

Madison, Wisconsin

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RG-1	

CITY OF MADISON

CITY ENGINEERING DIVISION

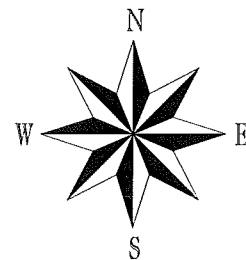
DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

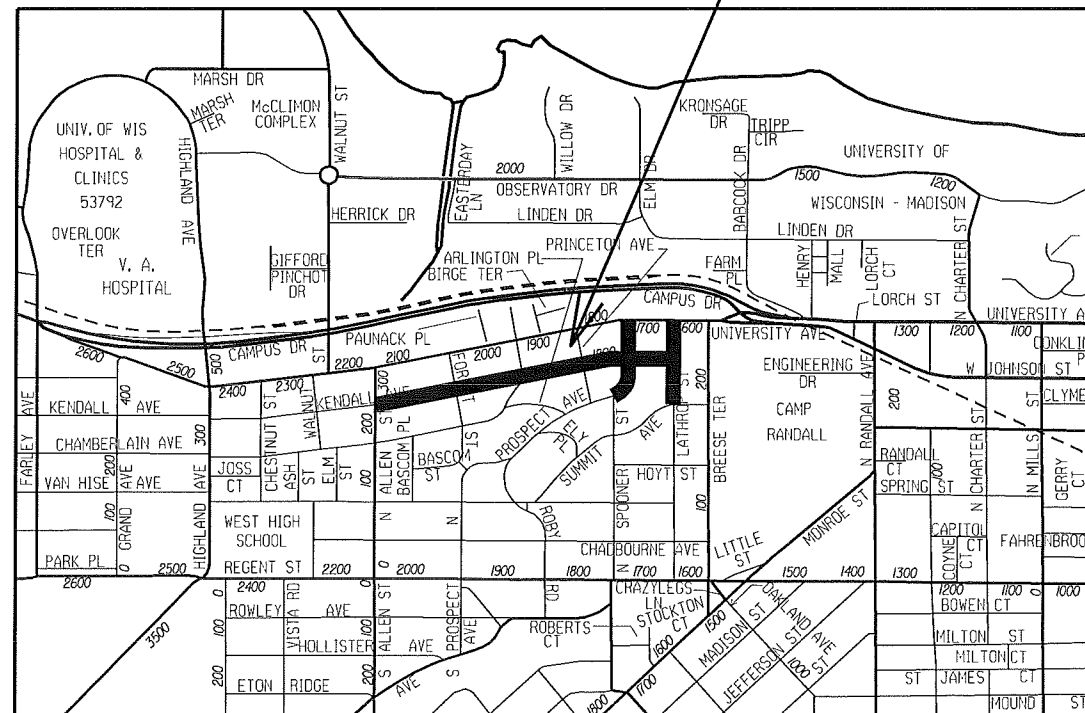
KENDALL AVE, N. PROSPECT AVE &
LATHROP ST ASSESSMENT DISTRICT - 2014

CITY PROJECT NO. 53W1543

CONTRACT NO. 6993



CONSTRUCTION
PROJECT LOCATION



CONVENTIONAL SIGNS

FIELD VERIFY ALL UTILITY LOCATIONS

GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SAN —
WATER	— W —
OVERHEAD ELECTRIC	— OH —
POWER POLE	□
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	□
COMBUSTIBLE FLUIDS	CAUTION

NOTES:

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

SIDEWALK RAMPS AND CURB THRU SIDEWALK RAMPS
SHALL HAVE A MAXIMUM SLOPE OF 1" PER
12". SIDEWALK AND CURB RAMPS SHALL BE
CONSTRUCTED WITH A SIDE SLOPE OF 2.00%.
SIDEWALK SHALL HAVE A MINIMUM LONGITUDINAL
SLOPE OF 0.50% AND A MAXIMUM LONGITUDINAL
SLOPE OF 5.00% EXCEPT WHERE STREET GRADES
EXCEED 5.00%.

PUBLIC IMPROVEMENT PROJECT
APPROVED

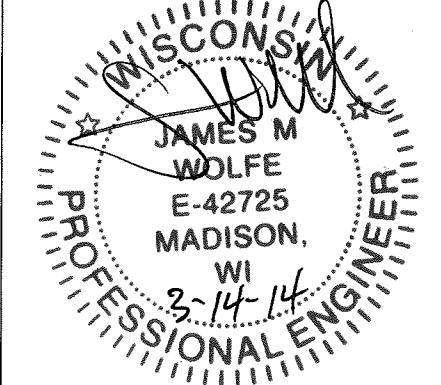
March 4, 2014

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

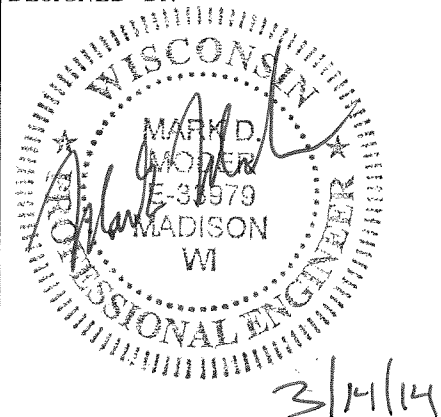
PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

Christy Behr 3-14-14
City Engineer Date

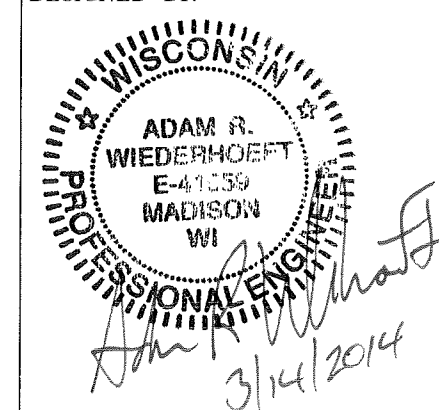
STREET
DESIGNED BY:



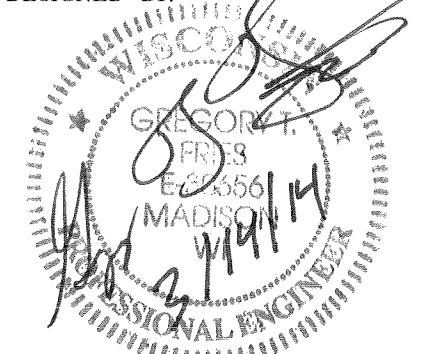
SANITARY SEWERS
DESIGNED BY:

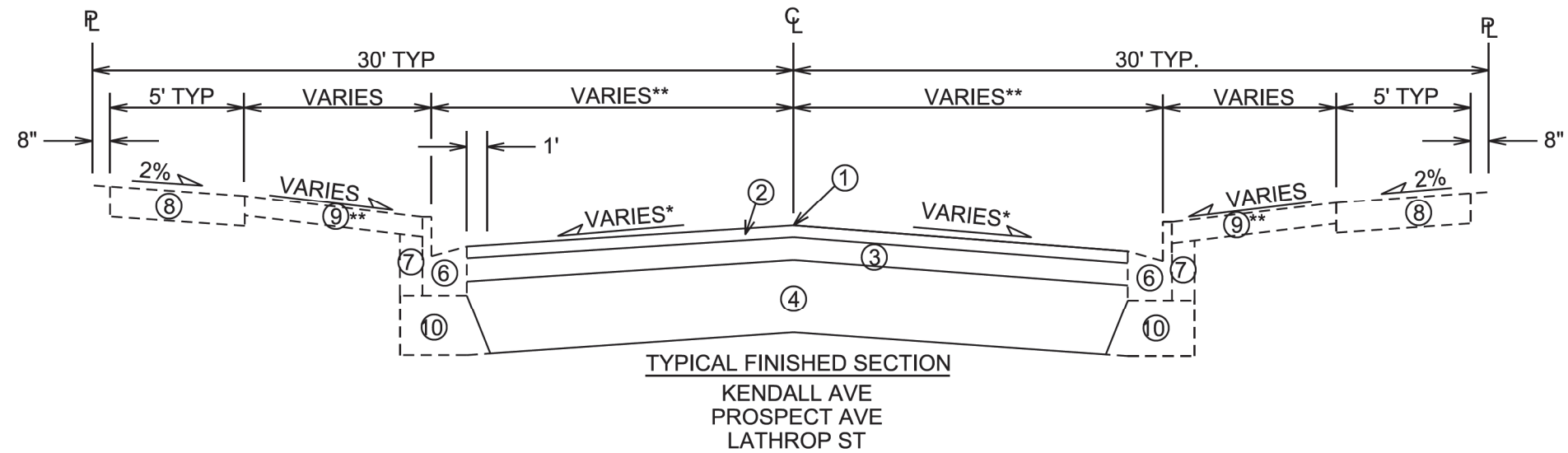


WATER
DESIGNED BY:



STORM SEWERS
DESIGNED BY:





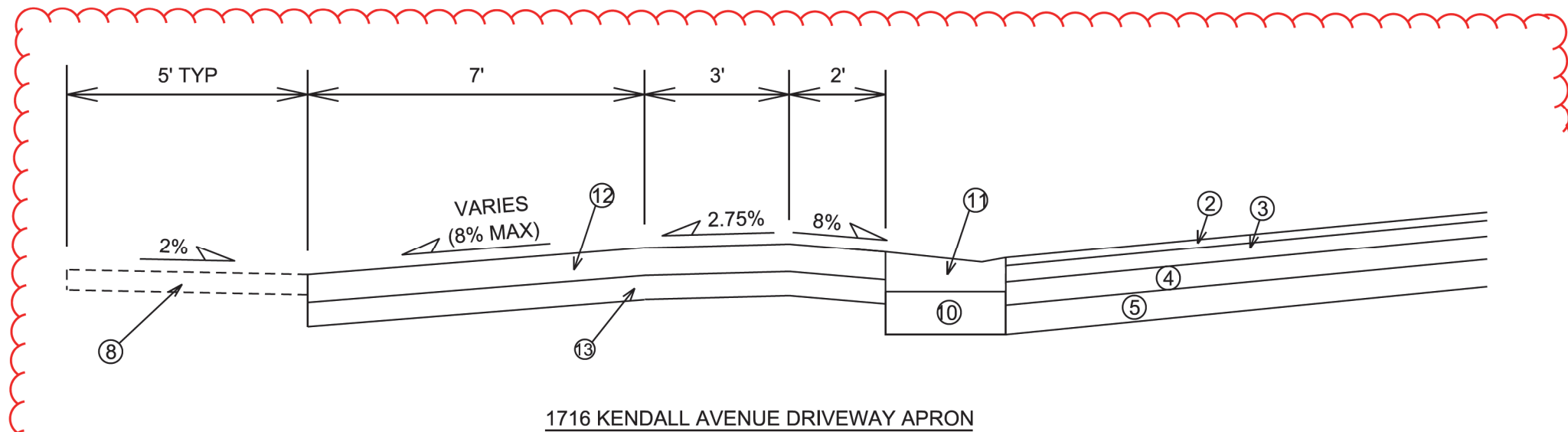
- ① POINT REFERRED TO ON PROFILE
- ② 1¾" BITUMINOUS UPPER LAYER, TYPE E-0.3
- ③ 1¾" BITUMINOUS LOWER LAYER, TYPE E-0.3
- ④ 10" GRADATION 2 CRUSHED AGGREGATE
- ⑥ REMOVE & REPLACE CONCRETE CURB & GUTTER AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER***
- ⑦ FILL, INCIDENTAL WHERE CURB IS REPLACED
- ⑧ 5" CONCRETE SIDEWALK, REMOVE & REPLACE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER
- ⑨ RESTORE DISTURBED AREAS W/ 4" TOPSOIL, SEED & MAT
- ⑩ 4" MIN GRADATION 2 CRUSHED AGGREGATE AS NECESSARY FOR CURB REPLACEMENT

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

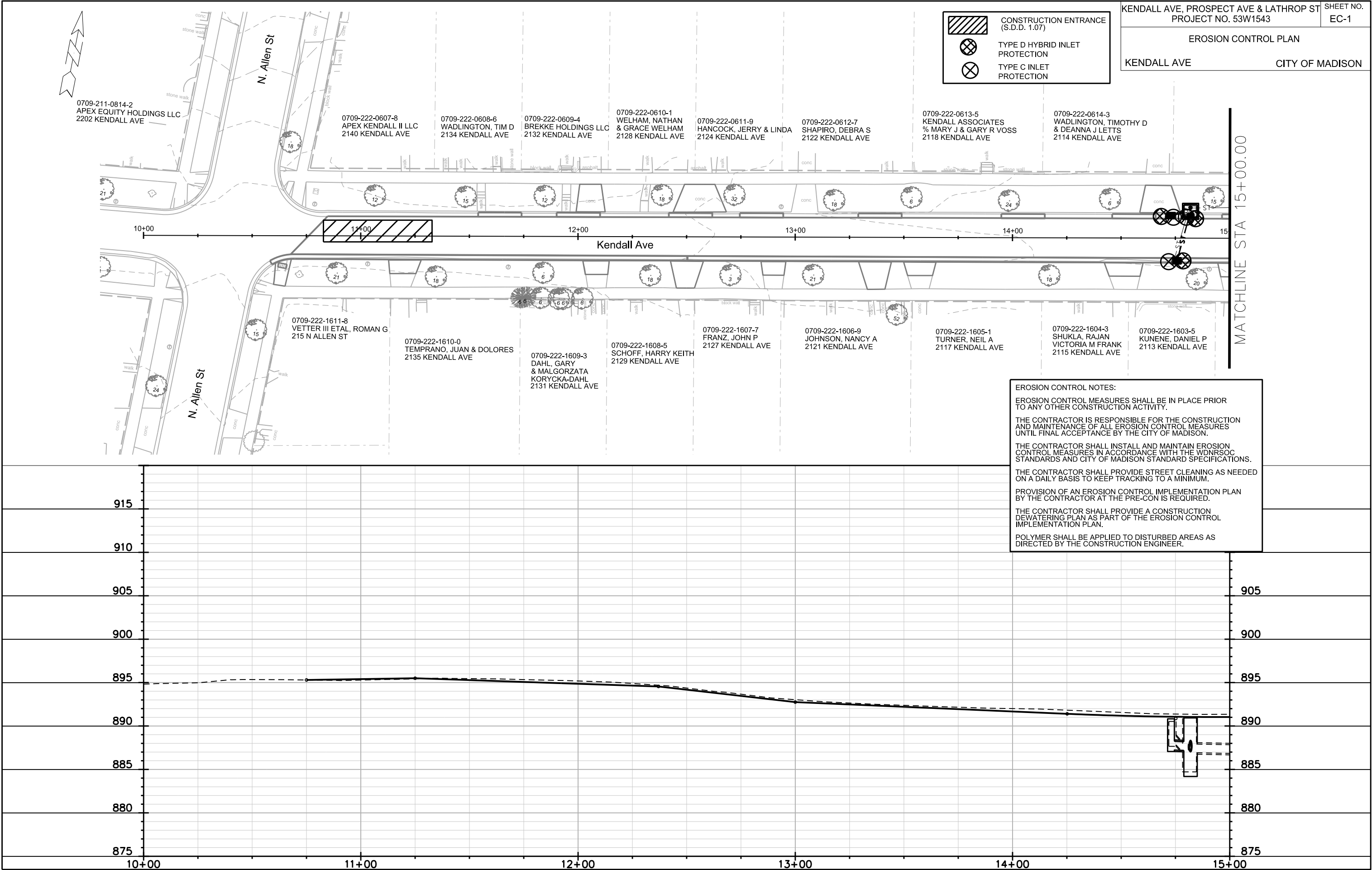
** KENDALL AVE. DIMENSION IS 11' (22' TOTAL FACE TO FACE)
PROSPECT AVE. DIMENSION IS 14' (POB TO STA 43+75)
PROSPECT AVE. DIMENSION IS 17' (STA 43+75 TO POE)
LATHROP ST. DIMENSION IS 12'

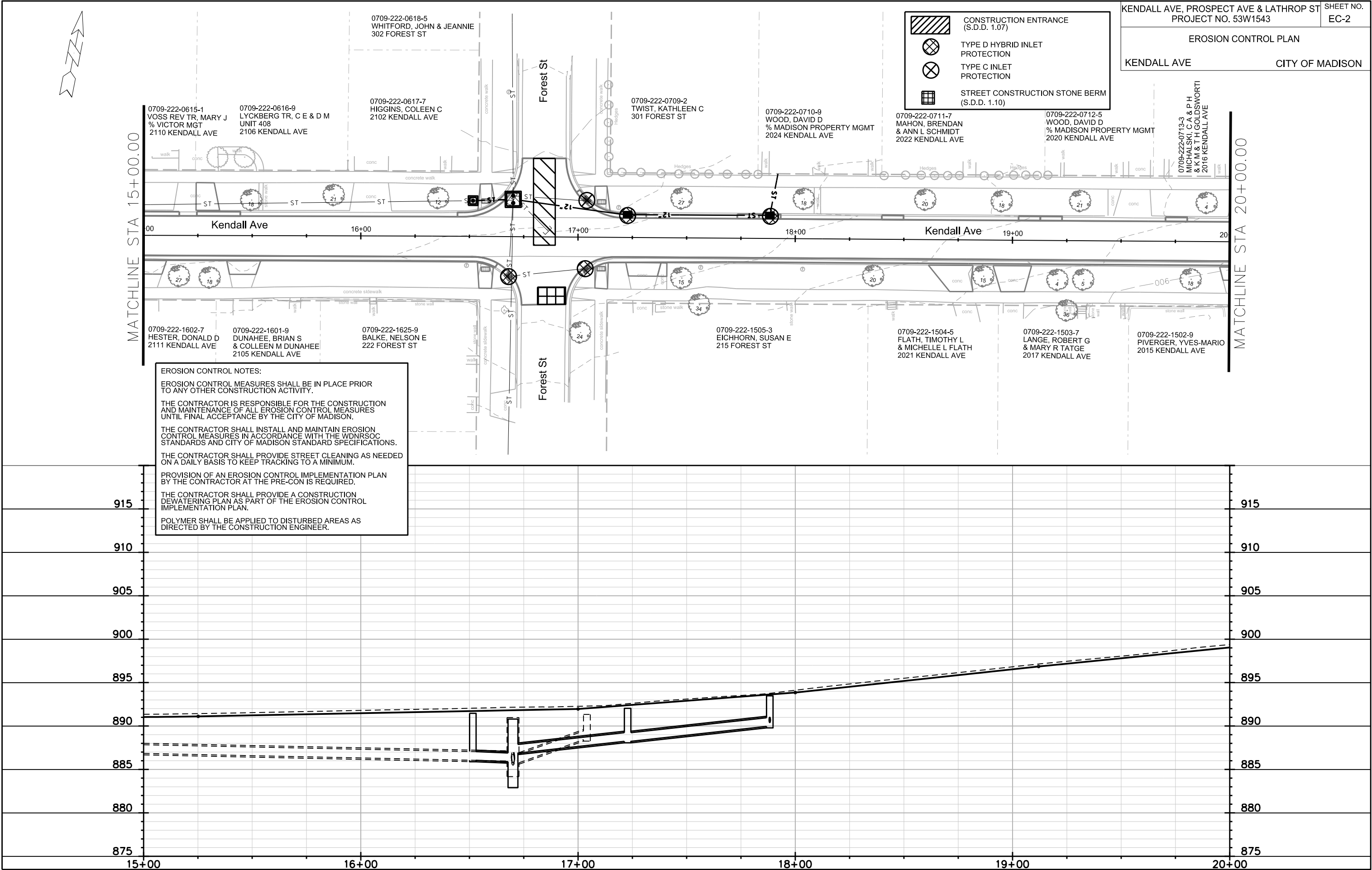
*** MACHINE PLACED CURB AND GUTTER SHALL BE PAID AS "TYPE A" CURB AND GUTTER. HAND FORMED & PLACED CURB AND GUTTER SHALL BE PAID AS HAND FORMED CURB.

TYPICAL SECTION NOT TO SCALE



- ① REMOVE AND REPLACE EXISTING CURB AND GUTTER WITH TYPE "X" DRIVEWAY SECTION CONCRETE CURB AND GUTTER (S.D.D. 3.07)
- ② REMOVE AND REPLACE EXISTING 7 INCH CONCRETE DRIVE
- ③ 6" GRADATION 2 CRUSHED AGGREGATE



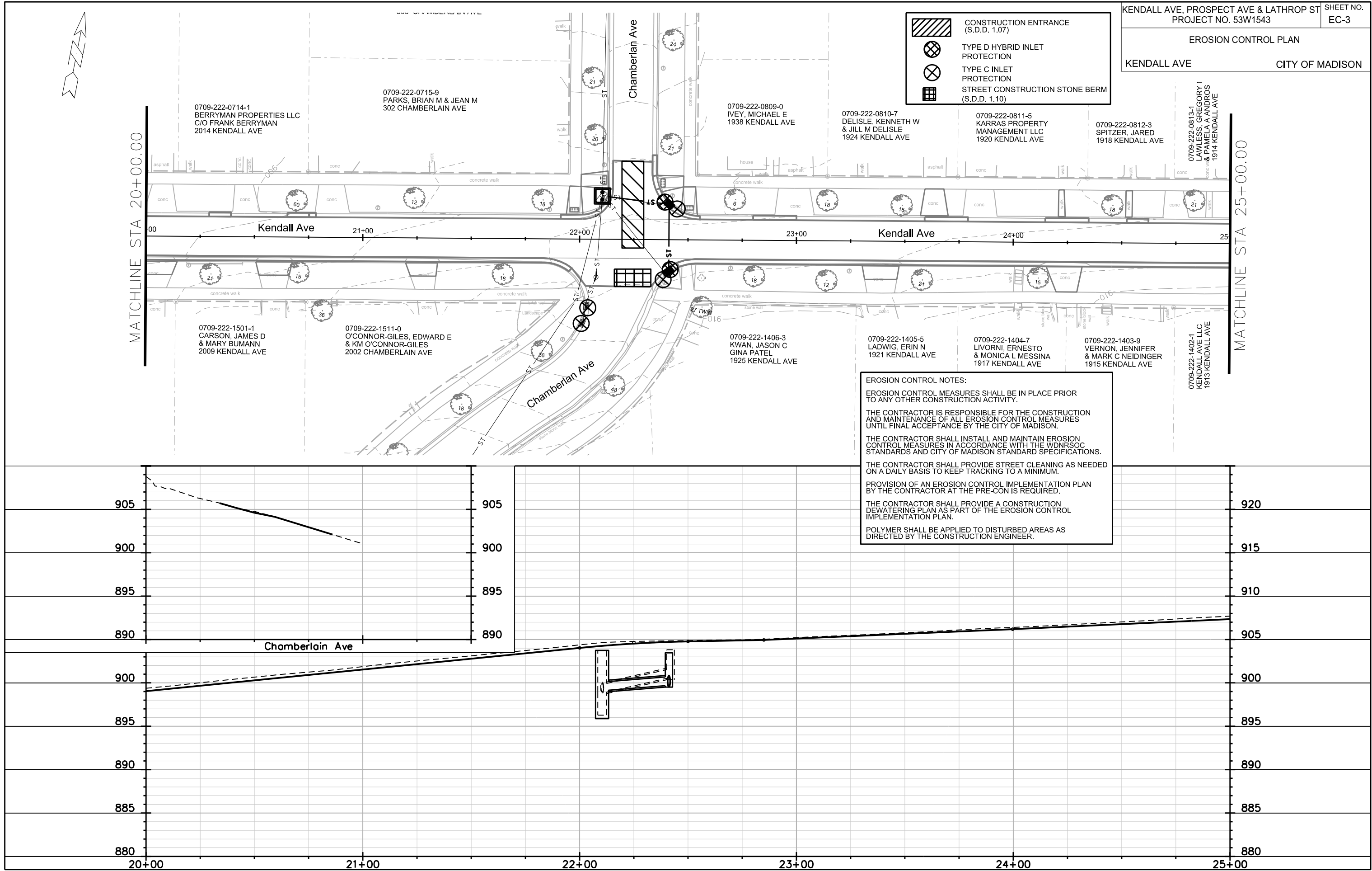


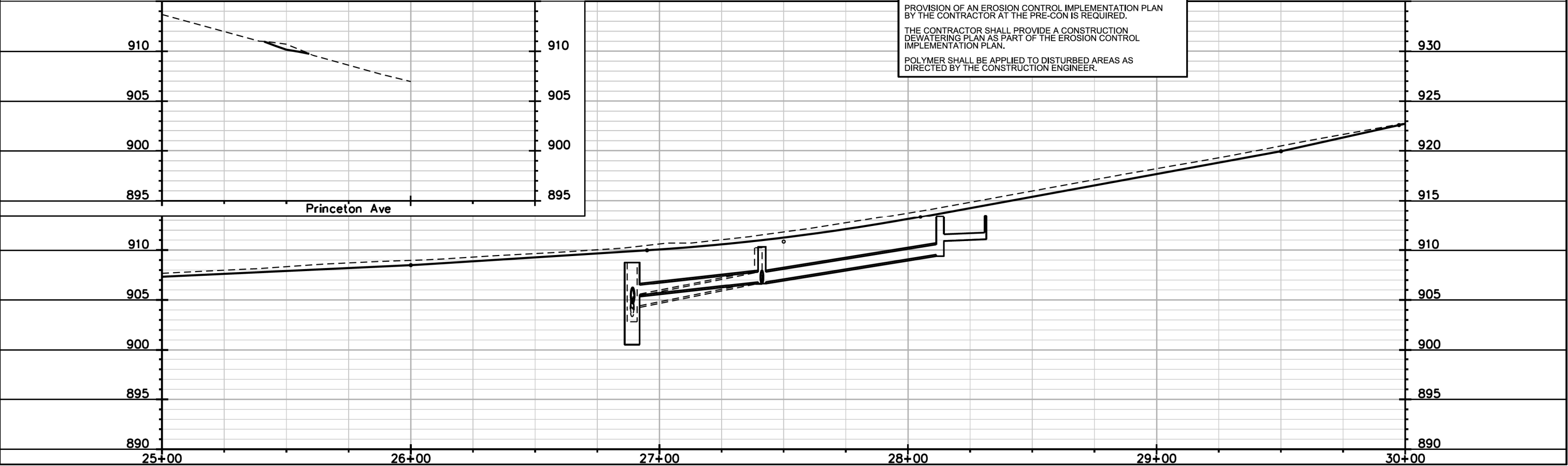
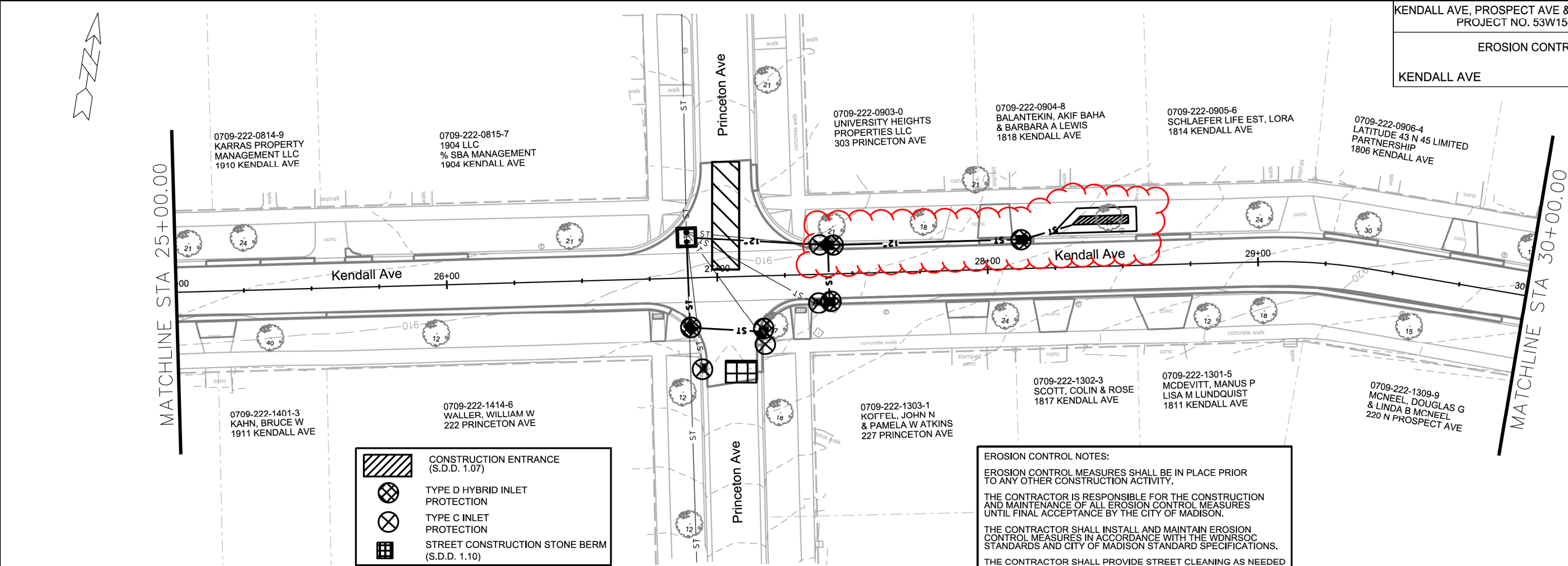
PLOT NAME: _____

PLOT SCALE: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





N. PROSPECT AVE

EROSION CONTROL NOTES:

THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.

THE CONTRACTOR SHALL PROVIDE STREET CLEANING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.

THE CONTRACTOR SHALL PROVIDE A CONSTRUCTION
DEWATERING PLAN AS PART OF THE EROSION CONTROL
IMPLEMENTATION PLAN.

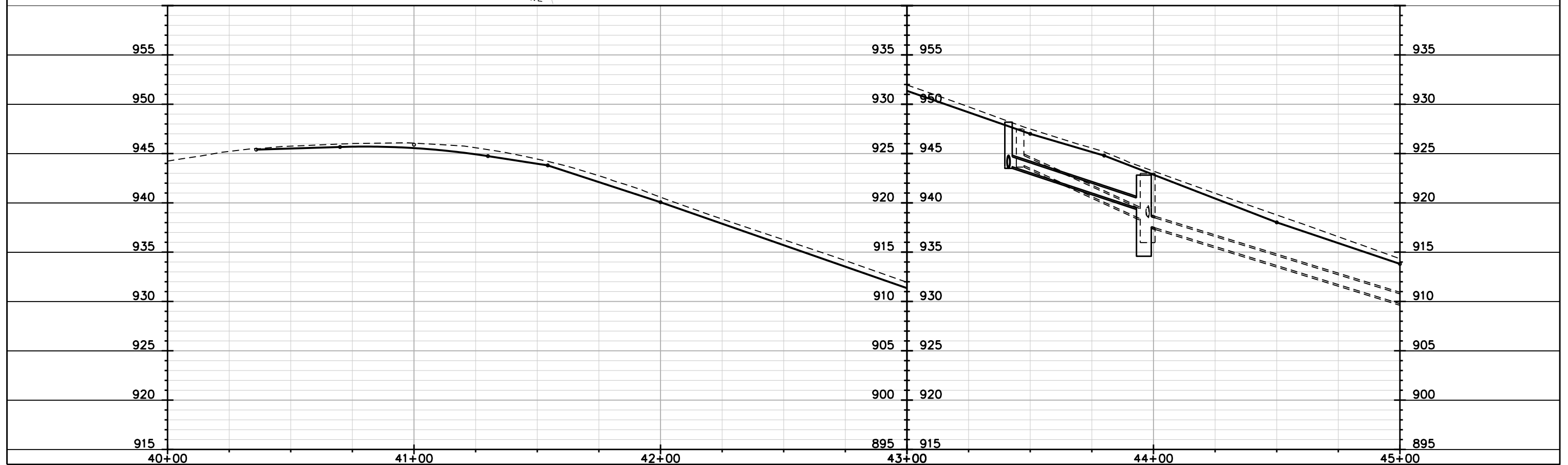
	CONSTRUCTION ENTRANCE (S.D.D. 1.07)
	TYPE D HYBRID INLET PROTECTION
	TYPE C INLET PROTECTION
	STREET CONSTRUCTION STONE BERM (S.D.D. 1.10)

CONSTRUCTION ENTRANCE
(S.D.D. 1.07)

TYPE D HYBRID INLET PROTECTION

TYPE C INLET PROTECTION

STREET CONSTRUCTION STONE BERM
(S.D.D. 1.10)





MATCHLINE STA 45+00.00

0709-222-0909-0
JDM PROPERTIES LLC
306 N PROSPECT AVE

0709-222-1004-5
LOHMAN, JENNIFER K
1718 KENDALL AVE

0709-222-0909-8
HEBERLEIN, THOMAS A
% FREIBURGER ASSOC # 3210
310 N PROSPECT AVE

0709-222-0901-4
HISTORIC HEIGHTS LLP
1803 UNIVERSITY AVE

0709-222-1003-7
LDS CHURCH REAL EST DEPT
TAX DIVISION #505-7604
1717 UNIVERSITY AVE

University Ave

University Ave



STREET CONSTRUCTION
ENTRANCE BERM
(S.D.D. 1.08)



TYPE D HYBRID INLET
PROTECTION

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THE CONTRACTOR SHALL PROVIDE STREET CLEANING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.

PROVISION OF AN EROSION CONTROL IMPLEMENTATION PLAN BY THE CONTRACTOR AT THE PRE-CON IS REQUIRED.

THE CONTRACTOR SHALL PROVIDE A CONSTRUCTION DEWATERING PLAN AS PART OF THE EROSION CONTROL IMPLEMENTATION PLAN.

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

2-  ON UNIVERSITY AVE

925

920

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890

885

45+00

46+00

46+41

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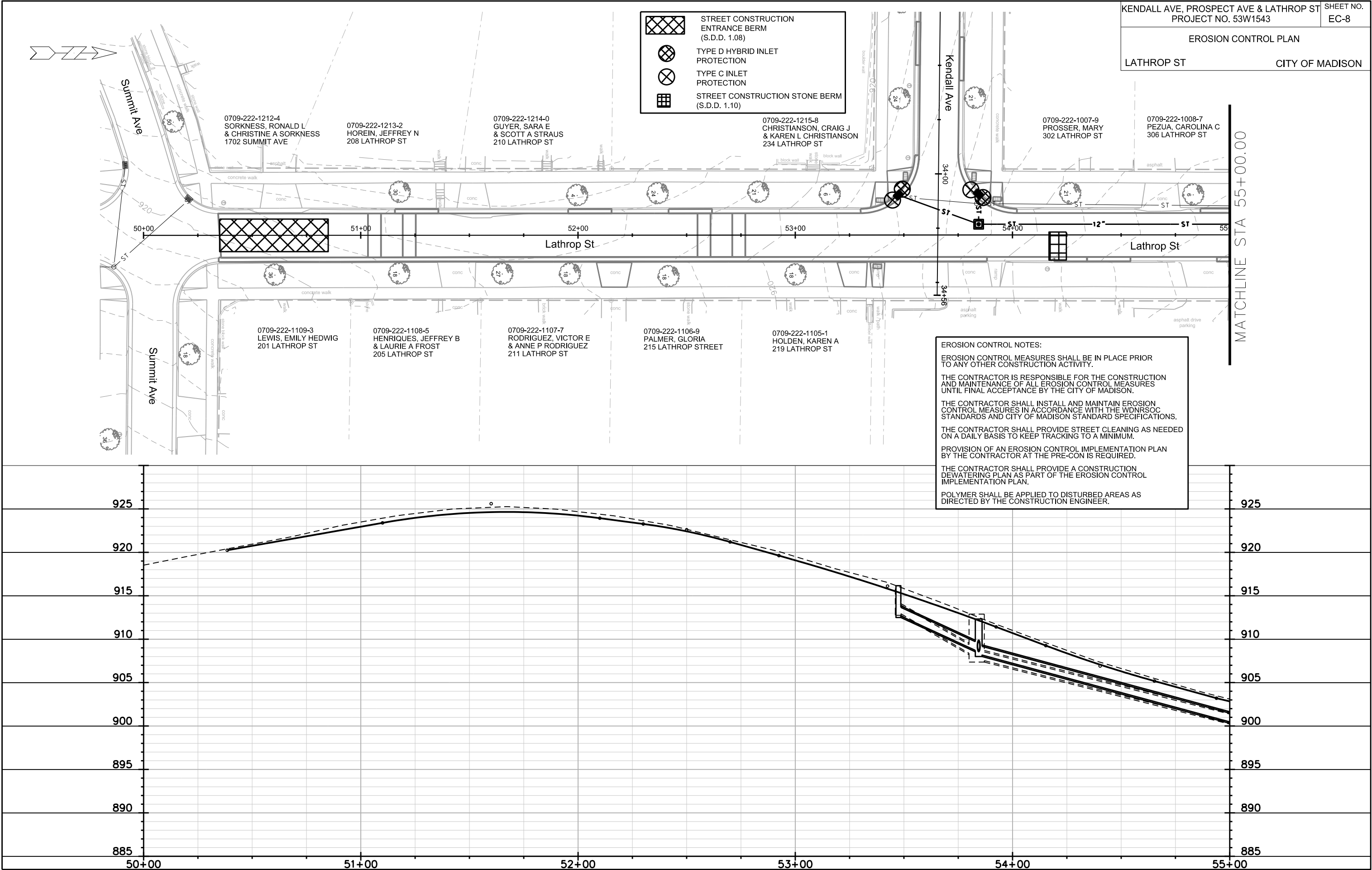
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PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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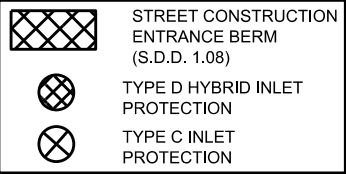
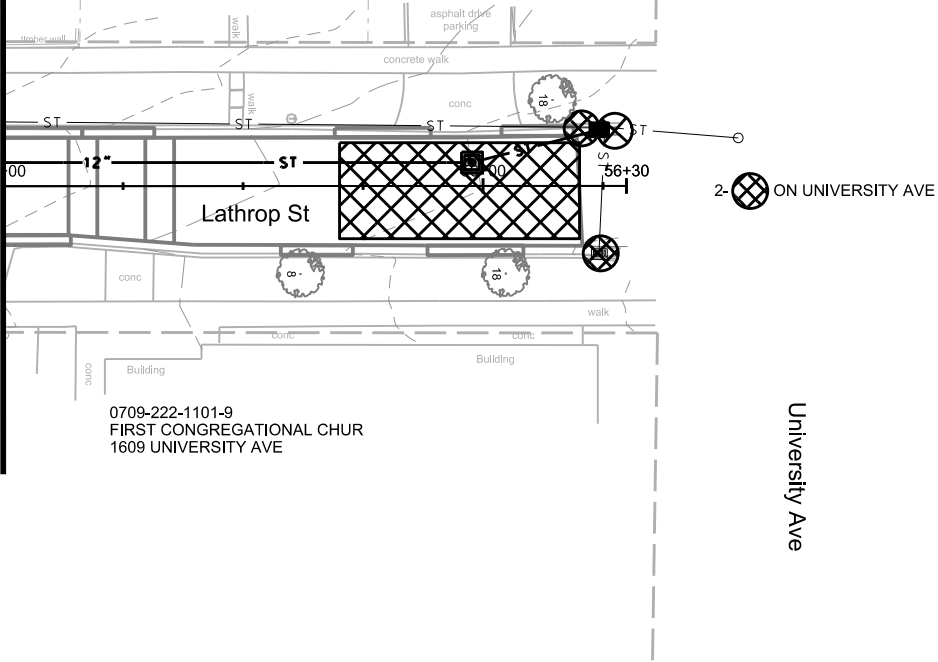
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



