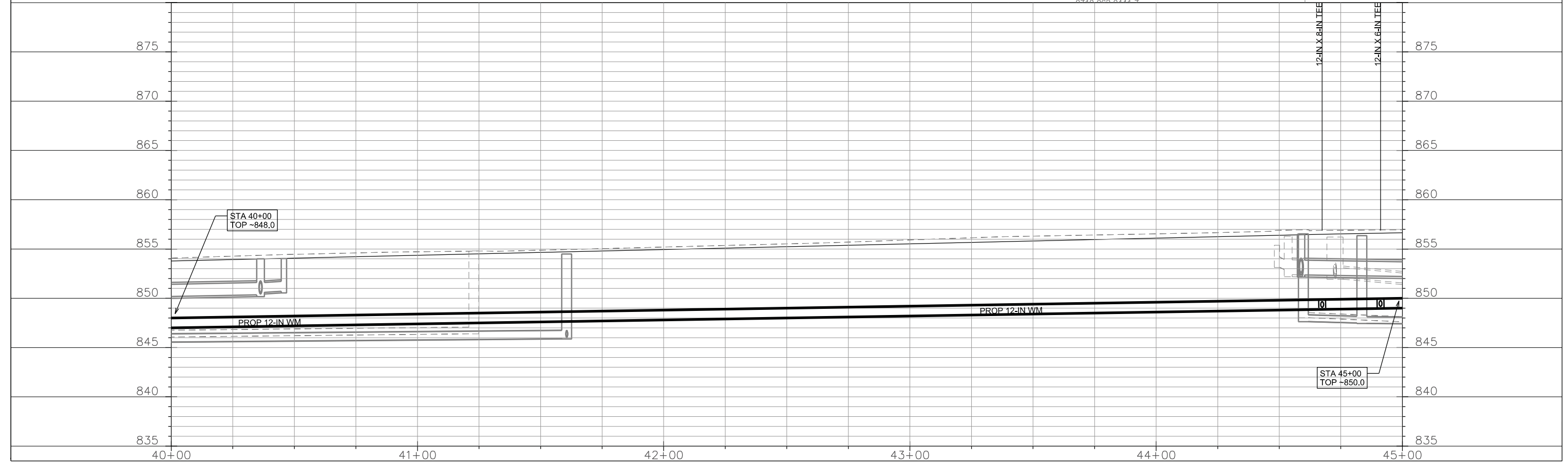
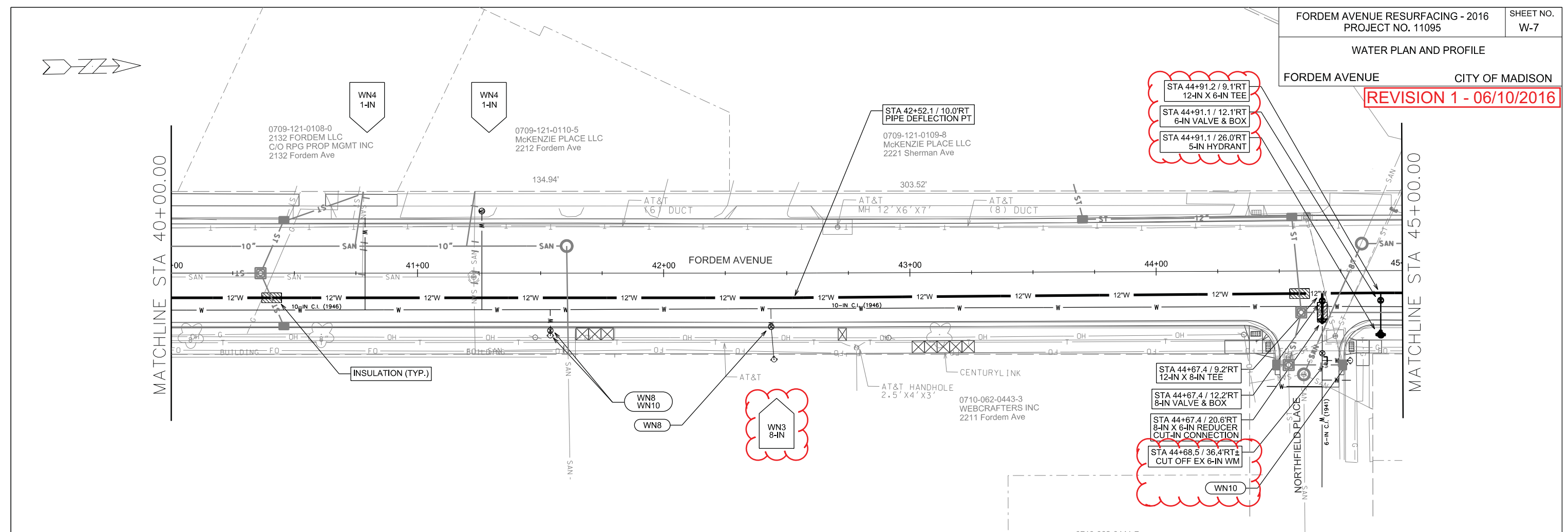
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE

FORDEM AVENUE CITY OF MADISON

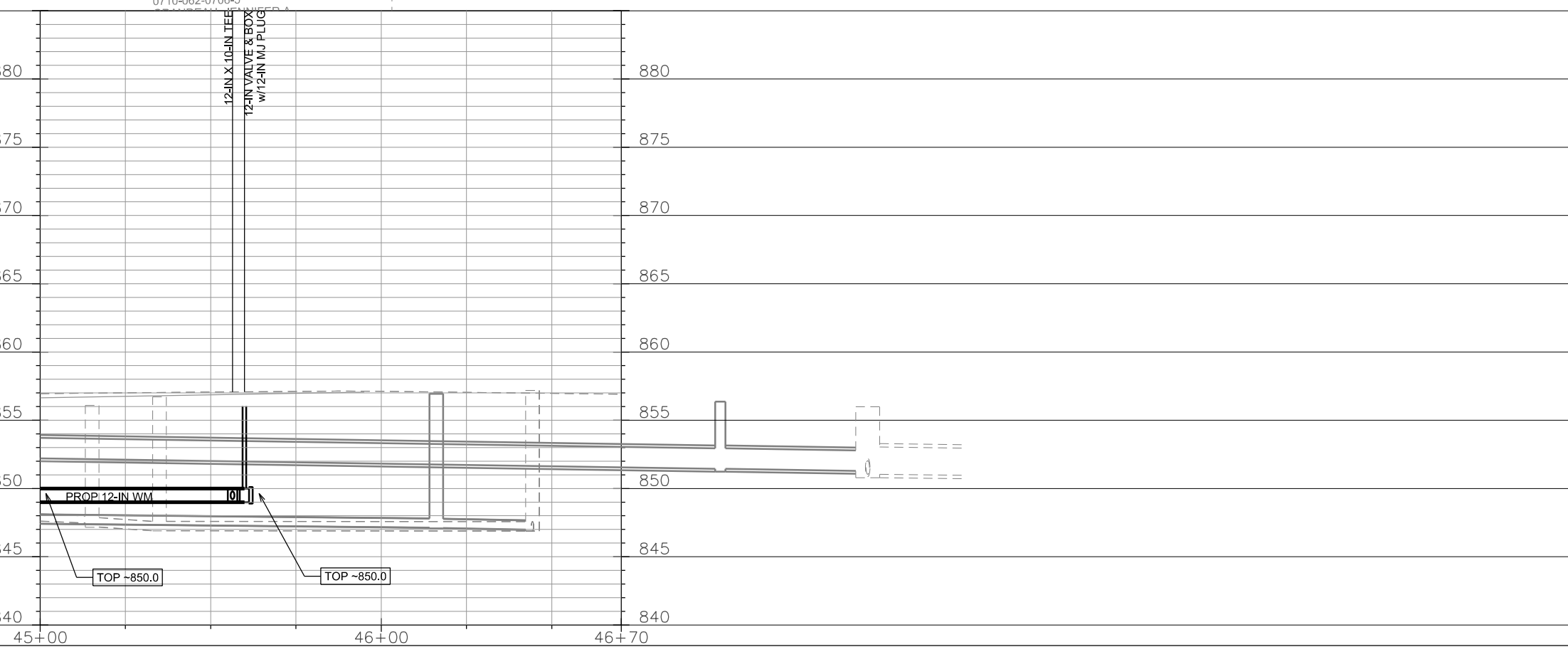
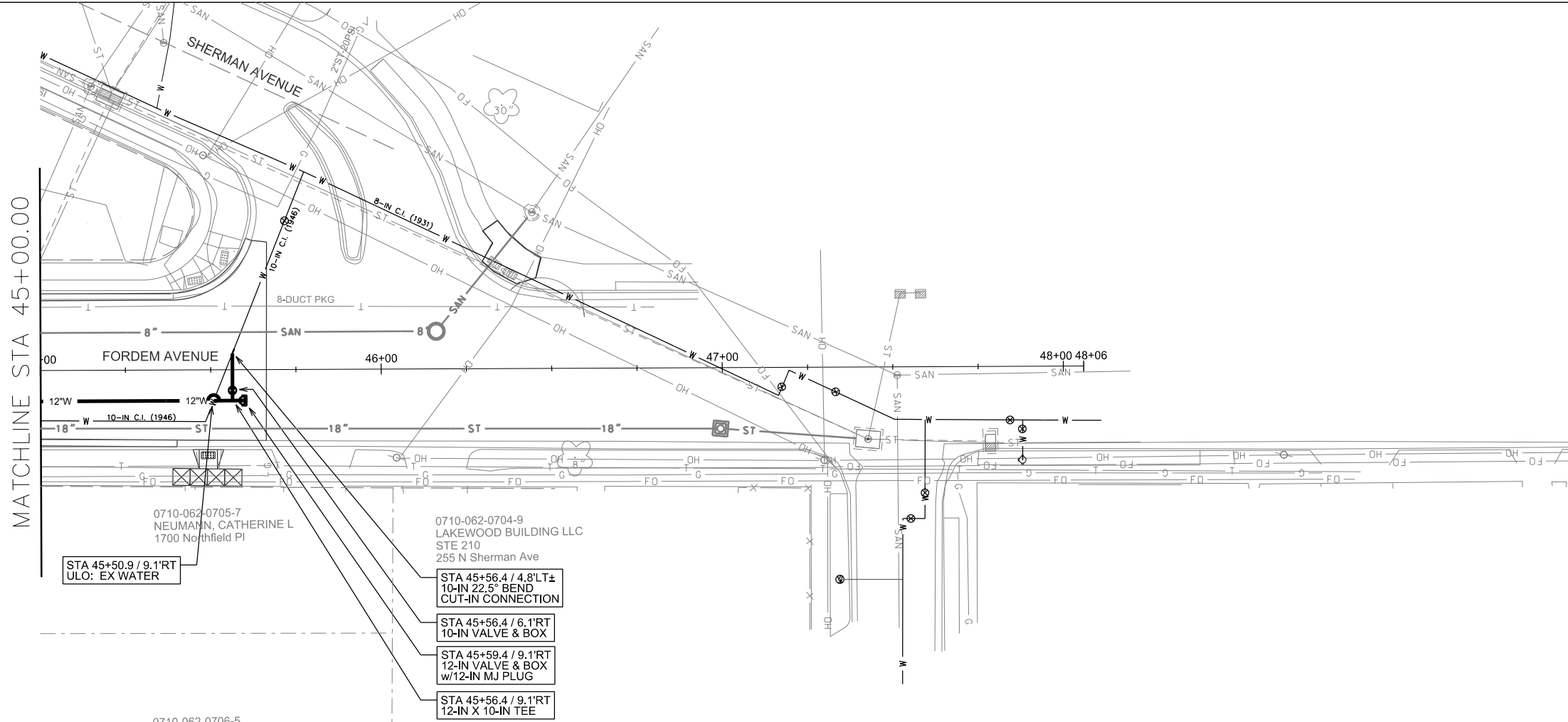
REVISION 1 - 06/10/2016



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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



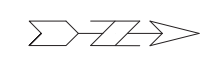
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





CUT OFF EX WM  
ISOLATION VALVES:  
•V-1 •V-2 •V-12  
NOTIFY:  
•FORDEM AVENUE: 1602-1618

CONNECT TO EX WM (2)  
ISOLATION VALVES:  
•V-2A •V-1 •V-4  
•V-1A •V-7  
NOTIFY:  
•FORDEM AVENUE:  
1622, 1624, 1702, 1766  
  
\*NOTE: CONNECT THESE AT THE SAME TIME  
AND ONLY AFTER ALL OTHER SERVICES ARE  
RECONNECTED OFF OF THE EXISTING WM

V-2A  
STA 28+25  
SHEET W-4

CUT IN CROSS  
ISOLATION VALVES:  
•V-2 •V-7  
NOTIFY:  
•NONE

DISCLAIMER NOTE:  
THE WATER IMPACT PLAN IS PROVIDED FOR REFERENCE PURPOSES  
TO AIDE PLANNING CONNECTION POINT ISOLATION AND PREPARING  
NOTIFICATION LISTS DURING PLANNED OUTAGES. REQUEST ANY  
ALTERNATIVE CONNECTION METHODS IN WRITING, PER SPECS.

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

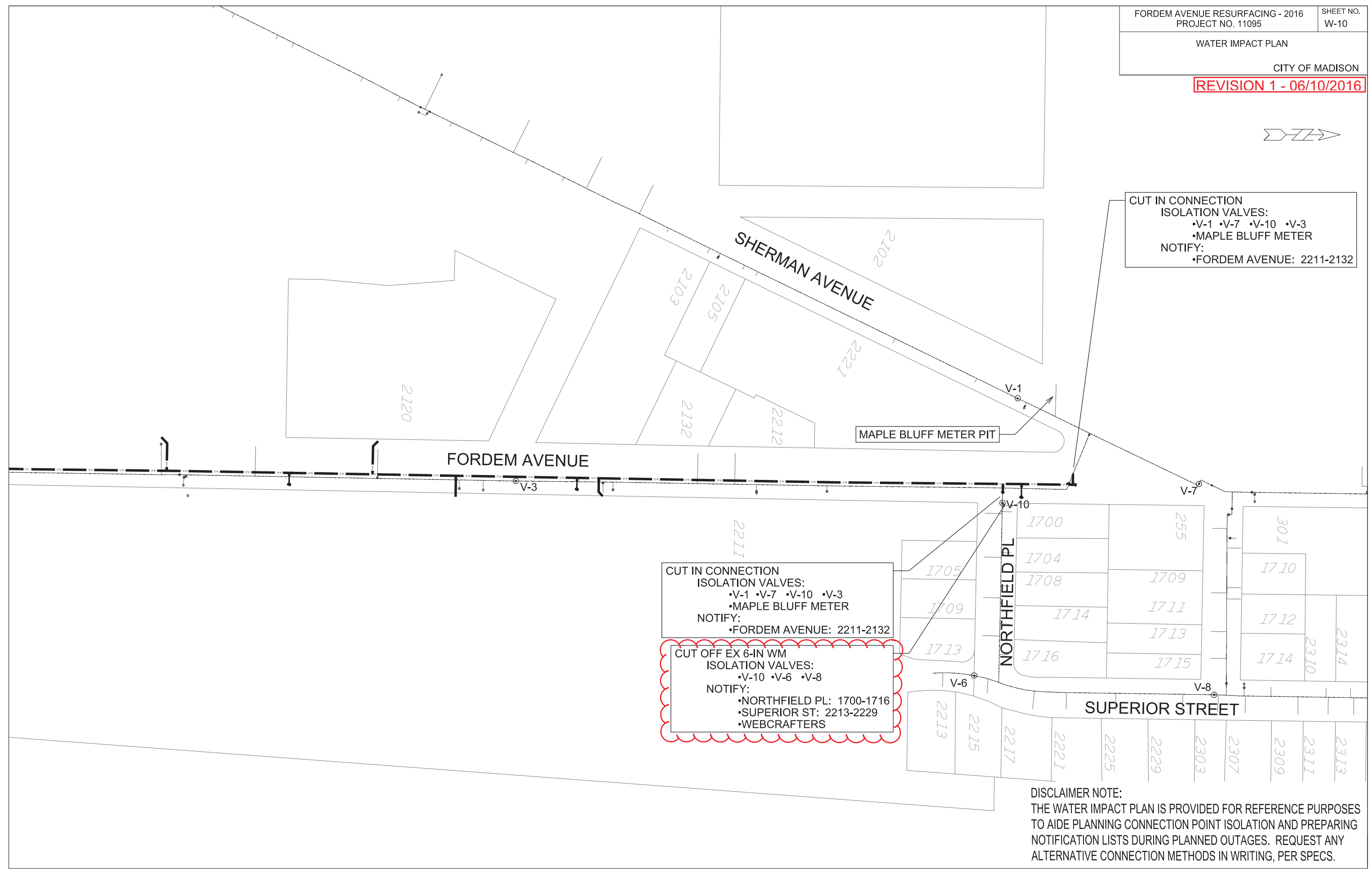


CUT IN CONNECTION  
ISOLATION VALVES:  
•V-1 •V-7 •V-10 •V-3  
•MAPLE BLUFF METER  
NOTIFY:  
•FORDEM AVENUE: 2211-2132

CUT IN CONNECTION  
ISOLATION VALVES:  
•V-1 •V-7 •V-10 •V-3  
•MAPLE BLUFF METER  
NOTIFY:  
•FORDEM AVENUE: 2211-2132

CUT OFF EX 6-IN WM  
ISOLATION VALVES:  
•V-10 •V-6 •V-8  
NOTIFY:  
•NORTHFIELD PL: 1700-1716  
•SUPERIOR ST: 2213-2229  
•WEBCRAFTERS

DISCLAIMER NOTE:  
THE WATER IMPACT PLAN IS PROVIDED FOR REFERENCE PURPOSES  
TO AIDE PLANNING CONNECTION POINT ISOLATION AND PREPARING  
NOTIFICATION LISTS DURING PLANNED OUTAGES. REQUEST ANY  
ALTERNATIVE CONNECTION METHODS IN WRITING, PER SPECS.



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

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

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

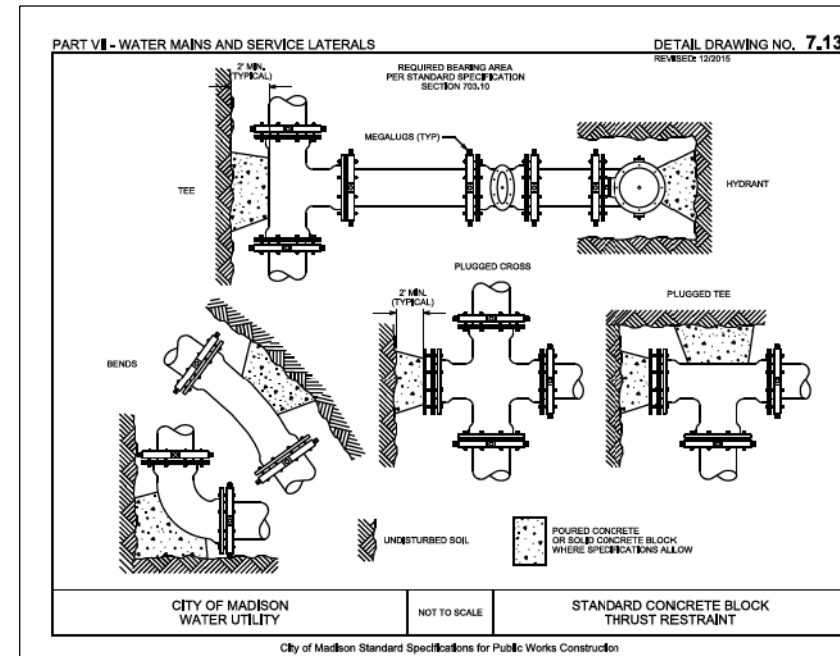
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

**CONSTRUCTION NOTES:**

1. CONSTRUCT NEW WATER MAIN 6.0' BELOW FINISHED GRADE, UNLESS OTHERWISE NOTED. INSULATE MAIN WITH POLYSTYRENE BOARD AT UTILITY CROSSINGS OR OTHER AREAS IDENTIFIED BY ENGINEER AS HAVING INADEQUATE COVER.
2. VERIFY SIZE OF EXISTING WATER SERVICES AND RECONNECT SERVICES AS INDICATED.
3. MINIMIZE DISRUPTION OF SERVICE TO EXISTING CUSTOMERS. NOTIFY PER CONTRACT REQUIREMENTS OF ANY PLANNED WATER OUTAGE.
4. THE EXISTING UTILITIES SHOWN ON THIS PLAN REPRESENT THE BEST INFORMATION AVAILABLE TO THE WATER UTILITY AT THE TIME OF PLAN PREPARATION. CONTRACTOR IS RESPONSIBLE FOR HAVING EACH UTILITY LOCATED PRIOR TO COMMENCING WORK.

 INDICATES INSULATION AT STORM SEWER CROSSING

- WN1 REPLACE THE EXISTING LEAD SERVICE WITH A NEW COPPER SERVICE.
- WN2 EXTEND AND RECONNECT THE EXISTING COPPER SERVICE TO THE NEW WATER MAIN.
- WN3 EXISTING SERVICE TO BE ABANDONED WHEN THE WATER MAIN IS CUT OFF.
- WN4 DISCONNECT FROM THE OLD WATER MAIN AND RECONNECT THE EXISTING COPPER WATER SERVICE LATERAL TO THE NEW WATER MAIN.
- WN5 RELOCATE THE EXISTING FIRE HYDRANT.
- WN6 ABANDON WATER VALVE ACCESS STRUCTURE.
- WN7 FURNISH AND INSTALL THE NEW TOP SECTION FOR THE WATER ACCESS STRUCTURE.
- WN8 ABANDON THE VALVE BOX.
- WN9 FURNISH THE DITCH, COMPACTION, AND ALL MATERIALS AND LABOR FOR THE INSTALLATION OF NEW SERVICE LATERAL.
- WN10 REMOVE AND SALVAGE EXISTING HYDRANT
- WN11 REPLACE THE EXISTING COPPER SERVICE WITH A COPPER SERVICE



**ESTIMATE OF PROJECT MATERIALS:**

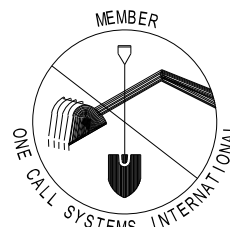
\* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF. ALWAYS REFER TO PLANS.

CONTRACTOR-FURNISHED MATERIALS	TOTAL
4-IN PIPE (LF)	20
6-IN PIPE (LF)	300
8-IN PIPE (LF)	320
10-IN PIPE (LF)	15
12-IN PIPE (LF)	3440
4-IN VALVES & BOXES	1
6-IN VALVES & BOXES	12
8-IN VALVES & BOXES	9
10-IN VALVES & BOXES	1
12-IN VALVES & BOXES	8
12-IN X 4-IN TEES	1
12-IN X 6-IN TEES	12
12-IN X 8-IN TEES	9
12-IN X 10-IN TEES	1
12-IN X 12-IN CROSSES	1
8-IN X 6-IN REDUCERS	1
4-IN - 45° BENDS	2
6-IN - 45° BENDS	10
8-IN - 45° BENDS	12
10-IN - 22.5° BENDS	1
12-IN - 11.25° BENDS	1
12-IN - 22.5° BENDS	1
12-IN MJ CAPS	5
12-IN MJ PLUGS	2
8-IN X 18-IN OFFSETS	2
5-IN HYDRANTS	9
COPPER TUBING (1-IN TO 2-IN)	AS REQ
INSULATION (LF)	200

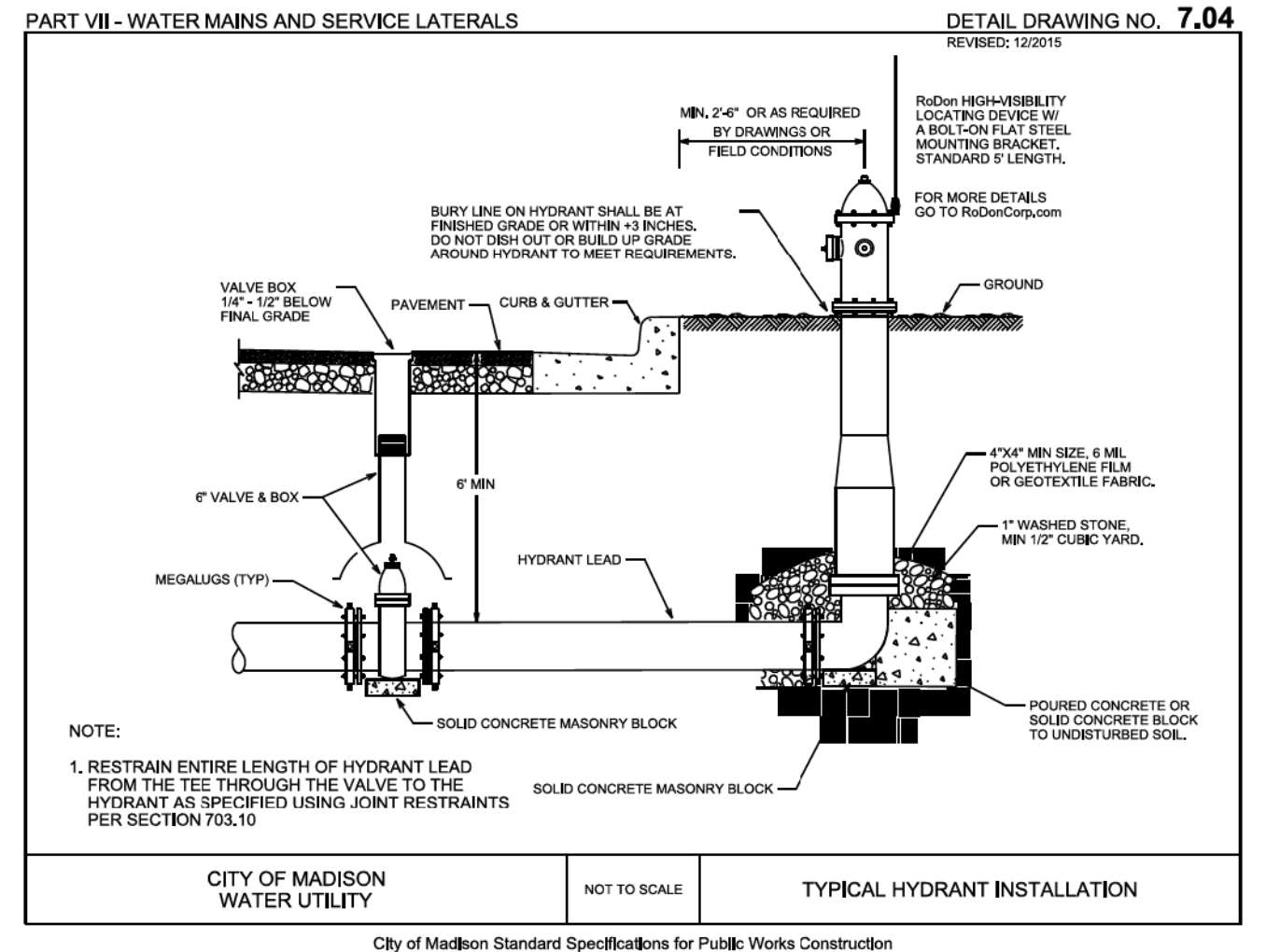
TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE  
TOLL FREE  
811 OR 1-800-242-8511  
FAX-A-LOCATE 1-800-338-3860  
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

WIS. STATUTE 182.0175 (1974)  
REQUIRES MIN. OF 3 WORK DAYS  
NOTICE BEFORE YOU EXCAVATE.



