



Madison, Wisconsin

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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	

## CONSTRUCTION PROJECT LOCATION

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%.

# CITY OF MADISON

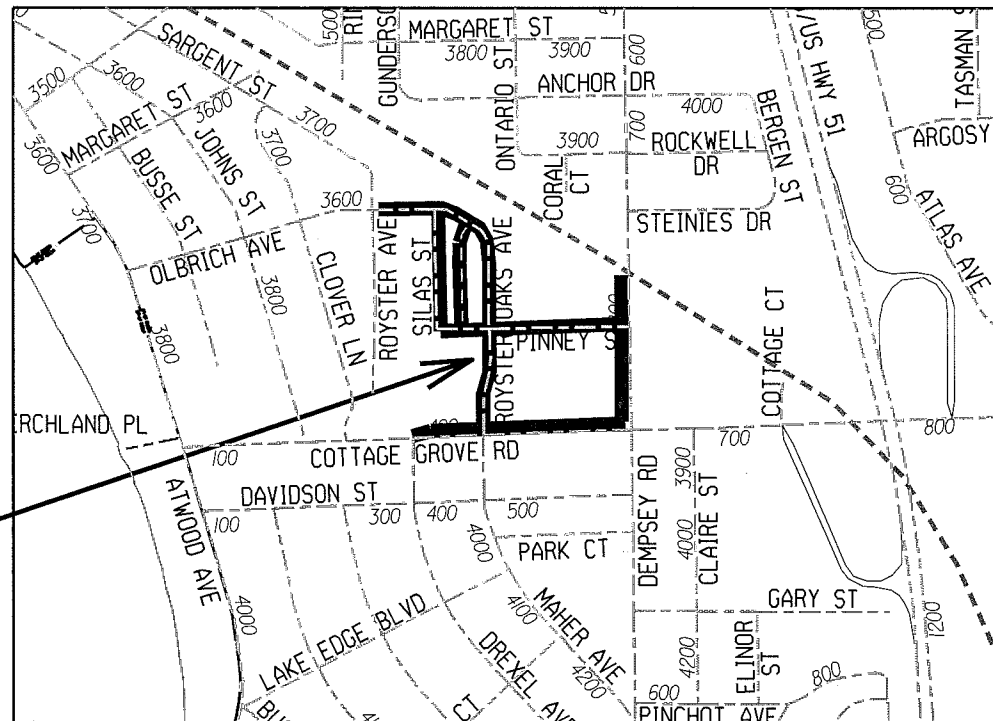
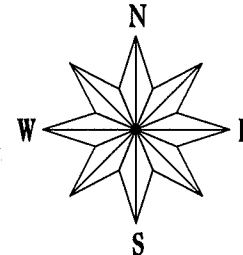
## CITY ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS

### PLAN OF PROPOSED IMPROVEMENT

#### ROYSTER CORNERS ASSESSMENT DISTRICT - 2014

CITY PROJECT NO. 53W1537

CITY CONTRACT NO. 6983



EARTH WORK SUMMARY:

EXCAVATION CUT (MEASURED PLAN QUANTITY).....	24379 C.Y.
ESTIMATED UNDISTRIBUTED UNDERCUT.....	2041 C.Y.
TOTAL UNCLASSIFIED EXCAVATION CUT.....	26420 C.Y.
FILL FOR ROAD AND POND (EXCLUDING CLAY).....	5967 C.Y.

PUBLIC IMPROVEMENT PROJECT APPROVED

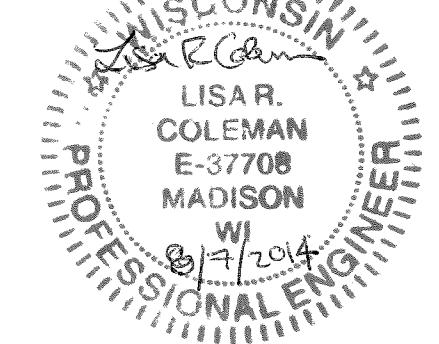
JUNE 17, 2014

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

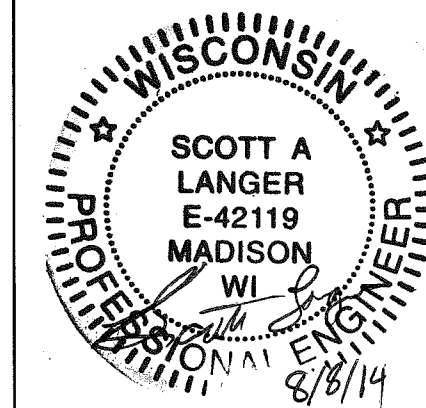
PUBLIC IMPROVEMENT DESIGN APPROVED BY:

*[Signature]* 8/8/14  
City Engineer Date

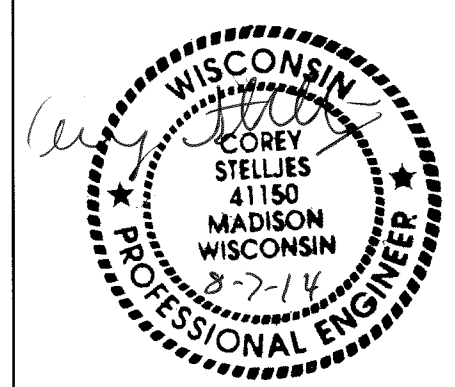
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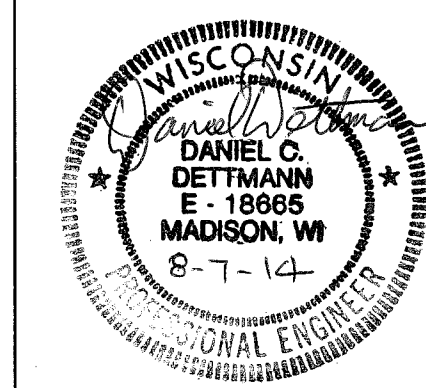
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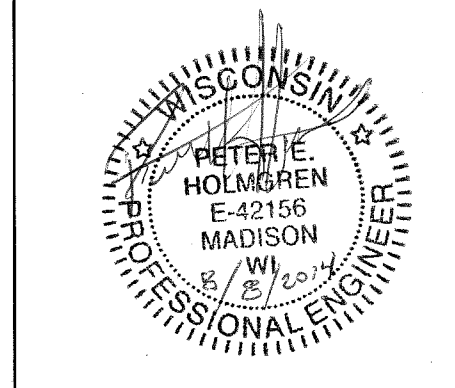
SANITARY AND STORM SEWER DESIGNED BY:

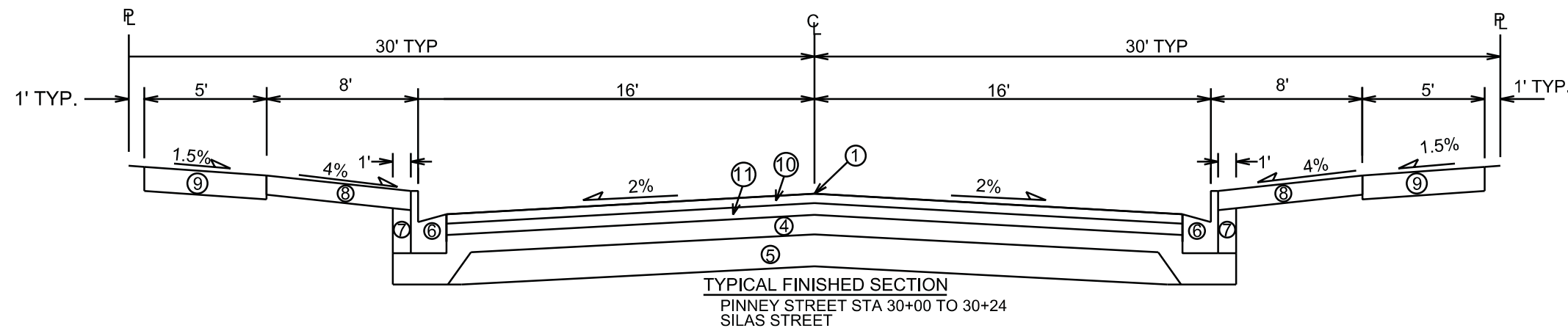
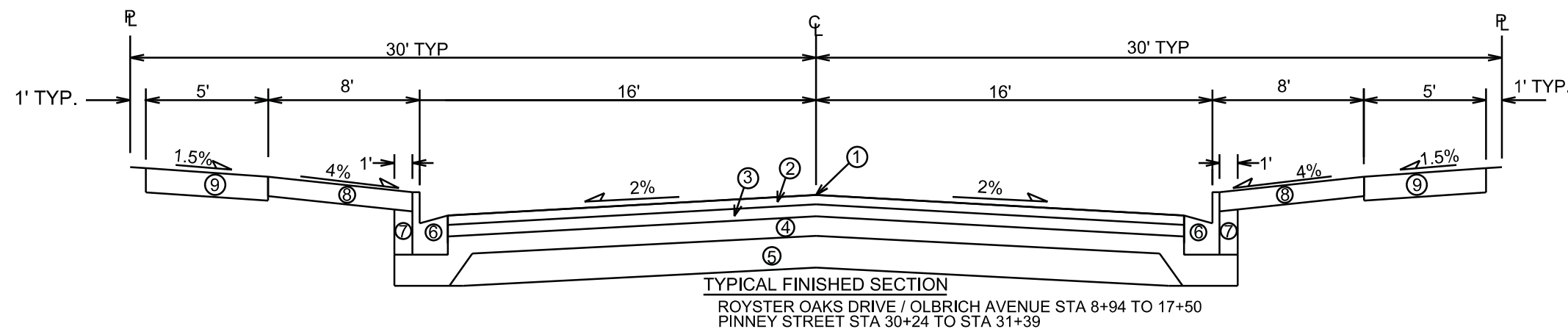
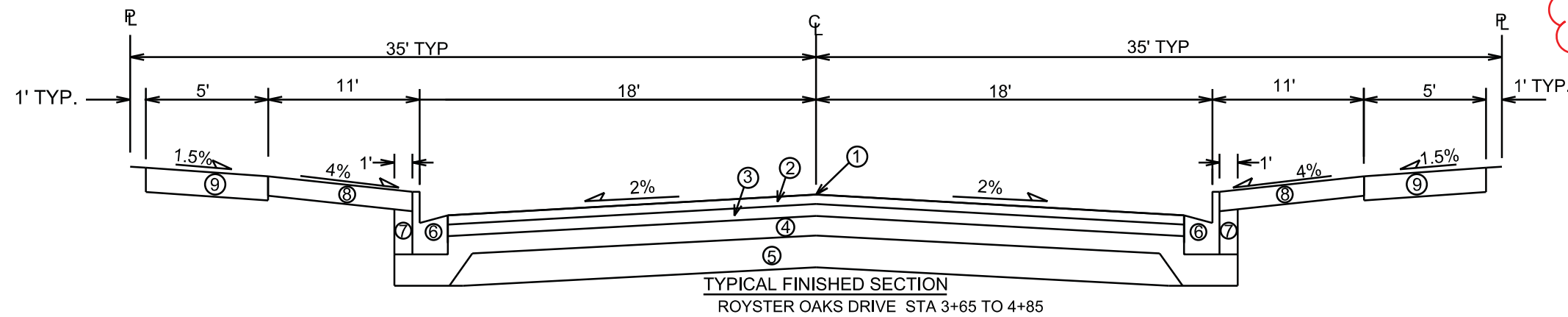
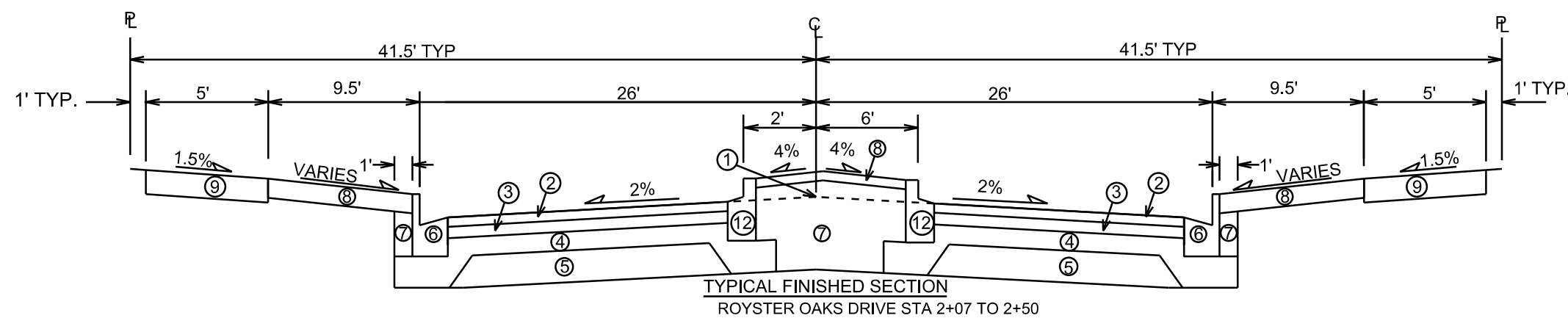


STREET LIGHTING DESIGNED BY:



WATER DESIGNED BY:





- ① POINT REFERRED TO ON PROFILE
- ② 2.00" BITUMINOUS UPPER LAYER, TYPE E-1, 12.5 mm
- ③ 2.25" BITUMINOUS LOWER LAYER, TYPE E-1, 19 mm
- ④ 4" GRADATION 2 CRUSHED STONE
- ⑤ 6" GRADATION 1 CRUSHED STONE
- ⑥ TYPE 'A' CONCRETE CURB & GUTTER
- ⑦ FILL, INCIDENTAL
- ⑧ 6" TOPSOIL, SEED & MAT
- ⑨ 5" CONCRETE SIDEWALK
- ⑩ 1.75" BITUMINOUS UPPER LAYER, TYPE E-0.3, 12.5 mm
- ⑪ 1.75" BITUMINOUS LOWER LAYER, TYPE E-0.3, 12.5 mm
- ⑫ TYPE 'E' CONCRETE CURB & GUTTER

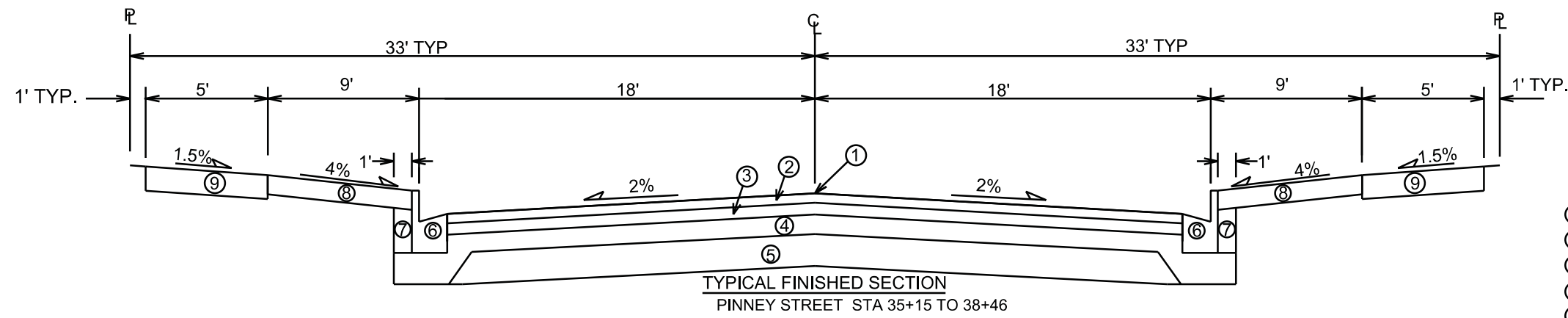
TYPICAL SECTIONS NOT TO SCALE

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

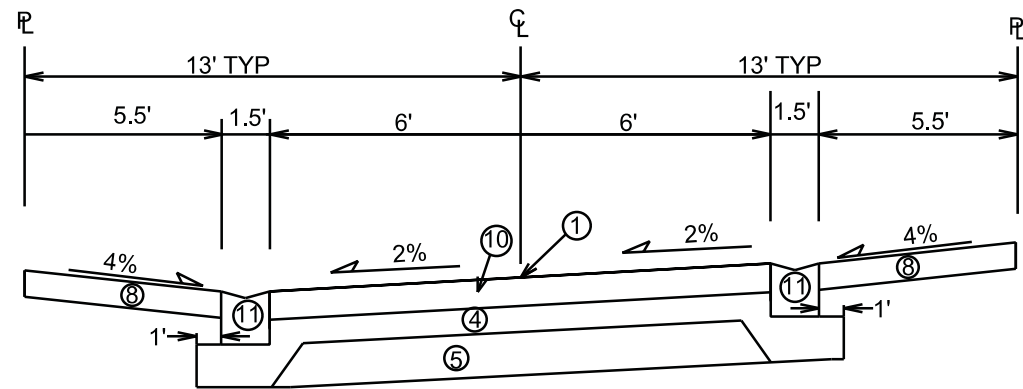
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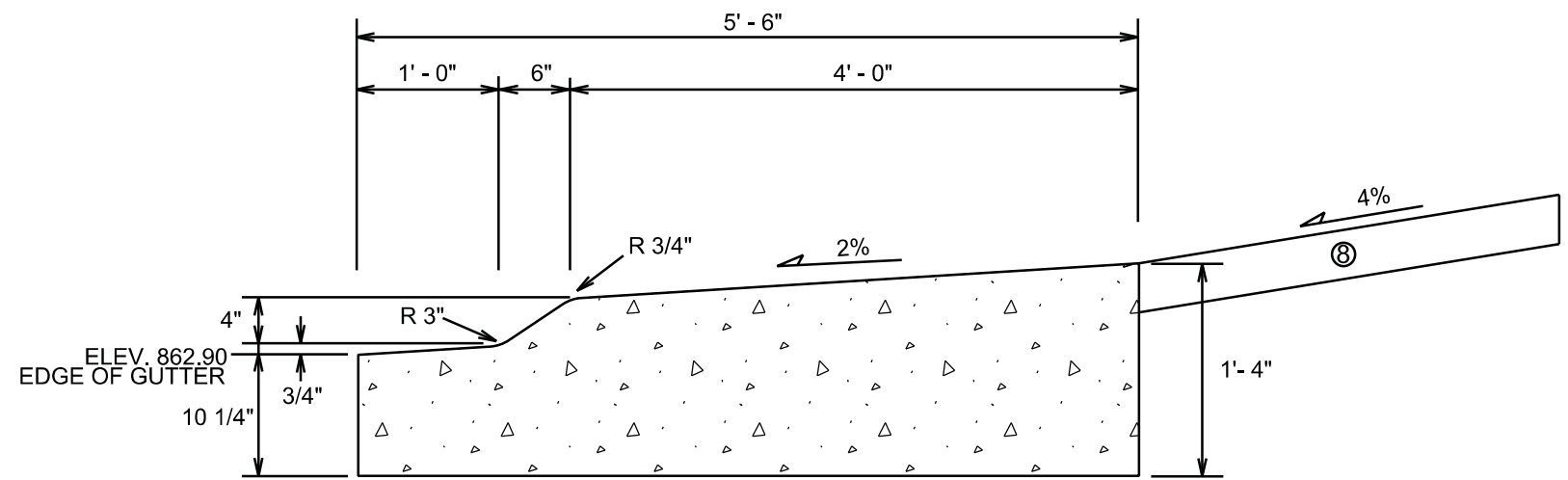
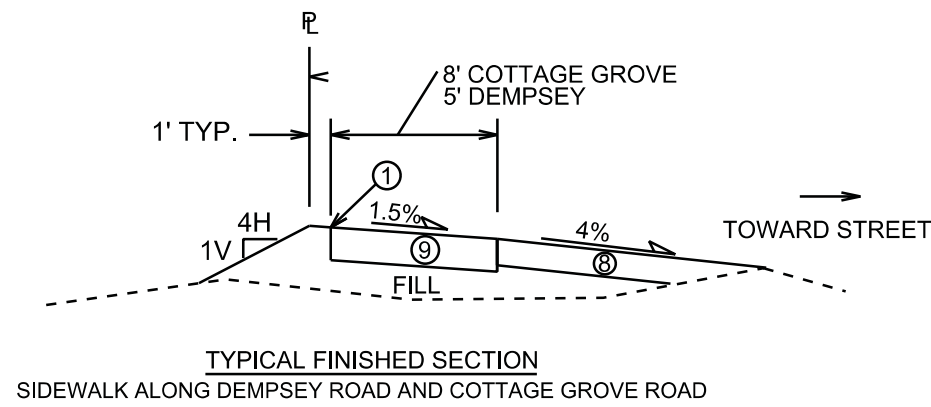


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- ⑨ 5" CONCRETE SIDEWALK
- ⑩ 3.25" BITUMINOUS PAVEMENT, TYPE E-0.3, 12.5 mm
- ⑪ CONCRETE ALLEY GUTTER, SEE S.D.D 4.07

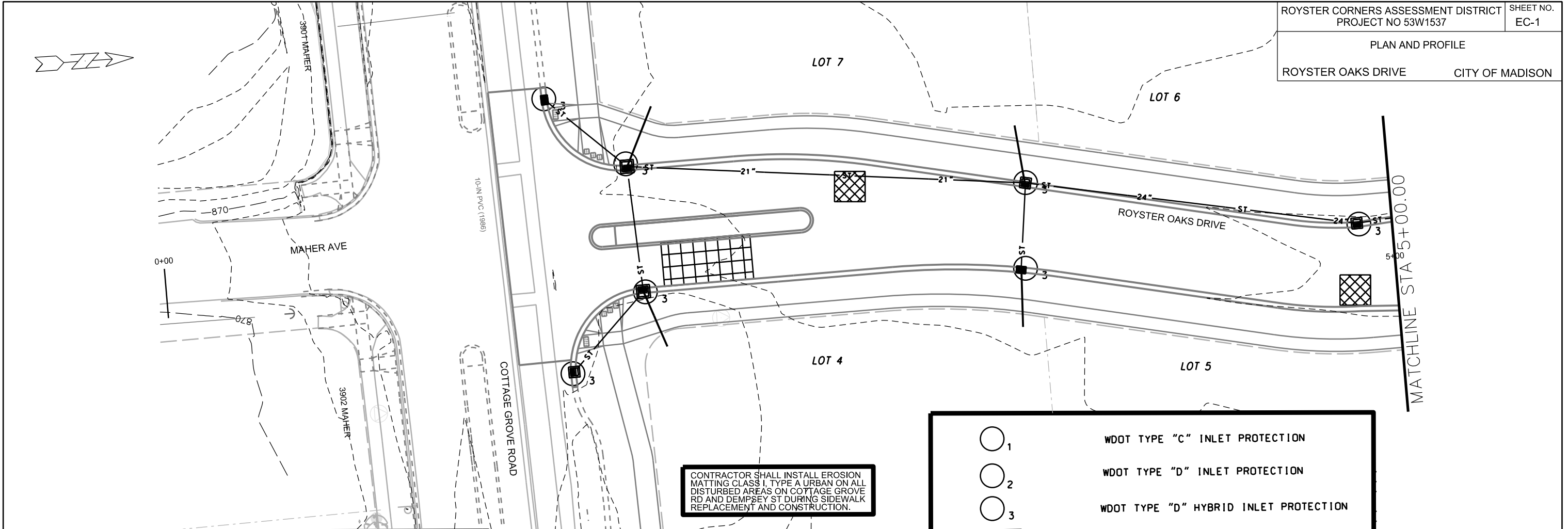
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\*SEE S.D.D. 4.07 FOR FURTHER DETAILS OF ALLEY AND ALLEY GUTTER



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CONTRACTOR SHALL INSTALL EROSION MATTING CLASS I, TYPE A URBAN ON ALL DISTURBED AREAS ON COTTAGE GROVE RD AND DEMPSEY ST DURING SIDEWALK REPLACEMENT AND CONSTRUCTION.

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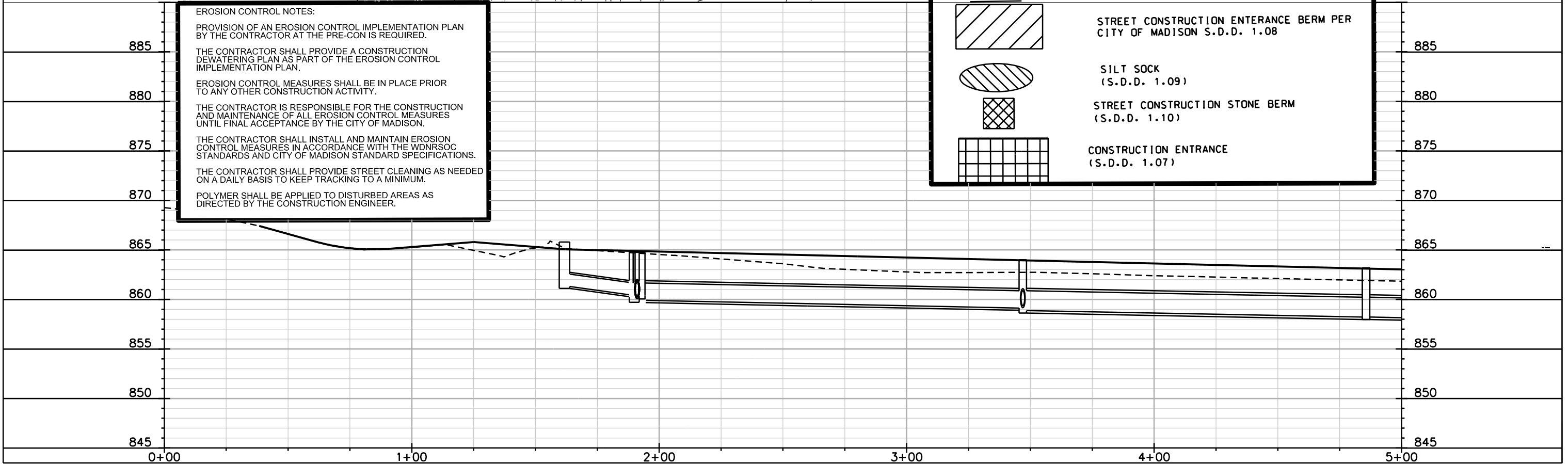
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POLYMER SHALL BE APPLIED TO DISTURBED AREAS AS DIRECTED BY THE CONSTRUCTION ENGINEER.

	WDOT TYPE "C" INLET PROTECTION
	WDOT TYPE "D" INLET PROTECTION
	WDOT TYPE "D" HYBRID INLET PROTECTION
	STREET CONSTRUCTION ENTERANCE BERM PER CITY OF MADISON S.D.D. 1.08
	SILT SOCK (S.D.D. 1.09)
	STREET CONSTRUCTION STONE BERM (S.D.D. 1.10)
	CONSTRUCTION ENTRANCE (S.D.D. 1.07)



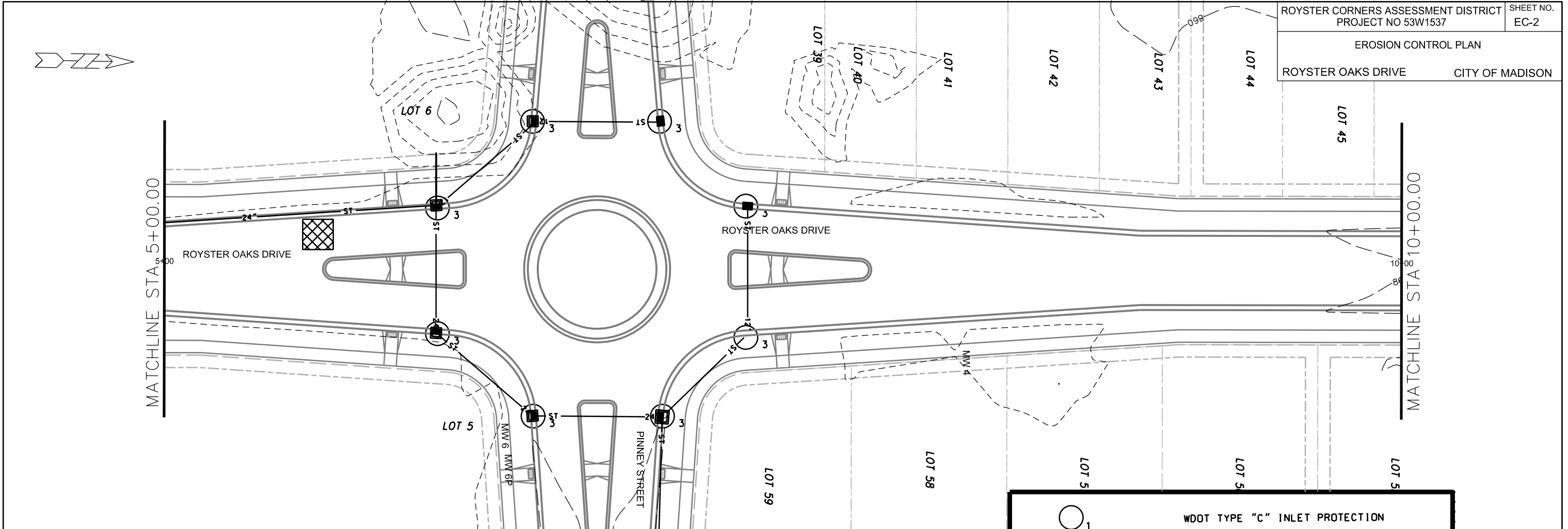
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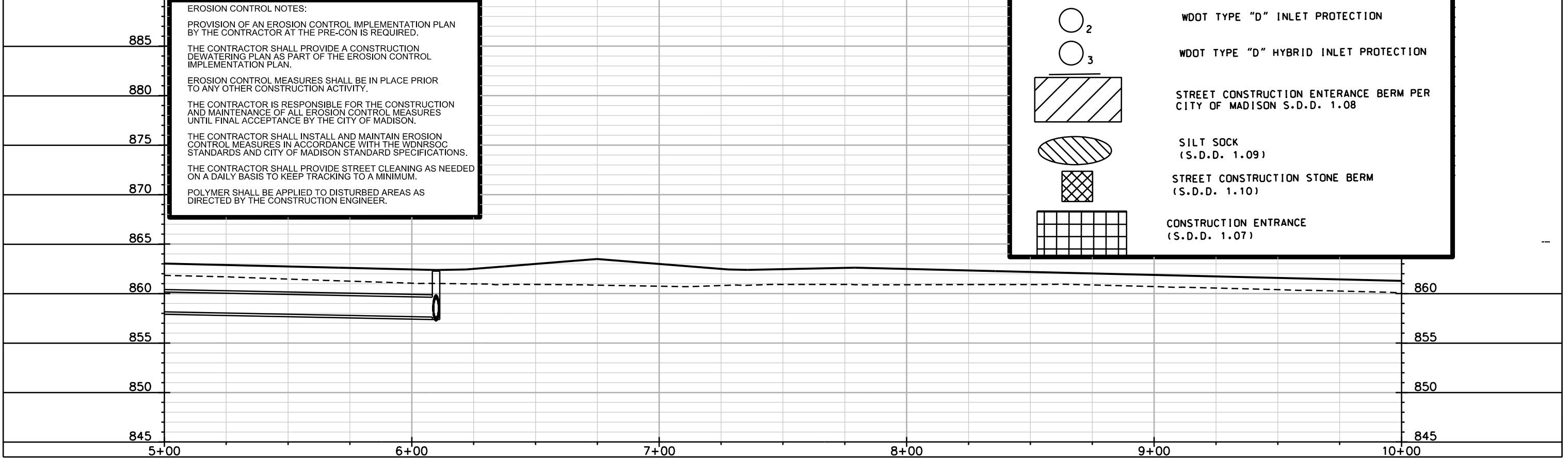
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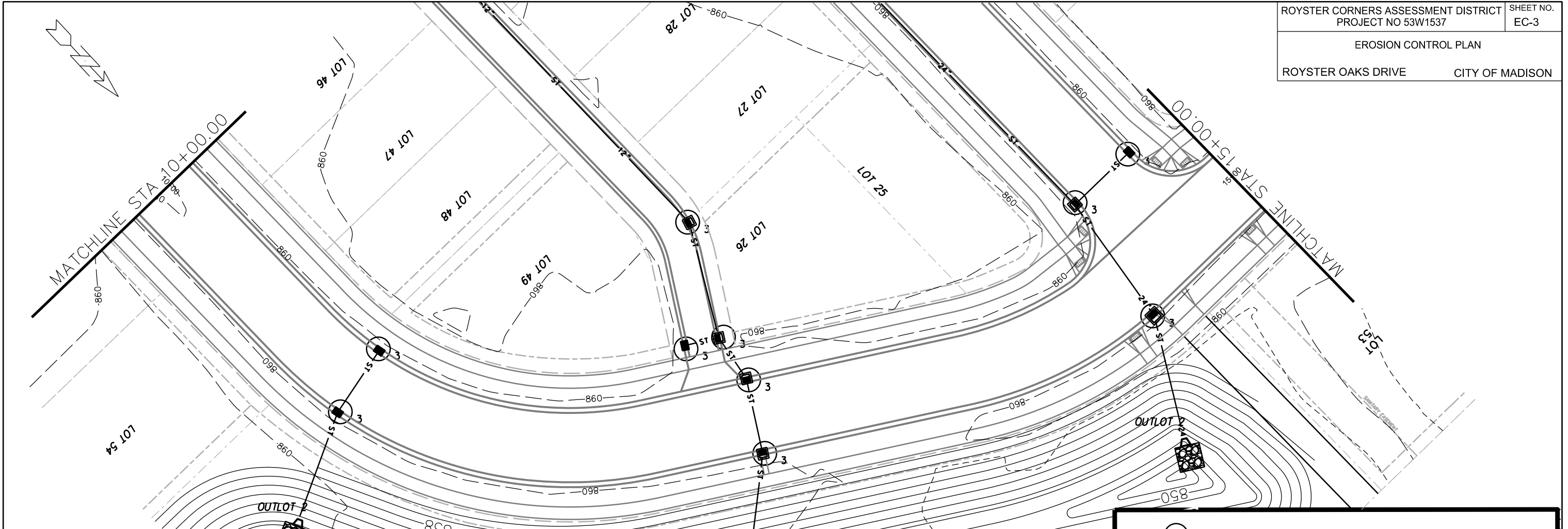


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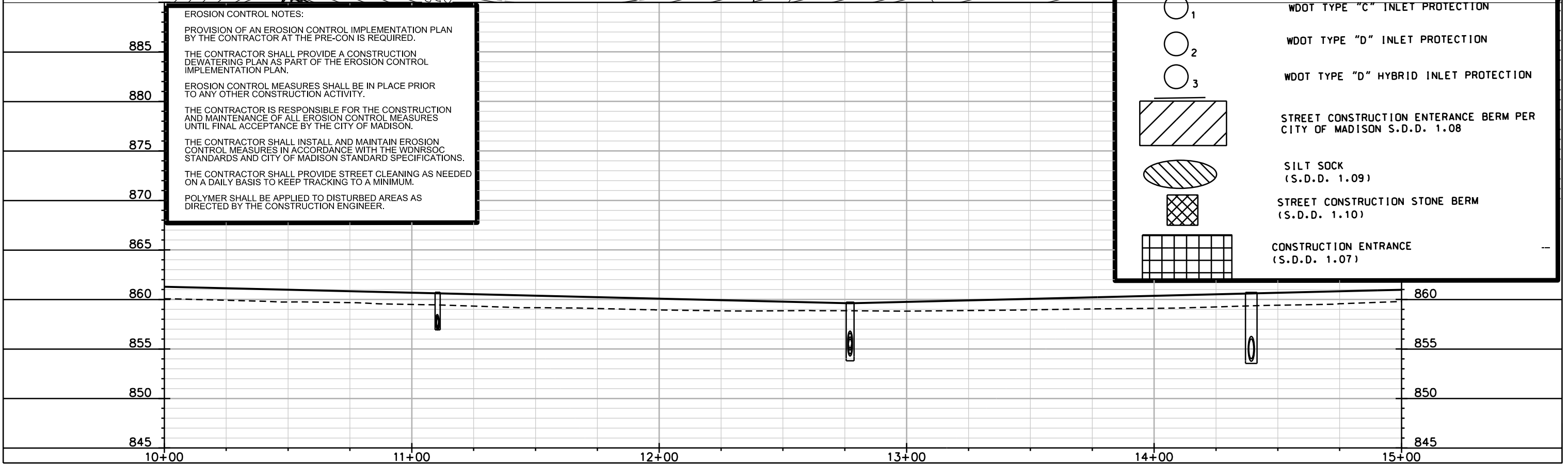
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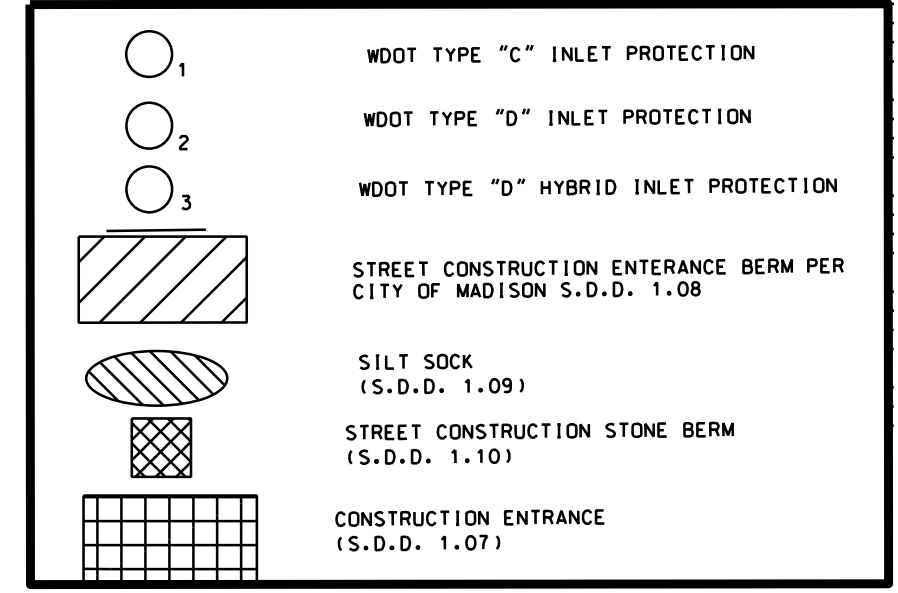
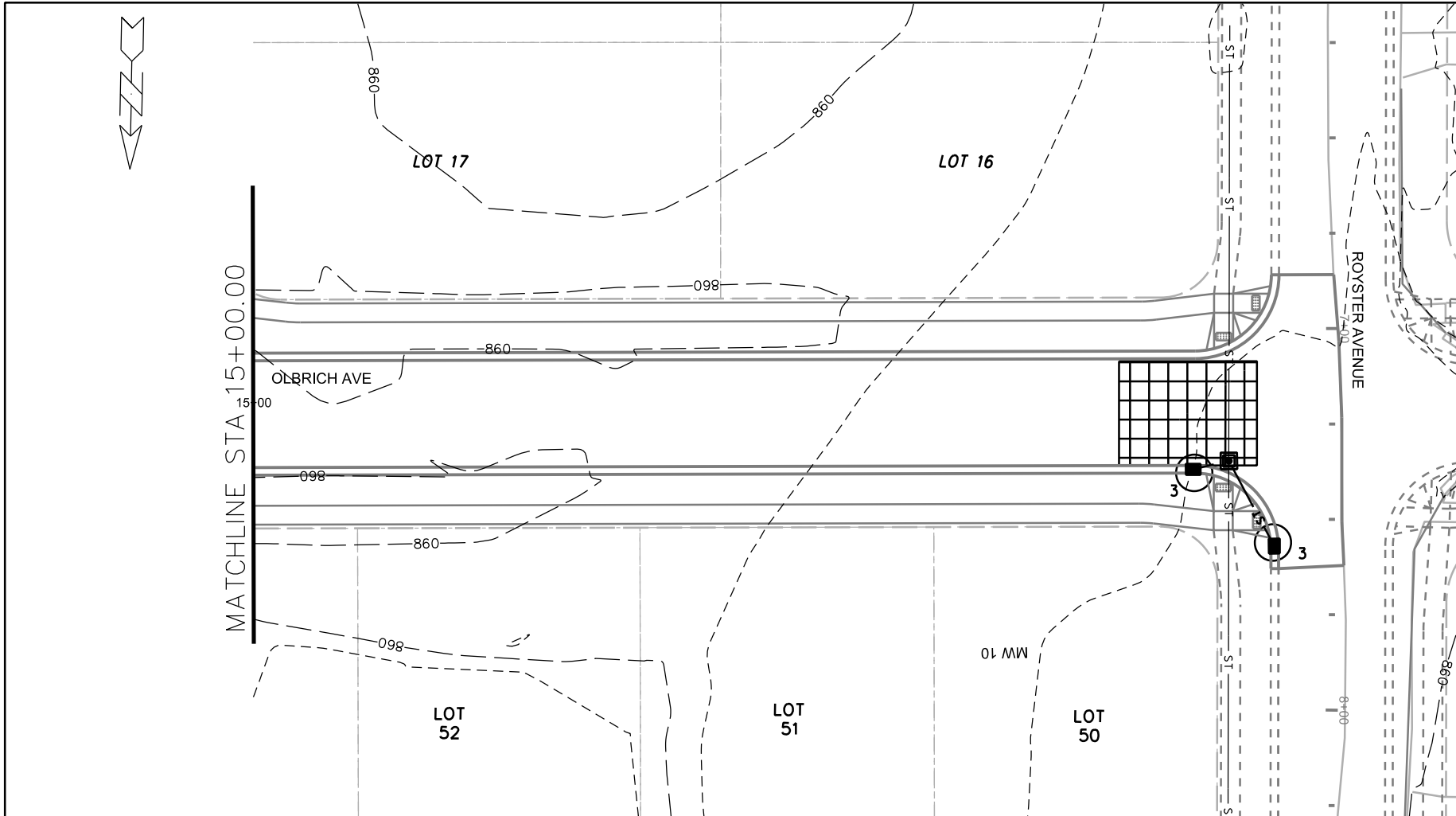


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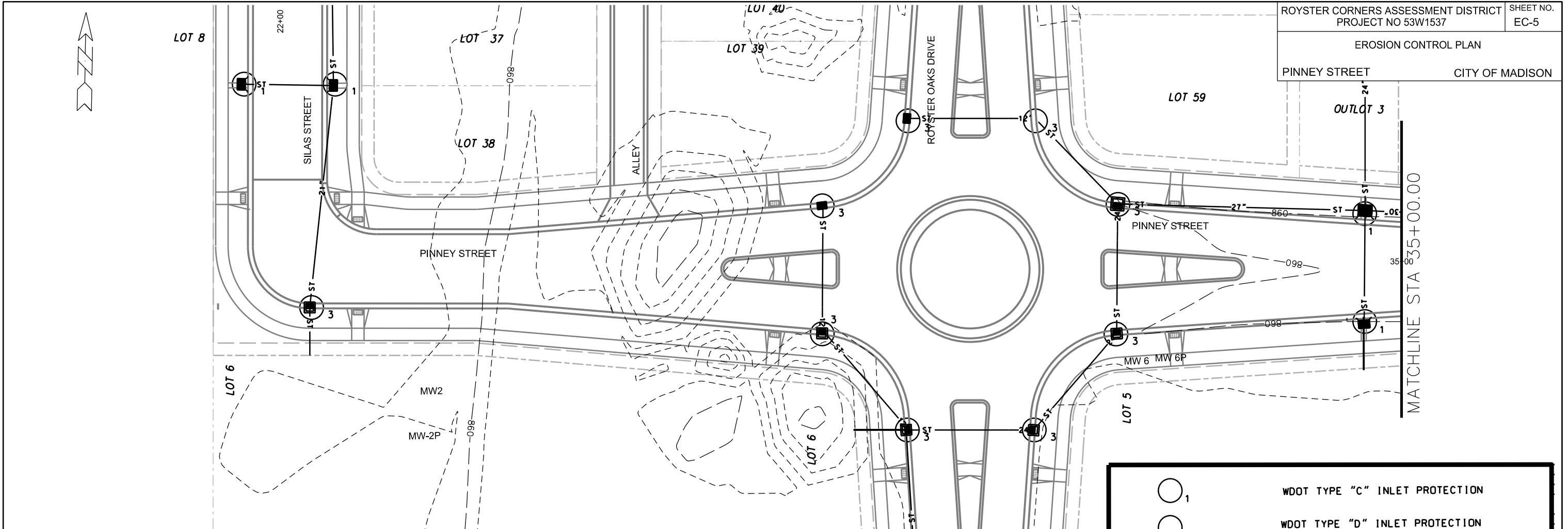
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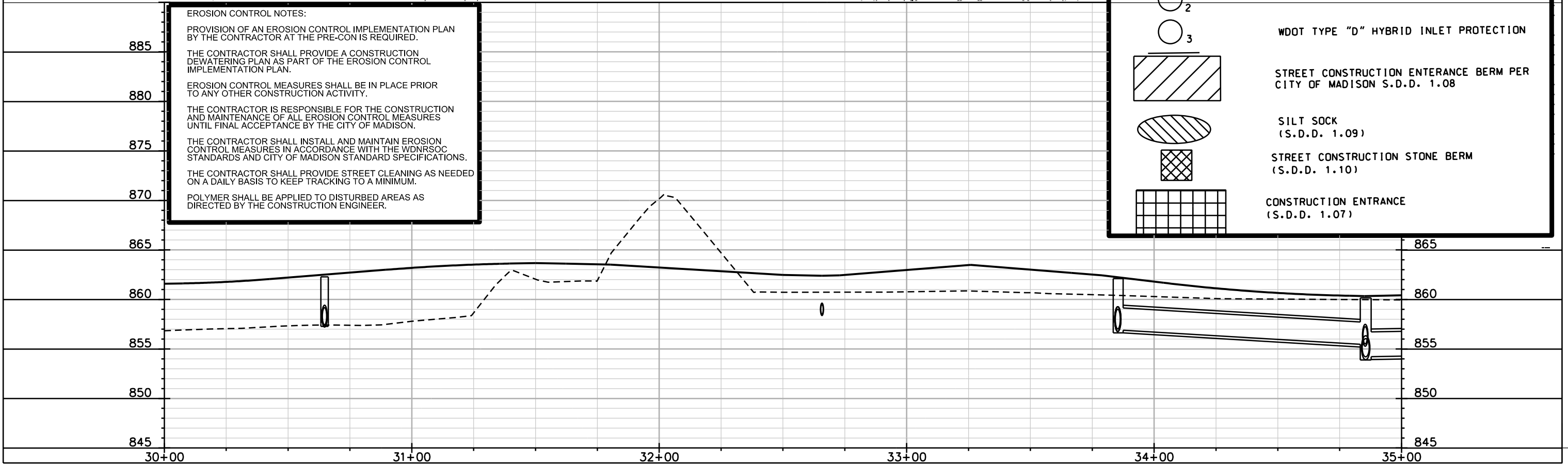
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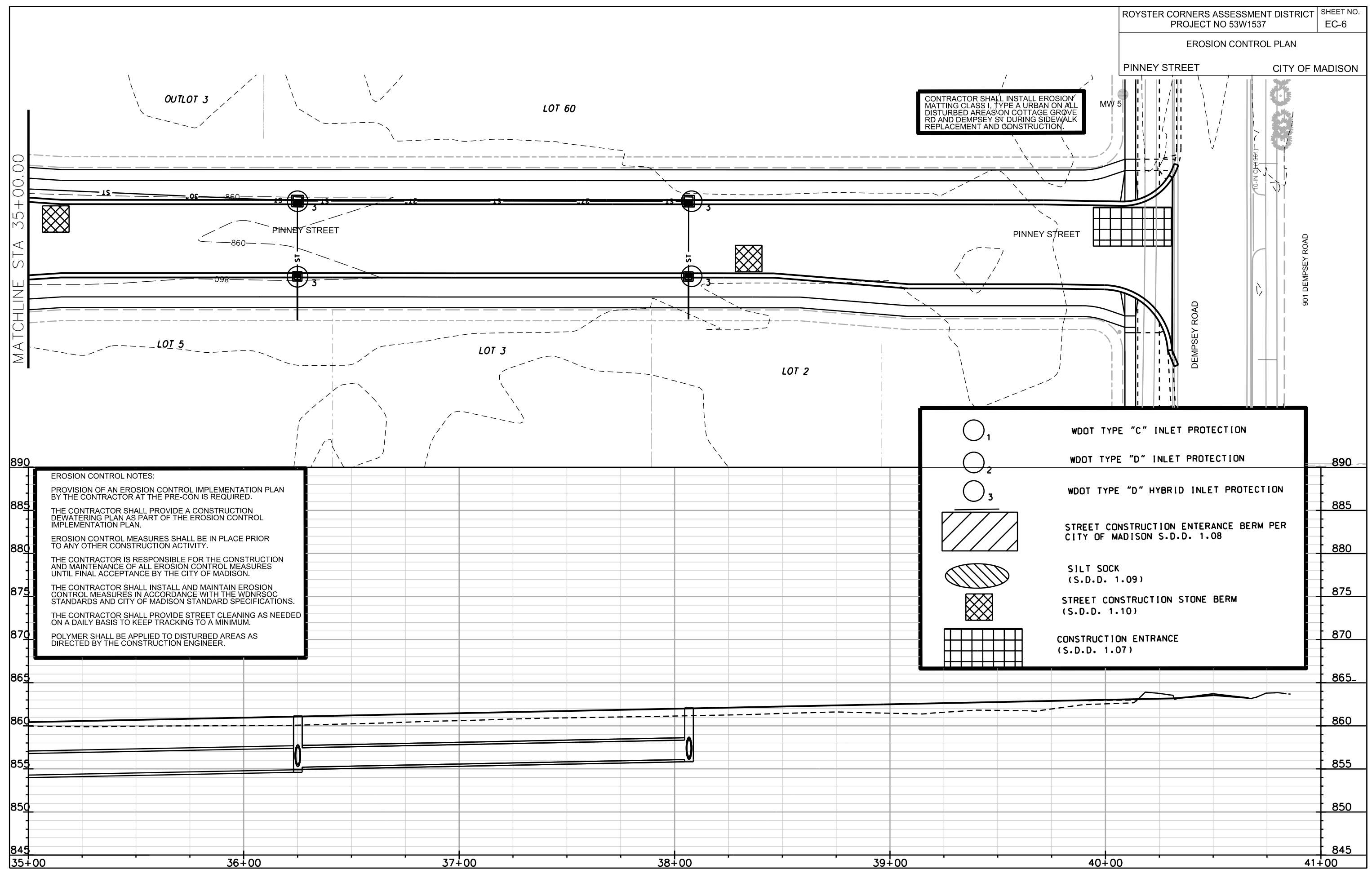
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSION CONTROL PLAN

PINNEY STREET CITY OF MADISON



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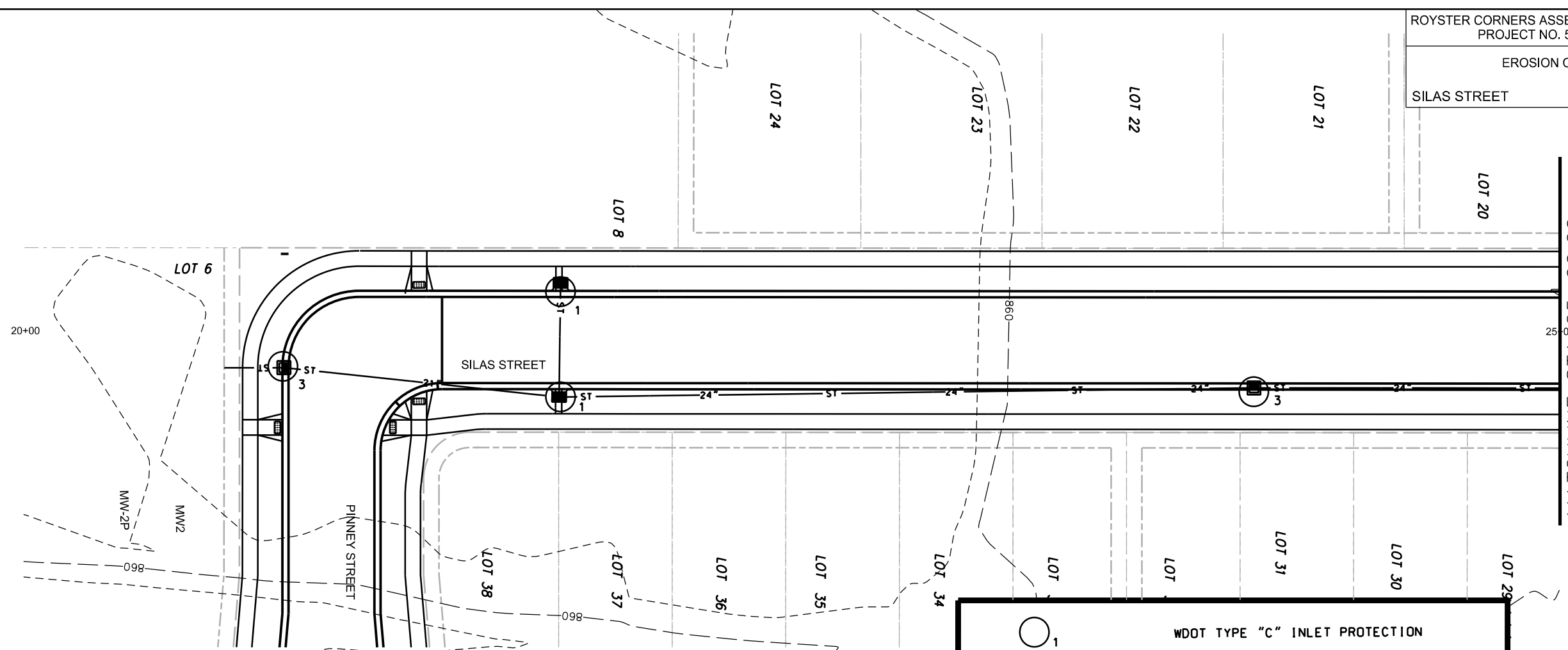
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	STREET CONSTRUCTION ENTRANCE BERM PER CITY OF MADISON S.D.D. 1.08	880
	SILT SOCK (S.D.D. 1.09)	875
	STREET CONSTRUCTION STONE BERM (S.D.D. 1.10)	870
	CONSTRUCTION ENTRANCE (S.D.D. 1.07)	865



PLOT SCALE:

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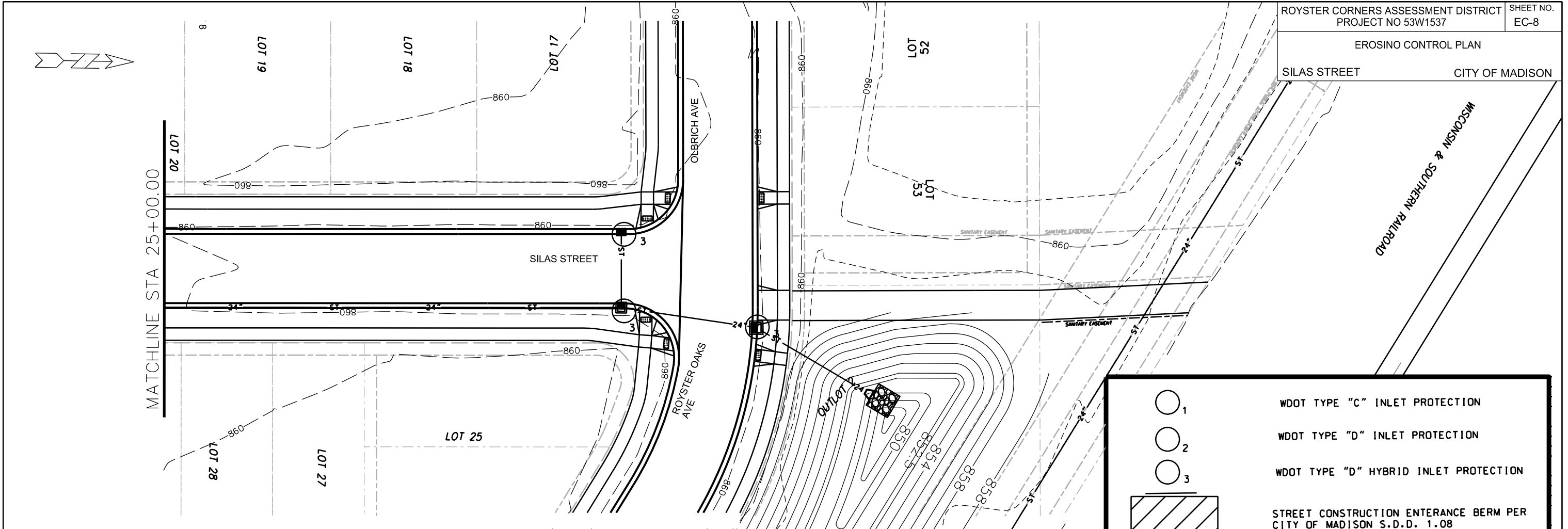
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSINO CONTROL PLAN

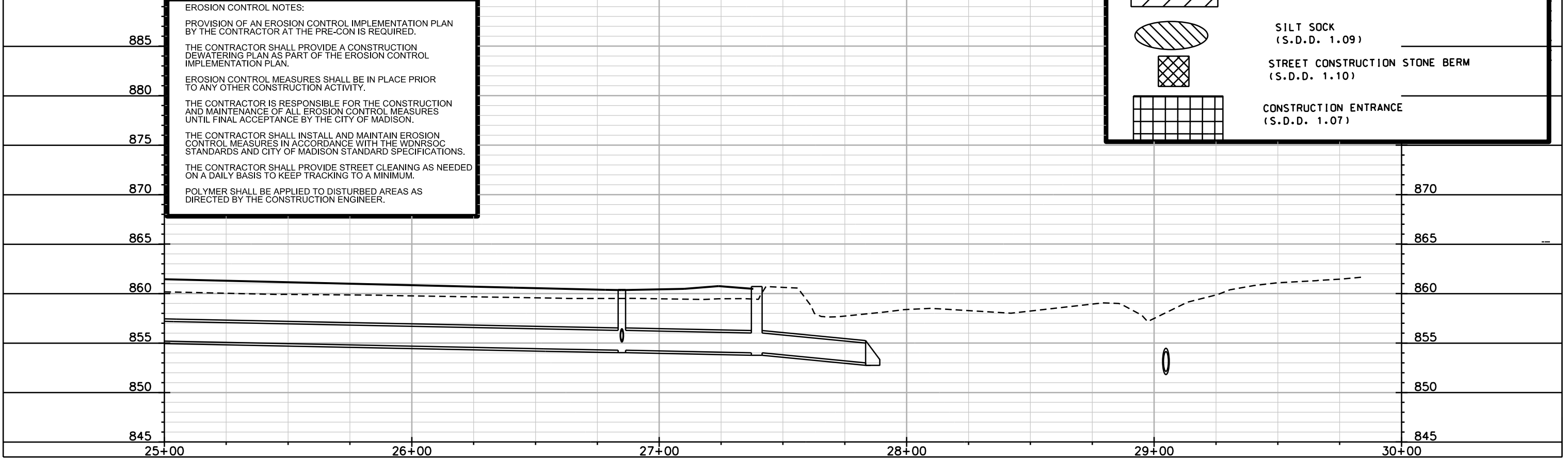
SILAS STREET CITY OF MADISON

WISCONSIN & SOUTHERN RAILROAD



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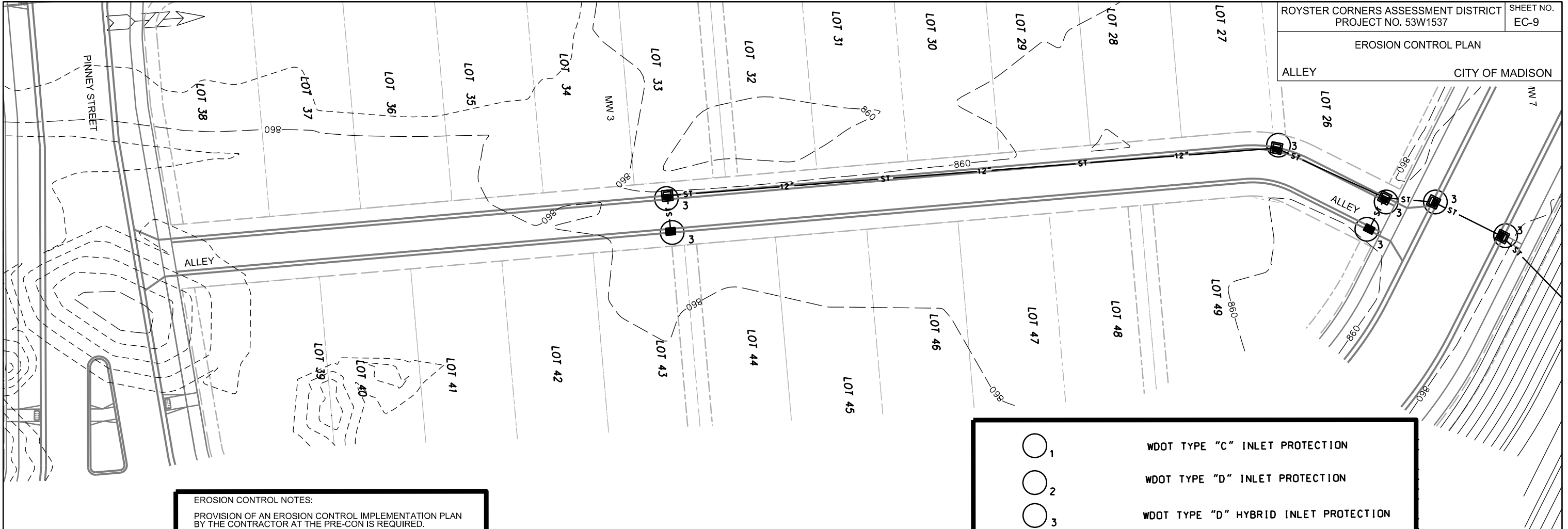
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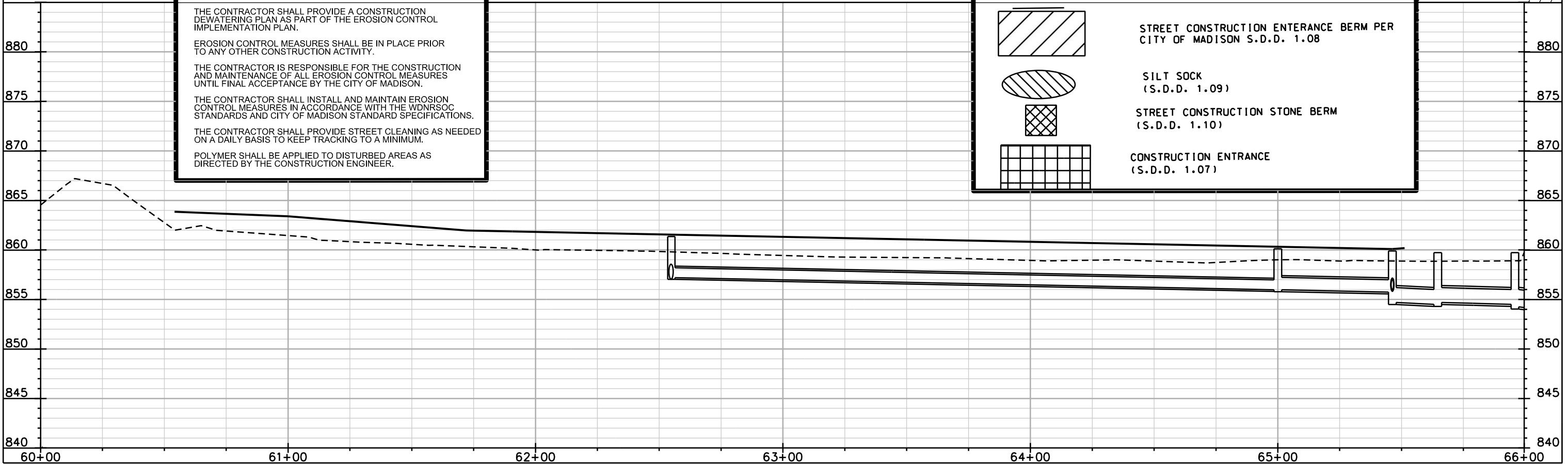
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	WDOT TYPE "D" HYBRID INLET PROTECTION
	STREET CONSTRUCTION ENTRANCE BERM PER CITY OF MADISON S.D.D. 1.08
	SILT SOCK (S.D.D. 1.09)
	STREET CONSTRUCTION STONE BERM (S.D.D. 1.10)
	CONSTRUCTION ENTRANCE (S.D.D. 1.07)