MATCHLINE STA 55+00.00

0709-222-1009-5
FIRST CONGREGATIONAL CHUR
320 LATHROP ST

0709-222-1001-1
FIRST CONGREGATIONAL CHUR
324 LATHROP ST



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55+00

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56+30

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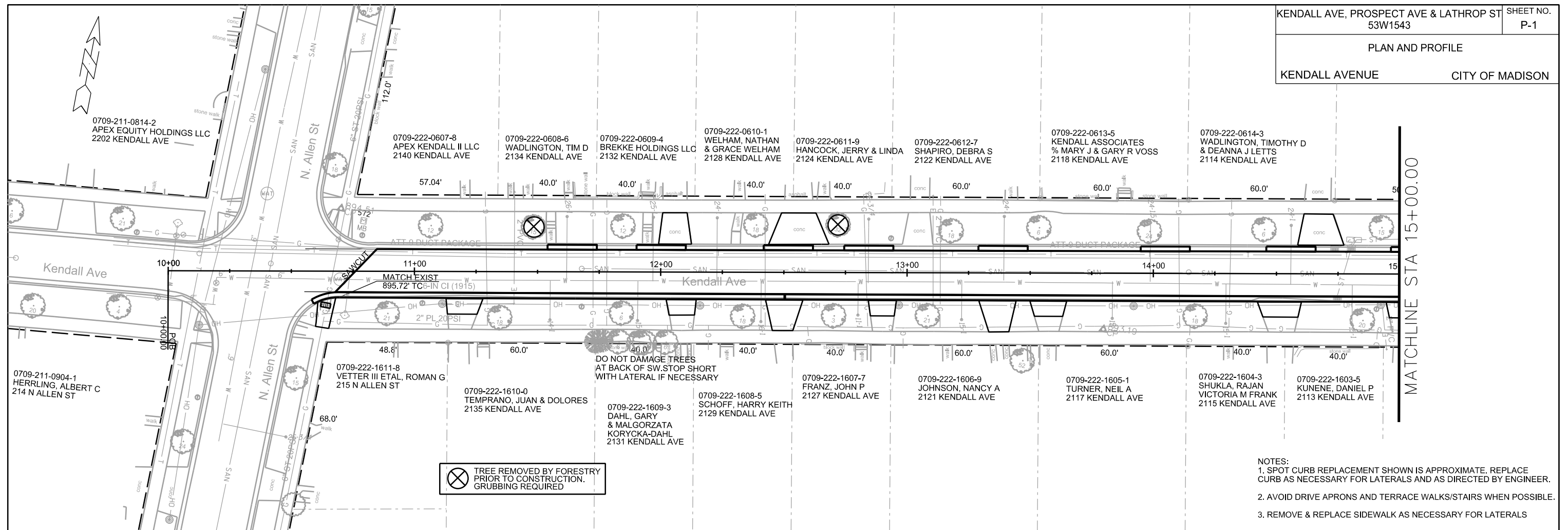
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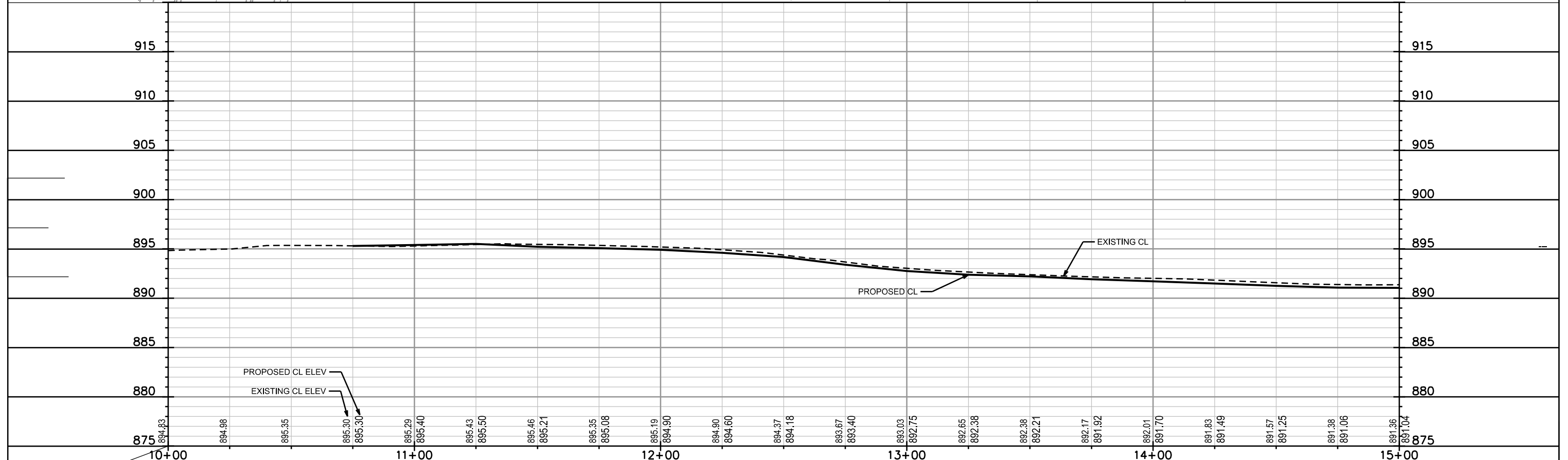
PLAN AND PROFILE

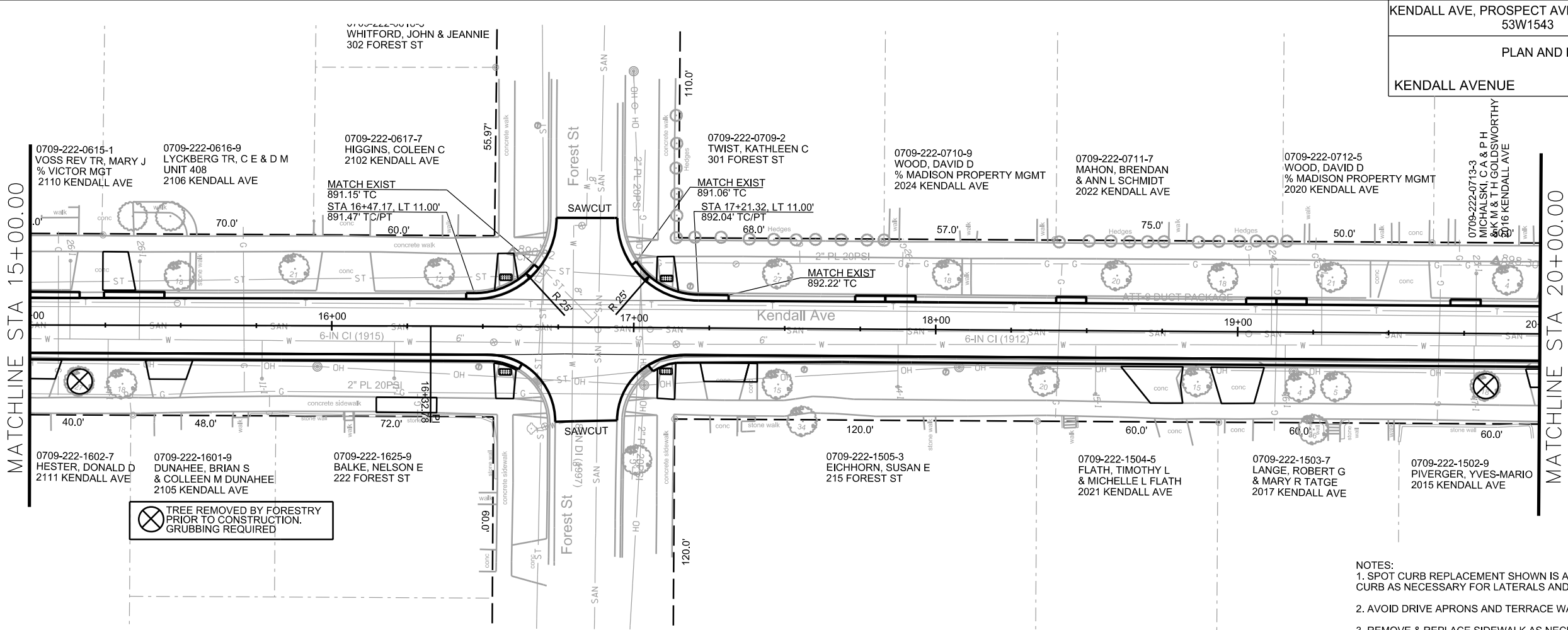
CITY OF MADISON



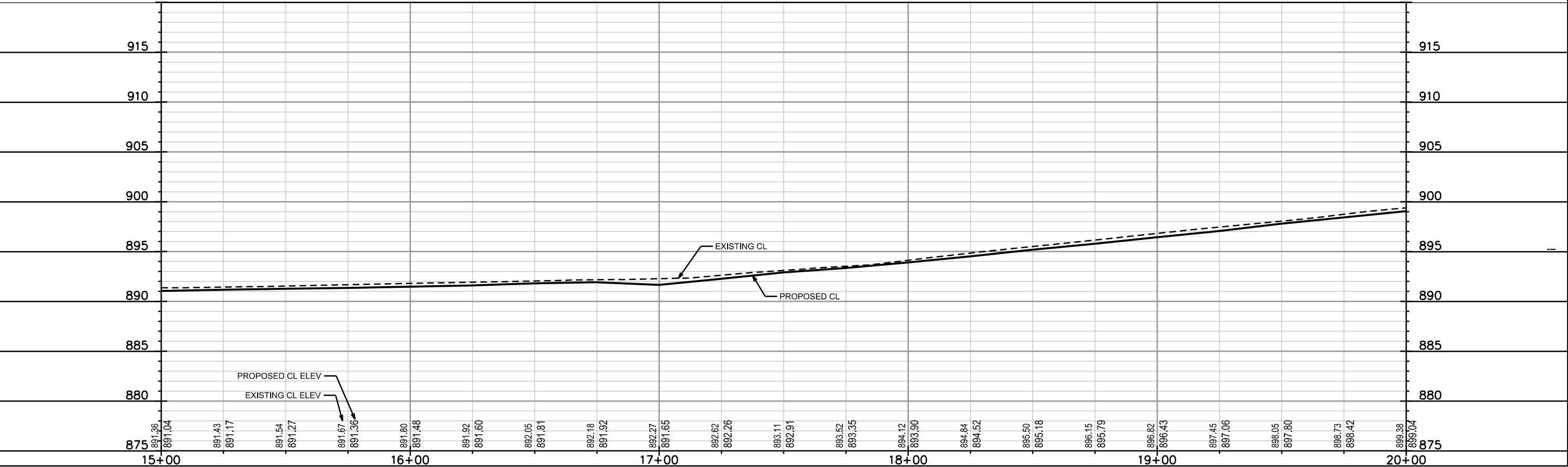
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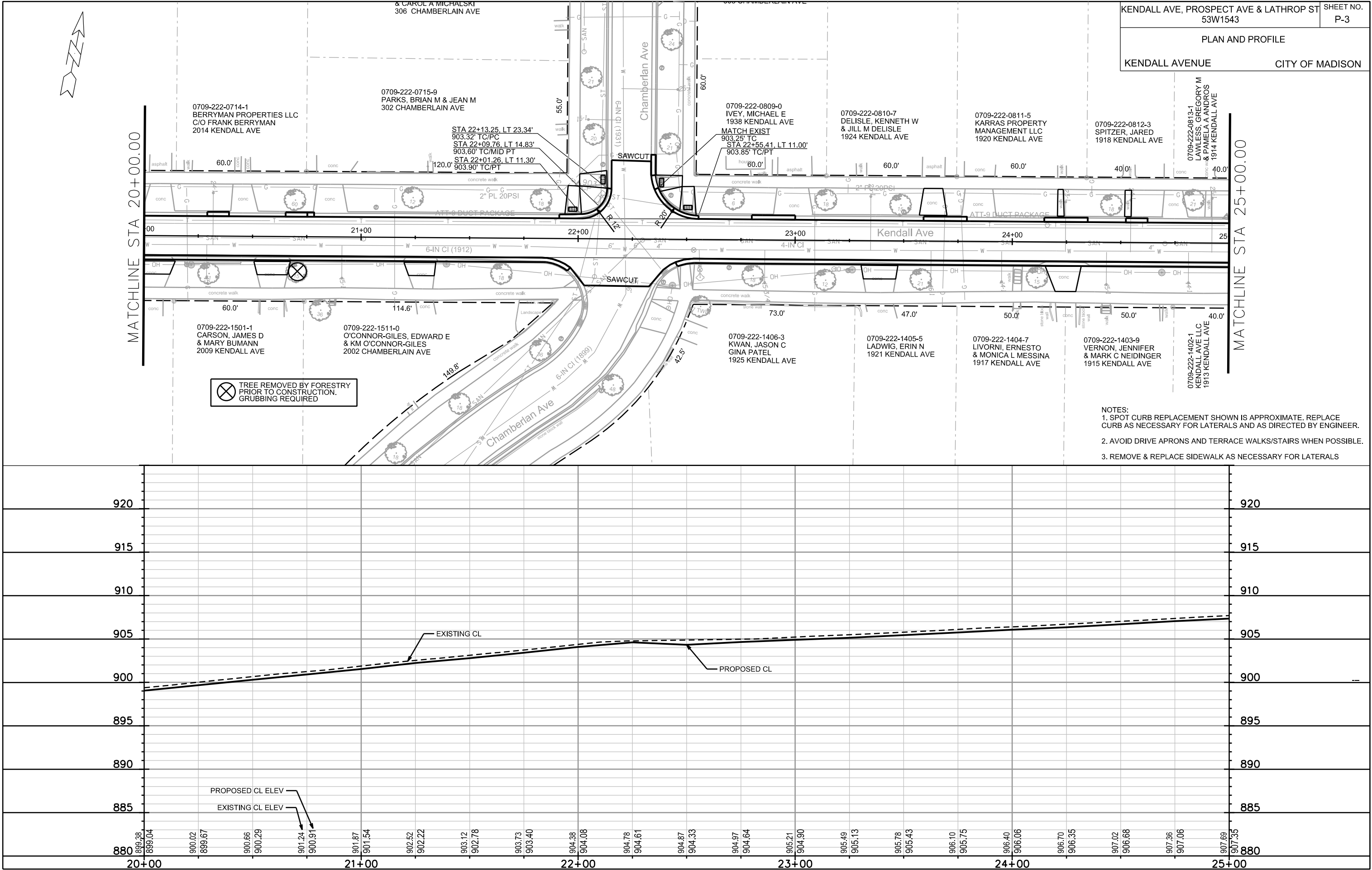
1. SPOT CURB REPLACEMENT SHOWN IS APPROXIMATE. REPLACE CURB AS NECESSARY FOR LATERALS AND AS DIRECTED BY ENGINEER.
2. AVOID DRIVE APRONS AND TERRACE WALKS/STAIRS WHEN POSSIBLE.
3. REMOVE & REPLACE SIDEWALK AS NECESSARY FOR LATERALS

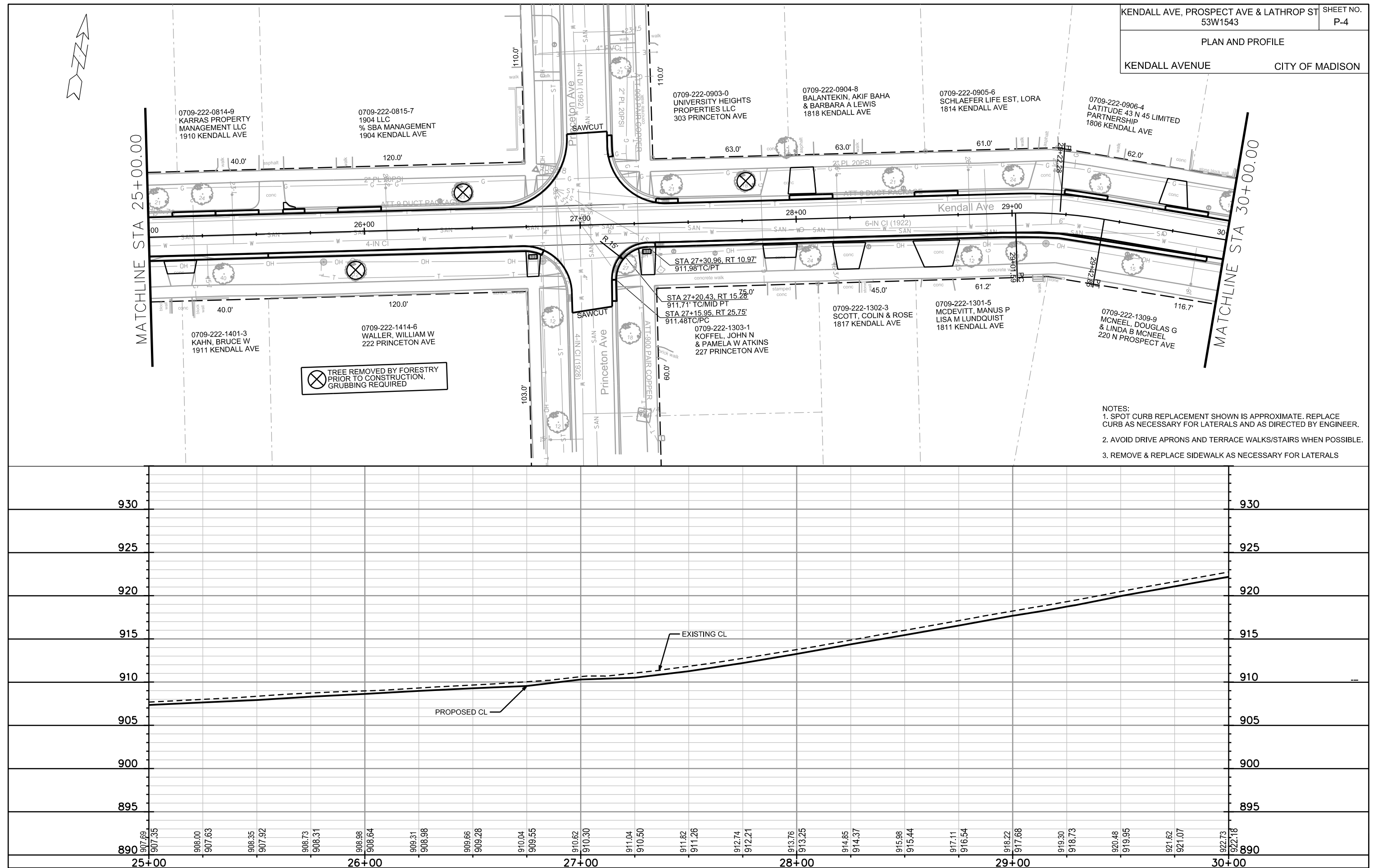


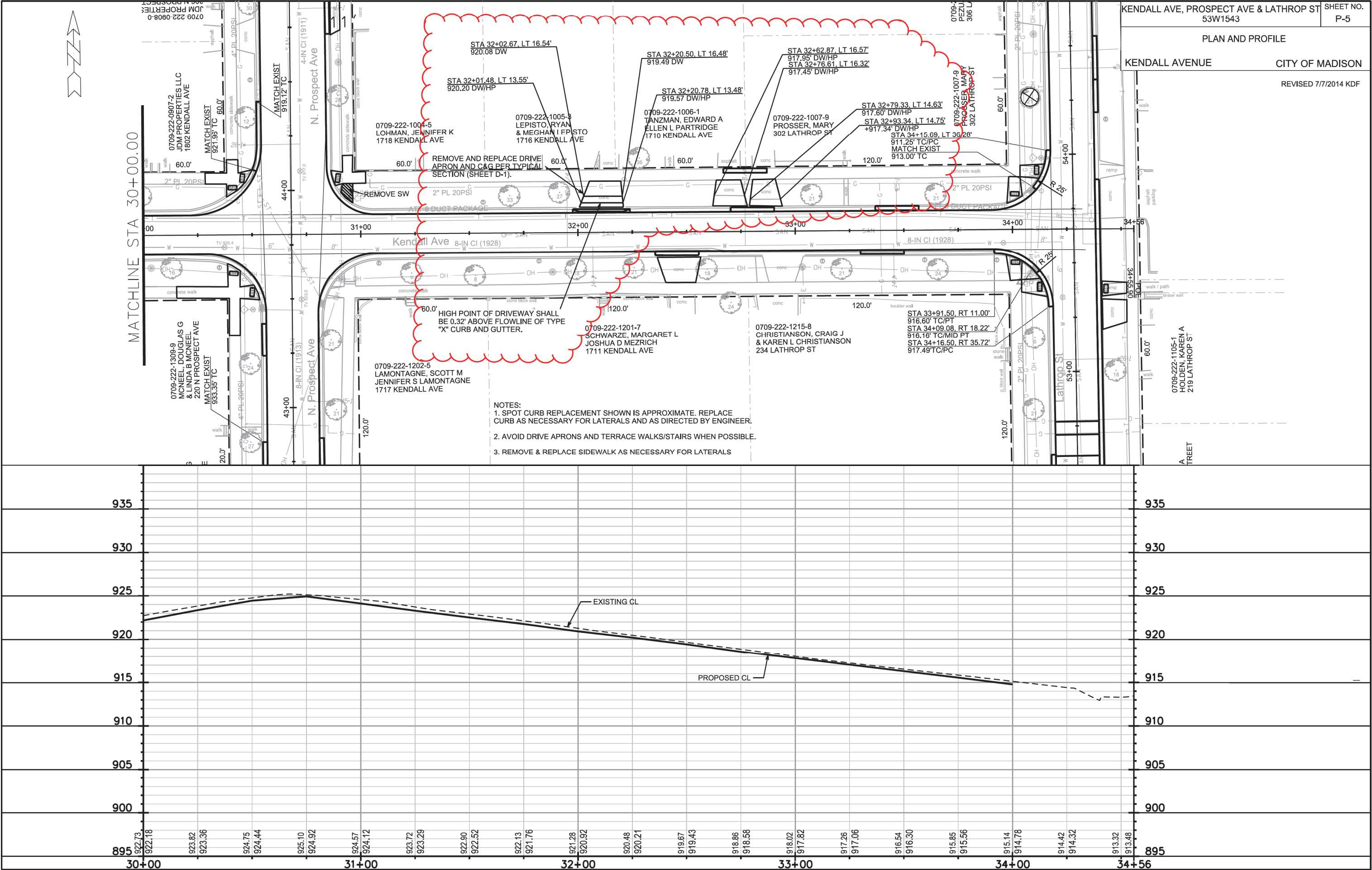


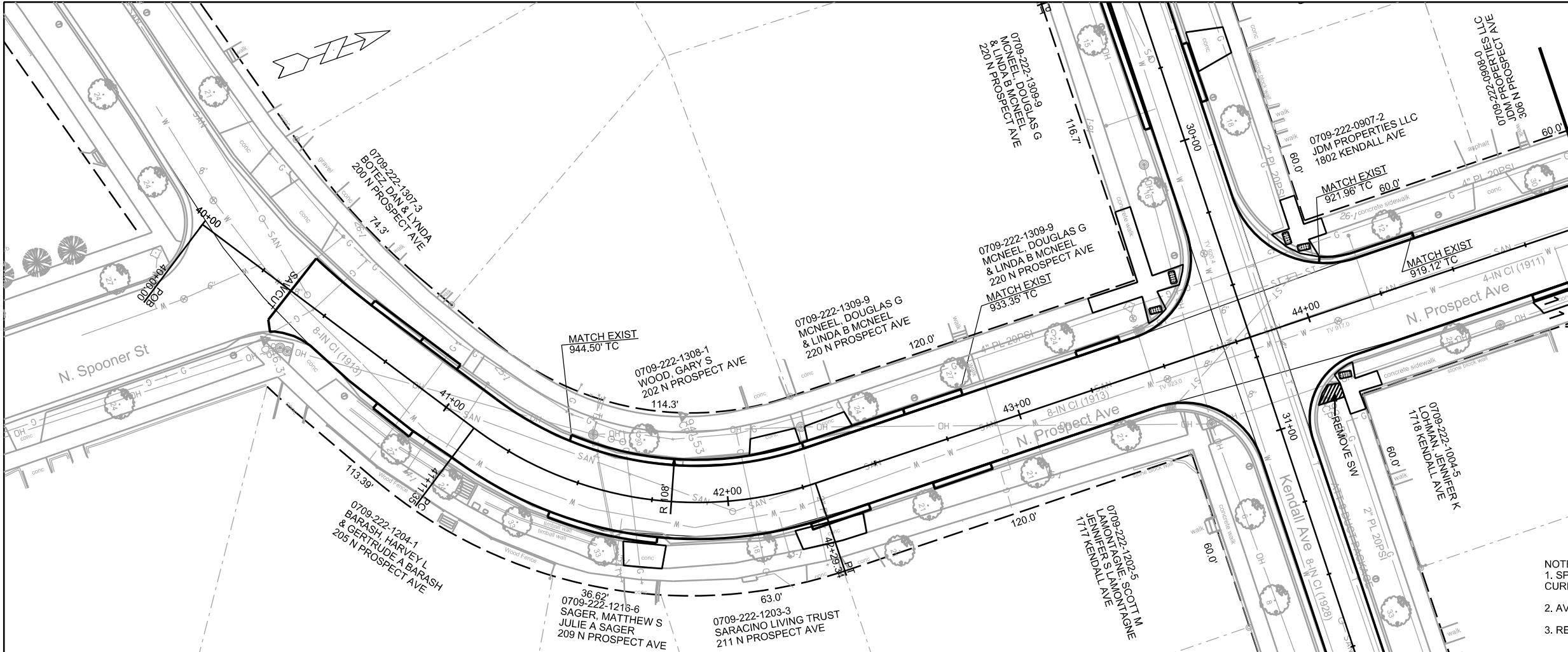
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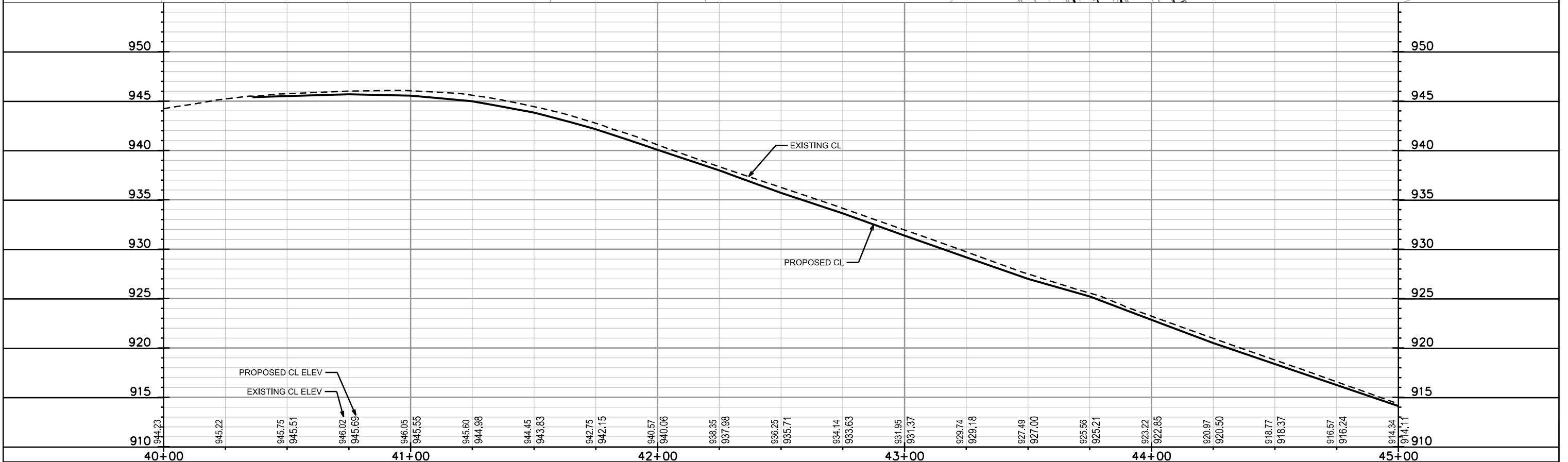


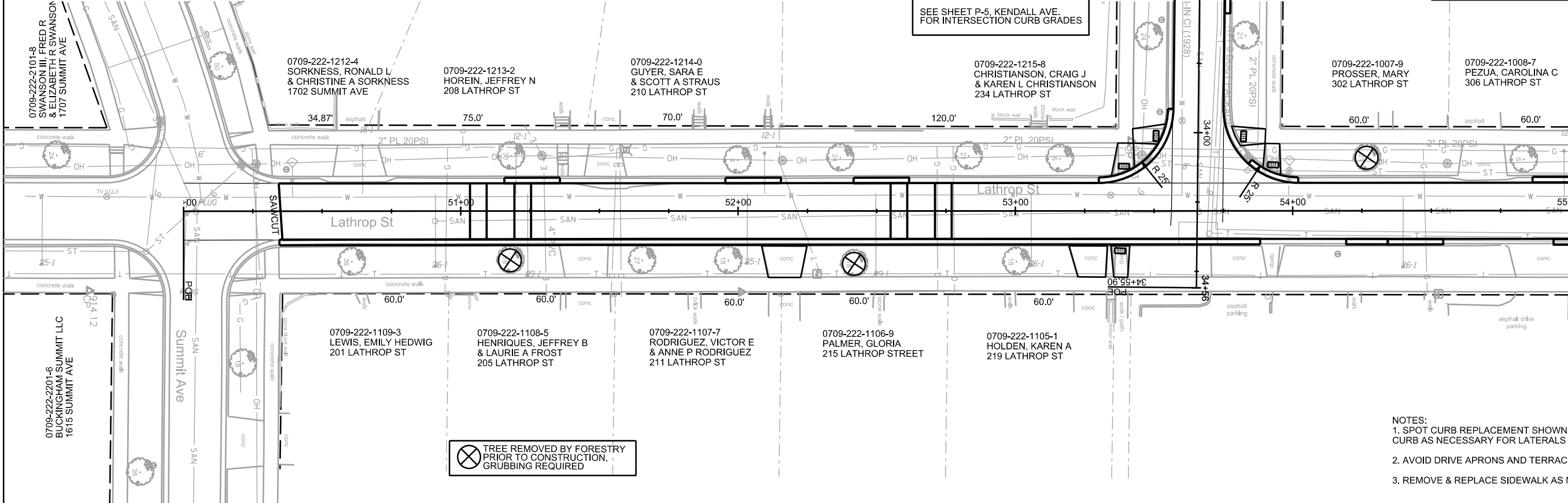






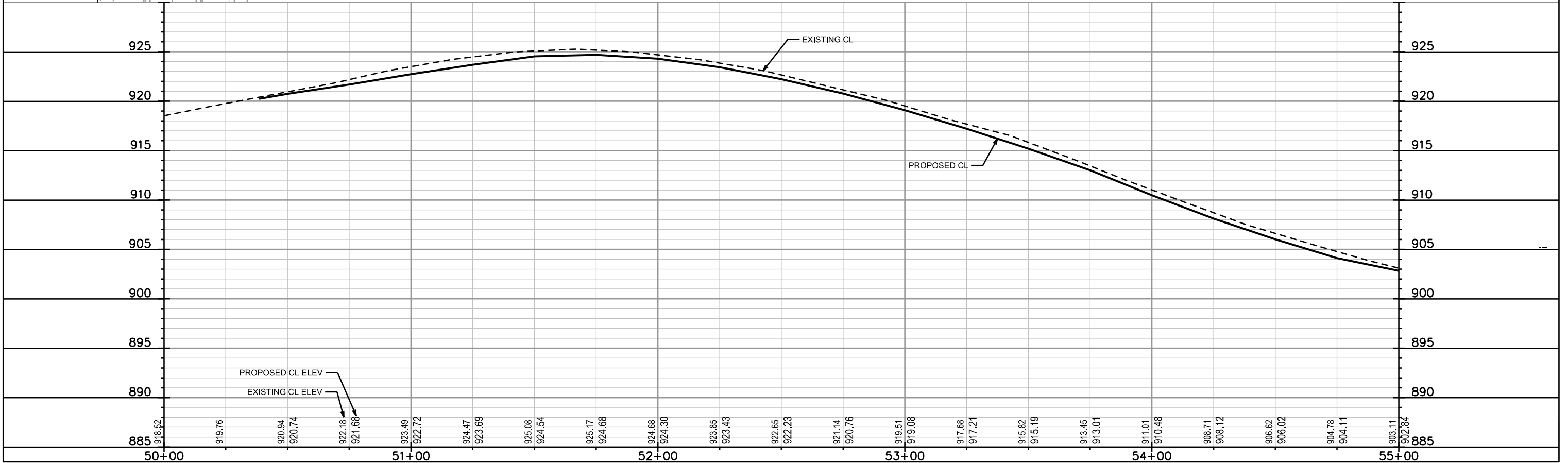
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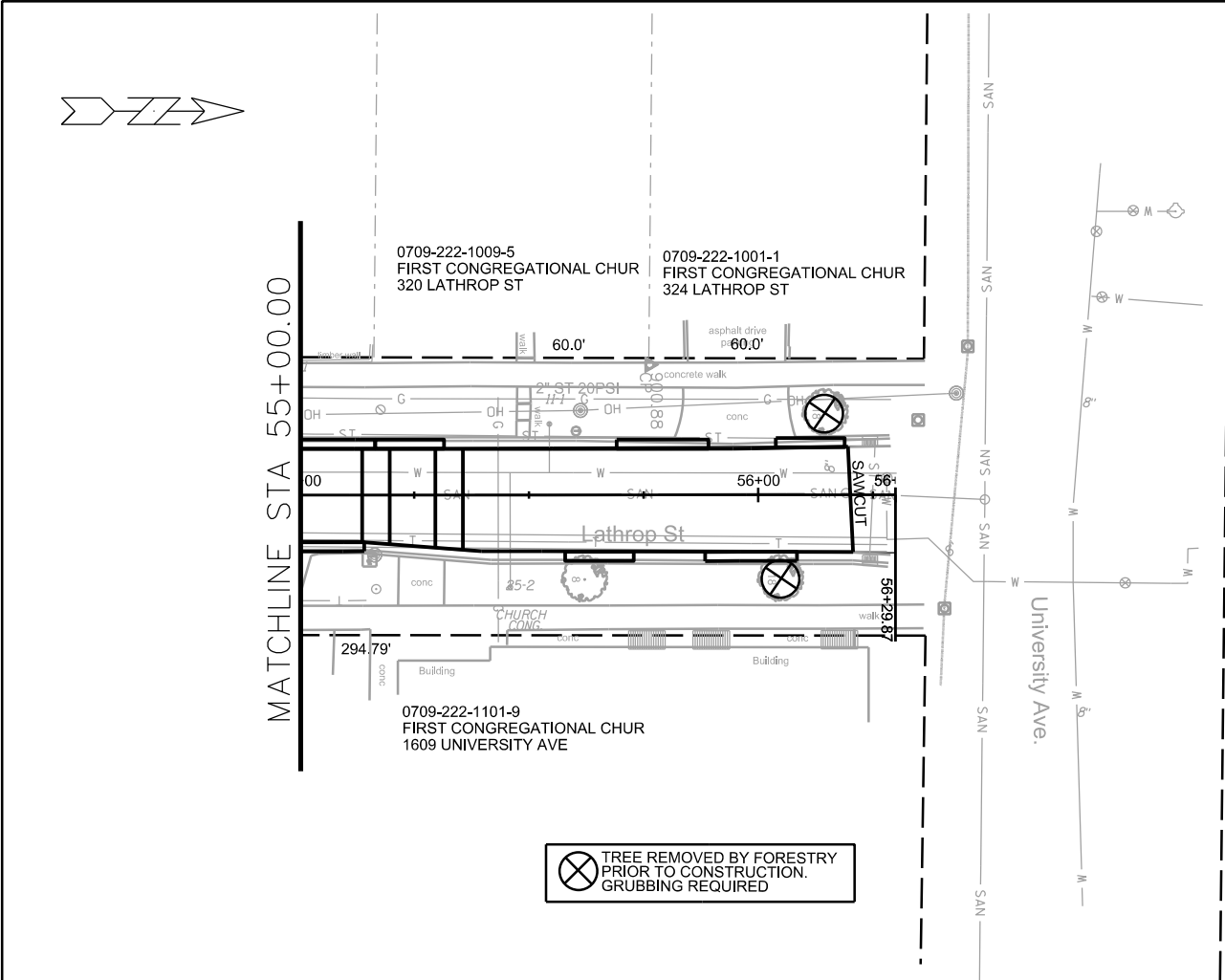


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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

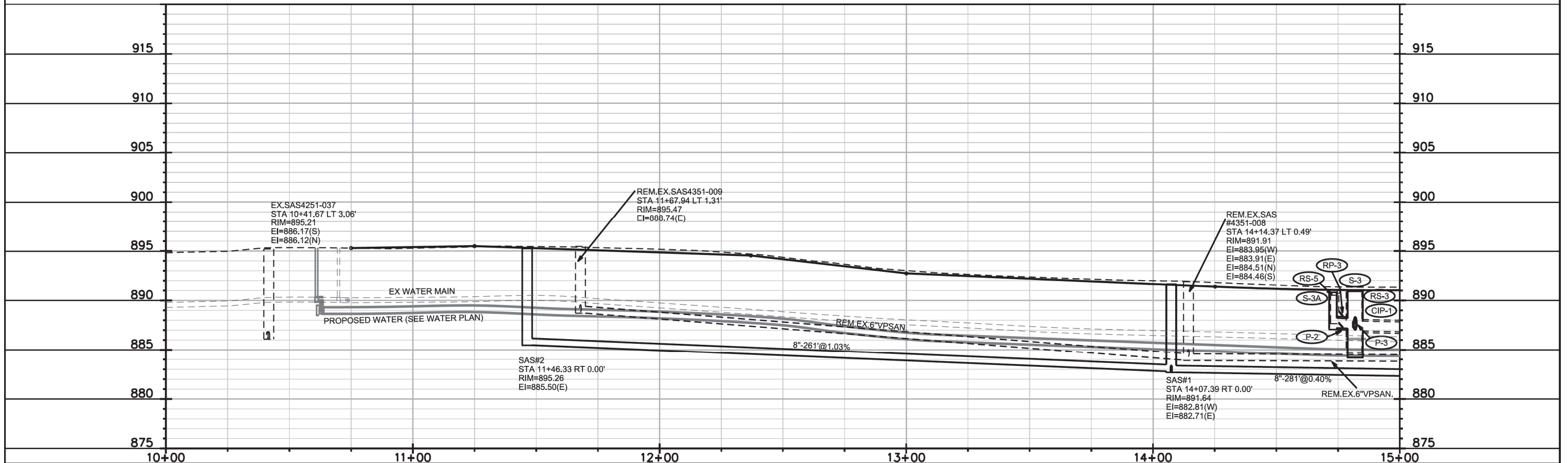
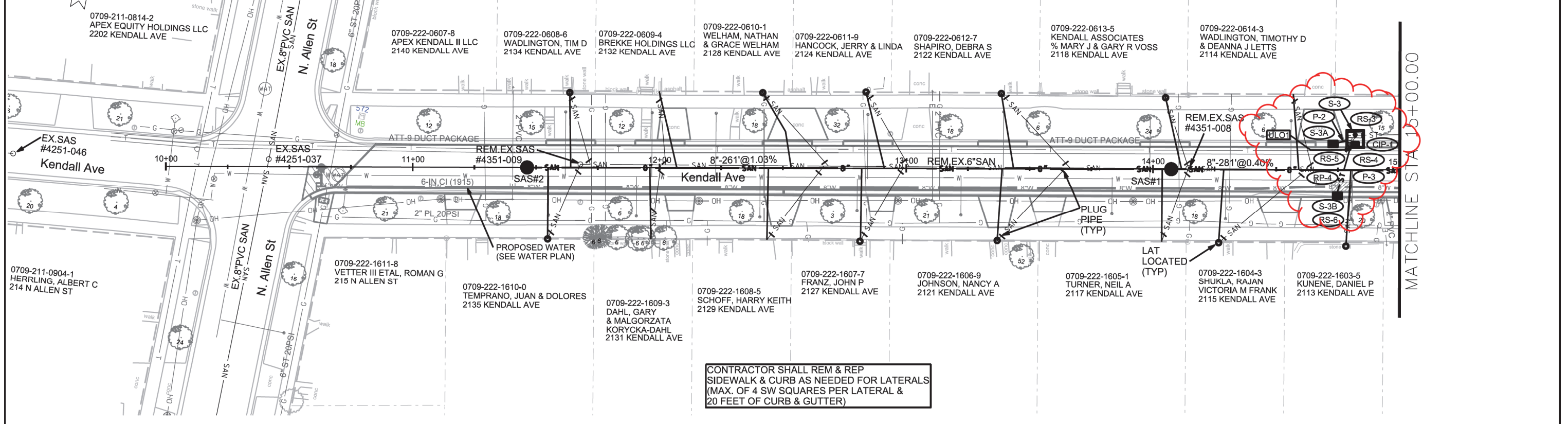