**DISCLAIMER NOTE:**  
UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WORK.

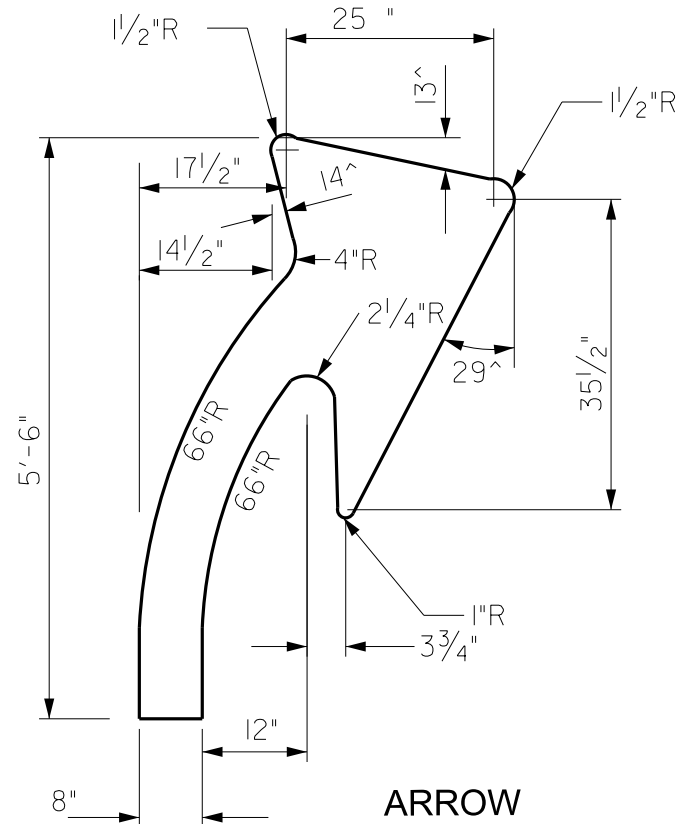


PLOT SCALE: \_\_\_\_\_

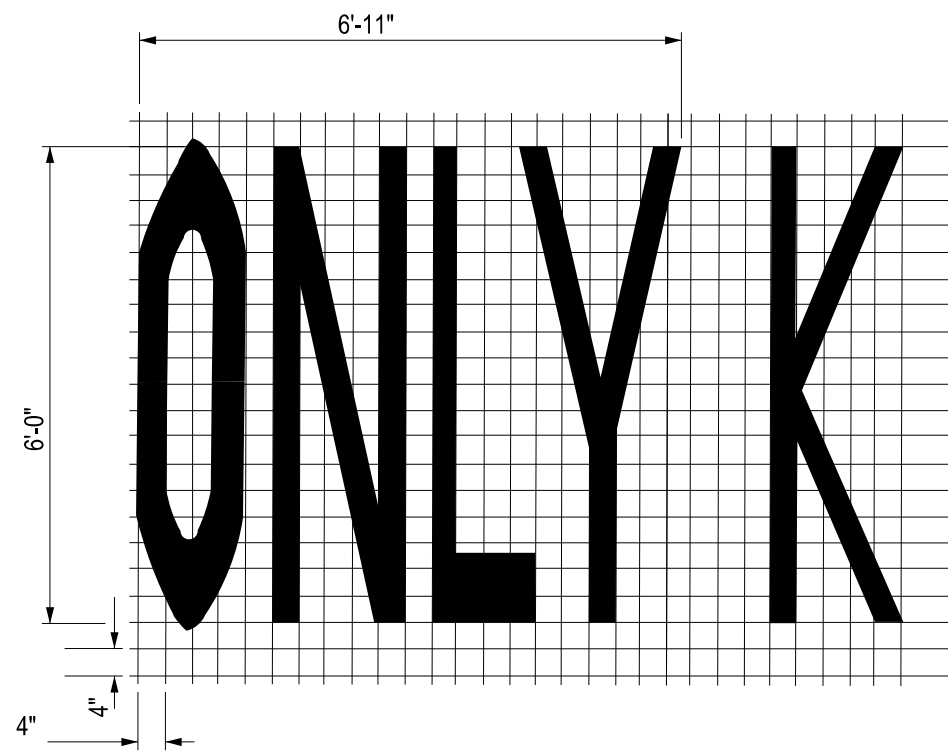
PLOT NAME: \_\_\_\_\_

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

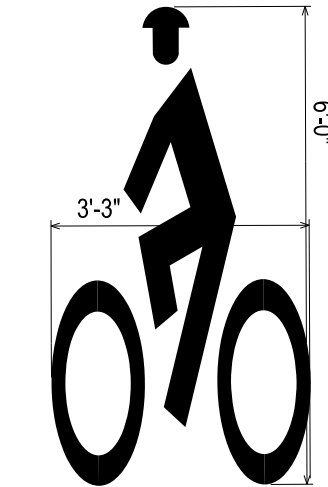
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



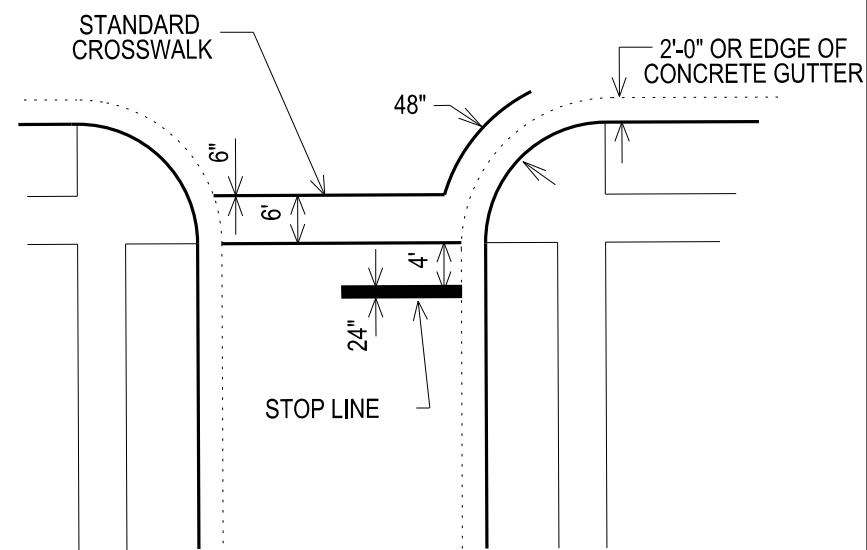
ARROW



WORD LEGEND



BIKE LANE SYMBOL  
FACING TRAFFIC LANE



STANDARD CROSSWALK &  
STOP LINE DETAIL

**GENERAL NOTES FOR EPOXY PAVEMENT MARKINGS**

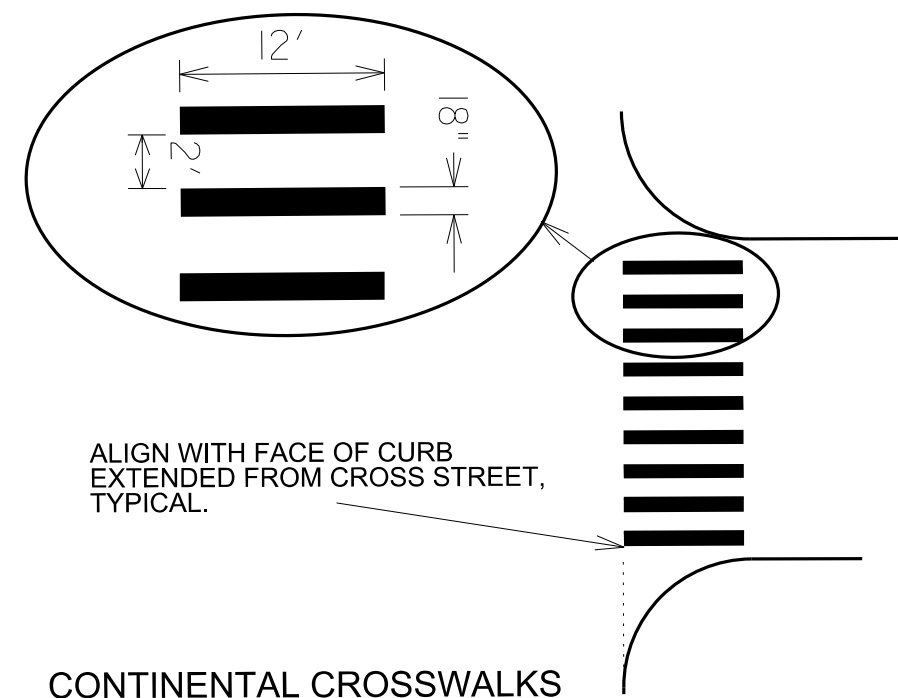
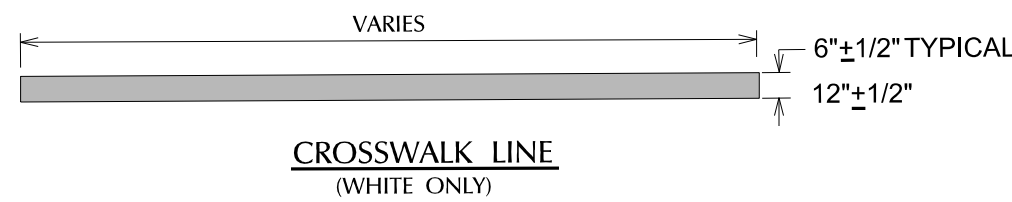
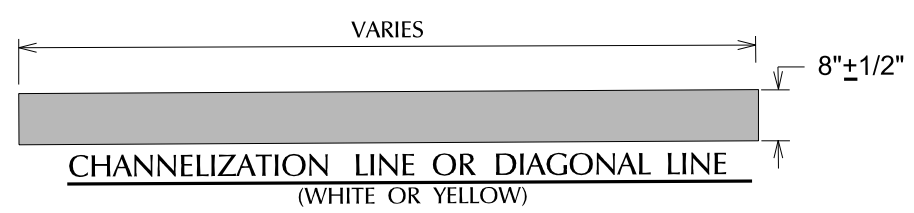
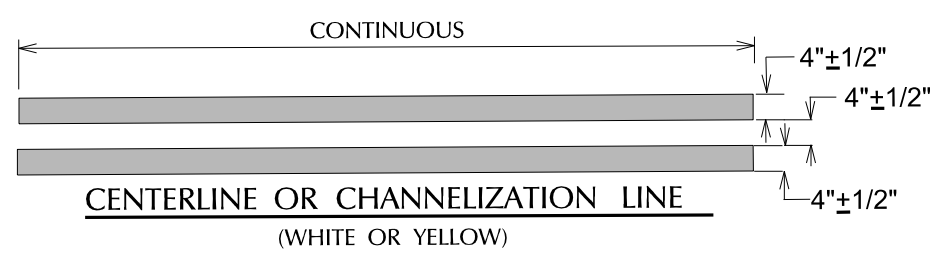
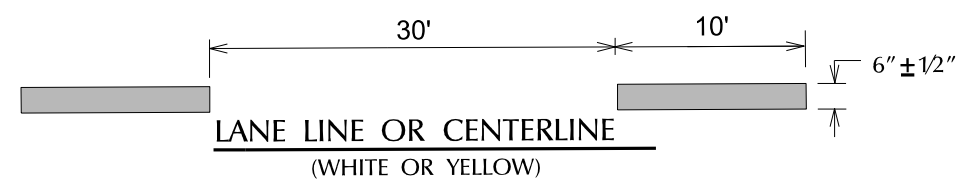
THE CONTRACTOR SHALL APPLY ALL MARKINGS IN ACCORDANCE WITH THE STATE OF WISCONSIN MANUAL ON TRAFFIC CONTROL DEVICES.

AT STREET INTERSECTIONS, MARKINGS START OR END AT THE MARKED CROSSWALK. THE PROPERTY LINE EXTENDED, IF THERE IS NO MARKED CROSSWALK.

CROSSWALKS AND STOP BARS WILL BE PLACED NO CLOSER THAN 2' TO THE FACE OF CURB.

THE CONTRACTOR SHALL ADHERE TO THE TRAFFIC SPECIFICATION IN THE SPECIAL PROVISIONS AT ALL TIMES.

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



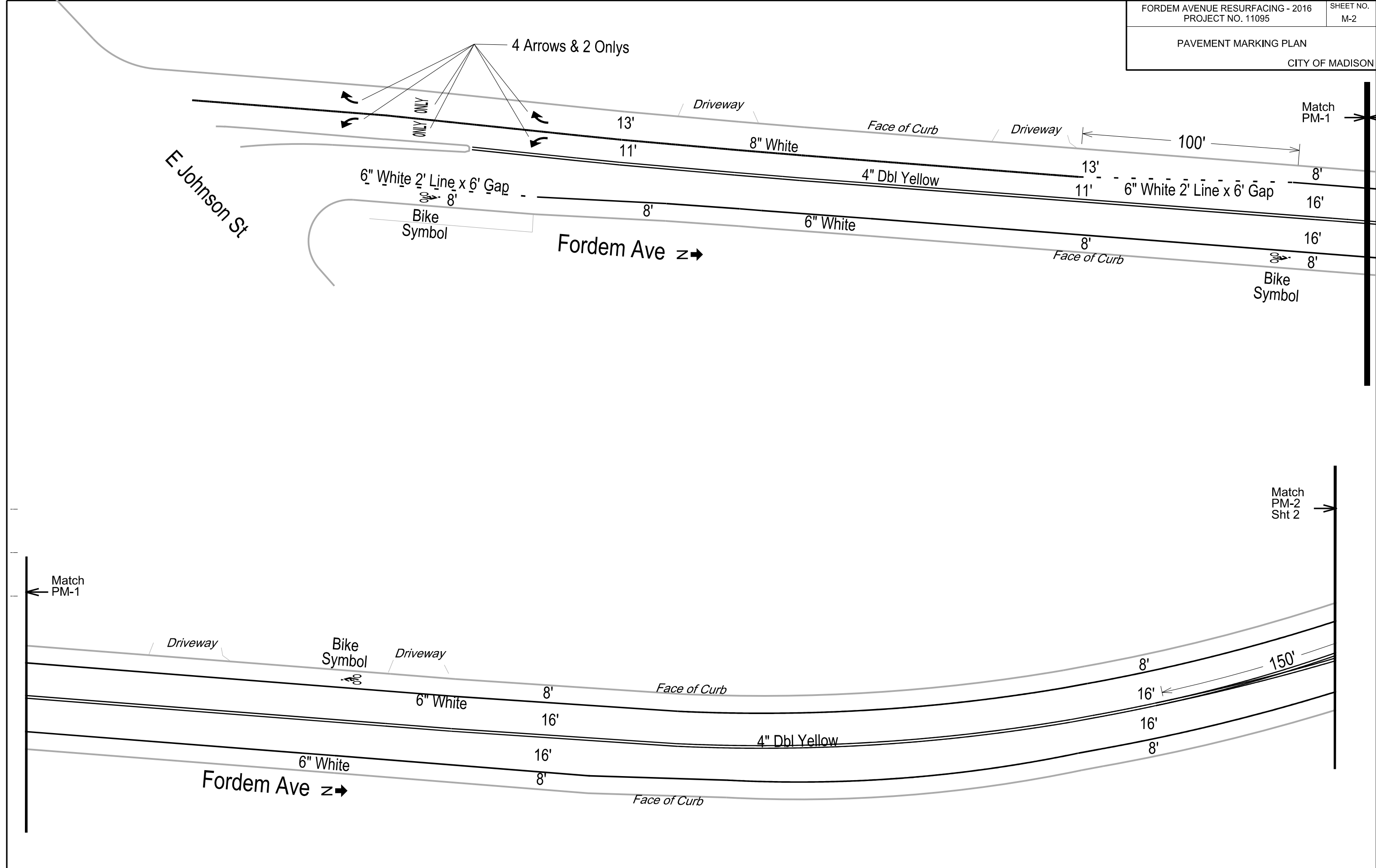
**CONTINENTAL CROSSWALKS**

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

THE SPACING OR GAP BETWEEN THE CROSSBARS IS 24 INCHES

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

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

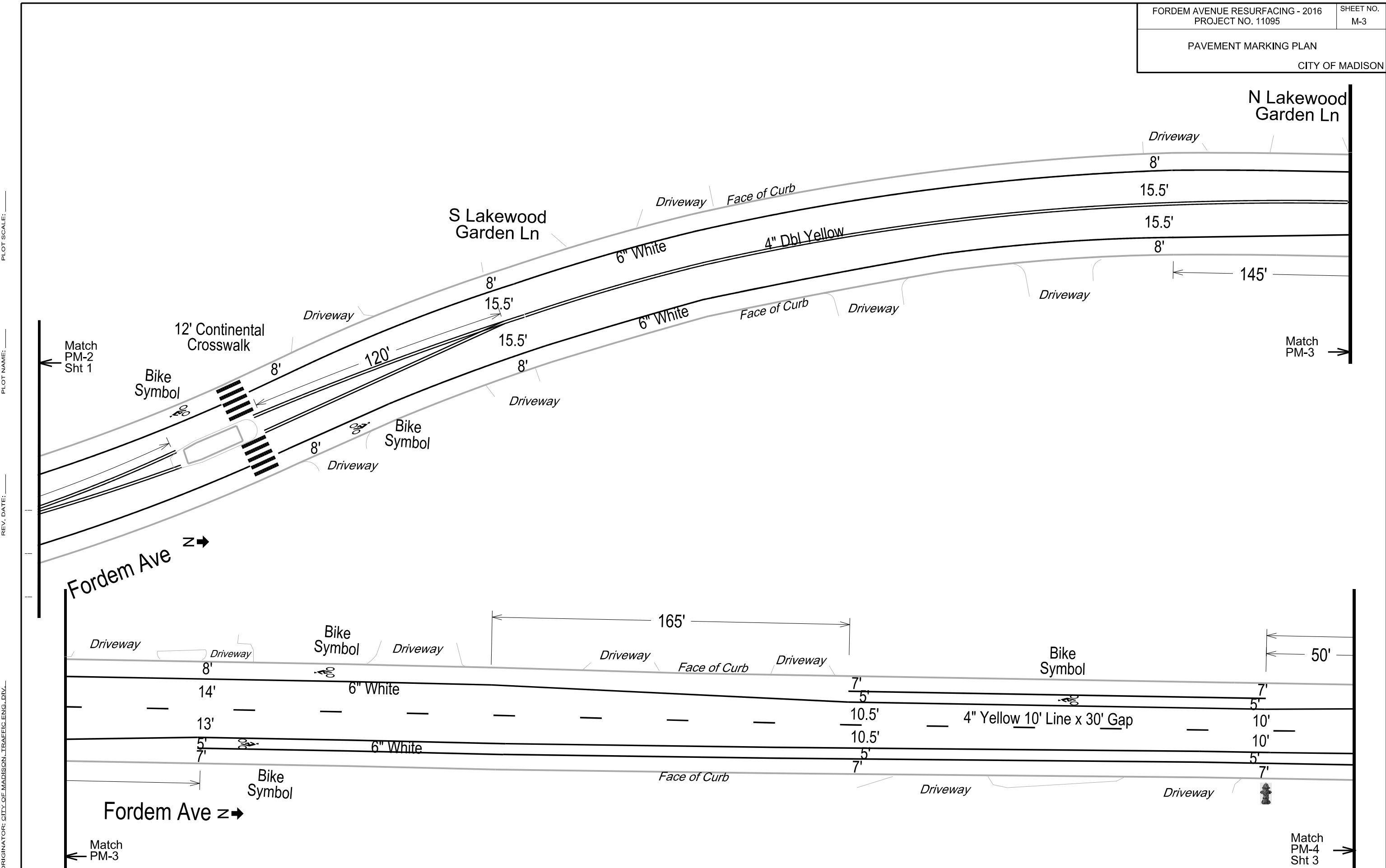


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



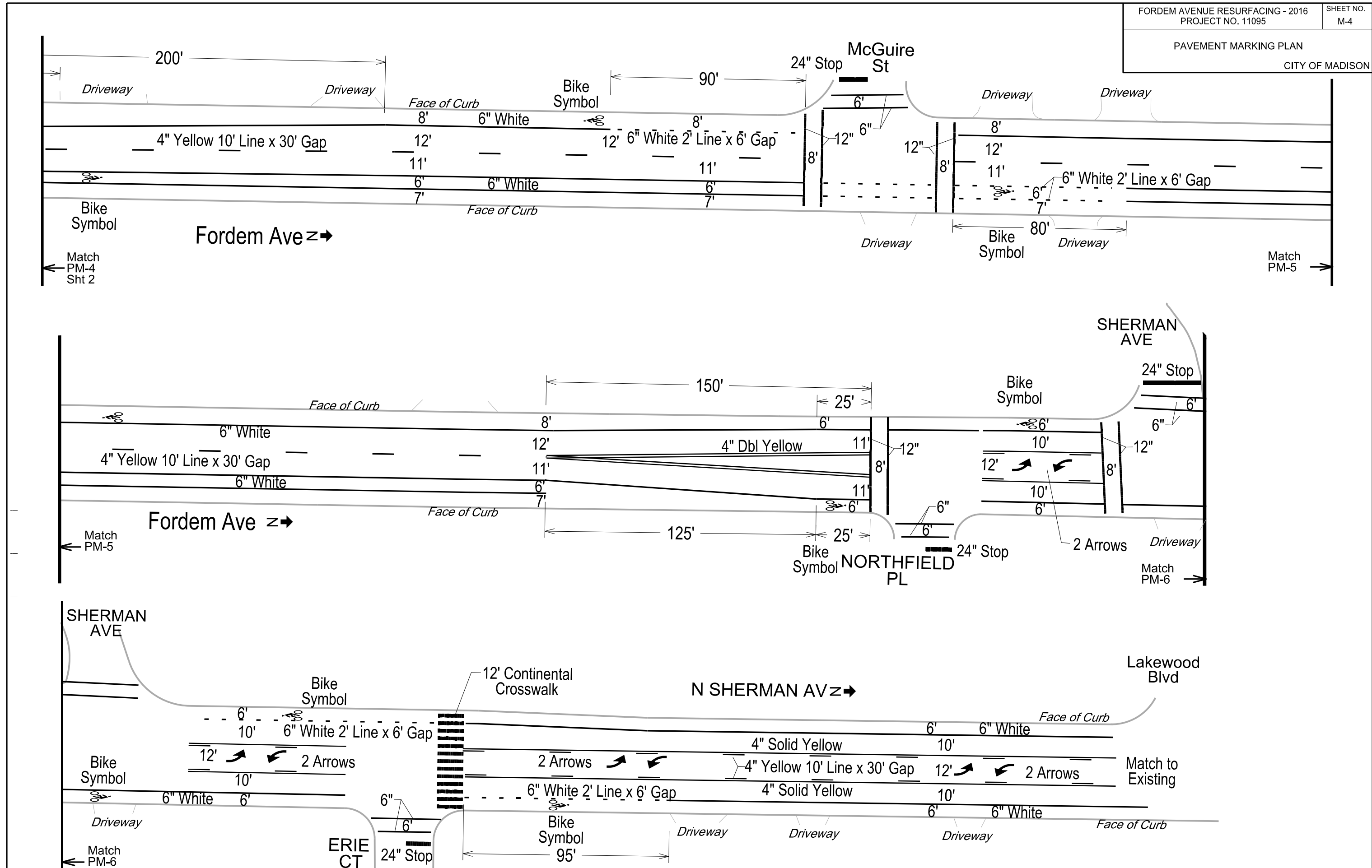
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

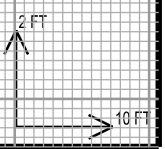
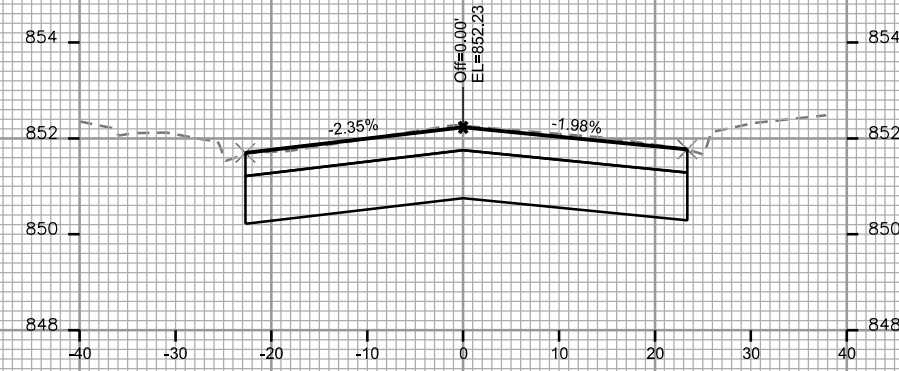
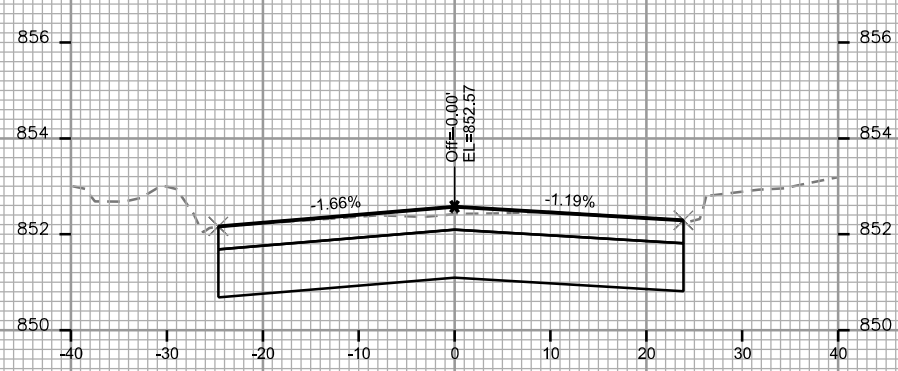
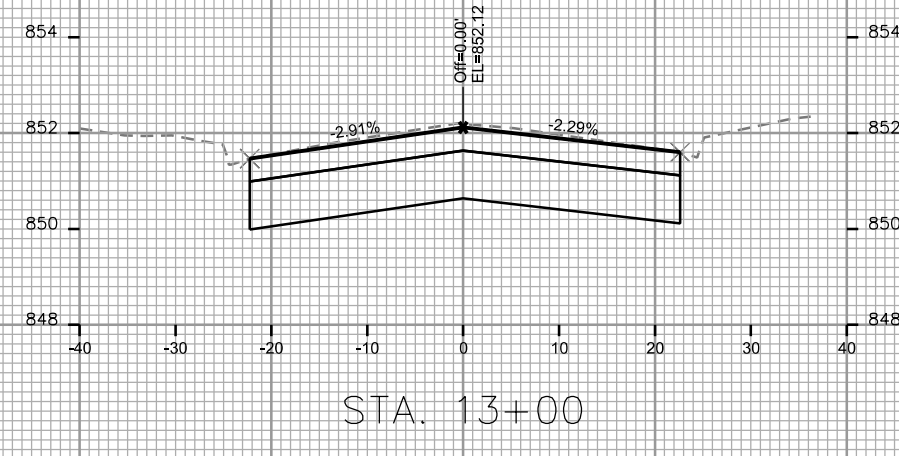
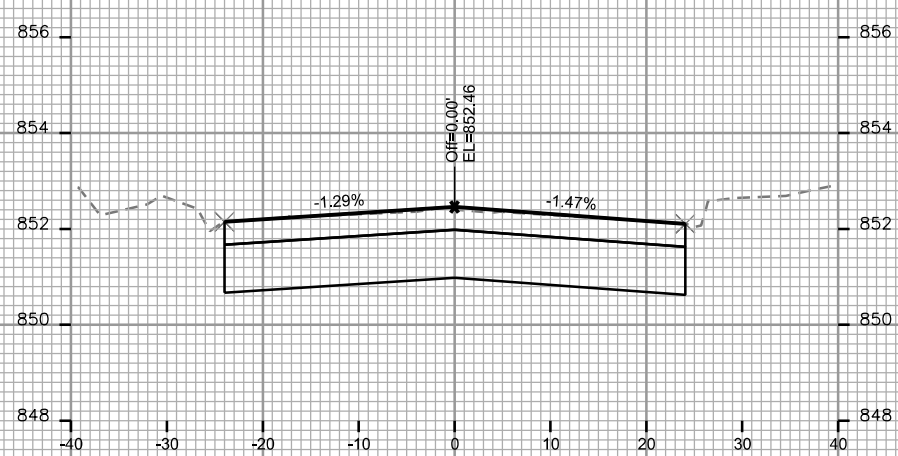
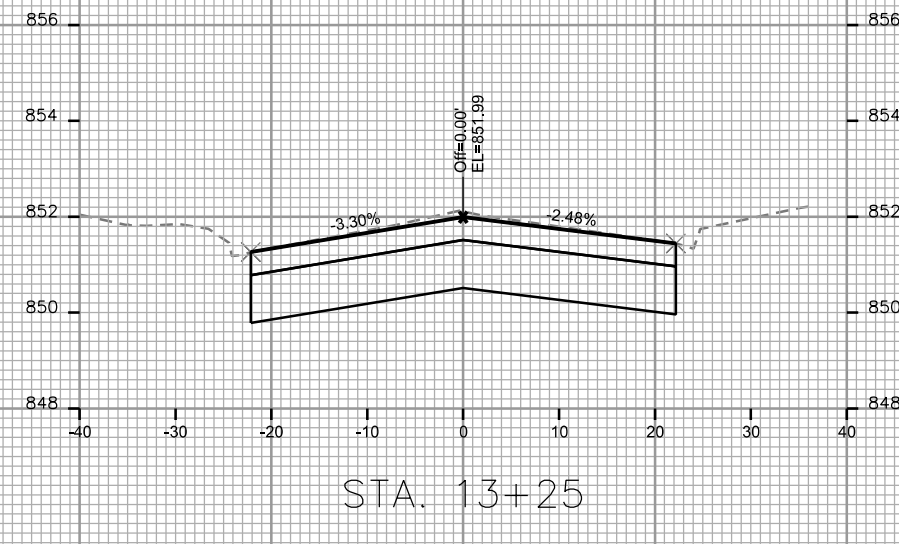
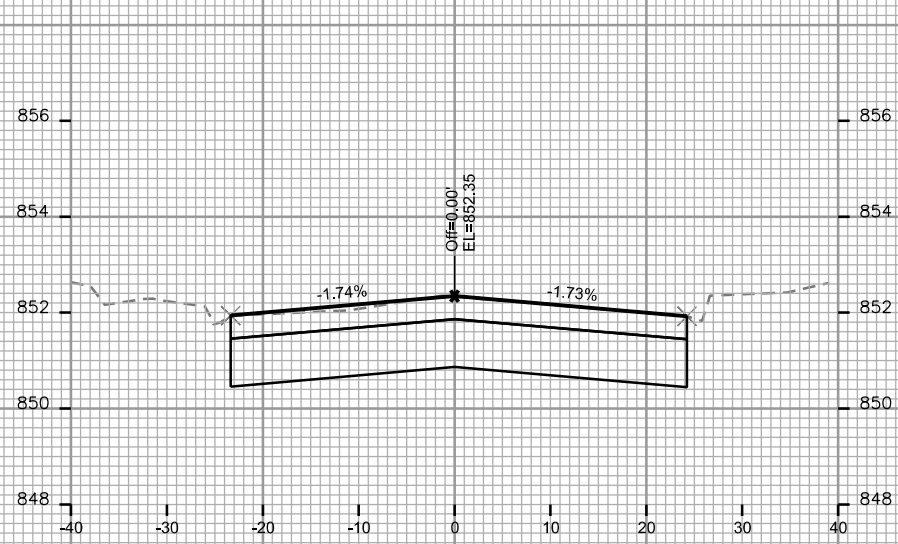
PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_  
REV. DATE: \_\_\_\_\_  
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