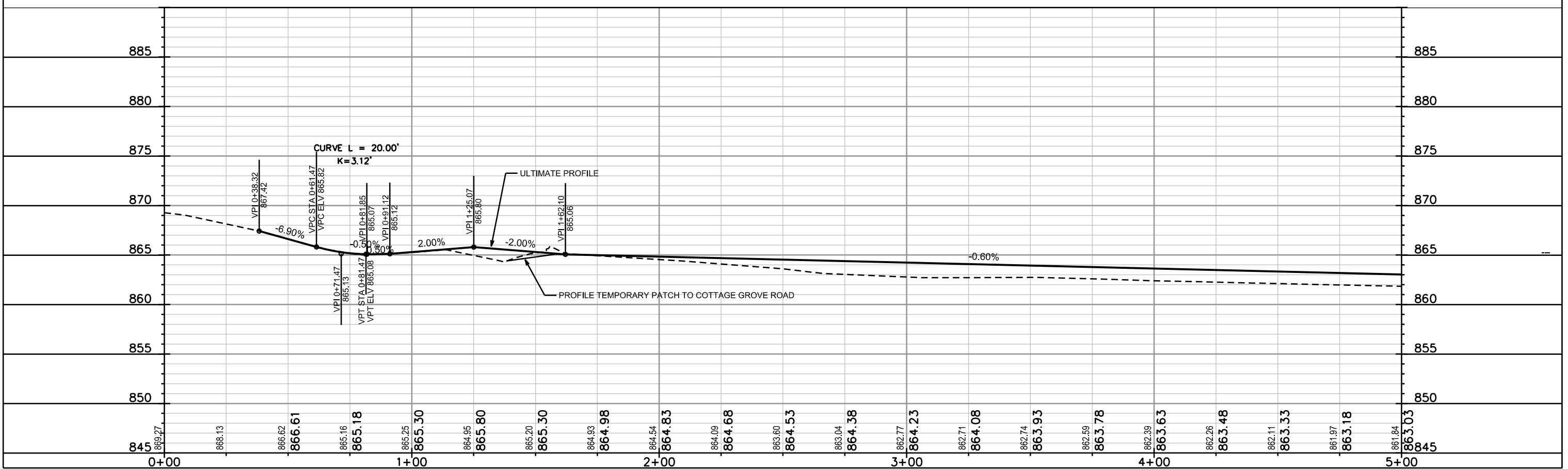
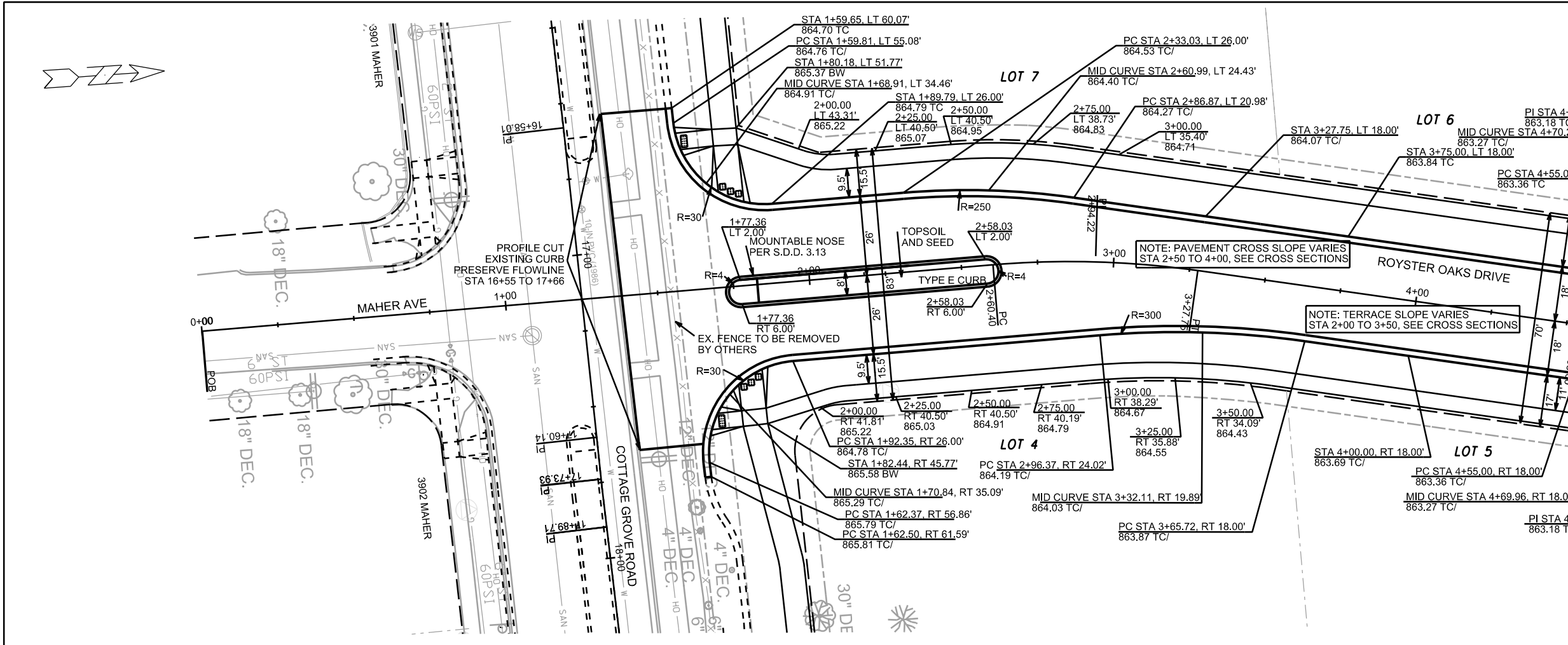


PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



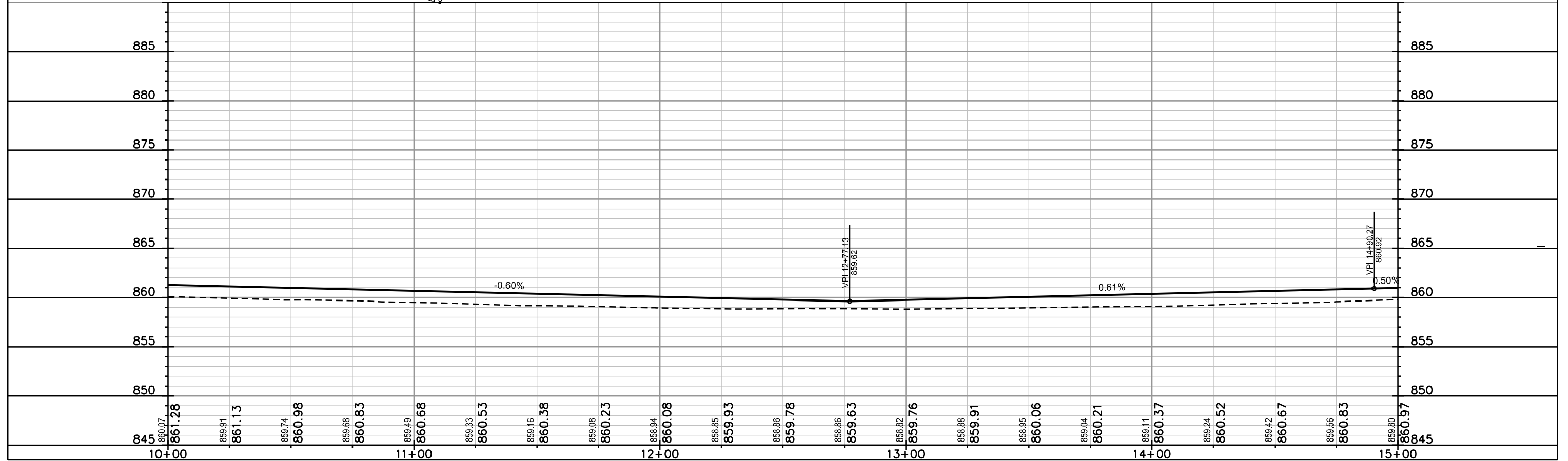
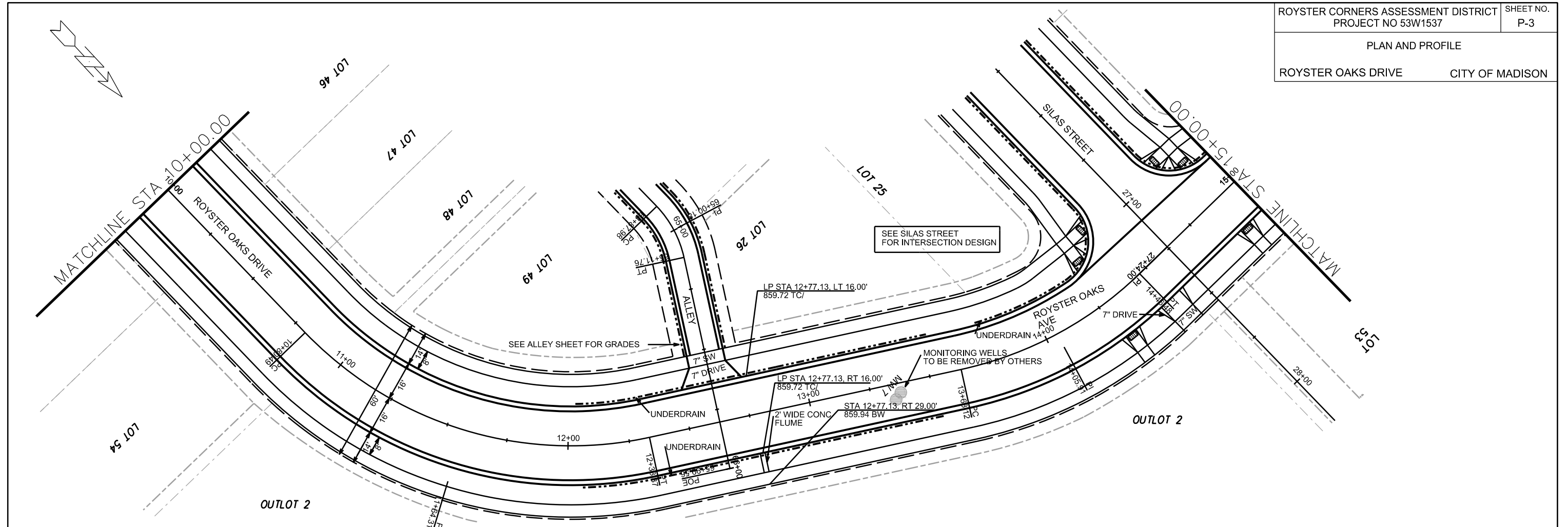
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PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

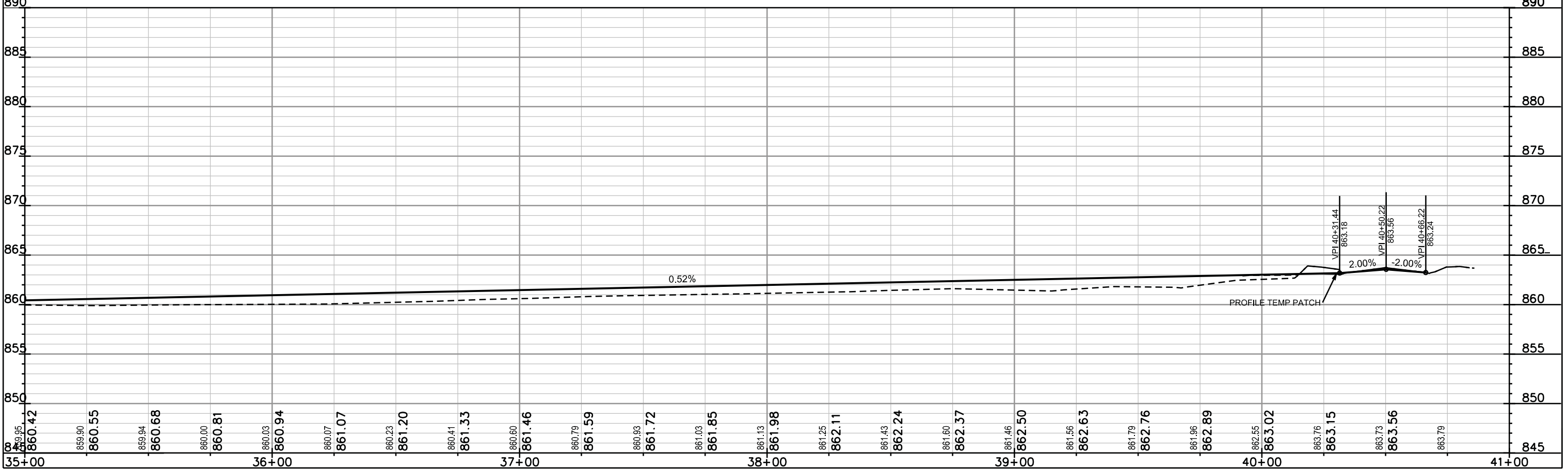
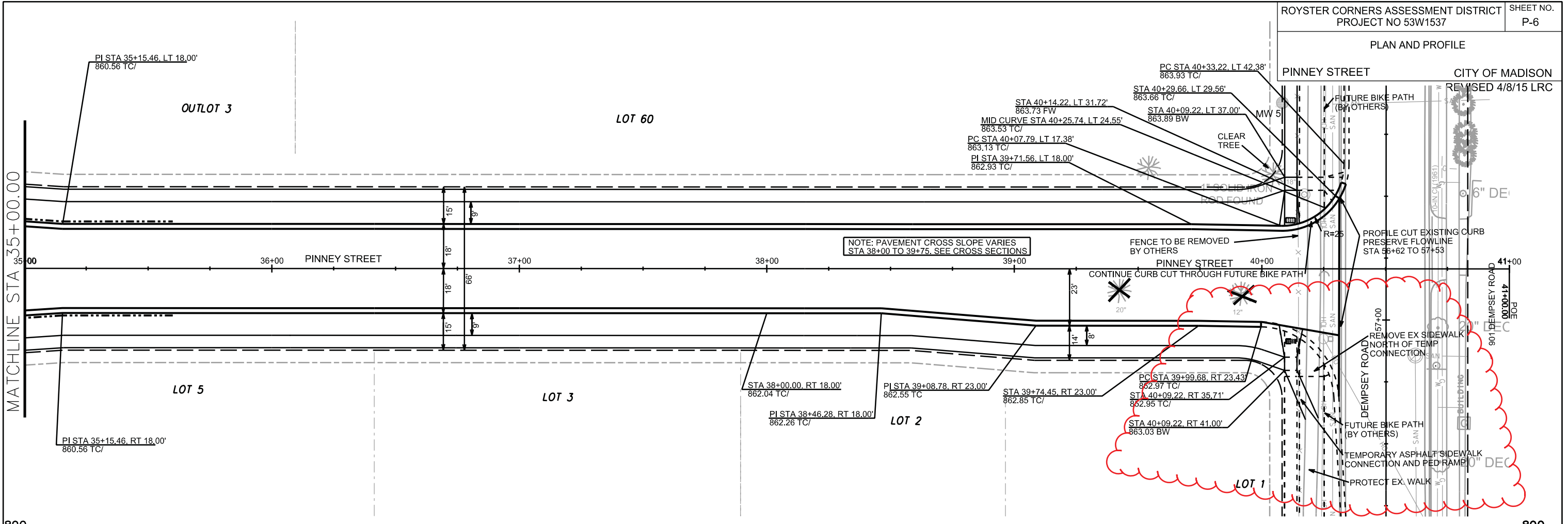






PLAN AND PROFILE

PINNEY STREET CITY OF MADISON  
REVISED 4/8/15 LRC

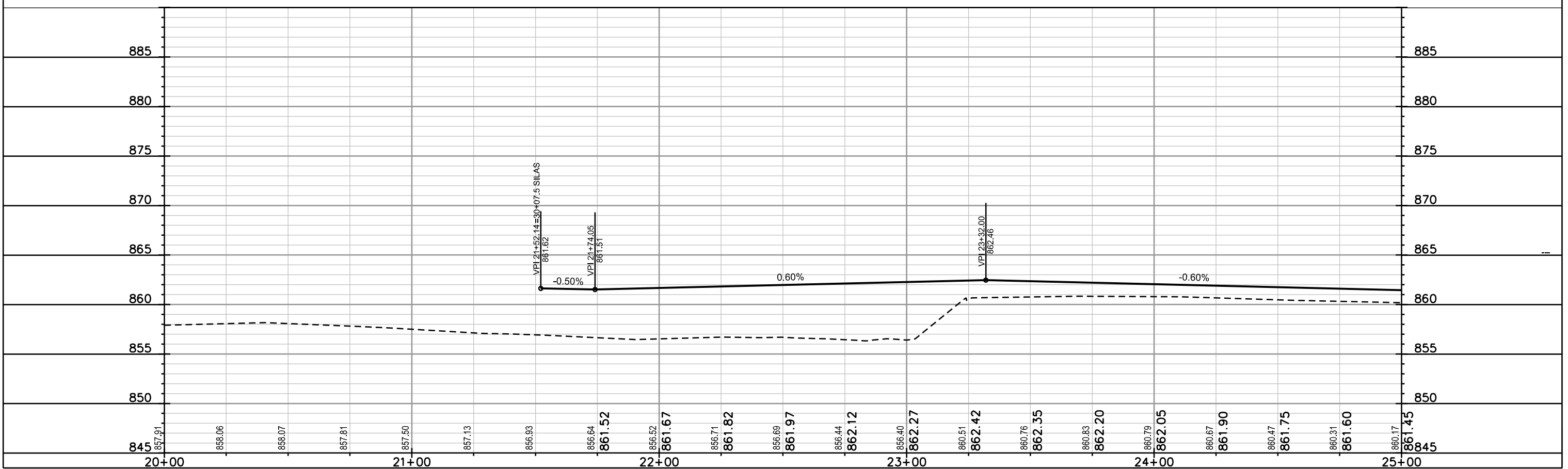
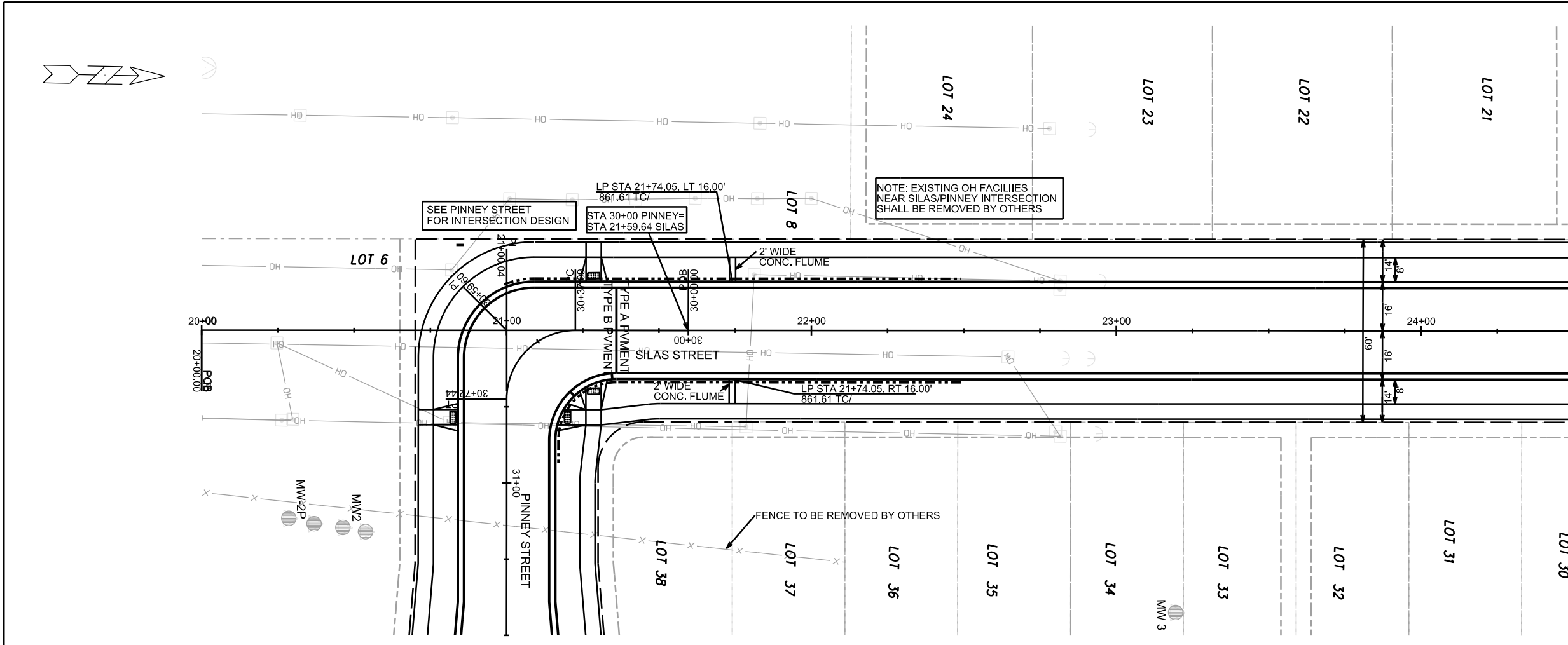


PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



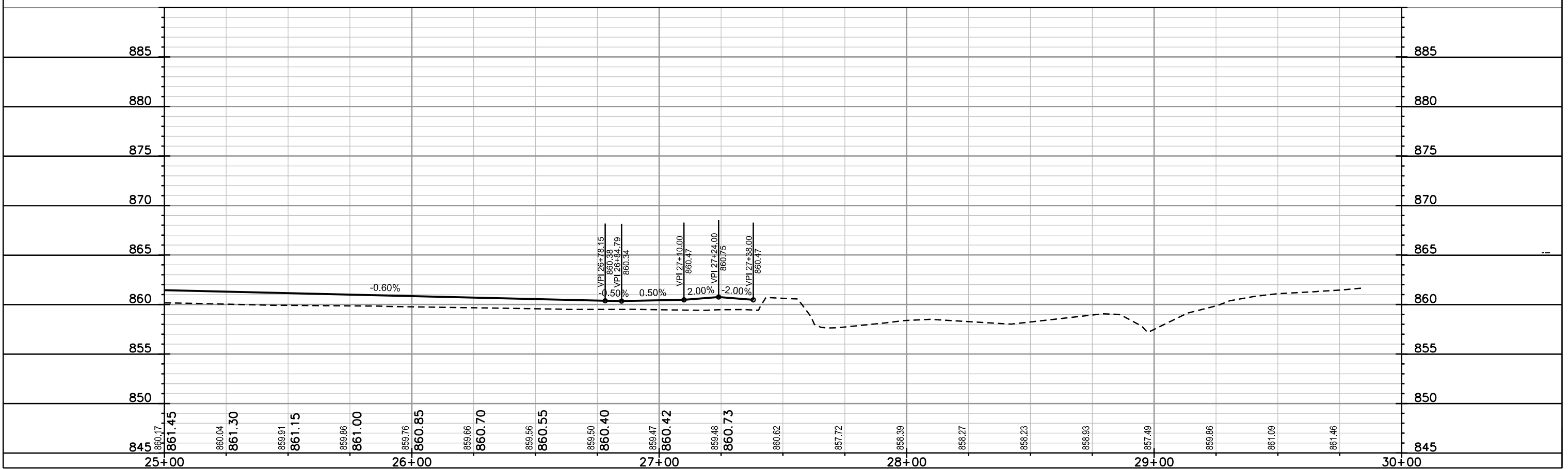
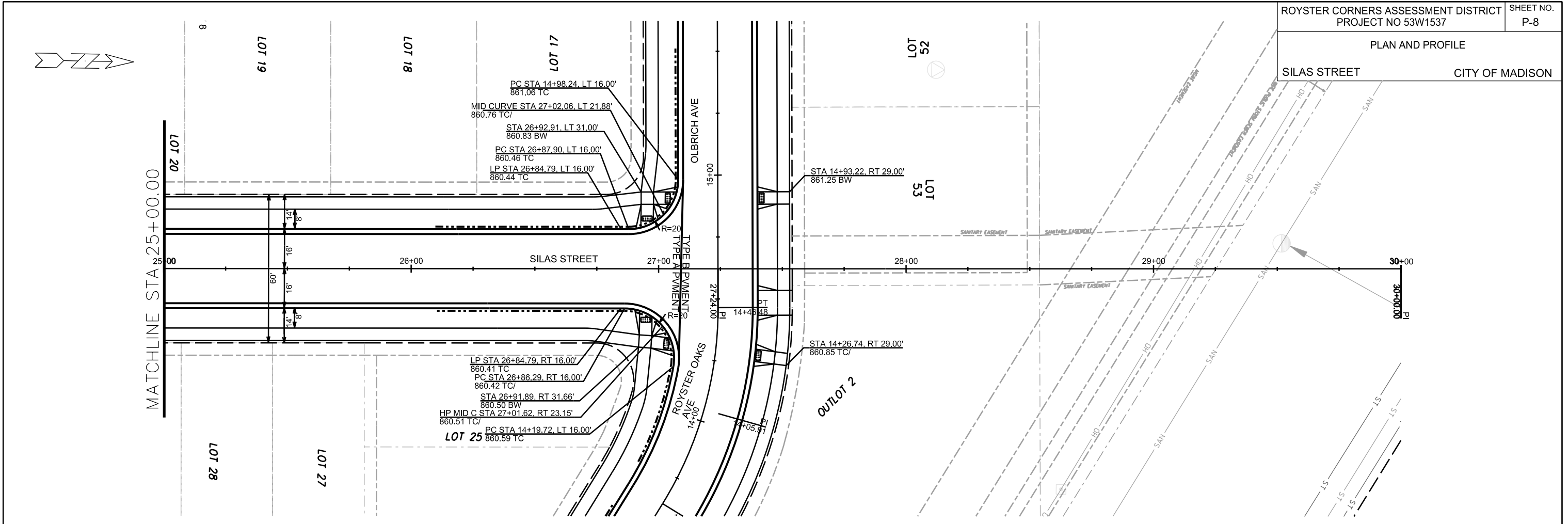


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



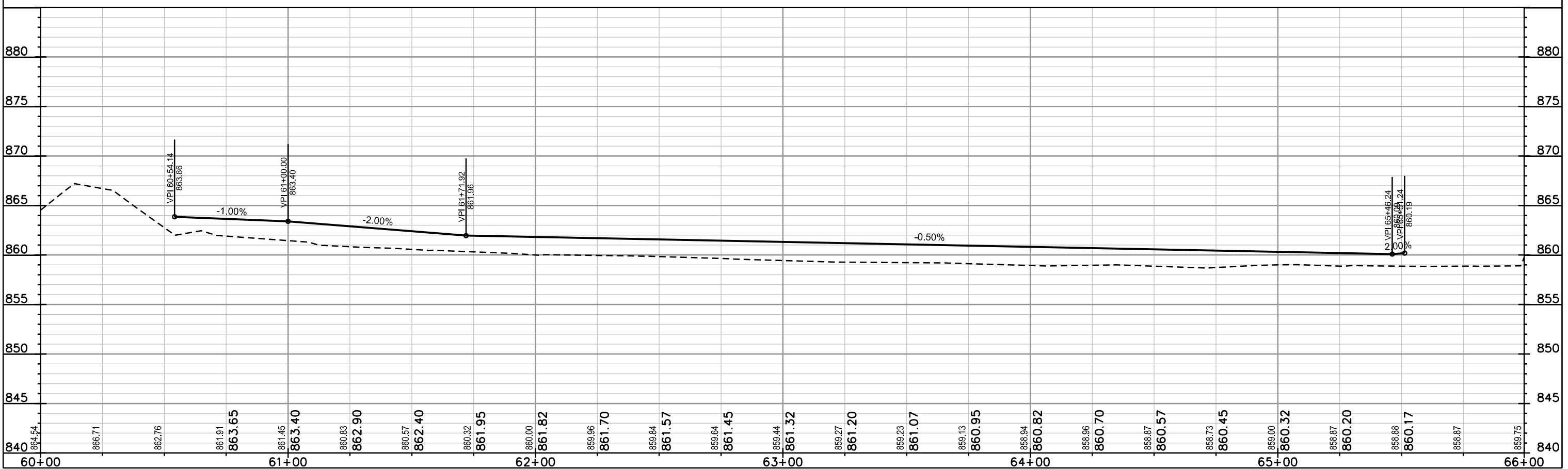
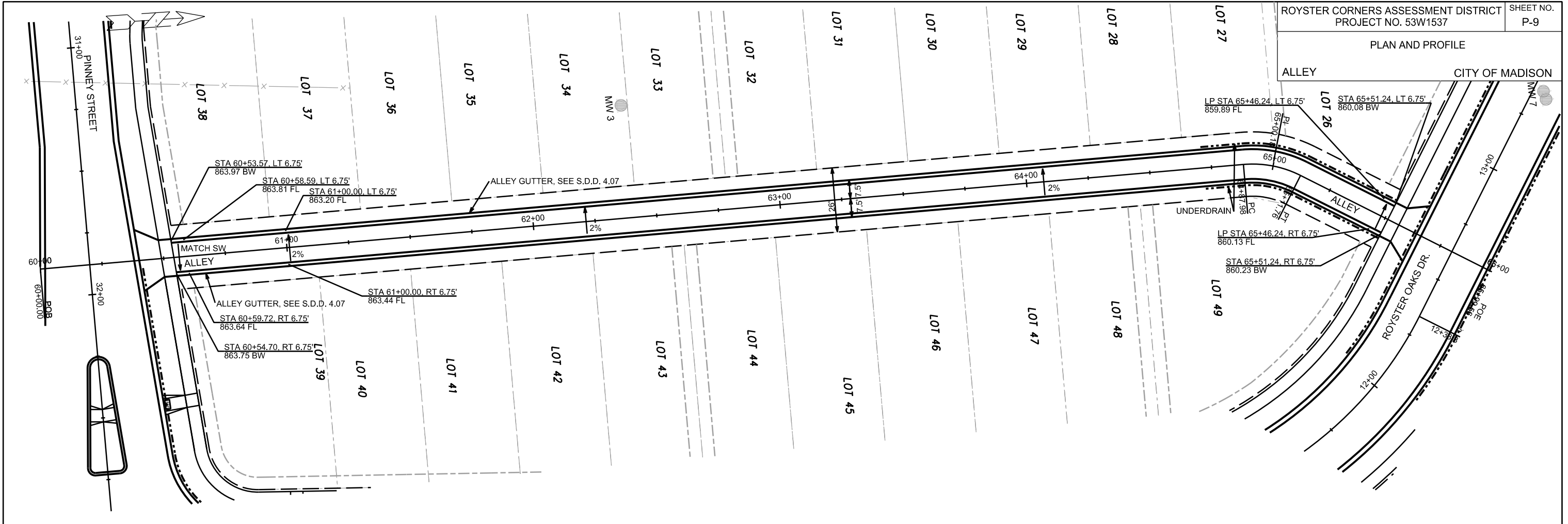
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PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

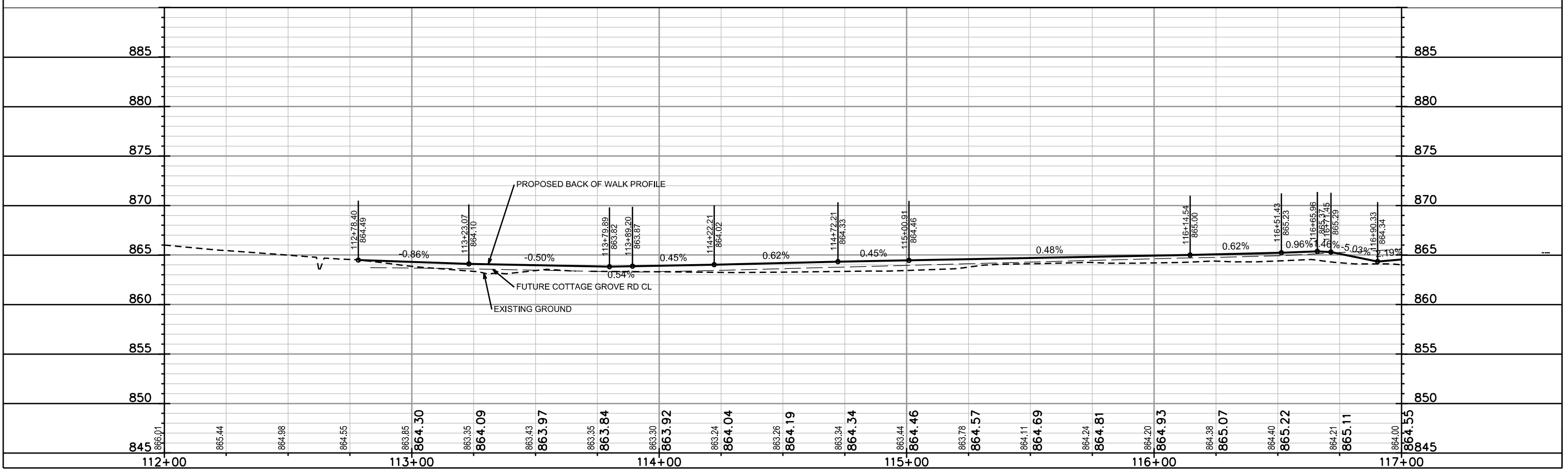
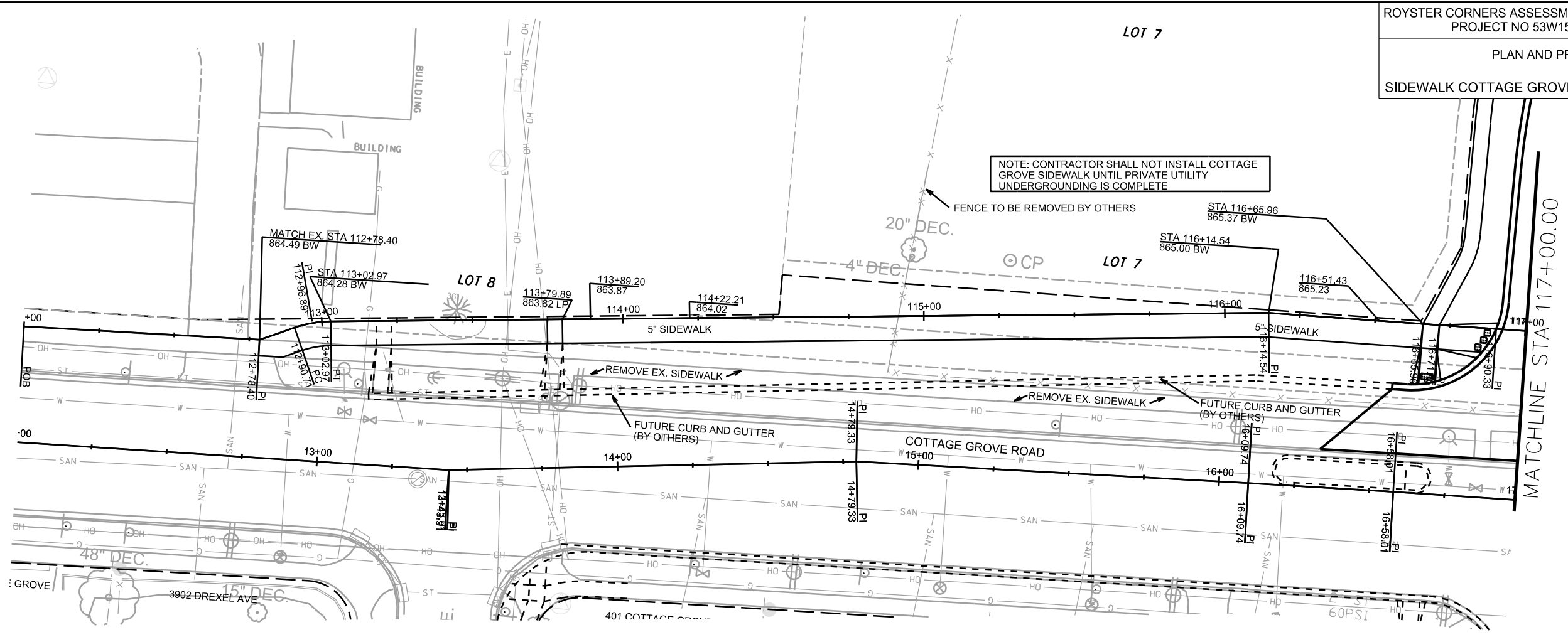
PLAN AND PROFILE



PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



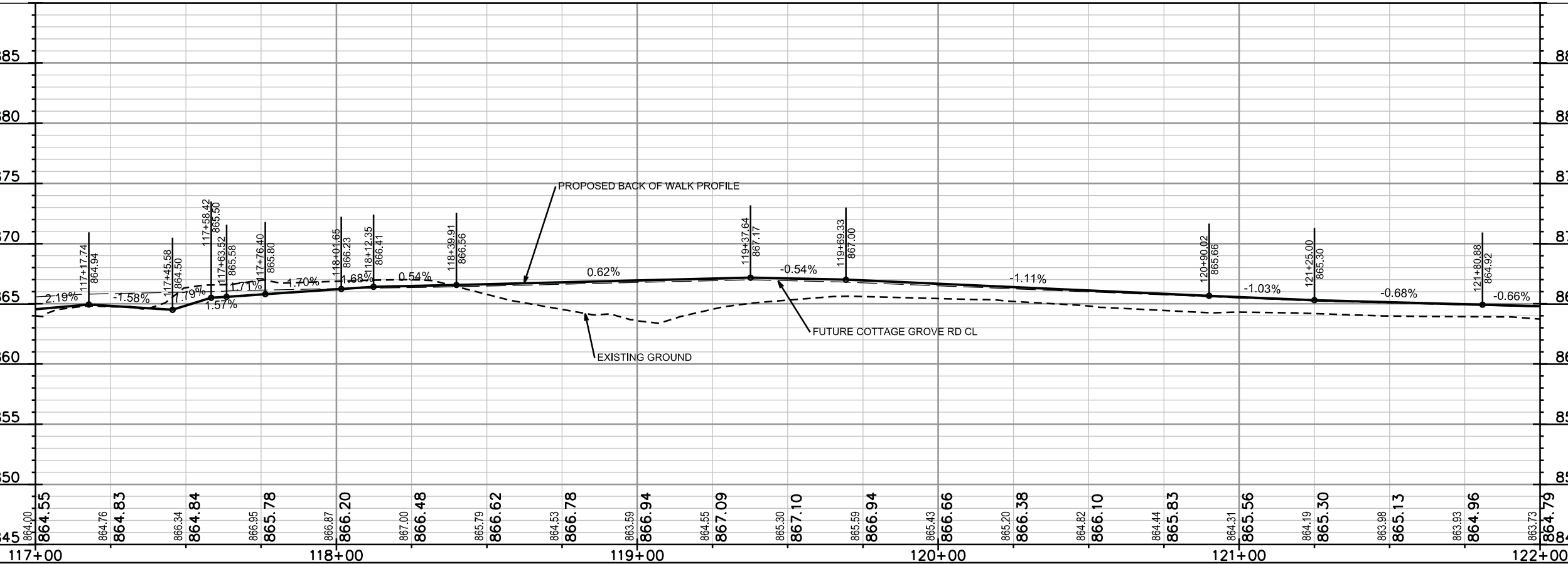
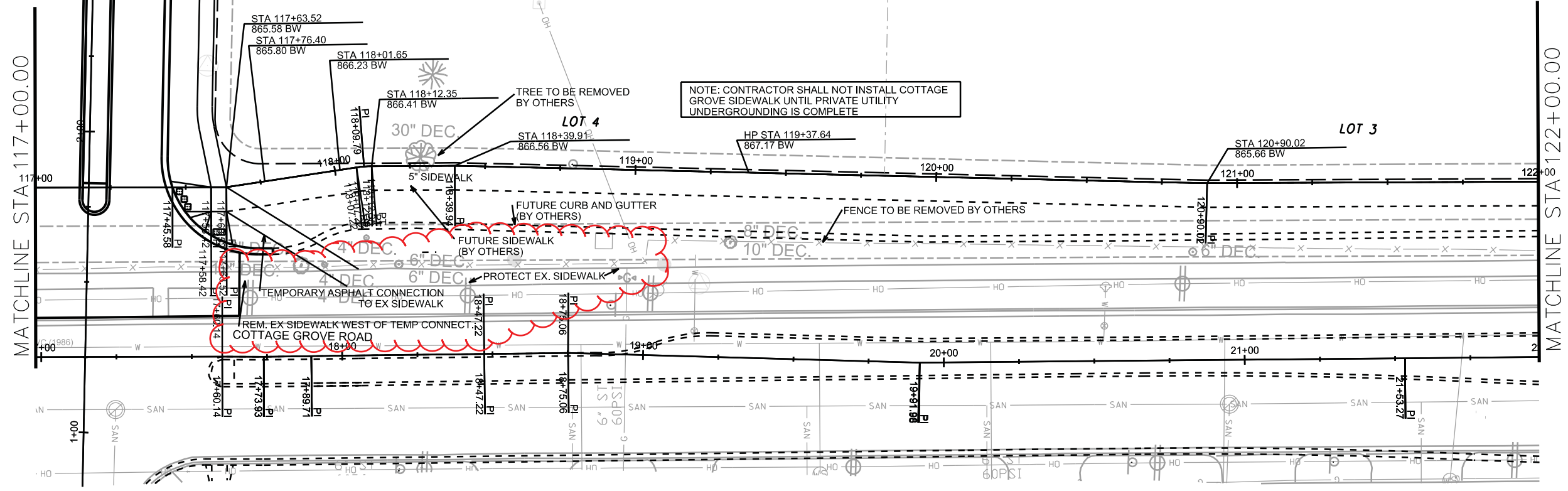
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PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REVISED 4/8/15 LRC

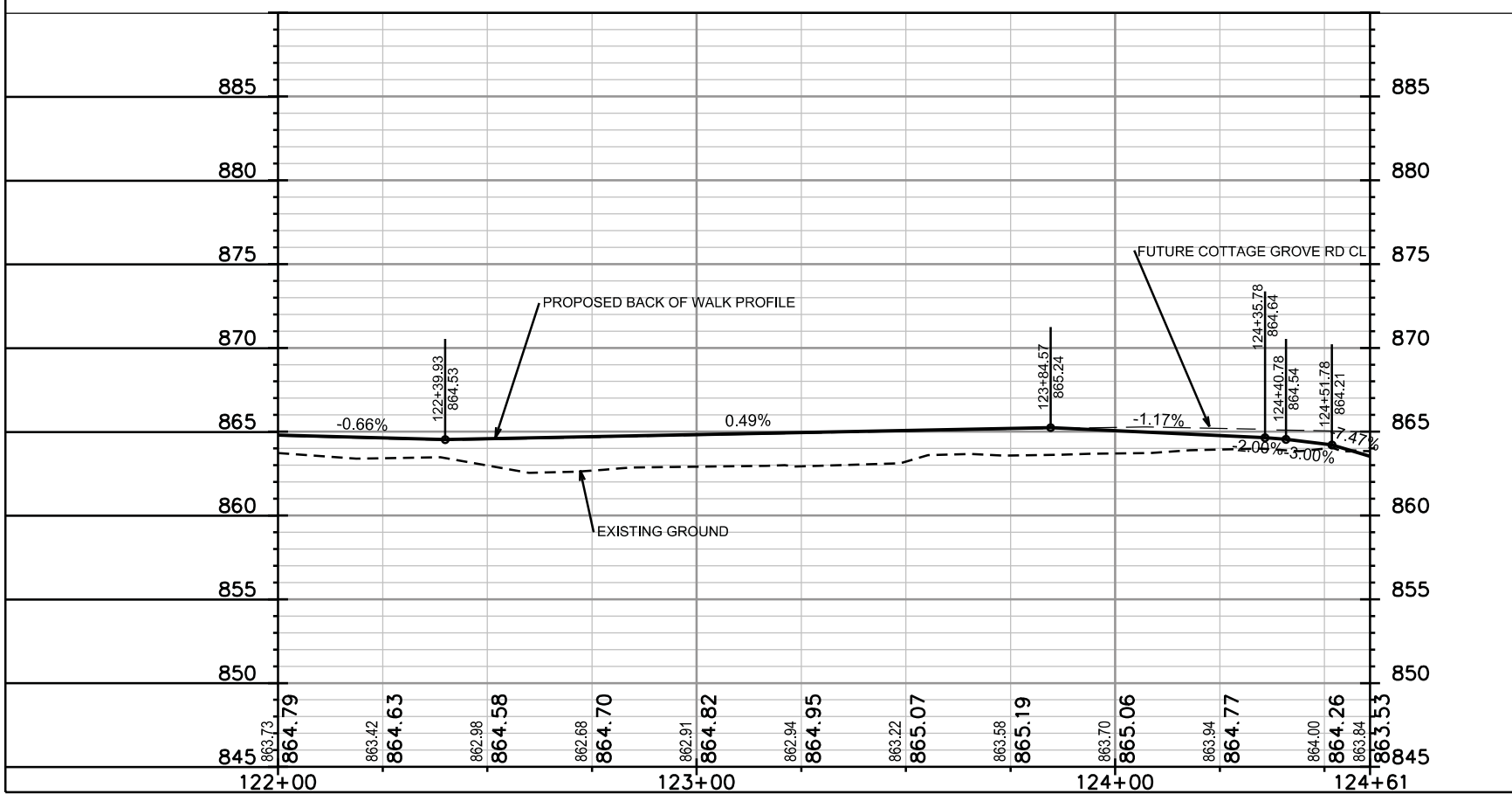
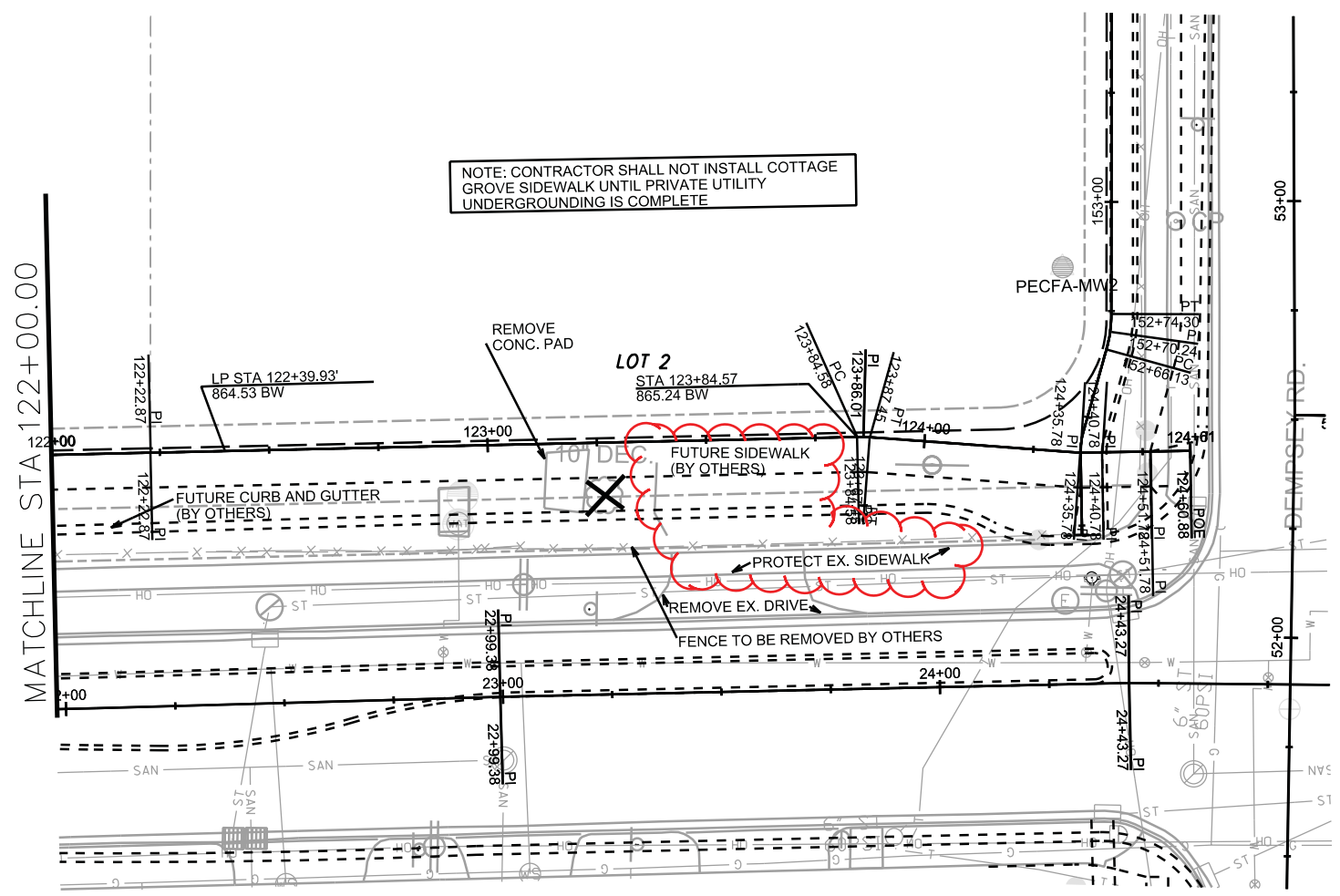


PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE: \_\_\_\_\_

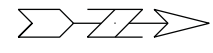
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REV. DATE: \_\_\_\_\_

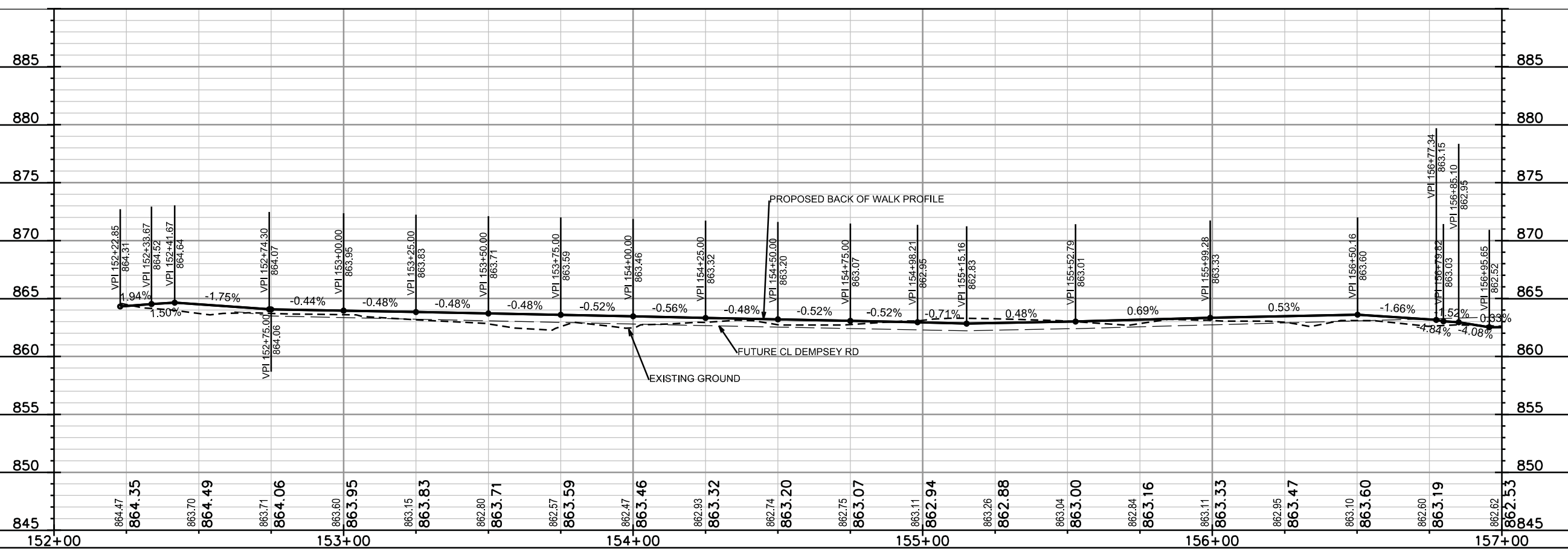
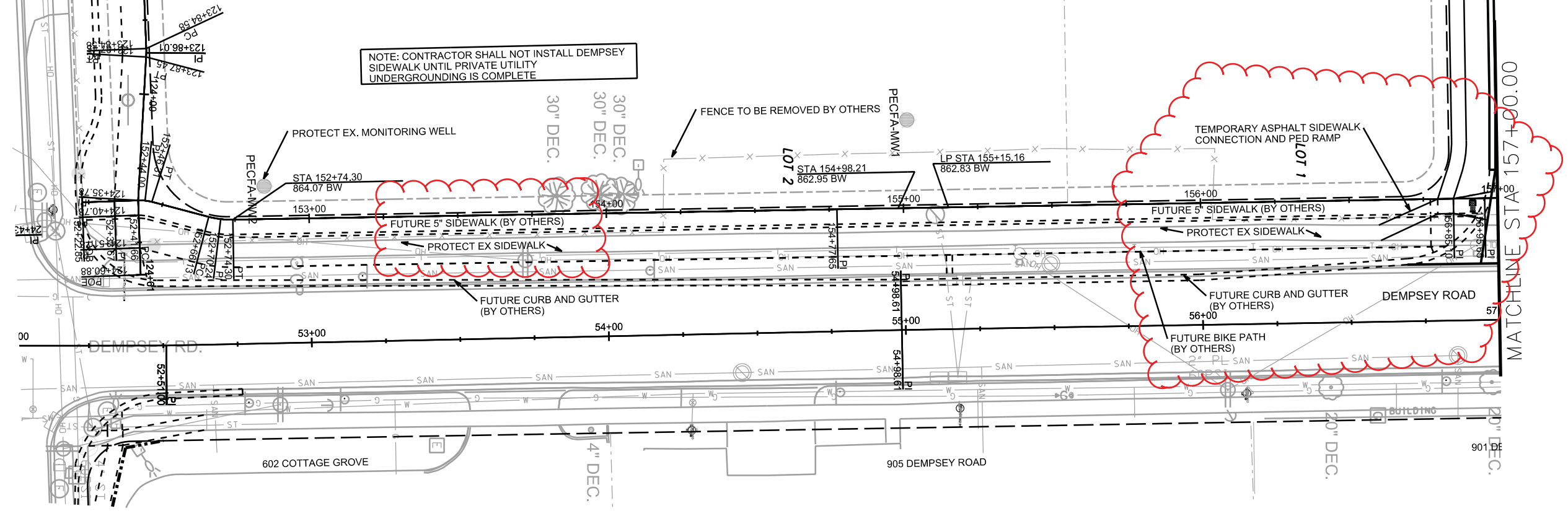
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
SIDEWALK DEMPSEY ROAD CITY OF MADISON

REVISED 4/8/15 LRC



NOTE: CONTRACTOR SHALL NOT INSTALL DEMPSEY SIDEWALK UNTIL PRIVATE UTILITY UNDERGROUNDING IS COMPLETE



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

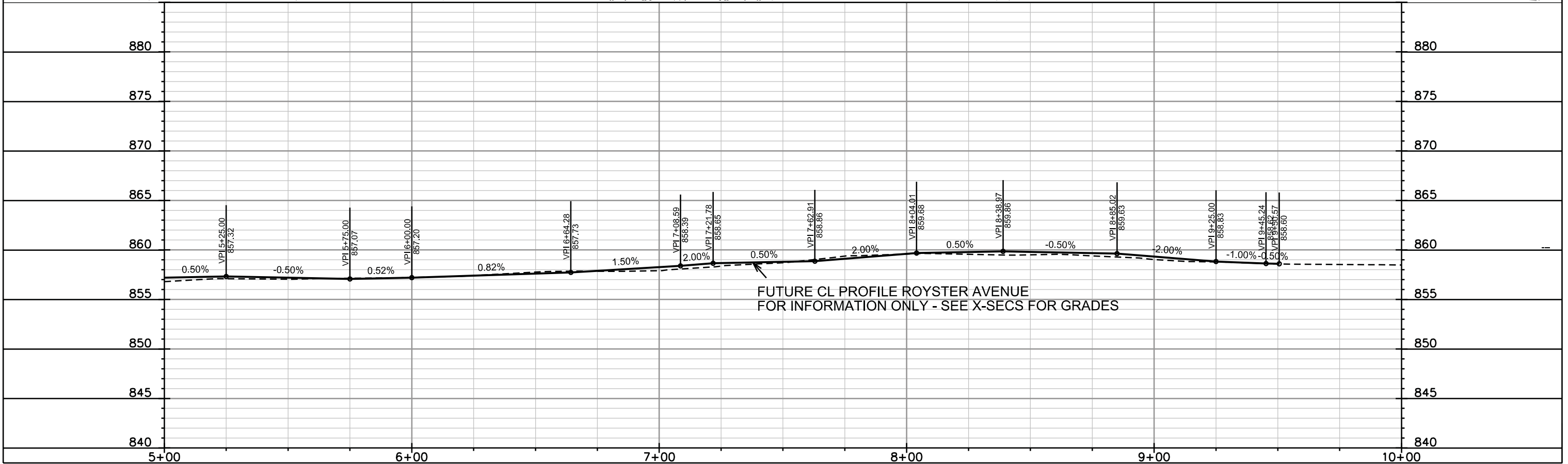
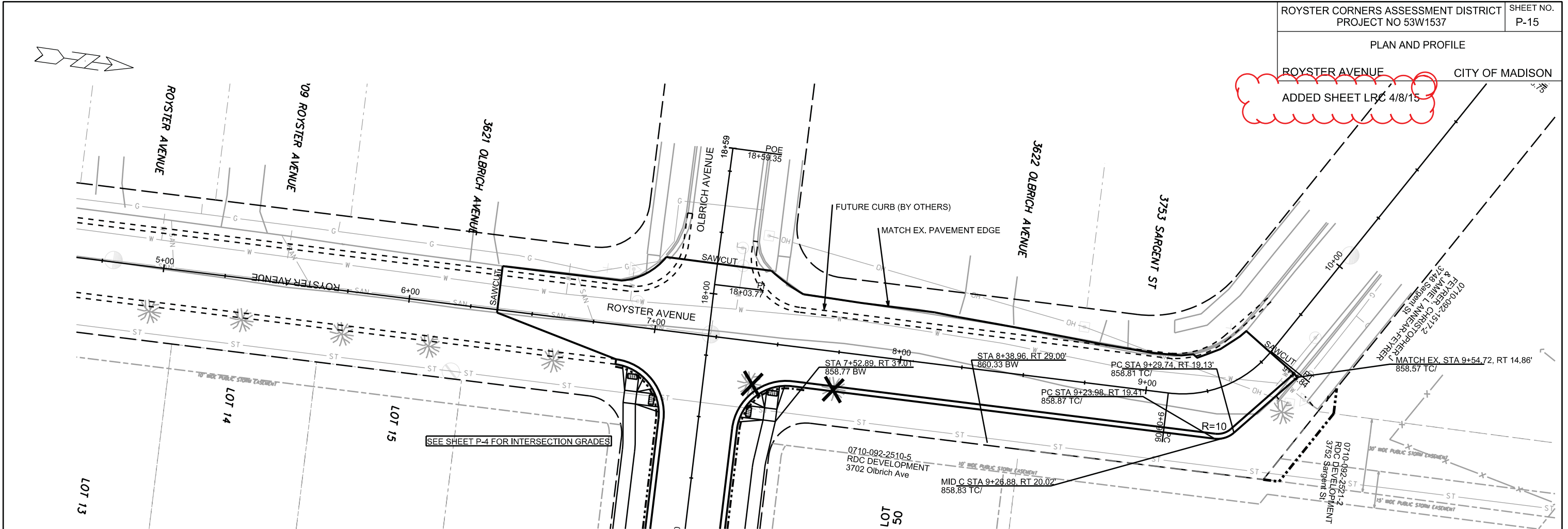




PLAN AND PROFILE

ROYSTER AVENUE CITY OF MADISON

ADDED SHEET LRC 4/8/15

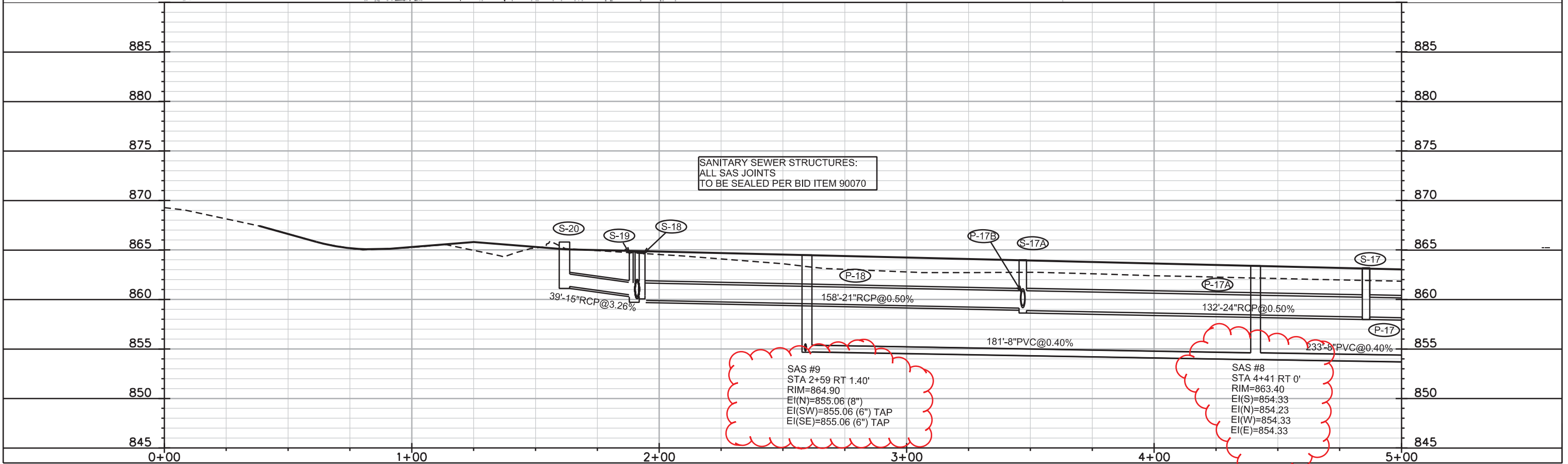
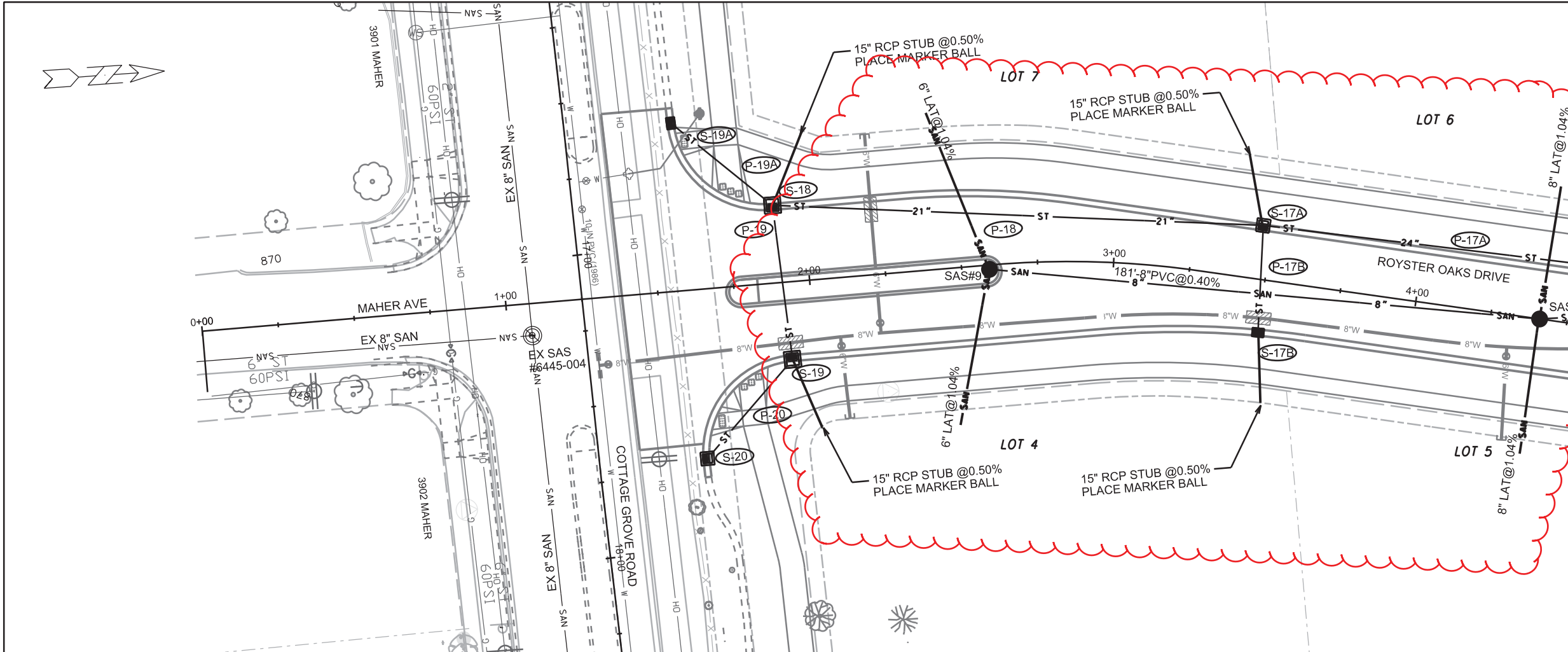


PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

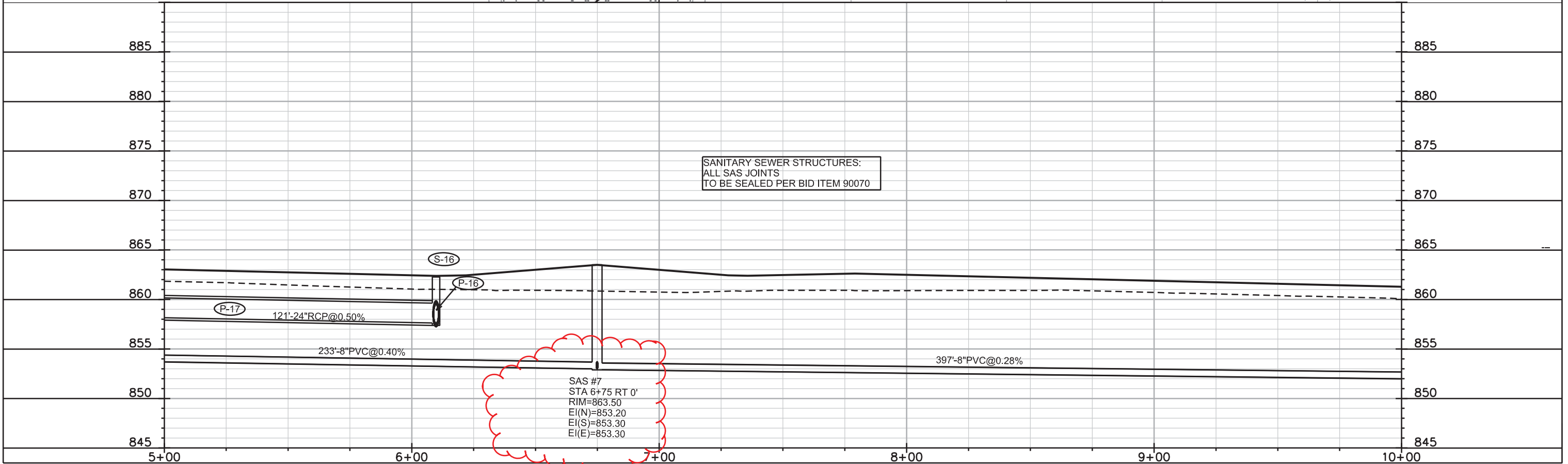
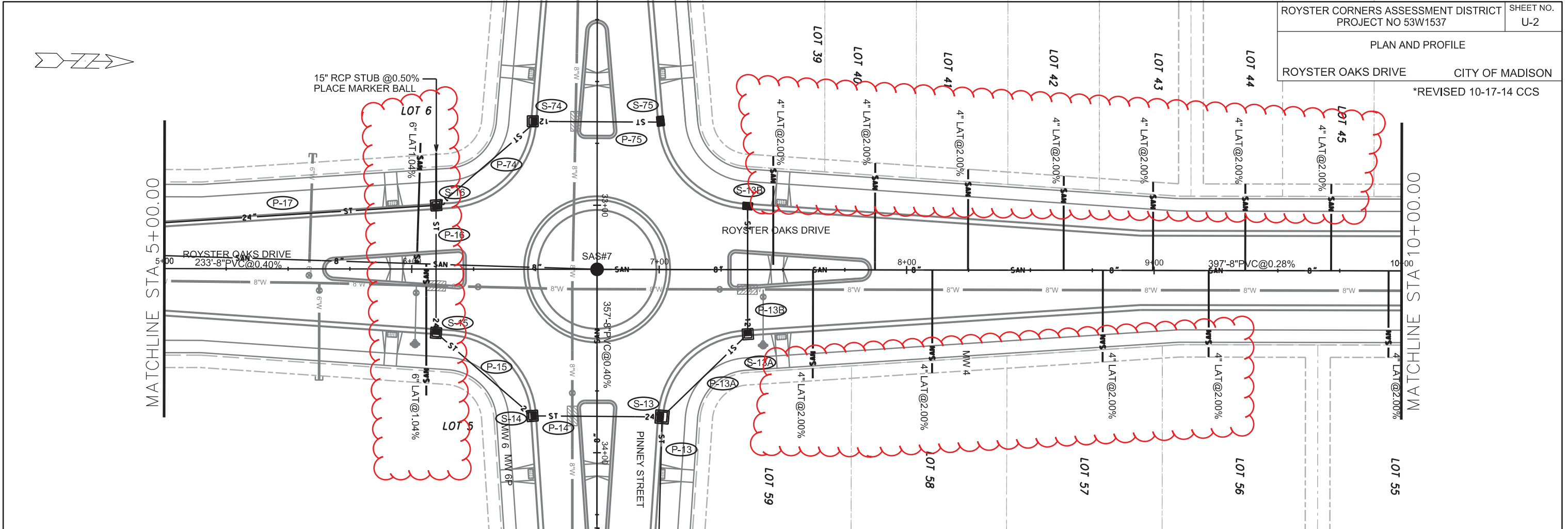


PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



SANITARY SEWER STRUCTURES:  
ALL SAS JOINTS  
TO BE SEALED PER BID ITEM 90070

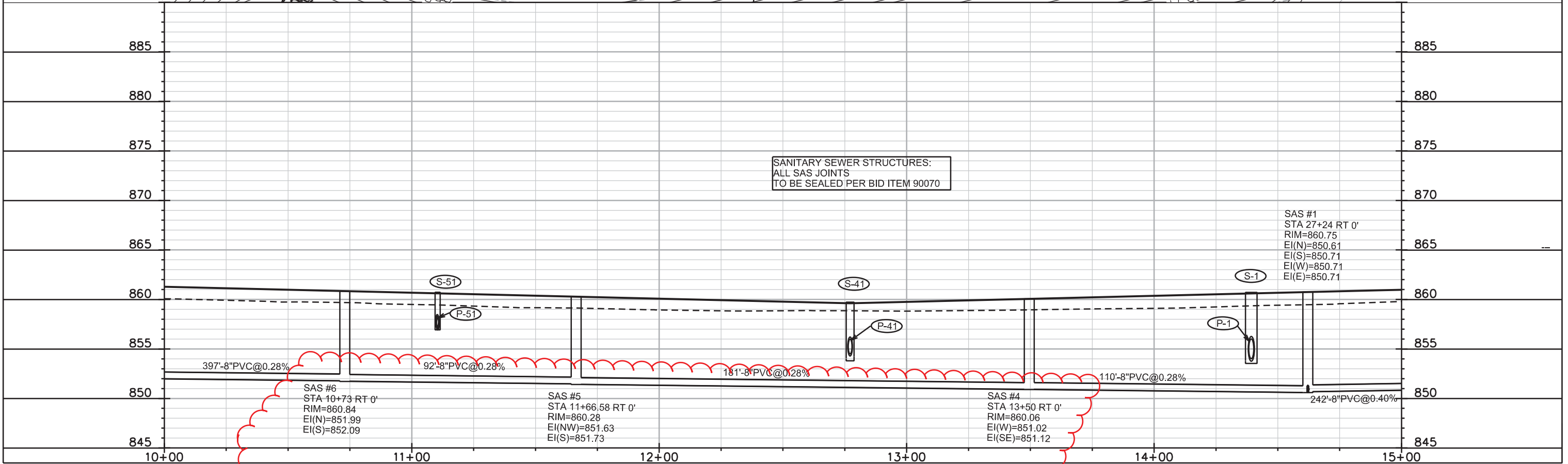
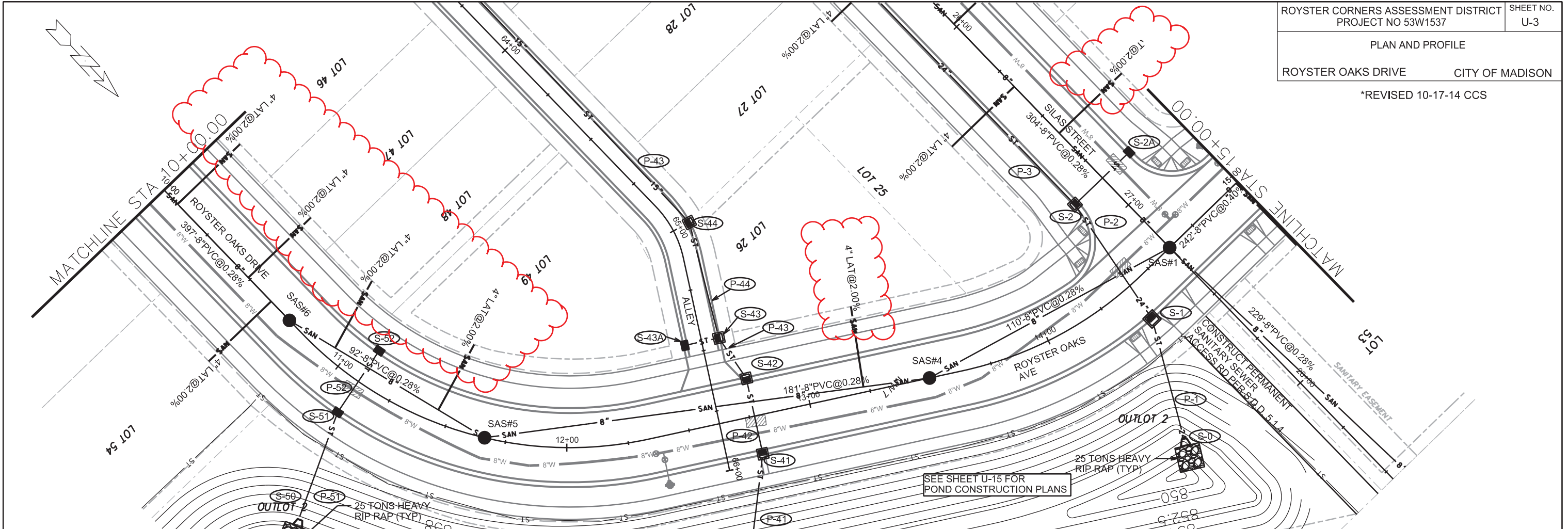
SAS #7  
STA 6+75 RT 0'  
RIM=863.50  
EI(N)=853.20  
EI(S)=853.30  
EI(E)=853.30

PLOT SCALE: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





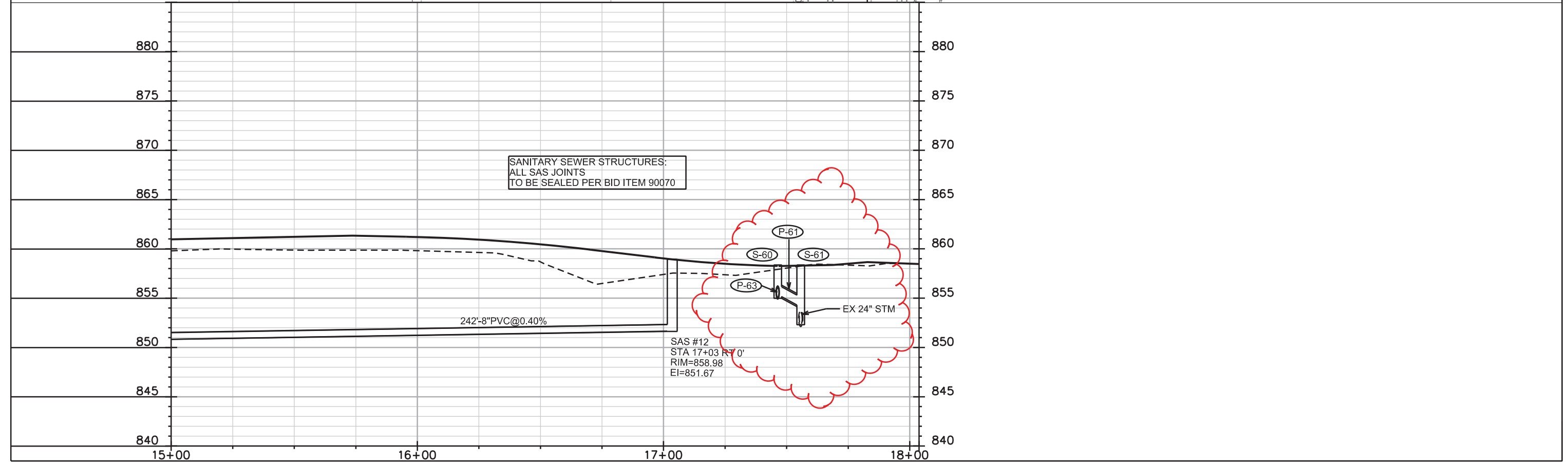
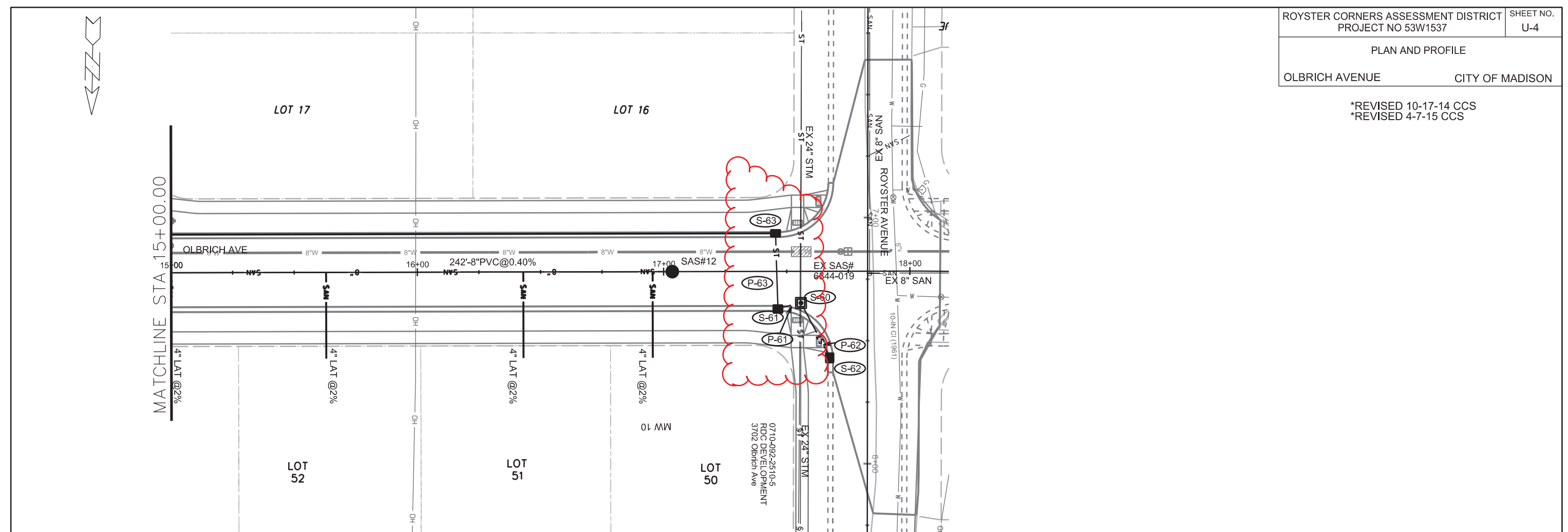
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PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

\*REVISED 10-17-14 CCS  
\*REVISED 4-7-15 CCS



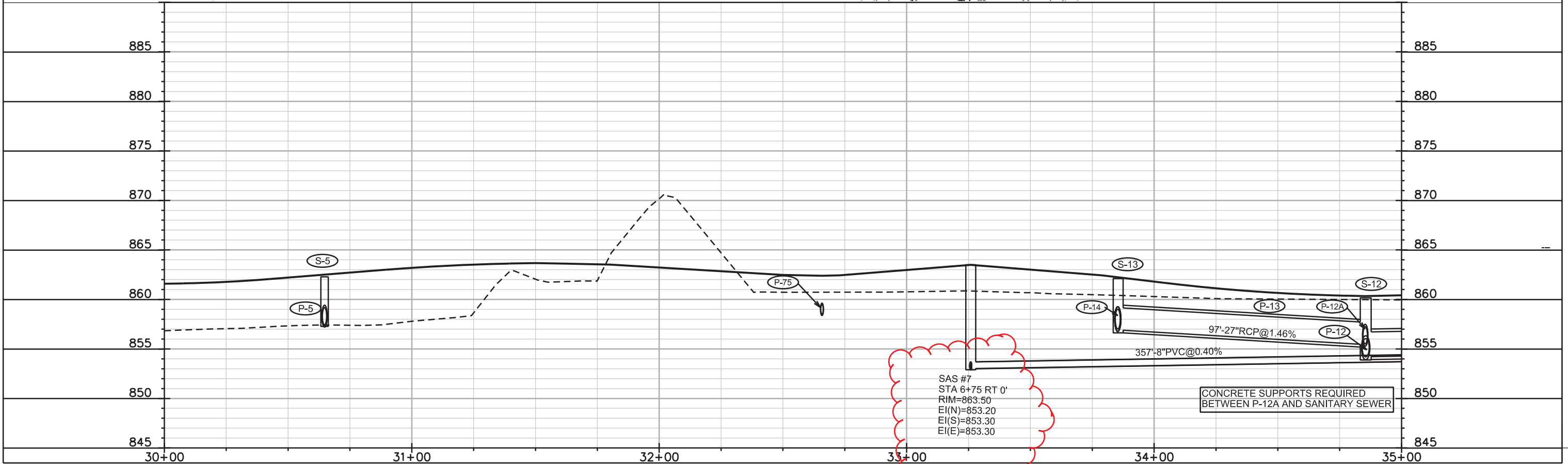
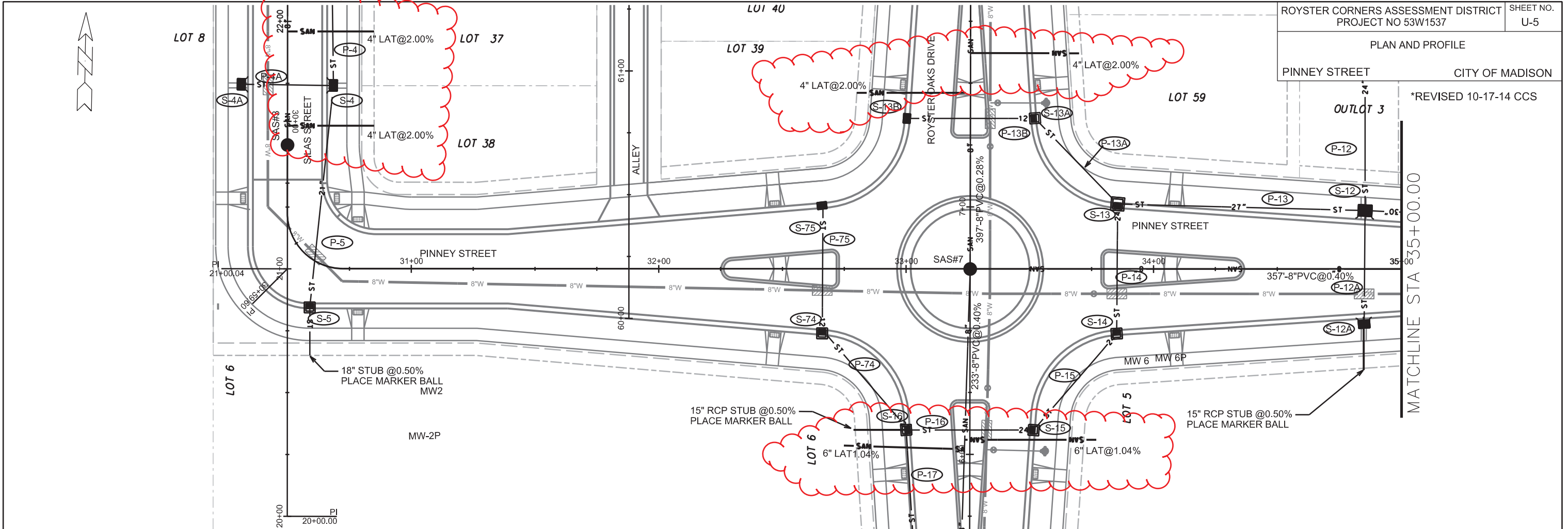
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PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

\*REVISED 10-17-14 CCS



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

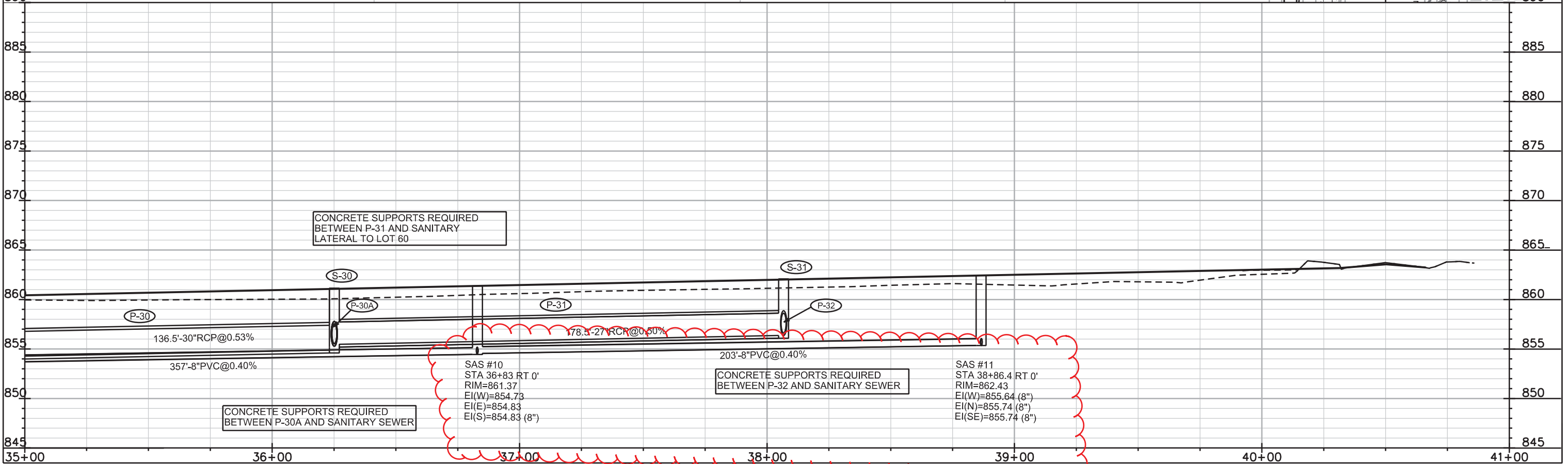
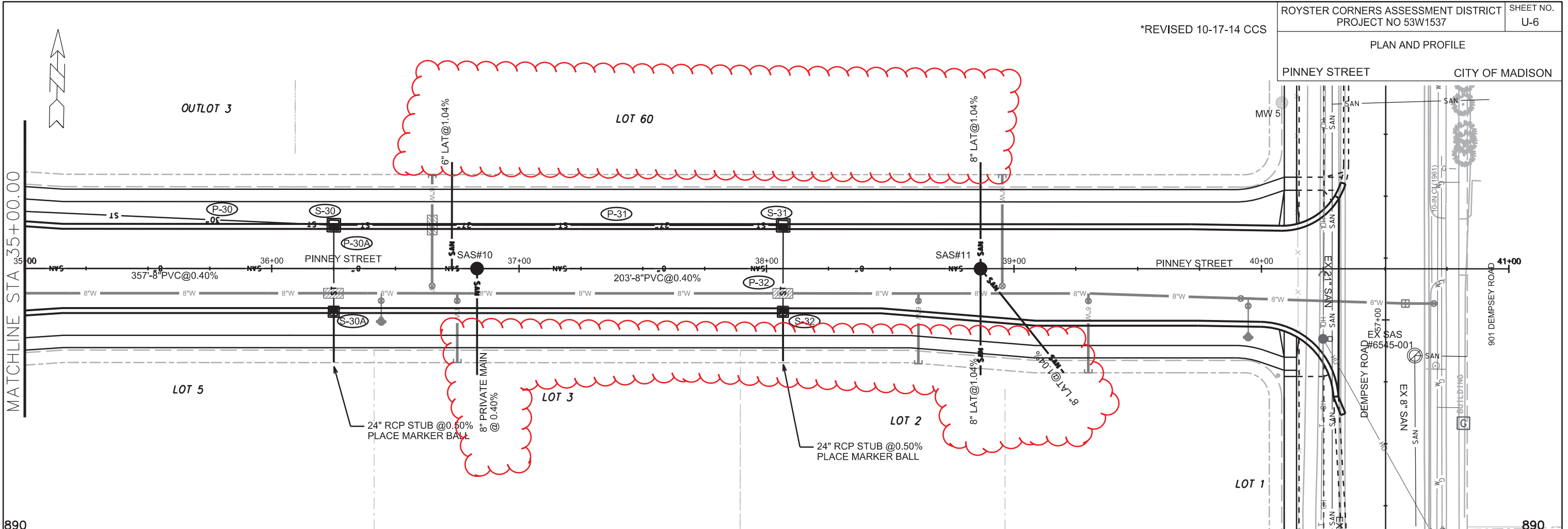
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



\*REVISED 10-17-14 CCS

PLAN AND PROFILE

PINNEY STREET CITY OF MADISON



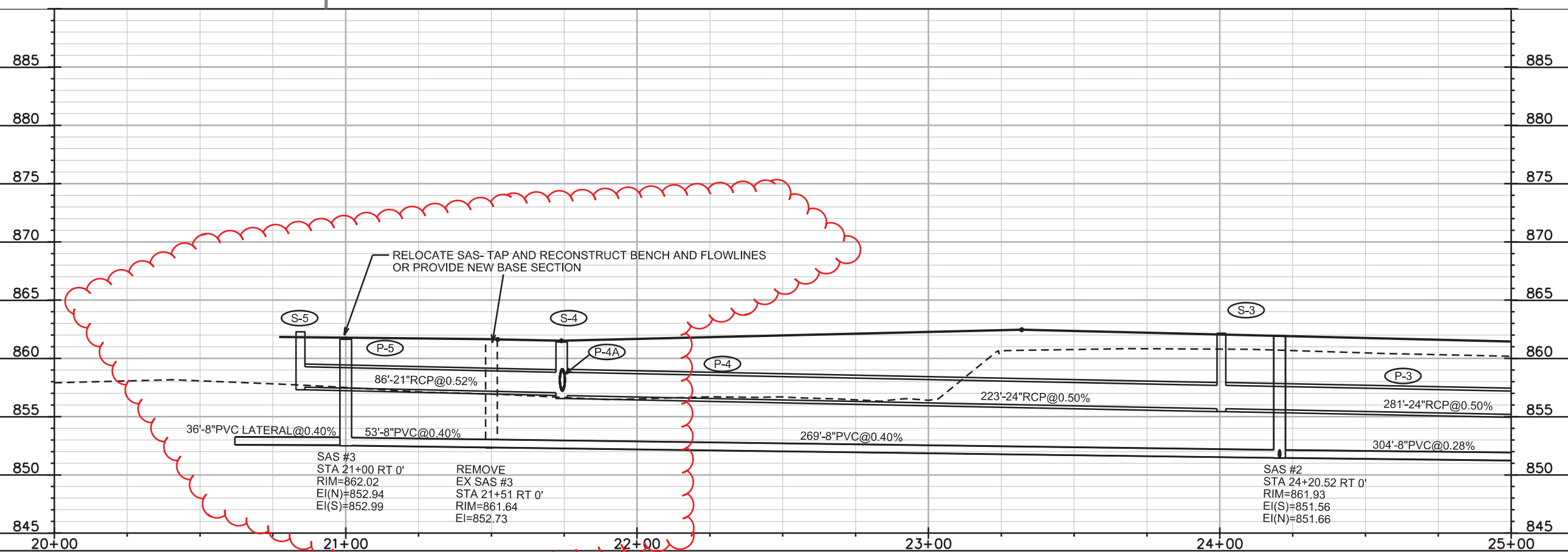
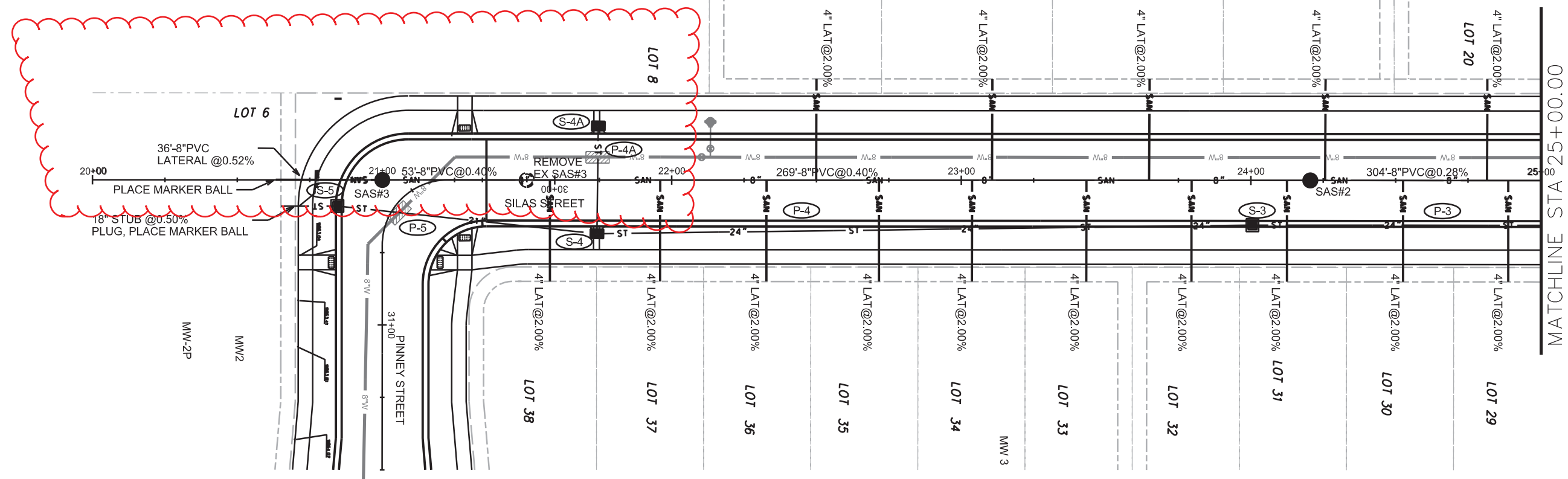
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PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

\*REVISED 10-17-14 CCS  
\*REVISED 4-7-15 CCS



PLOT SCALE:

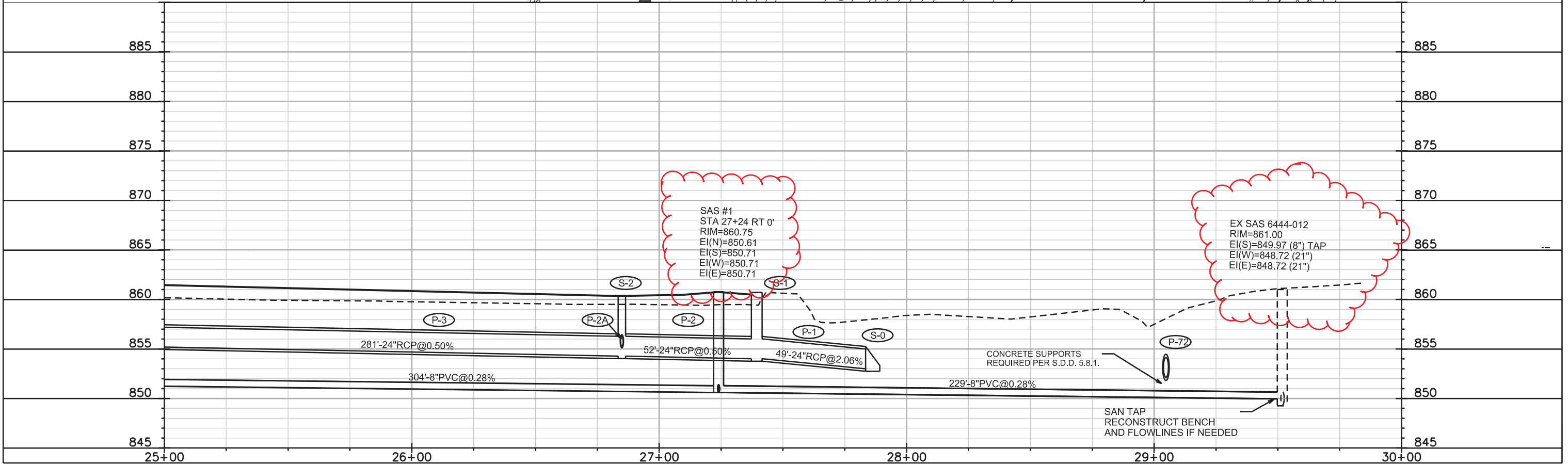
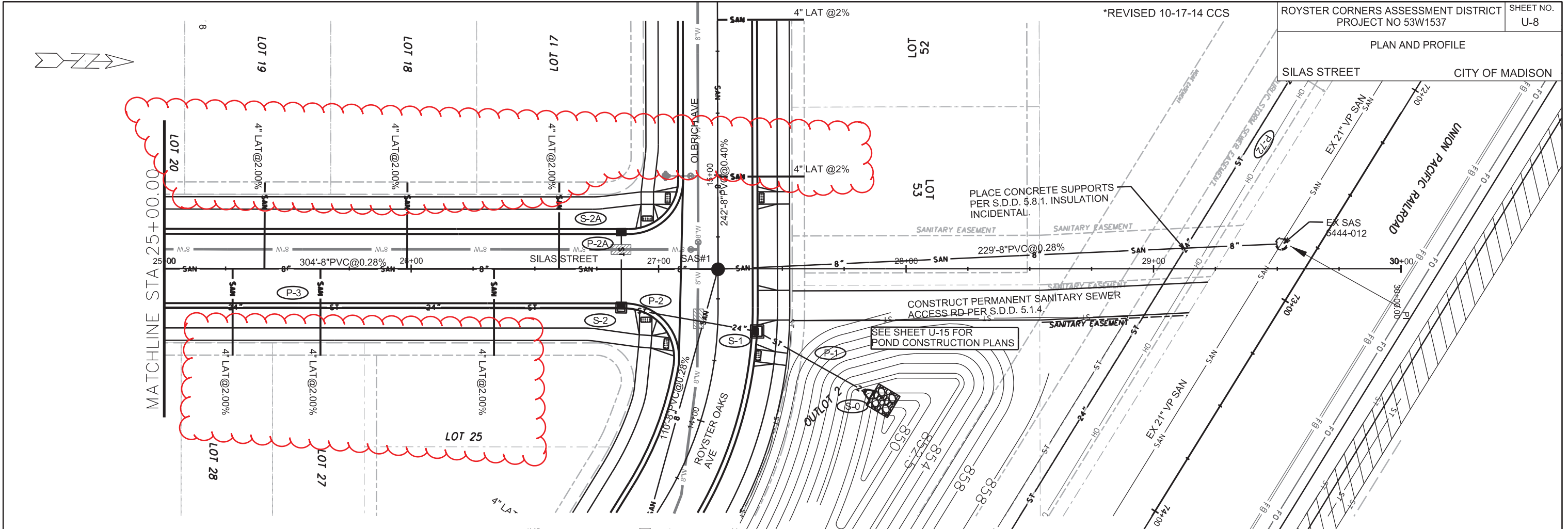
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

\*REVISED 10-17-14 CCS

PLAN AND PROFILE

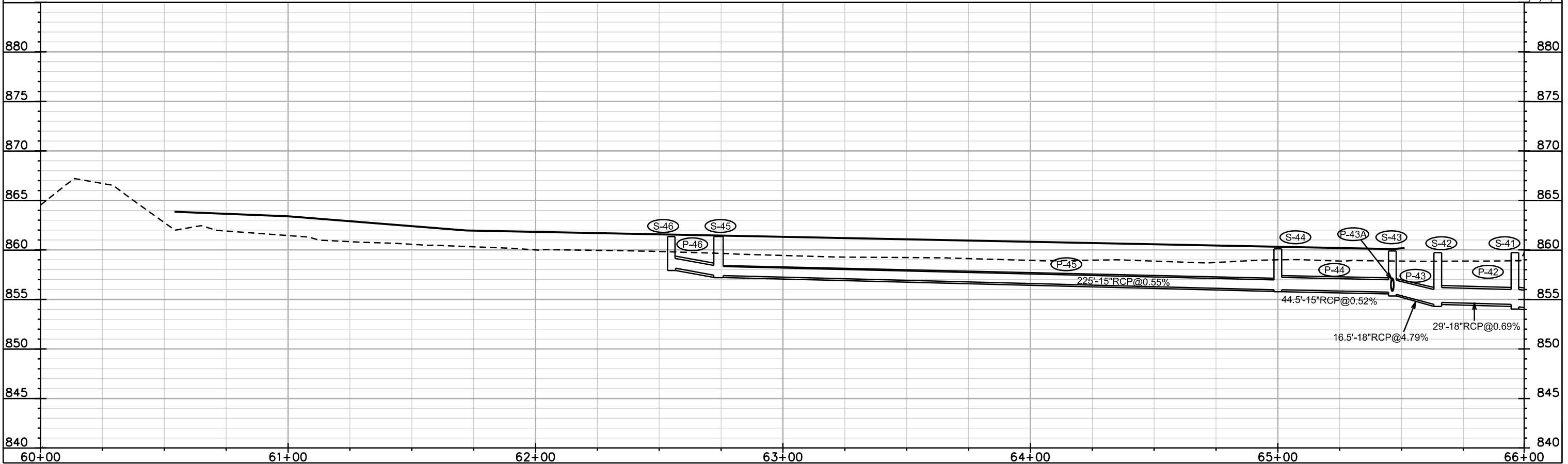
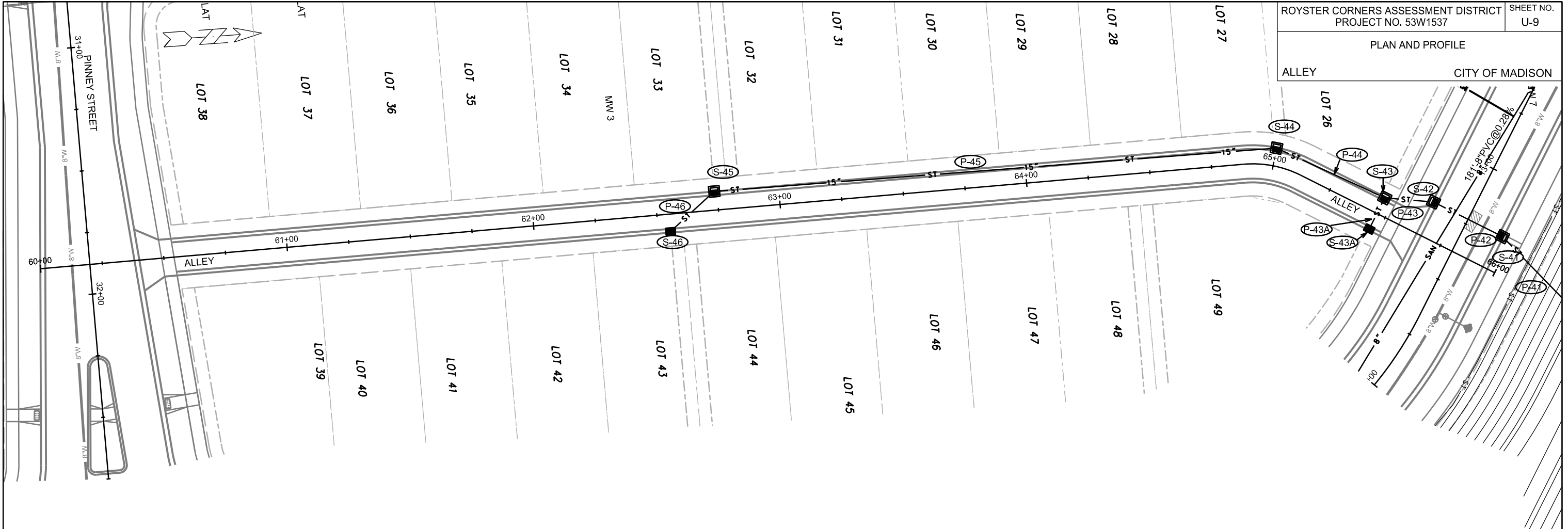


PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



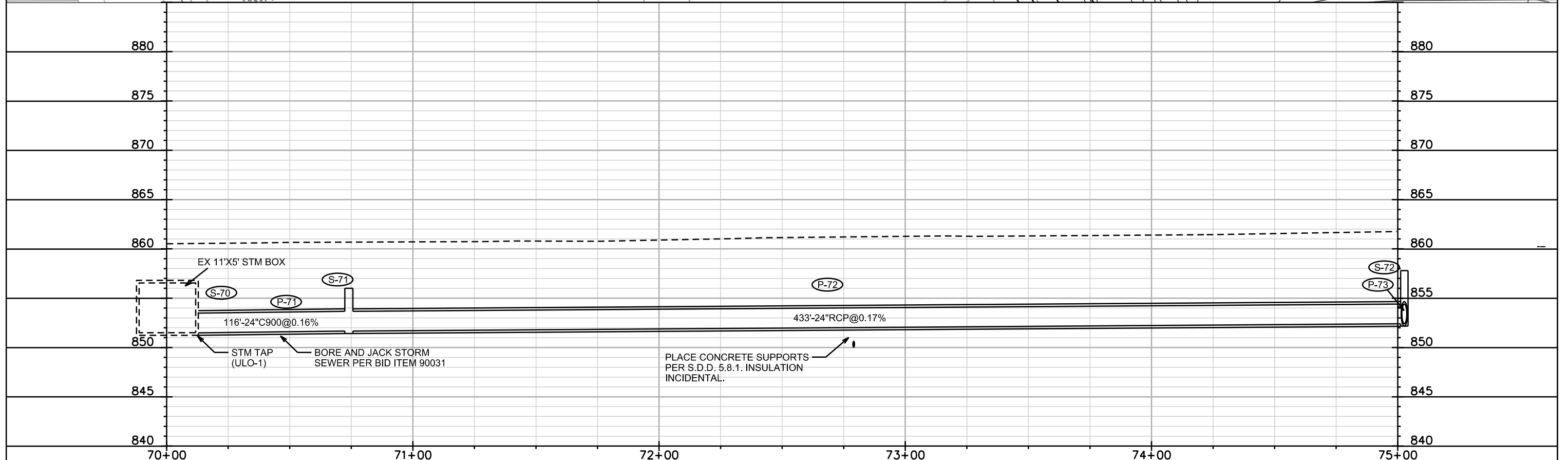
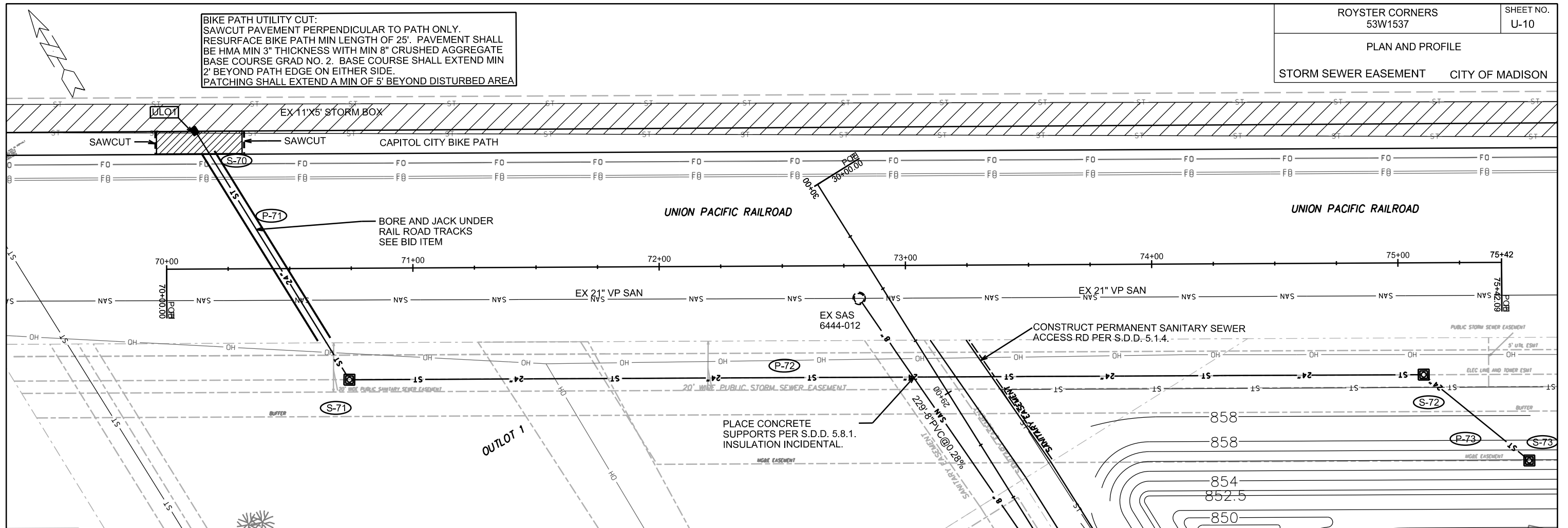
PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

BIKE PATH UTILITY CUT:  
SAWCUT PAVEMENT PERPENDICULAR TO PATH ONLY.  
RESURFACE BIKE PATH MIN LENGTH OF 25'. PAVEMENT SHALL  
BE HMA MIN 3" THICKNESS WITH MIN 8" CRUSHED AGGREGATE  
BASE COURSE GRAD NO. 2. BASE COURSE SHALL EXTEND MIN  
2' BEYOND PATH EDGE ON EITHER SIDE.  
PATCHING SHALL EXTEND A MIN OF 5' BEYOND DISTURBED AREA



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

# SANITARY SEWER SCHEDULE

\*REVISED 10-17-14 CCS  
 \*REVISED 4-7-15 CCS

ROYSTER CORNERS PROJECT NO. 53W1537	SHEET NO. U-11
SANITARY SEWER SCHEDULE CITY OF MADISON	

## PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>SILAS ST</b>						
6444-012	29+51.76	LT-10.29	861.00	848.72	12.28	TAP; RECONST BENCH AND FL. W/INT CHIMNEY SEAL
SAS #1	27+24.00	RT-0	860.75	850.61	10.14	W/INTERNAL CHIMNEY SEAL; SEAL JOINTS
SAS #2	24+20.52	RT-0	861.93	851.56	10.37	SEAL JOINTS
* SAS #3	<b>21+00.00</b>	<b>RT-0</b>	<b>862.06</b>	<b>852.94</b>	<b>9.12</b>	W/INTERNAL CHIMNEY SEAL; SEAL JOINTS
<b>ROYSTER OAKS DR</b>						
SAS #4	13+50.00	RT-0	860.06	851.02	9.04	SEAL JOINTS
SAS #5	11+66.58	RT-0	860.28	851.63	8.65	W/INTERNAL CHIMNEY SEAL; SEAL JOINTS
SAS #6	10+73.00	RT-0	860.84	851.99	8.85	JOINT SEAL
SAS #7	6+75.00	RT-0	863.50	853.20	10.30	SEAL JOINTS
SAS #8	4+41.00	RT-0	863.40	854.23	9.17	SEAL JOINTS
SAS #9	2+59.00	RT-1.40	864.90	855.06	9.84	SEAL JOINTS
SAS #12	17+03.00	RT-0	858.93	851.67	7.26	SEAL JOINTS
<b>PINNEY ST</b>						
SAS #10	36+83.00	RT-0	861.37	854.73	6.64	SEAL JOINTS
SAS #11	38+86.40	RT-0	862.43	855.64	6.79	SEAL JOINTS

## PROPOSED SANITARY PIPES

FROM SAS (DNSTM)	TO SAS (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	SIZE (DIA)	TYPE	NOTES
644-012	SAS #1	229	849.97	850.61	0.28%	8"	PVC SDR 35	
SAS #1	SAS #2	304	850.71	851.56	0.28%	8"	PVC SDR 35	
* SAS #2	SAS #3	<b>322</b>	<b>851.66</b>	<b>852.94</b>	0.40%	8"	PVC SDR 35	
SAS #1	SAS #4	110	850.71	851.02	0.28%	8"	PVC SDR 35	
SAS #4	SAS #5	181	851.12	851.63	0.28%	8"	PVC SDR 35	
SAS #5	SAS #6	92	851.73	851.99	0.28%	8"	PVC SDR 35	
SAS #6	SAS #7	397	852.09	853.20	0.28%	8"	PVC SDR 35	
SAS #7	SAS #8	233	853.30	854.23	0.40%	8"	PVC SDR 35	
SAS #8	SAS #9	181	854.33	855.06	0.40%	8"	PVC SDR 35	
SAS #7	SAS #10	357	853.30	854.73	0.40%	8"	PVC SDR 35	
SAS #10	SAS #11	203	854.83	855.64	0.40%	8"	PVC SDR 35	
SAS #1	SAS #12	242	850.71	851.67	0.40%	8"	PVC SDR 35	

PLOT SCALE: ---

PLOT NAME: ---

REV. DATE: ---

ORIGINATOR: CITY OF MADISON STREETS DIVISION

# STORM SEWER SCHEDULE

**NOTE:** PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

ROYSER OAKS PROJECT NO. 53W1537	SHEET NO. U-12
STORM SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>SILAS ST</b>							
S-0	27+84.13	RT-50.38	24" RCP AE	---	853.00	---	W/GATE
S-1	27+39.30	RT-25.20	4X4 SAS	860.71	854.01	6.70	W/3067-7004-V
S-2	26+84.79	RT-15.50	4X4 SAS	860.41	854.27	6.14	LP;W/3067-7004-VB
S-2A	26+84.58	LT-15.50	H INLET	860.44	857.00	3.44	W/3067-7004-V
S-3	24+00.00	RT-15.50	3X3 SAS	862.15	855.68	6.47	W/3067-7004-V
S-4	21+74.05	RT-18.24	TER INLET TYPE III	861.41	856.80	4.61	FP; LP; SEE S.D.D. 5.7.12B
S-4A	21+74.05	LT-18.24	TER INLET TYPE III	861.41	857.50	3.91	FP; LP; SEE S.D.D. 5.7.12B
S-5	30+64.85	RT-17.80	3X3 SAS	862.28	857.50	4.78	W/3067-7004-V

## ROYSER OAKS AVE/OLBRICH AVE

S-10	9+75.81	RT-176.48	34"X53" HERCP AE	---	852.50	---	W/GATE
S-11	9+38.21	RT-159.10	5X5 SAS	857.75	852.69	5.06	FP; W/3067-7004-V
S-13A	7+35.76	RT-26.08	3X3 SAS	862.27	858.50	3.77	LP;W/3067-7004-VB
S-13B	7+35.76	LT-26.08	H INLET	862.27	859.00	3.27	LP;W/3067-7004-VB
S-15	6+09.87	RT-25.80	3X3 SAS	862.26	857.38	4.88	LP;W/3067-7004-VB
S-16	6+09.87	LT-25.80	3X3 SAS	862.26	857.62	4.64	LP;W/3067-7004-VB, FP
S-17	4+85.44	LT-17.50	3X3 SAS	863.18	858.22	4.96	W/3067-7004-V
S-17A	3+46.75	LT-17.50	3X3 SAS	864.01	858.88	5.13	W/3067-7004-V
S-17B	3+50.00	RT-17.50	H INLET	863.99	859.99	4.00	W/3067-7004-V
S-18	1+89.79	LT-25.50	4X4 SAS	864.79	859.92	4.87	W/3067-7004-V, FP
S-19	1+92.35	RT-25.50	4X4 SAS	864.78	860.41	4.37	W/3067-7004-V
S-19A	1+59.31	LT-55.08	H INLET	864.76	861.25	3.51	W/3067-7004-V; (2)
S-20	1+61.87	RT-56.86	3X3 SAS	865.79	861.29	4.50	W/3067-7004-V; (2)

S-40	12+61.48	RT-61.78	21" RCP AE	---	853.00	---	W/GATE
S-41	12+77.13	RT-15.50	3X3 SAS	859.72	854.25	5.47	LP;W/3067-7004-VB
S-42	12+77.13	LT-15.50	3X3 SAS	859.72	854.70	5.02	LP;W/3067-7004-VB
<b>S-50</b>							
S-50	11+19.56	RT-62.45	12" RCP AE	---	853.00	---	W/GATE
S-51	11+10.43	RT-15.50	H INLET	860.72	857.10	3.62	W/3067-7004-V
S-52	11+10.43	LT-15.50	H INLET	860.72	857.52	3.20	W/3067-7004-V

S-60	17+55.68	RT-12.92	4X4 SAS	858.04	851.31	6.73	W/R-1550-0054 OPEN
S-61	17+46.70	RT-15.50	H INLET	858.36	855.16	3.20	LP;W/3067-7004-VB
S-62	17+67.20	RT-35.57	H INLET	858.93	854.83	4.10	(1); W/3067-7004-V
<b>S-63</b>	<b>17+45.47</b>	<b>LT-15.50</b>	<b>H INLET</b>	<b>858.36</b>	<b>855.36</b>	<b>3.00</b>	<b>FP; W/3067-7004-V</b>

## PINNEY ST

S-12	34+84.96	RT-23.25	TER INLET TYPE II	860.15	853.89	6.26	FP; LP; SEE S.D.D. 5.7.12A
S-12A	34+84.96	RT-22.24	TER INLET TYPE III	860.15	856.00	4.15	FP; LP; SEE S.D.D. 5.7.12B
S-13	33+85.26	LT-26.18	4X4 SAS	862.12	856.89	5.23	W/3067-7004-V
S-14	33+85.08	RT-26.19	3X3 SAS	862.13	857.14	4.99	W/3067-7004-V
S-30	36+25.00	LT-17.50	4X4 SAS	861.13	854.95	6.18	W/3067-7004-V
S-30A	36+25.00	RT-17.50	3X3 SAS	861.13	855.61	5.52	W/3067-7004-V
S-31	38+06.50	LT-17.50	4X4 SAS	862.08	856.34	5.74	W/3067-7004-V
S-32	38+06.50	RT-17.50	3X3 SAS	862.08	856.75	5.33	W/3067-7004-V
S-74	32+65.79	RT-26.09	3X3 SAS	862.28	858.52	3.76	LP;W/3067-7004-VB
S-75	32+65.79	LT-26.06	H INLET	862.28	858.78	3.50	LP;W/3067-7004-VB

## ALLEY

S-43	65+46.24	LT-6.75	3X3 SAS	859.97	855.49	4.48	LP;W/3362-L
S-43A	65+46.24	RT-6.75	H INLET	860.21	856.80	3.41	LP;W/3362-L
S-44	65+00.00	LT-6.75	3X3 SAS	860.29	855.97	4.32	W/3362-L
S-45	62+75.00	LT-6.75	3X3 SAS	861.42	857.20	4.22	W/3362-L
S-46	62+55.00	RT-6.75	H INLET	861.51	858.15	3.36	W/3362-L

## PROPOSED STORM PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES	
P-1	S-0	S-1	853.00	854.01	52.0	49.0	2.06%	24"	RCP		
P-2	S-1	S-2	854.01	854.27	55.0	52.0	0.50%	24"	RCP		
P-2A	S-2	S-2A	855.27	857.00	31.0	28.0	6.18%	12"	RCP		
P-3	S-2	S-3	854.27	855.68	284.0	281.0	0.50%	24"	RCP		
P-4	S-3	S-4	855.68	856.80	226.0	223.0	0.50%	24"	RCP		
P-4A	S-4	S-4A	857.30	857.50	31.0	28.0	0.71%	18"	RCP		
P-5	S-4	S-5	857.05	857.50	89.0	86.0	0.52%	21"	RCP		
<b>* REVISED 4-7-15 CCS</b>											
P-11	S-10	S-11	852.50	852.69	41.0	38.0	0.50%	34"X53"	HERCP		
P-12	S-11	S-12	852.69	853.89	243.5	240.5	0.50%	34"X53"	HERCP		
P-12A	S-12	S-12A	854.99	856.00	39.0	36.0	2.81%	21"	RCP		
P-13	S-12	S-13	855.47	856.89	100.0	97.0	1.46%	27"	RCP		
P-13A	S-13	S-13A	857.89	858.50	48.0	45.0	1.36%	15"	RCP		
P-13B	S-13A	S-13B	858.75	859.00	52.0	49.0	0.51%	12"	RCP		
P-14	S-13	S-14	856.89	857.14	52.0	49.0	0.51%	24"	RCP		
P-15	S-14	S-15	857.14	857.38	51.0	48.0	0.50%	24"	RCP		
P-16	S-15	S-16	857.38	857.62	51.0	48.0	0.50%	24"	RCP		
P-17	S-16	S-17	857.62	858.22	124.0	121.0	0.50%	24"	RCP		
P-17A	S-17	S-17A	858.22	858.88	135.0	132.0	0.50%	24"	RCP		
P-17B	S-17A	S-17B	859.38	859.99	35.0	32.0	1.91%	18"	RCP		
P-18	S-17A	S-18	859.13	859.92	161.0	158.0	0.50%	21"	RCP		
P-19	S-18	S-19	860.17	860.41	51.0	48.0	0.50%	18"	RCP		
P-19A	S-19	S-19A	860.66	861.25	42.0	39.0	1.51%	15"	RCP		
P-20	S-19	S-20	860.41	861.29	42.0	39.0	2.26%	15"	RCP		
P-30	S-12	S-30	854.22	854.95	139.5	136.5	0.53%	30"	RCP		
P-30A	S-30	S-30A	855.45	855.61	34.5	31.5	0.51%	24"	RCP		
P-31	S-30	S-31	855.45	856.34	181.5	178.5	0.50%	27"	RCP		
P-32	S-31	S-32	856.59	856.75	34.5	31.5	0.51%	24"	RCP		
P-41	S-40	S-41	853.00	854.25	48.5	45.5	2.75%	21"	RCP		
P-42	S-41	S-42	854.50	854.70	32.0	29.0	0.69%	18"	RCP		
P-43	S-42	S-43	854.70	855.49	19.5	16.5	4.79%	18"	RCP		
P-43A	S-43	S-43A	855.99	856.80	13.5	10.5	7.71%	12"	RCP		
P-44	S-43	S-44	855.74	855.97	47.5	44.5	0.52%	15"	RCP		
P-45	S-44	S-45	855.97	857.20	228.0	225.0	0.55%	15"	RCP		
P-46	S-45	S-46	857.45	858.15	23.5	20.5	3.41%	12"	RCP		
P-51	S-50	S-51	853.00	857.10	48.0	45.0	9.11%	12"	RCP		
P-52	S-51	S-52	857.10	857.52	31.0	28.0	1.50%	12"	RCP		
P-61	S-60	S-61	854.31	855.16	9.0	6.0	14.17%	12"	RCP	NCM	
P-62	S-60	S-62	852.31	854.83	24.5	21.5	11.72%	15"	RCP	NCM	
<b>P-63</b>	<b>S-61</b>	<b>S-63</b>	<b>855.16</b>	<b>855.36</b>	<b>31.0</b>	<b>28.0</b>	<b>0.71%</b>	<b>12"</b>	<b>RCP</b>		
P-74	S-16	S-74	857.62	858.52	52.0	49.0	1.84%	12"	RCP	NCM	
P-75	S-74	S-75	858.52	858.78	52.0	49.0	0.53%	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 COREY STELLJES OF CITY ENGINEERING AT (608) 266-9721 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO CSTELLJES@CITYOFMADISON.COM.

## SPECIFIC NOTES

(2) WITH KNOCKOUT TO SOUTH FOR FUTURE 15" PIPE.



# STORM SEWER SCHEDULE

**NOTE:** PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

ROYSTER OAKS PROJECT NO. 53W1537	SHEET NO. U-13
STORM SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>POND</b>							
S-70	70+11.43	LT-56.00	STM TAP	---	851.48	---	W/GATE
S-71	70+75.00	RT-45.00	3X3 SAS	856.00	851.67	4.33	W/R-1550-0054
S-72	75+08.00	RT-45.00	3X3 SAS	857.80	852.41	5.39	W/R-1550-0054
S-73	75+53.00	RT-81.00	OUTLET STRUCTURE	857.00	852.50	4.50	BY OTHERS SEE PAGE U-15

## PROPOSED STORM PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-71	S-70	S-71	851.48	851.67	119.0	116.0	0.16%	24"	C900 DR 18 PVC.	SEE 90031
P-72	S-71	S-72	851.67	852.41	436.0	433.0	0.17%	24"	RCP	
P-73	S-72	S-73	852.41	852.50	55.0	52.0	0.17%	24"	RCP	

## STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	ELEV BOTTOM	NOTES
ULO-1	70+11.43	LT-56.00	STM BOX INVERT		TAP BOX AND SURVEY INVERT

## SPECIFIC NOTES

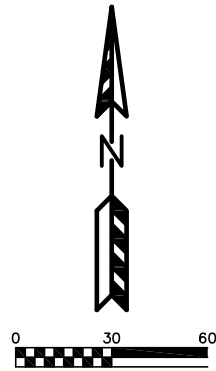
(1) WITH KNOCKOUT TO EAST FOR FUTURE 15" PIPE.

## 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; UD = UNDERDRAIN
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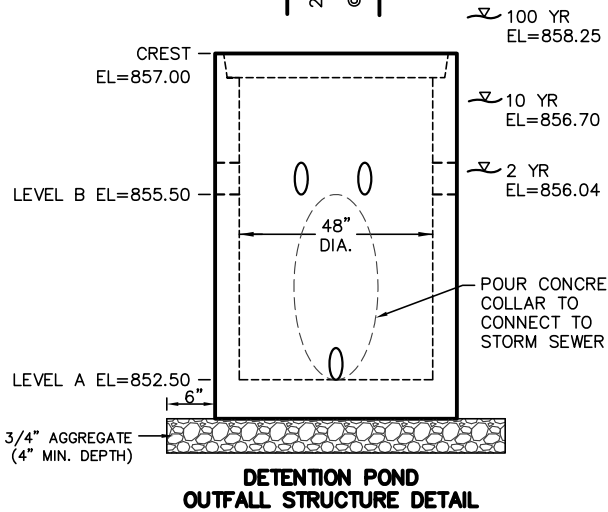
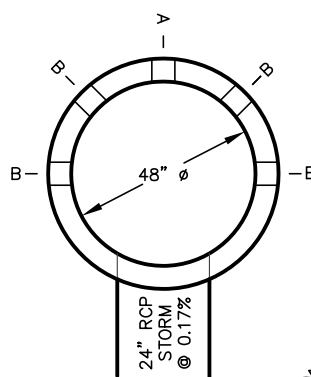


**CONSTRUCTION NOTE:**  
 THE CONTRACTOR SHALL VERIFY THE INVERT ELEVATION OF THE 5'x11' BOX CULVERT THAT THE 24" RCP STORM SEWER IS CONNECTING TO PRIOR TO ANY CONSTRUCTION

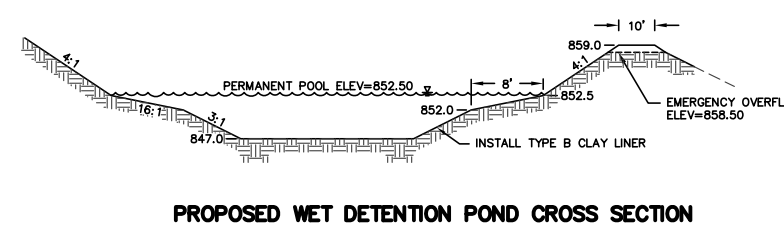
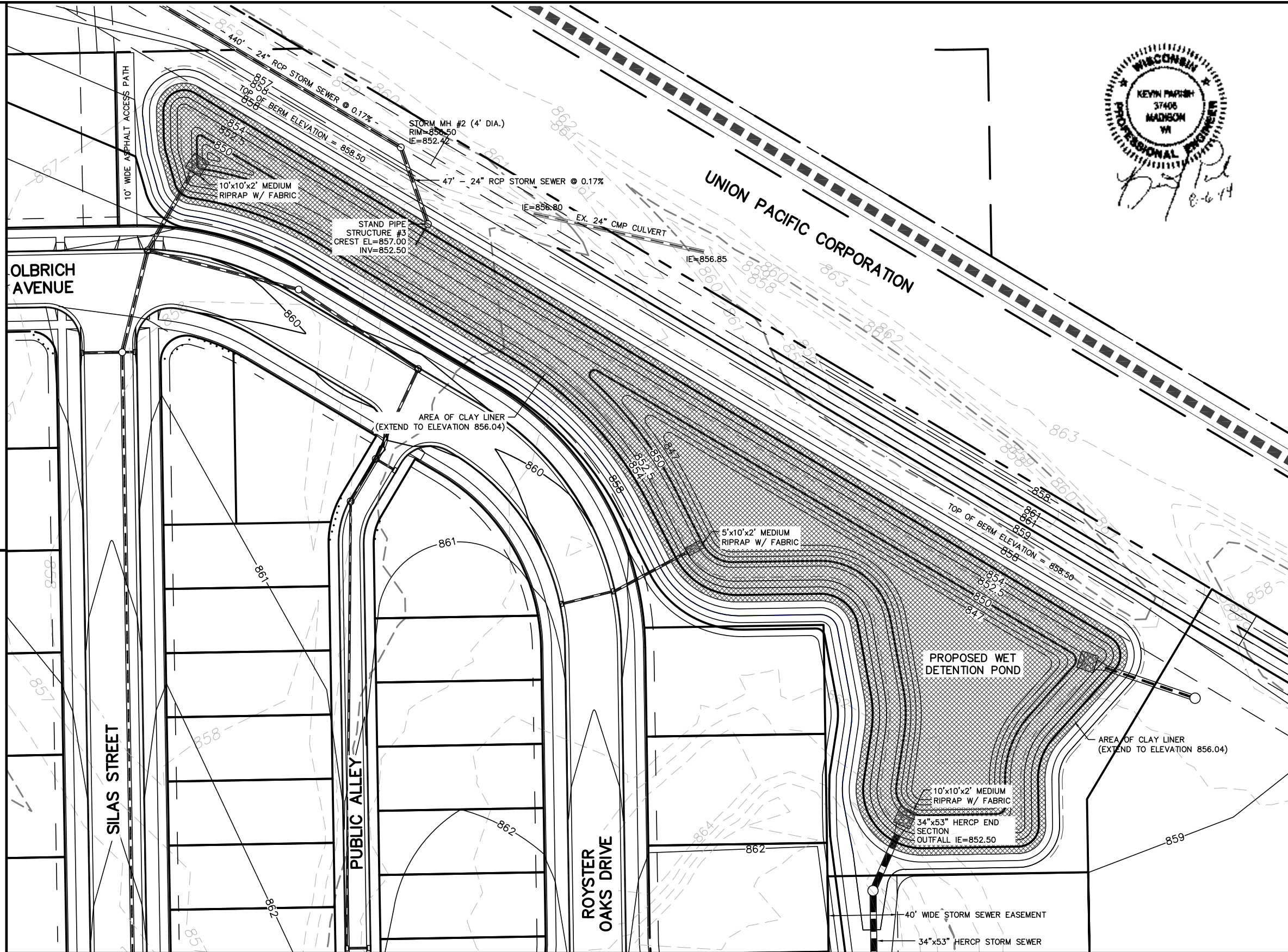
**POND RESTORATION NOTE:**  
 ALL AREAS ABOVE THE PERMANENT WATER ELEVATION SHALL BE SEEDED AND MATTED WITH "DETENTION POND MIX" AND CLASS I, TYPE B ORGANIC EROSION MAT PER CITY OF MADISON STANDARD SPECIFICATIONS.

**BAR GATE NOTE:**  
 A GALVANIZED BAR GATE SHALL BE FABRICATED AND BOLTED OVER THE STAND PIPE WITH BOLTS INTO CONCRETE WALLS. THE BAR GATE SHALL BE FABRICATED SUCH THAT IT DOES NOT ALLOW THE PASSAGE OF A 9" DIAMETER BALL.

4 - 8" DIA. ORIFICE AT LEVEL B  
 1 - 8" DIA. ORIFICE AT LEVEL A



**DETENTION POND  
 OUTFALL STRUCTURE DETAIL**



**PROPOSED WET DETENTION POND CROSS SECTION**

- WET DETENTION BASIN WITH CLAY LINER CONSTRUCTION SHALL CONFORM TO WISCONSIN DNR TECHNICAL STANDARD #1001. CLAY LINER CRITERIA IS AS FOLLOWS:
- 50% FINES (200 SIEVE) OR MORE.
  - AN IN-PLACE HYDRAULIC CONDUCTIVITY OF 1 X 10 CM/SEC. OR LESS.
  - AVERAGE LIQUID LIMIT VALUE OF 16 OR GREATER, WITH NO VALUE LESS THAN 14.
  - AVERAGE PI OF 7 OR MORE WITH NO VALUES LESS THAN 5.
  - CLAY COMPACTION AND DOCUMENTATION AS SPECIFIED IN NRCS WISCONSIN CONSTRUCTION SPECIFICATION 204, EARTH/FILL WASTE STORAGE FACILITIES.
  - MINIMUM THICKNESS OF TWO FEET.
  - SPECIFY METHOD FOR KEEPING THE POOL FULL OR USE OF COMPOSITE SOILS BELOW LINER.
  - ALL LINERS MUST EXTEND ABOVE THE PERMANENT POOL UP TO THE ELEVATION REACHED BY THE 2 YEAR, 24-HOUR STORM EVENT.

