

**Madison, Wisconsin**

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P5-P6	MARSH ROAD
P7	BIKE PATH
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U13	DETENTION BASIN
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# CITY OF MADISON

## CITY ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS

# PLAN OF PROPOSED IMPROVEMENT

# TRADESMEN COMMERCE PARK

**TRADESMEN DRIVE, KIPP STREET,  
BALLAST DRIVE, AND BIKE PATH**

**CITY PROJECT NO. 53B2189**

PUBLIC IMPROVEMENT PROJECT APPROVED  
APRIL 8, 2008  
BY THE COMMON COUNCIL  
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN  
APPROVED BY:

*[Signature]* 5/8/08  
City Engineer Date

STREET GRADES  
DESIGNED BY:

**WISCONSIN**  
CHRISTY BACHMANN  
#32670  
MADISON, WI  
5-8-08  
PROFESSIONAL ENGINEER

CIVIL ENGINEER

STORM SEWER AND FLOODING  
DESIGNED BY:

**WISCONSIN**  
MICHAEL R. DAILEY  
E-20745  
MADISON, WI  
4/30/08  
PROFESSIONAL ENGINEER

CIVIL ENGINEER

SANITARY SEWER  
DESIGNED BY:

**WISCONSIN**  
MICHAEL R. DAILEY  
E-20745  
MADISON, WI  
4/30/08  
PROFESSIONAL ENGINEER

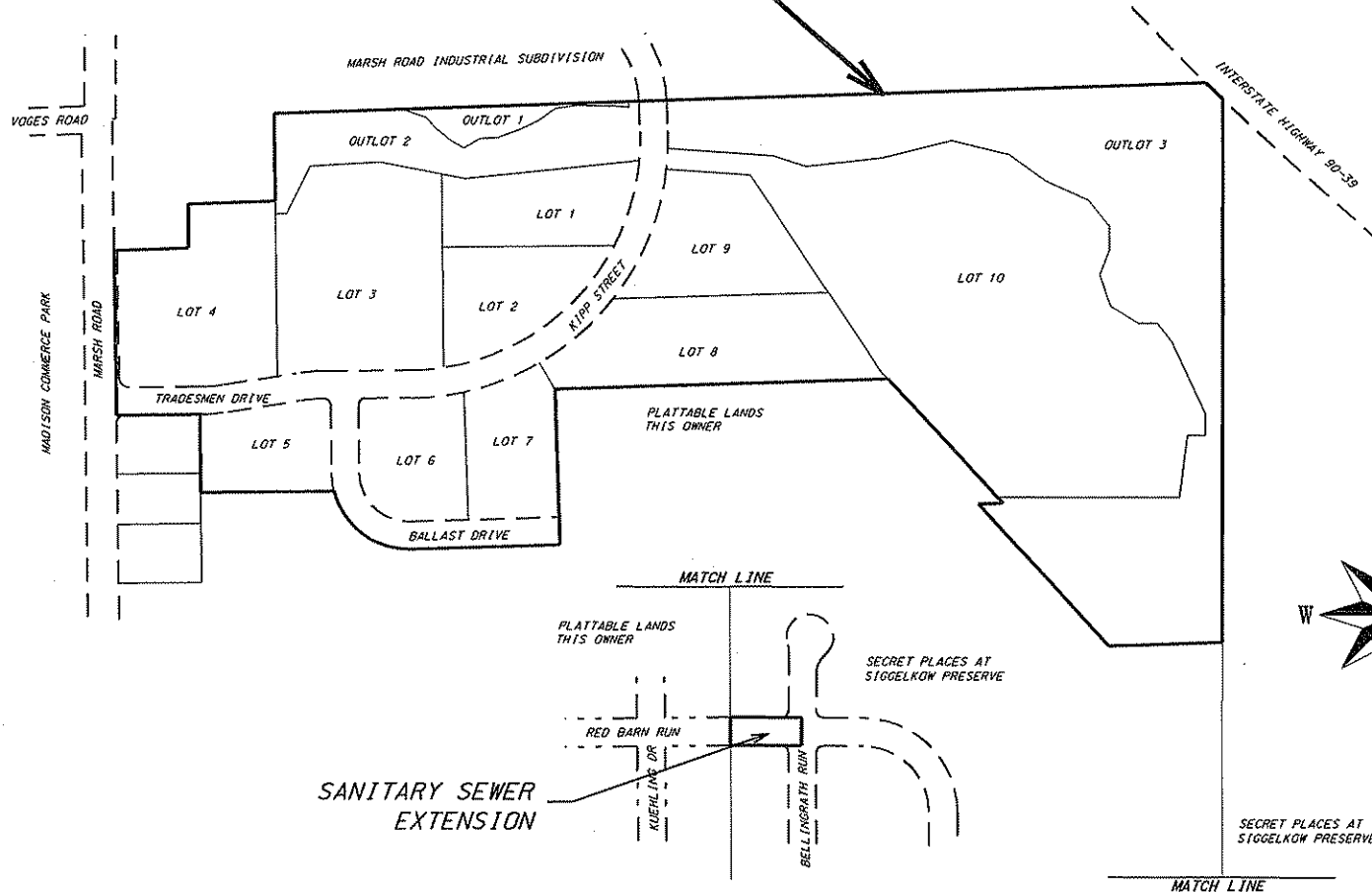
CIVIL ENGINEER

GEOMETRICS  
DESIGNED BY:

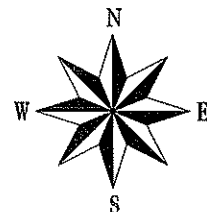
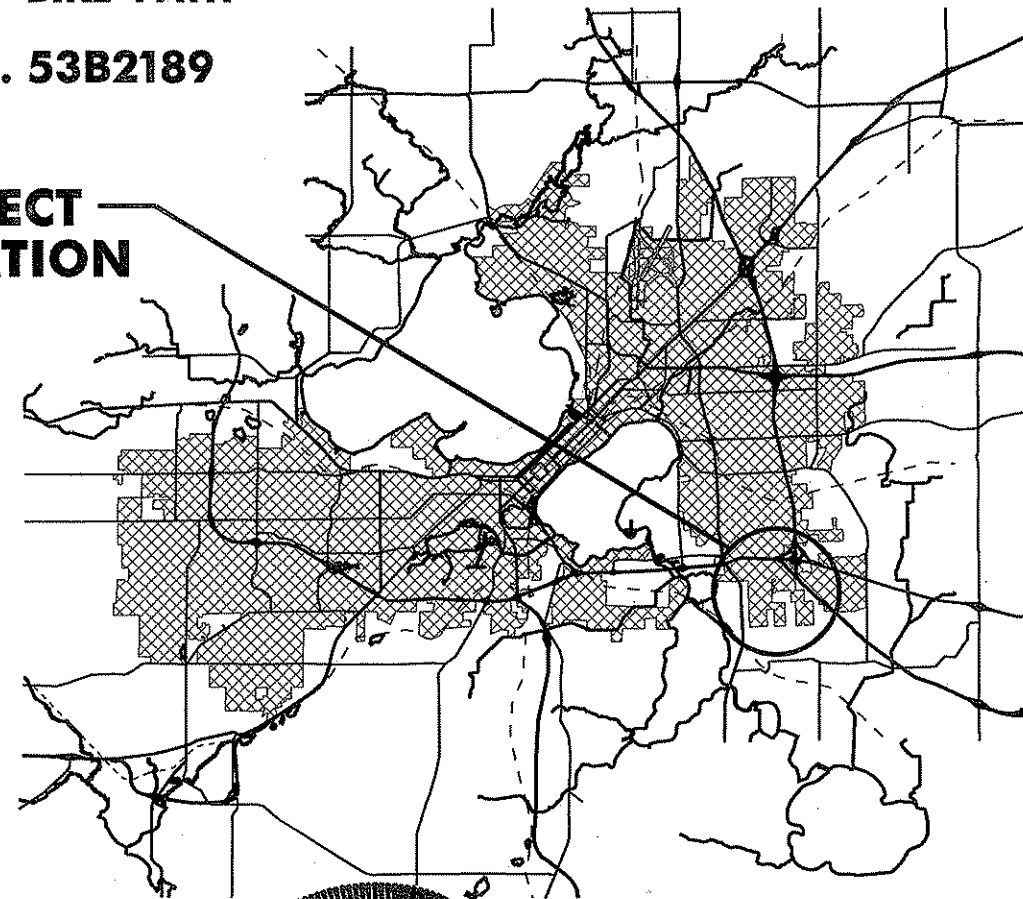
**WISCONSIN**  
DANIEL J. McCORMICK  
E-33520  
MADISON, WI  
5/8/08  
PROFESSIONAL ENGINEER

TRAFFIC ENGINEER

**PLAT LIMITS**



**PROJECT LOCATION**



WATER DISTRIBUTION  
DESIGNED BY:

**WISCONSIN**  
MARGARET F. WISCHHOFF  
PE-35257  
MADISON, WI  
9/29/08  
PROFESSIONAL ENGINEER

CIVIL ENGINEER

SIGNAL, LIGHTING & ELECTRICITY  
DESIGNED BY:

**WISCONSIN**  
DANIEL C. DETTMANN  
E-18665  
MADISON, WI  
5-6-08  
PROFESSIONAL ENGINEER

TRAFFIC ENGINEER

DETAILS

STANDARD NOTES  
AND COMMENTS

CITY OF MADISON

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.

ALL PAVEMENT IN THE MARSH ROAD, TRADESMEN DRIVE, KIPP STREET, AND BALLAST DRIVE RIGHT OF WAY SHALL BE TYPE "C", AND ALL PAVEMENT IN THE BIKE PATH EASEMENT SHALL BE TYPE "A" PER STANDARD DETAIL DRAWING 4.02.

ALL ISLANDS SHALL HAVE TYPE "E" C & G PER S.D.D. 3.08 (EXCEPT WHERE SPECIFIED DIFFERENTLY ON DRAWING) 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. THE DESIGN OF SIDEWALK ELEVATIONS AND GRADES IS NOT INCLUDED IN THIS PLAN. 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.

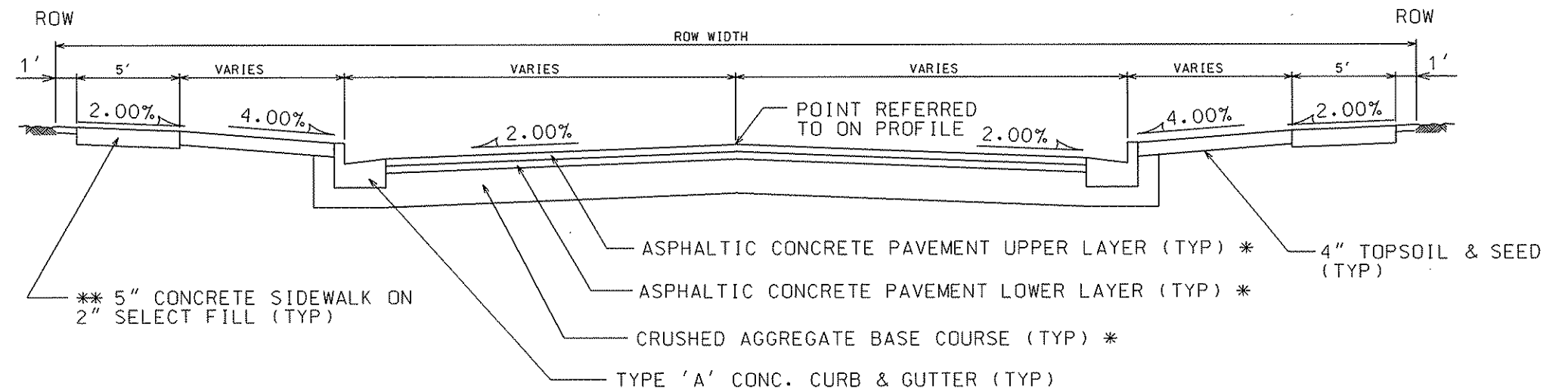
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

TYPICAL SECTION



NOTES:

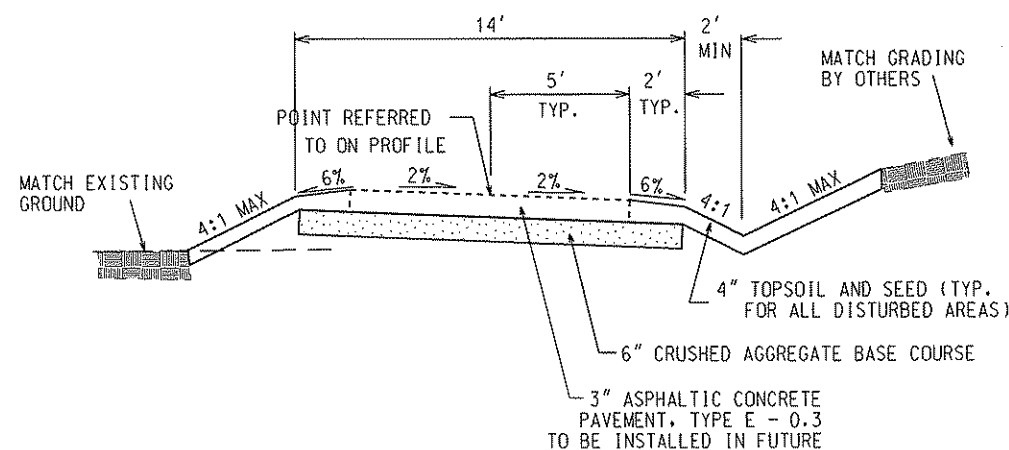
\* A PAVEMENT DESIGN IN ACCORDANCE WITH STANDARD  
DETAIL DRAWING 4.06 IS REQUIRED ON ALL PROJECTS

\*\* 3" OF CRUSHED AGGREGATE BASE COURSE GRADATION 3  
SHALL BE PLACED UNDER THE SIDEWALK WHERE THE  
CENTERLINE GRADE OF THE STREET EXCEEDS 5%

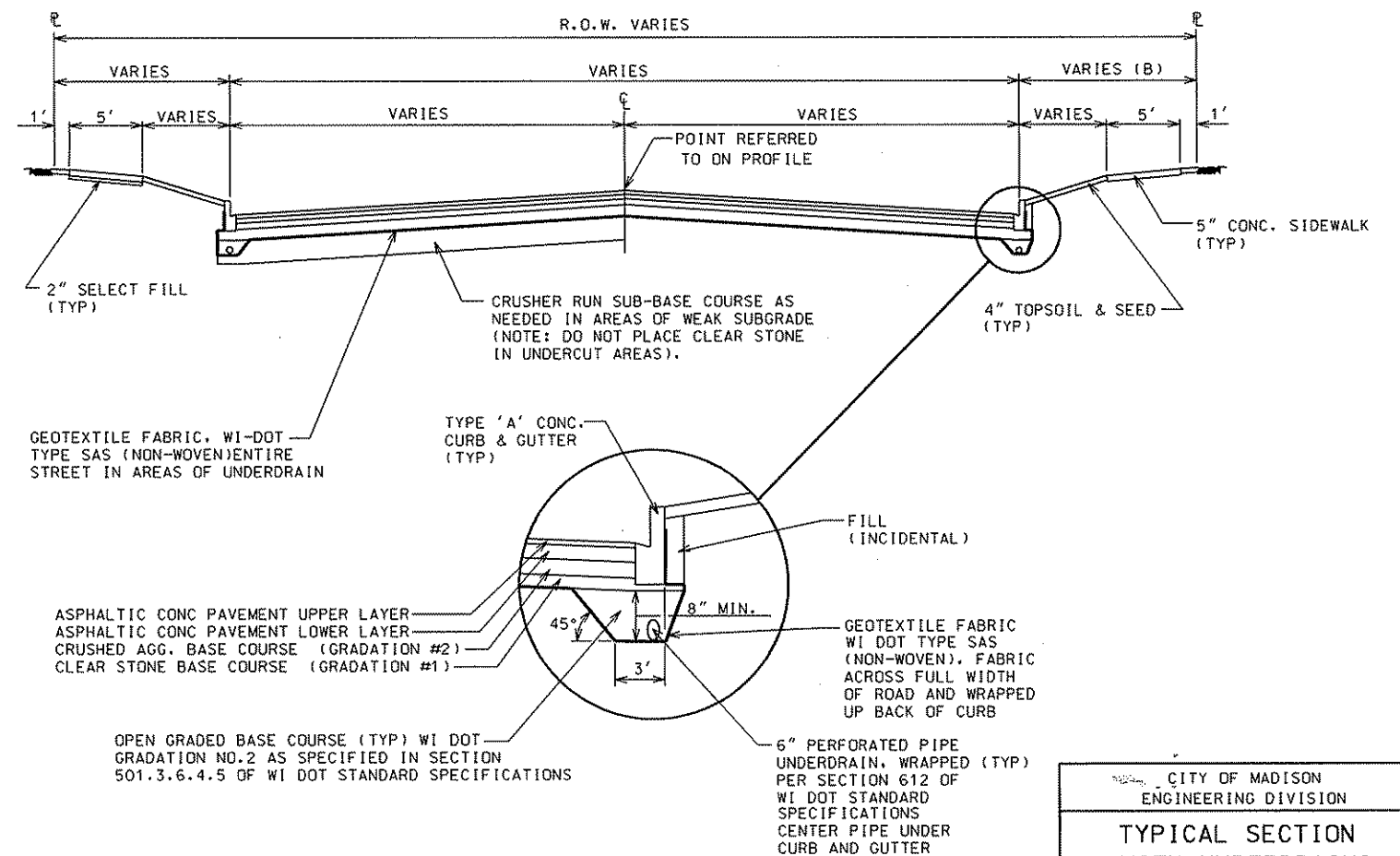
\* CITY OF MADISON MINIMUM PAVEMENT DESIGN

TYPE	CRUSHED AGGREGATE BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER TYPE	THICKNESS	UPPER LAYER TYPE	THICKNESS
A	6"	4"	E-0.3	1.75"	E-0.3	1.75"
B	6"	4"	E-1	2.50"	E-1	1.75"
C	6"	4"	E-3	3.50"	E-3	1.75"

TYPICAL SECTION - BIKE PATH



UNDERDRAIN INSTALLATION



CITY OF MADISON  
ENGINEERING DIVISION

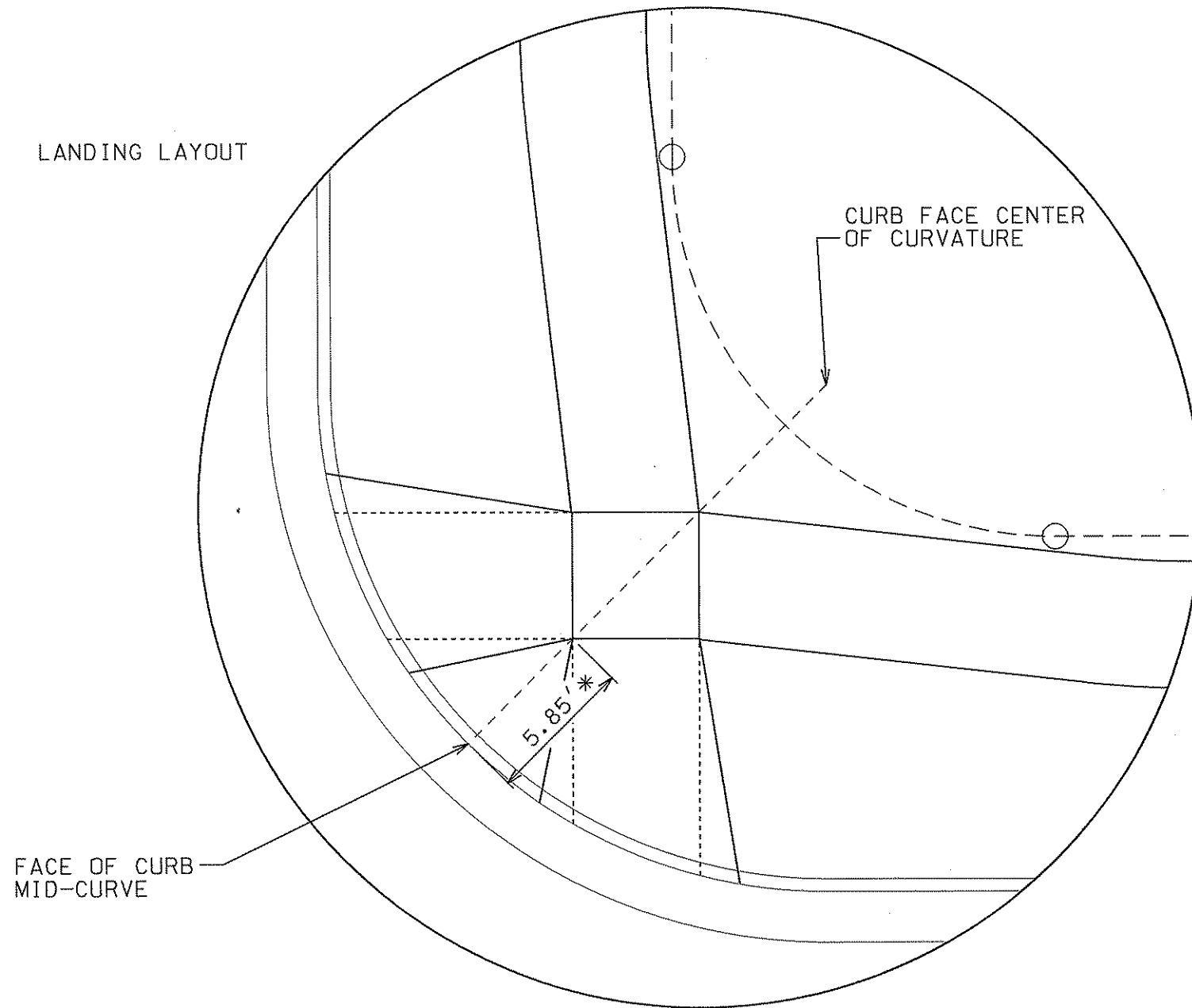
TYPICAL SECTION  
WITH UNDERDRAINS

STANDARD DETAIL DRAWING 4.05

ANY SIDEWALK ELEVATIONS INDICATED ON THE PLAN NEAR THE RAMPS ARE APPROXIMATE AND NOT TO BE USED FOR CONSTRUCTION. ACTUAL SIDEWALK AND RAMP ELEVATIONS SHALL BE DETERMINED BASED ON THE AS BUILT ELEVATIONS OF THE CURB AND GUTTER.

CONTACT THE CITY ENGINEER FOR A SITE SPECIFIC DESIGN IF THIS TYPICAL LAYOUT RESULTS IN ANY NON-COMPLIANCE WITH THE AMERICANS WITH DISABILITIES GUIDELINES OR ANY LOCAL, STATE OR NATIONAL REGULATIONS, CODES, GUIDELINES OR ORDINANCES.

LANDING LAYOUT



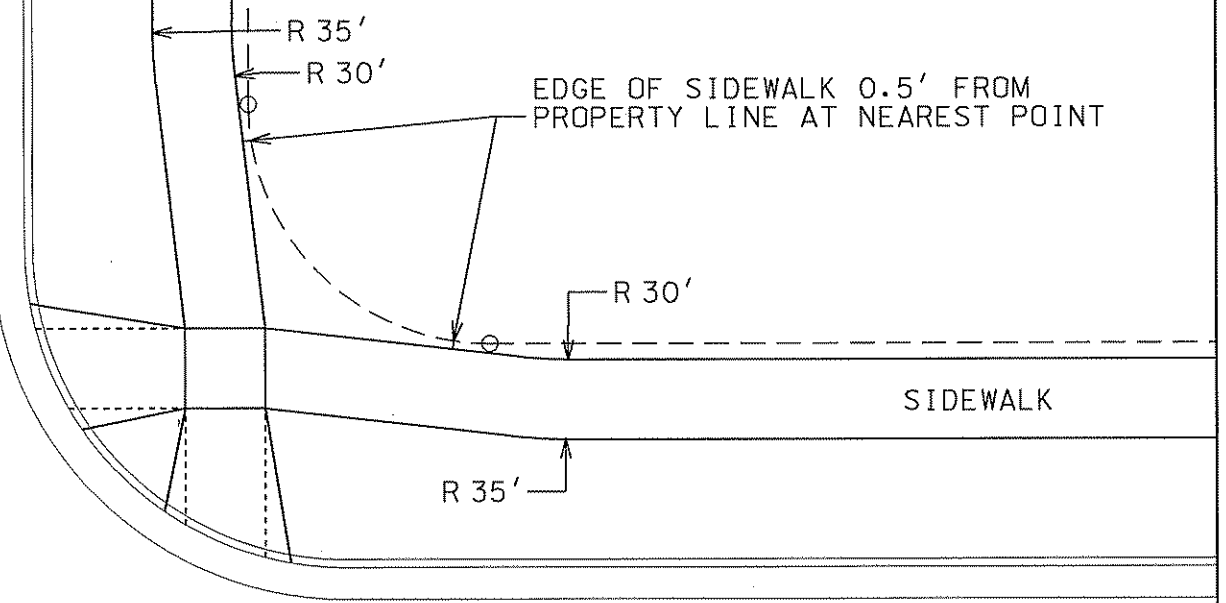
FACE OF CURB  
MID-CURVE

CURB FACE CENTER  
OF CURVATURE

5.85'

\* THE NEAR CORNER OF THE LANDING SHALL BE 5.85' FROM THE FACE OF CURB, UNLESS SPECIFIED OTHERWISE ON THE PLAN. BOTH OPPOSITE CORNERS OF THE LANDING SHALL BE LOCATED ON THE FACE OF CURB RADIUS LINE WHICH PASSES THROUGH THE MIDPOINT OF THE CURB CURVATURE.

