

Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

BUCKEYE ROAD ASSESSMENT DISTRICT - 2019

CITY PROJECT NO. 10228

CONTRACT NO. 8277

Revision 4/29/19-AJZ
-add water impact plans

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

[Signature] 4/18/19
City Engineer Date

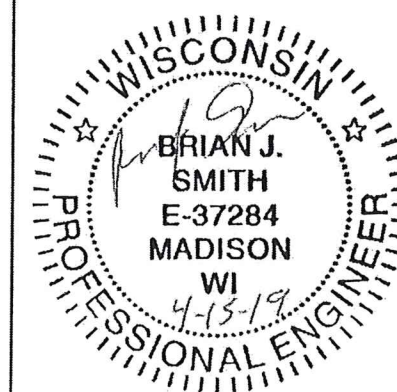
ORIGINAL PLANS
PREPARED BY: STRAND ASSOCIATES, INC.



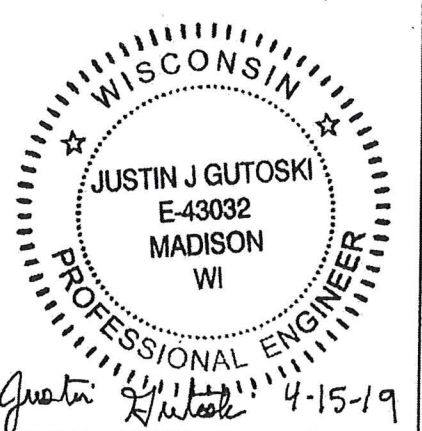
SANITARY SEWER AND WATER MAIN
DESIGNED BY: STRAND ASSOCIATES, INC.



STREET LIGHTING
DESIGNED BY: CITY OF MADISON



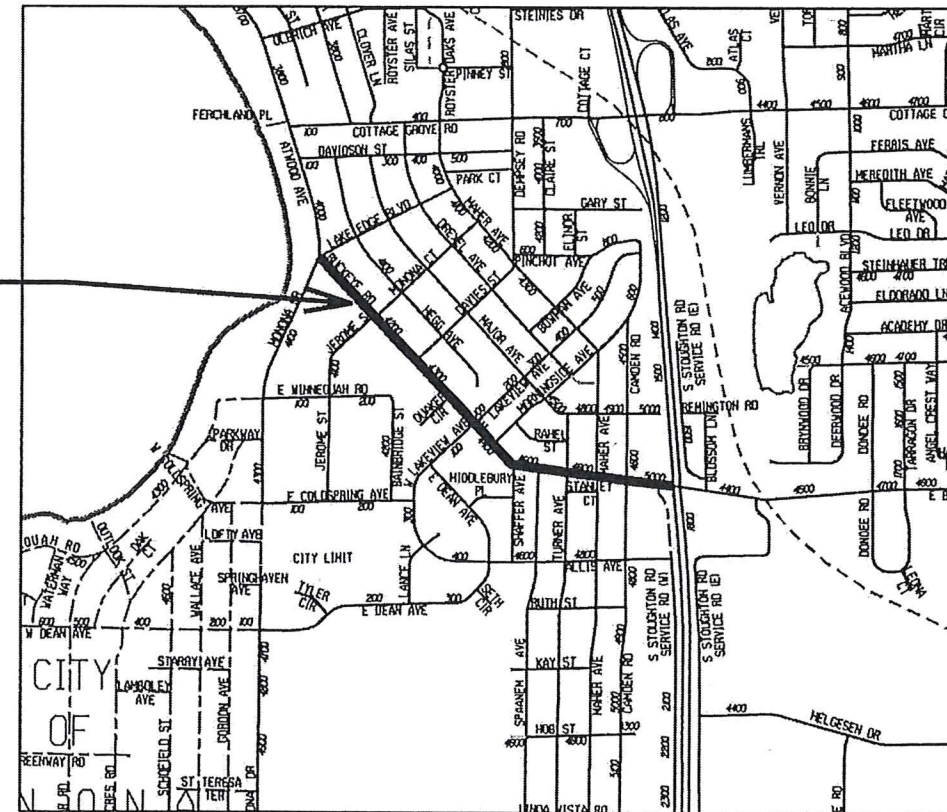
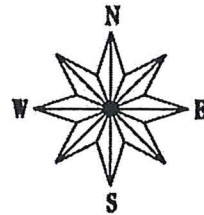
STORM SEWER
DESIGNED BY: STRAND ASSOCIATES, INC.



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PROJECT LOCATION



CONVENTIONAL SIGNS

FIELD VERIFY ALL UTILITY LOCATIONS

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

NOTES:

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

SIDEWALK RAMPS AND CURB THRU SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1" PER 12". SIDEWALK AND CURB RAMPS SHALL BE CONSTRUCTED WITH A SIDE SLOPE OF 1.50%.

SIDEWALK SHALL HAVE A MINIMUM LONGITUDINAL SLOPE OF 0.50%.

SIDEWALK SHALL HAVE A MAXIMUM LONGITUDINAL SLOPE OF 5.00% UNLESS SHOWN OTHERWISE IN THE PLANS.

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

GENERAL NOTES

EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER IN CONSULTATION WITH THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES. ALL EROSION CONTROL MEASURES SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

DISTURBED AREAS WITHIN THE RIGHT-OF-WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE REPLACED IN KIND. COMMERCIAL DRIVEWAYS SHALL BE A MAXIMUM OF 30 FEET WIDE. ALL RESIDENTIAL DRIVEWAYS SHALL BE A MAXIMUM OF 20 FEET WIDE.

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE AREA THAT ARE NOT SHOWN.

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

PIPE ELEVATIONS AS SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

GRADES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

WHEN REPLACING INDIVIDUAL SECTIONS OF SIDEWALK, MATCH EXISTING CONCRETE, ASPHALT OR STRUCTURES (WALLS, BUILDINGS, ETC. THAT ARE CONSTRUCTED TO THE PROPERTY LINE) BEHIND THE SIDEWALK. WHERE TURF EXISTS BEHIND THE SIDEWALK, KEEP DISTANCE OF DISTURBANCE TO WITHIN 6 INCHES OF THE SIDEWALK AND RESTORE WITH TOPSOIL & SEED. REPLACE SIDEWALK AS SHOWN IN THE PLAN AND AS REQUIRED FOR SANITARY LATERAL CONSTRUCTION. IF A SINGLE SECTION OF SIDEWALK REMAINS AS A RESULT OF REPLACING THE SQUARES ON EACH SIDE OF IT, REPLACE THE SINGLE REMAINING SECTION.

WHEN REPLACING INDIVIDUAL SECTIONS OF SIDEWALK WITH AN EXISTING CROSS SLOPE STEEPER THAN 1.5%, HOLD THE ELEVATION AT THE BACK OF SIDEWALK AND RAISE THE FRONT SIDE OF THE SIDEWALK AS NEEDED TO PROVIDE A 1.5% CROSS SLOPE.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA PAVEMENT LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.

ASPHALTIC PAVING TABLES

CTH AB (BUCKEYE ROAD)		
	THICKNESS	MIX TYPE
UPPER LAYER	2"	4 MT 58-28 H
LOWER LAYER	3.25"	3 MT 58-28 S

UTILITIES

AT&T WISCONSIN - COMMUNICATION
 ATTENTION: CAROL ANASON
 316 W. WASHINGTON AVENUE, ROOM 301
 MADISON, WI 53703
 (608) 252-2385
 E-MAIL: CA26243@att.com

CHARTER COMMUNICATIONS - COMMUNICATION
 ATTENTION: BRANDON STORM
 2701 DANIELS STREET
 MADISON, WI 53718
 (608) 274-3822
 E-MAIL: brandon.storm@charter.com

CITY OF MADISON - COMMUNICATION
 ATTENTION: BRIAN SMITH
 MADISON MUNICIPAL BUILDING, SUITE 109
 215 MARTIN LUTHER KING JR. BLVD.
 MADISON, WI 53701
 (608) 261-9625
 E-MAIL: bsmith@cityofmadison.com

CITY OF MADISON - SANITARY SEWER
 ATTENTION: MARK MODER, P.E.
 210 MARTIN LUTHER KING JR. BLVD., ROOM 115
 MADISON, WI 53703
 (608) 261-9250
 E-MAIL: mmoder@cityofmadison.com

MADISON GAS AND ELECTRIC - ELECTRIC
 ATTENTION: MARK BOHM
 133 S. BLAIR STREET
 MADISON, WI 53788
 (608) 252-4730
 CELL: (608) 516-7930
 E-MAIL: mbohm@nge.com

MADISON GAS AND ELECTRIC - GAS/PETROLEUM
 ATTENTION: JOHN WICHERN
 623 RAILROAD STREET
 MADISON, WI 53701
 (608) 252-1563
 E-MAIL: JWichern@nge.com

MADISON WATER UTILITY - WATER
 ATTENTION: PETE HOLMGREN
 119 EAST OLIN AVENUE
 MADISON, WI 53713-1431
 (608) 261-5530
 E-MAIL: pholmgren@madisonwater.org

METROPOLITAN UNIFIED FIBER NETWORK - COMMUNICATION
 ATTENTION: PATRICK CHRISTIAN
 1210 W. DAYTON STREET
 MADISON, WI 53706
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 CELL: (608) 516-3264
 E-MAIL: patrick.christian@wisc.edu

U.S. SIGNAL - COMMUNICATION
 ATTENTION: RYAN MIEDEMA
 201 IONIA AVENUE SW
 GRAND RAPIDS, MI 49503
 (616) 233-7144
 CELL: (616) 334-3857
 E-MAIL: rjiedema@ussignal.com

TDS TELECOM - COMMUNICATION
 ATTENTION: JERRY MEYERS
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 MADISON, MI 53717
 (608) 664-4404
 E-MAIL: jerry.meyers@telecom.com

* DENOTES UTILITY THAT IS NOT A DIGGERS HOTLINE MEMBER



CITY OF MADISON CONTACT

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PAM DUNPHY, P.E.
 2302 FISH HATCHERY ROAD
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 (608) 266-4036
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DESIGN CONTACT

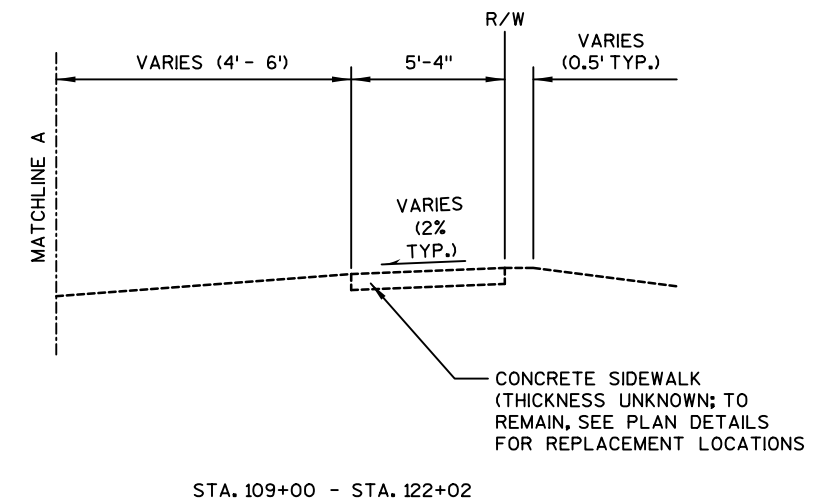
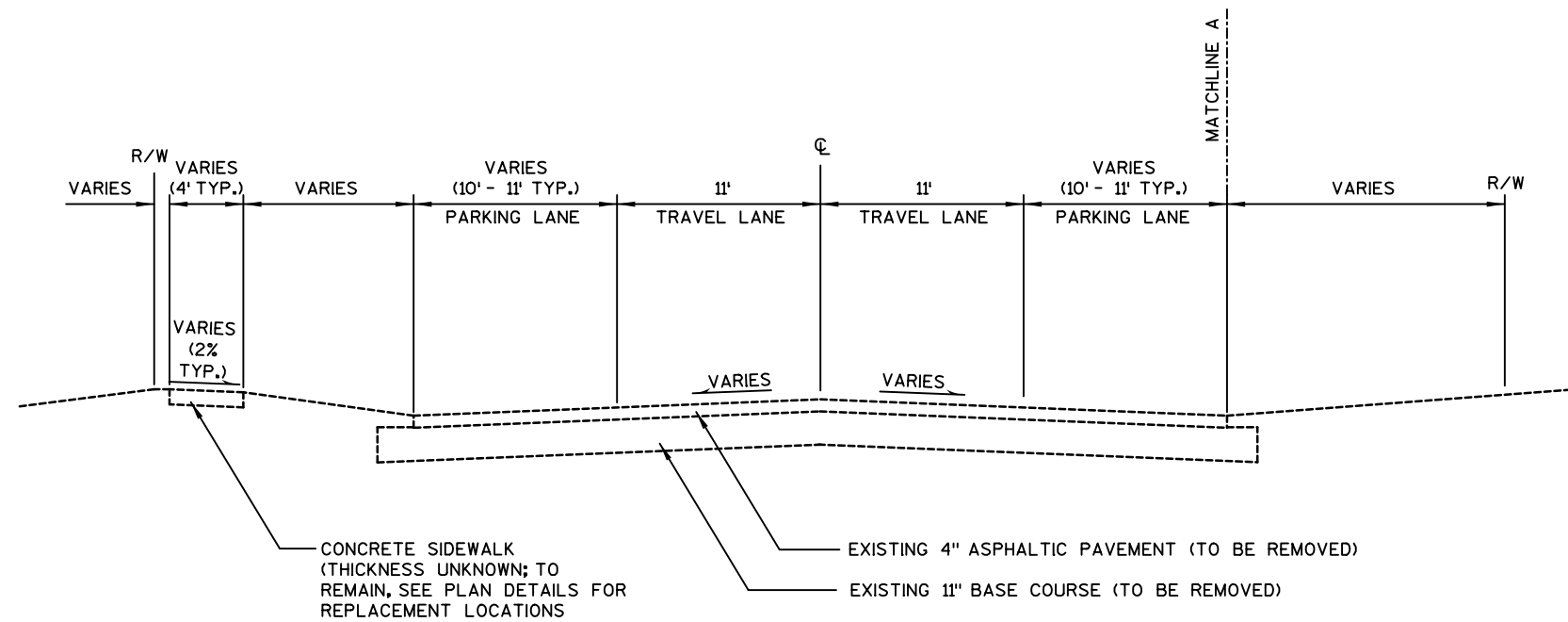
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 E-MAIL: eric.hanson@strand.com

DNR LIAISON

ERIC HEGGELUND
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 3911 FISH HATCHERY ROAD
 FITCHBURG, WI 53711
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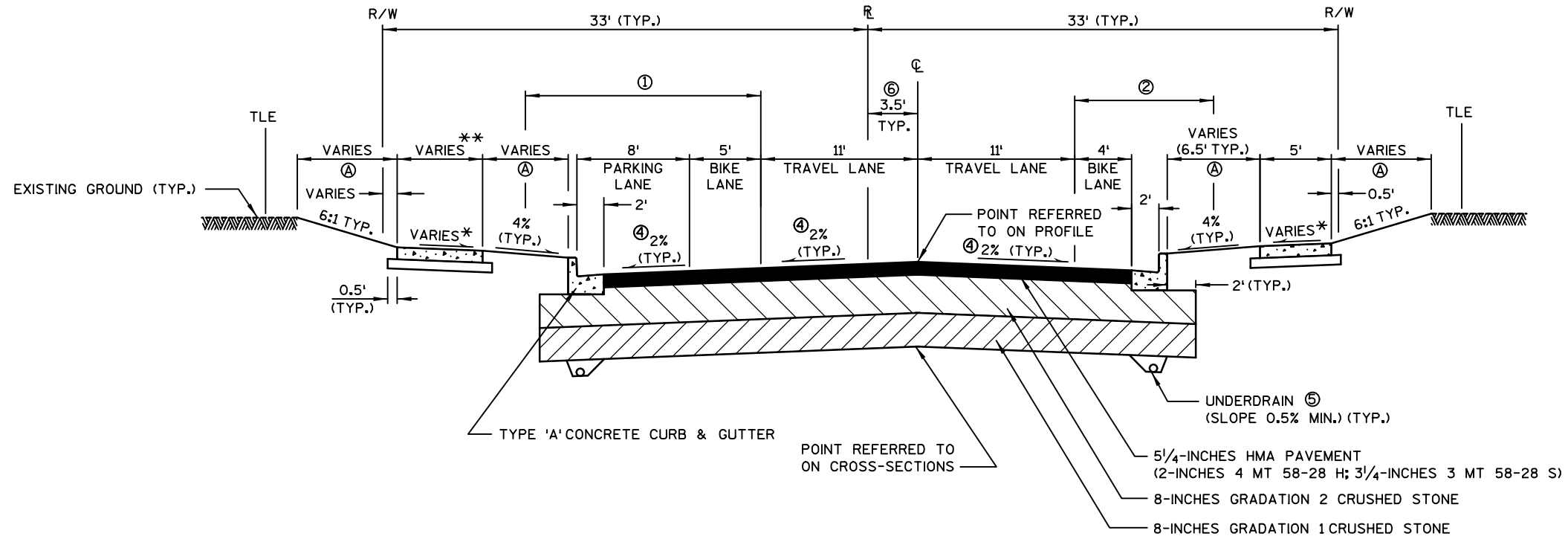


PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	PROJECT OVERVIEW	SHEET 0-1	E
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EXISTING TYPICAL SECTION - BUCKEYE ROAD

STA. 103+00 - STA. 144+00

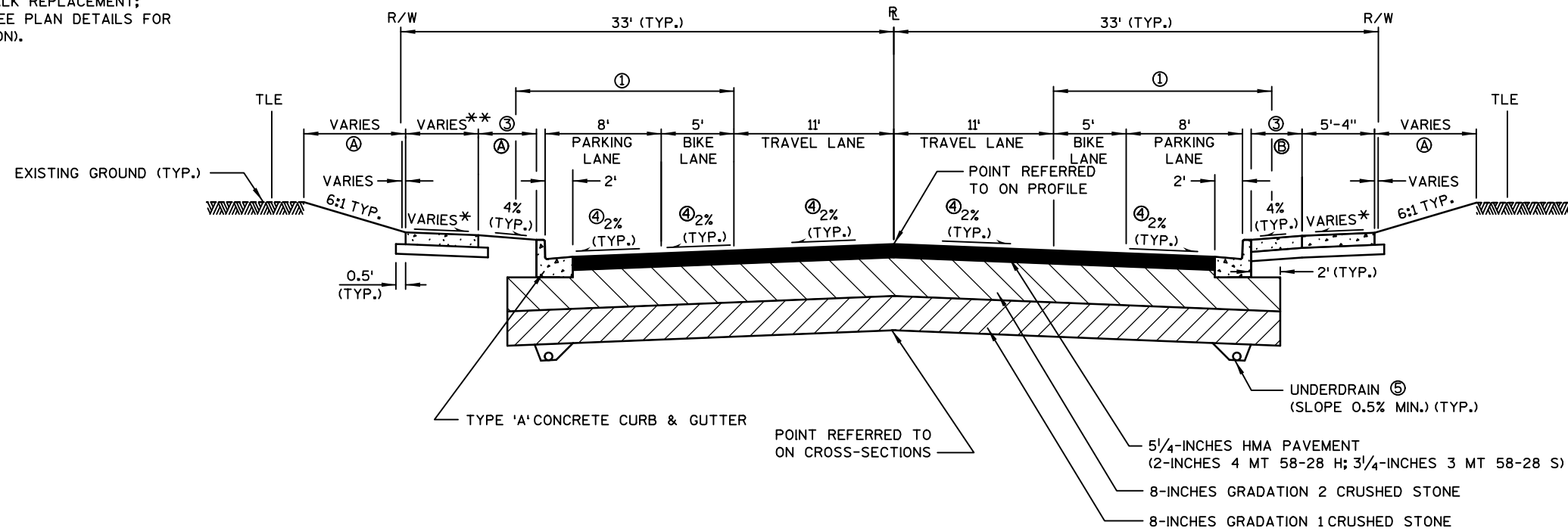


**TYPICAL FINISHED SECTION
BUCKEYE ROAD**

STA. 103+00 TO STA. 109+22
STA. 116+92 TO STA. 130+50

* EXISTING CONCRETE SIDEWALK TO REMAIN (2% MAX.)
OR NEW 5-INCH CONCRETE SIDEWALK (1.5% TYP.)
OVER 2" GRADATION 3 CRUSHED STONE.

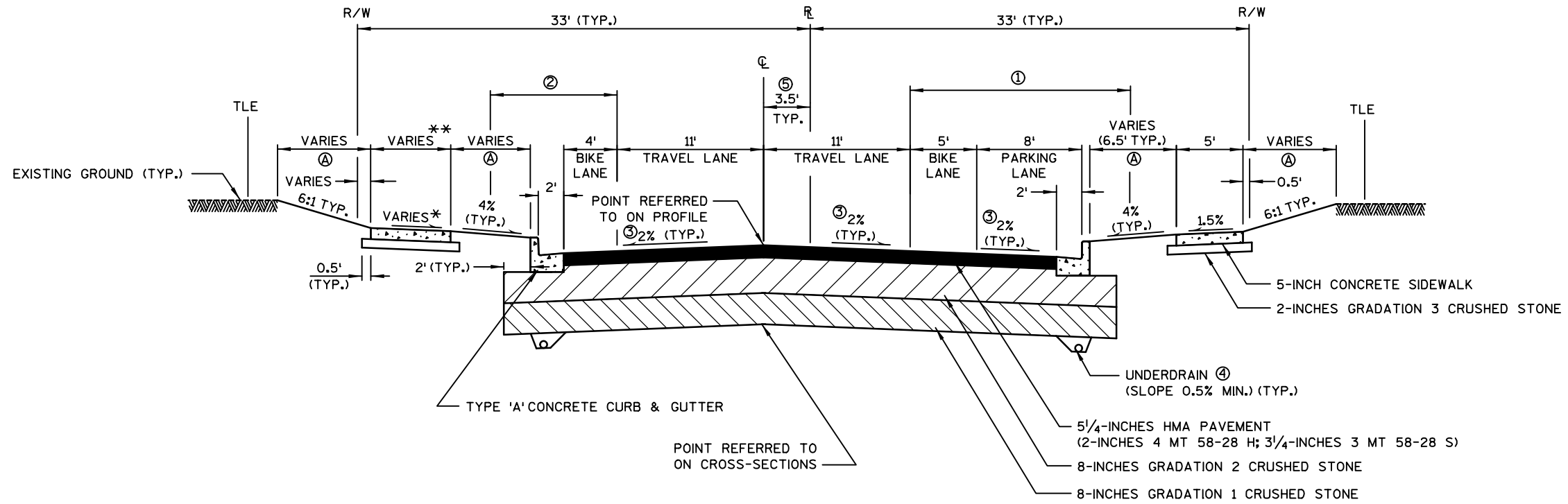
** 4' IN AREAS OF SIDEWALK REPLACEMENT;
5' IF NEW SIDEWALK (SEE PLAN DETAILS FOR
ADDITIONAL INFORMATION).



**TYPICAL FINISHED SECTION
BUCKEYE ROAD**

STA. 109+22 TO STA. 116+92

- ① 15' LATERAL CLEARANCE MIN.
(2' BEYOND FACE OF CURB)
- ② 8' LATERAL CLEARANCE MIN.
(2' BEYOND FACE OF CURB)
- ③ VARIES (3' TYP.)
- ④ VARIES FROM 1 TO 2 PERCENT.
SEE PLAN DETAIL SHEETS FOR
ADDITIONAL INFORMATION.
- ⑤ INSTALL UNDERDRAIN AT
PROPOSED LOW POINTS. SEE
MISCELLANEOUS QUANTITIES
FOR LOCATIONS AND
CONSTRUCTION DETAILS FOR
ADDITIONAL INFORMATION.
- ⑥ SEE PLAN DETAIL SHEETS FOR
CROWN TRANSITION LOCATIONS
- Ⓐ TOPSOIL; TERRACE SEEDING; EROSION
MATTING CLASS I, TYPE A - ORGANIC.
- Ⓑ 5-INCH CONCRETE SIDEWALK
(4% TYP.) OVER 2-INCHES
GRADATION 3 CRUSHED
STONE.



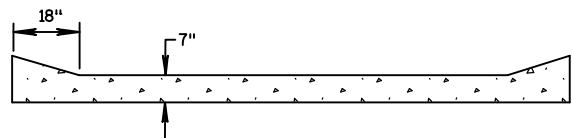
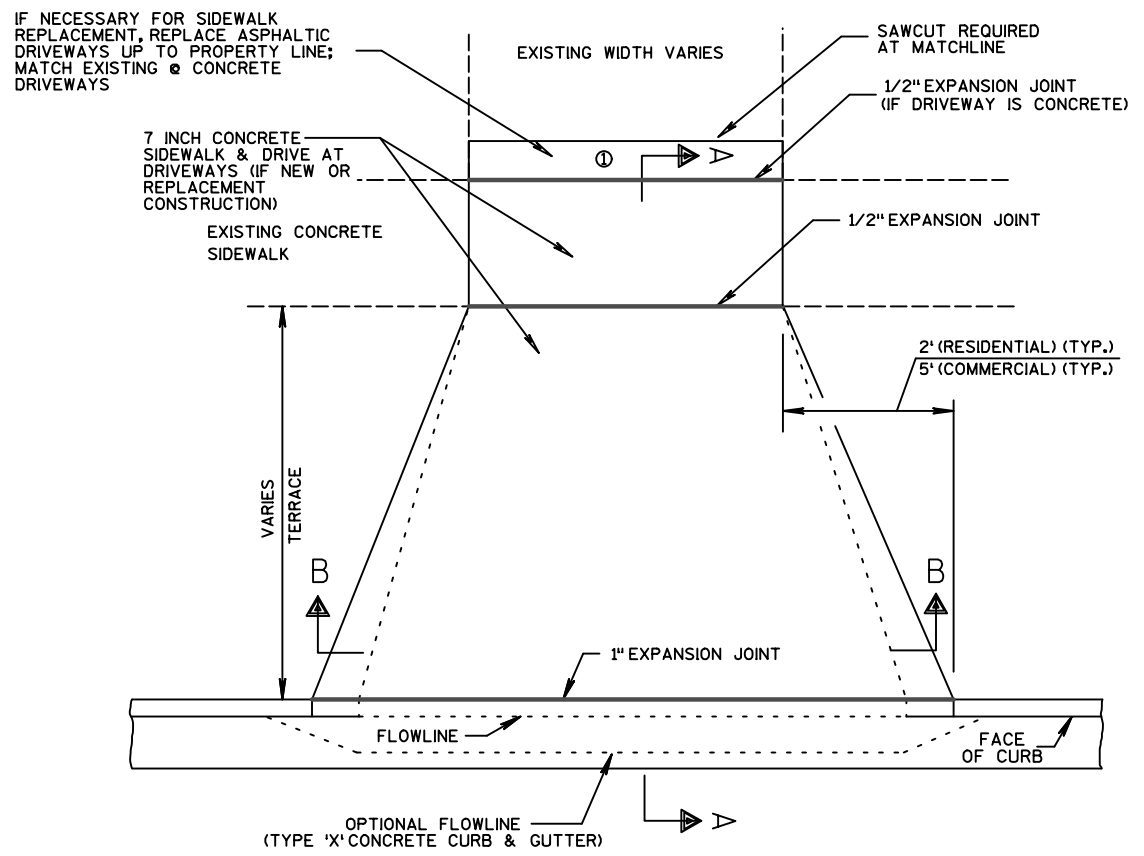
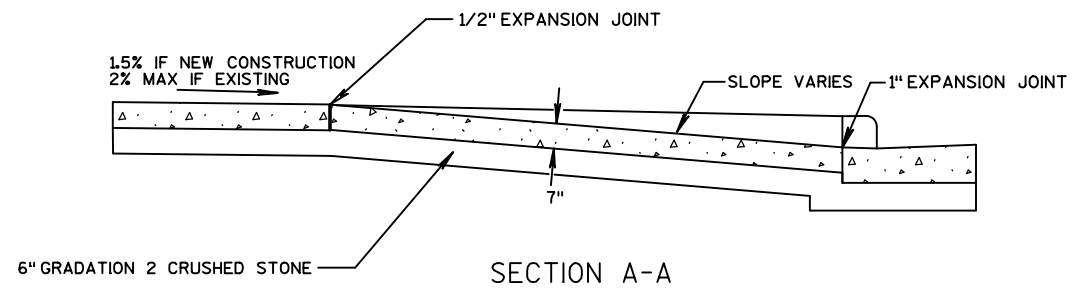
**TYPICAL FINISHED SECTION
BUCKEYE ROAD**

STA. 130+50 TO STA. 144+00

* EXISTING CONCRETE SIDEWALK TO REMAIN (2% MAX.) OR NEW 5-INCH CONCRETE SIDEWALK (1.5% TYP.) OVER 2" GRADATION 3 CRUSHED STONE.

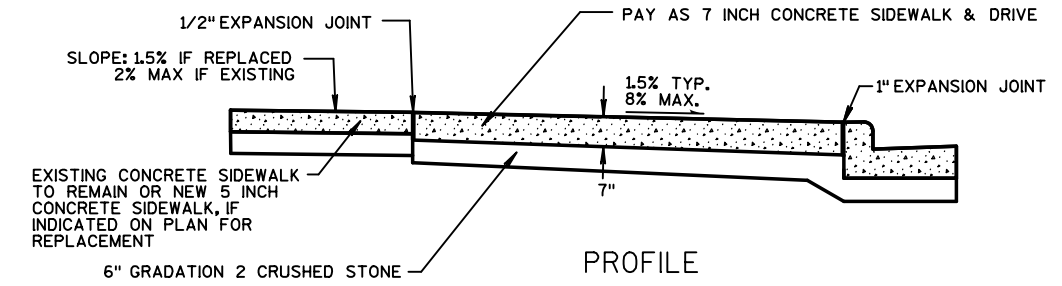
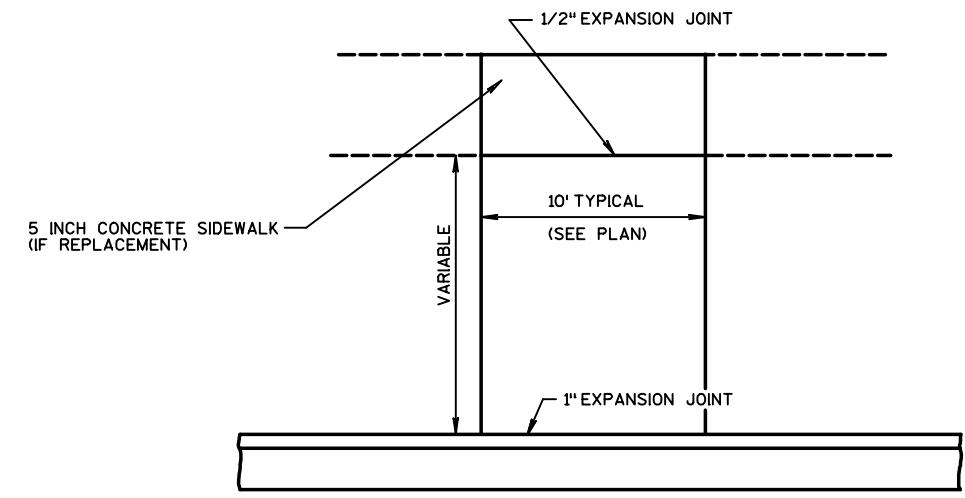
** 4' IN AREAS OF SIDEWALK REPLACEMENT; 5' IF NEW SIDEWALK (SEE PLAN DETAILS FOR ADDITIONAL INFORMATION).

- ① 15' LATERAL CLEARANCE MIN. (2' BEYOND FACE OF CURB)
- ② 8' LATERAL CLEARANCE MIN. (2' BEYOND FACE OF CURB)
- ③ VARIES FROM 1 TO 2 PERCENT. SEE PLAN DETAIL SHEETS FOR ADDITIONAL INFORMATION.
- ④ INSTALL UNDERDRAIN AT PROPOSED LOW POINTS. SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS AND CONSTRUCTION DETAILS FOR ADDITIONAL INFORMATION.
- ⑤ SEE PLAN DETAIL SHEETS FOR CROWN TRANSITION LOCATIONS
- Ⓐ TOPSOIL; TERRACE SEEDING; EROSION MATTING CLASS I, TYPE A - ORGANIC.

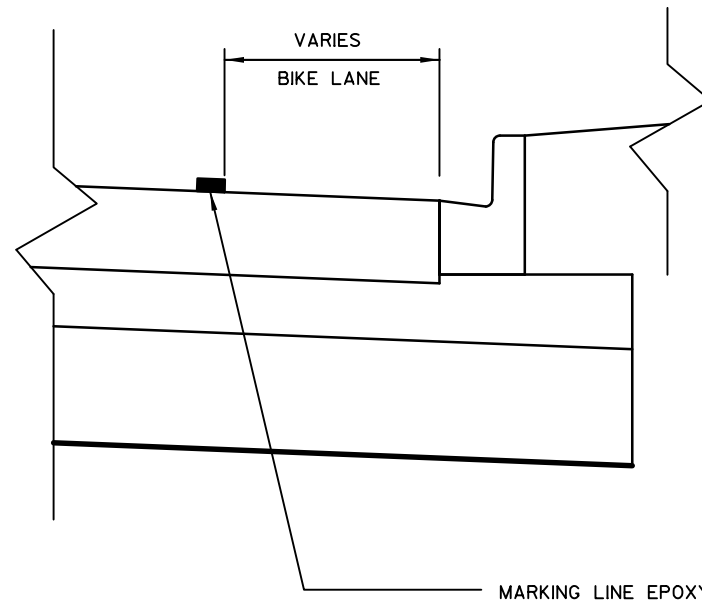


① FOR ASPHALT DRIVEWAYS PLACE 3-INCHES ASPHALT DRIVE & TERRACE OVER 10-INCHES GRADATION 2 CRUSHED STONE.
FOR CONCRETE DRIVEWAYS PLACE 7 INCH CONCRETE SIDEWALK & DRIVE OVER 6-INCHES GRADATION 2 CRUSHED STONE.
FOR GRAVEL DRIVEWAYS PLACE 6-INCHES GRADATION 3 CRUSHED STONE.

CONCRETE DRIVE APRON DETAIL

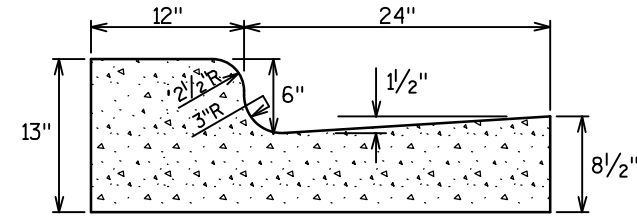


BUS BOARDING PAD DETAIL



NOTE: SEE PAVEMENT MARKING SHEETS FOR ADDITIONAL INFORMATION. SEE S.D.D "BICYCLE LANE MARKING" FOR ADDITIONAL INFORMATION.

BIKE LANE PAVEMENT MARKING LOCATION



CONCRETE CURB & GUTTER 36-INCH TYPE A SPECIAL VERTICAL FACE

CONCRETE CURB & GUTTER 18-INCH TYPE D
CONCRETE CURB & GUTTER INTEGRAL 30-INCH TYPE D

REFER TO WISDOT STANDARD DETAIL
DRAWING "CONCRETE CURB, CONCRETE CURB &
GUTTER" FOR ADDITIONAL INFORMATION

CONCRETE CURB & GUTTER INTEGRAL 24-INCH TYPE D SPECIAL

REFER TO WISDOT STANDARD DETAIL DRAWING "CONCRETE CURB, CONCRETE CURB &
GUTTER" AND CITY OF MADISON STANDARD DETAIL DRAWING "MADISON STANDARD
CONCRETE CURB & GUTTER" FOR ADDITIONAL INFORMATION

GENERAL NOTES:

PLACE LATERAL CONTRACTION JOINTS AT INTERVALS OF NOT MORE THAN 15' NOR LESS THAN 6' IN LENGTH. THE JOINTS SHALL BE A MINIMUM OF 3' IN DEPTH.

PLACE EXPANSION JOINTS TRANSVERSELY AT RADIUS POINTS ON CURVES OF RADIUS 200' OR LESS, AND AT ANGLE POINTS, OR AS DIRECTED BY THE ENGINEER. THE EXPANSION JOINT SHALL BE A ONE PIECE ASPHALTIC MATERIAL HAVING THE SAME DIMENSIONS AS CURB & GUTTER AT THAT STATION AND BE 1/2" THICK.

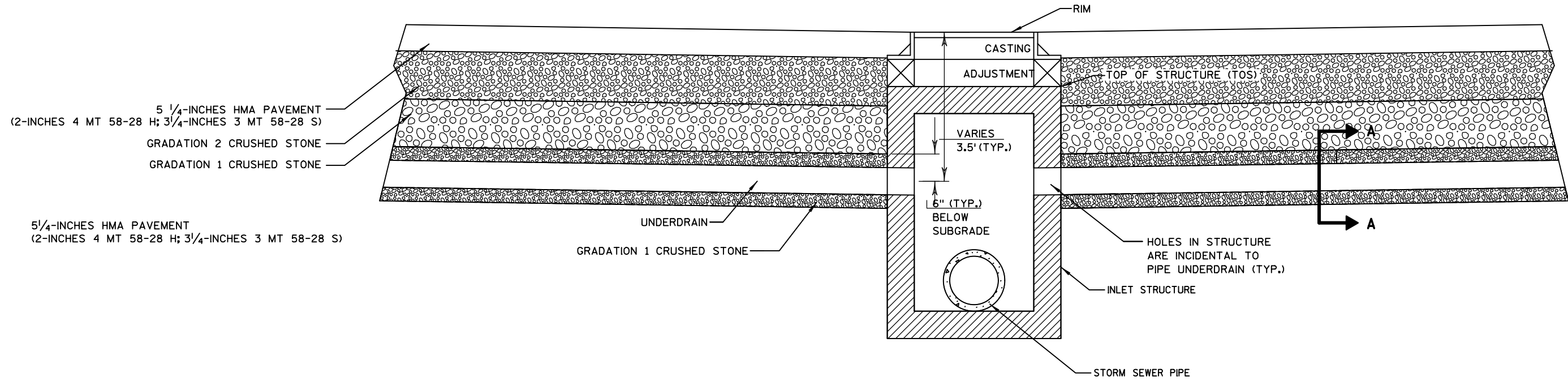
IN ALL CASES, CONCRETE CURB & GUTTER SHALL BE PLACED ON THOROUGHLY COMPACTED BASE AGGREGATE DENSE.

TRANSITIONS BETWEEN TYPE D CURB AND TYPE DX CURB ARE TO BE MADE OVER A MINIMUM OF 6 FT. LENGTHEN TRANSITIONS AS NECESSARY TO MAINTAIN DRAINAGE ALONG THE FLOW LINE. TRANSITIONS ARE PAID FOR AS "CONCRETE CURB & GUTTER 30-INCH TYPE DX SPECIAL" OR AS NOTED.

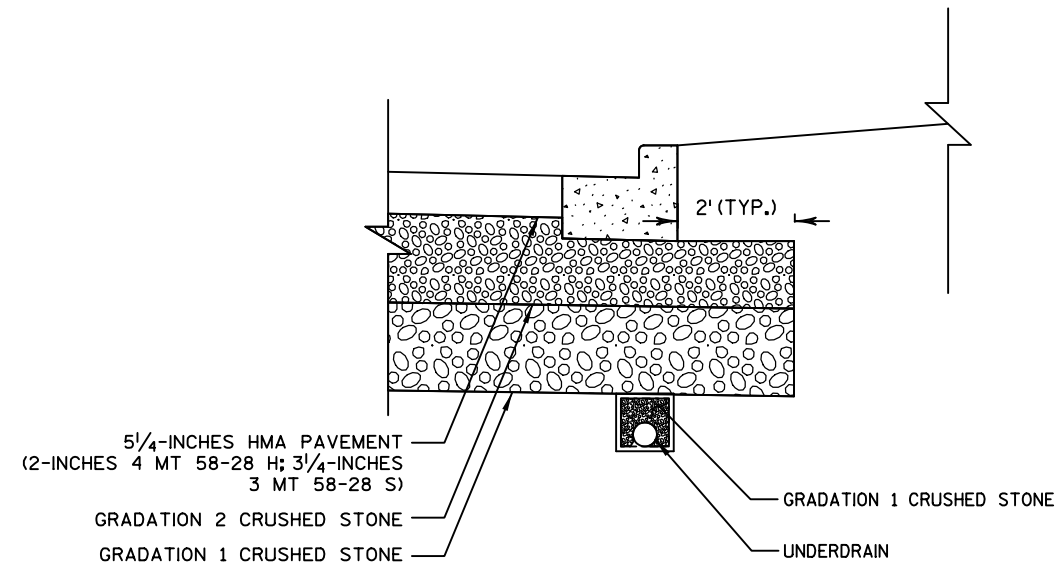
TRANSITIONS BETWEEN CONCRETE CURB & GUTTER TYPE D SPECIAL AND CONCRETE CURB & GUTTER INTEGRAL 24-INCH TYPE D ARE TO BE MADE OVER A MINIMUM OF 10 FT. LENGTHEN TRANSITIONS AS NECESSARY TO MAINTAIN DRAINAGE ALONG THE FLOW LINE. TRANSITIONS ARE PAID FOR AS "CONCRETE CURB & GUTTER INTEGRAL 24-INCH TYPE D" OR AS NOTED.

TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPE A.

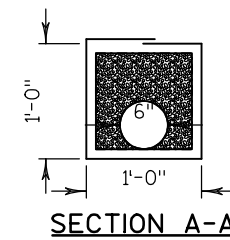
CONCRETE CURB & GUTTER DETAILS



UNDERDRAIN AND AGGREGATE PROFILE VIEW



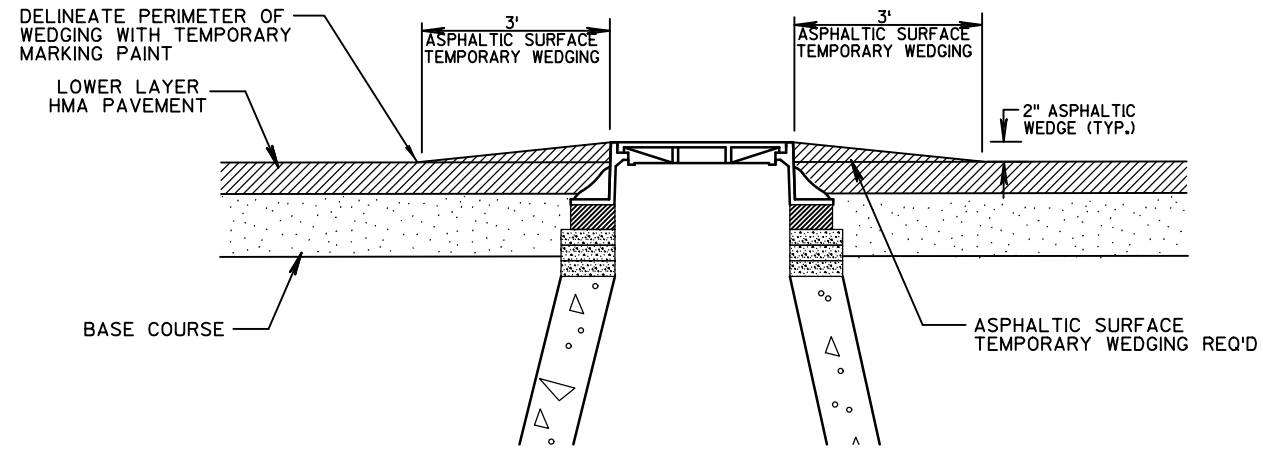
UNDERDRAIN AND AGGREGATE CROSS SECTION



SECTION A-A
UNDERDRAIN ENCLOSED IN A 1'-0" X 1'-0" AREA OF GRADATION 1 CRUSHED STONE.

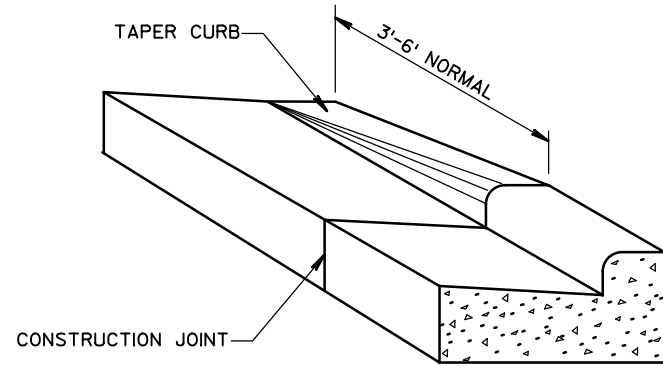
UNDERDRAIN AND AGGREGATE DETAIL

NOTES:
PIPE UNDERDRAIN IS TO BE DISCHARGED INTO A STORM SEWER STRUCTURE.
SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS.

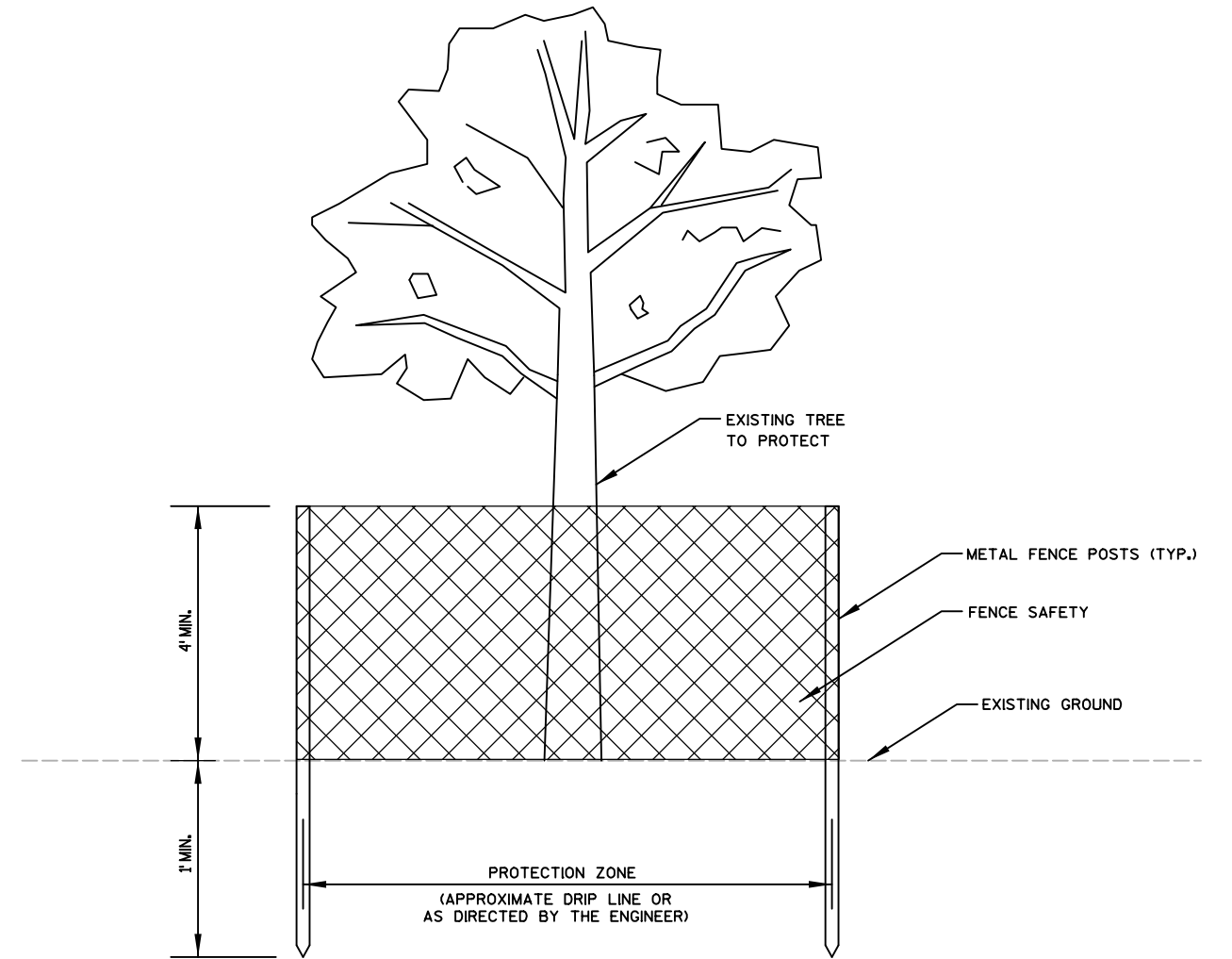


NOTES:
 PLACE TEMPORARY ASPHALTIC SURFACE WEDGING PRIOR TO OPENING LANE TO TRAFFIC (INCLUDED IN THE HMA PAVEMENT ITEM)
 PRIOR TO SURFACE PAVING, REMOVE ALL TEMPORARY ASPHALTIC SURFACE WEDGING DOWN TO THE TOP OF THE LOWER LAYER OF HMA PAVEMENT. REMOVAL OF WEDGING IS INCLUDED IN THE HMA PAVEMENT ITEM.

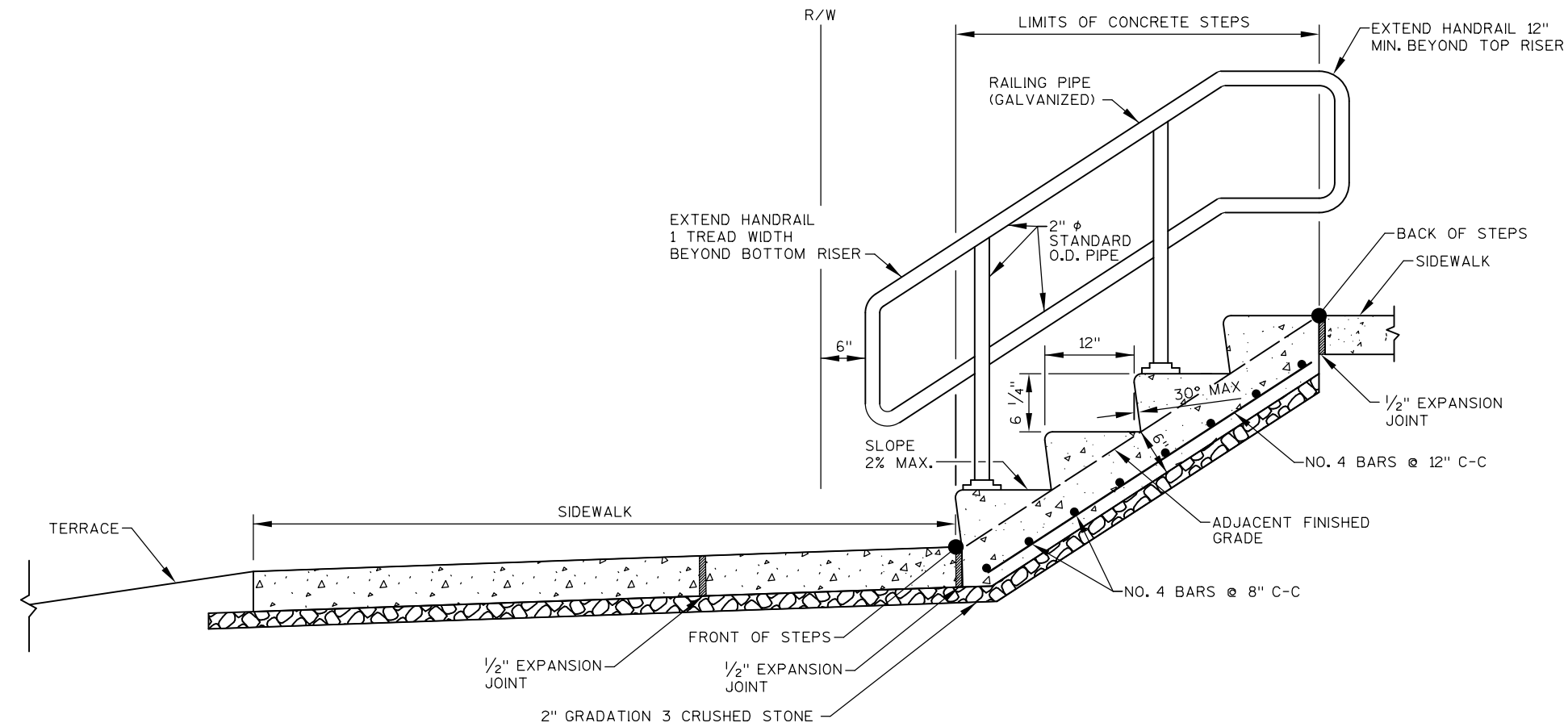
TEMPORARY ASPHALTIC SURFACE WEDGING AT MANHOLES



DETAIL OF CURB & GUTTER TERMINI

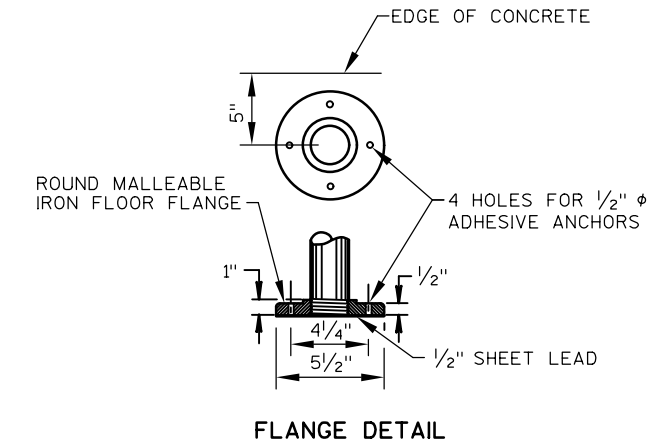


TREE PROTECTION DETAIL



CONCRETE STEPS DETAIL

STA. 129+68 RT



FLANGE DETAIL

NOTE:

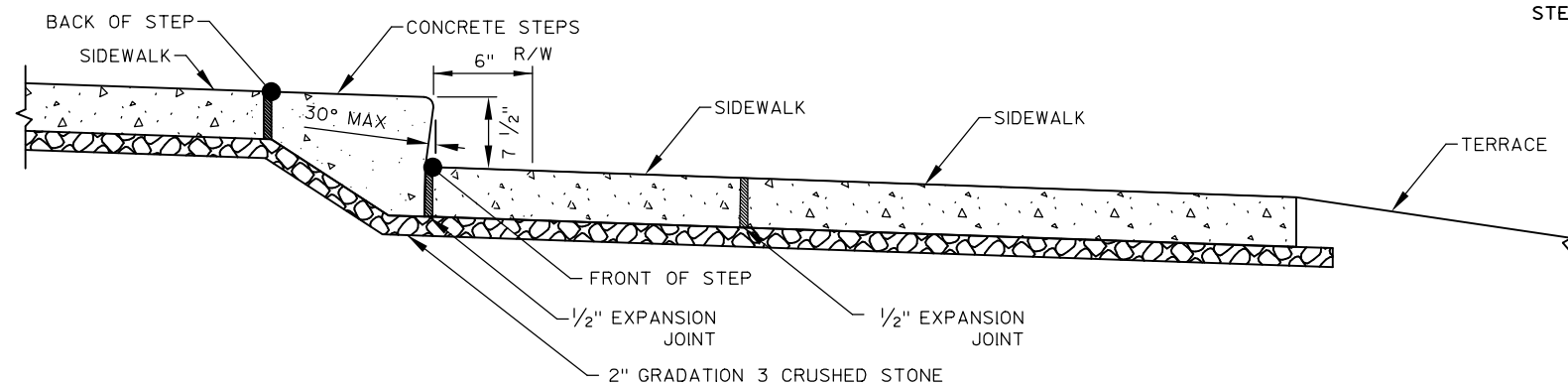
MINIMUM STEP WIDTH SHALL BE 48" UNLESS OTHERWISE NOTED ON THE PLAN DETAIL SHEETS.

GALVANIZED PIPE RAILING TO BE PLACED ON LEFT ASCENDING SIDE OF STEPS ONLY.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR.

STEPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH WISCONSIN BUILDING CODE.

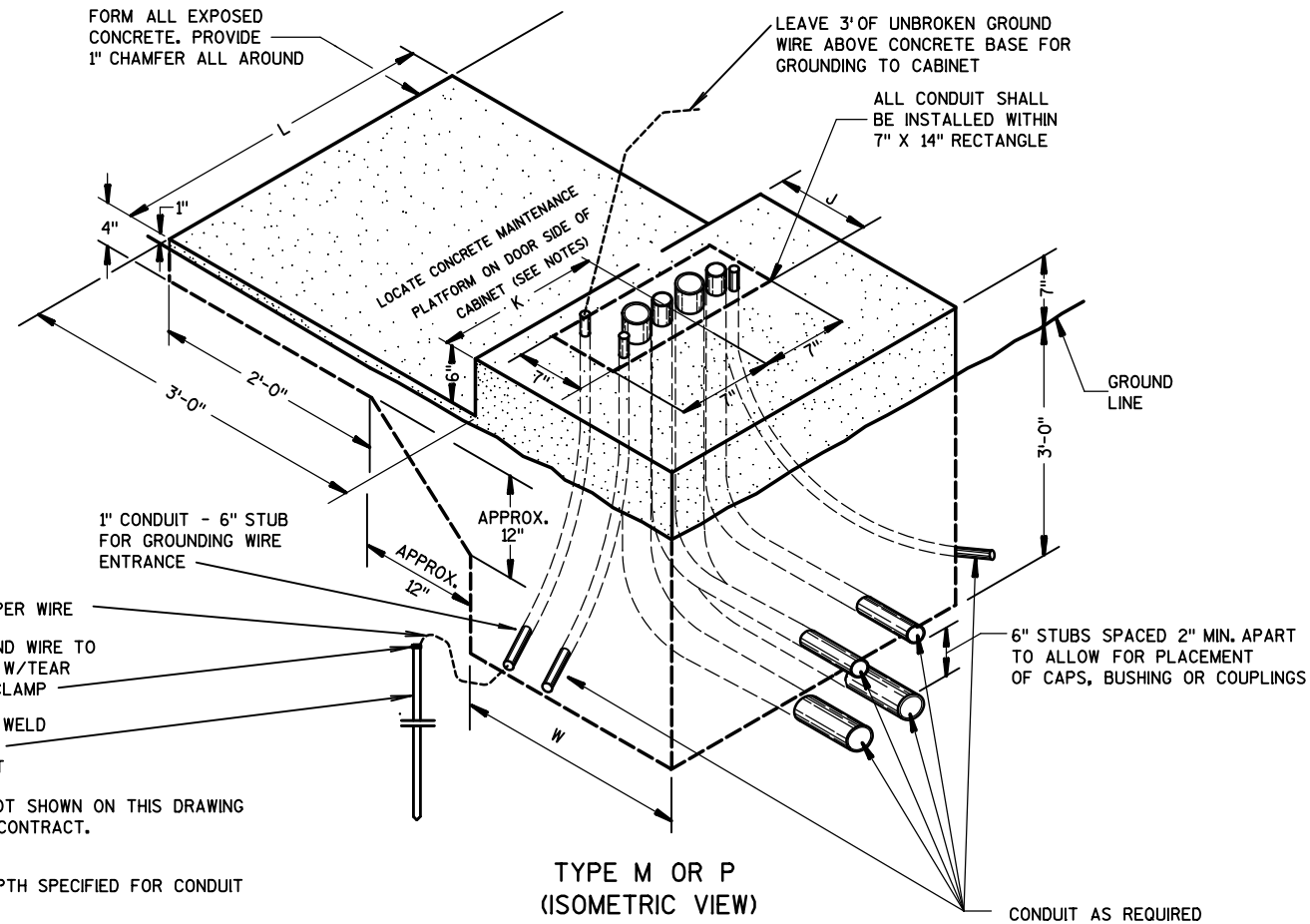
RAILING SHALL BE 34-INCHES MINIMUM AND 38-INCHES MAXIMUM VERTICALLY ABOVE STEP NOSINGS. RAILING SHALL BE A CONSISTENT HEIGHT ABOVE STEP NOSINGS.



CONCRETE STEPS DETAIL

STA. 108+79 LT

CONTROL CABINET BASE TYPE	DIMENSIONS				C.Y. CONCRETE (APPROX.)
	L	W	J	K	
TYPE M	40"	30"	12"	20"	1.132
TYPE P	48"	30"	16"	24"	1.549
TYPE M MODIFIED	-	-	-	-	-
TYPE P MODIFIED	-	-	-	-	-
TYPE OTHER	-	-	-	-	-



GENERAL NOTES

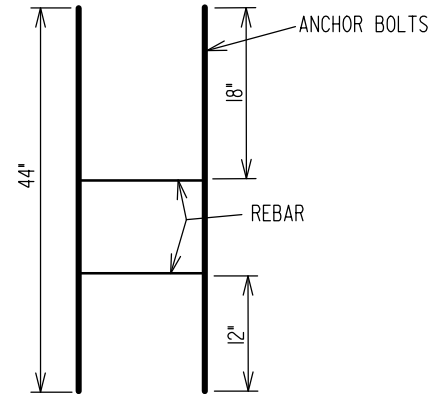
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.
- ALL CONDUIT SHALL BE PVC, SCHEDULE 40
- DEPTH OF CONDUIT EXITING THE BASE SHALL MATCH THE DEPTH SPECIFIED FOR CONDUIT INSTALLATION.
- ANY EXCEPTION TO THE MAXIMUM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

CONCRETE CONTROL CABINET BASES

REV. JAN 2019

CITY OF MADISON TRAFFIC ENGINEERING DIVISION
TYPE "M" AND "P" CONTROLLER BASE DETAIL
STANDARD DETAIL DRAWING 6.10

HORIZONTAL REBAR SHALL BE TACK WELDED OR WIRED TO ANCHOR BOLTS TO FORM ANCHOR BOLT CAGE BEFORE POURING CONCRETE.



*IF ANOTHER BOLT CIRCLE IS REQUIRED, INSTEAD OF THE 15" BOLT CIRCLE SHOWN, THE FOLLOWING DIMENSIONS SHOULD BE USED

11" BOLT CIRCLE

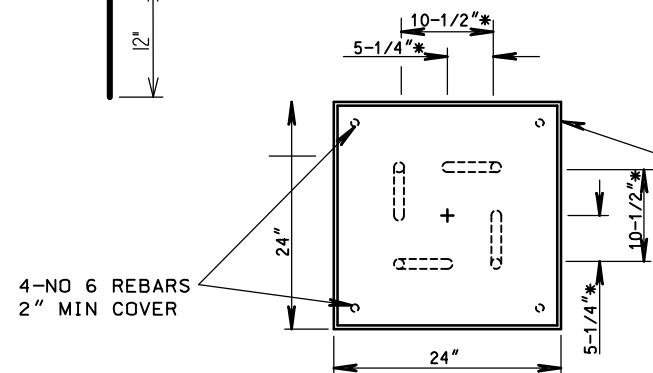
CENTER TO BOLT 3-7/8" BOLT TO BOLT 7-3/4"

11-1/2" BOLT CIRCLE

CENTER TO BOLT 4-1/16" BOLT TO BOLT 8-1/8"

12-1/2" BOLT CIRCLE

CENTER TO BOLT 4-7/16" BOLT TO BOLT 8-7/8"



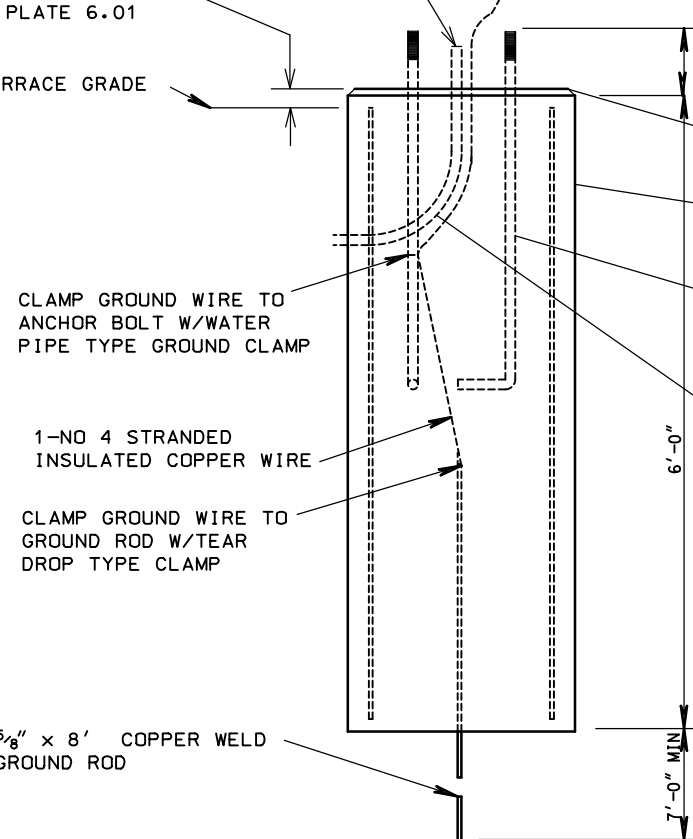
HOLE FOR BASE MAY BE DUG WITH 26" DIAMETER AUGER. THEN THE TOP SHALL FORMED AS A SQUARE

3' OF UNBROKEN GROUND WIRE TO BE LEFT ABOVE CONCRETE BASE FOR USE BY OTHERS

CONDUIT EXTENDS 2' (+/-) 1/4" ABOVE CONCRETE

TYPICAL ELEVATION SEE PLATE 6.01

TERRACE GRADE



FORMS SHALL BE OF SUFFICIENT DEPTH TO PROVIDE A MINIMUM OF 12" OF FORMED BASE BELOW GRADE ON LOW SIDE

1-1/4" X 48" ANCHOR BOLTS WITH 6" OF THREAD AT TOP AND 4" L-BEND AT BOTTOM FURNISHED BY CITY

EXTENSION OF ALL CONDUIT RUNS INTO BASE SHALL BE VERTICAL (MINIMUM 12") AND CENTERED

2009

CITY OF MADISON TRAFFIC ENGINEERING DIVISION

MODIFIED 3/8/19

LB-8 BASE DETAIL

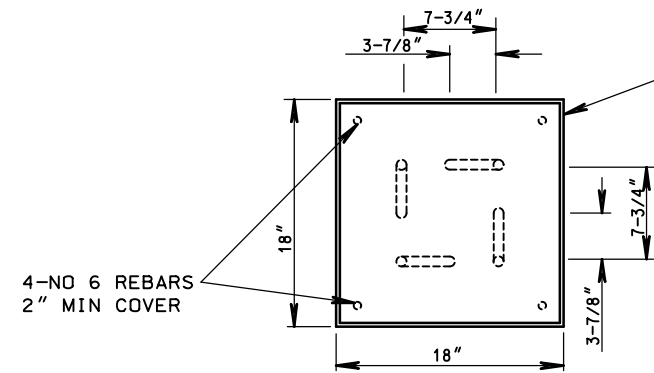
STANDARD DETAIL DRAWING 6.19

MAY USE 20" DIAMETER BASE BELOW SQUARE TOP FORMED SECTION

*IF ANOTHER BOLT CIRCLE IS REQUIRED, INSTEAD OF THE 11" BOLT CIRCLE SHOWN, THE FOLLOWING DIMENSIONS SHOULD BE USED

11-1/2" BOLT CIRCLE

CENTER TO BOLT 4-1/16" BOLT TO BOLT 8-1/8"



3' OF UNBROKEN GROUND WIRE TO BE LEFT ABOVE CONCRETE BASE FOR USE BY OTHERS

CONDUIT EXTENDS 2' (+/-) 1/4" ABOVE CONCRETE

TYPICAL ELEVATION SEE PLATE 6.01

TERRACE GRADE

CONDUIT MUST BE 30" BELOW TOP OF BASE

CLAMP GROUND WIRE TO ANCHOR BOLT W/WATER PIPE TYPE GROUND CLAMP

1-NO 4 STRANDED INSULATED COPPER WIRE

CLAMP GROUND WIRE TO GROUND ROD W/TEAR DROP TYPE CLAMP

5/8" X 8' COPPER WELD GROUND ROD

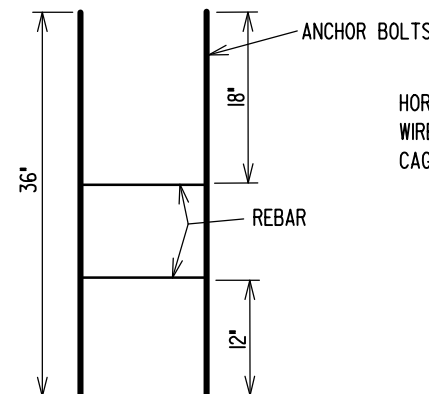
3/4" - 45° BEVEL

FORMS SHALL BE OF SUFFICIENT DEPTH TO PROVIDE A MINIMUM OF 12" OF FORMED BASE BELOW GRADE ON LOW SIDE

1" X 40" ANCHOR BOLTS WITH 6" OF THREAD AT TOP AND 4" L-BEND AT BOTTOM. FURNISHED BY CITY.

INSTALL PVC ELBOWS OUT OF EACH SIDE OF THE BASE AS NEEDED

HORIZONTAL REBAR SHALL BE TACK WELDED OR WIRED TO ANCHOR BOLTS TO FORM ANCHOR BOLT CAGE BEFORE POURING CONCRETE.



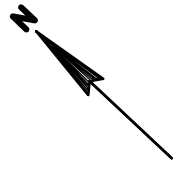
2004

CITY OF MADISON TRAFFIC ENGINEERING DIVISION

MODIFIED 3/8/2019

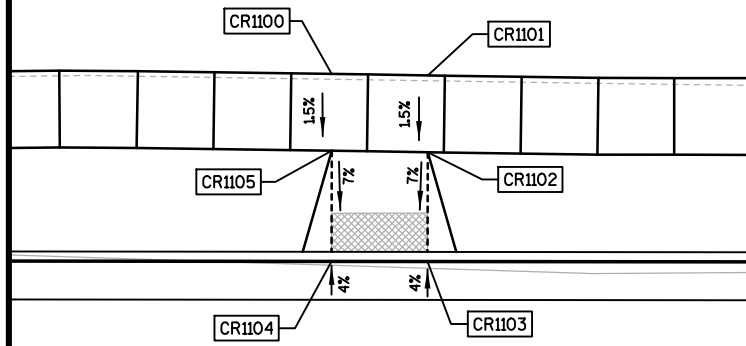
LB-3 BASE DETAIL

STANDARD DETAIL DRAWING 6.14



PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	CONSTRUCTION DETAILS - CURB RAMP DETAILS OVERVIEW	SHEET CR-1	E
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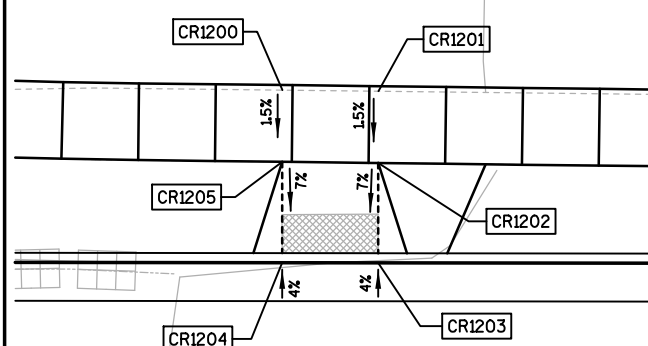
CR-11 POINTS			
POINT NO.	BUCKEYE ROAD		ELEV.
	STATION	OFFSET	
CR1100	120+28.51	30.26'LT	884.11
CR1101	120+33.51	30.20'LT	884.15
CR1102	120+33.51	26.20'LT	884.09
CR1103	120+33.51	20.50'LT	883.69
CR1104	120+28.51	20.50'LT	883.65
CR1105	120+28.51	26.26'LT	884.05



BUCKEYE RD.

CR-11

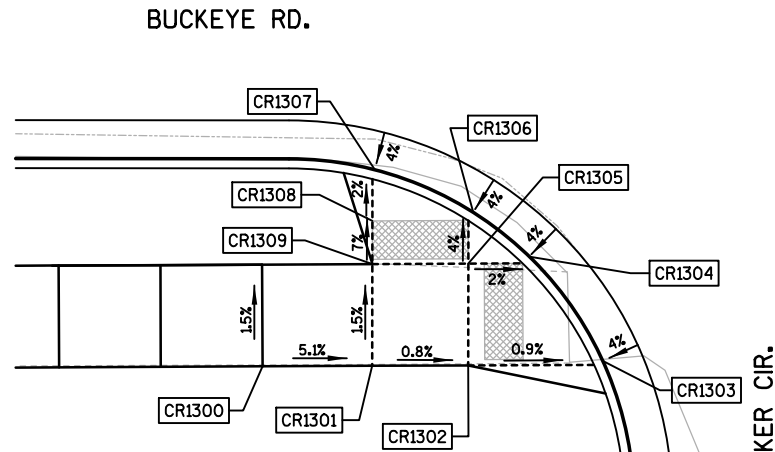
CR-12 POINTS			
POINT NO.	BUCKEYE ROAD		ELEV.
	STATION	OFFSET	
CR1200	120+85.85	29.49'LT	884.78
CR1201	120+90.85	29.44'LT	884.87
CR1202	120+90.85	25.70'LT	884.81
CR1203	120+90.85	20.50'LT	884.45
CR1204	120+85.85	20.50'LT	884.36
CR1205	120+85.85	25.75'LT	884.72



BUCKEYE RD.

CR-12

CR-13 POINTS			
POINT NO.	BUCKEYE ROAD		ELEV.
	STATION	OFFSET	
CR1300	120+22.79	31.31'RT	884.10
CR1301	120+28.51	31.28'RT	883.81
CR1302	120+33.51	31.25'RT	883.77
CR1303	120+40.52	31.01'RT	883.71
CR1304	120+36.68	25.58'RT	883.63
CR1305	120+33.51	25.95'RT	883.70
CR1306	120+33.76	23.28'RT	883.59
CR1307	120+28.63	21.07'RT	883.53
CR1308	120+28.51	23.73'RT	883.58
CR1309	120+28.51	25.98'RT	883.74



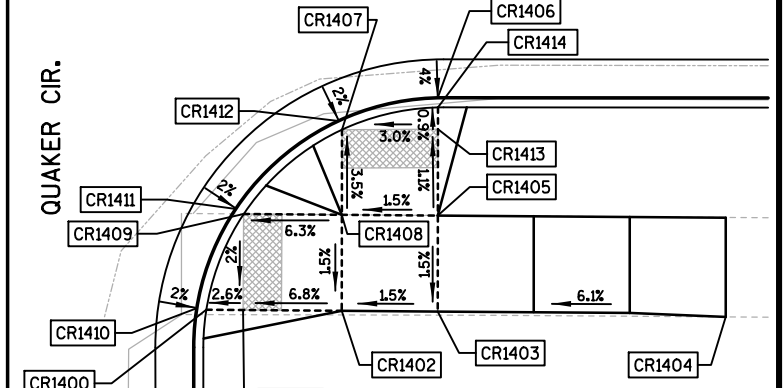
BUCKEYE RD.

QUAKER CIR.

CR-13

CR-14 POINTS			
POINT NO.	BUCKEYE ROAD		ELEV.
	STATION	OFFSET	
CR1400	120+78.79	31.56'RT	883.83
CR1401	120+80.71	31.58'RT	883.88
CR1402	120+85.85	31.61'RT	884.23
CR1403	120+90.85	31.64'RT	884.30
CR1404	121+05.85	31.91'RT	*
CR1405	120+90.85	26.64'RT	884.37
CR1406	120+90.84	20.50'RT	884.30
CR1407	120+85.85	22.18'RT	884.17
CR1408	120+85.85	26.61'RT	884.30
CR1409	120+80.73	26.58'RT	883.98
CR1410	120+78.30	31.49'RT	883.82
CR1411	120+80.32	26.30'RT	883.97
CR1412	120+85.64	21.72'RT	884.16
CR1413	120+90.85	22.15'RT	884.32
CR1414	120+90.85	21.00'RT	884.31

* MATCH EXISTING

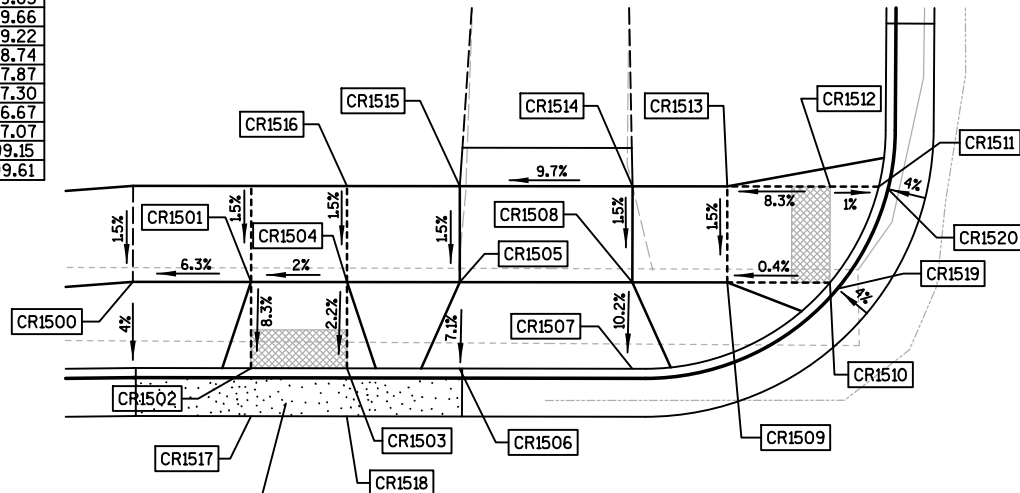


BUCKEYE RD.

QUAKER CIR.

CR-14

CR-15 POINTS			
POINT NO.	BUCKEYE ROAD		ELEV.
	STATION	OFFSET	
CR1500	123+75.73	27.00'LT	896.74
CR1501	123+81.88	27.00'LT	897.13
CR1502	123+81.88	22.50'LT	896.76
CR1503	123+86.88	22.50'LT	897.13
CR1504	123+86.88	27.00'LT	897.23
CR1505	123+92.75	27.00'LT	897.80
CR1506	123+92.75	22.50'LT	897.48
CR1507	124+01.75	22.50'LT	898.21
CR1508	124+01.75	27.00'LT	898.67
CR1509	124+06.69	27.00'LT	899.15
CR1510	124+12.04	27.00'LT	899.17
CR1511	124+14.57	32.00'LT	899.63
CR1512	124+12.04	32.00'LT	899.66
CR1513	124+06.69	32.00'LT	899.22
CR1514	124+01.75	32.00'LT	898.74
CR1515	123+92.75	32.00'LT	897.87
CR1516	123+86.88	32.00'LT	897.30
CR1517	123+81.88	20.00'LT	896.67
CR1518	123+86.88	20.00'LT	897.07
CR1519	124+12.43	26.68'LT	899.15
CR1520	124+15.06	31.88'LT	899.61



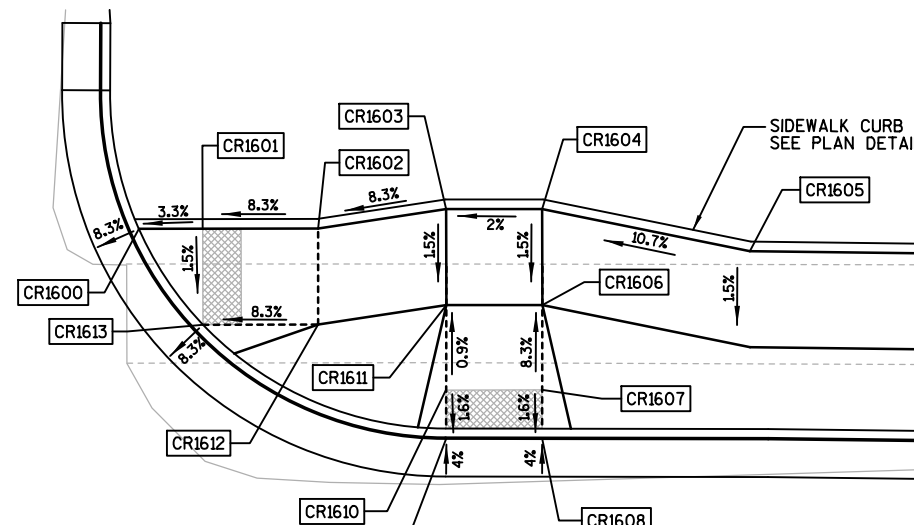
TYPE 'X' CONCRETE CURB & GUTTER

BUCKEYE RD.

CR-15

E. LAKEVIEW AVE.

CR-16 POINTS			
POINT NO.	BUCKEYE ROAD		ELEV.
	STATION	OFFSET	
CR1600	124+49.48	32.89'LT	902.52
CR1601	124+52.81	32.90'LT	902.63
CR1602	124+58.81	32.92'LT	903.13
CR1603	124+65.49	33.94'LT	903.69
CR1604	124+70.49	33.95'LT	903.79
CR1605	124+81.32	31.76'LT	904.97
CR1606	124+70.51	28.95'LT	903.72
CR1607	124+70.50	24.53'LT	904.09
CR1608	124+70.50	22.00'LT	904.05
CR1609	124+65.51	22.00'LT	903.62
CR1610	124+65.49	24.50'LT	903.66
CR1611	124+65.51	28.94'LT	903.62
CR1612	124+58.83	27.92'LT	903.06
CR1613	124+52.83	27.90'LT	902.56

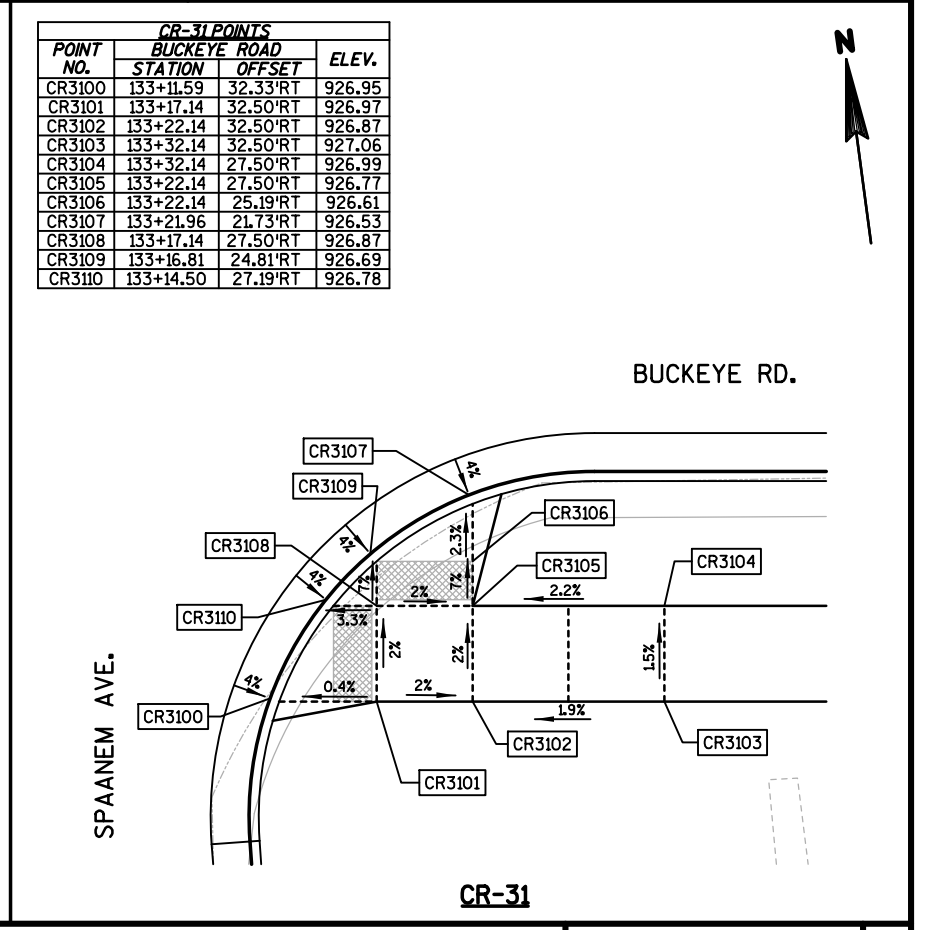
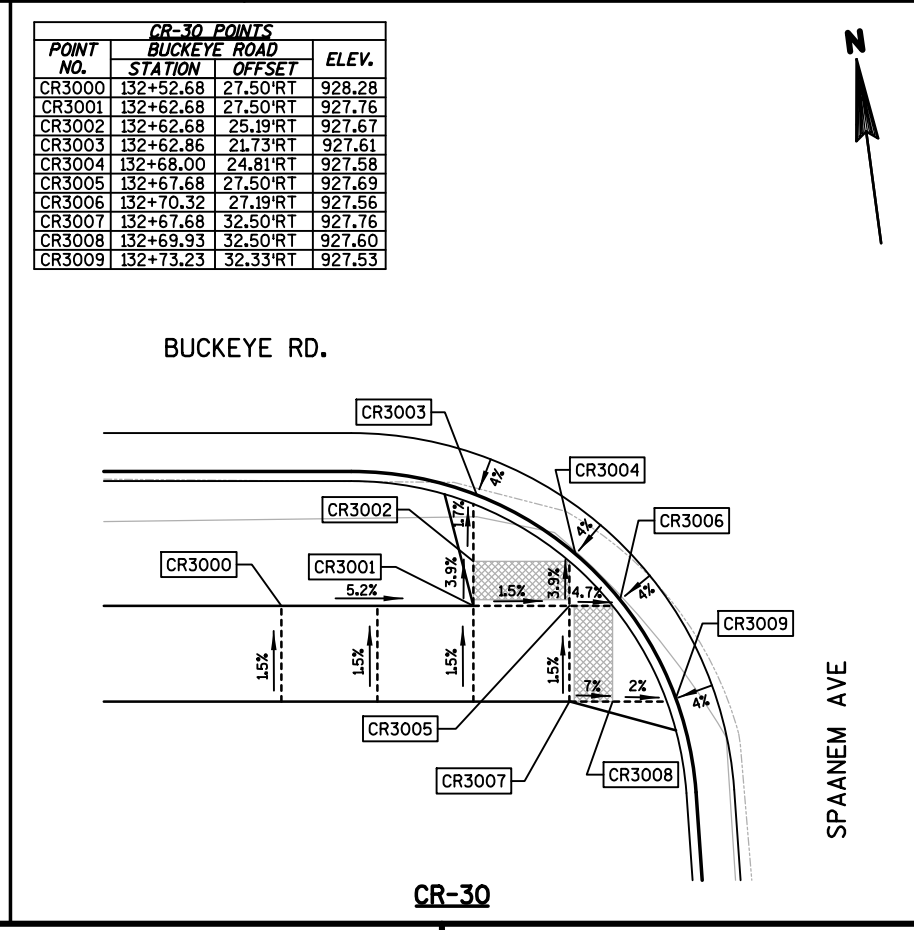
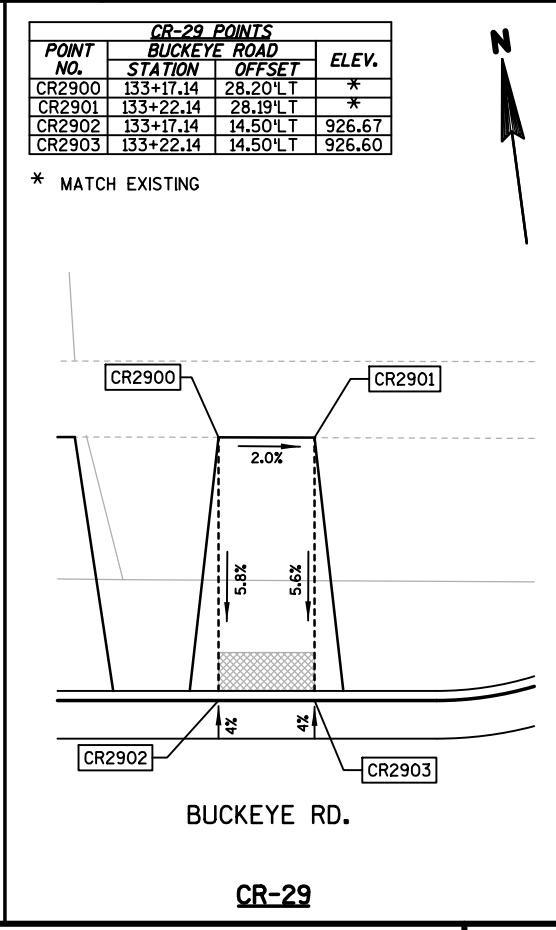
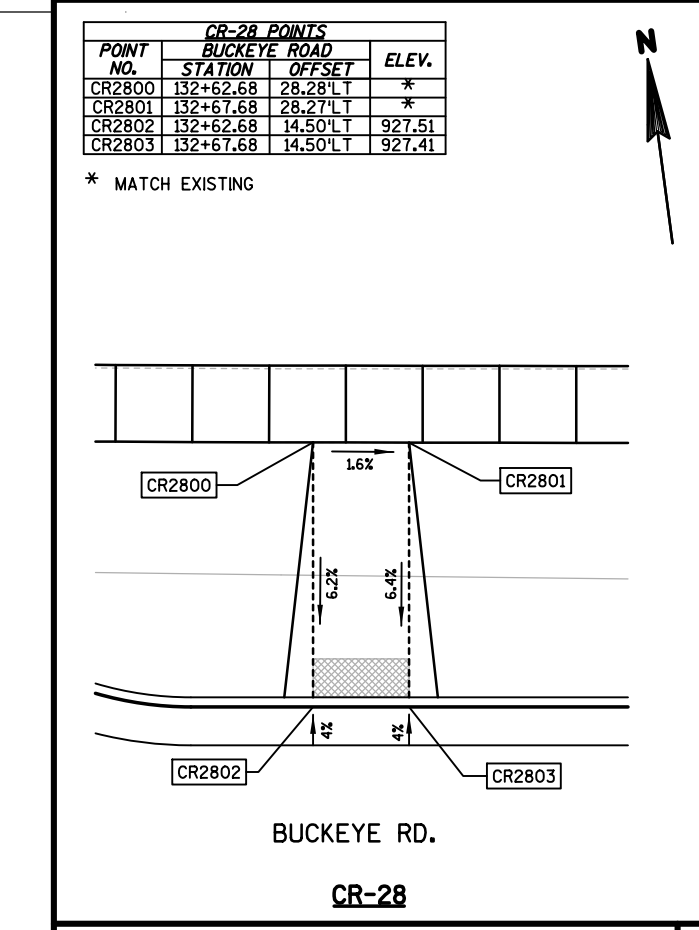
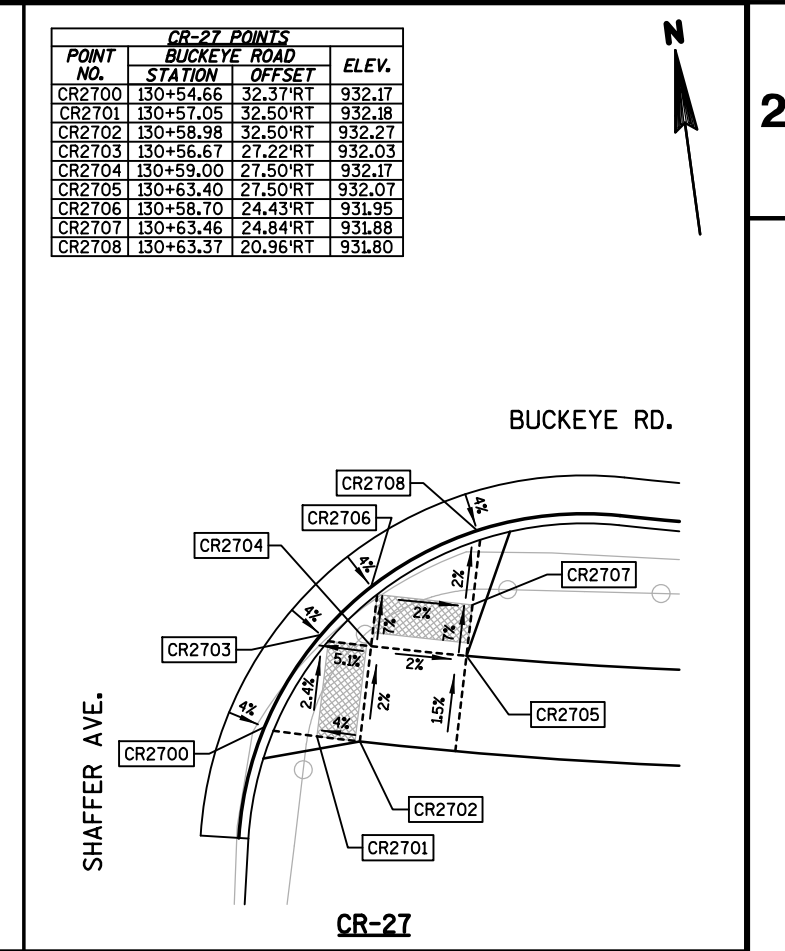
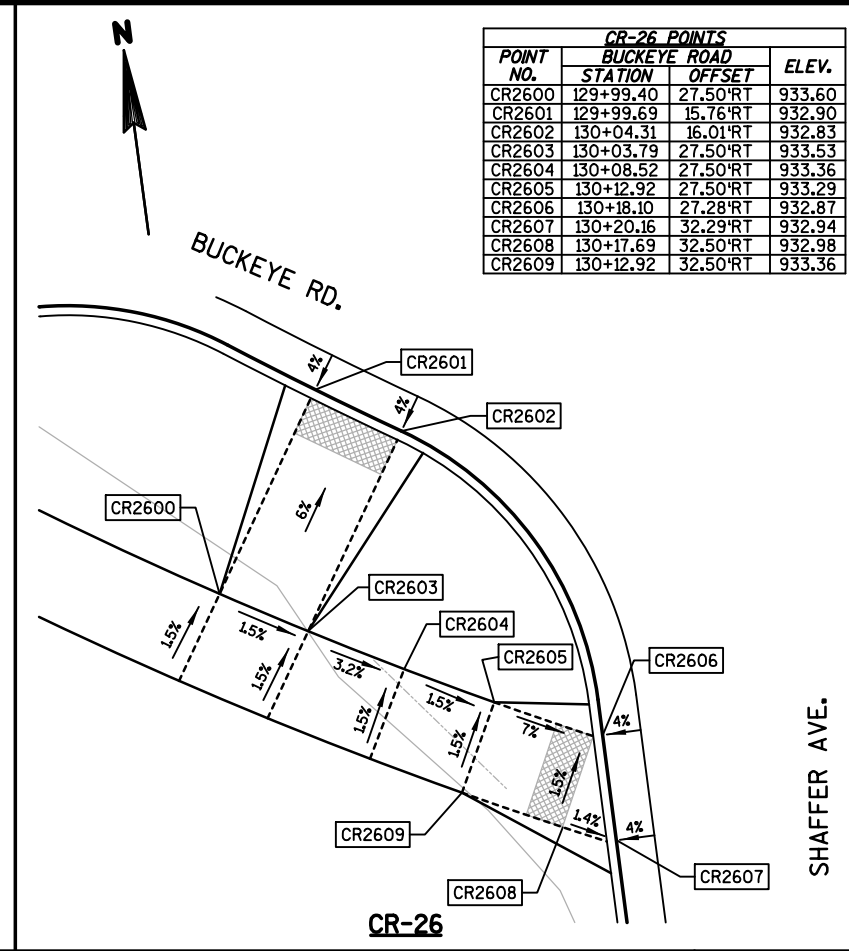
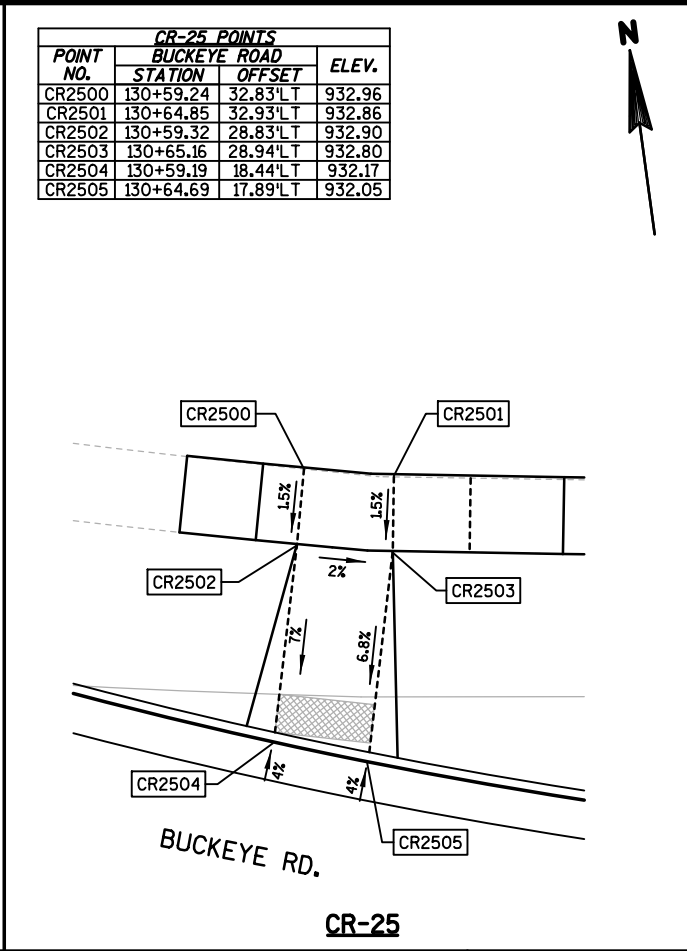
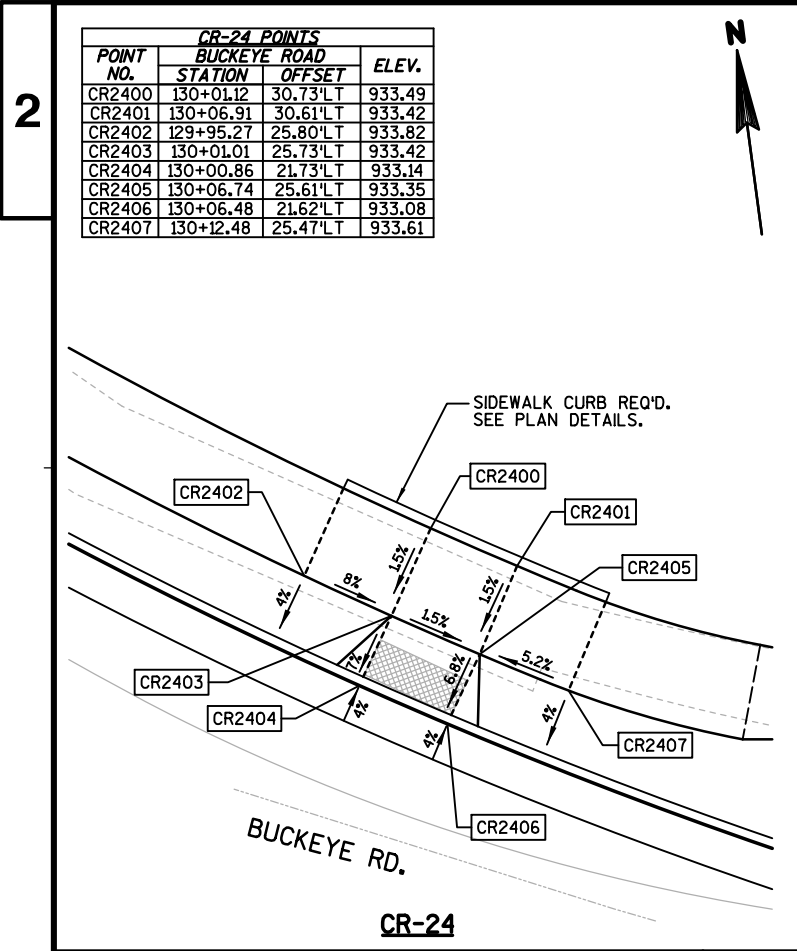


SIDEWALK CURB REQ'D. SEE PLAN DETAILS.

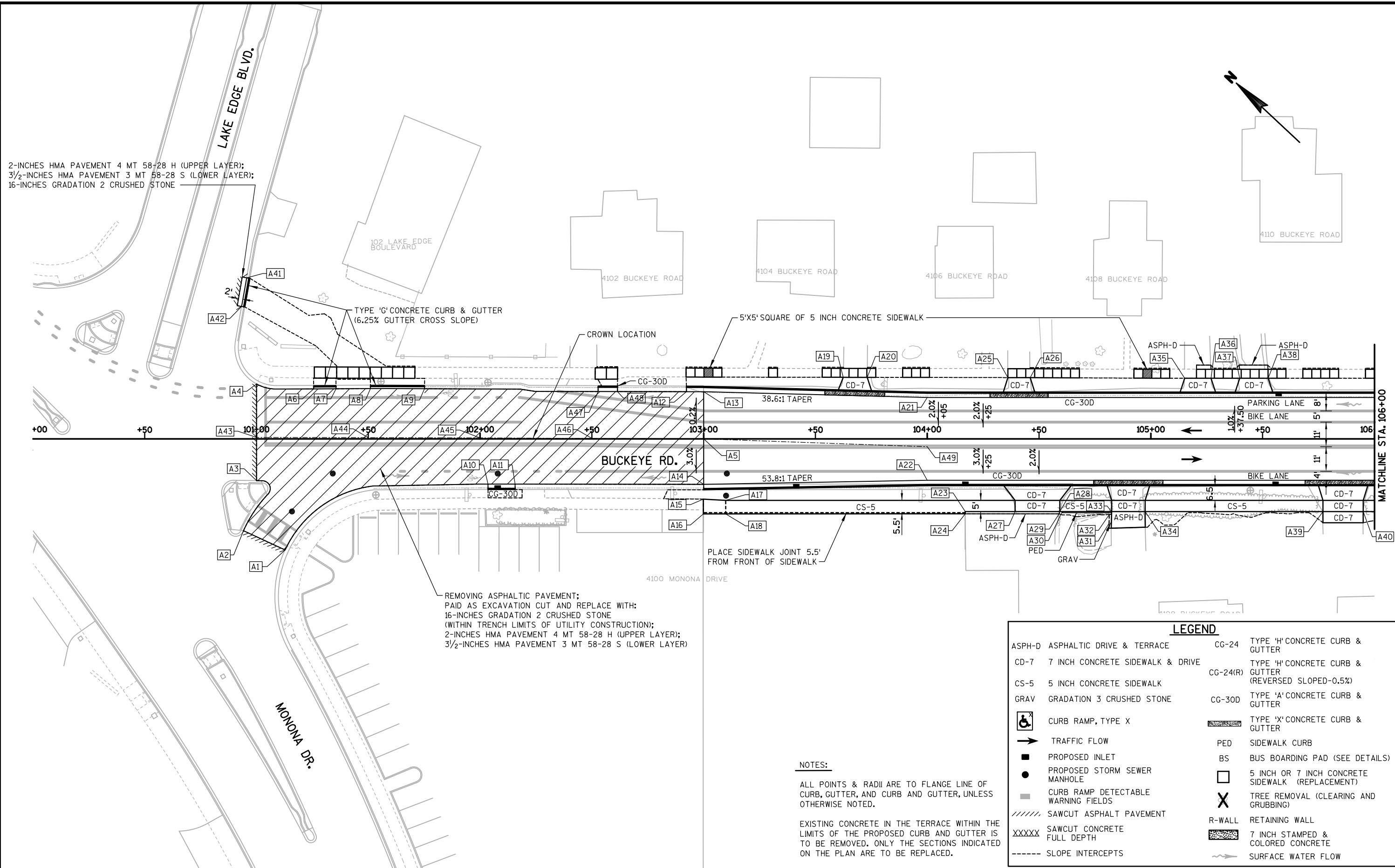
BUCKEYE RD.

CR-16

E. LAKEVIEW AVE.



2-INCHES HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER);
 3½-INCHES HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER);
 16-INCHES GRADATION 2 CRUSHED STONE



REMOVING ASPHALTIC PAVEMENT;
 PAID AS EXCAVATION CUT AND REPLACE WITH:
 16-INCHES GRADATION 2 CRUSHED STONE
 (WITHIN TRENCH LIMITS OF UTILITY CONSTRUCTION);
 2-INCHES HMA PAVEMENT 4 MT 58-28 H (UPPER LAYER);
 3½-INCHES HMA PAVEMENT 3 MT 58-28 S (LOWER LAYER)

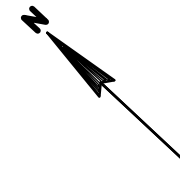
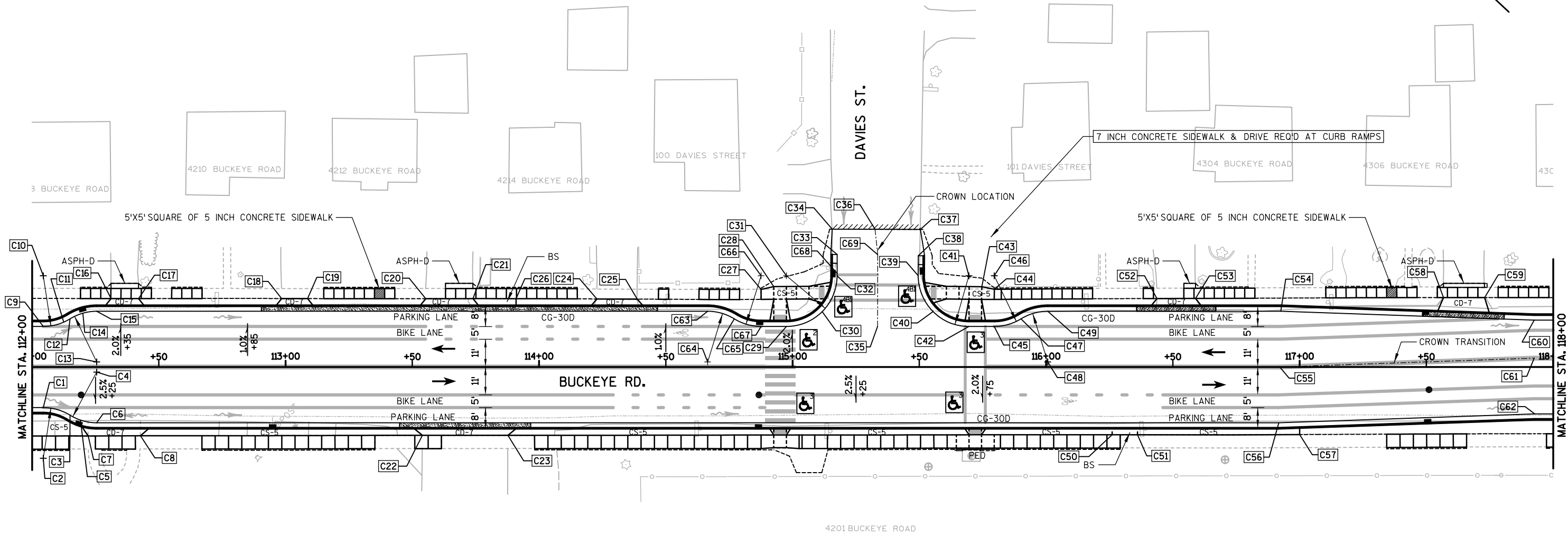
NOTES:
 ALL POINTS & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB AND GUTTER, UNLESS OTHERWISE NOTED.
 EXISTING CONCRETE IN THE TERRACE WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER IS TO BE REMOVED. ONLY THE SECTIONS INDICATED ON THE PLAN ARE TO BE REPLACED.

LEGEND			
ASPH-D	ASPHALTIC DRIVE & TERRACE	CG-24	TYPE 'H' CONCRETE CURB & GUTTER
CD-7	7 INCH CONCRETE SIDEWALK & DRIVE	CG-24(R)	TYPE 'H' CONCRETE CURB & GUTTER (REVERSED SLOPED-0.5%)
CS-5	5 INCH CONCRETE SIDEWALK	CG-30D	TYPE 'A' CONCRETE CURB & GUTTER
GRAV	GRADATION 3 CRUSHED STONE	CG-30D	TYPE 'X' CONCRETE CURB & GUTTER
	CURB RAMP, TYPE X	PED	SIDEWALK CURB
	TRAFFIC FLOW	BS	BUS BOARDING PAD (SEE DETAILS)
	PROPOSED INLET		5 INCH OR 7 INCH CONCRETE SIDEWALK (REPLACEMENT)
	PROPOSED STORM SEWER MANHOLE		TREE REMOVAL (CLEARING AND GRUBBING)
	CURB RAMP DETECTABLE WARNING FIELDS	R-WALL	RETAINING WALL
	SAWCUT ASPHALT PAVEMENT		7 INCH STAMPED & COLORED CONCRETE
	SAWCUT CONCRETE FULL DEPTH		SURFACE WATER FLOW
	SLOPE INTERCEPTS		

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
A1	101+12.81	49.66'RT	---	484,681.60	837,296.35	MATCH EXIST.; EOP
A2	100+94.19	41.08'RT	---	484,701.06	837,289.88	MATCH EXIST.; EOP
A3	101+00.00	18.70'RT	---	484,712.11	837,310.20	MATCH EXIST.; EOP
A4	101+00.00	24.54'LT	---	484,741.66	837,341.77	MATCH EXIST.; EOP
A5	103+00.00	0.00'RT	856.90	484,578.86	837,460.50	CROWN LOCATION
A6	101+25.56	22.36'LT	---	484,721.50	837,357.63	MATCH EXIST.; EOP; BEGIN CONCRETE CURB & GUTTER
A7	101+35.56	22.41'LT	---	484,714.24	837,364.51	MATCH EXIST.; EOP; END CONCRETE CURB & GUTTER
A8	101+50.96	22.49'LT	---	484,703.05	837,375.09	MATCH EXIST.; EOP; BEGIN CONCRETE CURB & GUTTER
A9	101+75.16	22.44'LT	---	484,685.35	837,391.59	MATCH EXIST.; EOP; END CONCRETE CURB & GUTTER
A10	102+03.57	20.23'RT	---	484,635.45	837,379.85	MATCH EXIST.; EOP; BEGIN CONCRETE CURB & GUTTER
A11	102+15.68	20.24'RT	---	484,626.60	837,388.11	MATCH EXIST.; EOP; END CONCRETE CURB & GUTTER
A12	102+92.31	21.10'LT	---	484,598.89	837,470.66	MATCH EXIST.; EOP; BEGIN CONCRETE CURB & GUTTER
A13	103+00.00	21.09'LT	---	484,593.27	837,475.91	MATCH EXIST.; EOP; BEGIN TAPER
A14	103+00.00	20.36'RT	---	484,564.95	837,445.64	MATCH EXIST.; EOP; BEGIN CONCRETE CURB & GUTTER; BEGIN TAPER
A15	102+99.87	26.93'RT	---	484,560.56	837,440.76	MATCH EXIST.; FOW
A16	102+99.86	33.55'RT	---	484,556.04	837,435.91	MATCH EXIST.; BOW
A17	103+09.86	27.50'RT	856.65	484,552.87	837,447.16	FOW
A18	103+09.86	33.55'RT	---	484,548.74	837,442.75	MATCH EXIST.; BOW
A19	103+62.42	27.54'LT	---	484,552.10	837,523.26	MATCH EXIST.; FOW
A20	103+73.17	27.53'LT	---	484,544.24	837,530.60	MATCH EXIST.; FOW
A21	104+00.00	18.50'LT	858.58	484,518.48	837,542.34	EOP; END TAPER
A22	104+00.00	18.50'RT	857.71	484,493.20	837,515.33	EOP; END TAPER
A23	104+16.99	32.50'RT	858.65	484,471.23	837,516.71	BOW
A24	104+16.99	33.50'RT	---	484,470.55	837,515.98	MATCH EXIST.
A25	104+36.05	27.42'LT	---	484,498.26	837,573.48	MATCH EXIST.; FOW
A26	104+46.08	27.39'LT	---	484,490.91	837,580.32	MATCH EXIST.; FOW
A27	104+39.28	32.50'RT	859.13	484,454.95	837,531.95	BOW
A28	104+59.28	32.50'RT	859.76	484,440.35	837,545.61	BOW
A29	104+58.96	33.50'RT	---	484,439.90	837,544.66	MATCH EXIST.
A30	104+60.40	32.50'RT	---	484,439.54	837,546.37	BOW; BEGIN CONCRETE CURB PEDESTRIAN
A31	104+81.44	37.50'RT	---	484,420.76	837,557.10	MATCH EXIST.
A32	104+81.44	33.81'RT	---	484,423.28	837,559.80	MATCH EXIST.
A33	104+82.44	32.50'RT	860.73	484,423.44	837,561.43	BOW; END CONCRETE CURB PEDESTRIAN
A34	104+97.44	32.50'RT	861.31	484,412.49	837,571.68	BOW
A35	105+15.16	27.14'LT	---	484,440.30	837,627.34	MATCH EXIST.; FOW
A36	105+26.94	27.13'LT	---	484,431.70	837,635.38	MATCH EXIST.; FOW
A37	105+39.75	27.13'LT	---	484,422.34	837,644.13	MATCH EXIST.; FOW
A38	105+52.46	27.13'LT	---	484,413.06	837,652.81	MATCH EXIST.; FOW
A39	105+76.99	32.50'RT	863.75	484,354.40	837,626.04	BOW
A40	105+94.99	32.50'RT	864.06	484,341.26	837,638.34	BOW
A41	100+95.62	72.04'LT	---	484,777.31	837,373.45	MATCH EXIST.; EOP; END CONCRETE CURB & GUTTER
A42	100+93.36	59.24'LT	---	484,770.21	837,362.56	MATCH EXIST.; EOP; BEGIN CONCRETE CURB & GUTTER
A43	101+00.00	0.69'LT	---	484,725.36	837,324.35	MATCH EXIST.; CROWN LOCATION
A44	101+50.00	0.57'LT	856.13	484,688.77	837,358.43	CROWN LOCATION
A45	102+00.00	0.45'LT	855.94	484,652.18	837,392.50	CROWN LOCATION
A46	102+50.00	0.24'LT	856.36	484,615.53	837,426.52	CROWN LOCATION
A47	102+52.77	21.18'LT	---	484,627.82	837,443.70	MATCH EXIST.; EOP; BEGIN CONCRETE CURB & GUTTER
A48	102+61.60	21.15'LT	---	484,621.45	837,449.61	MATCH EXIST.; EOP; END CONCRETE CURB & GUTTER
A49	104+00.00	3.50'RT	858.16	484,503.45	837,526.28	CROWN LOCATION

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
B1	106+63.97	27.01'LT	---	484,331.56	837,728.92	MATCH EXIST.; FOW
B2	106+73.32	26.98'LT	---	484,324.72	837,735.29	MATCH EXIST.; FOW
B3	106+86.88	32.50'RT	866.65	484,274.17	837,701.13	BOW
B4	107+06.88	32.50'RT	867.70	484,259.57	837,714.79	BOW
B5	107+32.05	26.68'LT	---	484,281.62	837,775.20	MATCH EXIST.; FOW
B6	107+46.82	26.63'LT	---	484,270.81	837,785.25	MATCH EXIST.; FOW
B7	108+09.69	26.61'LT	---	484,224.89	837,828.20	MATCH EXIST.; FOW
B8	108+18.54	26.58'LT	---	484,218.41	837,834.22	MATCH EXIST.; FOW
B9	108+12.00	36.50'RT	---	484,180.08	837,783.69	MATCH EXIST.
B10	108+15.81	36.50'RT	---	484,177.30	837,786.30	MATCH EXIST.
B11	108+22.72	3.50'RT	874.44	484,194.80	837,815.12	BEGIN CROWN TRANSITION
B12	108+22.41	18.50'LT	874.64	484,210.06	837,830.97	EOP
B13	108+50.69	18.50'RT	875.82	484,164.13	837,823.28	EOP; BEGIN RADIUS
B14	108+65.11	24.34'RT	876.54	484,149.76	837,828.66	EOP; MIDPOINT OF RADIUS
B15	108+50.69	38.50'RT	---	484,150.46	837,808.68	R=20'
B16	108+71.09	38.47'RT	877.26	484,135.81	837,822.28	EOP; END RADIUS
B17	108+71.15	47.41'RT	877.45	484,129.73	837,815.74	EOP; END CONCRETE CURB & GUTTER
B18	108+46.76	32.50'RT	876.30	484,157.43	837,810.37	BOW; BEGIN RADIUS
B19	108+46.76	47.50'RT	---	484,147.18	837,799.42	R=15'
B20	108+52.84	33.79'RT	876.57	484,152.12	837,813.58	BOW; END RADIUS; BEGIN RADIUS
B21	108+61.10	15.50'RT	---	484,158.70	837,832.47	R=20'
B22	108+61.30	35.50'RT	876.87	484,145.03	837,817.87	BOW; END RADIUS
B23	108+86.97	20.30'RT	877.99	484,136.38	837,846.42	SIDEROAD CL LOCATION
B24	108+87.25	63.21'RT	878.57	484,107.18	837,814.97	SIDEROAD CL LOCATION
B25	109+04.02	133.92'RT	---	484,047.03	837,774.18	MATCH EXIST.; EOP
B26	108+71.34	83.54'RT	878.21	484,105.16	837,789.23	EOP
B27	108+87.62	133.85'RT	---	484,059.17	837,763.16	MATCH EXIST.
B28	108+71.12	133.78'RT	---	484,071.38	837,752.06	MATCH EXIST.; EOP
B29	109+20.84	133.29'RT	---	484,034.80	837,786.26	MATCH EXIST.
B30	109+20.84	111.50'RT	---	484,049.63	837,802.23	MATCH EXIST.
B31	109+03.29	83.34'RT	878.31	484,081.75	837,810.97	MATCH EXIST.; EOP
B32	109+03.25	63.11'RT	878.20	484,095.46	837,825.86	EOP; BEGIN CONCRETE CURB & GUTTER
B33	109+03.11	42.11'RT	878.62	484,109.75	837,841.25	EOP; BEGIN RADIUS
B34	109+08.86	27.95'RT	879.47	484,115.08	837,855.57	EOP; MIDPOINT OF RADIUS
B35	109+22.73	42.00'RT	---	484,095.09	837,854.86	R=20'
B36	109+22.73	22.00'RT	880.32	484,108.74	837,869.47	EOP; END RADIUS
B37	109+22.73	0.00'RT	880.58	484,123.75	837,885.56	END CROWN TRANSITION
B38	108+53.06	30.45'LT	---	484,195.85	837,860.63	MATCH EXIST.; BOW
B39	108+57.06	31.60'LT	877.26	484,193.72	837,864.20	BOW
B40	108+76.51	38.71'LT	---	484,183.97	837,882.85	MATCH EXIST.
B41	108+80.31	38.74'LT	---	484,181.47	837,885.15	MATCH EXIST.
B42	108+91.74	20.82'LT	878.98	484,160.66	837,879.95	EOP; BEGIN RADIUS
B43	109+01.12	24.60'LT	879.94	484,156.30	837,889.07	EOP; GRADE CHANGE
B44	109+03.21	57.11'RT	878.17	484,099.54	837,830.26	EOP; LOW POINT
B45	109+02.01	25.46'LT	879.96	484,156.22	837,890.31	EOP; MIDPOINT OF RADIUS
B46	108+91.15	35.81'LT	---	484,171.22	837,890.60	R=15'
B47	109+06.15	35.95'LT	880.13	484,160.26	837,900.84	EOP; END RADIUS
B48	109+06.14	36.86'LT	880.15	484,160.88	837,901.50	EOP; GRADE CHANGE
B49	109+06.08	43.45'LT	880.49	484,165.38	837,906.32	EOP; END CONCRETE CURB & GUTTER
B50	108+99.84	48.69'LT	---	484,173.52	837,905.96	MATCH EXIST.; EOP
B51	109+05.97	54.96'LT	---	484,173.23	837,914.73	MATCH EXIST.
B52	109+13.29	21.47'LT	880.23	484,145.21	837,894.99	SIDEROAD CL LOCATION
B53	109+13.14	36.93'LT	880.54	484,155.76	837,906.28	SIDEROAD CL LOCATION; GRADE CHANGE
B54	109+12.97	55.02'LT	---	484,168.12	837,919.51	MATCH EXIST.; SIDEROAD CL LOCATION
B55	109+20.59	55.09'LT	---	484,162.55	837,924.71	MATCH EXIST.; EOP
B56	109+20.08	43.58'LT	881.32	484,155.15	837,915.88	EOP; BEGIN CONCRETE CURB & GUTTER
B57	109+20.14	36.99'LT	880.93	484,150.65	837,911.06	EOP; BEGIN RADIUS
B58	109+35.48	37.00'LT	---	484,139.69	837,921.30	R=15'
B59	109+24.87	26.39'LT	880.87	484,140.20	837,906.31	EOP; MIDPOINT OF RADIUS

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
B60	109+35.48	22.00'LT	881.37	484,129.45	837,910.34	EOP; END RADIUS
B61	109+47.26	32.14'LT	882.03	484,127.76	837,925.78	BOW
B62	109+52.26	32.42'LT	---	484,124.30	837,929.40	MATCH EXIST.; BOW
B63	109+62.43	27.12'LT	---	484,113.25	837,932.48	MATCH EXIST.; FOW
B64	109+76.88	27.07'LT	---	484,102.65	837,942.30	MATCH EXIST.; FOW
B65	110+41.35	26.96'LT	---	484,055.44	837,986.21	MATCH EXIST.; FOW
B66	110+54.77	26.94'LT	---	484,045.63	837,995.36	MATCH EXIST.; FOW
B67	111+61.82	22.00'LT	889.10	483,962.88	838,065.85	EOP; BEGIN RADIUS
B68	111+61.82	2.00'LT	---	483,949.24	838,051.23	R=20'
B69	111+73.13	19.00'LT	889.32	483,953.14	838,070.85	EOP; END RADIUS; BEGIN RADIUS
B70	111+84.43	36.00'LT	---	483,957.04	838,090.46	R=20'
B71	111+84.43	16.00'LT	889.53	483,943.39	838,075.85	EOP; END RADIUS
B72	111+61.82	22.00'RT	889.35	483,932.86	838,033.69	EOP; BEGIN RADIUS
B73	111+61.82	2.00'RT	---	483,946.51	838,048.31	R=20'
B74	111+73.13	19.00'RT	889.48	483,927.20	838,043.07	EOP; END RADIUS; BEGIN RADIUS
B75	111+84.43	36.00'RT	---	483,907.90	838,037.84	R=20'
B76	111+84.43	16.00'RT	889.62	483,921.55	838,052.46	EOP; END RADIUS
B77	109+03.62	106.70'RT	878.58	484,065.72	837,793.98	EOP
B78	108+76.42	33.71'LT	878.68	484,180.66	837,879.09	FRONT OF STEPS
B79	108+76.42	34.71'LT	879.33	484,181.02	837,880.05	BACK OF STEPS
B80	108+80.42	34.70'LT	879.49	484,178.72	837,882.27	BACK OF STEPS
B81	108+80.42	33.70'LT	878.84	484,178.38	837,882.53	FRONT OF STEPS



NOTES:

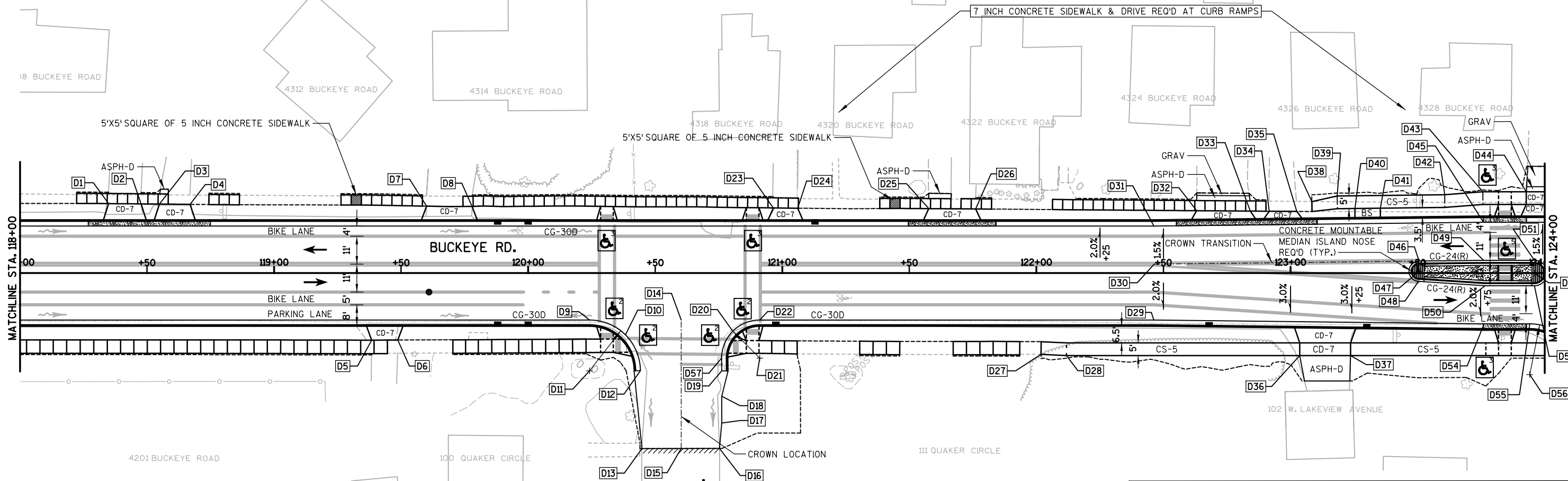
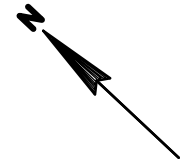
ALL POINTS & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB AND GUTTER, UNLESS OTHERWISE NOTED.

EXISTING CONCRETE IN THE TERRACE WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER IS TO BE REMOVED. ONLY THE SECTIONS INDICATED ON THE PLAN ARE TO BE REPLACED.

LEGEND	
ASPH-D	ASPHALTIC DRIVE & TERRACE
CD-7	7 INCH CONCRETE SIDEWALK & DRIVE
CS-5	5 INCH CONCRETE SIDEWALK
GRAV	GRADATION 3 CRUSHED STONE
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELDS
	SAWCUT ASPHALT PAVEMENT
	SAWCUT CONCRETE FULL DEPTH
	SLOPE INTERCEPTS
CG-24	TYPE 'H' CONCRETE CURB & GUTTER
CG-24(R)	TYPE 'H' CONCRETE CURB & GUTTER (REVERSED SLOPED-0.5%)
CG-30D	TYPE 'A' CONCRETE CURB & GUTTER
	TYPE 'X' CONCRETE CURB & GUTTER
PED	SIDEWALK CURB
BS	BUS BOARDING PAD (SEE DETAILS)
	5 INCH OR 7 INCH CONCRETE SIDEWALK (REPLACEMENT)
	TREE REMOVAL (CLEARING AND GRUBBING)
R-WALL	RETAINING WALL
	7 INCH STAMPED & COLORED CONCRETE
	SURFACE WATER FLOW

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
C1	112+04.43	16.00'RT	889.75	483,906.93	838,066.11	EOP; BEGIN RADIUS
C2	112+04.43	36.00'RT	---	483,893.28	838,051.49	R=20'
C3	112+14.96	19.00'RT	889.73	483,897.18	838,071.10	EOP; END RADIUS; BEGIN RADIUS
C4	112+25.50	2.00'RT	---	483,901.08	838,090.72	R=20'
C5	112+19.10	20.95'RT	889.67	483,892.83	838,072.50	EOP; GUTTER LOW POINT
C6	112+25.50	22.00'RT	889.67	483,887.43	838,076.10	EOP; END RADIUS
C7	112+22.18	27.22'RT	---	483,886.30	838,070.02	MATCH EXIST.; FOW
C8	112+42.79	27.13'RT	---	483,871.30	838,084.15	MATCH EXIST.; FOW
C9	112+04.43	16.00'LT	889.74	483,928.77	838,089.50	EOP; BEGIN RADIUS
C10	112+04.43	36.00'LT	---	483,942.42	838,104.11	R=20'
C11	112+12.51	17.71'LT	889.78	483,924.03	838,096.26	EOP; HIGH POINT
C12	112+14.96	19.00'LT	889.77	483,923.12	838,098.88	EOP; END RADIUS; BEGIN RADIUS
C13	112+25.50	2.00'LT	---	483,903.81	838,093.64	R=20'
C14	112+20.02	21.24'LT	889.76	483,920.94	838,103.96	EOP; LOW POINT
C15	112+25.50	22.00'LT	889.78	483,917.46	838,108.26	EOP; END RADIUS
C16	112+31.18	27.01'LT	---	483,916.73	838,115.79	MATCH EXIST.; FOW
C17	112+41.99	27.02'LT	---	483,908.83	838,123.19	MATCH EXIST.; FOW
C18	112+98.46	27.02'LT	---	483,867.56	838,161.73	MATCH EXIST.; FOW
C19	113+08.70	27.00'LT	---	483,860.06	838,168.69	MATCH EXIST.; FOW
C20	113+55.32	26.96'LT	---	483,825.96	838,200.48	MATCH EXIST.; FOW
C21	113+73.91	26.98'LT	---	483,812.39	838,213.19	MATCH EXIST.; FOW; BEGIN BUS PAD
C22	113+53.97	26.97'RT	---	483,790.14	838,160.14	MATCH EXIST.; FOW
C23	113+87.69	26.95'RT	---	483,765.51	838,183.17	MATCH EXIST.; FOW
C24	114+22.84	26.86'LT	---	483,776.54	838,246.49	MATCH EXIST.; FOW
C25	114+38.71	26.79'LT	---	483,764.89	838,257.27	MATCH EXIST.; FOW
C26	113+90.91	26.96'LT	---	483,799.94	838,224.77	MATCH EXIST.; FOW; END BUS PAD
C27	114+87.55	30.63'LT	---	483,731.81	838,293.41	MATCH EXIST.; BOW
C28	114+92.55	31.72'LT	889.03	483,728.90	838,297.62	BOW
C29	114+97.55	16.00'LT	888.55	483,714.51	838,289.54	EOP; BEGIN RADIUS
C30	115+11.68	21.84'LT	888.43	483,708.18	838,303.45	EOP; MIDPOINT OF RADIUS
C31	114+97.55	36.00'LT	---	483,728.16	838,304.16	R=20'
C32	115+17.55	35.96'LT	888.32	483,713.52	838,317.78	EOP; END RADIUS
C33	115+17.57	44.39'LT	888.35	483,719.26	838,323.95	EOP; END CONCRETE CURB & GUTTER
C34	115+15.64	54.39'LT	---	483,727.50	838,329.94	MATCH EXIST.; EOP
C35	115+33.51	16.00'LT	888.32	483,688.23	838,314.08	SIDEROAD CL LOCATION
C36	115+32.53	54.36'LT	---	483,715.13	838,341.44	MATCH EXIST.; SIDEROAD CL LOCATION
C37	115+50.41	54.32'LT	---	483,702.03	838,353.62	MATCH EXIST.; EOP
C38	115+49.57	43.89'LT	888.30	483,695.53	838,345.42	EOP; BEGIN CONCRETE CURB & GUTTER
C39	115+49.55	36.04'LT	888.25	483,690.18	838,339.68	EOP; BEGIN RADIUS
C40	115+55.40	21.87'LT	888.17	483,676.24	838,333.31	EOP; MIDPOINT OF RADIUS
C41	115+69.55	36.00'LT	---	483,675.54	838,353.29	R=20'
C42	115+69.55	16.00'LT	888.09	483,661.89	838,338.68	EOP; END RADIUS
C43	115+74.64	31.65'LT	888.65	483,668.85	838,353.58	BOW
C44	115+79.62	30.68'LT	---	483,664.55	838,356.28	MATCH EXIST.; BOW
C45	115+79.57	16.00'LT	888.02	483,654.57	838,345.51	EOP; BEGIN RADIUS
C46	115+79.57	36.00'LT	---	483,668.22	838,360.13	R=20'
C47	115+90.10	19.00'LT	887.89	483,648.92	838,354.89	EOP; END RADIUS; BEGIN RADIUS
C48	116+00.64	2.00'LT	---	483,629.61	838,349.66	R=20'
C49	116+00.64	22.00'LT	887.77	483,643.26	838,364.27	EOP; END RADIUS
C50	116+26.07	26.74'RT	---	483,591.41	838,346.00	MATCH EXIST.; FOW; BEGIN BUS PAD

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
C51	116+36.07	26.74'RT	---	483,584.10	838,352.82	MATCH EXIST.; FOW; END BUS PAD
C52	116+43.74	27.02'LT	---	483,615.18	838,397.36	MATCH EXIST.; FOW
C53	116+58.97	27.07'LT	---	483,604.08	838,407.79	MATCH EXIST.; FOW
C54	116+92.56	22.00'LT	886.52	483,576.08	838,427.00	EOP
C55	116+92.17	0.00'RT	886.99	483,561.34	838,410.66	BEGIN CROWN TRANSITION
C56	116+91.78	22.00'RT	886.56	483,546.61	838,394.32	EOP
C57	117+00.00	26.66'RT	---	483,537.43	838,396.52	MATCH EXIST.; FOW; END CONCRETE SIDEWALK
C58	117+56.75	27.39'LT	---	483,532.83	838,474.75	MATCH EXIST.; FOW
C59	117+72.97	27.40'LT	---	483,520.99	838,485.83	MATCH EXIST.; FOW
C60	117+92.56	18.50'LT	885.05	483,500.59	838,492.69	EOP
C61	117+92.56	3.50'LT	885.35	483,490.36	838,481.73	END CROWN TRANSITION
C62	117+92.75	18.50'RT	884.91	483,475.20	838,465.78	EOP
C63	114+66.48	22.00'LT	888.77	483,741.32	838,272.72	EOP; BEGIN RADIUS
C64	114+66.48	2.00'LT	---	483,727.67	838,258.10	R=20'
C65	114+77.02	19.00'LT	888.70	483,731.57	838,277.72	EOP; END RADIUS; BEGIN RADIUS
C66	114+87.55	36.00'LT	---	483,735.47	838,297.33	R=20'
C67	114+87.55	16.00'LT	888.65	483,721.83	838,282.71	EOP; END RADIUS
C68	115+17.56	36.97'LT	888.31	483,714.20	838,318.52	EOP; LOW POINT
C69	115+33.57	44.35'LT	888.58	483,707.54	838,334.84	SIDEROAD CL LOCATION



NOTES:

ALL POINTS & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB AND GUTTER, UNLESS OTHERWISE NOTED.

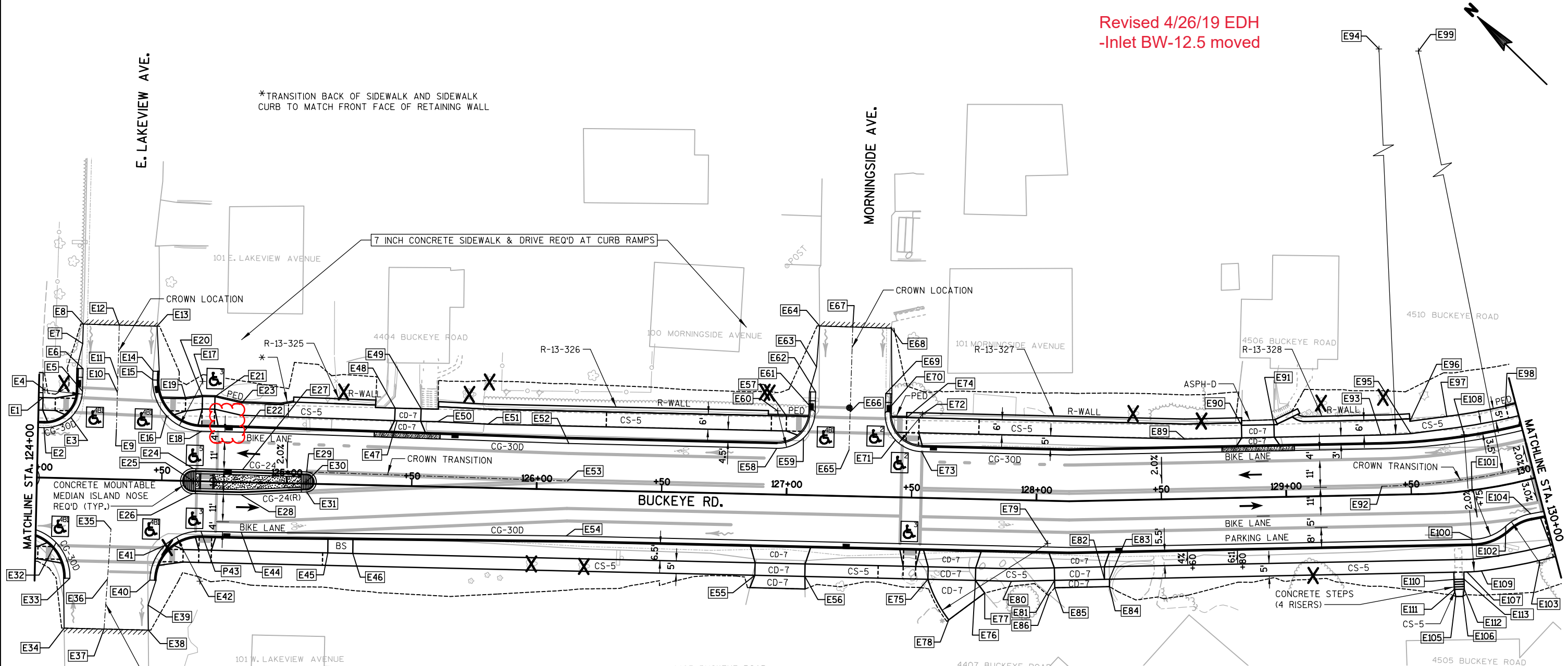
EXISTING CONCRETE IN THE TERRACE WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER IS TO BE REMOVED. ONLY THE SECTIONS INDICATED ON THE PLAN ARE TO BE REPLACED.