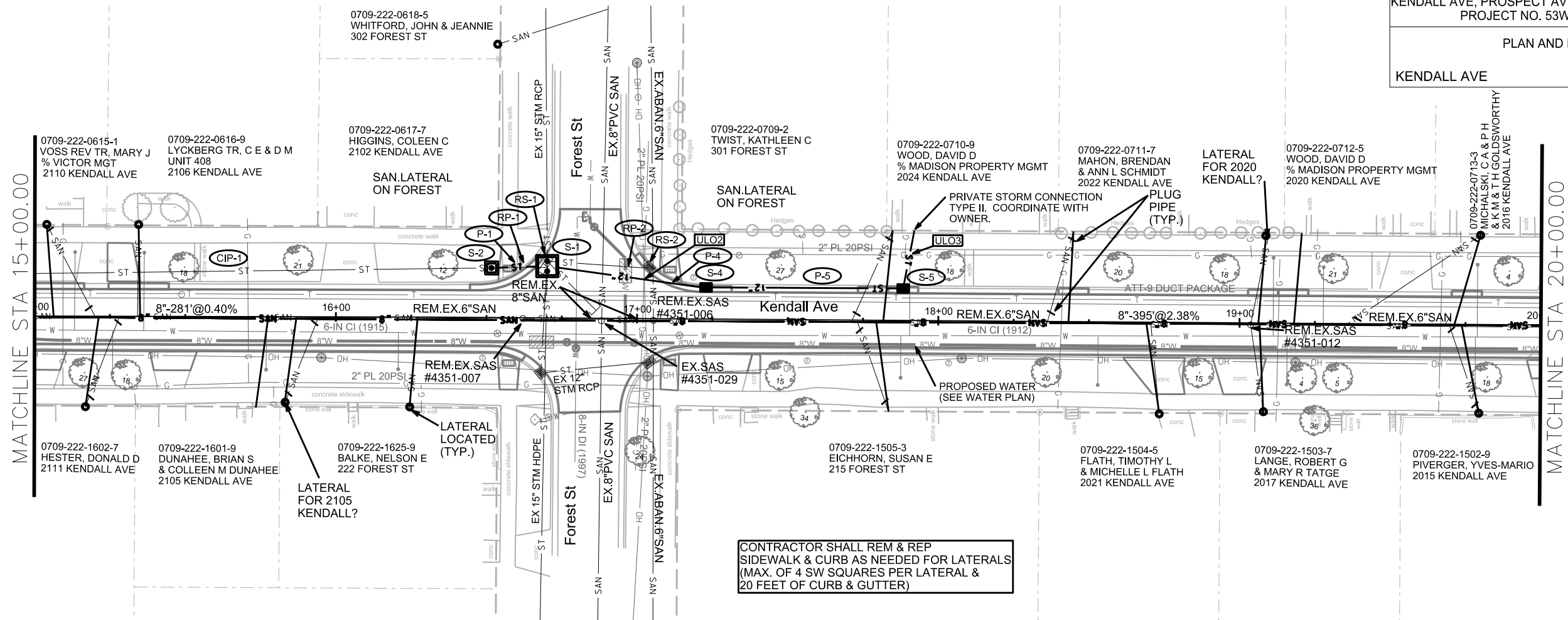
⊗ TREE REMOVED BY FORESTRY
PRIOR TO CONSTRUCTION.
GRUBBING REQUIRED

- NOTES:
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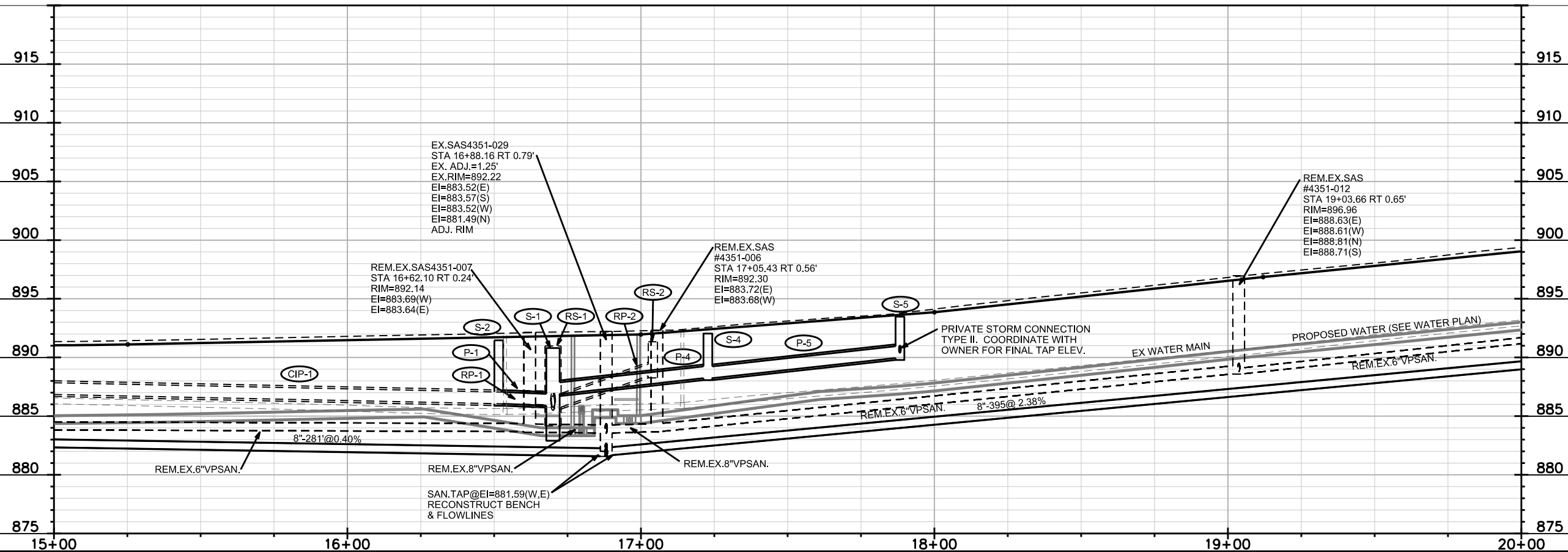


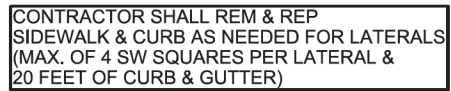
KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. P-9
PLAN AND PROFILE	
LATHROP STREET	CITY OF MADISON

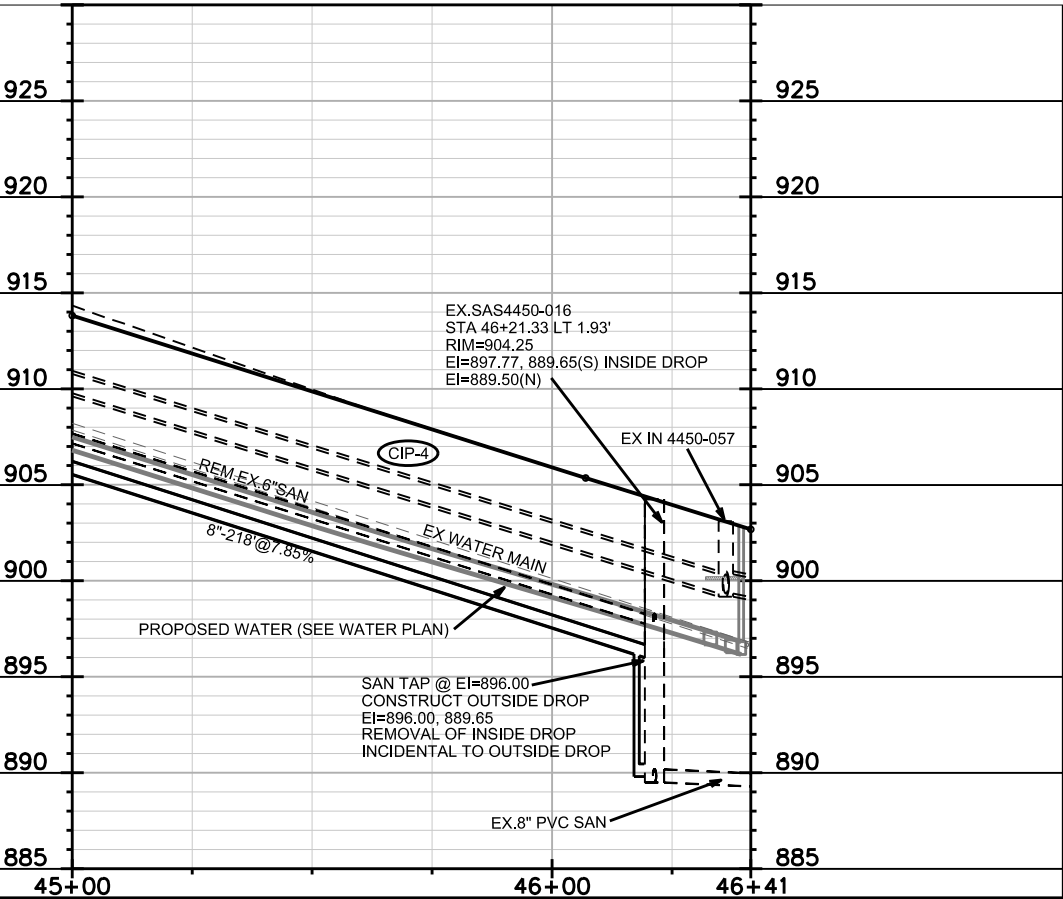
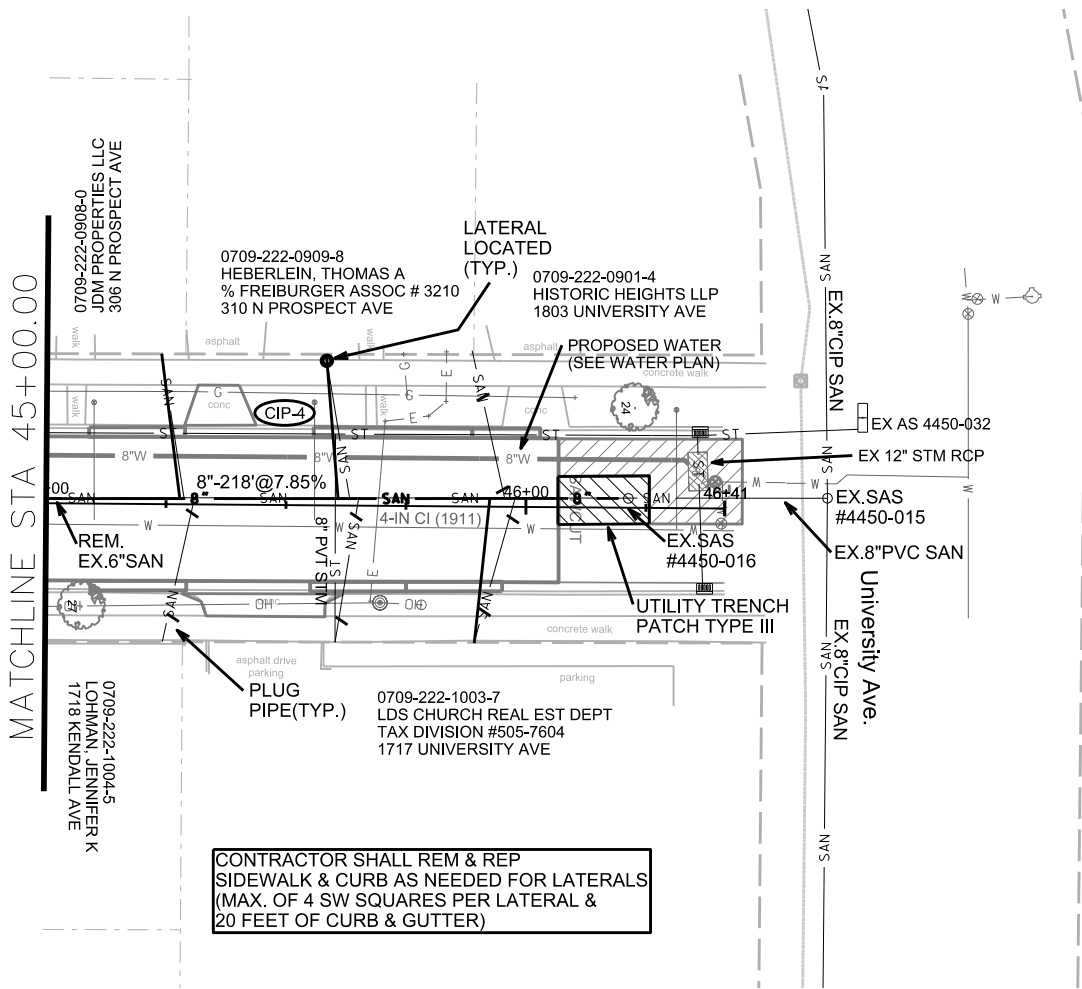
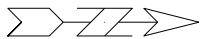


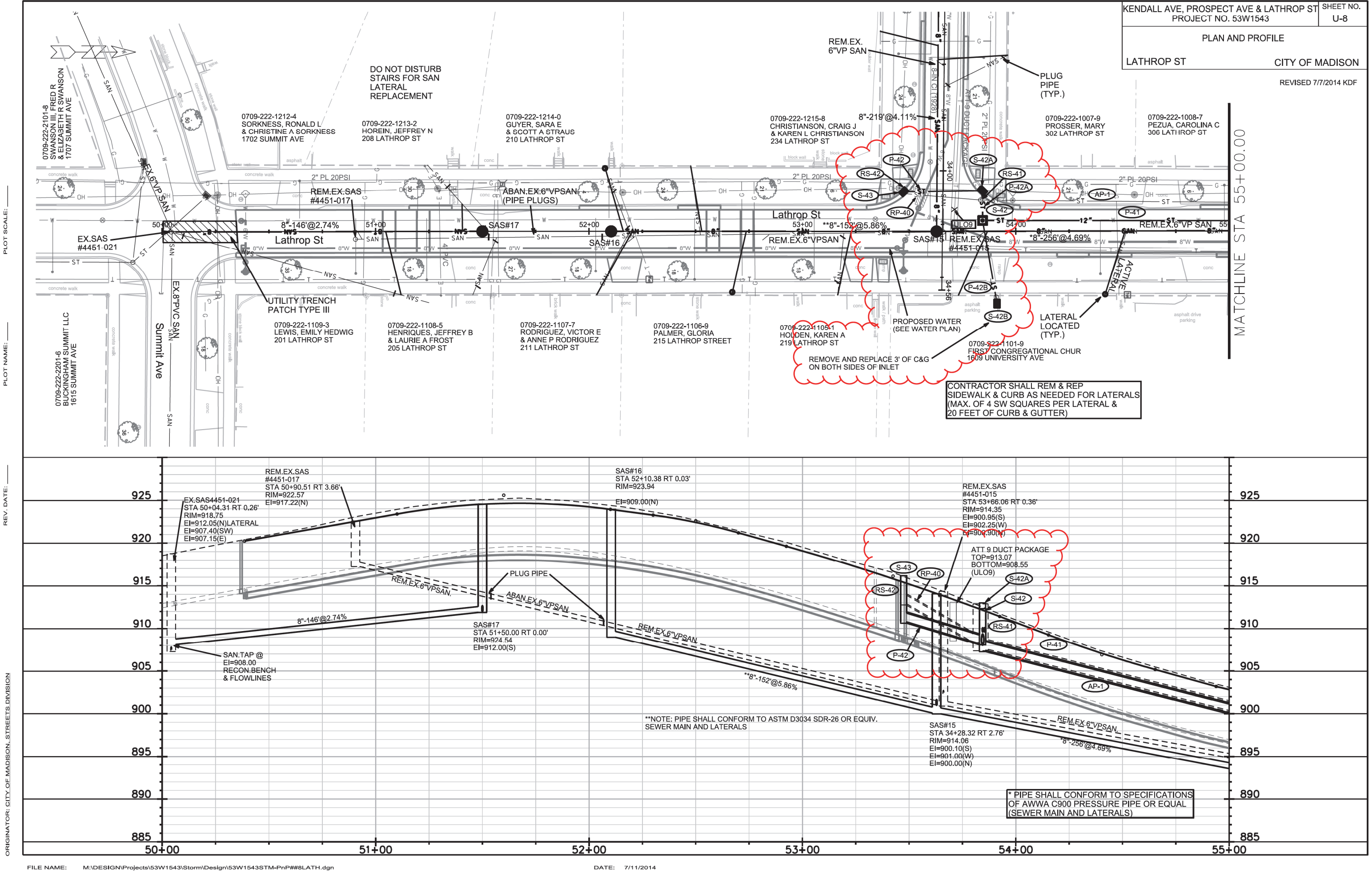


CONTRACTOR SHALL REM & REP
SIDEWALK & CURB AS NEEDED FOR LATERALS
(MAX. OF 4 SW SQUARES PER LATERAL &
20 FEET OF CURB & GUTTER)









PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

SANITARY SCHEDULE

KENDALL AVE., PROSPECT AVE. & LATHROP ST.	SHEET NO.
PROJECT NO. 53W1543	U-10
SANITARY SEWER SCHEDULE	
CITY OF MADISON	

PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
KENDALL AVE.						
SAS#1	14+07.39	RT-0	891.64	882.71	8.93	OUTSIDE DROP EI(S)=900.96, 897.81
SAS#2	11+46.33	RT-0	895.26	885.50	9.76	
SAS#3	20+82.83	LT-0.01	901.11	891.00	10.11	
SAS#4	22+13.63	RT-0.40	904.40	894.40	10.00	
SAS#5	22+14.00	RT-15.88	905.38	897.48	7.90	
SAS#6	24+63.60	RT-0.37	906.91	896.00	10.91	
SAS#7	27+04.80	RT-0.51	910.37	898.00	12.37	
SAS#8	27+04.86	RT-35.08	912.65	903.29	9.36	
SAS#9	27+04.78	LT-75.27	905.48	894.96	10.52	
SAS#10	29+20.66	LT-0.54	918.46	908.00	10.46	
SAS#11	29+86.03	LT-0.13	921.84	912.00	9.84	
SAS#15	34+28.32	RT-2.76	914.06	900.00	14.06	
SAS#18	32+08.92	RT-3.14	920.97	910.00	10.97	

N. PROSPECT AVE.

SAS#12	44+03.39	LT-0.18	922.55	913.11	9.44	
SAS#13	41+91.87	RT-3.26	940.79	927.40	13.39	
SAS#14	41+29.05	RT-0.03	944.75	931.00	13.75	

LATHROP STREET

SAS#16	52+10.38	RT-0.03	923.94	909.00	14.94	
SAS#17	51+50.00	RT-0	924.54	912.00	12.54	

ADJUST SANITARY STRUCTURES

STRUCTURE	STATION	LOCATION (OFFSET)	EX. ADJ.HT (FT)	EX. RIM	PROP. RIM	NOTES
EX.SAS#4351-029	16+88.16	RT-.79	1.250	892.22	891.78	4' PRECAST ROUND MANHOLE

PROPOSED SANITARY PIPES

FROM SAS (DWNSTRM)	TO SAS (UPSTREAM)	EI # (DWNSTRM)	EI # (UPSTRM)	LENGTH (FT)	SLOPE (%)	SIZE (DIA)	PVC TYPE	NOTES
KENDALL AVE.								
EX.SAS#4351-029	SAS#1	881.59	882.71	281	0.40%	8"	SDR-35	RECONSTRUCT BENCH AND FLOWLINES
SAS#1	SAS#2	882.81	885.50	261	1.03%	8"	SDR-35	
EX.SAS#4351-029	SAS#3	881.59	891.00	395	2.38%	8"	SDR-35	
SAS#3	SAS#4	891.10	894.40	131	2.52%	8"	SDR-35	
SAS#4	SAS#5	896.40	897.48	15	7.20%	8"	SDR-35	
SAS#4	SAS#6	894.50	896.00	250	0.60%	8"	SDR-35	
SAS#6	SAS#7	896.10	898.00	241	0.79%	8"	SDR-35	
SAS#7	SAS#8	900.20	903.29	35	8.83%	8"	SDR-35	
SAS#7	SAS#10	899.50	908.00	216	3.94%	8"	SDR-35	
SAS#10	SAS#11	908.10	912.00	65	6.00%	8"	SDR-35	
SAS#15	SAS#18	901.00	910.00	219	4.11%	8"	AWWA C900	

N. PROSPECT AVE.

EX.SAS#4450-016	SAS#12	896.00	913.11	218	7.85%	8"	SDR-35	OUTSIDE DROP EI(S)=896.00 , 889.83
SAS#12	SAS#13	913.21	927.40	212	6.69%	8"	SDR-35	
SAS#13	SAS#14	927.50	931.00	63	5.56%	8"	SDR-35	

LATHROP STREET

EX.SAS#4450-018	SAS#15	888.00	900.00	256	4.69%	8"	AWWA C900	RECONSTRUCT BENCH AND FLOWLINES
SAS#15	SAS#16	900.10	909.00	152	5.86%	8"	SDR-26	
EX.SAS#4450-021	SAS#17	908.00	912.00	146	2.74%	8"	SDR-35	RECONSTRUCT BENCH AND FLOWLINES

OUTSIDE DROP

STRUCTURE	STATION	LOCATION (OFFSET)	INVERT Top	INVERT BOTTOM	DROP HEIGHT(V.F.)	NOTES
SAS#5	22+14.00	RT-15.88	900.96	897.81	3.15	REMOVAL OF EX. INSIDE DROP INCIDENTAL
EX.SAS 4450-016	46+21.33	LT-1.93	896.00	889.65	6.35	

SANITARY SEWER PIPE REMOVAL

FROM SAS (DWNSTRM)	TO SAS (UPSTREAM)	LENGTH Feet	PAID (Y/N)	SIZE (DIA in)	PIPE TYPE	NOTES
KENDALL/FOREST INTERSECTION(WEST)						
EX.SAS4351-029	EX.SAS4351-007	26.00	N	8"	VP	KENDALL/FOREST INTERSECTION(WEST)
EX.SAS4351-007	EX.SAS4351-008	248.00	N	6"	VP	
EX.SAS4351-008	EX.SAS4351-009	246.00	N	6"	VP	
EX.SAS4351-029	EX.SAS4351-006	17.00	N	8"	VP	
EX.SAS4351-006	EX.SAS4351-012	198.00	N	6"	VP	
EX.SAS4351-012	EX.SAS4351-013	198.00	N	6"	VP	
EX.SAS4351-014	STA 22+14 RT 15.88	22.00	Y	6"	VP	
EX.SAS4451-002	EX.SAS4451-001	234.00	N	8"	VP	
EX.SAS4451-001	EX.SAS4351-014	241.00	N	8"	VP	
EX.SAS4451-002	STA 27+04.86 RT 35	35.00	N	6"	VP	
EX.SAS4451-002	STA 27+61.65 RT 3.07	57.00	N	6"	VP	
STA 27+61.65 RT 3.07	EX.SAS4451-007	41.00	Y	6"	VP	
EX.SAS4451-007	EX.SAS4451-006	168.00	Y	6"	VP	
EX.SAS4451-015	STA 32+08.92 RT 0.58'	219.00	N	6"	VP	
STA 32+08.92 RT 0.58'	EX.SAS4451-016	43.00	Y	6"	VP	
EX.SAS4450-016	EX.SAS4451-011	242.00	N	6"	VP	
EX.SAS4451-011	EX.SAS4451-012	179.00	N	6"	VP	
EX.SAS4451-012	EX.SAS4451-013	99.00	Y	6"	VP	
EX.SAS4450-018	EX.SAS4451-015	253.00	N	6"	VP	UNIVERSITY/LATHROP INTERSECTION SOUTH
EX.SAS4451-015	STA 52+10.38 RT 2.31'	156.00	N	6"	VP	
STA 51+50 RT 3'	EX.SAS4451-017	60.00	N	6"	VP	

REMOVE SEWER ACCESS STRUCTURES

STRUCTURE	STATION	LOCATION (OFFSET)	RIM	EI	DEPTH	NOTES
KENDALL/FOREST INTERSECTION(WEST)						
EX.SAS4351-009	11+67.94	LT-1.31	895.47	888.74	6.73	RECONSTRUCT BENCH AND FLOWLINES
EX.SAS4351-008	14+14.37	LT-.49	891.91	883.91	8.00	
EX.SAS4351-007	16+62.10	RT-.24	892.14	883.64	8.50	
EX.SAS4351-006	17+05.43	RT-.56	892.30	883.68	8.62	
EX.SAS4351-012	19+03.66	RT-.65	896.96	888.61	8.35	
EX.SAS4351-013	21+01.18	RT-.80	901.97	893.87	8.10	
EX.SAS4351-014	22+29.65	RT-.45	904.93	899.20	5.73	
EX.SAS4451-001	24+70.36	RT-.37	907.44	898.14	9.30	
EX.SAS4451-002	27+04.80	RT-.51	910.77	897.07	13.70	
EX.SAS4451-007	28+02.41	RT-4.90	914.07	905.25	8.82	
EX.SAS4451-006	29+71.43	RT-1.92	921.67	912.47	9.20	
EX.SAS4451-011	30+67.59	RT-.56	925.26	916.51	8.75	
EX.SAS4451-016	31+65.87	RT-.86	922.60	913.00	9.60	
EX.SAS4451-015	34+28.50	LT-.44	914.35	900.90	13.45	
EX.SAS4451-013	41+00.40	LT-.24	946.06	933.86	12.20	
EX.SAS4451-012	42+01.19	RT-3.53	940.50	928.36	12.14	
EX.SAS4451-017	50+90.51	RT-3.66	922.57	917.22	5.35	

SANITARY SEWER PIPE ABANDONMENT

FROM SAS (DWNSTRM)	TO SAS (UPSTREAM)	LENGTH Feet	PAID (Y/N)	SIZE (DIA in)	PIPE TYPE	NOTES
STA 52+10.38 RT 2.31'	STA 51+50 RT 3'	60	N	6"	VP	PIPE PLUGS(LATHROP)
SAS #9	EX.SAS4451-002	76.00	N	6"	VP	PIPE PLUGS INCIDENTAL PER 2014 SPEC.

STORM SEWER SCHEDULE

*REVISED 3/21/2014 KDF
**REVISED 7/7/2014 KDF
+REVISED 9/15/2014 KDF

KENDALL AVE, PROSPECT AVE & LATHROP ST	SHEET NO.
PROJECT NO. 53W1543	U-11
STORM SEWER SCHEDULE	
KENDALL/PROSPECT/LATHROP	CITY OF MADISON

PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
KENDALL AVE							
S-1	16+70.04	LT-17.19	6X6 CATCHBASIN	890.80	885.64	5.16	(1), FP, W/TWIN R-1550-0054
S-2	16+51.56	LT-16.45	3X3 SAS	891.46	886.05	5.41	W/R-1550-0054
S-3	14+81.94	LT-12.34	6X6 CATCHBASIN	890.93	886.92	4.01	(1), (2), FP
S-3A	14+72.93	LT-10.35	H INLET	890.83	887.24	3.59	W/R-3067-7004-V
+ S-3B	14+75.78	RT-10.45	H INLET	891.85	889.00	2.85	FP, W/R-3067-7004-VB
S-4	17+22.82	LT-10.50	H INLET	892.04	888.24	3.80	W/R-3067-7004-V
S-5	17+88.24	LT-10.50	H INLET	893.48	889.96	3.52	(3), W/R-3067-7004-V
S-10	22+10.37	LT-19.95	6X6 CATCHBASIN	903.50	898.88	4.62	(1), FP, W/TWIN R-1550-0054
S-11	22+41.20	LT-16.30	H INLET	903.46	899.68	3.78	FP, W/R-3067-7004-V
+ S-12	22+41.20	RT-14.40	H INLET	905.20	901.99	3.21	W/R-3067-7004-VB
+ S-13	22+06.68	RT-17.33	3X3 SAS	905.48	900.53	4.95	FP, W/R-1550-0054
S-20	26+89.03	LT-15.00	6X6 CATCHBASIN	908.75	903.53	5.22	(1), FP, W/TWIN R-1550-0054
S-21	26+89.44	RT-18.50	H INLET	911.25	906.00	5.25	FP, W/R-3067-7004-V
+ S-22	27+14.95	RT-34.80	H INLET	912.33	908.58	3.75	W/R-3067-7004-V
+ S-23	27+41.25	LT-10.50	H INLET	910.33	904.25	6.08	FP, W/R-3067-7004-V
* S-23A	28+12.90	LT-10.50	H INLET	913.41	909.56	3.85	W/R-3067-7004-V
* S-23B	28+31.17	LT-15.40	8" STAND PIPE	913.50	911.09	2.41	(6), (7)
+ S-24	27+41.25	RT-10.50	H INLET	912.10	907.10	5.00	W/R-3067-7004-V
S-30	30+53.75	LT-16.30	6X6 CATCHBASIN	922.81	917.47	5.34	(1), FP, W/TWIN R-1550-0054
PROSPECT AVE							
** S-31	43+41.20	LT-13.20	H INLET	928.18	923.15	5.03	W/R-3067-7004-V
S-32	43+41.20	RT-13.20	H INLET	927.73	924.03	3.70	W/R-3067-7004-V
LATHROP ST							
S-40	56+24.25	LT-11.70	H INLET	897.20	892.50	4.70	W/R-3067-7004-V
S-41	55+97.70	LT-4.88	3X3 SAS	897.98	893.98	4.00	W/R-1550-0054
** S-42	53+84.43	LT-5.00	3X3 SAS	912.32	907.42	4.90	W/R-1550-0054
** S-42A	53+84.43	LT-18.85	H INLET	913.00	908.23	4.77	FP, W/R-3067-7004-V
** S-42B	53+91.20	RT-34.00	H INLET	911.25	909.70	1.55	FP, W/R-3067-7004-V
** S-43	53+47.45	LT-18.40	H INLET	916.16	910.79	5.37	W/R-3067-7004-VB

SPECIFIC NOTES

- (1) W/ 3' SUMP BELOW LISTED EI, SEE S.D.D. 5.7.4
(2) TWO CASTINGS, ONE R-1550-0054, ONE R-3067-7004-V. TOP OF CASTING ELEVATION FROM TOP OF CURB
(3) PRIVATE STORM CONNECTION,TYPE II
(6) INSTALL HARCO DOMED 8" ROUND GRATE OR EQUAL ON 8" PVC STANDPIPE.
STANDPIPE AND FITTINGS SHALL BE PAID UNDER BID ITEM 90031
(7) TOP OF CASTING ELEVATION GIVEN FOR TOP OF DOME GRATE.
(8) PIPE SHALL BE TWIN 6 INCH AWWA C900 PVC. SEE SHEET U-5 FOR ADDITIONAL PIPE E.I.
PIPE E.I. SHALL BE VERIFIED IN FIELD AND ADJUSTED TO MAXIMIZE SLOPE.
(9) SLIDE PIPE THROUGH EXISTING OPENING IN ATT DUCT PACKAGE.

PROPOSED STORM PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	PIPE SIZE	TYPE	NOTES
KENDALL AVE									
P-1	S-1	S-2	18.5	885.90	886.05	1.07%	12"	RCP	-
P-2	S-3	S-3A	9.5	887.19	887.24	1.00%	12"	RCP	-
+ P-3	S-3	S-3B	24	887.11	889.00	9.41%	10"	PVC C900	(9)
P-4	S-1	S-4	52	886.90	888.24	2.75%	12"	RCP	-
P-5	S-4	S-5	62.5	888.24	889.96	2.75%	12"	RCP	-
P-10	S-10	S-11	31	899.15	899.68	2.00%	12"	RCP	-
+ P-11	S-10	S-12	46	898.93	901.99	7.43%	10"	PVC C900	(9)
+ P-12	S-10	S-13	37.5	898.93	900.53	4.86%	15"	RCP	-
+ P-20	S-20	S-21	33.5	904.00	906.00	6.95%	15"	RCP	-
+ P-21	S-24	S-22	36	907.10	908.58	4.11%	12"	RCP	-
+ P-22	S-20	S-23	52.5	903.78	904.25	2.75%	12"	RCP	-
+ P-23	S-23	S-24	21	904.25	907.10	6.80%	12"	RCP	-
* P-23A	S-23	S-23A	72	906.82	909.56	4.00%	12"	RCP	-
* P-23B	S-23A	S-23B	19	910.92	911.09	1.00%	8"	PVC	BID ITEM 90031
** P-30	S-30	S-31	55	918.10	923.15	10.00%	12"	RCP	-
PROSPECT AVE									
P-31	S-31	S-32	26.5	923.66	924.03	1.50%	12"	RCP	-
LATHROP ST									
P-40	S-40	S-41	27.5	892.50	893.98	6.10%	12"	RCP	-
** P-41	S-41	S-42	213.5	893.98	907.42	6.40%	12"	RCP	-
** P-42	S-42A	S-43	37	908.23	910.79	7.50%	12"	RCP	-
** P-42A	S-42	S-42A	14	908.17	908.23	0.50%	12"	RCP	-
** P-42B	S-42	S-42B	40	909.20	909.70	0.42%	6"	PVC	(8)TWIN PIPES

PROPOSED CIPP STORM PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	PIPE SIZE	TYPE	NOTES
CIP-1	S-2	S-3	167	12"	RCP	-
+ CIP-2	S-13	EX AS 4351-010	215	12"	VP	-
CIP-3	S-10	EX IN 4351-008	47	12"	VP	-
CIP-4	EX AS 4450-032	S-30	275	12"	RCP	-

STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = UNDERDRAIN

- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.
- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.
- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT KYLE FRANK OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO kfrank@cityofmadison.com.

STORM SEWER SCHEDULE

**REVISED 7/7/2014 KDF
+REVISED 9/15/2014 KDF

KENDALL AVE, PROSPECT AVE & LATHROP ST PROJECT NO. 53W1543	SHEET NO. U-12
STORM SEWER SCHEDULE	
KENDALL/PROSPECT/LATHROP	CITY OF MADISON

REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
KENDALL AVE					
RS-1	AS 4351-016	16+70.00	RT-18.80	CATCHBASIN	-
RS-2	IN 4351-019	17+04.00	LT-17.30	INLET	-
RS-3	AS 4351-024	14+81.50	LT-13.90	CATCHBASIN	-
RS-4	IN 4351-023	14+80.40	LT-10.50	INLET	-
RS-5	-	14+73.60	RT-10.50	INLET	-
RS-6	IN 4351-022	14+74.80	RT-10.50	INLET	-
RS-10	AS 4351-004	22+10.40	LT-20.25	CATCHBASIN	-
RS-11	IN 4351-006	22+41.95	LT-16.15	INLET	-
RS-12	IN 4351-007	22+40.10	RT-15.25	INLET	-
RS-13	AS 4351-005	22+07.66	RT-17.50	SAS	-
RS-20	AS 4451-014	26+89.05	LT-16.85	CATCHBASIN	-
RS-21	IN 4451-015	26+93.85	RT-33.50	INLET	-
RS-22	IN 4451-016	27+15.95	RT-20.85	INLET	-
RS-23	IN 4451-018	27+39.80	LT-10.90	INLET	-
RS-24	IN 4451-017	27+36.85	RT-10.30	INLET	-
RS-30	AS 4451-003	30+53.70	LT-17.80	CATCHBASIN	-
PROSPECT AVE					
RS-31	IN 4451-004	43+45.90	LT-13.90	INLET	-
RS-32	IN 4451-005	43+47.65	RT-14.10	INLET	-
					-
LATHROP AVE					
RS-40	IN 4450-022	56+24.25	LT-11.70	INLET	-
RS-41	IN 4450-044	53+83.50	LT-14.50	SAS	-
RS-42	IN 4451-002	53+47.30	LT-18.50	INLET	-

STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
KENDALL AVE				
+ ULO1	14+80.65	LT-7.60	AT&T TELEPHONE	TOP=889.30, BOT=884.04, IN CONFLICT, STORM SEWER REVISED
+ ULO2	17+02.21	LT-13.00	GAS	TOP=887.94, 2" PLASTIC
+ ULO3	17+90.42	LT-21.75	GAS	TOP=889.82, 2" PLASTIC
+ ULO4	22+41.20	LT-7.70	AT&T TELEPHONE	TOP=902.79, BOT=898.79, IN CONFLICT, STORM SEWER REVISED
+ ULO5	26+89.10	LT-8.00	AT&T TELEPHONE	TOP=907.90, BOT=901.20, IN CONFLICT, STORM SEWER REVISED
+ ULO6	27+26.75	LT-12.45	AT&T TELEPHONE	TOP=907.74, 2" 900 PAIR COPPER
+ ULO7	27+41.25	LT-7.65	AT&T TELEPHONE	TOP=908.86, BOT=905.46, IN CONFLICT, STORM SEWER REVISED
** ULO8	30+53.95	LT-7.50	AT&T TELEPHONE	TOP=923.07, BOT=920.27, IN CONFLICT, STORM SEWER REVISED
** ULO9	34+18.35	LT-5.60	AT&T TELEPHONE	TOP=913.07, BOT=908.55, IN CONFLICT, STORM SEWER REVISED
** ULO101	32+55.60	LT-8.38	AT&T TELEPHONE	TOP=917.12, BOT=914.12
** ULO102	33+88.15	LT-6.72	AT&T TELEPHONE	TOP=911.97, BOT=910.41
LATHROP ST				
** ULO103	53+89.63	RT-8.05	AT&T TELEPHONE	TOP=909.74, BOT=905.13
** ULO104	53+89.23	RT-22.80	TELEPHONE	TOP=908.68, 1" CONDUIT

SPECIFIC NOTES

- (4) ULO TO BE COMPLETED PRIOR TO ANY SEWER WORK
(5) PIPE PLUGS PAID UNDER BID ITEM 20336

REMOVE STORM PIPES

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
KENDALL AVE							
RP-1	RS-1	S-2	18	12"	VP	N	-
RP-2	RS-1	RS-2	34	12"	VP	Y	-
RP-3	RS-3	RS-5	4	12"	VP	N	-
RP-4	RS-3	RS-6	22	12"	VP	N	-
RP-10	RS-10	RS-10	32	12"	VP	N	-
RP-11	RS-10	RS-12	46	12"	VP	Y	-
+ RP-20	RS-20	S-21	35	12"	VP	N	-
RP-21	RS-20	RS-21	50	12"	VP	Y	-
RP-22	RS-20	RS-22	46	12"	VP	Y	-
RP-23	RS-20	RS-23	51	12"	VP	N	-
RP-24	RS-20	RS-24	55	12"	VP	Y	-
RP-30	RS-30	RS-31	52	12"	VP	N	-
RP-31	RS-30	RS-32	58	12"	VP	Y	-
LATHROP AVE							
RP-40							

ABANDON STORM SEWER PIPE

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH	PIPE SIZE	TYPE	NOTES
LATHROP AVE						
AP-1	RS-40	RS-41	235	15"	RCP	(5)

STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = UNDERDRAIN
- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.
- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.
- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT KYLE FRANK OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO kfrank@cityofmadison.com.