SIDEWALK



EDGE OF SIDEWALK 0.5' FROM  
PROPERTY LINE AT NEAREST POINT

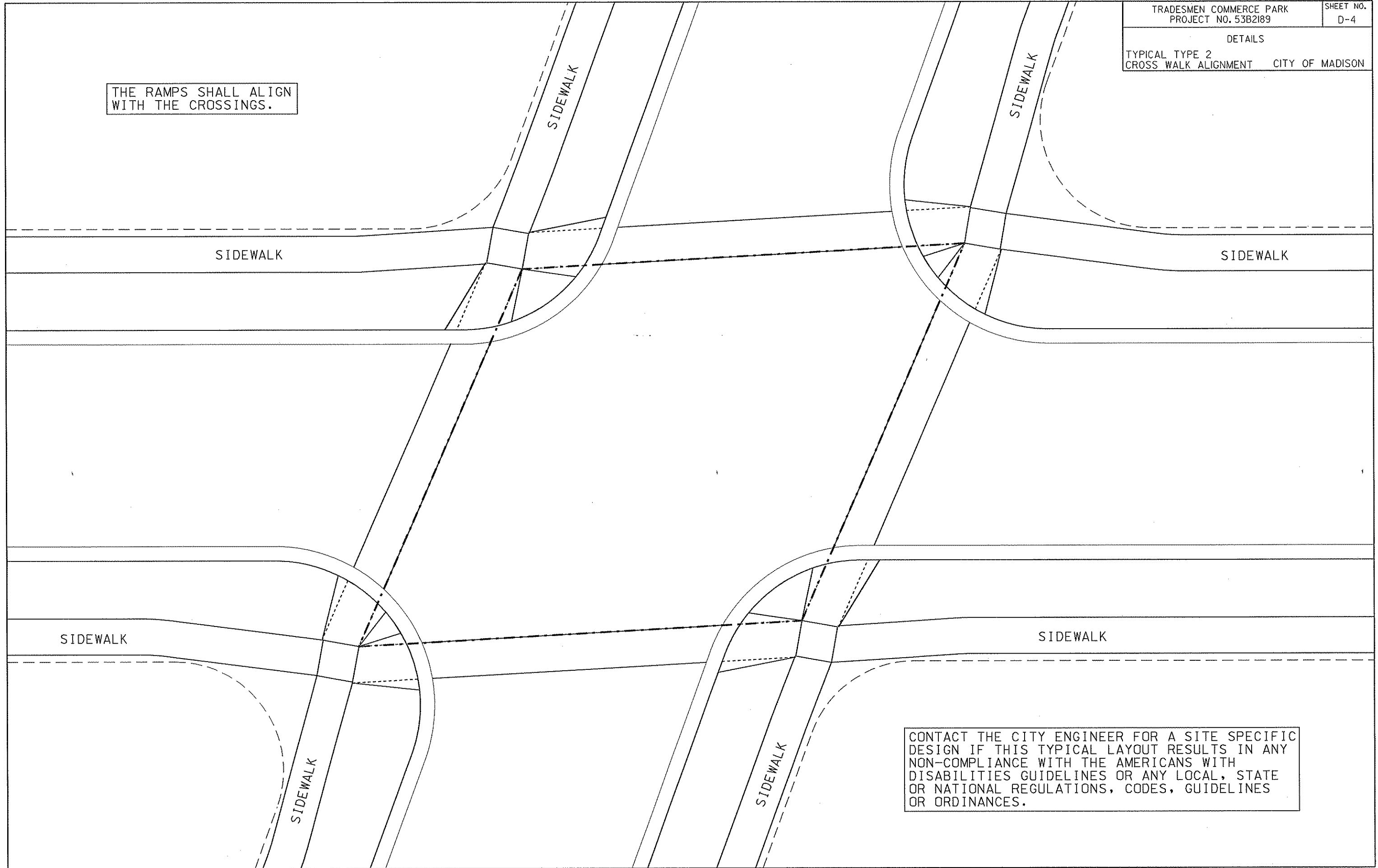
SIDEWALK

LONGITUDINAL RAMP GRADES SHALL NOT EXCEED 1"/12" NOR BE LESS THAN 2.0% AT ANY POINT. THIS NOTE SHALL TAKE PRECEDENCE OVER ANY ELEVATION OR GRADE INDICATED ON THE PLAN.

SIDEWALK LONGITUDINAL GRADES AT ALL LOCATIONS OTHER THAN RAMPS AND WHERE STREET GRADES ARE MORE THAN 5.0% SHALL NOT EXCEED 5.0%. WHERE STREET GRADES EXCEED 5.0%, THE SIDEWALK LONGITUDINAL GRADE SHALL NOT EXCEED THE STREET GRADE.

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

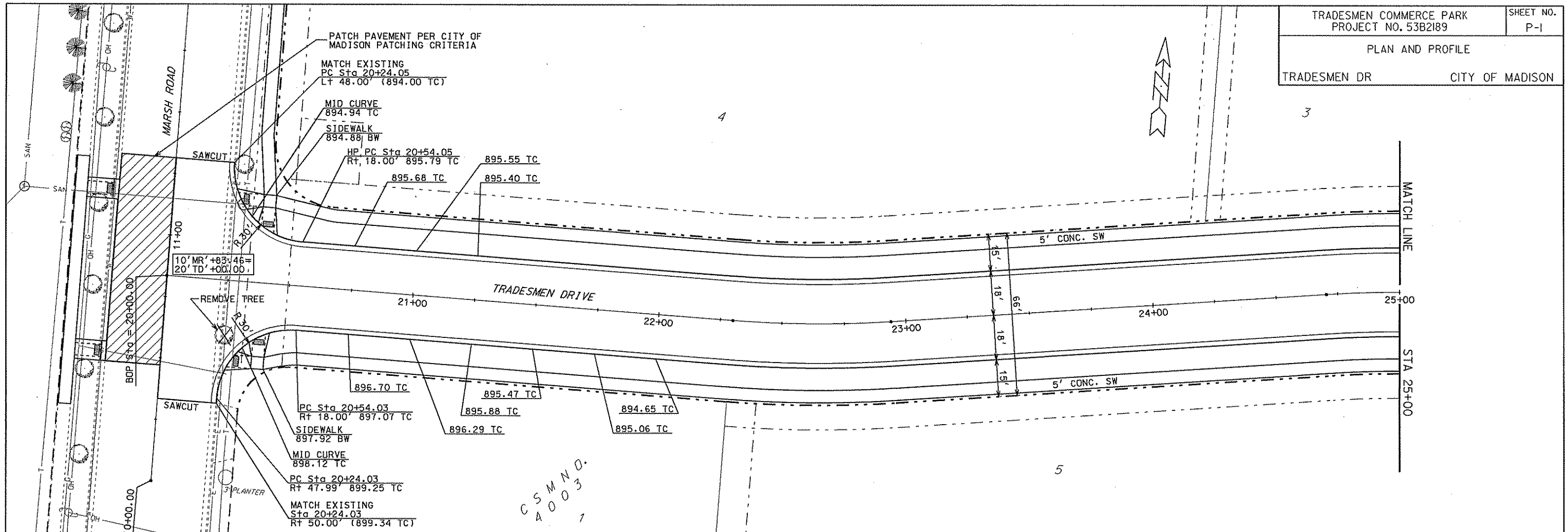
THE RAMPS SHALL ALIGN  
WITH THE CROSSINGS.



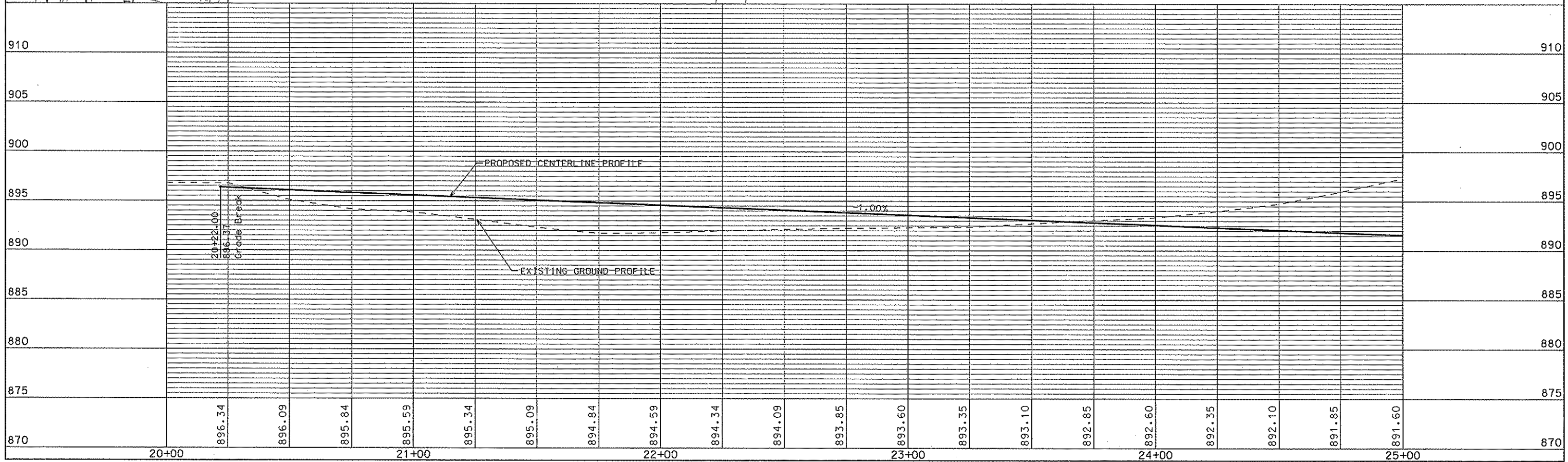
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NON-COMPLIANCE WITH THE AMERICANS WITH  
DISABILITIES GUIDELINES OR ANY LOCAL, STATE  
OR NATIONAL REGULATIONS, CODES, GUIDELINES  
OR ORDINANCES.

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

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PLOT NAME: .....  
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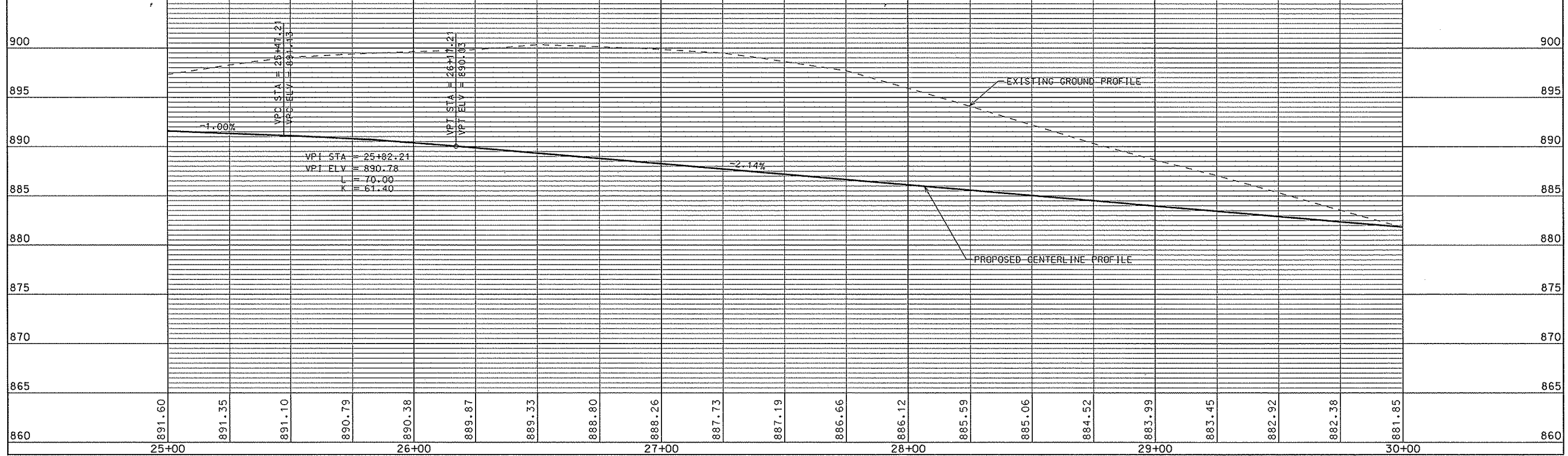
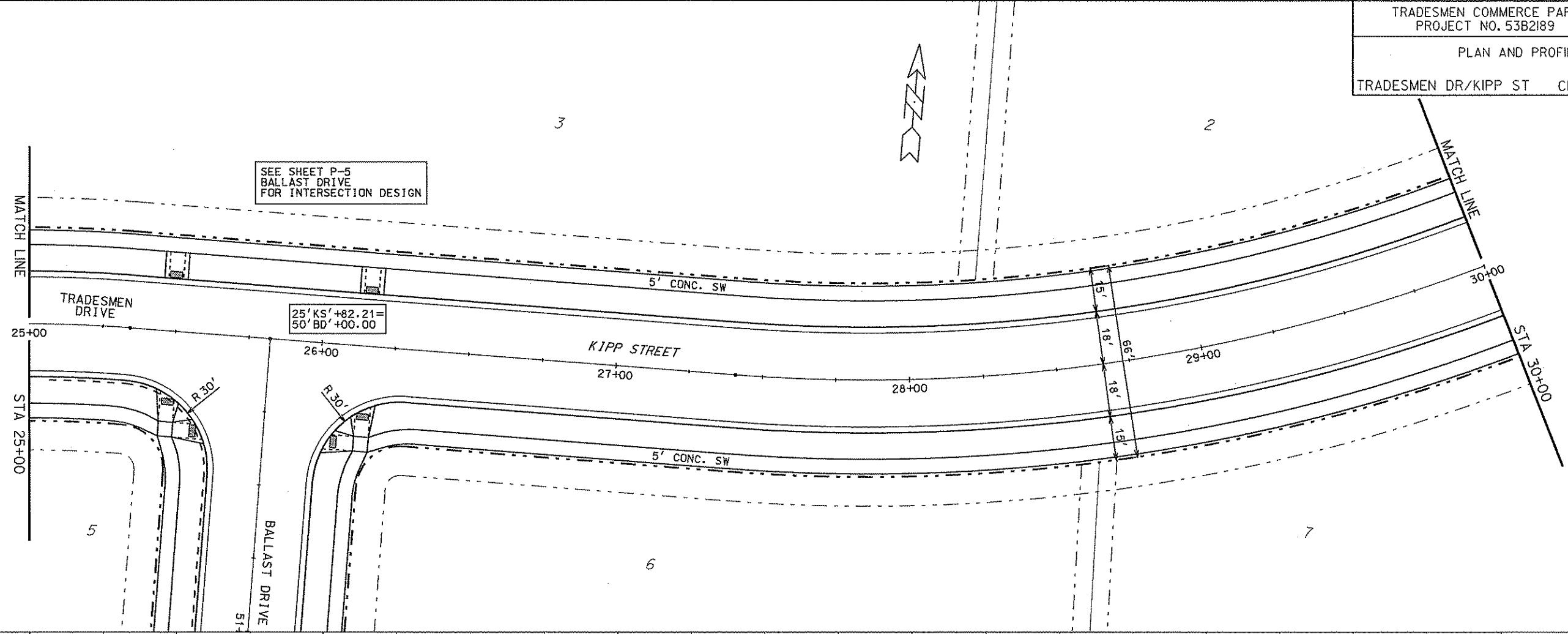


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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

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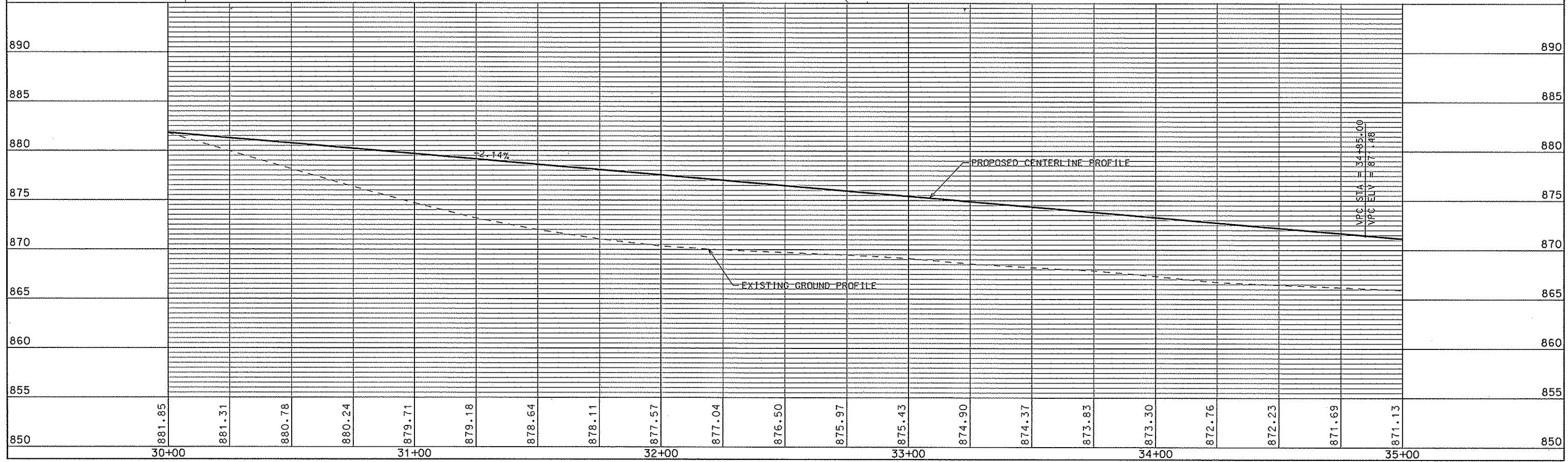
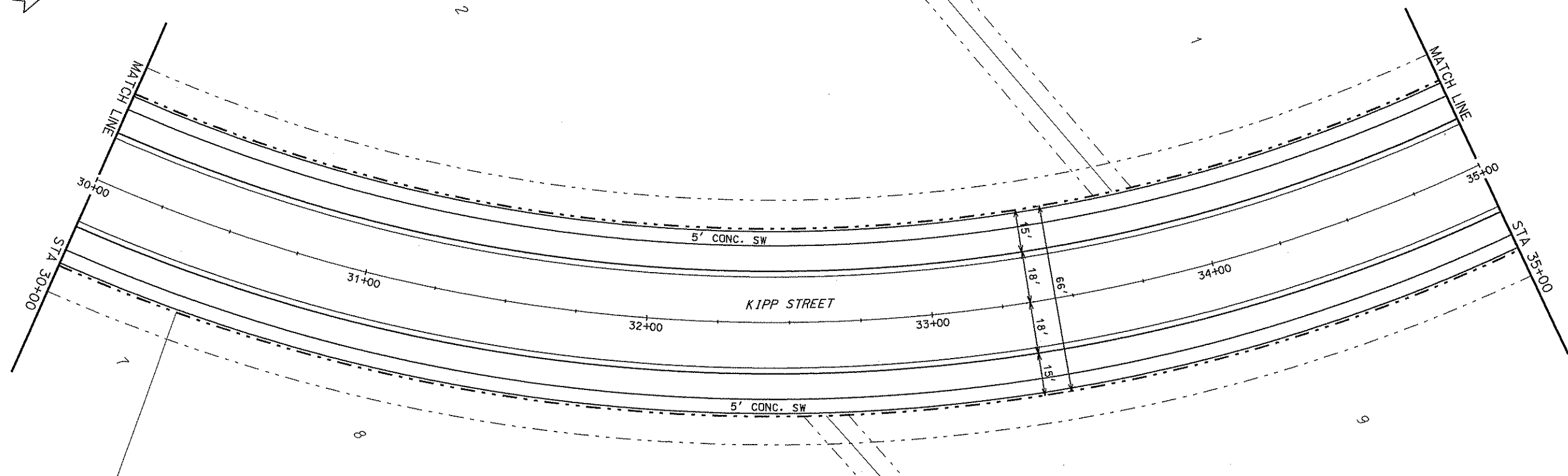
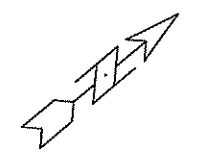


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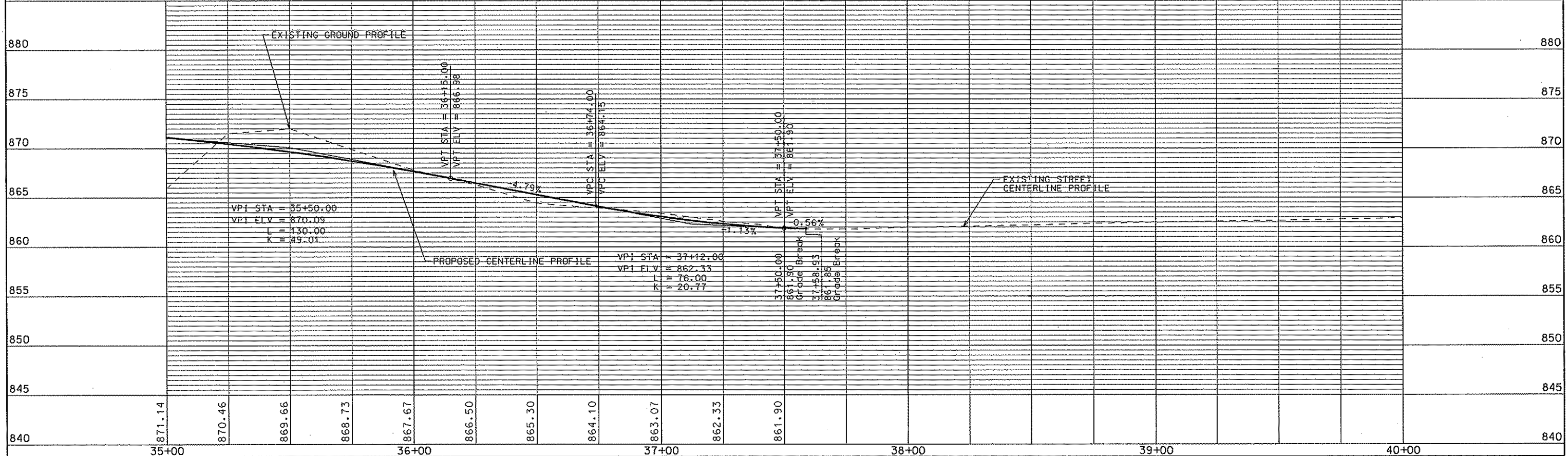
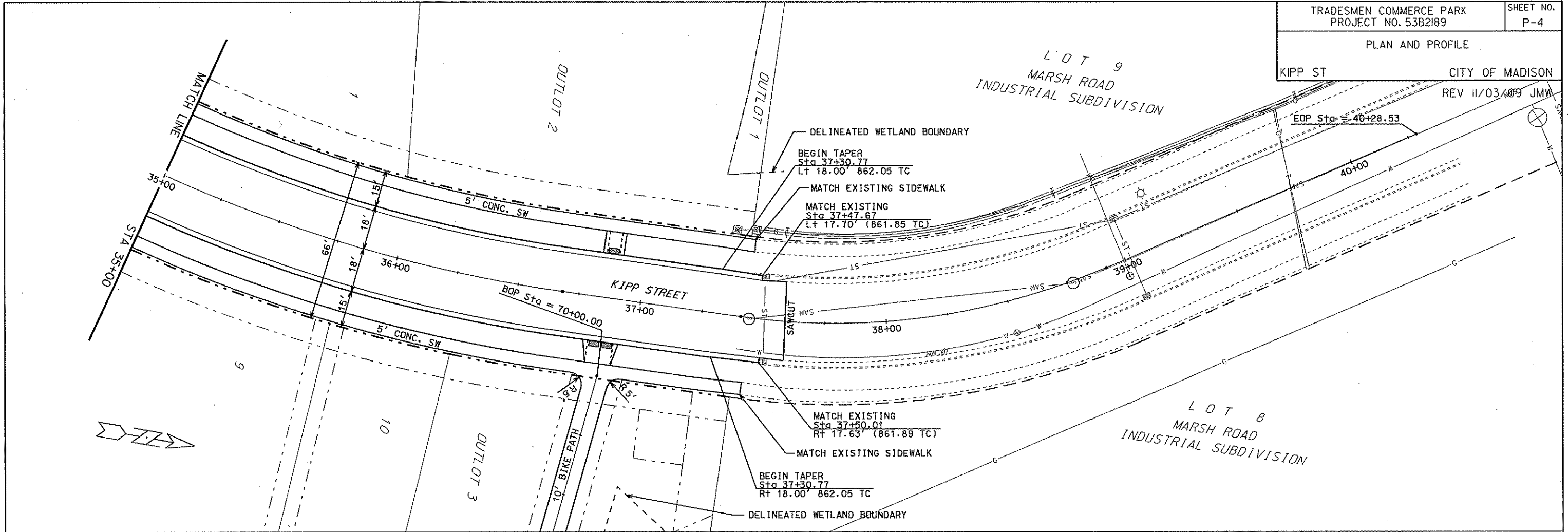


ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REV. DATE: PLOT NAME: PLOT SCALE:

PLAN AND PROFILE

KIPP ST CITY OF MADISON  
REV 11/03/09 JMW



ORIGINATOR: CITY OF MADISON, STREETS DIVISION

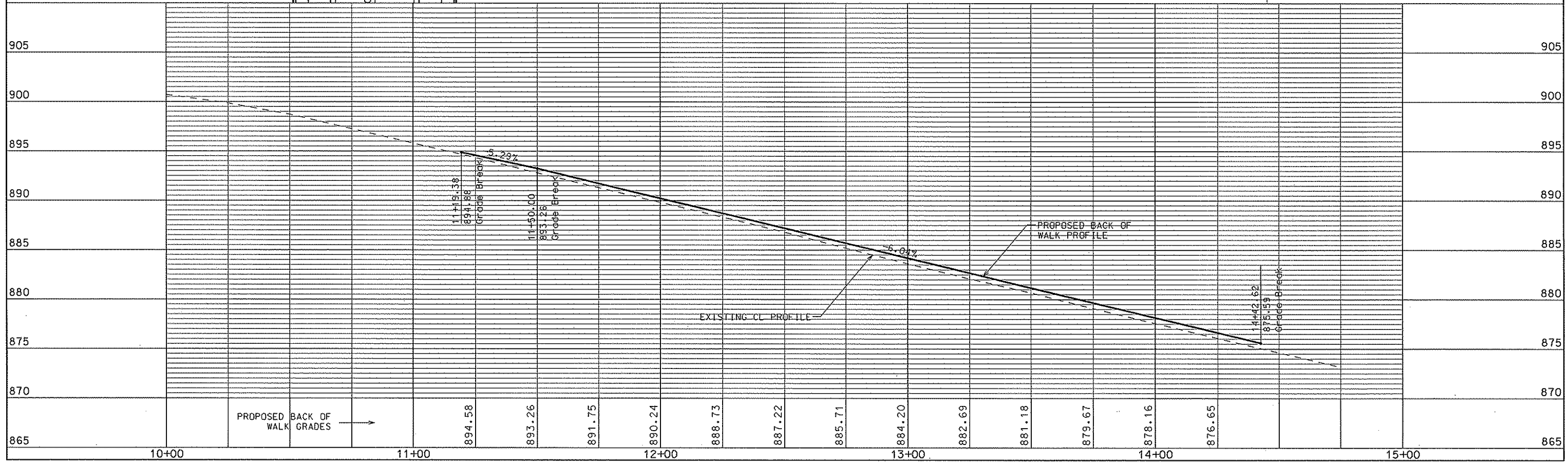
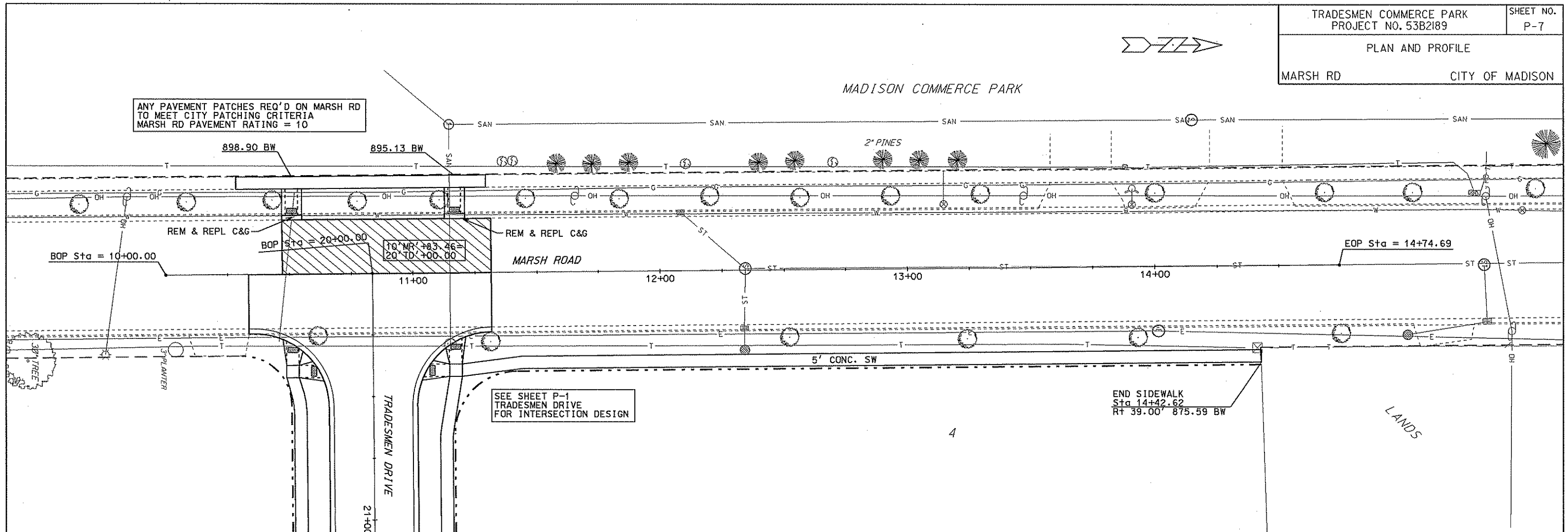
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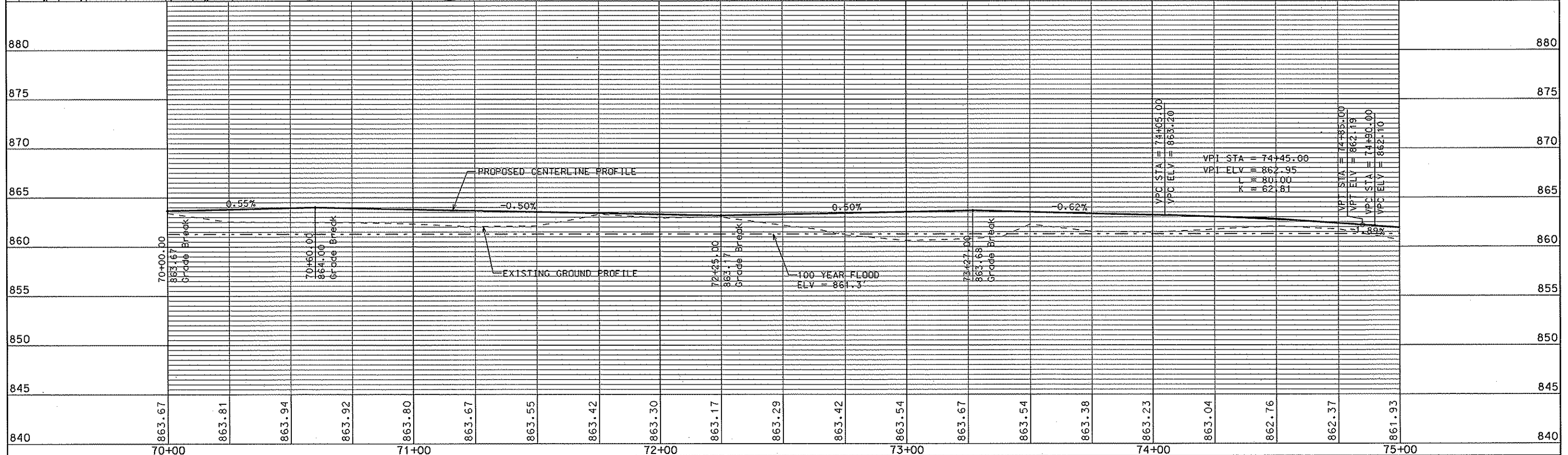
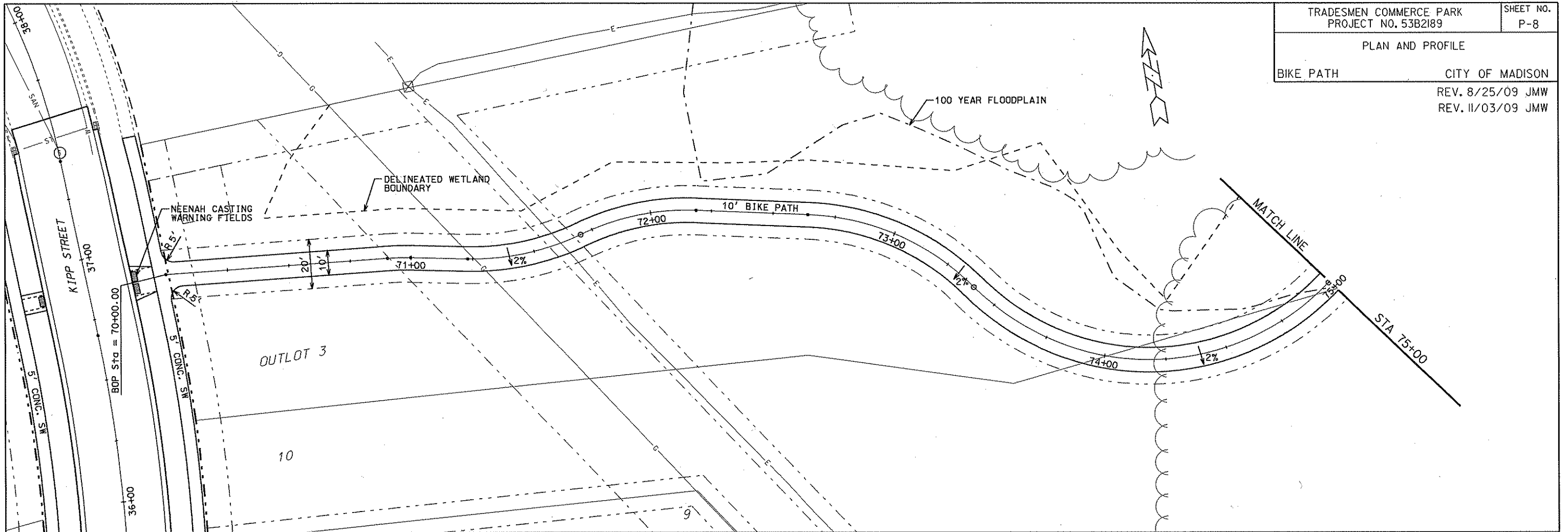




ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

BIKE PATH CITY OF MADISON  
REV. 8/25/09 JMW  
REV. 11/03/09 JMW



ORIGINATOR: CITY OF MADISON, STREETS DIVISION

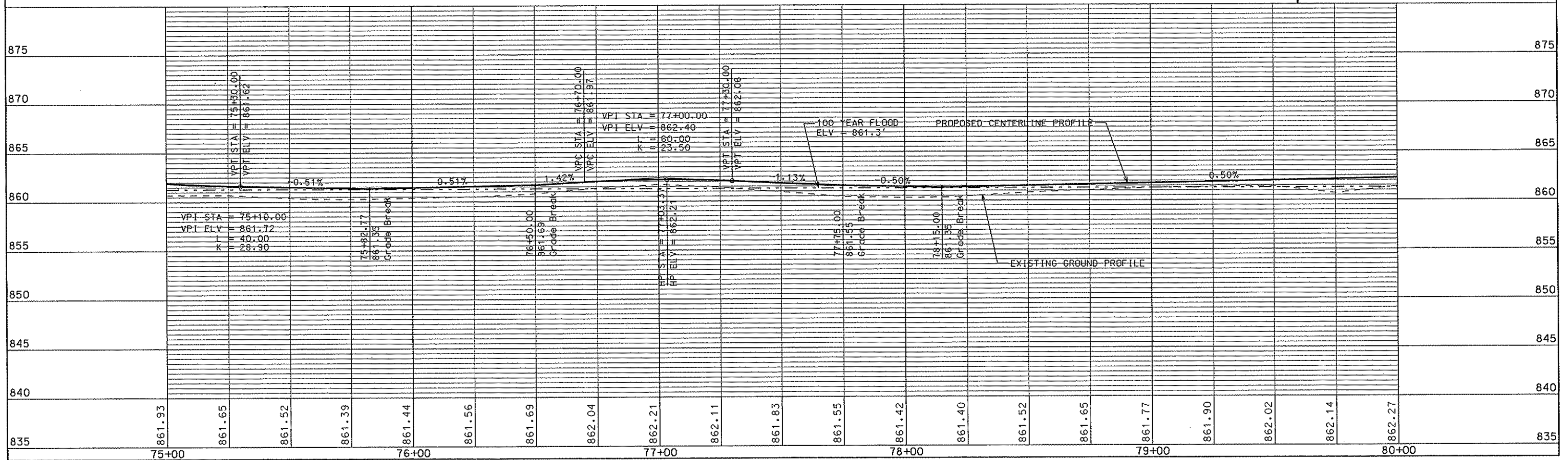
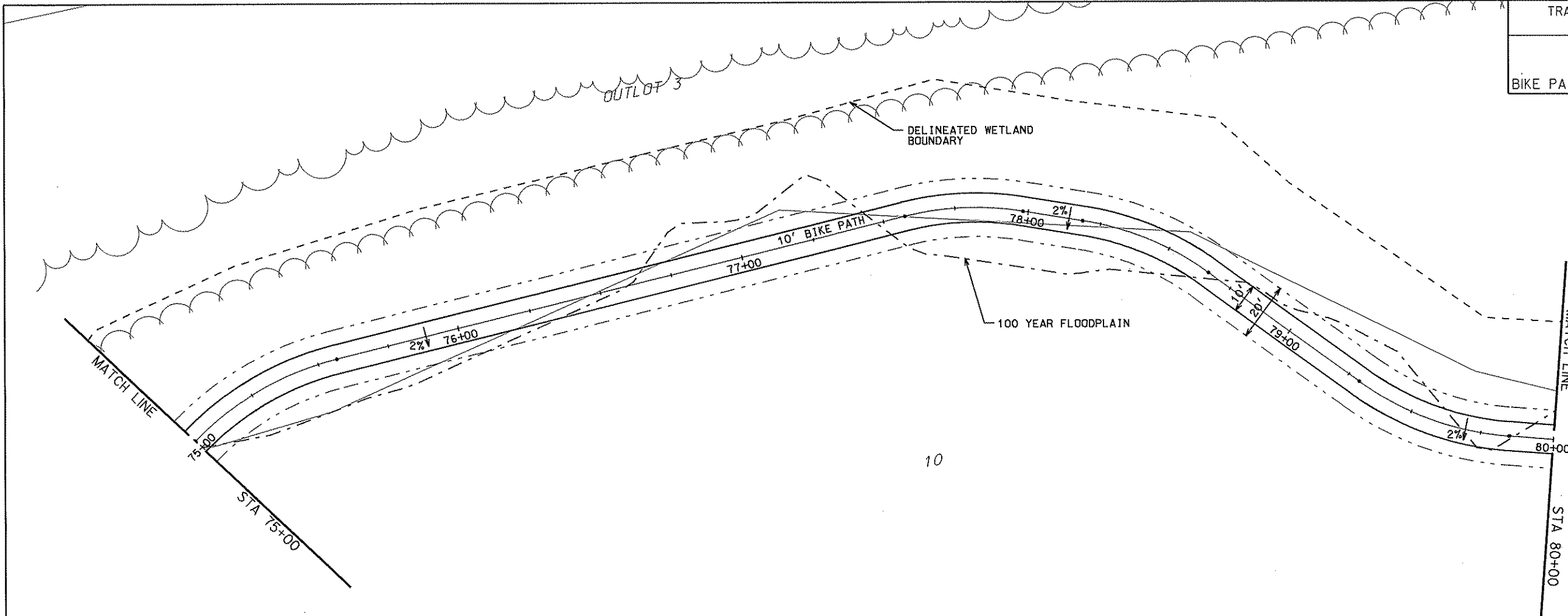
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PLAN AND PROFILE

BIKE PATH

CITY OF MADISON

REV. 8/25/09 JMW



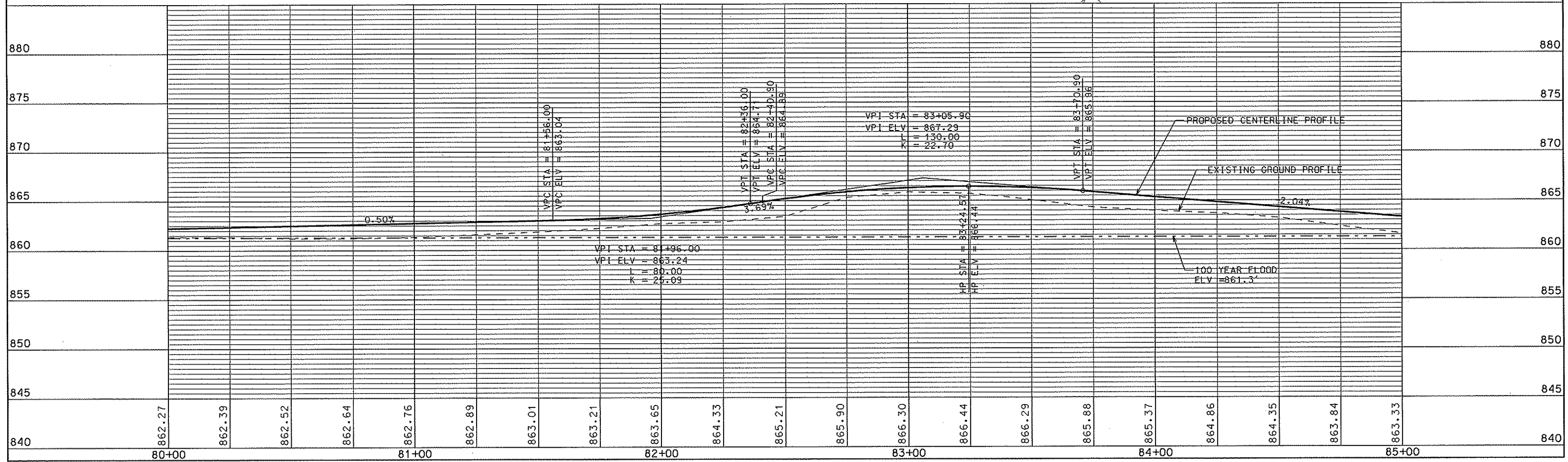
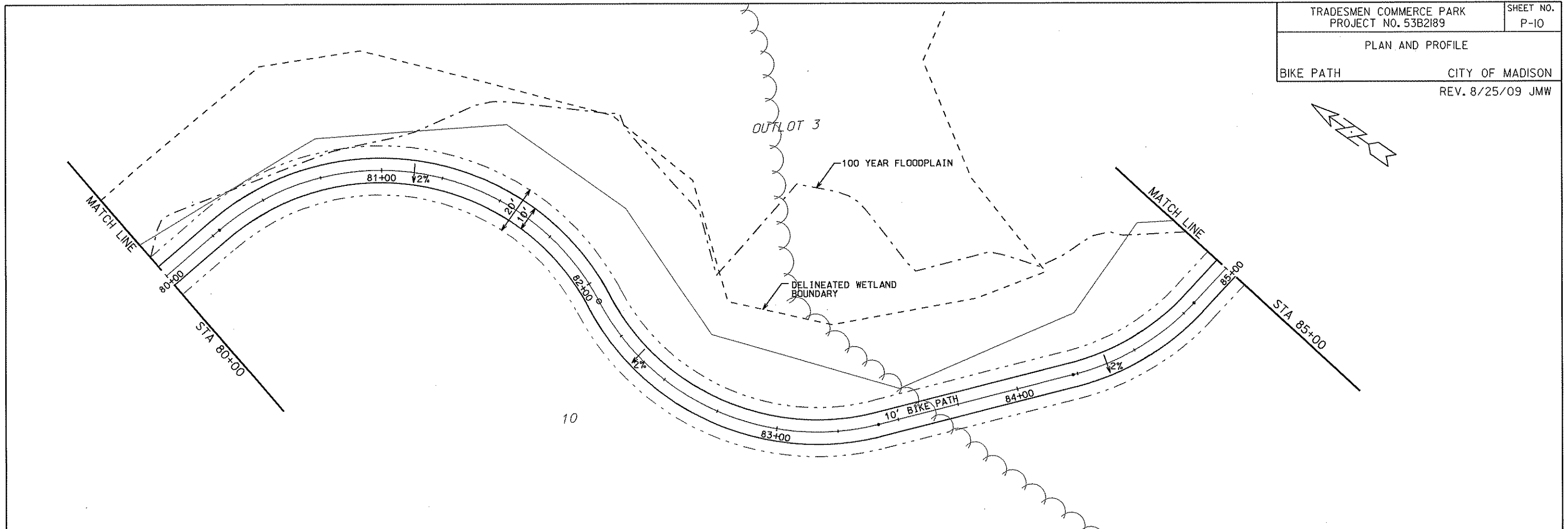
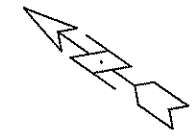
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

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PLAN AND PROFILE

BIKE PATH CITY OF MADISON  
REV. 8/25/09 JMW

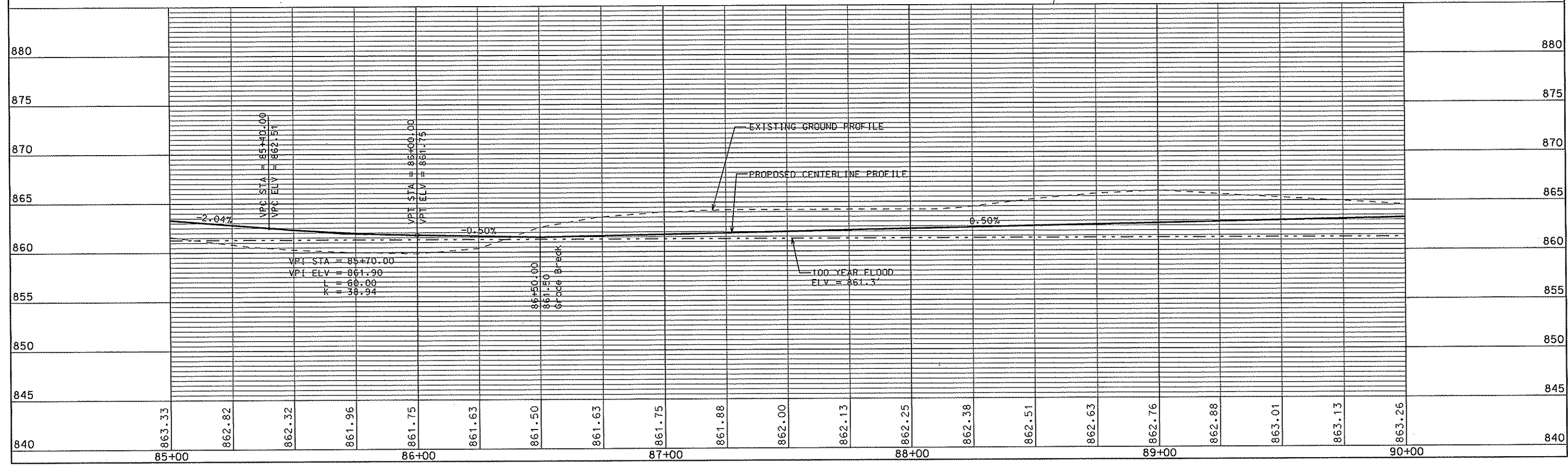
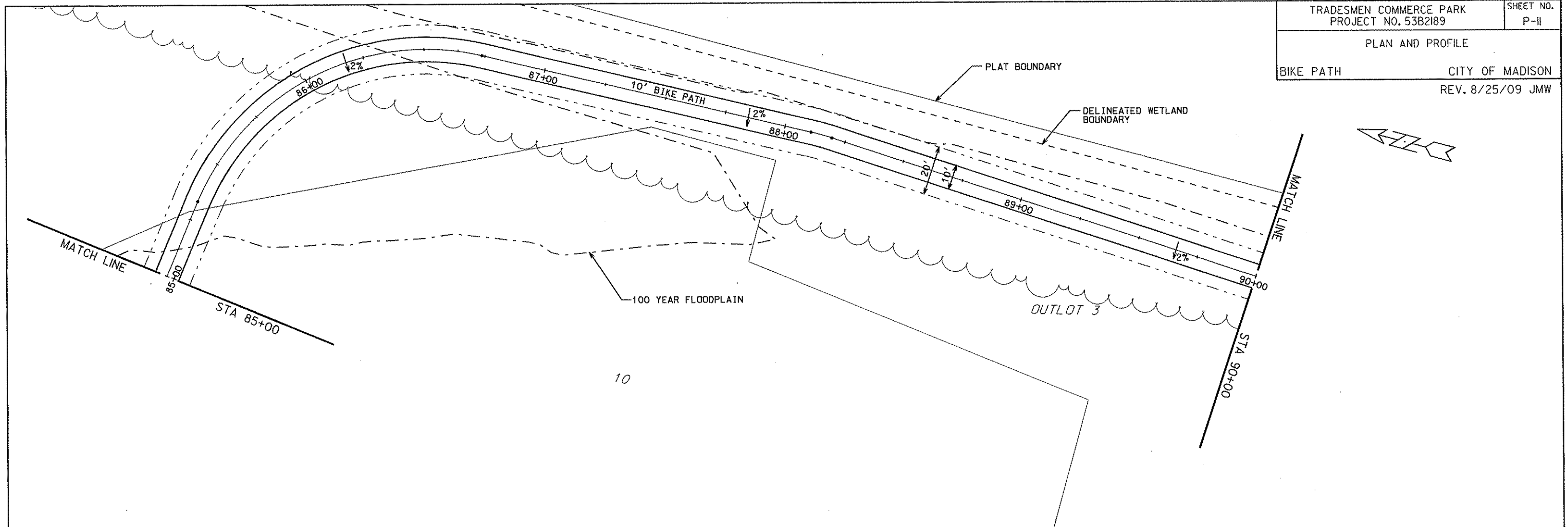


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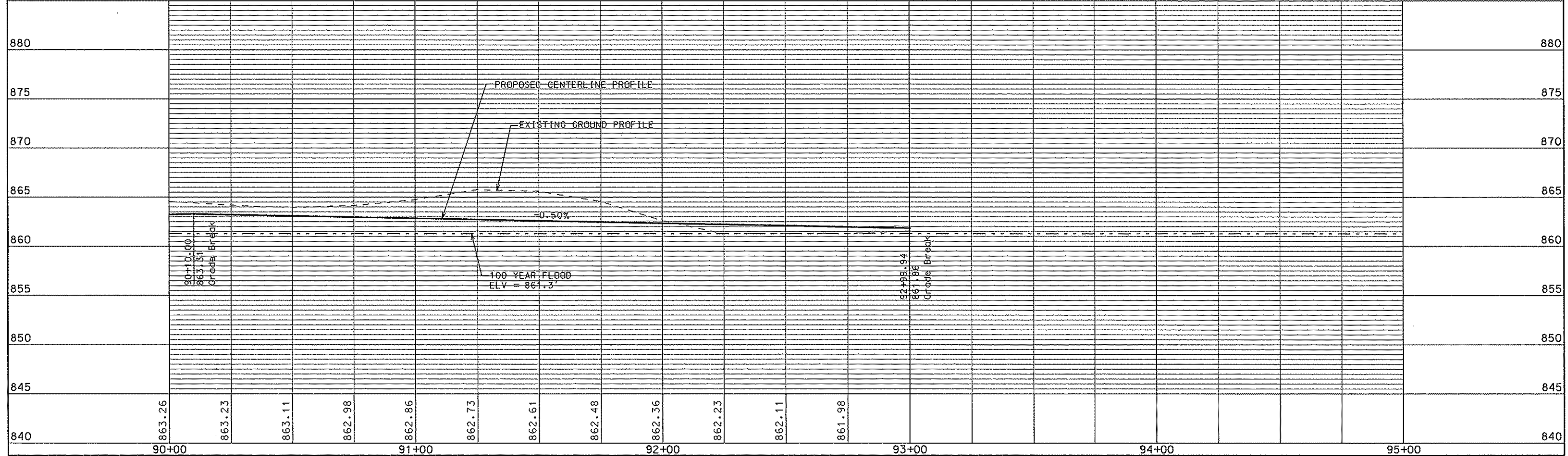
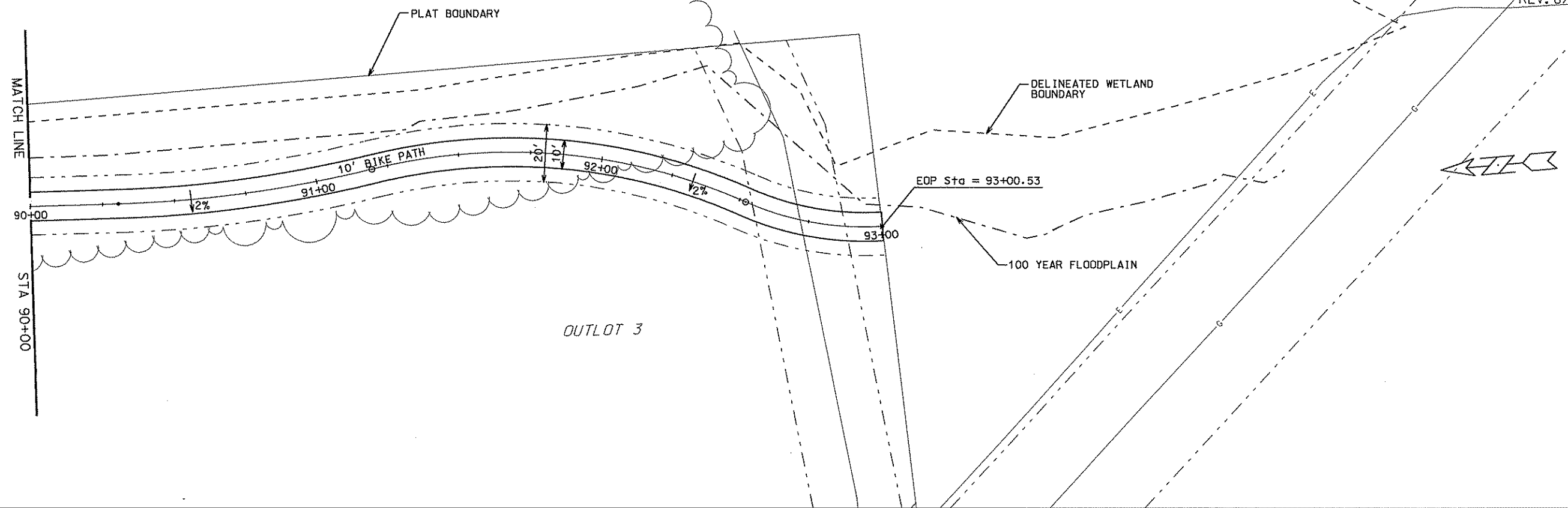
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PLOT NAME: 53B2189.P10

