

THE LOCATION AND INFORMATION FOR PROPOSED NEW TREES, IN THE PUBLIC RIGHT OF WAY OR ON PUBLIC LANDS ARE APPROXIMATE AND ARE SHOWN FOR REFERENCE ONLY. THE LOCATIONS, SPECIFICATIONS AND PLANTING METHODS OF ALL PROPOSED NEW OR REPLACEMENT TREES IN THE PUBLIC RIGHT OF WAY OR ON PUBLIC LANDS SHALL BE APPROVED BY THE CITY FORESTER PRIOR TO INSTALLATION.

NO TREES IN THE RIGHT OF WAY OR ON PUBLIC LANDS SHALL BE TRIMMED, PRUNED, REMOVED OR ADVERSELY AFFECTED IN ANY WAY UNTIL THE DEVELOPER HAS RECEIVED WRITTEN PERMISSION FROM THE CITY ENGINEER OR CITY FORESTER. SAID WRITTEN PERMISSION SHALL INCLUDE LANGUAGE INDICATING THAT SECTION 10.101 OF THE MADISON GENERAL ORDINANCES AND ADMINISTRATIVE PROCEDURE MEMORANDUM NO. 6-2, REFERING TO NOTIFICATION OF PROPERTY OCCUPANTS AND/OR OWNERS, HAS BEEN COMPLIED WITH.

THE DEVELOPER/CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR REVIEW TO CITY TRAFFIC ENGINEERING AT LEAST 10 WORKING DAYS PRIOR TO WORK BEGINNING WITHIN HIGH CROSSING BLVD AND NELSON RD. WORK SHALL NOT PROCEED IN HIGH CROSSING BLVD AND NELSON RD. UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED. THE TRAFFIC CONTROL PLAN MAY INCLUDE BUT IS NOT LIMITED TO: LANE CLOSURE RESTRICTIONS, PEAK HOUR WORKING RESTRICTIONS, ACCESS REQUIREMENTS, ETC. THE DEVELOPER/CONTRACTOR SHALL BE RESPONSIBLE FOR PHASING WORK AS NECESSARY TO MEET THE REQUIREMENTS OF THE APPROVED TRAFFIC CONTROL PLAN.

ALL PAVEMENT IN THE HIGH CROSSING BOULEVARD RIGHT OF WAY SHALL BE EITHER TYPE "C" OR ASSUMED 10" CONCRETE. ALL PAVEMENT IN THE NELSON RD RIGHT OF WAY SHALL BE TYPE "C."

ALL ISLANDS SHALL HAVE TYPE "H" C & G PER S.D.D. 3.08 AND MOUNTABLE NOSES PER S.D.D. 3.13. ALL OTHER C & G SHALL BE TYPE "A" PER S.D.D. 3.06 UNLESS OTHERWISE NOTED.

ISLAND INTERIORS SHALL BE OF SOD WHERE THE BACK TO BACK OF CURB DIMENSION IS GREATER THAN 6'.

UNDERDRAINS SHALL BE INSTALLED, PER STANDARD DETAIL DRAWING 4.05 FOR 75' ON EACH SIDE OF THE LOW POINT, OR TO THE NEAREST CURB HIGH POINT. ALL UNDERDRAIN SHALL BE WRAPPED.

ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADES OF 0.5% TOWARD STORM SEWER INLETS.

PAVEMENT CROSS SLOPES SHALL BE 2%, TERRACES SHALL SLOPE AT A 4% GRADE TOWARD THE GUTTER, SHOULDERS SHALL HAVE A 4% CROSS SLOPE AND CROSS SLOPES FORMING DITCHES SHALL NOT EXCEED 4.00:1 UNLESS OTHERWISE INDICATED.

THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB RAMPS SHALL BE 2%. THE LONGITUDINAL GRADE OF BARRIER FREE SIDEWALK CURB RAMPS SHALL NOT EXCEED 8.33%. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED ACCORDING TO S.D.D. 3.03. AT ALL OTHER LOCATIONS THE LONGITUDINAL GRADE OF SIDEWALKS SHALL NOT EXCEED 5.0 % OR THE ADJACENT STREET GRADE WHICHEVER IS GREATER NOR BE LESS THAN 0.5% AND SHALL DRAIN TOWARD STORM SEWER INLETS. A 2 FOOT WIDE CONCRETE FLUME SHALL BE INSTALLED BETWEEN THE SIDEWALK AND THE BACK OF CURB AT SIDEWALK LOW POINTS WHICH CANNOT OTHERWISE BE DRAINED DIRECTLY TO THE GUTTER. SIDE SLOPES WITHIN TEN FEET OF A PUBLIC SIDEWALK SHALL NOT EXCEED 4.00:1. ALL SIDEWALK AND SIDEWALK RAMP ELEVATIONS AND GRADES SHALL BE FIELD VERIFIED AND SET TO COMPLY WITH THE CITY OF MADISON STANDARD SPECIFICATIONS AND THE A.D.A. GUIDELINES.