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

**CALL DIGGERS HOTLINE  
 1-800-242-8511  
 TOLL FREE**

TDD(FOR THE HEARING IMPAIRED)(800)542-2289

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

**ROYSTER CORNERS DEVELOPMENT**  
 DETENTION POND PLAN  
 EXHIBIT #5  
 DATED: AUGUST 6, 2014

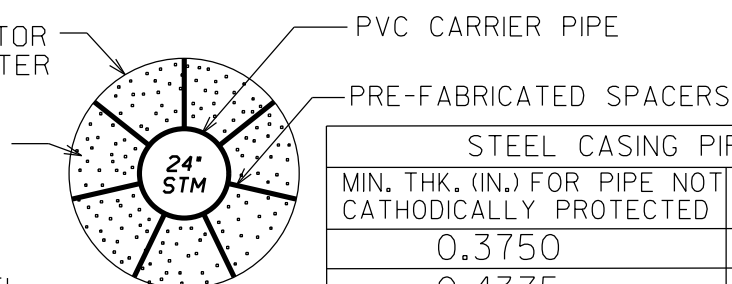
**QUAM ENGINEERING, LLC**  
 Residential and Commercial Site Design Consultants  
 www.quamengineering.com  
 4604 Siggelkow Road, Suite A - McFarland, Wisconsin 53558  
 Phone (608) 838-7750; Fax (608) 838-7752

CASING PIPE TO  
BE SIZED BY THE CONTRACTOR  
MIN. CASING SIZE 36" DIAMETER

FILL VOIDS W/ BLOWN SAND.

NOTE:

WALL THICKNESS FOR STEEL  
CASING PIPE WITH 35,000 P.S.I.  
MIN. YIELD STRENGTH. FOR  
MATERIAL OF LOWER YIELD  
STRENGTH, INCREASE THICKNESS  
AN ADDITIONAL  $\frac{1}{16}$ ".



STEEL CASING PIPE FOR E80 LOADING	
MIN. THK. (IN.) FOR PIPE NOT CATHODICALLY PROTECTED	CASING PIPE DIAMETER (IN.)
0.3750	18 - 22
0.4375	22 - 25
0.500	25 - 34
0.5625	34 - 42
0.6250	42 - 48

ROYSTER CORNERS RAILROAD CROSSING CASING PIPE DETAIL

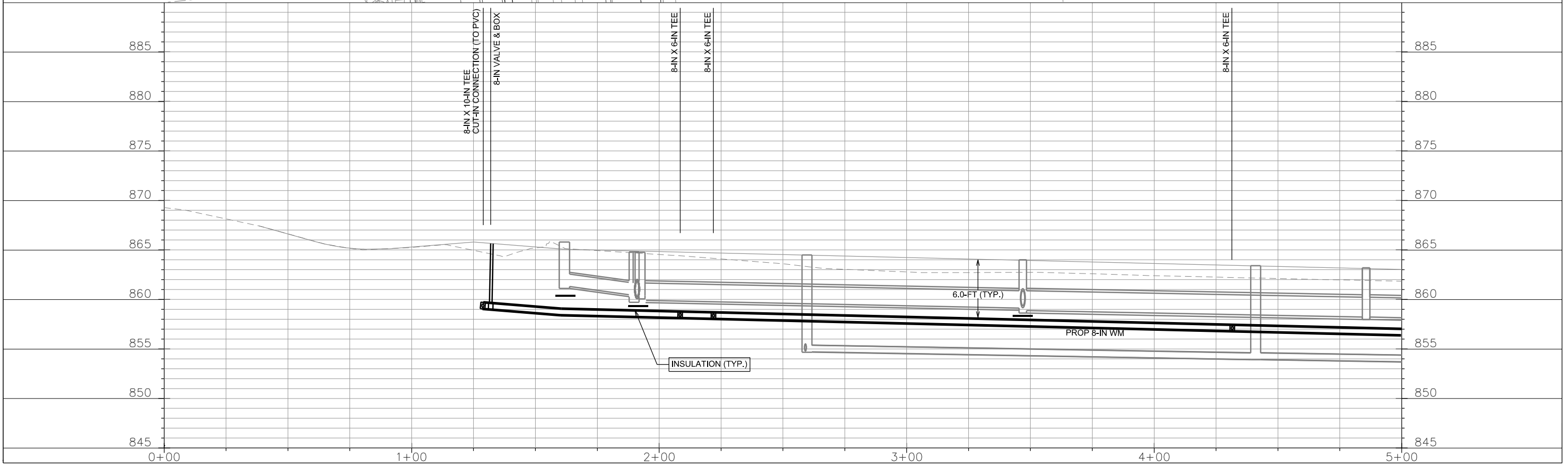
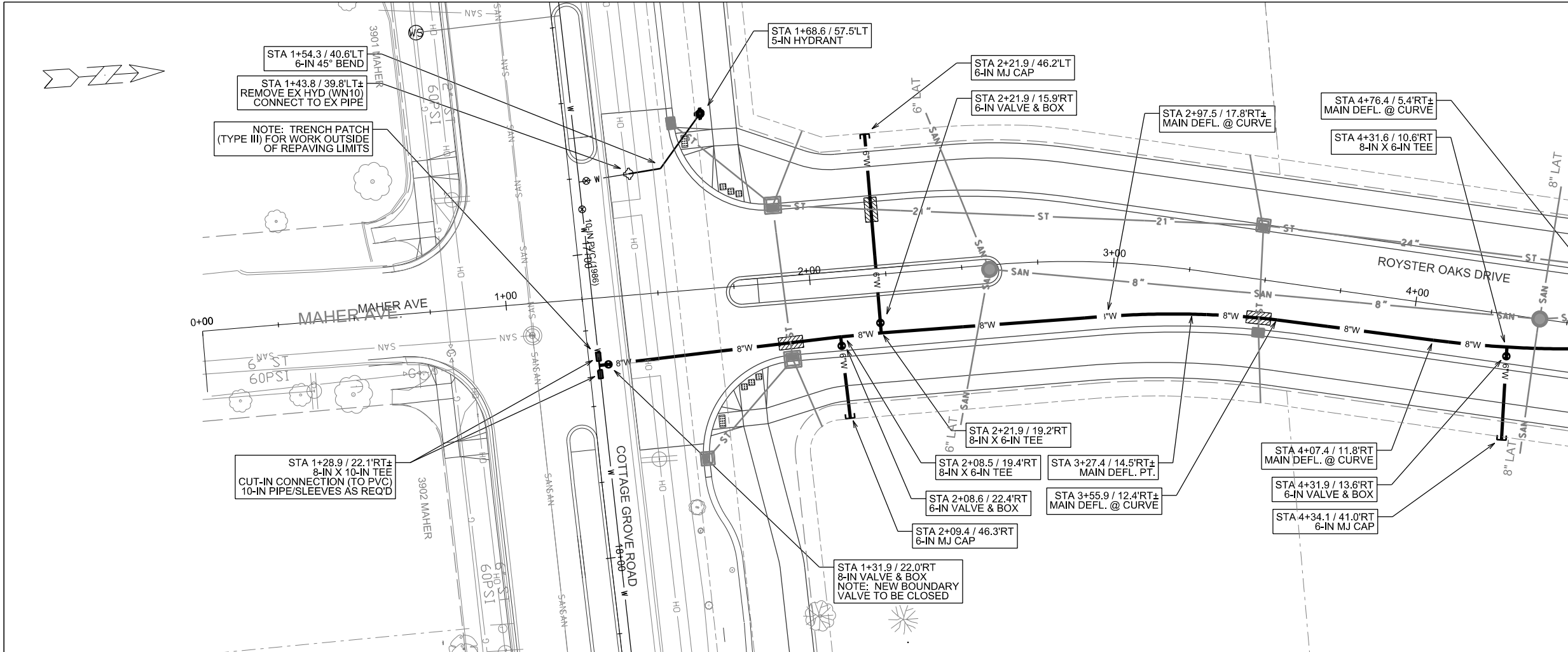
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PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

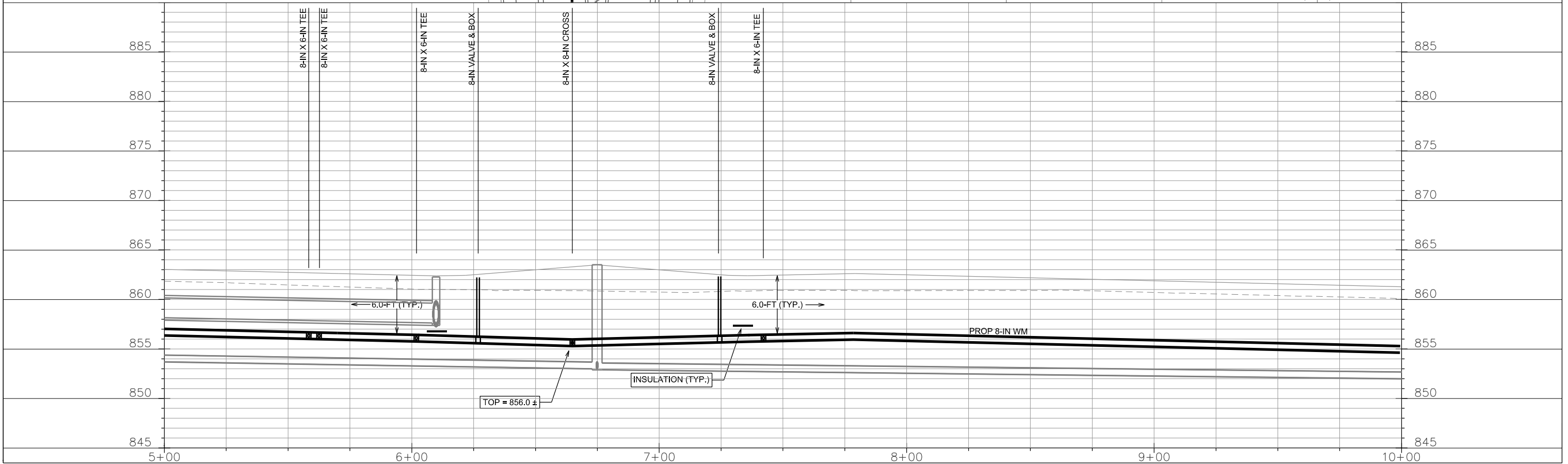
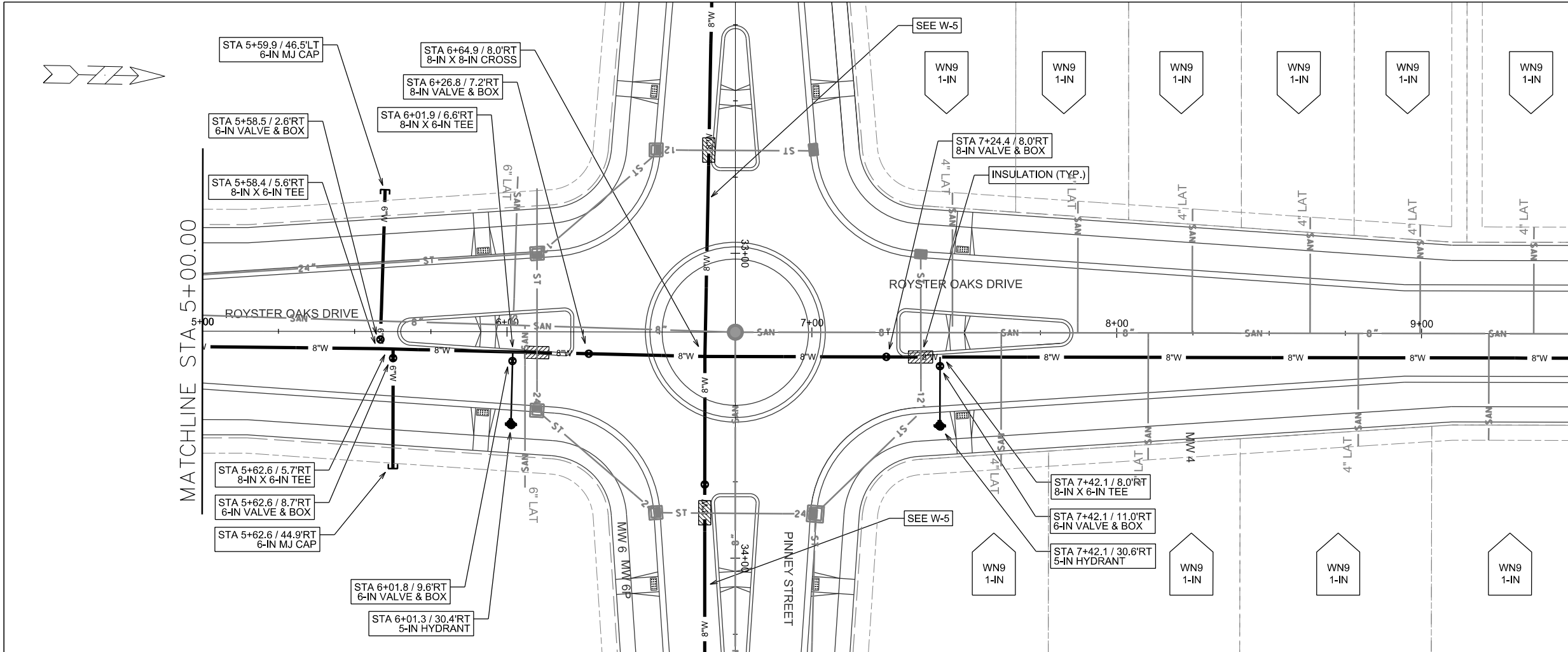


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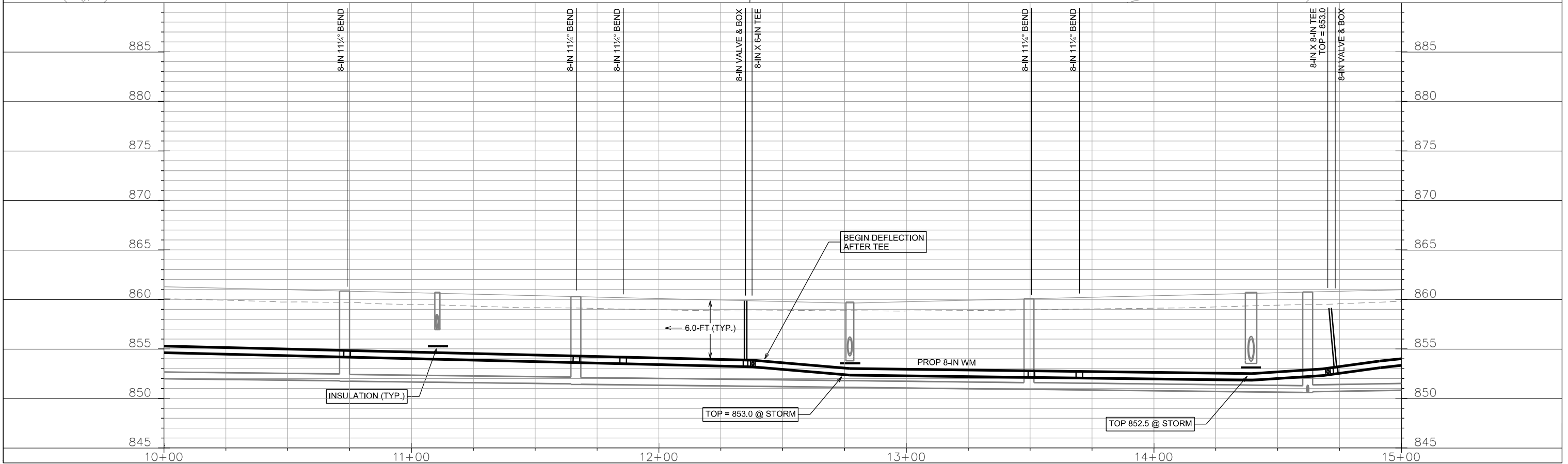
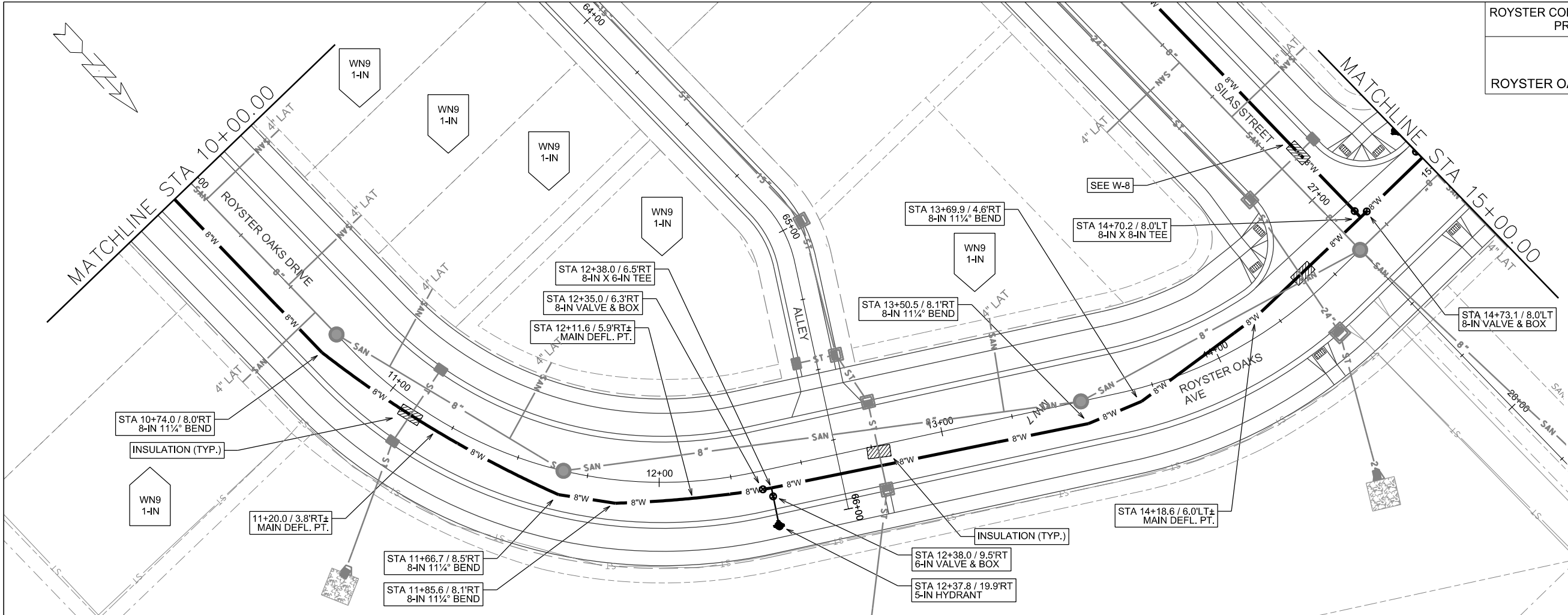
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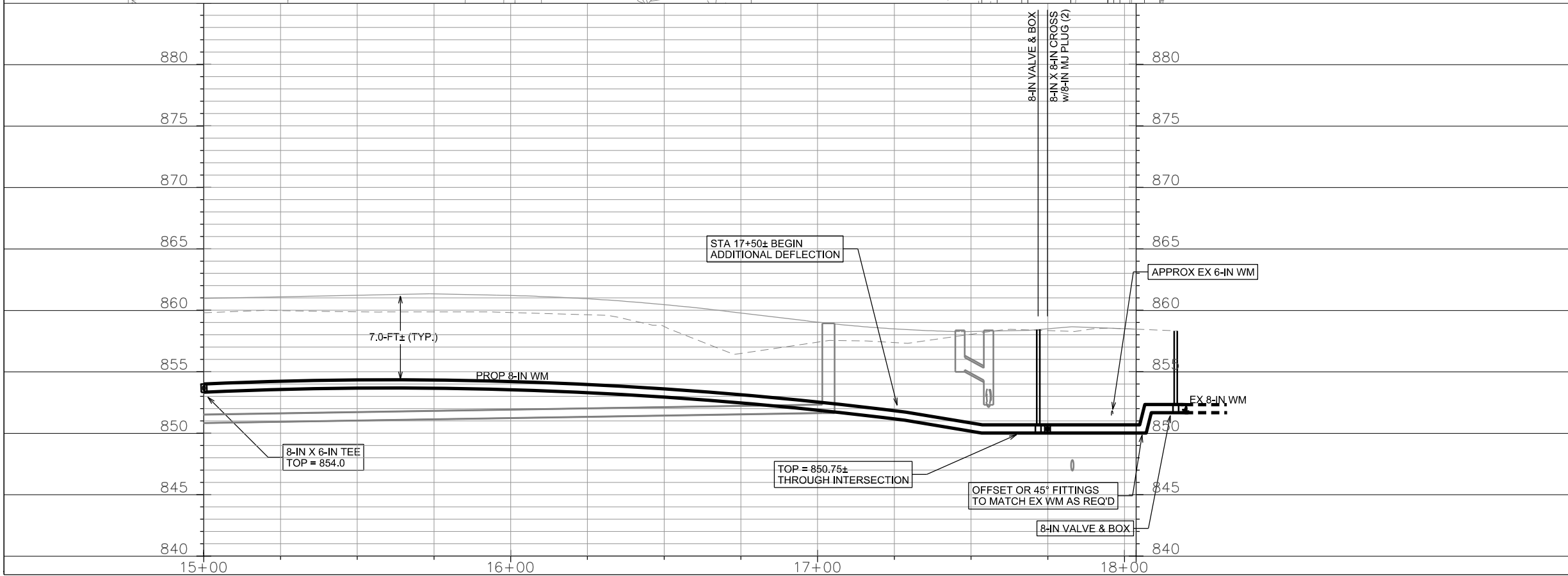
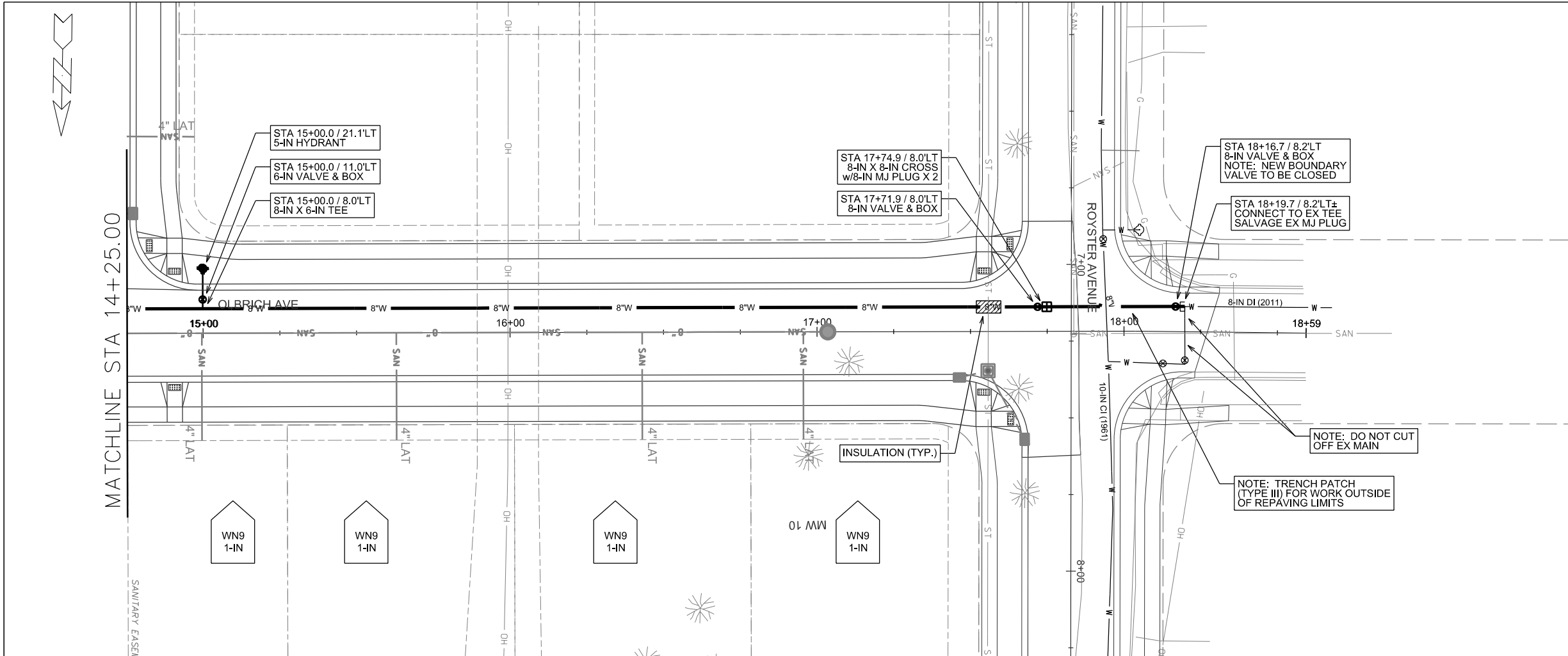


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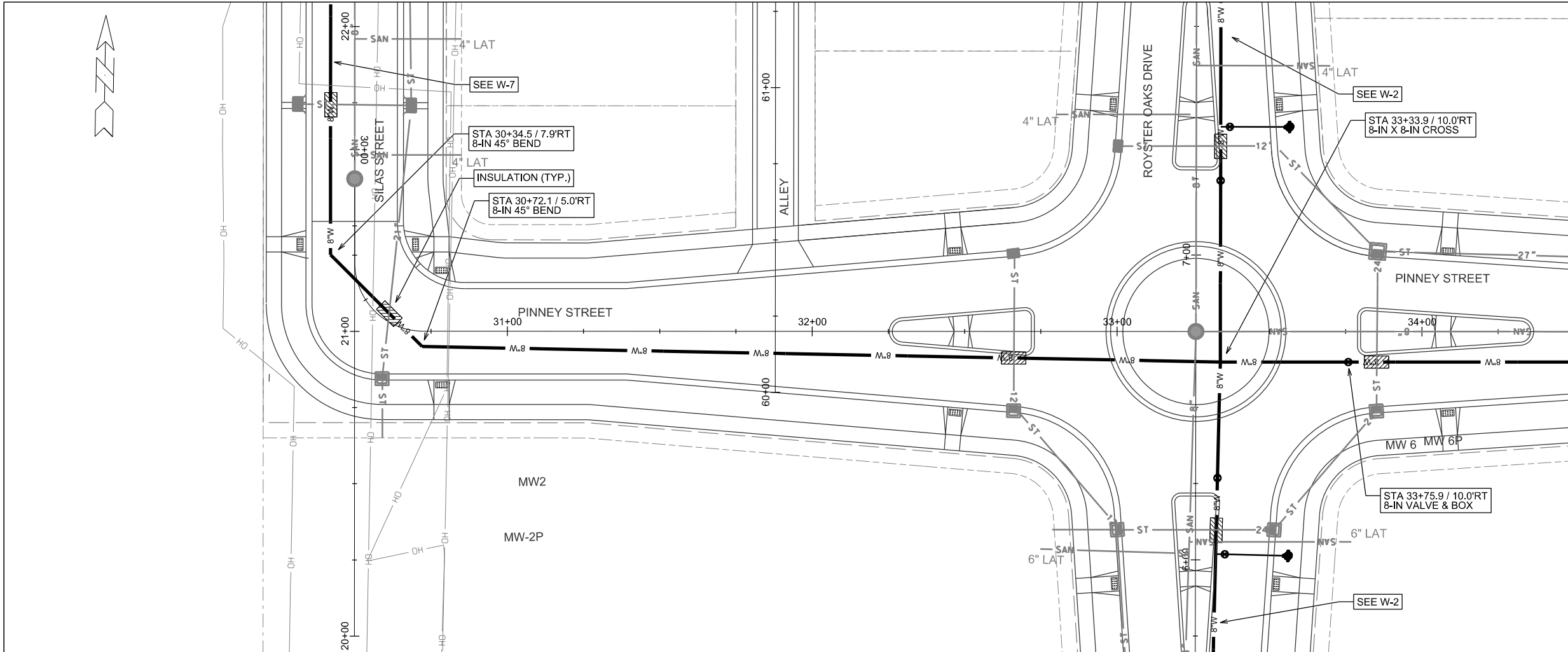


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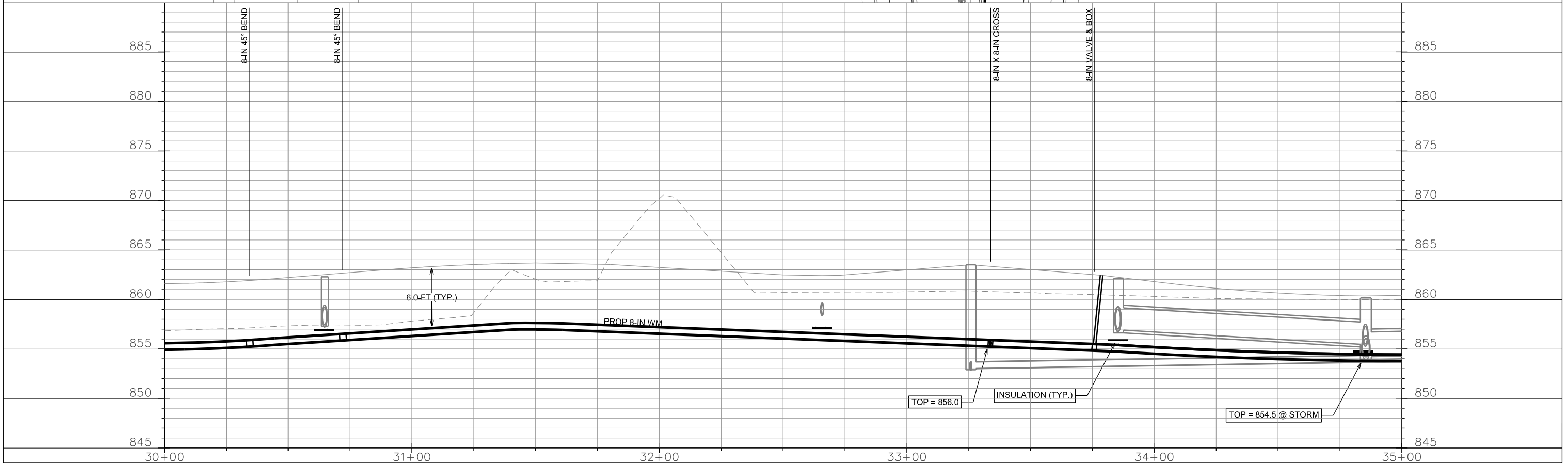
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



MATCHLINE STA 35+00.00



PLOT SCALE:

PLOT NAME:

REV. DATE:

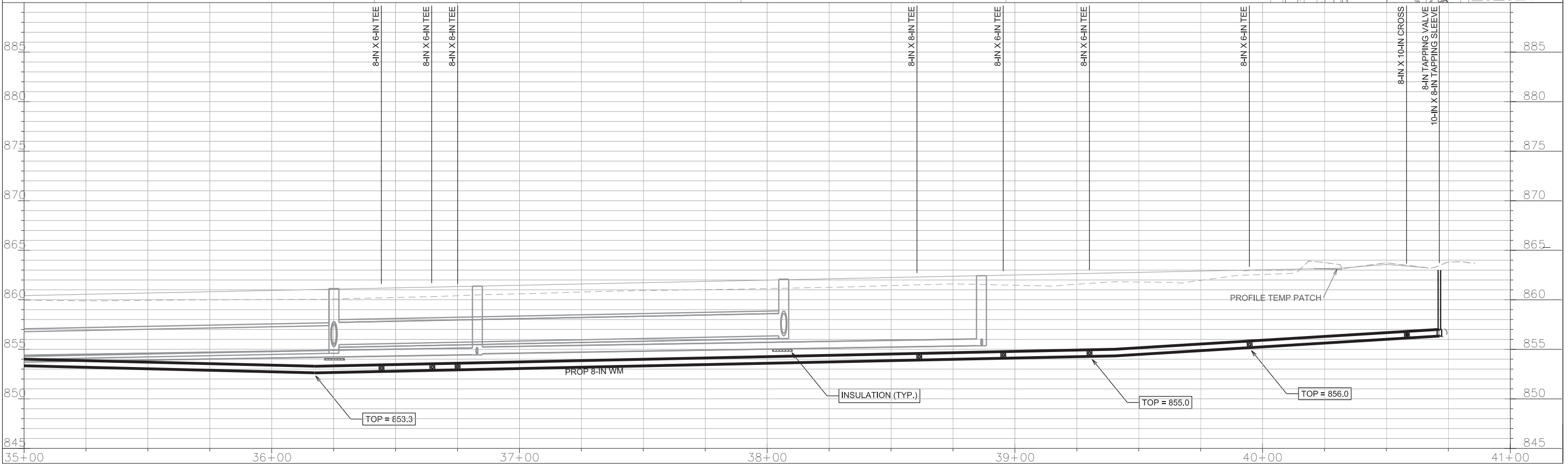
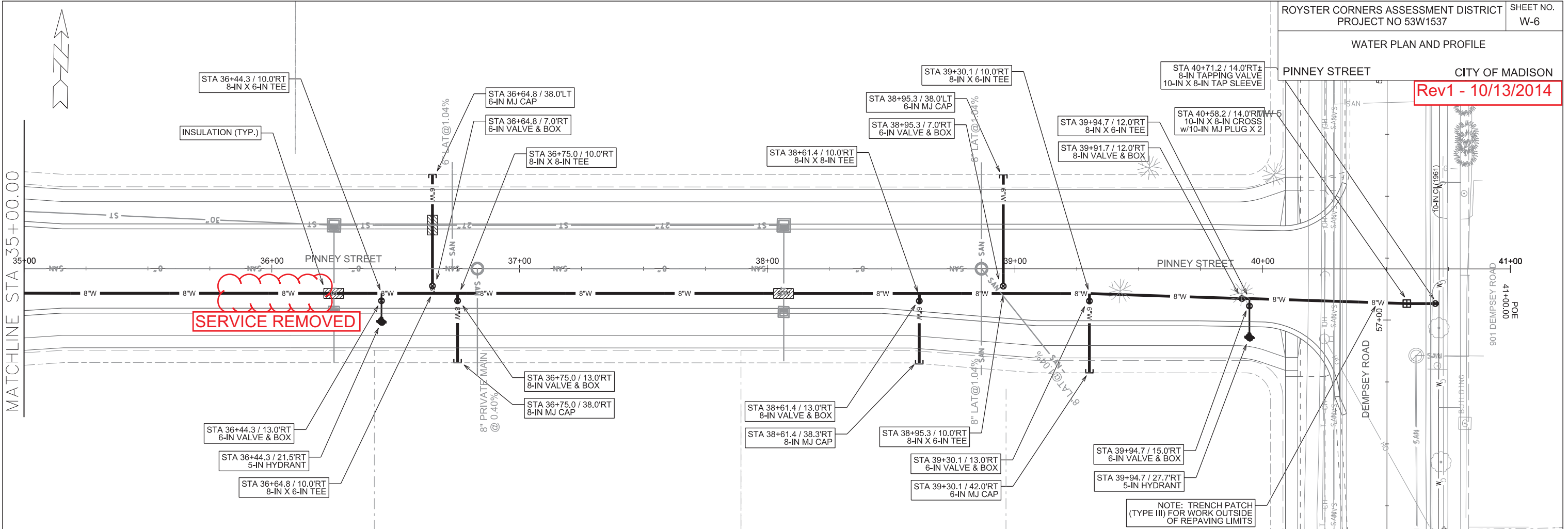
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



WATER PLAN AND PROFILE

CITY OF MADISON

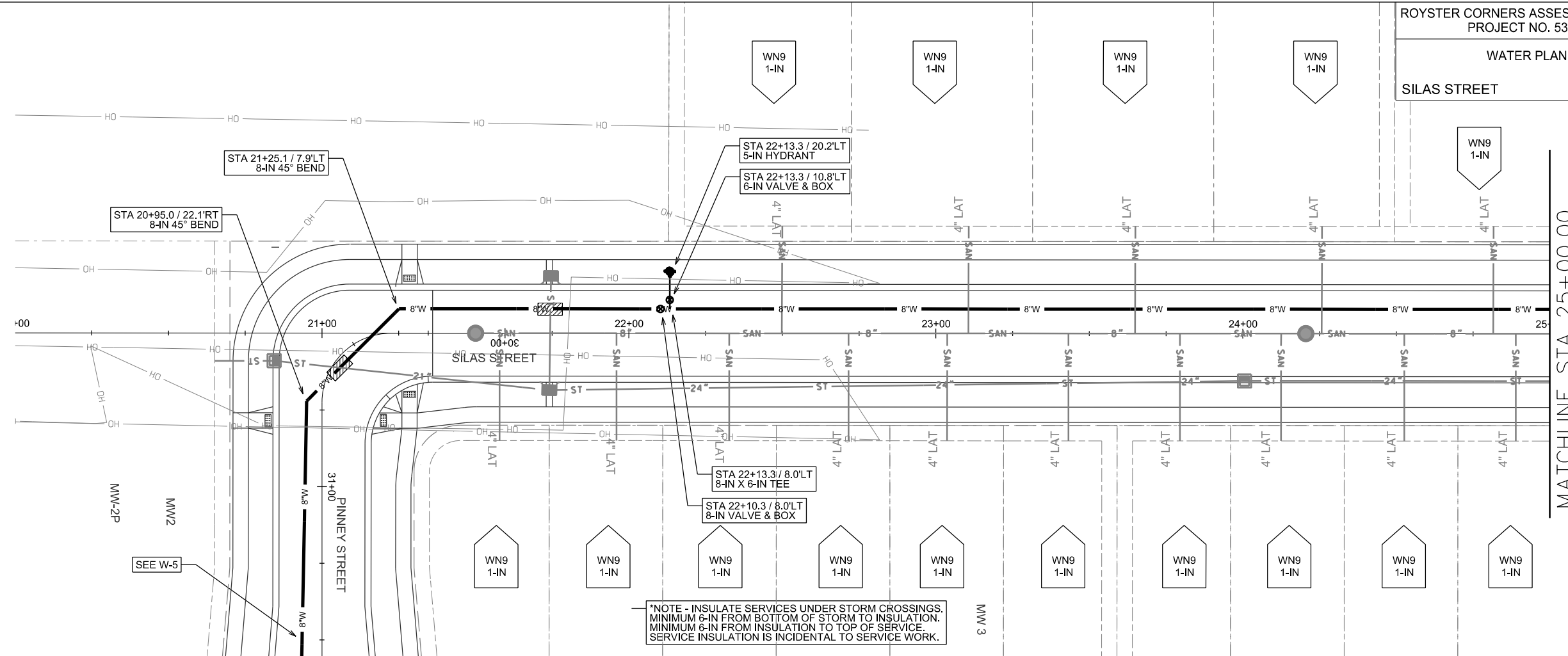
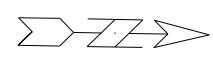
Rev1 - 10/13/2014



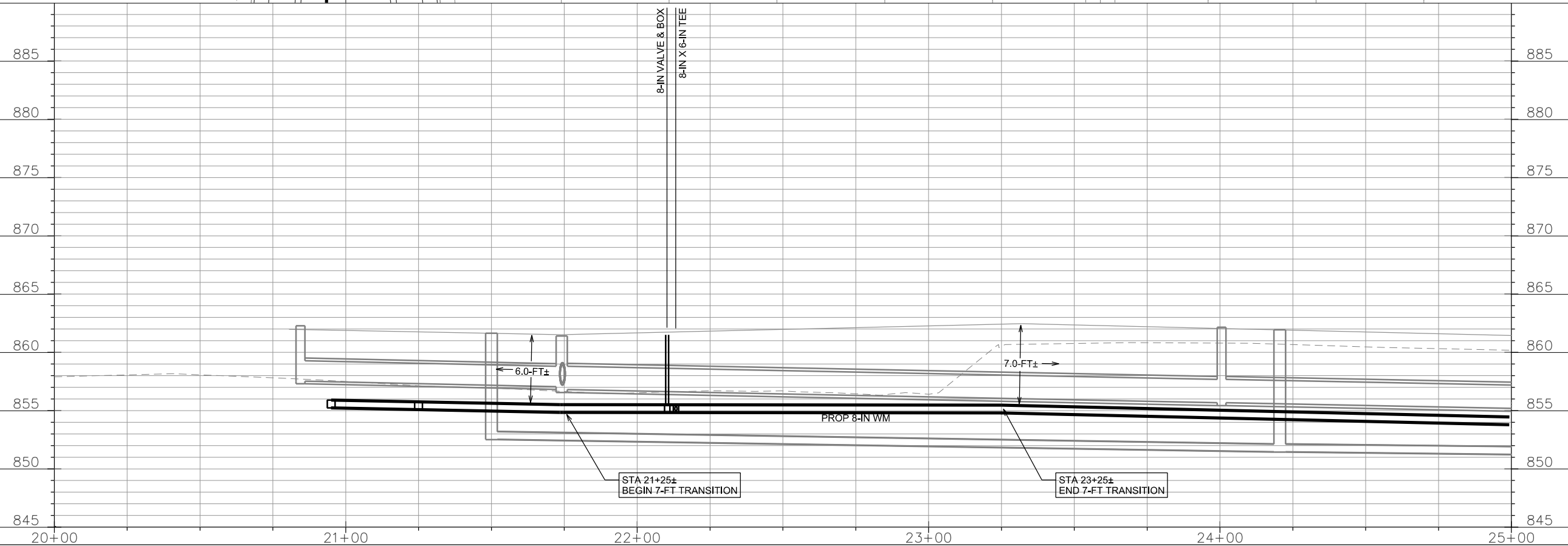
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ORIGINATOR: CITY OF MADISON - STREETS DIVISION

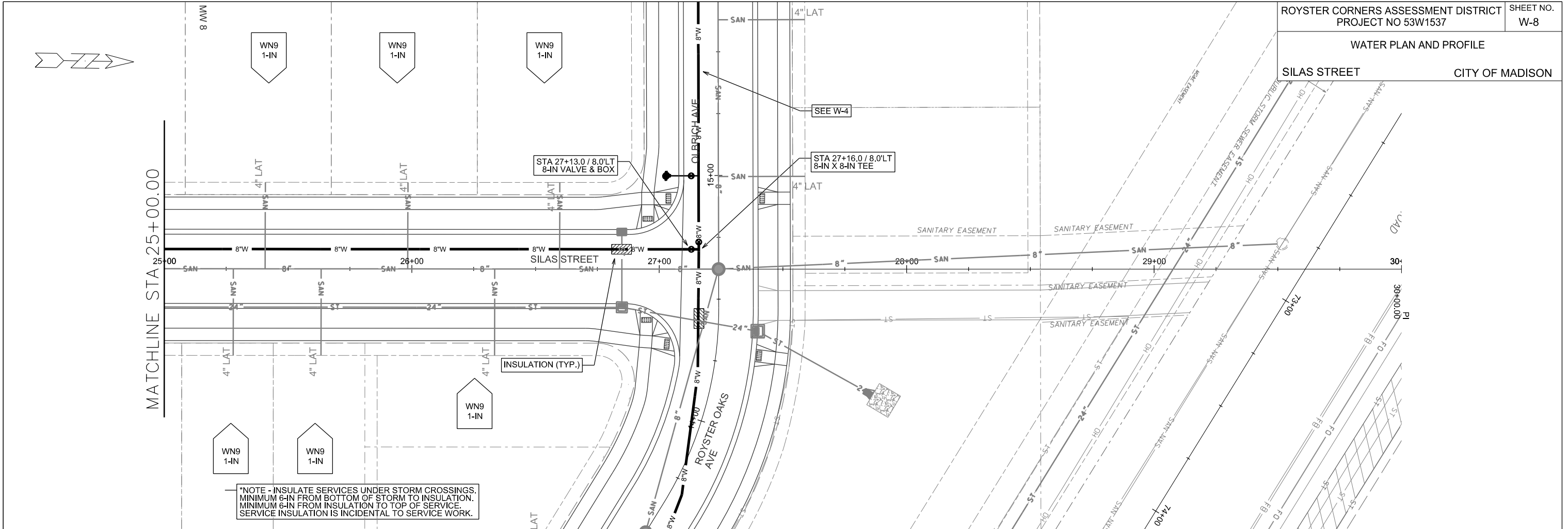


\*NOTE - INSULATE SERVICES UNDER STORM CROSSINGS. MINIMUM 6-IN FROM BOTTOM OF STORM TO INSULATION. MINIMUM 6-IN FROM INSULATION TO TOP OF SERVICE. SERVICE INSULATION IS INCIDENTAL TO SERVICE WORK.

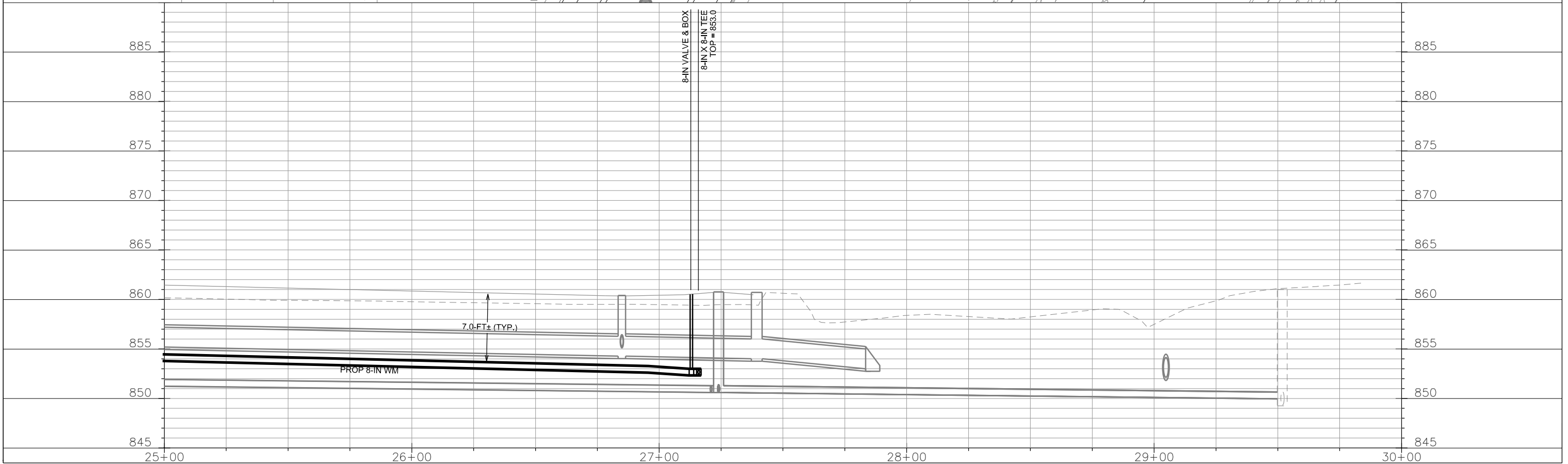


PLOT SCALE:  
PLOT NAME:  
REV. DATE:  
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE  
SILAS STREET  
CITY OF MADISON



\*NOTE - INSULATE SERVICES UNDER STORM CROSSINGS.  
MINIMUM 6-IN FROM BOTTOM OF STORM TO INSULATION.  
MINIMUM 6-IN FROM INSULATION TO TOP OF SERVICE.  
SERVICE INSULATION IS INCIDENTAL TO SERVICE WORK.

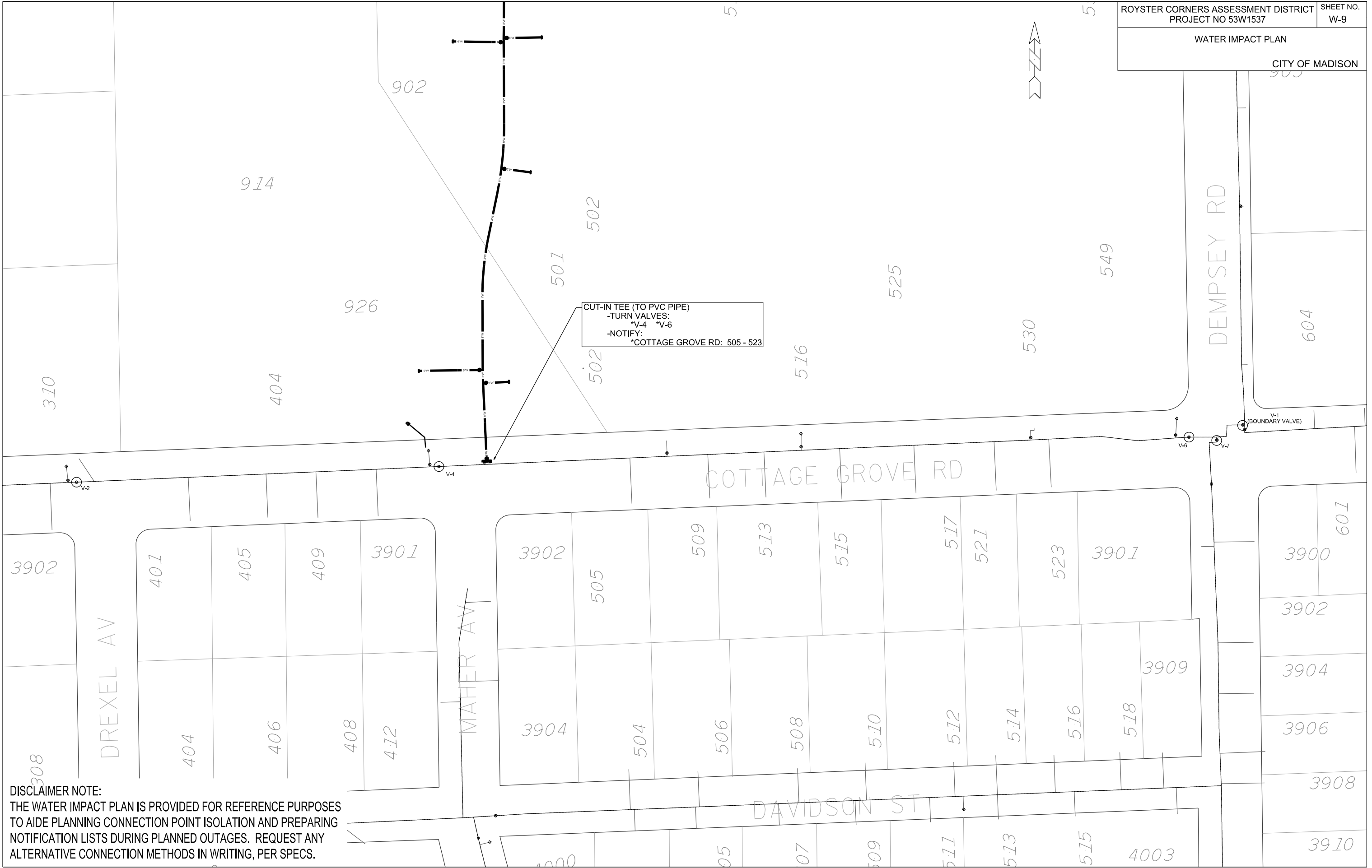


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CUT-IN TEE (TO PVC PIPE)  
-TURN VALVES:  
\*V-4 \*V-6  
-NOTIFY:  
\*COTTAGE GROVE RD: 505 - 523

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.

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

FILE NAME:

DATE:



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.

**CONSTRUCTION NOTES:**

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 DISTRUPTION OF SERVICE TO EXISTING CUSTOMERS. NOTIFY PER CONTRACT REQUIREMENTS OF ANY PLANNED WATER OUTAGE.
4. 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.

- WN1 REPLACE THE EXISTING LEAD SERVICE WITH A NEW COPPER SERVICE.
- WN2 EXTEND AND RECONNECT THE EXISTING COPPER SERVICE TO THE NEW WATER MAIN.
- WN3 EXISTING SERVICE TO BE ABANDONED WHEN THE WATER MAIN IS CUT OFF.
- WN4 DISCONNECT FROM THE OLD WATER MAIN AND RECONNECT THE EXISTING COPPER WATER SERVICE LATERAL TO THE NEW WATER MAIN.
- WN5 RELOCATE THE EXISTING FIRE HYDRANT.
- WN6 ABANDON WATER VALVE ACCESS STRUCTURE.
- WN7 FURNISH AND INSTALL THE NEW TOP SECTION FOR THE WATER ACCESS STRUCTURE.
- WN8 ABANDON THE VALVE BOX.
- WN9 FURNISH THE DITCH, COMPACTION, AND ALL MATERIALS AND LABOR FOR THE INSTALLATION OF NEW SERVICE LATERAL.
- WN10 REMOVE AND SALVAGE EXISTING HYDRANT
- WN11 REPLACE THE EXISTING COPPER SERVICE WITH A COPPER SERVICE
- WN20+ SEE WATER IMPACT PLAN FOR CONNECTION POINT ISOLATION AND WATER SHUT-OFF NOTIFICATION INFORMATION.

**ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:**

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

- 560-FT - 6-IN PIPE
- 3400-FT - 8-IN PIPE
- 10-FT - 10-IN PIPE (PAID AS 8-IN)
- 4400-FT - POLYWRAP
- 16 - 6-IN VALVE & BOX
- 12 - 8-IN VALVE & BOX
- 1 - 6-IN 45° BEND
- 2 - 8-IN 45° BEND
- 5 - 8-IN 11¼° BEND
- 15 - 8-IN X 6-IN TEE
- 3 - 8-IN X 8-IN TEE
- 1 - 10-IN X 8-IN TEE
- 2 - 8-IN X 8-IN CROSS
- 1 - 10-IN X 8-IN CROSS
- 2 - 10-IN SLEEVE
- 2 - 8-IN MJ PLUG
- 2 - 10-IN MJ PLUG
- 9 - 6-IN CAP
- 2 - 8-IN CAP
- 8 - 5-IN HYDRANT
- 120-FT - 2-IN STYROFOAM INSULATION (DOES NOT INCLUDE SERVICE INSULATION SHEETS)
- 1-IN COPPER TUBING (AS REQUIRED)

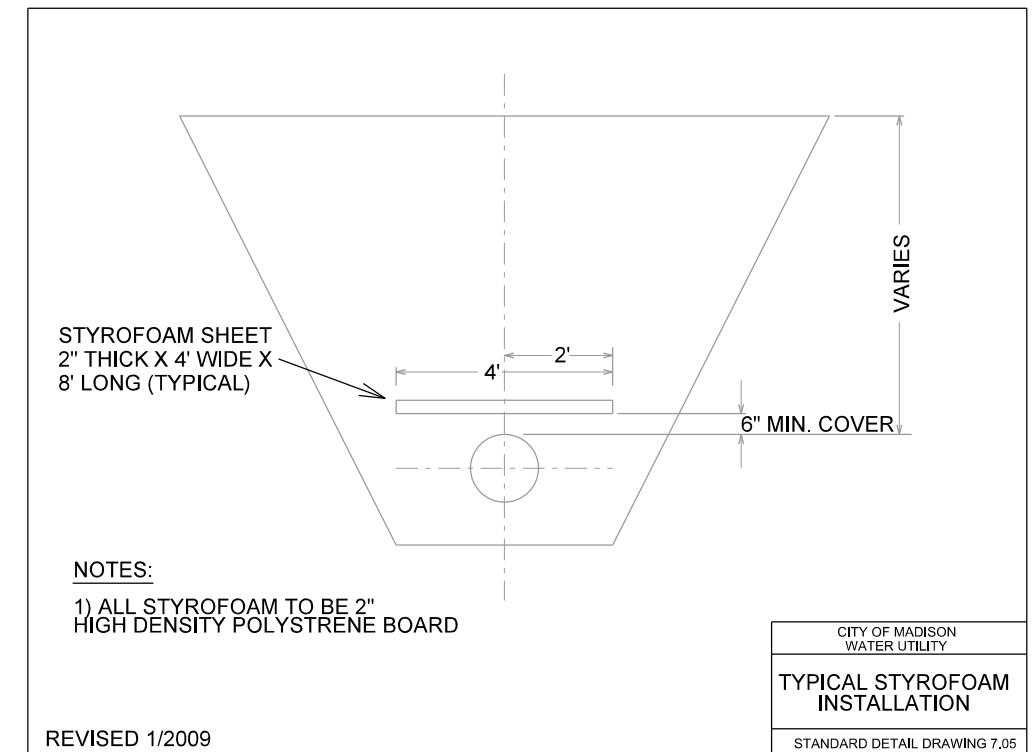
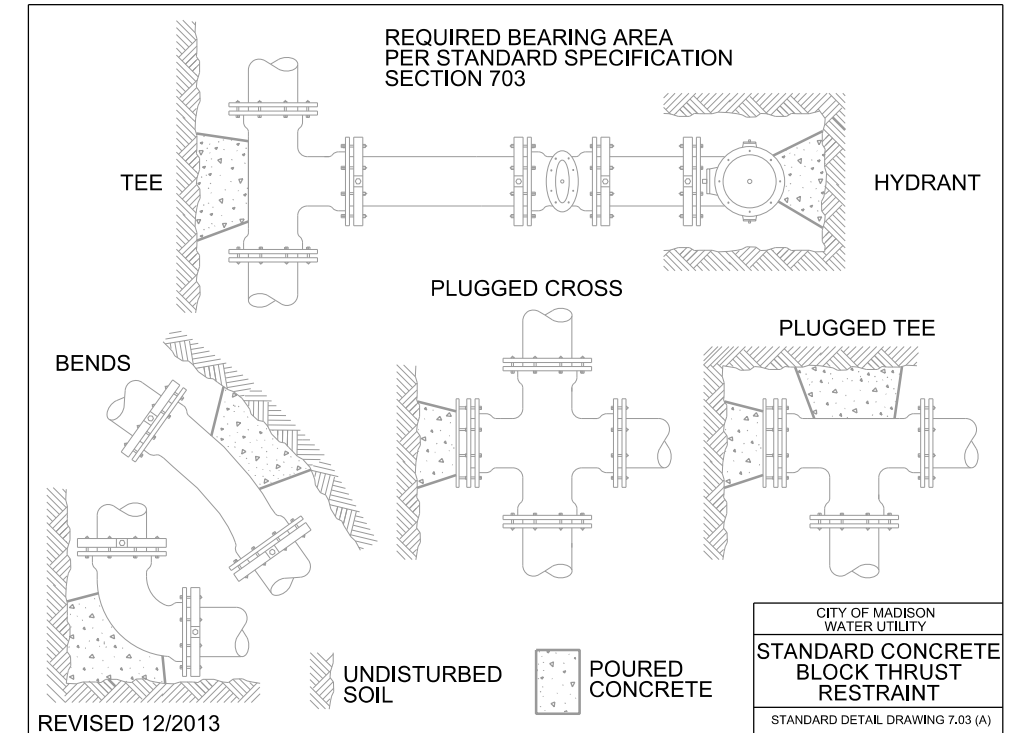
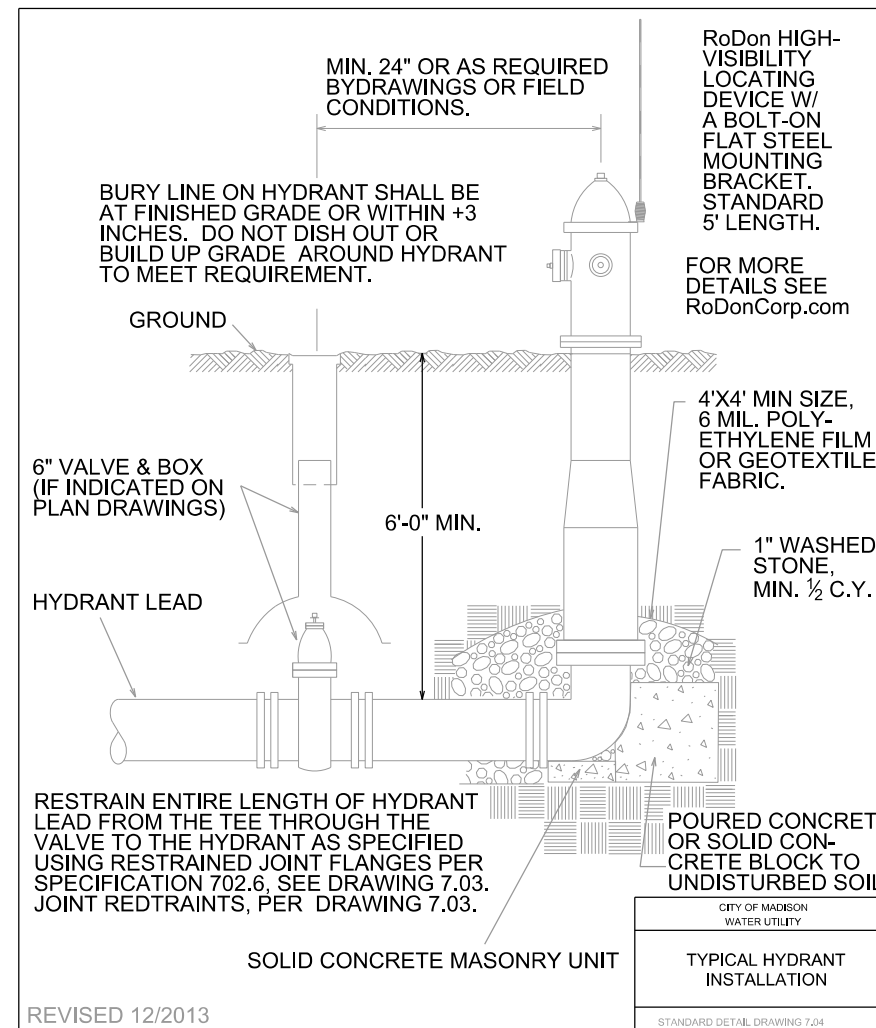
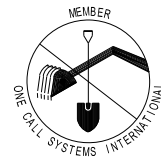
TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE TOLL FREE 811 OR 1-800-242-8511

FAX-A-LOCATE 1-800-338-3860

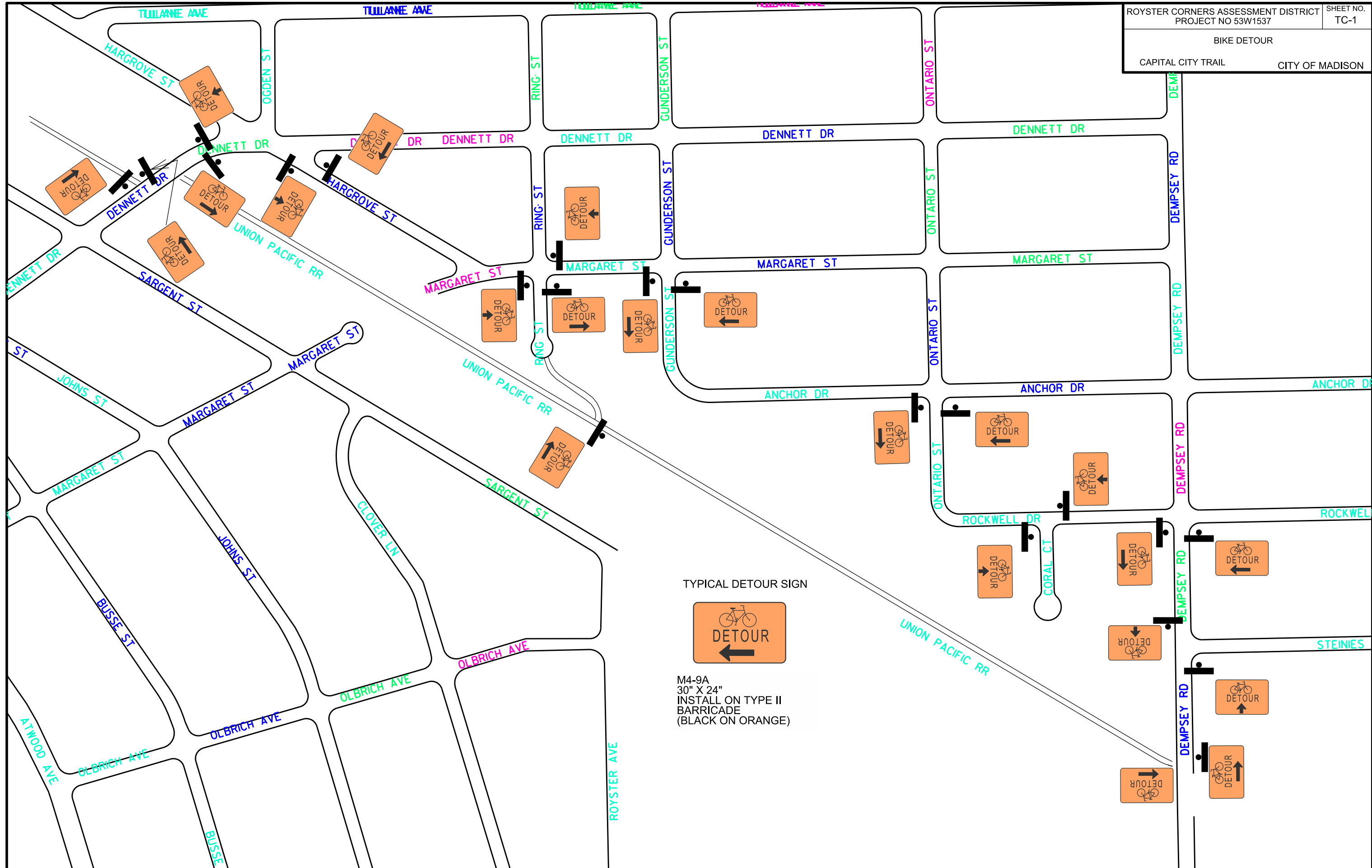
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

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



**ESTIMATE OF MATERIALS SUPPLIED BY WATER UTILITY:**

- 1 - 8-IN TAPPING VALVE & BOX
- 1 - 10-IN X 8-IN TAPPING SLEEVE



PLOT SCALE:  
 PLOT NAME:  
 REV. DATE:  
 ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