CROSS SECTIONS

FORDEM AVENUE

CITY OF MADISON



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

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

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

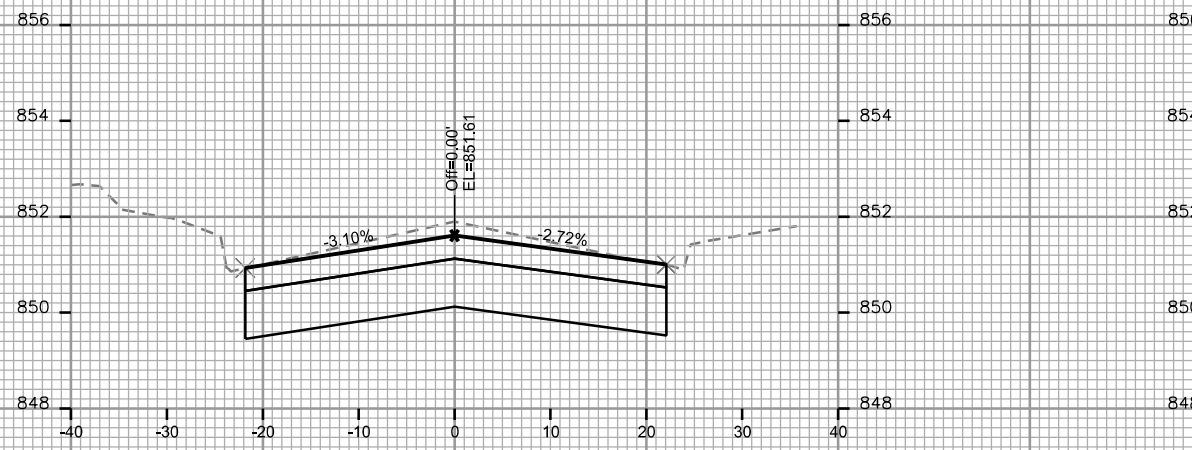
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



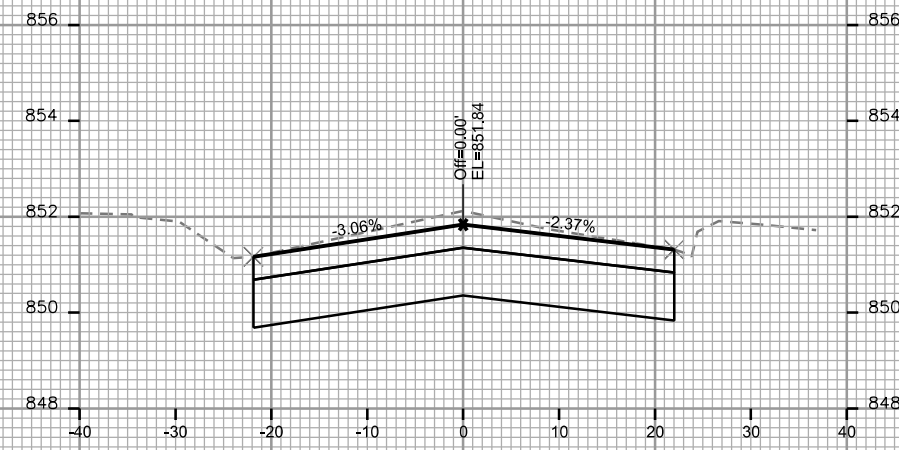
CROSS SECTIONS

FORDEM AVENUE

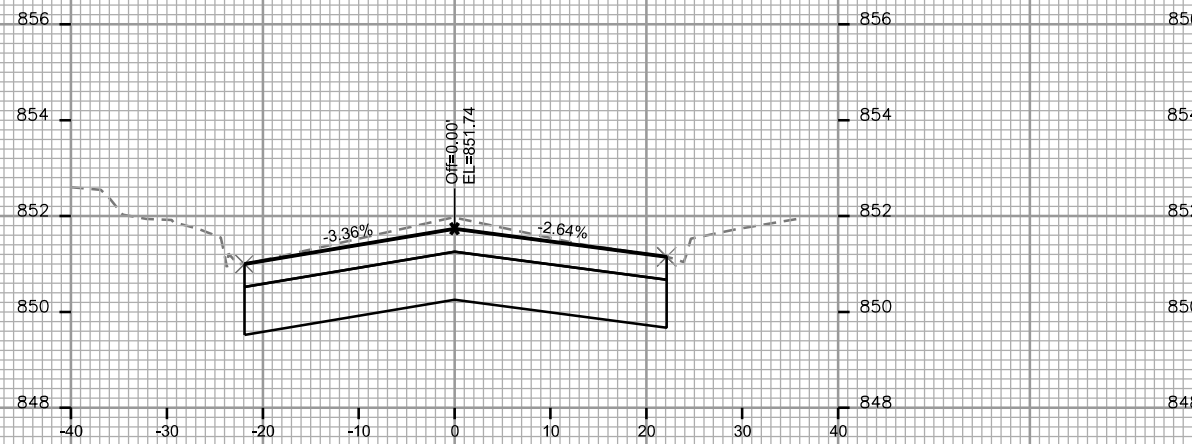
CITY OF MADISON



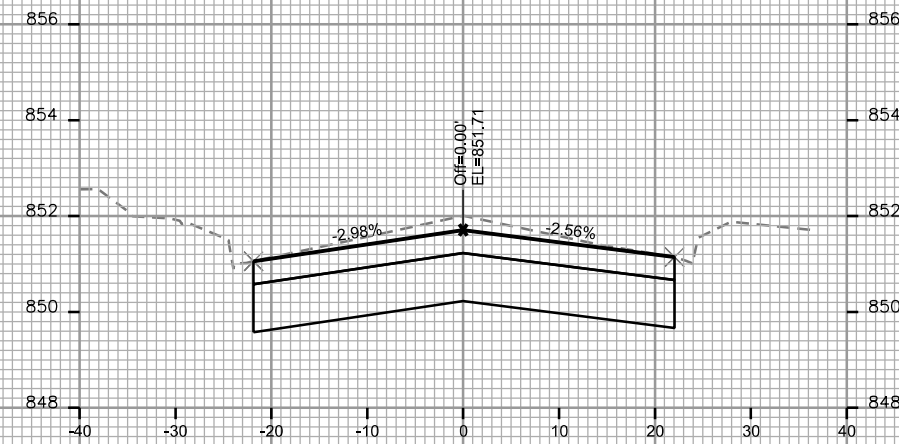
STA. 14+00



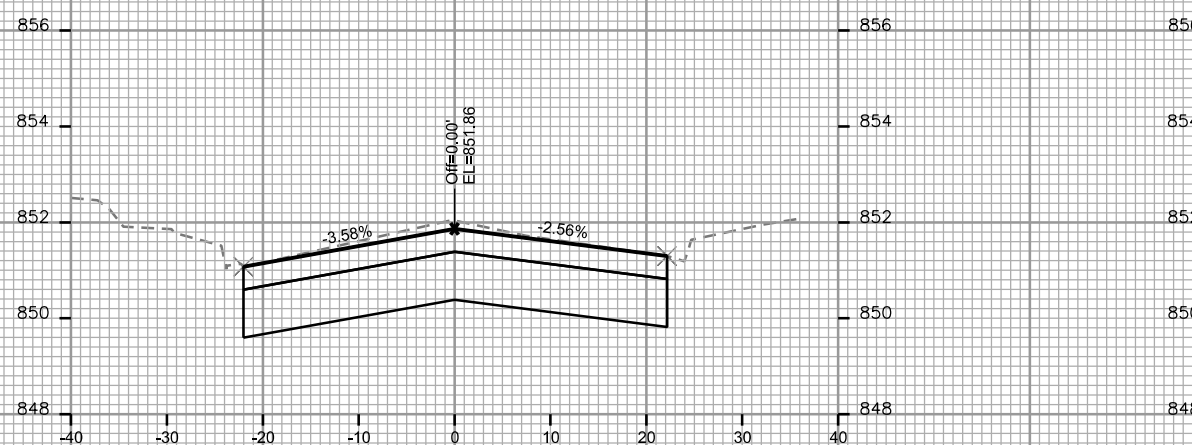
STA. 14+75



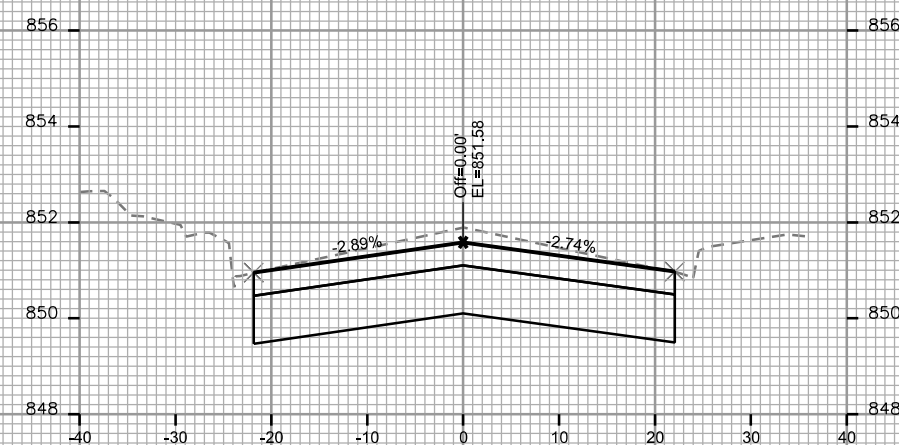
STA. 13+75



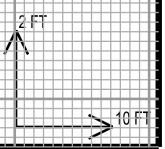
STA. 14+50



STA. 13+50



STA. 14+25



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

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

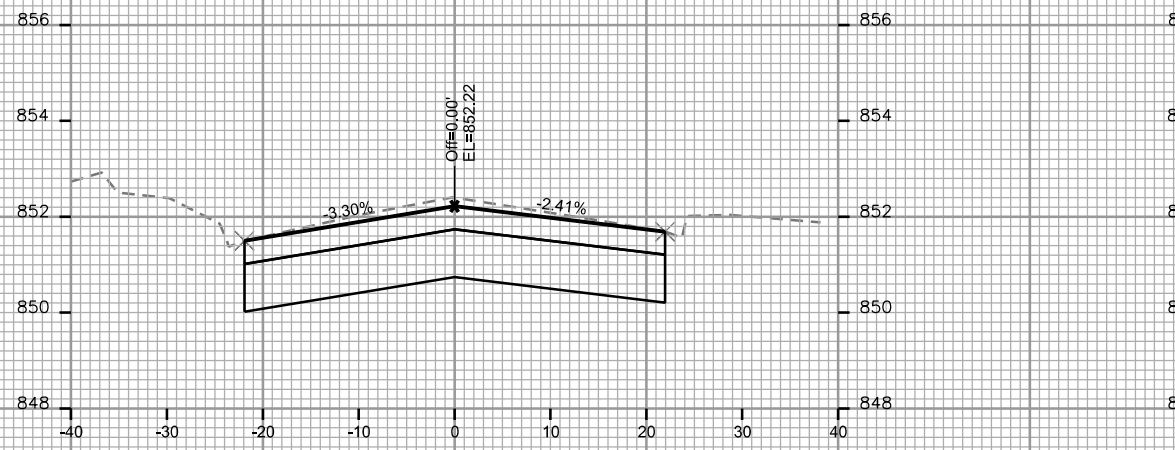
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

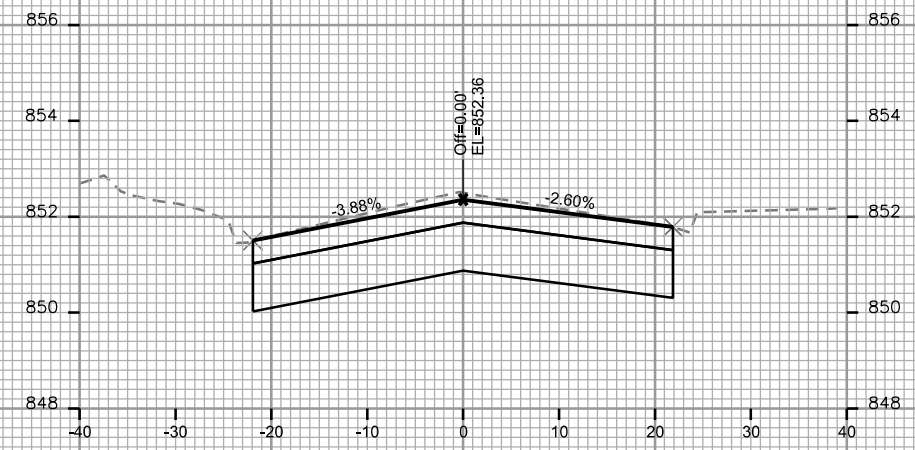
CROSS SECTIONS

FORDEM AVENUE

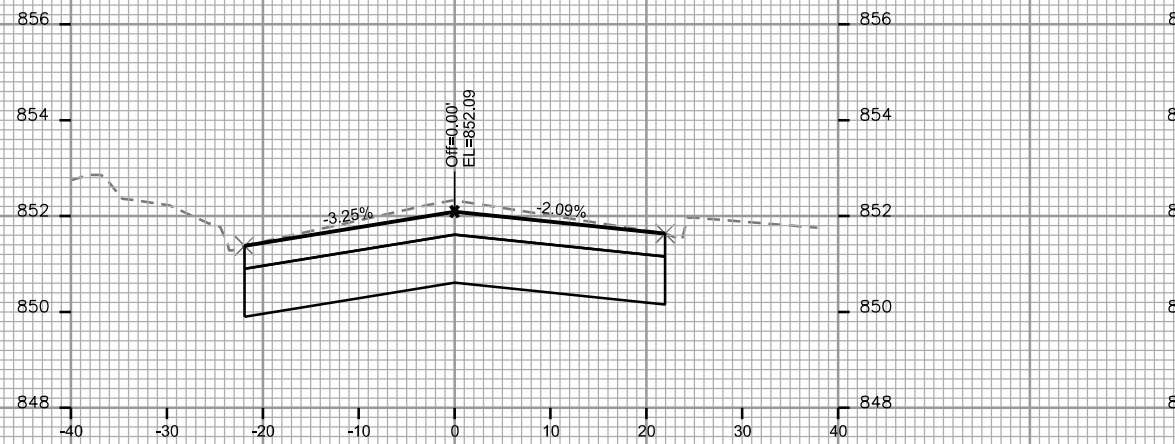
CITY OF MADISON



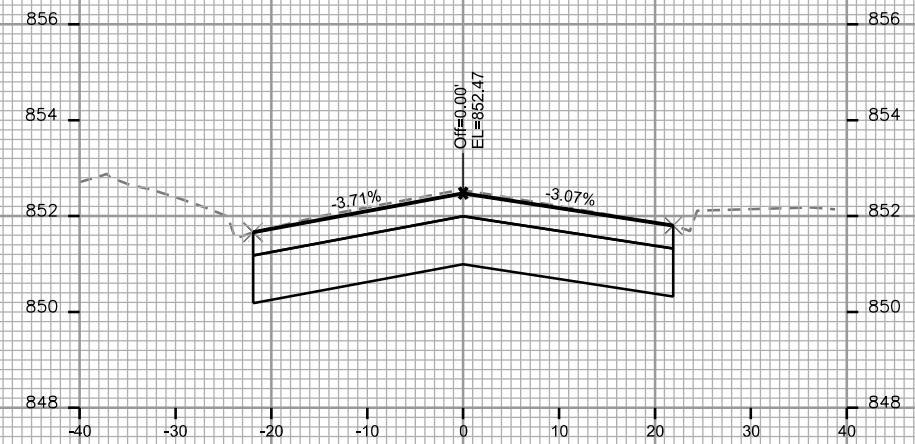
STA. 15+50



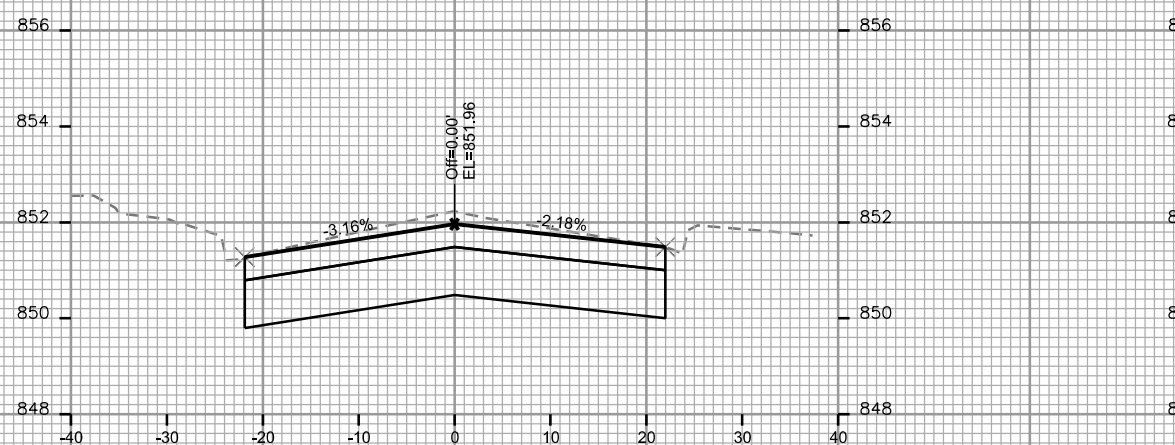
STA. 16+25



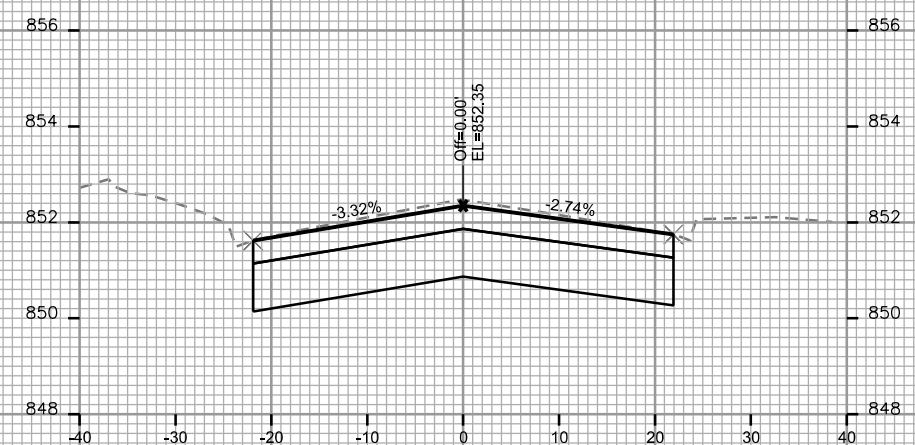
STA. 15+25



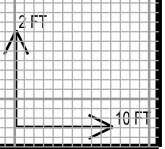
STA. 16+00



STA. 15+00



STA. 15+75



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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

FORDEM AVENUE

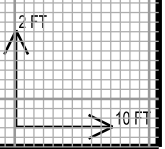
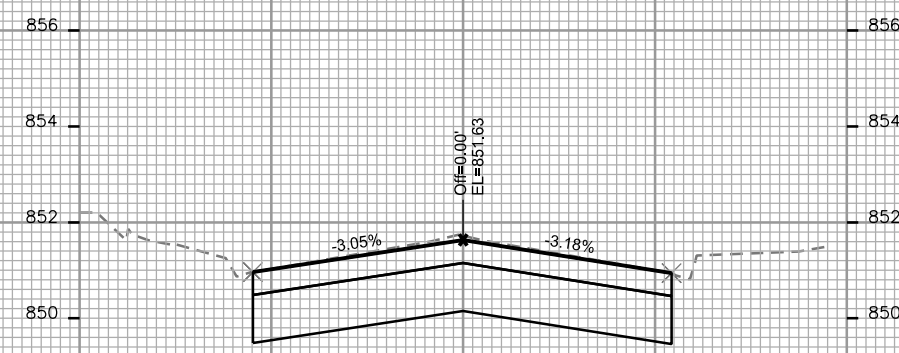
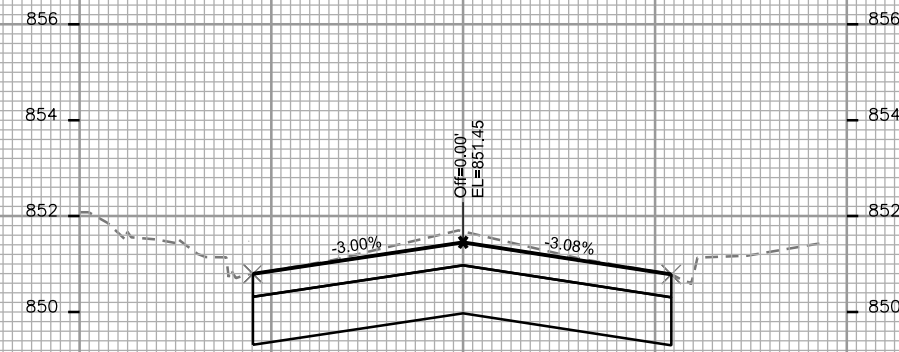
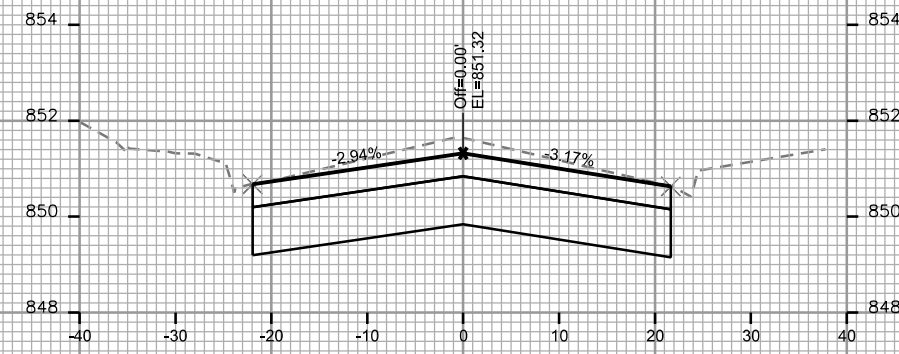
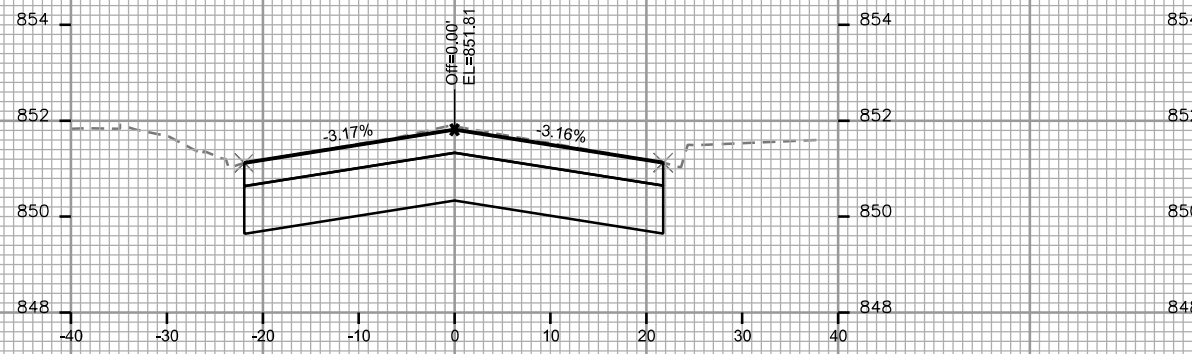
CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

FORDEM AVENUE

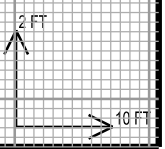
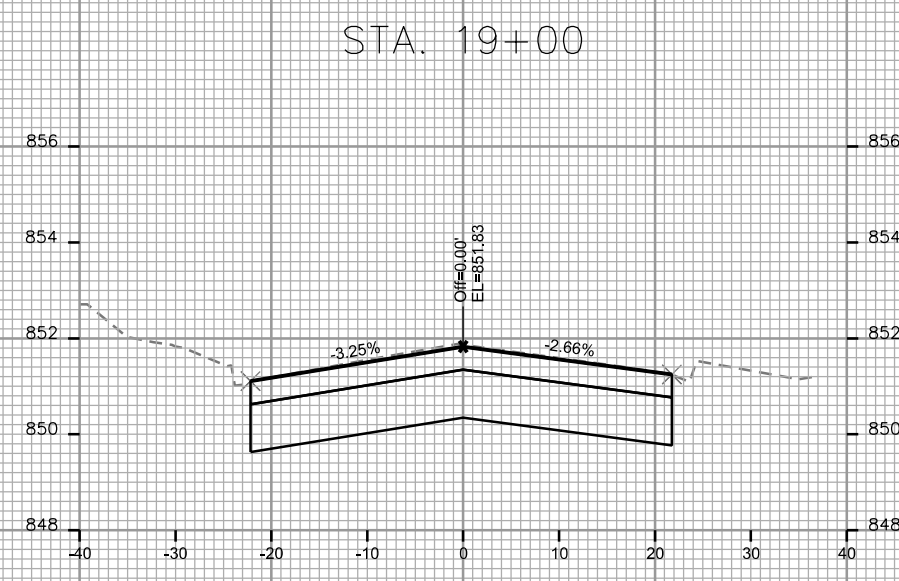
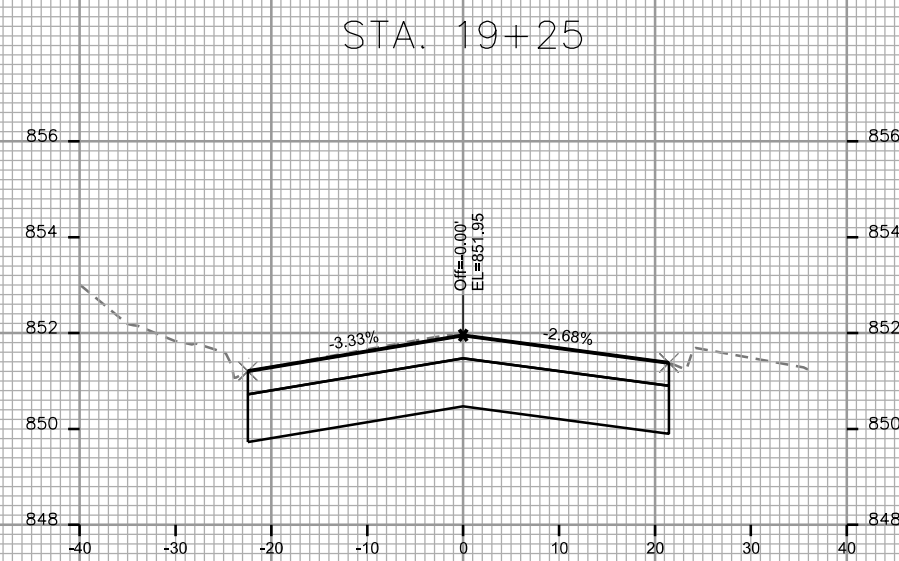
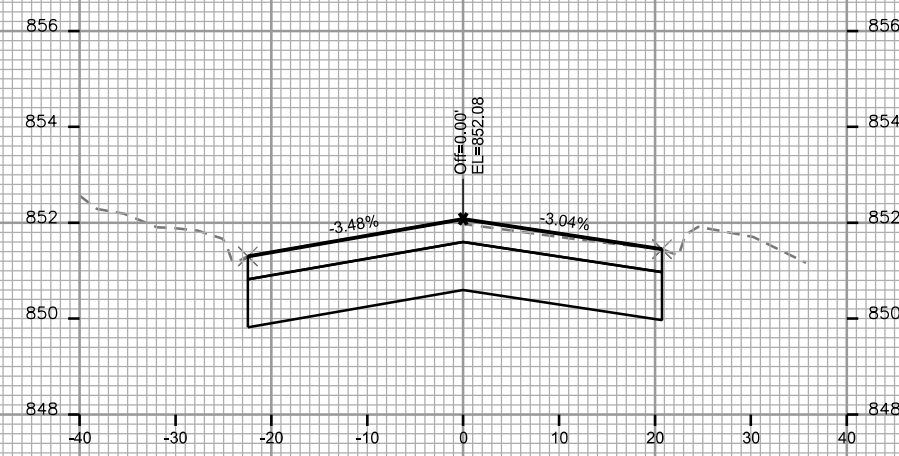
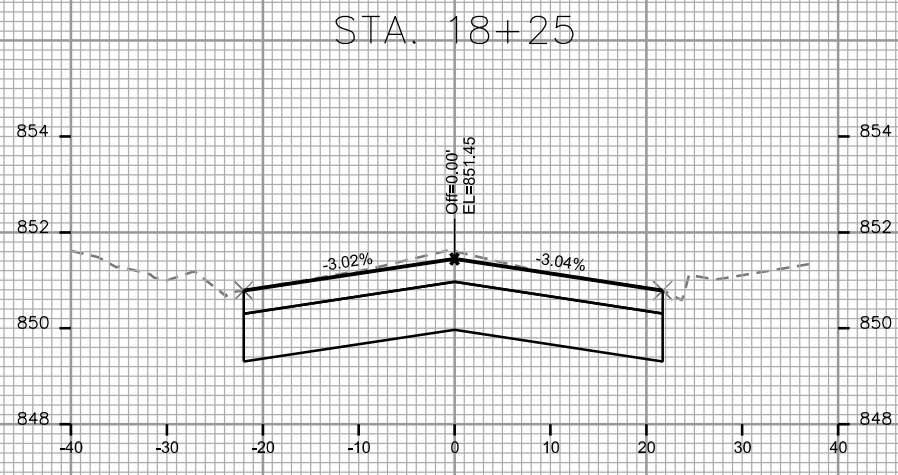
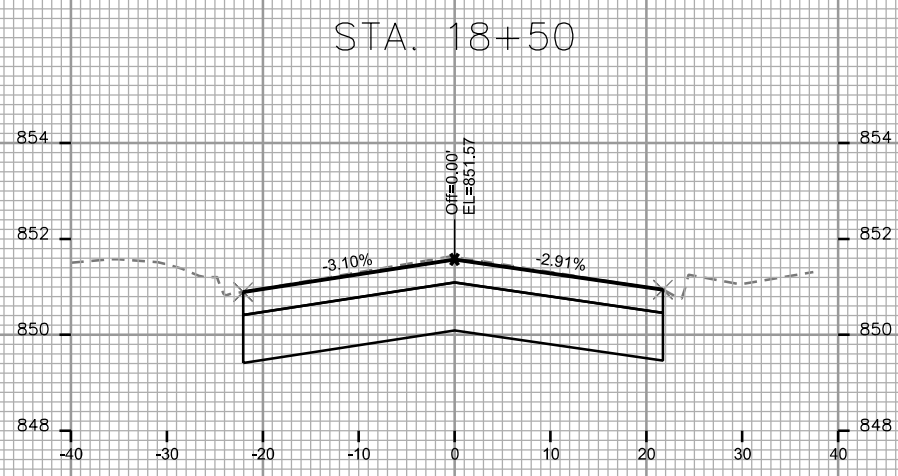
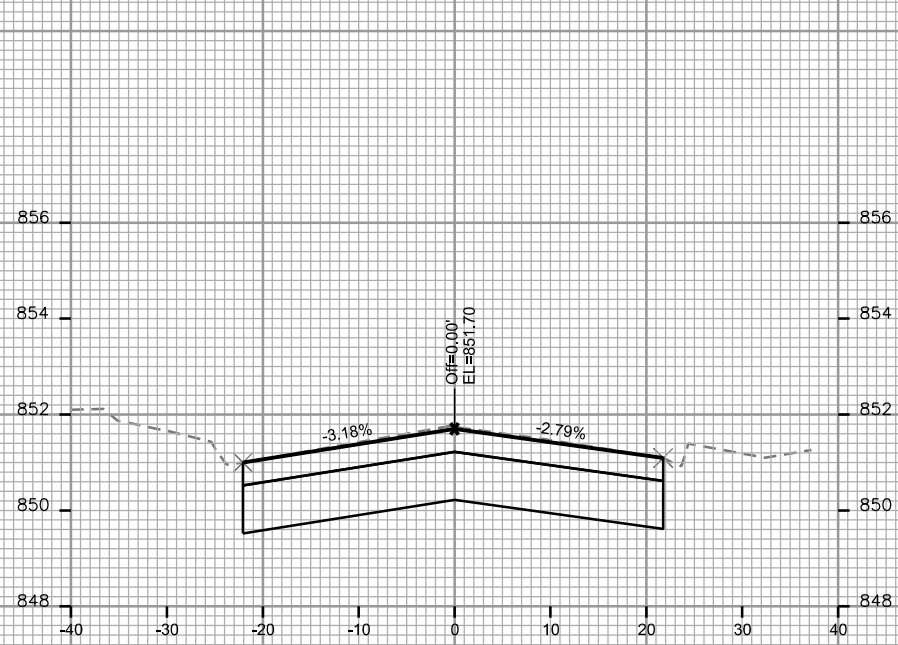
CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