OBTAIN A PRINT OUT OF THE ALIGNMENT FROM THE CITY ENGINEER PRIOR TO STAKING THIS PROJECT.

CURB STATION AND OFFSETS SHALL BE TO THE FACE OF CURB UNLESS OTHERWISE INDICATED. CURB ELEVATIONS SHALL BE TO THE TOP OF CURB (OR EXTENDED TOP OF CURB FOR DRIVEWAYS OR RAMPS) UNLESS OTHERWISE INDICATED.

POWER POLES AND OTHER OBSTRUCTIONS SHALL BE MOVED TO PROVIDE 2 FEET MINIMUM OF CLEAR DISTANCE FROM ANY FACE OF CURB OR EDGE OF SIDEWALK.

ANY INFORMATION SHOWN ON THIS PLAN, WHICH IS NOT PART OF THIS PROJECT, IS PRELIMINARY AND NOT FOR CONSTRUCTION.

THERE MAY BE EXISTING UTILITIES OR OTHER FEATURES WHICH ARE EITHER NOT SHOWN OR SHOWN INCORRECTLY ON THIS PLAN. IT IS THE RESPONSIBILITY OF THE DEVELOPER TO LOCATE AND IDENTIFY ALL UTILITIES AND TOPOGRAPHY WHICH MAY AFFECT THE CONSTRUCTION OF THESE IMPROVEMENTS.

ALL PERMANENT SIGNING AND POSTING WILL BE DETERMINED AND PROVIDED BY THE TRAFFIC ENGINEERING DIVISION, FOLLOWING CONSTRUCTION OF THESE IMPROVEMENTS.

THE DEVELOPER SHALL PROVIDE, INSTALL AND MAINTAIN ALL STREET END BARRICADES, SIGNING AND TRAFFIC CONTROL, AS REQUIRED BY THE CITY TRAFFIC ENGINEER.

PAVEMENT SAWCUTS SHALL BE AS DIRECTED BY THE CITY CONSTRUCTION ENGINEER. SAWCUTS SHOWN ON THE PLAN ARE APPROXIMATE.

CURB ON CUL DE SACS SHALL BE INSTALLED ACCORDING TO SDD 3.05.

PLOT SCALE:

PLOT NAME:

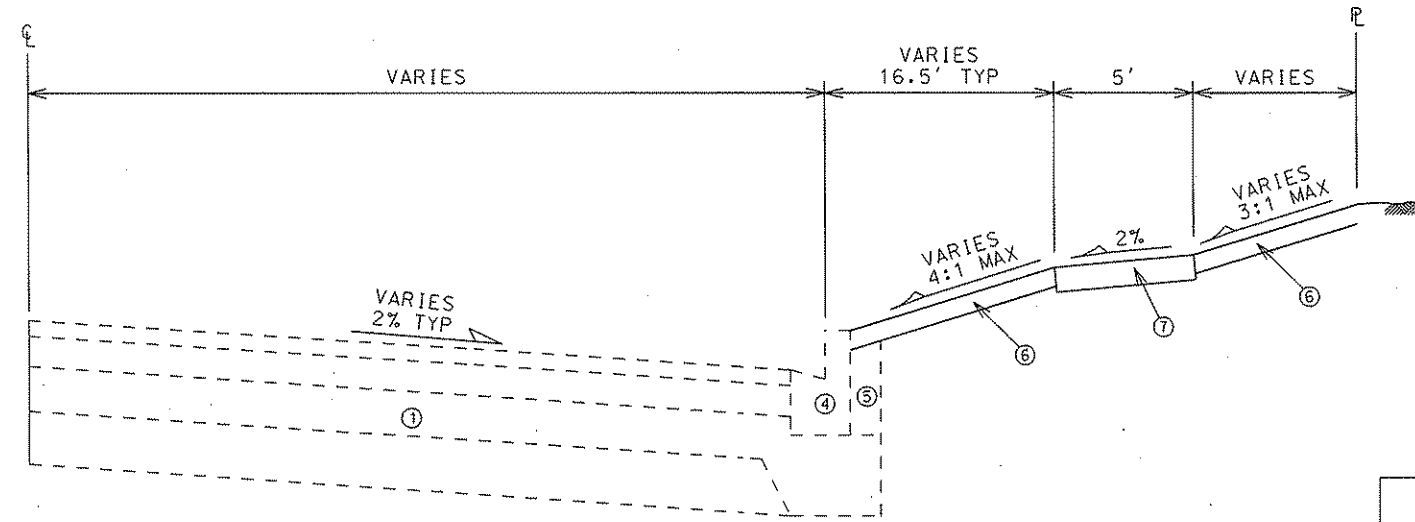
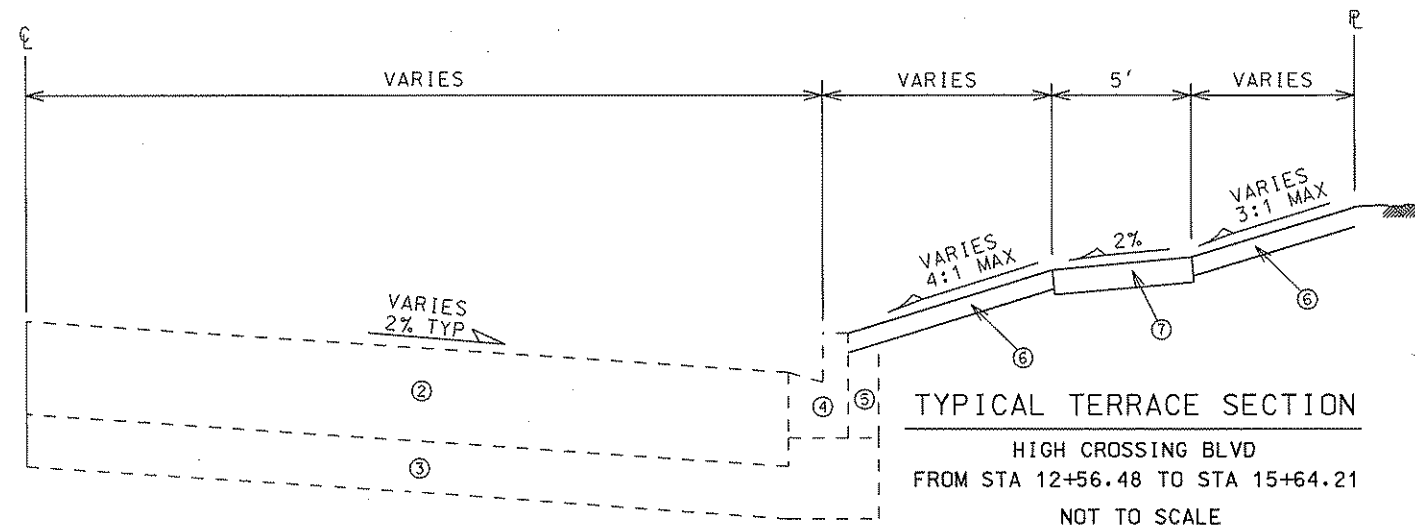
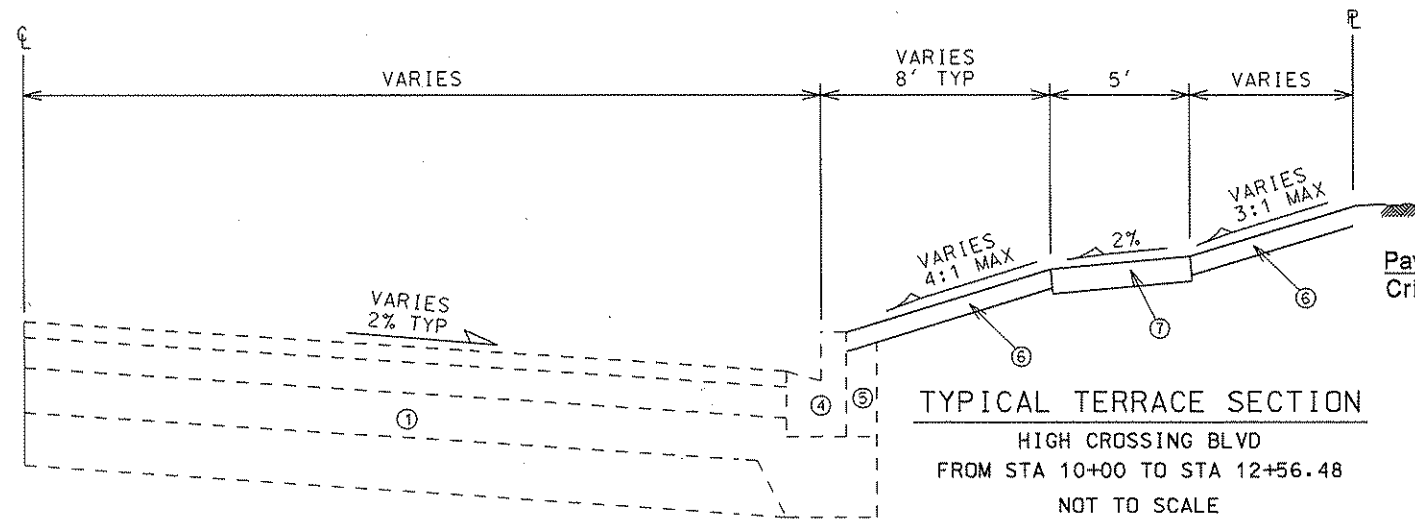
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