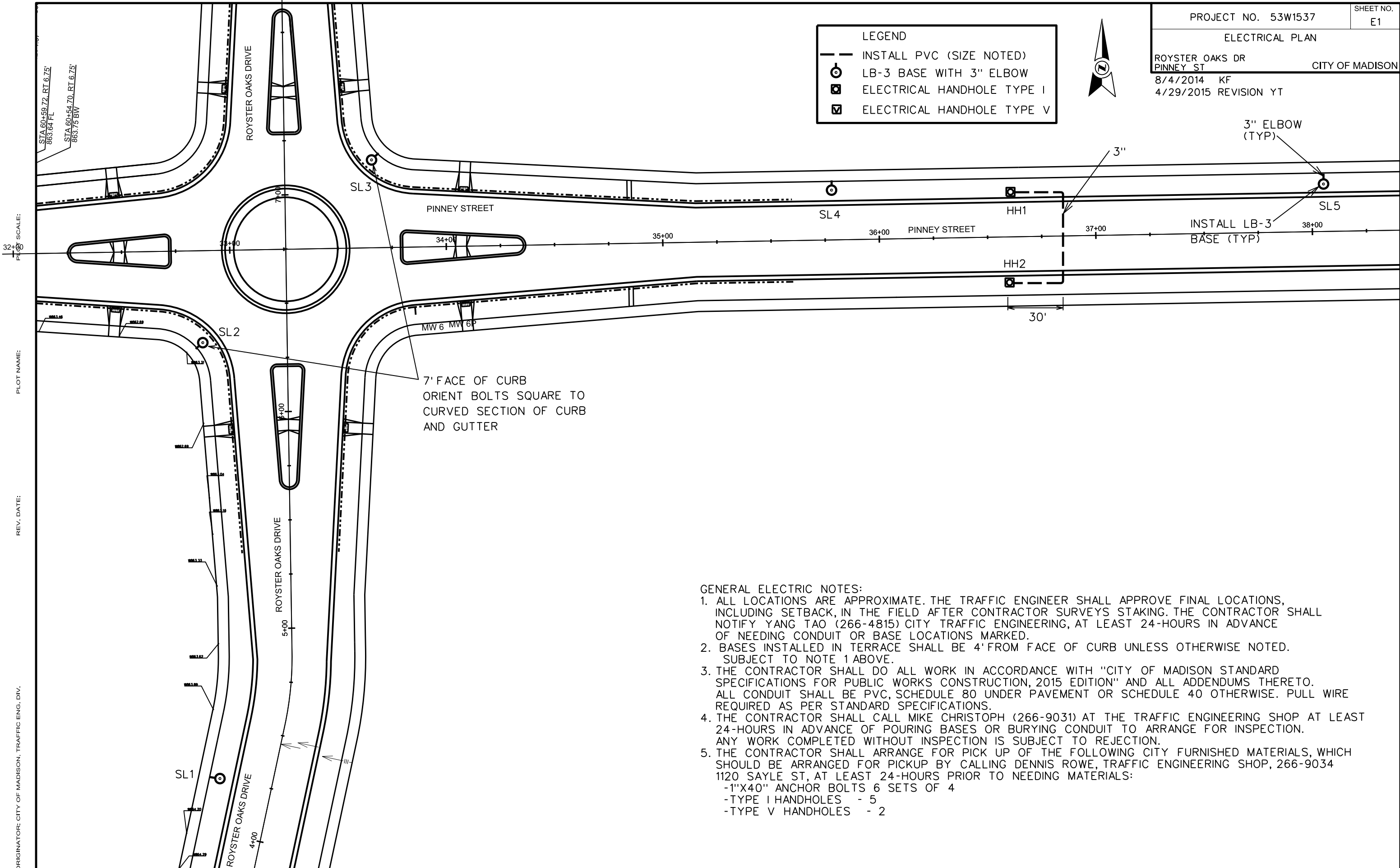


ELECTRICAL PLAN

ROYSTER OAKS DR  
 PINNEY ST  
 CITY OF MADISON  
 8/4/2014 KF  
 4/29/2015 REVISION YT

**LEGEND**

- INSTALL PVC (SIZE NOTED)
- ⊙ LB-3 BASE WITH 3" ELBOW
- ⊠ ELECTRICAL HANDHOLE TYPE I
- ⊡ ELECTRICAL HANDHOLE TYPE V



**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 YANG TAO (266-4815) 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, 2015 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 (266-9031) 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, 266-9034 1120 SAYLE ST, AT LEAST 24-HOURS PRIOR TO NEEDING MATERIALS:
  - 1"X40" ANCHOR BOLTS 6 SETS OF 4
  - TYPE I HANDHOLES - 5
  - TYPE V HANDHOLES - 2

SCALE: 1"=40'

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

ELECTRICAL PLAN

COTTAGE GROVE RD  
ROYSTER OAKS DR

CITY OF MADISON

4/8/2015 YT

4/29/2015 REVISION YT



LEGEND	
	INSTALL PVC (SIZE NOTED)
	LB-3 BASE WITH 3" ELBOW
	ELECTRICAL HANDHOLE TYPE I
	ELECTRICAL HANDHOLE TYPE V

GENERAL ELECTRIC NOTES:

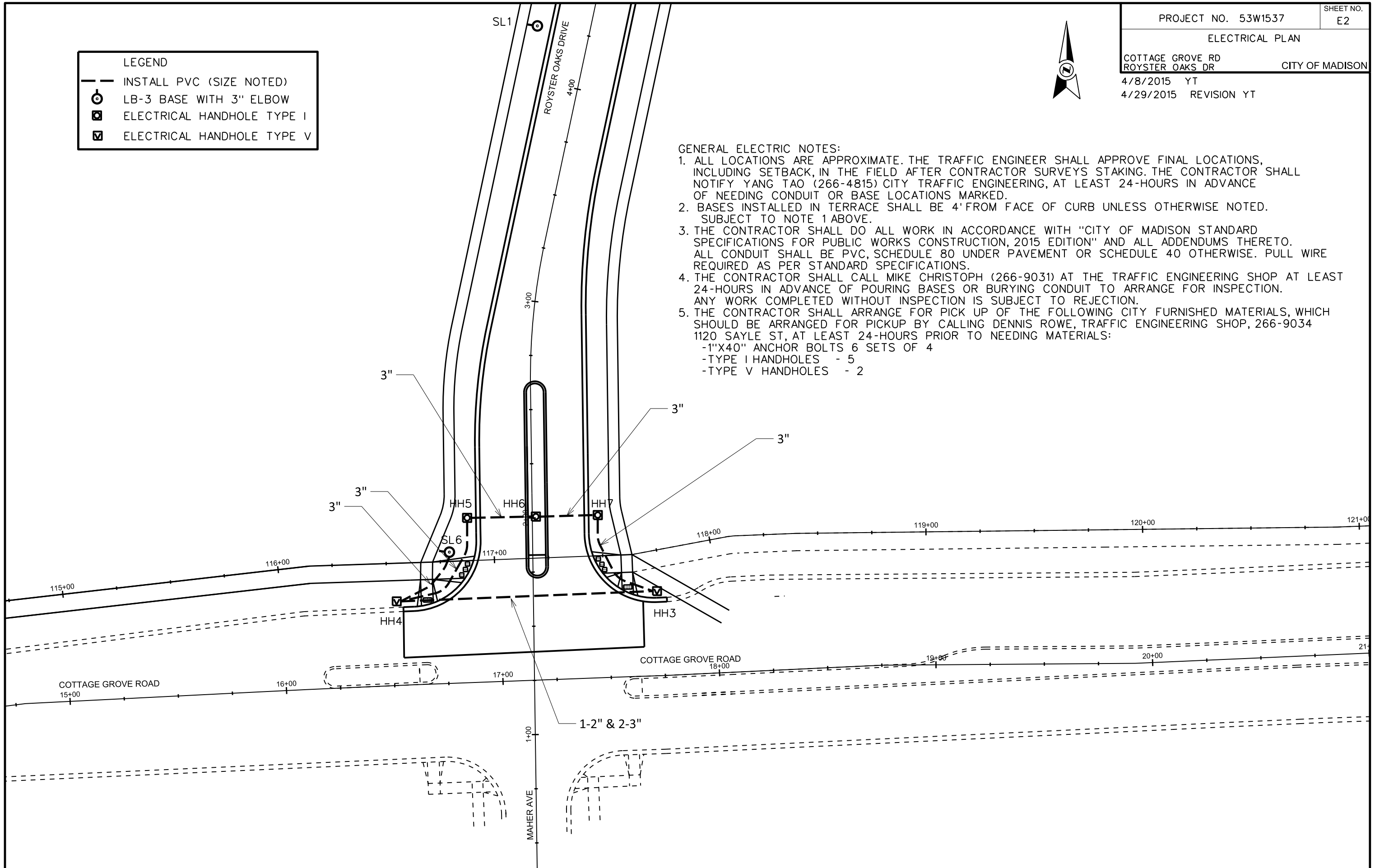
1. ALL LOCATIONS ARE APPROXIMATE. THE TRAFFIC ENGINEER SHALL APPROVE FINAL LOCATIONS, INCLUDING SETBACK, IN THE FIELD AFTER CONTRACTOR SURVEYS STAKING. THE CONTRACTOR SHALL NOTIFY YANG TAO (266-4815) CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING CONDUIT OR BASE LOCATIONS MARKED.
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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, 266-9034 1120 SAYLE ST, AT LEAST 24-HOURS PRIOR TO NEEDING MATERIALS:
  - 1"X40" ANCHOR BOLTS 6 SETS OF 4
  - TYPE I HANDHOLES - 5
  - TYPE V HANDHOLES - 2

PLOT SCALE:

PLOT NAME:

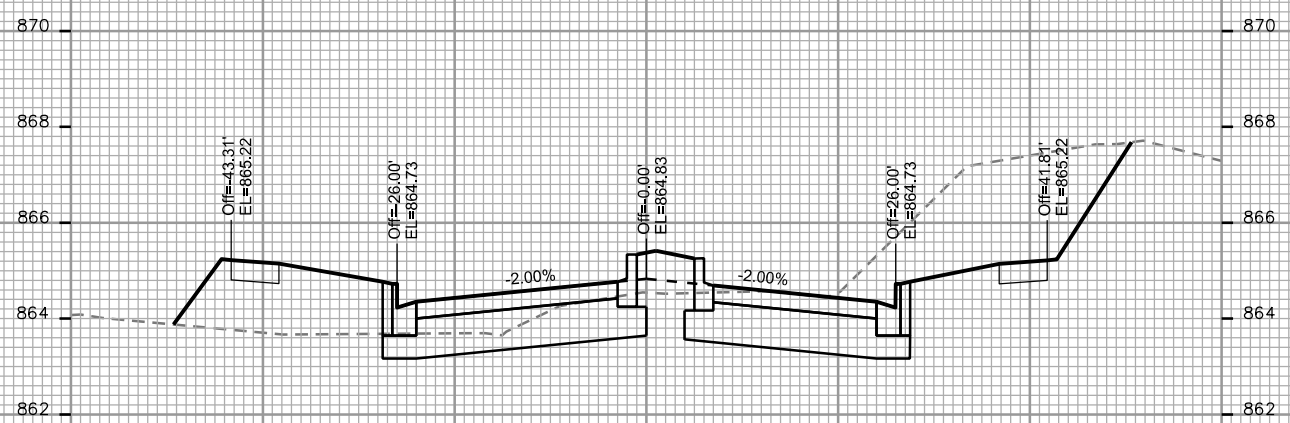
REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

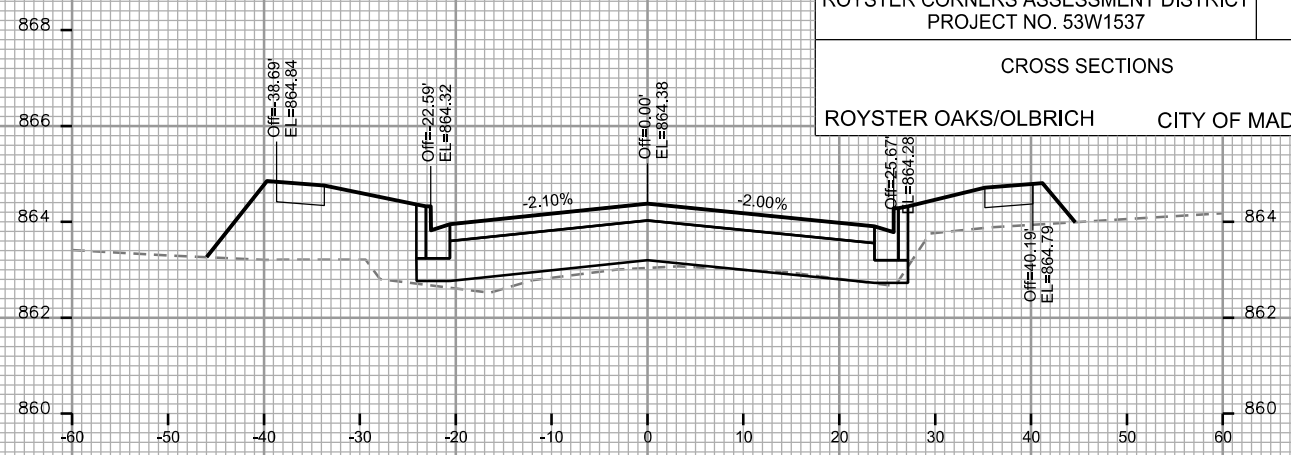


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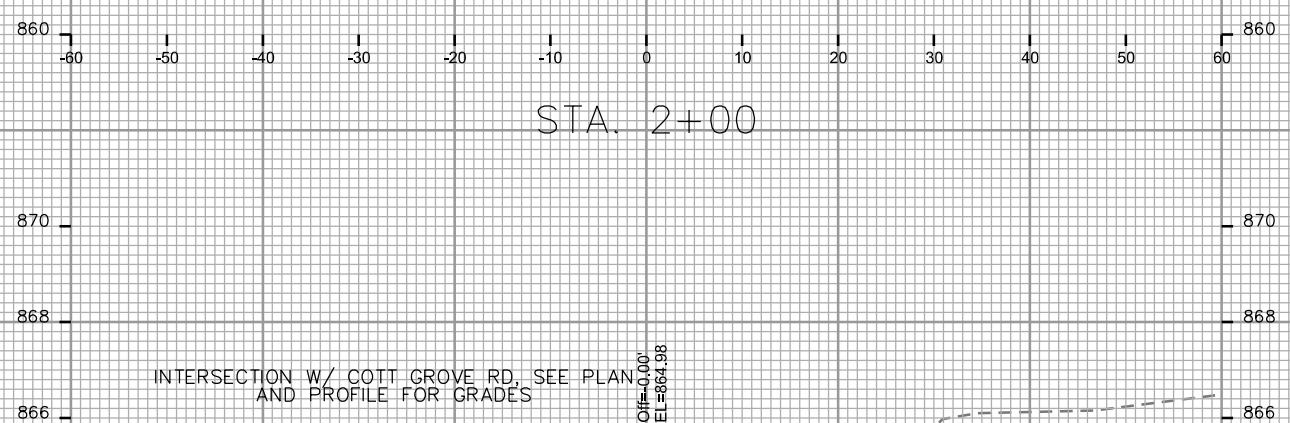
ROYSTER OAKS/OLBRICH CITY OF MADISON



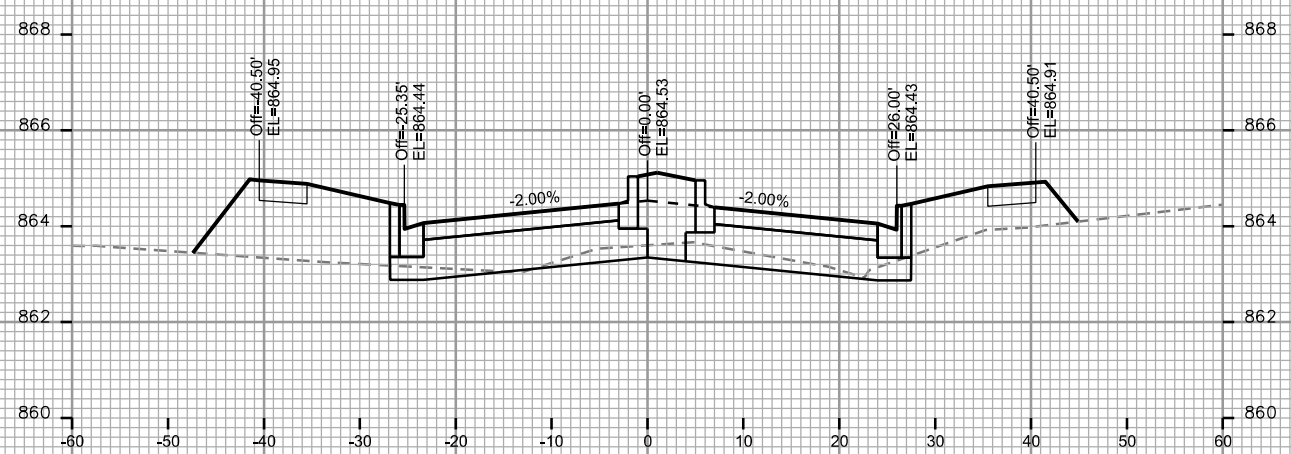
STA. 2+00



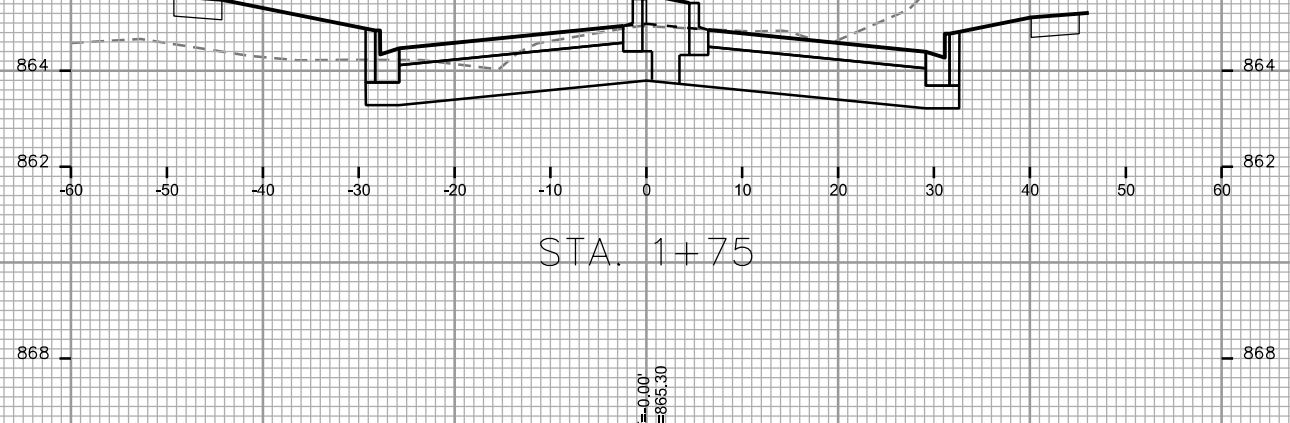
STA. 2+75



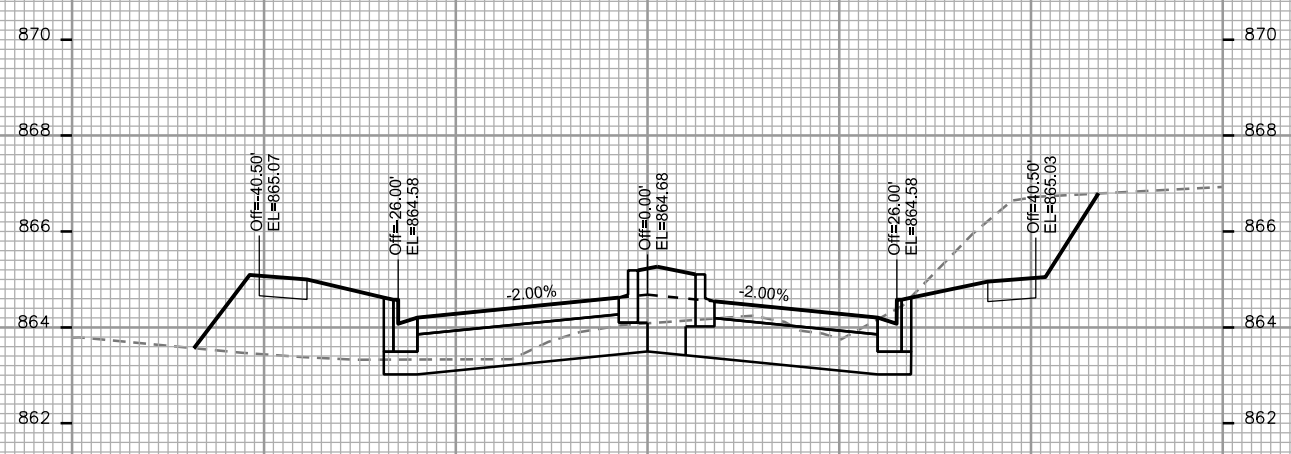
STA. 1+75



STA. 2+50

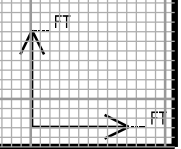


STA. 1+50



STA. 2+25

INTERSECTION W/ COTT GROVE RD, SEE PLAN AND PROFILE FOR GRADES



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

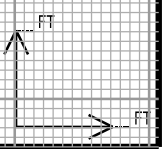
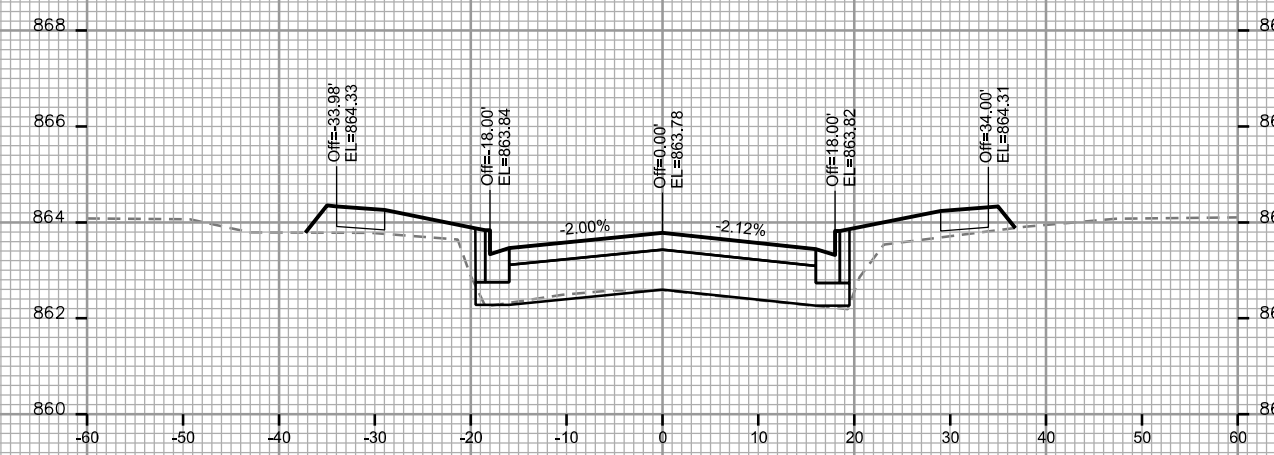
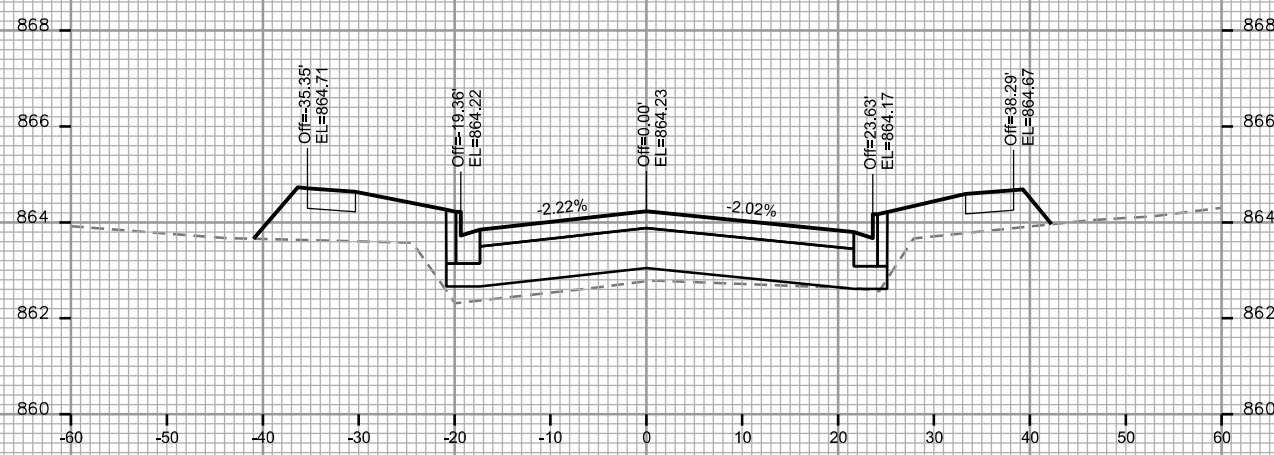
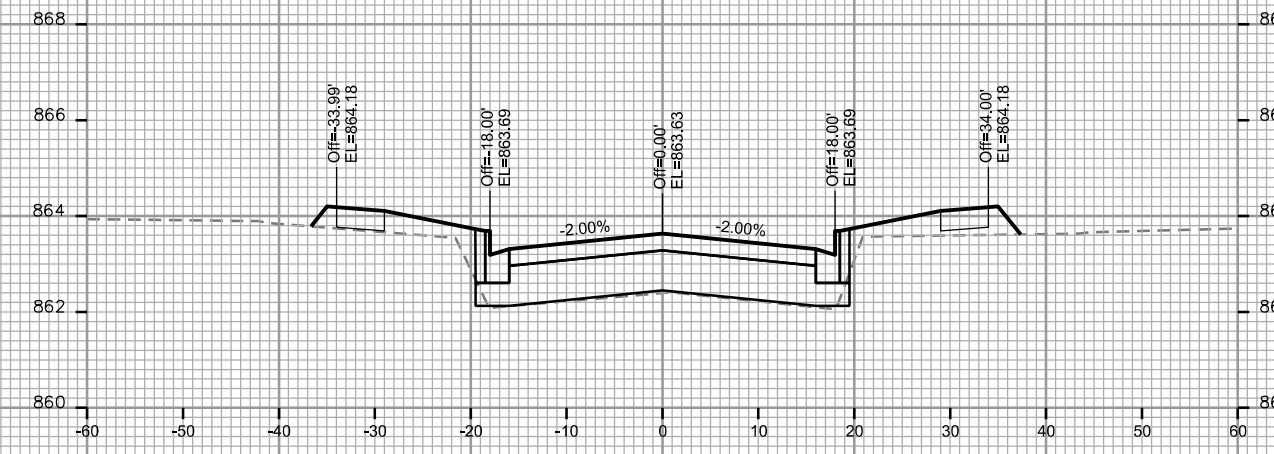
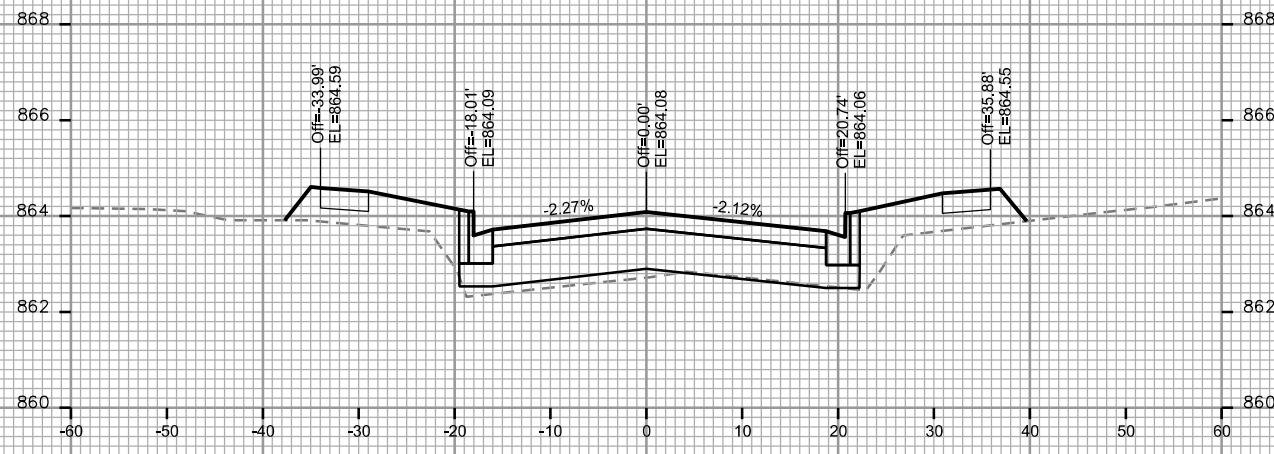
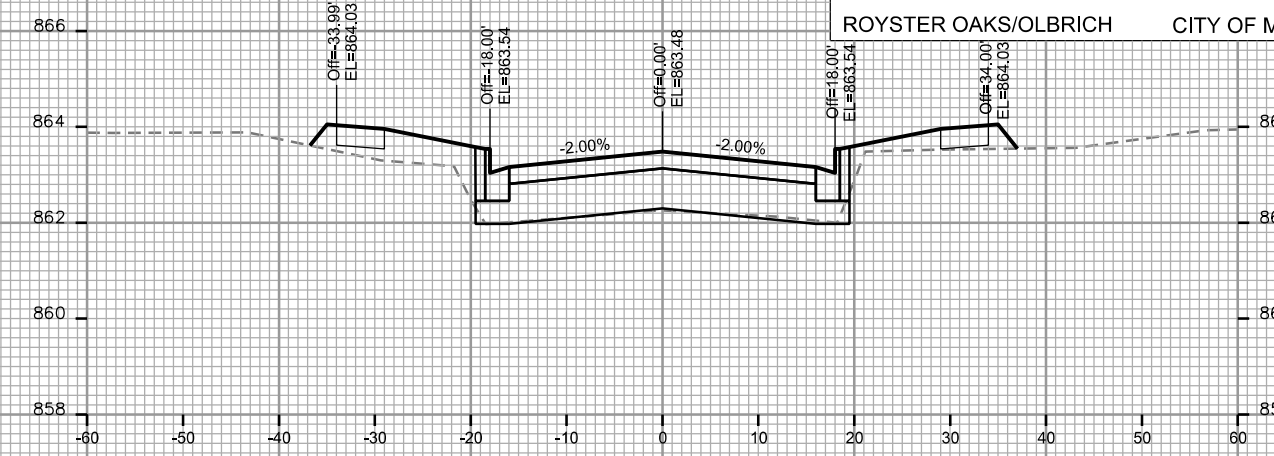
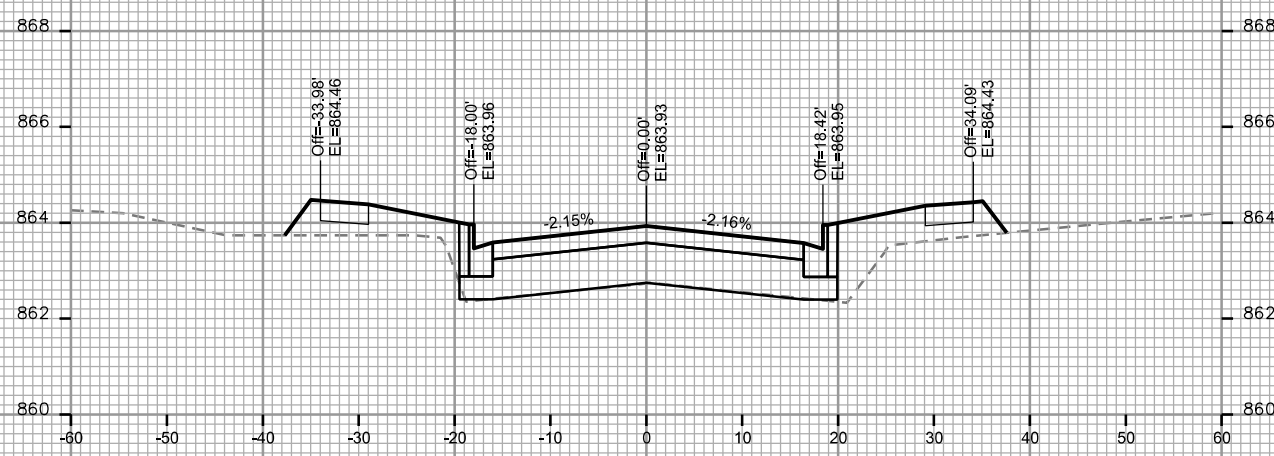
ROYSTER OAKS/OLBRICH CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

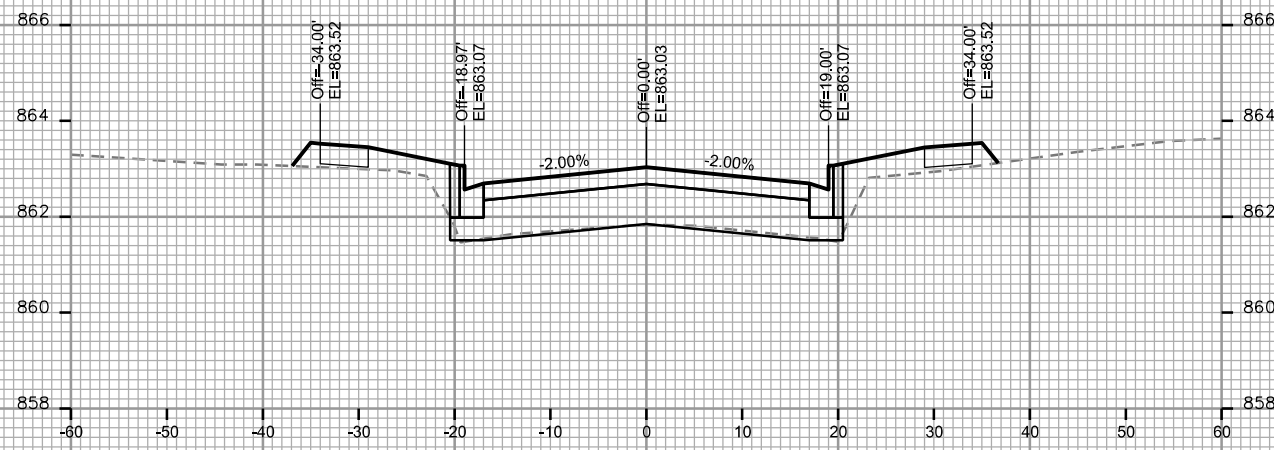
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ORIGINATOR: CITY OF MADISON - STREETS DIVISION

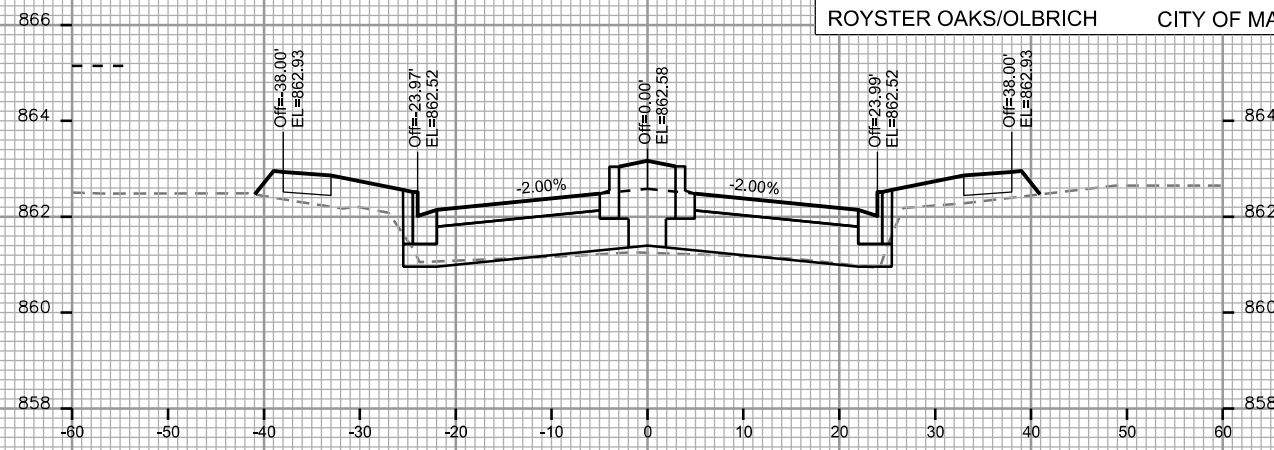


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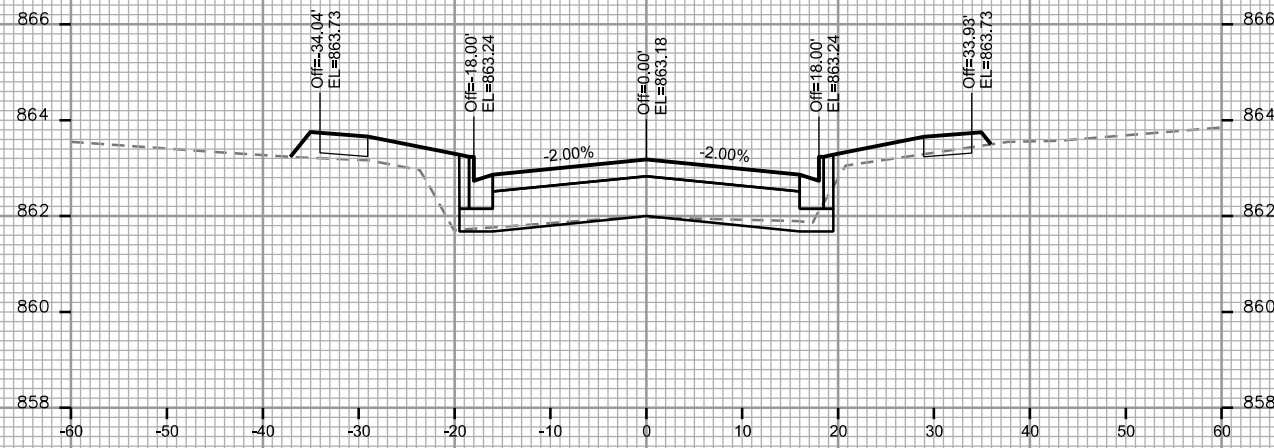
ROYSER OAKS/OLBRICH CITY OF MADISON



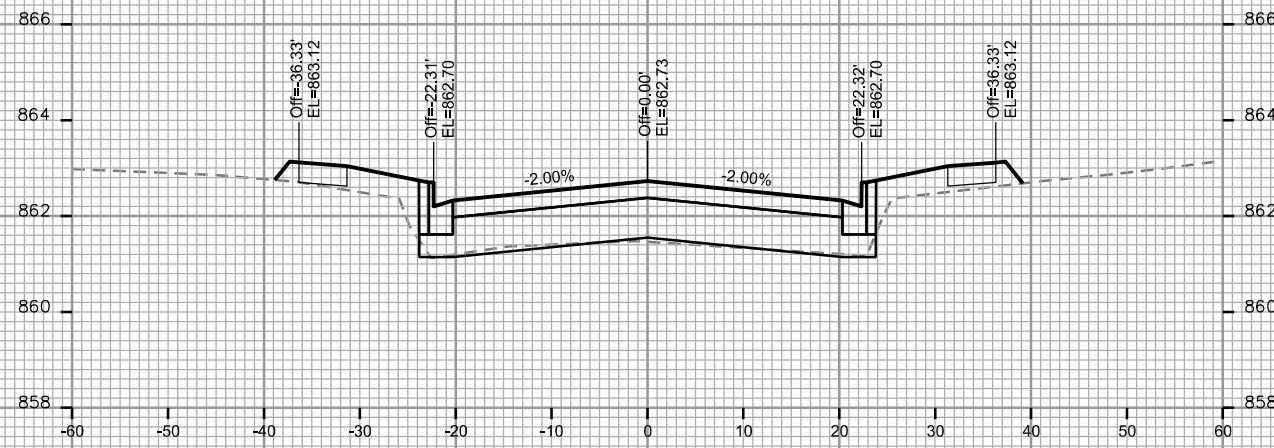
STA. 5+00



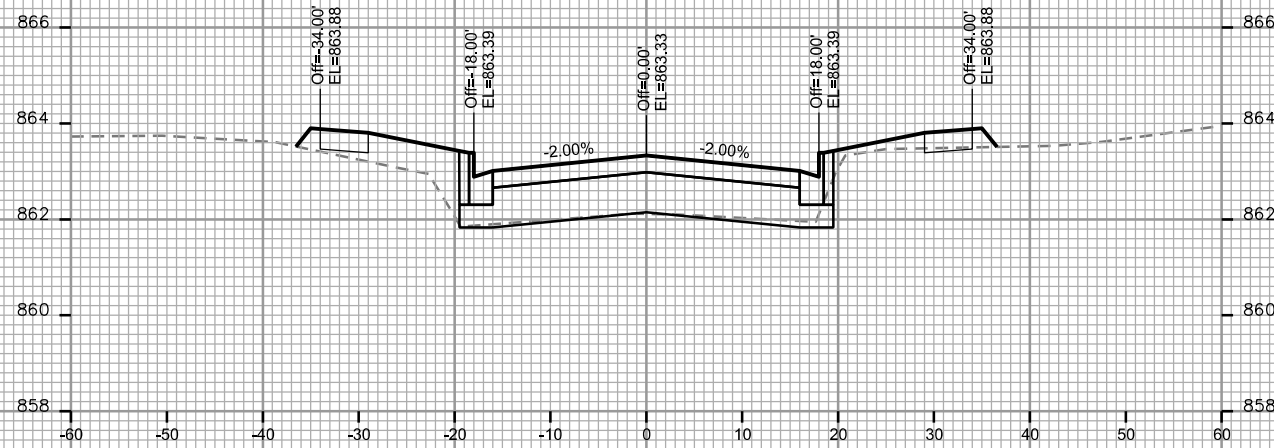
STA. 5+75



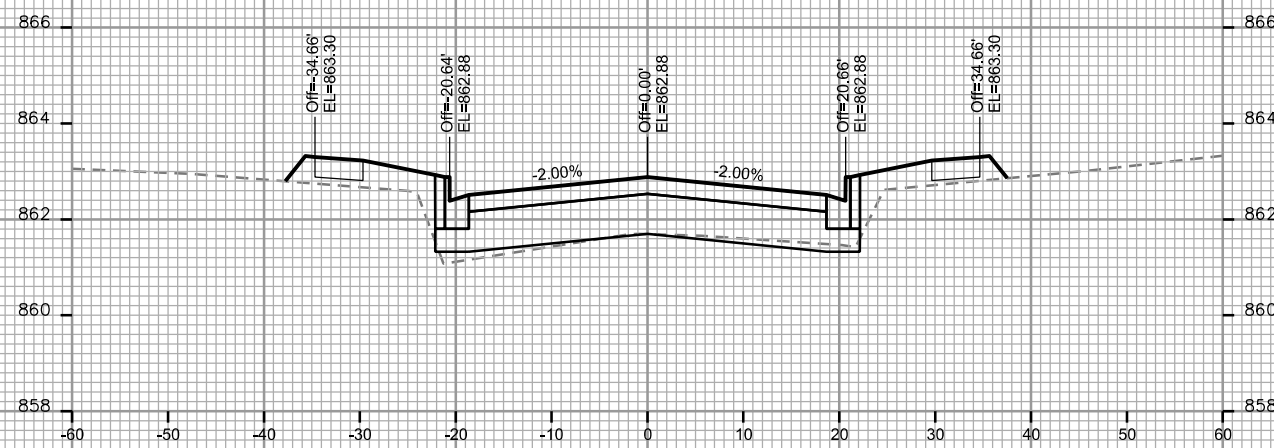
STA. 4+75



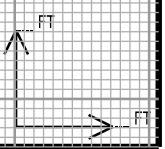
STA. 5+50



STA. 4+50



STA. 5+25



PLOT SCALE: \_\_\_\_\_

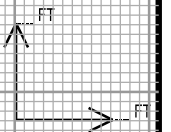
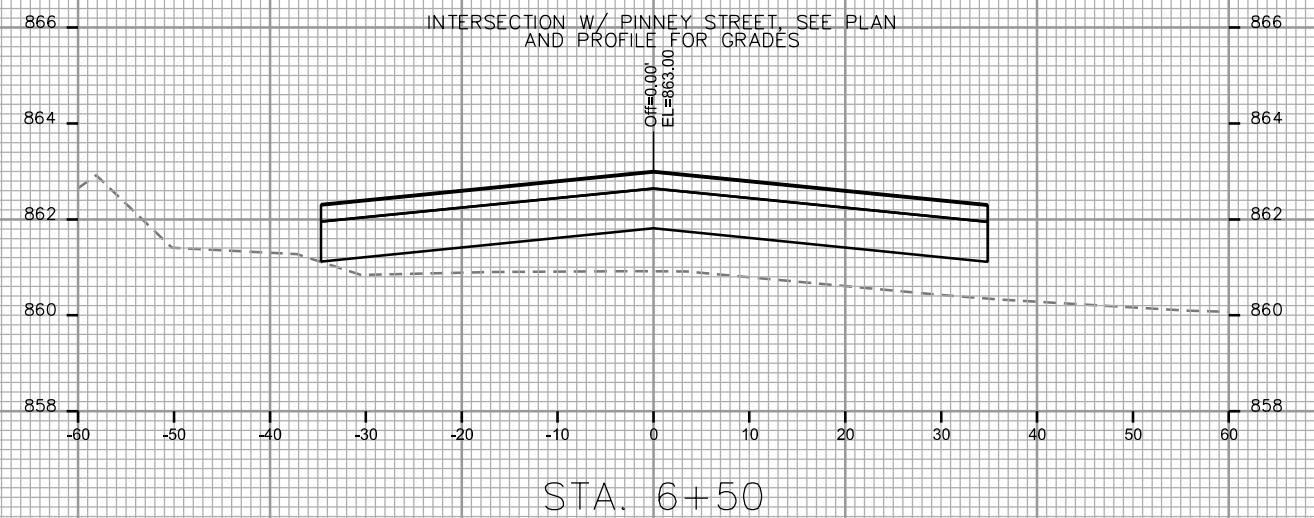
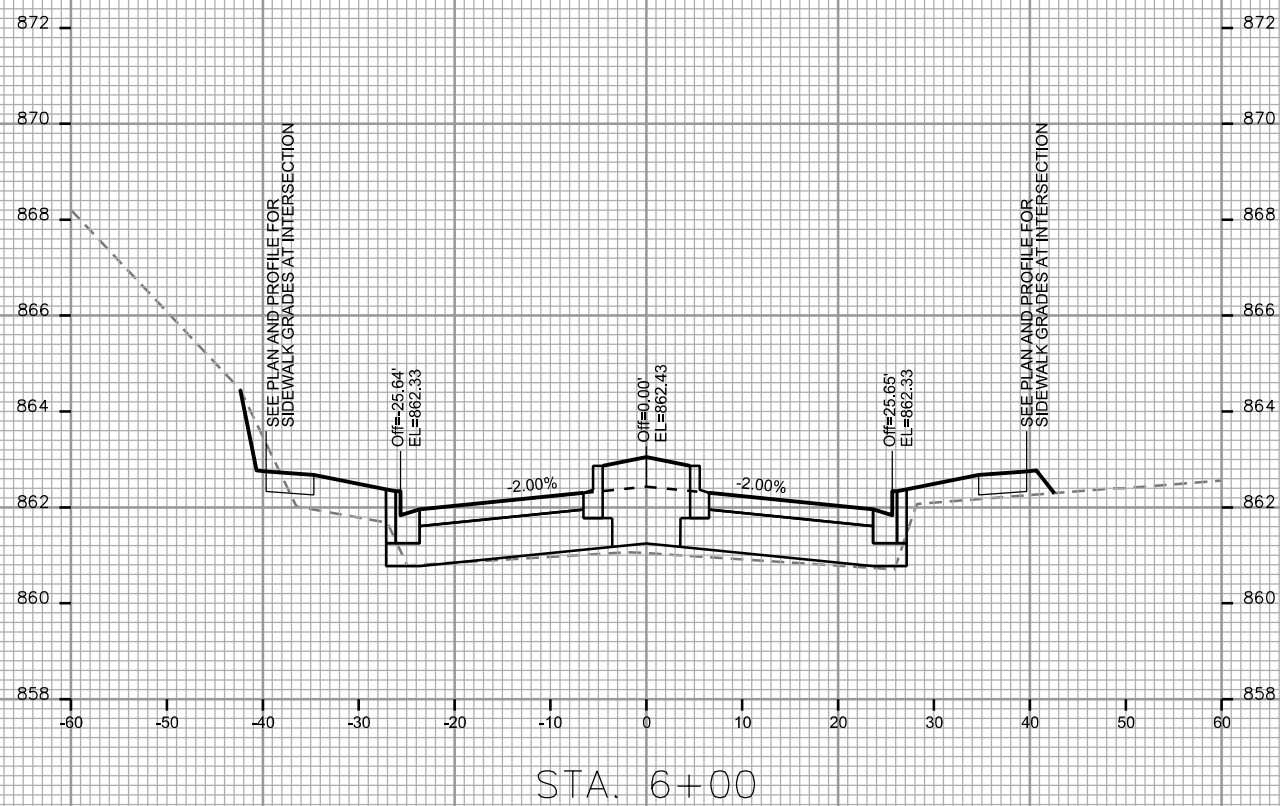
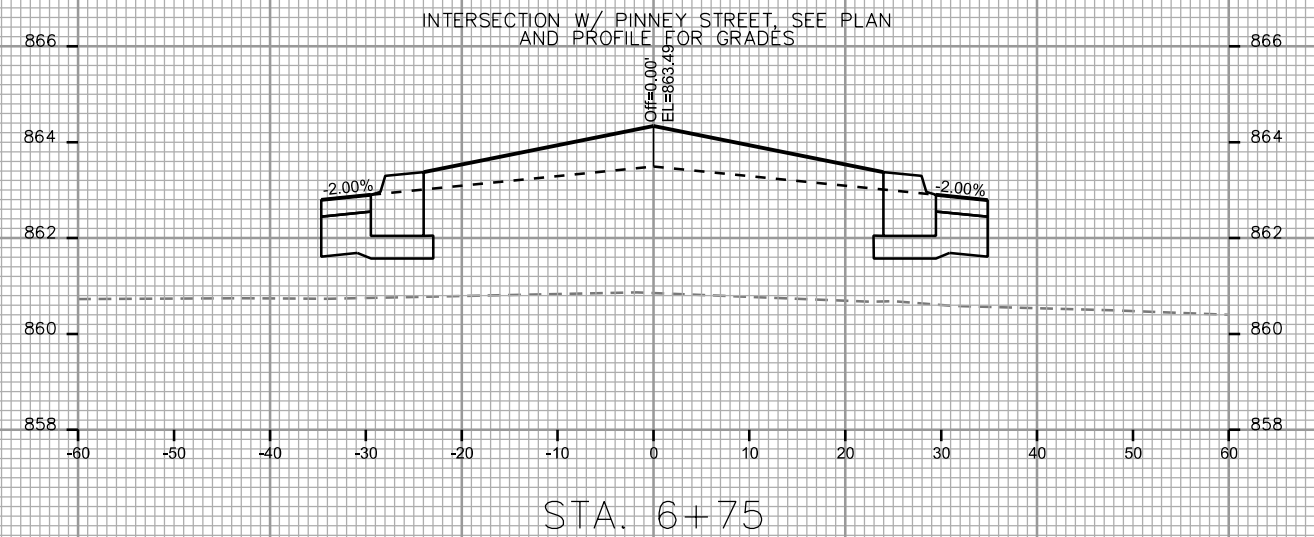
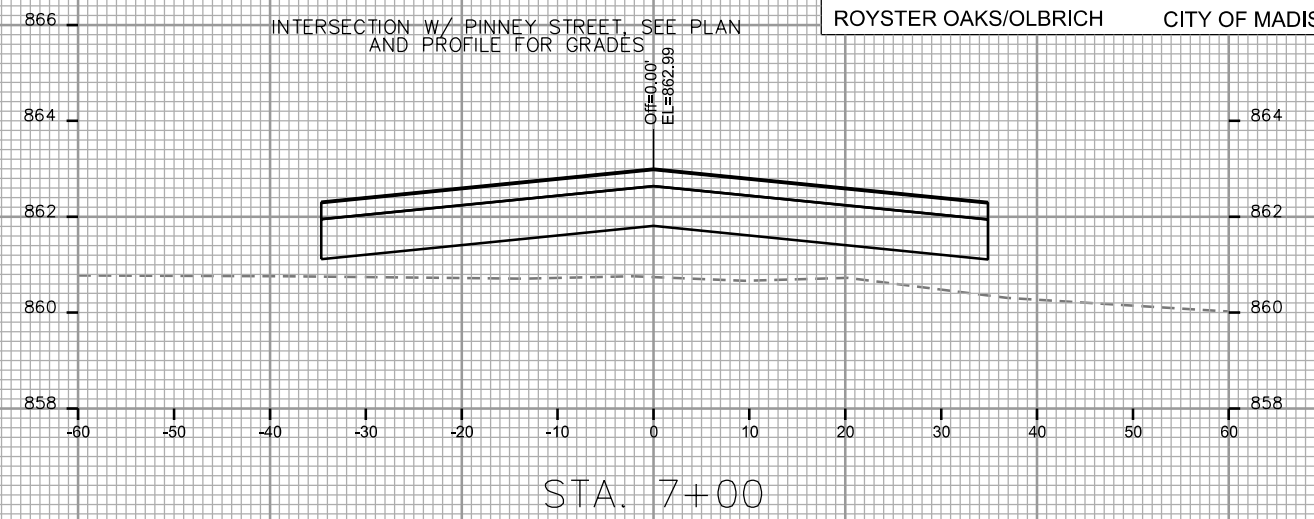
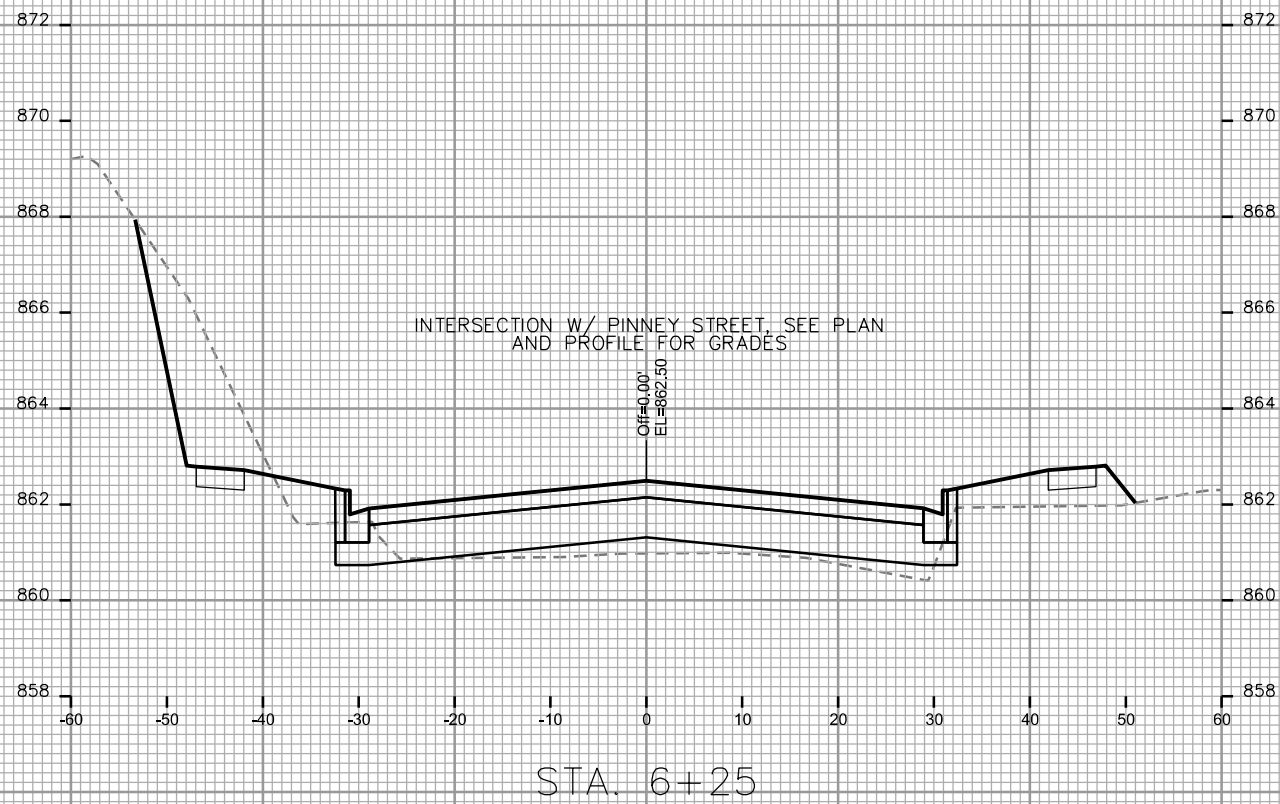
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

ROYSER OAKS/OLBRICH CITY OF MADISON



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

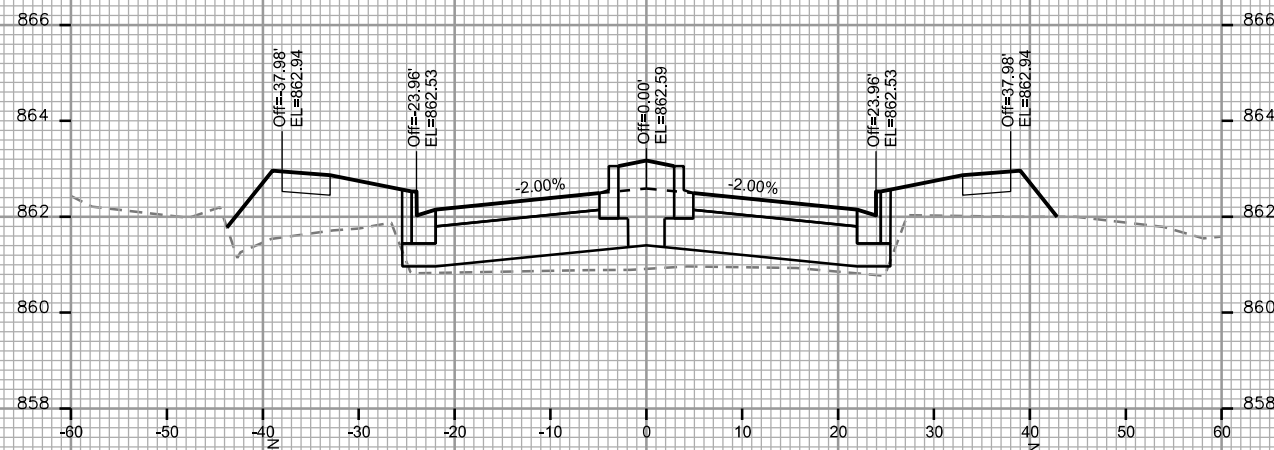
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

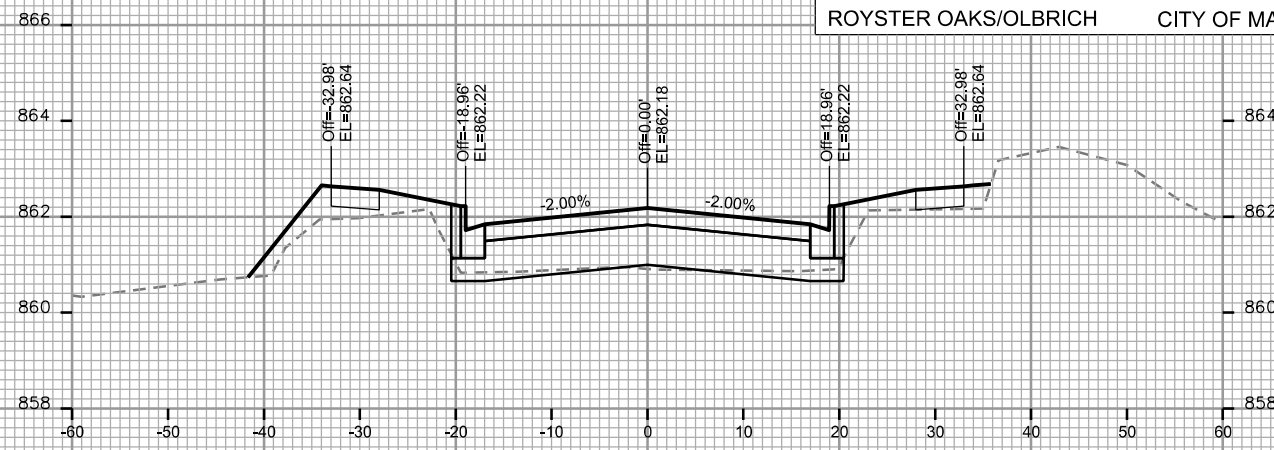


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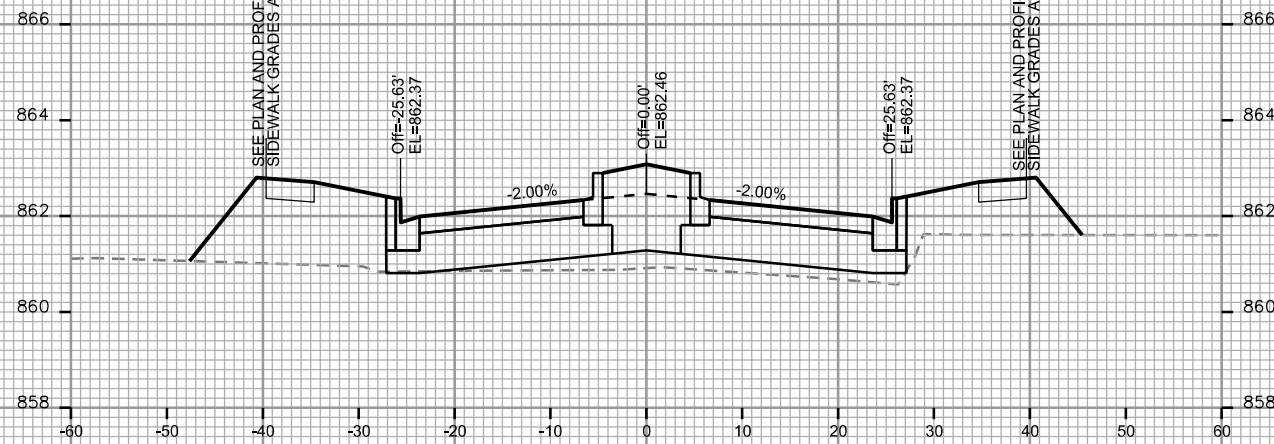
ROYSER OAKS/OLBRICH CITY OF MADISON



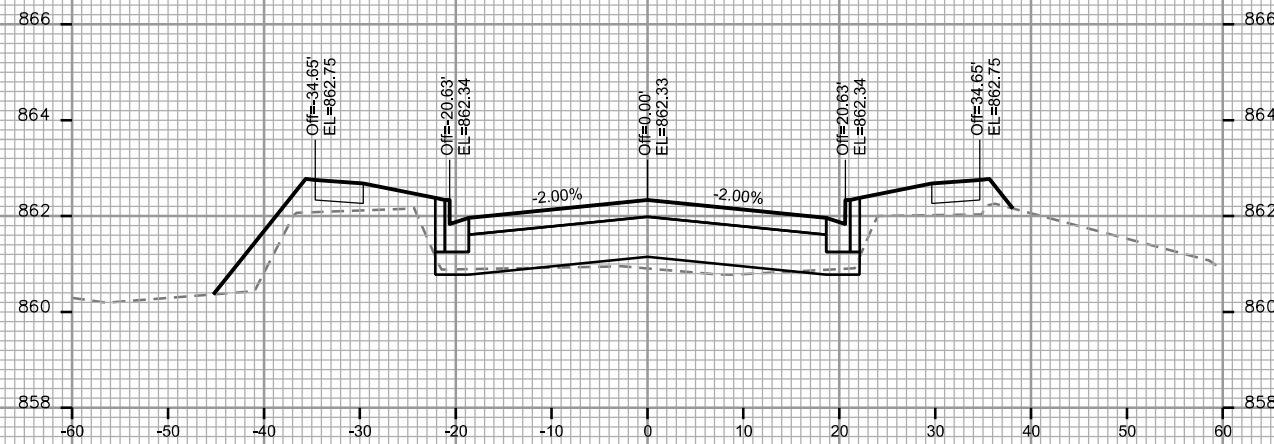
STA. 7+75



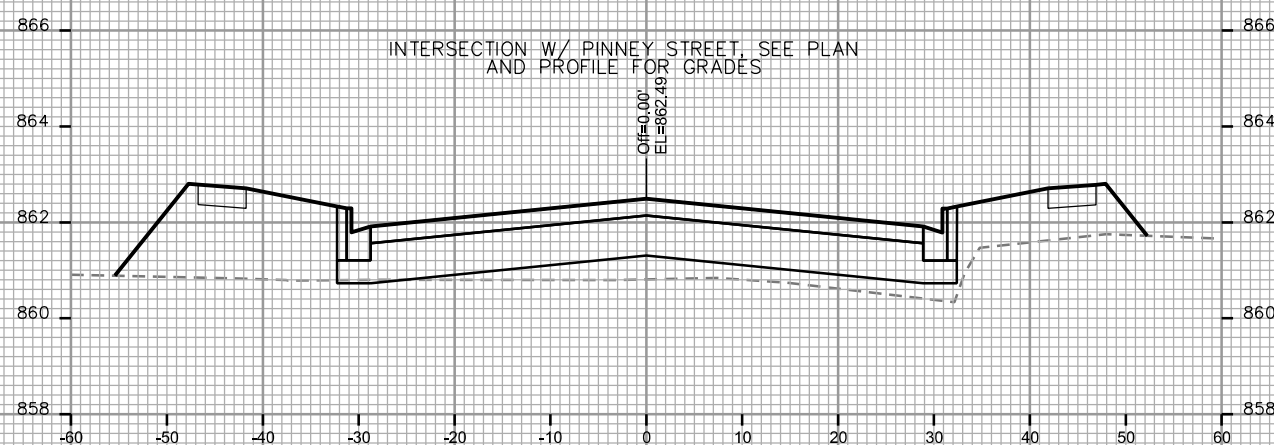
STA. 8+50



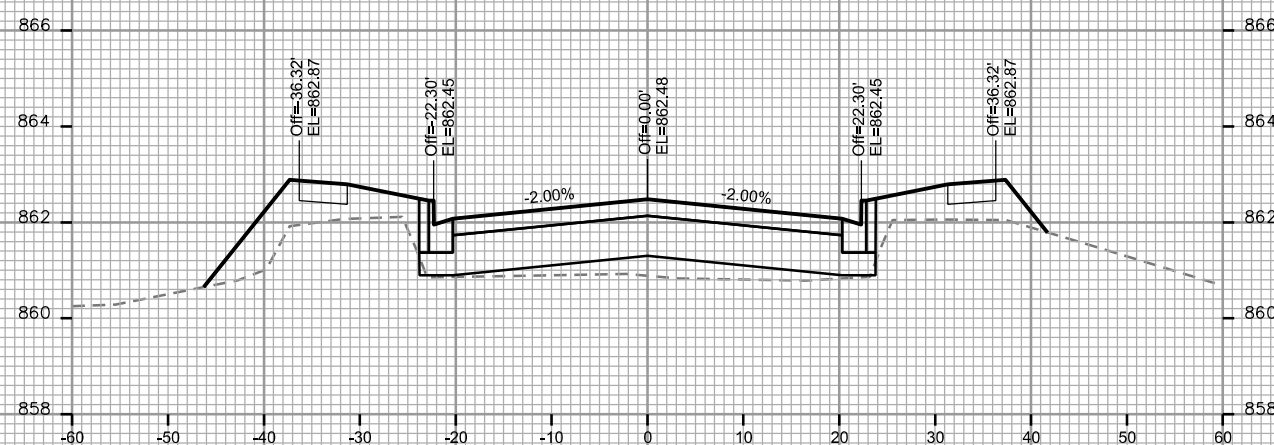
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STA. 8+25



STA. 7+25

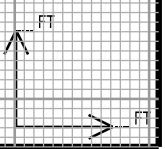


STA. 8+00

SEE PLAN AND PROFILE FOR  
SIDEWALK GRADES AT INTERSECTION

SEE PLAN AND PROFILE FOR  
SIDEWALK GRADES AT INTERSECTION

INTERSECTION W/ PINNEY STREET, SEE PLAN  
AND PROFILE FOR GRADES



PLOT SCALE: \_\_\_\_\_

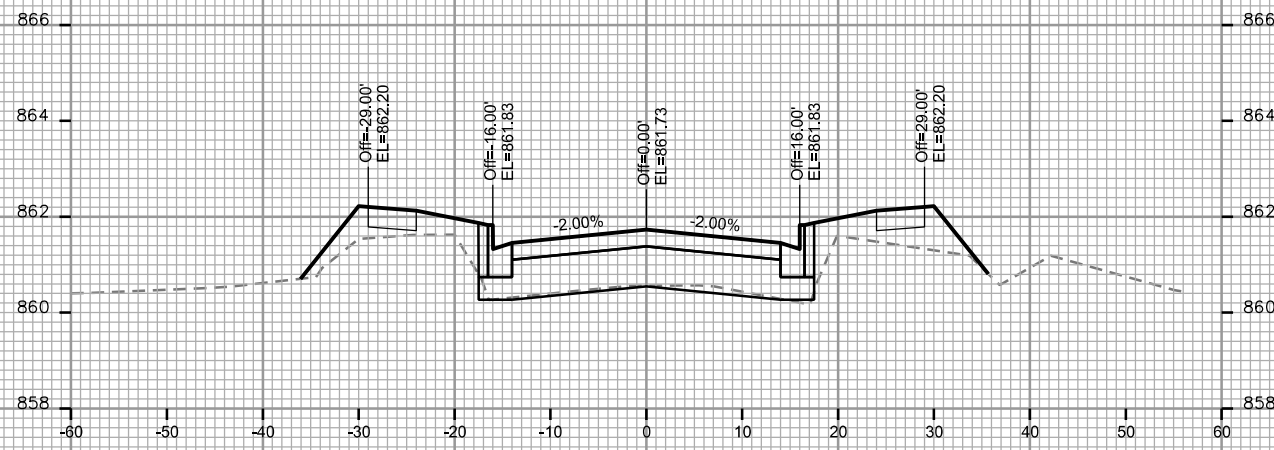
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REV. DATE: \_\_\_\_\_

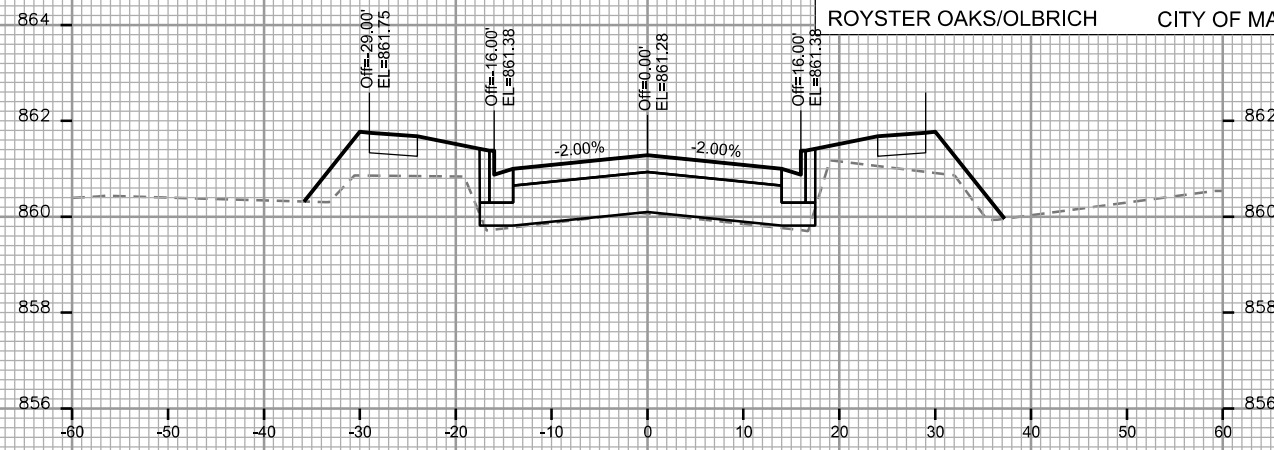
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CROSS SECTIONS

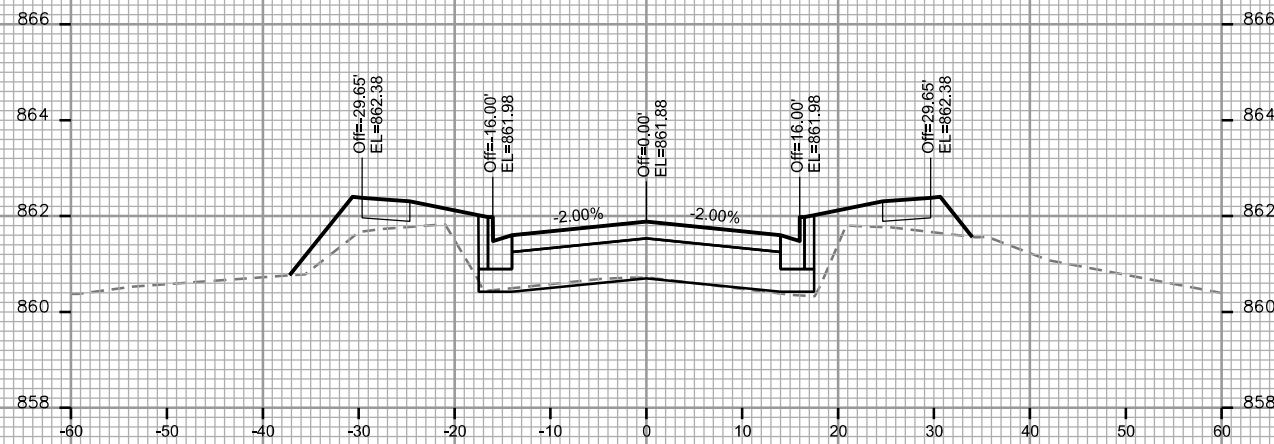
ROYSER OAKS/OLBRICH      CITY OF MADISON



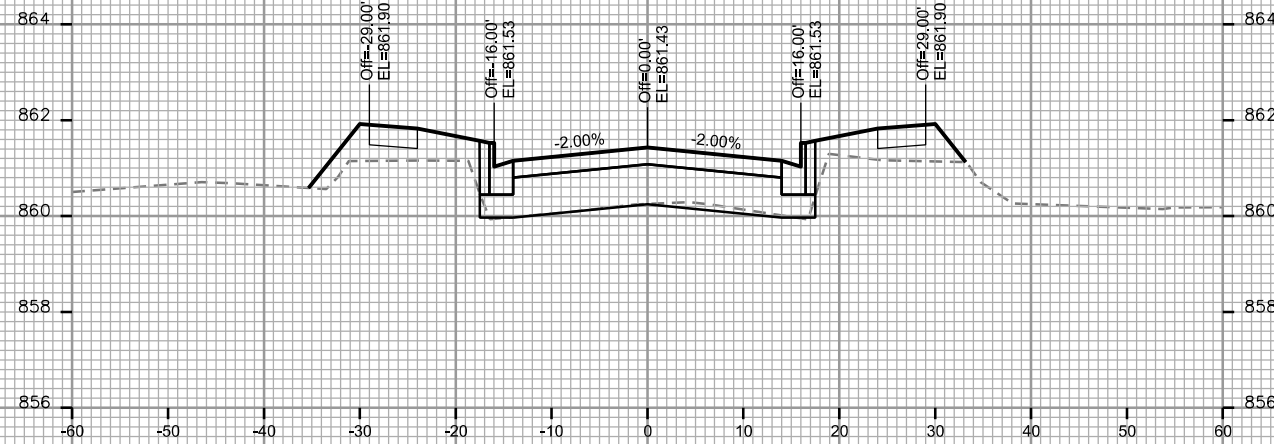
STA. 9+25



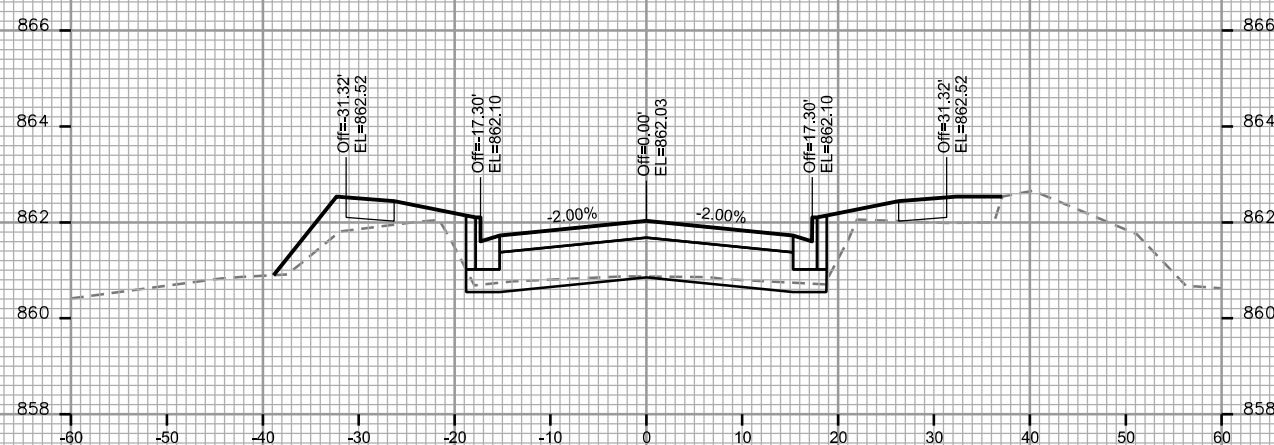
STA. 10+00



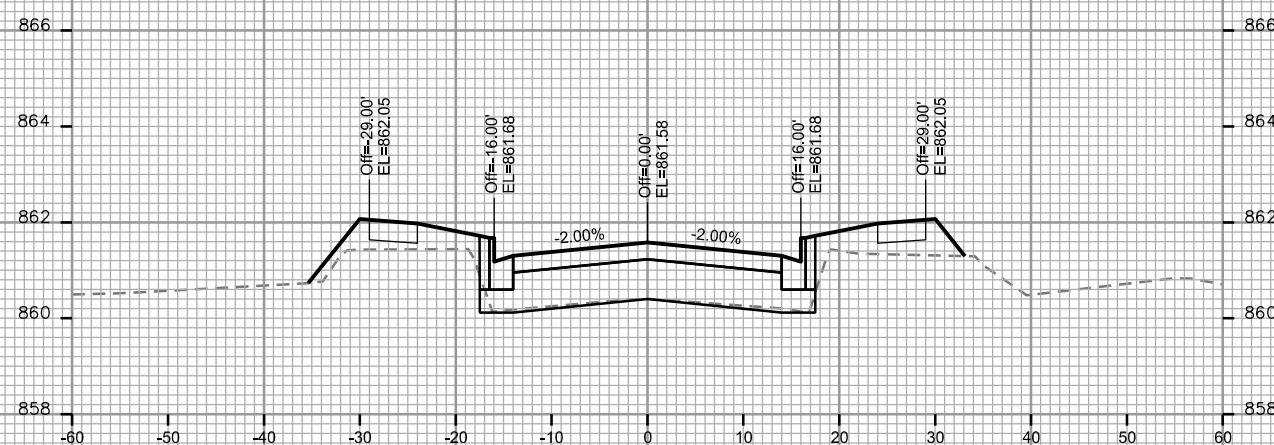
STA. 9+00



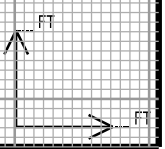
STA. 9+75



STA. 8+75



STA. 9+50



PLOT SCALE: \_\_\_\_\_

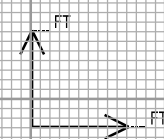
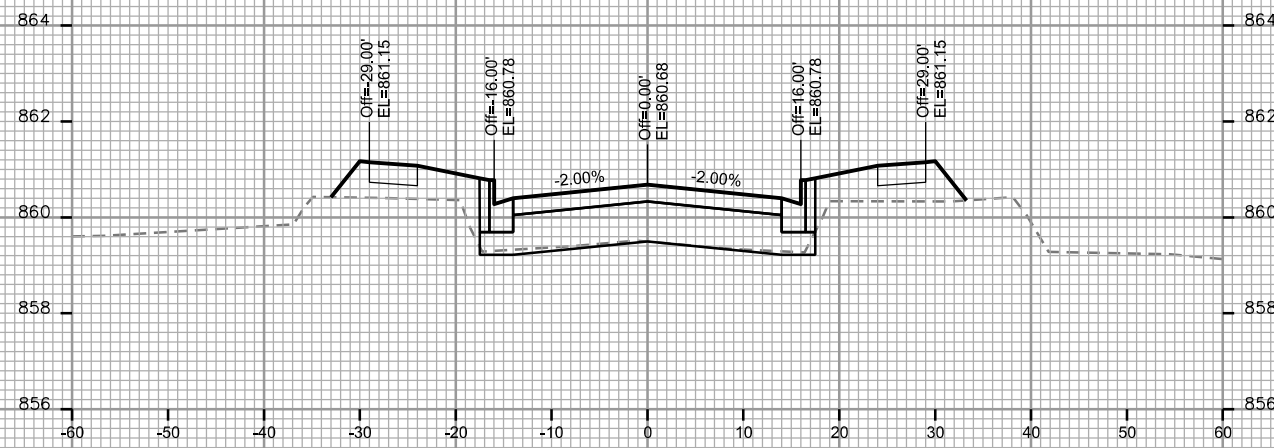
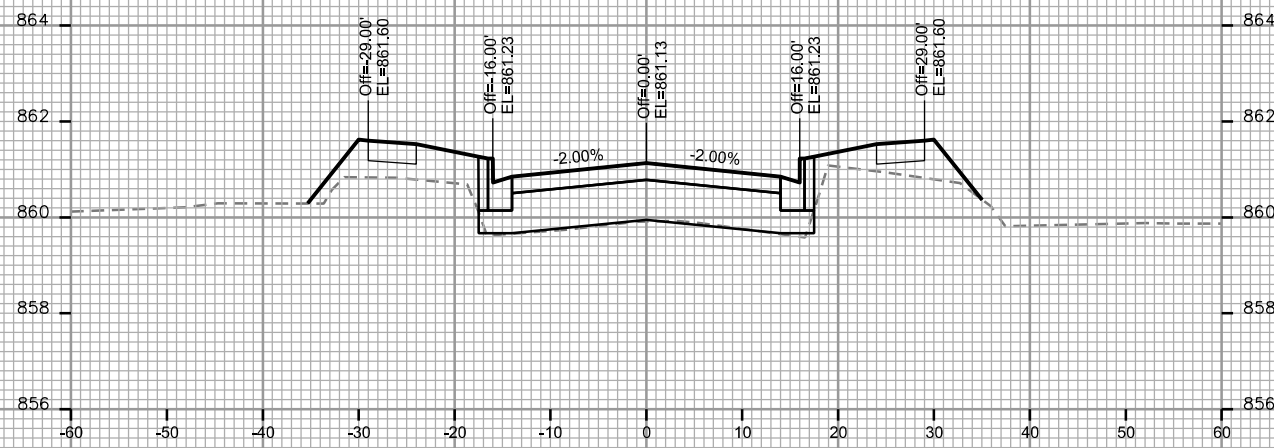
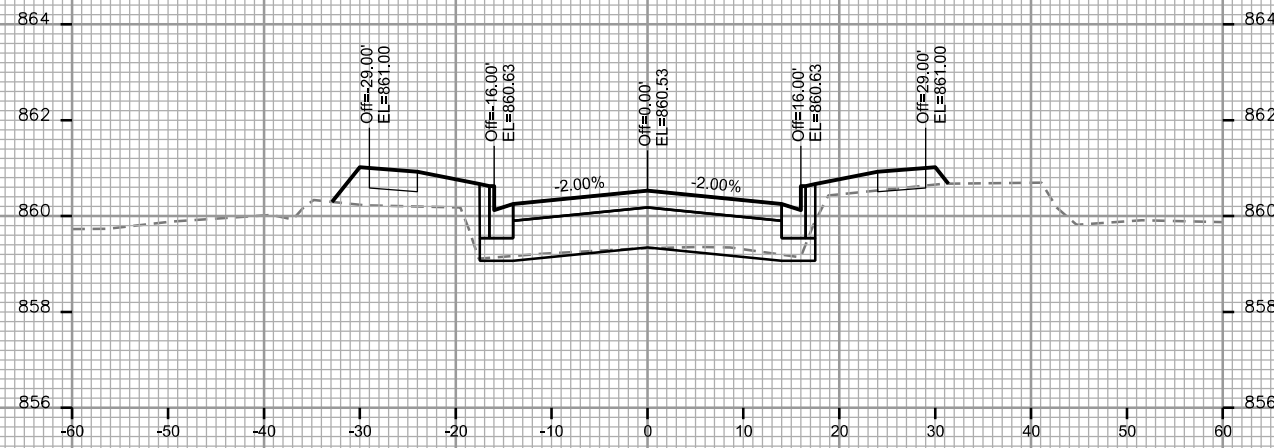
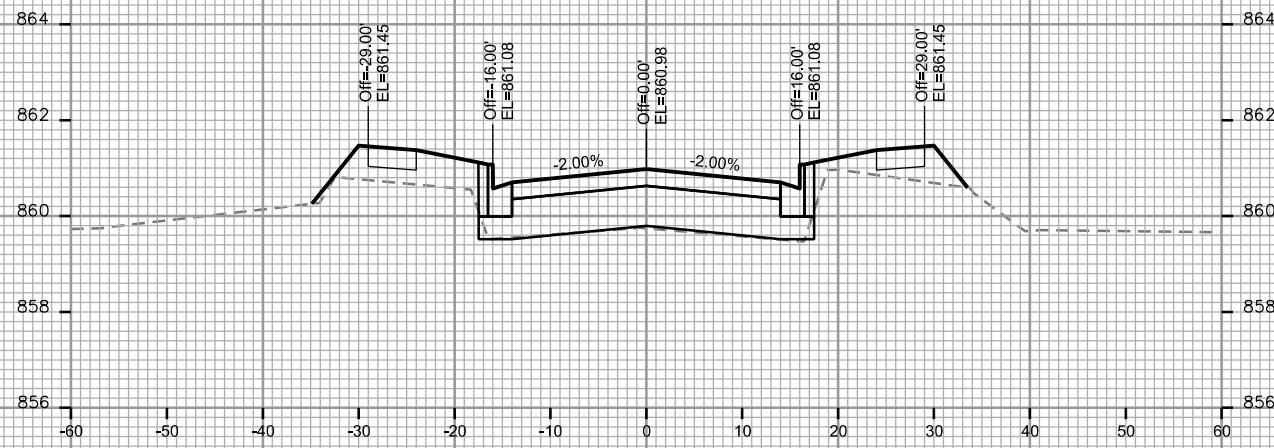
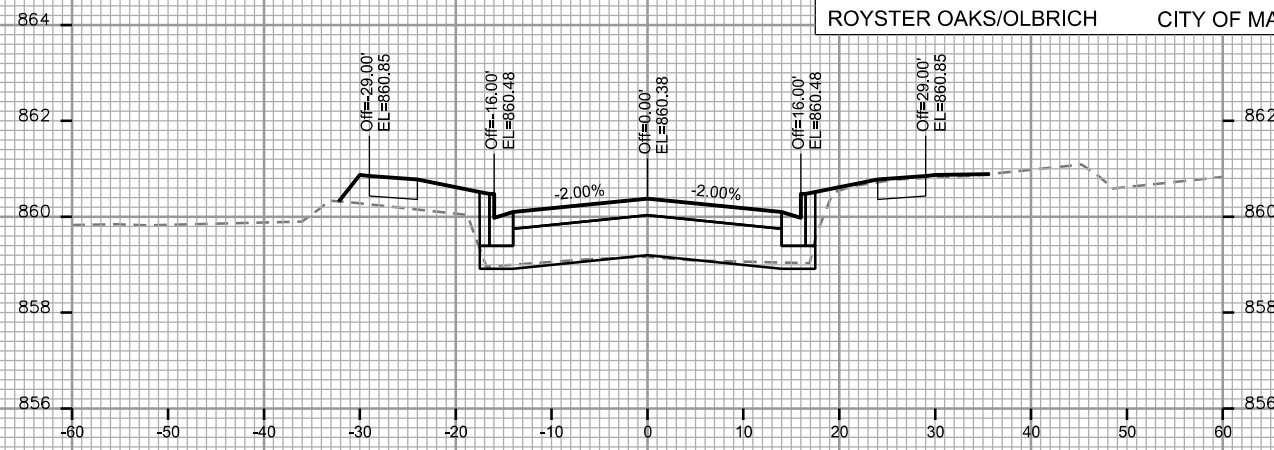
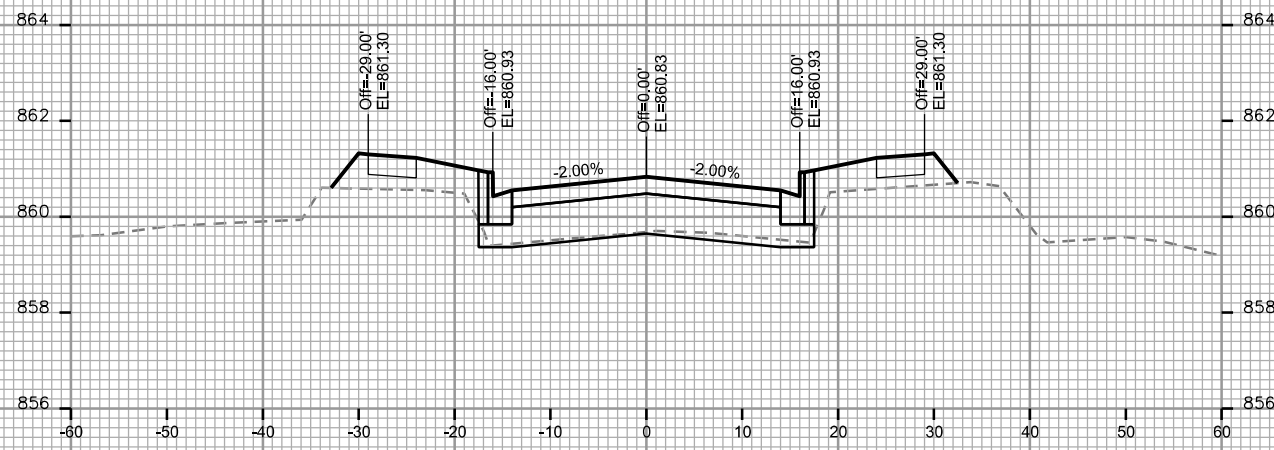
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

ROYSTER OAKS/OLBRICH CITY OF MADISON



PLOT SCALE: \_\_\_\_\_

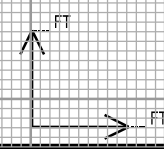
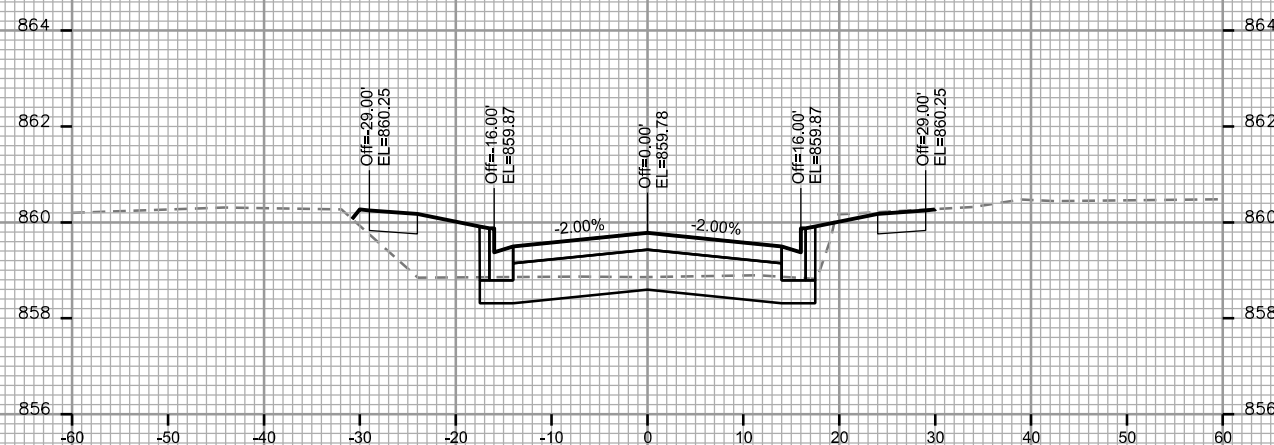
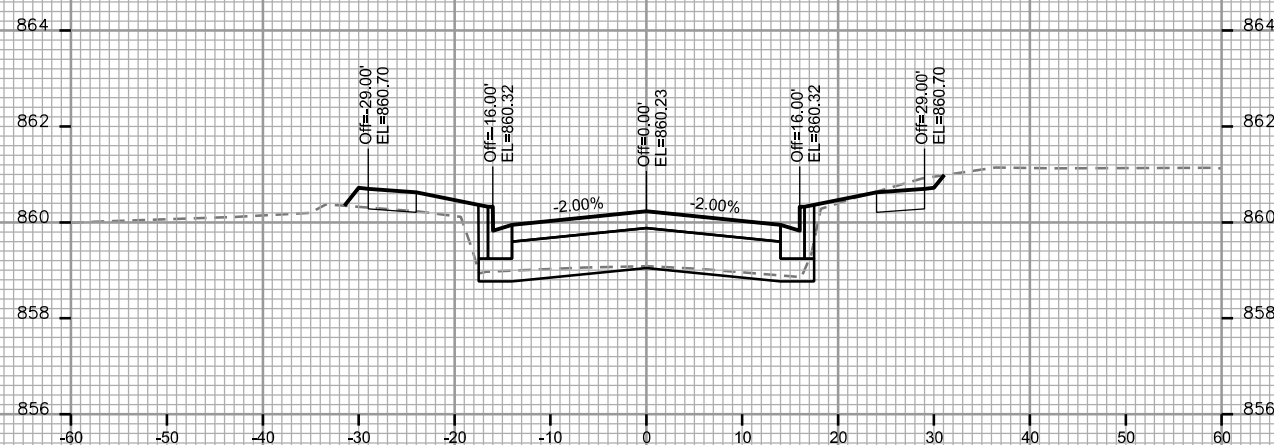
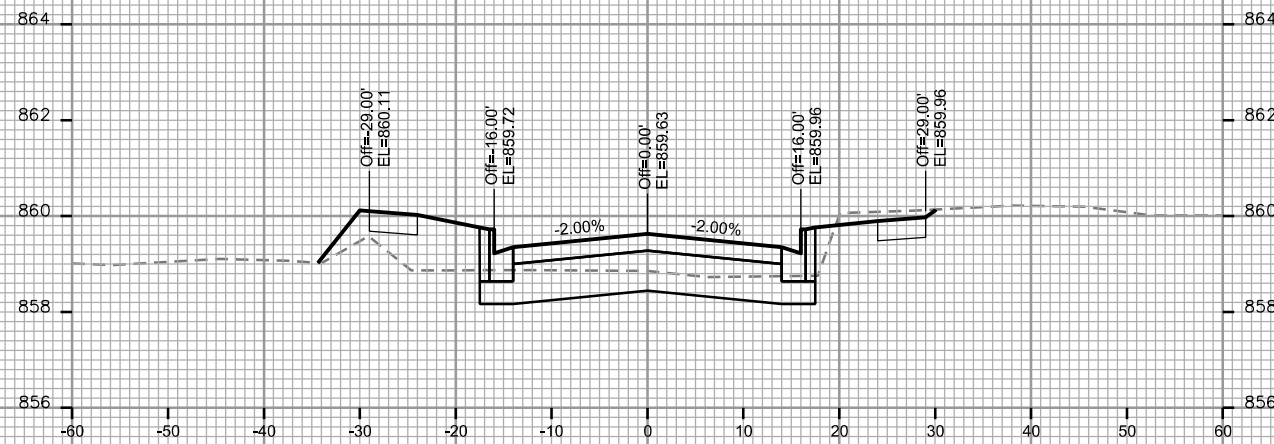
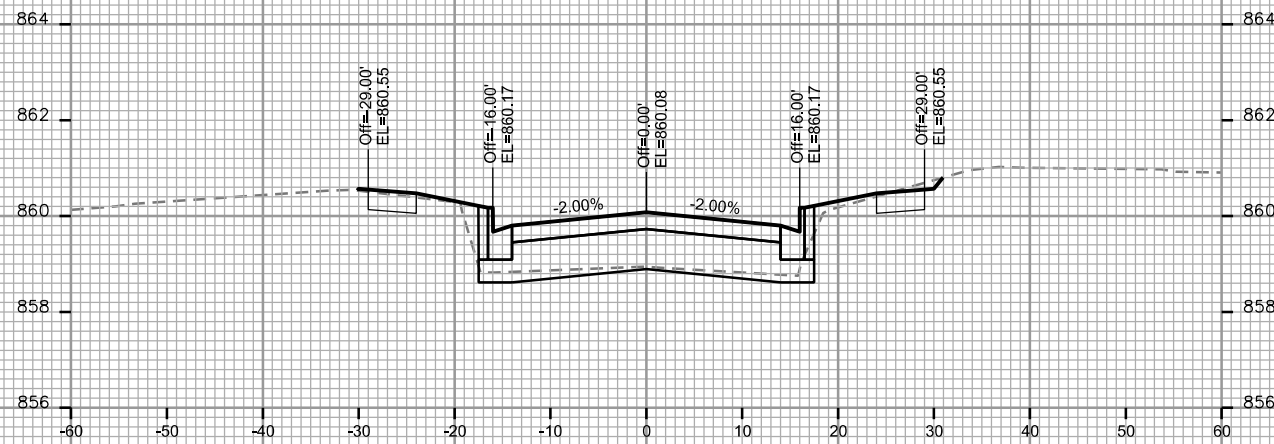
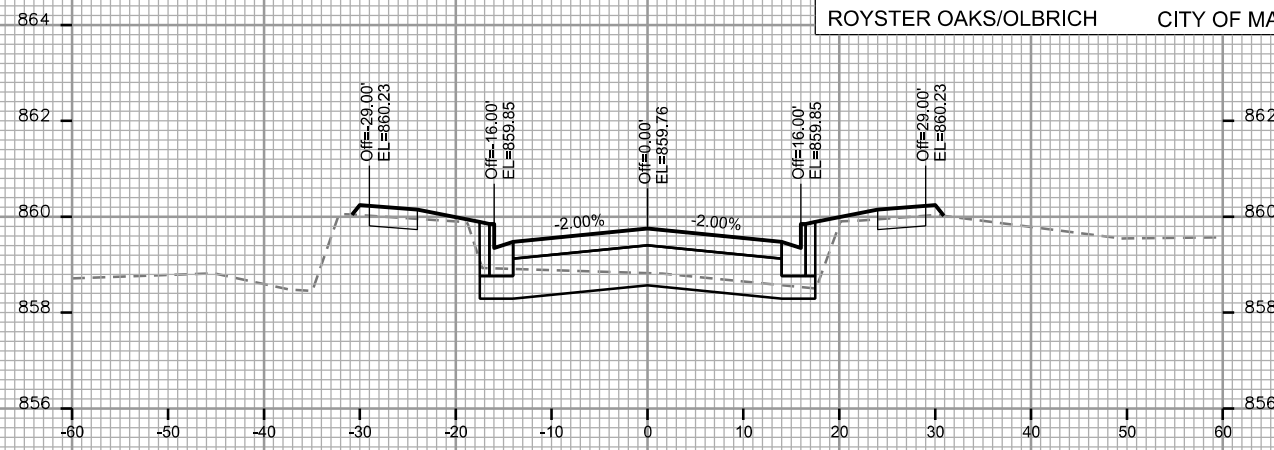
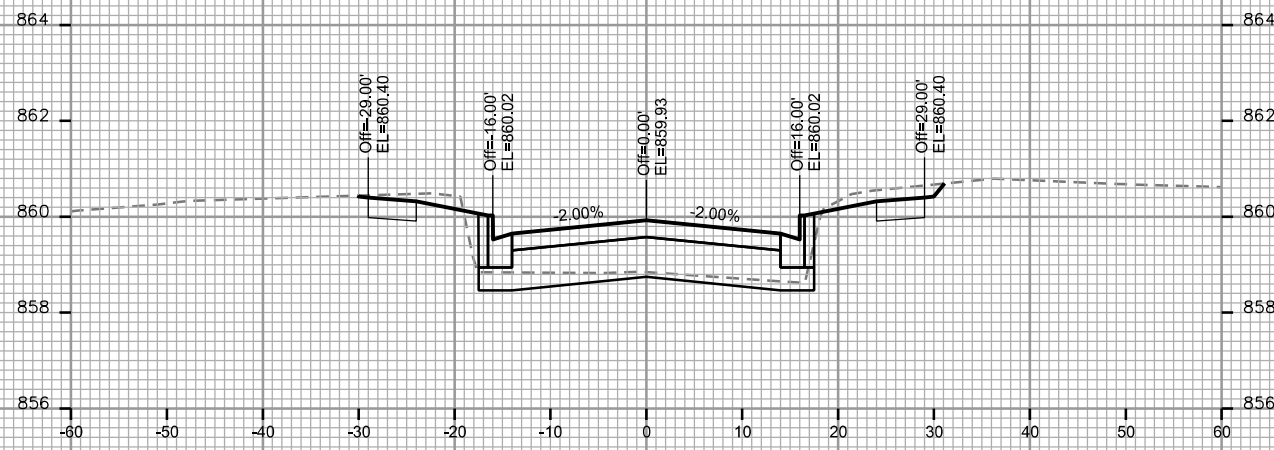
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

ROYSER OAKS/OLBRICH CITY OF MADISON



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

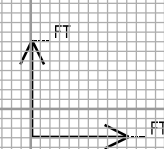
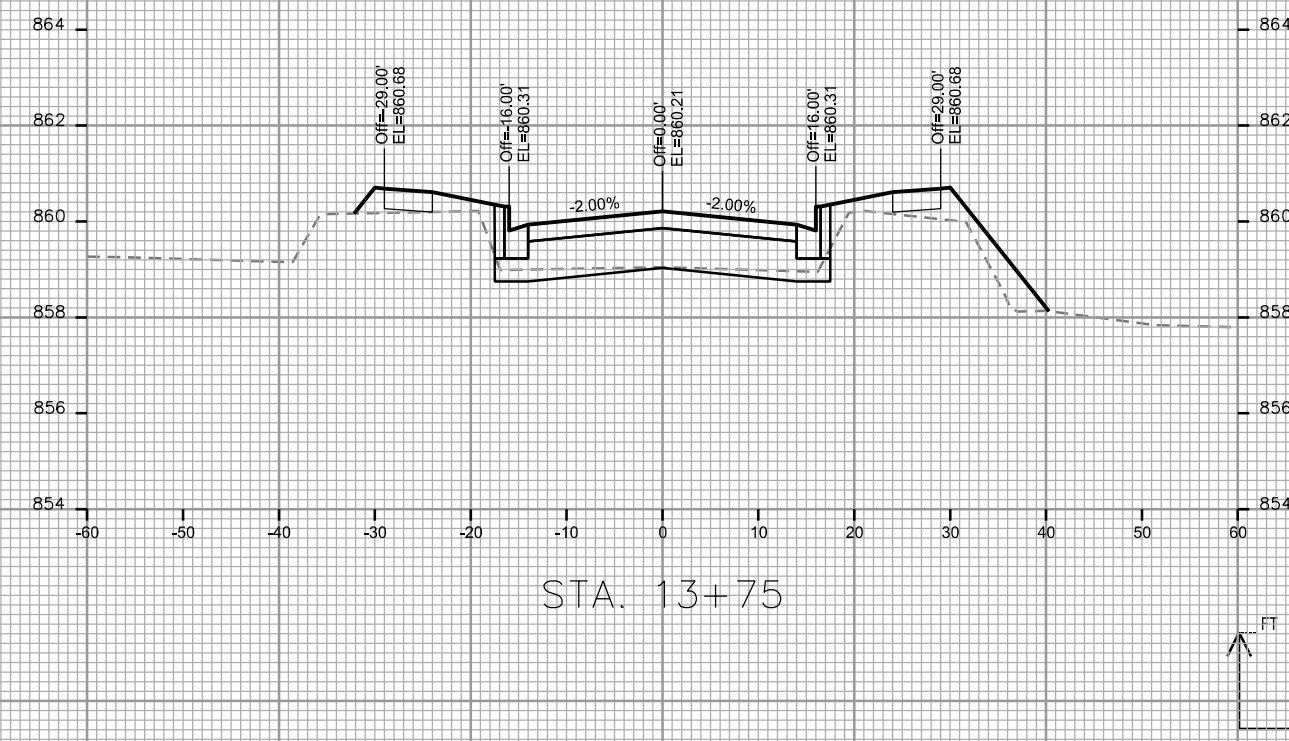
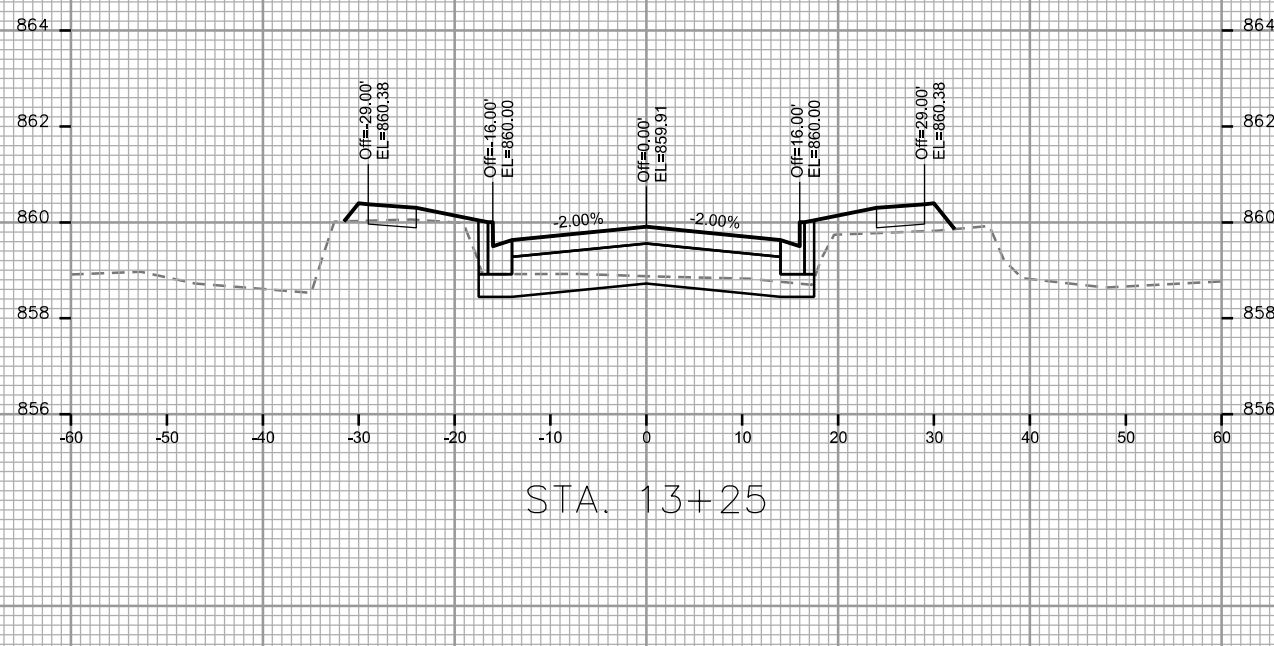
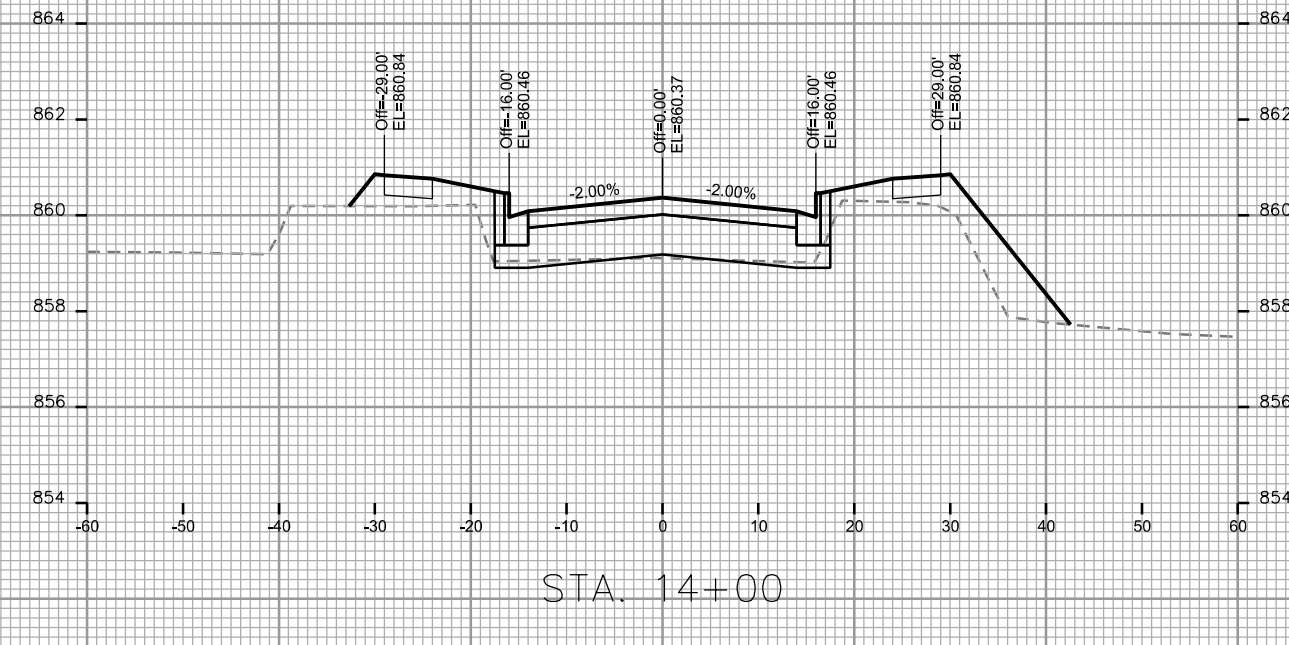
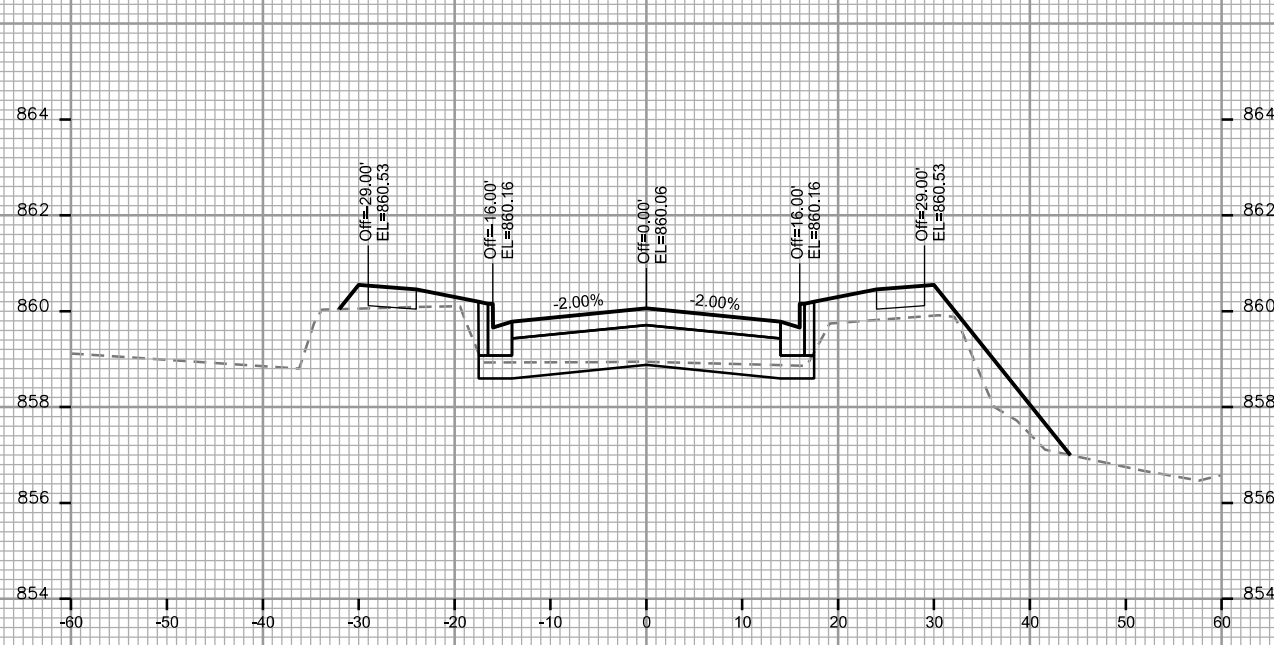
ROYSTER OAKS/OLBRICH CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

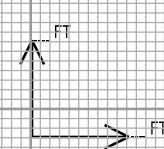
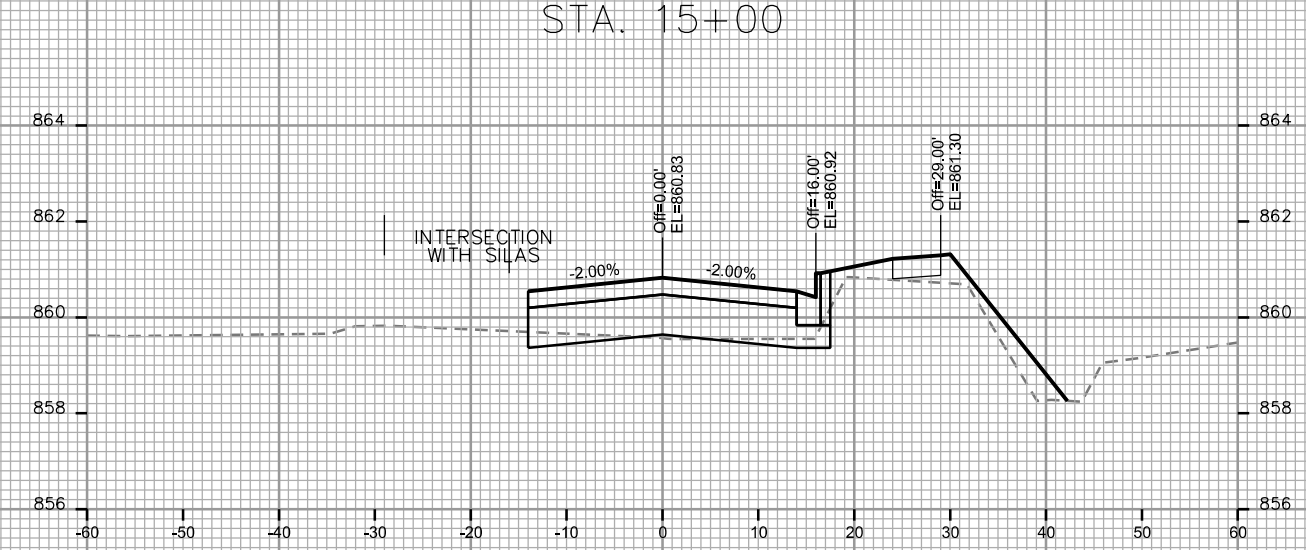
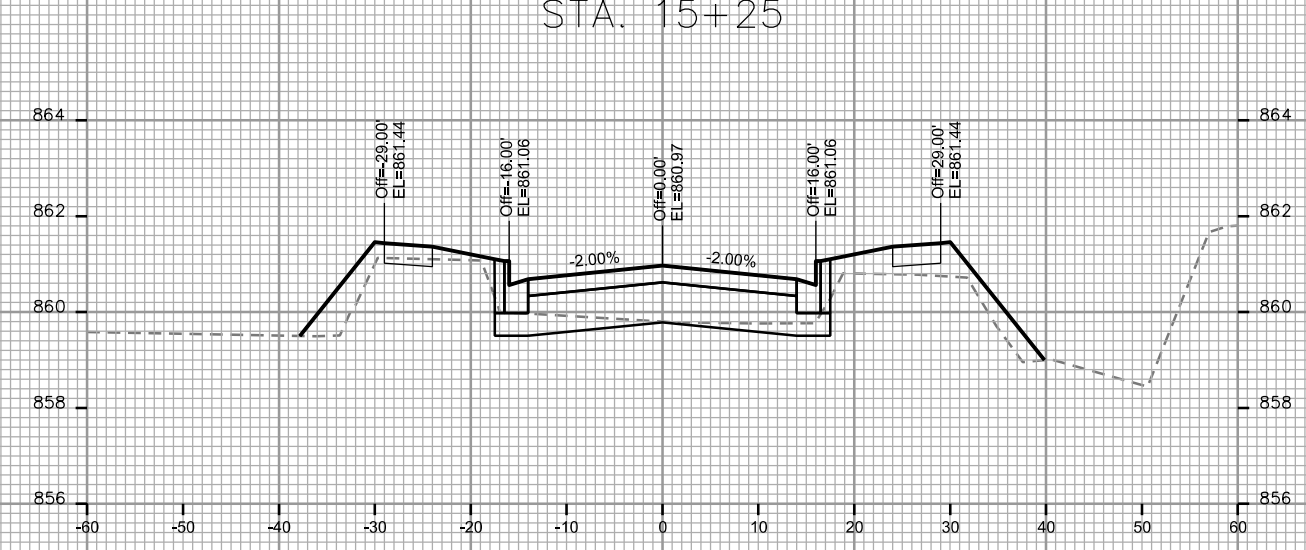
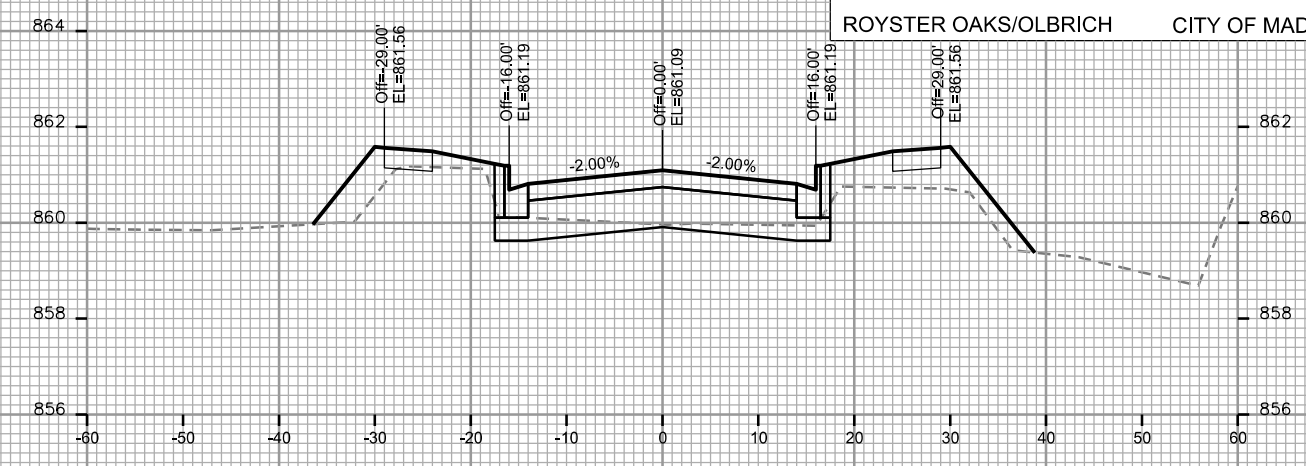
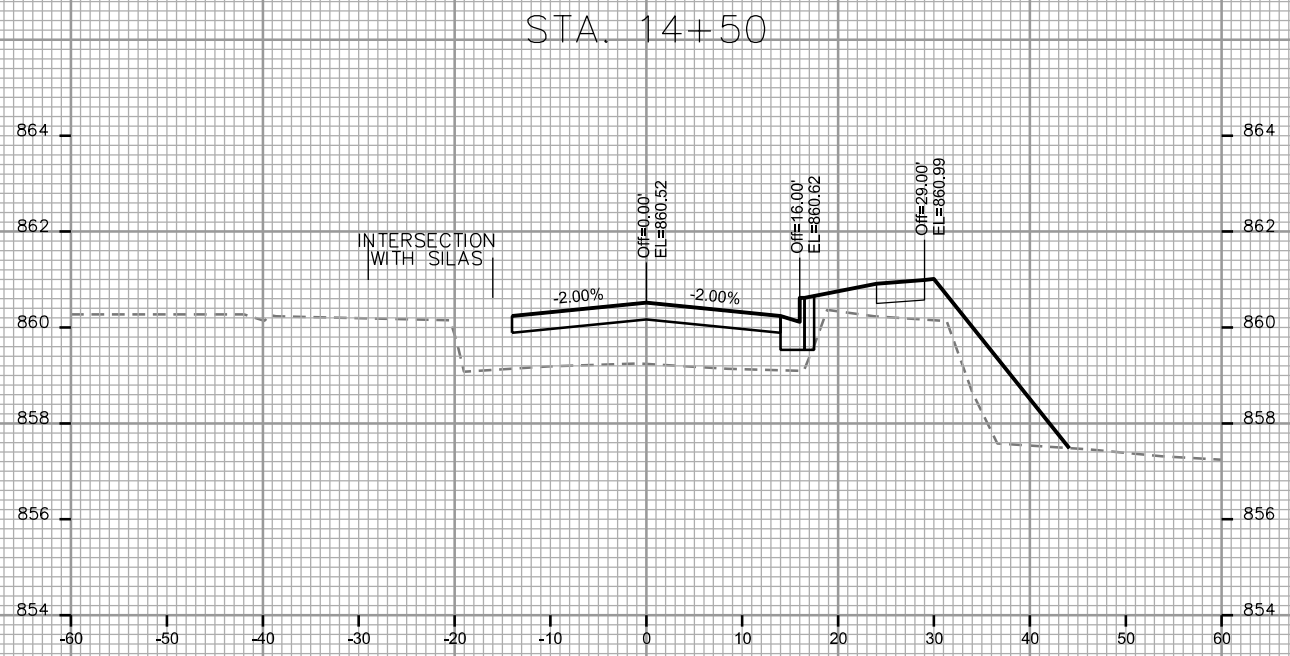
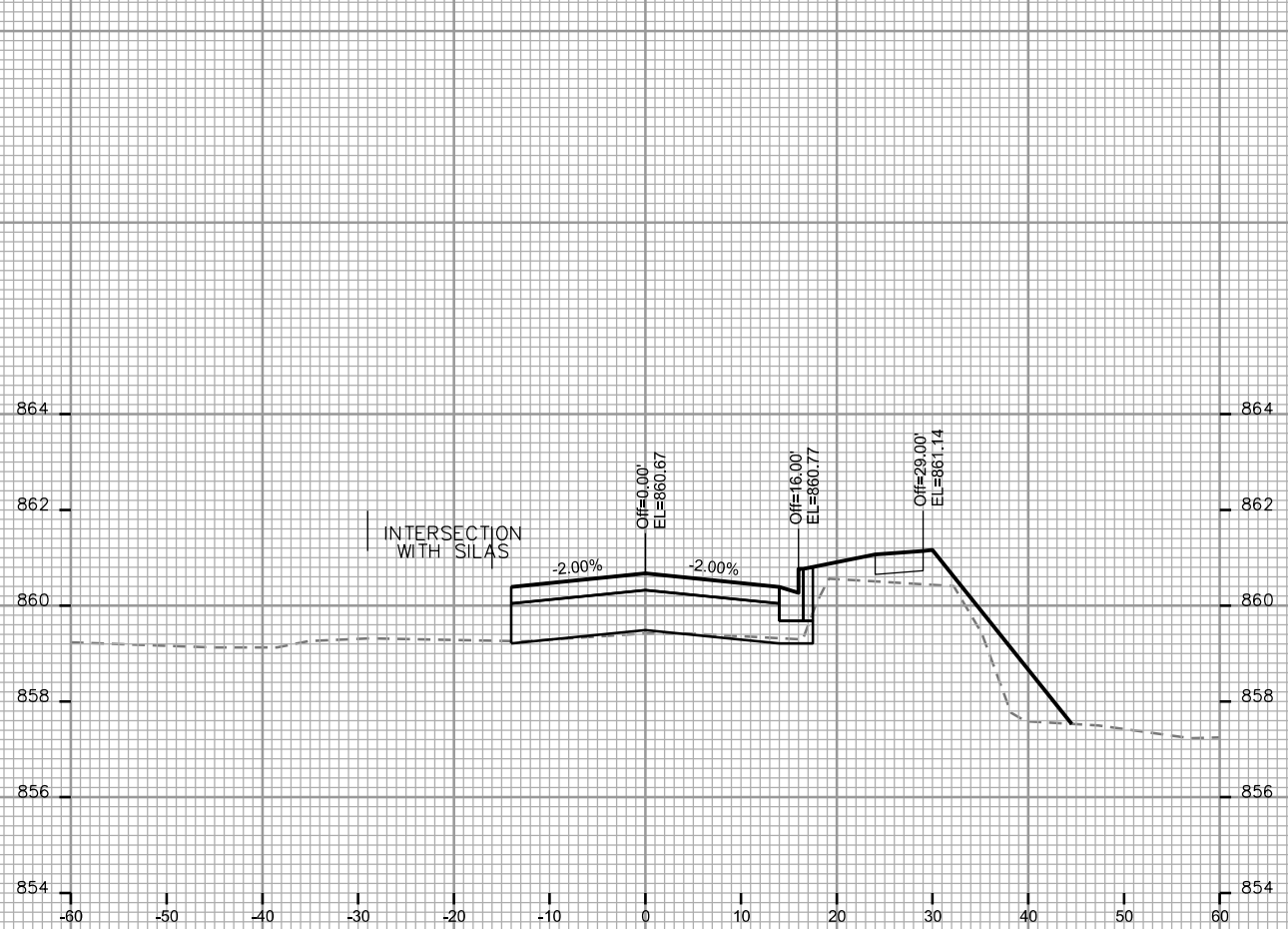
ROYSER OAKS/OLBRICH CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

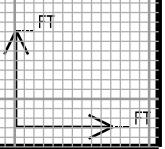
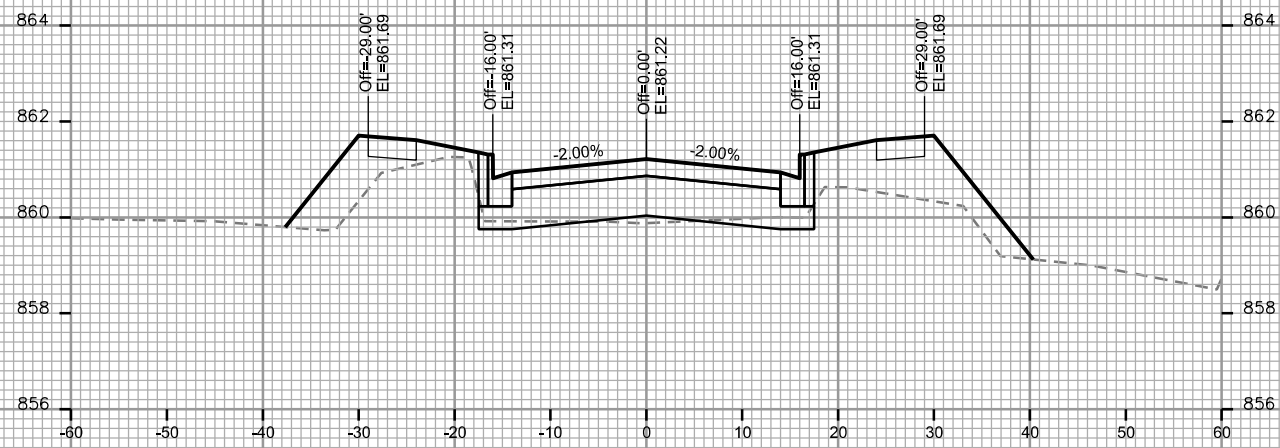
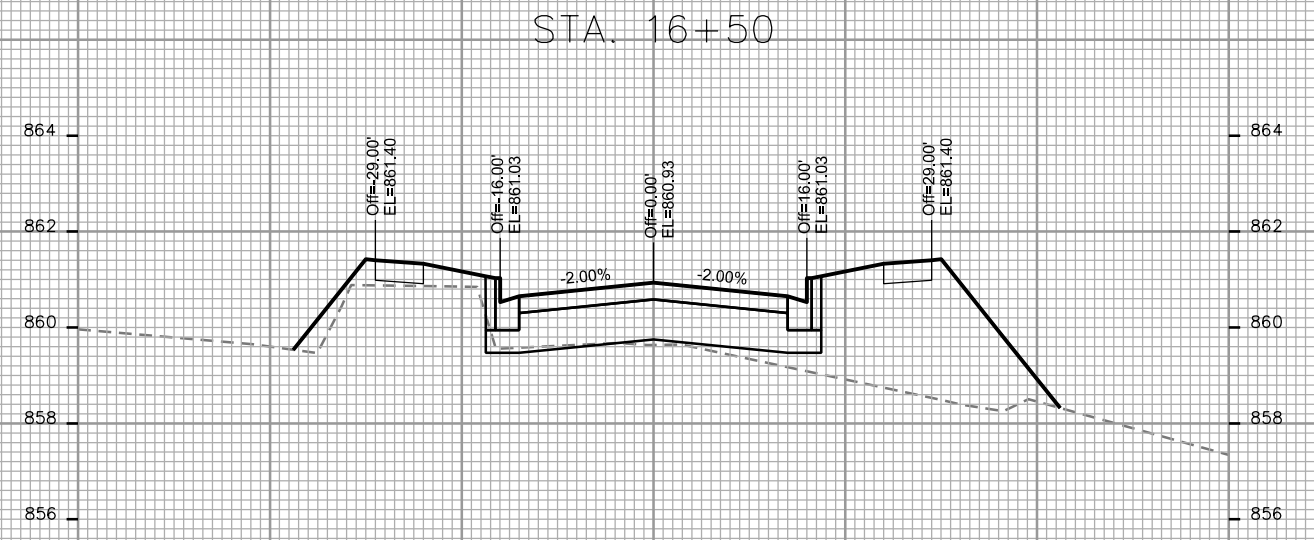
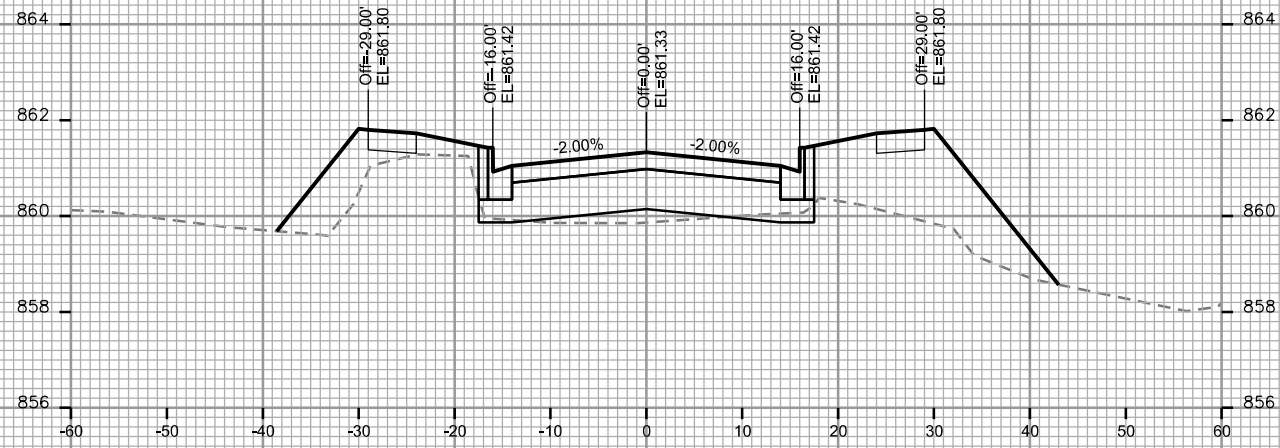
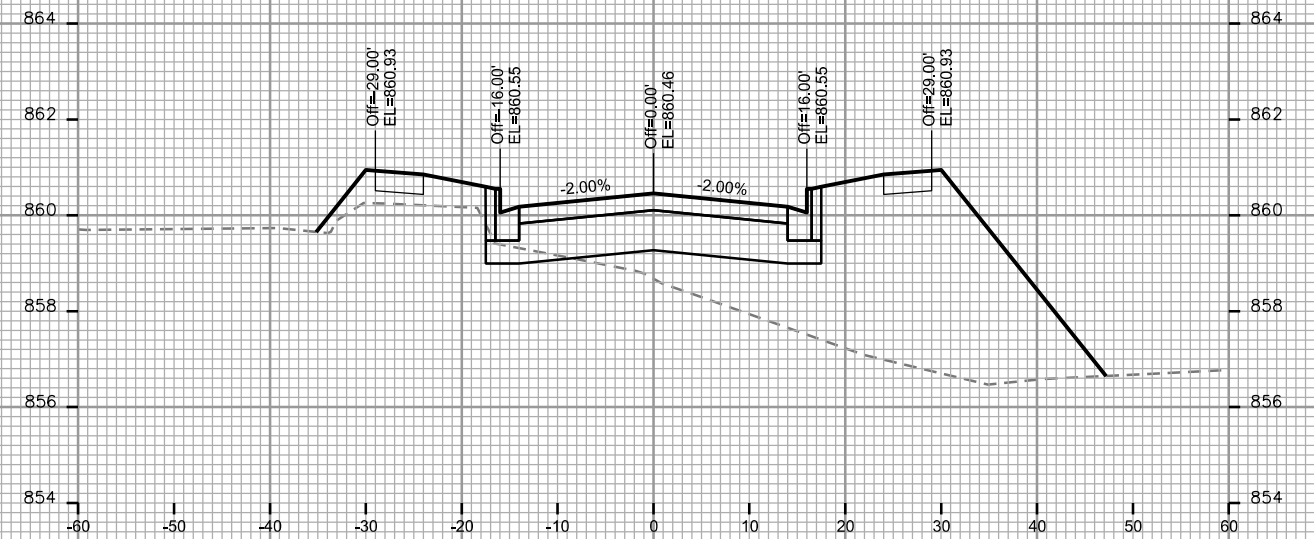
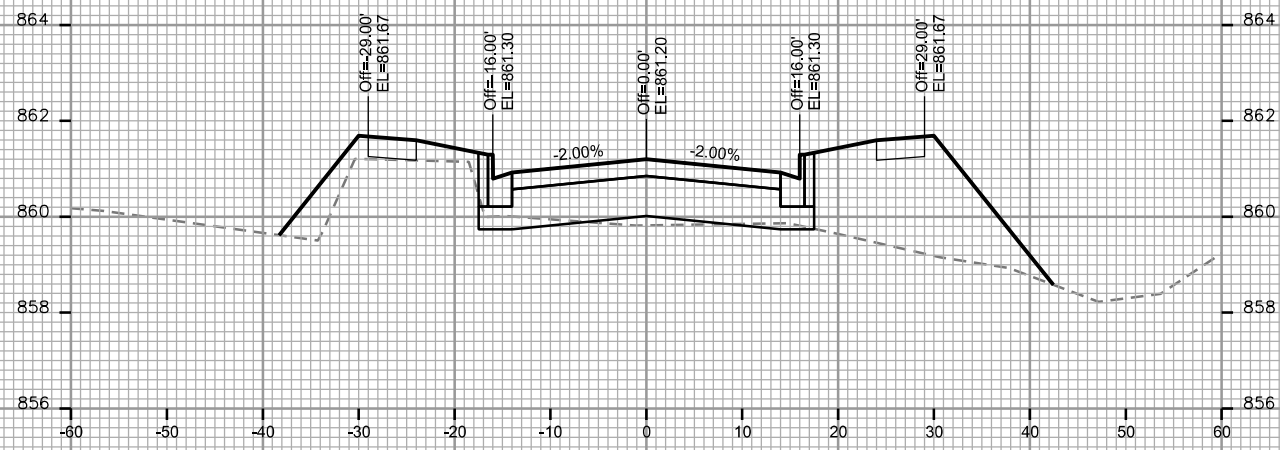
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

ROYSER OAKS/OLBRICH CITY OF MADISON



PLOT SCALE: \_\_\_\_\_

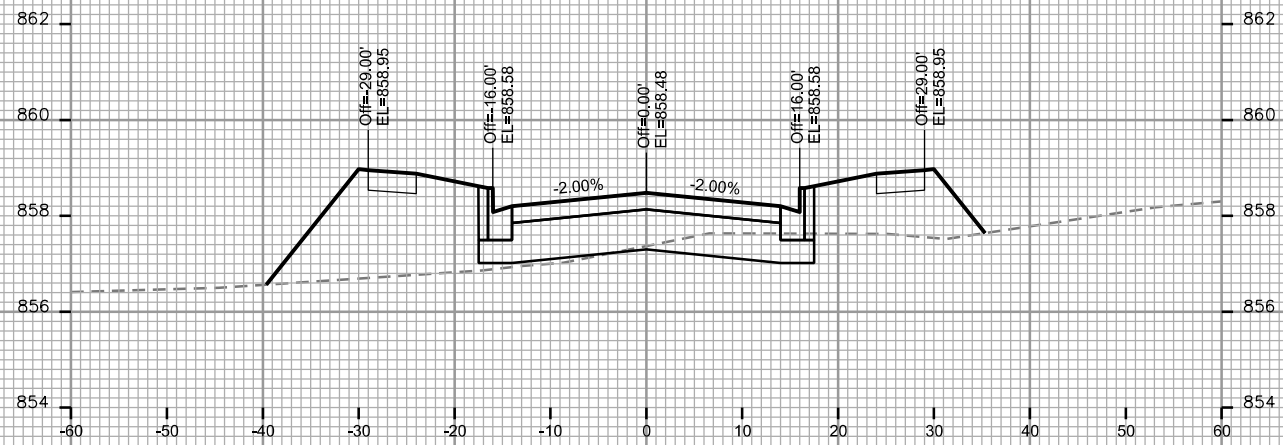
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

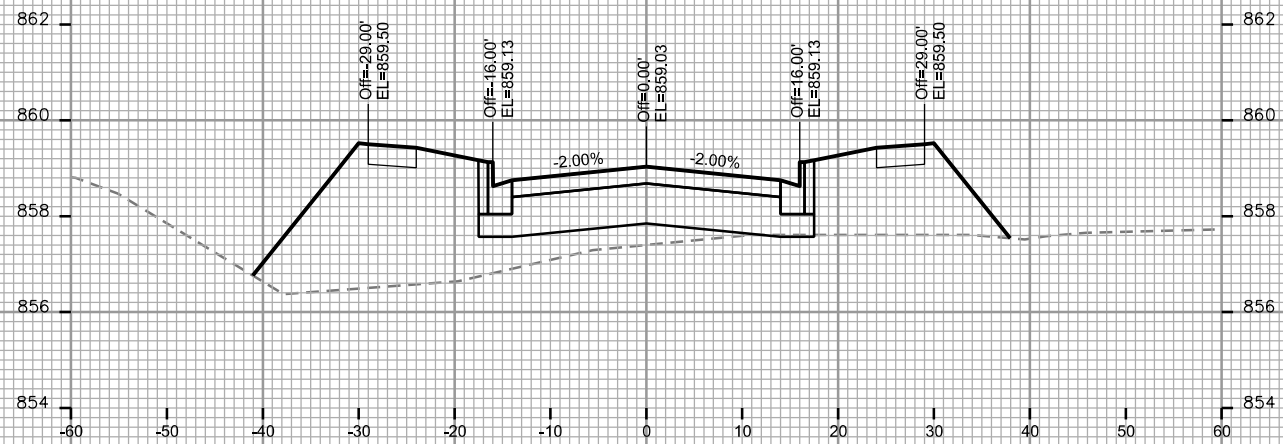
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



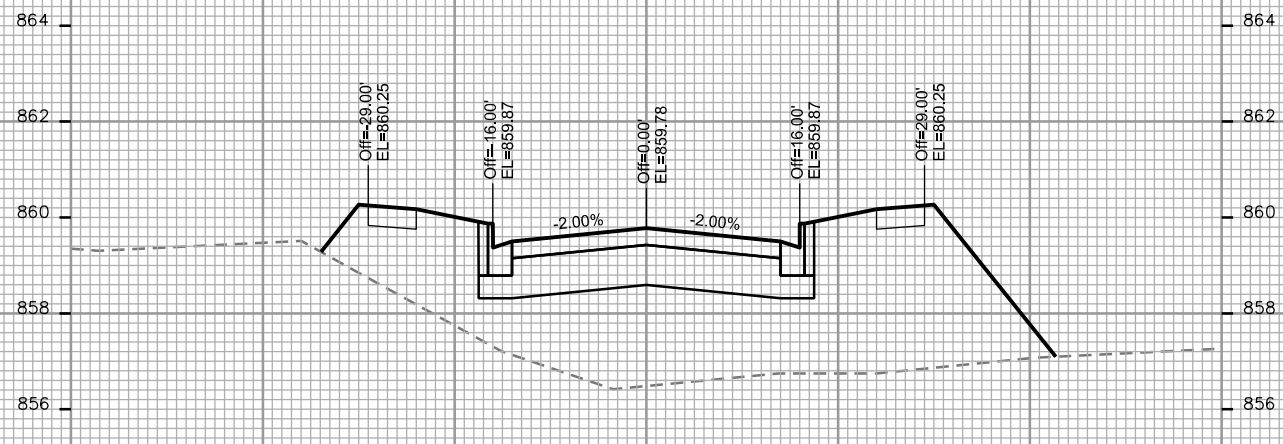
CROSS SECTIONS  
ROYSTER OAKS/OLBRICH CITY OF MADISON



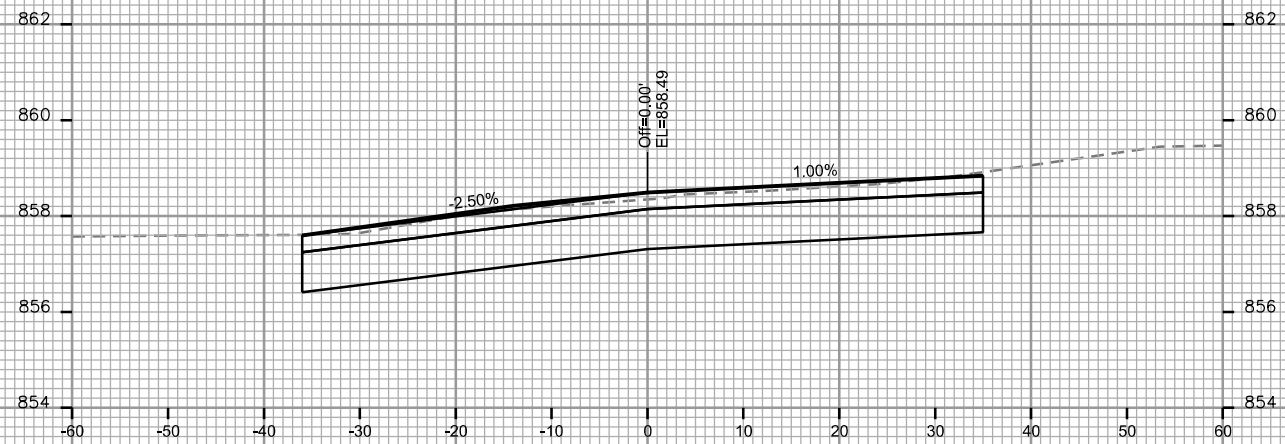
STA. 17+25



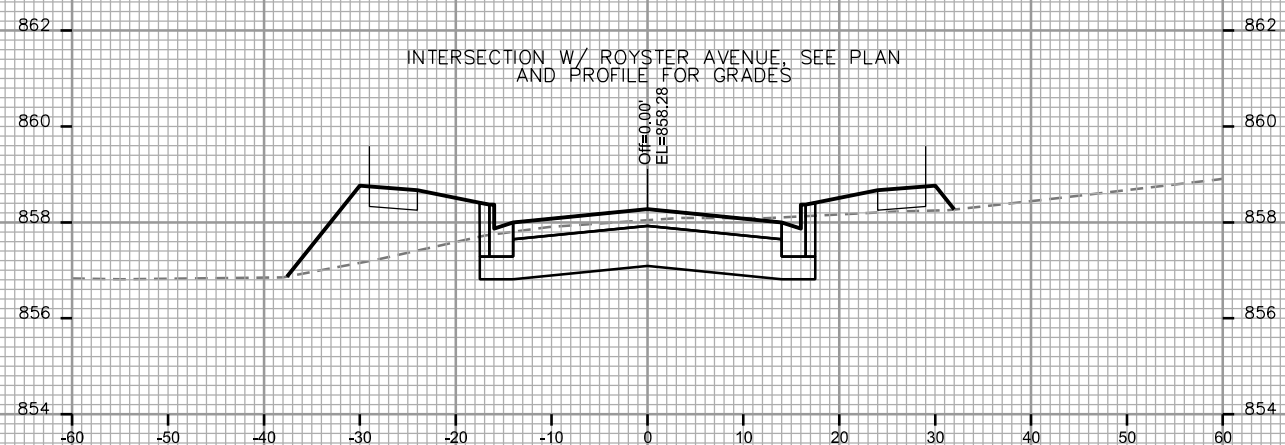
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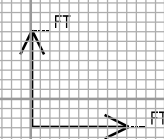
STA. 16+75



STA. 17+75



STA. 17+50



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

PINNEY STREET

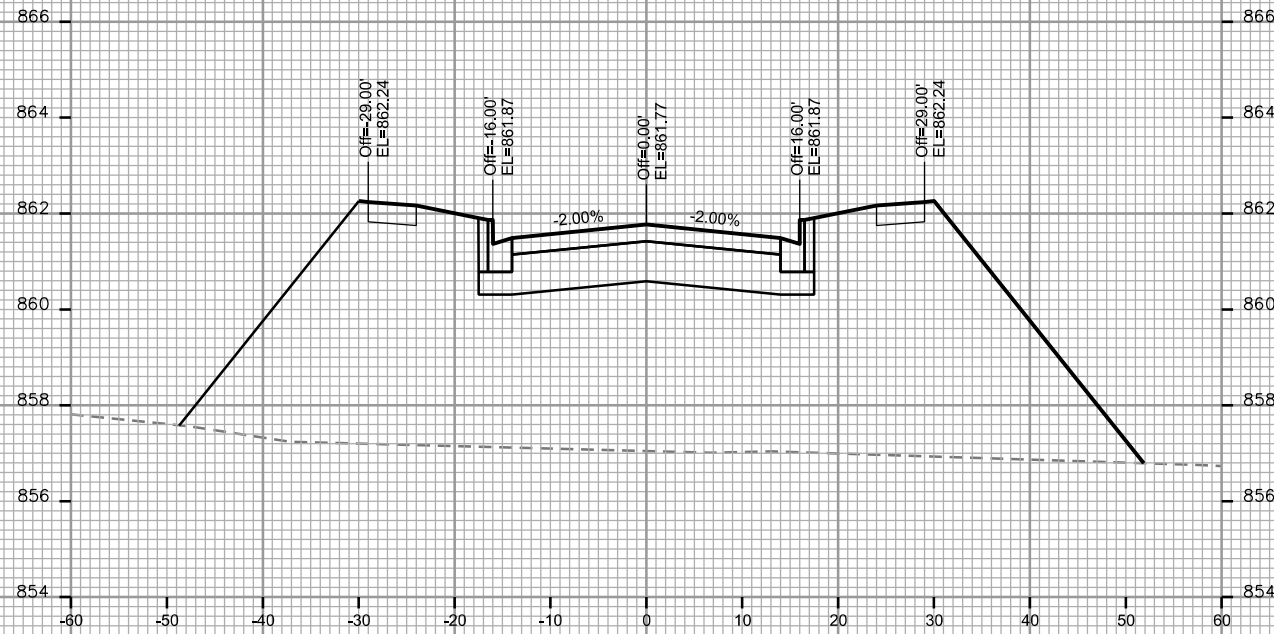
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

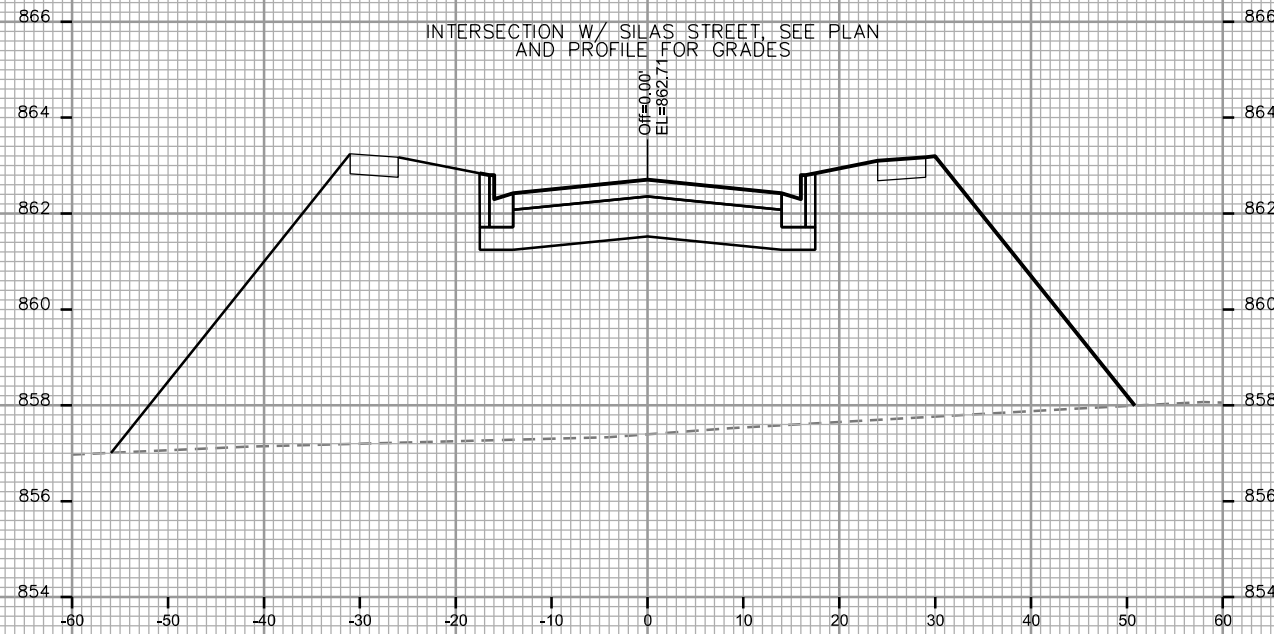
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

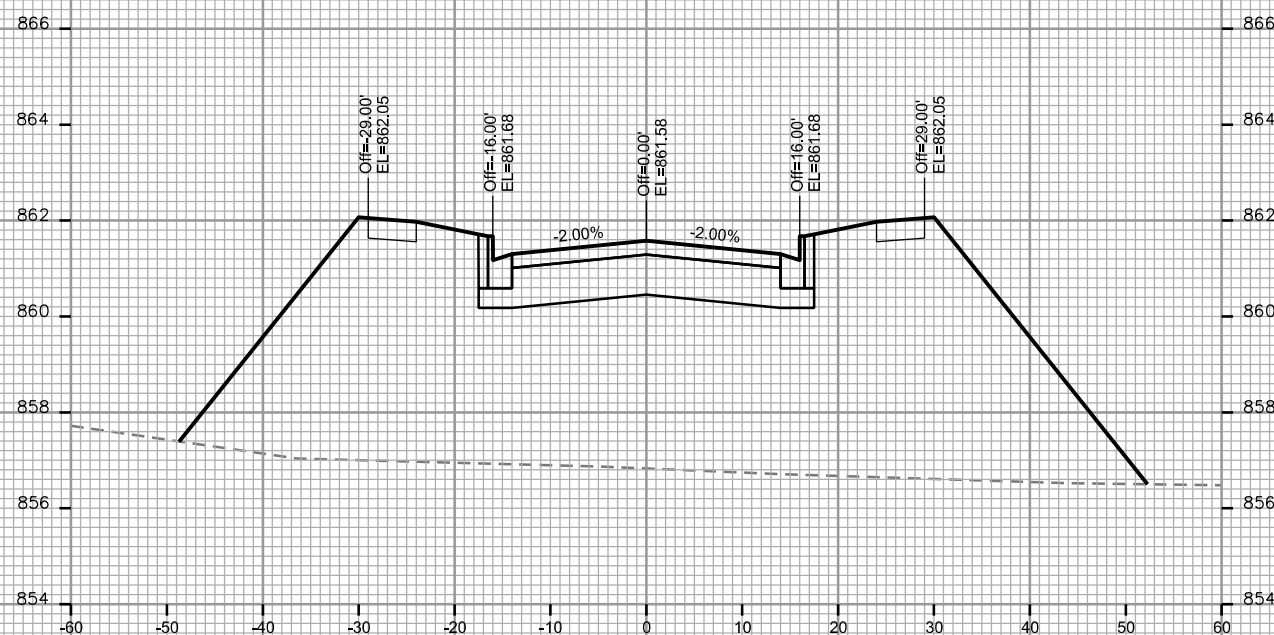
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



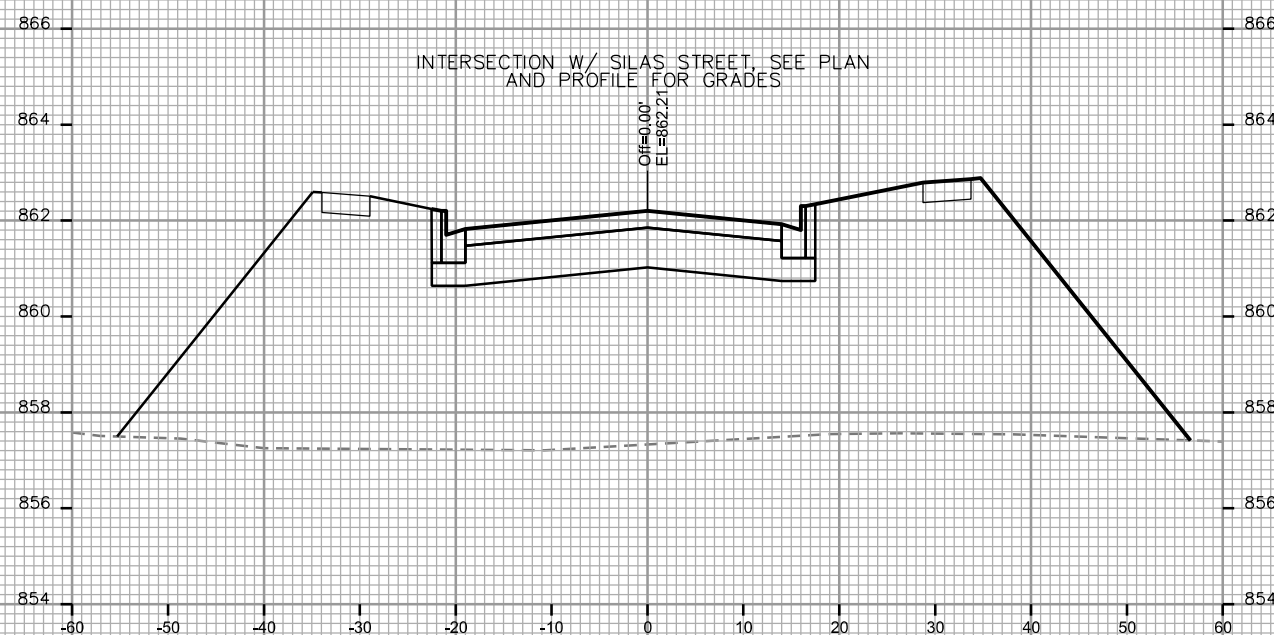
STA. 30+25



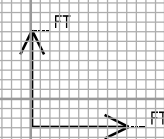
STA. 30+75



STA. 30+00



STA. 30+50



CROSS SECTIONS

PINNEY STREET

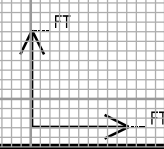
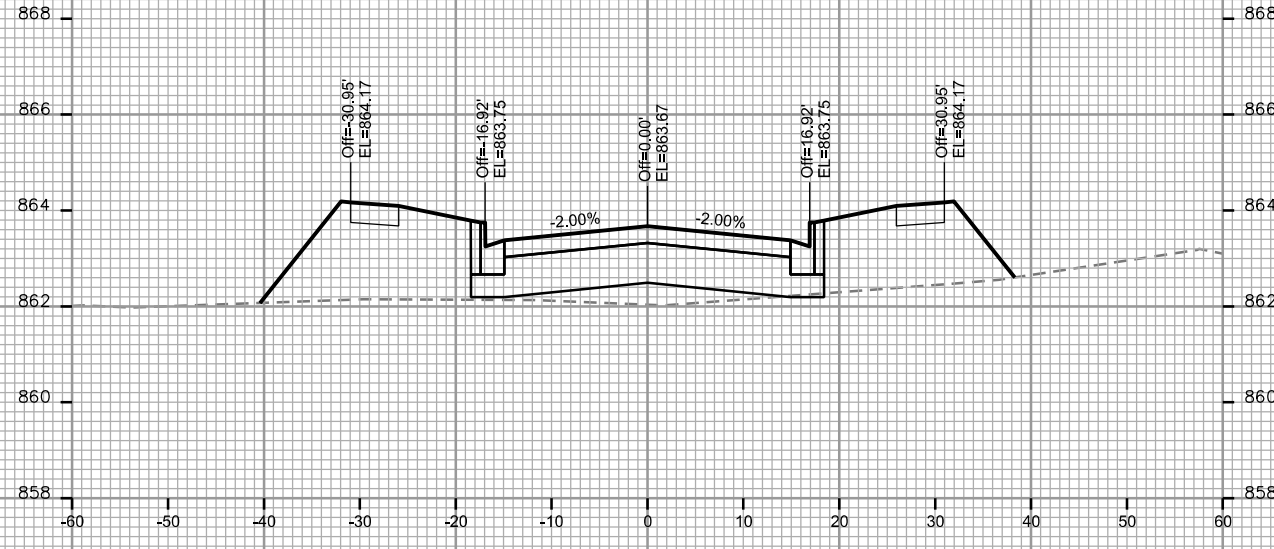
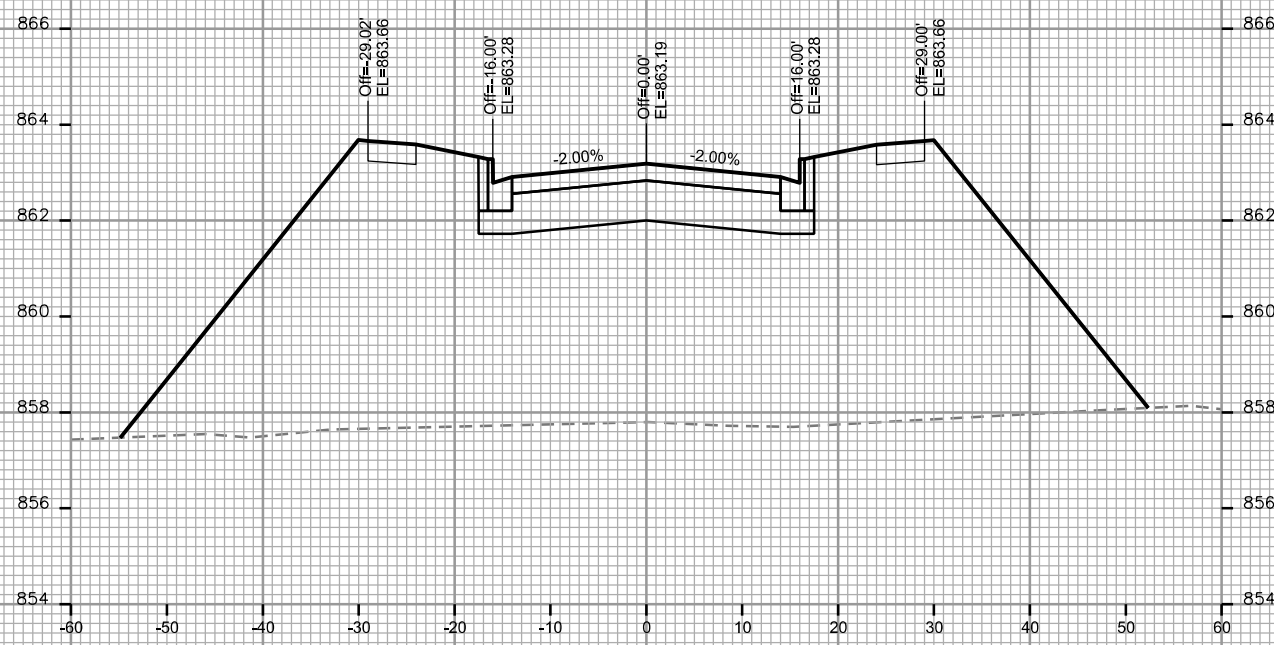
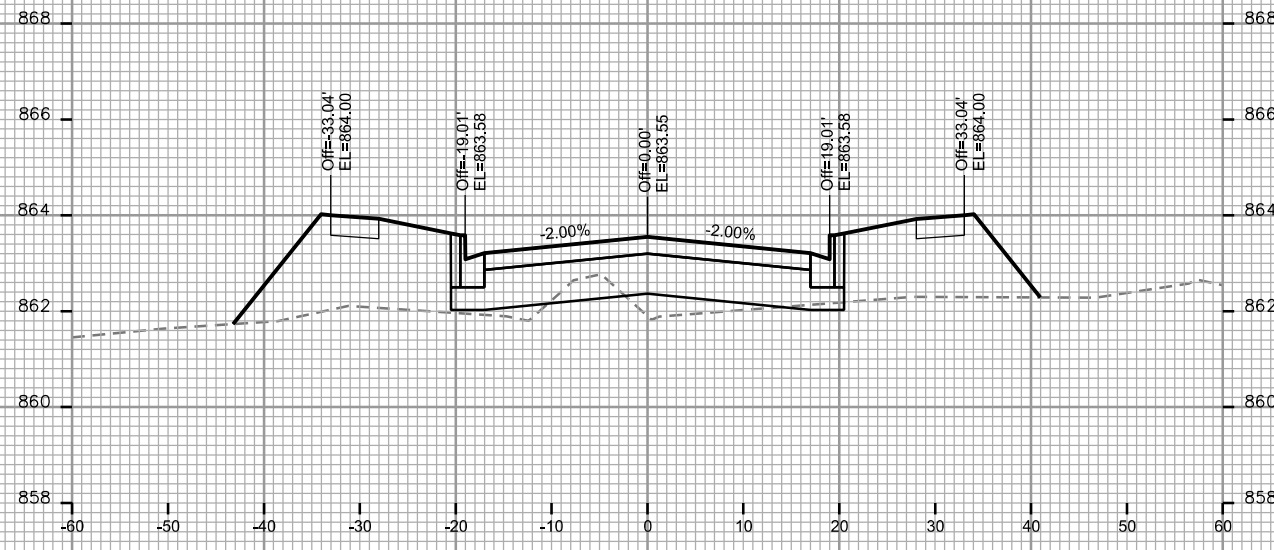
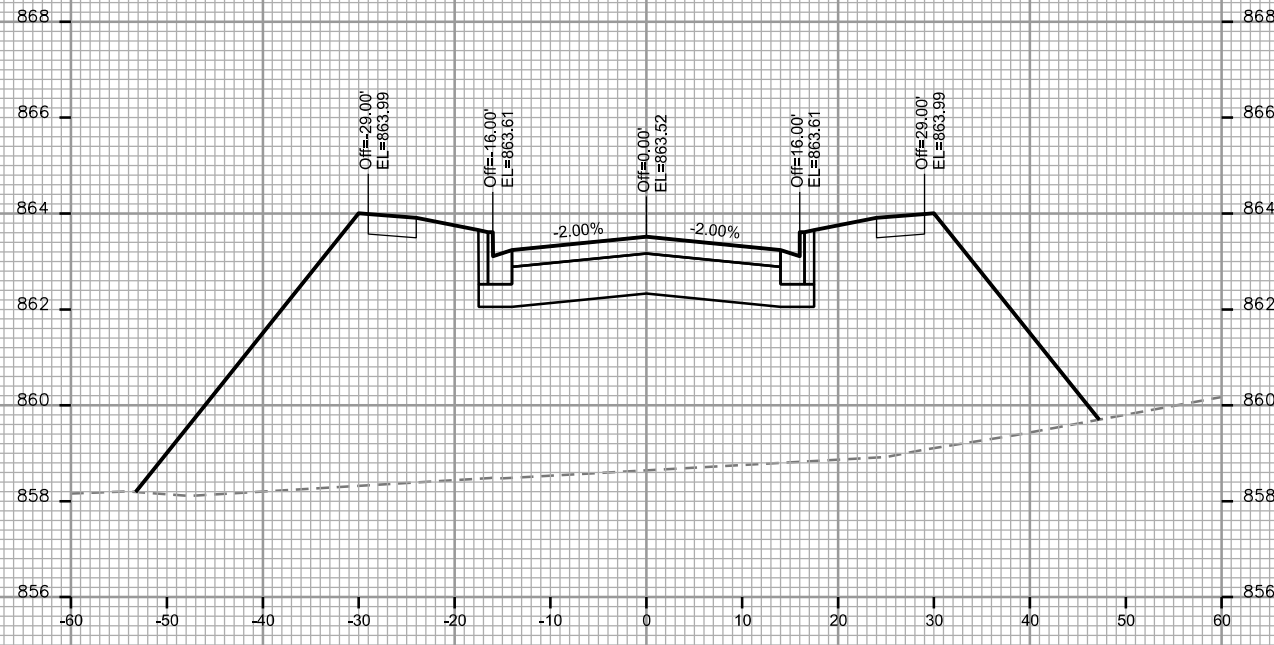
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

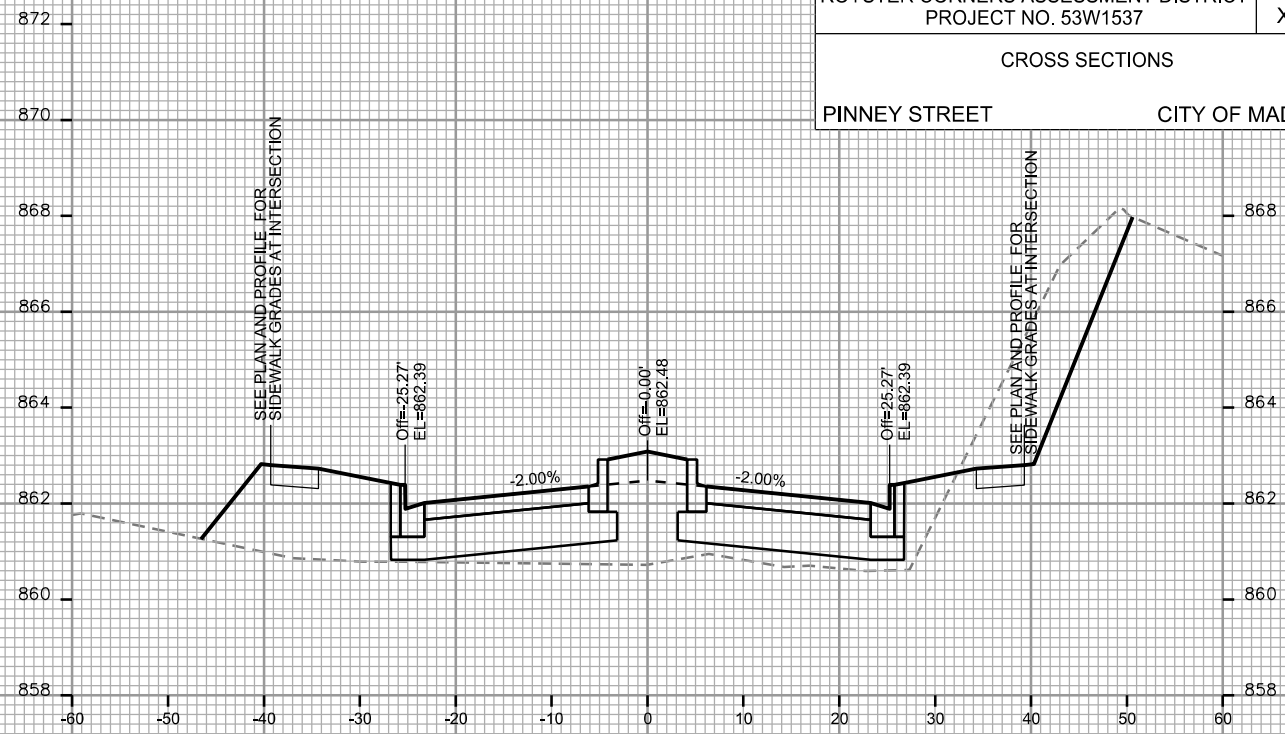
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



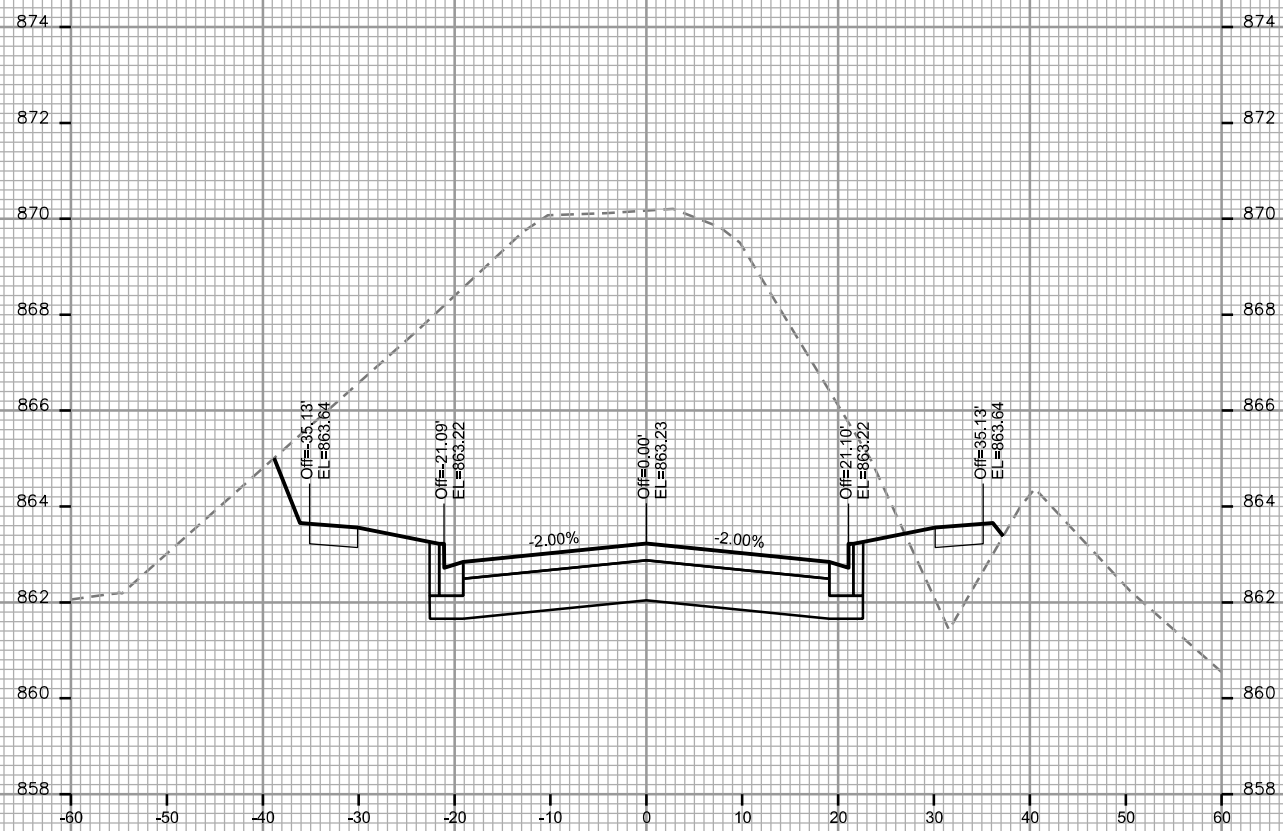
CROSS SECTIONS

PINNEY STREET

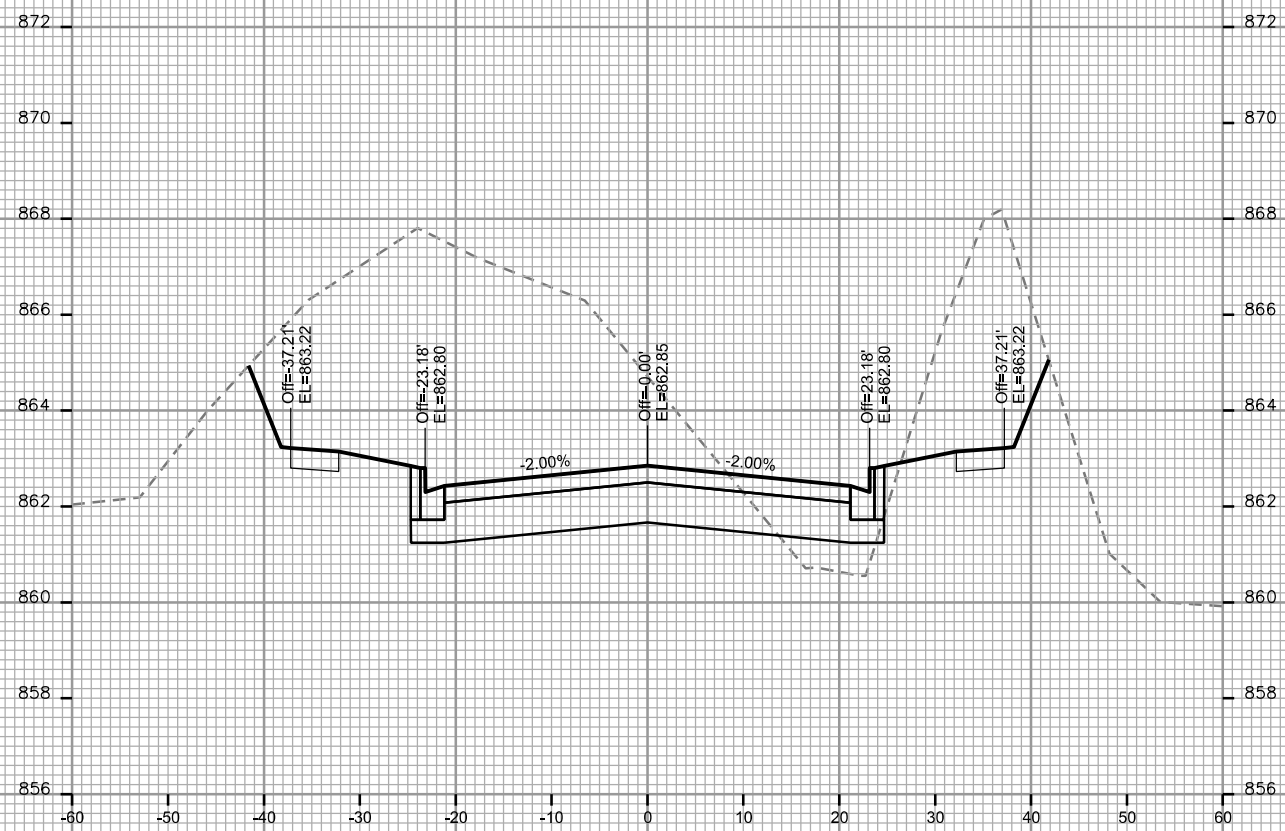
CITY OF MADISON



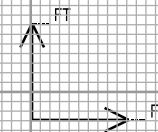
STA. 32+50



STA. 32+00



STA. 32+25



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

PINNEY STREET

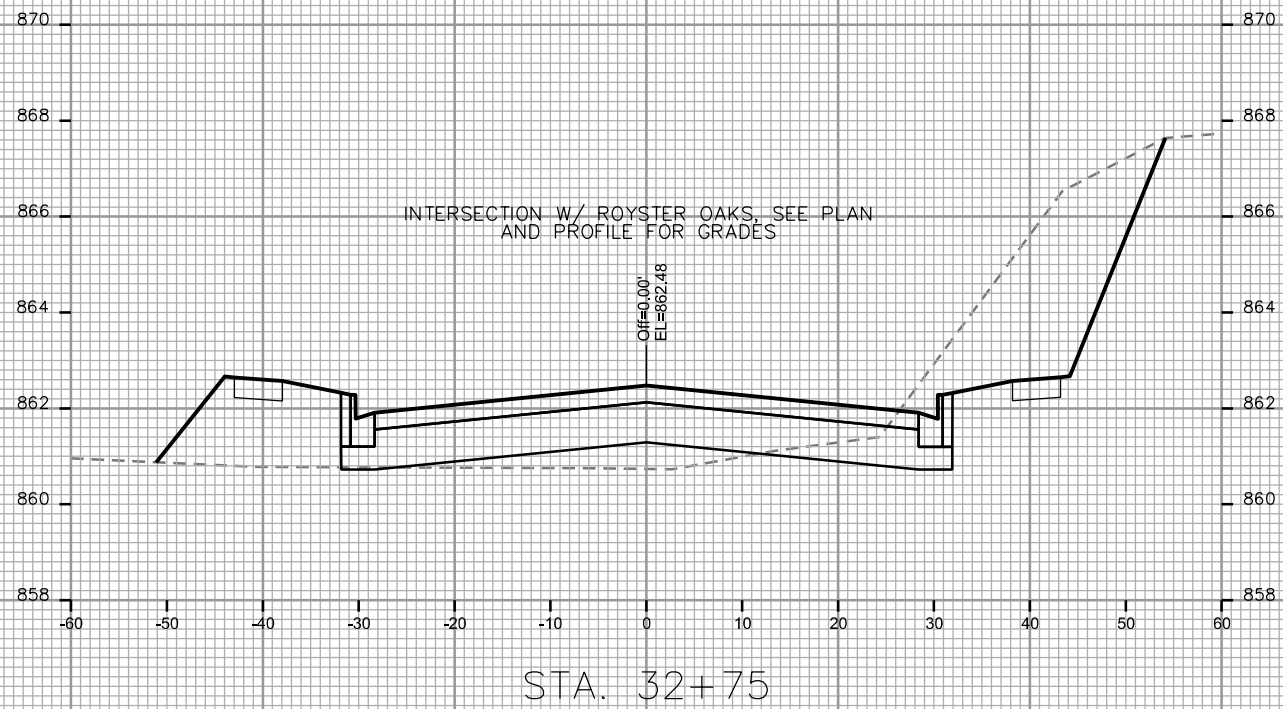
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

PINNEY STREET

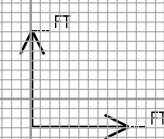
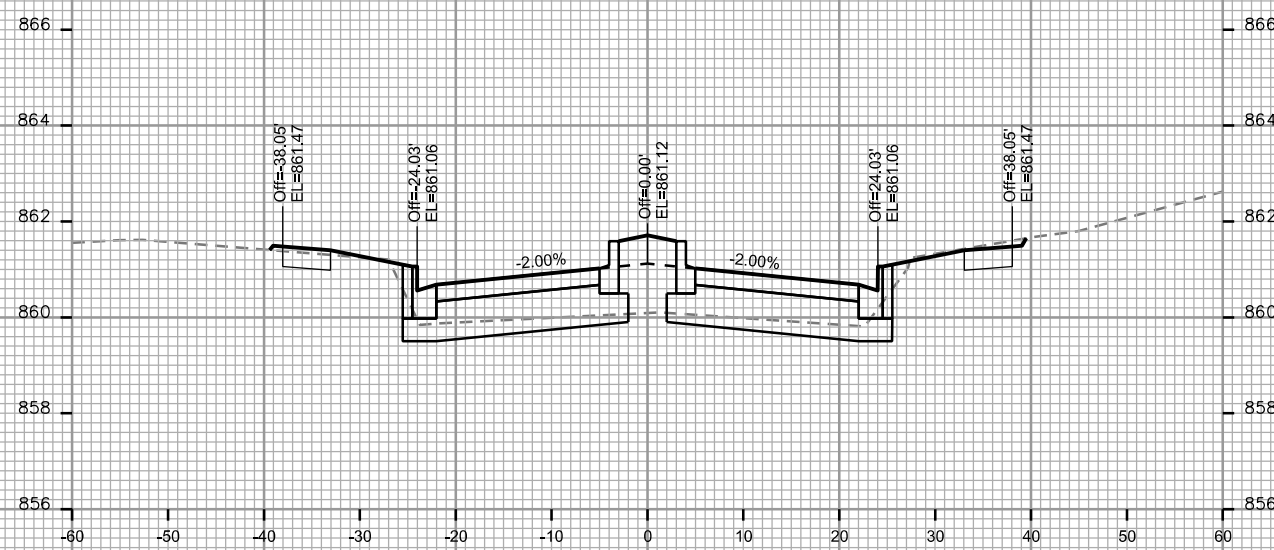
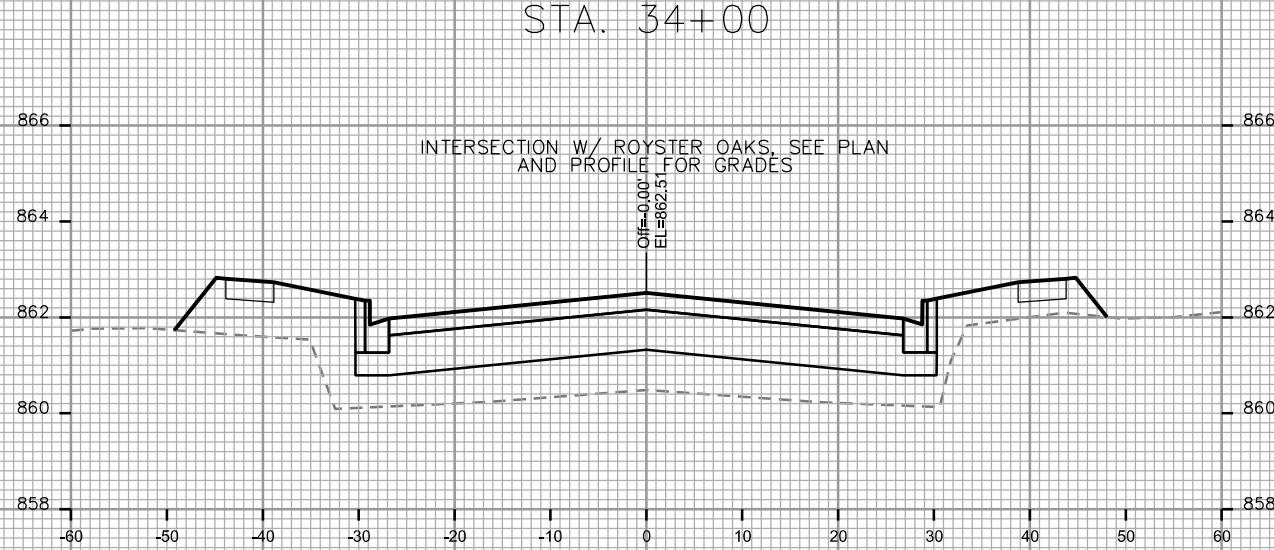
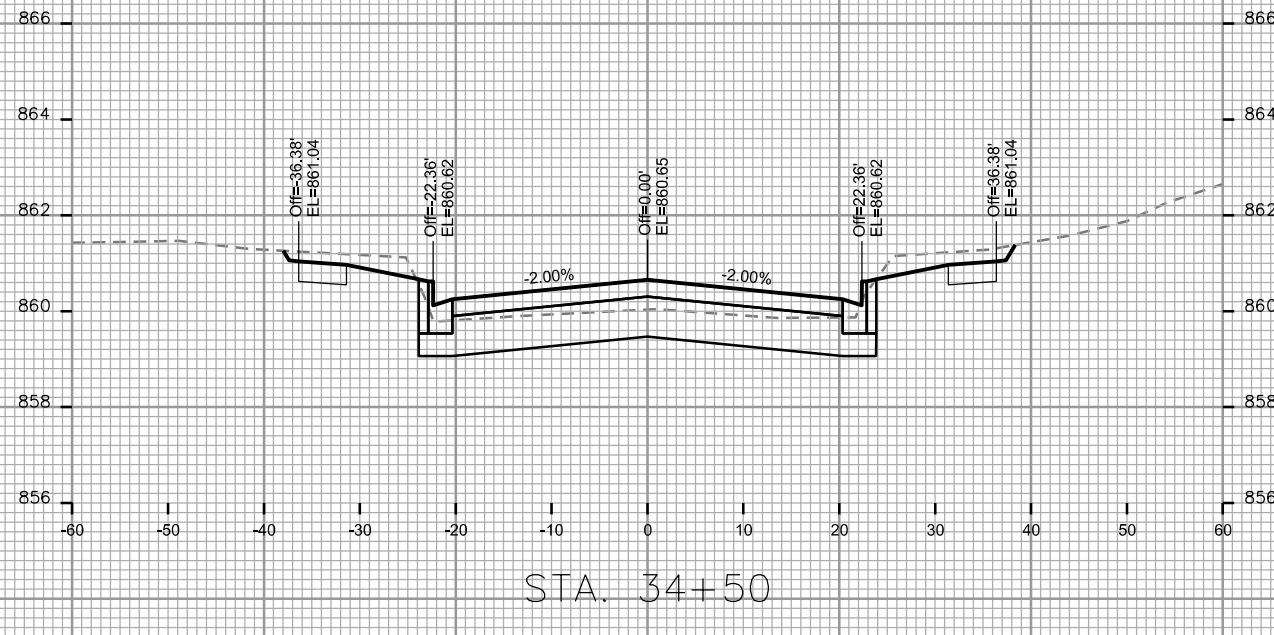
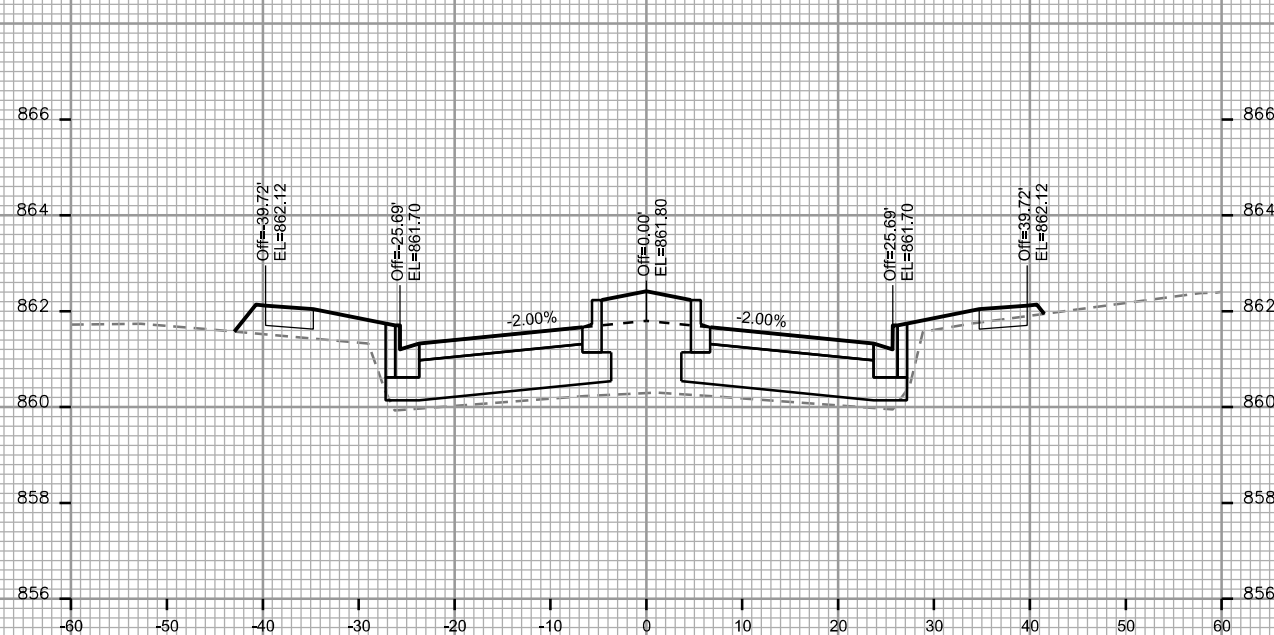
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

PINNEY STREET

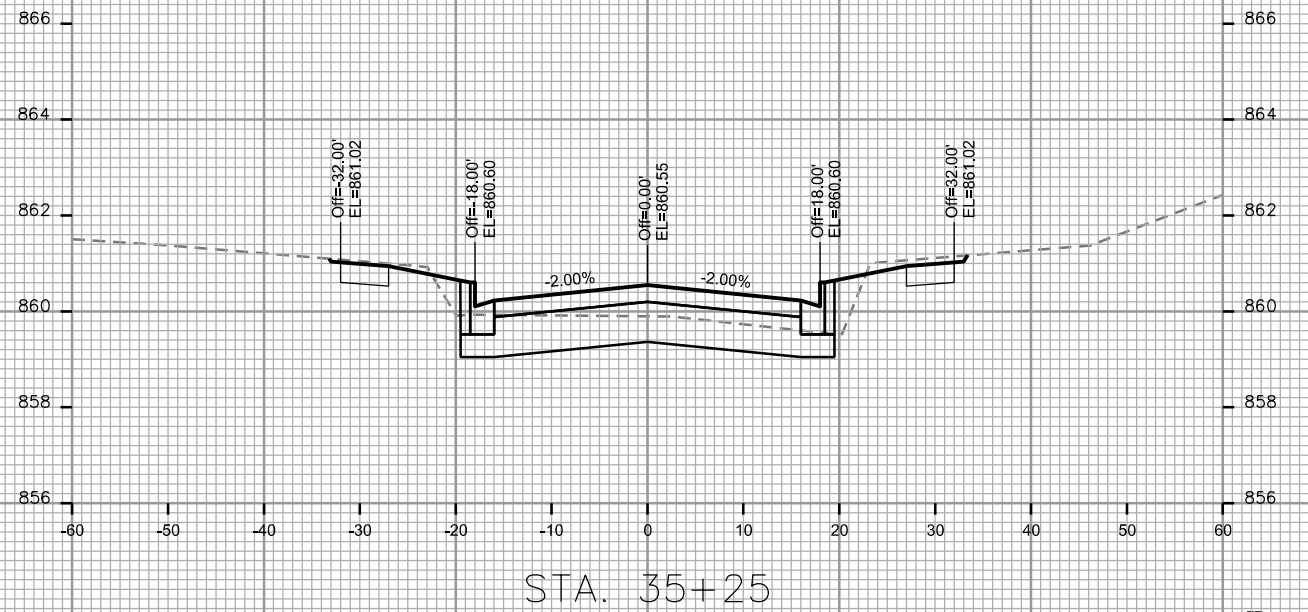
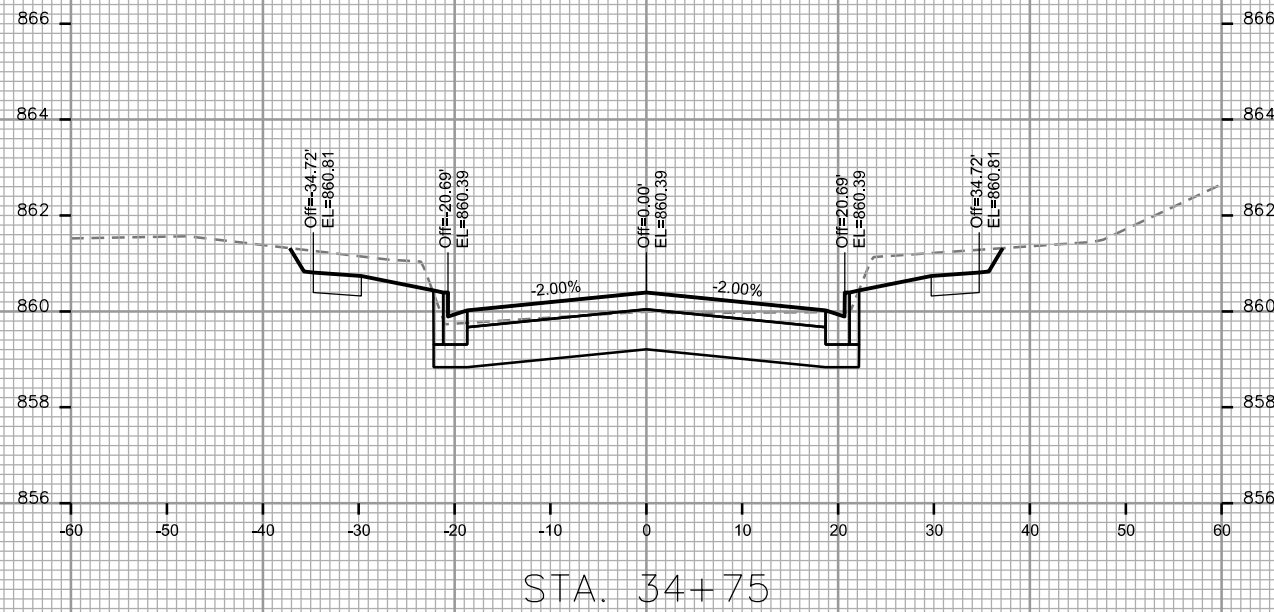
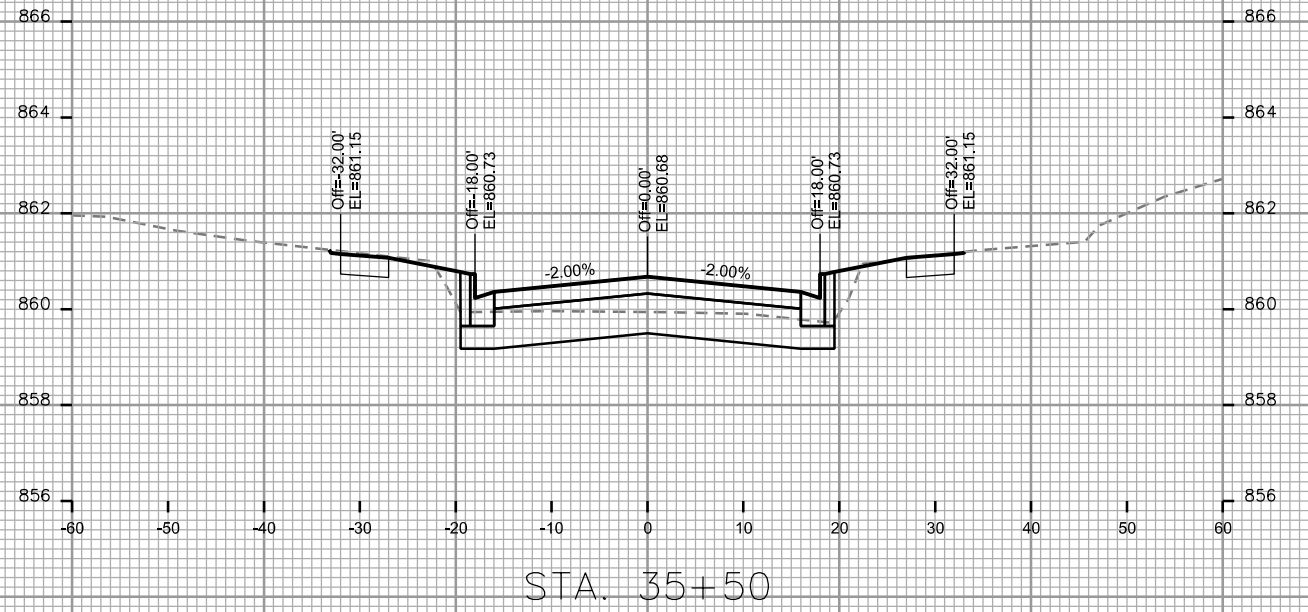
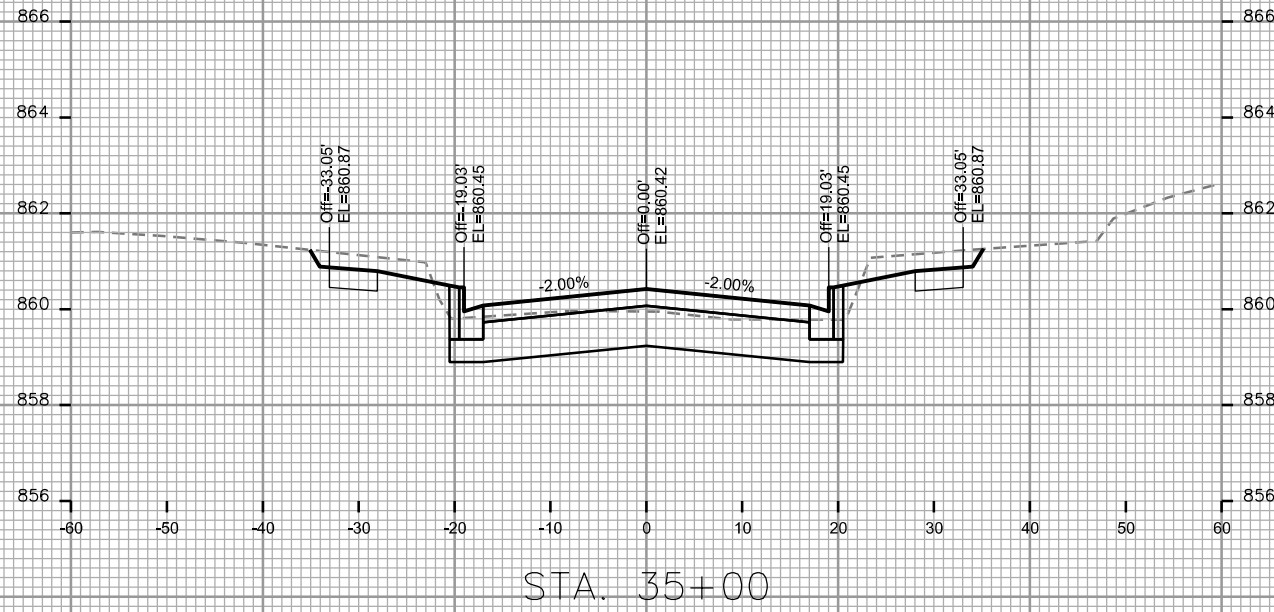
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON STREETS DIVISION