LEGEND			
ASPH-D	ASPHALTIC DRIVE & TERRACE	CG-24	TYPE 'H' CONCRETE CURB & GUTTER
CD-7	7 INCH CONCRETE SIDEWALK & DRIVE	CG-24(R)	TYPE 'H' CONCRETE CURB & GUTTER (REVERSED SLOPED-0.5%)
CS-5	5 INCH CONCRETE SIDEWALK	CG-30D	TYPE 'A' CONCRETE CURB & GUTTER
GRAV	GRADATION 3 CRUSHED STONE		TYPE 'X' CONCRETE CURB & GUTTER
	CURB RAMP, TYPE X	PED	SIDEWALK CURB
	TRAFFIC FLOW	BS	BUS BOARDING PAD (SEE DETAILS)
	PROPOSED INLET		5 INCH OR 7 INCH CONCRETE SIDEWALK (REPLACEMENT)
	PROPOSED STORM SEWER MANHOLE		TREE REMOVAL (CLEARING AND GRUBBING)
	CURB RAMP DETECTABLE WARNING FIELDS	R-WALL	RETAINING WALL
	SAWCUT ASPHALT PAVEMENT		7 INCH STAMPED & COLORED CONCRETE
	SAWCUT CONCRETE FULL DEPTH		SURFACE WATER FLOW
	SLOPE INTERCEPTS		

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
D1	118+34.86	27.33*LT	---	483,475.70	838,528.02	MATCH EXIST.; FOW
D2	118+47.64	27.22*LT	---	483,466.28	838,536.66	MATCH EXIST.; FOW
D3	118+54.89	27.15*LT	---	483,460.93	838,541.56	MATCH EXIST.; FOW
D4	118+66.96	27.04*LT	---	483,452.04	838,549.71	MATCH EXIST.; FOW
D5	119+38.42	26.43*RT	---	483,363.31	838,559.39	MATCH EXIST.; FOW
D6	119+48.67	26.38*RT	---	483,355.86	838,566.43	MATCH EXIST.; FOW
D7	119+60.06	26.33*LT	---	483,383.51	838,612.73	MATCH EXIST.; FOW
D8	119+77.95	26.25*LT	---	483,370.37	838,624.88	MATCH EXIST.; FOW
D9	120+24.15	18.50*RT	883.56	483,306.06	838,623.70	EOP; BEGIN RADIUS
D10	120+38.28	24.35*RT	883.71	483,291.74	838,629.07	EOP; MIDPOINT OF RADIUS
D11	120+24.15	38.50*RT	---	483,292.41	838,609.08	R=20'
D12	120+44.15	38.47*RT	883.88	483,277.82	838,622.75	EOP; END RADIUS; END CONCRETE CURB & GUTTER
D13	120+44.76	69.11*RT	---	483,256.46	838,600.77	MATCH EXIST.; EOP
D14	120+60.20	18.50*RT	883.90	483,279.71	838,648.30	SIDEROAD CL LOCATION
D15	120+60.20	69.08*RT	---	483,245.19	838,611.33	MATCH EXIST.; SIDEROAD CL LOCATION
D16	120+75.29	69.06*RT	---	483,234.18	838,621.65	MATCH EXIST.; EOP
D17	120+76.18	59.06*RT	883.37	483,240.35	838,629.56	EOP
D18	120+76.17	48.53*RT	883.58	483,247.55	838,637.24	EOP
D19	120+76.15	38.53*RT	883.76	483,254.38	838,644.54	EOP; BEGIN CONCRETE CURB & GUTTER
D20	120+80.53	22.90*RT	884.08	483,261.85	838,658.95	EOP; MIDPOINT OF RADIUS
D21	120+91.14	33.50*RT	---	483,246.86	838,658.45	R=15'
D22	120+91.14	18.50*RT	884.39	483,257.10	838,669.42	EOP; END RADIUS
D23	120+96.45	25.64*LT	---	483,283.34	838,705.30	MATCH EXIST.; FOW
D24	121+06.05	25.54*LT	---	483,276.26	838,711.78	MATCH EXIST.; FOW
D25	121+57.63	25.37*LT	---	483,238.44	838,746.86	MATCH EXIST.; FOW
D26	121+76.11	25.24*LT	---	483,224.85	838,759.37	MATCH EXIST.; FOW
D27	122+01.85	32.01*RT	---	483,166.95	838,735.09	MATCH EXIST.; BOW
D28	122+11.85	32.50*RT	887.42	483,159.31	838,741.56	BOW
D29	122+46.21	18.50*RT	887.77	483,143.75	838,775.24	EOP
D30	122+46.36	3.50*LT	888.51	483,158.66	838,791.42	BEGIN CROWN TRANSITION
D31	122+46.27	18.50*LT	887.98	483,168.96	838,802.33	EOP
D32	122+63.06	24.55*LT	---	483,160.82	838,818.21	MATCH EXIST.; FOW
D33	122+84.17	24.40*LT	---	483,145.28	838,832.50	MATCH EXIST.; FOW
D34	122+91.62	24.34*LT	---	483,139.80	838,837.55	MATCH EXIST.; FOW
D35	123+02.46	24.26*LT	---	483,131.82	838,844.88	MATCH EXIST.; FOW
D36	123+03.64	32.50*RT	889.90	483,092.22	838,804.20	BOW
D37	123+23.64	32.50*RT	891.20	483,077.60	838,817.85	BOW
D38	123+08.41	28.11*LT	---	483,130.10	838,851.76	MATCH EXIST.; BOW
D39	123+18.39	30.34*LT	892.27	483,124.32	838,860.20	BOW
D40	123+25.34	25.42*LT	892.74	483,115.88	838,861.34	FOW; BEGIN BUS PAD
D41	123+35.34	25.53*LT	893.45	483,108.65	838,868.25	FOW; END BUS PAD
D42	123+60.73	30.83*LT	895.59	483,093.71	838,889.45	BOW
D43	123+75.73	32.00*LT	896.81	483,083.55	838,900.54	BOW
D44	123+92.75	32.00*LT	897.87	483,071.11	838,912.16	BOW
D45	123+75.92	20.00*LT	896.20	483,075.22	838,891.90	EOP
D46	123+50.59	4.71*LT	894.40	483,083.29	838,863.44	EOP; BEGIN RADIUS
D47	123+50.64	0.71*LT	---	483,080.53	838,860.55	R=4'
D48	123+50.38	3.29*RT	894.18	483,078.00	838,857.45	EOP; END RADIUS
D49	123+76.00	5.00*LT	896.43	483,064.92	838,880.99	EOP; END CROWN TRANSITION
D50	123+76.59	5.00*RT	896.28	483,057.66	838,874.09	EOP
D51	123+96.00	5.00*LT	898.03	483,050.30	838,894.64	EOP; BEGIN RADIUS
D52	123+96.00	0.00*RT	---	483,046.89	838,890.99	R=5'
D53	123+96.00	5.00*RT	897.83	483,043.48	838,887.33	EOP; END RADIUS
D54	123+76.21	20.00*RT	895.98	483,047.71	838,862.86	EOP
D55	123+94.14	20.00*RT	897.38	483,034.60	838,875.10	EOP; BEGIN RADIUS
D56	123+94.14	40.00*RT	---	483,020.95	838,860.48	R=20'
D57	120+76.14	33.52*RT	883.85	483,257.81	838,648.20	EOP; BEGIN RADIUS

Revised 4/26/19 EDH
-Inlet BW-12.5 moved

*TRANSITION BACK OF SIDEWALK AND SIDEWALK CURB TO MATCH FRONT FACE OF RETAINING WALL



NOTES:

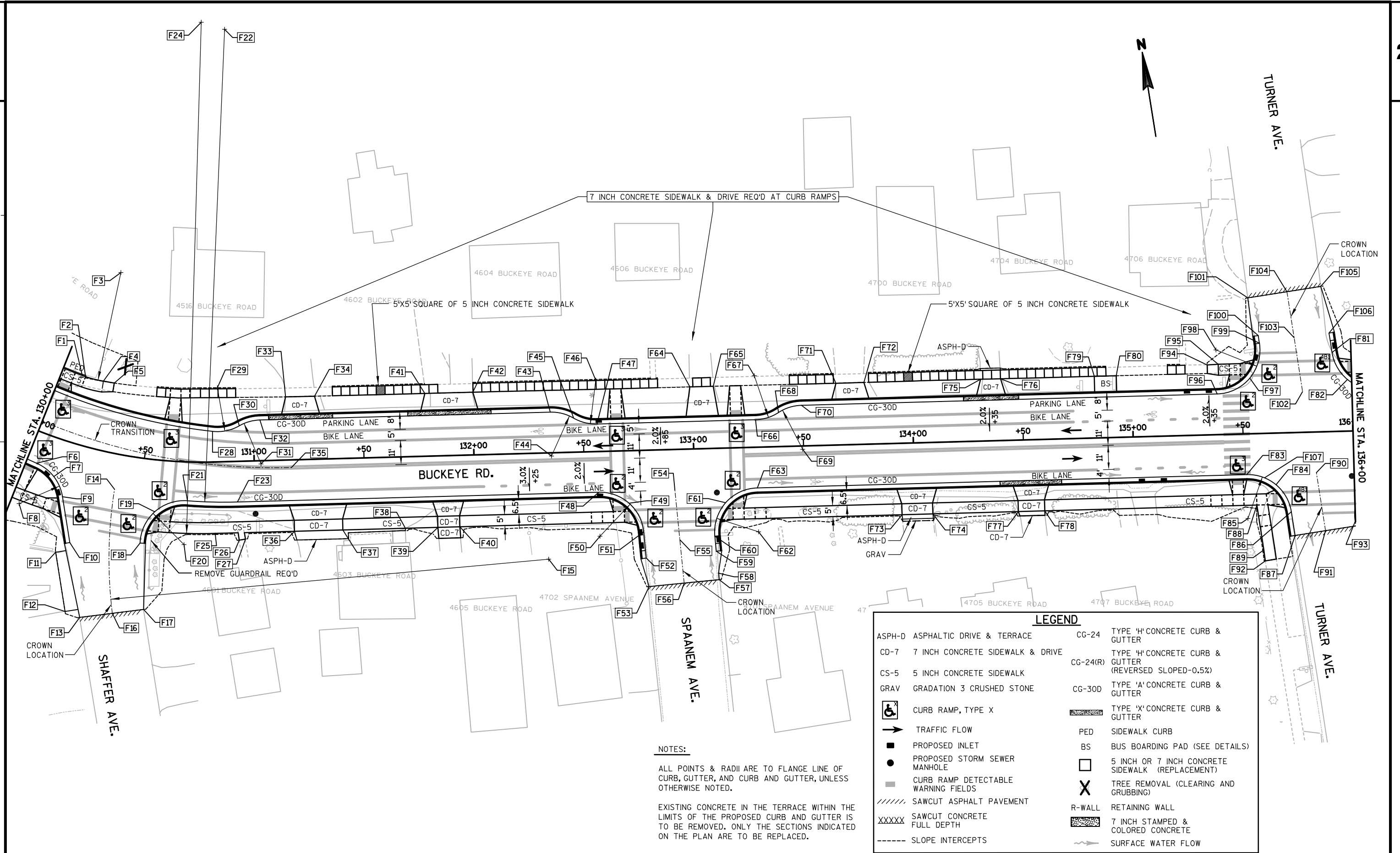
ALL POINTS & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB AND GUTTER, UNLESS OTHERWISE NOTED.

EXISTING CONCRETE IN THE TERRACE WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER IS TO BE REMOVED. ONLY THE SECTIONS INDICATED ON THE PLAN ARE TO BE REPLACED.

LEGEND	
ASPH-D	ASPHALTIC DRIVE & TERRACE
CD-7	7 INCH CONCRETE SIDEWALK & DRIVE
CS-5	5 INCH CONCRETE SIDEWALK
GRAV	GRADATION 3 CRUSHED STONE
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELDS
	SAWCUT ASPHALT PAVEMENT
	SAWCUT CONCRETE FULL DEPTH
	SLOPE INTERCEPTS
CG-24	TYPE 'H' CONCRETE CURB & GUTTER
CG-24(R)	TYPE 'H' CONCRETE CURB & GUTTER (REVERSED SLOPED-0.5%)
CG-30D	TYPE 'A' CONCRETE CURB & GUTTER
	TYPE 'X' CONCRETE CURB & GUTTER
PED	SIDEWALK CURB
BS	BUS BOARDING PAD (SEE DETAILS)
	5 INCH OR 7 INCH CONCRETE SIDEWALK (REPLACEMENT)
	TREE REMOVAL (CLEARING AND GRUBBING)
R-WALL	RETAINING WALL
	7 INCH STAMPED & COLORED CONCRETE
	SURFACE WATER FLOW

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
E1	124+01.75	32.00'LT	898.74	483,064.53	838,918.30	BOW
E2	124+02.44	20.00'LT	898.33	483,055.83	838,910.00	EOP; BEGIN RADIUS
E3	124+13.02	24.36'LT	899.13	483,051.08	838,920.41	EOP; MIDPOINT OF RADIUS
E4	124+02.44	35.00'LT	---	483,066.07	838,920.96	R=15'
E5	124+17.44	34.92'LT	899.93	483,055.05	838,931.14	EOP; END RADIUS
E6	124+17.49	43.99'LT	900.42	483,061.20	838,937.80	EOP; END CONCRETE CURB & GUTTER
E7	124+17.12	53.99'LT	900.91	483,068.30	838,944.86	EOP
E8	124+17.20	61.81'LT	---	483,073.59	838,950.63	MATCH EXIST.; EOP
E9	124+31.36	20.00'LT	900.80	483,034.70	838,929.74	SIDEROAD CL LOCATION
E10	124+31.44	34.84'LT	901.05	483,044.77	838,940.64	SIDEROAD CL LOCATION; GRADE CHANGE
E11	124+31.47	40.19'LT	901.19	483,048.39	838,944.57	SIDEROAD CL LOCATION; GRADE CHANGE
E12	124+31.59	61.74'LT	---	483,063.01	838,960.40	MATCH EXIST.; SIDEROAD CL LOCATION
E13	124+46.71	61.65'LT	---	483,051.90	838,970.66	MATCH EXIST.; EOP
E14	124+45.49	43.61'LT	902.31	483,040.48	838,956.64	EOP; BEGIN CONCRETE CURB & GUTTER
E15	124+45.47	40.11'LT	902.26	483,038.11	838,954.07	EOP; BEGIN RADIUS
E16	124+51.29	25.90'LT	902.35	483,024.15	838,947.65	EOP; MIDPOINT OF RADIUS
E17	124+65.47	40.00'LT	---	483,023.41	838,967.63	R=20'
E18	124+65.47	20.00'LT	903.70	483,009.76	838,953.01	EOP; END RADIUS
E19	124+58.81	32.92'LT	903.13	483,023.44	838,957.91	BOW
E20	124+65.49	33.94'LT	903.69	483,019.26	838,963.22	BOW
E21	124+70.49	33.95'LT	903.79	483,015.61	838,966.64	BOW
E22	124+82.27	20.00'LT	905.14	482,997.48	838,964.48	EOP
E23	124+81.32	31.76'LT	904.97	483,006.21	838,972.43	BOW
E24	124+62.50	5.00'LT	903.35	483,001.70	838,940.03	EOP; BEGIN RADIUS
E25	124+62.50	0.00'RT	---	482,998.29	838,936.37	R=5'
E26	124+62.50	5.00'RT	903.15	482,994.87	838,932.72	EOP; END RADIUS
E27	124+82.19	5.00'LT	904.92	482,987.31	838,953.46	EOP; BEGIN CROWN TRANSITION
E28	124+81.89	5.00'RT	904.70	482,980.70	838,945.95	EOP
E29	125+07.87	4.70'LT	906.98	482,968.33	838,970.77	EOP; BEGIN RADIUS
E30	125+07.83	0.70'LT	---	482,965.63	838,967.82	R=4'
E31	125+08.09	3.29'RT	906.84	482,962.72	838,965.08	EOP; END RADIUS
E32	124+08.29	25.86'RT	898.39	483,020.26	838,880.47	EOP; MIDPOINT OF RADIUS
E33	124+14.14	40.01'RT	898.58	483,006.33	838,874.12	EOP; END RADIUS; END CONCRETE CURB & GUTTER
E34	124+12.33	60.01'RT	---	482,994.00	838,858.27	MATCH EXIST.; EOP
E35	124+30.15	20.00'RT	900.26	483,008.28	838,899.67	SIDEROAD CL LOCATION
E36	124+29.22	39.98'RT	899.79	482,995.33	838,884.43	SIDEROAD CL LOCATION; GRADE CHANGE
E37	124+28.28	60.01'RT	---	482,982.34	838,869.15	MATCH EXIST.; SIDEROAD CL LOCATION
E38	124+46.00	60.02'RT	---	482,969.38	838,881.24	MATCH EXIST.; EOP
E39	124+45.68	50.02'RT	900.60	482,976.44	838,888.33	EOP
E40	124+46.14	39.99'RT	901.14	482,982.95	838,895.98	EOP; BEGIN RADIUS; BEGIN CONCRETE CURB & GUTTER
E41	124+52.00	25.85'RT	902.15	482,988.31	838,910.31	EOP; MIDPOINT OF RADIUS
E42	124+66.14	40.00'RT	---	482,968.33	838,909.62	R=20'
E43	124+66.14	20.00'RT	903.14	482,981.97	838,924.24	EOP; END RADIUS
E44	124+82.27	20.00'RT	904.40	482,970.18	838,935.25	EOP
E45	125+17.06	27.50'RT	907.70	482,939.64	838,953.50	FOW; BEGIN BUS PAD
E46	125+27.06	27.50'RT	908.51	482,932.33	838,960.33	FOW; END BUS PAD
E47	125+43.55	26.04'LT	911.24	482,956.81	839,010.72	FOW
E48	125+42.66	31.05'LT	---	482,960.89	839,013.77	MATCH EXIST.; BOW
E49	125+53.06	31.04'LT	---	482,953.27	839,020.86	MATCH EXIST.; BOW
E50	125+59.89	26.03'LT	912.47	482,944.87	839,021.86	FOW
E51	125+79.88	25.50'LT	913.65	482,929.89	839,035.12	FOW
E52	126+12.36	18.50'LT	915.64	482,901.37	839,052.16	EOP
E53	126+12.27	3.50'LT	915.33	482,891.20	839,041.14	END CROWN TRANSITION
E54	126+12.27	18.50'RT	914.89	482,876.19	839,025.06	EOP
E55	126+88.07	32.50'RT	921.20	482,811.23	839,066.56	BOW
E56	127+08.07	32.50'RT	922.68	482,796.61	839,080.21	BOW
E57	126+99.27	31.50'LT	923.01	482,846.72	839,120.98	BOW; BEGIN CONCRETE CURB PEDESTRIAN
E58	126+95.67	18.50'LT	922.24	482,840.48	839,109.02	EOP; BEGIN RADIUS
E59	127+06.24	22.86'LT	923.36	482,835.73	839,119.41	EOP; MIDPOINT OF RADIUS
E60	126+95.67	33.50'LT	---	482,850.72	839,119.98	R=15'

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
E61	127+10.67	33.39'LT	923.91	482,839.68	839,130.14	EOP; END RADIUS
E62	127+10.72	41.39'LT	924.42	482,845.10	839,136.03	EOP; END CONCRETE CURB & GUTTER
E63	127+10.80	51.39'LT	925.04	482,851.87	839,143.38	EOP
E64	127+11.70	67.84'LT	---	482,862.43	839,156.03	MATCH EXIST.; EOP
E65	127+24.56	18.50'LT	924.30	482,819.36	839,128.74	SIDEROAD CL LOCATION
E66	127+24.67	33.71'LT	924.88	482,829.66	839,139.93	SIDEROAD CL LOCATION; GRADE CHANGE
E67	127+24.91	67.74'LT	---	482,852.71	839,164.97	MATCH EXIST.; SIDEROAD CL LOCATION
E68	127+40.38	67.63'LT	---	482,841.33	839,175.45	MATCH EXIST.; EOP
E69	127+38.73	41.41'LT	926.16	482,824.64	839,155.15	EOP; BEGIN CONCRETE CURB & GUTTER
E70	127+38.67	33.61'LT	925.82	482,819.36	839,149.41	EOP; BEGIN RADIUS
E71	127+43.02	22.93'LT	925.66	482,808.89	839,144.58	EOP; MIDPOINT OF RADIUS
E72	127+53.67	33.50'LT	---	482,808.32	839,159.57	R=15'
E73	127+53.67	18.50'LT	926.20	482,798.09	839,148.60	EOP; END RADIUS
E74	127+47.32	32.00'LT	926.24	482,811.94	839,154.14	BOW; END CONCRETE CURB PEDESTRIAN
E75	127+66.05	48.56'RT	926.03	482,743.27	839,108.04	BOW; BEGIN RADIUS
E76	128+04.88	17.06'RT	927.54	482,736.39	839,157.56	BOW
E77	127+80.16	37.50'RT	---	482,740.51	839,125.75	MATCH EXIST.
E78	127+65.44	47.67'RT	---	482,744.32	839,108.27	MATCH EXIST.; END RADIUS
E79	128+00.33	19.25'RT	---	482,738.21	839,152.85	R=50'
E80	127+90.73	32.50'RT	928.04	482,736.19	839,136.61	BOW
E81	128+07.98	31.75'RT	928.63	482,724.10	839,148.93	BOW
E82	128+26.61	31.50'RT	929.36	482,710.08	839,163.20	BOW
E83	128+28.61	31.50'RT	929.51	482,708.68	839,164.63	BOW
E84	128+28.53	34.50'RT	---	482,706.60	839,162.47	MATCH EXIST.
E85	128+08.11	34.75'RT	---	482,721.96	839,146.83	MATCH EXIST.
E86	128+05.91	37.46'RT	---	482,721.71	839,143.36	MATCH EXIST.
E87	---	---	---	---	---	POINT NOT USED
E88	---	---	---	---	---	POINT NOT USED
E89	128+59.78	24.00'LT	932.31	482,726.44	839,225.76	FOW
E90	128+82.64	29.00'LT	933.08	482,713.99	839,245.57	BOW
E91	128+95.64	29.00'LT	933.39	482,704.88	839,254.85	BOW
E92	129+38.31	3.50'LT	933.49	482,656.79	839,267.42	BEGIN CROWN TRANSITION
E93	129+38.31	24.00'LT	933.93	482,671.41	839,281.79	FOW; BEGIN RADIUS
E94	129+38.31	278.50'LT	---	482,852.99	839,460.11	R=254.5'
E95	129+50.28	24.28'LT	934.00	482,663.22	839,290.53	FOW; END RADIUS
E96	129+50.05	29.28'LT	934.08	482,666.95	839,293.86	BOW
E97	129+66.97	30.49'LT	934.13	482,657.79	839,305.53	BOW
E98	129+95.21	30.80'LT	933.89	482,643.87	839,324.95	BOW; BEGIN CONCRETE CURB PEDESTRIAN
E99	129+38.31	278.50'LT	---	482,852.99	839,460.11	R=275'
E100	129+72.42	19.56'RT	933.25	482,615.87	839,277.69	EOP; BEGIN RADIUS
E101	129+74.38	0.34'LT	---	482,630.14	839,291.70	R=20'
E102	129+85.06	16.31'RT	933.15	482,610.17	839,290.64	EOP; END RADIUS; BEGIN RADIUS
E103	129+94.18	33.48'RT	---	482,590.20	839,289.57	R=20'
E104	129+95.06	13.50'RT	933.07	482,606.52	839,301.13	EOP; END RADIUS
E105	129+64.51	41.64'RT	---	482,604.82	839,256.52	MATCH EXIST.
E106	129+66.90	41.82'RT	---	482,602.79	839,258.59	MATCH EXIST.
E107	129+69.00	32.26'RT	934.61	482,608.49	839,266.65	BOW; BEGIN RADIUS
E108	129+74.02	22.50'LT	---	482,647.73	839,305.19	R=55'
E109	129+74.02	32.50'RT	934.54	482,604.63	839,271.03	BOW; END RADIUS
E110	129+64.38	34.76'RT	935.17	482,610.09	839,260.92	FRONT OF STEPS
E111	129+64.18	38.76'RT	936.77	482,607.24	839,258.12	BACK OF STEPS
E112	129+67.53	39.02'RT	936.78	482,604.44	839,260.97	BACK OF STEPS
E113	129+67.78	35.03'RT	934.66	482,607.29	839,263.78	FRONT OF STEPS



NOTES:

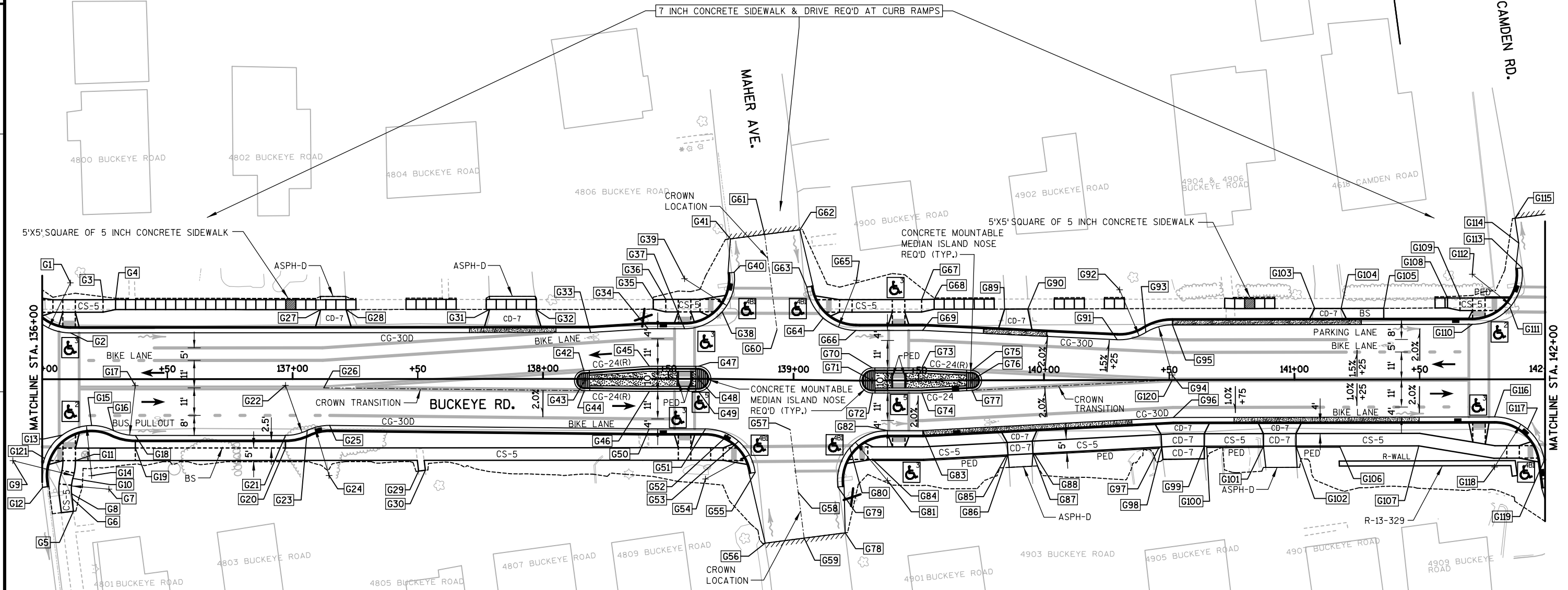
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EXISTING CONCRETE IN THE TERRACE WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER IS TO BE REMOVED. ONLY THE SECTIONS INDICATED ON THE PLAN ARE TO BE REPLACED.

LEGEND			
ASPH-D	ASPHALTIC DRIVE & TERRACE	CG-24	TYPE 'H' CONCRETE CURB & GUTTER
CD-7	7 INCH CONCRETE SIDEWALK & DRIVE	CG-24(R)	TYPE 'H' CONCRETE CURB & GUTTER (REVERSED SLOPED-0.5%)
CS-5	5 INCH CONCRETE SIDEWALK	CG-30D	TYPE 'A' CONCRETE CURB & GUTTER
GRAV	GRADATION 3 CRUSHED STONE		TYPE 'X' CONCRETE CURB & GUTTER
	CURB RAMP, TYPE X	PED	SIDEWALK CURB
	TRAFFIC FLOW	BS	BUS BOARDING PAD (SEE DETAILS)
	PROPOSED INLET		5 INCH OR 7 INCH CONCRETE SIDEWALK (REPLACEMENT)
	PROPOSED STORM SEWER MANHOLE		TREE REMOVAL (CLEARING AND GRUBBING)
	CURB RAMP DETECTABLE WARNING FIELDS	R-WALL	RETAINING WALL
	SAWCUT ASPHALT PAVEMENT		7 INCH STAMPED & COLORED CONCRETE
	SAWCUT CONCRETE FULL DEPTH		SURFACE WATER FLOW
	SLOPE INTERCEPTS		

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
F1	130+10.89	30.50'LT	933.60	482,636.96	839,336.29	BOW; BEGIN RADIUS
F2	130+12.81	30.47'LT	933.68	482,636.18	839,337.72	BOW; END CONCRETE CURB PEDESTRIAN
F3	130+13.78	80.46'LT	---	482,680.34	839,361.15	R=50'
F4	130+22.65	30.86'LT	933.56	482,632.89	839,345.38	BOW; END RADIUS
F5	130+28.55	31.27'LT	---	482,631.27	839,350.11	MATCH EXIST.; BOW
F6	130+04.40	14.01'RT	932.91	482,600.93	839,309.42	EOP; BEGIN RADIUS
F7	130+13.15	17.19'RT	932.75	482,593.65	839,316.20	EOP; MIDPOINT OF RADIUS
F8	130+03.53	33.99'RT	---	482,584.09	839,298.64	R=20'
F9	130+19.00	24.75'RT	932.92	482,584.01	839,318.64	EOP; END RADIUS
F10	130+26.39	44.02'RT	933.21	482,562.89	839,318.55	EOP; END CONCRETE CURB & GUTTER
F11	130+22.29	49.88'RT	---	482,559.59	839,311.54	MATCH EXIST.
F12	130+30.47	74.97'RT	---	482,532.30	839,311.43	MATCH EXIST.
F13	130+35.60	76.19'RT	---	482,528.58	839,317.56	MATCH EXIST.; EOP
F14	130+39.20	15.94'RT	932.34	482,583.57	839,342.56	SIDEROAD CL LOCATION; BEGIN RADIUS
F15	132+32.69	48.34'RT	---	482,520.60	839,532.38	R=200'
F16	130+46.05	71.78'RT	---	482,528.03	839,332.52	MATCH EXIST.; SIDEROAD CL LOCATION; END RADIUS
F17	130+56.36	68.26'RT	---	482,527.49	839,346.87	MATCH EXIST.; EOP
F18	130+52.52	38.42'RT	932.39	482,557.55	839,350.09	EOP; BEGIN RADIUS; BEGIN CONCRETE CURB & GUTTER
F19	130+56.96	23.57'RT	932.05	482,570.53	839,358.94	EOP; MIDPOINT OF RADIUS
F20	130+69.32	37.62'RT	---	482,553.67	839,369.71	R=20'
F21	130+70.16	17.64'RT	931.70	482,573.10	839,374.45	EOP; END RADIUS; BEGIN RADIUS
F22	130+91.89	196.50'LT	---	482,781.98	839,425.38	R=215'
F23	130+91.89	18.50'RT	931.28	482,568.89	839,396.80	EOP; END RADIUS
F24	130+81.38	200.00'LT	---	482,786.85	839,415.43	R=232.5'
F25	130+81.38	32.50'RT	932.18	482,556.41	839,384.52	BOW; END RADIUS
F26	130+92.26	35.82'RT	---	482,551.68	839,394.86	MATCH EXIST.
F27	130+95.06	35.47'RT	---	482,551.64	839,397.68	MATCH EXIST.
F28	130+81.44	13.93'LT	931.76	482,602.41	839,390.75	EOP; BEGIN RADIUS
F29	130+84.16	33.74'LT	---	482,621.69	839,396.09	R=20'
F30	130+93.63	16.12'LT	931.42	482,602.97	839,403.12	EOP; END RADIUS; BEGIN RADIUS
F31	131+03.09	1.50'RT	---	482,584.25	839,410.16	R=20'
F32	131+03.09	18.50'LT	931.14	482,604.07	839,412.82	EOP; END RADIUS
F33	131+15.09	28.70'LT	---	482,612.58	839,426.07	MATCH EXIST.; FOW
F34	131+28.23	28.65'LT	---	482,610.79	839,439.09	MATCH EXIST.; FOW
F35	131+16.87	3.50'RT	931.24	482,580.43	839,423.55	END CROWN TRANSITION
F36	131+17.48	32.50'RT	936.25	482,551.61	839,420.30	BOW
F37	131+39.48	32.50'RT	935.77	482,548.69	839,442.10	BOW
F38	131+67.96	32.50'RT	930.34	482,544.90	839,470.34	BOW
F39	131+82.74	32.50'RT	929.80	482,542.93	839,484.98	BOW
F40	131+92.74	32.50'RT	929.56	482,541.60	839,494.89	BOW
F41	131+78.46	28.52'LT	---	482,603.98	839,488.85	MATCH EXIST.; FOW
F42	132+00.30	28.50'LT	---	482,601.06	839,510.50	MATCH EXIST.; FOW
F43	132+35.25	18.50'LT	928.03	482,586.50	839,543.80	EOP; BEGIN RADIUS
F44	132+35.25	1.50'RT	---	482,566.68	839,541.14	R=20'
F45	132+45.78	15.50'LT	927.87	482,582.13	839,553.84	EOP; END RADIUS; BEGIN RADIUS
F46	132+56.32	32.50'LT	---	482,597.57	839,566.55	R=20'
F47	132+56.32	12.50'LT	927.71	482,577.75	839,563.89	EOP; END RADIUS
F48	132+56.32	18.50'RT	927.73	482,547.03	839,559.77	EOP; BEGIN RADIUS
F49	132+69.95	23.86'RT	927.66	482,539.90	839,572.56	EOP; MIDPOINT OF RADIUS
F50	132+56.32	38.50'RT	---	482,527.20	839,557.11	R=20'
F51	132+76.27	37.08'RT	927.58	482,525.96	839,577.07	EOP; END RADIUS
F52	132+77.12	49.05'RT	927.82	482,513.99	839,576.32	EOP; END CONCRETE CURB & GUTTER
F53	132+78.04	62.01'RT	---	482,501.01	839,575.52	MATCH EXIST.; EOP
F54	132+90.98	18.50'RT	927.09	482,542.42	839,594.12	SIDEROAD CL LOCATION
F55	132+92.59	41.06'RT	927.54	482,519.84	839,592.72	SIDEROAD CL LOCATION; GRADE CHANGE
F56	132+94.00	60.88'RT	---	482,500.02	839,591.48	MATCH EXIST.; SIDEROAD CL LOCATION
F57	133+09.96	59.74'RT	---	482,499.02	839,607.45	MATCH EXIST.; EOP
F58	133+09.75	56.74'RT	927.66	482,502.02	839,607.64	EOP
F59	133+09.04	46.77'RT	927.41	482,512.00	839,608.26	EOP; BEGIN CONCRETE CURB & GUTTER
F60	133+08.55	39.92'RT	927.24	482,518.85	839,608.69	EOP; BEGIN RADIUS

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
F61	133+13.86	24.87'RT	926.83	482,533.06	839,615.95	EOP; MIDPOINT OF RADIUS
F62	133+28.50	38.50'RT	---	482,517.61	839,628.65	R=20'
F63	133+28.50	18.50'RT	926.42	482,537.43	839,631.31	EOP; END RADIUS
F64	132+99.01	28.23'LT	---	482,587.67	839,608.29	MATCH EXIST.; FOW
F65	133+09.65	28.22'LT	---	482,586.24	839,618.84	MATCH EXIST.; FOW
F66	133+28.50	12.50'LT	926.59	482,568.15	839,635.43	EOP; BEGIN RADIUS
F67	133+28.50	32.50'LT	---	482,587.98	839,638.09	R=20'
F68	133+39.04	15.50'LT	926.40	482,569.73	839,646.27	EOP; END RADIUS; BEGIN RADIUS
F69	133+49.57	1.50'RT	---	482,551.48	839,654.45	R=20'
F70	133+49.57	18.50'LT	926.23	482,571.30	839,657.11	EOP; END RADIUS
F71	133+65.48	28.09'LT	---	482,578.69	839,674.15	MATCH EXIST.; FOW
F72	133+78.24	28.10'LT	---	482,577.01	839,686.80	MATCH EXIST.; FOW
F73	133+93.97	32.50'RT	925.50	482,514.85	839,694.34	BOW
F74	134+07.97	32.50'RT	925.15	482,512.99	839,708.21	BOW
F75	134+31.33	28.11'LT	---	482,569.95	839,739.43	MATCH EXIST.; FOW
F76	134+40.43	28.09'LT	---	482,568.72	839,748.43	MATCH EXIST.; FOW
F77	134+46.89	32.50'RT	924.58	482,507.81	839,746.78	BOW
F78	134+58.89	32.50'RT	924.38	482,506.22	839,758.68	BOW
F79	134+83.05	28.03'LT	---	482,563.00	839,790.68	MATCH EXIST.; FOW; BEGIN BUS PAD
F80	134+93.05	28.02'LT	---	482,561.66	839,800.59	MATCH EXIST.; FOW; END BUS PAD
F81	135+91.50	35.93'LT	923.35	482,556.41	839,899.21	EOP; BEGIN RADIUS
F82	135+98.13	23.48'LT	923.16	482,543.19	839,904.12	EOP; MIDPOINT OF RADIUS
F83	135+51.18	18.50'RT	923.34	482,507.82	839,852.01	EOP; BEGIN RADIUS
F84	135+64.39	23.48'RT	923.17	482,501.13	839,864.44	EOP; MIDPOINT OF RADIUS
F85	135+51.18	38.50'RT	---	482,488.00	839,849.35	R=20'
F86	135+71.02	35.94'RT	922.86	482,487.90	839,869.35	EOP; END RADIUS
F87	135+72.41	46.76'RT	---	482,476.99	839,869.30	MATCH EXIST.; EOP
F88	135+55.40	32.50'RT	923.30	482,493.39	839,854.33	BOW
F89	135+58.03	52.95'RT	922.84	482,472.77	839,854.22	BOW
F90	135+82.89	18.50'RT	923.26	482,503.61	839,883.43	SIDEROAD CL LOCATION
F91	135+86.30	44.97'RT	---	482,476.92	839,883.30	MATCH EXIST.; SIDEROAD CL LOCATION
F92	135+58.55	57.94'RT	---	482,467.75	839,854.07	MATCH EXIST.; BOW
F93	135+99.91	41.06'RT	922.39	482,478.99	839,897.31	EOP; BEGIN RADIUS
F94	135+34.55	31.82'LT	---	482,559.90	839,842.22	MATCH EXIST.; BOW
F95	135+39.55	32.00'LT	923.79	482,559.42	839,847.20	BOW
F96	135+38.73	18.50'LT	923.14	482,546.15	839,844.59	EOP; BEGIN RADIUS
F97	135+53.75	25.30'LT	923.38	482,550.89	839,860.38	EOP; MIDPOINT OF RADIUS
F98	135+38.73	38.50'LT	---	482,565.97	839,847.25	R=20'
F99	135+58.56	41.07'LT	923.61	482,565.88	839,867.25	EOP; END RADIUS
F100	135+58.11	44.54'LT	923.67	482,569.38	839,867.26	EOP; END CONCRETE CURB & GUTTER
F101	135+53.88	61.78'LT	---	482,587.03	839,865.36	MATCH EXIST.; EOP
F102	135+77.62	18.50'LT	923.15	482,540.98	839,883.14	SIDEROAD CL LOCATION
F103	135+74.43	43.13'LT	923.65	482,565.81	839,883.25	SIDEROAD CL LOCATION; GRADE CHANGE
F104	135+71.71	64.09'LT	---	482,586.95	839,883.34	MATCH EXIST.; SIDEROAD CL LOCATION
F105	135+87.18	66.10'LT	---	482,586.88	839,898.94	MATCH EXIST.; EOP
F106	135+90.35	44.80'LT	923.50	482,565.35	839,899.25	EOP; BEGIN CONCRETE CURB & GUTTER
F107	135+59.25	20.20'RT	923.30	482,505.07	839,859.78	EOP; GRADE CHANGE



LEGEND

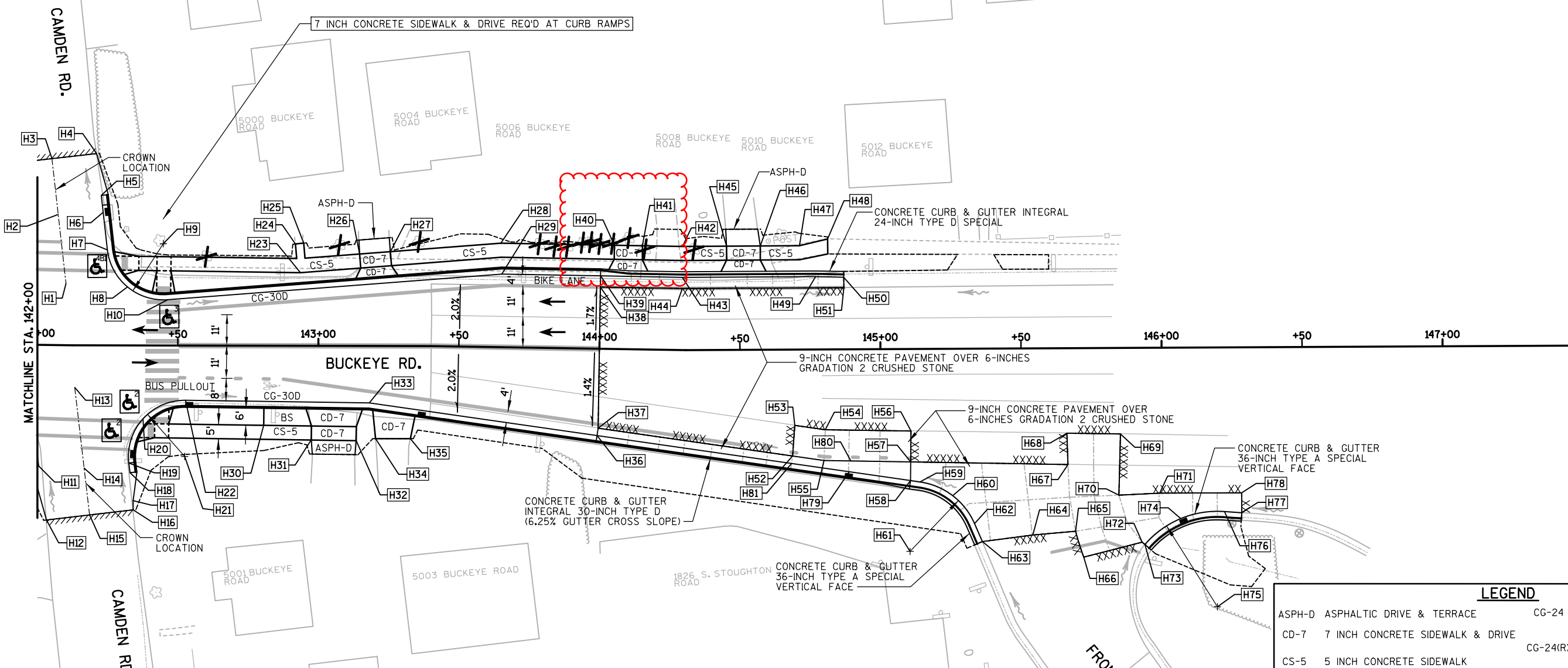
ASPH-D ASPHALTIC DRIVE & TERRACE	CG-24 TYPE 'H' CONCRETE CURB & GUTTER
CD-7 7 INCH CONCRETE SIDEWALK & DRIVE	CG-24(R) TYPE 'H' CONCRETE CURB & GUTTER (REVERSED SLOPED-0.5%)
CS-5 5 INCH CONCRETE SIDEWALK	CG-30D TYPE 'A' CONCRETE CURB & GUTTER
GRAV GRADATION 3 CRUSHED STONE	CG-30D TYPE 'X' CONCRETE CURB & GUTTER
CURB RAMP, TYPE X	PED SIDEWALK CURB
TRAFFIC FLOW	BS BUS BOARDING PAD (SEE DETAILS)
PROPOSED INLET	5 INCH OR 7 INCH CONCRETE SIDEWALK (REPLACEMENT)
PROPOSED STORM SEWER MANHOLE	TREE REMOVAL (CLEARING AND GRUBBING)
CURB RAMP DETECTABLE WARNING FIELDS	R-WALL RETAINING WALL
SAWCUT ASPHALT PAVEMENT	7 INCH STAMPED & COLORED CONCRETE
SAWCUT CONCRETE FULL DEPTH	SURFACE WATER FLOW
SLOPE INTERCEPTS	

NOTES:

ALL POINTS & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB AND GUTTER, UNLESS OTHERWISE NOTED.

EXISTING CONCRETE IN THE TERRACE WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER IS TO BE REMOVED. ONLY THE SECTIONS INDICATED ON THE PLAN ARE TO BE REPLACED.

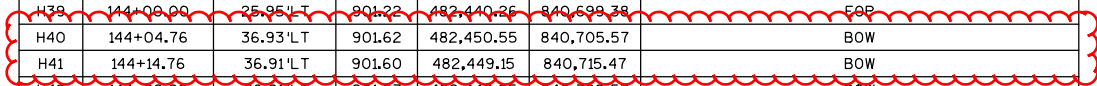
Revised 4/26/19 EDH
-Driveway location
adjusted and additional
tree removal added.



NOTES:
ALL POINTS & RADII ARE TO FLANGE LINE OF CURB, GUTTER, AND CURB AND GUTTER, UNLESS OTHERWISE NOTED.
EXISTING CONCRETE IN THE TERRACE WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER IS TO BE REMOVED. ONLY THE SECTIONS INDICATED ON THE PLAN ARE TO BE REPLACED.

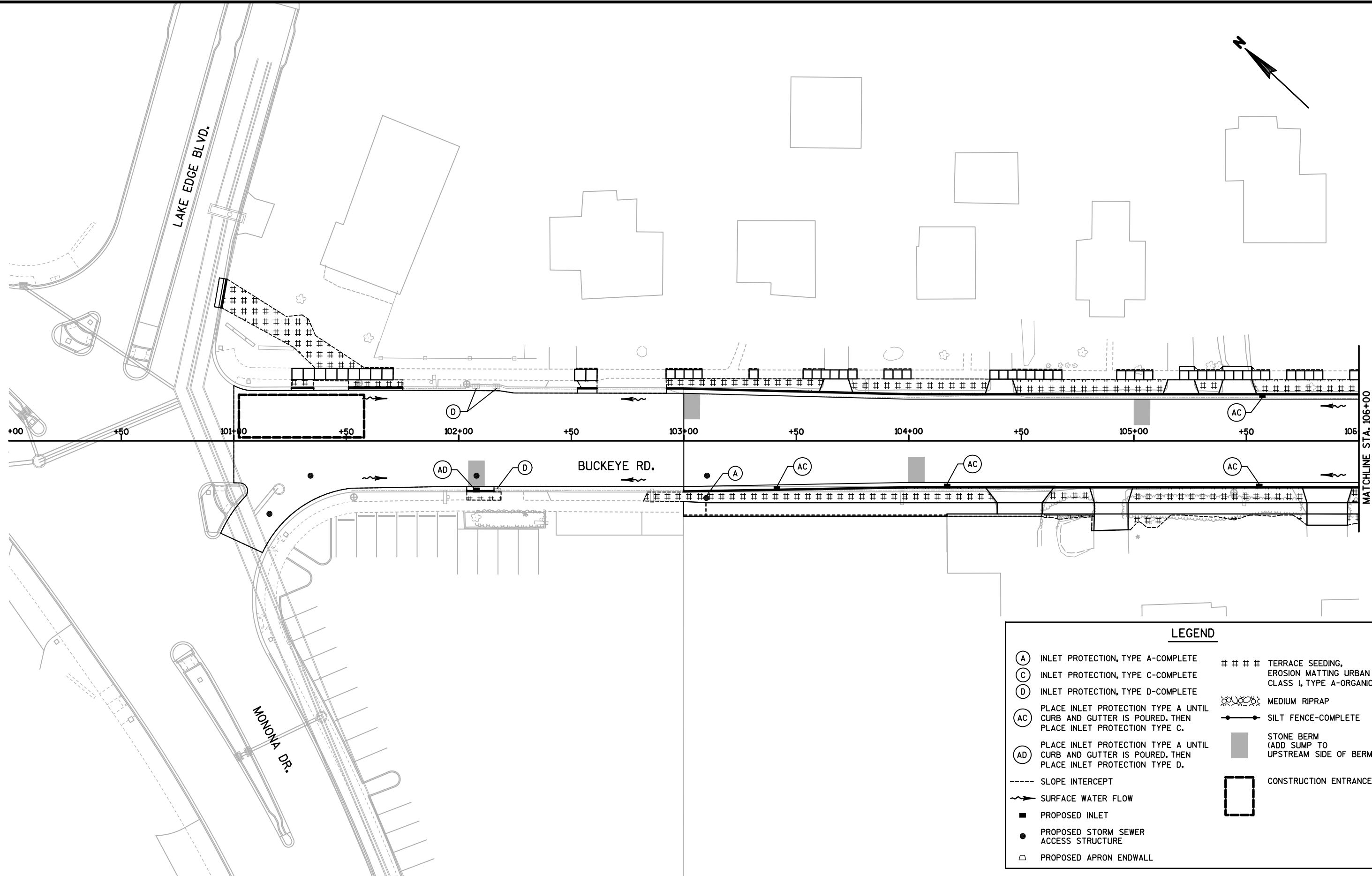
LEGEND	
ASPH-D	ASPHALTIC DRIVE & TERRACE
CD-7	7 INCH CONCRETE SIDEWALK & DRIVE
CS-5	5 INCH CONCRETE SIDEWALK
GRAV	GRADATION 3 CRUSHED STONE
	CURB RAMP, TYPE X
	TRAFFIC FLOW
	PROPOSED INLET
	PROPOSED STORM SEWER MANHOLE
	CURB RAMP DETECTABLE WARNING FIELDS
	SAWCUT ASPHALT PAVEMENT
	SAWCUT CONCRETE FULL DEPTH
	SLOPE INTERCEPTS
CG-24	TYPE 'H' CONCRETE CURB & GUTTER
CG-24(R)	TYPE 'H' CONCRETE CURB & GUTTER (REVERSED SLOPED-0.5%)
CG-30D	TYPE 'A' CONCRETE CURB & GUTTER
	TYPE 'X' CONCRETE CURB & GUTTER
PED	SIDEWALK CURB
BS	BUS BOARDING PAD (SEE DETAILS)
	5 INCH OR 7 INCH CONCRETE SIDEWALK (REPLACEMENT)
	TREE REMOVAL (CLEARING AND GRUBBING)
R-WALL	RETAINING WALL
	7 INCH STAMPED & COLORED CONCRETE
	SURFACE WATER FLOW

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
H1	142+09.89	22.00'LT	902.99	482,460.00	840,510.17	SIDEROAD CL LOCATION
H2	142+06.80	46.51'LT	902.56	482,484.71	840,510.33	SIDEROAD CL LOCATION; GRADE CHANGE
H3	142+04.29	66.35'LT	---	482,504.71	840,510.46	MATCH EXIST.; SIDEROAD CL LOCATION
H4	142+20.97	68.26'LT	---	482,504.60	840,526.45	MATCH EXIST.; EOP
H5	142+22.68	53.35'LT	902.06	482,489.60	840,526.37	EOP; BEGIN CONCRETE CURB & GUTTER
H6	142+23.36	47.39'LT	902.03	482,483.60	840,526.33	EOP; LOW POINT
H7	142+24.89	33.97'LT	902.30	482,470.09	840,526.24	EOP; BEGIN RADIUS
H8	142+32.04	20.80'LT	902.38	482,456.17	840,531.76	EOP; MIDPOINT OF RADIUS
H9	142+44.77	36.24'LT	---	482,469.96	840,546.24	R=20'
H10	142+46.33	16.30'LT	902.22	482,449.98	840,545.41	EOP; END RADIUS
H11	142+01.07	43.09'RT	904.11	482,396.65	840,492.86	EOP; END CONCRETE CURB & GUTTER
H12	142+04.11	62.31'RT	---	482,377.19	840,493.34	MATCH EXIST.; EOP
H13	142+13.35	15.01'RT	903.03	482,422.85	840,508.91	SIDEROAD CL LOCATION
H14	142+16.76	43.73'RT	903.61	482,393.93	840,508.86	SIDEROAD CL LOCATION; GRADE CHANGE
H15	142+18.74	60.38'RT	---	482,377.16	840,508.82	MATCH EXIST.; SIDEROAD CL LOCATION
H16	142+34.21	58.54'RT	---	482,377.13	840,524.40	MATCH EXIST.; EOP
H17	142+34.24	55.25'RT	903.79	482,380.40	840,524.83	EOP
H18	142+33.06	45.32'RT	903.31	482,390.40	840,524.85	EOP; BEGIN CONCRETE CURB & GUTTER
H19	142+32.65	41.84'RT	903.14	482,393.90	840,524.86	EOP; BEGIN RADIUS
H20	142+37.64	26.11'RT	902.60	482,408.92	840,531.69	EOP; MIDPOINT OF RADIUS
H21	142+52.51	39.48'RT	---	482,393.86	840,544.86	R=20'
H22	142+52.75	19.48'RT	902.05	482,413.69	840,547.49	EOP; END RADIUS
H23	142+93.59	26.03'LT	902.04	482,453.98	840,593.49	FOW
H24	142+91.79	36.24'LT	---	482,441.24	840,592.93	MATCH EXIST.
H25	142+94.74	36.56'LT	---	482,464.29	840,595.89	MATCH EXIST.
H26	143+14.62	32.70'LT	901.88	482,458.08	840,615.17	BOW
H27	143+25.59	33.56'LT	901.81	482,457.62	840,626.16	BOW
H28	143+64.33	36.99'LT	901.77	482,455.98	840,665.51	BOW
H29	143+64.83	25.99'LT	901.18	482,445.01	840,664.53	EOP
H30	142+80.61	28.32'RT	902.20	482,401.58	840,574.09	FOW; BEGIN BUS PAD
H31	142+97.55	33.52'RT	901.84	482,394.38	840,590.28	BOW
H32	143+13.54	33.71'RT	901.75	482,392.28	840,606.14	BOW
H33	143+18.16	20.27'RT	901.54	482,405.07	840,612.33	EOP
H34	143+20.43	33.00'RT	---	482,392.16	840,613.06	MATCH EXIST.
H35	143+32.83	33.00'RT	---	482,390.67	840,625.37	MATCH EXIST.
H36	143+99.66	30.89'RT	901.14	482,383.97	840,691.43	EOP
H37	144+00.00	28.25'RT	---	482,386.54	840,692.12	MATCH EXIST.
H38	144+00.00	21.95'LT	---	482,436.30	840,698.84	MATCH EXIST.
H39	144+00.00	25.95'LT	901.22	482,440.26	840,698.28	EOP
H40	144+04.76	36.93'LT	901.62	482,450.55	840,705.57	BOW
H41	144+14.76	36.91'LT	901.60	482,449.15	840,715.47	BOW
H42	144+28.99	36.91'LT	901.57	482,447.25	840,729.57	BOW
H43	144+29.10	25.91'LT	901.62	482,436.33	840,728.21	EOP
H44	144+29.14	21.91'LT	---	482,432.36	840,727.72	MATCH EXIST.
H45	144+45.41	36.95'LT	901.44	482,445.49	840,745.11	BOW
H46	144+57.41	36.95'LT	901.38	482,444.14	840,757.03	BOW
H47	144+71.40	36.96'LT	901.51	482,442.57	840,770.94	BOW
H48	144+81.40	39.32'LT	---	482,443.79	840,781.14	MATCH EXIST.; BOW
H49	144+77.06	25.96'LT	900.81	482,431.01	840,775.32	EOP
H50	144+87.07	25.69'LT	---	482,429.60	840,785.24	MATCH EXIST.
H51	144+87.07	21.97'LT	---	482,425.91	840,784.82	MATCH EXIST.
H52	144+68.55	37.87'RT	---	482,368.54	840,759.67	MATCH EXIST.
H53	144+69.36	26.97'RT	---	482,379.28	840,761.70	MATCH EXIST.
H54	144+80.22	28.61'RT	---	482,376.43	840,772.31	MATCH EXIST.
H55	144+79.69	39.52'RT	900.78	482,365.64	840,770.56	EOP
H56	145+10.73	29.20'RT	---	482,372.40	840,802.56	MATCH EXIST.
H57	145+10.57	40.19'RT	---	482,361.50	840,801.16	MATCH EXIST.
H58	145+10.46	46.81'RT	900.79	482,354.74	840,800.39	EOP

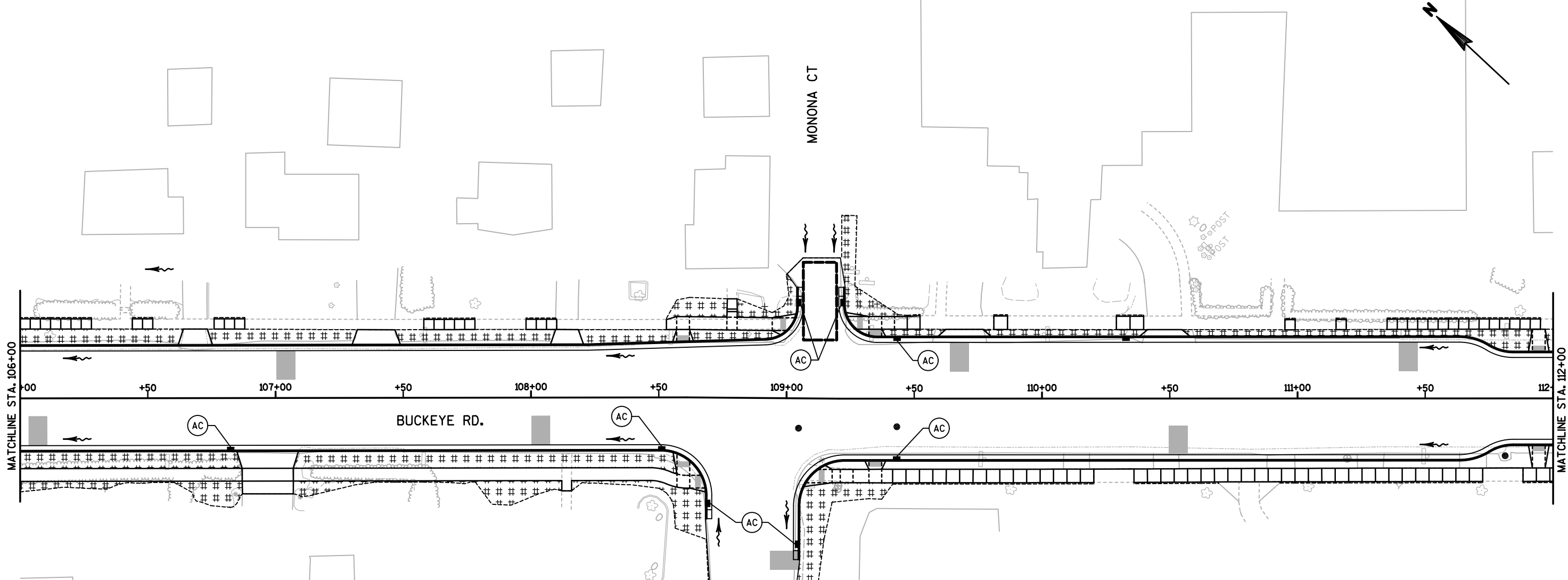


Revised 4/26/19 EDH
-Driveway location
adjusted.

POINT NO.	BUCKEYE ROAD		ELEV.	Y	X	REMARKS
	STATION	OFFSET				
H59	145+13.85	47.31'RT	900.82	482,354.05	840,803.62	EOP; BEGIN RADIUS
H60	145+25.45	52.25'RT	900.93	482,347.84	840,814.59	EOP; MIDPOINT OF RADIUS
H61	145+10.17	72.04'RT	---	482,329.90	840,797.17	R=25'
H62	145+33.16	62.23'RT	901.05	482,337.06	840,821.13	EOP; END RADIUS
H63	145+35.92	68.69'RT	---	482,330.33	840,823.14	MATCH EXIST.; EOP
H64	145+53.88	66.43'RT	---	482,330.55	840,841.24	MATCH EXIST.
H65	145+69.10	65.15'RT	---	482,330.11	840,856.50	MATCH EXIST.
H66	145+71.95	74.39'RT	---	482,320.60	840,858.29	MATCH EXIST.
H67	145+66.50	41.39'RT	---	482,354.00	840,856.60	MATCH EXIST.
H68	145+66.16	30.23'RT	---	482,365.14	840,857.52	MATCH EXIST.
H69	145+85.24	30.61'RT	---	482,362.61	840,876.44	MATCH EXIST.
H70	145+84.56	52.39'RT	---	482,341.04	840,873.30	MATCH EXIST.
H71	145+99.09	51.74'RT	---	482,340.05	840,887.82	MATCH EXIST.
H72	145+92.74	69.17'RT	---	482,323.45	840,879.54	MATCH EXIST.
H73	145+93.73	70.03'RT	---	482,322.48	840,880.43	MATCH EXIST.; EOP; BEGIN RADIUS
H74	146+06.54	60.85'RT	901.05	482,330.16	840,894.20	EOP; MIDPOINT OF RADIUS
H75	146+19.41	92.32'RT	---	482,297.44	840,903.43	R=34'
H76	146+22.12	58.43'RT	901.16	482,330.81	840,909.94	EOP; END RADIUS
H77	146+28.29	58.92'RT	---	482,329.63	840,916.02	MATCH EXIST.; EOP
H78	146+28.26	51.79'RT	---	482,336.71	840,916.80	MATCH EXIST.
H79	144+88.68	43.57'RT	900.68	482,363.17	840,781.06	EOP; GRADE CHANGE
H80	144+89.25	39.73'RT	900.76	482,364.36	840,780.03	GRADE CHANGE
H81	144+68.16	40.51'RT	900.79	482,365.96	840,758.98	EOP; GRADE CHANGE

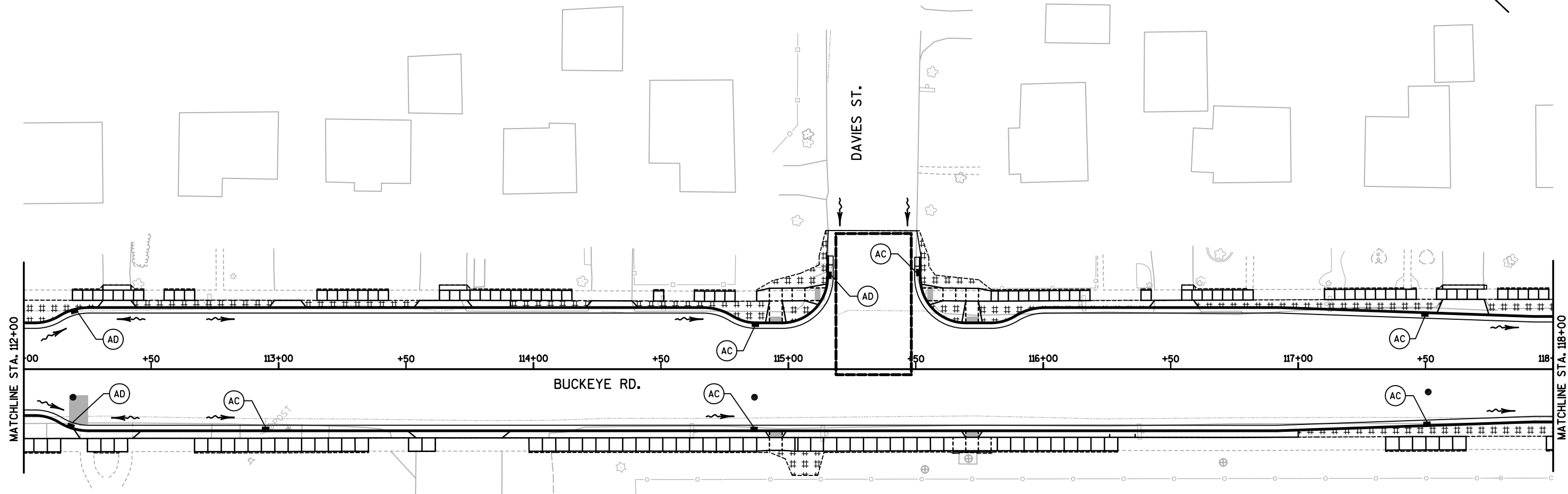


LEGEND	
(A)	INLET PROTECTION, TYPE A-COMPLETE
(C)	INLET PROTECTION, TYPE C-COMPLETE
(D)	INLET PROTECTION, TYPE D-COMPLETE
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
(AD)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
---	SLOPE INTERCEPT
~	SURFACE WATER FLOW
■	PROPOSED INLET
●	PROPOSED STORM SEWER ACCESS STRUCTURE
△	PROPOSED APRON ENDWALL
###	TERRACE SEEDING, EROSION MATTING URBAN CLASS I, TYPE A-ORGANIC
⊗	MEDIUM RIPRAP
—●—	SILT FENCE-COMPLETE
■	STONE BERM (ADD SUMP TO UPSTREAM SIDE OF BERM)
□	CONSTRUCTION ENTRANCE



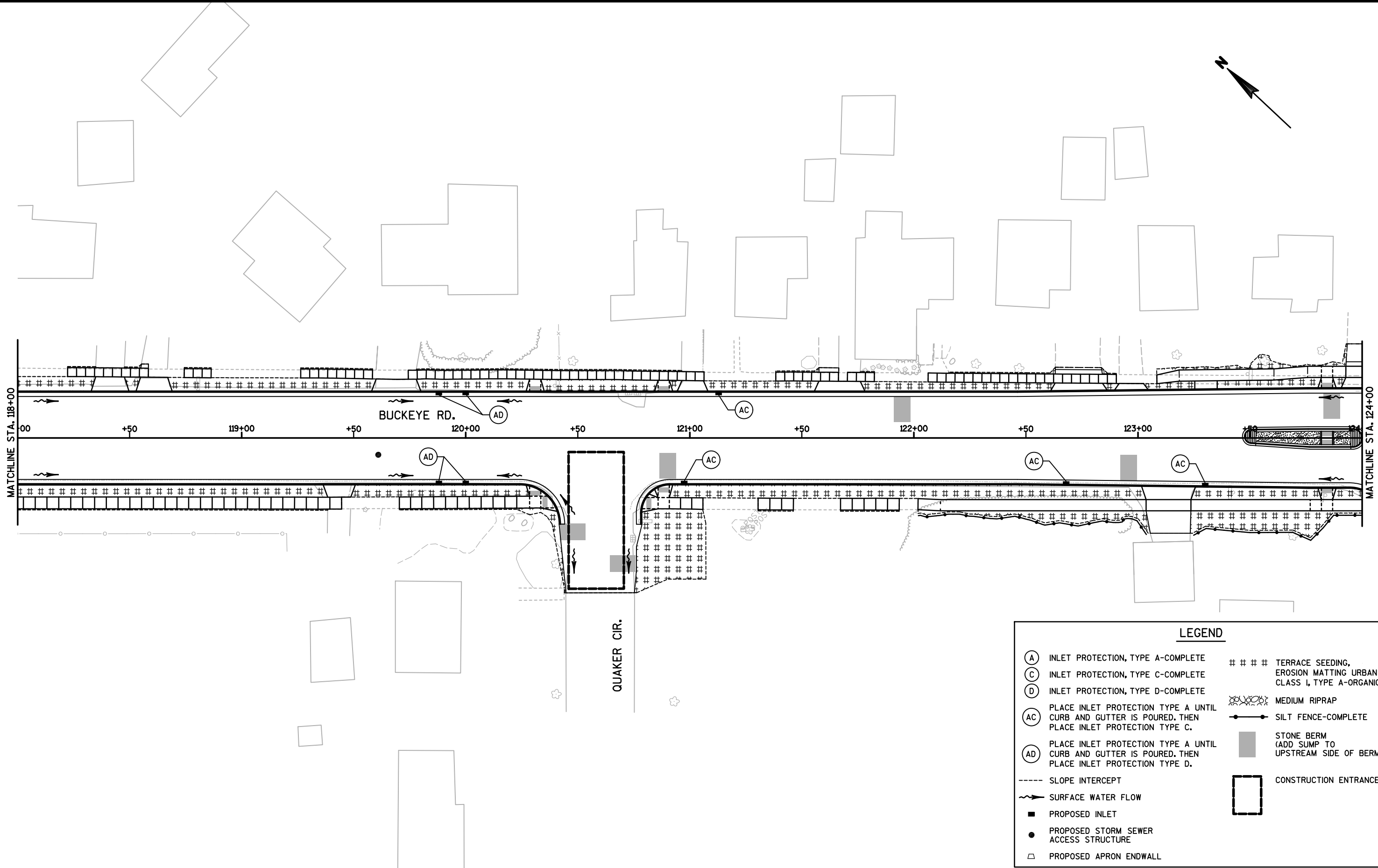
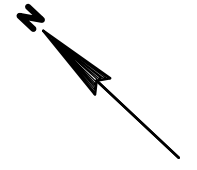
LEGEND

(A)	INLET PROTECTION, TYPE A-COMPLETE	#####	TERRACE SEEDING, EROSION MATTING URBAN CLASS I, TYPE A-ORGANIC
(C)	INLET PROTECTION, TYPE C-COMPLETE	⊗⊗⊗⊗	MEDIUM RIPRAP
(D)	INLET PROTECTION, TYPE D-COMPLETE	—●—●—	SILT FENCE-COMPLETE
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	■	STONE BERM (ADD SUMP TO UPSTREAM SIDE OF BERM)
(AD)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.	□	CONSTRUCTION ENTRANCE
---	SLOPE INTERCEPT		
~>	SURFACE WATER FLOW		
■	PROPOSED INLET		
●	PROPOSED STORM SEWER ACCESS STRUCTURE		
△	PROPOSED APRON ENDWALL		



LEGEND

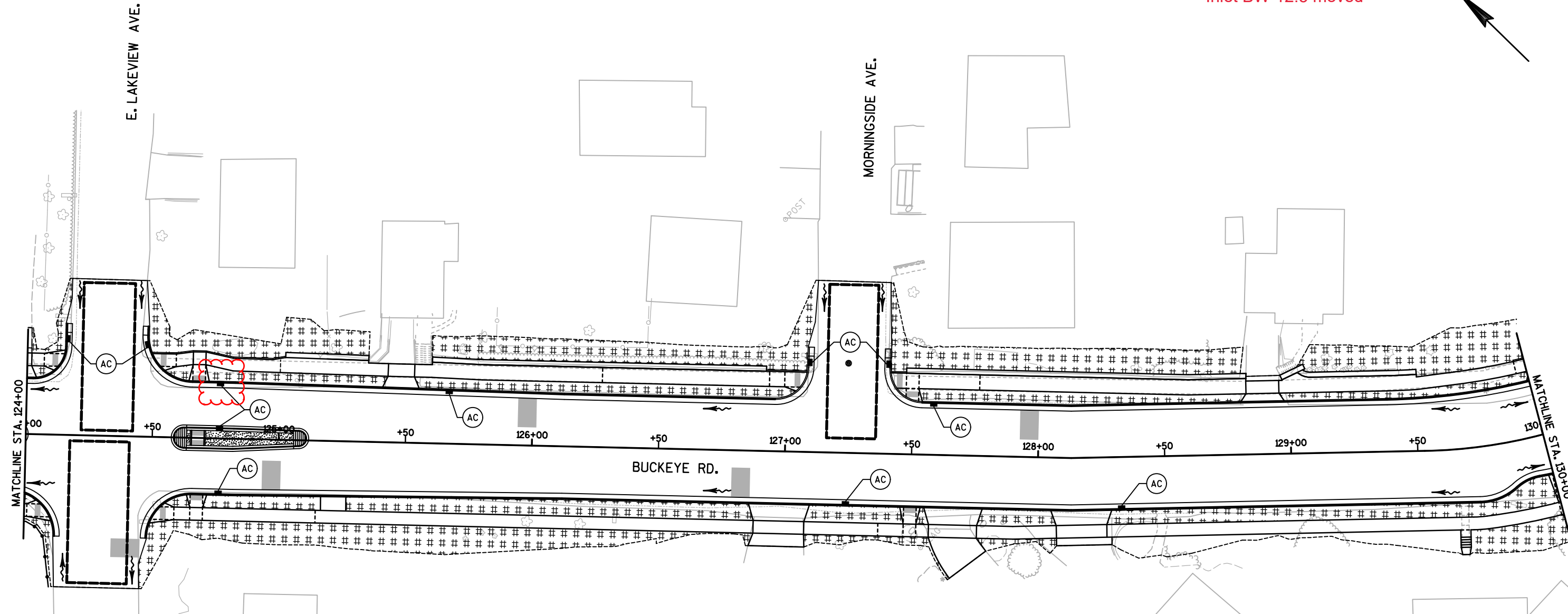
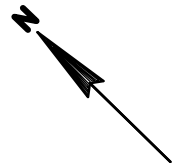
(A)	INLET PROTECTION, TYPE A-COMPLETE	####	TERRACE SEEDING, EROSION MATTING URBAN CLASS I, TYPE A-ORGANIC
(C)	INLET PROTECTION, TYPE C-COMPLETE	⊗⊗⊗⊗	MEDIUM RIPRAP
(D)	INLET PROTECTION, TYPE D-COMPLETE	—●—	SILT FENCE-COMPLETE
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	■	STONE BERM (ADD SUMP TO UPSTREAM SIDE OF BERM)
(AD)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.	□	CONSTRUCTION ENTRANCE
---	SLOPE INTERCEPT		
~>	SURFACE WATER FLOW		
■	PROPOSED INLET		
●	PROPOSED STORM SEWER ACCESS STRUCTURE		
△	PROPOSED APRON ENDWALL		



LEGEND

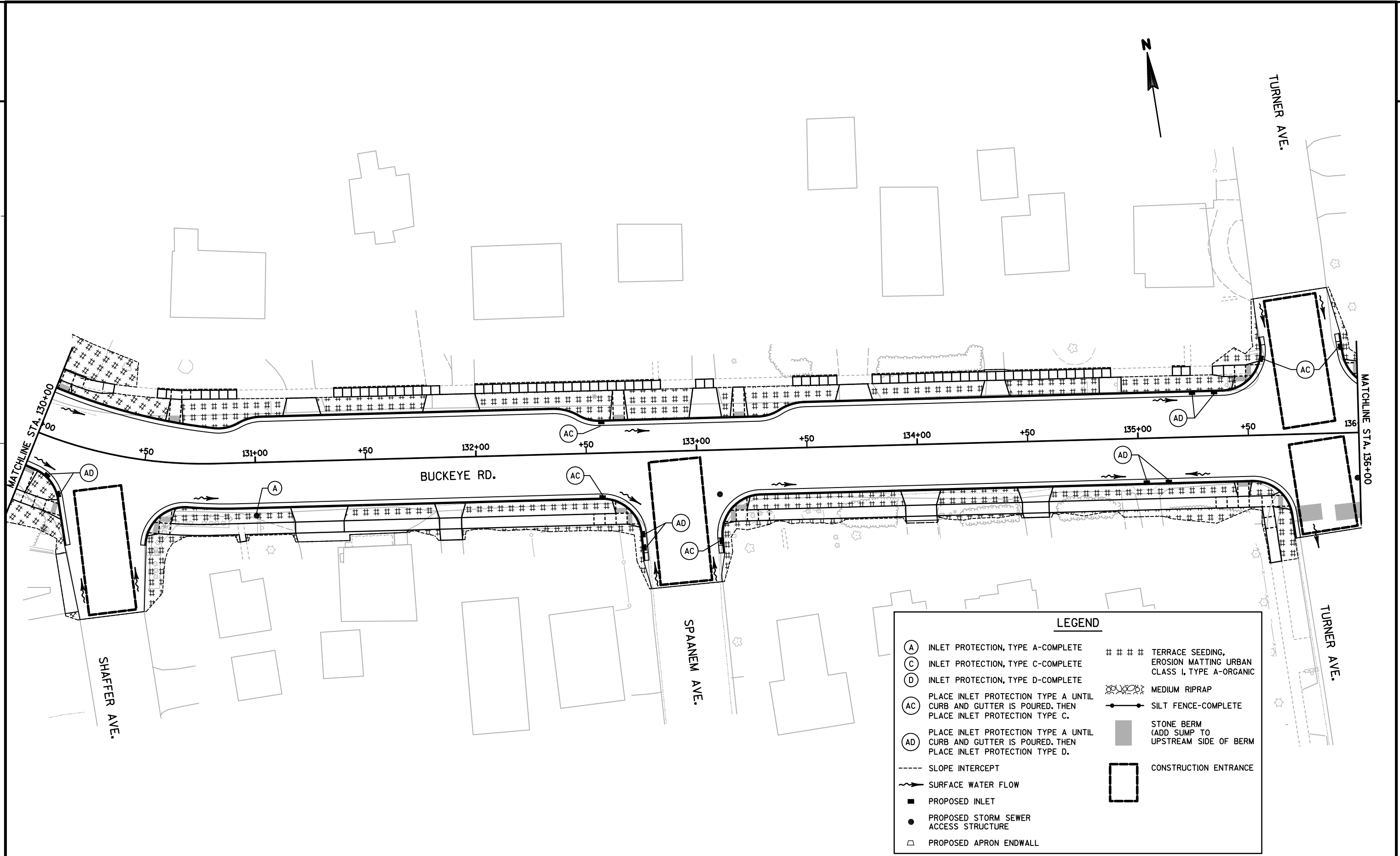
(A)	INLET PROTECTION, TYPE A-COMPLETE	###	TERRACE SEEDING, EROSION MATTING URBAN CLASS I, TYPE A-ORGANIC
(C)	INLET PROTECTION, TYPE C-COMPLETE	⊗	MEDIUM RIPRAP
(D)	INLET PROTECTION, TYPE D-COMPLETE	—●—	SILT FENCE-COMPLETE
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	■	STONE BERM (ADD SUMP TO UPSTREAM SIDE OF BERM)
(AD)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.	□	CONSTRUCTION ENTRANCE
---	SLOPE INTERCEPT		
~>	SURFACE WATER FLOW		
■	PROPOSED INLET		
●	PROPOSED STORM SEWER ACCESS STRUCTURE		
△	PROPOSED APRON ENDWALL		

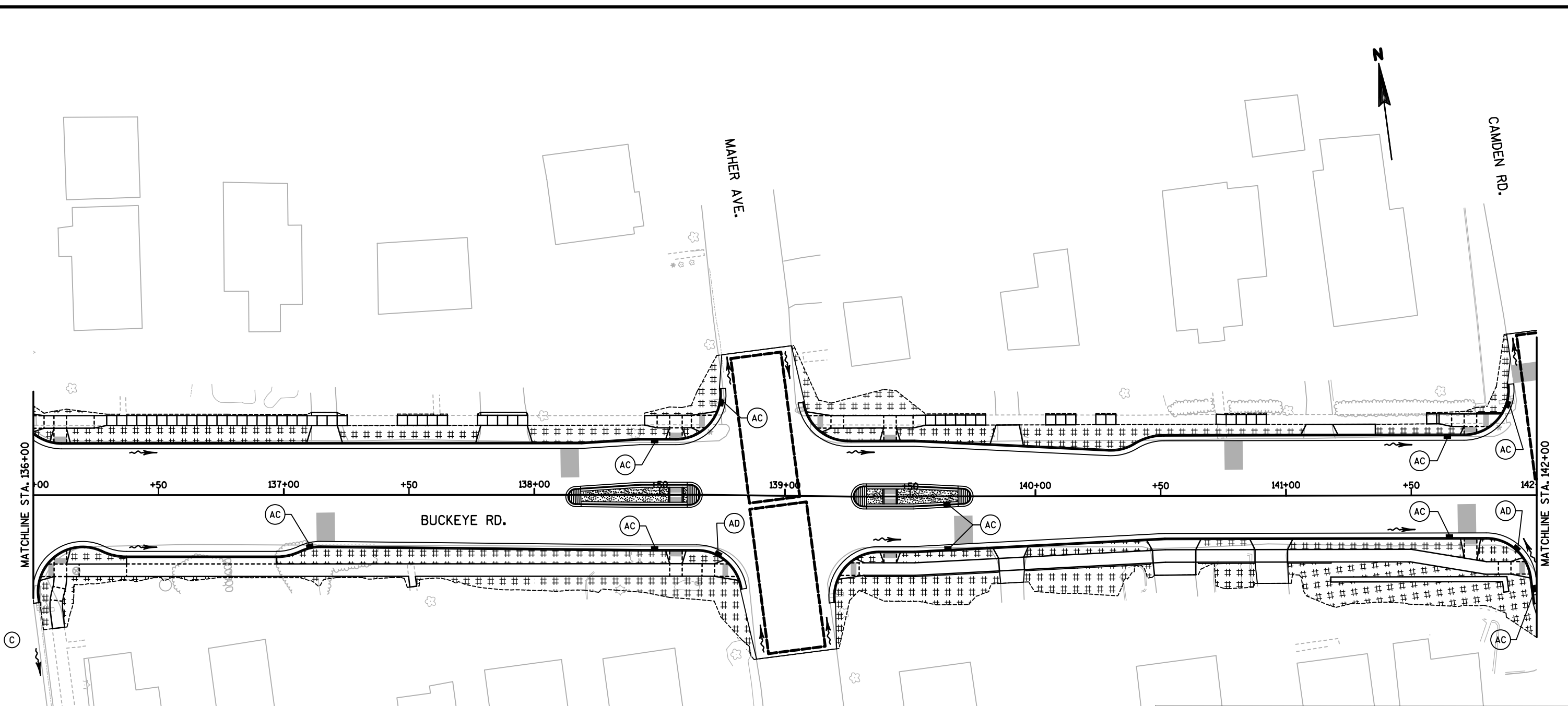
Revised 4/26/19 EDH
-Inlet BW-12.5 moved



LEGEND

(A)	INLET PROTECTION, TYPE A-COMPLETE	#####	TERRACE SEEDING, EROSION MATTING URBAN CLASS I, TYPE A-ORGANIC
(C)	INLET PROTECTION, TYPE C-COMPLETE		MEDIUM RIPRAP
(D)	INLET PROTECTION, TYPE D-COMPLETE		SILT FENCE-COMPLETE
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.		STONE BERM (ADD SUMP TO UPSTREAM SIDE OF BERM)
(AD)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.		CONSTRUCTION ENTRANCE
----	SLOPE INTERCEPT		
	SURFACE WATER FLOW		
	PROPOSED INLET		
	PROPOSED STORM SEWER ACCESS STRUCTURE		
	PROPOSED APRON ENDWALL		

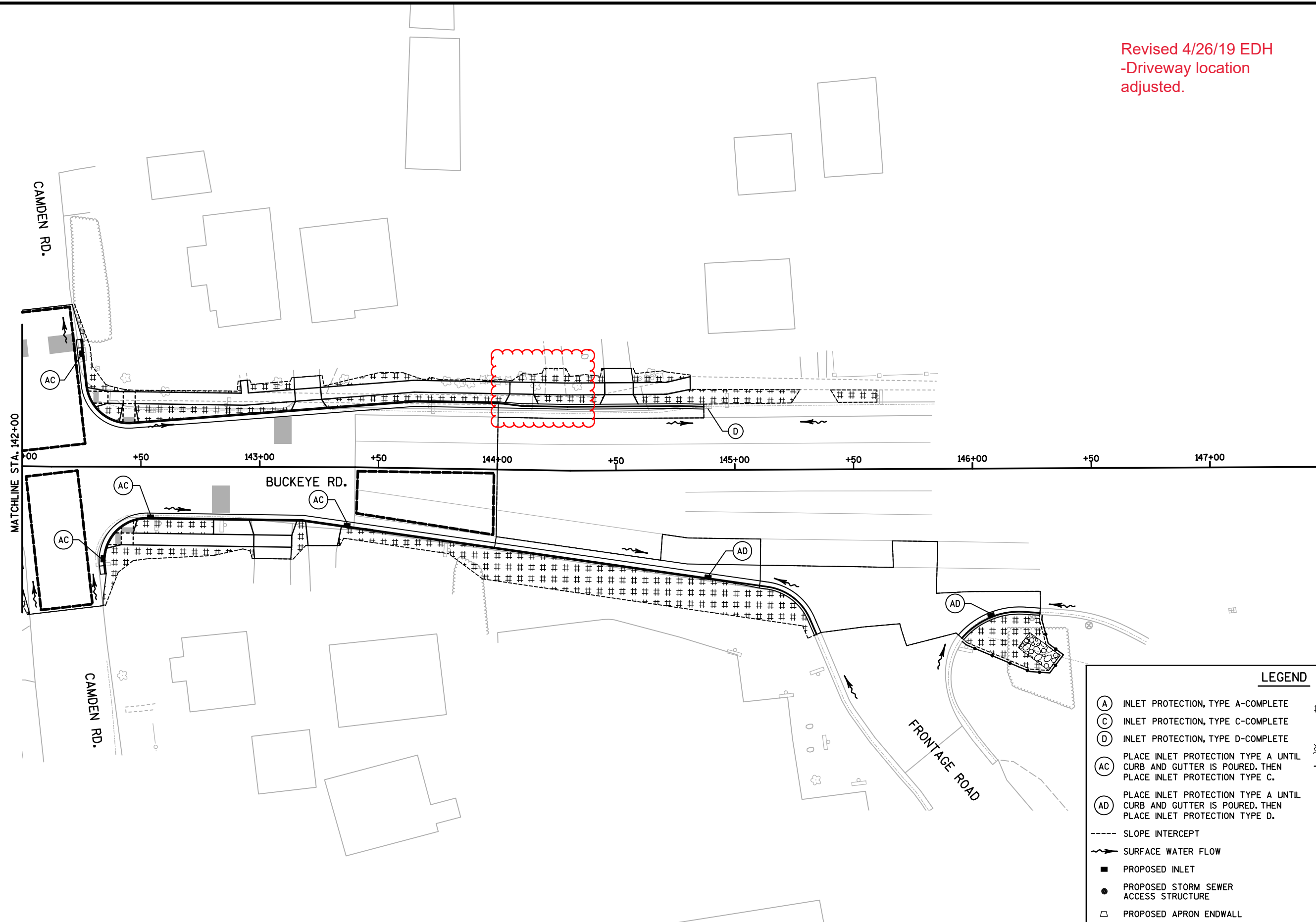




LEGEND

(A)	INLET PROTECTION, TYPE A-COMPLETE	####	TERRACE SEEDING, EROSION MATTING URBAN CLASS I, TYPE A-ORGANIC
(C)	INLET PROTECTION, TYPE C-COMPLETE	⊗	MEDIUM RIPRAP
(D)	INLET PROTECTION, TYPE D-COMPLETE	—●—	SILT FENCE-COMPLETE
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.	■	STONE BERM (ADD SUMP TO UPSTREAM SIDE OF BERM)
(AD)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.	□	CONSTRUCTION ENTRANCE
---	SLOPE INTERCEPT		
~	SURFACE WATER FLOW		
■	PROPOSED INLET		
●	PROPOSED STORM SEWER ACCESS STRUCTURE		
□	PROPOSED APRON ENDWALL		

Revised 4/26/19 EDH
-Driveway location
adjusted.



LEGEND	
(A)	INLET PROTECTION, TYPE A-COMPLETE
(C)	INLET PROTECTION, TYPE C-COMPLETE
(D)	INLET PROTECTION, TYPE D-COMPLETE
(AC)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE C.
(AD)	PLACE INLET PROTECTION TYPE A UNTIL CURB AND GUTTER IS POURED. THEN PLACE INLET PROTECTION TYPE D.
---	SLOPE INTERCEPT
~>	SURFACE WATER FLOW
■	PROPOSED INLET
●	PROPOSED STORM SEWER ACCESS STRUCTURE
□	PROPOSED APRON ENDWALL
###	TERRACE SEEDING, EROSION MATTING URBAN CLASS I, TYPE A-ORGANIC
⊗	MEDIUM RIPRAP
—●—	SILT FENCE-COMPLETE
■	STONE BERM (ADD SUMP TO UPSTREAM SIDE OF BERM)
□	CONSTRUCTION ENTRANCE

3

FINISHING ITEMS

STATION - STATION	LOCATION	20221	20701
		TOPSOIL SY	TERRACE SEEDING SY
100+91 - 109+50	RT/LT	1,050	1,050
109+50 - 116+00	RT/LT	270	270
116+00 - 123+00	RT/LT	780	780
123+00 - 131+00	RT/LT	1,800	1,800
131+00 - 138+00	RT/LT	960	960
138+00 - 146+28	RT/LT	1,350	1,350
UNDISTRIBUTED	---	1,550	1,550
TOTALS		7,760	7,760

EROSION MATTING, CLASS I, TYPE A - ORGANIC

STATION - STATION	LOCATION	21063
		SY
100+91 - 109+50	RT/LT	1,050
109+50 - 116+00	RT/LT	270
116+00 - 123+00	RT/LT	780
123+00 - 131+00	RT/LT	1,800
131+00 - 138+00	RT/LT	960
138+00 - 146+28	RT/LT	1,350
SUBTOTAL		6,210
UNDISTRIBUTED		1,553
TOTAL		7,763

RIPRAP ITEMS

STATION	LOCATION	20227	20233
		MEDIUM RIPRAP CY	RIPRAP FILTER FABRIC, TYPE HR SY
146+28	RT	7	22

CONSTRUCTION ENTRANCE

LOCATION	21011 EACH
BUCKEYE ROAD	17

STREET CONSTRUCTION STONE BERM

LOCATION	21015 EACH
BUCKEYE ROAD	34

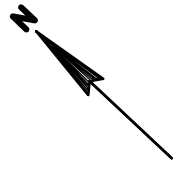
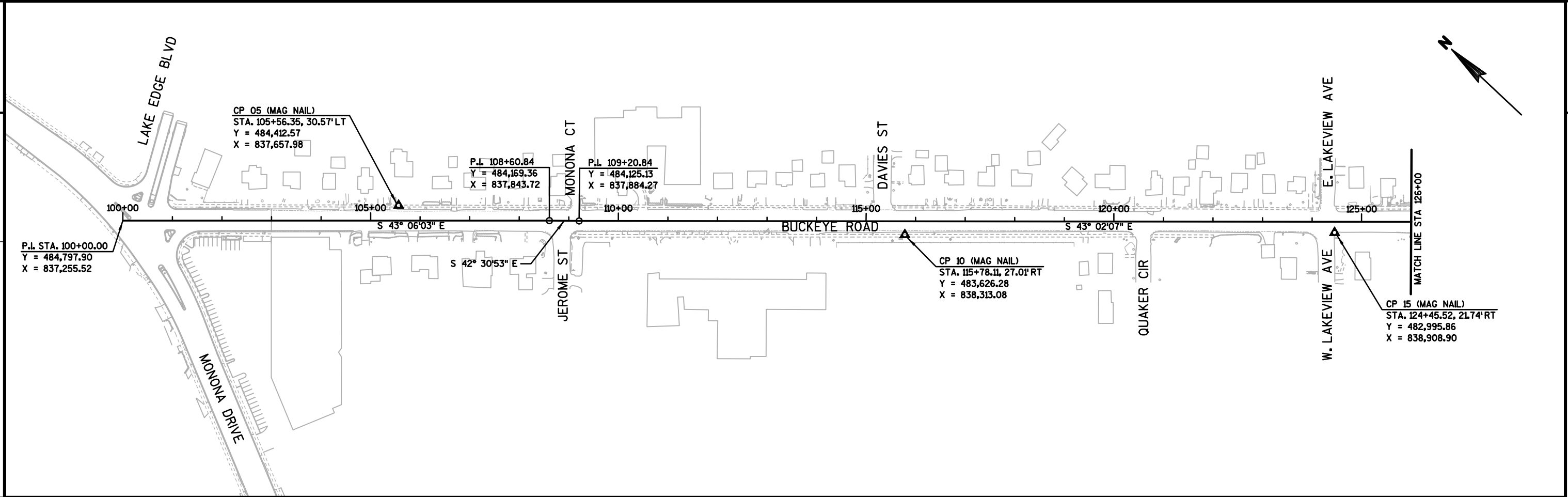
SILT FENCE - COMPLETE

STATION - STATION	LOCATION	21021
		LF
122+02 - 123+04	RT	110
123+25 - 124+10	RT	110
145+95 - 146+38	RT	70
SUBTOTALS		290
UNDISTRIBUTED		100
TOTAL		390

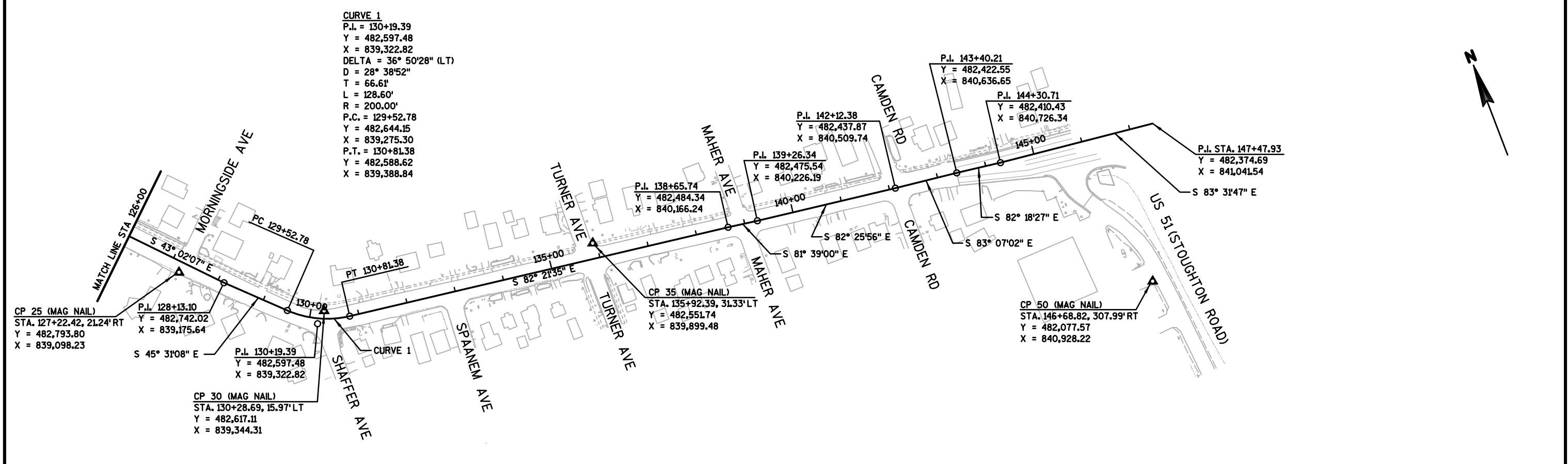
INLET PROTECTION SUMMARY

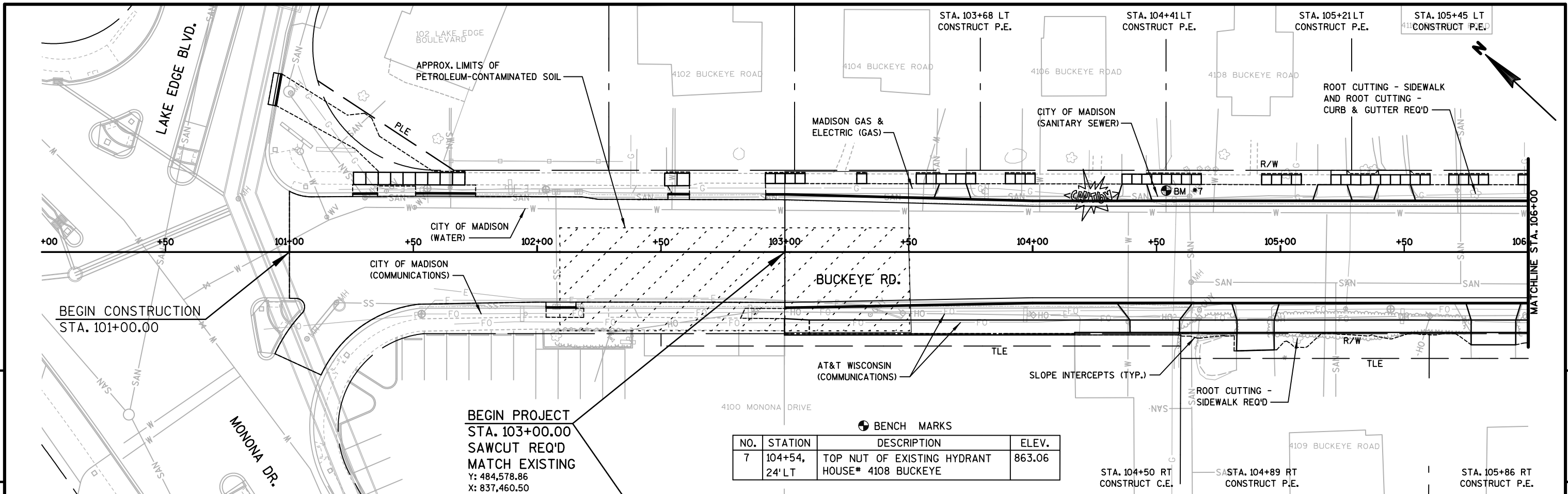
STATION - STATION	LOCATION	21045	21031	21041
		TYPE A COMPLETE EACH	TYPE C COMPLETE EACH	TYPE D COMPLETE EACH
100+91 - 109+50	RT/LT	14	12	4
109+50 - 116+00	RT/LT	7	4	3
116+00 - 123+00	RT/LT	9	5	4
123+00 - 131+00	RT/LT	14	12	2
131+00 - 138+00	RT/LT	13	7	6
138+00 - 146+28	RT/LT	17	13	5
SUBTOTALS		74	53	24
UNDISTRIBUTED		19	13	6
TOTALS		93	66	30

3



CURVE 1
 P.I. = 130+19.39
 Y = 482,597.48
 X = 839,322.82
 DELTA = 36° 50'28" (LT)
 D = 28° 38'52"
 T = 66.61'
 L = 128.60'
 R = 200.00'
 P.C. = 129+52.78
 Y = 482,644.15
 X = 839,275.30
 P.T. = 130+81.38
 Y = 482,588.62
 X = 839,388.84



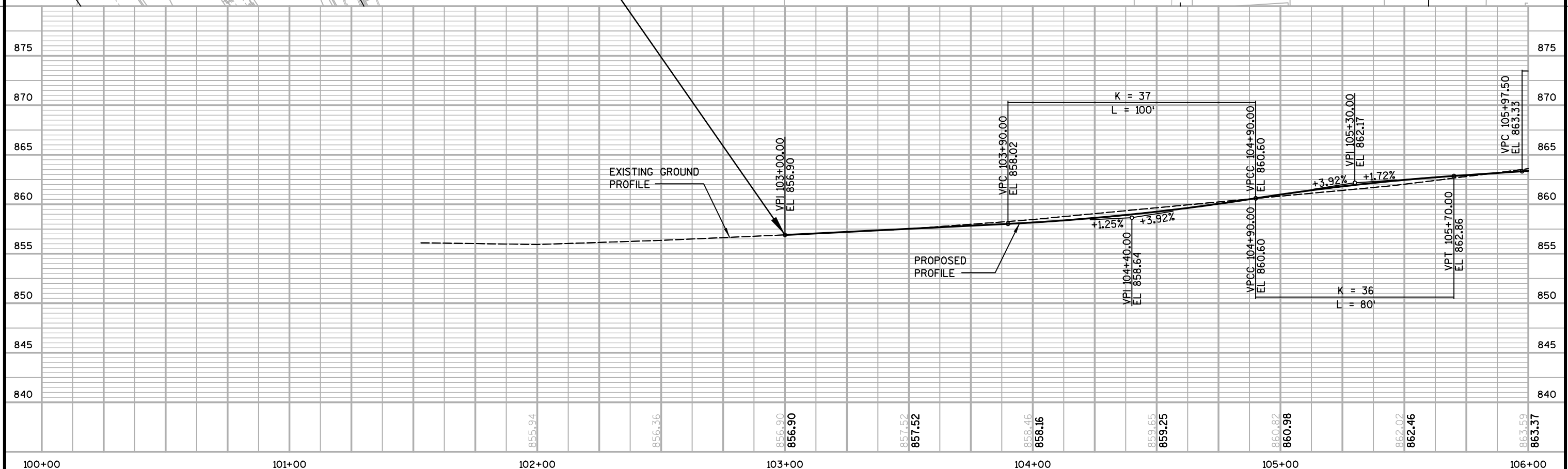


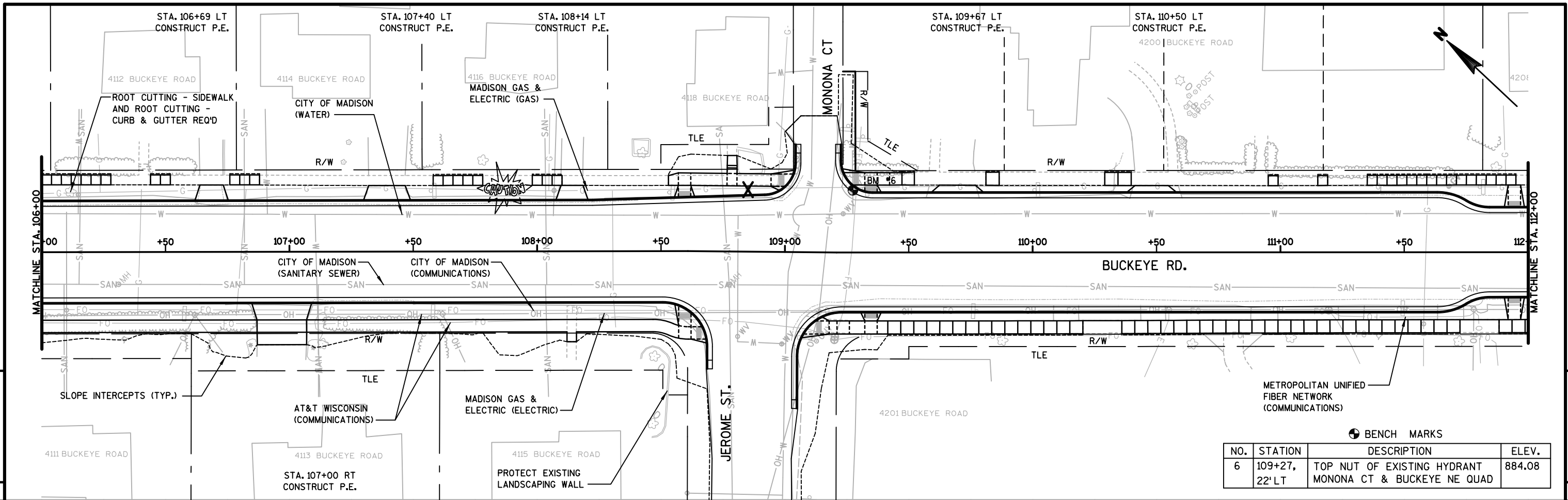
BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
7	104+54, 24' LT	TOP NUT OF EXISTING HYDRANT HOUSE# 4108 BUCKEYE	863.06

BEGIN PROJECT
STA. 103+00.00
SAWCUT REQ'D
MATCH EXISTING
 Y: 484,578.86
 X: 837,460.50

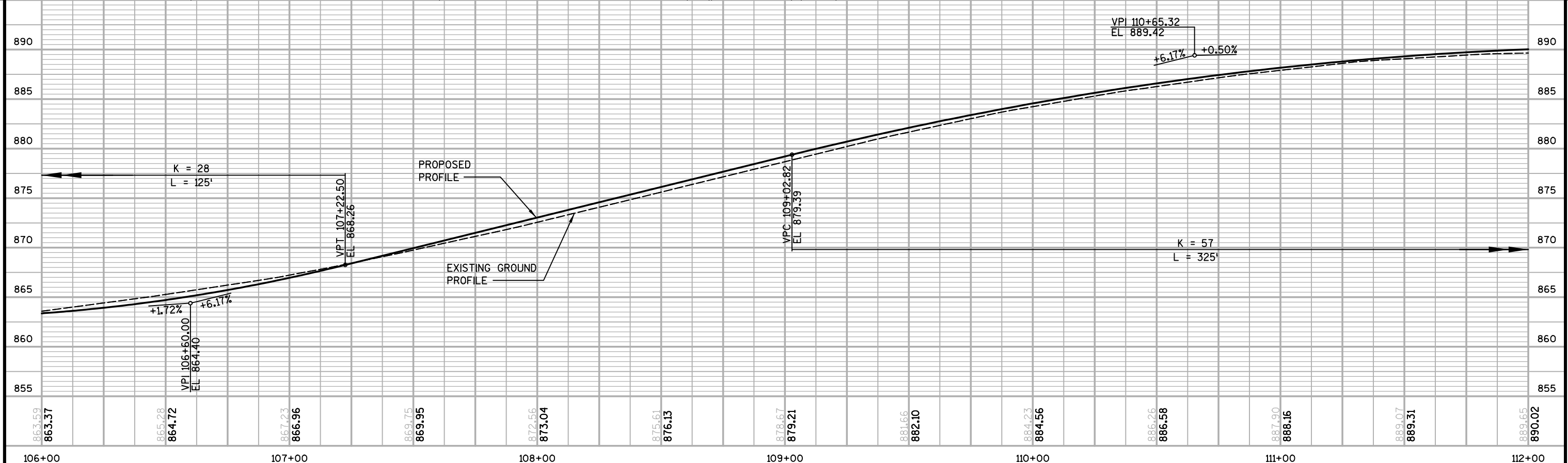
BEGIN CONSTRUCTION
STA. 101+00.00



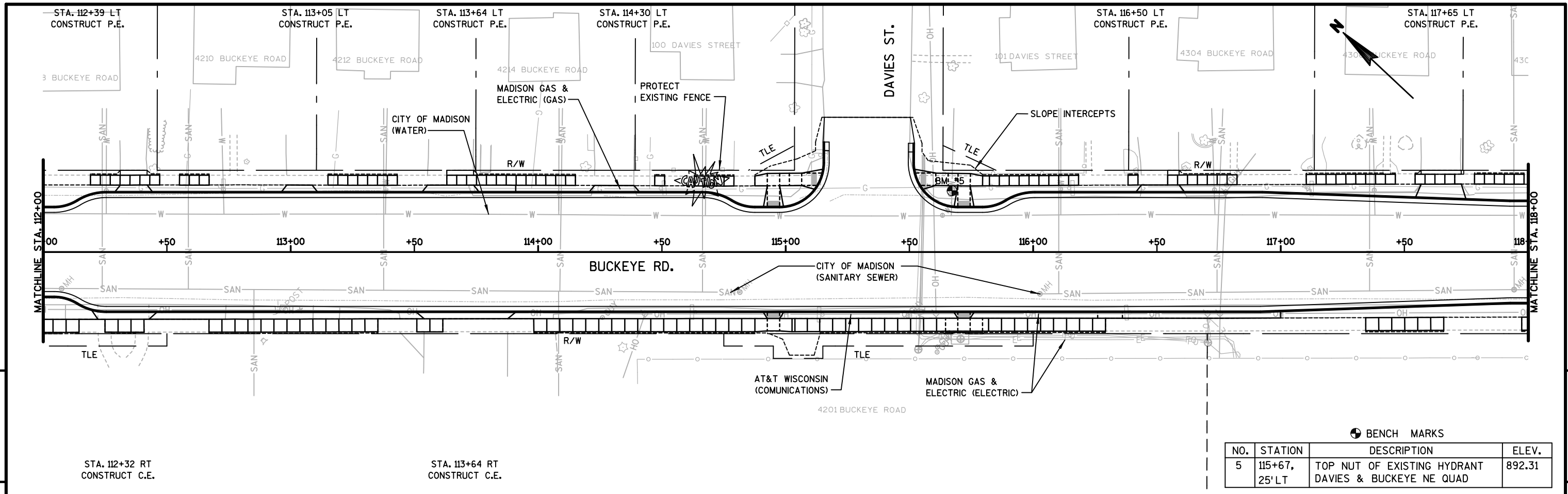


BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
6	109+27, 22' LT	TOP NUT OF EXISTING HYDRANT MONONA CT & BUCKEYE NE QUAD	884.08

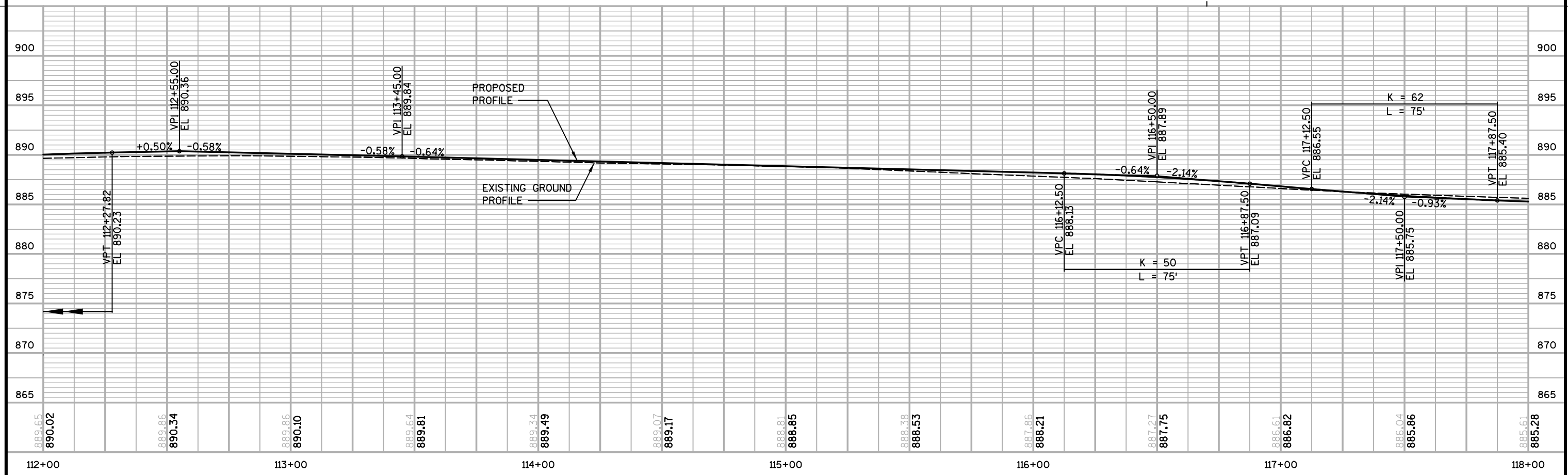


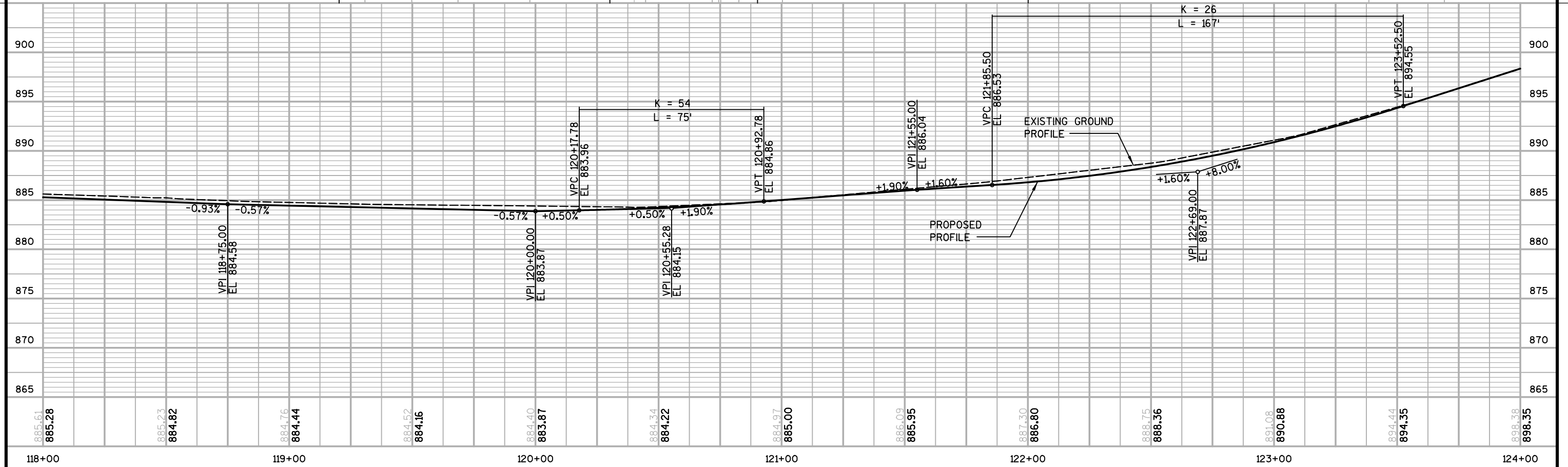
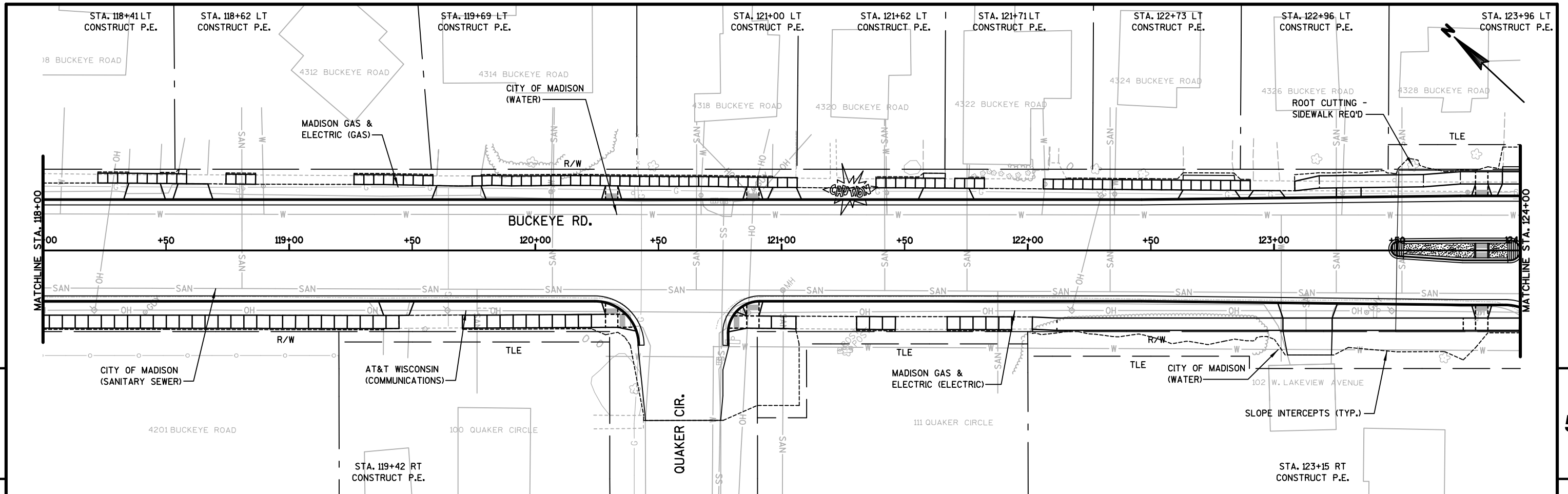
863.59 863.37	865.28 864.72	867.23 866.96	869.75 869.95	872.56 873.04	875.61 876.13	878.67 879.21	881.66 882.10	884.23 884.56	886.26 886.58	887.90 888.16	889.07 889.31	890.65 890.02
106+00		107+00		108+00		109+00		110+00		111+00		112+00



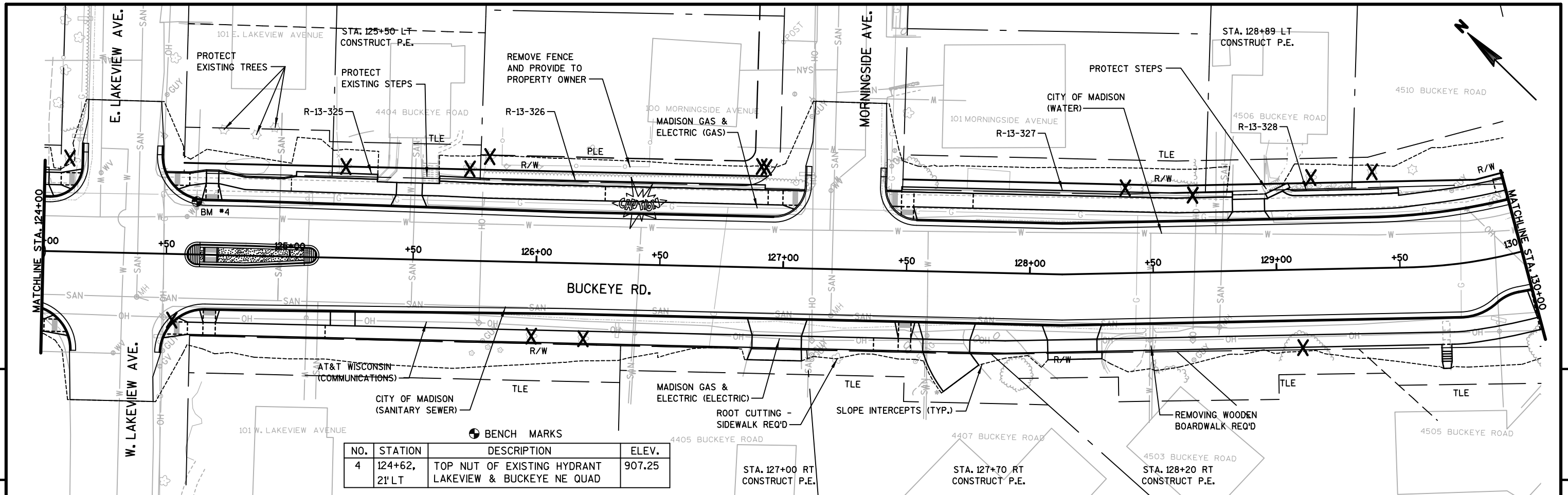
● BENCH MARKS

NO.	STATION	DESCRIPTION	ELEV.
5	115+67, 25' LT	TOP NUT OF EXISTING HYDRANT DAVIES & BUCKEYE NE QUAD	892.31

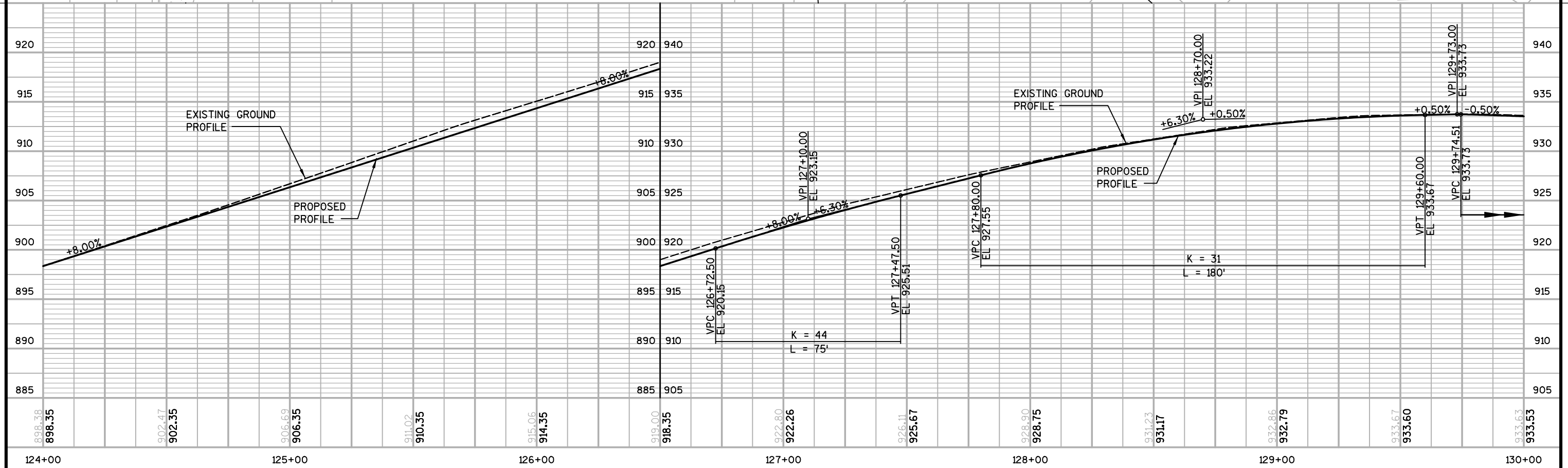


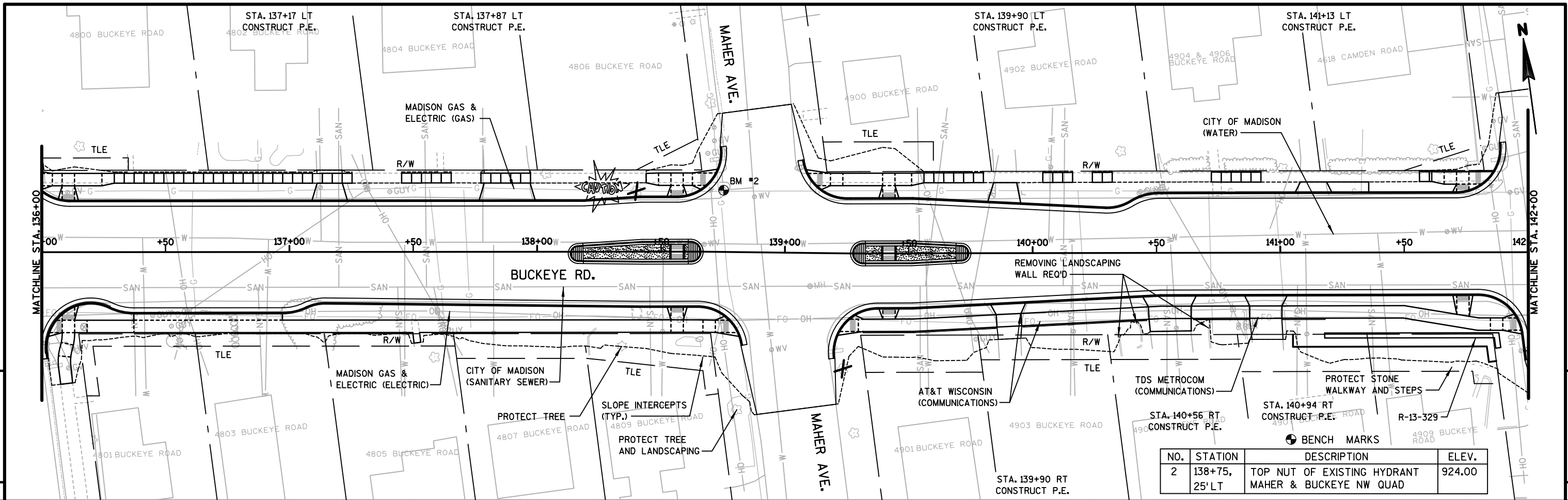


PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE STREET PLAN & PROFILES SHEET P-4 E

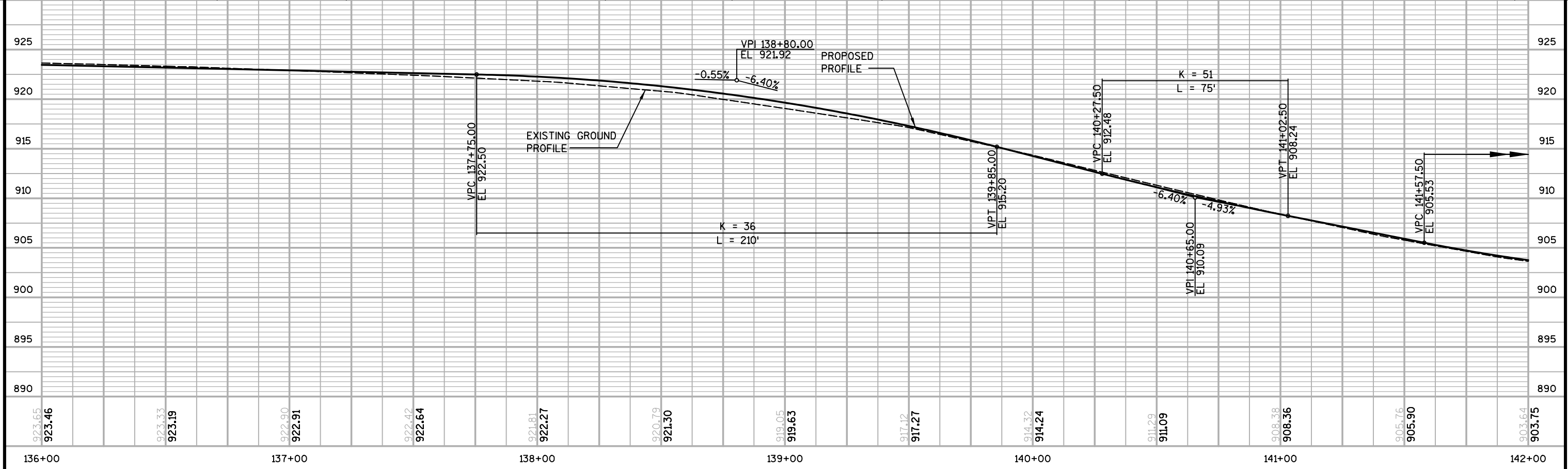


NO.	STATION	DESCRIPTION	ELEV.
4	124+62, 21' LT	TOP NUT OF EXISTING HYDRANT LAKEVIEW & BUCKEYE NE QUAD	907.25

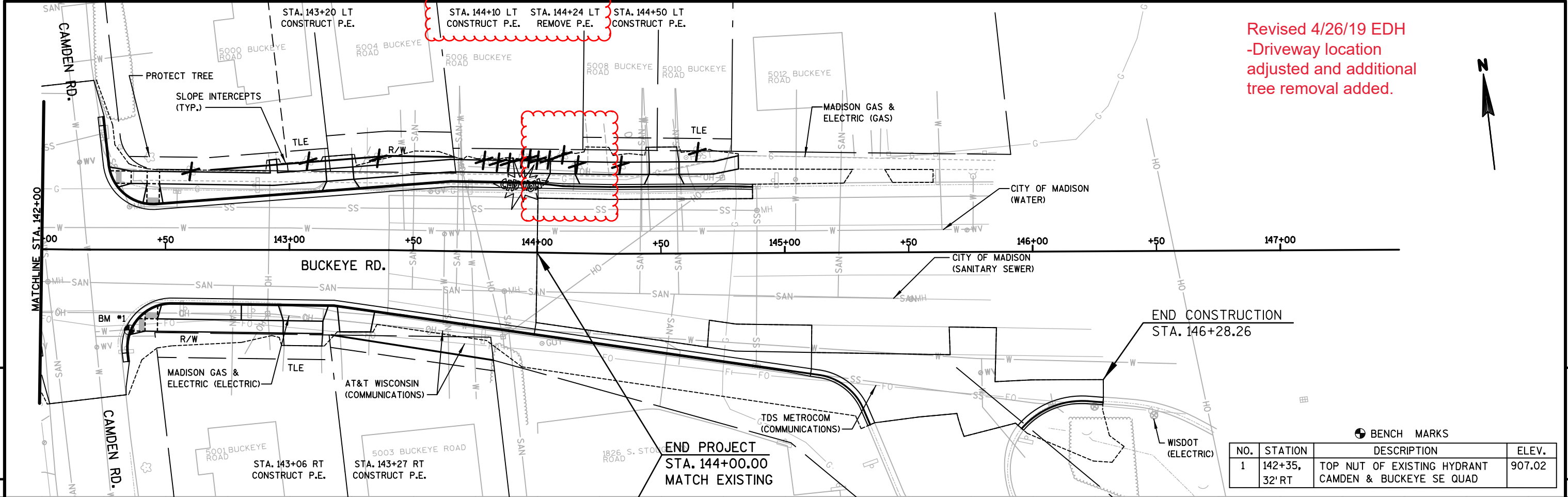




NO.	STATION	DESCRIPTION	ELEV.
2	138+75, 25' LT	TOP NUT OF EXISTING HYDRANT MAHER & BUCKEYE NW QUAD	924.00



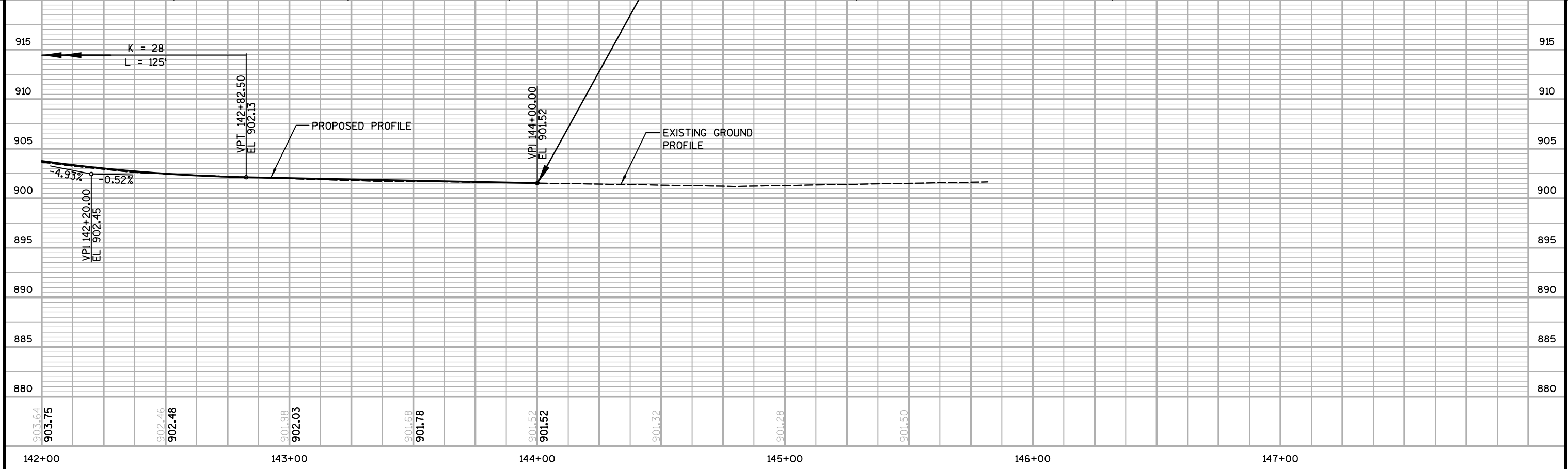
Revised 4/26/19 EDH
 -Driveway location
 adjusted and additional
 tree removal added.



5

5

BENCH MARKS			
NO.	STATION	DESCRIPTION	ELEV.
1	142+35, 32' RT	TOP NUT OF EXISTING HYDRANT CAMDEN & BUCKEYE SE QUAD	907.02



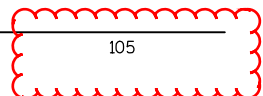
PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE STREET PLAN & PROFILES SHEET P-8 E

Revised 4/26/19 EDH
 -Additional tree removal
 added which eliminated a
 location of root cutting.

3

3

ROOT CUTTING			
STATION	LOCATION	10801	10802
		ROOT CUTTING - CURB & GUTTER LF	ROOT CUTTING - SIDEWALK LF
105+07	RT	---	15
105+79	LT	15	15
106+12	LT	15	15
123+56	LT	---	15
127+25	RT	---	15
UNDISTRIBUTED	---	30	30
TOTALS		60	105



FIELD OFFICE	
PROJECT	10901 EACH
10228	1

SAWING				
STATION - STATION	LOCATION	20303	20301	LF
		SAWCUT ASPHALT PAVEMENT LF	SAWCUT CONCRETE PAVEMENT, FULL DEPTH LF	
100+91 - 109+50	RT/LT	130	---	
109+50 - 116+00	RT/LT	35	---	
116+00 - 123+00	RT/LT	31	---	
123+00 - 131+00	RT/LT	120	---	
131+00 - 138+00	RT/LT	94	---	
138+00 - 146+28	RT/LT	125	495	
UNDISTRIBUTED	---	100	50	
TOTALS		635	545	

REMOVE CONCRETE PAVEMENT		
STATION - STATION	LOCATION	20321
		SY
116+00 - 123+00	LT/RT	8
138+00 - 146+28	LT/RT	780
TOTAL		788

REMOVE CONCRETE CURB & GUTTER		
STATION - STATION	LOCATION	20322
		LF
100+94 - 101+75	LT	45
102+04 - 104+65	RT	180
135+72	RT	8
136+00 - 136+01	RT	7
144+00 - 144+87	LT	85
TOTAL		325

REMOVE CONCRETE SIDEWALK & DRIVE		
STATION - STATION	LOCATION	20323
		SF
100+91 - 109+50	LT/RT	2,600
109+50 - 116+00	LT/RT	4,310
116+00 - 123+00	LT/RT	3,670
123+00 - 131+00	LT/RT	4,020
131+00 - 138+00	LT/RT	2,050
138+00 - 146+28	LT/RT	2,140
UNDISTRIBUTED		940
TOTAL		19,730

REMOVE GUARD RAIL		
STATION - STATION	LOCATION	20325
		LF
130+57 - 130+89	RT	70

3

REMOVE FENCE			
STATION - STATION	LOCATION	20326 LF	
107+14 - 107+18	RT	8	
115+63 - 115+80	LT	15	
125+19	LT	8	
125+85 - 126+45	LT	65	
129+43 - 131+15	LT	75	
132+24 - 132+64	RT	45	
TOTAL		216	

CLEARING AND GRUBBING				
STATION	LOCATION	20401 CLEARING ID	20406 GRUBBING ID	
108+85	LT	3	3	
124+10	LT	20	20	
124+53	RT	18	18	
125+16	LT	---	32	
125+22	LT	33	33	
125+72	LT	40	40	
125+80	LT	10	10	
125+88	LT	---	14	
125+99	RT	24	24	
126+01	LT	---	17	
126+20	RT	3	3	
126+91	LT	27	27	
126+92	LT	24	24	
128+39	LT	42	42	
128+67	LT	36	36	
129+10	RT	12	12	
129+15	LT	6	6	
129+39	LT	12	12	
130+26	LT	30	30	
138+40	LT	4	4	
139+24	RT	24	24	
142+60	LT	30	30	
143+07	LT	16	16	
143+36	LT	16	16	
143+78	LT	16	16	
143+84	LT	16	16	
143+88	LT	16	16	
143+93	LT	3	3	
143+96	LT	3	3	
144+00	LT	3	3	
144+04	LT	3	3	
144+10	LT	36	36	
144+16	LT	24	24	
144+34	LT	24	24	
144+65	LT	36	36	
TOTALS		610	673	

CURB & GUTTER											
STATION - STATION	LOCATION	30206 LF	90007 CONCRETE CURB & GUTTER 30-INCH TYPE D LF	90010 SIDEWALK CURB LF	30207 TYPE 'H' CONCRETE CURB & GUTTER LF	30201 TYPE 'A' CONCRETE CURB & GUTTER LF	30203 TYPE 'X' CONCRETE CURB & GUTTER LF	90008 CONCRETE CURB & GUTTER INTEGRAL 24-INCH TYPE D SPECIAL LF	90009 CONCRETE CURB & GUTTER 36-INCH TYPE A SPECIAL VERTICAL FACE LF	30208 HAND FORMED CONCRETE CURB & GUTTER (TREE LOCATIONS) LF	
100+91 - 109+50	RT/LT	47	---	22	---	1,190	160	---	---	12	
109+50 - 116+00	RT/LT	---	---	15	---	1,100	210	---	---	---	
116+00 - 123+00	RT/LT	---	---	---	---	1,190	190	---	---	---	
123+00 - 131+00	RT/LT	---	---	115	170	1,480	100	---	---	---	
131+00 - 138+00	RT/LT	---	---	---	---	1,250	150	---	---	---	
138+00 - 146+28	RT/LT	---	115	180	160	910	265	87	70	---	
UNDISTRIBUTED		---	---	---	---	---	---	---	---	12	
TOTALS		47	115	332	330	7,120	1,075	87	70	24	

CONCRETE SIDEWALK & DRIVEWAYS					
STATION - STATION	LOCATION	30301 CONCRETE SIDEWALK SF	30302 7 INCH CONCRETE SIDEWALK & DRIVE SF	90005 7 INCH STAMPED & COLORED CONCRETE SF	
100+91 - 109+50	RT/LT	4,150	2,150	---	
109+50 - 116+00	RT/LT	5,450	1,000	---	
116+00 - 123+00	RT/LT	3,800	1,400	---	
123+00 - 131+00	RT/LT	7,000	2,450	392	
131+00 - 138+00	RT/LT	4,550	2,650	---	
138+00 - 146+28	RT/LT	3,800	2,060	364	
TOTALS		28,750	11,710	756	

Revised 4/26/19 EDH -Driveway location adjusted and additional tree removal added.

CONCRETE MOUNTABLE MEDIAN ISLAND NOSE			
STATION	OFFSET	30311 SF	
123+50	MEDIAN	41	
123+98	MEDIAN	49	
124+61	MEDIAN	49	
125+08	MEDIAN	41	
138+16	MEDIAN	41	
138+64	MEDIAN	49	
139+30	MEDIAN	49	
139+72	MEDIAN	41	
TOTAL		360	

CONCRETE STEPS SUMMARY				
STATION	LOCATION	90006 RAILING PIPE LF	30313 CONCRETE STEPS SF	
108+78	LT	---	8	
129+66	RT	6	15	
TOTALS		6	23	

EARTHWORK

LOCATION	STATION - STATION	20101		SALVAGED PAVEMENT MATERIAL	AVAILABLE MATERIAL (4)	EXPANDED EBS BACKFILL (5)	UNEXPANDED FILL	EXPANDED FILL (6)	MASS ORDINATE +/- (7)	WASTE (8)	BREAKER RUN (9)	20140 GEOTEXTILE FABRIC TYPE SAS (NON WOVEN) (10)
		EXCAVATION CUT (1)										
		CUT (2)	EBS EXCAVATION (3)									
		5% OF CUT										
CY	CY	CY	CY	FACTOR 1.25	CY	CY	CY	CY	TON	SY		
BUCKEYE ROAD	100+94 - 103+00	153	0	0	153	0	0	0	153	153	---	---
	103+00 - 146+28	17,114	856	123	16,991	1,070	865	1,081	15,910	16,979	2,032	1,600
ITEM TOTALS		18,123									2,032	1,600

- 1) EXCAVATION CUT IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 20101.
- 2) SALVAGED/UNUSABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
- 3) EBS EXCAVATION TO BE BACKFILLED WITH BREAKER RUN.
- 4) AVAILABLE MATERIAL = CUT - SALVAGED PAVEMENT MATERIAL.
- 5) EXPANDED EBS BACKFILL: THIS IS TO BE FILLED WITH BREAKER RUN. EBS BACKFILL EXPANSION FACTOR = 1.25.
- 6) EXPANDED FILL = (UNEXPANDED FILL)* EXPANDED FILL FACTOR. EXPANDED FILL FACTOR = 1.25.
- 7) MASS ORDINATE: MASS ORDINATE = CUT - SALVAGED PAVEMENT MATERIAL - EXPANDED FILL
PLUS MASS ORDINATE QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS MASS ORDINATE QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
- 8) WASTE = MASS ORDINATE + EXPANDED EBS BACKFILL
- 9) BREAKER RUN IS USED FOR BACKFILL OF EBS.
- 10) USED IN EBS AREAS.

CURB RAMP DETECTABLE WARNING FIELDS		
STATION - STATION	LOCATION	30340 SF
100+91 - 109+50	RT/LT	80
109+50 - 116+00	RT/LT	80
116+00 - 123+00	RT/LT	60
123+00 - 131+00	RT/LT	224
131+00 - 138+00	RT/LT	140
138+00 - 146+28	RT/LT	200
TOTAL		784

CRUSHED AGGREGATE BASE COURSE				
STATION - STATION	LOCATION	40102 CRUSHED AGGREGATE BASE COURSE		*40101 CRUSHED AGGREGATE BASE COURSE
		GRADATION NO. 3	GRADATION NO. 2	GRADATION NO. 1
		TON	TON	TON
100+91.39 - 109+50	RT/LT	65	2,250	1,900
109+50 - 116+00	RT/LT	80	1,750	1,900
116+00 - 123+00	RT/LT	60	1,800	1,900
123+00 - 131+00	RT/LT	120	2,250	2,350
131+00 - 138+00	RT/LT	80	1,900	1,950
138+00 - 146+28.26	RT/LT	65	2,000	1,950
SUBTOTALS		470	11,950	11,950
TOTALS		12,420		11,950

*SEE UNDERDRAIN FOR ADDITIONAL QUANTITIES

3

ASPHALTIC ITEMS

STATION - STATION	LOCATION	40218	40203	40205	40232
		TACK COAT	HMA PAVEMENT 3 MT 58-28 S	HMA PAVEMENT 4 MT 58-28 H	ASPHALT DRIVE & TERRACE
		GAL	TON	TON	TON
100+91 - 109+50	RT/LT	215	780	470	11
109+50 - 116+00	RT/LT	160	575	355	1
116+00 - 123+00	RT/LT	160	570	350	2
123+00 - 131+00	RT/LT	195	705	435	7
131+00 - 138+00	RT/LT	165	595	365	4
138+00 - 146+28	RT/LT	165	580	360	6
TOTALS		1,060	3,805	2,335	31

NOTE: A CONVERSION FACTOR OF 110 LBS/SY/IN WAS USED TO ESTIMATE QUANTITIES FOR HMA PAVEMENT.