TYPICAL TERRACE SECTION

DETAILS CITY OF MADISON

- ① EXISTING TYPE 'C' PAVEMENT
- ② EXISTING CONCRETE PAVEMENT, ASSUMED 10"
- ③ EXISTING 6" GRADATION 2 CRUSHED STONE
- ④ EXISTING TYPE 'A' CURB, SEE NOTE 3
- ⑤ EXISTING FILL
- ⑥ 4" TOPSOIL & SEED AND EROSION MATTING
- ⑦ 5" CONCRETE SIDEWALK



Pavement Patching Criteria

Criteria use on:

Streets with pavement rating > 6
Arterial Streets

1. Length of Patch

- a. Minimum 50 feet long
- b. Minimum of 15 feet beyond the excavation
- c. Where multiple patches are created and the separation between them is less than 100 feet, the patches shall be combined into a single patch.
- d. The patches shall be adjusted in the field to meet special conditions such as previous paving or patching limits.

2. Width of Patch (all dimensions are curb face to curb face)

a. All Streets Except Divided or one way roadways

- i. Street Width 0 to 24 feet wide - Patch entire street width
- ii. Street Width 25 to 37 feet wide - Patch one half the street width (curb to centerline of roadway). Note - Utility Engineer may adjust paving limit to correspond with a painted centerline in situations where the painted centerline is not in the center of the street.
- iii. Street Width 38 feet and up - Patch width of entire lane for each lane which was disturbed by the excavation.
 - 1. If the lane is adjacent to a bike lane, include the bike lane. (except when there is a parking lane between the bike lane and the curb)
 - 2. If the lane is a bike lane and adjacent to a parking lane, include the parking lane.
 - 3. If the lane is a bike lane and not adjacent to a parking lane, include the adjacent travel lane.

b. Divided Roadways and One Way Streets

- i. Street 0 to 19 feet wide - Patch entire street width
- ii. Street Width 20 feet and up - Patch width of entire lane for each lane which was disturbed by the excavation.
 - 1. If the lane is adjacent to a bike lane, include the bike lane. (except when there is a parking lane between the bike lane and the curb)
 - 2. If the lane is a bike lane and adjacent to a parking lane, include the parking lane.
 - 3. If the lane is a bike lane and not adjacent to a parking lane, include the adjacent travel lane.

NOTES:

- 1. 3" OF CRUSHED AGGREGATE BASE COURSE GRADATION 3 SHALL BE PLACED UNDER THE SIDEWALK WHERE THE CENTERLINE GRADE OF THE STREET EXCEEDS 5%
- 2. SAWCUT AND PATCHING LIMITS ARE TO BE VERIFIED IN THE FIELD BY THE CITY CONSTRUCTION ENGINEER
- 3. CURB TO BE REPLACED AT LOCATIONS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER

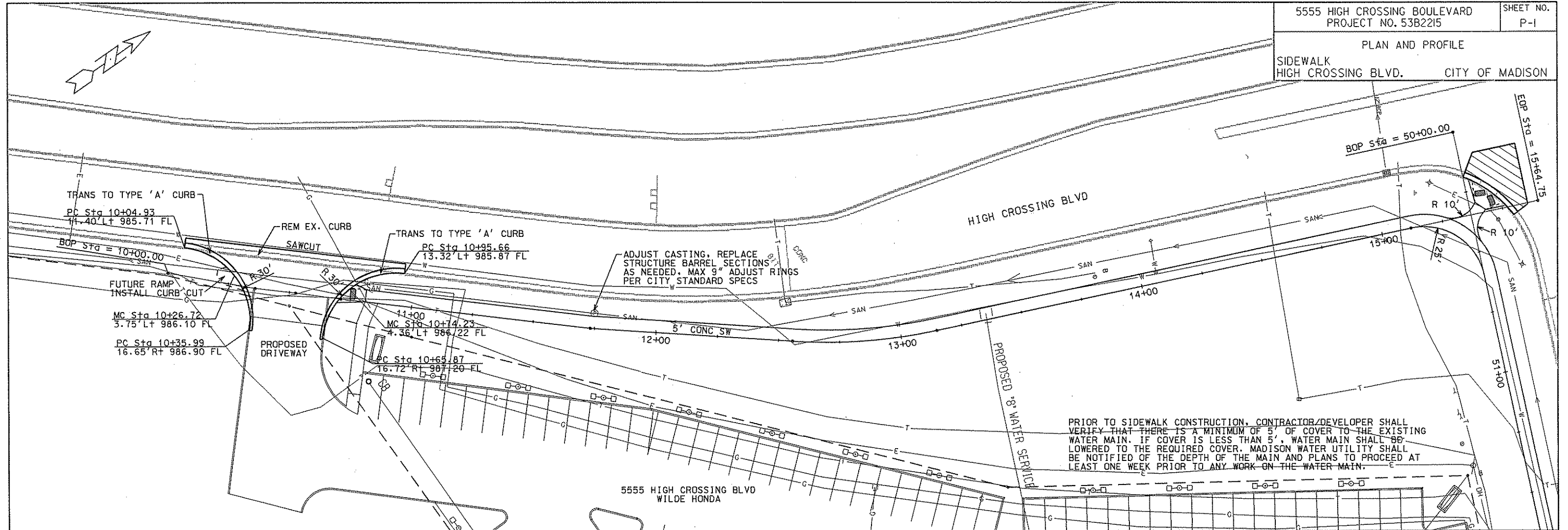
TYPICAL TERRACE SECTION

NELSON RD
NOT TO SCALE

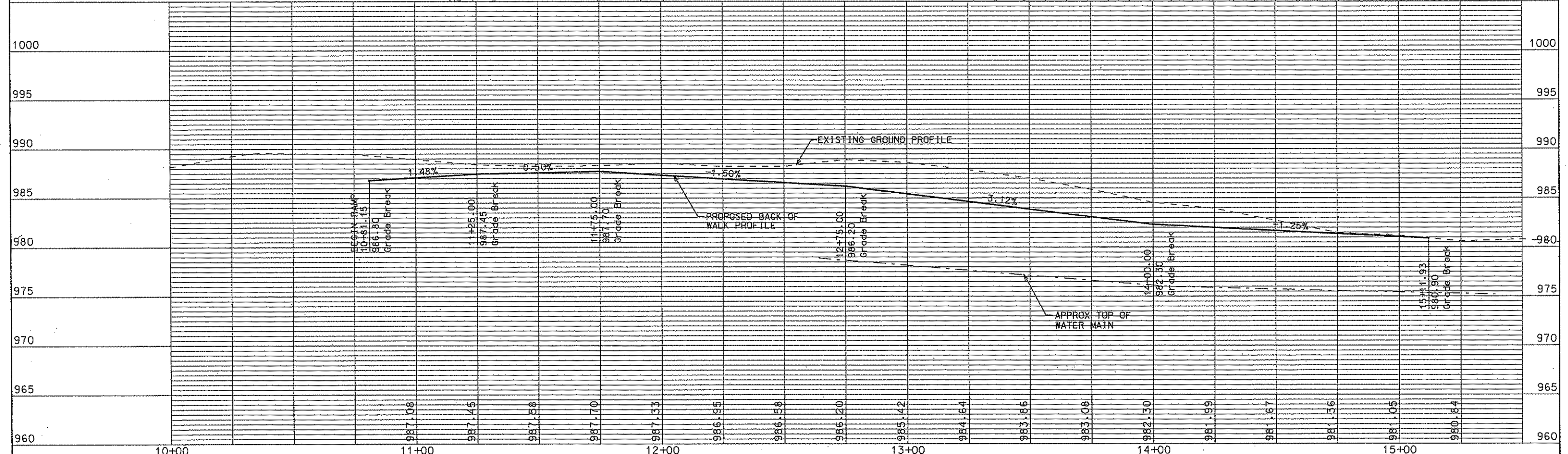
STREET RATINGS

| STREET NAME | CLASSIFICATION | PAVEMENT RATING |
|---------------------|----------------|-----------------|
| HIGH CROSSING BLVD: | COLLECTOR | 6 |
| NELSON RD: | ARTERIAL | 8 |