REV. DATE: 8/25/09

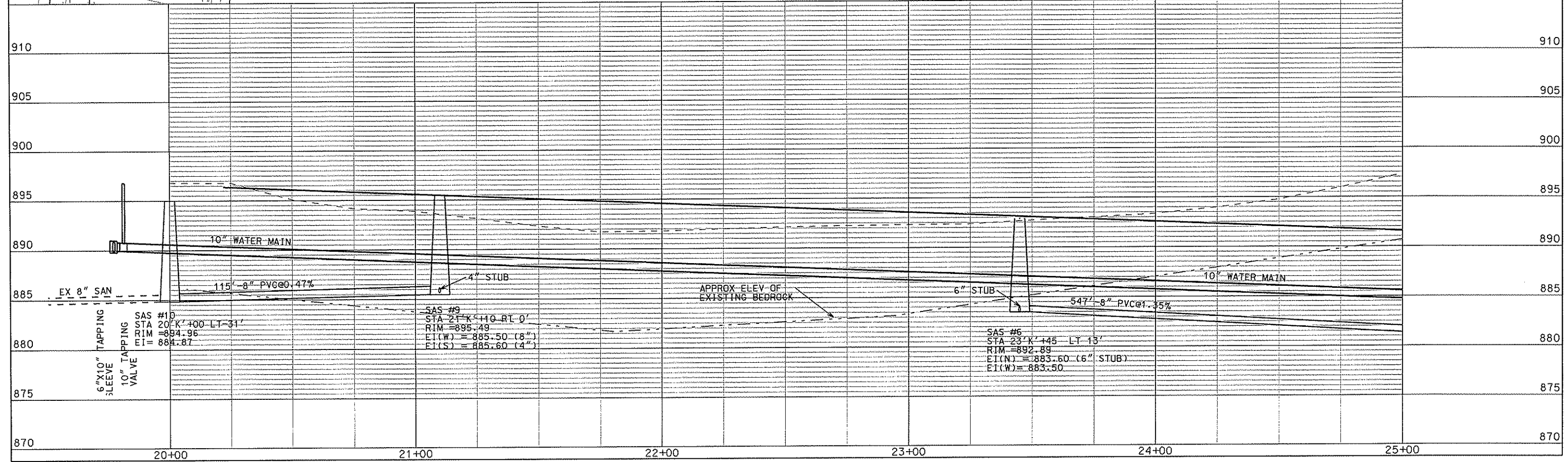
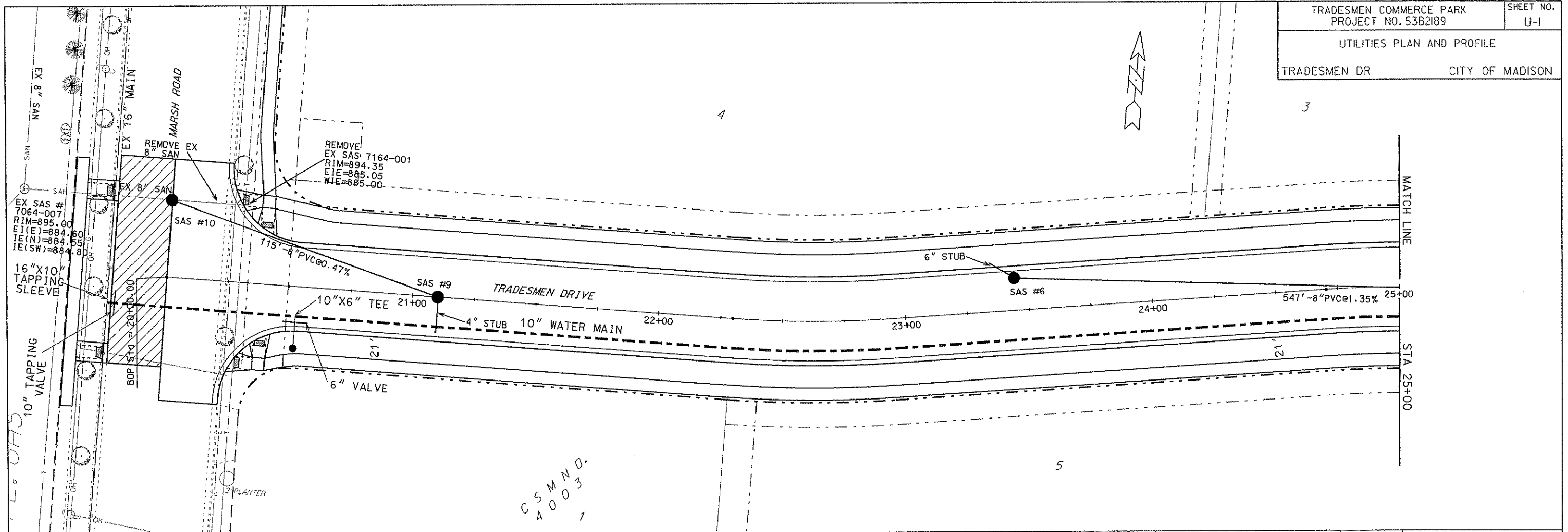


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 ORIGINATOR: CITY OF MADISON, STREETS DIVISION



ORIGINATOR: CITY OF MADISON, STREETS DIVISION

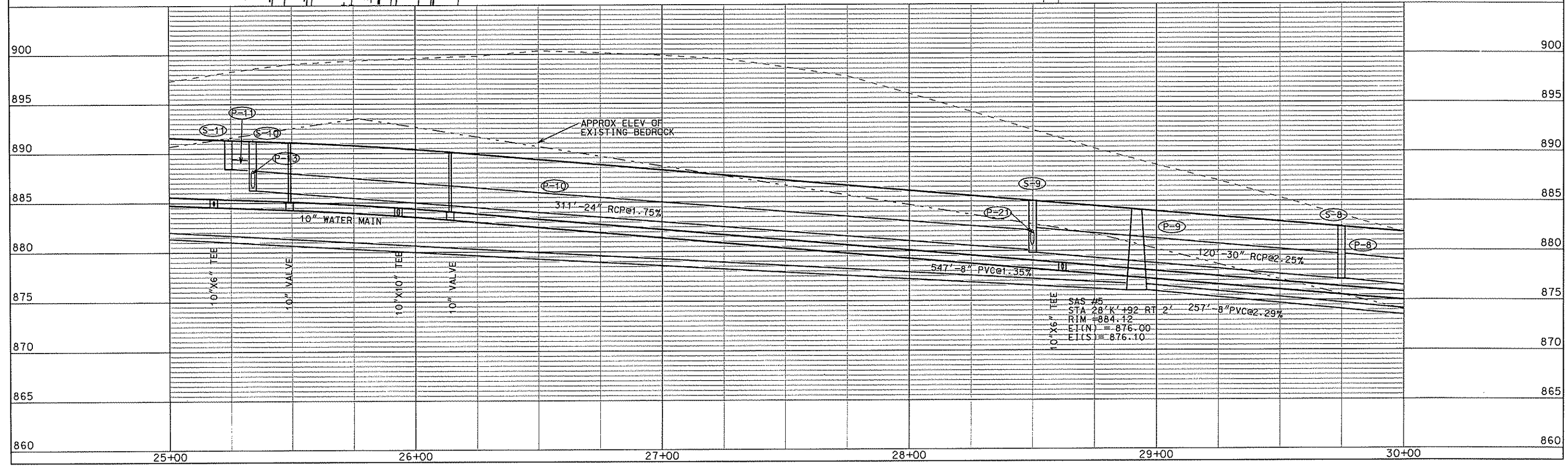
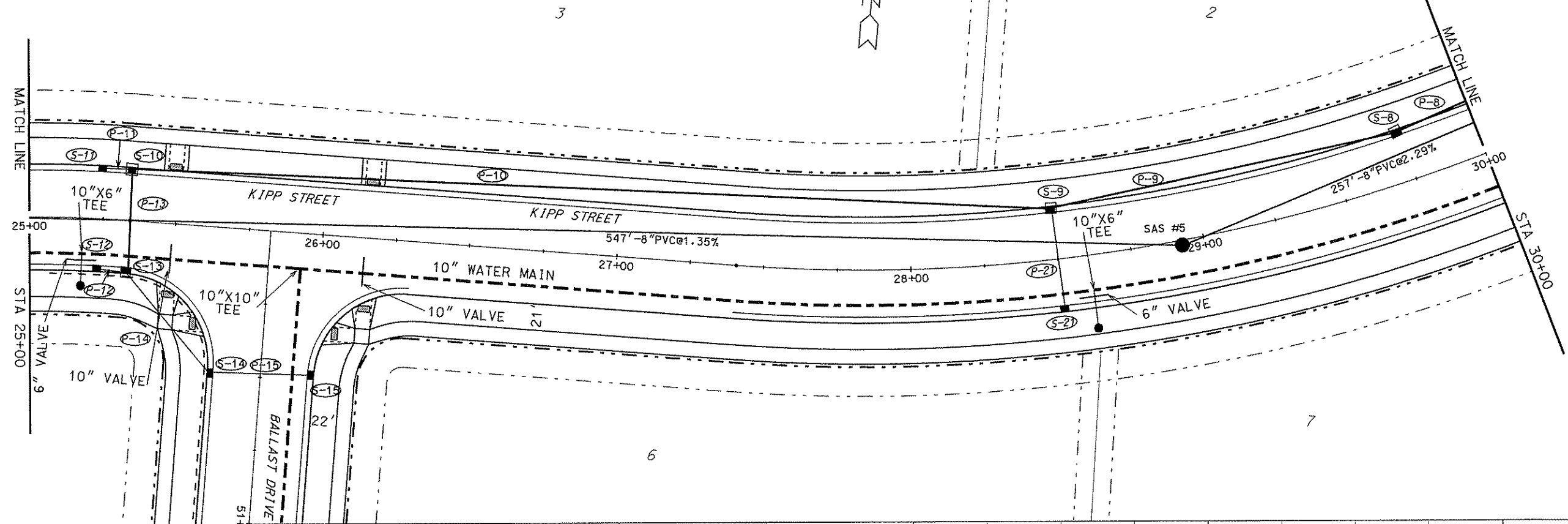
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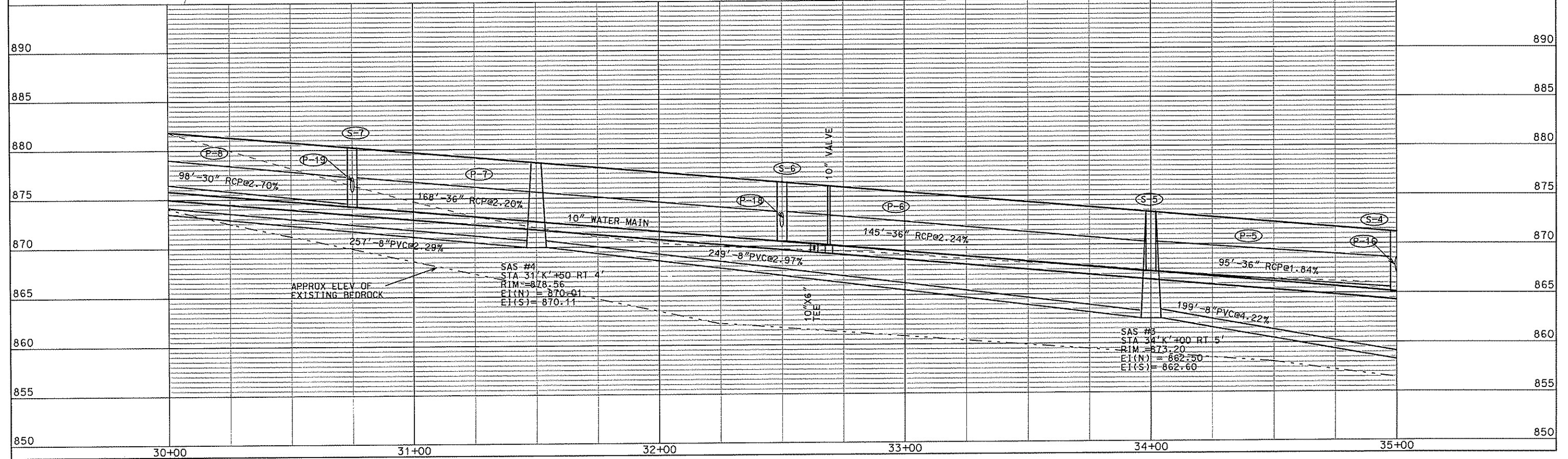
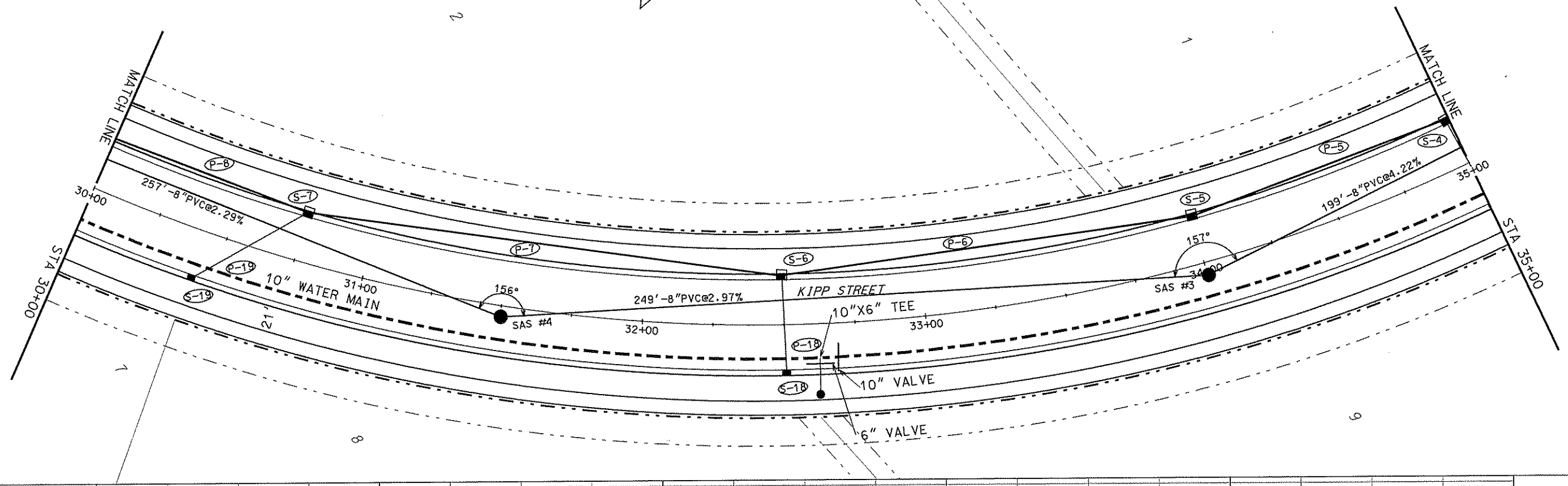
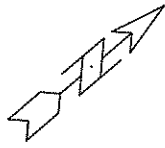
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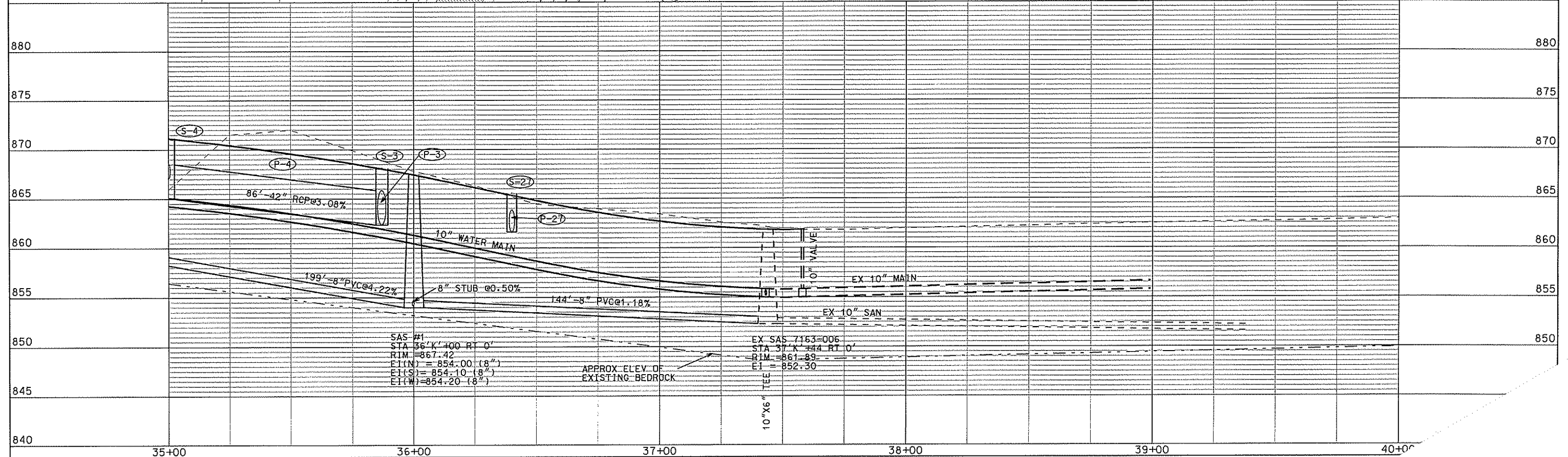
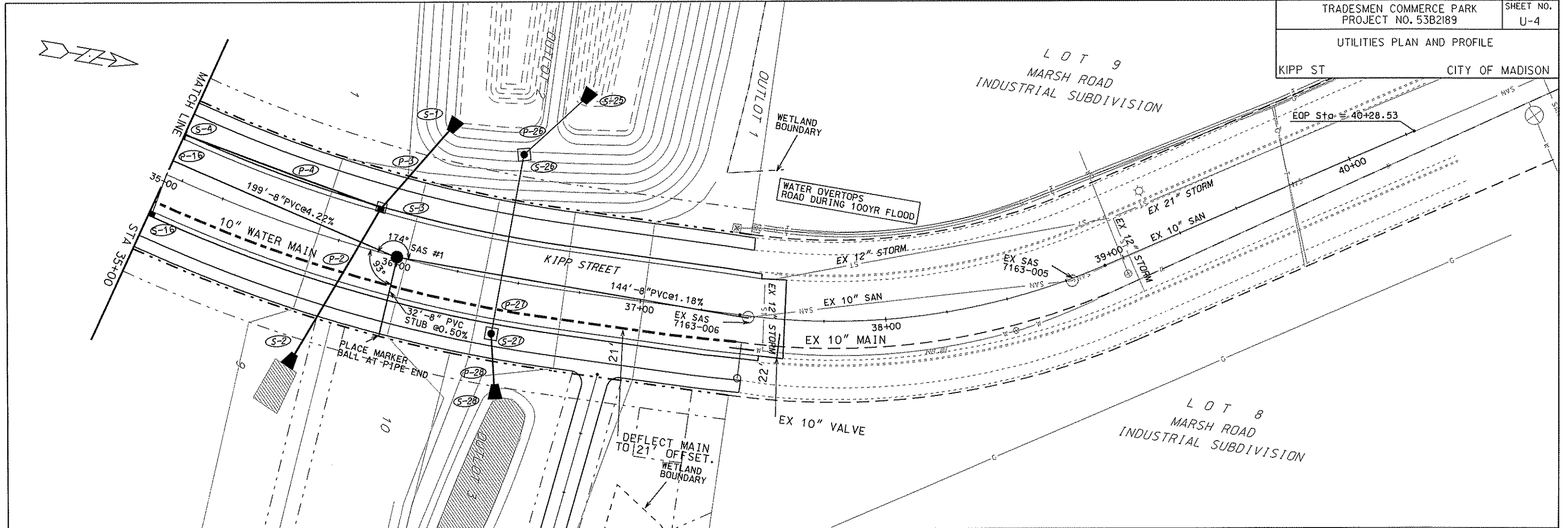
C.S.M.N.D.  
4003  
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION  
 REV. DATE:  
 PLOT NAME:  
 PLOT SCALE:



PLOT SCALE: .....  
 PLOT NAME: .....  
 REV. DATE: .....  
 ORIGINATOR: CIII - DE. MADISON, SIBBIS DIVISION



SAS #1  
STA 36+K 100 RT 0'  
RIM = 867.42  
E1(N) = 854.00 (8")  
E1(S) = 854.10 (8")  
E1(W) = 854.20 (8")

EX SAS 7163-006  
STA 37+K 144 RT 0'  
RIM = 861.89  
E1 = 852.30

APPROX ELEV OF EXISTING BEDROCK

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



UNPLATTED LANDS

SECRET PLACES  
ATSIGGLECOW RESERVE

26

N = 468228.99  
E = 849574.87  
S 89°44'50" E  
584.50 FT

BOP STA = 1+00.00

PLACE MARKER BALL  
AND 2"X4" POST  
AT PIPE END

RED BARN RUN  
140' - 8" PVC @ 0.40%

EX SAS  
7366-009

EX 10" SAN

CONNECT TO STUB

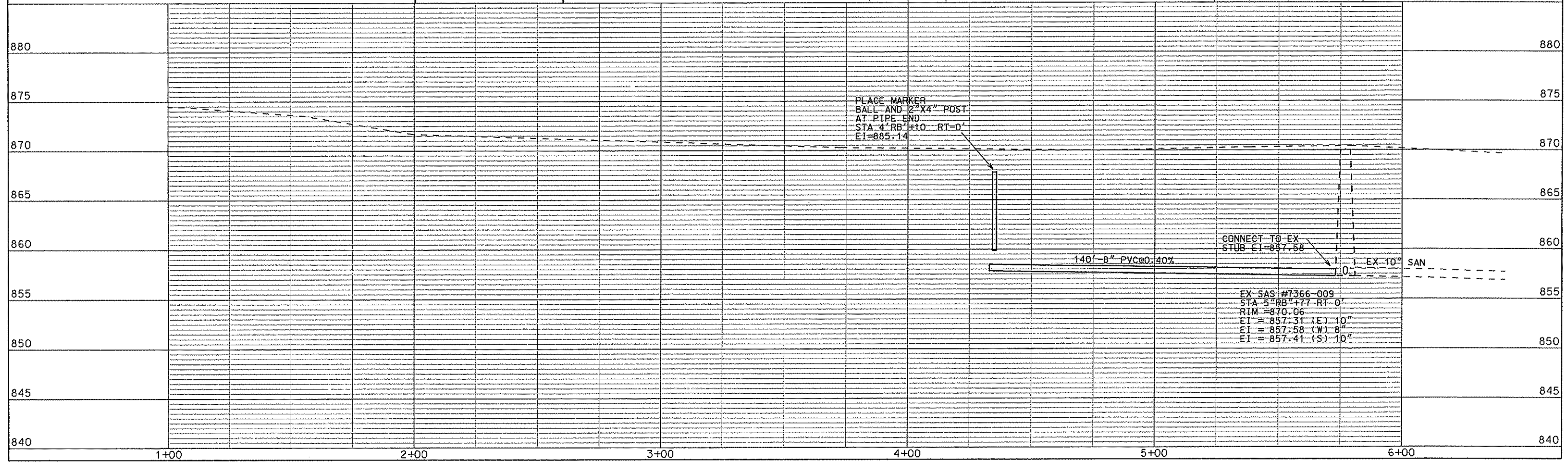
KUEHLING DR

BELL INGRATH RUN

33

25

49



PLACE MARKER  
BALL AND 2"X4" POST  
AT PIPE END  
STA 4+00 RB H=10 RT=0'  
EI=885.14

CONNECT TO EX  
STUB EI=857.58

140' - 8" PVC @ 0.40%

EX SAS #7366-009  
STA 5+00 RB H=7 RT=0'  
RIM = 870.06  
EI = 857.31 (E) 10"  
EI = 857.58 (W) 8"  
EI = 857.41 (S) 10"

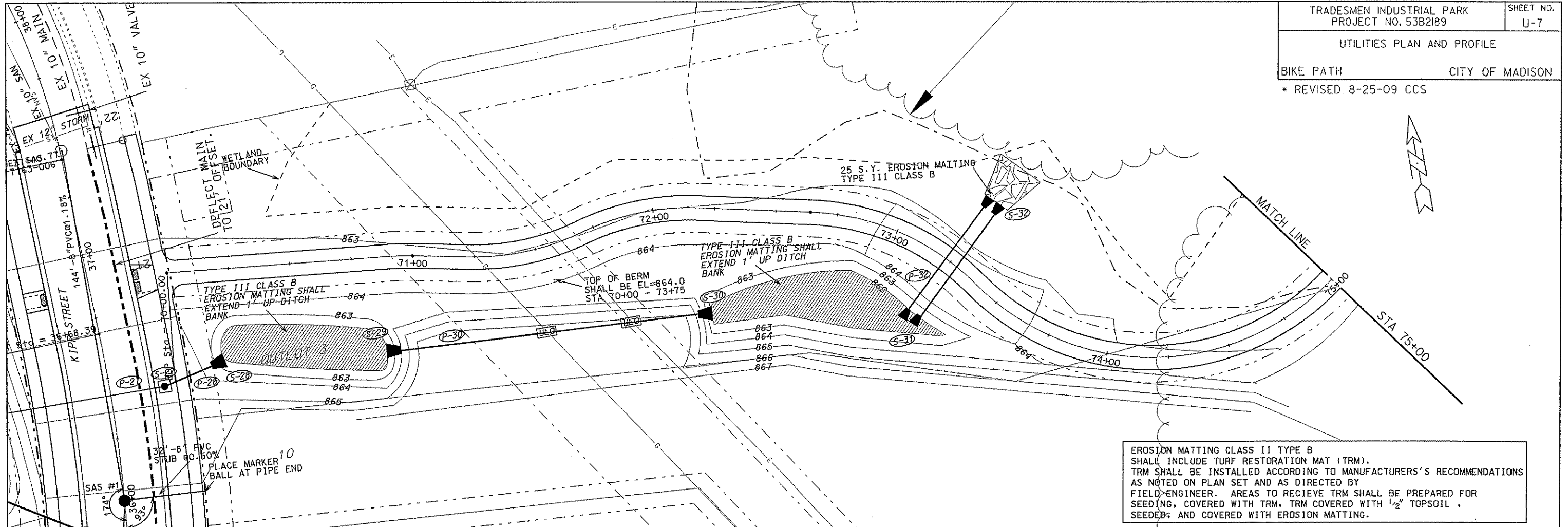
ORIGINATOR: CITY OF MADISON, STSEETS DIVISION

PLOT SCALE: .....

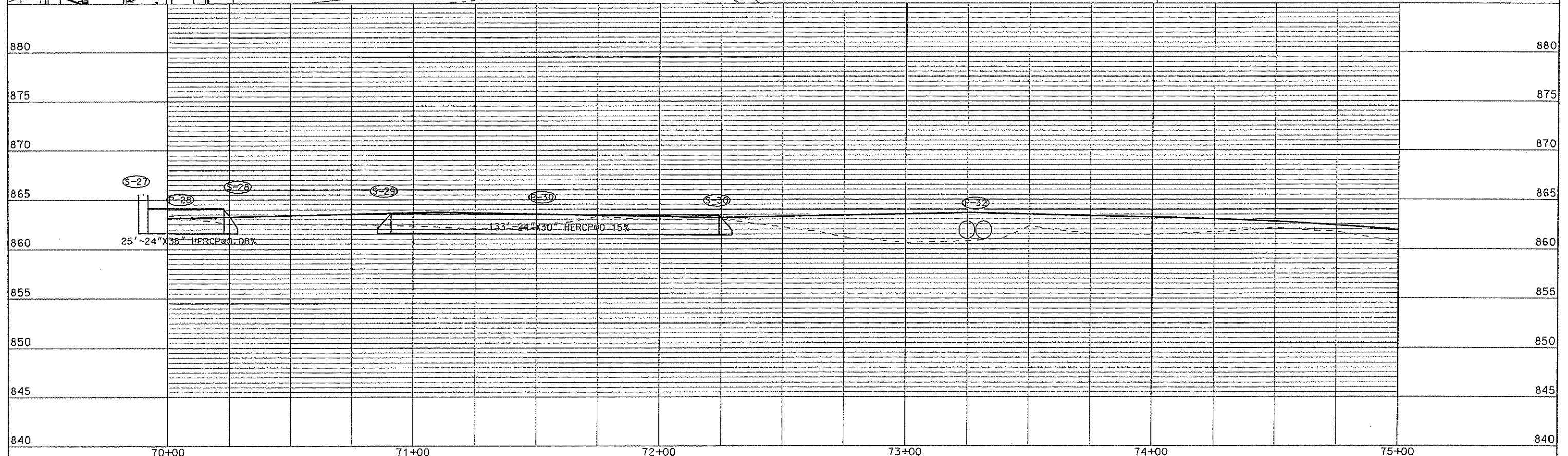
PLOT NAME: .....