STORM SEWER SCHEDULE

**REVISED 7/7/2014 KDF

KENDALL AVE, PROSPECT AVE & LATHROP ST PROJECT NO. 53W1543	SHEET NO. U-12
STORM SEWER SCHEDULE	
KENDALL/PROSPECT/LATHROP	CITY OF MADISON

REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
KENDALL AVE					
RS-1	AS 4351-016	16+70.00	RT-18.80	CATCHBASIN	-
RS-2	IN 4351-019	17+04.00	LT-17.30	INLET	-
RS-3	AS 4351-024	14+81.50	LT-13.90	CATCHBASIN	-
RS-4	IN 4351-023	14+80.40	LT-10.50	INLET	-
RS-5	-	14+73.60	RT-10.50	INLET	-
RS-6	IN 4351-022	14+74.80	RT-10.50	INLET	-
RS-10	AS 4351-004	22+10.40	LT-20.25	CATCHBASIN	-
RS-11	IN 4351-006	22+41.95	LT-16.15	INLET	-
RS-12	IN 4351-007	22+40.10	RT-15.25	INLET	-
RS-13	AS 4351-005	22+07.66	RT-17.50	SAS	-
RS-20	AS 4451-014	26+89.05	LT-16.85	CATCHBASIN	-
RS-21	IN 4451-015	26+93.85	RT-33.50	INLET	-
RS-22	IN 4451-016	27+15.95	RT-20.85	INLET	-
RS-23	IN 4451-018	27+39.80	LT-10.90	INLET	-
RS-24	IN 4451-017	27+36.85	RT-10.30	INLET	-
RS-30	AS 4451-003	30+53.70	LT-17.80	CATCHBASIN	-
PROSPECT AVE					
RS-31	IN 4451-004	43+45.90	LT-13.90	INLET	-
RS-32	IN 4451-005	43+47.65	RT-14.10	INLET	-
LATHROP AVE					
RS-40	IN 4450-022	56+24.25	LT-11.70	INLET	-
RS-41	IN 4450-044	53+83.50	LT-14.50	SAS	-
RS-42	IN 4451-002	53+47.30	LT-18.50	INLET	-

STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
KENDALL AVE				
ULO1	14+80.65	LT-7.60	AT&T TELEPHONE	(4)
ULO2	17+02.21	LT-13.00	GAS	(4)
ULO3	17+90.42	LT-21.75	GAS	(4)
ULO4	22+41.20	LT-7.70	AT&T TELEPHONE	(4)
ULO5	26+89.10	LT-8.00	AT&T TELEPHONE	(4)
ULO6	27+26.75	LT-12.45	AT&T TELEPHONE	(4)
ULO7	27+41.25	LT-7.65	AT&T TELEPHONE	(4)
** ULO8	30+53.95	LT-7.50	AT&T TELEPHONE	TOP=923.07, BOT=920.27, IN CONFLICT, STORM SEWER REVISED
** ULO9	34+18.35	LT-5.60	AT&T TELEPHONE	TOP=913.07, BOT=908.55, IN CONFLICT, STORM SEWER REVISED
** ULO101	32+55.60	LT-8.38	AT&T TELEPHONE	TOP=917.12, BOT=914.12
** ULO102	33+88.15	LT-6.72	AT&T TELEPHONE	TOP=911.97, BOT=910.41
LATHROP ST				
** ULO103	53+89.63	RT-8.05	AT&T TELEPHONE	TOP=909.74, BOT=905.13
** ULO104	53+89.23	RT-22.80	TELEPHONE	TOP=908.68, 1" CONDUIT

SPECIFIC NOTES

- (4) ULO TO BE COMPLETED PRIOR TO ANY SEWER WORK
(5) PIPE PLUGS PAID UNDER BID ITEM 20336

REMOVE STORM PIPES

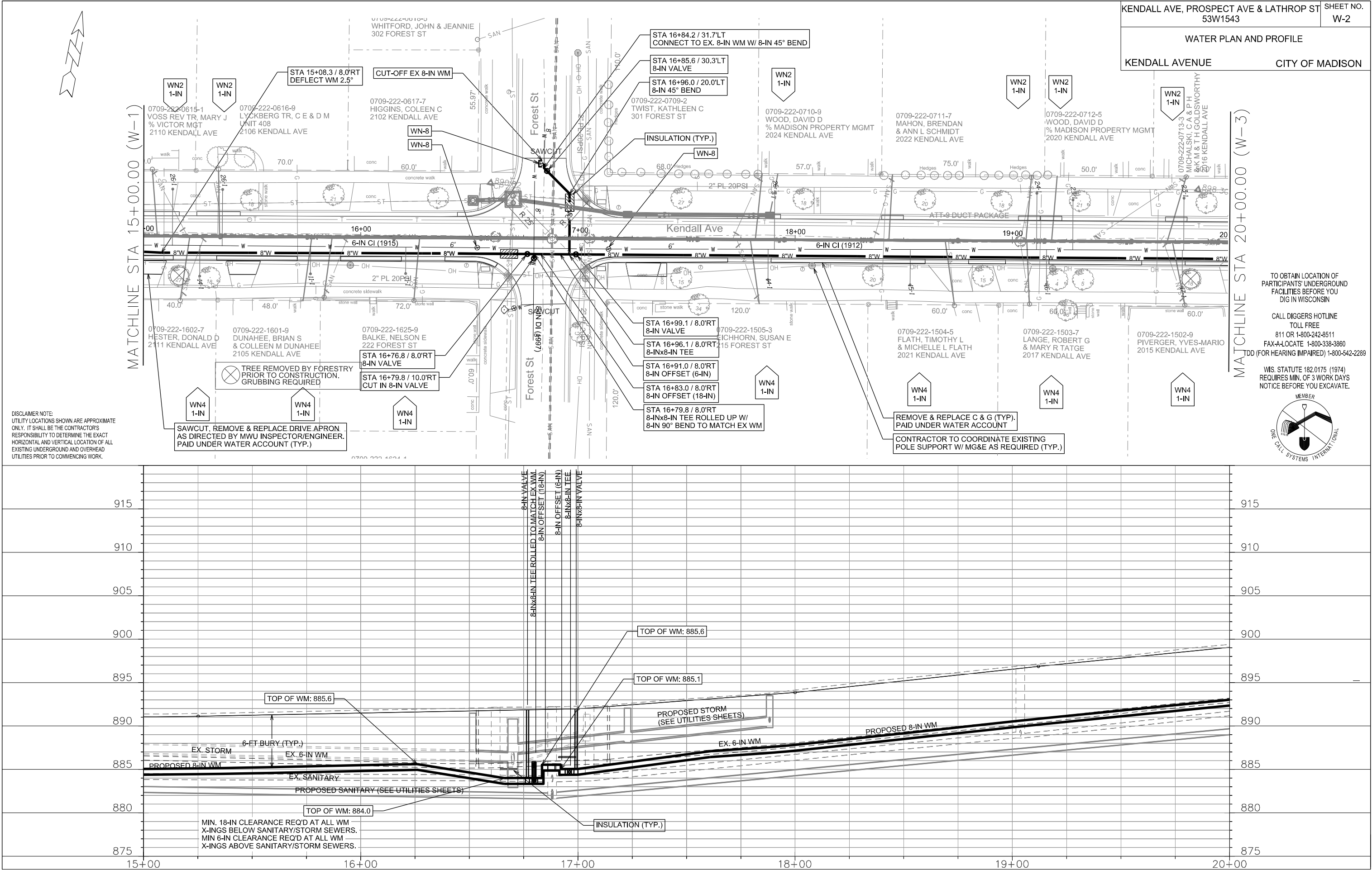
REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
KENDALL AVE							
RP-1	RS-1	S-2	18	12"	VP	N	-
RP-2	RS-1	RS-2	34	12"	VP	Y	-
RP-3	RS-3	RS-5	4	12"	VP	N	-
RP-4	RS-3	RS-6	22	12"	VP	N	-
RP-10	RS-10	RS-10	32	12"	VP	N	-
RP-11	RS-10	RS-12	46	12"	VP	Y	-
RP-20	RS-20	S-21	35	12"	VP	N	-
RP-21	RS-20	RS-21	50	12"	VP	Y	-
RP-22	RS-20	RS-22	46	12"	VP	Y	-
RP-23	RS-20	RS-23	51	12"	VP	N	-
RP-24	RS-20	RS-24	55	12"	VP	Y	-
RP-30	RS-30	RS-31	52	12"	VP	N	-
RP-31	RS-30	RS-32	58	12"	VP	Y	-
LATHROP AVE							
RP-40							

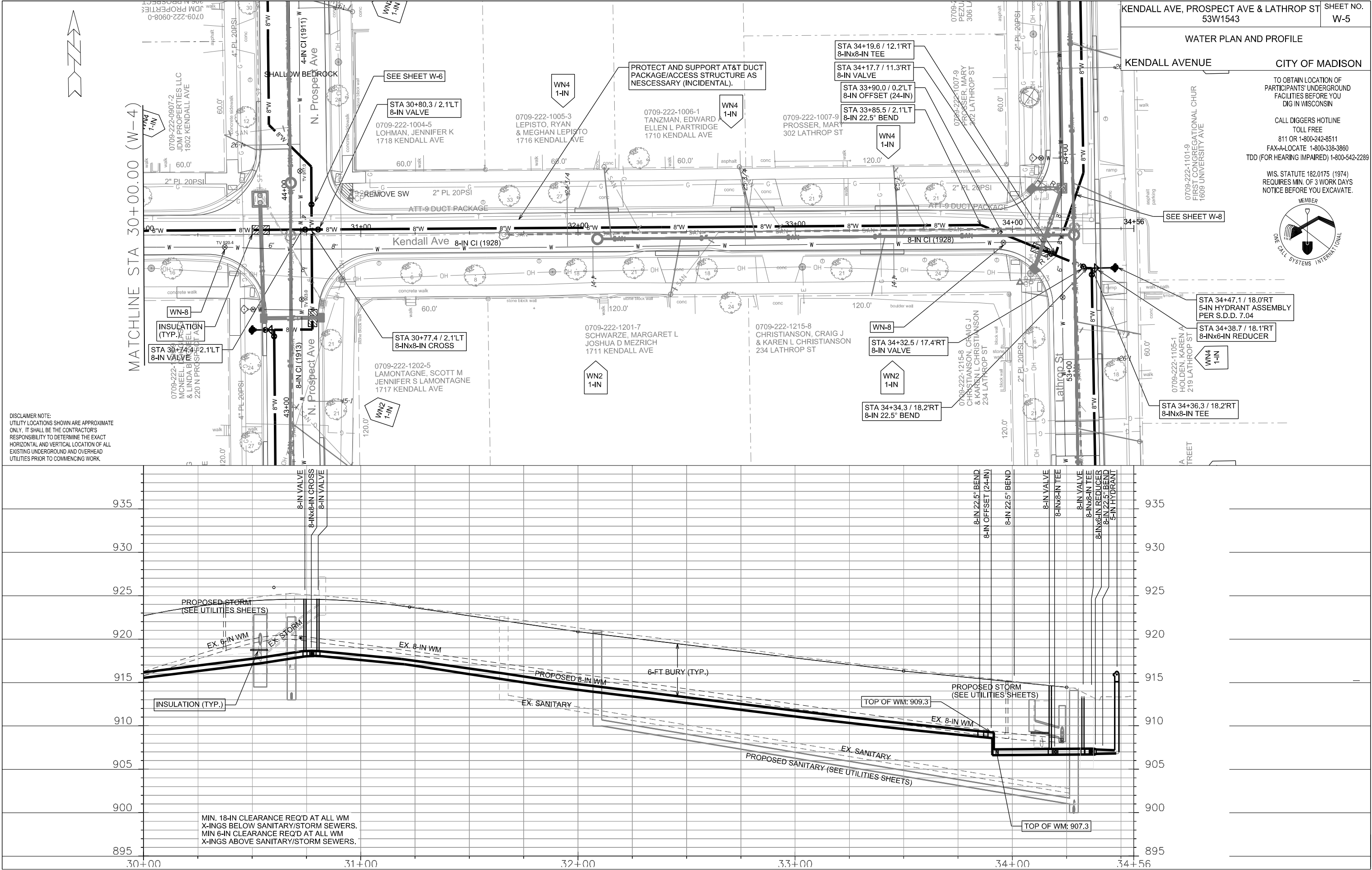
ABANDON STORM SEWER PIPE

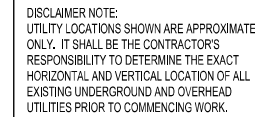
PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH	PIPE SIZE	TYPE	NOTES
LATHROP AVE						
AP-1	RS-40	RS-41	235	15"	RCP	(5)

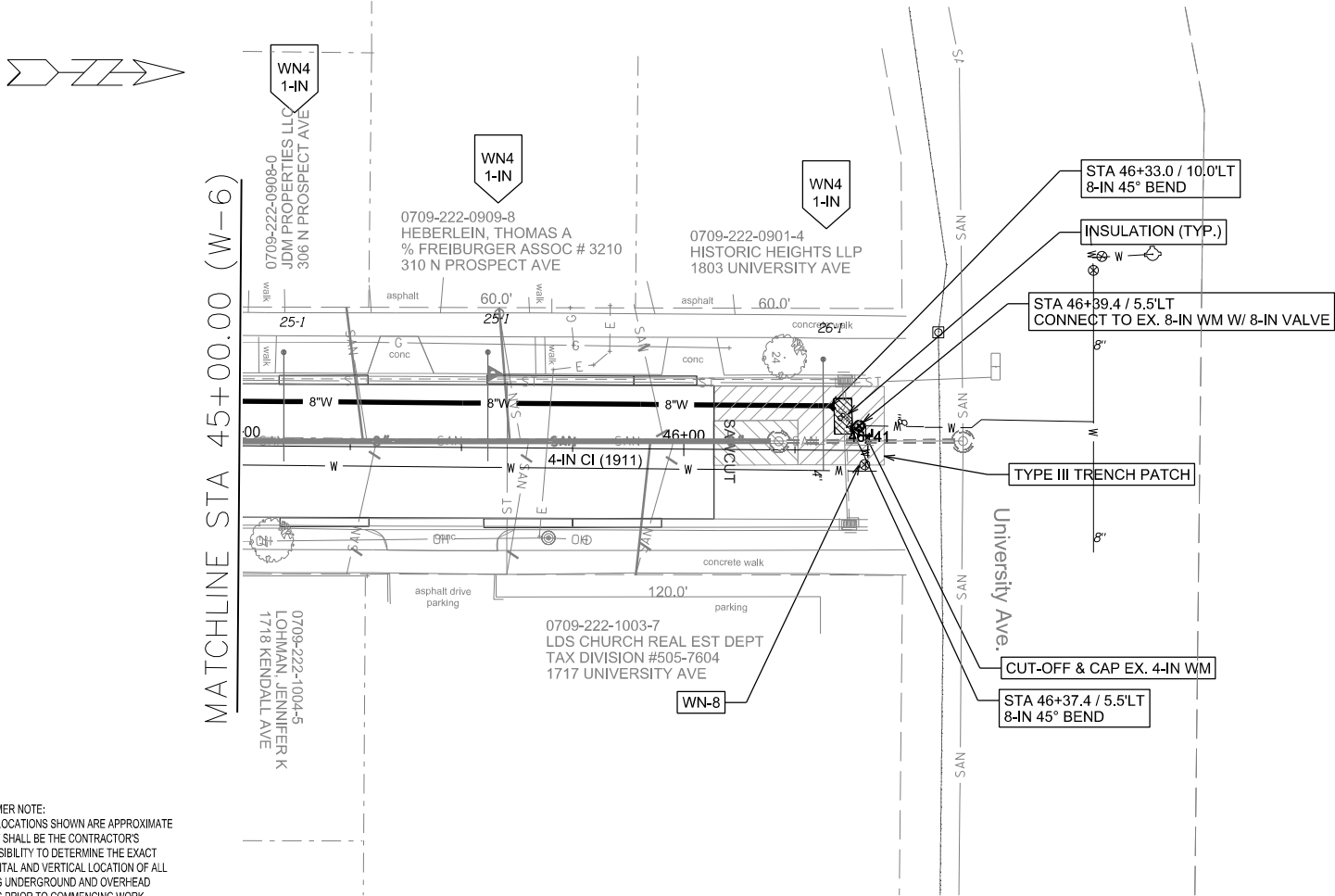
STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = UNDERDRAIN
- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.
- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.
- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT KYLE FRANK OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO kfrank@cityofmadison.com.





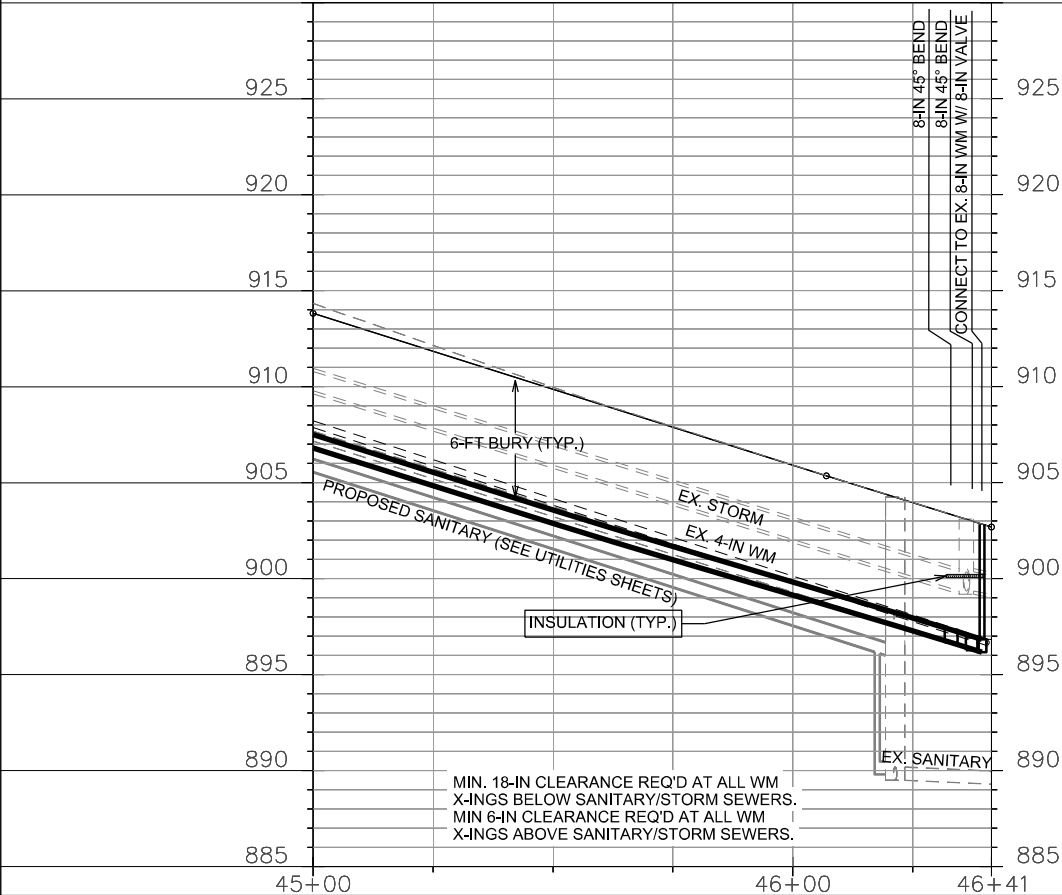


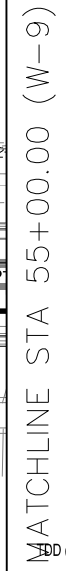


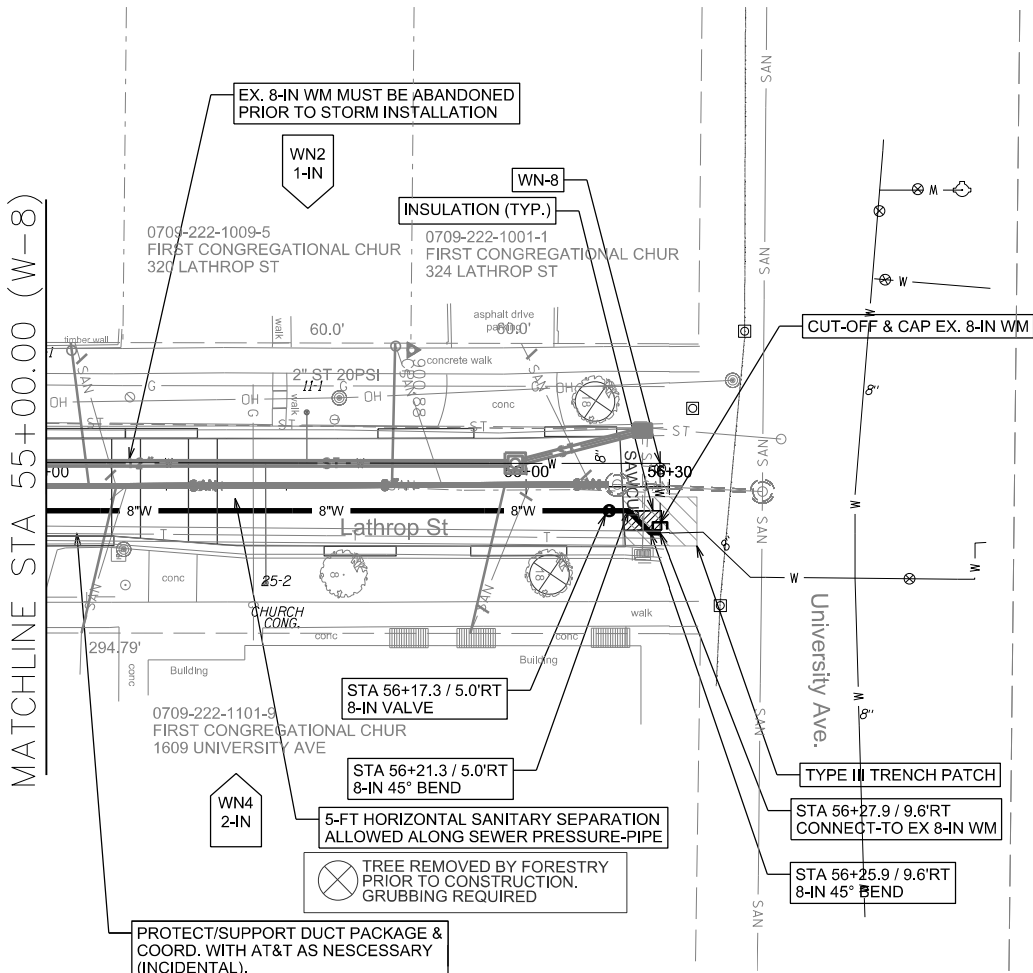
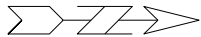
TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE
TOLL FREE
811 OR 1-800-242-8511
FAX-A-LOCATE 1-800-338-3860
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.





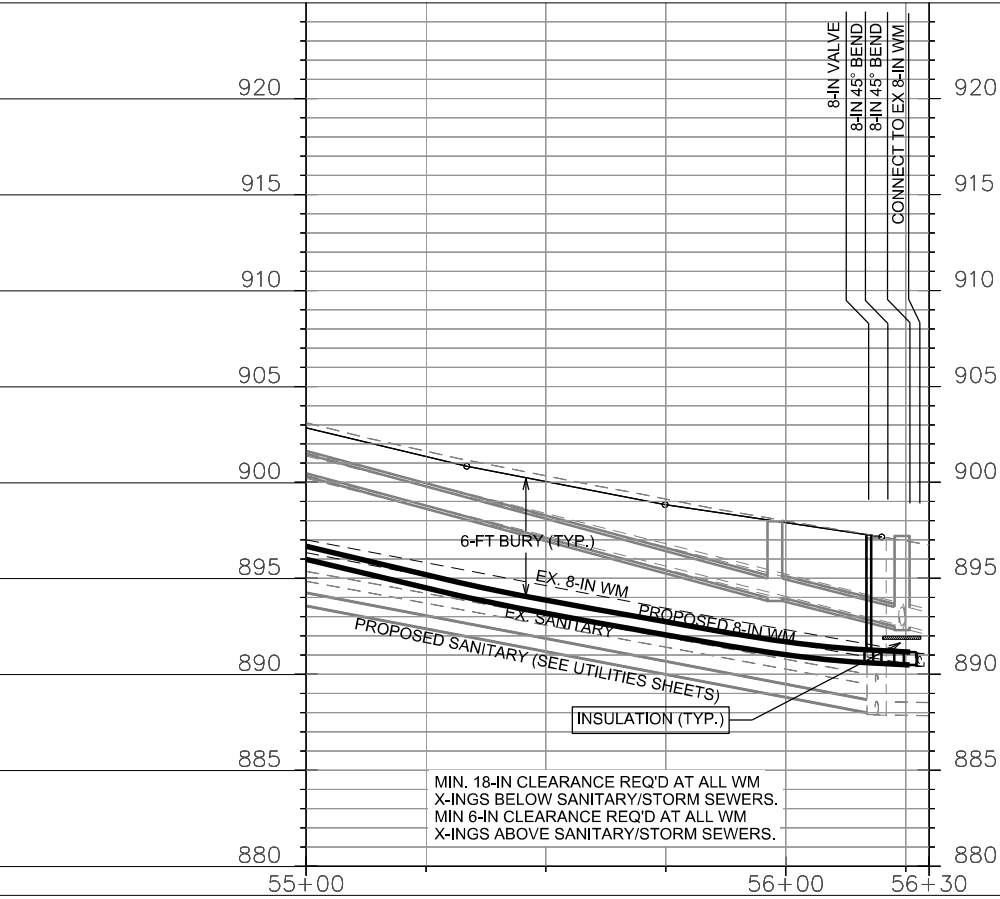


DISCLAIMER NOTE:
UTILITY LOCATIONS SHOWN ARE APPROXIMATE
ONLY. IT SHALL BE THE CONTRACTOR'S
RESPONSIBILITY TO DETERMINE THE EXACT
HORIZONTAL AND VERTICAL LOCATION OF ALL
EXISTING UNDERGROUND AND OVERHEAD
UTILITIES PRIOR TO COMMENCING WORK.

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

CALL DIGGERS HOTLINE
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811 OR 1-800-242-8511
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WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.



1. CONSTRUCT NEW WATER MAIN 6.0' BELOW FINISHED GRADE, UNLESS OTHERWISE NOTED. INSULATE MAIN WITH POLYSTYRENE BOARD AT UTILITY CROSSINGS OR OTHER AREAS IDENTIFIED BY ENGINEER AS HAVING INADEQUATE COVER.
2. VERIFY SIZE OF EXISTING WATER SERVICES AND RECONNECT SERVICES AS INDICATED.
3. MINIMIZE DISRUPTION OF SERVICE TO EXISTING CUSTOMERS. NOTIFY PER CONTRACT REQUIREMENTS OF ANY PLANNED WATER OUTAGE.
4. EXISTING WATER MAIN SHALL REMAIN IN SERVICE UNTIL NEW WATER MAIN IS TESTED AND ACCEPTED BY MADISON WATER UTILITY AND ALL SERVICES ARE RECONNECTED.
5. THE EXISTING UTILITIES SHOWN ON THIS PLAN REPRESENT THE BEST INFORMATION AVAILABLE TO THE WATER UTILITY AT THE TIME OF PLAN PREPARATION. CONTRACTOR IS RESPONSIBLE FOR HAVING EACH UTILITY LOCATED PRIOR TO COMMENCING WORK.

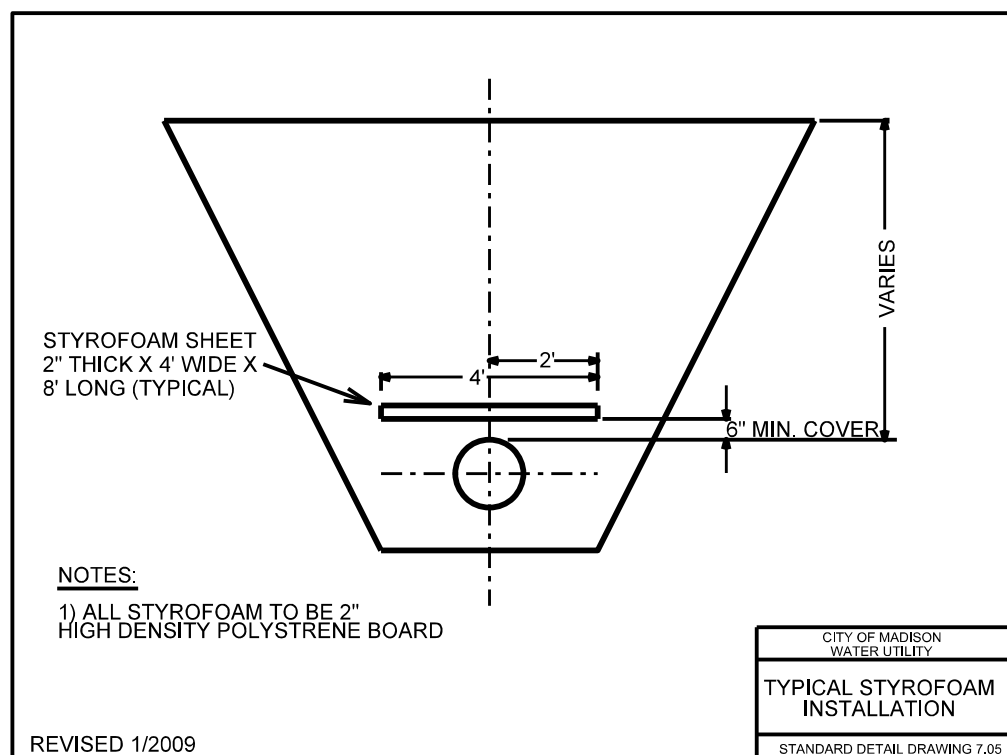
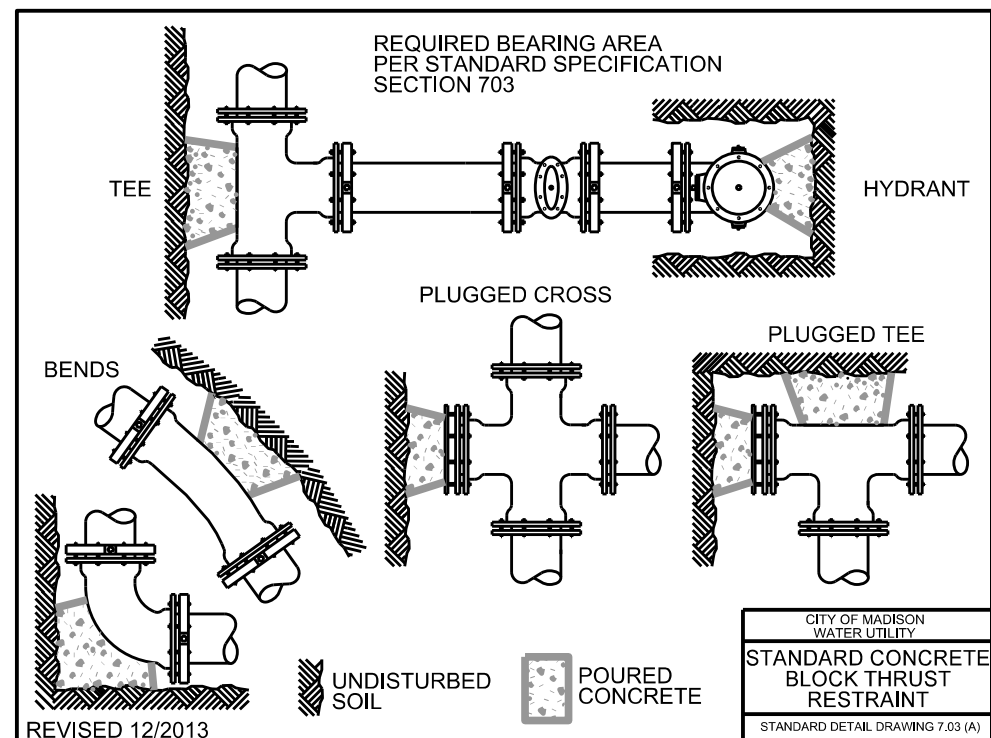
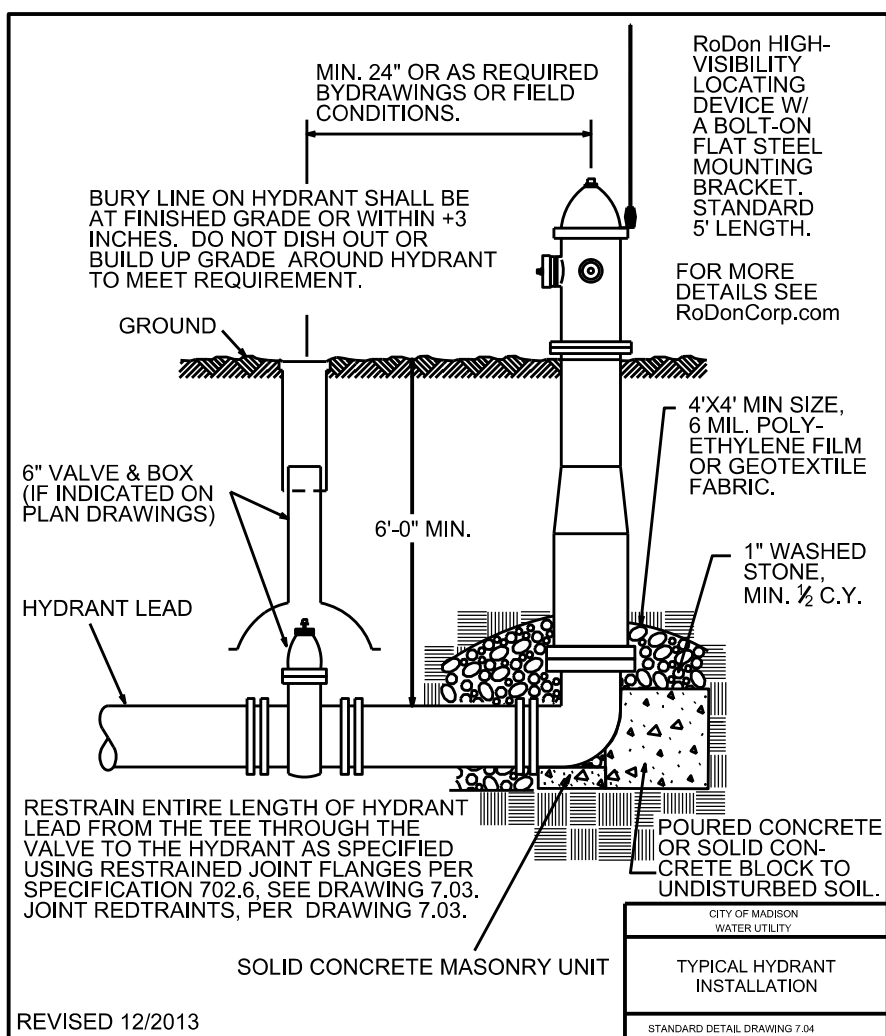
WN11 REPLACE THE EXISTING COPPER SERVICE WITH A COPPER SERVICE

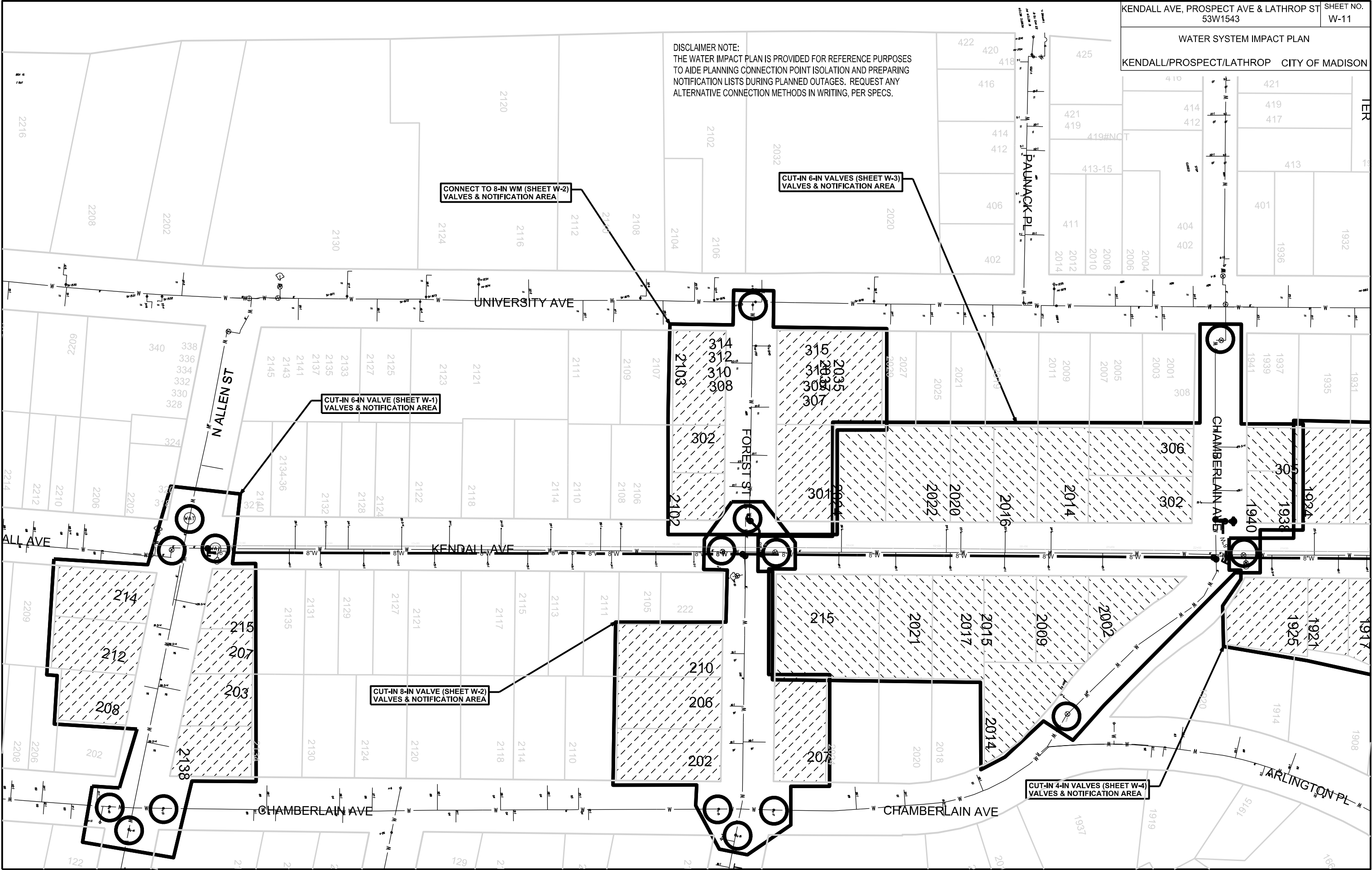
* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.

3/4-IN, 1-IN, 1-1/2-IN, 2-IN COPPER (AS R'QD)

NONE

NONE



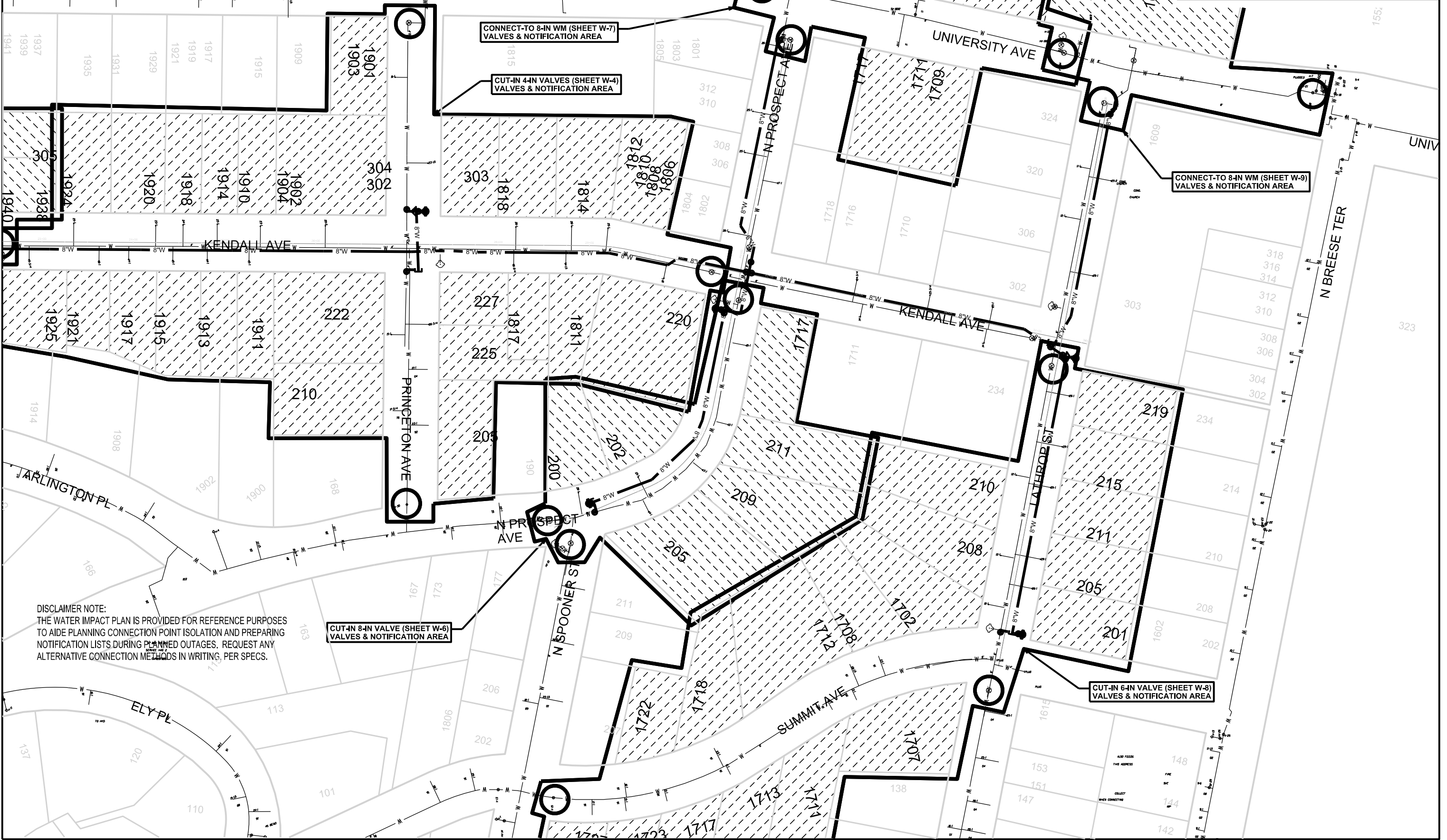


---: PLOT SCALE: ---

---: PLOT NAME: ---

---: REV. DATE: ---

ORIGINATOR: CITY OF MADISON STREETS DIVISION



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

**CUT-IN 8-IN VALVE (SHEET W-6)
VALVES & NOTIFICATION AREA**

CUT-IN 6-IN VALVE (SHEET W-8)
VALVES & NOTIFICATION AREA

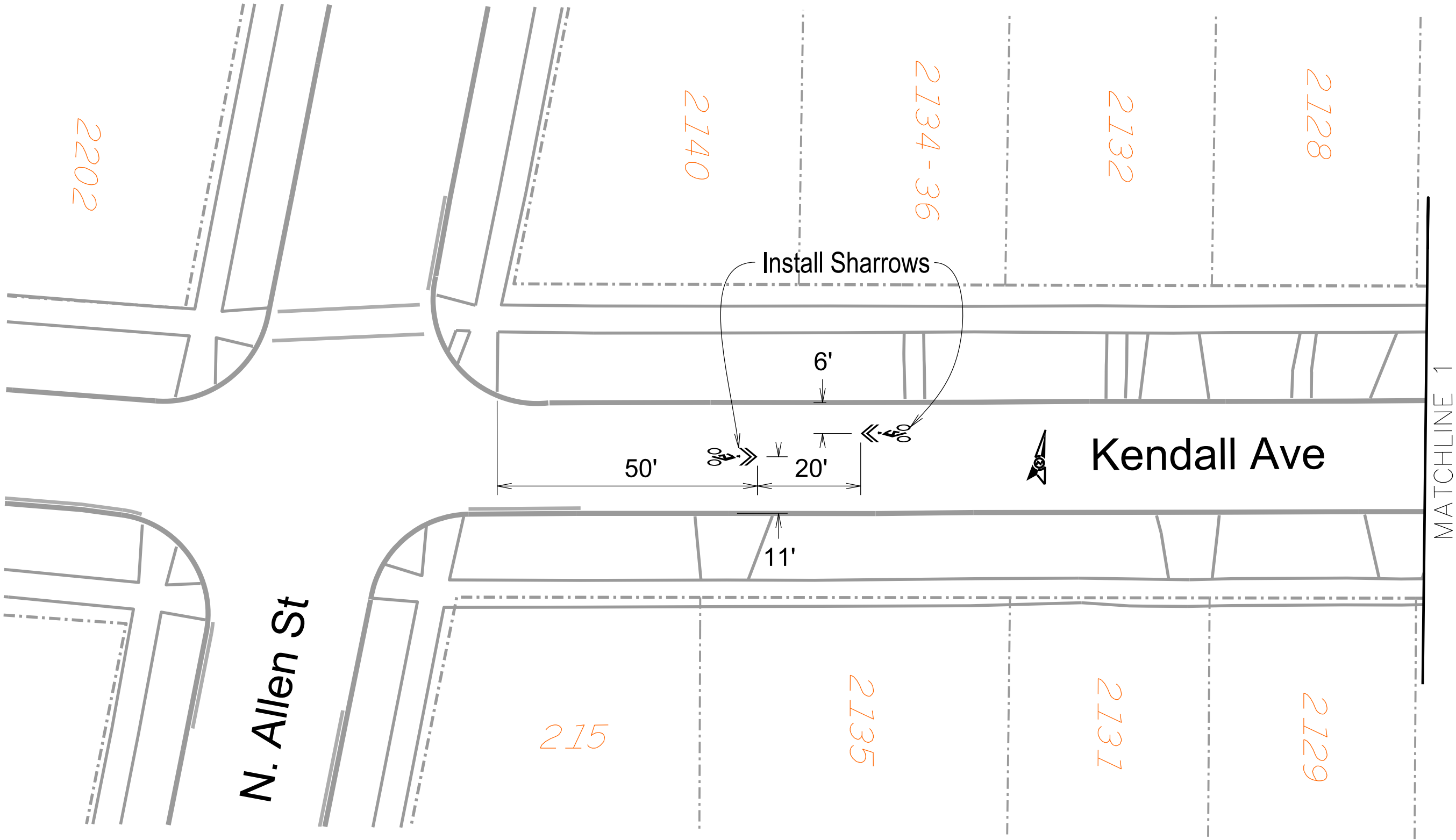
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. M-1
PAVEMENT MARKING PLAN	
KENDALL AVENUE	CITY OF MADISON