PLAN AND PROFILE
SIDEWALK
HIGH CROSSING BLVD. CITY OF MADISON



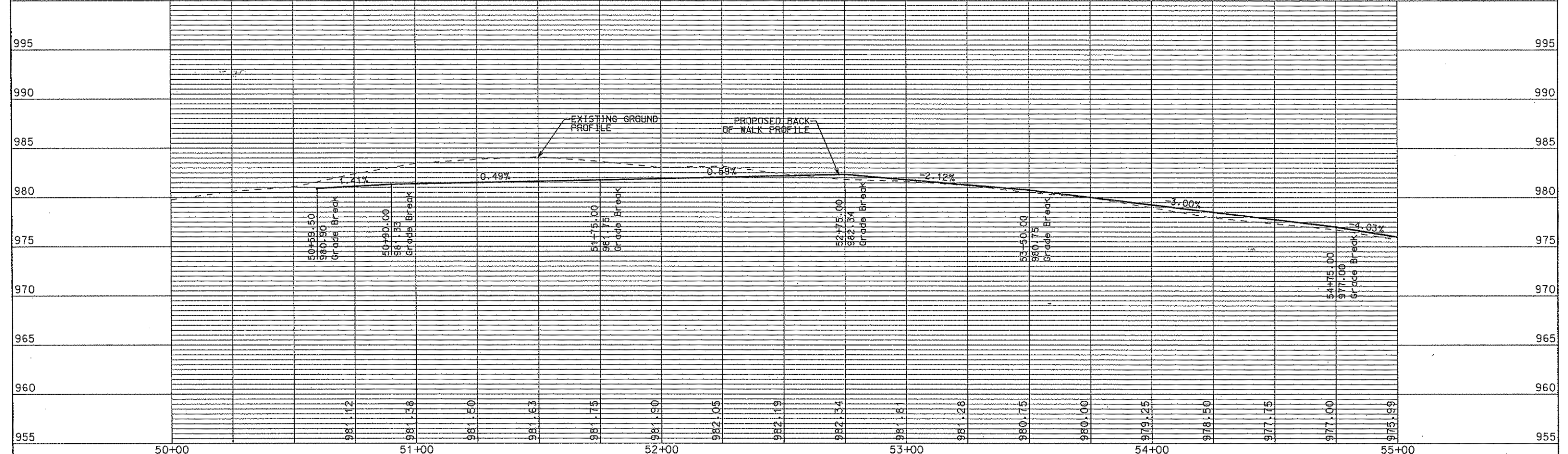
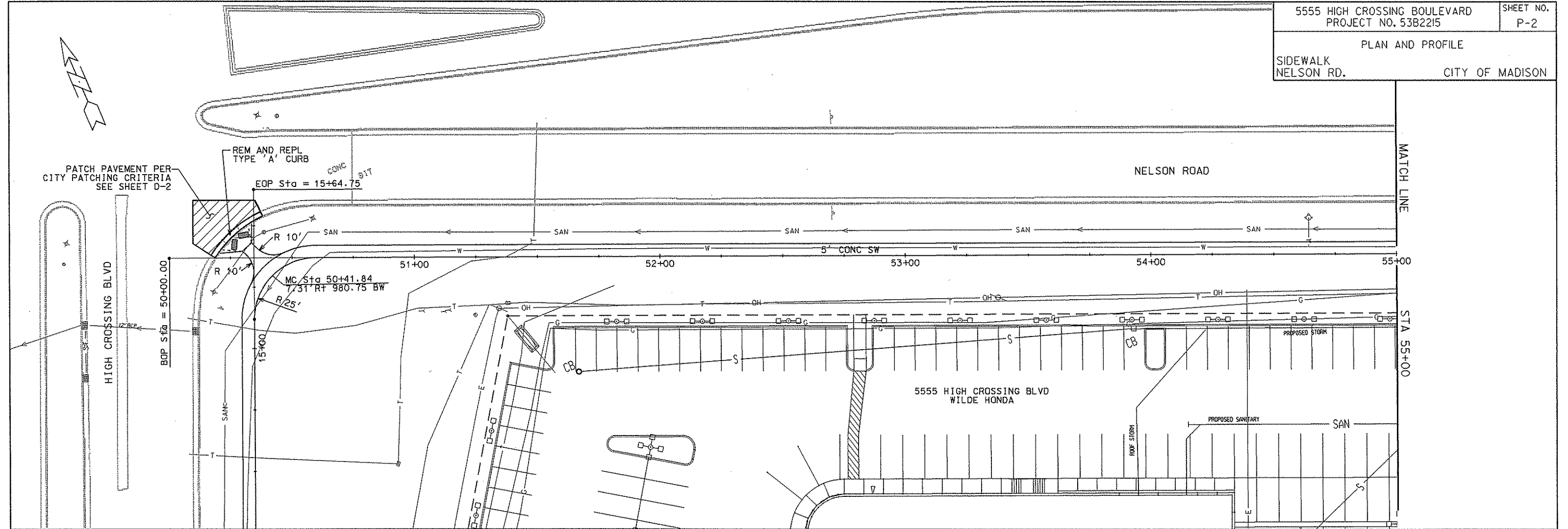
PRIOR TO SIDEWALK CONSTRUCTION, CONTRACTOR/DEVELOPER SHALL VERIFY THAT THERE IS A MINIMUM OF 5' OF COVER TO THE EXISTING WATER MAIN. IF COVER IS LESS THAN 5', WATER MAIN SHALL BE LOWERED TO THE REQUIRED COVER. MADISON WATER UTILITY SHALL BE NOTIFIED OF THE DEPTH OF THE MAIN AND PLANS TO PROCEED AT LEAST ONE WEEK PRIOR TO ANY WORK ON THE WATER MAIN.