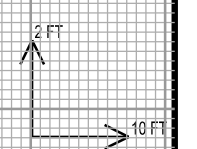
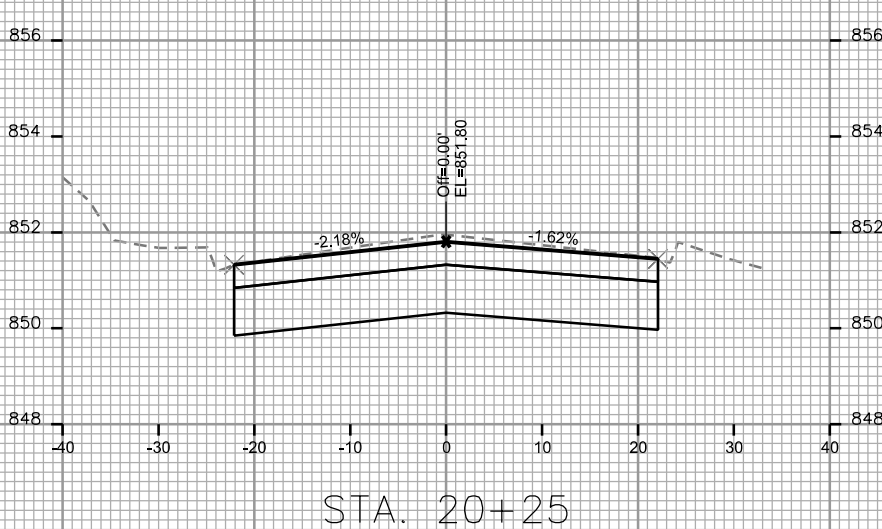
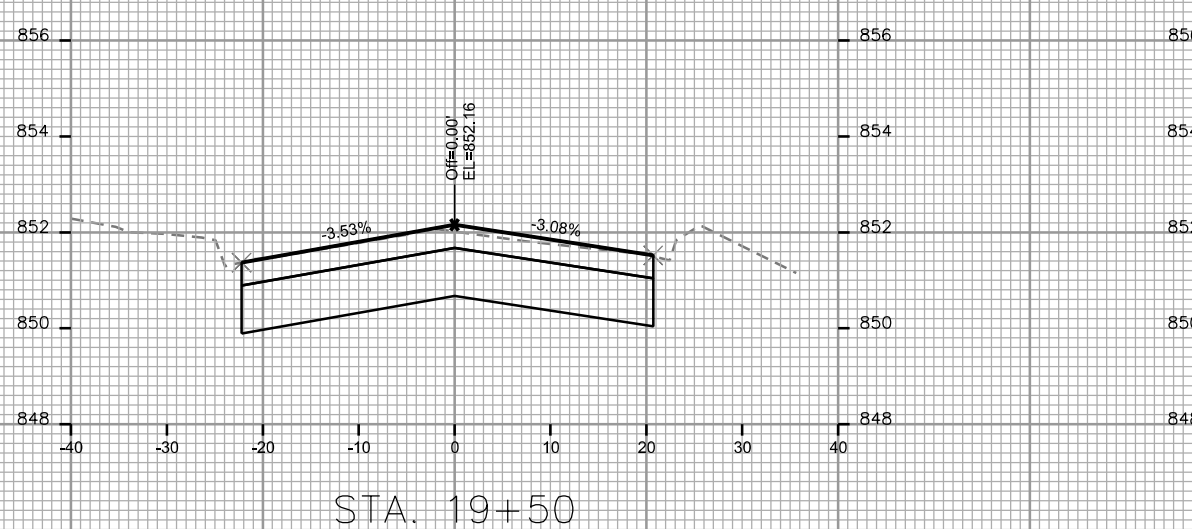
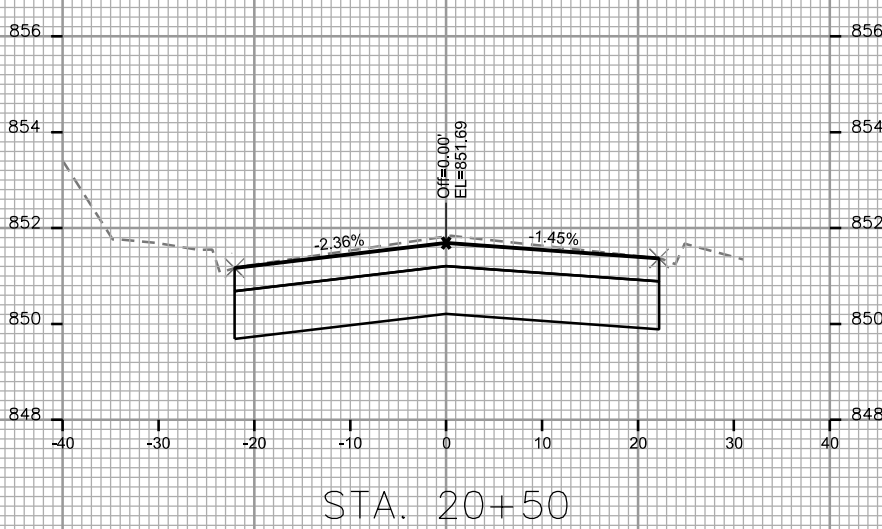
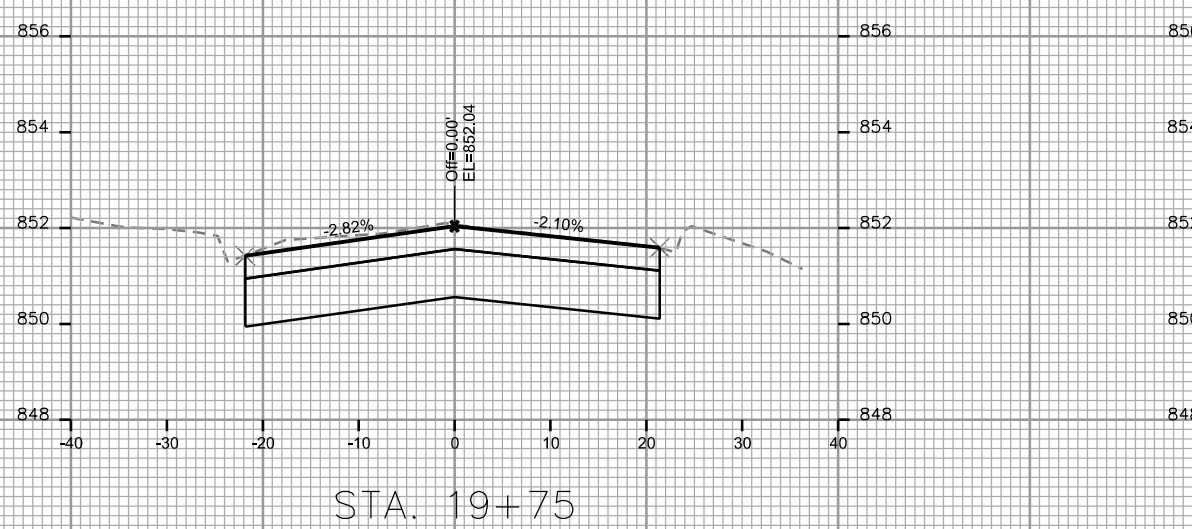
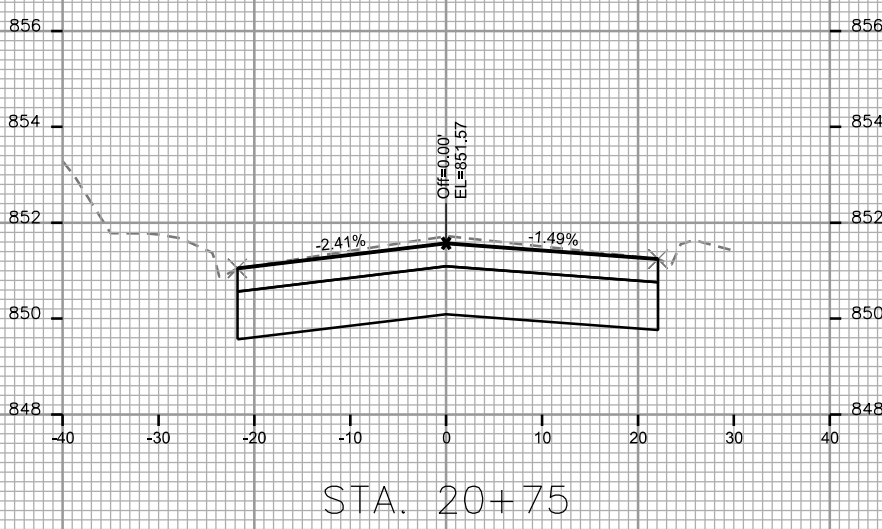
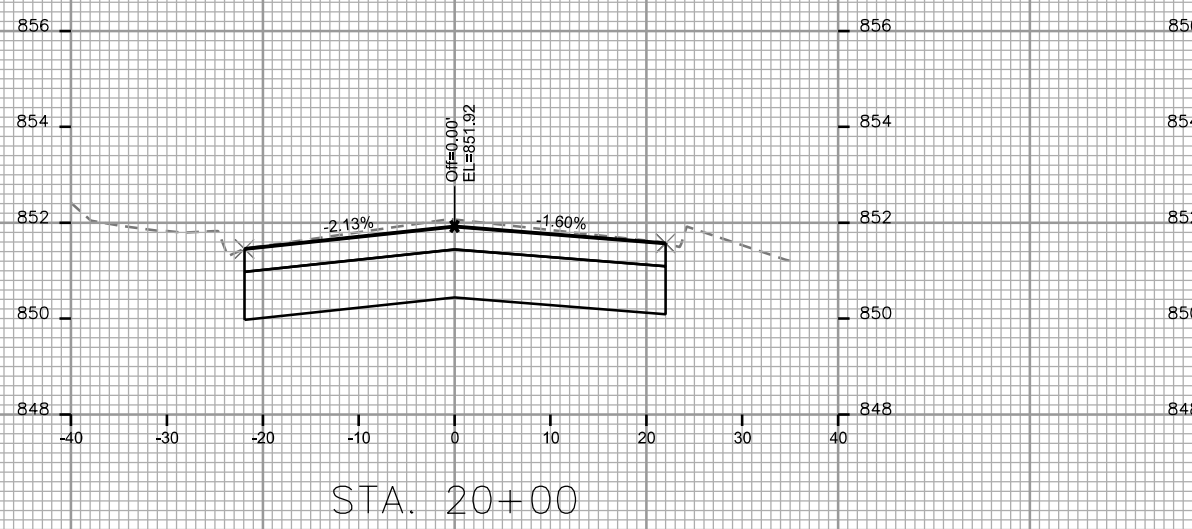


PLOT SCALE: \_\_\_\_\_

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

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

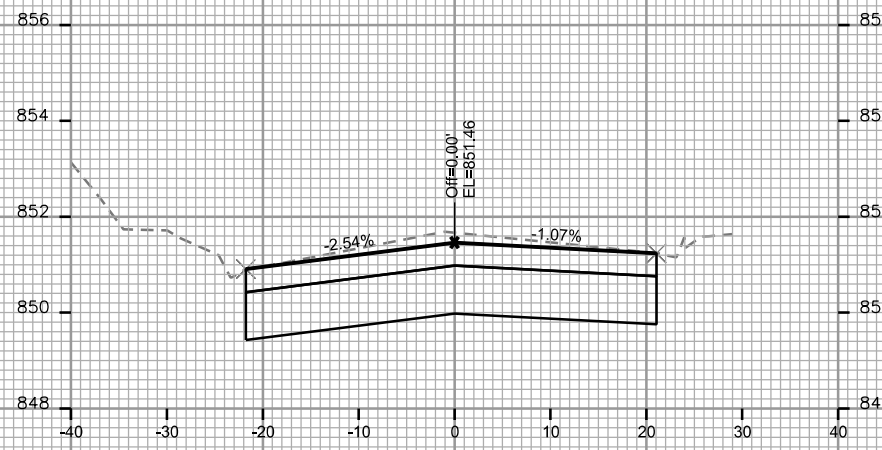
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



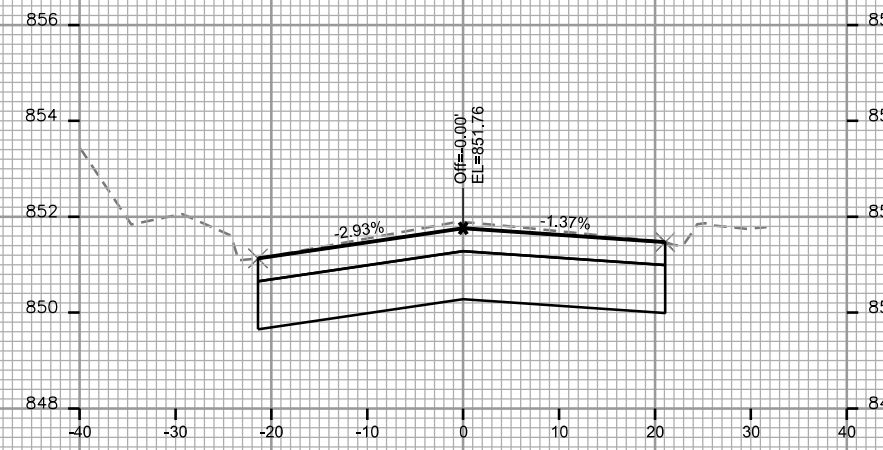
CROSS SECTIONS

FORDEM AVENUE

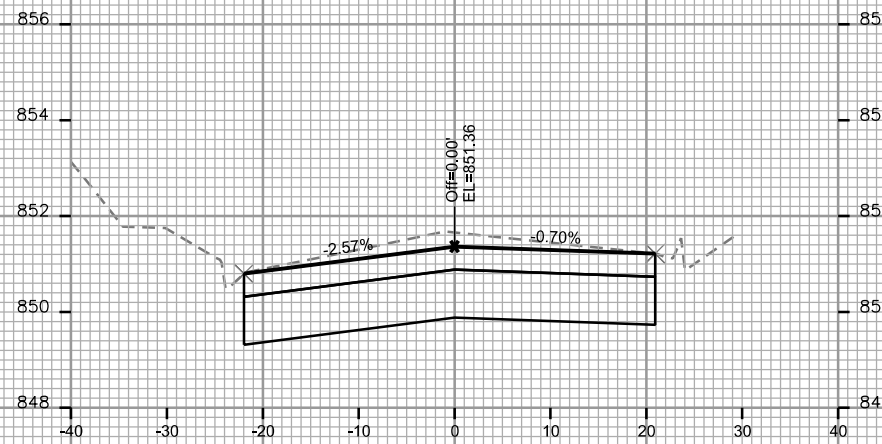
CITY OF MADISON



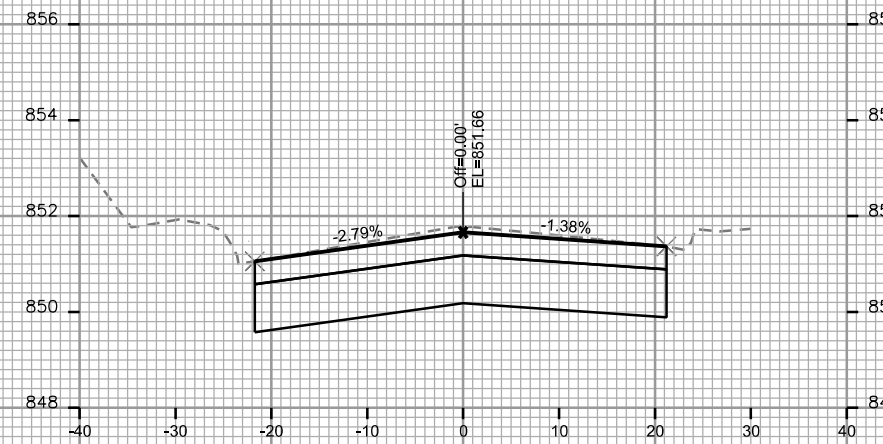
STA. 21+50



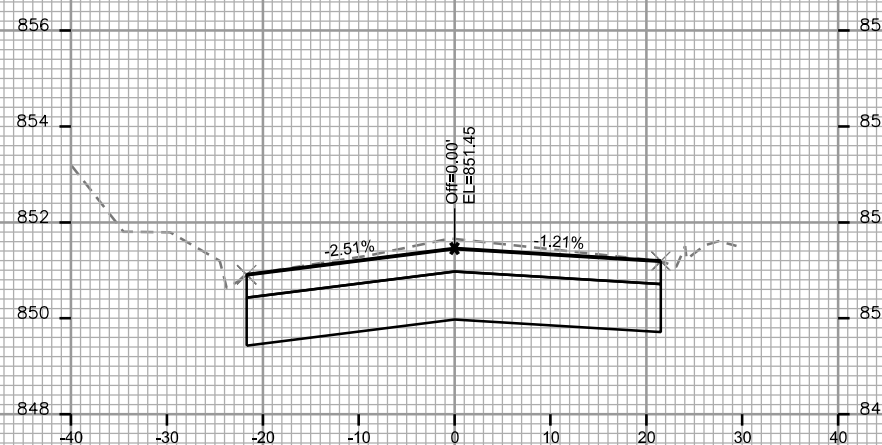
STA. 22+25



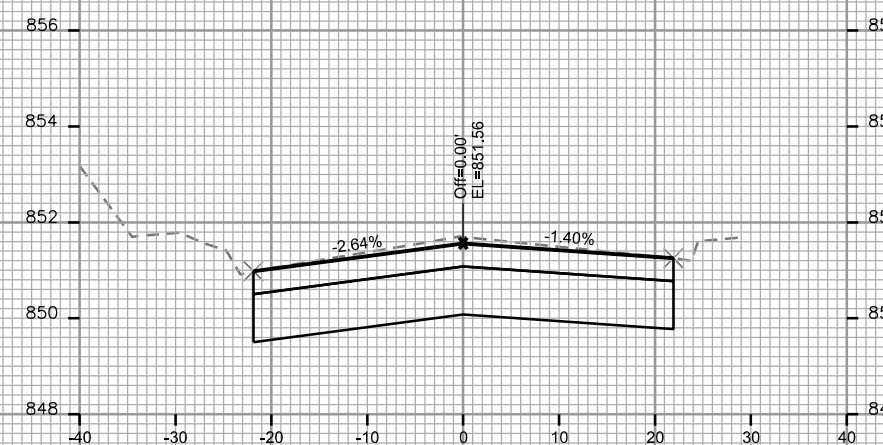
STA. 21+25



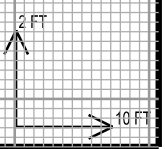
STA. 22+00



STA. 21+00



STA. 21+75



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

FORDEM AVENUE

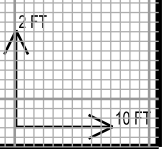
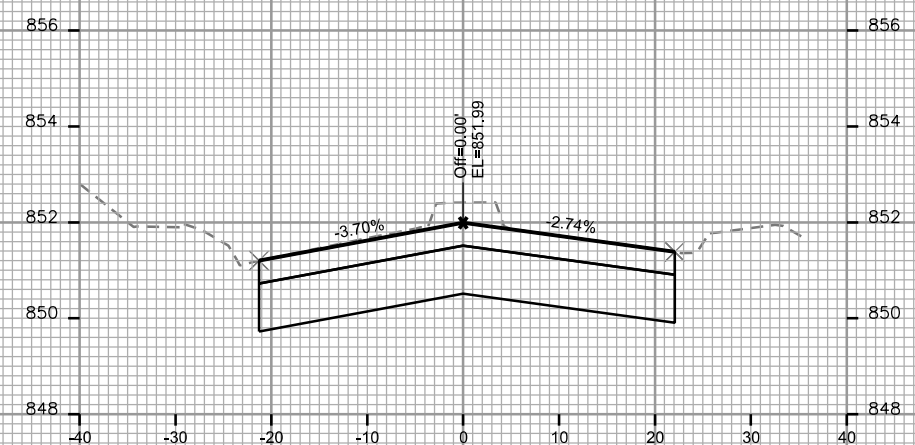
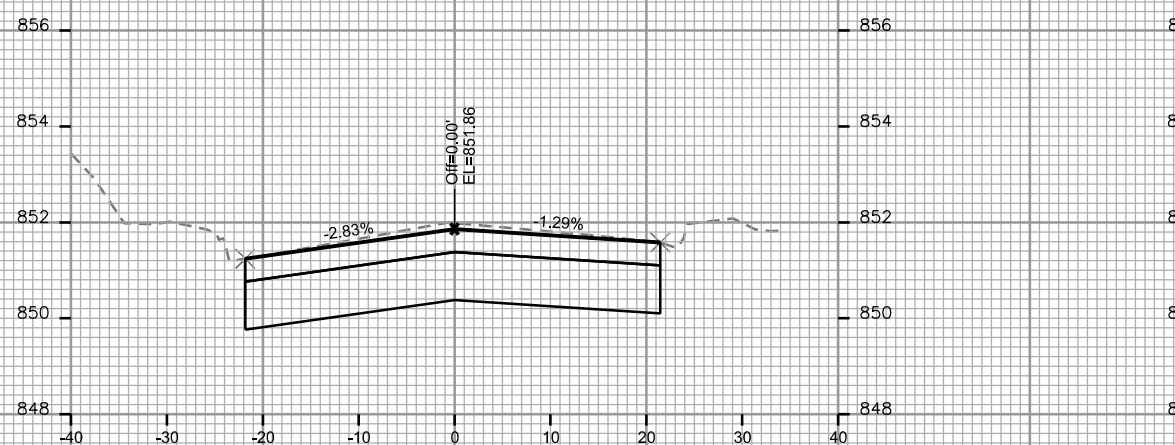
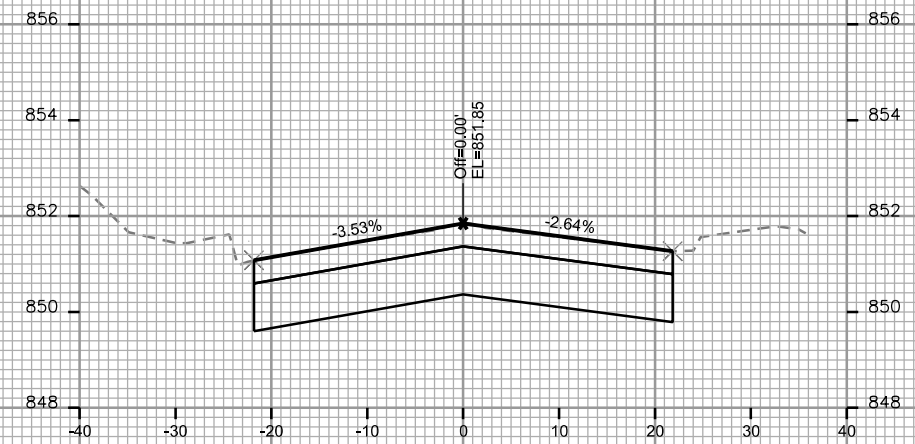
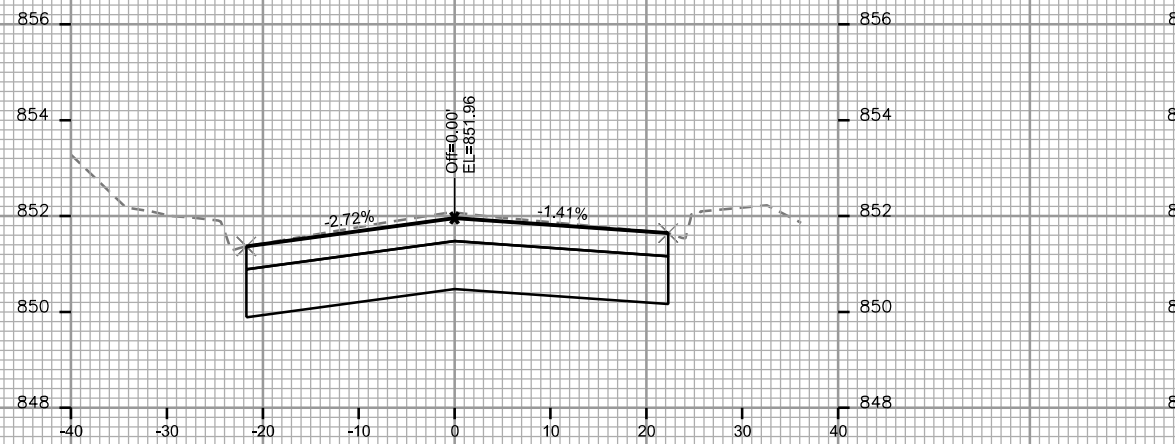
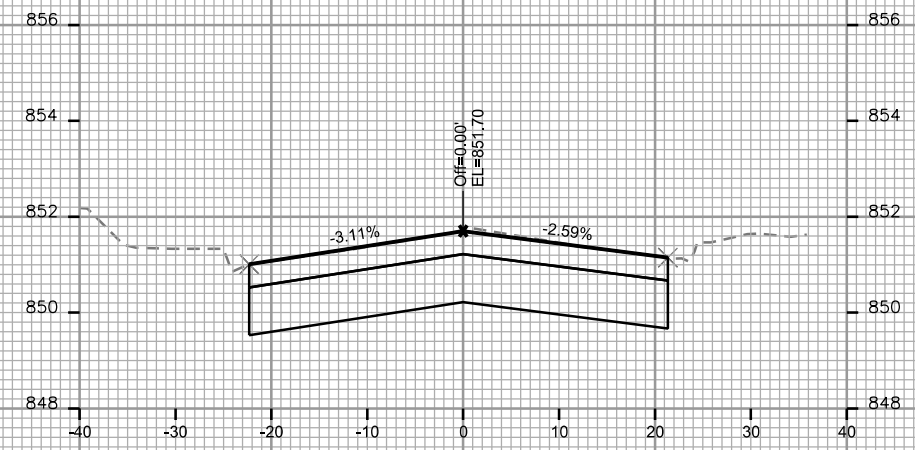
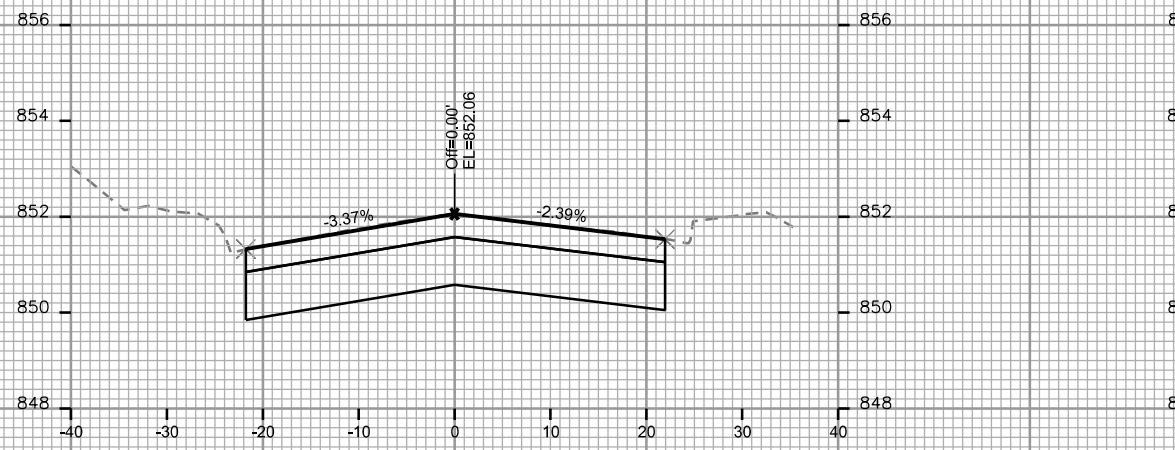
CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