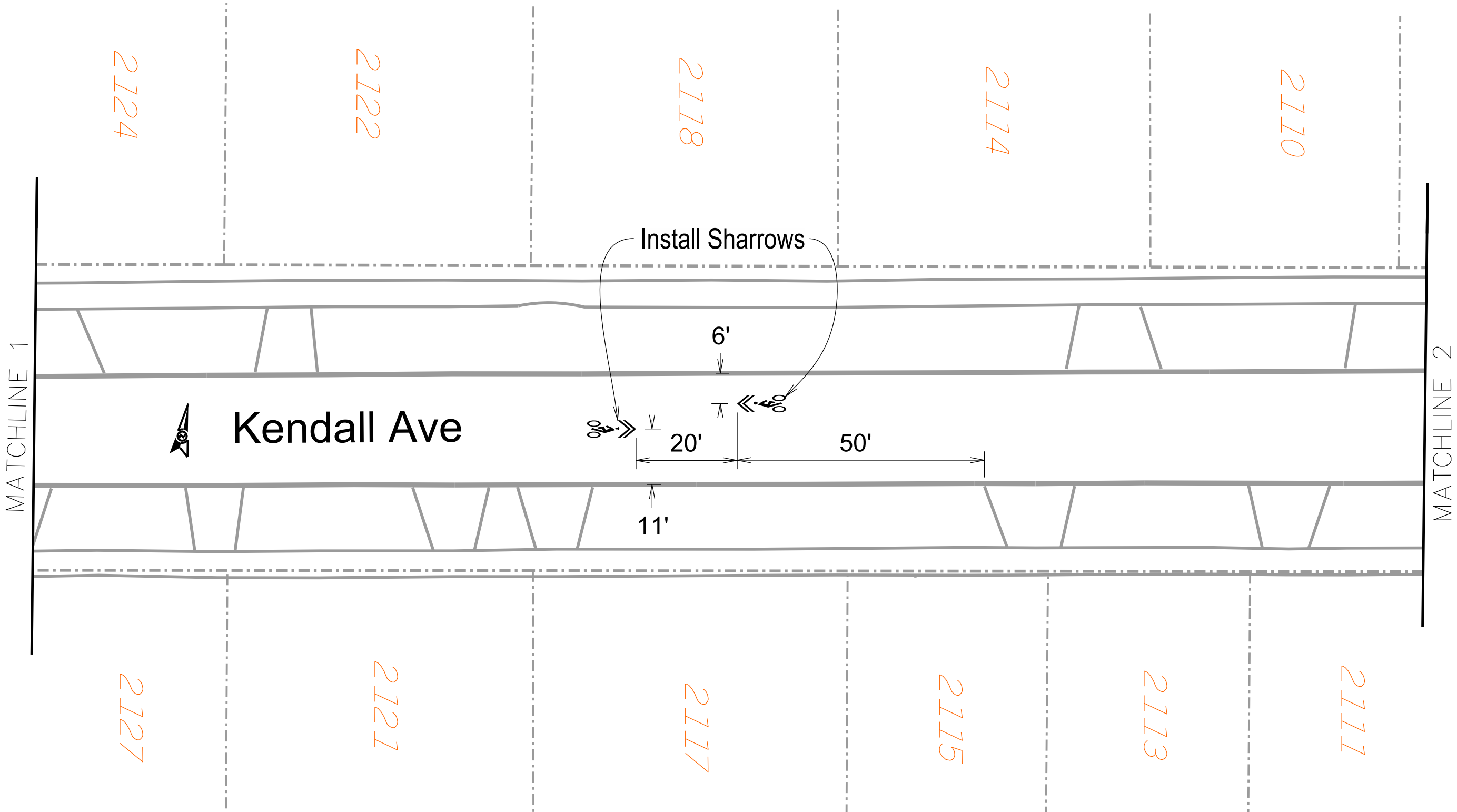
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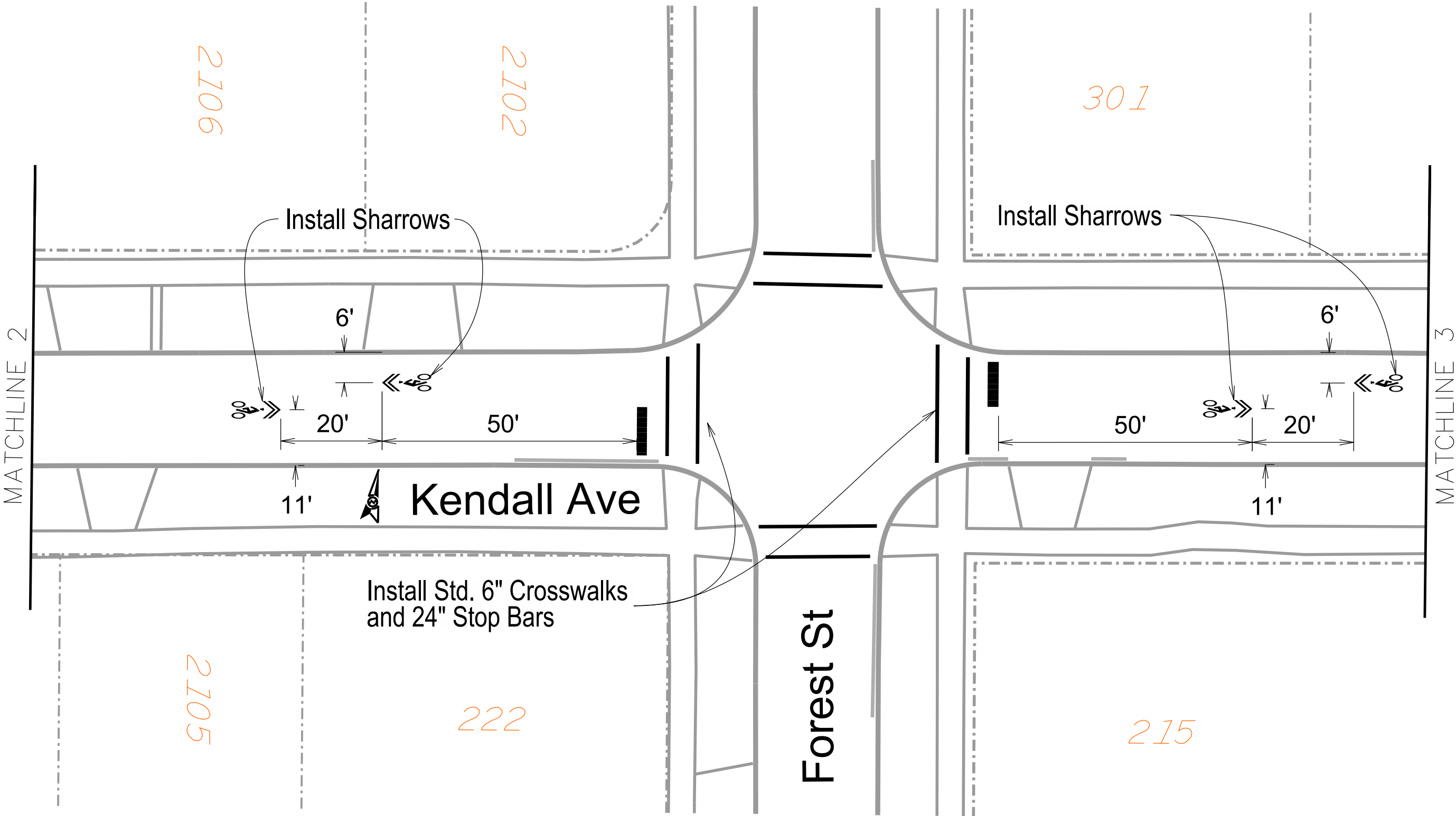
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. M-2
PAVEMENT MARKING PLAN	
KENDALL AVENUE	CITY OF MADISON





PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

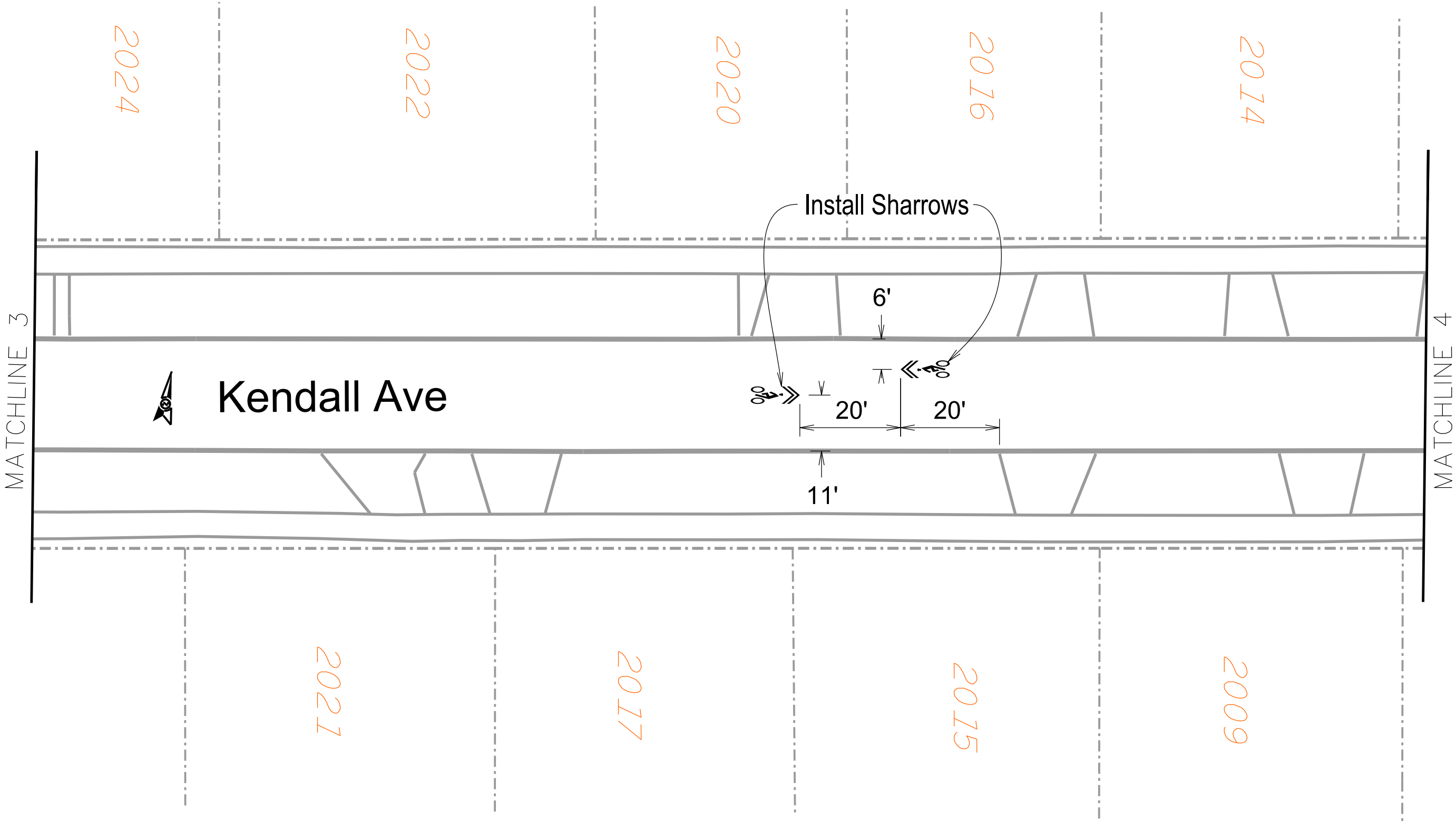
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. M-4
PAVEMENT MARKING PLAN	
KENDALL AVENUE	CITY OF MADISON

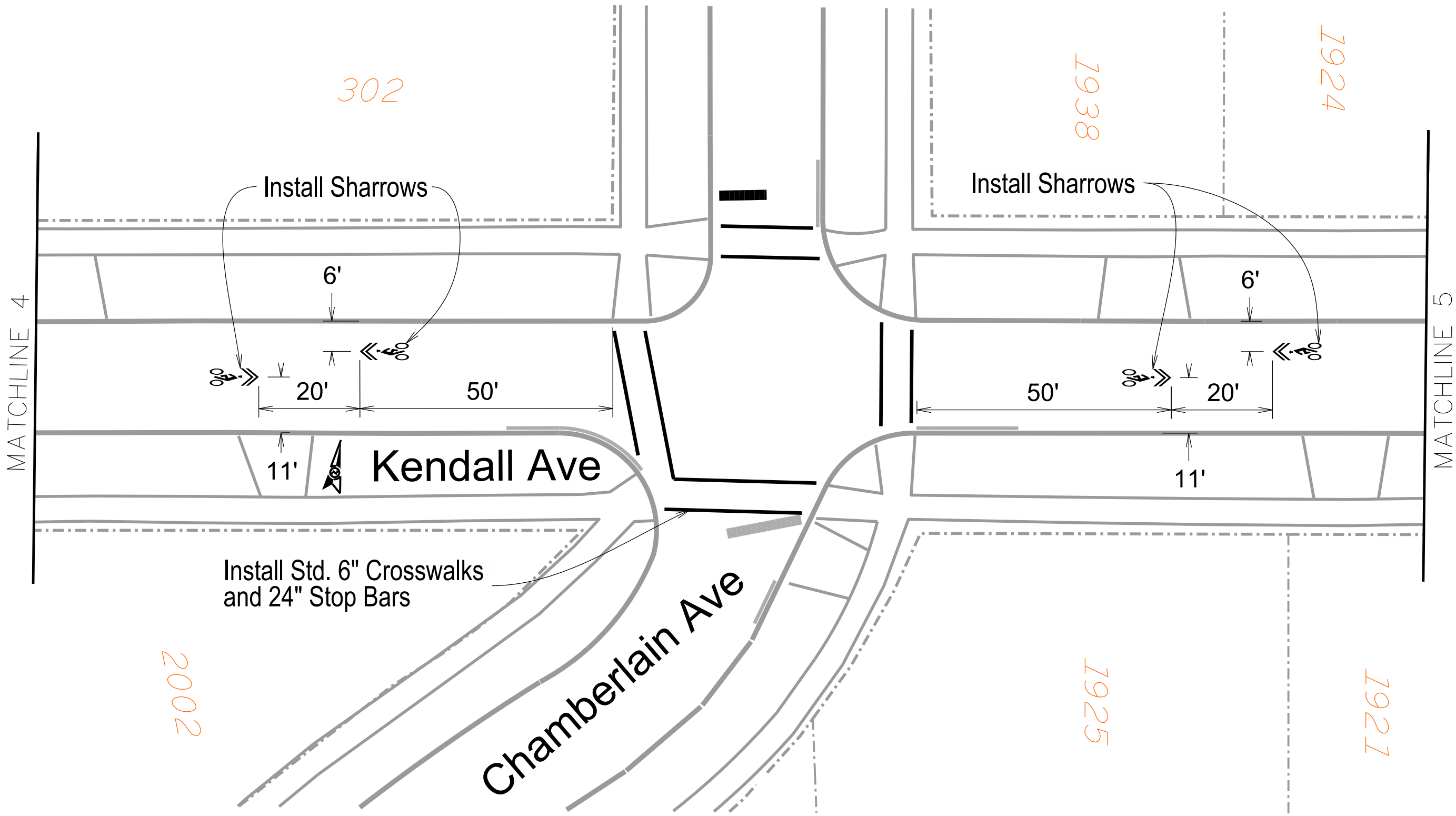


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



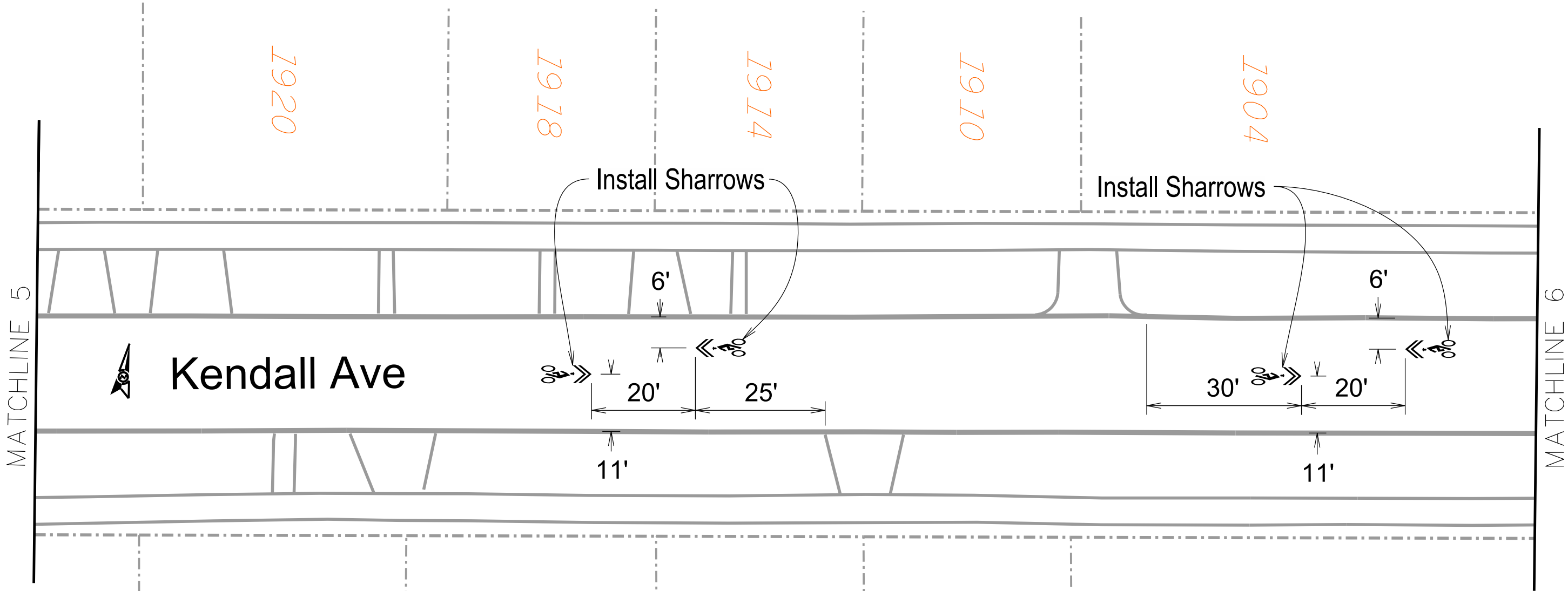
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. M-6
PAVEMENT MARKING PLAN	
KENDALL AVENUE	CITY OF MADISON



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. M-7
PAVEMENT MARKING PLAN	
KENDALL AVENUE	CITY OF MADISON

MATCHLINE 6

222

Princeton Ave

Install Std. 6" Crosswalks
and 24" Stop Bars

227

50'

11'

20'

6'

Install Sharrows

1818

1817

Kendall Ave

1811

1814

MATCHLINE 7

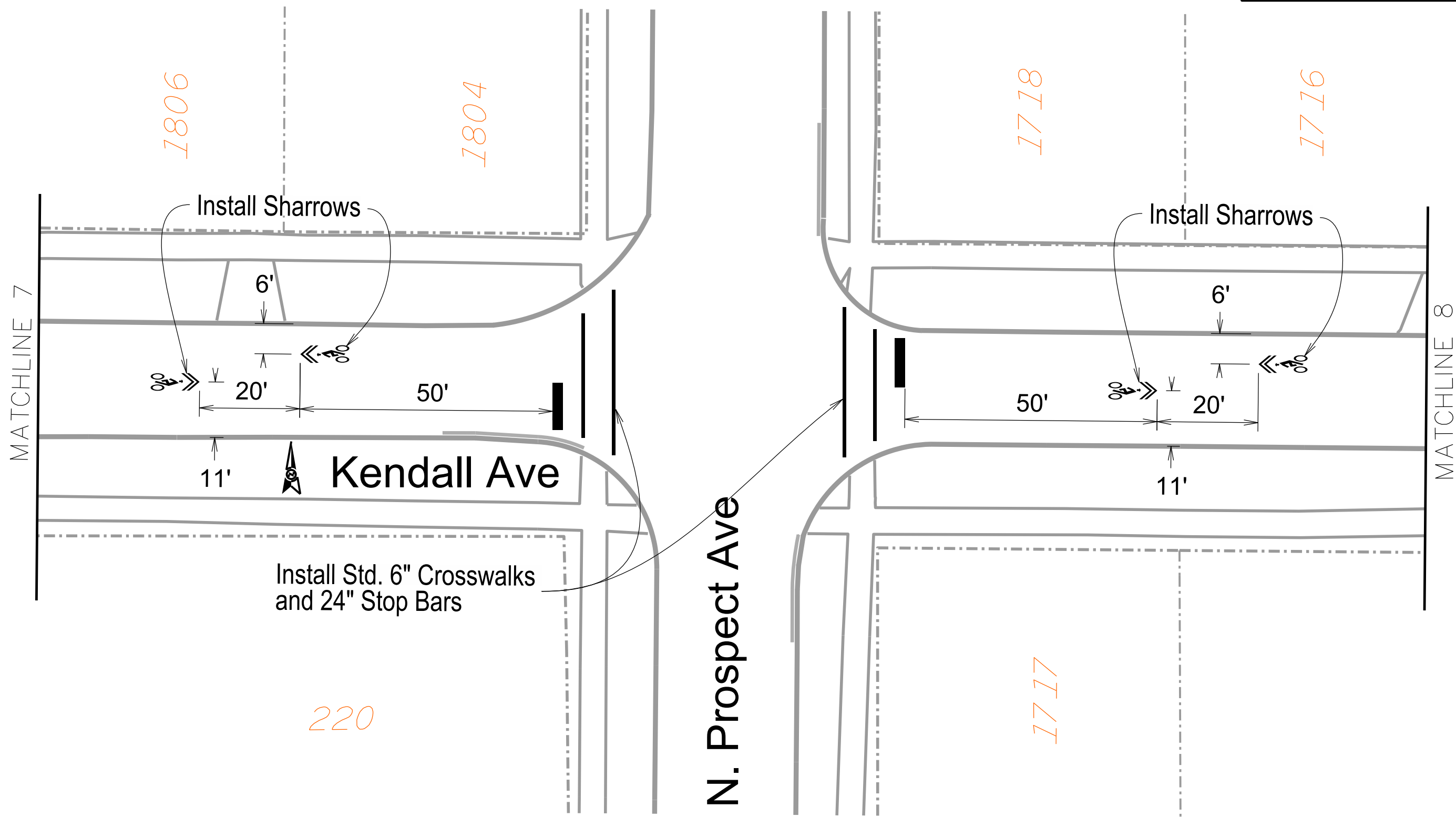
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. M-8
PAVEMENT MARKING PLAN	
KENDALL AVENUE	CITY OF MADISON



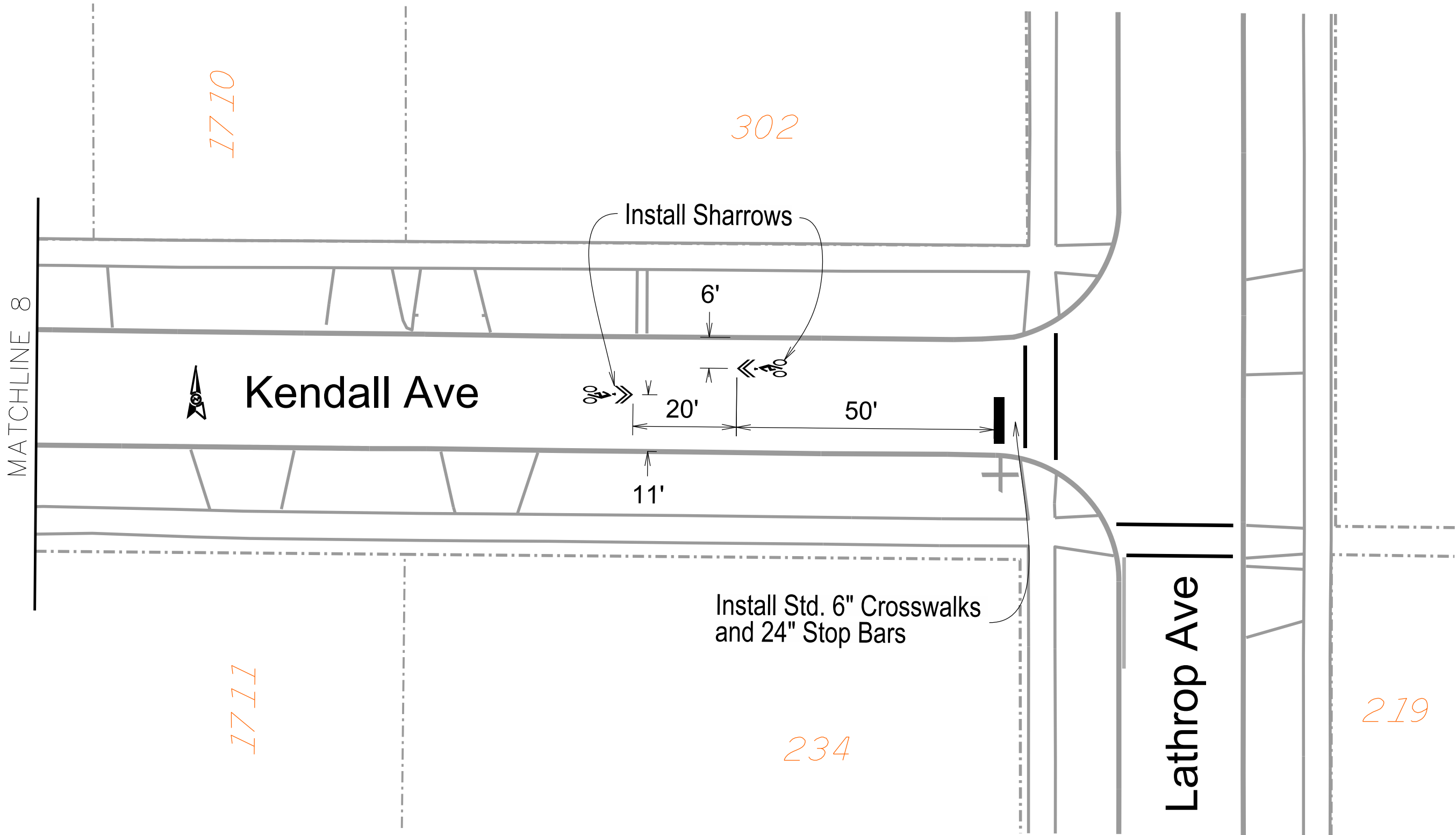
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. M-9
PAVEMENT MARKING PLAN	
KENDALL AVENUE	CITY OF MADISON



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. TC-1
BICYCLE BOULEVARD DETOUR	
KENDALL AVENUE	CITY OF MADISON

Totals



2



1



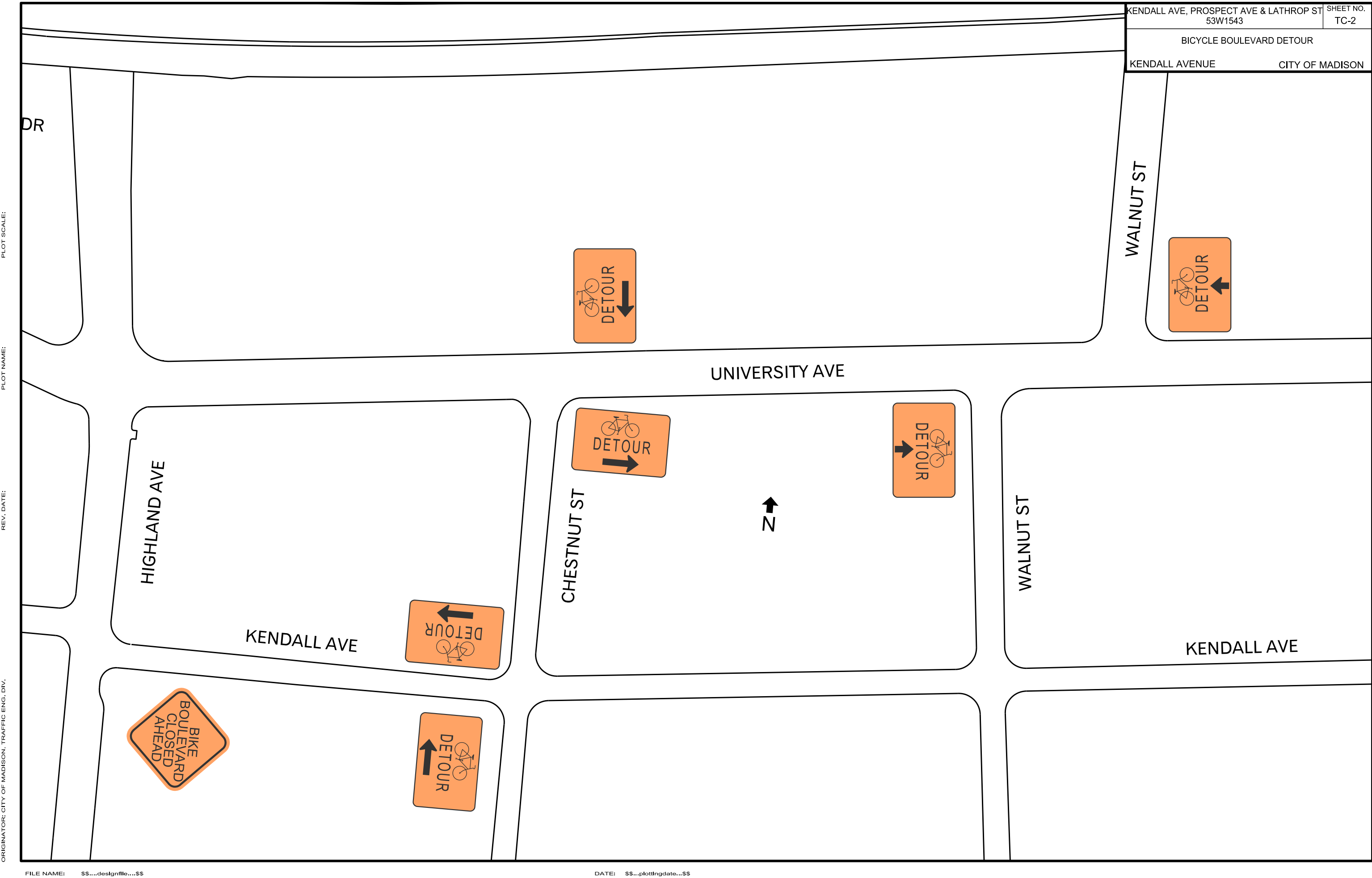
13



2



2



KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. TC-2
BICYCLE BOULEVARD DETOUR	
KENDALL AVENUE	CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

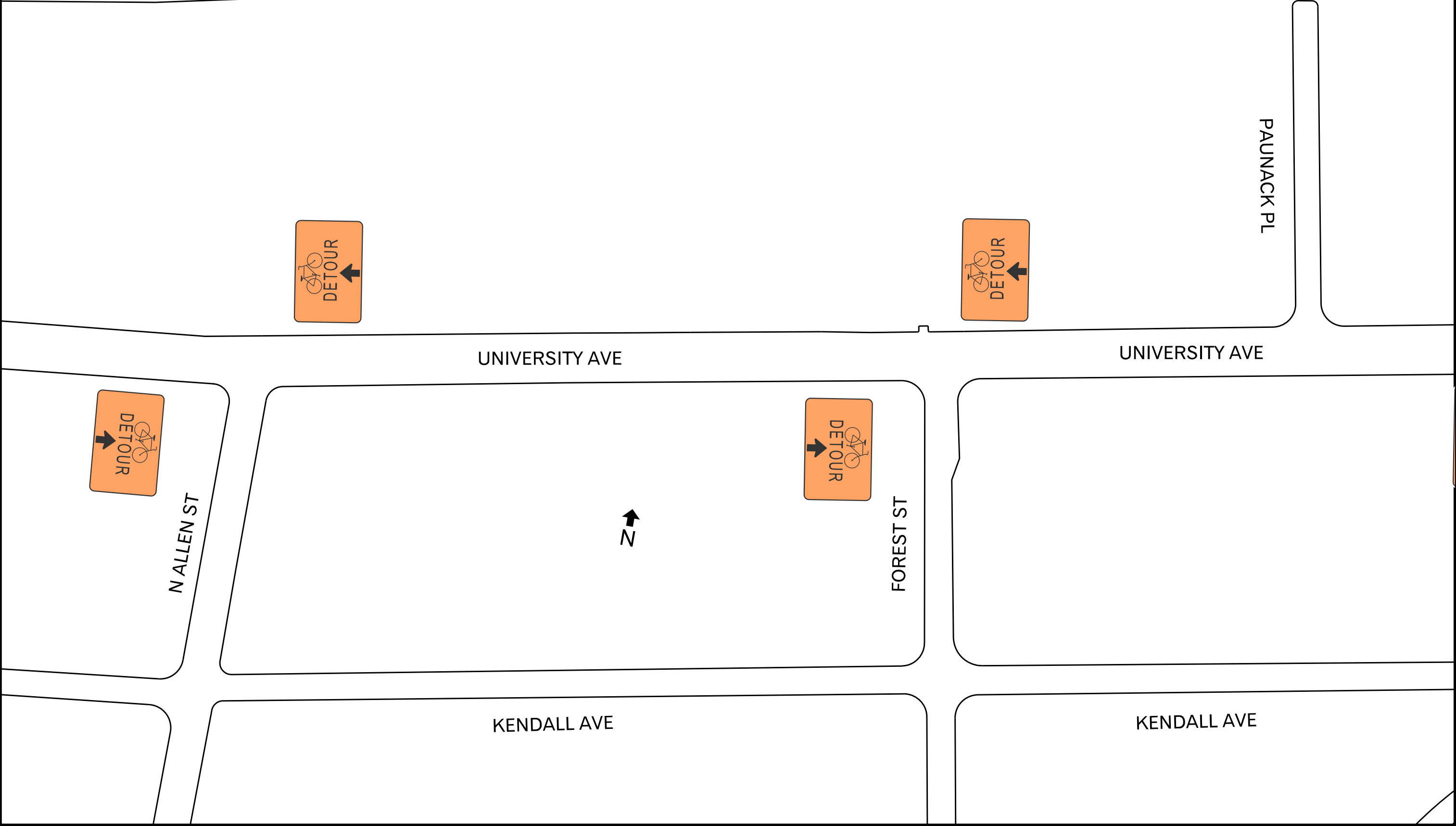
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. TC-3
BICYCLE BOULEVARD DETOUR	
KENDALL AVENUE	CITY OF MADISON



ERN RR)

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. TC-4
BICYCLE BOULEVARD DETOUR	
KENDALL AVENUE	CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

PAUNACK PL

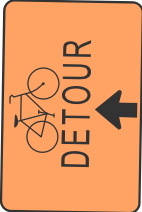
UNIVERSITY AVE

KENDALL AVE



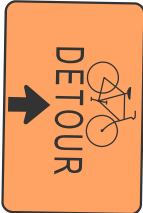
BIRGE TER

BIRGE TER



UNIVERSITY AVE

CHAMBERLAIN AVE



PRINCETON AVE



KENDALL AVE

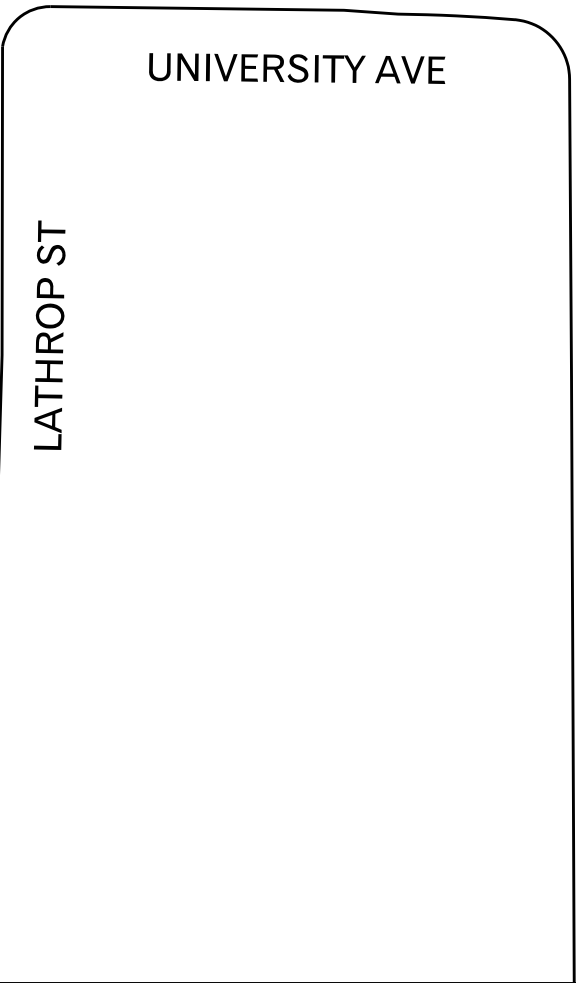
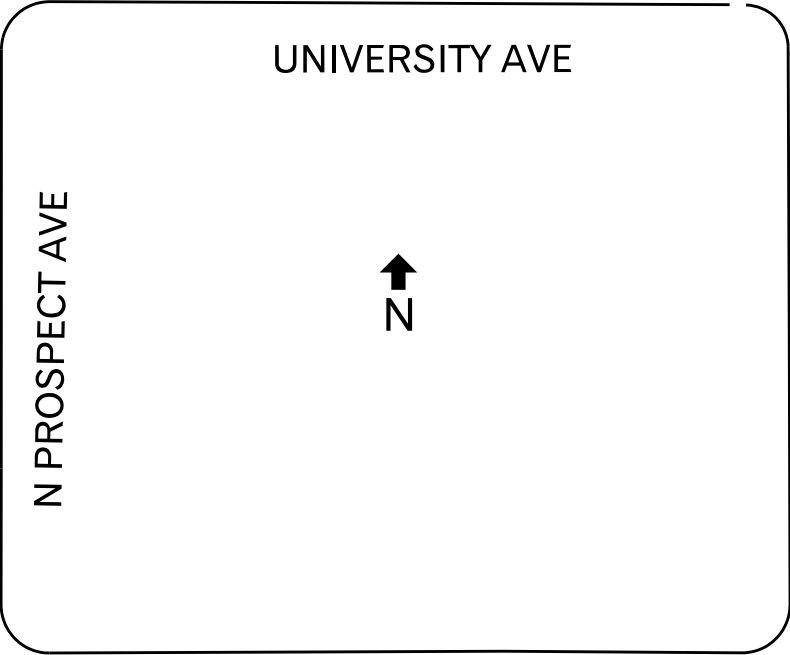
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

KENDALL AVE, PROSPECT AVE & LATHROP ST 53W1543	SHEET NO. TC-5
BICYCLE BOULEVARD DETOUR	
KENDALL AVENUE	CITY OF MADISON



PLOT SCALE:

PLOT NAME:

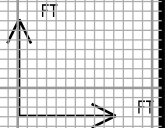
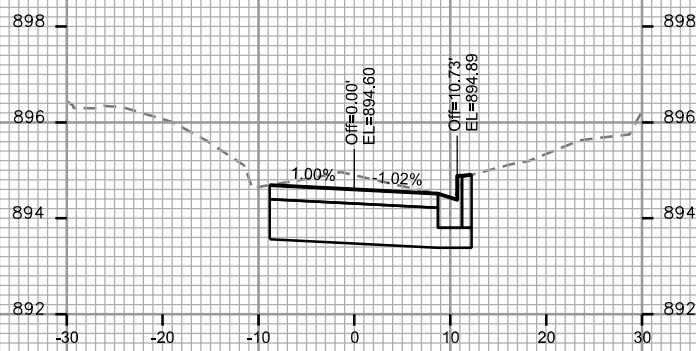
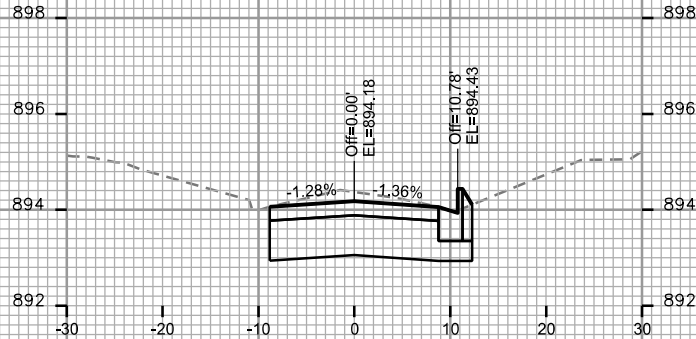
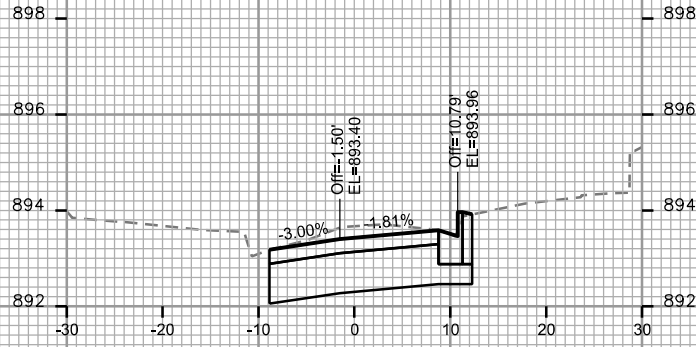
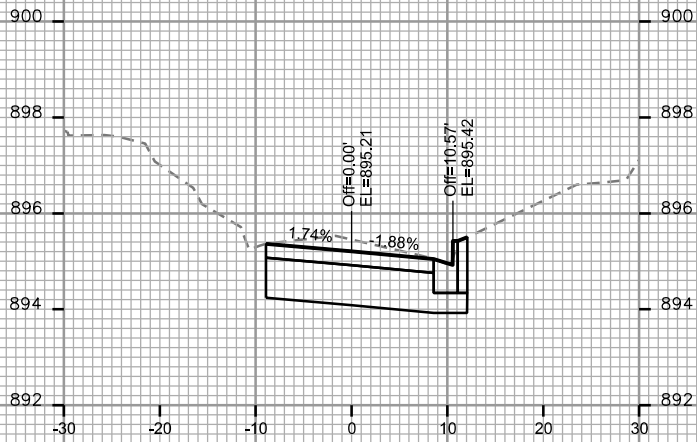
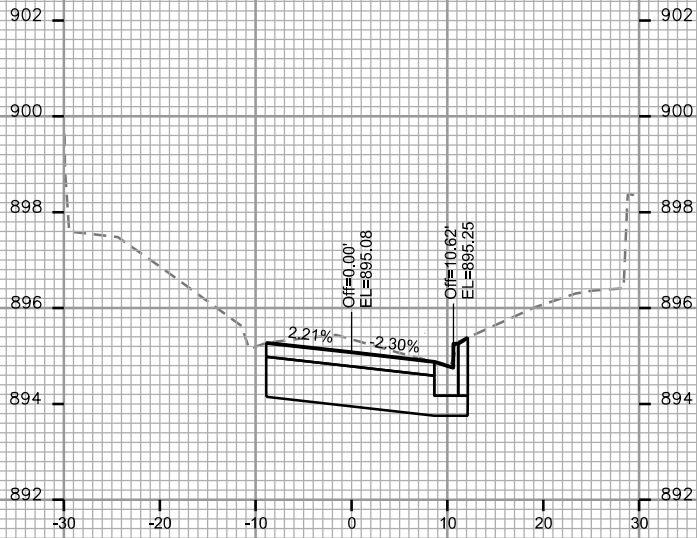
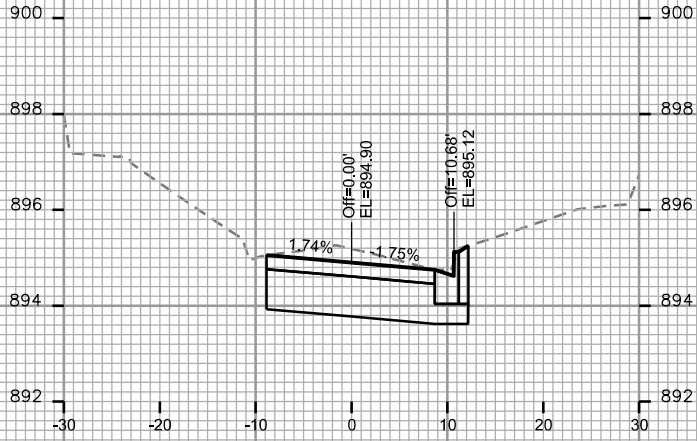
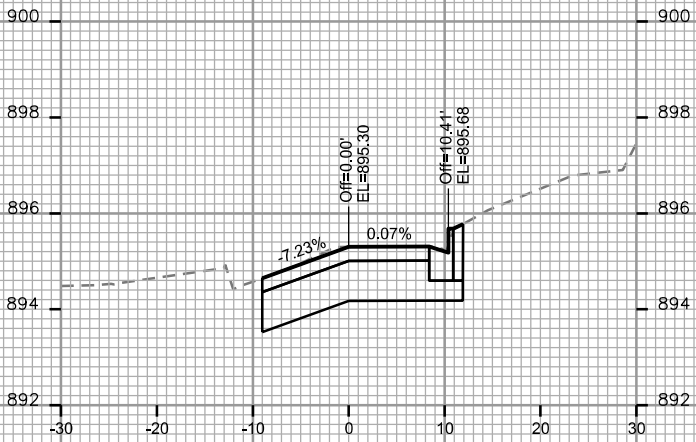
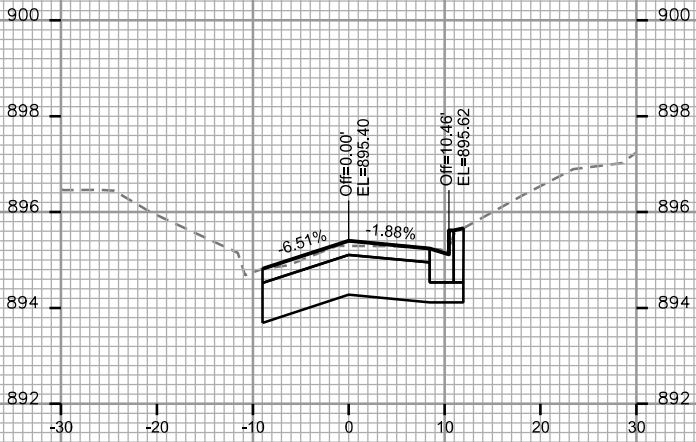
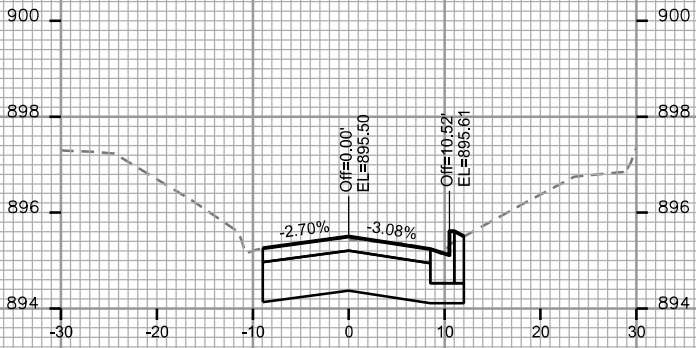
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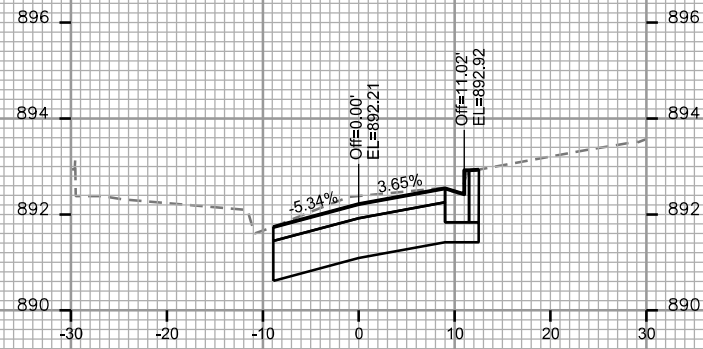
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

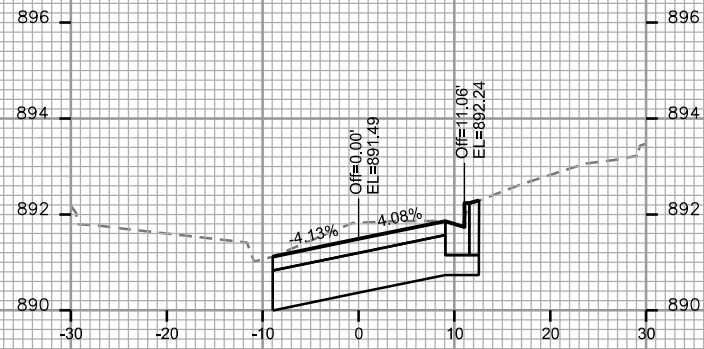
KENDALL AVE.

CITY OF MADISON

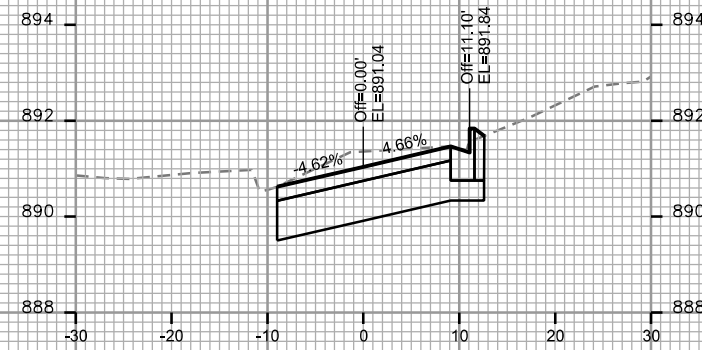




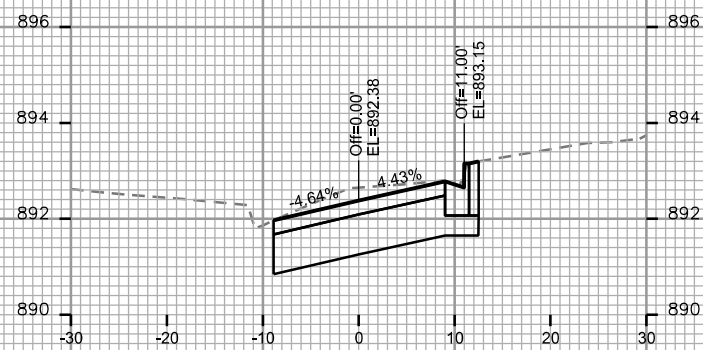
STA. 13+50



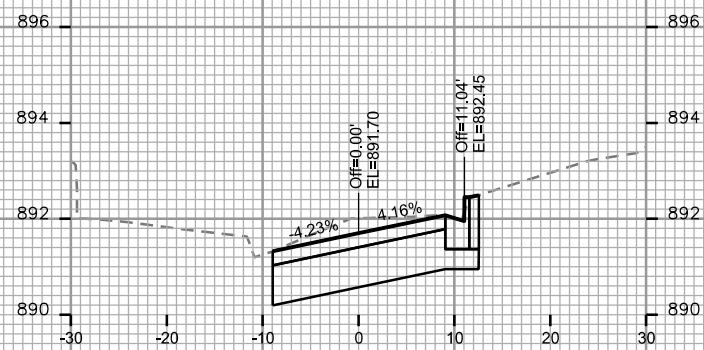
STA. 14+25



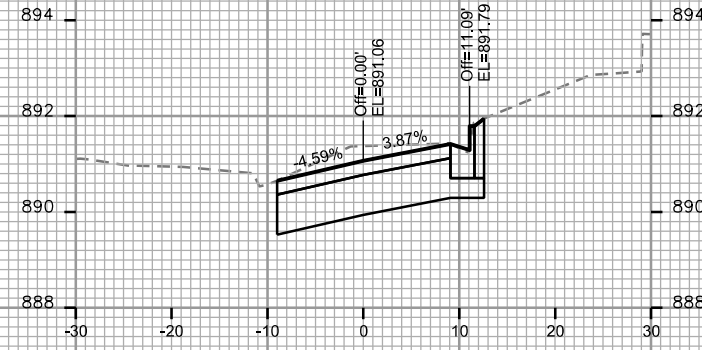
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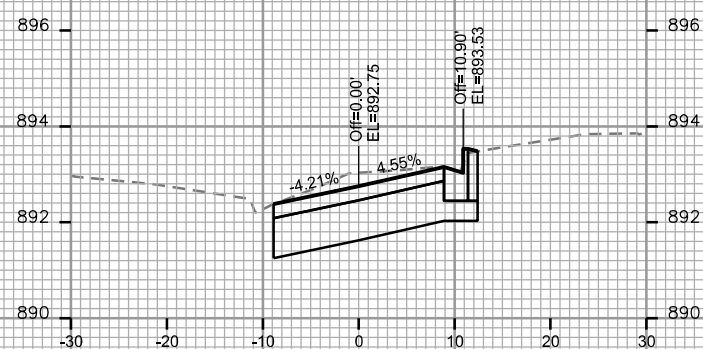
STA. 13+25



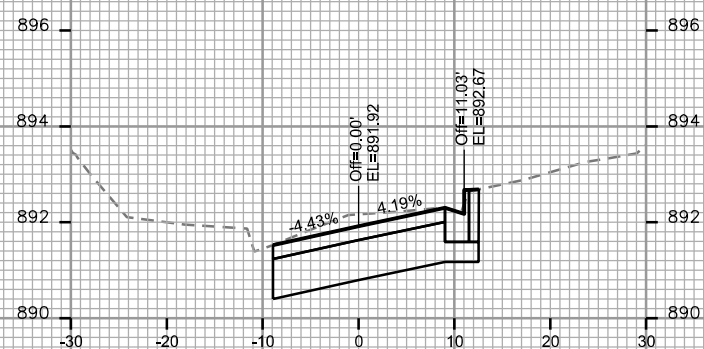
STA. 14+00



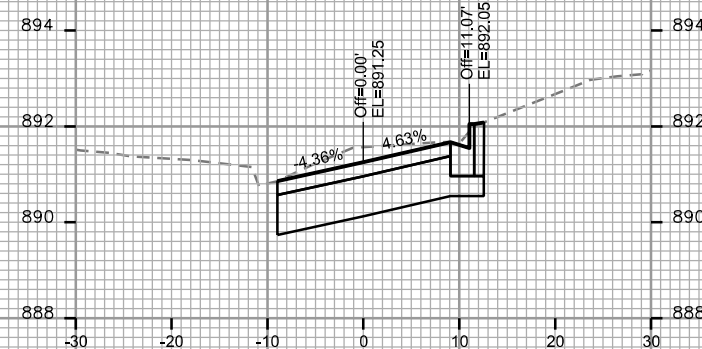
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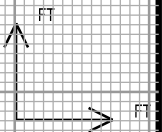
STA. 13+00



STA. 13+75



STA. 14+50



PLOT SCALE:

PLOT NAME:

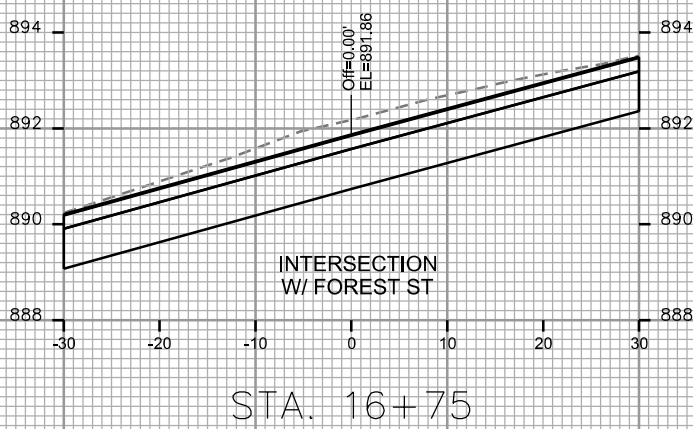
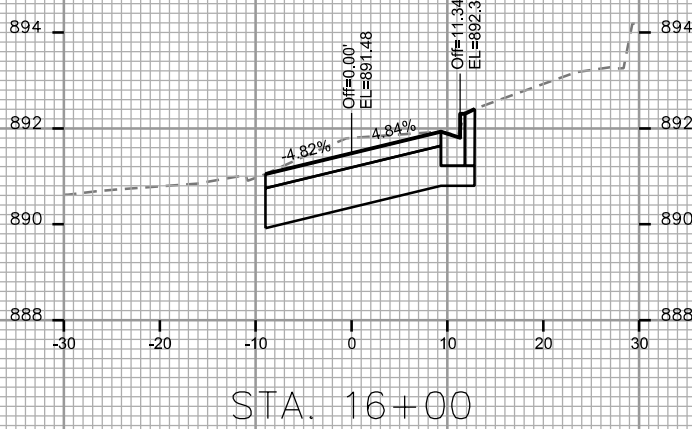
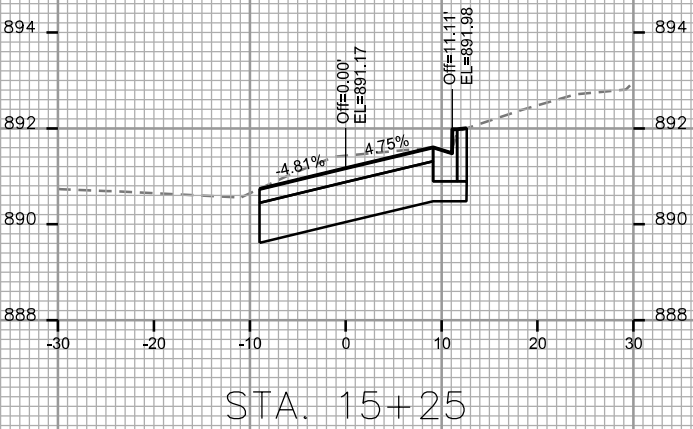
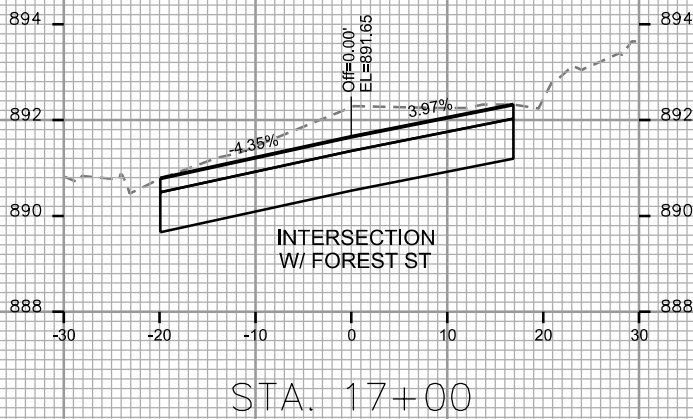
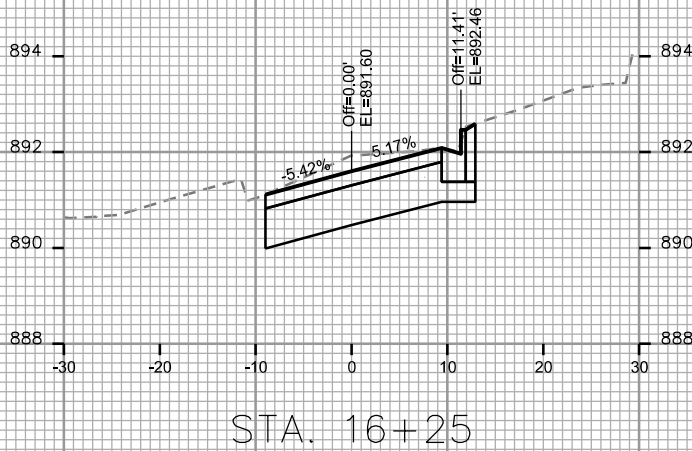
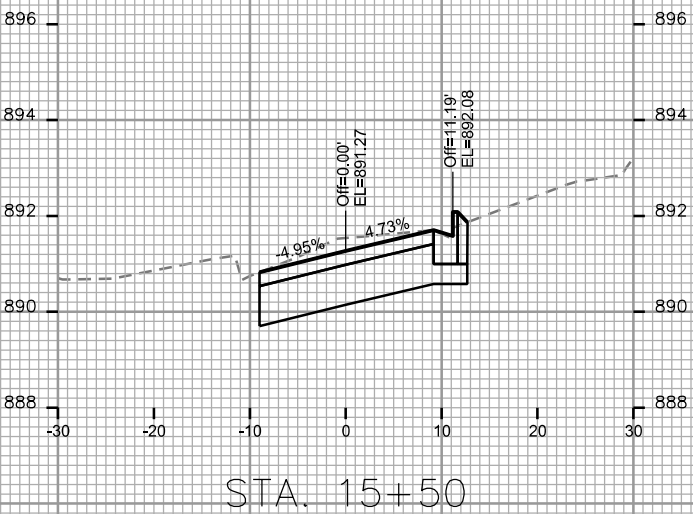
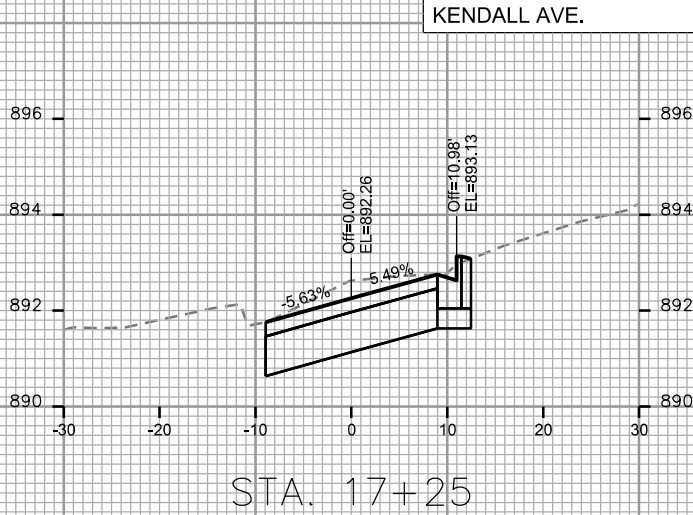
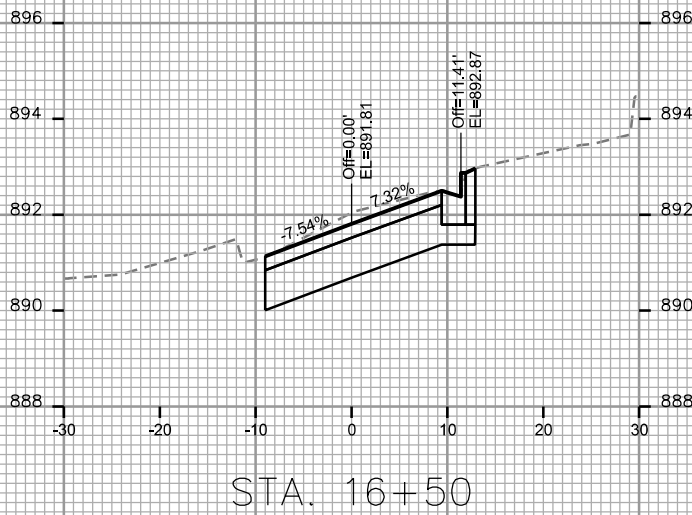
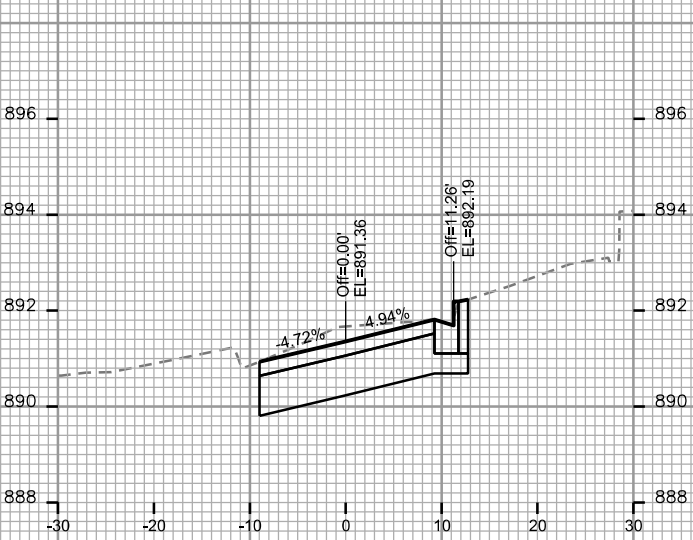
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

KENDALL AVE.

CITY OF MADISON



PLOT SCALE:

PLOT NAME:

REV. DATE:

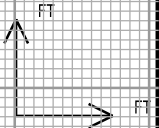
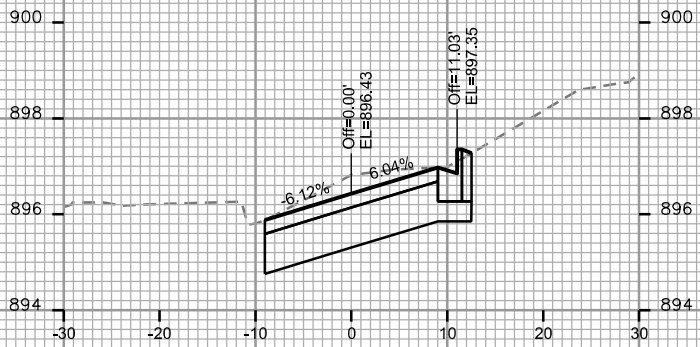
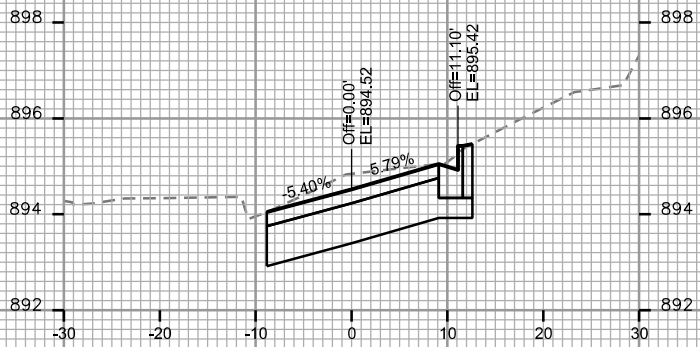
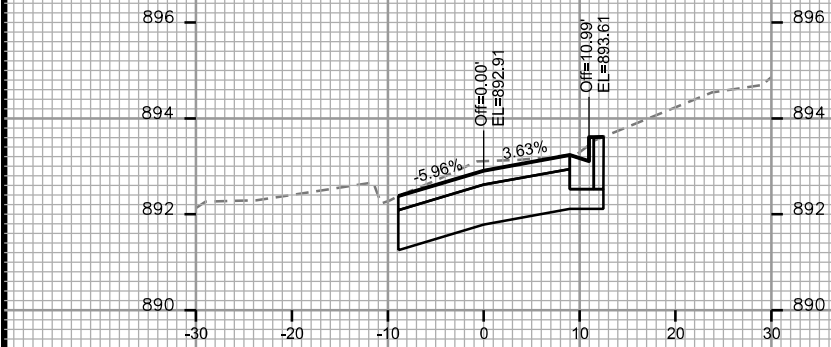
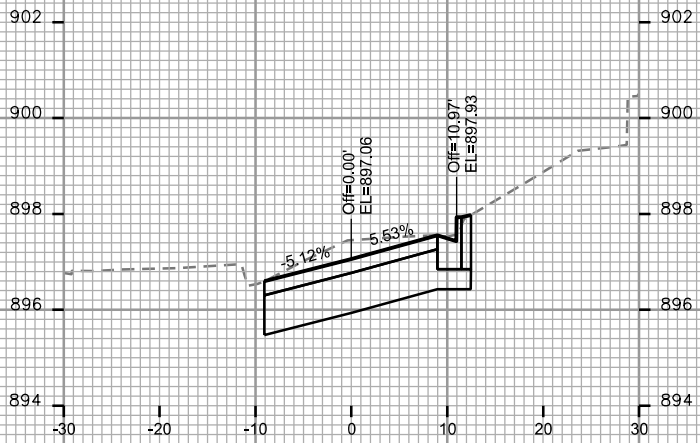
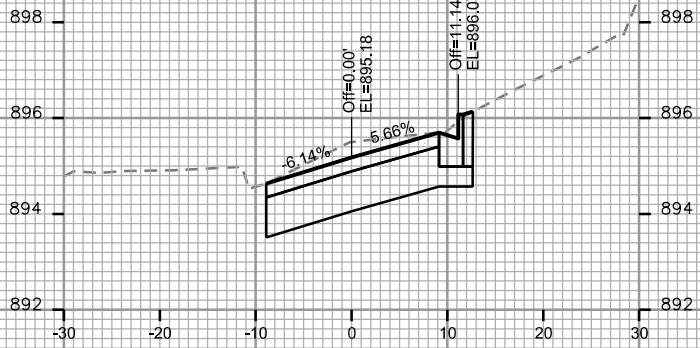
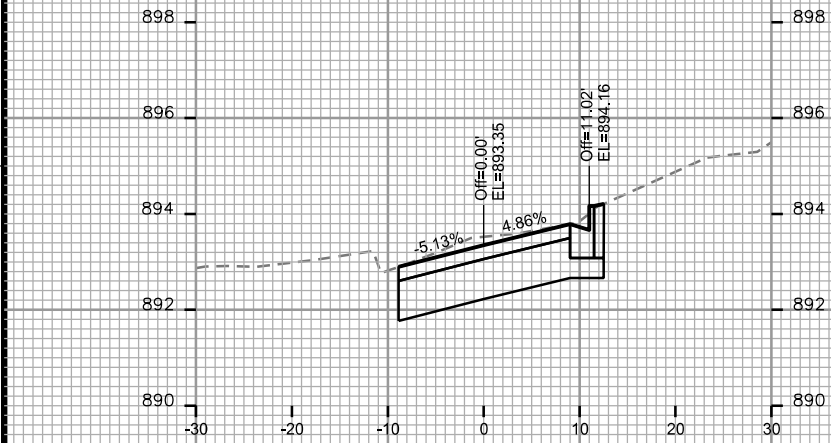
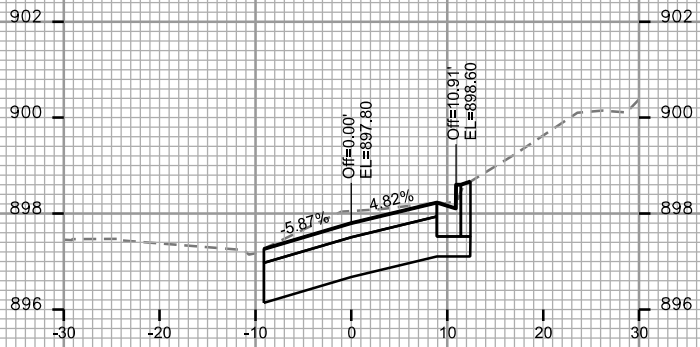
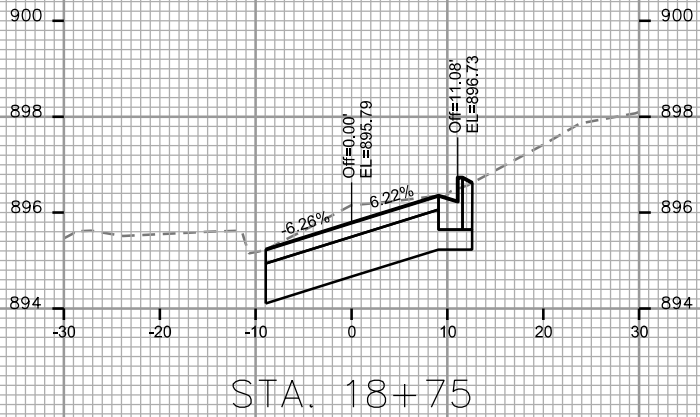
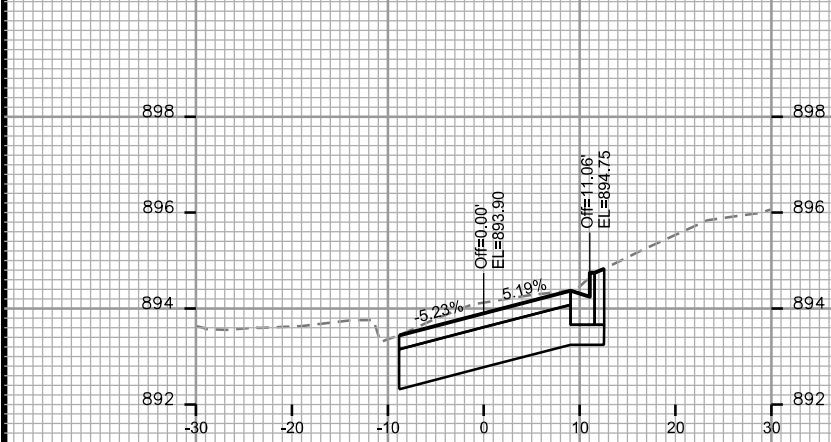
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE:

PLOT NAME:

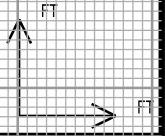
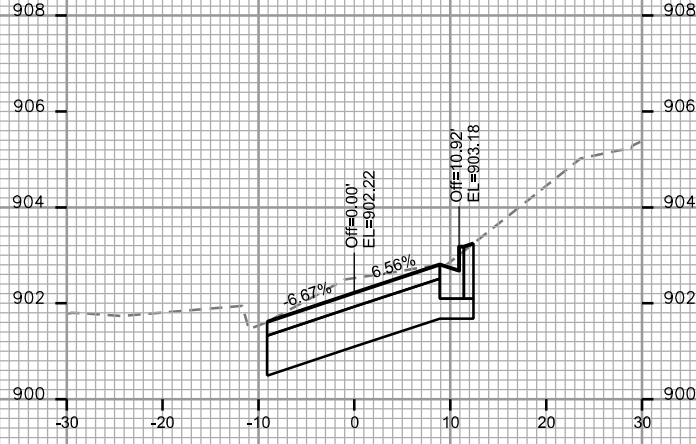
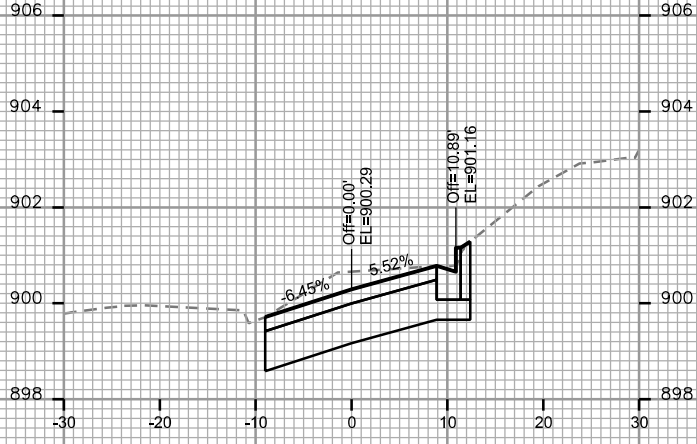
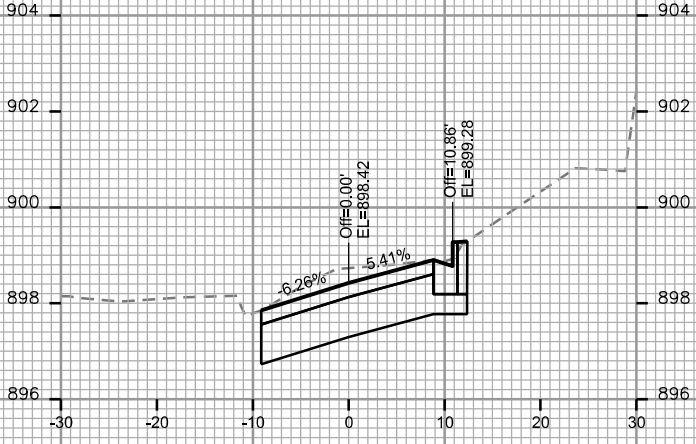
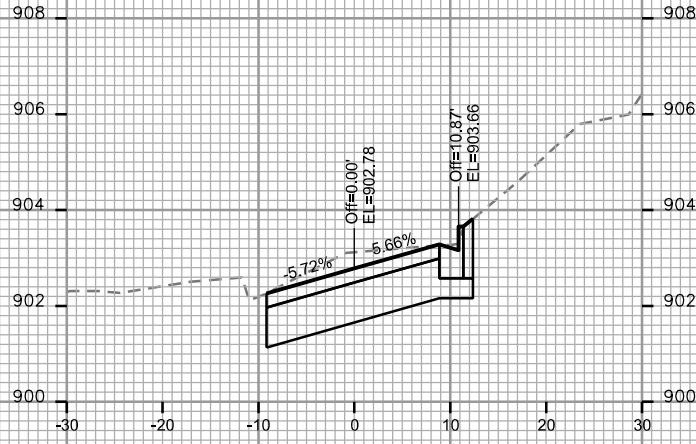
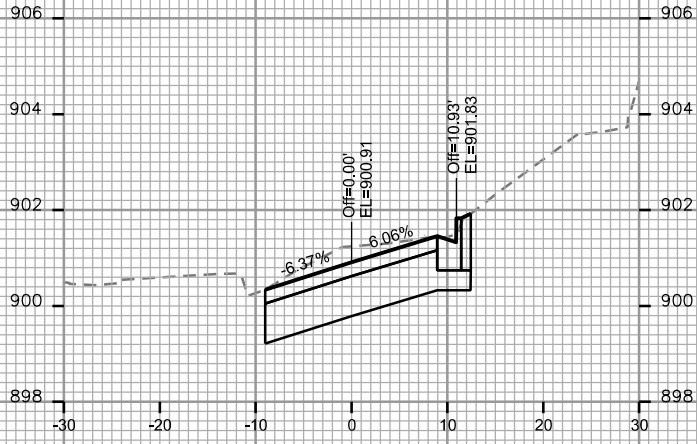
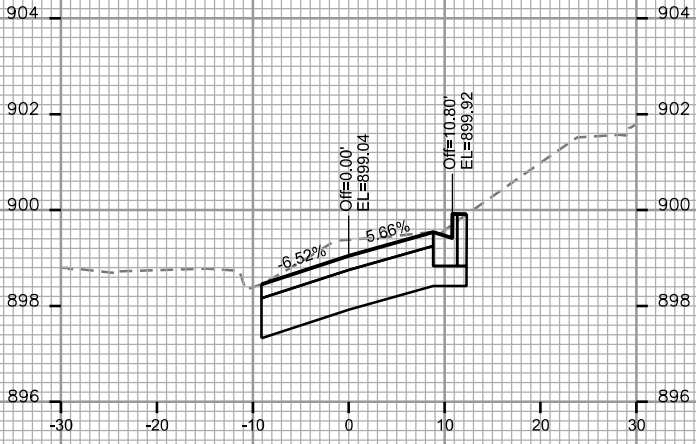
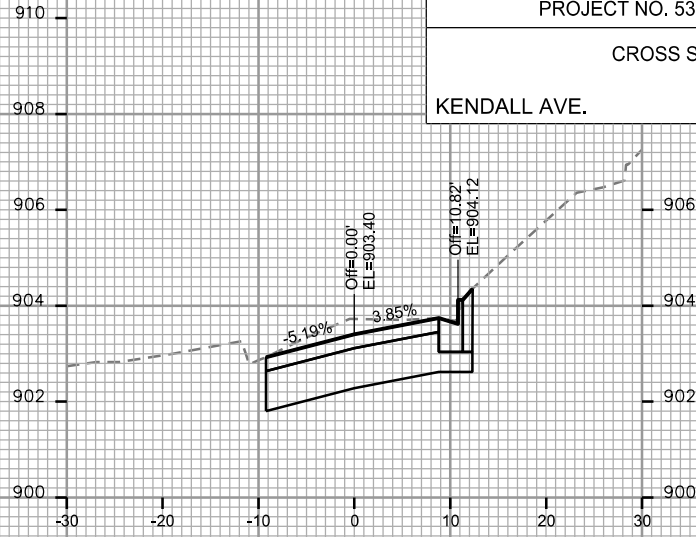
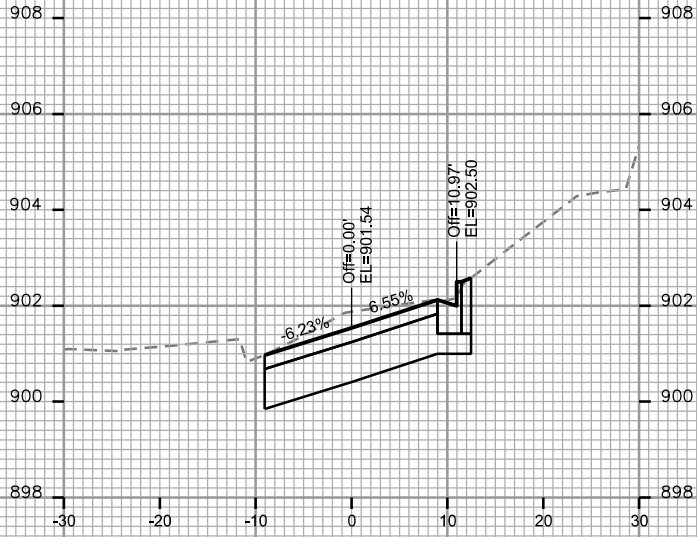
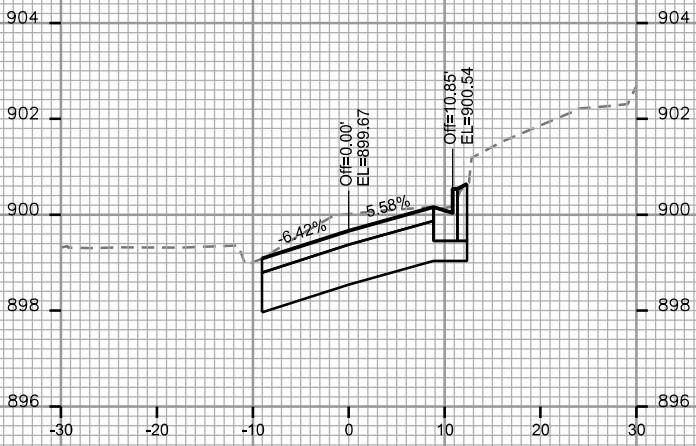
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREET'S DIVISION

CROSS SECTIONS

KENDALL AVE.