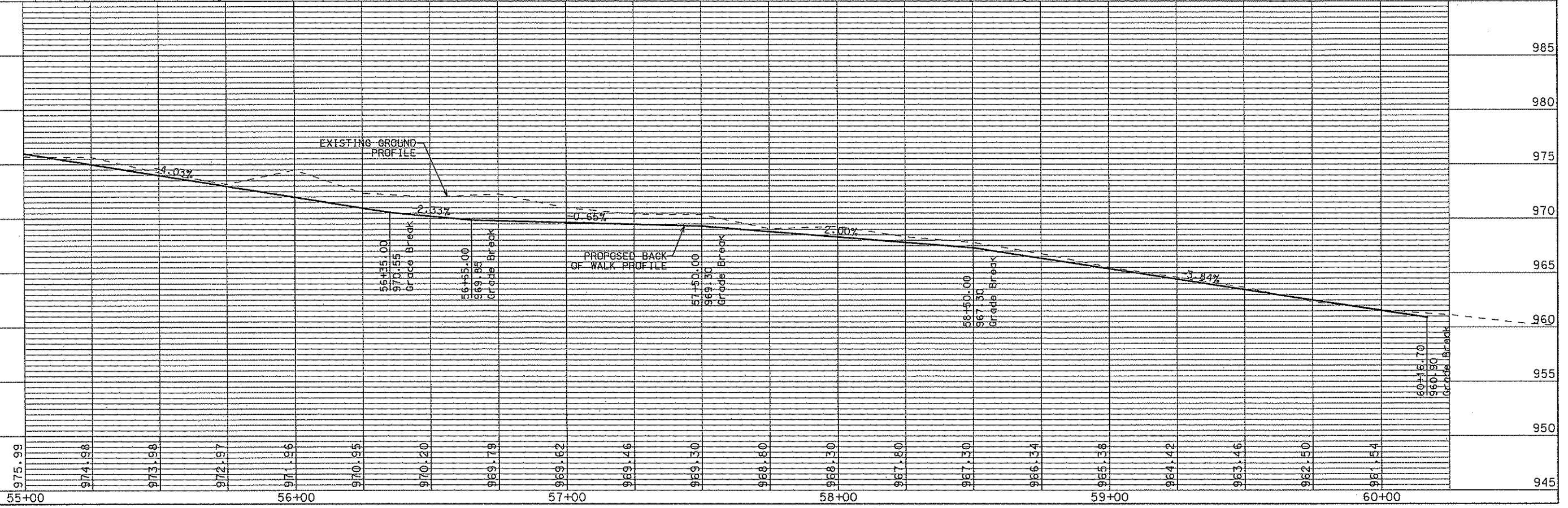
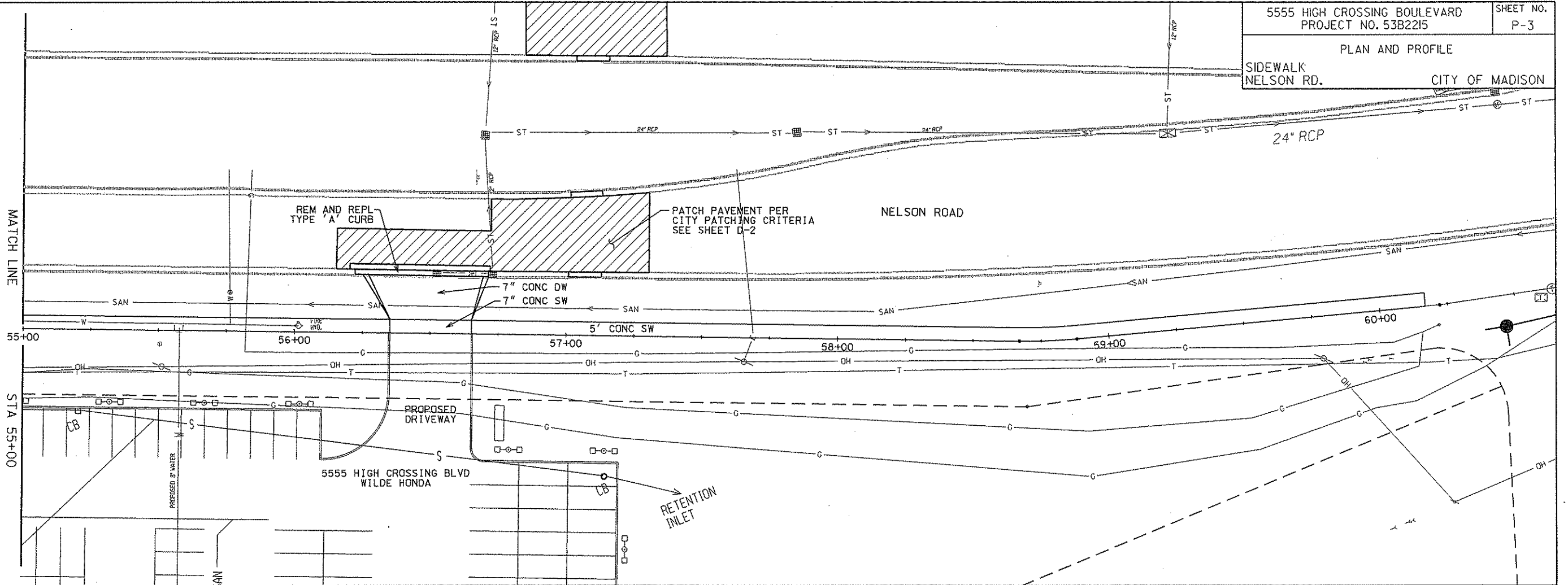
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLOT SCALE:
PLOT NAME:
REV. DATE:

PLAN AND PROFILE
SIDEWALK
NELSON RD. CITY OF MADISON



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



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

STORM SEWER SCHEDULE

ALIGNMENT CODES:

"S"=SIDEWALK

HIGH CROSSING BLVD/NELSON RD

PROJECT NO. 53B2215

SHEET NO.

U-2

STORM SEWER SCHEDULE

CITY OF MADISON

STRUCTURES

| STRUC. NO. | STATION | LOCATION (OFFSET) | TYPE | TOP OF CASTING | E.I. | DEPTH | NOTES |
|------------|-------------|-------------------|------------------|----------------|--------|-------|--------------------|
| S-0 | 56'S'+54.00 | LT-26.00 | COLLAR | --- | 964.19 | --- | |
| S-1 | 56'S'+22.00 | LT-22.00 | H INLET | 970.08 | 964.88 | 5.20 | W/SALVAGED CASTING |
| S-10 | 59'S'+31.00 | LT-72.00 | EX SAS | 960.81 | 956.81 | 4.00 | TAP |
| S-11 | 58'S'+81.00 | RT-35.00 | OUTLET STRUCTURE | 971.00 | 964.00 | 7.00 | BY OTHERS |

PIPES

| PIPE NO. | FROM (DNSTM) | TO (UPSTM) | LGTH (FT) | DISCH. E.I. | INLET E.I. | SLOPE (%) | PIPE SIZE | TYPE | NOTES |
|----------|--------------|------------|-----------|-------------|------------|-----------|-----------|------|-------|
| P-1 | S-0 | S-1 | 30 | 964.19 | 964.88 | 2.30% | 12" | RCP | |
| P-11 | S-10 | S-11 | 117 | 957.00 | 964.00 | 5.98% | 12" | RCP | TAP |

STRUCTURE REMOVALS

| STRUC. NO. | STATION | LOCATION (OFFSET) | TYPE | NOTES |
|------------|-------------|-------------------|---------|-----------------|
| 7221-002 | 56'S'+54.00 | LT-26.00 | H INLET | SALVAGE CASTING |

ULO'S

| STRUC. NO. | STATION | LOCATION (OFFSET) | TYPE | ELEV |
|------------|-------------|-------------------|-----------|------|
| ULO-1 | 57'S'+06.00 | LT-10.00 | FORCEMAIN | |
| ULO-2 | 59'S'+05.00 | LT-18.00 | FORCEMAIN | |
| ULO-3 | 58'S'+97.00 | RT-5.00 | GAS | |
| ULO-4 | 58'S'+94.00 | RT-11.00 | TELEPHONE | |
| ULO-5 | 58'S'+81.00 | RT-35.00 | GAS | |

SPECIFIC NOTES

STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD Poured STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES
- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.
- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.
- ALL STRUCTURES CALLED OUT AS FIELD Poured SHALL BE FIELD Poured. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD Poured) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT COREY STELLJES OF CITY ENGINEERING AT (608) 266-9721 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608)264-9275.