FORDEM AVENUE

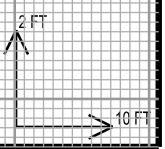
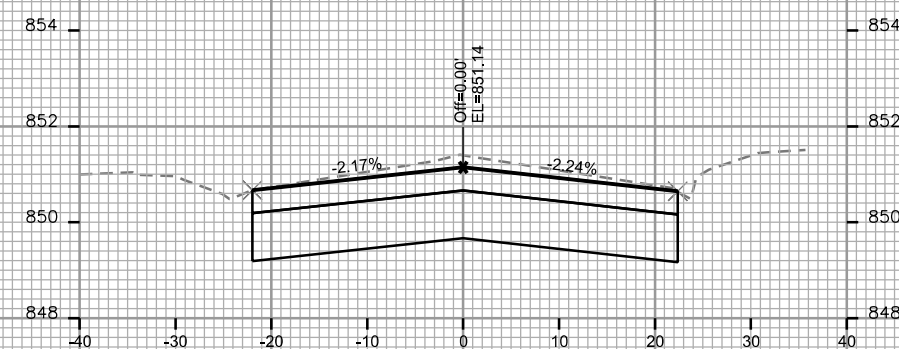
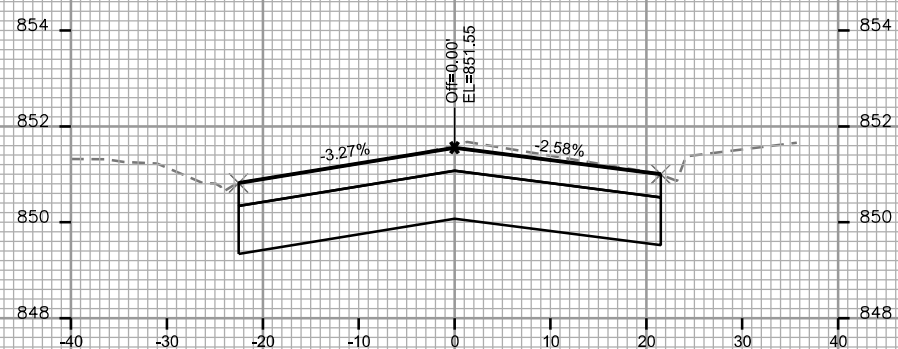
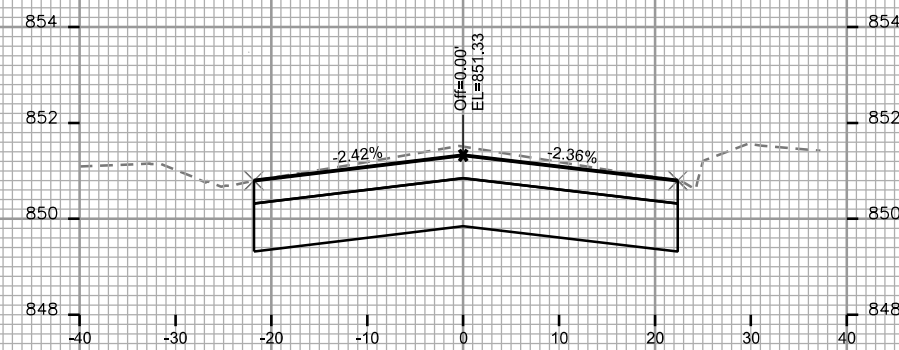
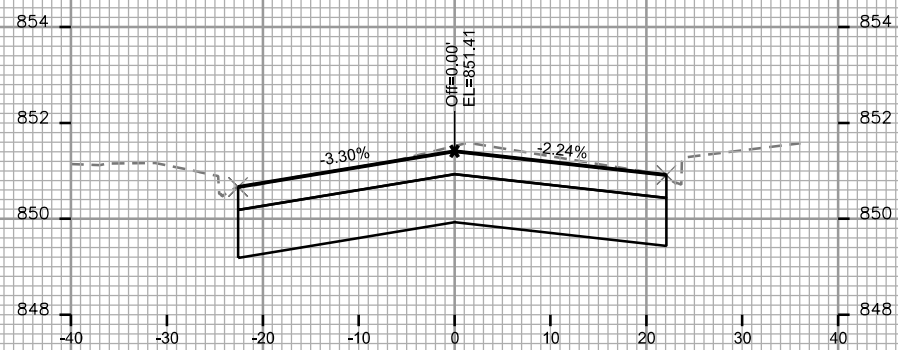
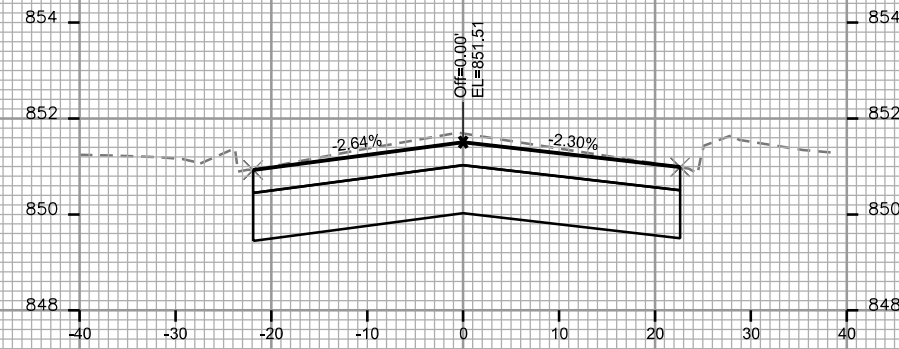
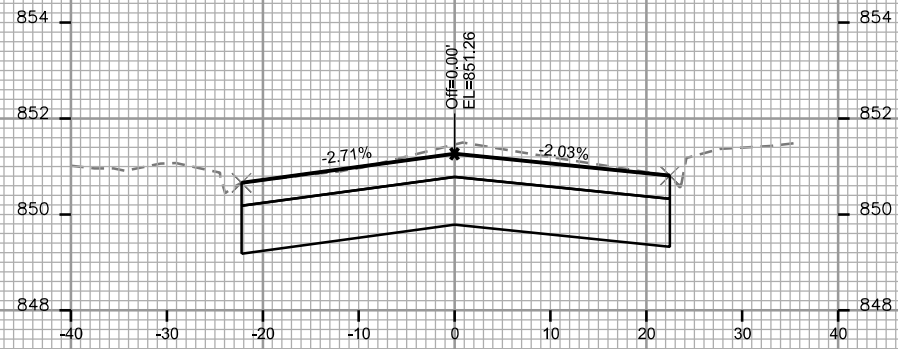
CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

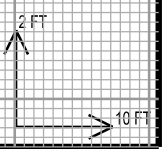
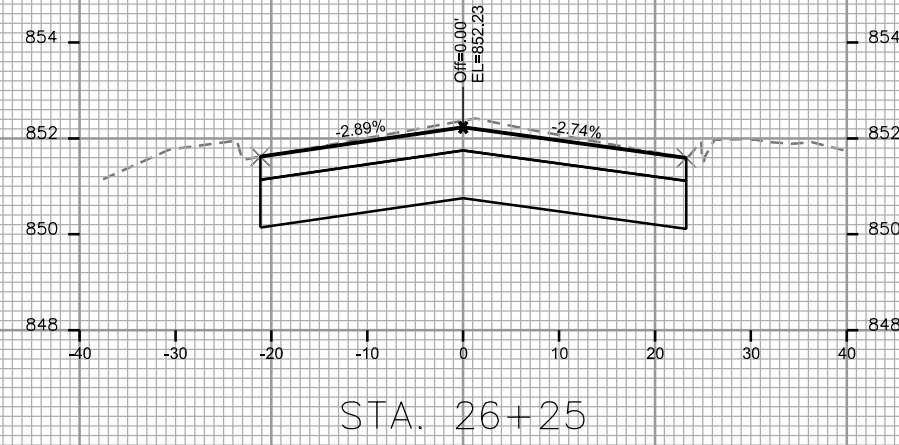
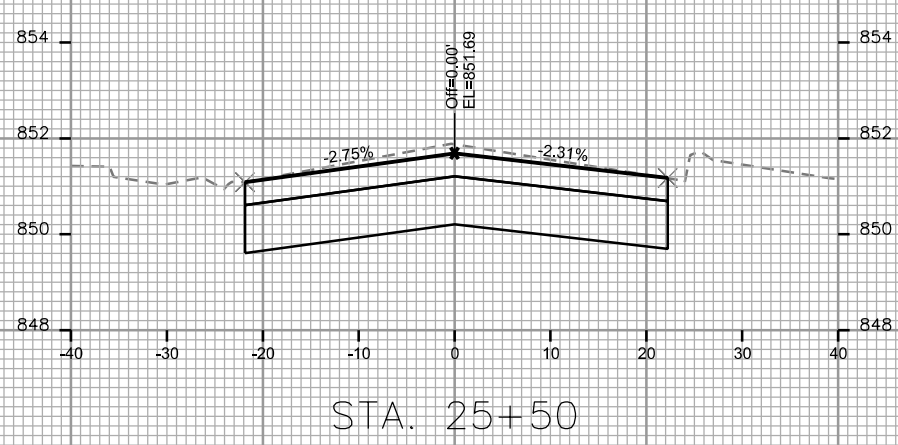
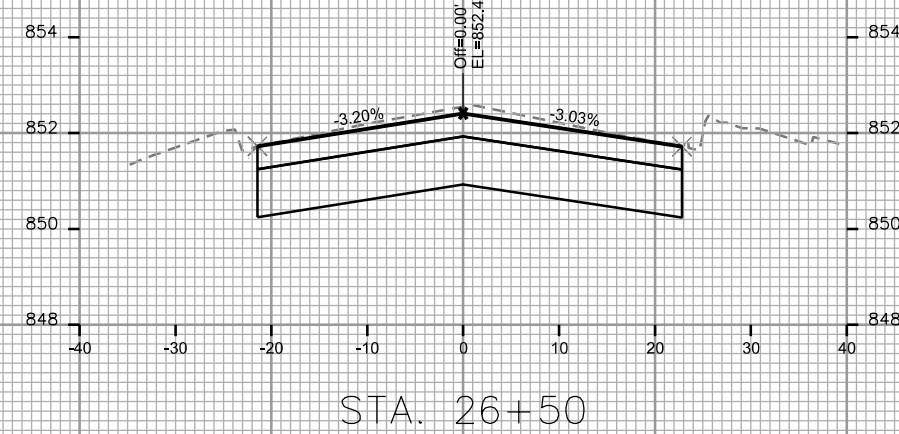
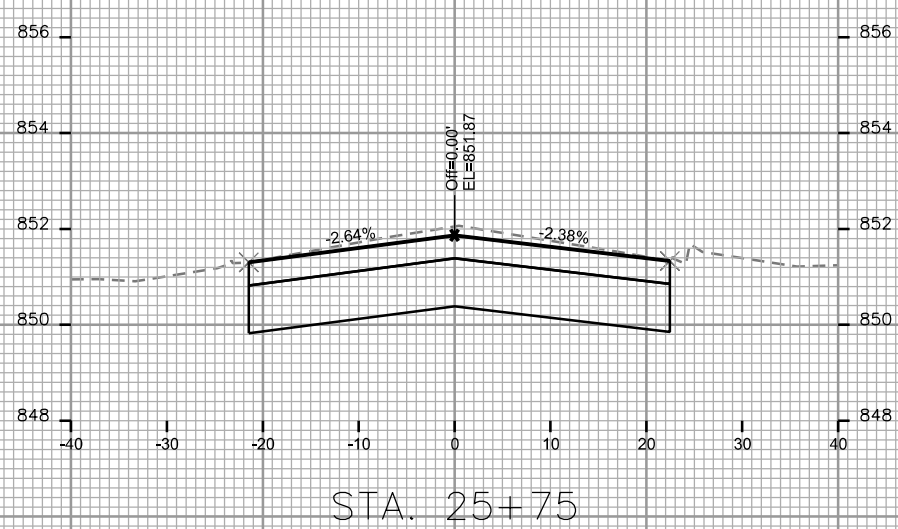
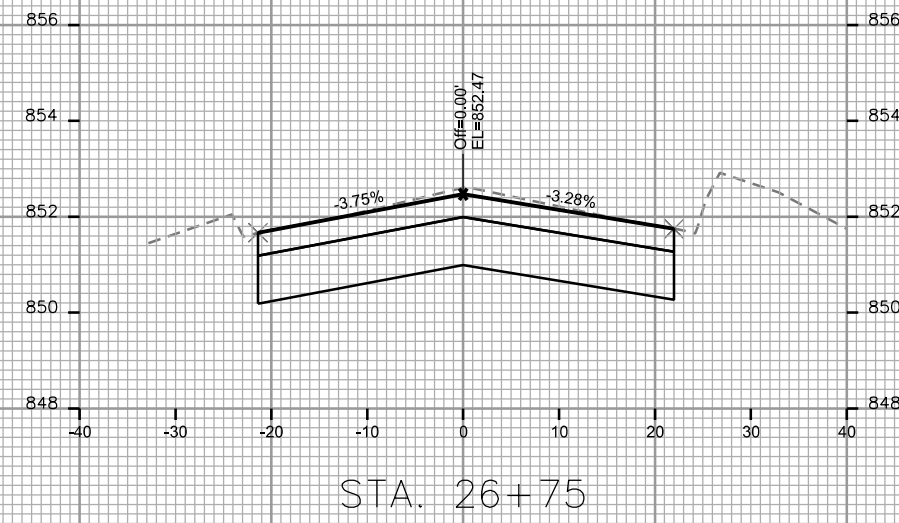
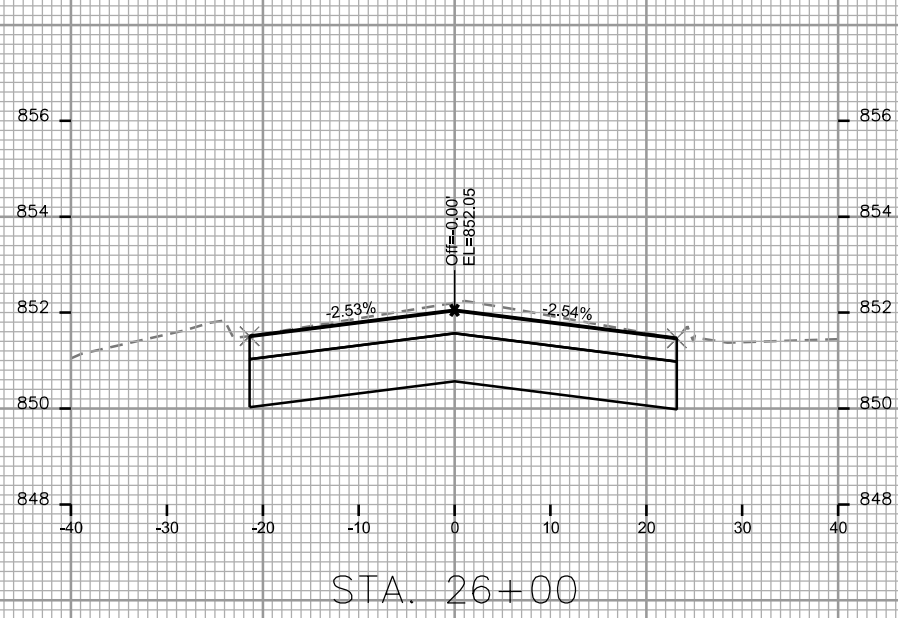




CROSS SECTIONS

FORDEM AVENUE

CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

FORDEM AVENUE

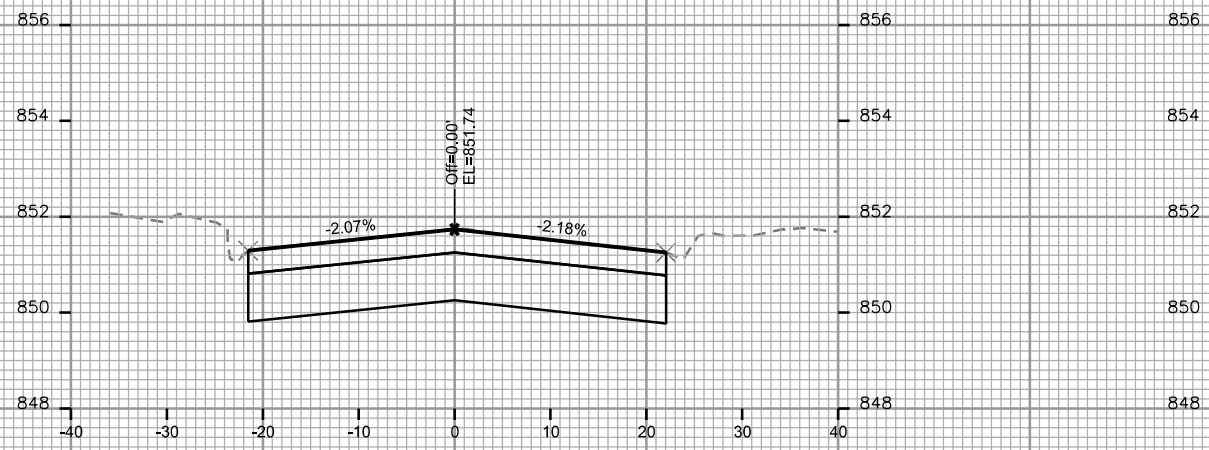
CITY OF MADISON

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

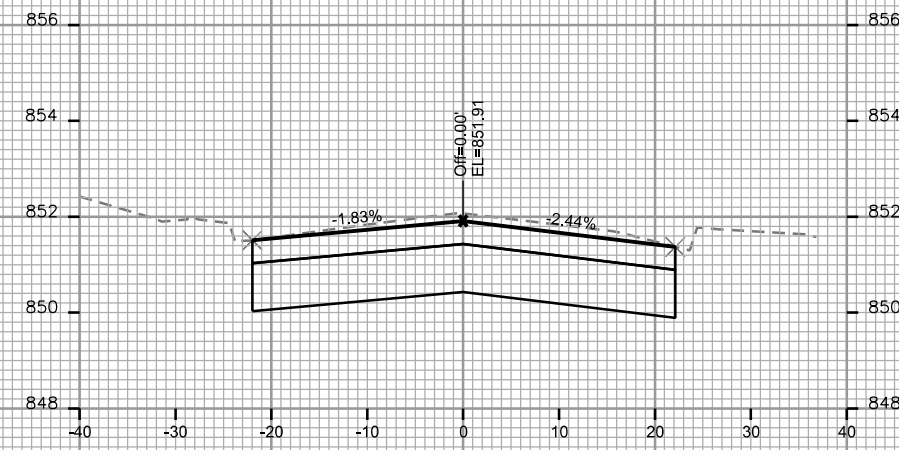
PLOT NAME: \_\_\_\_\_

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

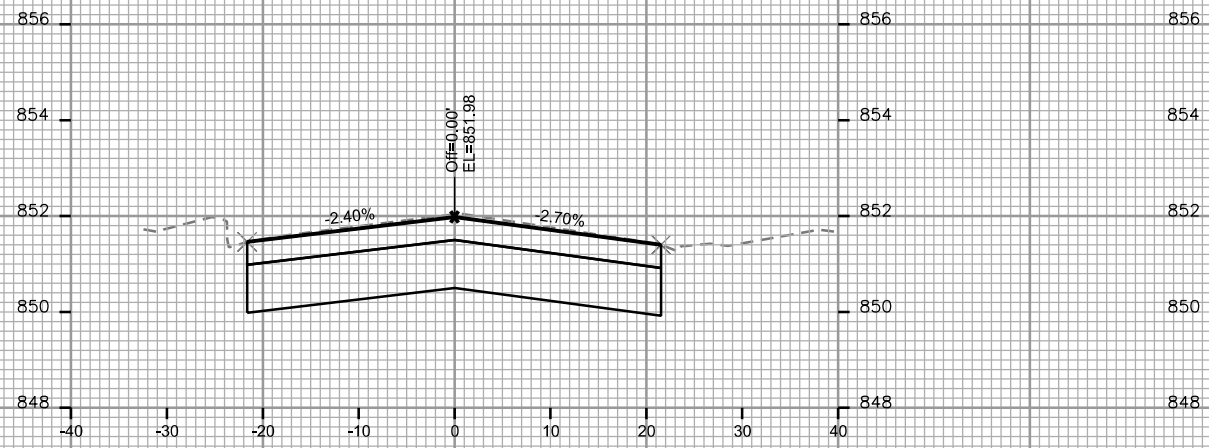
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