9-INCH CONCRETE PAVEMENT

STATION - STATION	LOCATION	40402
		SY
143+99.66 - 146+28.26	RT/LT	390

REMOVING LANDSCAPING BOULDERS

STATION - STATION	LOCATION	90001 EACH
127+50	RT	2
127+80 - 127+87	RT	2
128+30 - 128+47	RT	10
TOTAL		14

REMOVING RETAINING WALL

STATION - STATION	LOCATION	90002 SF	REMARKS
125+18 - 125+35	LT	90	STONE BLOCK WALL; AVERAGE EXPOSED HEIGHT APPROX. 5 FEET
125+60 - 127+06	LT	510	STONE BLOCK WALL WITH CONCRETE FACING; AVERAGE EXPOSED HEIGHT APPROX. 3.5 FEET
127+44 - 128+80	LT	680	STONE BLOCK WALL WITH CONCRETE FACING; AVERAGE EXPOSED HEIGHT APPROX. 5 FEET
128+96 - 129+43	LT	240	STONE BLOCK WALL WITH CONCRETE FACING; AVERAGE EXPOSED HEIGHT APPROX. 5 FEET
TOTAL		1,520	

REMOVING LANDSCAPING WALL

STATION - STATION	LOCATION	90003 SF	REMARKS
140+35	RT	8	MODULAR BLOCK; AVERAGE EXPOSED HEIGHT APPROX. 1.5 FOOT
127+80 - 127+87	RT	13	MODULAR BLOCK; AVERAGE EXPOSED HEIGHT APPROX. 2.5 FEET
140+71	RT	25	MODULAR BLOCK; AVERAGE EXPOSED HEIGHT APPROX. 2.5 FEET
140+86	RT	63	BLOCK; AVERAGE EXPOSED HEIGHT APPROX. 4.5 FEET
TOTAL		108	

REMOVING WOODEN BOARDWALK

STATION	LOCATION	90004 SF
128+50	RT	48

3

CONSTRUCTION FENCING

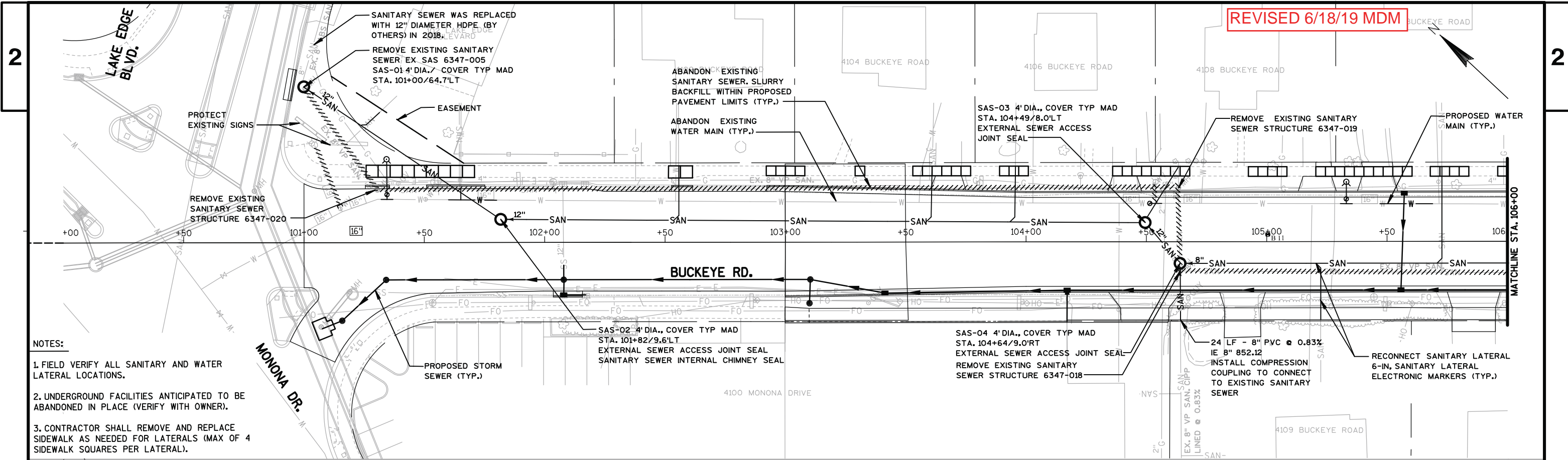
STATION - STATION	LOCATION	90011	
		LF	REMARKS
124+88 - 125+36	LT	60	R-13-325
125+59 - 127+00	LT	150	R-13-326
127+48 - 128+83	LT	150	R-13-327
129+02 - 129+67	LT	70	R-13-328
131+00 - 138+00	RT	80	R-13-329
101+26 - 144+00	RT/LT	320	TREE PROTECTION
101+26 - 144+00	RT/LT	4,250	PEDESTRIAN ROUTING/SAFETY
UNDISTRIBUTED	RT/LT	160	TEMPORARY PEDESTRIAN ACCOMODATIONS
TOTAL		5,240	

TEMPORARY PEDESTRIAN ACCOMMODATION ITEMS

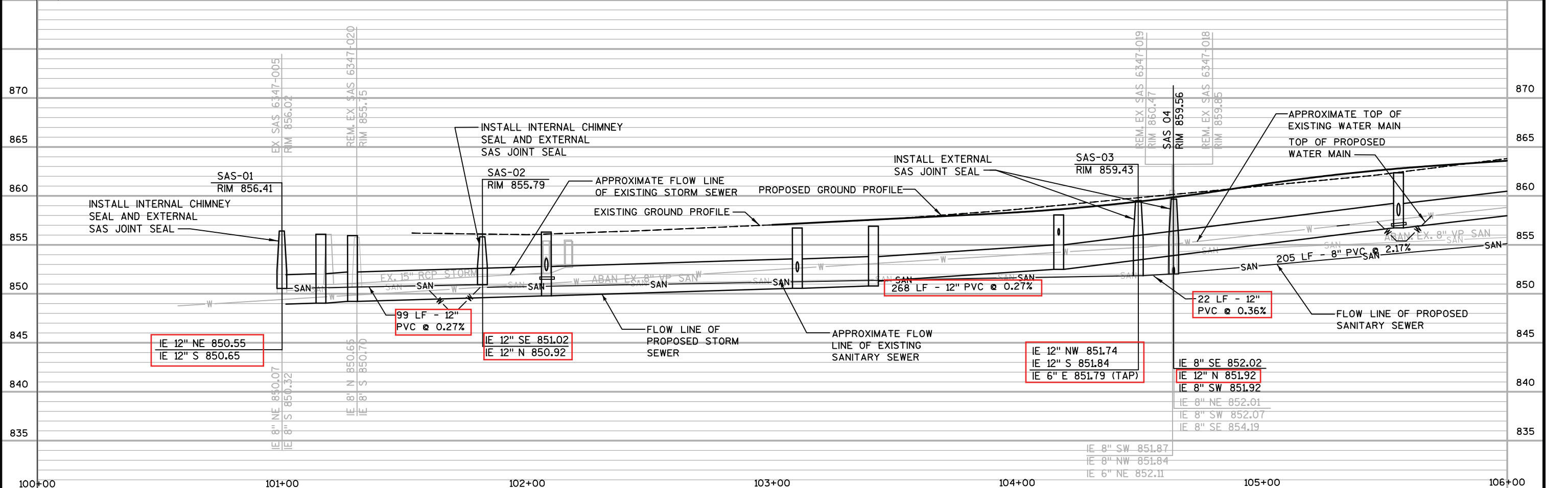
LOCATION	90012	90013
	TEMPORARY PEDESTRIAN SURFACE ASPHALT SF	TEMPORARY CURB RAMP EACH
UNDISTRIBUTED	500	4

EXCAVATION, HAULING, AND DISPOSAL OF CONTAMINATED SOIL

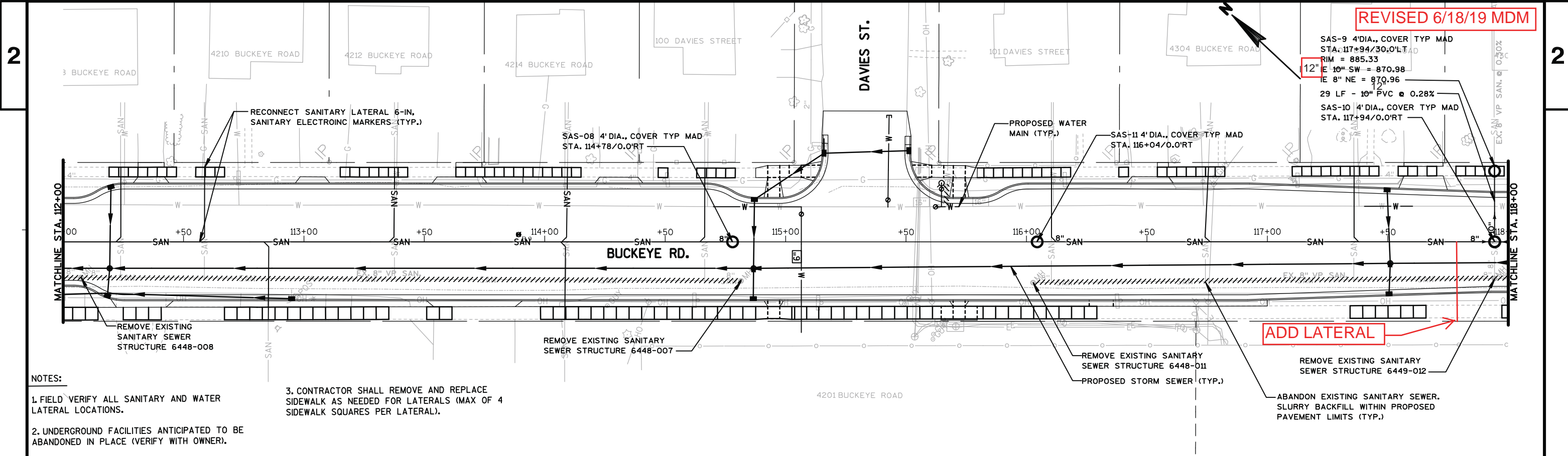
STATION - STATION	LOCATION	90014
		TON
102+10 - 103+50	LT & RT	190



- NOTES:
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 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).

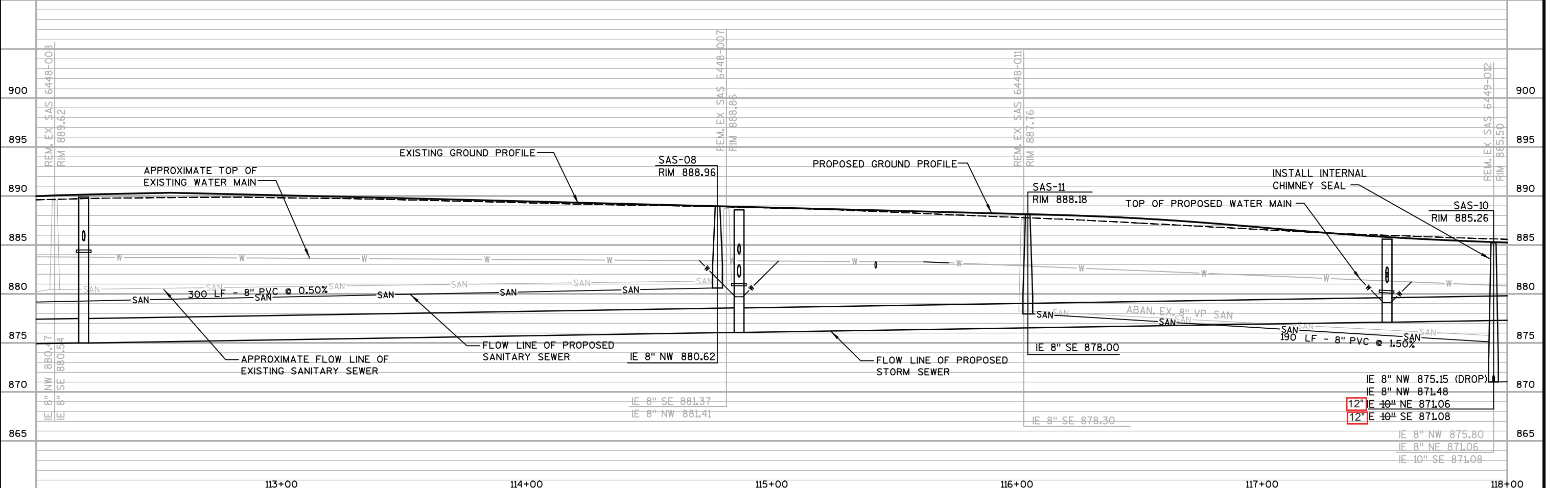


PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE SANITARY SEWER PLAN & PROFILES SHEET SN-1 E



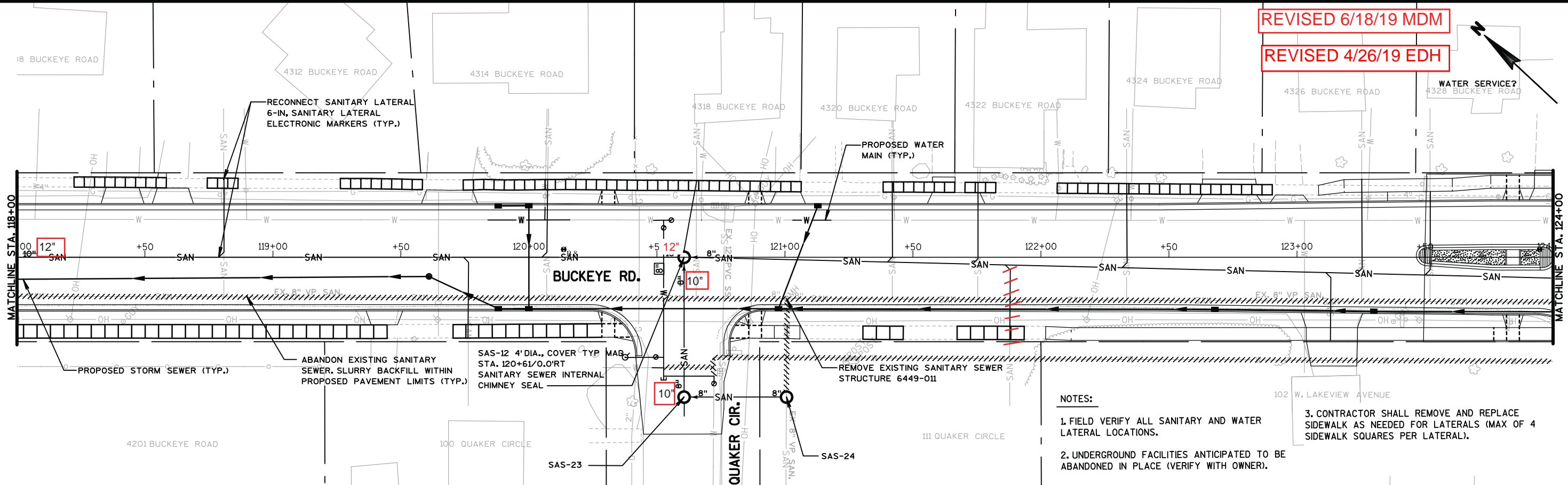
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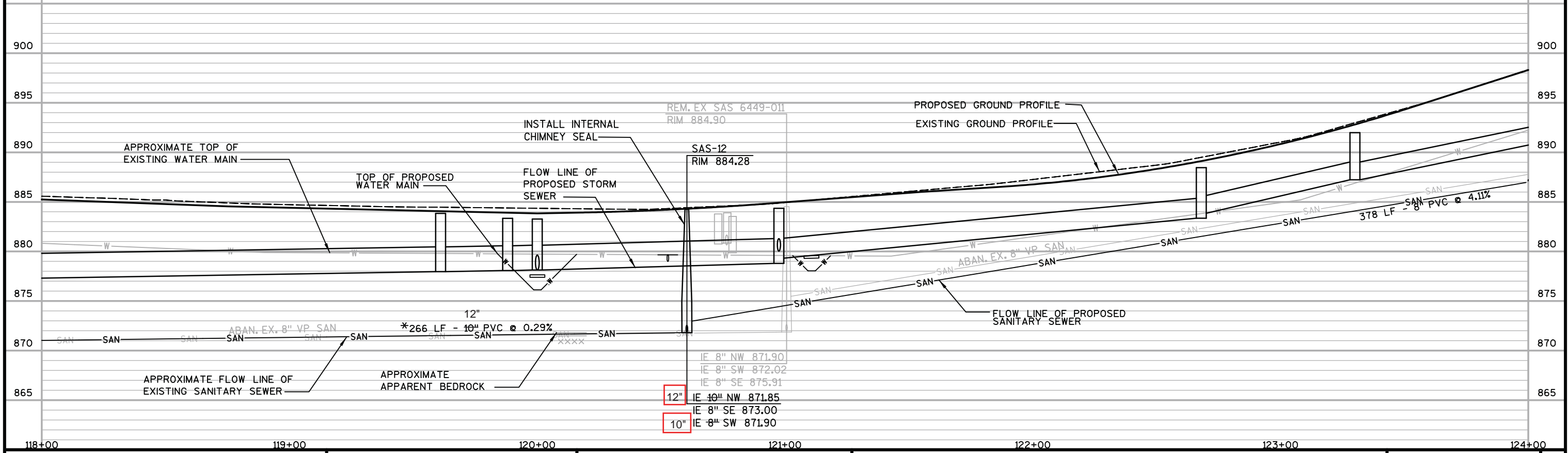
REVISED 6/18/19 MDM

REVISED 4/26/19 EDH



- NOTES:**
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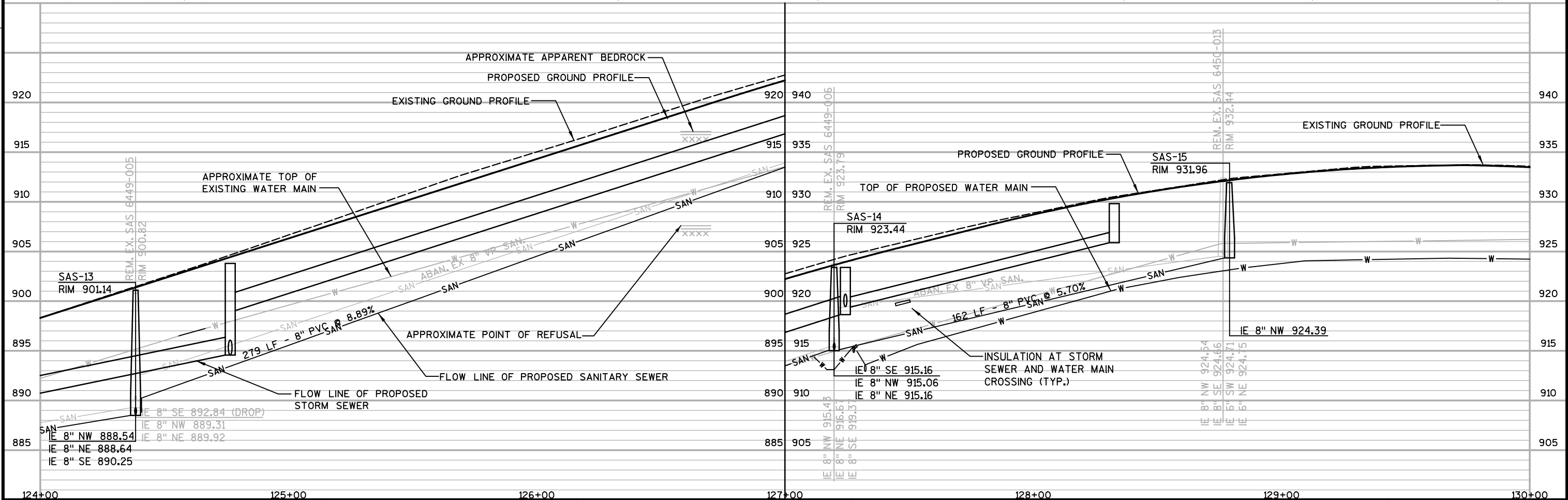
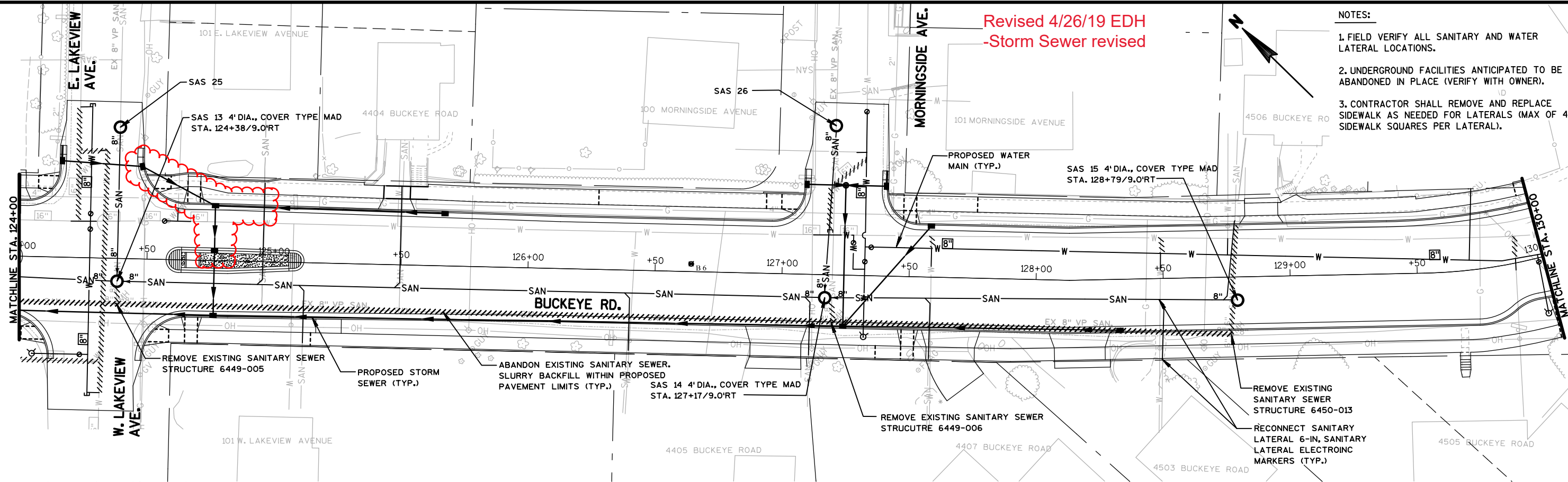
*NOTE: PIPE SHALL CONFORM TO ASTM D3034 SDR-26 SEWER MAIN AND LATERAL



Revised 4/26/19 EDH
-Storm Sewer revised

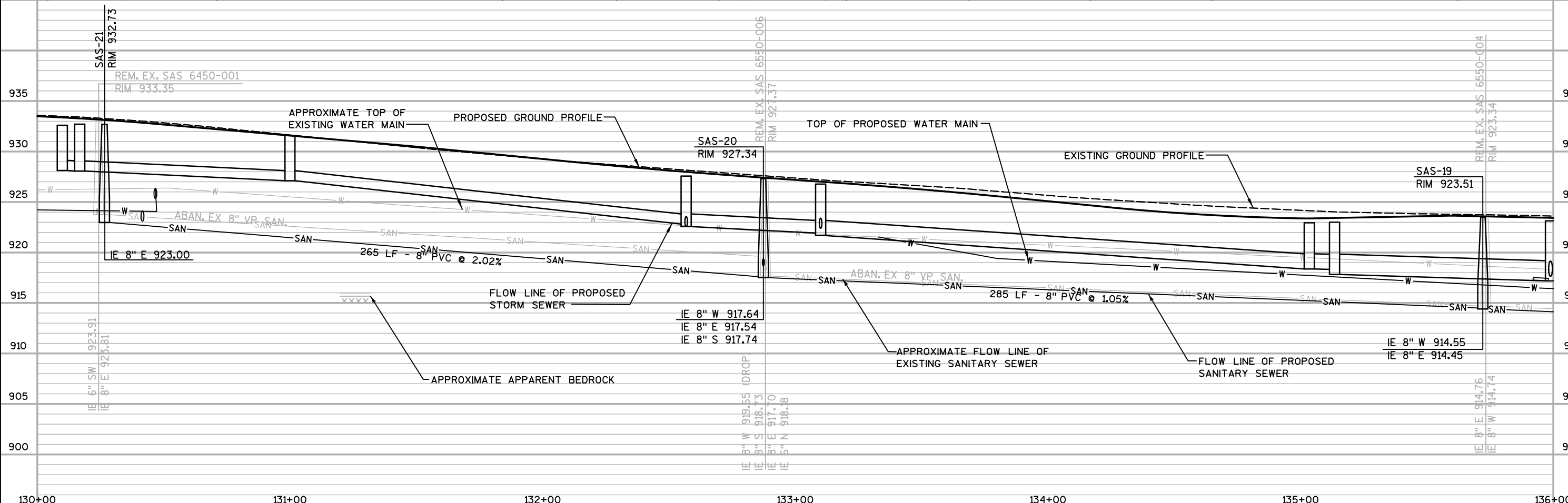
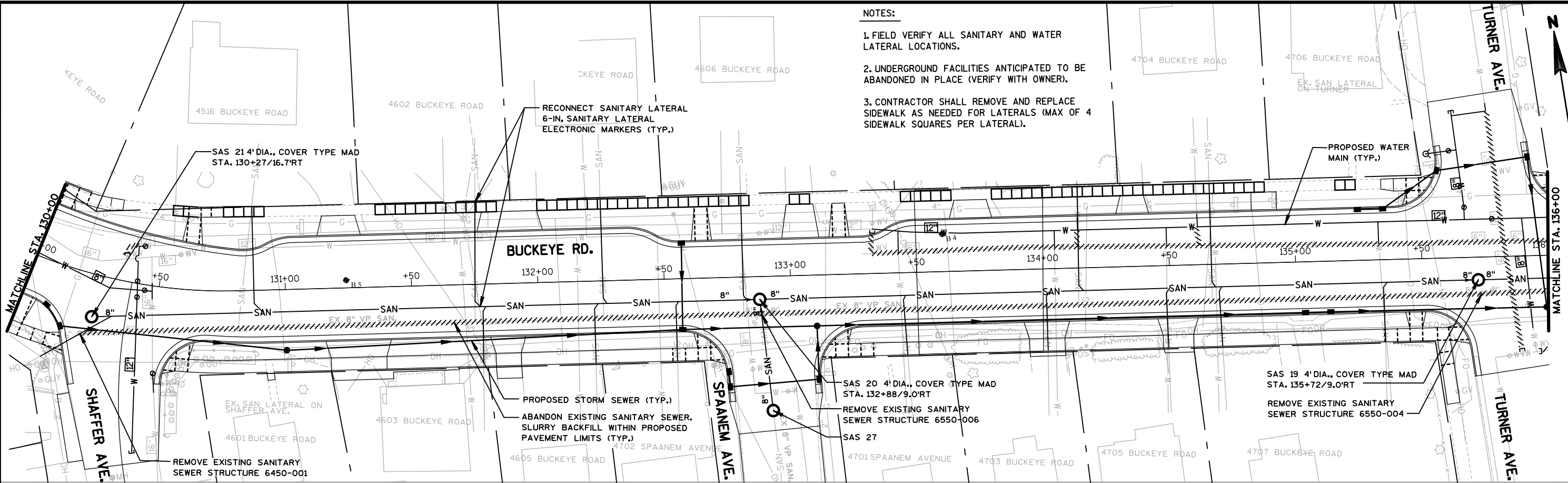
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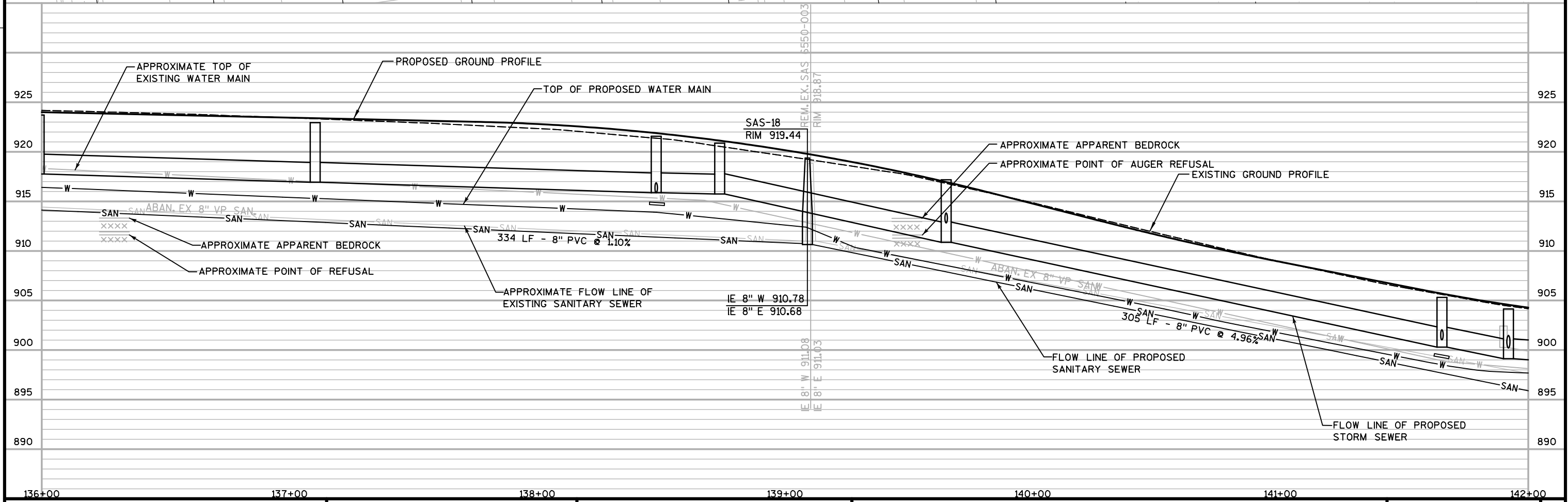
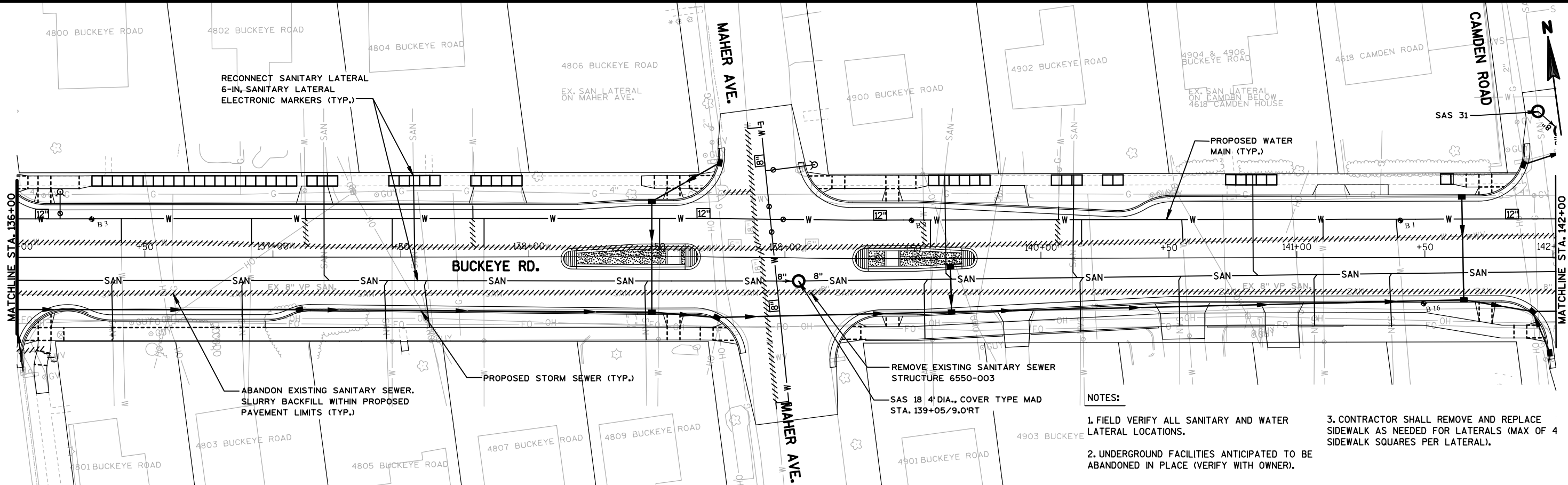


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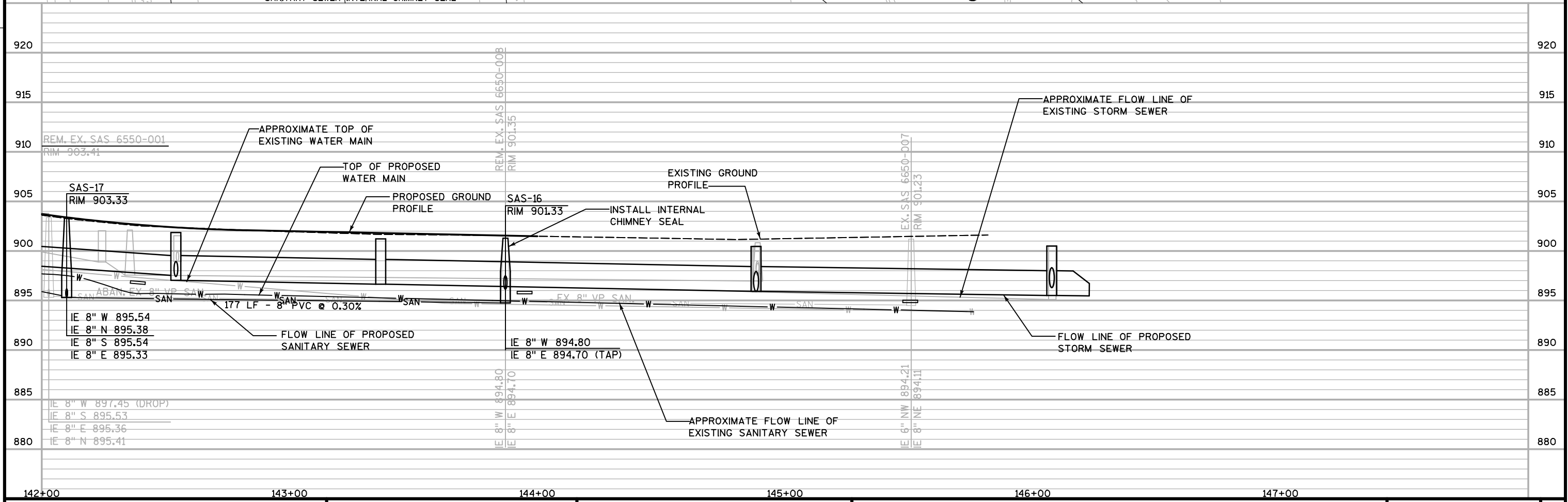
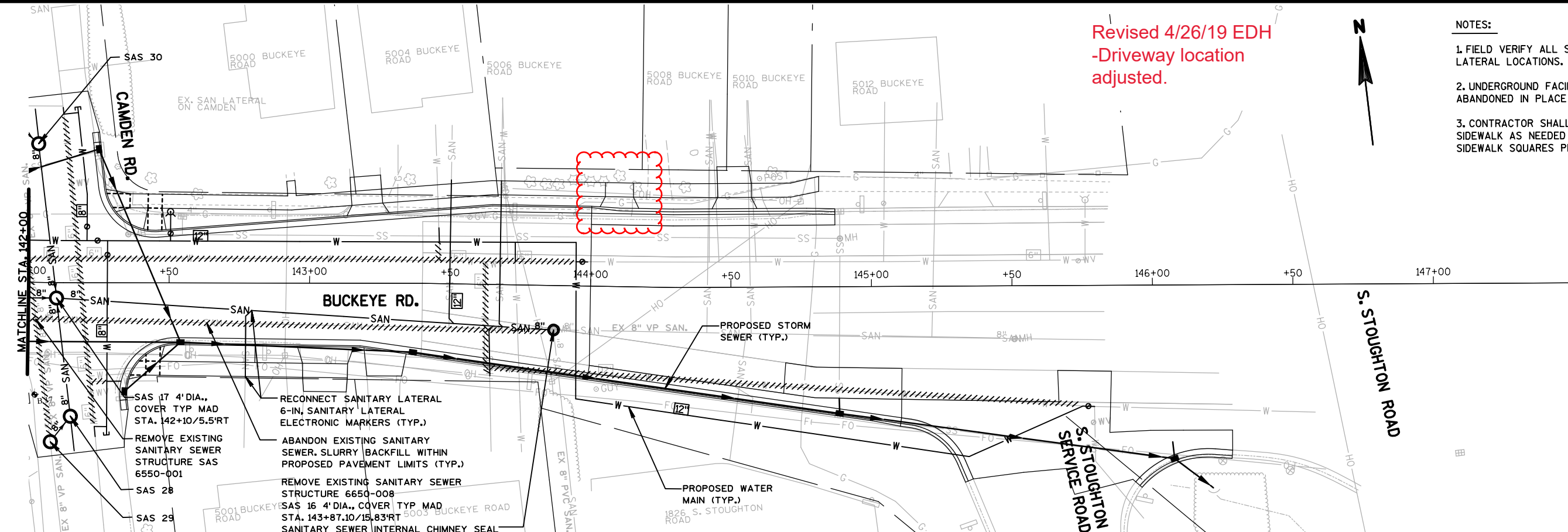
PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	SANITARY SEWER PLAN & PROFILES	SHEET SN-6	E
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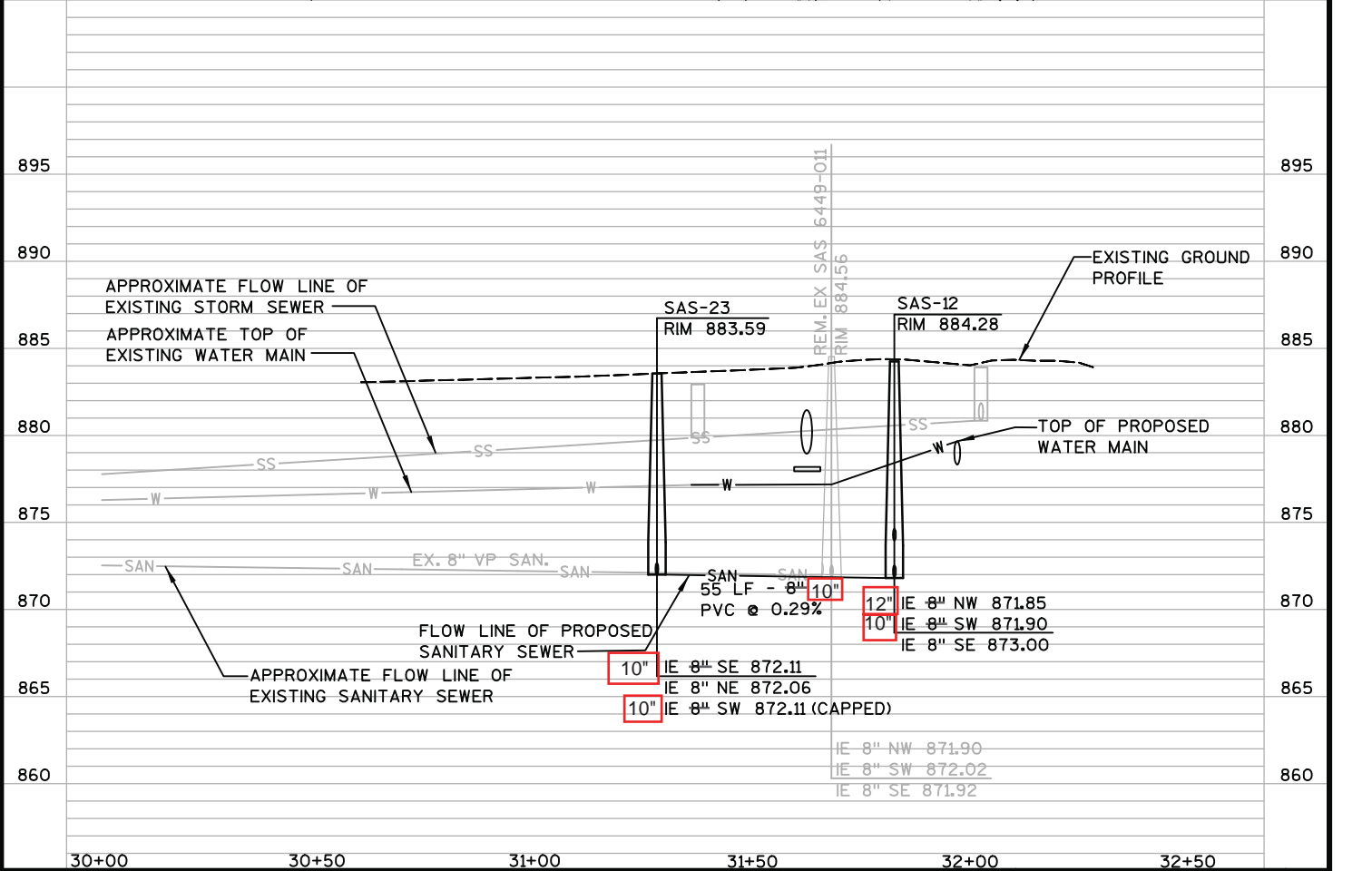
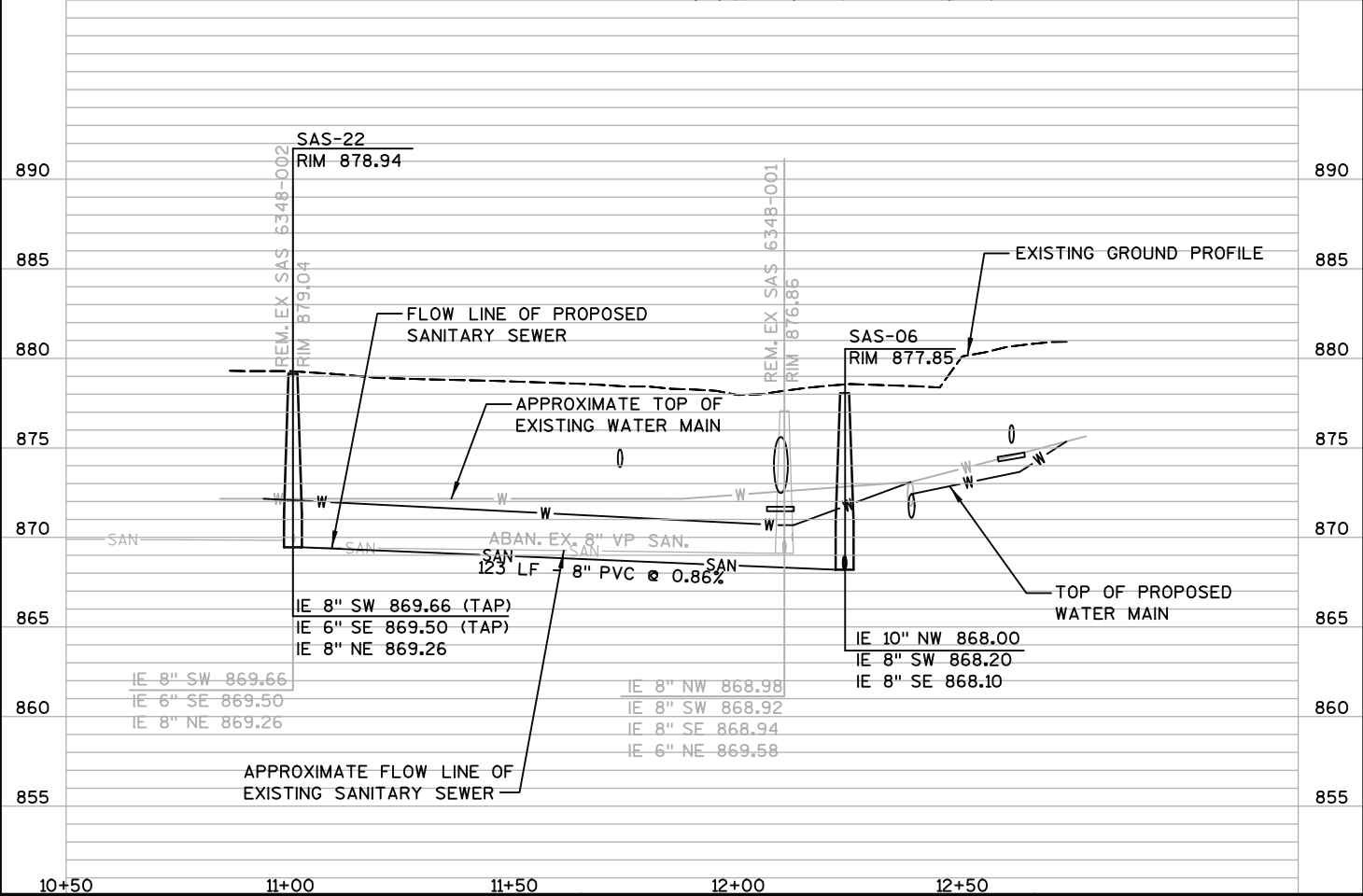
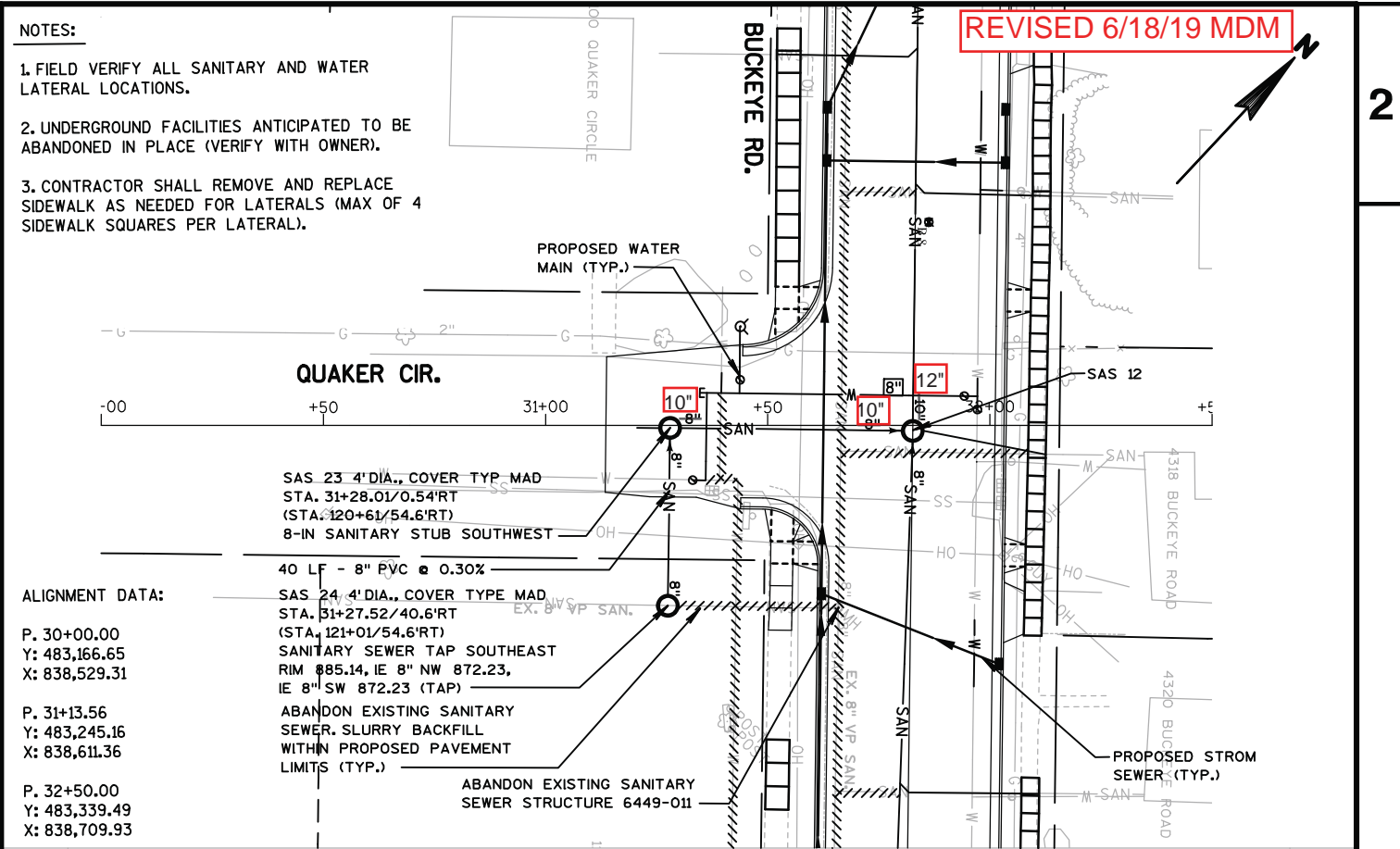
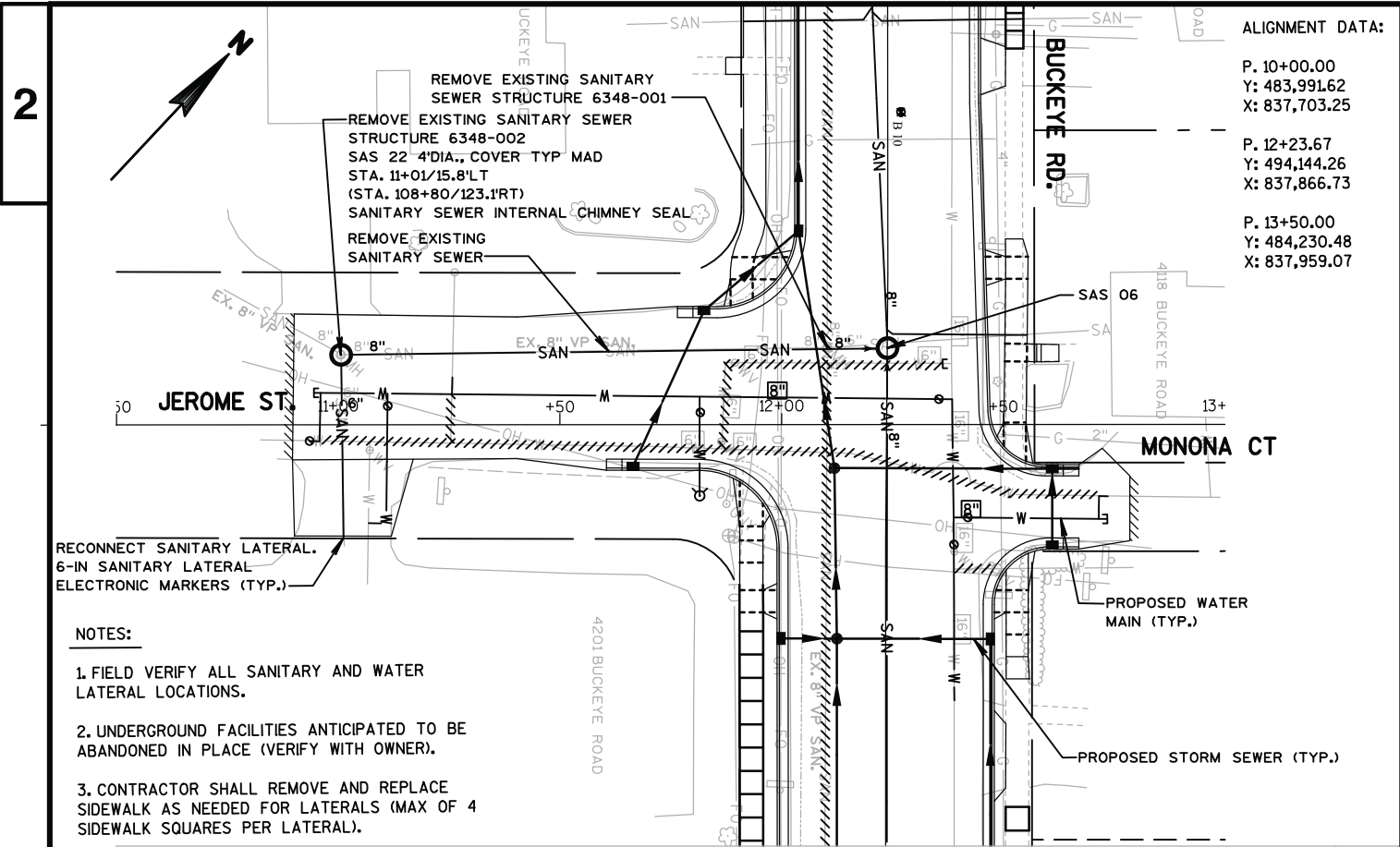


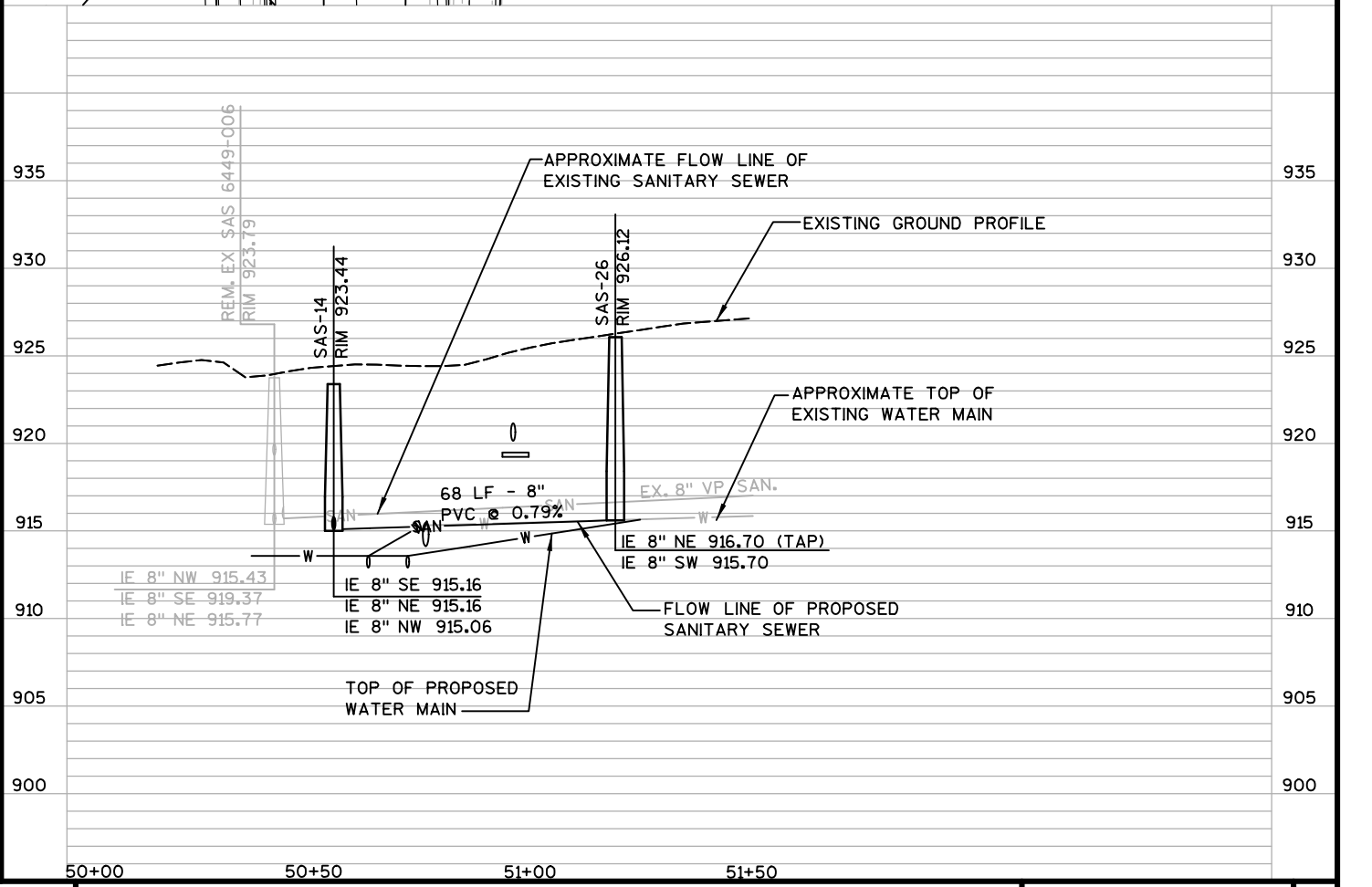
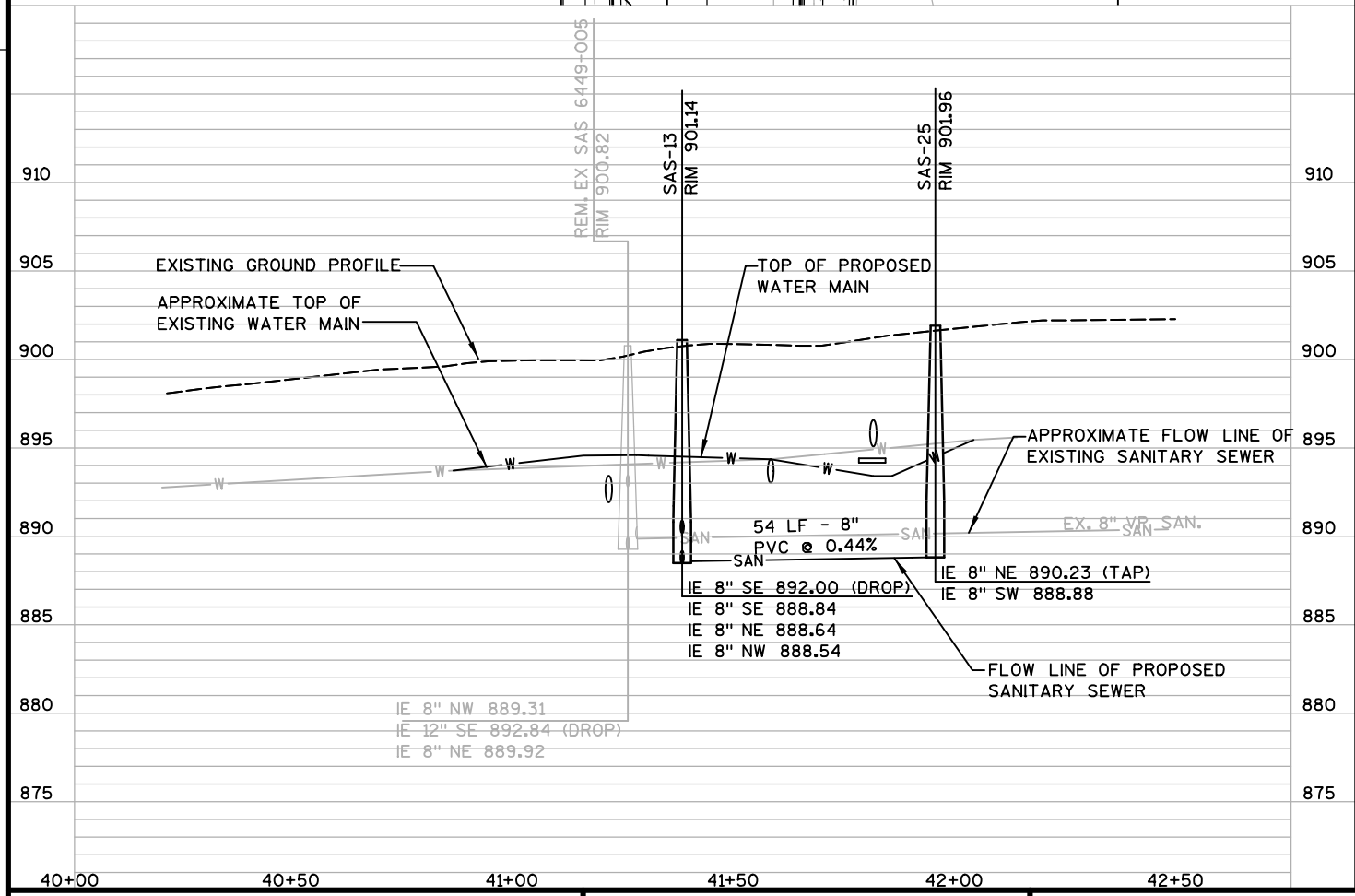
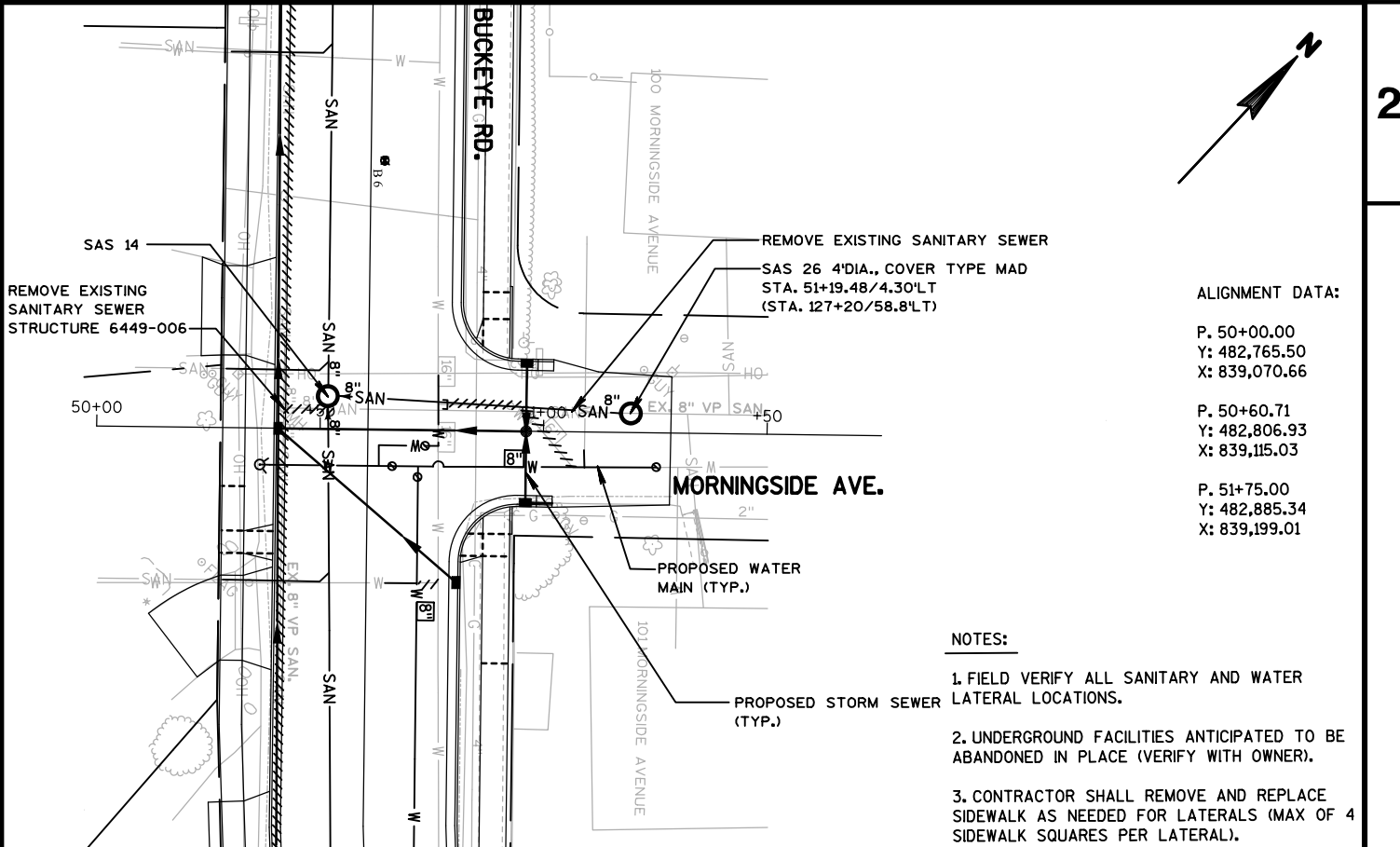
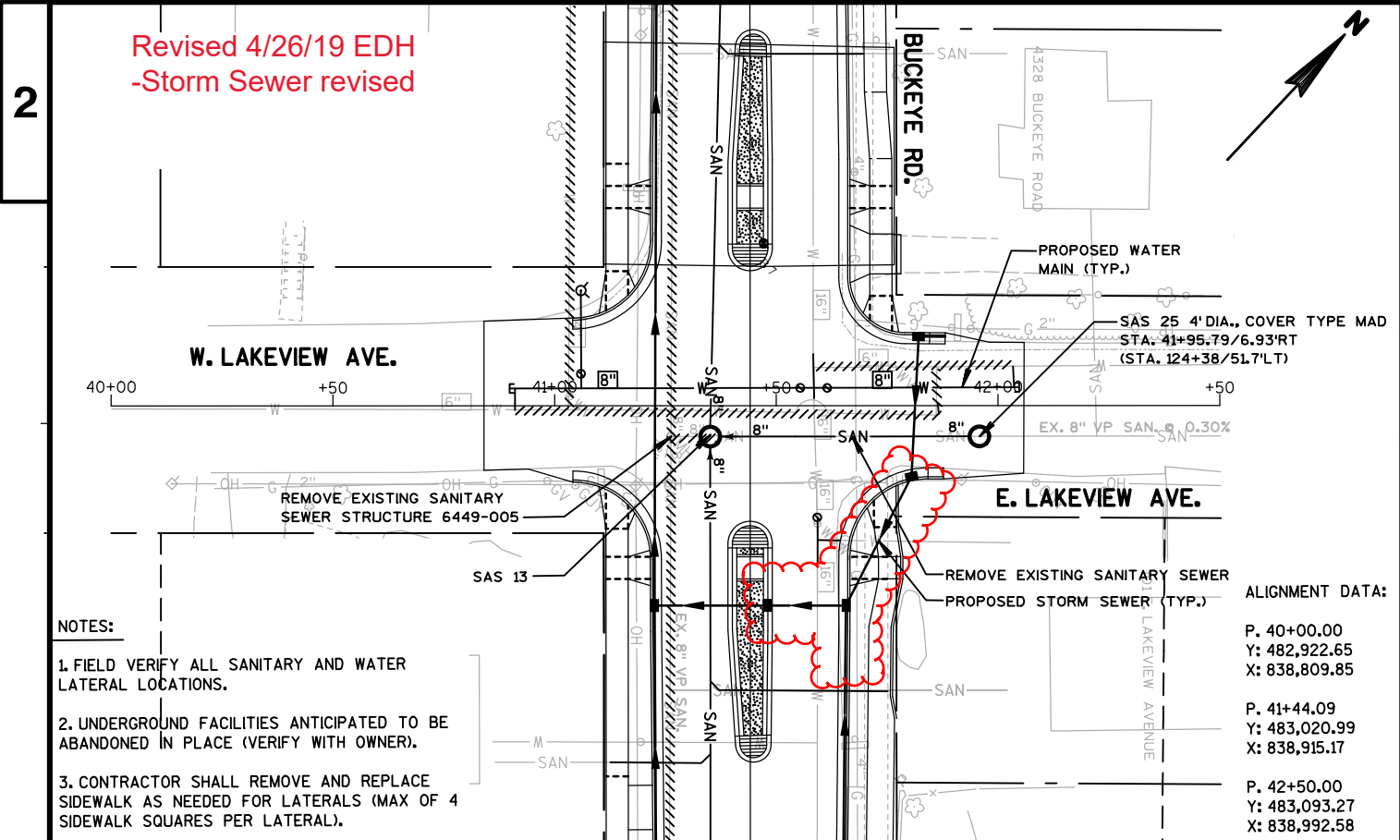
136+00	137+00	138+00	139+00	140+00	141+00	142+00
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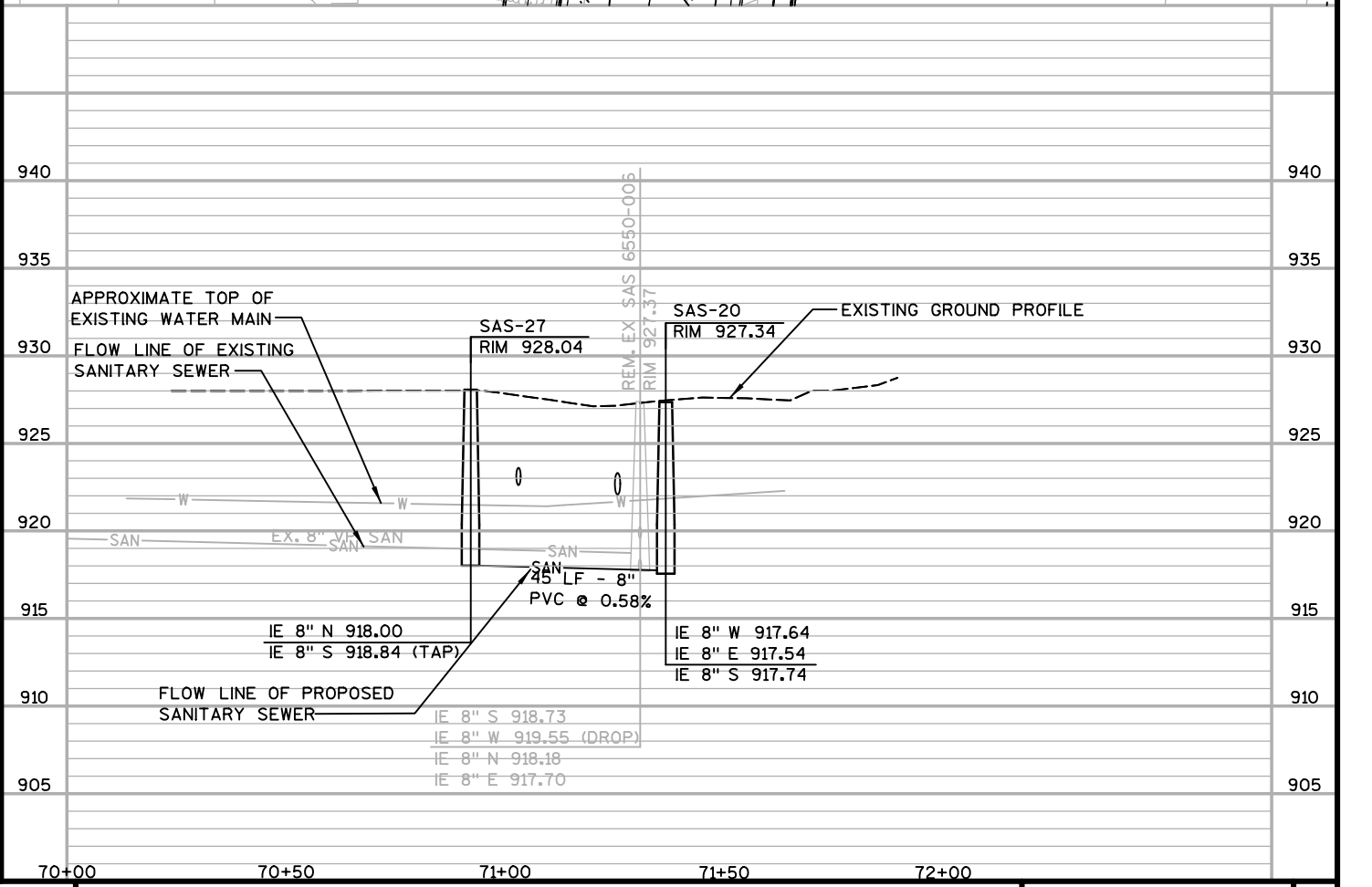
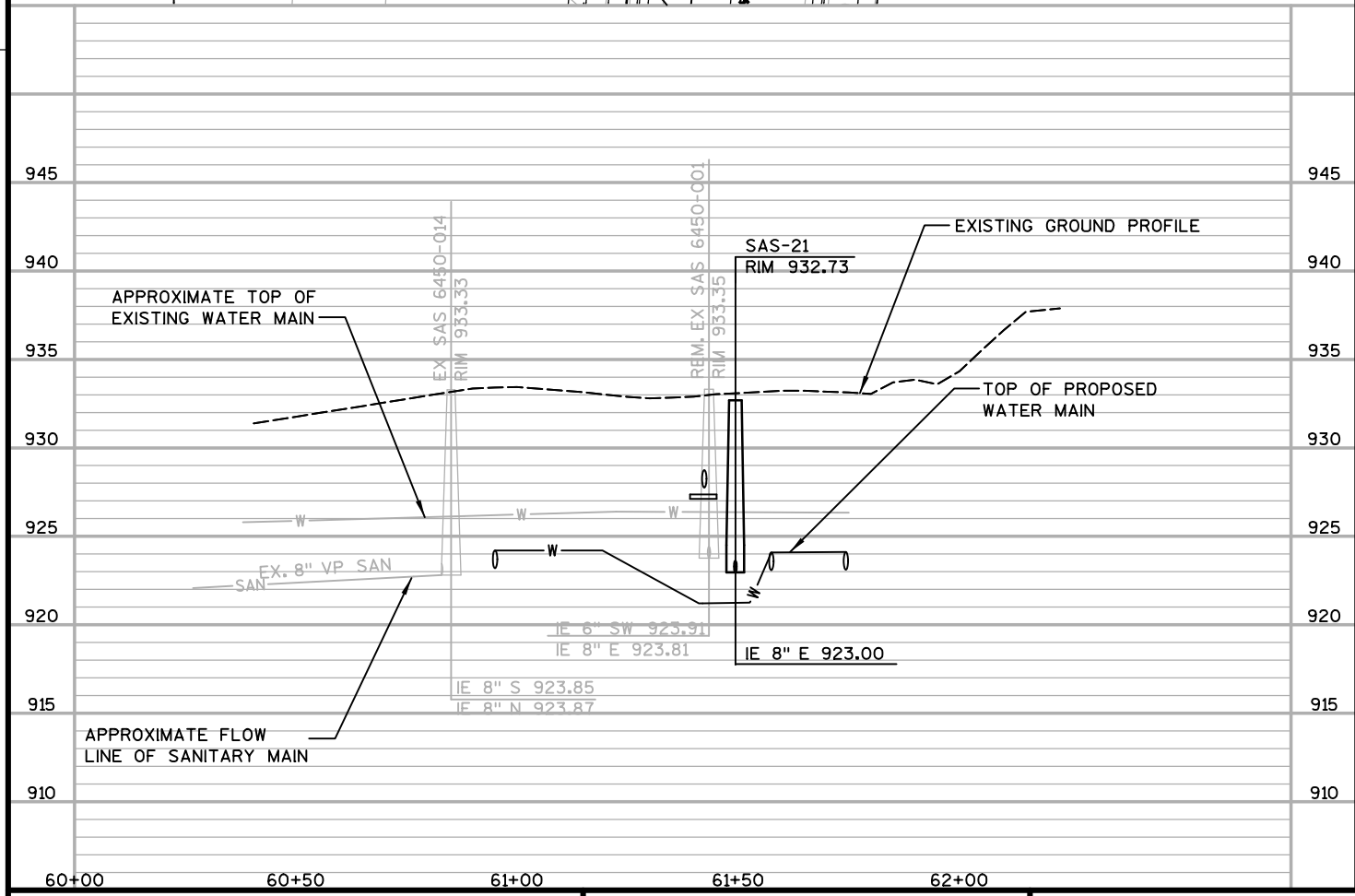
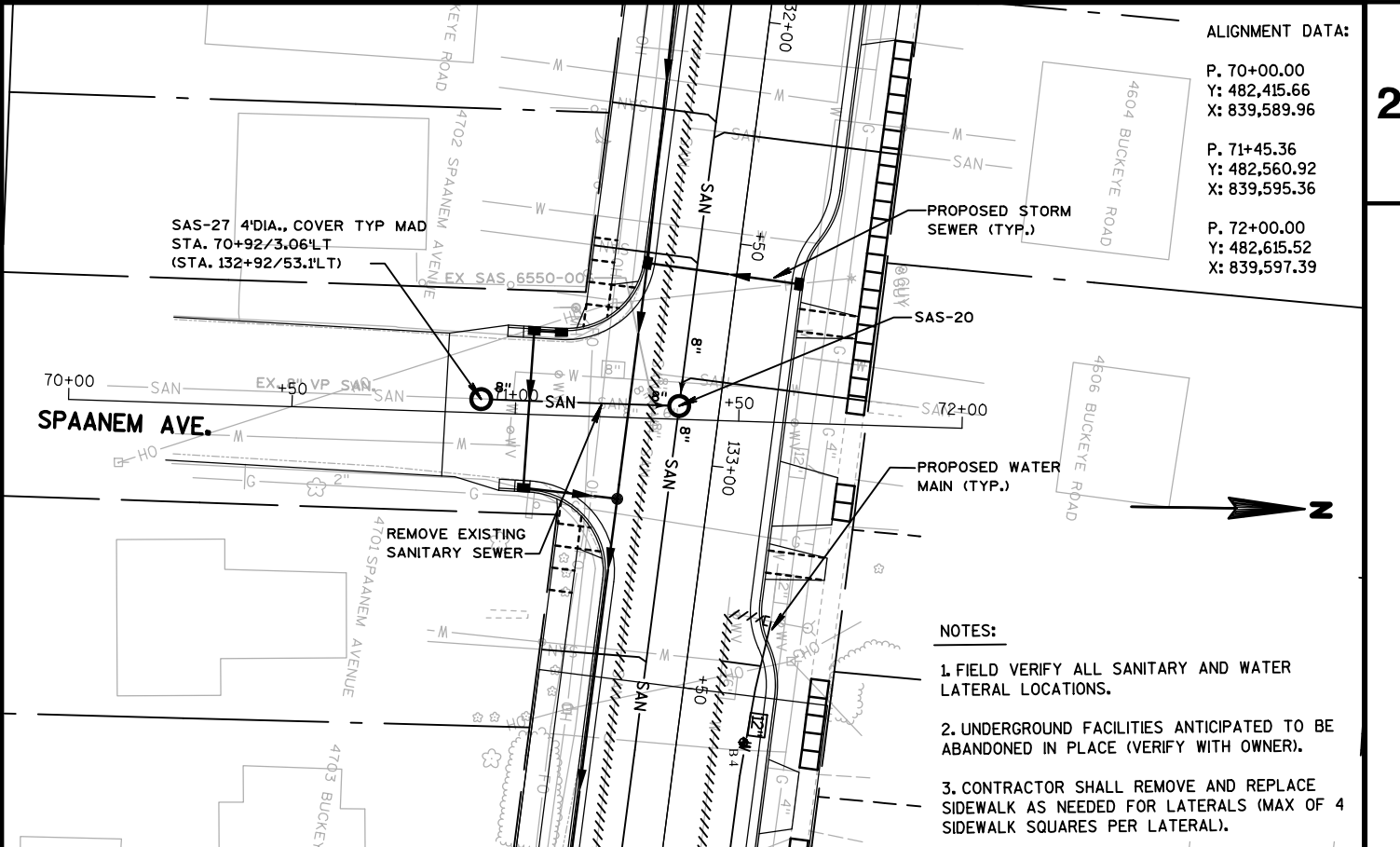
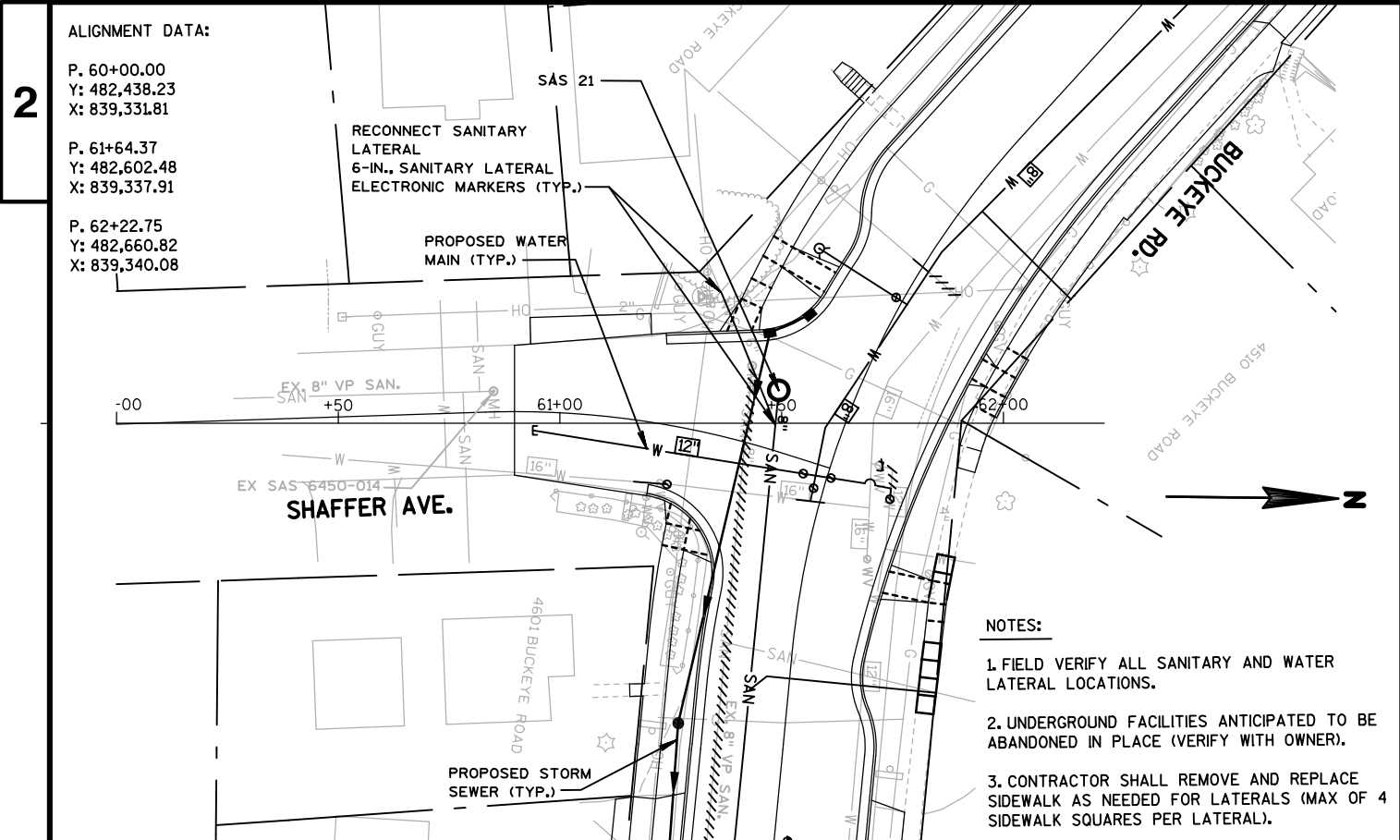
Revised 4/26/19 EDH
-Driveway location
adjusted.

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ALIGNMENT DATA:

P. 100+00.00 C
Y: 482,282.73
X: 840,509.27

P. 101+55.14 C
Y: 482,437.87
X: 840,510.02

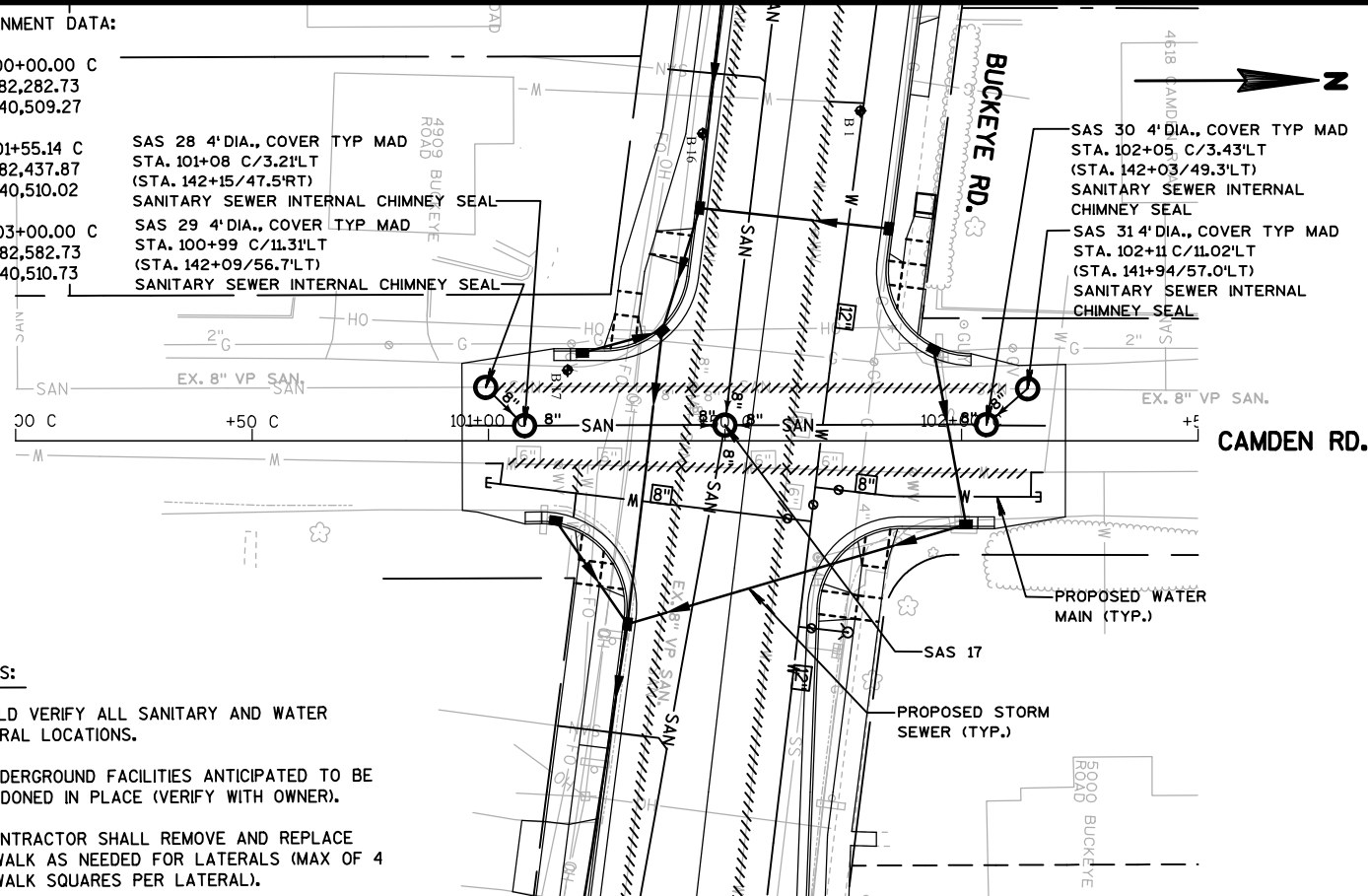
P. 103+00.00 C
Y: 482,582.73
X: 840,510.73

SAS 28 4'DIA., COVER TYP MAD
STA. 101+08 C/3.21'LT
(STA. 142+15/47.5'RT)
SANITARY SEWER INTERNAL CHIMNEY SEAL

SAS 29 4'DIA., COVER TYP MAD
STA. 100+99 C/11.31'LT
(STA. 142+09/56.7'LT)
SANITARY SEWER INTERNAL CHIMNEY SEAL

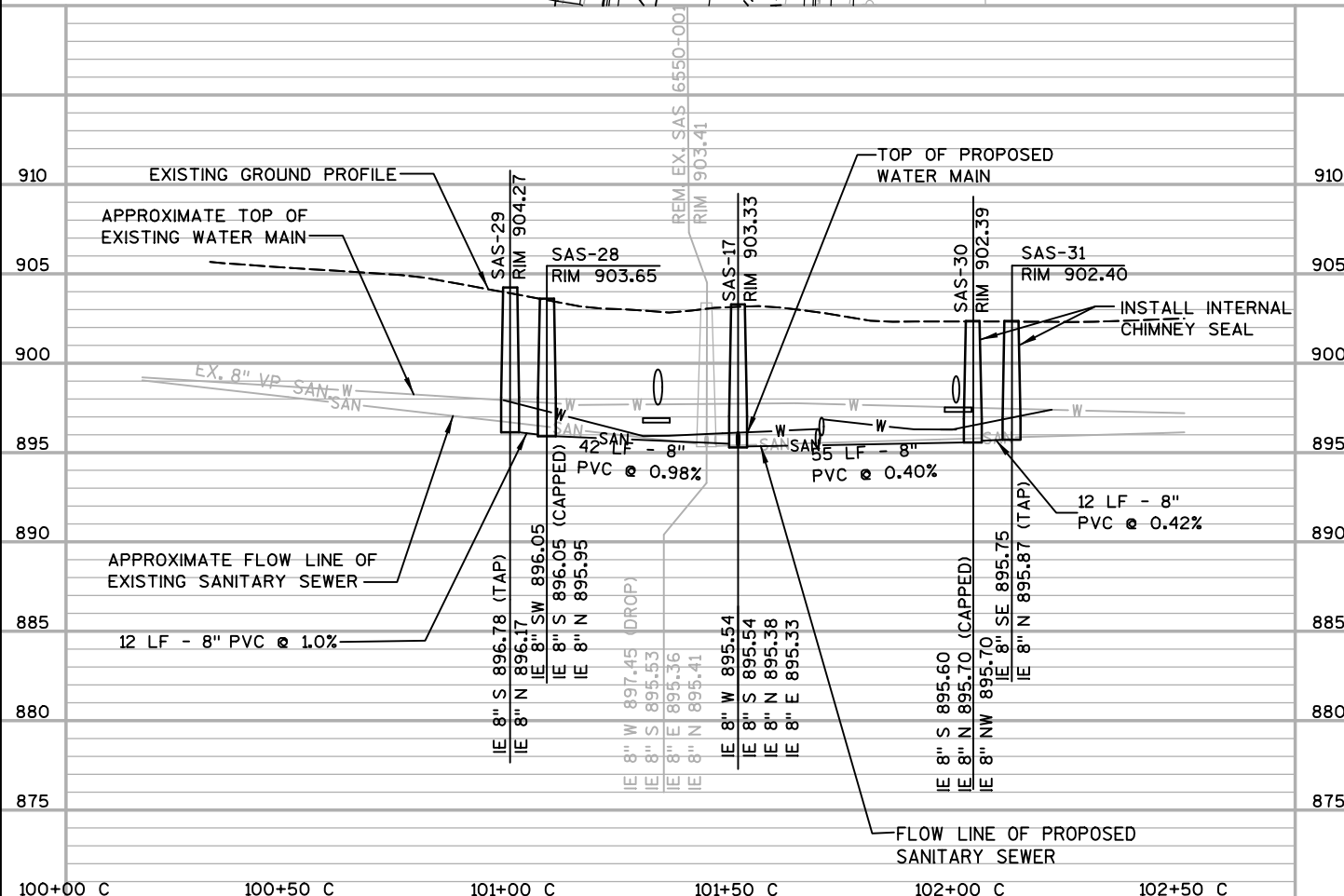
SAS 30 4'DIA., COVER TYP MAD
STA. 102+05 C/3.43'LT
(STA. 142+03/49.3'LT)
SANITARY SEWER INTERNAL CHIMNEY SEAL

SAS 31 4'DIA., COVER TYP MAD
STA. 102+11 C/11.02'LT
(STA. 141+94/57.0'LT)
SANITARY SEWER INTERNAL CHIMNEY SEAL



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SANITARY SEWER LATERALS

SANITARY SEWER LATERALS CONT

STATION	OFFSET AT MAIN CONNECTION	50390	50356	50353	50212
		SEWER ELECTRONIC MARKERS EACH	SANITARY LATERAL RECONNECT EACH	SANITARY SEWER LATERAL LF	*SELECT BACKFILL FOR SANITARY SEWER LF
101+24	48.9'LT	2	1	5	5
102+54	10.9'LT	2	1	20	20
103+59	10.9'LT	2	1	20	20
103+93	10.9'LT	2	1	20	20
104+51	12.8'LT	2	1	20	20
105+21	9.0'RT	2	1	20	20
105+71	9.0'RT	2	1	36	36
106+07	9.0'RT	2	1	16	16
106+13	9.0'RT	2	1	26	26
106+80	8.6'RT	2	1	35	35
107+09	7.3'RT	2	1	21	21
108+01	3.4'RT	2	1	26	26
108+02	3.4'RT	2	1	30	30
108+73	0.1'RT	2	1	26	26
112+22	0.0'RT	2	1	27	27
112+57	0.0'RT	2	1	27	27
112+83	0.0'RT	2	1	28	28
113+35	0.0'RT	2	1	27	27
114+06	0.0'RT	2	1	33	33
114+07	0.0'RT	2	1	27	27
114+64	0.0'RT	2	1	27	27
116+08	0.0'RT	2	1	27	27
116+72	0.0'RT	2	1	27	27
117+34	0.0'RT	2	1	27	27
118+79	0.0'RT	2	1	27	27
119+74	0.0'RT	2	1	27	27
120+05	0.0'RT	2	1	27	27
120+61	2.4'LT	2	1	26	26
121+40	1.9'RT	2	1	27	27
121+73	2.5'RT	2	1	28	28
121+86	3.0'RT	2	1	25	25
122+32	4.0'RT	2	1	29	29
123+11	6.0'RT	2	1	22	22
123+23	6.4'RT	2	1	32	32
123+50	7.0'RT	2	1	29	29
124+93	9.0'RT	2	1	36	36
125+10	9.0'RT	2	1	19	19
125+48	9.0'RT	2	1	36	36
126+38	9.0'RT	2	1	19	19
127+09	9.0'RT	2	1	19	19
127+56	8.4'RT	2	1	20	20
128+48	8.3'RT	2	1	20	20
128+74	8.9'RT	2	1	27	27
130+34	14.7'RT	2	1	28	28
130+91	8.8'RT	2	1	39	39
131+77	8.8'RT	2	1	37	37
131+79	8.8'RT	2	1	19	19
132+24	8.9'RT	2	1	19	19
132+27	8.9'RT	2	1	37	37
132+56	9.0'RT	2	1	19	19
132+82	9.0'RT	2	1	37	37
133+45	9.0'RT	2	1	19	19
134+02	9.0'RT	2	1	19	19
134+16	9.0'RT	2	1	37	37
134+50	9.0'RT	2	1	19	19
SUBTOTALS		110	55	1,422 1,426	1,422 1,426

STATION	OFFSET AT MAIN CONNECTION	50390	50356	50353	50212
		SEWER ELECTRONIC MARKERS EACH	SANITARY LATERAL RECONNECT EACH	SANITARY SEWER LATERAL LF	*SELECT BACKFILL FOR SANITARY SEWER LF
134+68	9.0'RT	2	1	37	37
134+70	9.0'RT	2	1	19	19
135+36	9.0'RT	2	1	19	19
136+38	9.1'RT	2	1	19	19
136+89	9.1'RT	2	1	19	19
137+22	9.2'RT	2	1	37	37
137+45	9.3'RT	2	1	18	18
137+57	9.3'RT	2	1	37	37
137+60	9.3'RT	2	1	14	14
138+46	9.4'RT	2	1	18	18
139+56	8.2'RT	2	1	19	19
139+65	8.0'RT	2	1	37	37
140+14	7.6'RT	2	1	36	36
140+17	7.5'RT	2	1	19	19
140+55	7.1'RT	2	1	15	15
140+85	6.8'RT	2	1	35	35
141+08	6.6'RT	2	1	16	16
141+37	6.3'RT	2	1	16	16
142+80	9.8'RT	2	1	19	19
143+52	14.1'RT	2	1	47	47
143+65	14.8'RT	2	1	14	14
143+69	15.0'RT	2	1	48	48
11+00	13.4'LT	2	1	39	39
SUBTOTALS		46	23	597	597

TOTALS 156 78 2,019 2,019
 *ADDITIONAL QUANTITIES LISTED ELSEWHERE

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

CON'T ON NEXT COLUMN

117+78 0.0' RT 2 1 29 29

SANITARY SEWER STRUCTURES SUMMARY

STRUCTURE NUMBER	STATION	LOCATION (OFFSET)	TOP OF CASTING	EXISTING TOP OF CASTING	IE	DEPTH	50791	50701	50797	50771	20311	50359	
							SANITARY SEWER TAP EACH	SANITARY SAS (4-FOOT DIAMETER) EACH	EXTERNAL SEWER ACCESS STRUCTURE JOINT SEAL EACH	INTERNAL CHIMNEY SEAL EACH	REMOVE SANITARY SEWER ACCESS STRUCTURE EACH	COMPRESSION COUPLING EACH	
6347-005	101+00	64.7'LT	---	856.02	850.07	5.95	---	---	---	---	1	---	
SAS-01	101+00	64.7'LT	856.41	856.02	850.55	5.86	---	1	1	1	---	---	
6347-020	101+30	21.8'LT	---	855.75	850.65	5.10	---	---	---	---	1	---	
SAS-02	101+82	9.6'LT	855.79	---	850.92	4.87	---	1	1	1	---	---	
SAS-03	104+49	8.0'LT	859.43	---	851.74	7.69	1	1	1	---	---	---	
6347-019	104+63	22.4'LT	---	860.47	851.84	8.63	---	---	---	---	1	---	
SAS-04	104+64	9.0'RT	859.56	---	851.92	7.64	---	1	1	---	---	---	
CONNECTION	104+64	32.5'RT	---	---	852.12	---	---	---	---	---	---	1	
6347-018	104+64	12.2'RT	---	859.85	852.01	7.84	---	---	---	1	---	---	
6348-003	106+31	13.2'RT	---	864.35	855.93	8.42	---	---	---	1	---	---	
SAS-05	106+69	9.0'RT	865.47	---	856.47	9.00	---	1	---	---	---	---	
SAS-06	108+78	0.0'RT	877.85	---	868.00	9.85	---	1	---	---	---	---	
6348-001	108+78	13.5'RT	---	876.86	868.92	7.94	---	---	---	1	---	---	
SAS-07	111+78	0.0'RT	889.76	---	879.02	10.74	---	1	---	---	---	---	
6448-008	112+08	14.8'RT	---	889.65	880.47	9.18	---	---	---	1	---	---	
6448-007	114+82	16.3'RT	---	888.86	881.37	7.49	---	---	---	1	---	---	
SAS-08	114+78	0.0'RT	888.96	---	880.62	8.34	---	1	---	---	---	---	
6448-011	116+03	17.0'RT	---	887.76	878.30	9.46	---	---	---	1	---	---	
SAS-11	116+04	0.0'RT	888.18	---	878.00	10.18	---	1	---	---	---	---	
SAS-10	117+94	0.0'RT	885.26	---	871.06	14.20	---	1	1	---	---	---	
SAS-09	117+94	30.0'LT	885.33	---	870.96	14.37	---	1	---	---	---	---	
6449-012	117+94	15.3'RT	---	885.50	871.06	14.44	---	---	---	1	---	---	
SAS-12	120+61	0.0'RT	884.28	---	871.85	12.43	---	1	1	---	---	---	
6449-011	121+00	16.2'RT	---	884.90	871.90	13.00	---	---	---	1	---	---	
SAS-13	124+38	9.0'RT	901.14	---	888.54	12.60	---	1	---	---	---	---	
6449-005	124+38	17.8'RT	---	900.82	889.31	11.51	---	---	---	1	---	---	
SAS-14	127+17	9.0'RT	923.44	---	915.06	8.38	---	1	---	---	---	---	
6449-006	127+20	18.9'RT	---	923.79	915.43	8.36	---	---	---	1	---	---	
6450-013	128+76	22.7'RT	---	932.44	924.54	7.90	---	---	---	1	---	---	
SAS-15	128+79	9.0'RT	931.96	---	924.28	7.68	---	1	---	---	---	---	
SAS-21	130+27	16.7'RT	932.73	---	923.00	9.73	---	1	---	---	---	---	
6450-001	130+24	24.2'RT	---	933.35	923.81	9.54	---	---	---	1	---	---	
SAS-20	132+88	9.0'RT	927.34	---	917.54	9.80	---	1	---	---	---	---	
6550-006	132+88	14.8'RT	---	927.37	917.70	9.67	---	---	---	1	---	---	
SAS-19	135+72	9.0'RT	923.51	---	914.45	9.06	---	1	---	---	---	---	
6550-004	135+73	14.5'RT	---	923.34	914.74	8.60	---	---	---	1	---	---	
SAS-18	139+05	9.0'RT	919.44	---	910.68	8.76	---	1	---	---	---	---	
6550-003	139+10	13.5'RT	---	918.87	911.03	7.84	---	---	---	1	---	---	
6550-001	142+03	13.2'RT	---	903.41	895.36	8.05	---	---	---	1	---	---	
SAS-17	142+10	5.5'RT	903.33	---	895.33	8.00	---	1	---	---	---	---	
SAS-16	143+87	15.8'RT	901.33	---	894.70	6.63	1	1	---	1	---	---	
6650-008	143+87	15.8'RT	---	901.50	894.70	6.80	---	---	---	1	---	---	
SAS-22	108+80	123.1'RT	878.94	---	869.26	9.68	2	1	---	---	---	---	
6348-002	108+80	123.1'RT	---	879.04	869.50	9.54	---	---	---	1	---	---	
SAS-23	120+61	54.6'RT	883.59	---	872.06	11.53	---	1	---	---	---	---	
SAS-24	121+01	54.6'RT	885.14	---	872.23	12.91	1	1	---	---	---	---	
SAS-25	124+38	51.7'LT	901.96	---	888.88	13.08	1	1	---	---	---	---	
SAS-26	127+20	58.8'LT	926.12	---	915.70	10.42	1	1	---	---	---	---	
SAS-27	132+92	53.1'LT	928.04	---	918.00	10.04	1	1	---	---	---	---	
SAS-29	142+09	56.7'RT	904.27	---	896.17	8.10	1	1	---	---	---	---	
SAS-28	142+15	47.5'RT	903.65	---	896.05	7.60	---	1	---	---	---	---	
SAS-30	142+03	49.3'LT	902.39	---	895.60	6.79	---	1	1	---	---	---	
SAS-31	141+94	57.0'LT	902.40	---	895.75	6.65	1	1	1	---	---	---	
TOTALS							10	31	4	7	21	1	

20314 REMOVE PIPE

LOCATION LF
UNDISTRIBUTED 200

20336 PIPE PLUG

LOCATION EACH
UNDISTRIBUTED 10

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

50201 ROCK EXCAVATION

LOCATION CY
UNDISTRIBUTED 90

**FOR SANITARY SEWER; ADDITIONAL QUANTITIES LISTED ELSEWHERE

50202 TYPE II DEWATERING

LOCATION LS
UNDISTRIBUTED 1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

50225 UTILITY TRENCH PATCH TYPE III

LOCATION TF
UNDISTRIBUTED 85

50781 8-INCH SANITARY SEWER OUTSIDE DROP

STRUCTURE NUMBER VF
SAS 10 3.67

50801 UTILITY LINE OPENING (ULO)

LOCATION EACH
UNDISTRIBUTED 5

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

90070 HEAVY WASTEWATER CONTROL

LOCATION LS
UNDISTRIBUTED 1

3

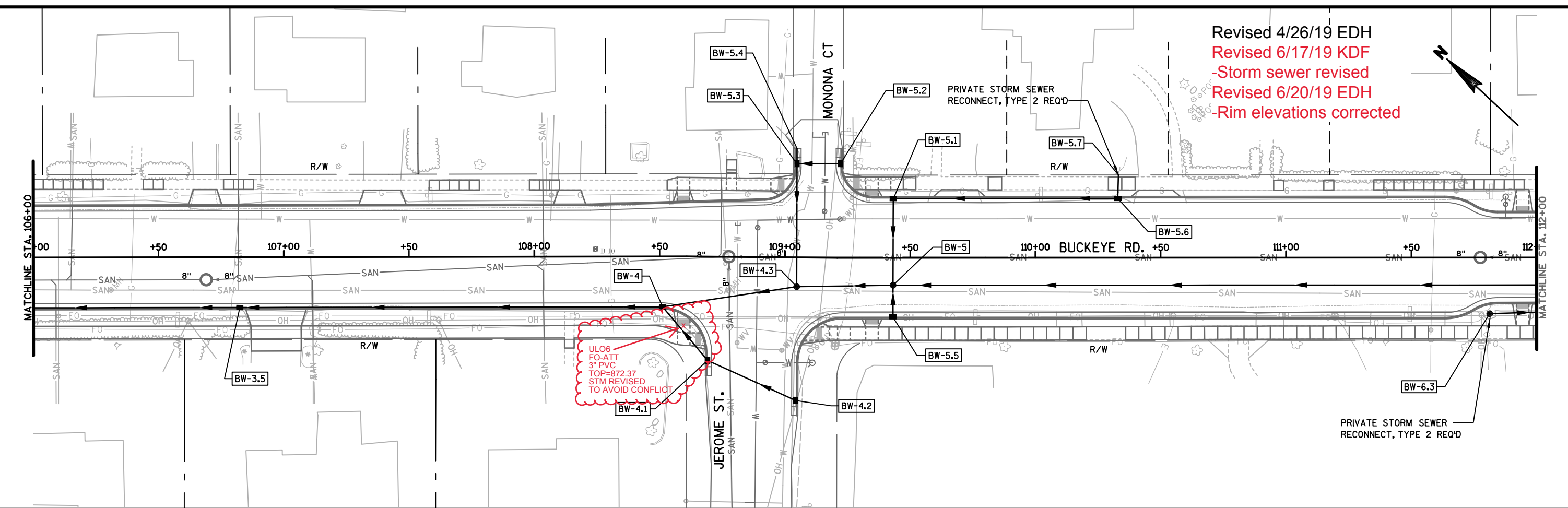
3

SANITARY SEWER PIPE SUMMARY

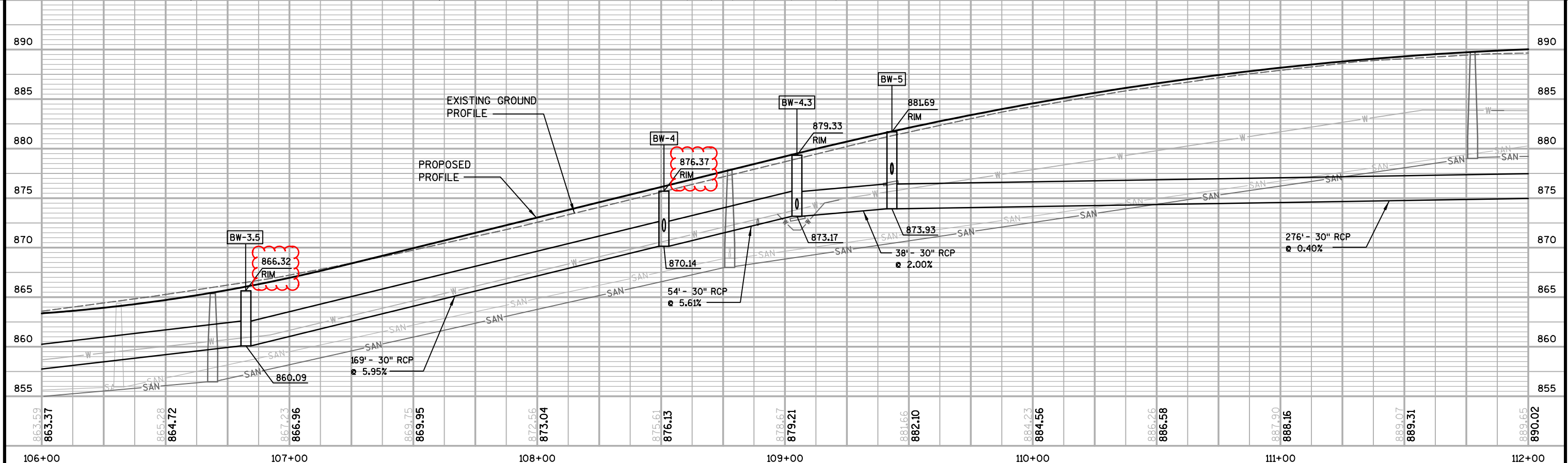
LOCATION (DOWNSTREAM)	LOCATION (UPSTREAM)	IE (DOWNSTREAM)	IE (UPSTREAM)	SLOPE (%)	20335 ABANDON SANITARY SEWER WITH SLURRY CY	50301			50302			50303			50212 *SELECT BACKFILL FOR SANITARY SEWER		
						8-INCH LF	10-INCH LF	12-INCH LF	8-INCH LF	10-INCH LF	12-INCH LF	8-INCH LF	10-INCH LF	12-INCH LF	8-INCH LF	10-INCH LF	12-INCH LF
SAS-01	SAS-02	850.65	850.92	0.27%	---	---	---	---	---	---	---	99	---	---	99	---	---
SAS 6347-005	SAS 6347-020	---	---	---	0.7	---	---	---	---	---	---	---	---	---	---	---	---
SAS-02	SAS-03	851.02	851.74	0.27%	---	---	---	---	---	---	---	---	---	---	268	---	268
SAS 6347-020	SAS 6347-019	---	---	---	4.3	---	---	---	---	---	---	---	---	---	---	---	---
SAS-03	SAS-04	851.84	851.92	0.36%	---	---	---	---	---	---	---	---	---	---	22	---	22
SAS 6347-019	SAS-04	---	---	---	0.5	---	---	---	---	---	---	---	---	---	---	---	---
SAS-04	CONNECT	851.92	852.12	0.83%	---	---	24	---	---	---	---	---	---	---	---	24	---
SAS-04	SAS 6348-003	---	---	---	2.2	---	---	---	---	---	---	---	---	---	---	---	---
SAS-04	SAS-05	852.02	856.47	2.17%	---	---	205	---	---	---	---	---	---	---	---	205	---
SAS 6348-003	SAS 6348-001	---	---	---	3.2	---	---	---	---	---	---	---	---	---	---	---	---
SAS-05	SAS-06	856.57	868.00	5.47%	---	---	209	---	---	---	---	---	---	---	---	209	---
SAS-06	SAS-21	868.20	869.26	0.86%	---	---	123	---	---	---	---	---	---	---	---	123	---
SAS-06	SAS-07	868.10	879.02	3.64%	---	---	300	---	---	---	---	---	---	---	---	300	---
SAS-07	SAS-08	879.12	880.62	0.50%	---	---	300	---	---	---	---	---	---	---	---	300	---
SAS 6348-001	SAS 6448-008	---	---	---	4.3	---	---	---	---	---	---	---	---	---	---	---	---
SAS 63448-008	SAS 6448-07	---	---	---	3.5	---	---	---	---	---	---	---	---	---	---	---	---
SAS-10	SAS-11	875.15	878.00	1.50%	---	---	190	---	---	---	---	---	---	---	---	190	---
SAS 6448-012	SAS 6449-011	---	---	---	2.5	---	---	---	---	---	---	---	---	---	---	---	---
SAS-09	SAS-10	870.98	871.06	0.28%	---	---	---	---	---	---	---	---	---	---	---	29	---
SAS-10	SAS-12	871.08	871.85	0.29%	---	---	---	---	---	---	---	---	---	---	---	266	---
SAS-10	SAS 6449-012	---	---	---	0.2	---	---	---	---	---	---	---	---	---	---	---	---
SAS 6449-012	SAS 6449-011	---	---	---	4.0	---	---	---	---	---	---	---	---	---	---	---	---
SAS-12	SAS-23	871.90	872.06	0.29%	---	---	---	---	---	---	---	---	---	---	---	55	---
SAS-23	SAS-24	872.11	872.23	0.30%	---	---	40	---	---	---	---	---	---	---	---	40	---
SAS 6449-011	SAS 24	---	---	---	0.5	---	---	---	---	---	---	---	---	---	---	---	---
SAS-12	SAS-13	873.00	888.54	4.11%	---	---	378	---	---	---	---	---	---	---	---	378	---
SAS 6449-011	SAS 644-005	---	---	---	4.4	---	---	---	---	---	---	---	---	---	---	---	---
SAS-13	SAS-25	888.64	888.88	0.44%	---	---	54	---	---	---	---	---	---	---	---	54	---
SAS-13	SAS-14	890.25	915.06	8.89%	---	---	279	---	---	---	---	---	---	---	---	279	---
SAS 6449-005	SAS 6449-006	---	---	---	3.6	---	---	---	---	---	---	---	---	---	---	---	---
SAS-14	SAS-26	915.16	915.70	0.79%	---	---	68	---	---	---	---	---	---	---	---	68	---
SAS 6449-006	SAS 14	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---	---
SAS-14	SAS-15	915.16	924.39	5.70%	---	---	162	---	---	---	---	---	---	---	---	162	---
SAS 6449-006	SAS 6450-013	---	---	---	2.0	---	---	---	---	---	---	---	---	---	---	---	---
SAS-20	SAS-21	917.64	923.00	2.02%	---	---	265	---	---	---	---	---	---	---	---	265	---
SAS 6550-006	SAS 6450-001	---	---	---	3.5	---	---	---	---	---	---	---	---	---	---	---	---
SAS-20	SAS-27	917.74	918.00	0.58%	---	---	45	---	---	---	---	---	---	---	---	45	---
SAS-19	SAS-20	914.55	917.54	1.05%	---	---	285	---	---	---	---	---	---	---	---	285	---
SAS 6550-004	SAS 6550-006	---	---	---	3.7	---	---	---	---	---	---	---	---	---	---	---	---
SAS-18	SAS-19	910.78	914.45	1.10%	---	---	334	---	---	---	---	---	---	---	---	334	---
SAS 6550-003	SAS 6550-004	---	---	---	4.4	---	---	---	---	---	---	---	---	---	---	---	---
SAS-17	SAS-18	895.54	910.68	4.96%	---	---	305	---	---	---	---	---	---	---	---	305	---
SAS 6550-001	SAS 6550-003	---	---	---	3.8	---	---	---	---	---	---	---	---	---	---	---	---
SAS-17	SAS-28	895.54	895.95	0.98%	---	---	42	---	---	---	---	---	---	---	---	42	---
SAS-17	SAS-30	895.38	895.60	0.40%	---	---	55	---	---	---	---	---	---	---	---	55	---
SAS-16	SAS-17	894.80	895.33	0.30%	---	---	177	---	---	---	---	---	---	---	---	177	---
SAS 16	SAS 6550-001	---	---	---	2.4	---	---	---	---	---	---	---	---	---	---	---	---
SAS-28	SAS-29	896.05	896.17	1.00%	---	---	12	---	---	---	---	---	---	---	---	12	---
SAS 6550-001	SAS 27	---	---	---	0.6	---	---	---	---	---	---	---	---	---	---	---	---
SAS-30	SAS-31	895.70	895.75	0.42%	---	---	12	---	---	---	---	---	---	---	---	12	---
SAS 6550-001	SAS 31	---	---	---	0.9	---	---	---	---	---	---	---	---	---	---	---	---
TOTALS					55	3,919	295	389	4,603								

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

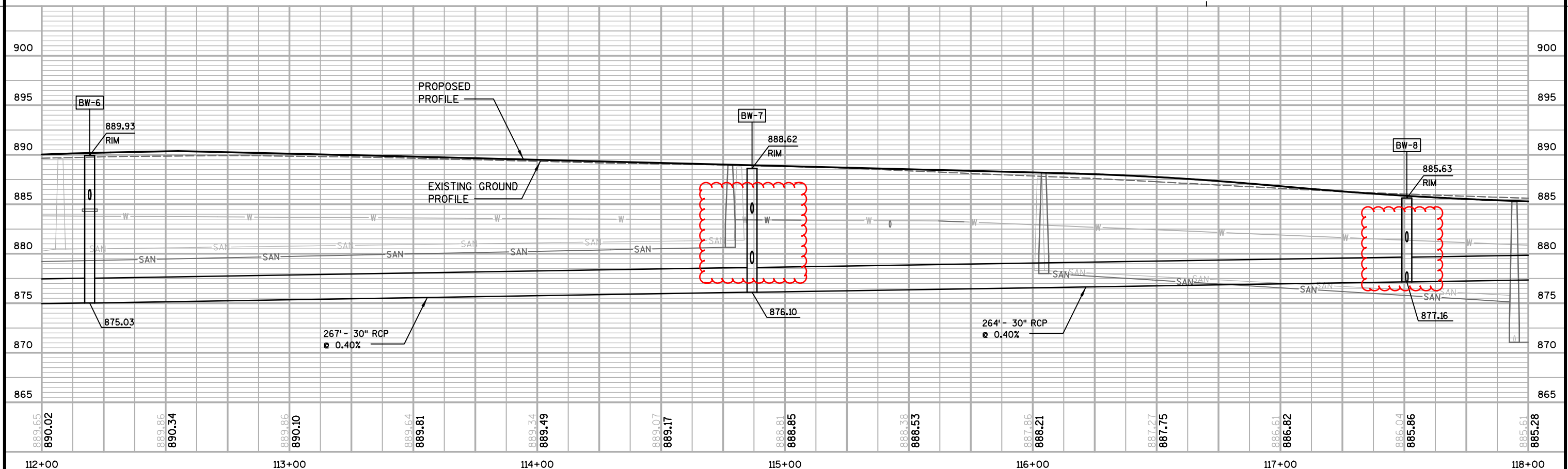
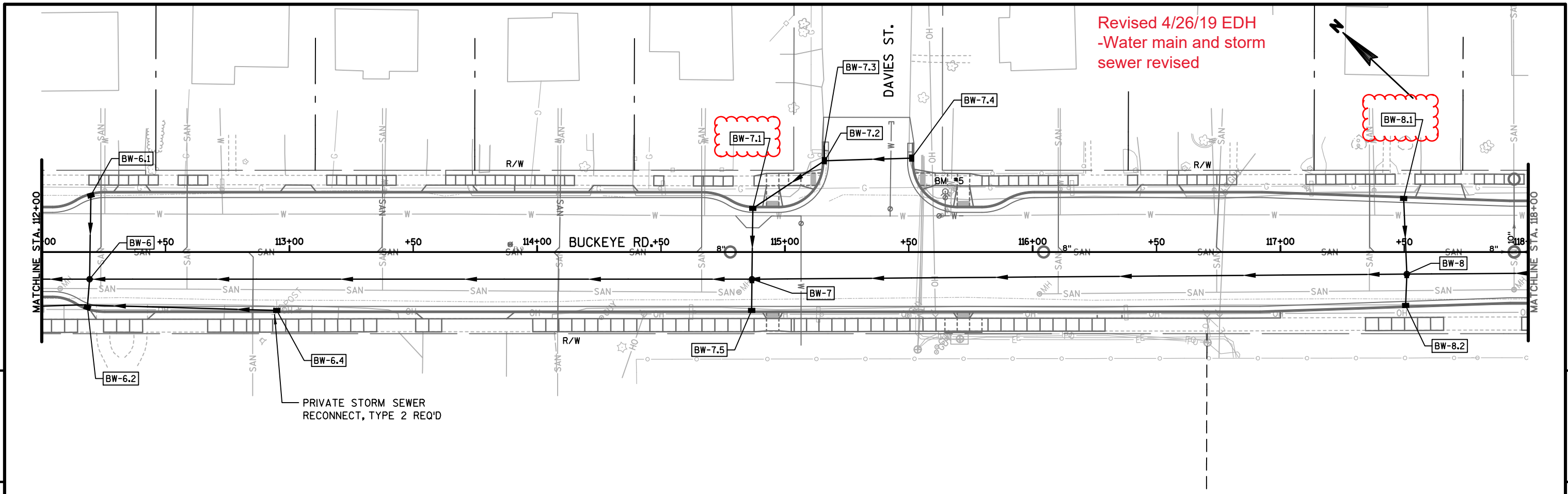
Revised 4/26/19 EDH
 Revised 6/17/19 KDF
 -Storm sewer revised
 Revised 6/20/19 EDH
 -Rim elevations corrected



ULO6
 FO-ATT
 3" PVC
 TOP=872.37
 STM REVISED
 TO AVOID CONFLICT

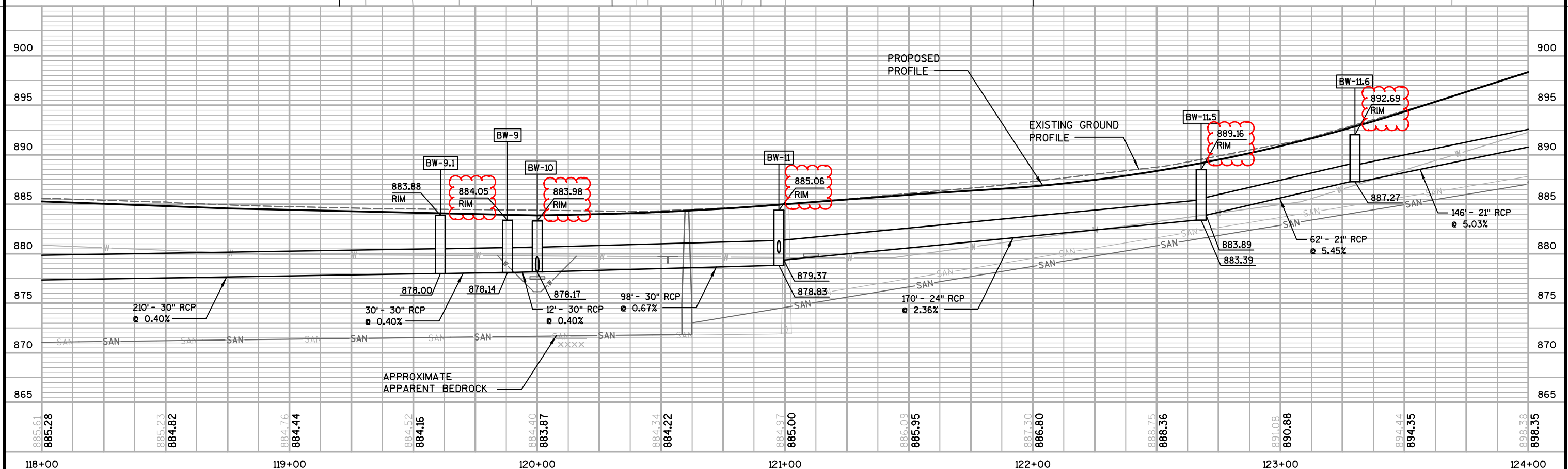
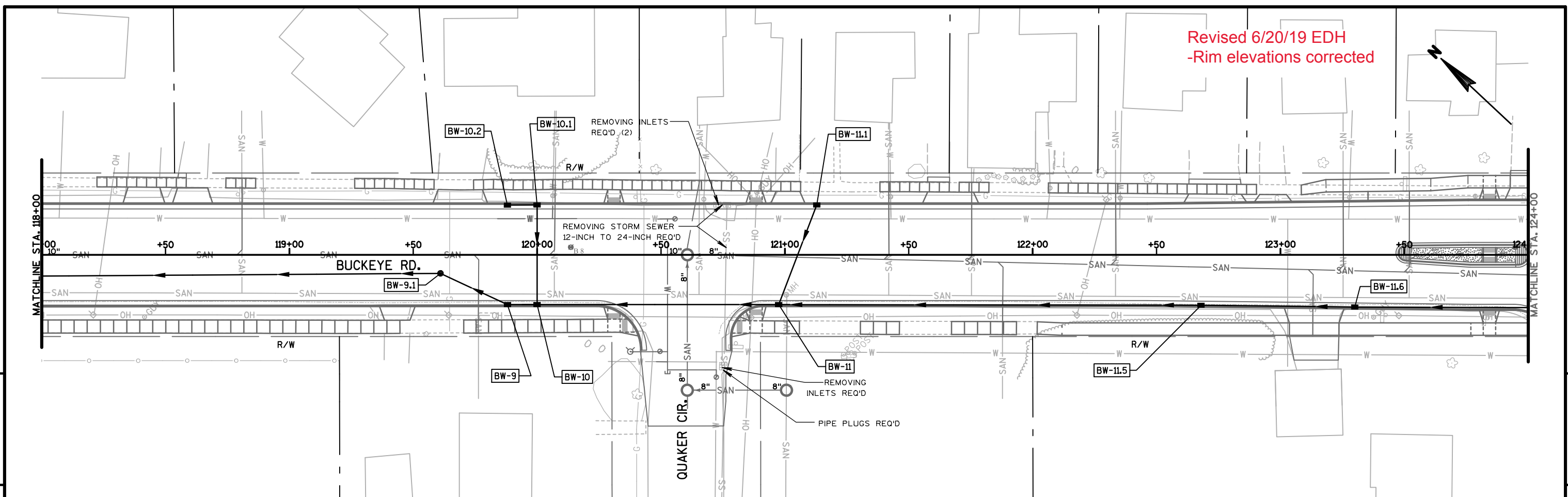


PROJECT NO: 10228 | HWY: BUCKEYE ROAD | COUNTY: DANE | STORM SEWER PLAN & PROFILES | SHEET ST-2



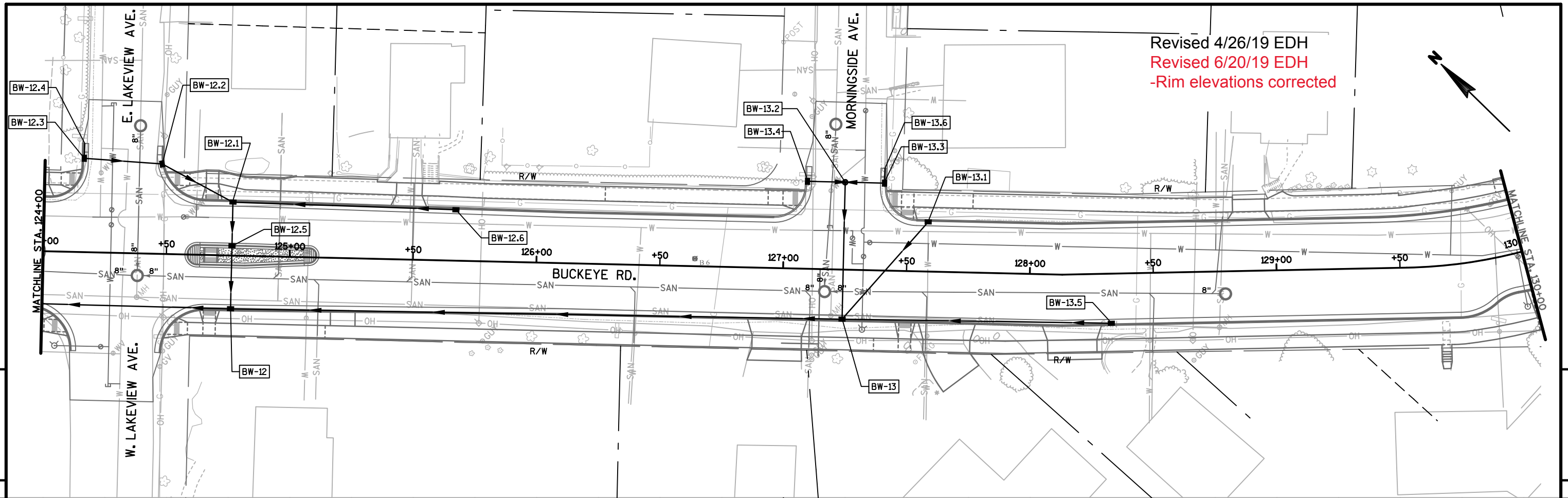
PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE STORM SEWER PLAN & PROFILES SHEET ST-3 E

Revised 6/20/19 EDH
-Rim elevations corrected

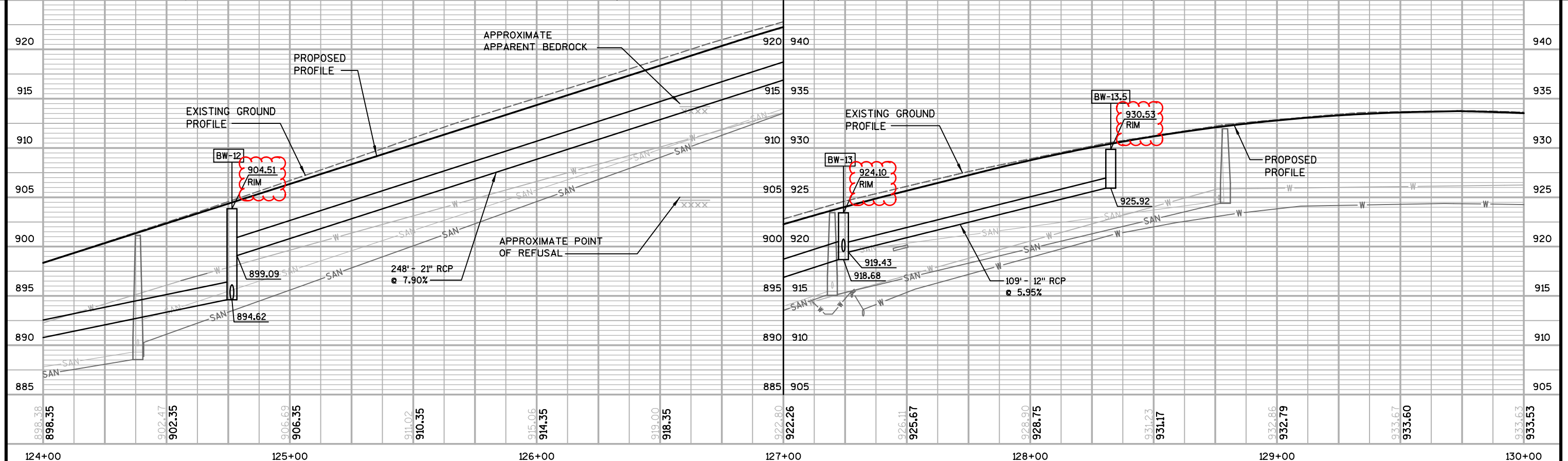
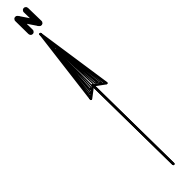


885.61 885.28	885.23 884.82	884.76 884.44	884.52 884.16	884.40 883.87	884.34 884.22	884.97 885.00	886.09 885.95	887.30 886.80	888.75 888.36	891.08 890.88	894.44 894.35	896.38 896.35
118+00		119+00		120+00		121+00		122+00		123+00		124+00

PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE STORM SEWER PLAN & PROFILES SHEET ST-4 E

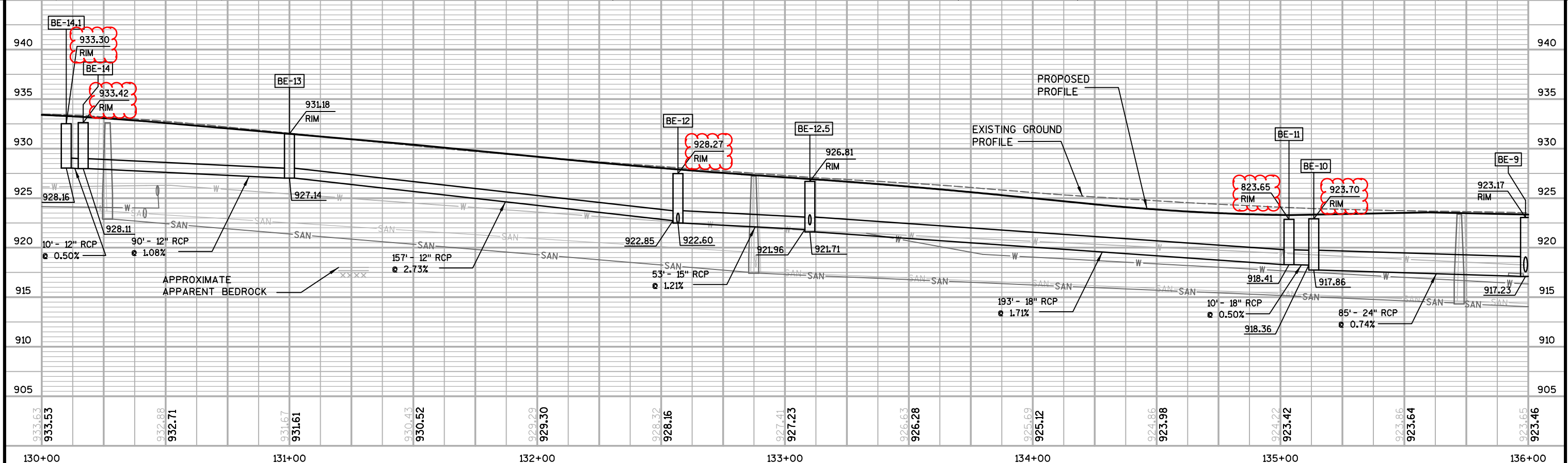
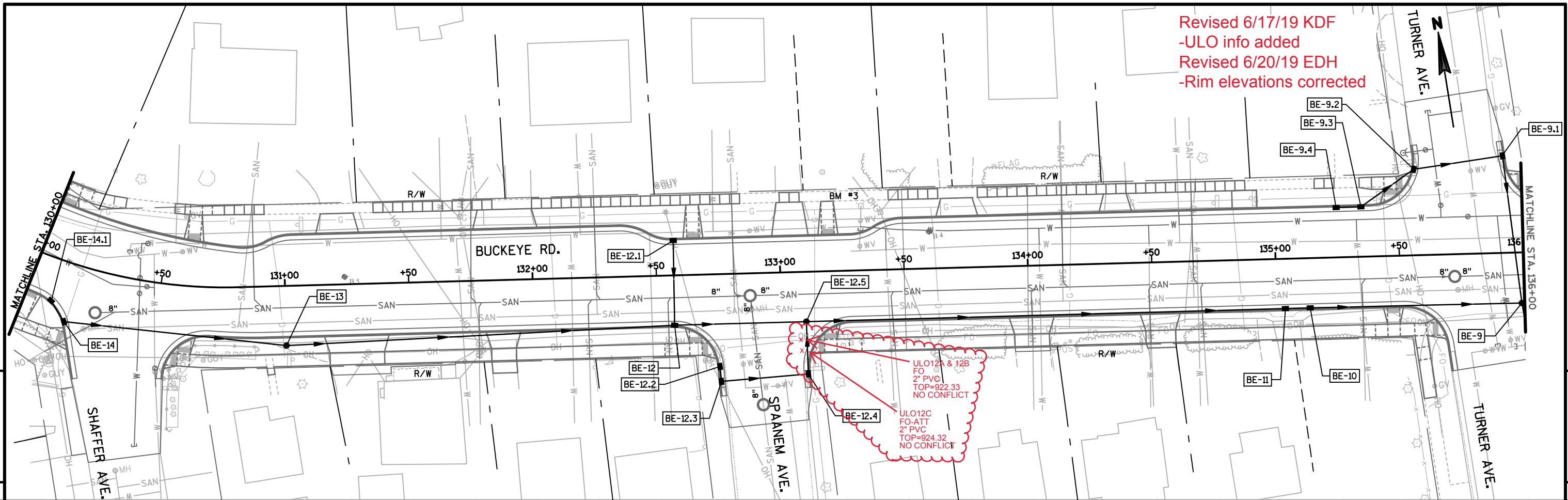


Revised 4/26/19 EDH
 Revised 6/20/19 EDH
 -Rim elevations corrected

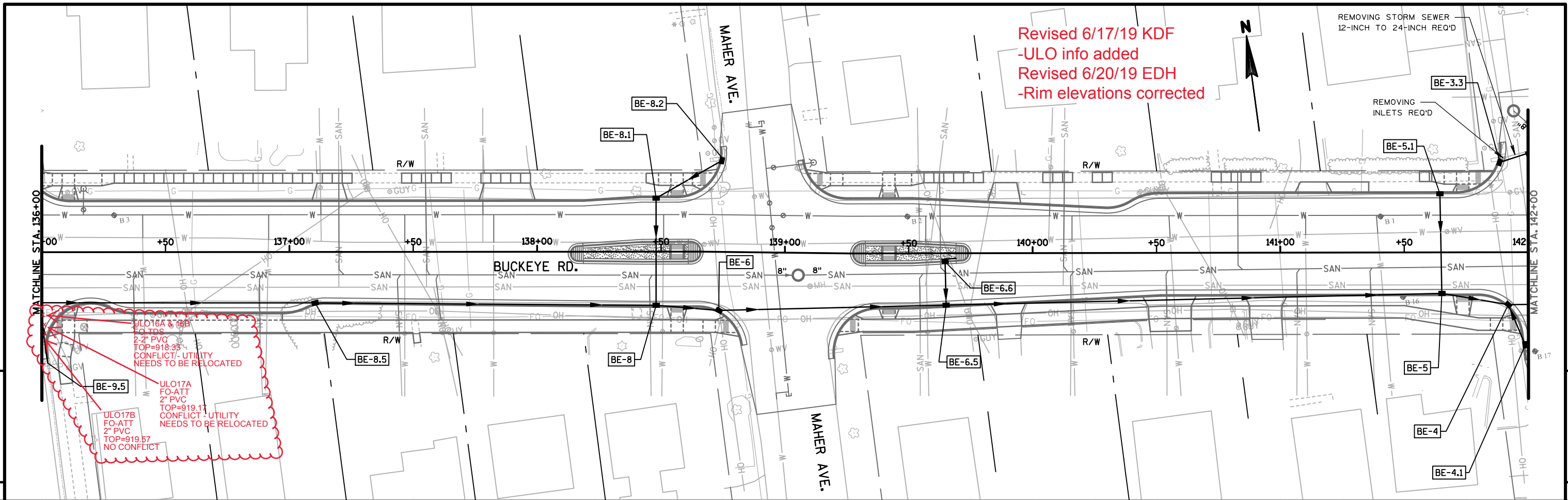


PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	STORM SEWER PLAN & PROFILES	SHEET ST-5	E
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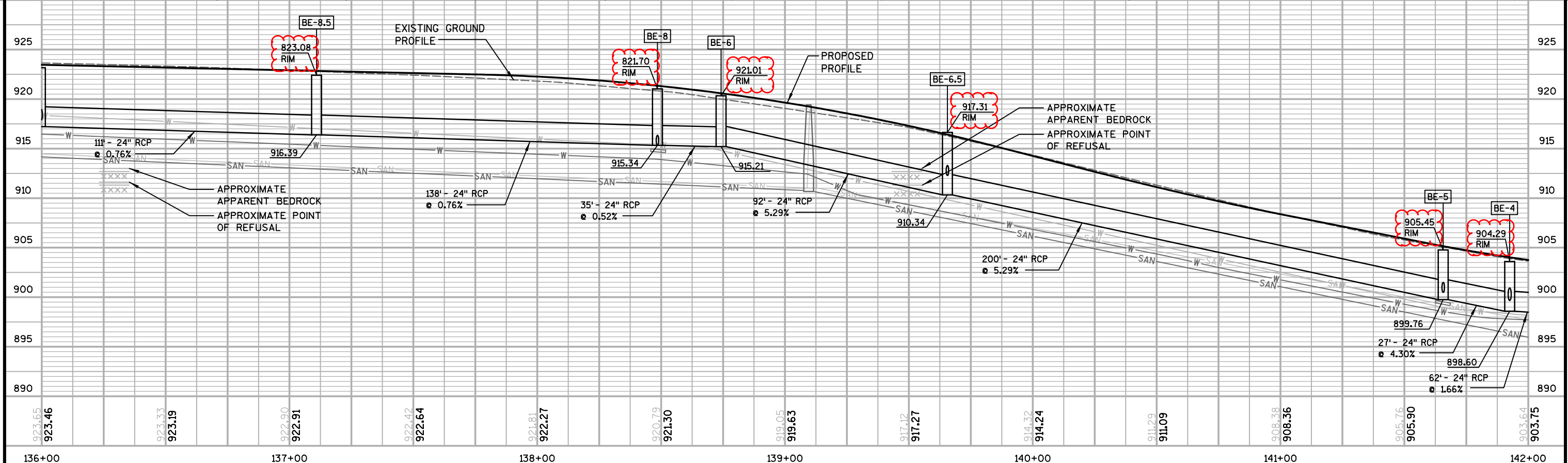
Revised 6/17/19 KDF
 -ULO info added
 Revised 6/20/19 EDH
 -Rim elevations corrected



PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE STORM SEWER PLAN & PROFILES SHEET ST-6

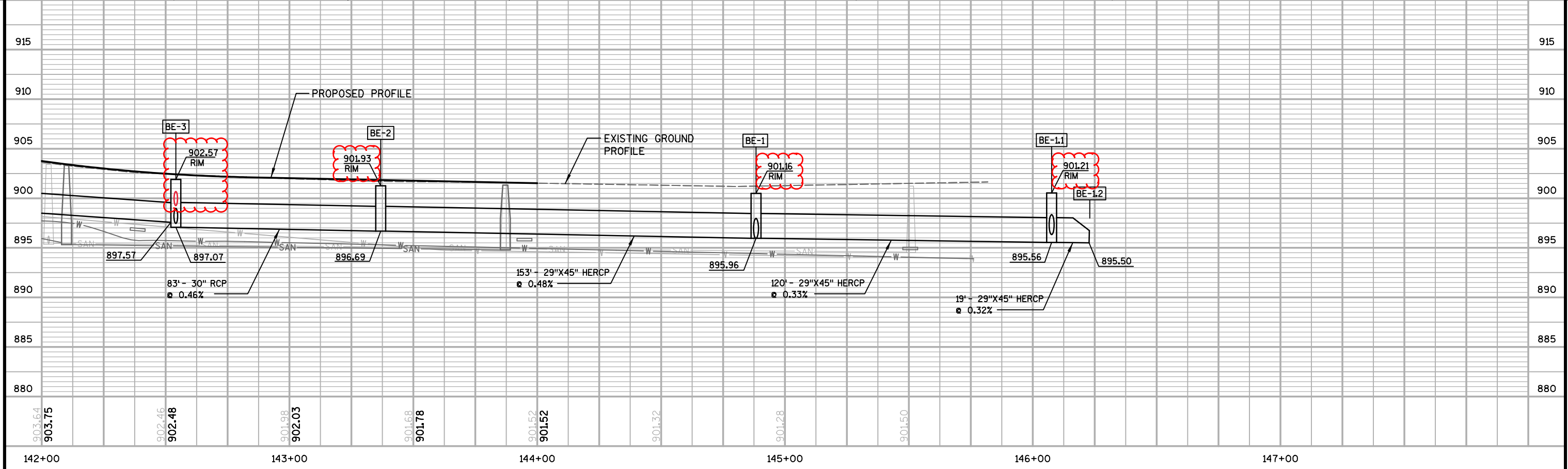
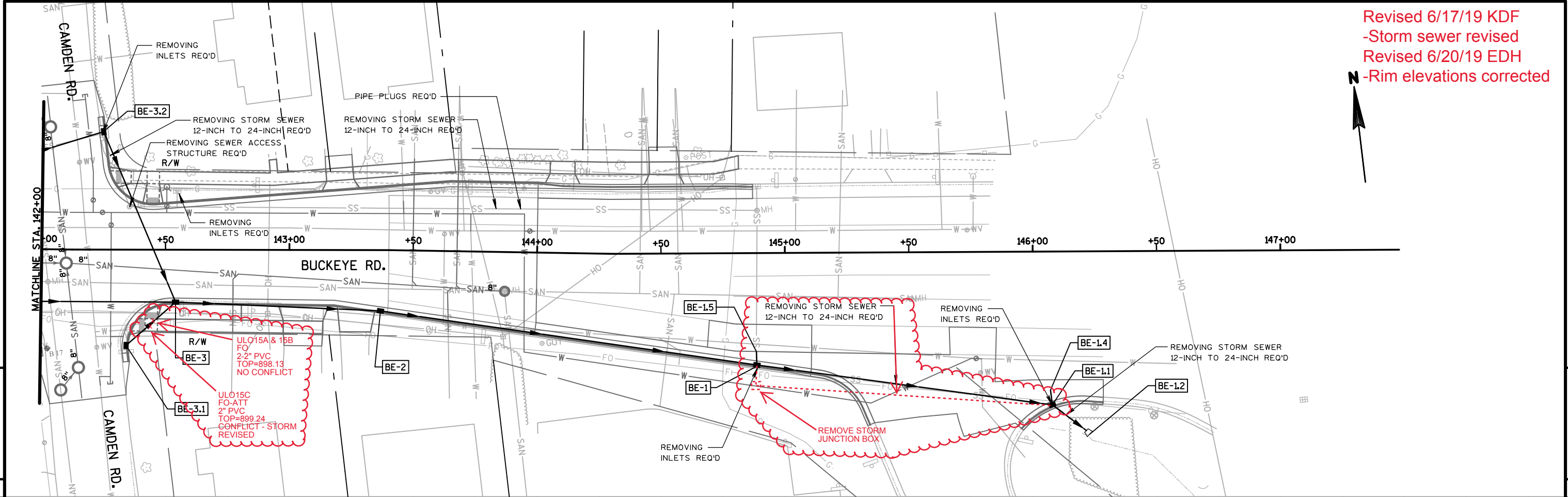


Revised 6/17/19 KDF
 -ULO info added
 Revised 6/20/19 EDH
 -Rim elevations corrected



PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	STORM SEWER PLAN & PROFILES	SHEET ST-7	E
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Revised 6/17/19 KDF
 -Storm sewer revised
 Revised 6/20/19 EDH
 -Rim elevations corrected



PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE STORM SEWER PLAN & PROFILES SHEET ST-8 E

3

ROCK EXCAVATION - STORM SEWER		
STATION - STATION	LOCATION	20102 CY
138+75 - 139+70	LT/RT	30
UNDISTRIBUTED	LT/RT	50
TOTAL		80

REMOVING INLET		
STATION	OFFSET	20313 EACH
102+08	22' RT	1
120+73	20' LT	1
120+77	20' LT	1
120+75	45' RT	1
141+90	38' LT	1
144+88	46' RT	1
146+08	62' RT	1
TOTAL		7

3

UNDERDRAIN				
STATION - STATION	LOCATION	LF	*20130 UNDERDRAIN	40101 CRUSHED AGGREGATE BASE COURSE, GRADATION NO. 1 TON
119+25 - 120+75	RT/LT	300		15
134+34 - 136+10	RT/LT	300		15
TOTALS		600		30

*SEE STRUCTURE PLANS FOR ADDITIONAL QUANTITIES

REMOVING PIPE - STORM SEWER				
STATION - STATION	OFFSET	20314		
		12-INCH TO 24-INCH LF	HE 38-INCH X 60-INCH LF	
101+07 - 102+17	RT	130		8
120+72 - 120+78	LT/RT	75		---
141+90 - 143+36	LT	165		---
144+88 - 146+23	RT	150		---
TOTALS		520		8

REMOVING SEWER ACCESS STRUCTURE - STORM SEWER		
STATION	OFFSET	20311 EACH
101+19	20' RT	1
142+35	17' LT	1
TOTAL		2

PIPE PLUG		
STATION	OFFSET	20336 EACH
120+75	45' RT	1
143+36	17' LT	1
TOTAL		2

*ADDITIONAL QUANTITIES LISTED ELSEWHERE.