CITY OF MADISON

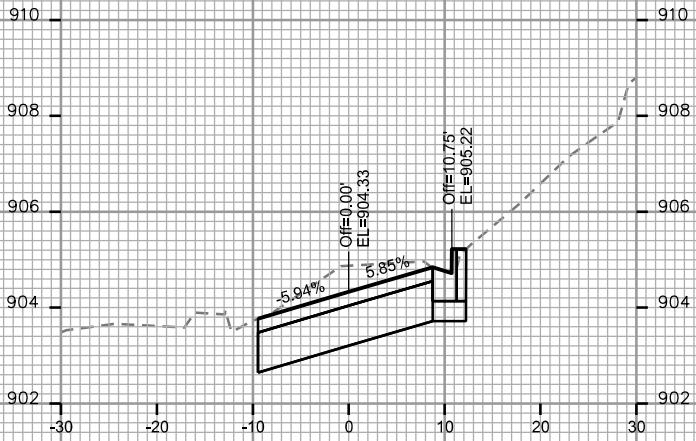


PLOT SCALE:

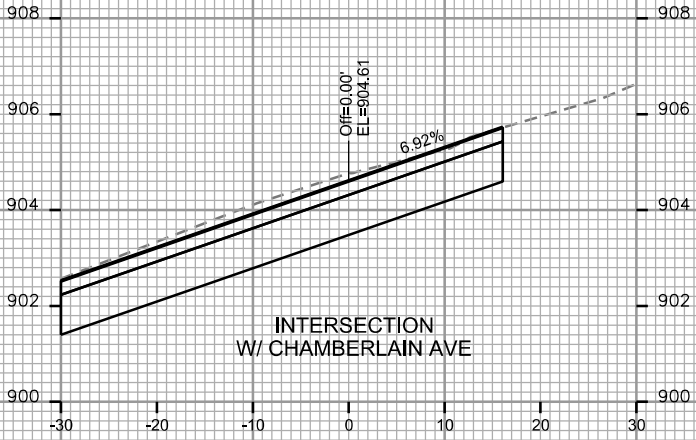
PLOT NAME:

REV. DATE:

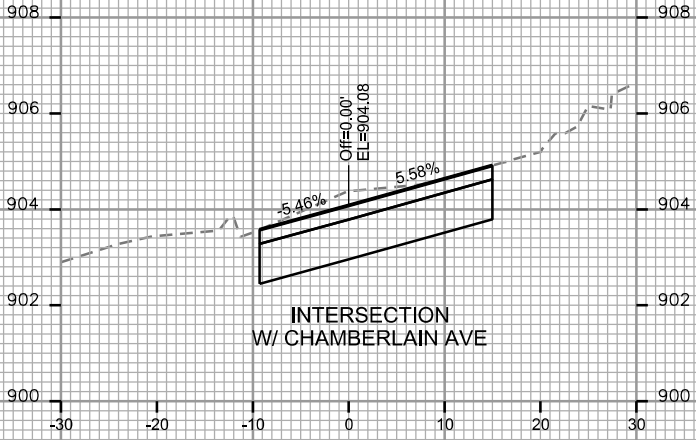
ORIGINATOR: CITY OF MADISON, STREET'S DIVISION



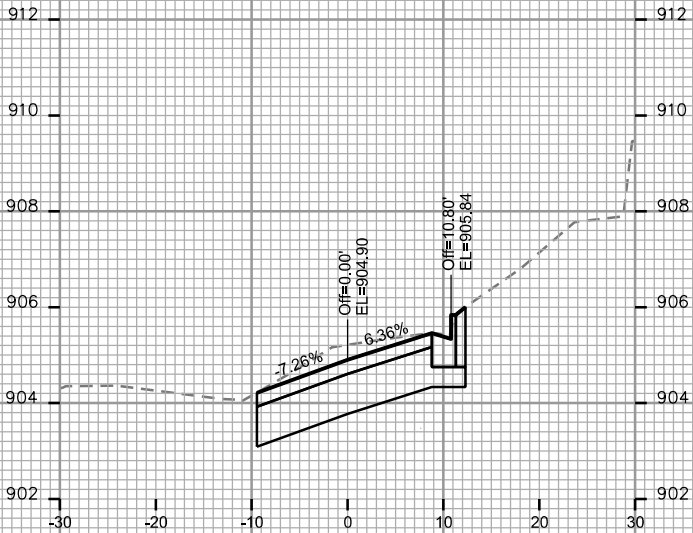
STA. 22+50



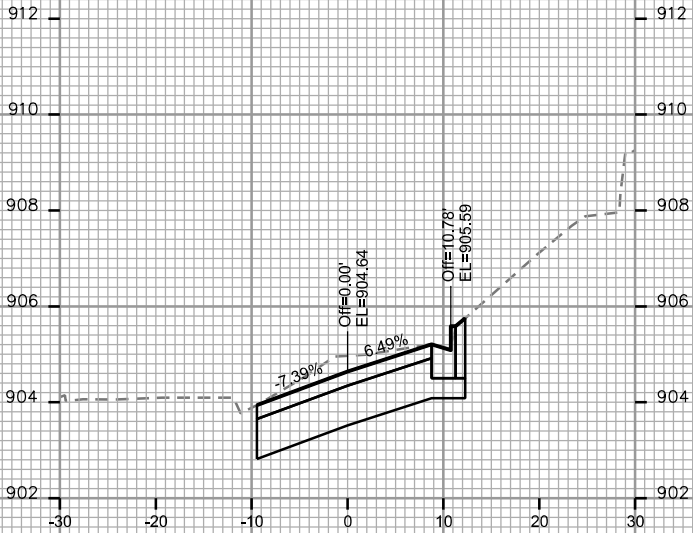
STA. 22+25



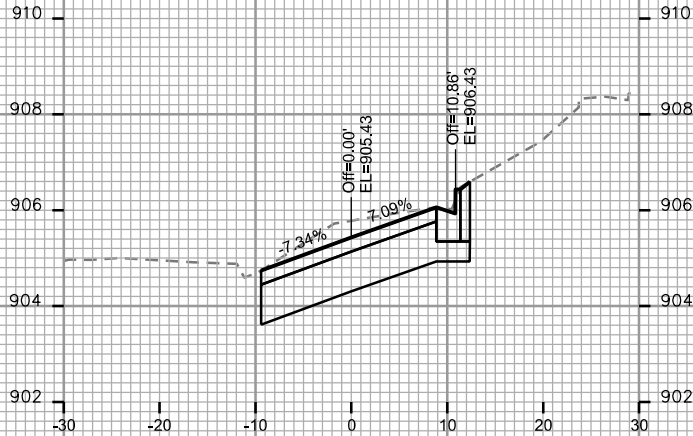
STA. 22+00



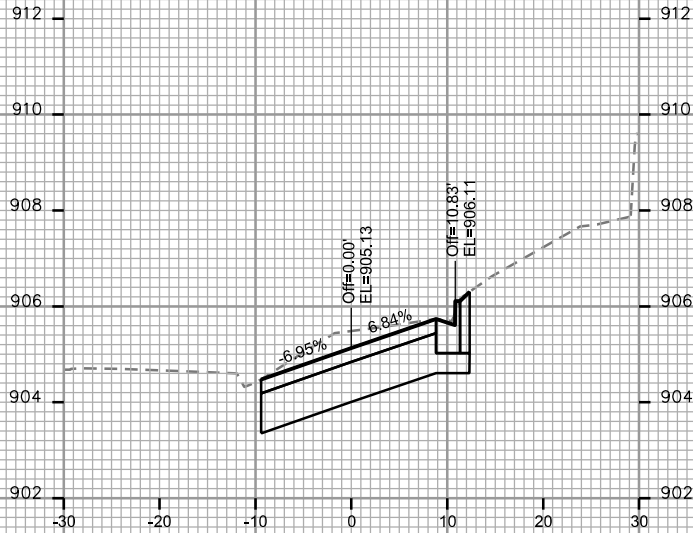
STA. 23+00



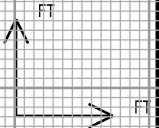
STA. 22+75



STA. 23+50



STA. 23+25

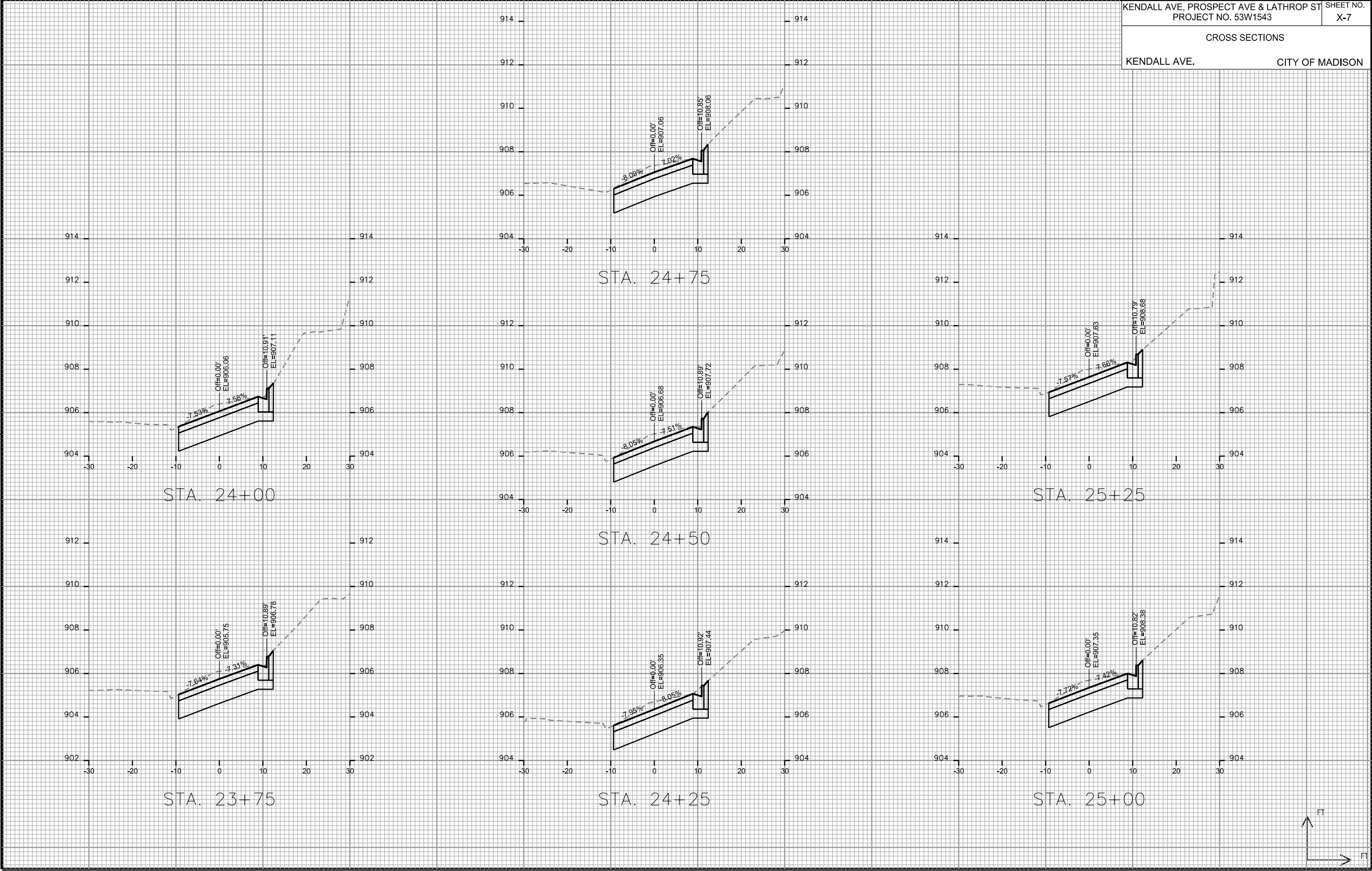


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

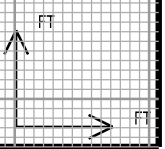
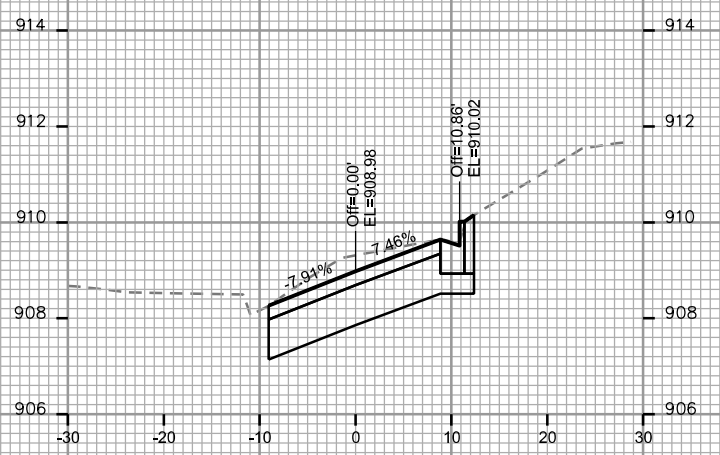
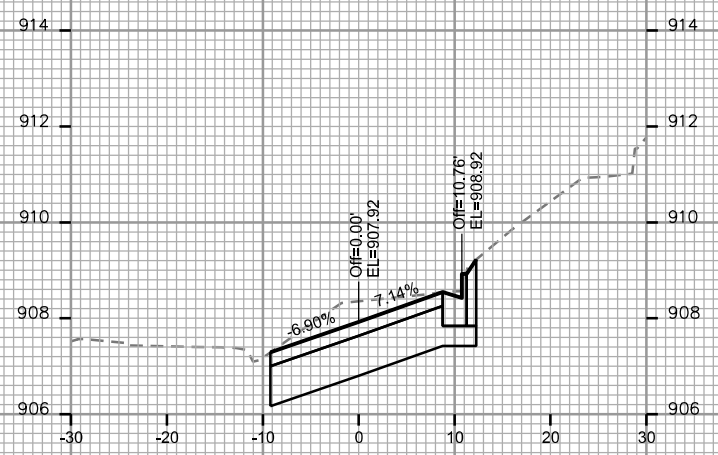
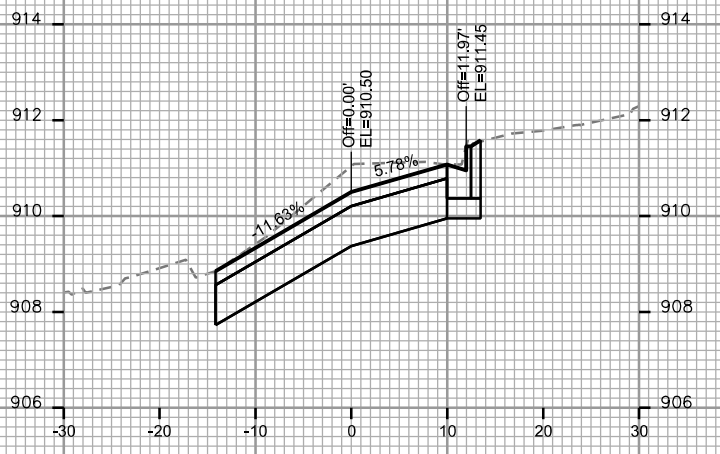
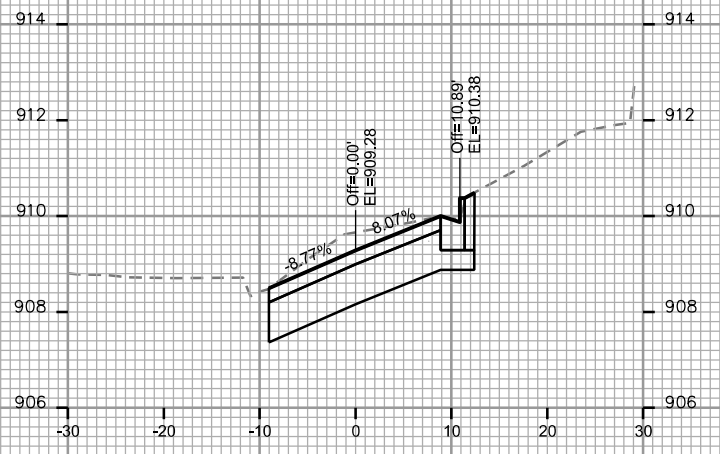
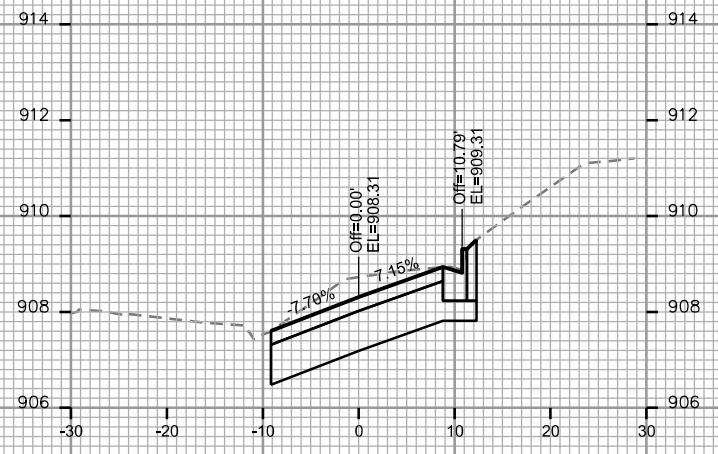
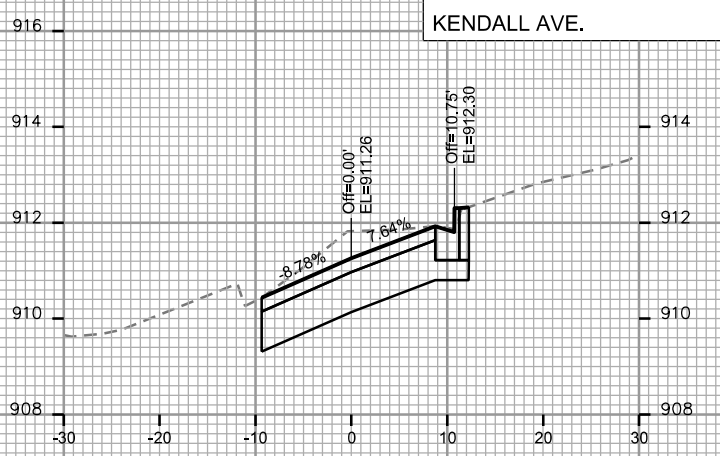
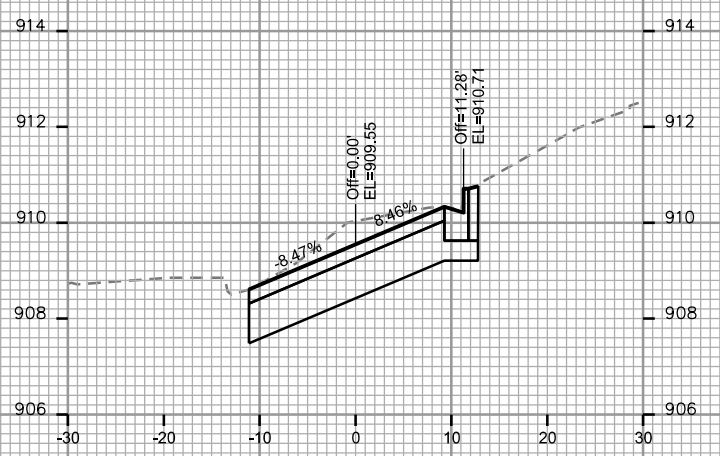
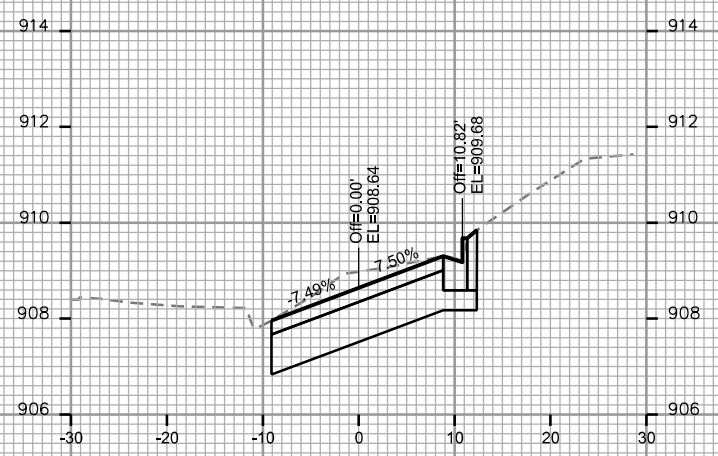


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREET'S DIVISION

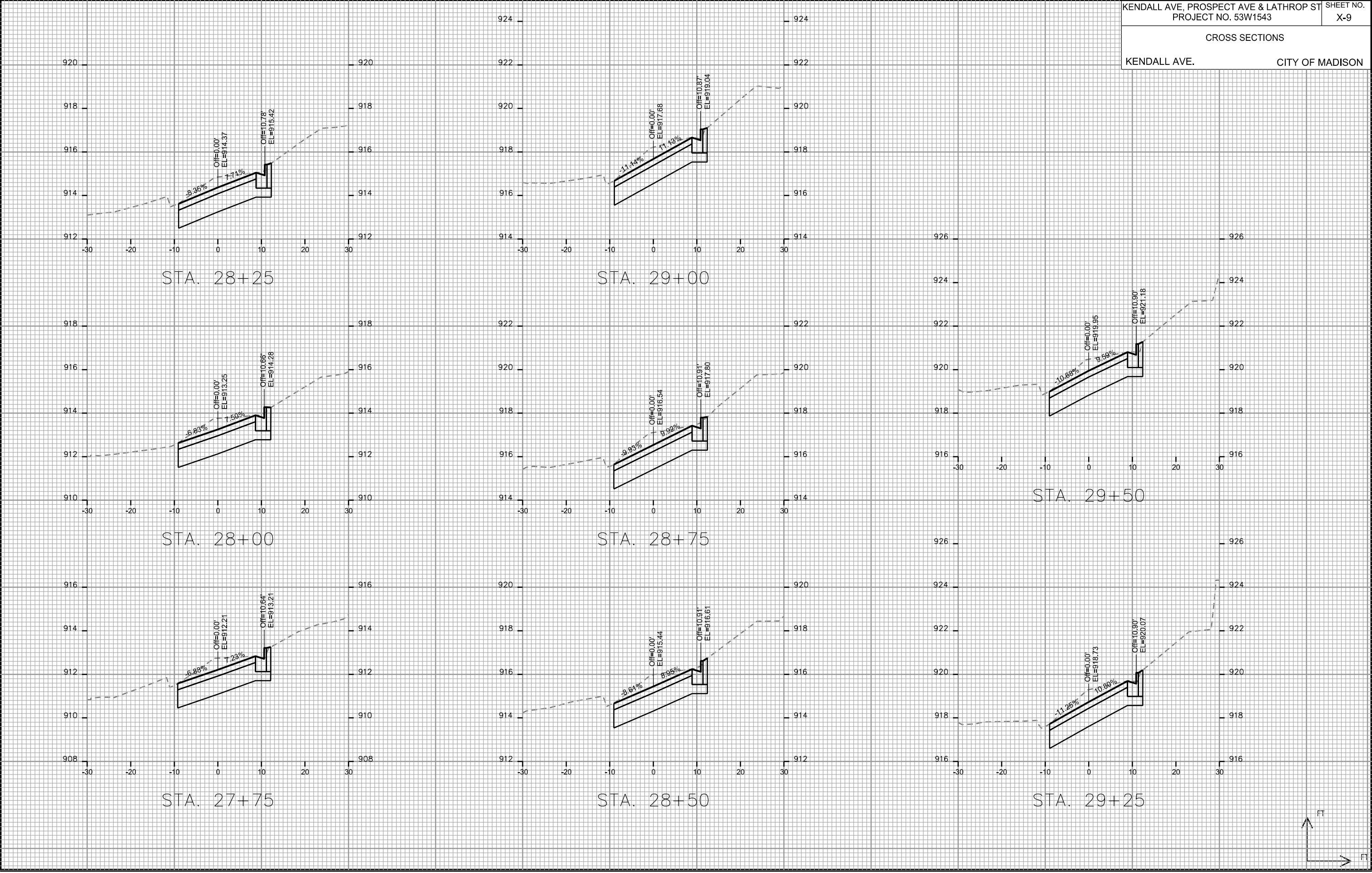


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

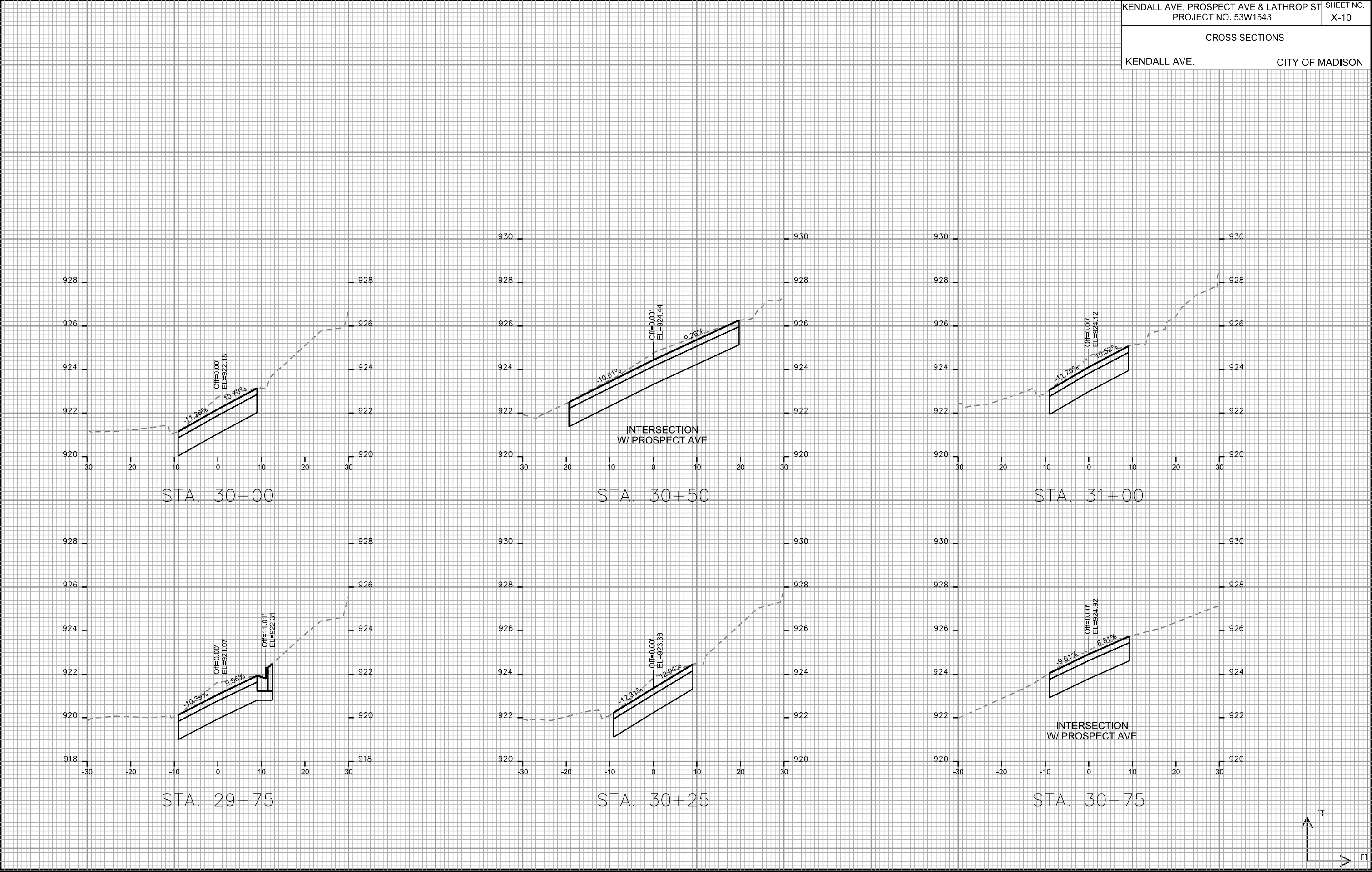


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREET'S DIVISION

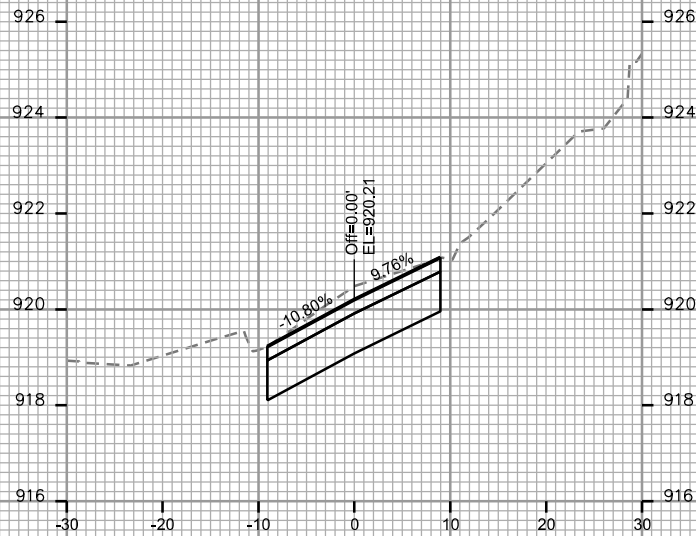
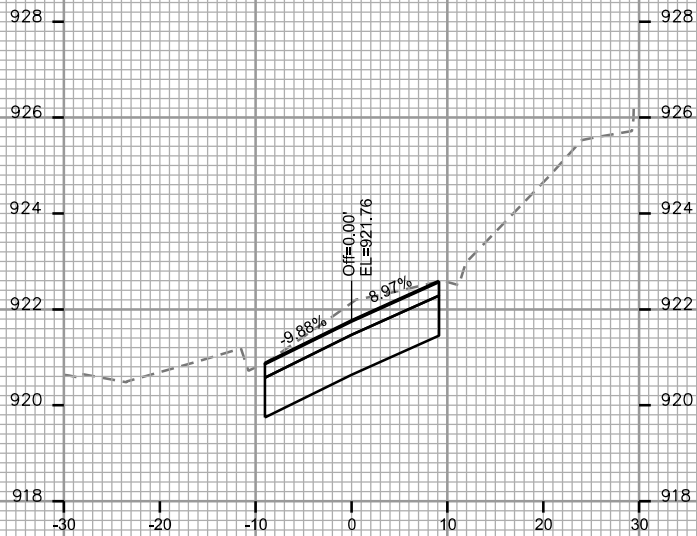
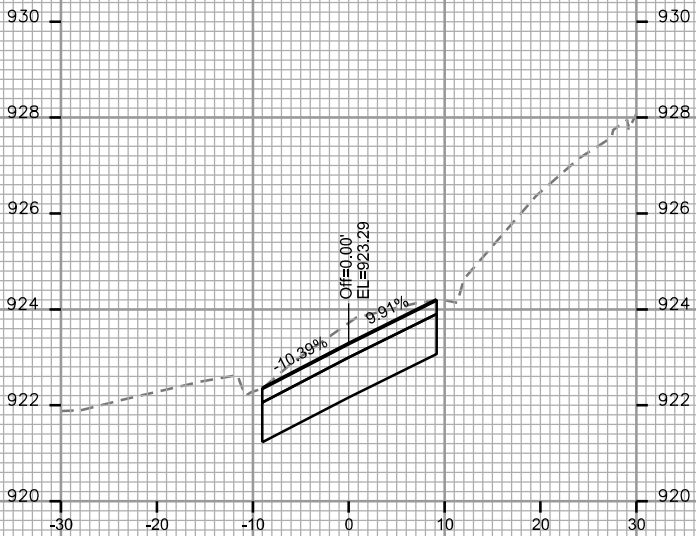
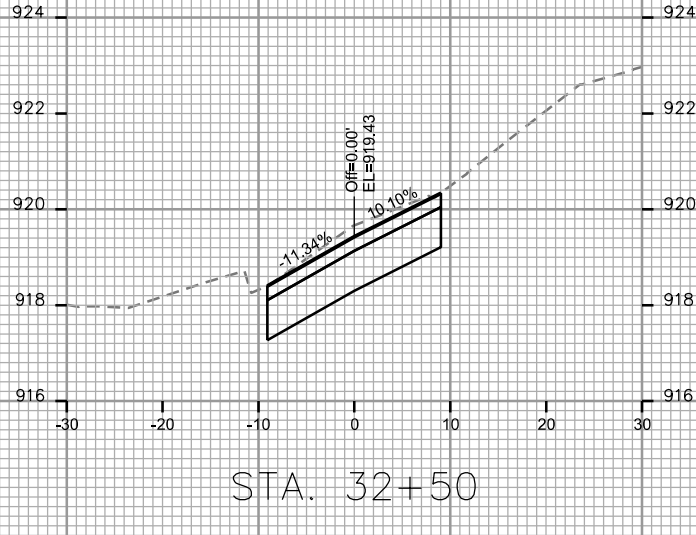
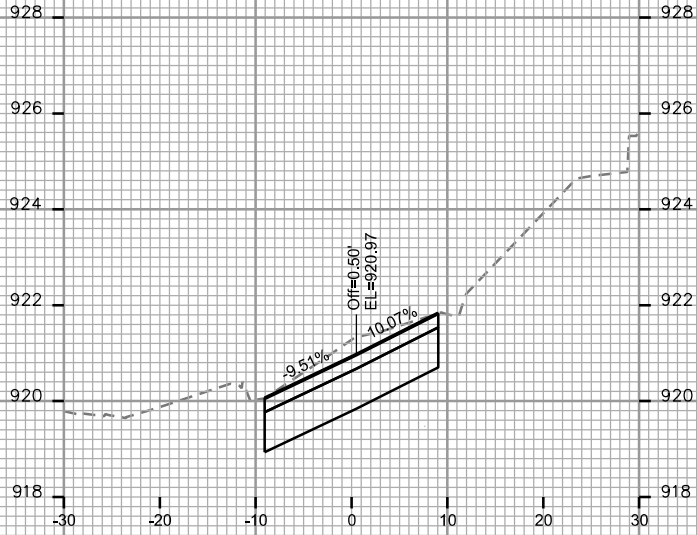
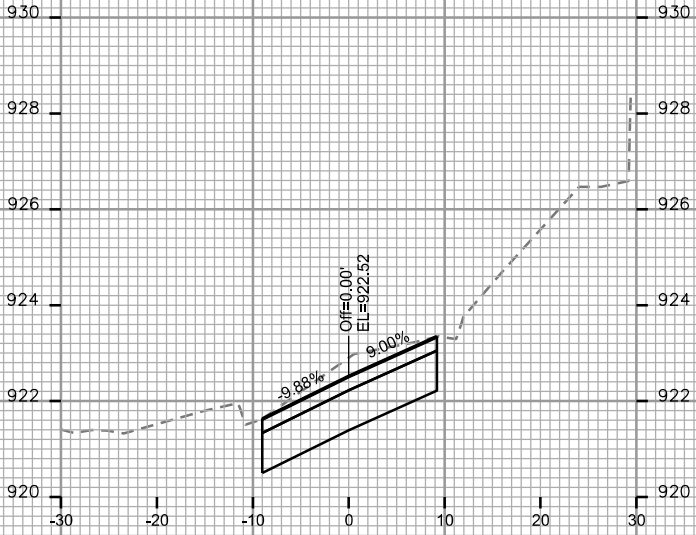


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

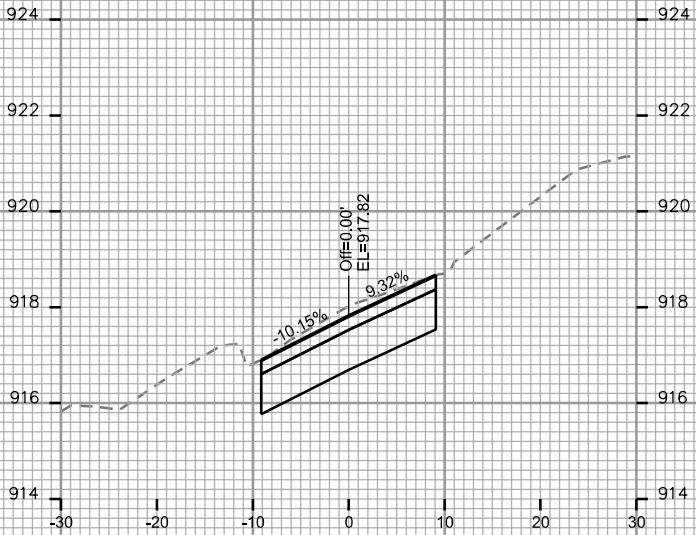


PLOT SCALE:

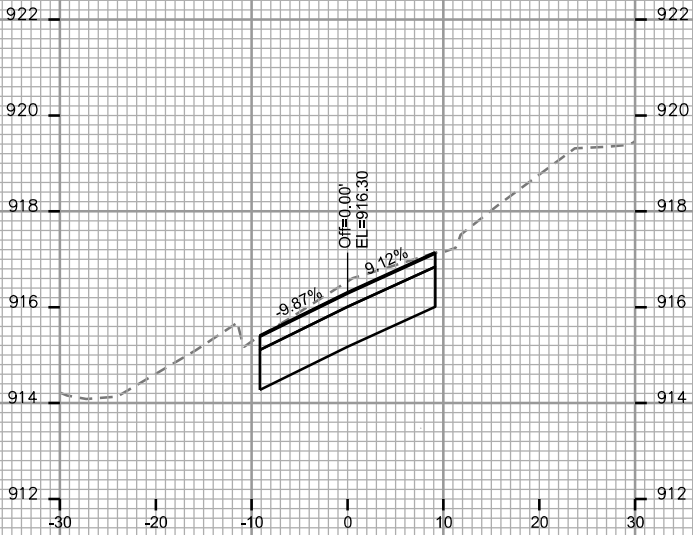
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REV. DATE:

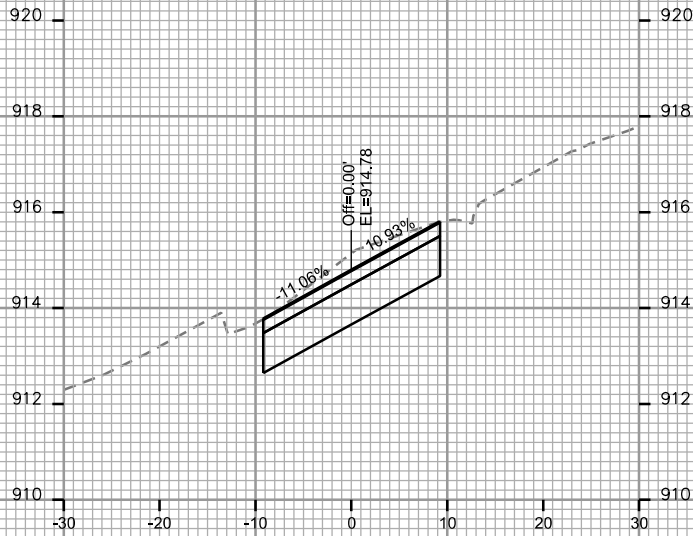
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



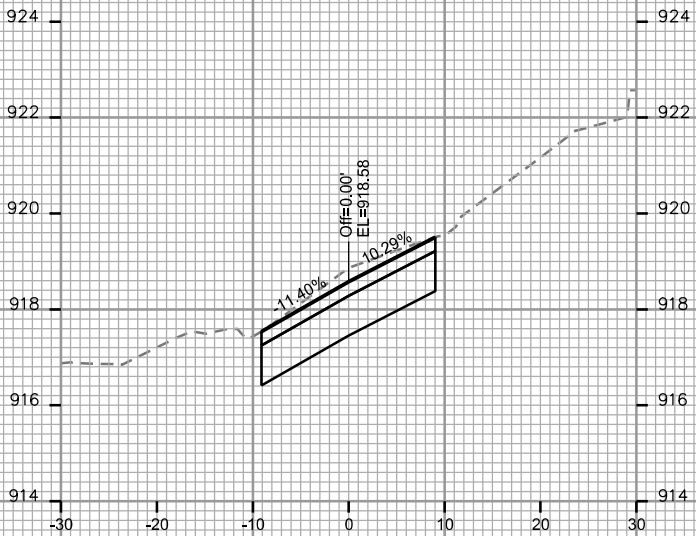
STA. 33+00



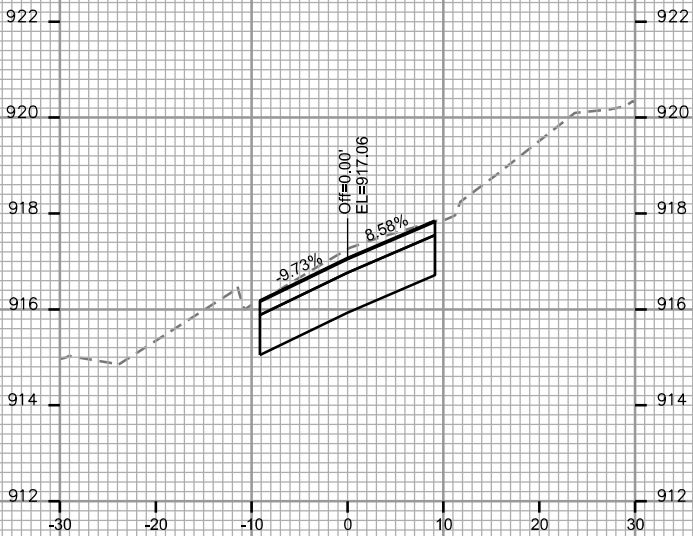
STA. 33+50



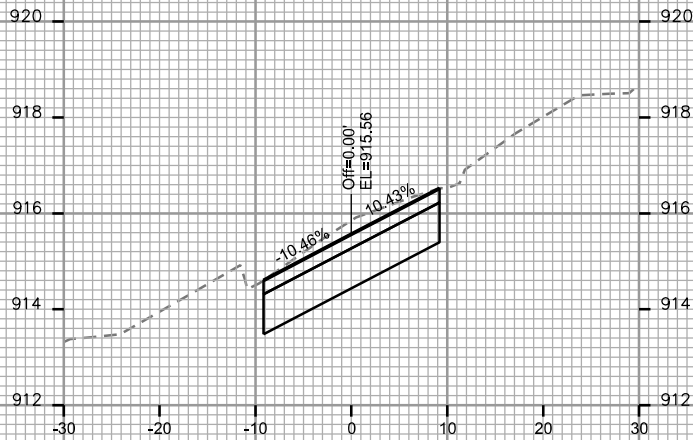
STA. 34+00



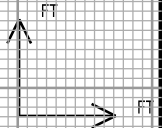
STA. 32+75



STA. 33+25



STA. 33+75



CROSS SECTIONS

PROSPECT AVE.