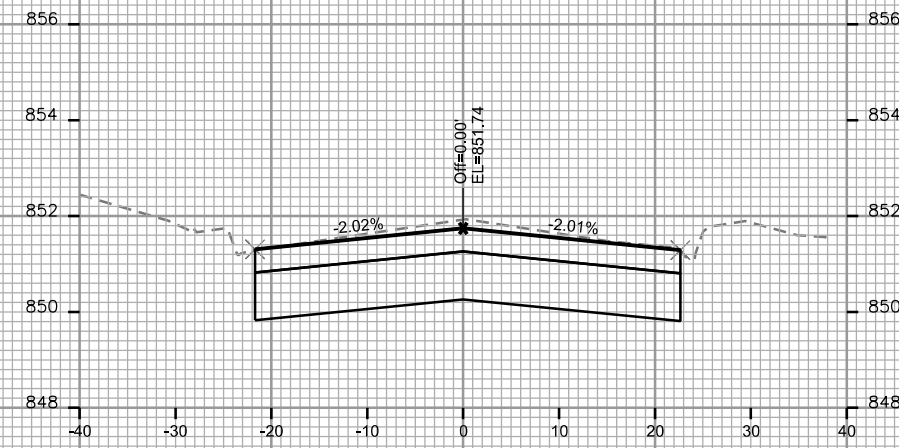
STA. 27+50



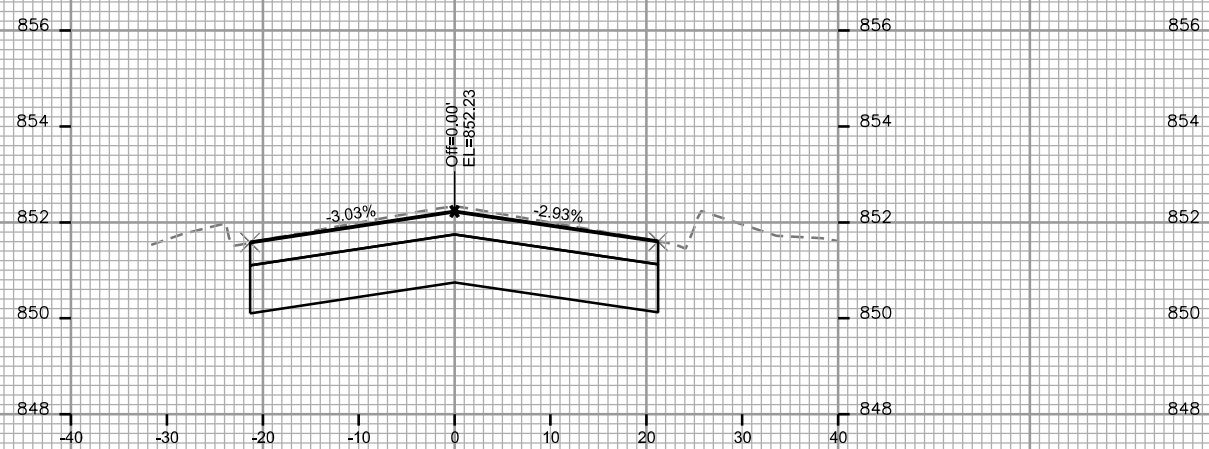
STA. 28+25



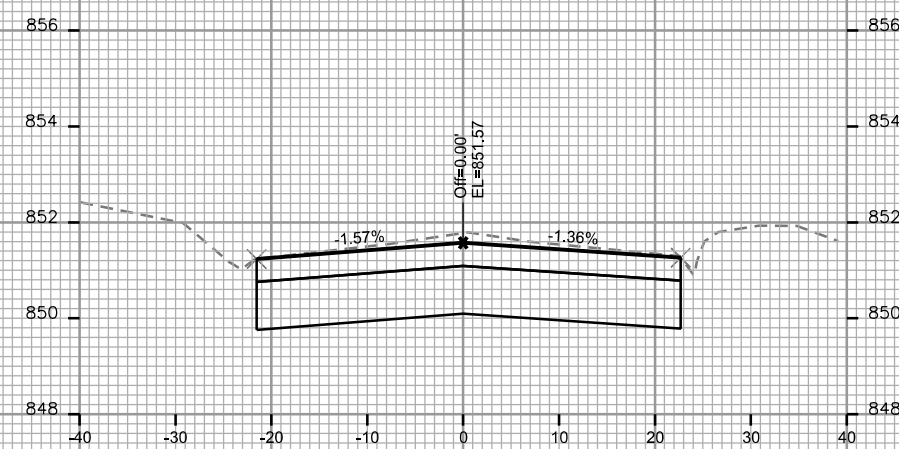
STA. 27+25



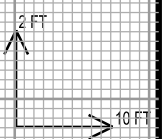
STA. 28+00



STA. 27+00



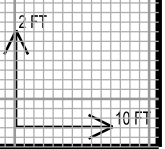
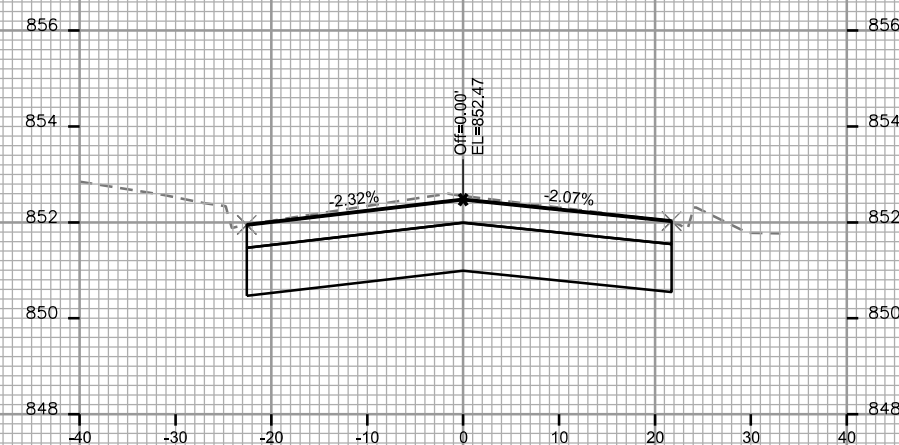
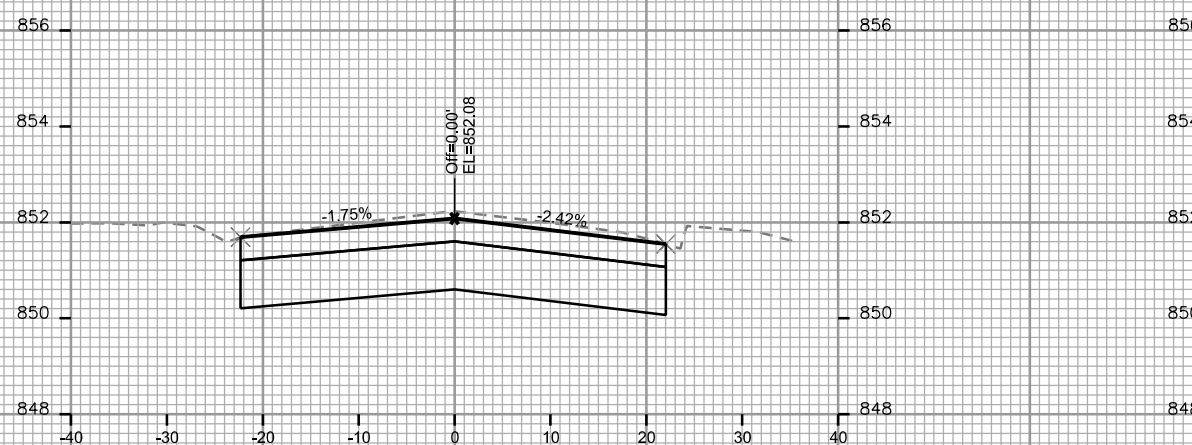
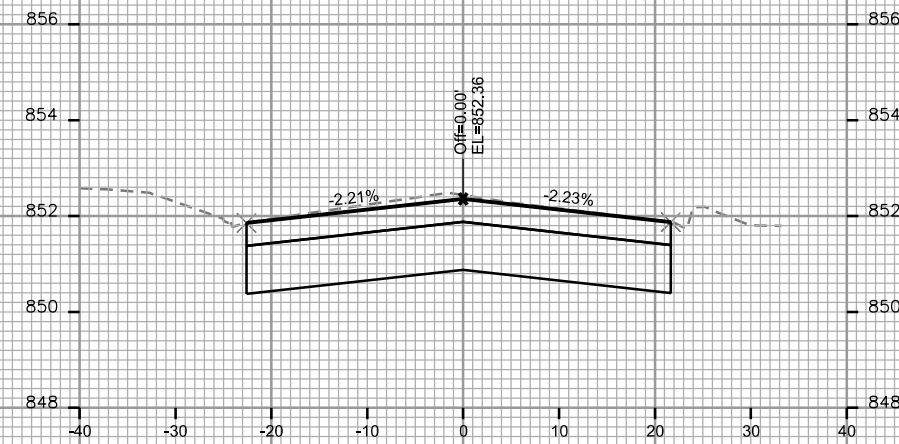
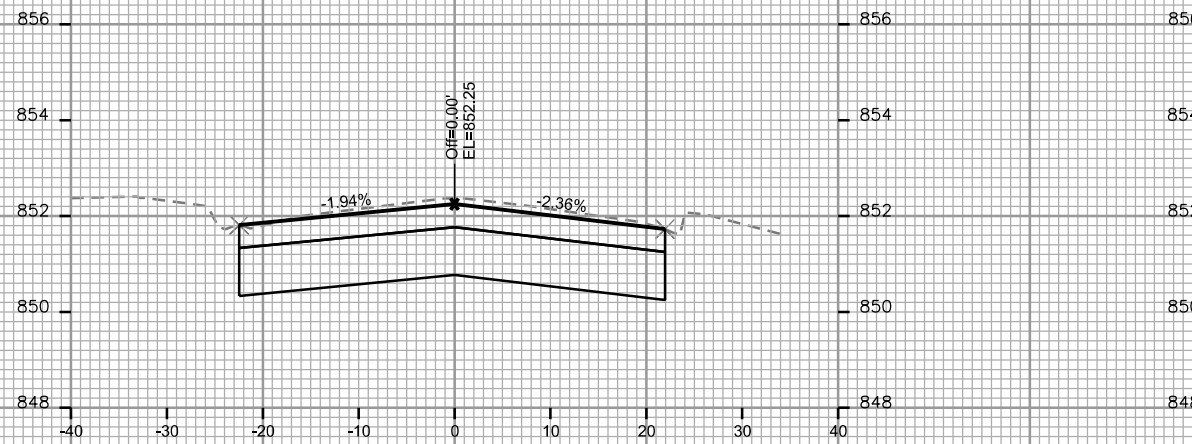
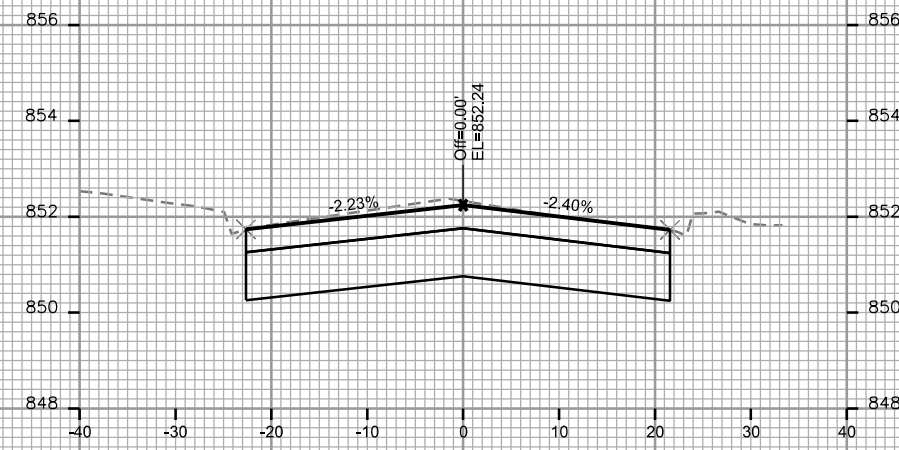
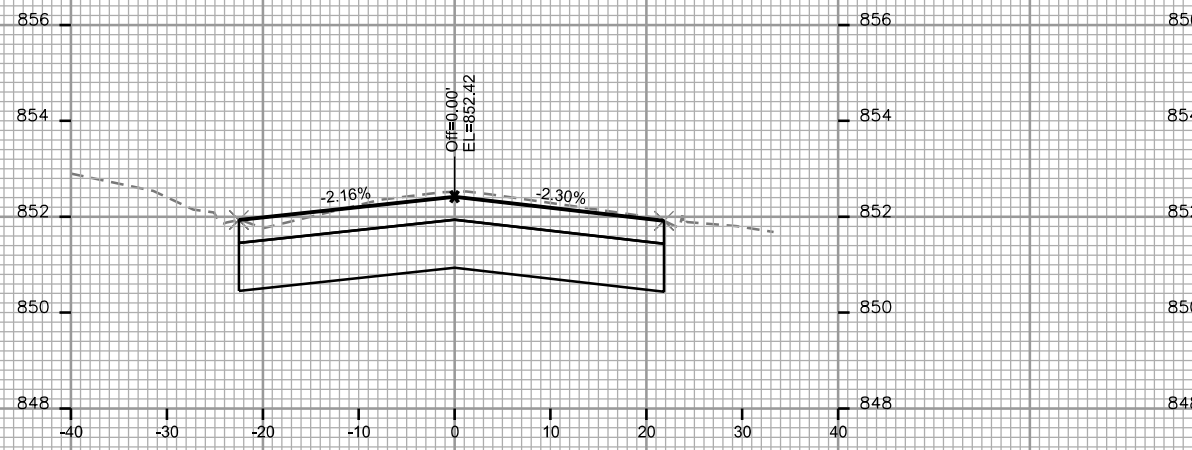
STA. 27+75



CROSS SECTIONS

FORDEM AVENUE

CITY OF MADISON



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

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

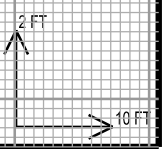
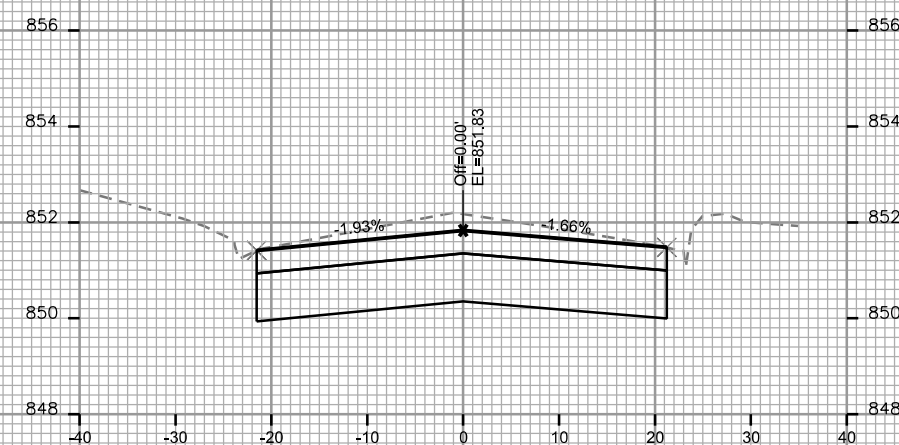
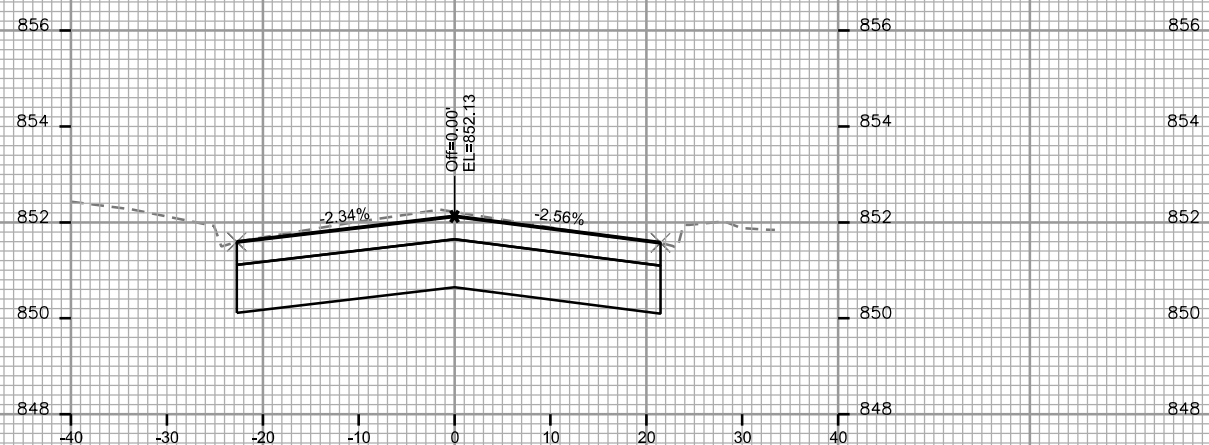
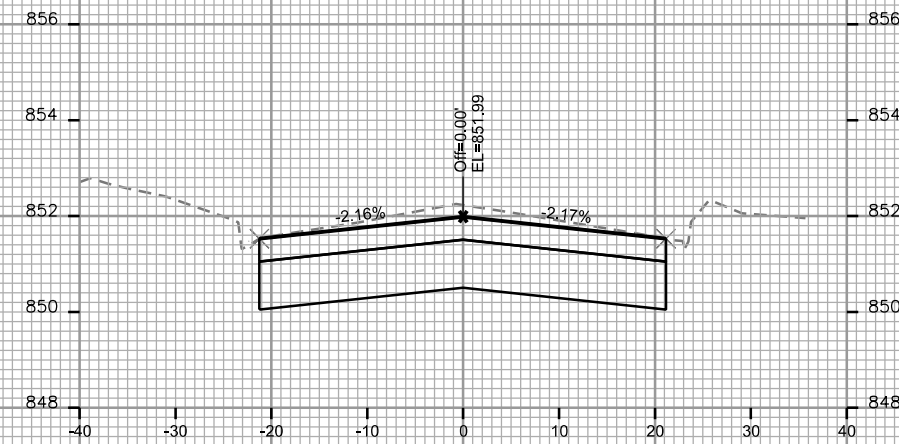
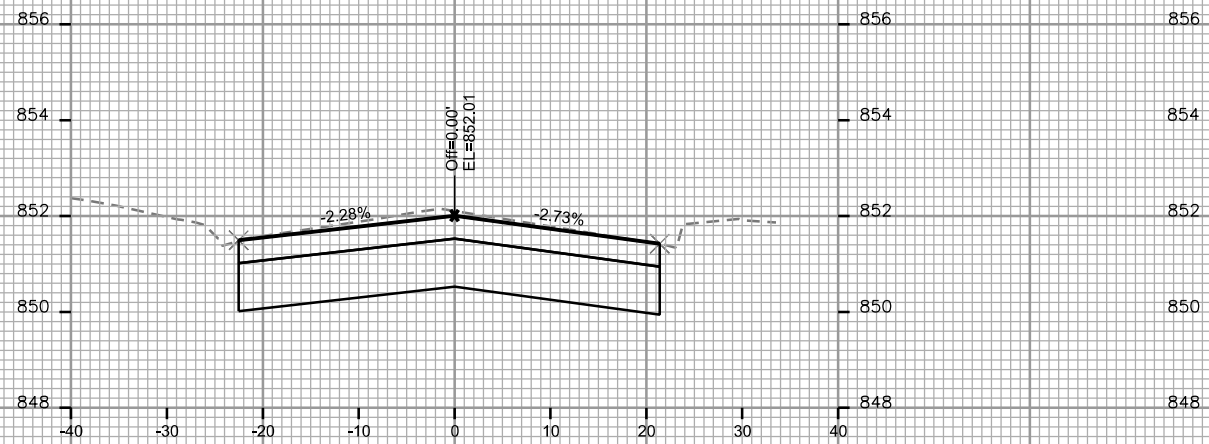
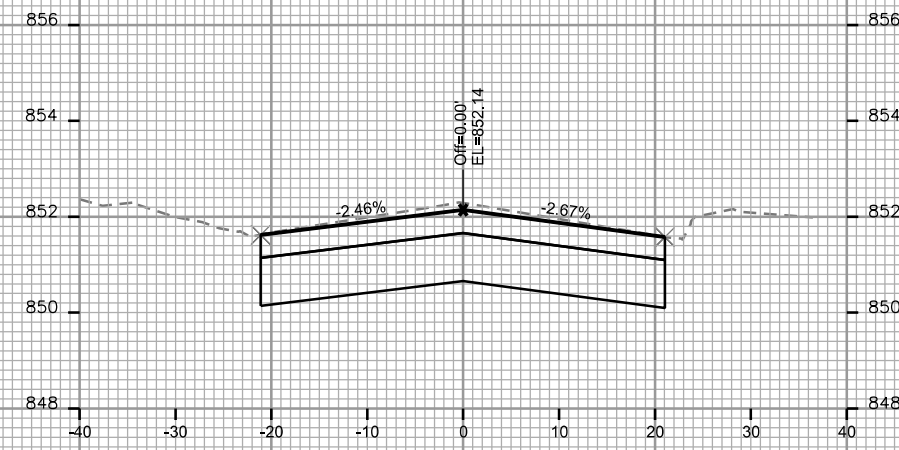
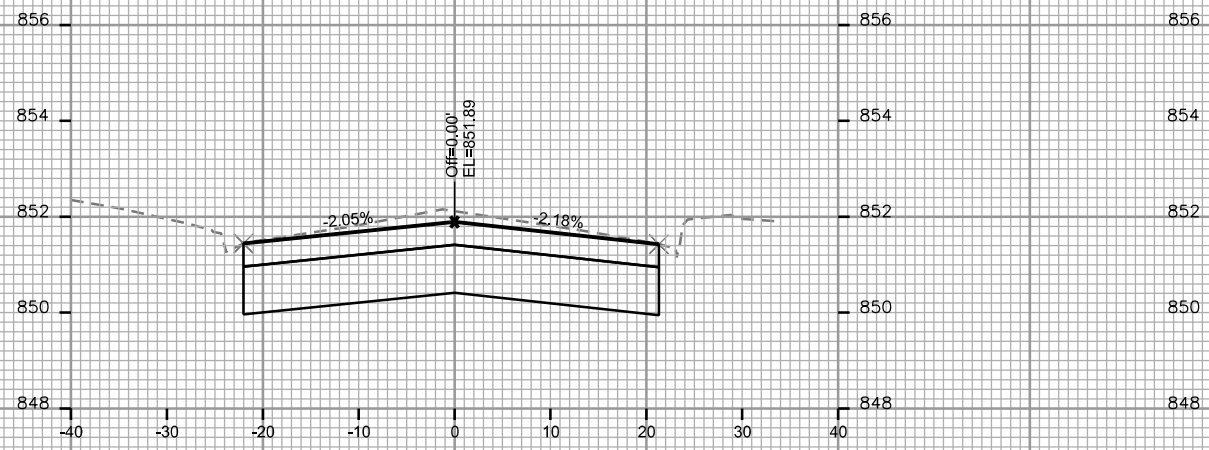
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

FORDEM AVENUE

CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

FORDEM AVENUE

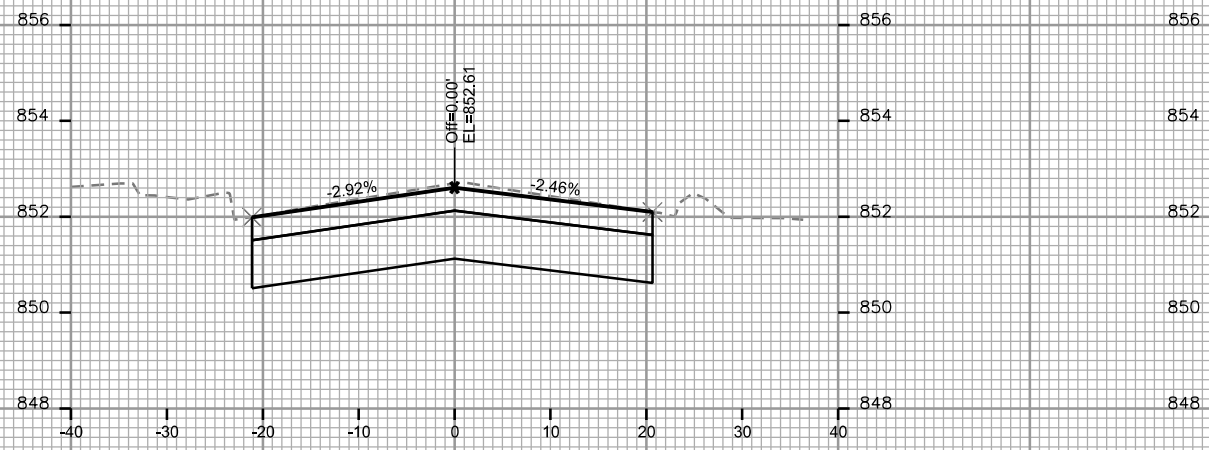
CITY OF MADISON

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

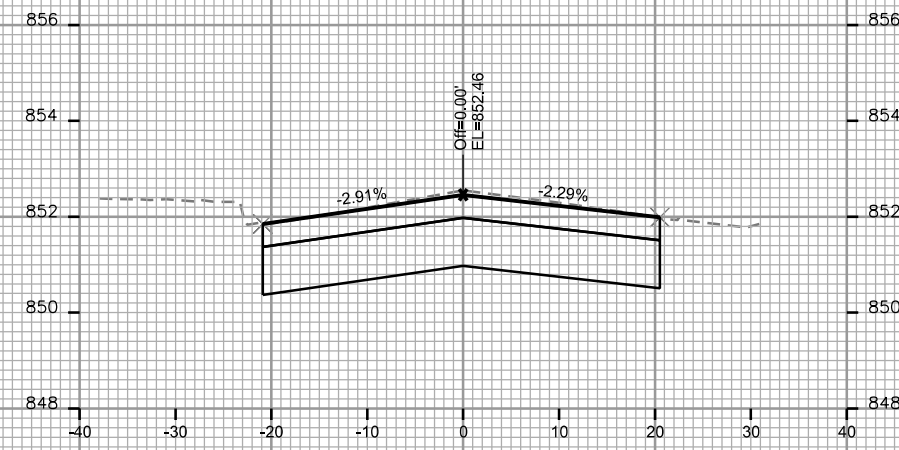
PLOT NAME: \_\_\_\_\_

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

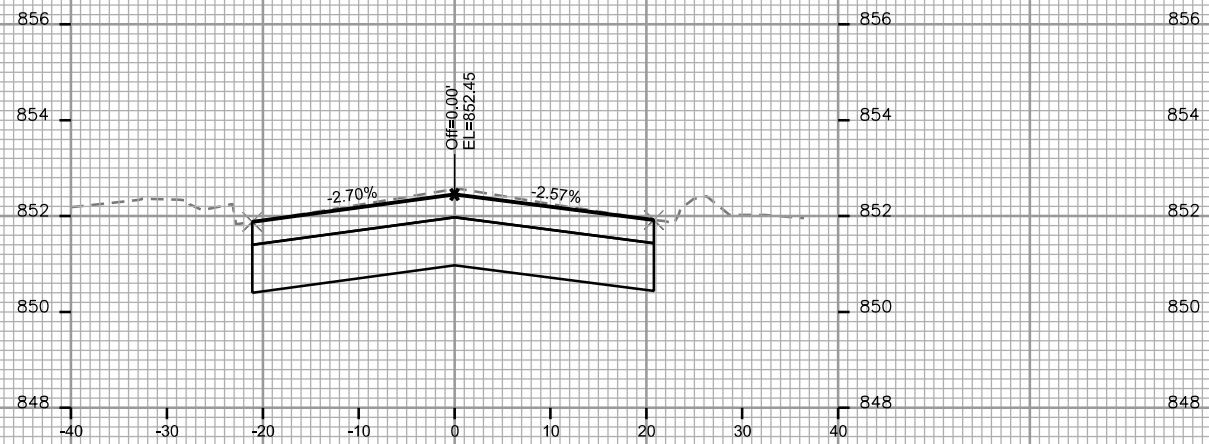
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



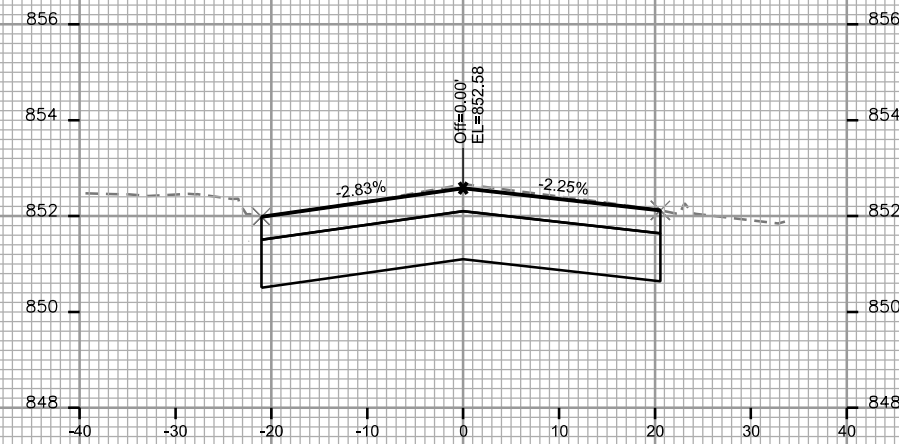
STA. 32+00



STA. 32+75



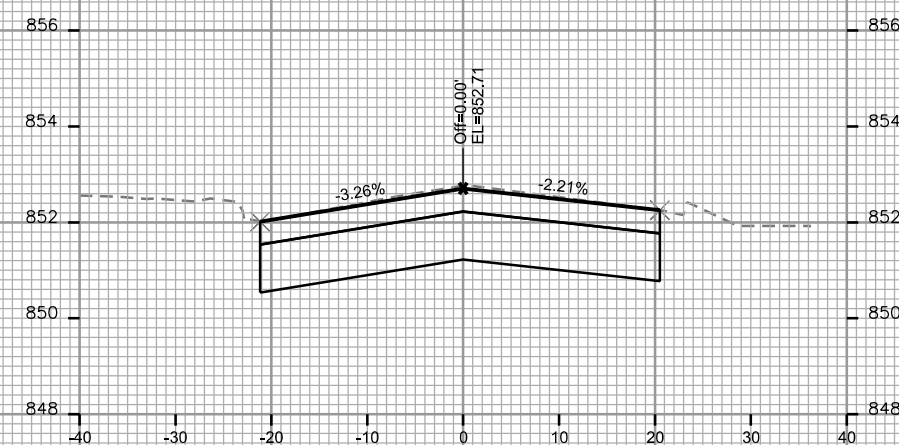
STA. 31+75



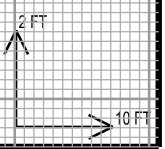
STA. 32+50



STA. 31+50



STA. 32+25



CROSS SECTIONS

FORDEM AVENUE

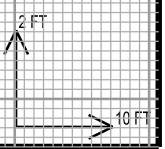
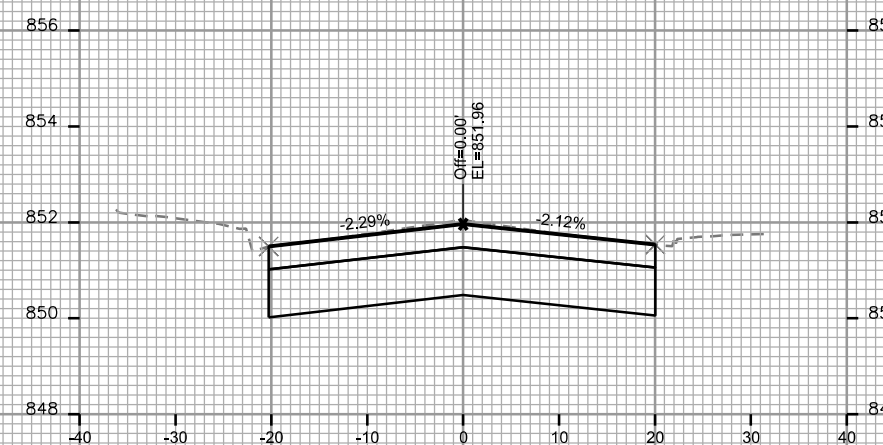
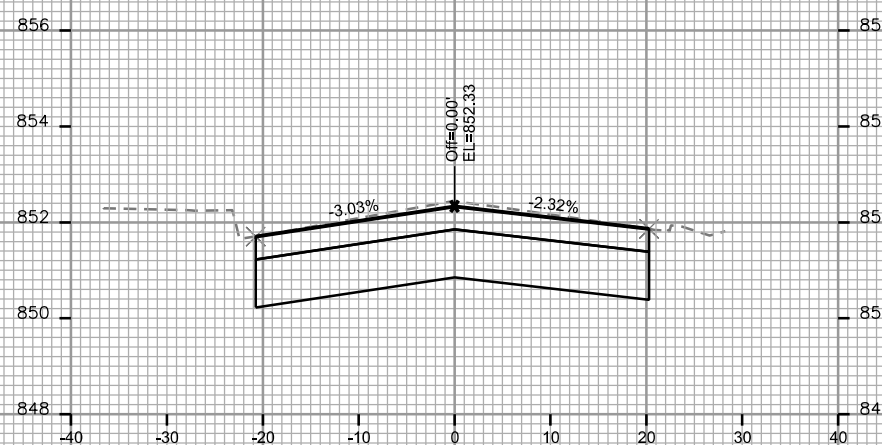
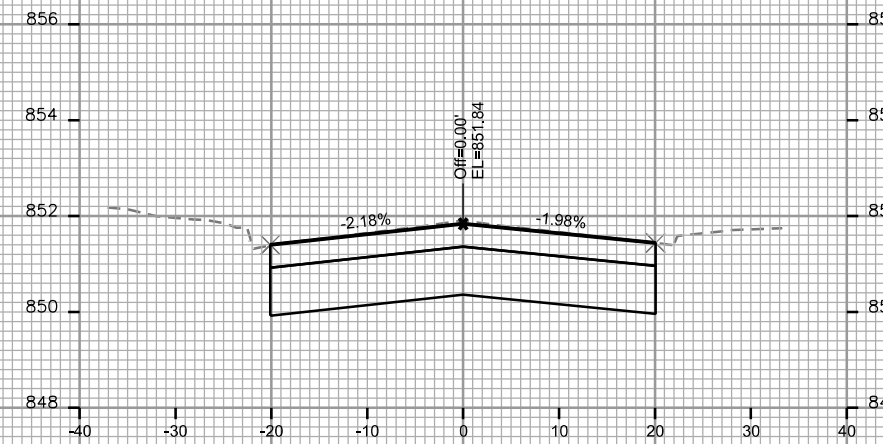
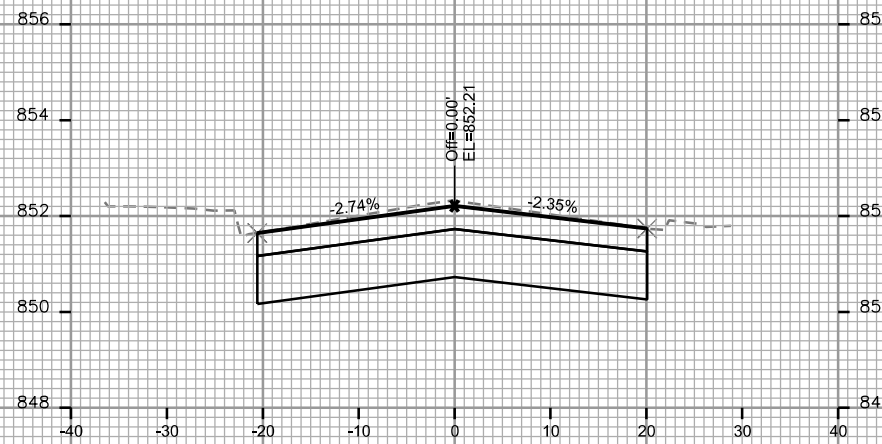
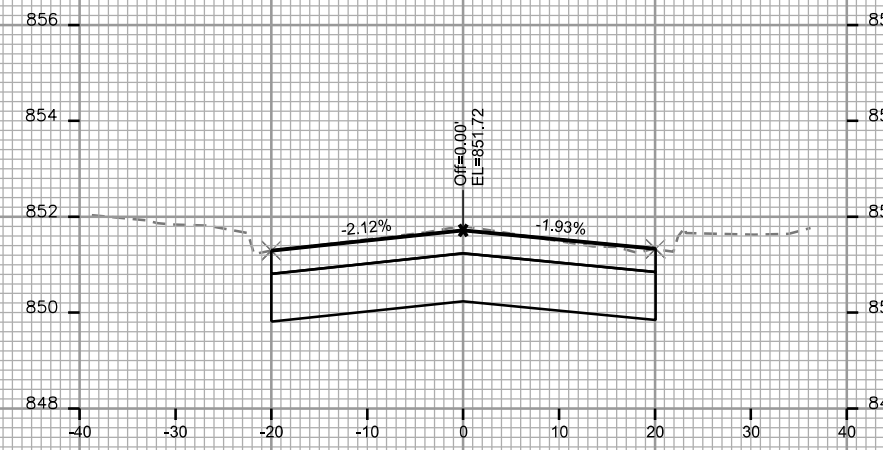
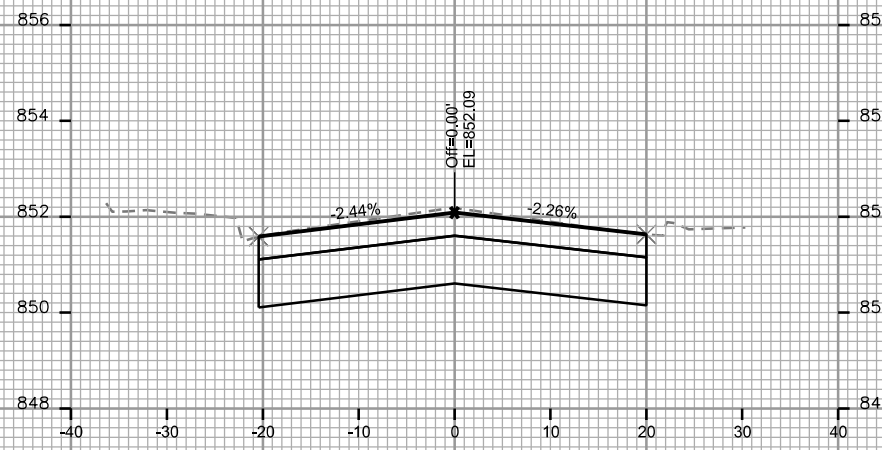
CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