REV. DATE: .....

\* REVISED 8-25-09 CCS



EROSION MATTING CLASS II TYPE B SHALL INCLUDE TURF RESTORATION MAT (TRM). TRM SHALL BE INSTALLED ACCORDING TO MANUFACTURERS'S RECOMMENDATIONS AS NOTED ON PLAN SET AND AS DIRECTED BY FIELD ENGINEER. AREAS TO RECEIVE TRM SHALL BE PREPARED FOR SEEDING, COVERED WITH TRM, TRM COVERED WITH 1/2" TOPSOIL, SEEDED, AND COVERED WITH EROSION MATTING.

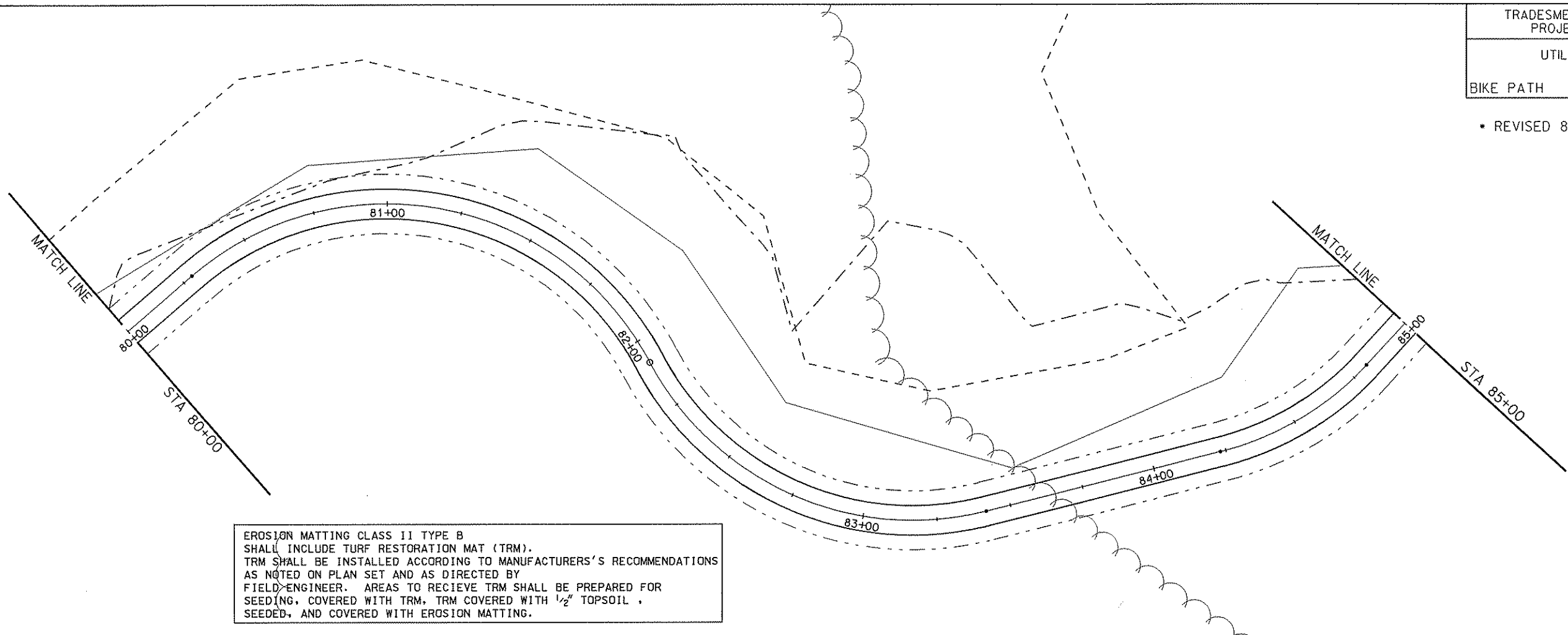
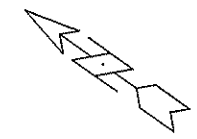




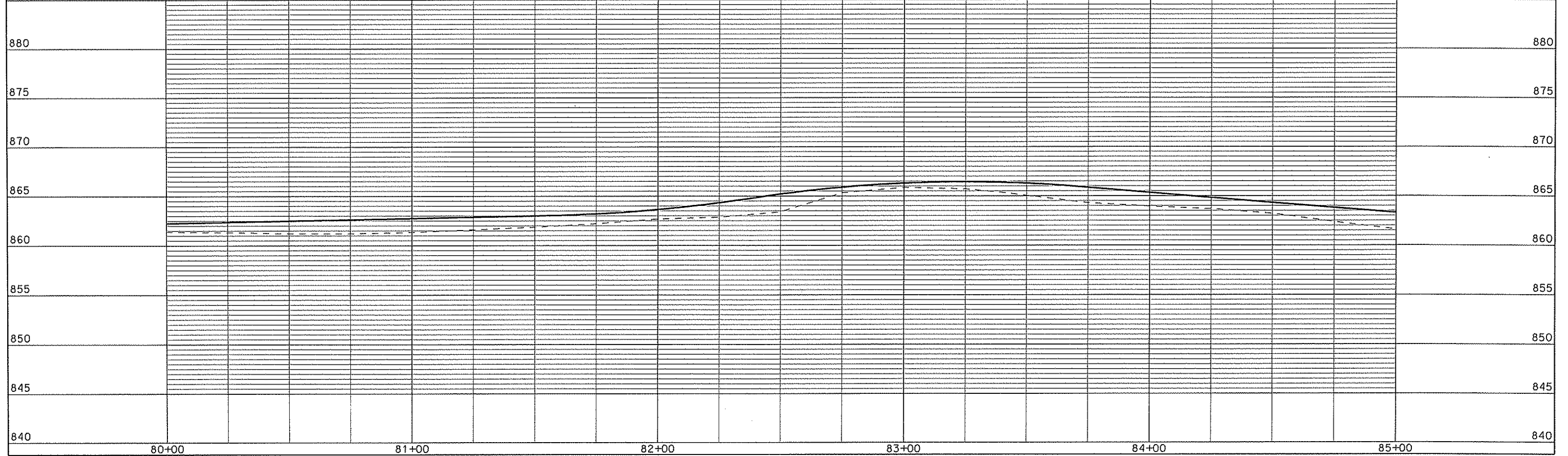
UTILITIES PLAN AND PROFILE

BIKE PATH CITY OF MADISON

\* REVISED 8-25-09 CCS



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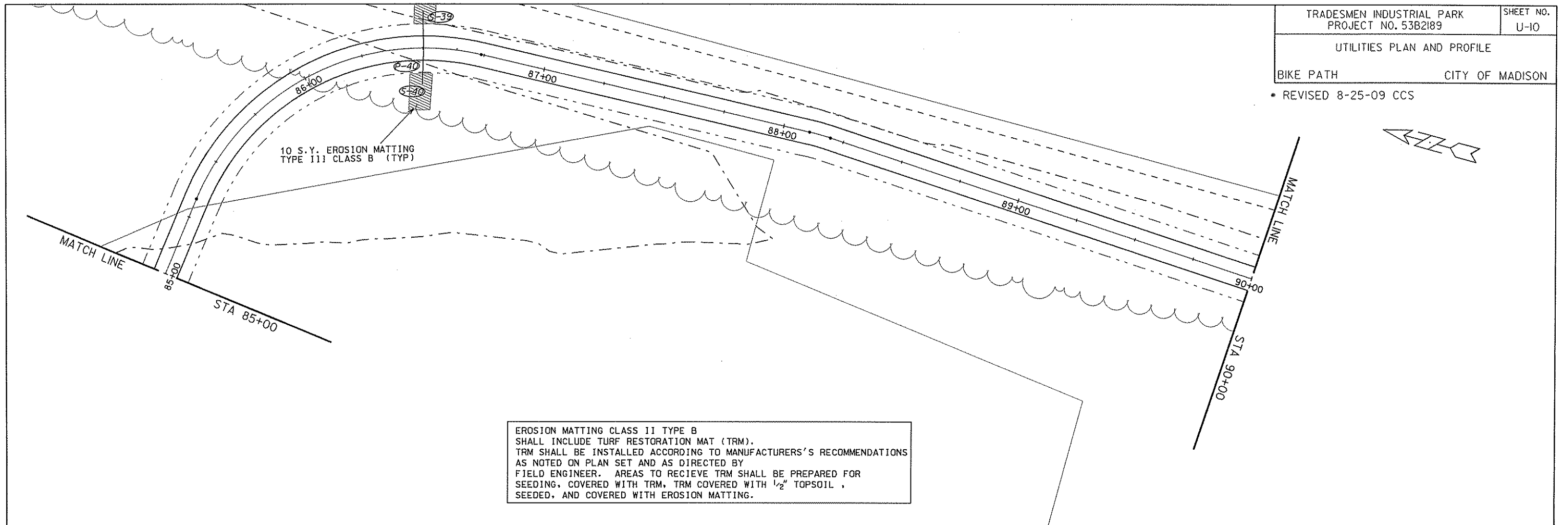


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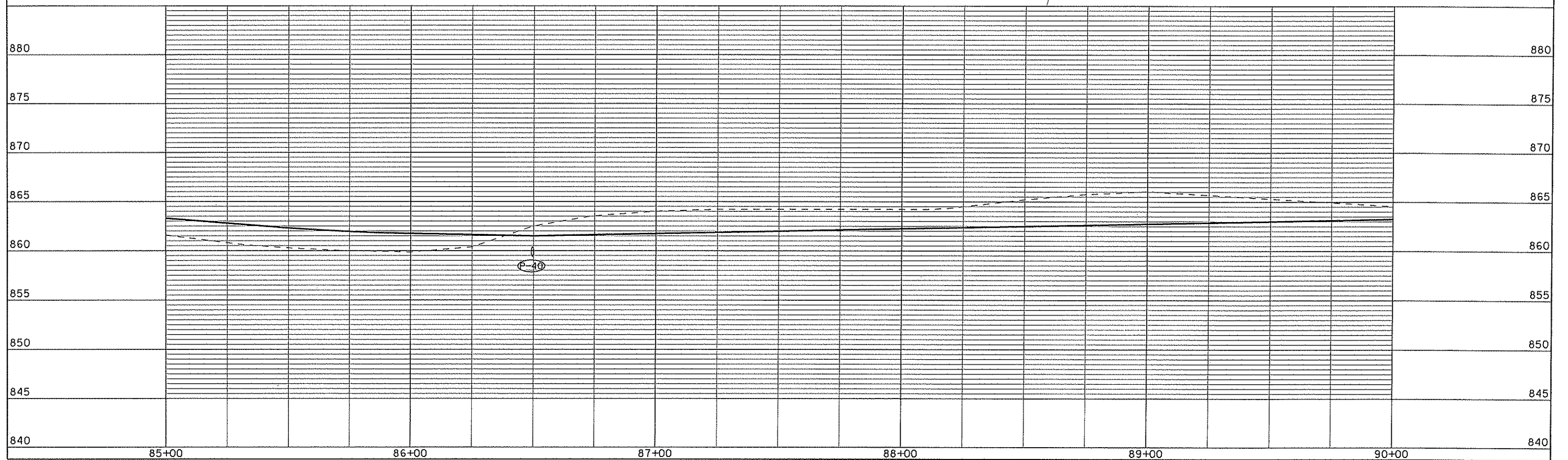
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REV. DATE: .....

ORIGINATOR: CITY OF MADISON, SIGREETS DIVISION



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PLOT SCALE: .....

PLOT NAME: .....

REV. DATE: .....

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

# STORM SEWER SCHEDULE

## ALIGNMENT CODES:

"K"=KIPP ST  
 "T"= TRADESMAN DRIVE  
 "BP"=BIKE PATH

\* REVISED 8-25-09 CCS

TRADESMAN COMMERCE PARK		SHEET NO.
PROJECT NO. 53B2189		U-11
STORM SEWER SCHEDULE		CITY OF MADISON

## STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-1	36'K'+09.50	LT-60.00	42" APRON END	---	862.00	---	WITH GATE
S-2	35'K'+74.00	RT-56.00	24" APRON END	---	863.00	---	WITH GATE
S-3	35'K'+87.00	LT-17.50	5X5 SAS	868.10	862.35	5.75	FP; W/R-3067-7004-V
S-4	35'K'+00.00	LT-17.50	5X5 SAS	871.19	865.00	6.19	FP; W/R-3067-7004-V
S-5	34'K'+00.00	LT-17.50	4X4 SAS	873.36	867.25	6.11	W/R-3067-7004-V
S-6	32'K'+50.00	LT-17.50	4X4 SAS	876.56	870.50	6.06	W/R-3067-7004-V
S-7	30'K'+75.00	LT-17.50	4X4 SAS	880.30	874.20	6.10	W/R-3067-7004-V
S-8	29'K'+75.00	LT-17.50	4X4 SAS	882.44	877.10	5.34	W/R-3067-7004-V
S-9	28'K'+50.00	LT-17.50	3X3 SAS	885.12	879.80	5.32	W/R-3067-7004-V
S-10	25'K'+34.00	LT-17.50	3X3 SAS	891.32	885.75	5.57	W/R-3067-7004-V
S-11	25'K'+24.00	LT-17.50	H INLET	891.42	888.42	3.00	W/R-3067-7004-V
S-12	25'K'+24.00	RT-17.50	H INLET	891.42	888.42	3.00	W/R-3067-7004-V
S-13	25'K'+34.21	RT-17.50	3X3 SAS	891.32	886.31	5.01	W/R-3067-7004-V
S-14	50'T'+50.00	RT-17.50	H INLET	890.25	886.78	3.47	W/R-3067-7004
S-15	50'T'+48.00	LT-17.50	H INLET	890.24	887.24	3.00	W/R-3067-7004-V
S-16	35'K'+00.00	RT-17.50	H INLET	871.19	867.59	3.60	W/R-3067-7004-V
S-18	32'K'+50.00	RT-17.50	H INLET	876.56	872.96	3.60	W/R-3067-7004-V
S-19	30'K'+44.00	RT-17.50	H INLET	880.97	877.37	3.60	W/R-3067-7004-V
S-21	28'K'+50.00	RT-17.50	H INLET	885.12	881.52	3.60	W/R-3067-7004-V
S-25	36'K'+69.00	LT-81.50	30" APRON END	---	859.00	---	W/GATE
S-26	36'K'+40.00	LT-52.00	CONTROL STRUCT	867.00	857.50	9.50	SEE POND PLANS
S-27	36'K'+40.00	RT-22.50	4X4 SAS	865.55	861.62	3.93	FP; W/R-1550-0054
S-28	36'K'+49.50	RT-48.00	24"x38" APRON END	---	861.60	---	W/GATE
S-29	70'BP'+89.00	RT-38.50	24"x38" APRON END	---	861.60	---	
S-30	72'BP'+26.00	RT-41.00	24"x38" APRON END	---	861.40	---	
* S-31	73'BP'+29.00	RT-26.00	24"x38" APRON END	---	861.40	---	TWO APRON ENDS
* S-32	73'BP'+27.00	LT-14.50	24"x38" APRON END	---	861.00	---	TWO APRON ENDS
* S-33	75'BP'+82.00	LT-12.00	PIPE END	---	860.00	---	
* S-34	75'BP'+82.00	RT-10.00	PIPE END	---	860.40	---	
* S-35	78'BP'+15.00	LT-12.00	PIPE END	---	860.00	---	
* S-36	78'BP'+15.00	RT-9.00	PIPE END	---	860.20	---	
* S-37	80'BP'+67.00	LT-9.00	12" AE	---	---	---	
* S-38	80'BP'+67.00	RT-9.00	PIPE END	---	---	---	
* S-39	86'BP'+50.00	LT-15.00	PIPE END	---	860.20	---	
* S-40	86'BP'+50.00	RT-15.00	PIPE END	---	860.40	---	
* S-41	88'BP'+46.00	LT-9.00	12" AE	---	859.80	---	
* S-42	88'BP'+46.00	RT-9.00	12" AE	---	860.20	---	

## PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-2	S-3	S-2	75	862.35	863.00	0.87%	24"	RCP	NCM
P-3	S-1	S-3	47	862.00	862.35	0.74%	42"	RCP	
P-4	S-3	S-4	86	862.35	865.00	3.08%	42"	RCP	
P-5	S-4	S-5	95	865.50	867.25	1.84%	36"	RCP	
P-6	S-5	S-6	145	867.25	870.50	2.24%	36"	RCP	
P-7	S-6	S-7	168	870.50	874.20	2.20%	36"	RCP	
P-8	S-7	S-8	98	874.45	877.10	2.70%	30"	RCP	
P-9	S-8	S-9	120	877.10	879.80	2.25%	30"	RCP	
P-10	S-9	S-10	311	880.30	885.75	1.75%	24"	RCP	
P-11	S-10	S-11	10	888.25	888.42	1.70%	12"	RCP	NCM
P-12	S-13	S-12	35	887.31	888.42	3.17%	12"	RCP	
P-13	S-10	S-13	35	886.00	886.31	0.89%	18"	RCP	
P-14	S-13	S-14	44	886.56	886.78	0.50%	15"	RCP	NCM
P-15	S-14	S-15	35	887.03	887.24	0.60%	12"	RCP	
P-16	S-4	S-16	35	867.25	867.59	0.97%	15"	RCP	
P-18	S-6	S-18	35	872.25	872.96	2.03%	15"	RCP	
P-19	S-7	S-19	47	875.95	877.37	3.02%	15"	RCP	
P-21	S-9	S-21	35	880.80	881.52	2.06%	15"	RCP	NCM
P-26	S-26	S-25	38	858.50	859.00	1.32%	30"	RCP	
P-27	S-27	S-26	73	861.62	861.99	0.51%	24x38"	HERCP	
P-28	S-28	S-27	25	861.60	861.62	0.08%	24x38"	HERCP	
P-30	S-30	S-29	133	861.40	861.60	0.15%	24x38"	HERCP	
* P-32	S-32	S-31	59	861.00	861.40	0.68%	19"x30"	TWIN HERCP	
* P-34	S-33	S-34	22	860.00	860.40	1.82%	8"	DUCTILE IRON	
* P-36	S-35	S-36	21	860.00	860.20	0.95%	8"	DUCTILE IRON	
* P-38	S-37	S-38	48	0.00	0.00	0.00%	12"	STORM PIPE	
* P-40	S-39	S-40	40	860.20	860.40	0.50%	8"	DUCTILE IRON	
* P-42	S-41	S-42	48	859.80	860.20	2.22%	12"	STORM PIPE	

## 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.

## SPECIFIC NOTES

TRADESMEN COMMERCE PARK PROJECT NO. 53B2189		SHEET NO. U-12
PROJECT NO. 53B2187 WATER MATERIALS LIST		
WATER UTILITY	CITY OF MADISON	
M-I-0860-03	S-I-0860-04	

# WATER MATERIALS LIST

---

## MATERIALS SUPPLIED BY THE CONTRACTOR

---

2034' - 10" PIPE  
 72' - 6" PIPE  
 4 - 10" VALVES AND BOXES  
 4 - 6" VALVES AND BOXES  
 1 - 10"X10" TEE  
 5 - 10"X6" TEES  
 5 - 5" HYDRANTS  
 2240' - POLY. WRAP

## MATERIALS SUPPLIED BY THE CITY

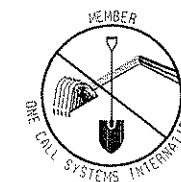
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1 - 16"X10" TAPPING SLEEVE  
 1 - 10" TAPPING VALVE

## REUSE

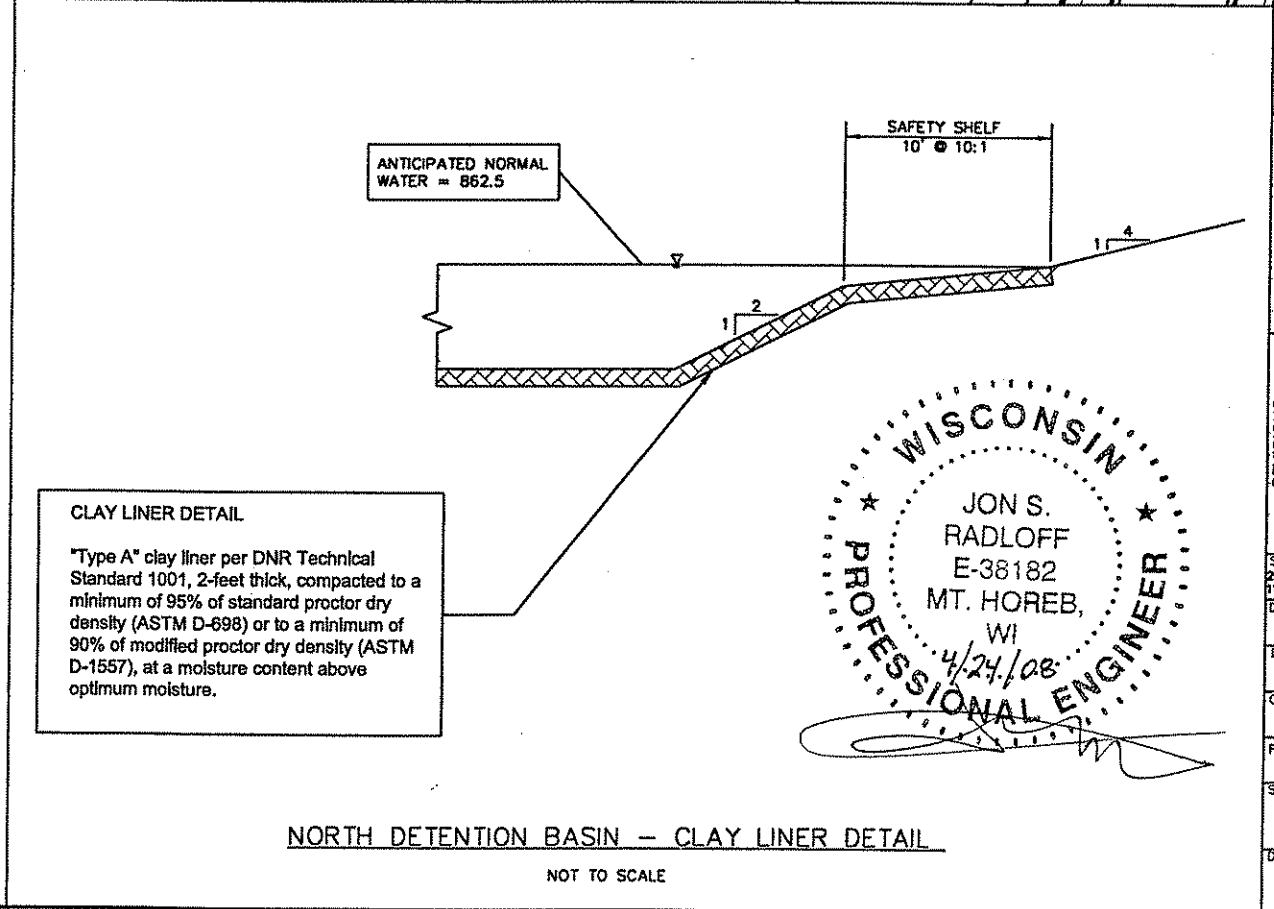
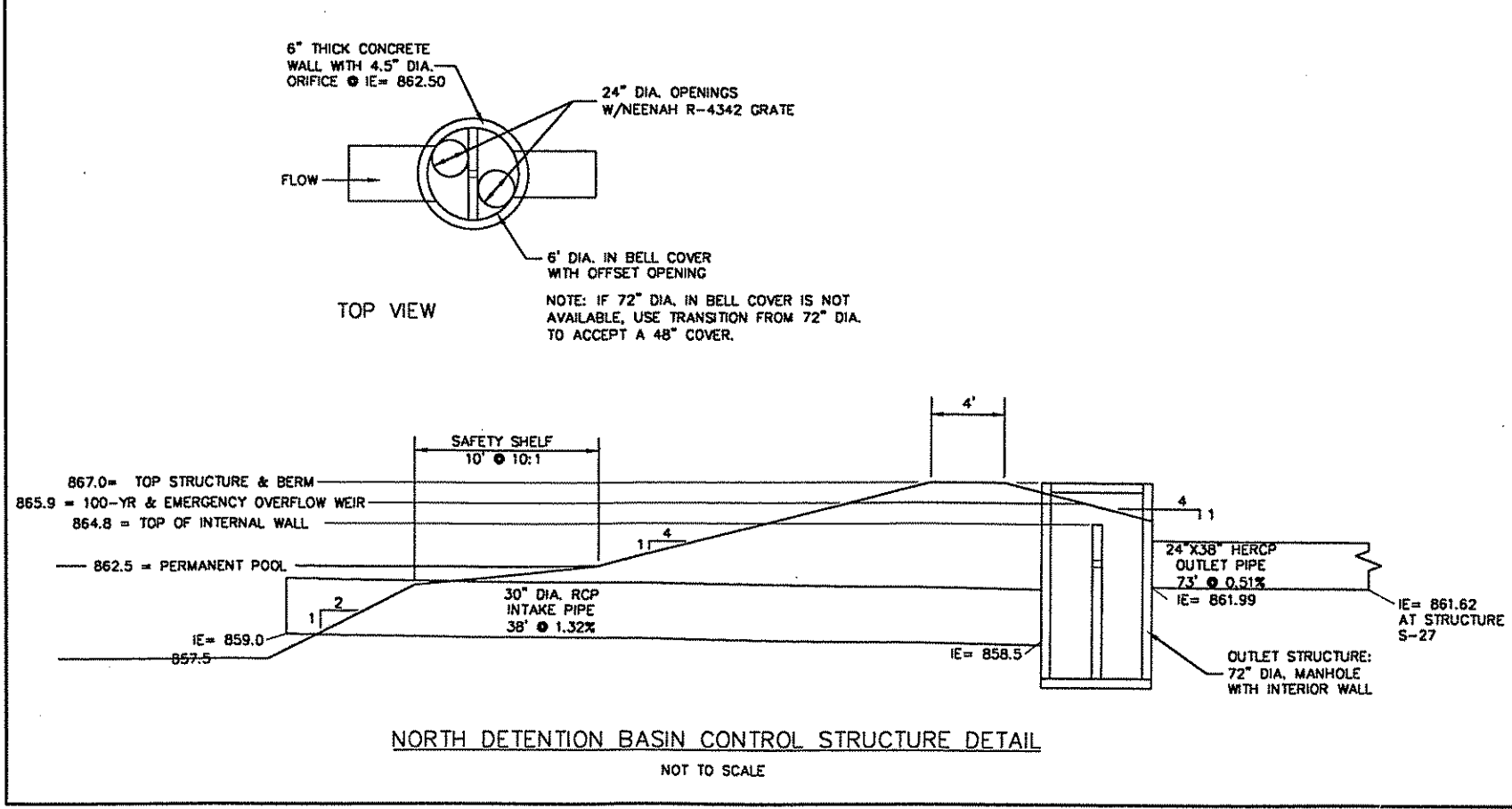
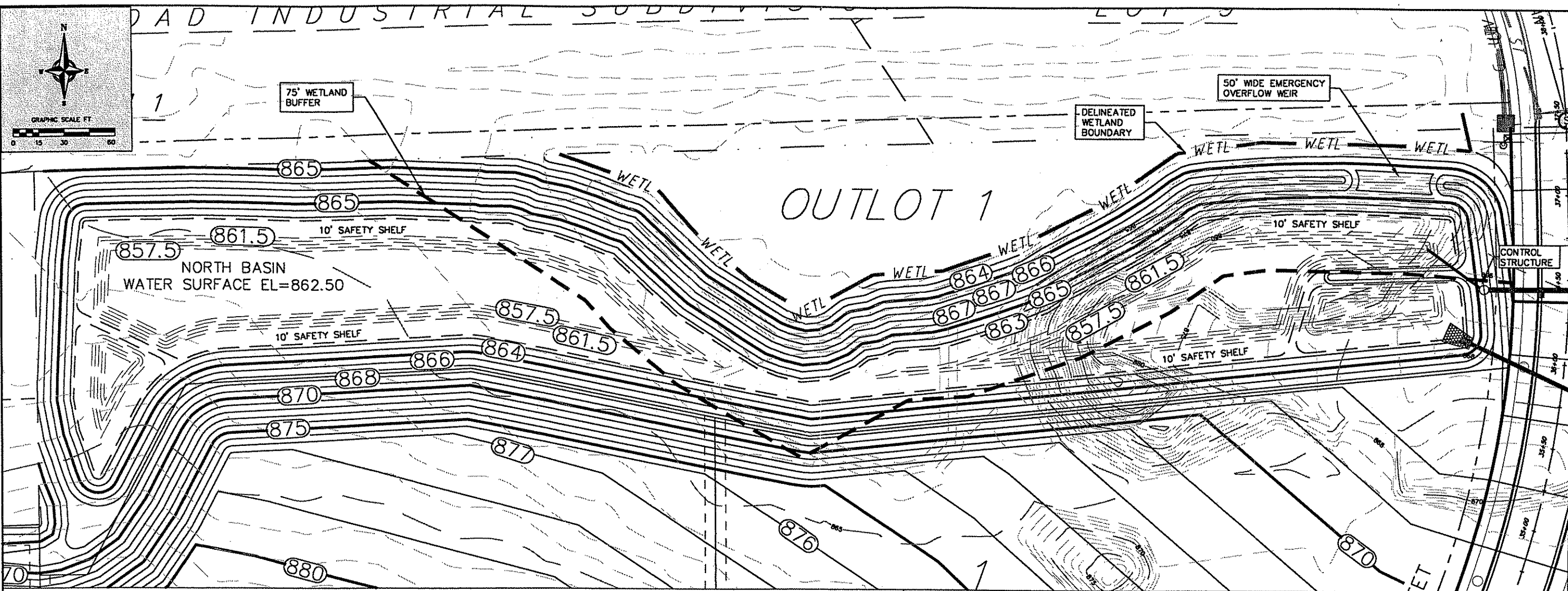
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1 - 10" M J PLUG



TO OBTAIN LOCATION OF  
PARTICIPANTS' UNDERGROUND  
FACILITIES BEFORE YOU  
DIG IN WISCONSIN

**CALL DIGGERS HOTLINE**  
 1-800-242-8611  
**TOLL FREE**  
 FAX-A-LOCATE 1-800-338-3890  
 TDD (FOR HEARING IMPAIRED) 1-800-542-2289  
 WIS. STATUTE 182.0175 (1974)  
 REQUIRES MIN. OF 3 WORK DAYS  
 NOTICE BEFORE YOU EXCAVATE.



**VIERBICHER ASSOCIATES**  
 Committed to Quality Service Since 1976  
 REEDSBURG • MADISON • PRAIRIE DU CHIEN 53717  
 989 Fourth Drive, Suite 201, Madison, Wisconsin  
 Phone: (608) 826-0532 Fax: (608) 826-1530

Phase 1 North Detention Basin Plan  
 Trademen Industrial Park  
 City of Madison  
 Dane County, Wisconsin

NO.	DATE	REVISIONS	REMARKS

SCALE  
 22" x 34" - 1"=30'  
 11" x 17" - 1"=60'

DATE  
 4/23/08

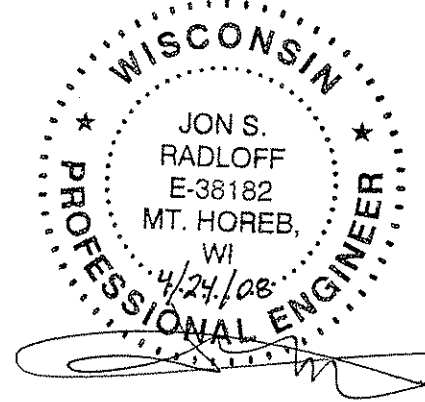
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CHECKED

PROJECT NO.  
 033069952.00

SHEET  
 1 OF 1

DWG. NO.

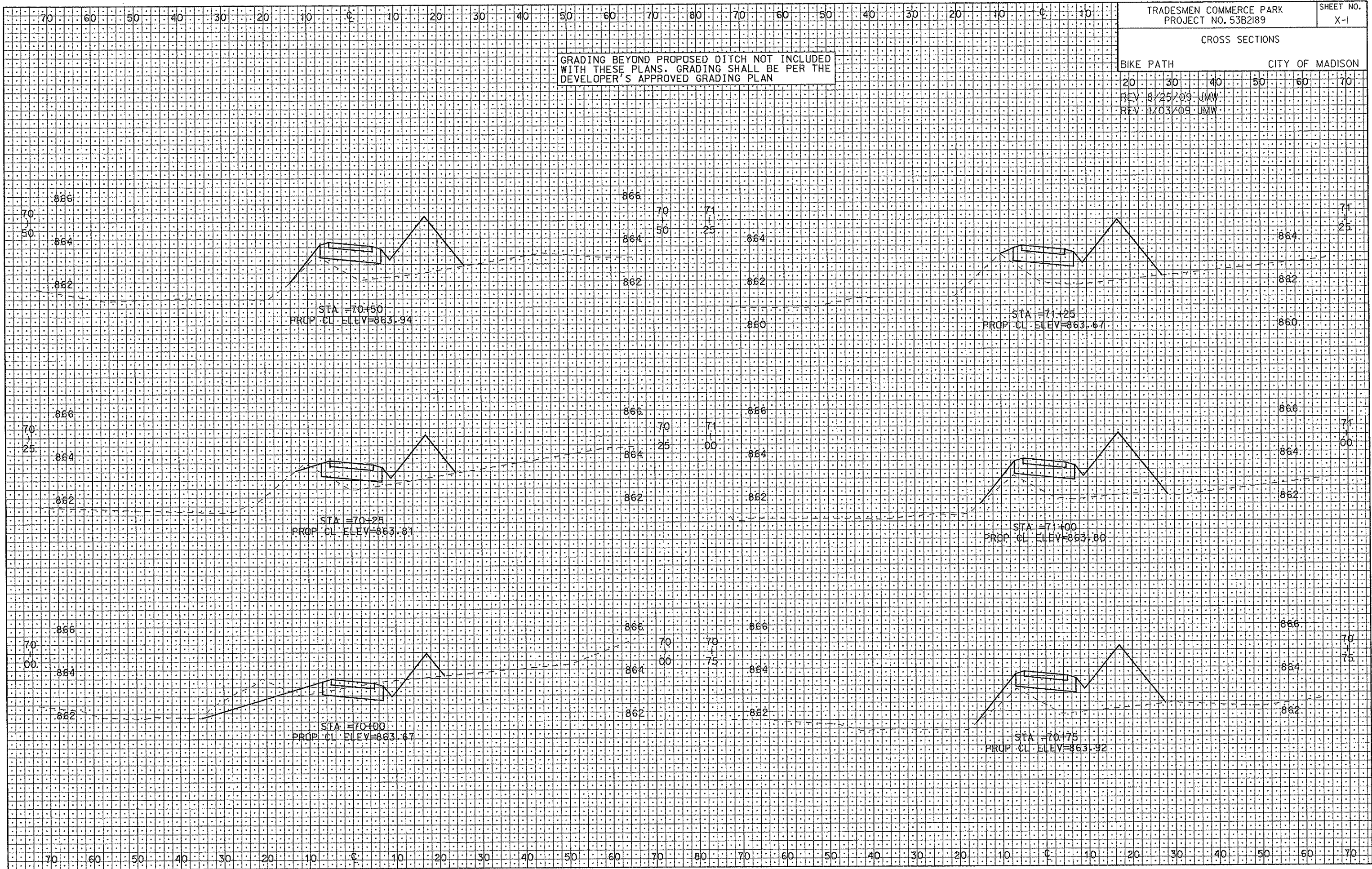


CROSS SECTIONS

BIKE PATH CITY OF MADISON

REV 8/25/09 JMW  
REV 11/03/09 JMW

GRADING BEYOND PROPOSED DITCH NOT INCLUDED  
WITH THESE PLANS. GRADING SHALL BE PER THE  
DEVELOPER'S APPROVED GRADING PLAN



PLOT SCALE:

PLOT NAME:

REV. DATE:

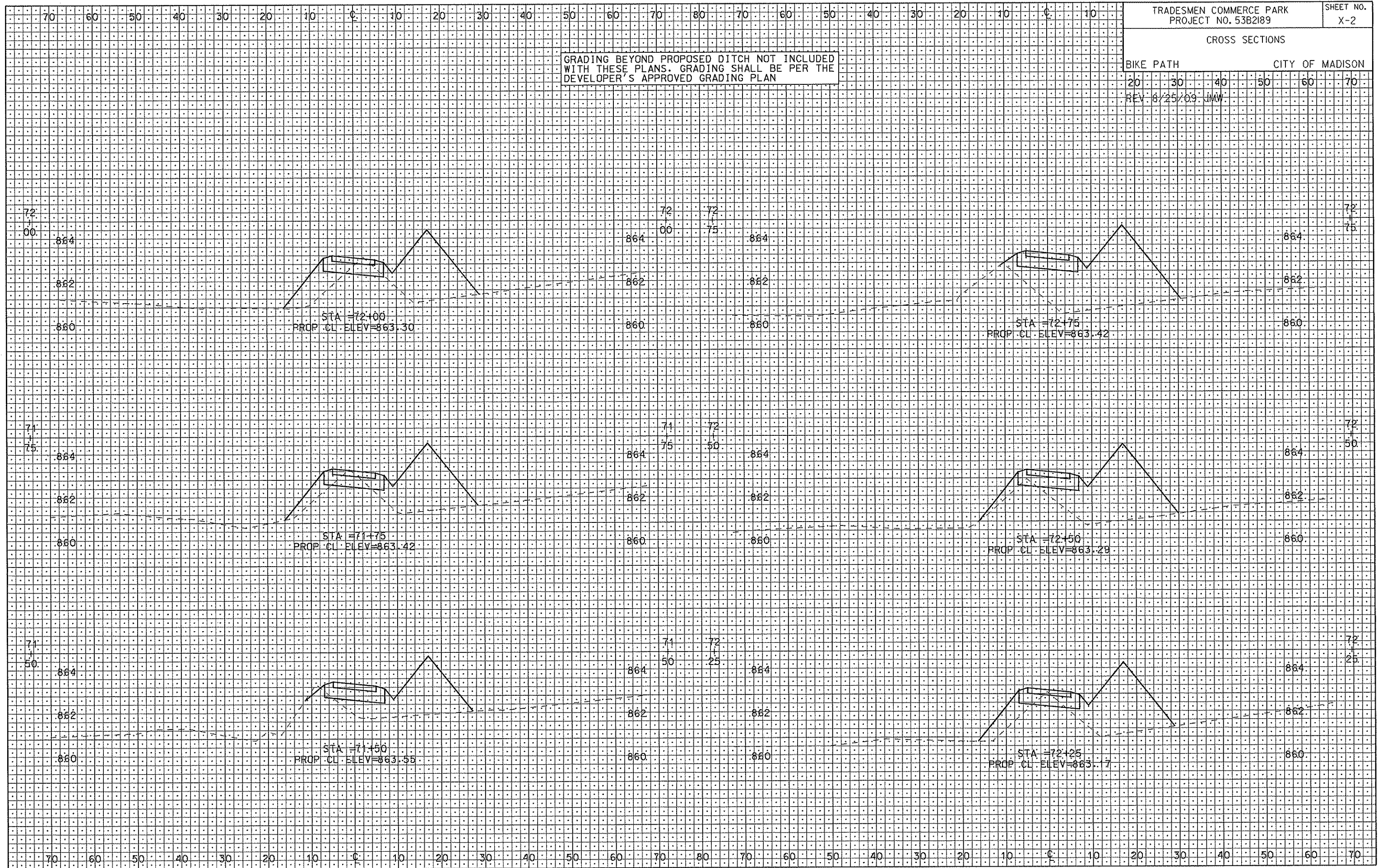
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

REV. 6/25/09 JMW

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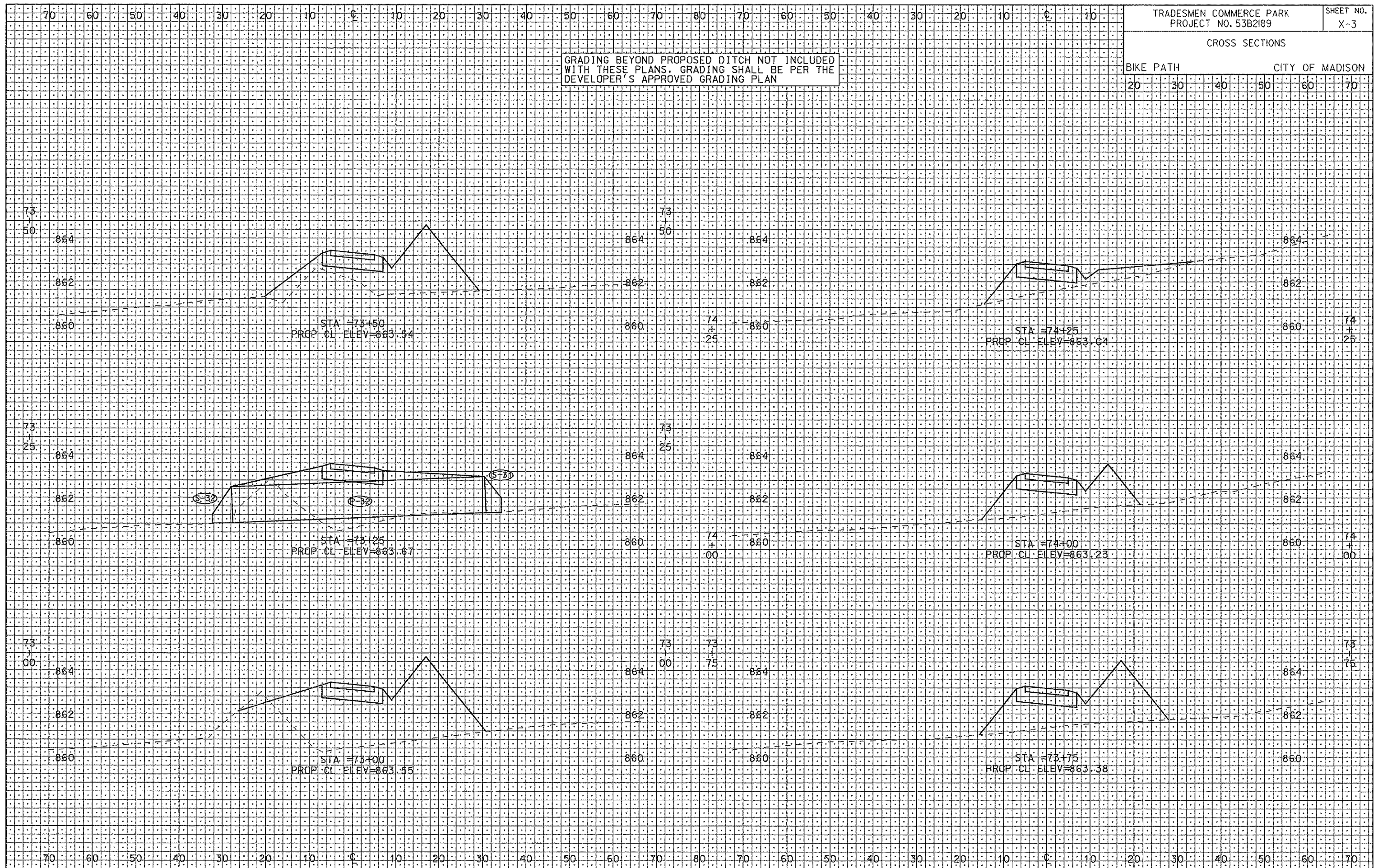
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON  
20 30 40 50 60 70

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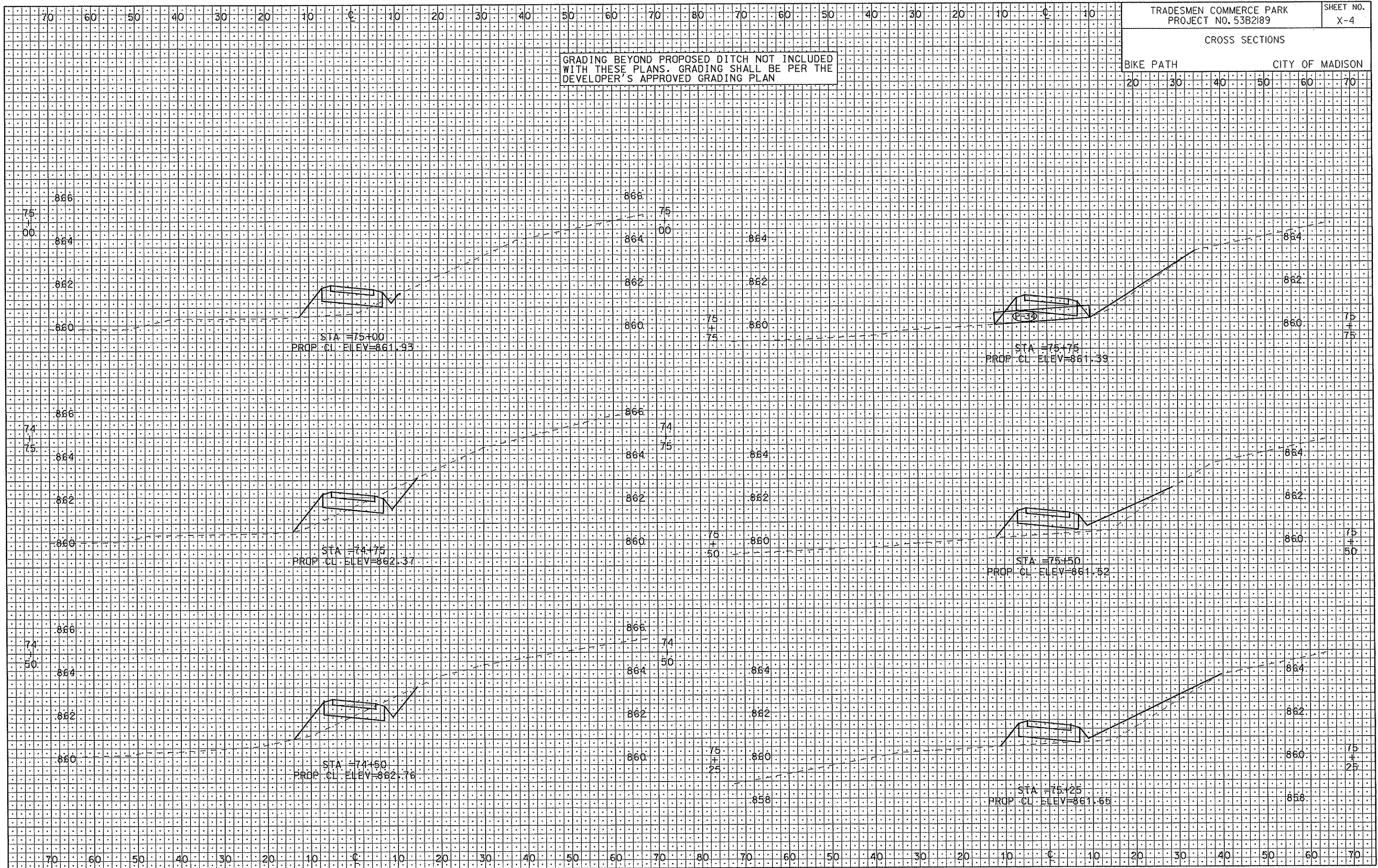


PLOT SCALE: .....  
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 REV. DATE: .....  
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

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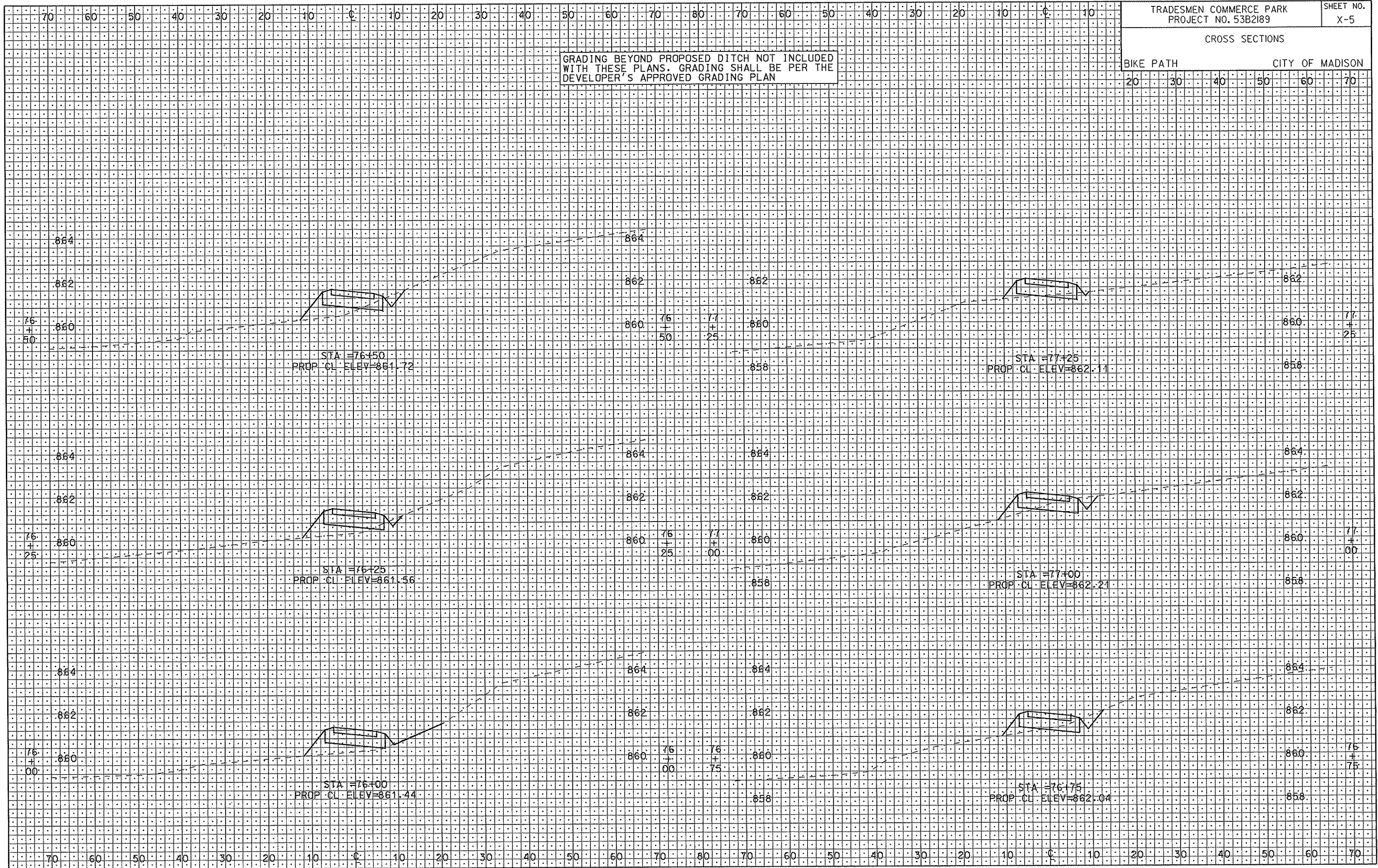
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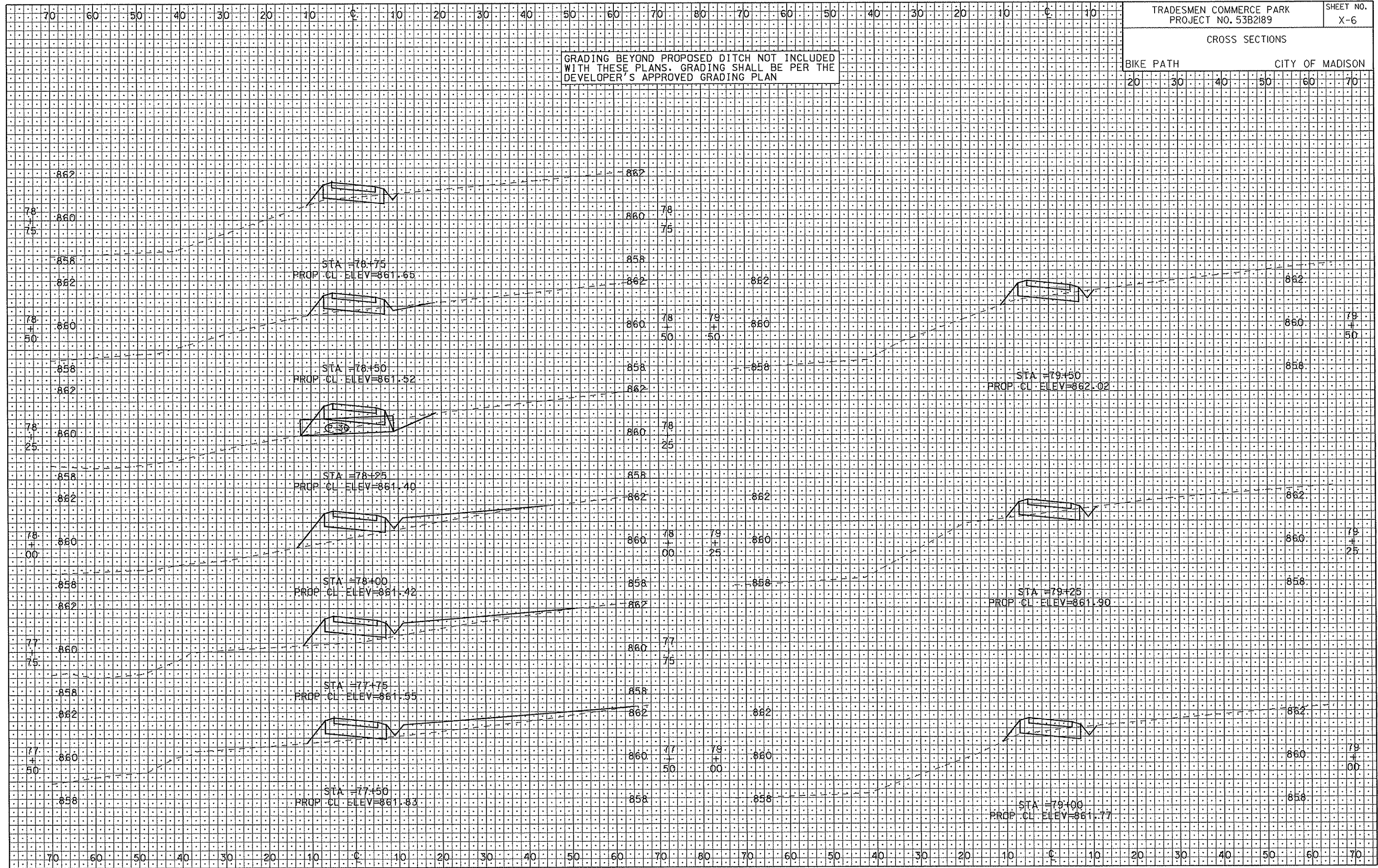
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REV. DATE: .....

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

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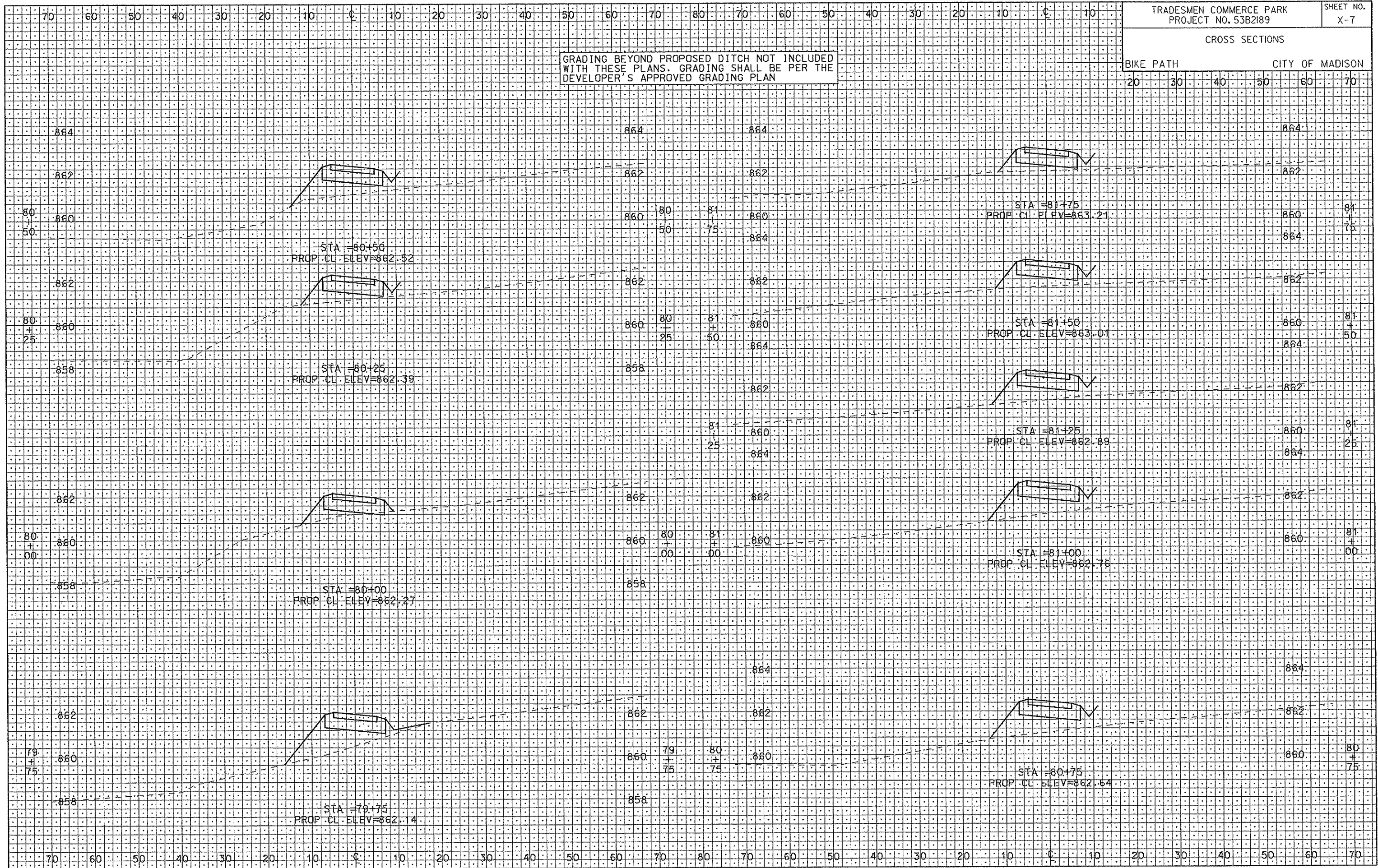
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ORIGINATOR: CITY OF MADISON, STREET'S DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

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PLOT SCALE: .....

PLOT NAME: .....

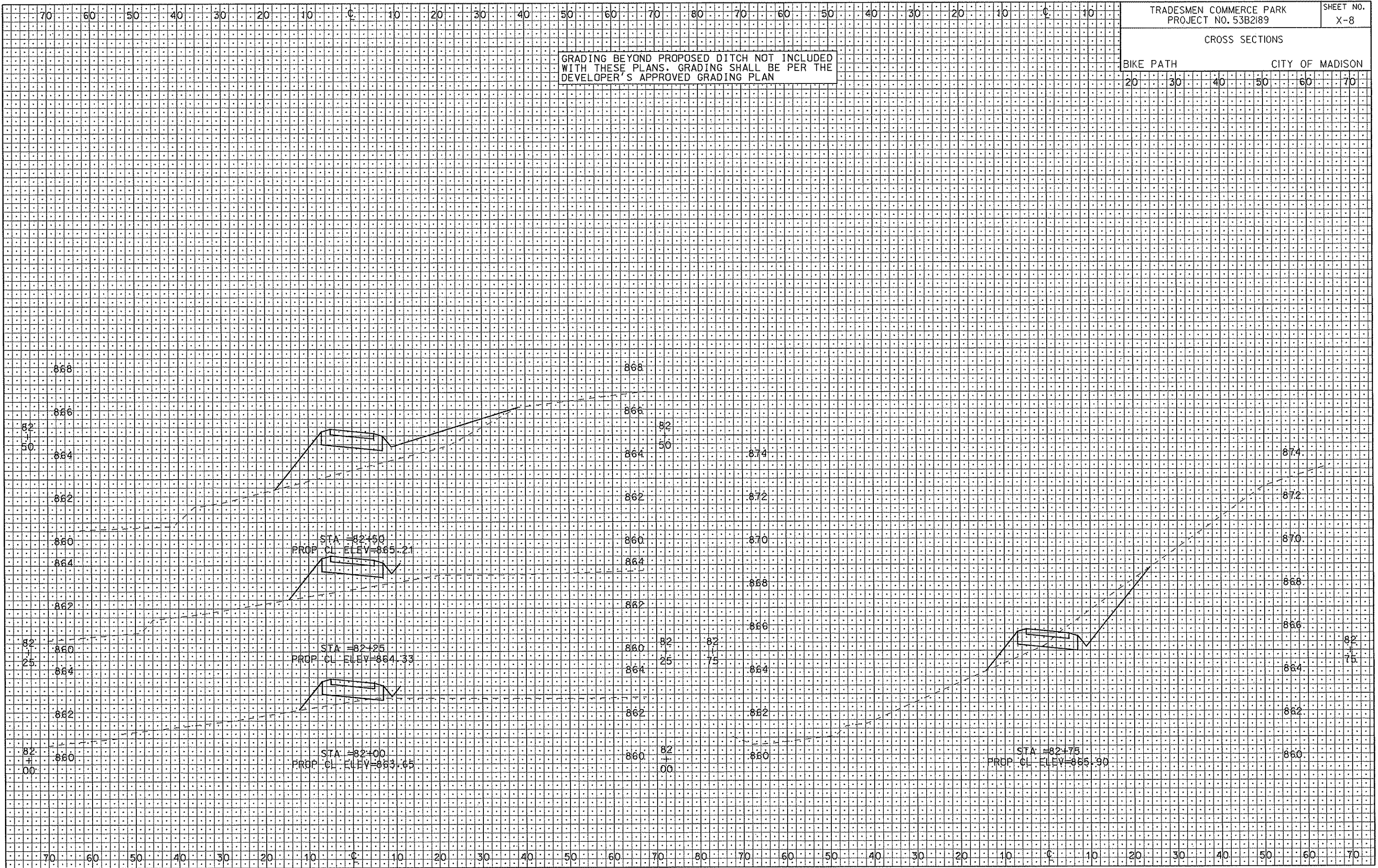
REV. DATE: .....

ORIGINATOR: CIIX, OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

GRADING BEYOND PROPOSED DITCH NOT INCLUDED  
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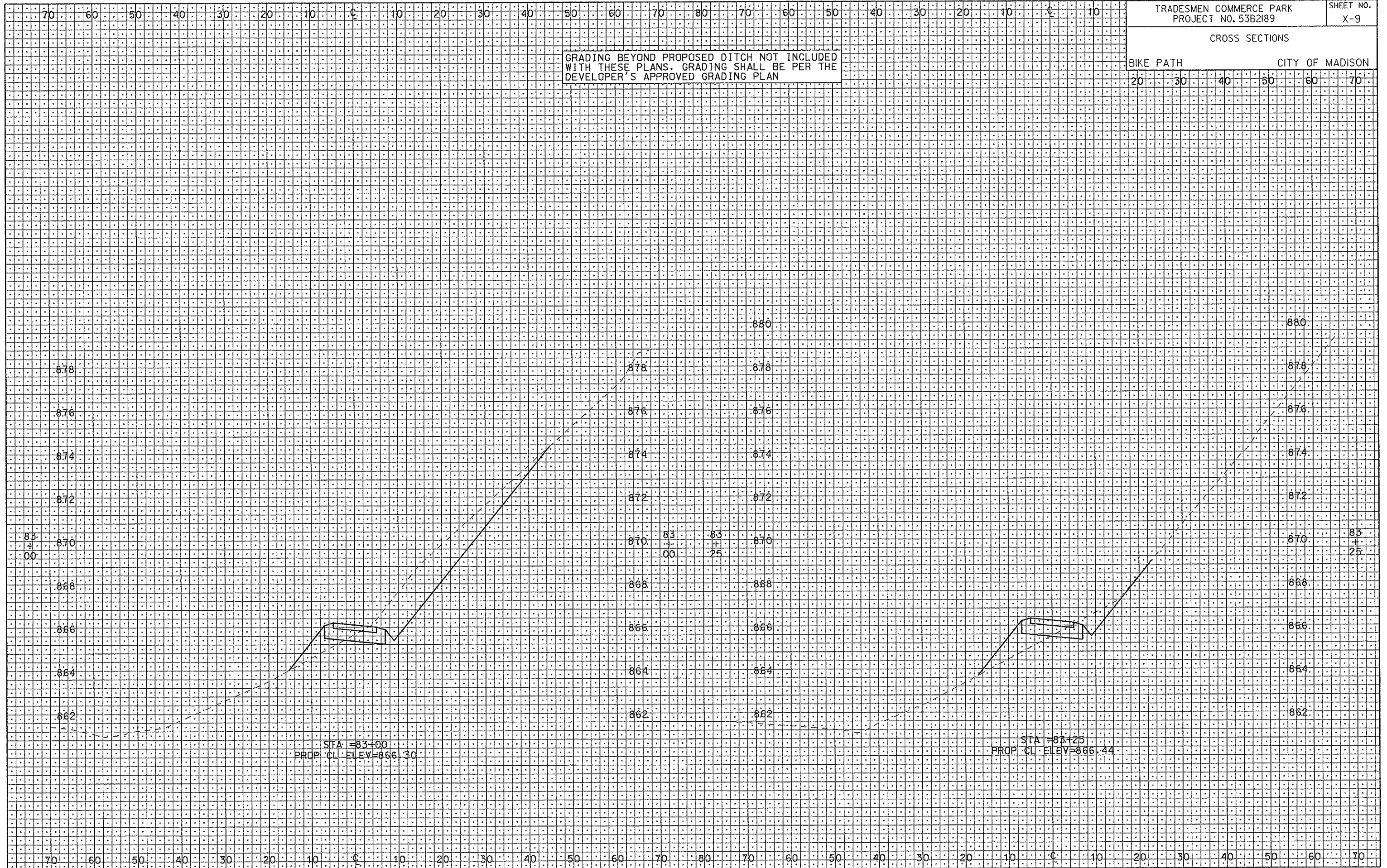
ORIGINATOR: CITY OF MADISON, SIBBEIS DIVISION

REV. DATE: PLOT NAME: PLOT SCALE:

CROSS SECTIONS

BIKE PATH CITY OF MADISON

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PLOT NAME: .....

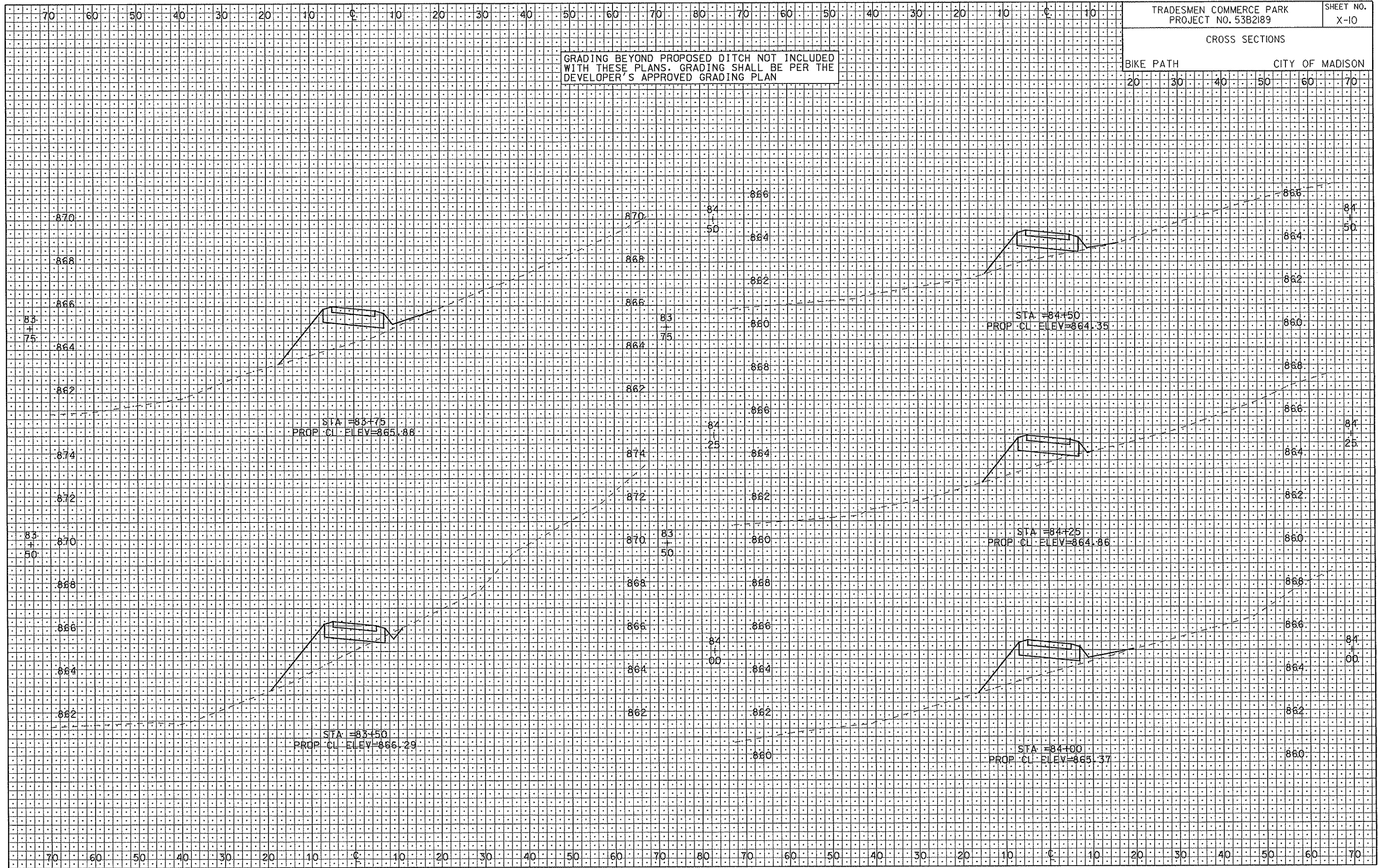
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

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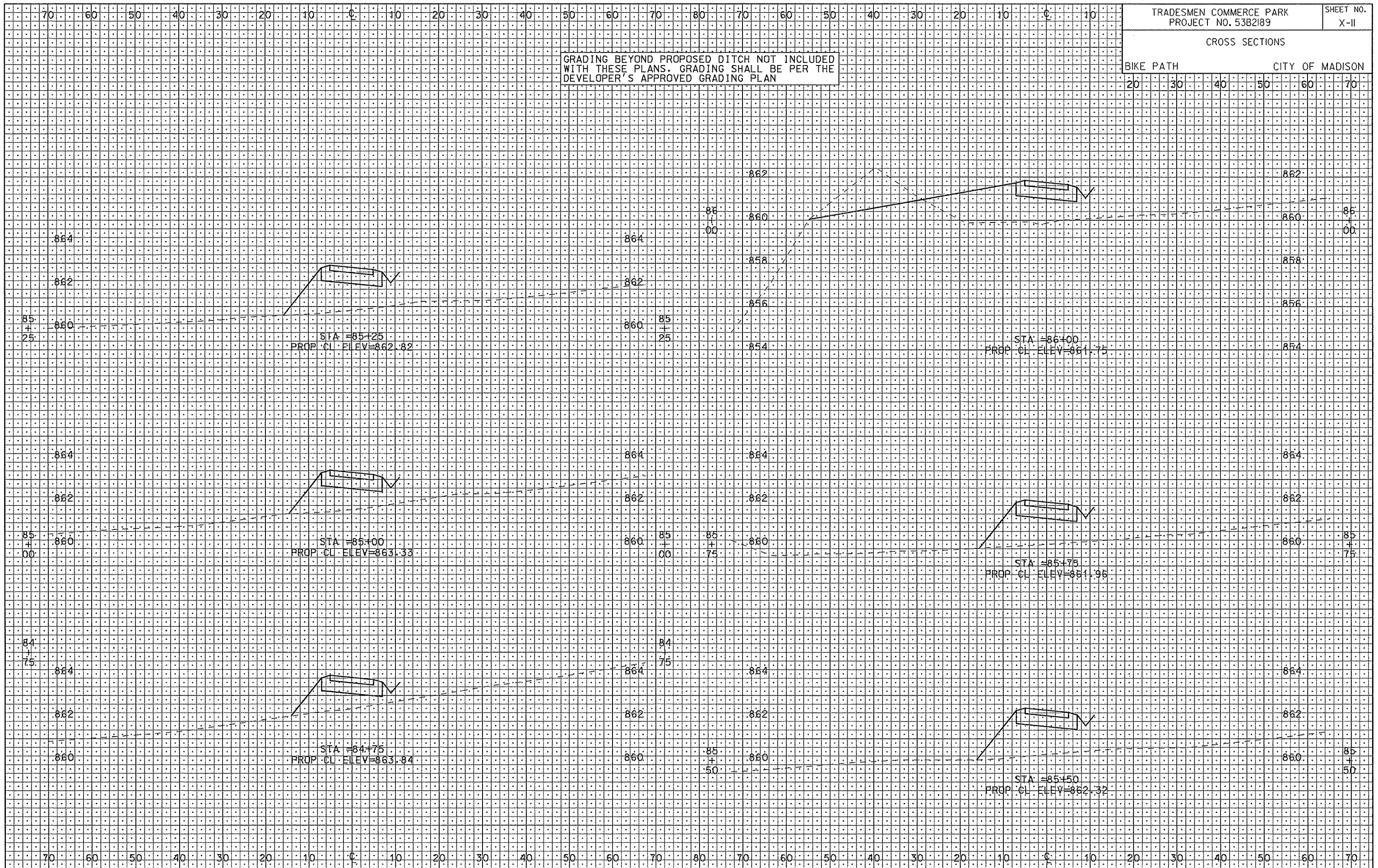
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

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REV. DATE:

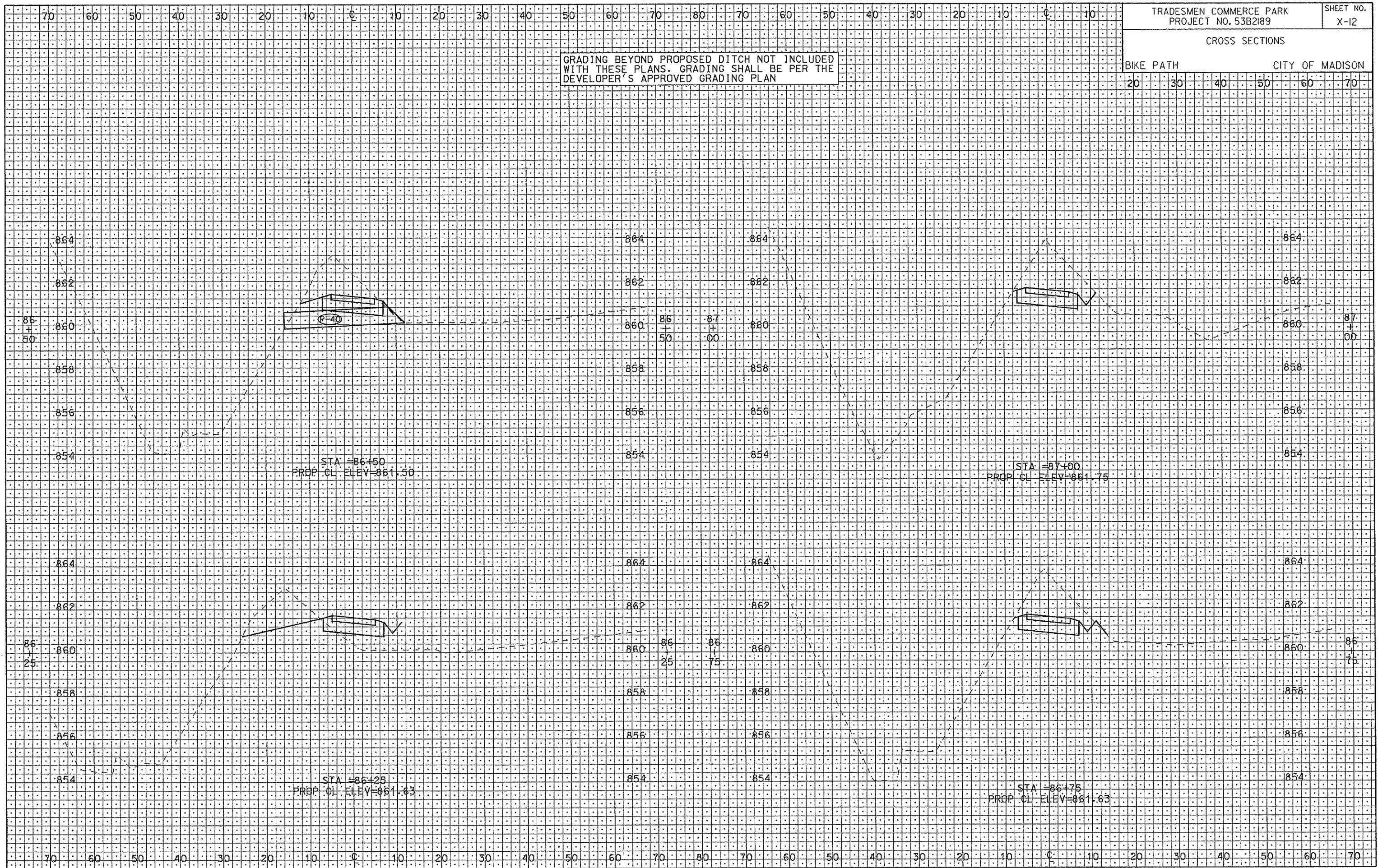
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

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BIKE PATH CITY OF MADISON

20 30 40 50 60 70



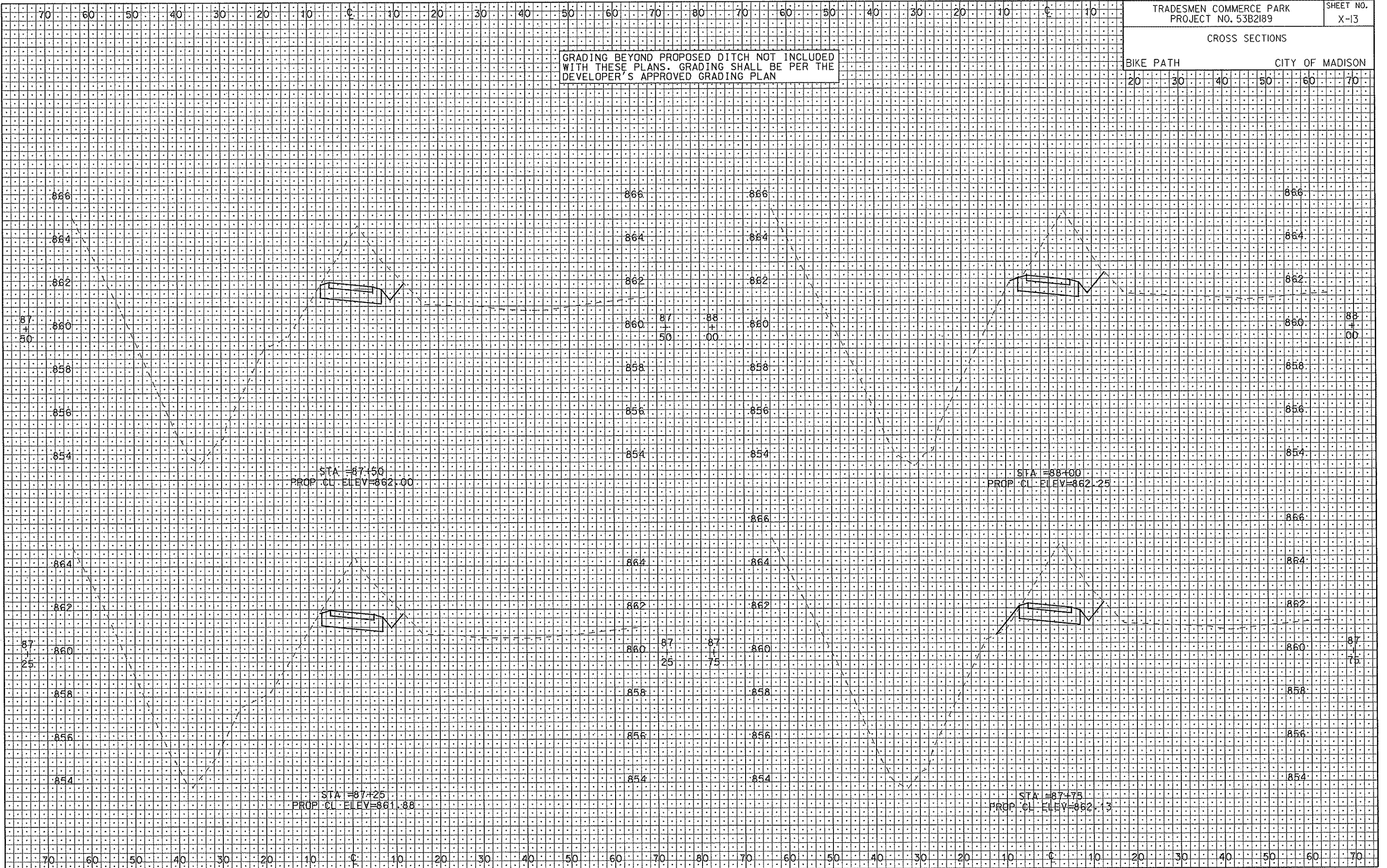
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

