

Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

EAST & WEST MAIN STREET, SOUTH CARROLL STREET AND SOUTH PINCKNEY STREET ASSESSMENT DISTRICT - 2017

CITY PROJECT NO. 11429
CONTRACT NO. 7803

PUBLIC IMPROVEMENT PROJECT APPROVED

NOVEMBER 1, 2016

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

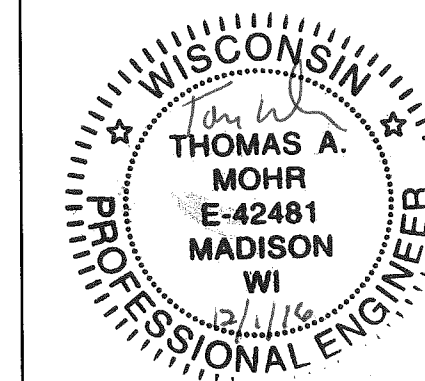
PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

[Signature] 12/2/16
City Engineer Date

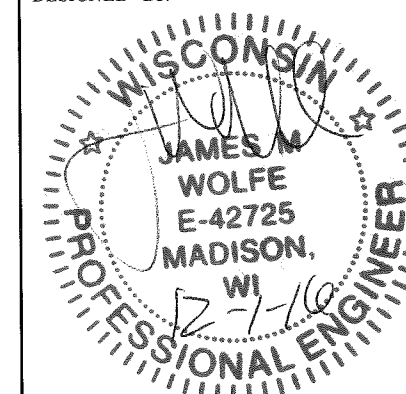
INDEX OF SHEETS

SHEET NO.	TITLE
1	NOTES & DETAILS
DI	EROSION CONTROL PLANS
EC1-EC4	STREET PLAN & PROFILES
PI-P6	SEWERS PLAN & PROFILES
U1-U3	SEWER SCHEDULES
U4-U5	WATER PLAN & PROFILES
W1-W6	WATER IMPACT PLAN & MATERIALS
W7-W8	PAVEMENT MARKING PLAN
MI-M2	ELECTRICAL PLAN
E1-E25	TRAFFIC CONTROL PLANS
TC1-TC6	CROSS SECTIONS
XI-XII	

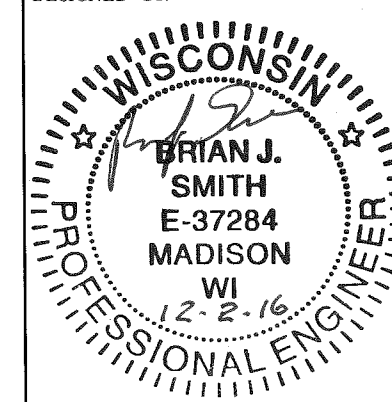
PAVEMENT MARKINGS &
TRAFFIC CONTROL
DESIGNED BY:



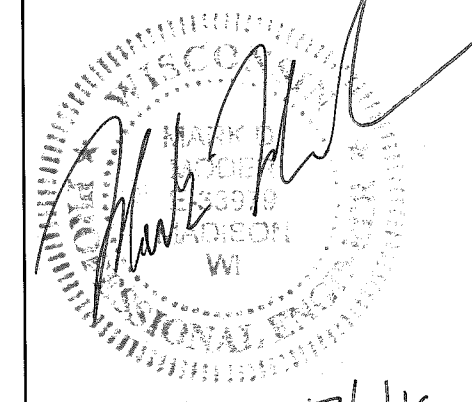
STREET
DESIGNED BY:



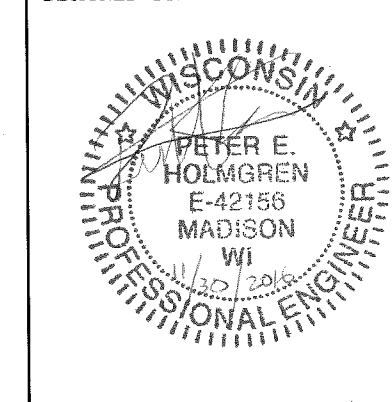
LIGHTING & SIGNALS
DESIGNED BY:



SANITARY SEWER
DESIGNED BY:



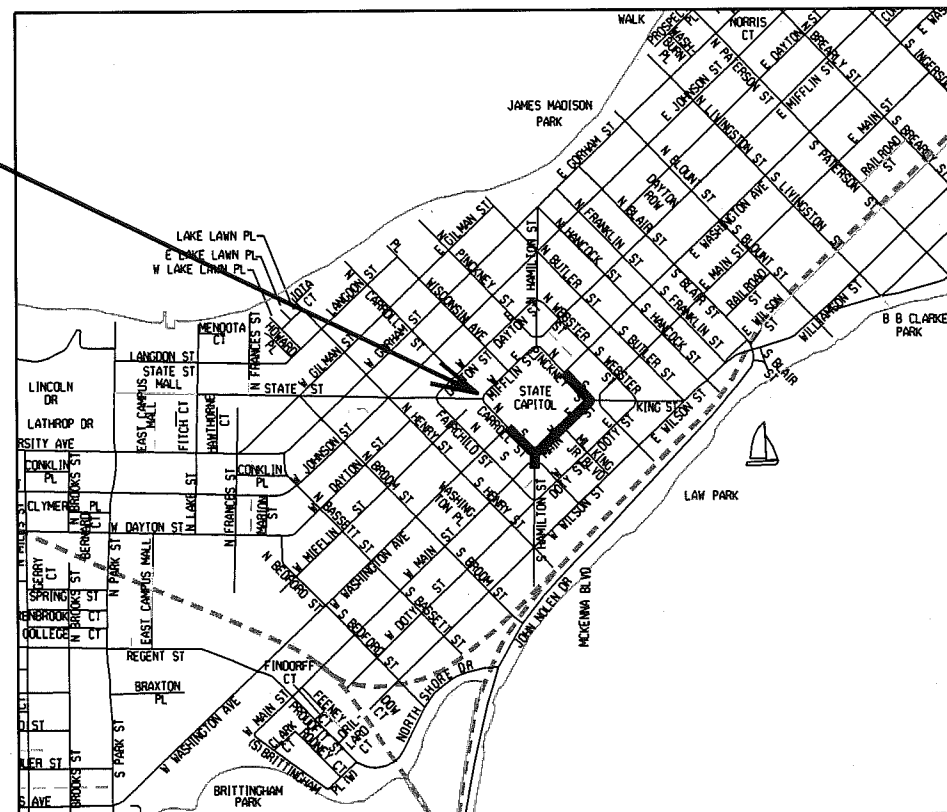
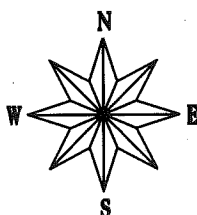
WATER MAIN
DESIGNED BY:



STORM SEWER
DESIGNED BY:



PROJECT
LOCATION



CONVENTIONAL SIGNS

FIELD VERIFY ALL UTILITY LOCATIONS

GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SAN —
WATER	— W —
OVERHEAD ELECTRIC	— OH —
POWER POLE	□

NOTES:

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

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

EARTH WORK SUMMARY:
EXCAVATION CUT (MEASURED PLAN QUANTITY).....4,810 C.Y.
ESTIMATED UNDISTRIBUTED UNDERCUT.....480 C.Y.
TOTAL UNCLASSIFIED EXCAVATION CUT.....5,290 C.Y.

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

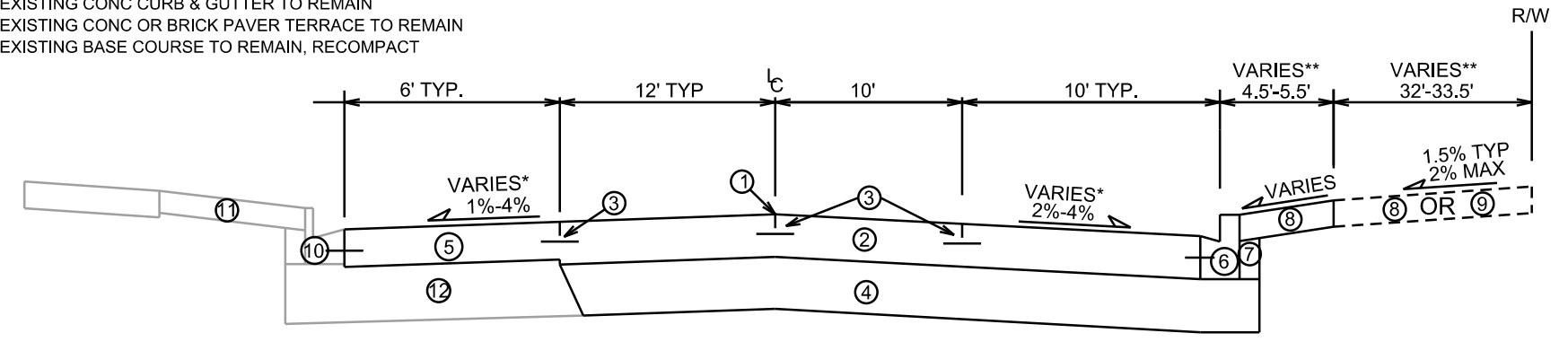
GENERAL NOTES

1. ALL SIDEWALK REPLACEMENT NECESSARY FOR UTILITY WORK IS NOT SHOWN DUE TO EXACT LOCATIONS OF SOME SERVICES BEING UNKNOWN. MINIMIZE SIDEWALK REMOVAL FOR UTILITY TRENCHES. REPLACE FULL SECTIONS TO MATCH EXISTING JOINTS WHERE NECESSARY OR AS DIRECTED BY THE ENGINEER.
2. APPROXIMATE CONCRETE PAVEMENT JOINT SPACING IS SHOWN. TRANSVERSE JOINTS TYPICALLY SPACED AT 15 FT. MATCH JOINTS OF EXISTING CONCRETE PAVEMENT TO REMAIN WHERE FEASIBLE. WHERE EXISTING PAVEMENT JOINTS ARE OFFSET, INSTALL BOND BREAKER FOR 3 FT. ON EITHER SIDE OF EXISTING JOINT WITHOUT TIE BARS. INSTALL BOND BREAKER AT ENDS OF PROJECT THAT MATCH TO CONCRETE PAVEMENT. BOND BREAKER IS INCIDENTAL TO PAVEMENT.
3. ALL TIE AND DOWEL BARS NECESSARY TO CONSTRUCT THE CONCRETE PAVEMENT PER THE PLANS AND SPECS SHALL BE CONSIDERED INCIDENTAL TO THE CONCRETE PAVEMENT. THIS INCLUDES TIE BARS TO EXISTING CONCRETE PAVEMENT OR EXISTING CURB AND GUTTER AND TO ANY NEW CURB AND GUTTER. PLACE BARS PER S.D.D. 3.10 & 3.11.
4. ALL BUS SHELTERS WITHIN THE LIMITS OF THE PROJECT ARE TO REMAIN. EACH SHELTER HAS AN ELECTRICAL FEED AS WELL AS IRRIGATION CONTROL AND/OR HYDRANTS LOCATED WITHIN THE BENCH ADJACENT TO THE EXTERIOR OF THE BUS SHELTER. THE BUS SHELTER IS SUPPORTED BY AND BOLTED TO A REINFORCED CONCRETE SLAB, WHICH SHALL NOT BE DISTURBED. WORK AROUND BUS SHELTERS MAY INCLUDE ADDITIONAL SAW CUTS, WHICH SHALL BE CONSIDERED INCIDENTAL TO THE WORK BEING PERFORMED.
5. REMOVE & RE-INSTALL CAULKING/JOINT-FILLER MATERIAL AROUND THE BASE OF THE GRANITE PLANTER CURB AS DIRECTED BY THE ENGINEER. WHEN CONCRETE SIDEWALK IS REPLACED ADJACENT TO PLANTER, JOINT FILLER & CAULKING SHALL BE CONSIDERED INCIDENTAL TO CONCRETE WORK.
6. SOME C1 CONCRETE SIDEWALK JOINTS HAVE WIDENED OR HAVE FAILED TO SOME DEGREE. AS OPPOSED TO DOING FULL-SLAB REPLACEMENT OF THE C1 CONCRETE IN ALL OF THESE LOCATIONS, THE JOINTS SHALL BE REPAIRED BY USE OF C1 CONCRETE JOINT FILLER AS DIRECTED BY THE ENGINEER.
7. REMOVE & RESET EXISTING TREE GRATES ONLY AS NECESSARY FOR SEWER LATERAL & WATER SERVICE WORK OR WHERE INDICATED ON THE PLANS.
8. CONCRETE SIDEWALK REPLACEMENT AROUND EXISTING TREE GRATES IS EXPECTED TO BE COMPLETED WITHOUT REMOVING, REPLACING OR DAMAGING THE TREE GRATE.
9. THERE ARE SOME BRICK PAVERS ADJACENT TO SOME OF THE PLANTERS. REMOVE THE BRICK PAVERS AND REPLACE WITH 7" CONCRETE SIDEWALK.
10. THERE ARE EXISTING BUILDING VAULTS THAT EXTEND INTO THE RIGHT-OF-WAY UNDER THE SIDEWALK. KNOWN VAULT LOCATIONS ARE SHOWN ON THE PLANS. THE CONTRACTOR SHALL TAKE CARE WHEN WORKING ADJACENT TO THE VAULTS TO NOT DAMAGE THE EXISTING VAULT STRUCTURE OR WATERPROOFING MATERIAL. ANY DAMAGE CAUSED SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE.
11. DUE TO THE NATURE OF THE LANDSCAPING AND TREE PLANTINGS IN THE PROJECT AREA, NOT ALL TREES MAY BE PRUNED TO THE TYPICAL STREET CLEARANCE HEIGHT. IT IS EXPECTED THAT THE CONTRACTOR TAKE CARE TO WORK AROUND ALL EXISTING TREES THAT ARE TO REMAIN. ALL WORK AROUND TREES SHALL BE IN ACCORDANCE WITH SECTION 107.13 OF THE STANDARD SPECIFICATIONS.
12. CONTRACTOR SHALL TAKE CARE TO WORK AROUND THE EXISTING IRRIGATION SYSTEM AND/OR REPLACE PORTIONS OF THE SYSTEM AS NECESSARY. ANY REPLACEMENT OF THE SYSTEM OR MEASURES USED TO PROTECT THE SYSTEM WILL BE PAID UNDER ITEM 90003 MAINTENANCE OF IRRIGATION SYSTEM. ANY RELOCATION OR REPLACEMENT OF IRRIGATION SYSTEM TO ACCOMMODATE PLANTER WALL REPLACEMENTS SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
13. AT INLET LOCATIONS, MODIFY TYPE 'H' CURB AND GUTTER AS NECESSARY TO MATCH INLET CASTING. CURB MODIFICATIONS AT INLETS SHALL BE CONSIDERED INCIDENTAL TO CURB CONSTRUCTION. LOCATIONS OF TRANSITIONS BETWEEN CURB TYPES ARE ALSO INDICATED ON THE PLANS.
14. APPROXIMATE LOCATION OF IRRIGATION SYSTEM IS SHOWN. ACTUAL LOCATION MAY VARY FROM PLAN, ESPECIALLY THE SPRINKLER SYSTEM WITHIN EACH PLANTER.

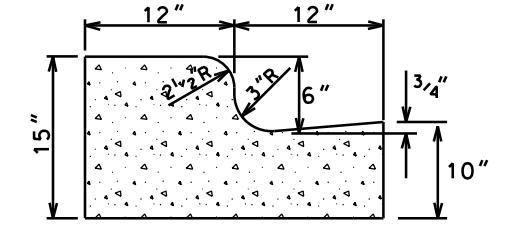
- 1 POINT REFERRED TO ON PROFILE
- 2 10" DOWELED CONCRETE PAVEMENT
- 3 LONGITUDINAL SAWED, FORMED OR CONSTRUCTION JOINT
- 4 12" GRADATION NO. 2 CRUSHED AGGREGATE BASE
- 5 8" (MIN) CONC PAVEMENT PARKING LANE (ALTERNATE BID)
- 6 MODIFIED TYPE 'H' CONC CURB & GUTTER (SEE DETAIL)
- 7 FILL, INCIDENTAL
- 8 7" CONCRETE SIDEWALK
- 9 C1 CONCRETE SIDEWALK, 7-INCH
- 10 EXISTING CONC CURB & GUTTER TO REMAIN
- 11 EXISTING CONC OR BRICK PAVER TERRACE TO REMAIN
- 12 EXISTING BASE COURSE TO REMAIN, RECOMPACT

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

** GRANITE CURBED PLANTERS ARE LOCATED IN SOME AREAS. SEE DETAIL THIS SHEET.

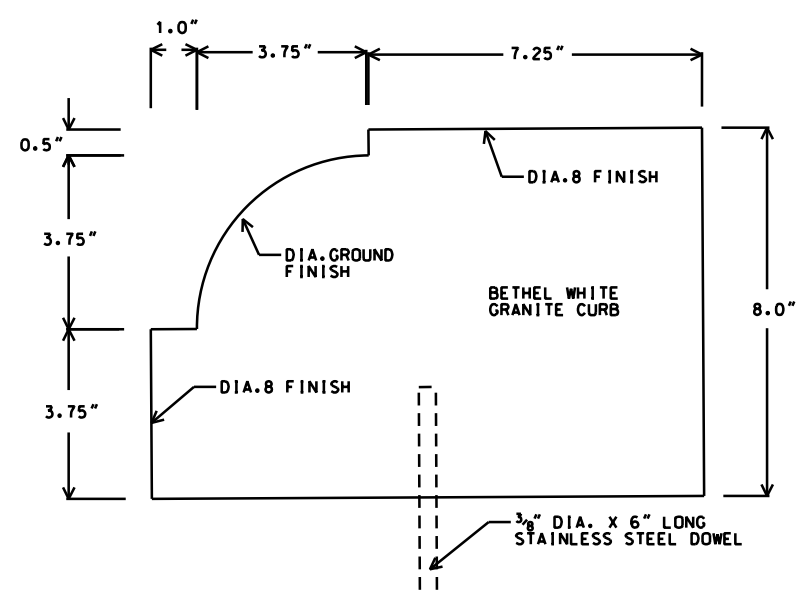


TYPICAL FINISHED SECTION
 CAPITOL SQUARE
 S. CARROLL ST., MAIN ST. & S. PINCKNEY ST.
 NOT TO SCALE

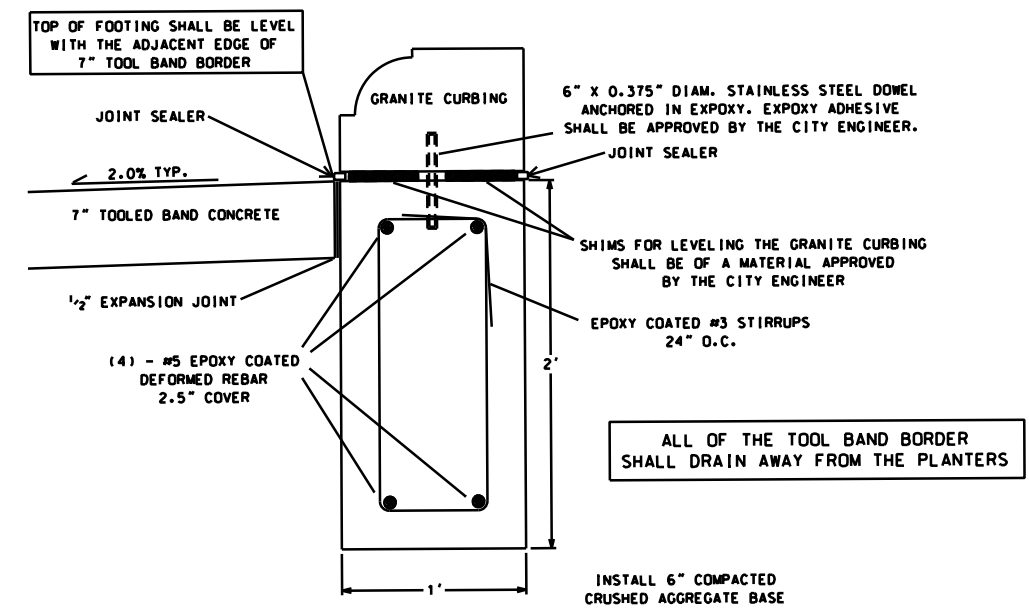


NOTE: AT INLET LOCATIONS, CONSTRUCT CURB PER S.D.D. 5.7.27 INCIDENTAL TO CURB INSTALLATION

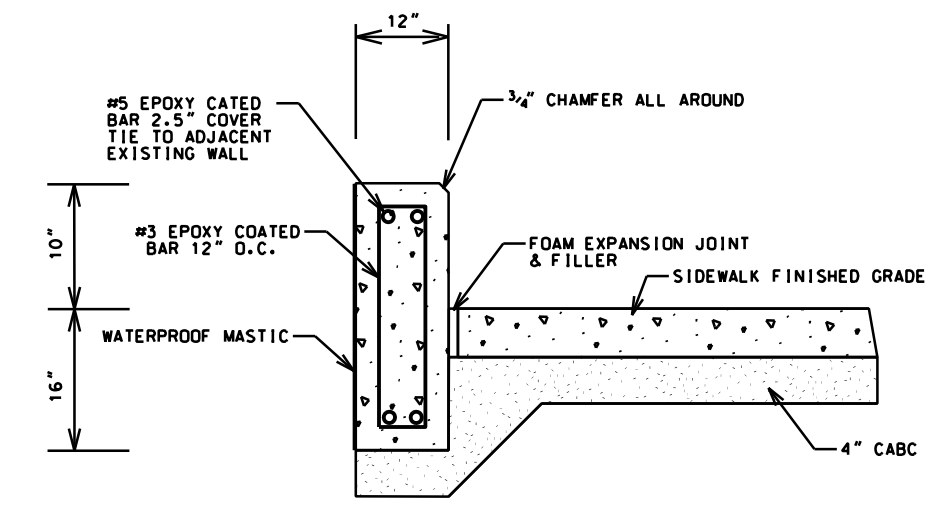
MODIFIED TYPE 'H' CONCRETE CURB & GUTTER DETAIL
 PAY AS TYPE 'H' CURB & GUTTER
 NOT TO SCALE



GRANITE CURB CROSS SECTION



GRANITE CURB FOUNDATION



NOTE:
 1. ALL VERTICAL AND HORIZONTAL CONCRETE EDGES AND EDGES AT EXPANSION JOINTS SHALL HAVE 3/4" CHAMFER.
 2. ALL EXPANSION AND CONTRACTION JOINTS TO RECEIVE FELT STRIP. ALL EXPOSED EXPANSION JOINTS TO BE CAULKED.







CONCRETE PLANTER WALL DETAIL

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

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

EROSION CONTROL NOTES:

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

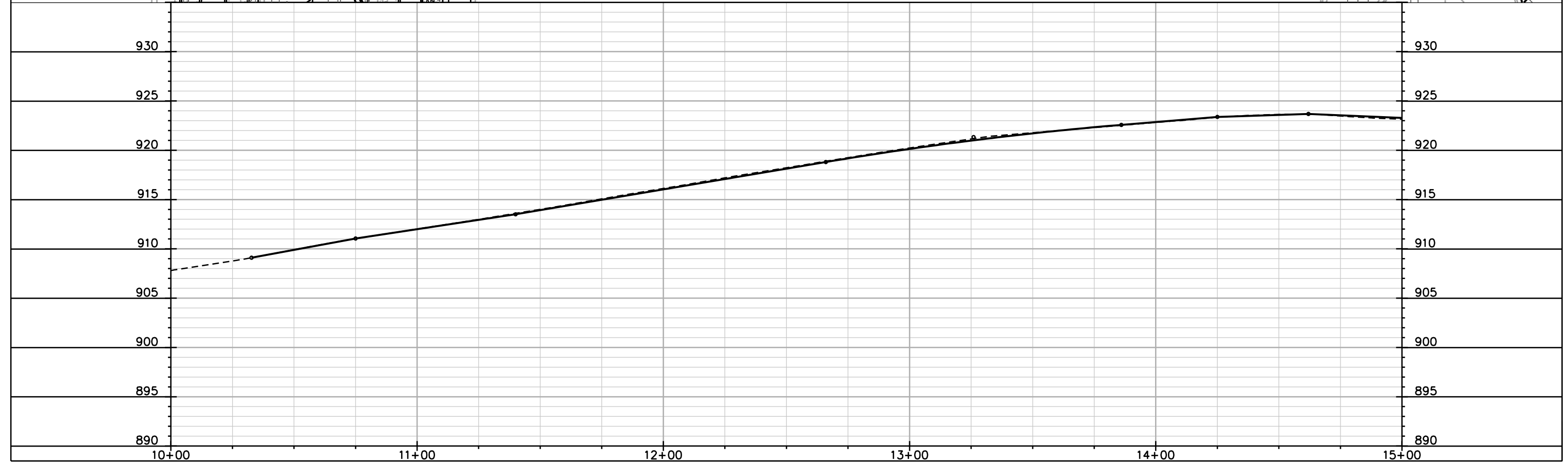
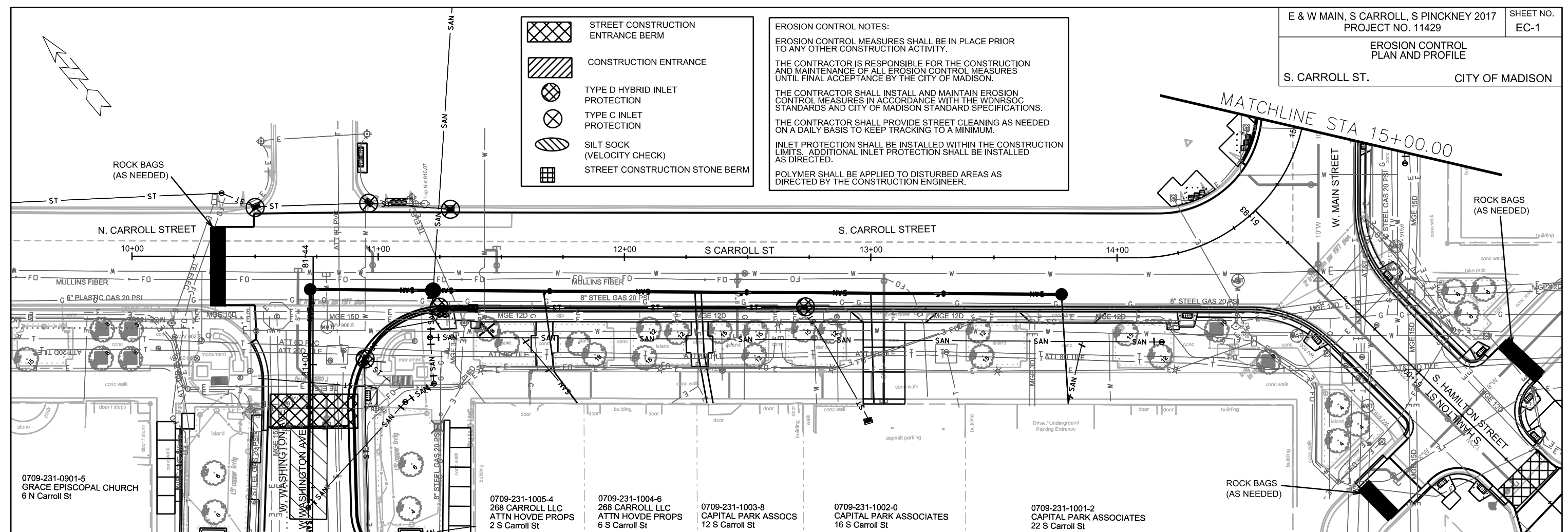
THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.







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

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

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

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



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

EROSION CONTROL NOTES:

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

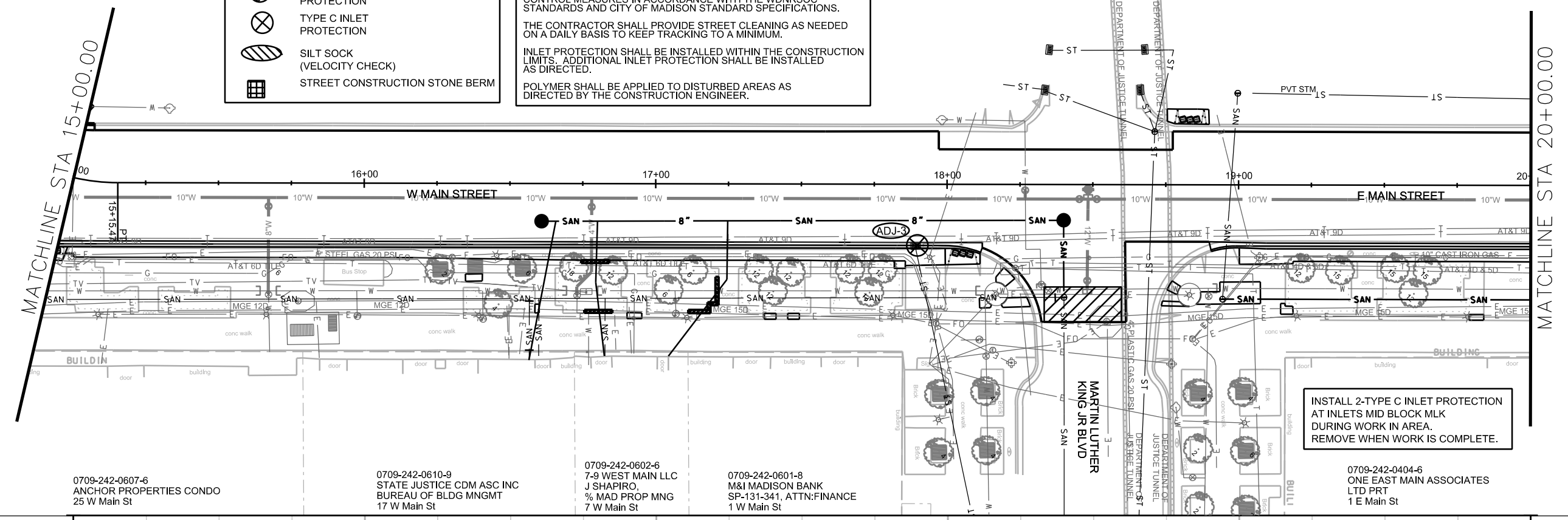
THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.

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

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

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

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



INSTALL 2-TYPE C INLET PROTECTION AT INLETS MID BLOCK MLK DURING WORK IN AREA. REMOVE WHEN WORK IS COMPLETE.

0709-242-0607-6
ANCHOR PROPERTIES CONDO
25 W Main St

0709-242-0610-9
STATE JUSTICE CDM ASC INC
BUREAU OF BLDG MNGMT
17 W Main St

0709-242-0602-6
7-9 WEST MAIN LLC
J SHAPIRO,
% MAD PROP MNG
7 W Main St

0709-242-0601-8
M&I MADISON BANK
SP-131-341, ATTN:FINANCE
1 W Main St

0709-242-0404-6
ONE EAST MAIN ASSOCIATES
LTD PRT
1 E Main St

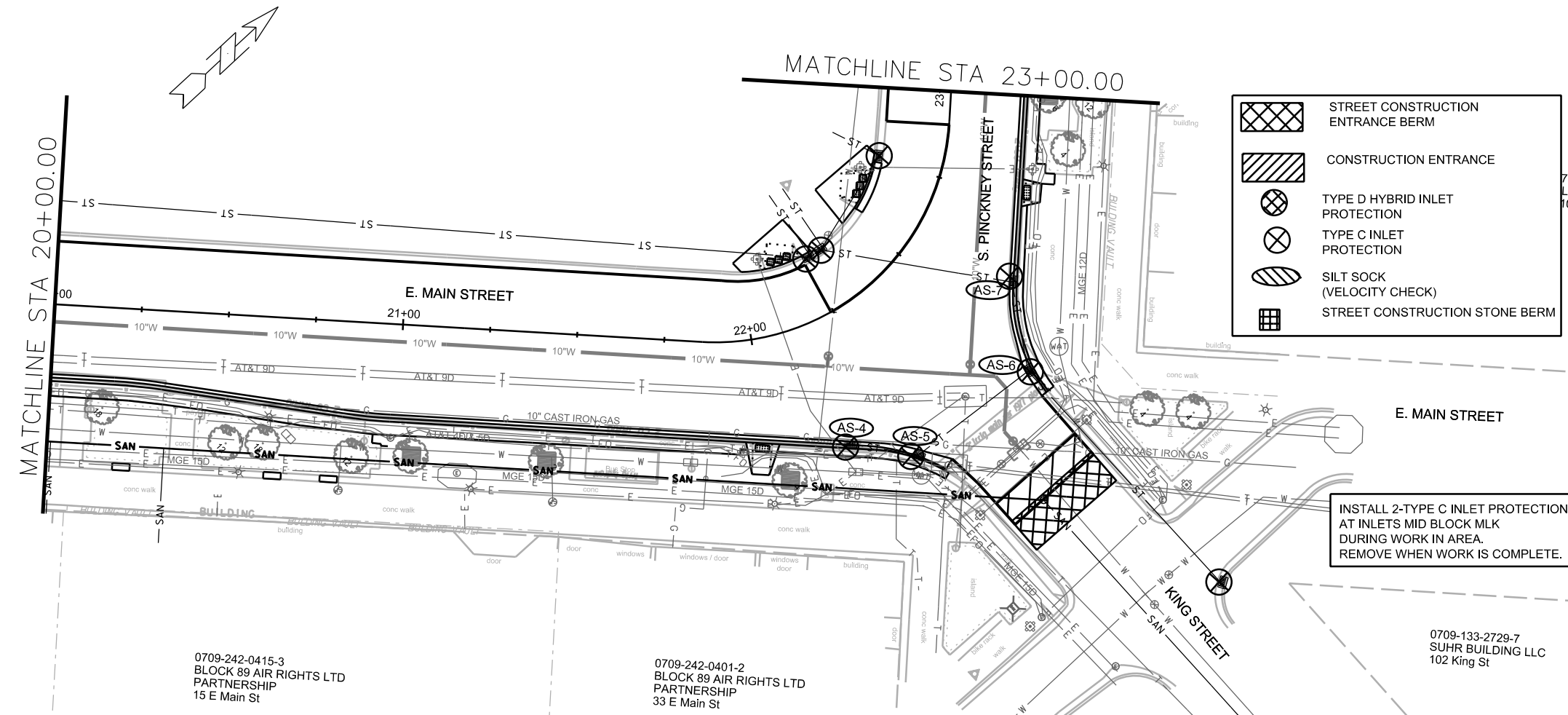








PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

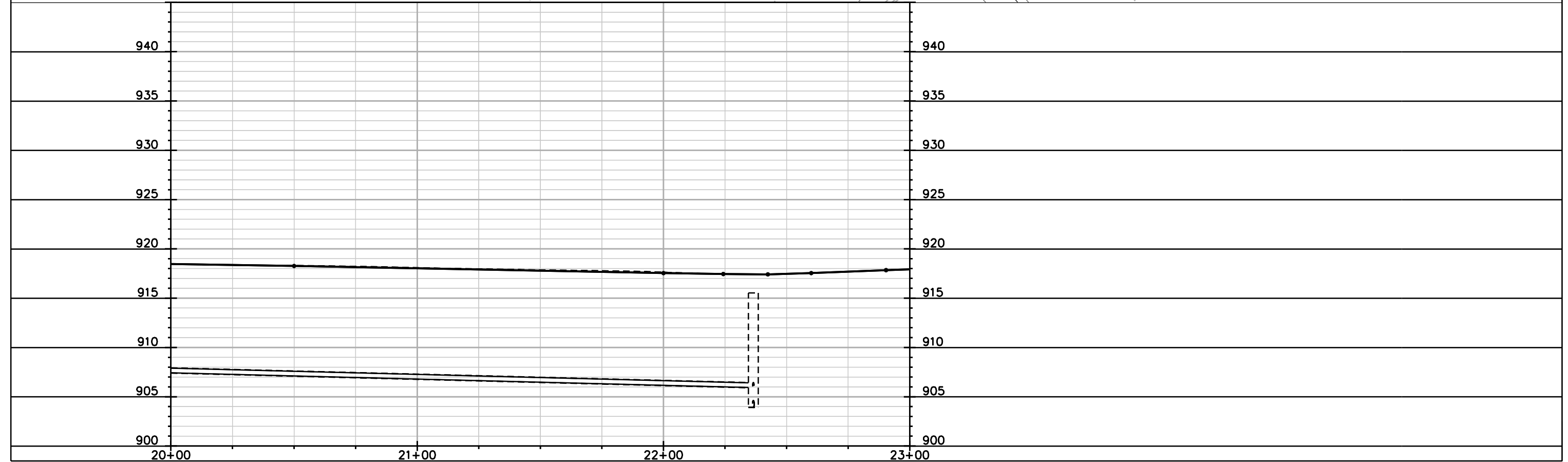
EROSION CONTROL NOTES:
 EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY.
 THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.
 THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE WDNR SOC STANDARDS AND CITY OF MADISON STANDARD SPECIFICATIONS.
 THE CONTRACTOR SHALL PROVIDE STREET CLEANING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.
 INLET PROTECTION SHALL BE INSTALLED WITHIN THE CONSTRUCTION LIMITS. ADDITIONAL INLET PROTECTION SHALL BE INSTALLED AS DIRECTED.
 POLYMER SHALL BE APPLIED TO DISTURBED AREAS AS DIRECTED BY THE CONSTRUCTION ENGINEER.

INSTALL 2-TYPE C INLET PROTECTION AT INLETS MID BLOCK MLK DURING WORK IN AREA. REMOVE WHEN WORK IS COMPLETE.

0709-242-0415-3
BLOCK 89 AIR RIGHTS LTD PARTNERSHIP
15 E Main St

0709-242-0401-2
BLOCK 89 AIR RIGHTS LTD PARTNERSHIP
33 E Main St

0709-133-2729-7
SUHR BUILDING LLC
102 King St









PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

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

EROSION CONTROL NOTES:

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

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

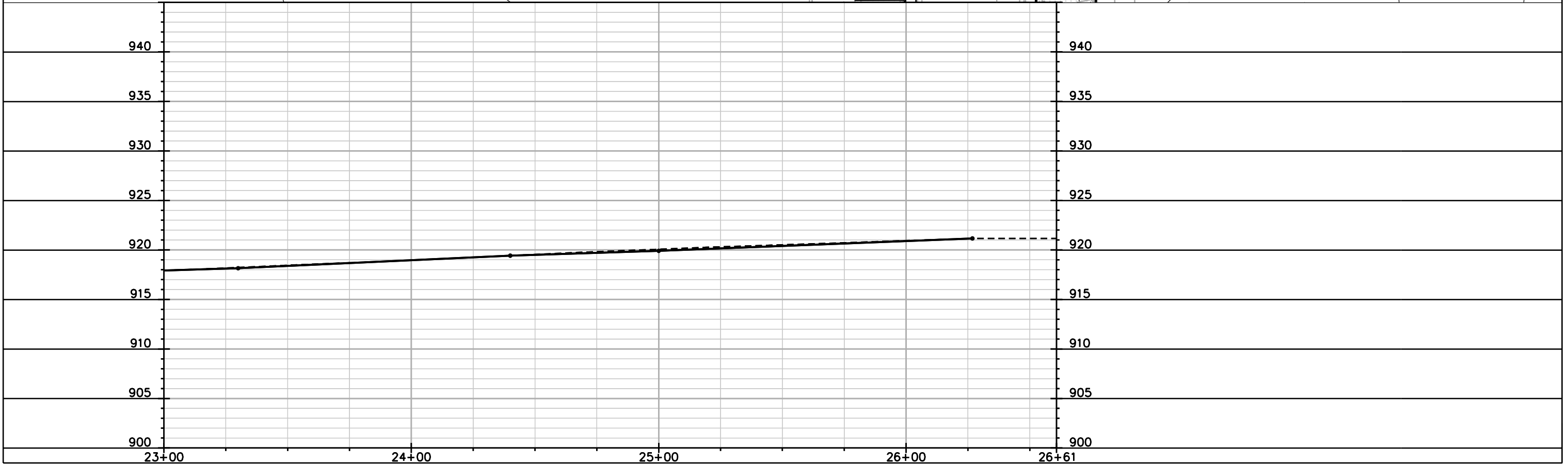
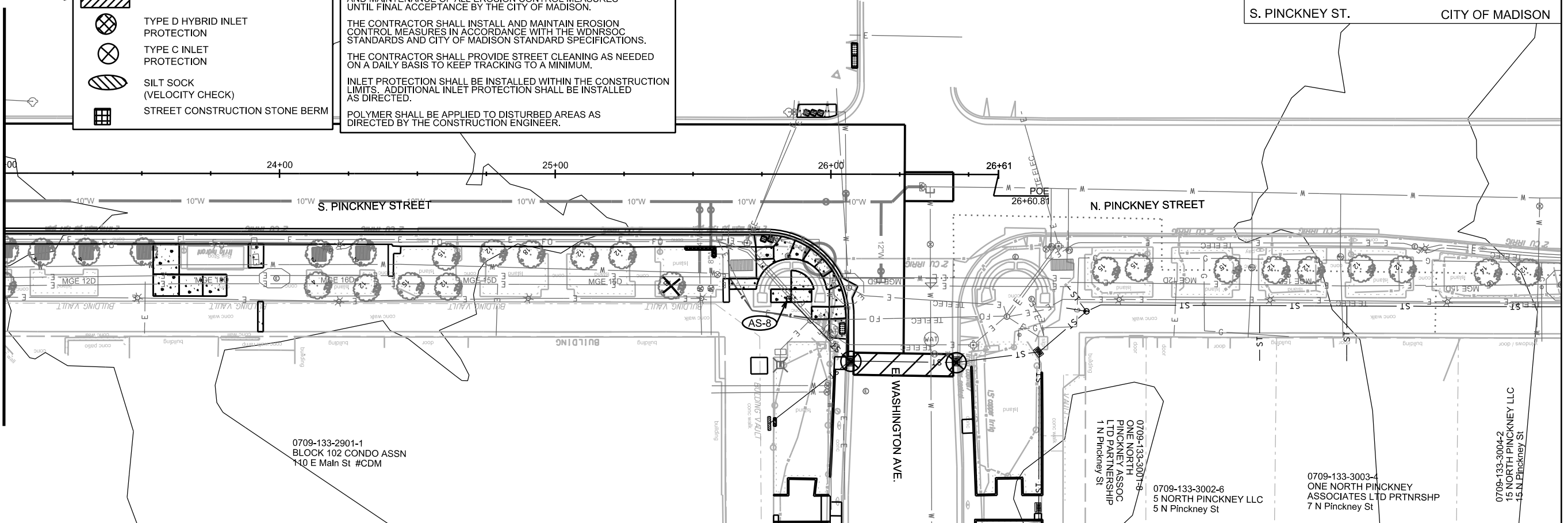
THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE WDNR SOC STANDARDS AND CITY OF MADISON STANDARD SPECIFICATIONS.