FORDEM AVENUE

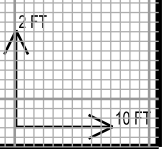
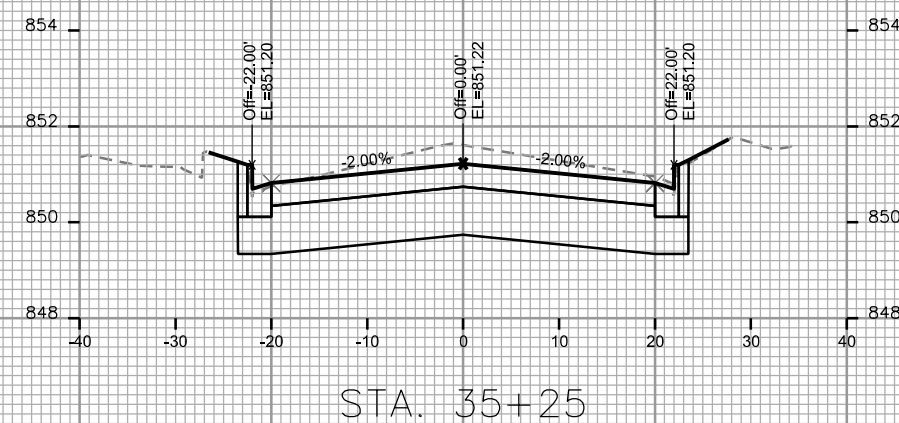
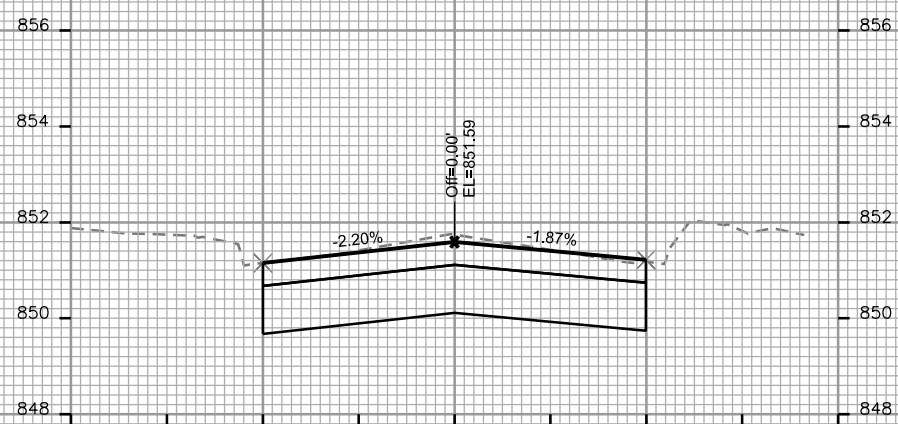
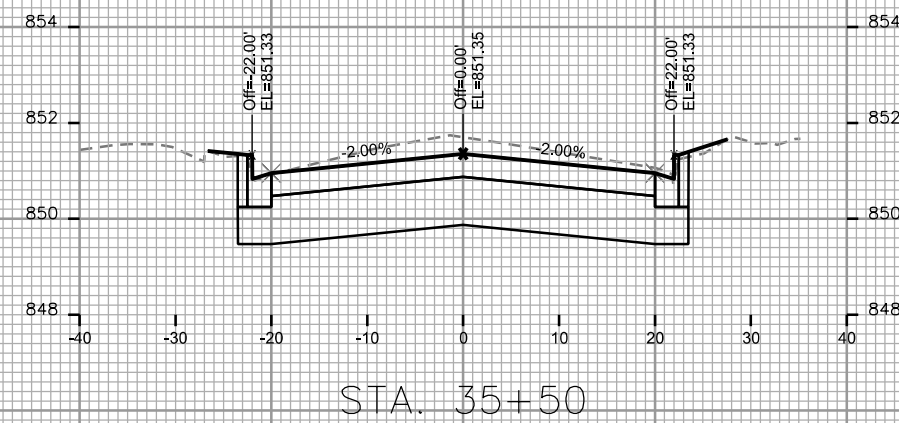
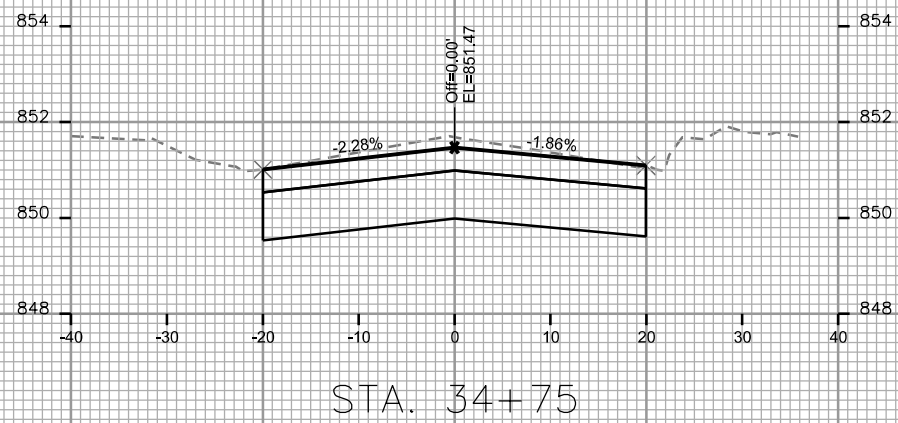
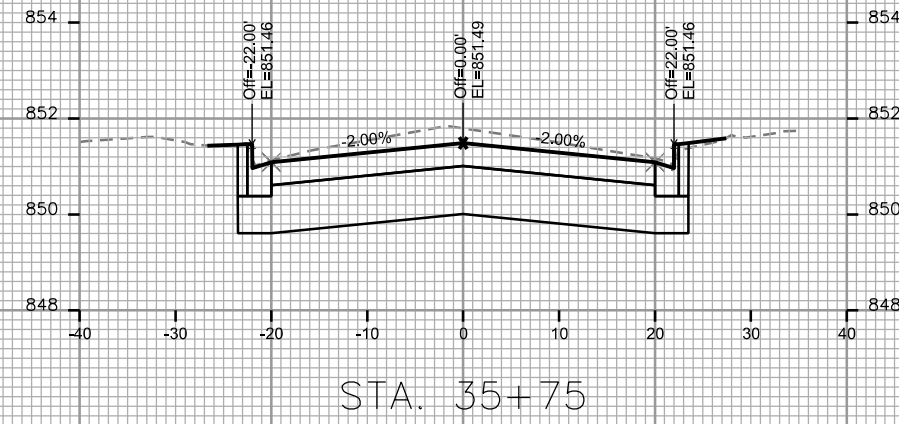
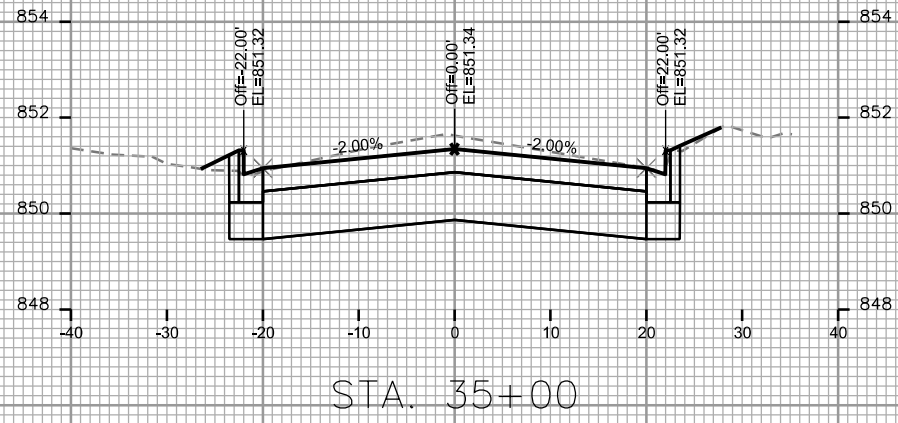
CITY OF MADISON

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

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

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

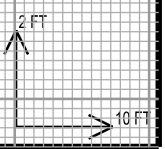
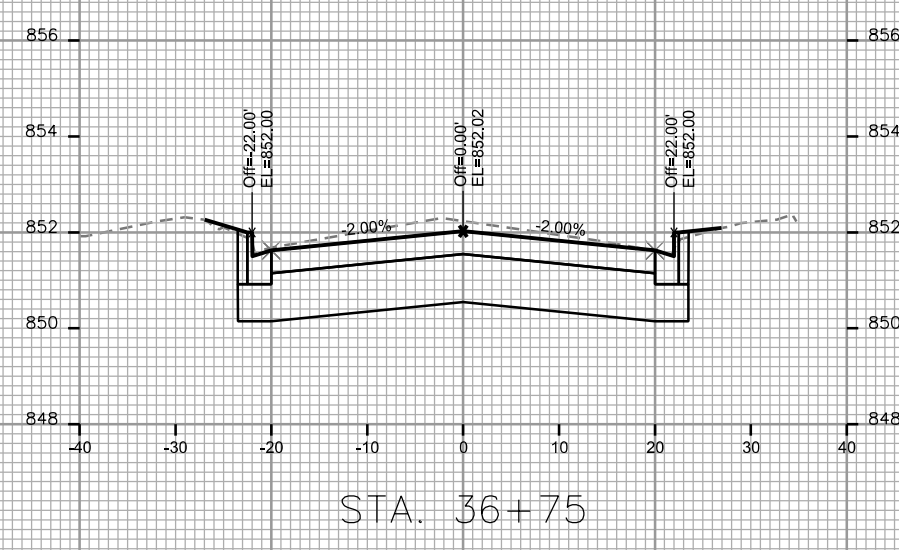
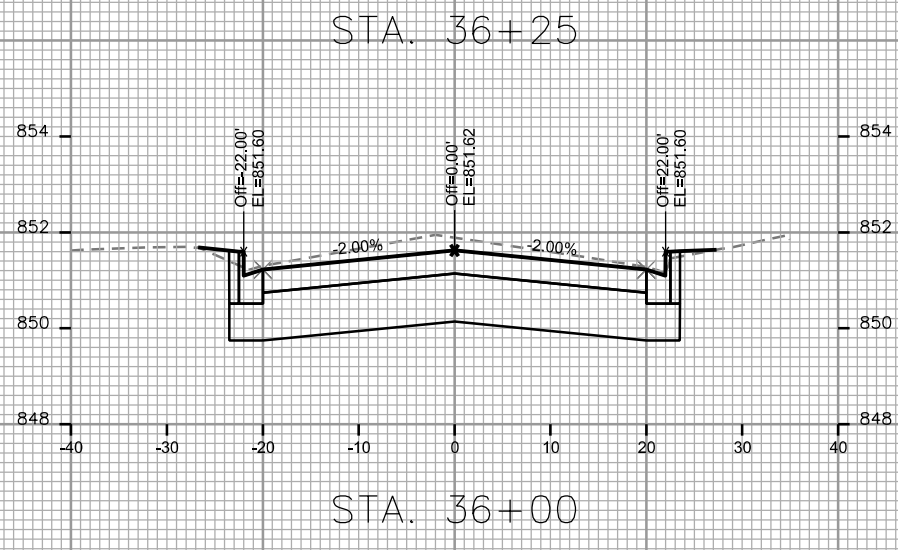
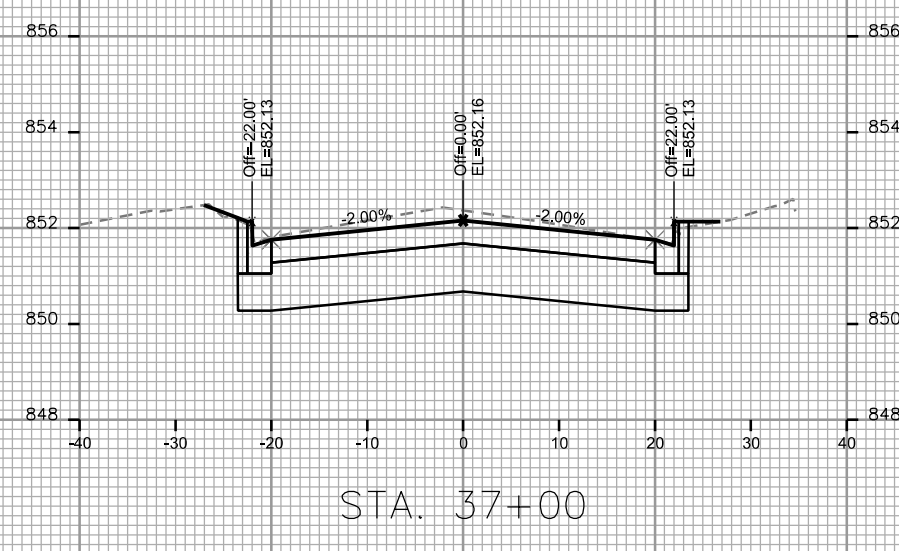
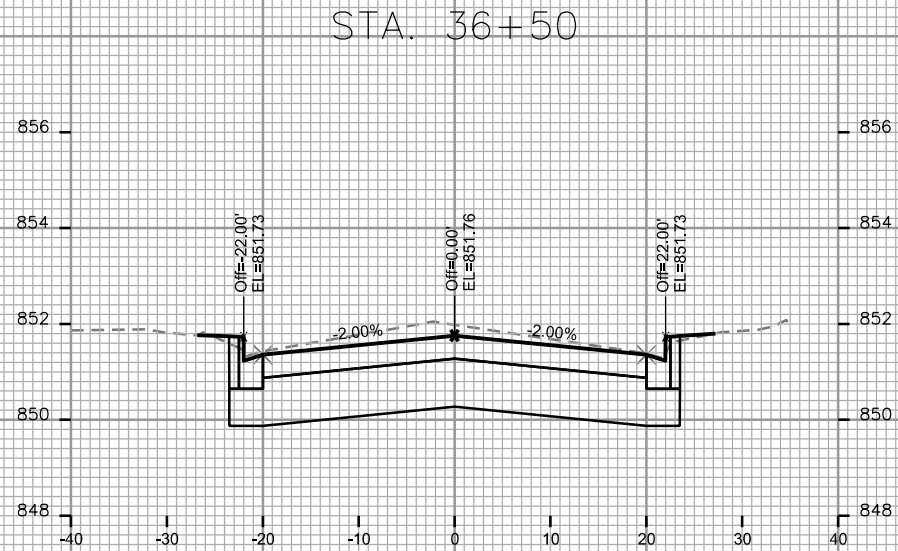
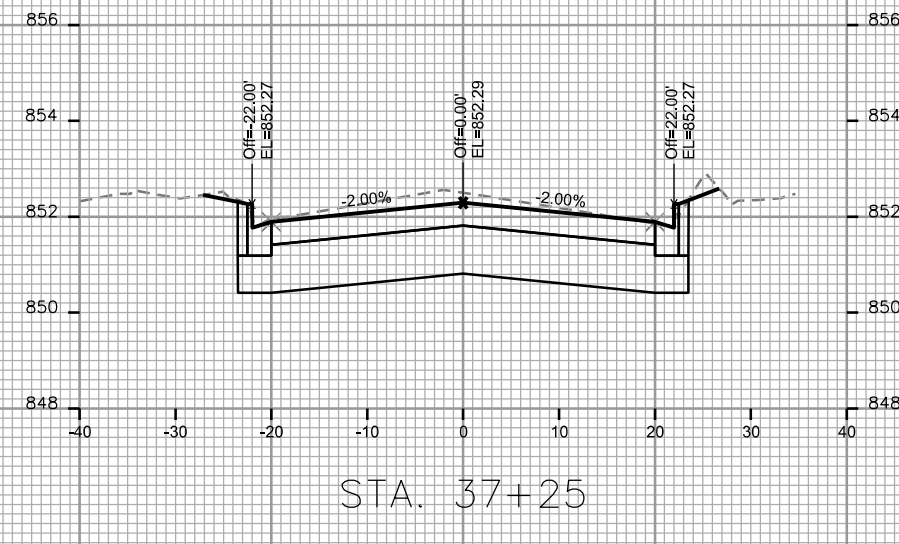
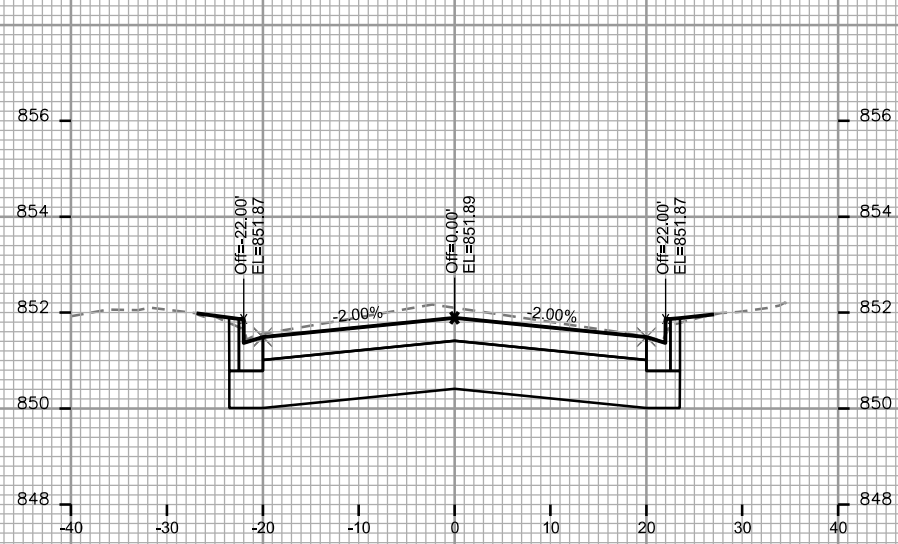
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

FORDEM AVENUE

CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

FORDEM AVENUE

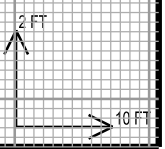
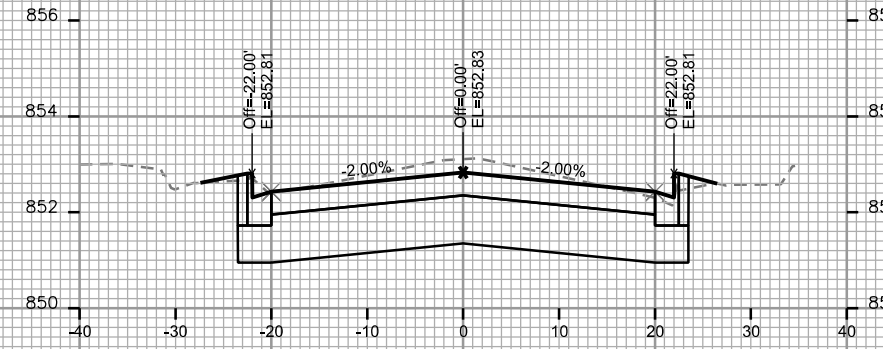
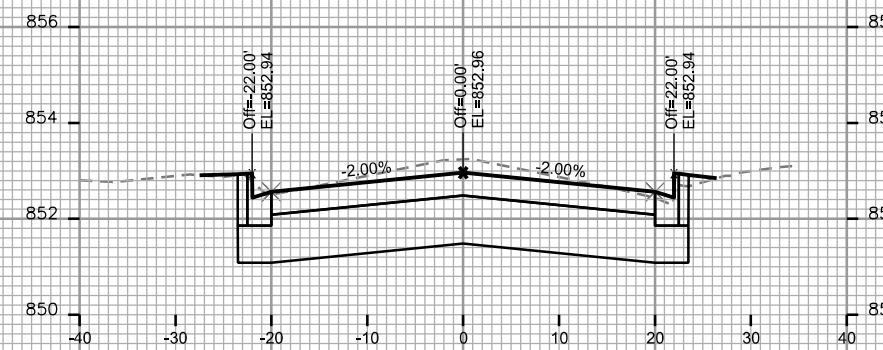
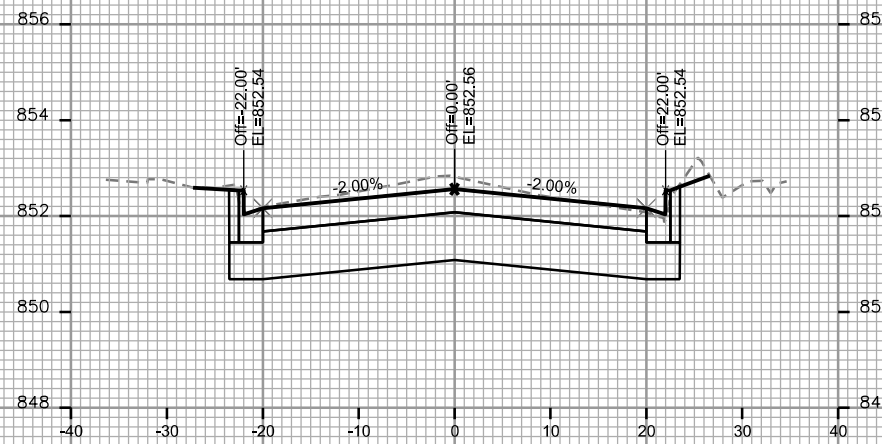
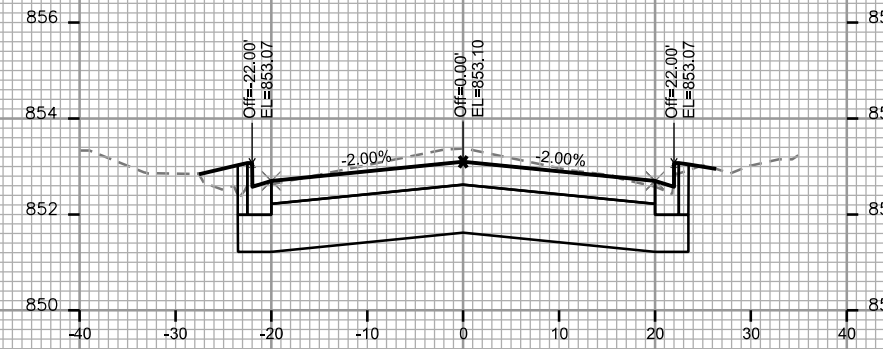
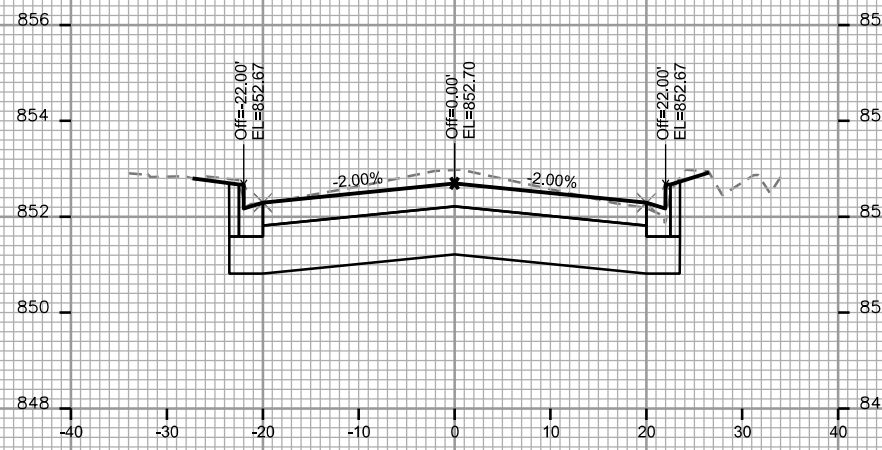
CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

FORDEM AVENUE

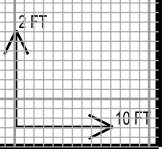
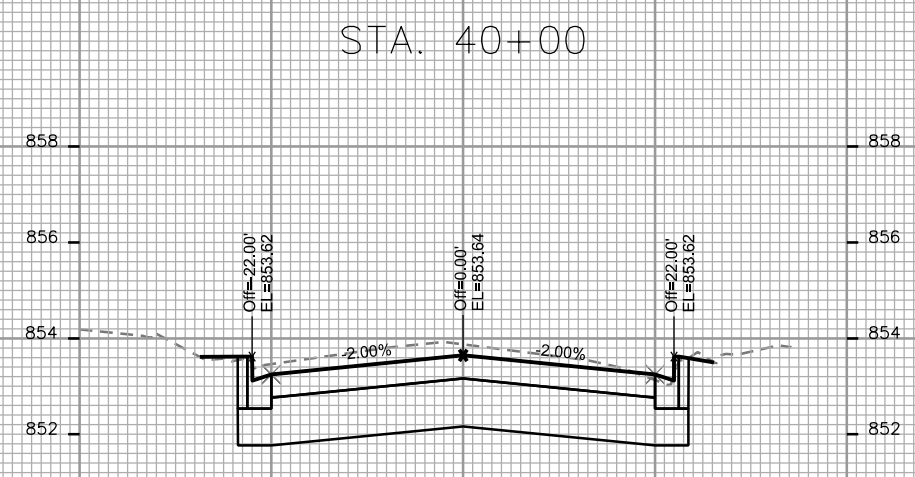
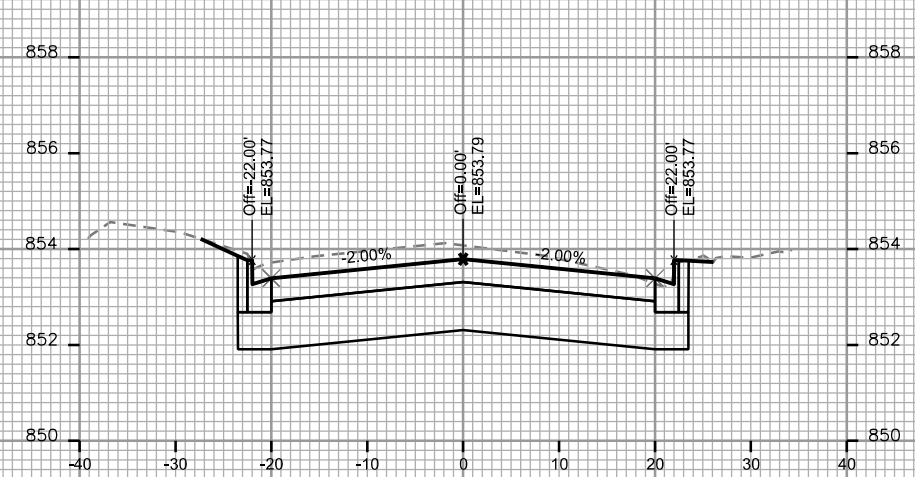
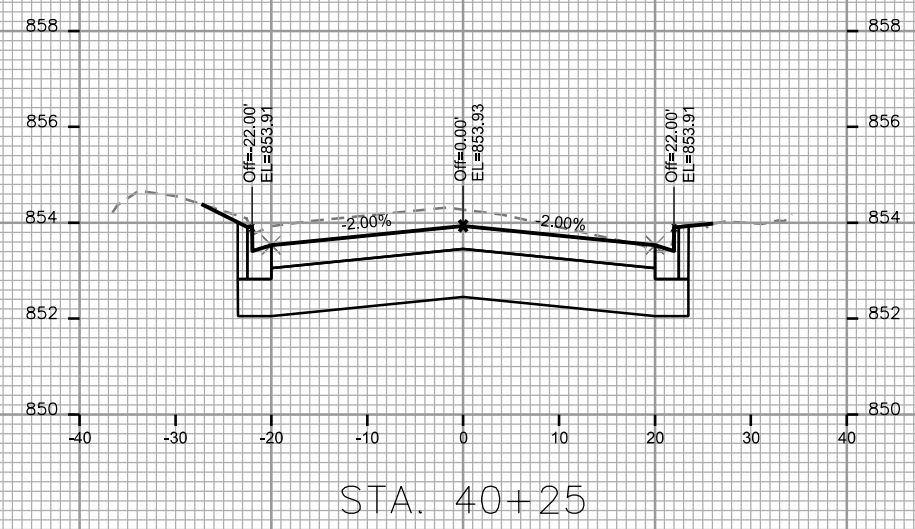
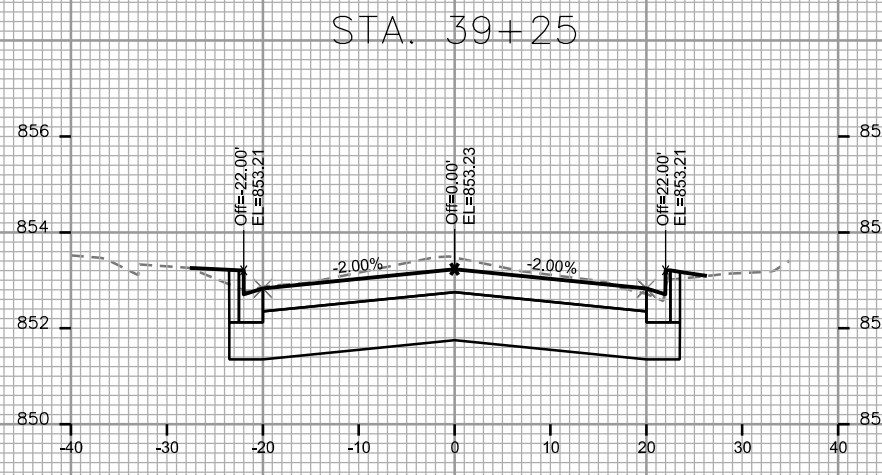
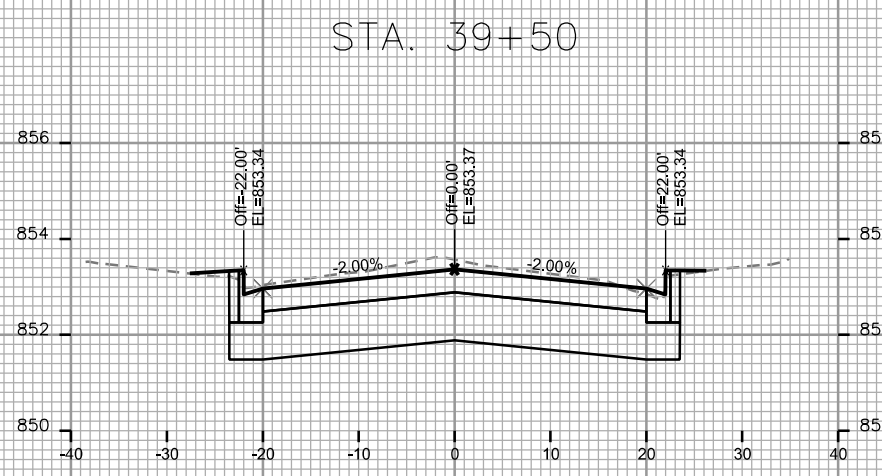
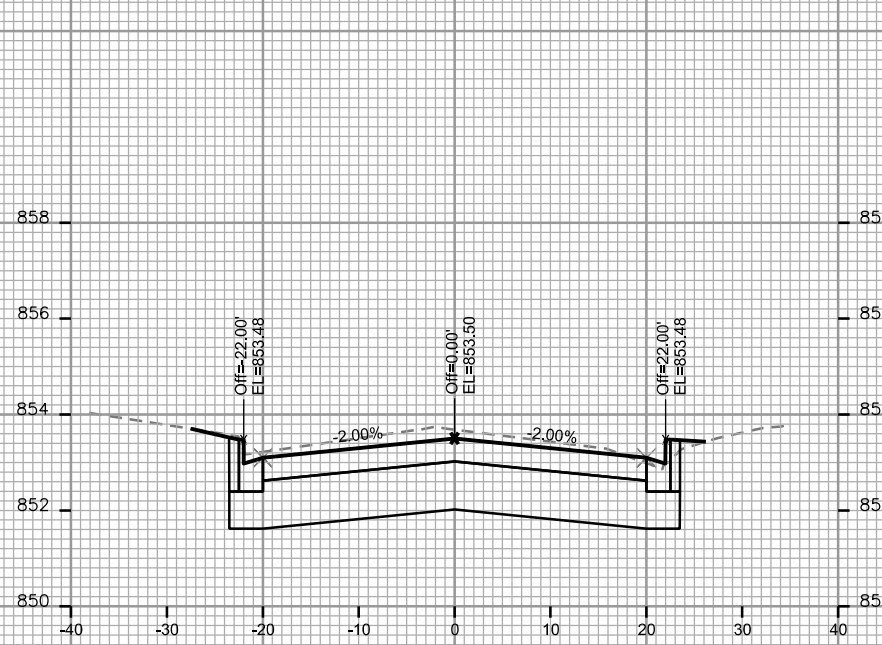
CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