STORM SEWER

STORM SEWER PIPE REINFORCED CONCRETE - TYPE I

DNSTRM. STRUCT.	UPSTRM. STRUCT.	DNSTRM. STRUCT. INLET ELEV.	UPSTRM. STRUCT. DISCHARGE ELEV.	SLOPE	STORM SEWER PIPE REINFORCED CONCRETE - TYPE I								HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH LF
					50401	50402	50403	50404	50405	50407	50409	50421	
					12-INCH LF	15-INCH LF	18-INCH LF	21-INCH LF	24-INCH LF	30-INCH LF	36-INCH LF		
BE-1.1	BE-1	895.56	895.96	0.33%	---	---	---	---	---	---	---	---	120
BE-1.2	BE-1.1	895.50	895.56	0.32%	---	---	---	---	---	---	---	---	19
BE-1.1	BE-1.4	896.34	896.37	0.50%	---	---	---	---	6	---	---	---	---
BE-1	BE-1.5	895.96	895.99	0.60%	---	---	---	---	5	---	---	---	---
BE-1	BE-2	895.96	896.69	0.48%	---	---	---	---	---	---	---	---	153
BE-2	BE-3	896.69	897.07	0.46%	---	---	---	---	---	83	---	---	---
BE-3	BE-3.1	899.38	899.52	0.51%	27	---	---	---	---	---	---	---	---
BE-3	BE-3.2	897.07	897.43	0.48%	---	---	75	---	---	---	---	---	---
BE-3.2	BE-3.3	897.43	897.62	0.50%	---	---	38	---	---	---	---	---	---
BE-3	BE-4	897.57	898.60	1.66%	---	---	---	---	62	---	---	---	---
BE-4	BE-4.1	899.68	900.05	2.06%	---	18	---	---	---	---	---	---	---
BE-4	BE-5	898.60	899.76	4.30%	---	---	---	---	27	---	---	---	---
BE-5	BE-5.1	900.50	900.70	0.50%	40	---	---	---	---	---	---	---	---
BE-6.5	BE-6	910.34	915.21	5.29%	---	---	---	---	92	---	---	---	---
BE-5	BE-6.5	899.76	910.34	5.29%	---	---	---	---	200	---	---	---	---
BE-6.5	BE-6.6	912.29	912.38	0.50%	18	---	---	---	---	---	---	---	---
BE-6	BE-8	915.21	915.34	0.52%	---	---	---	---	25	---	---	---	---
BE-8	BE-8.1	915.34	915.55	0.49%	43	---	---	---	---	---	---	---	---
BE-8.1	BE-8.2	915.55	915.70	0.48%	31	---	---	---	---	---	---	---	---
BE-8	BE-8.5	915.34	916.39	0.76%	---	---	---	---	138	---	---	---	---
BE-8.5	BE-9	916.39	917.23	0.76%	---	---	---	---	111	---	---	---	---
BE-9	BE-9.1	917.68	918.48	1.33%	---	---	60	---	---	---	---	---	---
BE-9.1	BE-9.2	918.48	918.66	0.50%	---	36	---	---	---	---	---	---	---
BE-9.2	BE-9.3	918.66	918.79	0.50%	---	26	---	---	---	---	---	---	---
BE-9.3	BE-9.4	918.79	918.84	0.50%	10	---	---	---	---	---	---	---	---
BE-9	BE-9.5	917.68	917.83	0.63%	---	24	---	---	---	---	---	---	---
BE-9	BE-10	917.23	917.86	0.74%	---	---	---	---	85	---	---	---	---
BE-10	BE-11	918.36	918.41	0.50%	---	---	10	---	---	---	---	---	---
BE-12.5	BE-12	921.96	922.60	1.21%	---	53	---	---	---	---	---	---	---
BE-12	BE-12.1	922.60	923.39	2.32%	34	---	---	---	---	---	---	---	---
BE-12.3	BE-12.2	922.70	922.73	0.50%	6	---	---	---	---	---	---	---	---
BE-12.4	BE-12.3	922.53	922.70	0.49%	35	---	---	---	---	---	---	---	---
BE-12.5	BE-12.4	922.43	922.53	0.48%	21	---	---	---	---	---	---	---	---
BE-11	BE-12.5	918.41	921.71	1.71%	---	---	193	---	---	---	---	---	---
BE-12	BE-13	922.85	927.14	2.73%	157	---	---	---	---	---	---	---	---
BE-13	BE-14	927.14	928.11	1.08%	90	---	---	---	---	---	---	---	---
BE-14	BE-14.1	928.11	928.16	0.50%	10	---	---	---	---	---	---	---	---
BW-1.4	BW-1	849.68	850.42	0.73%	---	---	---	---	---	---	102	---	---
BW-1.4	BW-1.1	850.64	850.72	1.33%	6	---	---	---	---	---	---	---	---
BW-1.7	BW-1.2	848.96	849.14	0.72%	---	---	---	---	---	---	25	---	---

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STORM SEWER

		STORM SEWER PIPE REINFORCED CONCRETE - TYPE I										
		50401	50402	50403	50404	50405	50407	50409	50421			
DNSTRM. STRUCT.	UPSTRM. STRUCT.	DNSTRM. STRUCT. INLET ELEV.	UPSTRM. STRUCT. DISCHARGE ELEV.	SLOPE	12-INCH LF	15-INCH LF	18-INCH LF	21-INCH LF	24-INCH LF	30-INCH LF	36-INCH LF	HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH LF
BW-1.2	BW-1.4	849.14	849.68	0.73%	---	---	---	---	---	---	74	---
BW-1.1	BW-1.5	852.49	852.67	2.00%	9	---	---	---	---	---	---	---
BW-1.4	BW-1.6	852.13	852.25	2.00%	---	6	---	---	---	---	---	---
BW-1.3	BW-1.7	848.89	848.96	0.78%	---	---	---	---	---	---	9	---
BW-1	BW-2	850.42	850.65	0.72%	---	---	---	---	---	---	32	---
BW-1	BW-2.1	852.12	852.20	0.80%	10	---	---	---	---	---	---	---
BW-2	BW-2.5	851.15	852.32	1.54%	---	---	---	---	---	76	---	---
BW-2.5	BW-3	852.32	856.52	3.02%	---	---	---	---	---	139	---	---
BW-3	BW-3.1	857.77	858.19	1.05%	---	40	---	---	---	---	---	---
BW-3	BW-3.5	856.52	860.09	2.81%	---	---	---	---	---	127	---	---
BW-3.5	BW-4	860.09	870.14	5.95%	---	---	---	---	---	169	---	---
BW-4	BW-4.1	872.13	873.25	4.00%	---	28	---	---	---	---	---	---
BW-4.1	BW-4.2	873.25	874.11	2.21%	39	---	---	---	---	---	---	---
BW-4	BW-4.3	870.14	873.17	5.61%	---	---	---	---	---	54	---	---
BW-4.3	BW-5	873.17	873.93	2.00%	---	---	---	---	---	38	---	---
BW-5	BW-5.1	877.54	877.71	0.49%	35	---	---	---	---	---	---	---
BW-5.3	BW-5.2	875.00	875.13	0.76%	17	---	---	---	---	---	---	---
BW-4.3	BW-5.3	873.93	874.18	0.51%	49	---	---	---	---	---	---	---
BW-5.3	BW-5.4	874.18	874.21	0.50%	6	---	---	---	---	---	---	---
BW-5	BW-5.5	877.43	877.50	0.54%	13	---	---	---	---	---	---	---
BW-5.1	BW-5.6	877.69	881.52	4.26%	90	---	---	---	---	---	---	---
BW-5	BW-6	873.93	875.03	0.40%	---	---	---	---	---	276	---	---
BW-6	BW-6.1	885.46	885.63	0.50%	34	---	---	---	---	---	---	---
BW-6	BW-6.2	882.48	882.54	0.55%	11	---	---	---	---	---	---	---
BW-6.2	BW-6.3	882.54	882.73	0.51%	37	---	---	---	---	---	---	---
BW-6.2	BW-6.4	882.54	882.92	0.49%	77	---	---	---	---	---	---	---
BW-6	BW-7	875.03	876.10	0.40%	---	---	---	---	---	267	---	---
BW-7	BW-7.1	879.00	879.15	0.52%	---	29	---	---	---	---	---	---
BW-7.1	BW-7.2	881.91	882.08	0.49%	35	---	---	---	---	---	---	---
BW-7.2	BW-7.3	882.08	882.11	0.50%	6	---	---	---	---	---	---	---
BW-7.2	BW-7.4	884.00	884.18	0.51%	35	---	---	---	---	---	---	---
BW-7	BW-7.5	884.13	884.20	0.54%	13	---	---	---	---	---	---	---
BW-7	BW-8	876.10	877.16	0.40%	---	---	---	---	---	264	---	---
BW-8	BW-8.1	877.16	877.32	0.52%	31	---	---	---	---	---	---	---
BW-8	BW-8.2	881.21	881.28	0.54%	13	---	---	---	---	---	---	---
BW-9.1	BW-9	878.00	878.12	0.40%	---	---	---	---	---	30	---	---
BW-8	BW-9.1	877.16	878.00	0.40%	---	---	---	---	---	210	---	---
BW-9	BW-10	878.12	878.17	0.42%	---	---	---	---	---	12	---	---
BW-10	BW-10.1	878.25	878.45	0.50%	---	---	40	---	---	---	---	---
BW-10.1	BW-10.2	878.45	878.51	0.50%	---	---	12	---	---	---	---	---
BW-10	BW-11	878.17	878.83	0.67%	---	---	---	---	---	98	---	---
BW-11	BW-11.1	880.95	881.38	1.00%	43	---	---	---	---	---	---	---
BW-11	BW-11.5	879.37	883.39	2.36%	---	---	---	---	170	---	---	---
BW-11.5	BW-11.6	883.89	887.27	5.45%	---	---	62	---	---	---	---	---
BW-11.6	BW-12	887.27	894.62	5.03%	---	---	---	146	---	---	---	---

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CONT'D FROM PREVIOUS

STORM SEWER

Revised 4/26/19 EDH
-Storm Sewer revised

		STORM SEWER PIPE REINFORCED CONCRETE - TYPE I										
		50401	50402	50403	50404	50405	50407	50409	50421			
DNSTRM. STRUCT.	UPSTRM. STRUCT.	DNSTRM. STRUCT. INLET ELEV.	UPSTRM. STRUCT. DISCHARGE ELEV.	SLOPE	12-INCH LF	15-INCH LF	18-INCH LF	21-INCH LF	24-INCH LF	30-INCH LF	36-INCH LF	HORIZONTAL ELLIPTICAL CLASS HE-III 29X45-INCH LF
BW-12.5	BW-12.1	894.74	894.83	0.50%	---	---	18	---	---	---	---	---
BW-12.1	BW-12.2	894.83	895.00	0.52%	---	---	33	---	---	---	---	---
BW-12.2	BW-12.3	895.00	895.16	0.50%	---	---	32	---	---	---	---	---
BW-12.3	BW-12.4	895.16	895.19	0.50%	---	---	6	---	---	---	---	---
BW-12	BW-12.5	894.62	894.74	0.48%	---	---	25	---	---	---	---	---
BW-12.1	BW-12.6	899.68	907.00	8.13%	90	---	---	---	---	---	---	---
BW-12	BW-13	899.09	918.68	7.90%	---	---	---	248	---	---	---	---
BW-13	BW-13.1	919.49	922.41	5.51%	53	---	---	---	---	---	---	---
BW-13	BW-13.2	918.68	919.00	0.58%	---	---	55	---	---	---	---	---
BW-13.2	BW-13.3	920.16	920.24	0.50%	16	---	---	---	---	---	---	---
BW-13.2	BW-13.4	920.16	920.24	0.53%	15	---	---	---	---	---	---	---
BW-13	BW-13.5	919.43	925.92	5.95%	109	---	---	---	---	---	---	---
BW-13.3	BW-13.6	920.24	920.27	0.50%	---	---	6	---	---	---	---	---
TOTALS					1,414	260	665	394	921	1,843	242	292

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INLETS, MANHOLES, TEES, MANHOLE COVERS, AND INLET COVERS

Revised 6/17/19 KDF
 -Storm Sewer revised
 Revised 6/20/19 EDH
 -Updated STA/OFF

STRUCT. ID#	STATION	OFFSET	TOP OF CASTING	INLET ELEV.	DEPTH	38-INCH X 60-INCH HERCP				APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE		CONCRETE COLLAR	PRIVATE STORM SEWER RECONNECT	PRIVATE STORM SEWER LATERAL	MANHOLE COVERS	INLET COVERS	INLET COVERS	INLET COVERS
						3' X 3' SAS EACH	4' X 4' SAS EACH	5' X 5' SAS EACH	6' X 6' SAS EACH	X 36-INCH RCP TEE CLASS IV EACH	PIPE PLUG EACH							
BE-1	144+88.48	45.1'RT	901.16	895.96	4.53	---	---	---	1	---	---	---	---	---	---	---	1	---
BE-1.1	146+07.78	62.0'RT	901.21	895.56	4.98	---	---	---	1	---	---	---	---	---	---	---	1	---
BE-1.2	146+22.75	73.7'RT	-	895.50	-	---	---	---	---	---	---	1	---	---	---	---	---	---
BE-1.4	146+06.95	55.9'RT	-	896.37	-	---	---	---	---	---	---	---	1	---	---	---	---	---
BE-1.5	144+88.32	39.8'RT	-	895.99	-	---	---	---	---	---	---	---	1	---	---	---	---	---
BE-2	143+36.81	24.4'RT	901.93	896.69	4.57	---	---	---	1	---	---	---	---	---	---	---	1	---
BE-3	142+54.11	21.0'RT	902.57	897.07	4.83	---	---	1	---	---	---	---	---	---	---	---	1	---
BE-3.1	142+34.03	38.7'RT	903.53	898.92	3.94	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-3.2	142+24.85	47.5'LT	902.58	897.43	4.48	1	---	---	---	---	---	---	---	---	---	---	1	---
BE-3.3	141+88.67	36.3'LT	903.92	897.62	5.63	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-4	141+92.13	21.2'RT	904.29	898.60	5.02	---	1	---	---	---	---	---	---	---	---	---	---	1
BE-4.1	141+98.81	37.3'RT	904.66	900.05	3.94	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-5	141+65.15	16.5'RT	905.45	899.76	5.02	---	1	---	---	---	---	---	---	---	---	---	1	---
BE-5.1	141+64.42	23.5'LT	905.31	900.70	3.94	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-6	138+73.86	23.6'RT	921.01	915.21	5.13	1	---	---	---	---	---	---	---	---	---	---	---	1
BE-6.5	139+65.05	20.8'RT	917.31	910.34	6.30	1	---	---	---	---	---	---	---	---	---	---	1	---
BE-6.6	139+64.67	3.3'RT	916.99	912.38	3.94	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-8	138+48.00	21.5'RT	921.70	915.34	5.69	---	1	---	---	---	---	---	---	---	---	---	1	---
BE-8.1	138+48.00	21.5'LT	921.40	915.55	5.18	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-8.2	138+74.26	36.8'LT	920.39	915.70	4.02	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-8.5	137+10.35	20.5'RT	923.08	916.39	6.02	1	---	---	---	---	---	---	---	---	---	---	1	---
BE-9	135+98.92	20.4'RT	923.17	917.23	5.94	---	1	---	---	---	---	---	---	---	1	---	---	---
BE-9.1	135+92.60	39.1'LT	923.95	918.48	4.80	1	---	---	---	---	---	---	---	---	---	---	1	---
BE-9.2	135+56.83	34.7'LT	924.06	918.66	4.73	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-9.3	135+35.00	20.0'LT	923.67	918.79	4.21	---	---	---	---	---	1	---	---	---	---	---	---	1
BE-9.4	135+25.01	20.0'LT	923.69	918.84	4.18	---	---	---	---	---	1	---	---	---	---	---	---	1
BE-9.5	136+02.41	44.5'RT	-	917.83	-	---	---	---	---	---	---	1	---	---	---	---	---	---
BE-10	135+13.44	20.0'RT	923.70	917.86	5.17	1	---	---	---	---	---	---	---	---	---	---	1	---
BE-11	135+03.44	20.0'RT	923.65	918.41	4.57	1	---	---	---	---	---	---	---	---	---	---	1	---
BE-12	132+56.82	20.0'RT	928.27	922.60	5.00	1	---	---	---	---	---	---	---	---	---	---	1	---
BE-12.1	132+57.18	14.0'LT	928.30	923.39	4.24	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-12.2	132+74.78	37.3'RT	928.13	922.73	4.73	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-12.3	132+75.21	43.3'RT	928.25	922.70	4.88	---	---	---	---	---	1	---	---	---	---	---	---	1
BE-12.4	133+10.15	41.2'RT	927.82	922.53	4.62	---	---	---	---	---	1	---	---	---	---	---	1	---
BE-12.5	133+10.03	20.1'RT	926.81	921.71	5.10	1	---	---	---	---	---	---	---	---	1	---	---	---
BE-13	131+00.00	24.1'RT	931.18	927.14	4.04	---	---	---	---	---	1	---	---	---	---	1	---	---
BE-14	130+16.86	23.5'RT	933.42	928.11	5.31	---	---	---	---	---	1	---	---	---	---	---	---	1
BE-14.1	130+09.94	17.0'RT	933.30	928.16	5.14	---	---	---	---	---	1	---	---	---	---	---	---	1
BW-1	103+10.36	13.0'RT	856.58	850.42	6.16	---	---	1	---	---	---	---	---	---	1	---	---	---
BW-1.1	102+07.90	21.7'RT	856.67	850.72	5.95	---	---	---	---	---	1	---	---	---	---	---	---	1
BW-1.2	101+34.11	13.0'RT	855.85	849.14	6.71	---	---	1	---	---	---	---	---	---	1	---	---	---
BW-1.3	101+07.55	35.8'RT	-	848.89	-	---	---	---	---	1	---	---	---	---	---	---	---	---
BW-1.4	102+07.90	13.0'RT	856.20	849.68	6.52	---	---	1	---	---	---	---	---	---	1	---	---	---
BW-1.5	102+17.00	21.8'RT	-	852.67	-	---	---	---	---	---	---	1	---	---	---	---	---	---
BW-1.6	102+07.09	9.5'RT	-	852.25	-	---	---	---	---	---	---	1	---	---	---	---	---	---

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INLETS, MANHOLES, TEES, MANHOLE COVERS, AND INLET COVERS

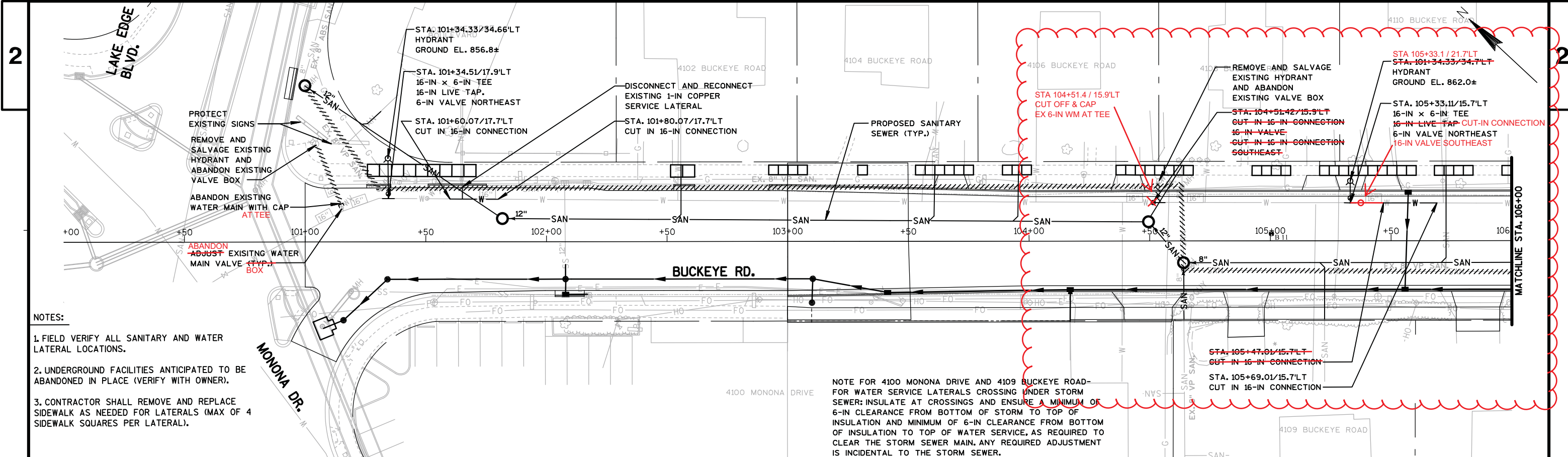
Revised 6/17/19 KDF
 -Storm sewer revised
 Revised 6/20/19 EDH
 -Updated STA/OFF

STRUCT. ID#	STATION	OFFSET	TOP OF CASTING	INLET ELEV.	DEPTH	3' X 3' 4' X 4' 5' X 5' 6' X 6'				38-INCH X 60-INCH HERCP TEE CLASS IV	PIPE PLUG	TYPE "H" INLET	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30 -INCH	CONCRETE COLLAR	PRIVATE STORM SEWER RECONNECT TYPE 2	PRIVATE STORM SEWER LATERAL	MANHOLE COVERS R-1550-0054	INLET COVERS R-1878-B7G	INLET COVERS R-3067-7004-V	INLET COVERS R-3067-7004-VB
						SAS EACH	SAS EACH	SAS EACH	SAS EACH											
BW-1.7	101+9.50	34.3'RT	856.00	848.96	7.04	---	---	1	---	---	---	---	---	---	---	---	1	---	---	---
BW-2	103+41.40	19.6'RT	857.42	850.65	6.77	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---
BW-2.1	103+10.00	25.4'RT	856.59	852.20	4.39	---	---	---	---	---	1	---	---	---	---	---	---	1	---	---
BW-2.5	104+17.05	20.0'RT	858.55	852.32	6.23	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---
BW-2.6	104+17.00	33.0'RT	-	855.07	-	---	---	---	---	---	---	---	---	---	1	---	---	---	---	---
BW-3	105+55.78	20.0'RT	862.83	856.52	6.31	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-3.1	105+57.18	20.0'LT	863.06	858.19	4.87	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-3.5	106+82.40	20.0'RT	866.32	860.09	6.23	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-4	108+51.14	20.1'RT	876.37	870.14	6.23	---	---	1	---	---	---	---	---	---	---	---	---	---	1	---
BW-4.1	108+69.61	41.4'RT	877.86	873.25	4.61	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-4.2	109+04.71	57.1'RT	878.72	874.11	4.61	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-4.3	109+04.81	11.7'RT	879.33	873.17	6.16	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---
BW-5	109+43.17	11.0'RT	881.69	873.93	7.76	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---
BW-5.1	109+43.25	23.5'LT	882.32	877.71	4.61	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-5.2	109+21.98	37.6'LT	881.48	875.13	6.35	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-5.3	109+04.64	37.4'LT	880.70	874.18	6.52	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-5.4	109+04.46	43.4'LT	-	874.21	-	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
BW-5.5	109+43.14	23.5'RT	882.19	877.50	4.69	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-5.6	110+32.85	23.6'LT	886.13	881.52	4.61	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-5.7	110+33.14	33.0'LT	-	881.70	-	---	---	---	---	---	---	---	---	1	---	---	---	---	---	---
BW-6	112+19.35	11.0'RT	889.93	875.03	14.90	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---
BW-6.1	112+19.86	22.8'LT	890.35	885.63	4.72	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
BW-6.2	112+18.41	22.3'RT	890.19	882.54	7.65	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1
BW-6.3	111+81.26	22.4'RT	890.00	882.73	7.27	1	---	---	---	---	---	---	---	1	---	---	1	---	---	---
BW-6.4	112+94.92	23.6'RT	890.13	882.92	7.21	---	---	---	---	---	1	---	---	1	---	---	---	---	1	---
BW-7	114+86.71	11.0'RT	888.62	876.10	12.52	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---
BW-7.1	114+87.05	17.5'LT	889.24	879.15	10.09	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-7.2	115+16.06	36.8'LT	888.90	882.08	6.82	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1
BW-7.3	115+15.93	42.8'LT	-	882.11	-	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
BW-7.4	115+51.06	37.9'LT	888.85	884.18	4.67	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-7.5	114+86.55	23.5'RT	888.89	884.20	4.69	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-8	117+51.02	8.9'RT	885.63	877.16	8.47	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---
BW-8.1	117+49.74	21.5'LT	886.04	877.32	8.72	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-8.2	117+50.55	21.5'RT	885.97	881.28	4.69	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-9	119+88.01	20.0'RT	884.05	878.12	5.93	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
BW-9.1	119+60.96	7.5'RT	883.88	878.00	5.88	---	1	---	---	---	---	---	---	---	---	---	1	---	---	---
BW-10	120+00.01	20.0'RT	883.98	878.17	5.81	---	---	1	---	---	---	---	---	---	---	---	---	---	---	1
BW-10.1	120+00.00	20.0'LT	884.12	878.45	5.67	1	---	---	---	---	---	---	---	---	---	---	---	---	---	1
BW-10.2	119+88.00	20.0'LT	884.19	878.51	5.68	---	---	---	---	---	1	---	---	---	---	---	---	---	---	1
BW-11	120+97.53	20.0'RT	885.06	878.83	6.23	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-11.1	121+12.85	20.0'LT	885.49	881.38	4.11	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-11.5	122+68.00	20.3'RT	889.16	883.39	5.77	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-11.6	123+30.03	21.0'RT	892.69	887.27	5.42	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-12	124+76.50	21.5'RT	904.51	894.62	9.89	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-12.1	124+76.50	21.6'LT	905.20	894.83	10.37	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---

INLETS, MANHOLES, TEES, MANHOLE COVERS, AND INLET COVERS

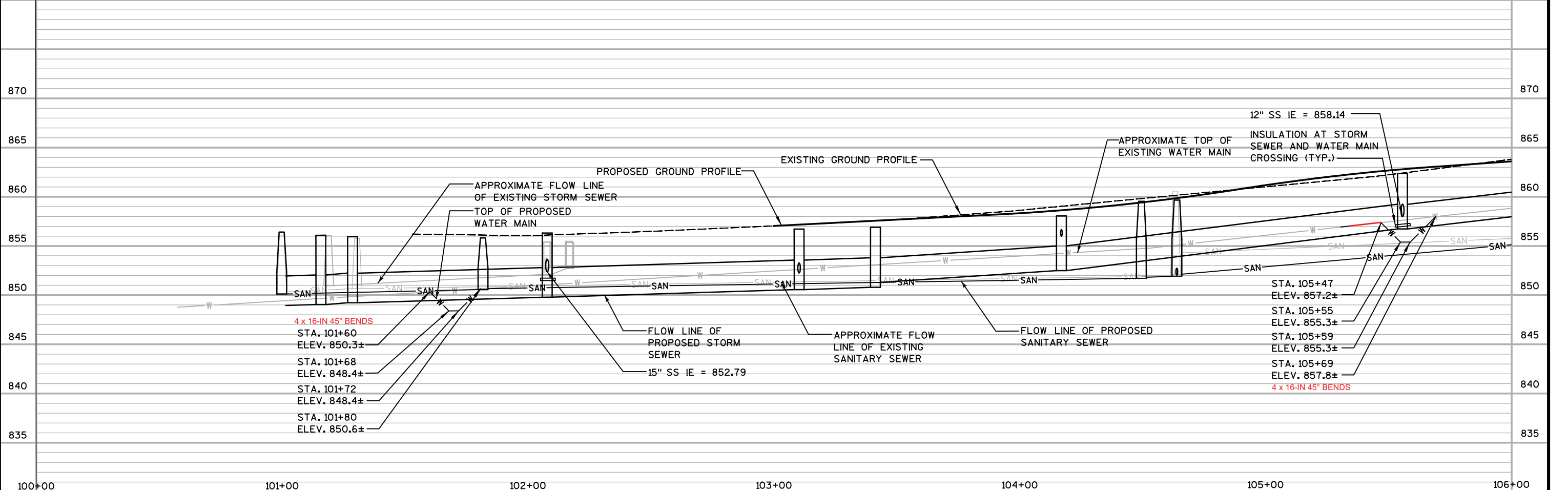
STRUCT. ID#	STATION	OFFSET	TOP OF CASTING	INLET ELEV.	DEPTH	50723 50724 50725 50726				90050	*20336	50741	50467	50499	50794	50795				
						3' X 3' SAS EACH	4' X 4' SAS EACH	5' X 5' SAS EACH	6' X 6' SAS EACH	38-INCH X 60-INCH HERCP X 36-INCH RCP TEE CLASS IV EACH	PIPE PLUG EACH	"H" INLET EACH	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE 30 -INCH EACH	CONCRETE COLLAR EACH	PRIVATE STORM SEWER RECONNECT TYPE 2 EACH	PRIVATE STORM SEWER LATERAL EACH	MANHOLE COVERS R-1550-0054 EACH	INLET COVERS R-1878-B7G EACH	INLET COVERS R-3067-7004-V EACH	INLET COVERS R-3067-7004-VB EACH
BW-12.2	124+47.32	36.4'LT	902.86	895.00	7.86	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-12.3	124+15.96	38.0'LT	900.62	895.16	5.46	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-12.4	124+15.92	44.0'LT	-	895.19	-	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
BW-12.5	124+76.50	4.0'LT	905.03	894.74	10.29	1	---	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-12.6	125+66.88	20.6'LT	912.52	907.00	5.52	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-13	127+24.33	20.0'RT	924.10	918.68	5.42	---	---	---	1	---	---	---	---	---	---	---	---	---	1	---
BW-13.1	127+58.32	20.0'LT	927.02	922.41	4.61	---	1	---	---	---	---	---	---	---	---	---	---	---	1	---
BW-13.2	127+24.33	35.4'LT	925.13	919.00	6.13	1	---	---	---	---	---	---	---	---	---	---	1	---	---	---
BW-13.3	127+40.18	35.4'LT	926.43	920.24	6.19	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-13.4	127+09.18	35.4'LT	924.85	920.24	4.61	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-13.5	128+32.61	20.0'RT	930.53	925.92	4.61	---	---	---	---	---	1	---	---	---	---	---	---	---	1	---
BW-13.6	127+40.32	41.4'LT	-	920.27	-	---	---	---	---	---	1	---	---	---	---	---	---	---	---	---
TOTALS						18	19	9	4	1	4	39	1	7	3	1	14	2	58	15

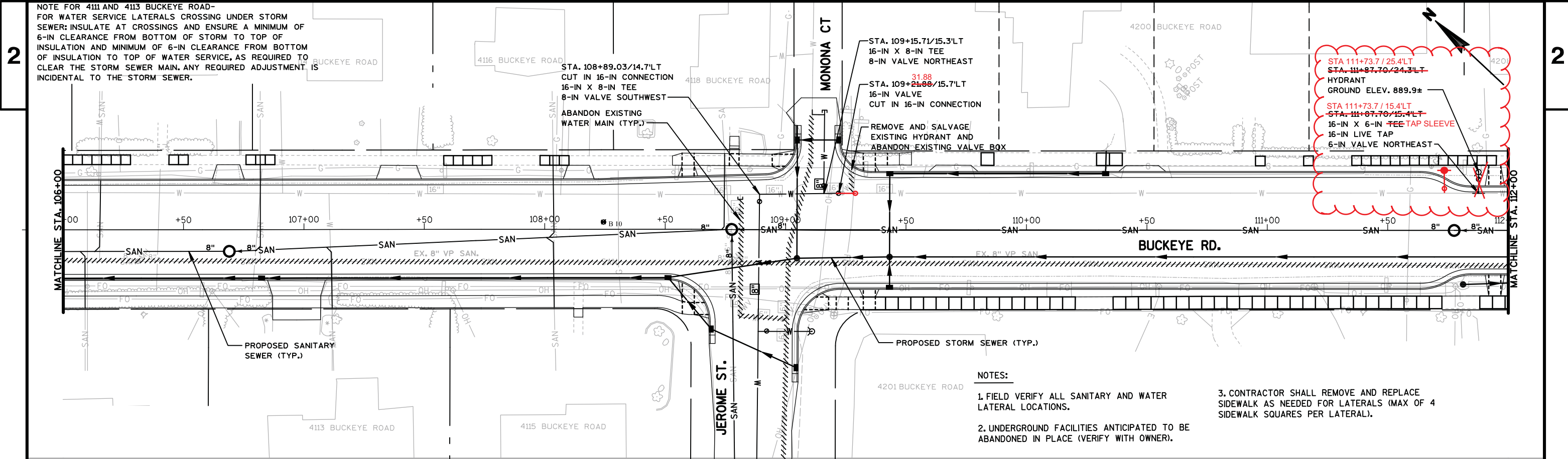
*ADDITIONAL QUANTITIES LISTED ELSEWHERE



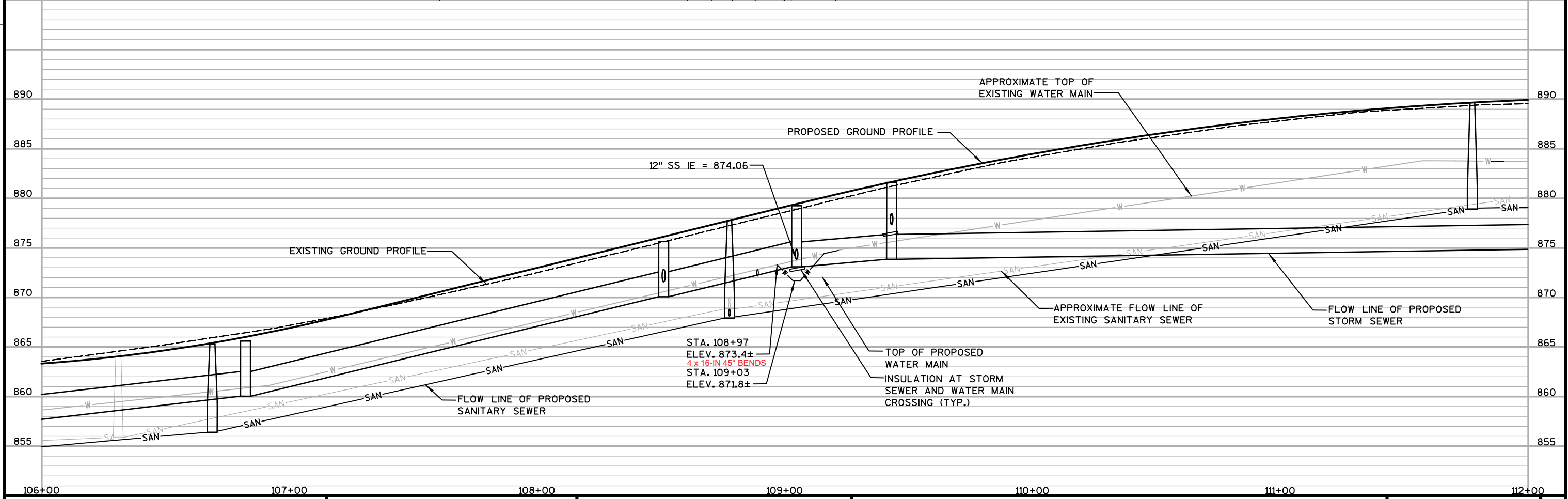
- NOTES:
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
 2. UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH OWNER).
 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).

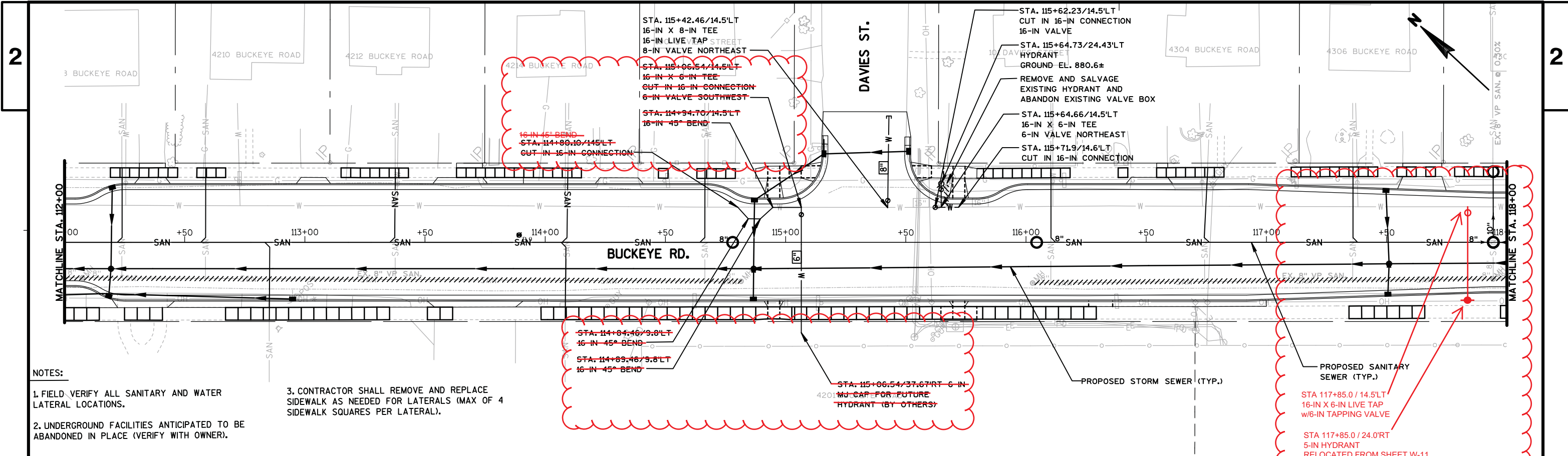
NOTE FOR 4100 MONONA DRIVE AND 4109 BUCKEYE ROAD- FOR WATER SERVICE LATERALS CROSSING UNDER STORM SEWER: INSULATE AT CROSSINGS AND ENSURE A MINIMUM OF 6-IN CLEARANCE FROM BOTTOM OF STORM TO TOP OF INSULATION AND MINIMUM OF 6-IN CLEARANCE FROM BOTTOM OF INSULATION TO TOP OF WATER SERVICE, AS REQUIRED TO CLEAR THE STORM SEWER MAIN, ANY REQUIRED ADJUSTMENT IS INCIDENTAL TO THE STORM SEWER.



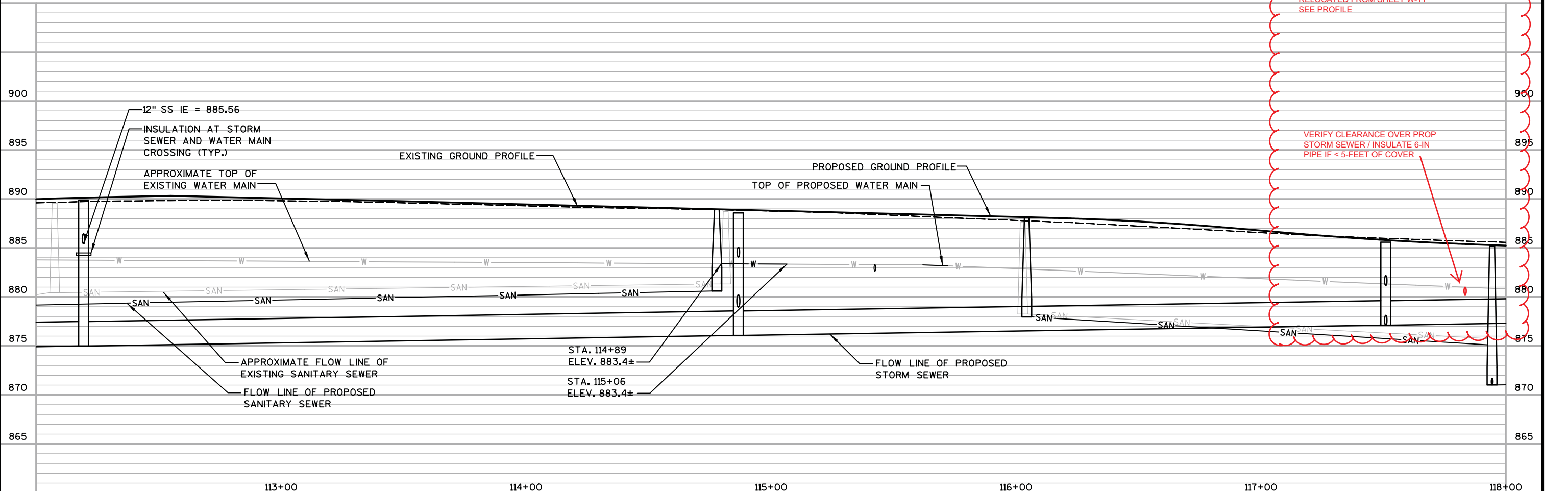


- NOTES:**
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
 2. UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH OWNER).
 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).

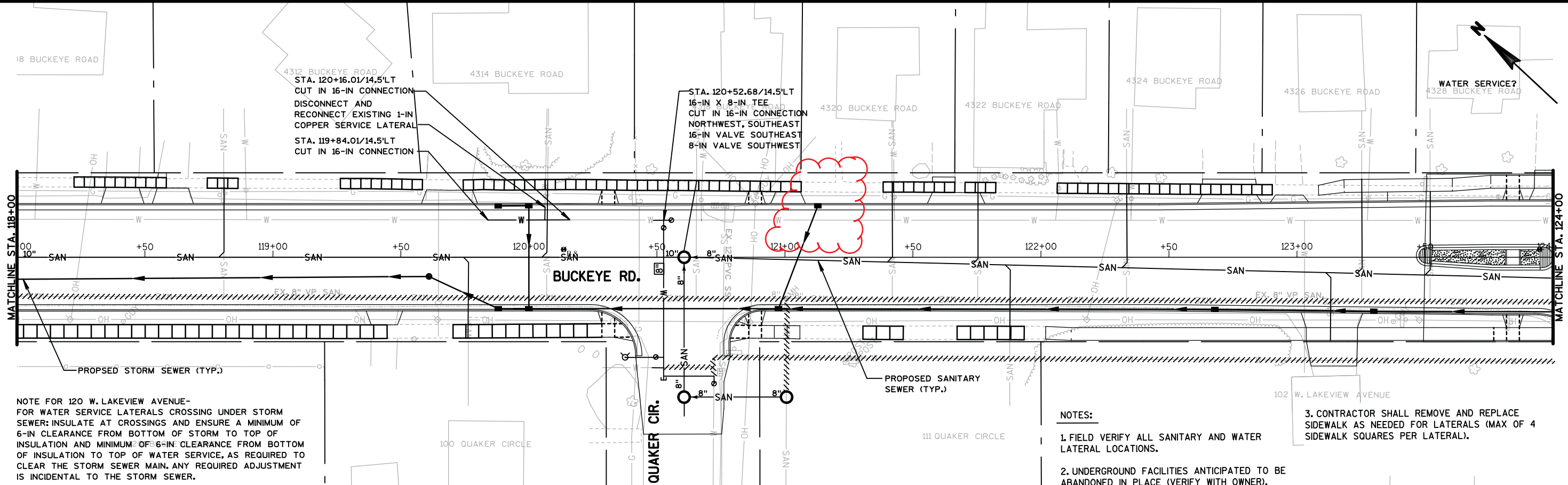




- NOTES:
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
 2. UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH OWNER).
 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).

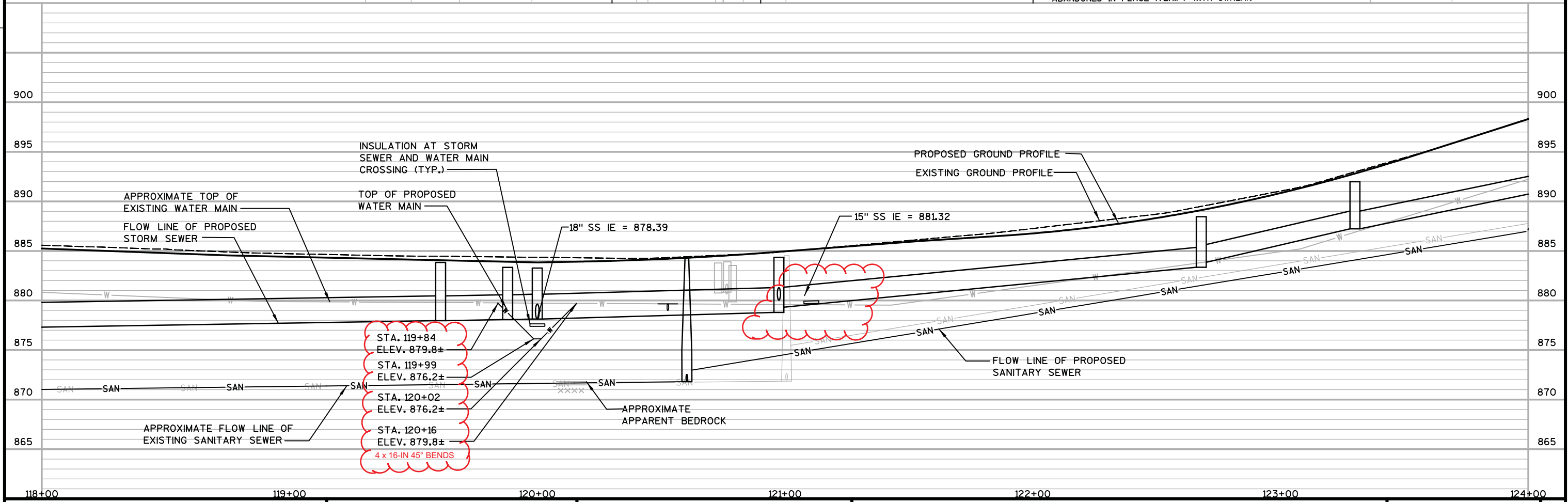


PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	WATER MAIN PLAN & PROFILES	SHEET W-3	E
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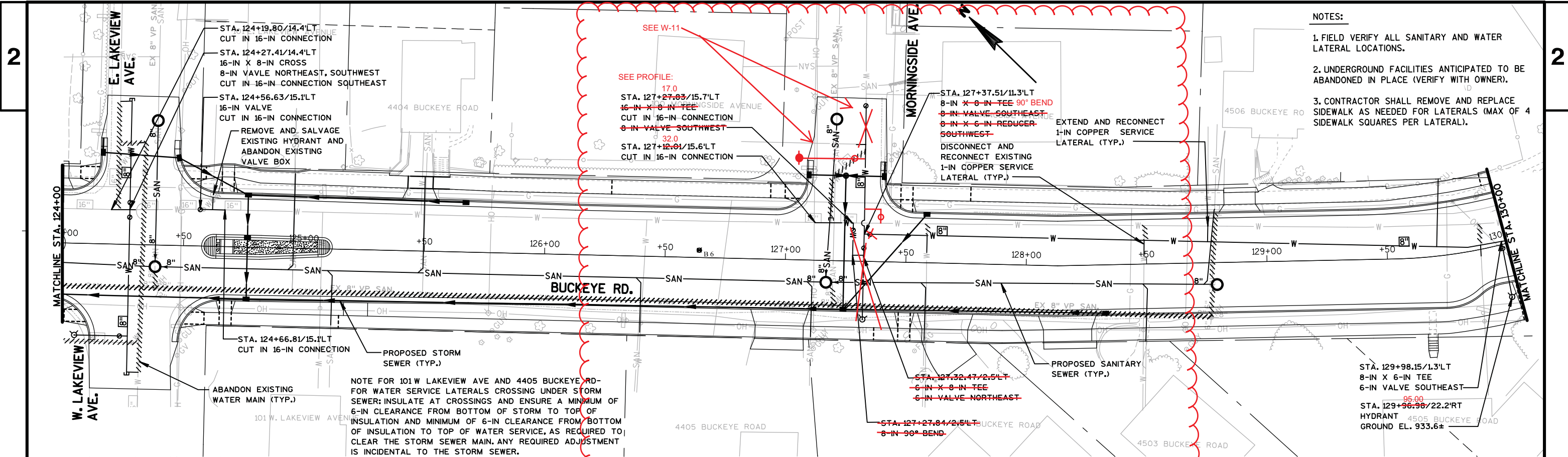


NOTE FOR 120 W. LAKEVIEW AVENUE- FOR WATER SERVICE LATERALS CROSSING UNDER STORM SEWER: INSULATE AT CROSSINGS AND ENSURE A MINIMUM OF 6-IN CLEARANCE FROM BOTTOM OF STORM TO TOP OF INSULATION AND MINIMUM OF 6-IN CLEARANCE FROM BOTTOM OF INSULATION TO TOP OF WATER SERVICE, AS REQUIRED TO CLEAR THE STORM SEWER MAIN. ANY REQUIRED ADJUSTMENT IS INCIDENTAL TO THE STORM SEWER.

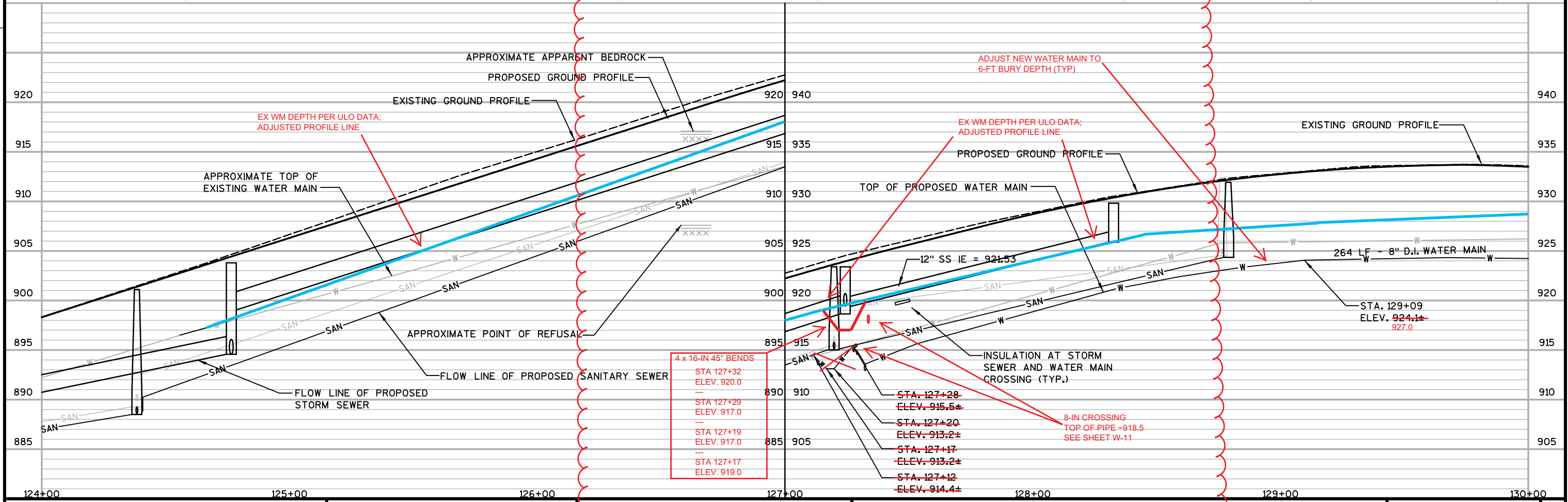
- NOTES:
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
 2. UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH OWNER).
 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).

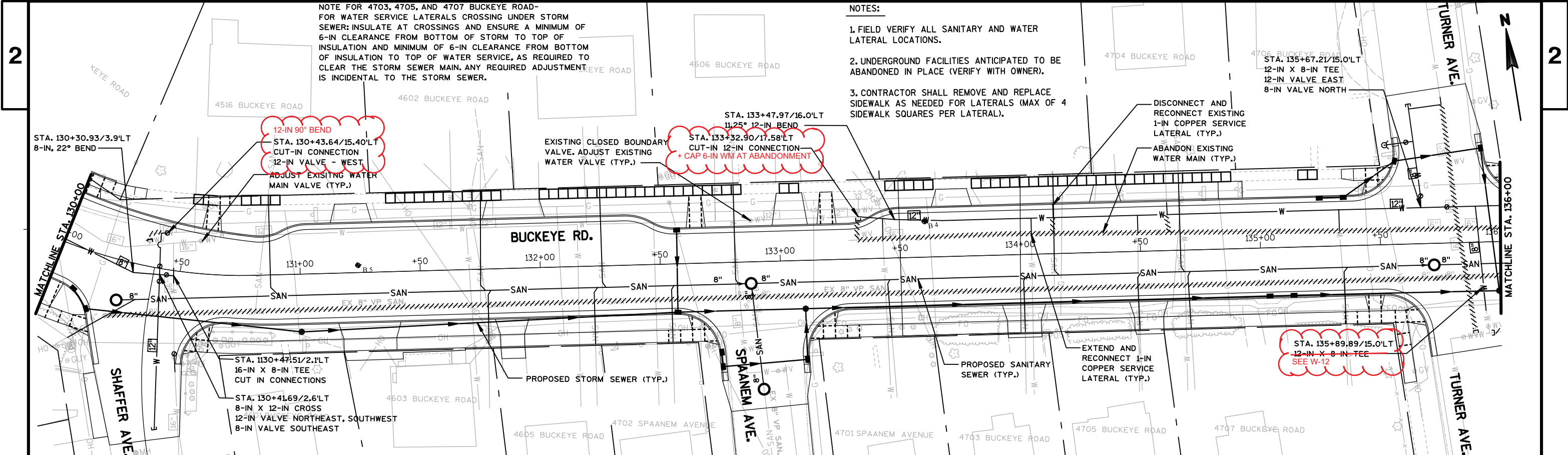


PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	WATER MAIN PLAN & PROFILES	SHEET W-4	E
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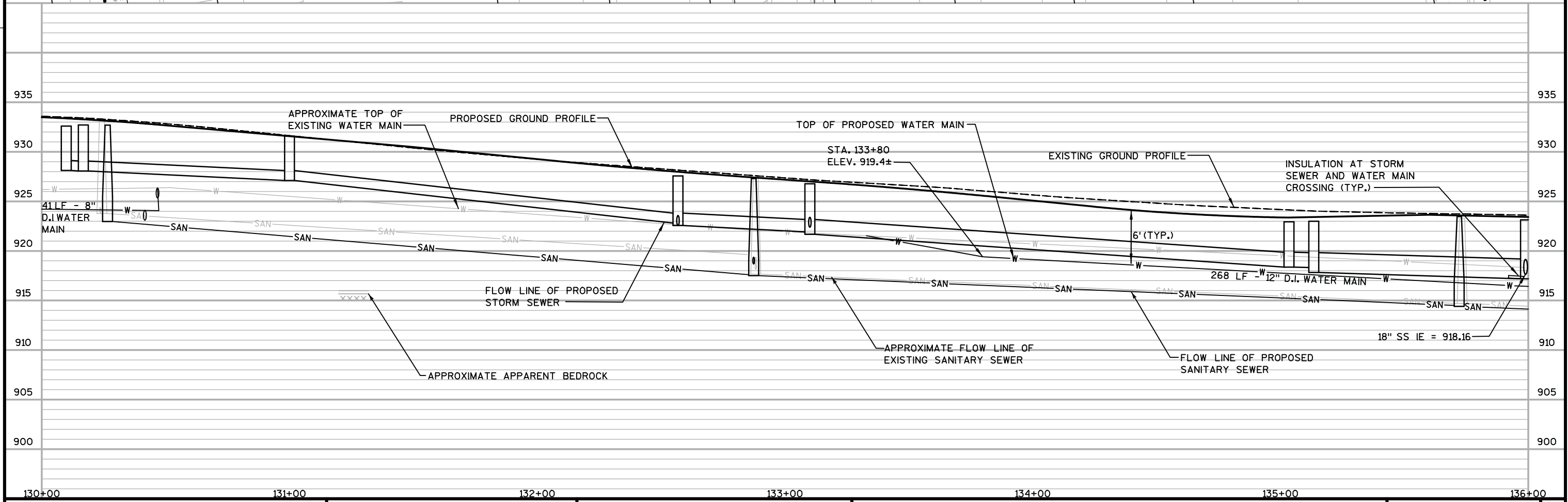


- NOTES:
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
 2. UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH OWNER).
 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).

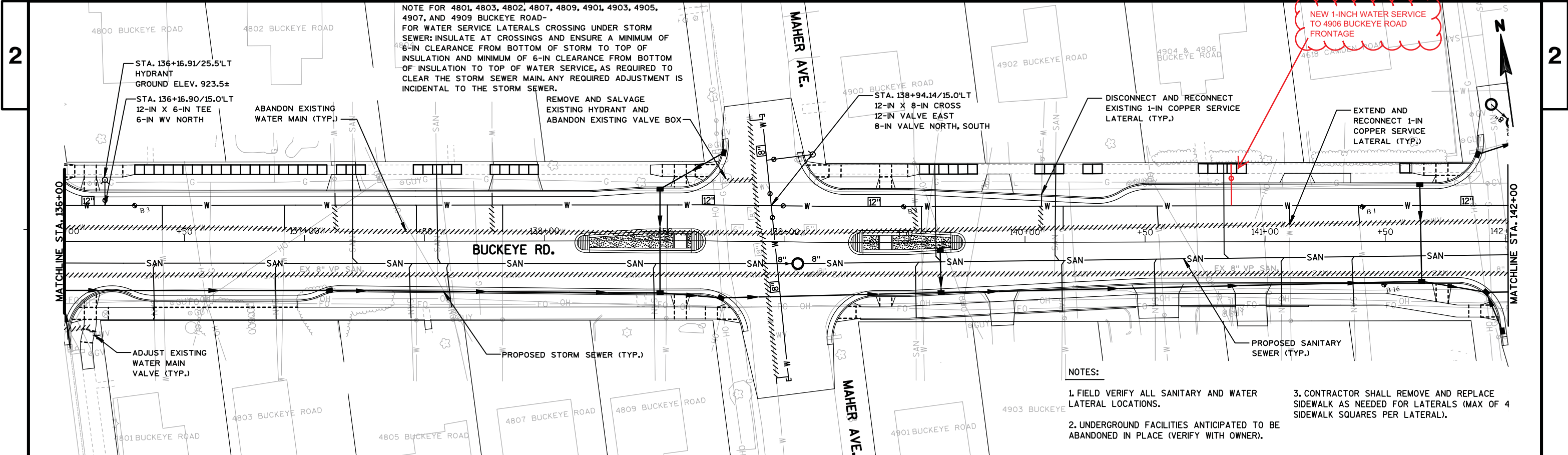




- NOTES:**
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
 2. UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH OWNER).
 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).

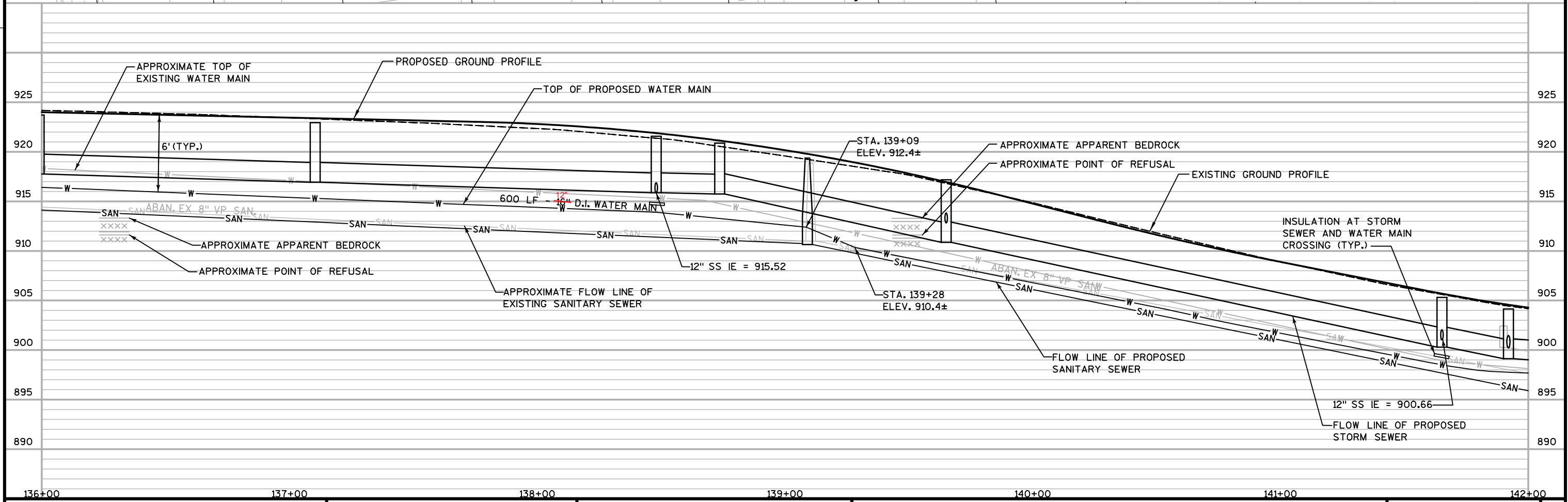


PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	WATER MAIN PLAN & PROFILES	SHEET W-6	E
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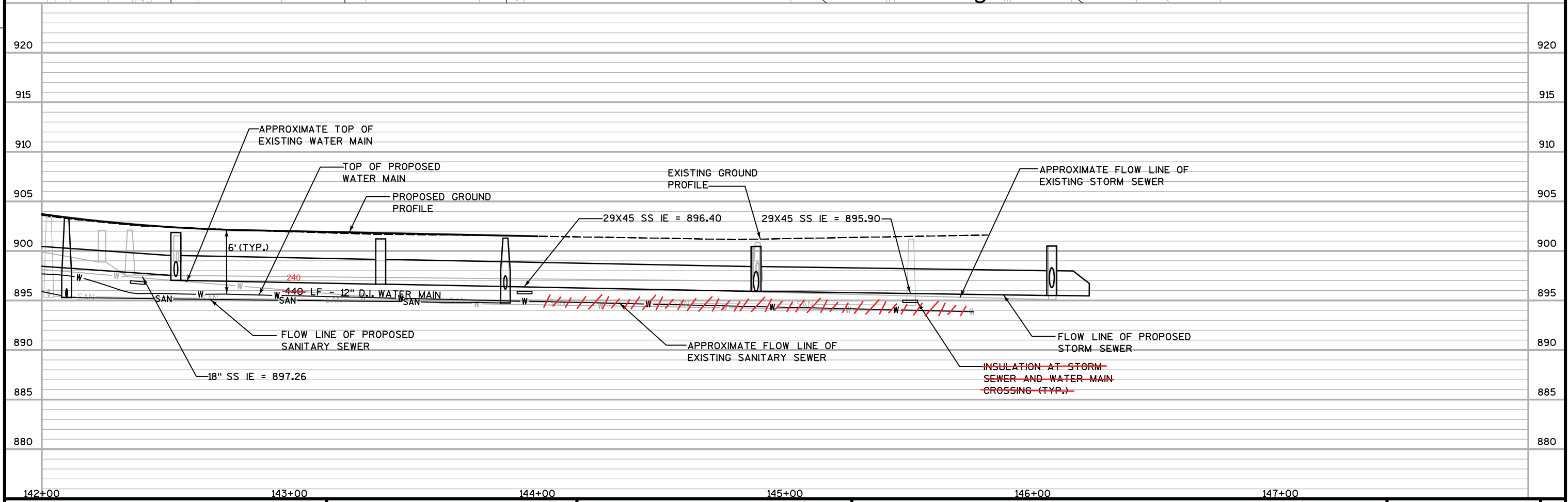
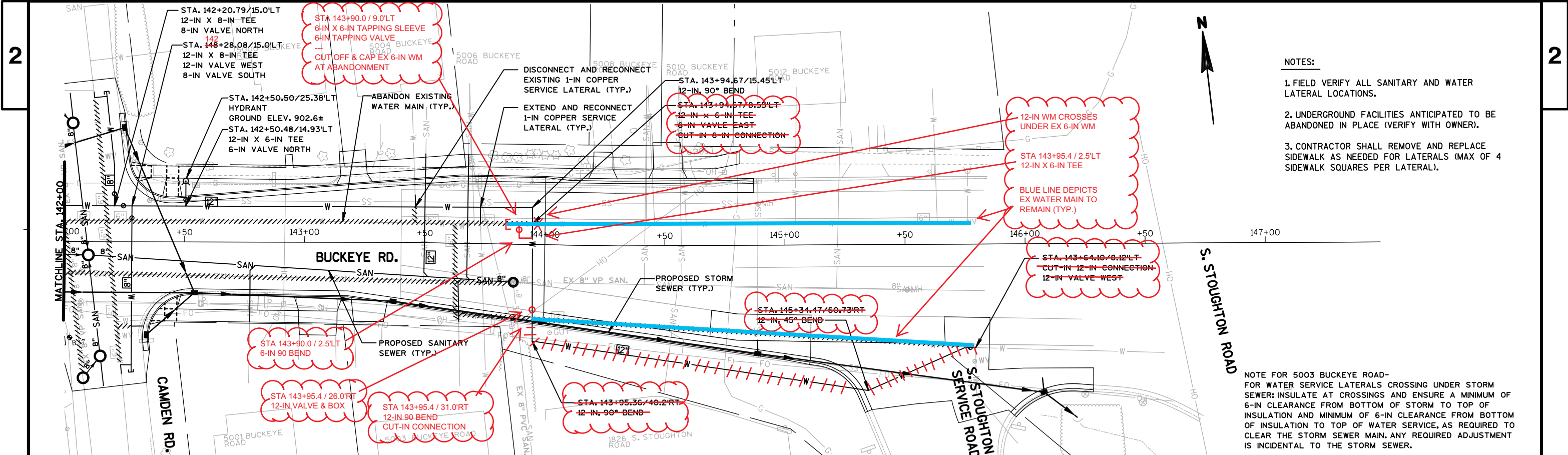


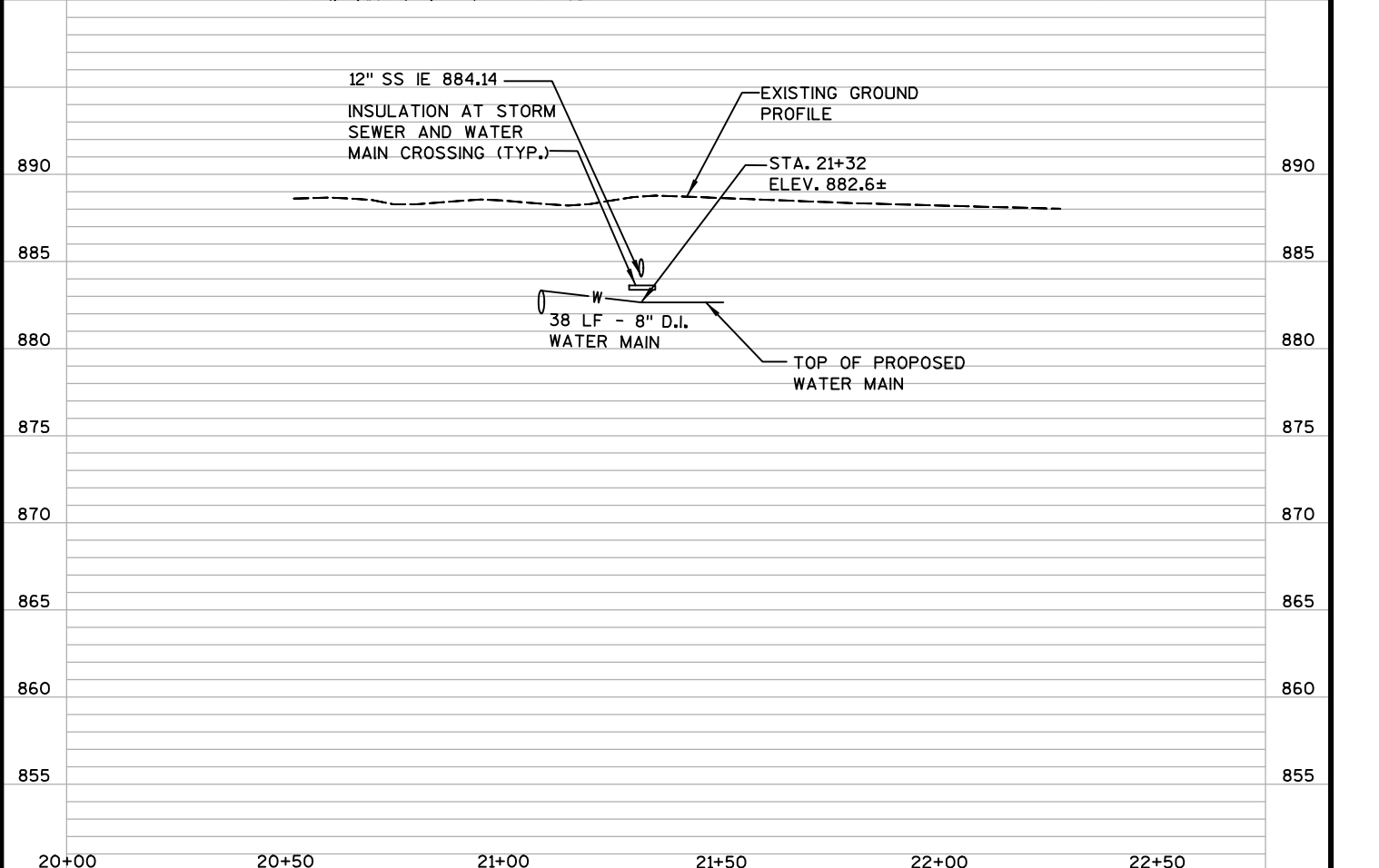
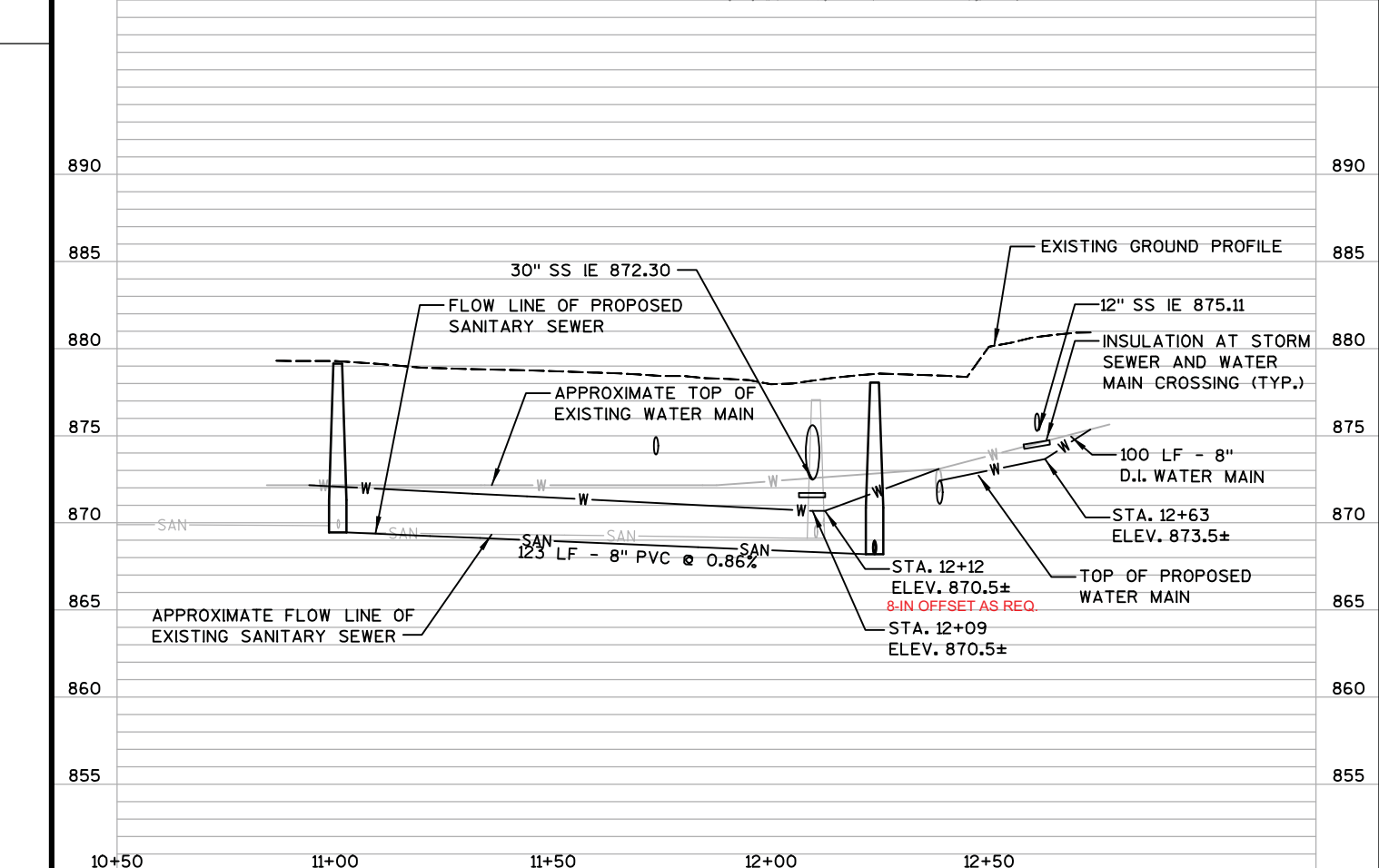
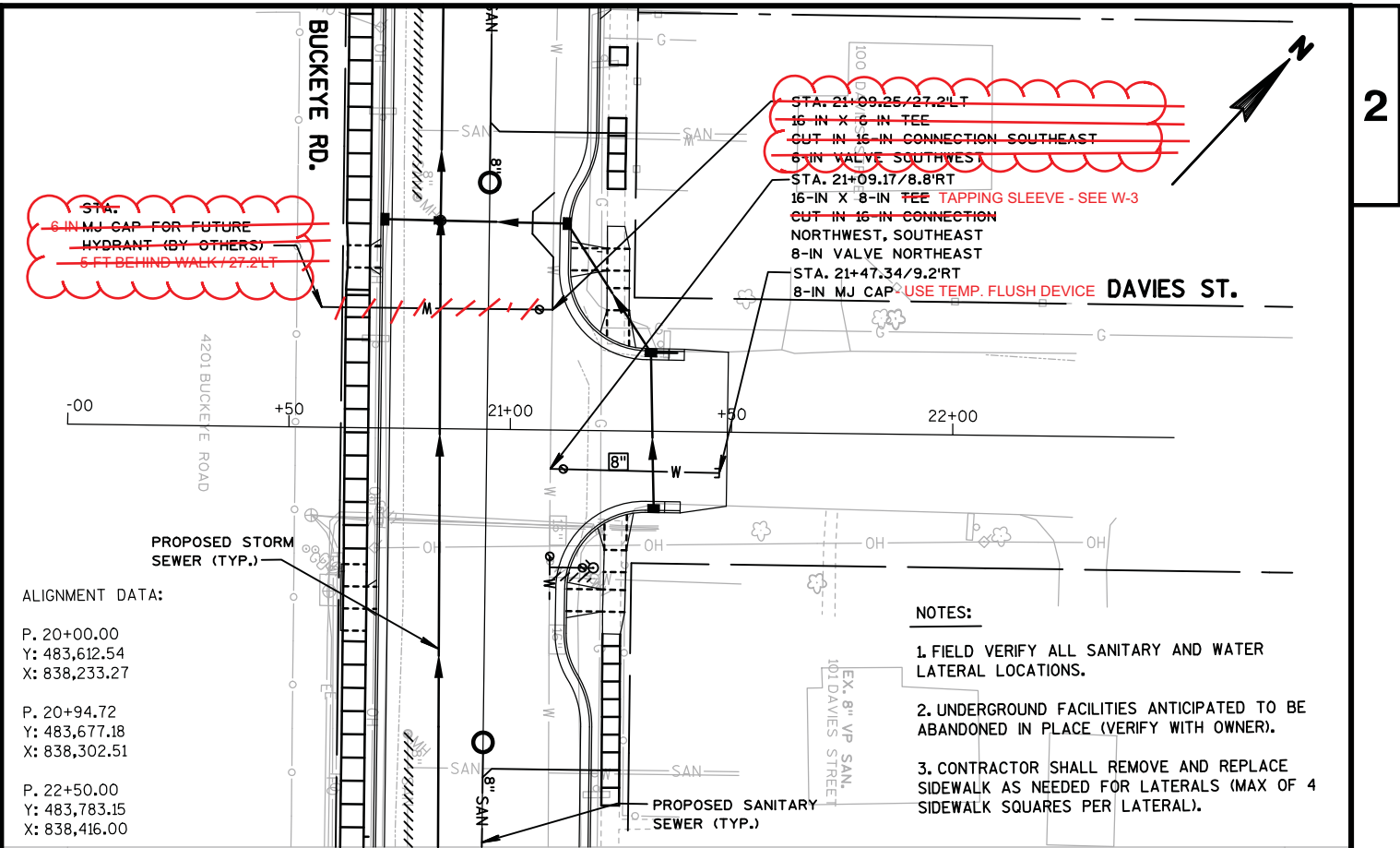
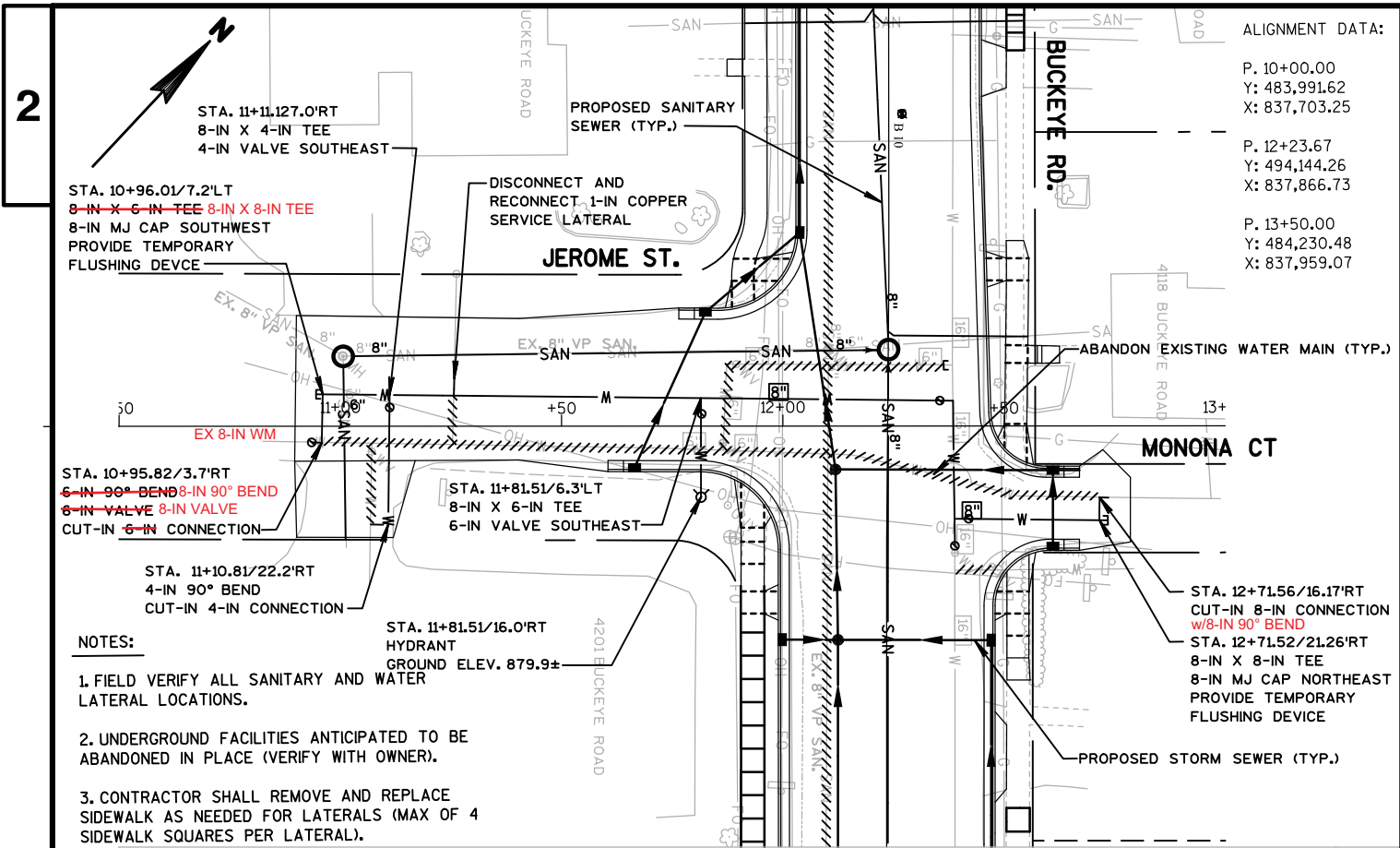
NOTE FOR 4801, 4803, 4802, 4807, 4809, 4901, 4903, 4905, 4907, AND 4909 BUCKEYE ROAD - FOR WATER SERVICE LATERALS CROSSING UNDER STORM SEWER: INSULATE AT CROSSINGS AND ENSURE A MINIMUM OF 6-IN CLEARANCE FROM BOTTOM OF STORM TO TOP OF INSULATION AND MINIMUM OF 6-IN CLEARANCE FROM BOTTOM OF INSULATION TO TOP OF WATER SERVICE, AS REQUIRED TO CLEAR THE STORM SEWER MAIN. ANY REQUIRED ADJUSTMENT IS INCIDENTAL TO THE STORM SEWER.

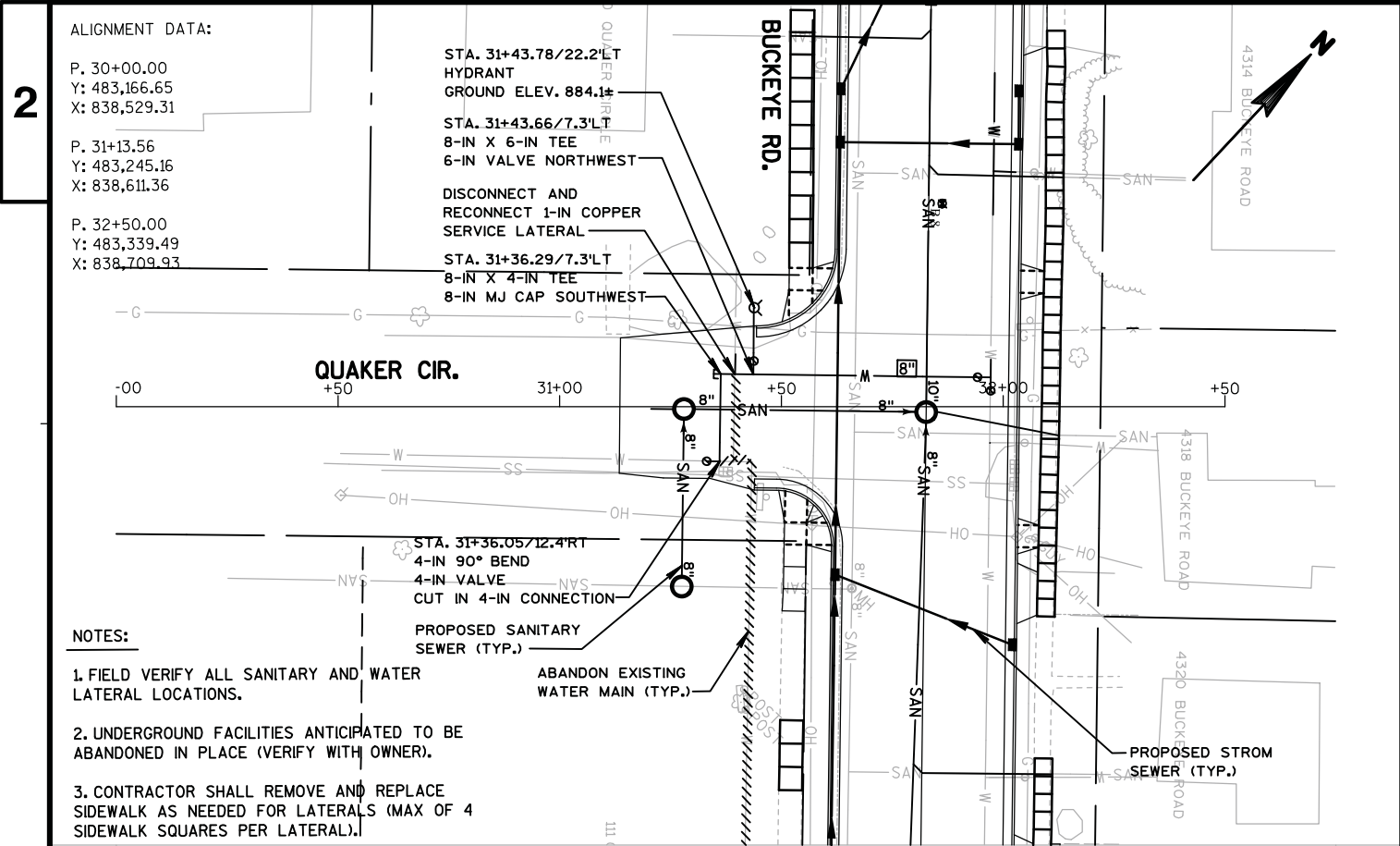
- NOTES:
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
 2. UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH OWNER).
 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).



PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	WATER MAIN PLAN & PROFILES	SHEET W-7	E
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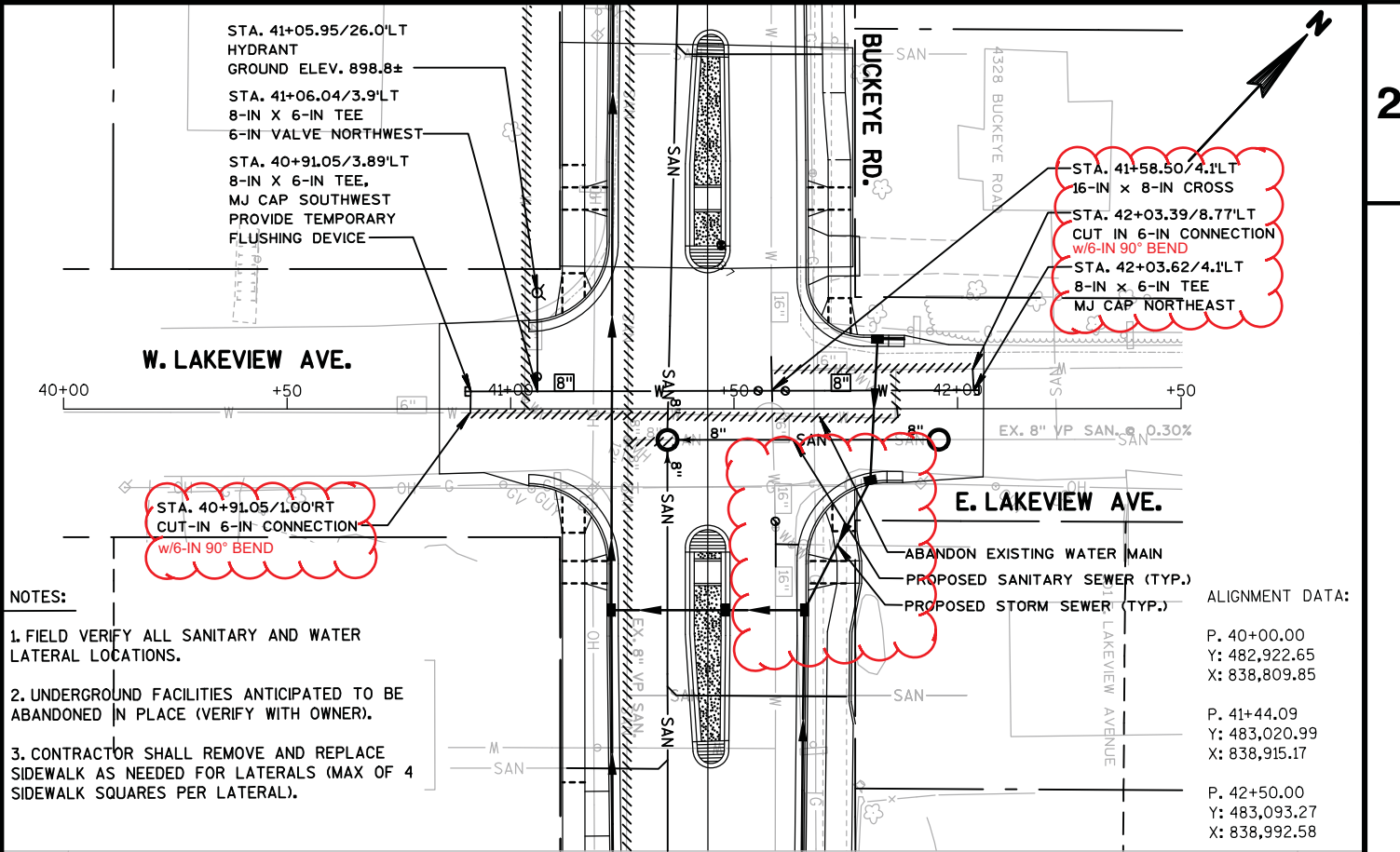




ALIGNMENT DATA:
 P. 30+00.00
 Y: 483,166.65
 X: 838,529.31
 P. 31+13.56
 Y: 483,245.16
 X: 838,611.36
 P. 32+50.00
 Y: 483,339.49
 X: 838,709.93

STA. 31+43.78/22.2'LT
 HYDRANT
 GROUND ELEV. 884.1±
 STA. 31+43.66/7.3'LT
 8-IN X 6-IN TEE
 6-IN VALVE NORTHWEST
 DISCONNECT AND
 RECONNECT 1-IN COPPER
 SERVICE LATERAL
 STA. 31+36.29/7.3'LT
 8-IN X 4-IN TEE
 8-IN MJ CAP SOUTHWEST

- NOTES:
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
 2. UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH OWNER).
 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).

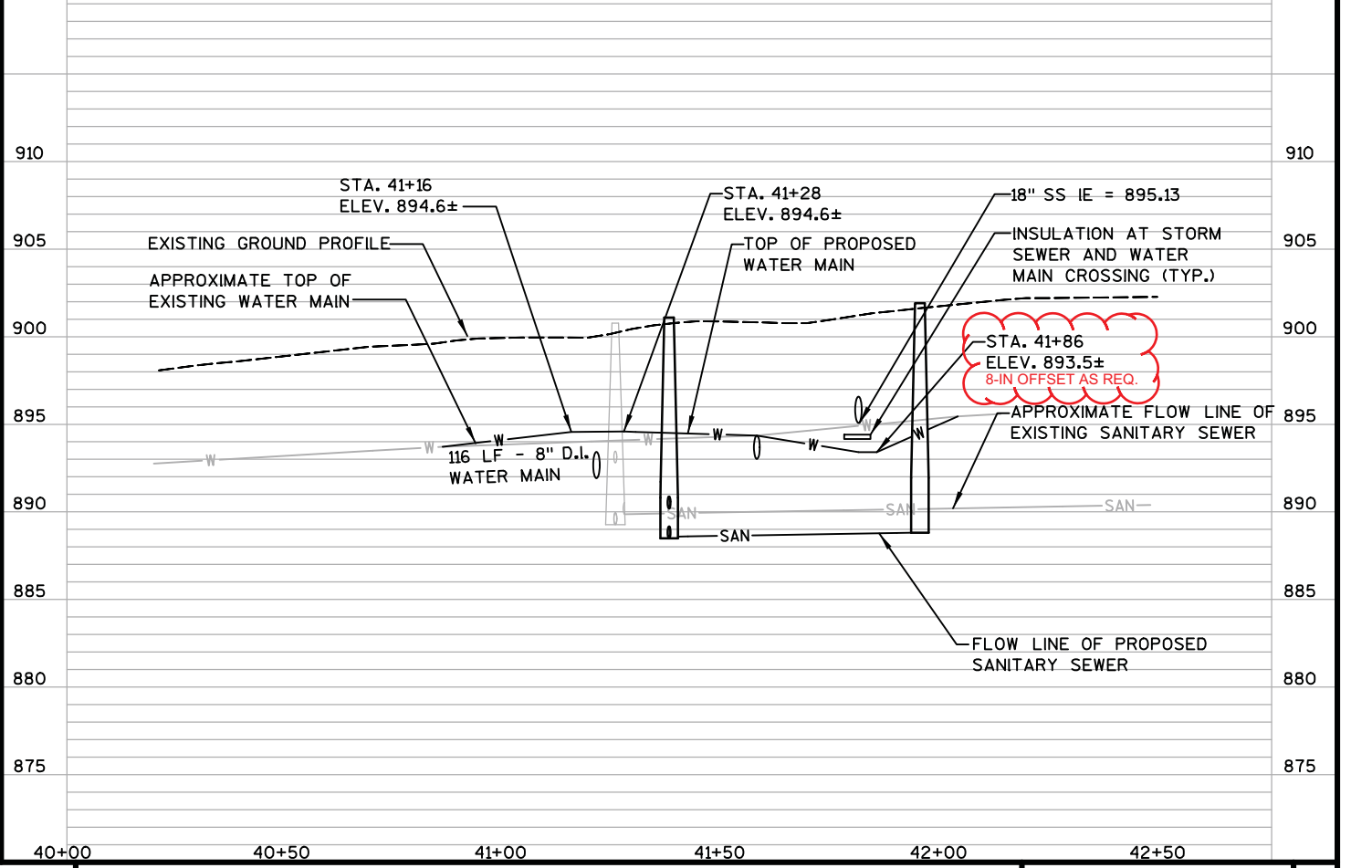
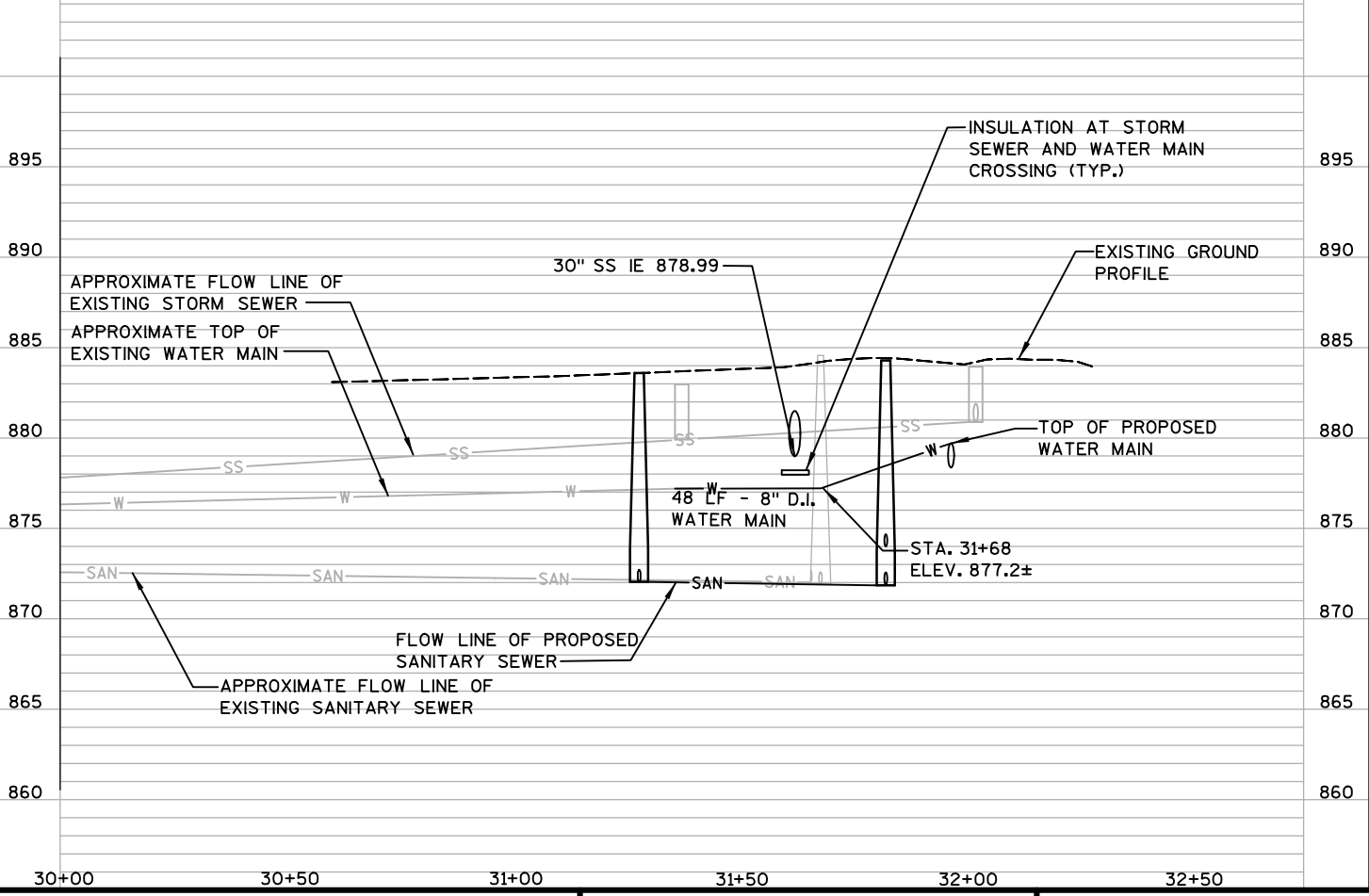


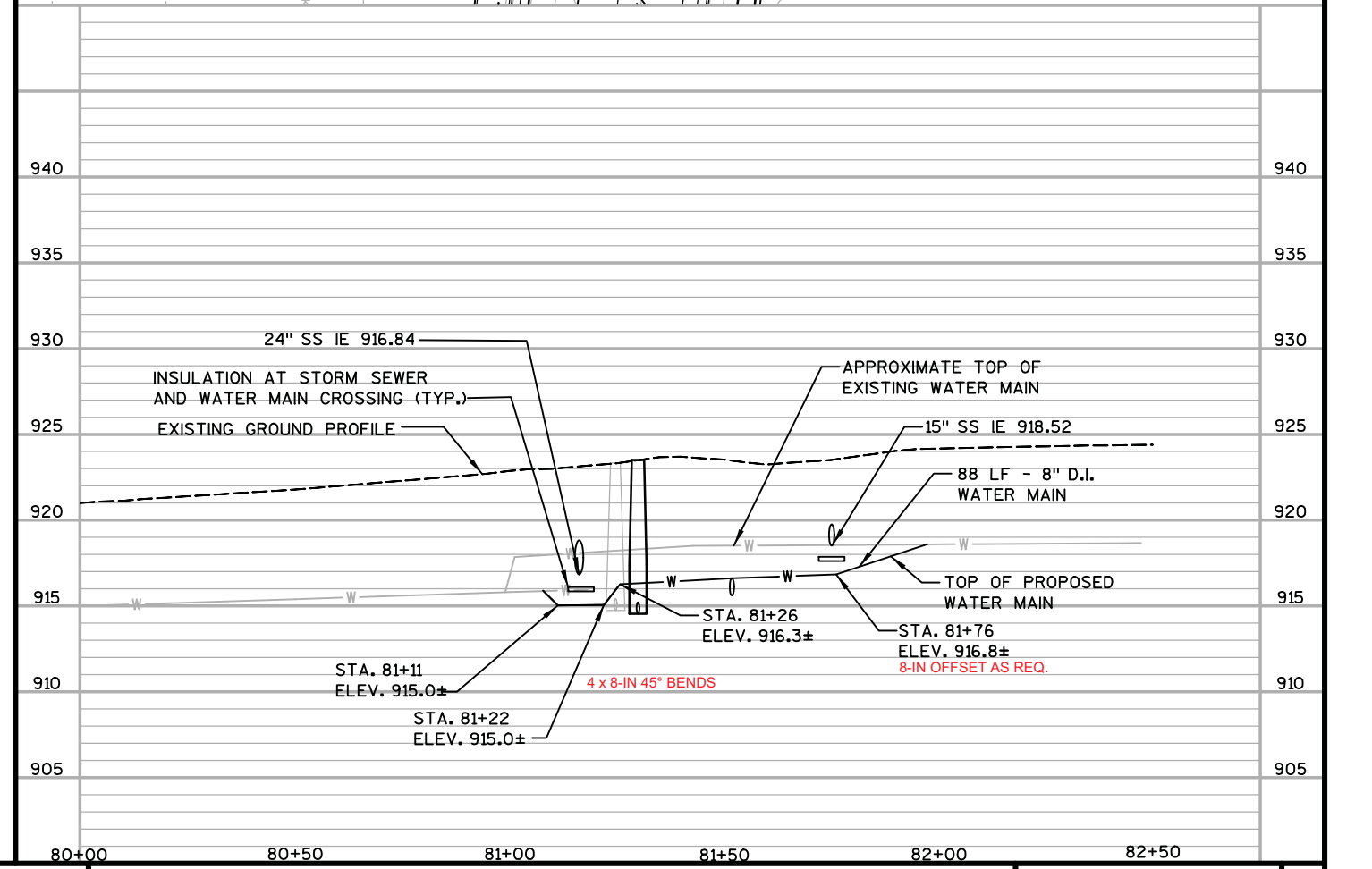
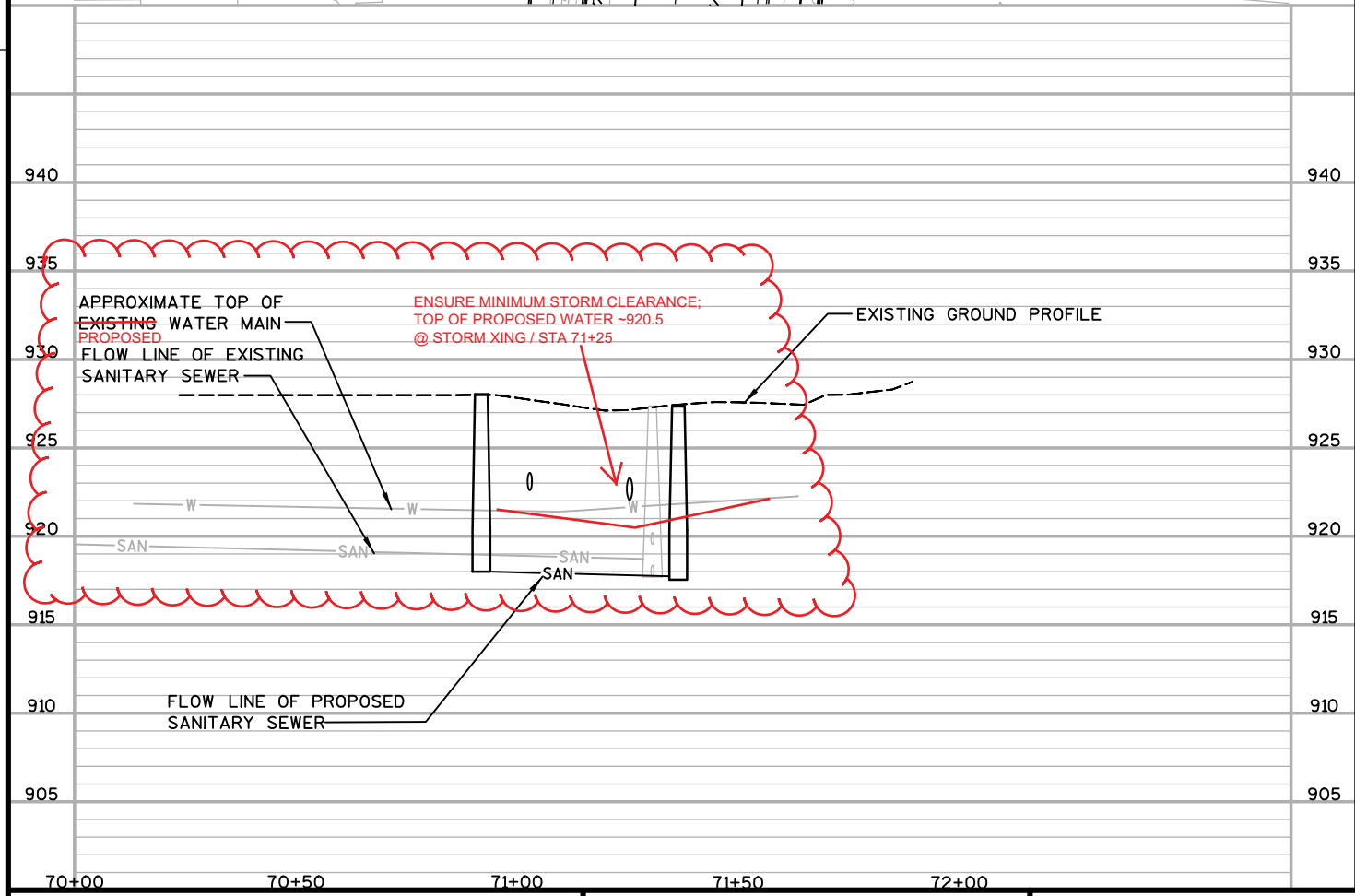
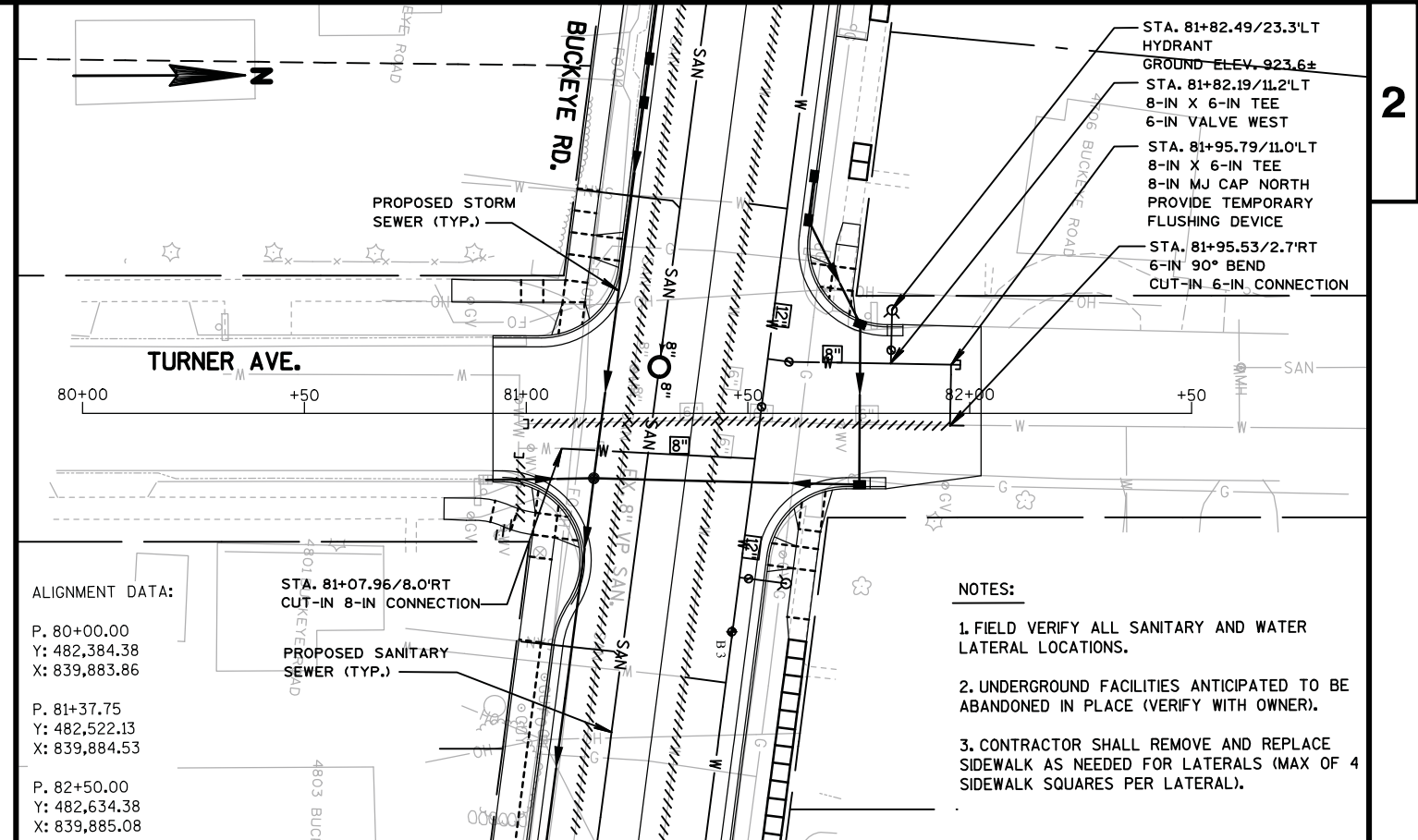
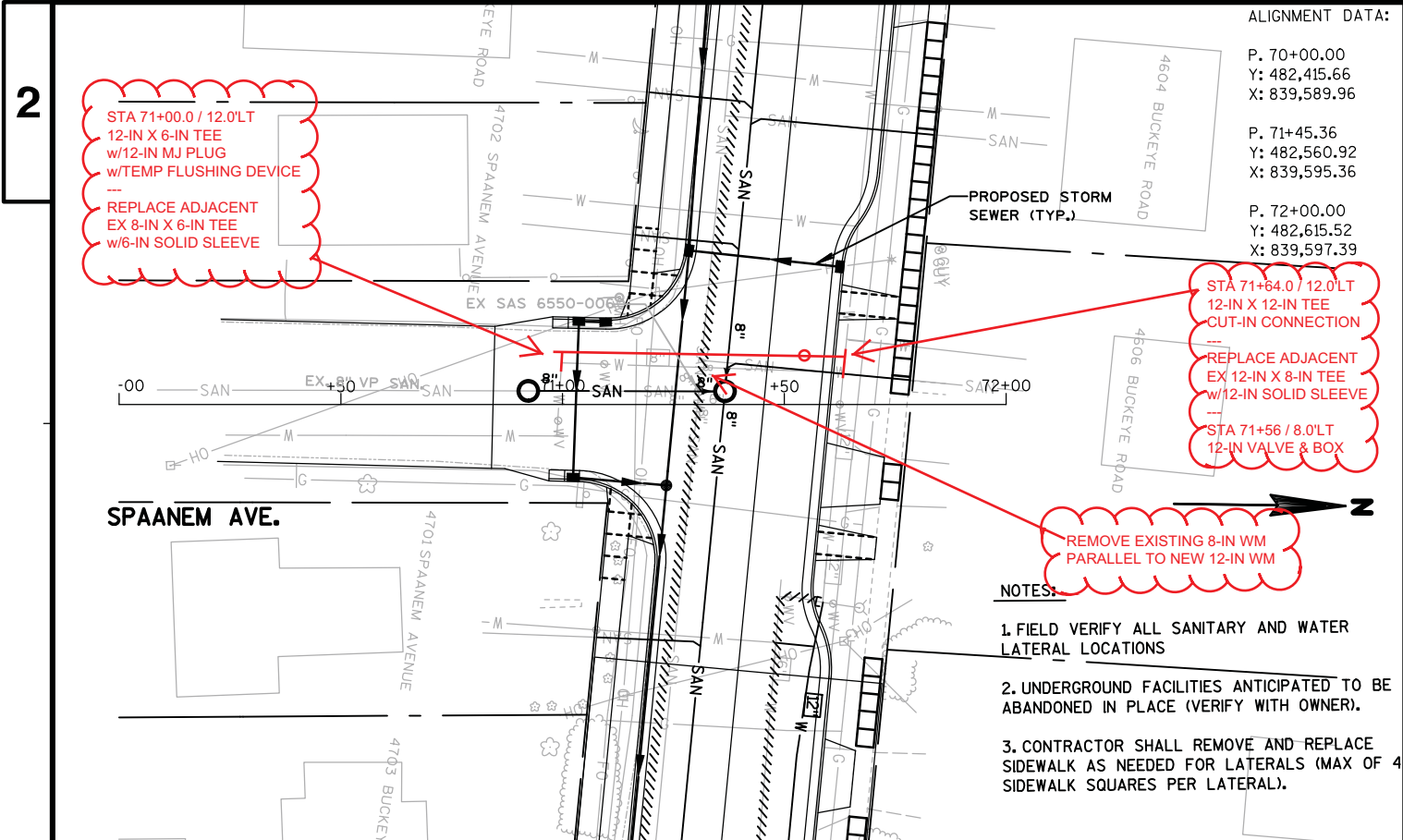
STA. 41+05.95/26.0'LT
 HYDRANT
 GROUND ELEV. 898.8±
 STA. 41+06.04/3.9'LT
 8-IN X 6-IN TEE
 6-IN VALVE NORTHWEST
 STA. 40+91.05/3.89'LT
 8-IN X 6-IN TEE,
 MJ CAP SOUTHWEST
 PROVIDE TEMPORARY
 FLUSHING DEVICE

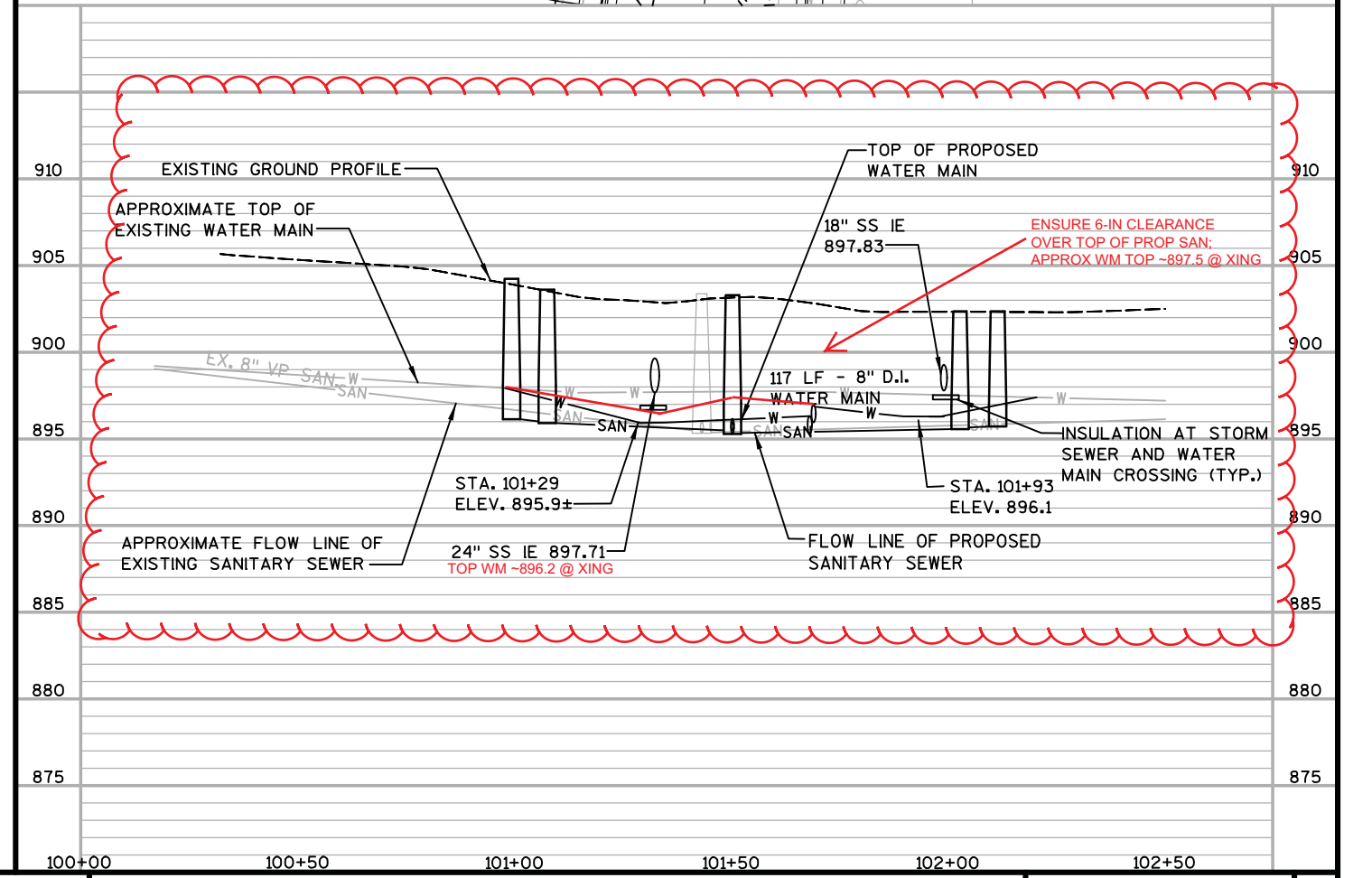
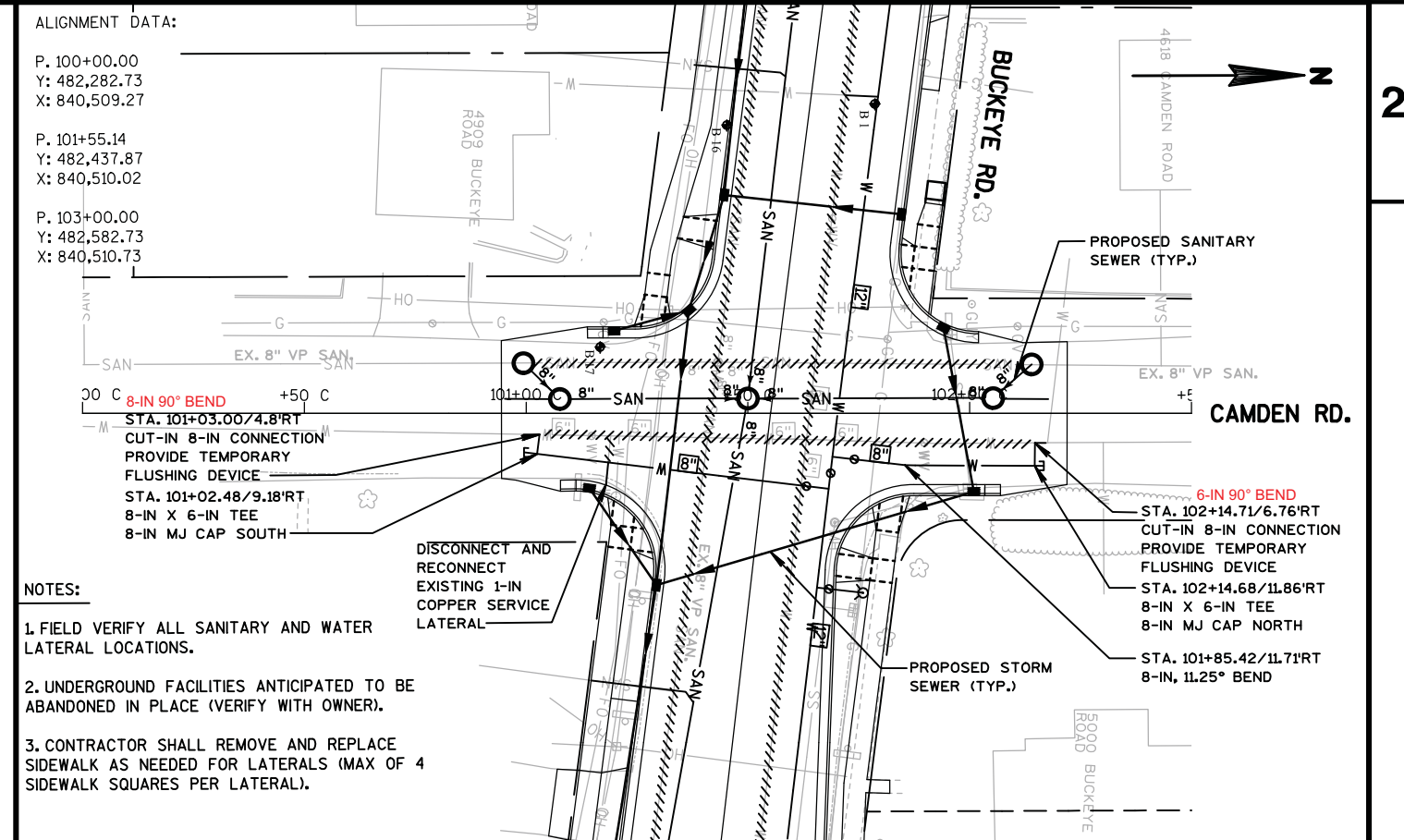
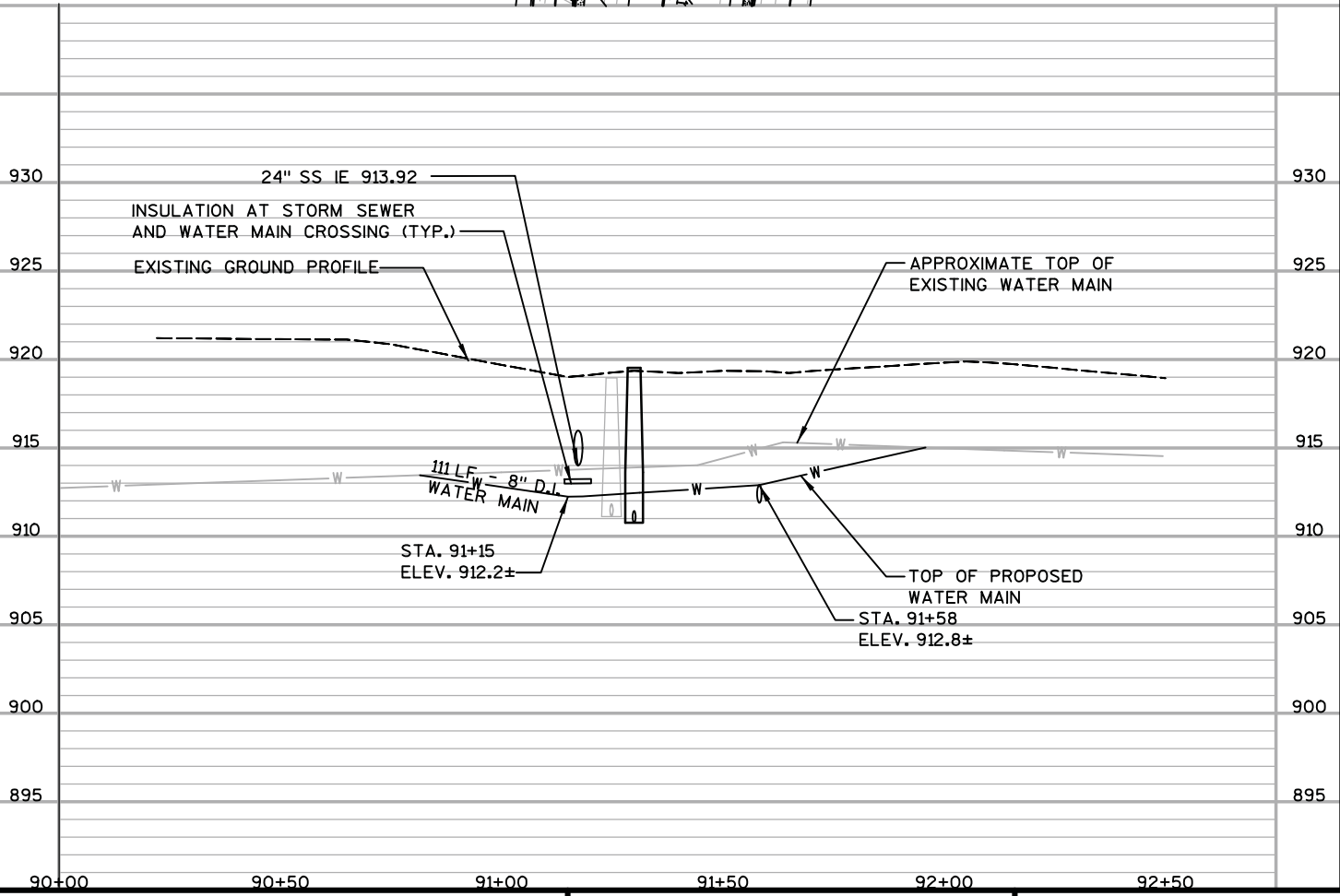
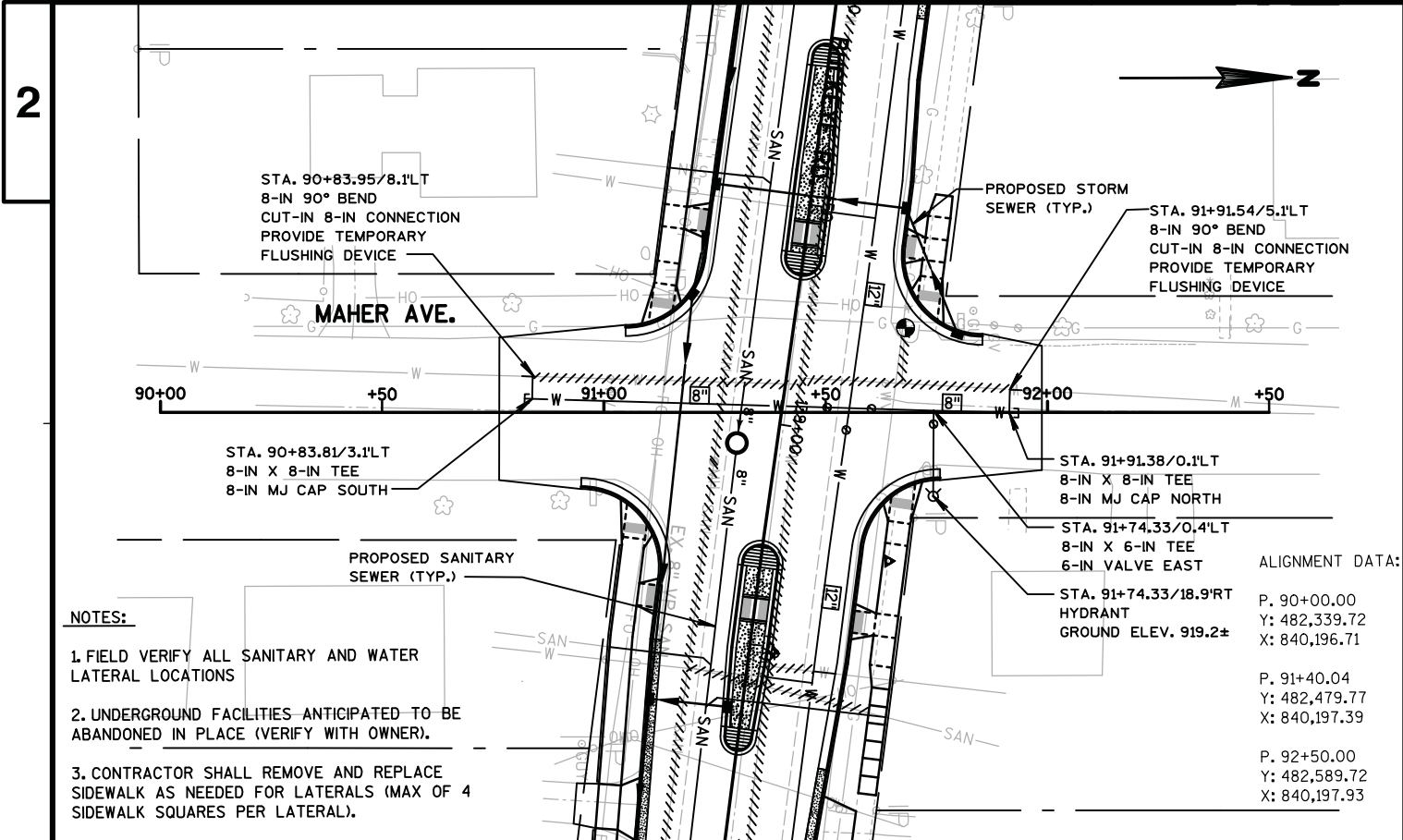
STA. 41+58.50/4.1'LT
 16-IN x 8-IN CROSS
 STA. 42+03.39/8.77'LT
 CUT IN 6-IN CONNECTION
 w/6-IN 90° BEND
 STA. 42+03.62/4.1'LT
 8-IN x 6-IN TEE
 MJ CAP NORTHEAST

- NOTES:
1. FIELD VERIFY ALL SANITARY AND WATER LATERAL LOCATIONS.
 2. UNDERGROUND FACILITIES ANTICIPATED TO BE ABANDONED IN PLACE (VERIFY WITH OWNER).
 3. CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX OF 4 SIDEWALK SQUARES PER LATERAL).

ALIGNMENT DATA:
 P. 40+00.00
 Y: 482,922.65
 X: 838,809.85
 P. 41+44.09
 Y: 483,020.99
 X: 838,915.17
 P. 42+50.00
 Y: 483,093.27
 X: 838,992.58







MISCELLANEOUS WATER MAIN ITEMS

STATION	OFFSET	70080	70040	70082	70081	70090	70104	70030	70031	70032	70034	70035
		CUT-IN EXISTING WATER CONNECTION EACH	FURNISH, INSTALL & SALVAGE HYDRANT EACH	CUT OFF EXISTING WATER MAIN EACH	FURNISH EXCAVATION & DITCH FOR LIVE TAP EACH	ABANDON WATER VALVE BOX EACH	ADJUST WATER VALVE BOX SECTION EACH	4-INCH EACH	6-INCH EACH	8-INCH EACH	12-INCH EACH	16-INCH EACH
101+14.72	15.6'LT	---	---	1	---	---	---	---	---	---	---	---
101+15.15	14.0'LT	---	---	---	---	---	1	---	---	---	---	---
101+34.33	34.7'LT	---	1	---	---	---	---	---	---	---	---	---
101+34.51	17.9'LT	---	---	---	1	---	---	---	---	---	---	---
101+34.49	19.9'LT	---	---	---	---	---	---	---	1	---	---	---
101+50.59	17.8'LT	---	---	---	---	---	1	---	---	---	---	---
101+60.07	17.7'LT	1	---	---	---	---	---	---	---	---	---	---
101+80.07	17.6'LT	1	---	---	---	---	---	---	---	---	---	---
104+51.46	15.9'LT	1	---	---	---	---	---	---	---	---	---	1
104+53.77	15.9'LT	---	---	1	---	---	---	---	---	---	---	---
104+53.83	23.7'LT	---	---	---	---	1	---	---	---	---	---	---
104+56.42	15.9'LT	1	---	---	---	---	---	---	---	---	---	---
105+33.11	15.7'LT	---	---	---	1	---	---	---	---	---	---	---
105+33.10	17.7'LT	---	---	---	---	---	---	---	1	---	---	---
105+33.11	24.8'LT	---	1	---	---	---	---	---	---	---	---	---
105+47.01	15.7'LT	1	---	---	---	---	---	---	---	---	---	---
105+67.01	15.7'LT	1	---	---	---	---	---	---	---	---	---	---
108+81.04	14.5'LT	---	---	1	---	---	---	---	---	---	---	---
108+89.04	14.7'LT	1	---	---	---	---	---	---	---	---	---	---
108+89.05	11.7'LT	---	---	---	---	---	---	---	---	1	---	---
109+15.66	18.5'LT	---	---	---	---	---	---	---	---	1	---	---
109+21.96	15.4'LT	---	---	---	---	---	---	---	---	---	---	1
109+26.79	23.9'LT	---	---	---	---	1	---	---	---	---	---	---
109+21.88	15.7'LT	1	---	---	---	---	---	---	---	---	---	---
109+27.56	15.5'LT	---	---	1	---	---	---	---	---	---	---	---
111+87.70	15.4'LT	---	---	---	1	---	---	---	---	---	---	---
111+87.70	21.3'LT	---	---	---	---	---	---	---	1	---	---	---
111+87.70	24.3'LT	---	1	---	---	---	---	---	---	---	---	---
114+80.10	14.5'LT	1	---	---	---	---	---	---	---	---	---	---
115+06.54	14.6'LT	1	---	---	---	---	---	---	---	---	---	---
115+06.54	11.5'LT	---	---	---	---	---	---	---	1	---	---	---
115+06.54	37.7'RT	1	---	---	---	---	---	---	---	---	---	---
115+42.46	14.5'LT	---	---	---	1	---	---	---	---	---	---	---
115+42.49	17.4'LT	---	---	---	---	---	---	---	---	1	---	---
115+62.23	14.6'LT	1	---	---	---	---	---	---	---	---	---	1
115+64.78	21.9'LT	---	---	---	---	---	---	---	1	---	---	---
115+64.73	24.4'LT	---	1	---	---	---	---	---	---	---	---	---
115+66.61	23.2'LT	---	---	---	---	1	---	---	---	---	---	---
115+66.95	14.6'LT	---	---	1	---	---	---	---	---	---	---	---
115+71.94	14.6'LT	1	---	---	---	---	---	---	---	---	---	---
119+84.01	14.5'LT	1	---	---	---	---	---	---	---	---	---	---
120+16.01	14.6'LT	1	---	---	---	---	---	---	---	---	---	---
120+48.60	14.4'LT	1	---	---	---	---	---	---	---	---	---	---
120+52.63	11.5'LT	---	---	---	---	---	---	---	---	1	---	---
120+55.63	14.5'LT	1	---	---	---	---	---	---	---	---	---	1
124+19.80	14.2'LT	1	---	---	---	---	---	---	---	---	---	---
124+27.43	11.3'LT	---	---	---	---	---	---	---	---	1	---	---
124+27.44	17.4'LT	---	---	---	---	---	---	---	---	1	---	---
124+29.80	14.5'LT	1	---	---	---	---	---	---	---	---	---	---
124+56.63	15.1'LT	1	---	---	---	---	---	---	---	---	---	1
124+61.90	18.8'LT	---	---	---	---	1	---	---	---	---	---	---

SUBTOTALS 20 4 5 4 4 2 --- 5 6 --- 5
 *ADDITIONAL QUANTITIES LISTED ELSEWHERE

MISCELLANEOUS WATER MAIN ITEMS CON'T

MISCELLANEOUS WATER MAIN ITEMS CON'T

STATION	OFFSET	70080	70040	70082	70081	70090	70104	70030	70031	70032	70034	70035
		CUT-IN EXISTING WATER CONNECTION EACH	FURNISH, INSTALL & SALVAGE HYDRANT EACH	CUT OFF EXISTING WATER MAIN EACH	FURNISH EXCAVATION & DITCH FOR LIVE TAP EACH	ABANDON WATER VALVE BOX EACH	ADJUST WATER VALVE BOX SECTION EACH	4-INCH EACH	6-INCH EACH	8-INCH EACH	12-INCH EACH	16-INCH EACH
124+66.81	15.2'LT	1	---	---	---	---	---	---	---	---	---	---
127+12.01	15.6'LT	1	---	---	---	---	---	---	---	---	---	---
127+18.58	15.7'LT	---	---	1	---	---	---	---	---	---	---	---
127+27.83	15.8'LT	1	---	---	---	---	---	---	---	---	---	---
127+27.84	12.8'LT	---	---	---	---	---	---	---	---	1	---	---
127+34.83	11.2'LT	---	---	---	---	---	---	---	---	1	---	---
127+32.47	5.5'LT	---	---	---	---	---	---	---	1	---	---	---
129+96.98	22.22'RT	---	1	---	---	---	---	---	---	---	---	---
129+97.99	1.6'RT	---	---	---	---	---	---	---	1	---	---	---
130+35.04	11.1'LT	---	---	1	---	---	---	---	---	---	---	---
130+35.06	10.3'LT	---	---	---	---	---	1	---	---	---	---	---
130+41.90	15.1'LT	1	---	---	---	---	---	---	---	---	1	---
130+41.21	0.9'LT	---	---	---	---	---	---	---	---	---	1	---
130+42.06	5.4'RT	---	---	---	---	---	---	---	---	---	1	---
130+44.53	2.2'RT	---	---	---	---	---	---	---	---	1	---	---
130+47.04	1.0'LT	1	---	---	---	---	---	---	---	---	---	---
130+47.95	5.2'RT	1	---	---	---	---	---	---	---	---	---	---
130+57.49	13.5'LT	---	---	---	---	---	1	---	---	---	---	---
132+88.05	17.1'LT	---	---	---	---	---	1	---	---	---	---	---
133+32.45	9.7'LT	---	---	---	---	1	---	---	---	---	---	---
133+32.84	20.0'LT	---	---	---	---	---	1	---	---	---	---	---
133+32.90	17.6'LT	1	---	1	---	---	---	---	---	---	---	---
135+78.09	15.0'LT	---	---	---	---	---	---	---	---	---	1	---
136+16.90	17.1'LT	---	---	---	---	---	---	---	1	---	---	---
136+16.90	25.6'LT	---	1	---	---	---	---	---	---	---	---	---
138+67.47	3.0'LT	---	---	---	---	1	---	---	---	---	---	---
138+99.14	15.0'LT	---	---	---	---	---	---	---	---	---	1	---
141+67.37	8.3'LT	---	---	---	---	1	---	---	---	---	---	---
142+24.53	15.0'LT	---	---	---	---	---	---	---	---	---	1	---
142+50.48	17.5'LT	---	---	---	---	---	---	---	1	---	---	---
142+50.50	25.4'LT	---	1	---	---	---	---	---	---	---	---	---
143+62.56	6.8'LT	---	---	---	---	1	---	---	---	---	---	---
143+94.05	8.9'LT	---	---	1	---	---	---	---	---	---	---	---
143+96.94	8.6'LT	---	---	---	---	---	---	---	1	---	---	---
143+98.87	8.6'LT	1	---	---	---	---	---	---	---	---	---	---
145+77.00	43'RT	---	---	---	---	---	---	---	---	---	1	---
145+78.87	48.7'LT	---	---	---	---	---	1	---	---	---	---	---
145+79.22	43.1'RT	1	---	1	---	---	---	---	---	---	---	---
10+93.53	3.6'RT	1	---	---	---	---	---	---	---	1	---	---
10+95.91	3.6'RT	---	---	1	---	---	---	---	---	---	---	---
11+06.84	22.2'RT	1	---	---	---	---	---	---	---	---	---	---
11+11.15	4.2'RT	---	---	---	---	---	---	1	---	---	---	---
11+07.16	5.8'RT	---	---	---	---	1	---	---	---	---	---	---
11+81.47	16.1'RT	---	1	---	---	---	---	---	---	---	---	---
11+81.66	2.8'RT	---	---	---	---	---	---	---	1	---	---	---
11+86.49	3.9'RT	---	---	---	---	1	---	---	---	---	---	---
11+86.41	5.5'RT	---	---	1	---	---	---	---	---	---	---	---
11+89.50	13.9'LT	---	---	---	---	1	---	---	---	---	---	---
12+71.56	16.2'RT	---	---	1	---	---	---	---	---	---	---	---
12+73.58	16.2'RT	1	---	---	---	---	---	---	---	---	---	---
31+33.13	12.3'RT	1	---	---	---	---	---	1	---	---	---	---
31+36.05	12.4'RT	---	---	1	---	---	---	---	---	---	---	---
31+43.83	10.3'LT	---	---	---	---	---	---	---	1	---	---	---
31+43.83	22.4'RT	---	1	---	---	---	---	---	---	---	---	---
40+91.05	1.0'RT	1	---	1	---	---	---	---	---	---	---	---
SUBTOTALS		14	5	10	---	7	5	2	7	4	7	---

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

MISCELLANEOUS WATER MAIN ITEMS CON'T

STATION	OFFSET	70080	70040	70082	70081	70090	70104	70030	70031	70032	70034	70035
		CUT-IN EXISTING WATER CONNECTION EACH	FURNISH, INSTALL & SALVAGE HYDRANT EACH	CUT OFF EXISTING WATER MAIN EACH	FURNISH EXCAVATION & DITCH FOR LIVE TAP EACH	ABANDON WATER VALVE BOX EACH	ADJUST WATER VALVE BOX SECTION EACH	4-INCH EACH	6-INCH EACH	8-INCH EACH	12-INCH EACH	16-INCH EACH
41+03.37	2.0'LT	---	---	---	---	1	---	---	---	---	---	---
41+05.94	7.2'LT	---	---	---	---	---	---	---	1	---	---	---
41+05.95	26.0'RT	---	1	---	---	---	---	---	---	---	---	---
41+76.31	8.6'LT	---	---	---	---	1	---	---	---	---	---	---
42+03.39	8.9'RT	1	---	1	---	---	---	---	---	---	---	---
50+36.58	8.2'RT	---	1	---	---	---	---	---	---	---	---	---
50+92.53	5.7'LT	---	---	---	---	1	---	---	---	---	---	---
51+06.64	7.7'RT	---	---	1	---	---	---	---	---	---	---	---
51+25.31	7.7'RT	1	---	---	---	---	---	---	---	1	---	---
61+16.63	13.2'RT	1	---	---	---	---	---	---	---	---	---	---
61+19.52	16.7'RT	---	---	---	---	1	---	---	---	---	---	---
61+24.14	13.8'RT	1	---	---	---	---	---	---	---	---	---	1
70+99.07	3.7'LT	---	---	---	---	---	1	---	---	---	---	---
71+09.45	9.1'LT	---	---	---	---	---	1	---	---	---	---	---
80+94.80	26.0'RT	---	---	---	---	---	1	---	---	---	---	---
80+98.41	3.0'LT	---	---	---	---	---	1	---	---	---	---	---
80+98.70	2.2'LT	---	---	1	---	---	---	---	---	---	---	---
81+01.11	7.8'RT	---	---	---	---	---	1	---	---	---	---	---
81+07.96	8.0'RT	1	---	---	---	---	---	---	---	---	---	---
81+59.24	11.6'LT	---	---	---	---	---	---	---	---	1	---	---
81+71.01	2.5'RT	---	---	---	---	1	---	---	---	---	---	---
81+82.26	14.2'RT	---	---	---	---	---	---	---	1	---	---	---
81+82.49	23.3'RT	---	1	---	---	---	---	---	---	---	---	---
81+98.66	2.8'RT	1	---	1	---	---	---	---	---	---	---	---
90+81.52	8.1'LT	1	---	---	---	---	---	---	---	---	---	---
90+83.95	8.1'LT	---	---	---	---	---	---	---	---	---	---	---
91+01.44	7.6'LT	---	---	---	---	1	---	---	---	---	---	---
91+50.35	1.0'LT	---	---	---	---	---	---	---	---	1	---	---
91+60.33	0.8'LT	---	---	---	---	---	---	---	---	1	---	---
91+63.56	6.5'LT	---	---	---	---	1	---	---	---	---	---	---
91+74.34	2.6'RT	---	---	---	---	---	---	---	1	---	---	---
91+74.25	19.0'RT	---	1	---	---	---	---	---	---	---	---	---
91+94.16	5.0'LT	1	---	1	---	---	---	---	---	---	---	---
100+99.41C	4.8'RT	1	---	---	---	---	---	---	---	---	---	---
101+03.00	4.8'RT	---	---	1	---	---	---	---	---	---	---	---
101+14.81C	5.1'RT	---	---	---	---	1	---	---	---	---	---	---
101+63.18C	16.4'RT	---	---	---	---	---	---	---	---	1	---	---
101+74.01C	10.4'RT	---	---	---	---	---	---	---	---	1	---	---
101+89.72C	6.7'RT	---	---	---	---	1	---	---	---	---	---	---
102+14.71	6.7'RT	---	---	1	---	---	---	---	---	---	---	---
102+17.15C	6.7'RT	1	---	---	---	---	---	---	---	---	---	---
SUBTOTALS		10	4	7	---	9	5	---	3	6	---	1
TOTALS		44	13	22	4	20	12	2	15	16	7	6

50202
TYPE SIDEWATERING

PROJECT ID	LS
UNDISTRIBUTED	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

50801
UTILITY LINE OPENING (ULO)

LOCATION	EACH
UNDISTRIBUTED	3
W-3	1
W-8	1

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

70106
ROCK EXCAVATION

LOCATION	CY
UNDISTRIBUTED	30
W-3	50

*ADDITIONAL QUANTITIES LISTED ELSEWHERE

WATER MAIN PIPES

		70001	70002	70003	70005	70006
		FURNISH AND INSTALL WATER MAIN PIPE AND FITTINGS				
STATION	- STATION	4-INCH LF	6-INCH LF	8-INCH LF	12-INCH LF	16-INCH LF
101+32.01	- 101+37.01	---	---	---	---	5
	101+34.51	---	17	---	---	---
101+60.07	- 101+80.07	---	---	---	---	20
104+51.46	- 104+56.42	---	---	---	---	5
105+30.62	- 105+35.62	---	---	---	---	5
	105+33.11	---	9	---	---	---
105+47.01	- 105+69.01	---	---	---	---	22
108+89.03	- 109+21.96	---	---	---	---	33
111+85.20	- 111+90.20	---	---	---	---	5
	111+87.70	---	9	---	---	---
114+80.10	- 115+06.54	---	---	---	---	31
115+62.23	- 115+71.94	---	---	---	---	10
	115+64.75	---	10	---	---	---
119+84.01	- 120+16.01	---	---	---	---	32
120+48.60	- 120+55.60	---	---	---	---	7
124+19.80	- 124+29.80	---	---	---	---	10
124+56.63	- 124+66.81	---	---	---	---	10
127+12.01	- 127+27.83	---	---	---	---	16
127+32.51	- 129+98.16	---	---	265	---	---
	129+98.14	---	24	---	---	---
129+98.16	- 130+47.51	---	---	50	---	---
133+32.90	- 135+67.21	---	---	---	235	---
135+67.21	- 135+90.05	---	---	---	23	---
135+90.05	- 136+16.90	---	---	---	27	---
	136+16.90	---	11	---	---	---
136+16.90	- 138+94.14	---	---	---	278	---
138+94.14	- 142+20.78	---	---	---	327	---
142+20.79	- 142+28.06	---	---	---	8	---
148+28.08	- 142+50.51	---	---	---	23	---
	142+50.51	---	11	---	---	---
142+50.51	- 143+94.67	---	---	---	145	---
	143+94.76	---	5	---	---	---
143+94.67	- 145+79.22	---	---	---	246	---
10+93.53	- 10+96.01	---	---	13	---	---
10+94.51	- 11+11.12	---	---	17	---	---
	11+11.12	34	---	---	---	---
	11+11.12 - 11+81.51	---	---	71	---	---
	11+81.51	---	23	---	---	---
11+81.51	- 12+38.45	---	---	57	---	---
12+38.78	- 12+73.41	---	---	35	---	---
12+71.56	12+73.58	---	---	8	---	---
20+57.05	- 21+09.25	---	53	---	---	---
21+09.17	- 21+47.34	---	---	39	---	---
31+34.73	- 31+36.29	---	---	3	---	---
	31+36.29	23	---	---	---	---
31+36.29	- 31+43.66	---	---	8	---	---
	31+43.66	---	15	---	---	---
31+43.66	- 31+97.22	---	---	54	---	---
40+89.84	- 40+91.05	---	---	2	---	---
	40+91.05	---	5	---	---	---
	40+91.05 - 41+06.06	---	---	15	---	---
	41+06.06	---	22	---	---	---
41+06.06	- 42+04.78	---	---	100	---	---
	SUBTOTALS	57	214	737	1,312	211

CON'T ON NEXT COLUMN

		70001	70002	70003	70005	70006
		FURNISH AND INSTALL WATER MAIN PIPE AND FITTINGS				
STATION	- STATION	4-INCH LF	6-INCH LF	8-INCH LF	12-INCH LF	16-INCH LF
	42+04.78	---	5	---	---	---
50+36.62	- 50+68.61	---	32	---	---	---
50+63.21	- 50+76.51	---	---	18	---	---
50+68.61	- 51+25.62	---	---	59	---	---
60+93.86	- 61+74.46	---	---	---	85	---
61+16.63	- 61+24.14	---	---	---	---	8
61+53.36	- 61+59.60	---	---	---	---	7
81+07.96	- 81+51.29	---	---	44	---	---
81+54.25	- 81+82.19	---	---	28	---	---
	81+82.19	---	12	---	---	---
81+82.19	- 81+97.85	---	---	16	---	---
	81+95.79	---	17	---	---	---
90+81.52	- 90+83.81	---	8	---	---	---
90+82.11	- 91+92.56	---	---	111	---	---
	91+74.34	---	20	---	---	---
91+91.38	- 91+94.16	---	8	---	---	---
100+99.51C	- 101+68.43	---	---	69	---	---
100+99.41C	- 101+02.48C	---	8	---	---	---
101+69.06C	- 102+16.72C	---	---	47	---	---
102+14.68	- 102+17.15C	---	8	---	---	---
	SUBTOTALS	0	118	392	85	15
	TOTALS	57	332	1,129	1,397	226

3

3

WATER SERVICES SUMMARY

70056 RECONNECT 1-INCH SERVICE LATERAL		
STATION	OFFSET	EACH
101+65.11	17.7'LT	1
120+06.19	14.5'LT	1
124+61.78	15.2'LT	1
127+58.56	11.3'LT	1
128+49.18	9.9'LT	1
128+75.46	8.8'LT	1
129+70.92	3.9'LT	1
129+89.33	1.7'LT	1
133+42.95	16.5'LT	1
134+04.81	15.0'LT	1
134+14.10	15.0'LT	1
134+49.15	15.0'LT	1
134+61.51	15.0'LT	1
135+33.05	15.0'LT	1
136+40.81	15.0'LT	1
136+91.62	15.0'LT	1
137+12.74	15.0'LT	1
137+46.62	15.0'LT	1
137+78.12	15.0'LT	1
137+82.51	15.0'LT	1
138+51.08	15.0'LT	1
139+54.26	15.0'LT	1
139+56.90	15.0'LT	1
140+06.84	15.0'LT	1
140+15.92	15.0'LT	1
140+55.03	15.0'LT	1
141+10.21	15.0'LT	1
141+38.80	15.0'LT	1
143+45.97	15.0'LT	1
143+73.00	15.0'LT	1
11+25.68	6.9'LT	1
31+39.52	7.3'LT	1
51+09.24	8.0'RT	1
101+18.51	11.0'RT	1
TOTAL		34

70101 FURNISH & INSTALL INSULATION	
STATION (CENTER)	LF
102+08.18	6
105+55.83	6
109+05.00	6
109+43.23	6
112+19.41	6
117+50.79	
120+00.04	6
121+10.68	6
127+47.58	6
135+95.02	6
138+48.28	6
141+64.92	6
142+38.68	6
143+94.83	6
145+50.53	6
12+09.42	6
12+60.91	6
21+32.03	6
31+62.60	6
41+81.50	6
50+96.67	6
61+42.11	6
81+16.75	6
81+75.14	6
91+17.22	6
101+32.10c	6
101+99.62c	1
UNDISTRIBUTED	20
TOTAL	171 200

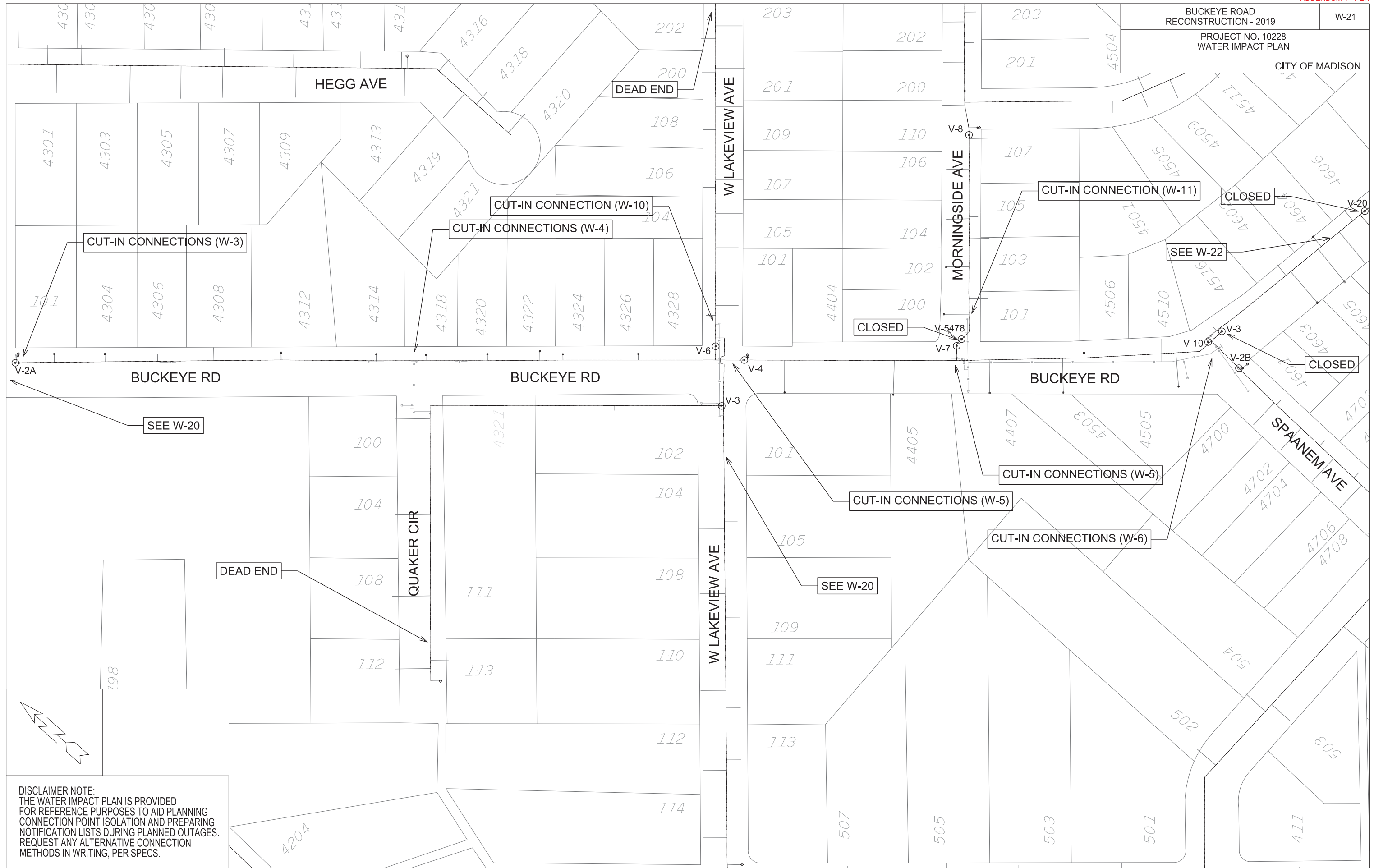
USE 8-FT BOARDS,
NOT 6-FT BOARDS

3

3



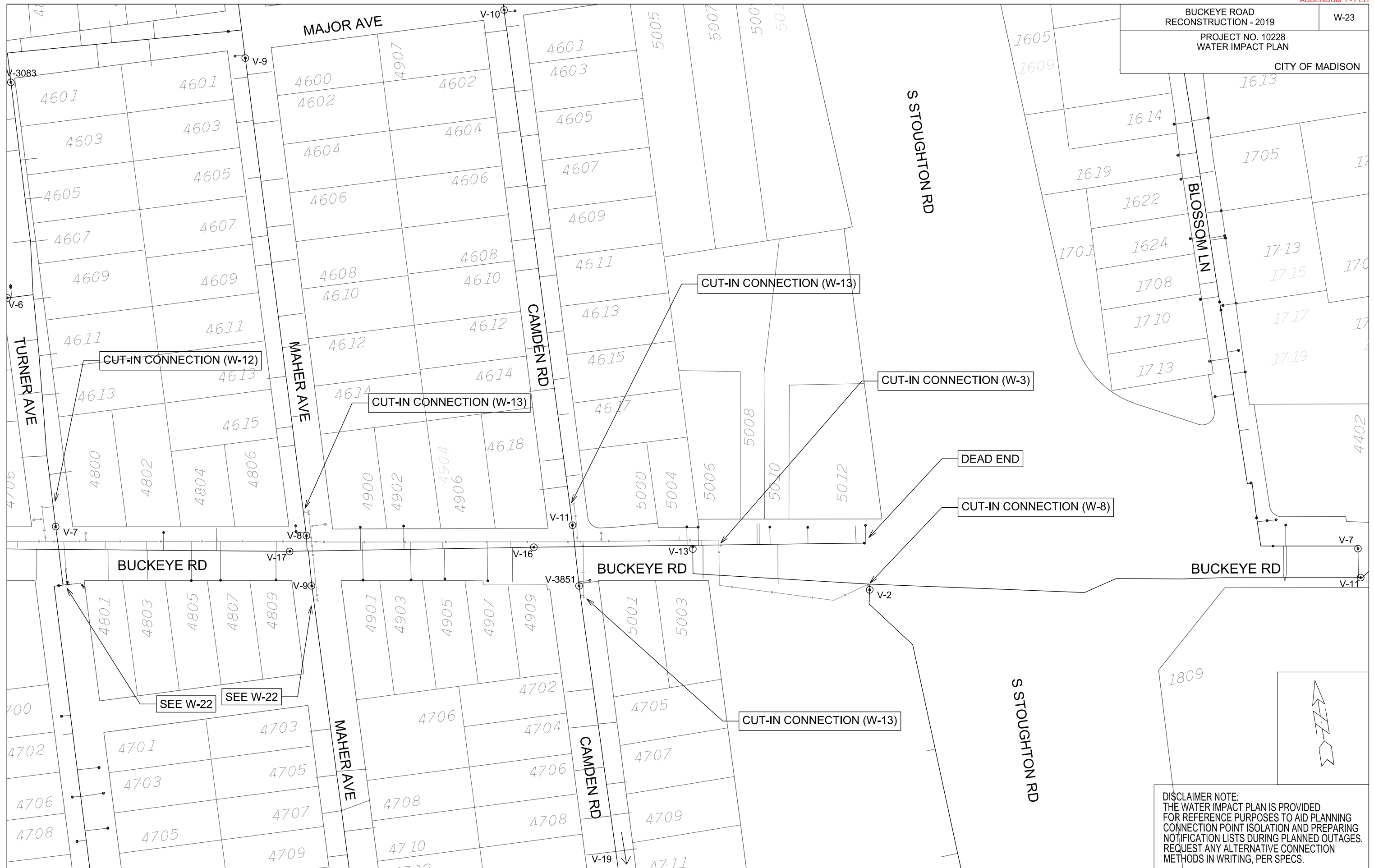
DISCLAIMER NOTE:
 THE WATER IMPACT PLAN IS PROVIDED FOR REFERENCE PURPOSES TO AID PLANNING CONNECTION POINT ISOLATION AND PREPARING NOTIFICATION LISTS DURING PLANNED OUTAGES. REQUEST ANY ALTERNATIVE CONNECTION METHODS IN WRITING, PER SPECS.



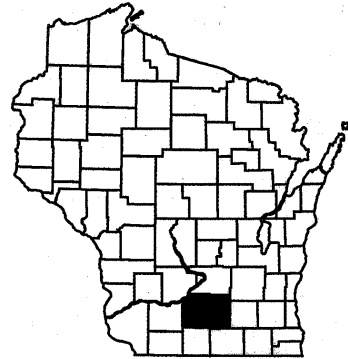
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TRANSPORTATION PROJECT PLAT TITLE SHEET

PROJECT 5992-09-40

CITY OF MADISON, BUCKEYE ROAD (MONONA DRIVE TO STOUGHTON ROAD)

CTH AB DANE COUNTY

CONVENTIONAL ABBREVIATIONS

ACCESS RIGHTS	AR	POINT OF COMPOUND CURVE	PCC
ACRES	AC	POINT OF INTERSECTION	PI
AHEAD	AH	PROPERTY LINE	PL
ALUMINUM	ALUM	REBAR	RBR
AND OTHERS	ET AL	RECORDED AS	(100')
BACK	BK	REFERENCE LINE	R/L
BLOCK	BLK	REMAINING	REM
BUILDING	BLDG	RIGHT	RT
CENTERLINE	C/L	RIGHT OF WAY	R/W
CERTIFIED SURVEY MAP	CSM	SECTION	SEC
CONCRETE	CONC	SEPTIC VENT	SEPV
COUNTY	CO	SQUARE FEET	SF
COUNTY TRUNK HIGHWAY	CTH	STATE TRUNK HIGHWAY	STH
DISTANCE	DIST	STATION	STA
CORNER	COR	SUBDIVISION	SUBD
DOCUMENT NUMBER	DOC	TANGENT	TAN
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT PLAT	TPP
GRID NORTH	GN	UNITED STATES HIGHWAY	USH
HIGHWAY EASEMENT	HE	VOLUME	V
HOUSE	H		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	POB		
POINT OF CURVATURE	PC		

CURVE DATA

LONG CHORD	LC
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE OR DELTA	Δ
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL SYMBOLS

SECTION LINE	---	SECTION CORNER		R/W MONUMENT	●
QUARTER LINE	---	NOTATION FOR COMBUSTIBLE FLUIDS		NON-MONUMENTED R/W POINT	○
SIXTEENTH LINE	---	NOTATION FOR HIGH VOLTAGE TRANSMISSION LINES		FOUND IRON PIN (3/4" REBAR UNLESS NOTED)	IP
NEW REFERENCE LINE	---	UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)		VALVE (GAS, WATER, ETC.)	
NEW R/W LINE	---	TEMPORARY LIMITED EASEMENT		SIGN	
EXISTING R/W LINE	---	EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)		OFF-PREMISE SIGN	
PROPERTY LINE	---	TRANSMISSION STRUCTURES		R/W BOUNDARY POINT	
LOT, TIE & OTHER MINOR LINES	---	BUILDING		TLE POINT	
CORPORATE LIMITS	---	NATIONAL GEODETIC SURVEY MONUMENT			
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	---	SIXTEENTH CORNER MONUMENT			
FEE ACQUISITION AREA (HATCHING VARIES BY OWNER)	---				
TEMPORARY LIMITED EASEMENT	---				
EASEMENT AREA (HIGHWAY, PERMANENT LIMITED, OR RESTRICTED DEVELOPMENT)	---				
TRANSMISSION STRUCTURES	---				
BUILDING	---				
NATIONAL GEODETIC SURVEY MONUMENT	---				
SIXTEENTH CORNER MONUMENT	---				

CONVENTIONAL UTILITY SYMBOLS

WATER	---	SANITARY SEWER	---
GAS	---	STORM SEWER	---
TELEPHONE OVERHEAD	---	NON COMPENSABLE	---
TELEPHONE UNDERGROUND	---	COMPENSABLE	---
CABLE TELEVISION	---	POWER POLE	---
FIBER OPTIC	---	TELEPHONE PEDESTAL	---
		TELEPHONE PEDESTAL	---
		ELECTRIC TOWER	---

TPP NUMBER 5992-09-40 - 4.01
SHEET 2 OF 2

NOTES

THE NOTES, CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 5992-09-40.

DISTANCES SHOWN FROM BUILDINGS TO RIGHT OF WAY LINES ARE APPROXIMATE.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(1997) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ALL RIGHT-OF-WAY LINES DEPICTED IN NON ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO NEW REFERENCE LINES.

EXISTING R/W ON BUCKEYE ROAD BASED ON: QUAKER HEIGHTS, LAKE EDGE PARK, REPLAT OF BLOCK 3 LAKE EDGE PARK, ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE, MORNING SIDE HEIGHTS, ALLIS HEIGHTS, FIRST ADDITION TO ALLIS HEIGHTS, CSM 1193, CSM 3993, CSM 6600, CSM 11961, DGC. 1163146, & DOC. 1174269.

EXISTING R/W ON JEROME ST. BASED ON: QUAKER HEIGHTS & ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE, CSM 8899.

EXISTING R/W ON MONONA CT. BASED ON: LAKE EDGE PARK & REPLAT OF BLOCK 3 LAKE EDGE PARK.

EXISTING R/W ON LAKE EDGE BLVD. BASED ON: LAKE EDGE PARK.

EXISTING R/W ON MONONA DRIVE BASED ON PREVIOUS PROJECT: 5994-00-00-2 & QUAKER HEIGHTS.

EXISTING R/W ON DAVIES ST. BASED ON: REPLAT OF BLOCK 3 LAKE EDGE PARK, ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE, CSM 1193.

EXISTING R/W ON QUAKER CIR. BASED ON: ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE & DOC. 1046746, V.739, P.65.

EXISTING R/W ON W. LAKEVIEW AVE. BASED ON: ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE.

EXISTING R/W ON E. LAKEVIEW AVE. BASED ON: MORNING SIDE HEIGHTS.

EXISTING R/W ON MORNINGSIDE AVE. BASED ON: MORNING SIDE HEIGHTS & CSM 11961.

EXISTING R/W ON SHAFFER AVE. BASED ON: ALLIS HEIGHTS.

EXISTING R/W ON SPAANEM AVE. BASED ON: ALLIS HEIGHTS.

EXISTING R/W ON TURNER AVE. BASED ON: MORNING SIDE HEIGHTS (NORTH OF BUCKEYE) & ALLIS HEIGHTS (SOUTH OF BUCKEYE).

EXISTING R/W ON MAHER AVE. BASED ON: MORNING SIDE HEIGHTS (NORTH OF BUCKEYE) & ALLIS HEIGHTS (SOUTH OF BUCKEYE).

EXISTING R/W ON STANLEY CT. ESTABLISHED FROM: ALLIS HEIGHTS.

EXISTING R/W ON CAMDEN RD. ESTABLISHED FROM: MORNING SIDE HEIGHTS (NORTH OF BUCKEYE) & ALLIS HEIGHTS (SOUTH OF BUCKEYE).

EXISTING R/W ON USH 51 (S. STOUGHTON RD.) BASED ON PREVIOUS PROJECT: T05-110 & T05-1125).

EXISTING ACCESS CONTROL ALONG USH 51 (S. STOUGHTON RD.) ESTABLISHED FROM PREVIOUS PROJECT: CA 05-1 (1).

RIGHT-OF-WAY MONUMENTS ARE TYPE 2 MONUMENTS (TYPICALLY 3/4" X 24" REBAR) AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS OF PUBLIC RECORD".

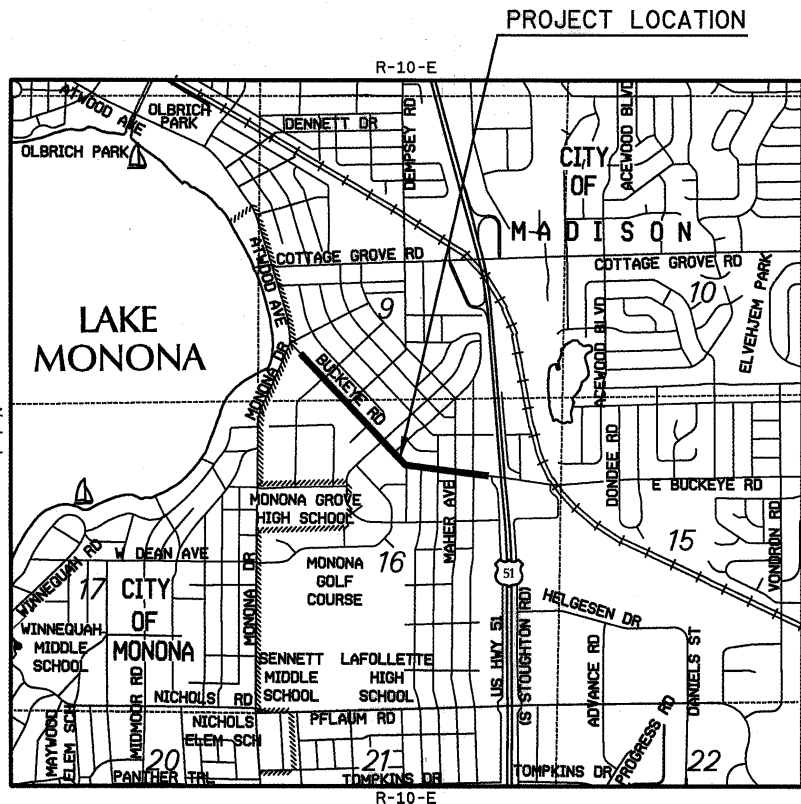
PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY LINES AND AREAS OF FEE ACQUISITION, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE LAND SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT AT THE CITY OF MADISON.

A TEMPORARY LIMITED EASEMENT (T.L.E.) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE. INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (T.L.E.'S) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (P.L.E.) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES AND PUBLIC UTILITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHT TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS AND INTERESTS REQUIRED.



LAYOUT SCALE 0 0.25 MI.

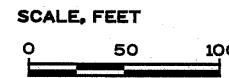
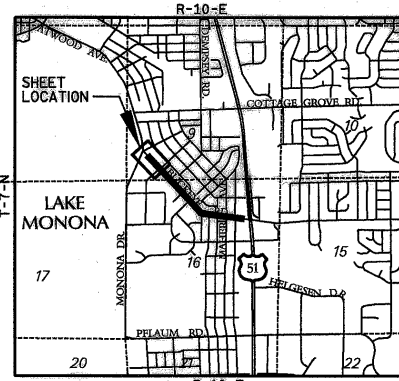
TRANSPORTATION PROJECT PLAT NO: 5992-09-40 - 4.01

THAT PART OF LOTS 1, 2, 3, 4, BLOCK 1 OF QUAKER HEIGHTS, AND THAT PART OF LOT 2 OF CSM 8899, AND THAT PART OF OUTLOT 12 OF THE ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE, AND THAT PART OF LOTS 11 AND 20, BLOCK 2 OF LAKE EDGE PARK, AND THAT PART OF LOT 10 OF REPLAT OF BLOCK 3 LAKE EDGE PARK, ALL IN THE SOUTHWEST 1/4 OF THE SOUTHWEST 1/4, SECTION 9, T7N, R10E, CITY OF MADISON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH AB DANE COUNTY CITY OF MADISON, BUCKEYE ROAD (MONONA DRIVE TO STOUGHTON ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MADISON DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MADISON HEREBY ORDERS THAT:
1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MADISON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.



STRAND ASSOCIATES, INC. 910 WEST WINGRA DRIVE, MADISON, WI 53715 (608) 251-4843

HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5992-09-40-4.01 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



(SIGNATURE) *Heather S. Bartelt* DATE 11/21/17
(PRINTED NAME) HEATHER S. BARTELT
(REGISTRATION NUMBER) S - 2797

Office of Register of Deeds
Dane County, Wisconsin
Received for Record 30th November 20 17 at 12:51 o'clock P. M.
and recorded in vol. 60-084A of Plats on page 406-457
Heather S. Bartelt
Register

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 5992-09-40-4.01
AMENDMENT NO:
SHEET 1 OF 2

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2.

PI 108+60.84
Y = 484169.36
X = 837843.72
DELTA = 0°35'10" RT

PI 109+20.84
Y = 484125.13
X = 837884.27
DELTA = 0°31'14" LT

100 AT&T-WISCONSIN
NO RECORDED EASEMENT
DOC.4365230
PARCEL 8

101 MADISON GAS & ELECTRIC-ELECTRIC
EASE. CENTERED ON CABLE
DOC.2999753
PARCEL 9

102 CITY OF MADISON - WATER
NO RECORDED EASEMENT
PARCEL 8

104 MADISON GAS & ELECTRIC-GAS
EASEMENT
DOC.1370175, V.451, P.513
PARCEL 1

CURVE 1
R = 15.00'
L = 23.62'
LC = 21.25'
LCB = N 2° 00' 34" E
DELTA = 90°13'14" LT

CURVE 2
R = 15.00'
L = 23.52'
LC = 21.18'
LCB = N 87° 57' 28" W
DELTA = 89°50'42" LT

CURVE PLE1
R = 50.00'
L = 64.49'
LC = 60.11'
LCB = N 6° 8' 56" W
DELTA = 73°54'15" RT

FOUND 3/4" REBAR
Y = 486097.47
X = 836668.67
(CITY OF MADISON
RECORD COORDINATES
Y = 486097.62
X = 836668.75
(1997 ADJUSTMENT))

FOUND SPIKE WITH WASHER
Y = 483499.98
X = 836719.42
(CITY OF MADISON
RECORD COORDINATES
Y = 483500.02
X = 836719.22
(1991 ADJUSTMENT))

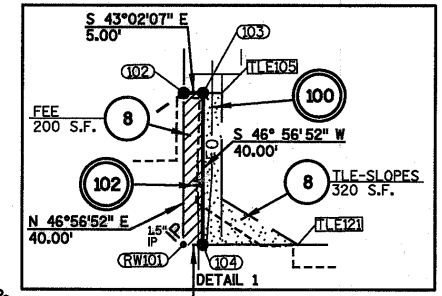
IP TABLE with columns for STATION, OFFSET, Y, X

Main survey data table with columns: POINT, STATION, OFFSET, Y, X, COURSE, BEARING, DIST.

LOCATION SKETCH NOT TO SCALE

CITY OF MADISON

Table with columns: HWY, BASIS OF EXIST. R/W. Lists streets like BUCKEYE RD., JEROME ST., MONONA CT., LAKE EDGE BLVD., MONONA DRIVE.



POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(1997) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

Table listing parcel numbers, owners, and interests required for the project.

UTILITY INTERESTS REQUIRED

Table listing utility numbers, owners, and interests required for the project.

APPROVED FOR THE CITY OF MADISON
RELOCATION ORDER APPROVED BY THE COMMON COUNCIL, RESOLUTION: RES-17-00883
DATE: 11/21/17
RELOCATION ORDER APPROVED BY THE PLANNING COMMISSION
DATE: 11/6/17
RELOCATION ORDER APPROVED BY THE BOARD OF PUBLIC WORKS
DATE: 11/1/17

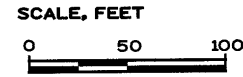
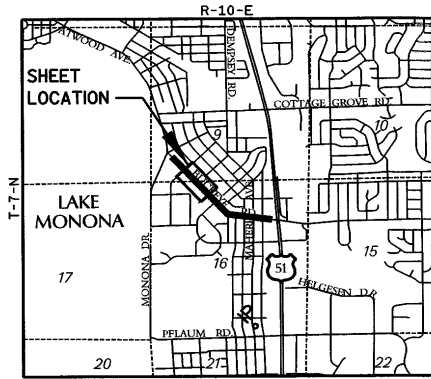
TRANSPORTATION PROJECT PLAT NO: 5992-09-40 - 4.02

THAT PART OF LOT 18 OF REPLAT OF BLOCK 3 LAKE EDGE PARK, AND THAT PART OF OUTLOT 6 AND OUTLOT 12 OF THE ASSESSOR'S PLAT NO. 5 OF THE TOWNSHIP OF BLOOMING GROVE IN THE SOUTHWEST 1/4 OF SECTION 9, AND THAT PART OF OUTLOT 20 OF THE ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE IN THE NORTHEAST 1/4 OF SECTION 16, ALL IN T7N, R10E, CITY OF MADISON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH AB DANE COUNTY CITY OF MADISON, BUCKEYE ROAD (MONONA DRIVE TO STOUGHTON ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MADISON DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MADISON HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MADISON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.



STRAND ASSOCIATES, INC.
 910 WEST WINGRA DRIVE, MADISON, WI 53715
 (608) 251-4843
 I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5992-09-40-4.02 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



(SIGNATURE) *Heather Bartelt* DATE 12/4/17
 (PRINTED NAME) HEATHER S. BARTELT
 (REGISTRATION NUMBER) S - 2797

#5377334
 Office of Register of Deeds
 Dane County, Wisconsin
 Received for Record Dec 11 20 17 at 12:45 o'clock P.M.
 and recorded in vol. 60-0418
 of Plats on page 458
Kurt Chabowski Register

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 5992-09-40-4.02
 AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5375082.

- PI 109+20.84
 Y = 484125.13
 X = 837884.27
 DELTA = 0°31'14" LT
- 100 AT&T-WISCONSIN
 NO RECORDED EASEMENT
 PARCEL 9
- 101 MADISON GAS & ELECTRIC
 ELECTRIC EASE.
 DOC.5037852
 PARCEL 9
- 105 CHARTER COMMUNICATIONS
 NO RECORDED EASEMENT
 PARCEL 9

POINT #	STATION	OFFSET
TLE120	111+72.42	38.00'
TLE200	114+85.00	-33.00'
TLE201	115+03.57	-43.01'
TLE202	115+63.57	-43.00'
TLE203	115+85.00	-33.00'
TLE204	120+30.15	37.18'
TLE205	119+20.22	37.18'
TLE206	119+20.21	33.00'
TLE207	116+00.00	33.00'
TLE208	116+00.00	38.00'
TLE209	115+15.00	38.00'
TLE210	115+15.00	43.00'
TLE211	114+95.00	43.00'
TLE212	114+95.00	38.00'
TLE213	114+75.00	38.00'
TLE214	114+75.00	33.00'
TLE215	112+50.00	33.00'
TLE216	112+50.00	38.00'
TLE217	120+90.20	68.00'

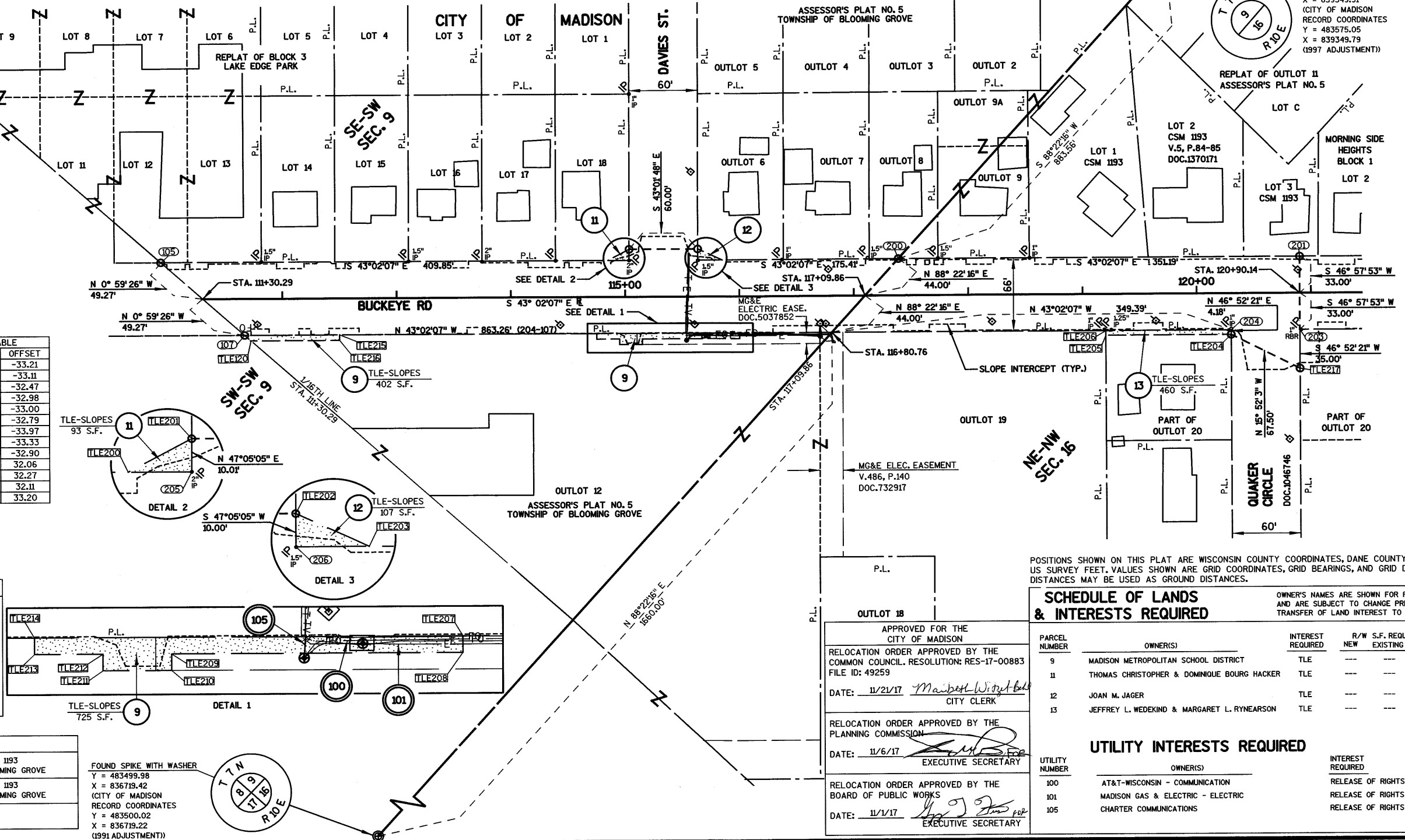
COURSE	BEARING	DIST.
TLE204-TLE205	N 43° 02' 12" W	109.93'
TLE205-TLE206	N 46° 52' 21" E	4.18'
TLE206-TLE207	N 43° 02' 07" W	320.21'
TLE207-TLE208	S 46° 57' 53" W	5.00'
TLE208-TLE209	N 43° 02' 07" W	85.00'
TLE209-TLE210	S 46° 57' 53" W	5.00'
TLE210-TLE211	N 43° 02' 07" W	20.00'
TLE211-TLE212	N 46° 57' 53" E	5.00'
TLE212-TLE213	N 43° 02' 07" W	20.00'
TLE213-TLE214	N 46° 57' 53" E	5.00'
TLE214-TLE215	N 43° 02' 07" W	225.00'
TLE215-TLE216	S 46° 57' 53" W	5.00'
TLE216-TLE210	N 43° 02' 07" W	77.58'
TLE120-107	N 0° 59' 26" W	7.47'
105-TLE200	S 43° 02' 07" E	391.31'
TLE200-TLE201	S 71° 21' 09" E	21.09'
TLE201-TLE202	S 43° 01' 48" E	60.00'
TLE202-TLE203	S 18° 01' 15" E	23.65'
TLE203-200	S 43° 02' 07" E	153.96'

STATION	OFFSET
111+81.67	-33.21
113+10.59	-33.11
113+74.85	-32.47
114+39.26	-32.98
115+03.54	-33.00
115+63.80	-32.79
117+12.20	-33.97
117+73.71	-33.33
118+53.75	-32.90
119+19.04	32.06
119+25.06	32.27
120+30.15	32.11
120+91.15	33.20

POINT #	STATION	OFFSET	Y	X
105	110+93.69	-33.00'	484021.311	838026.349
106	11+30.29	0.00'	483972.043	838027.201
107	111+66.88	33.00'	483922.776	838028.053
200	117+38.96	-33.00'	483549.666	838466.710
201	120+90.14	-33.00'	483292.974	838706.376
202	120+90.14	0.00'	483270.453	838682.255
203	120+90.14	33.00'	483247.932	838658.134
204	120+30.14	33.00'	483291.788	838617.187
205	115+03.55	-33.00'	483721.735	838306.055
206	115+63.55	-33.00'	483677.879	838347.002
207	116+80.76	33.00'	483547.165	838378.749

HWY	BASIS OF EXIST. R/W
BUCKEYE RD.	REPLAT OF BLOCK 3 LAKE EDGE PARK, CSM 1193 ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE
DAVIES ST.	REPLAT OF BLOCK 3 LAKE EDGE PARK, CSM 1193 ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE
QUAKER CIR.	DOC. 1046746

FOUND SPIKE WITH WASHER
 Y = 483499.98
 X = 836719.42
 (CITY OF MADISON
 RECORD COORDINATES
 Y = 483500.02
 X = 836719.22
 (1991 ADJUSTMENT))



APPROVED FOR THE CITY OF MADISON
 RELOCATION ORDER APPROVED BY THE COMMON COUNCIL, RESOLUTION: RES-17-00883 FILE ID: 49259
 DATE: 11/21/17 *Maibeth Witzel* CITY CLERK
 RELOCATION ORDER APPROVED BY THE PLANNING COMMISSION
 DATE: 11/6/17 *[Signature]* EXECUTIVE SECRETARY
 RELOCATION ORDER APPROVED BY THE BOARD OF PUBLIC WORKS
 DATE: 11/1/17 *[Signature]* EXECUTIVE SECRETARY

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED	NEW	EXISTING	TOTAL	TLE S.F.
9	MADISON METROPOLITAN SCHOOL DISTRICT	TLE	---	---	---	---	127
11	THOMAS CHRISTOPHER & DOMINIQUE BOURG HACKER	TLE	---	---	---	---	93
12	JOAN M. JAGER	TLE	---	---	---	---	107
13	JEFFREY L. WEDEKIND & MARGARET L. RYNEARSON	TLE	---	---	---	---	460

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	AT&T-WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS
101	MADISON GAS & ELECTRIC - ELECTRIC	RELEASE OF RIGHTS
105	CHARTER COMMUNICATIONS	RELEASE OF RIGHTS

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(1997) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE CITY OF MADISON.

UTILITY INTERESTS REQUIRED

TRANSPORTATION PROJECT PLAT NO: 5992-09-40 - 4.03

THAT PART OF LOT 6 BLOCK 1 OF MORNING SIDE HEIGHTS, THAT PART OF LOT 1 BLOCK 2 OF MORNING SIDE HEIGHTS, AND THAT PART OF LOT 2 OF CSM 11961, AND THAT PART OF LOTS 1, 20, 21, 22, BLOCK 3 OF MORNING SIDE HEIGHTS, AND THAT PART OF OUTLOT 20, OUTLOT 21, OUTLOT 27, & OUTLOT 28 OF ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE, AND THAT PART OF LOTS 1, 2, 3, BLOCK 1 OF ALLIS HEIGHTS ALL IN THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16, T7N, R10E, CITY OF MADISON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH AB DANE COUNTY CITY OF MADISON, BUCKEYE ROAD (MONONA DRIVE TO STOUGHTON ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MADISON DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

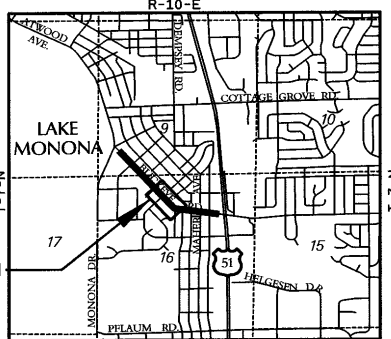
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MADISON HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MADISON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

102 CITY OF MADISON - WATER
 V.253, P.464-465
 DOC.846903
 PARCEL 16
 NO RECORDED EASEMENT
 PARCEL 14

FOUND BRASS CAP
 ON TOP OF 1" IRON BAR
 Y = 483574.78
 X = 839349.91
 (CITY OF MADISON
 RECORD COORDINATES
 Y = 483575.05
 X = 839349.79
 (1997 ADJUSTMENT))

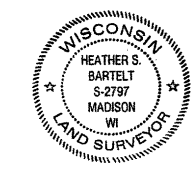
PI 128+13.10
 Y = 482742.02
 X = 839175.64
 DELTA = 2°29'01" LT

SHEET LOCATION



STRAND ASSOCIATES, INC. •
 910 WEST WINGRA DRIVE, MADISON, WI 53715
 (608) 251-4843

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5992-09-40-4.03 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



(SIGNATURE) *Heather Bartelt* DATE 12/4/17
 (PRINTED NAME) HEATHER S. BARTELT
 (REGISTRATION NUMBER) S - 2797

5377335
 Office of Registrar of Deeds
 Dane County, Wisconsin
 Received for Record Dec 11
 20 17 at 12:46 o'clock P. M.
 and recorded in vol. 60-0816
 of Plats on page 459
 of *Kushl Chhabra* Register
 by *Neil P. Kelly*

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 5992-09-40-4.03
 AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5375082.



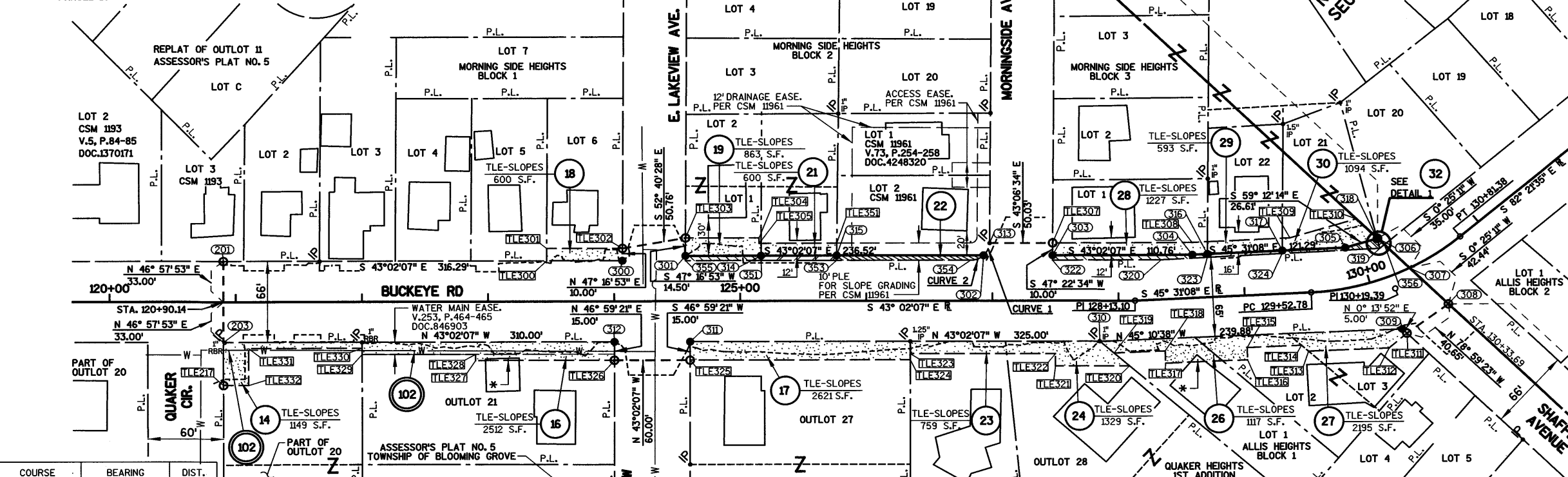
HWY	BASIS OF EXIST. R/W
BUCKEYE RD.	MORNING SIDE HEIGHTS, ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE, ALLIS HEIGHTS, CSM 1193, CSM 11961
QUAKER CIR.	DOC. 1046746, V.739, P.65
W. LAKEVIEW AVE.	ASSESSOR'S PLAT NO. 5 TOWNSHIP OF BLOOMING GROVE
E. LAKEVIEW AVE.	MORNING SIDE HEIGHTS
MORNINGSIDE AVE.	MORNING SIDE HEIGHTS, CSM NO. 11961
SHAFFER AVE.	ALLIS HEIGHTS

P.I. = 130+19.39
 Y = 482597.48
 X = 839322.82
 DELTA = 36° 50'28" (LT)
 D = 28° 38'52"
 T = 66.61'
 L = 128.60'
 R = 200.00'
 P.C. = 129+52.78
 P.T. = 130+81.38

APPROVED FOR THE CITY OF MADISON
 RELOCATION ORDER APPROVED BY THE COMMON COUNCIL, RESOLUTION: RES-17-00883
 FILE ID: 49259
 DATE: 11/21/17
Maureen Wibel
 CITY CLERK

RELOCATION ORDER APPROVED BY THE PLANNING COMMISSION
 DATE: 11/6/17
[Signature]
 EXECUTIVE SECRETARY

RELOCATION ORDER APPROVED BY THE BOARD OF PUBLIC WORKS
 DATE: 11/17/17
[Signature]
 EXECUTIVE SECRETARY



COURSE	BEARING	DIST.
TLE311-TLE312	N 83° 19' 51" W	18.52'
TLE312-TLE313	N 45° 10' 38" W	63.89'
TLE313-TLE314	N 2° 07' 20" W	7.32'
TLE314-TLE315	N 45° 10' 38" W	43.20'
TLE315-TLE316	S 44° 49' 22" W	10.00'
TLE316-TLE317	N 45° 10' 38" W	65.00'
TLE317-TLE318	N 44° 49' 22" E	10.00'
TLE318-TLE319	N 45° 10' 38" W	40.51'
TLE319-TLE320	S 2° 34' 47" E	16.05'
TLE320-TLE321	N 43° 02' 07" W	58.60'
TLE321-TLE322	N 46° 57' 53" E	10.00'
TLE322-TLE323	N 43° 02' 07" W	115.13'
TLE323-TLE324	S 46° 59' 21" W	5.00'
TLE324-TLE325	N 43° 02' 07" W	174.73'
TLE325-TLE326	N 43° 02' 07" W	110.14'
TLE326-TLE327	N 46° 57' 53" E	5.00'
TLE327-TLE328	N 43° 02' 07" W	89.97'
TLE328-TLE329	N 46° 49' 56" E	5.00'
TLE329-TLE330	N 43° 02' 07" W	89.87'
TLE330-TLE331	S 46° 52' 21" W	30.00'
TLE331-TLE332	N 43° 02' 07" W	20.00'
TLE332-TLE333	N 46° 52' 21" E	35.00'
TLE333-TLE334	S 43° 02' 07" E	256.25'
TLE334-TLE335	N 47° 16' 53" E	10.00'
TLE335-TLE336	S 43° 02' 07" E	60.03'
TLE336-TLE337	S 52° 40' 28" E	50.76'
TLE337-TLE338	S 43° 02' 07" E	58.47'
TLE338-TLE339	S 43° 02' 07" E	182.76'
TLE339-TLE340	S 43° 02' 07" E	50.00'
TLE340-TLE341	S 43° 02' 07" E	110.47'
TLE341-TLE342	S 45° 31' 08" E	77.81'
TLE342-TLE343	S 59° 12' 14" E	54.75'
TLE343-TLE344	S 0° 25' 11" W	23.18'

POINT #	STATION	OFFSET	Y	X
201	120+90.14	-33.00'	483292.974	838706.376
202	120+90.14	0.00	483270.453	838682.255
203	120+90.14	33.00	483247.932	838658.134
300	124+06.43	-33.00	483061.790	838922.225
301	124+06.43	-37.00	483027.957	838959.287
302	126+92.97	-37.00	482855.078	839201.698
303	127+47.69	-37.00	482815.078	839158.045
304	128+60.02	-35.00	482734.108	839233.635
305	129+87.02	-32.55	482649.131	839320.174
306	130+18.80	-32.23	482635.508	839343.031
307	130+33.69	-0.00	482600.509	839342.774
308	130+46.30	40.12	482558.075	839342.464
309	130+11.76	43.70	482570.839	839302.582
310	127+85.14	33.00	482739.933	839132.438
311	124+60.14	33.00	482977.486	838910.642
312	124+00.14	33.00	483021.342	838869.695
313	126+97.73	-46.93	482858.376	839131.212
314	125+16.44	-37.00	482984.106	839000.229
315	125+76.46	-37.00	482940.237	839041.888
316	128+71.94	-35.00	482725.761	839242.144
317	129+31.30	-35.00	482684.172	839284.493
318	130+18.33	-32.27	482635.712	839342.689
319	130+17.26	-24.03	482628.700	839338.267
320	128+35.32	-32.06	482749.329	839213.960
321	128+35.32	-32.06	482749.329	839213.960
322	127+47.67	-33.00	482812.369	839155.102
323	128+71.81	-32.28	482723.920	839240.144
324	129+31.18	-32.63	482682.571	839282.754
325	125+16.44	-37.00	482984.106	839000.229
326	125+16.42	-33.00	482981.393	838997.290
327	125+76.46	-37.00	482940.237	839041.888
328	125+76.41	-33.00	482937.542	839038.231
329	126+82.77	-33.00	482859.802	839101.815
330	124+56.43	-33.00	483025.243	838956.348
331	130+22.43	-25.47	482628.069	839342.976

ME-NW SEC. 16

IP TABLE

STATION	OFFSET
120+90.14	33.20
121+66.43	-32.84
122+00.01	33.14
126+34.87	33.00
126+97.76	-46.93
127+85.05	33.04

POINT #	STATION	OFFSET	POINT #	STATION	OFFSET
TLE217	120+90.20	68.00'	TLE317	128+35.00	52.06'
TLE300	123+46.39	-33.00'	TLE318	128+35.06	42.06'
TLE301	123+46.45	-43.00'	TLE319	127+96.39	42.59'
TLE302	124+06.48	-43.00'	TLE320	128+08.60	53.00'
TLE303	124+06.48	-51.50'	TLE321	127+50.00	53.00'
TLE304	125+15.00	-51.50'	TLE322	127+50.00	43.00'
TLE305	125+15.00	-47.00'	TLE323	126+34.87	43.00'
TLE307	127+47.77	-47.00'	TLE324	126+34.87	48.00'
TLE308	128+60.23	-45.00'	TLE325	124+60.14	48.00'
TLE309	129+37.84	-45.00'	TLE326	124+00.14	48.00'
TLE310	130+05.40	-52.89'	TLE327	122+90.00	48.00'
TLE311	130+13.61	48.16'	TLE328	122+90.00	43.00'
TLE312	130+00.00	55.20'	TLE329	122+00.03	43.00'
TLE313	129+48.58	47.74'	TLE330	122+00.02	38.00'
TLE314	129+43.26	42.71'	TLE331	121+10.15	38.00'
TLE315	129+00.06	42.45'	TLE332	121+10.20	68.00'
TLE316	129+00.00	52.45'	TLE351	125+76.58	-47.00'
			TLE353	125+76.46	-37.00'

COURSE	BEARING	DIST.
301-314	S 43° 02' 07" E	59.99'
314-351	S 47° 17' 04" W	4.00'
351-355	N 43° 02' 07" W	59.99'
355-301	N 47° 16' 53" E	4.00'
315-353	S 47° 38' 45" W	4.00'
353-351	N 43° 02' 07" W	59.99'
351-314	N 47° 17' 04" E	4.00'
314-315	S 43° 02' 07" E	60.02'
302-354	SEE CURVE 2 DATA	
354-353	N 43° 02' 07" W	106.36'
353-315	N 47° 38' 45" E	4.00'
315-302	S 43° 02' 07" E	16.51'
315-323	S 47° 22' 34" W	2.72'
323-320	N 45° 51' 37" W	36.49'
320-322	N 43° 02' 07" W	86.25'
322-303	N 47° 22' 34" E	4.00'
303-304	S 43° 02' 07" E	10.76'
304-316	S 45° 31' 08" E	11.93'
316-317	S 45° 31' 08" E	59.36'
317-324	S 47° 22' 34" W	2.36'
324-323	N 45° 51' 37" W	59.37'
323-316	N 47° 22' 34" E	2.72'
316-319	S 32° 14' 26" W	8.29'
319-324	N 45° 51' 37" W	77.35'
324-317	N 47° 22' 34" E	2.36'
317-305	S 45° 31' 08" E	50.01'
305-318	S 59° 12' 14" E	26.21'
306-356	S 0° 25' 11" W	7.44'
356-319	N 82° 21' 35" W	4.75'
319-318	N 32° 14' 26" E	8.29'
318-306	S 59° 12' 14" E	0.40'

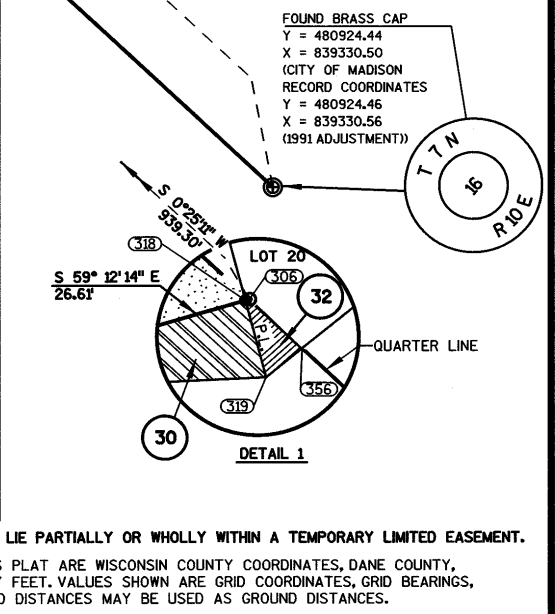
SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE CITY OF MADISON.

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED	TLE S.F.
			NEW EXISTING TOTAL	
14	CITY OF MADISON PARKS (QUAKER PARK)	TLE	---	1149
16	MARGARET M. LAYDEN ADAM R. BECKER	TLE	---	2512
17	ADAM W. HUSTEDDE KIRSTEN E. MOORE	TLE	---	2621
18	KATHLEEN M. MENTINK	TLE	---	600
19	SHIRLEY M. FESSENDEN LIVING TRUST	FEE, TLE	240	863
21	KARI L. FLEMING	FEE, TLE	240	600
22	ELMOSTAFI RHAZALI	FEE	453	---
23	SARA R. PREEZ	TLE	---	759
24	JOHN T. LANGE LIVING TRUST	TLE	---	1329
26	TIMOTHY C. & JENNA A. SOYER	TLE	---	1117
27	JEFFREY J. & LORIE A. REAMER	TLE	---	2195
28	MARK VARESCCHI & JENNA LOYD	FEE, TLE	461	1227
29	EMILY LAURIE REIGEL WILSON & MONTE LE ROI REIGEL WILSON	FEE, TLE	151	593
30	EMILY LAURIE REIGEL WILSON & MONTE LE ROI REIGEL WILSON	FEE, TLE	247	1094
32	BENJAMIN H. REDINGTON & TAWNIE M. REESE	FEE	19	---

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
102	CITY OF MADISON - WATER	RELEASE OF RIGHTS



TRANSPORTATION PROJECT PLAT NO: 5992-09-40 - 4.04

THAT PART OF LOTS 13, 20, & 21, BLOCK 3 OF MORNING SIDE HEIGHTS, AND THAT PART OF LOTS 1 & 4 BLOCK 5 OF MORNING SIDE HEIGHTS, AND THAT PART OF LOTS 1, 2, & 3, BLOCK 2 OF ALLIS HEIGHTS, AND THAT PART OF LOTS 1, 2, 3, 4, & 5, BLOCK 3 OF ALLIS HEIGHTS, AND THAT PART OF LOTS 1, 2, 3, 4, & 5, BLOCK 4 OF ALLIS HEIGHTS, ALL IN THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 16, T7N, R10E, CITY OF MADISON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH AB DANE COUNTY CITY OF MADISON, BUCKEYE ROAD (MONONA DRIVE TO STOUTGTON ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MADISON DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MADISON HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MADISON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

STRAND ASSOCIATES, INC.
 910 WEST WINGRA DRIVE, MADISON, WI 53715
 (608) 251-4843

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5992-09-40-4.04 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



(SIGNATURE) *Heather Bartelt* DATE 12/4/17
 (PRINTED NAME) HEATHER S. BARTELT
 (REGISTRATION NUMBER) S - 2797

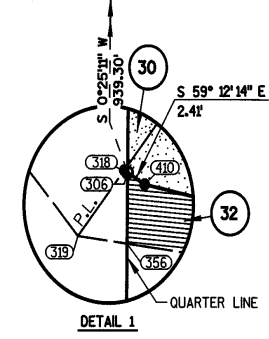
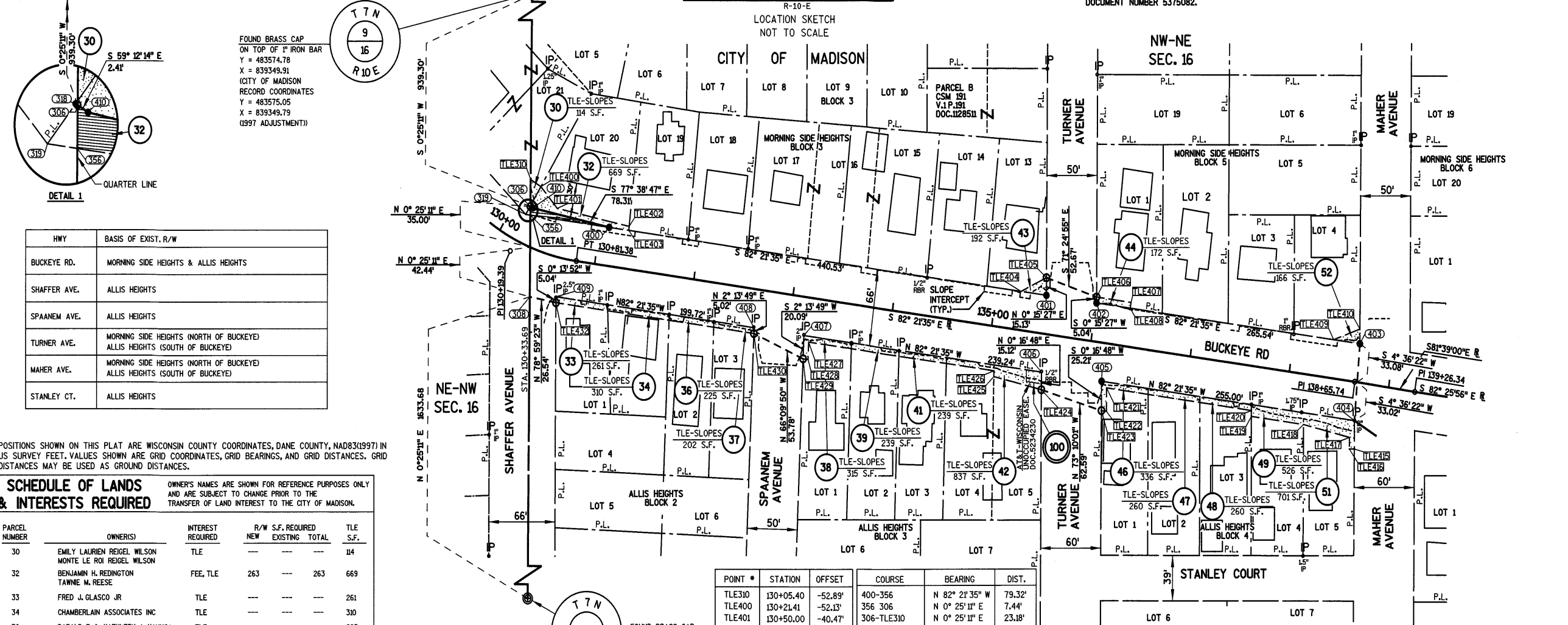
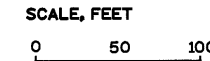
5377336

Office of Register of Deeds
 Dane County, Wisconsin

Received for Record Dec 11 2017 at 12:46 o'clock P.M.
 and recorded in vol. 60-0818 of Plats on page 460
Kristi Chelkowski Register
Matha Purty

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 5992-09-40-4.04
 AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5375082.



HWY	BASIS OF EXIST. R/W
BUCKEYE RD.	MORNING SIDE HEIGHTS & ALLIS HEIGHTS
SHAFFER AVE.	ALLIS HEIGHTS
SPAANEM AVE.	ALLIS HEIGHTS
TURNER AVE.	MORNING SIDE HEIGHTS (NORTH OF BUCKEYE) ALLIS HEIGHTS (SOUTH OF BUCKEYE)
MAHER AVE.	MORNING SIDE HEIGHTS (NORTH OF BUCKEYE) ALLIS HEIGHTS (SOUTH OF BUCKEYE)
STANLEY CT.	ALLIS HEIGHTS

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(1997) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W	S.F. REQUIRED	TLE S.F.
30	EMILY LAURIEN REIGEL WILSON MONTE LE ROI REIGEL WILSON	TLE	---	---	14
32	BENJAMIN H. REDINGTON TAMME M. REESE	FEE, TLE	263	---	669
33	FRED J. GLASCO JR.	TLE	---	---	261
34	CHAMBERLAIN ASSOCIATES INC.	TLE	---	---	310
36	DARALD R. & KATHLEEN A. HANUSA	TLE	---	---	225
37	DARALD R. & KATHLEEN A. HANUSA	TLE	---	---	202
38	DANIEL E. HOFFMAN	TLE	---	---	315
39	HOLLY M. HAFNER	TLE	---	---	239
41	LEONARD J. WILKOSZ MARY L. WILKOSZ	TLE	---	---	239
42	RICHARD H. LAIN KRISTIN B. SEILING	TLE	---	---	837
43	MARY B. SWEENEY	TLE	---	---	192
44	GARRET E. BEVERLY	TLE	---	---	172
46	DEBRA K. CLARK	TLE	---	---	336
47	DANIEL T. RIGNEY	TLE	---	---	260
48	WILLIAM L. WOHLGAMUTH JR. JAMIE R. WOHLGAMUTH	TLE	---	---	260
49	LAVONNE PROSSER	TLE	---	---	526
51	STEVEN D. STARKEY	TLE	---	---	701
52	KIMBERLY A. ROBERTS	TLE	---	---	166

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
100	AT&T-WISCONSIN - COMMUNICATION	RELEASE OF RIGHTS

POINT #	STATION	OFFSET	Y	X
306	130+18.80	-32.24	482635.508	839343.031
308	130+46.30	40.12	482558.075	839342.464
356	130+22.43	-25.47	482628.069	839342.976
400	131+10.00	-33.00	482617.522	839421.594
401	135+50.53	-33.00	482558.953	839858.216
402	136+00.95	-33.00	482552.249	839908.186
403	138+66.08	-33.01	482516.945	840171.367
404	138+70.39	32.95	482451.066	840166.059
405	136+14.99	33.00	482484.969	839913.326
406	135+54.49	33.00	482493.012	839853.365
407	133+15.26	33.00	482524.819	839616.253
408	132+65.03	33.00	482531.496	839566.476
409	130+67.61	33.55	482558.049	839368.531
410	130+21.66	-32.00	482634.276	839345.098
411	138+68.24	0.00	482483.975	840168.711
450	130+22.43	-25.47	482628.069	839342.976

POINT #	STATION	OFFSET	COURSE	BEARING	DIST.
TLE310	130+05.40	-52.89'	400-356	N 82° 21' 35" W	79.32'
TLE400	130+21.41	-52.13'	356-306	N 0° 25' 11" E	7.44'
TLE401	130+50.00	-40.47'	306-TLE310	N 0° 25' 11" E	23.18'
TLE402	131+29.72	-36.39'	TLE310-TLE400	S 59° 12' 14" E	11.83'
TLE403	131+29.81	-33.00'	TLE400-TLE401	S 41° 21' 41" E	24.84'
TLE404	135+25.00	-33.00'	TLE401-TLE402	S 77° 38' 47" E	73.51'
TLE405	135+48.59	-48.00'	TLE402-TLE403	S 6° 10' 25" W	3.39'
TLE406	136+00.30	-38.00'	TLE403-TLE404	S 82° 21' 35" E	395.19'
TLE407	136+35.00	-38.00'	TLE404-TLE405	N 65° 11' 17" E	27.95'
TLE408	136+35.00	-33.00'	TLE406-TLE407	S 82° 21' 35" E	34.70'
TLE409	138+40.00	-33.00'	TLE407-TLE408	S 7° 38' 25" W	5.00'
TLE410	138+64.87	-45.50'	TLE408-TLE409	S 82° 21' 35" E	205.00'
TLE415	138+73.82	57.19'	TLE409-TLE410	N 70° 57' 21" E	27.83'
TLE416	138+68.87	57.88'	TLE410-403	S 0° 15' 58" W	12.60'
TLE417	138+67.47	47.98'	404-TLE415	S 0° 18' 47" W	24.48'
TLE418	138+20.07	43.00'	TLE415-TLE416	N 89° 41' 13" W	5.00'
TLE419	137+67.48	43.00'	TLE416-TLE417	N 0° 18' 47" E	10.00'
TLE420	137+66.82	38.00'	TLE417-TLE418	N 76° 15' 42" W	47.07'
TLE421	136+20.68	38.00'	TLE418-TLE419	N 82° 21' 35" W	52.59'
TLE422	136+23.26	58.00'	TLE419-TLE420	N 0° 06' 32" E	5.04'
TLE423	136+18.22	58.00'	TLE420-TLE421	N 82° 21' 35" W	146.14'
TLE424	135+56.43	48.00'	TLE421-TLE422	S 0° 16' 48" W	20.17'
TLE425	135+07.93	43.00'	TLE422-TLE423	N 82° 21' 35" W	5.04'
TLE426	135+07.34	38.00'	TLE424-TLE425	N 76° 28' 26" W	48.76'
TLE427	133+20.75	38.00'	TLE425-TLE426	N 0° 57' 44" E	5.03'
TLE428	133+22.17	53.00'	TLE426-TLE427	N 82° 21' 35" W	186.59'
TLE429	133+17.15	53.00'	TLE427-TLE428	S 2° 13' 49" N	15.07'
TLE430	132+65.51	38.00'	TLE428-TLE429	N 82° 21' 35" W	5.02'
TLE432	130+68.44	38.50'	TLE430-TLE432	N 82° 21' 35" W	199.54'

P.L. = 130+19.39
 Y = 482,597.48
 X = 839,322.82
 DELTA = 36° 50' 28" LT
 D = 28° 38' 52"
 T = 66.6'
 L = 128.60'
 R = 200.00'
 P.C. = 129+52.78
 P.T. = 130+81.38



STATION	OFFSET
130+67.70	34.06
131+17.36	33.28
131+79.54	33.00
131+89.82	-33.09
132+24.65	33.43
132+50.21	-33.37
132+64.66	32.54
133+15.20	32.43
133+63.17	32.94
134+11.19	33.33
134+30.53	-32.47
135+54.41	32.40
137+66.14	32.89
138+00.09	-32.45
138+16.73	32.91

APPROVED FOR THE CITY OF MADISON
 RELOCATION ORDER APPROVED BY THE COMMON COUNCIL. RESOLUTION: RES-17-00883
 FILE ID: 49259
 DATE: 11/21/17
 CITY CLERK
 RELOCATION ORDER APPROVED BY THE PLANNING COMMISSION
 DATE: 11/6/17
 EXECUTIVE SECRETARY
 RELOCATION ORDER APPROVED BY THE BOARD OF PUBLIC WORKS
 DATE: 11/1/17
 EXECUTIVE SECRETARY

TRANSPORTATION PROJECT PLAT NO: 5992-09-40 - 4.05

THAT PART OF LOTS 1 & 4, BLOCK 6 OF MORNING SIDE HEIGHTS AND THAT PART OF LOTS 1 & 2 OF CSM 3777, AND THAT PART OF LOTS 1, 2, 3, 4, & 5, BLOCK 5 OF ALLIS HEIGHTS, AND THAT PART OF LOTS 1 & 2, BLOCK 6 OF FIRST ADDITION TO ALLIS HEIGHTS, IN THE NORTHWEST 1/4 OF THE NORTHWEST 1/4 OF SECTION 16, AND THAT PART OF LOTS 2 & 3 OF CSM 3993 IN THE NORTHEAST 1/4 OF THE NORTHEAST 1/4 OF SECTION 16, T7N, R10E, CITY OF MADISON, DANE COUNTY, WISCONSIN.

RELOCATION ORDER CTH AB DANE COUNTY CITY OF MADISON, BUCKEYE ROAD (MONONA DRIVE TO STOUGHTON ROAD)

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE CITY OF MADISON DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 62.22, WISCONSIN STATUTES, THE CITY OF MADISON HEREBY ORDERS THAT:
 1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAY OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT.
 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE CITY FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE CITY OF MADISON, PURSUANT TO THE PROVISIONS OF SECTION 62.22, WISCONSIN STATUTES.

STRAND ASSOCIATES, INC. •
 910 WEST WINGRA DRIVE, MADISON, WI 53715
 (608) 251-4843

I, HEATHER S. BARTELT, PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE CITY, I HAVE SURVEYED AND MAPPED TRANSPORTATION PROJECT PLAT 5992-09-40-4.05 AND THAT SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.



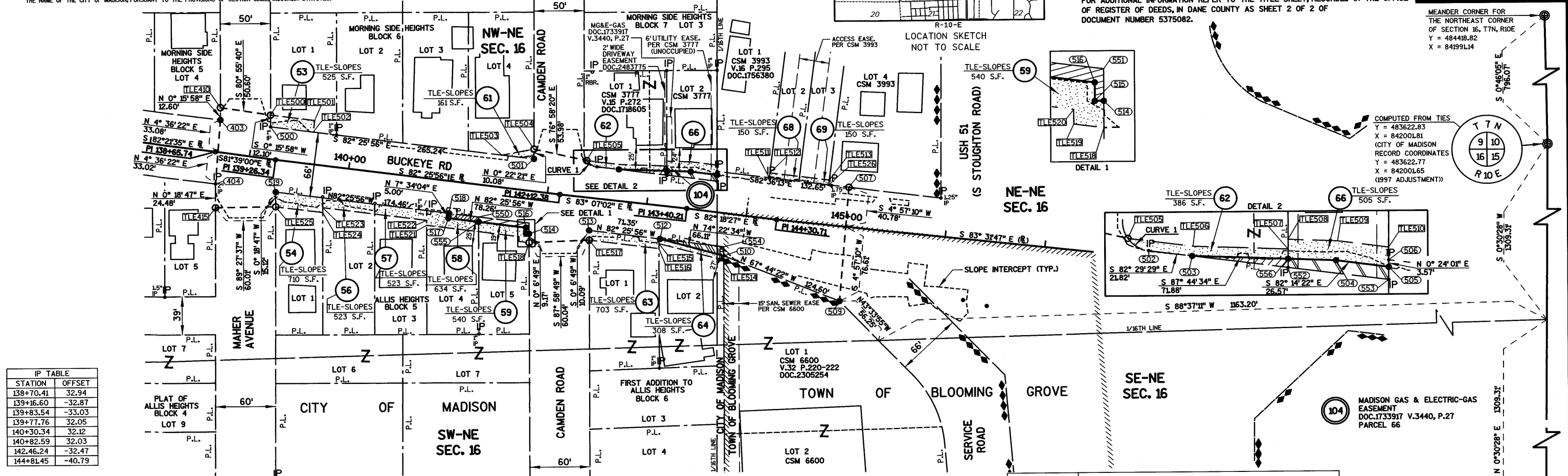
(SIGNATURE) *Heather S. Bartelt* DATE 12/4/17
 (PRINTED NAME) HEATHER S. BARTELT
 (REGISTRATION NUMBER) S - 2797

53 77337
 Office of Register of Deeds
 Dane County, Wisconsin
 Received for Record 12/11/17
 20 17 at 12:46 o'clock P.M.
 and recorded in vol. 60-084B
 of Plats on page 461
Kurt Chlebowski by
Maria Pineda Register

RESERVED FOR REGISTER OF DEEDS
 PROJECT NUMBER 5992-09-40-4.05
 AMENDMENT NO:

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF REGISTER OF DEEDS, IN DANE COUNTY AS SHEET 2 OF 2 OF DOCUMENT NUMBER 5375082.

MEANDER CORNER FOR THE NORTHEAST CORNER OF SECTION 16, T7N, R10E
 Y = 483622.83
 X = 842001.81
 (CITY OF MADISON RECORD COORDINATES)
 Y = 483622.77
 X = 842001.65
 (1997 ADJUSTMENT)



IP TABLE

STATION	OFFSET
138+70.41	32.94
139+16.60	-32.87
139+83.54	-33.03
139+77.76	32.05
140+30.34	32.12
140+82.59	32.03
142.46.24	-32.47
144+81.45	-40.79

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83(1997) IN US SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER(S)	INTEREST REQUIRED	R/W S.F. REQUIRED			TLE S.F.
			NEW	EXISTING	TOTAL	
53	JOYCE M. TYNAN	TLE	---	---	---	525
54	ROBERT C. TEWS	TLE	---	---	---	710
56	KATHLEEN S. LIEBER	TLE	---	---	---	523
57	JUSTIN D. WILLIAMS	TLE	---	---	---	523
58	DIANA L. GLEICHAUF	FEE, TLE	151	---	151	634
59	HATTIE JANE HARBORT	FEE, TLE	272	---	272	540
61	KENNETH J. FERRY CATHERINE BAST	TLE	---	---	---	161
62	ANDREW NEBEL	FEE, TLE	---	---	106	386
63	LAURA H. ZEMP	TLE	---	---	---	703
64	DAVID L. MINTER	FEE, TLE	298	---	298	308
66	JASON A. HARWOOD RELEASE OF RIGHTS FOR DRIVEWAY EASE. DOC.2483775	FEE, TLE	305	---	305	505
68	CYNTHIA J. OLSON	TLE	---	---	---	150
69	VIRGINIA G. BONNER	TLE	---	---	---	150

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER(S)	INTEREST REQUIRED
104	MADISON GAS & ELECTRIC - GAS	RELEASE OF RIGHTS

POINT #	STATION	OFFSET	Y	X
403	138+66.08	-33.01	482516.945	840171.367
404	138+70.39	32.95	482451.066	840166.059
500	139+16.60	-32.87	482509.474	840221.333
501	141+82.29	-33.00	482474.542	840484.267
502	142+46.34	-32.47	482466.035	840547.350
503	142+68.16	-32.23	482463.184	840568.986
504	143+39.81	-38.03	482460.352	840640.811
505	143+65.84	-37.99	482456.764	840667.141
506	143+65.39	-41.53	482460.332	840667.166
507	144+98.92	-40.77	482443.255	840798.708
508	145+00.00	0.00	482402.626	840795.187
509	145+02.03	76.58	482326.306	840788.573
510	143+83.05	43.70	482373.508	840673.258
512	143+17.09	34.25	482391.312	840609.592
513	142+45.75	33.40	482400.708	840538.868
514	141+87.06	43.91	482397.677	840478.862
515	141+84.09	44.30	482397.683	840475.862
516	141+83.26	38.00	482404.033	840475.875
517	141+05.00	38.00	482414.340	840398.295
518	141+05.00	33.00	482419.296	840398.953
519	139+30.54	33.00	482442.272	840226.012
550	141+34.89	33.00	482415.360	840428.582
551	141+85.63	33.00	482408.677	840478.884
552	143+16.49	-31.71	482456.868	840616.908
553	143+66.67	-31.53	482450.252	840667.095
554	143+81.82	34.44	482382.851	840673.277
555	141+35.54	38.00	482410.318	840428.570
556	143+15.99	-36.10	482461.294	840616.930

POINT #	STATION	OFFSET	COURSE	BEARING	DIST.
TLE410	138+64.87	-45.50'	514-515	N 89° 53' 11" W	3.00'
TLE415	138+73.82	57.19'	515-516	N 0° 06' 49" W	6.35'
TLE500	139+14.90	-44.85'	510-TLE514	S 0° 07' 15" W	4.35'
TLE501	139+60.00	-45.00'	TLE514-TLE515	N 75° 03' 59" W	66.92'
TLE502	139+60.00	-33.00'	TLE515-TLE516	S 0° 06' 35" W	5.05'
TLE503	141+50.00	-33.00'	TLE516-TLE517	N 82° 25' 56" W	70.34'
TLE504	141+81.03	-43.00'	TLE517-TLE518	N 82° 25' 56" W	10.09'
TLE505	142+35.21	-37.59'	TLE518-TLE519	N 0° 06' 49" E	5.04'
TLE506	142+67.99	-37.24'	TLE519-TLE520	N 82° 25' 56" W	93.03'
TLE507	143+15.41	-41.07'	TLE520-TLE521	N 0° 14' 55" E	5.04'
TLE508	143+14.83	-46.04'	TLE521-TLE522	N 82° 25' 56" W	104.69'
TLE509	143+39.48	-48.04'	TLE522-TLE523	S 0° 18' 09" W	5.04'
TLE510	143+64.56	-47.99'	TLE523-TLE524	N 82° 25' 56" W	47.33'
TLE511	144+17.75	-41.80'	TLE524-TLE525	S 82° 25' 56" E	44.49'
TLE512	144+17.72	-46.80'	TLE500-TLE501	S 7° 34' 04" W	12.00'
TLE513	144+78.68	-46.10'	TLE501-TLE502	S 82° 25' 56" E	190.00'
TLE514	143+83.62	48.01'	TLE502-TLE503	N 79° 42' 23" E	32.60'
TLE515	143+16.68	39.25'	TLE503-TLE504	S 82° 29' 29" E	32.77'
TLE516	143+17.27	44.26'	TLE504-TLE505	S 87° 44' 34" E	47.58'
TLE517	142+46.94	43.42'	TLE505-TLE506	N 0° 16' 45" E	5.00'
TLE518	141+88.25	53.00'	TLE506-TLE507	S 87° 44' 34" E	24.73'
TLE519	141+78.16	53.00'	TLE507-TLE508	S 82° 14' 22" E	25.75'
TLE520	141+77.51	48.00'	TLE508-TLE509	S 0° 19' 54" W	6.52'
TLE521	140+84.48	48.00'	TLE509-TLE510	S 82° 36' 13" E	52.36'
TLE522	140+83.83	43.00'	TLE510-TLE511	N 7° 23' 47" E	5.00'
TLE523	139+79.14	43.00'	TLE511-TLE512	S 82° 36' 13" E	59.96'
TLE524	139+79.78	48.00'	TLE512-TLE513	S 7° 23' 47" W	5.00'
TLE525	139+32.45	48.00'	TLE513-TLE514	S 82° 36' 13" E	20.33'
TLE526	144+78.60	-41.10'	TLE526-507		

HWY	BASIS OF EXIST. R/W
BUCKEYE RD.	MORNING SIDE HEIGHTS, ALLIS HEIGHTS, FIRST ADDITION TO ALLIS HEIGHTS, CSM 3993, CSM 6600, EXISTING ACCESS CONTROL BASED UPON CSM NO. 6600 & DOC.1163146 & DOC.1174269
MAHER AVENUE	ALLIS HEIGHTS
CAMDEN ROAD	MORNING SIDE HEIGHTS (NORTH OF BUCKEYE) ALLIS HEIGHTS, FIRST ADDITION TO ALLIS HEIGHTS (SOUTH OF BUCKEYE)
USH 51 (S. STOUGHTON RD.)	PREVIOUS PROJECT: T05-10, T05-12S EXISTING ACCESS CONTROL BASED ON PREVIOUS PROJECT: CA 05-10

COURSE	BEARING	DIST.
503-556	S 87° 44' 34" E	47.96'
556-552	N 0° 16' 45" E	4.43'
552-503	N 82° 29' 29" W	48.34'
556-504	S 87° 44' 34" E	23.90'
504-505	S 82° 14' 22" E	26.57'
505-553	S 0° 24' 01" W	6.51'
553-552	N 82° 29' 29" W	50.62'
518-550	S 82° 25' 56" E	29.89'
550-555	S 0° 08' 41" W	5.04'
550-551	S 82° 25' 56" E	50.74'
551-514	S 0° 06' 49" W	11.00'
514-515	N 89° 53' 11" W	3.00'
515-516	N 0° 06' 49" E	6.35'
516-555	N 82° 25' 56" W	47.72'
555-517	N 82° 25' 56" W	30.54'
517-518	N 7° 34' 04" E	5.00'
512-554	S 82° 25' 56" E	64.24'
554-510	S 0° 07' 15" W	9.34'
510-512	N 74° 22' 34" W	66.11'

CURVE 1
 R = 15.00'
 L = 12.62'
 LC = 12.25'
 Δ = S 58° 23' 47" E
 Δ = 48° 11' 23" LT

P.I. = 138+65.74
 Y = 482484.34
 X = 840166.24
 Δ = 0° 42' 35" RT

P.I. = 143+40.21
 Y = 482422.55
 X = 840636.65
 Δ = 0° 48' 35" RT

P.I. = 139+26.34
 Y = 482475.54
 X = 840226.19
 Δ = 0° 46' 56" LT

P.I. = 144+30.71
 Y = 482410.43
 X = 840726.34
 Δ = 1° 13' 20" LT

P.I. = 142+12.38
 Y = 482437.87
 X = 840509.74
 Δ = 0° 41' 06" LT

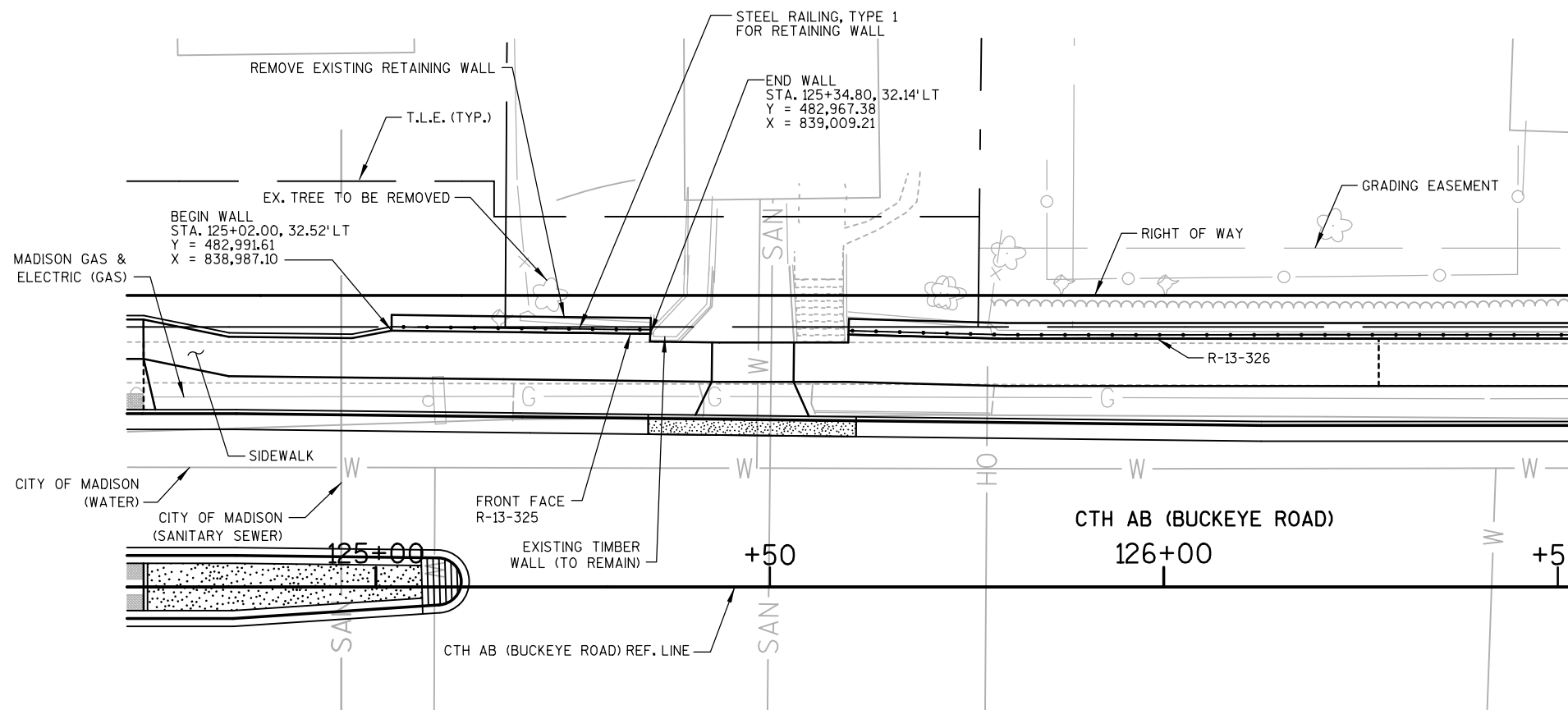
P.I. = 147+47.93
 Y = 482374.69
 X = 841041.54

FOUND BRASS CAP
 Y = 481004.32
 X = 841978.60
 (CITY OF MADISON RECORD COORDINATES)
 Y = 481004.22
 X = 841978.47
 (1997 ADJUSTMENT)

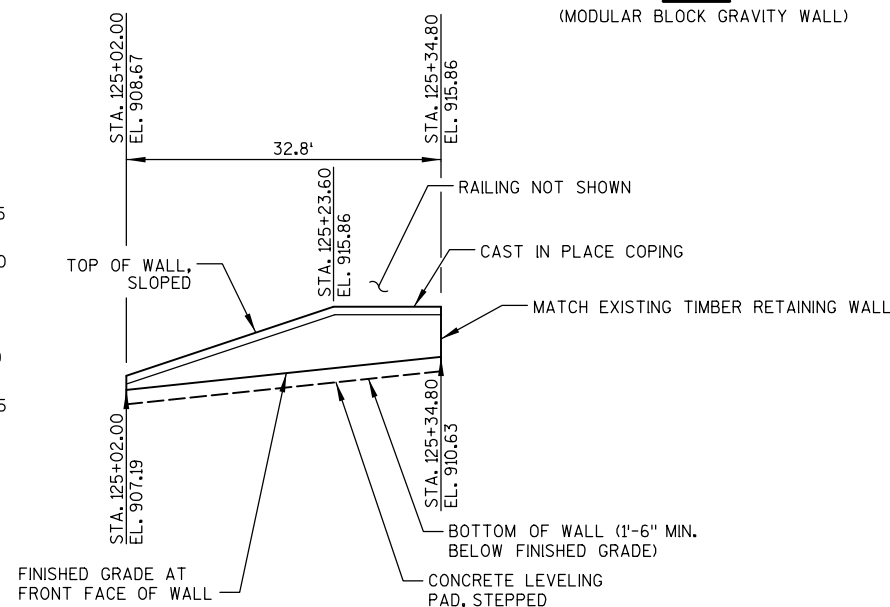
APPROVED FOR THE CITY OF MADISON
 RELOCATION ORDER APPROVED BY THE COMMON COUNCIL. RESOLUTION: RES-17-00883
 FILE ID: 49259
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Maibritt W. Wood
 CITY CLERK

RELOCATION ORDER APPROVED BY THE PLANNING COMMISSION
 DATE: 11/6/17
[Signature]
 EXECUTIVE SECRETARY

RELOCATION ORDER APPROVED BY THE BOARD OF PUBLIC WORKS
 DATE: 11/1/17
[Signature]
 EXECUTIVE SECRETARY



PLAN
(MODULAR BLOCK GRAVITY WALL)



ELEVATION
(LOOKING AT F.F. OF WALL)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-325" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

ALL DIMENSIONS AND STATIONING ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

BEVEL EXPOSED EDGES OF CONCRETE 3/4-INCH UNLESS NOTED OTHERWISE.

WET CAST BLOCKS ARE REQUIRED FOR THIS WALL.

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-325."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

TOP OF WALL ELEVATIONS SHOWN ARE MINIMUM VALUES. MODULAR BLOCK WALL SHALL BE STEPPED AT THE LOCATIONS DETERMINED BY THE WALL MANUFACTURER.

ALLOWABLE WALL SYSTEMS

1. WALL MODULAR BLOCK GRAVITY

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. RAILING DETAILS
4. SUBSURFACE EXPLORATION


DESIGN CONSULTANT CONTACT:
ELISA BECKER (608) 251-4843

GEOMETRY TABLE

STATION	OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.
125+02.00	32.52' LT	908.67	907.19
125+23.60	32.27' LT	915.86	909.50
125+34.80	32.14' LT	915.86	910.63

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
90020	STEEL RAILING, TYPE 1 FOR RETAINING WALL R-13-325	34	LF
90025	CONCRETE STAINING R-13-325	183	SF
20130	UNDERDRAIN	35	LF
90015	WALL MODULAR BLOCK GRAVITY R-13-325	199	SF



910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STRUCTURE R-13-325

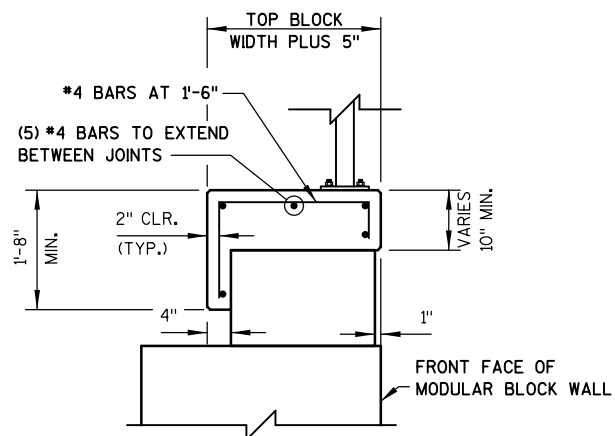
RETAINING WALL ALONG CTH AB (BUCKEYE ROAD)

COUNTY: DANE TOWN/CITY/VILLAGE: MADISON

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY: ECB DESIGN CK'D.: BMO DRAWN BY: ECB PLANS CK'D.: BMO

GENERAL PLAN RTW-1



CAST IN PLACE CONCRETE COPING DETAIL

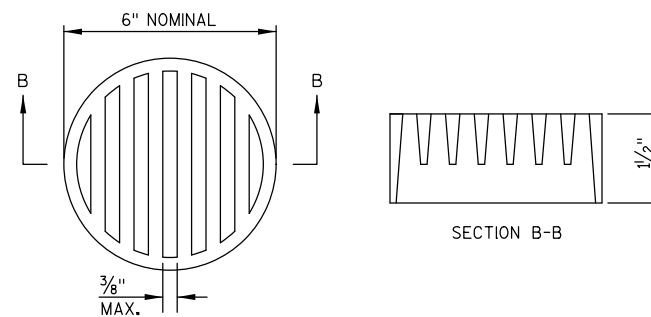
NOTE:
BAR STEEL REINFORCEMENT AND CAST IN PLACE CONCRETE TO BE INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-325"

DO NOT RUN BAR STEEL THRU EXPANSION OR CONTRACTION JOINT.

MATERIAL PROPERTIES:

CONCRETE MASONRY $f_c' = 3,500$ psi

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 $f_y = 60,000$ psi

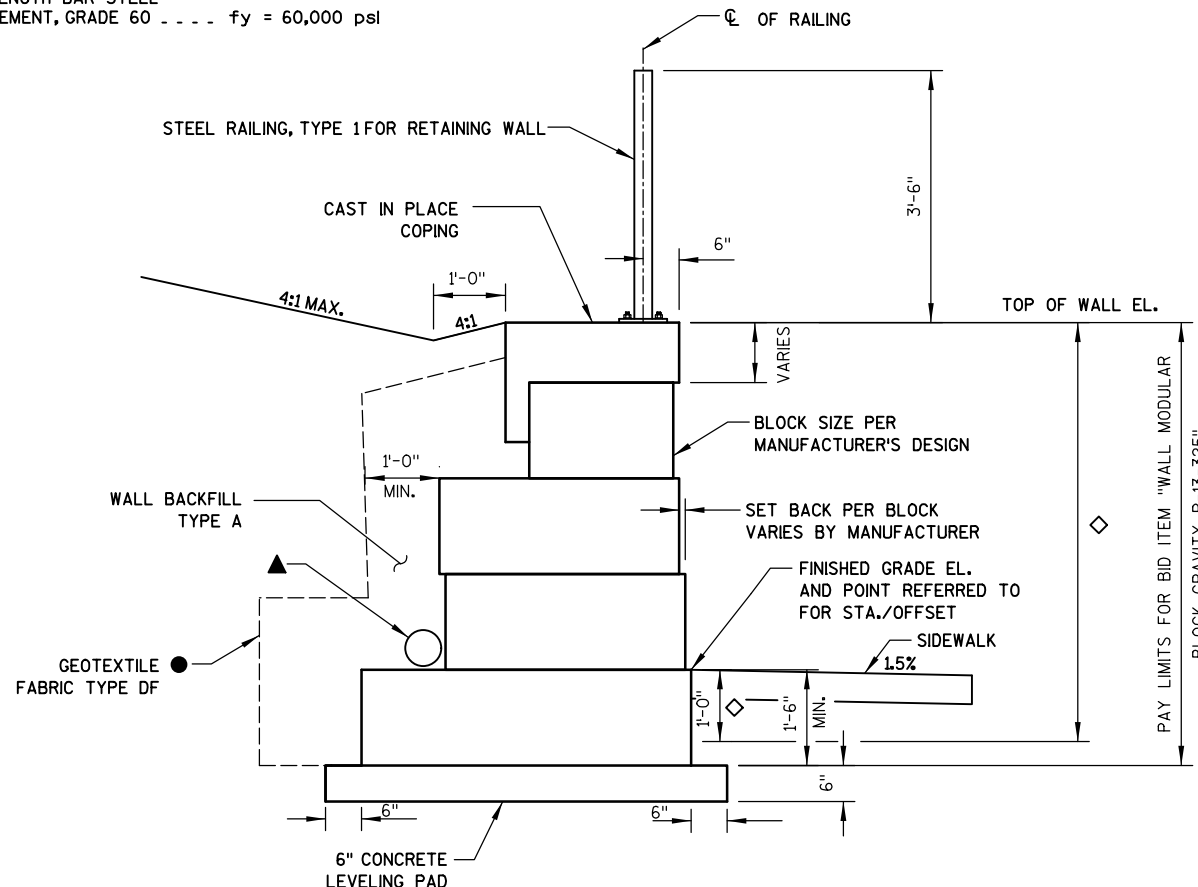


NOTES:
DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "UNDERDRAIN."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL



WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

PRECAST MODULAR BLOCK TEXTURE SHALL BE SELECTED BY CITY FROM MANUFACTURER'S STANDARD OPTIONS.

- ▲ UNDERDRAIN. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AT WEST END OF WALL. ATTACH END CAP AT EAST END OF UNDERDRAIN. ATTACH RODENT SHIELD AT WEST END OF UNDERDRAIN. SEE DETAIL THIS SHEET.
- GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE WALL BACKFILL TYPE A FROM BACKFILL ON ALL SIDES.
- ◇ APPLY CONCRETE STAINING FROM TOP OF CAST IN PLACE COPING TO 1'-0" BELOW FINISHED GRADE ELEVATION.

WALL EXTERNAL & OVERALL STABILITY EVALUATION

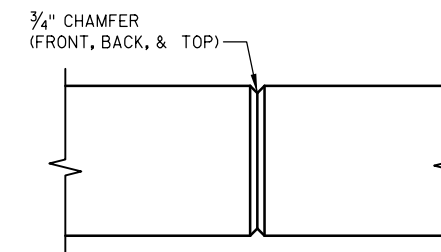
DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (FEET) ¹	6.73
EXPOSED WALL HEIGHT (FEET)	5.23
WALL STATION	125+34.50
BORING USED	B-15
CAPACITY TO DEMAND RATIO (CDR) ^{2,3}	
SLIDING (CDR>1.0)	1.45
ECCENTRICITY (CDR>1.0)	1.04
OVERALL STABILITY (CDR>1.0)	1.45
BEARING RESISTANCE (CDR>1.0)	1.32
FACTORED BEARING RESISTANCE (PSF)	1889

- NOTES:
- THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
 - THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
 - CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
- * FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

- NOTES:
- THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.
 - FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
BORING B-15			
MEDIUM DENSE SAND, SOME SILT AND GRAVEL (EL. 909 TO EL. 912) (FOUNDATION SOIL)	120	33	0
VERY DENSE, APPARENT WEATHERED TO COMPETENT DOLOMITE LIMESTONE BEDROCK (BELOW EL. 909)	135	40	0



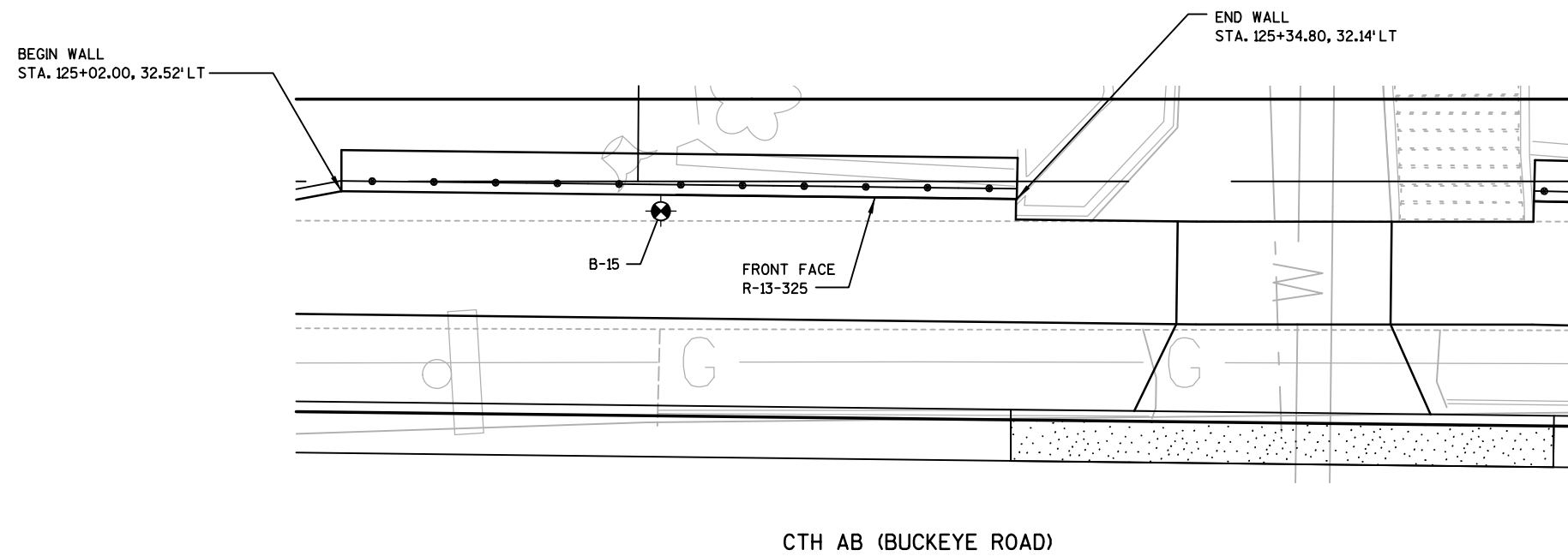
COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH MODULAR BLOCK JOINT BELOW.

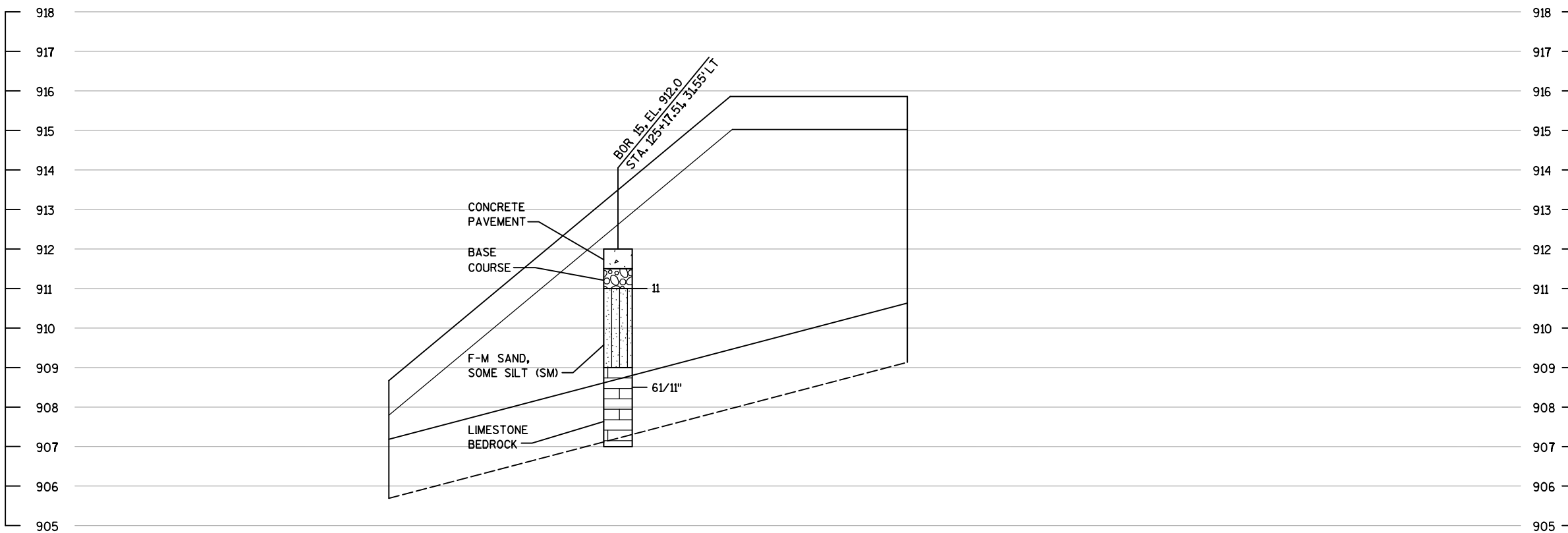
STRUCTURE R-13-325

DRAWN BY	ECB	PLANS CKD.	BMO
WALL DETAILS		RTW-2	

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
15	8/7/2017	482,979.59	838,996.99
BORINGS COMPLETED BY: CGC, INC.			
REPORT COMPLETED BY: CGC, INC.			
ALL COORDINATES REFERENCED TO WCCS DANE COUNTY			



CTH AB (BUCKEYE ROAD)



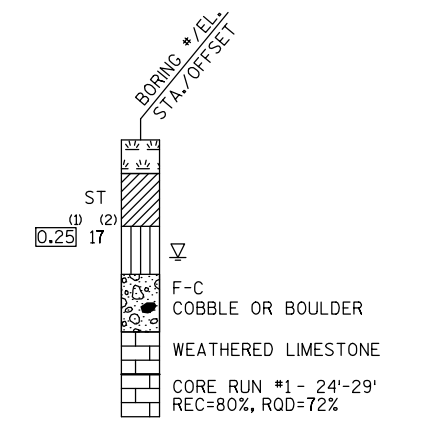
PROJECT NUMBER

10228

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE CITY DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

STRUCTURE R-13-325

DRAWN BY DTH PLANS CKD. BMO

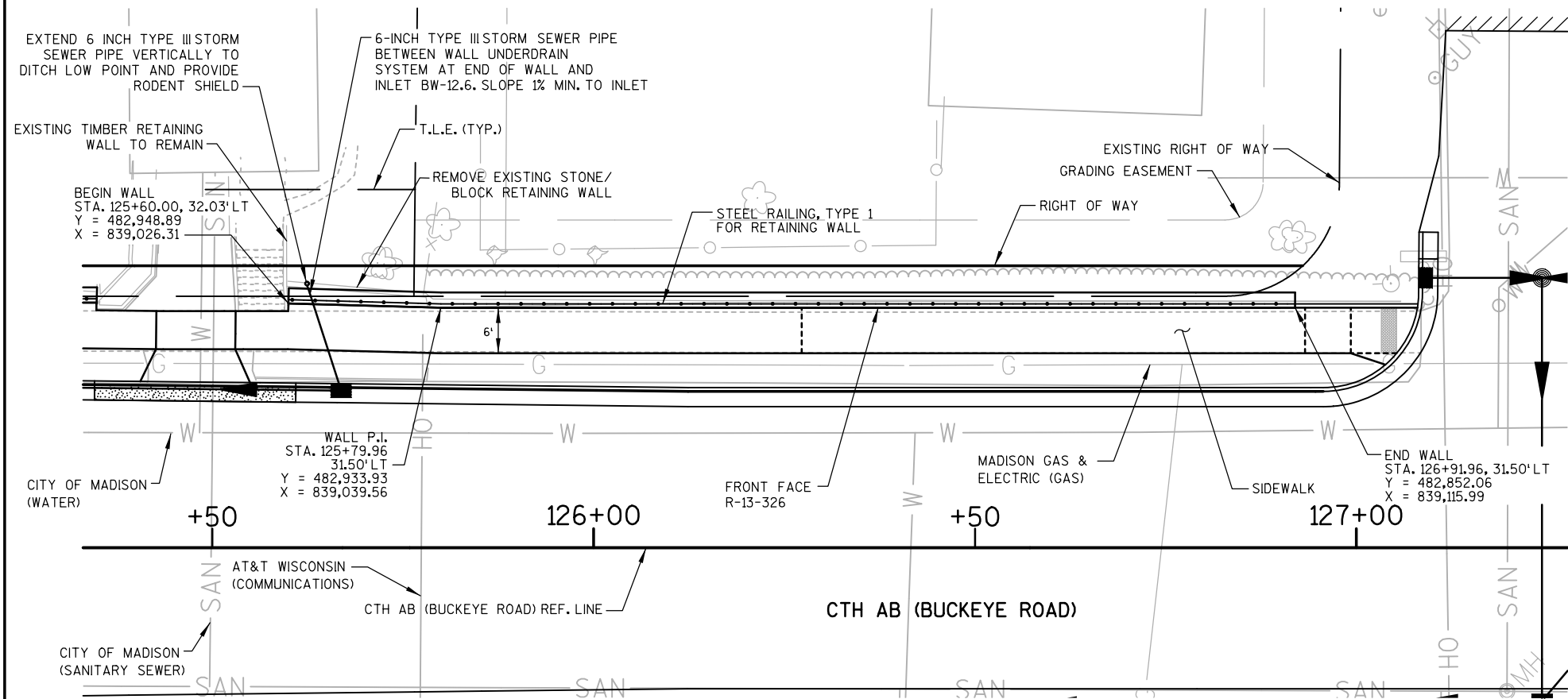
SUBSURFACE EXPLORATION

RTW-4

SCALE =

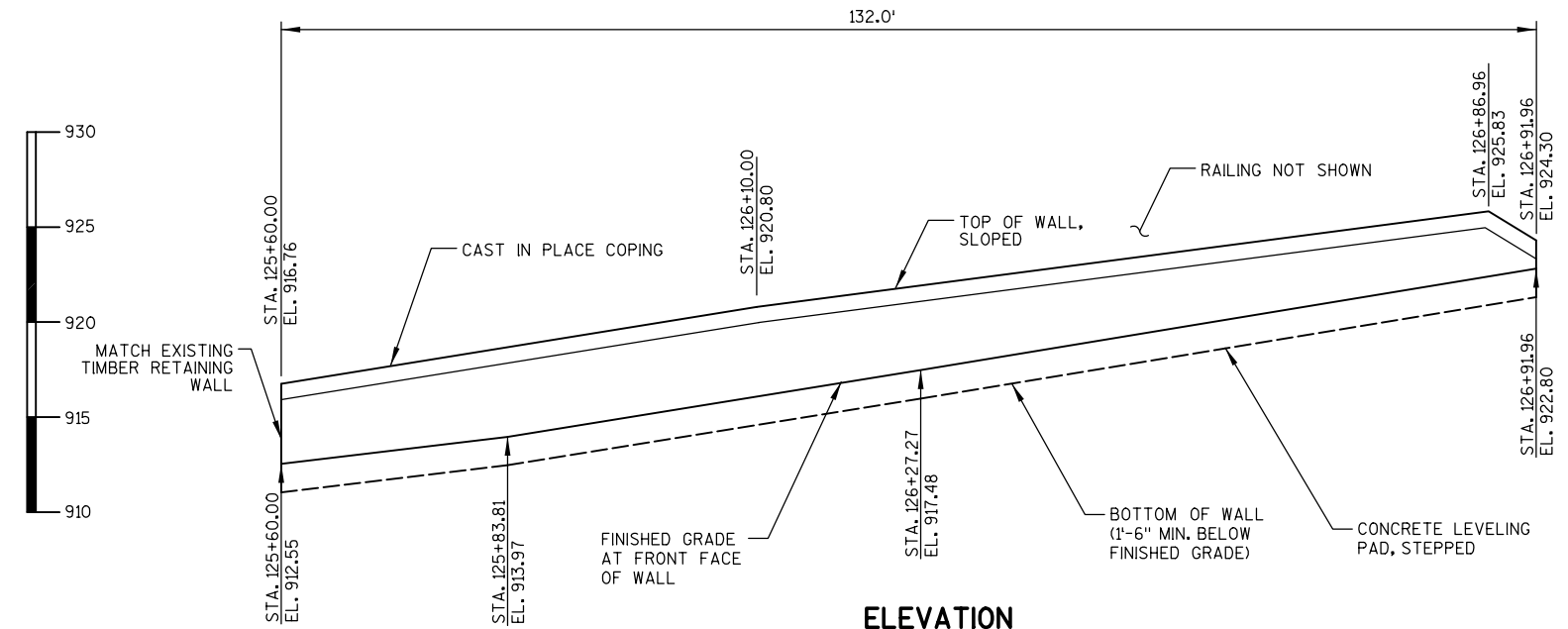
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8



PLAN

(MODULAR BLOCK GRAVITY WALL)



ELEVATION

(LOOKING AT F.F. OF WALL)

GEOMETRY TABLE

STATION	OFFSET TO F.F. WALL	TOP OF WALL	FINISHED GRADE ELEV.
125+60.00	32.03' LT	916.76	912.55
125+80.00	31.50' LT	918.38	913.72
125+83.81	31.50' LT	918.69	913.97
126+00.00	31.50' LT	920.00	915.25
126+10.00	31.50' LT	920.80	916.06
126+25.00	31.50' LT	921.80	917.30
126+27.27	31.50' LT	921.94	917.48
126+50.00	31.50' LT	923.44	919.35
126+75.00	31.50' LT	925.09	921.41
126+86.96	31.50' LT	925.83	922.40
126+91.96	31.50' LT	924.30	922.80

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
90021	STEEL RAILING, TYPE 1 FOR RETAINING WALL R-13-326	133	LF
90026	CONCRETE STAINING R-13-326	690	SF
50440	6 INCH TYPE III STORM SEWER PIPE	20	LF
20130	UNDERDRAIN	130	LF
90016	WALL MODULAR BLOCK GRAVITY R-13-326	755	SF

LIST OF DRAWINGS

- GENERAL PLAN
- WALL DETAILS
- RAILING DETAILS
- SUBSURFACE EXPLORATION

DESIGN CONSULTANT CONTACT:
ELISA BECKER (608) 251-4843

GENERAL NOTES

- DRAWINGS SHALL NOT BE SCALED.
- THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-326" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.
- ALL DIMENSIONS AND STATIONING ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.
- BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.
- BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
- BEVEL EXPOSED EDGES OF CONCRETE 3/4-INCH UNLESS NOTED OTHERWISE.
- WET CAST BLOCKS ARE REQUIRED FOR THIS WALL.

DESIGN DATA


- THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-326."
- PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.
- THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.
- DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.
- DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.
- THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.
- TOP OF WALL ELEVATIONS SHOWN ARE MINIMUM VALUES. MODULAR BLOCK WALL SHALL BE STEPPED AT THE LOCATIONS DETERMINED BY THE WALL MANUFACTURER.

ALLOWABLE WALL SYSTEMS

- WALL MODULAR BLOCK GRAVITY

8

8



910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STRUCTURE R-13-326

RETAINING WALL ALONG CTH AB (BUCKEYE ROAD)

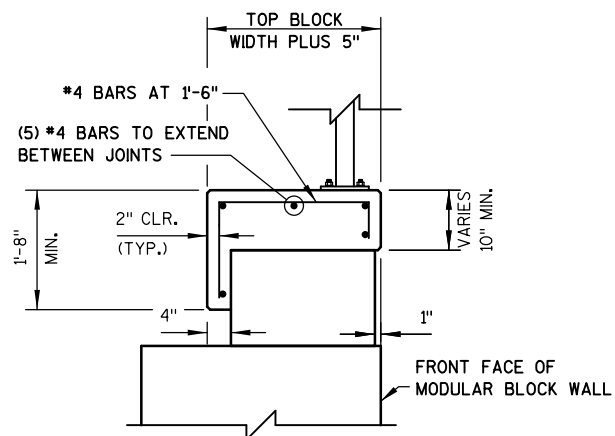
COUNTY: DANE | TOWN/CITY/VILLAGE: MADISON

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY: ECB | DESIGN CK'D: BMO | DRAWN BY: ECB | PLANS CK'D: BMO

GENERAL PLAN

RTW-5



CAST IN PLACE CONCRETE COPING DETAIL

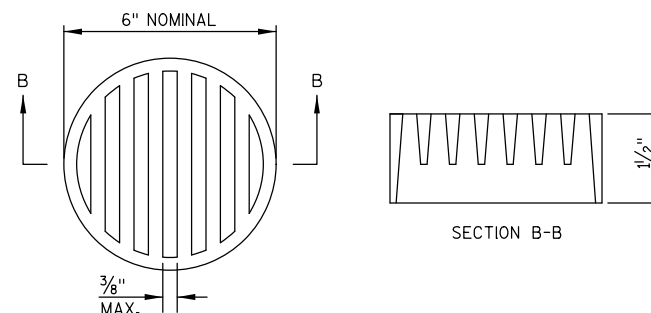
NOTE:
BAR STEEL REINFORCEMENT AND CAST IN PLACE CONCRETE TO BE INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-326"

DO NOT RUN BAR STEEL THRU EXPANSION OR CONTRACTION JOINT.

MATERIAL PROPERTIES:

CONCRETE MASONRY $f_c' = 3,500$ psi

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 $f_y = 60,000$ psi



RODENT SHIELD DETAIL

NOTES:
DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "UNDERDRAIN."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL

WALL EXTERNAL & OVERALL STABILITY EVALUATION

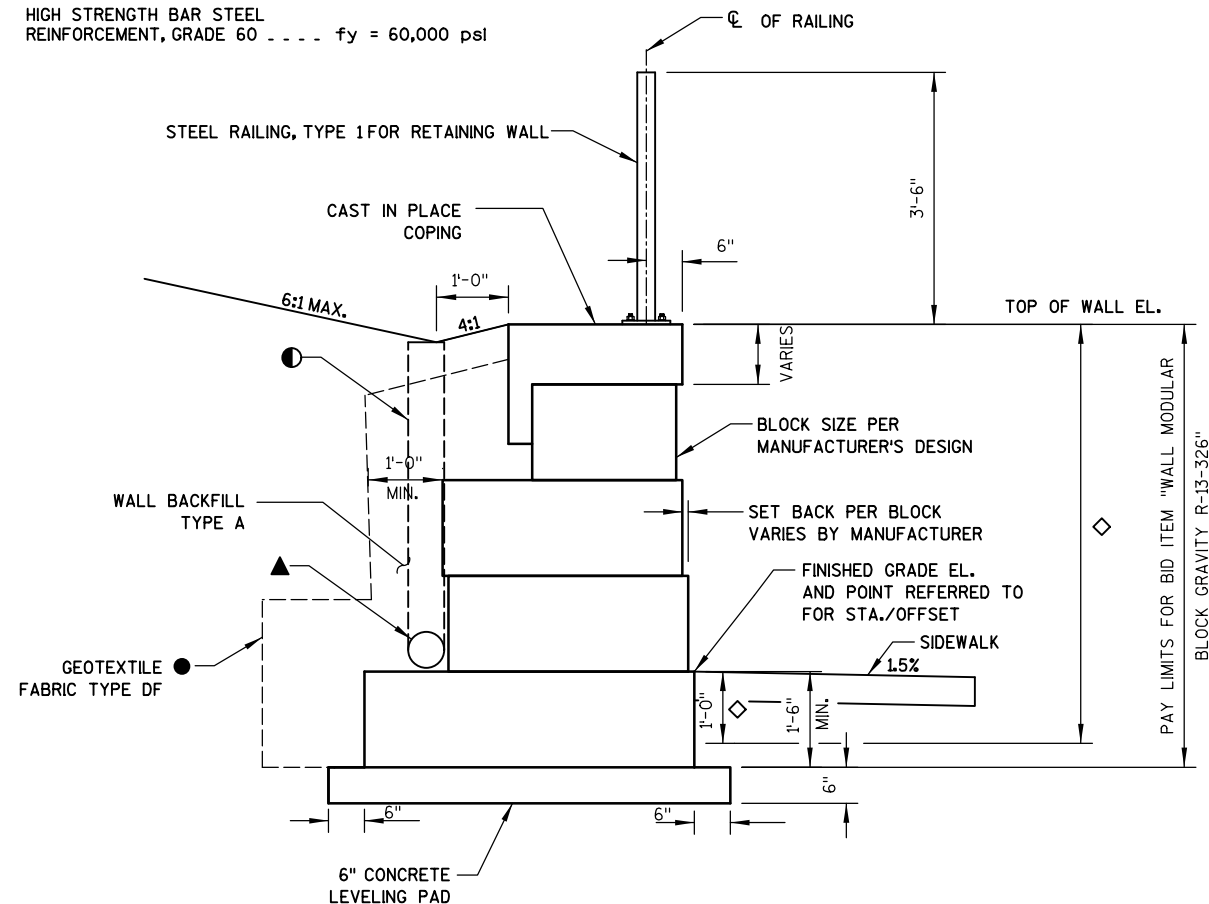
DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (FEET) ¹	6.25
EXPOSED WALL HEIGHT (FEET)	4.75
WALL STATION	126+00
BORING USED	B-14
CAPACITY TO DEMAND RATIO (CDR) ^{2,3}	
SLIDING (CDR>1.0)	1.53
ECCENTRICITY (CDR>1.0)	1.19
OVERALL STABILITY (CDR>1.0)	1.47
BEARING RESISTANCE (CDR>1.0)	1.44
FACTORED BEARING RESISTANCE (PSF)	1732

NOTES:

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
 2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
 3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
- * FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:

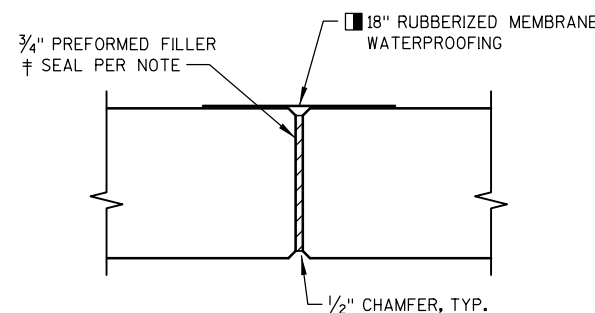
1. THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.
2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.



WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

PRECAST MODULAR BLOCK TEXTURE SHALL BE SELECTED BY CITY FROM MANUFACTURER'S STANDARD OPTIONS.

- ▲ UNDERDRAIN. SLOPE 0.5% MIN. TO INLET BW-12.6 NEAR WEST END OF WALL. ATTACH END CAP AT EAST END OF UNDERDRAIN.
- GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE WALL BACKFILL TYPE A FROM BACKFILL ON ALL SIDES.
- ◇ APPLY CONCRETE STAINING FROM TOP OF CAST IN PLACE COPING TO 1'-0" BELOW FINISHED GRADE ELEVATION.
- EXTEND 6-INCH TYPE III STORM SEWER PIPE VERTICALLY TO DITCH LOW POINT NEAR WEST END OF WALL FROM UNDERDRAIN AND PROVIDE RODENT SHIELD.

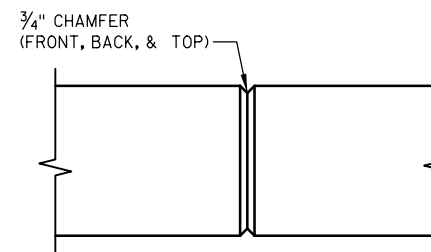


COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'

■ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO BOTTOM OF COPING. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-326".

‡ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)



COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH MODULAR BLOCK JOINT BELOW.

SOIL PARAMETERS

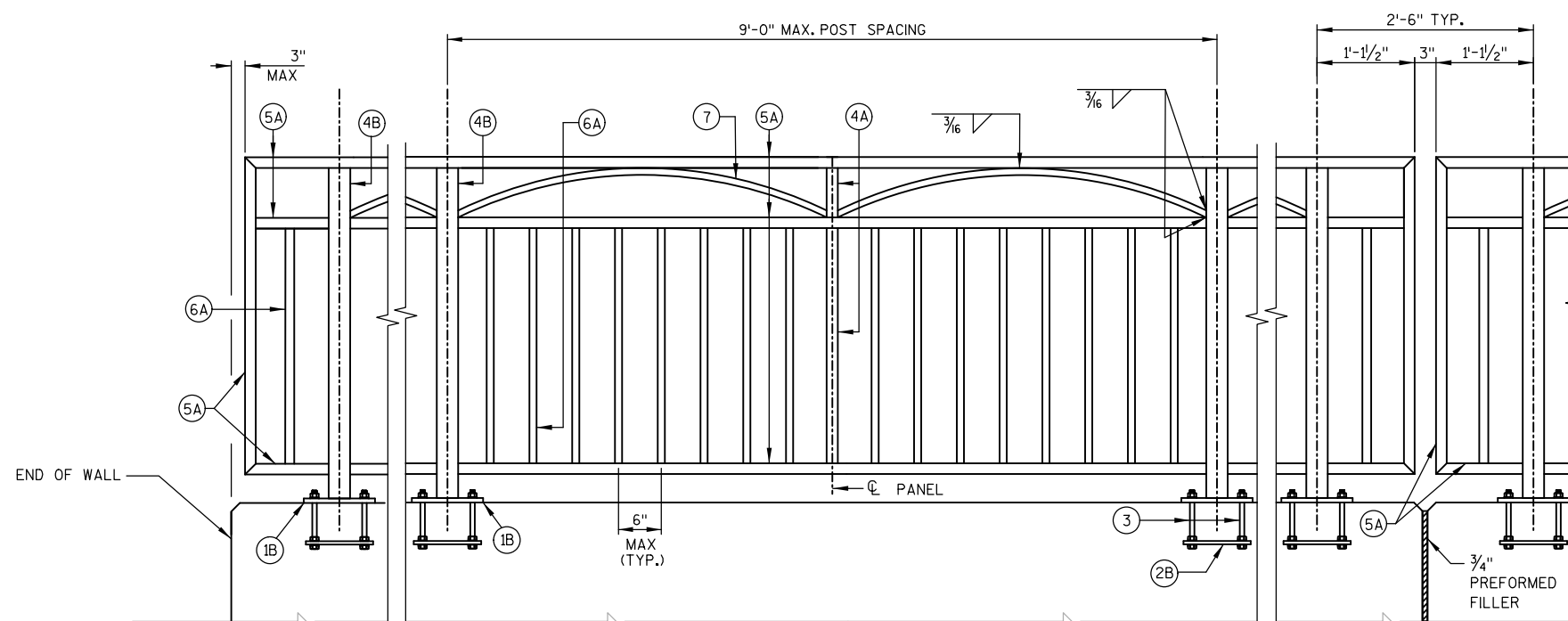
STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
BORING B-14			
MEDIUM DENSE SAND, SOME SILT AND GRAVEL (EL. 917 TO EL. 920) (FOUNDATION SOIL)	120	33	0
VERY DENSE, APPARENT WEATHERED TO COMPETENT DOLOMITE LIMESTONE BEDROCK (BELOW EL. 917)	135	40	0

STRUCTURE R-13-326

DRAWN BY	ECB	PLANS CKD.	BMO
WALL DETAILS		RTW-6	

LEGEND

- (1B) PLATE 5/8" X 6" X 10" WITH 3/4" X 1/2" SLOTTED HOLES
- (2B) 1/4" X 5" X 9" ANCHOR PLATE WITH 1/16" φ HOLES FOR THR'D. RODS NO. 3.
- (3) 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATE ANCHORAGE: CONCRETE ADHESIVE ANCHORS 5/8"-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.
- (4A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.
- (4B) STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.
- (5A) STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION JOINTS.
- (6A) BAR 1" X 1" PICKETS. WELD TO NO. 5. (SPACE AT 6" MAX ∅ TO ∅ SPACING). PLACE VERTICAL.
- (7) BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4 & 5.
- (9A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".
- (10A) RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)



RAILING AT ENDS

ELEVATION

(WISDOT TYPE C3 MODIFIED)

RAILING AT EXPANSION JOINT

RAILING NOTES

BID ITEM SHALL BE "STEEL RAILING, TYPE 1 FOR RETAINING WALL R-13-326", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

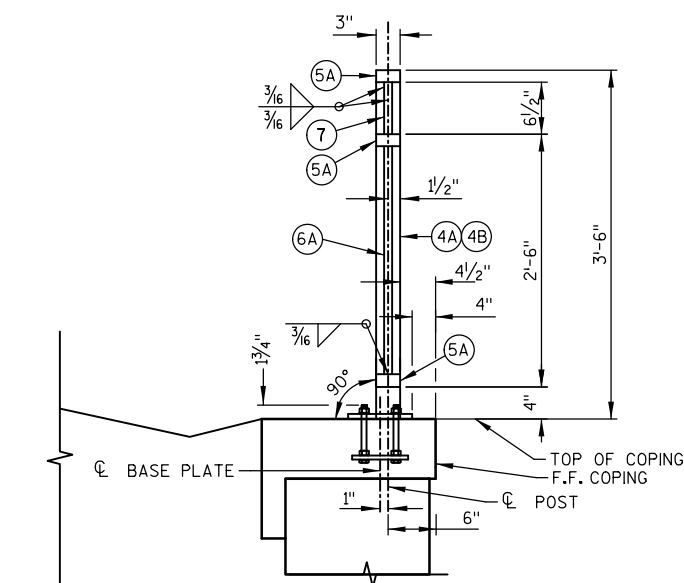
ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6, BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE SPECIAL PROVISIONS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 17038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

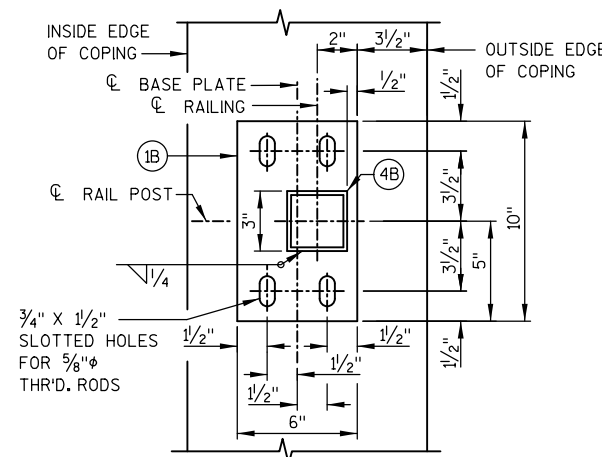
RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

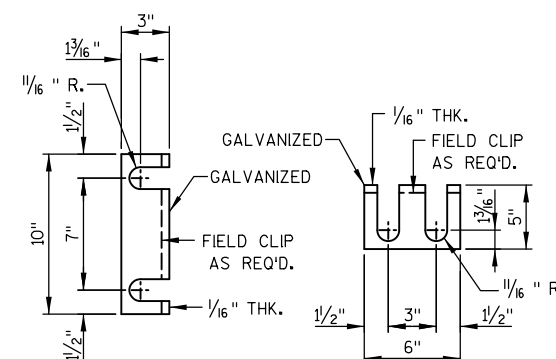
COORDINATE POST LAYOUT WITH MODULAR BLOCK COPING JOINT LAYOUT.



SECTION THRU RAILING

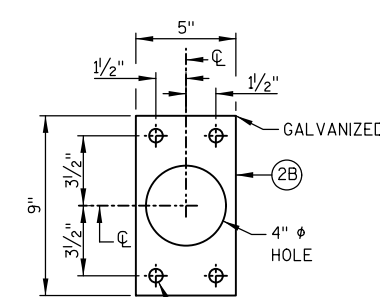


TYPICAL RAIL POST BASE PLATE

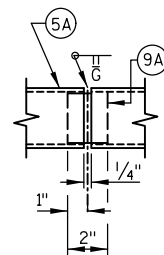


RAIL POST SHIM DETAIL

(2 SETS PER POST)

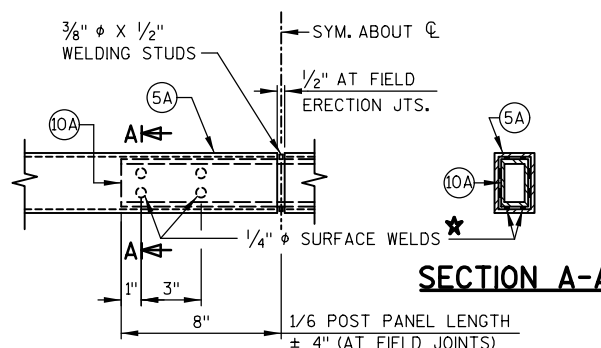


ANCHOR PLATE



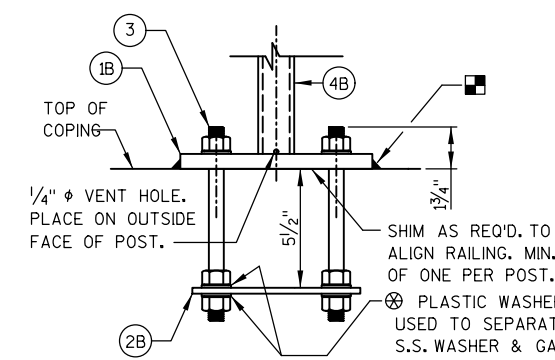
SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



FIELD ERECTION JOINT DETAIL

* MIN. 5/16" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED. WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.

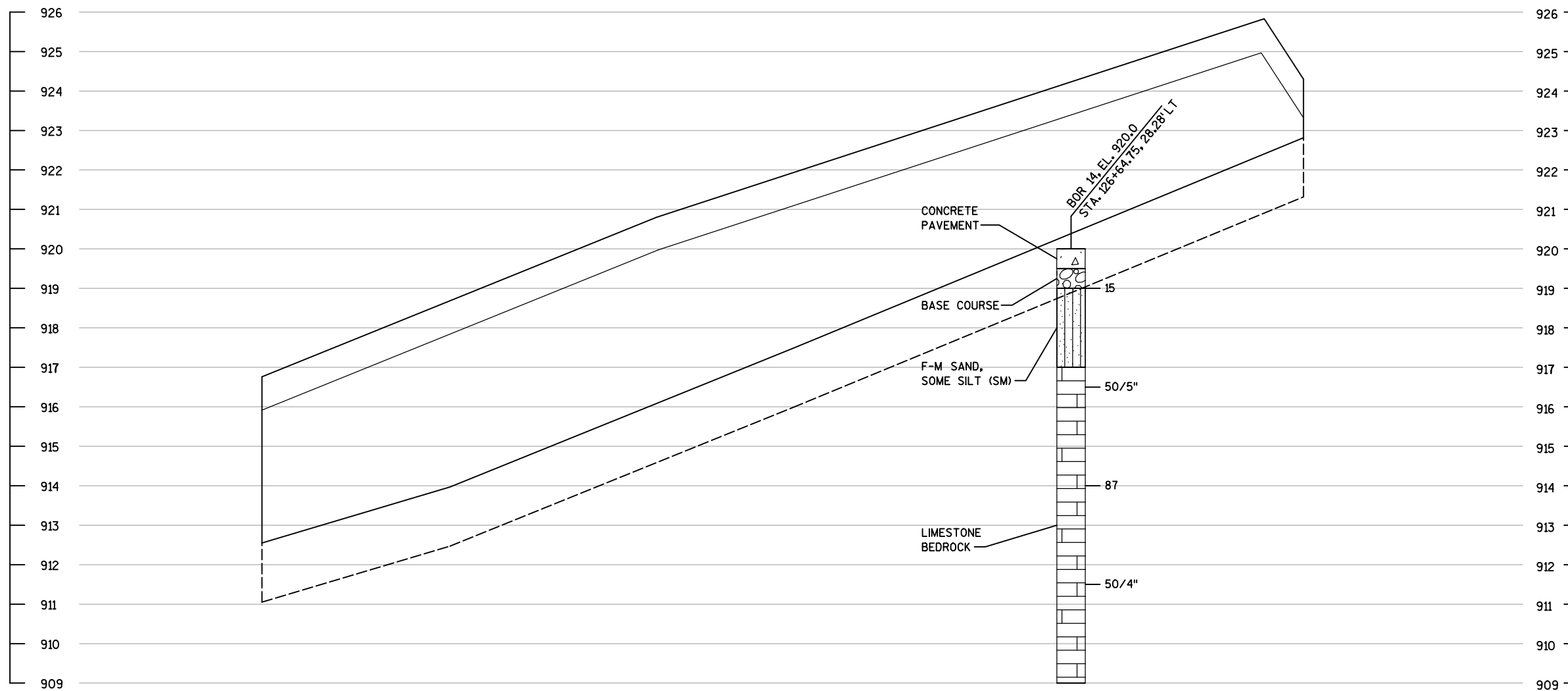
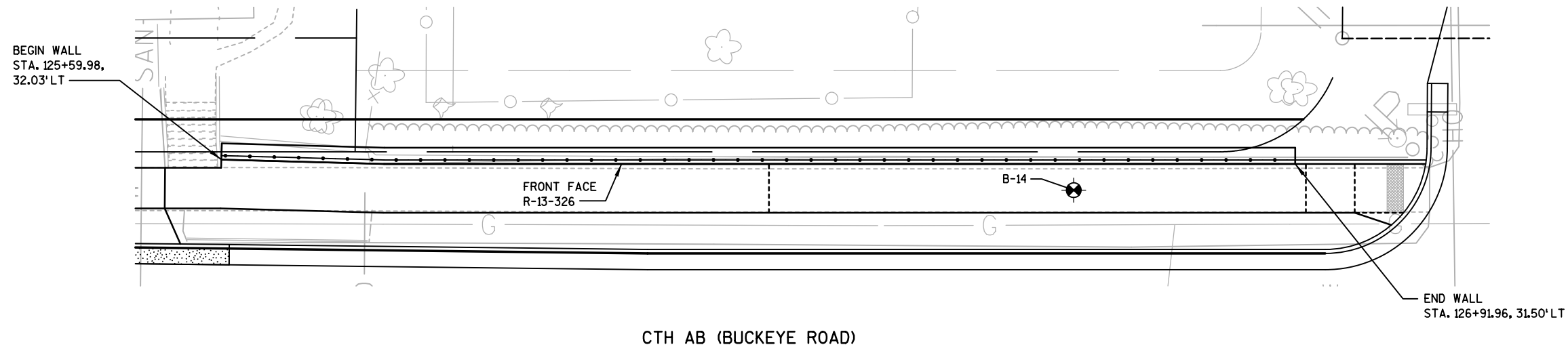
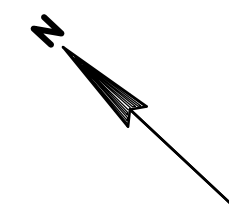
STRUCTURE R-13-326

DRAWN BY ECB PLANS Ckd. BMO

RAILING DETAILS

RTW-7

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
14	8/7/2017	482,869.76	839,095.07
BORINGS COMPLETED BY: CGC, INC.			
REPORT COMPLETED BY: CGC, INC.			
ALL COORDINATES REFERENCED TO WCCS DANE COUNTY			



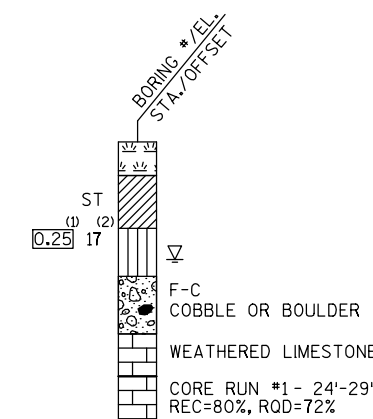
PROJECT NUMBER

10228

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▽ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE CITY DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

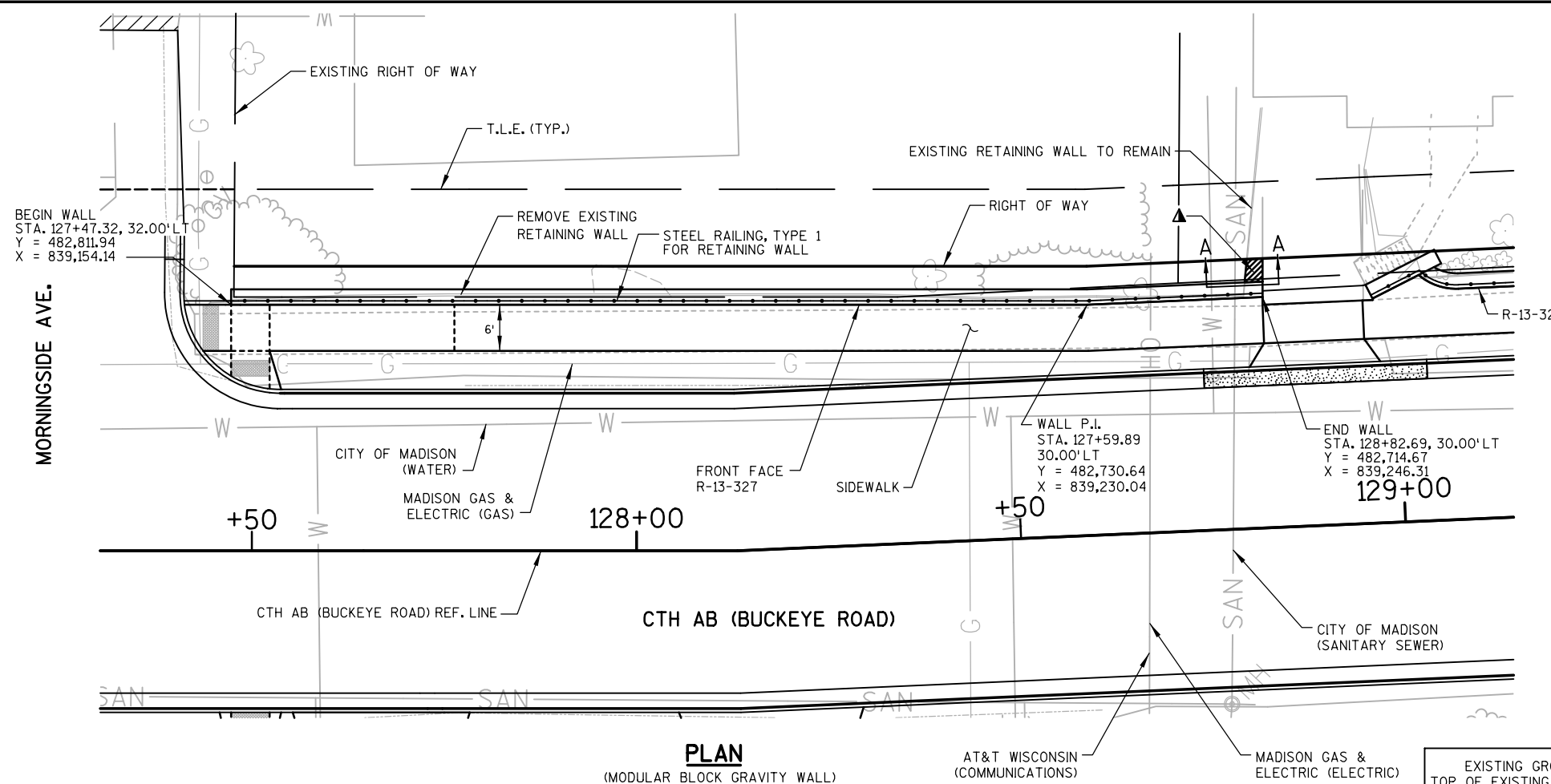
STRUCTURE R-13-326

DRAWN BY DTH PLANS CKD. BMO

SUBSURFACE EXPLORATION

RTW-8

SCALE =



▲ PARTIALLY REMOVE AND RECONSTRUCT EXISTING WALL TO MATCH NEW GRAVITY BLOCK WALL.

GENERAL NOTES

- DRAWINGS SHALL NOT BE SCALED.
- THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-327" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.
- ALL DIMENSIONS AND STATIONING ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.
- BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.
- BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
- BEVEL EXPOSED EDGES OF CONCRETE 3/4-INCH UNLESS NOTED OTHERWISE.
- WET CAST BLOCKS ARE REQUIRED FOR THIS WALL.

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-327."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.

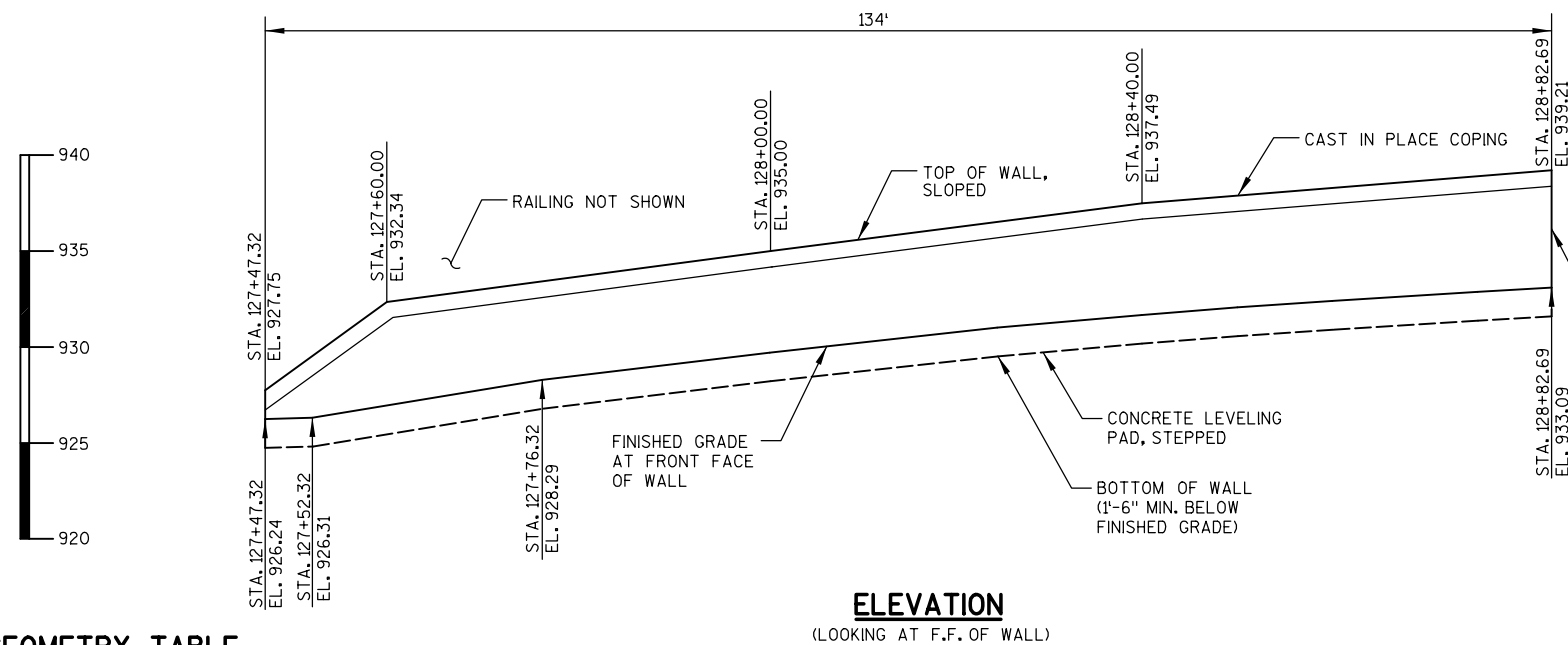
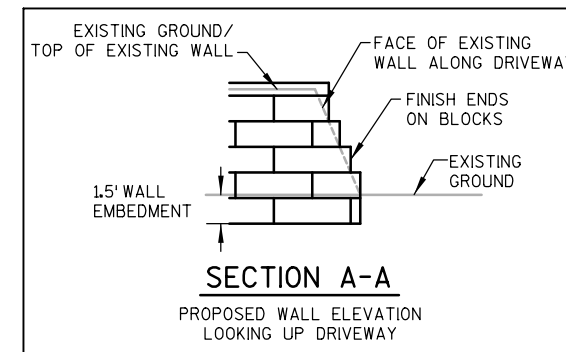
DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

TOP OF WALL ELEVATIONS SHOWN ARE MINIMUM VALUES. MODULAR BLOCK WALL SHALL BE STEPPED AT THE LOCATIONS DETERMINED BY THE WALL MANUFACTURER.

ALLOWABLE WALL SYSTEMS

1. WALL MODULAR BLOCK GRAVITY



GEOMETRY TABLE


STATION	OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.
127+47.32	32.00' LT	927.75	926.24
127+50.00	32.00' LT	928.72	926.28
127+52.32	32.00' LT	929.56	926.31
127+60.00	32.00' LT	932.34	926.94
127+75.00	32.00' LT	933.34	928.18
127+76.32	32.00' LT	933.43	928.29
128+00.00	32.00' LT	935.00	929.71
128+25.00	31.51' LT	936.55	931.01
128+40.00	30.86' LT	937.49	931.67
128+50.00	30.43' LT	937.90	932.07
128+59.89	30.00' LT	938.30	932.40
128+75.00	30.00' LT	938.91	932.87
128+82.69	30.00' LT	939.21	933.09

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
90022	STEEL RAILING, TYPE 1 FOR RETAINING WALL R-13-327	135	LF
90027	CONCRETE STAINING R-13-327	855	SF
20130	UNDERDRAIN	135	LF
90017	WALL MODULAR BLOCK GRAVITY R-13-327	922	SF

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. RAILING DETAILS
4. SUBSURFACE EXPLORATION



910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STRUCTURE R-13-327

RETAINING WALL ALONG CTH AB (BUCKEYE ROAD)

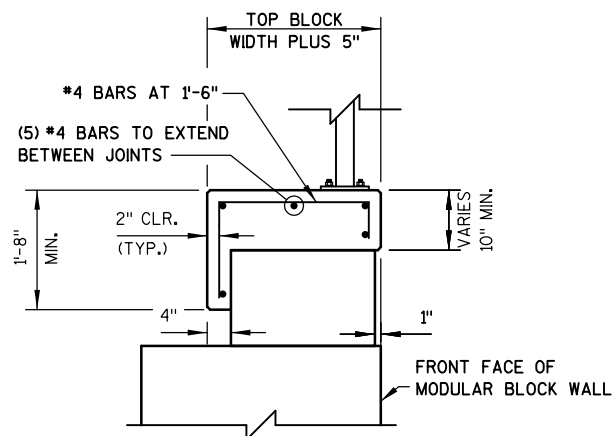
COUNTY: DANE | TOWN/CITY/VILLAGE: MADISON

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY: ECB | DESIGN CK'D: BMO | DRAWN BY: ECB | PLANS CK'D: BMO

GENERAL PLAN | RTW-9

DESIGN CONSULTANT CONTACT:
ELISA BECKER (608) 251-4843



CAST IN PLACE CONCRETE COPING DETAIL

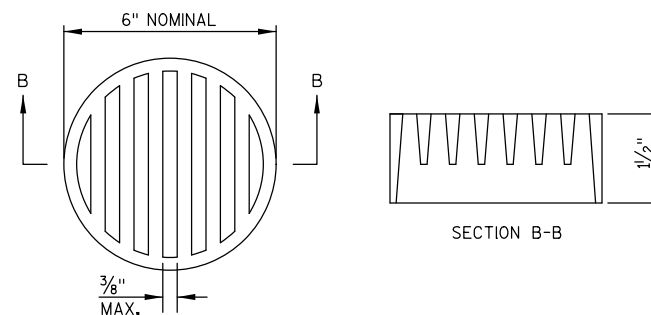
NOTE:
BAR STEEL REINFORCEMENT AND CAST IN PLACE CONCRETE TO BE INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-327"

DO NOT RUN BAR STEEL THRU EXPANSION OR CONTRACTION JOINT.

MATERIAL PROPERTIES:

CONCRETE MASONRY $f_c' = 3,500$ psi

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 $f_y = 60,000$ psi



RODENT SHIELD DETAIL

NOTES:
DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "UNDERDRAIN."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (FEET) ¹	7.62
EXPOSED WALL HEIGHT (FEET)	6.12
WALL STATION	128+82.69
BORING USED	B-13
CAPACITY TO DEMAND RATIO (CDR) ^{2,3}	
SLIDING (CDR>1.0)	1.61
ECCENTRICITY (CDR>1.0)	1.39
OVERALL STABILITY (CDR>1.0)	1.40
BEARING RESISTANCE (CDR>1.0)	1.26
FACTORED BEARING RESISTANCE (PSF)	1983

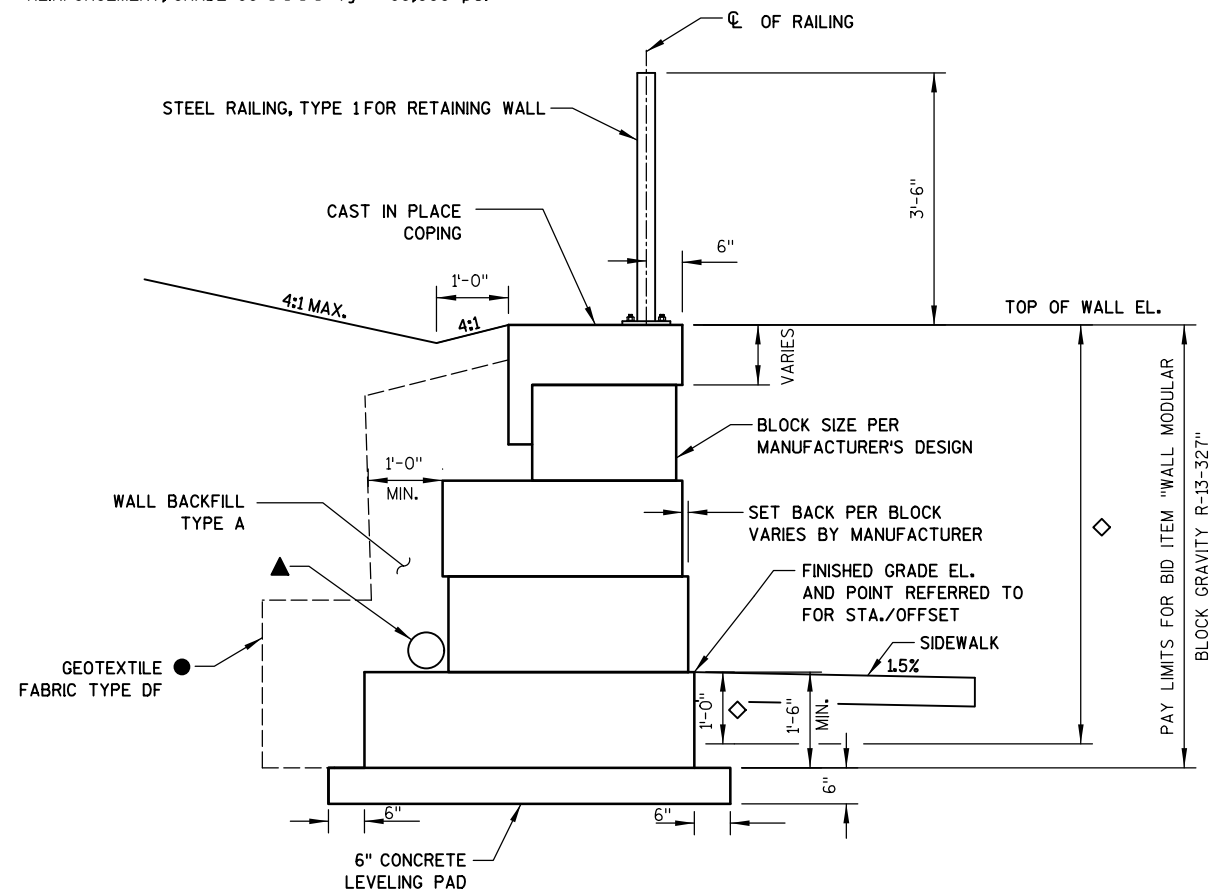
NOTES:

1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
 2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
 3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
- * FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:

1. THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.

2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.



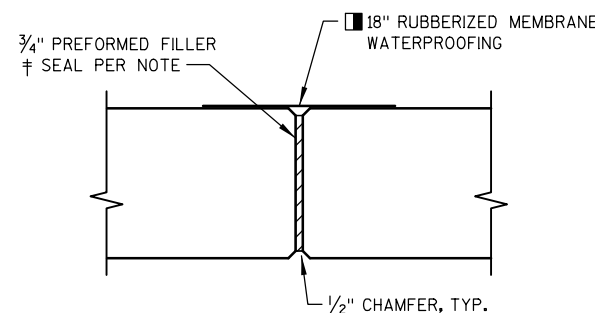
WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

PRECAST MODULAR BLOCK TEXTURE SHALL BE SELECTED BY CITY FROM MANUFACTURER'S STANDARD OPTIONS.

▲ UNDERDRAIN. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AT WEST END OF WALL. ATTACH END CAP AT EAST END OF UNDERDRAIN. ATTACH RODENT SHIELD AT WEST END OF UNDERDRAIN. SEE DETAIL THIS SHEET.

● GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE WALL BACKFILL TYPE A FROM BACKFILL ON ALL SIDES.

◇ APPLY CONCRETE STAINING FROM TOP OF CAST IN PLACE COPING TO 1'-0" BELOW FINISHED GRADE ELEVATION.



COPING EXPANSION JOINT

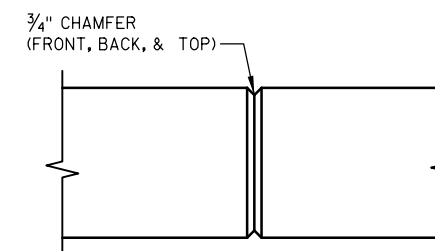
DO NOT RUN BAR STEEL THRU JOINT.
MAX. SPACING OF JOINT = 50'

■ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO BOTTOM OF COPING. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-327".

‡ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)

SOIL PARAMETERS

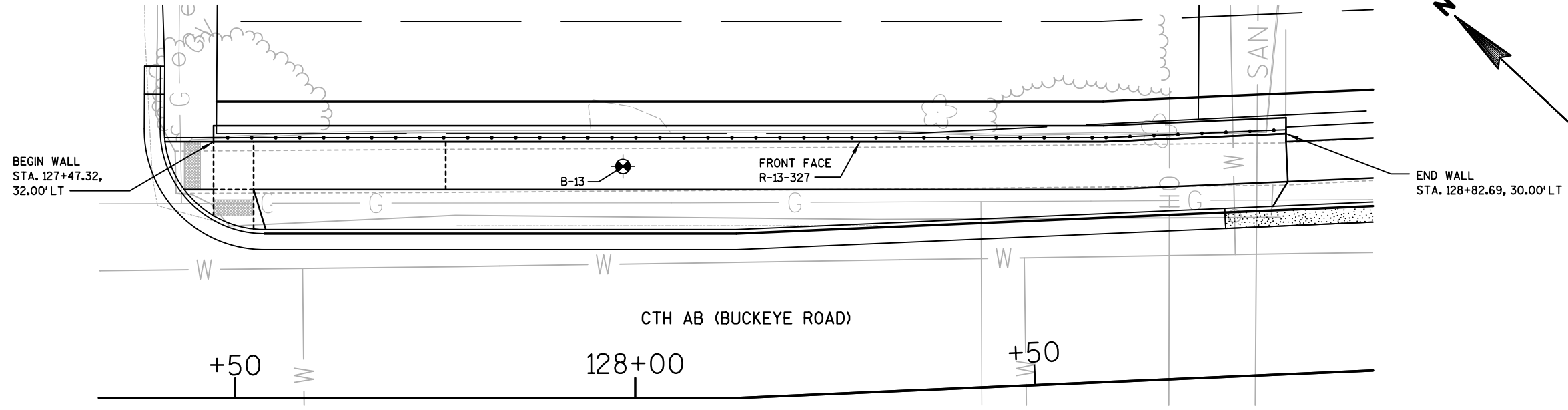
STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
BORING B-13			
MEDIUM DENSE SAND, SOME SILT AND GRAVEL (EL. 918 TO EL. 929) (FOUNDATION SOIL)	120	33	0
VERY DENSE, APPARENT WEATHERED TO COMPETENT DOLOMITE LIMESTONE BEDROCK (BELOW EL. 918)	135	40	0



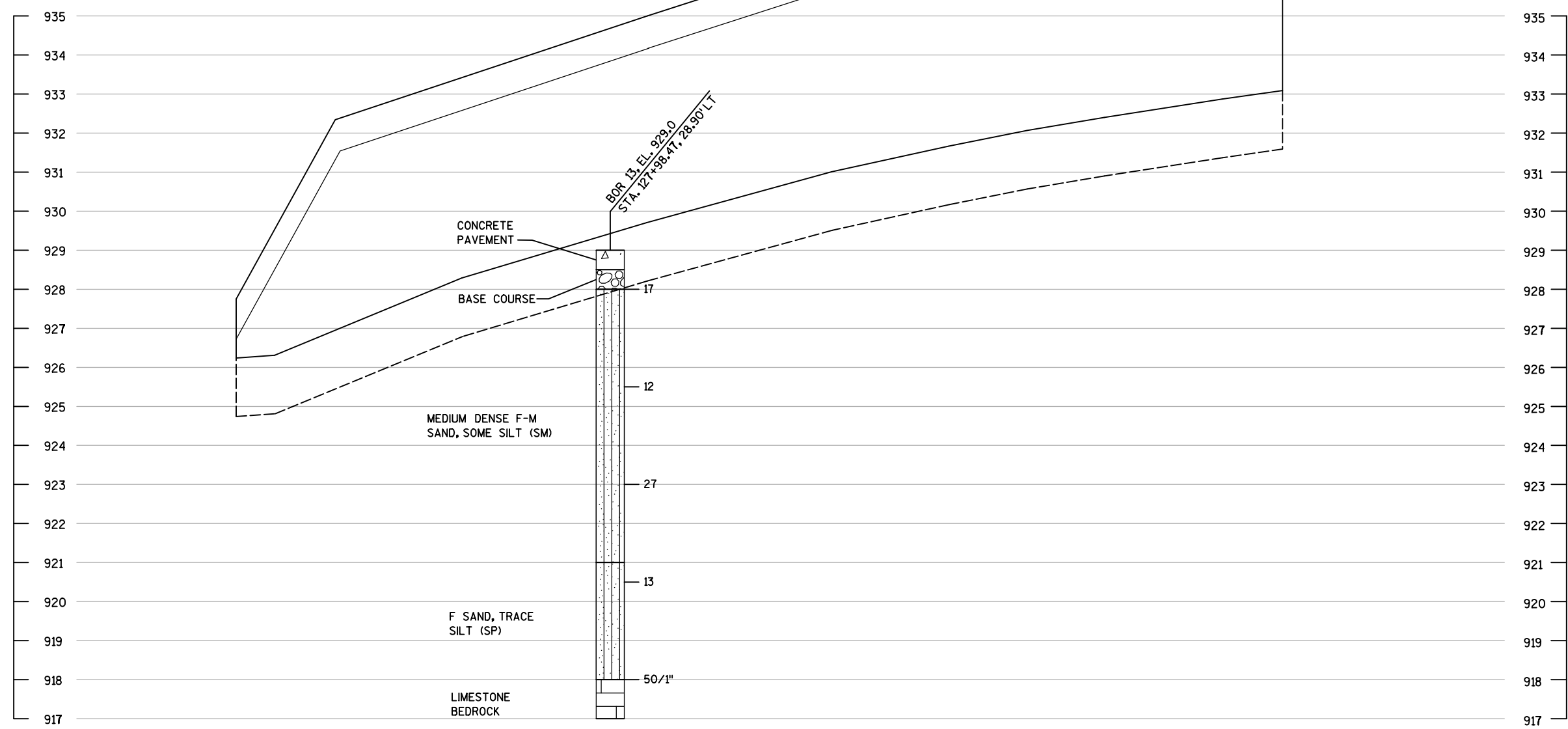
COPING CONTRACTION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH MODULAR BLOCK JOINT BELOW.

STRUCTURE R-13-327			
DRAWN BY	ECB	PLANS CKD.	BMO
WALL DETAILS		RTW-10	



BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
13	8/7/2017	482,772.43	839,186.78
BORINGS COMPLETED BY: CGC, INC.			
REPORT COMPLETED BY: CGC, INC.			
ALL COORDINATES REFERENCED TO WCCS DANE COUNTY			



PROJECT NUMBER		
10228		
MATERIAL SYMBOLS		
	ASPHALT	
	CONCRETE	
	SAND	
	BOULDERS OR COBBLES	
	SHALE	
	PEAT	
	GRAVEL	
	BEDROCK (UNKNOWN)	
	IGNEOUS/META	

LEGEND OF BORING

⁽¹⁾ UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)
⁽²⁾ UNLESS OTHERWISE SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING
 ▽ END OF DRILLING
 ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

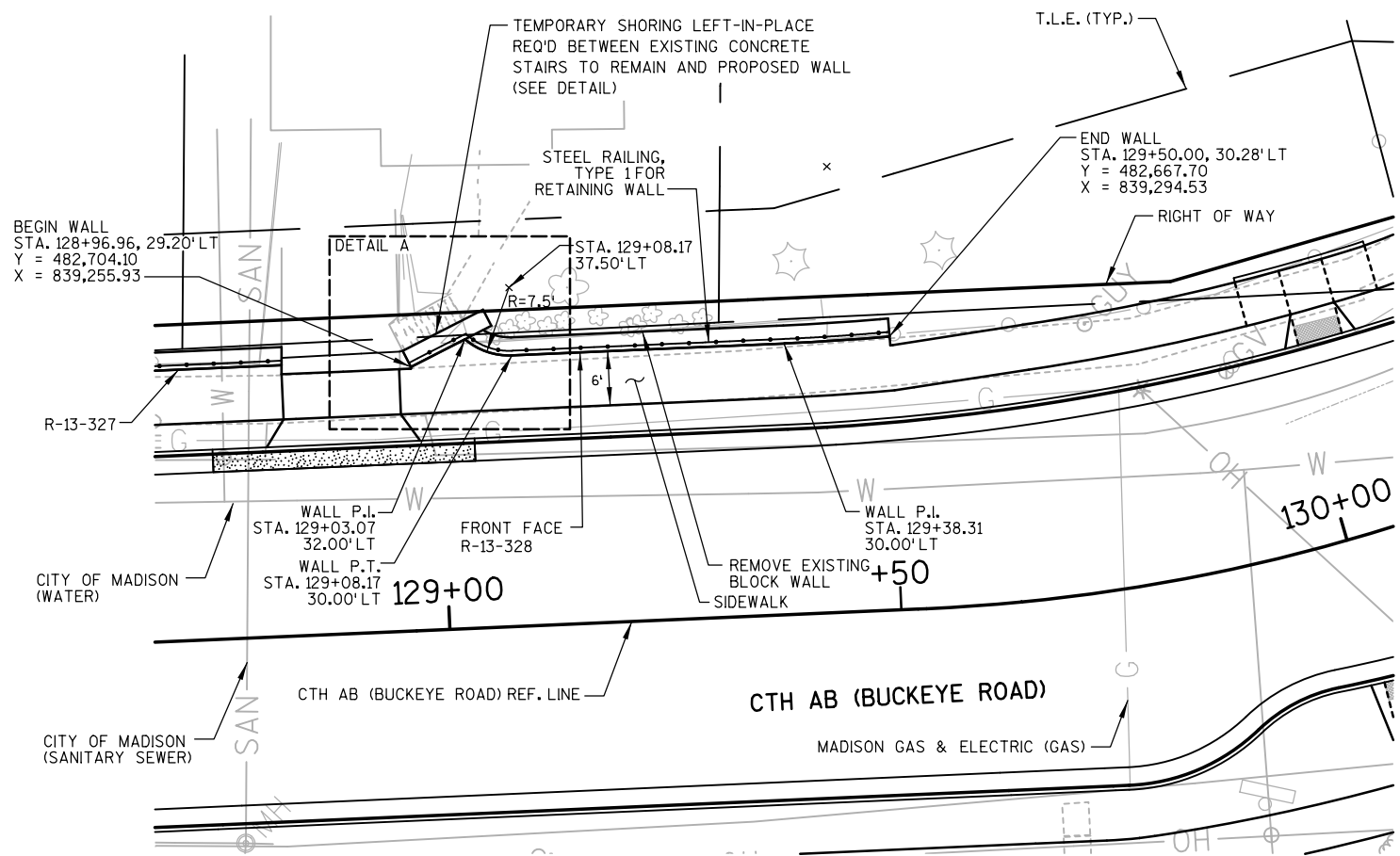
SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE CITY DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

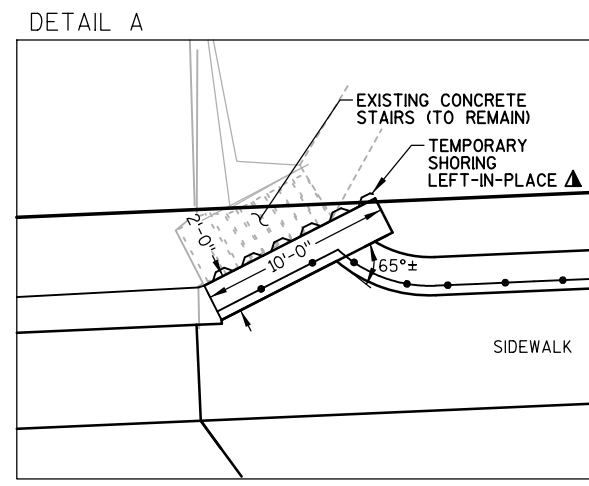
STRUCTURE R-13-327			
DRAWN BY	DTH	PLANS CK'D.	BMO
SUBSURFACE EXPLORATION		RTW-12	

8

8



PLAN
(MODULAR BLOCK GRAVITY WALL)



▲ CUT TEMPORARY SHORING LEFT-IN-PLACE TO 6" BELOW EXISTING STAIRS ELEVATION.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-328" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

ALL DIMENSIONS AND STATIONING ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

BEVEL EXPOSED EDGES OF CONCRETE 3/4-INCH UNLESS NOTED OTHERWISE.

WET CAST BLOCKS ARE REQUIRED FOR THIS WALL.

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-328."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

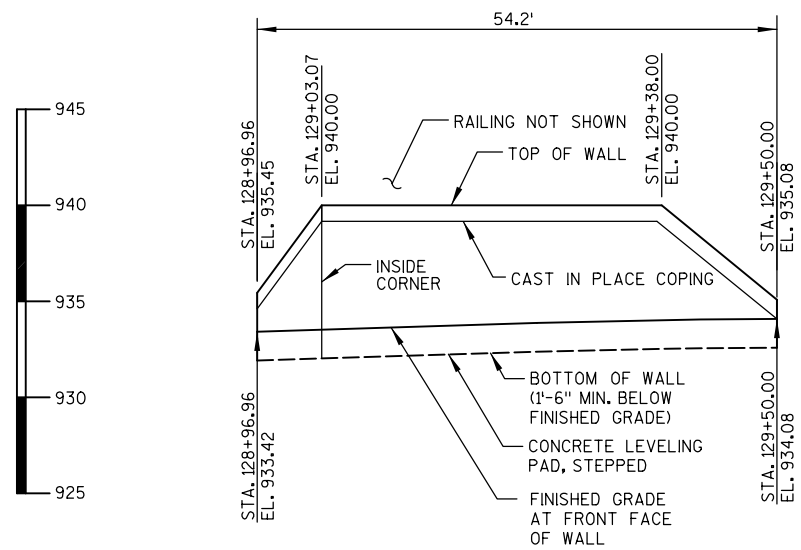
THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.

DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

TOP OF WALL ELEVATIONS SHOWN ARE MINIMUM VALUES. MODULAR BLOCK WALL SHALL BE STEPPED AT THE LOCATIONS DETERMINED BY THE WALL MANUFACTURER.



ELEVATION
(LOOKING AT F.F. OF WALL)

GEOMETRY TABLE

STATION	OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.
* 128+96.96	29.20' LT	935.45	933.42
* 129+00.00	30.59' LT	937.70	933.48
* 129+03.07	32.00' LT	940.00	933.53
129+25.00	30.00' LT	940.00	933.88
129+38.00	30.00' LT	940.00	934.01
129+50.00	30.28' LT	935.08	934.08

* CONTRACTOR TO ADJUST AS NECESSARY TO FIT GEOMETRY OF EXISTING CONCRETE STAIRS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
90030	TEMPORARY SHORING LEFT-IN-PLACE R-13-328	65	SF
90023	STEEL RAILING, TYPE 1 FOR RETAINING WALL R-13-328	56	LF
90028	CONCRETE STAINING R-13-328	350	SF
20130	UNDERDRAIN	55	LF
90018	WALL MODULAR BLOCK GRAVITY R-13-328	370	SF

ALLOWABLE WALL SYSTEMS

1. WALL MODULAR BLOCK GRAVITY

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. RAILING DETAILS
4. SUBSURFACE EXPLORATION

DESIGN CONSULTANT CONTACT:
ELISA BECKER (608) 251-4843

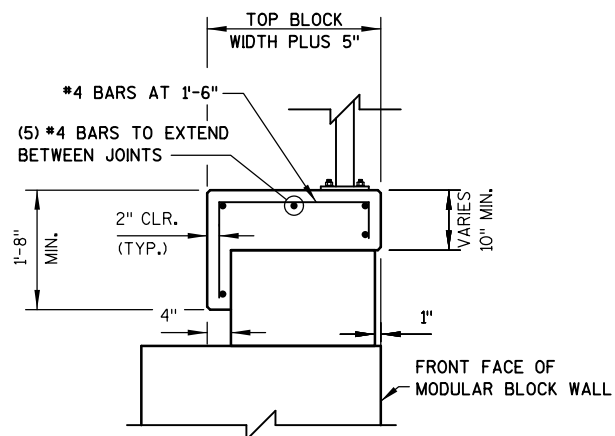


STRUCTURE R-13-328

RETAINING WALL ALONG CTH AB (BUCKEYE ROAD)			
COUNTY	DANE	TOWN/CITY/VILLAGE	MADISON
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS			
DESIGNED BY	ECB	DESIGN CK'D.	BMO
DRAWN BY	ECB	PLANS CK'D.	BMO

GENERAL PLAN

RTW-13



CAST IN PLACE CONCRETE COPING DETAIL

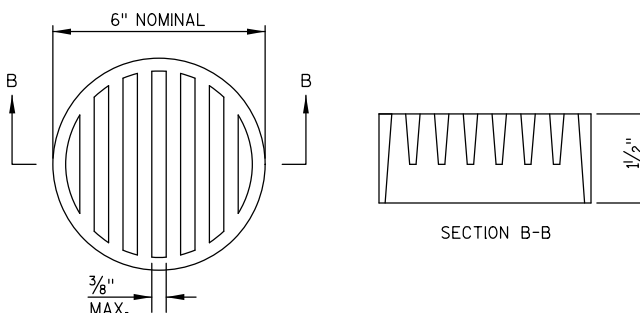
NOTE:
BAR STEEL REINFORCEMENT AND CAST IN PLACE CONCRETE TO BE INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-328"

DO NOT RUN BAR STEEL THRU EXPANSION OR CONTRACTION JOINT.

MATERIAL PROPERTIES:

CONCRETE MASONRY $f_c' = 3,500$ psi

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 $f_y = 60,000$ psi



NOTES:
DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "UNDERDRAIN."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL

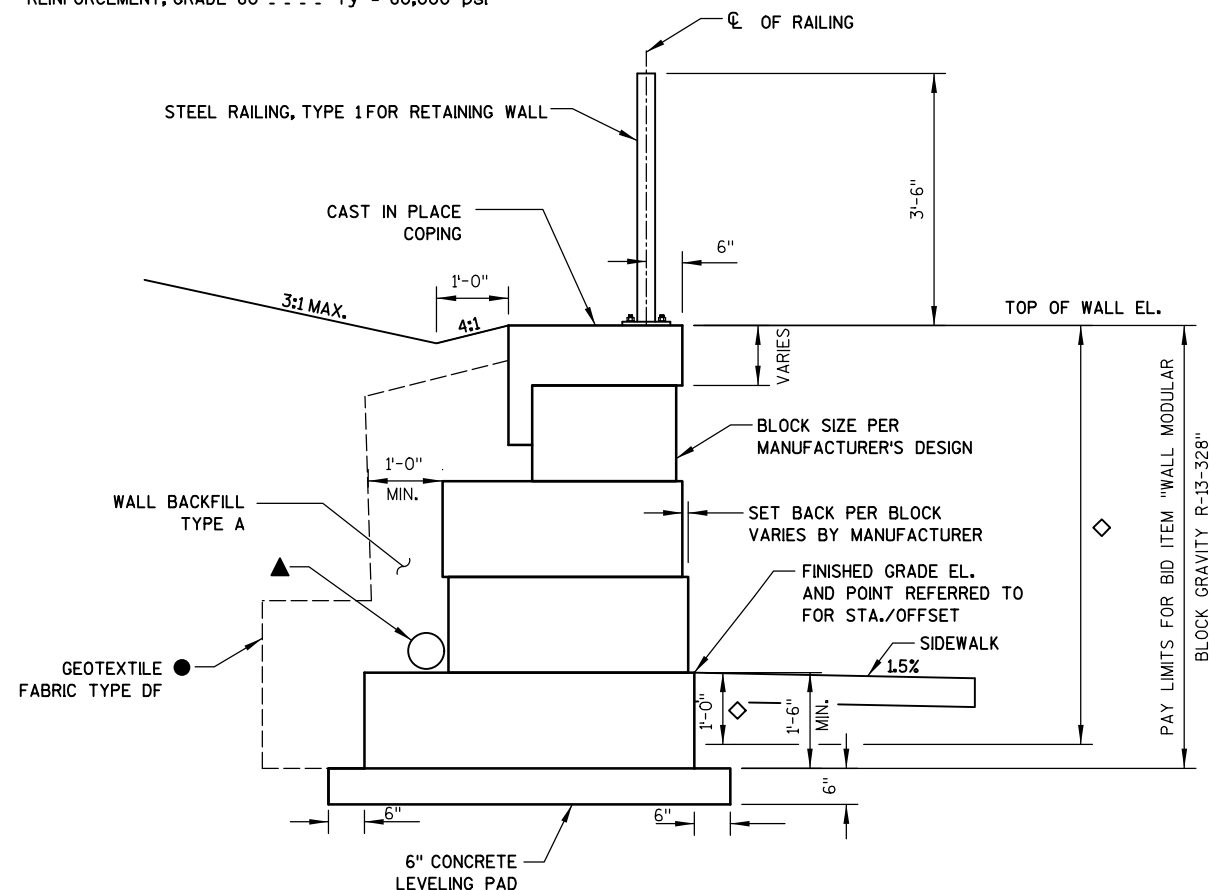
WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (FEET) ¹	7.97
EXPOSED WALL HEIGHT (FEET)	6.47
WALL STATION	129+03
BORING USED	B-12
CAPACITY TO DEMAND RATIO (CDR) ^{2,3}	
SLIDING (CDR>1.0)	1.52
ECCENTRICITY (CDR>1.0)	1.25
OVERALL STABILITY (CDR>1.0)	1.36
BEARING RESISTANCE (CDR>1.0)	1.17
FACTORED BEARING RESISTANCE (PSF)	2134

NOTES:
1. THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
2. THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
3. CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
* FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:
1. THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.

2. FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.



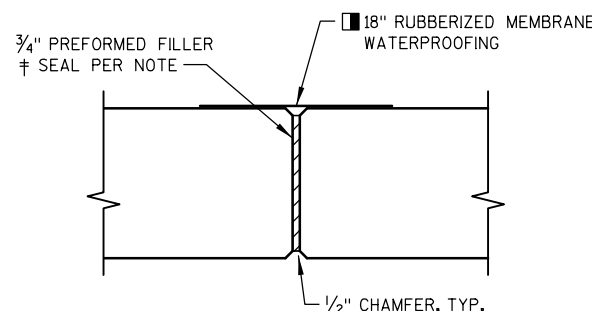
WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

PRECAST MODULAR BLOCK TEXTURE SHALL BE SELECTED BY CITY FROM MANUFACTURER'S STANDARD OPTIONS.

▲ UNDERDRAIN. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AT EAST END OF WALL. ATTACH END CAP AT WEST END OF UNDERDRAIN. ATTACH RODENT SHIELD AT EAST END OF UNDERDRAIN. SEE DETAIL THIS SHEET.

● GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE WALL BACKFILL TYPE A FROM BACKFILL ON ALL SIDES.

◇ APPLY CONCRETE STAINING FROM TOP OF CAST IN PLACE COPING TO 1'-0" BELOW FINISHED GRADE ELEVATION.

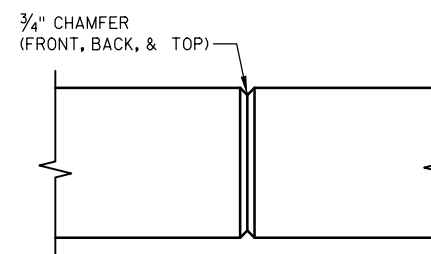


COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 50'

■ MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO BOTTOM OF COPING. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-328".

‡ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)



COPING CONTRACTION JOINT

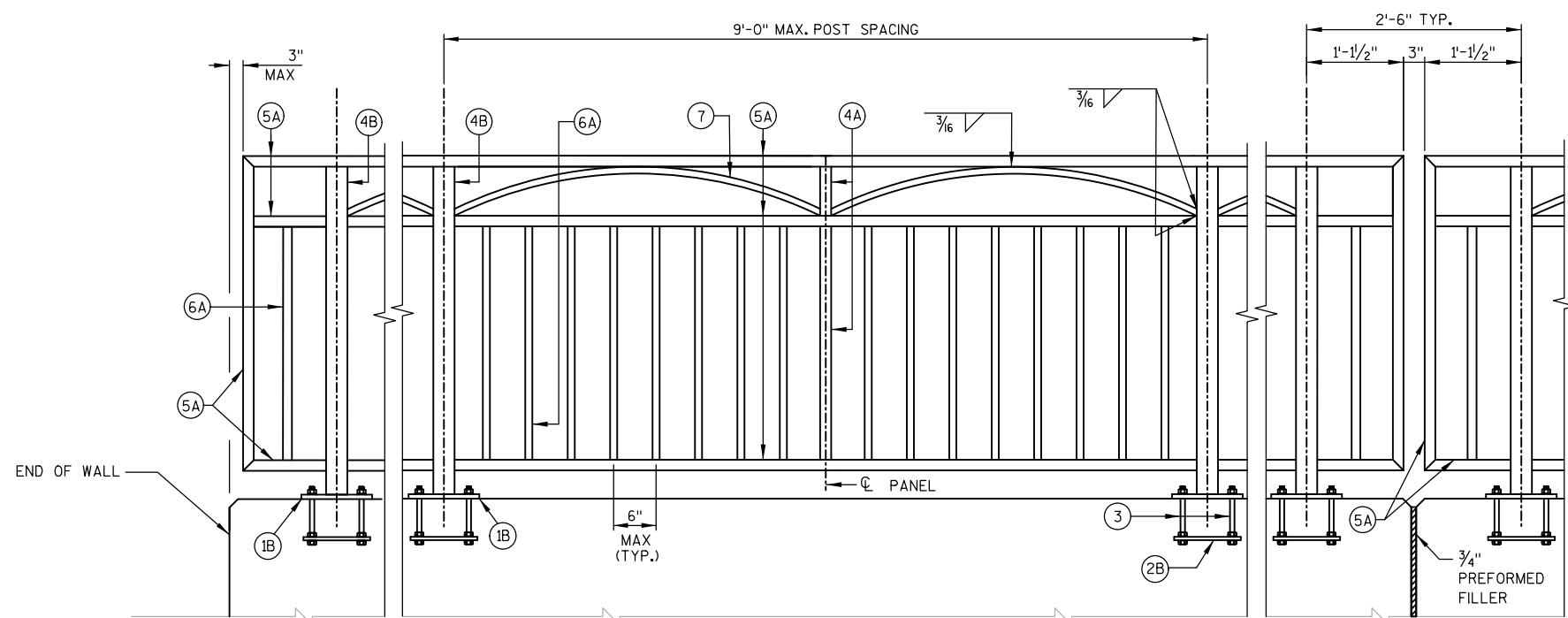
DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH MODULAR BLOCK JOINT BELOW.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
BORING B-12			
MEDIUM DENSE SAND, SOME SILT AND GRAVEL (EL. 920 TO EL. 932) (FOUNDATION SOIL)	120	33	0
VERY DENSE, APPARENT WEATHERED TO COMPETENT DOLOMITE LIMESTONE BEDROCK (BELOW EL. 920)	135	40	0

STRUCTURE R-13-328

DRAWN BY	ECB	PLANS CKD.	BMO
WALL DETAILS		RTW-14	



RAILING AT ENDS

ELEVATION
(WISDOT TYPE C3 MODIFIED)

RAILING AT EXPANSION JOINT

LEGEND

- 1B PLATE 5/8" X 6" X 10" WITH 3/4" X 1/2" SLOTTED HOLES
- 2B 1/4" X 5" X 9" ANCHOR PLATE WITH 1/16" φ HOLES FOR THR'D. RODS NO. 3.
- 3 5/8" DIA. X 9" LONG, TYPE 316 STAINLESS STEEL THREADED RODS (MIN. TENSILE STRENGTH = 70 KSI) WITH NUT AND WASHERS OF SAME ALLOY GROUP. ALTERNATE ANCHORAGE: CONCRETE ADHESIVE ANCHORS 5/8"-INCH. EMBED 7" IN CONCRETE FOR RAIL POSTS. ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.
- 4A STRUCTURAL TUBING 3" X 1 1/2" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.
- 4B STRUCTURAL TUBING 3" X 3" X 3/16". PLACE VERTICAL. WELD TO NO. 1 & 5.
- 5A STRUCTURAL TUBING 3" X 1 1/2" X 3/16" RAILS. WELD TO NO. 1 & NO. 4. INSIDE OF TUBE TO BE PAINTED AT ALL FIELD ERECTION JOINTS.
- 6A BAR 1" X 1" PICKETS. WELD TO NO. 5. (SPACE AT 6" MAX ∅ TO ∅ SPACING). PLACE VERTICAL.
- 7 BAR 1" X 1". BEND TO REQUIRED RADIUS. WELD TO NO. 4 & 5.
- 9A RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. PROVIDE "SLIDING FIT".
- 10A RECTANGULAR SLEEVE FABRICATED FROM 3/16" PLATES. (1'-4" @ FIELD ERECTION JTS.)

RAILING NOTES

BID ITEM SHALL BE "STEEL RAILING, TYPE 1 FOR RETAINING WALL R-13-328", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUTS.

ALL PLATES, BARS, AND RECTANGULAR SLEEVES SHALL CONFORM TO ASTM A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO ASTM A500 GRADE B.

ANCHORAGES SHALL BE ACCURATELY PLACED TO PROVIDE CORRECT ALIGNMENT OF RAILING. SET NORMAL TO GRADE.

CUT BOTTOM OF POST TO MAKE POST VERTICAL IN BOTH TRANSVERSE AND LONGITUDINAL DIRECTION.

STEEL SHIMS SHALL BE PROVIDED & USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT, AND SHALL BE GALVANIZED.

■ CAULK AROUND PERIMETER OF BASE PLATES, NO. 1, AND FILL BOLT SLOT OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

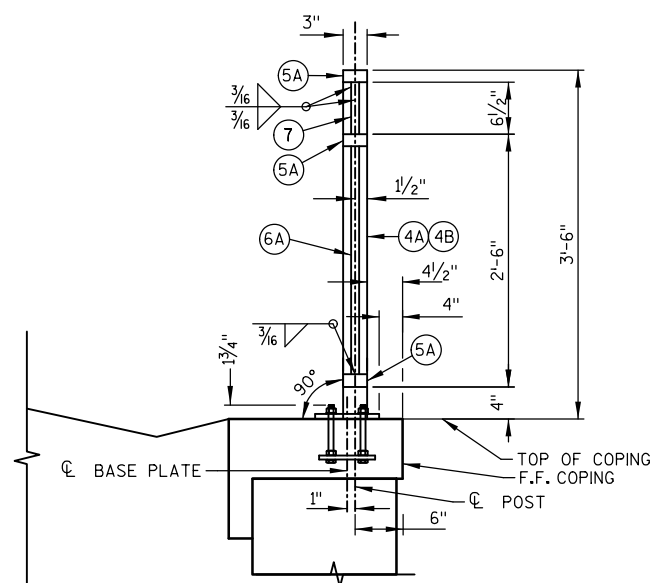
ALL MATERIAL (EXCEPT NO. 3) SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6, BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE SPECIAL PROVISIONS. THE RAILING SHALL BE PAINTED FEDERAL COLOR NO. 17038, BLACK.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

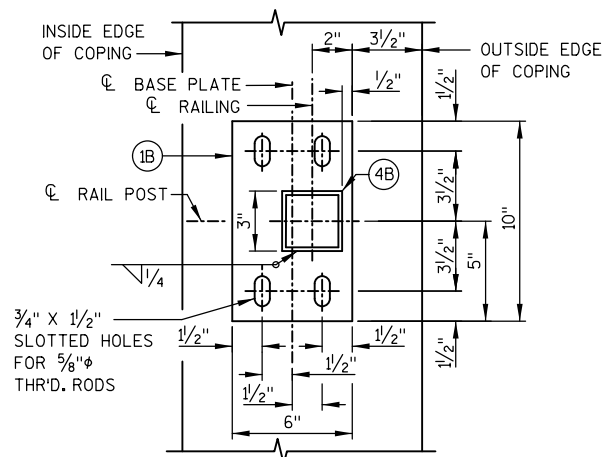
RAILING SHALL BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO EXTRA COST.

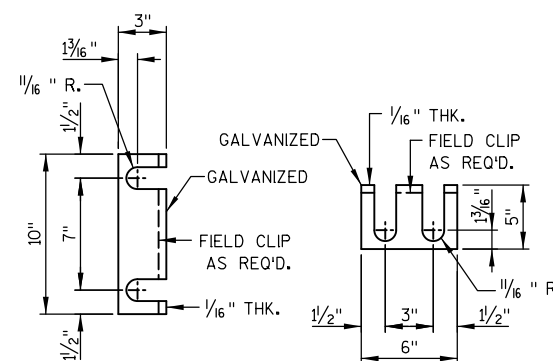
COORDINATE POST LAYOUT WITH MODULAR BLOCK COPING JOINT LAYOUT.



SECTION THRU RAILING

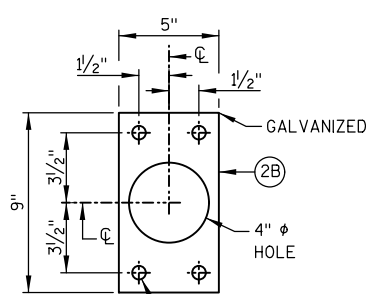


TYPICAL RAIL POST BASE PLATE

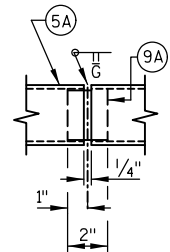


RAIL POST SHIM DETAIL

(2 SETS PER POST)

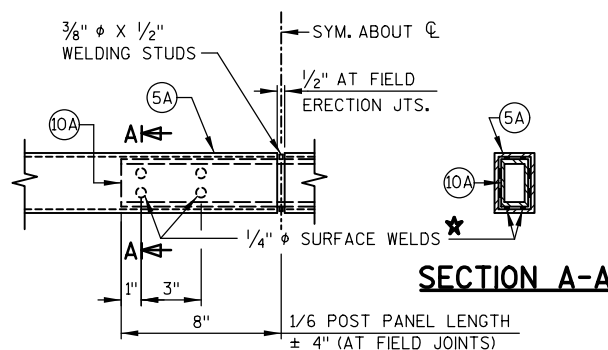


ANCHOR PLATE



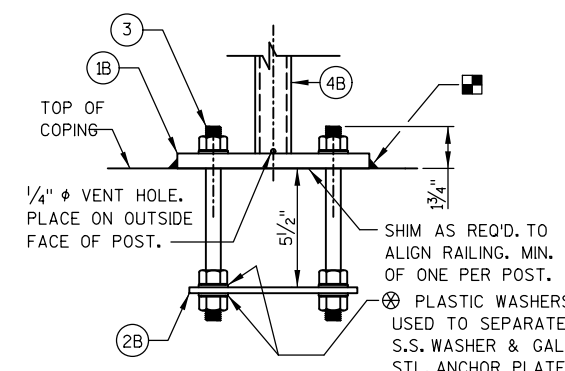
SHOP RAIL SPLICE DETAIL

(LOCATION MUST BE SHOWN ON SHOP DRAWINGS)



FIELD ERECTION JOINT DETAIL

★ MIN. 5/16" FLAT SURFACE DIA. PUNCHINGS OR STUDS MAY BE USED AS AN ALTERNATE.



ANCHORAGE FOR RAIL POSTS

NOTE: ANCHOR PLATE NOT REQUIRED WHEN ADHESIVE ANCHORS ARE USED. WHEN ADHESIVE ANCHORS ARE USED, FIELD BEND AND/OR DISPLACE TO AVOID HITTING LONGITUDINAL BAR WHEN DRILLING FOR ADHESIVE ANCHORS.

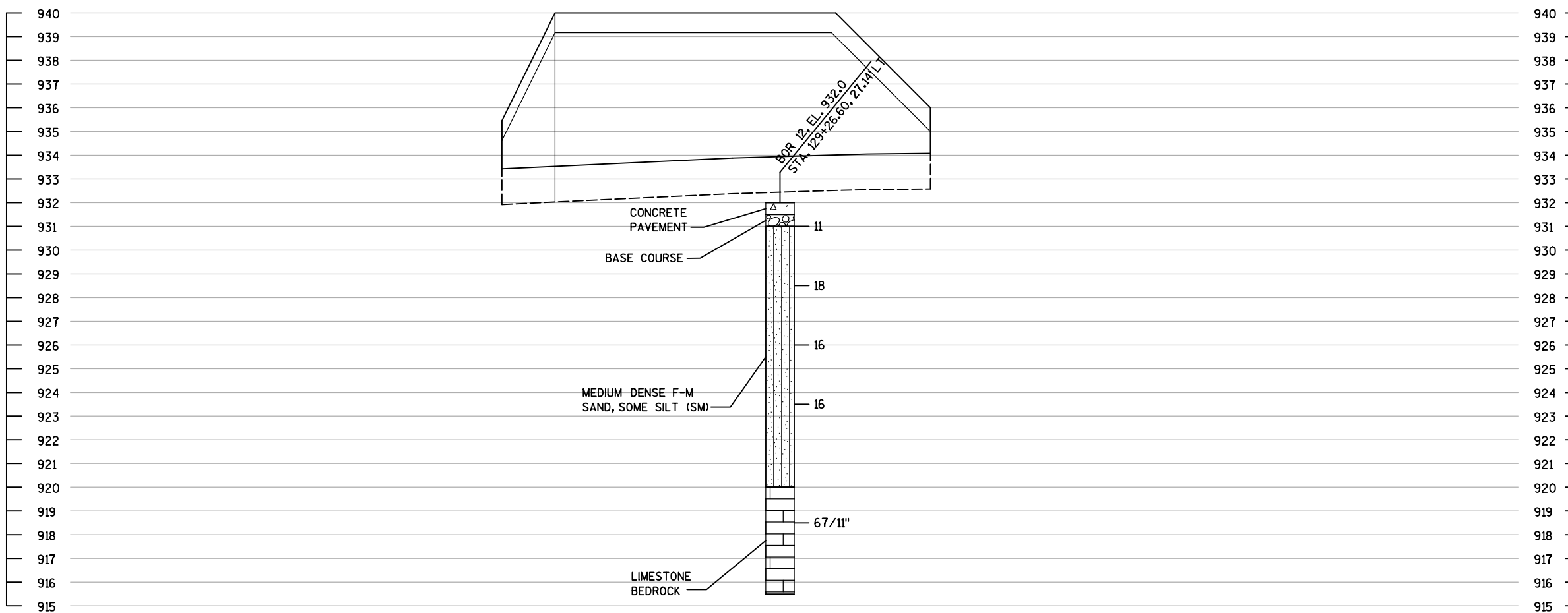
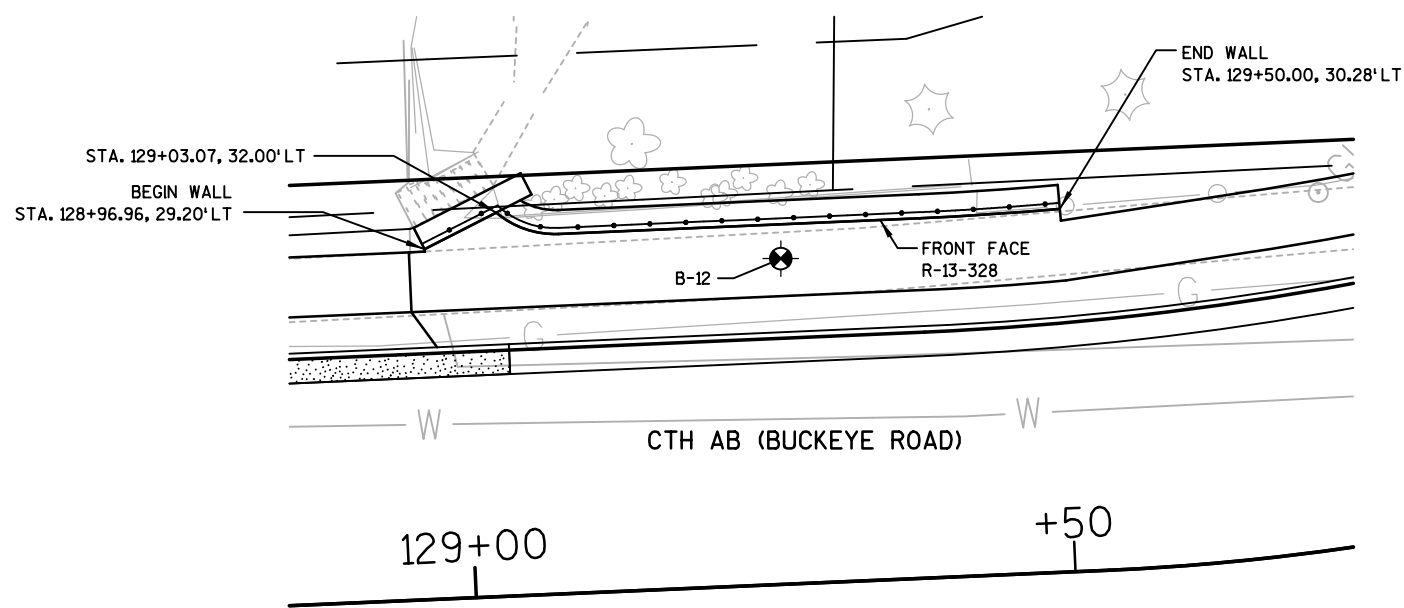
STRUCTURE R-13-328

DRAWN BY ECB PLANS Ckd. BMO

RAILING DETAILS

RTW-15

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
12	8/7/2017	482,681.86	839,275.63
BORINGS COMPLETED BY: CGC, INC.			
REPORT COMPLETED BY: CGC, INC.			
ALL COORDINATES REFERENCED TO WCCS DANE COUNTY			



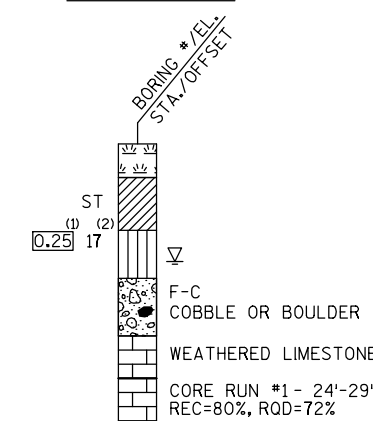
PROJECT NUMBER

10228

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/META

LEGEND OF BORING



⁽¹⁾ UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

⁽²⁾ UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- ▽ AT TIME OF DRILLING
- ▼ END OF DRILLING
- ▽ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE CITY DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

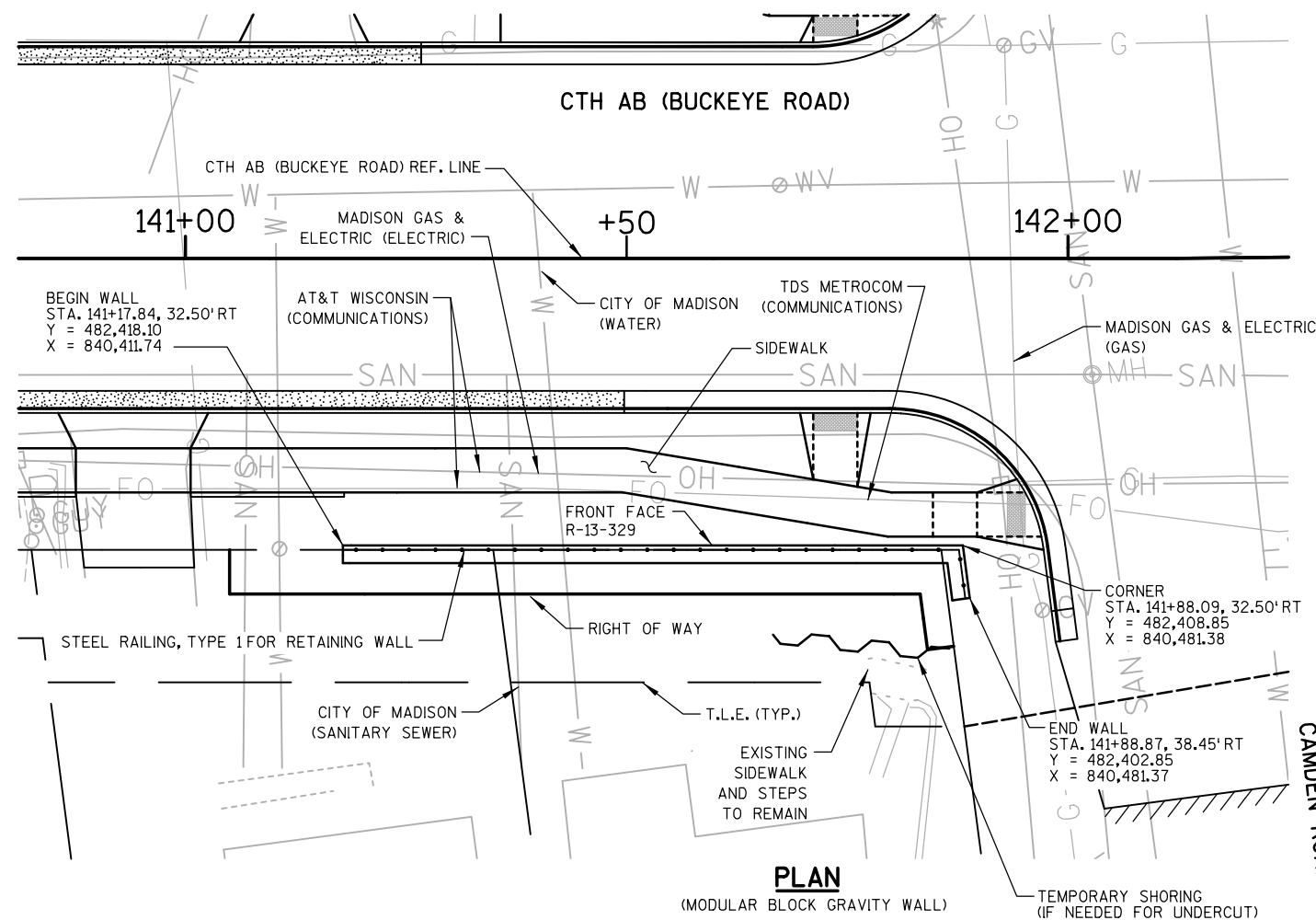
STRUCTURE R-13-328

DRAWN BY DTH PLANS CK'D. BMO

SUBSURFACE EXPLORATION

RTW-16

SCALE =



GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

THE PLAN QUANTITY FOR THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-329" IS BASED ON A WALL HEIGHT MEASURED FROM THE TOP OF WALL TO A CONSTANT DEPTH OF 1'-6" BELOW FINISHED GRADE.

ALL DIMENSIONS AND STATIONING ARE ALONG THE FRONT FACE OF WALL AT FINISHED GROUND, UNLESS OTHERWISE SHOWN.

BAR STEEL REINFORCEMENT FOR CAST IN PLACE CONCRETE SHALL BE EPOXY COATED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

BEVEL EXPOSED EDGES OF CONCRETE 3/4-INCH UNLESS NOTED OTHERWISE.

WET CAST BLOCKS ARE REQUIRED FOR THIS WALL.

LOCATE AND SUPPORT EXISTING UTILITIES DURING CONSTRUCTION. COST FOR TEMPORARY SUPPORT SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-329."

DESIGN DATA

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE RETAINING WALLS IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE RETAINING WALL MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCLUDED IN THE BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-329."

PLANS, ELEVATIONS AND DETAILS SHOWN ON THESE DRAWINGS ARE INTENDED TO INDICATE WALL LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE WALL SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE WALL SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE RETAINING WALL IS TO BE DESIGNED USING THE ELEVATIONS GIVEN ON THIS SHEET.

DESIGN FOR RETAINING WALL TO PROVIDE FOR FINISHED GRADE SLOPED BEHIND WALL AS SHOWN ON THE TYPICAL WALL SECTION AND ROADWAY CROSS SECTIONS.

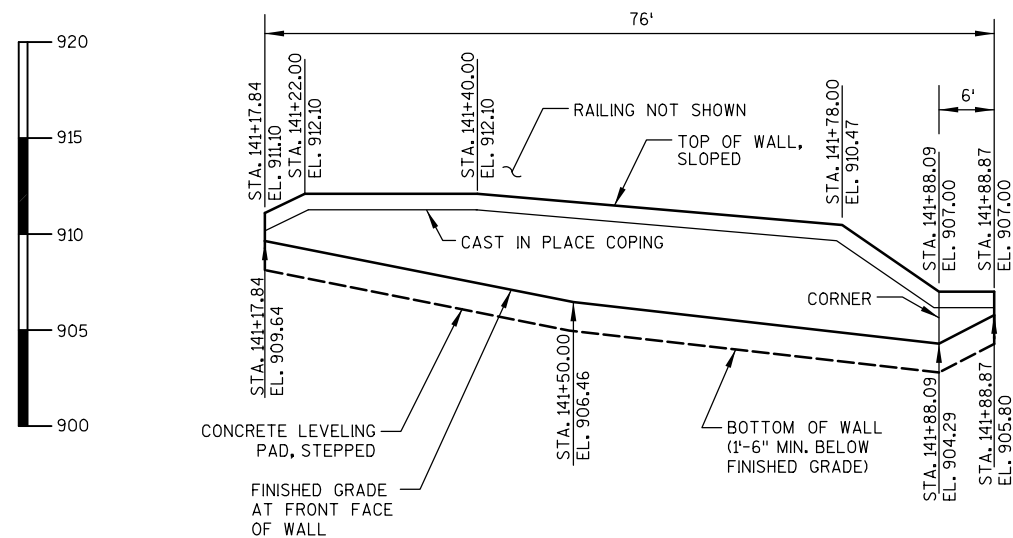
DESIGN RETAINING WALL FOR A LIVE LOAD SURCHARGE OF 100 PSF.

THE MAXIMUM VALUE OF THE ANGLE OF INTERNAL FRICTION OF THE WALL BACKFILL MATERIAL SHALL BE ASSUMED TO BE 30° WITHOUT CERTIFIED TEST VALUES.

TOP OF WALL ELEVATIONS SHOWN ARE MINIMUM VALUES. MODULAR BLOCK WALL SHALL BE STEPPED AT THE LOCATIONS DETERMINED BY THE WALL MANUFACTURER.

ALLOWABLE WALL SYSTEMS

1. WALL MODULAR BLOCK GRAVITY



ELEVATION

(LOOKING AT B.F. OF WALL)

GEOMETRY TABLE

STATION	OFFSET TO F.F. WALL	TOP OF WALL ELEV.	FINISHED GRADE ELEV.
141+17.84	32.5' RT	911.10	909.64
141+22.00	32.5' RT	912.10	909.24
141+40.00	32.5' RT	912.10	907.45
141+50.00	32.5' RT	911.67	906.46
141+75.00	32.5' RT	910.59	905.08
141+78.00	32.5' RT	910.47	904.90
141+88.09	32.5' RT	907.00	904.29
141+88.87	38.45' RT	907.00	905.80

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	QUANTITY	UNIT
20208	SELECT FILL SAND	20	CY
90031	TEMPORARY SHORING R-13-329	115	SF
90024	STEEL RAILING, TYPE 1 FOR RETAINING WALL R-13-329	77	LF
90029	CONCRETE STAINING R-13-329	410	SF
20130	UNDERDRAIN	76	LF
90019	WALL MODULAR BLOCK GRAVITY R-13-329	450	SF

LIST OF DRAWINGS

1. GENERAL PLAN
2. WALL DETAILS
3. RAILING DETAILS
4. SUBSURFACE EXPLORATION

DESIGN CONSULTANT CONTACT:
ELISA BECKER (608) 251-4843

SA STRAND ASSOCIATES
910 WEST WINGRA DRIVE
MADISON, WISCONSIN 53715
(608)-251-4843
(608) 251-8655 FAX
WWW.STRAND.COM

STRUCTURE R-13-329

RETAINING WALL ALONG CTH AB (BUCKEYE ROAD)

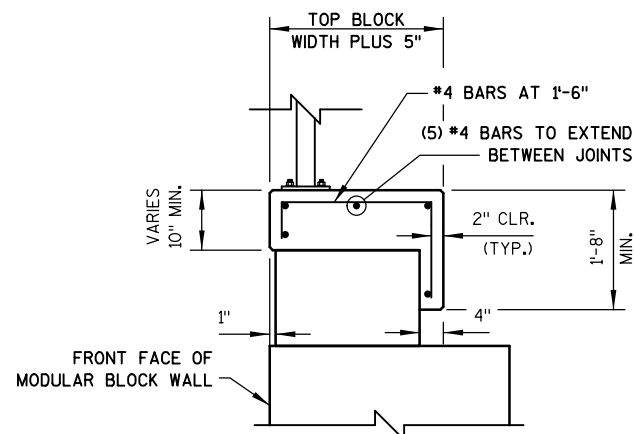
COUNTY DANE TOWN/CITY/VILLAGE MADISON

DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

DESIGNED BY ECB CK'D. BMO DRAWN BY ECB PLANS CK'D. BMO

GENERAL PLAN

RTW-17



CAST IN PLACE CONCRETE COPING DETAIL

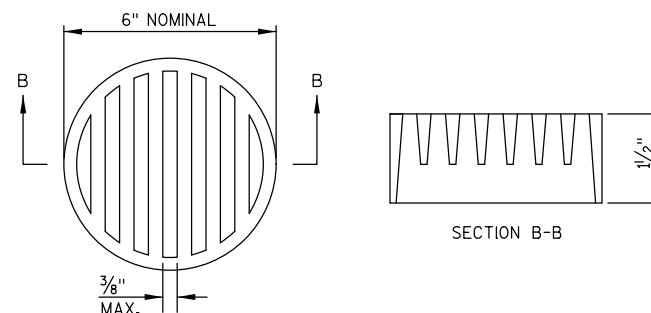
NOTE:
BAR STEEL REINFORCEMENT AND CAST IN PLACE CONCRETE TO BE INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-329"

DO NOT RUN BAR STEEL THRU EXPANSION OR CONTRACTION JOINT.

MATERIAL PROPERTIES:

CONCRETE MASONRY $f_c' = 3,500$ psi

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 $f_y = 60,000$ psi



NOTES:

DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SHIELD SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND ATTACHMENT SCREWS SHALL BE INCLUDED WITH BID ITEM "UNDERDRAIN."

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 x 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

RODENT SHIELD DETAIL

WALL EXTERNAL & OVERALL STABILITY EVALUATION

DIMENSIONS	EVALUATED LOCATIONS
WALL HEIGHT (FEET) ¹	7.06
EXPOSED WALL HEIGHT (FEET)	5.56
WALL STATION	141+75
BORING USED	B-17
CAPACITY TO DEMAND RATIO (CDR) ^{2,3}	
SLIDING (CDR>1.0)	1.76
ECCENTRICITY (CDR>1.0)	1.56
OVERALL STABILITY (CDR>1.0)	1.25
BEARING RESISTANCE (CDR>1.0)	1.38
FACTORED BEARING RESISTANCE (PSF)	1815

NOTES:

- THE WALL HEIGHT INCLUDES AN EMBEDMENT OF 1.5 FT.
 - THE WALL STABILITY EVALUATION INCLUDED A SURCHARGE LOAD OF 100 PSF.
 - CDR VALUES ARE PRESENTED IN CHAPTER 14 OF THE WISDOT BRIDGE MANUAL.
- * FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

NOTES:

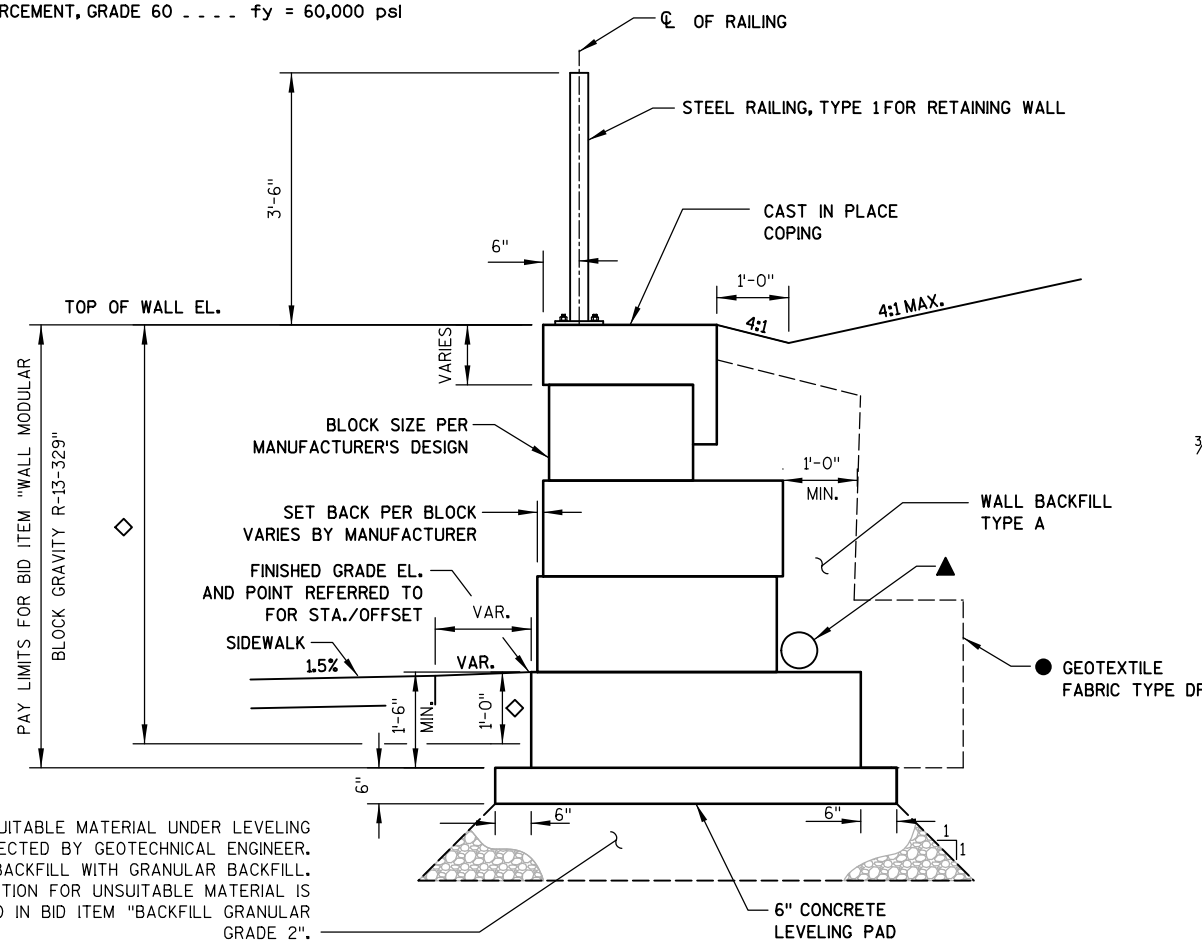
- THE PROJECT SOILS ENGINEER SHOULD REVIEW THE SUBSURFACE CONDITIONS PRIOR TO CONSTRUCTION OF THE WALLS TO DETERMINE IF THE SOILS HAVE THE MINIMUM BEARING STRENGTH SHOWN IN THE TABLE ABOVE.
- FINAL DESIGN FOR SLIDING, ECCENTRICITY, AND BEARING RESISTANCE AT OTHER WALL STATIONS IS THE RESPONSIBILITY OF THE CONTRACTOR'S WALL DESIGNER.

SOIL PARAMETERS

STRATUM LOCATIONS & SOIL DESCRIPTIONS	TOTAL UNIT WEIGHT (PCF)	FRICTION ANGLE (DEGREES)	COHESION (PSF)
BORING B-17			
STIFF LEAN CLAY (EL. 899 TO EL. 906) (FOUNDATION SOIL) (3)	120	0 (1) 25 (2)	1,250 (1) 25 (2)
MEDIUM DENSE TO DENSE SAND, AND GRAVEL (BELOW EL. 899)	125	36	0

NOTES:

- SHORT-TERM LOADING
- LONG-TERM LOADING
- SOIL CONDITIONS IN BORING 17 EXPECTED TO CONTROL WALL DESIGN OF R-13-329; FOR CONDITIONS IN BORING 16 (AND BORING 1), REFER TO BORING LOGS.

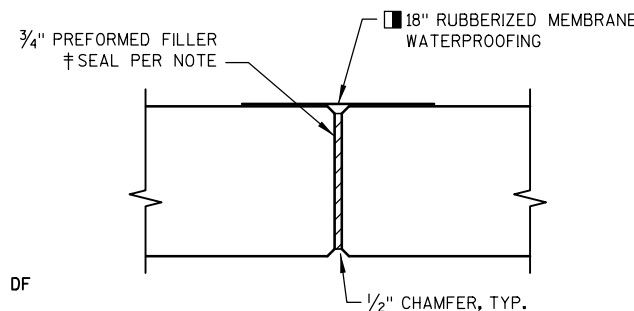


REMOVE UNSUITABLE MATERIAL UNDER LEVELING PAD AS DIRECTED BY GEOTECHNICAL ENGINEER. BACKFILL WITH GRANULAR BACKFILL. OVEREXCAVATION FOR UNSUITABLE MATERIAL IS INCLUDED IN BID ITEM "BACKFILL GRANULAR GRADE 2".

WALL MODULAR BLOCK GRAVITY TYPICAL SECTION

PRECAST MODULAR BLOCK TEXTURE SHALL BE SELECTED BY CITY FROM MANUFACTURER'S STANDARD OPTIONS.

- ▲ UNDERDRAIN. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE AT EAST END OF WALL. ATTACH END CAP AT WEST END OF UNDERDRAIN. ATTACH RODENT SHIELD AT EAST END OF UNDERDRAIN. SEE DETAIL THIS SHEET.
- GEOTEXTILE FABRIC SHALL COMPLETELY SEPARATE WALL BACKFILL TYPE A FROM BACKFILL ON ALL SIDES.
- ◇ APPLY CONCRETE STAINING FROM TOP OF CAST IN PLACE COPING TO 1'-0" BELOW FINISHED GRADE ELEVATION.

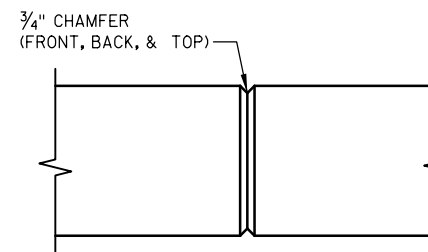


COPING EXPANSION JOINT

DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 50'

MEMBRANE WATERPROOFING TO EXTEND FROM TOP OF COPING TO BOTTOM OF COPING. MEMBRANE WATERPROOFING INCLUDED IN BID ITEM "WALL MODULAR BLOCK GRAVITY R-13-329".

SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD 1/8" BELOW SURFACE OF CONCRETE.)



COPING CONTRACTION JOINT

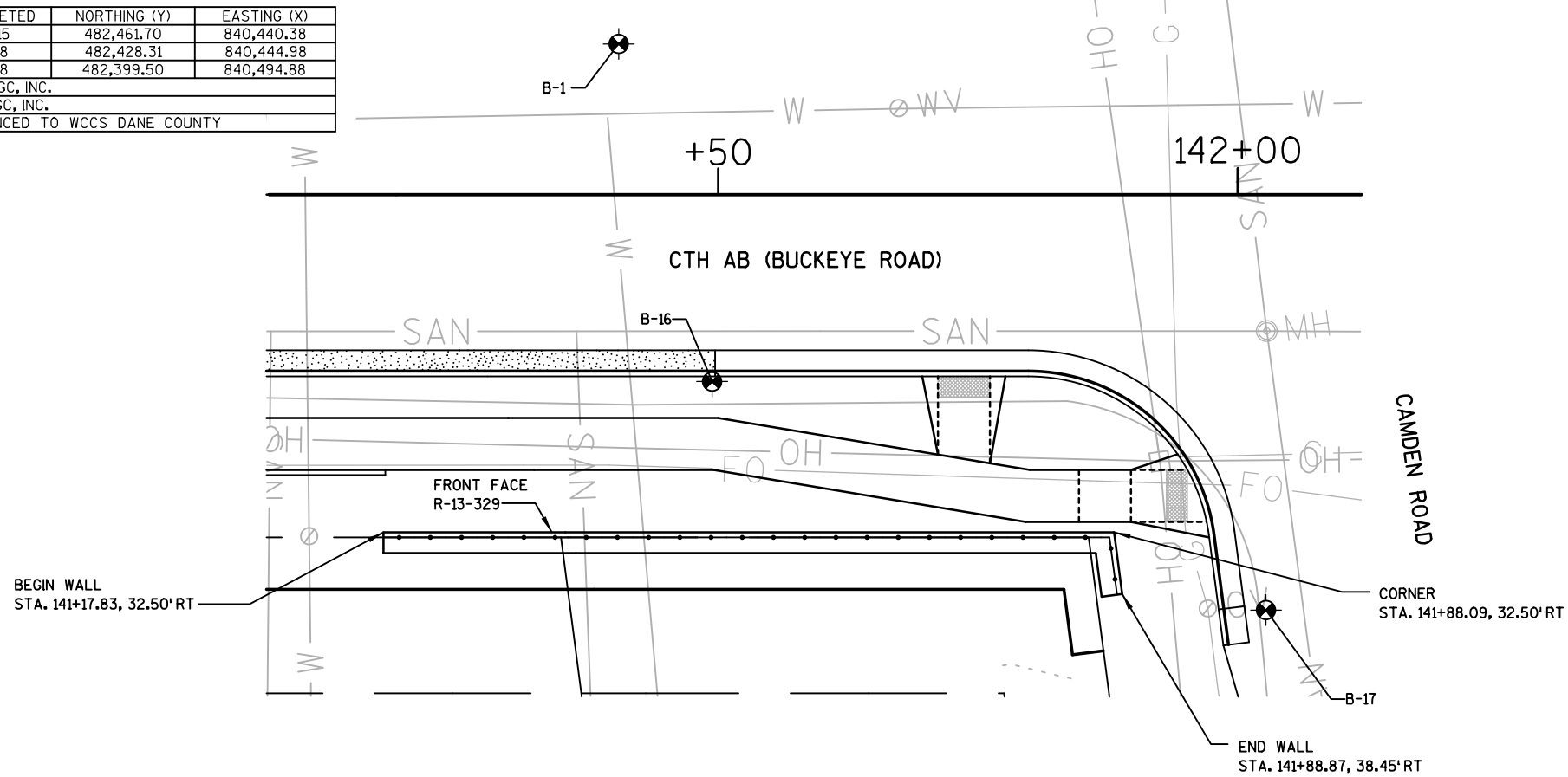
DO NOT RUN BAR STEEL THRU JOINT. MAX. SPACING OF JOINT = 12'. SET JOINT LOCATION TO ALIGN WITH MODULAR BLOCK JOINT BELOW.

STRUCTURE R-13-329

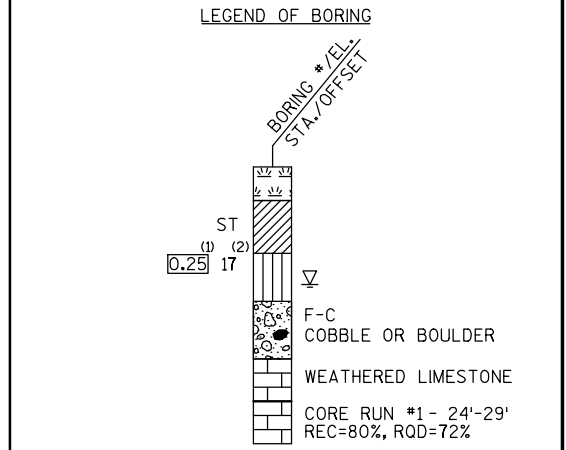
DRAWN BY	ECCB	PLANS CKD.	BMO
WALL DETAILS		RTW-18	

BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	7/29/2015	482,461.70	840,440.38
16	5/10/2018	482,428.31	840,444.98
17	5/10/2018	482,399.50	840,494.88

BORINGS COMPLETED BY: CGC, INC.
 REPORT COMPLETED BY: CGC, INC.
 ALL COORDINATES REFERENCED TO WCCS DANE COUNTY



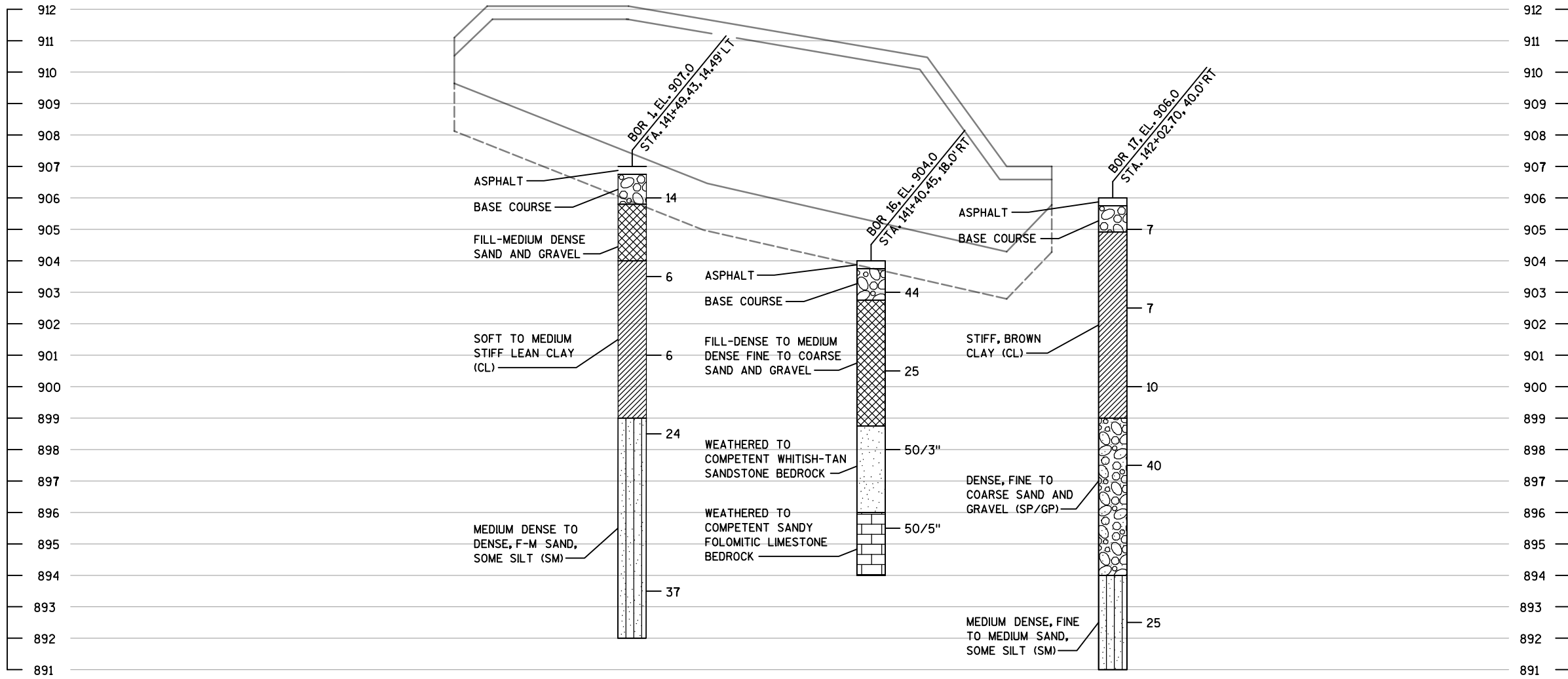
PROJECT NUMBER		
10228		
MATERIAL SYMBOLS		
	ASPHALT	
	CONCRETE	
	SAND	
	BOULDERS OR COBBLES	
	SHALE	
	PEAT	
	GRAVEL	
	BEDROCK (UNKNOWN)	



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)
 (2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION
 ▽ AT TIME OF DRILLING
 ▽ END OF DRILLING
 ▽ AFTER DRILLING

ABBREVIATIONS
 F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE



SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

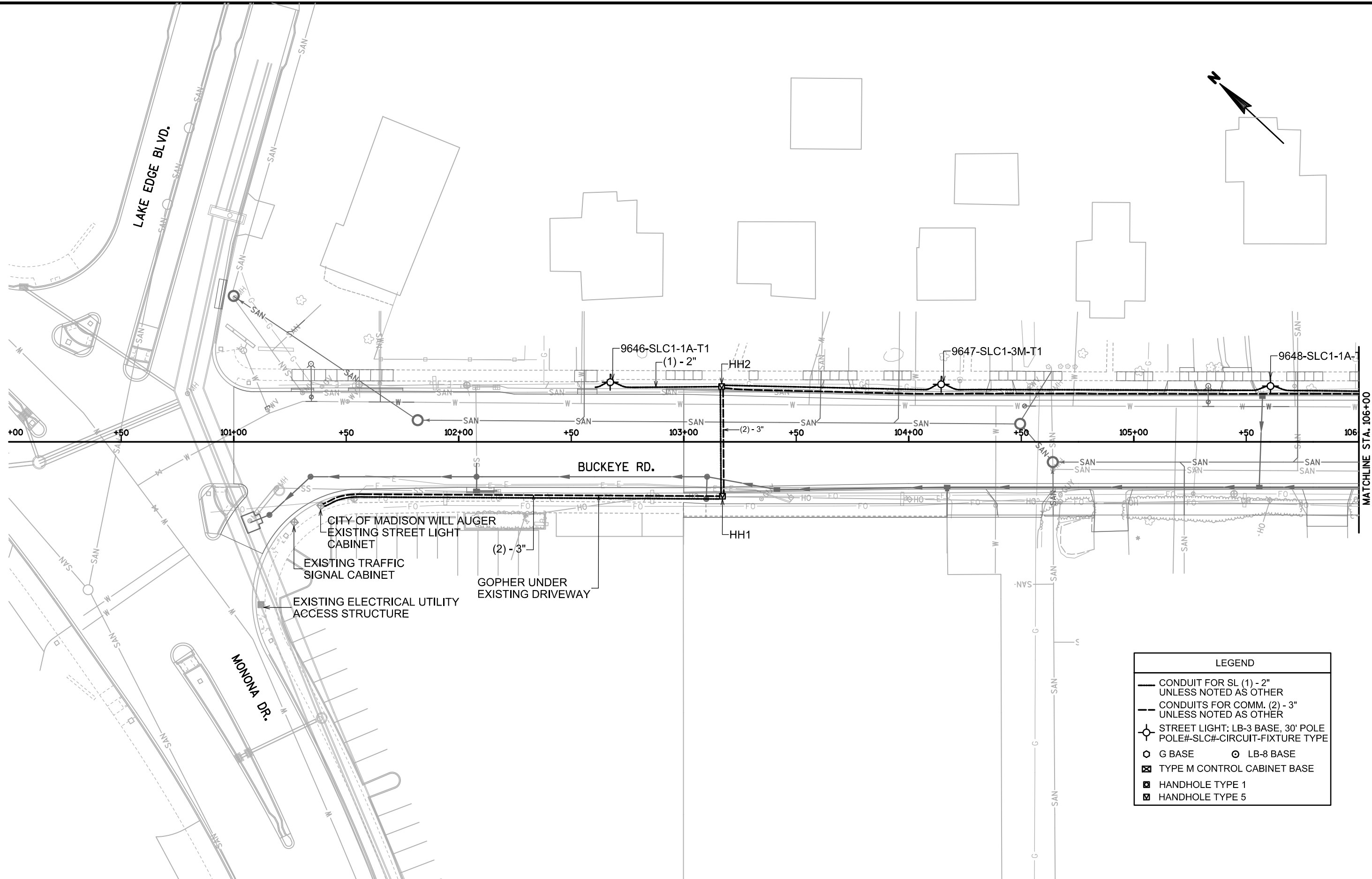
BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE CITY DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

STRUCTURE R-13-329	
DRAWN BY	DTH
PLANS CKD.	BMO
SUBSURFACE EXPLORATION	
RTW-20	

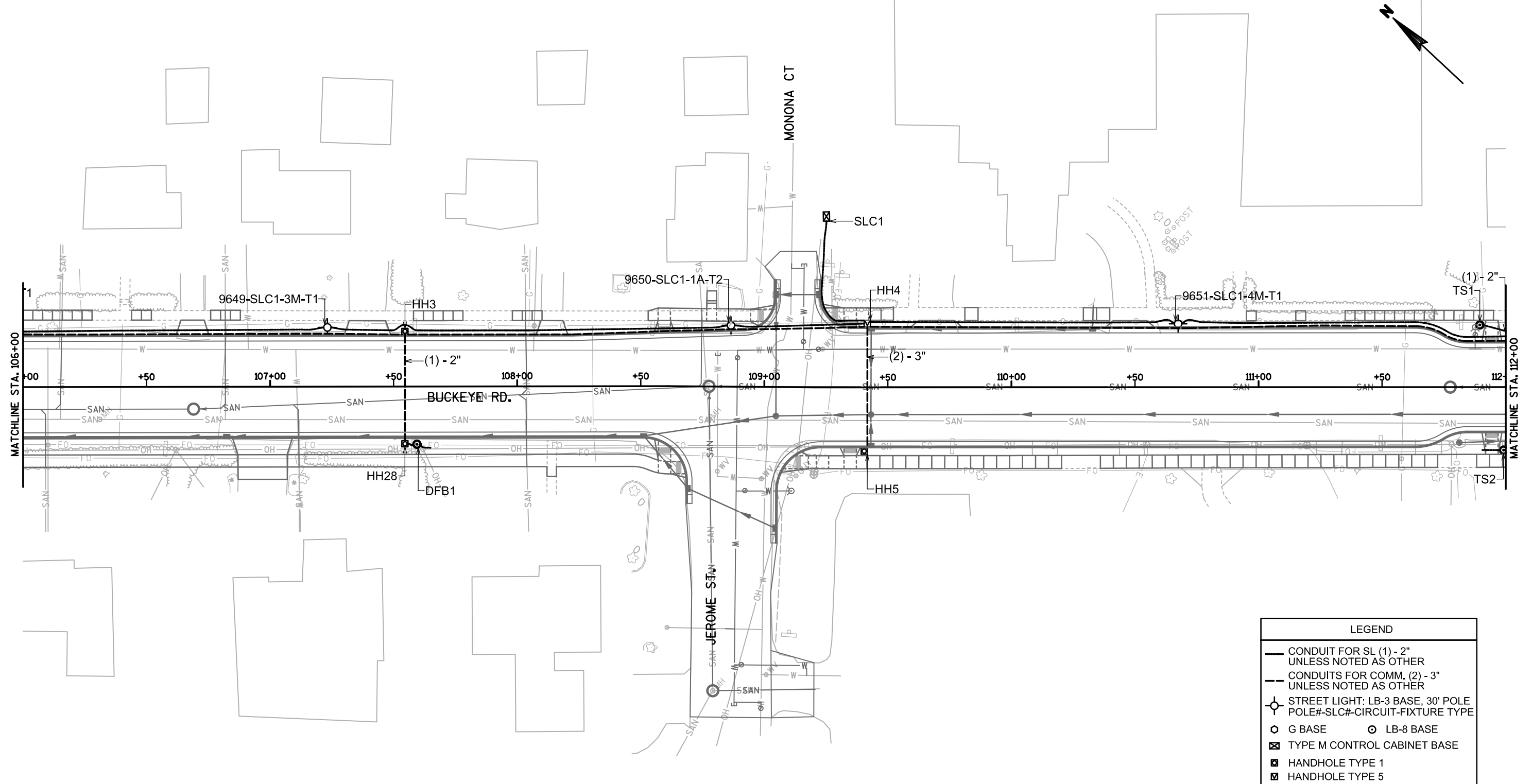
8

8

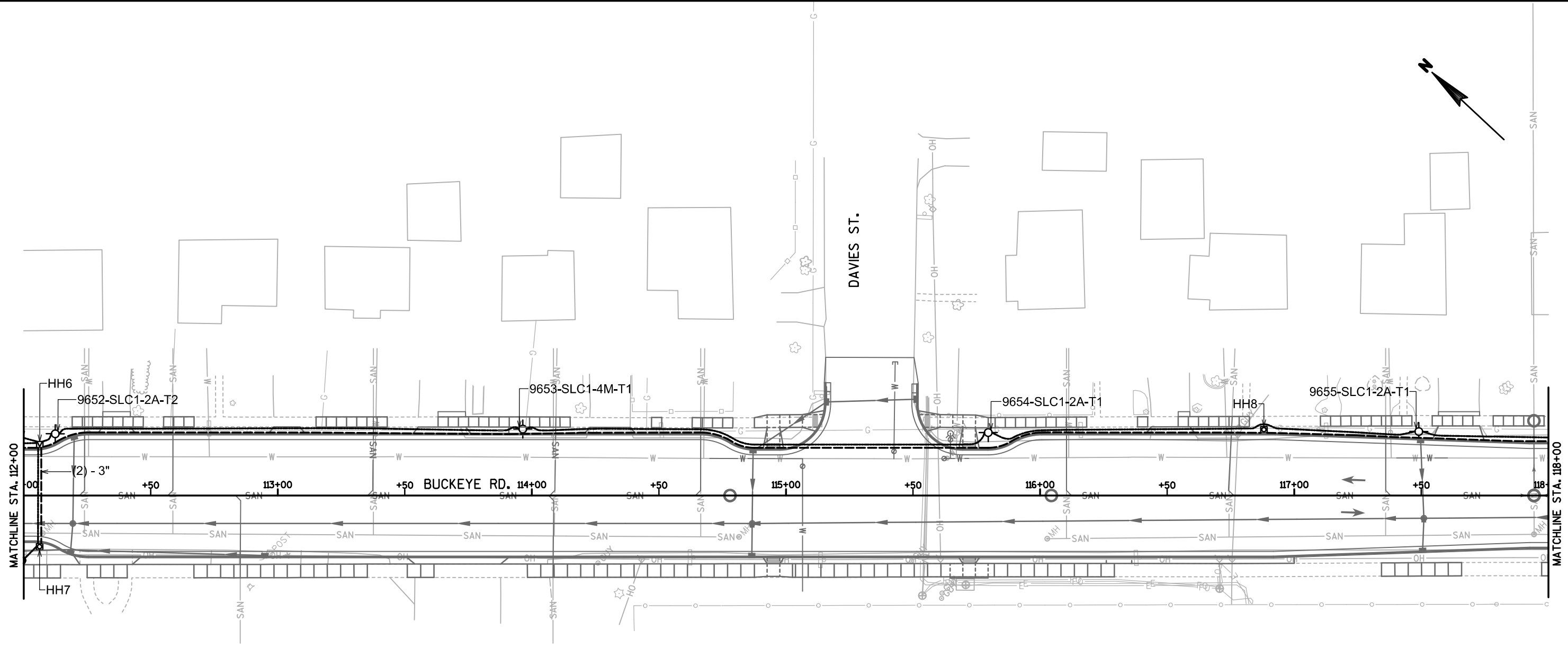
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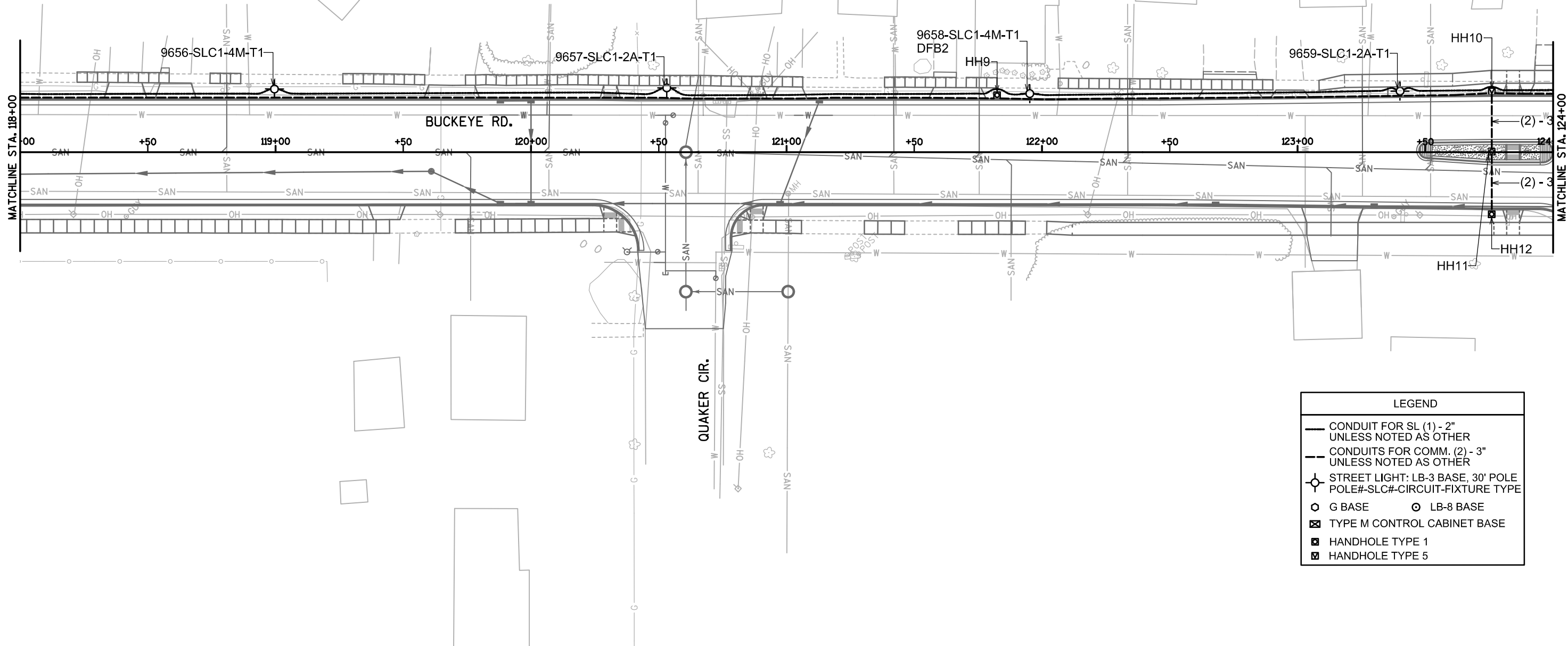
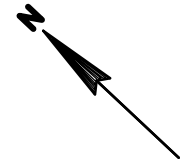
LEGEND	
	CONDUIT FOR SL (1) - 2" UNLESS NOTED AS OTHER
	CONDUITS FOR COMM. (2) - 3" UNLESS NOTED AS OTHER
	STREET LIGHT: LB-3 BASE, 30' POLE POLE#-SLC#-CIRCUIT-FIXTURE TYPE
	G BASE
	LB-8 BASE
	TYPE M CONTROL CABINET BASE
	HANDHOLE TYPE 1
	HANDHOLE TYPE 5



LEGEND	
	CONDUIT FOR SL (1) - 2" UNLESS NOTED AS OTHER
	CONDUITS FOR COMM. (2) - 3" UNLESS NOTED AS OTHER
	STREET LIGHT: LB-3 BASE, 30' POLE POLE#-SLC#-CIRCUIT-FIXTURE TYPE
	G BASE
	LB-8 BASE
	TYPE M CONTROL CABINET BASE
	HANDHOLE TYPE 1
	HANDHOLE TYPE 5

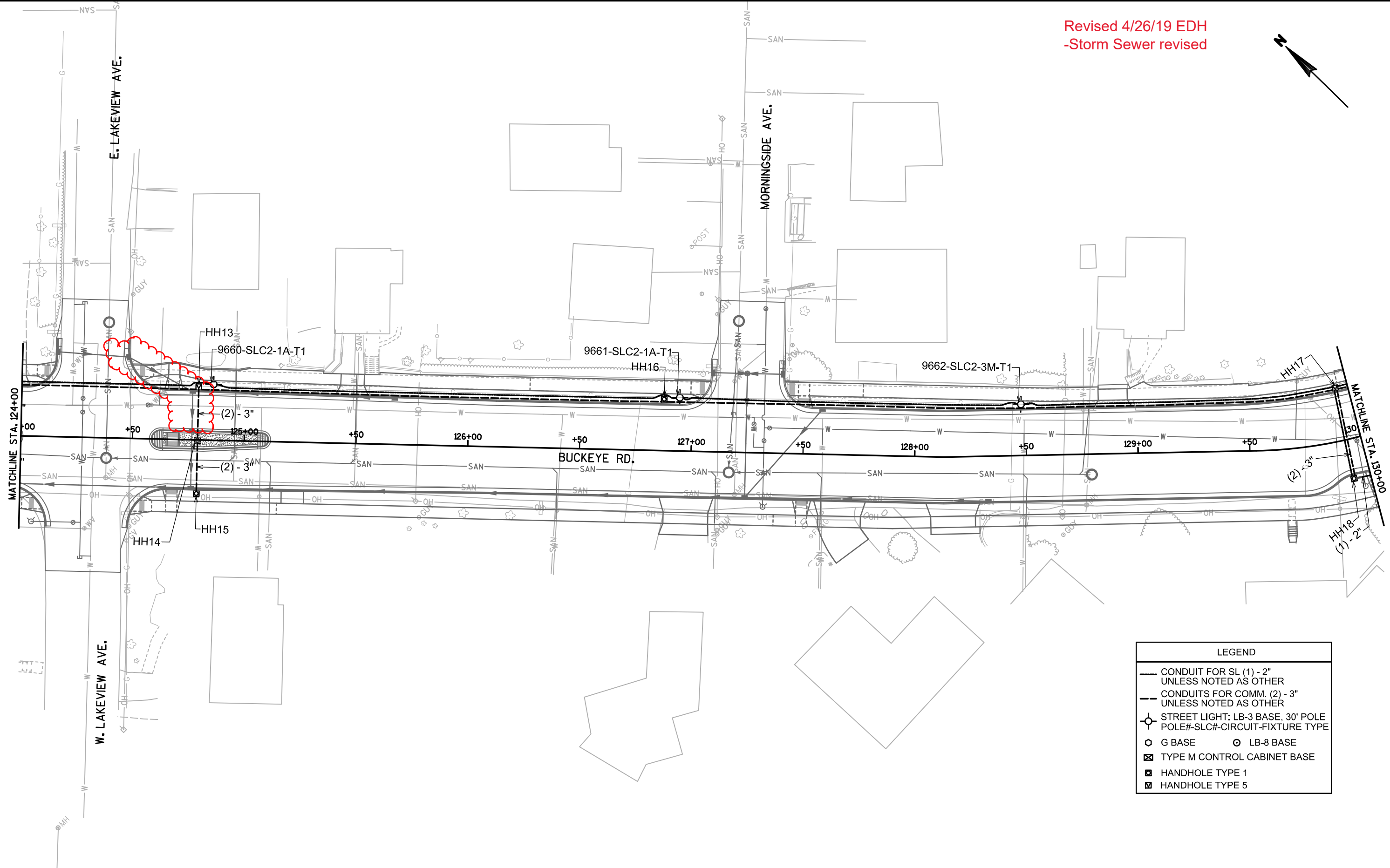
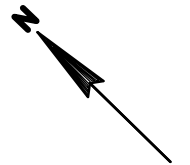


LEGEND	
	CONDUIT FOR SL (1) - 2" UNLESS NOTED AS OTHER
	CONDUITS FOR COMM. (2) - 3" UNLESS NOTED AS OTHER
	STREET LIGHT: LB-3 BASE, 30' POLE POLE#-SLC#-CIRCUIT-FIXTURE TYPE
	G BASE
	LB-8 BASE
	TYPE M CONTROL CABINET BASE
	HANDHOLE TYPE 1
	HANDHOLE TYPE 5

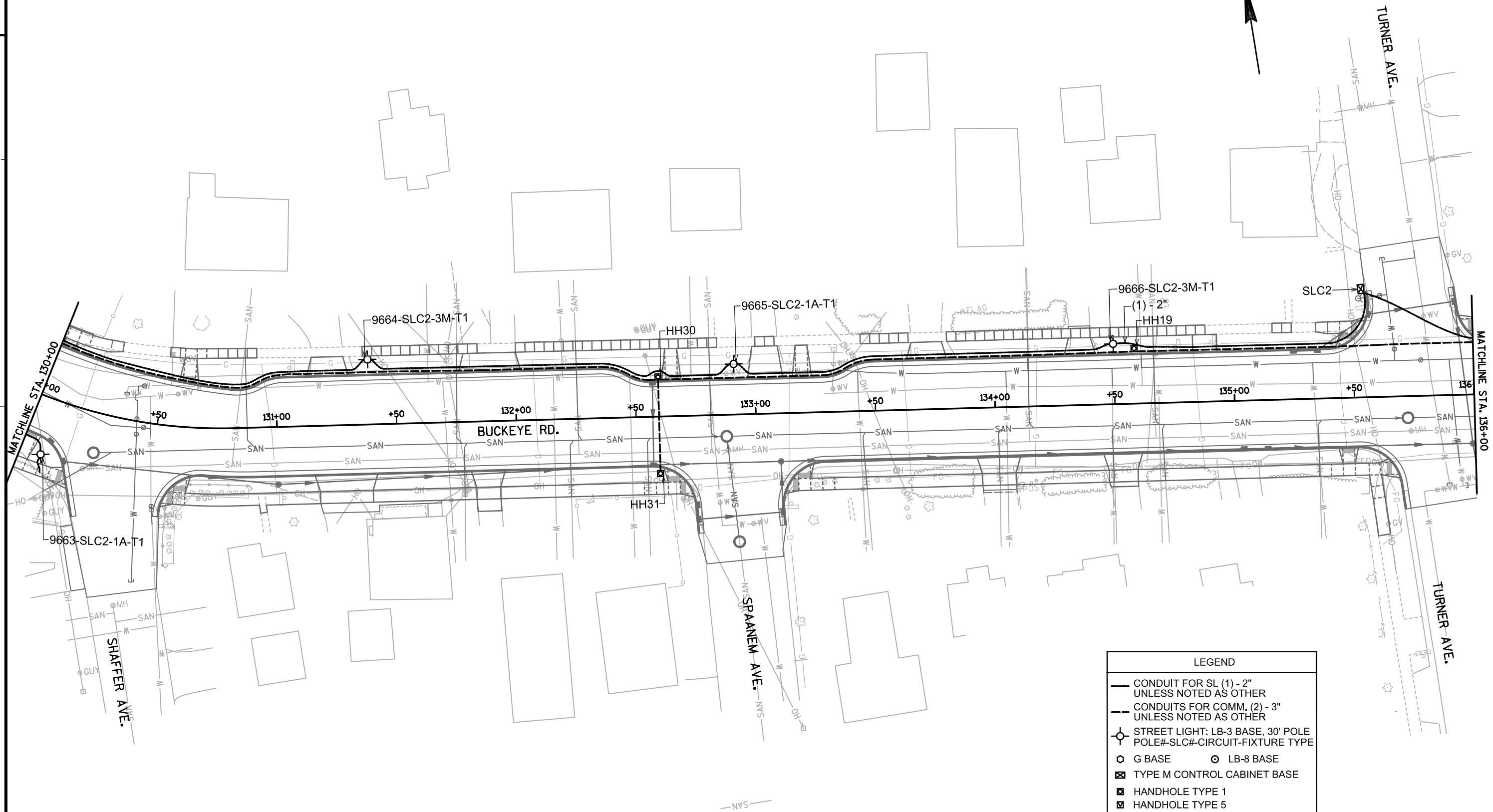


LEGEND	
	CONDUIT FOR SL (1) - 2" UNLESS NOTED AS OTHER
	CONDUITS FOR COMM. (2) - 3" UNLESS NOTED AS OTHER
	STREET LIGHT: LB-3 BASE, 30' POLE POLE#-SLC#-CIRCUIT-FIXTURE TYPE
	G BASE
	LB-8 BASE
	TYPE M CONTROL CABINET BASE
	HANDHOLE TYPE 1
	HANDHOLE TYPE 5

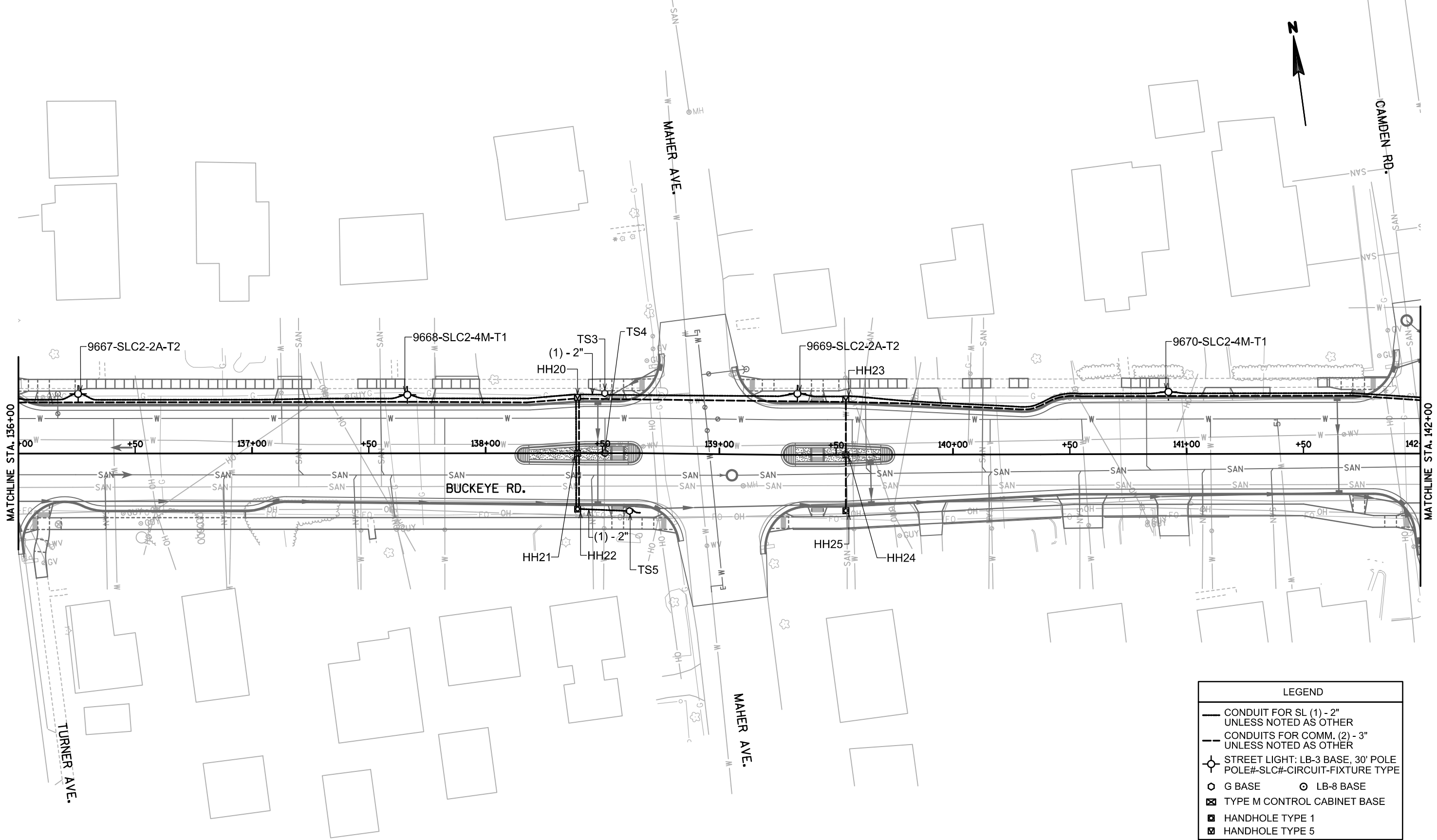
Revised 4/26/19 EDH
-Storm Sewer revised



LEGEND	
	CONDUIT FOR SL (1) - 2" UNLESS NOTED AS OTHER
	CONDUITS FOR COMM. (2) - 3" UNLESS NOTED AS OTHER
	STREET LIGHT: LB-3 BASE, 30' POLE POLE#-SLC#-CIRCUIT-FIXTURE TYPE
	G BASE
	LB-8 BASE
	TYPE M CONTROL CABINET BASE
	HANDHOLE TYPE 1
	HANDHOLE TYPE 5

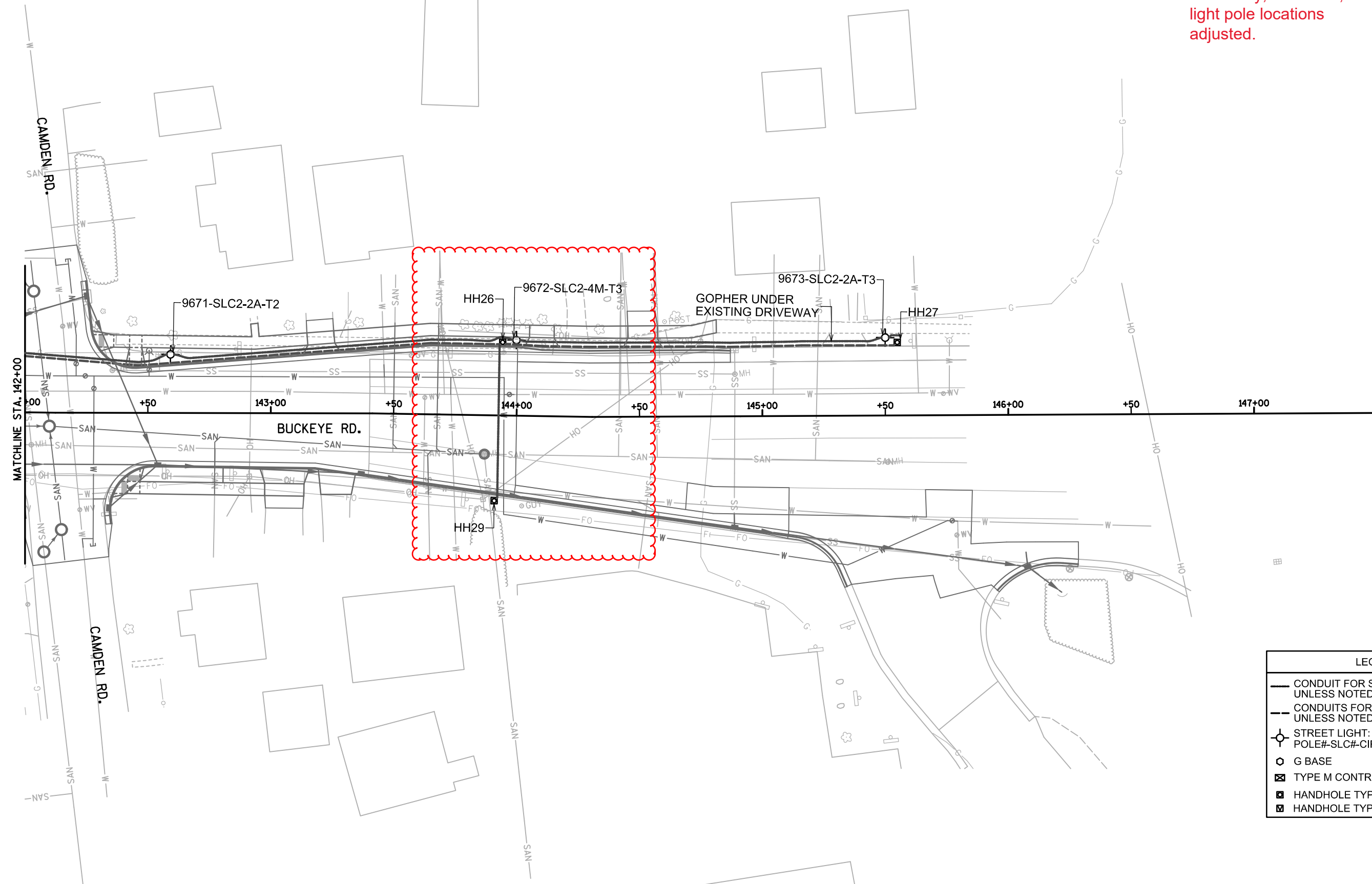


LEGEND	
	CONDUIT FOR SL (1) - 2" UNLESS NOTED AS OTHER
	CONDUITS FOR COMM. (2) - 3" UNLESS NOTED AS OTHER
	STREET LIGHT: LB-3 BASE, 30' POLE POLE#-SLC#-CIRCUIT-FIXTURE TYPE
	G BASE
	LB-8 BASE
	TYPE M CONTROL CABINET BASE
	HANDHOLE TYPE 1
	HANDHOLE TYPE 5



LEGEND	
	CONDUIT FOR SL (1) - 2" UNLESS NOTED AS OTHER
	CONDUITS FOR COMM. (2) - 3" UNLESS NOTED AS OTHER
	STREET LIGHT: LB-3 BASE, 30' POLE POLE#-SLC#-CIRCUIT-FIXTURE TYPE
	G BASE
	LB-8 BASE
	TYPE M CONTROL CABINET BASE
	HANDHOLE TYPE 1
	HANDHOLE TYPE 5

Revised 4/26/19 EDH
-Driveway, handhole, and
light pole locations
adjusted.



LEGEND	
	CONDUIT FOR SL (1) - 2" UNLESS NOTED AS OTHER
	CONDUITS FOR COMM. (2) - 3" UNLESS NOTED AS OTHER
	STREET LIGHT: LB-3 BASE, 30' POLE POLE#-SLC#-CIRCUIT-FIXTURE TYPE
	G BASE
	LB-8 BASE
	TYPE M CONTROL CABINET BASE
	HANDHOLE TYPE 1
	HANDHOLE TYPE 5

Revised 4/26/19 EDH
 -Handhole and light pole
 locations adjusted.

LIGHTING CONDUIT AND WIRE

FROM	TO	60232	60230	60241
		SCHEDULE 40 2" (LF)	SCHEDULE 80 2" (LF)	GOPHER (LF)
ESLCB	HH1	109	75	75
HH1	HH2	-	50	-
9646	HH2	52	-	-
HH2	9647	85	15	-
9647	9648	104	45	-
9648	9649	149	15	-
9649	9650	136	30	-
HH3	HH28	-	44	-
HH28	DFB1	9	-	-
9650	HH4	26	32	-
SLC1	HH4	58	-	-
HH4	9651	96	32	-
9651	HH6	142	-	-
TS1	HH6	19	-	-
HH6	HH7	-	42	-
TS2	HH7	14	-	-
HH6	9652	9	-	-
9652	9653	138	48	-
9653	9654	112	76	-
9654	9655	188	-	-
9655	9656	97	55	-
9656	9657	135	20	-
9657	9658	109	36	-
9658	9659	104	42	-
9659	9660	98	50	-
9660	9661	198	14	-
9661	9662	106	48	-
9662	HH17	137	17	-
HH17	HH18	-	44	-
HH18	9663	22	-	-
HH17	9664	140	-	-
9664	9665	139	25	-
9665	9666	119	45	-
9666	SLC2	122	-	-
SLC2	9667	19	60	-
9667	9668	130	14	-
9668	HH20	54	22	-
HH20	HH21	-	22	-
HH21	HH22	-	26	-
HH20	TS3	14	-	-
HH21	TS4	-	14	-
HH22	TS5	24	-	-
TS3	9669	28	56	-
9669	HH23	24	-	-
HH23	9670	131	13	-
9670	9671	91	77	-
9671	9672	128	15	-
9672	9673	106	46	20
TOTALS		3,721	1,265	95

CONDUIT FIBER

FROM	TO	60224	60222	60261	60241
		SCHEDULE 40 3" (LF)	SCHEDULE 80 3" (LF)	ELECTRICAL TRENCH (LF)	GOPHER (LF)
ESLCB	HH1	218	150	368	150
HH1	HH2	-	96	96	-
HH2	HH3	694	184	878	-
HH3	HH4	278	100	378	-
HH4	HH5	-	106	106	-
HH4	HH6	474	64	538	-
HH6	HH7	-	84	84	-
HH6	HH8	732	248	980	-
HH8	HH9	770	222	992	-
HH9	HH10	308	84	392	-
HH10	HH11	-	50	50	-
HH11	HH12	-	52	52	-
HH10	HH13	108	100	208	-
HH13	HH14	-	52	52	-
HH14	HH15	-	50	50	-
HH13	HH16	400	28	428	-
HH16	HH17	474	130	604	-
HH17	HH18	-	88	88	-
HH17	HH30	430	90	520	-
HH30	HH19	310	88	398	-
HH30	HH31	-	84	84	-
HH19	HH20	576	192	768	-
HH20	HH21	-	52	52	-
HH21	HH22	-	52	52	-
HH20	HH23	120	112	232	-
HH23	HH24	-	52	52	-
HH24	HH25	-	52	52	-
HH23	HH26	704	210	914	-
HH26	HH27	341	92	433	20
HH26	HH29	-	138	138	-
UNDISTRIBUTED		-	-	250	-
TOTALS		6,937	3,102	10,289	170

Revised 4/26/19 EDH
-Handhole and light pole
locations adjusted.

3

ELECTRICAL HANDHOLES

STRUCTURE	STATION	OFFSET	60702	60704	60706
			TYPE I EACH	TYPE III EACH	TYPE V EACH
HH1	103+17.2	24.1' RT	-	-	1
HH2	103+16.8	24.5' LT	-	-	1
HH3	107+54.6	22.3' LT	1	-	-
HH4	109+41.7	25.8' LT	-	-	1
HH5	109+40.4	25.8' RT	1	-	-
HH6	112+06.3	20.0' LT	-	-	1
HH7	112+06.3	20.1' RT	1	-	-
HH8	116+88.1	25.9' LT	1	-	-
HH9	121+82.4	22.3' LT	1	-	-
HH10	123+76.1	23.8' LT	-	-	1
HH11	123+76.1	0	1	-	-
HH12	123+76.1	24.3' RT	1	-	-
HH13	124+79.1	23.8' LT	-	-	1
HH14	124+79.1	0	1	-	-
HH15	124+79.1	24.0' RT	1	-	-
HH16	126+87.4	23.0' LT	1	-	-
HH17	129+93.8	23.7' LT	-	-	1
HH18	129+93.1	17.7' RT	1	-	-
HH19	134+58.6	23.0' LT	1	-	-
HH20	138+39.0	23.6' LT	-	-	1
HH21	138+39.0	0	1	-	-
HH22	138+39.6	24.2' RT	1	-	-
HH23	139+54.1	23.8' LT	-	-	1
HH24	139+54.1	0	1	-	-
HH25	139+54.1	24' RT	1	-	-
HH26	143+93.9	29.8' LT	1	-	-
HH27	145+55.0	29.7' LT	1	-	-
HH28	107+54.5	23.2' RT	1	-	-
HH29	143+91.4	34.7' RT	1	-	-
HH30	132+59.6	16.6' LT	1	-	-
HH31	132+59.6	23.8' RT	1	-	-
UNDISTRIBUTED			-	2	-
TOTALS			22	2	9

RECTANGULAR RAPID FLASHING BEACON SYSTEM
FRANK ALLIS ELEMENTARY CROSSING

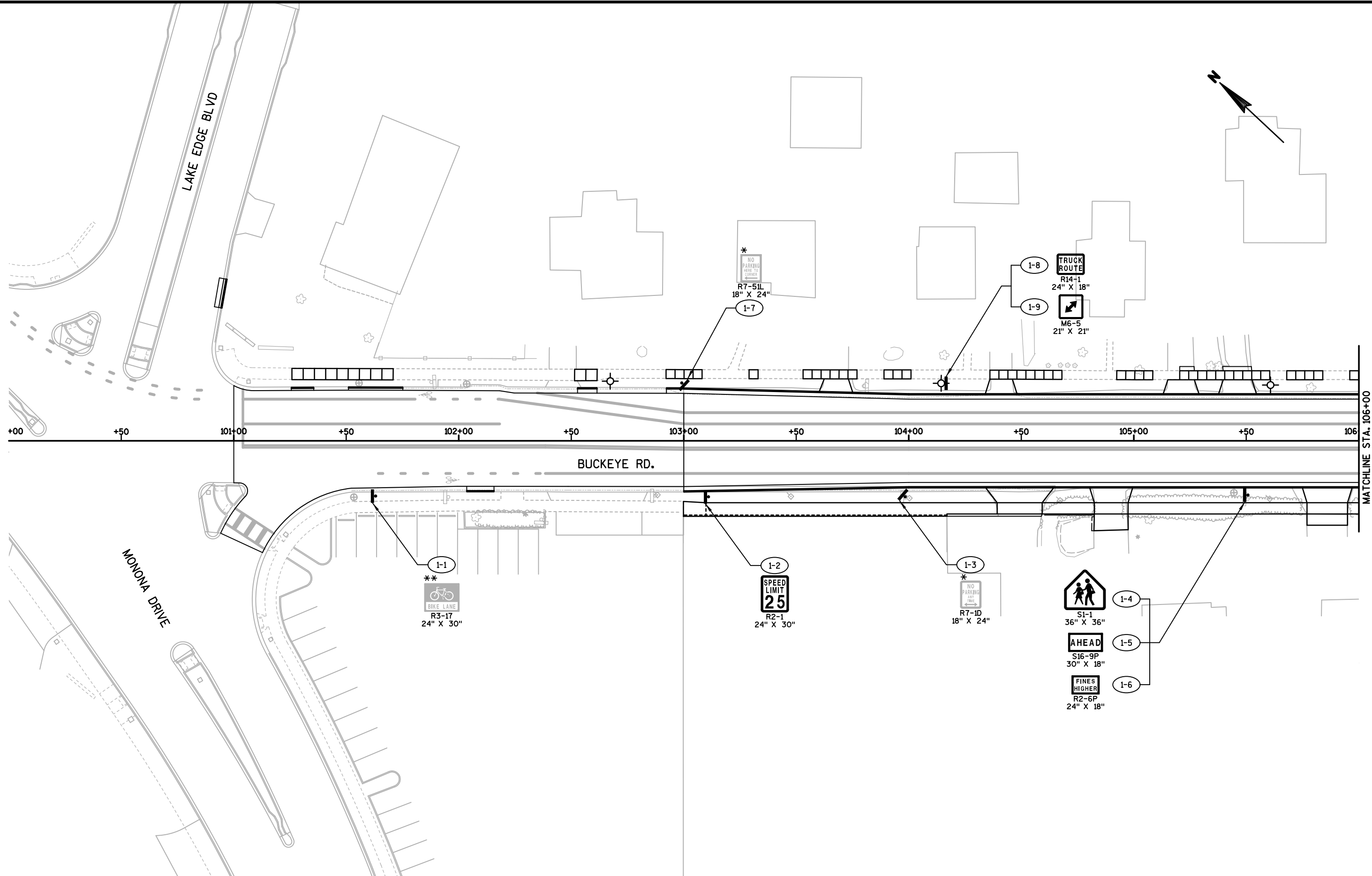
STRUCTURE	STATION	OFFSET	**60407 CONCRETE BASES TYPE LB-8 EACH	60409 CONCRETE BASES OFFSET EACH
			TS1	111+89.6
TS2	111+99.1	25.5' RT	1	-
UNDISTRIBUTED			-	1
TOTALS			2	1

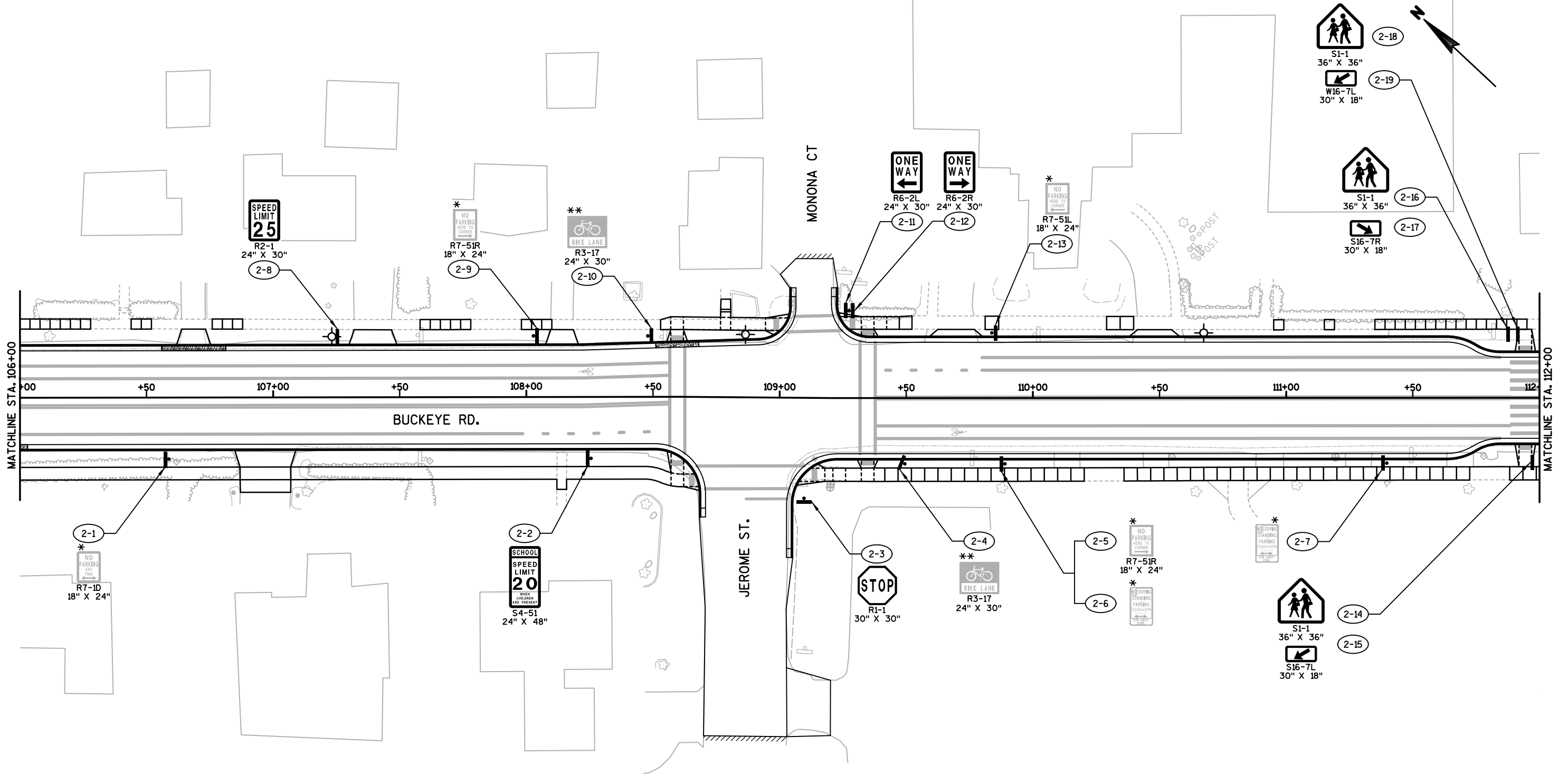
*ADDITIONAL QUANTITIES LISTED ELSEWHERE
**CONSTRUCT LB-8 BASE MODIFIED TO HAVE 11.5-INCH BOLT CIRCLE

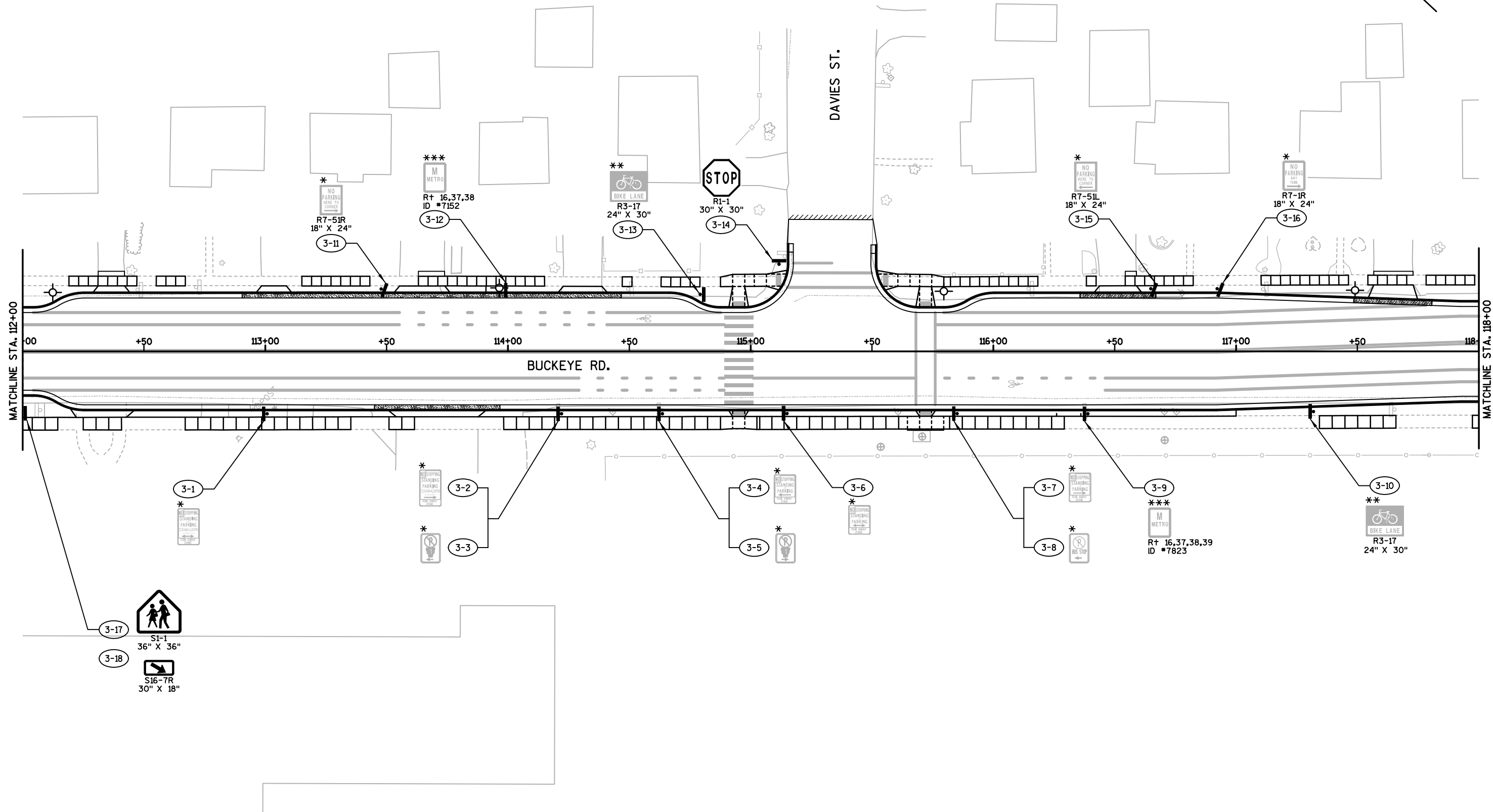
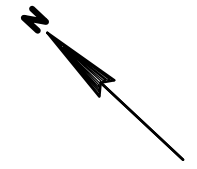
RECTANGULAR RAPID FLASHING BEACON SYSTEM
BUCKEYE ROAD & MAHER AVENUE

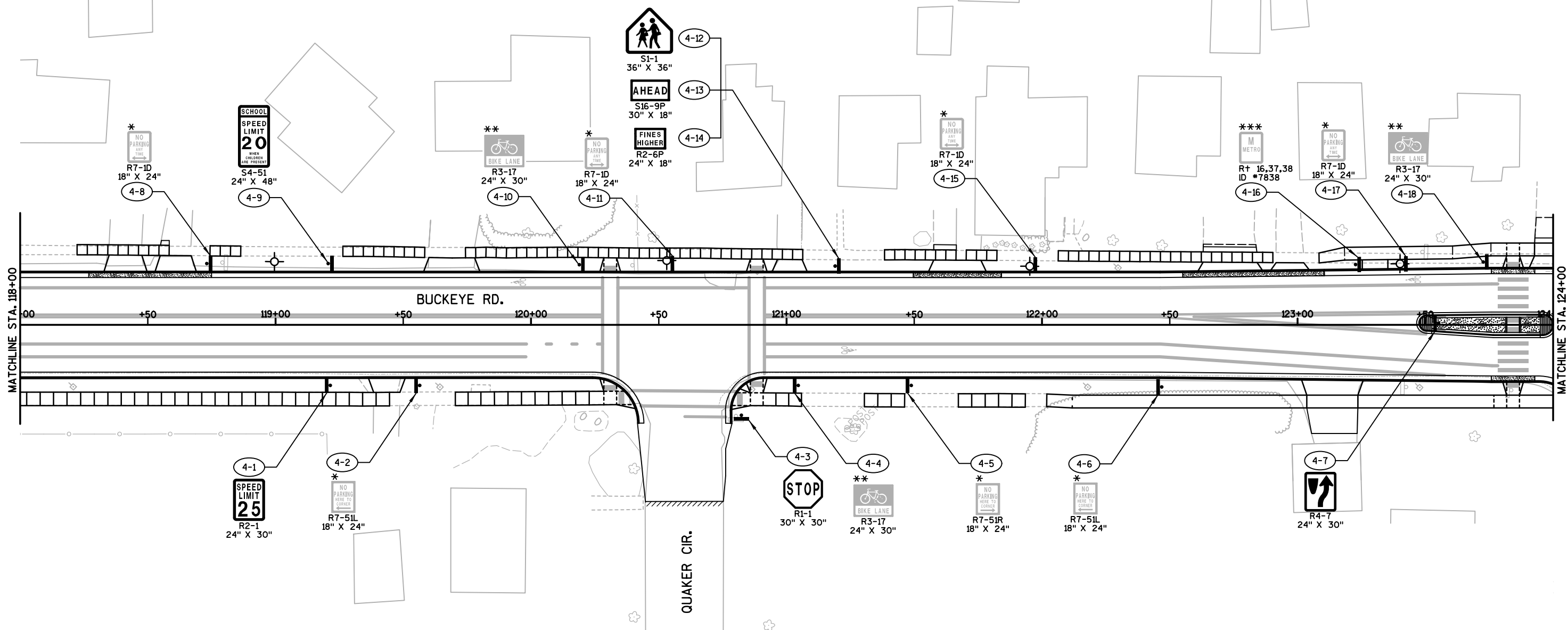
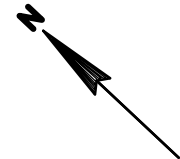
STRUCTURE	STATION	OFFSET	60411 CONCRETE BASES TYPE G EACH	60409 CONCRETE BASES OFFSET EACH
			TS3	138+51.0
TS4	138+51.1	0'	1	-
TS5	138+61.8	24.8' RT	1	-
UNDISTRIBUTED			-	1
TOTALS			3	1

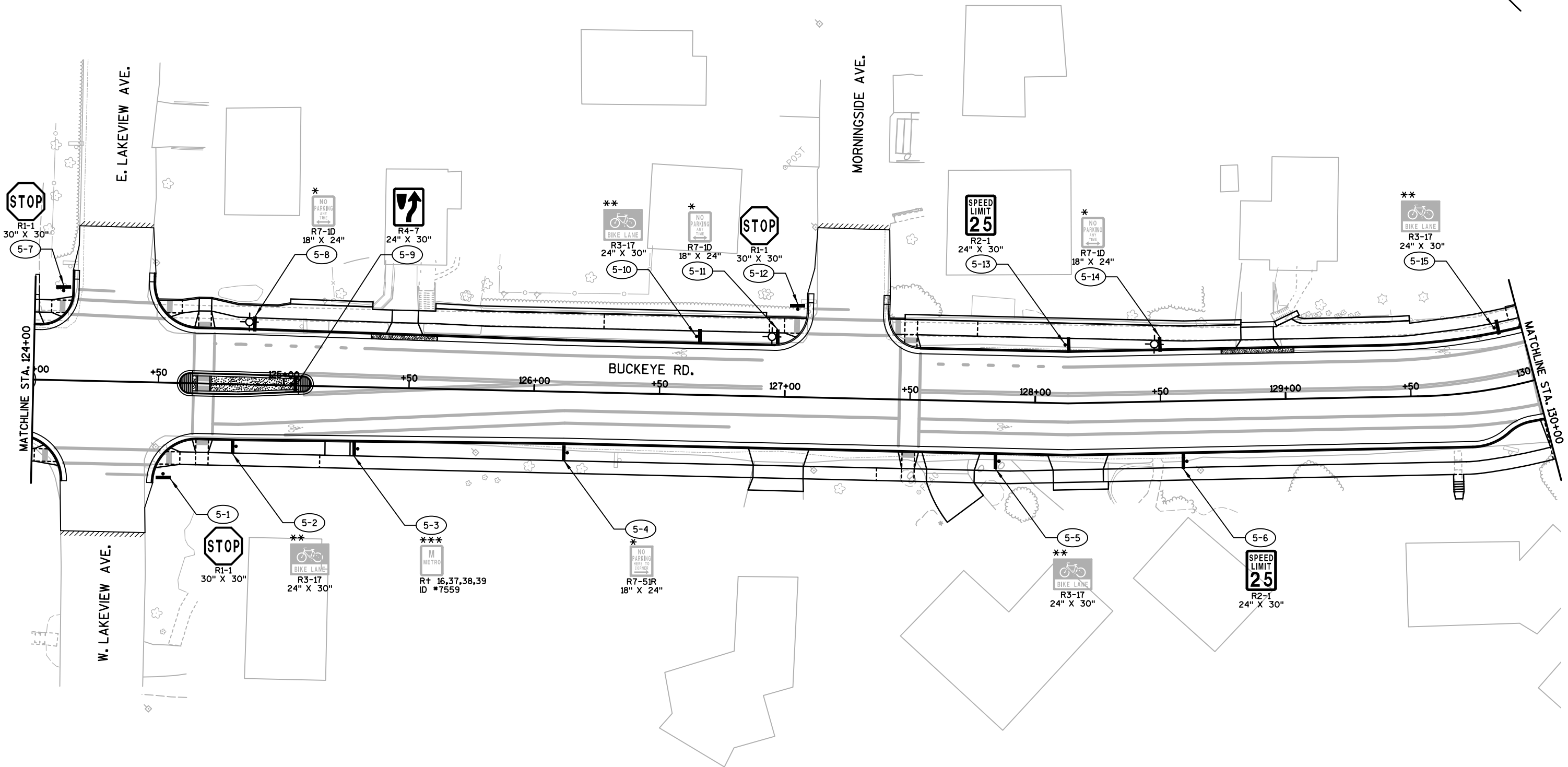
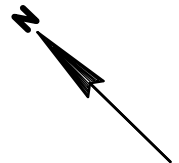
*ADDITIONAL QUANTITIES LISTED ELSEWHERE

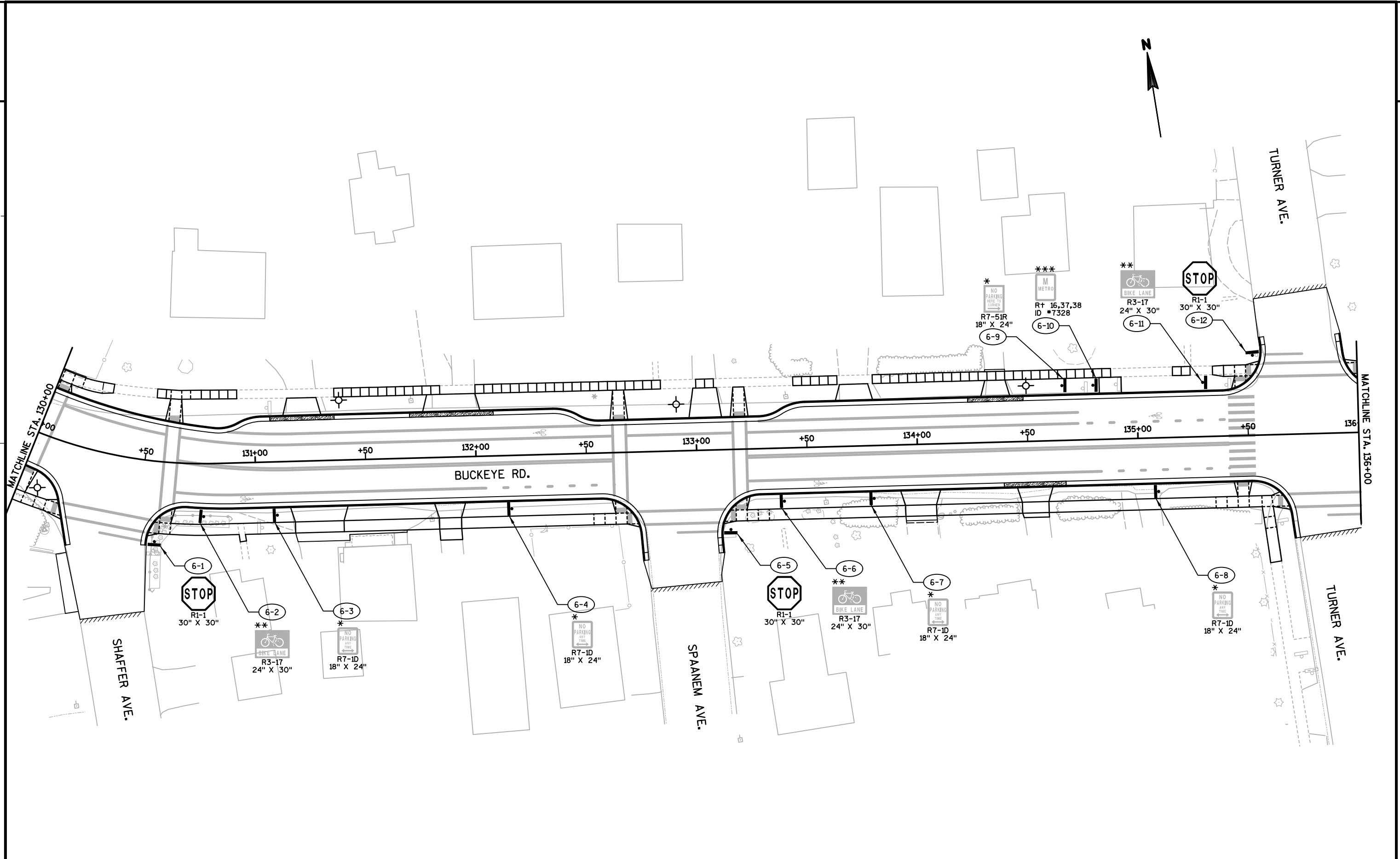




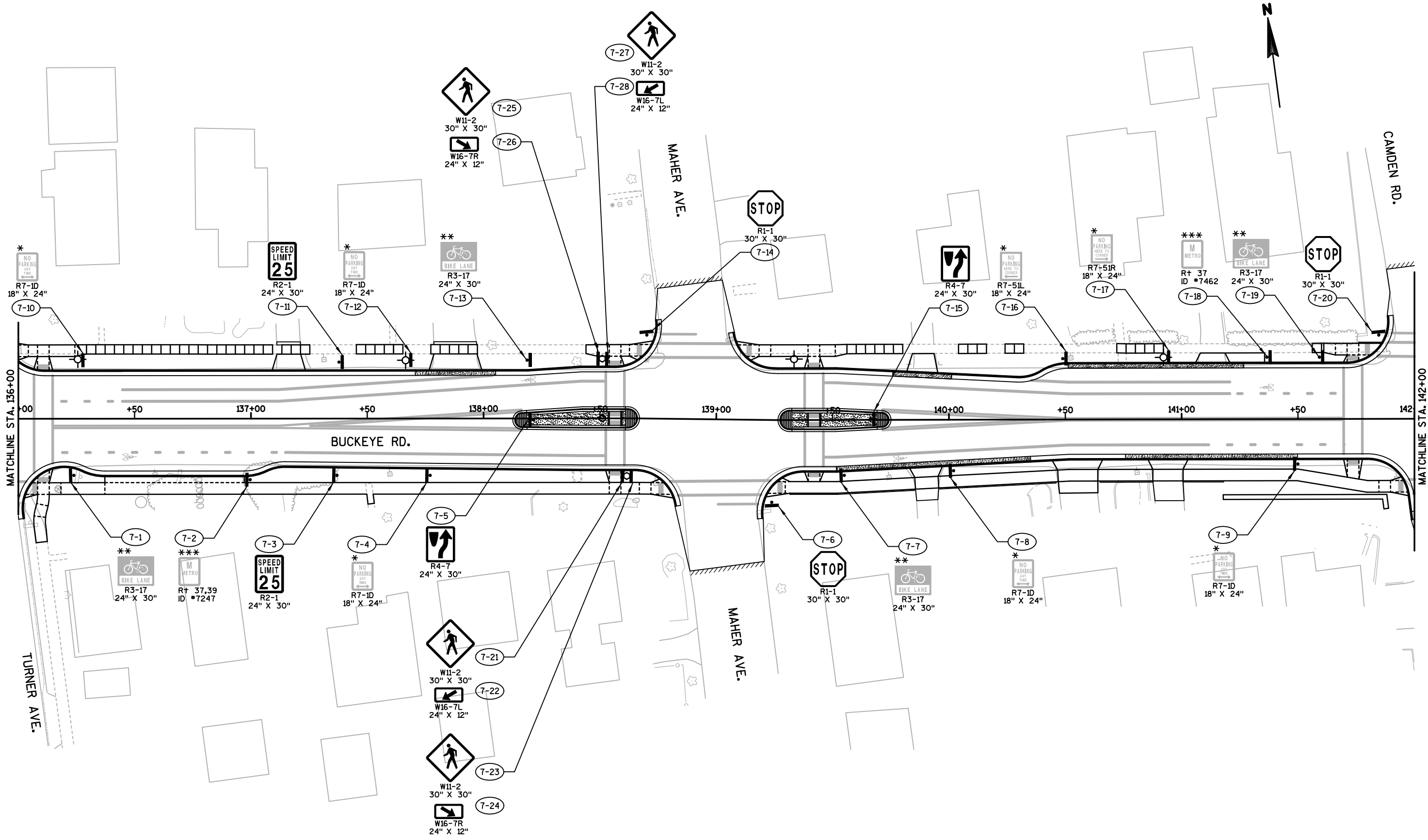




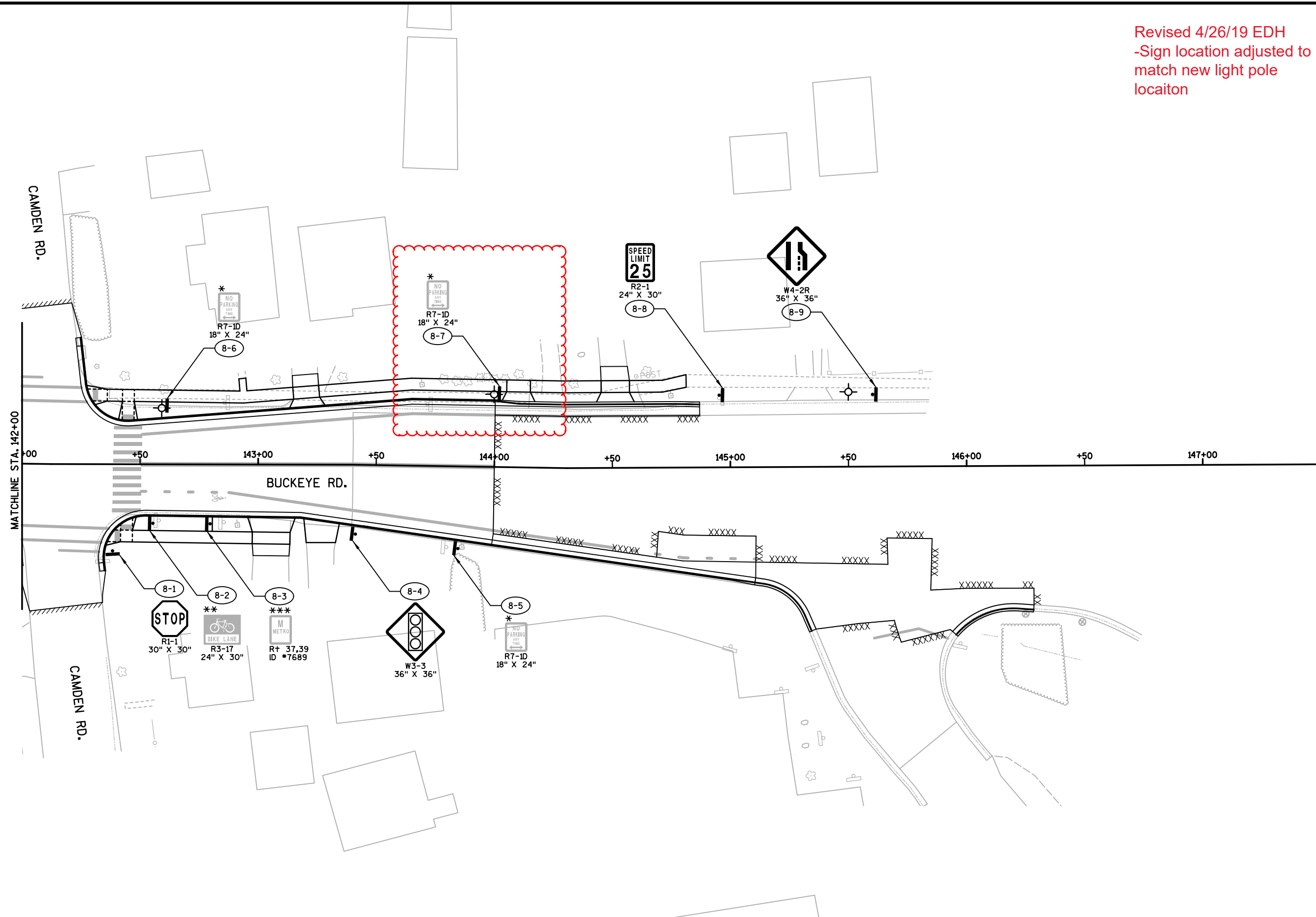




PROJECT NO: 10228	HWY: BUCKEYE ROAD	COUNTY: DANE	PERMANENT SIGNING	SHEET PS-6	E
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Revised 4/26/19 EDH
-Sign location adjusted to
match new light pole
locaiton



3

3

PERMANENT SIGNING SUMMARY

SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	90036		90037		90033		90032		90034		90035		REMARKS
						SIGN TYPE II REFLECTIVE		SIGN POST BASE FOR CONCRETE INSTALLATION		SIGN POST BASE		SIGN POST		REFLECTIVE SIGN POST				
						H SF	F SF	EACH	EACH	LF	LF	LF	LF					
1 - 1	101+60	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	---	10	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
1 - 2	103+10	RT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.00	---	---	1	---	---	10	---	---	---	---	---	
1 - 3	104+00	RT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
1 - 4	105+50	RT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	---	1	---	---	13	---	---	---	---	---	
1 - 5	105+50	RT	S16-9P	AHEAD PLAQUE (FLUORESCENT YELLOW GREEN)	30 x 18	---	3.75	---	---	---	---	---	---	---	---	---	---	INSTALL BELOW SIGN 1-4
1 - 6	105+50	RT	R2-6P	FINES HIGHER PLAQUE	24 x 18	3.00	---	---	---	---	---	---	---	---	---	---	---	INSTALL BELOW SIGN 1-5
1 - 7	103+00	LT	R7-51L	NO PARKING HERE TO CORNER - LEFT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
1 - 8	104+15	LT	R14-1	TRUCK ROUTE	24 x 18	3.00	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE
1 - 9	104+15	LT	M6-5	DIRECTIONAL ARROWS DIAGONAL	21 x 21	3.06	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE BELOW SIGN 1-8
2 - 1	106+60	RT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
2 - 2	108+25	RT	S4-51	SCHOOL SPEED LIMIT	24 x 48	---	8.00	---	1	---	---	12	---	---	---	---	---	
2 - 3	109+10	RT	R1-1	STOP	30 x 30	5.18	---	---	1	---	---	10	---	---	---	---	---	
2 - 4	109+50	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	---	10	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
2 - 5	109+90	RT	R7-51R	NO PARKING HERE TO CORNER - RIGHT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
2 - 6	109+90	RT	---	NO STOPPING STANDING OR PARKING; TIMES; ON SCHOOL DAYS	18 x 30	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL BELOW SIGN 2-5; SIGN PROVIDED AND INSTALLED BY OTHERS
2 - 7	111+40	RT	---	NO STOPPING STANDING OR PARKING; TIMES; ON SCHOOL DAYS	18 x 30	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
2 - 8	107+25	LT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.00	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE
2 - 9	108+00	LT	R7-51R	NO PARKING HERE TO CORNER - RIGHT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
2 - 10	108+50	LT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	---	---	---	10	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
2 - 11	109+25	LT	R6-2L	ONE WAY LEFT ARROW	24 x 30	5.00	---	---	---	---	---	10	---	---	---	---	---	
2 - 12	109+25	LT	R6-2R	ONE WAY RIGHT ARROW	24 x 30	5.00	---	---	---	---	---	---	---	---	---	---	---	INSTALL BACK-TO-BACK WITH SIGN 2-11
2 - 13	109+85	LT	R7-51L	NO PARKING HERE TO CORNER - LEFT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
2 - 14	111+99	RT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE
2 - 15	111+99	RT	S16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	30 x 18	---	3.75	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE BELOW SIGN 2-14
2 - 16	111+90	LT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE
2 - 17	111+90	LT	S16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	30 x 18	---	3.75	---	---	---	---	---	---	---	---	---	---	INSTALL POLE BELOW SIGN 2-18
2 - 18	111+90	LT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE
2 - 19	111+90	LT	S16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	30 x 18	---	3.75	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE BELOW SIGN 3-17
3 - 1	113+00	RT	---	NO STOPPING STANDING OR PARKING; TIMES; ON SCHOOL DAYS	18 x 30	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
3 - 2	114+20	RT	---	NO STOPPING STANDING OR PARKING; TIMES; ON SCHOOL DAYS	18 x 30	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
3 - 3	114+20	RT	---	NO PARKING SYMBOL; DROP OFF/PICK UP ONLY	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL BELOW SIGN 3-2
3 - 4	114+65	RT	---	NO STOPPING STANDING OR PARKING	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
3 - 5	114+65	RT	---	NO PARKING SYMBOL; DROP OFF/PICK UP ONLY	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL BELOW SIGN 3-4
3 - 6	115+15	RT	---	NO STOPPING STANDING OR PARKING	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
3 - 7	115+85	RT	---	NO STOPPING STANDING OR PARKING	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
3 - 8	115+85	RT	---	NO PARKING SYMBOL; BUS STOP	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL BELOW SIGN 3-7; SIGN PROVIDED AND INSTALLED BY OTHERS
3 - 9	116+40	RT	---	MADISON METRO BUS STOP	---	---	---	---	---	---	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
3 - 10	117+30	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	---	---	---	10	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
3 - 11	113+50	LT	R7-51R	NO PARKING HERE TO CORNER - RIGHT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
3 - 12	113+95	LT	---	MADISON METRO BUS STOP	---	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
3 - 13	114+80	LT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	---	---	---	10	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
3 - 14	115+12	LT	R1-1	STOP	30 x 30	5.18	---	---	---	---	---	10	---	---	---	---	---	
3 - 15	116+65	LT	R7-51L	NO PARKING HERE TO CORNER - LEFT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
3 - 16	116+95	LT	R7-1R	NO PARKING ANY TIME - RIGHT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
3 - 17	111+99	RT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE
3 - 18	111+99	RT	S16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW (FLUORESCENT)	30 x 18	---	3.75	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE BELOW SIGN 2-16
4 - 1	119+20	RT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.00	---	---	---	---	---	10	---	---	---	---	---	
4 - 2	119+55	RT	R7-51L	NO PARKING HERE TO CORNER - LEFT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
4 - 3	120+80	RT	R1-1	STOP	30 x 30	5.18	---	---	---	---	---	10	---	---	---	---	---	
4 - 4	121+00	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	---	---	---	10	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
4 - 5	121+50	RT	R7-51R	NO PARKING HERE TO CORNER - RIGHT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
4 - 6	122+50	RT	R7-51L	NO PARKING HERE TO CORNER - LEFT ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
4 - 7	123+55	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	---	1	---	---	10	---	---	---	---	---	
4 - 8	118+75	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
4 - 9	119+20	LT	S4-51	SCHOOL SPEED LIMIT	24 x 48	---	8.00	---	---	---	---	12	---	---	---	---	---	
SHEET TOTALS							54.60	68.50	9	26	40	127						

CONT NEXT SHEET

PERMANENT SIGNING SUMMARY (CONT'D)

SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	SIGNS TYPE II REFLECTIVE		SIGN POST BASE FOR CONCRETE INSTALLATION	PRECAST SIGN POST BASE	SIGN POST	REFLECTIVE SIGN POST	REMARKS
						H SF	F SF	EACH	EACH	LF	LF	
4 - 10	120+20	LT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
4 - 11	120+55	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
4 - 12	121+20	LT	S1-1	SCHOOL ADVANCE	36 x 36	---	6.75	---	1	---	13	
4 - 13	121+20	LT	S16-9P	AHEAD PLAQUE (FLUORESCENT YELLOW GREEN)	30 x 18	---	3.75	---	---	---	---	INSTALL BELOW SIGN 4-12
4 - 14	121+20	LT	R2-6P	FINES HIGHER PLAQUE	24 x 18	3.00	---	---	---	---	---	INSTALL BELOW SIGN 4-13
4 - 15	121+95	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
4 - 16	123+20	LT	---	MADISON METRO BUS STOP	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
4 - 17	123+40	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
4 - 18	123+70	LT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
5 - 1	124+50	RT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	
5 - 2	124+80	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
5 - 3	125+30	RT	---	MADISON METRO BUS STOP	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
5 - 4	126+15	RT	R7-5R	NO PARKING HERE TO CORNER - RIGHT ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
5 - 5	127+85	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
5 - 6	128+60	RT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.00	---	---	1	---	10	
5 - 7	124+10	LT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	
5 - 8	124+85	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
5 - 9	125+05	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	1	---	---	10	
5 - 10	126+65	LT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
5 - 11	126+95	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
5 - 12	127+05	LT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	
5 - 13	128+10	LT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.00	---	---	1	---	10	
5 - 14	128+50	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
5 - 15	129+85	LT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
6 - 1	130+60	RT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	
6 - 2	130+75	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
6 - 3	131+10	RT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
6 - 4	132+15	RT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
6 - 5	133+15	RT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	
6 - 6	133+40	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
6 - 7	133+80	RT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
6 - 8	135+10	RT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
6 - 9	134+65	LT	R7-5R	NO PARKING HERE TO CORNER - RIGHT ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
6 - 10	134+80	LT	---	MADISON METRO BUS STOP	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
6 - 11	135+30	LT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
6 - 12	135+55	LT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	
7 - 1	136+20	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
7 - 2	137+00	RT	---	MADISON METRO BUS STOP	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
7 - 3	137+35	RT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.00	---	---	1	---	10	
7 - 4	137+80	RT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
7 - 5	138+20	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	1	---	---	10	
7 - 6	139+25	RT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	
7 - 7	139+55	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
7 - 8	140+00	RT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
7 - 9	141+50	RT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
7 - 10	136+25	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
7 - 11	137+40	LT	R2-1	SPEED LIMIT_ MPH	24 x 30	5.00	---	---	1	---	10	
7 - 12	137+65	LT	R7-1D	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
7 - 13	138+20	LT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
7 - 14	138+70	LT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	
7 - 15	139+70	MEDIAN	R4-7	KEEP RIGHT	24 x 30	5.00	---	1	---	---	10	
7 - 16	140+50	LT	R7-5L	NO PARKING HERE TO CORNER - LEFT ARROW	18 x 24	---	---	---	1	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
7 - 17	140+90	LT	R7-5R	NO PARKING HERE TO CORNER - RIGHT ARROW	18 x 24	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
7 - 18	141+40	LT	---	MADISON METRO BUS STOP	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
7 - 19	141+60	LT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	10	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
SHEET TOTALS						79.44	10.50	3	36	80	213	

CONT NEXT SHEET

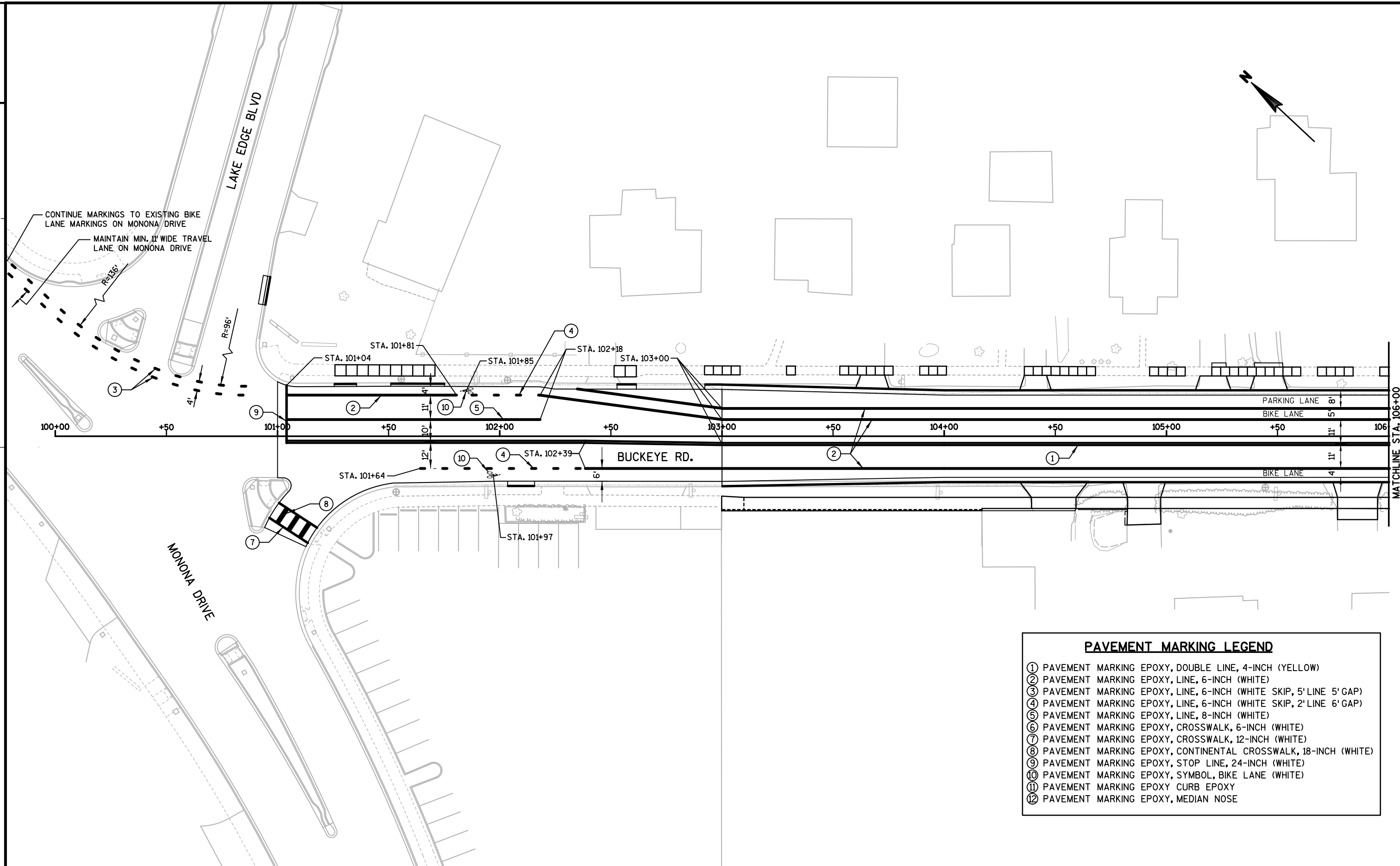
Revised 4/26/19 EDH
 -Sign location adjusted to
 match new light pole
 locaiton

PERMANENT SIGNING SUMMARY (CONT'D)

SIGN NO.	APPROX. STA.	LOC.	SIGN CODE	SIGN MESSAGE	SIGN SIZE (W x H) IN	90036		90037		90033		90032		90034		90035		REMARKS
						SIGNS TYPE II REFLECTIVE		SIGN POST BASE FOR CONCRETE INSTALLATION		PRECAST SIGN POST BASE		SIGN POST		REFLECTIVE SIGN POST				
						H	F	EACH	EACH	LF	LF	LF	LF	LF	LF	LF	LF	
7 - 20	141+85	LT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	---	---	---	---	---	---	
7 - 21	138+60	RT	W11-2	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE
7 - 22	138+60	RT	W16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	24 x 12	---	2.00	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE BELOW SIGN 7-21
7 - 23	138+60	RT	W11-2	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE
7 - 24	138+60	RT	W16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	24 x 12	---	2.00	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE BELOW SIGN 7-23
7 - 25	138+50	LT	W11-2	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE
7 - 26	138+50	LT	W16-7R	RIGHT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	24 x 12	---	2.00	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE BELOW SIGN 7-25
7 - 27	138+50	LT	W11-2	PEDESTRIAN CROSSING SYMBOL	30 x 30	---	6.25	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE
7 - 28	138+50	LT	W16-7L	LEFT DIAGONAL DOWNWARD POINTING ARROW (YELLOW)	24 x 12	---	2.00	---	---	---	---	---	---	---	---	---	---	INSTALL ON POLE BELOW SIGN 7-27
8 - 1	142+40	RT	R1-1	STOP	30 x 30	5.18	---	---	1	10	---	---	---	---	---	---	---	
8 - 2	142+55	RT	R3-17	BIKE LANE (BIKE SYMBOL)	24 x 30	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE AND POST. SIGN PROVIDED AND INSTALLED BY OTHERS
8 - 3	142+80	RT	---	MADISON METRO BUS STOP	---	---	---	---	---	---	---	---	---	---	---	---	---	SIGN, POST AND BASE PROVIDED AND INSTALLED BY OTHERS
8 - 4	143+40	RT	W3-3	SIGNAL AHEAD	36 x 36	---	9.00	---	1	---	---	---	---	---	---	---	---	
8 - 5	143+85	RT	R7-ID	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	1	---	---	---	---	---	---	---	---	PROVIDE AND INSTALL PRECAST SIGN POST BASE. SIGN AND POST PROVIDED AND INSTALLED BY OTHERS
8 - 6	142+60	LT	R7-ID	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
8 - 7	144+05	LT	R7-ID	NO PARKING ANY TIME - DOUBLE ARROW	18 x 24	---	---	---	---	---	---	---	---	---	---	---	---	INSTALL ON LIGHT POLE; SIGN PROVIDED AND INSTALLED BY OTHERS
8 - 8	144+95	LT	R2-1	SPEED LIMIT MPH	24 x 30	5.00	---	---	1	---	---	---	---	---	---	---	---	
8 - 9	145+60	LT	W4-2R	LANE REDUCTION TRANSITION SYMBOL - RIGHT	36 x 36	---	9.00	---	1	---	---	---	---	---	---	---	---	
SHEET TOTALS							15.36	51.00	0	7	20	44						
TOTALS							149.40	130.00	12	69	140	384						

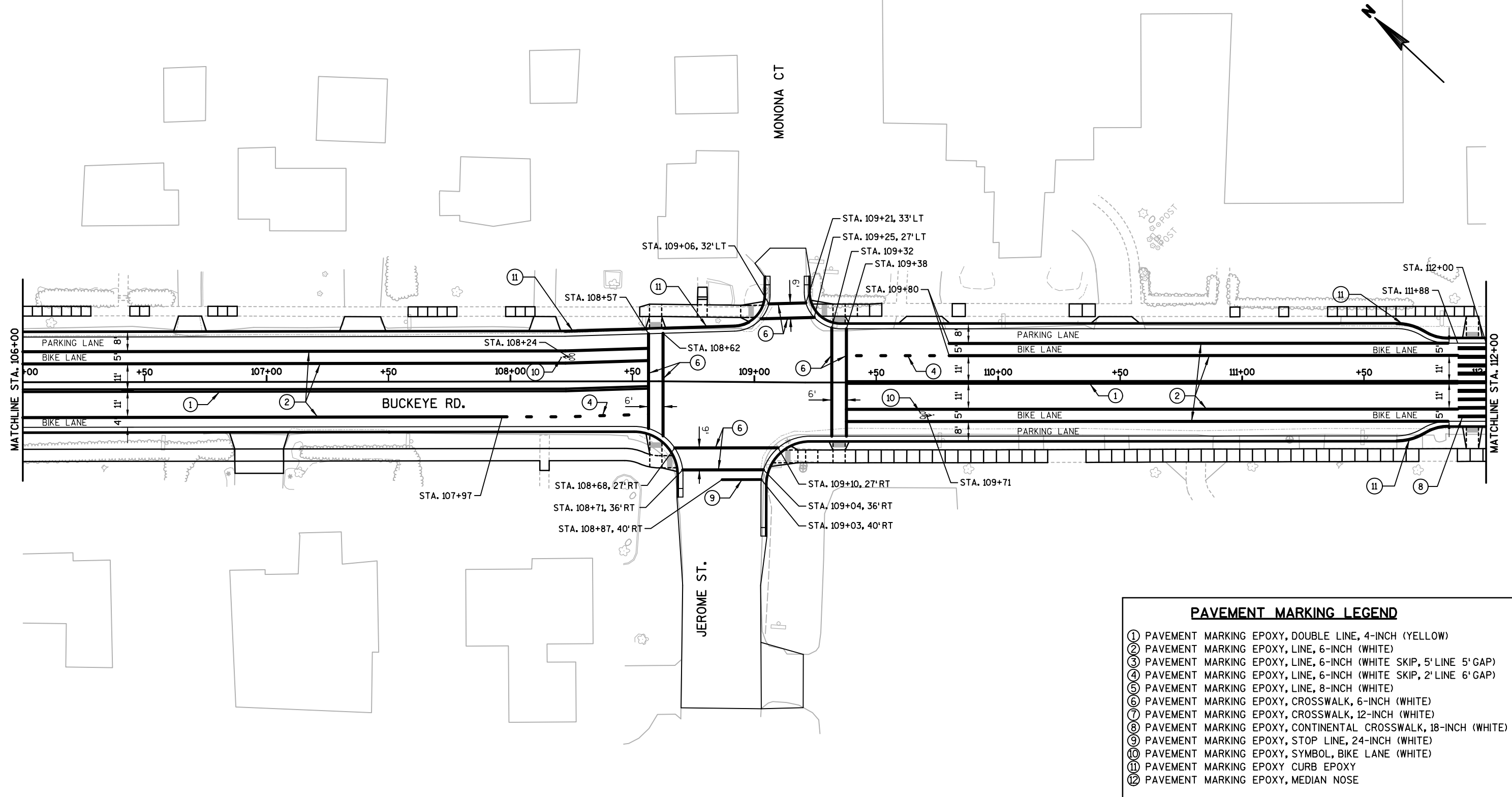
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3

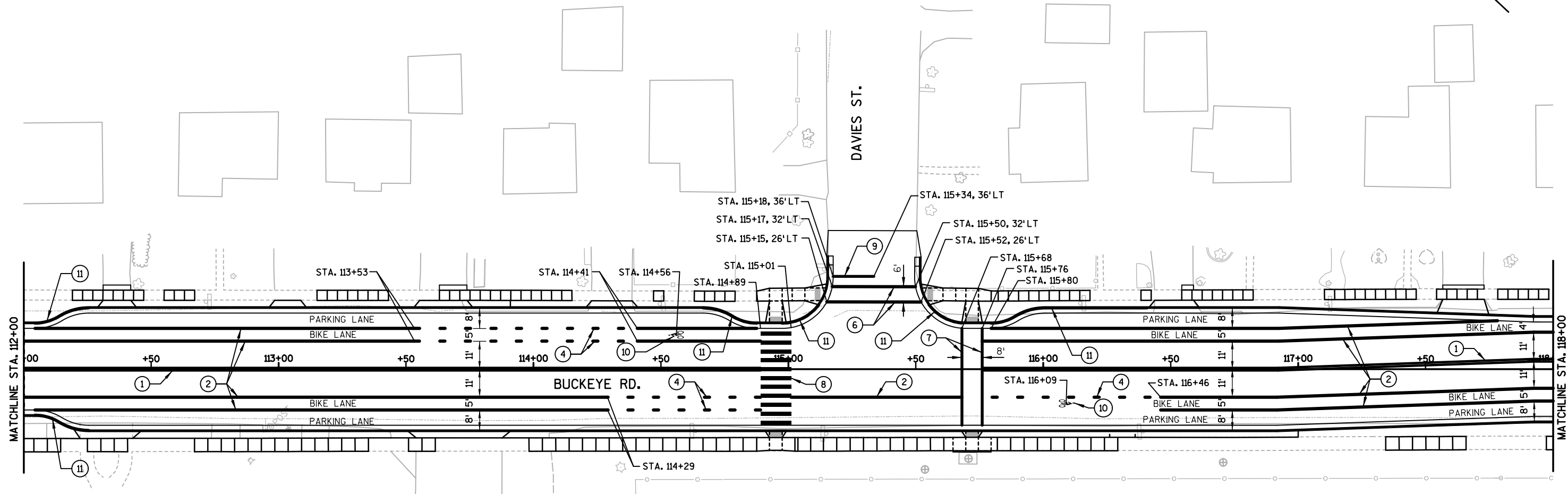
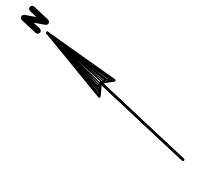


PAVEMENT MARKING LEGEND

- ① PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (YELLOW)
- ② PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE)
- ③ PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 5' LINE 5' GAP)
- ④ PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 2' LINE 6' GAP)
- ⑤ PAVEMENT MARKING EPOXY, LINE, 8-INCH (WHITE)
- ⑥ PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (WHITE)
- ⑦ PAVEMENT MARKING EPOXY, CROSSWALK, 12-INCH (WHITE)
- ⑧ PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK, 18-INCH (WHITE)
- ⑨ PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH (WHITE)
- ⑩ PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE (WHITE)
- ⑪ PAVEMENT MARKING EPOXY CURB EPOXY
- ⑫ PAVEMENT MARKING EPOXY, MEDIAN NOSE

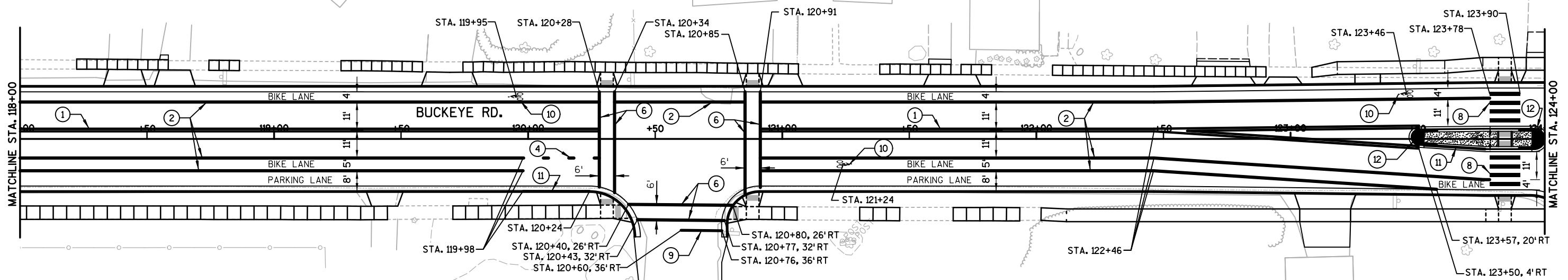
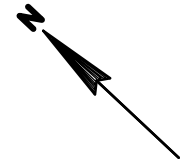


PAVEMENT MARKING LEGEND	
①	PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (YELLOW)
②	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE)
③	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 5' LINE 5' GAP)
④	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 2' LINE 6' GAP)
⑤	PAVEMENT MARKING EPOXY, LINE, 8-INCH (WHITE)
⑥	PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (WHITE)
⑦	PAVEMENT MARKING EPOXY, CROSSWALK, 12-INCH (WHITE)
⑧	PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK, 18-INCH (WHITE)
⑨	PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH (WHITE)
⑩	PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE (WHITE)
⑪	PAVEMENT MARKING EPOXY CURB EPOXY
⑫	PAVEMENT MARKING EPOXY, MEDIAN NOSE

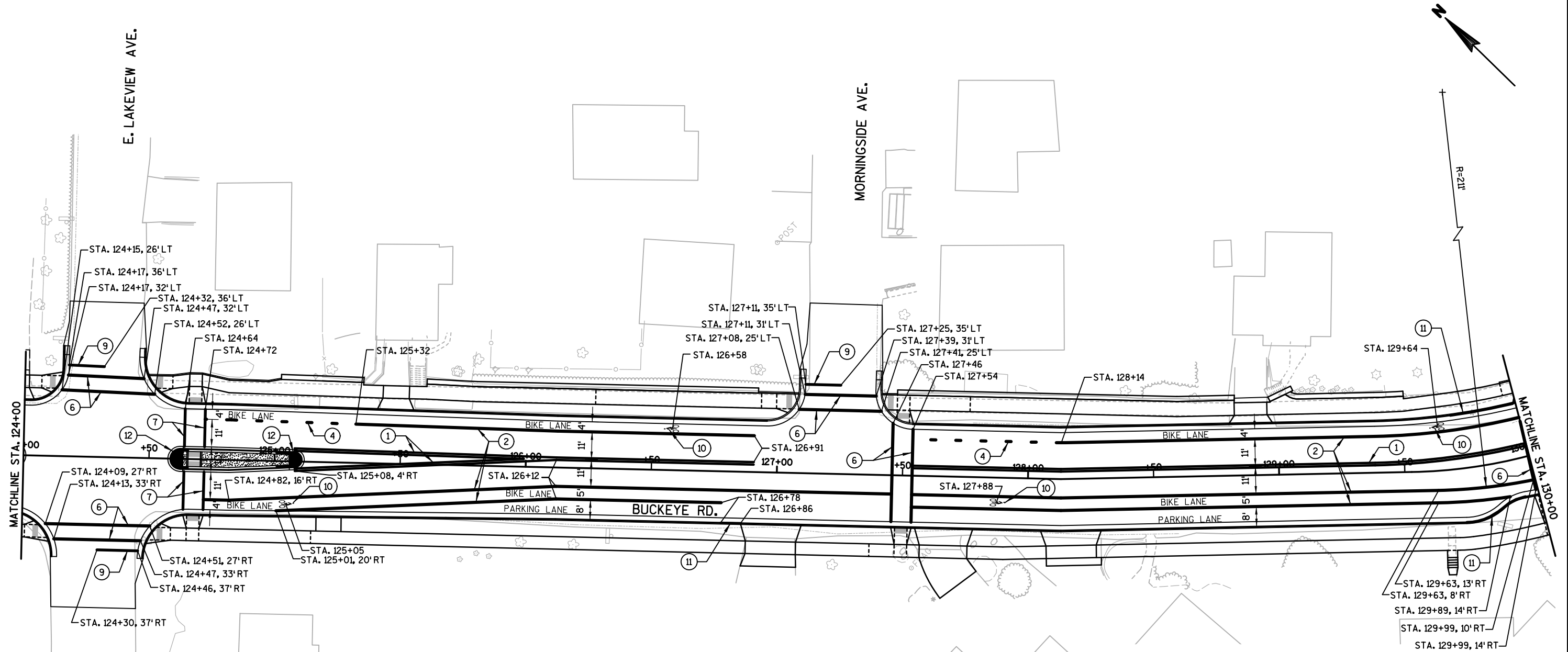


PAVEMENT MARKING LEGEND

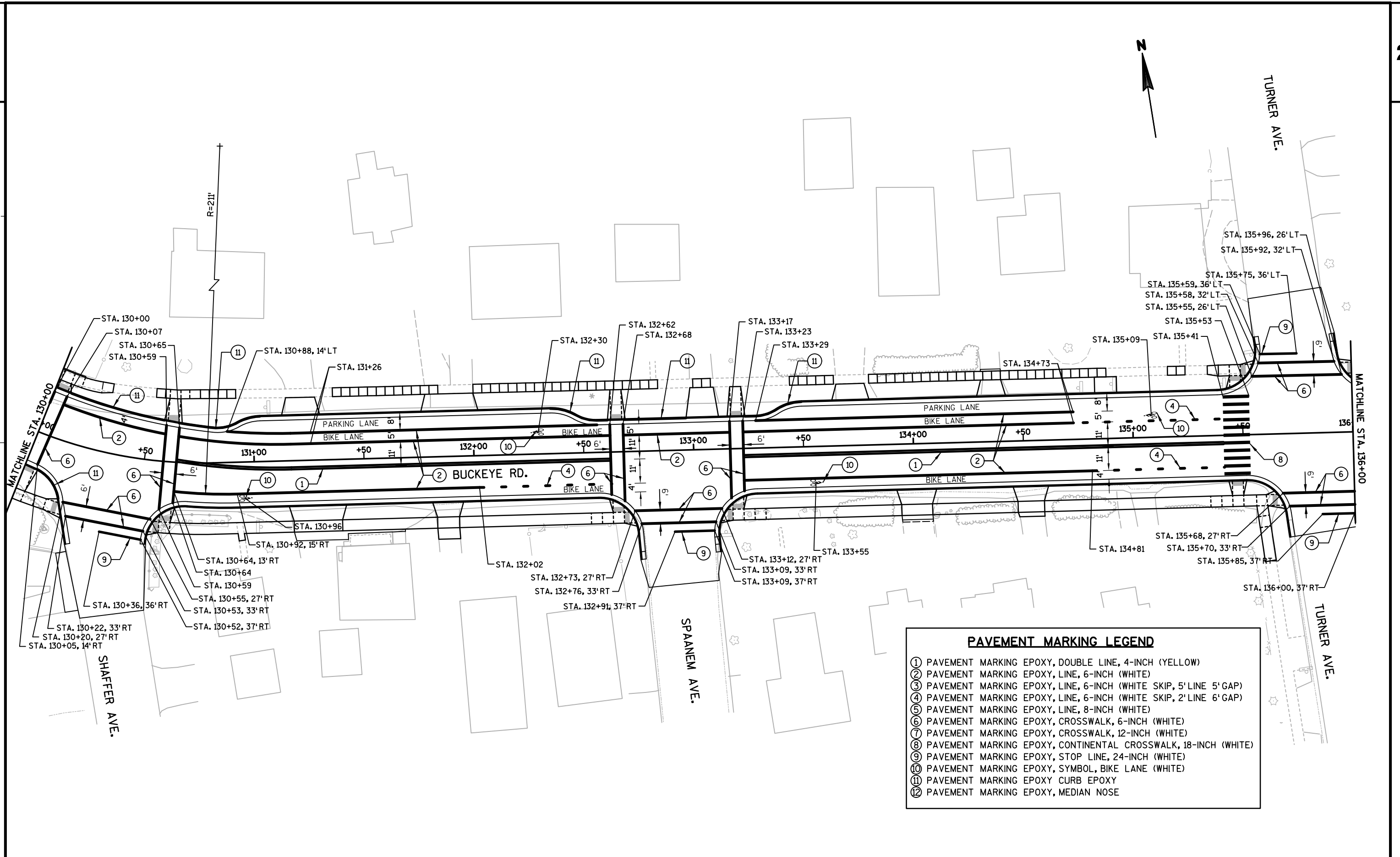
- ① PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (YELLOW)
- ② PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE)
- ③ PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 5' LINE 5' GAP)
- ④ PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 2' LINE 6' GAP)
- ⑤ PAVEMENT MARKING EPOXY, LINE, 8-INCH (WHITE)
- ⑥ PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (WHITE)
- ⑦ PAVEMENT MARKING EPOXY, CROSSWALK, 12-INCH (WHITE)
- ⑧ PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK, 18-INCH (WHITE)
- ⑨ PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH (WHITE)
- ⑩ PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE (WHITE)
- ⑪ PAVEMENT MARKING EPOXY CURB EPOXY
- ⑫ PAVEMENT MARKING EPOXY, MEDIAN NOSE



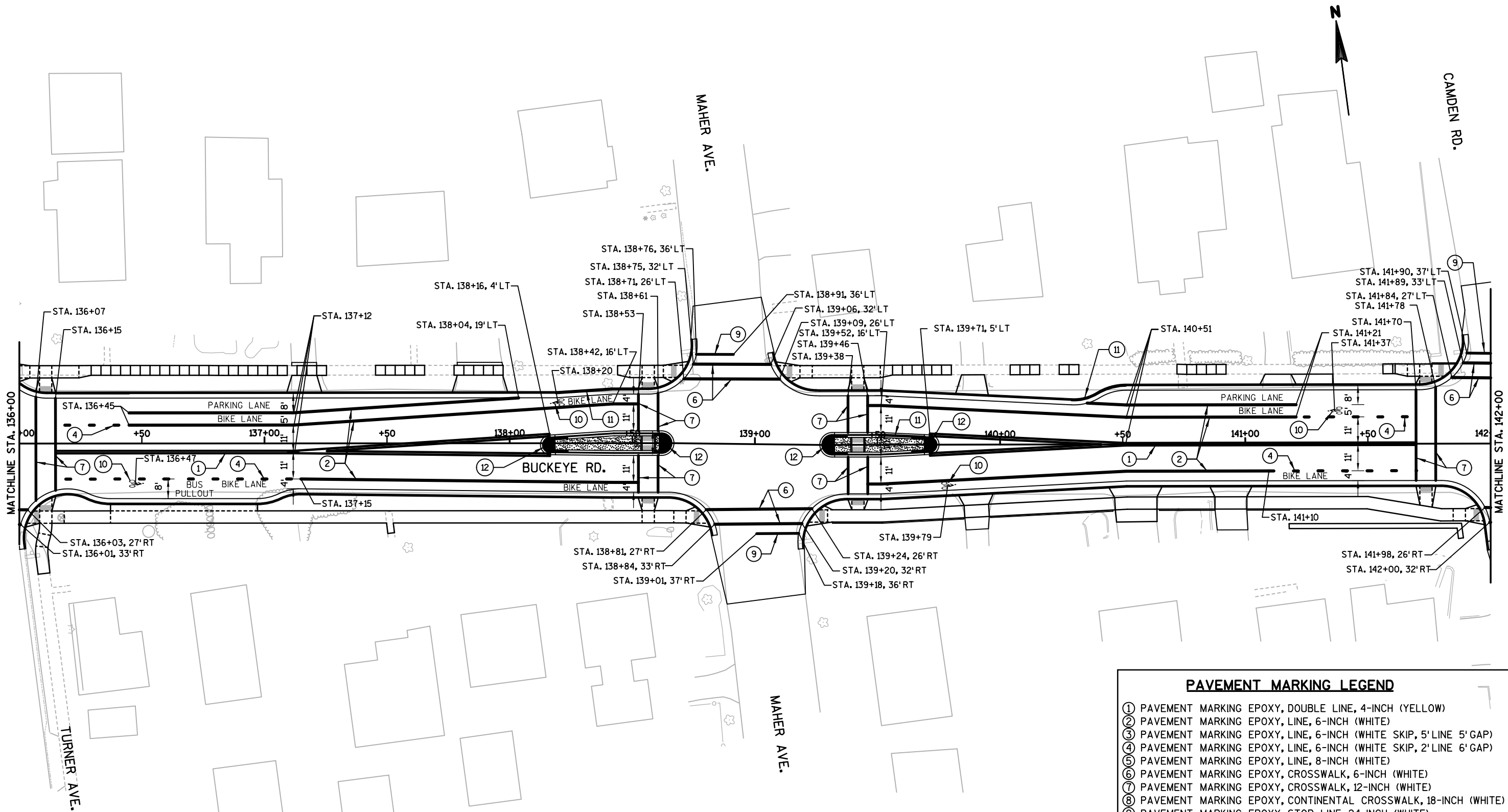
PAVEMENT MARKING LEGEND	
①	PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (YELLOW)
②	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE)
③	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 5' LINE 5' GAP)
④	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 2' LINE 6' GAP)
⑤	PAVEMENT MARKING EPOXY, LINE, 8-INCH (WHITE)
⑥	PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (WHITE)
⑦	PAVEMENT MARKING EPOXY, CROSSWALK, 12-INCH (WHITE)
⑧	PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK, 18-INCH (WHITE)
⑨	PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH (WHITE)
⑩	PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE (WHITE)
⑪	PAVEMENT MARKING EPOXY CURB EPOXY
⑫	PAVEMENT MARKING EPOXY, MEDIAN NOSE



PAVEMENT MARKING LEGEND	
①	PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (YELLOW)
②	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE)
③	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 5' LINE 5' GAP)
④	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 2' LINE 6' GAP)
⑤	PAVEMENT MARKING EPOXY, LINE, 8-INCH (WHITE)
⑥	PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (WHITE)
⑦	PAVEMENT MARKING EPOXY, CROSSWALK, 12-INCH (WHITE)
⑧	PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK, 18-INCH (WHITE)
⑨	PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH (WHITE)
⑩	PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE (WHITE)
⑪	PAVEMENT MARKING EPOXY CURB EPOXY
⑫	PAVEMENT MARKING EPOXY, MEDIAN NOSE

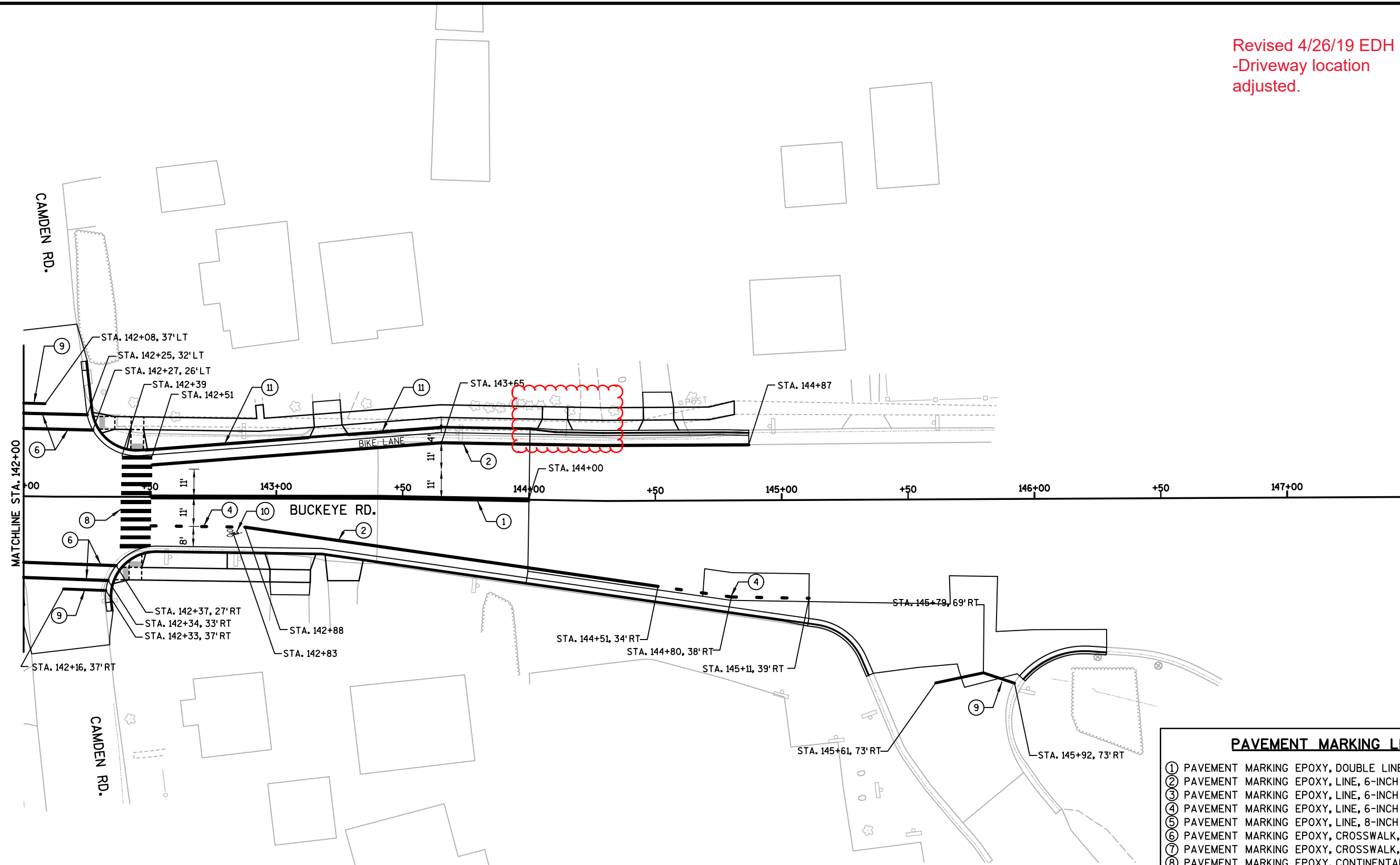


PAVEMENT MARKING LEGEND	
①	PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (YELLOW)
②	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE)
③	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 5' LINE 5' GAP)
④	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 2' LINE 6' GAP)
⑤	PAVEMENT MARKING EPOXY, LINE, 8-INCH (WHITE)
⑥	PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (WHITE)
⑦	PAVEMENT MARKING EPOXY, CROSSWALK, 12-INCH (WHITE)
⑧	PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK, 18-INCH (WHITE)
⑨	PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH (WHITE)
⑩	PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE (WHITE)
⑪	PAVEMENT MARKING EPOXY CURB EPOXY
⑫	PAVEMENT MARKING EPOXY, MEDIAN NOSE



PAVEMENT MARKING LEGEND	
①	PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (YELLOW)
②	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE)
③	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 5' LINE 5' GAP)
④	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 2' LINE 6' GAP)
⑤	PAVEMENT MARKING EPOXY, LINE, 8-INCH (WHITE)
⑥	PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (WHITE)
⑦	PAVEMENT MARKING EPOXY, CROSSWALK, 12-INCH (WHITE)
⑧	PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK, 18-INCH (WHITE)
⑨	PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH (WHITE)
⑩	PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE (WHITE)
⑪	PAVEMENT MARKING EPOXY CURB EPOXY
⑫	PAVEMENT MARKING EPOXY, MEDIAN NOSE

Revised 4/26/19 EDH
-Driveway location
adjusted.



PAVEMENT MARKING LEGEND	
①	PAVEMENT MARKING EPOXY, DOUBLE LINE, 4-INCH (YELLOW)
②	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE)
③	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 5' LINE 5' GAP)
④	PAVEMENT MARKING EPOXY, LINE, 6-INCH (WHITE SKIP, 2' LINE 6' GAP)
⑤	PAVEMENT MARKING EPOXY, LINE, 8-INCH (WHITE)
⑥	PAVEMENT MARKING EPOXY, CROSSWALK, 6-INCH (WHITE)
⑦	PAVEMENT MARKING EPOXY, CROSSWALK, 12-INCH (WHITE)
⑧	PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK, 18-INCH (WHITE)
⑨	PAVEMENT MARKING EPOXY, STOP LINE, 24-INCH (WHITE)
⑩	PAVEMENT MARKING EPOXY, SYMBOL, BIKE LANE (WHITE)
⑪	PAVEMENT MARKING EPOXY CURB EPOXY
⑫	PAVEMENT MARKING EPOXY, MEDIAN NOSE

3

3

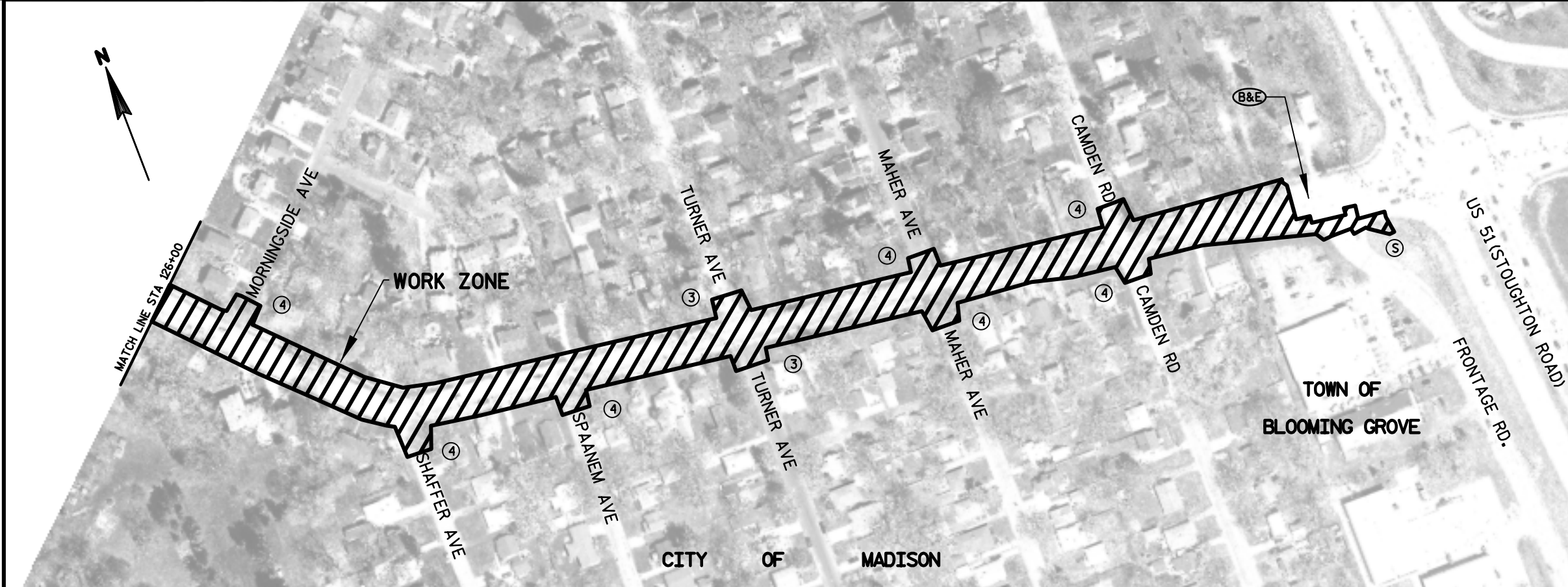
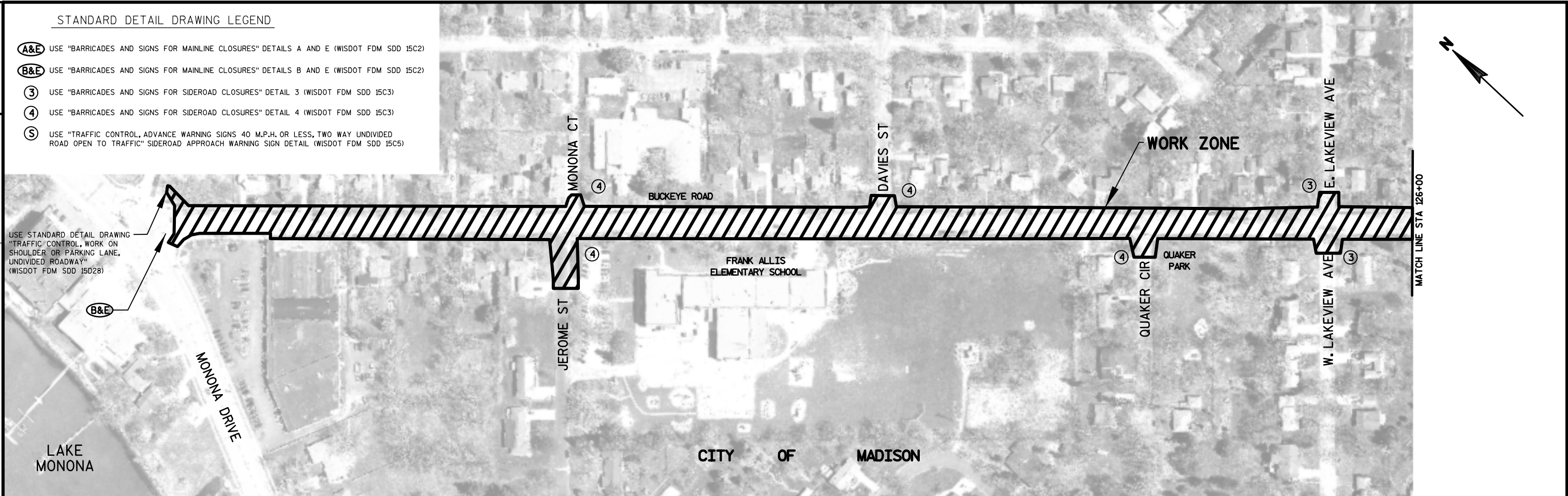
PAVEMENT MARKING EPOXY

CATEGORY	STATION - STATION	LOCATION	60801	60802		60803	60806	60812	60814	60816	60818	60819	60820	60823
			DOUBLE	LINE, 6-INCH		LINE	RADIUS LINE	CROSSWALK	CROSSWALK	CONTINENTAL	STOP	CURB	MEDIAN	SYMBOL
			LINE	LINE, 6-INCH	LINE	6-INCH								
			4-INCH (YELLOW)	(WHITE)	(WHITE SKIP, 2' LINE, 6' GAP)	8-INCH (WHITE)	(WHITE SKIP, 5' LINE, 5' GAP)	6-INCH	12-INCH	18-INCH	24-INCH	NOSE	BIKE LANE	
			LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH
0010	100+00 - 109+50	RT/LT	755	1,920	46	115	140	280	41	48	43	70	---	3
	109+50 - 116+00	RT/LT	700	1,690	110	---	---	70	76	240	16	185	---	2
	116+00 - 123+00	RT/LT	600	1,930	34	---	---	230	---	---	16	40	---	3
	123+00 - 131+00	RT/LT	750	1,620	30	---	---	495	60	96	64	150	4	6
	131+00 - 138+00	RT/LT	725	1,320	80	---	---	350	80	130	49	100	---	4
	138+00 - 146+28	RT/LT	430	935	52	---	---	305	195	130	99	155	4	4
TOTALS			3,960	9,415	352	115	140	1,730	452	644	287	700	8	22
ITEM TOTALS			9,767											

STANDARD DETAIL DRAWING LEGEND

- (A&E) USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS A AND E (WISDOT FDM SDD 15C2)
- (B&E) USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS B AND E (WISDOT FDM SDD 15C2)
- (3) USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 3 (WISDOT FDM SDD 15C3)
- (4) USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4 (WISDOT FDM SDD 15C3)
- (5) USE "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" SIDEROAD APPROACH WARNING SIGN DETAIL (WISDOT FDM SDD 15C5)

USE STANDARD DETAIL DRAWING "TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY" (WISDOT FDM SDD 15D28)



GENERAL NOTES FOR TRAFFIC CONTROL

SEE DETOUR SIGNING PLAN FOR ADDITIONAL INFORMATION.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

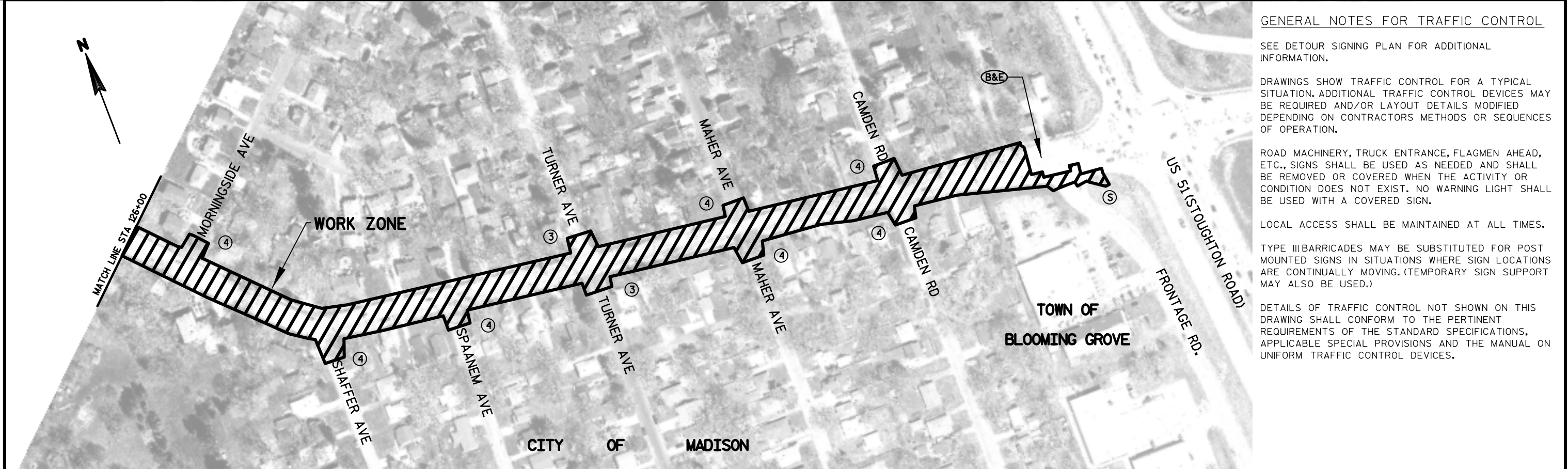
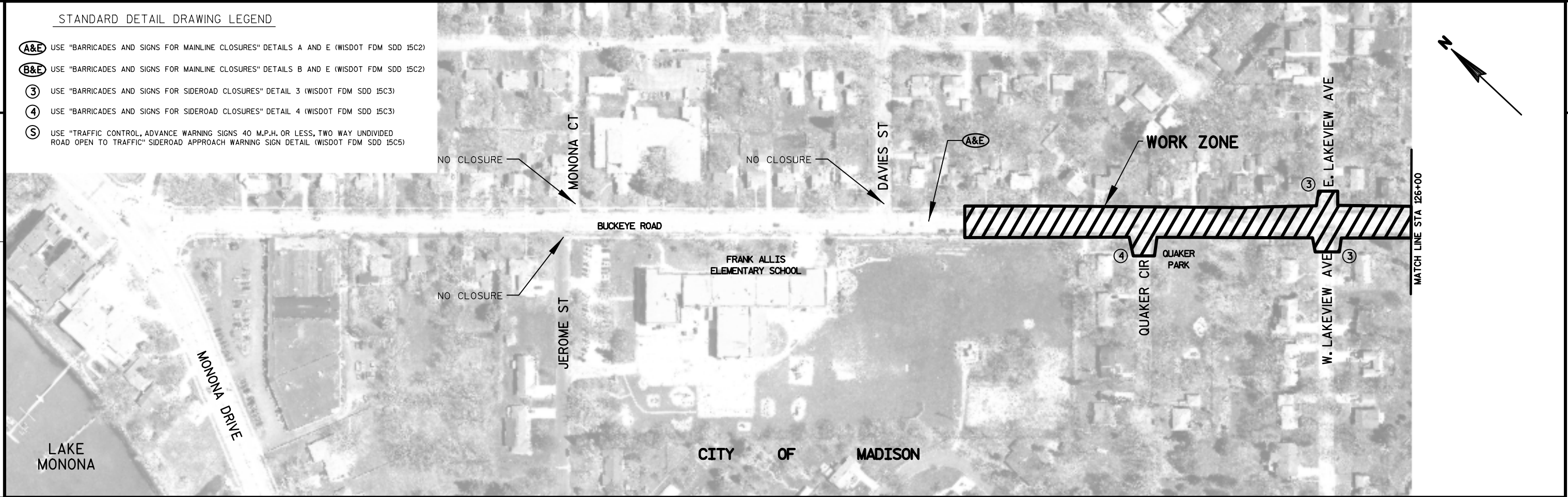
LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

STANDARD DETAIL DRAWING LEGEND

- (A&E) USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS A AND E (WISDOT FDM SDD 15C2)
- (B&E) USE "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" DETAILS B AND E (WISDOT FDM SDD 15C2)
- (3) USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 3 (WISDOT FDM SDD 15C3)
- (4) USE "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES" DETAIL 4 (WISDOT FDM SDD 15C3)
- (5) USE "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS, TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC" SIDEROAD APPROACH WARNING SIGN DETAIL (WISDOT FDM SDD 15C5)



GENERAL NOTES FOR TRAFFIC CONTROL

SEE DETOUR SIGNING PLAN FOR ADDITIONAL INFORMATION.

DRAWINGS SHOW TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTORS METHODS OR SEQUENCES OF OPERATION.

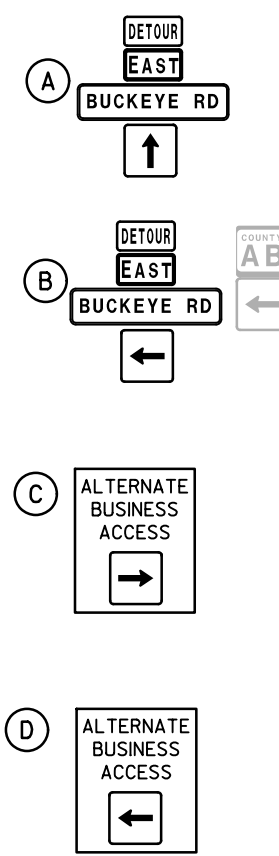
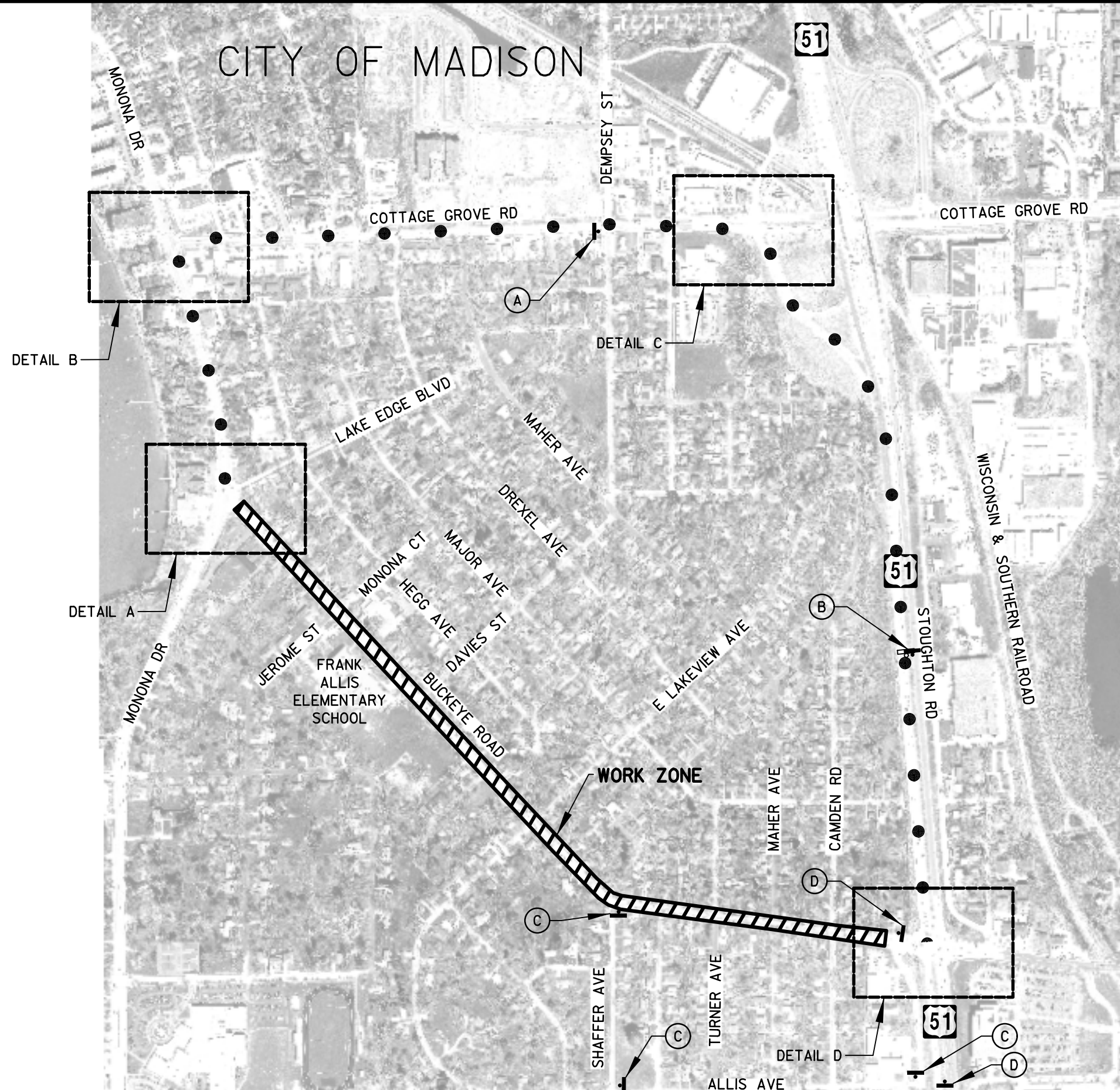
ROAD MACHINERY, TRUCK ENTRANCE, FLAGMEN AHEAD, ETC., SIGNS SHALL BE USED AS NEEDED AND SHALL BE REMOVED OR COVERED WHEN THE ACTIVITY OR CONDITION DOES NOT EXIST. NO WARNING LIGHT SHALL BE USED WITH A COVERED SIGN.

LOCAL ACCESS SHALL BE MAINTAINED AT ALL TIMES.

TYPE III BARRICADES MAY BE SUBSTITUTED FOR POST MOUNTED SIGNS IN SITUATIONS WHERE SIGN LOCATIONS ARE CONTINUALLY MOVING. (TEMPORARY SIGN SUPPORT MAY ALSO BE USED.)

DETAILS OF TRAFFIC CONTROL NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, APPLICABLE SPECIAL PROVISIONS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

CITY OF MADISON



SIGN LEGEND

	M4-9R	30" X 24"		M4-8	24" X 12"
	M4-9L	30" X 24"		M4-8A	24" X 18"
	M4-59L	30" X 30"		M3-2	24" X 12"
	M4-59R	30" X 30"		M3-4	24" X 12"
				M06-1	21" X 21"
				M06-1	21" X 21"
				M06-1	21" X 21"
				M05-1L	21" X 21"
				M05-1R	21" X 21"
				M06-2	21" X 21"
				M05-2R	21" X 21"

LEGEND

- DETOUR ROUTE
- ⚡ BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- ⚡ BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- ⌞ EXISTING SIGN TO REMAIN
- ⌞ EXISTING SIGN ON POLE
- ⌞ WOOD POST WITH ATTACHED SIGN
- ⌞ WOOD POSTS WITH ATTACHED SIGN
- ⌞ SIGN ON TEMPORARY SUPPORT
- 13 EXISTING SIGN (TYP.)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS SHOWN INCLUDED WITH TRAFFIC CONTROL LUMP SUM.

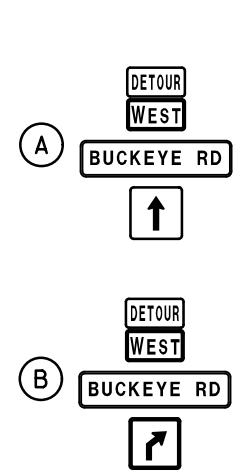
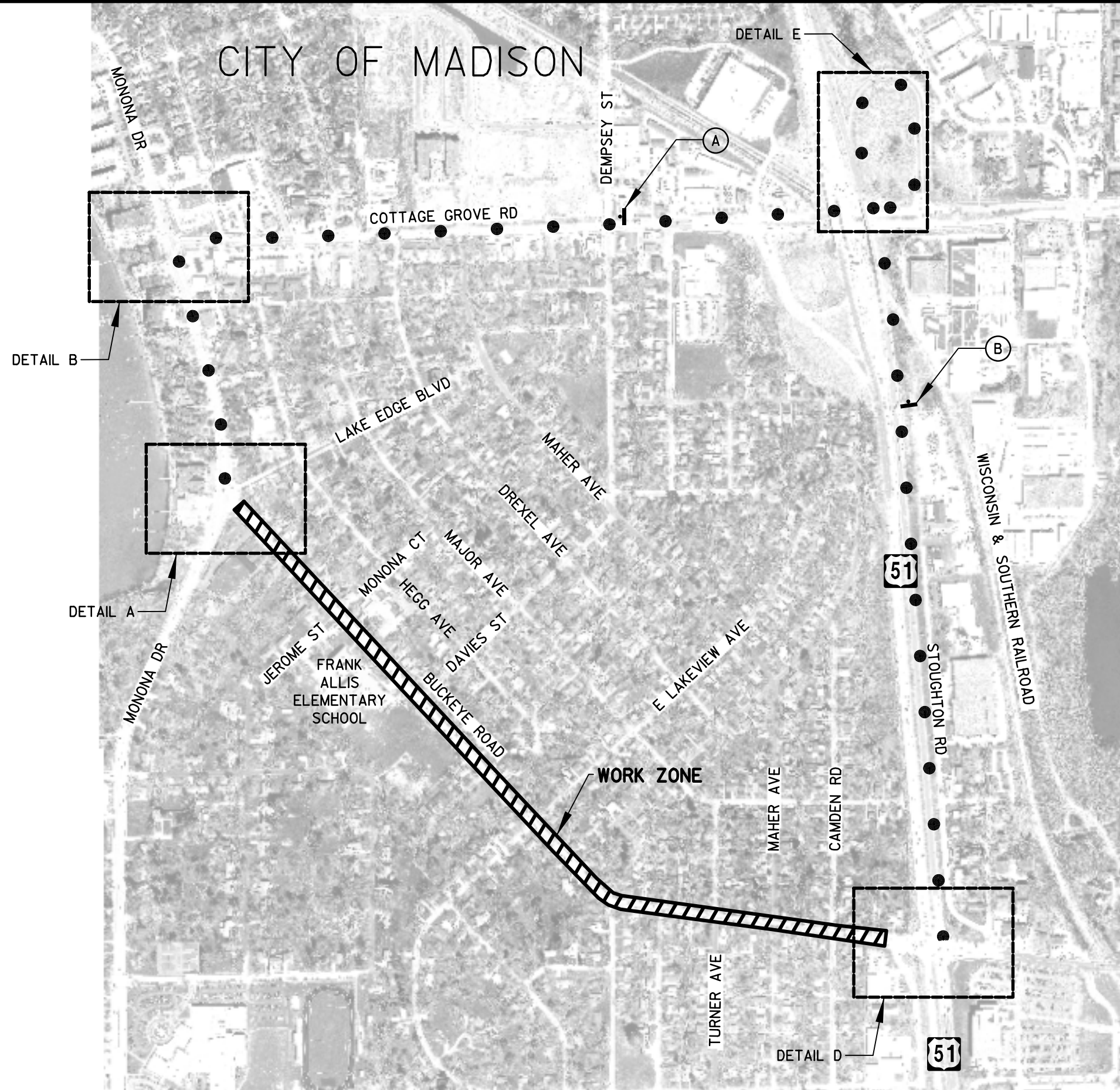
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

CITY OF MADISON



SIGN LEGEND

	M4-9R 30" X 24"		M4-8 24"X12"
	M4-9L 30" X 24"		M4-8A 24"X18"
	M4-59L 30" X 30"		M3-2 24" X 12"
	M4-59R 30" X 30"		M3-4 24" X 12"
			M06-1 21"X21"
			M06-1 21"X21"
			M06-1 21"X21"
			M05-1L 21" X 21"
			M05-1R 21" X 21"
			M06-2 21" X 21"
			M05-2R 21" X 21"

REFLECTIVE BACKGROUND
APPROX. SIZE 36" X 12"
BACKGROUND - ORANGE
MESSAGE - BLACK
5" SERIES C LETTERS

LEGEND

- DETOUR ROUTE
- ⚡ BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- ⚡ BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- ⊞ EXISTING SIGN TO REMAIN
- ⊞ EXISTING SIGN ON POLE
- ⊞ WOOD POST WITH ATTACHED SIGN
- ⊞ WOOD POSTS WITH ATTACHED SIGN
- ⊞ SIGN ON TEMPORARY SUPPORT
- 13 EXISTING SIGN (TYP.)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS SHOWN INCLUDED WITH TRAFFIC CONTROL LUMP SUM.

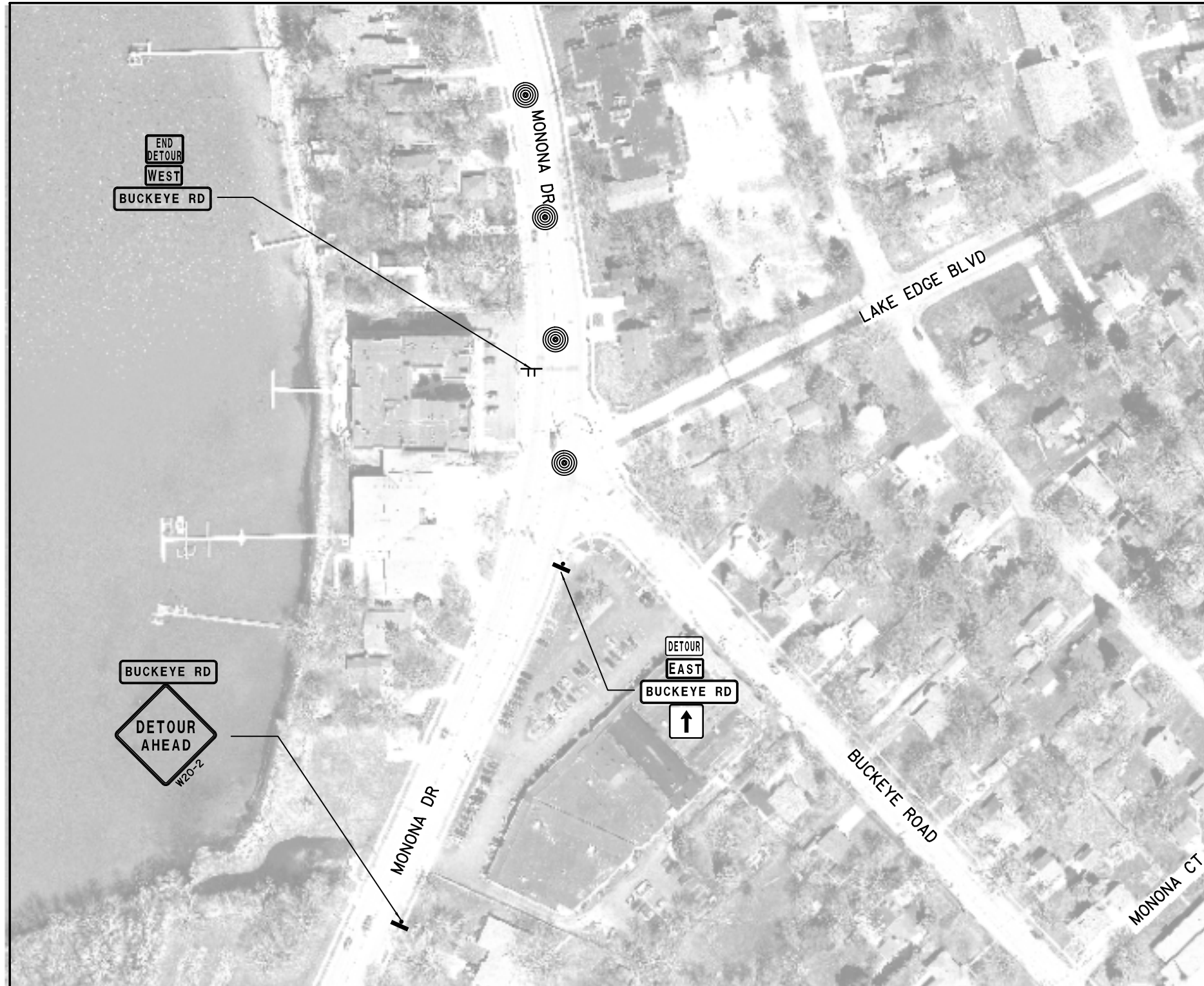
ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

CITY OF MADISON



DETAIL A

SIGN LEGEND

	M4-9R 30" X 24"		M4-9L 30" X 24"		M4-59L 30" X 30"		M4-59R 30" X 30"		M4-8 24" X 12"
	M4-9L 30" X 24"		M4-59R 30" X 30"		M4-8A 24" X 18"		M3-2 24" X 12"		M3-4 24" X 12"
	M4-59R 30" X 30"				M06-1 21" X 21"		M06-1 21" X 21"		M06-1 21" X 21"
					M05-1L 21" X 21"		M05-1R 21" X 21"		M06-2 21" X 21"
					M05-2R 21" X 21"				

REFLECTIVE BACKGROUND
APPROX. SIZE 36" X 12"
BACKGROUND - ORANGE
MESSAGE - BLACK
5" SERIES C LETTERS

LEGEND

- DETOUR ROUTE
- ⊥ BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- ⊥ BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- ⊥ EXISTING SIGN TO REMAIN
- ⊥ EXISTING SIGN ON POLE
- ⊥ WOOD POST WITH ATTACHED SIGN
- ⊥ WOOD POSTS WITH ATTACHED SIGN
- ⊥ SIGN ON TEMPORARY SUPPORT
- 13 EXISTING SIGN (TYP.)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS SHOWN INCLUDED WITH TRAFFIC CONTROL LUMP SUM.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

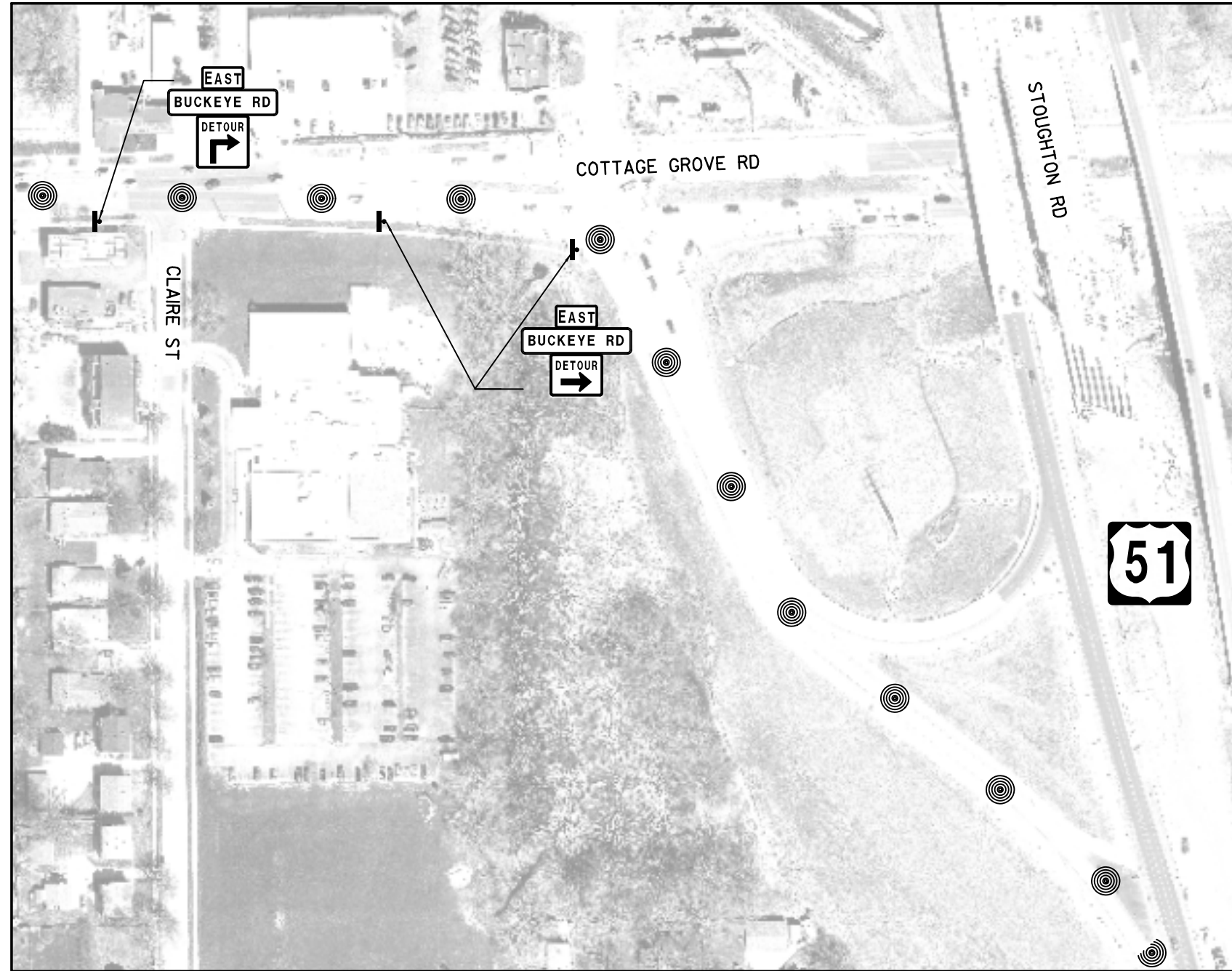
ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

CITY OF MADISON

2

2



SIGN LEGEND

M4-9R 30" X 24"	M4-9L 30" X 24"	M4-59L 30" X 30"	M4-59R 30" X 30"	M4-8 24" X 12"	M4-8A 24" X 18"
M4-9R 30" X 24"	M4-9L 30" X 24"	M4-59L 30" X 30"	M4-59R 30" X 30"	M3-2 24" X 12"	M3-4 24" X 12"
BUCKEYE RD				M06-1 21" X 21"	M06-1 21" X 21"
REFLECTIVE BACKGROUND APPROX. SIZE 36" X 12" BACKGROUND - ORANGE MESSAGE - BLACK 5" SERIES C LETTERS				M06-1 21" X 21"	M05-1L 21" X 21"
				M05-1R 21" X 21"	M06-2 21" X 21"
				M05-2R 21" X 21"	

LEGEND

- DETOUR ROUTE
- BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- EXISTING SIGN TO REMAIN
- EXISTING SIGN ON POLE
- WOOD POST WITH ATTACHED SIGN
- WOOD POSTS WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN (TYP.)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS SHOWN INCLUDED WITH TRAFFIC CONTROL LUMP SUM.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

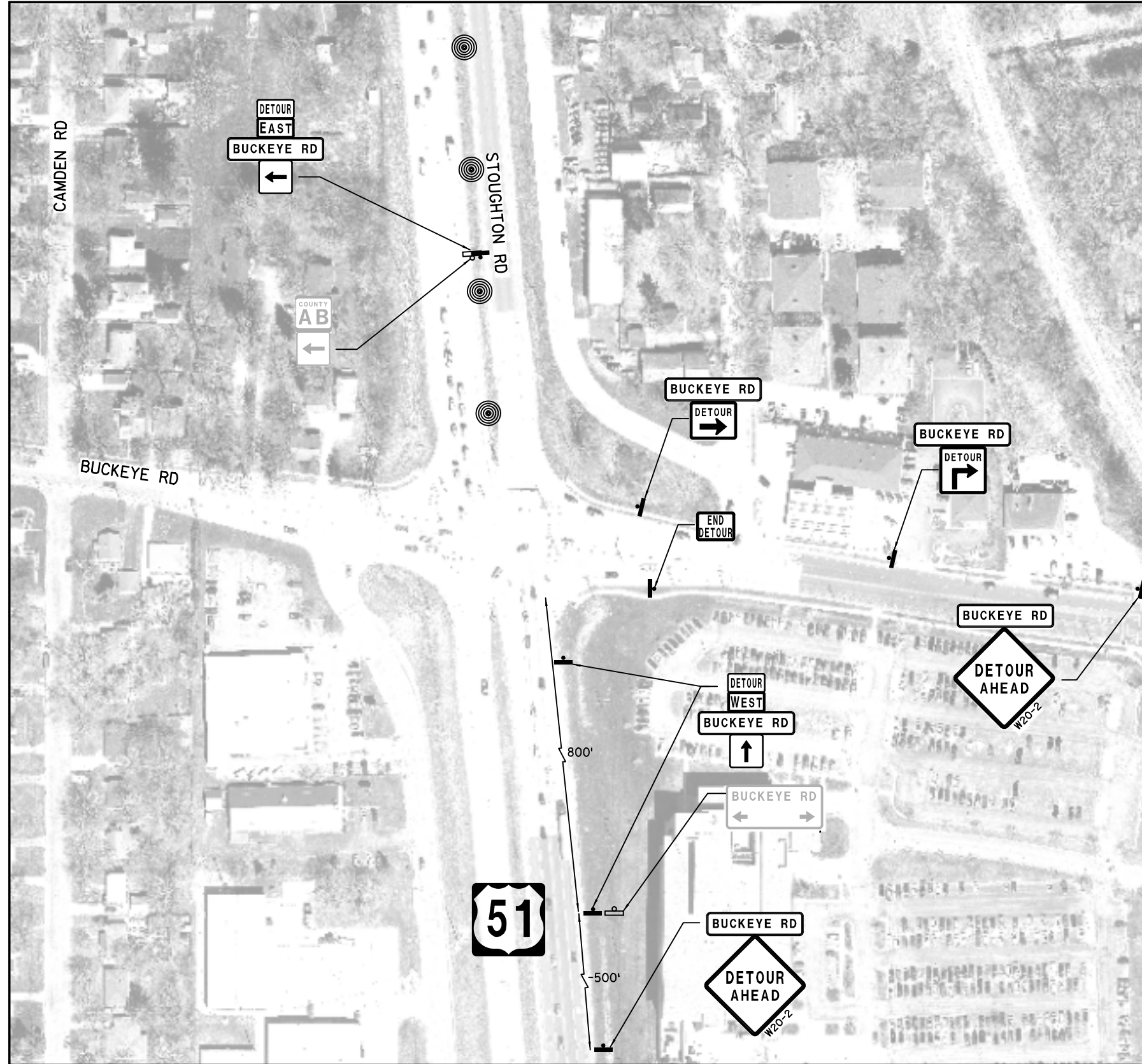
ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

DETAIL C
EASTBOUND

CITY OF MADISON



DETAIL D

SIGN LEGEND

	M4-9R 30" X 24"		M4-9L 30" X 24"		M4-8 24" X 12"
	M4-59L 30" X 30"		M4-59R 30" X 30"		M4-8A 24" X 18"
			M3-2 24" X 12"		M3-4 24" X 12"
			M06-1 21" X 21"		M06-1 21" X 21"
			M06-1 21" X 21"		M06-1 21" X 21"
			M05-1L 21" X 21"		M05-1R 21" X 21"
			M06-2 21" X 21"		M05-2R 21" X 21"

BUCKEYE RD
REFLECTIVE BACKGROUND
APPROX. SIZE 36" X 12"
BACKGROUND - ORANGE
MESSAGE - BLACK
5" SERIES C LETTERS

LEGEND

- DETOUR ROUTE
- ⚡ BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- ⚡ BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- ⊞ EXISTING SIGN TO REMAIN
- ⊞ EXISTING SIGN ON POLE
- ⚡ WOOD POST WITH ATTACHED SIGN
- ⚡ WOOD POSTS WITH ATTACHED SIGN
- ⚡ SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN (TYP.)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS SHOWN INCLUDED WITH TRAFFIC CONTROL LUMP SUM.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

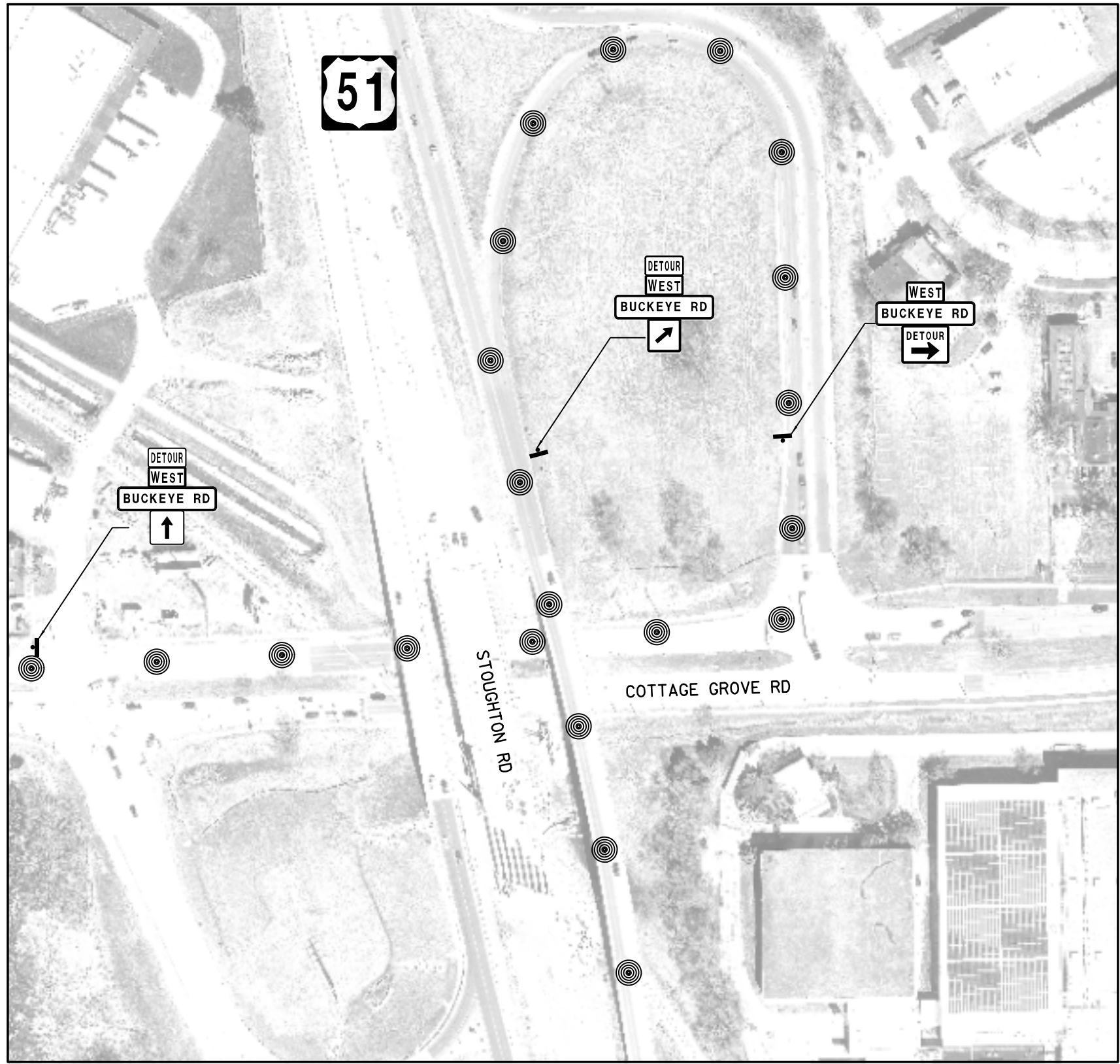
ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

CITY OF MADISON

2

2



SIGN LEGEND

	M4-9R 30" X 24"		M4-9L 30" X 24"		M4-8 24" X 12"
	M4-9L 30" X 24"		M4-9R 30" X 24"		M4-8A 24" X 18"
	M4-59L 30" X 30"		M4-59R 30" X 30"		M3-2 24" X 12"
	M4-59R 30" X 30"		M3-4 24" X 12"		M06-1 21" X 21"
			M06-1 21" X 21"		M06-1 21" X 21"
			M05-1L 21" X 21"		M05-1R 21" X 21"
			M06-2 21" X 21"		M05-2R 21" X 21"
			M05-2R 21" X 21"		

REFLECTIVE BACKGROUND
APPROX. SIZE 36" X 12"
BACKGROUND - ORANGE
MESSAGE - BLACK
5" SERIES C LETTERS

LEGEND

- DETOUR ROUTE
- ⚡ BARRICADES TYPE III WITH ATTACHED SIGN TYPE 2 (TWO WARNING LIGHTS TYPE A REQ'D.)
- ⚡ BARRICADES TYPE III WITHOUT SIGN (ONE WARNING LIGHT TYPE A REQ'D.)
- ⊞ EXISTING SIGN TO REMAIN
- ⊞ EXISTING SIGN ON POLE
- ⊞ WOOD POST WITH ATTACHED SIGN
- ⊞ WOOD POSTS WITH ATTACHED SIGN
- ⊞ SIGN ON TEMPORARY SUPPORT
- EXISTING SIGN (TYP.)

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

ALL SIGNS SHOWN INCLUDED WITH TRAFFIC CONTROL LUMP SUM.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ANY SIGN TEMPORARY OR EXISTING, WHICH CONFLICTS WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED.

ALL M3 SERIES SIGNS (NORTH, SOUTH, EAST, WEST) WHICH ARE PART OF ANY DETOUR ROUTE MARKER SIGNING ASSEMBLY OR ATTACHED TO ANY WARNING SIGN SHALL BE BLACK LETTERING ON A WHITE BACKGROUND.

ALL M05 AND M06 ARROW SIGNS SHALL BE THE SAME AS "M" SIGNS EXCEPT THAT THE BACKGROUND IS ORANGE.

DETAIL E

WESTBOUND

3

3

TRAFFIC CONTROL											
TRAFFIC CONTROL OPERATIONS	DURATION (DAYS)	ITEMS INCLUDED WITH LUMP SUM								10721	
		TRAFFIC CONTROL DRUMS		TYPE III BARRICADE		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGN - PORTABLE CHANGEABLE MESSAGE	
		EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY	EACH	DAY
STAAAGE 1/PROJECT PRE-WARNING	14	12	168	---	---	---	---	---	---	2	28
STAGE 2 PRE-WARNING	7	6	42	---	---	---	---	---	---	1	7
STAGE 1	76	50	3,800	65	4,940	58	4,408	75	5,700	---	---
STAGE 2	76	50	3,800	77	5,852	70	5,320	89	6,764	---	---
DETOUR	151	---	---	---	---	---	---	76	11,476	---	---
TOTALS			7,810		10,792		9,728		23,940		35

Buckeye Road		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		MASS ORDINATE NOTE 4
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	
103+00		104.0	0.0	4.6	5.0	0	0	0	0	0	0	0
103+50	50	93.4	0.0	5.0	4.4	183	0	9	9	183	11	163
103+68	18	101.1	0.0	5.0	4.8	65	0	3	3	248	15	221
104+00	32	101.7	0.0	6.2	4.8	120	0	7	6	368	24	327
104+41	41	119.7	0.0	4.6	5.7	168	0	8	8	536	34	477
104+50	9	111.8	0.0	4.9	5.3	39	0	2	2	574	36	511
104+89	39	103.4	0.0	5.8	4.9	155	0	8	7	730	45	650
105+00	11	80.8	0.0	7.4	3.8	38	0	3	2	767	49	682
105+21	21	76.4	0.0	7.0	3.6	61	0	6	3	829	56	733
105+50	29	75.3	0.0	6.3	3.6	81	0	7	4	910	65	802
105+86	36	104.3	0.0	5.7	5.0	120	0	8	6	1,030	75	906
106+00	14	97.8	0.0	5.8	4.7	52	0	3	2	1,082	79	952
106+50	50	106.4	0.0	5.1	5.1	189	0	10	9	1,271	91	1,120
106+69	19	119.1	0.0	4.6	5.7	79	0	3	4	1,351	95	1,191
107+00	31	111.8	0.0	4.7	5.3	133	0	5	6	1,483	102	1,311
107+40	40	81.2	0.0	6.6	3.9	143	0	8	7	1,626	113	1,436
107+50	10	72.5	0.0	9.0	3.5	28	0	3	1	1,655	116	1,460
108+00	50	61.0	0.0	13.3	2.9	124	0	21	6	1,778	142	1,552
108+14	14	60.0	0.0	11.3	2.9	31	0	6	1	1,810	150	1,574
108+50	36	55.6	0.0	13.7	2.6	77	0	17	4	1,887	171	1,626
JEROME ST.	---	---	---	---	---	448	0	0	21	2,335	171	2,053
109+00	50	52.2	0.0	4.6	2.5	100	0	17	5	2,434	192	2,127
MONONA CT.	---	---	---	---	---	82	0	0	4	2,516	192	2,205
109+50	50	78.7	0.0	5.6	3.7	121	0	9	6	2,638	204	2,308
109+67	17	78.9	0.0	5.2	3.8	50	0	3	2	2,687	208	2,351
110+00	33	80.1	0.0	5.1	3.8	97	0	6	5	2,784	216	2,436
110+50	50	83.3	0.0	5.0	4.0	151	0	9	7	2,936	228	2,568
111+00	50	84.2	0.0	5.0	4.0	155	0	9	7	3,091	239	2,704
111+50	50	91.2	0.0	4.9	4.3	162	0	9	8	3,253	251	2,848
112+00	50	68.3	0.0	9.4	3.3	148	0	13	7	3,401	267	2,972
112+32	32	96.1	0.0	4.6	4.6	97	0	8	5	3,498	278	3,054
112+50	18	87.6	0.0	5.2	4.2	61	0	3	3	3,560	282	3,108
113+00	50	100.2	0.0	4.6	4.8	174	0	9	8	3,733	293	3,263
113+05	5	101.6	0.0	4.6	4.8	19	0	1	1	3,752	294	3,279
113+50	45	98.9	0.0	5.1	4.7	167	0	8	8	3,919	304	3,428
113+64	14	103.7	0.0	4.6	4.9	53	0	3	3	3,972	307	3,475
114+00	36	100.4	0.0	4.8	4.8	136	0	6	6	4,108	315	3,597
114+30	30	104.8	0.0	4.6	5.0	114	0	5	5	4,222	322	3,699
114+50	20	103.9	0.0	4.8	4.9	77	0	3	4	4,299	326	3,768
115+00	50	77.9	0.0	4.6	3.7	168	0	9	8	4,467	337	3,918

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CON'T PREVIOUS SHEET

Buckeye Road		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		MASS ORDINATE NOTE 4
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	
DAVIES ST.	---	---	---	---	---	163	0	0	8	4,630	337	4,073
115+50	50	82.5	0.0	4.6	3.9	148	0	9	7	4,778	348	4,203
116+00	50	90.9	0.0	4.6	4.3	161	0	9	8	4,939	358	4,346
116+50	50	86.5	0.0	4.6	4.1	164	0	9	8	5,103	369	4,491
117+00	50	94.6	0.0	5.3	4.5	168	0	9	8	5,271	380	4,640
117+50	50	104.1	0.0	5.3	5.0	184	0	10	9	5,455	393	4,802
117+65	15	109.1	0.0	4.6	5.2	59	0	3	3	5,514	396	4,855
118+00	35	101.2	0.0	6.1	4.8	136	0	7	6	5,650	405	4,977
118+41	41	110.8	0.0	4.6	5.3	161	0	8	8	5,811	415	5,120
118+50	9	105.5	0.0	5.4	5.0	36	0	2	2	5,847	417	5,152
118+62	12	113.9	0.0	4.6	5.4	49	0	2	2	5,896	420	5,196
119+00	38	106.3	0.0	4.6	5.1	155	0	6	7	6,051	428	5,335
119+42	42	112.9	0.0	4.6	5.4	170	0	7	8	6,222	437	5,489
119+50	8	108.8	0.0	4.6	5.2	33	0	1	2	6,255	438	5,518
119+69	19	117.8	0.0	4.6	5.6	80	0	3	4	6,334	443	5,590
120+00	31	117.9	0.0	4.6	5.6	135	0	5	6	6,470	449	5,712
120+50	50	88.7	0.0	4.7	4.2	191	0	9	9	6,661	460	5,884
QUAKER CIR.	---	---	---	---	---	199	0	0	9	6,860	460	6,073
121+00	50	95.1	0.0	4.6	4.5	170	0	9	8	7,030	471	6,225
121+50	50	97.5	0.0	5.0	4.6	178	0	9	8	7,208	482	6,383
121+62	12	106.2	0.0	4.9	5.1	45	0	2	2	7,253	484	6,424
121+71	9	108.7	0.0	4.6	5.2	36	0	2	2	7,289	486	6,456
122+00	29	114.0	0.0	4.6	5.4	120	0	5	6	7,409	493	6,564
122+50	50	109.1	0.0	5.2	5.2	207	0	9	10	7,615	504	6,749
122+73	23	113.6	0.0	7.2	5.4	95	0	5	5	7,710	510	6,833
123+00	27	106.5	0.0	8.0	5.1	110	0	8	5	7,820	520	6,928
123+15	15	124.9	0.0	4.7	5.9	64	0	4	3	7,884	524	6,985
123+50	35	101.2	0.0	17.1	4.8	147	0	14	7	8,031	542	7,106
123+96	46	108.6	0.0	4.6	5.2	179	0	19	9	8,210	565	7,254
124+00	4	107.9	0.0	4.6	5.1	16	0	1	1	8,226	566	7,268
LAKEVIEW AVE.	---	---	---	---	---	319	0	0	15	8,544	566	7,571
124+50	50	81.8	0.0	4.6	3.9	176	0	9	8	8,720	577	7,728
125+00	50	141.0	0.0	4.7	6.7	206	0	9	10	8,926	588	7,914
125+50	50	158.2	0.0	4.6	7.5	277	0	9	13	9,203	598	8,167
126+00	50	144.8	0.0	5.3	6.9	281	0	9	13	9,484	610	8,423
126+50	50	122.8	0.0	5.7	5.8	248	0	10	12	9,732	622	8,646
127+00	50	117.9	0.0	4.6	5.6	223	0	10	11	9,955	634	8,846
MORNINGSIDE AVE.	---	---	---	---	---	171	0	0	8	10,125	634	9,009
127+50	50	88.9	0.0	4.6	4.2	192	0	9	9	10,317	645	9,181
127+70	20	140.9	0.0	6.2	6.7	85	0	4	4	10,402	650	9,257

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CON'T PREVIOUS SHEET

Buckeye Road		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		MASS ORDINATE NOTE 4
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 100 NOTE 1	EXPANDED FILL 125	
128+00	30	97.4	0.0	7.8	4.6	132	0	8	6	10,534	660	9,373
128+20	20	109.1	0.0	7.4	5.2	76	0	6	4	10,611	667	9,439
128+48	28	109.6	0.0	6.5	5.2	113	0	7	5	10,724	676	9,538
128+50	2	108.1	0.0	6.5	5.1	8	0	0	0	10,732	676	9,545
128+89	39	108.8	0.0	5.5	5.2	157	0	9	7	10,889	687	9,683
129+00	11	100.3	0.0	6.6	4.8	43	0	2	2	10,931	690	9,721
129+50	50	108.4	0.0	6.0	5.2	193	0	12	9	11,125	705	9,890
129+66	16	119.5	0.0	5.3	5.7	68	0	3	3	11,192	709	9,950
130+00	34	94.6	0.0	4.6	4.5	135	0	6	6	11,327	717	10,071
SHAFFER AVE.	---	---	---	---	---	228	0	0	11	11,555	717	10,288
130+50	50	87.3	0.0	4.9	4.2	168	0	9	8	11,724	728	10,438
130+93	43	95.3	0.0	6.1	4.5	145	0	9	7	11,869	739	10,565
131+00	7	99.8	0.0	5.1	4.8	25	0	1	1	11,894	740	10,588
131+22	22	119.2	0.0	4.6	5.7	89	0	4	4	11,984	745	10,668
131+29	7	109.7	0.0	5.9	5.2	30	0	1	1	12,013	747	10,694
131+50	21	93.8	0.0	6.5	4.5	79	0	5	4	12,092	753	10,764
131+88	38	117.2	0.0	4.6	5.6	149	0	8	7	12,241	763	10,895
132+00	12	102.4	0.0	5.6	4.9	49	0	2	2	12,290	766	10,939
132+50	50	87.5	0.0	7.2	4.2	176	0	12	8	12,466	780	11,092
SPAANEW AVE.	---	---	---	---	---	176	0	0	8	12,641	780	11,259
133+00	50	92.3	0.0	4.6	4.4	167	0	11	8	12,808	794	11,404
133+50	50	104.3	0.0	5.0	5.0	182	0	9	9	12,990	805	11,566
133+72	22	109.6	0.0	5.2	5.2	87	0	4	4	13,077	810	11,644
134+00	28	116.8	0.0	6.1	5.6	117	0	6	6	13,195	818	11,749
134+36	36	120.7	0.0	4.9	5.7	158	0	7	8	13,353	827	11,890
134+50	14	128.8	0.0	5.0	6.1	65	0	3	3	13,418	830	11,949
135+00	50	123.7	0.0	4.9	5.9	234	0	9	11	13,651	841	12,160
135+06	6	121.6	0.0	5.6	5.8	27	0	1	1	13,679	843	12,184
135+50	44	83.5	0.0	4.6	4.0	167	0	8	8	13,846	853	12,333
TURNER AVE.	---	---	---	---	---	300	0	0	14	14,145	853	12,619
136+00	50	79.0	0.0	4.6	3.8	150	0	9	7	14,296	864	12,751
136+50	50	101.4	0.0	5.1	4.8	167	0	9	8	14,463	875	12,899
137+00	50	98.9	0.0	5.4	4.7	186	0	10	9	14,648	887	13,064
137+17	17	96.5	0.0	6.1	4.6	62	0	4	3	14,710	892	13,118
137+50	33	84.4	0.0	8.8	4.0	111	0	9	5	14,820	903	13,212
137+87	37	88.9	0.0	5.5	4.2	119	0	10	6	14,939	915	13,312
138+00	13	81.4	0.0	7.4	3.9	41	0	3	2	14,980	919	13,348
138+50	50	57.9	0.0	4.6	2.8	129	0	11	6	15,109	933	13,456
MAHER AVE.	---	---	---	---	---	325	0	0	15	15,434	933	13,766
139+00	50	63.6	0.0	4.6	3.0	113	0	9	5	15,547	944	13,863

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CON'T PREVIOUS SHEET

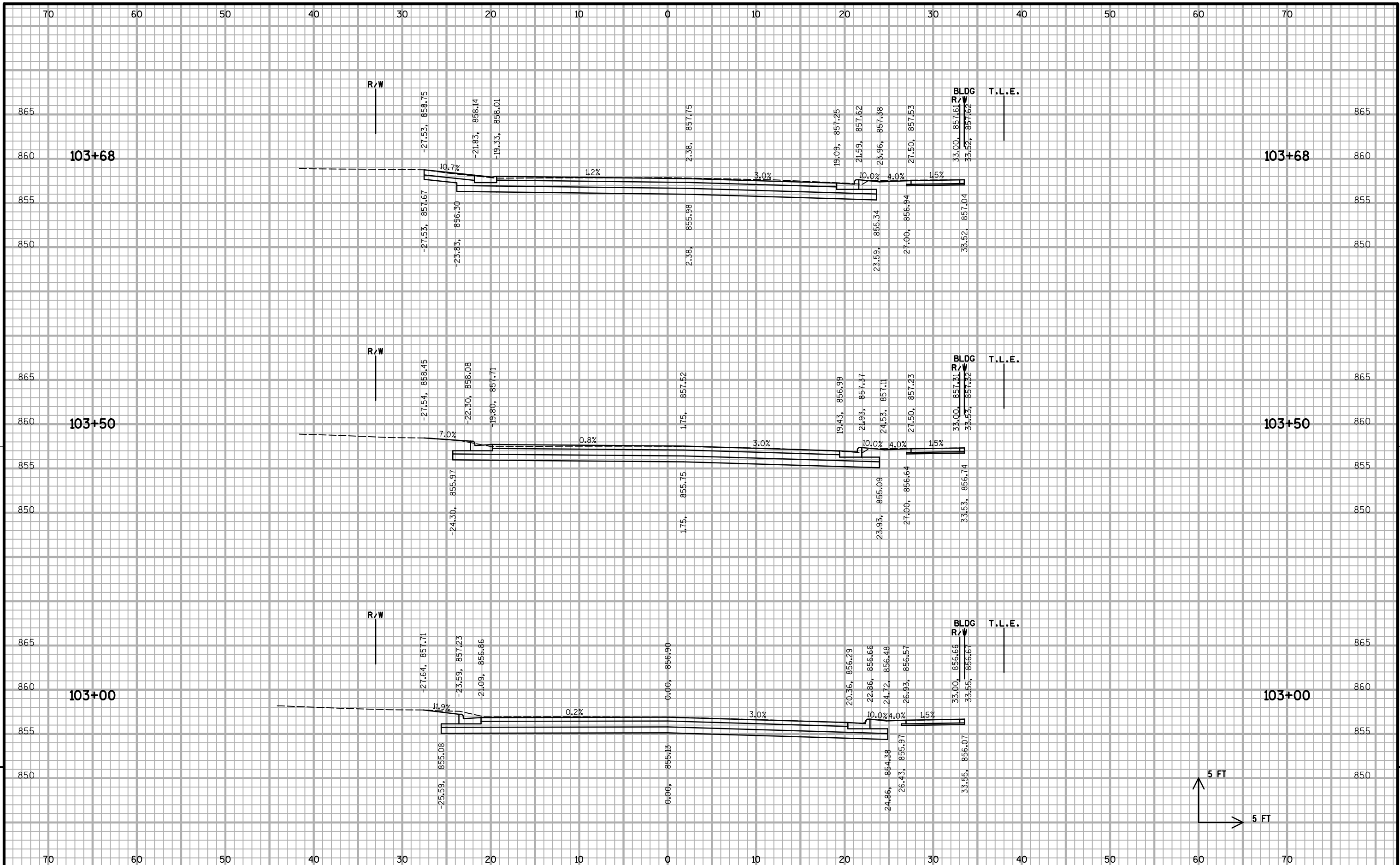
Buckeye Road		AREA (SF)				INCREMENTAL VOL (CY) (UNADJUSTED)				CUMULATIVE VOL (CY)		MASS ORDINATE NOTE 4
STATION	DISTANCE	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT NOTE 1	SALVAGED PAVEMENT MATERIAL NOTE 2	FILL NOTE 3	EBS	CUT 1.00 NOTE 1	EXPANDED FILL 1.25	
139+50	50	107.7	0.0	4.6	5.1	159	0	9	8	15,706	955	14,003
139+90	40	115.3	0.0	4.6	5.5	165	0	7	8	15,871	963	14,152
140+00	10	103.5	0.0	7.3	4.9	41	0	2	2	15,911	966	14,188
140+50	50	114.3	0.0	4.6	5.4	202	0	11	10	16,113	980	14,366
140+56	6	114.5	0.0	4.6	5.5	25	0	1	1	16,138	981	14,389
140+94	38	109.9	0.0	4.6	5.2	158	0	6	8	16,296	989	14,531
141+00	6	109.3	0.0	4.7	5.2	24	0	1	1	16,321	990	14,553
141+13	13	105.1	0.0	7.2	5.0	52	0	3	2	16,372	994	14,599
141+21	8	98.2	0.0	7.2	4.7	30	0	2	1	16,402	996	14,625
141+50	29	111.4	0.0	5.6	5.3	113	0	7	5	16,515	1,005	14,724
142+00	50	68.6	0.0	4.6	3.3	167	0	9	8	16,682	1,017	14,871
CAMDEN RD.	---	---	---	---	---	370	0	0	18	17,052	1,017	15,223
142+50	50	75.3	0.0	4.6	3.6	133	0	9	6	17,185	1,027	15,340
142+93	43	103.4	0.0	5.7	4.9	142	0	8	7	17,328	1,038	15,465
143+00	7	117.4	0.0	4.7	5.6	29	0	1	1	17,356	1,039	15,490
143+06	6	118.2	0.0	4.6	5.6	26	0	1	1	17,382	1,041	15,514
143+20	14	119.8	0.0	6.9	5.7	62	0	3	3	17,444	1,044	15,569
143+27	7	118.0	0.0	5.0	5.6	31	0	2	1	17,475	1,046	15,596
143+50	23	124.8	39.5	4.7	5.9	103	17	4	5	17,578	1,051	15,673
144+00	50	136.8	44.3	4.8	6.5	242	78	9	12	17,821	1,062	15,815
144+24	24	36.0	3.0	4.6	1.7	77	21	4	4	17,897	1,068	15,862
144+50	26	38.7	3.0	4.6	1.8	36	3	4	2	17,933	1,073	15,888
144+87	37	14.5	4.4	4.6	0.7	36	5	6	2	17,970	1,081	15,910
COLUMN TOTALS						17,970	123	865	856			

NOTES:

- 1) CUT: CUT INCLUDES EBS AND SALVAGED PAVEMENT MATERIAL. EBS = 5% OF CUT
- 2) SALVAGED/UNUSABLE PAVEMENT MATERIAL: NOT SHOWN IN CROSS SECTIONS
- 3) FILL: FILL DOES NOT INCLUDE SALVAGED/UNUSABLE PAVEMENT MATERIAL
- 4) MASS ORDINATE: MASS ORDINATE = (CUT - SALVAGED/UNUSABLE PAVEMENT MATERIAL) - (FILL * FILL FACTOR)

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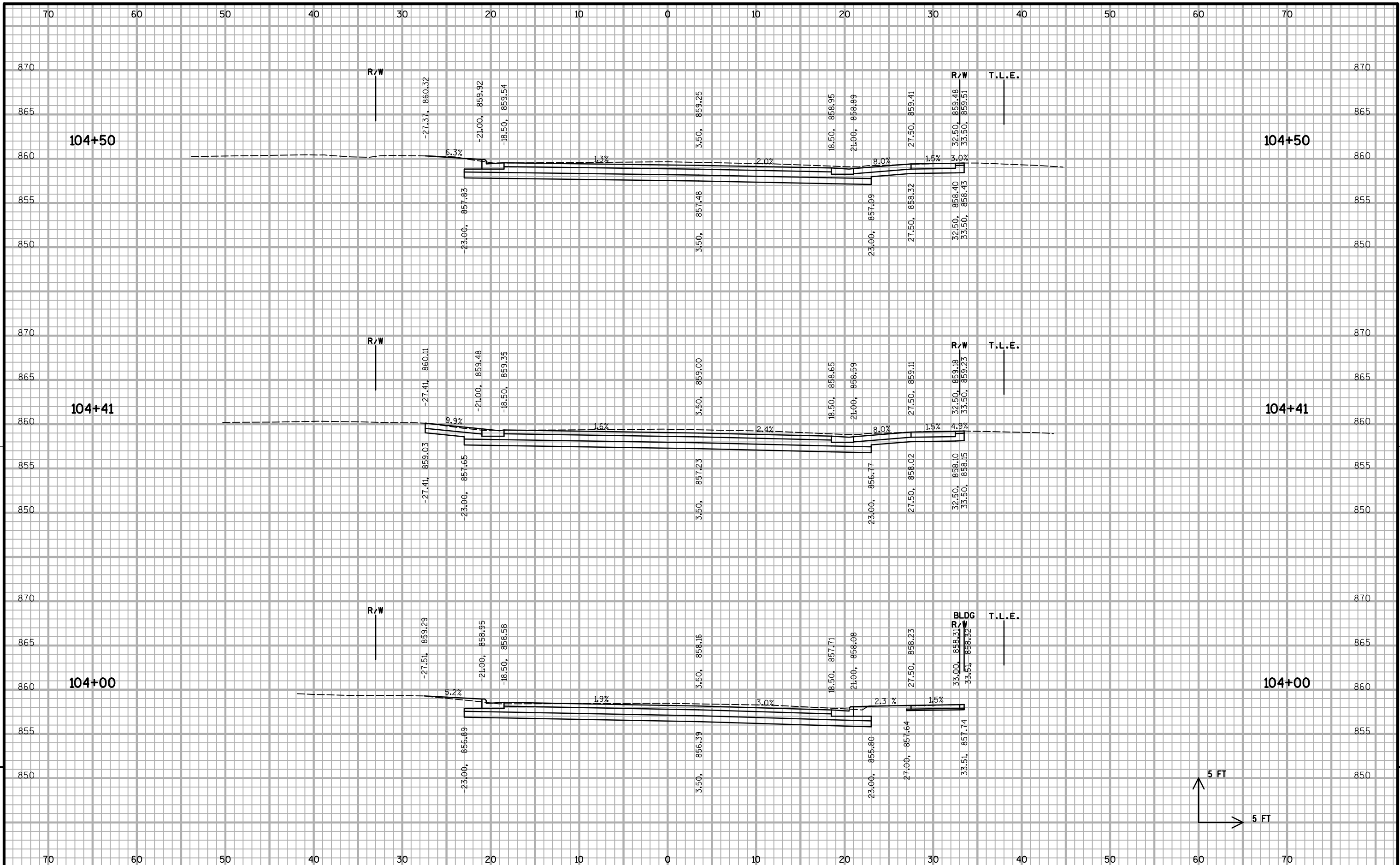
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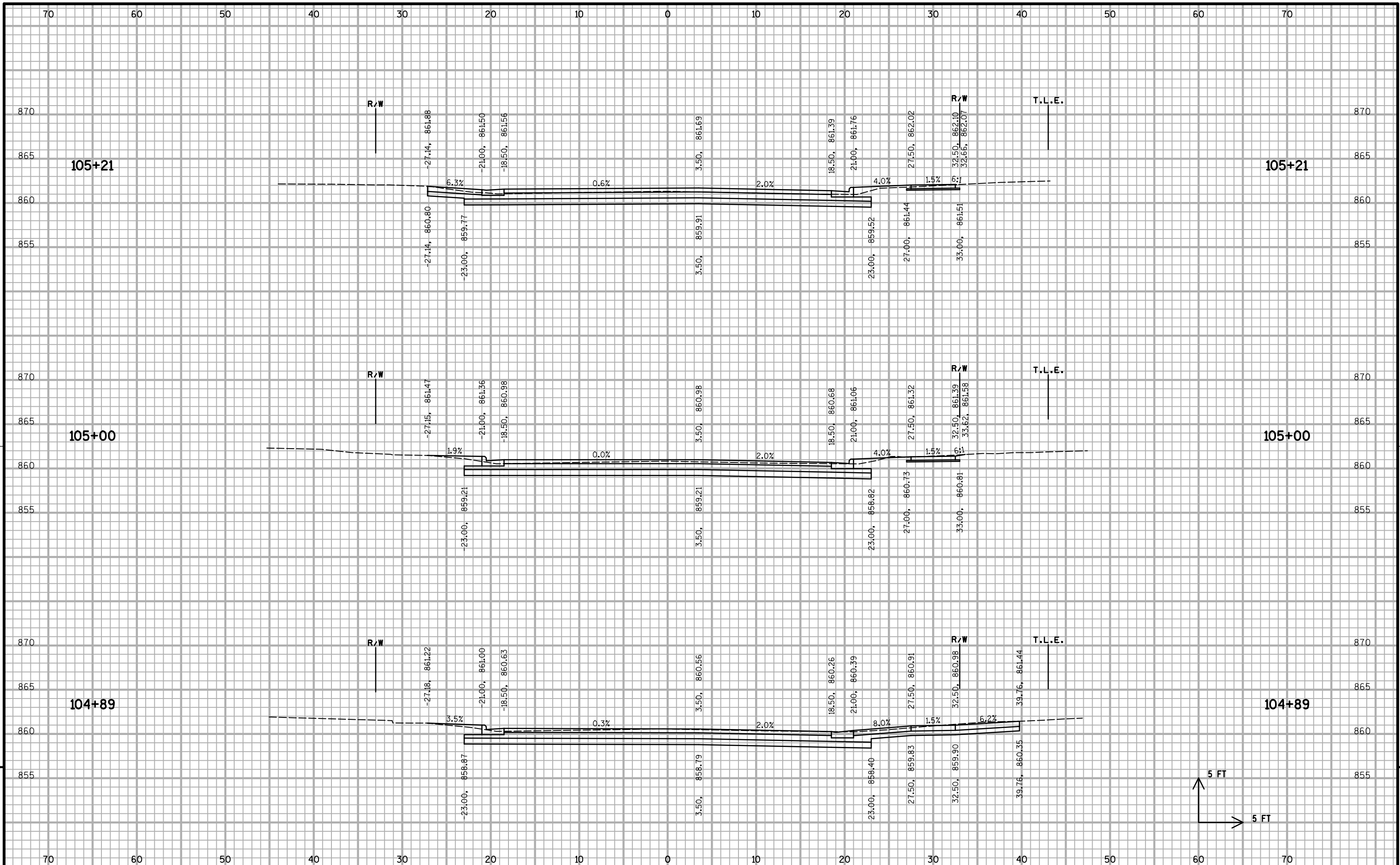
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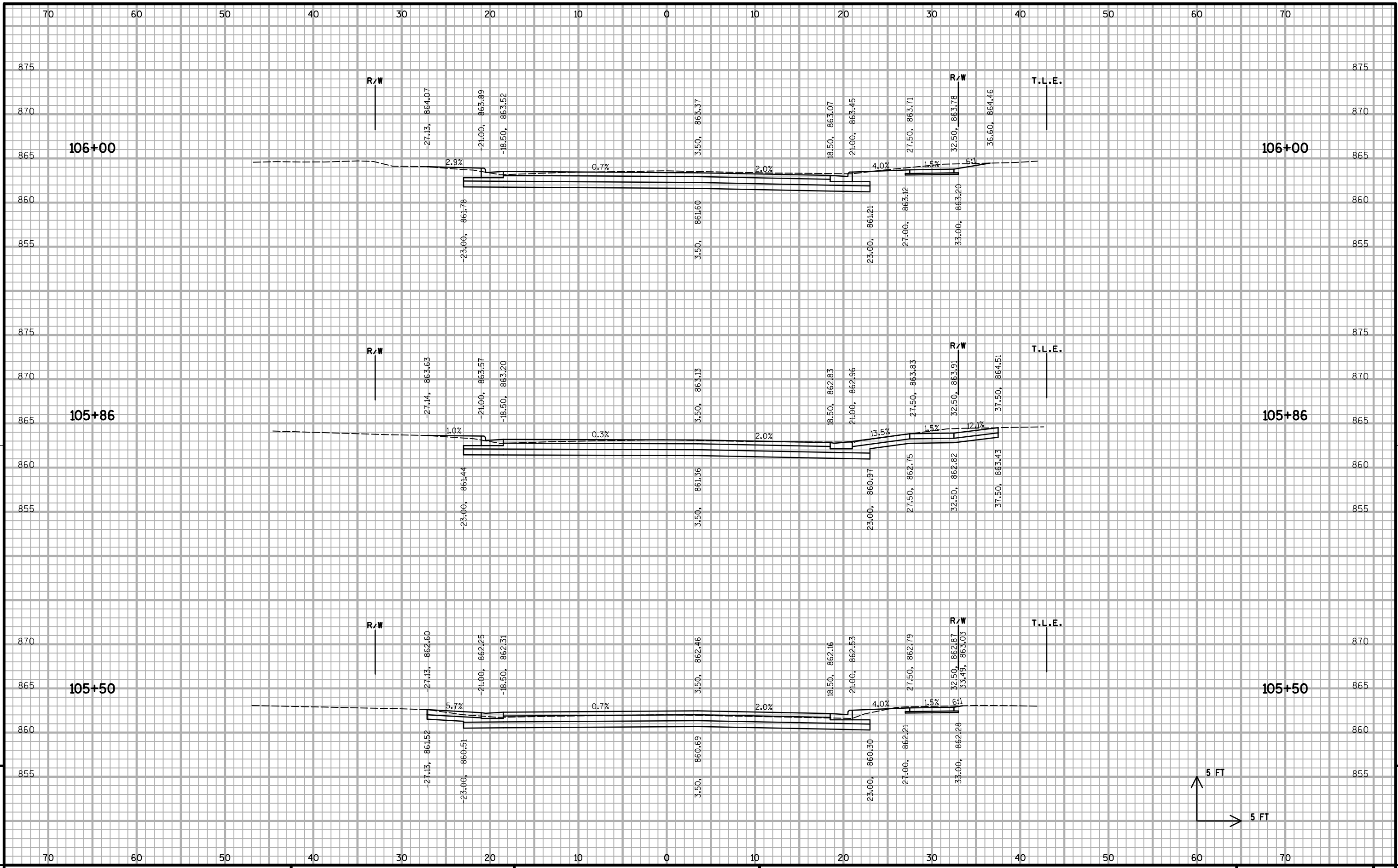
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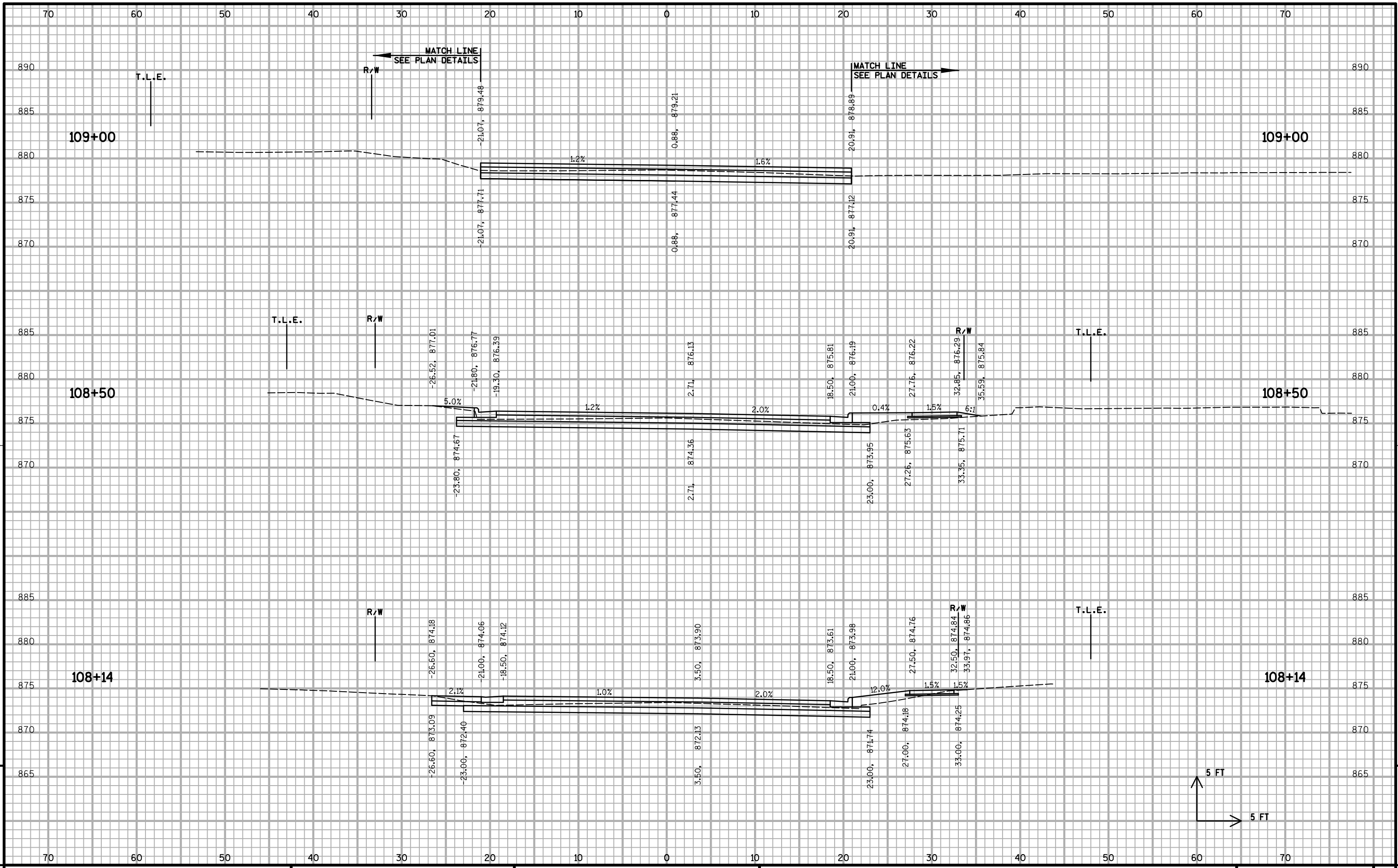


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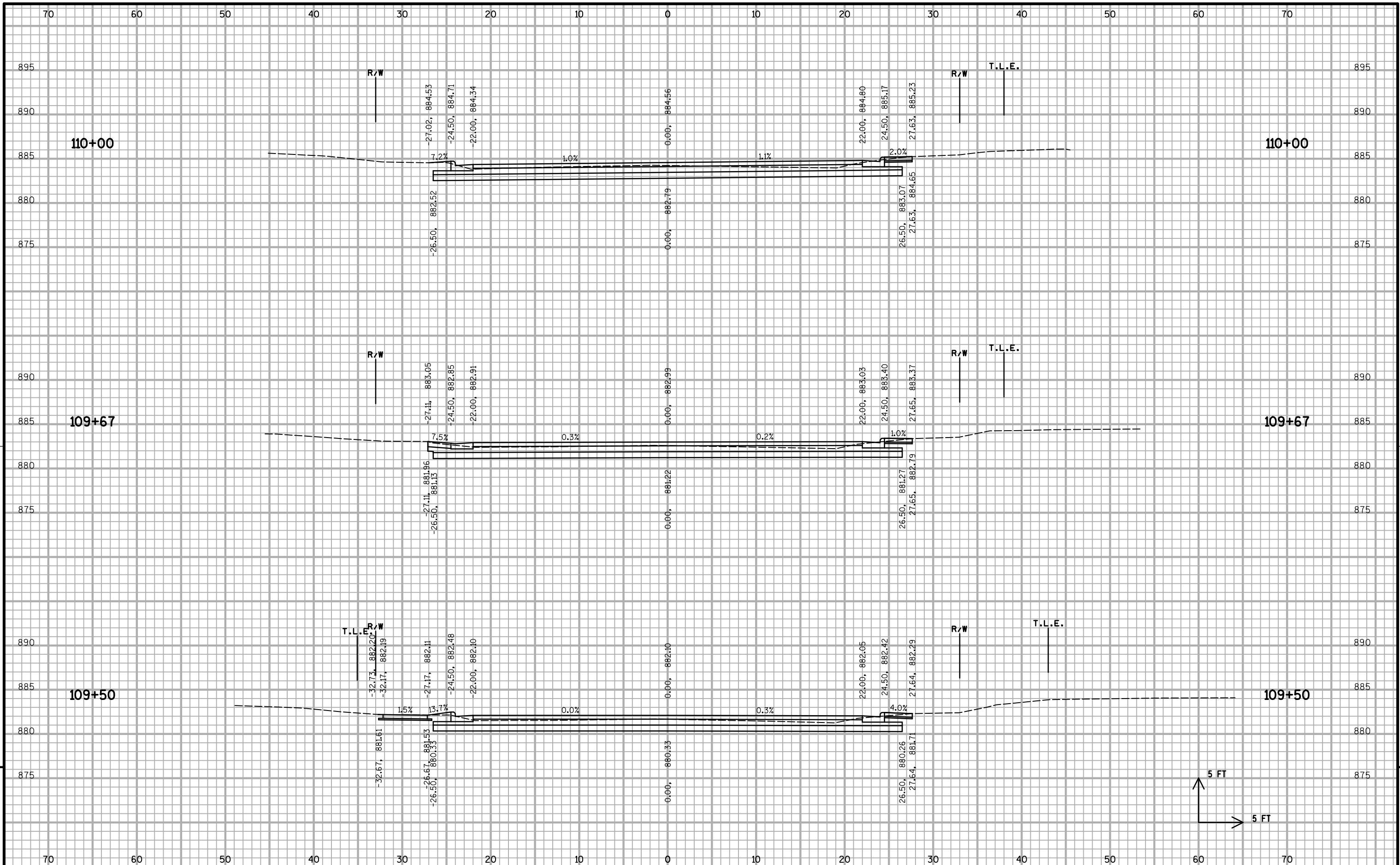


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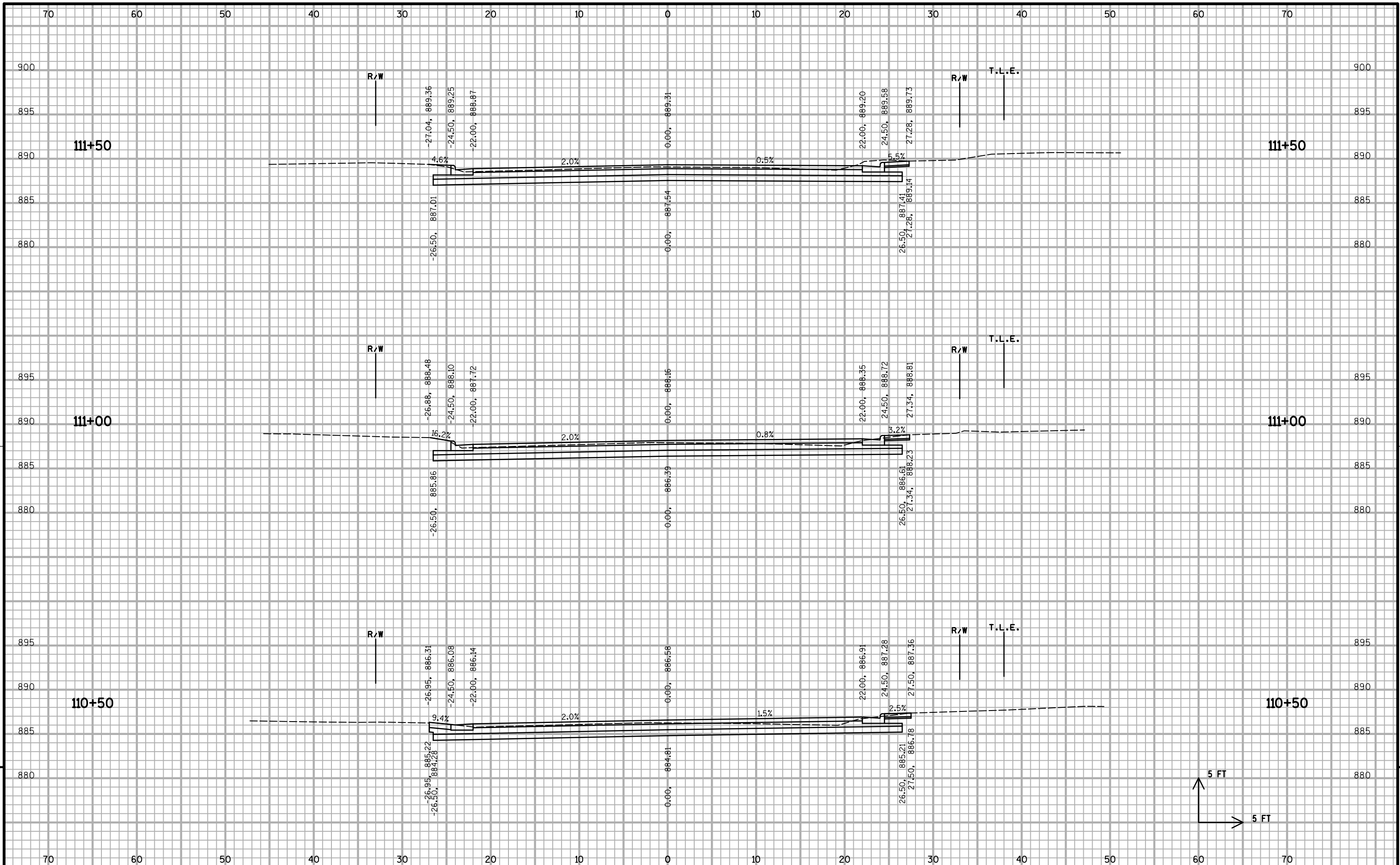
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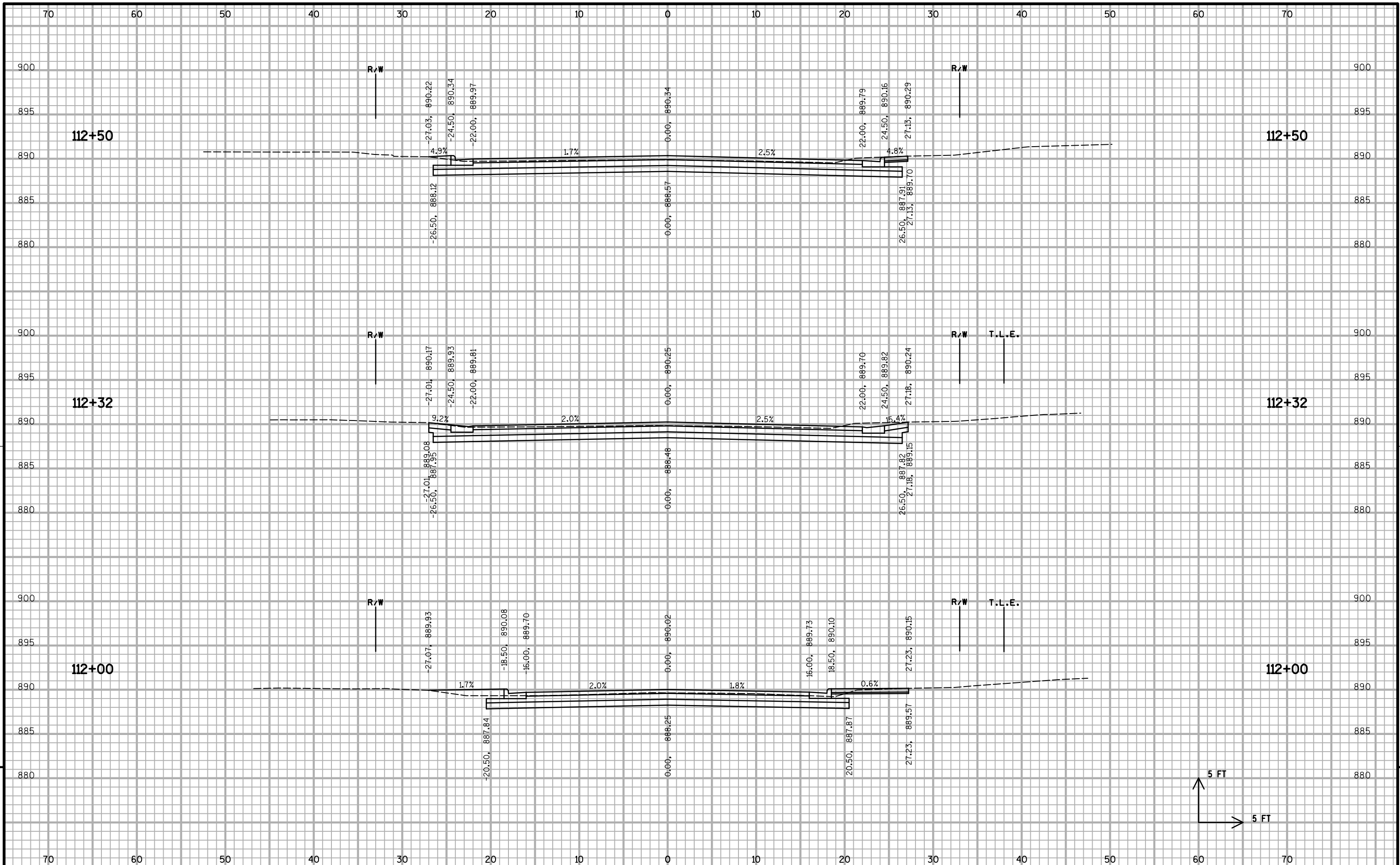
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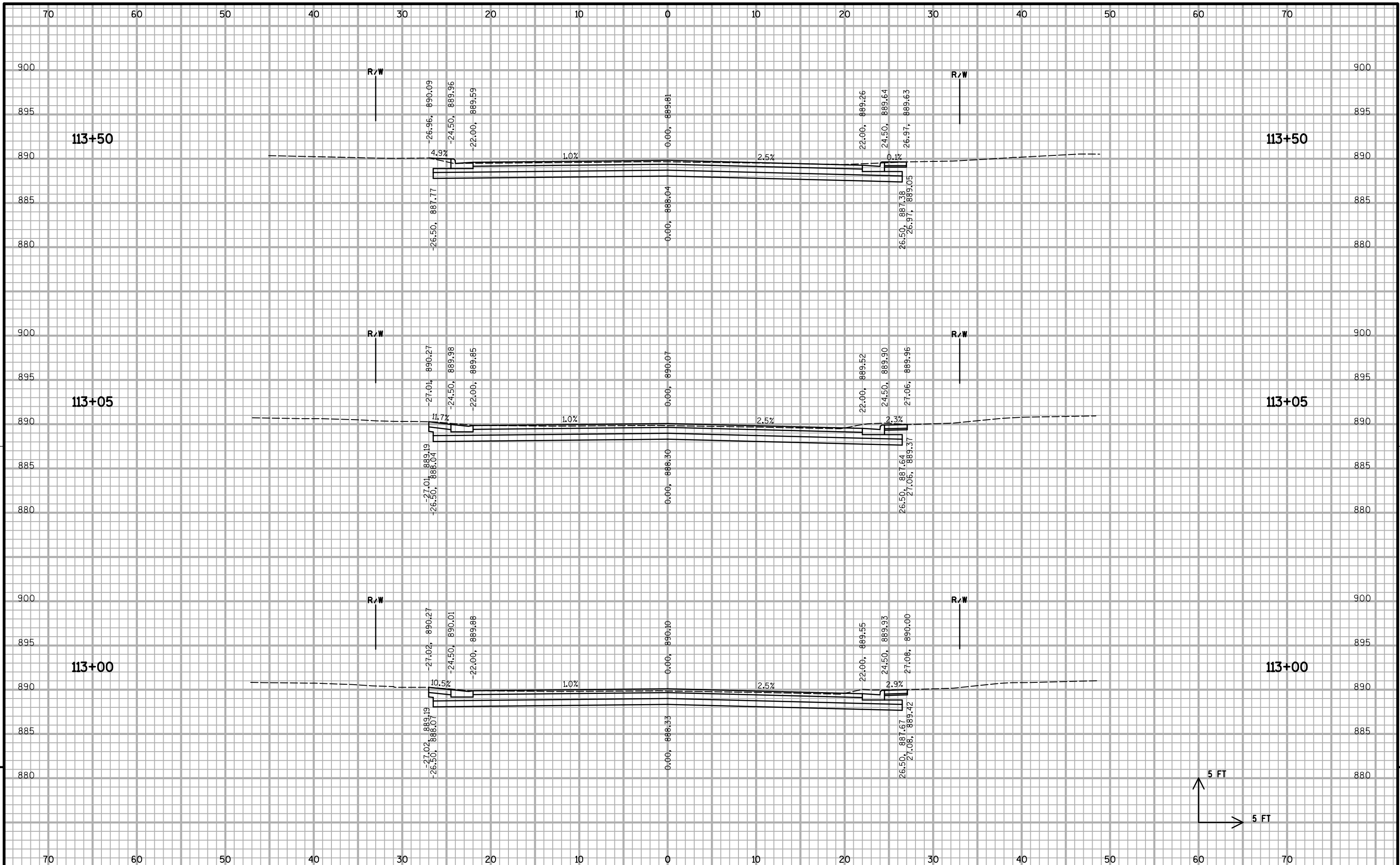
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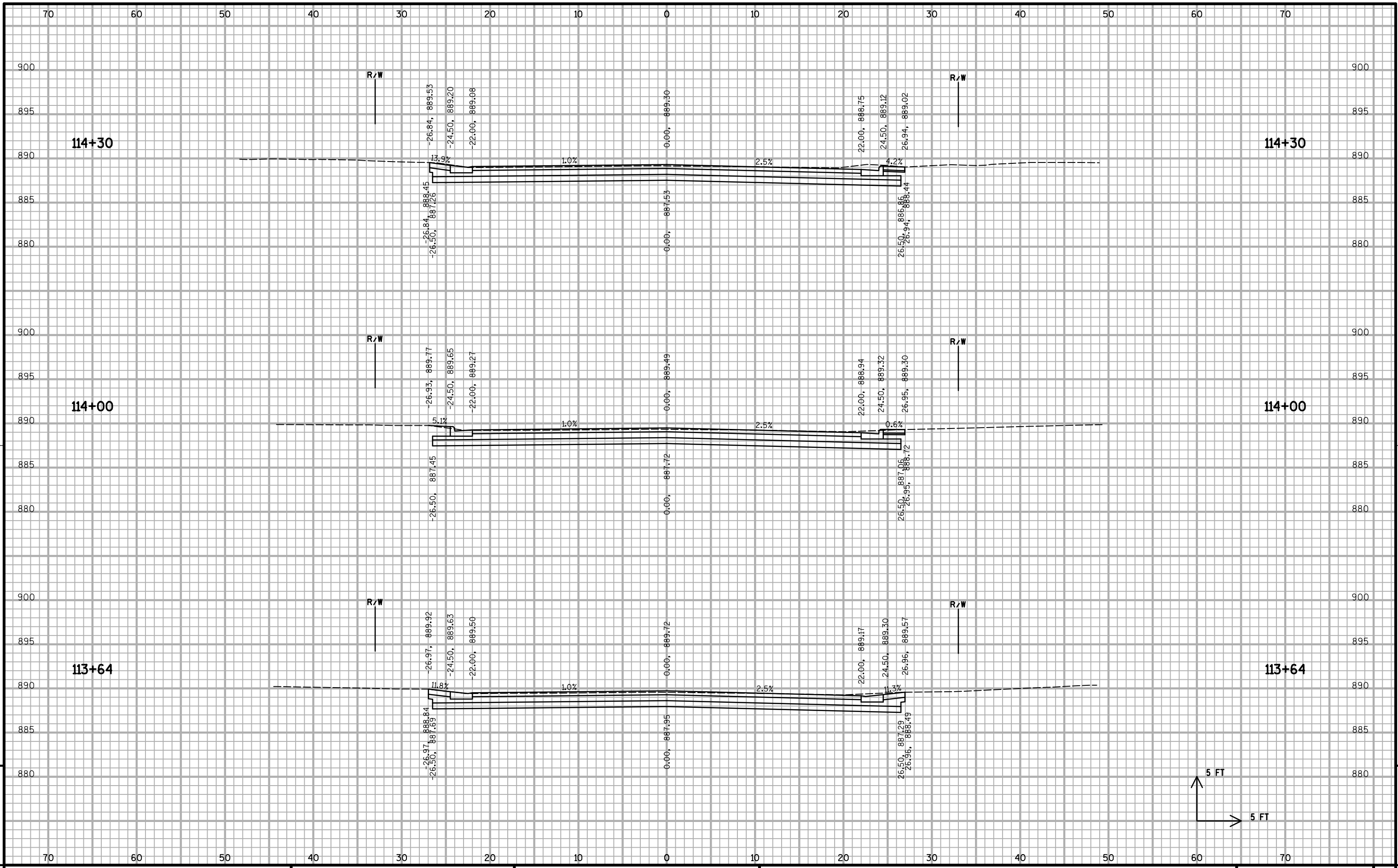
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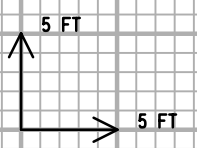
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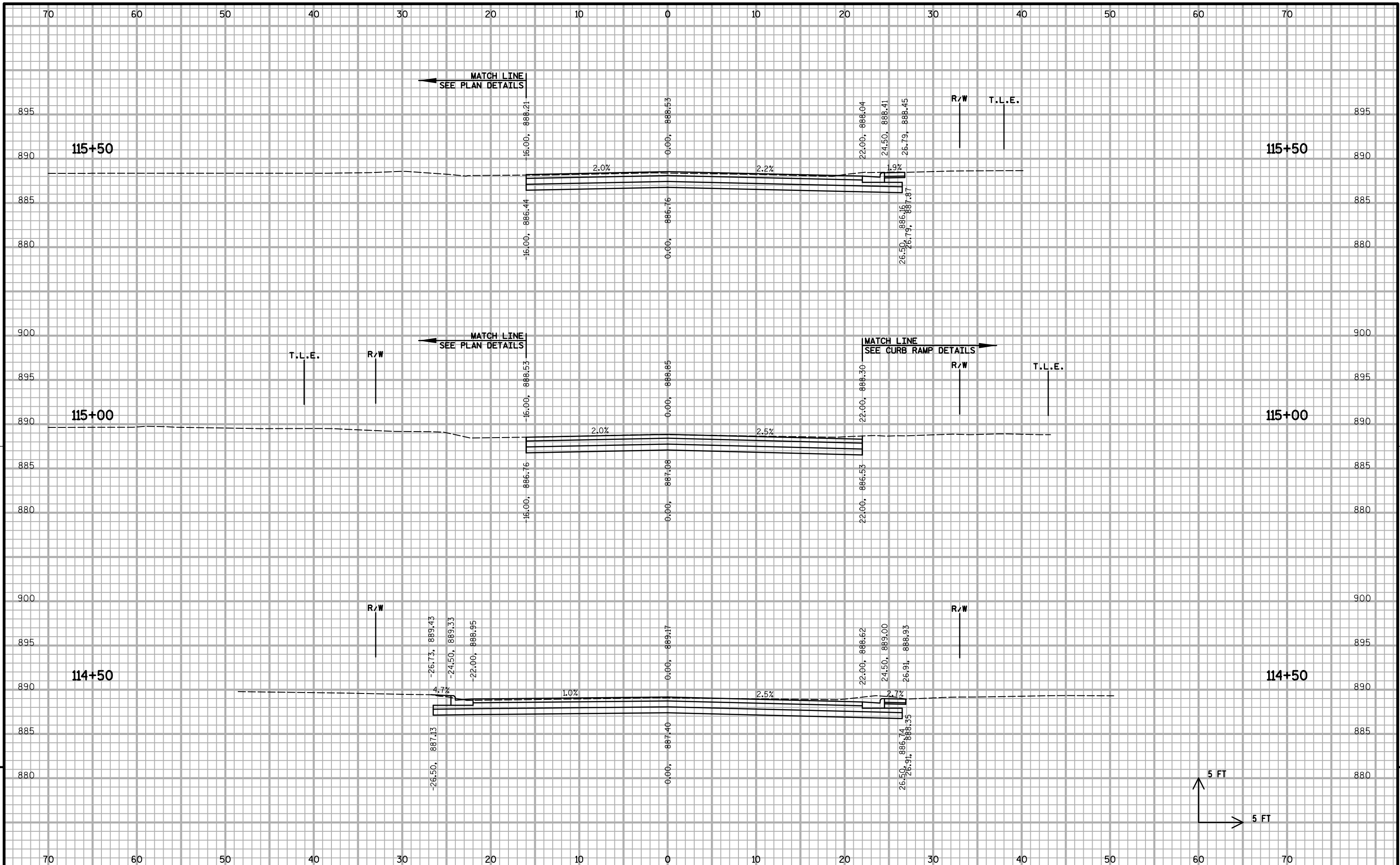
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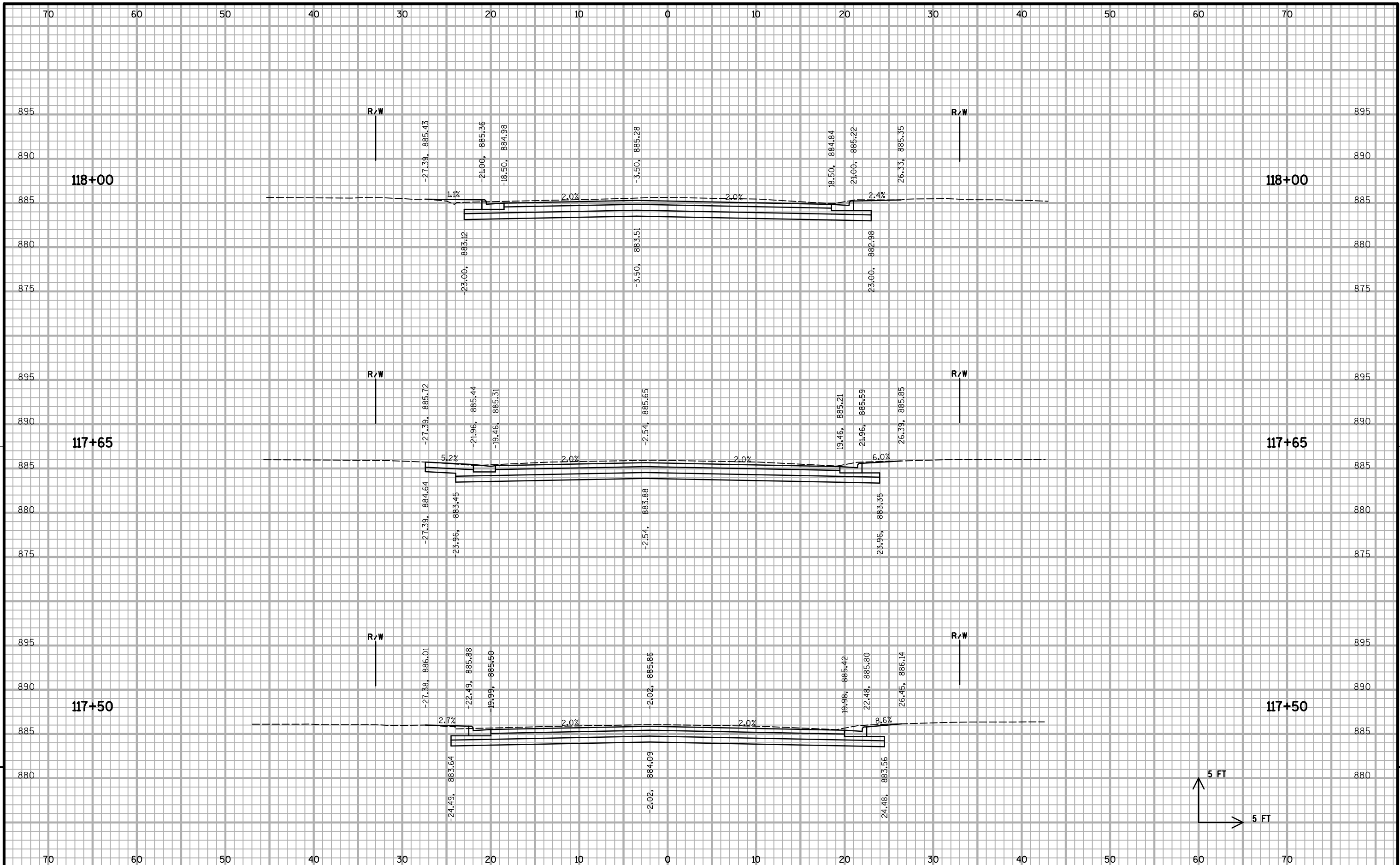


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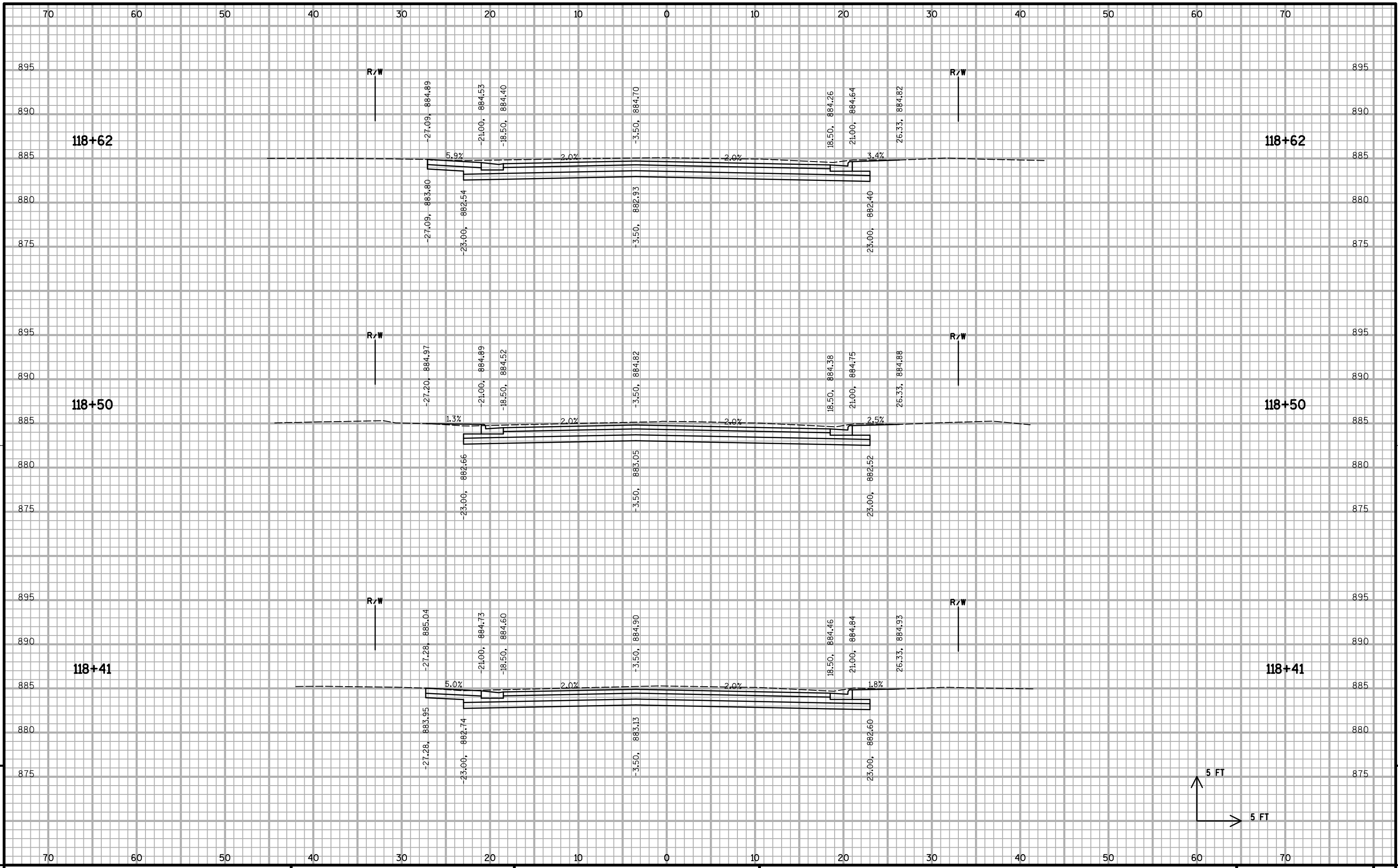
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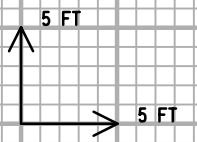


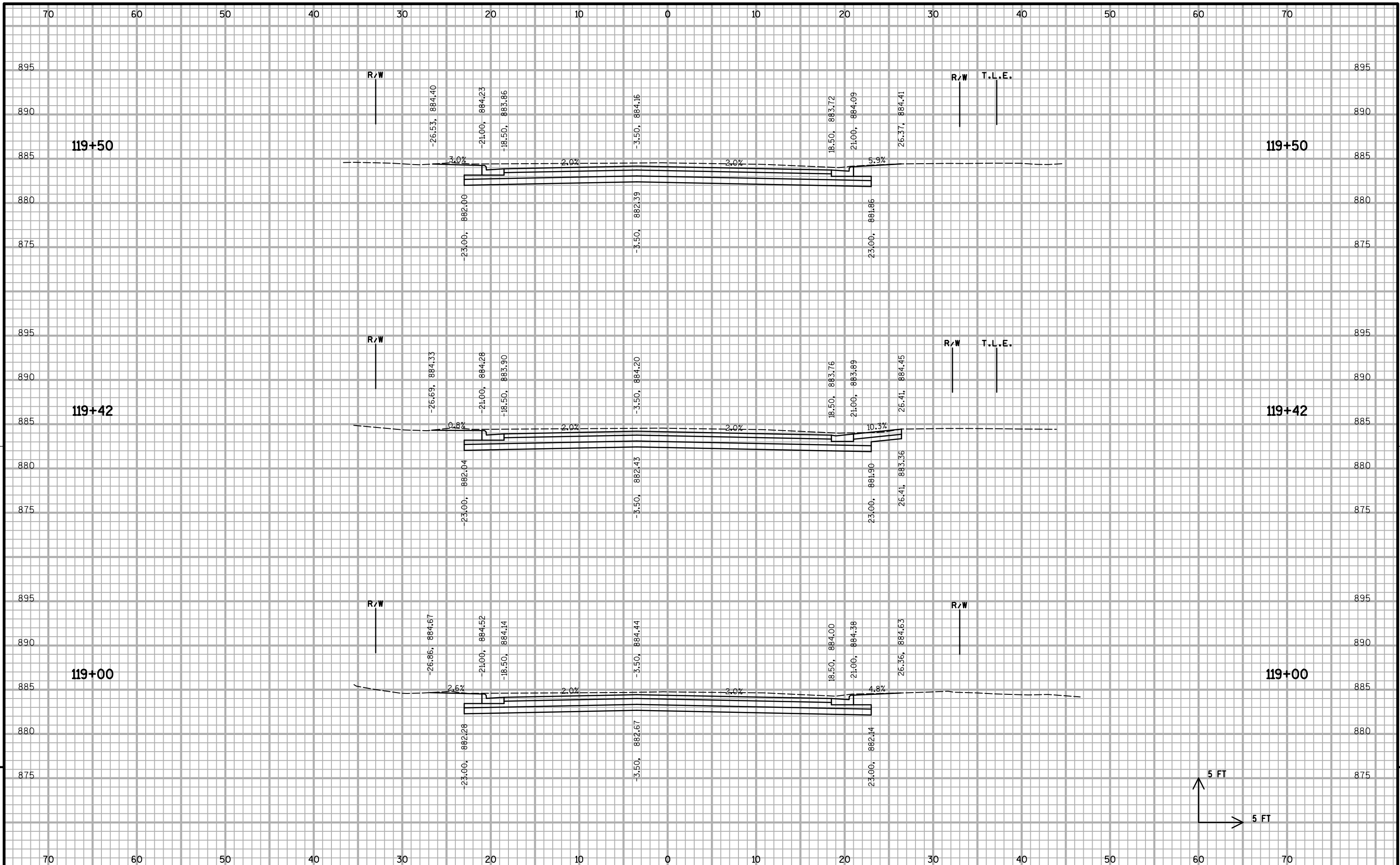
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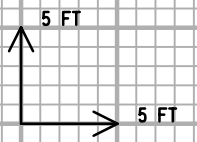
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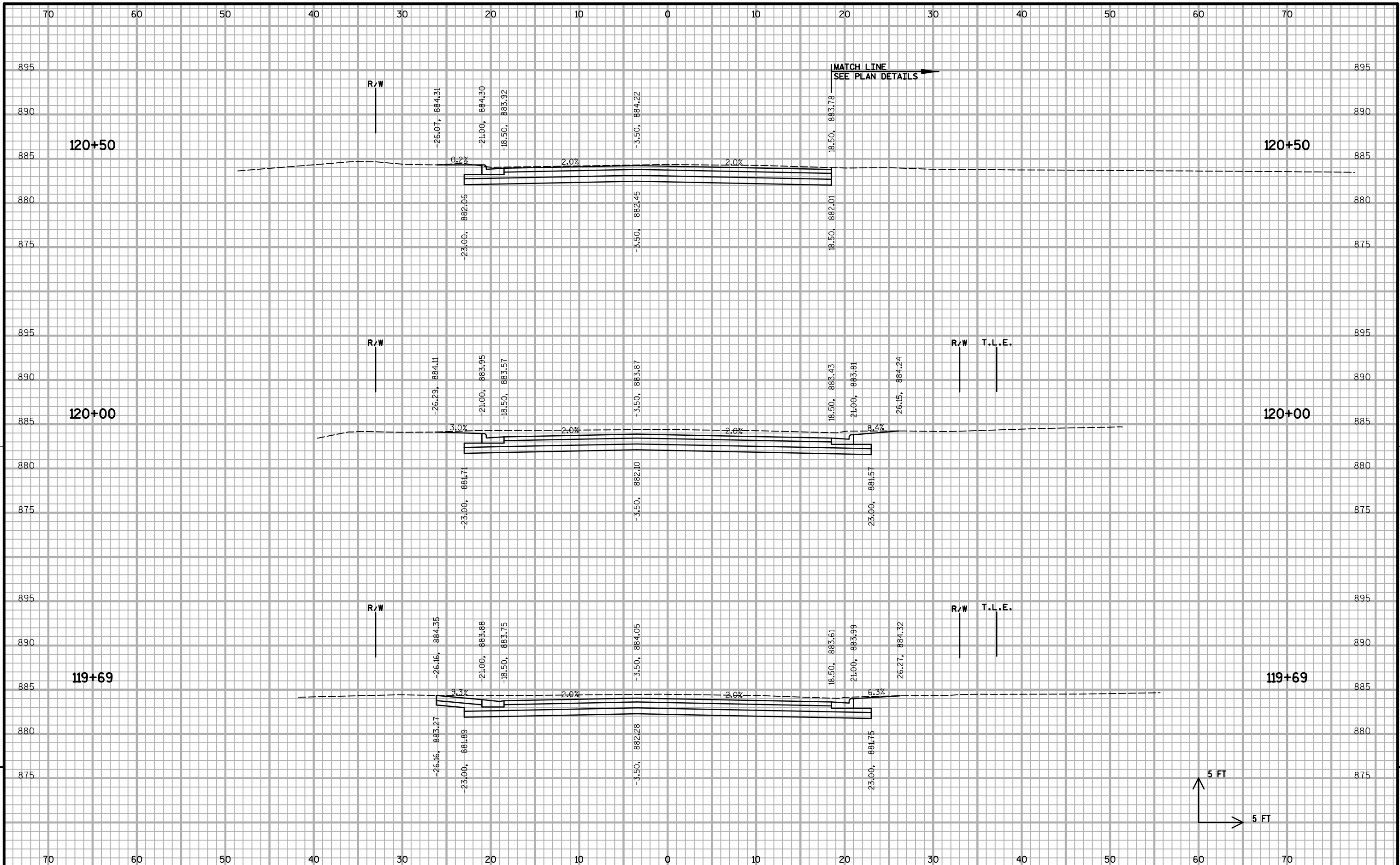


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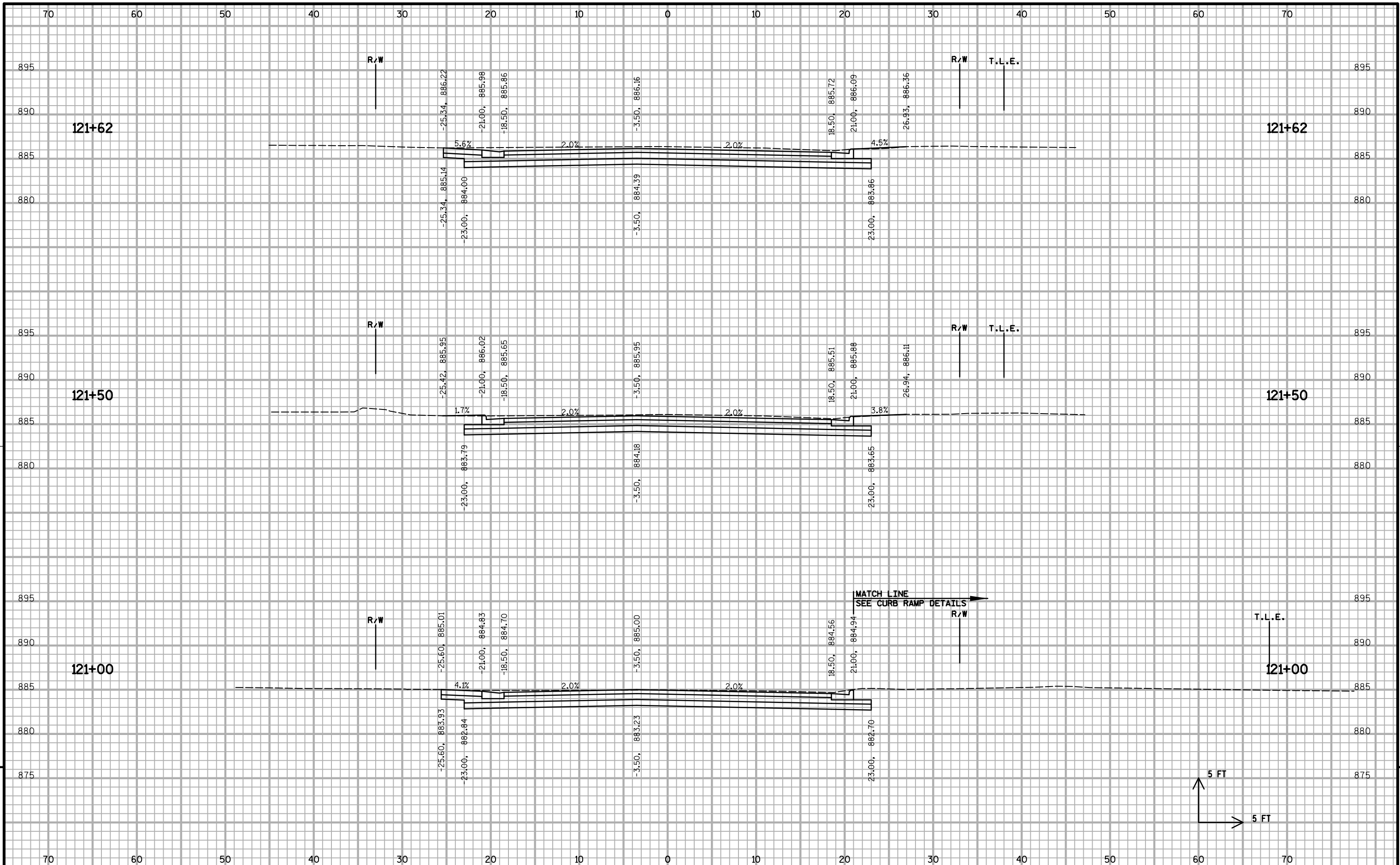
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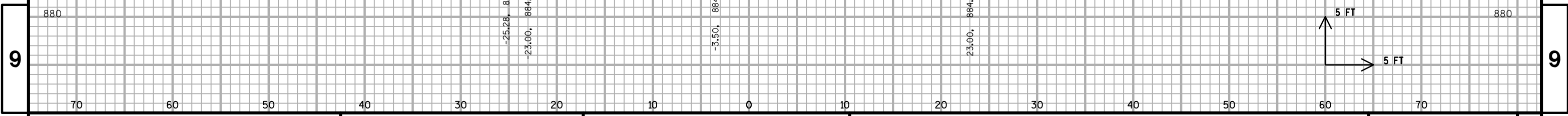
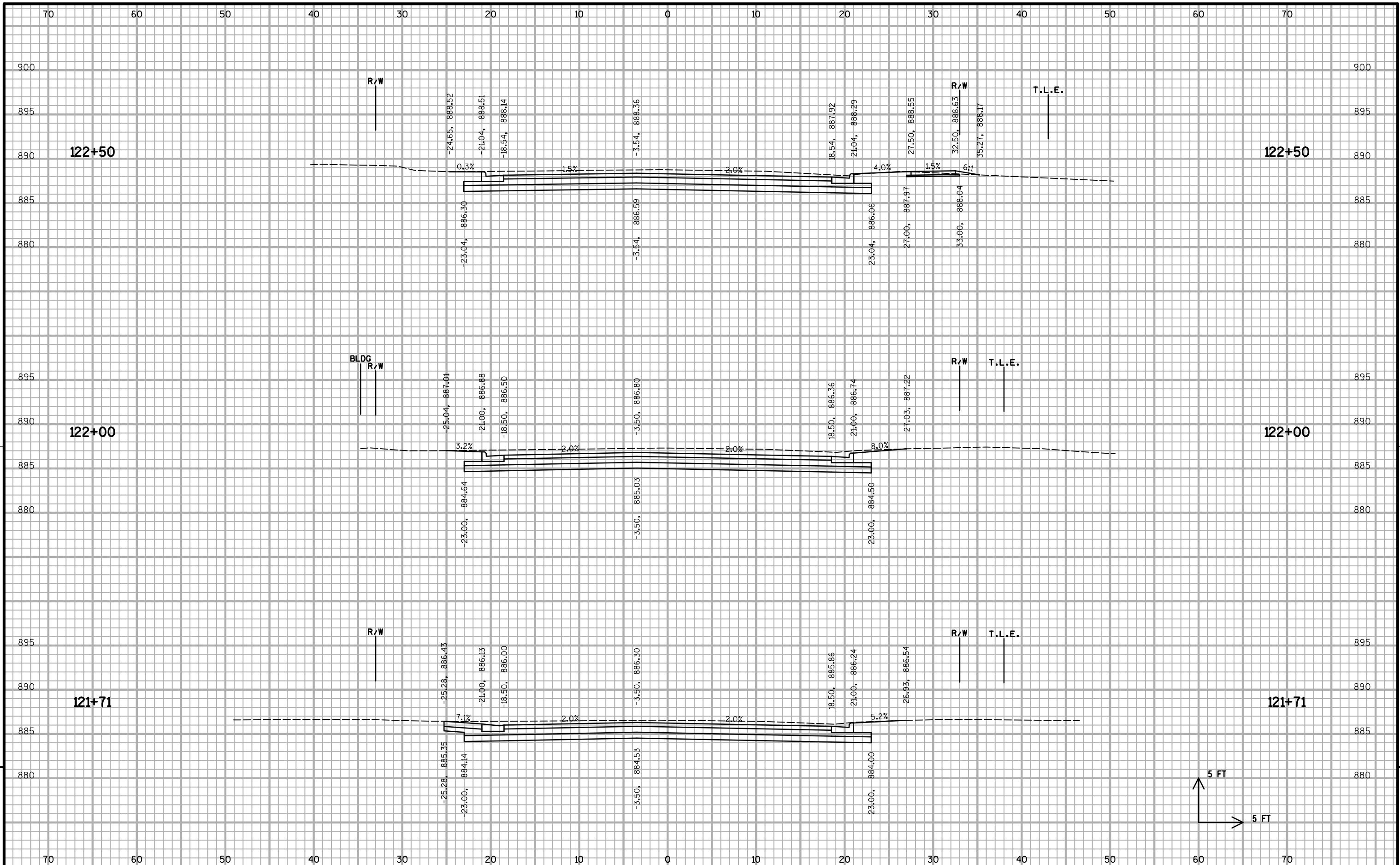
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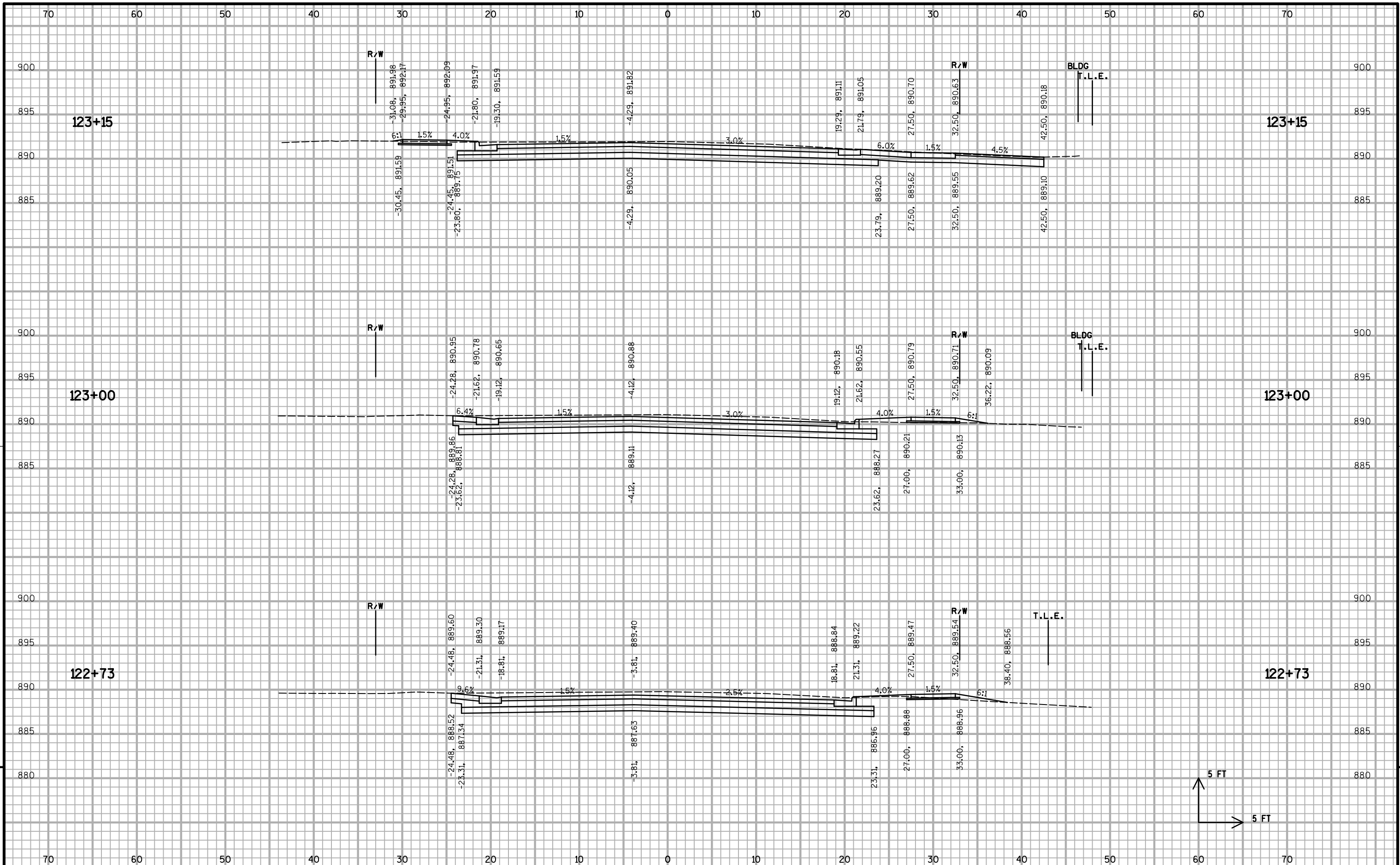
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PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-19 E



PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-20 E

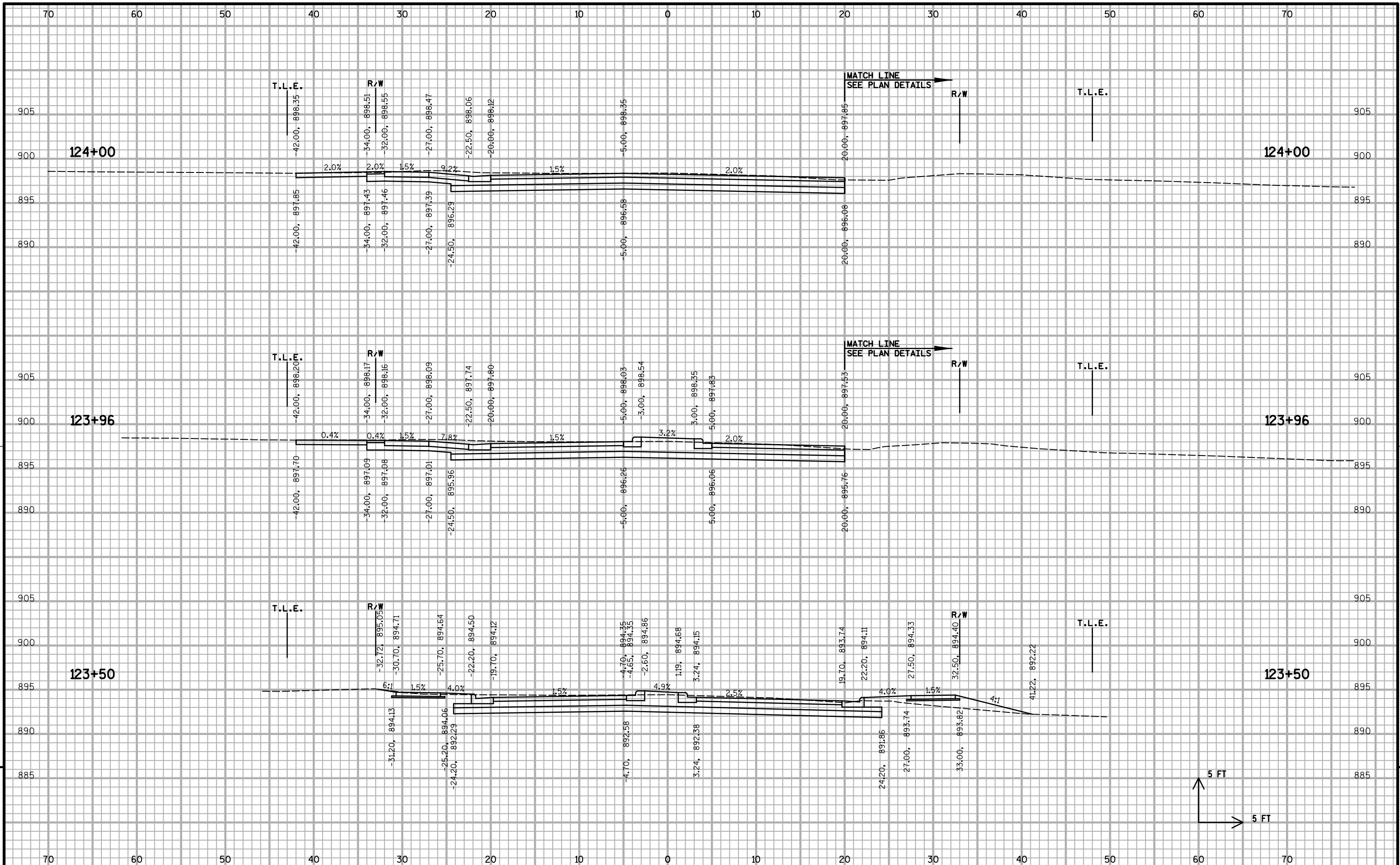


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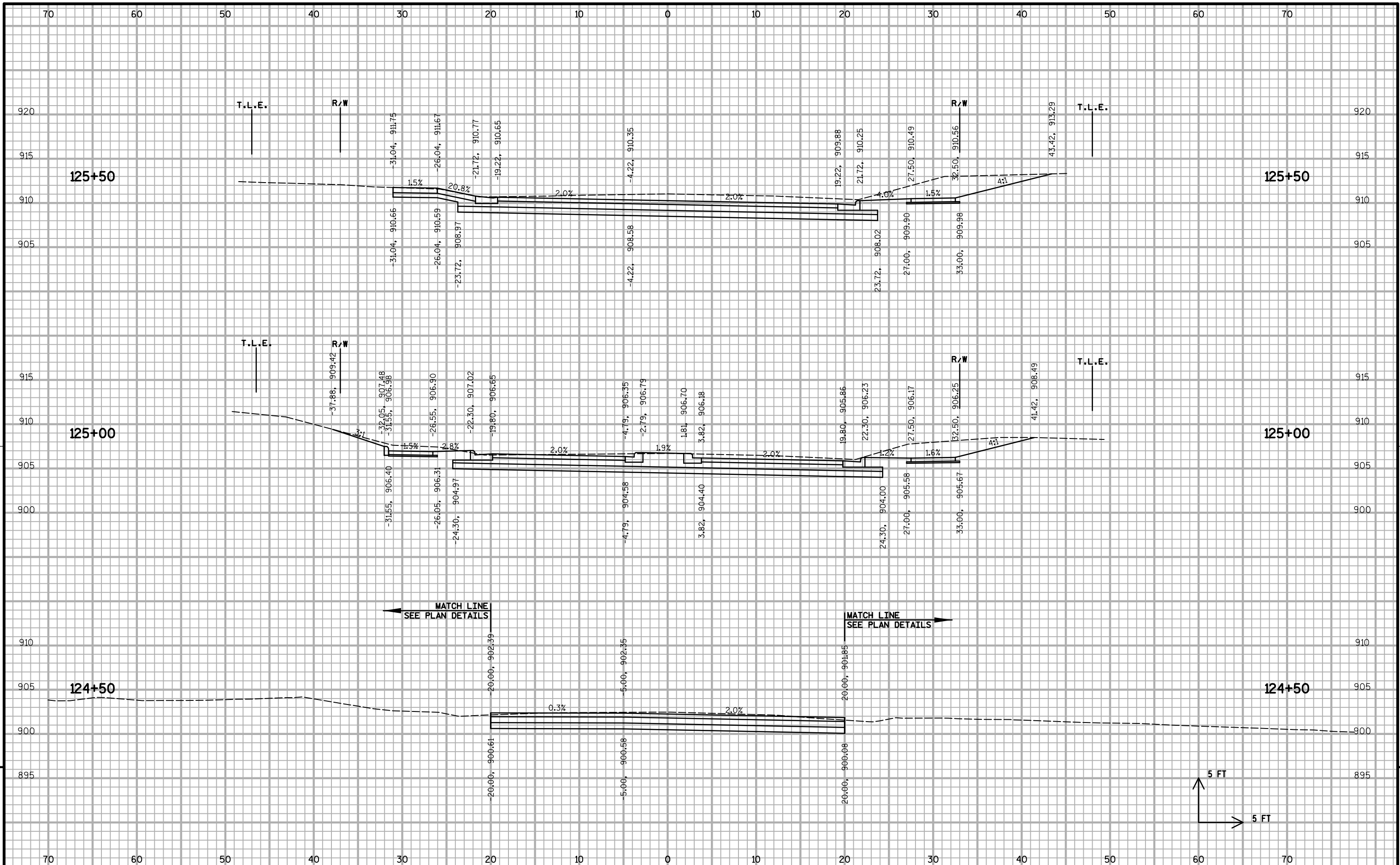
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5 FT

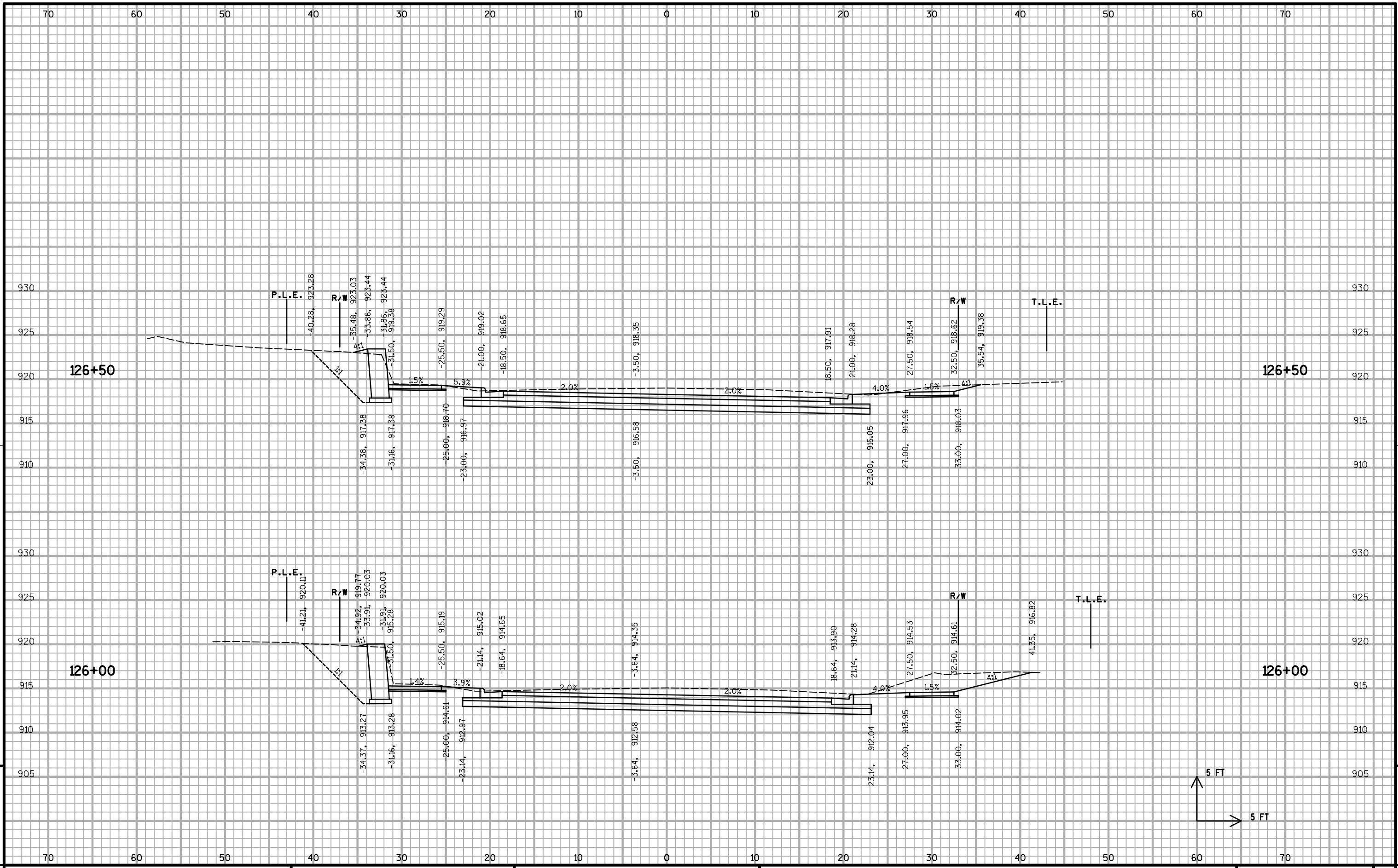
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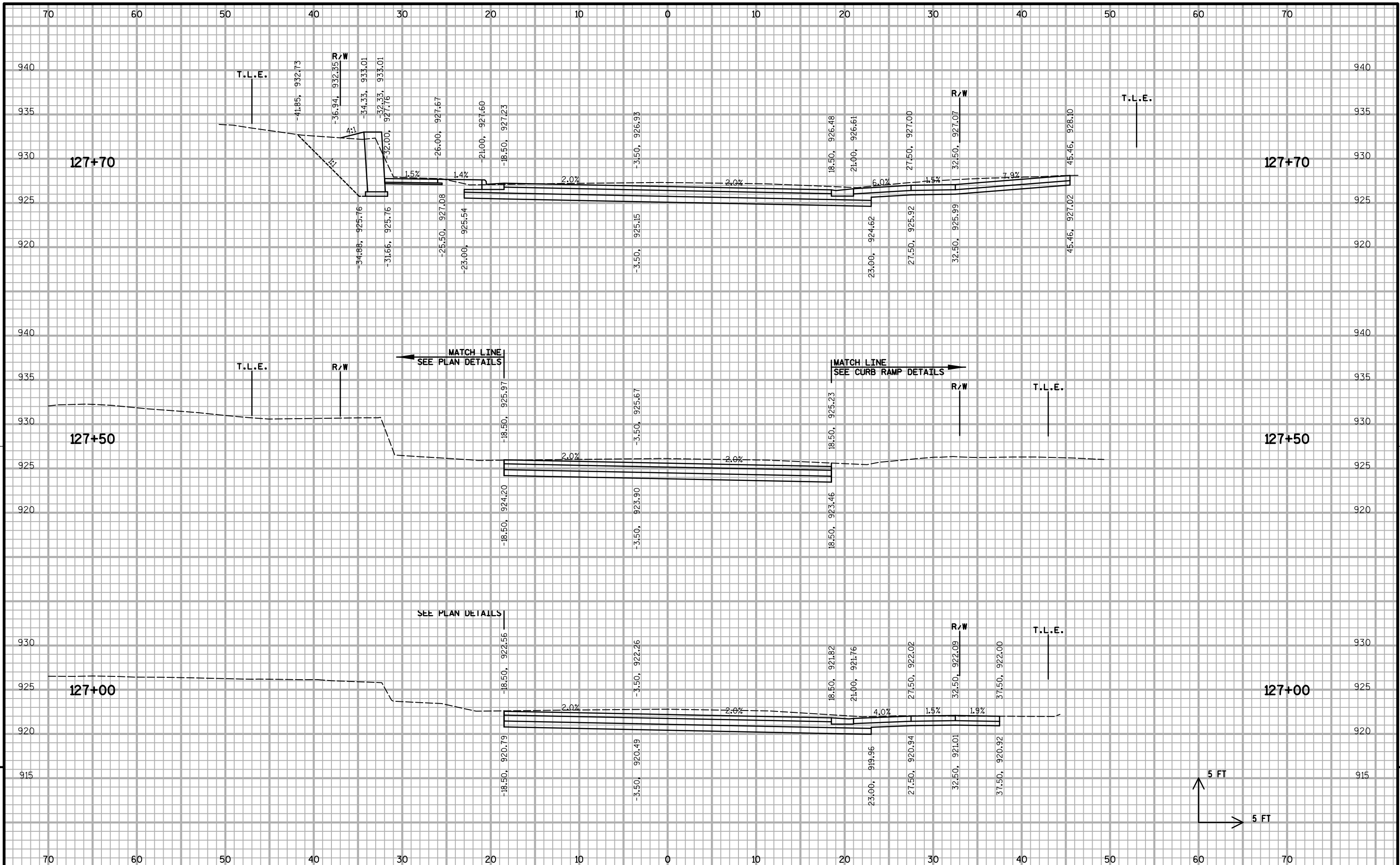
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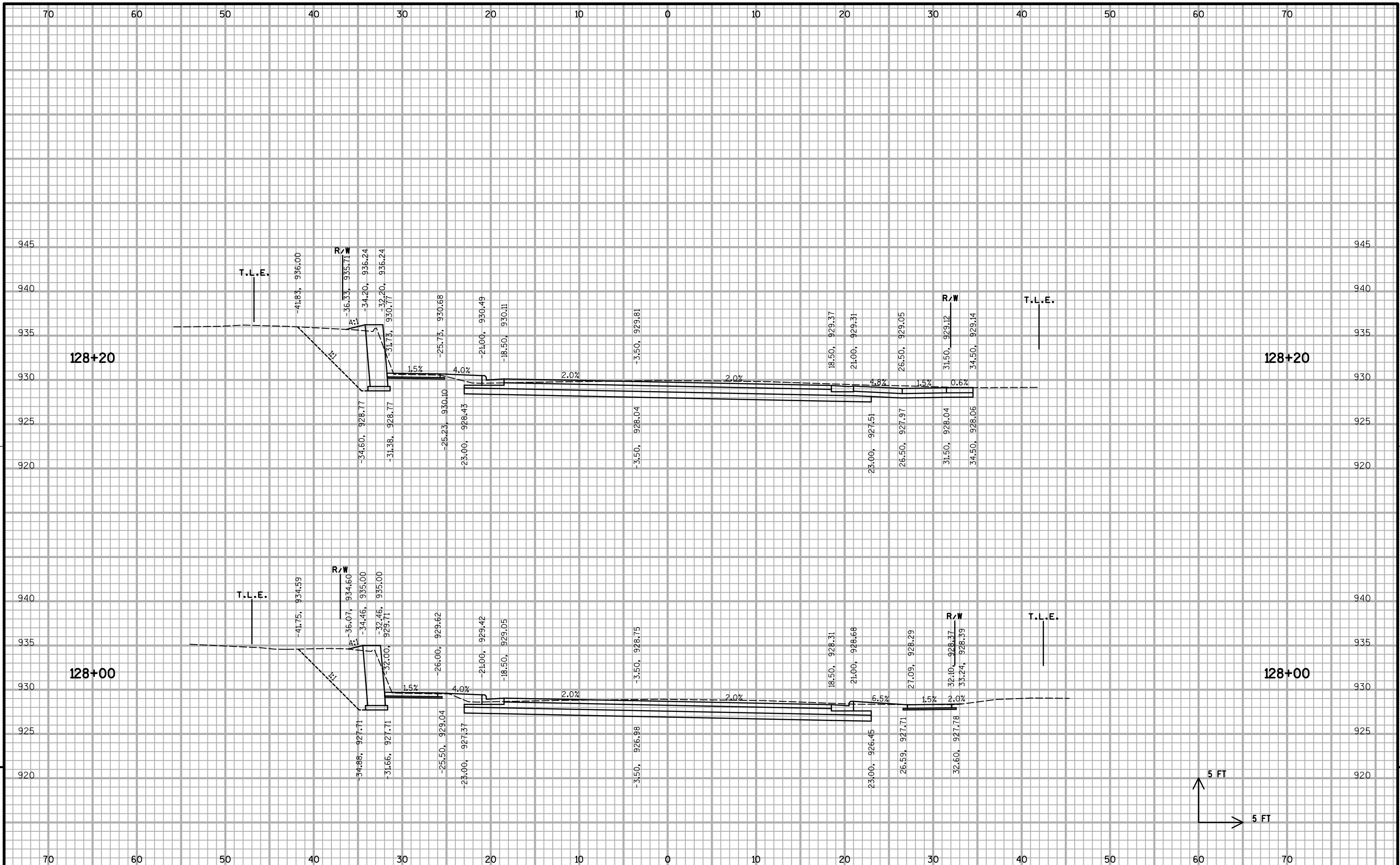


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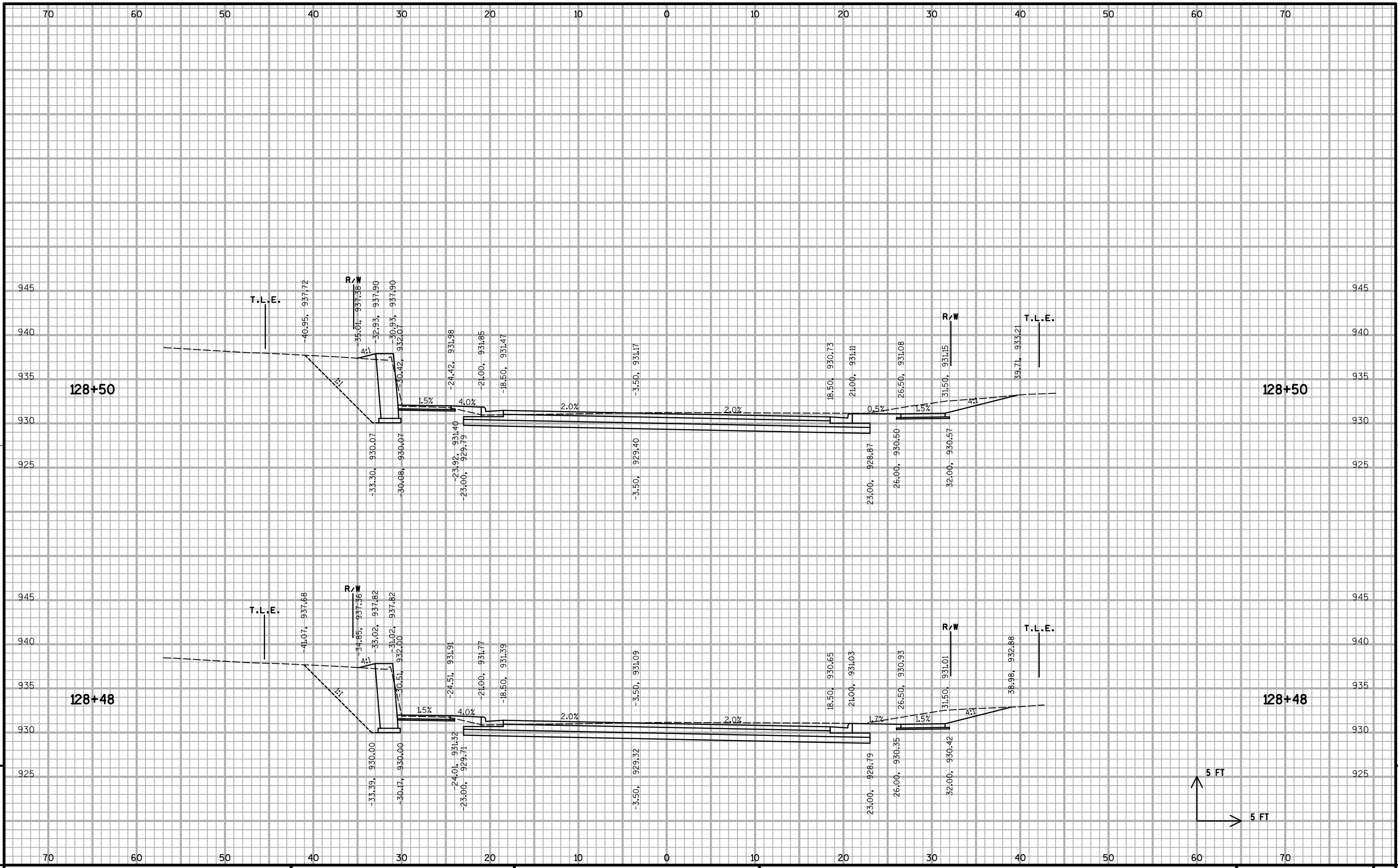


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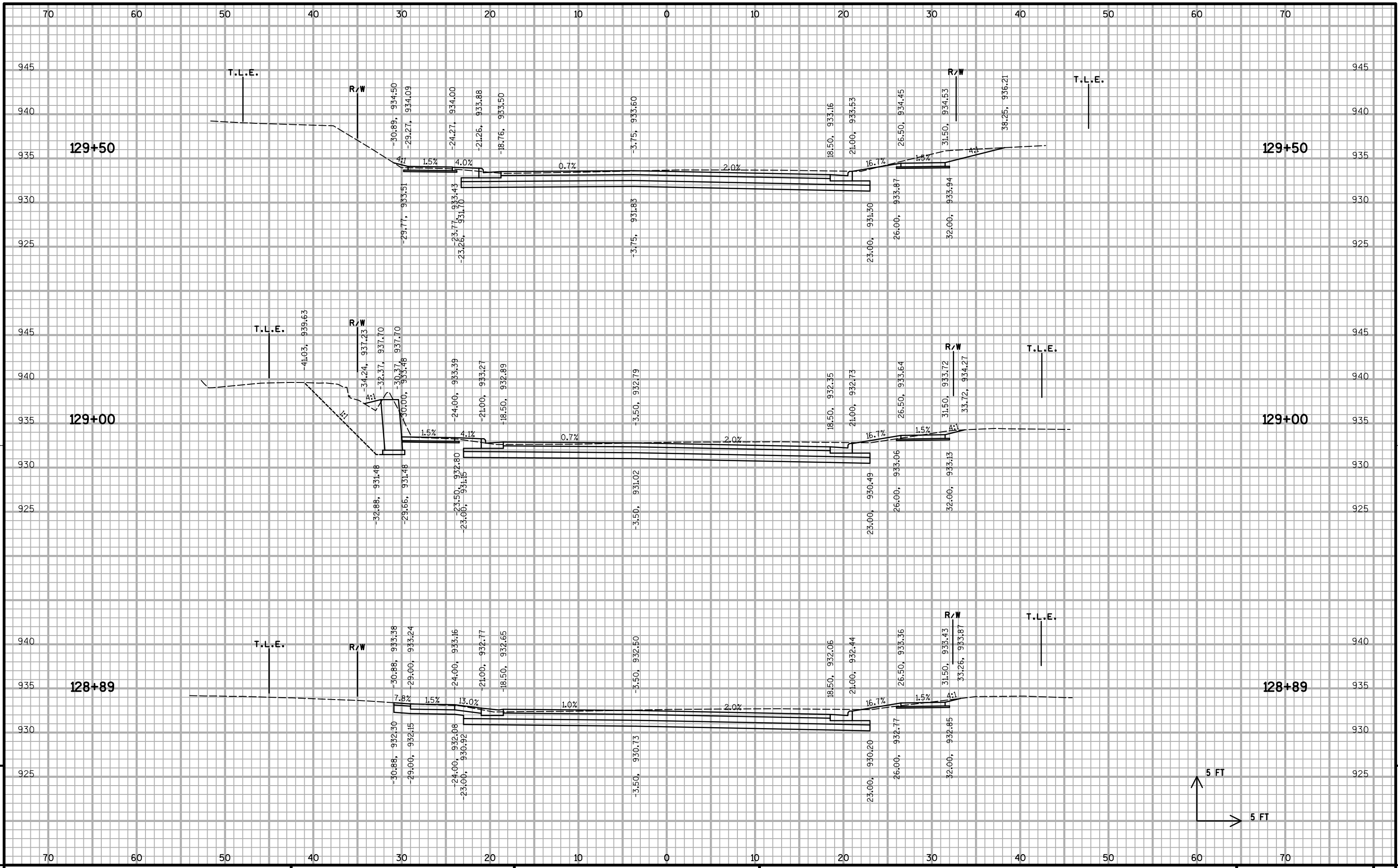




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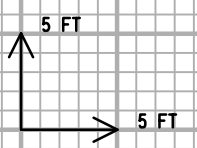


PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-27 E

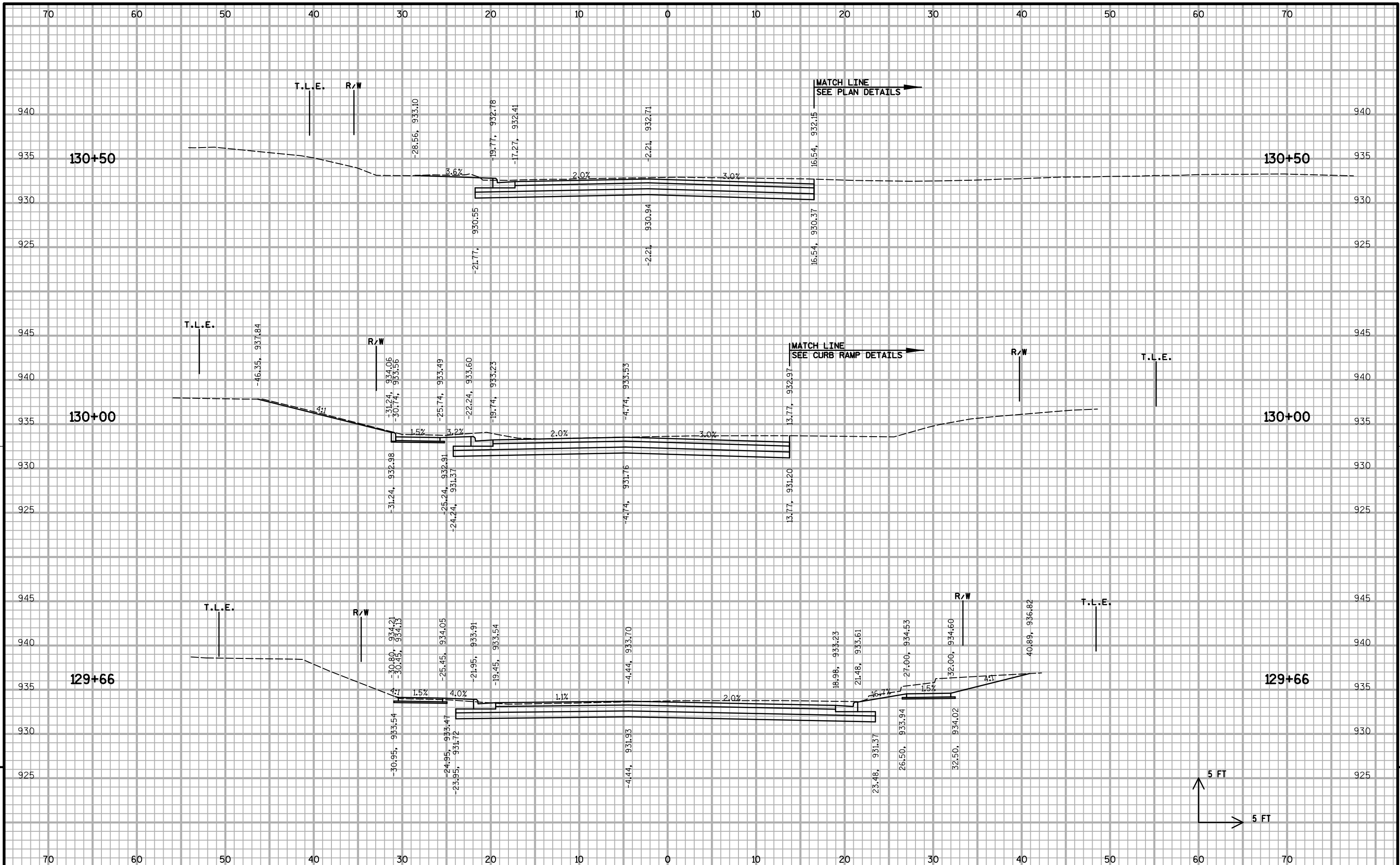


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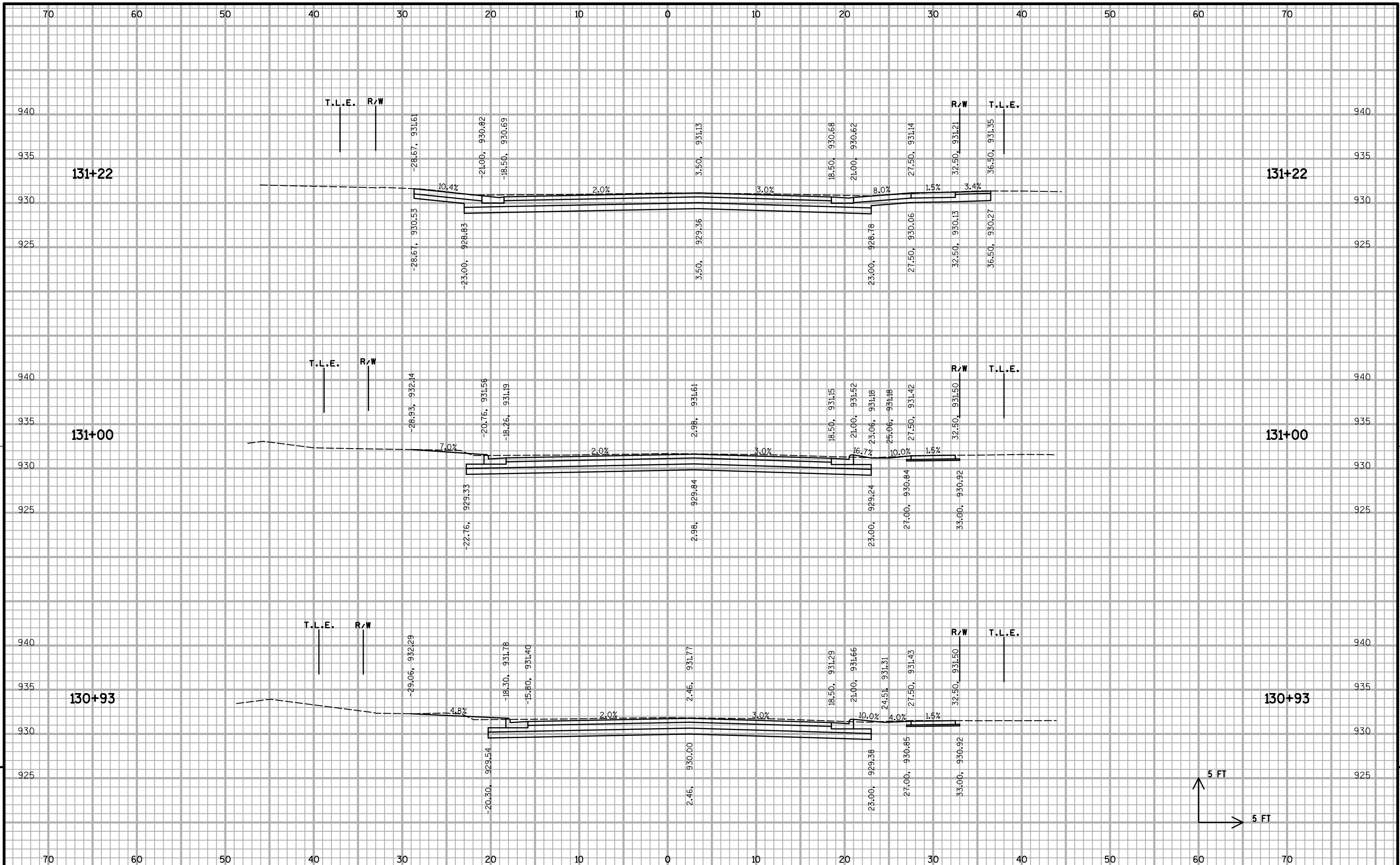
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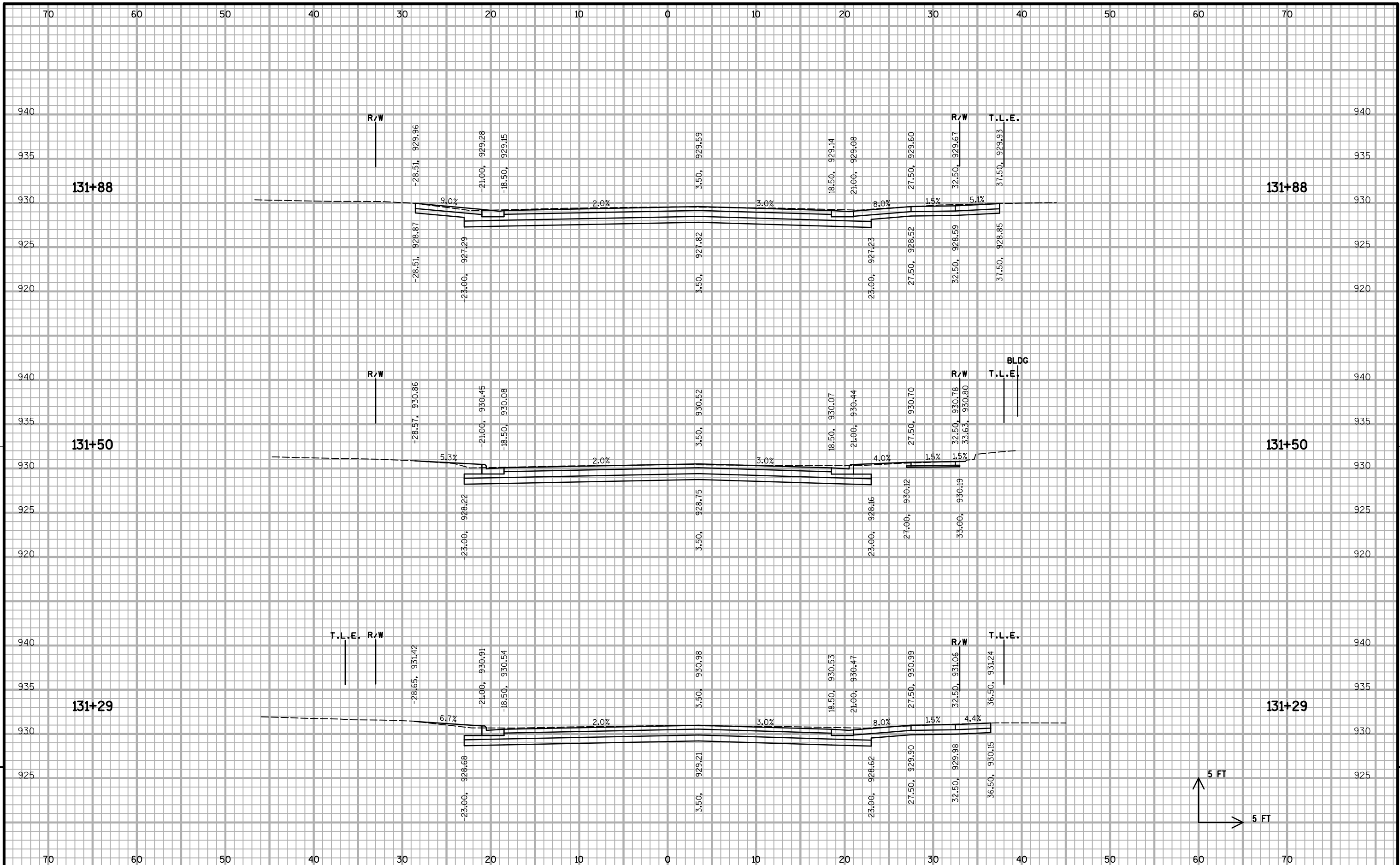
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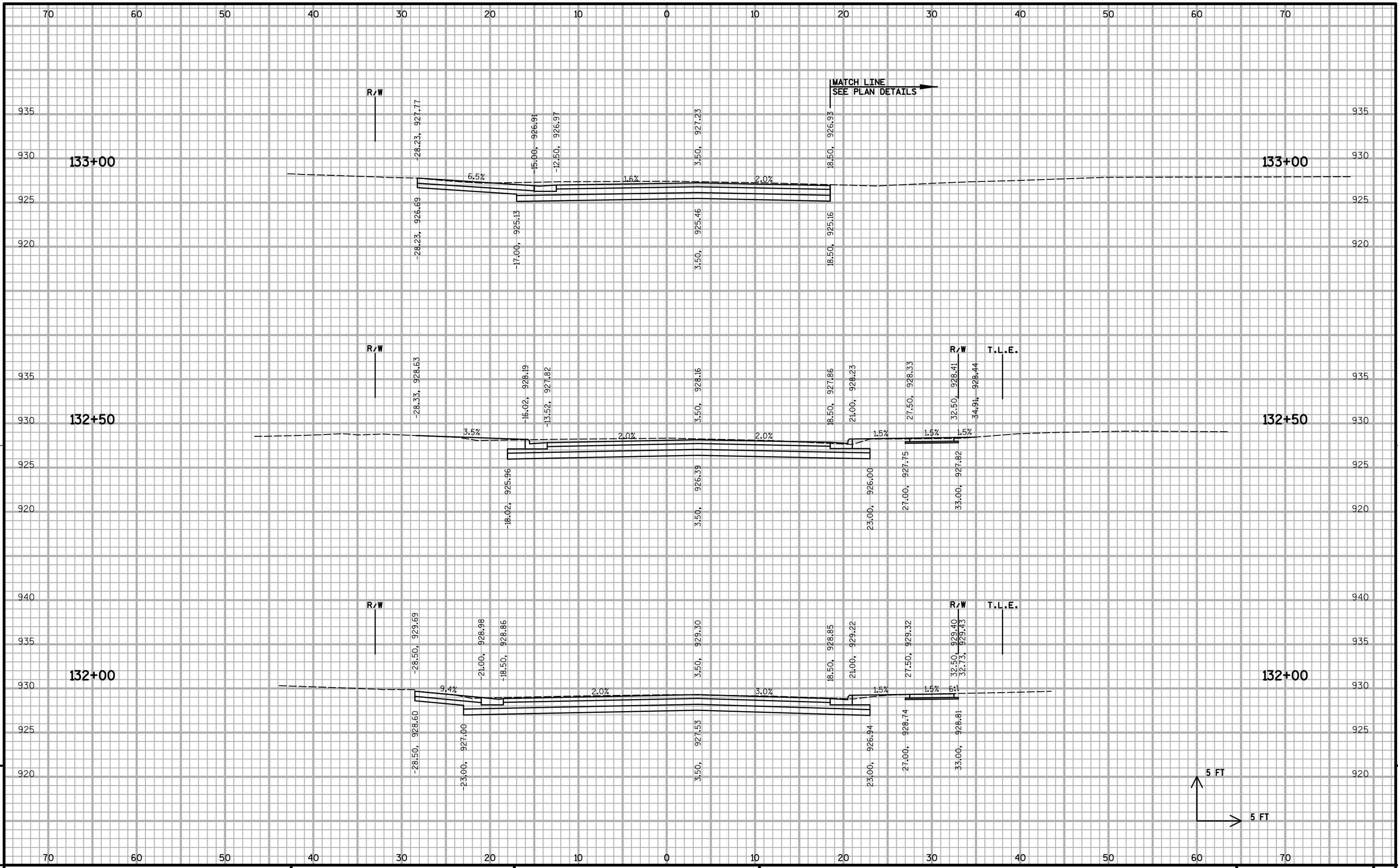
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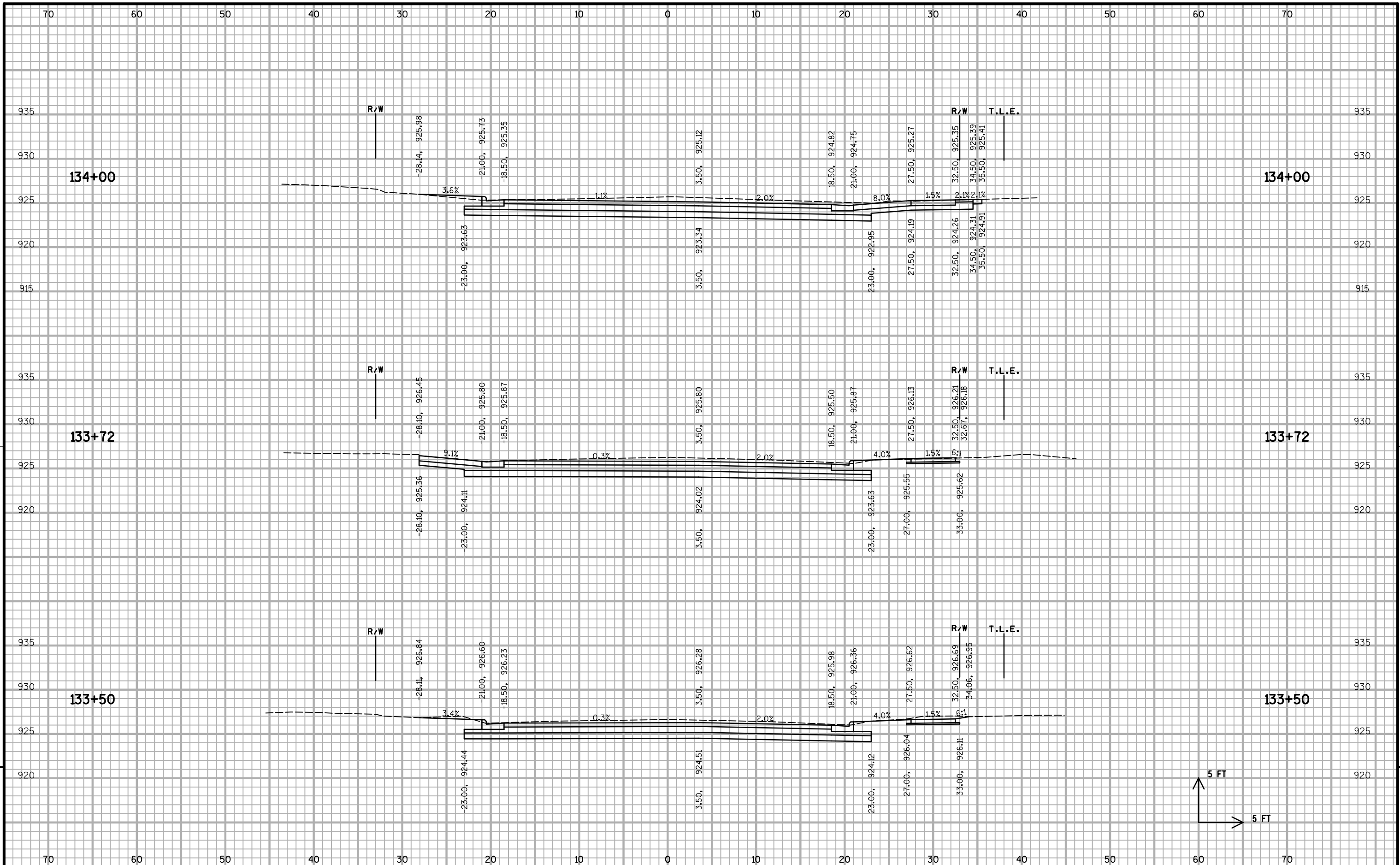
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PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-31 E



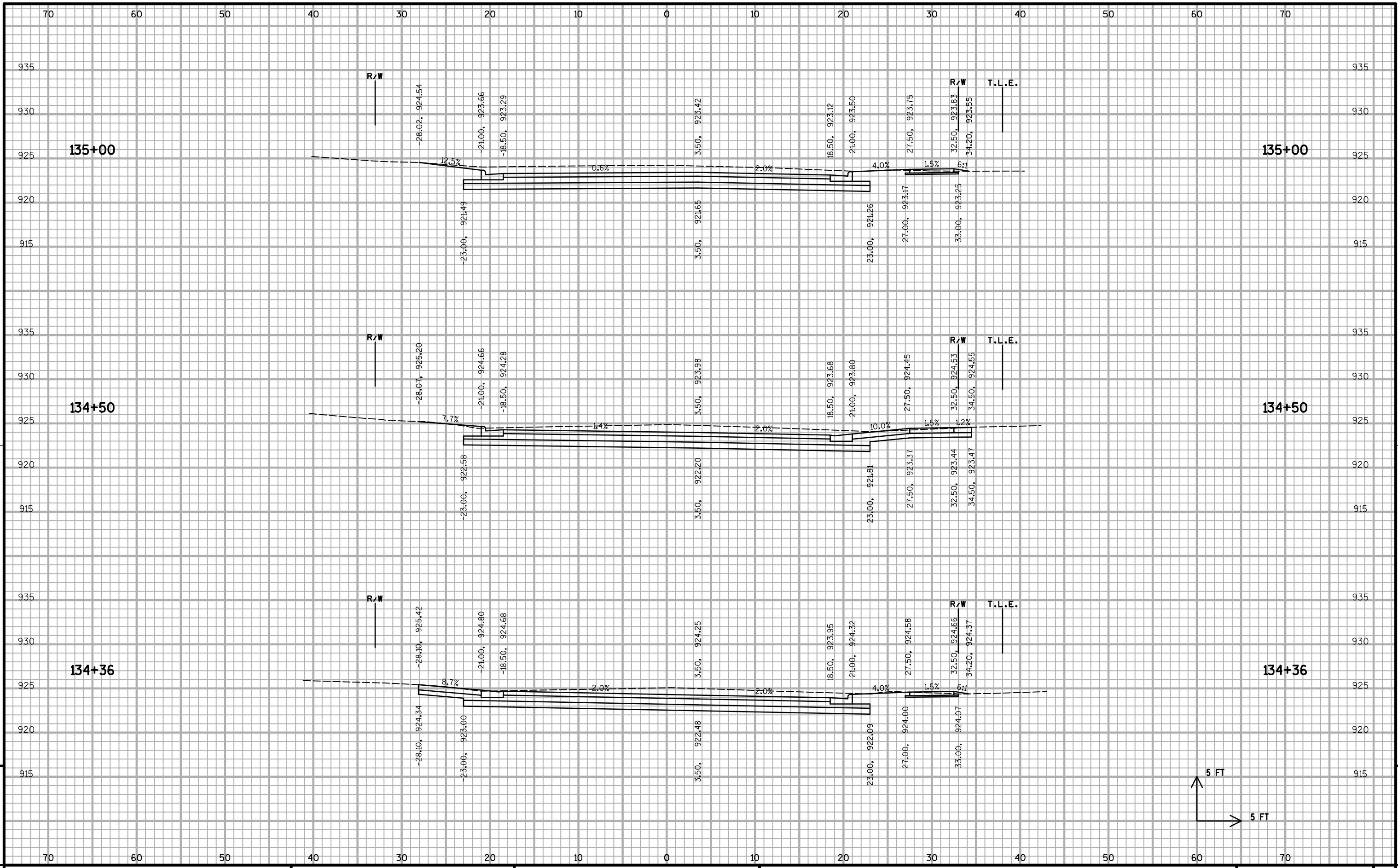
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PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-33 E

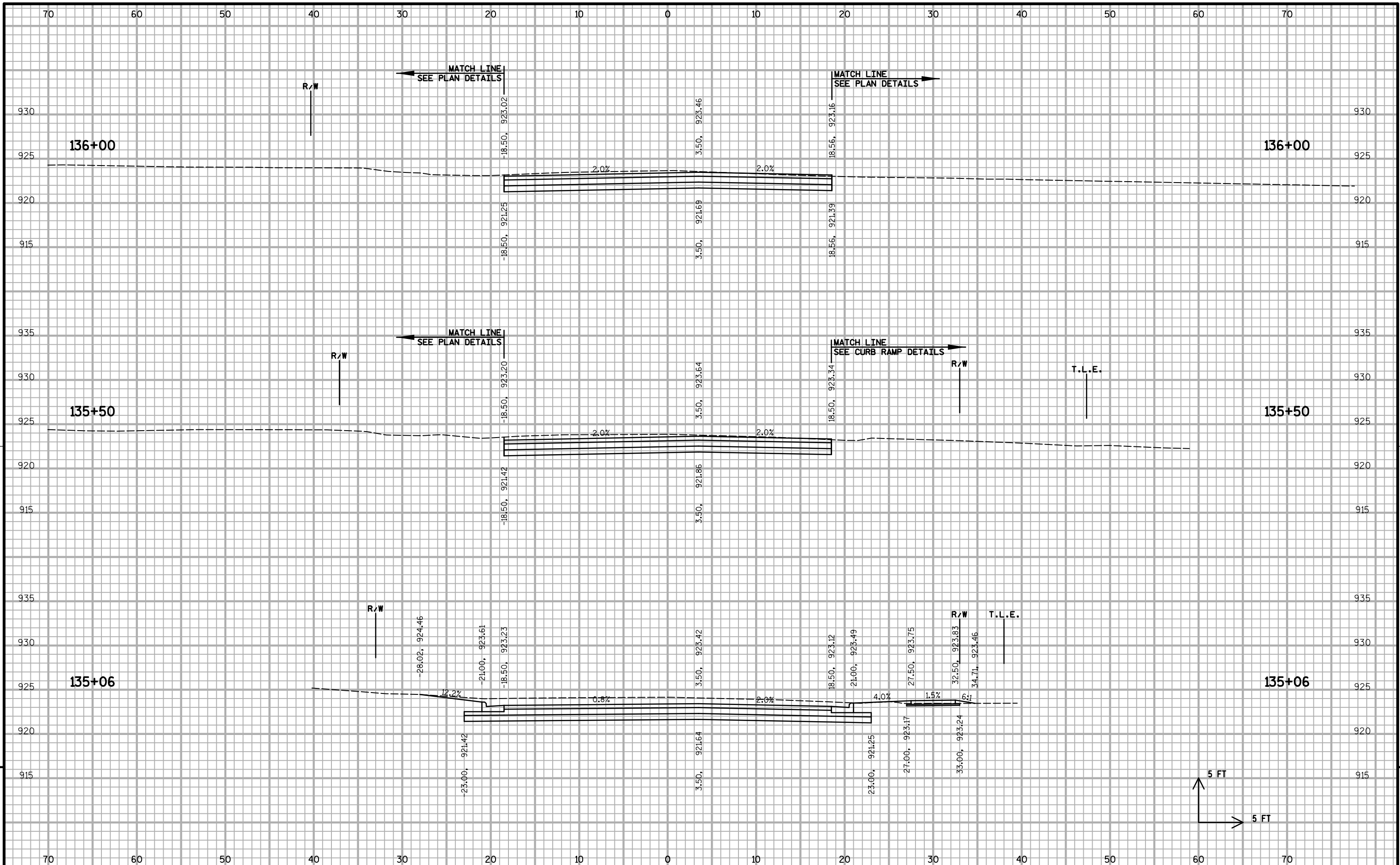


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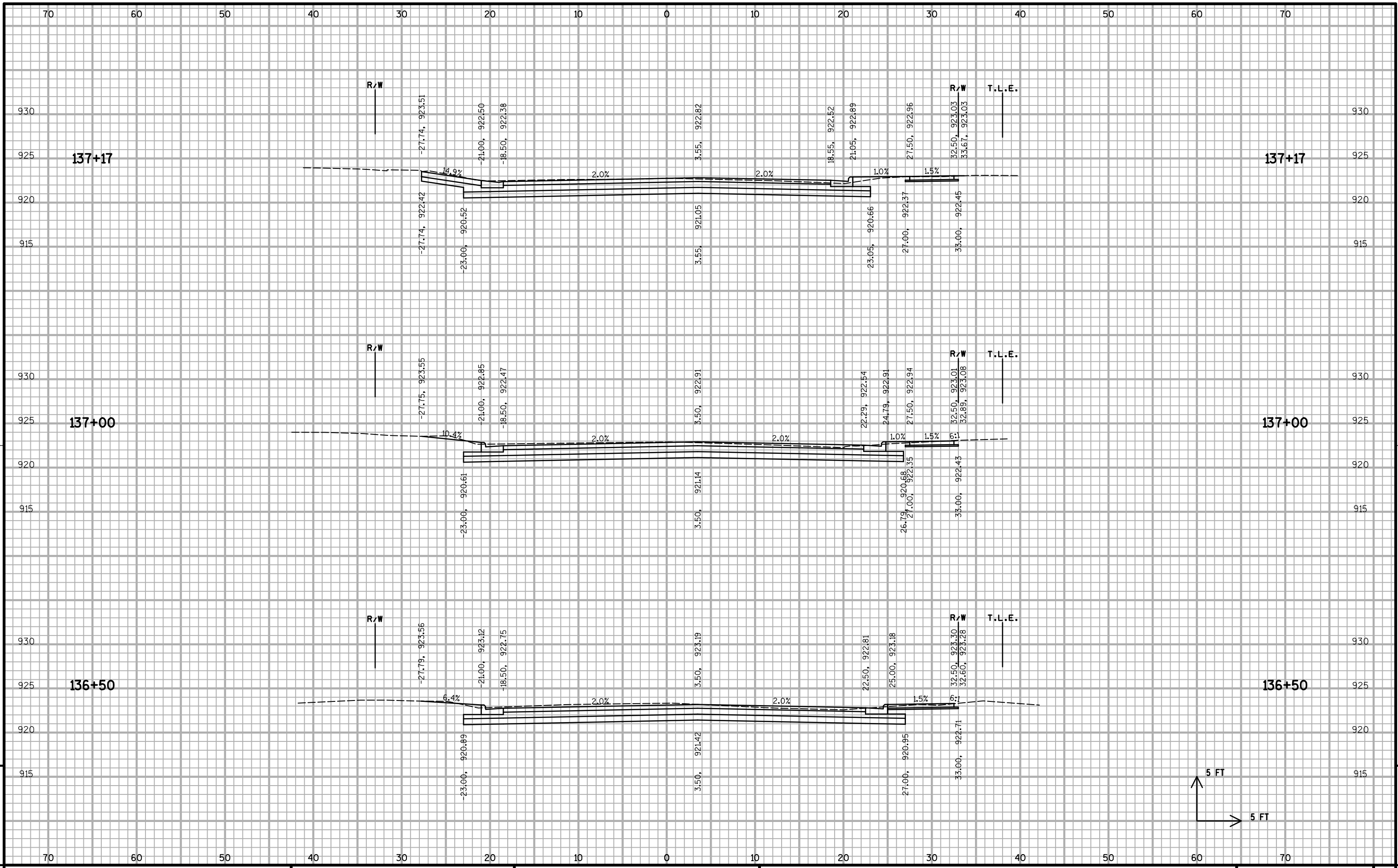
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FILE NAME : S:\MAD\1000--1099\1020\082\Micros\Plan\090201_xs.dgn PLOT DATE : 4/12/2019 PLOT BY : _username_ PLOT NAME : PLOT SCALE : \$\$.....plotscale.....\$\$ WISDOT/CADD SHEET 21



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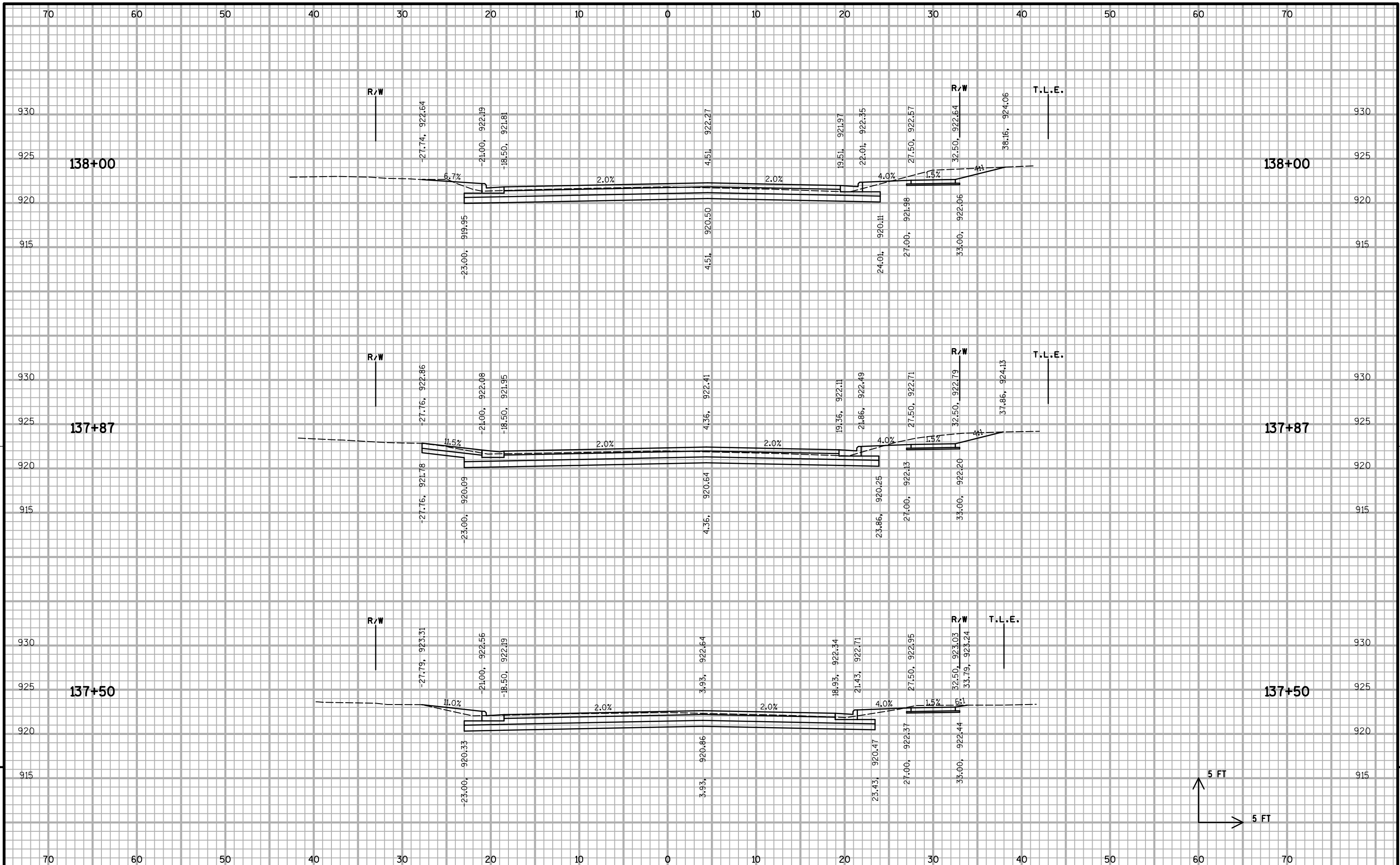
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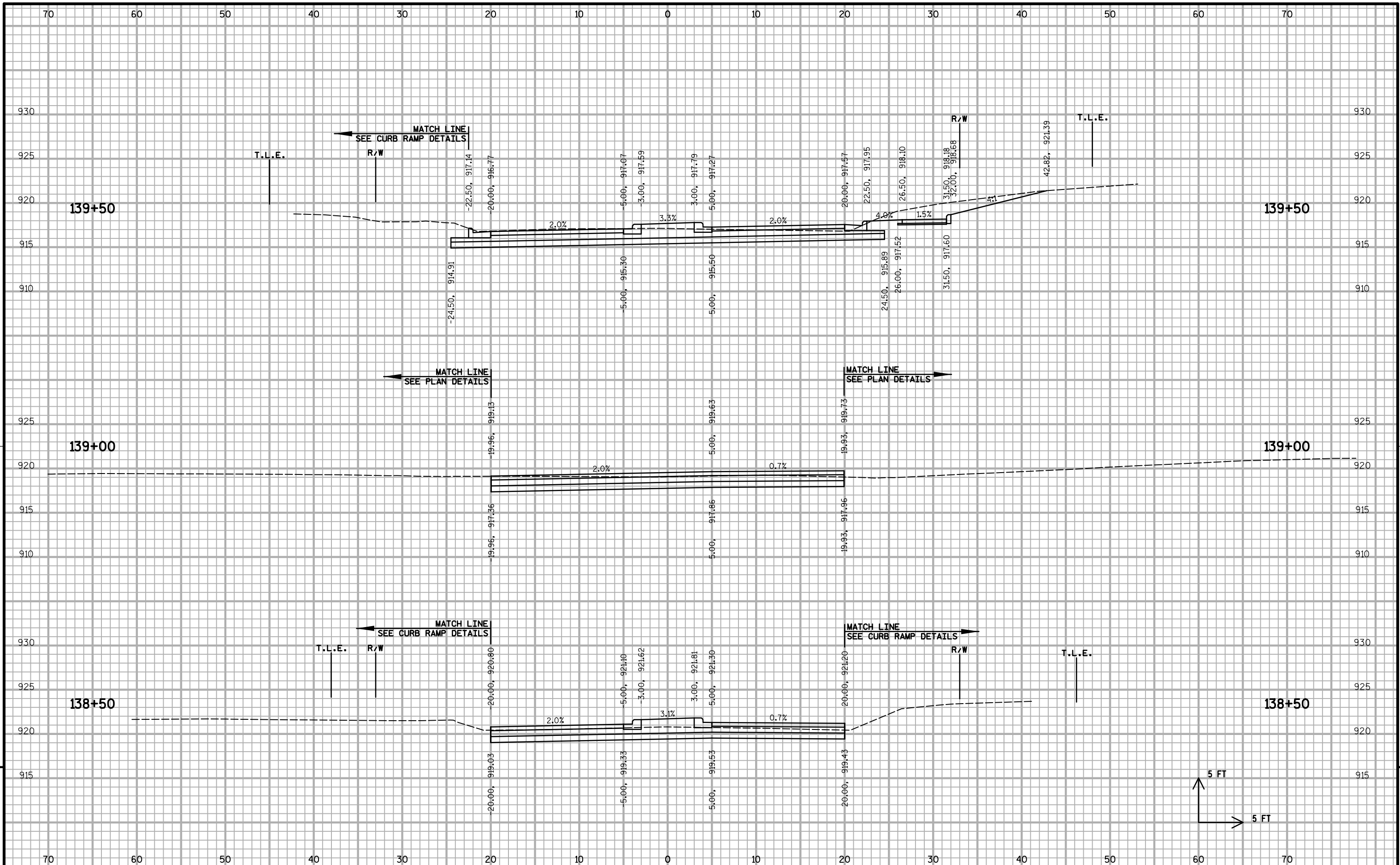
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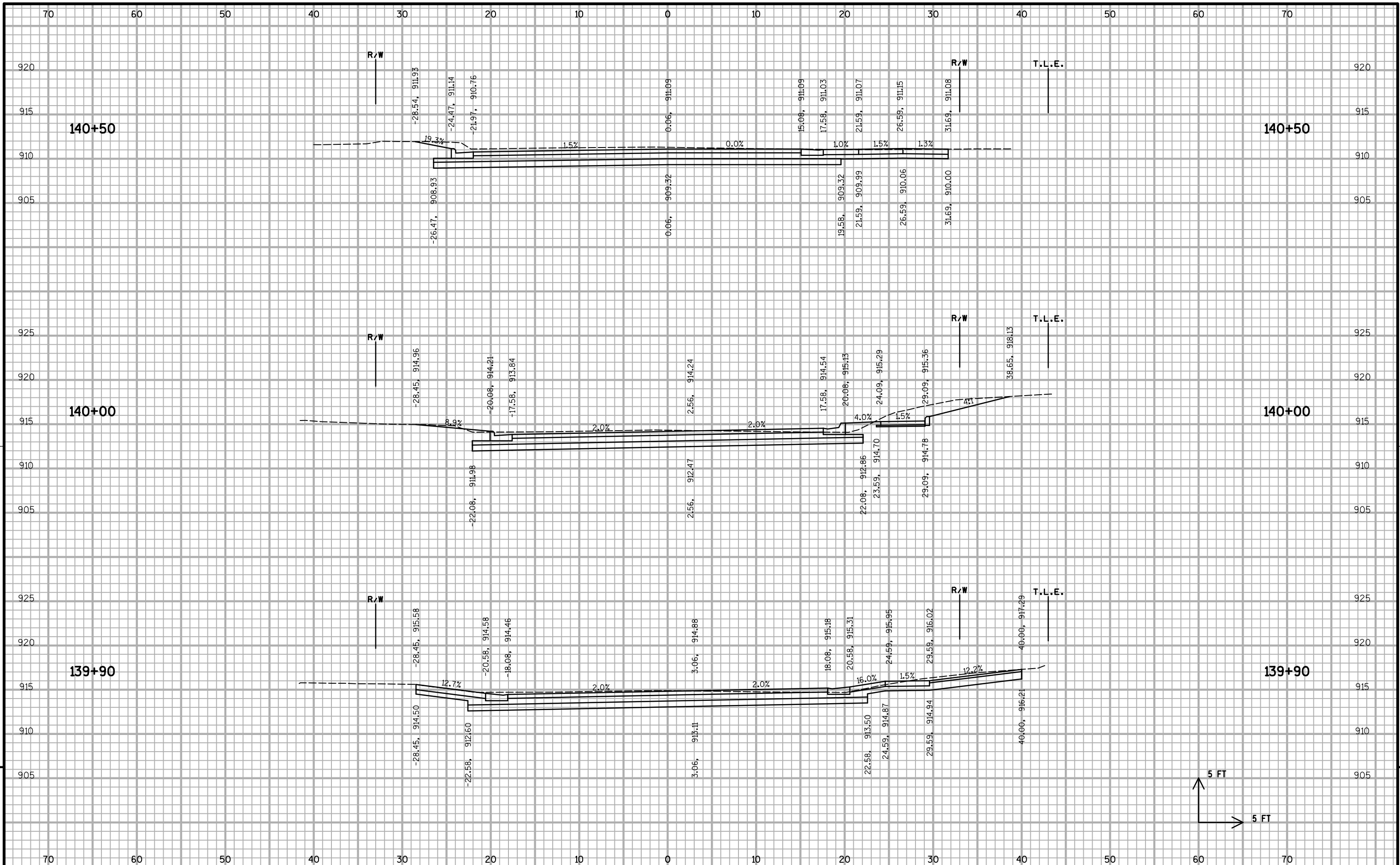
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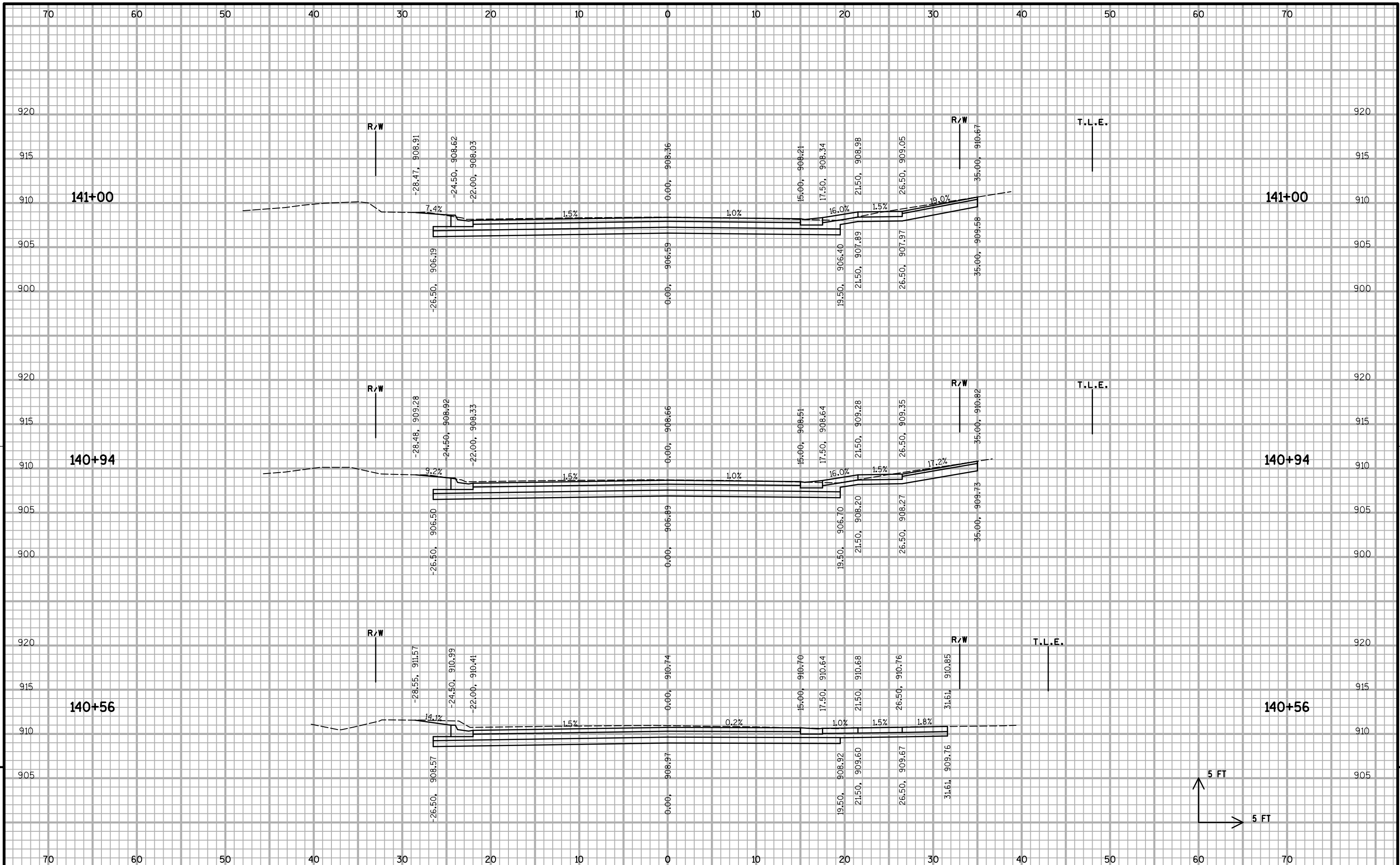
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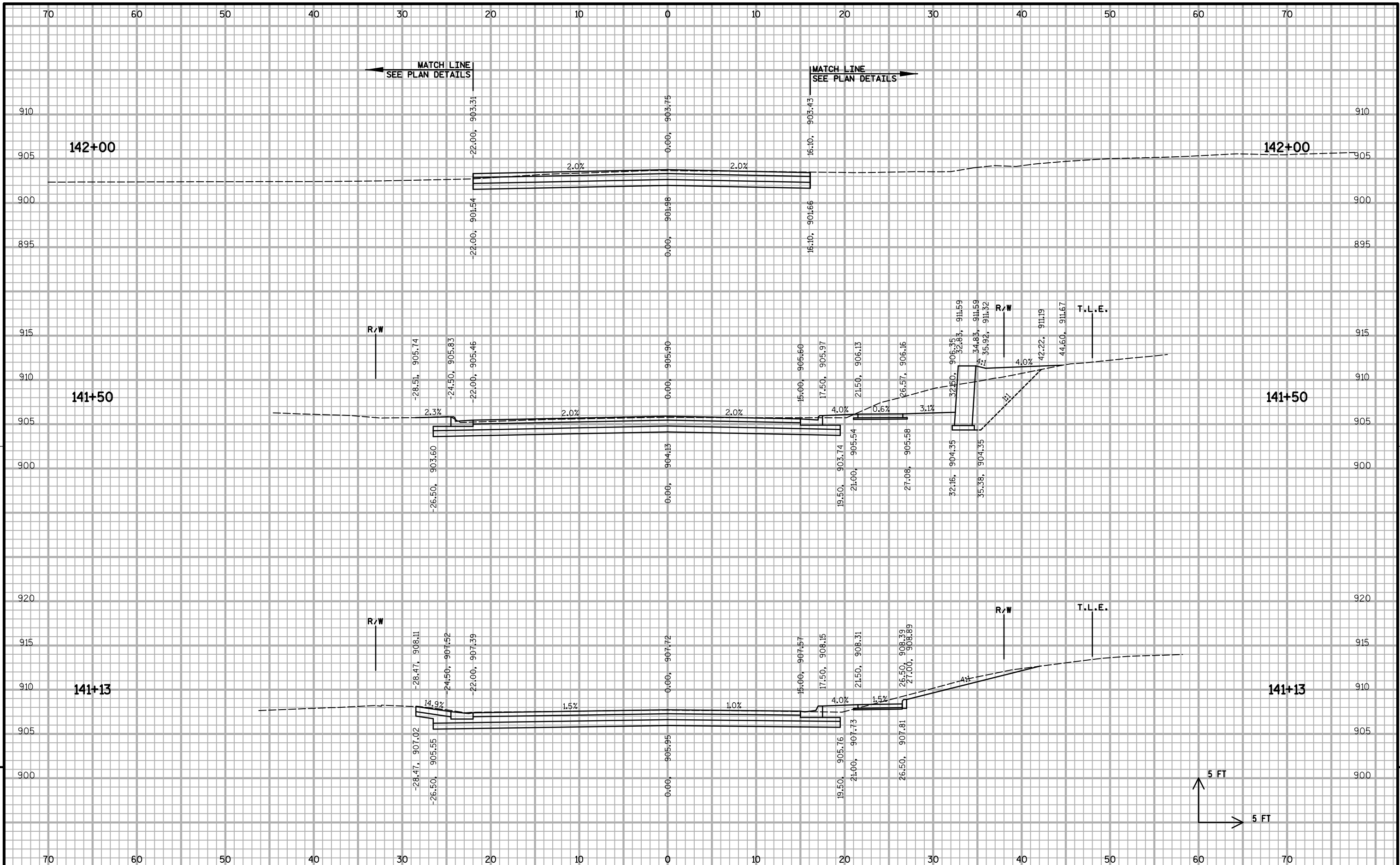


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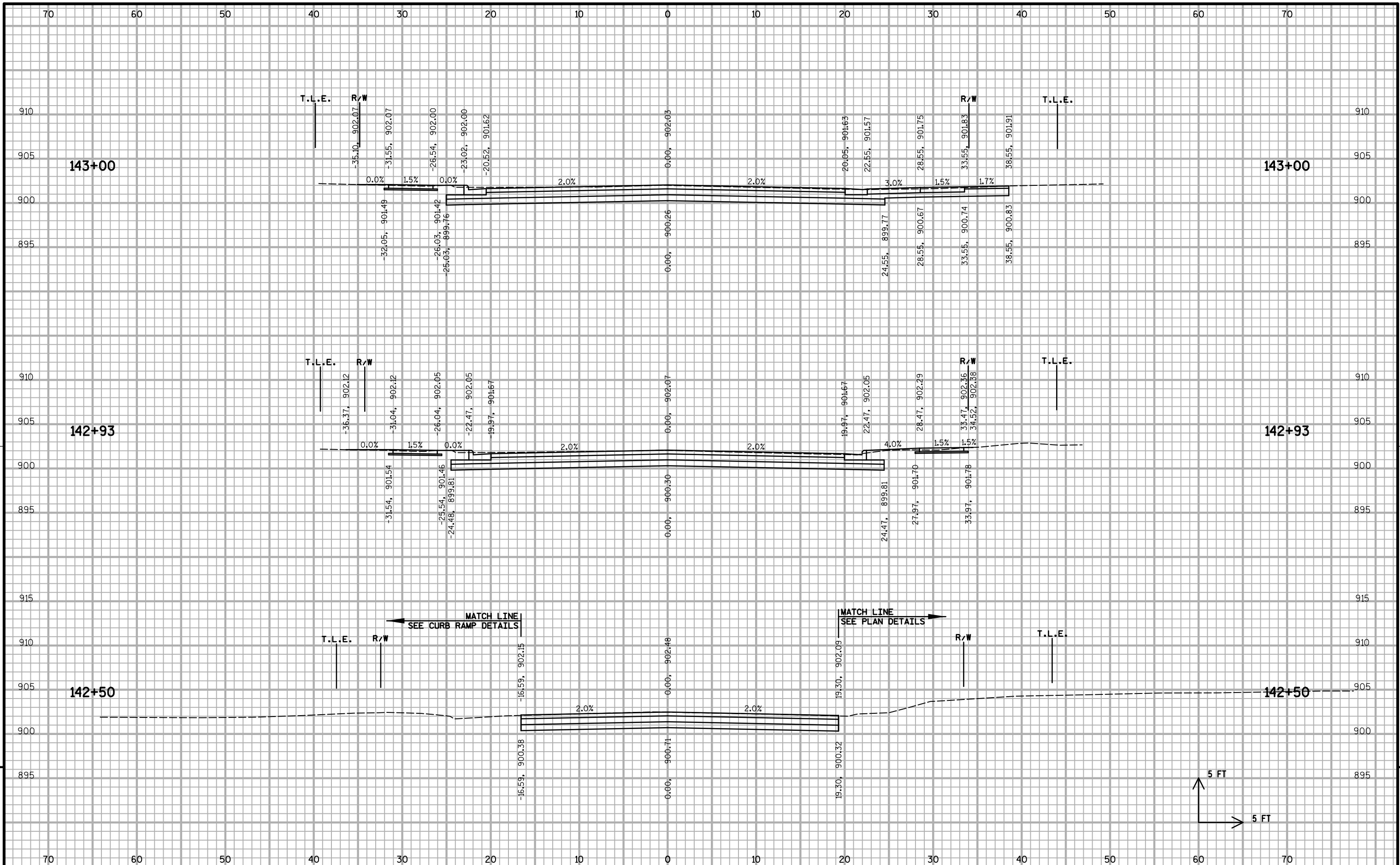
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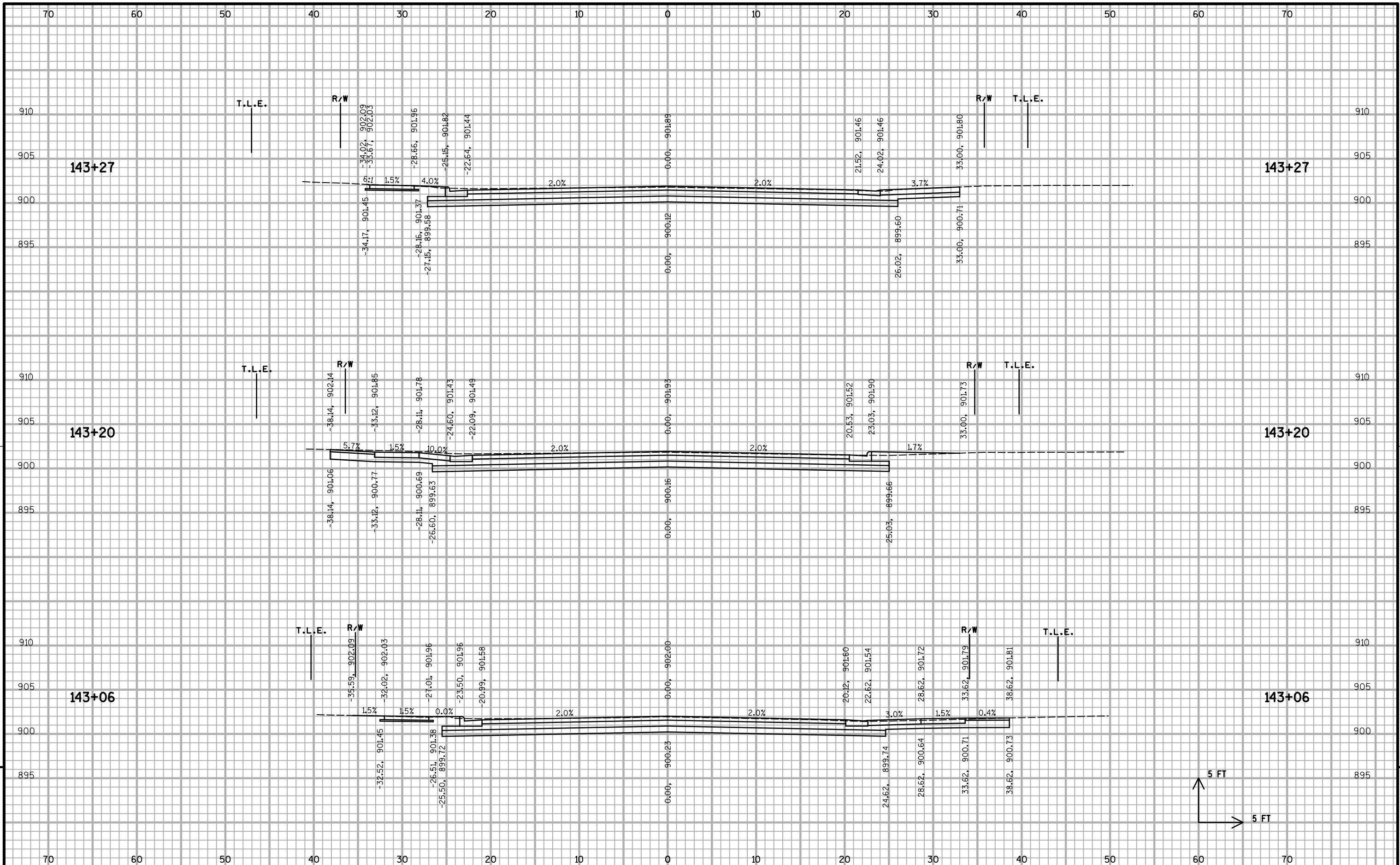
PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-40 E



PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-41 E

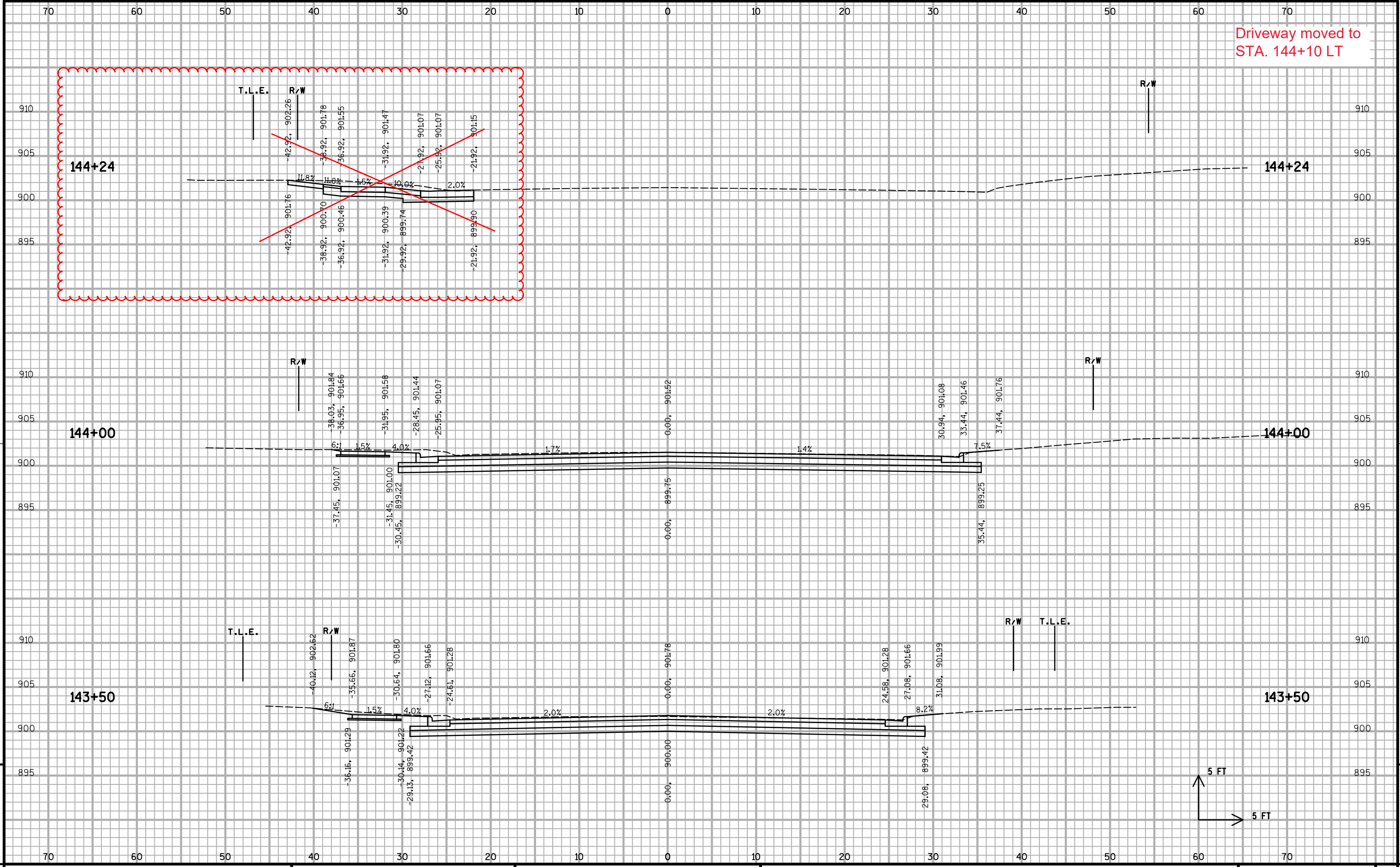


PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-42 E

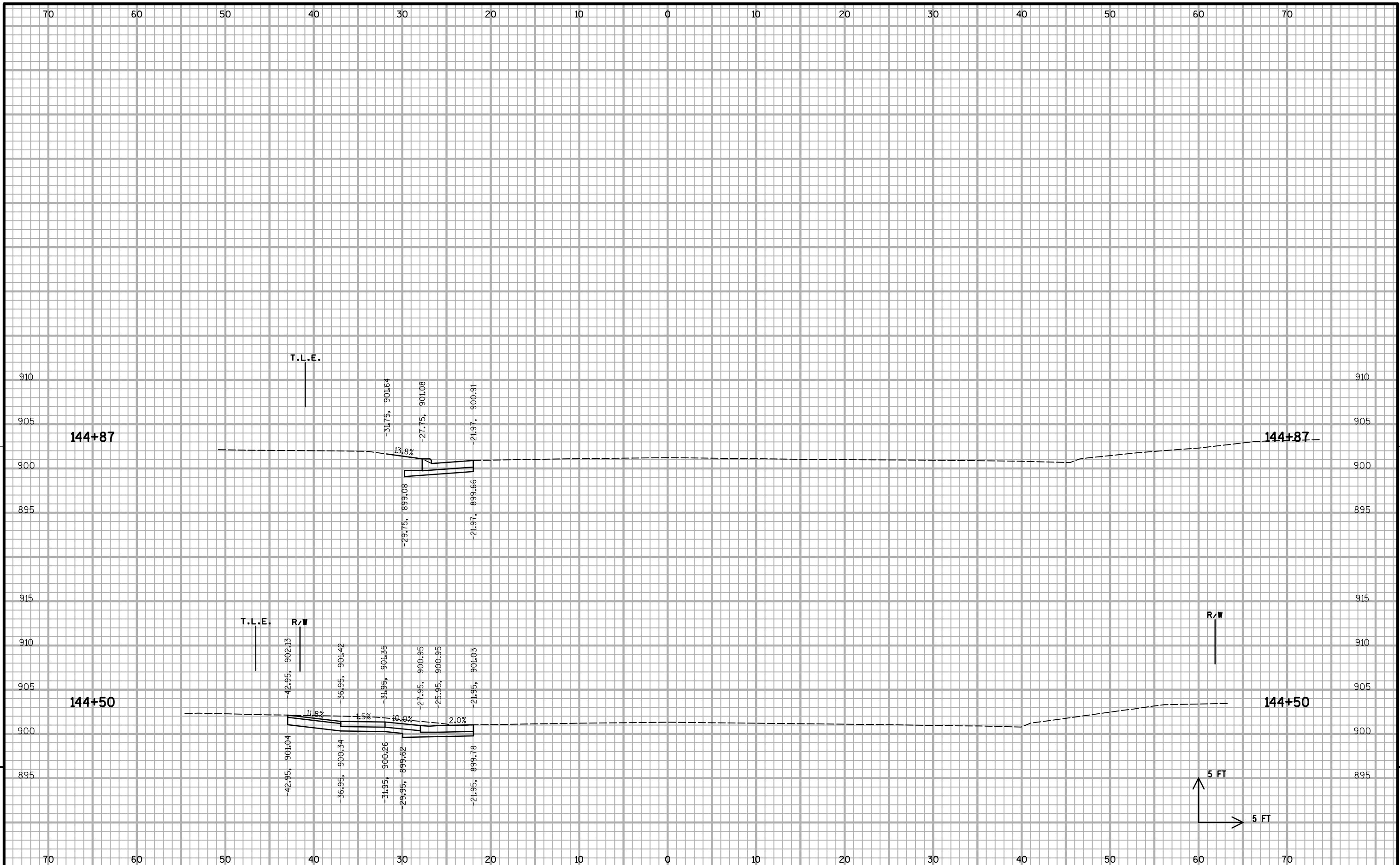


PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-43 E

Driveway moved to STA. 144+10 LT



PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-44 E



PROJECT NO: 10228 HWY: BUCKEYE ROAD COUNTY: DANE CROSS SECTIONS: BUCKEYE ROAD SHEET X-45 E