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

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

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

MATCHLINE STA 23+00.00






PLOT SCALE: _____

PLOT NAME: _____

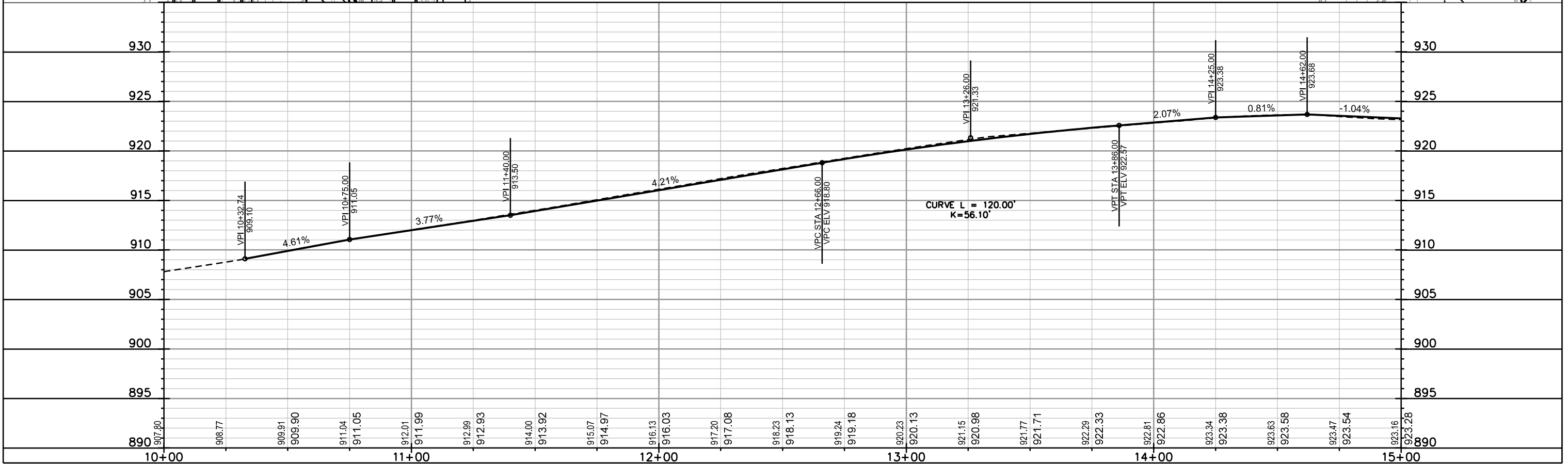
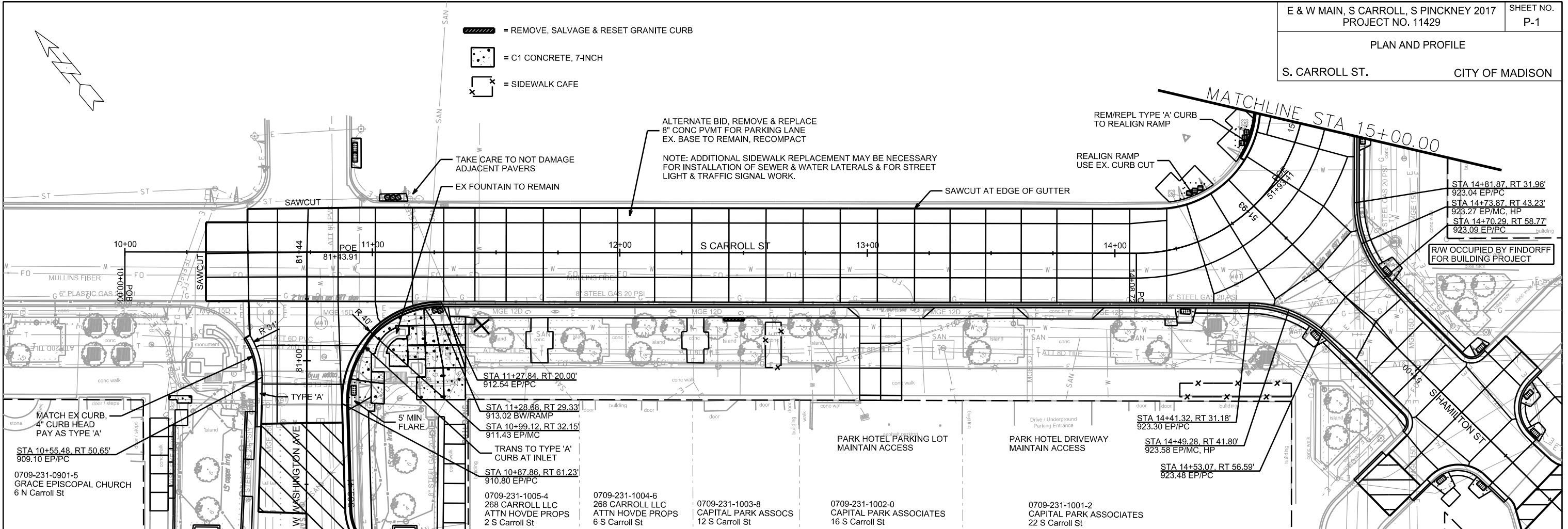
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

-  = REMOVE, SALVAGE & RESET GRANITE CURB
-  = C1 CONCRETE, 7-INCH
-  = SIDEWALK CAFE

ALTERNATE BID, REMOVE & REPLACE 8" CONC PVMT FOR PARKING LANE EX. BASE TO REMAIN, RECOMPACT

NOTE: ADDITIONAL SIDEWALK REPLACEMENT MAY BE NECESSARY FOR INSTALLATION OF SEWER & WATER LATERALS & FOR STREET LIGHT & TRAFFIC SIGNAL WORK.



PLOT SCALE: _____




PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

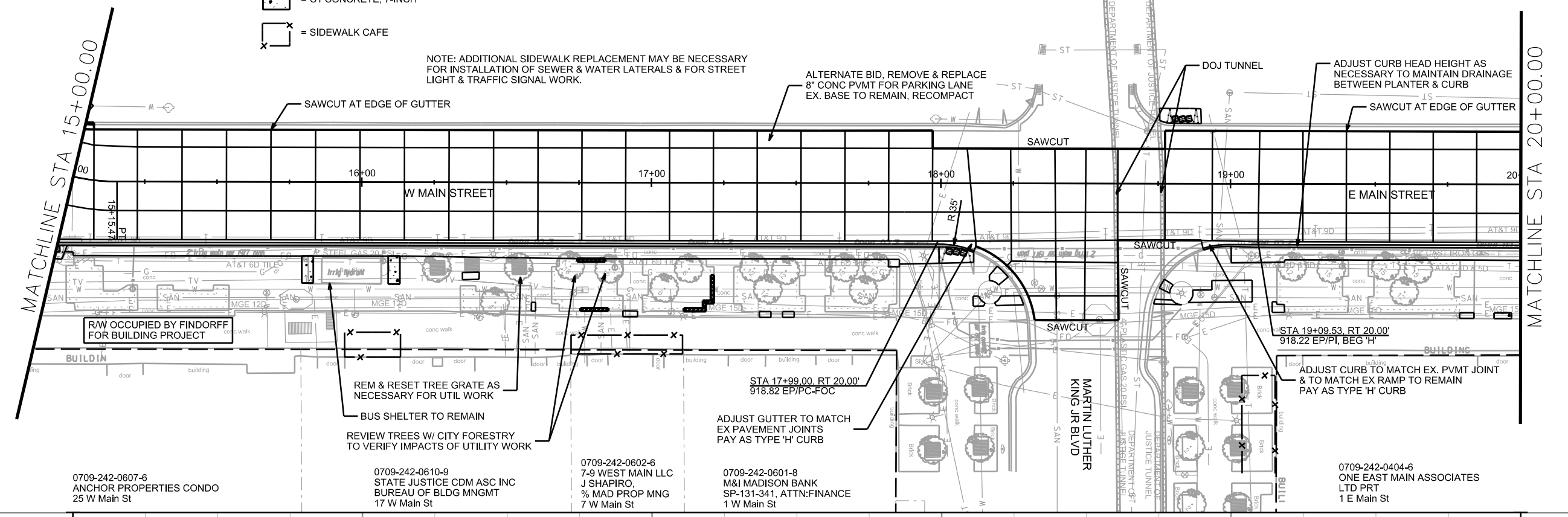
MAIN ST. CITY OF MADISON

-  = REMOVE, SALVAGE & RESET GRANITE CURB
-  = C1 CONCRETE, 7-INCH
-  = SIDEWALK CAFE

NOTE: ADDITIONAL SIDEWALK REPLACEMENT MAY BE NECESSARY FOR INSTALLATION OF SEWER & WATER LATERALS & FOR STREET LIGHT & TRAFFIC SIGNAL WORK.

ALTERNATE BID, REMOVE & REPLACE 8" CONC PVMT FOR PARKING LANE EX. BASE TO REMAIN, RECOMPACT

ADJUST CURB HEAD HEIGHT AS NECESSARY TO MAINTAIN DRAINAGE BETWEEN PLANTER & CURB



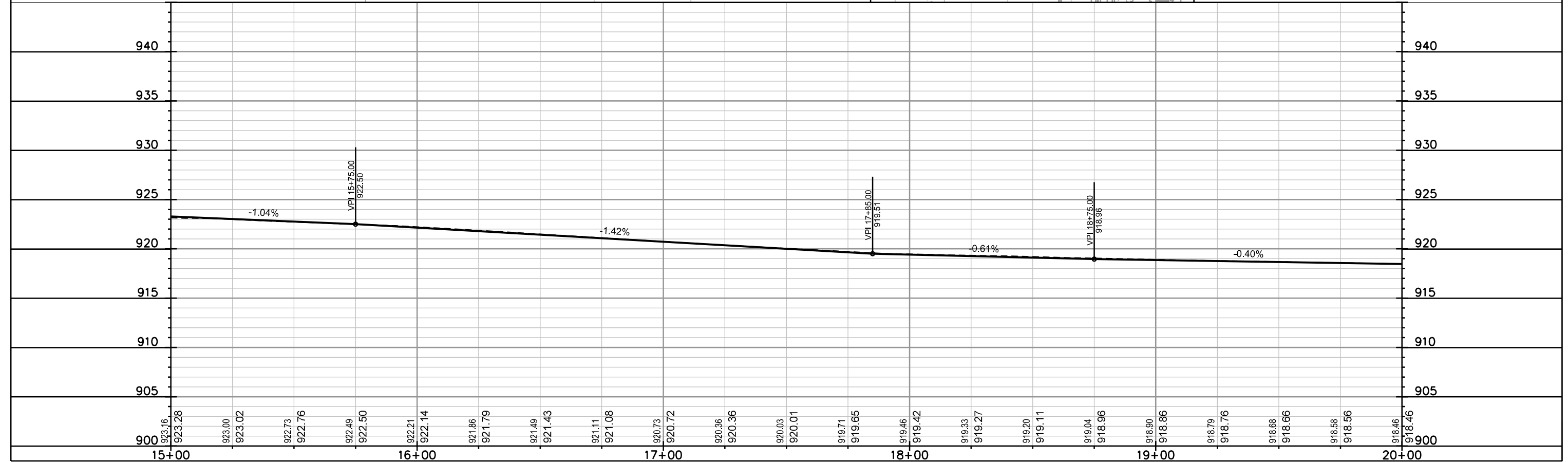
0709-242-0607-6
ANCHOR PROPERTIES CONDO
25 W Main St

0709-242-0610-9
STATE JUSTICE CDM ASC INC
BUREAU OF BLDG MNGMT
17 W Main St

0709-242-0602-6
7-9 WEST MAIN LLC
J SHAPIRO,
% MAD PROP MNG
7 W Main St

0709-242-0601-8
M&I MADISON BANK
SP-131-341, ATTN:FINANCE
1 W Main St

0709-242-0404-6
ONE EAST MAIN ASSOCIATES
LTD PRT
1 E Main St

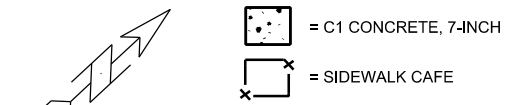


PLOT SCALE: _____

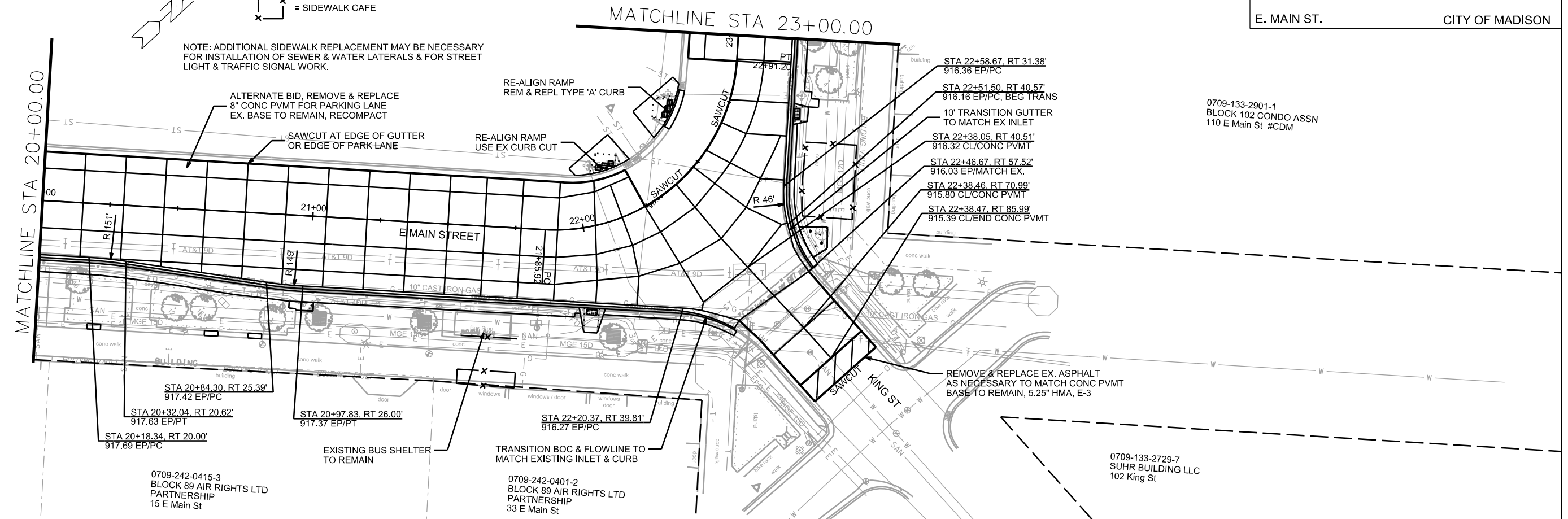
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

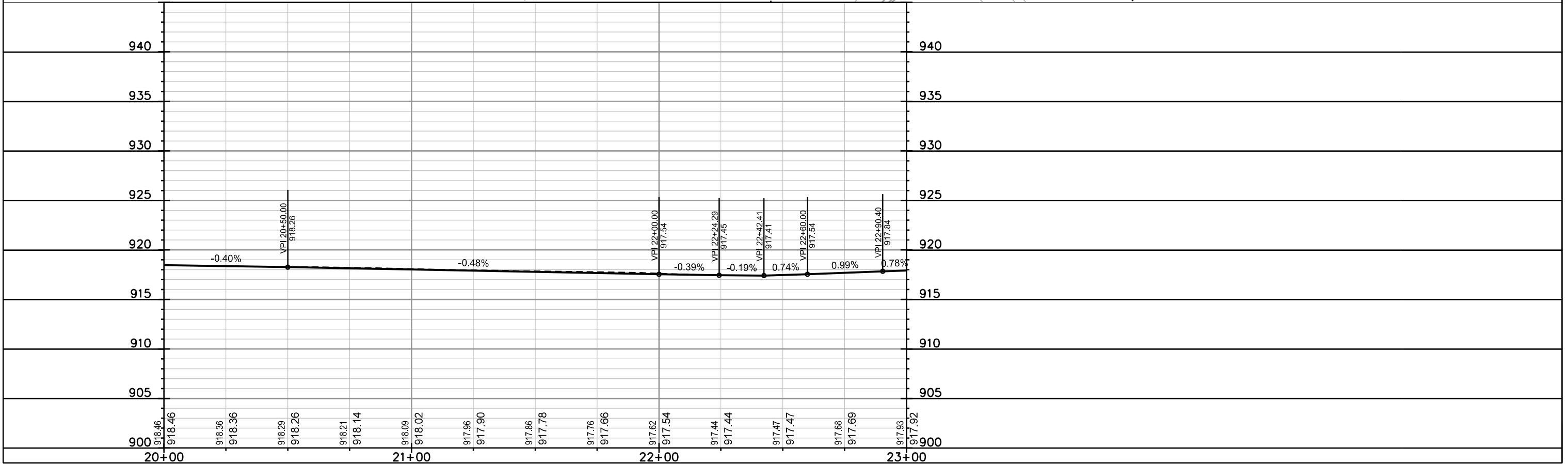


NOTE: ADDITIONAL SIDEWALK REPLACEMENT MAY BE NECESSARY FOR INSTALLATION OF SEWER & WATER LATERALS & FOR STREET LIGHT & TRAFFIC SIGNAL WORK.



0709-133-2901-1
BLOCK 102 CONDO ASSN
110 E Main St #CDM

0709-133-2729-7
SUHR BUILDING LLC
102 King St



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

= REMOVE, SALVAGE & RESET GRANITE CURB
 = C1 CONCRETE, 7-INCH

NOTE: ADDITIONAL SIDEWALK REPLACEMENT MAY BE NECESSARY FOR INSTALLATION OF SEWER & WATER LATERALS & FOR STREET LIGHT & TRAFFIC SIGNAL WORK.

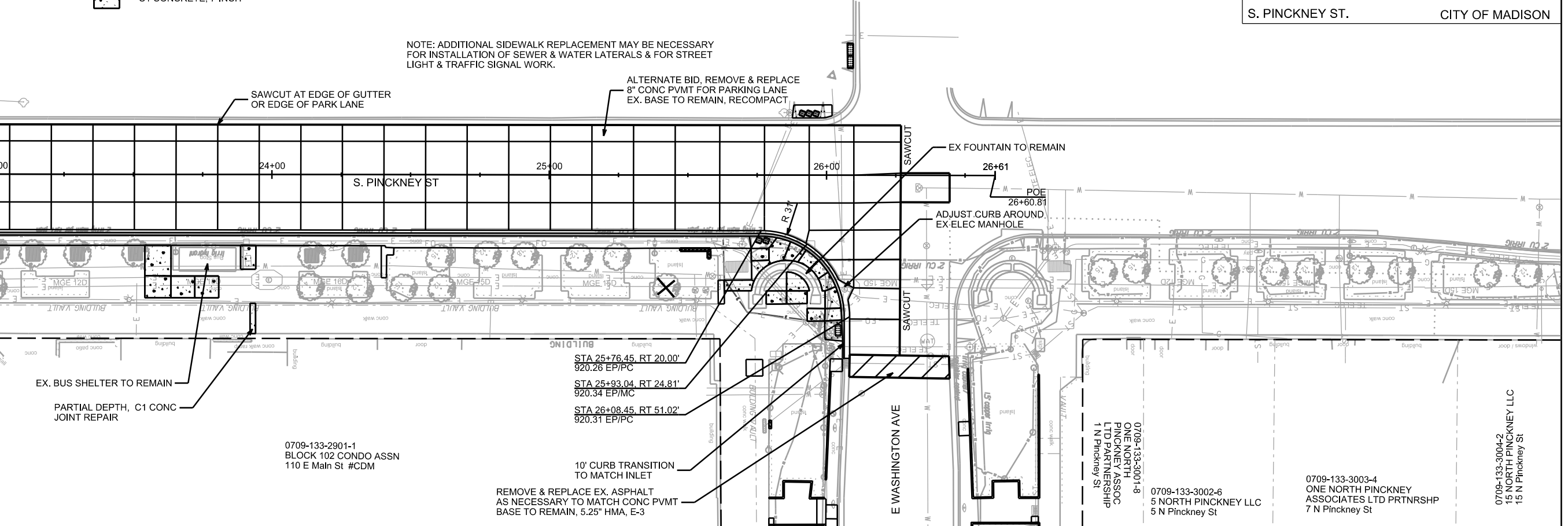
ALTERNATE BID, REMOVE & REPLACE 8" CONC PVMT FOR PARKING LANE EX. BASE TO REMAIN, RECOMPACT

SAWCUT AT EDGE OF GUTTER OR EDGE OF PARK LANE

EX FOUNTAIN TO REMAIN

ADJUST CURB AROUND EX ELEC MANHOLE

MATCHLINE STA 23+00.00



EX. BUS SHELTER TO REMAIN

PARTIAL DEPTH, C1 CONC JOINT REPAIR

0709-133-2901-1
BLOCK 102 CONDO ASSN
110 E Main St #CDM

REMOVE & REPLACE EX. ASPHALT AS NECESSARY TO MATCH CONC PVMT BASE TO REMAIN, 5.25" HMA, E-3

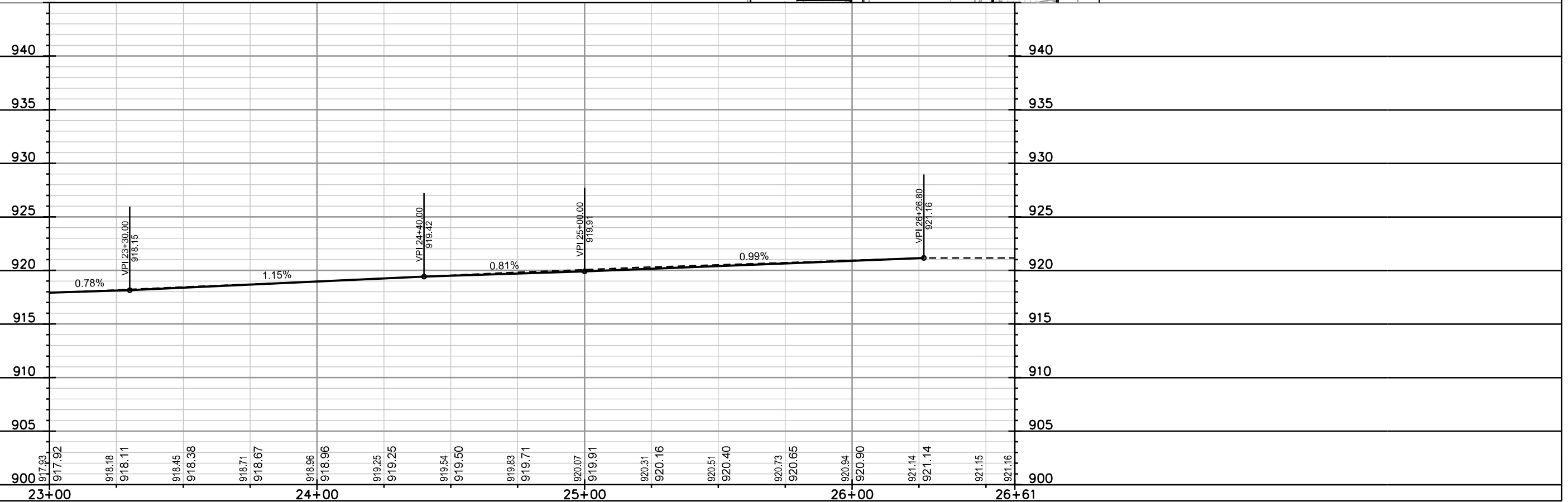
10" CURB TRANSITION TO MATCH INLET

0709-133-3001-8
ONE NORTH PINCKNEY ASSOC LTD PARTNERSHIP
1 N Pinckney St

0709-133-3002-6
5 NORTH PINCKNEY LLC
5 N Pinckney St

0709-133-3003-4
ONE NORTH PINCKNEY ASSOCIATES LTD PRTRNSHP
7 N Pinckney St

0709-133-3004-2
15 NORTH PINCKNEY LLC
15 N Pinckney St



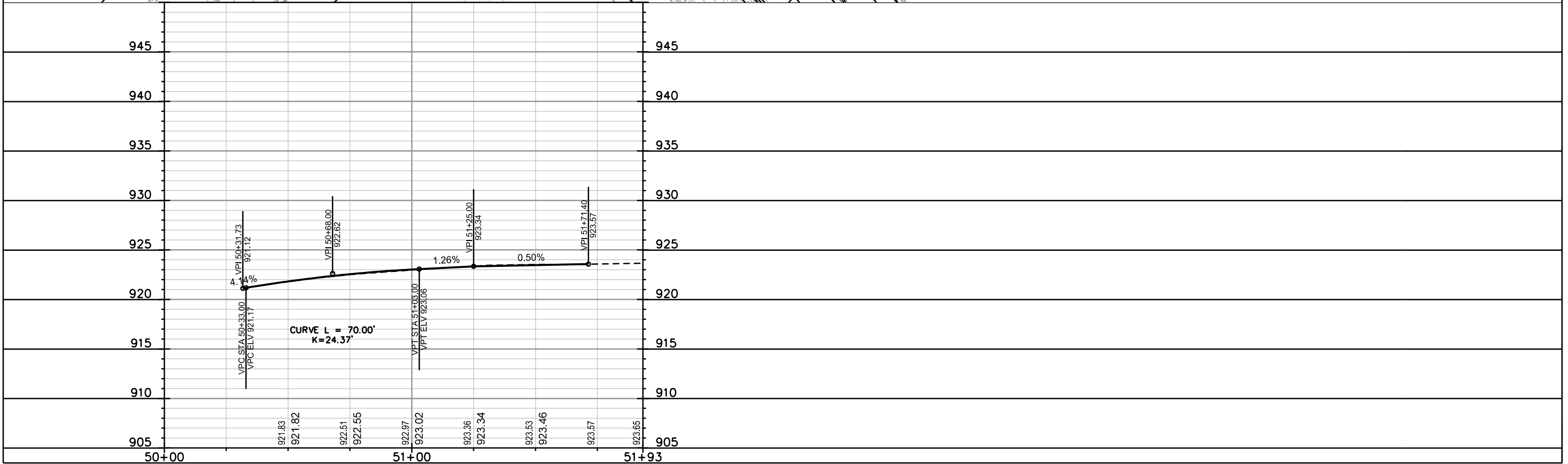
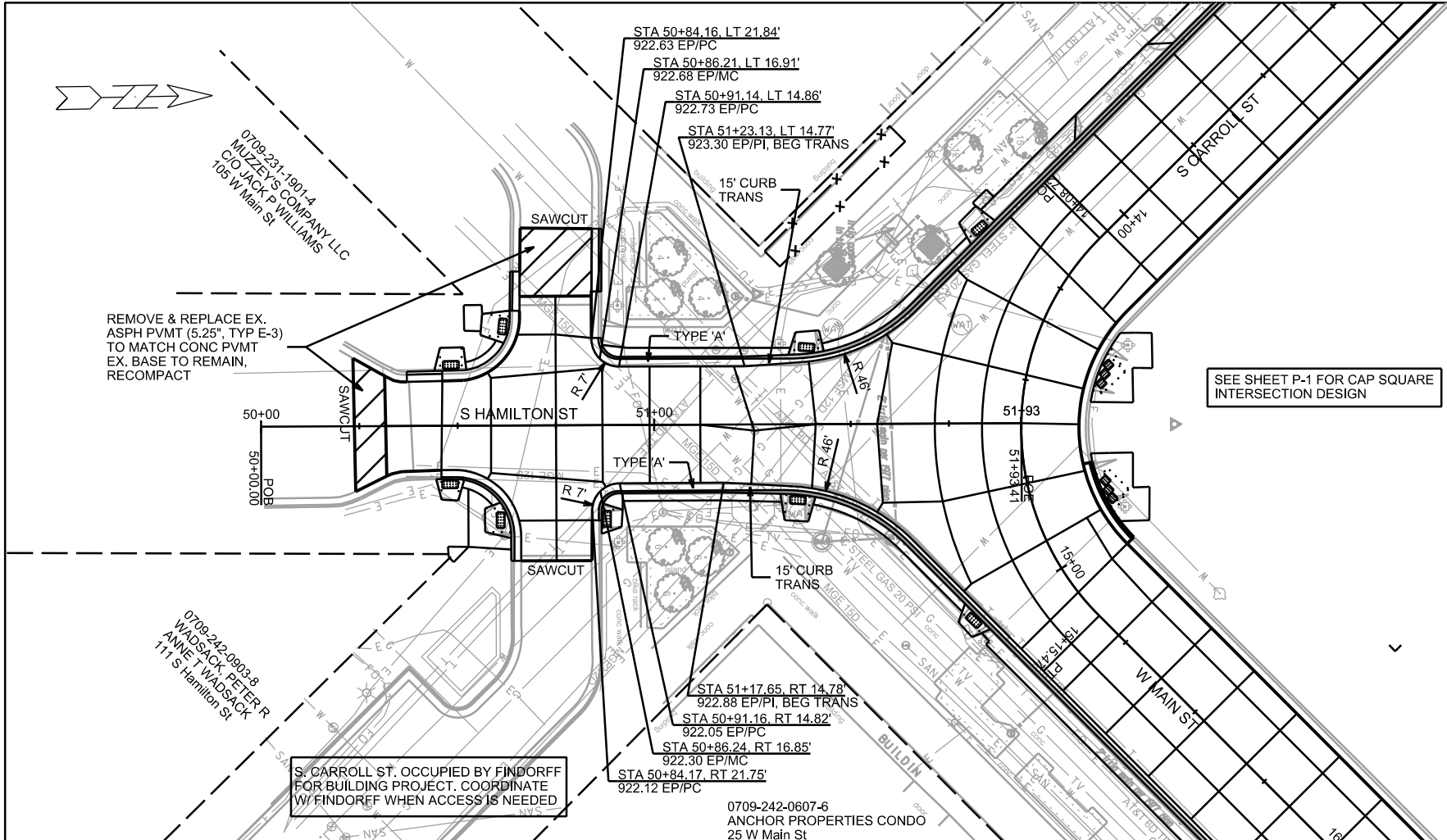
PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE
S. HAMILTON ST. CITY OF MADISON



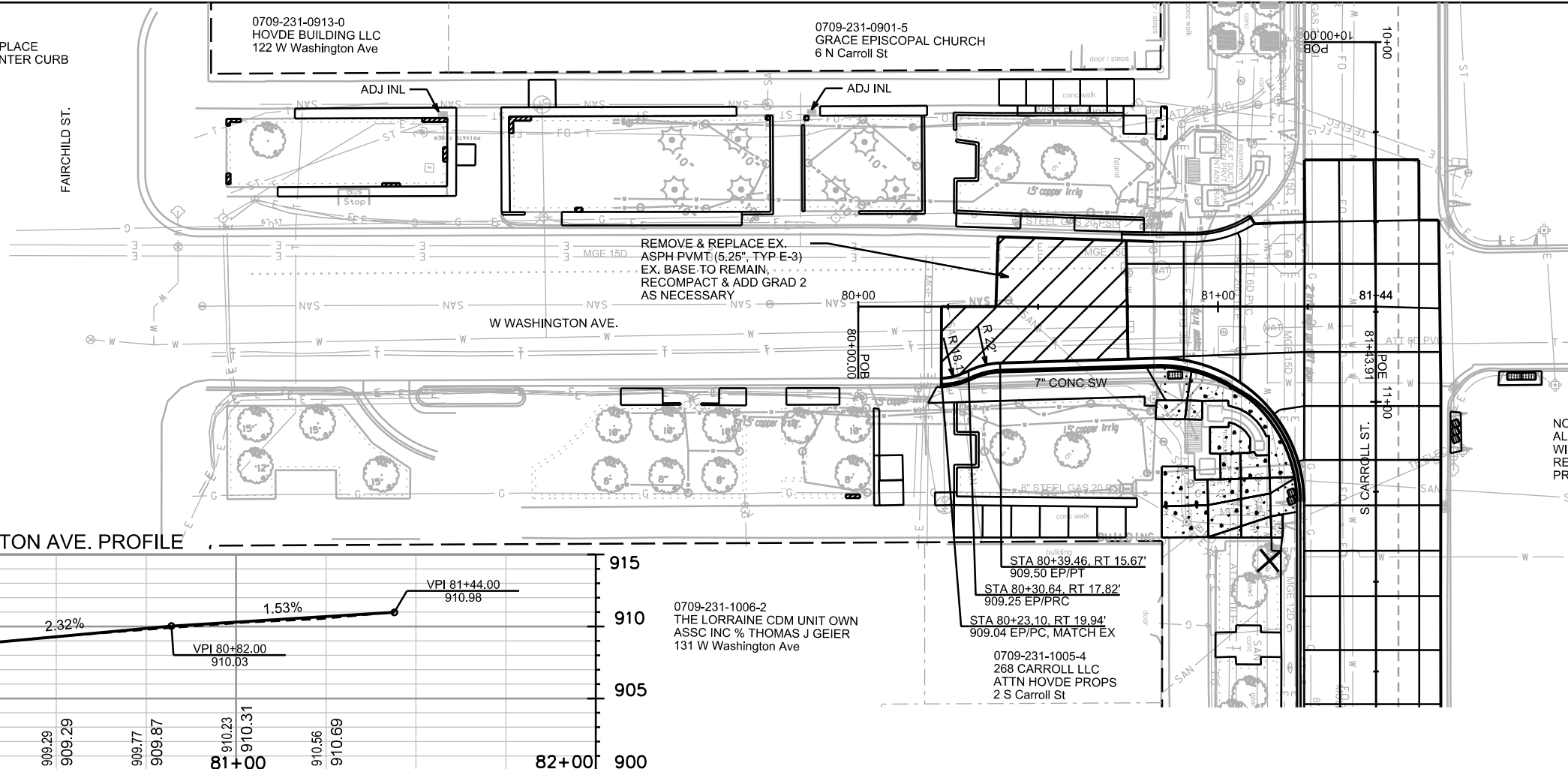
PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

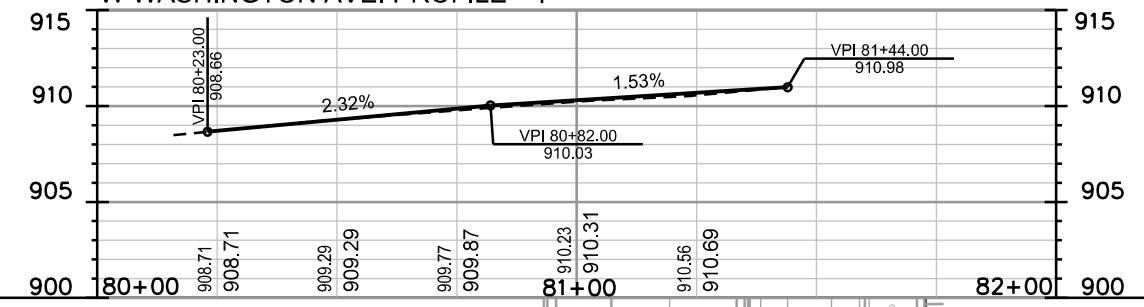
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

▨ = REMOVE & REPLACE
CONCRETE PLANTER CURB



NOTE: SOME PLANTERS ARE BORDERED BY BRICK PAVERS. ALL BRICK PAVERS ARE TO BE REMOVED AND REPLACED WITH CONC SIDEWALK. IF ADJACENT CONCRETE IS ALSO BEING REPLACED, A JOINT IS NOT REQUIRED WHERE PAVERS WERE PREVIOUSLY LOCATED.

W WASHINGTON AVE. PROFILE



▨ = REMOVE & REPLACE
CONCRETE PLANTER CURB

0709-133-2901-1
BLOCK 102 CONDO ASSN
110 E Main St #CDM

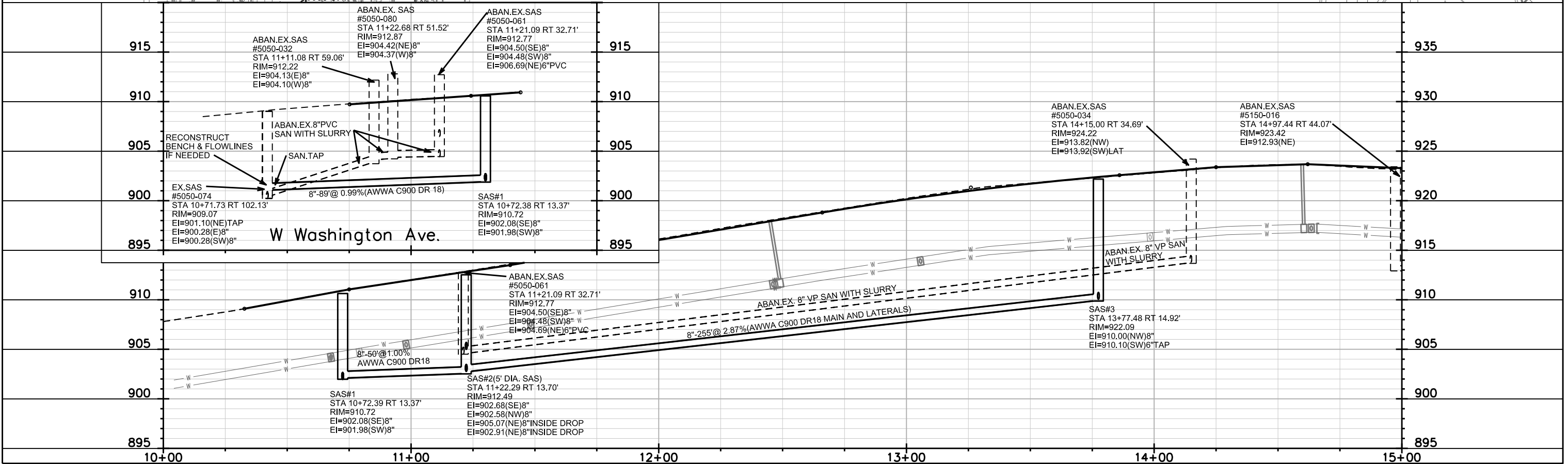
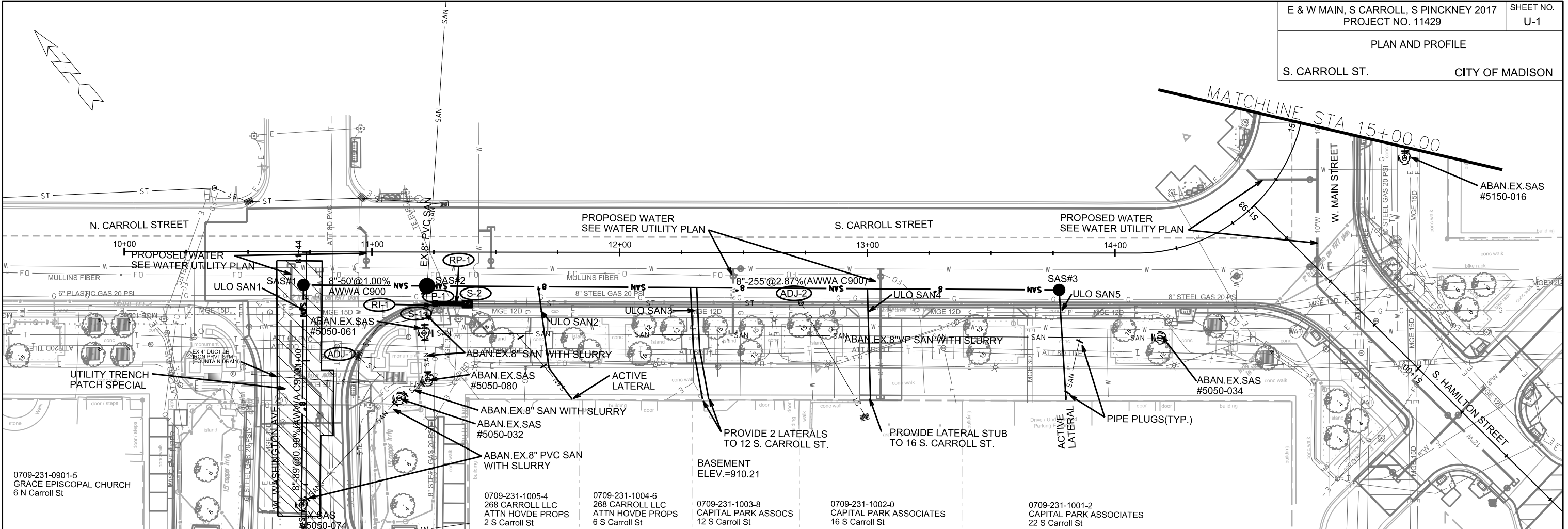
NOTE: SOME PLANTERS ARE BORDERED BY BRICK PAVERS. ALL BRICK PAVERS ARE TO BE REMOVED AND REPLACED WITH CONC SIDEWALK. IF ADJACENT CONCRETE IS ALSO BEING REPLACED, A JOINT IS NOT REQUIRED WHERE PAVERS WERE PREVIOUSLY LOCATED.

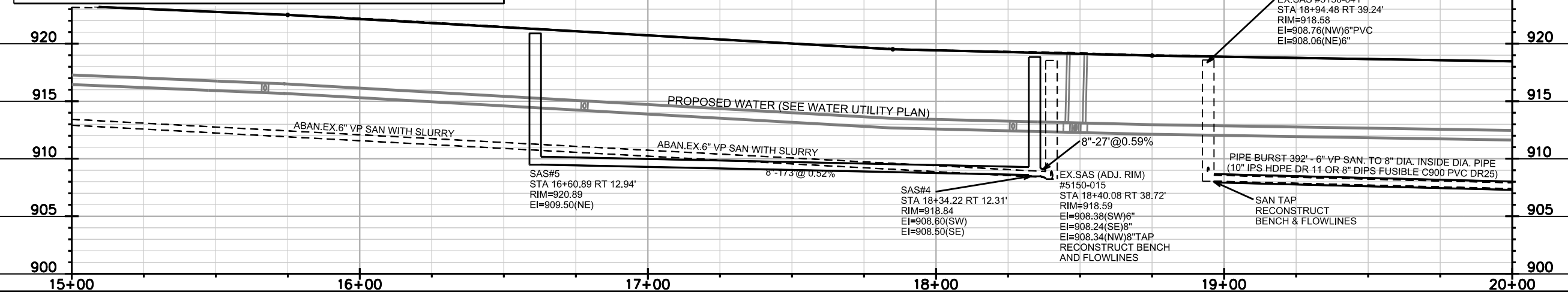
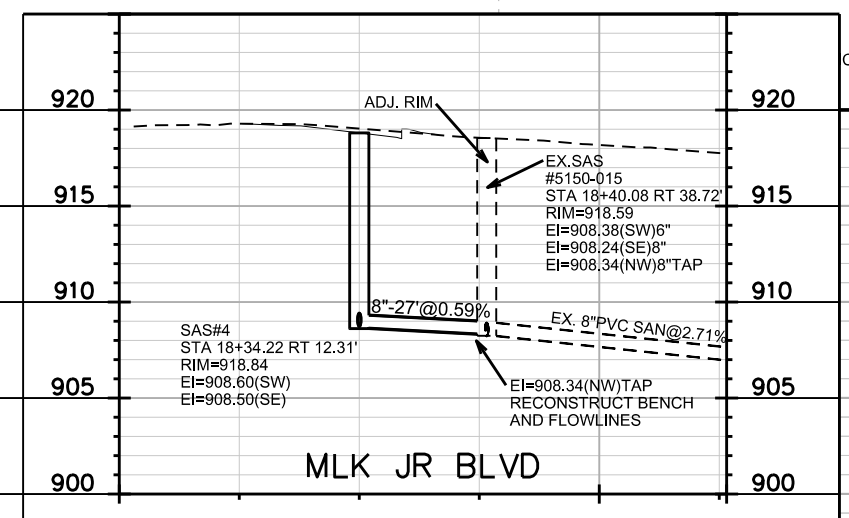
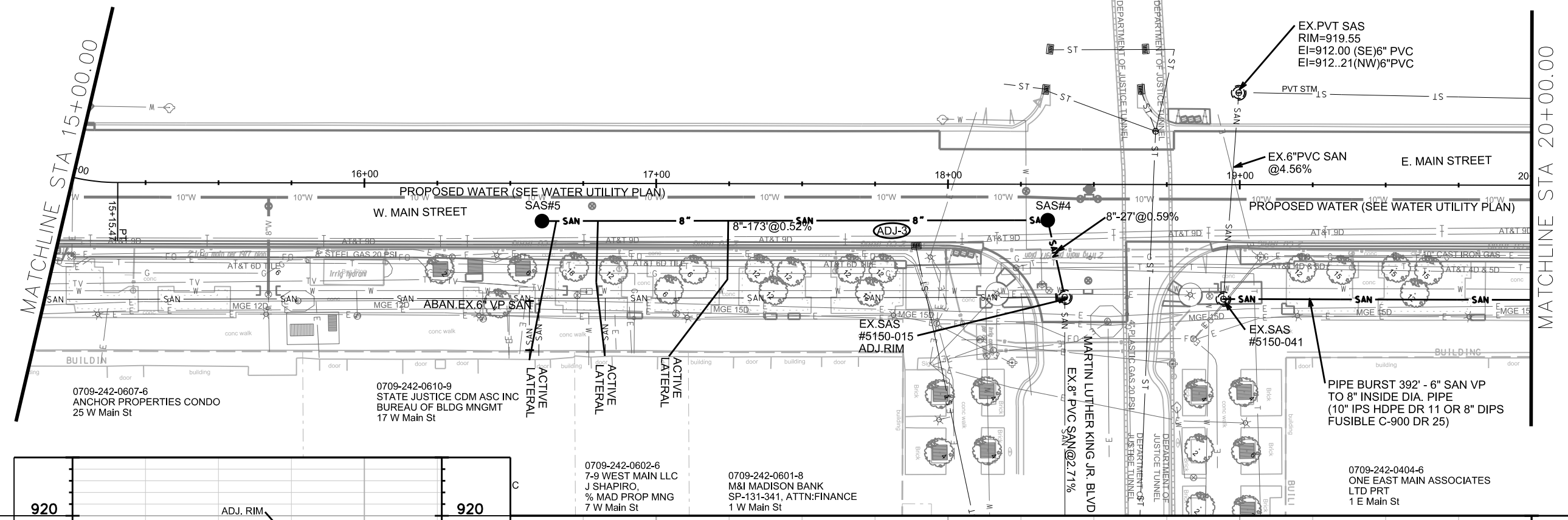
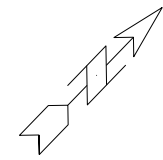
PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

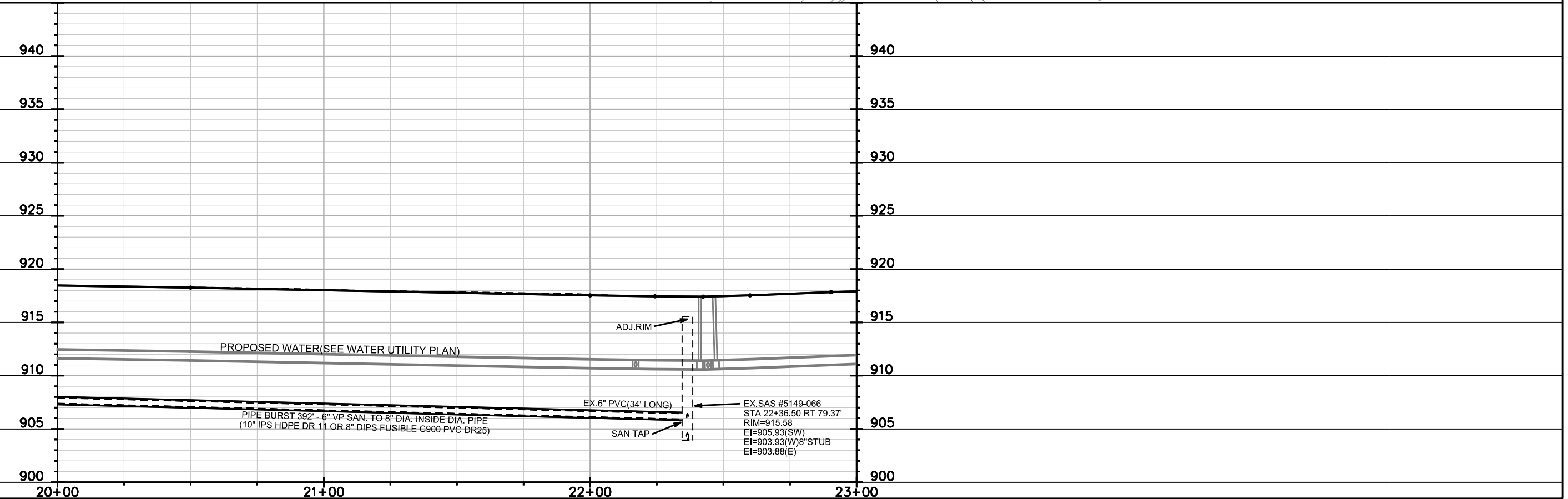
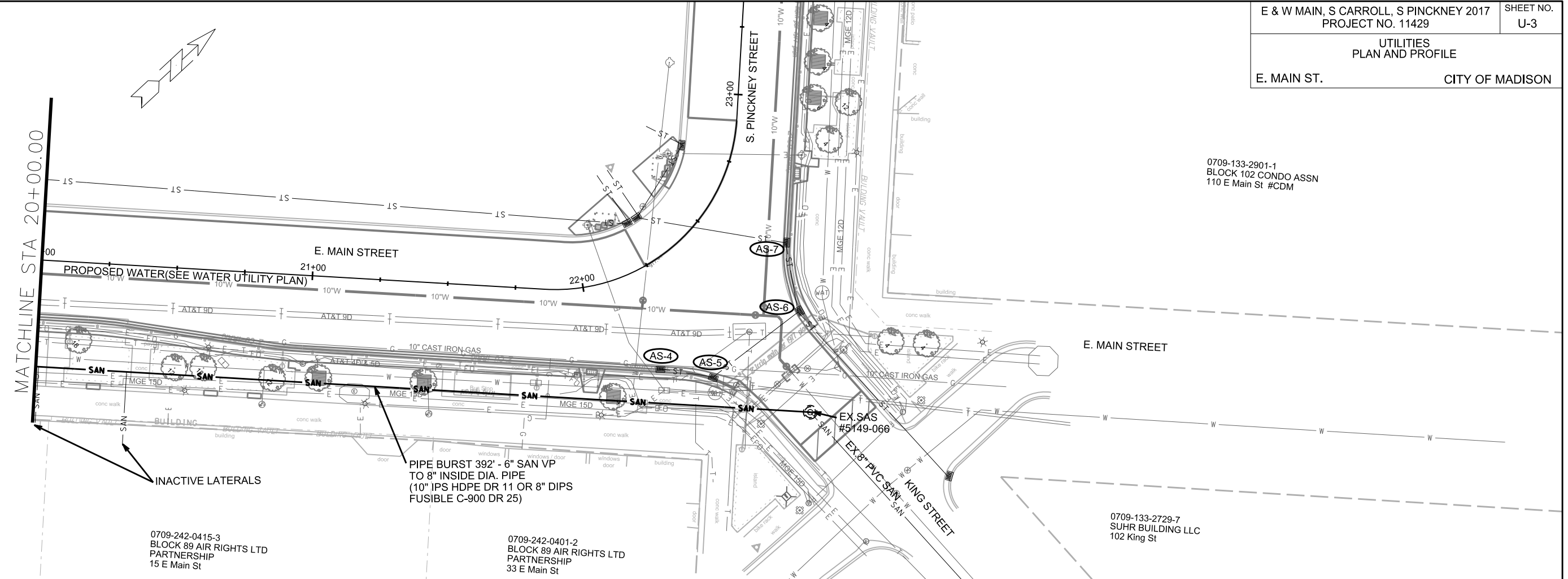




PLOT SCALE: _____
 PLOT NAME: _____
 REV. DATE: _____
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

0709-133-2901-1
BLOCK 102 CONDO ASSN
110 E Main St #CDM

0709-133-2729-7
SUHR BUILDING LLC
102 King St



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
S CARROLL STREET						
SAS #1	10+72.39	RT-13.37	910.67	901.98	8.69	
SAS #2	11+22.29	RT-13.70	912.49	902.58	9.91	5' DIAMENTER SAS, CONSTRUCT INSIDE DROP
SAS #3	13+77.48	RT-14.92	922.09	910.00	12.09	
W MAIN STREET						
SAS #4	18+34.22	RT-12.31	918.84	908.50	10.34	
SAS #5	16+60.89	RT-12.94	920.89	909.73	11.16	

PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN (PAY) LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
S CARROLL STREET								
SAS#1	SAS #2	902.08	902.58	50	1.00%	8"		AWWA C900 DR18 MAIN AND LATERALS
SAS #2	SAS #3	902.68	910.00	255	2.87%	8"		AWWA C900 DR18 MAIN AND LATERALS
W. MAIN STREET								
SAS #4	SAS #5	908.60	909.50	173	0.52%	8"		
E. MAIN STREET								
EX.SAS 5149-066	EX. SAS 5150-041	905.93	908.06	392	0.54%	8" I.D.		PIPE BURST TO 8" INSIDE DIAMETER PIPE
W. WASHINGTON AVE.								
EX.SAS 5149-074	SAS#1	901.10	901.98	89	0.99%	8"		AWWA C900 DR18 MAIN AND LATERALS
MARTIN LUTHER KING JR. BLVD.								
EX.SAS 5150-015	SAS#4	908.34	908.50	27	0.59%	8"		

REMOVE OR ABANDON STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
S CARROLL STREET						
EX 5050-034	14+15.00	RT-34.69	924.20	913.82	10.38	ABANDON SAS
W MAIN STREET						
EX.5150-016	14+97.44	RT-44.07	923.42	912.93	10.49	ABANDON SAS
W. WASHINGTON AVE.						
EX. 5050-061	11+21.09	RT-32.71	912.77	904.48	8.29	ABANDON SAS
EX. 5050-080	11+22.68	RT-51.52	912.87	904.37	8.50	ABANDON SAS
EX. 5050-032	11+11.08	RT-59.06	912.18	904.10	8.08	ABANDON SAS

SANITARY SEWER REMOVALS AND ABANDONMENTS

FROM SAS (DWNSTRM)	TO SAS (UPSTREAM)	LENGTH Feet	PAID (Y/N)	SIZE (DIA in)	PIPE TYPE	NOTES
N CARROLL STREET						
EX 5050-061	EX 5050-025	297	Y	8"	VP	ABANDON MAIN WITH SLURRY
W MAIN STREET						
EX 5150-015	EX 5150-016	354	Y	6"	VP	ABANDON MAIN WITH SLURRY
W. WASHINGTON AVE.						
5050-074	5050-032	58	Y	8"	PVC	ABANDON MAIN WITH SLURRY
5050-032	5050-080	14	Y	8"	PVC	ABANDON MAIN WITH SLURRY
5050-080	5050-061	19	Y	8"	PVC	ABANDON MAIN WITH SLURRY
5050-061	STA 11+22.28 RT 14.4	19	Y	8"	PVC	ABANDON MAIN WITH SLURRY

ADJUST SEWER ACCESS STRUCTURE

SAS NO.	STATION	LOCATION (OFFSET)	EXISTING RIM	PROPOSED RIM	EX. ADJ(ft)	NOTES
EX. 5150-015	18+40.08	RT-38.72	918.59	918.59	0.83	

UTILITY LINE OPENING

ULO NUMBER NO.	STATION	LOCATION (OFFSET)	UTILITY	NOTES
ULO SAN1	10+72.32	RT-23.93	MG&E ELEC. 15 DUCT	
ULO SAN2	11+68.62	RT-23.96	MG&E ELEC. 15 DUCT	
ULO SAN3	12+30.32	RT-23.76	MG&E ELEC. 15 DUCT	
ULO SAN4	13+00.26	RT-23.66	MG&E ELEC. 15 DUCT	
ULO SAN5	13+78.11	RT-24.04	MG&E ELEC. 15 DUCT	

STORM SEWER SCHEDULE

E & W MAIN, S CARROLL, S PINCKNEY 2017 PROJECT NO. 11429	SHEET NO. U-5
STORM SEWER SCHEDULE	
CITY OF MADISON	

PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
CAPITOL LOOP							
S-1	11+25.65	RT-21.00	CONCRETE COLLAR	-	906.74	-	-
S-2	11+38.33	RT-21.00	H INLET	913.39	907.11	6.28	W/ R-3067-7004-L

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
CAPITOL LOOP										
P-1	S-1	S-2	906.74	907.11	13	11	3.24%	12"	TYPE 1	(2)

REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE
RI-1	IN 5050-043	11+25.65	RT-21.00	H INLET

REMOVE STORM PIPES

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
RP-1	S-1	S-2	13	12"	RCP	N	-

STORM STRUCTURE ADJUSTMENTS

ADJUST NO.	STATION	LOCATION (OFFSET)	EX. TOC ELEV.	TYPE	ADJUST ELEV.	ADJUST DIFF.	NOTES
ADJ-1	81+02.00	RT-21.00	911.76	H INLET	911.59	0.17	(3)
ADJ-2	12+73.00	RT-20.00	918.64	4X4 SAS	919.15	-0.51	(1)
ADJ-3	17+89.00	RT-21.43	919.13	H INLET	919.28	-0.15	-
ADJ-4	22+15.00	RT-36.76	916.85	H INLET	916.84	0.01	-
ADJ-5	22+25.00	RT-48.33	916.47	H INLET	916.47	0.00	-
ADJ-6	22+48.66	RT-50.36	916.58	H INLET	916.58	0.00	-
ADJ-7	22+59.00	RT-31.60	916.77	H INLET	916.82	-0.05	-
ADJ-8	25+85.00	RT-45.40	920.70	4X4 SAS	920.7	0.00	-

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.

SPECIFIC NOTES

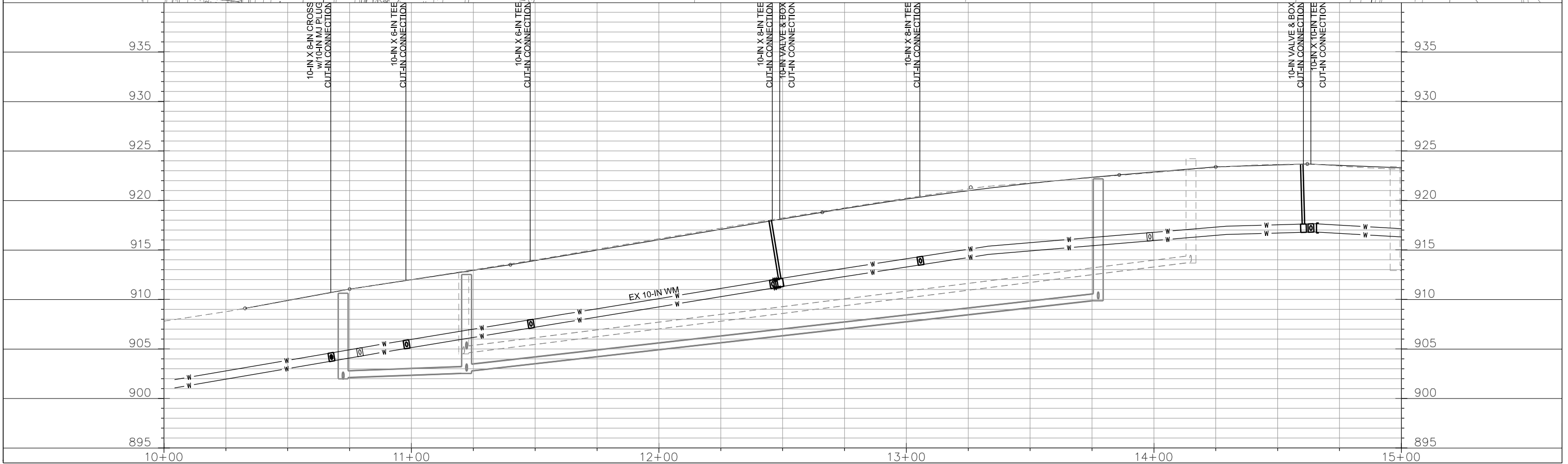
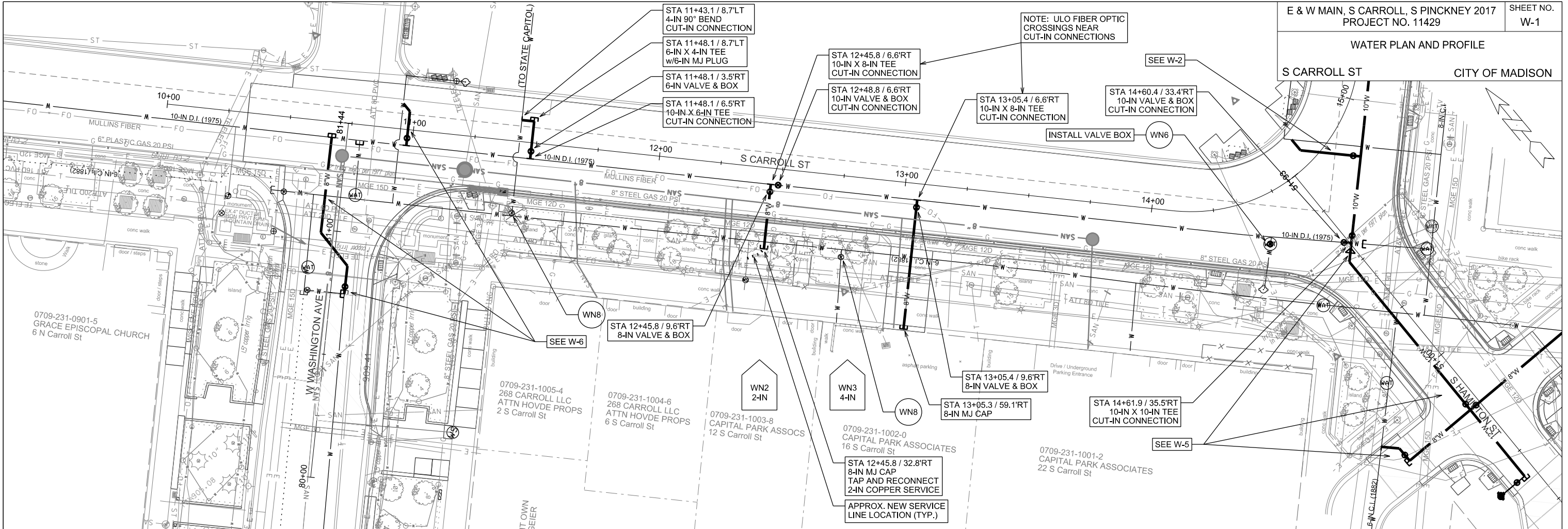
- (1) REMOVE MANHOLE CASTING & REPLACE WITH H INLET CASTING 3067-7004-L ; REBUILD STRUCTURE PER BID ITEM 90031
- (2) MATCH EXISTING E.I.
- (3) PAID PER BID ITEM 90032

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 ERIC DUNDEE OF CITY ENGINEERING AT (608) 266-4913 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO EDUNDEE@CITYOFMADISON.COM.

WATER PLAN AND PROFILE

S CARROLL ST CITY OF MADISON



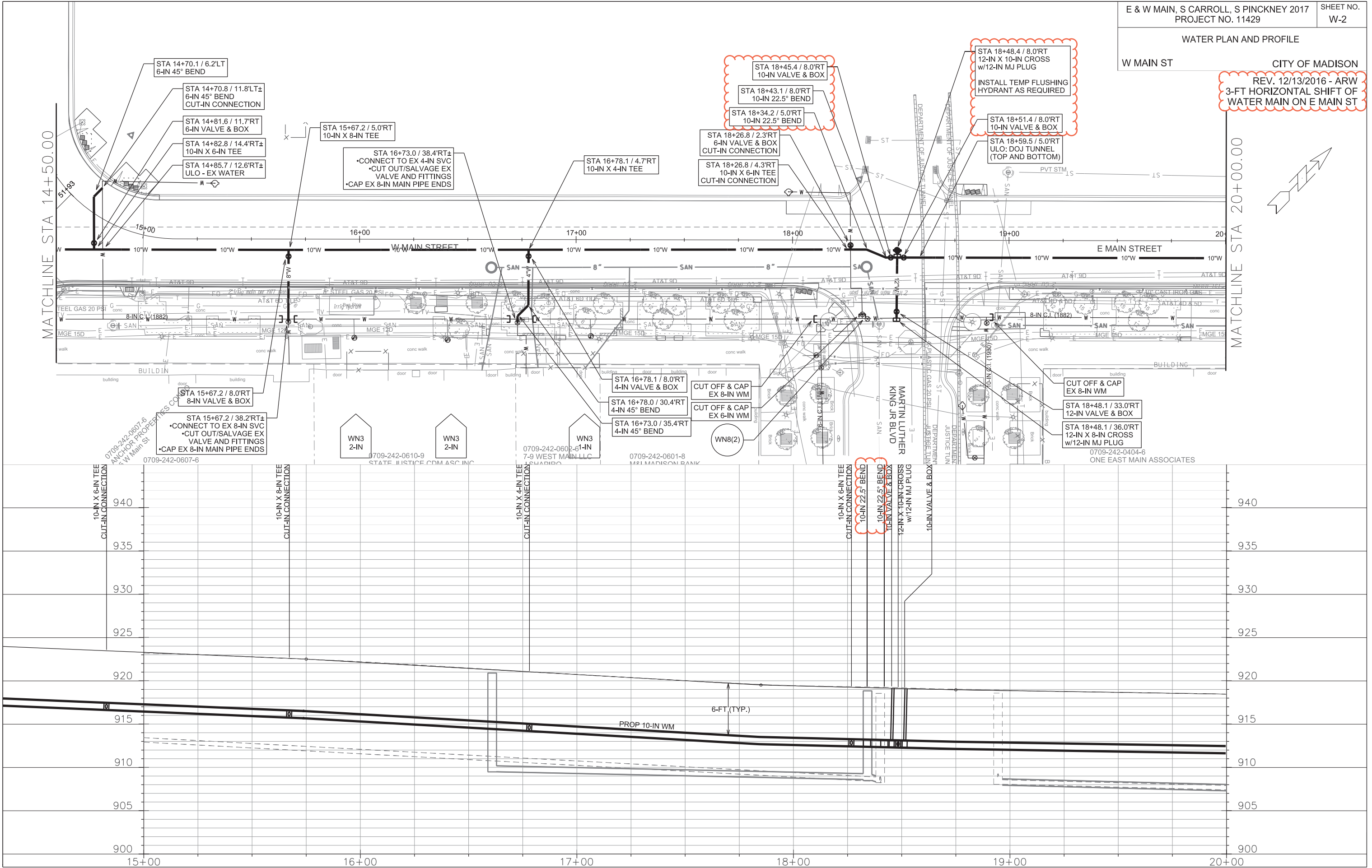
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE
 W MAIN ST CITY OF MADISON
 REV. 12/13/2016 - ARW
 3-FT HORIZONTAL SHIFT OF WATER MAIN ON E MAIN ST



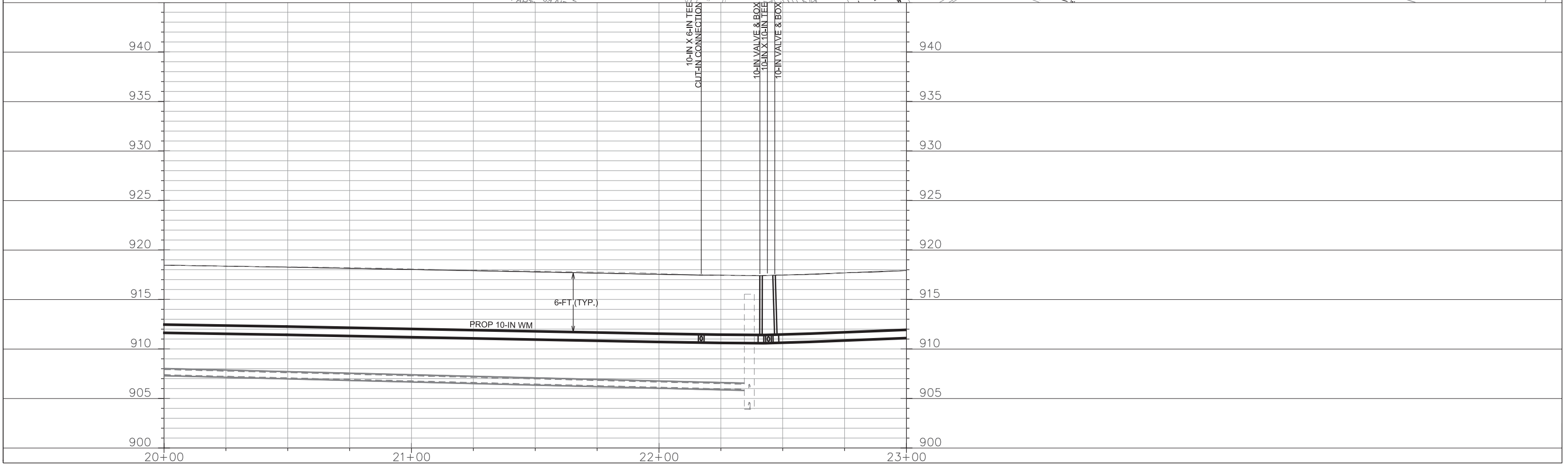
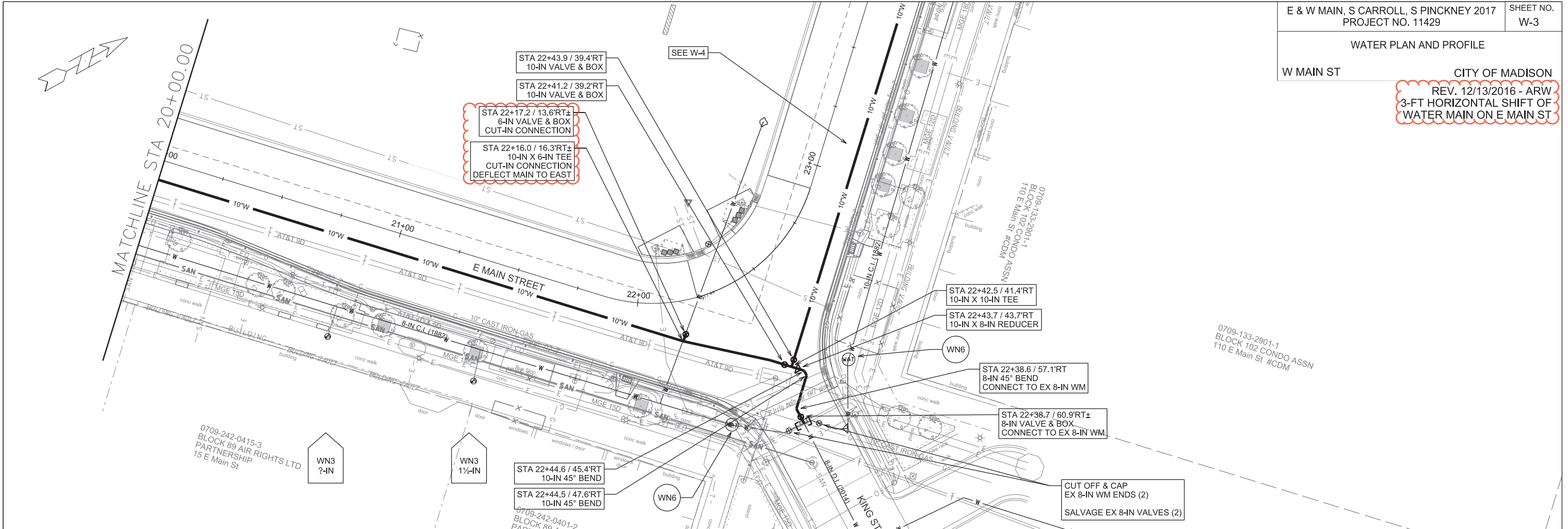
PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE
W MAIN ST
CITY OF MADISON
REV. 12/13/2016 - ARW
3-FT HORIZONTAL SHIFT OF
WATER MAIN ON E MAIN ST

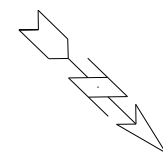


PLOT SCALE: _____

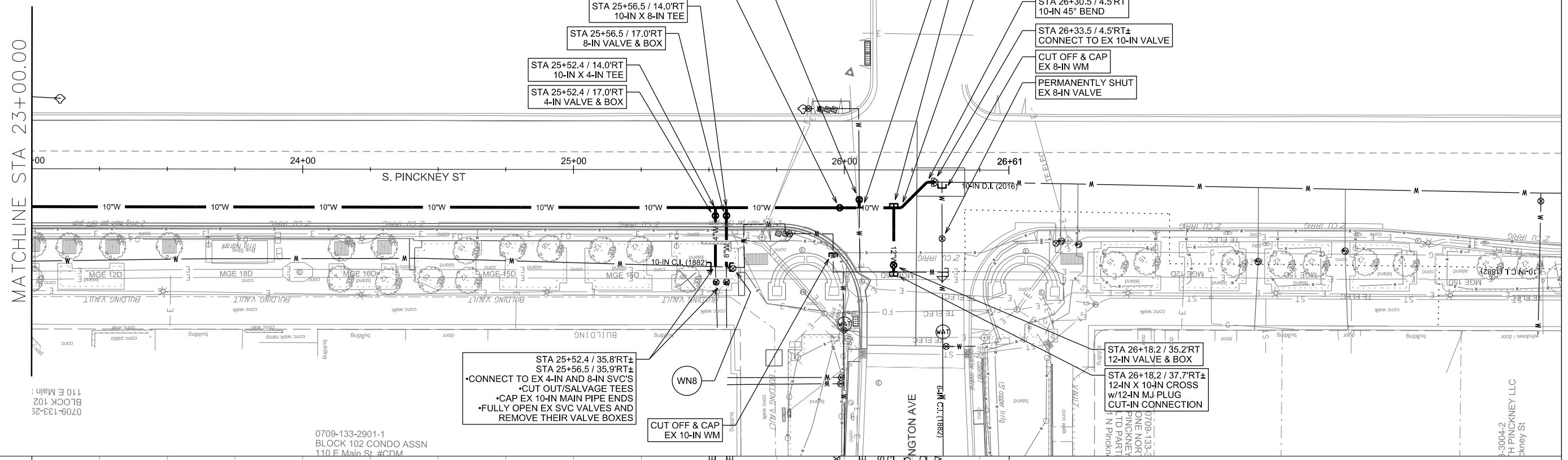
PLOT NAME: _____

REV. DATE: _____

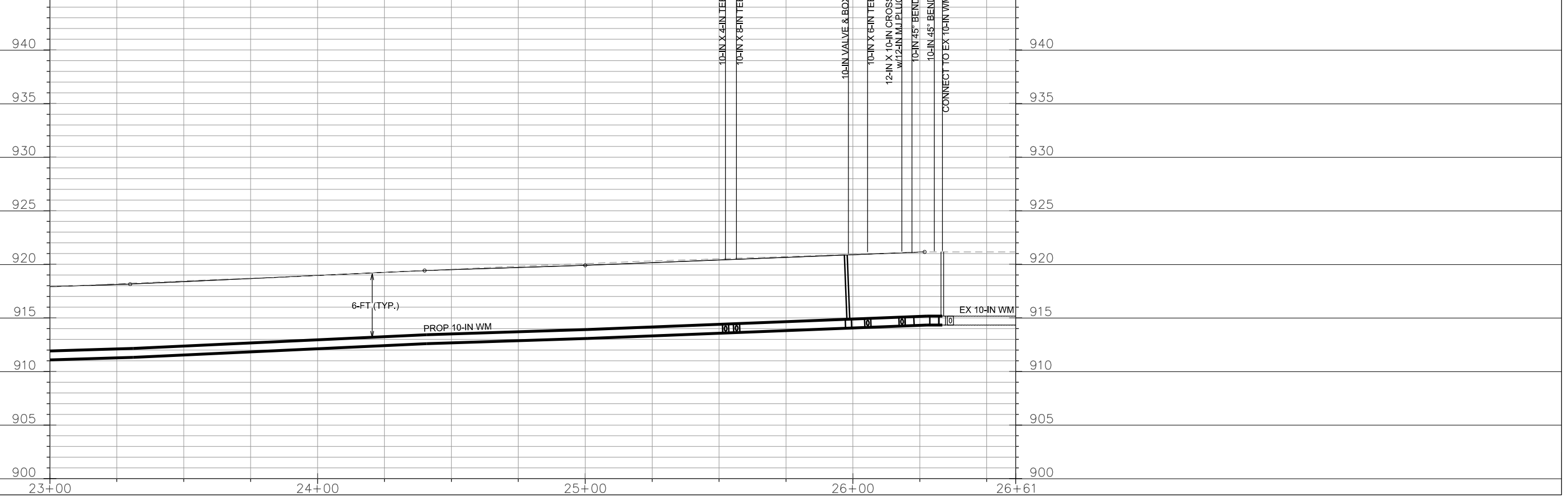
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



MATCHLINE STA 23+00.00



STA 25+52.4 / 35.8'RT±
STA 25+56.5 / 35.9'RT±
•CONNECT TO EX 4-IN AND 8-IN SVC'S
•CUT OUT/SALVAGE TEES
•CAP EX 10-IN MAIN PIPE ENDS
•FULLY OPEN EX SVC VALVES AND REMOVE THEIR VALVE BOXES



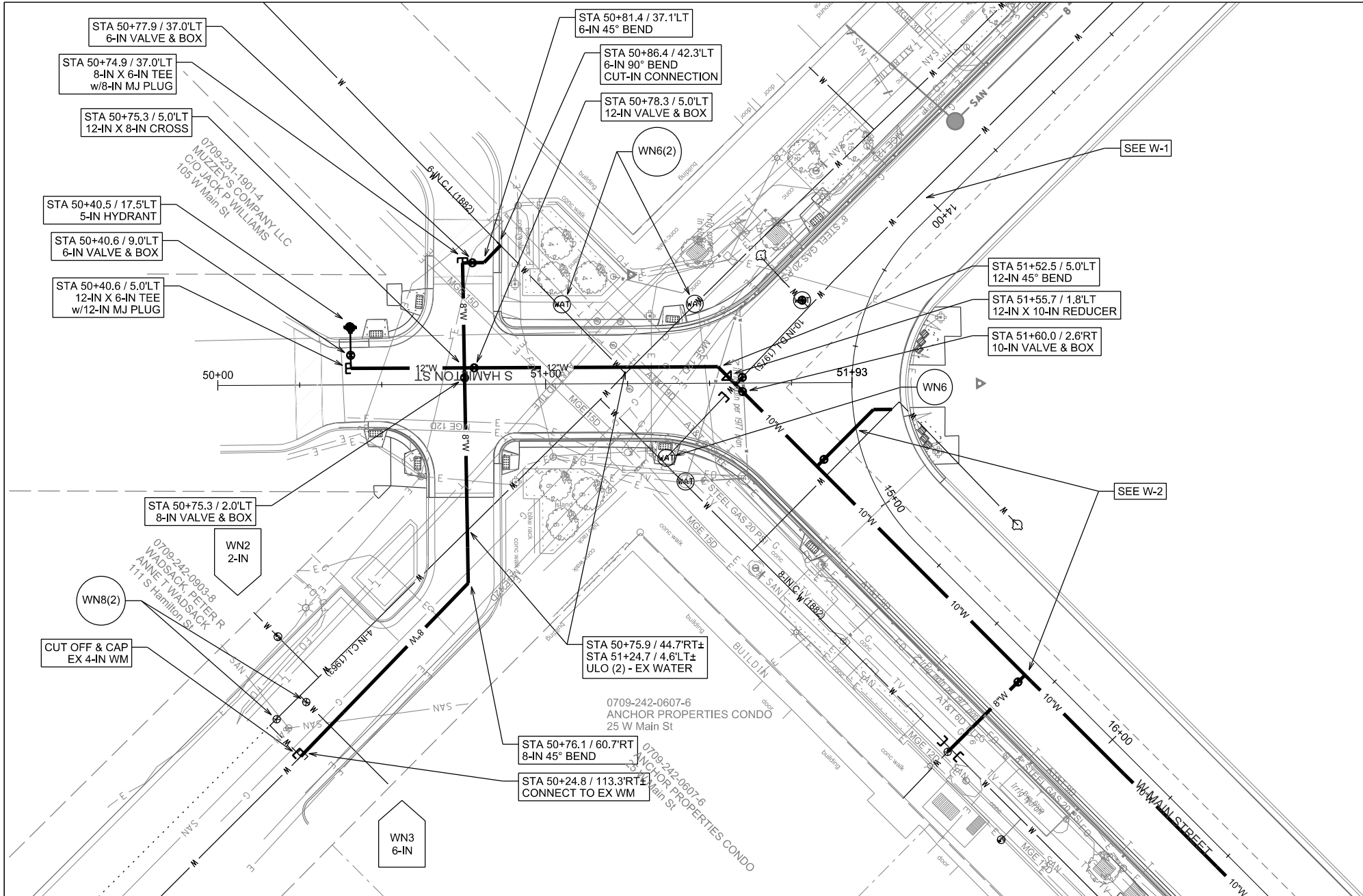
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE
S. HAMILTON ST. CITY OF MADISON

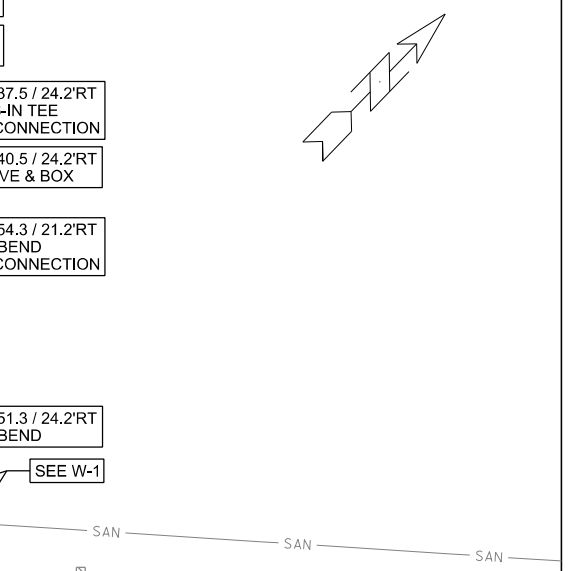
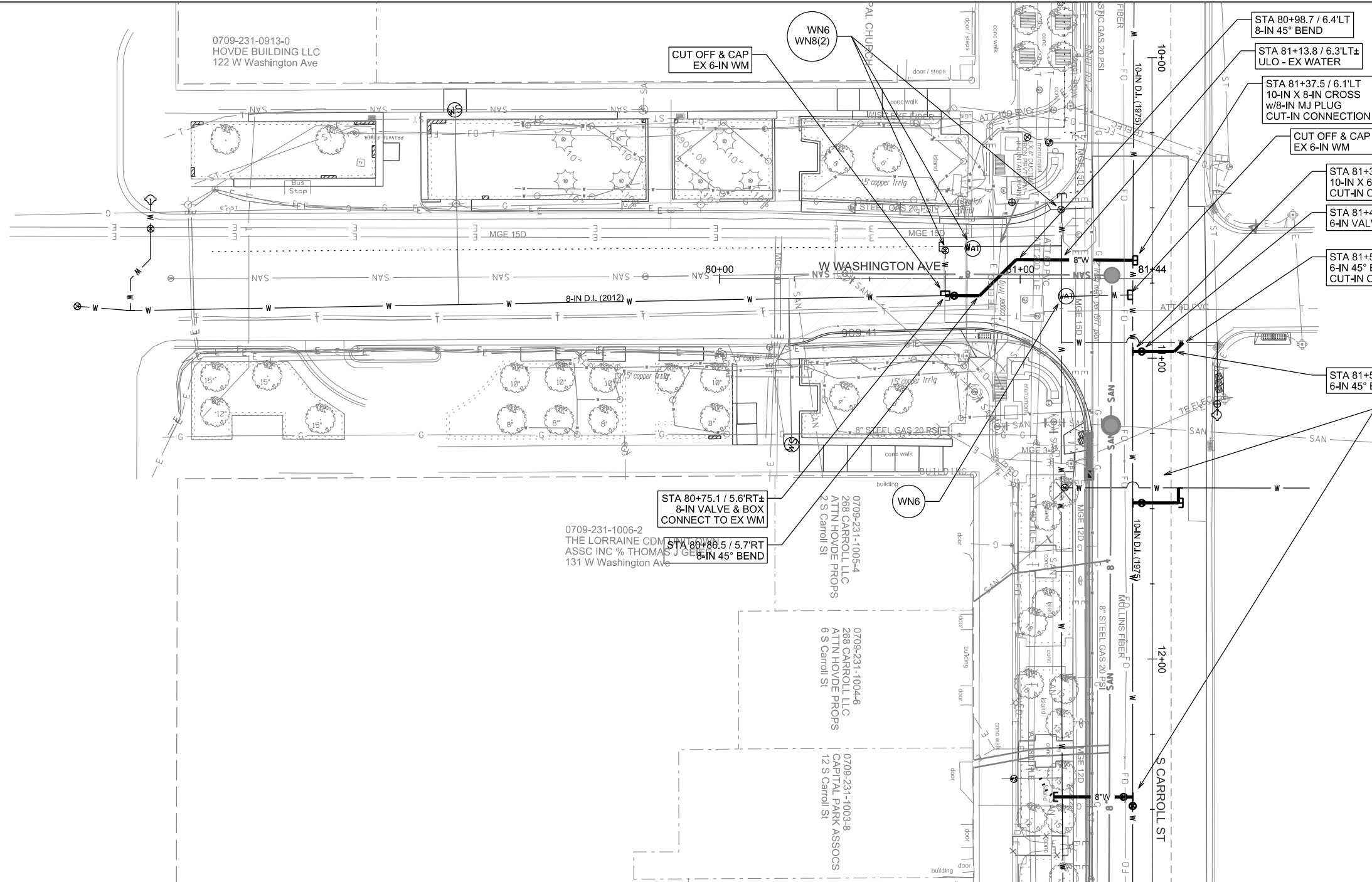


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE:

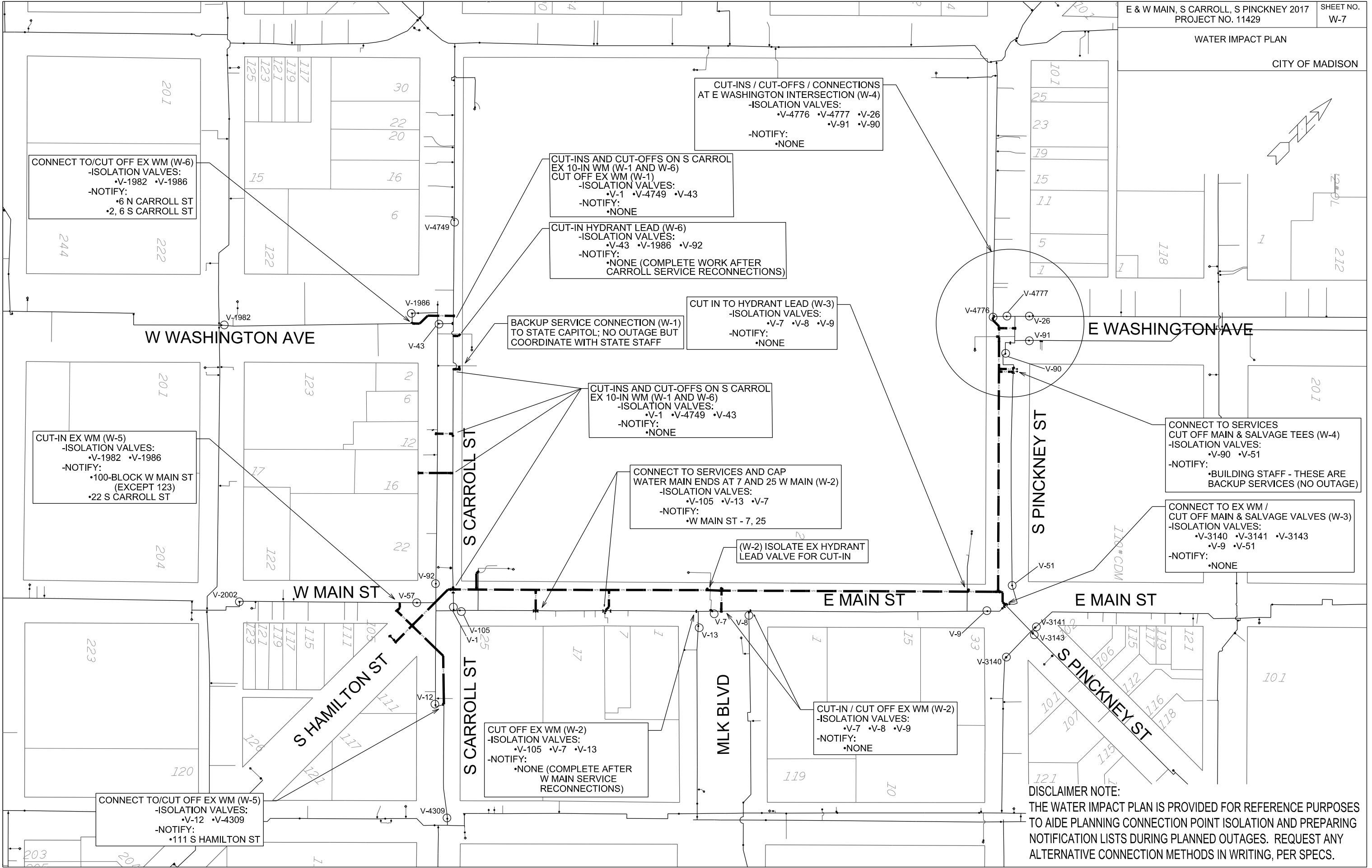
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER IMPACT PLAN

CITY OF MADISON



CONNECT TO/CUT OFF EX WM (W-6)
-ISOLATION VALVES:
•V-1982 •V-1986
-NOTIFY:
•6 N CARROLL ST
•2, 6 S CARROLL ST

CUT-INS AND CUT-OFFS ON S CARROLL
EX 10-IN WM (W-1 AND W-6)
CUT OFF EX WM (W-1)
-ISOLATION VALVES:
•V-1 •V-4749 •V-43
-NOTIFY:
•NONE

CUT-IN HYDRANT LEAD (W-6)
-ISOLATION VALVES:
•V-43 •V-1986 •V-92
-NOTIFY:
•NONE (COMPLETE WORK AFTER
CARROLL SERVICE RECONNECTIONS)

CUT-INS / CUT-OFFS / CONNECTIONS
AT E WASHINGTON INTERSECTION (W-4)
-ISOLATION VALVES:
•V-4776 •V-4777 •V-26
•V-91 •V-90
-NOTIFY:
•NONE

CUT IN TO HYDRANT LEAD (W-3)
-ISOLATION VALVES:
•V-7 •V-8 •V-9
-NOTIFY:
•NONE

BACKUP SERVICE CONNECTION (W-1)
TO STATE CAPITOL; NO OUTAGE BUT
COORDINATE WITH STATE STAFF

CUT-INS AND CUT-OFFS ON S CARROLL
EX 10-IN WM (W-1 AND W-6)
-ISOLATION VALVES:
•V-1 •V-4749 •V-43
-NOTIFY:
•NONE

CONNECT TO SERVICES AND CAP
WATER MAIN ENDS AT 7 AND 25 W MAIN (W-2)
-ISOLATION VALVES:
•V-105 •V-13 •V-7
-NOTIFY:
•W MAIN ST - 7, 25

CONNECT TO SERVICES
CUT OFF MAIN & SALVAGE TEES (W-4)
-ISOLATION VALVES:
•V-90 •V-51
-NOTIFY:
•BUILDING STAFF - THESE ARE
BACKUP SERVICES (NO OUTAGE)

CONNECT TO EX WM /
CUT OFF MAIN & SALVAGE VALVES (W-3)
-ISOLATION VALVES:
•V-3140 •V-3141 •V-3143
•V-9 •V-51
-NOTIFY:
•NONE

CUT-IN EX WM (W-5)
-ISOLATION VALVES:
•V-1982 •V-1986
-NOTIFY:
•100-BLOCK W MAIN ST
(EXCEPT 123)
•22 S CARROLL ST

(W-2) ISOLATE EX HYDRANT
LEAD VALVE FOR CUT-IN

CUT OFF EX WM (W-2)
-ISOLATION VALVES:
•V-105 •V-7 •V-13
-NOTIFY:
•NONE (COMPLETE AFTER
W MAIN SERVICE
RECONNECTIONS)

CUT-IN / CUT OFF EX WM (W-2)
-ISOLATION VALVES:
•V-7 •V-8 •V-9
-NOTIFY:
•NONE

CONNECT TO/CUT OFF EX WM (W-5)
-ISOLATION VALVES:
•V-12 •V-4309
-NOTIFY:
•111 S HAMILTON ST

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.

- 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

 INDICATES INSULATION AT STORM SEWER CROSSING

ESTIMATE OF PROJECT MATERIALS:

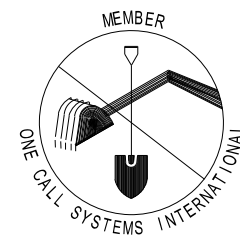
* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF. ALWAYS REFER TO PLANS.

WATER MAINS	TOTAL	WATER MAINS	TOTAL
4-IN PIPE (LF)	60	10-IN X 4-IN TEES	2
6-IN PIPE (LF)	100	10-IN X 6-IN TEES	6
8-IN PIPE (LF)	420	10-IN X 8-IN TEES	4
10-IN PIPE (LF)	1260	12-IN X 6-IN TEES	1
12-IN PIPE (LF)	180	10-IN X 10-IN TEES	2
POLY WRAP	2300	10-IN X 8-IN CROSSES	1
4-IN VALVES & BOXES	2	12-IN X 8-IN CROSSES	2
6-IN VALVES & BOXES	8	12-IN X 10-IN CROSSES	3
8-IN VALVES & BOXES	7	10-IN X 8-IN REDUCERS	1
10-IN VALVES & BOXES	8	12-IN X 10-IN REDUCERS	1
12-IN VALVES & BOXES	4	6-IN MJ PLUGS	1
4-IN - 45° BENDS	2	8-IN MJ PLUGS	2
6-IN - 45° BENDS	5	12-IN MJ PLUGS	5
8-IN - 45° BENDS	6	6-IN MJ CAPS	2
10-IN - 45° BENDS	2	8-IN MJ CAPS	11
12-IN - 45° BENDS	1	10-IN MJ CAPS	3
4-IN - 90° BENDS	1	5-IN HYDRANTS	1
6-IN - 90° BENDS	1	5-IN (TEMP) HYDRANTS	1
6-IN X 4-IN TEES	1	2-IN COPPER TUBING	AS REQ.
8-IN X 6-IN TEES	1		

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

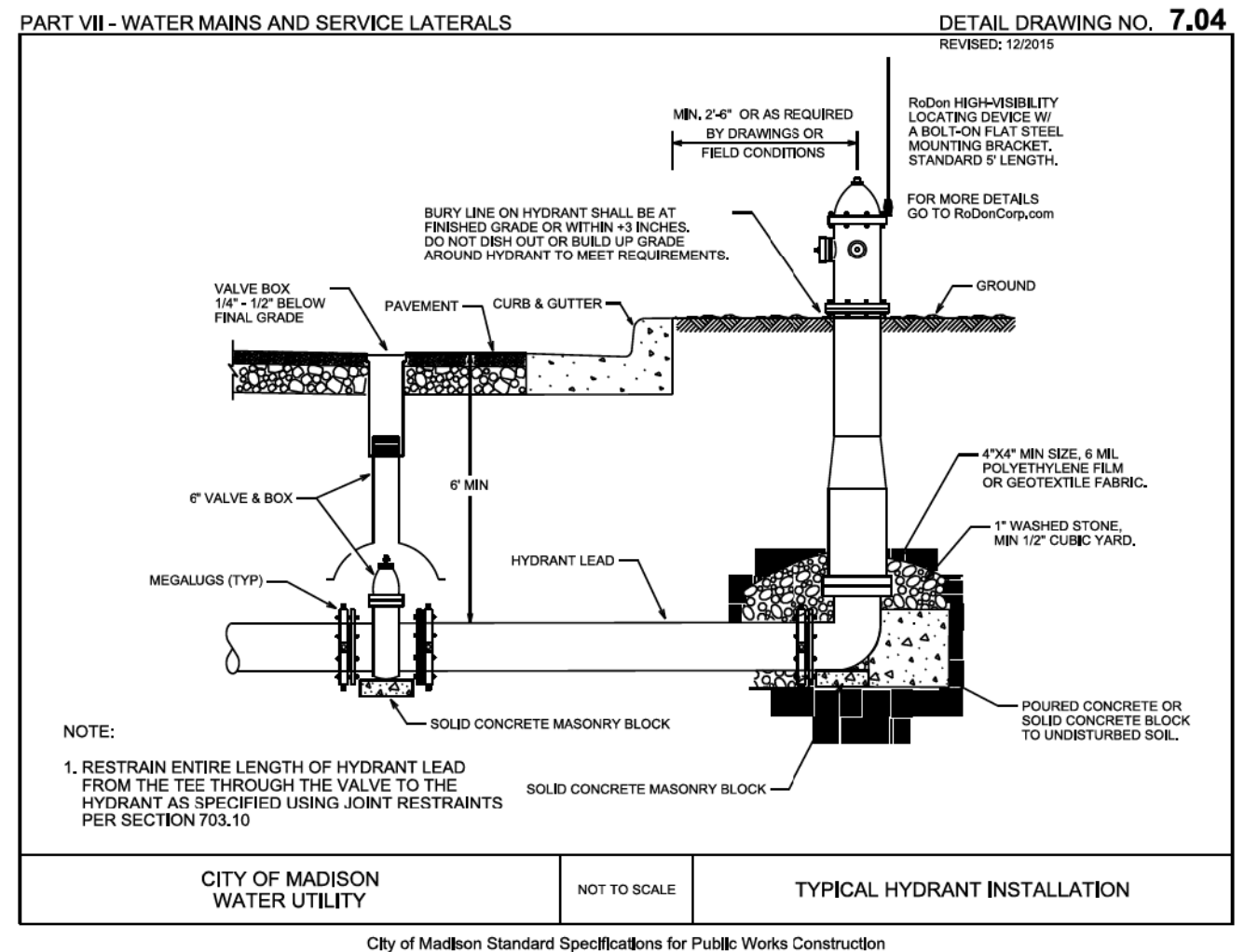
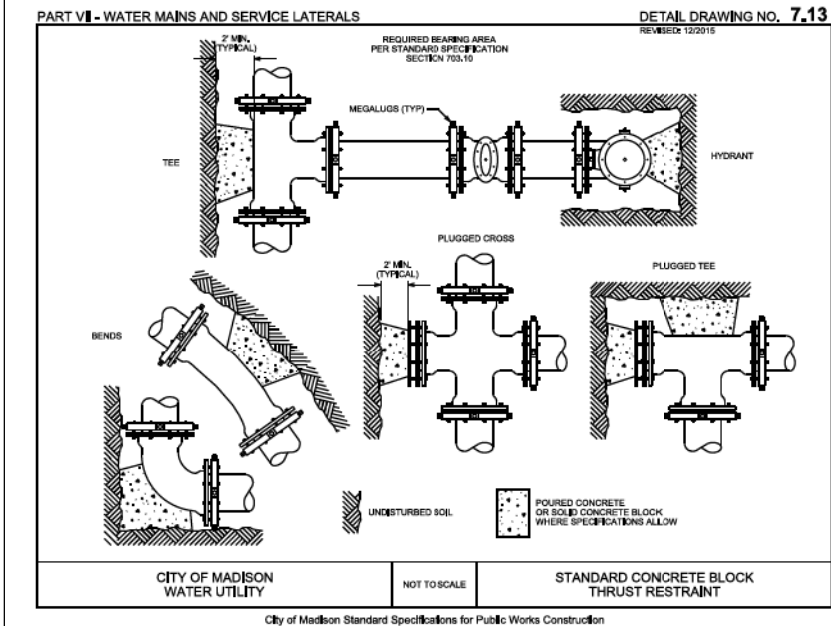
WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE.



UTILITY LINE OPENINGS (ULO's)

STATION	OFFSET	DESCRIPTION
12+45.8	6.6'RT	FIBER
13+50.4	6.6'RT	FIBER
14+85.7	12.6'RT	EX WM
18+59.5	5.0'RT	DOJ TUNNEL
50+75.9	44.7'RT	EX WM
51+24.7	4.6'LT	EX WM
81+13.8	6.3'LT	EX WM

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:

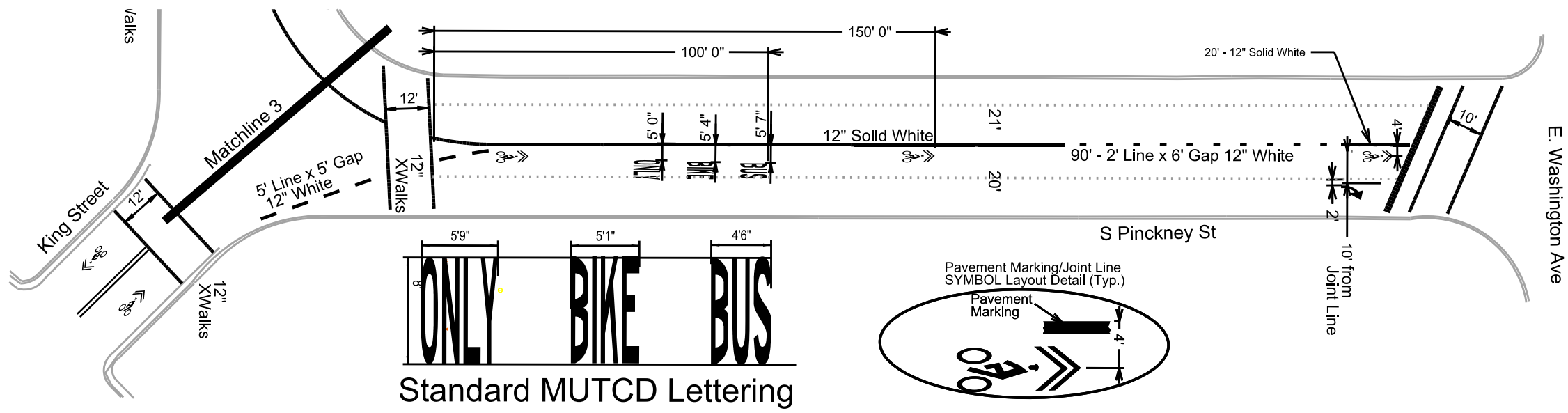
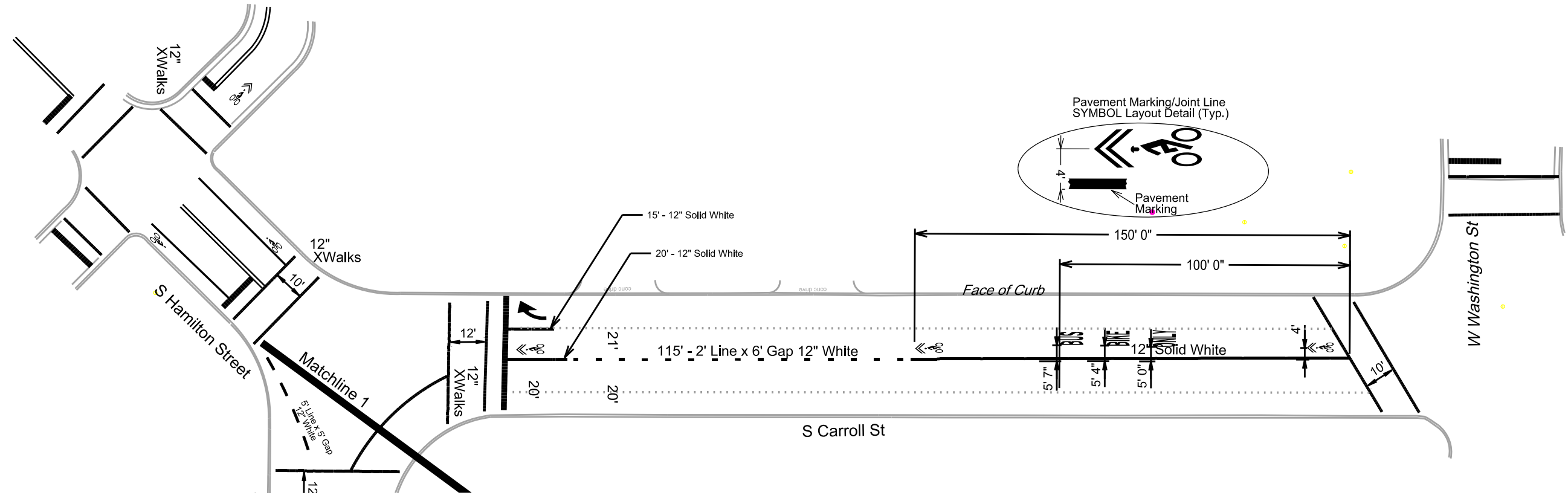
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

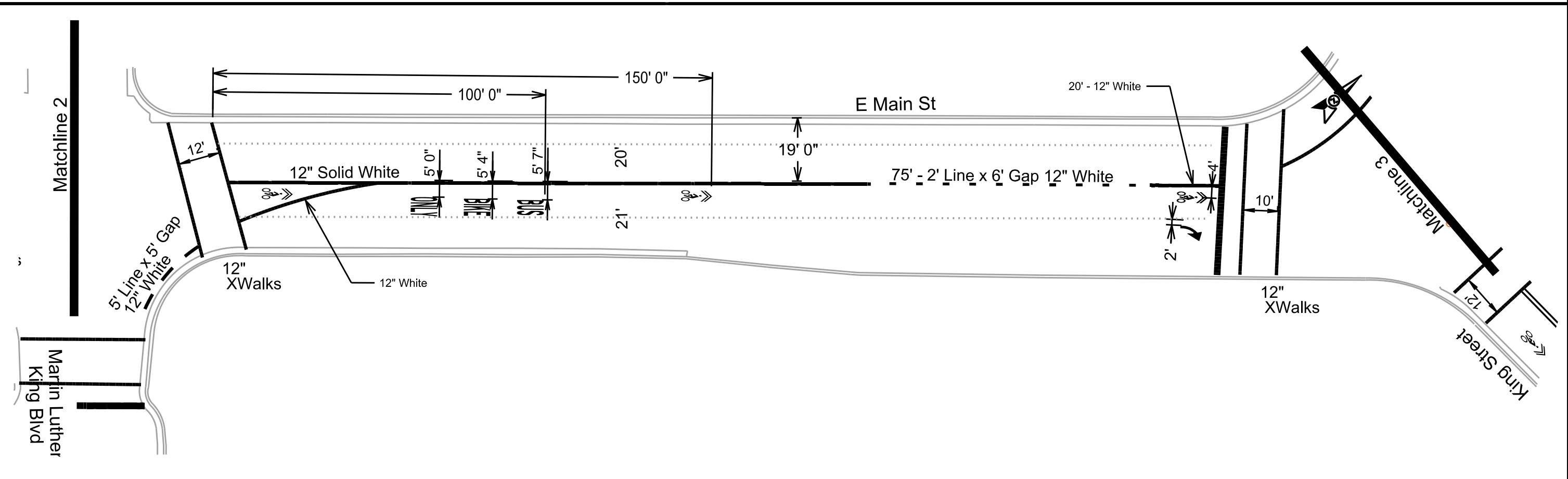
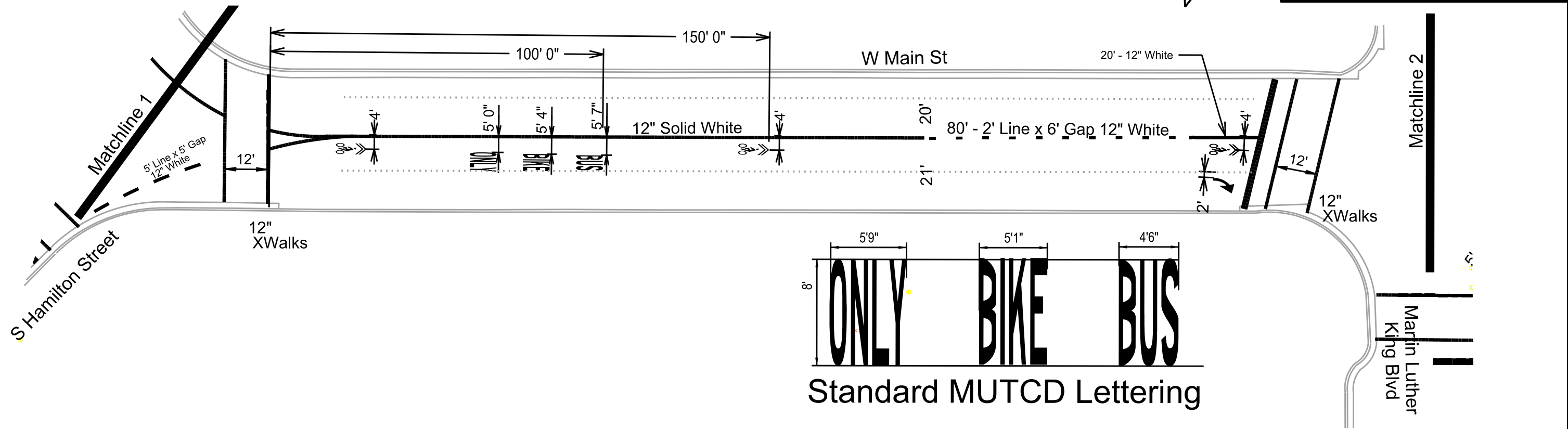
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





PLOT SCALE:

PLOT NAME:













REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

GENERAL ELECTRICAL NOTES:

1. ALL LOCATIONS ARE APPROXIMATE. THE TRAFFIC ENGINEER SHALL APPROVE FINAL LOCATIONS INCLUDING SETBACK IN THE FIELD, AFTER CONTRACTOR SURVEYS STAKING. THE CONTRACTOR SHALL NOTIFY JERRY SCHIPPA (608) 267-1969 CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING BASE LOCATIONS MARKED.
2. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION 2016 EDITION AND ALL ADDENDUMS THERETO. ALL CONDUIT SHALL BE PVC SCHEDULE 80. PULL WIRE REQUIRED AS PER STANDARD SPECIFICATION.
3. THE CONTRACTOR SHALL CALL MIKE CHRISTOPH (266-4767) AT THE TRAFFIC ENGINEERING SHOP TO ARRANGE FOR INSPECTION. ANY WORK COMPLETED WITHOUT INSPECTION IS SUBJECT TO REJECTION.
4. THE CONTRACTOR SHALL ENSURE AREA STREET LIGHTS AND LIGHTING CIRCUITS OUTSIDE OF THE CONSTRUCTION AREA WHICH ARE FED POWER FROM EXISTING CIRCUITS INSIDE THE CONSTRUCTION AREA REMAIN OPERATIONAL AT ALL TIMES.
5. EXISTING TRAFFIC SIGNAL CONDUITS CROSSING FROM THE OUTSIDE TO THE INSIDE OF THE CAPITOL SQUARE ARE TO BE MAINTAINED UNTIL TEMPORARY TRAFFIC SIGNALS ARE INSTALLED AND OPERATIONAL. ALL OTHER TRAFFIC SIGNAL, STREET LIGHTING, AND COMMUNICATION CONDUITS ARE TO REMAIN THROUGHOUT THE CONSTRUCTION.

LEGEND

-  EXISTING TRAFFIC SIGNAL/LIGHT POLE BASE
-  EXISTING LIGHT POLE BASE
-  CONSTRUCT LB-3 MODIFIED BASE
-  CONSTRUCT LB-8 MODIFIED BASE
-  TEMPORARY WOOD POLE FOR TRAFFIC SIGNAL
-  TEMPORARY WOOD POLE WITH ARM AND 250 W HPS LUMINAIRE
-  CONSTRUCT ELECTRICAL HANDHOLE TYPE 5
-  CONSTRUCT ELECTRICAL HANDHOLE TYPE 7
-  ---FD--- EXISTING CONDUIT WITH FIBER OPTIC CABLE
-  - - - - - EXISTING TRAFFIC SIGNAL/STREET LIGHTING CONDUIT
-  - - - FURNISH AND INSTALL PVC CONDUIT SHCEDULE 80. SIZE NOTED IN MISC QUANTITY TABLES
-  -||- TEMPORARY OVERHEAD STREET LIGHTING CABLES

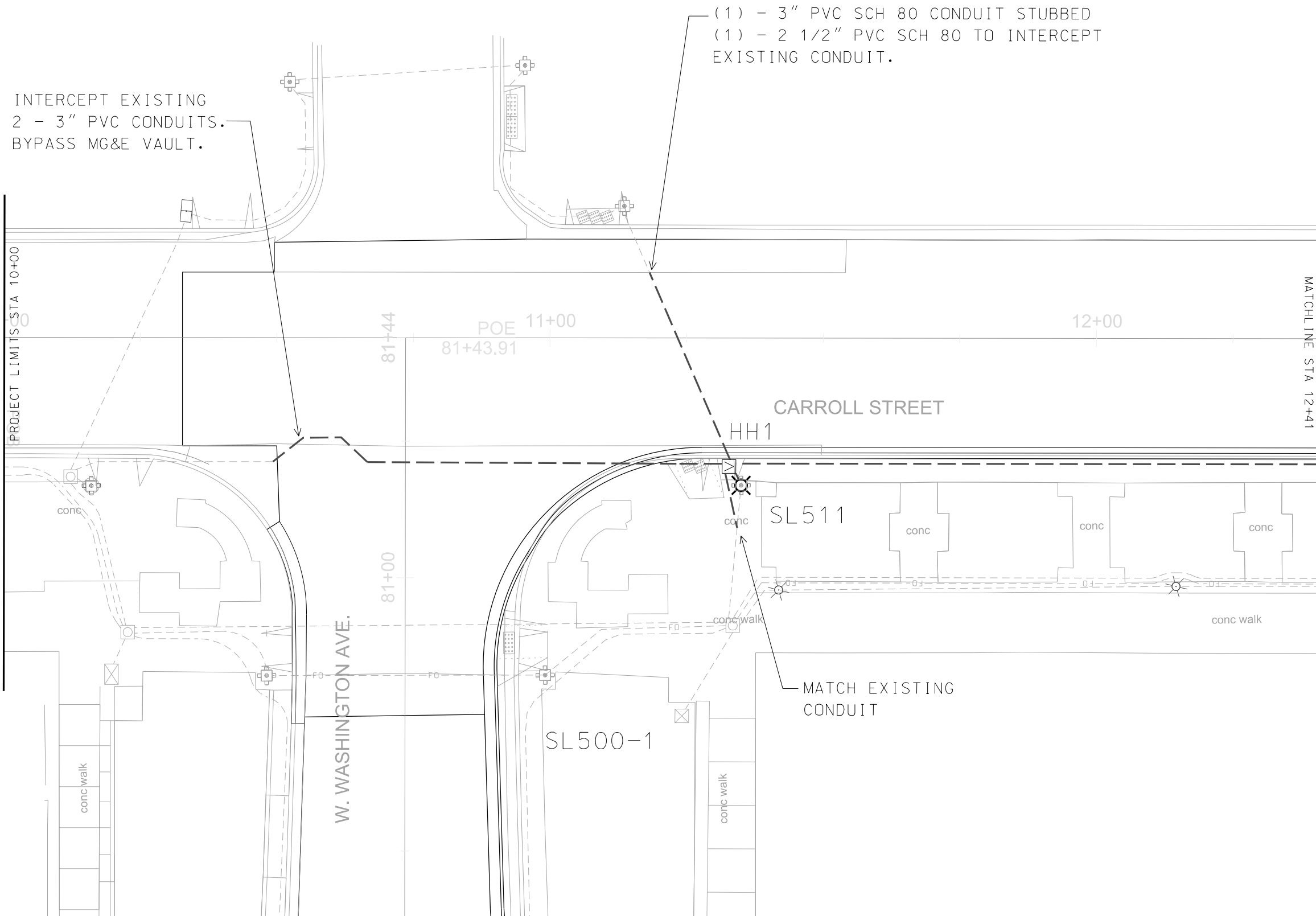
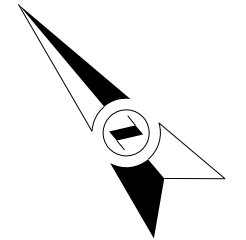
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

SCALE: 1"=20'

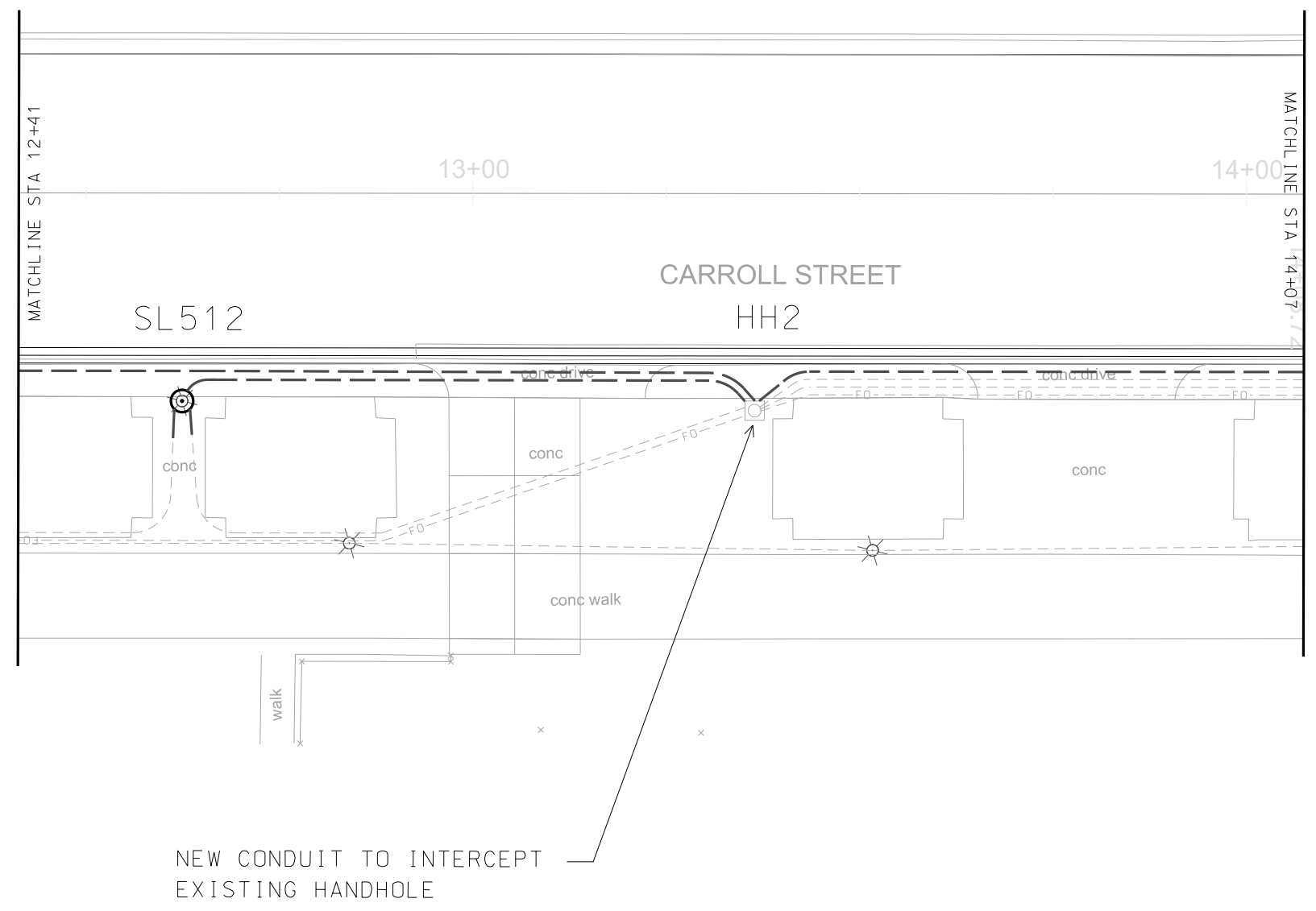
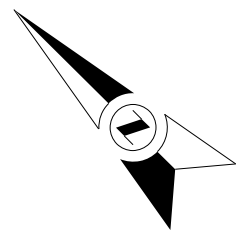


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



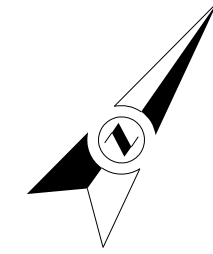
PLOT SCALE:

PLOT NAME:

REV. DATE:

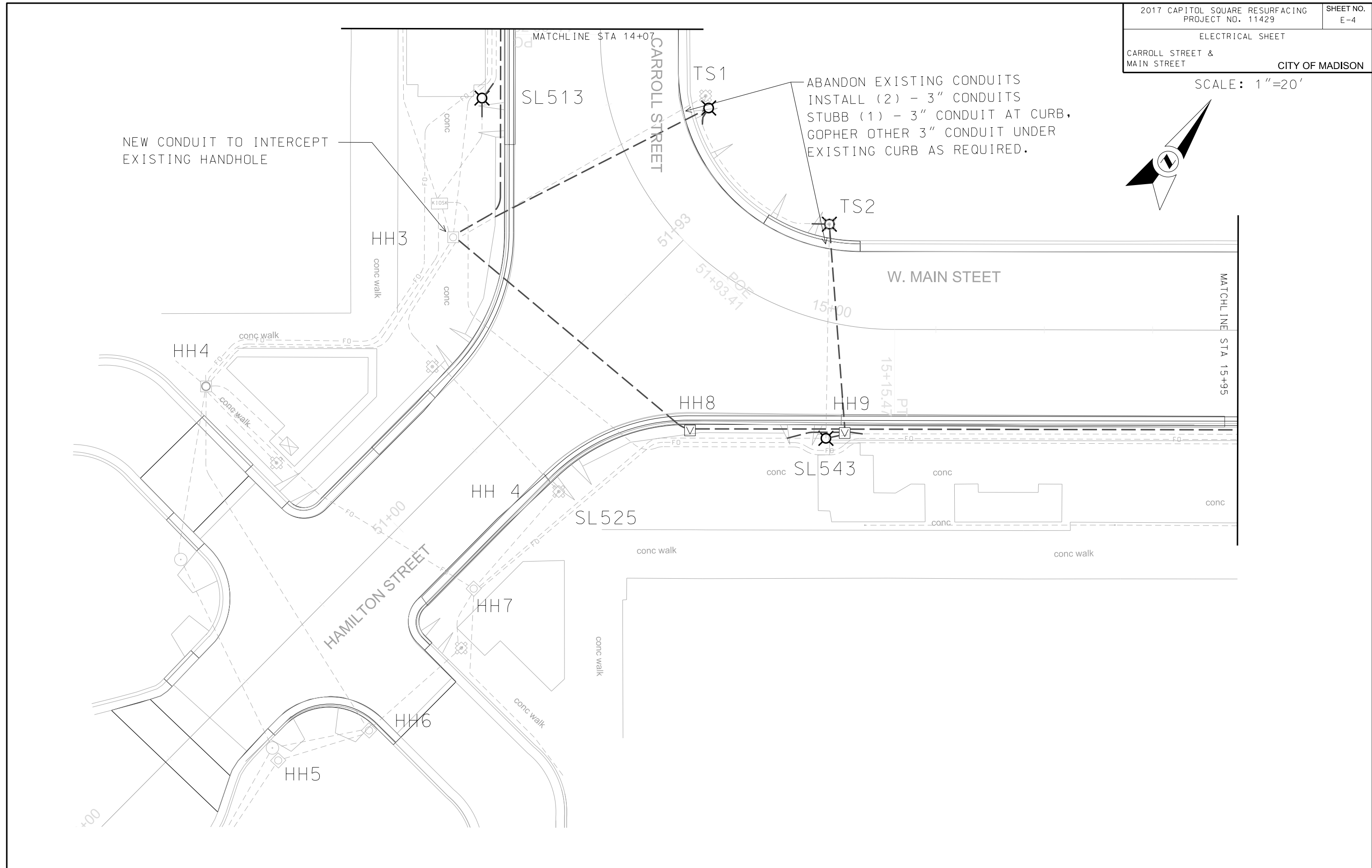
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

SCALE: 1"=20'

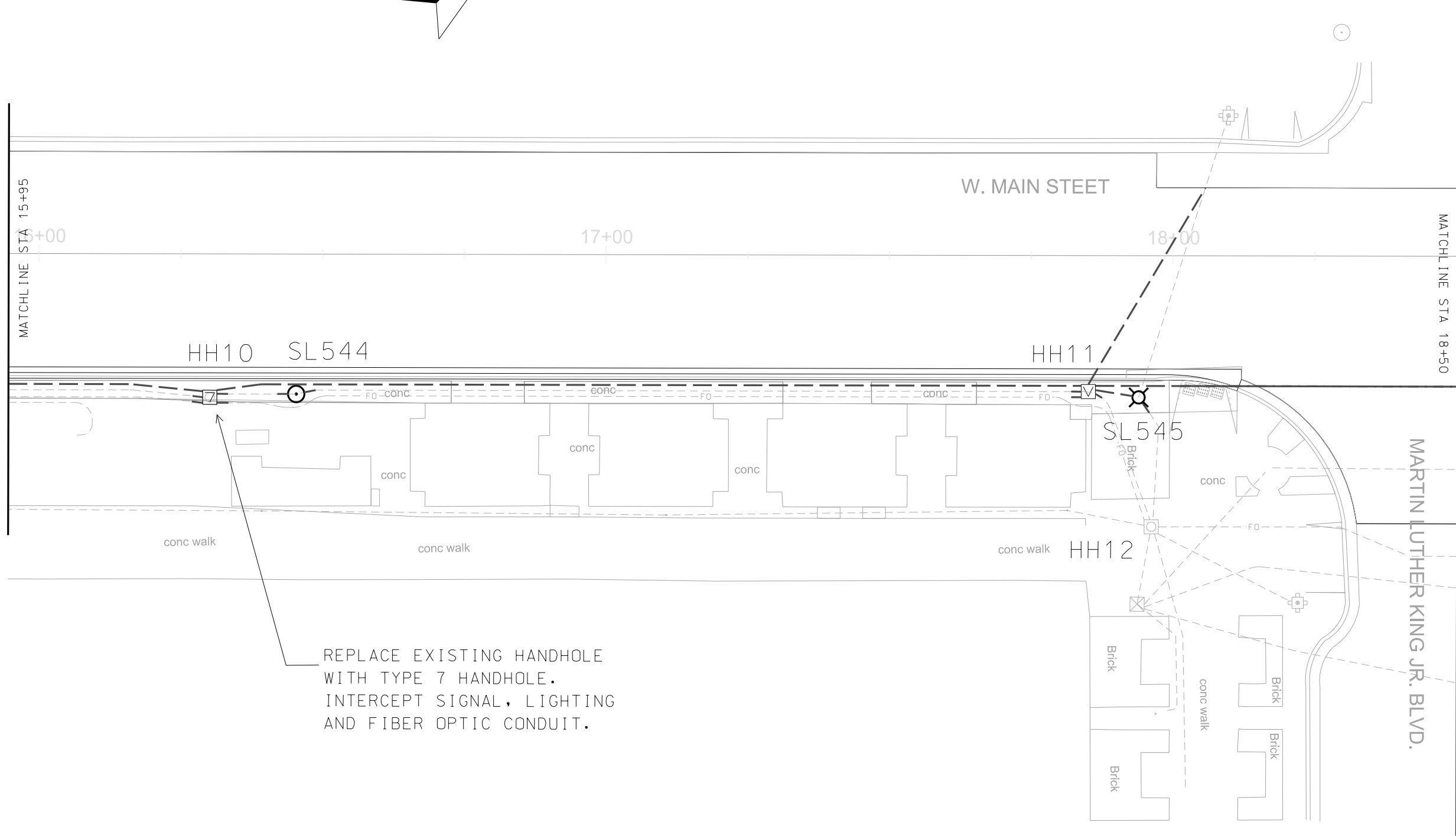
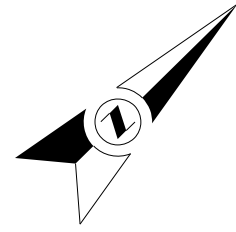


NEW CONDUIT TO INTERCEPT
EXISTING HANDHOLE

ABANDON EXISTING CONDUITS
INSTALL (2) - 3" CONDUITS
STUBB (1) - 3" CONDUIT AT CURB,
GOPHER OTHER 3" CONDUIT UNDER
EXISTING CURB AS REQUIRED.

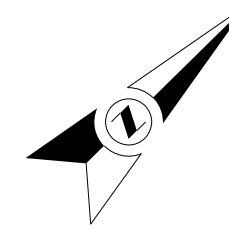


PLOT SCALE:
PLOT NAME:
REV. DATE:
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



REPLACE EXISTING HANDHOLE
WITH TYPE 7 HANDHOLE.
INTERCEPT SIGNAL, LIGHTING
AND FIBER OPTIC CONDUIT.

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

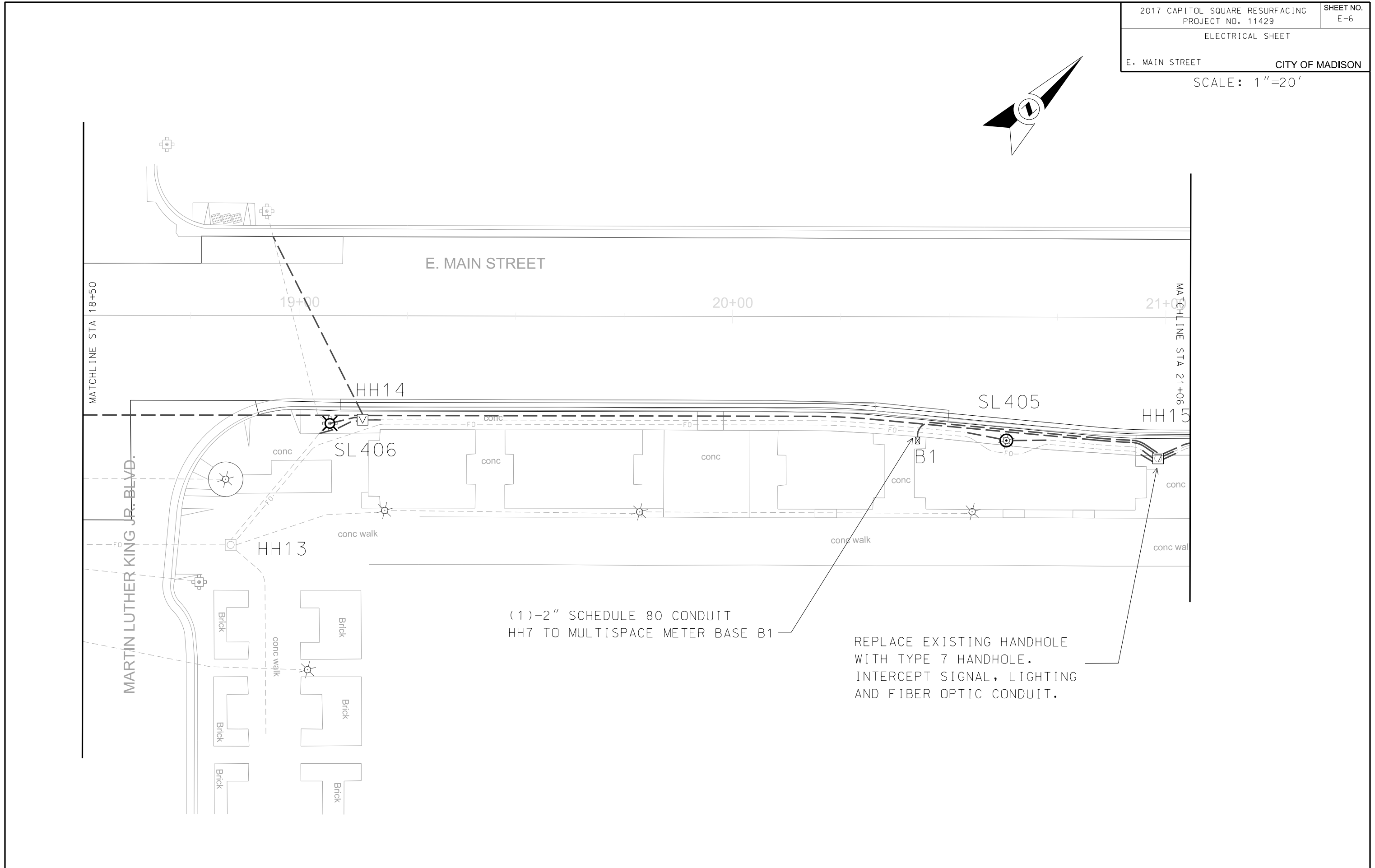


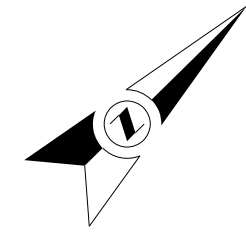
PLOT SCALE:

PLOT NAME:

REV. DATE:

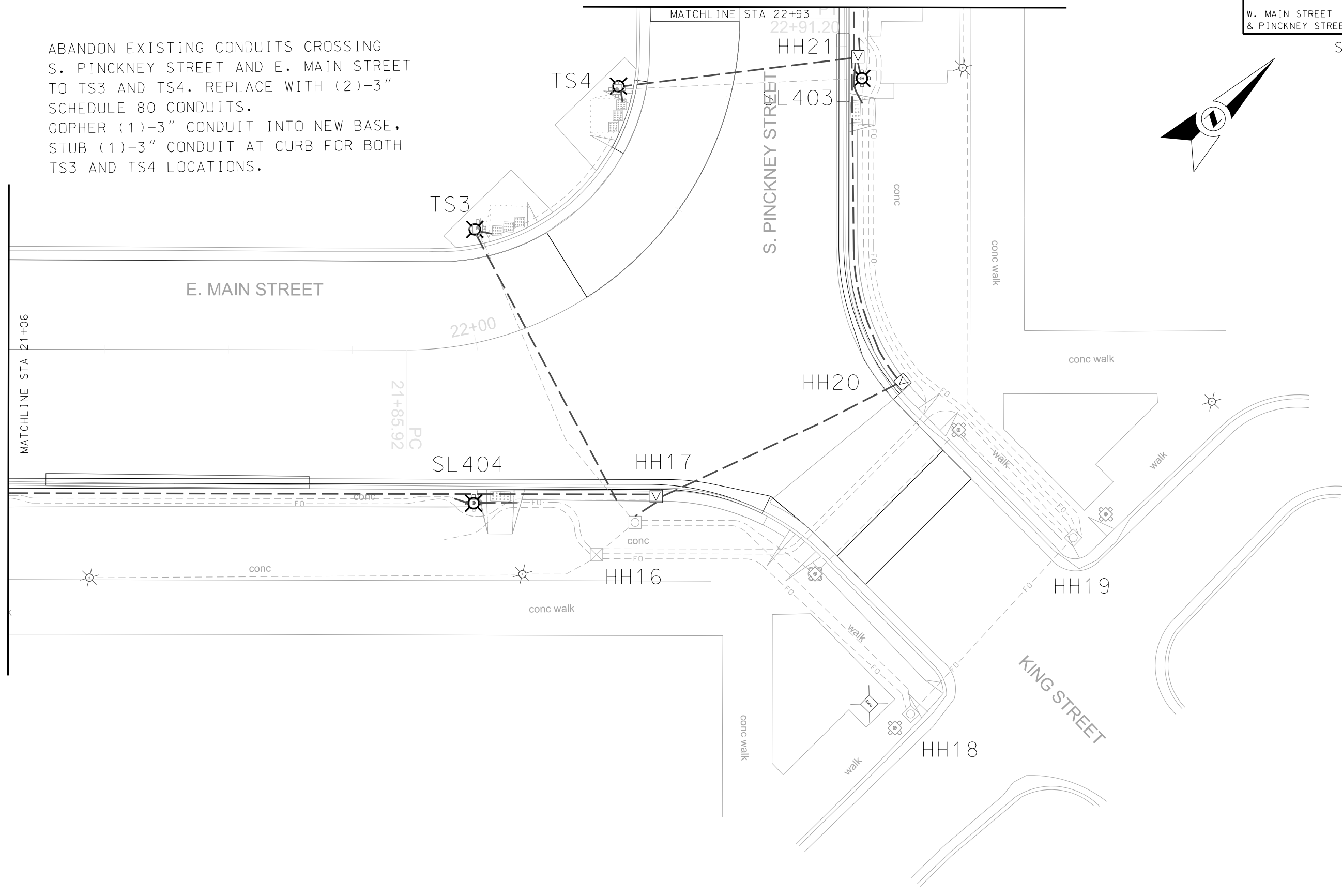
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

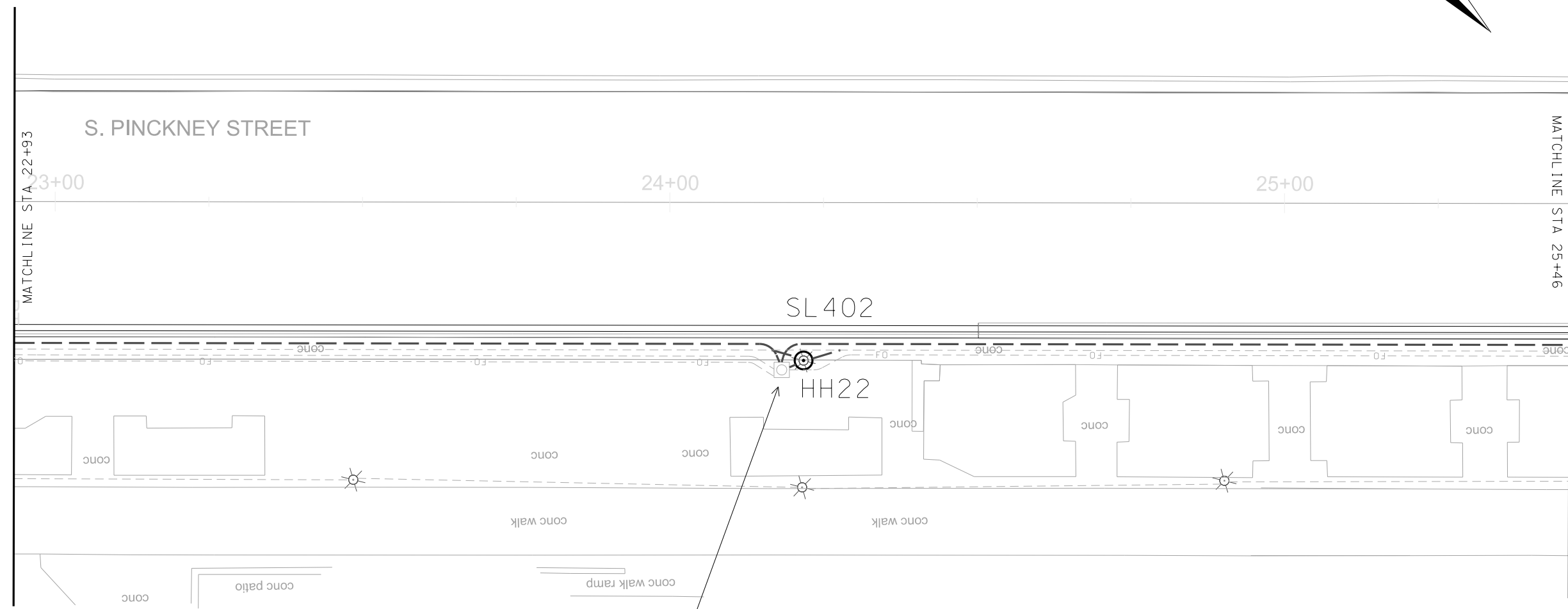
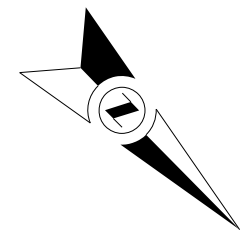




ABANDON EXISTING CONDUITS CROSSING S. PINCKNEY STREET AND E. MAIN STREET TO TS3 AND TS4. REPLACE WITH (2)-3" SCHEDULE 80 CONDUITS. GOPHER (1)-3" CONDUIT INTO NEW BASE, STUB (1)-3" CONDUIT AT CURB FOR BOTH TS3 AND TS4 LOCATIONS.

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





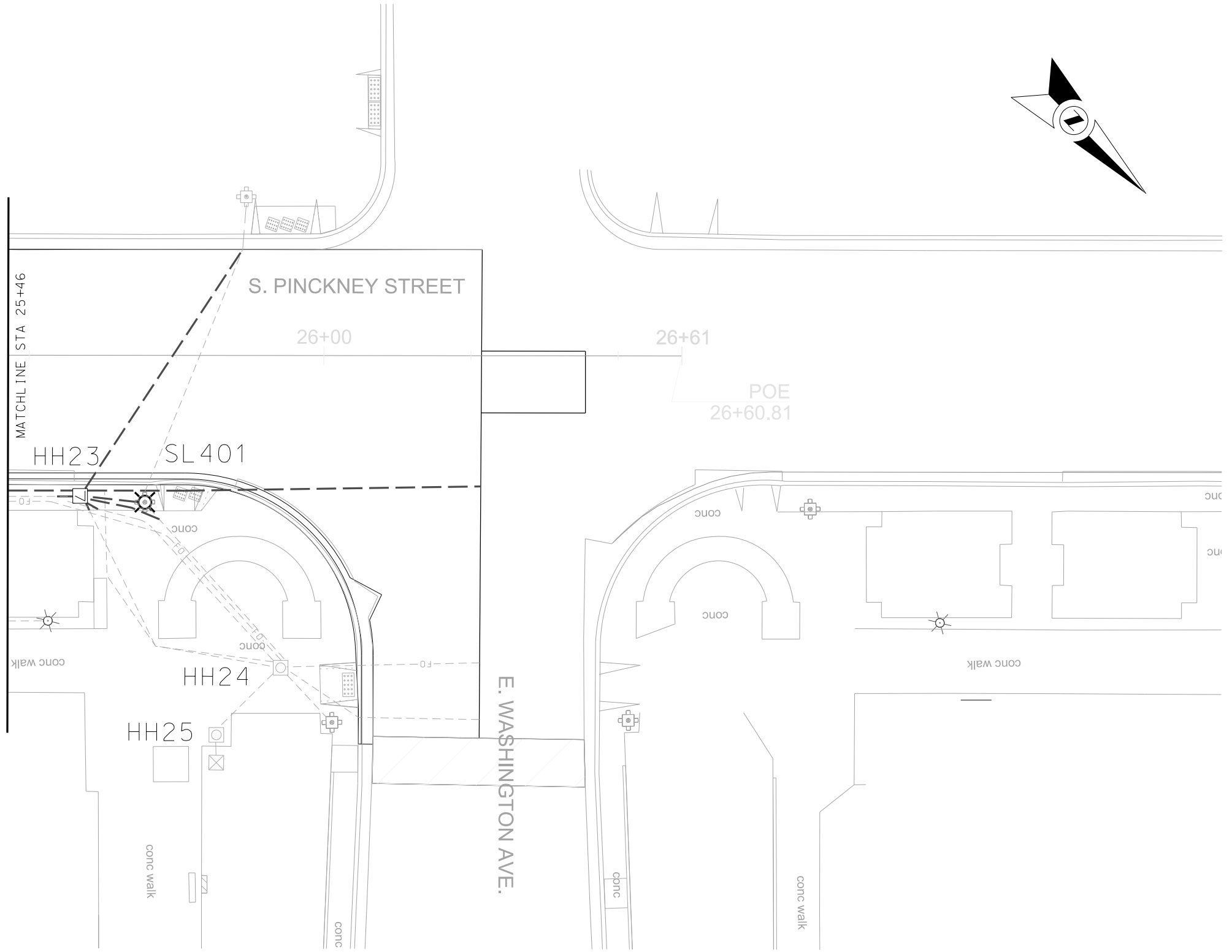
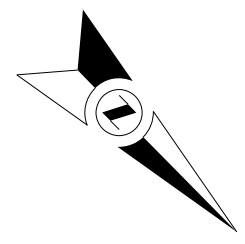
NEW CONDUIT TO INTERCEPT
EXISTING HANDHOLE.
(1)-2" PVC CONDUIT
FROM HH22 TO SL402.

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

ELECTRICAL SHEET

PINCKNEY STREET
& E. WASHINGTON AVENUE CITY OF MADISON

SCALE: 1"=20'

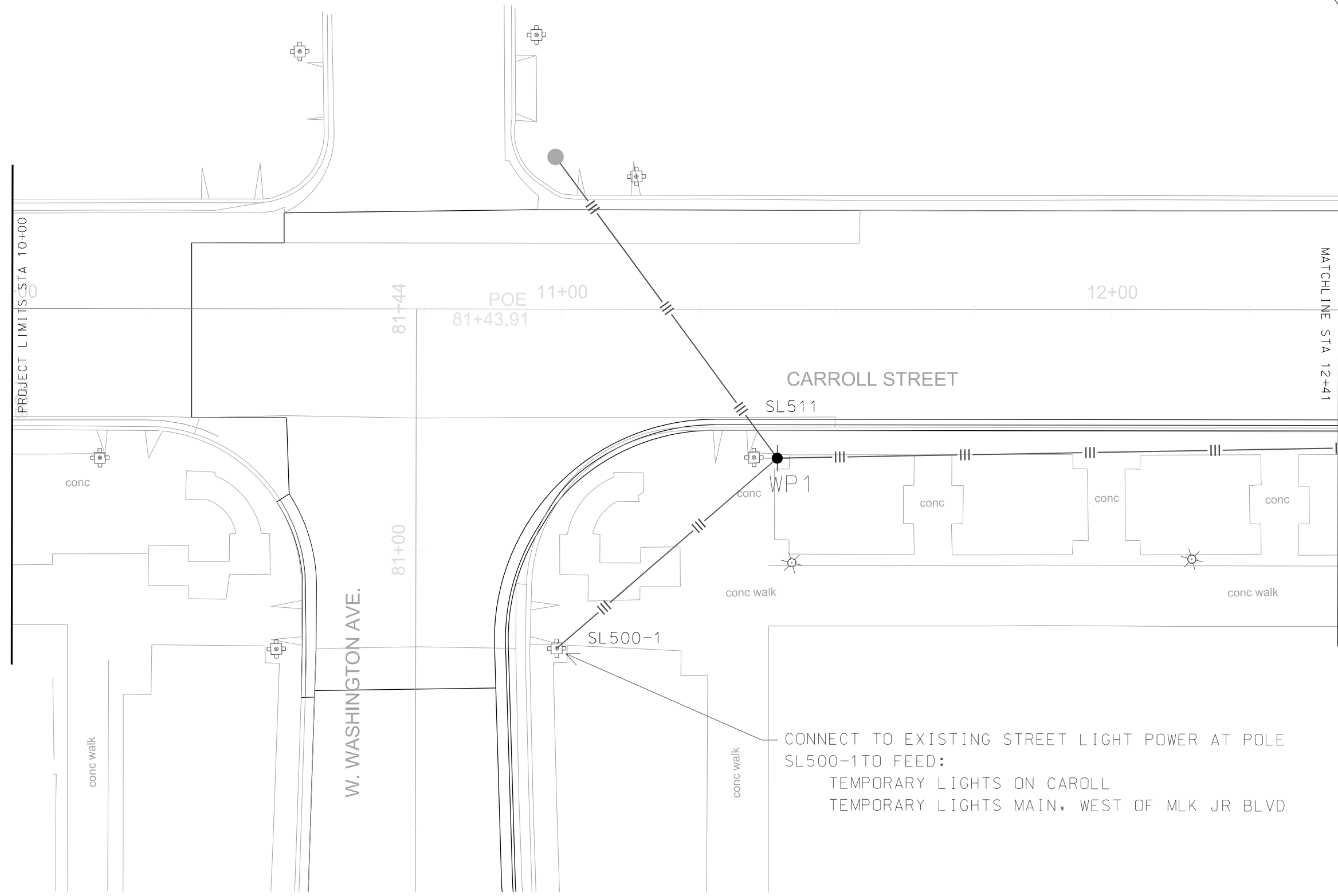
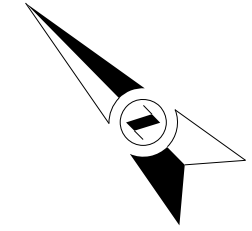


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



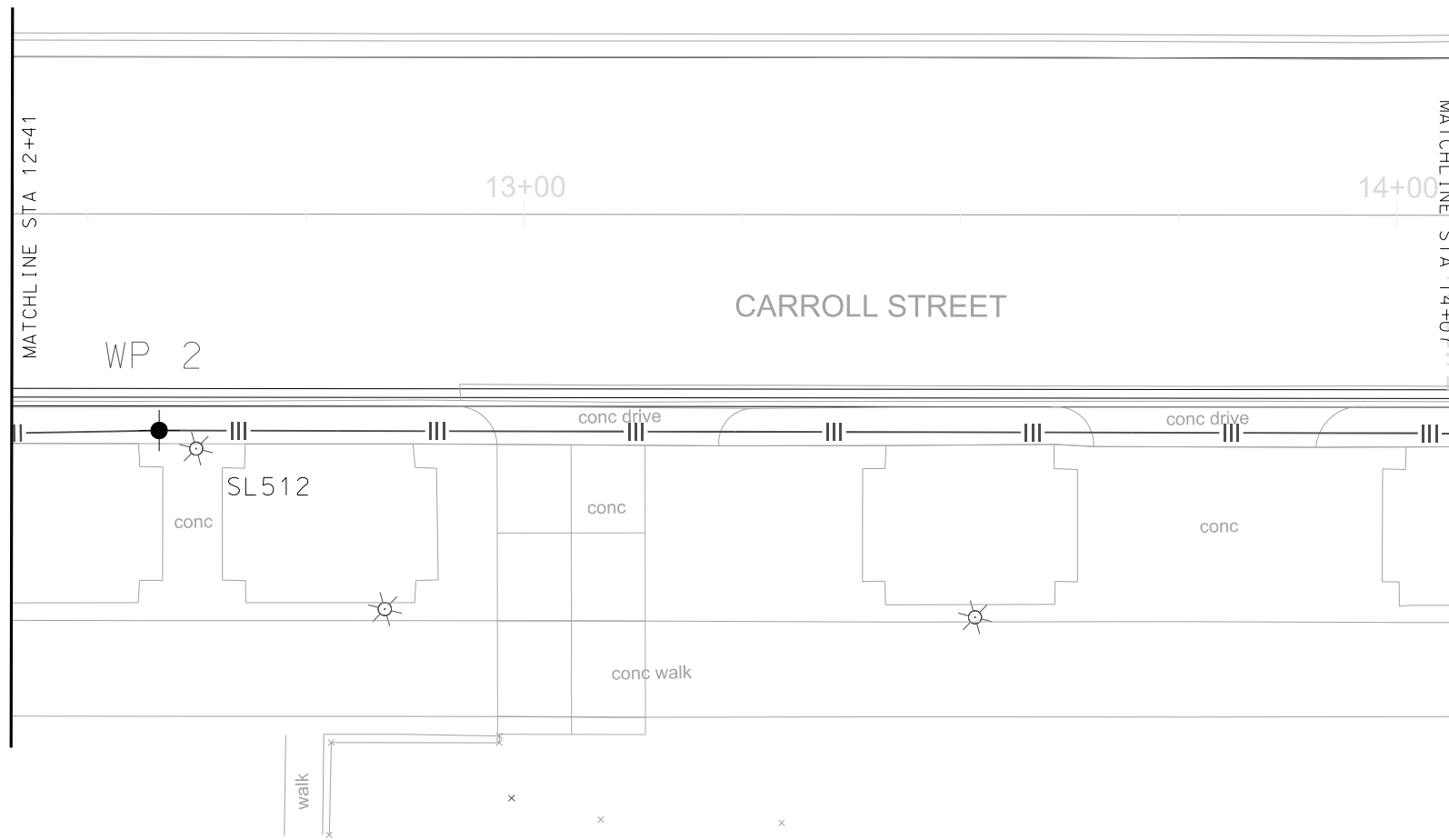
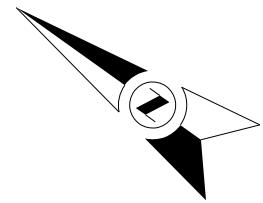
CONNECT TO EXISTING STREET LIGHT POWER AT POLE
SL500-1 TO FEED:
TEMPORARY LIGHTS ON CAROLL
TEMPORARY LIGHTS MAIN, WEST OF MLK JR BLVD

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

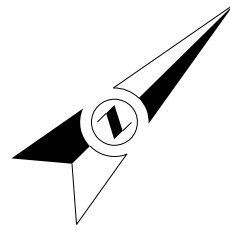


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



MATCHLINE STA 14+07

WP 3

SL504

CARROLL STREET

WP 6

W. MAIN STEET

MATCHLINE STA 15+95

WP 4

SL525

WP 5

SL543

HAMILTON STREET

conc walk

conc walk

conc

conc

conc walk

conc walk

conc

conc

conc

conc walk

conc walk

51+93

51+93.41

15+00

15+15.47

51+00

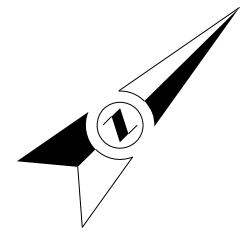
+00

PLOT SCALE:

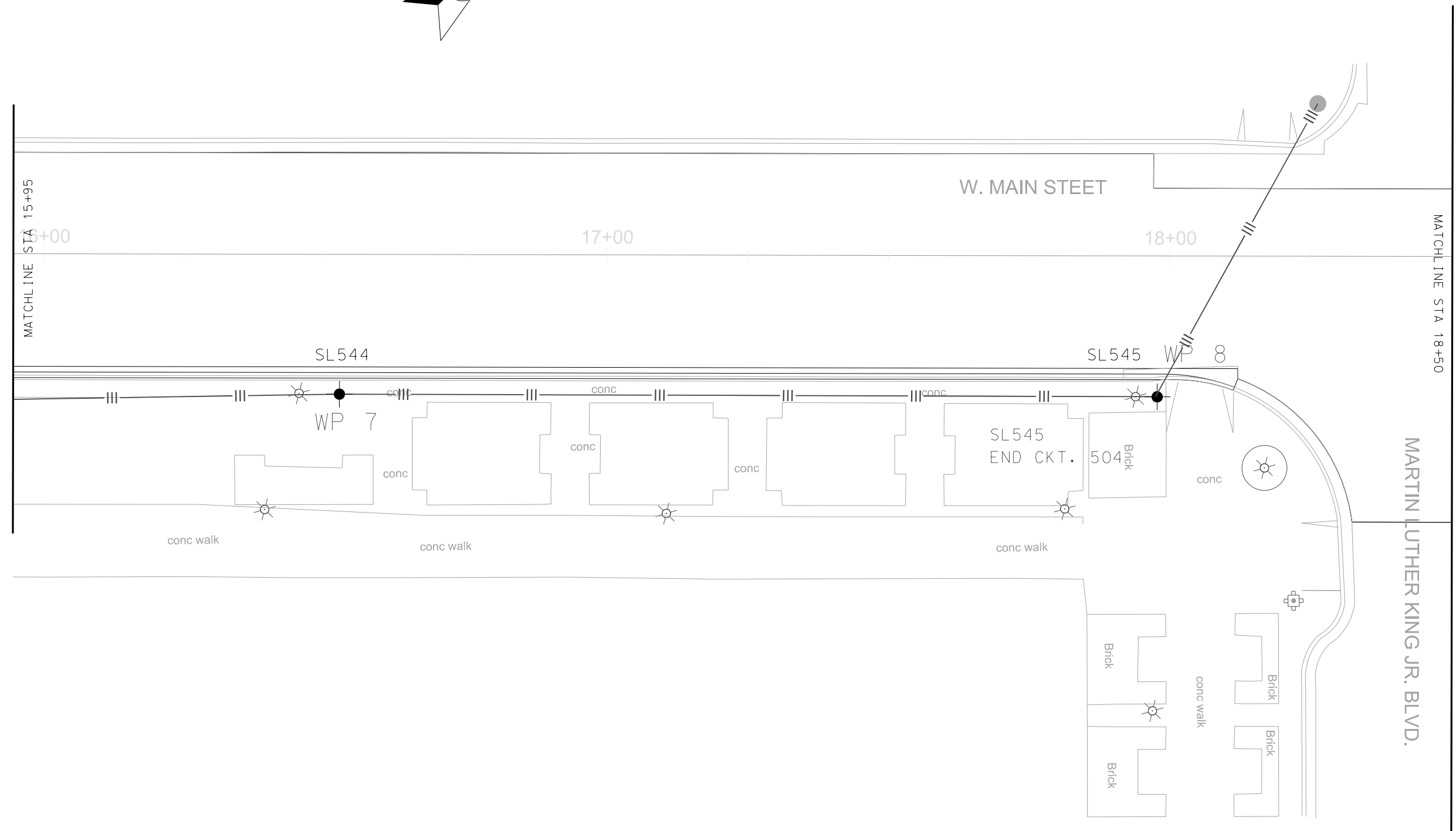
PLOT NAME:

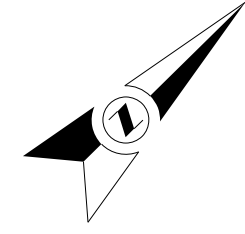
REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

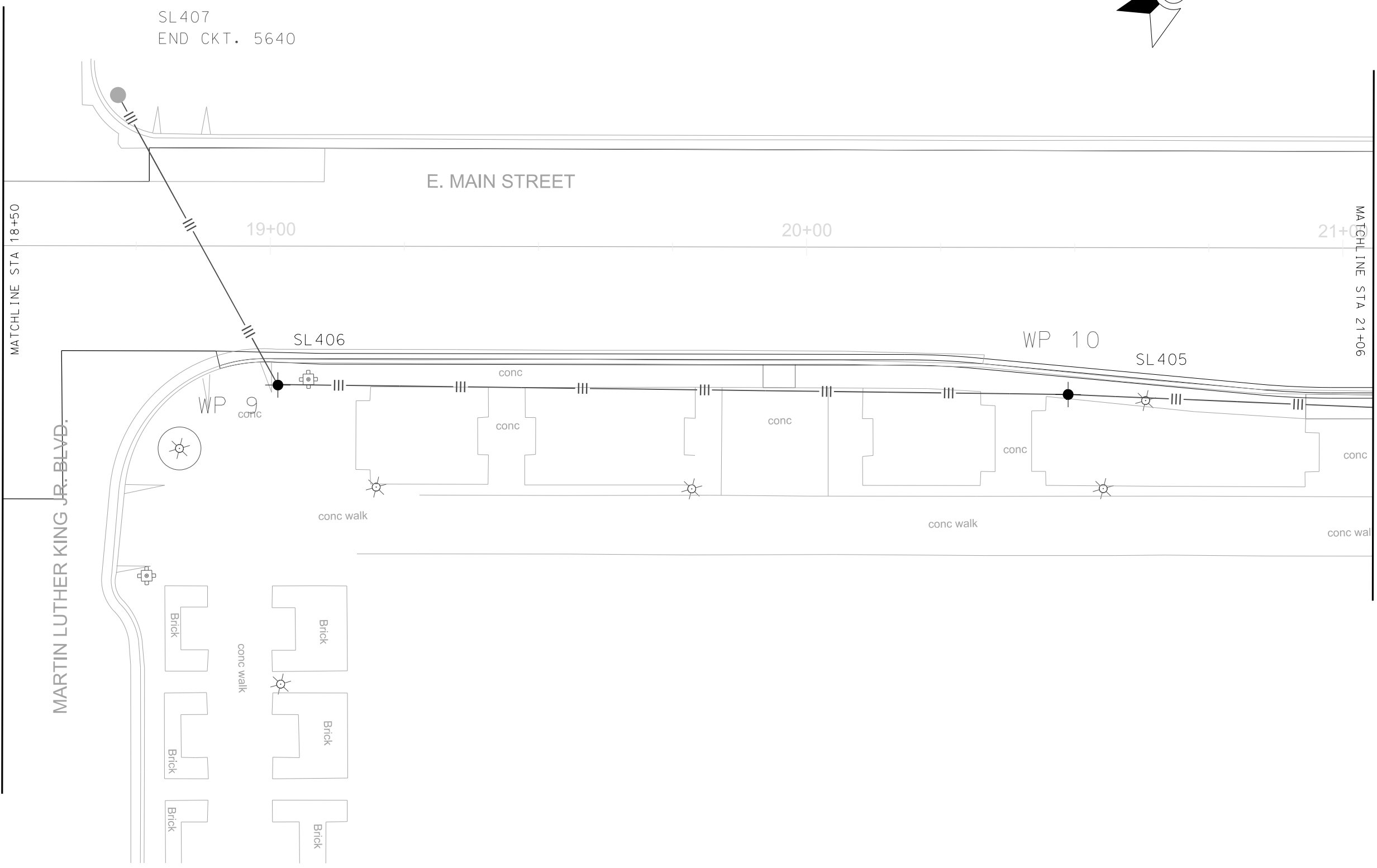


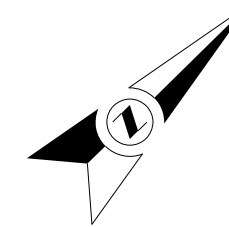
PLOT SCALE:
PLOT NAME:
REV. DATE:
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





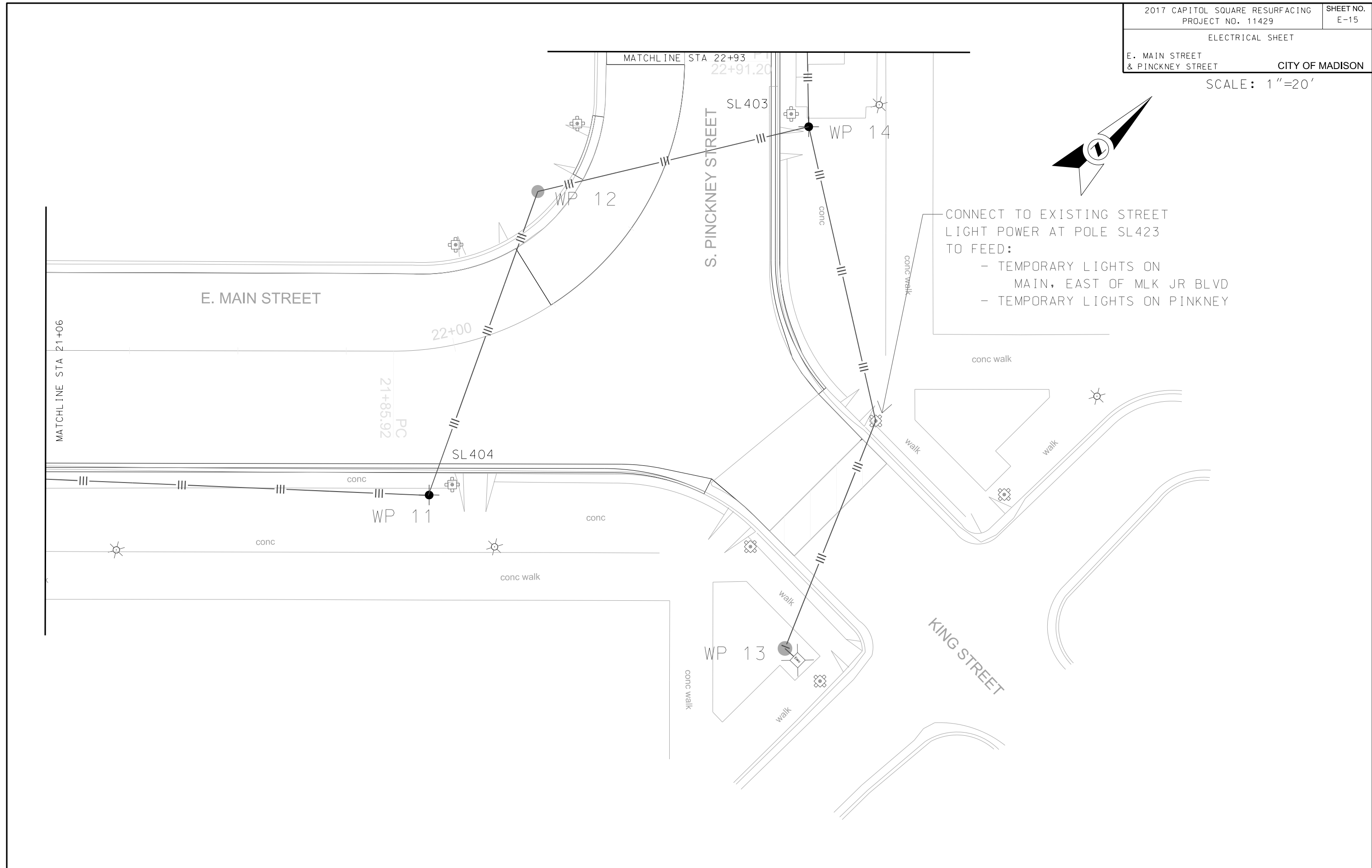
PLOT SCALE:
PLOT NAME:
REV. DATE:
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



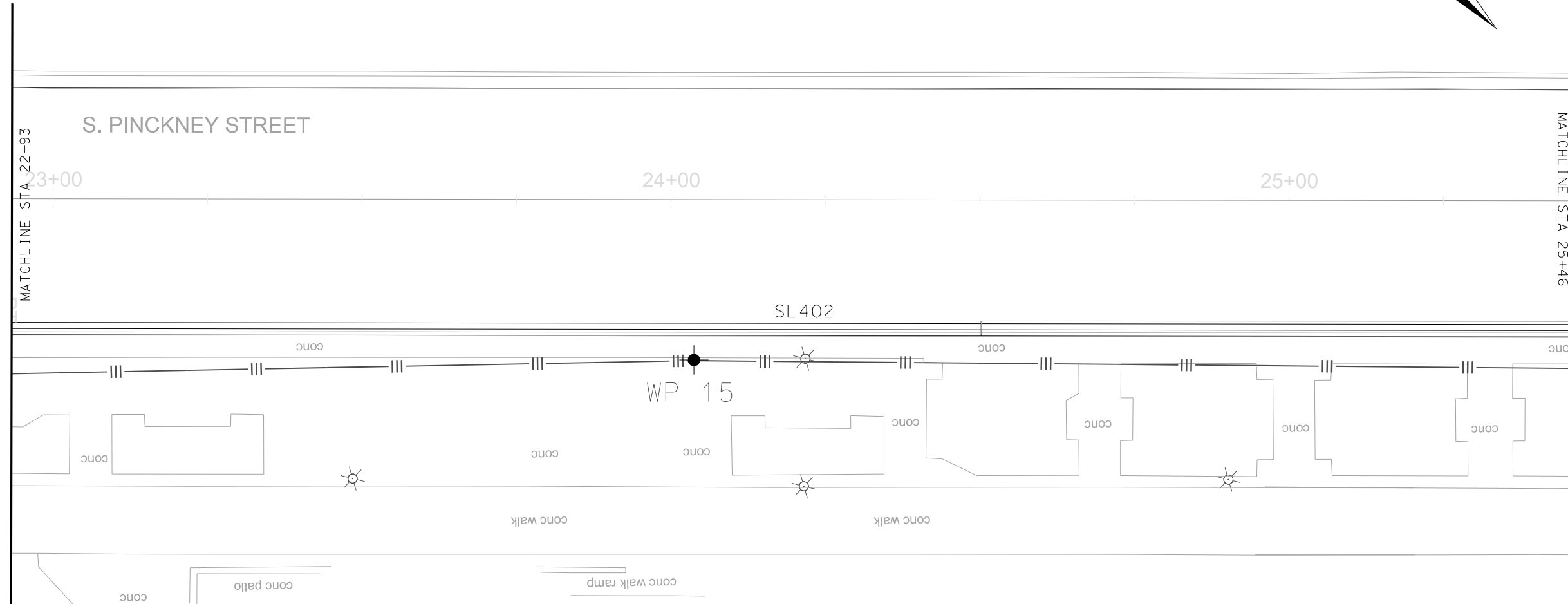
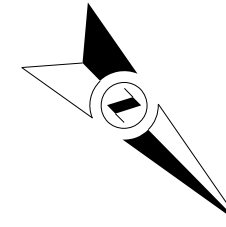


CONNECT TO EXISTING STREET LIGHT POWER AT POLE SL423 TO FEED:

- TEMPORARY LIGHTS ON MAIN, EAST OF MLK JR BLVD
- TEMPORARY LIGHTS ON PINKNEY



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

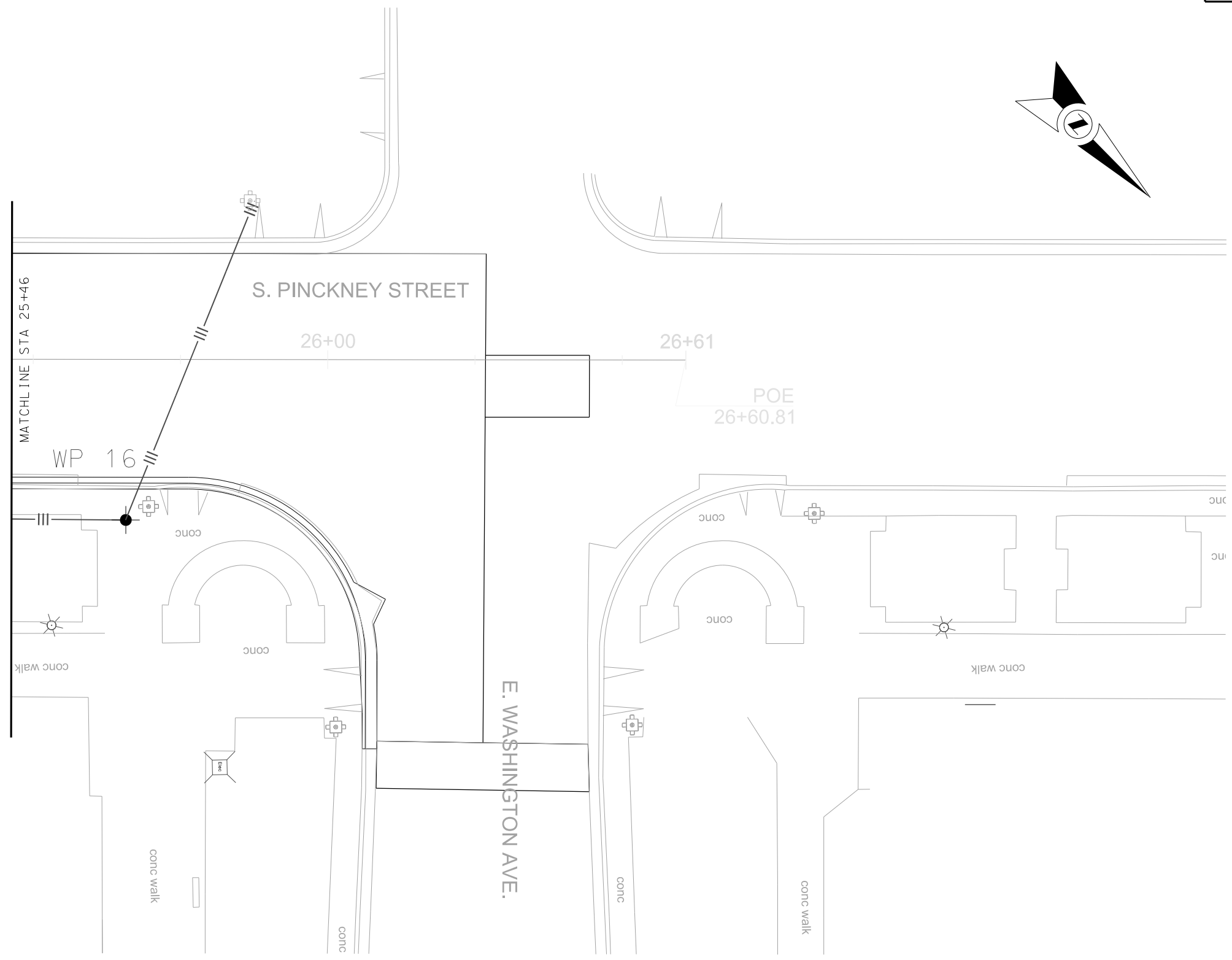
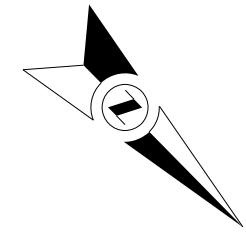


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

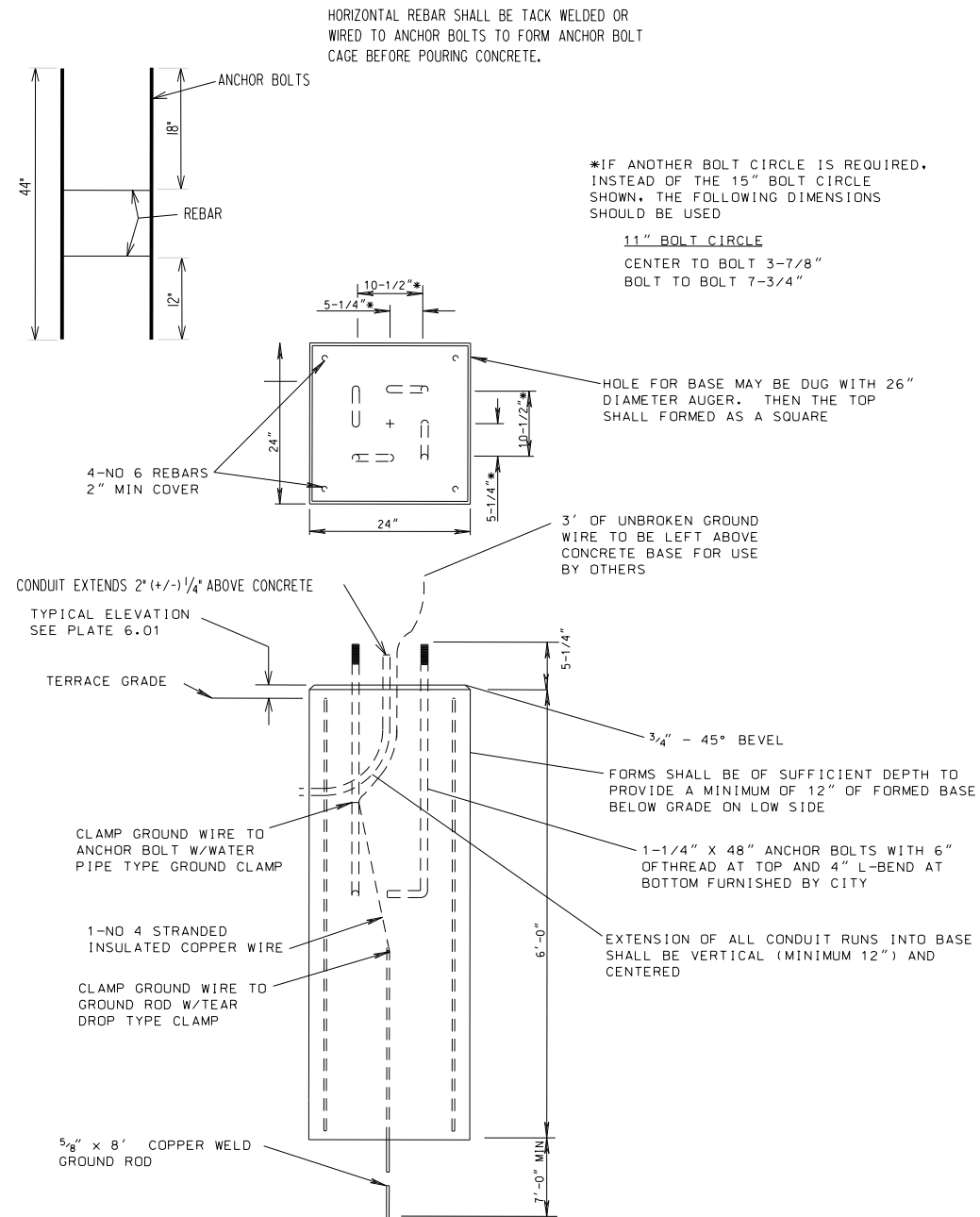


PLOT SCALE:

PLOT NAME:

REV. DATE:

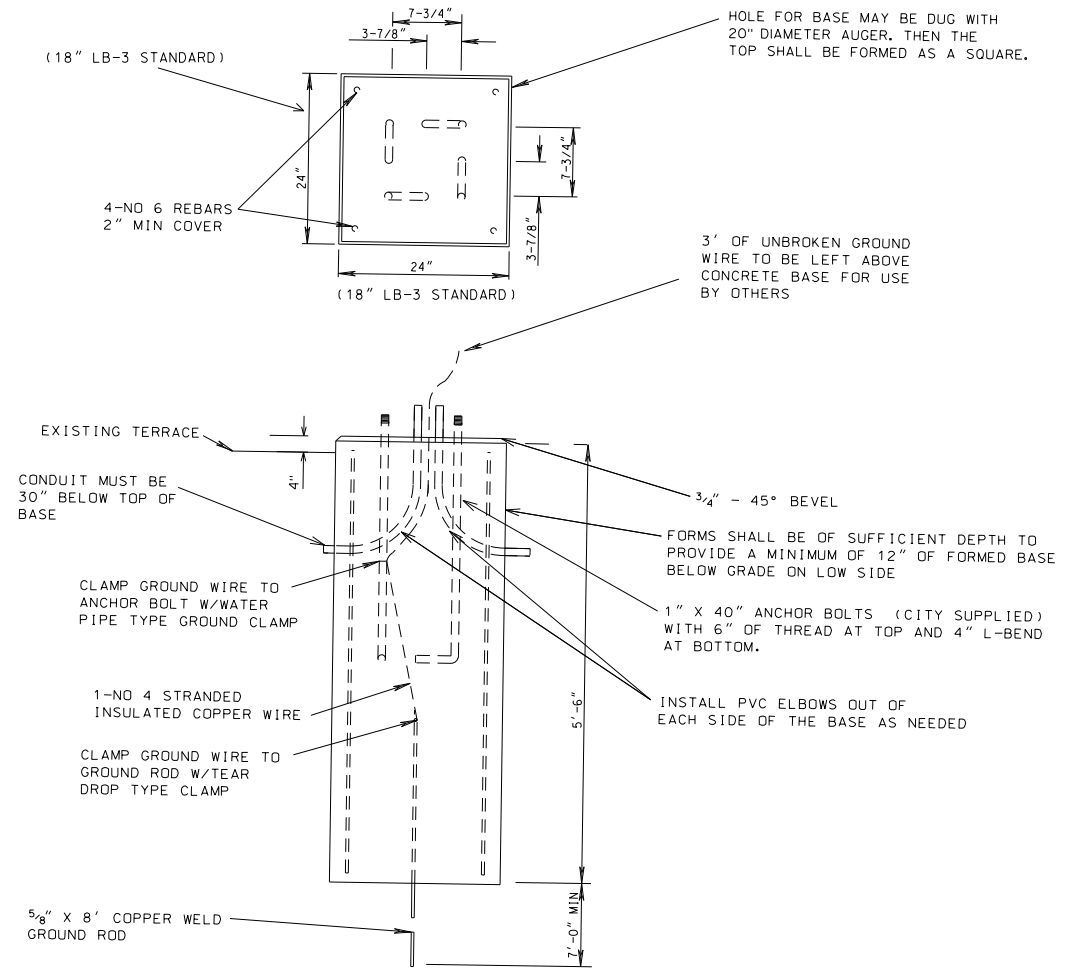
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



DETAIL: LB-8 BASE

SCALE: NTS

NOTES: USE 11" BOLT CIRCLE DIMENSIONS FOR ALL LB-8 BASES



DETAIL: LB-3 STANDARD AND MODIFIED BASE

SCALE: NTS

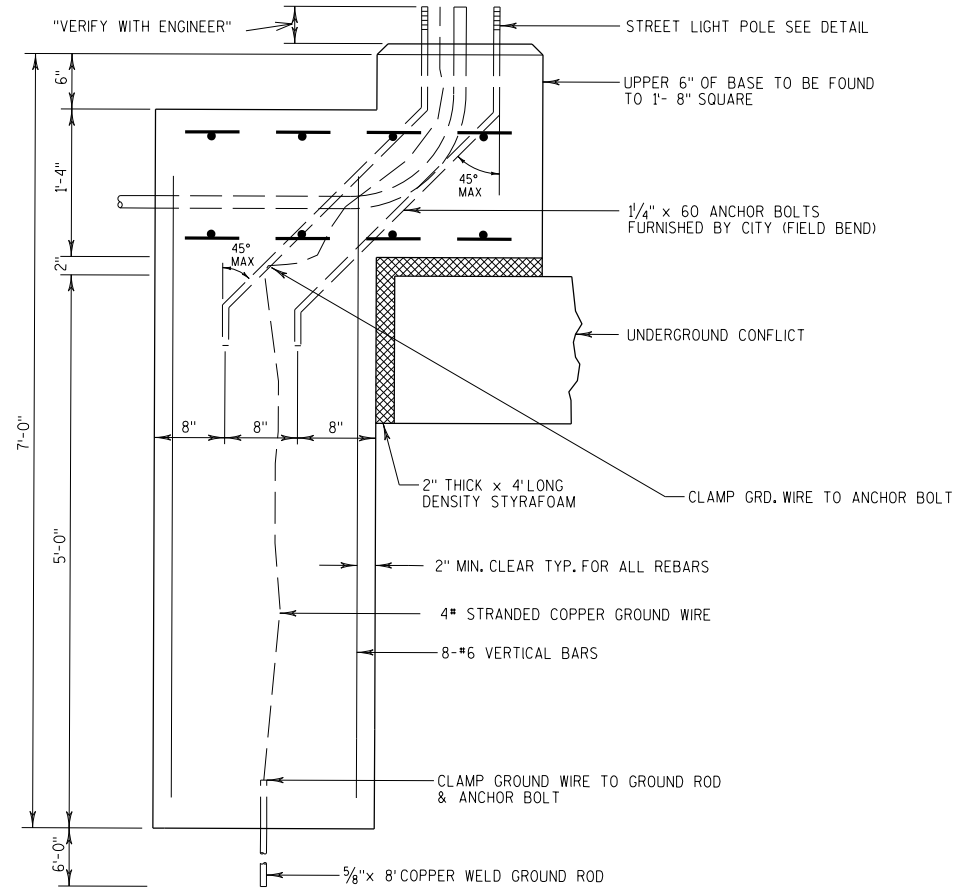
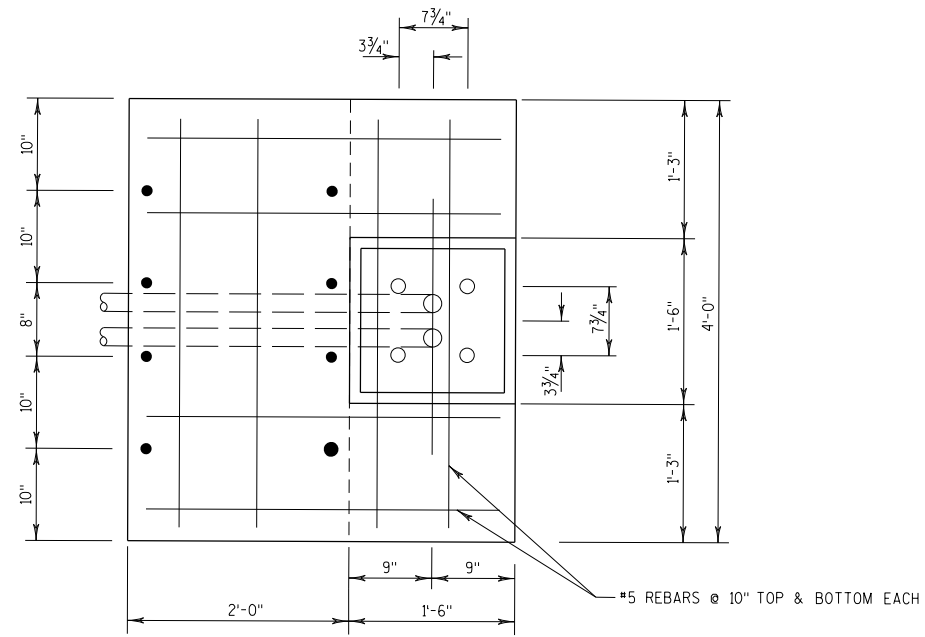
NOTES: LB-3 STANDARD BASE SHALL BE 18" BY 18"

PLOT SCALE:

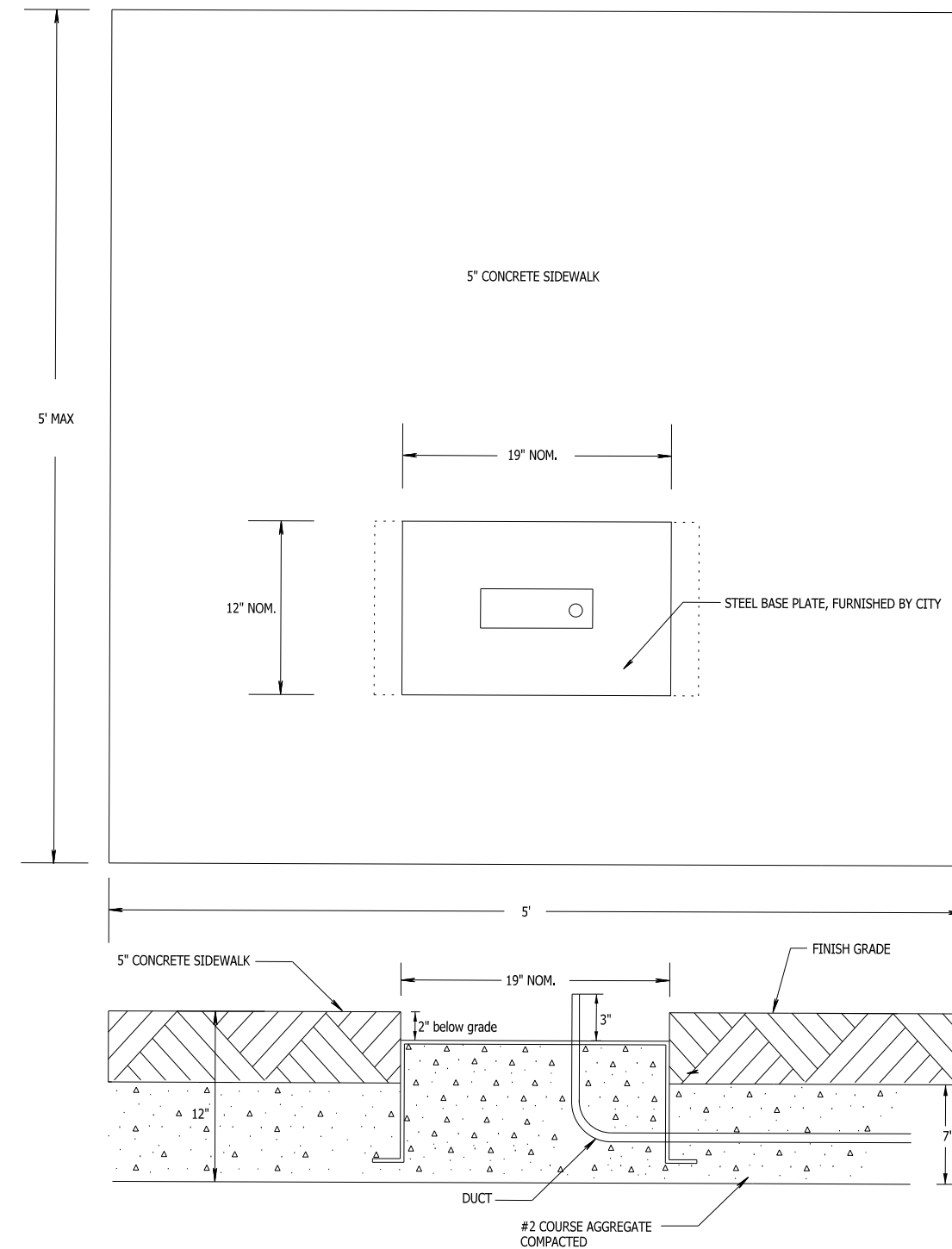
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



DETAIL: OFFSET BASE
SCALE: NTS



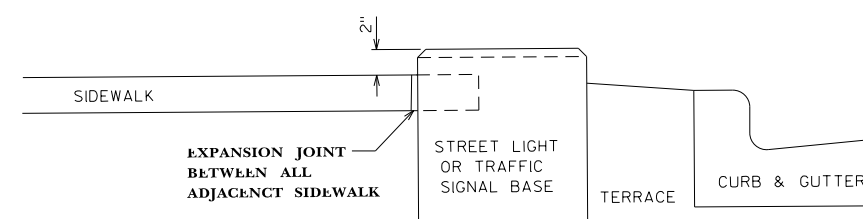
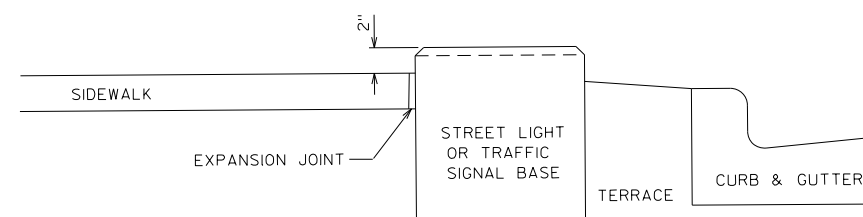
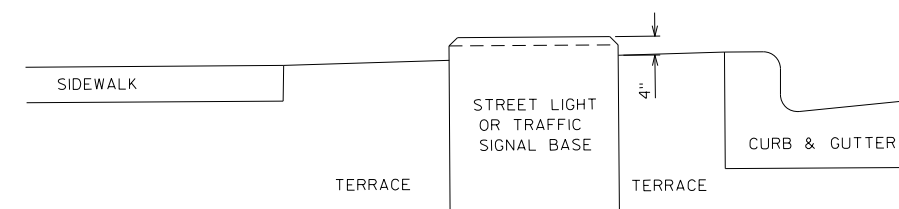
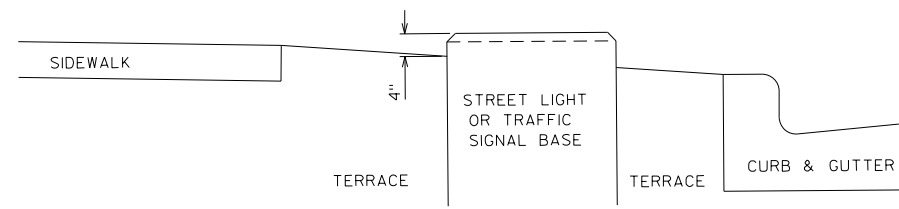
DETAIL: PARKING METER PEDESTAL BASE
SCALE: NTS

PLOT SCALE:

PLOT NAME:

REV. DATE:

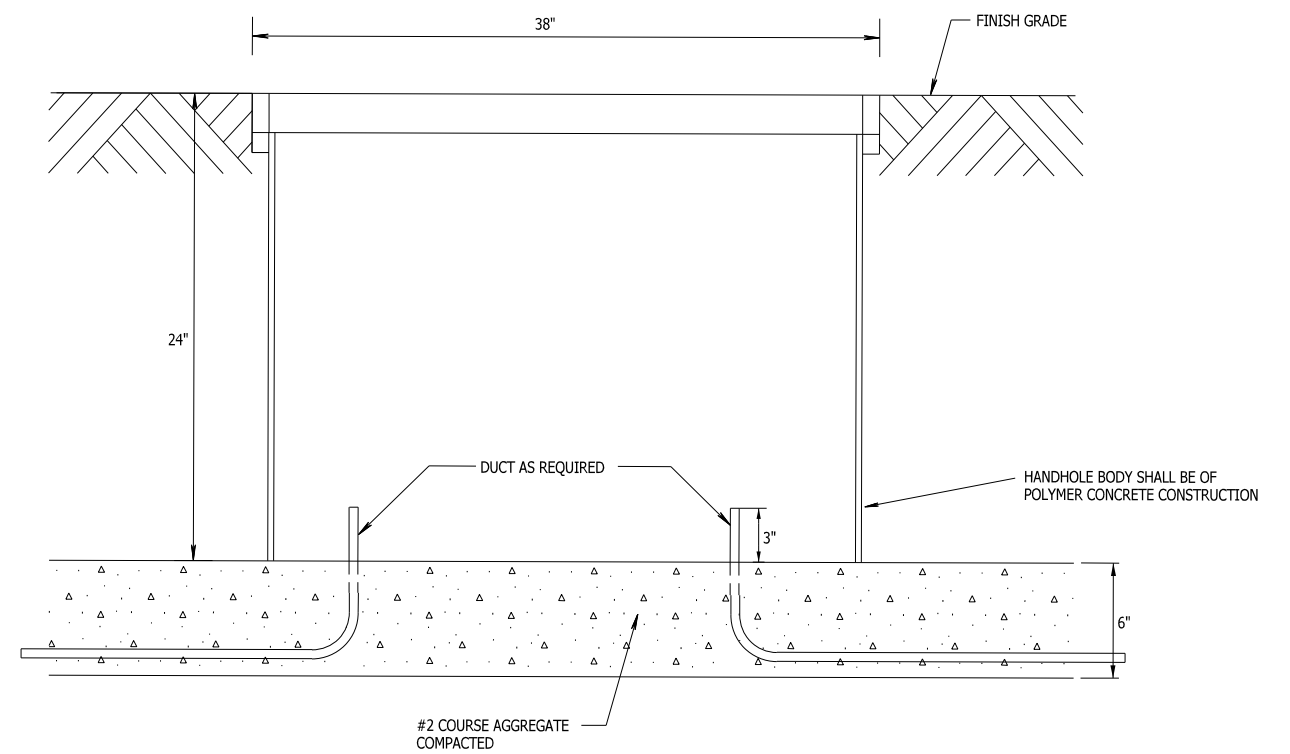
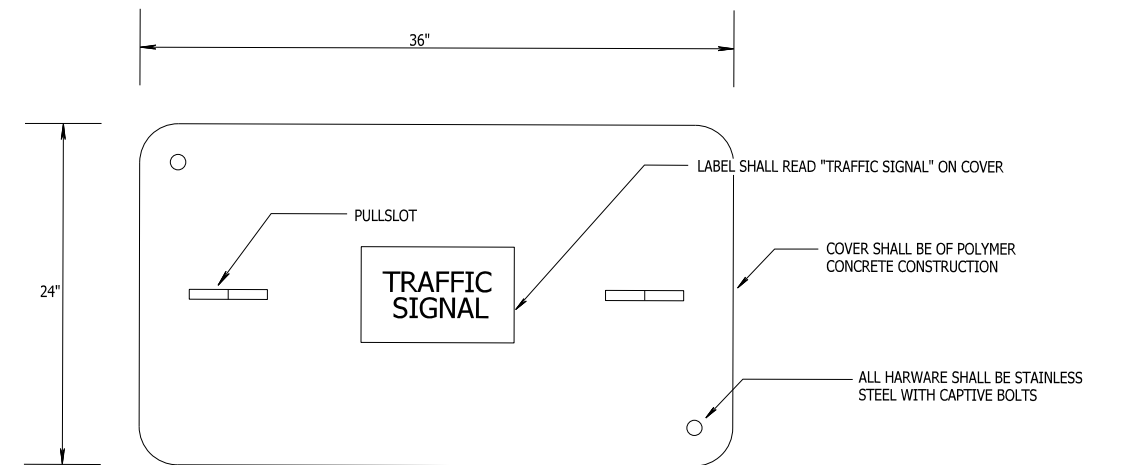
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



DETAIL: BASE ELEVATION

SCALE: NTS

NOTES: TRAFFIC SIGNAL BASES FOR TS1, TS2, TS3, AND TS4 SHALL BE FLUSH WITH THE ADJACENT SIDEWALK



DETAIL: TYPE V HANDHOLE

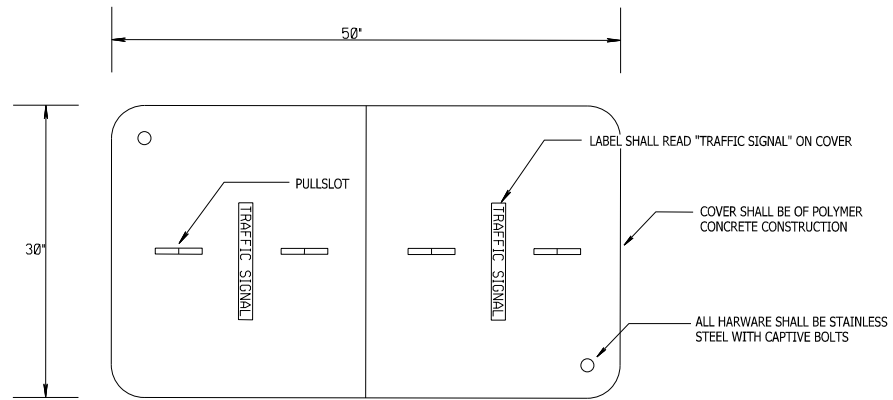
SCALE: NTS

PLOT SCALE:

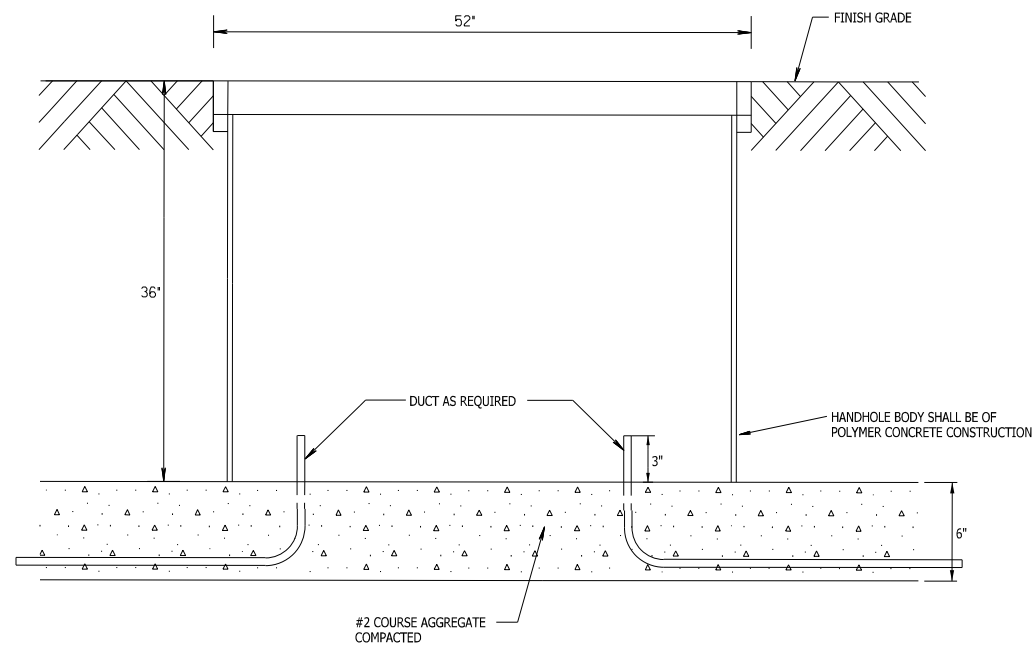
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



•15,000 LBS MAXIMUM LOAD OVER A 10'X10'
TEST AREA RATING FOR COVER AND BOX



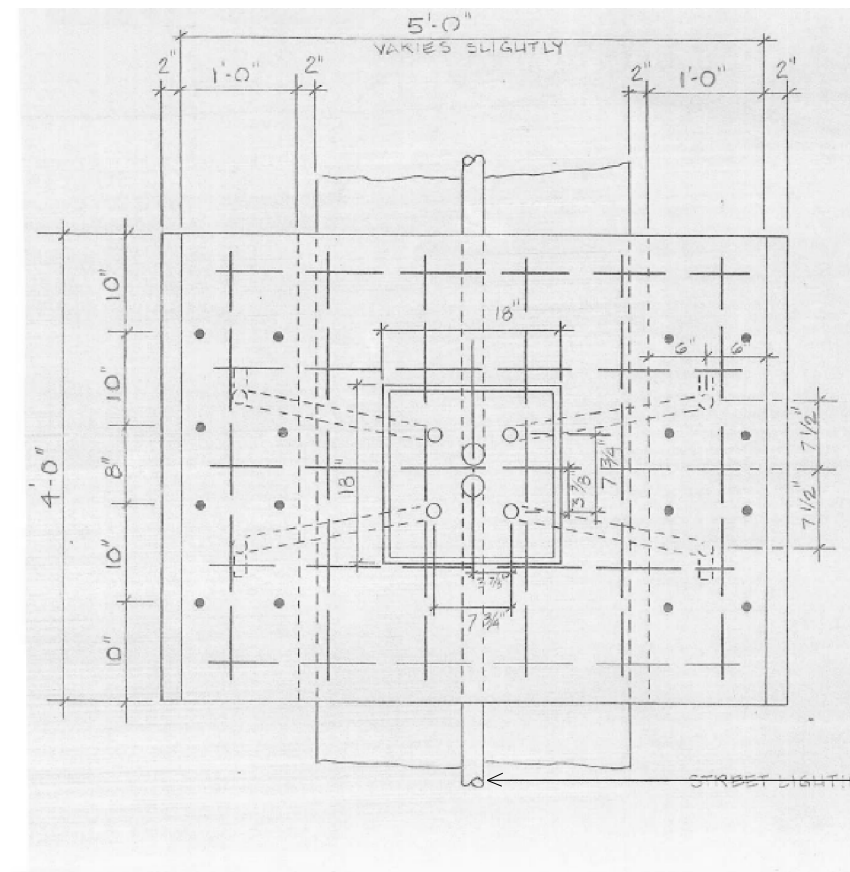
DETAIL: TYPE 7 HANDHOLE
SCALE: NTS

PLOT SCALE:

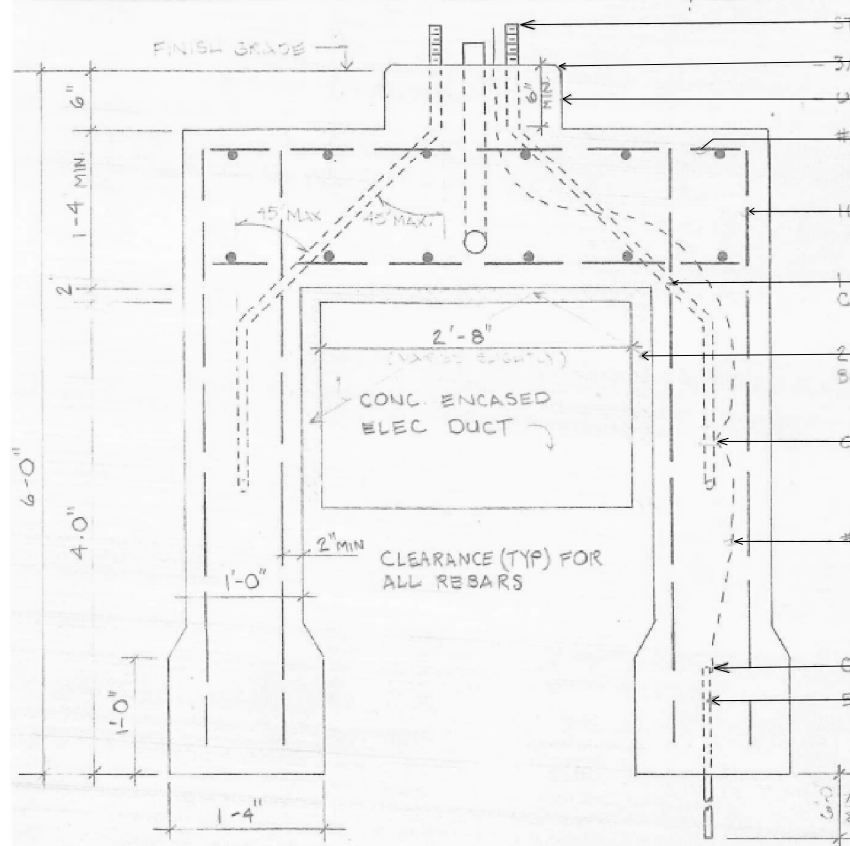
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



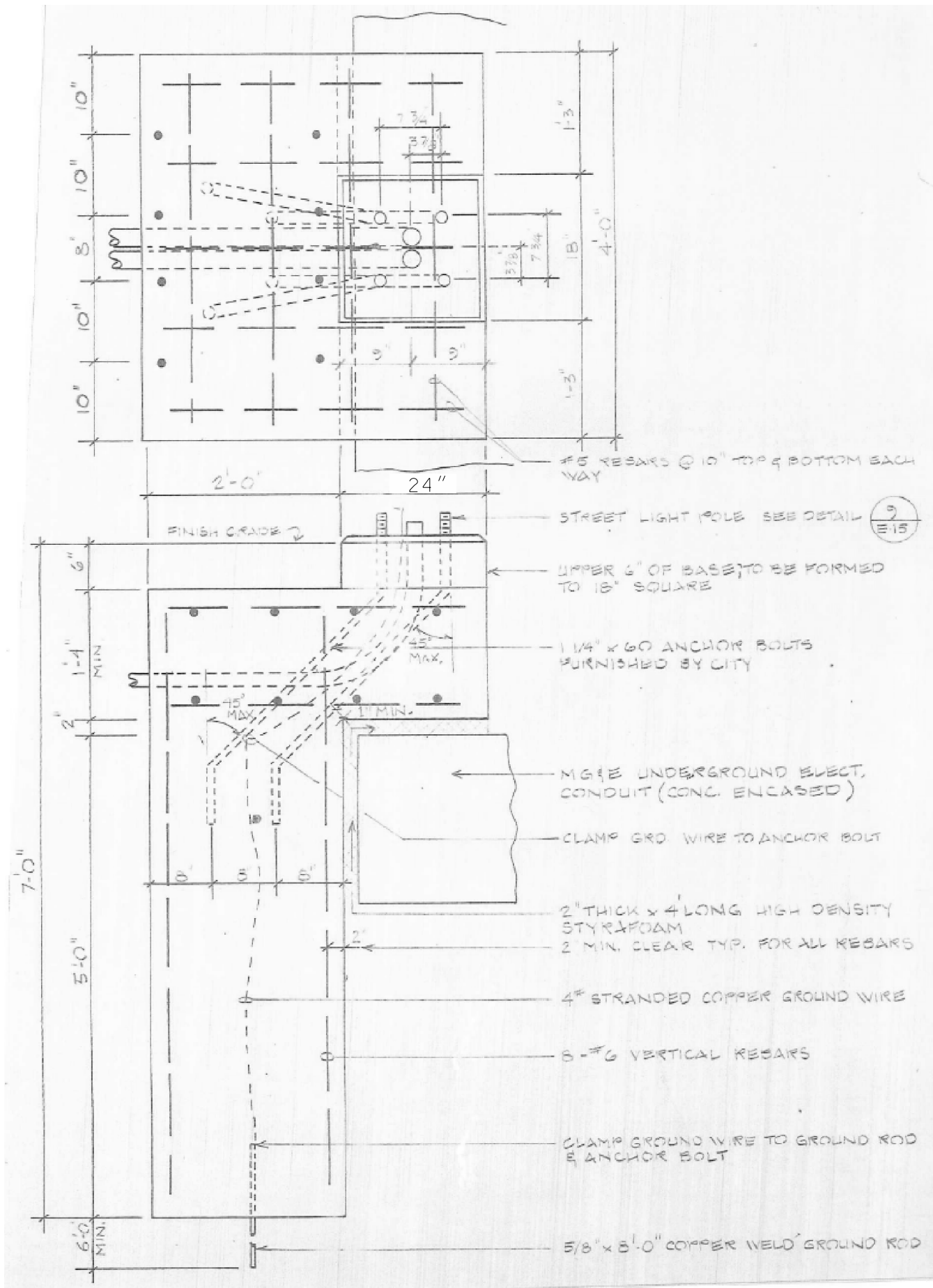
STREET LIGHTING CONDUIT ROUTING MAY VARY



- STREET LIGHT POLE SEE DETAIL
- 3/4" - 45° BEVEL
- UPPER 6" OF BASE TO BE FORMED TO 18" SQUARE
- #5 #5 REBARS @ 10" TOP & BOTTOM EACH WAY
- 16 #6 VERTICAL REBAR
- 1 1/4" X 60" ANCHOR BOLTS FURNISHED BY CITY
- 2" THICK X 4' LONG HIGH DENSITY STYRAFOAM BOTH SIDES AND TOP OF EXPOSED UTILITY
- CLAMP GROUND WIRE TO GROUND ROD
- #4 STRANDED COPPER GROUND WIRE
- CLAMP GROUND WIRE TO GROUND ROD
- 5/8" X 8' COPPER WELD GROUND ROD

DETAIL : BASE REMOVAL SPECIAL A
SCALE : NONE

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



DETAIL: BASE REMOVAL SPECIAL B
SCALE: NONE

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

FROM	TO	60222 (LF)	60226 2 1/2" (LF)	60230 3" (LF)	60241 ELECTRICAL CONDUIT (LF)	60230 RACEWAY FOR ELECTRICAL CONDUIT (LF)	60261 ELECTRICAL TRENCH (LF)	COMMENT
EXISTING	HH1	-	-	172	-	-	86	(2) - 3"
HH1	EXISTING	-	10	-	-	-	10	(1) - 2 1/2"
HH1	SL511	-	4	-	-	-	4	(1) - 2 1/2"
HH1	EXISTING	-	43	43	-	-	43	(1) - 3", (1) - 2 1/2" *
HH1	HH2	-	-	410	-	-	205	(2) - 3"
HH2	SL512	-	-	77	-	-	-	(1) - 3"
SL512	EXISTING	-	5	-	-	-	-	(1) - 2 1/2" *
SL512	EXISTING	-	5	-	-	-	-	(1) - 2 1/2" *
HH2	HH3	-	-	254	-	-	127	(2) - 3"
SL513	EXISTING	-	5	-	-	-	-	(1) - 2 1/2" *
SL513	EXISTING	-	5	-	-	-	-	(1) - 2 1/2" *
HH3	TS1	-	54	54	3	3	51	(1) - 3", (1) - 2 1/2" *
TS1	EXISTING	-	-	-	5	5	-	(1) - 2 1/2" *
HH3	HH8	-	-	142	-	-	59	(2) - 3"
HH8	HH9	-	-	72	-	-	36	(2) - 3"
HH9	EXISTING	-	13	-	-	-	13	(1) - 2 1/2" *
HH9	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH9	SL543	-	5	-	-	-	5	(1) - 2 1/2" *
HH9	TS2	-	49	49	3	3	46	(1) - 3", (1) - 2 1/2" *
HH9	HH10	-	-	254	-	-	127	(2) - 3"
HH10	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH10	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH10	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH10	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
SL544	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
SL544	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH10	HH11	-	-	310	-	-	155	(2) - 3"
HH11	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH11	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH11	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH11	SL545	-	-	9	-	-	9	(1) - 3"
HH11	EXISTING	-	42	42	-	-	42	(1) - 3", (1) - 2 1/2" *
HH11	HH14	-	-	256	-	39	89	(2) - 3"
HH14	SL406	-	8	-	-	-	8	(1) - 2 1/2" *
HH14	EXISTING	-	10	-	-	-	10	(1) - 2 1/2" *
HH14	EXISTING	-	48	48	-	-	48	(1) - 3", (1) - 2 1/2" *
HH14	HH15	-	-	370	-	-	185	(2) - 3"
HH14	B1	59	-	-	-	-	59	(1) - 3"
HH14	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH14	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH14	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH14	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH14	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
SL405	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH14	HH17	-	-	278	-	-	139	(2) - 3"
SL404	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
EXISTING	TS3	-	62	62	3	3	59	(1) - 3", (1) - 2 1/2" *
HH17	HH16	-	-	7	-	7	-	(1) - 3"
TS3	EXISTING	-	6	-	-	-	6	(1) - 2 1/2" *
HH17	HH20	-	-	110	-	-	55	(2) - 3"
HH20	HH21	-	-	136	-	-	68	(2) - 3"
HH20	TS4	-	49	49	3	3	46	(1) - 3", (1) - 2 1/2" *
HH21	SL403	-	-	5	-	-	5	(1) - 3"
HH21	EXISTING	-	10	-	-	-	10	(1) - 2 1/2" *
HH21	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH21	HH22	-	-	276	-	-	138	(2) - 3"
HH22	SL402	-	-	5	-	-	5	(1) - 3"
SL402	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
SL402	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH22	HH23	-	-	286	-	-	143	(2) - 3"
HH23	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH23	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH23	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH23	EXISTING	-	5	-	-	-	5	(1) - 2 1/2" *
HH23	EXISTING	-	14	-	-	-	14	(1) - 3"
HH23	SL401	-	-	11	-	-	11	(1) - 2 1/2" *
HH23	EXISTING	-	50	50	-	-	50	(1) - 3", (1) - 2 1/2" *
HH23	EXISTING	-	-	136	-	-	68	(2) - 3"

TOTALS 59 601 3973 75 2338

* VERIFY AND MATCH SIZE OF CONDUIT THIS CONDUIT IS TO CONNECT TO

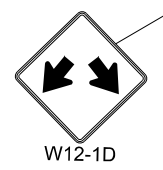
STRUCTURE	40361 SAS ADJUSTING RINGS EACH	60421 REMOVE STREETLIGHT BASE EACH	60423 REMOVE TRAFFIC SIGNAL BASE EACH	90090 REMOVE BASE SPECIAL A EACH	90091 REMOVE BASE SPECIAL B EACH	60427 REMOVE ELECTRICAL HANDHOLE EACH	60706 CONSTRUCT ELECTRICAL HANDHOLES TYPE 5 EACH	90092 CONSTRUCT ELECTRICAL HANDHOLES TYPE 7 EACH	60403 CONSTRUCT LB-3 BASE EACH	90093 CONSTRUCT MODIFIED OFFSET BASE EACH	90094 CONSTRUCT MODIFIED LB-3 BASE EACH	60407 CONSTRUCT LB-8 BASE EACH
HH1	-	-	-	-	-	-	1	-	-	-	-	-
SL511	-	*	-	-	-	-	-	-	-	-	1	-
SL512	-	*	-	-	-	-	-	-	-	-	-	1
SL513	-	*	-	-	-	-	-	-	-	-	1	-
TS1	-	-	1	-	-	-	-	-	1	-	-	-
TS2	-	-	1	-	-	-	-	-	1	-	-	-
HH8	-	-	-	-	-	-	1	-	-	-	-	-
SL543	-	*	-	-	-	-	-	-	-	-	1	-
HH9	-	-	-	-	-	-	1	-	-	-	-	-
HH10	-	-	-	-	-	1	-	1	-	-	-	-
SL544	-	*	-	-	-	-	-	-	-	-	-	1
HH11	-	-	-	-	-	-	1	-	-	-	-	-
SL545	-	*	-	-	-	-	-	-	-	-	1	-
SL406	-	*	-	-	-	-	-	-	-	-	1	-
HH14	-	-	-	-	-	-	1	-	-	-	-	-
SL405	-	*	-	-	-	-	-	-	-	-	-	1
HH15	-	-	-	-	-	1	-	1	-	-	-	-
SL404	-	*	-	-	-	-	-	-	-	-	1	-
TS3	-	-	1	-	-	-	-	-	1	-	-	-
HH17	-	-	-	-	-	-	1	-	-	-	-	-
HH20	-	-	-	-	-	-	1	-	-	-	-	-
SL403	-	*	-	-	-	-	-	-	-	-	1	-
HH21	-	-	-	-	-	-	1	-	-	-	-	-
TS4	-	-	1	-	-	-	-	-	1	-	-	-
SL402	-	*	-	-	-	-	-	-	-	-	-	1
HH23	-	-	-	-	-	1	-	1	-	-	-	-
SL401	-	*	-	-	-	-	-	-	-	-	1	-
PB1	-	-	-	-	-	-	-	-	-	-	-	-
UNDISTRIBUTED	3	-	-	-	-	-	-	-	-	-	-	-
UNDISTRIBUTED	-	-	-	-	-	-	-	-	4	-	-	-
UNDISTRIBUTED	-	4	-	-	-	-	-	-	-	-	-	-
UNDISTRIBUTED	-	-	-	4	-	-	-	-	-	-	-	-
UNDISTRIBUTED	-	-	-	-	4	-	-	-	-	-	-	-
	3	4	4	4	4	3	8	3	4	4	8	4

* REMOVE BASE TYPE WILL BE DETERMINED BY BASE TYPE FOUND TO EXIST DURING REMOVAL PROCESS. SEE PLAN DETAIL SHEETS SHOWING APPROXIMATE DRAWINGS FOR BASE REMOVAL SPECIALS A AND B.

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



This setup is to be in place from the start of the project until approximately May 1st. This is to allow Metro buses to make the left turn from Fairchild St to Hamilton Street until Findorff moves jersey barriers in Doty St to make room for Metro buses.



W12-1D

Bag existing "Right lane must turn right" sign

S. FAIRCHILD ST.

Contractor grind off existing skips

Contractor grind off existing "ONLY"

Contractor add straight arrow marking to existing right arrow

S. HAMILTON ST.

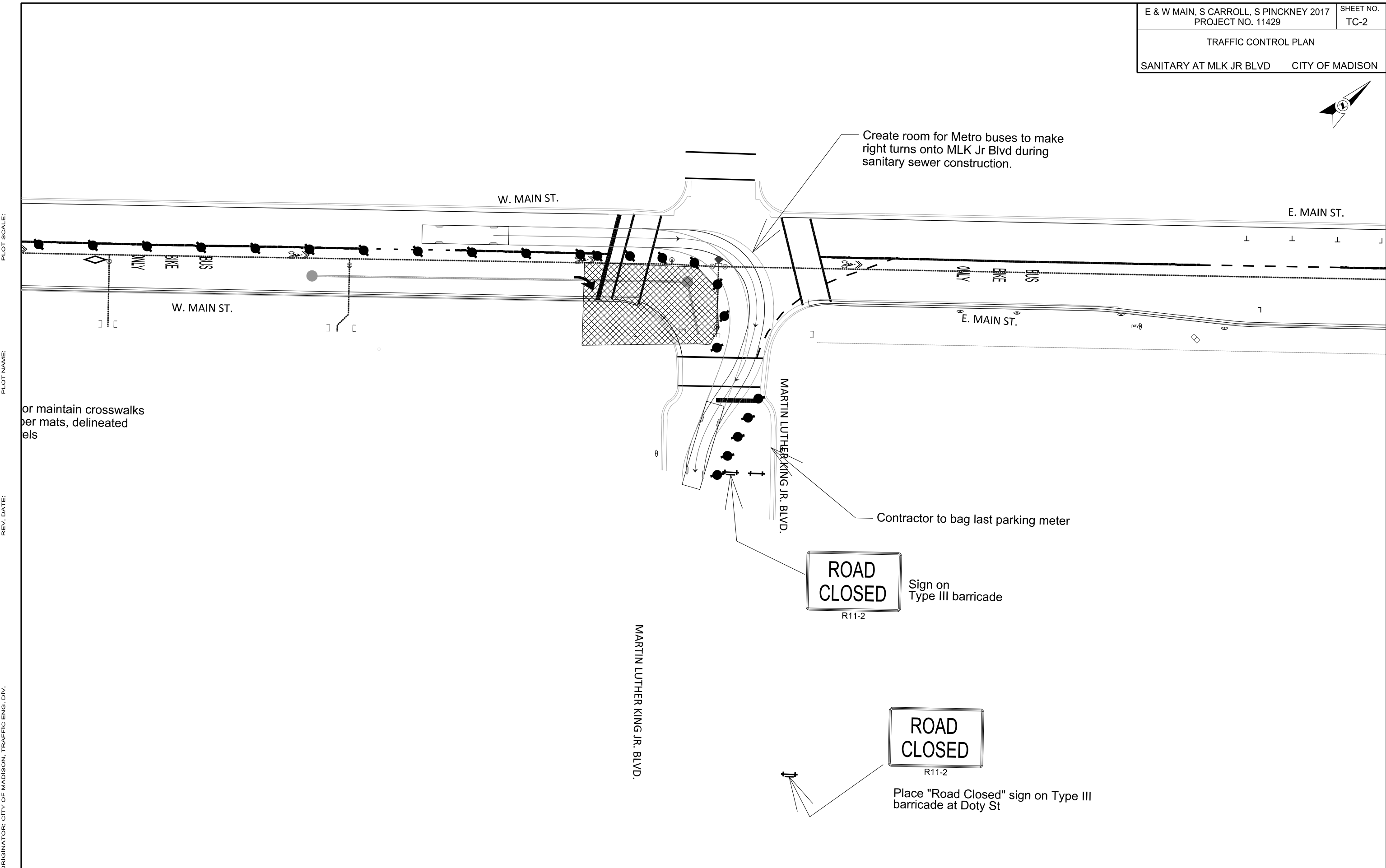
S Carroll is currently closed by Findorff for Anchor Bank project and will remain closed during summer 2017.

Contractor grind off existing skips

W. DOTY ST.

W. DOTY ST.

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.



BUS
BIKE
ONLY

Maintain Metro buses right turns
at all times.

Right turns from Pinckney St to E Washington Ave
may be closed for 5 days (Monday - Friday)
to install water main and temporary pave.



R3-1

E WASHINGTON AVE.

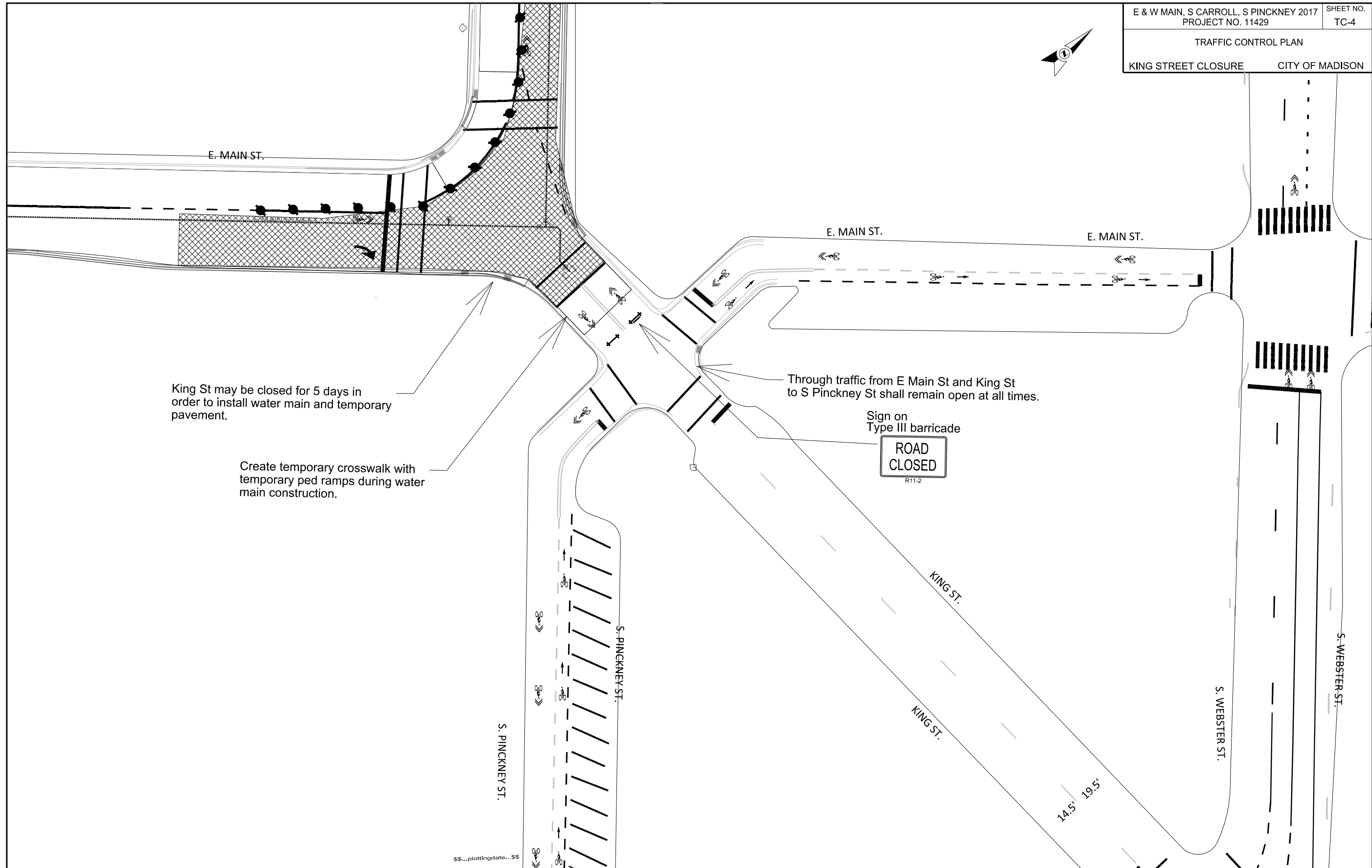
E. WASHINGTON AVE.

ONLY ONLY

ONLY

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

TRAFFIC CONTROL PLAN
KING STREET CLOSURE CITY OF MADISON



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



ROAD CLOSED
R11-2

ROAD CLOSED
R11-2

ROAD CLOSED AHEAD
W20-3

Use black garbage bags to cover all "DNE" and "NLT" signs to create two-way traffic on W Main St. Do not place tape on sign or post.

Contractor to change markings to create two-way traffic. Move double yellow centerline to create two 11' lanes.
W. MAIN ST.

Bag last four meters to create a turn-around for two-way traffic.

Maintain crosswalks with rubber mats, delineated with barrels.

Contractor bag two meters closest to intersection to allow vehicles to turn around.

Contractor bag two meters closest to intersection to allow vehicles to turn around.

Maintain crosswalks with rubber mats, delineated with barrels

S Carroll St is currently closed by Findorff for construction and will remain closed during summer 2017.

Sign on Type III barricade

Remove existing "ONLY" marking and add straight arrow to existing right arrow

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

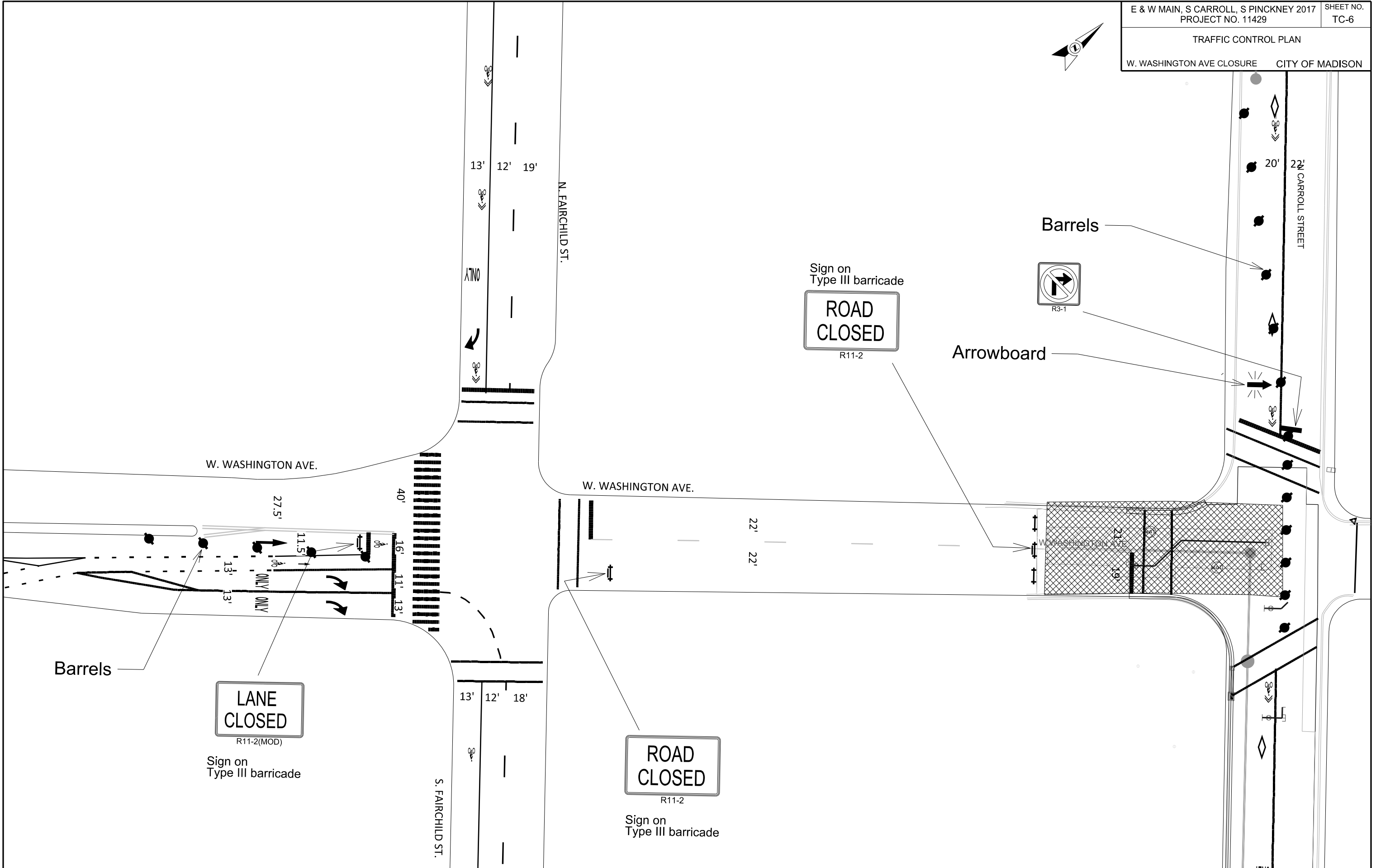


PLOT SCALE:

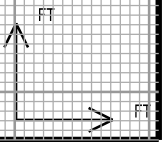
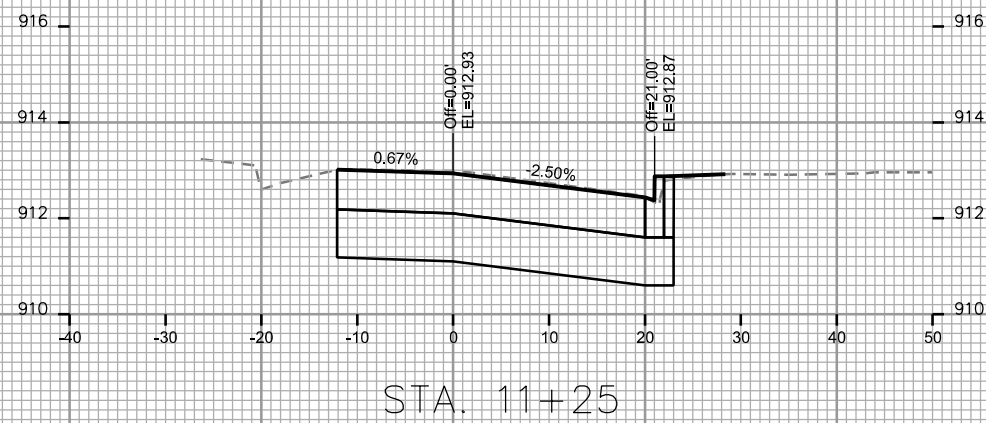
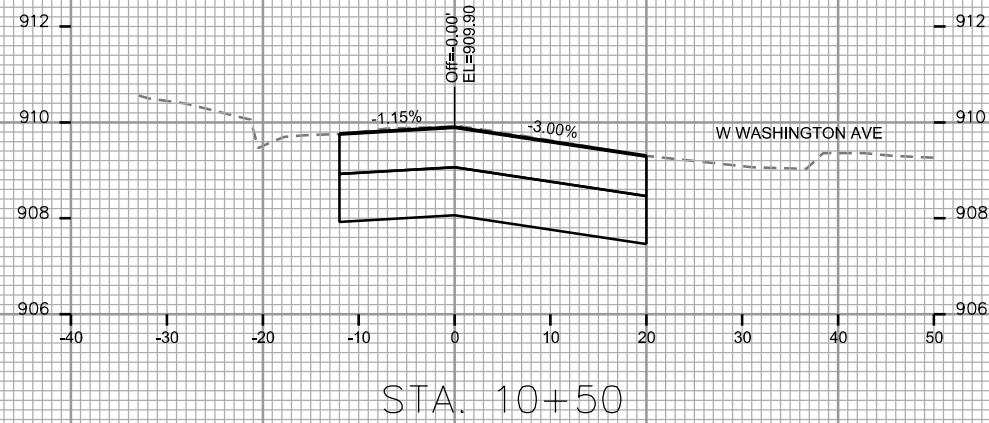
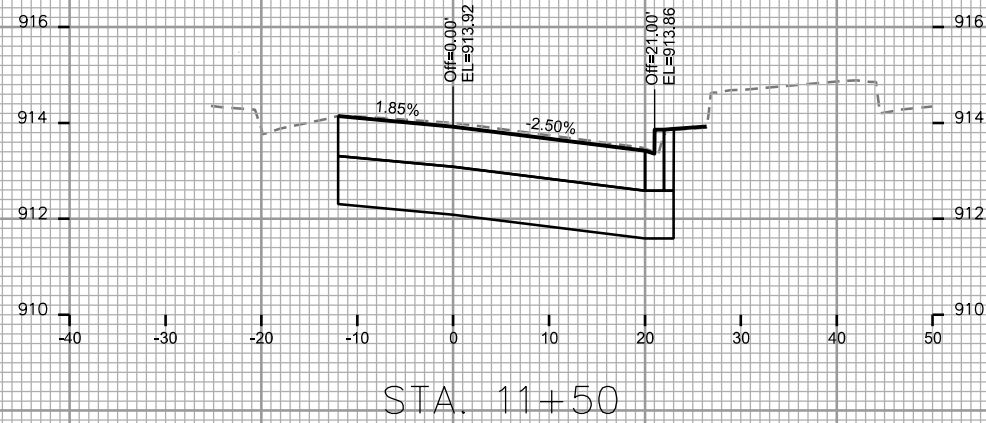
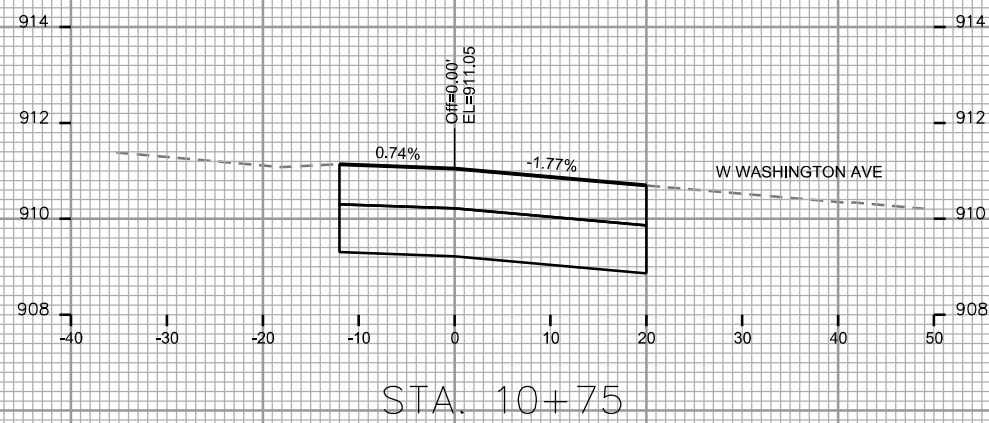
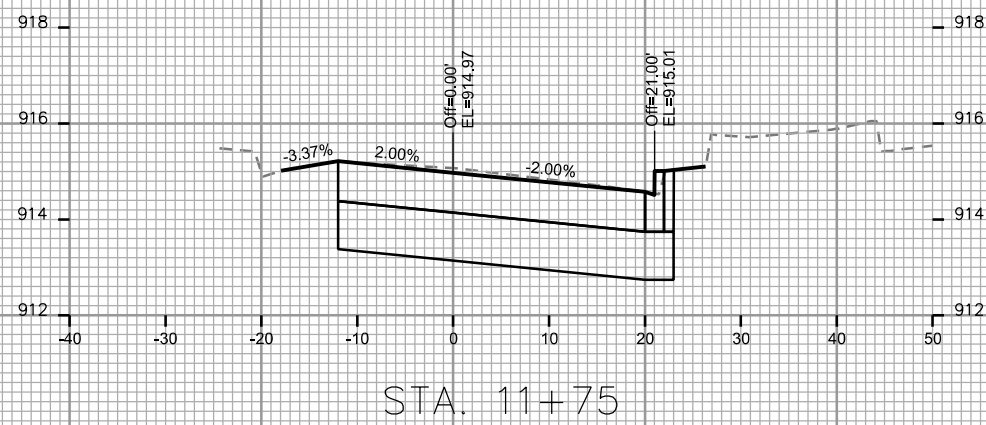
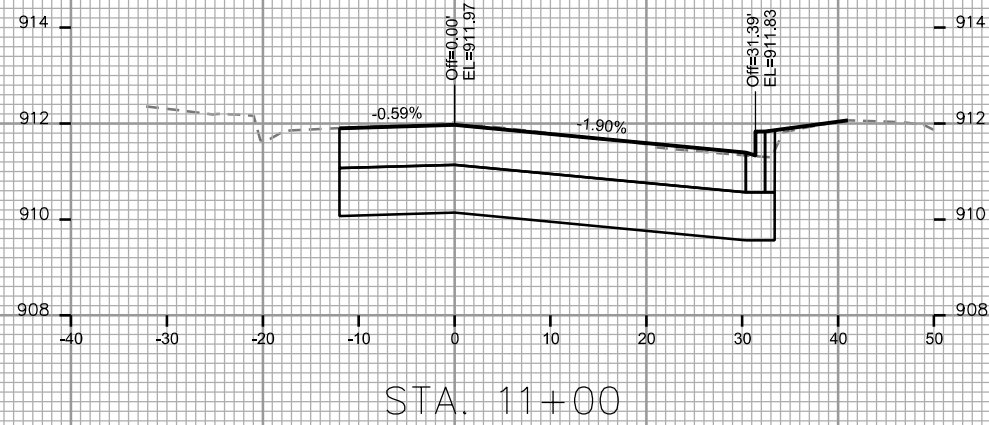
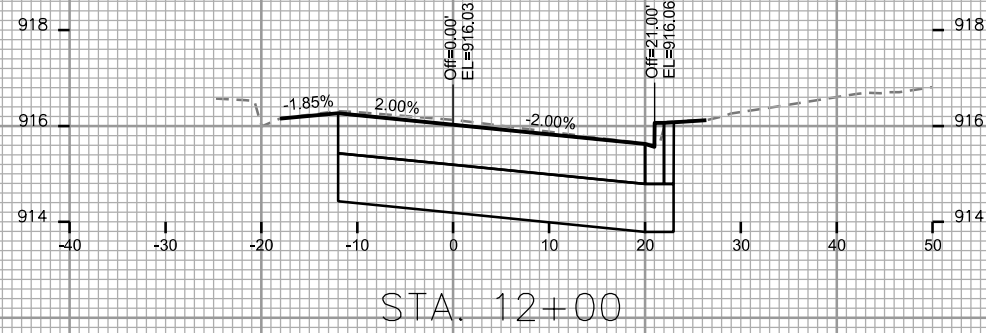
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



CROSS SECTIONS
CAPITOL SQUARE CITY OF MADISON



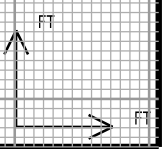
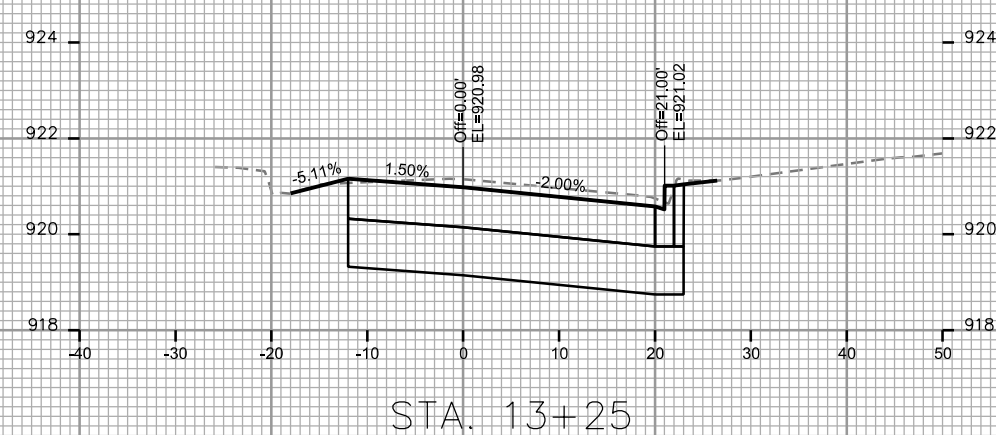
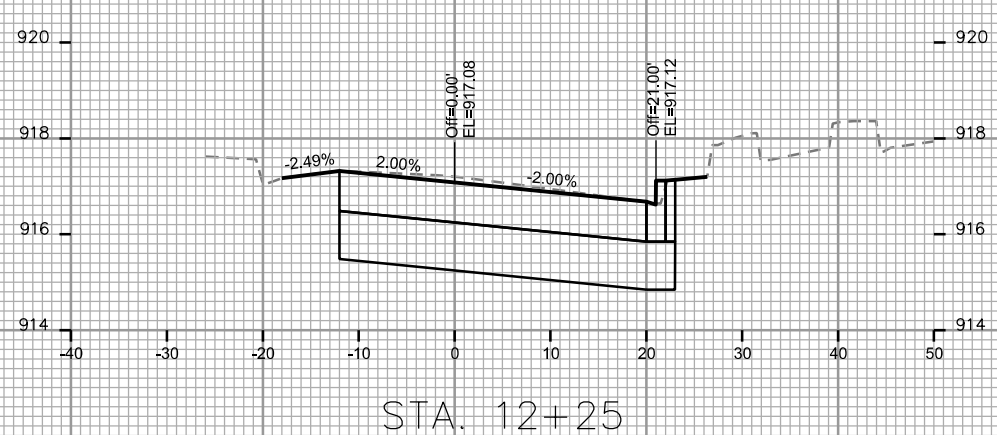
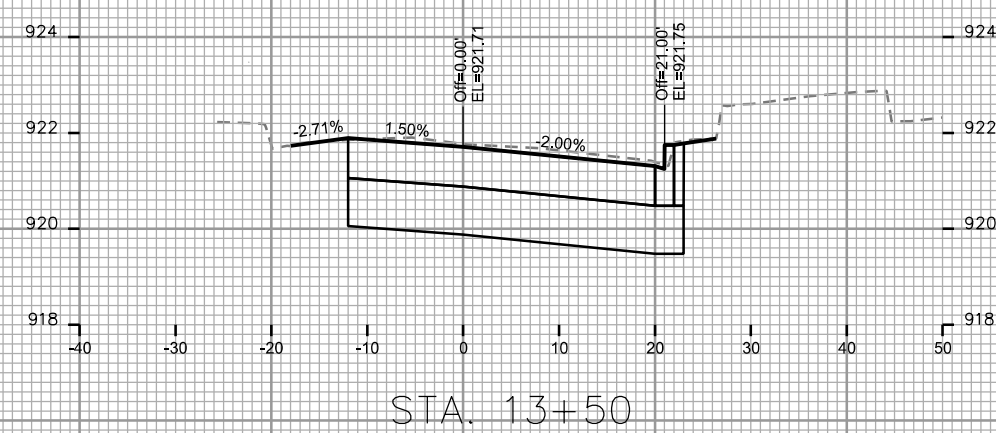
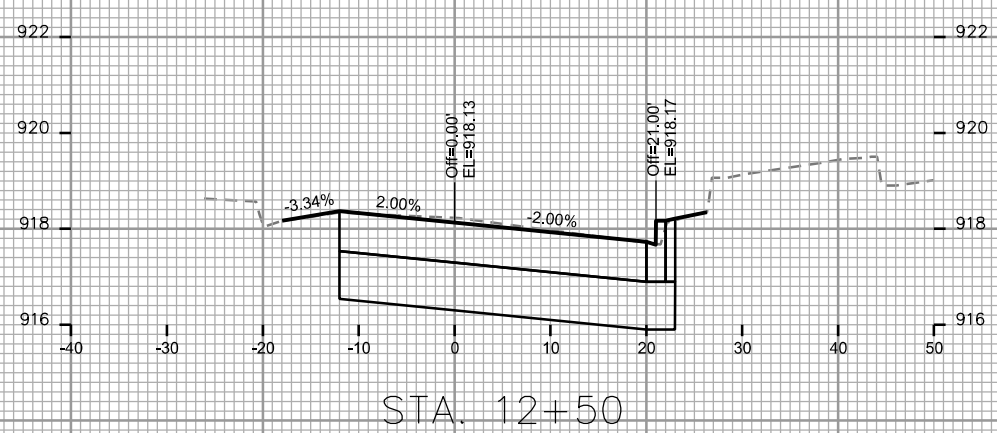
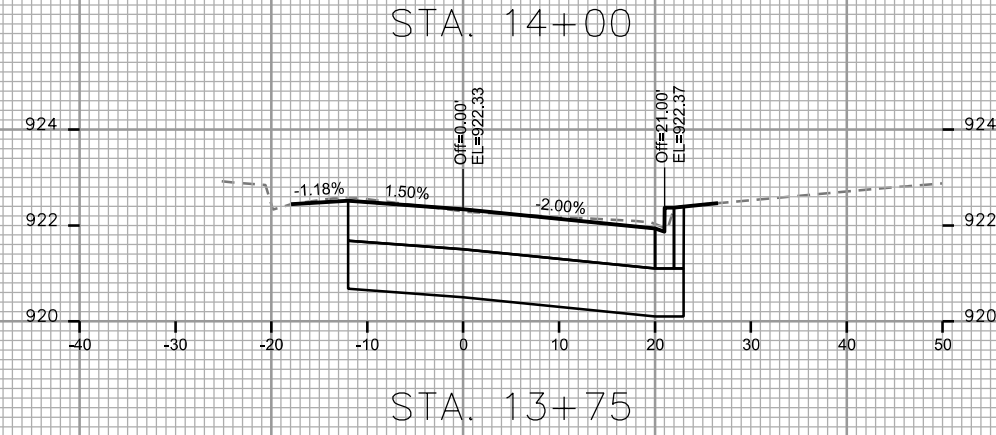
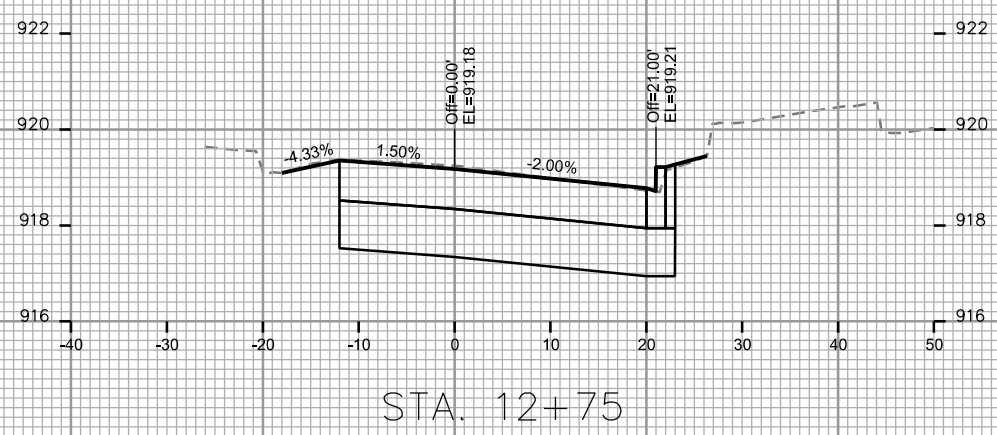
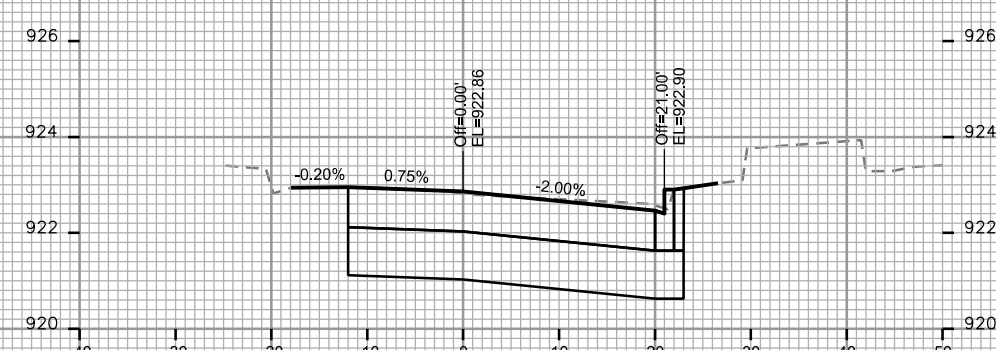
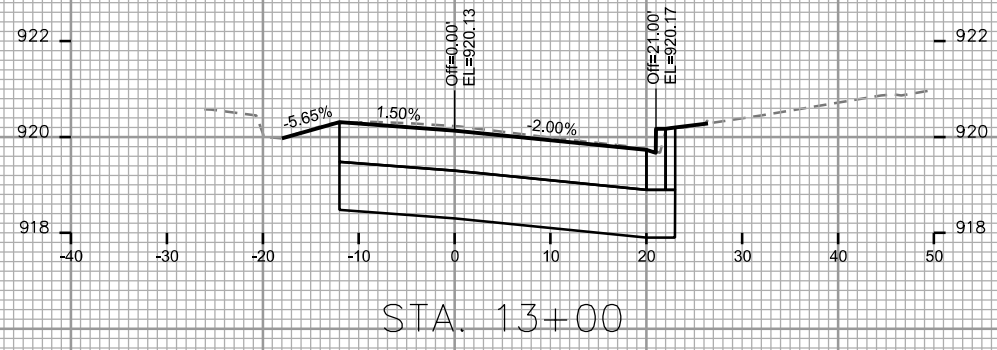
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS
CAPITOL SQUARE CITY OF MADISON



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

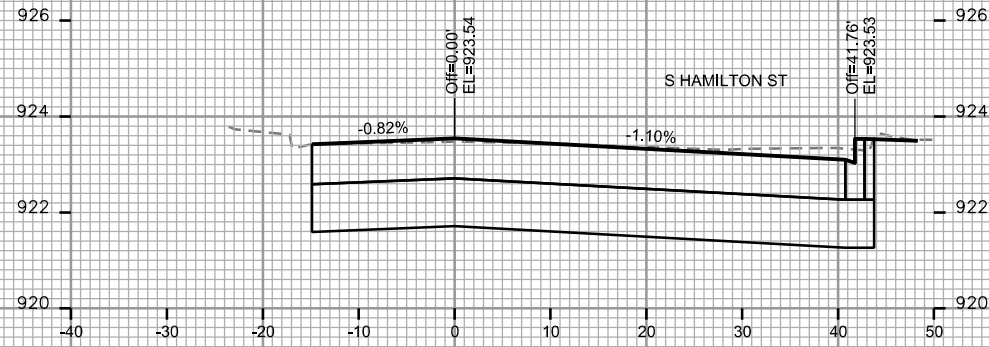
CROSS SECTIONS
CAPITOL SQUARE CITY OF MADISON

PLOT SCALE:

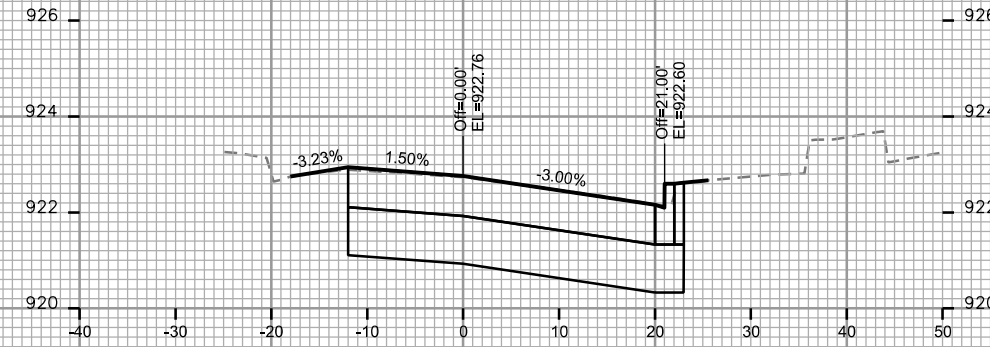
PLOT NAME:

REV. DATE:

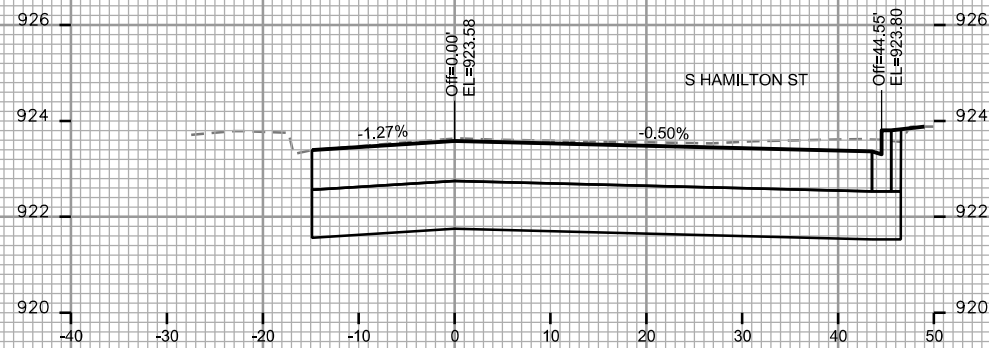
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



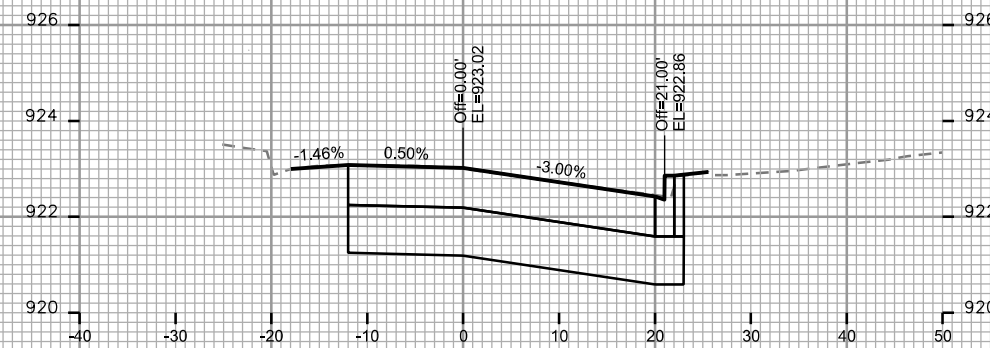
STA. 14+75



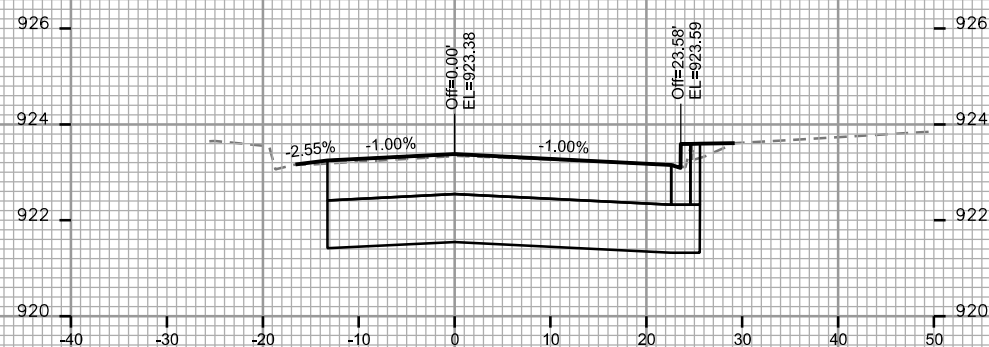
STA. 15+50



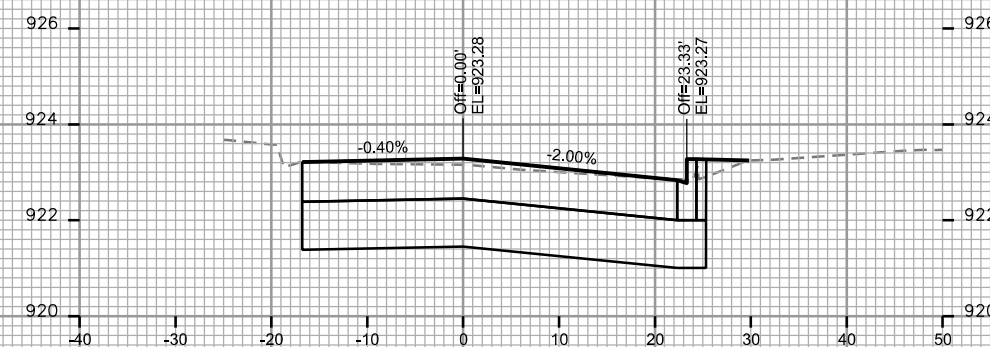
STA. 14+50



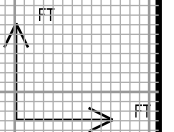
STA. 15+25



STA. 14+25



STA. 15+00



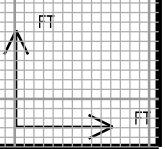
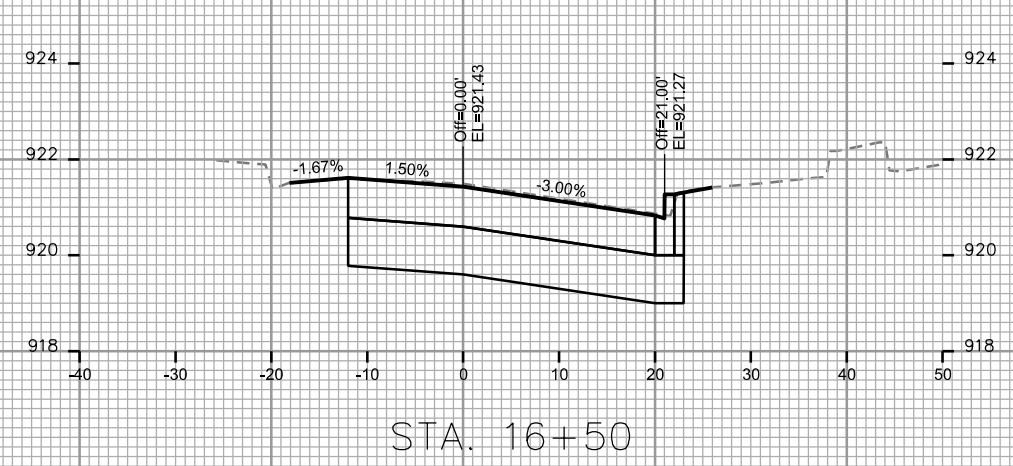
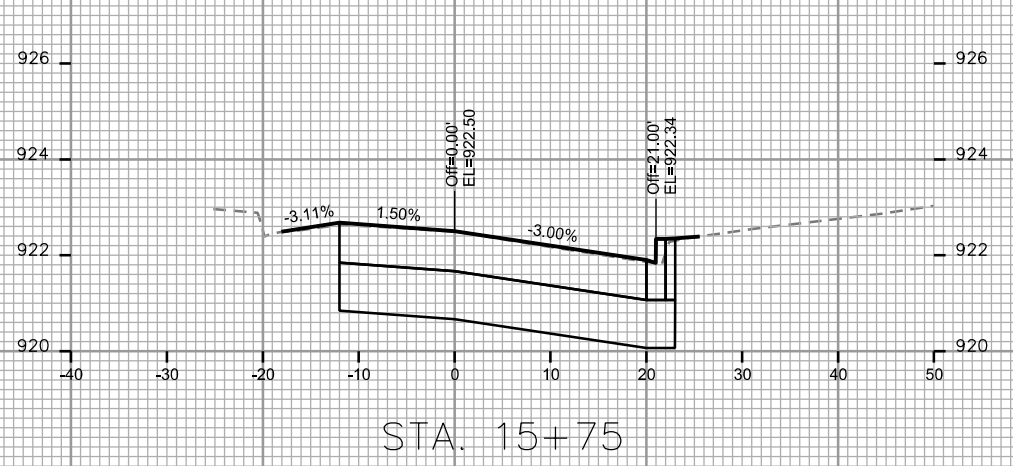
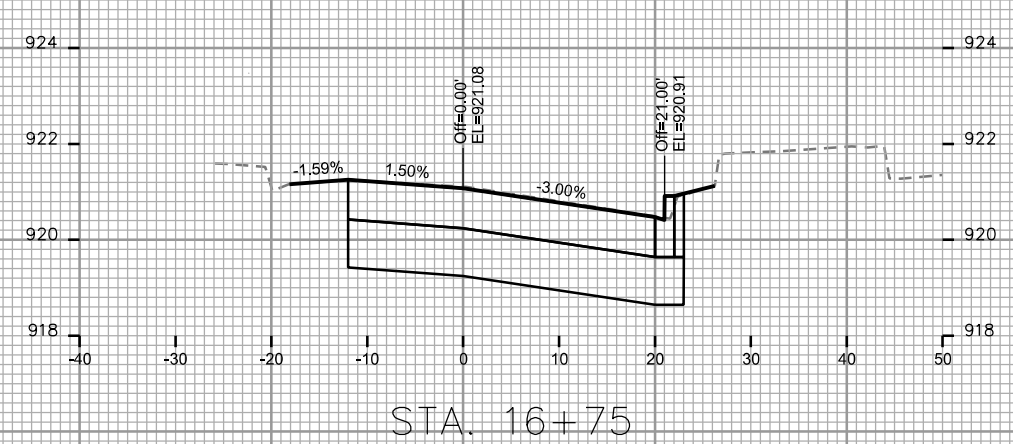
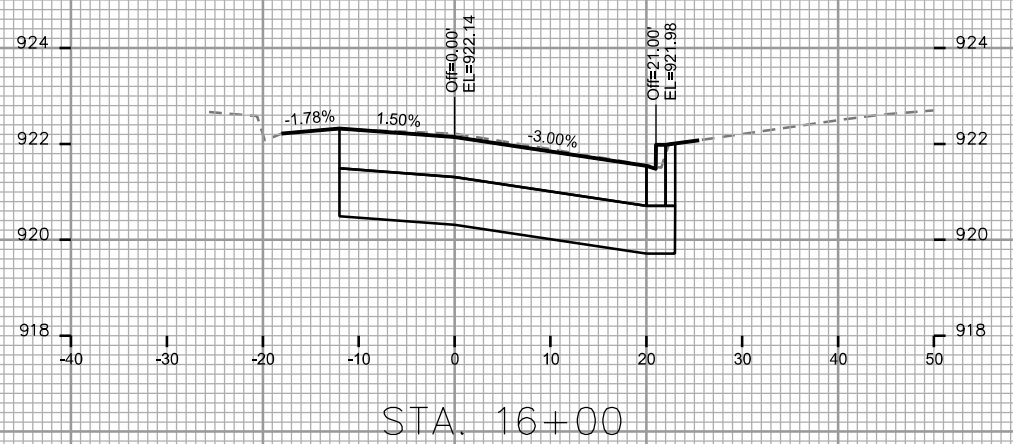
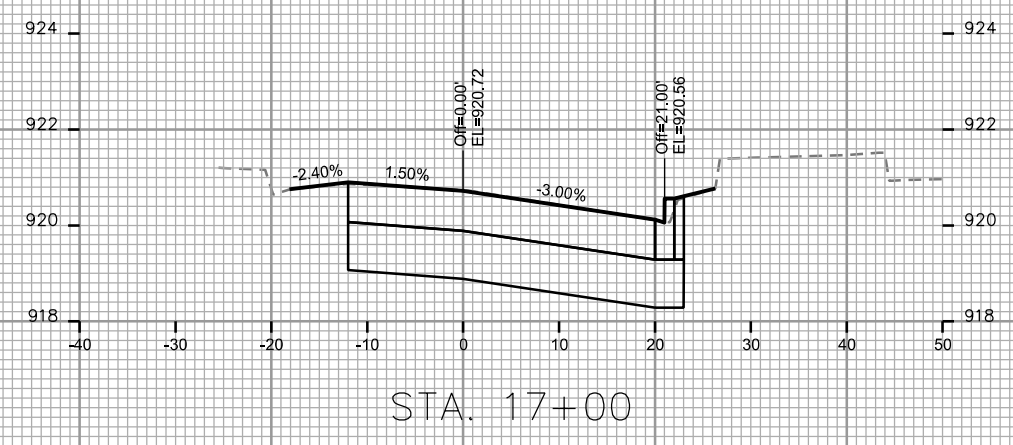
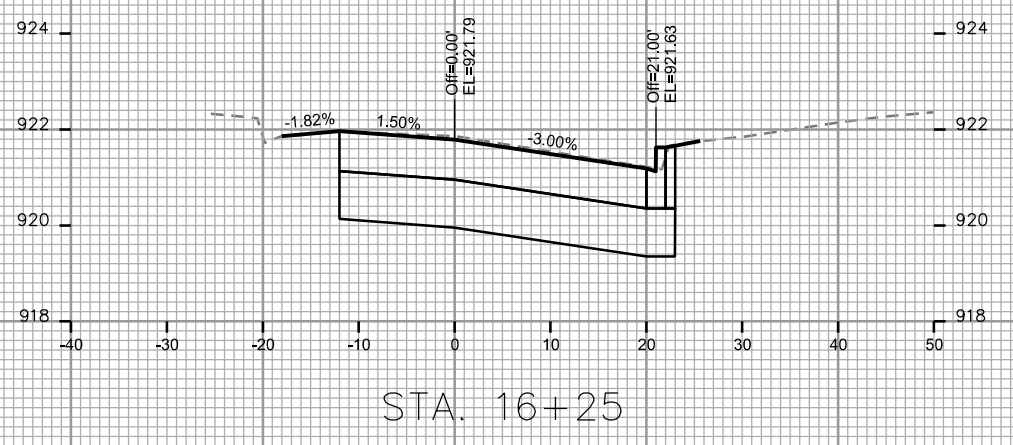
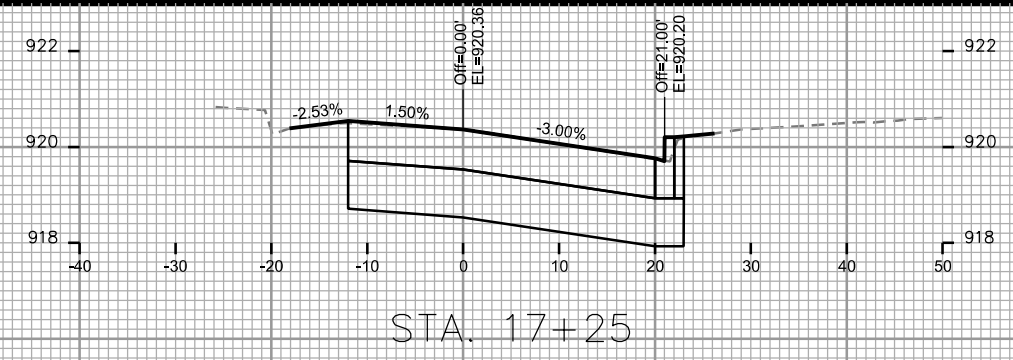
CROSS SECTIONS
CAPITOL SQUARE CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

CAPITOL SQUARE

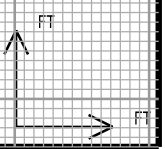
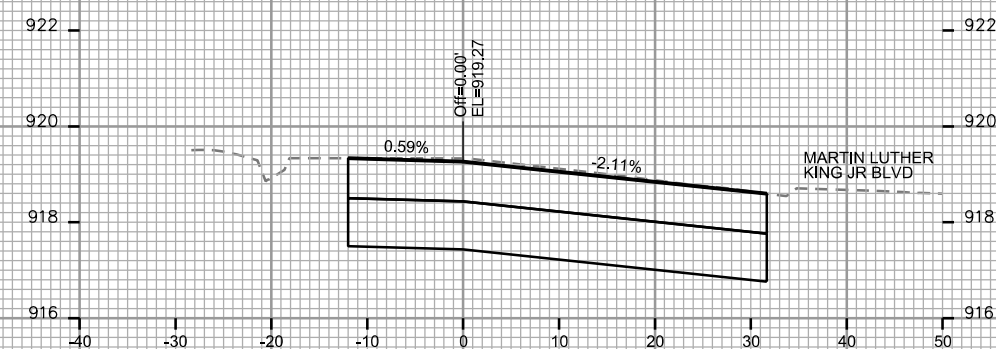
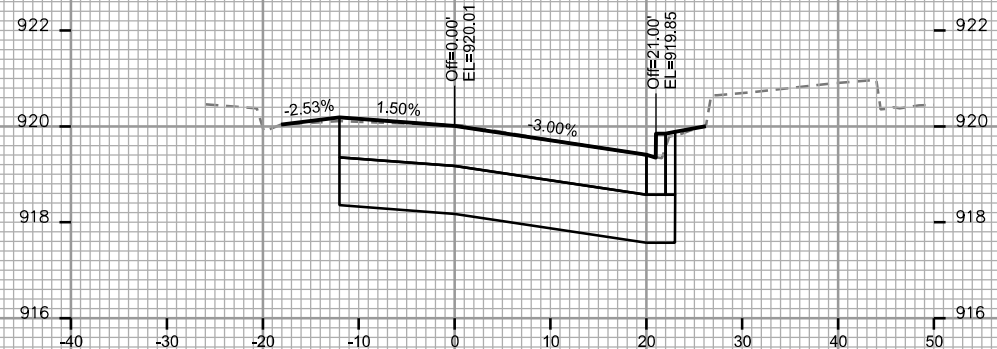
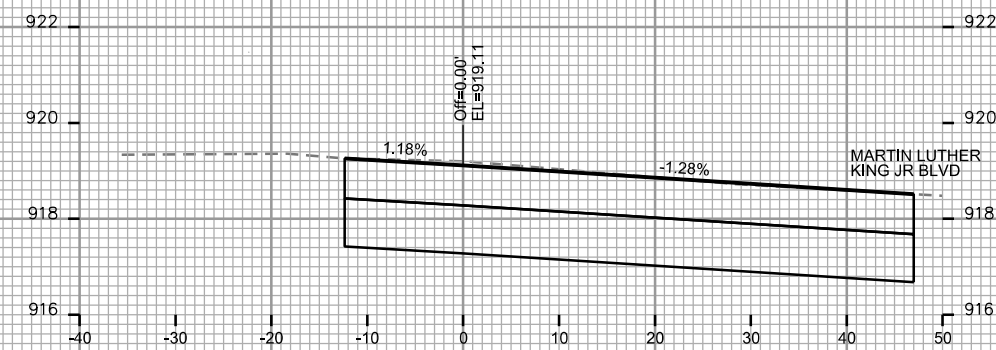
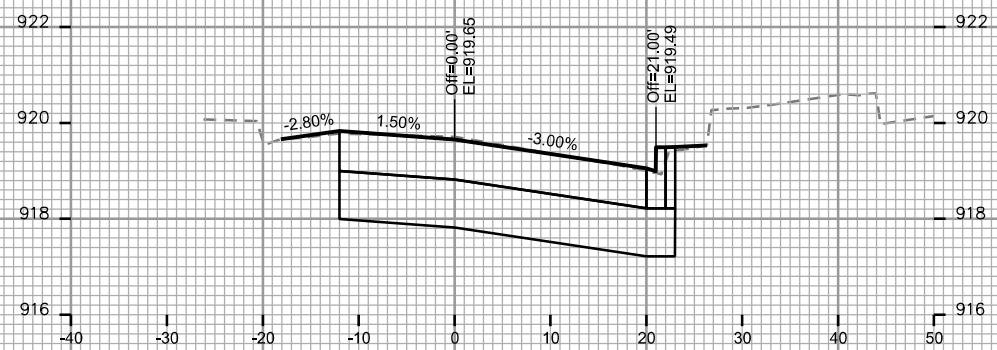
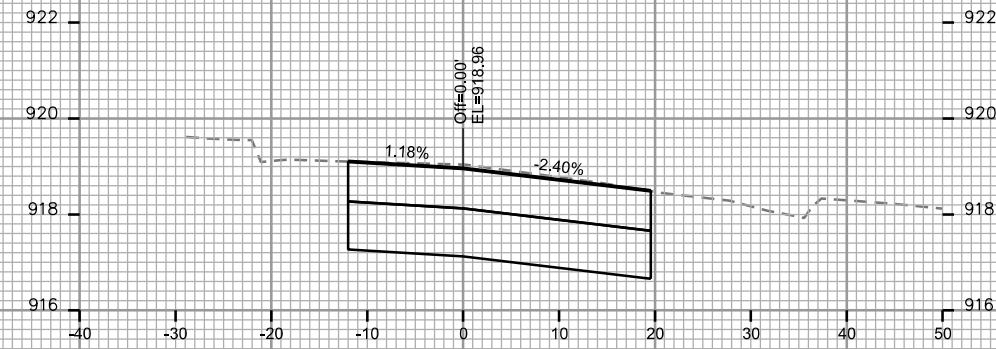
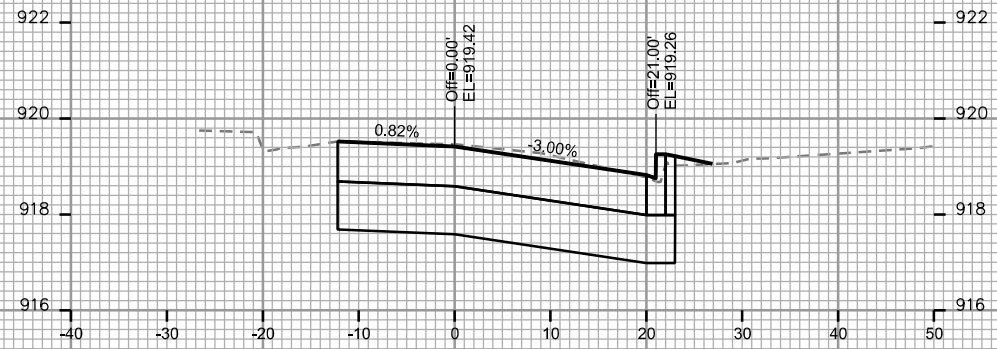
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



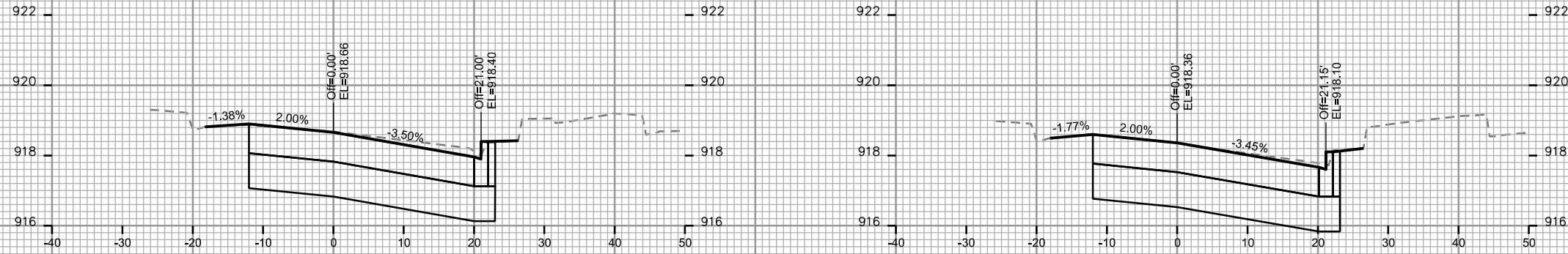
CROSS SECTIONS
CAPITOL SQUARE CITY OF MADISON

PLOT SCALE:

PLOT NAME:

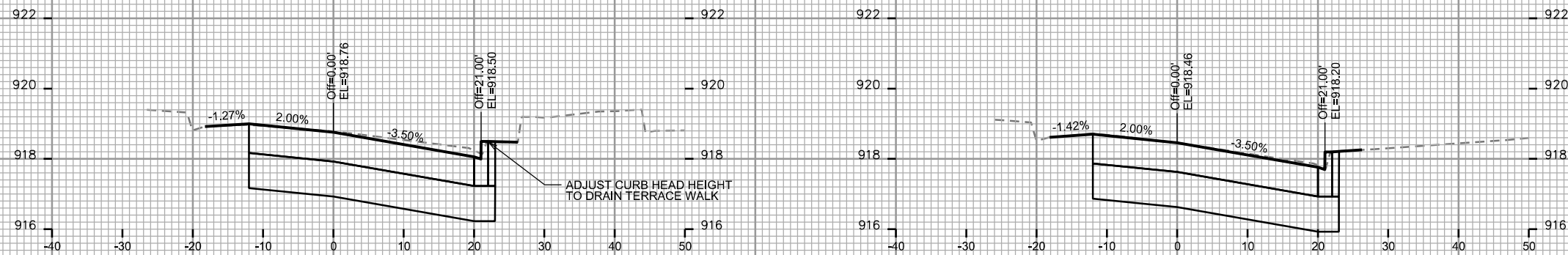
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



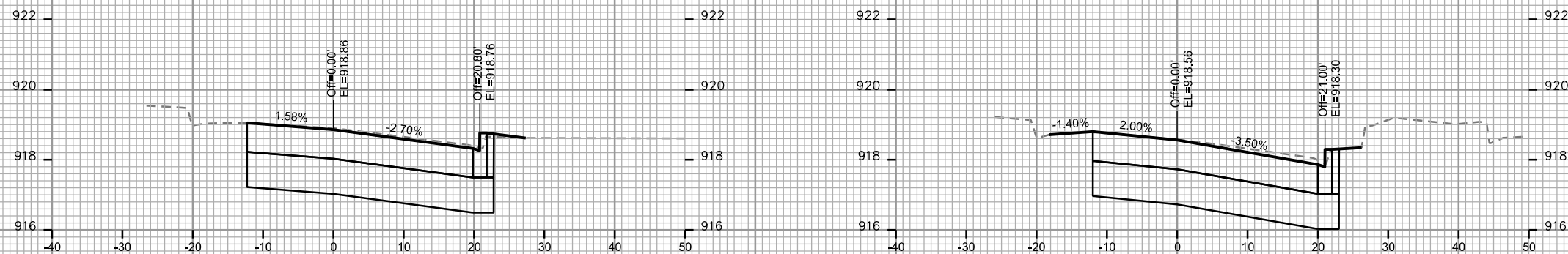
STA. 19+50

STA. 20+25



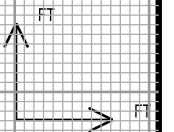
STA. 19+25

STA. 20+00



STA. 19+00

STA. 19+75



CROSS SECTIONS

CAPITOL SQUARE

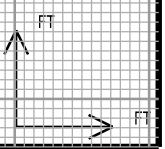
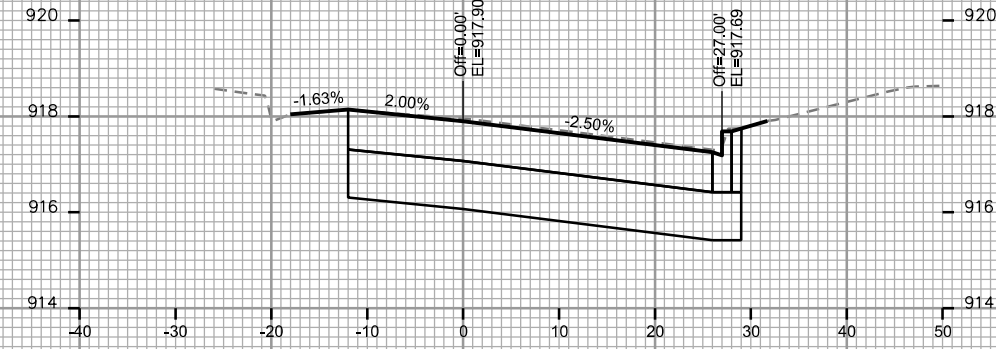
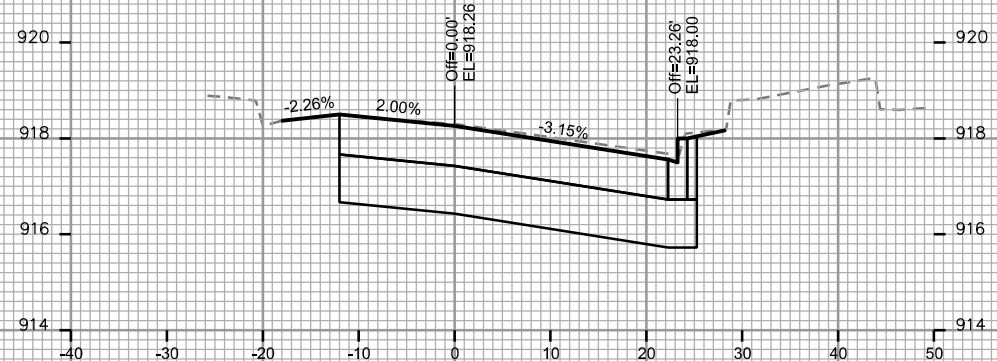
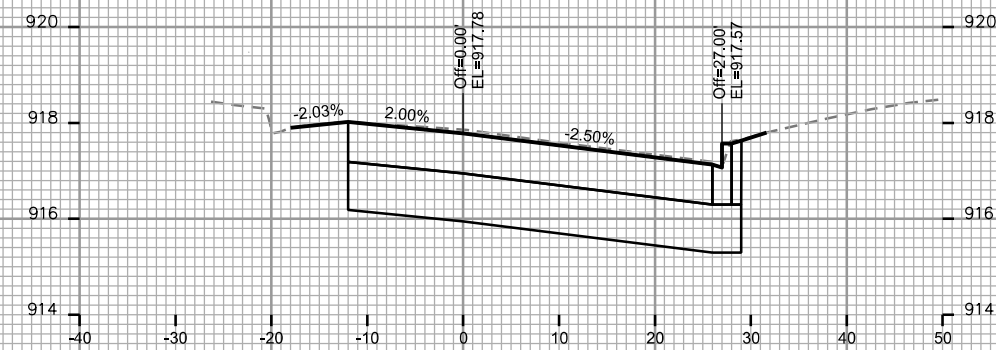
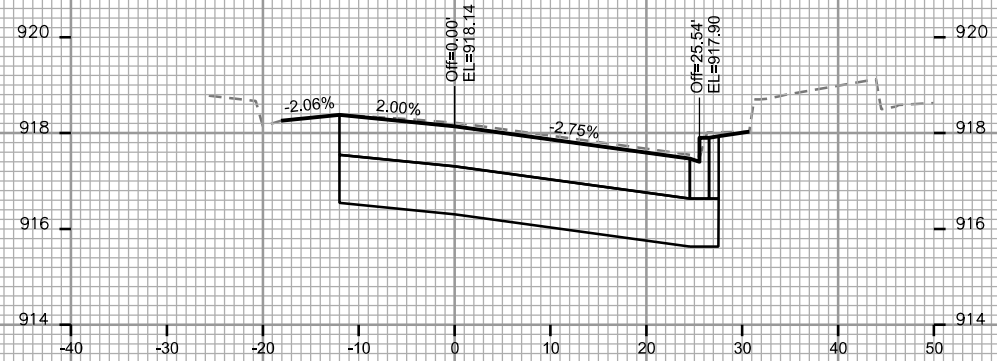
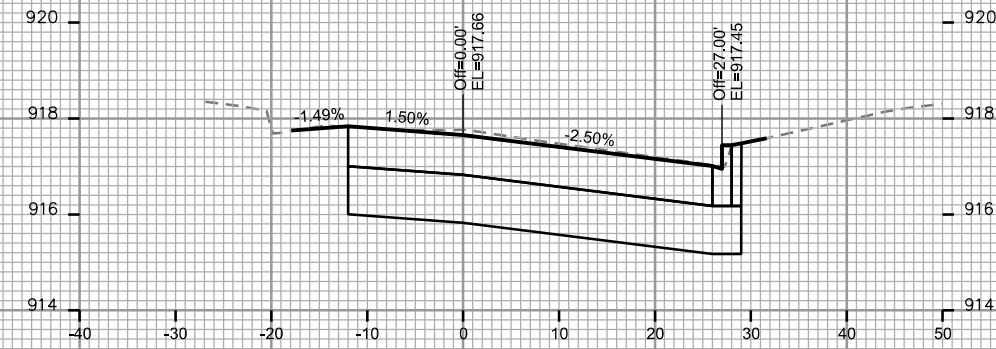
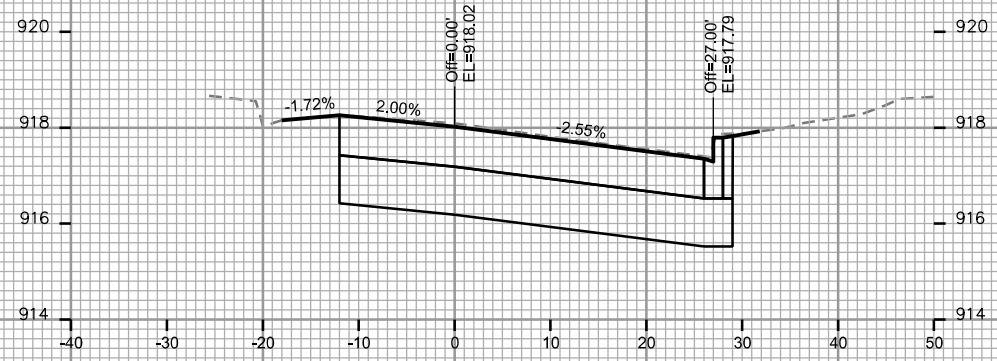
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



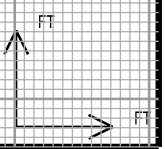
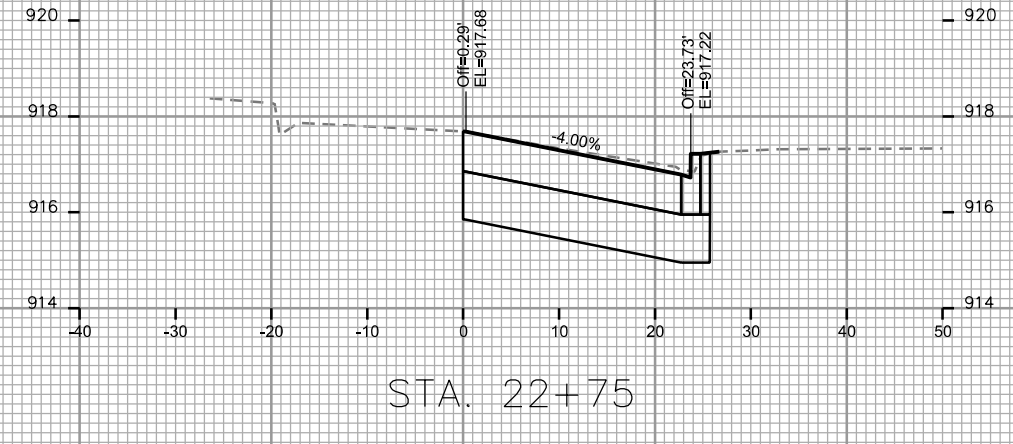
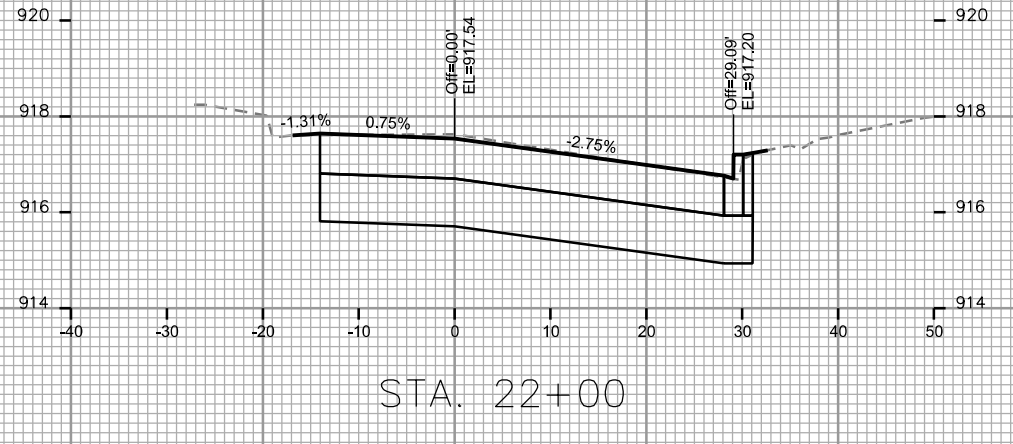
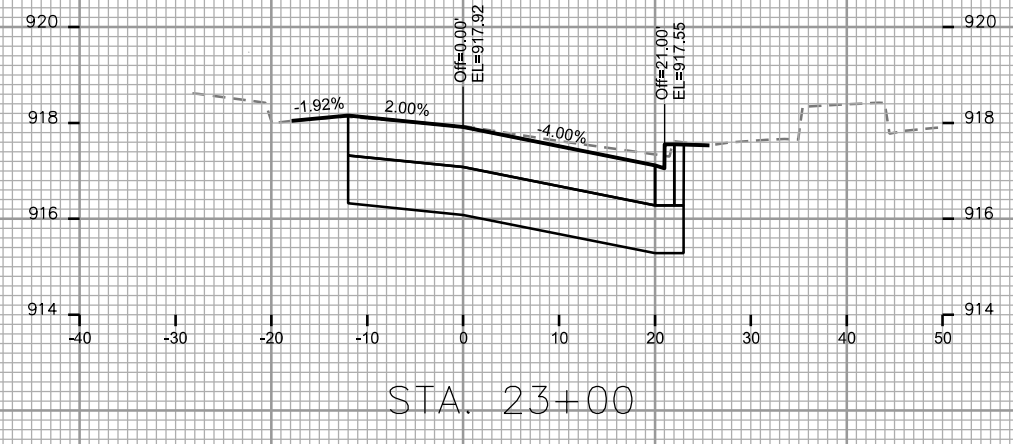
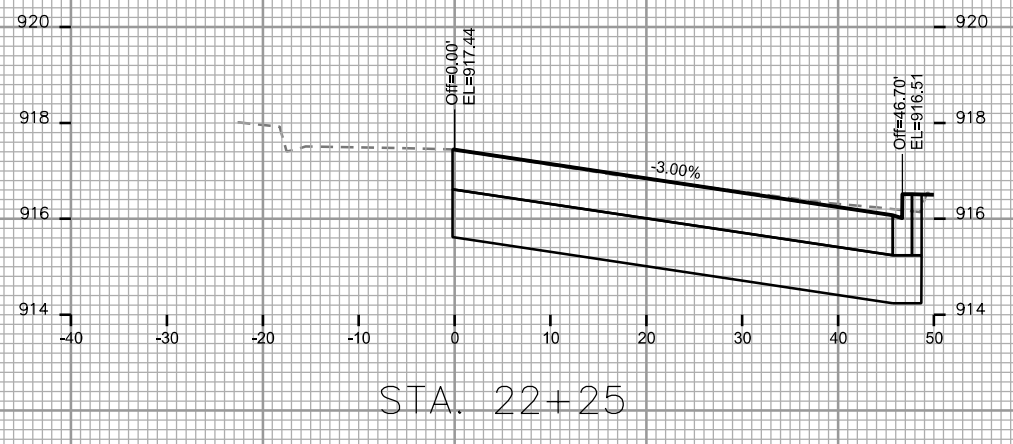
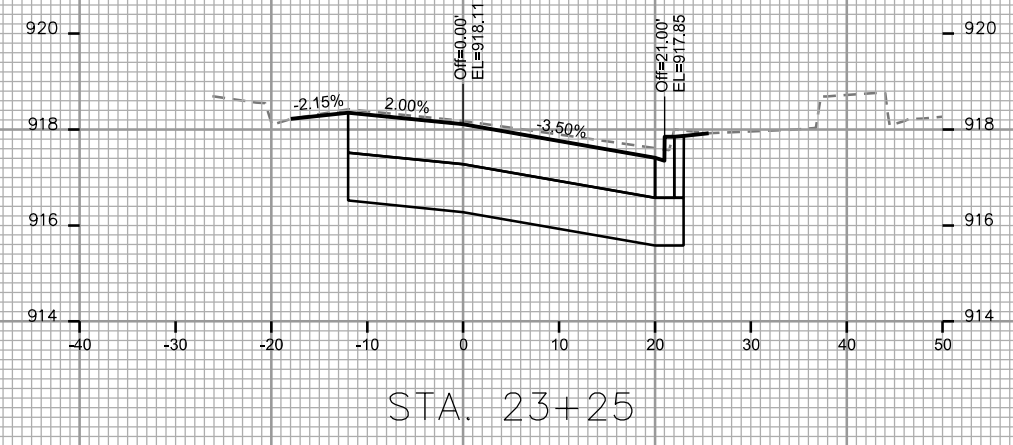
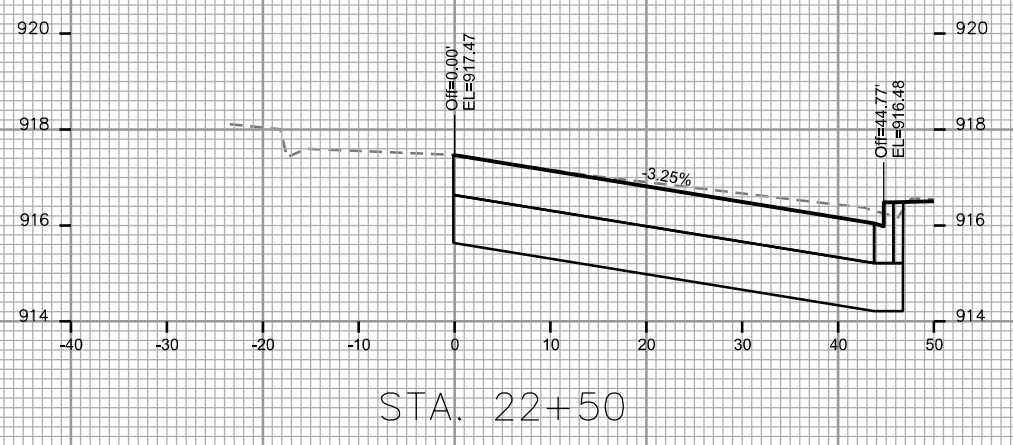
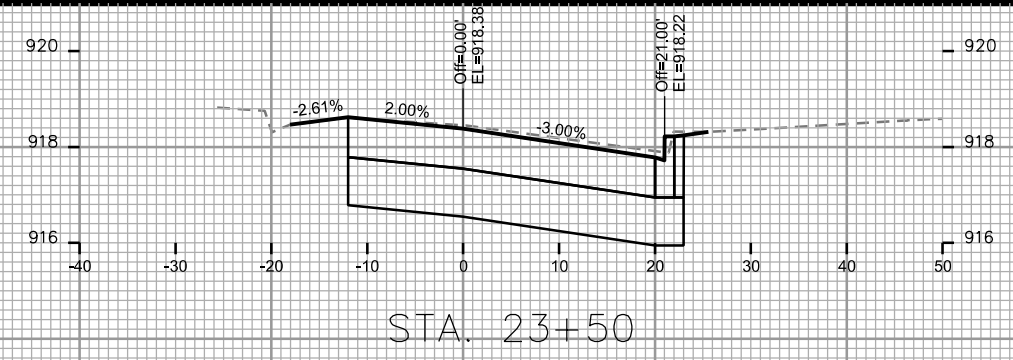
CROSS SECTIONS
CAPITOL SQUARE CITY OF MADISON

PLOT SCALE:

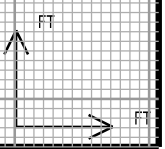
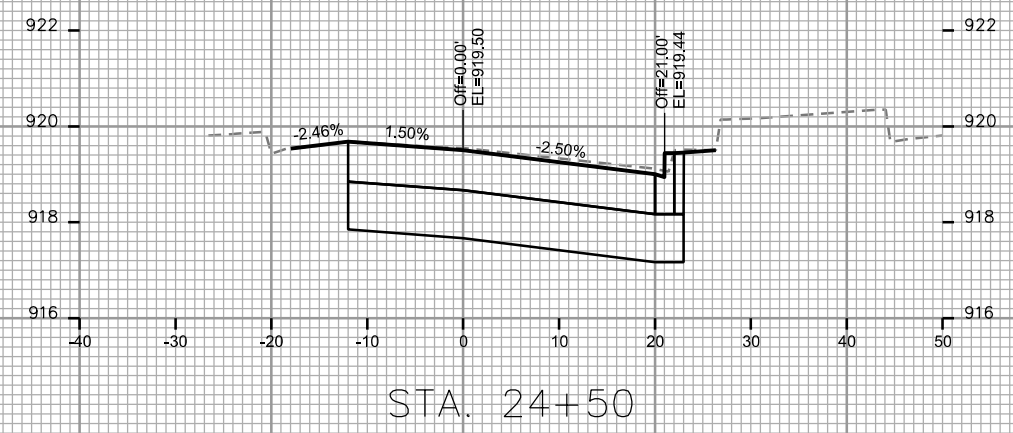
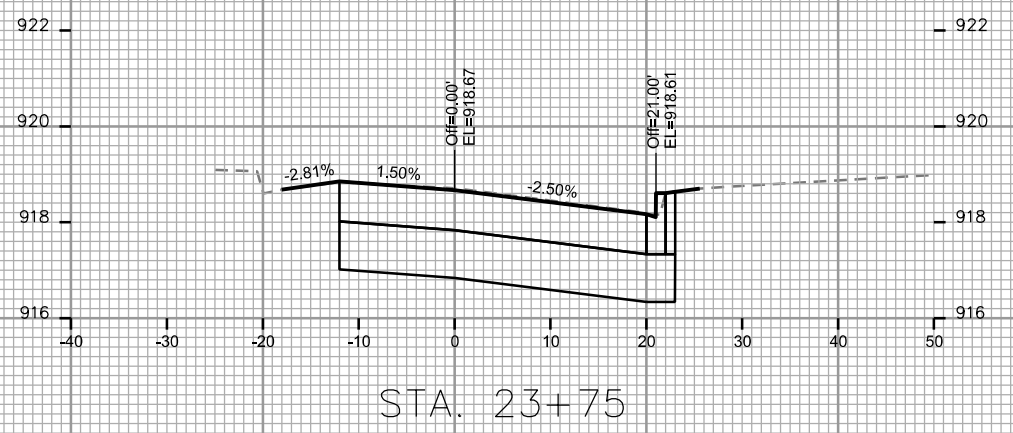
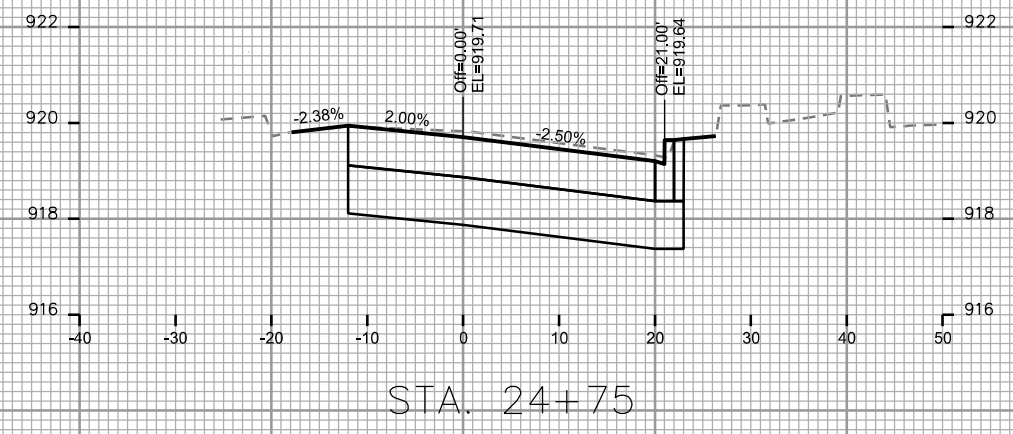
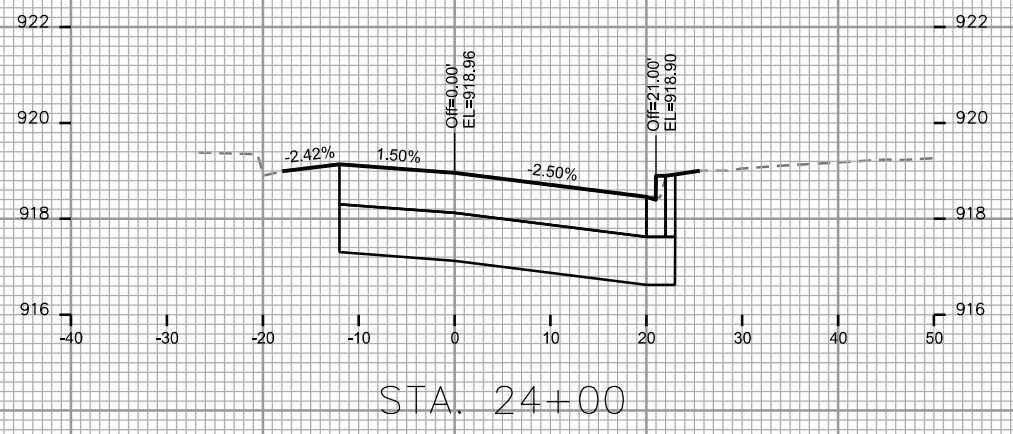
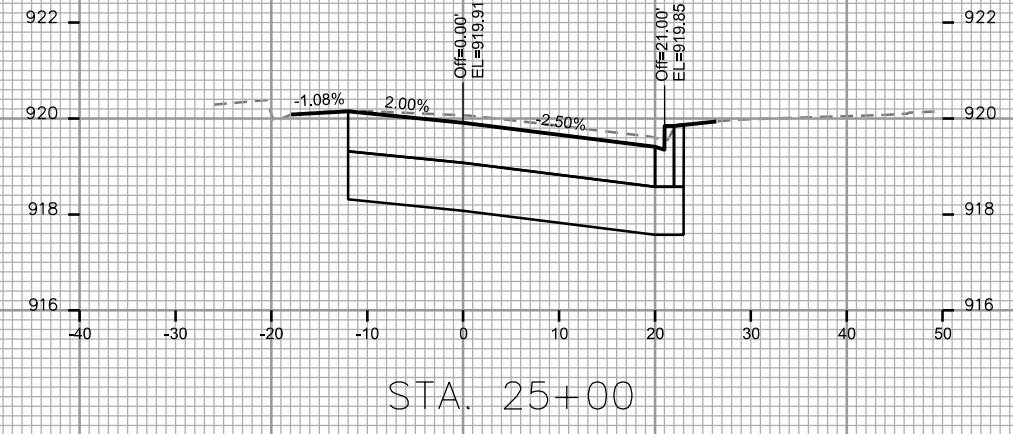
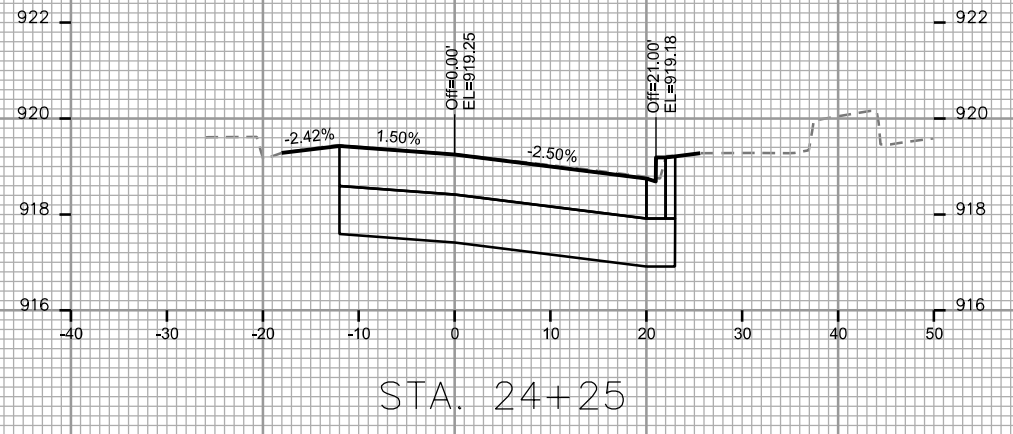
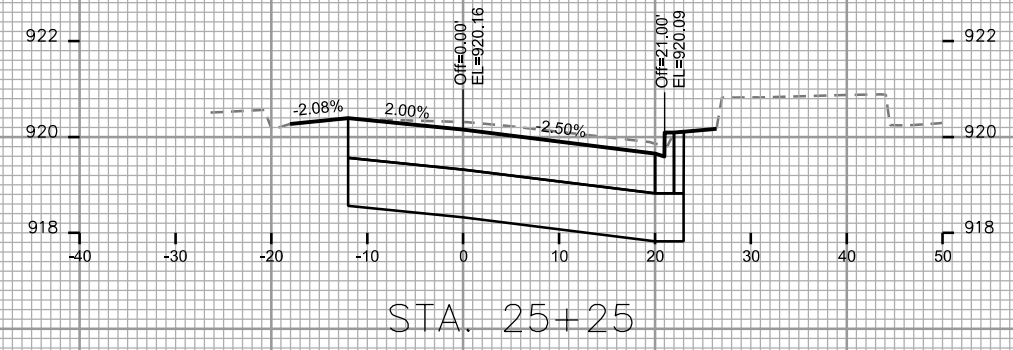
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS
CAPITOL SQUARE CITY OF MADISON



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

CAPITOL SQUARE

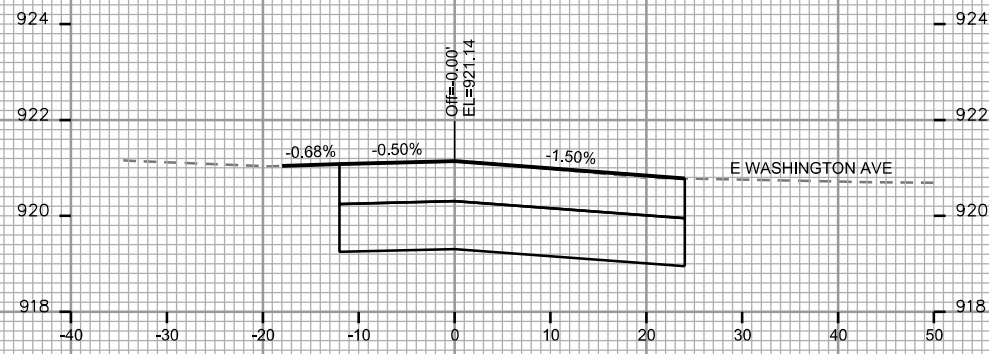
CITY OF MADISON

PLOT SCALE:

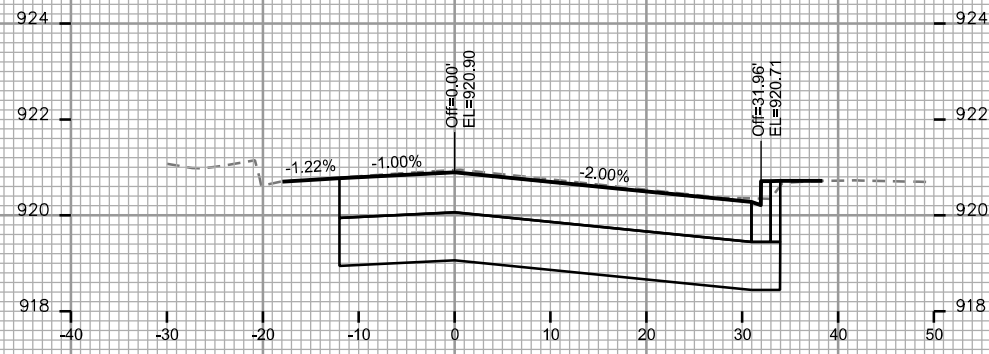
PLOT NAME:

REV. DATE:

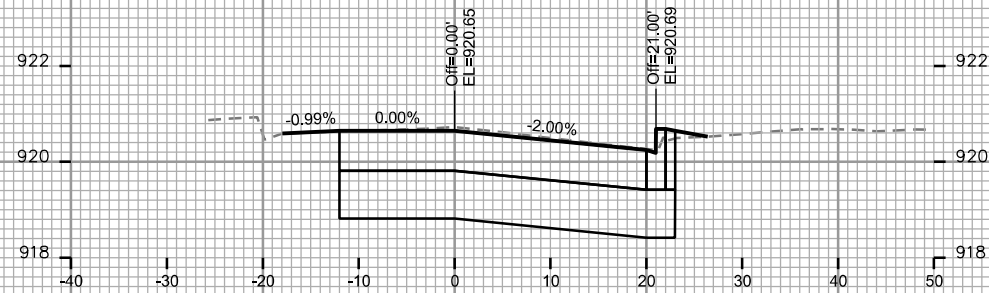
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



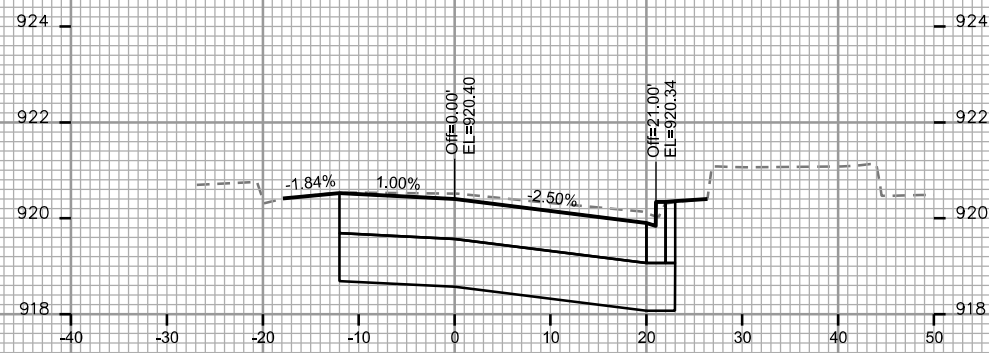
STA. 26+25



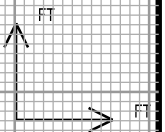
STA. 26+00



STA. 25+75



STA. 25+50



CROSS SECTIONS

S HAMILTON ST

CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

