

Madison, Wisconsin

# CITY OF MADISON

## CITY ENGINEERING DIVISION

### DEPARTMENT OF PUBLIC WORKS

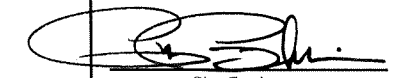
## PLAN OF PROPOSED IMPROVEMENT

PUBLIC IMPROVEMENT PROJECT APPROVED

FEBRUARY 5, 2019

BY THE COMMON COUNCIL  
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN  
APPROVED BY:

 1/25/19  
City Engineer Date

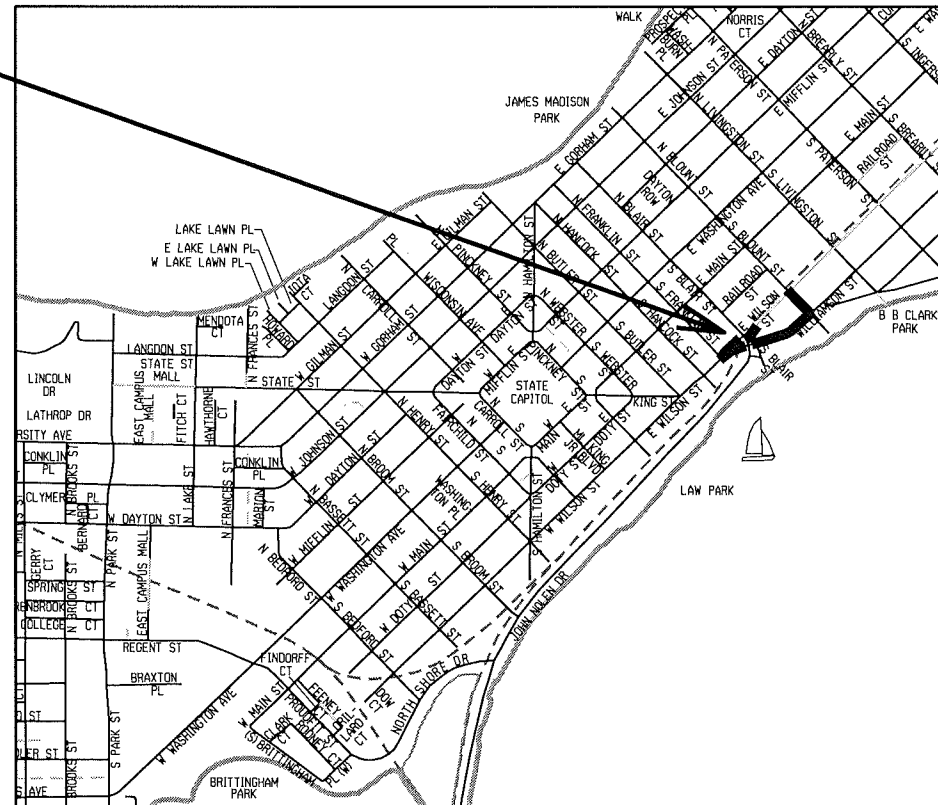
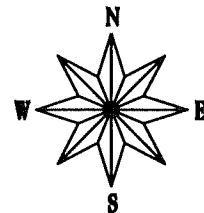
**INDEX OF SHEETS**

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CS-1	CONTAMINATED SOIL DETAIL
EC1-EC5	EROSION CONTROL PLANS
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TC1-TC12	TRAFFIC CONTROL PLANS
X1-X19	CROSS SECTIONS

## WILLIAMSON STREET AND EAST WILSON STREET ASSESSMENT DISTRICT - 2019

CITY PROJECT NO. 11944  
CONTRACT NO. 8296

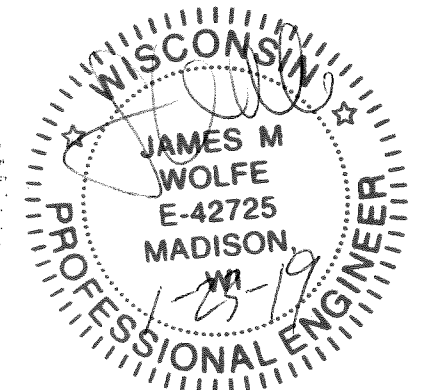
PROJECT  
LOCATION



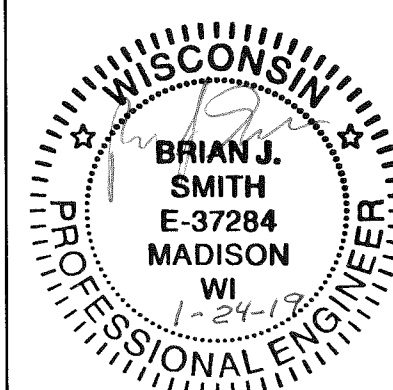
SIGNING & PAVEMENT MARKINGS  
DESIGNED BY:



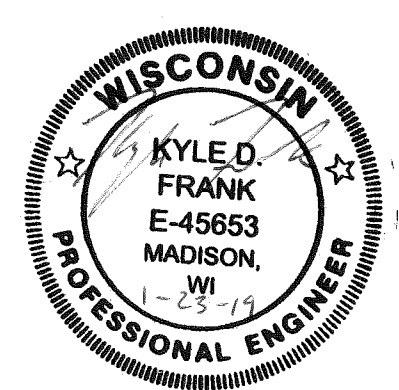
STREET  
DESIGNED BY:



LIGHTING & SIGNALS  
DESIGNED BY:

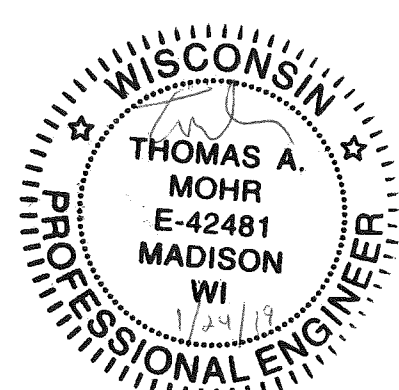


STORM & SANITARY SEWER  
DESIGNED BY:




WATER  
DESIGNED BY:

TRAFFIC CONTROL  
DESIGNED BY:



CONVENTIONAL SIGNS

FIELD VERIFY ALL UTILITY LOCATIONS

GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SAN —
WATER	— W —
OVERHEAD ELECTRIC	— OH —
BURIED ELECTRIC	— E —
LIGHT POLE	

EARTH WORK SUMMARY:  
EXCAVATION CUT (MEASURED PLAN QUANTITY).....7,710 C.Y.  
ESTIMATED UNDISTRIBUTED UNDERCUT.....950 C.Y.  
TOTAL UNCLASSIFIED EXCAVATION CUT.....8,660 C.Y.

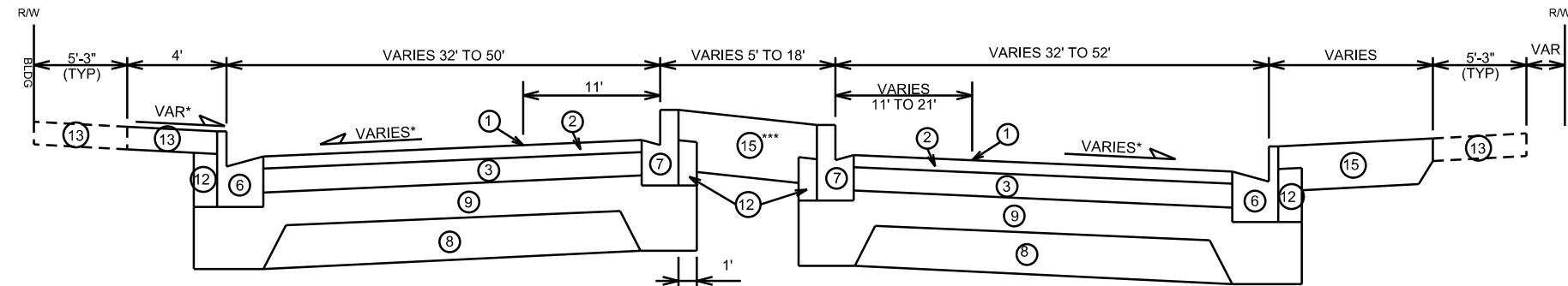
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

DETAILS  
TYPICAL SECTIONS CITY OF MADISON



TYPICAL FINISHED SECTION  
E. WILSON ST. (WESTBOUND)  
STA 50+75 TO STA 54+20  
(EXCEPT WHERE NOTED BELOW)

TYPICAL FINISHED SECTION  
E. WILSON ST. (EASTBOUND)  
STA 10+75 TO STA 13+50

- ① POINT REFERRED TO ON PROFILE
- ② 2" HMA PAVEMENT 4 MT 58-28 S
- ③ 4.5" HMA PAVEMENT 3 MT 58-28 S
- ④ 2.5" HMA PAVEMENT 3 MT 58-28 S
- ⑤ 3" HMA PAVEMENT 4 LT 58-28 S
- ⑥ TYPE 'A' CONCRETE CURB & GUTTER
- ⑦ TYPE 'H' CONCRETE CURB & GUTTER
- ⑧ 8" GRAD. 1 CRUSHED AGG. BASE COURSE
- ⑨ 8" GRAD. 2 CRUSHED AGG. BASE COURSE
- ⑩ 6" GRAD. 1 CRUSHED AGG. BASE COURSE
- ⑪ 6" GRAD. 2 CRUSHED AGG. BASE COURSE
- ⑫ FILL, INCIDENTAL
- ⑬ 5" CONCRETE SIDEWALK, INSTALL OR REPLACE AS INDICATED ON PLAN
- ⑭ 7" CONCRETE SIDEWALK
- ⑮ 12" TOPSOIL, SEED & EROSION MAT\*\*
- ⑯ 7" C1 CONCRETE SIDEWALK

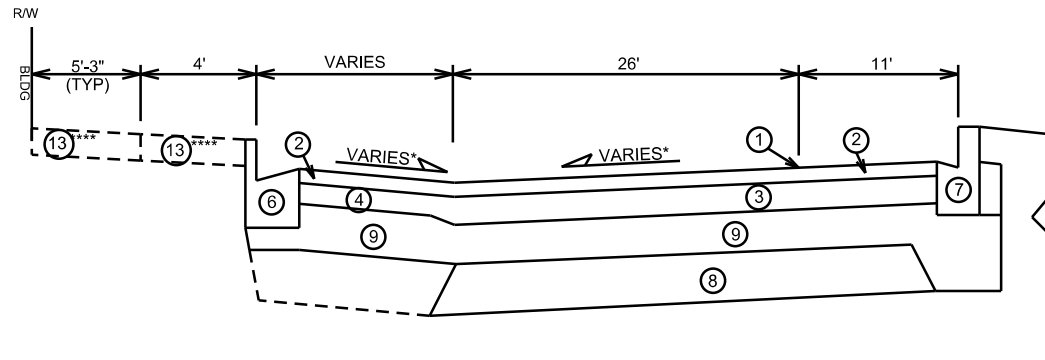
TYPICAL SECTIONS NOT TO SCALE

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

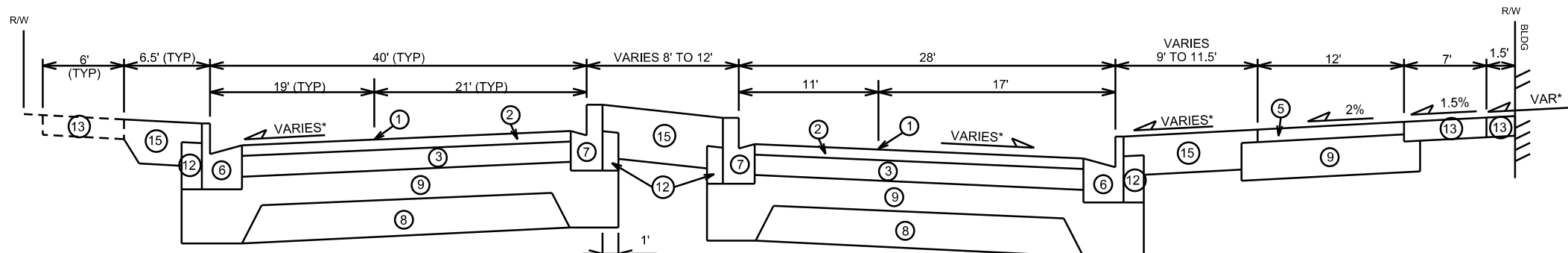
\*\* PLACE FULL DEPTH OF TOPSOIL A MINIMUM OF 1 FT. FROM BACK OF CURB OR SIDEWALK. PLACE 6" OF TOPSOIL WITHIN 1 FT. OF CURB OR SIDEWALK

\*\*\* MATCH EXISTING MEDIAN WHERE POSSIBLE. RESTORE DISTURBED AREAS AS INDICATED.

\*\*\*\* REMOVE & REPLACE CONCRETE SIDEWALK ONLY AS NECESSARY FOR LATERALS.

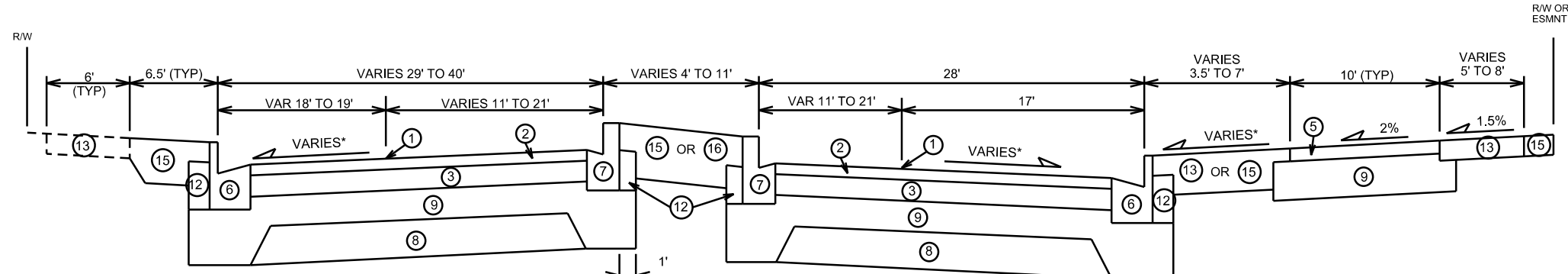


TYPICAL FINISHED SECTION  
E. WILSON ST. (WESTBOUND)  
STA 52+85 TO STA 53+60



TYPICAL FINISHED SECTION  
WILLIAMSON ST. (WESTBOUND)  
STA 55+00 TO STA 58+75

TYPICAL FINISHED SECTION  
WILLIAMSON ST. (EASTBOUND)  
STA 14+85 TO STA 19+00



TYPICAL FINISHED SECTION  
WILLIAMSON ST. (WESTBOUND)  
STA 58+75 TO STA 62+50

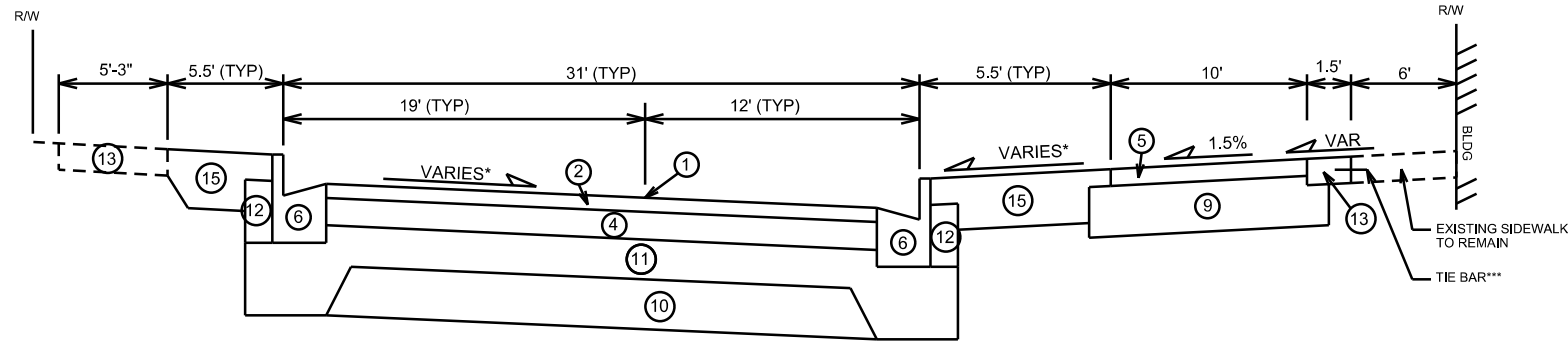
TYPICAL FINISHED SECTION  
WILLIAMSON ST. (EASTBOUND)  
STA 19+00 TO STA 22+50

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

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

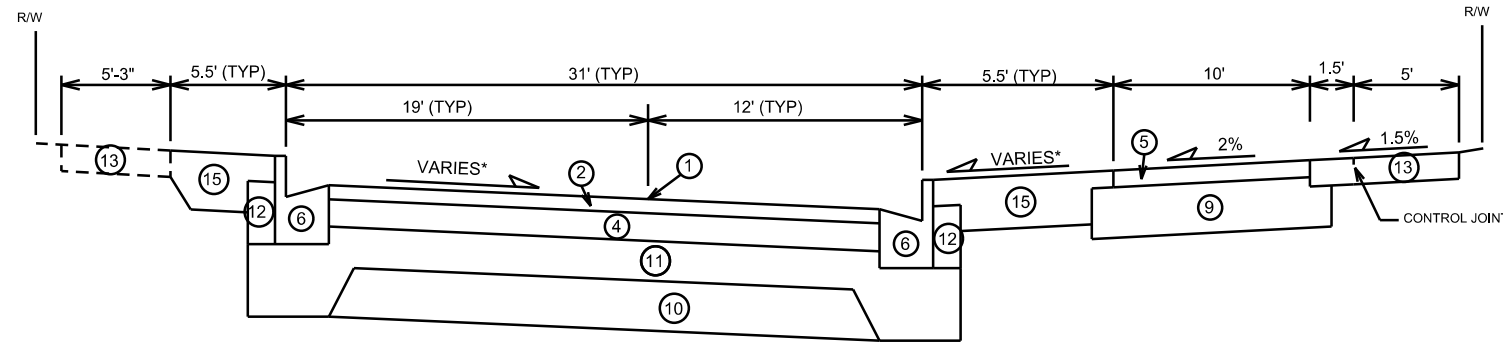
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



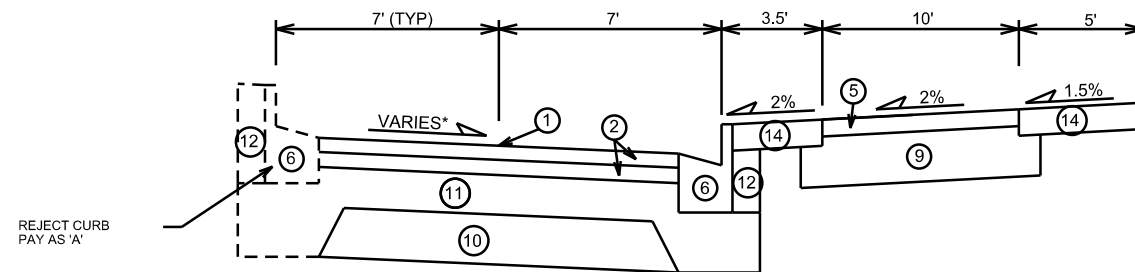
**TYPICAL FINISHED SECTION**

S. BLOUNT ST.  
STA 101+50 TO STA 102+85



**TYPICAL FINISHED SECTION**

S. BLOUNT ST.  
STA 102+85 TO STA 104+60



**TYPICAL FINISHED SECTION**

E. WILSON ST (ONE-WAY)  
STA 201+25 TO STA 202+20

- ① POINT REFERRED TO ON PROFILE
- ② 2" HMA PAVEMENT 4 MT 58-28 S
- ③ 4.5" HMA PAVEMENT 3 MT 58-28 S
- ④ 2.5" HMA PAVEMENT 3 MT 58-28 S
- ⑤ 3" HMA PAVEMENT 4 LT 58-28 S
- ⑥ TYPE 'A' CONCRETE CURB & GUTTER
- ⑦ TYPE 'H' CONCRETE CURB & GUTTER
- ⑧ 8" GRAD. 1 CRUSHED AGG. BASE COURSE
- ⑨ 8" GRAD. 2 CRUSHED AGG. BASE COURSE
- ⑩ 6" GRAD. 1 CRUSHED AGG. BASE COURSE
- ⑪ 6" GRAD. 2 CRUSHED AGG. BASE COURSE
- ⑫ FILL, INCIDENTAL
- ⑬ 5" CONCRETE SIDEWALK, INSTALL OR REPLACE AS INDICATED ON PLAN
- ⑭ 7" CONCRETE SIDEWALK
- ⑮ 12" TOPSOIL, SEED & EROSION MAT\*\*
- ⑯ 7" C1 CONCRETE SIDEWALK

TYPICAL SECTIONS NOT TO SCALE

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

\*\* PLACE FULL DEPTH OF TOPSOIL A MINIMUM OF 1 FT. FROM BACK OF CURB OR SIDEWALK. PLACE 6" OF TOPSOIL WITHIN 1 FT. OF CURB OR SIDEWALK




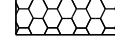
\*\*\* TIE CONCRETE BUFFER TO EXISTING SIDEWALK WITH 18" #4 TIE BARS AT 3' O.C. ALL BARS SHALL BE EPOXY COATED AND ARE INCLUDED WITH THE CONCRETE SIDEWALK BID ITEMS.

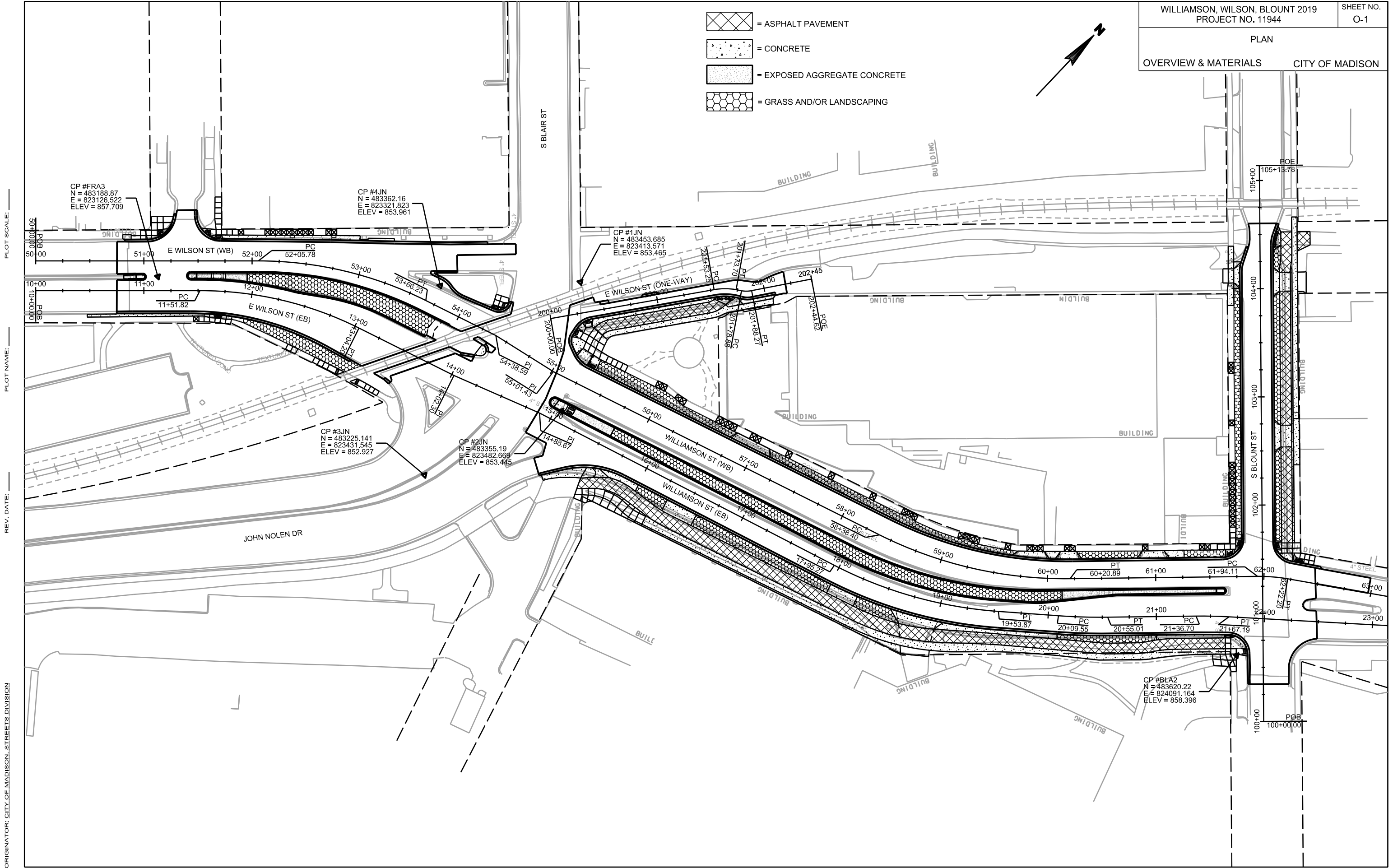
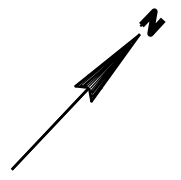
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

-  = ASPHALT PAVEMENT
-  = CONCRETE
-  = EXPOSED AGGREGATE CONCRETE
-  = GRASS AND/OR LANDSCAPING



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLAN  
POTENTIAL  
CONTAMINATED SOIL  
CITY OF MADISON

0709-134-1902-8  
GATEWAY ASSOCIATES  
600 Williamson St

NOTE: THERE IS POTENTIAL FOR PETROLEUM CONTAMINATED SOILS AROUND THE APPROXIMATE LOCATIONS OF UNDERGROUND STORAGE TANKS. CONTRACTOR SHALL TAKE CARE WHILE EXCAVATING IN THESE AREAS AND FOLLOW THE SPECIFICS IF ANY CONTAMINATED SOILS ARE ENCOUNTERED.

APPROXIMATE LOCATION OF UNDERGROUND PETROLEUM STORAGE TANKS. EXACT LOCATION AND STATUS OF ABANDONMENT IS UNKNOWN

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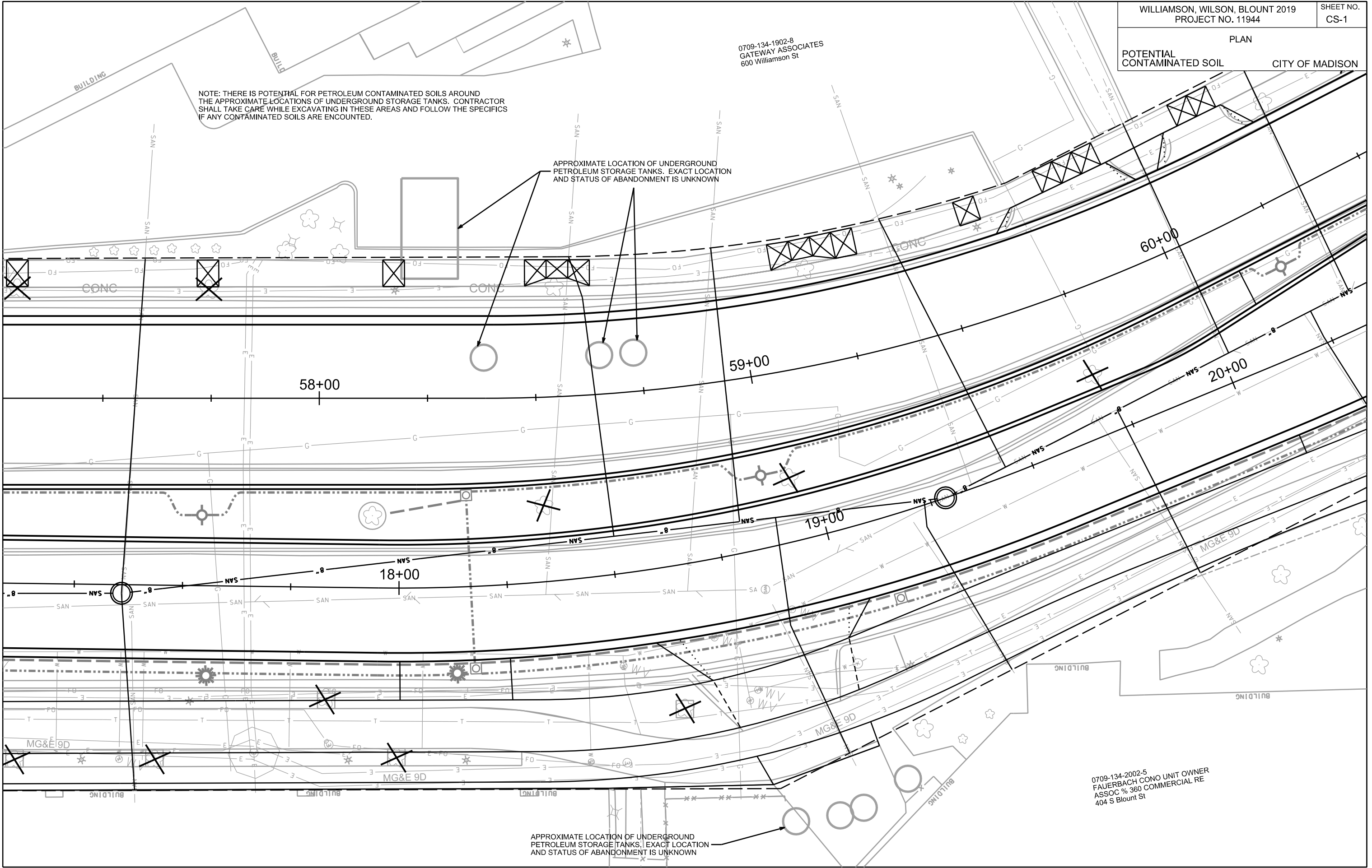
0709-134-2002-5  
FAUERBACH CONO UNIT OWNER  
ASSOC % 360 COMMERCIAL RE  
404 S Blount St

PLOT SCALE:

PLOT NAME:

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.

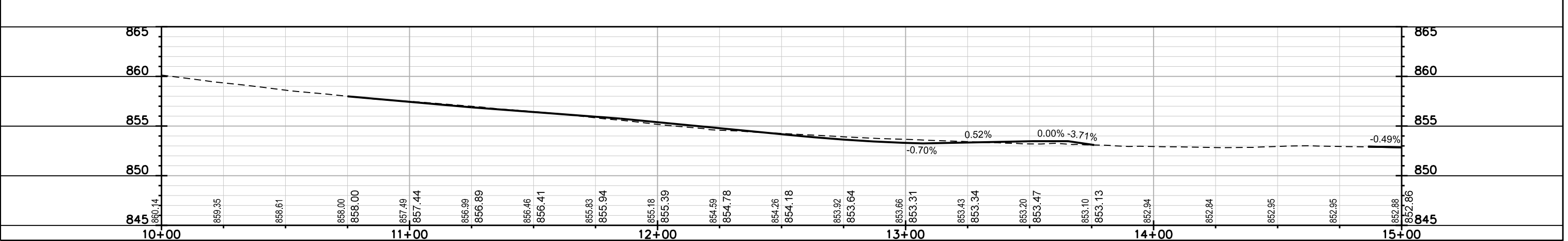
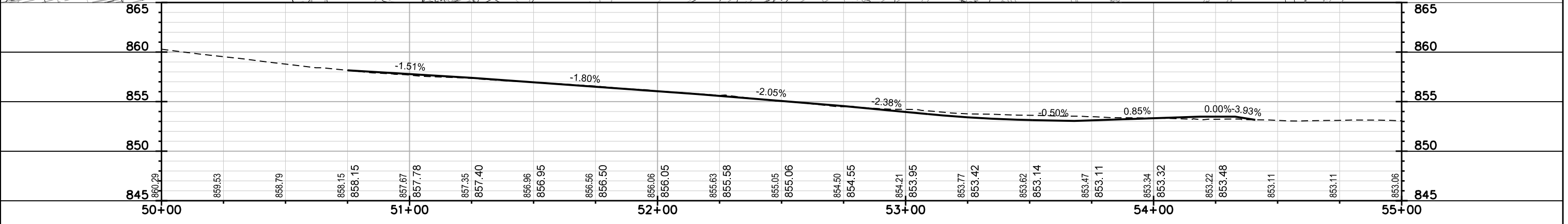
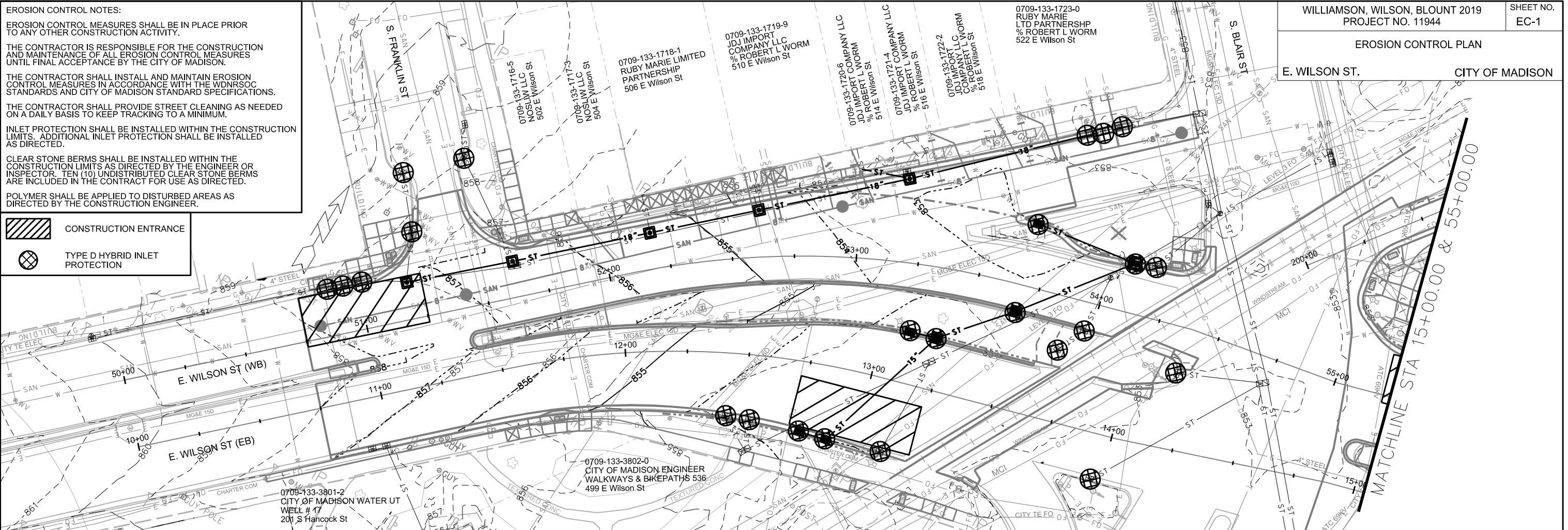
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CLEAR STONE BERMS SHALL BE INSTALLED WITHIN THE CONSTRUCTION LIMITS AS DIRECTED BY THE ENGINEER OR INSPECTOR. TEN (10) UNDISTRIBUTED CLEAR STONE BERMS ARE INCLUDED IN THE CONTRACT FOR USE AS DIRECTED.

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

 CONSTRUCTION ENTRANCE

 TYPE D HYBRID INLET PROTECTION



PLOT SCALE:

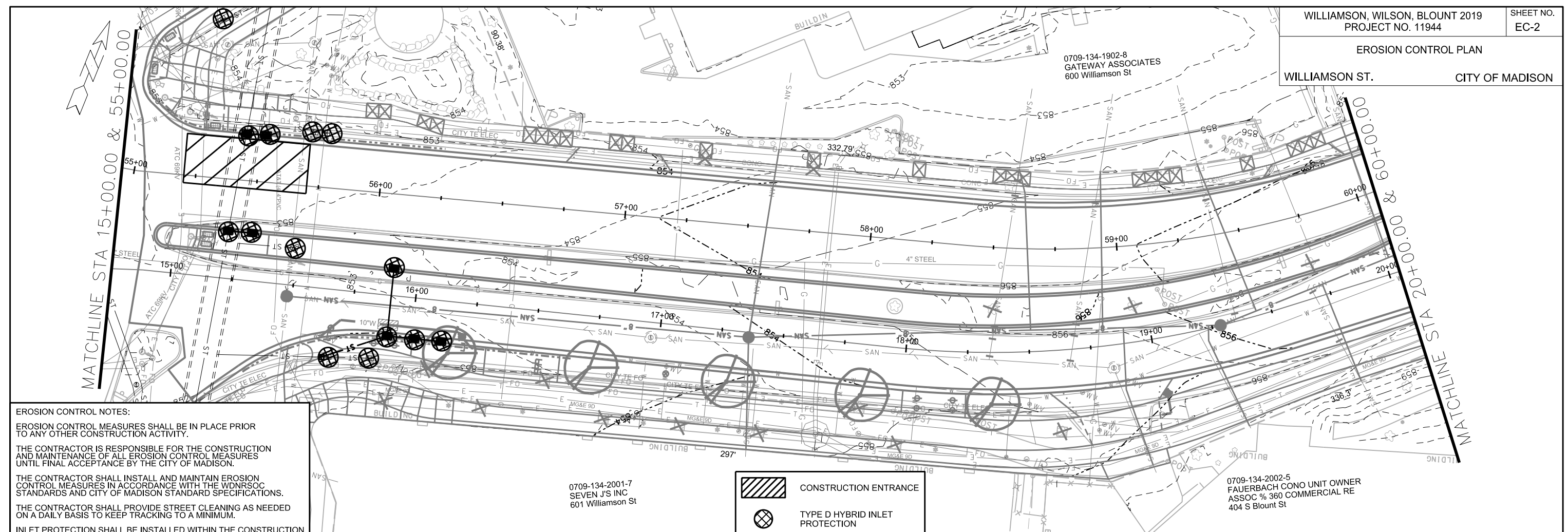
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSION CONTROL PLAN

WILLIAMSON ST. CITY OF MADISON



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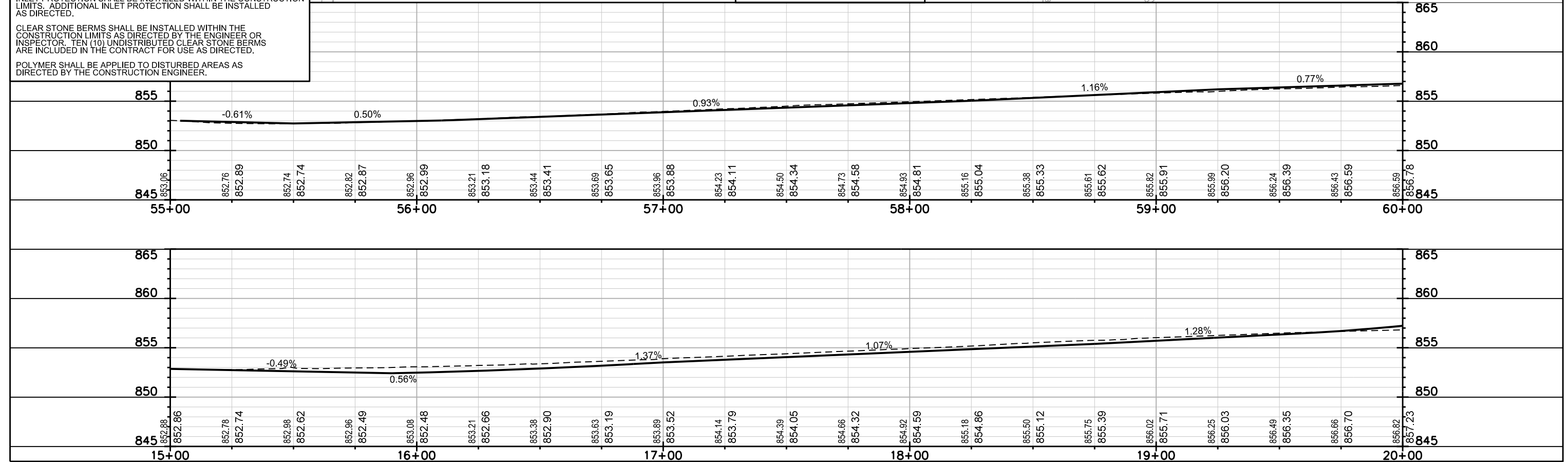
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	CONSTRUCTION ENTRANCE
	TYPE D HYBRID INLET PROTECTION

0709-134-2001-7  
SEVEN J'S INC  
601 Williamson St

0709-134-2002-5  
FAUERBACH CONO UNIT OWNER  
ASSOC % 360 COMMERCIAL RE  
404 S Blount St



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

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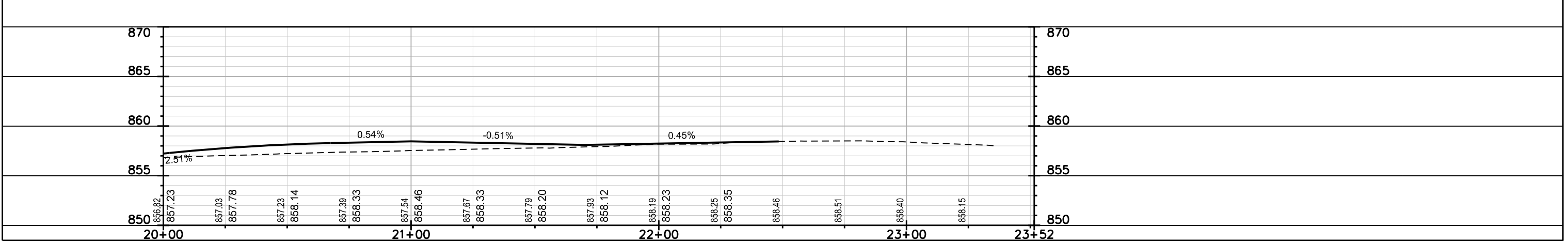
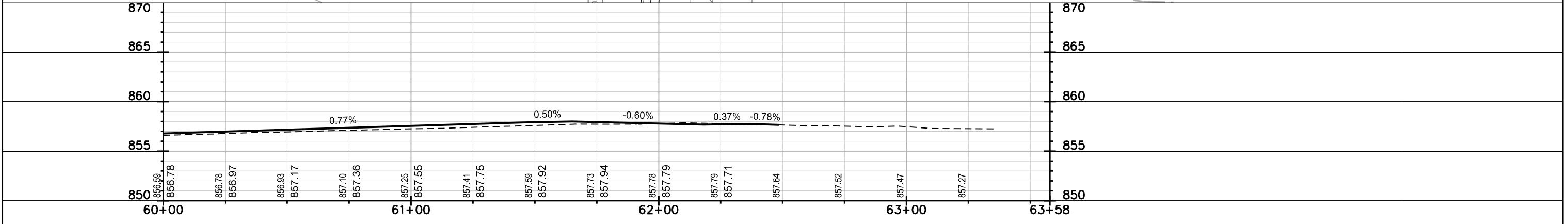
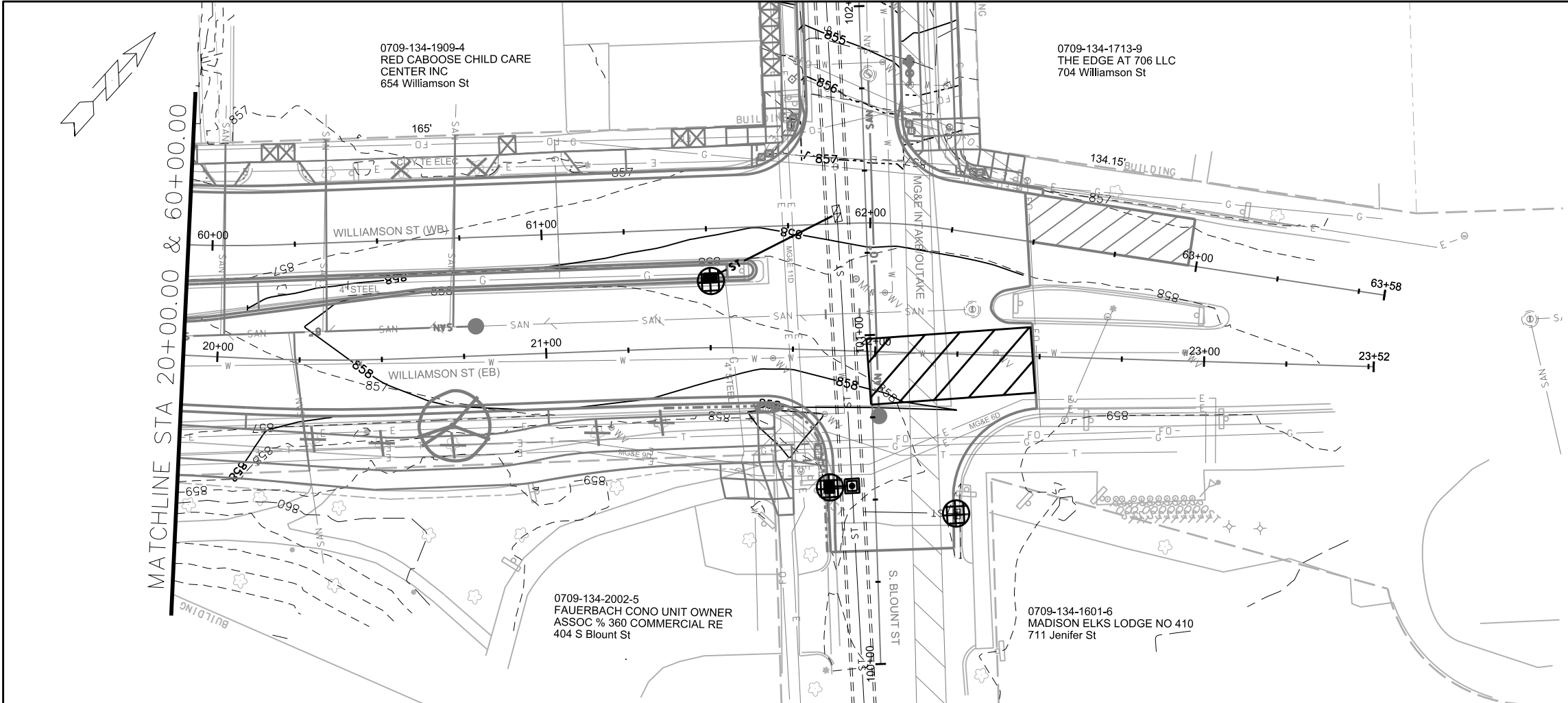
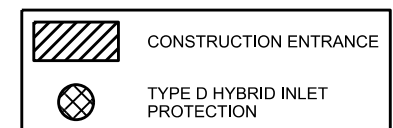
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PLOT SCALE:

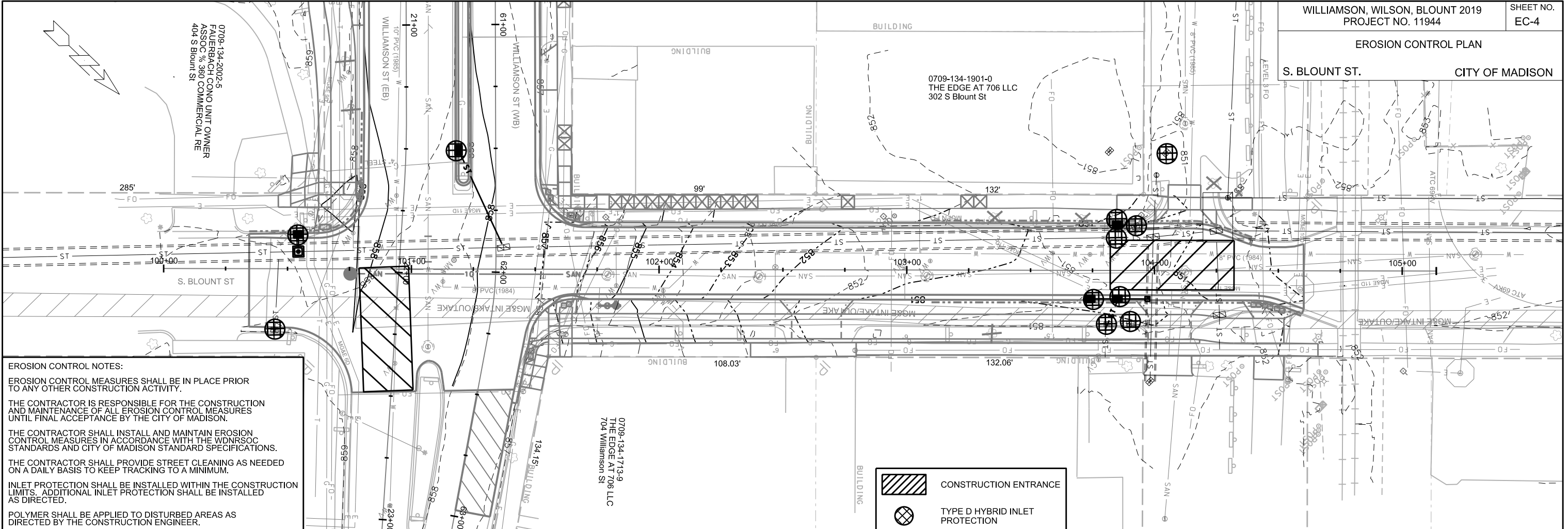
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSION CONTROL PLAN

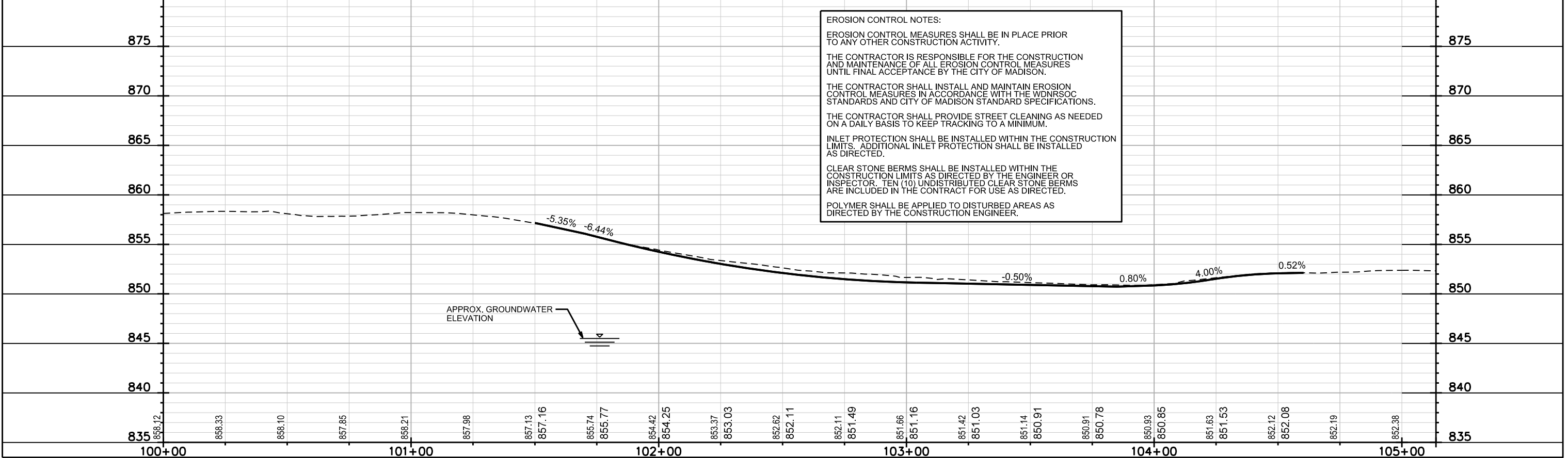
S. BLOUNT ST. CITY OF MADISON



**EROSION CONTROL NOTES:**  
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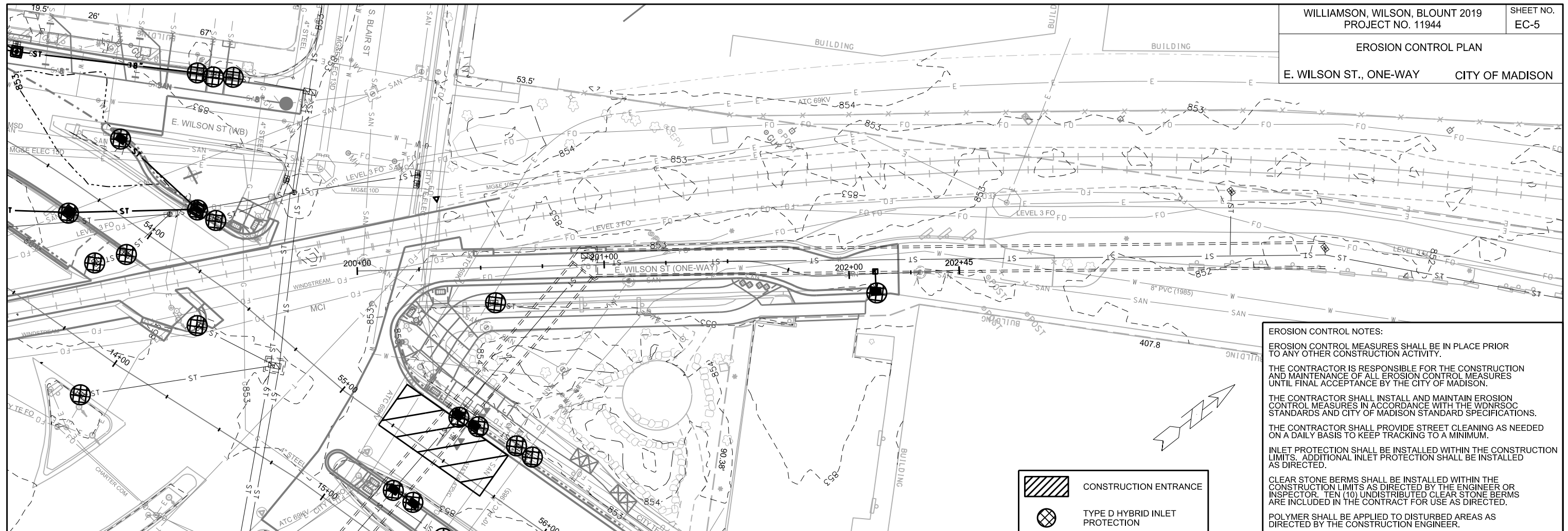
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSION CONTROL PLAN

E. WILSON ST., ONE-WAY CITY OF MADISON



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	CONSTRUCTION ENTRANCE
	TYPE D HYBRID INLET PROTECTION

PLOT SCALE:

PLOT NAME:

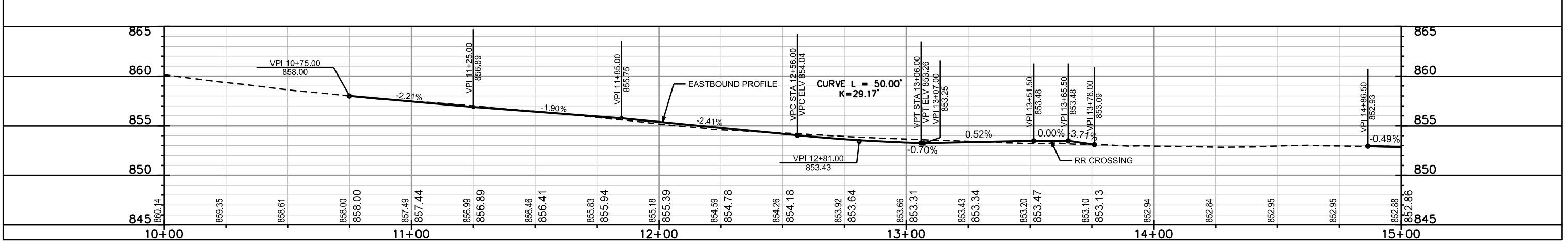
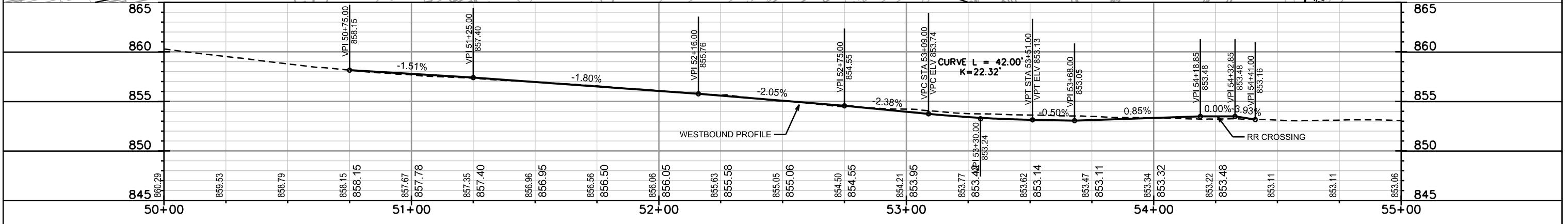
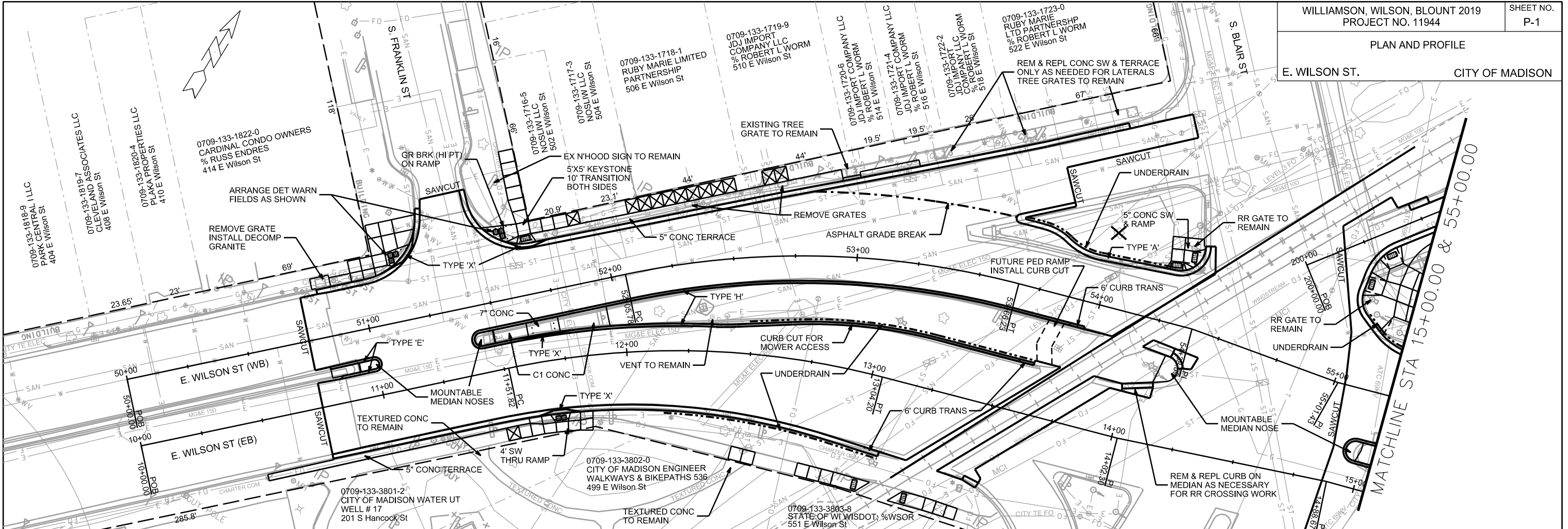
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

875		875
870		870
865		865
860		860
855	-1.26%	855
850	-0.41%	850
845		845
840		840
835		835
200+00	201+00	202+00
853.22	852.99	852.20
853.04	852.82	852.05
852.85	852.75	852.05
852.71	852.64	
852.60	852.54	
852.49	852.44	
852.32	852.32	
852.16		
852.05		



PLAN AND PROFILE  
E. WILSON ST. CITY OF MADISON



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

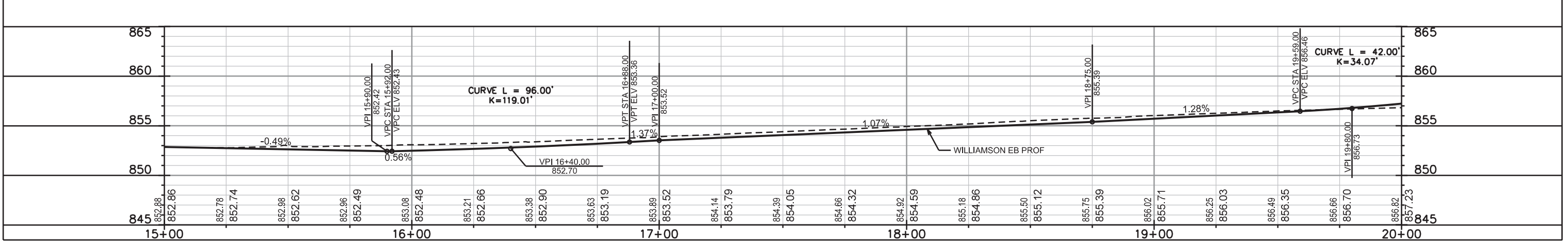
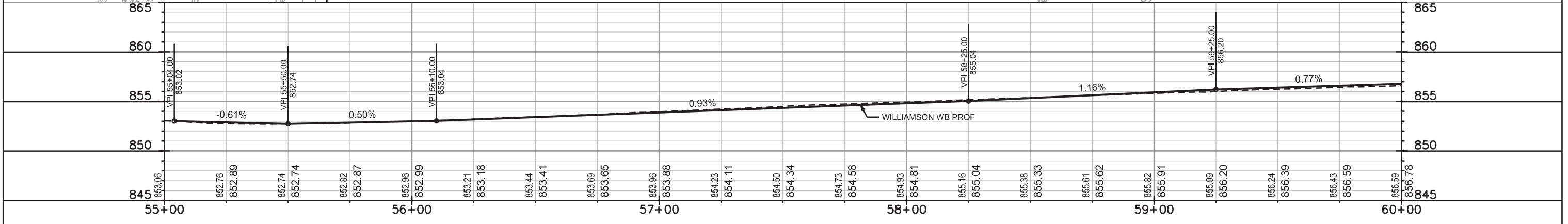
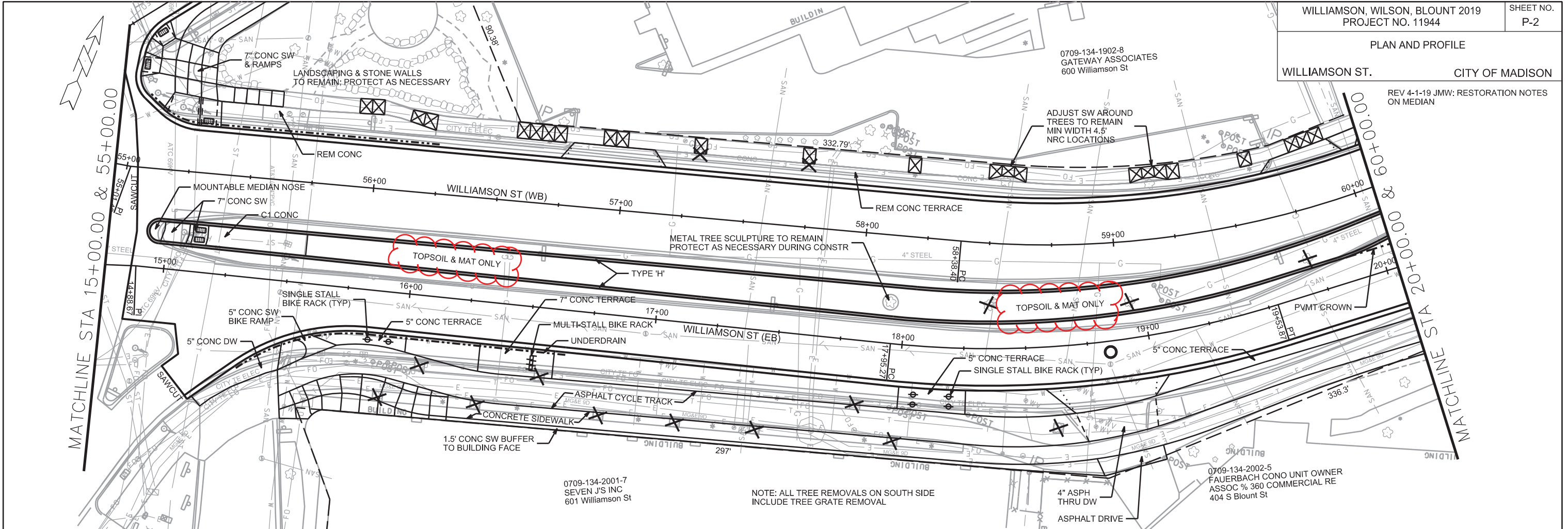
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

WILLIAMSON ST. CITY OF MADISON

REV 4-1-19 JMW: RESTORATION NOTES  
ON MEDIAN



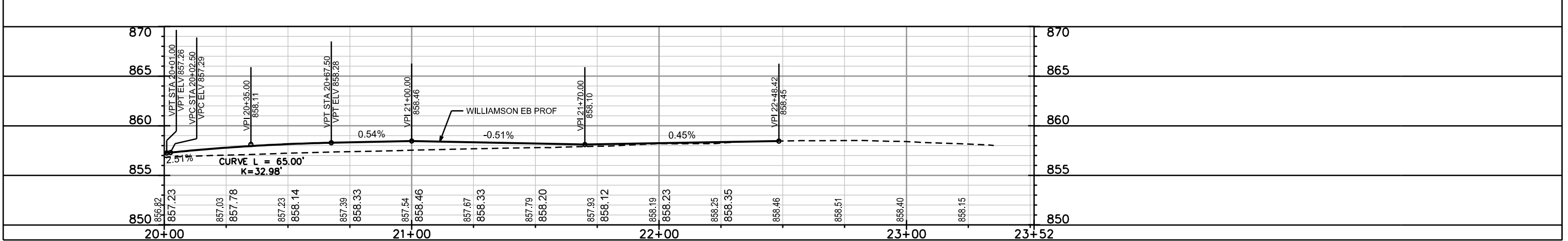
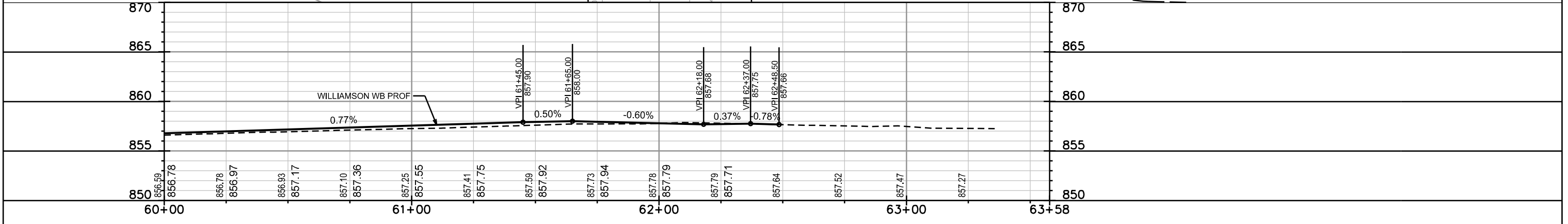
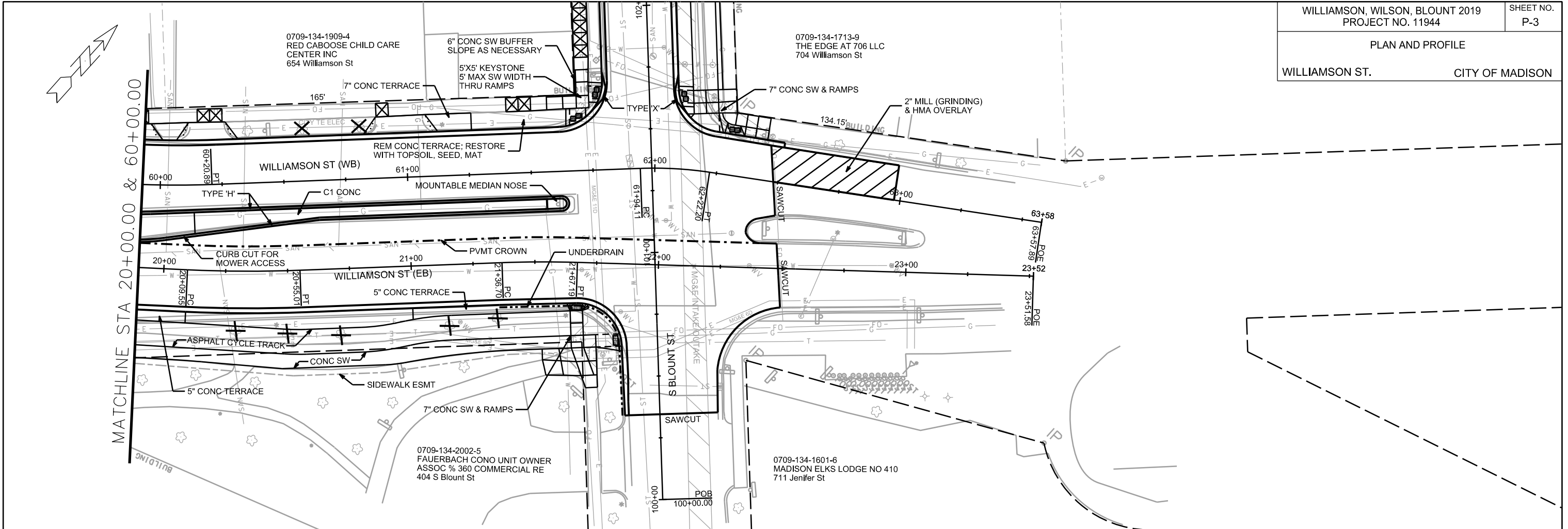
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PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





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

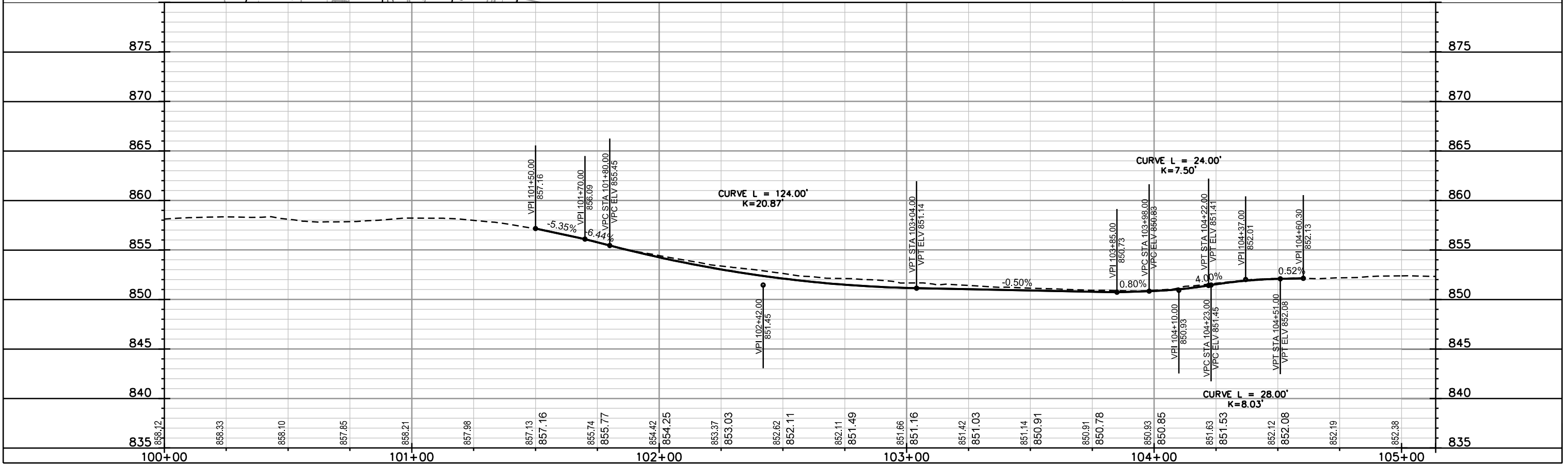
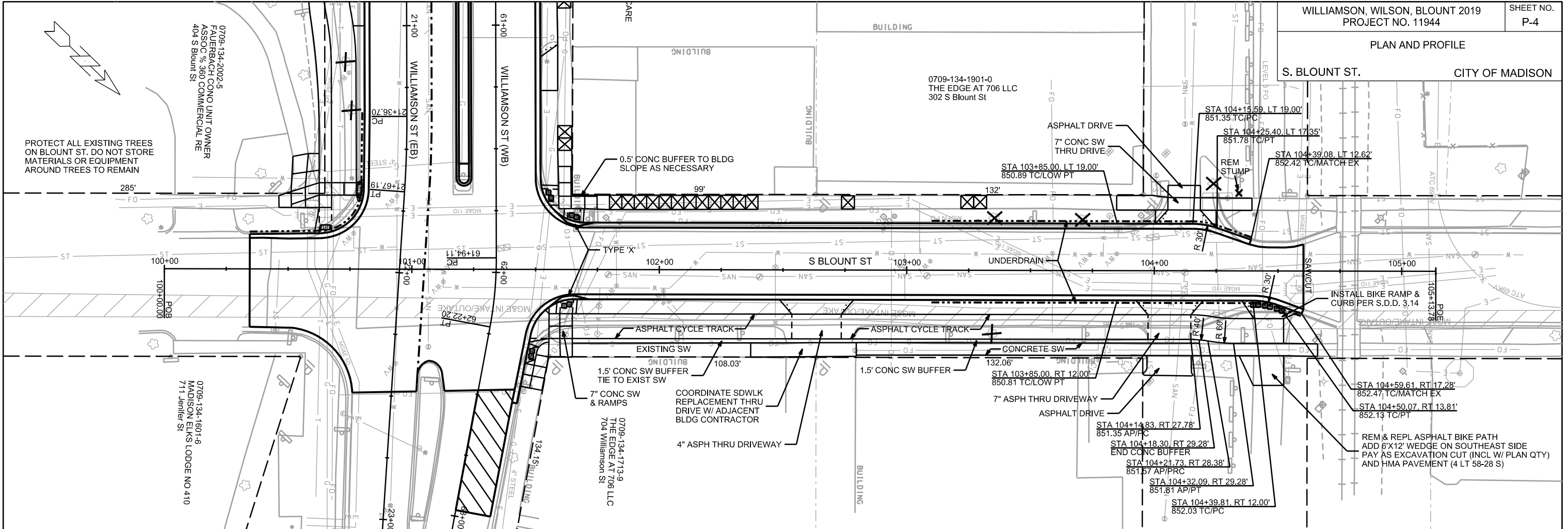
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

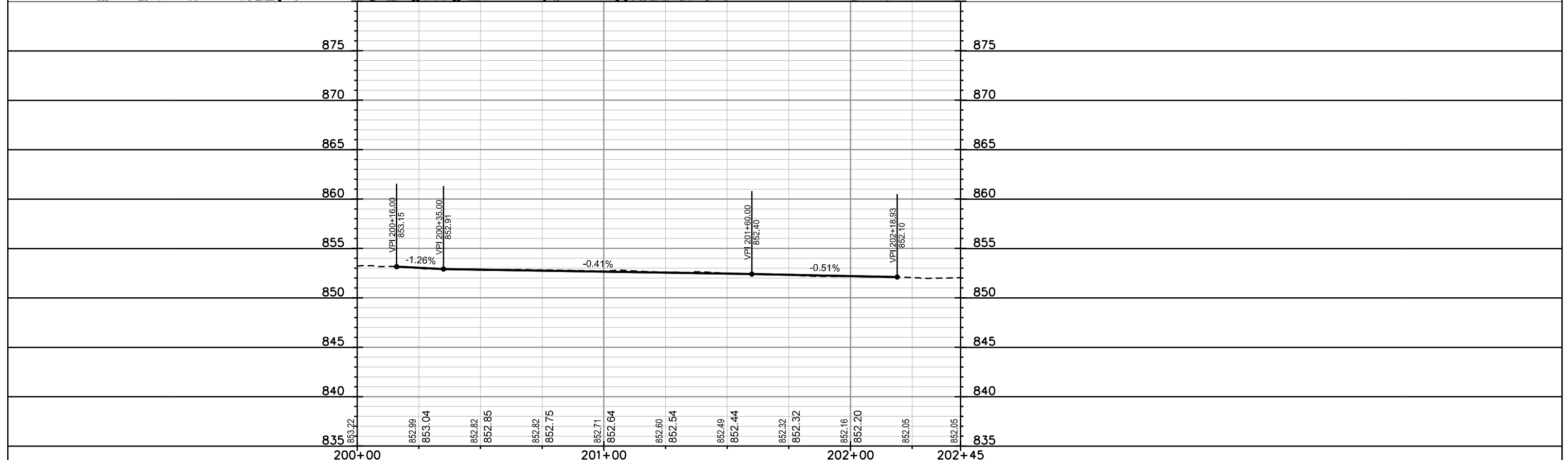
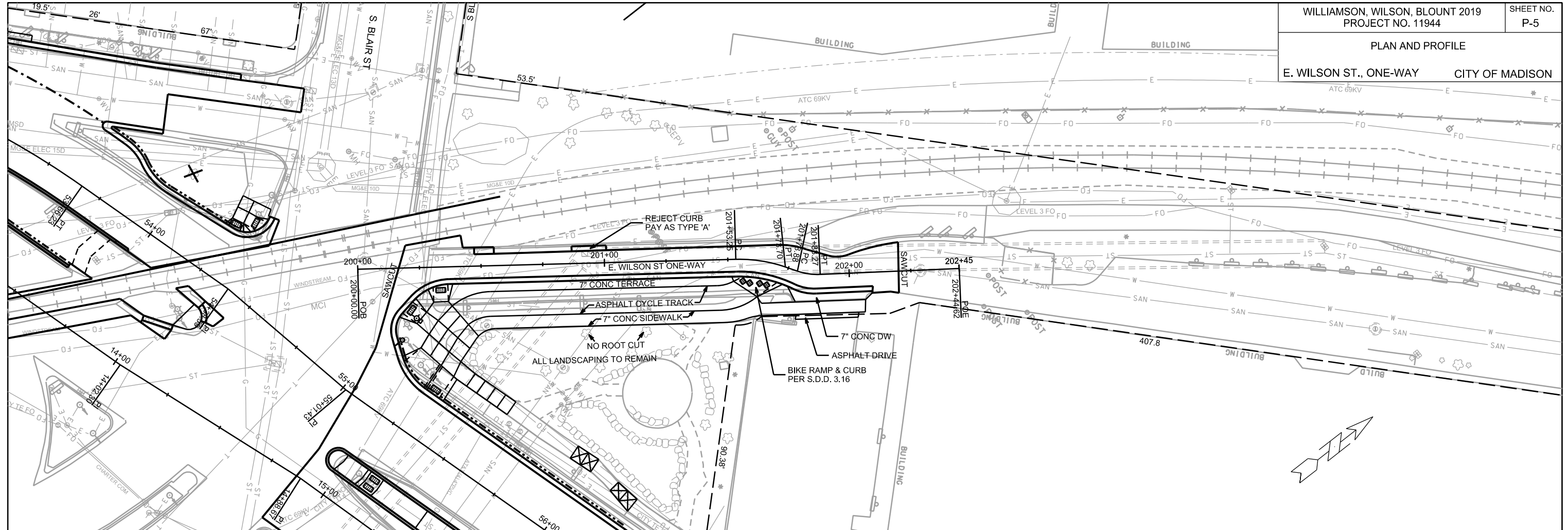
S. BLOUNT ST. CITY OF MADISON



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

PLAN AND PROFILE

E. WILSON ST., ONE-WAY CITY OF MADISON



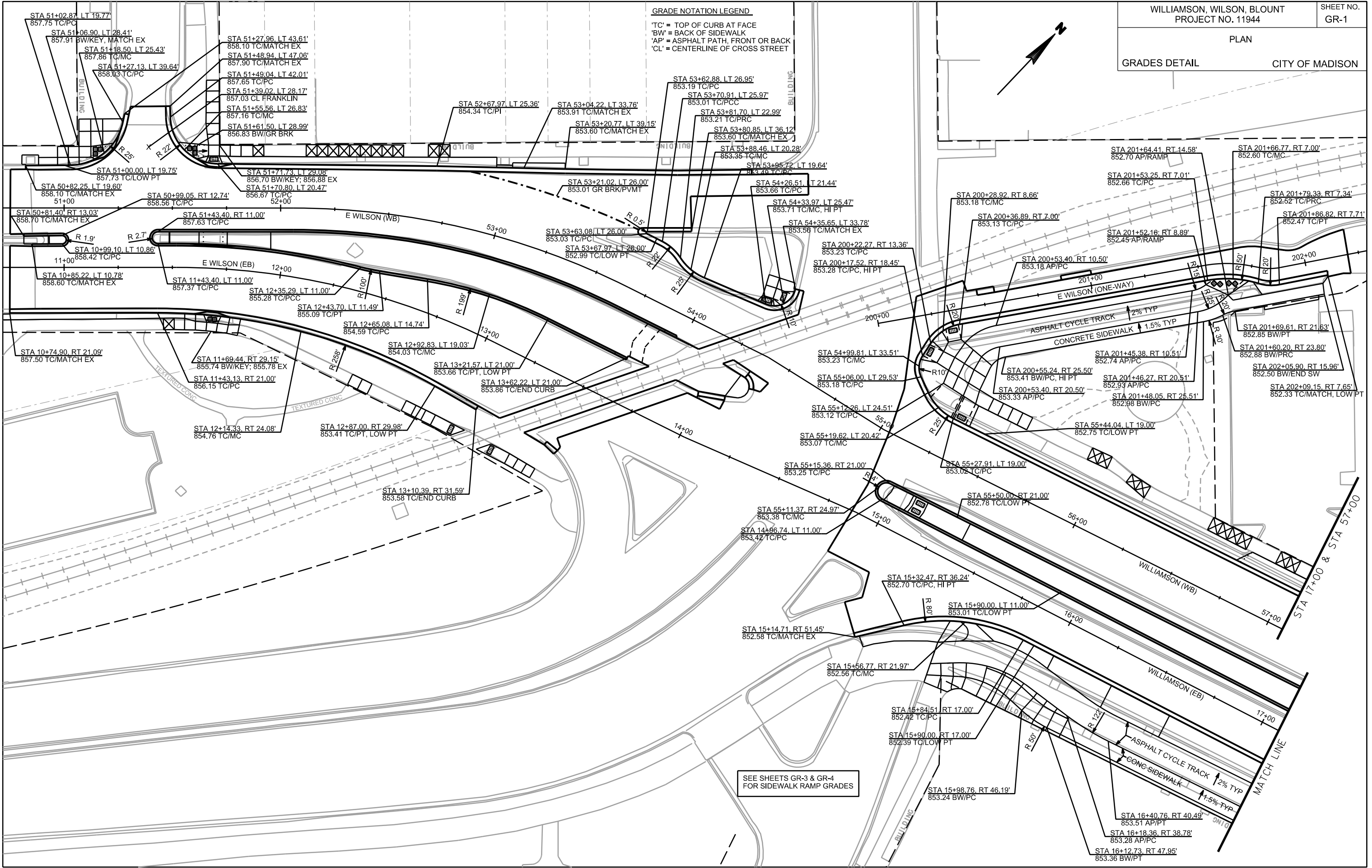
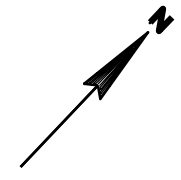
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

**GRADE NOTATION LEGEND**  
 'TC' = TOP OF CURB AT FACE  
 'BW' = BACK OF SIDEWALK  
 'AP' = ASPHALT PATH, FRONT OR BACK  
 'CL' = CENTERLINE OF CROSS STREET



SEE SHEETS GR-3 & GR-4  
FOR SIDEWALK RAMP GRADES

PLOT SCALE:

PLOT NAME:

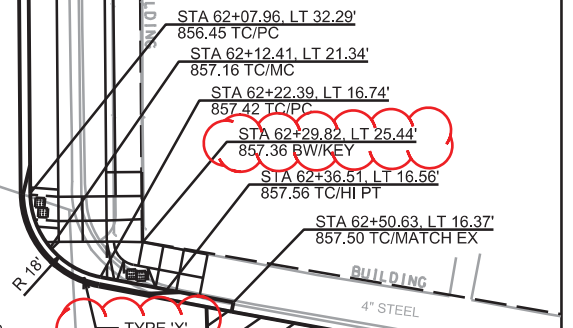
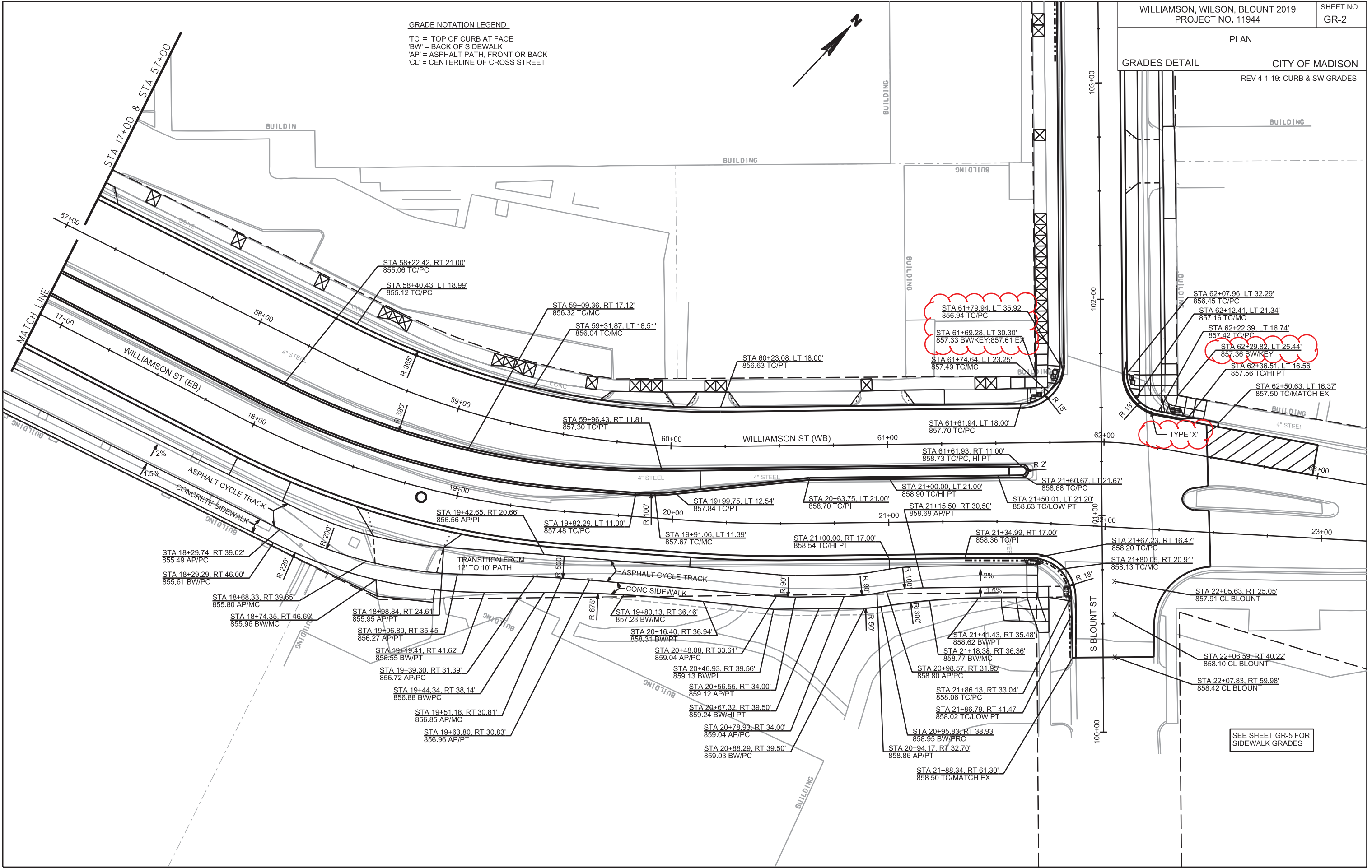
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLAN  
GRADES DETAIL  
CITY OF MADISON  
REV 4-1-19: CURB & SW GRADES

**GRADE NOTATION LEGEND**  
 'TC' = TOP OF CURB AT FACE  
 'BW' = BACK OF SIDEWALK  
 'AP' = ASPHALT PATH, FRONT OR BACK  
 'CL' = CENTERLINE OF CROSS STREET



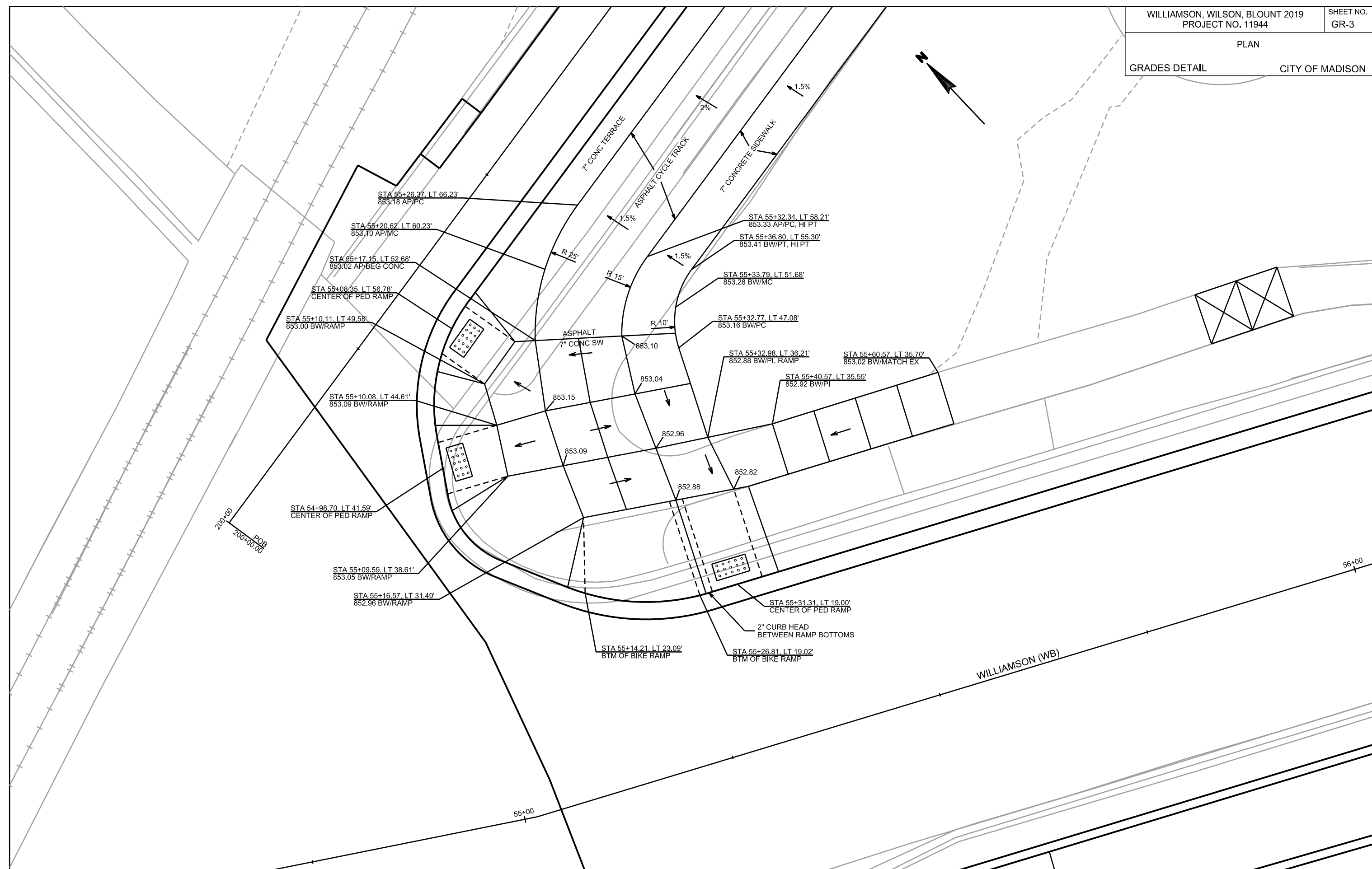
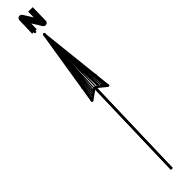
SEE SHEET GR-5 FOR  
SIDEWALK GRADES

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

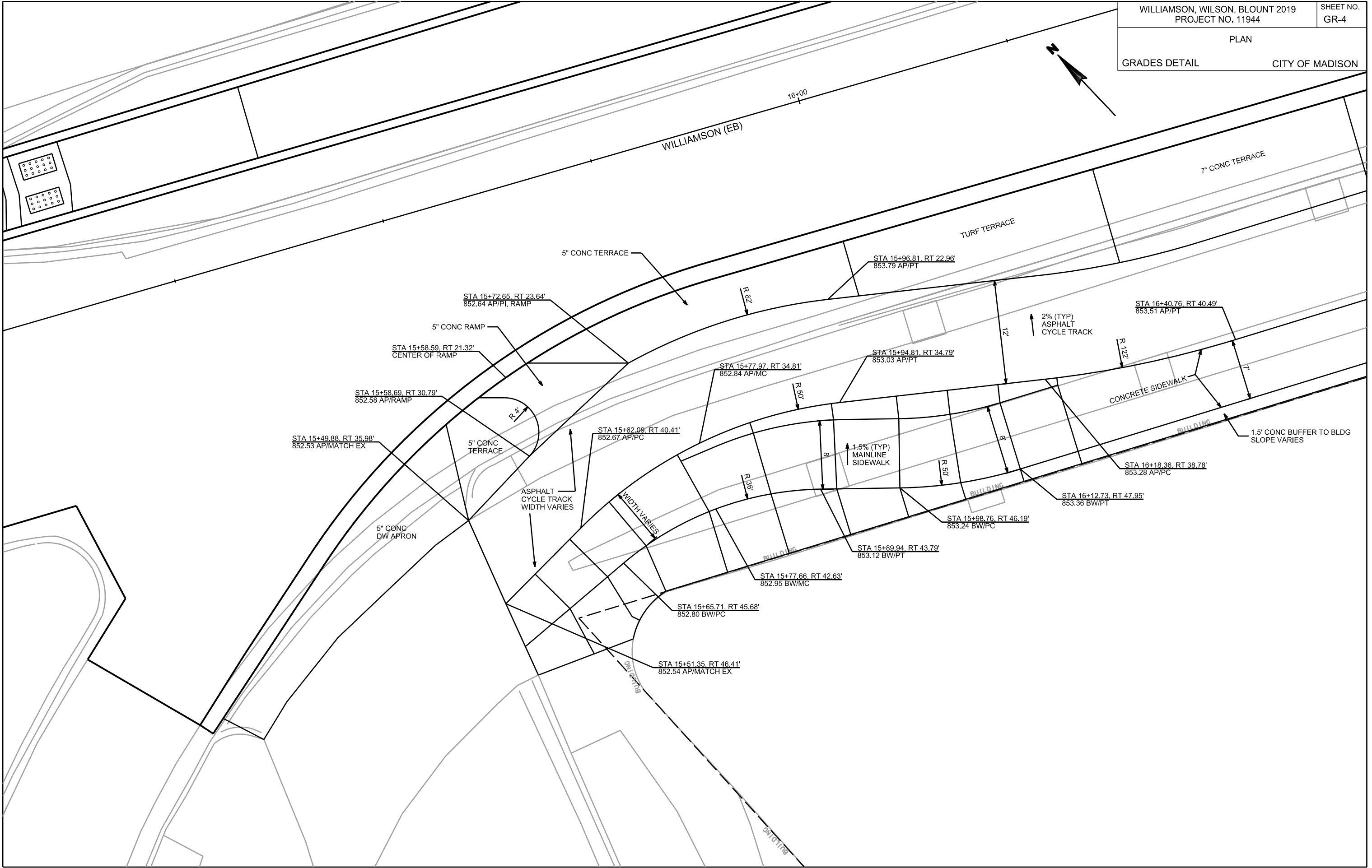


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PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



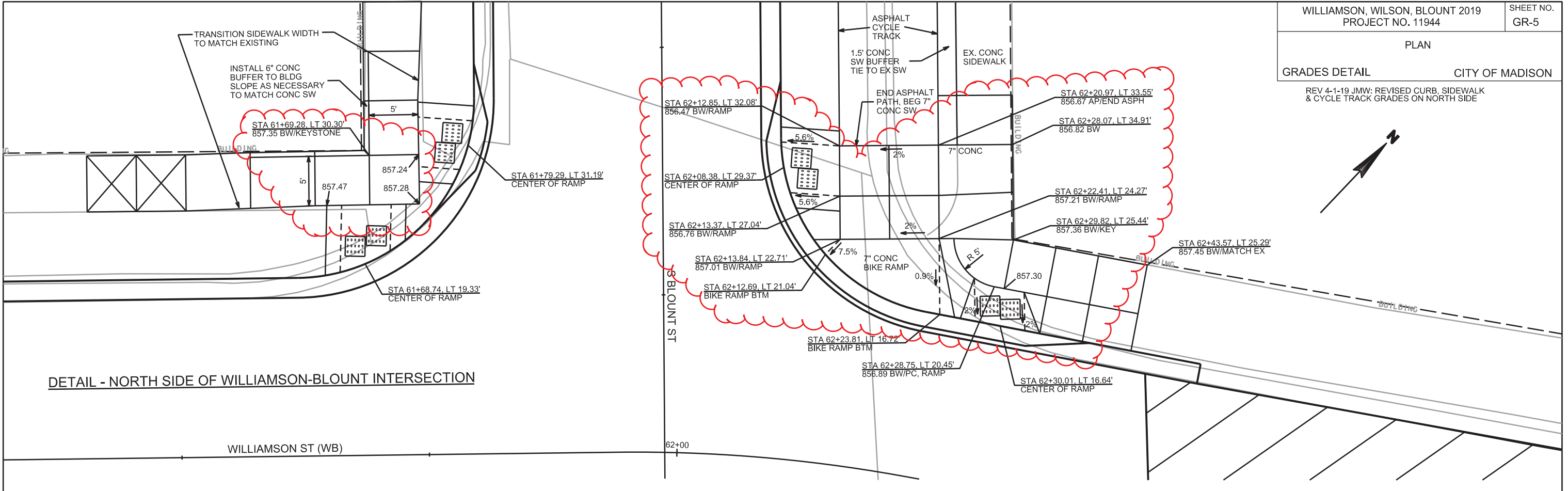
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PLOT NAME: \_\_\_\_\_

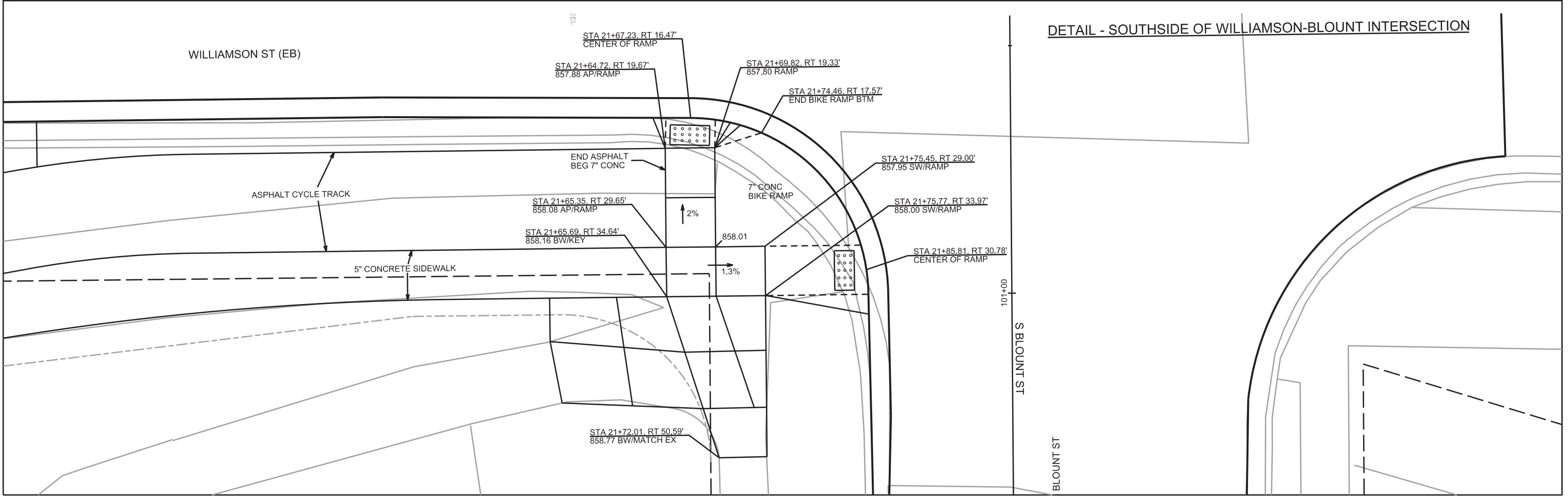
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REV 4-1-19 JMW: REVISED CURB, SIDEWALK & CYCLE TRACK GRADES ON NORTH SIDE



DETAIL - NORTH SIDE OF WILLIAMSON-BLOUNT INTERSECTION



DETAIL - SOUTHSIDE OF WILLIAMSON-BLOUNT INTERSECTION

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

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

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

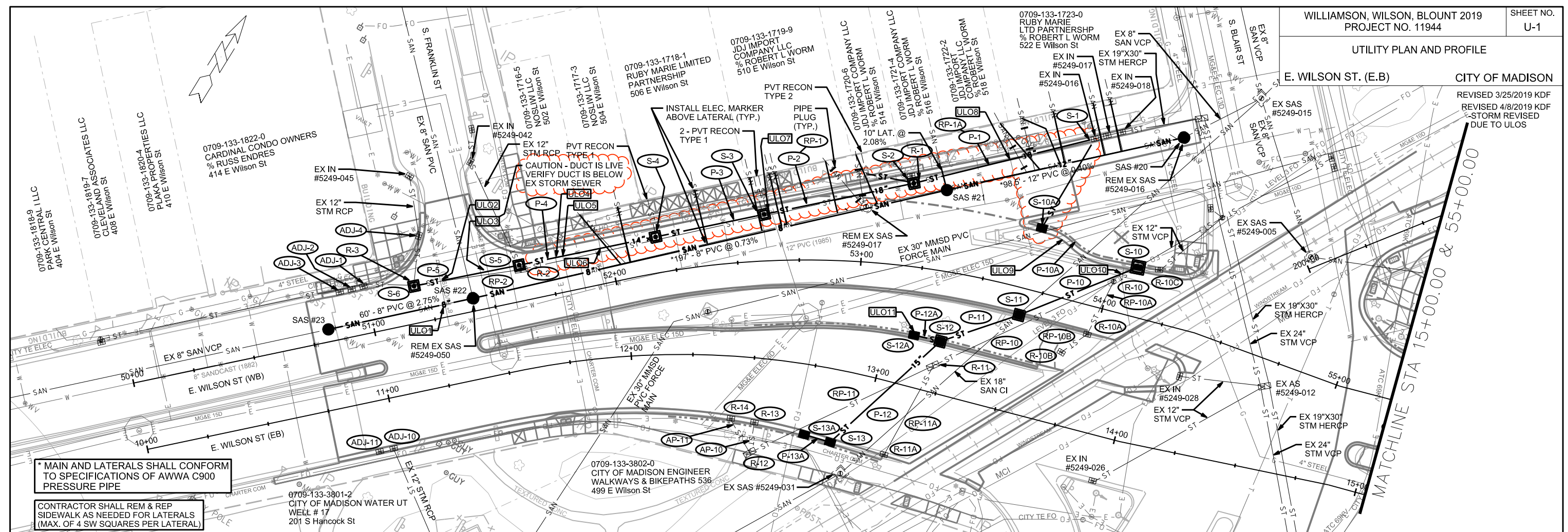
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



UTILITY PLAN AND PROFILE

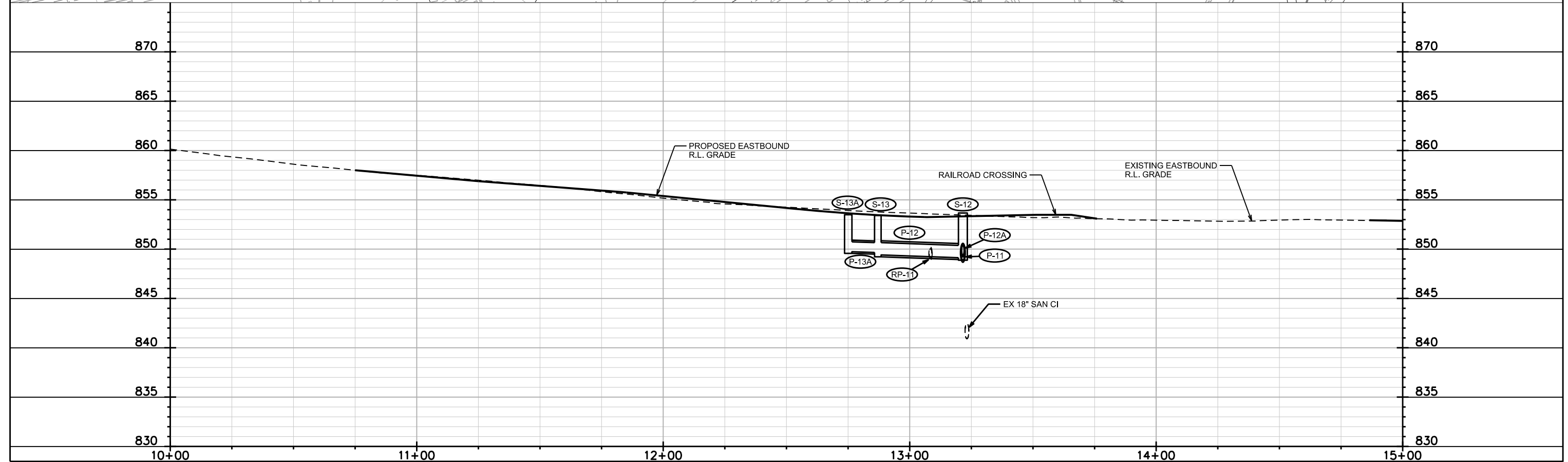
E. WILSON ST. (E.B) CITY OF MADISON

REVISED 3/25/2019 KDF  
REVISED 4/8/2019 KDF  
STORM REVISED  
DUE TO ULOS



\* MAIN AND LATERALS SHALL CONFORM TO SPECIFICATIONS OF AWWA C900 PRESSURE PIPE

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

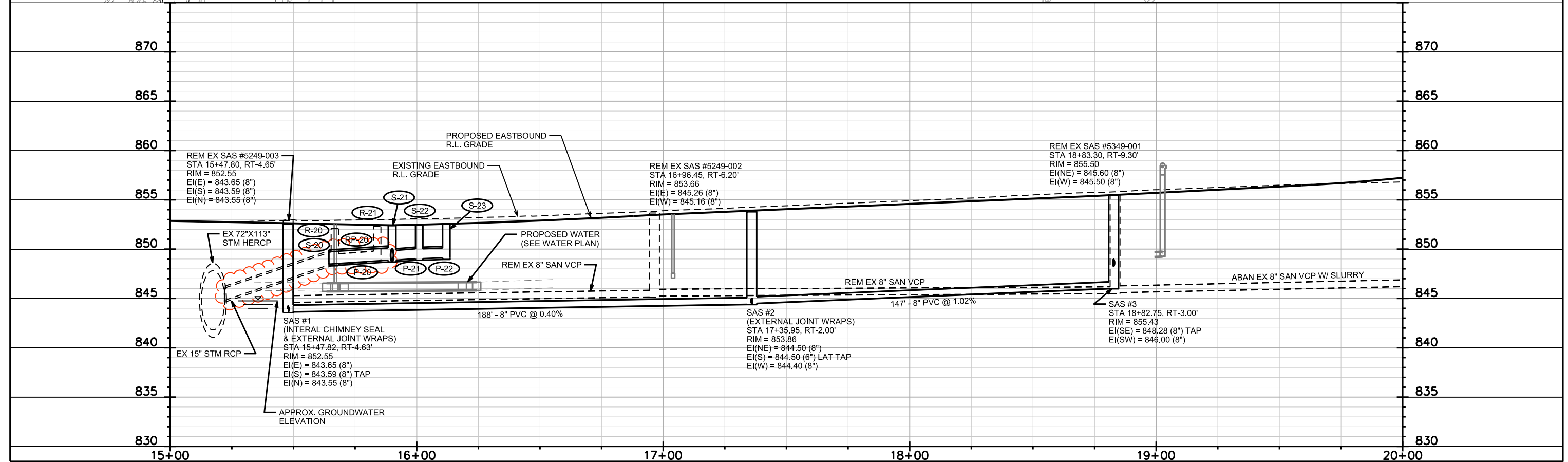
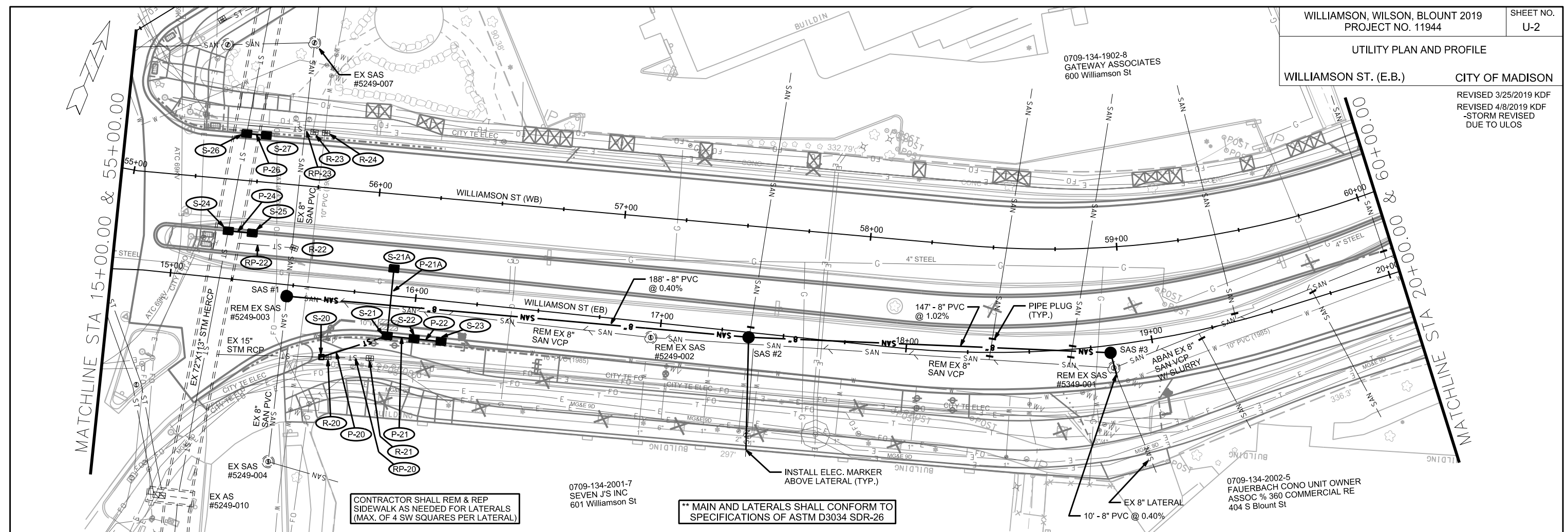


PLOT SCALE: PLOT NAME: REV. DATE: ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITY PLAN AND PROFILE

WILLIAMSON ST. (E.B.) CITY OF MADISON

REVISED 3/25/2019 KDF  
REVISED 4/8/2019 KDF  
-STORM REVISED  
DUE TO ULOS



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



UTILITY PLAN AND PROFILE

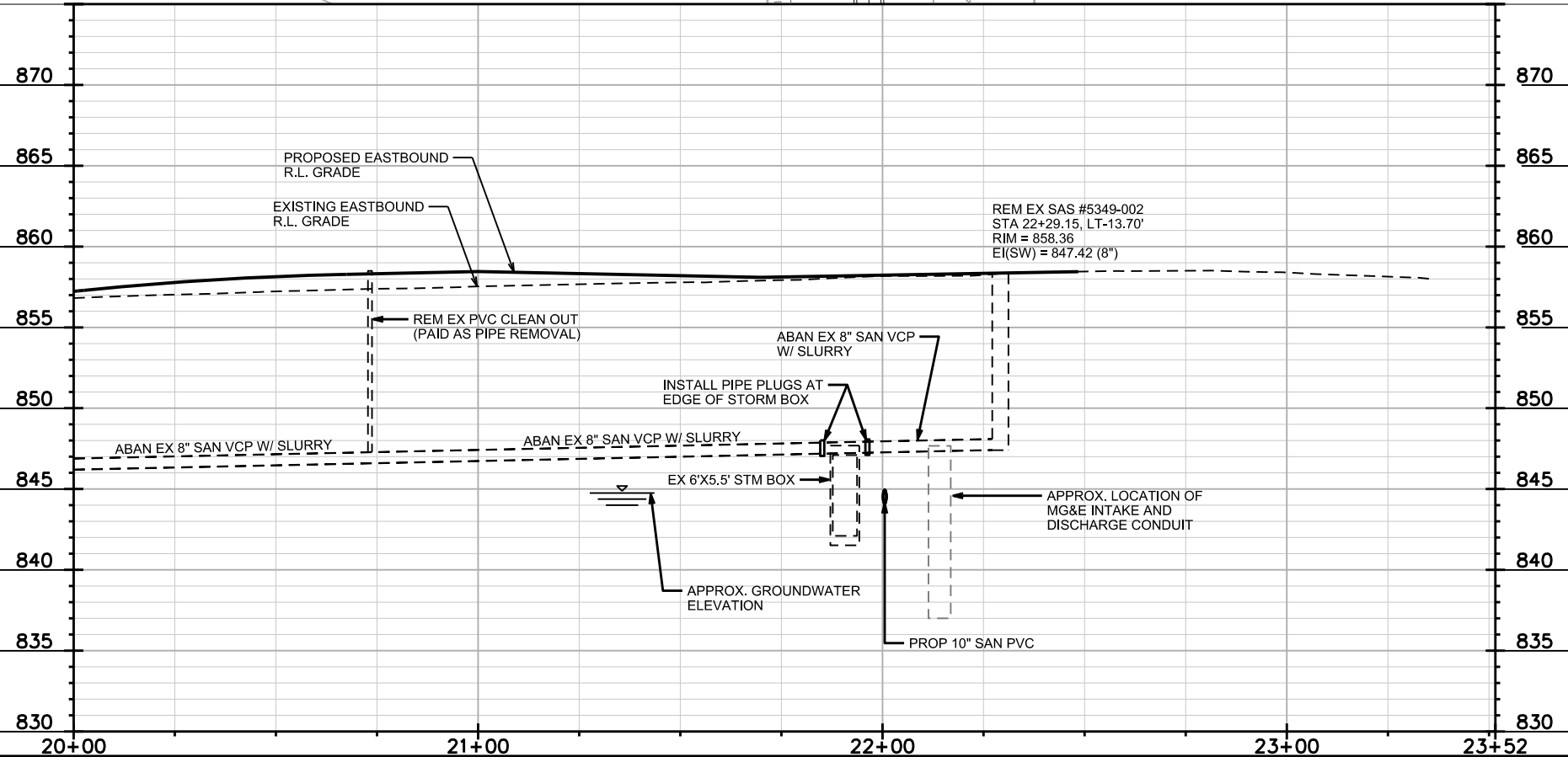
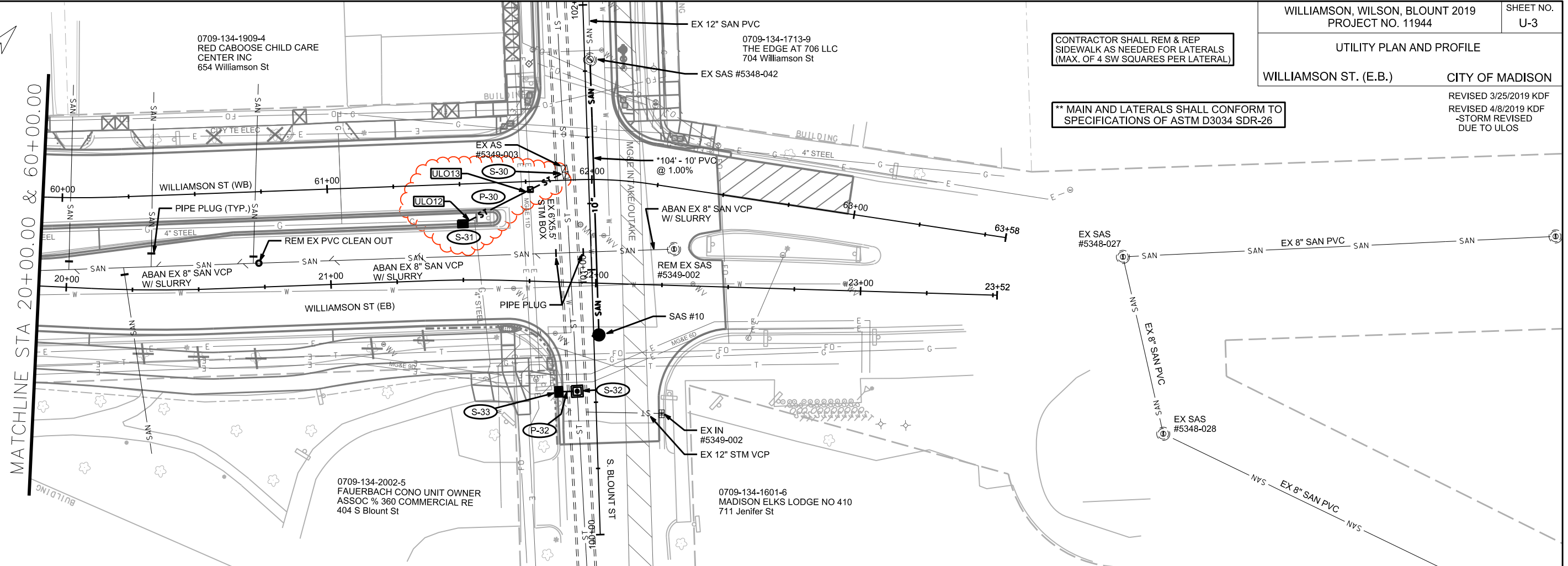
WILLIAMSON ST. (E.B.) CITY OF MADISON

REVISED 3/25/2019 KDF  
REVISED 4/8/2019 KDF  
-STORM REVISED  
DUE TO ULOS

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

\*\* MAIN AND LATERALS SHALL CONFORM TO  
SPECIFICATIONS OF ASTM D3034 SDR-26

MATCHLINE STA 20+00.00 & 60+00.00



PLOT SCALE:

PLOT NAME:

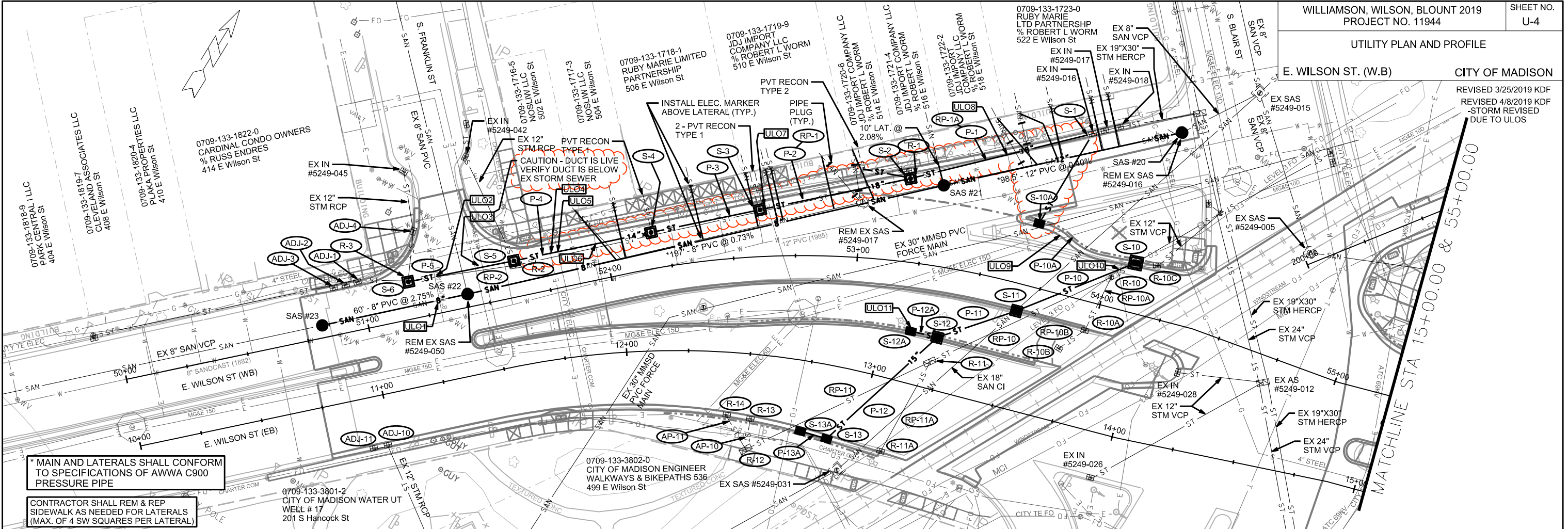
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

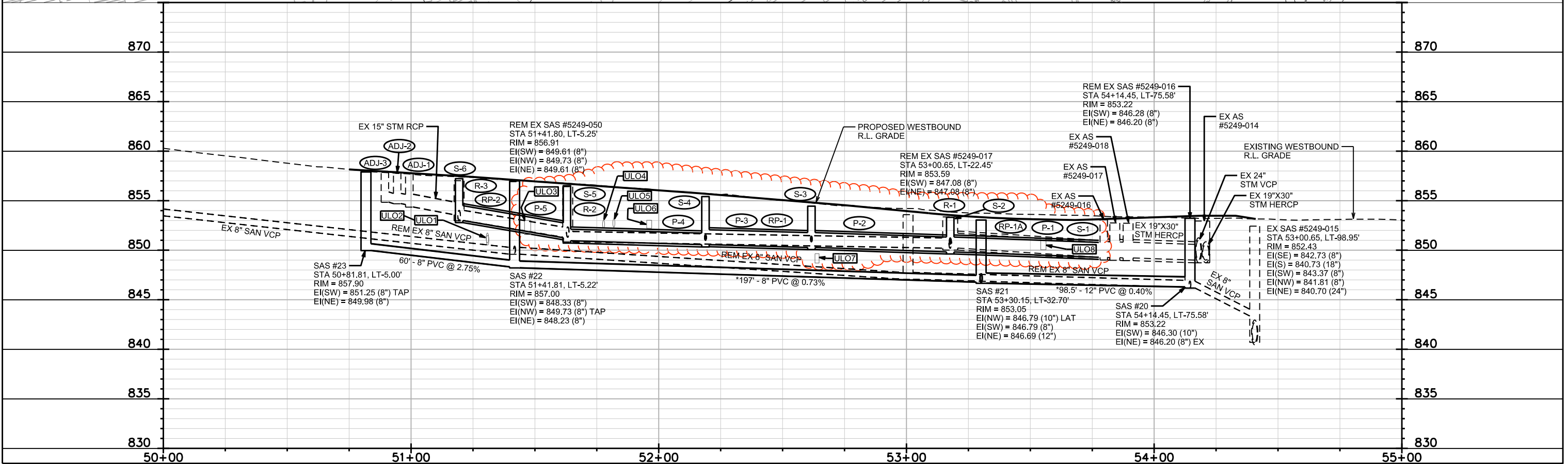
UTILITY PLAN AND PROFILE

E. WILSON ST. (W.B) CITY OF MADISON

REVISED 3/25/2019 KDF  
REVISED 4/8/2019 KDF  
-STORM REVISED  
DUE TO ULOS



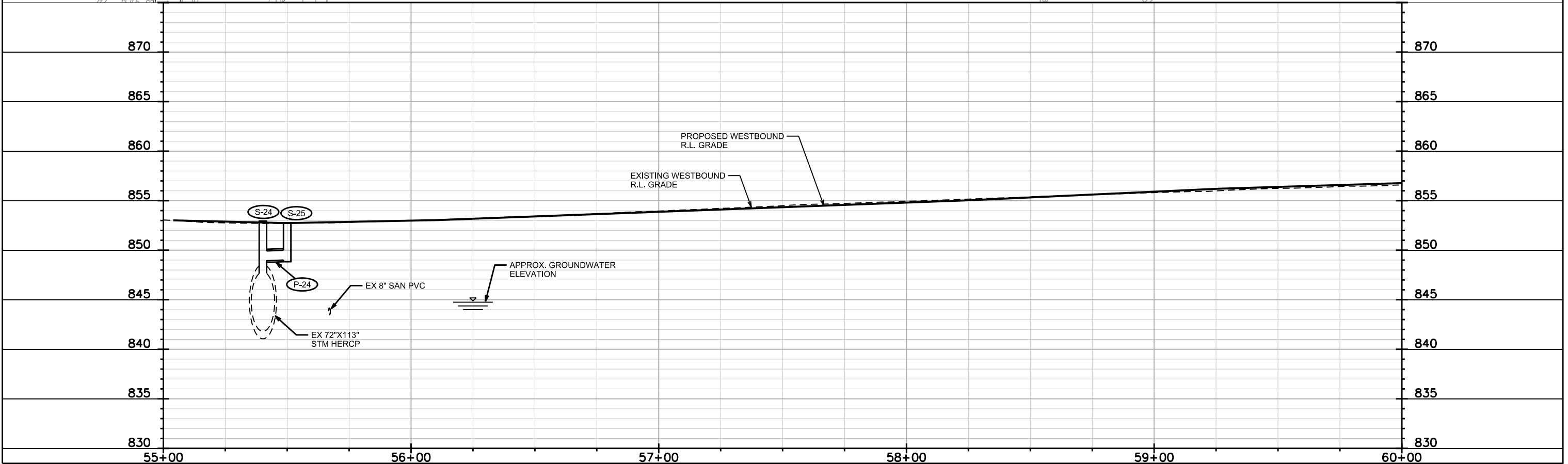
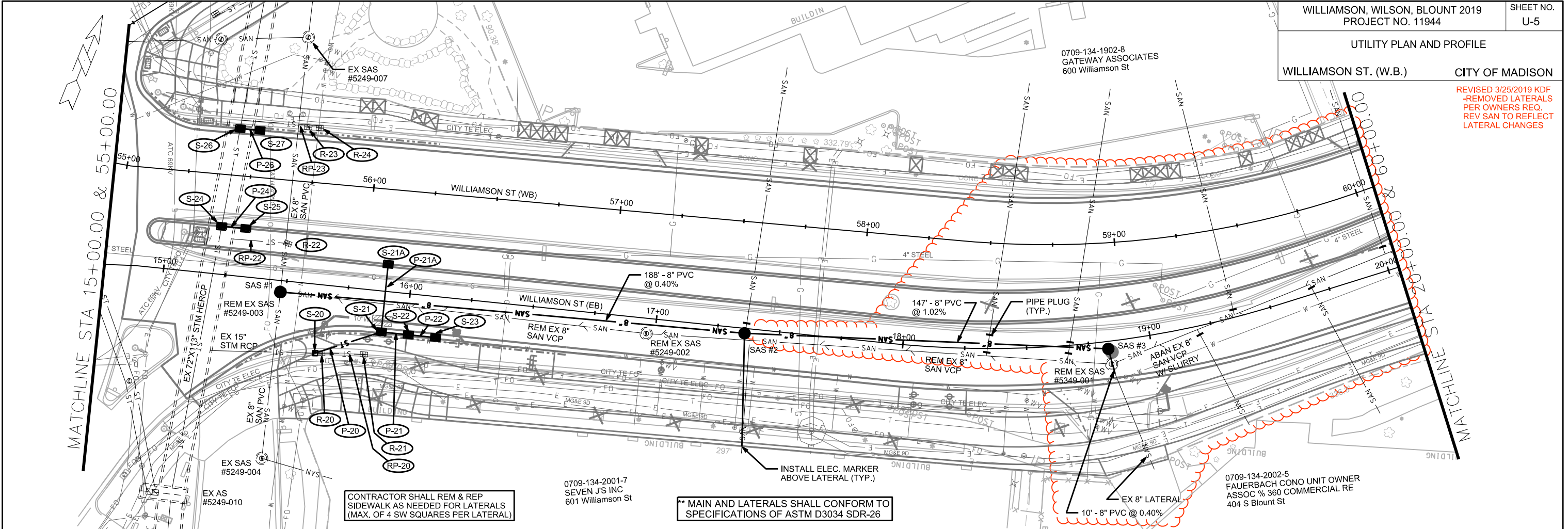
\* MAIN AND LATERALS SHALL CONFORM TO SPECIFICATIONS OF AWWA C900 PRESSURE PIPE  
CONTRACTOR SHALL REM & REP SIDEWALK AS NEEDED FOR LATERALS (MAX. OF 4 SW SQUARES PER LATERAL)





UTILITY PLAN AND PROFILE  
WILLIAMSON ST. (W.B.) CITY OF MADISON

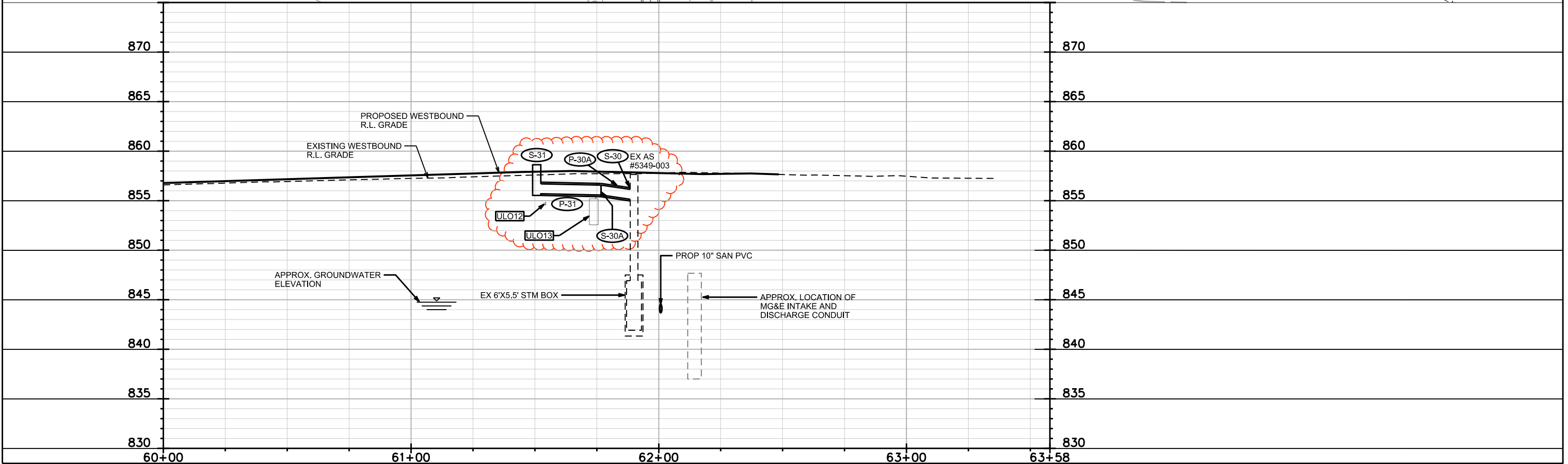
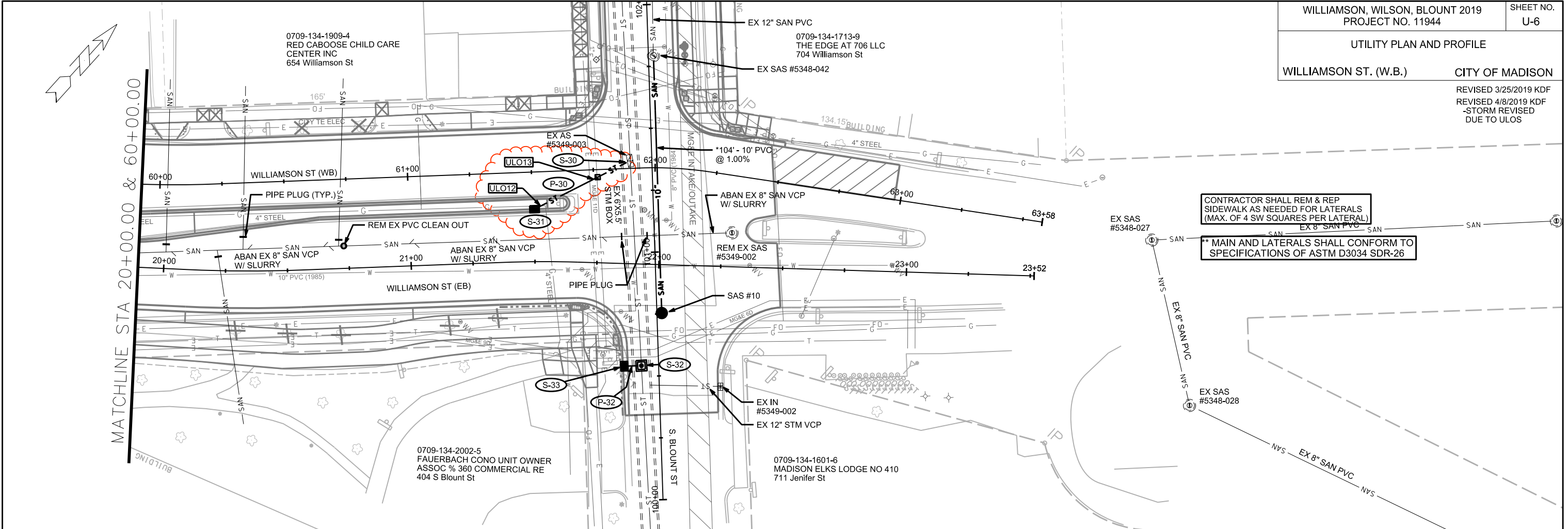
REVISED 3/25/2019 KDF  
-REMOVED LATERALS PER OWNERS REQ.  
REV SAN TO REFLECT LATERAL CHANGES



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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE:

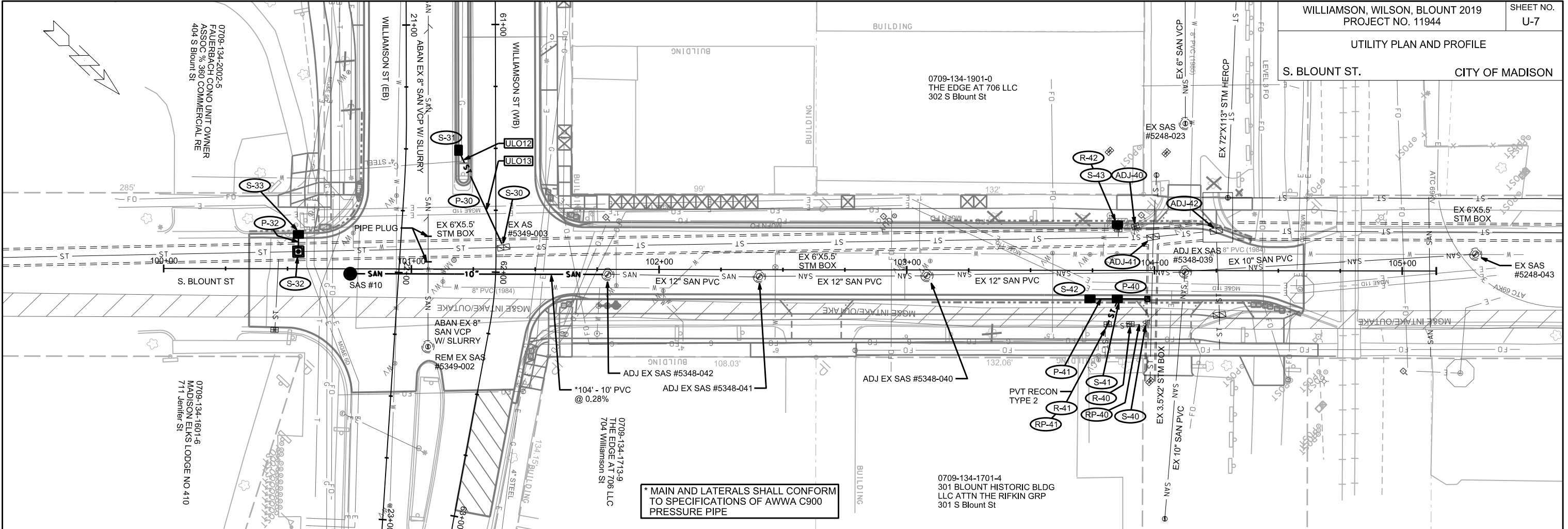
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REV. DATE:

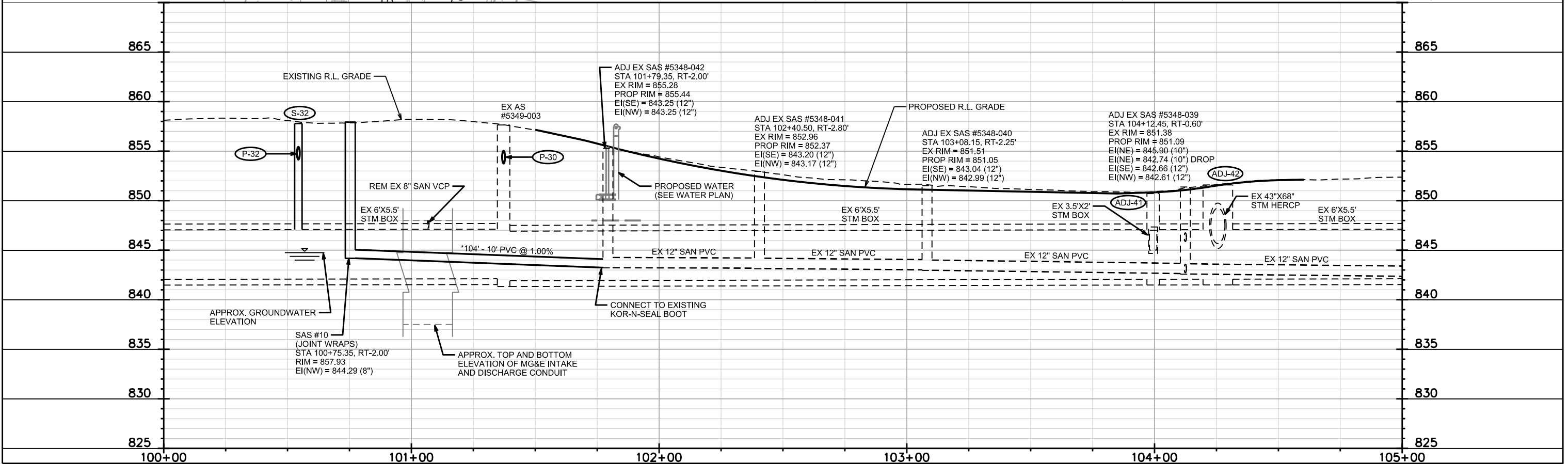
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITY PLAN AND PROFILE

S. BLOUNT ST. CITY OF MADISON



\* MAIN AND LATERALS SHALL CONFORM TO SPECIFICATIONS OF AWWA C900 PRESSURE PIPE

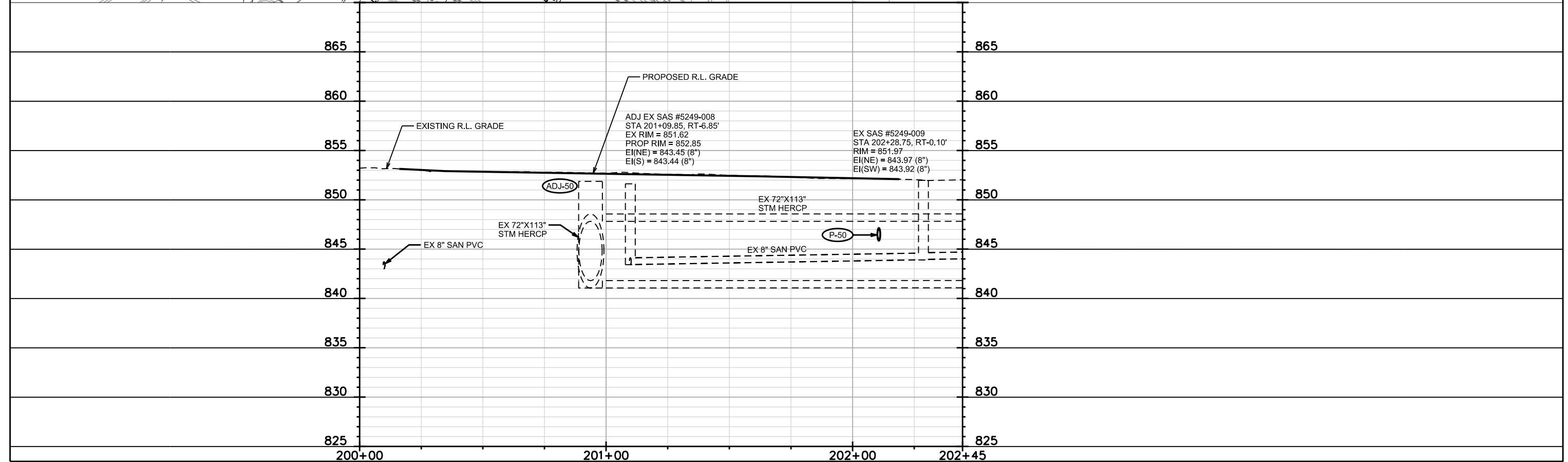
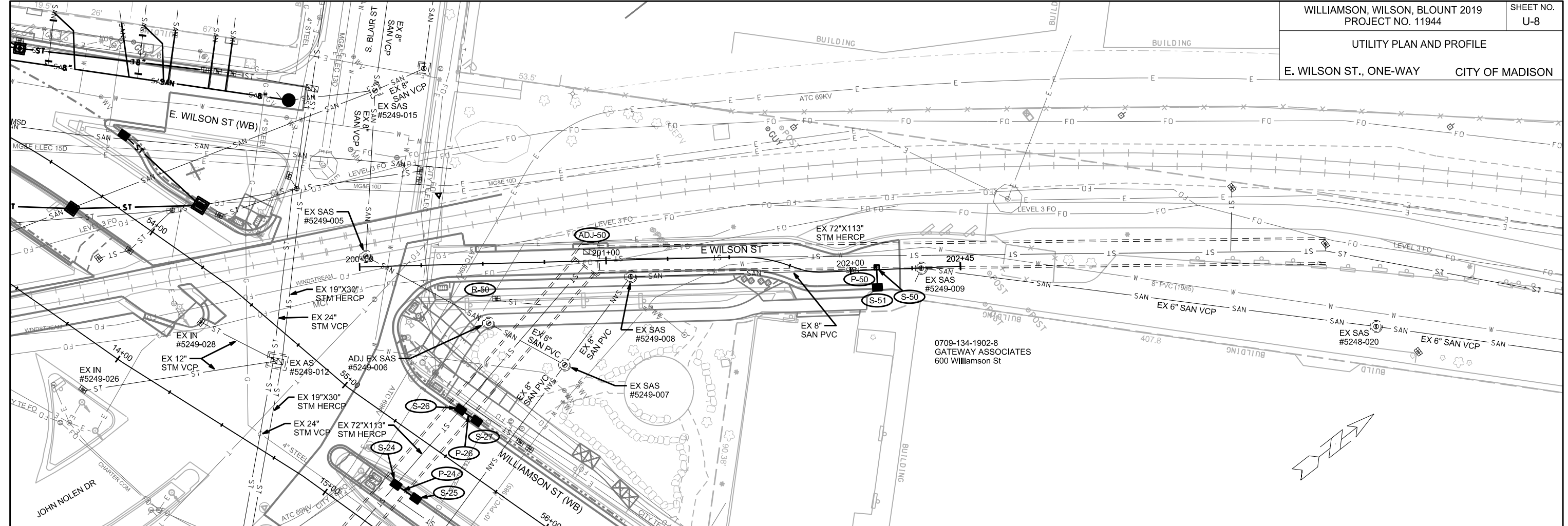


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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>WILLIAMSON ST (EB)</b>						
SAS #1	15+47.82	RT-4.63	852.55	843.55	9.00	[1], [2]
SAS #2	17+35.95	RT-2.00	853.86	844.40	9.46	[2]
* SAS #3	<b>18+82.75</b>	<b>RT-3.00</b>	<b>855.43</b>	<b>846.00</b>	<b>9.43</b>	-
* SAS #4	<del>20+78.04</del>	<del>LT 0.00</del>	<del>858.53</del>	<del>846.33</del>	<del>12.20</del>	-
<b>E. WILSON ST (WB)</b>						
SAS #20	54+14.45	LT-75.58	853.22	846.20	7.02	-
* SAS #21	<b>53+30.15</b>	<b>LT-32.70</b>	<b>853.05</b>	<b>846.69</b>	<b>6.36</b>	-
SAS #22	51+41.81	LT-5.22	857.00	848.23	8.77	-
SAS #23	50+81.81	LT-5.00	857.90	849.98	7.92	-
<b>S. BLOUNT ST</b>						
SAS #10	100+75.35	RT-2.00	857.93	844.29	13.64	-

## SANITARY STRUCTURE REMOVALS

STRUCTURE ID NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>WILLIAMSON ST (EB)</b>						
SAS #5249-003	15+47.80	RT-4.65	852.55	843.55	9.00	-
SAS #5249-002	16+96.45	RT-6.20	853.66	845.16	8.50	-
SAS #5349-001	18+83.30	RT-9.30	855.50	845.50	10.00	-
SAS #5349-002	22+29.15	LT-13.70	858.36	847.42	10.94	-
* EX CLEANOUT	<b>20+73.10</b>	<b>LT-9.05</b>	<b>858.50</b>	<b>846.60</b>	<b>11.90</b>	<b>PAID AS PIPE REMOVAL</b>
<b>E. WILSON ST (WB)</b>						
SAS #5249-050	51+41.80	LT-5.25	856.91	849.61	7.30	-
SAS #5249-017	53+00.65	LT-22.45	853.59	847.08	6.51	-
SAS #5249-016	54+14.45	LT-75.58	853.22	846.20	7.02	-

## SANITARY STRUCTURE ADJUSTMENTS

STRUCTURE ID NO.	STATION	LOCATION (OFFSET)	EX RIM	PROP RIM	PROP ADJ	NOTES
<b>S. BLOUNT ST</b>						
SAS #5348-042	101+76.35	RT-2.00	855.29	855.44	0.15	[3]
SAS #5348-041	102+40.50	RT-2.80	852.96	852.37	-0.59	[4]
SAS #5348-040	103+08.15	RT-2.25	851.51	851.05	-0.46	[4]
SAS #5348-039	104+12.45	RT-0.60	851.38	851.09	-0.29	[3]
<b>E. WILSON ST (ONE-WAY)</b>						
SAS #5249-006	200+51.75	RT-24.25	853.38	853.38	0.00	-
SAS #5249-008	201+09.85	RT-6.85	851.62	852.85	1.23	[4]

## PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN (PAY) LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
<b>WILLIAMSON ST (EB)</b>								
SAS #1	SAS #2	843.65	844.40	188	0.40%	8"	SDR-35	-
* SAS #2	SAS #3	844.50	<b>846.00</b>	<b>147</b>	<b>1.02%</b>	8"	SDR-35	-
* SAS #3	SAS #4	<del>845.36</del>	<del>846.33</del>	<del>150</del>	<del>0.65%</del>	<del>8"</del>	<del>SDR-26</del>	-
<b>E. WILSON ST (WB)</b>								
* SAS #20	SAS #21	846.30	<b>846.69</b>	<b>98.5</b>	0.40%	<b>12"</b>	C900	-
* SAS #21	SAS #22	<b>846.79</b>	848.23	<b>197</b>	<b>0.73%</b>	8"	C900	-
SAS #22	SAS #23	848.33	849.98	60	2.75%	8"	SDR-35	-
<b>S. BLOUNT ST</b>								
SAS 5348-042	SAS #10	843.25	844.29	104	1.00%	10"	C900	-

## SANITARY PIPES REMOVALS & ABANDONMENTS

REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
<b>WILLIAMSON ST (EB)</b>						
SAS #5249-003	SAS #5249-002	149	8	VCP	N	-
SAS #5249-002	SAS #5349-001	188	8	VCP	Y	-
SAS #5349-001	SAS #3	47	8	VCP	Y	-
* SAS #3	SAS #4	<del>150</del>	<del>8</del>	<del>VCP</del>	<del>N</del>	-
* SAS #5349-001	SAS #5349-002	<b>348</b>	8	VCP	Y	[5]
* SAS #5349-001	SAS #5349-002	10	8	VCP	Y	[6]
* EX CLEAN OUT		<b>12</b>	<b>8</b>	<b>PVC</b>	<b>Y</b>	-
<b>E. WILSON ST (WB)</b>						
SAS #5249-016	SAS #5249-017	132	8	VCP	N	-
SAS #5249-017	SAS #5249-050	164	8	VCP	N	-
SAS #5249-050	SAS #23	60	8	VCP	N	-

## SPECIFIC NOTES

- [1] INSTALL INTERNAL CHIMNEY SEAL
- [2] INSTALL EXTERNAL SEWER ACCESS STRUCTURE JOINT SEAL
- [3] ADJUSTMENT SHALL BE PAID UNDER BID ITEM 20506 ADJUST SEWER ACCESS STRUCTURE CASTING
- [4] ADJUSTMENT SHALL BE PAID UNDER BID ITEM 20501 ADJUST SEWER ACCESS STRUCTURE
- [5] ABANDON PIPE WITH SLURRY, BID ITEM 20335
- [6] ABANDON PIPE WITH TWO PIPE PLUGS

# STORM SEWER SCHEDULE

\*REVISED 4/8/2019 KDF

WILLIAMSON, WILSON, BLOUNT 2019	SHEET NO.
PROJECT NO. 11944	U-10
STORM SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>E. WILSON ST (WB)</b>							
* S-1	53+84.10	LT-68.55	TAP	-	849.25	-	-
* S-2	53+17.66	LT-33.65	3X3 SAS	853.32	849.83	3.49	[2], W/R-1550-0054
* S-3	52+61.62	LT-18.91	3X3 SAS	854.45	850.28	4.17	[1]-2, W/R-1550-0054
* S-4	52+18.87	LT-14.58	3X3 SAS	855.41	850.56	4.85	[1], W/R-1550-0054
* S-5	51+62.92	LT-14.50	3X3 SAS	856.50	850.95	5.55	W/R-1550-0054
S-6	51+19.42	LT-15.00	3X3 SAS	857.22	853.00	4.22	W/R-1550-0054
S-10	54+09.75	LT-19.96	4X4 SAS	853.56	847.97	5.59	UD, W/R-3067-7004-V
* S-10A	53+67.97	LT-25.50	H INLET	852.99	850.00	2.99	LP, UD, W/R-3067-7004-VB
S-11	53+67.97	RT-11.00	3X3 SAS	853.67	848.68	4.99	LP, W/R-3067-7004-VB
<b>E. WILSON ST (EB)</b>							
S-12	13+21.57	LT-21.00	3X3 SAS	853.66	848.88	4.78	LP, UD, W/R-3067-7004-VB
S-12A	13+10.58	LT-20.70	H INLET	853.80	849.46	4.34	UD, W/R-3067-7004-V
S-13	12+87.06	RT-29.48	H INLET	853.41	849.41	4.00	LP, UD, W/R-3067-7004-VB
S-13A	12+75.07	RT-28.34	H INLET	853.49	849.74	3.75	UD, W/R-3067-7004-V
<b>WILLIAMSON ST (EB)</b>							
* S-20	15+64.36	RT-27.75	BEND	-	848.48	-	W/ MARKER BALL
S-21	15+90.00	RT-16.50	H INLET	852.39	848.88	3.51	LP, UD, W/R-3067-7004-VB
S-21A	15+90.00	LT-11.00	H INLET	853.01	849.02	3.99	LP, W/R-3067-7004-VB
S-22	16+01.00	RT-16.50	H INLET	852.49	849.04	3.45	UD, W/R-3067-7004-V
S-23	16+12.00	RT-16.50	H INLET	852.60	849.12	3.48	UD, W/R-3067-7004-V
<b>WILLIAMSON ST (WB)</b>							
S-24	55+40.21	RT-21.00	SADDLED INLET	852.94	841.81	11.13	W/R-3067-7004
S-25	55+50.00	RT-21.00	H INLET	852.78	849.00	3.78	LP, W/R-3067-7004-VB
S-26	55+44.10	LT-19.00	SADDLED INLET	852.75	841.81	10.94	W/R-3067-7004
S-27	55+52.10	LT-19.00	H INLET	852.78	849.00	3.78	LP, UD, W/R-3067-7004-VB
S-30	61+90.00	LT-3.00	TAP	-	855.14	-	-
* S-30A	61+76.70	RT-3.05	BEND	-	855.57	-	-
* S-31	61+50.71	RT-15.00	H INLET	858.63	855.70	2.93	LP, W-3067-7004-VB
<b>S. BLOUNT ST</b>							
S-32	100+54.38	LT-6.93	3X3 SADDLED	857.79	842.08	15.71	W/R-1550-0054
S-33	100+54.38	LT-13.87	H INLET	858.02	854.33	3.69	LP, W/R-3067-7004-VB
S-40	103+97.19	RT-11.50	TAP	-	845.55	-	-
S-41	103+85.00	RT-11.50	H INLET	850.81	845.76	5.05	LP, UD, W/R-3067-7004-VB
S-42	103+74.00	RT-11.50	H INLET	850.86	845.84	5.02	UD, W/R-3067-7004-V
S-43	103+85.00	LT-18.50	SADDLED INLET	850.89	842.06	8.83	LP, UD, W/R-3067-7004-VB
<b>E. WILSON ST (ONE-WAY)</b>							
S-50	202+10.65	LT-1.00	TAP	-	846.00	-	-
S-51	202+10.65	RT-7.15	H INLET	852.13	846.14	5.99	LP, W/R-1878-B7G

## 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
<b>E. WILSON ST (WB)</b>										
* P-1	S-1	S-2	849.25	849.83	81	77.3	0.75%	18"	TYPE I	-
* P-2	S-2	S-3	849.83	850.28	62	59	0.76%	18"	TYPE I	-
* P-3	S-3	S-4	850.28	850.56	45	42.0	0.67%	18"	TYPE I	-
* P-4	S-4	S-5	850.56	850.95	56.5	53.5	0.73%	14"X23"	TYPE I	-
P-5	S-5	S-6	851.26	853.00	43.5	40.5	4.30%	18"	TYPE I	-
P-10	S-10	S-11	847.97	848.68	52	47.7	1.50%	18"	TYPE I	-
* P-10A	EX IN 5249-017	S-10A	849.79	850.00	46	42.2	0.50%	12"	TYPE I	TAP EX STRUCTURE
P-11	S-11	S-12	848.68	848.88	34	30.1	0.65%	18"	TYPE I	-
<b>E. WILSON ST (EB)</b>										
P-12	S-12	S-13	849.13	849.41	60.5	57.7	0.50%	15"	TYPE I	-
P-12A	S-12	S-12A	849.38	849.46	11	8	1.00%	12"	TYPE I	-
P-13A	S-13	S-13A	849.66	849.74	11	8	1.00%	12"	TYPE I	-
<b>WILLIAMSON ST (EB)</b>										
* P-20	S-20	S-21	848.48	848.88	28	26.4	1.52%	15"	TYPE I	-
P-21	S-21	S-22	848.88	849.04	9.5	8	2.00%	12"	TYPE I	-
P-21A	S-21	S-21A	848.88	849.02	27.5	25.5	0.55%	12"	TYPE I	-
P-22	S-22	S-23	849.04	849.12	9.5	8	1.00%	12"	TYPE I	-
<b>WILLIAMSON ST (WB)</b>										
P-24	S-24	S-25	848.93	849.00	10	6.8	1.00%	12"	TYPE I	-
P-26	S-26	S-27	848.95	849.00	8	5	1.00%	12"	TYPE I	-
* P-30	S-30	S-30A	855.14	855.57	14.5	13.1	3.28%	12"	TYPE I	-
* P-31	S-30A	S-31	855.57	855.70	29	27	0.50%	12"	TYPE I	-
<b>S. BLOUNT ST</b>										
P-32	S-32	S-33	854.29	854.33	7	4.4	1.00%	12"	TYPE I	-
P-40	S-40	S-41	845.55	845.76	12.5	10.7	1.95%	12"	TYPE I	-
P-41	S-41	S-42	845.76	845.84	11	8	1.00%	12"	TYPE I	-
<b>E. WILSON ST (ONE-WAY)</b>										
P-50	S-50	S-51	846.00	846.14	8	7.1	2.00%	12"	TYPE I	-

**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 V PIPE LENGTH.

## SPECIFIC NOTES

- [1] PRIVATE RECONNECT TYPE 1 TO CONNECT STORM LATERAL TO STRUCTURE
- [2] PRIVATE RECONNECT TYPE 2 TO CONNECT STORM LATERAL TO STRUCTURE

## 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.

# STORM SEWER SCHEDULE

\*REVISED 4/8/2019 KDF

WILLIAMSON, WILSON, BLOUNT 2019	SHEET NO.
PROJECT NO. 11944	U-11
STORM SEWER SCHEDULE	
CITY OF MADISON	

## REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
<b>E. WILSON ST (WB)</b>					
R-1	IN 5249-015	53+14.65	LT-33.65	SAS	-
R-2	AS 5249-037	51+63.25	LT-12.60	SAS	-
R-3	AS 5249-038	51+19.40	LT-15.35	SAS	-
R-10	AS 5249-022A	54+01.65	LT-11.85	SAS	-
R-10A	IN 5249-020	53+96.70	RT-11.60	INLET	-
R-10B	IN 5249-021	53+88.30	RT-21.30	INLET	-
R-10C	IN 5249-019	54+28.25	LT-21.15	INLET	[1]
<b>E. WILSON ST (EB)</b>					
R-11	AS 5249-022	13+21.10	LT-10.65	SAS	-
R-11A	IN 5249-023	13+11.00	RT-29.20	INLET	-
R-12	AS 5249-027	12+51.75	RT-38.55	SAS	-
R-13	IN 5249-024	12+52.55	RT-26.10	INLET	-
R-14	IN 5249-025	12+42.10	RT-25.30	INLET	-
<b>WILLIAMSON ST (EB)</b>					
R-20	IN 5249-004	15+66.75	RT-27.50	INLET	-
R-21	IN 5249-005	15+83.95	RT-26.25	INLET	-
R-22	IN 5249-003	15+48.85	LT-15.15	INLET	-
<b>WILLIAMSON ST (WB)</b>					
R-23	IN 5249-002	55+71.50	LT-22.00	INLET	-
R-24	IN 5249-002A	55+76.15	LT-22.00	INLET	-
<b>S. BLOUNT ST</b>					
R-40	IN 5348-020	103+90.50	RT-21.60	INLET	-
R-41	IN 5348-019	103+81.15	RT-21.75	INLET	-
R-42	IN 5348-021	103+85.35	LT-16.65	INLET	-
<b>E. WILSON ST (ONE-WAY)</b>					
R-50	NA	200+55.10	RT-14.25	INLET	[1]

## STORM STRUCTURE ADJUSTMENTS

ADJUST NO.	STATION	LOCATION (OFFSET)	TYPE	EX. TOC ELEV.	PROP ELEV.	ADJUST DIFF.	NOTES
<b>E. WILSON ST (WB)</b>							
ADJ-1	50+99.30	LT-19.20	INLET	857.75	857.73	-0.02	-
ADJ-2	50+94.40	LT-19.00	INLET	857.85	857.75	-0.10	-
ADJ-3	50+89.45	LT-18.90	INLET	857.97	857.93	-0.04	-
ADJ-4	51+25.60	LT-34.60	INLET	857.04	857.98	0.94	[3]
<b>E. WILSON ST (EB)</b>							
ADJ-10	10+97.75	RT-20.25	INLET	857.08	857.04	-0.04	-
ADJ-11	10+92.00	RT-20.25	INLET	857.20	857.16	-0.04	-
<b>S. BLOUNT ST</b>							
ADJ-40	103+92.25	LT-17.85	INLET	850.32	850.95	0.63	[3]
ADJ-41	103+99.45	LT-13.50	CATCHBASIN	850.72	850.68	-0.04	[4]
ADJ-42	104+25.00	LT-16.00	CATCHBASIN	851.59	851.78	0.19	[4]
<b>E. WILSON ST (ONE-WAY)</b>							
ADJ-50	200+93.25	LT-3.75	CATCHBASIN	851.87	852.78	0.91	[4]

## SPECIFIC NOTES

- [1] PLUG EXISTING 12" PIPE AFTER STRUCTURE REMOVAL. PAID UNDER BID ITEM 20336
- [2] PIPE PLUGS TO BE PAID FOR UNDER BID ITEM 20336
- [3] ADJUSTMENT SHALL BE PAID UNDER BID ITEM 20501 ADJUST SEWER ACCESS STRUCTURE
- [4] RECONSTRUCT CATCHBASIN CASTING TO SAS CASTING. PAID UNDER BID ITEM 90030

## REMOVE STORM PIPES

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
<b>E. WILSON ST (WB)</b>							
RP-1A	S-1	R-1	71	18"	VCP	N	-
RP-1	R-1	R-2	163	12"	VCP	N	-
RP-2	R-2	R-3	44	12"	VCP	N	-
RP-10	S-10	R-11	92	12"	VCP	Y	-
RP-10A	R-10	R-10A	24	12"	VCP	Y	-
RP-10B	R-10A	R-10B	13	12"	VCP	Y	-
<b>E. WILSON ST (EB)</b>							
RP-11	R-11	R-12	83	12"	VCP	Y	-
RP-11A	R-11	R-11A	40	12"	VCP	Y	-
<b>WILLIAMSON ST (EB)</b>							
RP-20	R-20	R-21	18	12"	VCP	N	-
RP-22	TAP	R-22	22	12"	RCP	Y	-
<b>WILLIAMSON ST (WB)</b>							
RP-23	TAP	R-23	20	12"	RCP	Y	-
<b>S. BLOUNT ST</b>							
RP-40	S-40	R-40	5	12"	VCP	Y	-
RP-41	R-40	R-41	5	12"	VCP	Y	-
<b>ABANDON STORM PIPES</b>							
ABAN NO.	ABAN FROM	ABAN TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	NOTES	
<b>E. WILSON ST (EB)</b>							
AP-10	R-12	R-13	9.0	12"	RCP	[2], W/ PLUGS	
AP-11	R-12	R-14	9	12"	RCP	[2], W/ PLUGS	

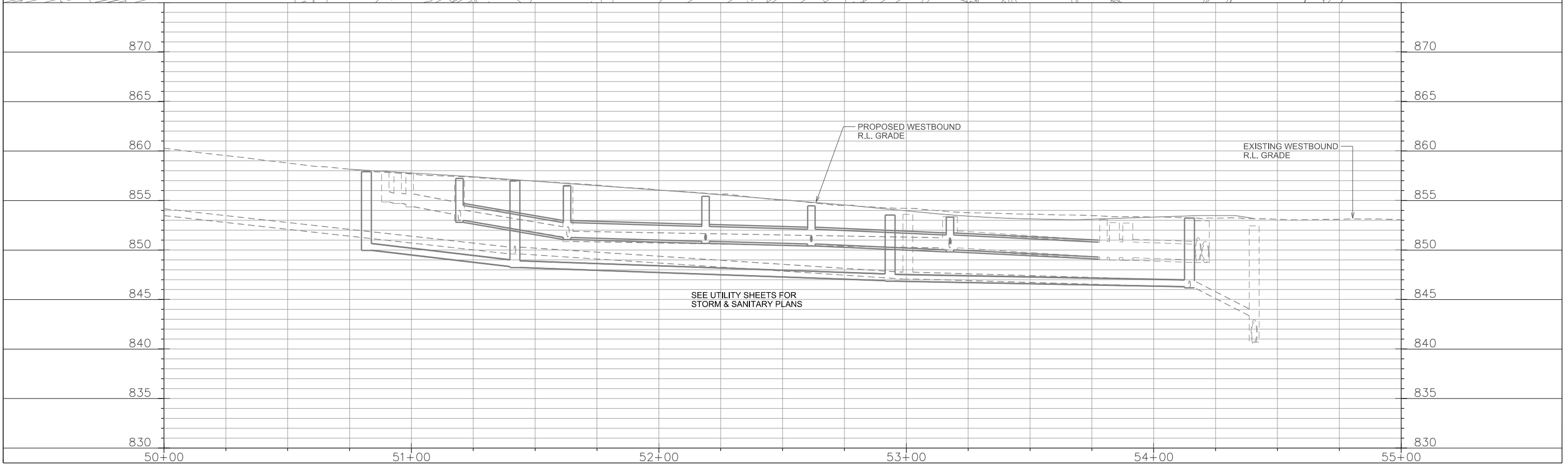
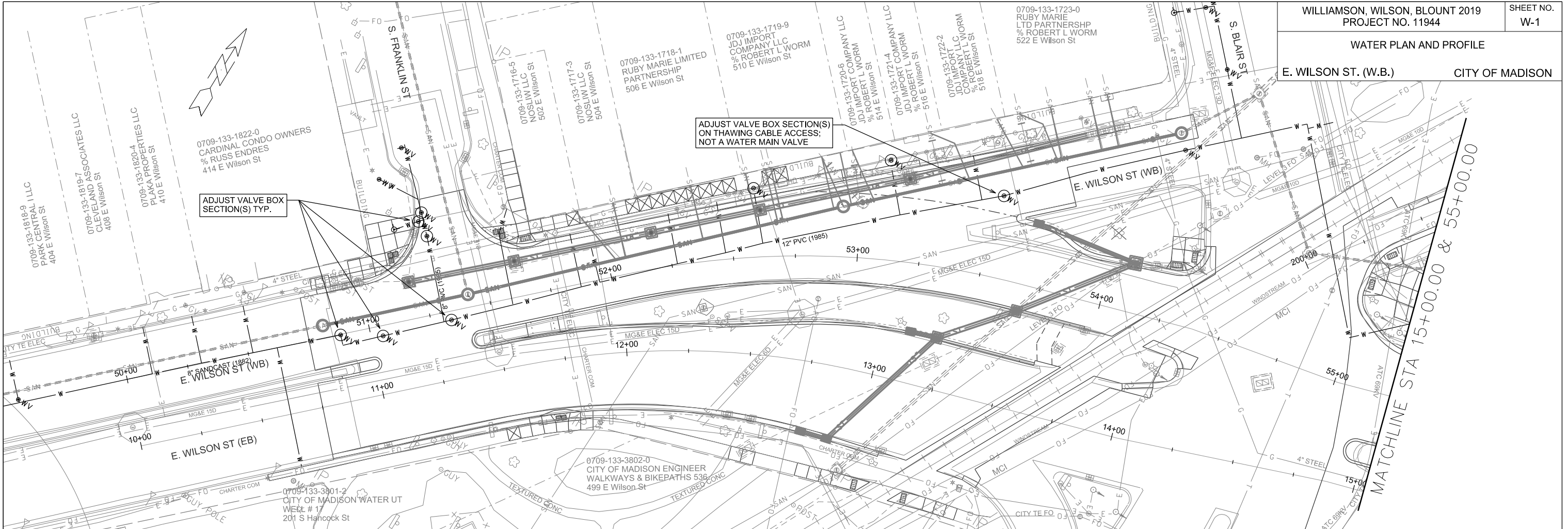
## STORM SEWER ULOs (5 ADDITIONAL INDISTRIBUTED ULOs INCLUDED)

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	TOP ELEV.	NOTES
<b>E. WILSON ST (WB)</b>					
* ULO1	51+30.82	LT-5.00	12" WATER	851.73	OK
* ULO2	51+30.93	LT-17.00	12" WATER	851.51	OK
* ULO3	51+46.92	LT-16.88	ELECTRIC DUCT	853.02	[7], CONFLICT, ELEC BTM = 851.58
* ULO4	51+77.75	LT-15.50	5" PVC ELECTRIC	853.04	[5], CONFLICT, STM TOP =852.87
* ULO5	51+81.90	LT-14.15	5" PVC FIBER OPTIC	853.16	[5], CONFLICT, STM TOP =852.84
* ULO6	51+96.50	LT-14.40	ELECTRIC DUCT	853.02	[5], CONFLICT, ELEC BTM = 852.22
* ULO7	52+64.50	LT-19.50	ELECTRIC DUCT	849.65	OK, ELEC BTM = 848.70
* ULO8	53+55.25	LT-48.20	ELECTRIC DUCT	851.04	[6], CONFLICT, ELEC BTM = 850.05
* ULO9	53+78.85	LT-23.40	ELECTRIC DUCT	850.79	[5], CONFLICT, ELEC BTM = 848.12
* ULO10	54+04.00	RT-16.00	FIBER OPTIC	-	DETERMINED NOT TO BE NEEDED
<b>WILLIAMSON ST (EB)</b>					
* ULO11	13+16.65	LT-22.10	1" & 2" CABLES	851.28	OK, TOP STM = 850.58
<b>WILLIAMSON ST (WB)</b>					
* ULO12	61+54.25	RT-13.50	4" STEEL GAS	854.87	[5], CONFLICT, STM BTM = 854.75
* ULO13	61+73.75	RT-5.55	ELECTRIC DUCT	855.19	[5], CONFLICT, ELEC BTM = 852.56
* ULO13C	61+74.50	RT-4.85	2" ELEC CONDUIT	855.38	[5], CONFLICT

- \* [5] STORM SEWER REVISED TO AVOID CONFLICT
- \* [6] DUCT IS EMPTY AND ABANDONED
- \* [7] DUCT SHOWN TO BE IN CONFLICT WITH EXISTING AND PROPOSED STORM SEWER. CONTRACTOR TO VERIFY DUCT GOES UNDER EXISTING STORM SEWER

WATER PLAN AND PROFILE

E. WILSON ST. (W.B.) CITY OF MADISON



ADJUST VALVE BOX SECTION(S) TYP.

ADJUST VALVE BOX SECTION(S) ON THAWING CABLE ACCESS; NOT A WATER MAIN VALVE

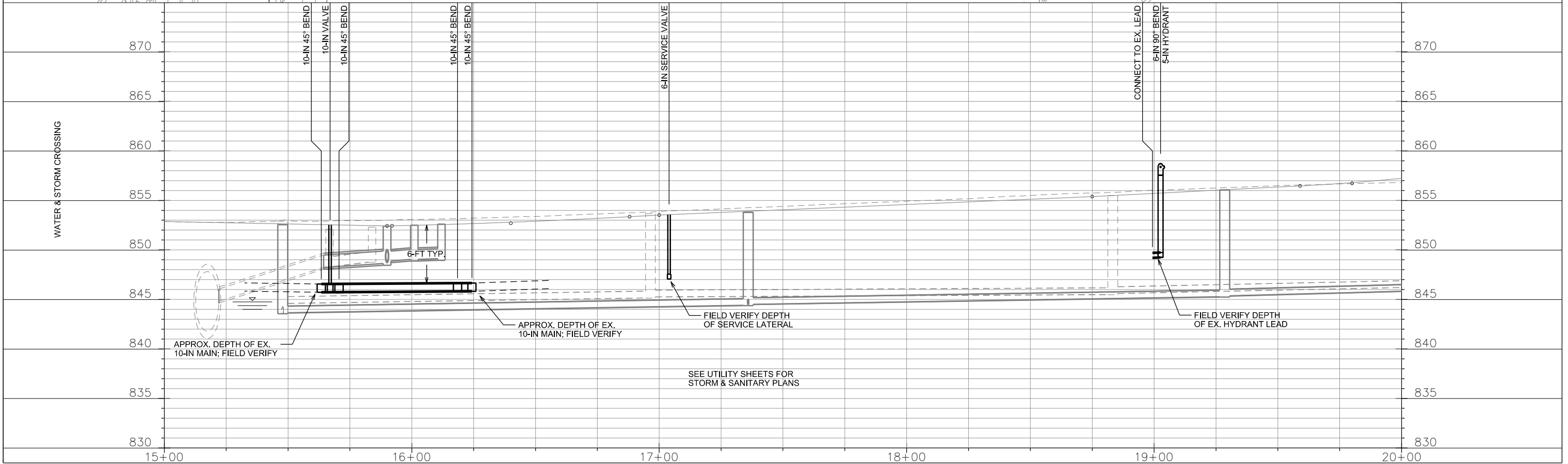
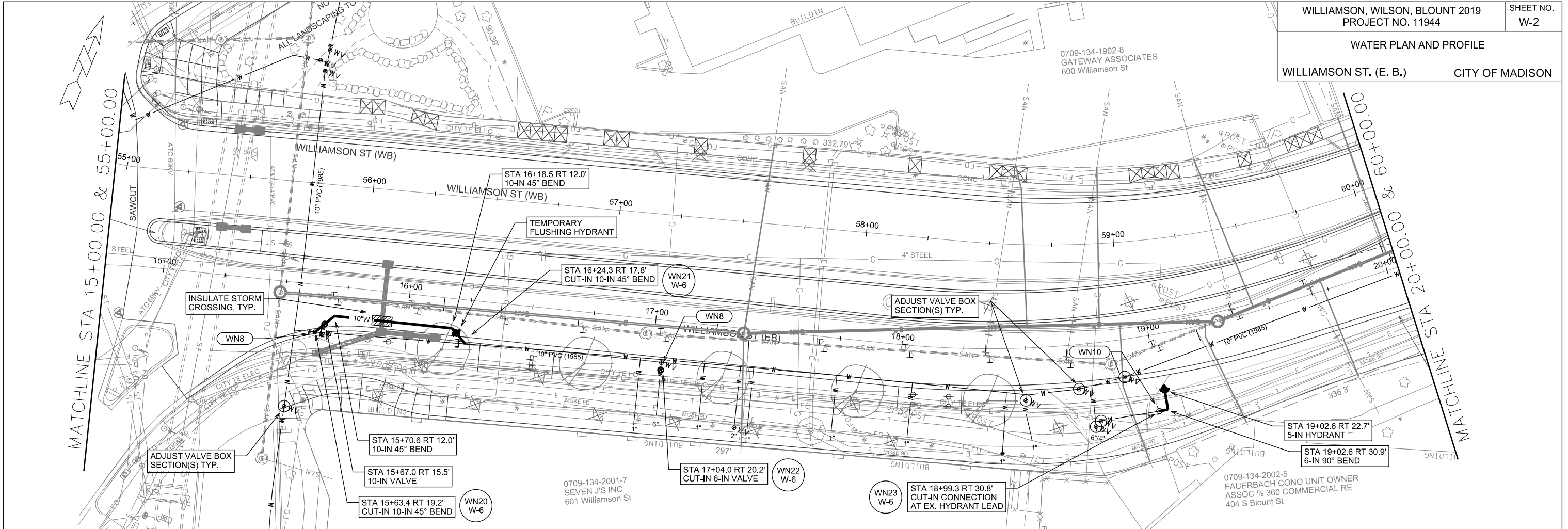
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PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

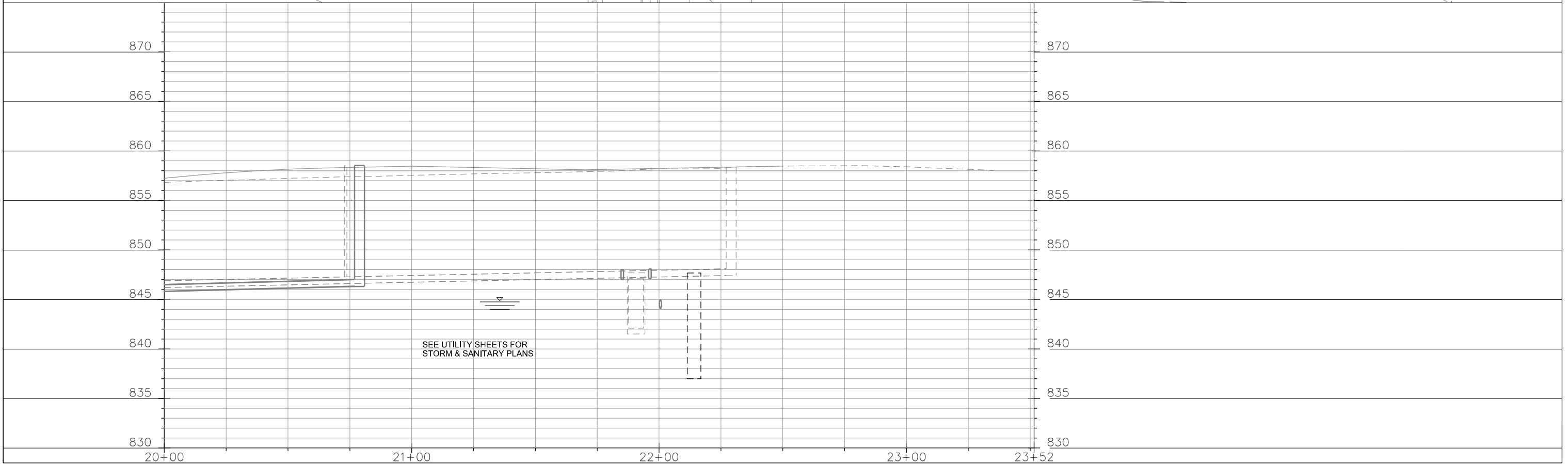
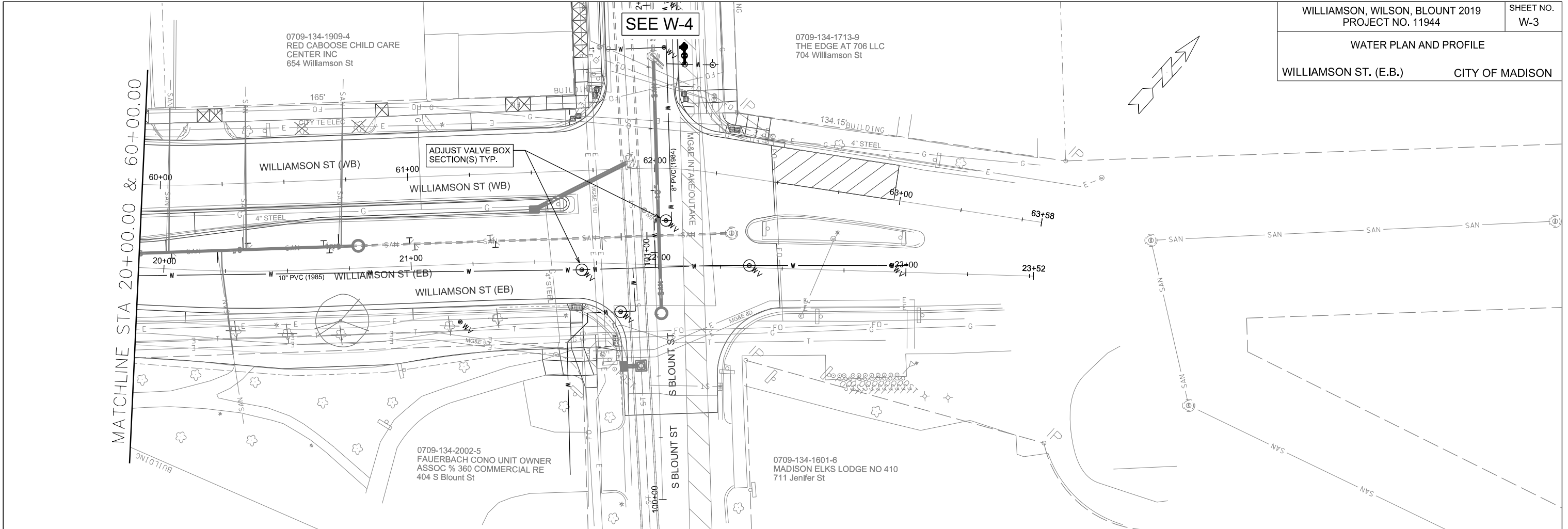


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PLOT NAME: \_\_\_\_\_

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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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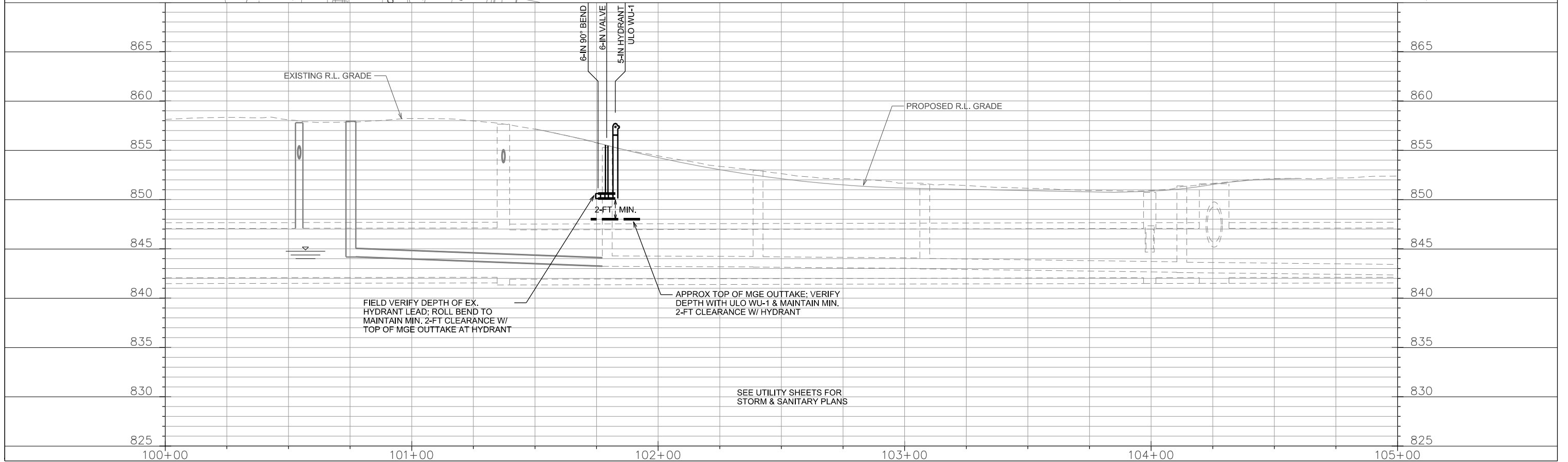
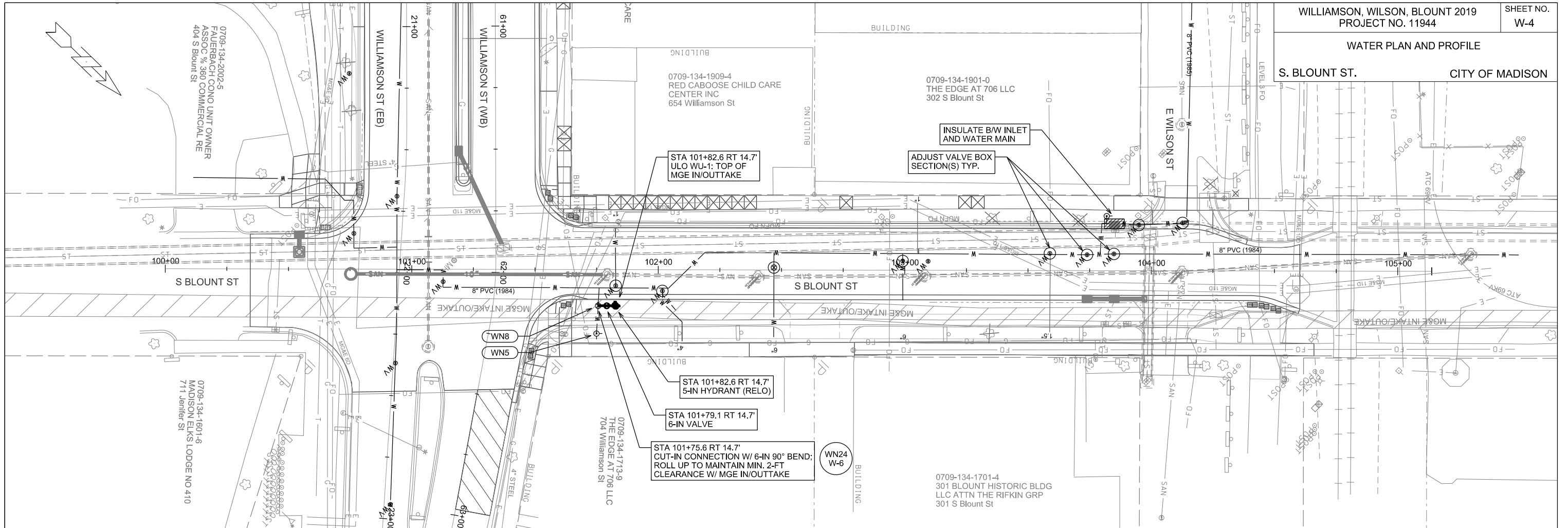
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE

S. BLOUNT ST. CITY OF MADISON



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

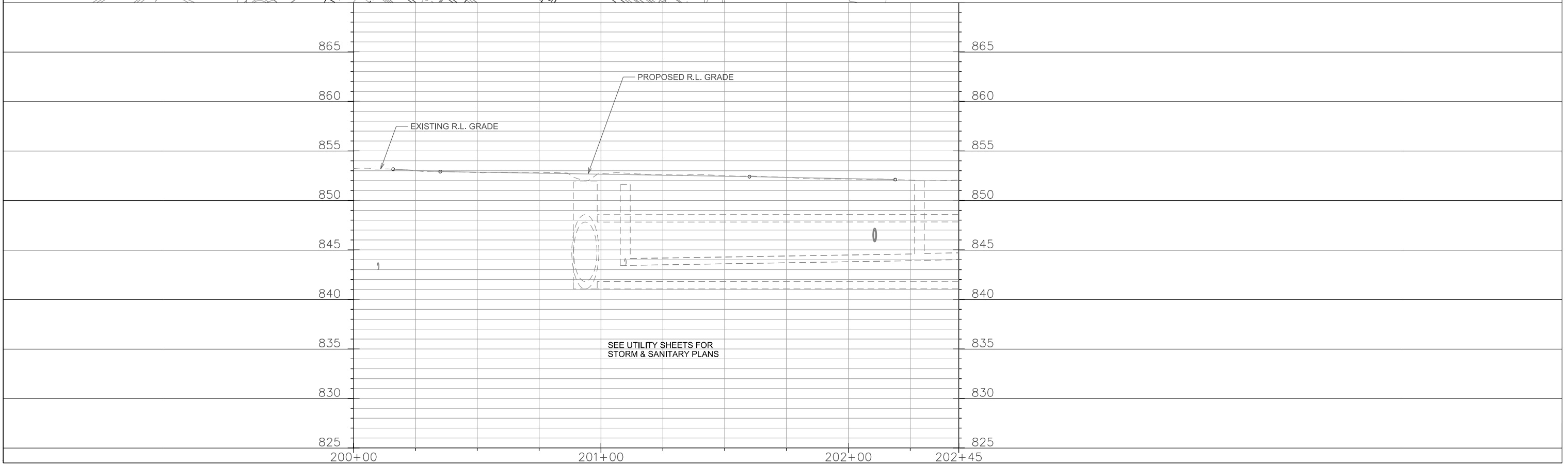
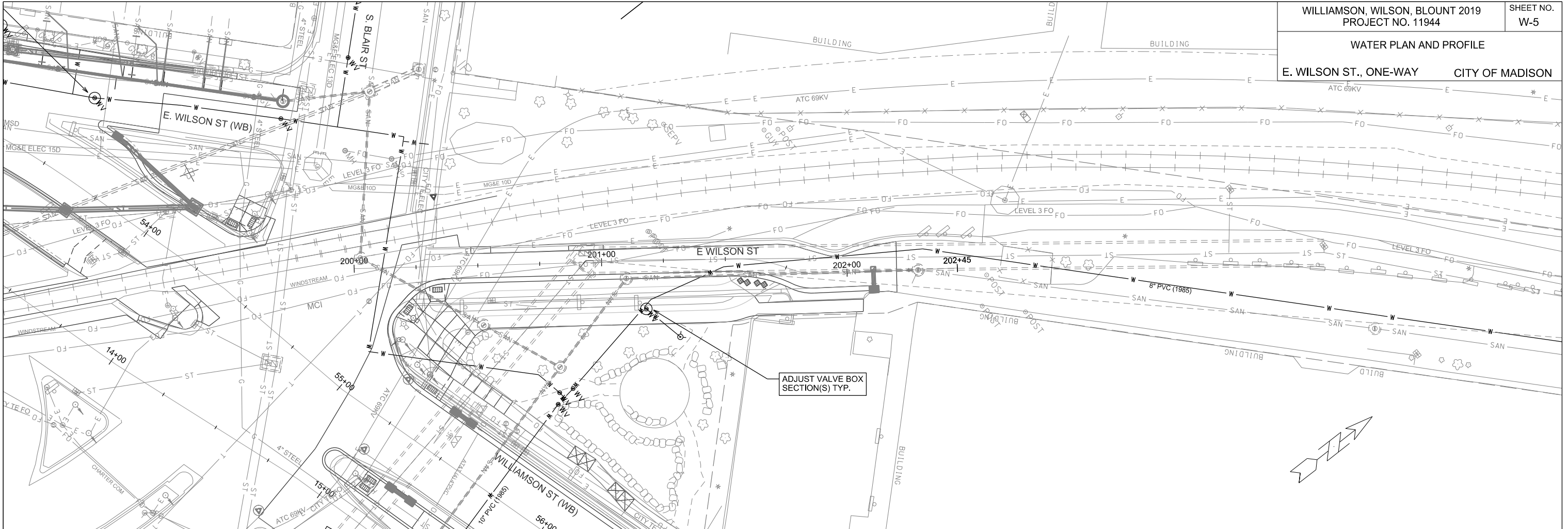
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



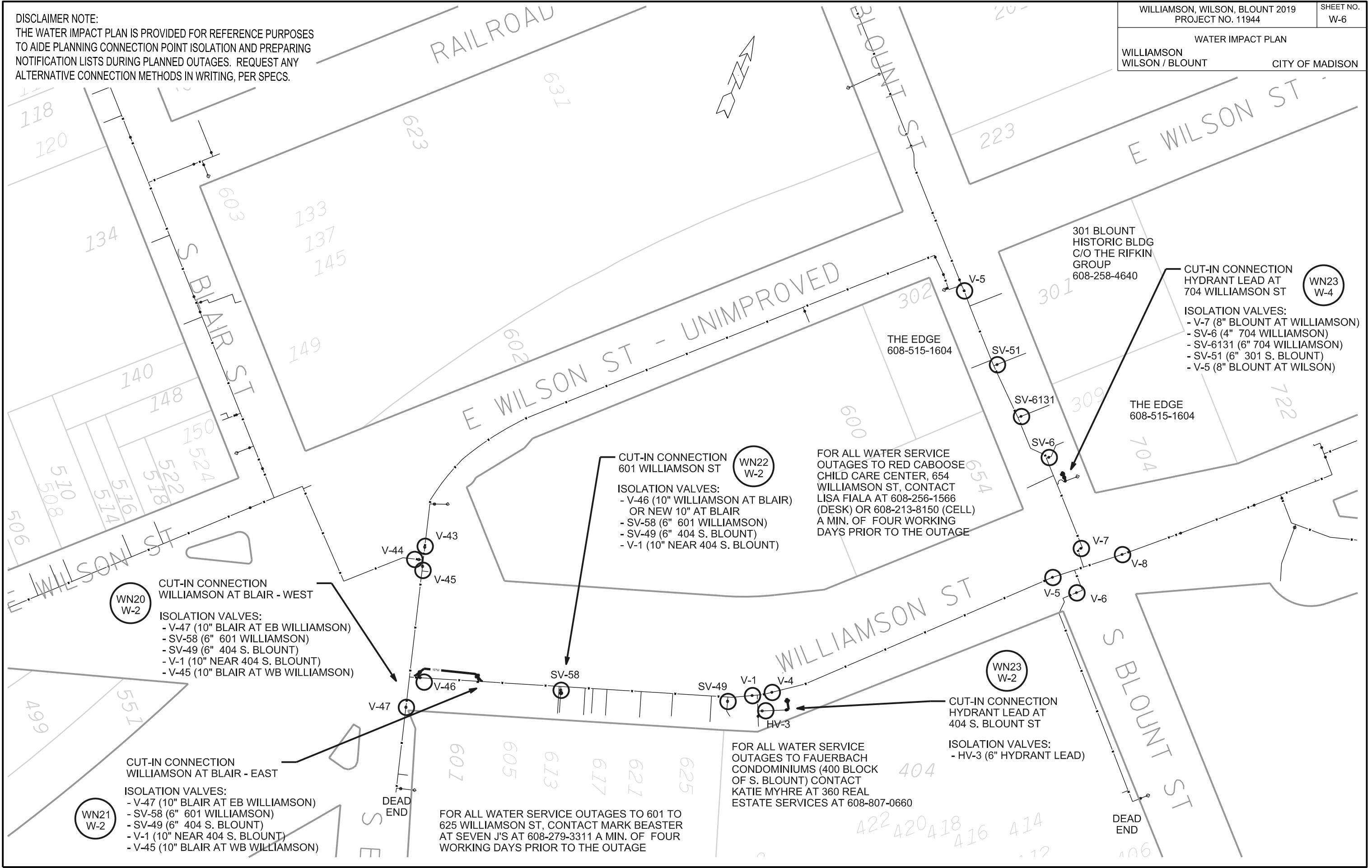
WATER PLAN AND PROFILE  
E. WILSON ST., ONE-WAY CITY OF MADISON



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



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
  - WN20+ SEE WATER IMPACT PLAN FOR CONNECTION POINT ISOLATION AND WATER SHUT-OFF NOTIFICATION INFORMATION.

**ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:**

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

- 25-FT - 6-IN PIPE
- 70-FT - 10-IN PIPE
- 2 - 6-IN VALVE & BOX
- 1 - 10-IN VALVE & BOX
- 2 - 6-IN 90° BEND
- 4 - 10-IN 45° BEND
- 4 - 10-IN MJ CAP
- 1 - 5-IN HYDRANT
- 120-FT POLYWRAP
- 16-FT 2-IN STYROFOAM INSULATION

**MATERIALS SUPPLIED BY CITY:**

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

NONE

**ESTIMATE OF MATERIALS REUSED:**

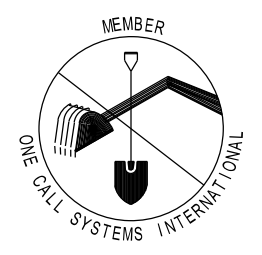
*\* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.*

1 - 5-IN HYDRANT

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.

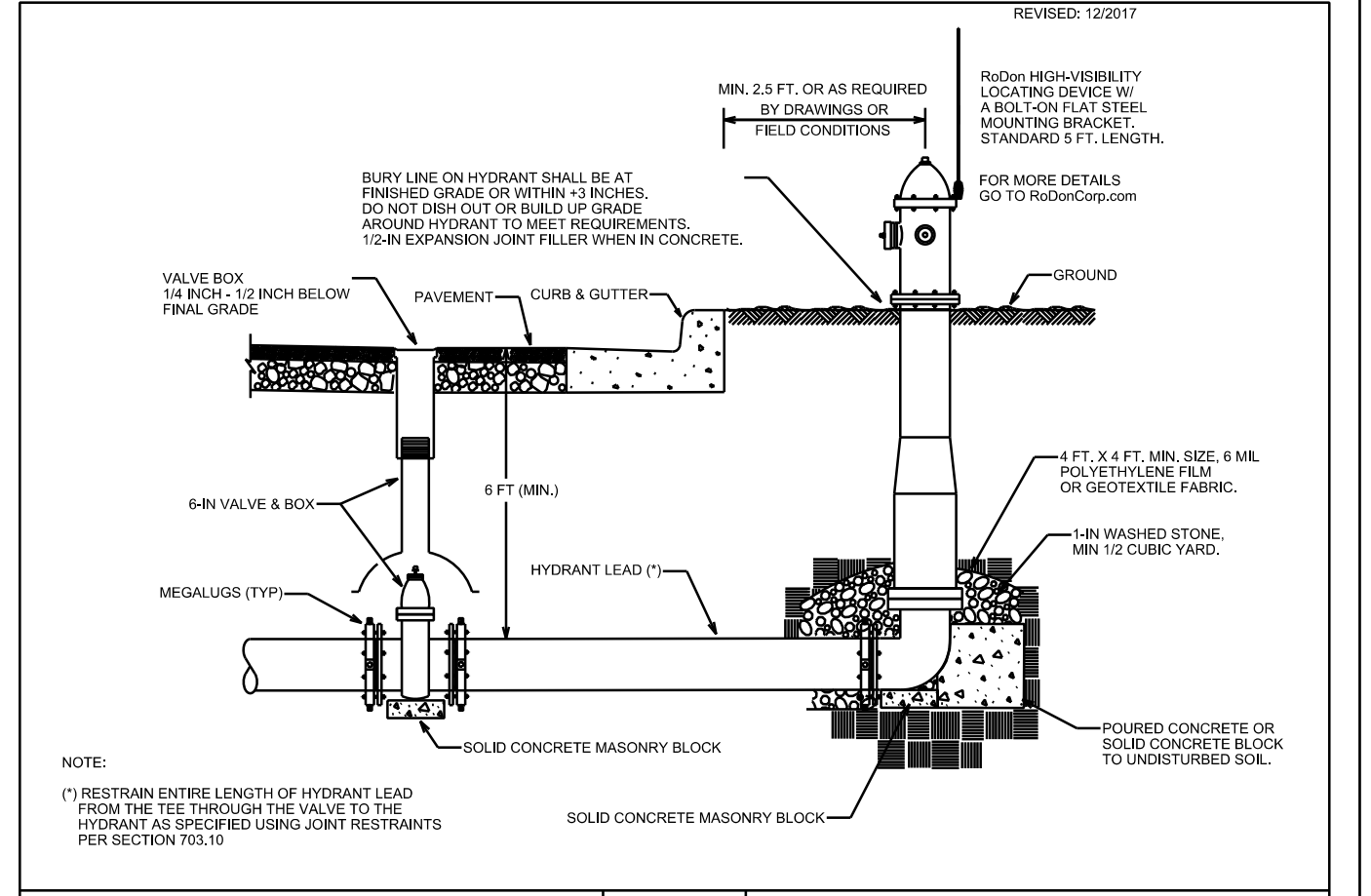


**DISCLAIMER NOTE:**  
UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WORK.

**PART VII - WATER MAINS AND SERVICE LATERALS**

**DETAIL DRAWING NO. 7.04**

REVISED: 12/2017



NOTE:  
(\*) RESTRAIN ENTIRE LENGTH OF HYDRANT LEAD FROM THE TEE THROUGH THE VALVE TO THE HYDRANT AS SPECIFIED USING JOINT RESTRAINTS PER SECTION 703.10

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

**GENERAL ELECTRIC 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 GRETCHEN AVILES PINEIRO (266-4899) CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING BASE LOCATIONS MARKED.

2. BASES INSTALLED IN TERRACE SHALL BE 4' FROM FACE OF CURB UNLESS OTHERWISE NOTED. SUBJECT TO NOTE 1 ABOVE.

3. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH "CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2019 EDITION" AND ALL ADDENDUMS THERETO. ALL CONDUITS SHALL BE PVC, SCHEDULE 80 UNDER PAVEMENT OR SCHEDULE 40 OTHERWISE.

4. THE CONTRACTOR SHALL CALL TROY VANT (395-1975) AT THE TRAFFIC ENGINEERING SHOP AT LEAST 24-HOURS IN ADVANCE OF POURING BASES OR BURYING CONDUIT TO ARRANGE FOR INSPECTION. ANY WORK COMPLETED WITHOUT INSPECTION IS SUBJECT TO REJECTION.

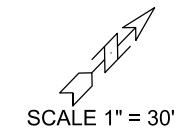
5. THE CONTRACTOR SHALL ARRANGE FOR PICKUP OF THE FOLLOWING CITY FURNISHED MATERIALS, WHICH SHOULD BE ARRANGED FOR PICKUP BY CALLING DENNIS ROWE, TRAFFIC ENGINEERING SHOP, 266-9034, 1120 SAYLE ST, AT LEAST 24-HOURS PRIOR TO NEEDING MATERIALS:

- 3/4"X19" ANCHOR BOLTS: 9 SETS OF 4 FOR TYPE G BASES
- 3/4"X24" ANCHOR BOLTS: 9 SETS OF 4 FOR LB-1 BASES
- 1"X40" ANCHOR BOLTS: 11 SETS OF 4 FOR LB-3 BASES
- 1-1/4"X48" ANCHOR BOLTS: 8 SETS OF 4 FOR LB-8 BASES

6. THE CONTRACTOR SHALL INSTALL LOOP LEED DUCT CONDUITS (PER S.D.D. 6.04) PRIOR TO CITY CREWS INSTALLING LOOP DETECTOR WIRES.

7. NOTIFY TOM BODENSTEIN (266-4767) A MINIMUM OF 24 HOURS AND MAXIMUM OF 48 HOURS PRIOR TO INSTALL LOOP DETECTION WIRES IN THE BASE COURSE.

**ELECTRICAL PLAN**

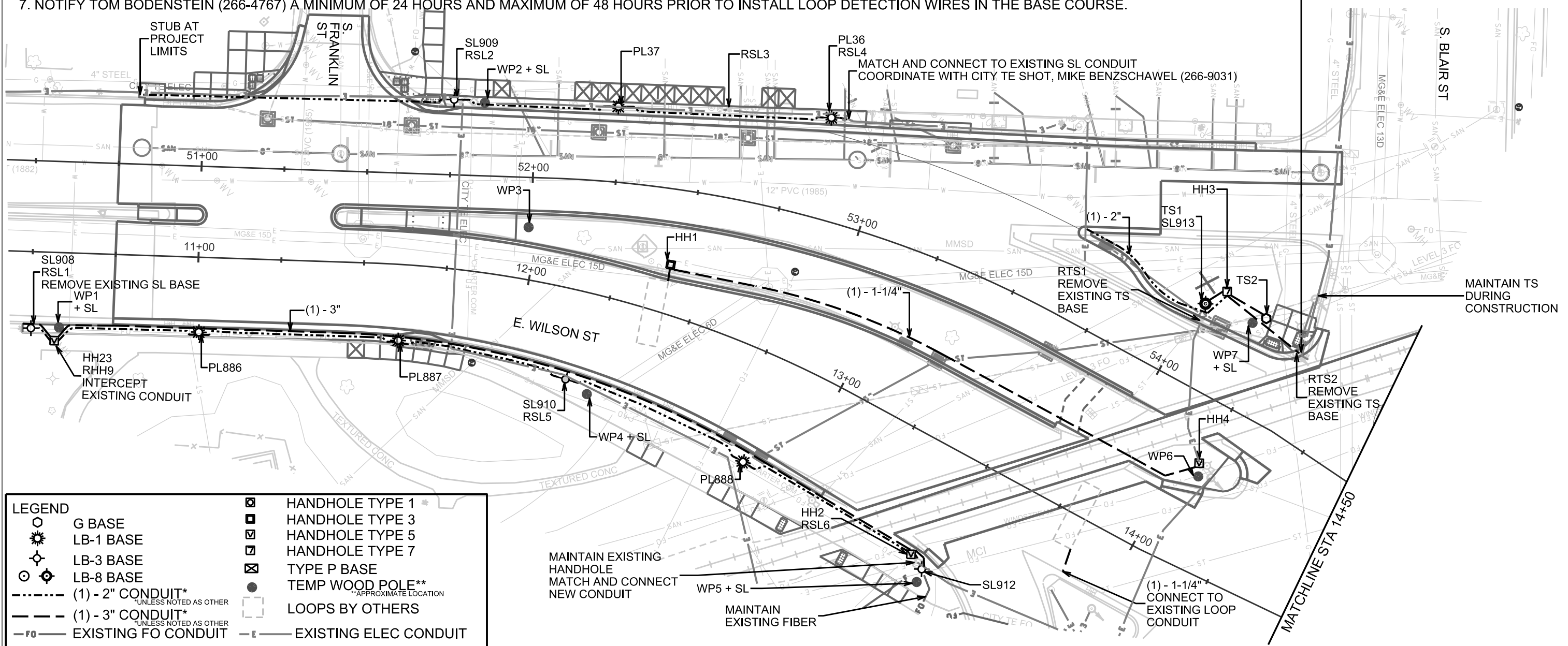


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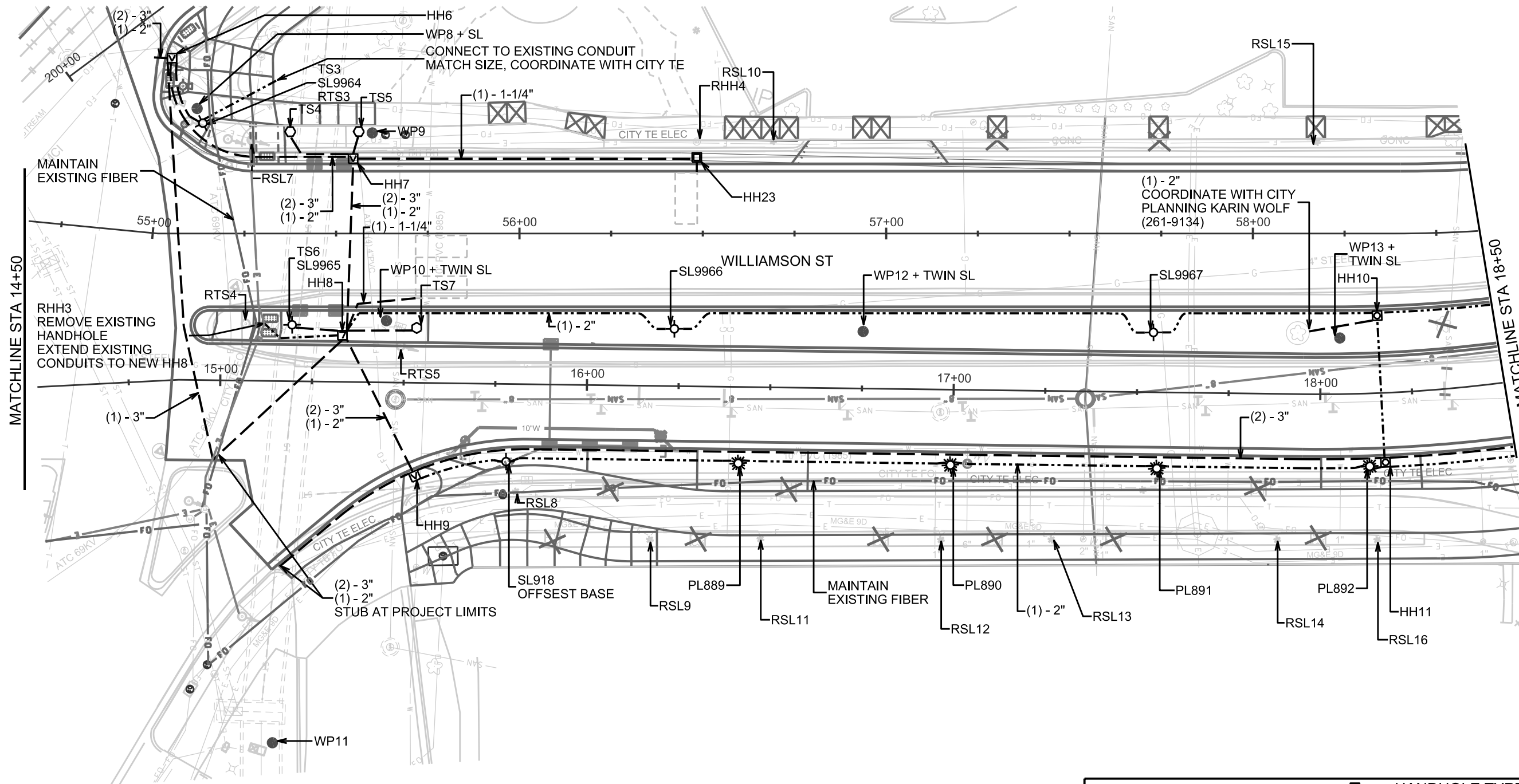
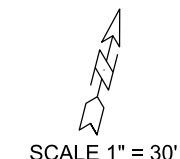
REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



LEGEND	
	G BASE
	LB-1 BASE
	LB-3 BASE
	LB-8 BASE
	(1) - 2" CONDUIT* <small>*UNLESS NOTED AS OTHER</small>
	(1) - 3" CONDUIT* <small>*UNLESS NOTED AS OTHER</small>
	EXISTING FO CONDUIT
	HANDHOLE TYPE 1
	HANDHOLE TYPE 3
	HANDHOLE TYPE 5
	HANDHOLE TYPE 7
	TYPE P BASE
	TEMP WOOD POLE** <small>**APPROXIMATE LOCATION</small>
	LOOPS BY OTHERS
	EXISTING ELEC CONDUIT

ELECTRICAL PLAN



LEGEND	
	G BASE
	LB-1 BASE
	LB-3 BASE
	LB-8 BASE
	(1) - 2" CONDUIT* <small>*UNLESS NOTED AS OTHER</small>
	(1) - 3" CONDUIT* <small>*UNLESS NOTED AS OTHER</small>
	EXISTING FO CONDUIT
	EXISTING ELEC CONDUIT
	HANDHOLE TYPE 1
	HANDHOLE TYPE 3
	HANDHOLE TYPE 5
	HANDHOLE TYPE 7
	TYPE P BASE
	TEMP WOOD POLE** <small>**APPROXIMATE LOCATION</small>
	LOOPS BY OTHERS

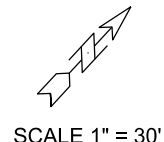
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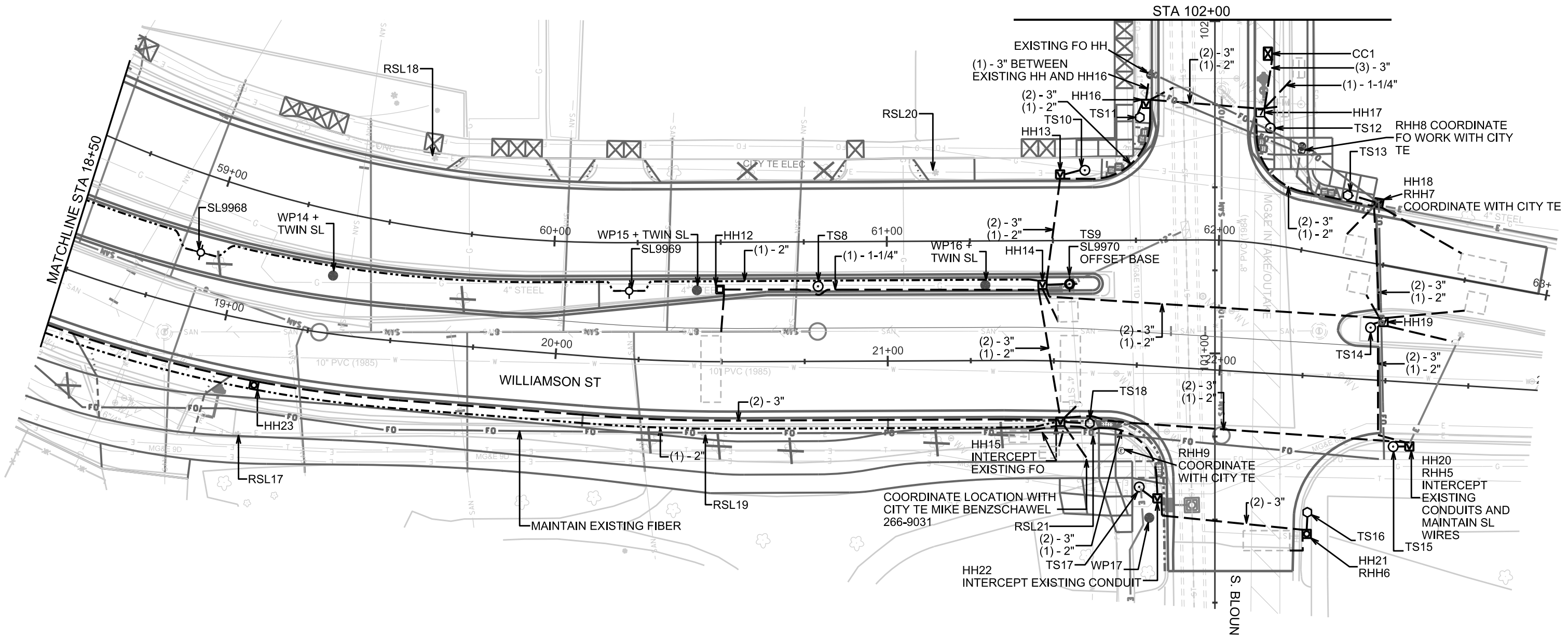
REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

ELECTRICAL PLAN

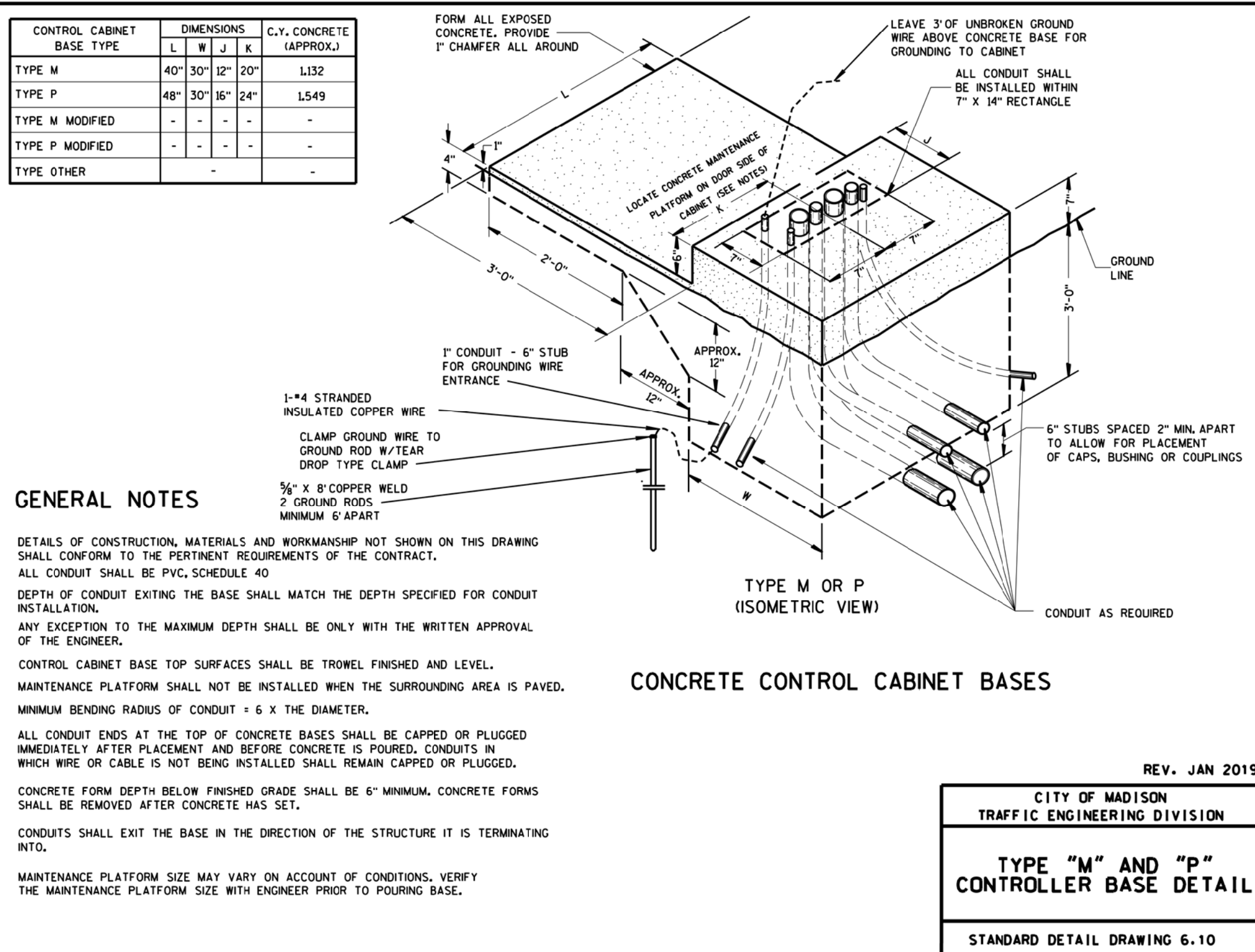


PLOT SCALE:  
PLOT NAME:  
REV. DATE:  
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



LEGEND	
	G BASE
	LB-1 BASE
	LB-3 BASE
	LB-8 BASE
	(1) - 2" CONDUIT* <small>*UNLESS NOTED AS OTHER</small>
	(1) - 3" CONDUIT* <small>*UNLESS NOTED AS OTHER</small>
	EXISTING FO CONDUIT
	HANDHOLE TYPE 1
	HANDHOLE TYPE 3
	HANDHOLE TYPE 5
	HANDHOLE TYPE 7
	TYPE P BASE
	TEMP WOOD POLE** <small>**APPROXIMATE LOCATION</small>
	LOOPS BY OTHERS
	EXISTING ELEC CONDUIT





### GENERAL NOTES

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

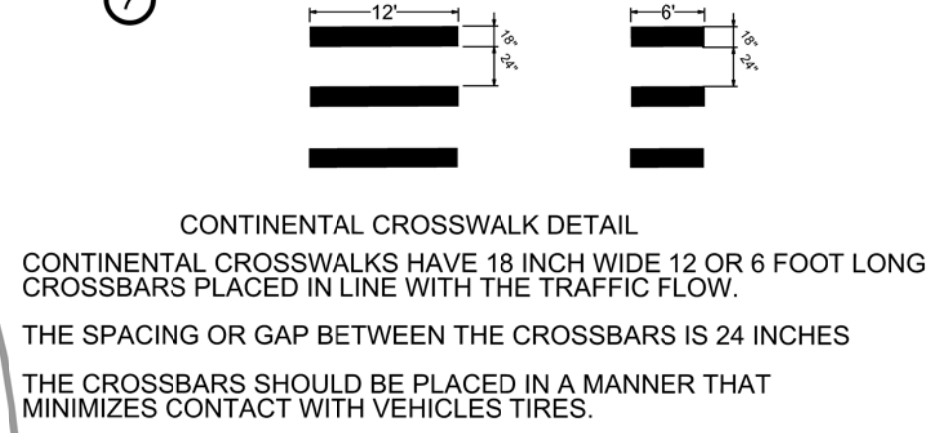
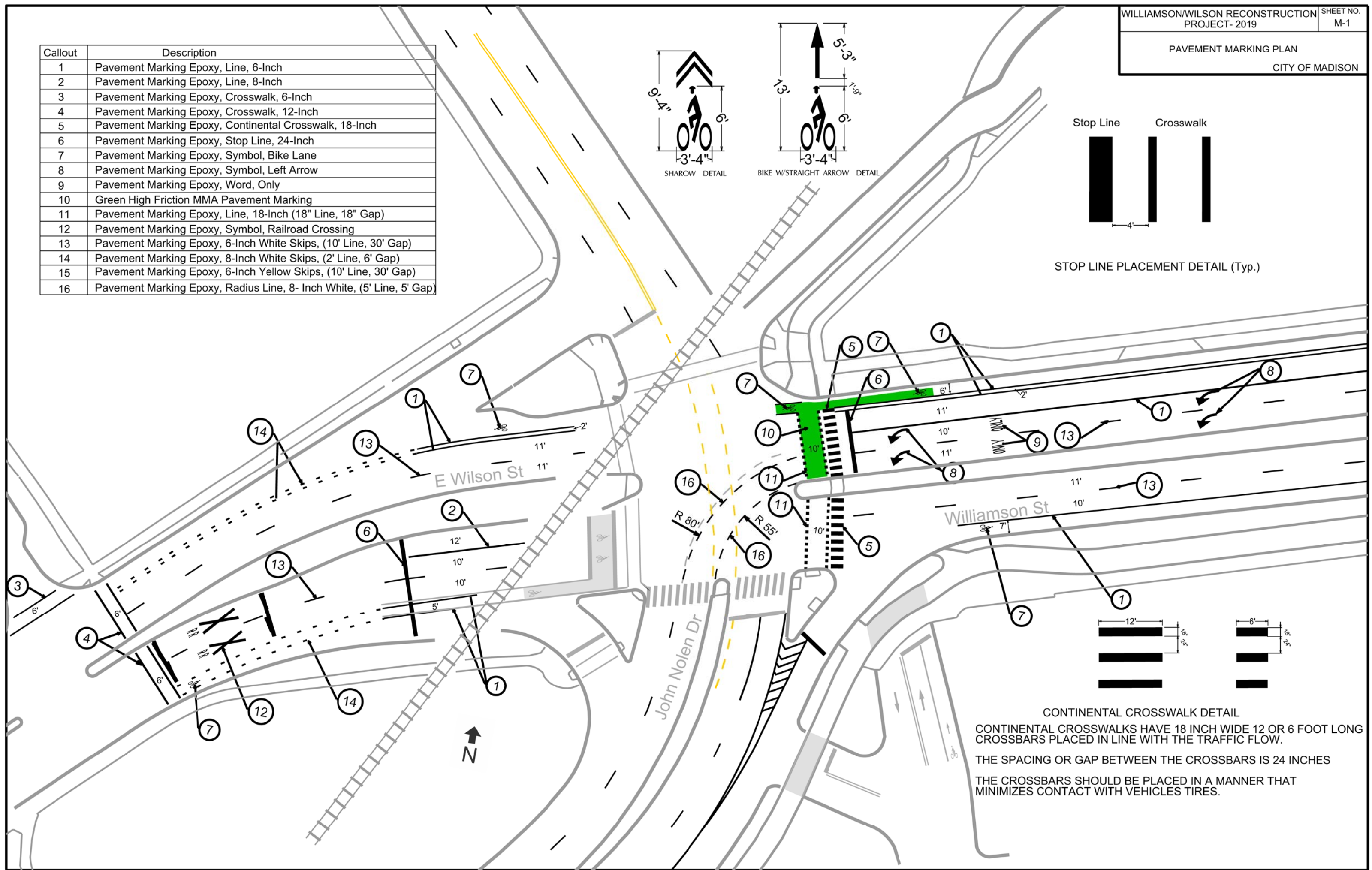
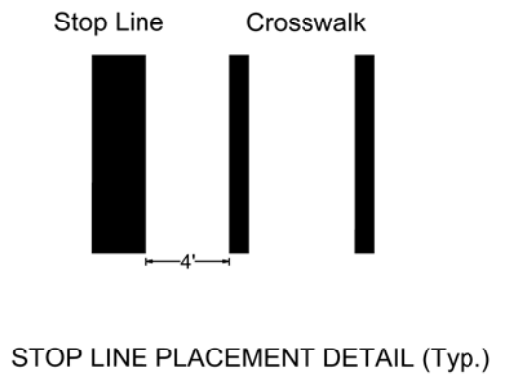
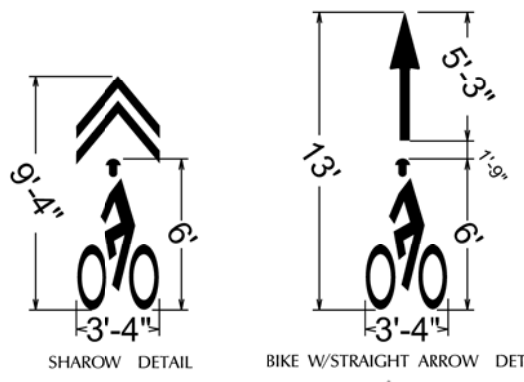
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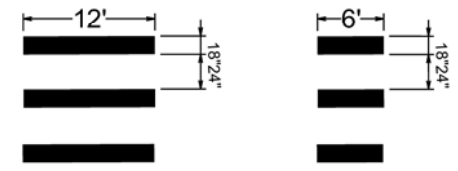
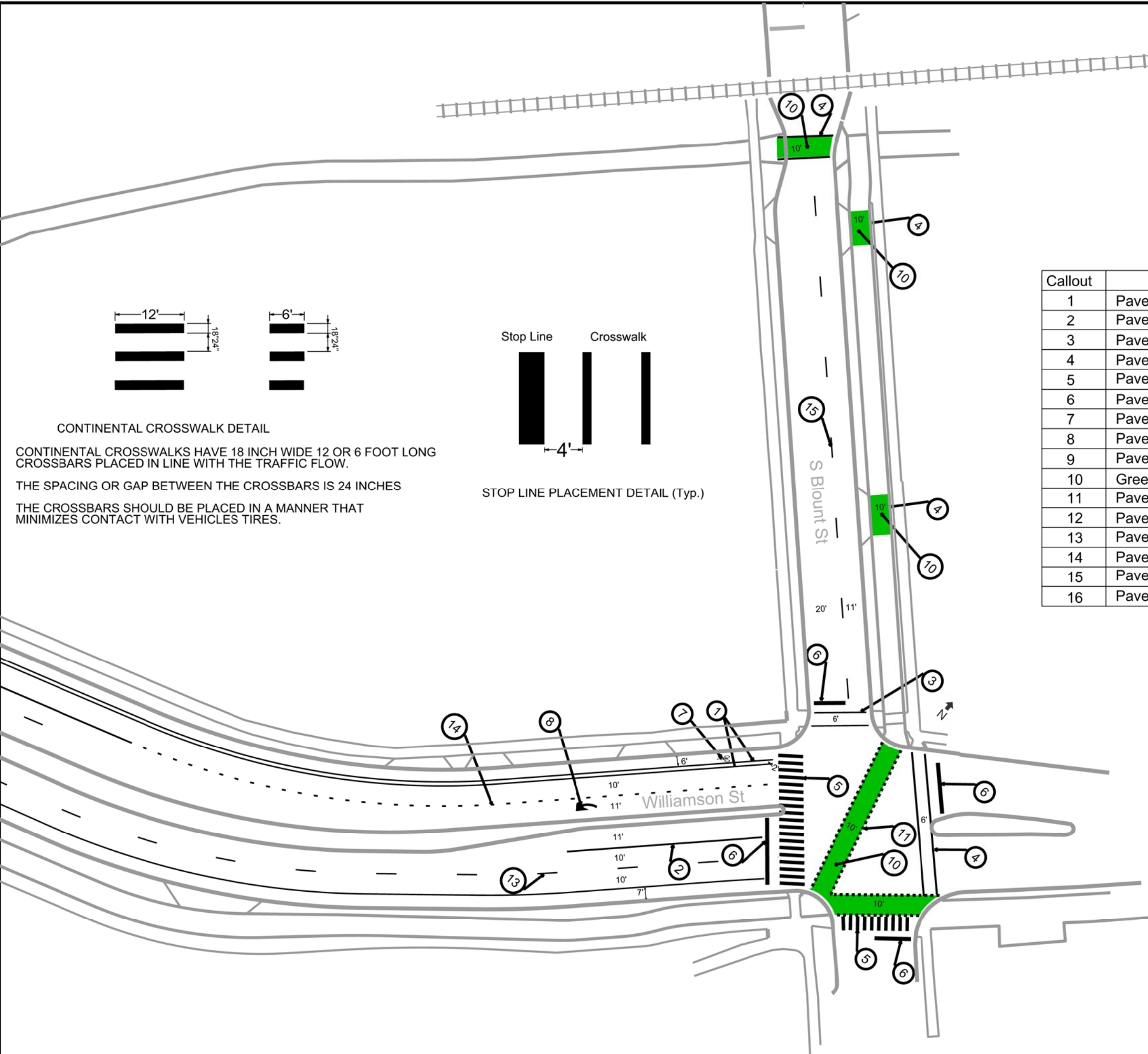
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ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

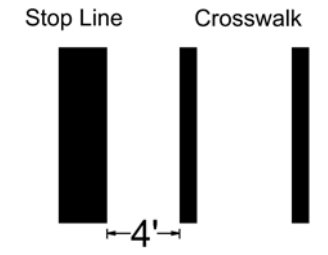
Callout	Description
1	Pavement Marking Epoxy, Line, 6-Inch
2	Pavement Marking Epoxy, Line, 8-Inch
3	Pavement Marking Epoxy, Crosswalk, 6-Inch
4	Pavement Marking Epoxy, Crosswalk, 12-Inch
5	Pavement Marking Epoxy, Continental Crosswalk, 18-Inch
6	Pavement Marking Epoxy, Stop Line, 24-Inch
7	Pavement Marking Epoxy, Symbol, Bike Lane
8	Pavement Marking Epoxy, Symbol, Left Arrow
9	Pavement Marking Epoxy, Word, Only
10	Green High Friction MMA Pavement Marking
11	Pavement Marking Epoxy, Line, 18-Inch (18" Line, 18" Gap)
12	Pavement Marking Epoxy, Symbol, Railroad Crossing
13	Pavement Marking Epoxy, 6-Inch White Skips, (10' Line, 30' Gap)
14	Pavement Marking Epoxy, 8-Inch White Skips, (2' Line, 6' Gap)
15	Pavement Marking Epoxy, 6-Inch Yellow Skips, (10' Line, 30' Gap)
16	Pavement Marking Epoxy, Radius Line, 8- Inch White, (5' Line, 5' Gap)



PLOT SCALE: REV. DATE: ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV. FILE NAME: SS....designfile....SS DATE: SS...plottingdate...SS

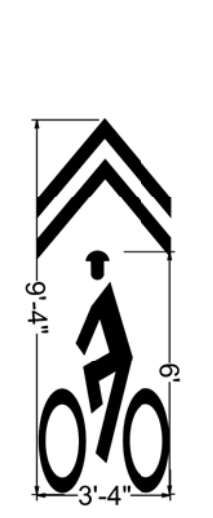


**CONTINENTAL CROSSWALK DETAIL**  
 CONTINENTAL CROSSWALKS HAVE 18 INCH WIDE 12 OR 6 FOOT LONG CROSSBARS PLACED IN LINE WITH THE TRAFFIC FLOW.  
 THE SPACING OR GAP BETWEEN THE CROSSBARS IS 24 INCHES  
 THE CROSSBARS SHOULD BE PLACED IN A MANNER THAT MINIMIZES CONTACT WITH VEHICLES TIRES.

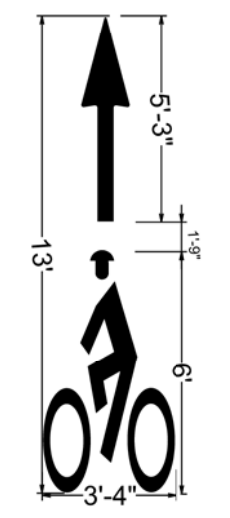


STOP LINE PLACEMENT DETAIL (Typ.)

Callout	Description
1	Pavement Marking Epoxy, Line, 6-Inch
2	Pavement Marking Epoxy, Line, 8-Inch
3	Pavement Marking Epoxy, Crosswalk, 6-Inch
4	Pavement Marking Epoxy, Crosswalk, 12-Inch
5	Pavement Marking Epoxy, Continental Crosswalk, 18-Inch
6	Pavement Marking Epoxy, Stop Line, 24-Inch
7	Pavement Marking Epoxy, Symbol, Bike Lane
8	Pavement Marking Epoxy, Symbol, Left Arrow
9	Pavement Marking Epoxy, Word, Only
10	Green High Friction MMA Pavement Marking
11	Pavement Marking Epoxy, Line, 18-Inch (18" Line, 18" Gap)
12	Pavement Marking Epoxy, Symbol, Railroad Crossing
13	Pavement Marking Epoxy, 6-Inch White Skips, (10' Line, 30' Gap)
14	Pavement Marking Epoxy, 8-Inch White Skips, (2' Line, 6' Gap)
15	Pavement Marking Epoxy, 6-Inch Yellow Skips, (10' Line, 30' Gap)
16	Pavement Marking Epoxy, Radius Line, 8-Inch White (5' Line, 5' Gap)



SHAROW DETAIL



BIKE W/STRAIGHT ARROW DETAIL

PLOT SCALE: REV. DATE: ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV. FILE NAME: \$\$...designfile...\$\$ DATE: \$\$...plottingdate...\$\$



OVERHEAD SIGNING DETAILS  
36" CANTILEVER  
SIGN SUPPORT BASE CITY OF MADISON

**GENERAL NOTES**

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

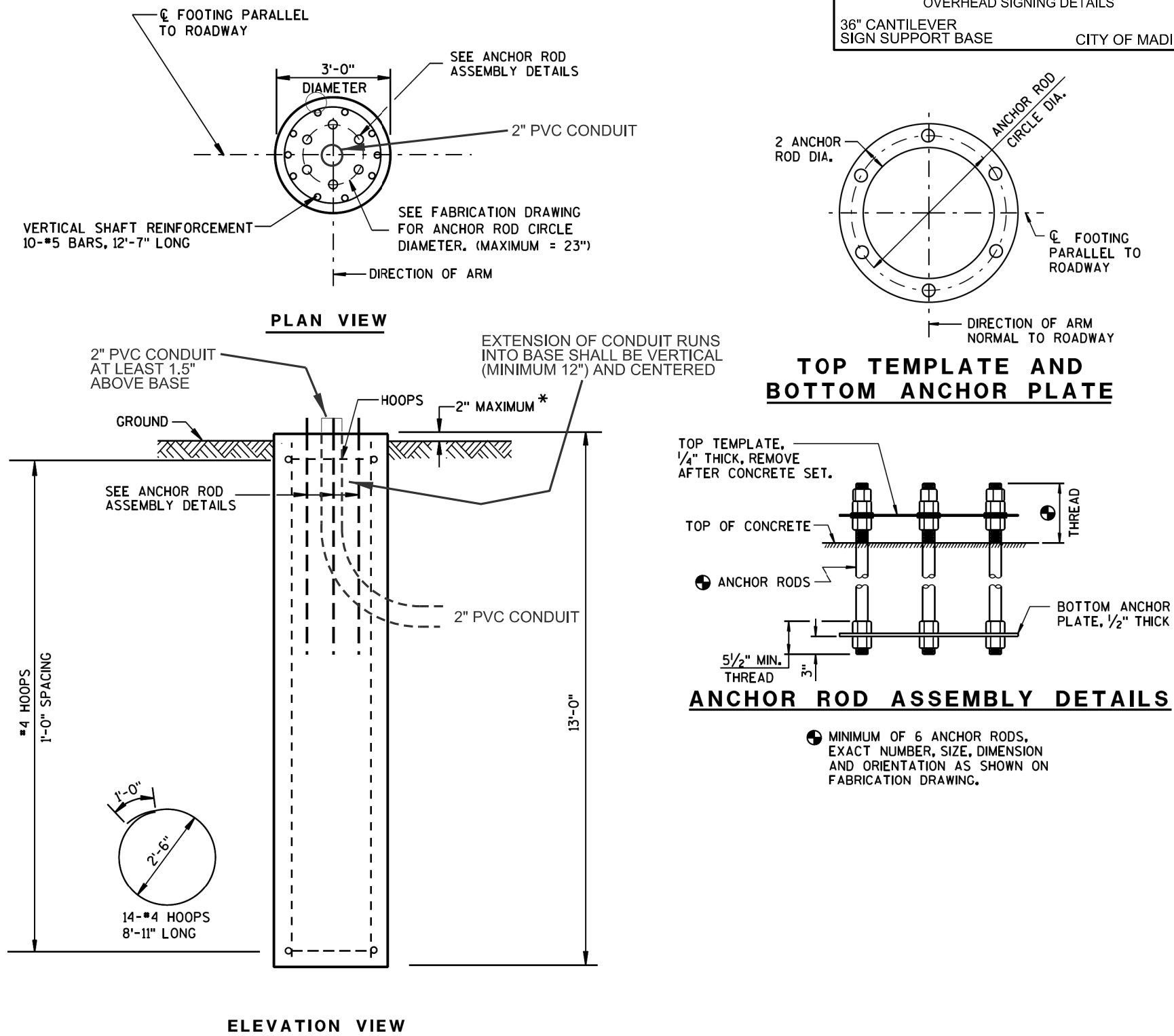
FORM ALL EXPOSED CONCRETE CORNERS WITH 3/4" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

- CONCRETE MASONRY .....  $f_c=3,500$  p.s.i.
- HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 .....  $f_y=60,000$  p.s.i.
- ANCHOR RODS, ASTM F1554, GRADE 55 .....  $f_y=55,000$  p.s.i.
- ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.
- PLATES, ASTM A709, GRADE 36 .....  $f_y=36,000$  p.s.i.

THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).

ALL CONDUIT ENDS AT TOP OF BASES SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS Poured.



\* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE Poured FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING  
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

WISDOT SDD 15C24-2

**36" DIAMETER CANTILEVER  
OVERHEAD SIGN SUPPORT BASE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

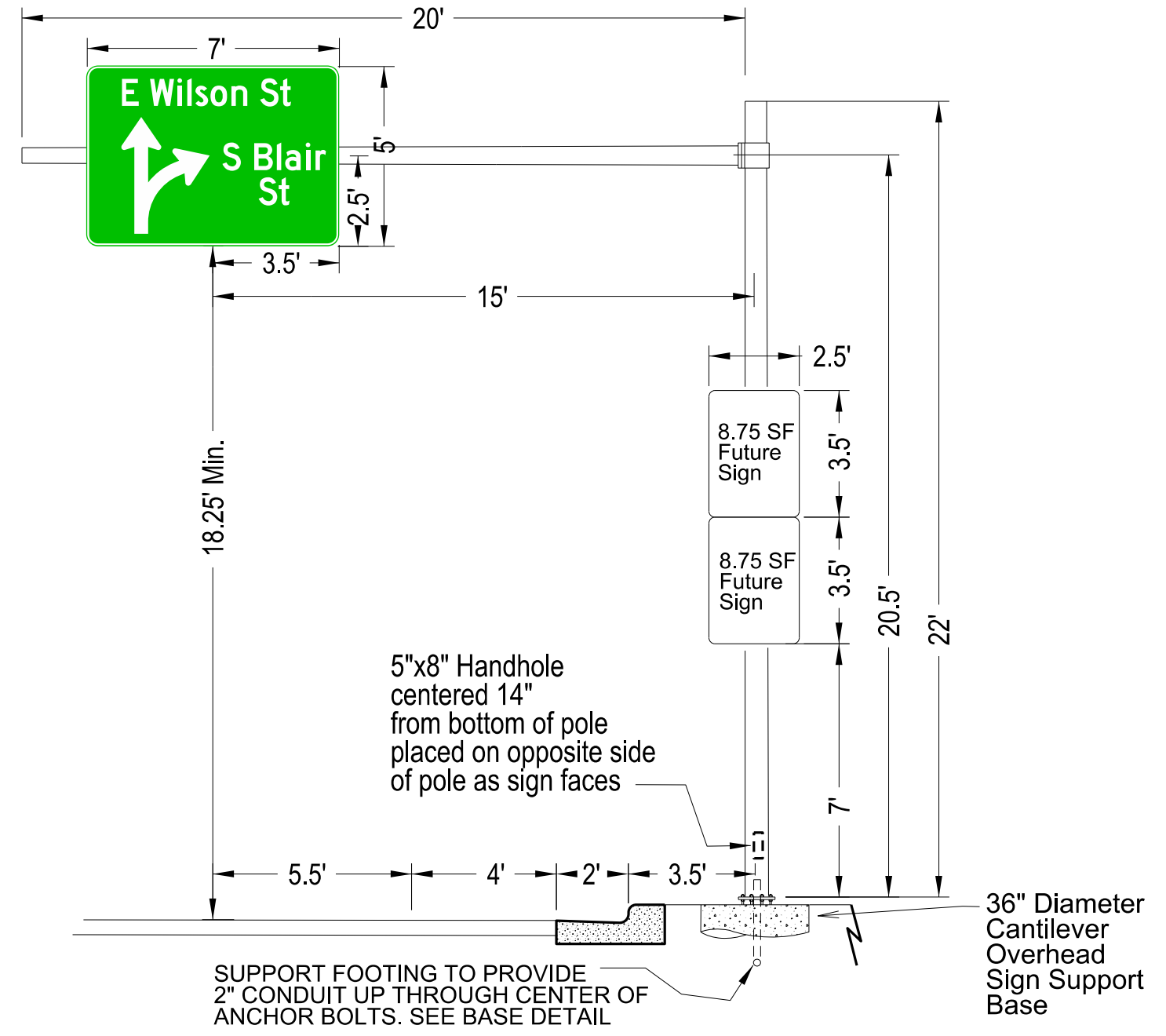
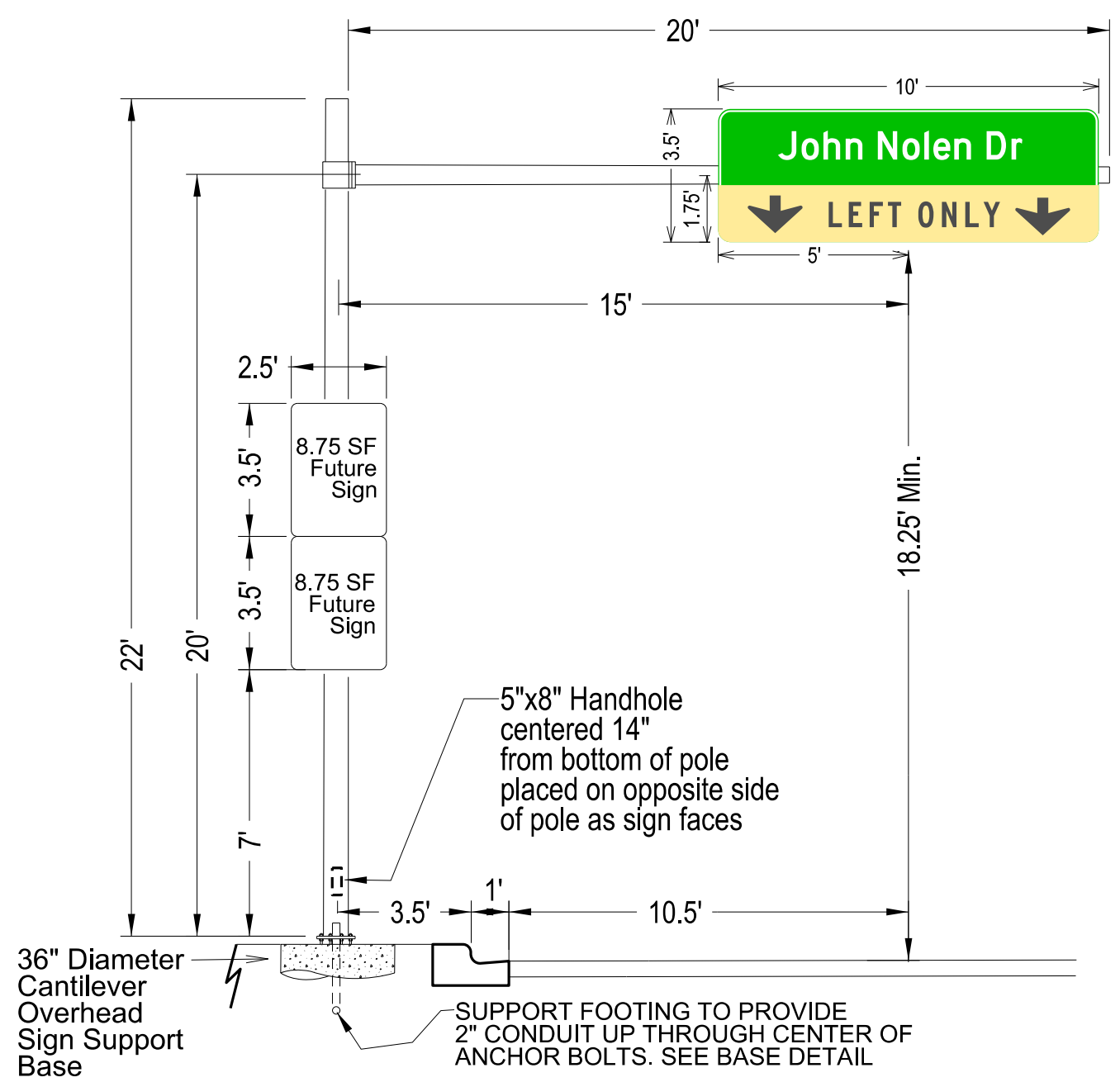
APPROVED  
June 2016 /S/ Vu Thao  
DATE WIND LOADED STRUCTURES  
FHWA PROGRAM LEADER

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



**CANTILEVER OVERHEAD SIGN SUPPORT STRUCTURE SB-1**

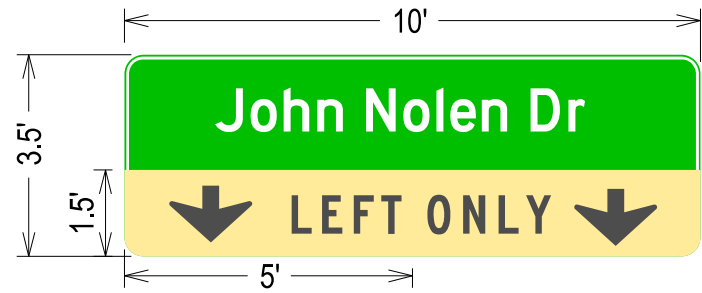
**CANTILEVER OVERHEAD SIGN SUPPORT STRUCTURE SB-2**

**GENERAL NOTES**

- 1) DRAWINGS NOT TO SCALE
- 2) DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO THE LATEST EDITION OF THE STATE OF WISCONSIN "STANDARD SPECIFICATIONS" AND AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS."
- 3) PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORTS, TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "OVERHEAD SIGN SUPPORT."
- 4) PROVIDE DESIGN CALCULATIONS

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





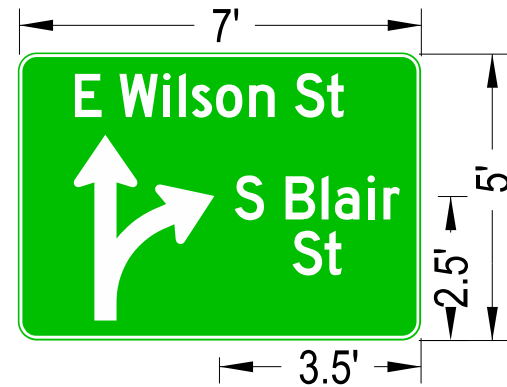
SIGN SPECIFICATIONS

MATERIALS TO BE CURRENT MUTCD STANDARDS  
STREET NAMES

FONT = HIGHWAY GOTHIC "D" SERIES  
SIZE = 9" UPPER CASE  
BACKGROUND = GREEN  
MESSAGE = WHITE

LEFT ONLY

FONT = HIGHWAY GOTHIC "D" SERIES  
SIZE = 8" UPPER CASE  
BACKGROUND = YELLOW  
MESSAGE = BLACK



SIGN SPECIFICATIONS

MATERIALS TO BE CURRENT MUTCD STANDARDS  
STREET NAMES

FONT = HIGHWAY GOTHIC "D" SERIES  
SIZE = 9" UPPER CASE  
BACKGROUND = GREEN  
MESSAGE = WHITE

THE CONTRACTOR SHALL PROVIDE THE CITY TRAFFIC ENGINEER  
SHOP DRAWINGS FOR FINAL APPROVAL PRIOR TO FABRICATION

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

SOME ELECTRICAL PLAN DETAILS  
SHOWN NEAR OVERHEAD SIGN STRUCTURES  
FOR REFERENCE ONLY.

SEE ELECTRICAL PLAN FOR ACTUAL  
ELECTRIAL WORK.

Overhead Sign  
Support Structure  
SB-2

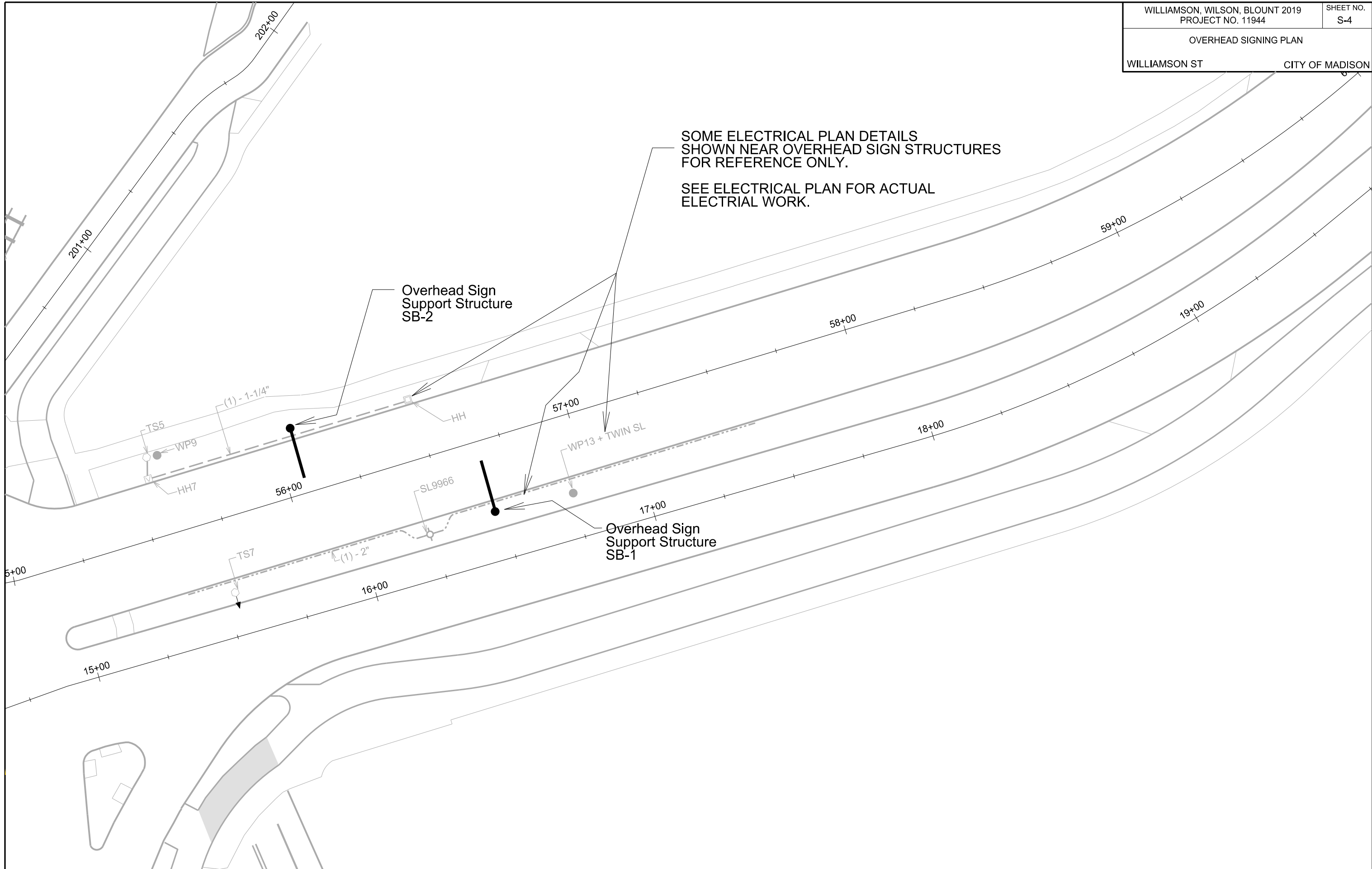
Overhead Sign  
Support Structure  
SB-1

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





S BLAIR ST

BIKE PATH

MESSAGE BOARD FOR  
7 DAYS PRIOR TO CLOSURE:

- ROAD CLOSURE BEGINS
- (day of week)
- (date)
- 7AM

MESSAGE BOARD FOR  
7 DAYS PRIOR TO WORK:

- ROAD WORK BEGINS
- (day of week)
- (date)
- 7AM

MESSAGE BOARD FOR  
7 DAYS PRIOR TO CLOSURE:

- ROAD CLOSURE BEGINS
- (day of week)
- (date)
- 7AM

MESSAGE BOARD FOR  
7 DAYS PRIOR TO WORK:

- ROAD WORK BEGINS
- (day of week)
- (date)
- 7AM

CMS

CMS

CMS

CMS

S BLOUNT ST

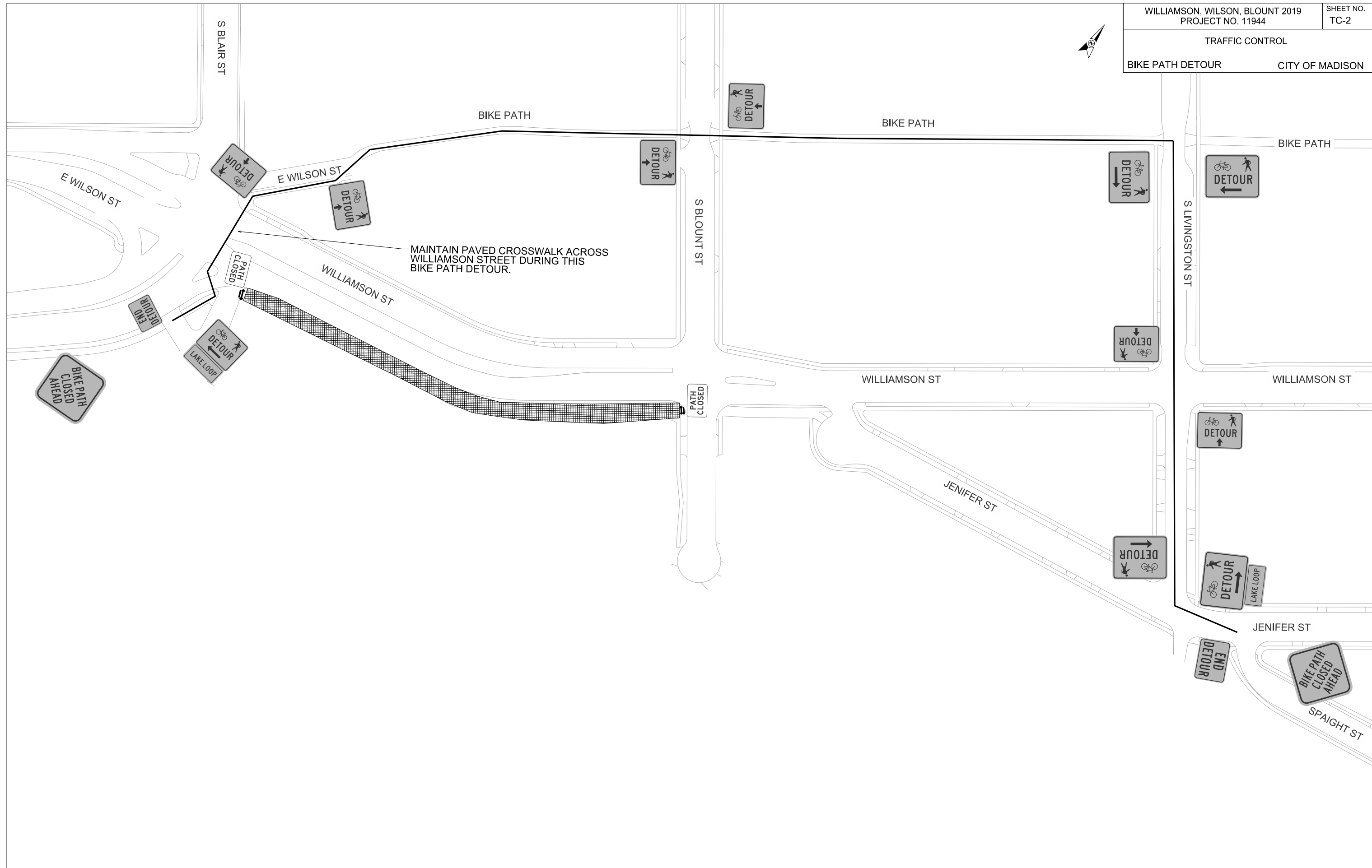
WILLIAMSON ST

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



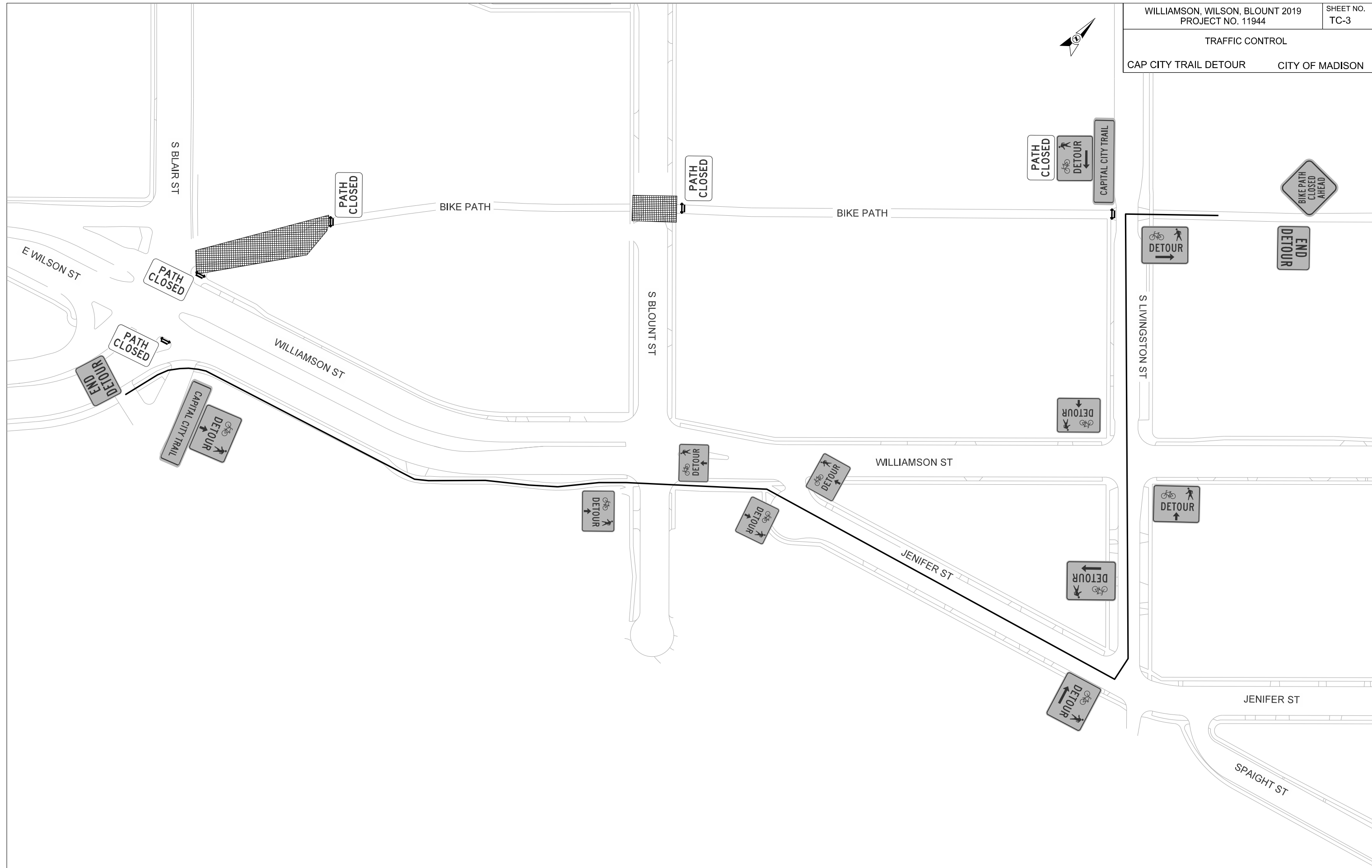
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

TRAFFIC CONTROL  
CAP CITY TRAIL DETOUR CITY OF MADISON



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





RAILROAD ST

E WILSON ST

S BLAIR ST

WILLIAMSON ST

JOHN NOLENDR DR

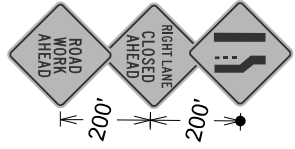
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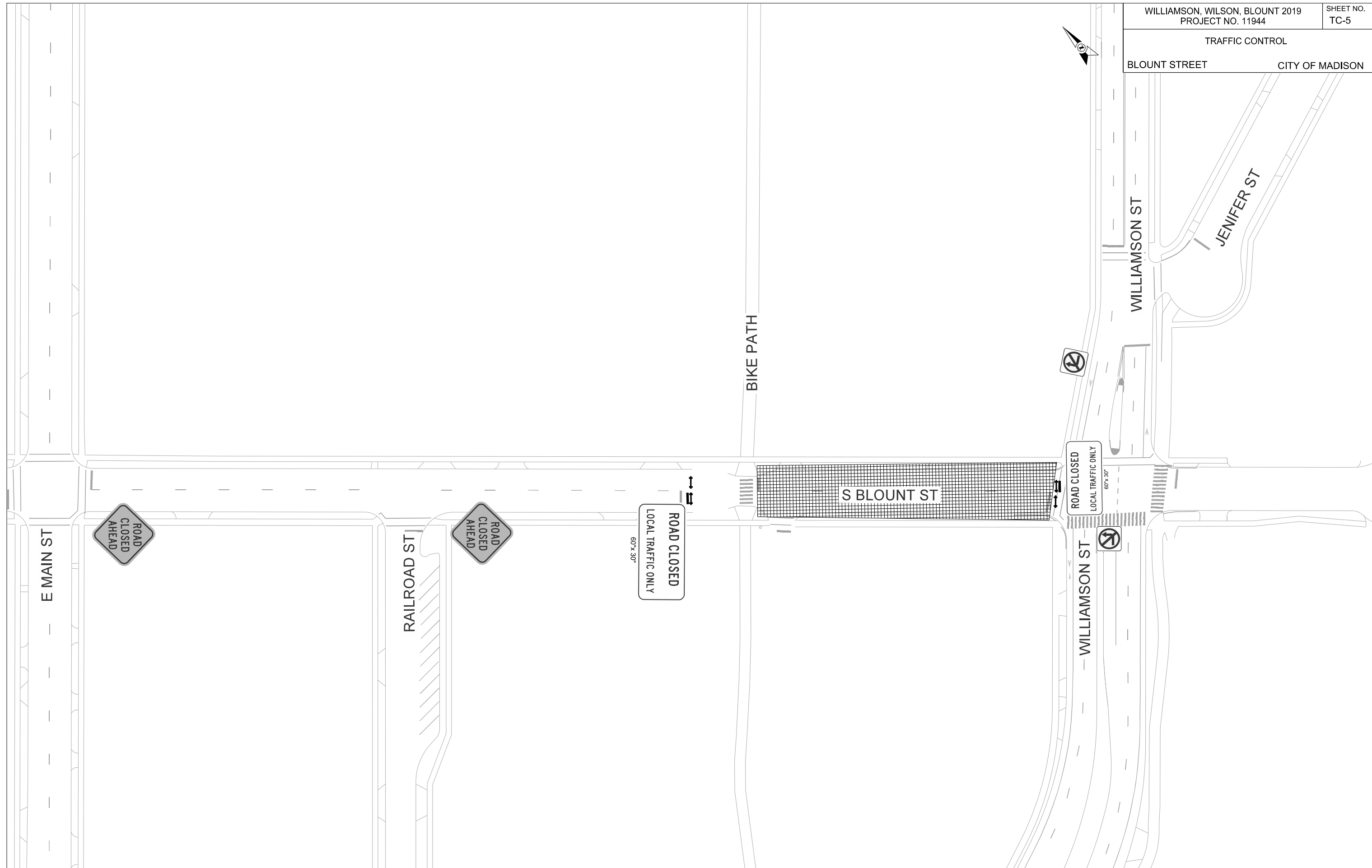
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



LANE CLOSURE OF SOUTHBOUND BLAIR STREET  
SHALL ONLY TAKE PLACE 9:00 A.M. TO 3:30 P.M. ON  
MONDAY THRU FRIDAY OR ANY TIME ON WEEKENDS.

LANE  
CLOSED  
48" X 30"

LANE  
CLOSED  
48" X 30"



PLOT SCALE:

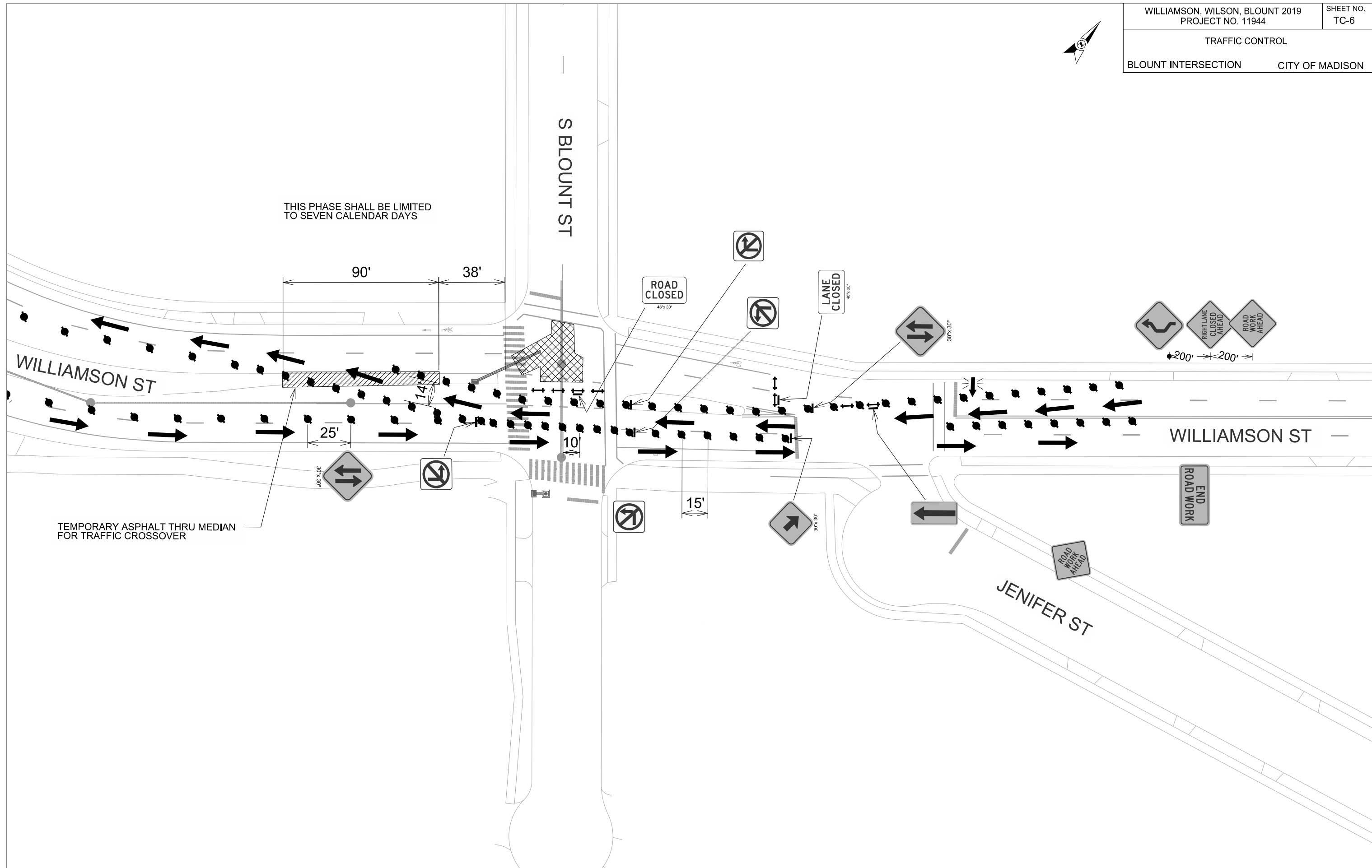
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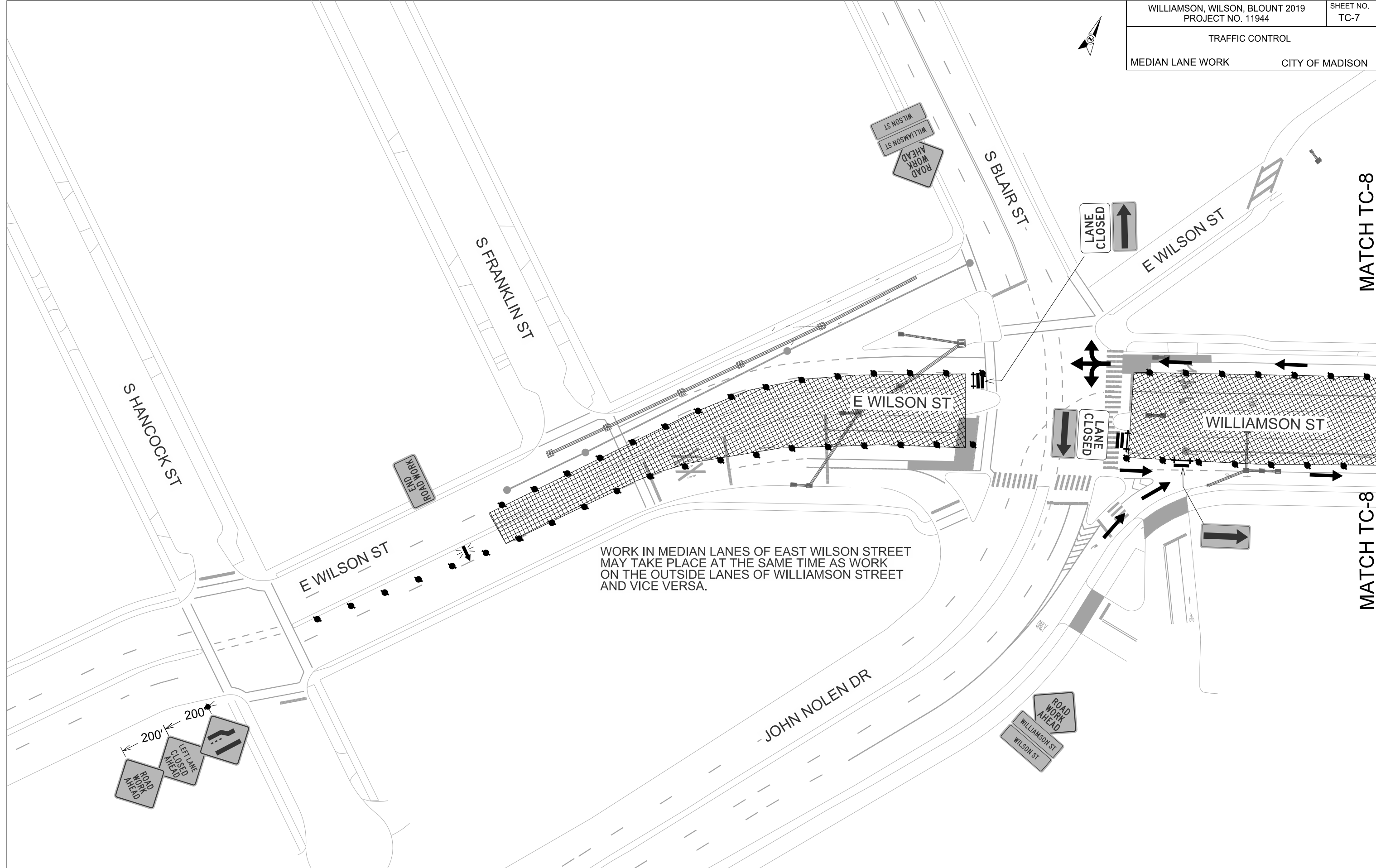
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ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



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





PLOT SCALE:

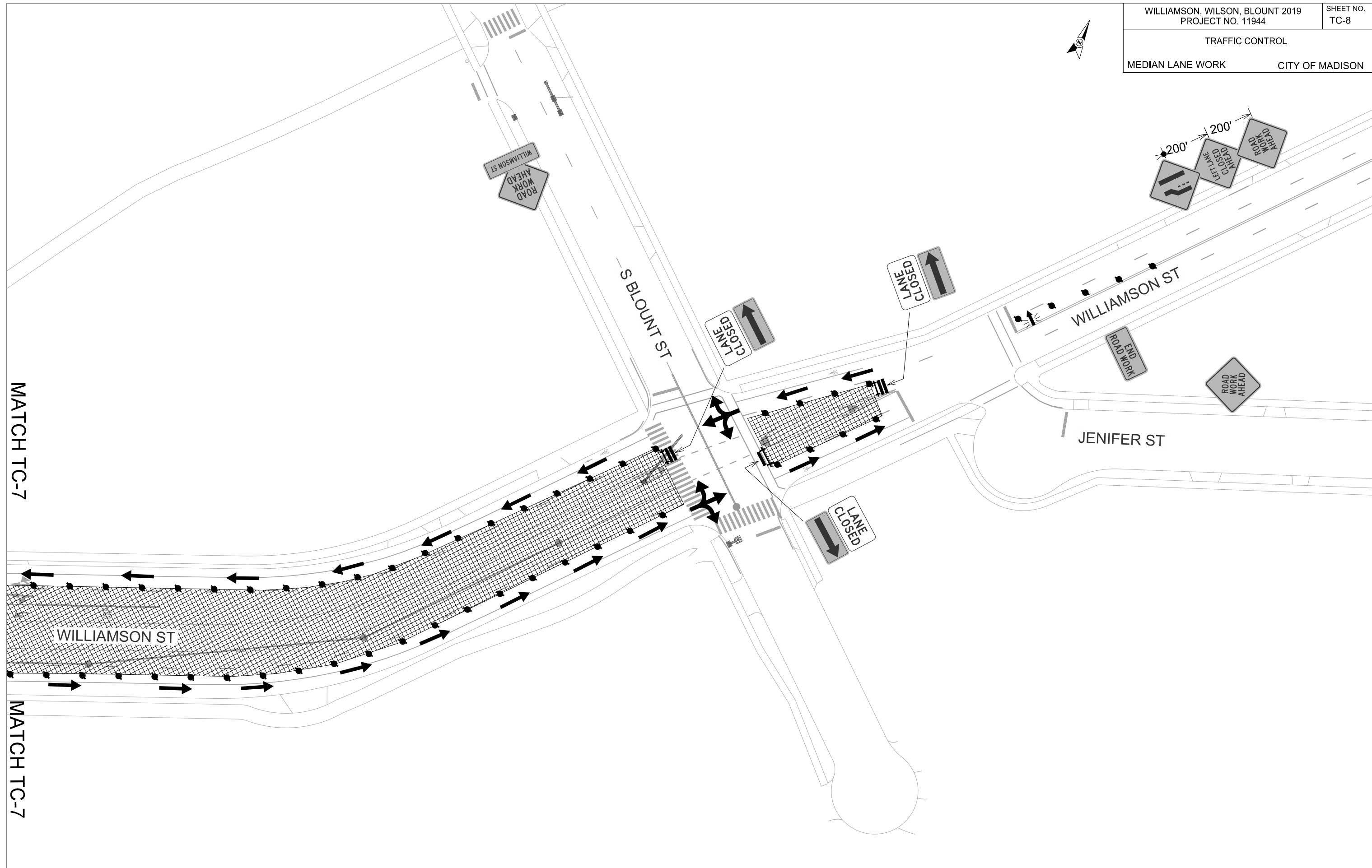
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REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

MATCH TC-8

MATCH TC-8



PLOT SCALE:

PLOT NAME:

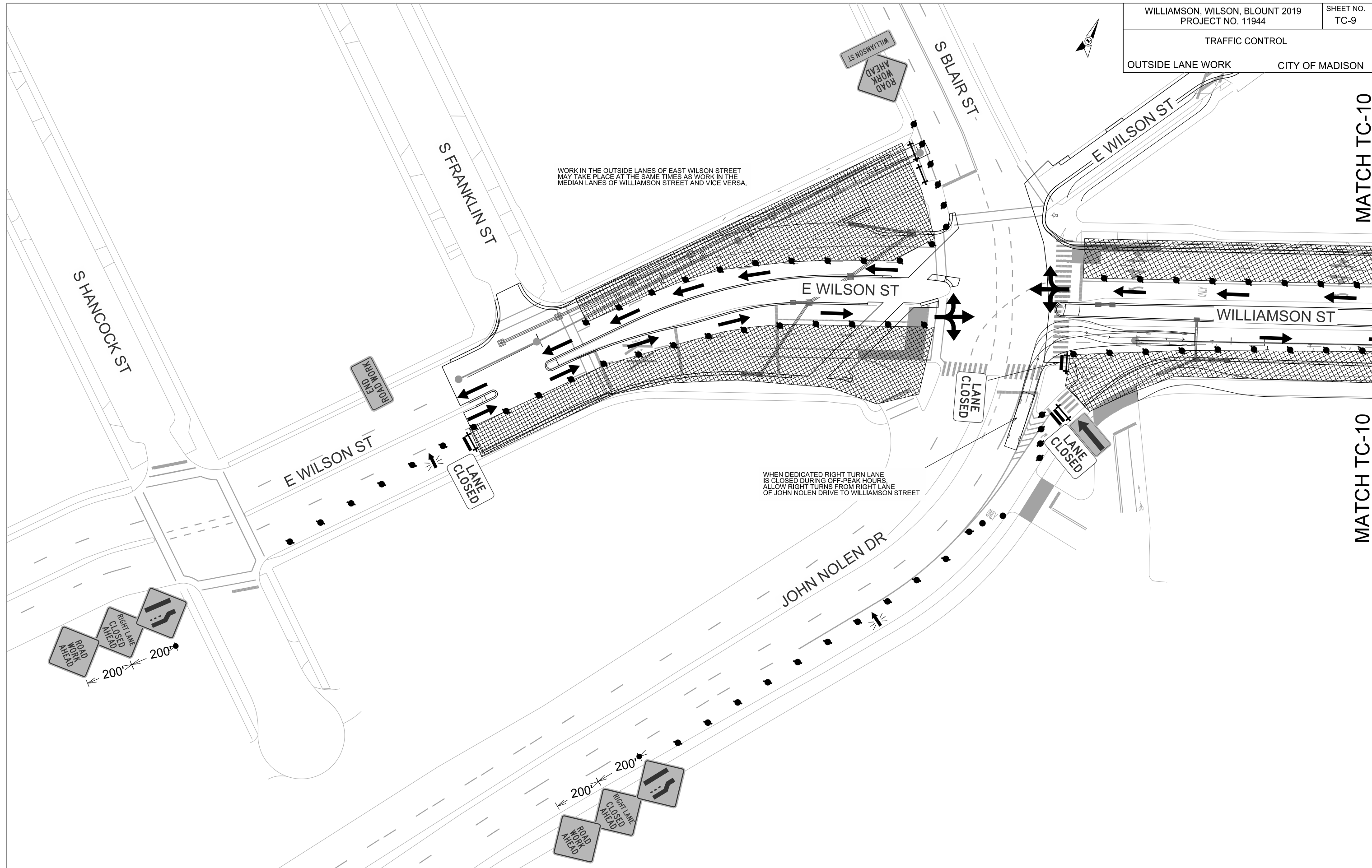
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ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

MATCH TC-7

MATCH TC-7





MATCH TC-10

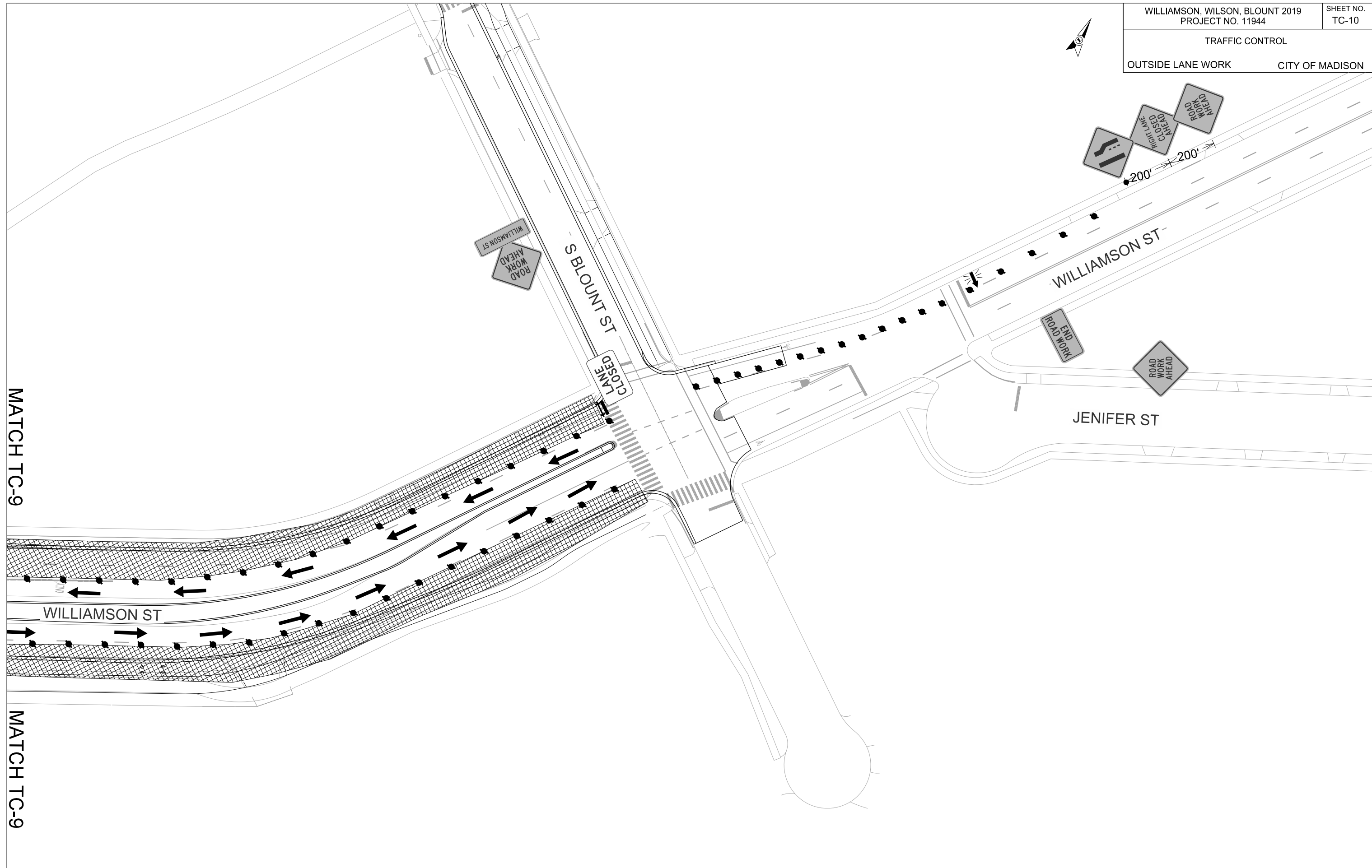
MATCH TC-10

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.

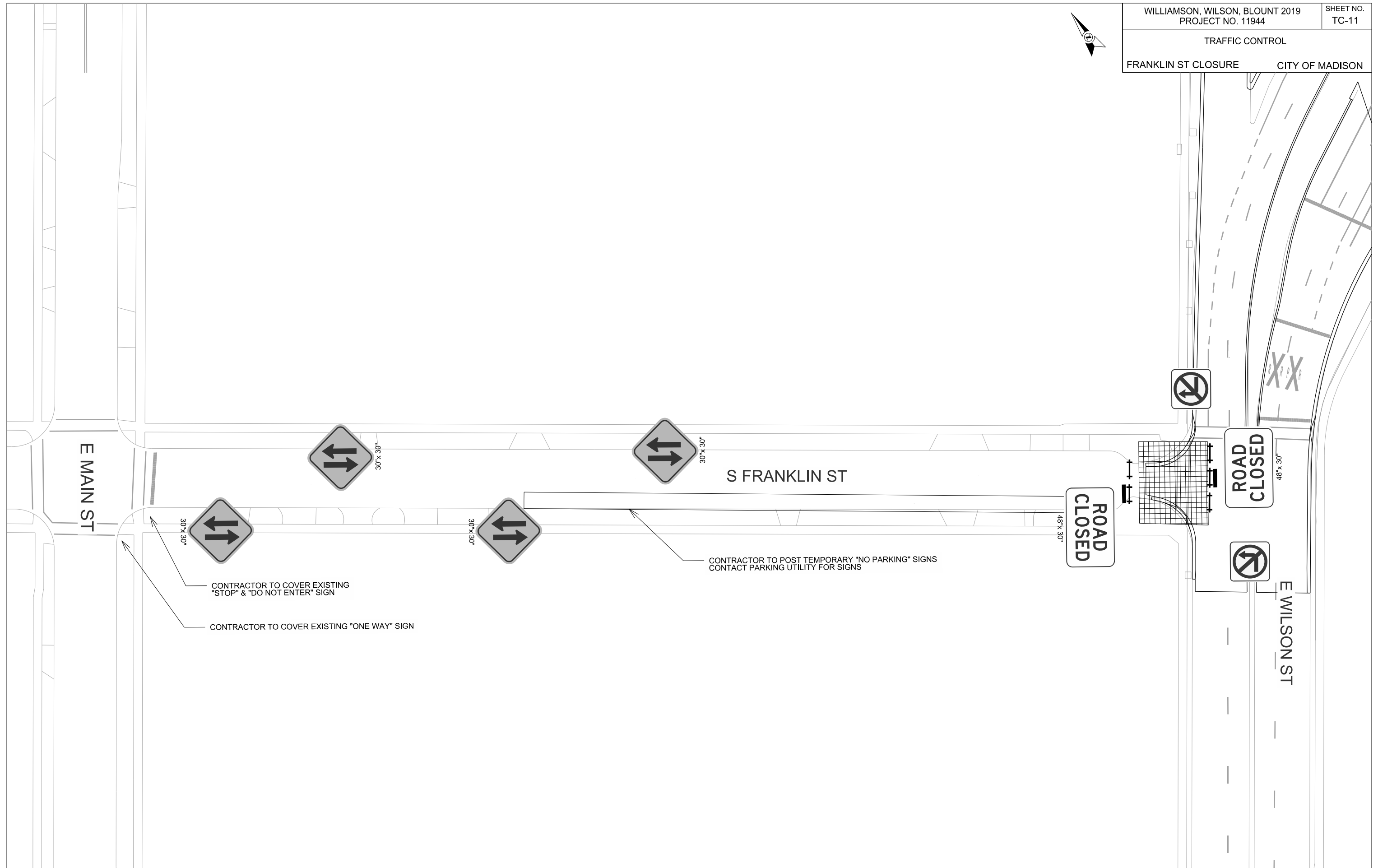
MATCH TC-9

MATCH TC-9

TRAFFIC CONTROL  
FRANKLIN ST CLOSURE CITY OF MADISON



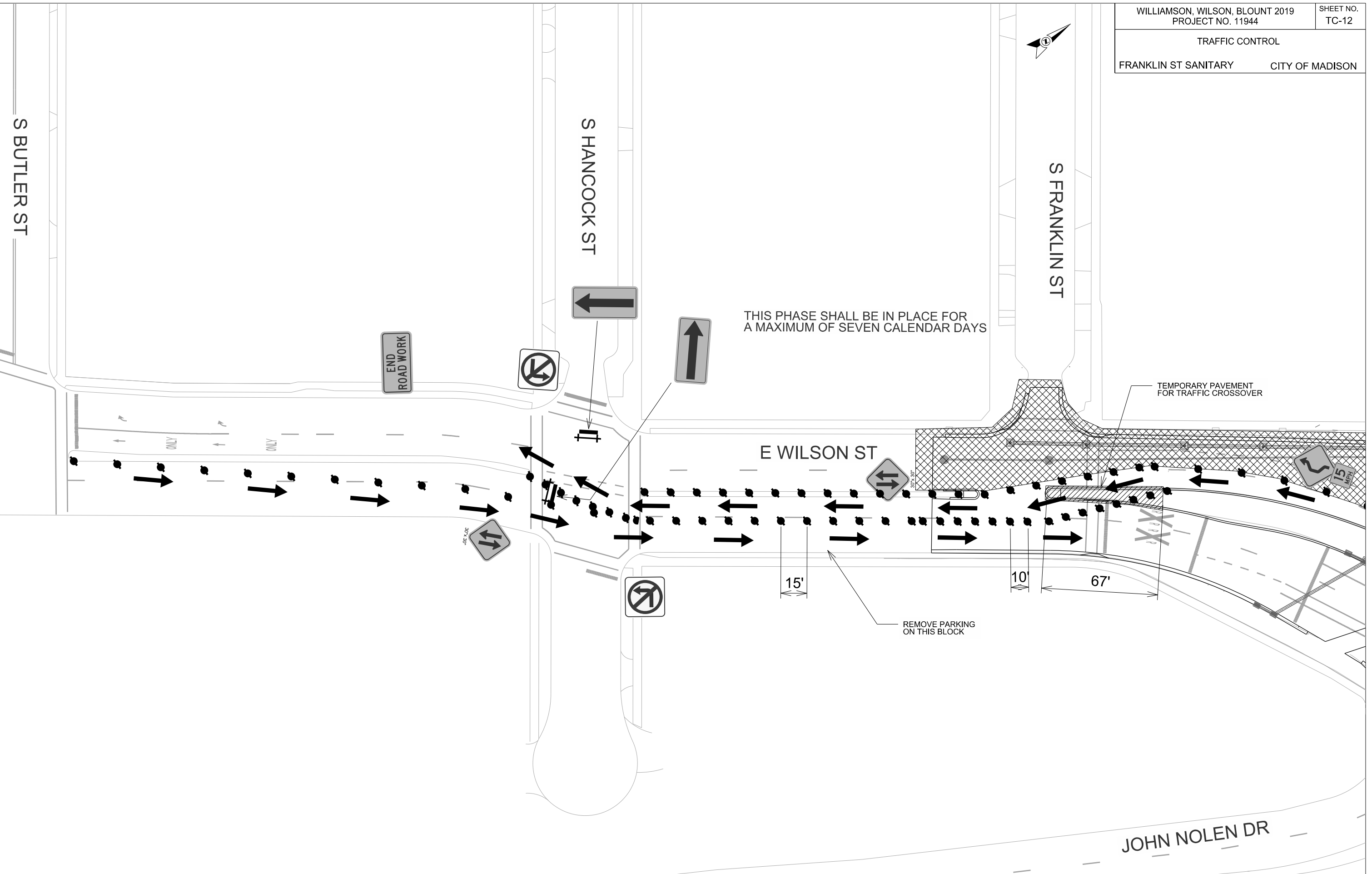
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.  
REV. DATE:  
PLOT NAME:  
PLOT SCALE:



CONTRACTOR TO COVER EXISTING "STOP" & "DO NOT ENTER" SIGN

CONTRACTOR TO COVER EXISTING "ONE WAY" SIGN

CONTRACTOR TO POST TEMPORARY "NO PARKING" SIGNS  
CONTACT PARKING UTILITY FOR SIGNS



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

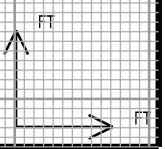
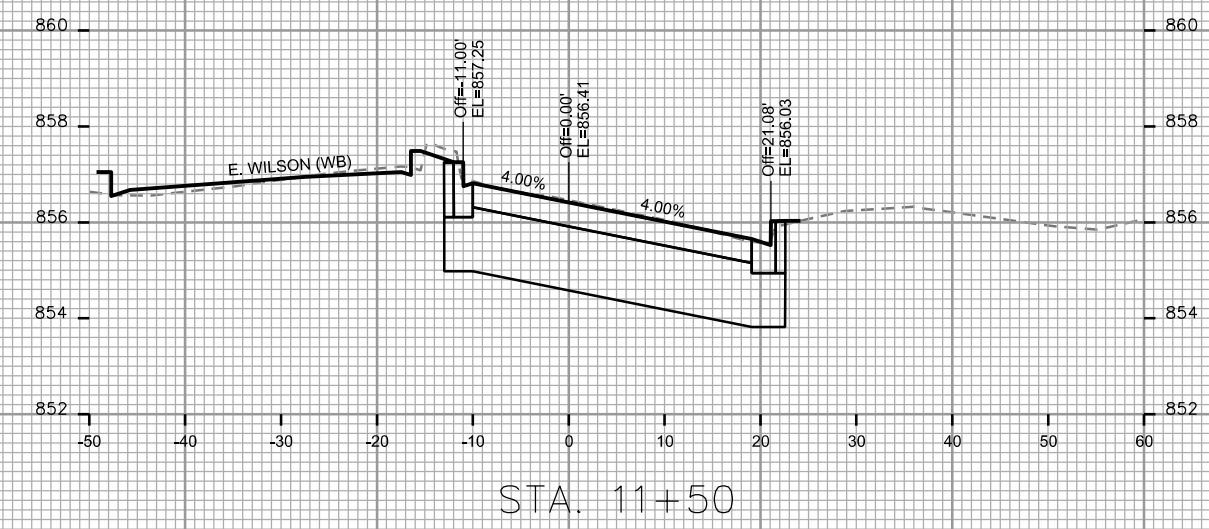
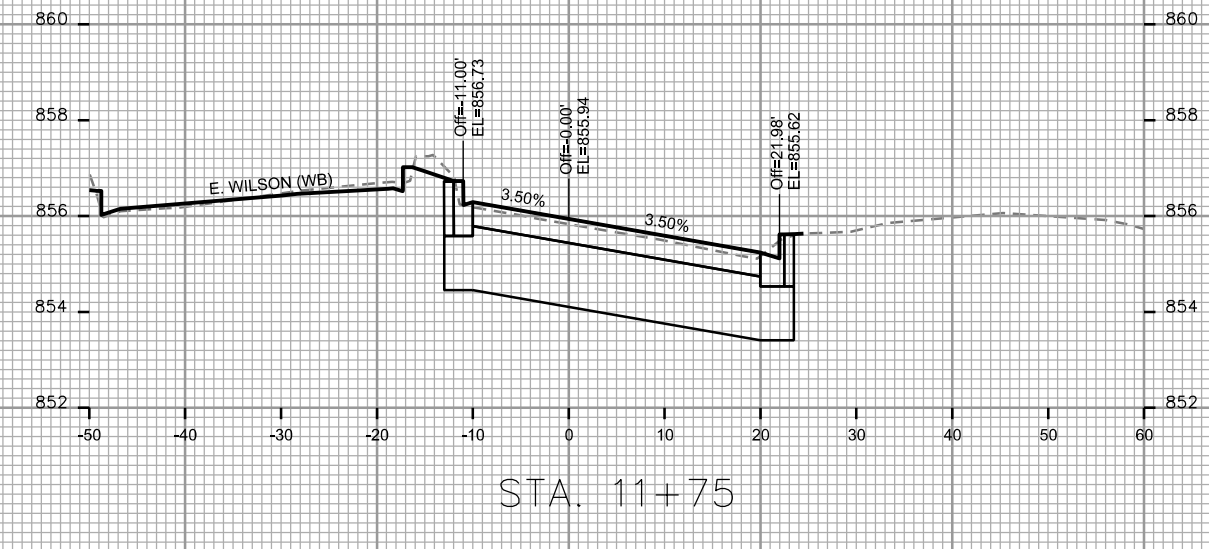
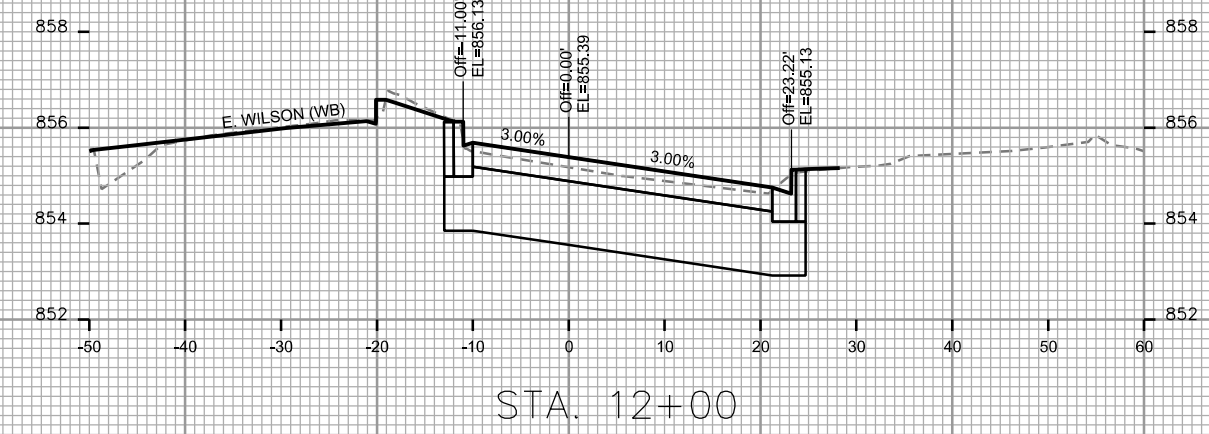
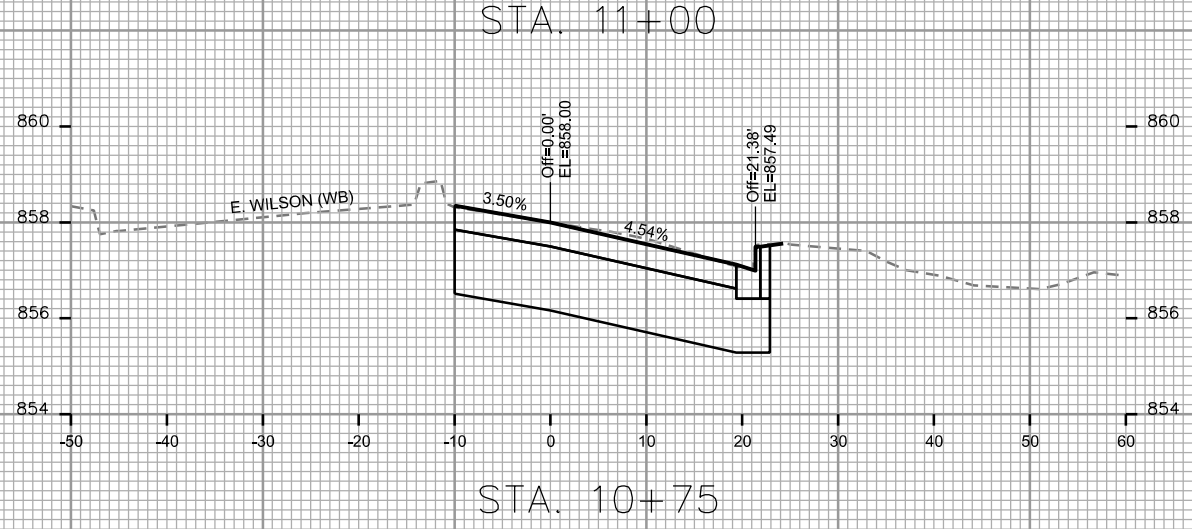
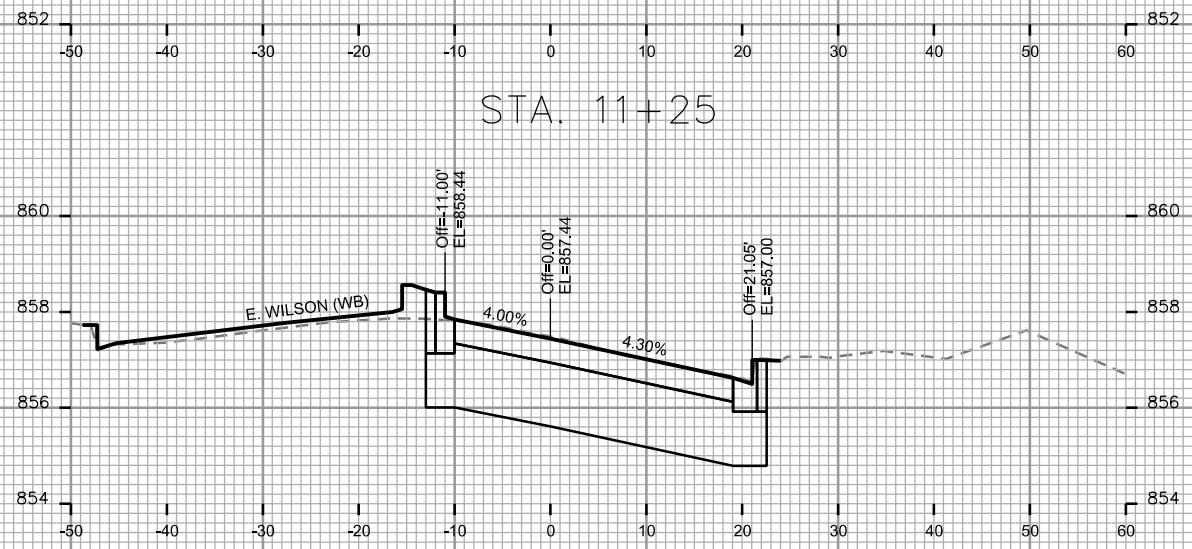
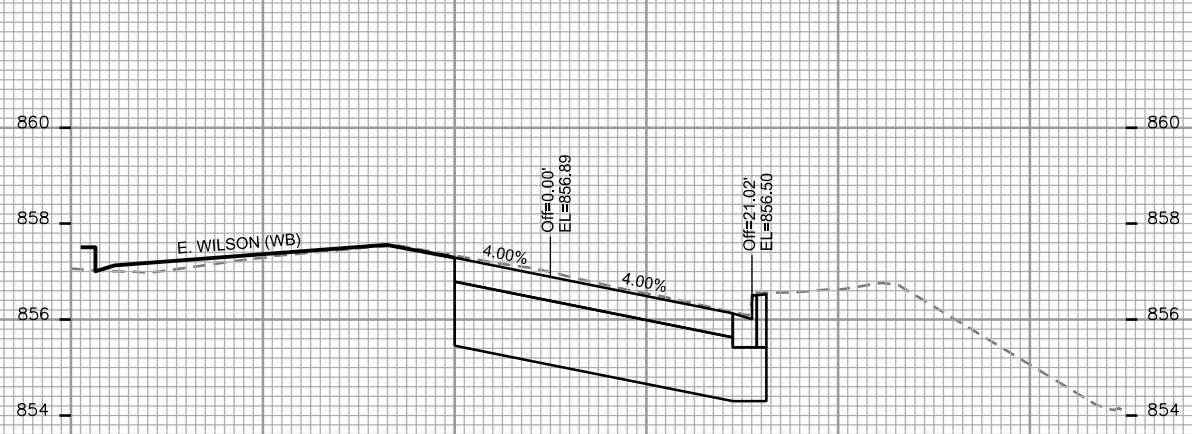
CROSS SECTIONS  
E. WILSON ST. (EB) CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





CROSS SECTIONS

E. WILSON ST. (EB)

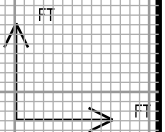
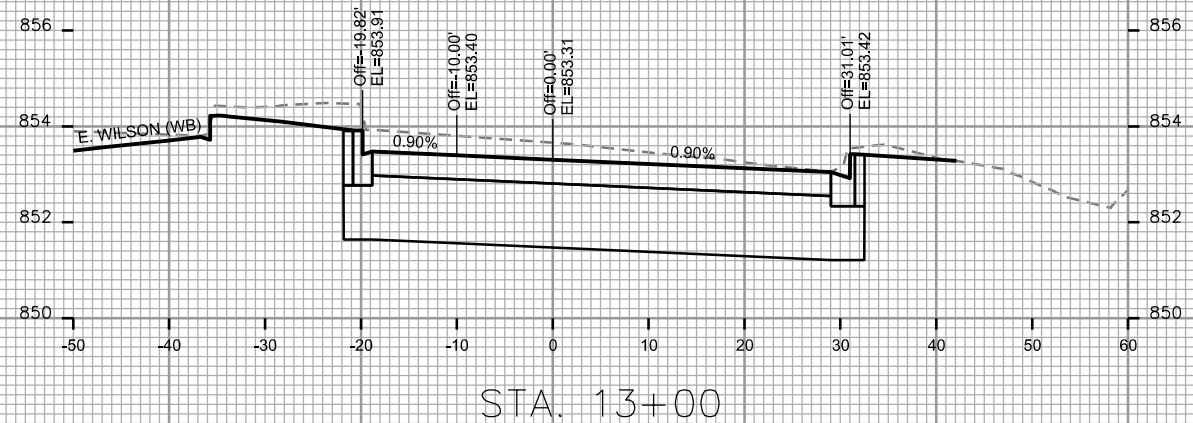
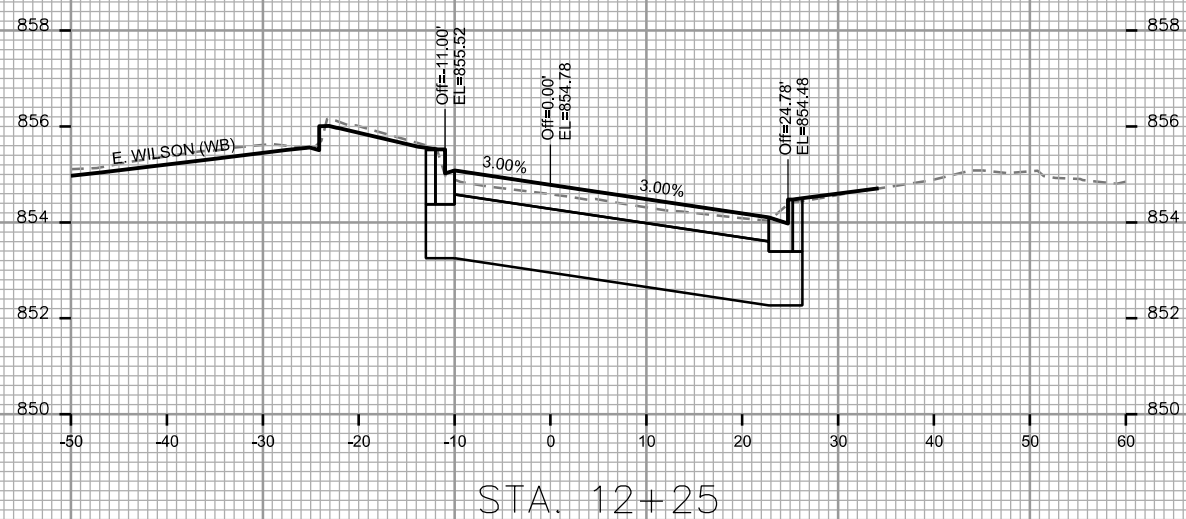
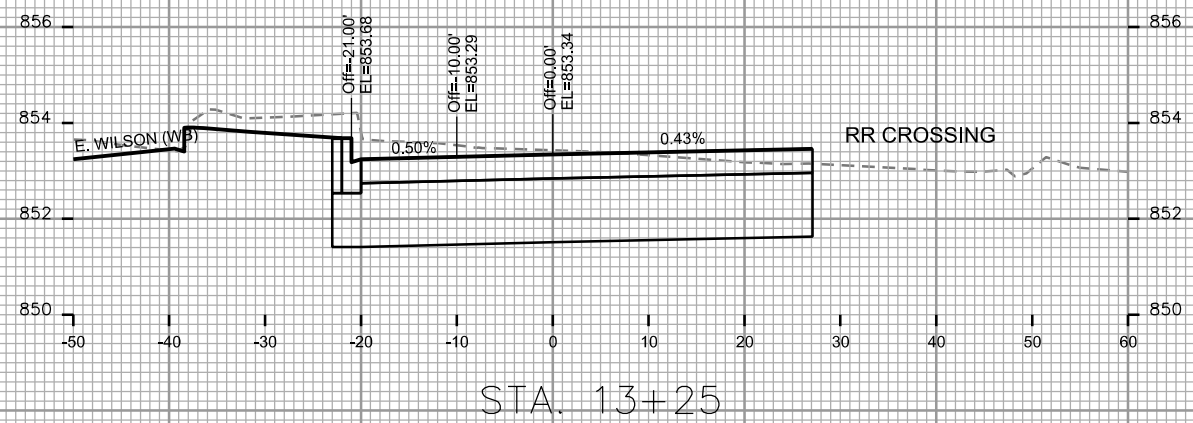
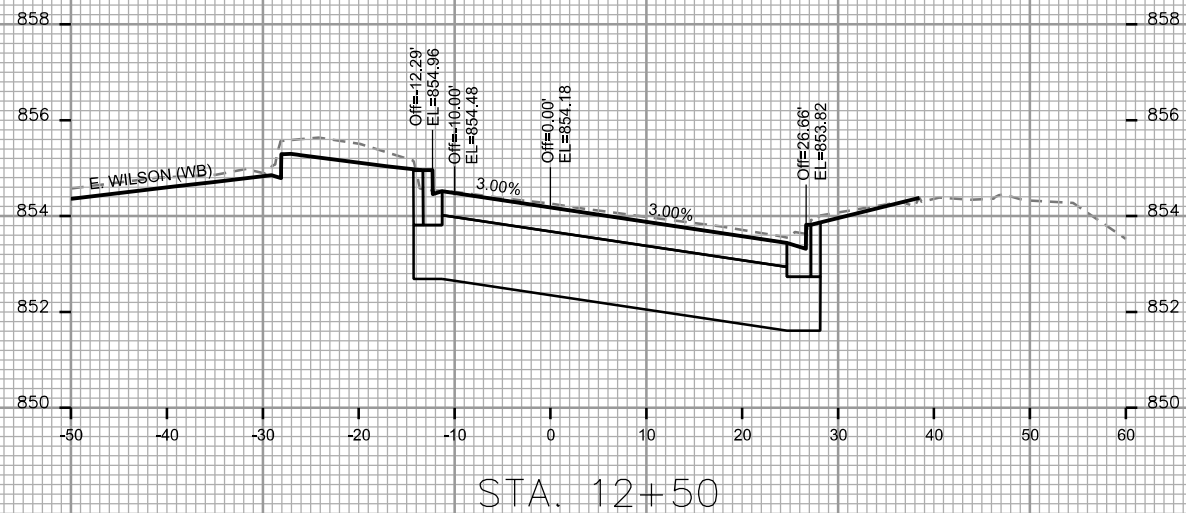
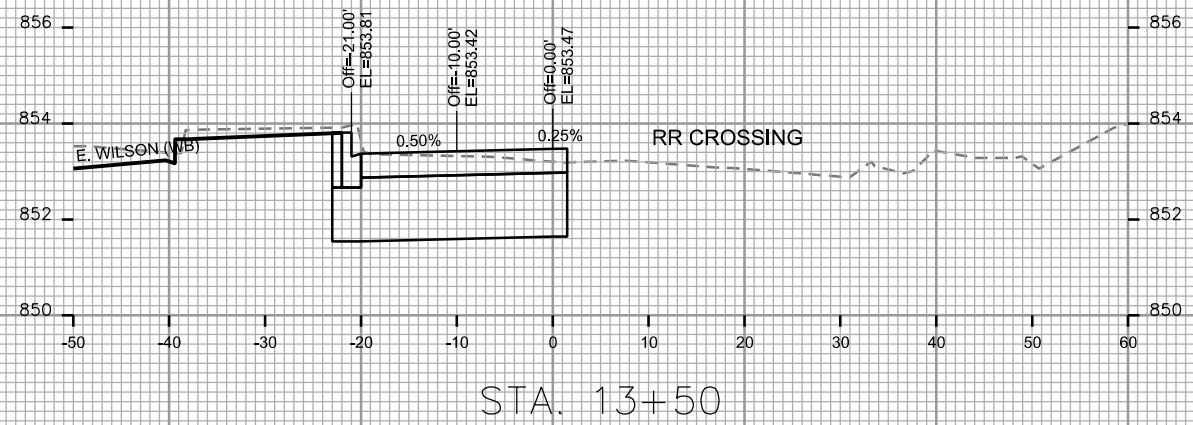
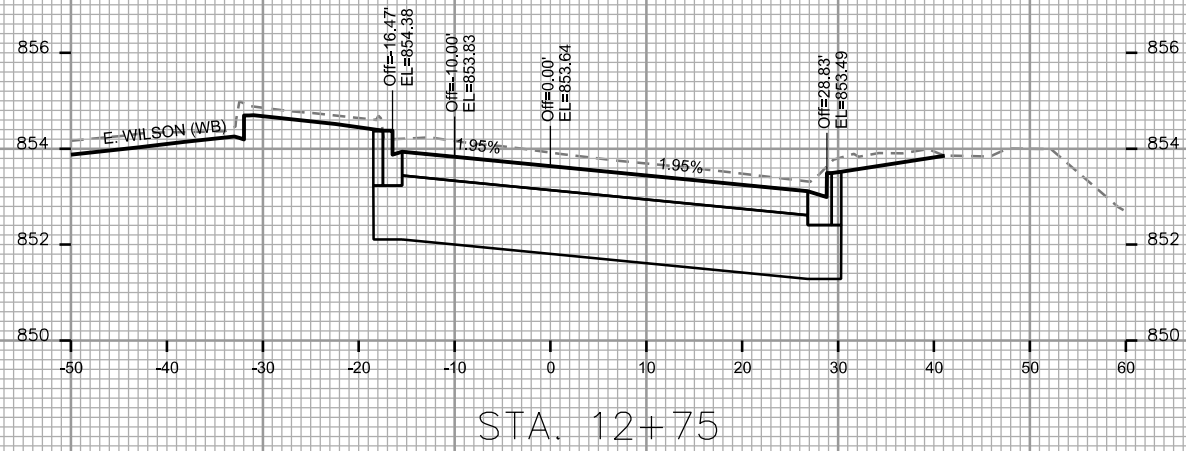
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

WILLIAMSON ST (EB)

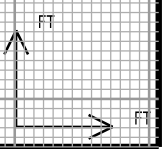
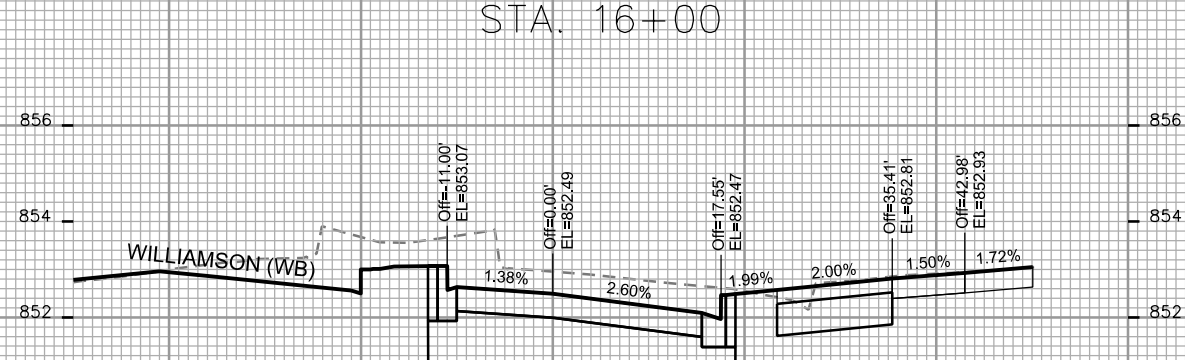
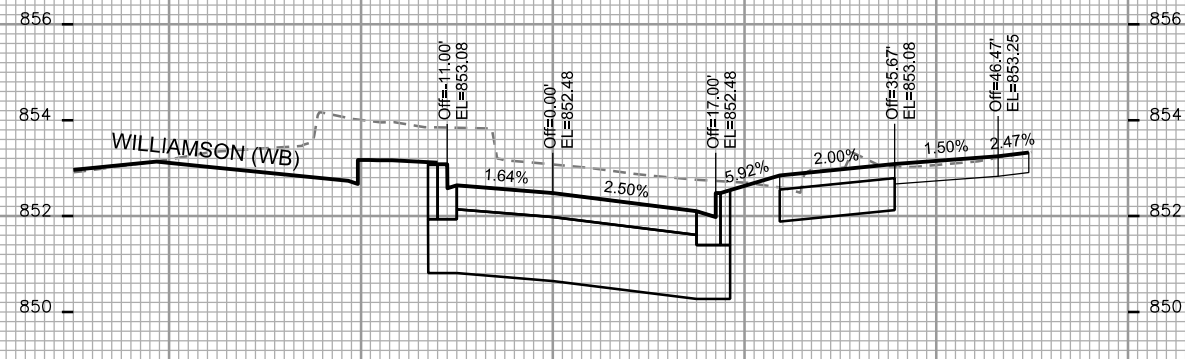
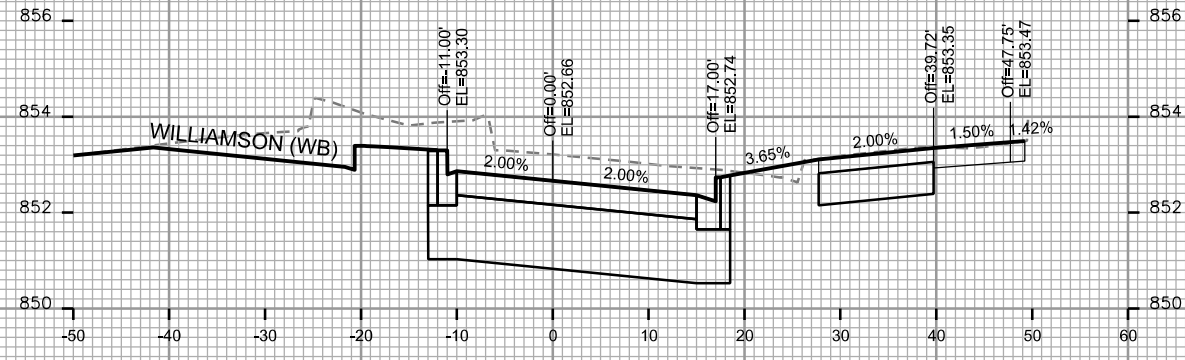
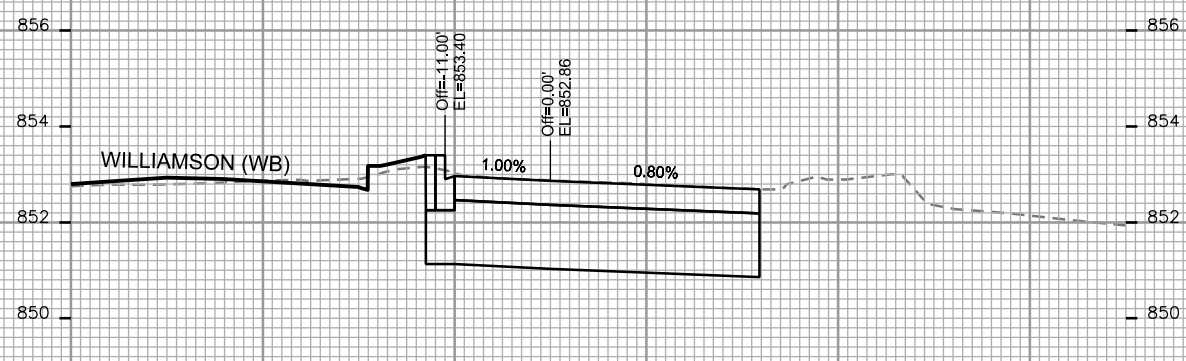
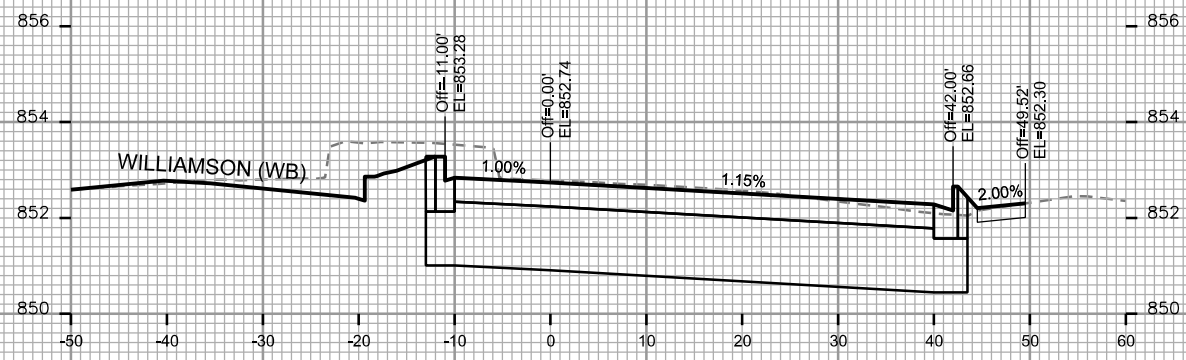
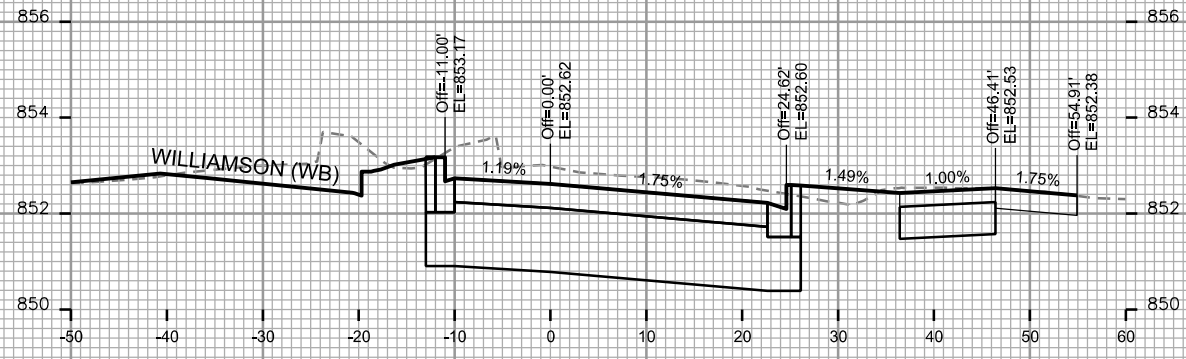
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

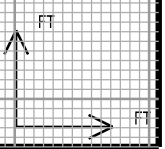
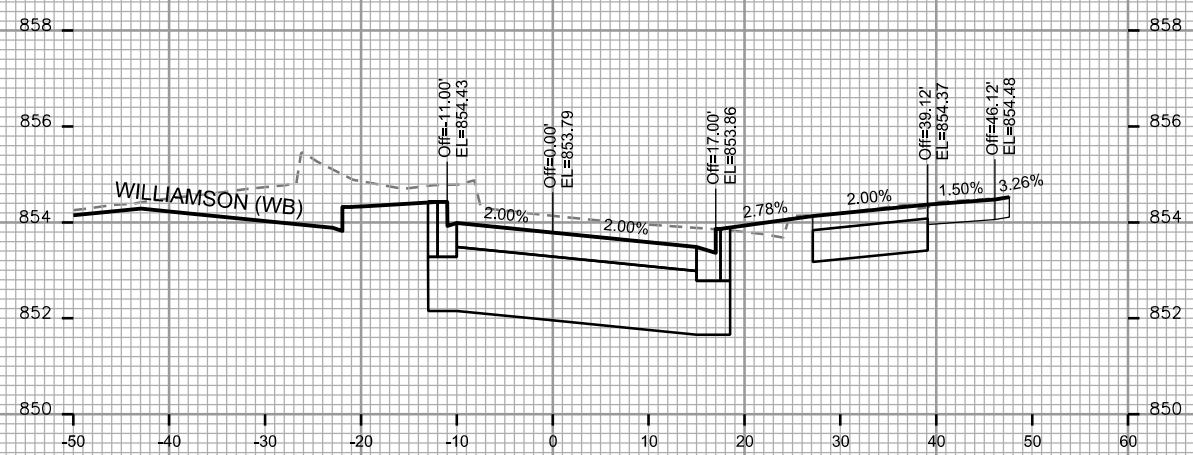
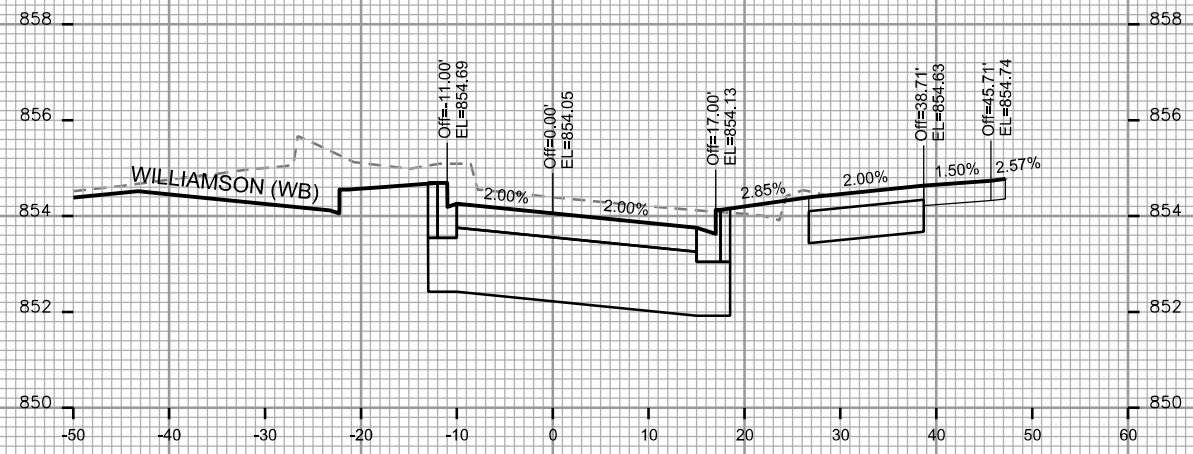
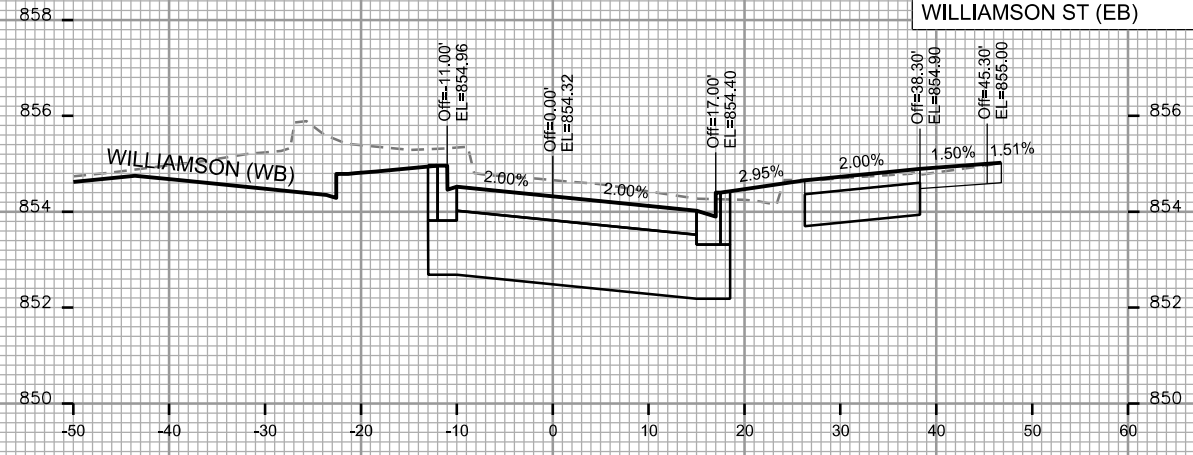
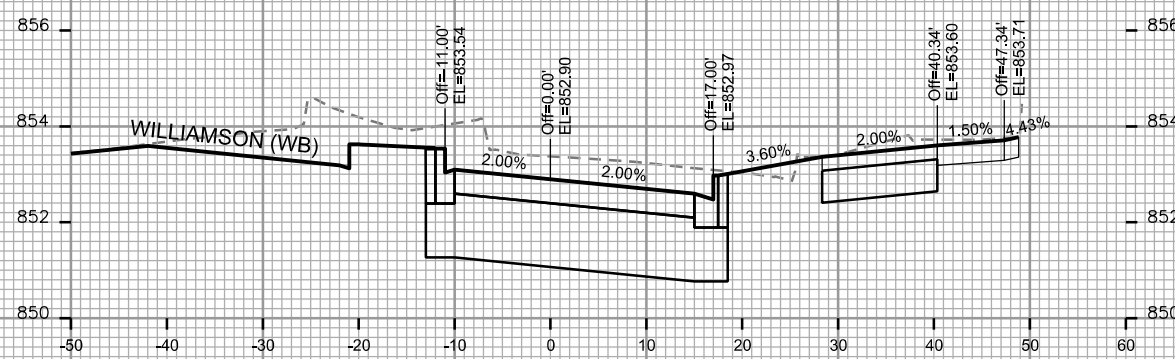
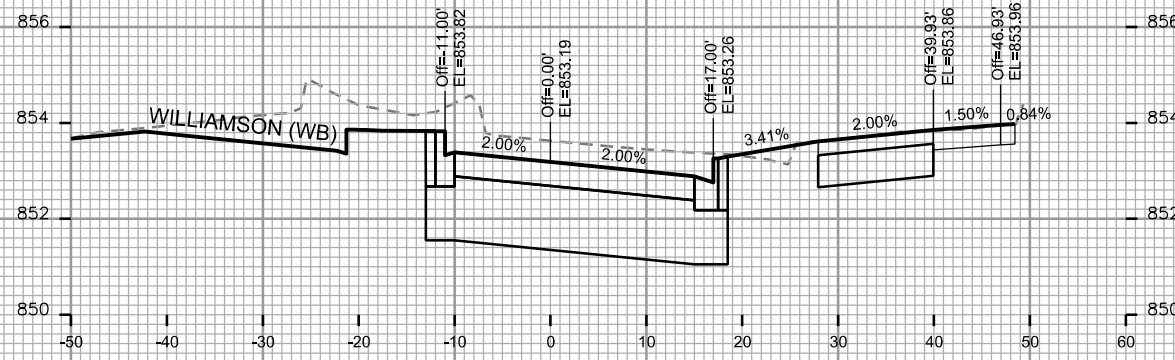
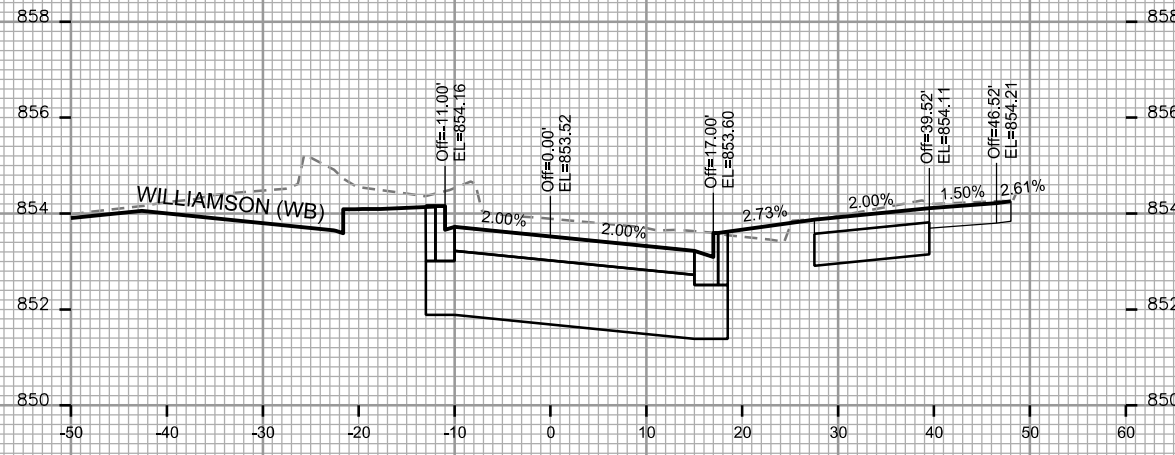
WILLIAMSON ST (EB) CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



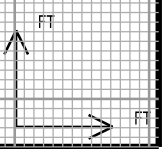
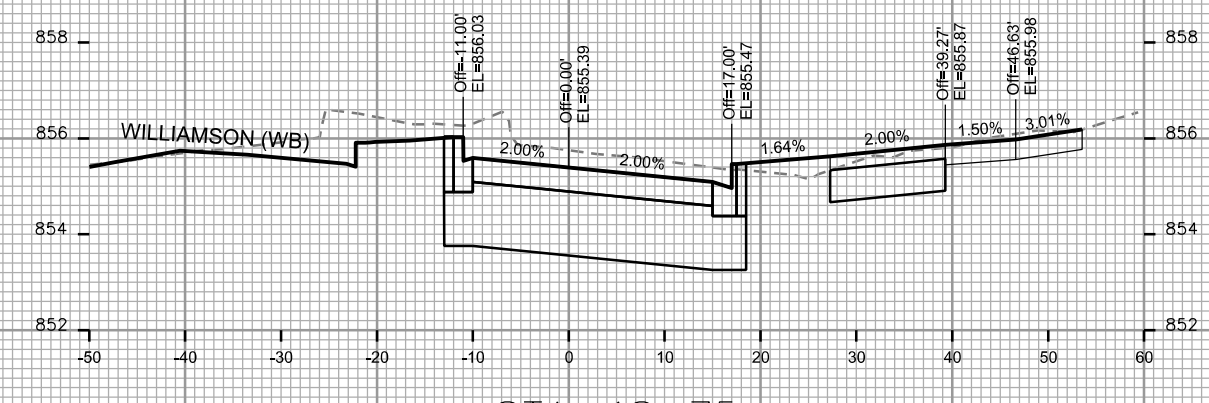
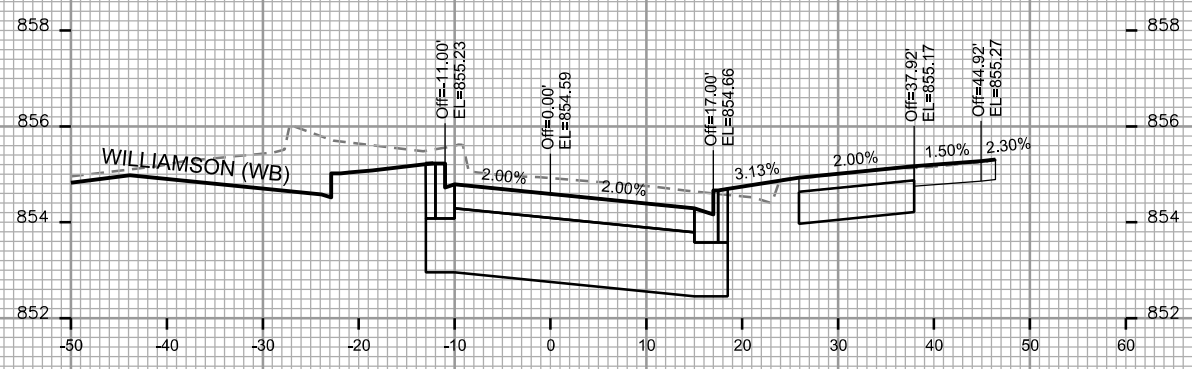
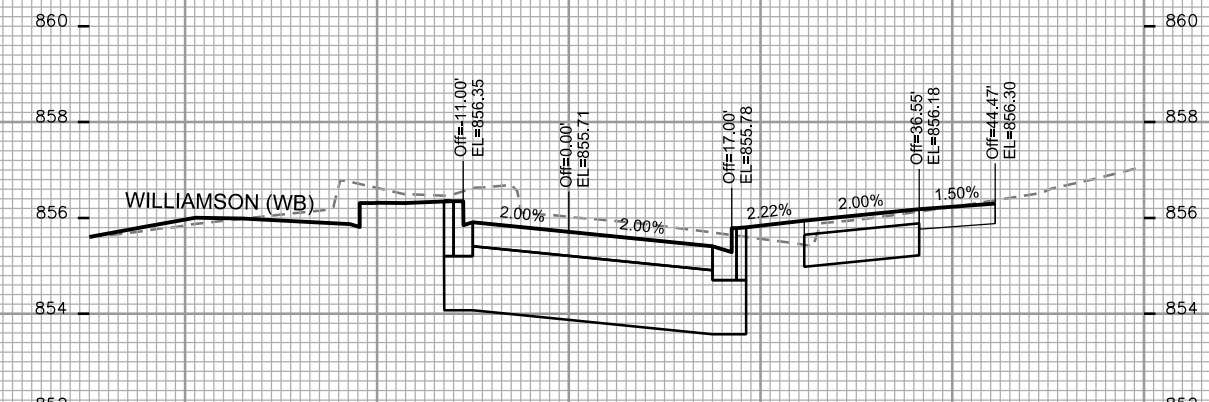
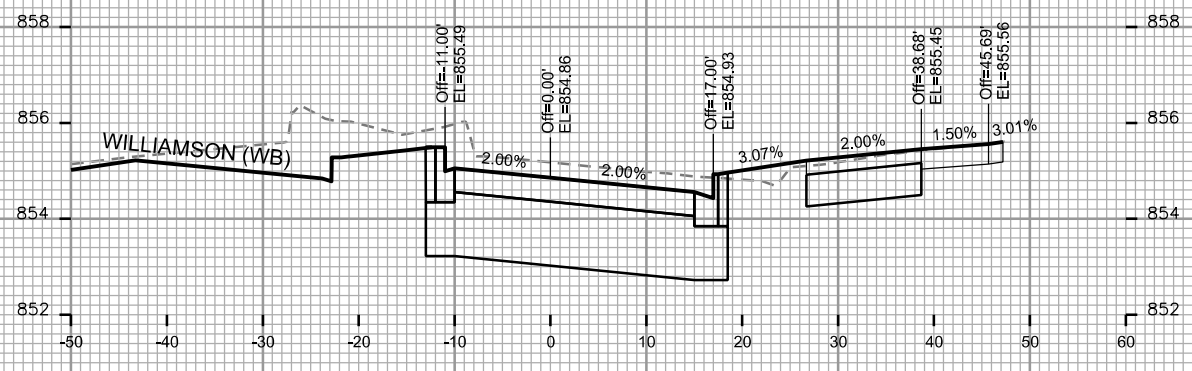
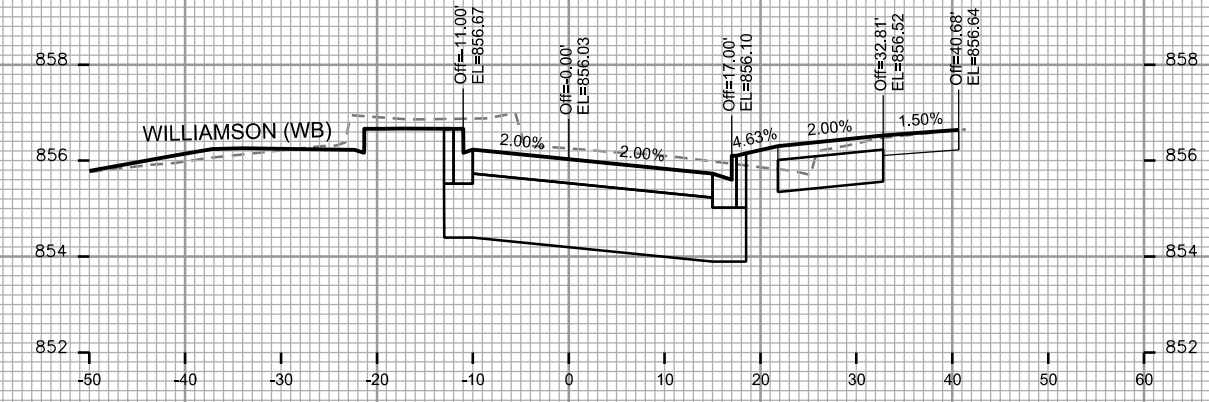
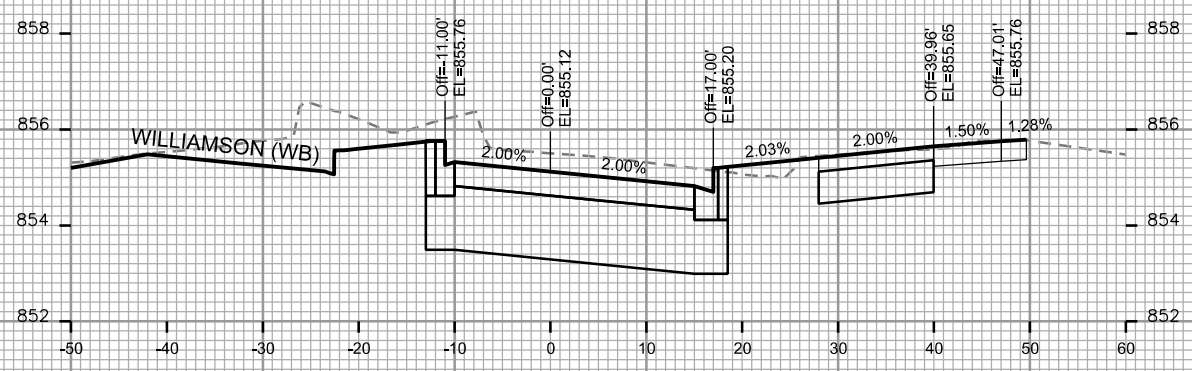
CROSS SECTIONS  
WILLIAMSON ST (EB) CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

WILLIAMSON ST (EB)

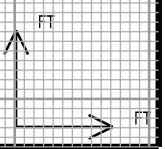
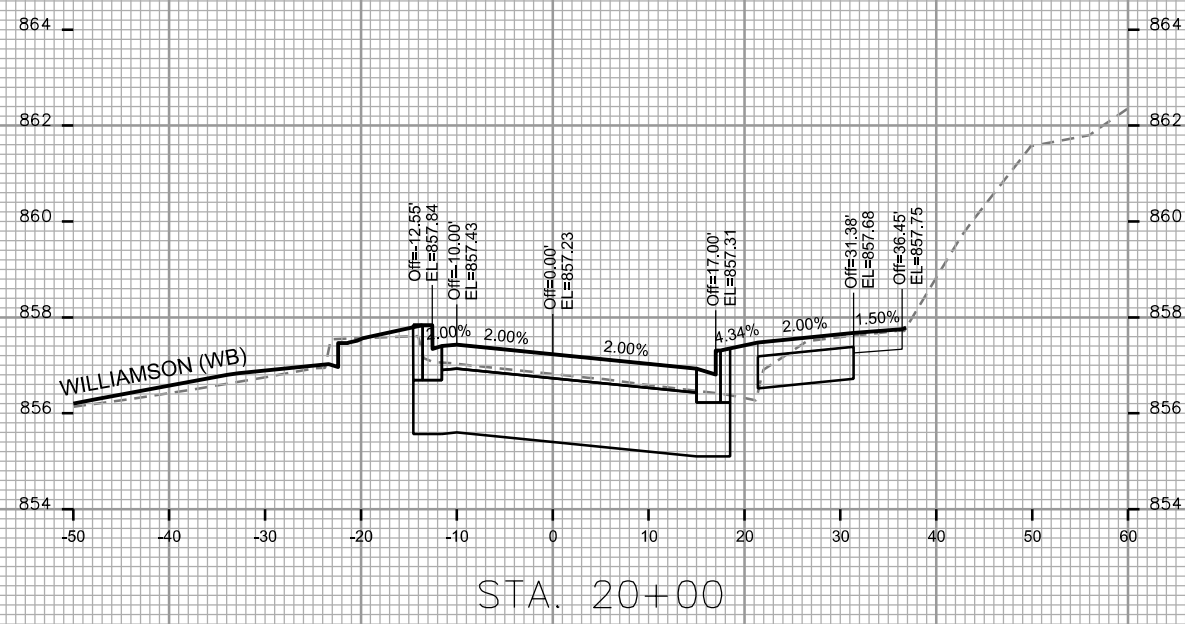
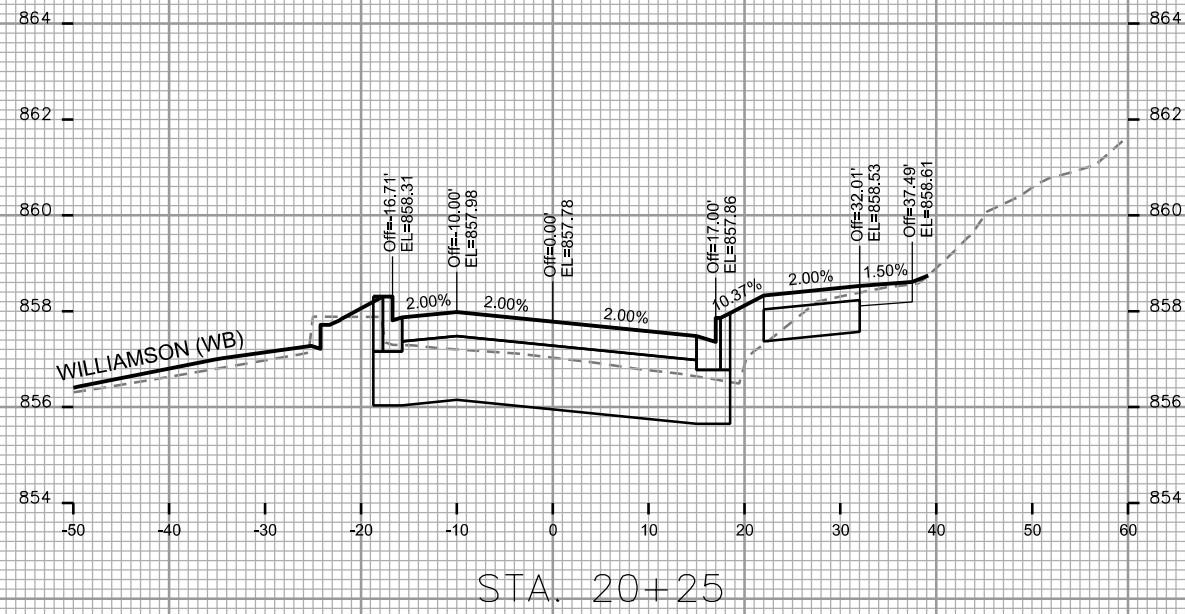
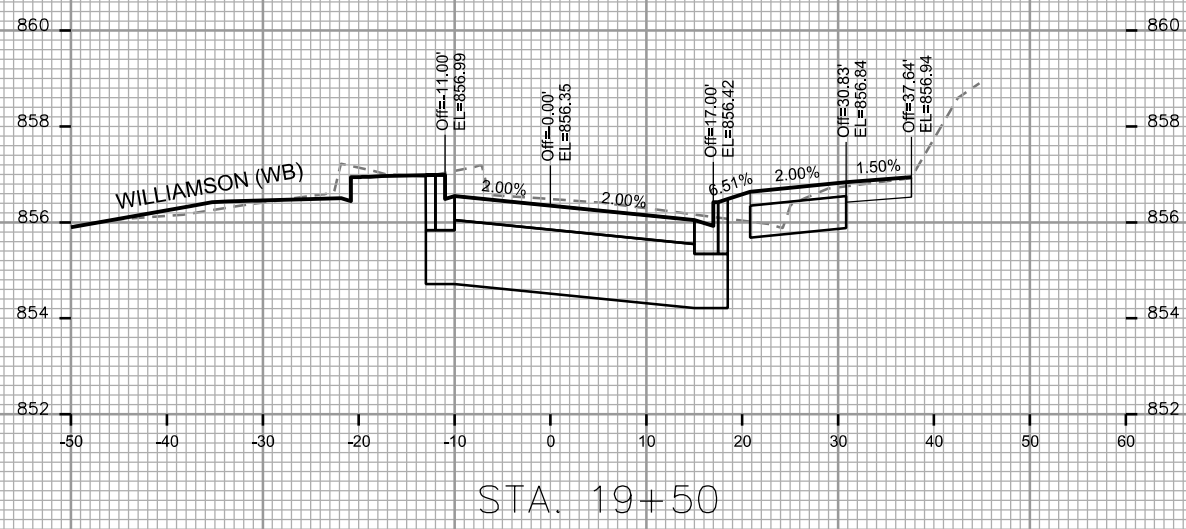
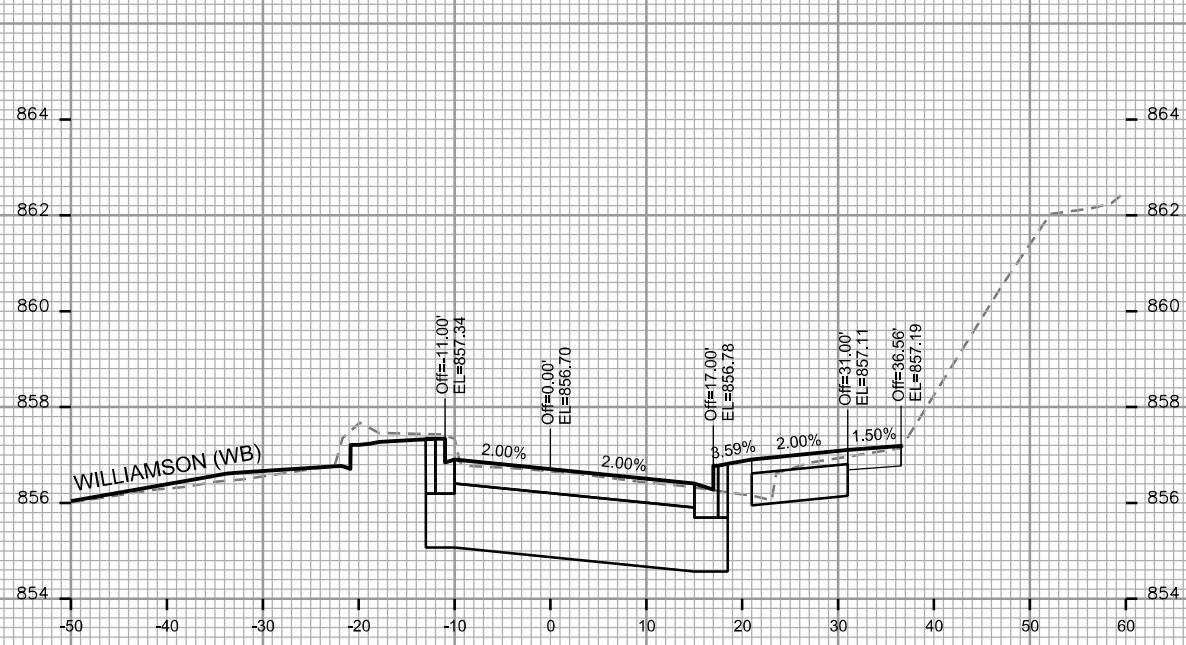
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





CROSS SECTIONS

WILLIAMSON ST (EB)

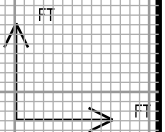
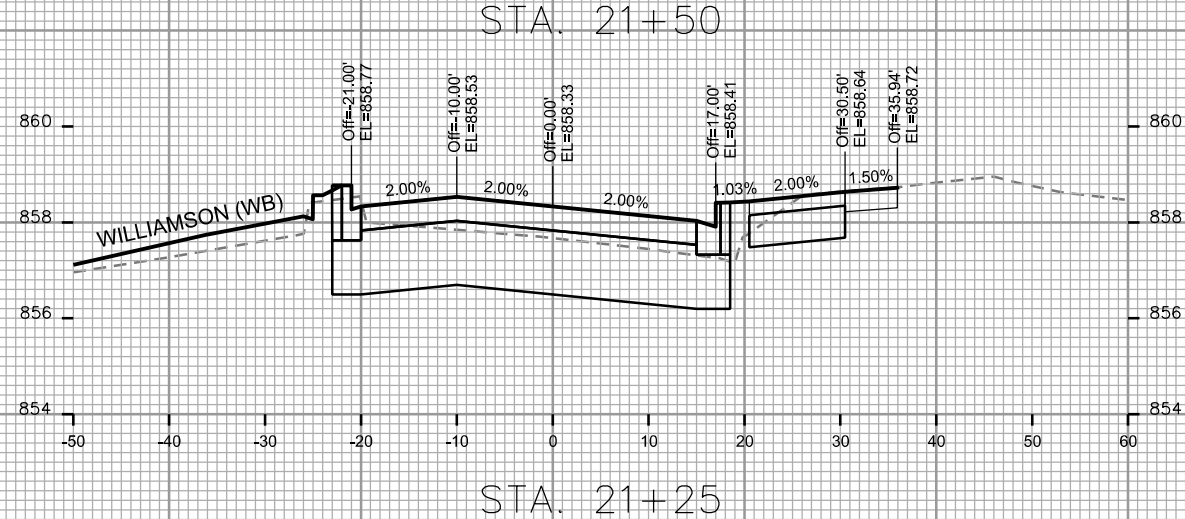
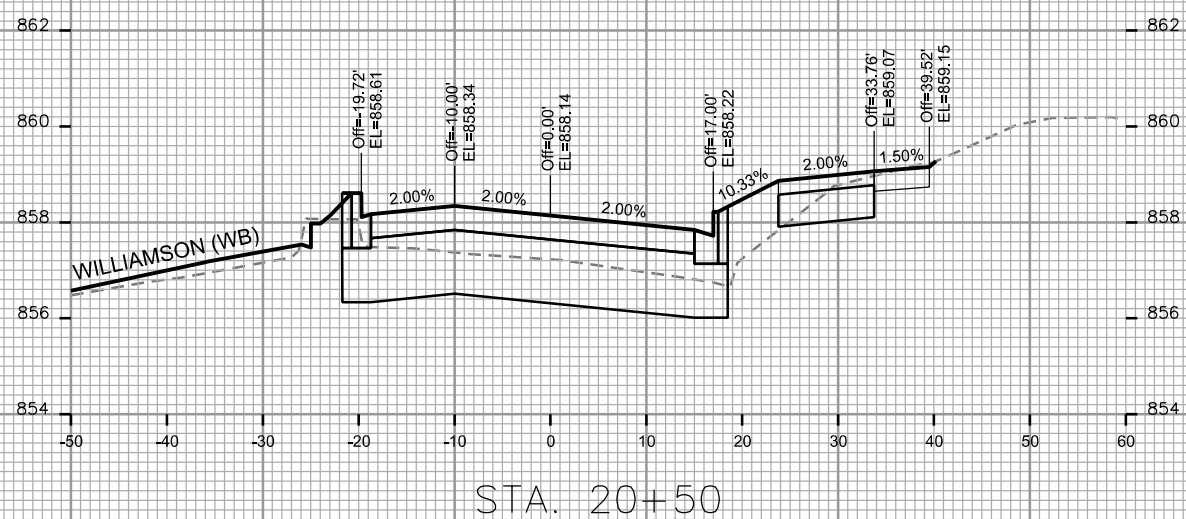
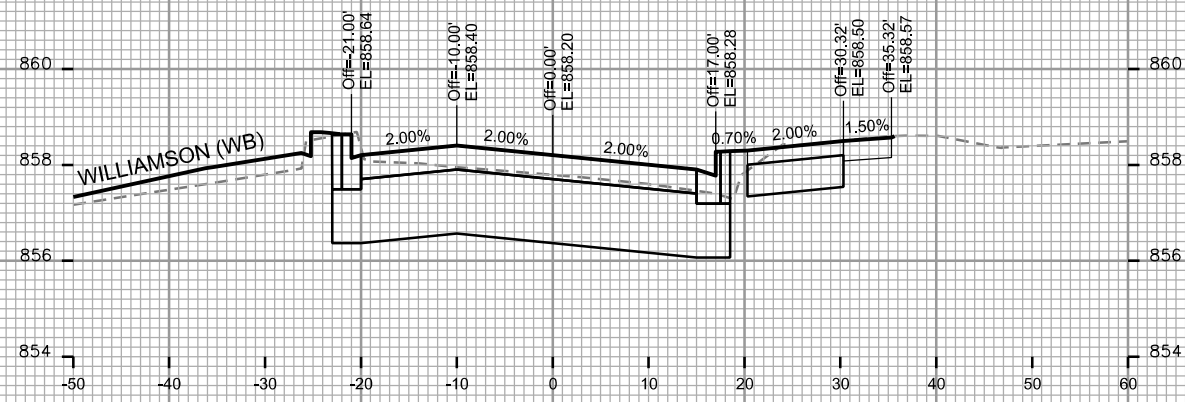
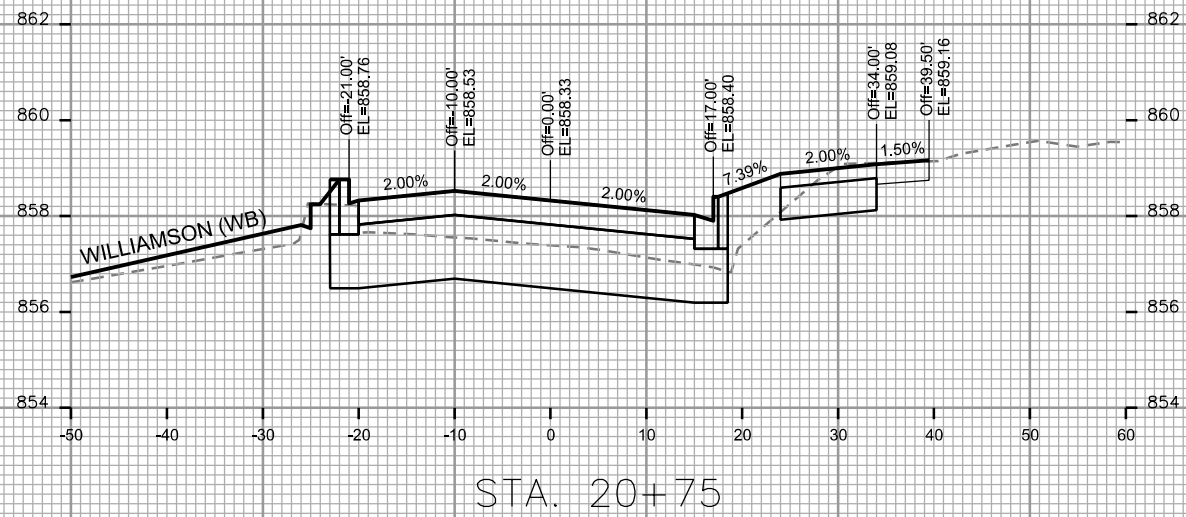
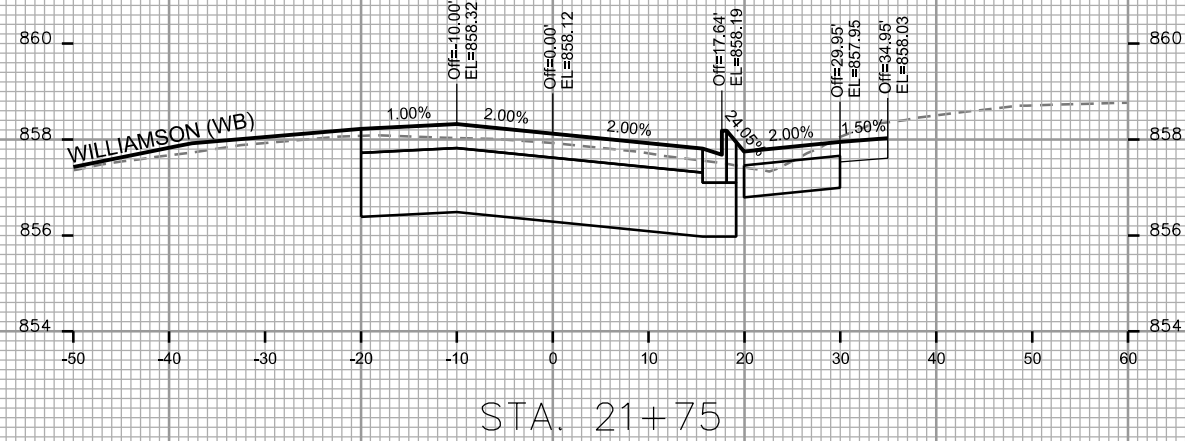
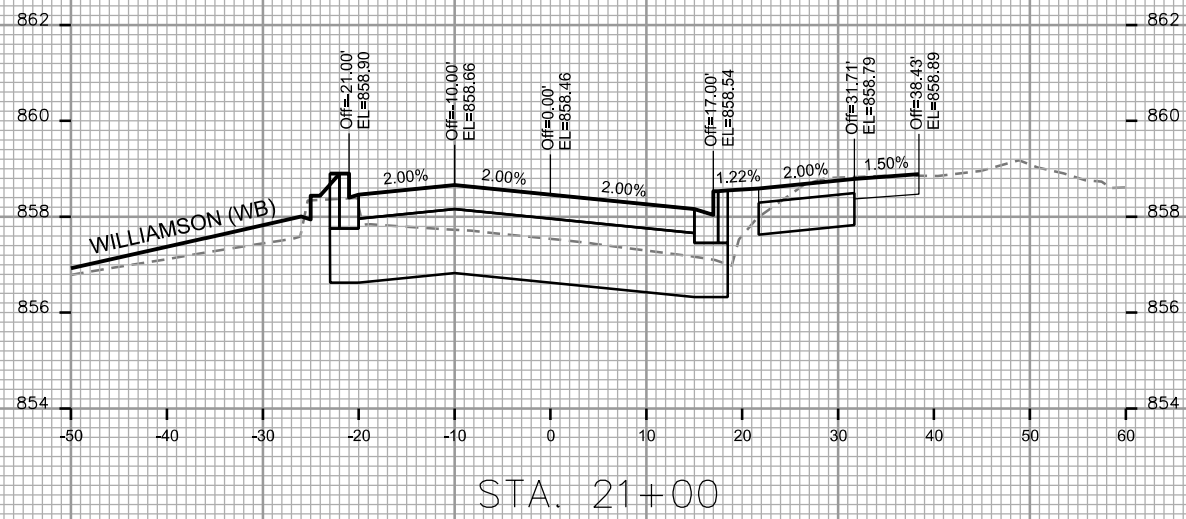
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

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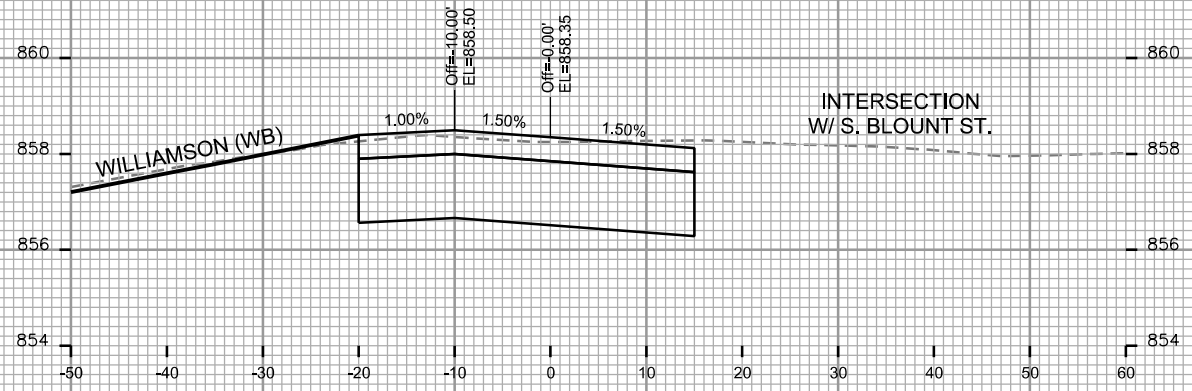
CITY OF MADISON

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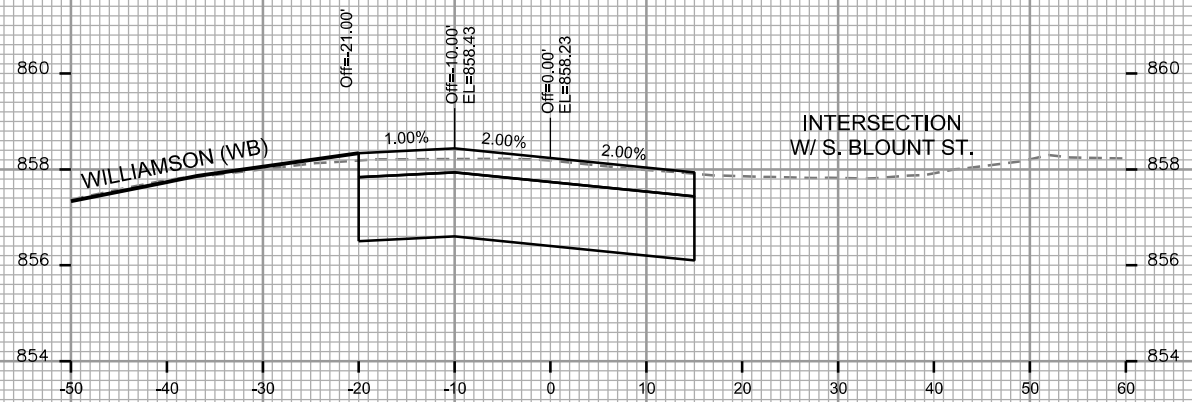
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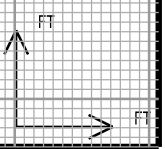
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 22+25



STA. 22+00



CROSS SECTIONS

E. WILSON ST. (WB)

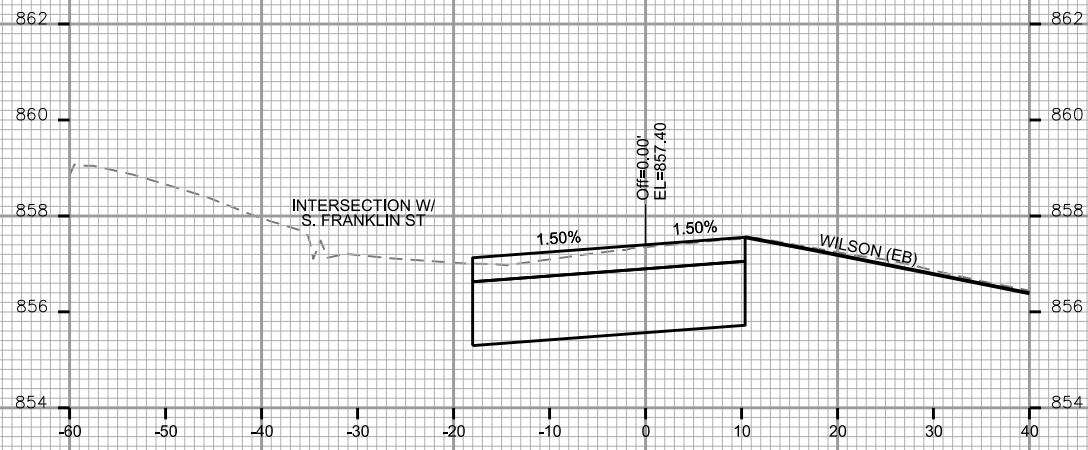
CITY OF MADISON

PLOT SCALE:

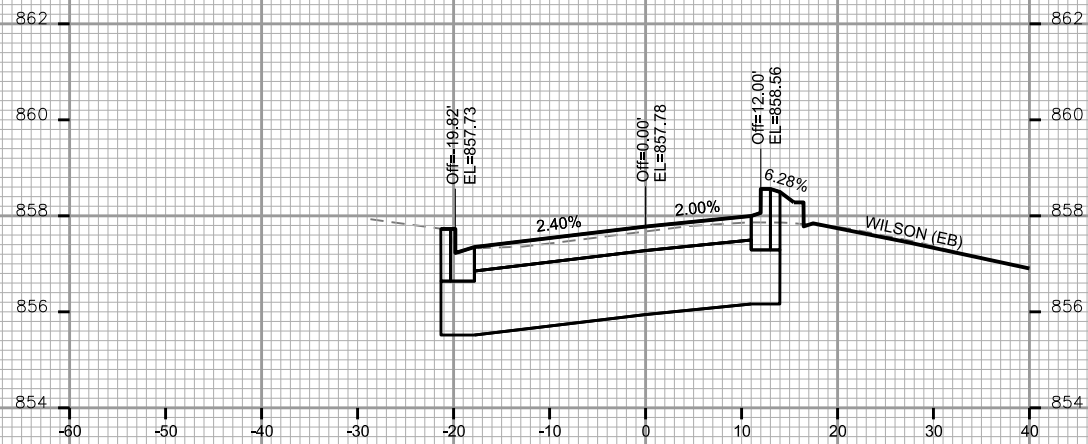
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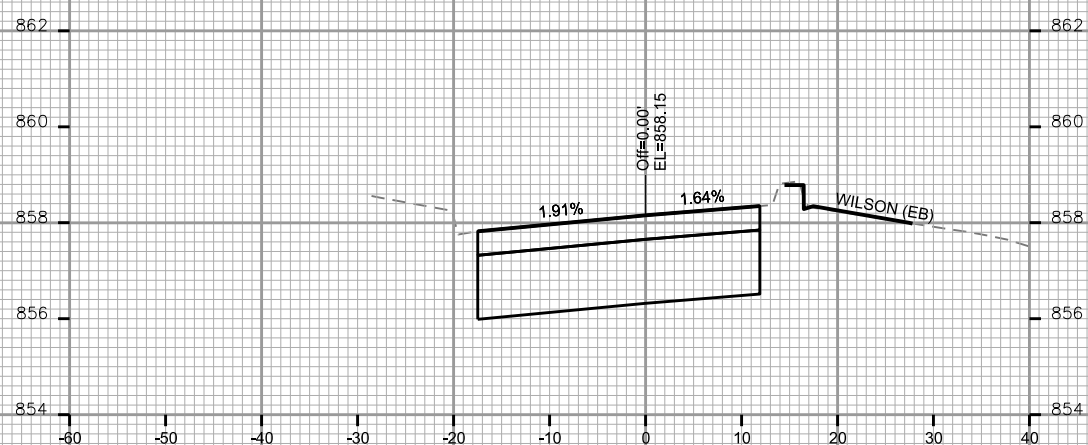
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



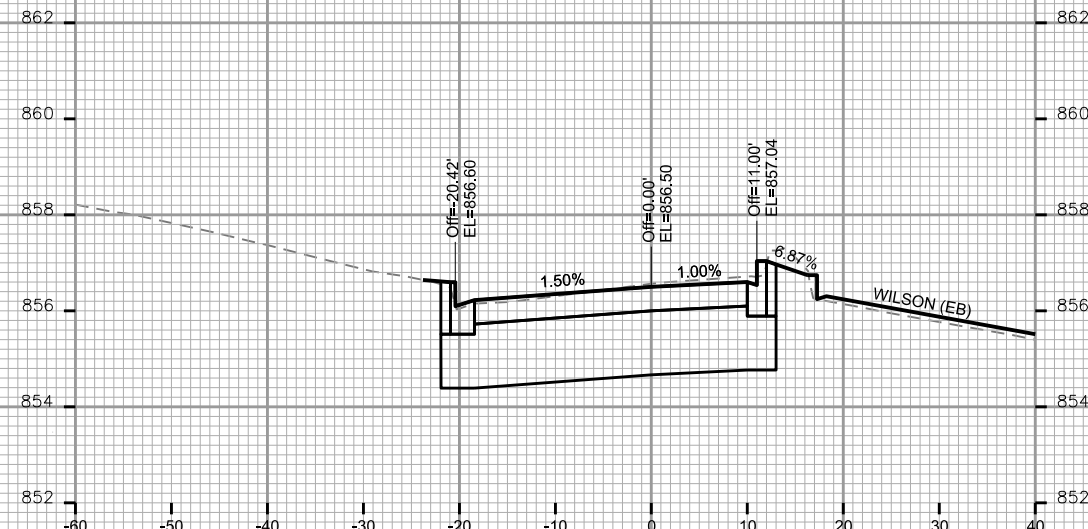
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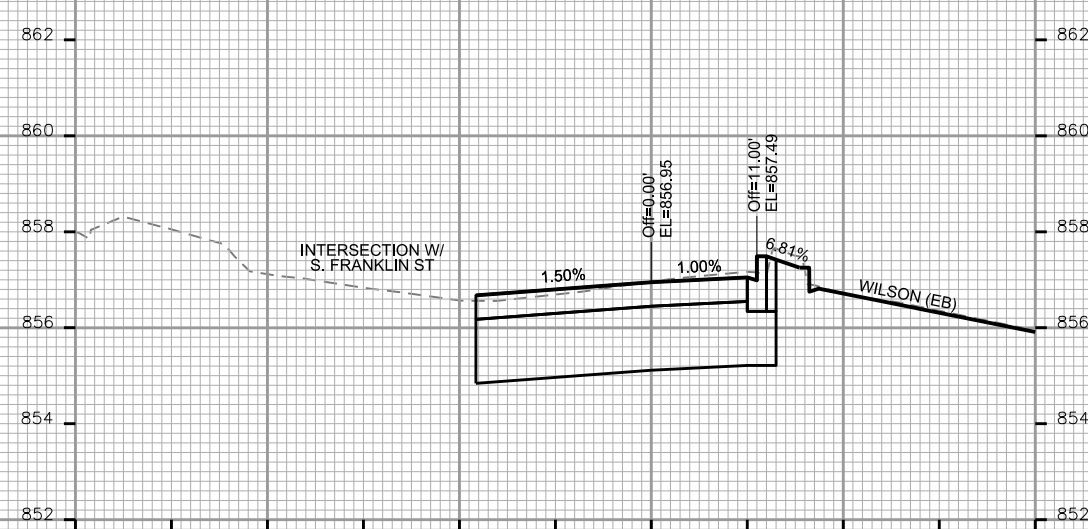
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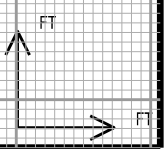
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STA. 51+75



STA. 51+50



CROSS SECTIONS

E. WILSON ST. (WB)

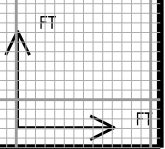
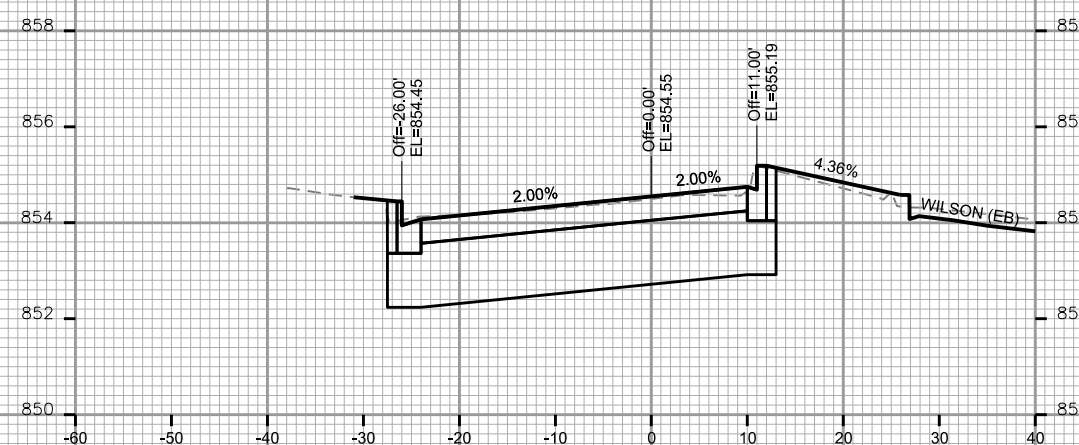
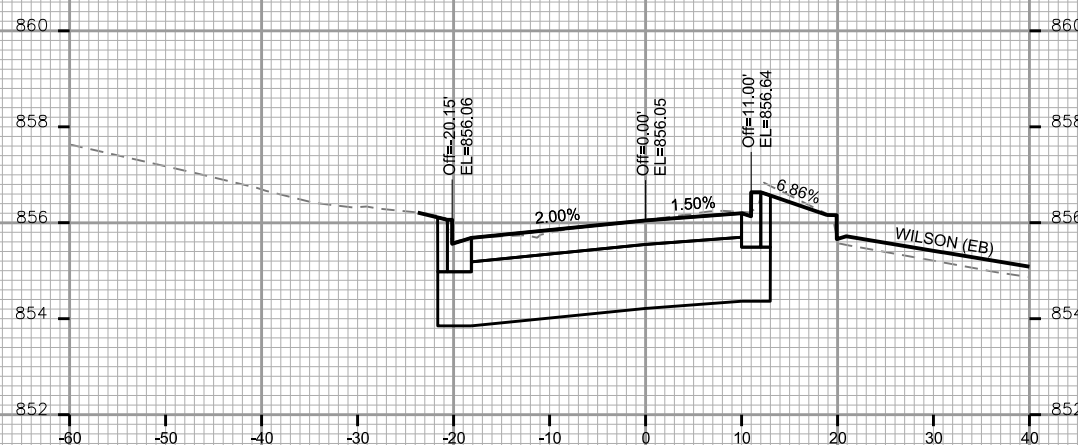
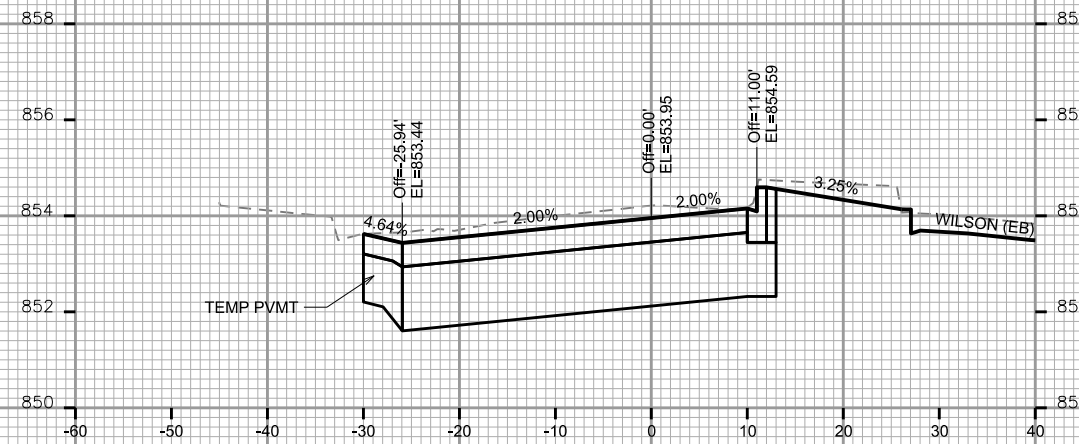
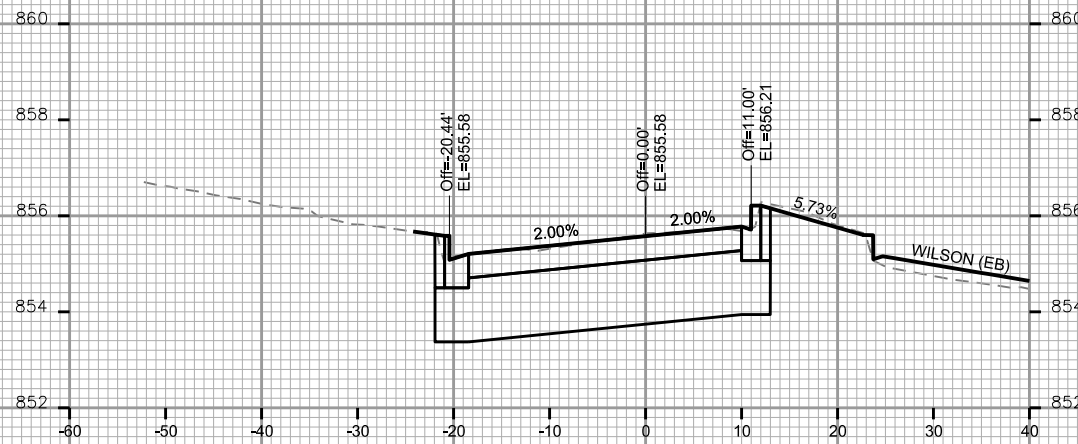
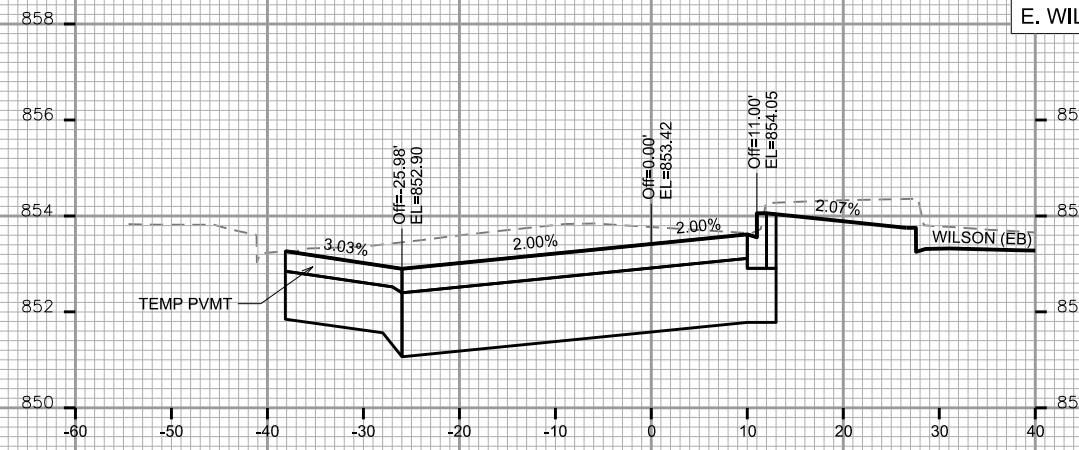
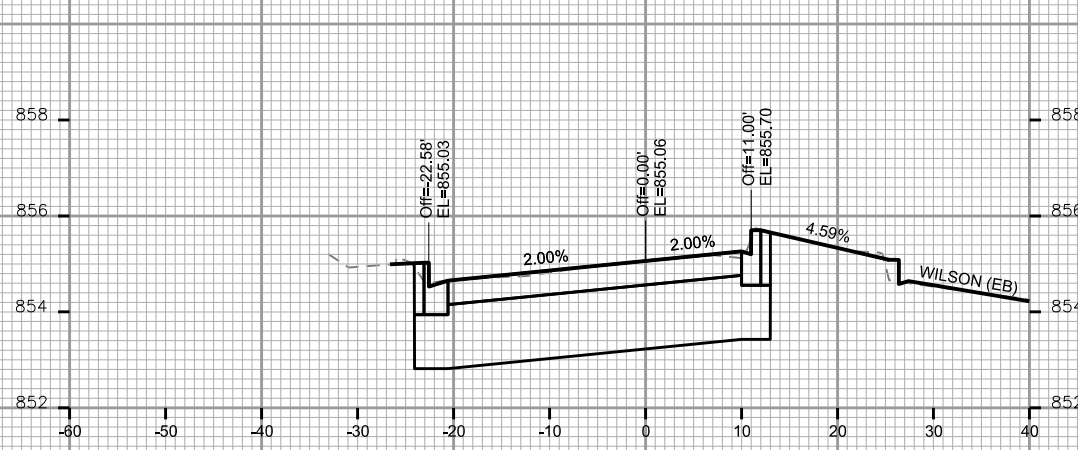
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

E. WILSON ST. (WB)

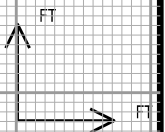
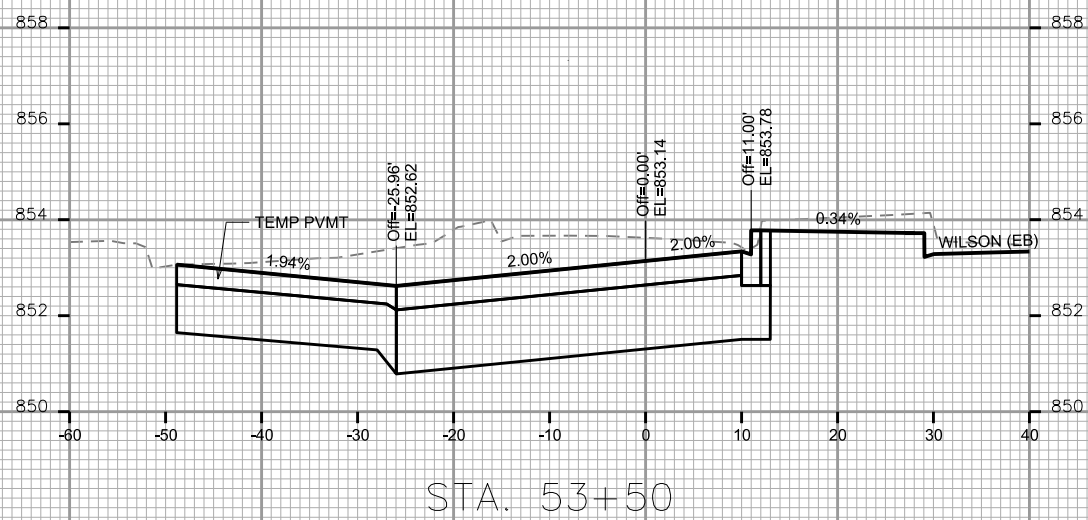
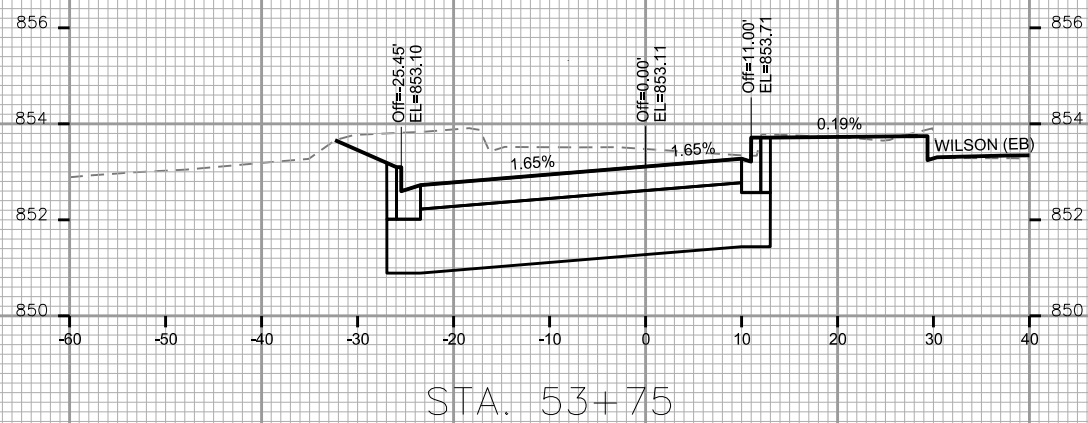
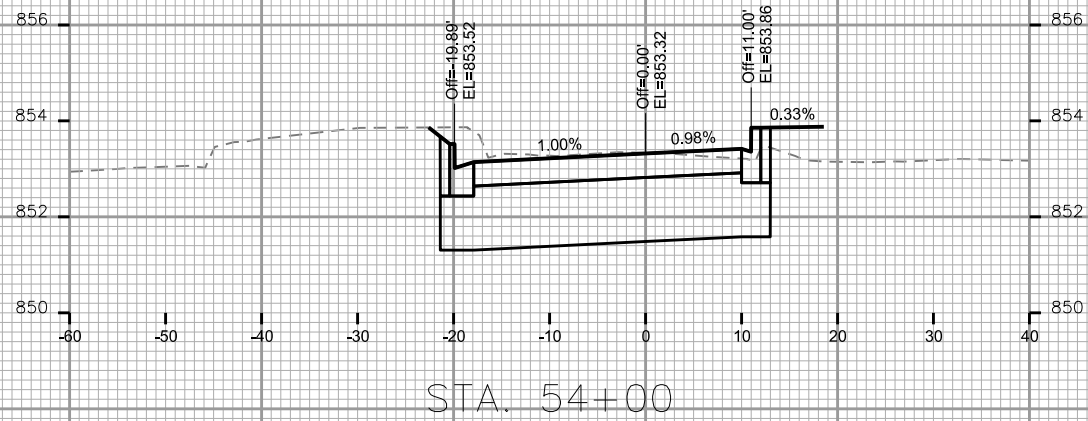
CITY OF MADISON

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CROSS SECTIONS

WILLIAMSON ST (WB)

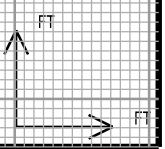
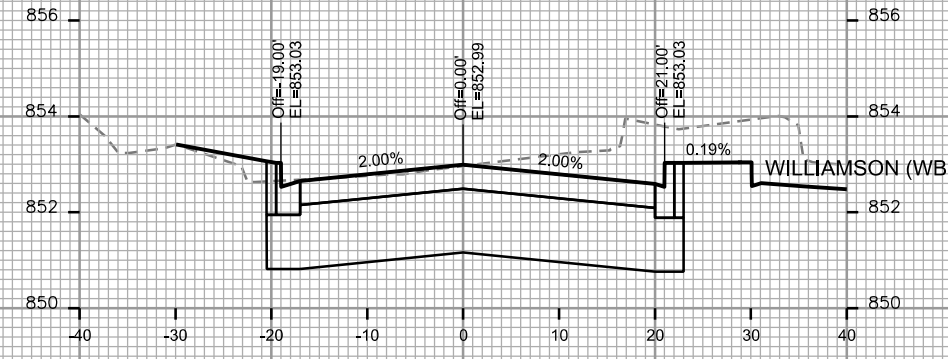
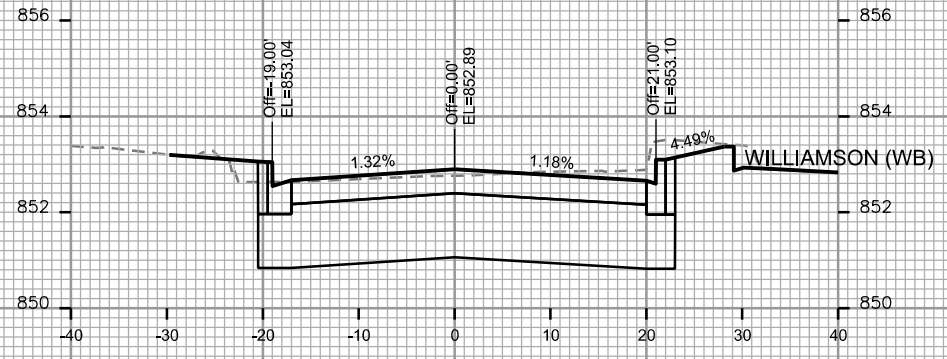
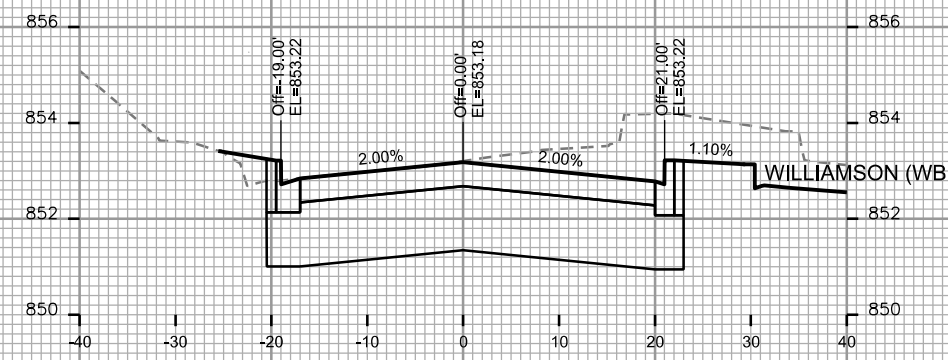
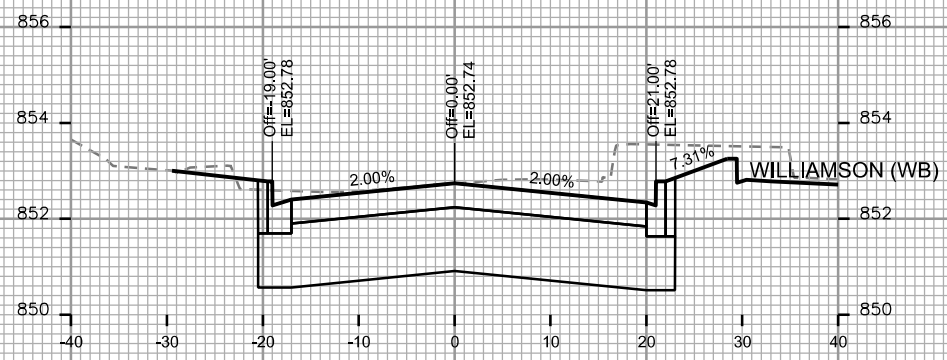
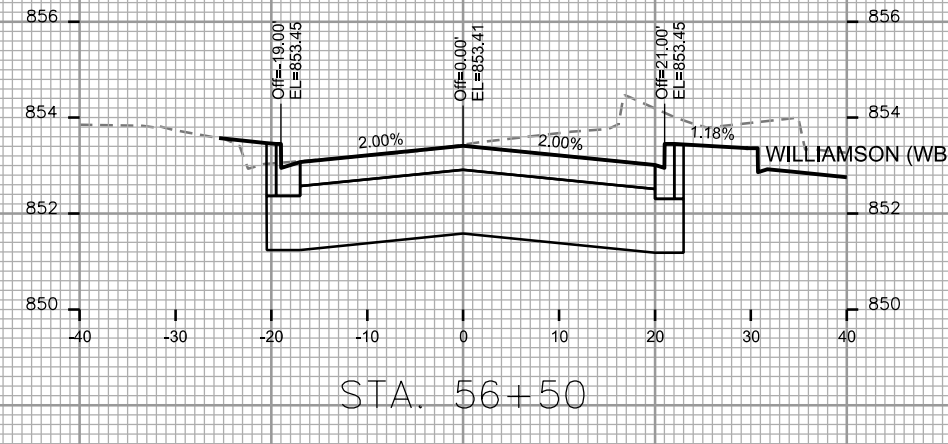
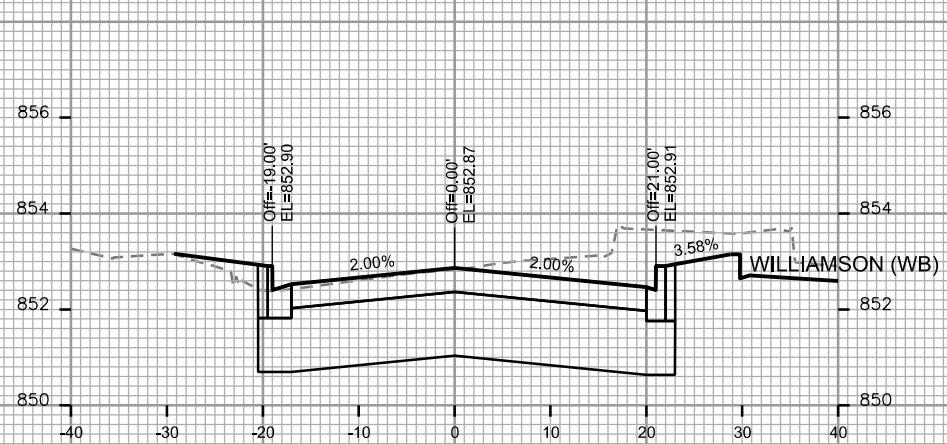
CITY OF MADISON

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CROSS SECTIONS

WILLIAMSON ST (WB)

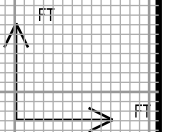
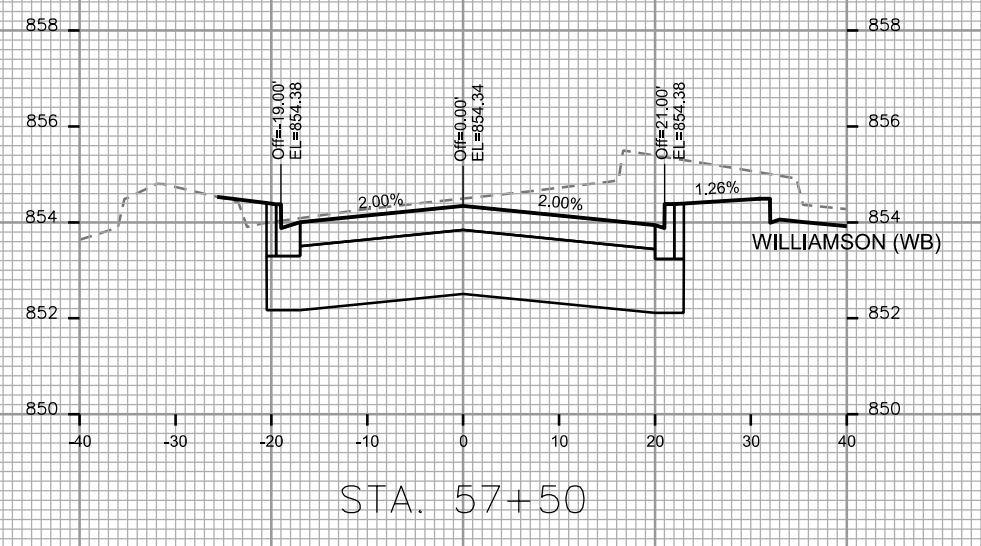
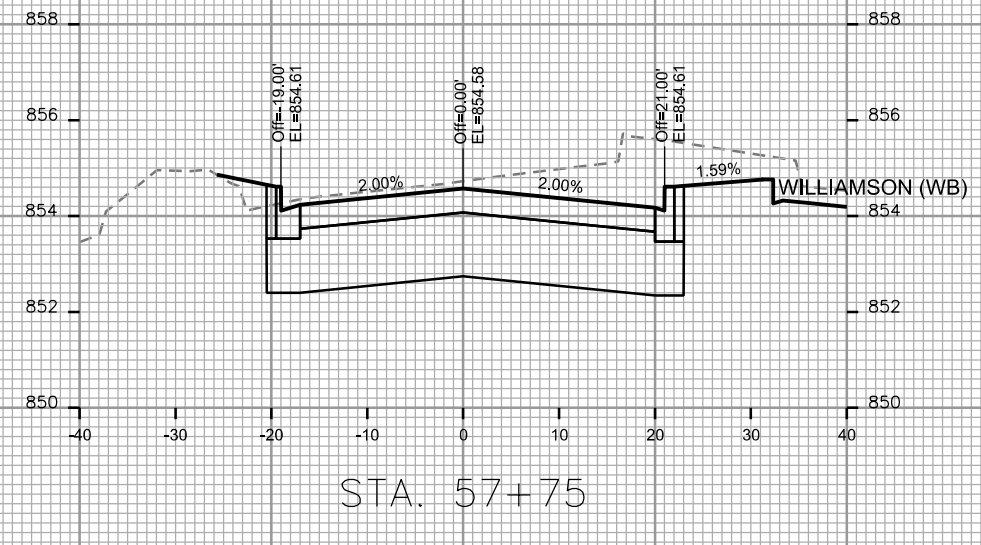
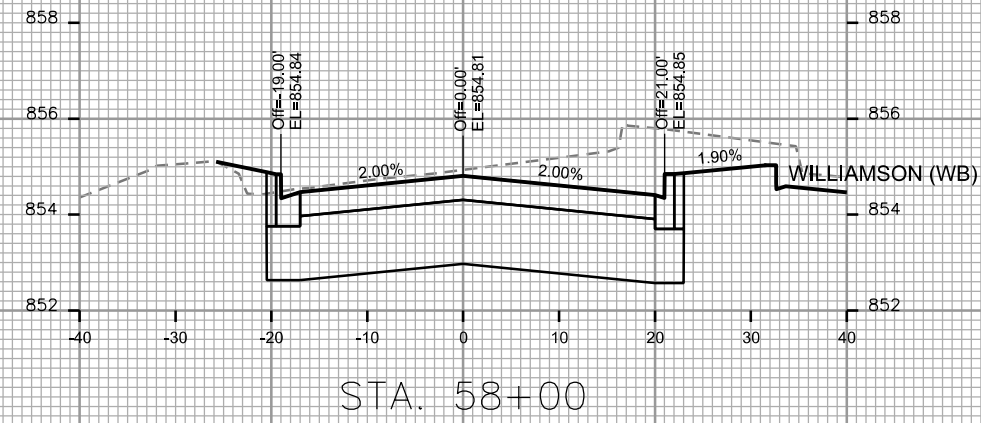
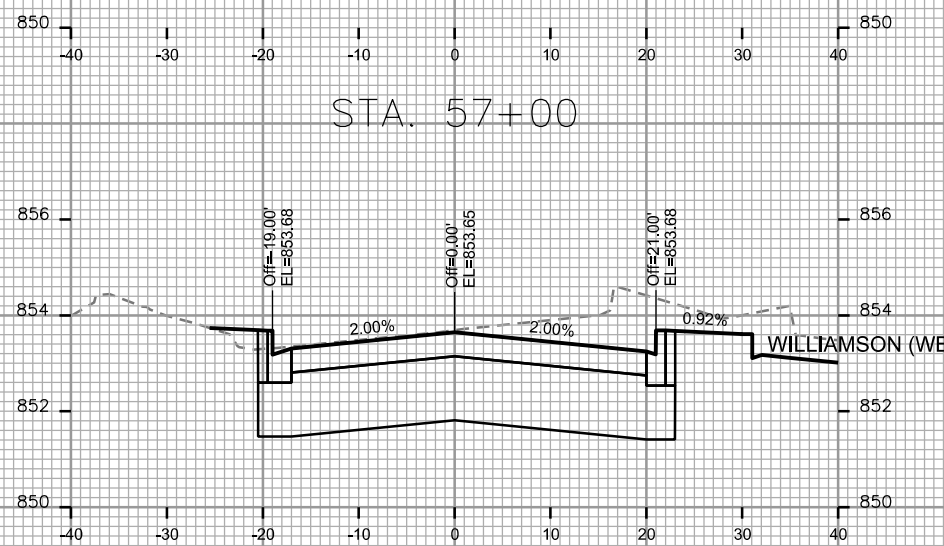
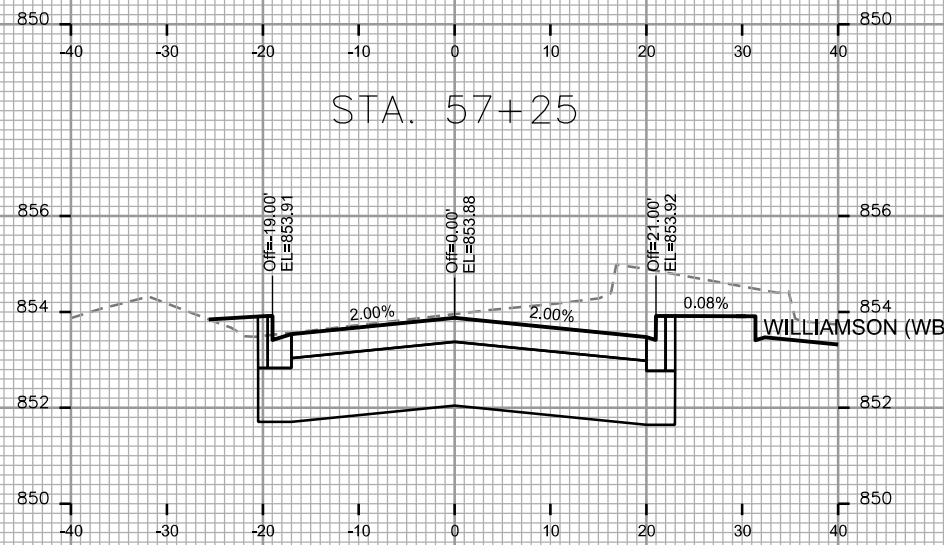
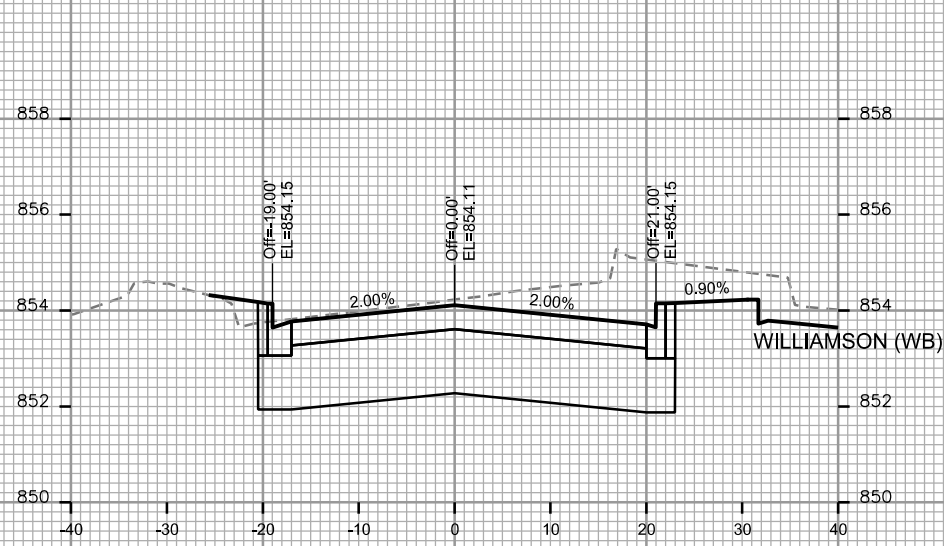
CITY OF MADISON

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CROSS SECTIONS

WILLIAMSON ST (WB)

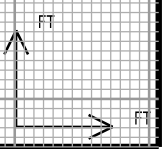
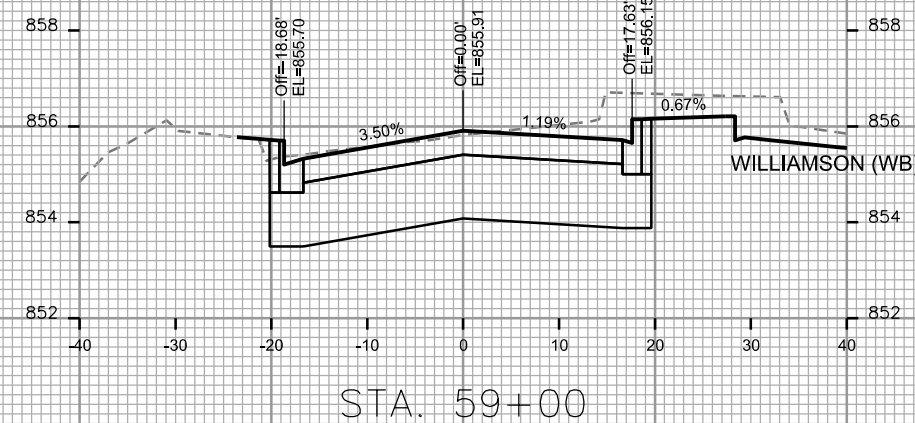
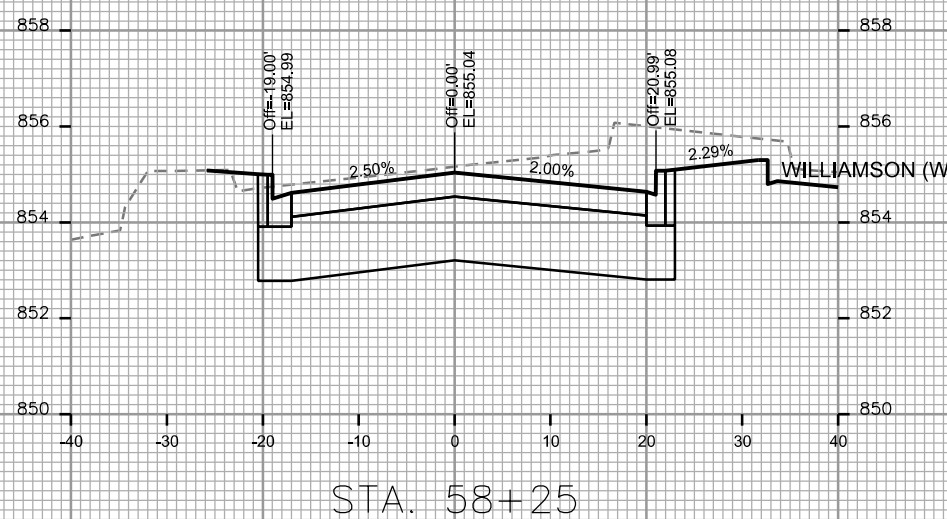
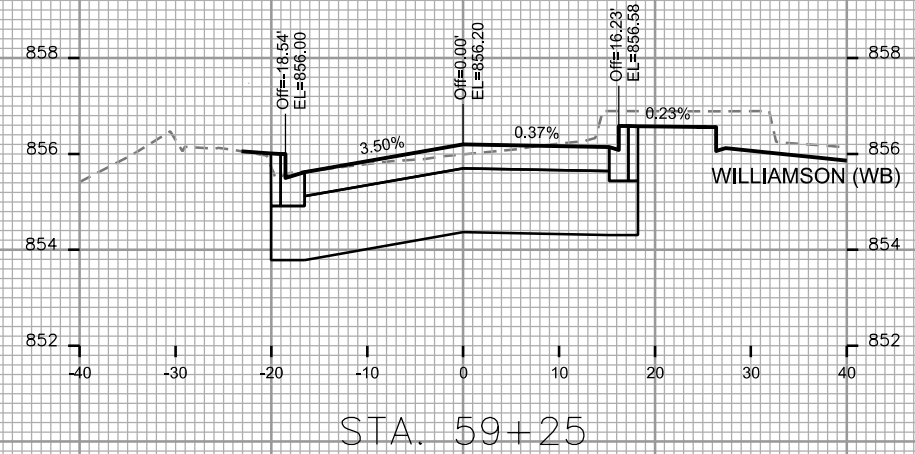
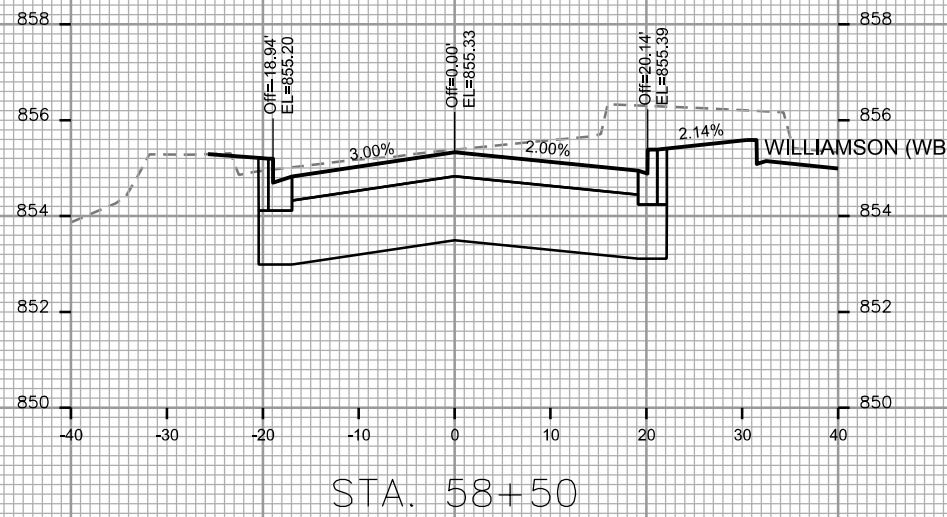
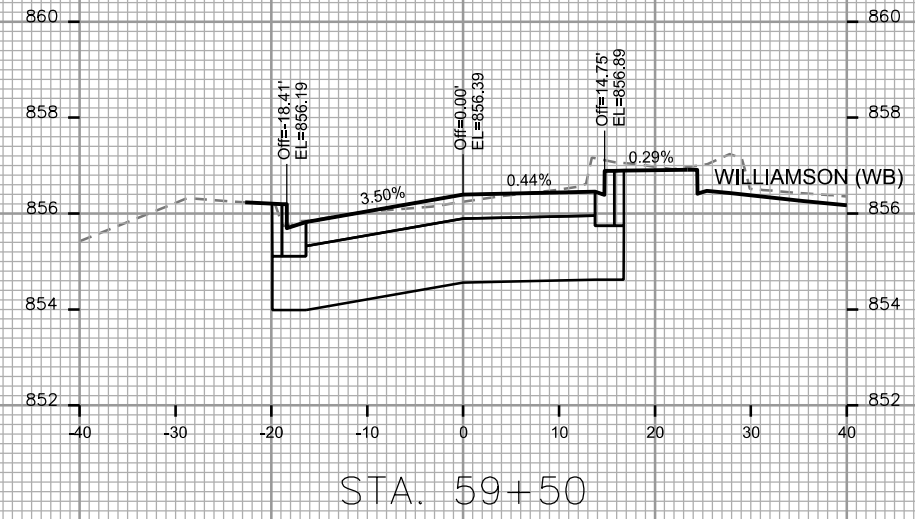
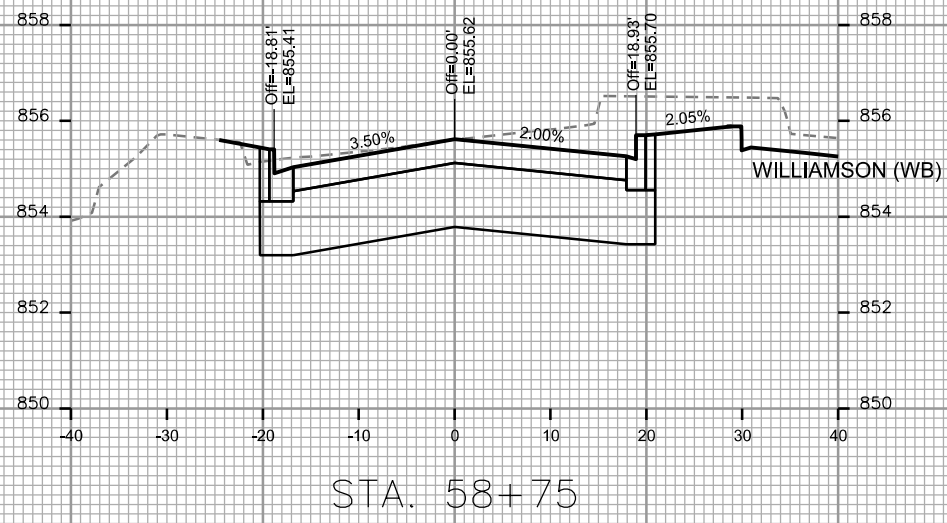
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

WILLIAMSON ST (WB)

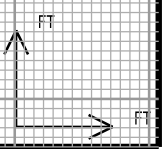
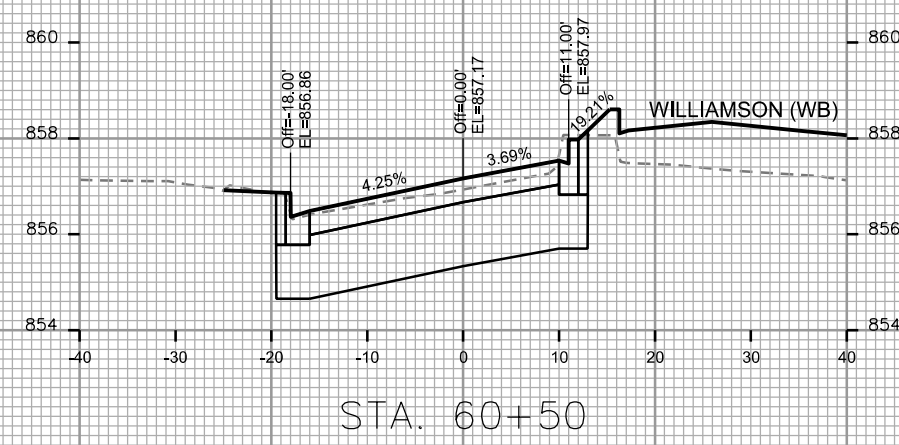
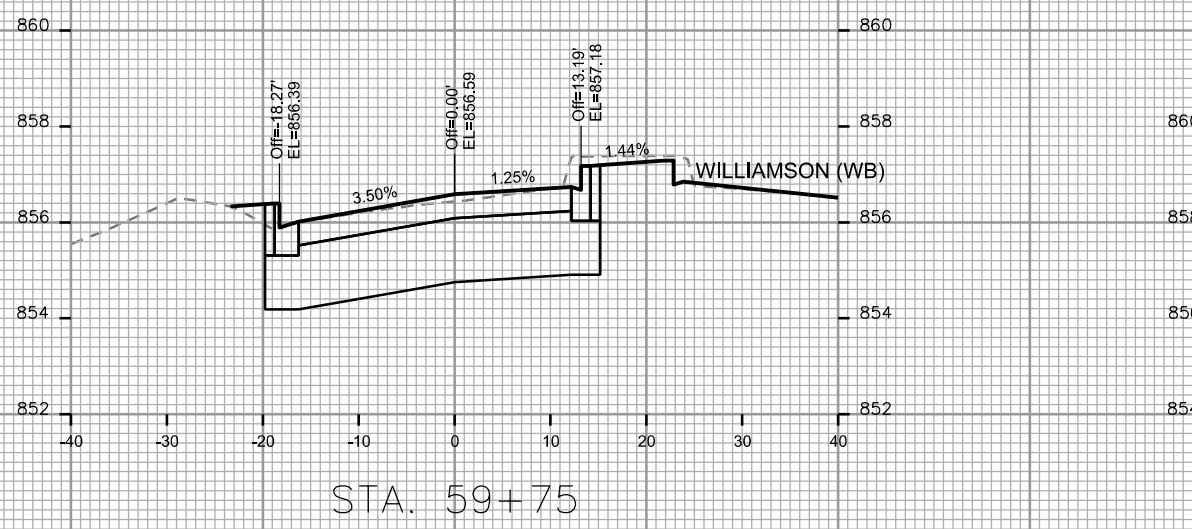
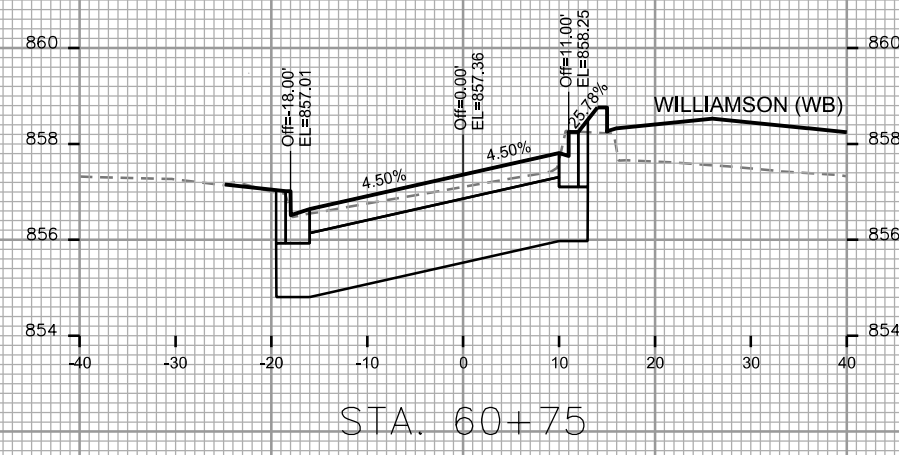
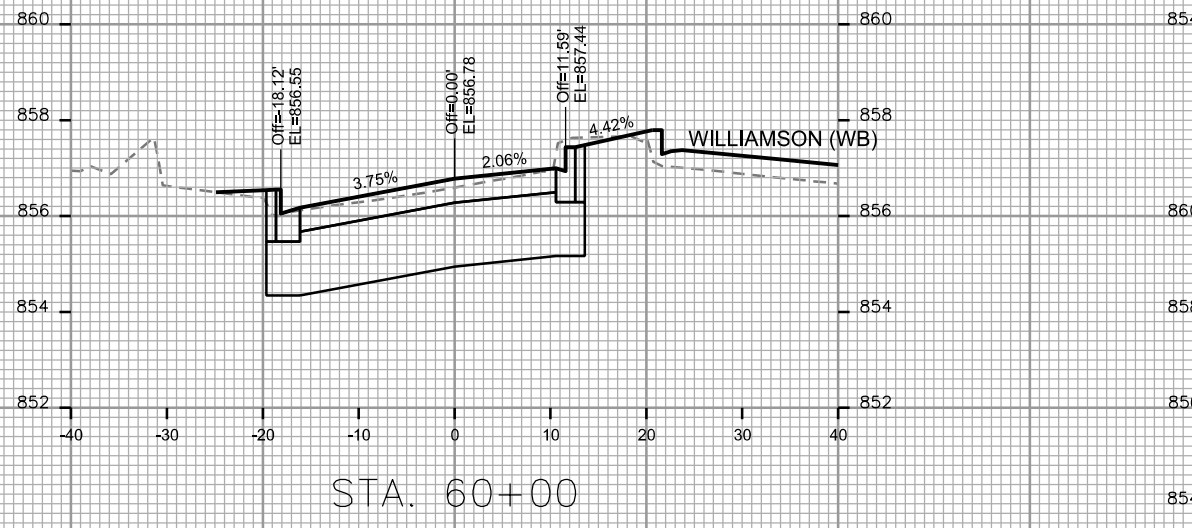
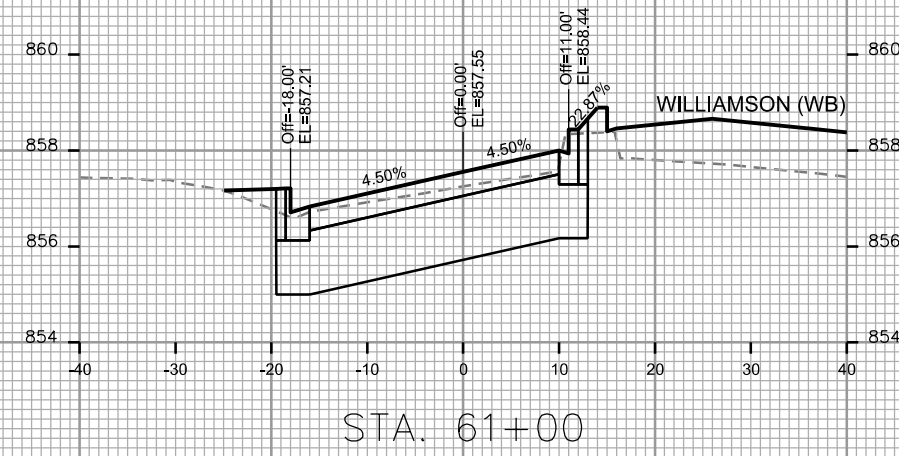
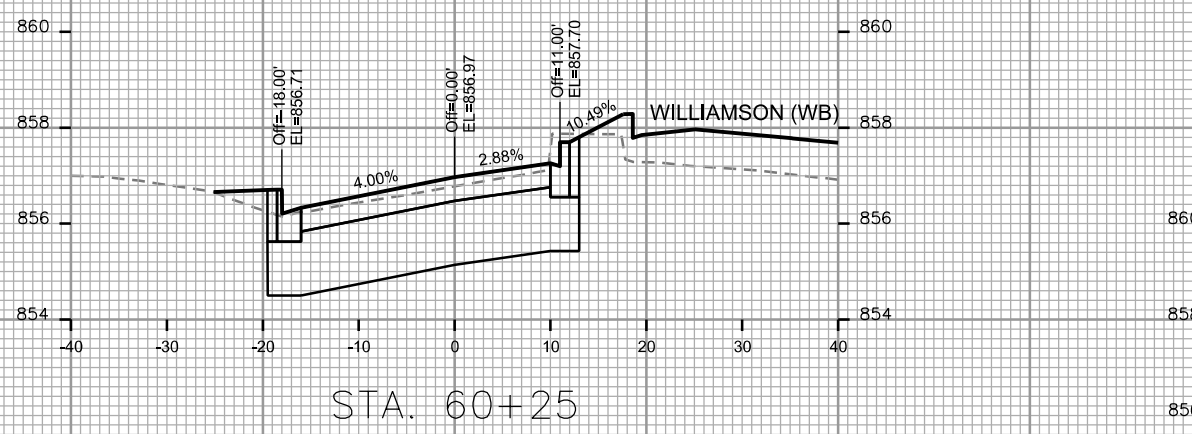
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

WILLIAMSON ST (WB)

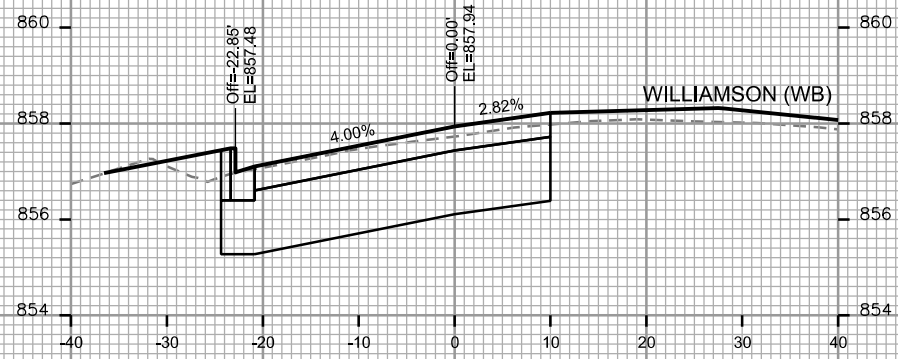
CITY OF MADISON

PLOT SCALE:

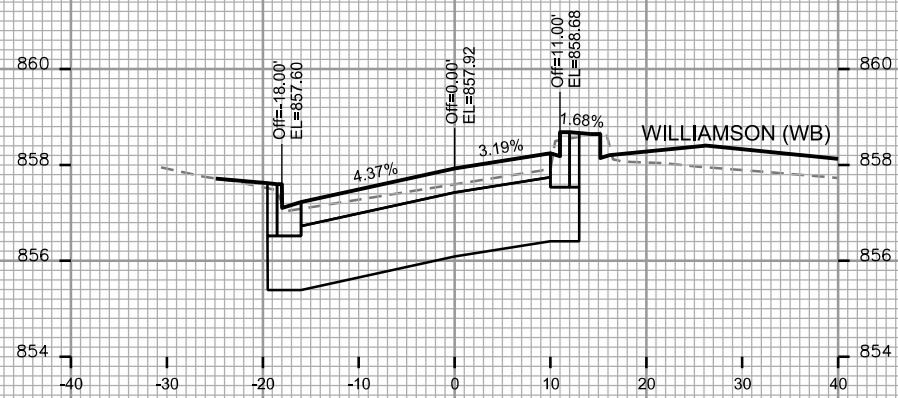
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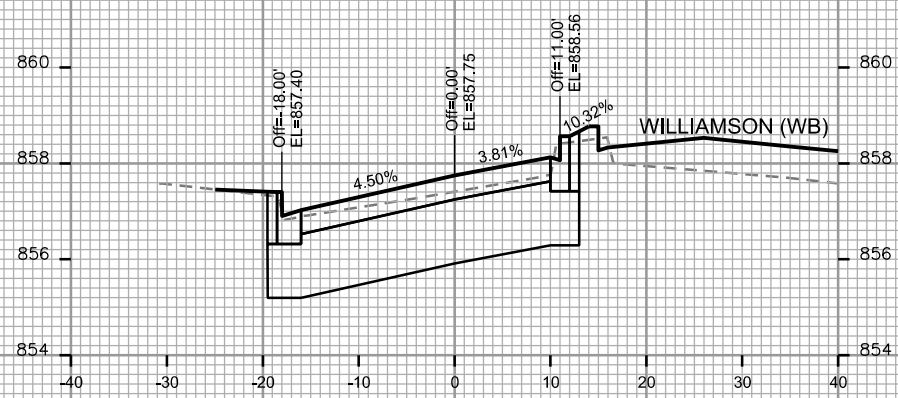
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



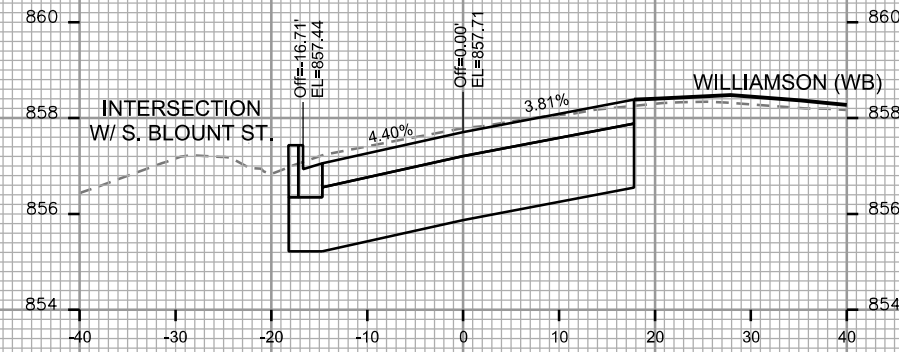
STA. 61+75



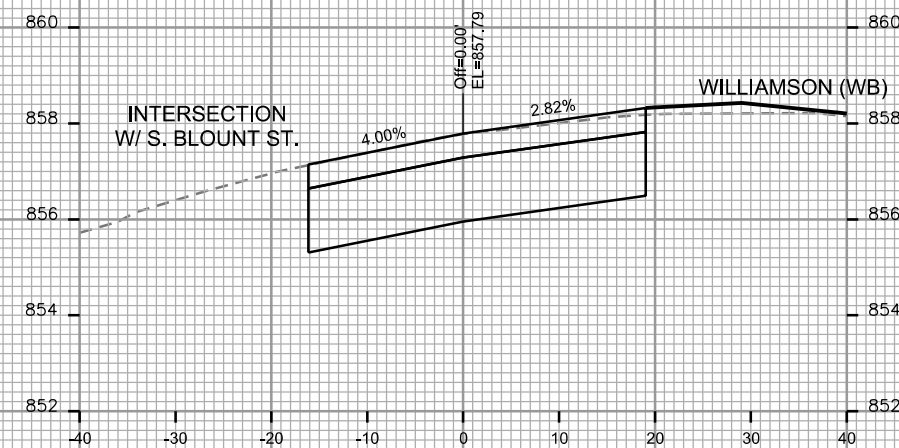
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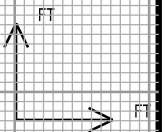
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STA. 62+25



STA. 62+00





CROSS SECTIONS

S. BLOUNT ST. CITY OF MADISON

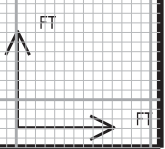
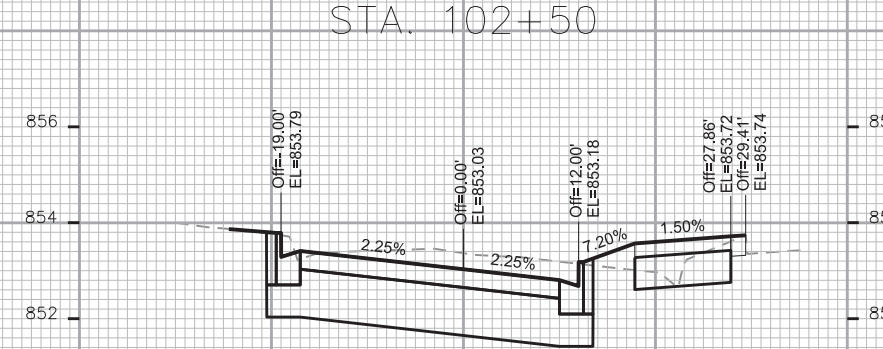
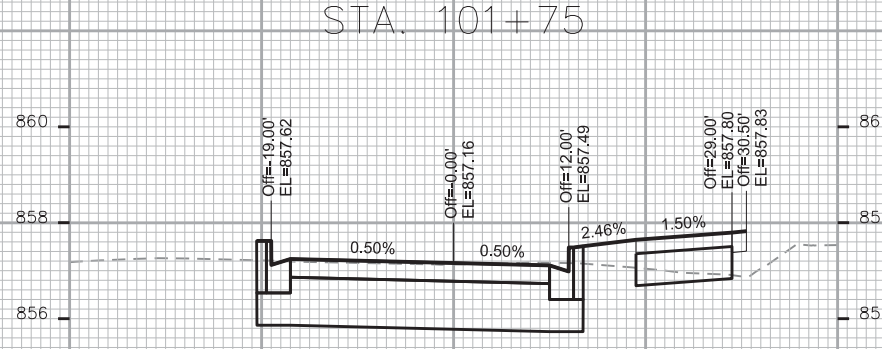
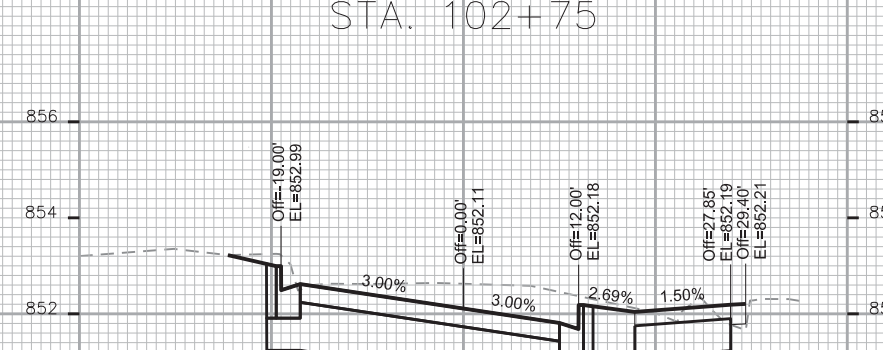
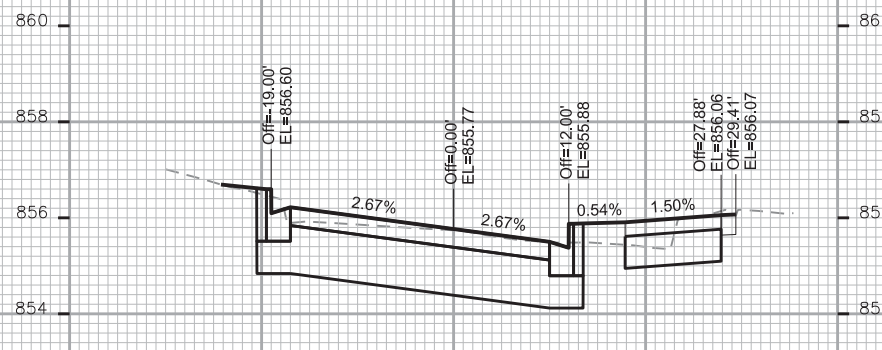
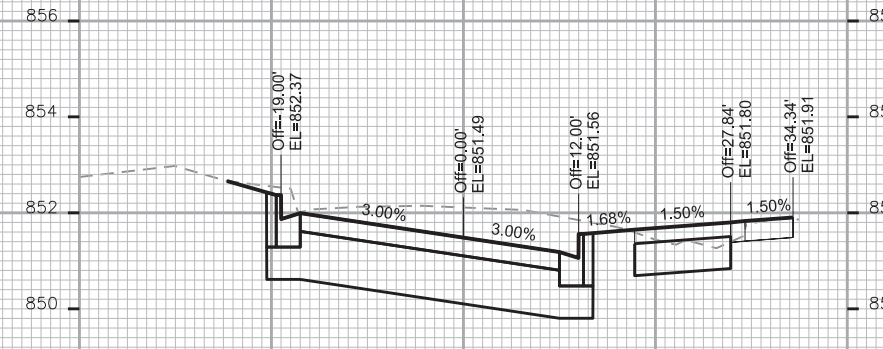
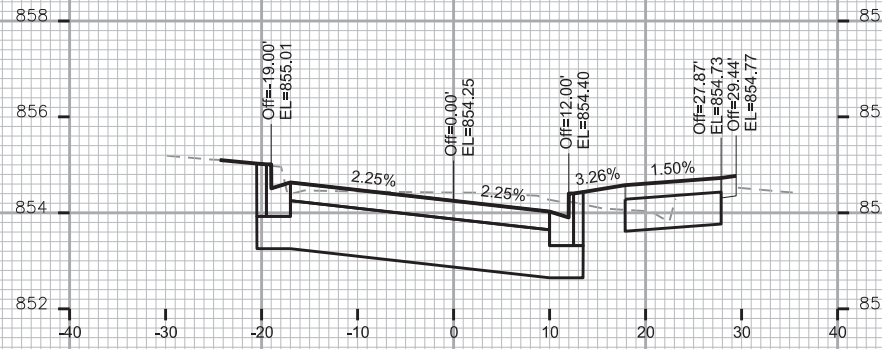
REV 4/1/19 JMW: UPDATED RT CURB &  
CYCLE TRACK GRADES

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

S. BLOUNT ST. CITY OF MADISON

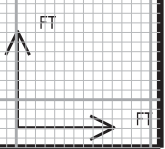
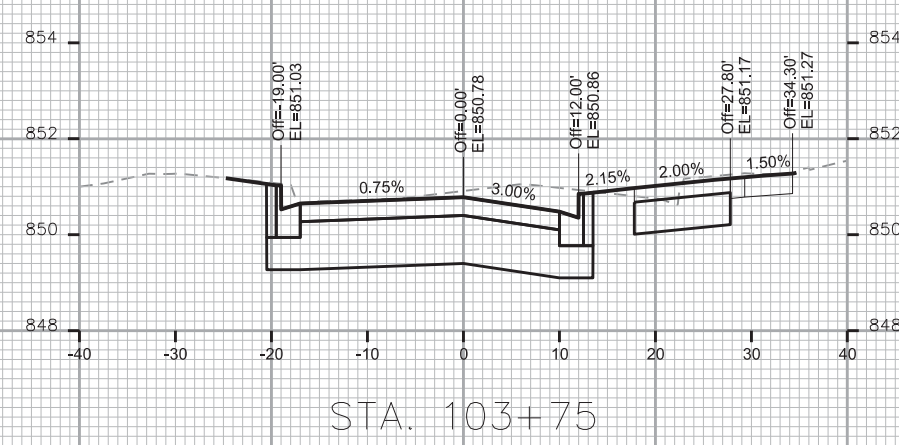
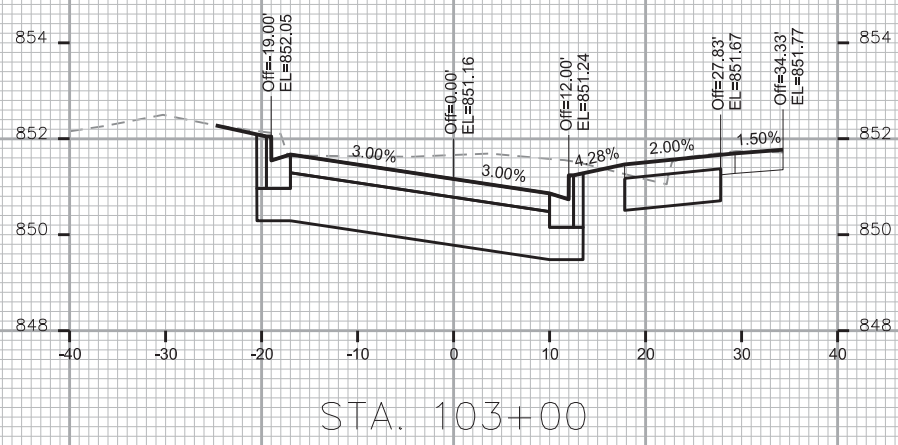
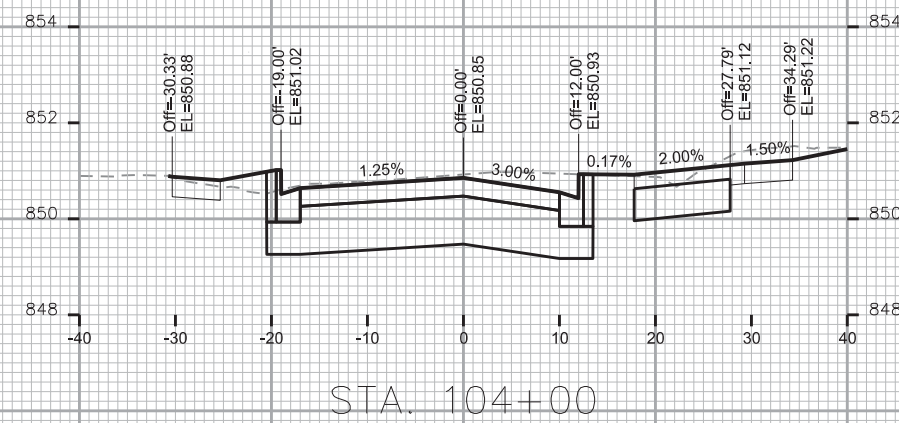
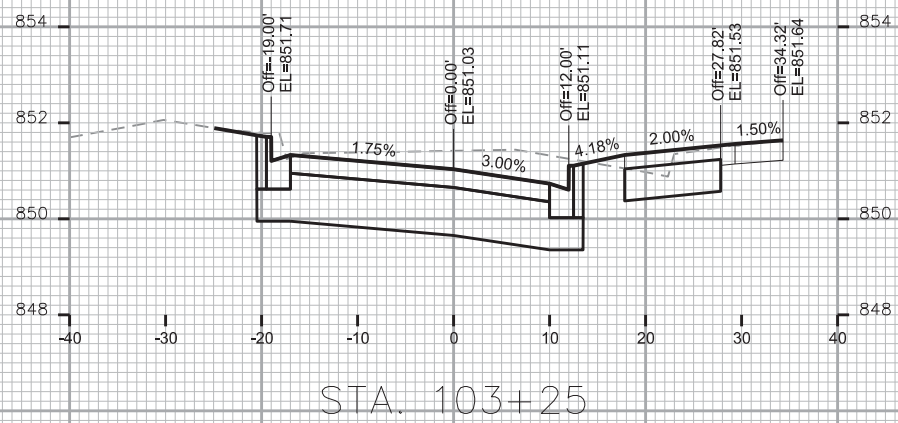
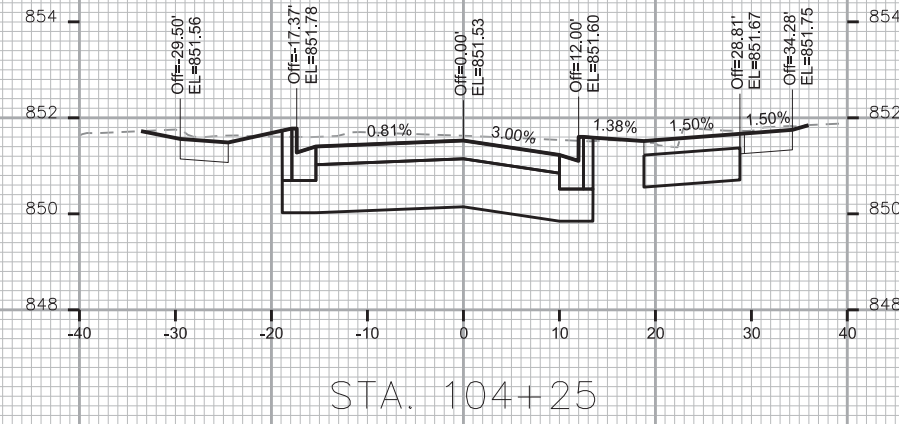
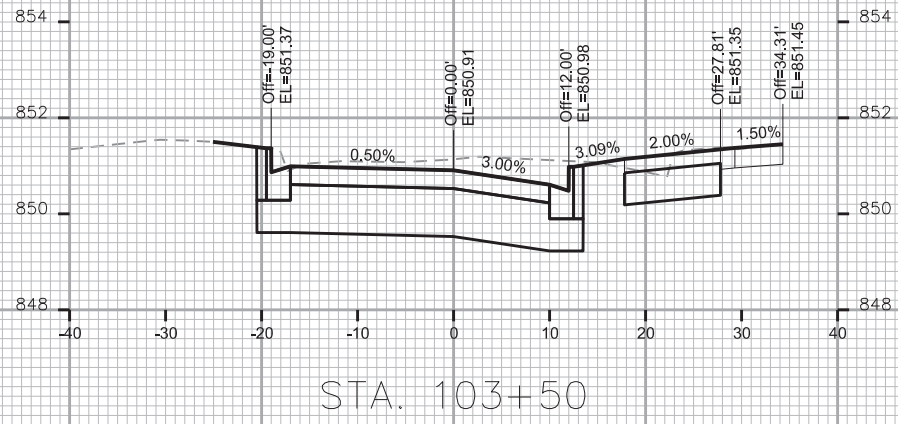
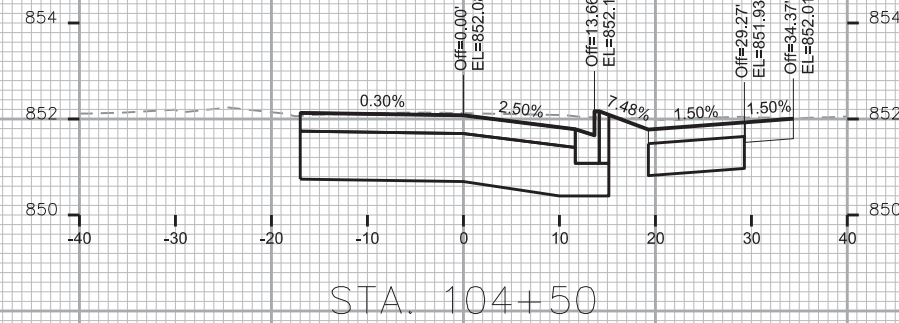
REV 4/1/19 JMW: UPDATED RT CURB &  
CYCLE TRACK GRADES

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

E. WILSON ST. (ONE-WAY) CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