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STA=87+50  
PROP. CL. ELEV=862.00

STA=88+00  
PROP. CL. ELEV=862.25

STA=87+25  
PROP. CL. ELEV=861.88

STA=87+75  
PROP. CL. ELEV=862.13

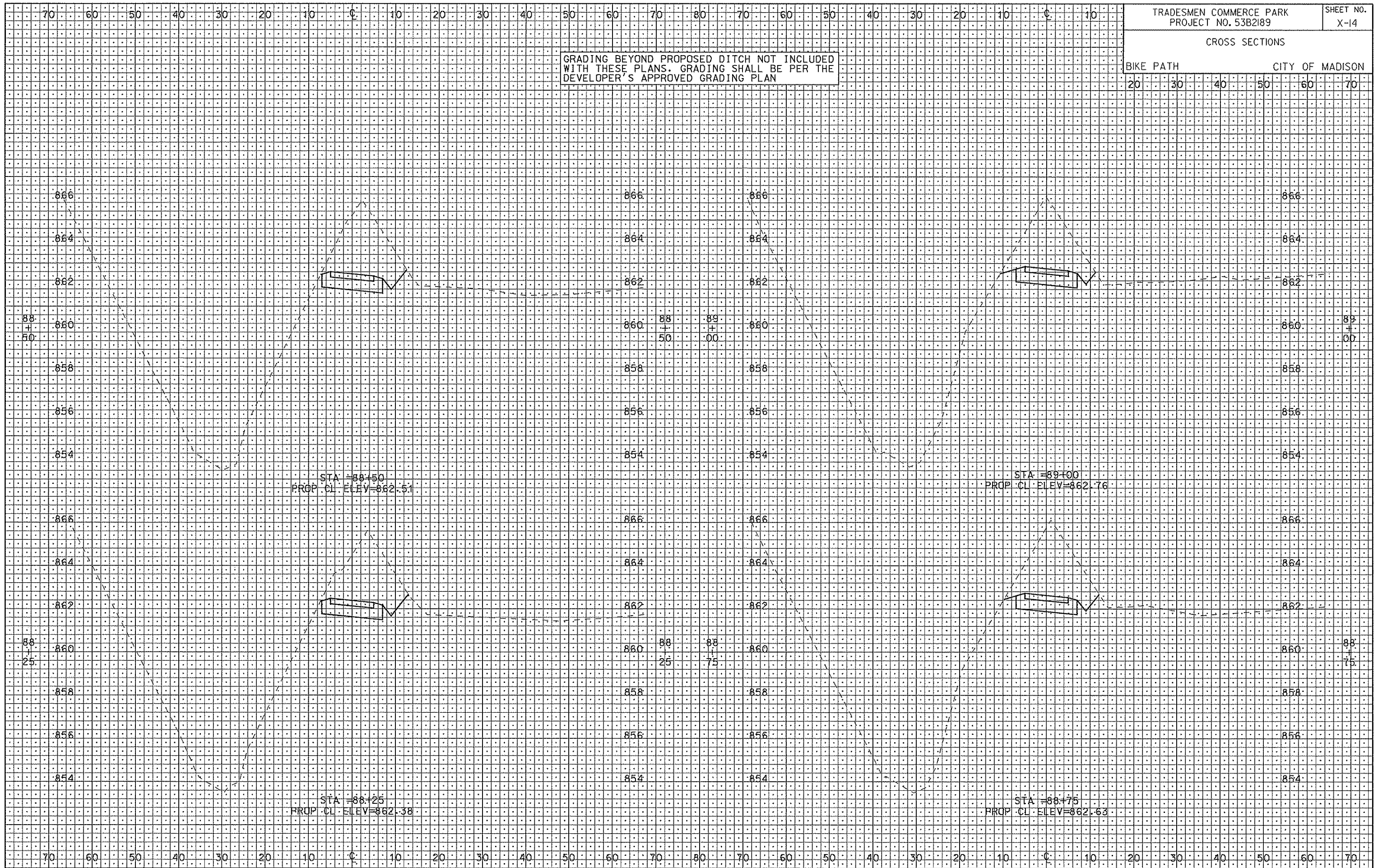
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PLOT NAME: .....  
REV. DATE: .....

ORIGINATOR: CITY OF MADISON, SIREEIS, DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

GRADING BEYOND PROPOSED DITCH NOT INCLUDED  
WITH THESE PLANS. GRADING SHALL BE PER THE  
DEVELOPER'S APPROVED GRADING PLAN



PLOT SCALE:

PLOT NAME:

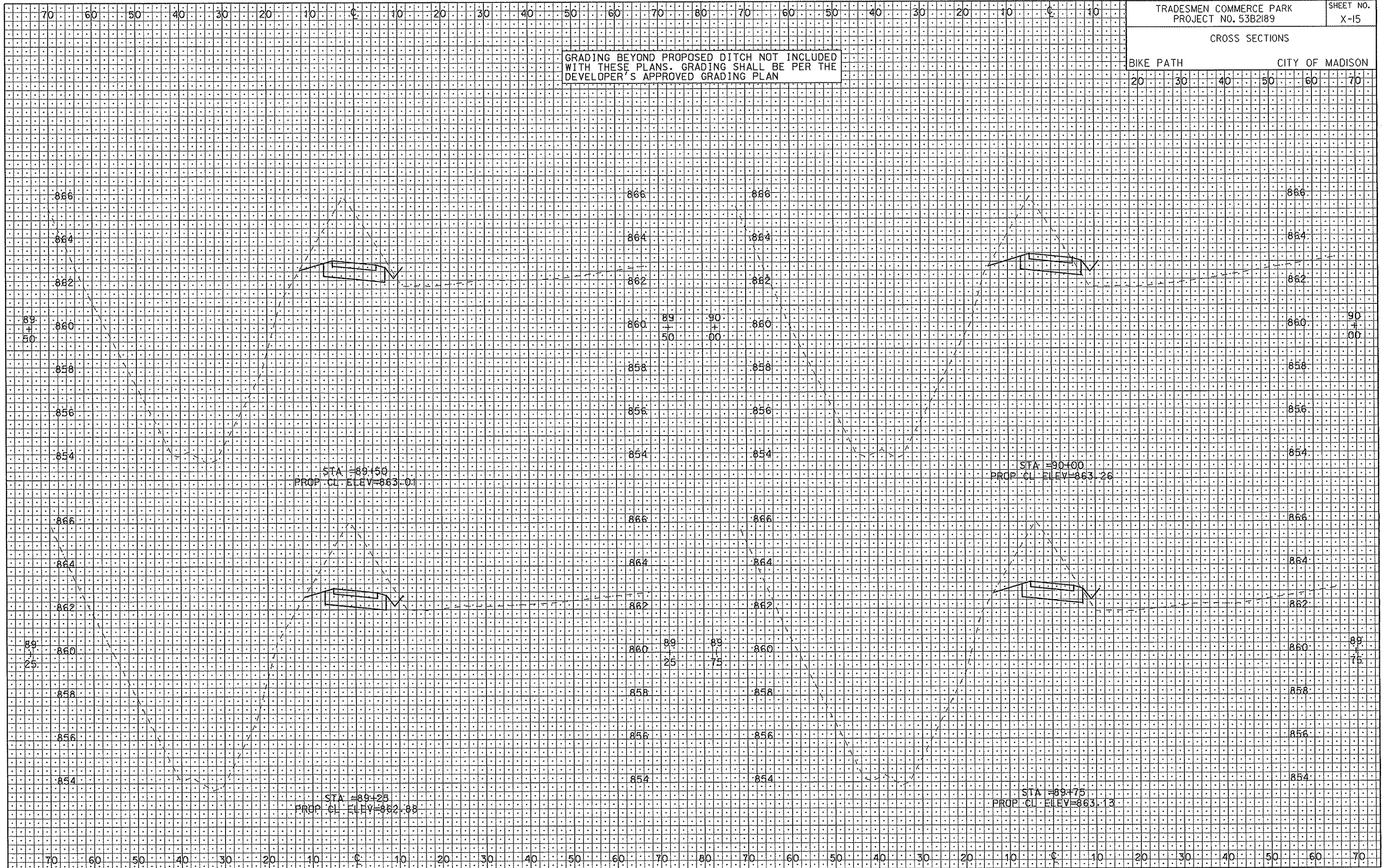
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

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PLOT SCALE: .....

PLOT NAME: .....

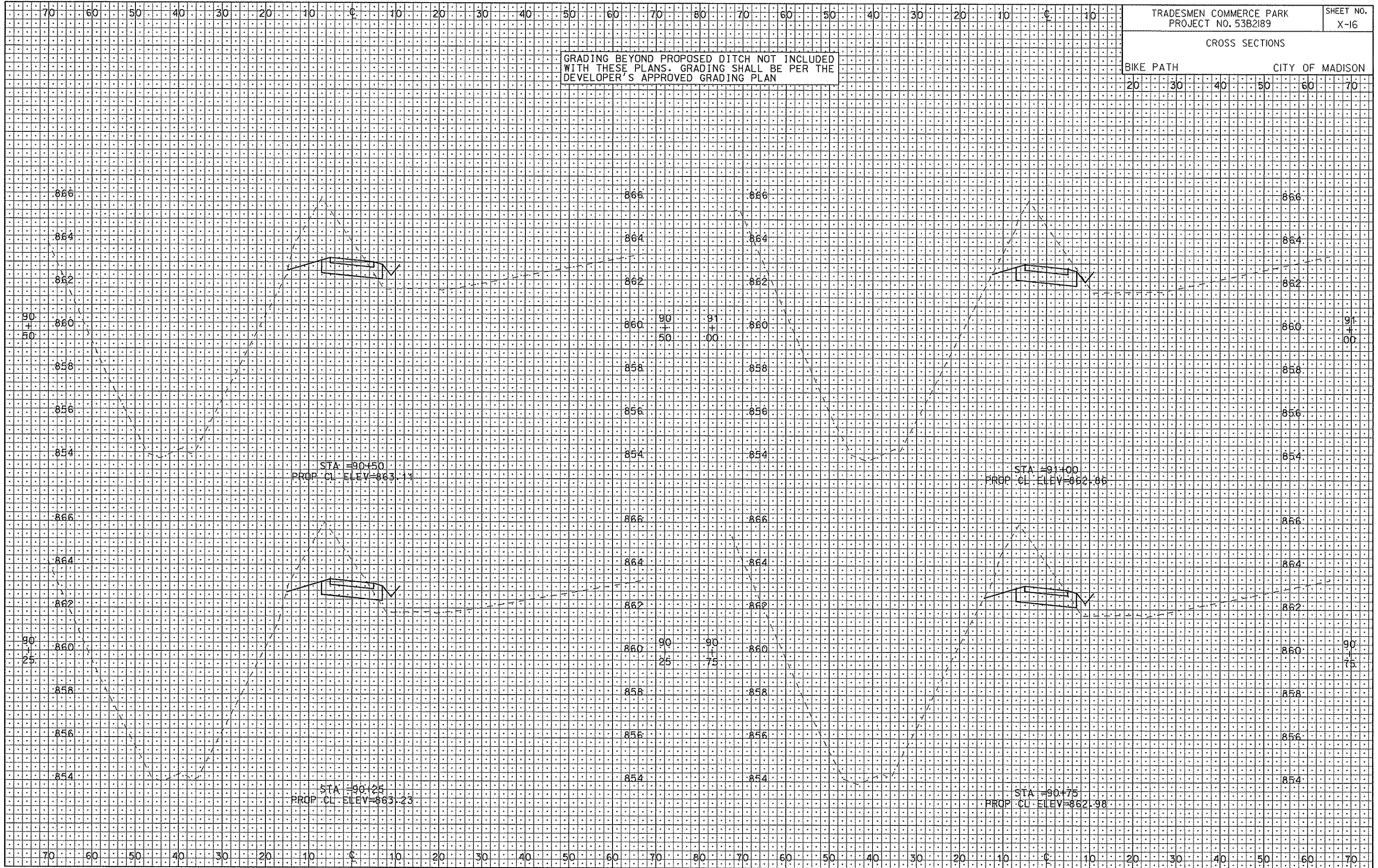
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON  
20 30 40 50 60 70

GRADING BEYOND PROPOSED DITCH NOT INCLUDED  
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PLOT SCALE:

PLOT NAME:

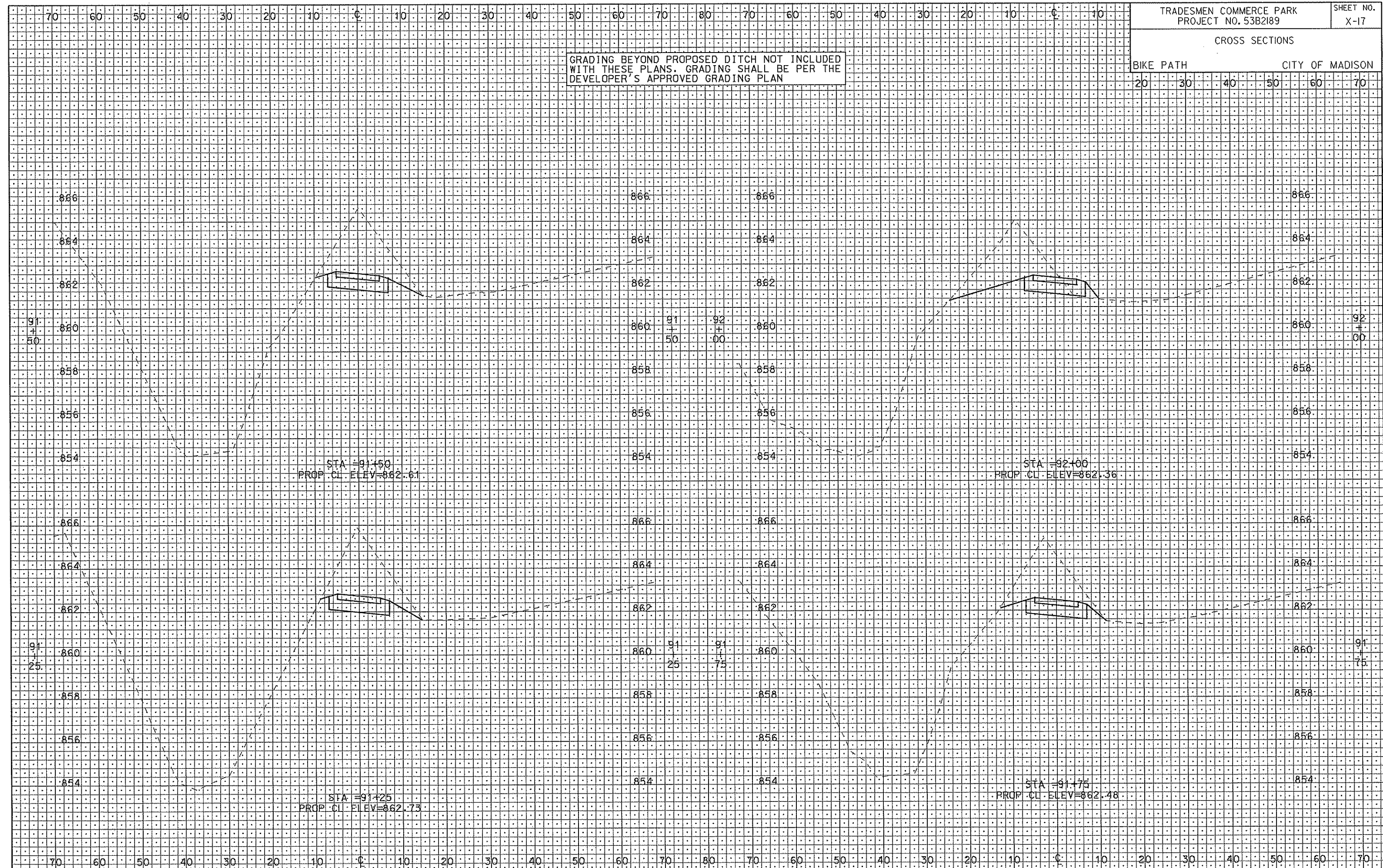
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

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STA = 91+50  
PROP. CL. ELEV = 862.61

STA = 92+00  
PROP. CL. ELEV = 862.36

STA = 91+25  
PROP. CL. ELEV = 862.73

STA = 91+75  
PROP. CL. ELEV = 862.48

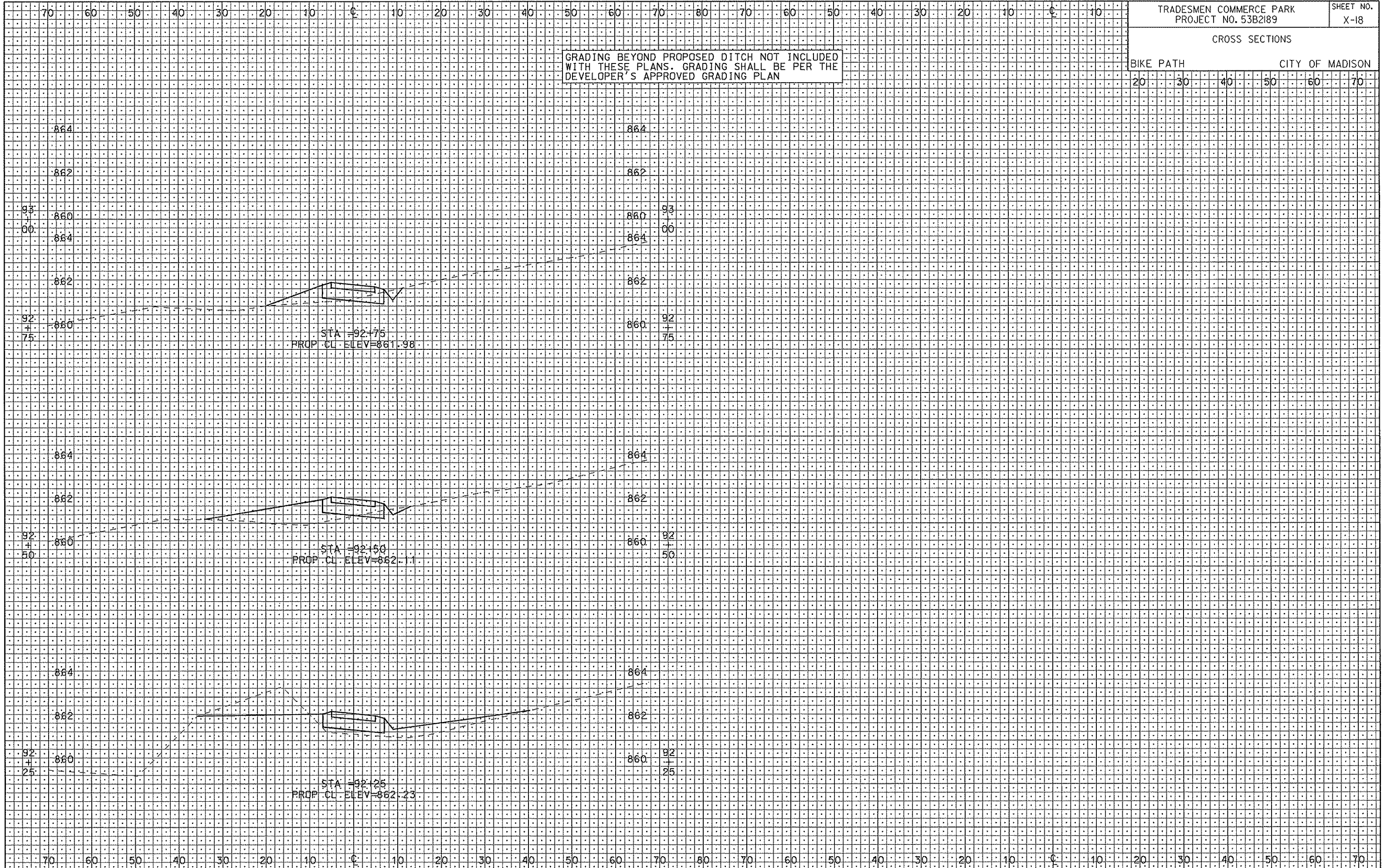
PLOT SCALE: .....  
PLOT NAME: .....  
REV. DATE: .....

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON

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PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

**GENERAL ELECTRIC NOTES:**

1. ALL LOCATIONS ARE APPROXIMATE. THE TRAFFIC ENGINEER SHALL APPROVE FINAL LOCATIONS, INCLUDING SETBACK, IN THE FIELD AFTER CONTRACTOR SURVEYS STAKING. THE CONTRACTOR SHALL NOTIFY KEVIN FAHEY (266-6525) CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING CONDUIT OR BASE LOCATIONS MARKED.
2. BASES INSTALLED IN TERRACE SHALL BE 4' FROM FACE OF CURB UNLESS OTHERWISE NOTED. SUBJECT TO NOTE 1 ABOVE.
3. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH "CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2008 EDITION" AND ALL ADDENDUMS THERETO. ALL CONDUIT SHALL BE PVC, SCHEDULE 80 UNDER PAVEMENT OR SCHEDULE 40 OTHERWISE. PULL WIRE REQUIRED AS PER STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL CALL MIKE CHRISTOPH (266-4767) AT THE TRAFFIC ENGINEERING SHOP AT LEAST 24-HOURS IN ADVANCE OF POURING BASES OR BURYING CONDUIT TO ARRANGE FOR INSPECTION. ANY WORK COMPLETED WITHOUT INSPECTION IS SUBJECT TO REJECTION.
5. THE CONTRACTOR SHALL ARRANGE FOR PICK UP OF THE FOLLOWING CITY FURNISHED MATERIALS, WHICH SHOULD BE ARRANGED FOR PICKUP BY CALLING DENNIS ROWE, TRAFFIC ENGINEERING SHOP, 266-4767 AT LEAST 24-HOURS PRIOR TO NEEDING MATERIALS:

-1"X40" ANCHOR BOLTS 1 SET OF 4

PROJECT NO. 53B2189

SHEET NO. EI

**ELECTRICAL PLAN**

Marsh Rd-Tradesmen Dr CITY OF MADISON

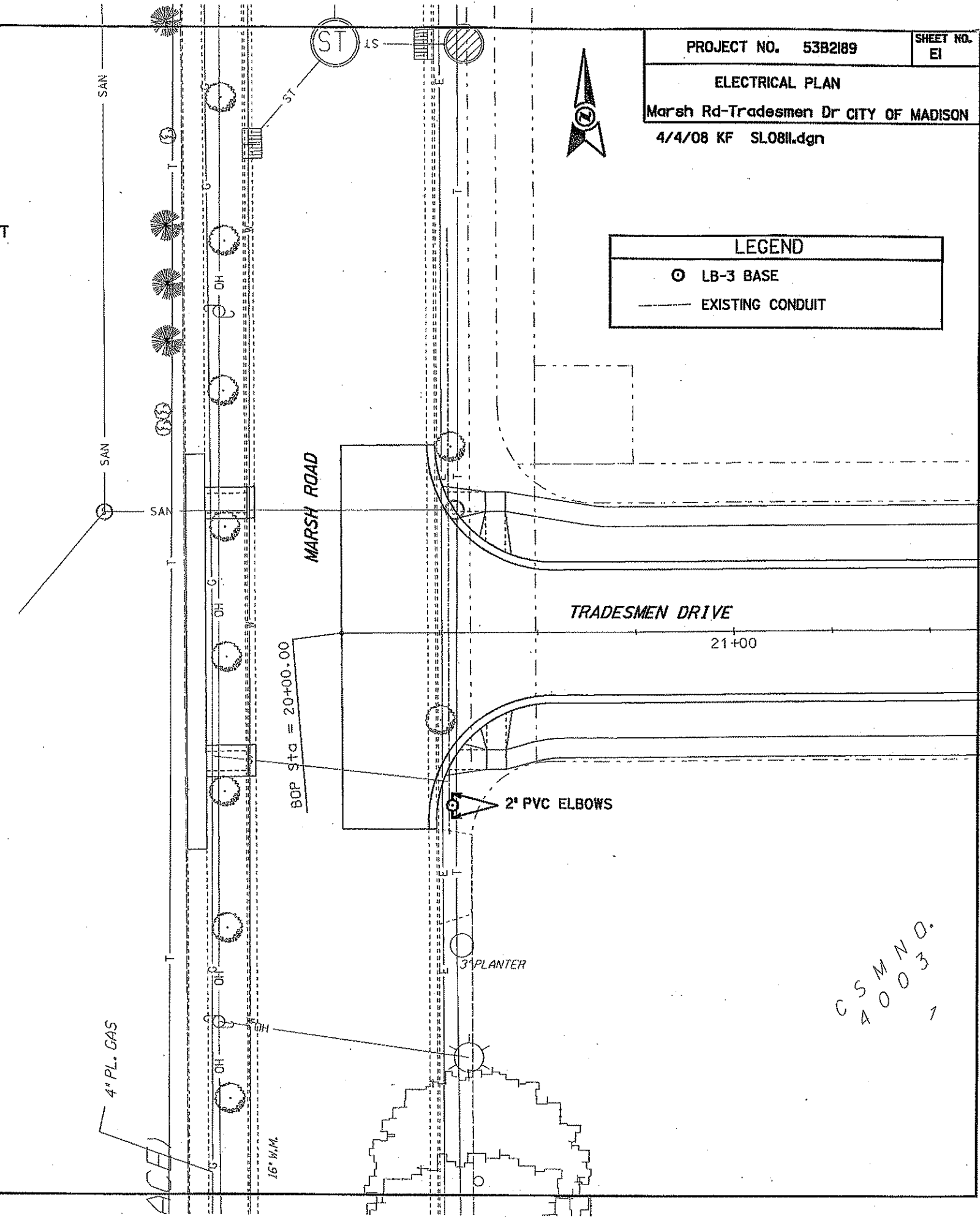
4/4/08 KF SL0811.dgn



**LEGEND**

⊙ LB-3 BASE

— EXISTING CONDUIT



ORIGINATOR: CITY OF MADISON, TRAFFIC ENGINEERING

CSMND.  
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