FORDEM AVENUE

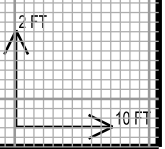
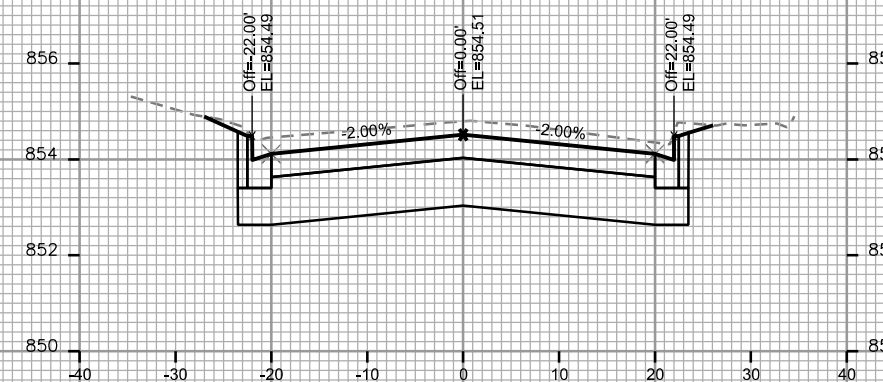
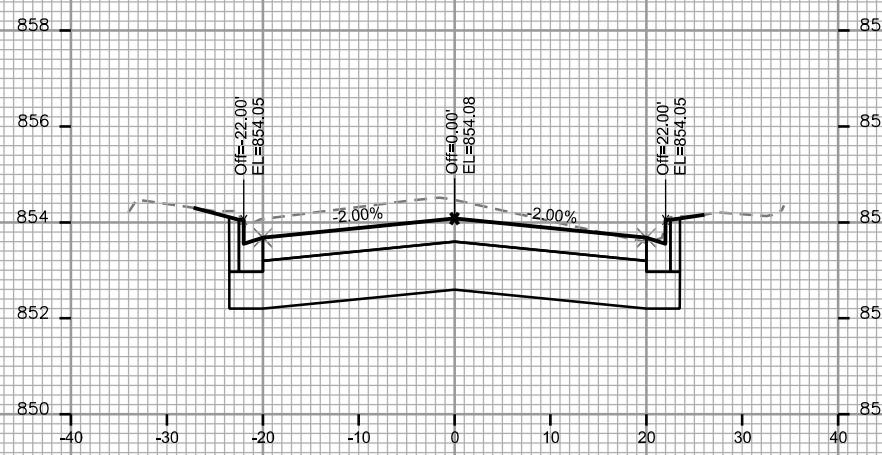
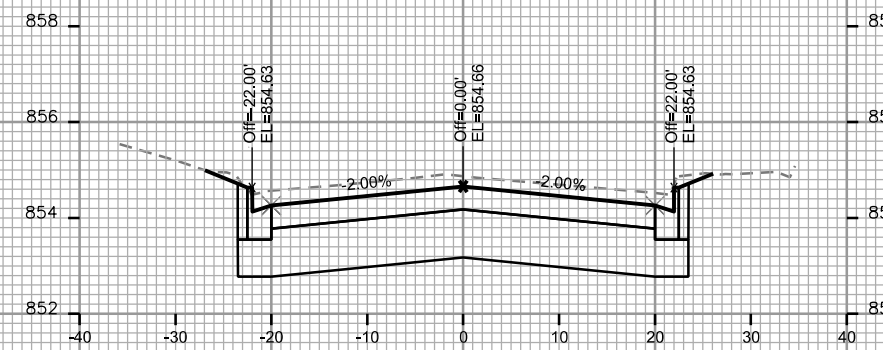
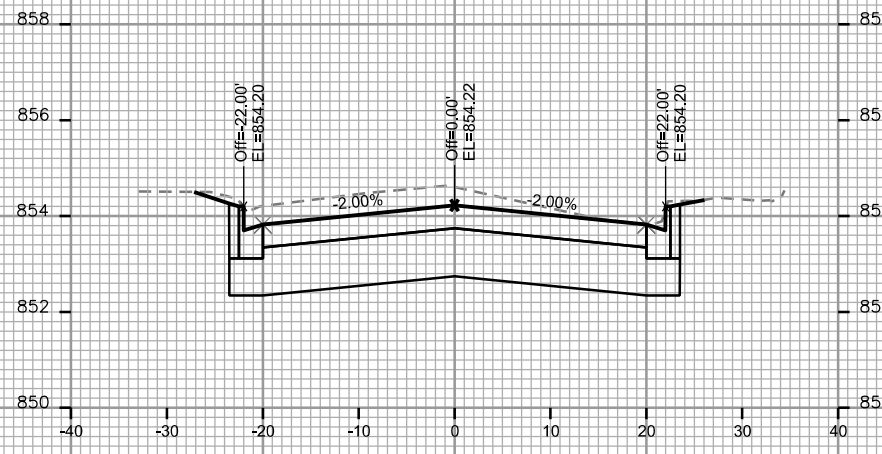
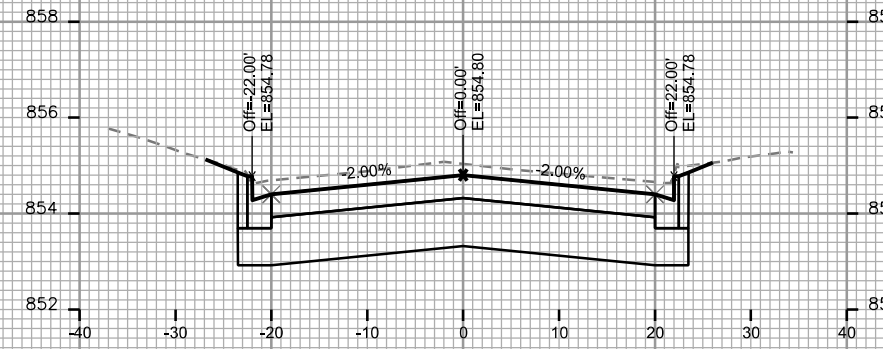
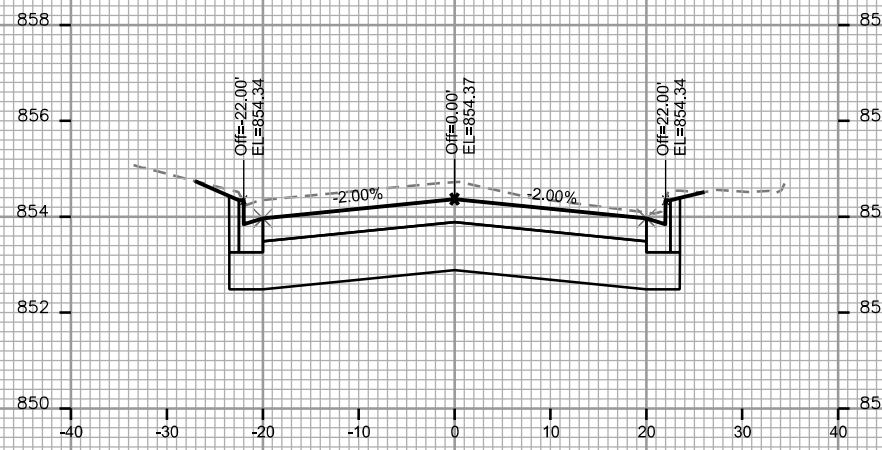
CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

FORDEM AVENUE

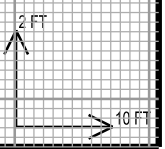
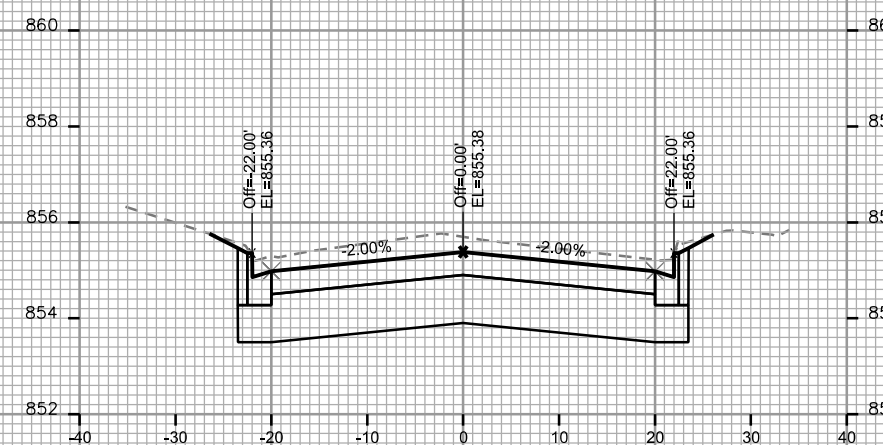
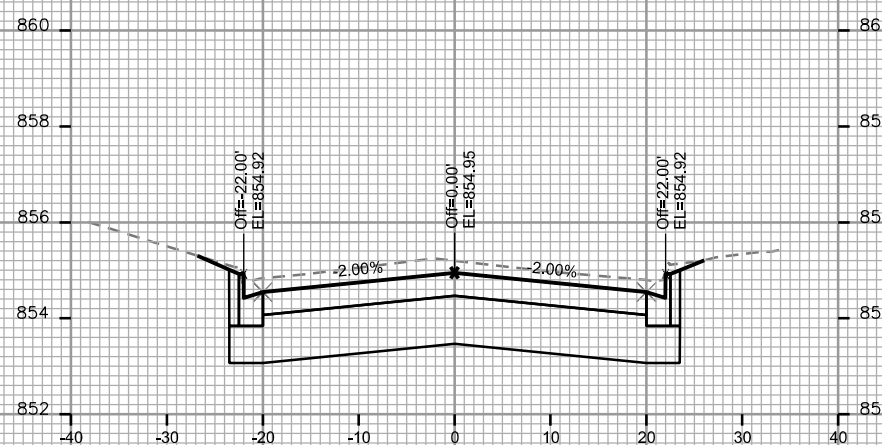
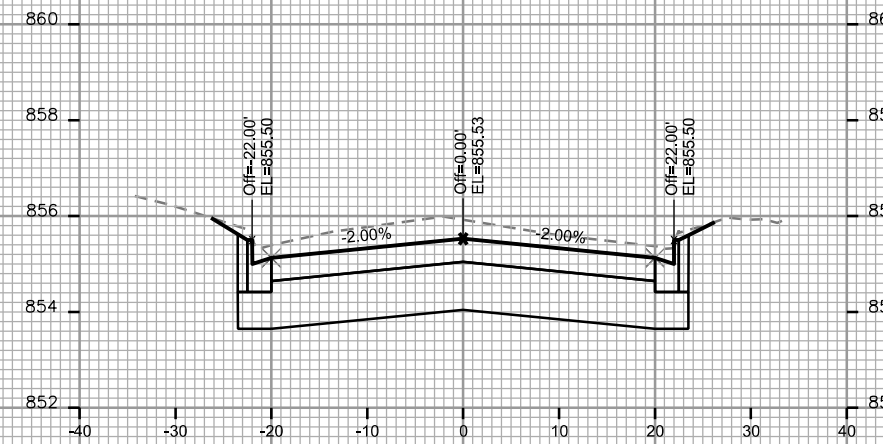
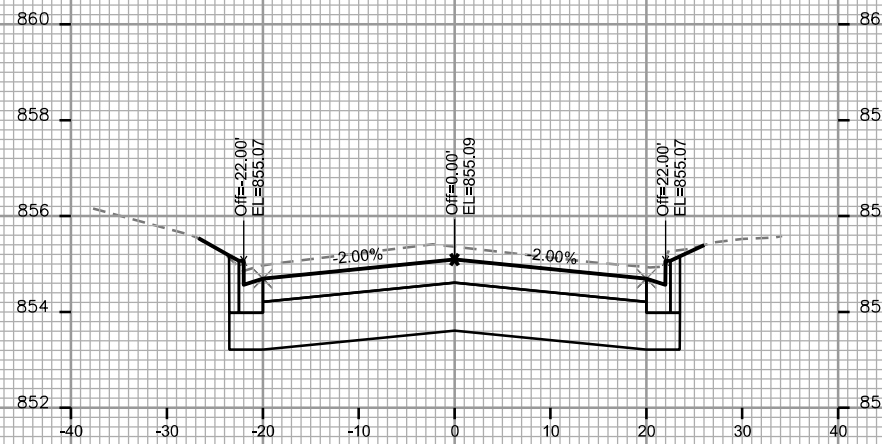
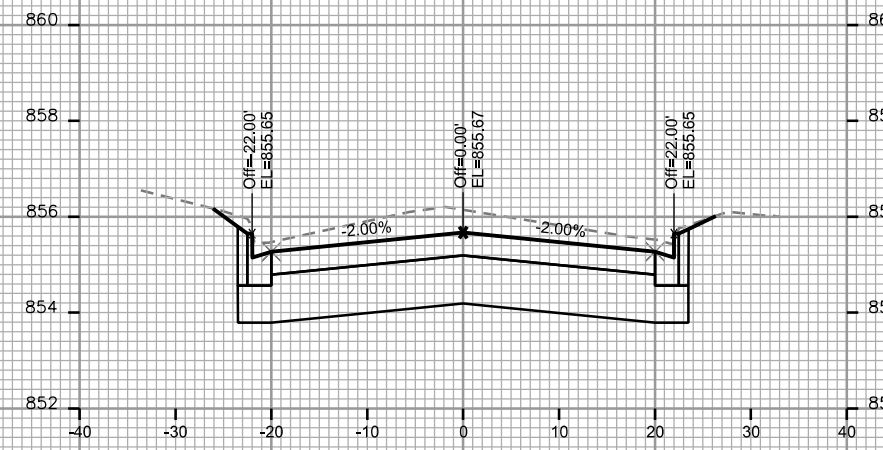
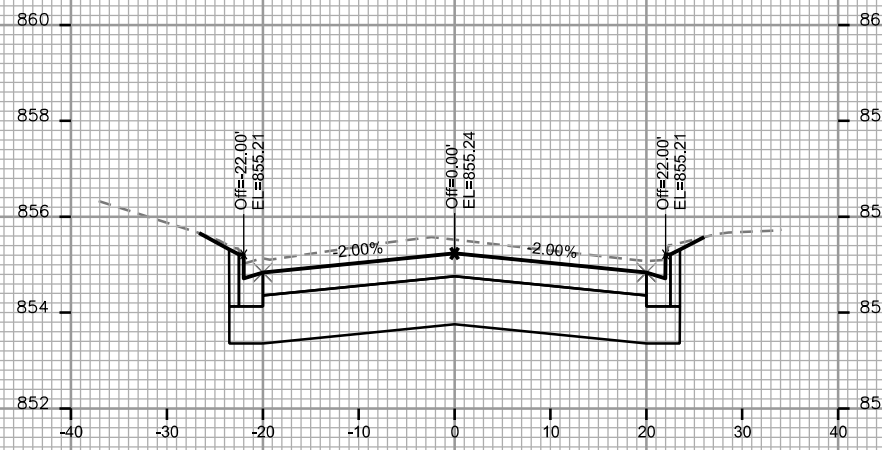
CITY OF MADISON

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

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

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

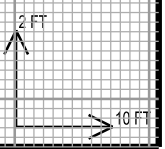
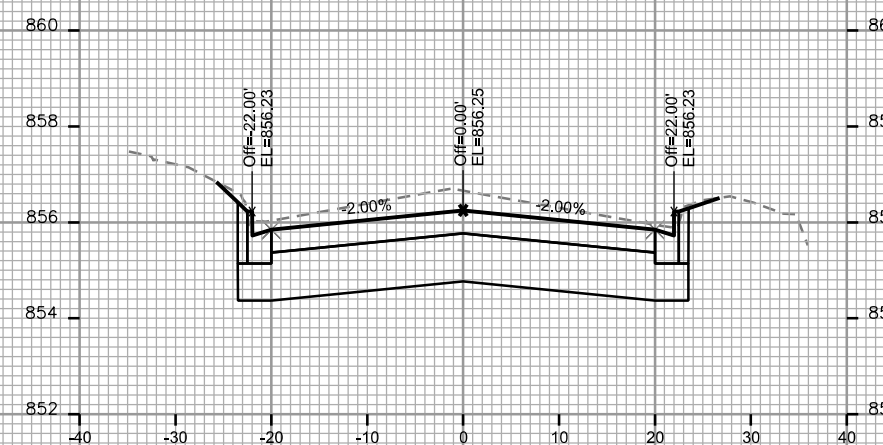
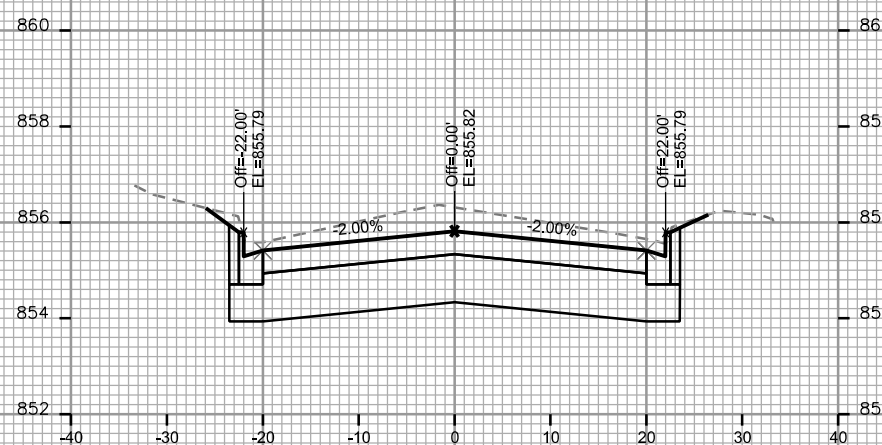
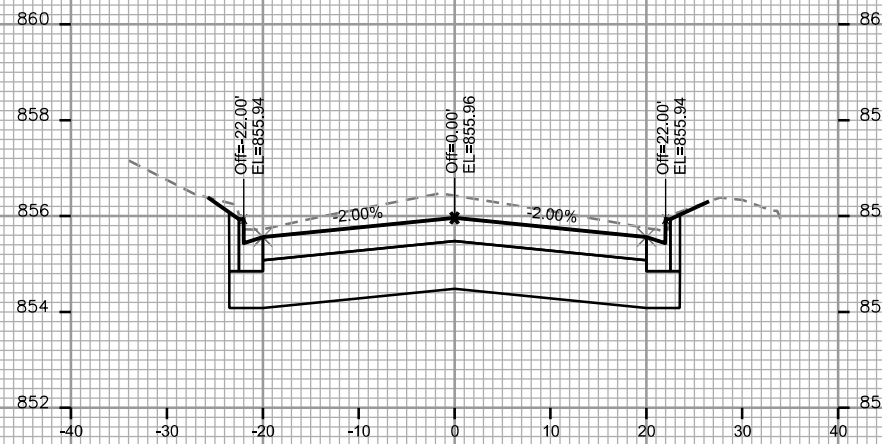
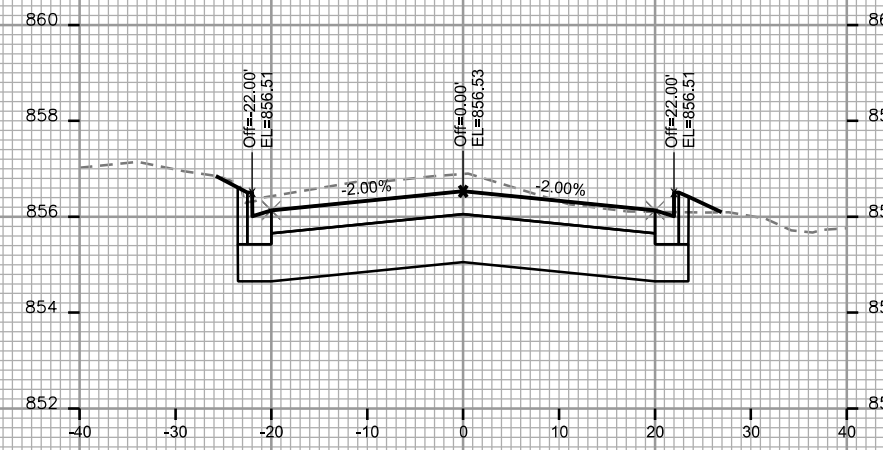
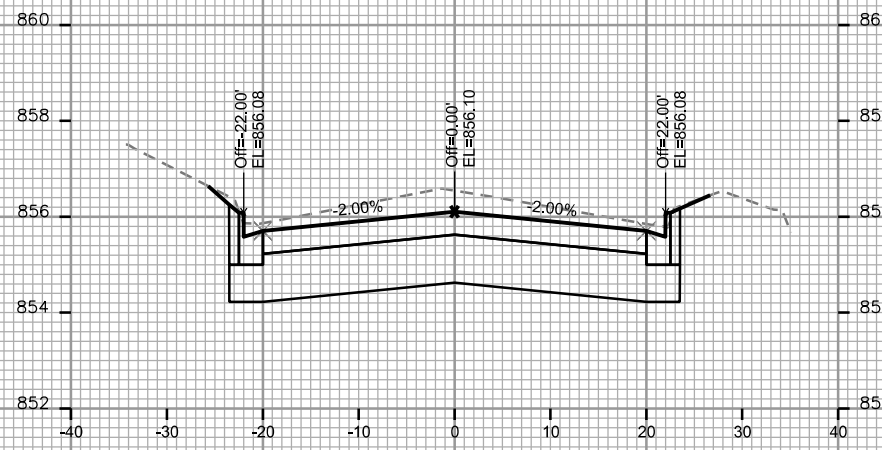
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

FORDEM AVENUE

CITY OF MADISON



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

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

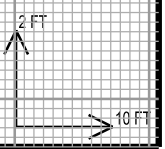
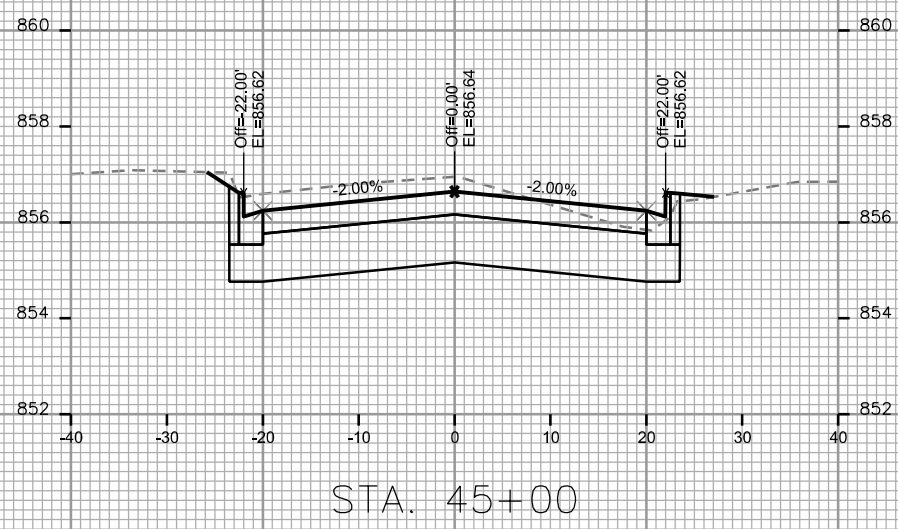
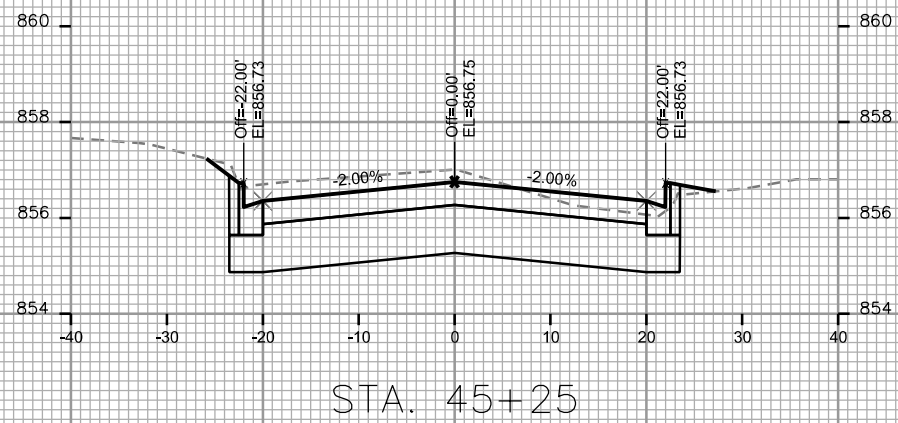
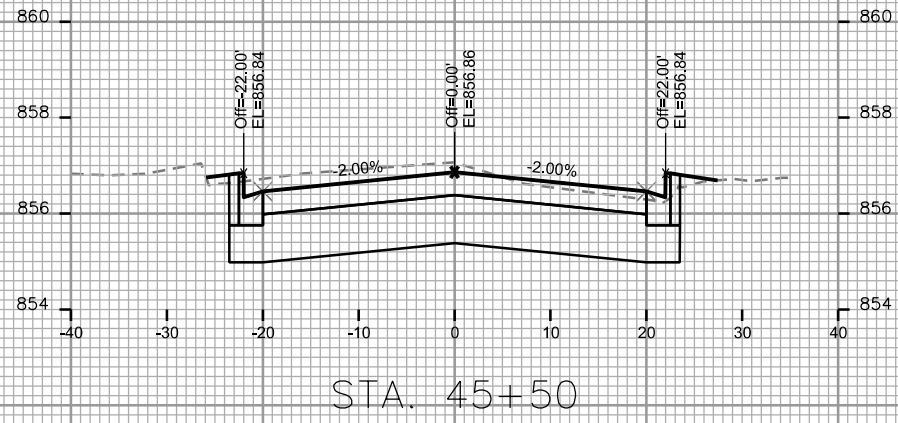
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

FORDEM AVENUE

CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION