

Madison, Wisconsin

INDEX OF SHEETS

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SHEET NO.	X1-X8	SIDEWALK CROSS SECTIONS

CITY OF MADISON

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

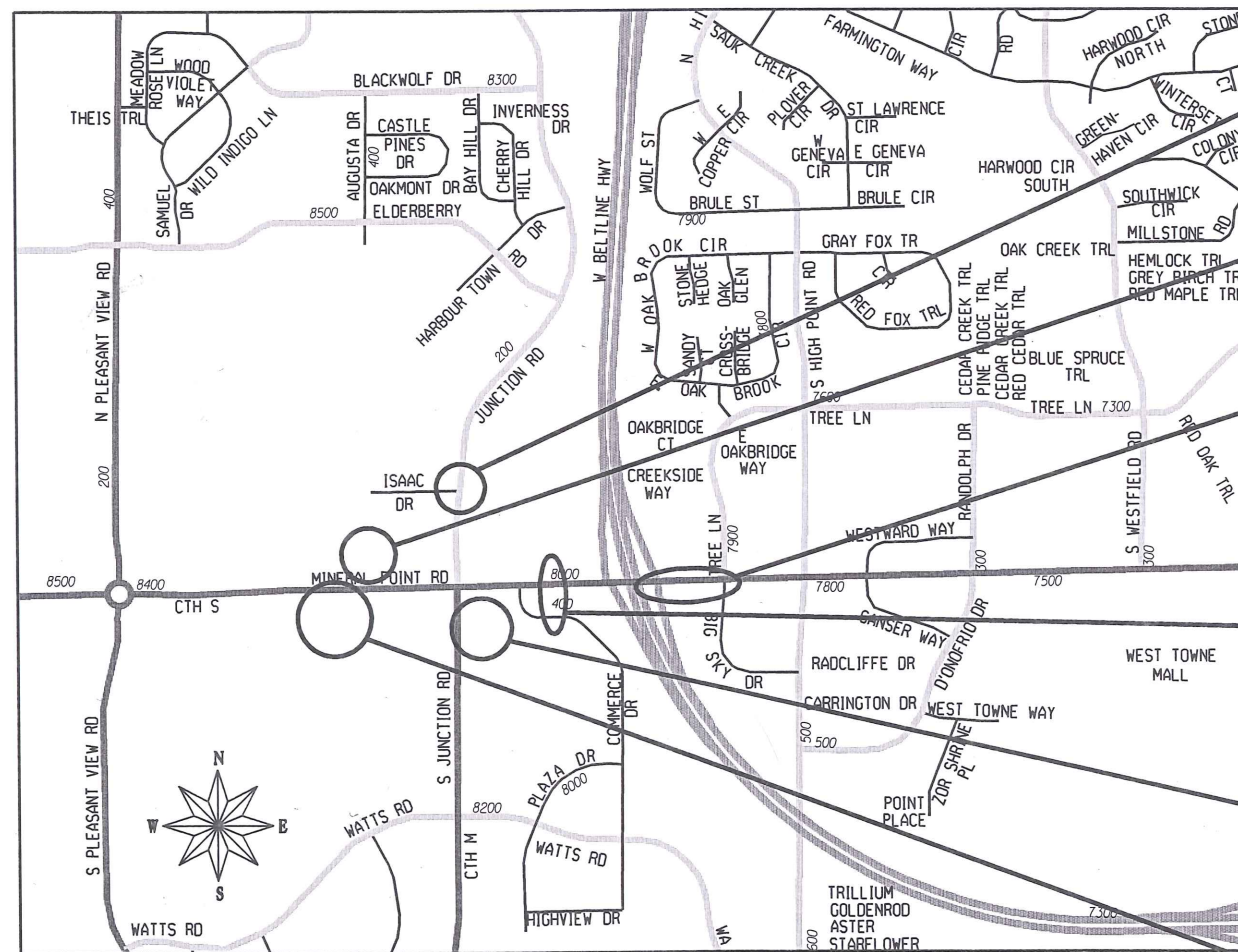
PLAN OF PROPOSED IMPROVEMENT

MINERAL POINT ROAD SIDEWALK
ASSESSMENT DISTRICT - 2015

AND
CITY WIDE STREET & STORM SEWER REPAIRS - 2015

CITY PROJECT NO. 53W1898
CONTRACT NO. 7421
MUNIS NO. 10454

CONVENTIONAL SIGNS	
FIELD VERIFY ALL UTILITY LOCATIONS	
GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SAN —
WATER	— W —
BURIED ELECTRIC	— E —
OVERHEAD ELECTRIC	— OH —
POWER POLE	
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	
COMBUSTIBLE FLUIDS	



PROJECT LOCATIONS

- DRIVEWAY REPAIRS @
201 JUNCTION RD
SEE SHEET P-5
- DRIVEWAY REPAIRS @
8350 MINERAL POINT RD
SEE SHEET P-4
- NEW SIDEWALK
CONSTRUCTION
MINERAL POINT RD
SEE SHEETS P-1,
P-2, U-3 & U-4
- NEW SIDEWALK
CONSTRUCTION
409 COMMERCE DR
SEE SHEET P-3
- STORM SEWER REPAIRS
422 COMMERCE DR
SEE SHEET U-2
- STORM SEWER REPAIRS
8501 MINERAL POINT RD
SEE SHEET U-1

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% EXCEPT WHERE STREET GRADES EXCEED 5.00%.

EARTH WORK SUMMARY:

EXCAVATION CUT (MEASURED PLAN QUANTITY)	190 C.Y.
ESTIMATED UNDISTRIBUTED UNDERCUT	25 C.Y.
TOTAL UNCLASSIFIED EXCAVATION CUT	215 C.Y.
TOTAL UNCLASSIFIED SELECT FILL	100 TON

PUBLIC IMPROVEMENT PROJECT APPROVED

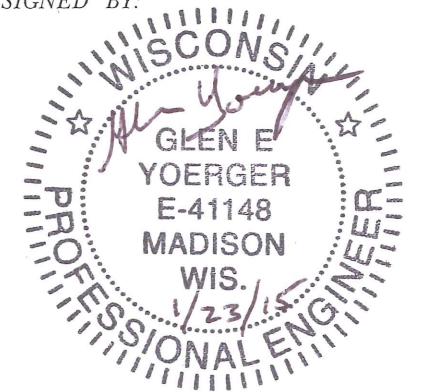
JANUARY 6, 2015

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

Prattley Fok 1-26-15
City Engineer Date

SIDEWALK DESIGNED BY:



STORM SEWER DESIGNED BY:

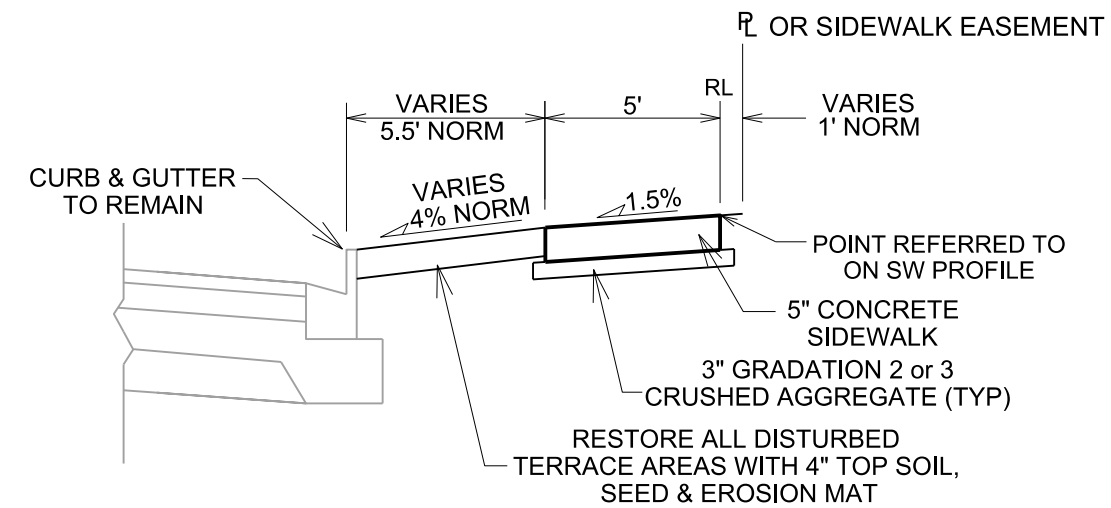


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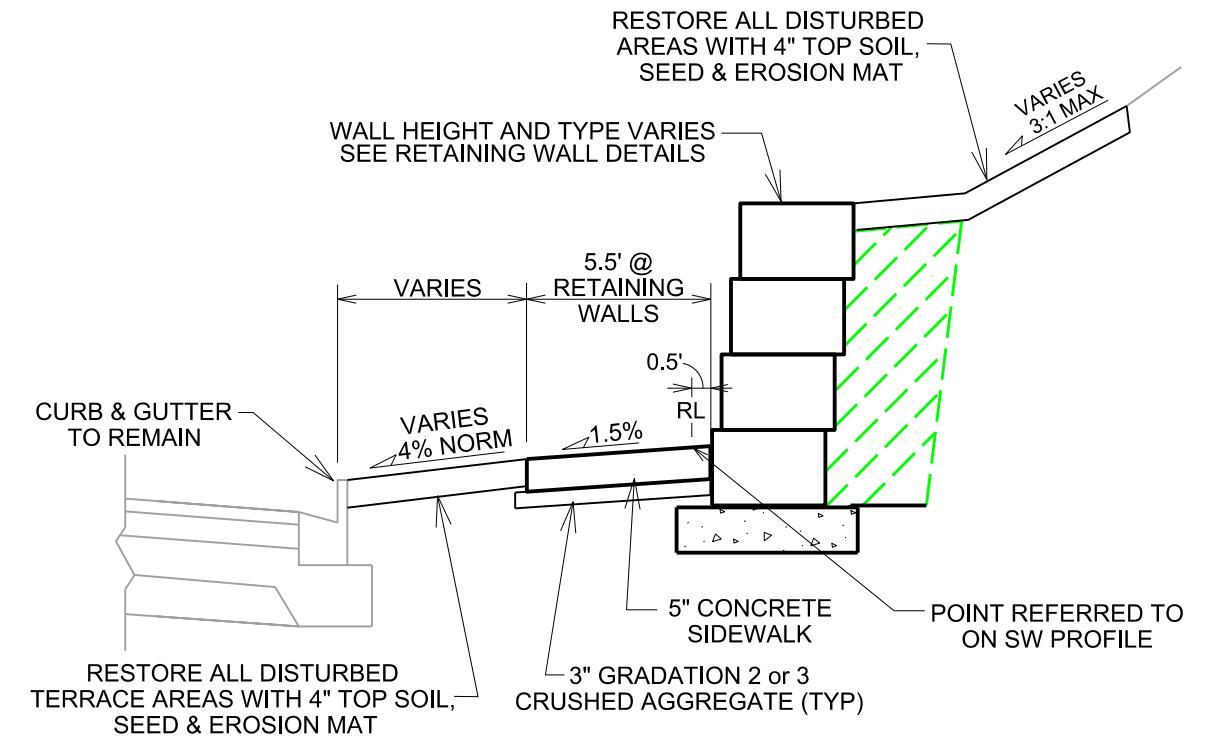
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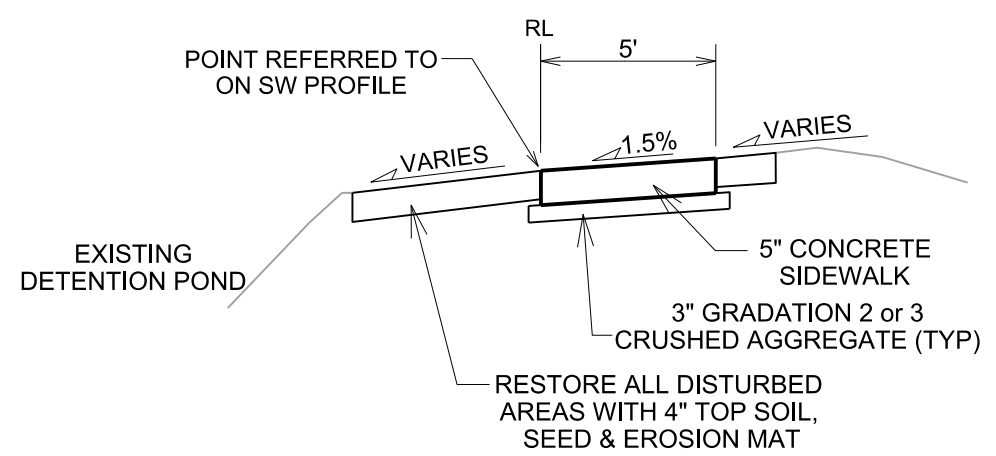
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



TYPICAL TERRACE SECTION
MINERAL POINT ROAD
NTS



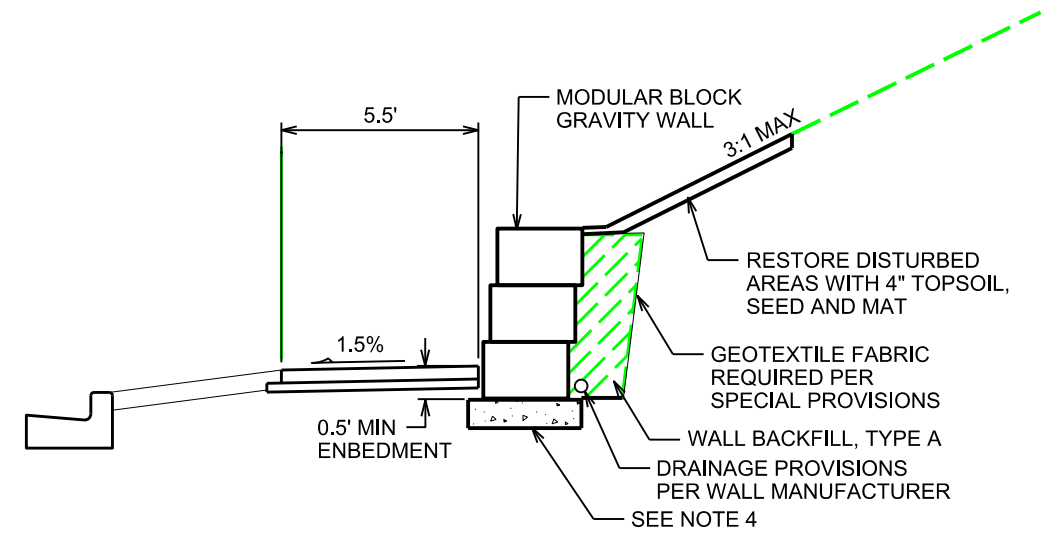
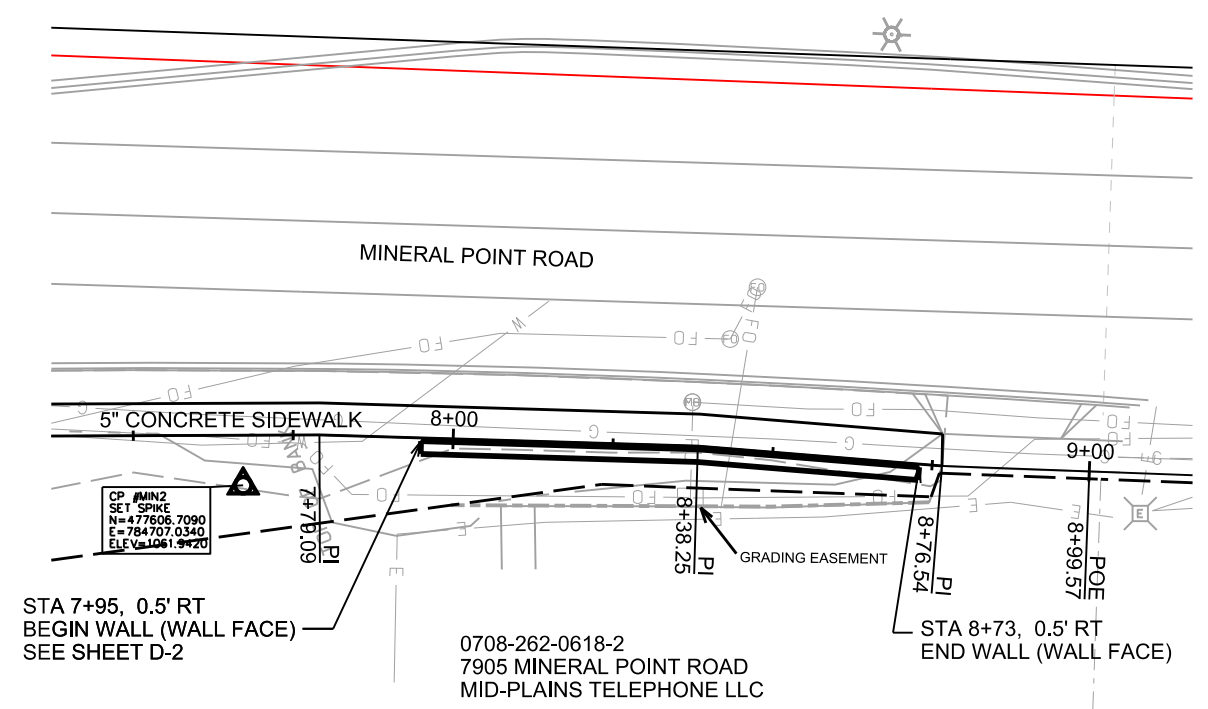
TYPICAL TERRACE SECTION @ RETAINING WALLS
MINERAL POINT ROAD
STA 3+96 to STA 4+16
AND
STA 7+95 to STA 8+73
NTS



TYPICAL SIDEWALK SECTION
409 COMMERCE DRIVE
STA 1+00 to STA 2+22
NTS

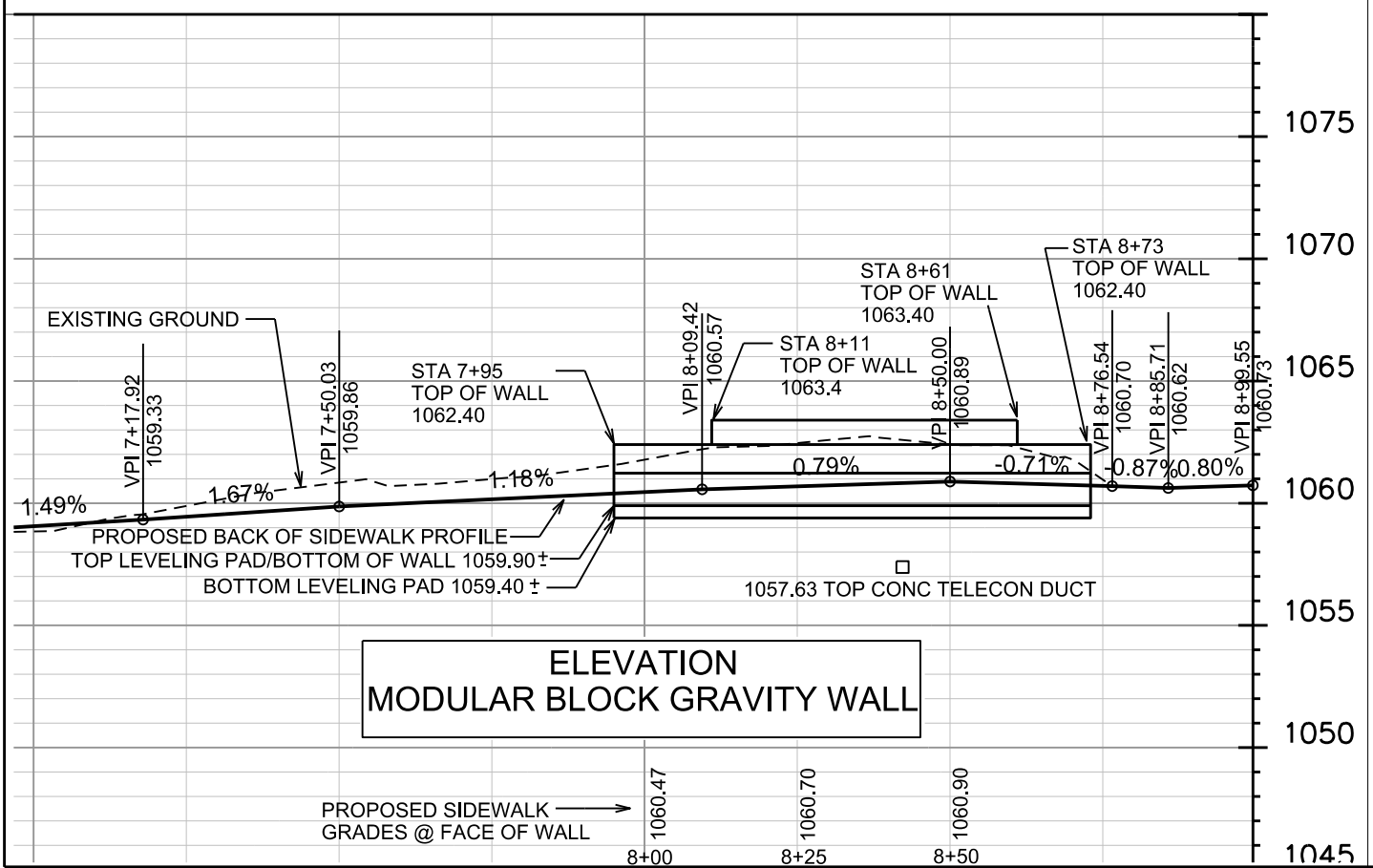
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PLOT NAME: _____
REV. DATE: _____
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN MODULAR BLOCK GRAVITY WALL

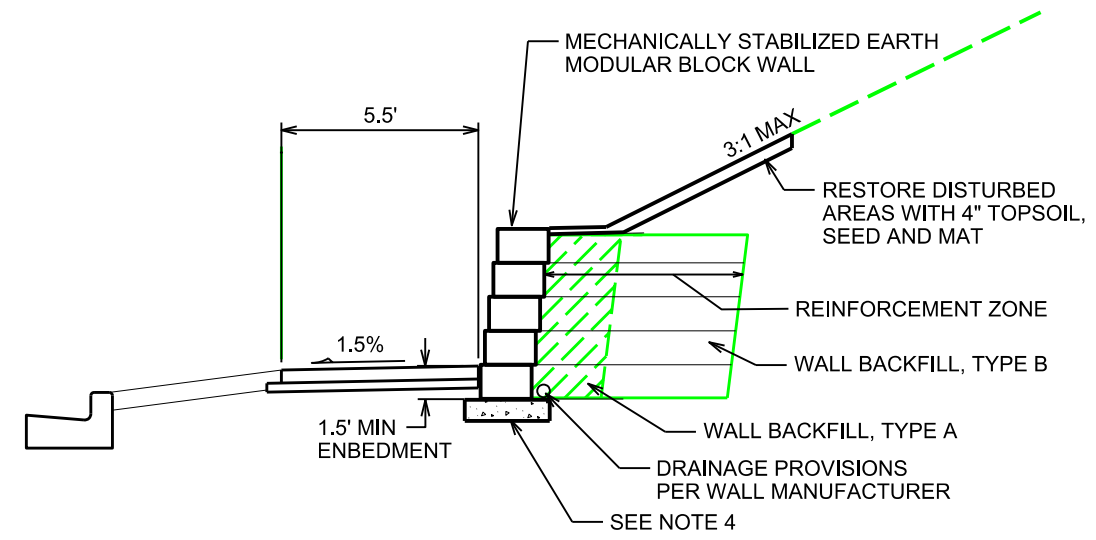
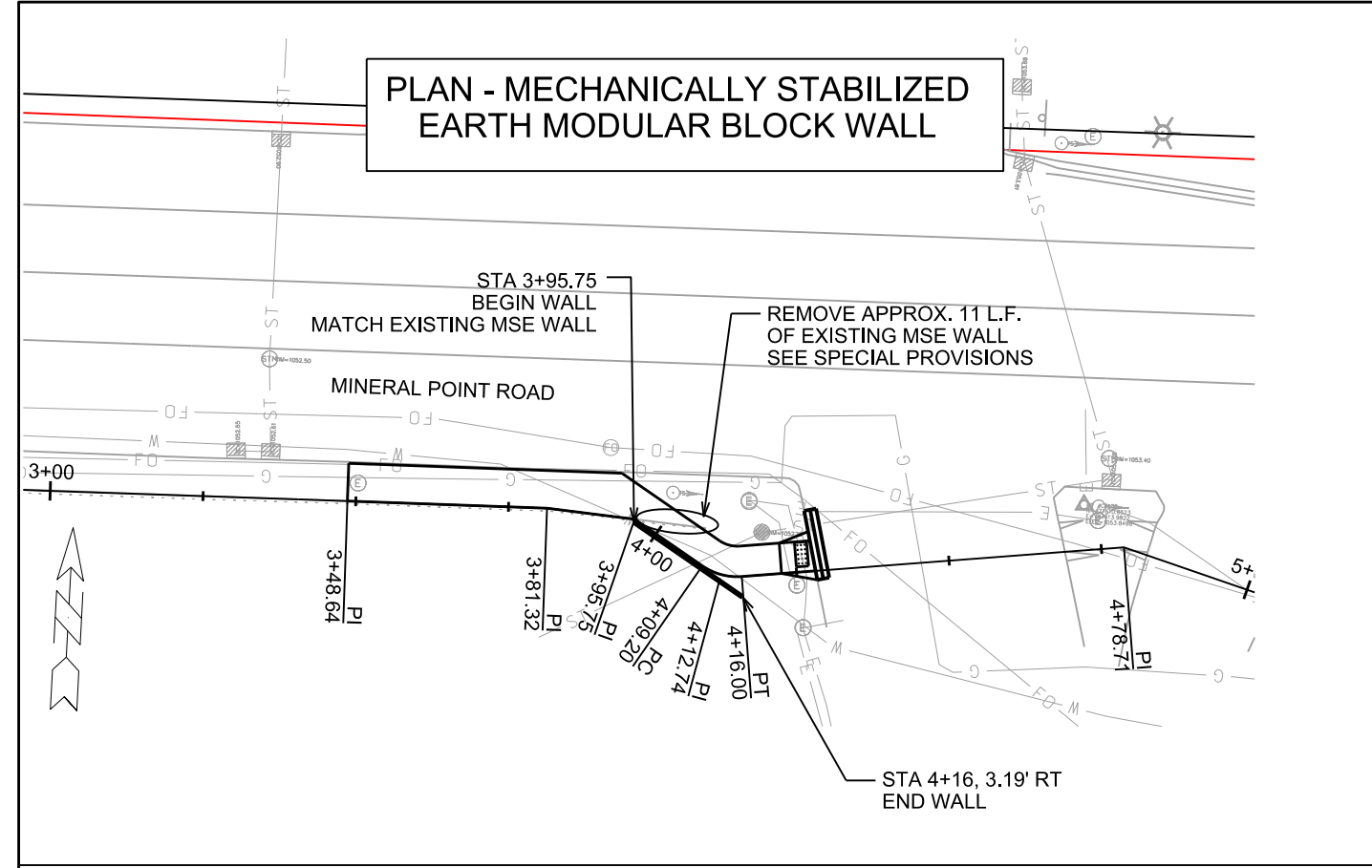


TYPICAL SECTION MODULAR BLOCK GRAVITY WALL

- NOTES:
1. CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS AND SHOP DRAWINGS FOR RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS.
 2. RETAINING WALL IS TO BE DESIGNED USING THE GRADES PROVIDED ON THIS DETAIL. STEP LOCATIONS AND ELEVATIONS OF LEVELING PAD MAY BE ADJUSTED TO MEET SPECIFIC WALL DESIGN AND MODULAR BLOCK DIMENSIONS.
 3. WALL PLANS AND DETAILS ON THESE DRAWINGS ARE INTENDED TO INDICATE THE LOCATION, HEIGHT AND DETAILS COMMON TO ANY GRAVITY WALL SYSTEM SELECTED. CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENT AND DETAILS.
 4. CONCRETE LEVELING PAD REQUIRED. MIN 6" THICK, SEE SPECIAL PROVISIONS.
 5. MODULAR BLOCKS SHALL HAVE A "CUT LIMESTONE" APPEARANCE WITH TAN COLORATION.



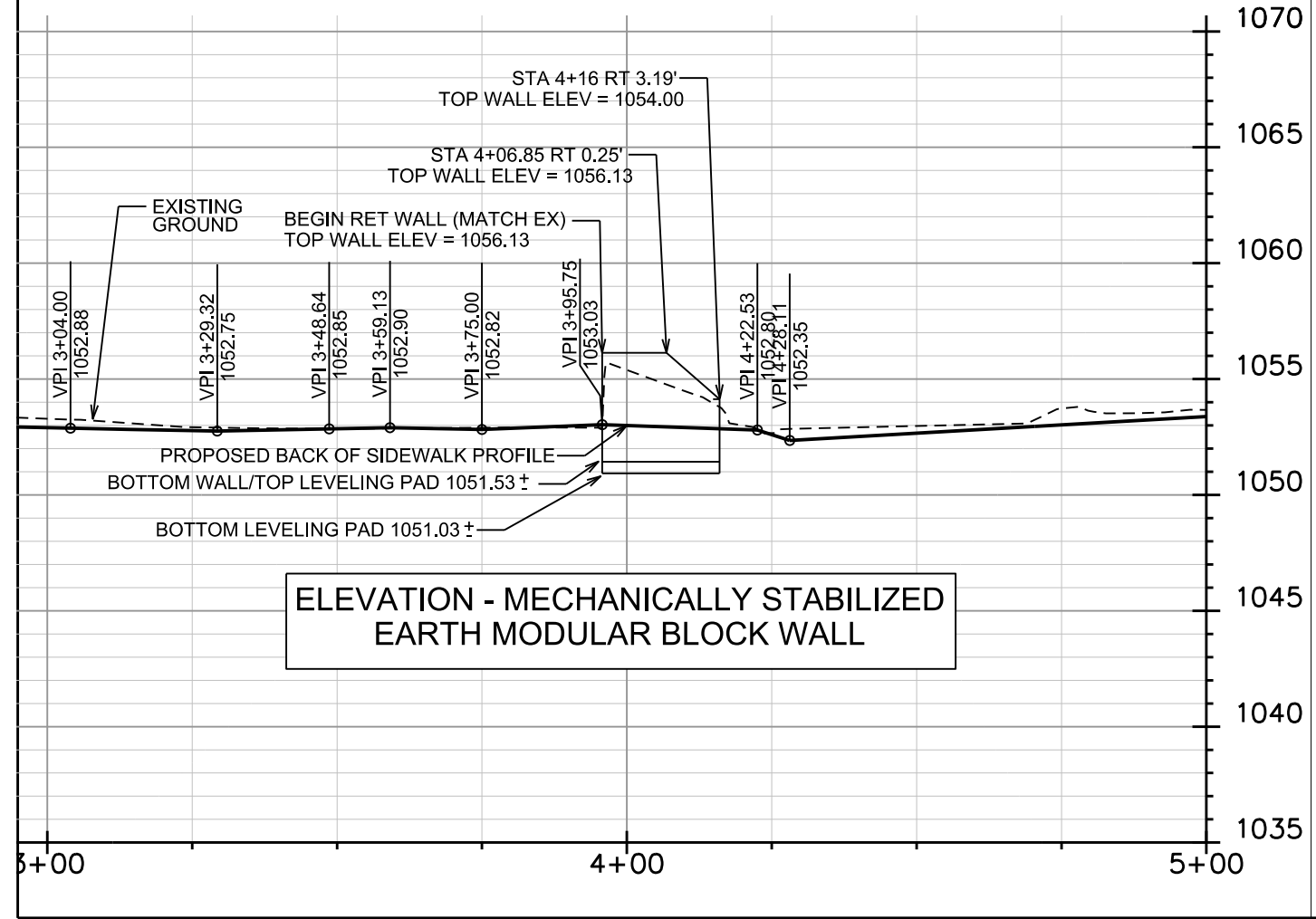
PLAN - MECHANICALLY STABILIZED EARTH MODULAR BLOCK WALL



TYPICAL SECTION MECHANICALLY STABILIZED EARTH MODULAR BLOCK WALL

- NOTES:
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 2. RETAINING WALL IS TO BE DESIGNED USING THE GRADES PROVIDED ON THIS DETAIL. STEP LOCATIONS AND ELEVATIONS OF LEVELING PAD MAY BE ADJUSTED TO MEET SPECIFIC WALL DESIGN AND MODULAR BLOCK DIMENSIONS.
 3. WALL PLANS AND DETAILS ON THESE DRAWINGS ARE INTENDED TO INDICATE THE LOCATION, HEIGHT AND DETAILS COMMON TO ANY WALL SYSTEM SELECTED. CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENT AND DETAILS.
 4. CONCRETE LEVELING PAD REQUIRED. MIN 6" THICK, SEE SPECIAL PROVISIONS.
 5. MODULAR BLOCKS SHALL HAVE A "CUTSTONE" APPEARANCE WITH BROWN COLORATION TO MATCH ADJACENT EXISTING MSE WALL.
 6. MECHANICALLY STABILIZED EARTH MODULAR BLOCK WALL SHALL BE TIED INTO AND CONSTRUCTED TO MATCH EXISTING MSE WALL AT THIS LOCATION.

ELEVATION - MECHANICALLY STABILIZED EARTH MODULAR BLOCK WALL

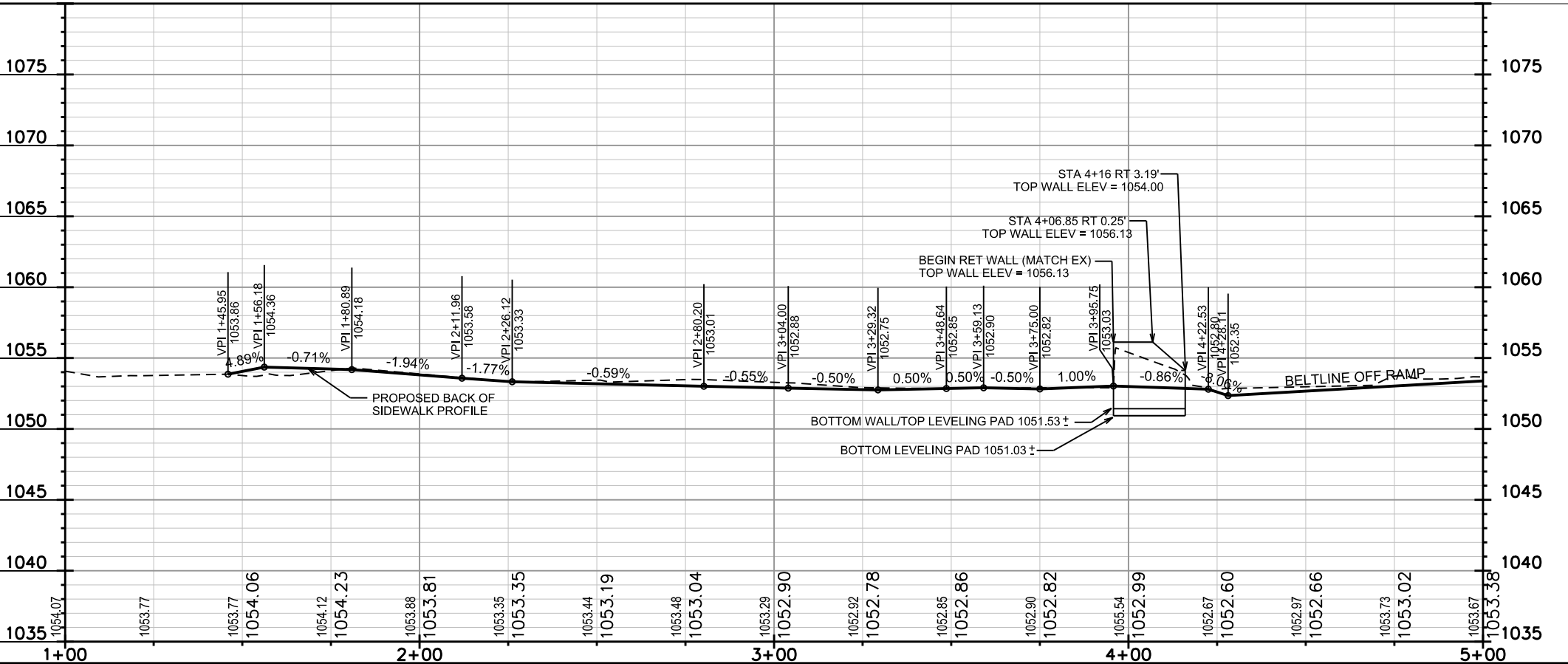
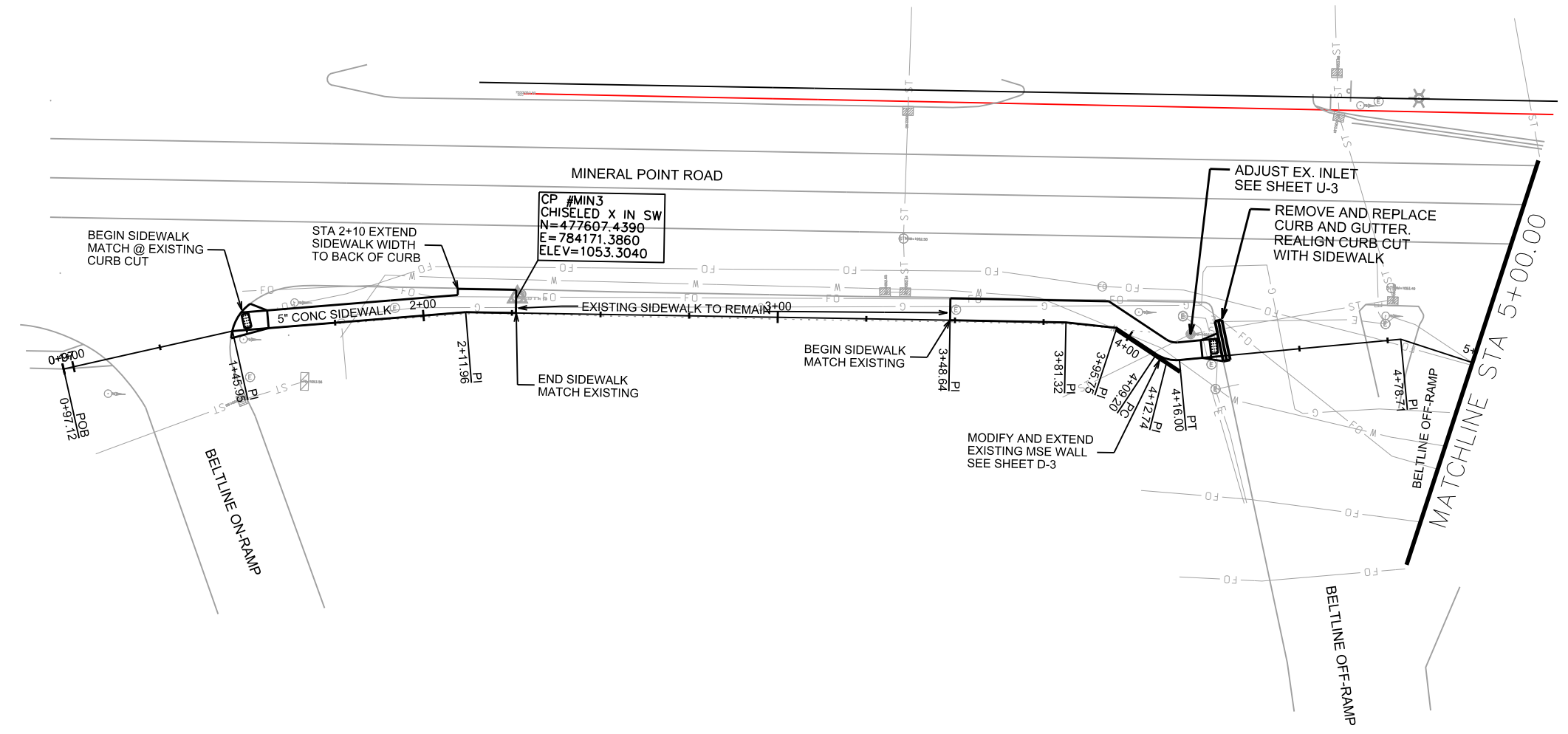
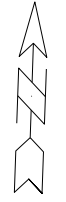


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REV. DATE: _____

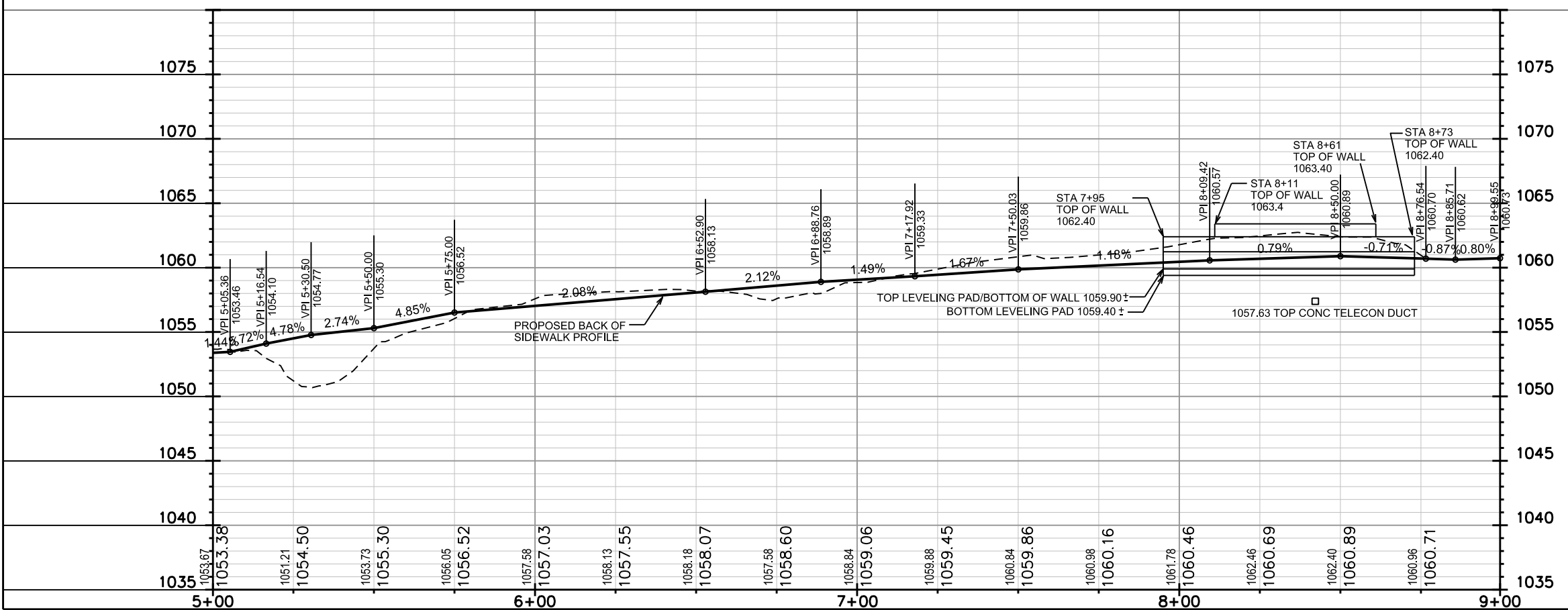
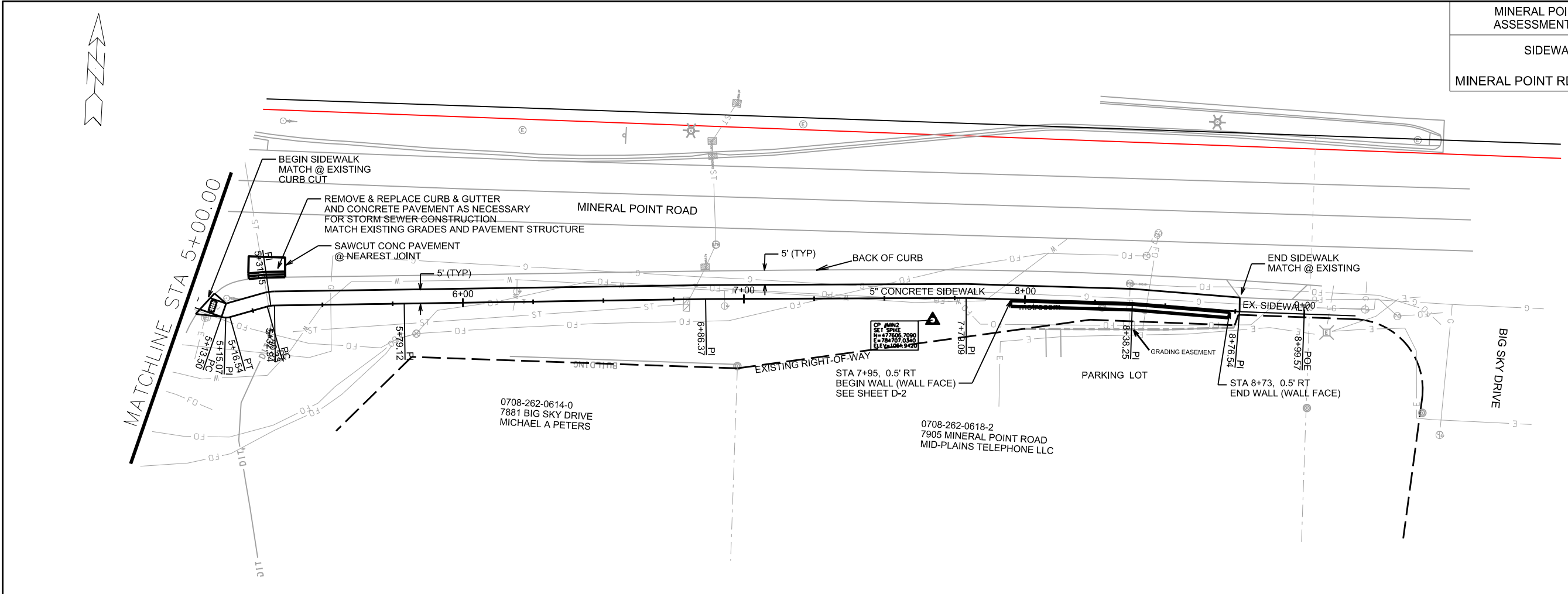
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE: _____
 PLOT NAME: _____

REV. DATE: _____

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PLOT SCALE: _____

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REV. DATE: _____

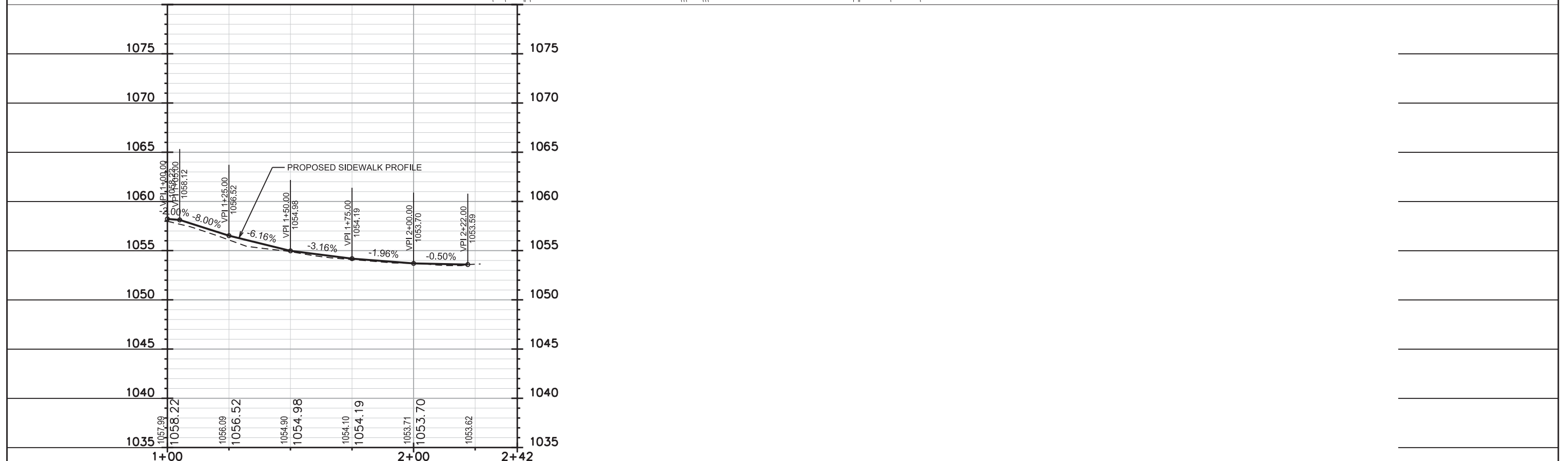
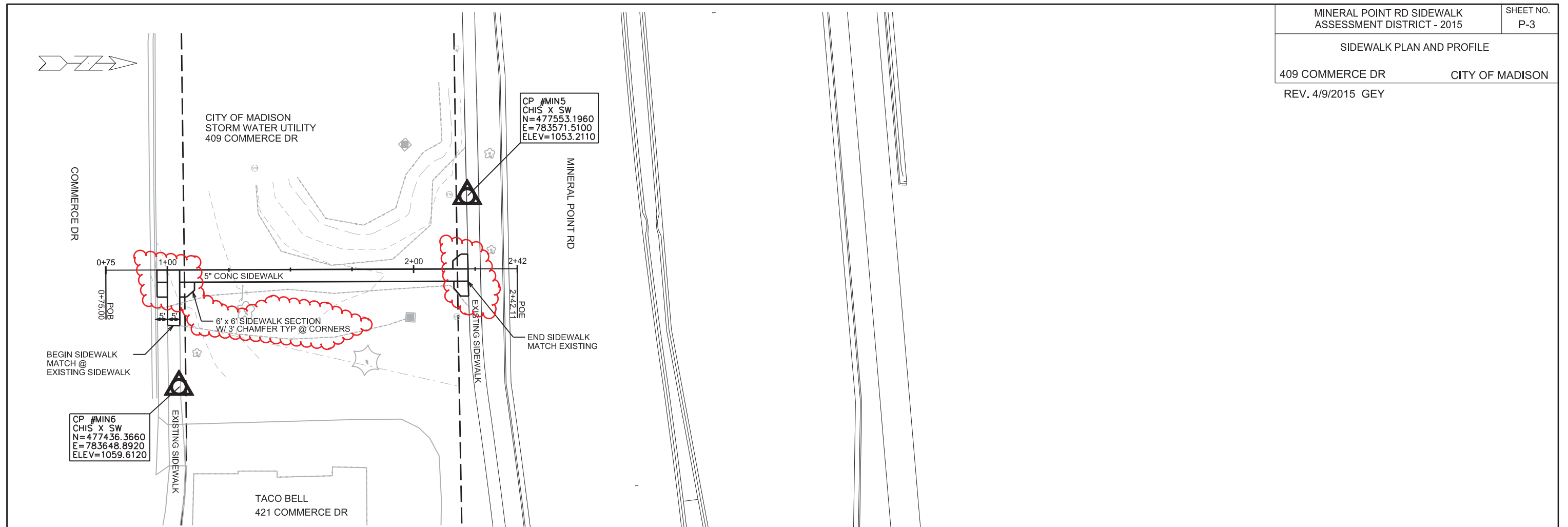
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

SIDEWALK PLAN AND PROFILE

409 COMMERCE DR

CITY OF MADISON

REV. 4/9/2015 GEY



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

0708-224-0098-6
8452 MINERAL POINT ROAD
UNIVERSITY OF WISCONSIN

ASPHALT DRIVEWAY
(UW RESEARCH PARK)

ASPHALT DRIVEWAY
(MIDDLETON CEMETERY)

0708-224-0107-5
8350 MINERAL POINT ROAD
MIDDLETON CEMETERY ASSOC

ASPHALT DRIVEWAY
(MIDDLETON CEMETERY)

CITYWIDE STREET AND STORM REPAIRS
PROJECT NO. 53W1898

SHEET NO.
P-4

PLAN - MIDDLETON CEMETARY DRIVEWAY REPAIRS

MINERAL POINT RD CITY OF MADISON

INSTALL 15' RADIUS
3.5" OF E-0.3 ASPHALT PAVEMENT
OVER 6" GRADATION 3 CRUSHED STONE

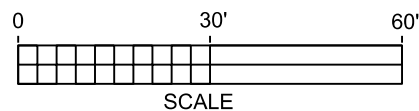
NOTE: CONTACT GILMAN VOSS (835-7368)
OF THE MIDDLETON CEMETERY ASSOCIATION
TO COORDINATE TIMING AND ACCESS TO
COMPLETE THE WORK ON THIS DRIVEWAY.

SAWCUT

MULTI-USE PATH

MINERAL POINT RD

JUG HANDLE

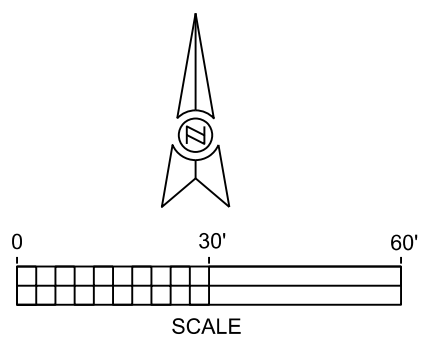
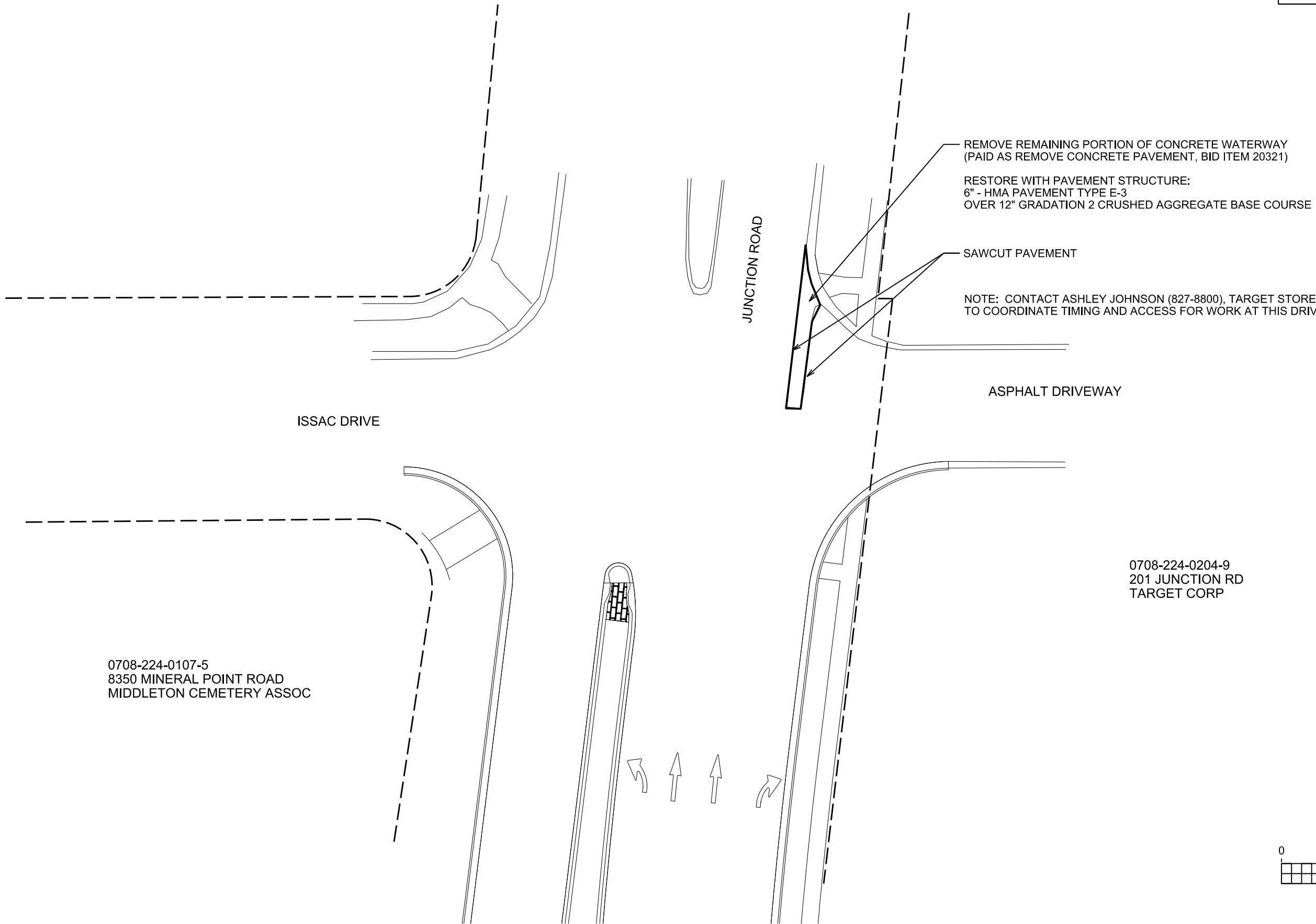


PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE: _____
 PLOT NAME: _____
 REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

NOTE: ULO'S COMPLETED PRIOR TO BIDDING.

ULO#	STA	OFFSET	TOP ELEV	NOTE
1	10+55.70	RT-30.89	1061.41	8" ELEC
2	11+14.00	RT-10.40	1061.22	8" ELEC
3	11+16.56	RT-15.87	1060.49	12" GAS
4	11+36.53	RT-20.21	1062.86	3 - 0.5" ELEC

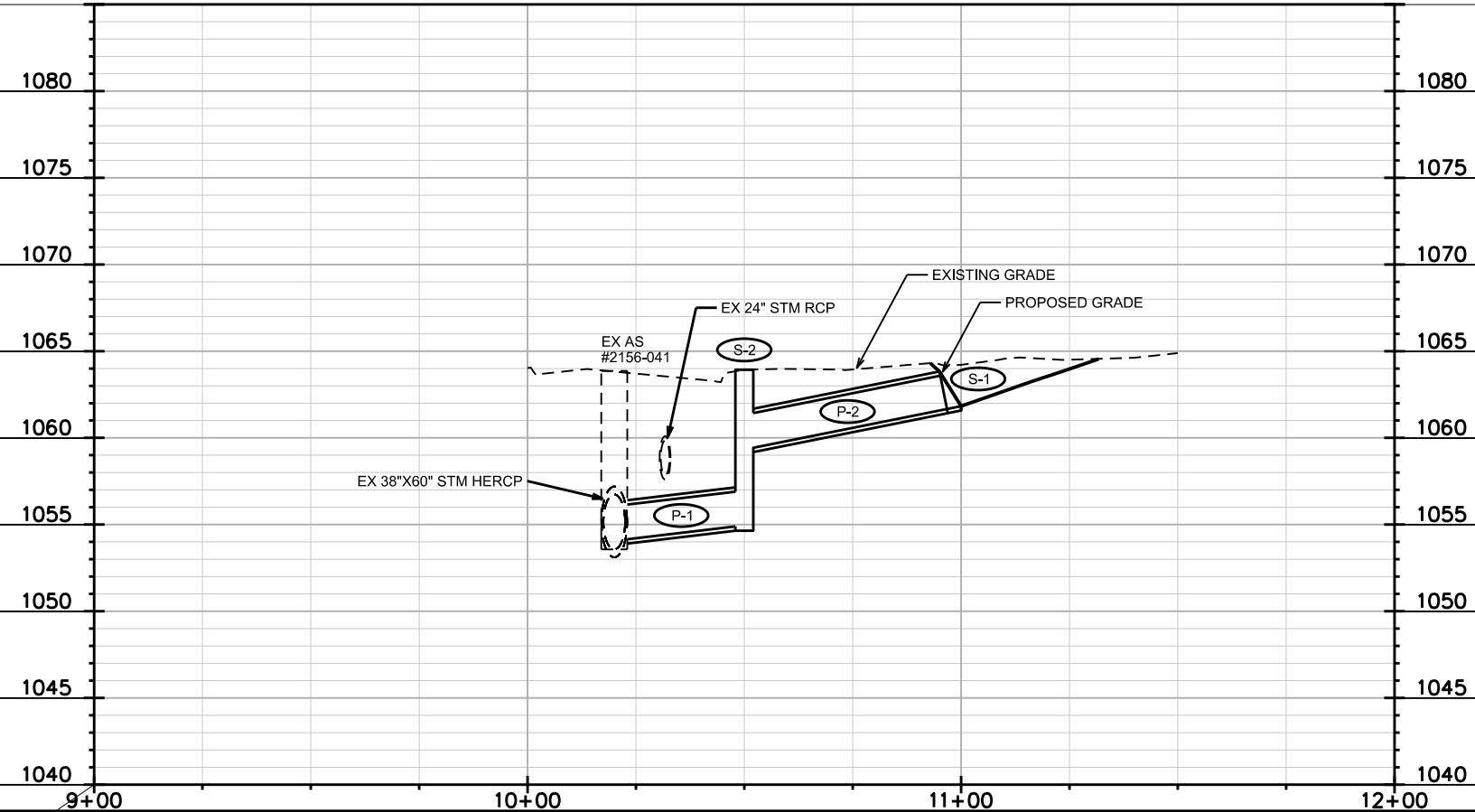
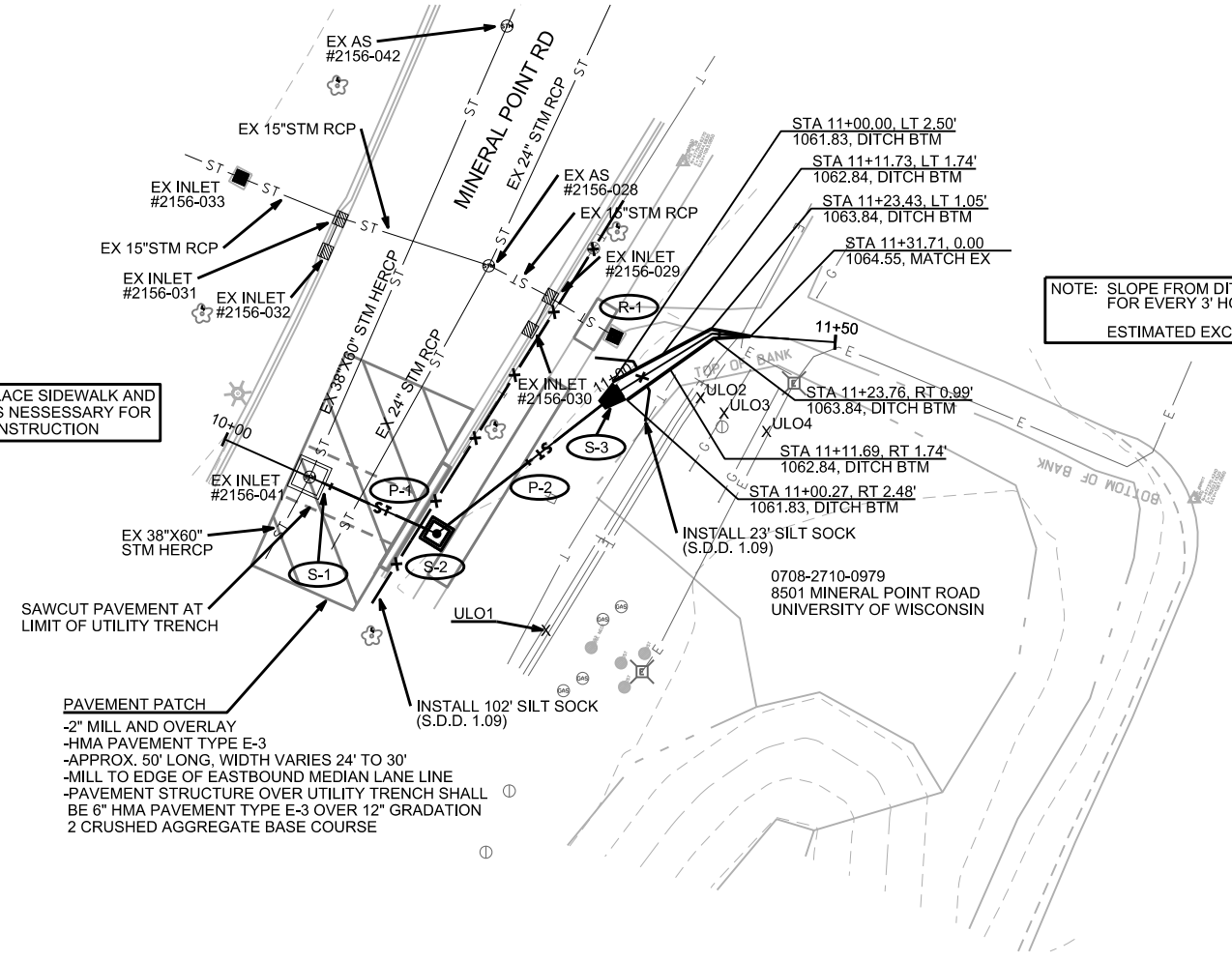
NOTE: SLOPE FROM DITCH BOTTOM AT 1' VERTICAL FOR EVERY 3' HORIZONTAL.
 ESTIMATED EXCAVATION CUT = 15.25 CY

ESTIMATED E.C. QUANTITIES
 TYPE "D" HYBRID INLET PROTECTION = 3
 SILT SOCK = 125 LF

EROSION CONTROL NOTES:
 EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY.
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 THE CONTRACTOR SHALL PROVIDE STREET CLEANING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.
 PROVISION OF AN EROSION CONTROL IMPLEMENTATION PLAN BY THE CONTRACTOR AT THE PRE-CON IS REQUIRED.
 THE CONTRACTOR SHALL PROVIDE A CONSTRUCTION DEWATERING PLAN AS PART OF THE EROSION CONTROL IMPLEMENTATION PLAN.
 POLYMER SHALL BE APPLIED TO DISTURBED AREAS AS DIRECTED BY THE CONSTRUCTION ENGINEER.
 TYPE "D" HYBRID INLET PROTECTION SHALL BE INSTALLED, MAINTAINED, AND REMOVED IN ALL INLETS ON THE PROJECT SITE AND WITHIN ONE BLOCK OF THE PROJECT SITE.

NOTE: REMOVE AND REPLACE SIDEWALK AND CURB & GUTTER AS NECESSARY FOR STORM SEWER CONSTRUCTION

PAVEMENT PATCH
 -2" MILL AND OVERLAY
 -HMA PAVEMENT TYPE E-3
 -APPROX. 50' LONG, WIDTH VARIES 24' TO 30'
 -MILL TO EDGE OF EASTBOUND MEDIAN LANE LINE
 -PAVEMENT STRUCTURE OVER UTILITY TRENCH SHALL BE 6" HMA PAVEMENT TYPE E-3 OVER 12" GRADATION 2 CRUSHED AGGREGATE BASE COURSE



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REVISED 4/9/2015 KDF
REVISED 4/20/2015 KDF

CITY WIDE STREET AND STORM
UPGRADE AND REPAIR

SHEET NO.
U-2

PROJECT NO. 53W1898
UTILITY PLAN AND PROFILE

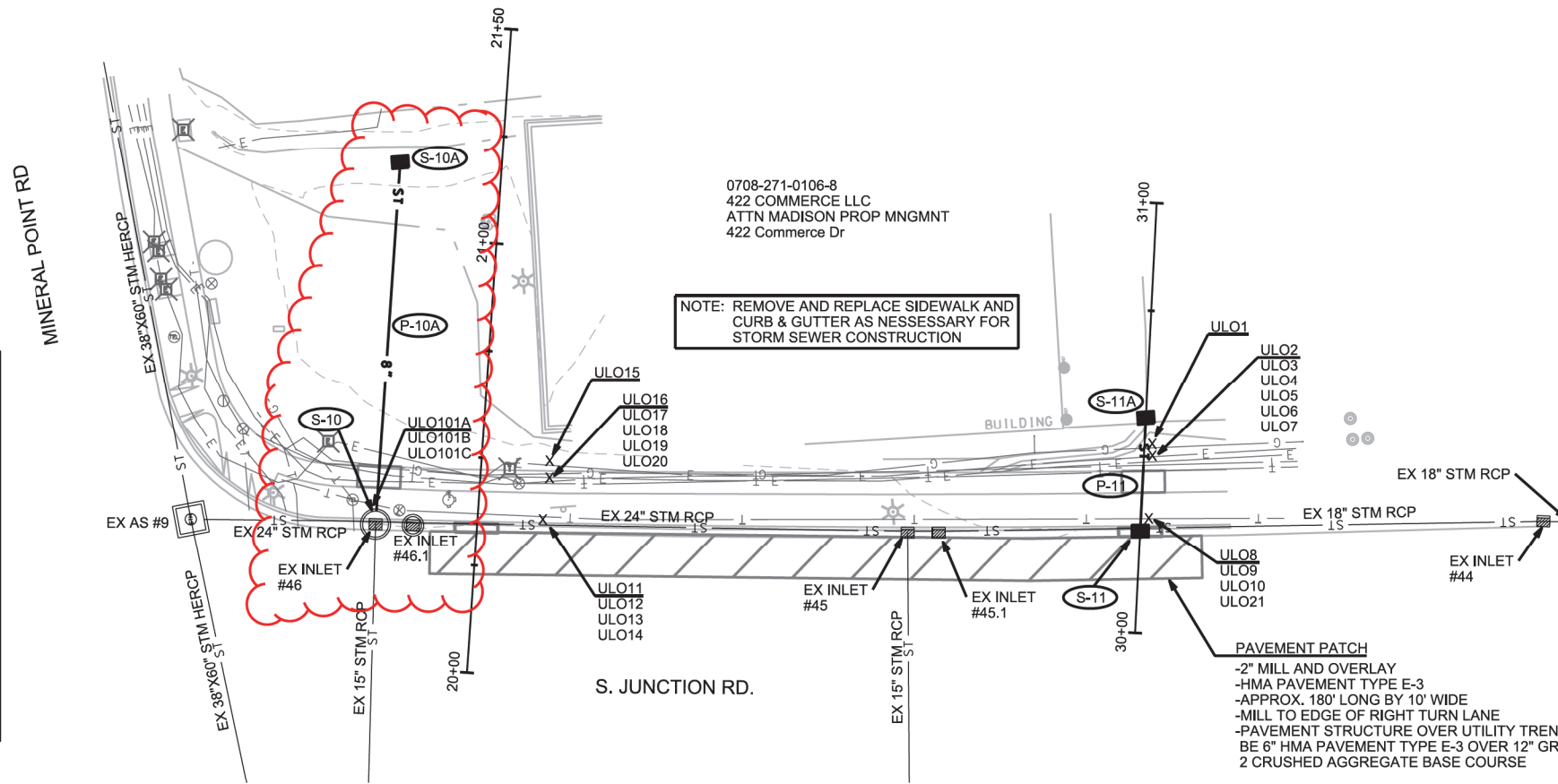
S. JUNCTION RD.

CITY OF MADISON



ESTIMATED E.C. QUANTITIES
TYPE "D" HYBRID INLET PROTECTION = 8

EROSION CONTROL NOTES:
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NOTE: ULO'S COMPLETED PRIOR TO BIDDING.

ULO#	STA	OFFSET	TOP ELEV	NOTE
1	30+43.95	RT-1.75	1051.62	4" GAS
2	30+41.14	RT-1.50	1051.42	6" ELEC
3	30+41.11	RT-1.75	1051.83	2" TV
4	30+41.03	RT-1.82	1051.62	2" TV
5	30+41.38	RT-1.61	1051.55	1" TELE
6	30+40.83	RT-1.75	1051.56	1" TELE
7	30+40.89	RT-1.88	1051.61	1" GAS
8	30+26.50	RT-1.88	1052.02	3" TE
9	30+26.75	RT-1.85	1051.94	2" TE
10	30+26.25	RT-1.80	1051.99	3" TE
11	20+36.37	RT-15.06	1050.22	3" TE
12	20+36.02	RT-15.11	1050.09	3" TE
13	20+36.59	RT-15.19	1050.12	2" TE
14	20+36.43	RT-15.21	1049.94	2" TE
15	20+50.34	RT-15.80	1049.95	4" ELEC
16	20+45.68	RT-16.09	1050.02	6" ELEC
17	20+45.30	RT-16.12	1050.31	6" ELEC
18	20+46.79	RT-15.89	1049.96	4" GAS
19	20+46.92	RT-15.89	1050.30	2" TV
20	20+46.57	RT-16.00	1049.58	2" TELE
21	30+26.00	RT-1.75	1051.82	2" TE

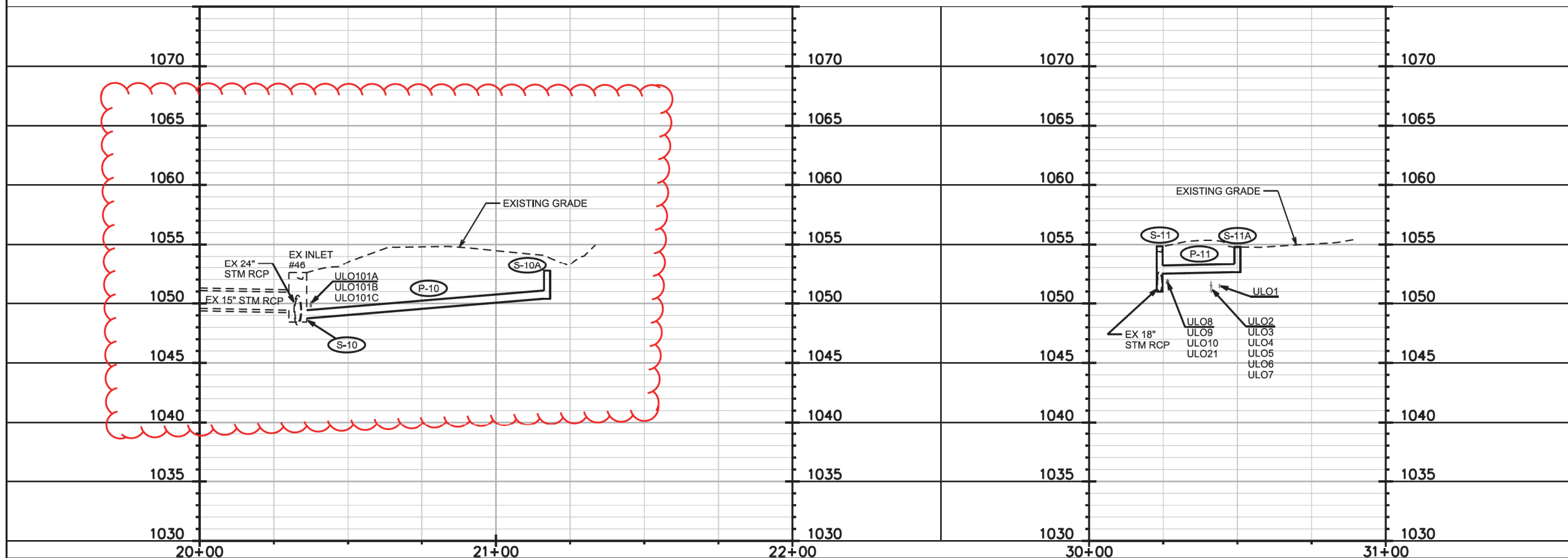
PAVEMENT PATCH
-2" MILL AND OVERLAY
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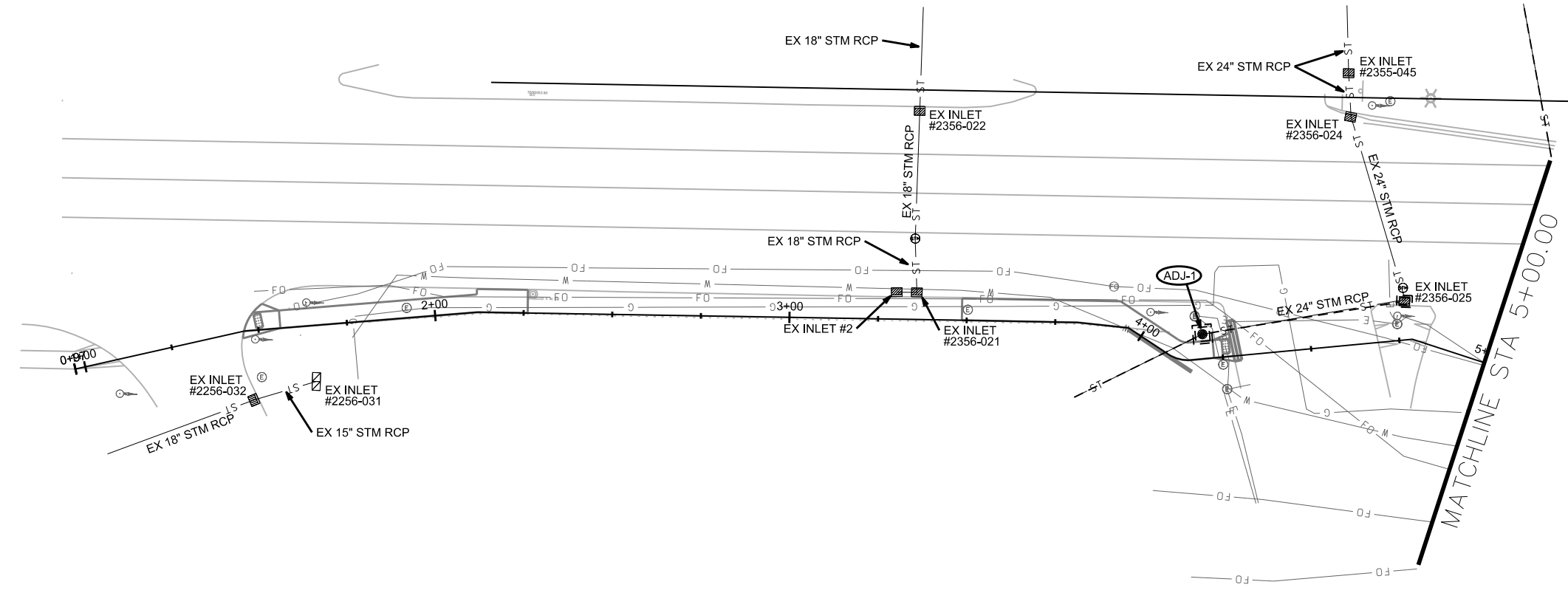
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PLOT NAME:

REV. DATE:

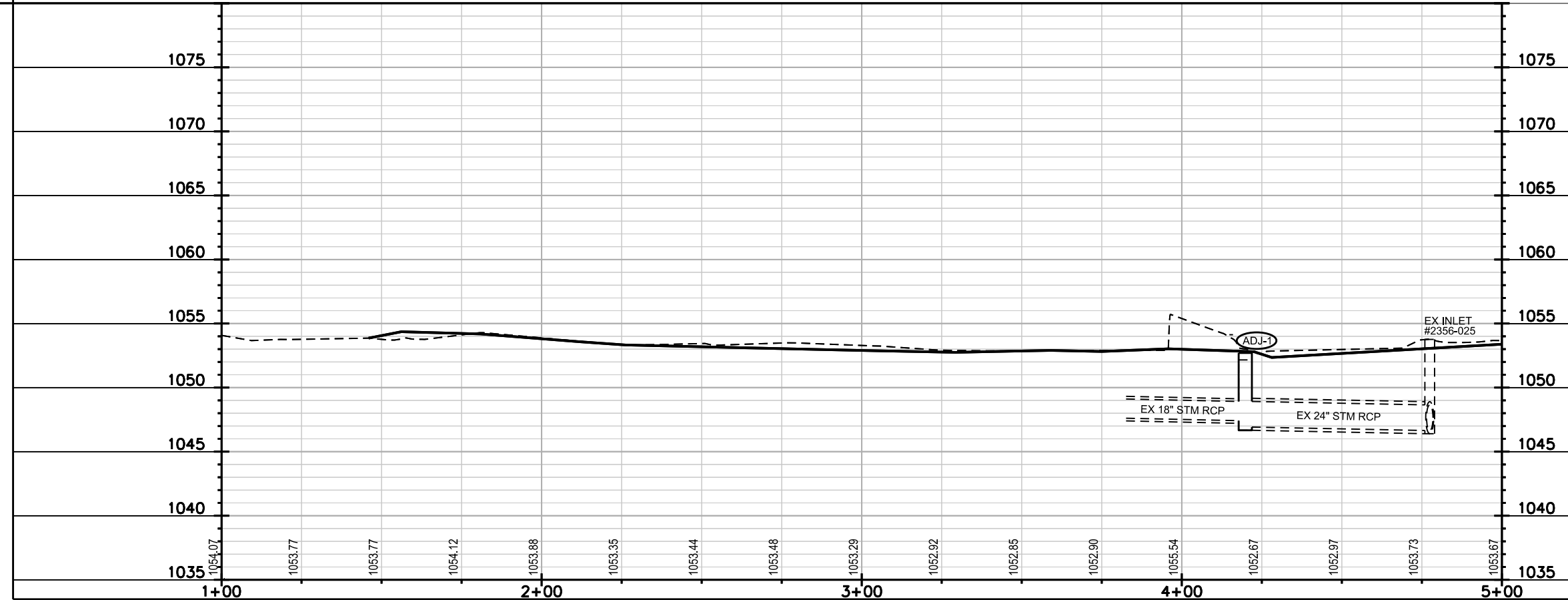
ORIGINATOR: CITY OF MADISON, STREETS DIVISION





ESTIMATED E.C. QUANTITIES
 TYPE "D" HYBRID INLET PROTECTION = 1

EROSION CONTROL NOTES:
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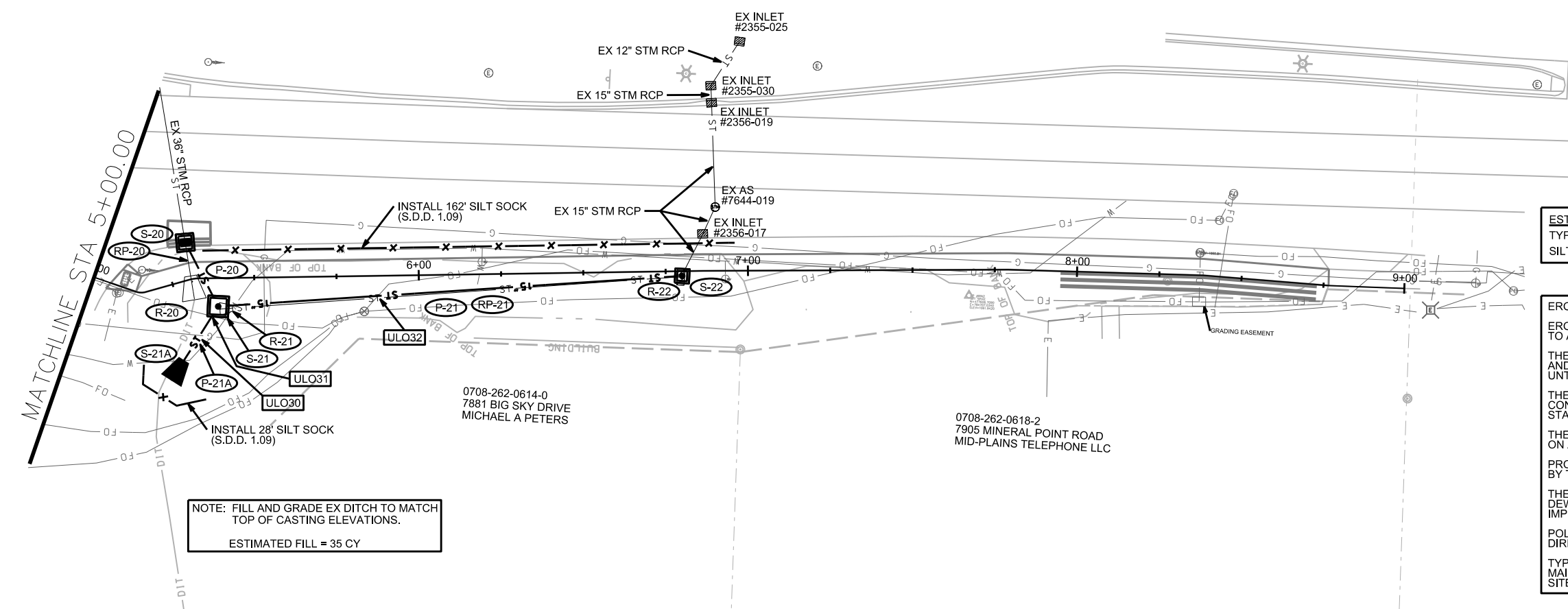


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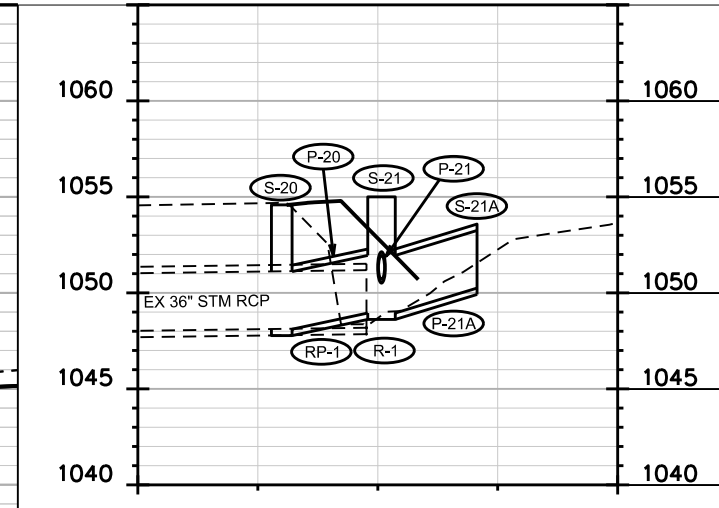
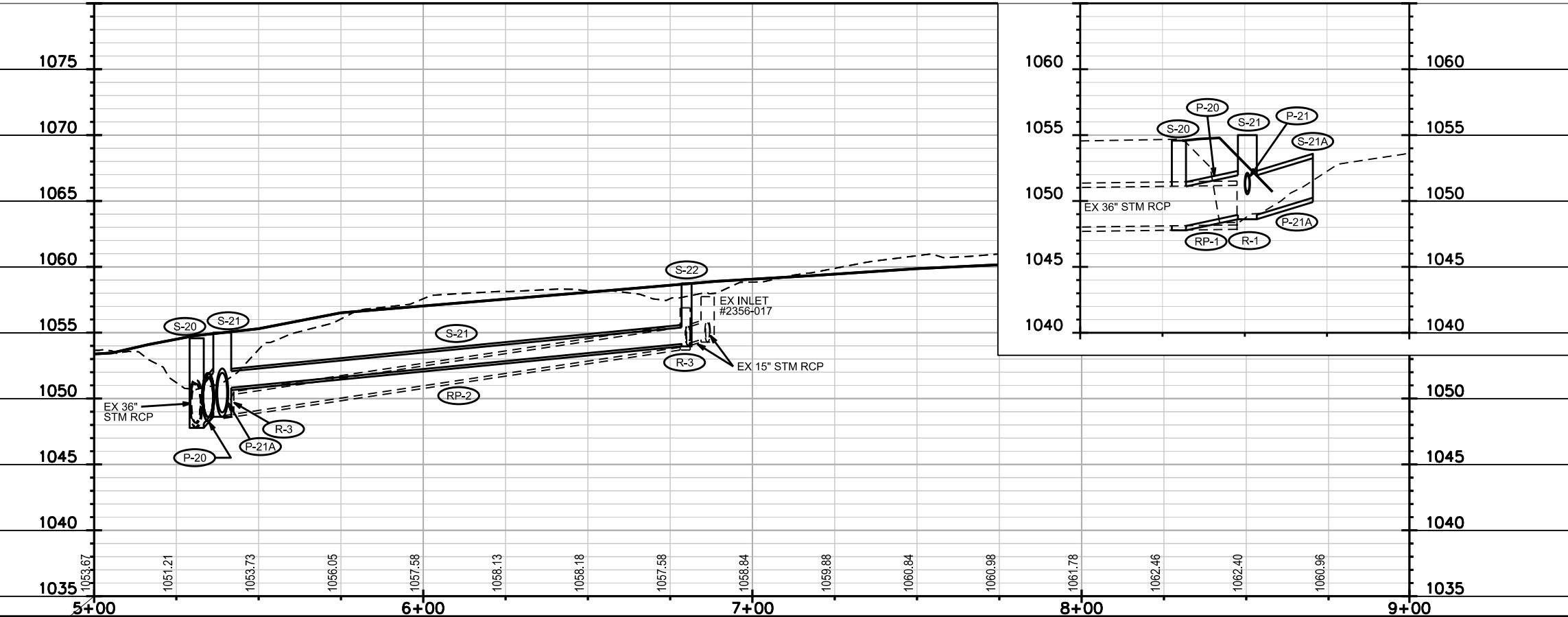
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



ESTIMATED E.C. QUANTITIES
 TYPE "D" HYBRID INLET PROTECTION = 3
 SILT SOCK = 190 LF

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NOTE: FILL AND GRADE EX DITCH TO MATCH TOP OF CASTING ELEVATIONS.
 ESTIMATED FILL = 35 CY



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

STORM SEWER SCHEDULE

*REVISED 4/9/2015 KDF

**REVISED 4/20/2015 KDF

CITY WIDE STREET & STORM
UPGRADE AND REPAIR

SHEET NO.
U-5

STORM SEWER SCHEDULE

MINERAL POINT RD

CITY OF MADISON

PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
UW FARMS							
S-1	10+23.00	CL	STM TAP	-	1054.15	-	-
* S-2	10+50.00	CL	3X3 SAS	1063.93	1054.90	9.03	W/R-1550-0054
S-3	11+00.00	CL	24" RCP AE	-	1061.00	-	(1), W/ GATE
422 COMMERCE DRIVE							
** S-10	20+36.06	LT-23.50	STM TAP	-	1048.75	-	-
** S-10A	21+17.27	LT-23.60	H INLET	1052.75	1050.40	2.35	W/R-1878-B7G
* S-11	30+23.77	CL	H INLET	1054.85	1050.97	3.88	FP, W/R-3067-7004-V
* S-11A	30+50.00	CL	H INLET	1054.80	1052.63	2.17	W/R-1878-B7G
MINERAL POINT SIDEWALK							
* S-20	5+31.18	LT-11.29	4X4 SAS	1054.58	1048.11	6.47	W/R-3067-7004-V
* S-21	5+38.94	RT-8.60	5X5 SAS	1055.00	1048.95	6.05	W/R-1550-0054
S-21A	5+16.63	RT-27.98	36" RCP AE	-	1050.25	-	(1), W/ GATE
* S-22	6+80.00	RT-1.45	3X3 SAS	1058.75	1054.22	4.53	W/R-1550-0054

REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
UW FARMS					
R-1	EX IN #1	11+05.25	LT-10.60	SAS	-
MINERAL POINT SIDEWALK					
R-20	AE 2356-029	5+30.00	RT-6.30	36" RCP AE	-
R-21	DT 2356-016	5+39.50	RT-9.40	18" CMP AE	-
R-22	IN 2356-011	6+79.50	RT-1.75	3X3 SAS	-

STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TOP ELEVATION	TYPE	NOTES
MINERAL POINT SIDEWALK					
* ULO30	5+23.84	RT-14.33	1045.66	GAS	4" PLASTIC, NO CONFLICT
* ULO31	5+36.69	RT-8.82	1046.14	FIBER	BOTTOM ELEV = 1043.77, NO CONFLICT
* ULO32A	5+69.49	RT-1.85	1055.36	FIBER	4" PVC, NO CONFLICT
* ULO32B	5+96.58	RT-2.14	1055.54	FIBER	4" PVC, NO CONFLICT
422 COMMERCE DRIVE					
** ULO101A	20+37.30	LT-24.36	1050.03	TV	4", NO CONFLICT
** ULO101B	20+37.58	LT-24.38	1050.02	TV	4", NO CONFLICT
** ULO101C	20+37.47	LT-24.38	1050.20	TV	2", NO CONFLICT

SPECIFIC NOTES

- (1) STATION, OFFSET, AND E.I. GIVEN AT RCP AE END
- (2) PLAN AND PIPE LENGTHS DO NOT INCLUDE LENGTH OF RCP AE. PIPE E.I. IS GIVEN AT AE CONNECTION, FOR AE E.I. SEE STRUCTURE CHART

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
UW FARMS										
P-1	S-1	S-2	1054.15	1054.90	30	25	3.00%	24"	RCP	NCM
P-2	S-2	S-3	1059.43	1061.53	44	41.9	5.01%	24"	RCP	(2), NCM
422 COMMERCE DRIVE										
** P-10	S-10	S-10A	1048.75	1050.40	84.5	80.5	2.05%	8"	PVC	SDR-26
P-11	S-11	S-11A	1052.50	1052.63	26.5	23.7	0.55%	8"	PVC	SDR-26, NCM
MINERAL POINT SIDEWALK										
P-20	S-20	S-21	1048.11	1048.95	22	16.8	5.00%	36"	RCP	-
P-21	S-21	S-22	1050.70	1054.22	141.5	137.2	2.57%	15"	RCP	-
P-21A	S-21	S-21A	1048.95	1049.81	18.5	15.8	5.44%	36"	RCP	(2)
								8"		111
								15"		141.5
								24"		74
								36"		40.5
MINERAL POINT SIDEWALK										
RP-20	S-20	R-1	14	36"	RCP	N	-			
RP-21	R-2	R-3	133	18"	CMP	N	-			

REMOVE STORM PIPES

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
MINERAL POINT SIDEWALK							
RP-20	S-20	R-1	14	36"	RCP	N	-
RP-21	R-2	R-3	133	18"	CMP	N	-

STORM STRUCTURE ADJUSTMENTS

ADJUST NO.	STATION	LOCATION (OFFSET)	EX. TOC ELEV.	ADJUST ELEV.	ADJUST DIFF.	NOTES
ADJ-1	4+19.85	LT-7.00	852.16	852.7	0.54	R-1878-A10G CASTING

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

STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = UNDERDRAIN
- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS'S.
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- 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.

CROSS SECTIONS

MINERAL POINT RD

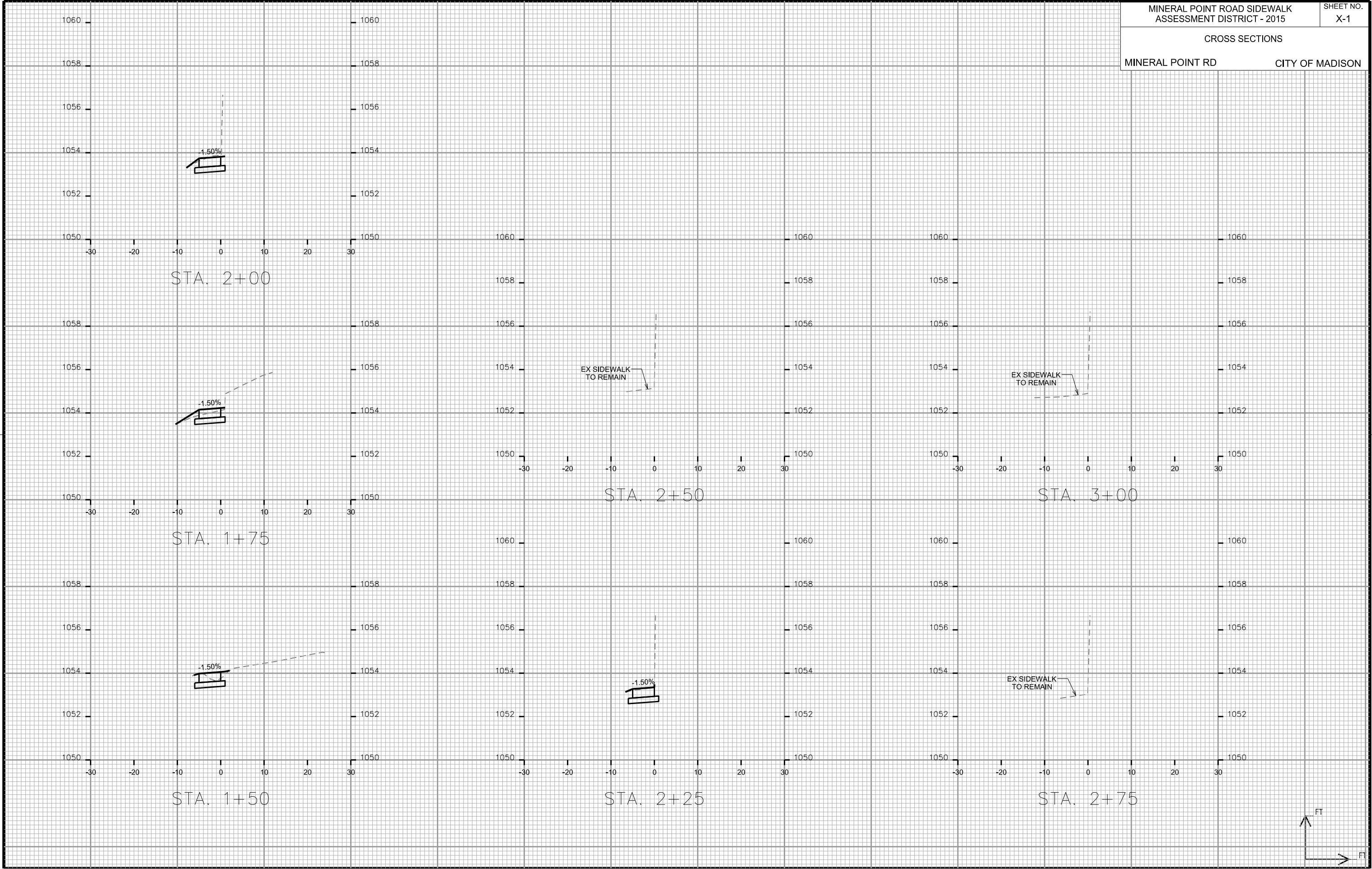
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

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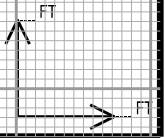
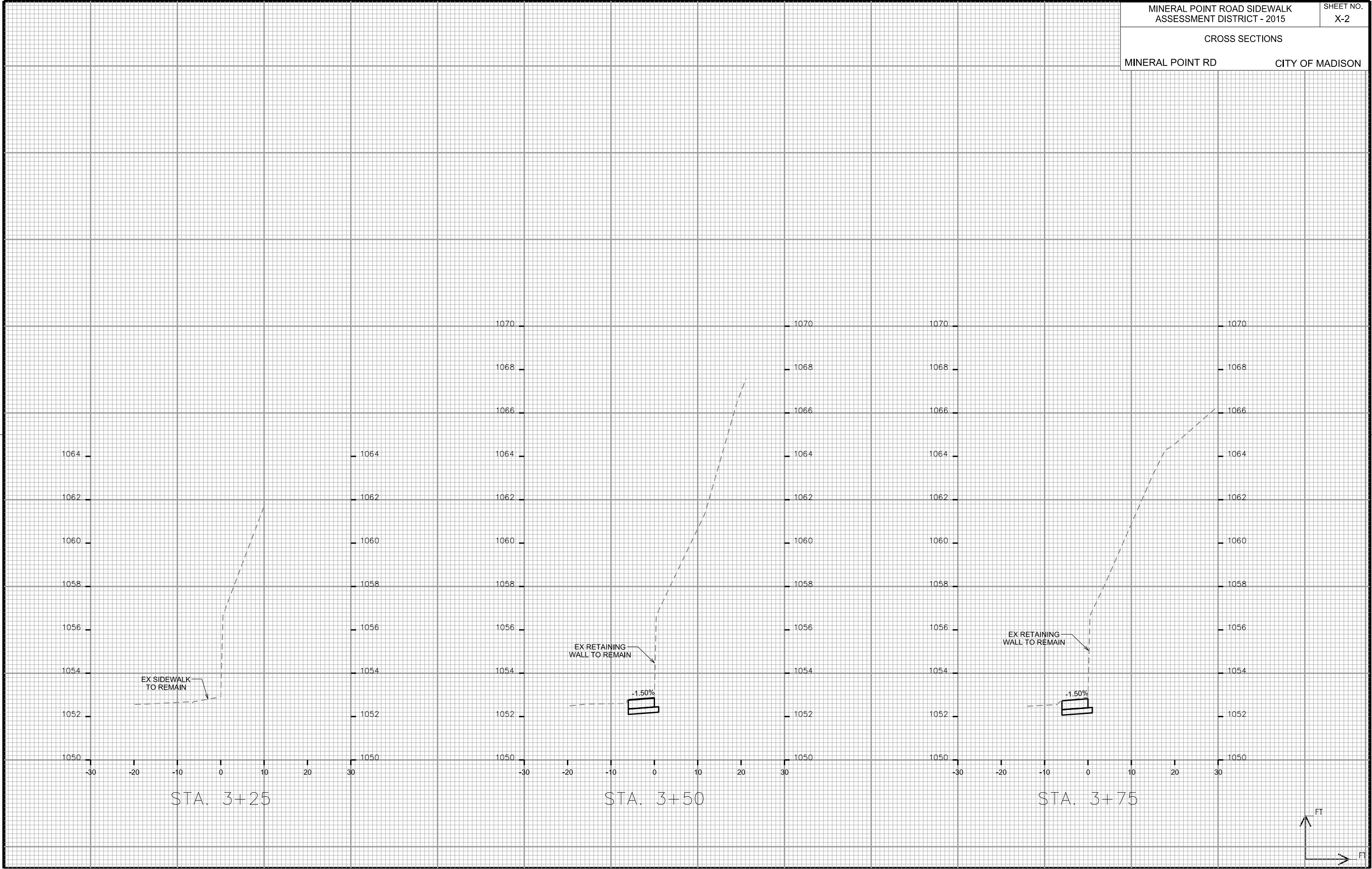
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CROSS SECTIONS

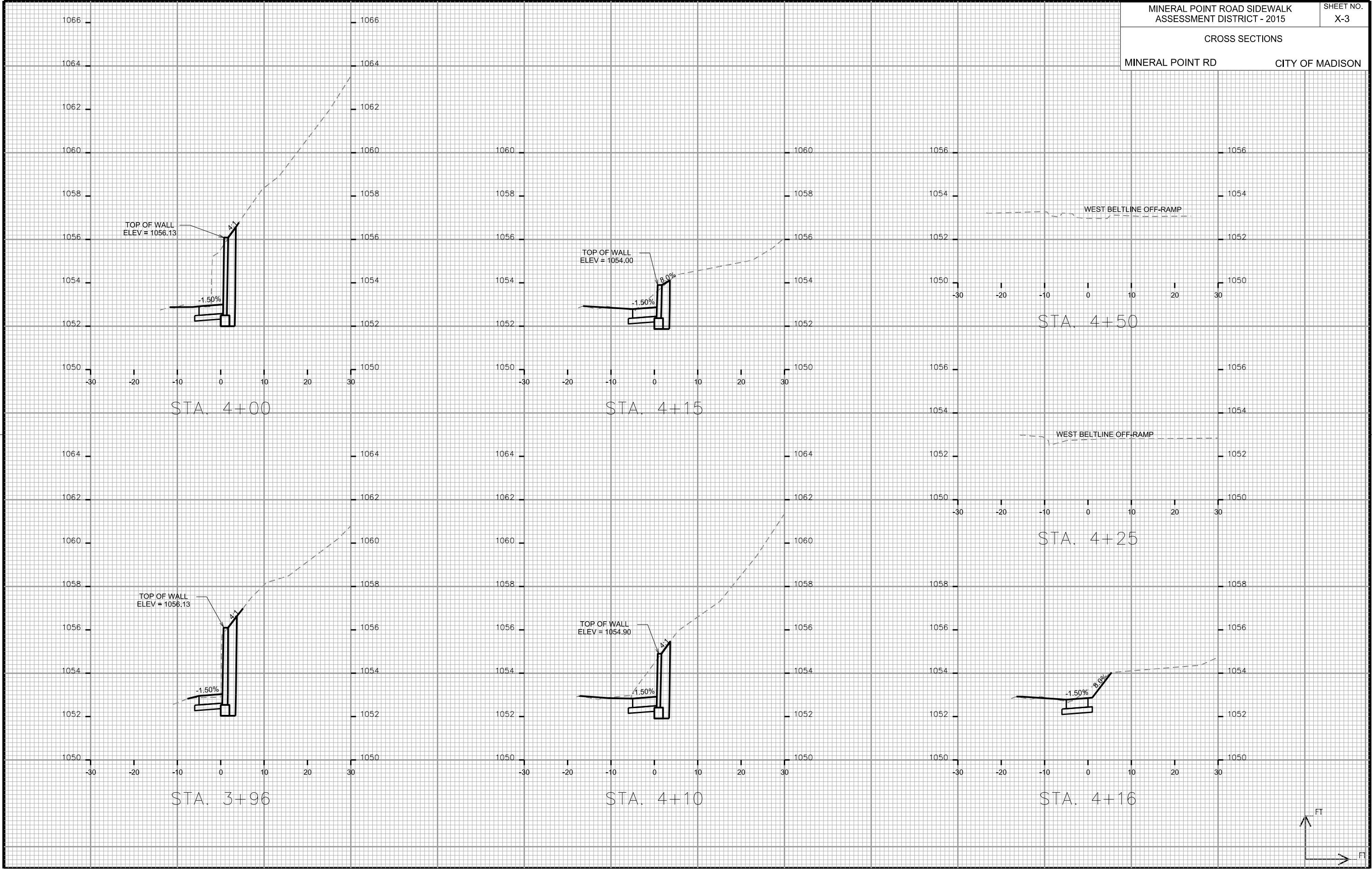
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MINERAL POINT RD

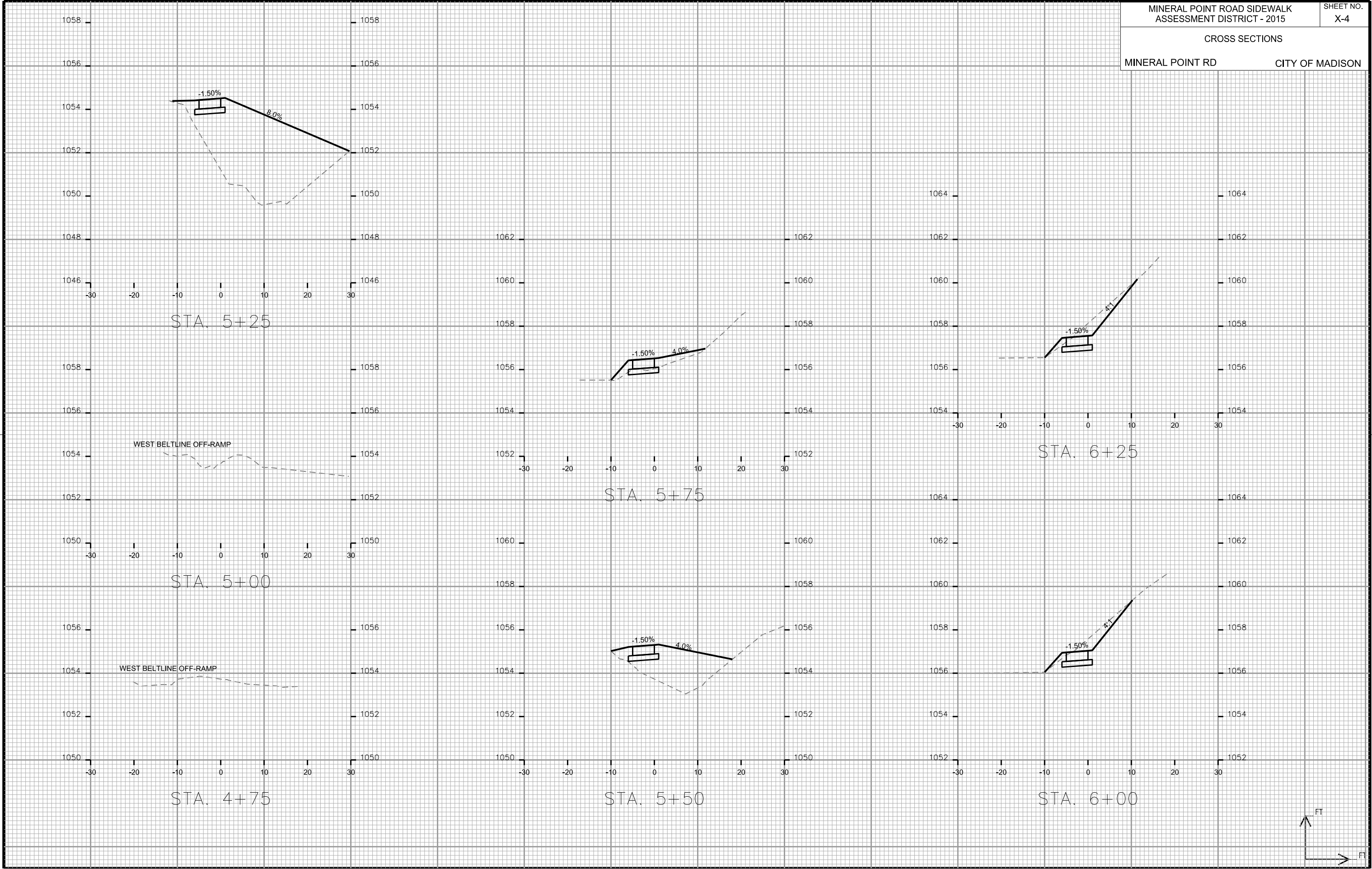
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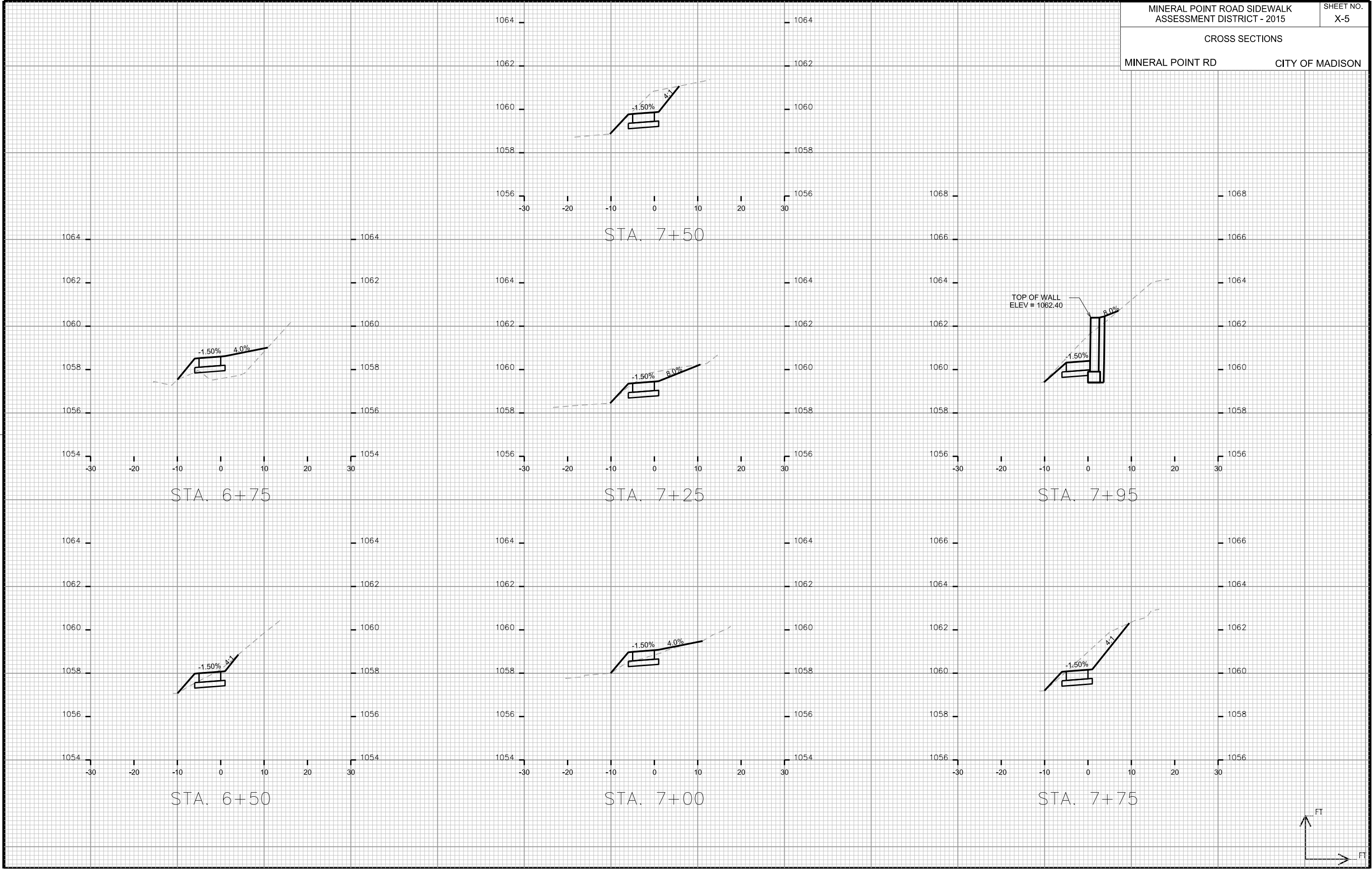
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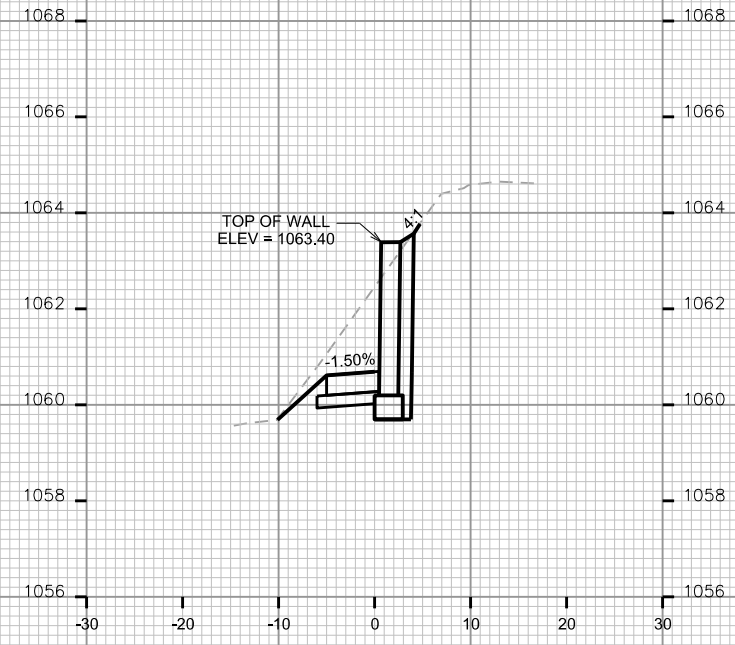
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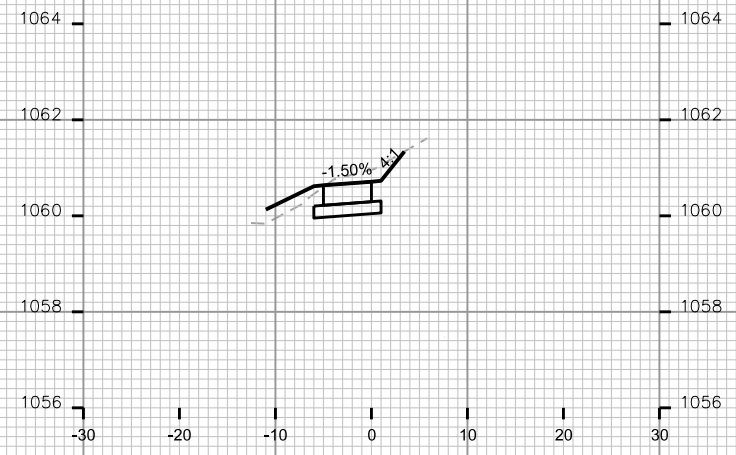
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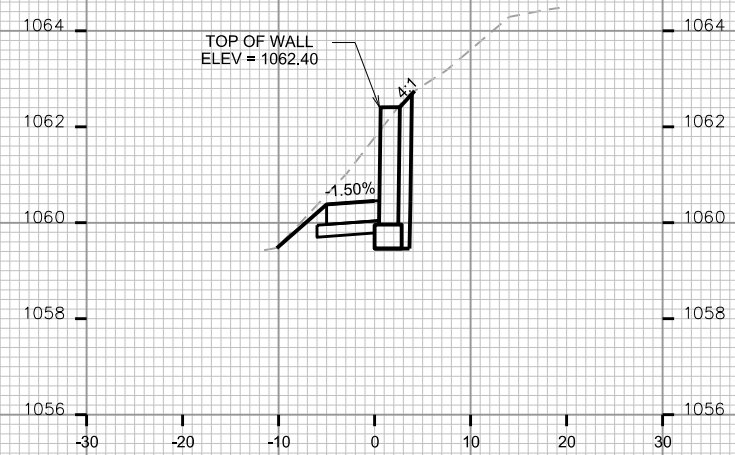
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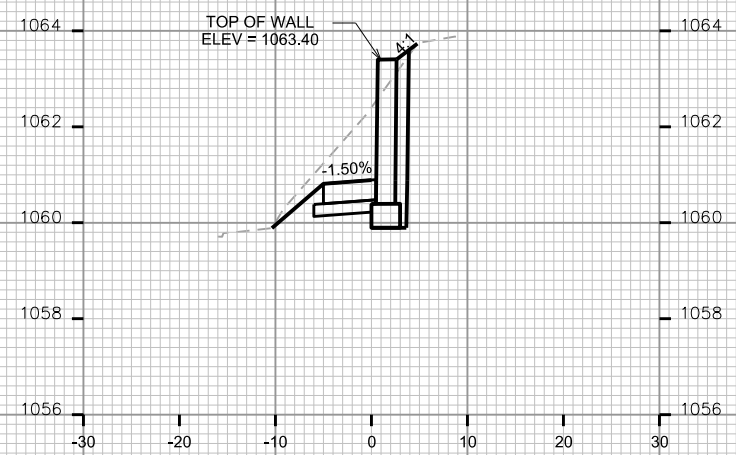
STA. 8+25



STA. 8+75



STA. 8+00



STA. 8+50



CROSS SECTIONS

409 COMMERCE DRIVE

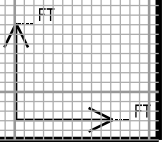
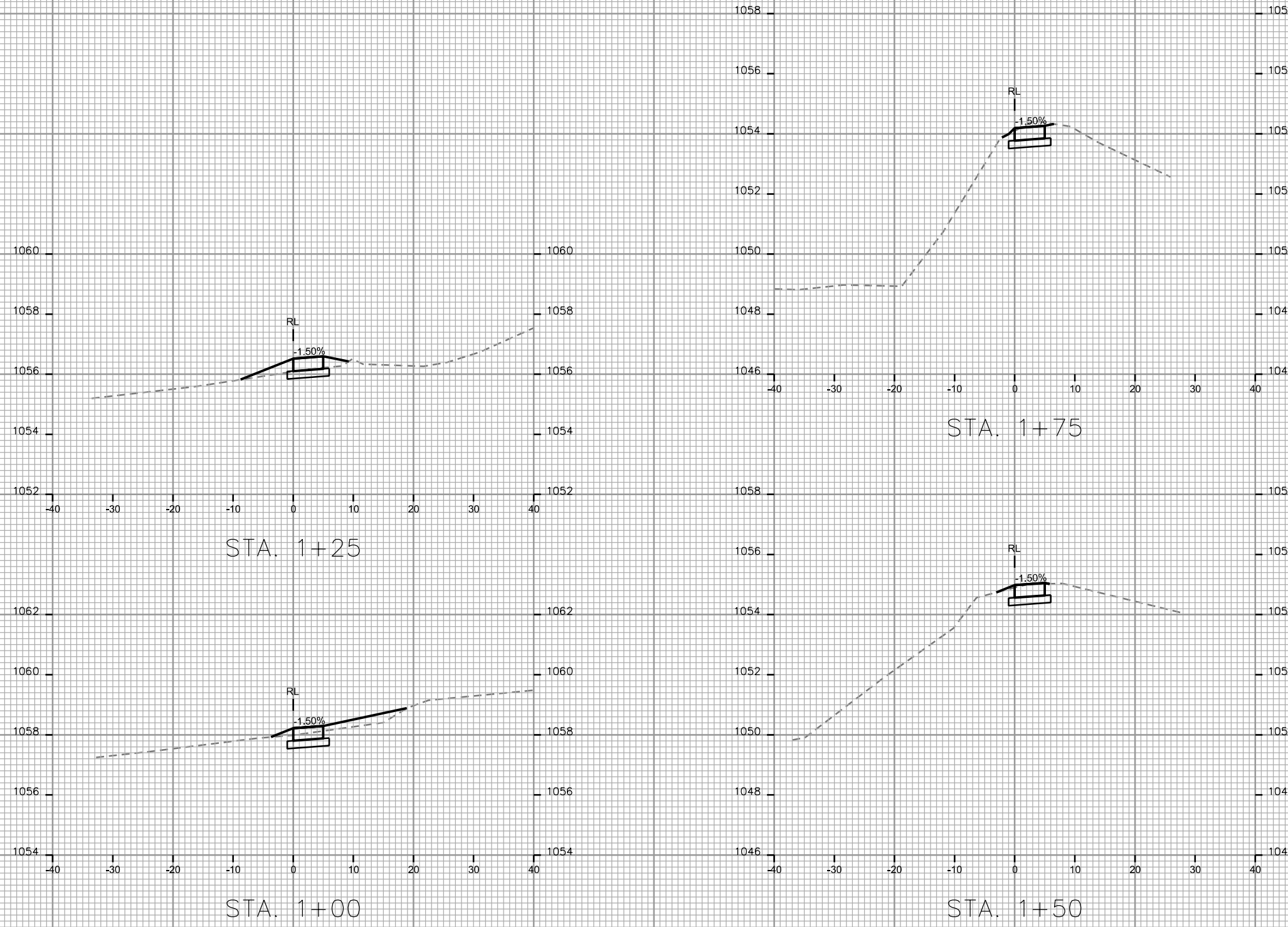
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

409 COMMERCE DRIVE

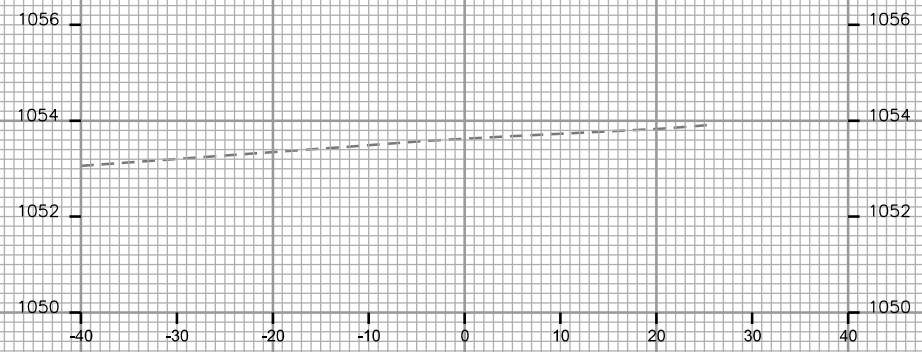
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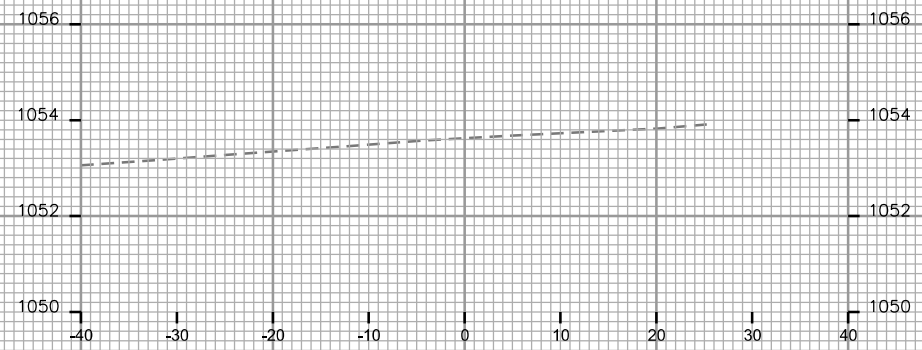
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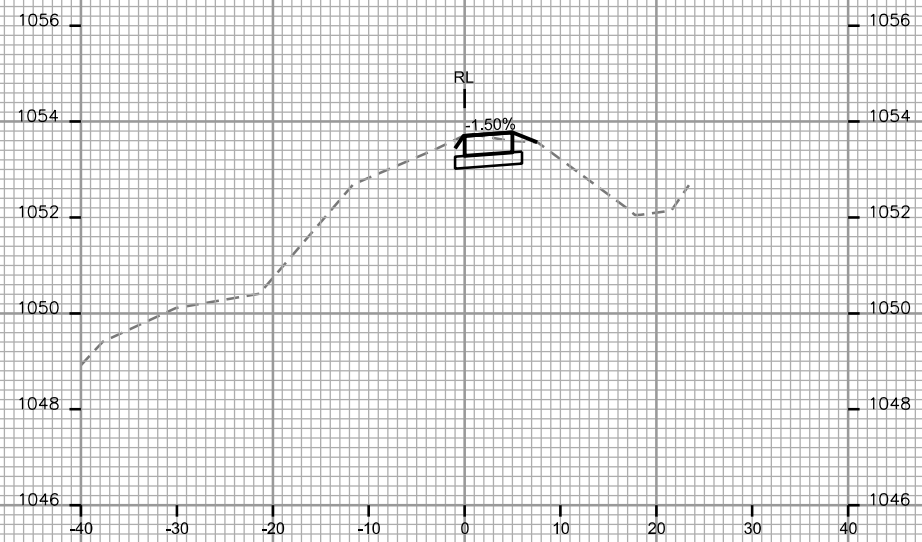
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STA. 2+25



STA. 2+25



STA. 2+00