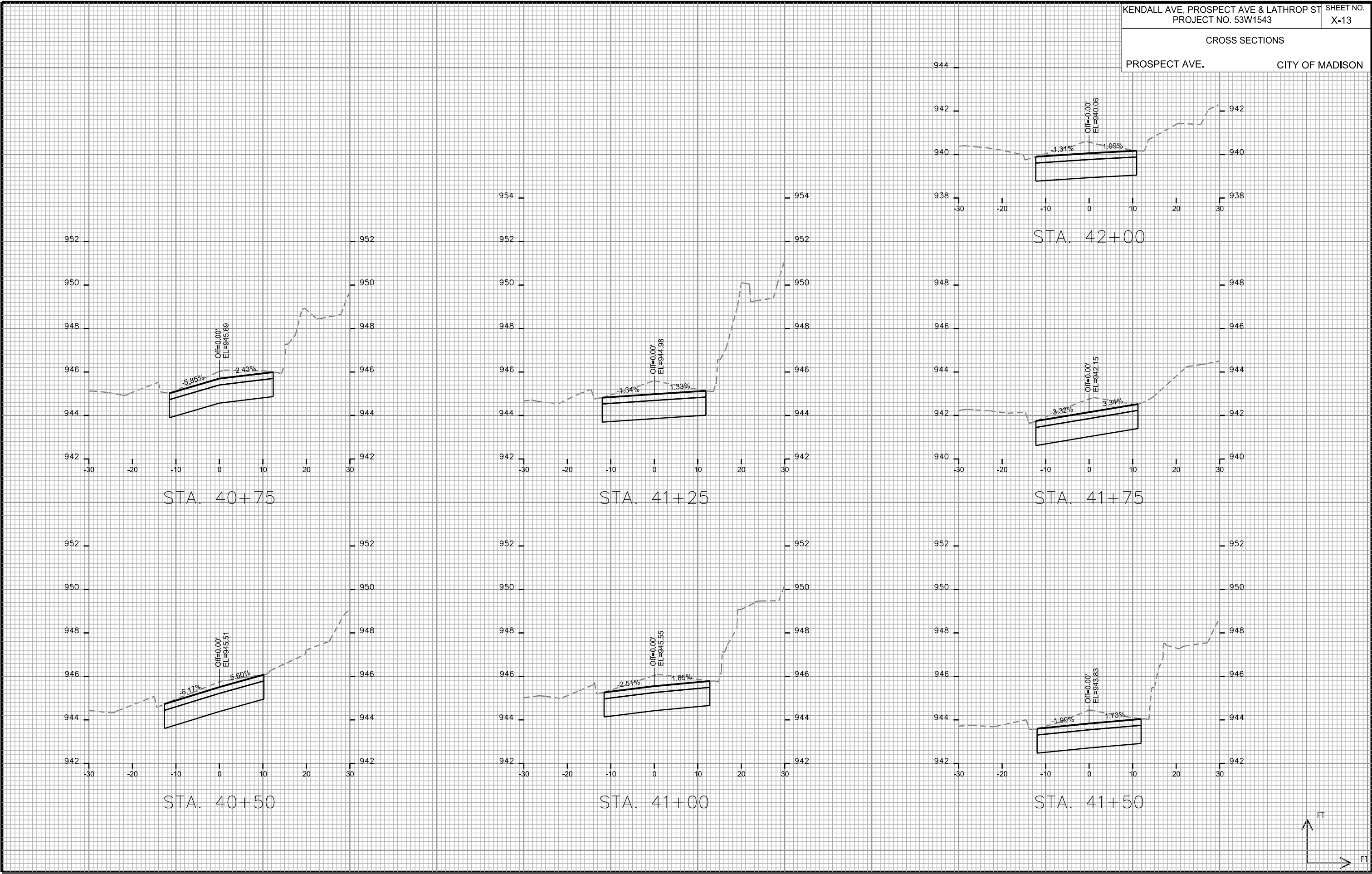
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREET'S DIVISION



CROSS SECTIONS

PROSPECT AVE.

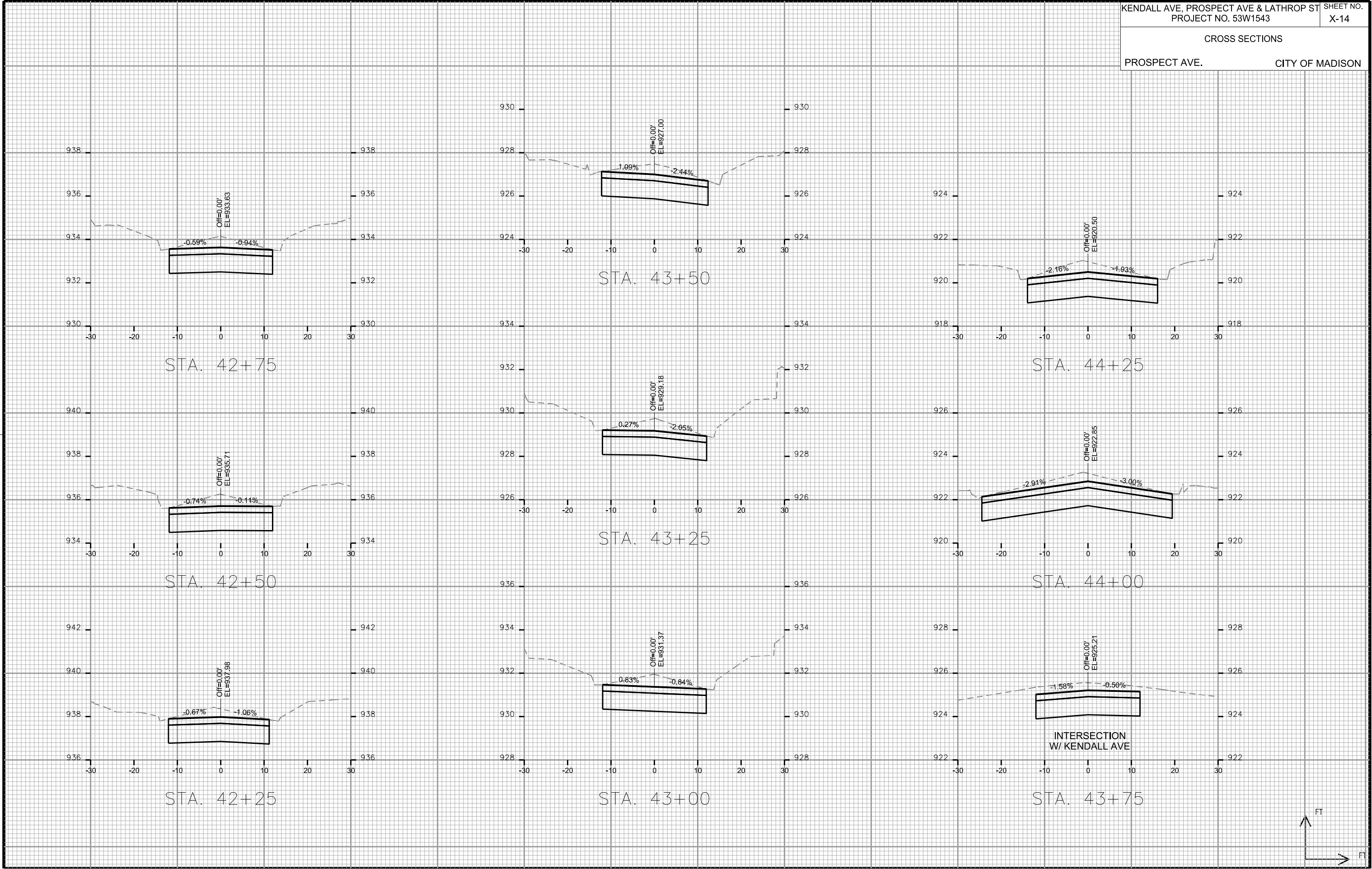
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

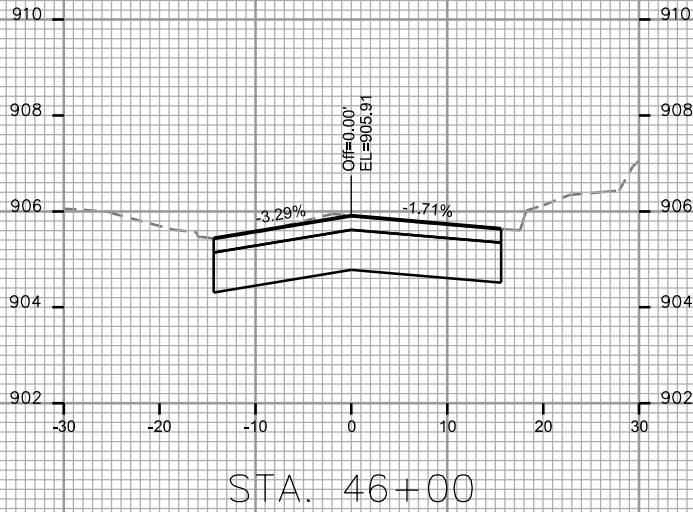
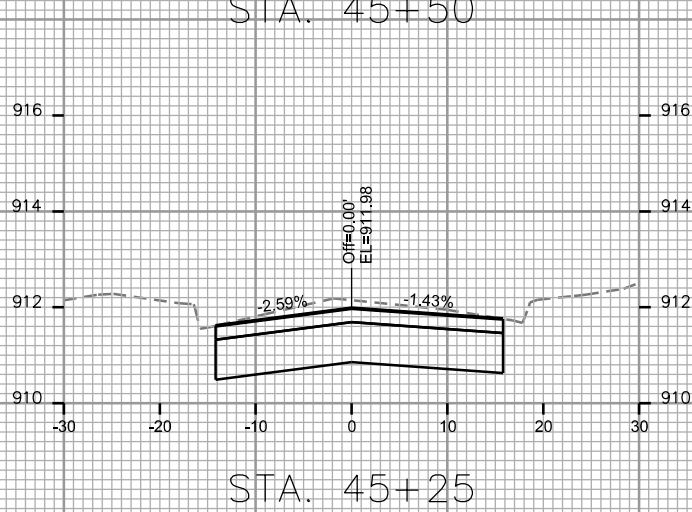
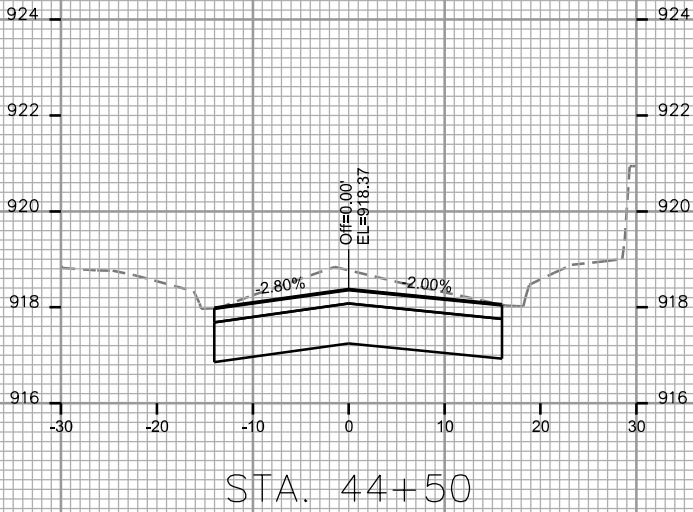
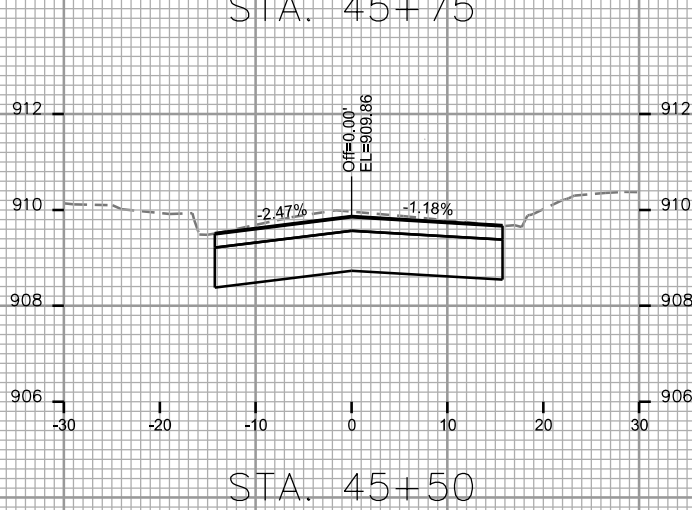
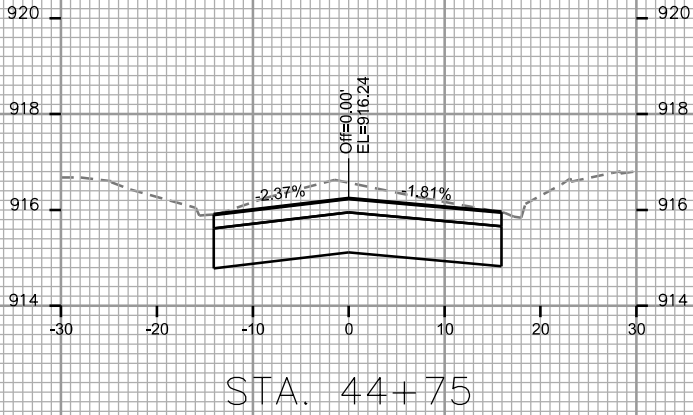
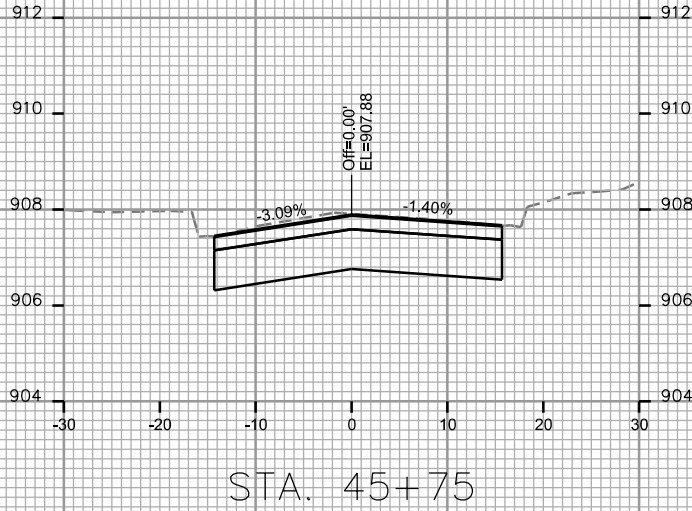
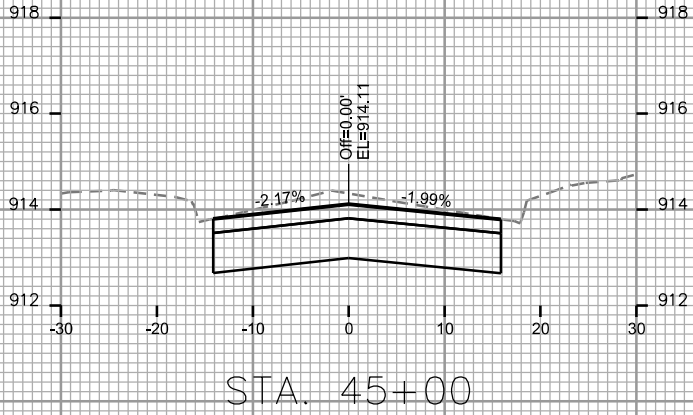


PLOT SCALE:

PLOT NAME:

REV. DATE:

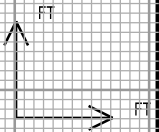
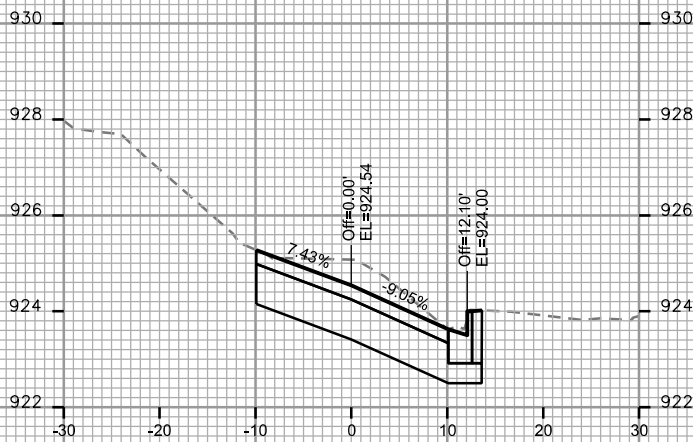
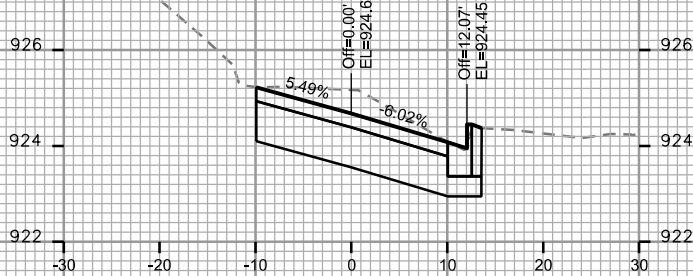
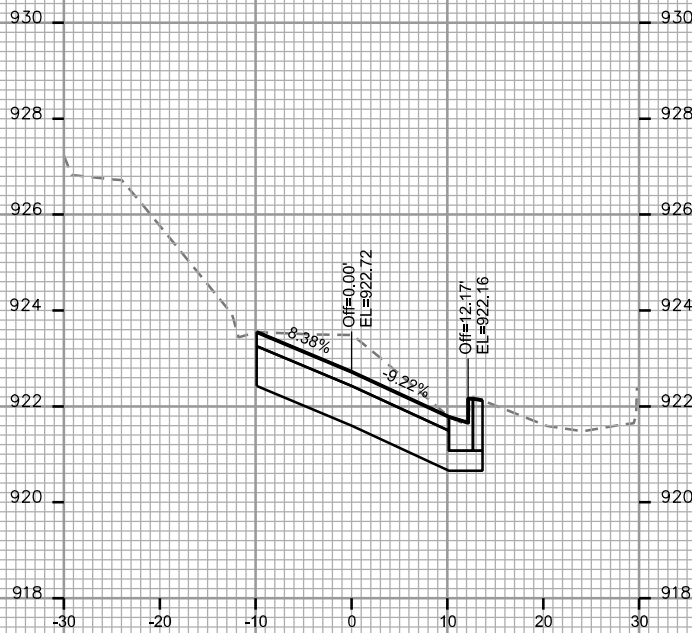
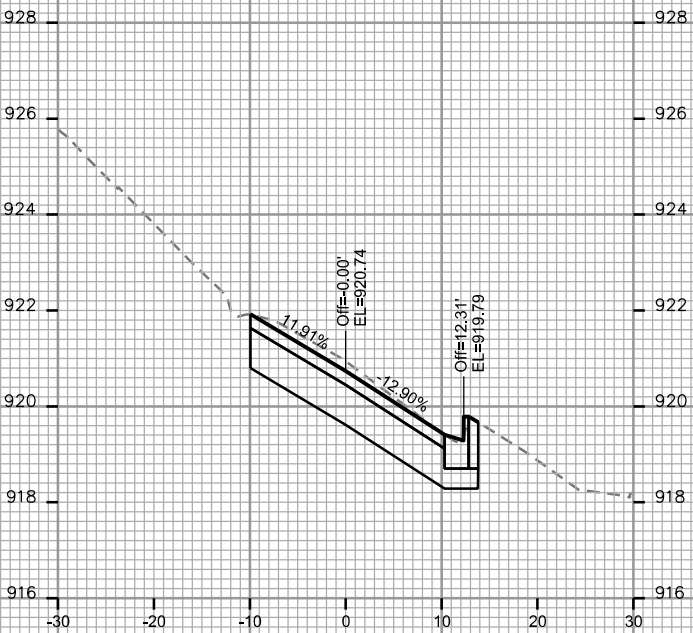
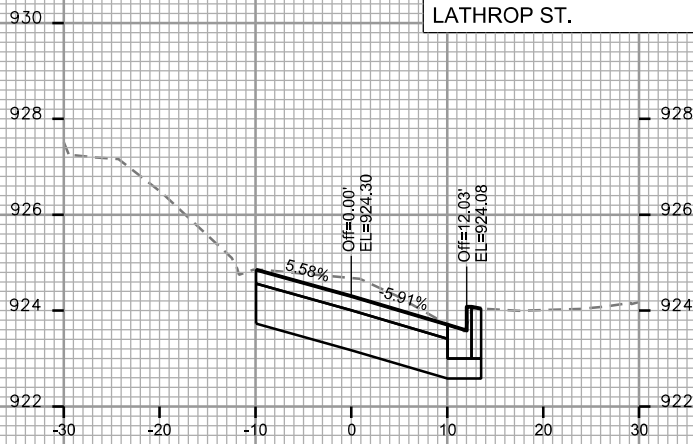
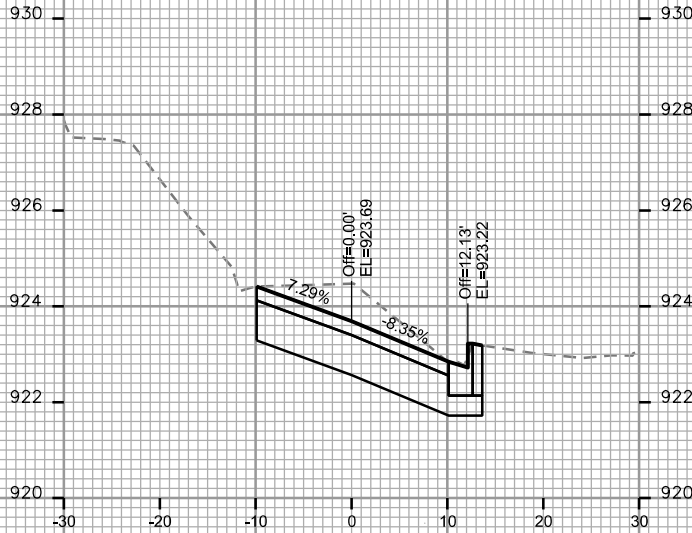
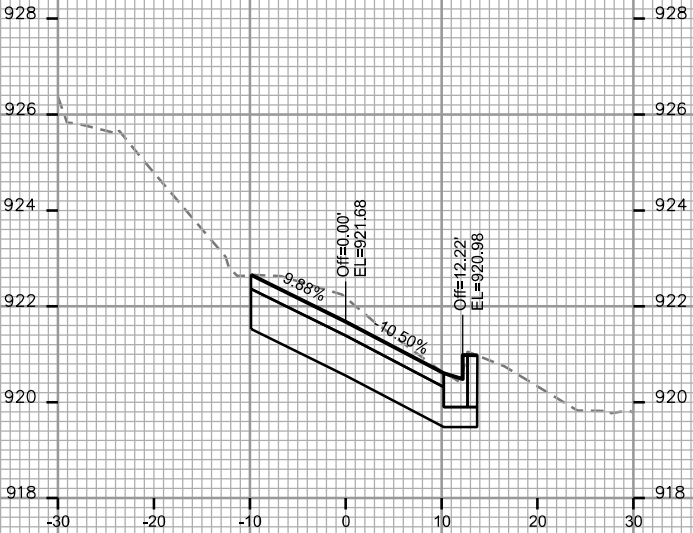
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

LATHROP ST.

CITY OF MADISON



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

LATHROP ST.

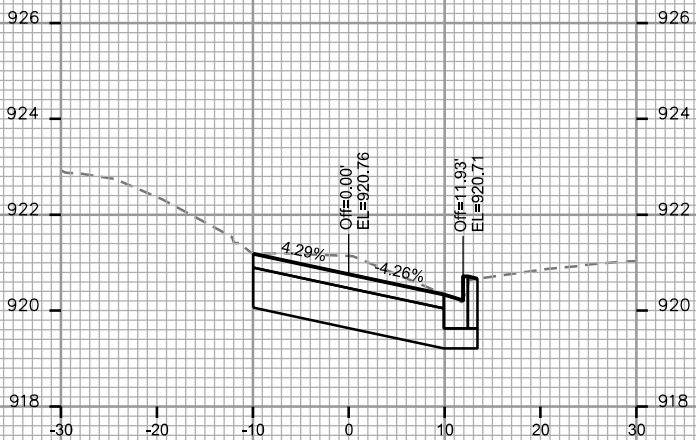
CITY OF MADISON

PLOT SCALE:

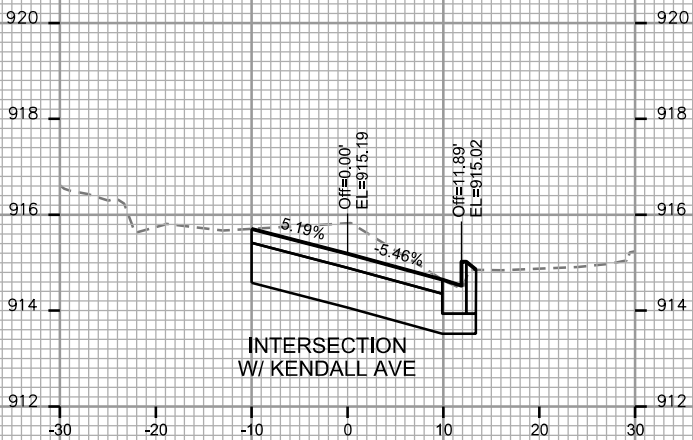
PLOT NAME:

REV. DATE:

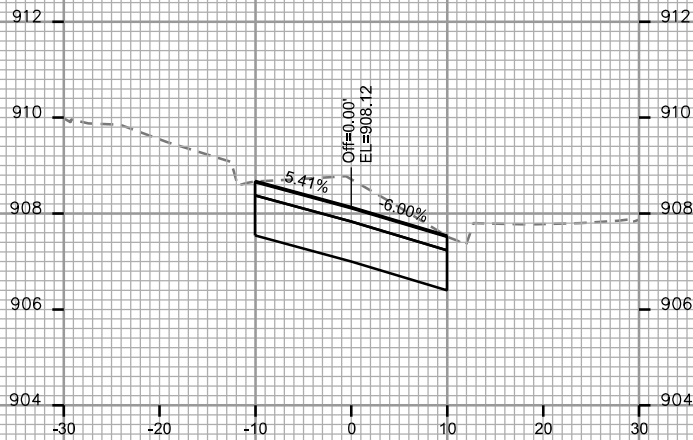
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



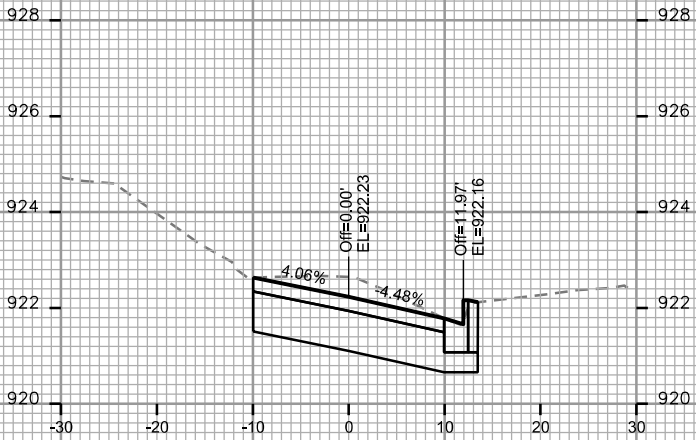
STA. 52+75



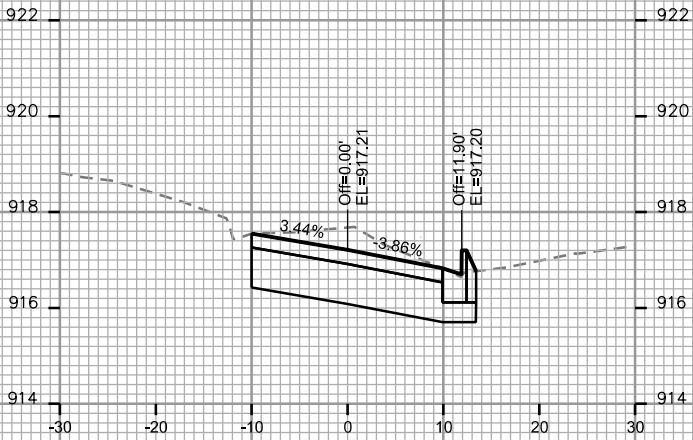
STA. 53+50



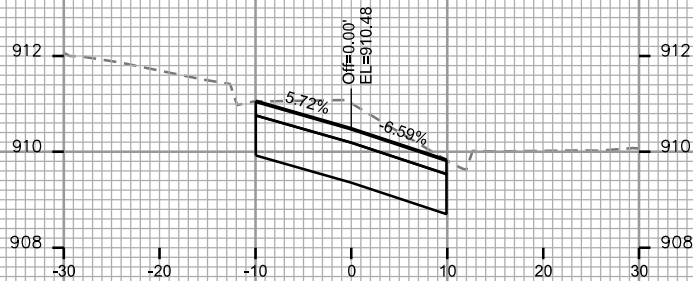
STA. 54+25



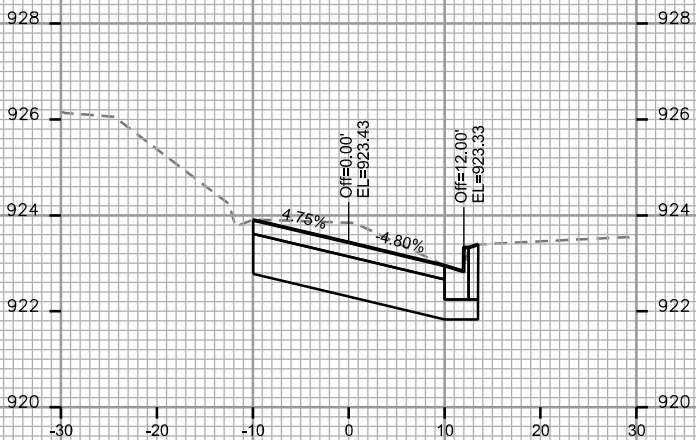
STA. 52+50



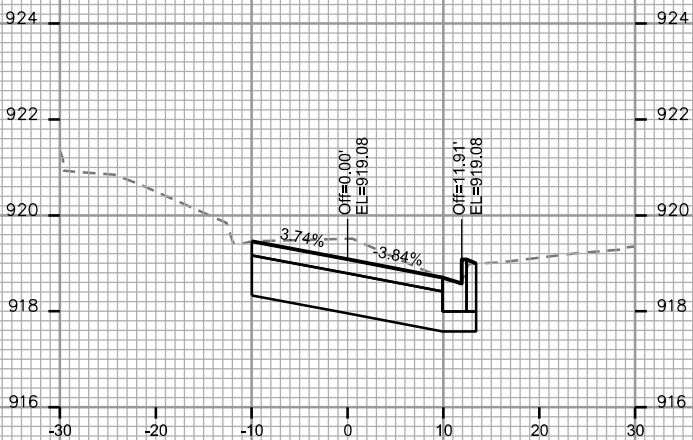
STA. 53+25



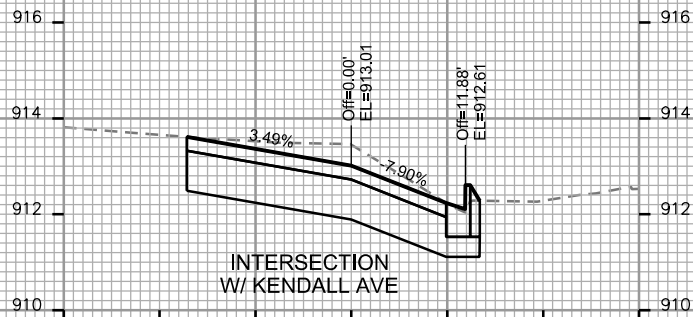
STA. 54+00



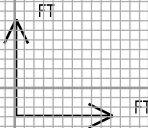
STA. 52+25



STA. 53+00



STA. 53+75

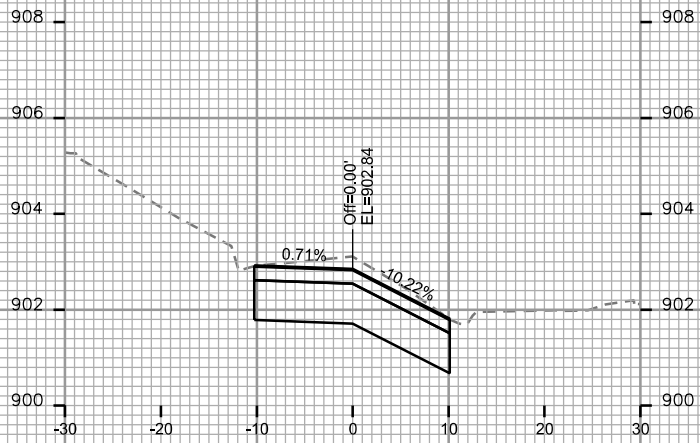


PLOT SCALE:

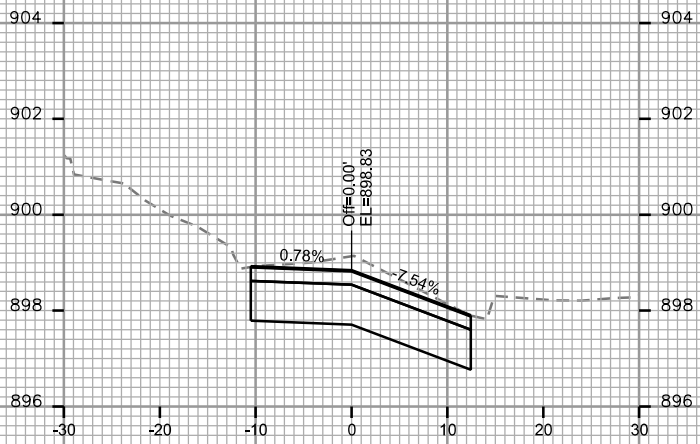
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REV. DATE:

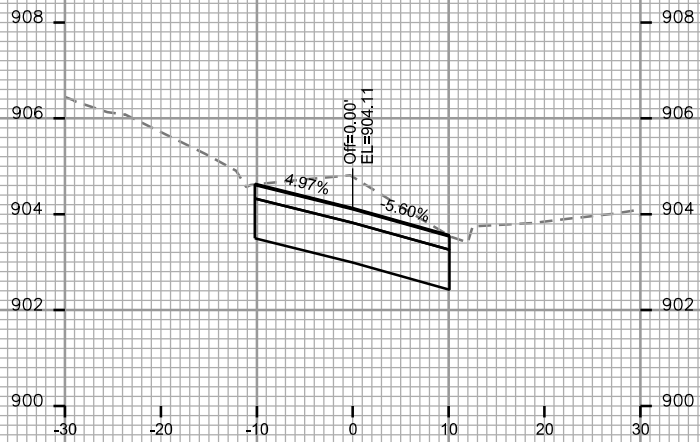
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



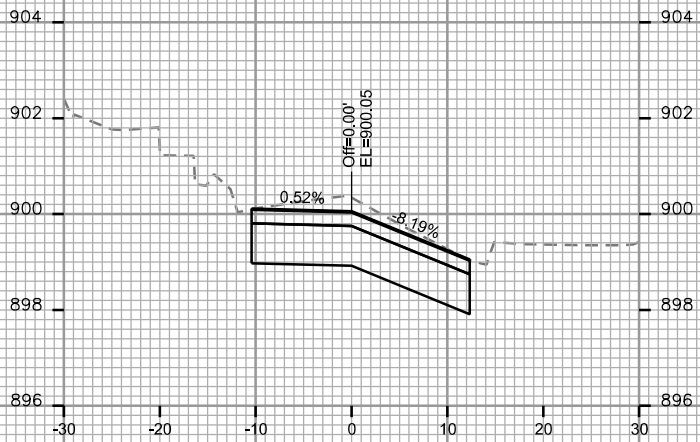
STA. 55+00



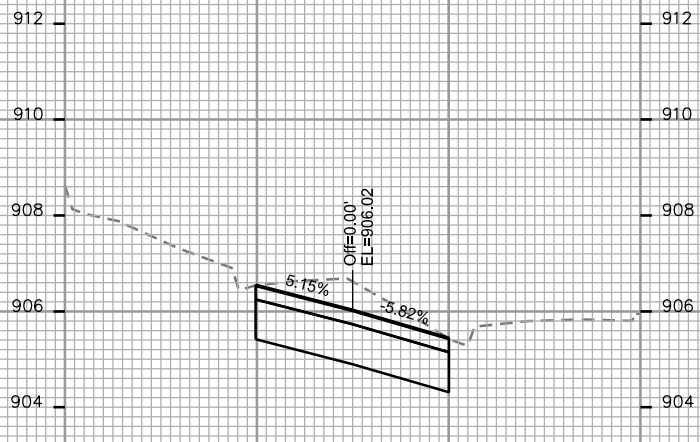
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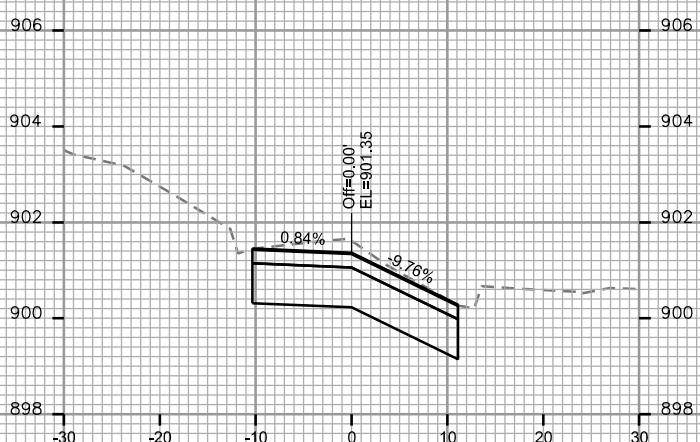
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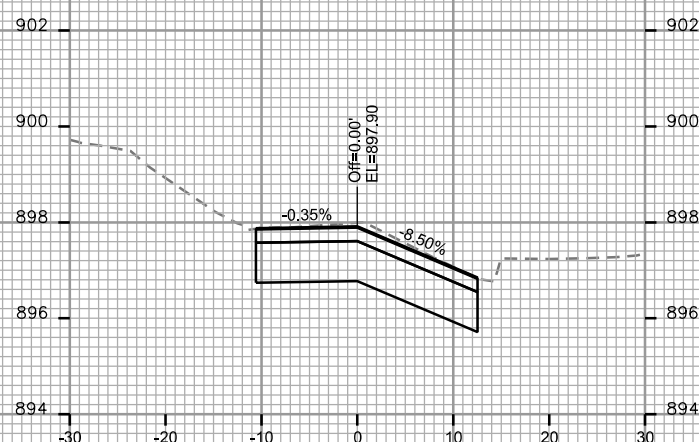
STA. 55+50



STA. 54+50



STA. 55+25



STA. 56+00

