

Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

PUBLIC IMPROVEMENT PROJECT APPROVED

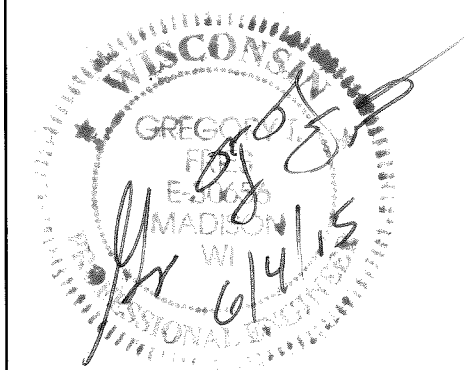
JUNE 2, 2015

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

[Signature] 6/8/15
City Engineer Date

STORM SEWER APPROVED BY:



NAKOMA GREENWAY REPAIR

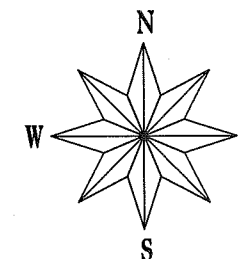
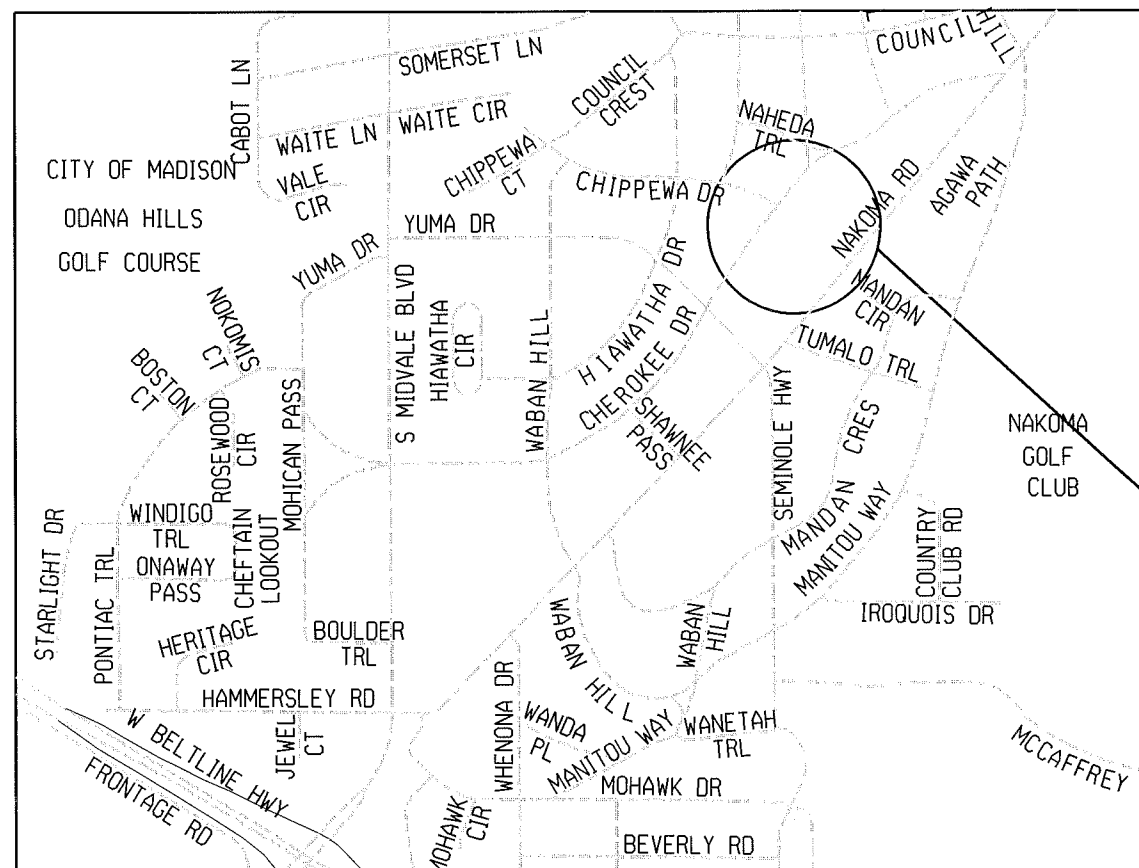
CITY PROJECT NOs. 53W1800 MUNIS NO. 10311

CITY CONTRACT NO. 7538

INDEX OF SHEETS

SHEET NO.	TITLE
1	
EC1	EROSION CONTROL PLAN
DI	DETAILS
P1	PLAN & PROFILE
X1-X3	CROSS-SECTIONS

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	
UTILITY WARNING	



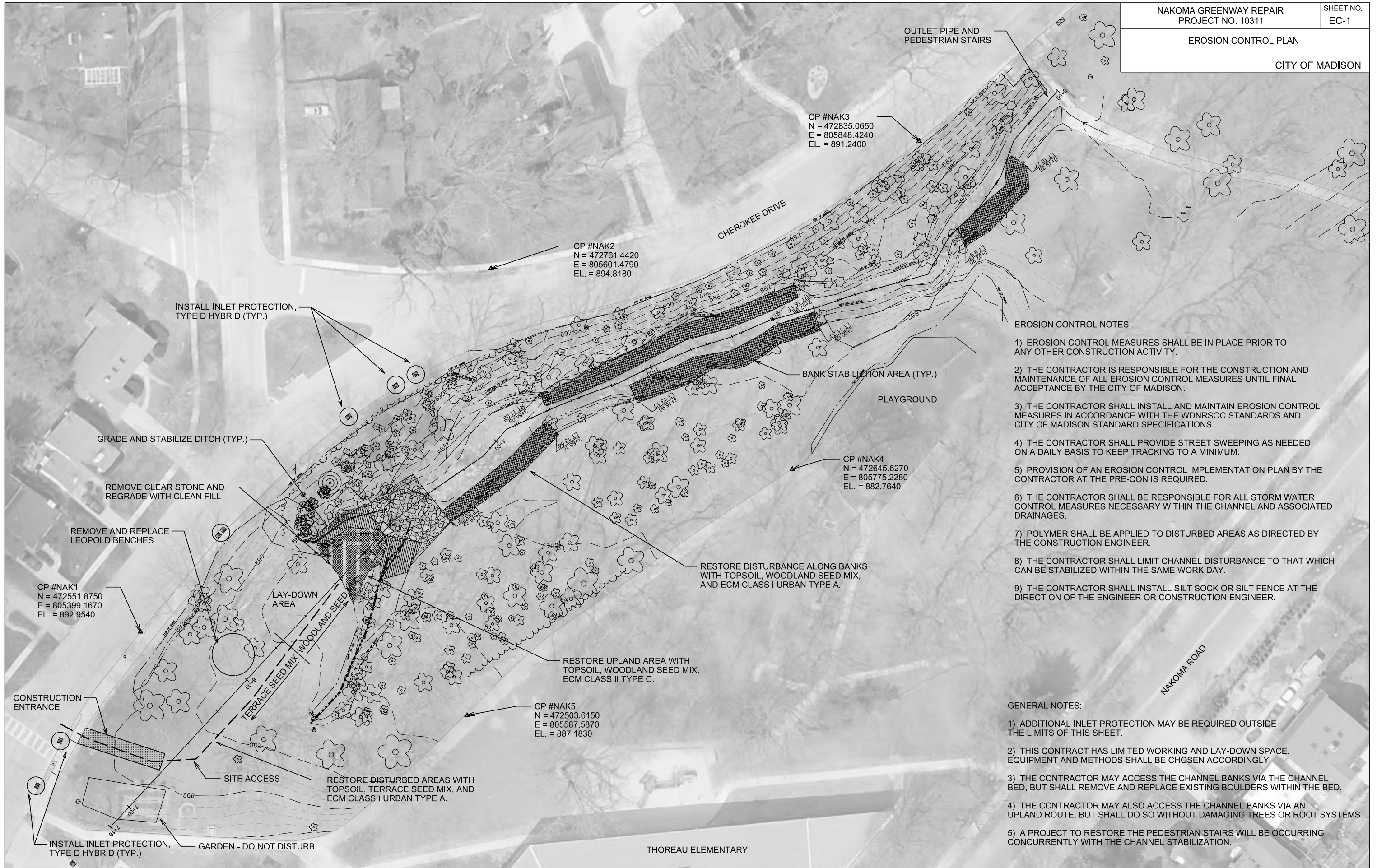
CONSTRUCTION PROJECT LOCATION

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



EROSION CONTROL NOTES:

- 1) EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY.
- 2) THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.
- 3) THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE WDNRSOC STANDARDS AND CITY OF MADISON STANDARD SPECIFICATIONS.
- 4) THE CONTRACTOR SHALL PROVIDE STREET SWEEPING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.
- 5) PROVISION OF AN EROSION CONTROL IMPLEMENTATION PLAN BY THE CONTRACTOR AT THE PRE-CON IS REQUIRED.
- 6) THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL STORM WATER CONTROL MEASURES NECESSARY WITHIN THE CHANNEL AND ASSOCIATED DRAINAGES.
- 7) POLYMER SHALL BE APPLIED TO DISTURBED AREAS AS DIRECTED BY THE CONSTRUCTION ENGINEER.
- 8) THE CONTRACTOR SHALL LIMIT CHANNEL DISTURBANCE TO THAT WHICH CAN BE STABILIZED WITHIN THE SAME WORK DAY.
- 9) THE CONTRACTOR SHALL INSTALL SILT SOCK OR SILT FENCE AT THE DIRECTION OF THE ENGINEER OR CONSTRUCTION ENGINEER.

GENERAL NOTES:

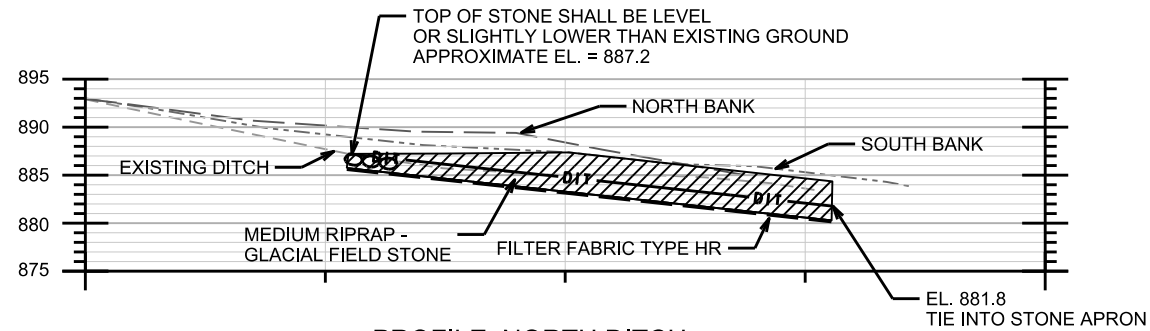
- 1) ADDITIONAL INLET PROTECTION MAY BE REQUIRED OUTSIDE THE LIMITS OF THIS SHEET.
- 2) THIS CONTRACT HAS LIMITED WORKING AND LAY-DOWN SPACE. EQUIPMENT AND METHODS SHALL BE CHOSEN ACCORDINGLY.
- 3) THE CONTRACTOR MAY ACCESS THE CHANNEL BANKS VIA THE CHANNEL BED, BUT SHALL REMOVE AND REPLACE EXISTING BOULDERS WITHIN THE BED.
- 4) THE CONTRACTOR MAY ALSO ACCESS THE CHANNEL BANKS VIA AN UPLAND ROUTE, BUT SHALL DO SO WITHOUT DAMAGING TREES OR ROOT SYSTEMS.
- 5) A PROJECT TO RESTORE THE PEDESTRIAN STAIRS WILL BE OCCURRING CONCURRENTLY WITH THE CHANNEL STABILIZATION.

PLOT SCALE: _____

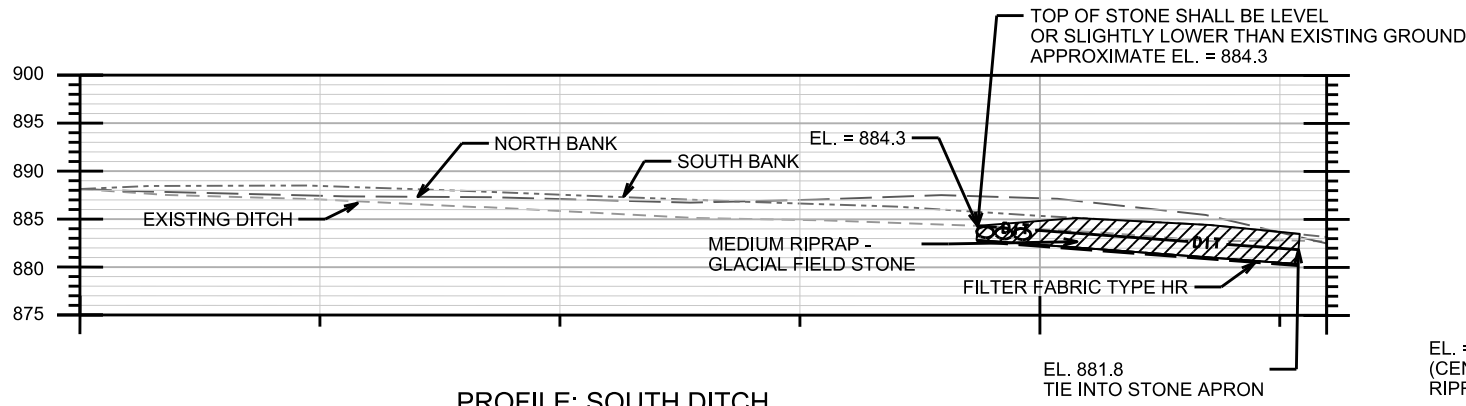
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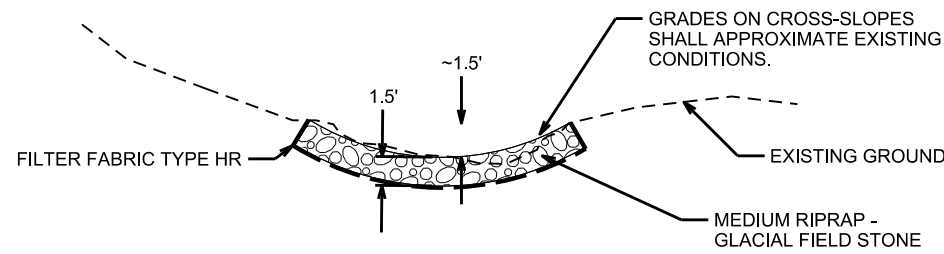


PROFILE: NORTH DITCH

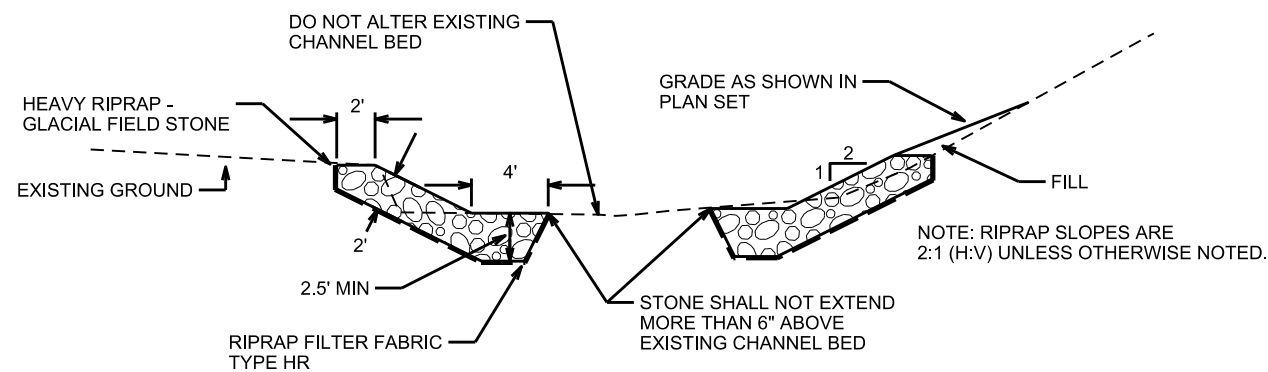


PROFILE: SOUTH DITCH

NOTE:
DO NOT LEAVE TAILS OF FILTER FABRIC ABOVE GROUND SURFACE. EITHER CUT AFTER PLACEMENT, OR LEAVE THE ORIGINAL PLACEMENT 6" - 1' SHORT OF THE TOP OF EXCAVATION.



TYPICAL CROSS-SECTION: NORTH/SOUTH DITCH



TYPICAL CROSS-SECTION: CHANNEL

CUT 24" CMP OFFFALL FLUSH WITH STONE. DO NOT DAMAGE DURING INSTALLATION

EL. = 880.8 (CENTER OF RIPRAP APRON)

STA: 5+05.69, LT -17.03
EL. = 884.3

STA: 4+78.88, LT -11.94
EL. = 881.8

EL. = 881.6

SEE NOTE BELOW

EL. = 881.8

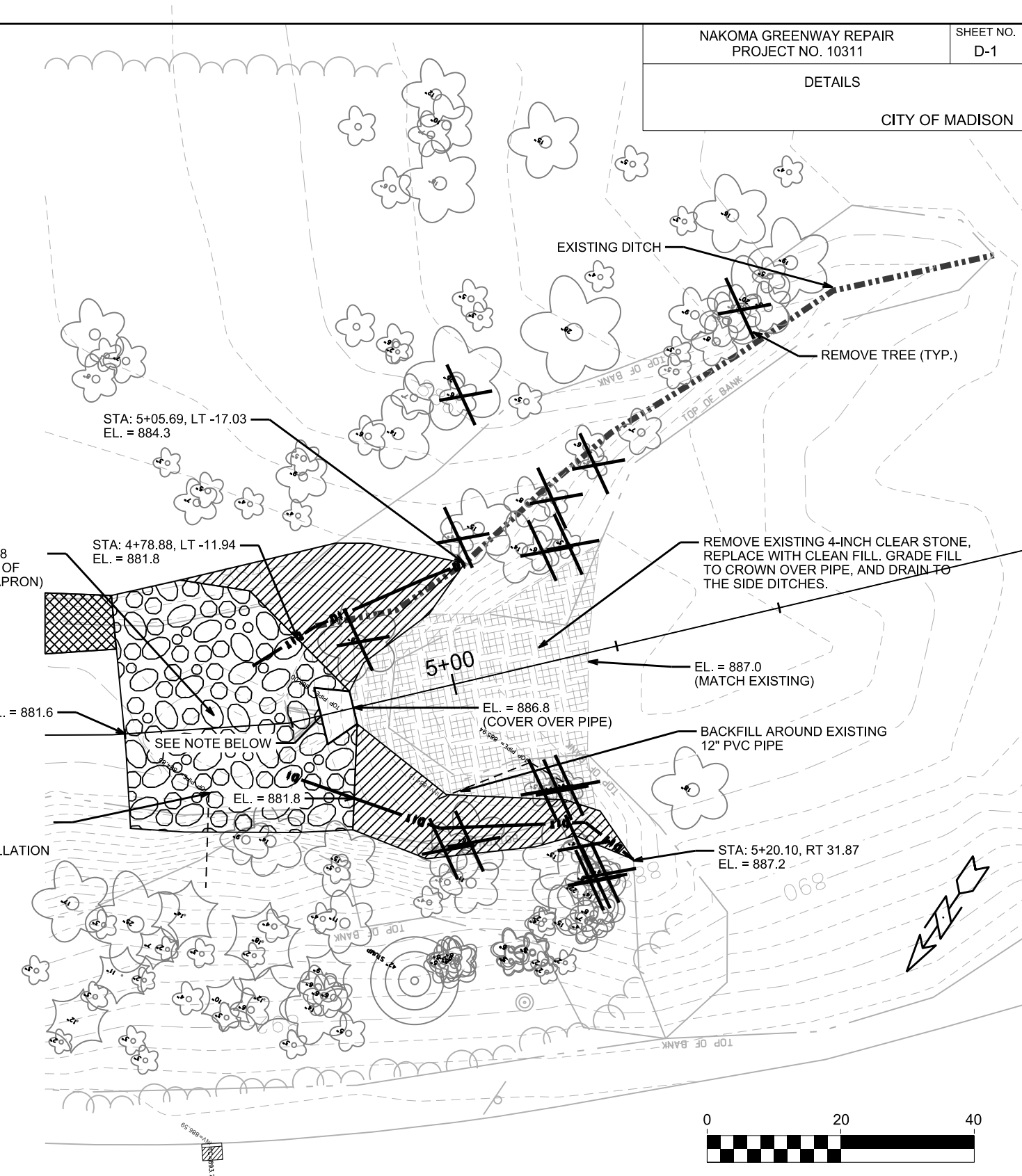
5+00

EL. = 886.8 (COVER OVER PIPE)

EL. = 887.0 (MATCH EXISTING)

BACKFILL AROUND EXISTING 12" PVC PIPE

STA: 5+20.10, RT 31.87
EL. = 887.2



REMOVE AND REPLACE EXISTING RCP APRON ENDWALL:

REMOVE:
EXISTING 48" RCP AE WITH GATE AND PRE-FAB TRANSITION

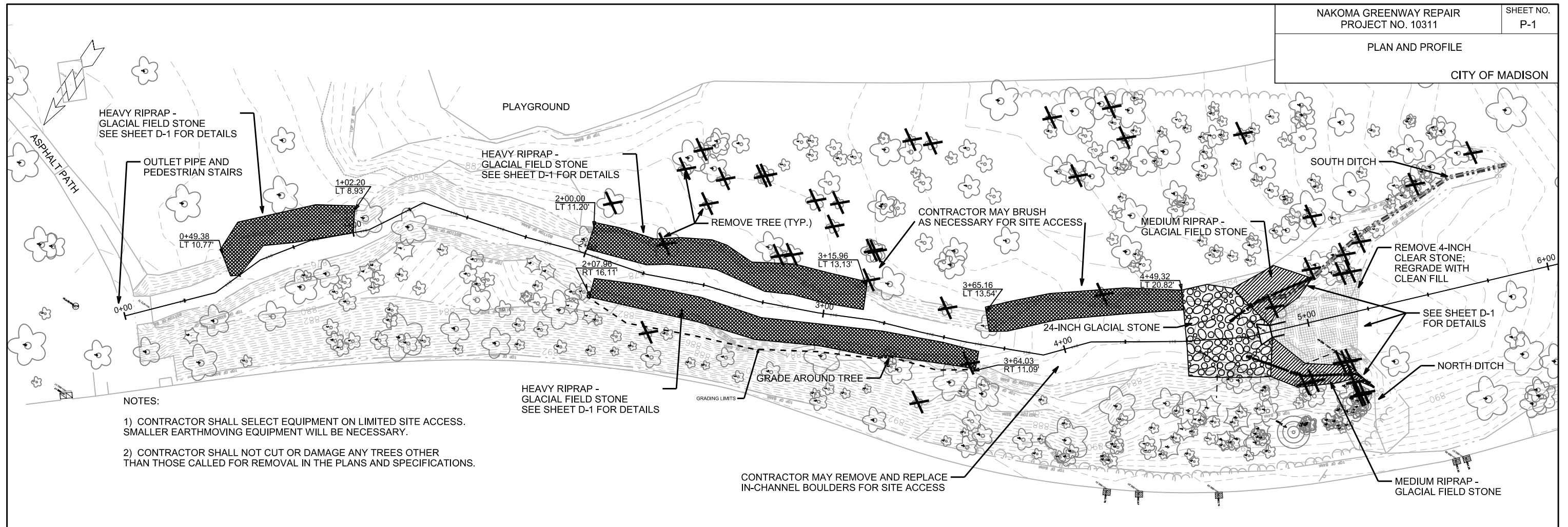
PLACE:
38"X60" RCP AE W/GATE
STA: 4+79.52 CL (LOCATION AT CENTER OF DOWNSTREAM EDGE)
EL.: 881.63



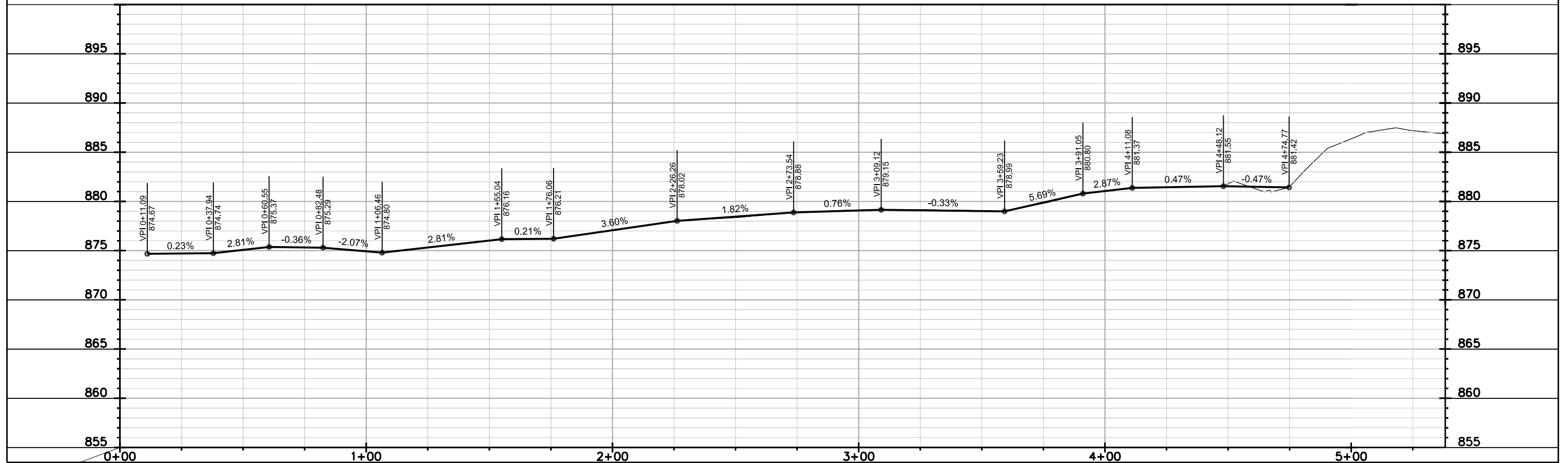
PLOT SCALE:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



- NOTES:
- 1) CONTRACTOR SHALL SELECT EQUIPMENT ON LIMITED SITE ACCESS. SMALLER EARTHMOVING EQUIPMENT WILL BE NECESSARY.
 - 2) CONTRACTOR SHALL NOT CUT OR DAMAGE ANY TREES OTHER THAN THOSE CALLED FOR REMOVAL IN THE PLANS AND SPECIFICATIONS.



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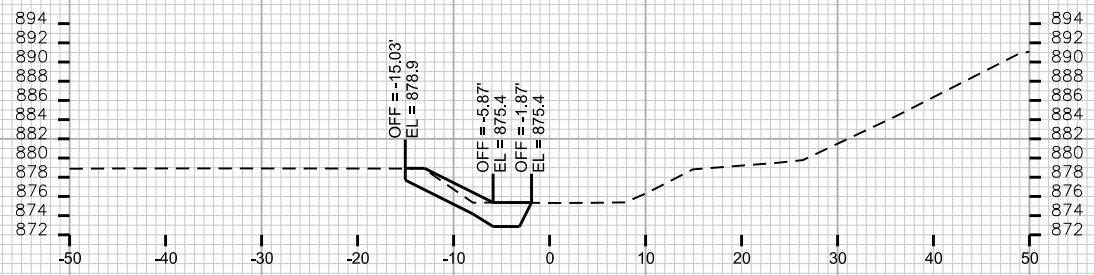
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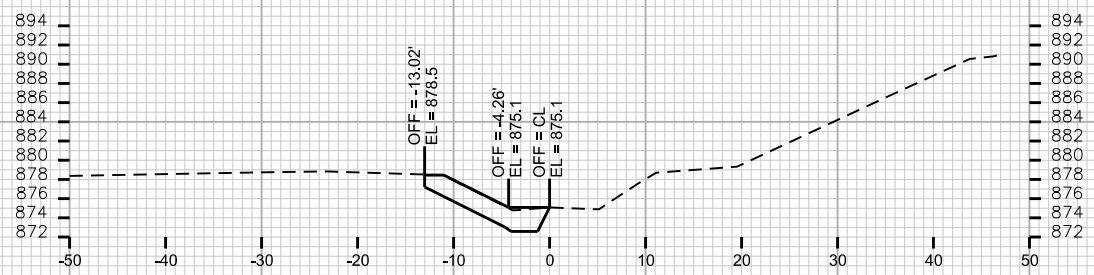
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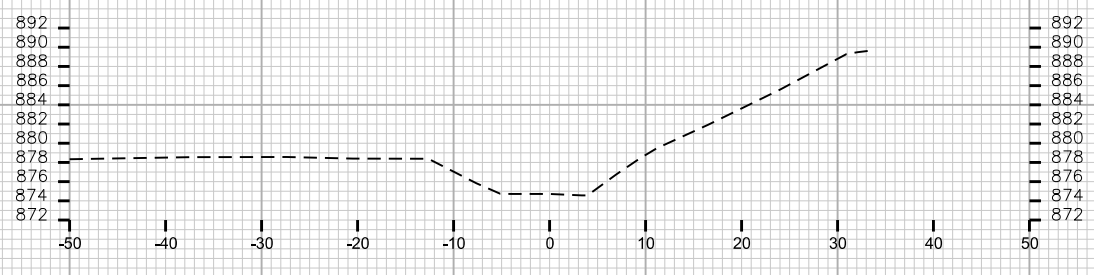
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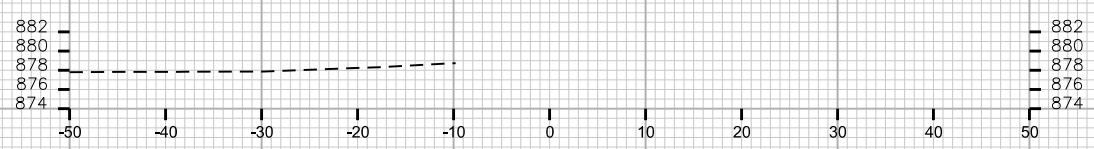
STA. 0+75



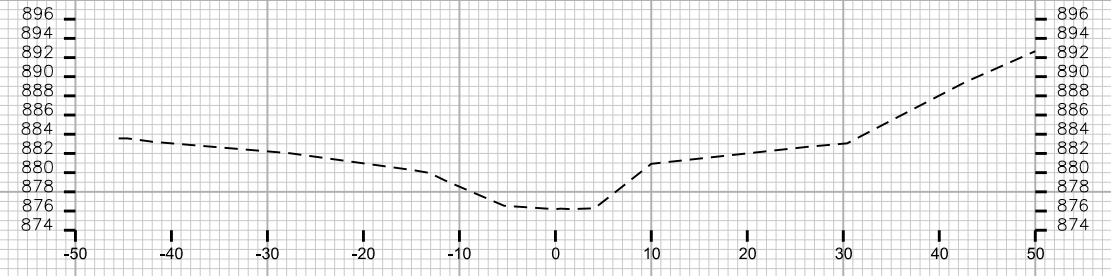
STA. 0+50



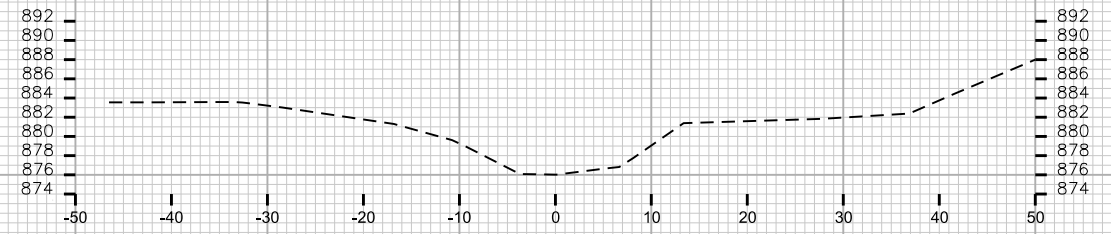
STA. 0+25



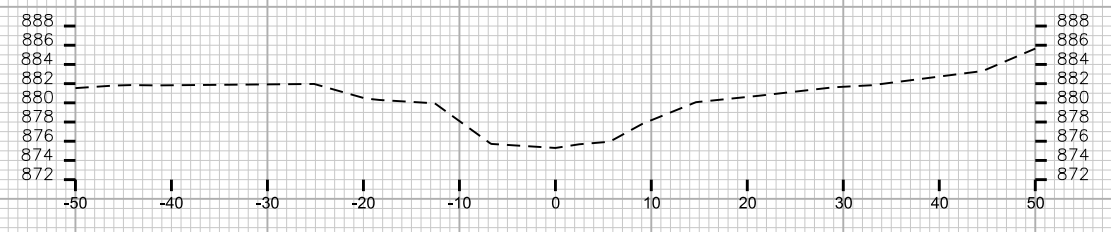
STA. 0+00



STA. 1+75



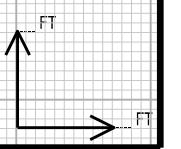
STA. 1+50



STA. 1+25



STA. 1+00

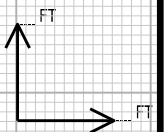
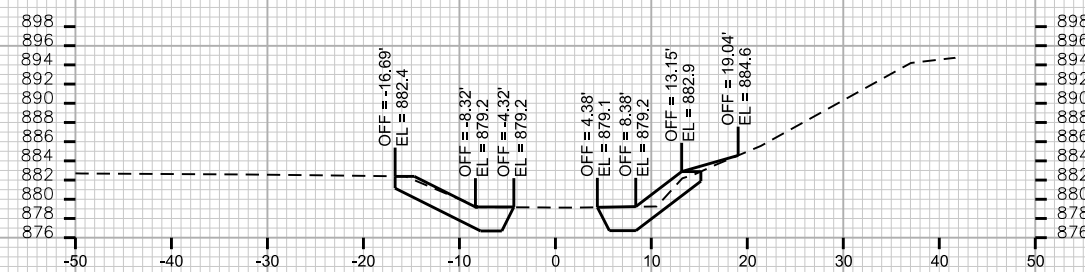
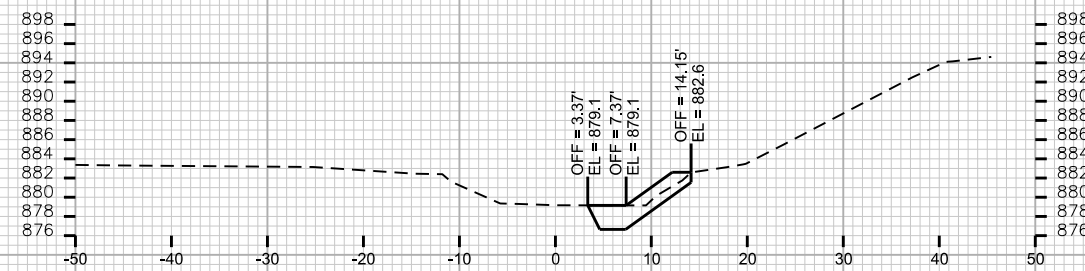
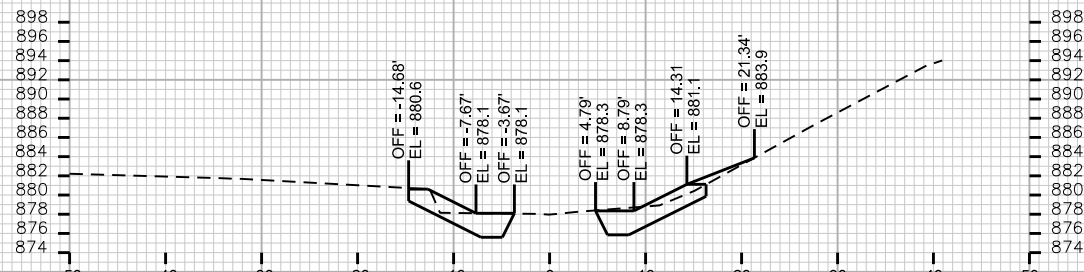
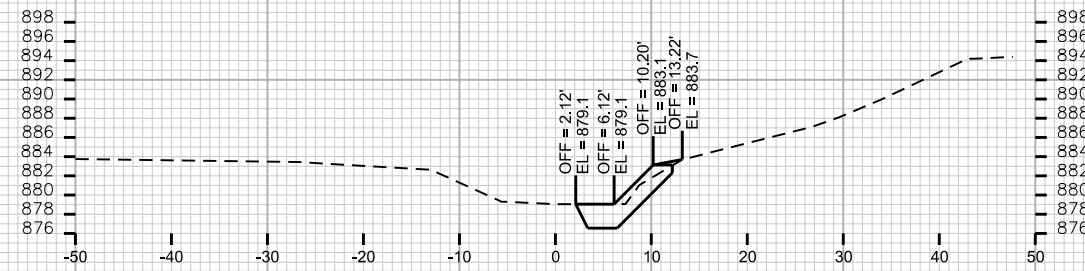
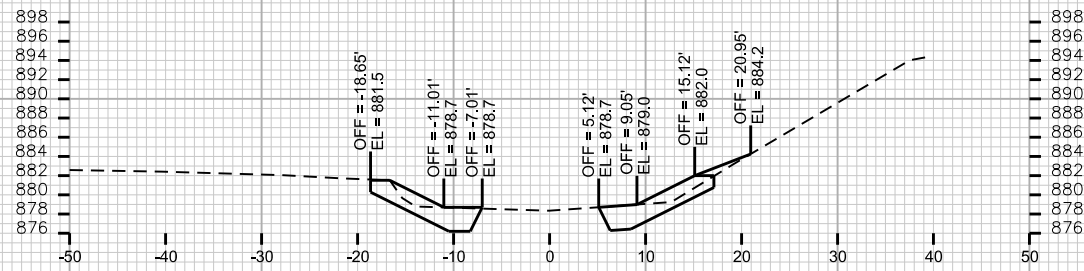
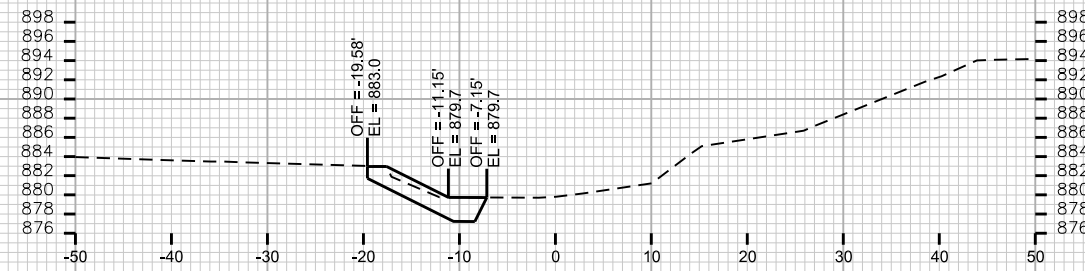
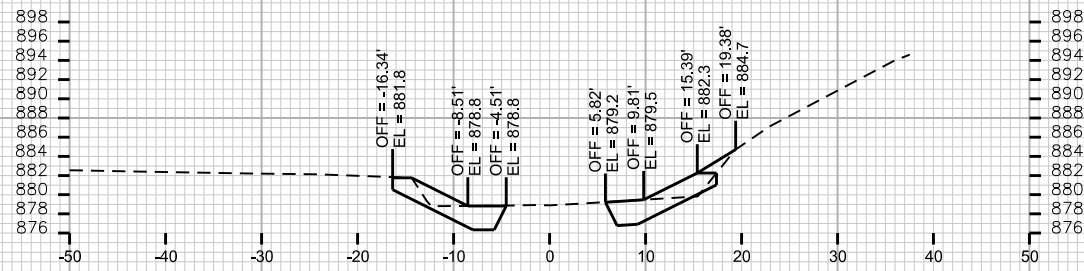


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