CROSS SECTIONS

PINNEY STREET

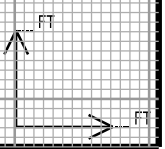
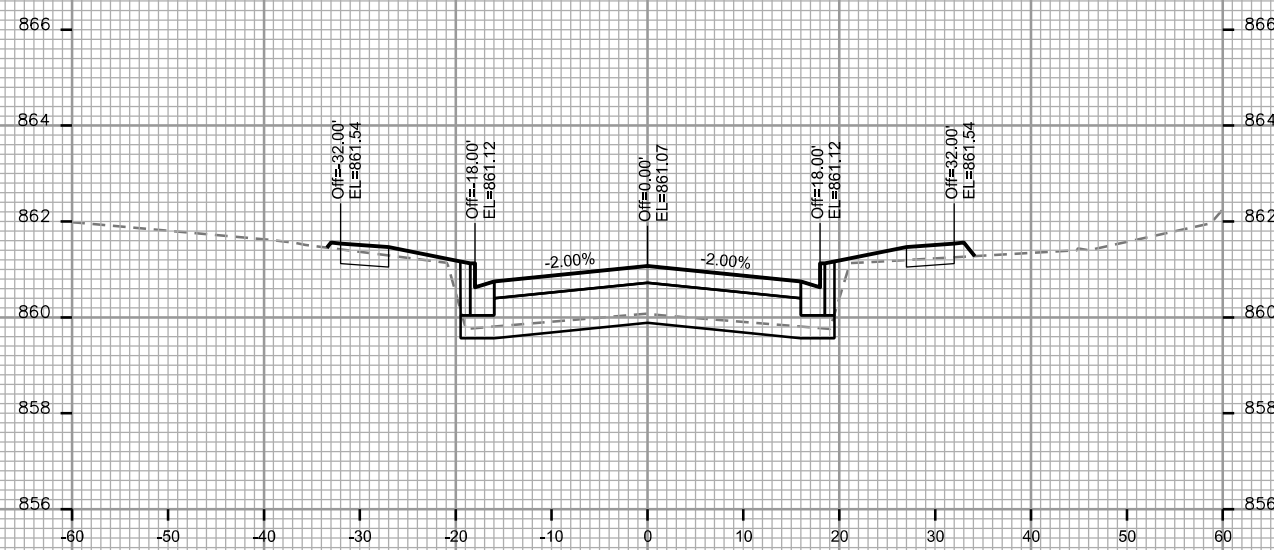
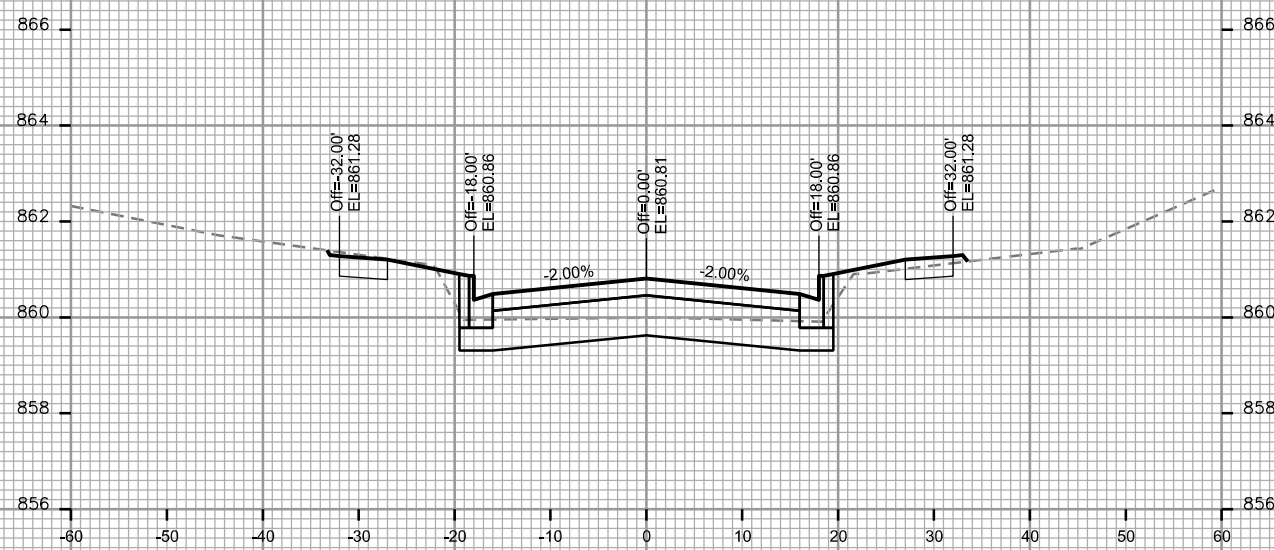
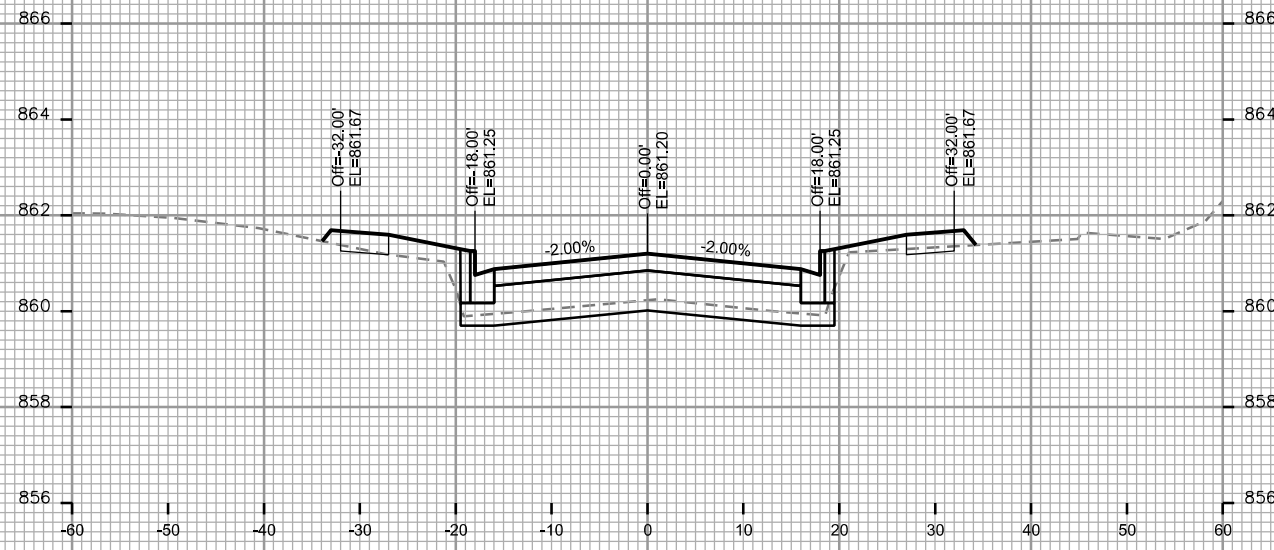
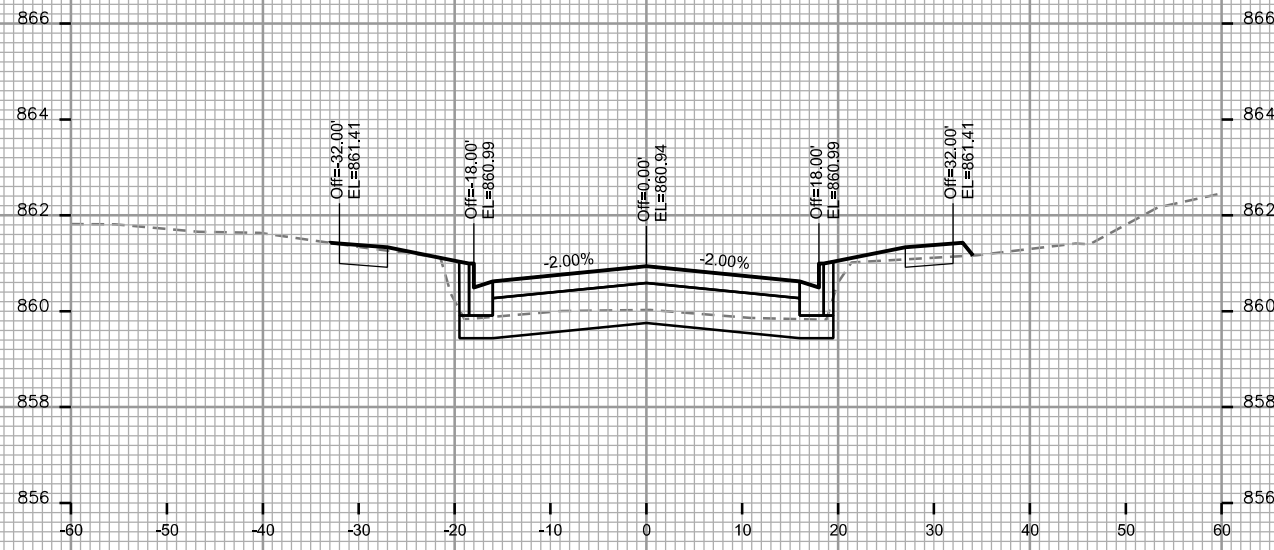
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

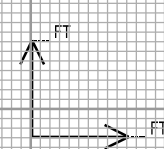
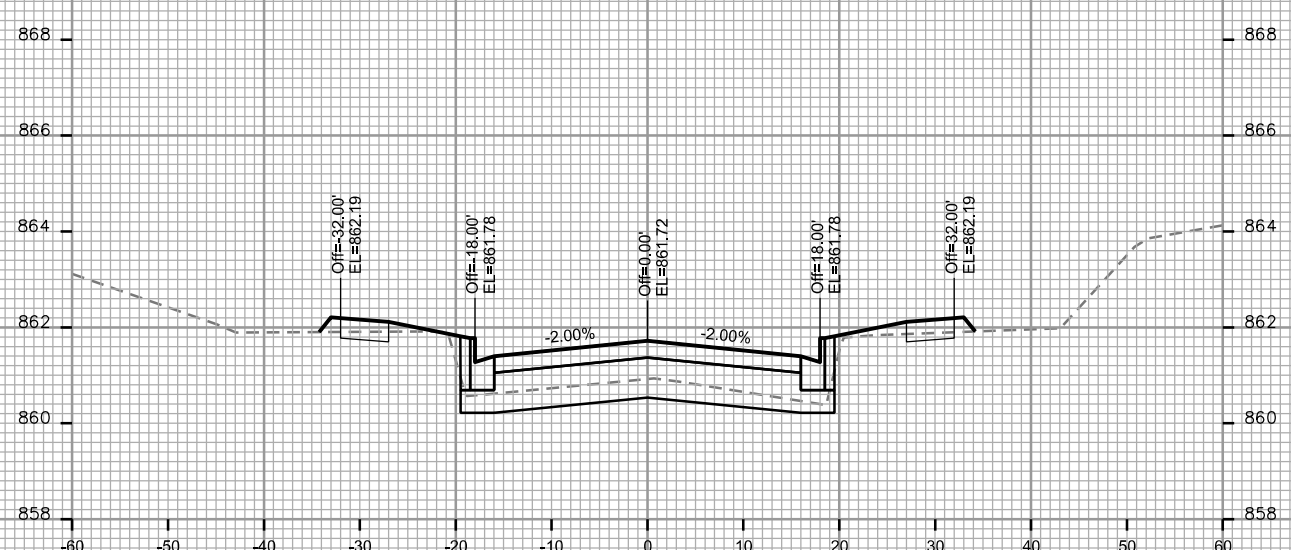
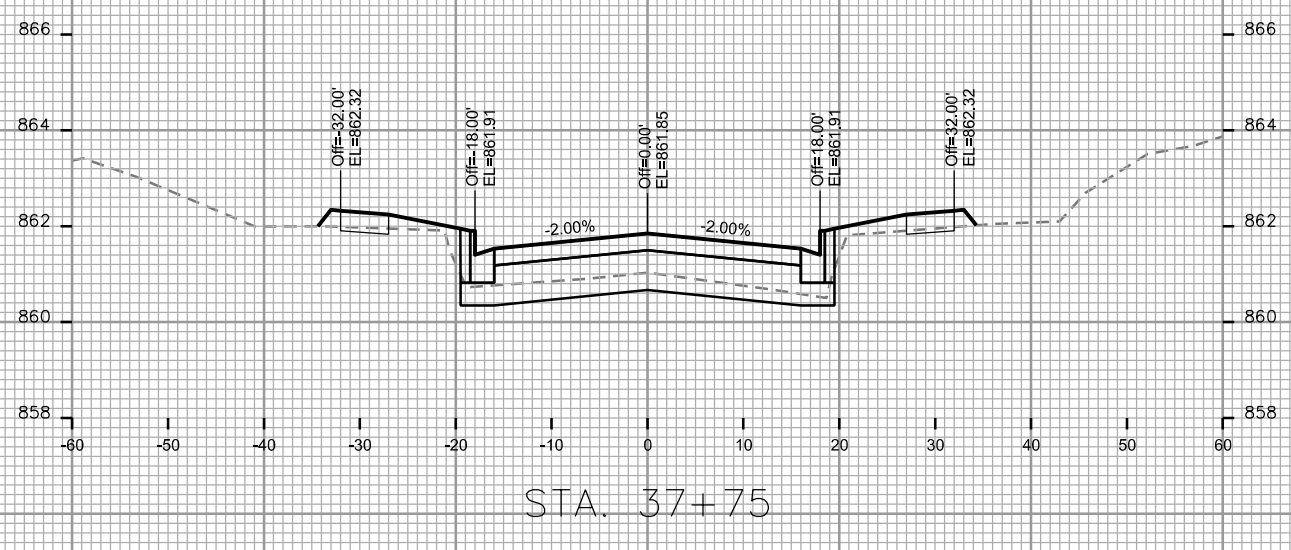
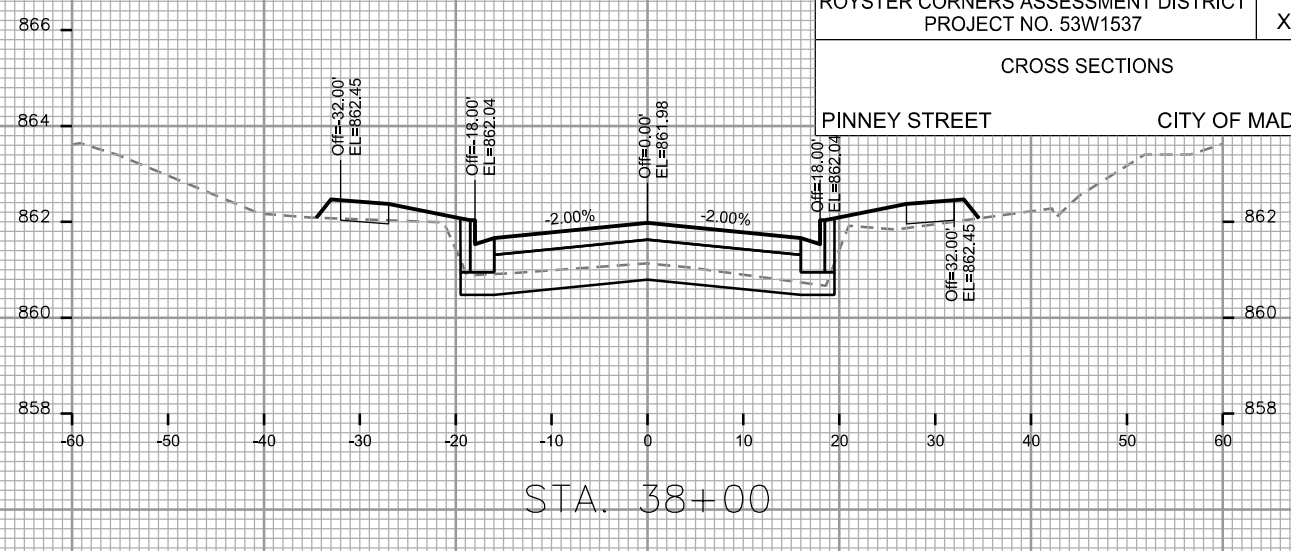
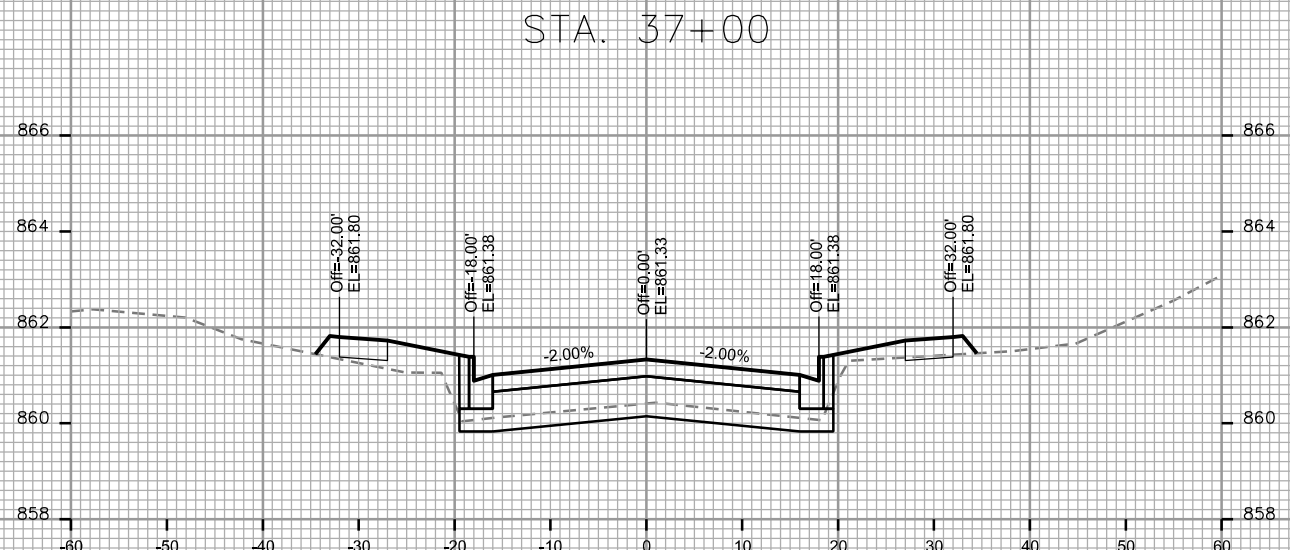
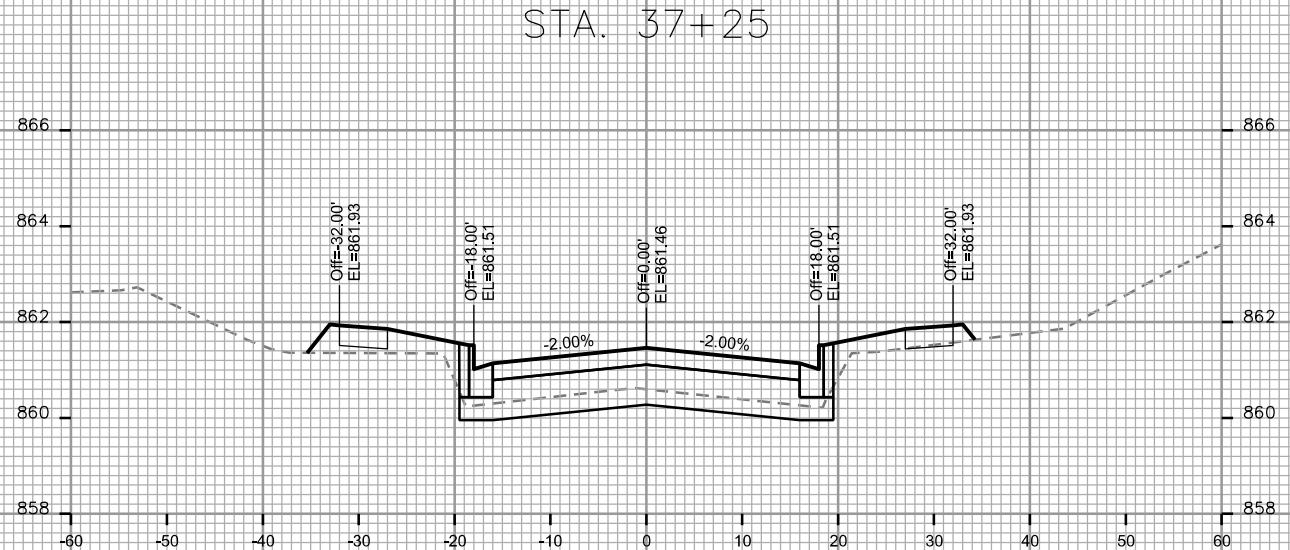
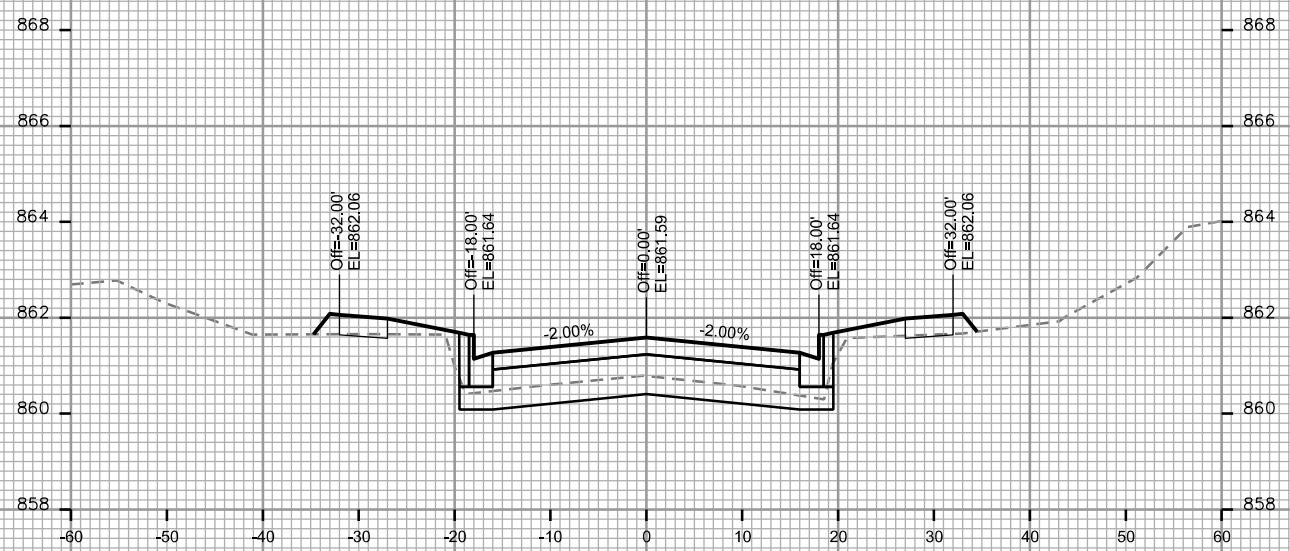
PINNEY STREET CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

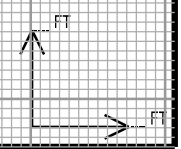
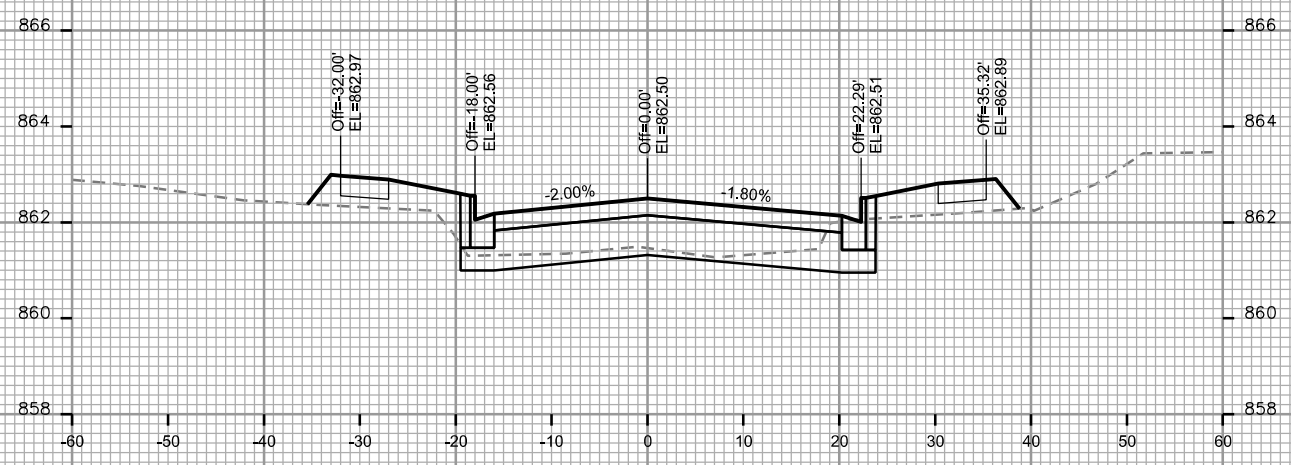
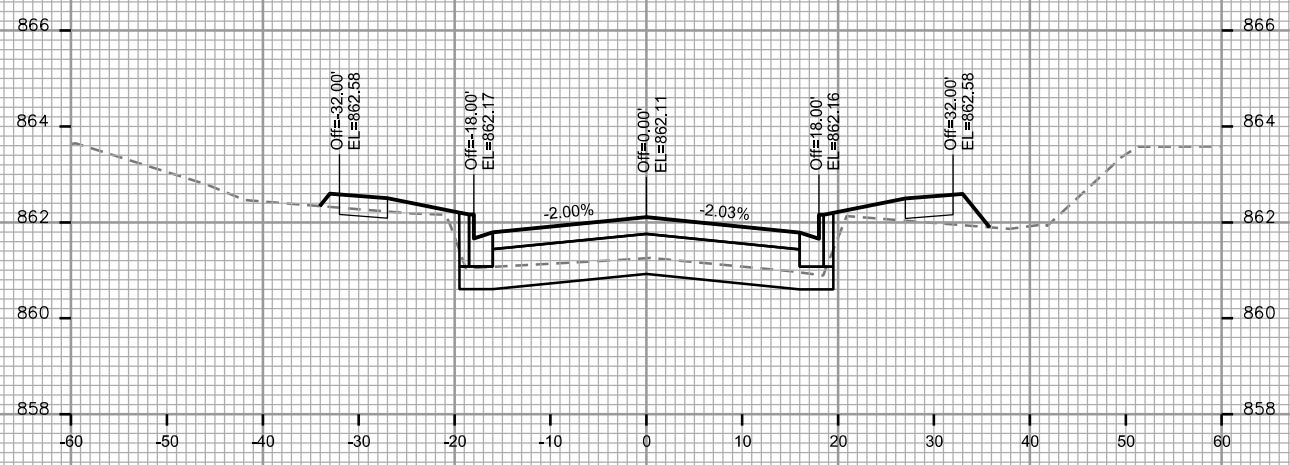
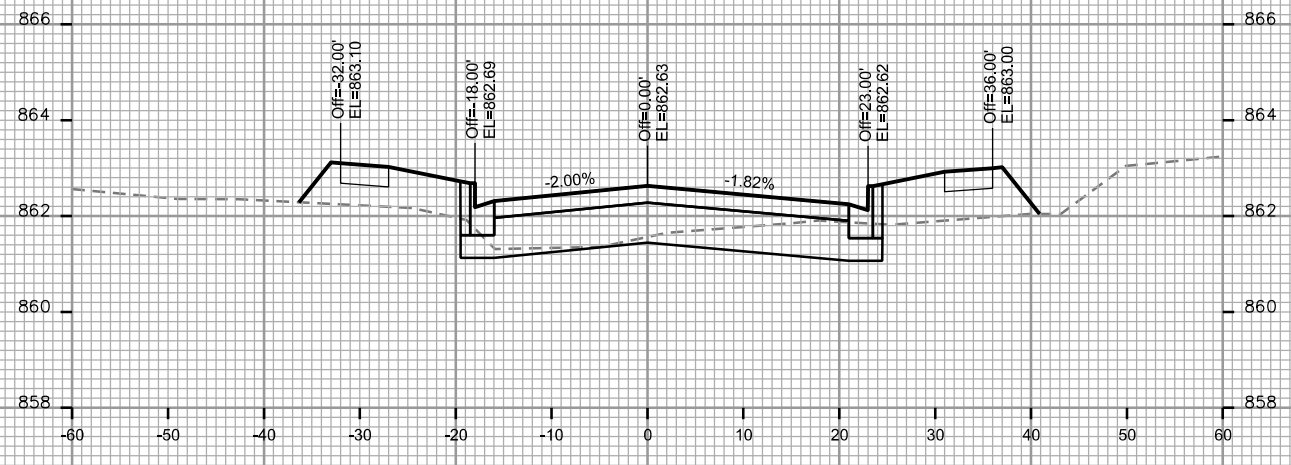
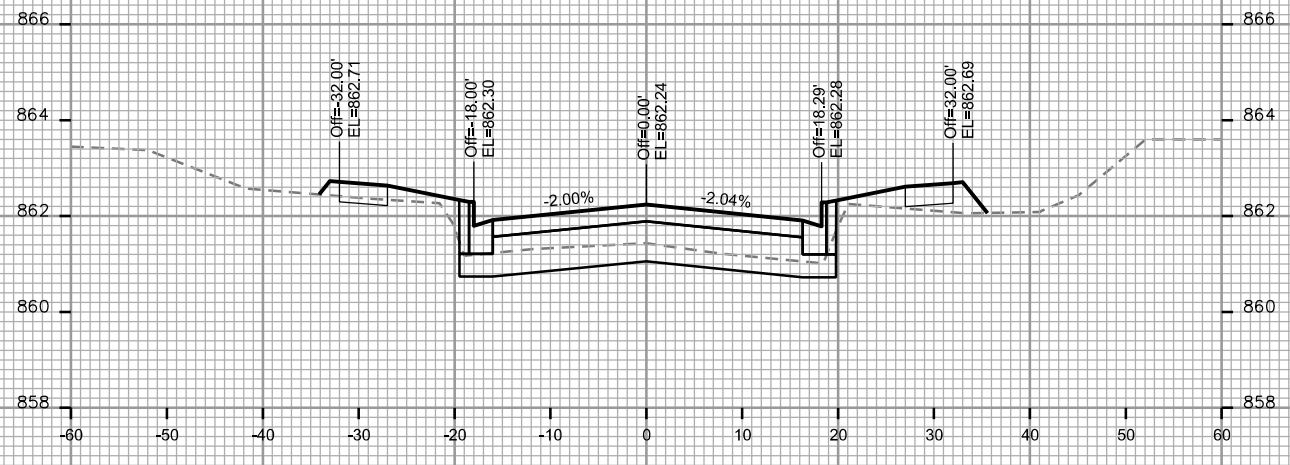
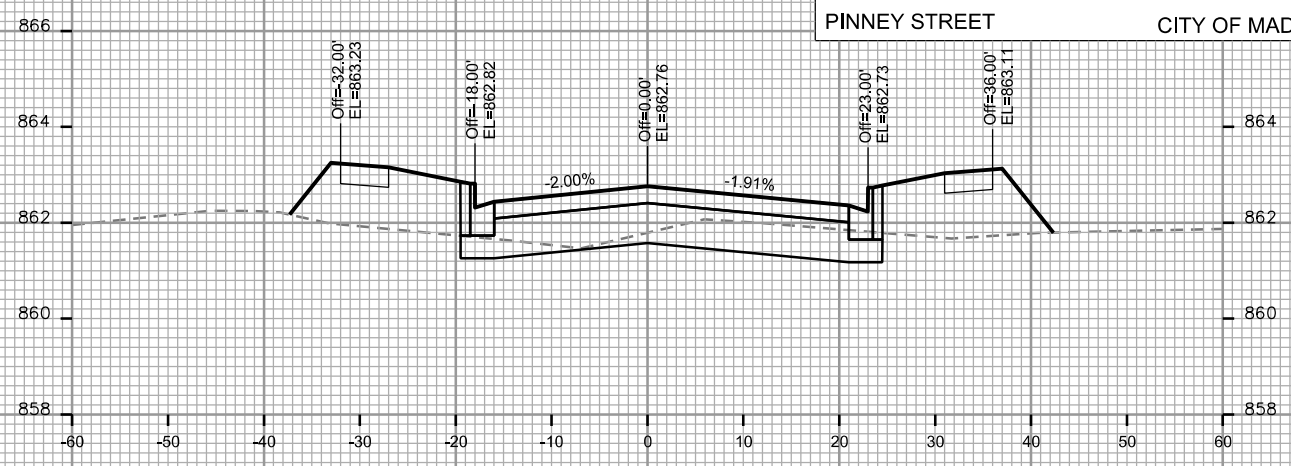
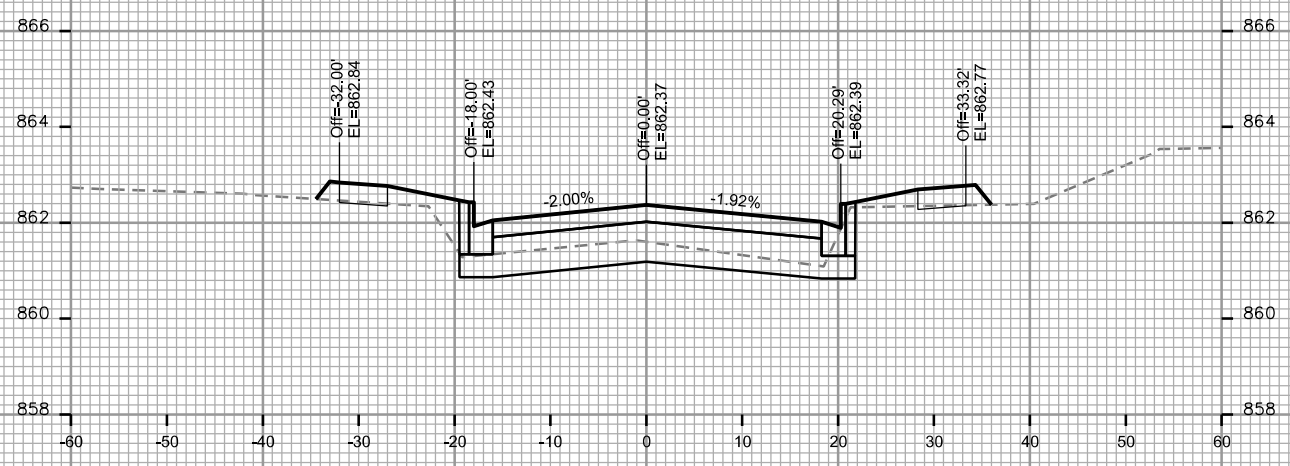
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS  
PINNEY STREET  
CITY OF MADISON



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

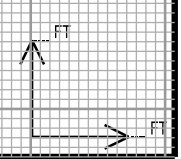
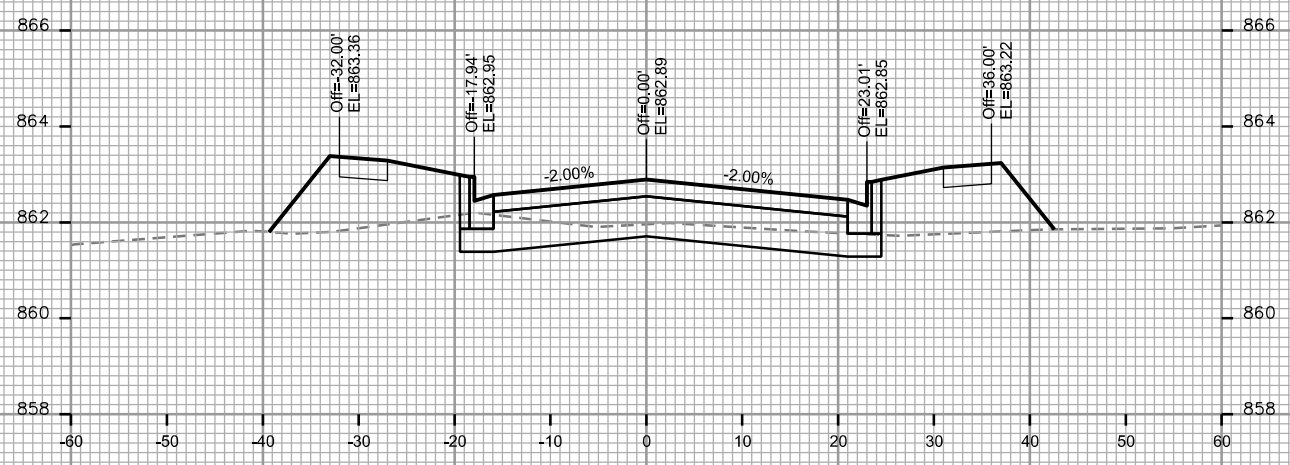
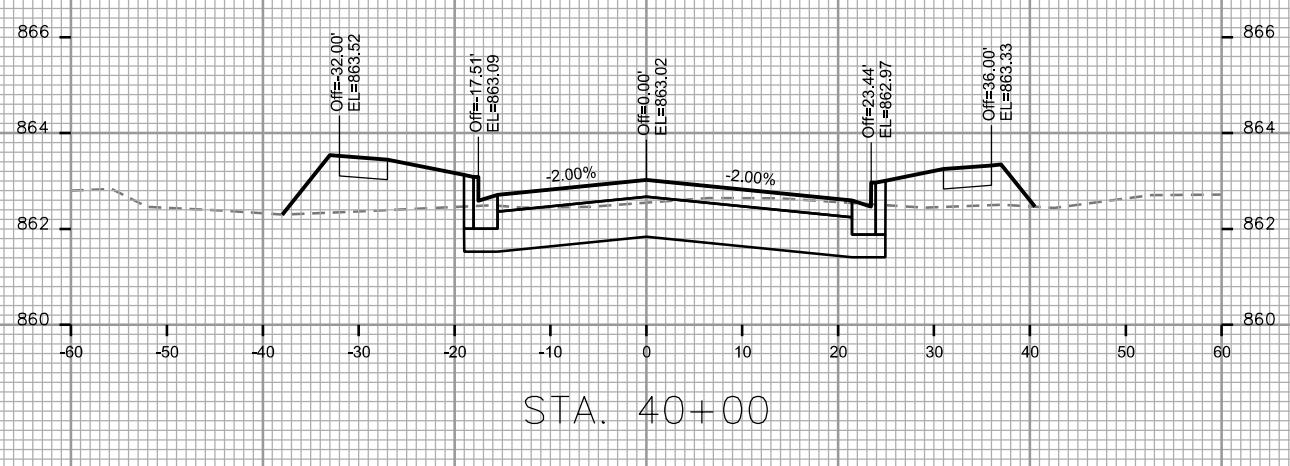
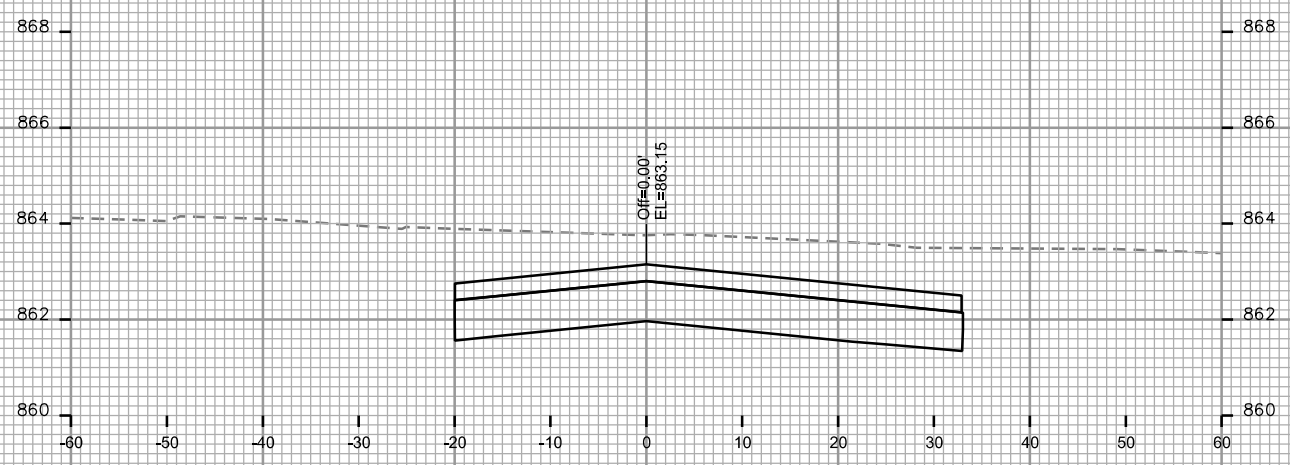
CROSS SECTIONS  
PINNEY STREET CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

SILAS STREET

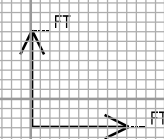
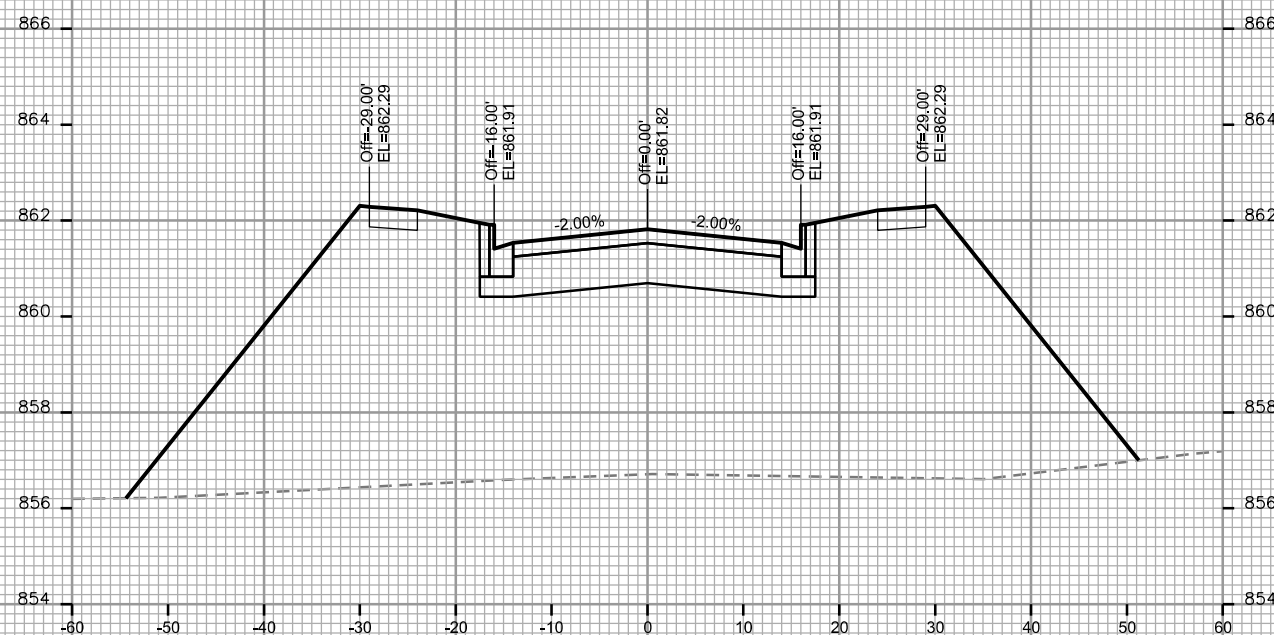
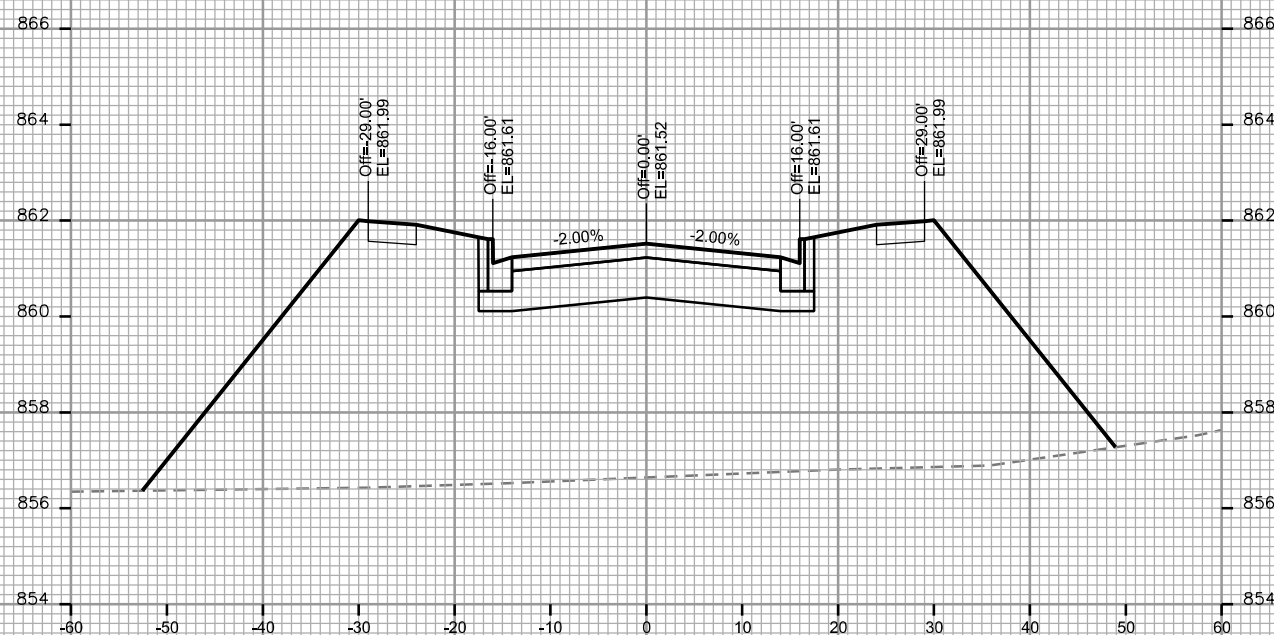
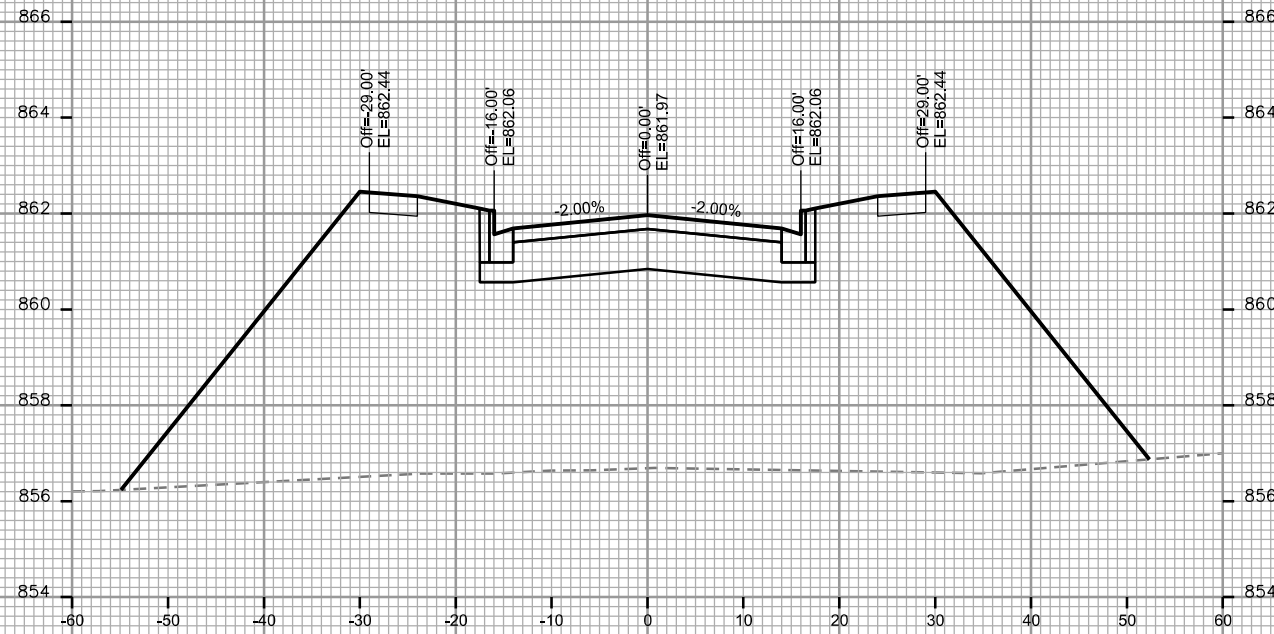
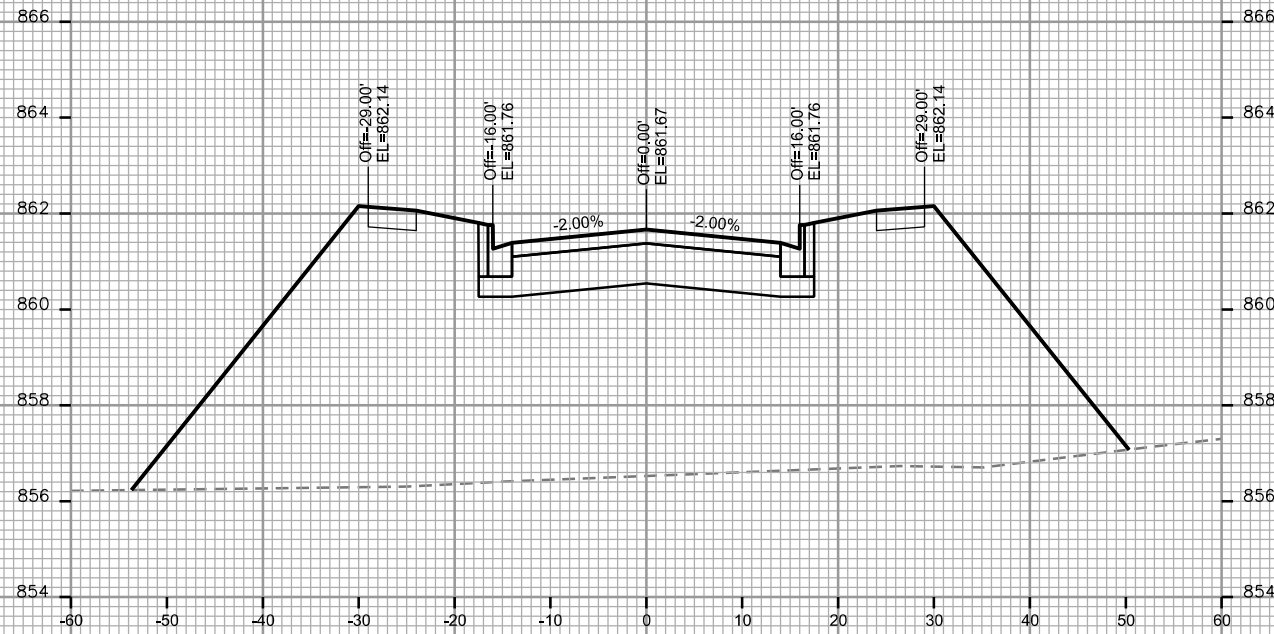
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON STREETS DIVISION



CROSS SECTIONS

SILAS STREET

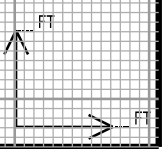
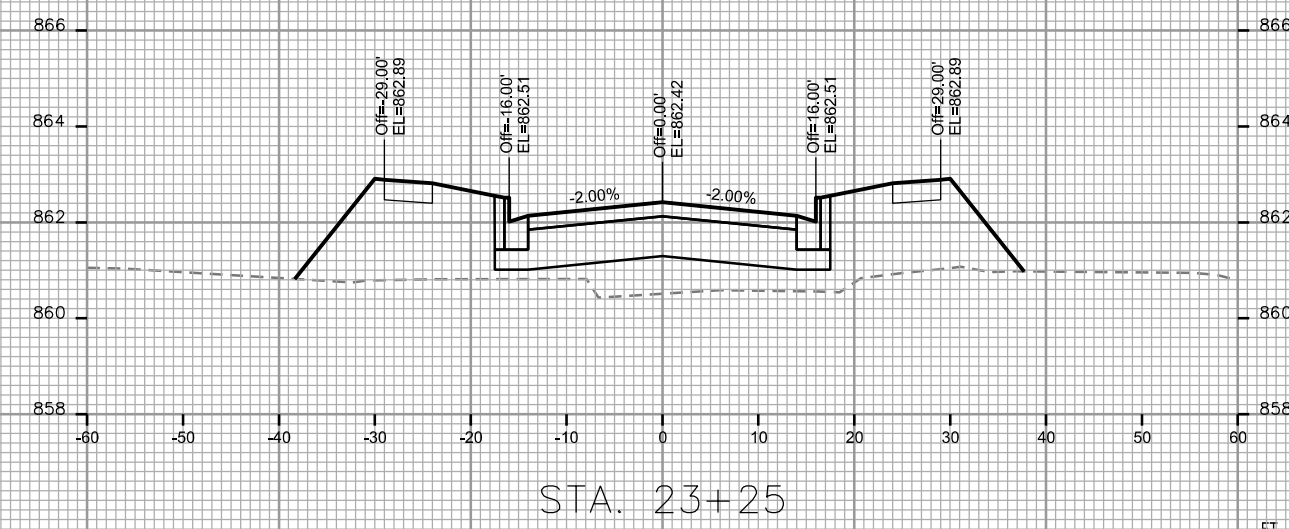
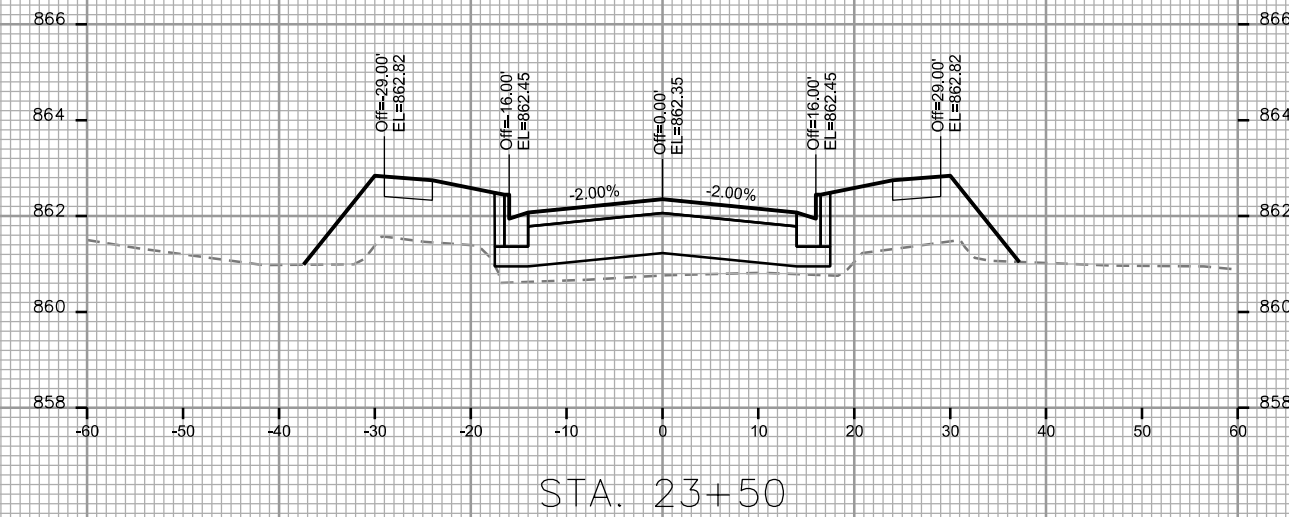
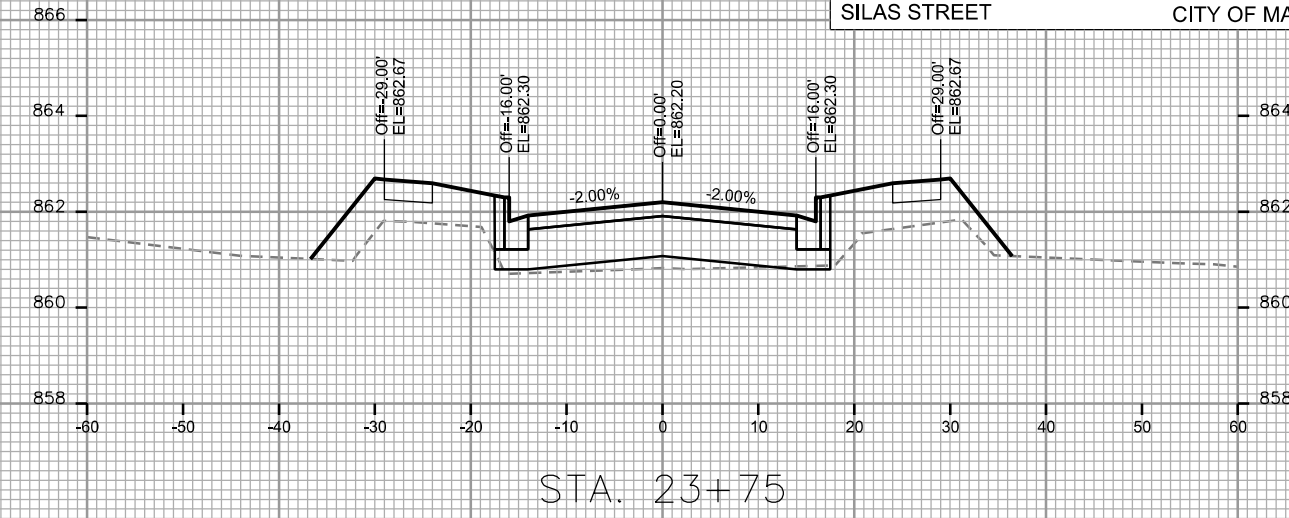
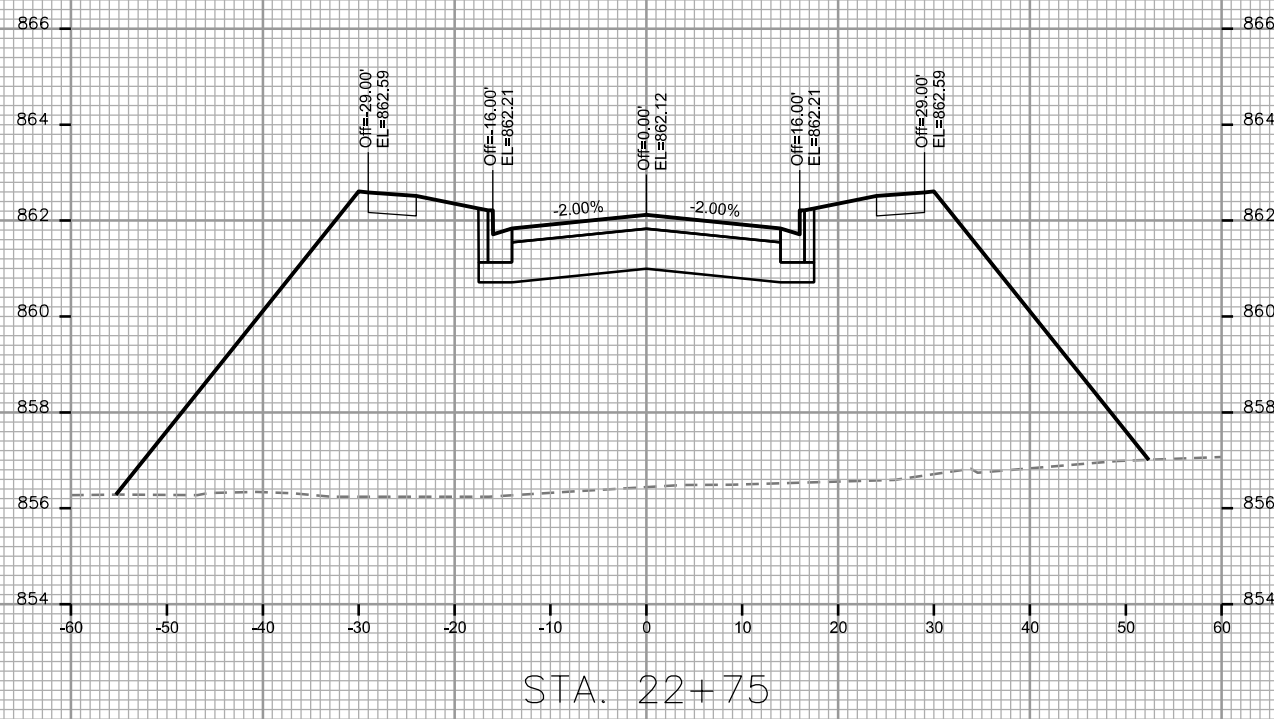
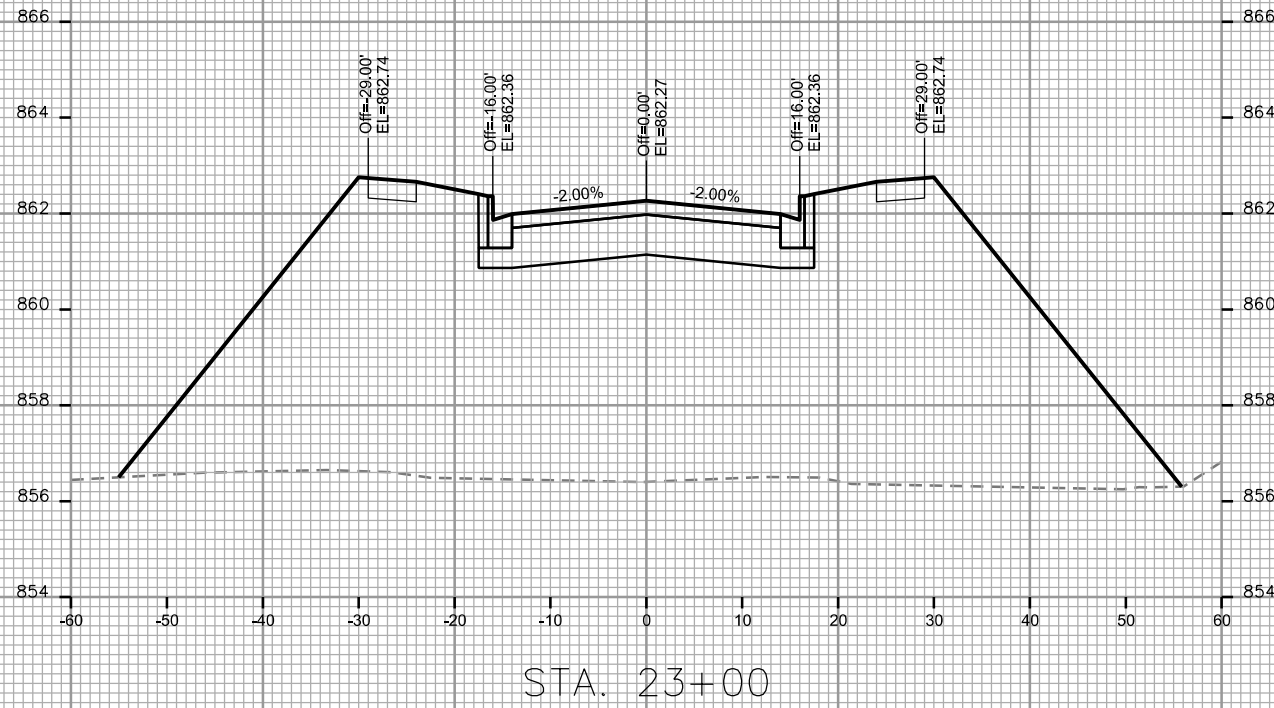
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

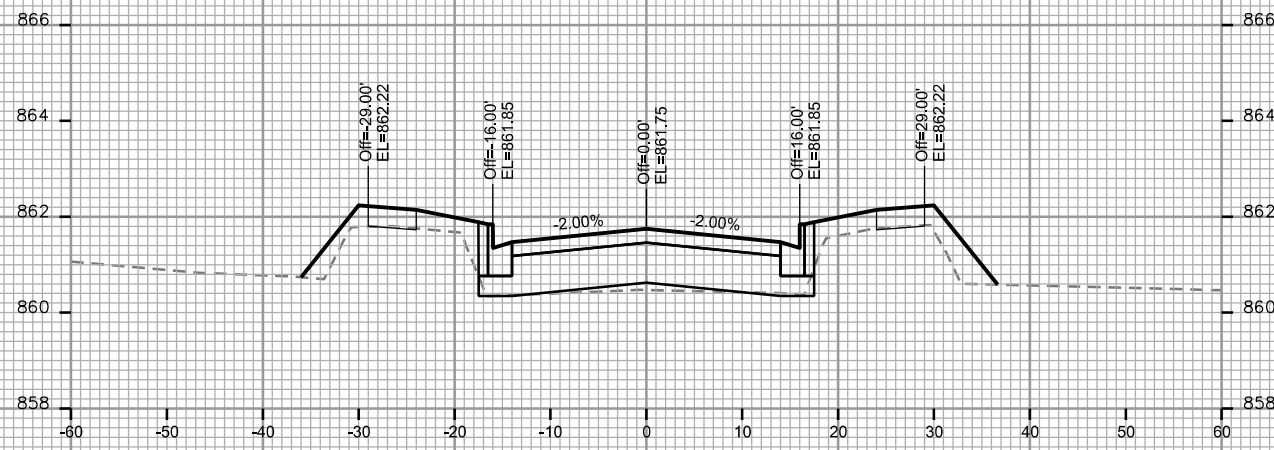
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

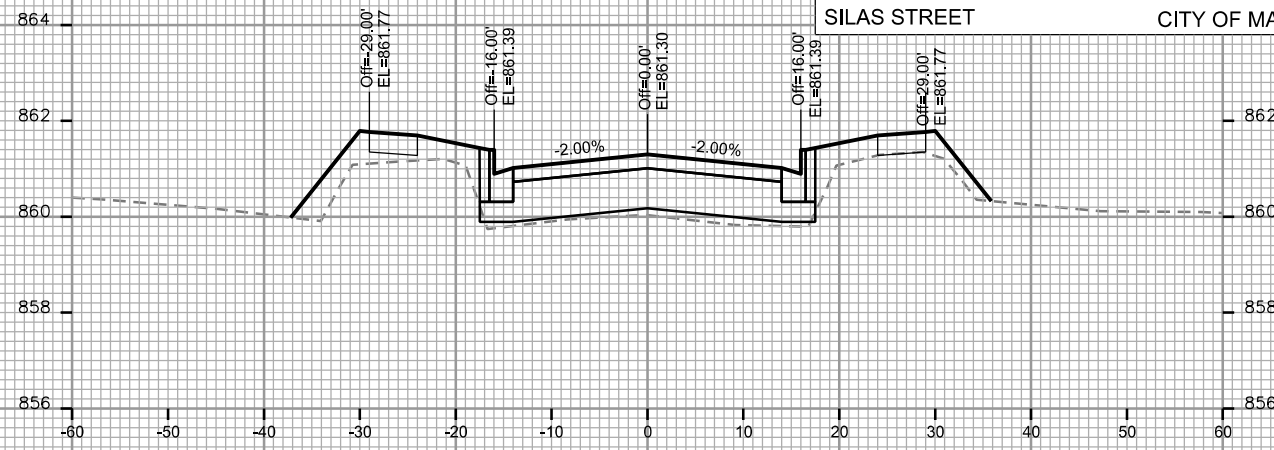


CROSS SECTIONS

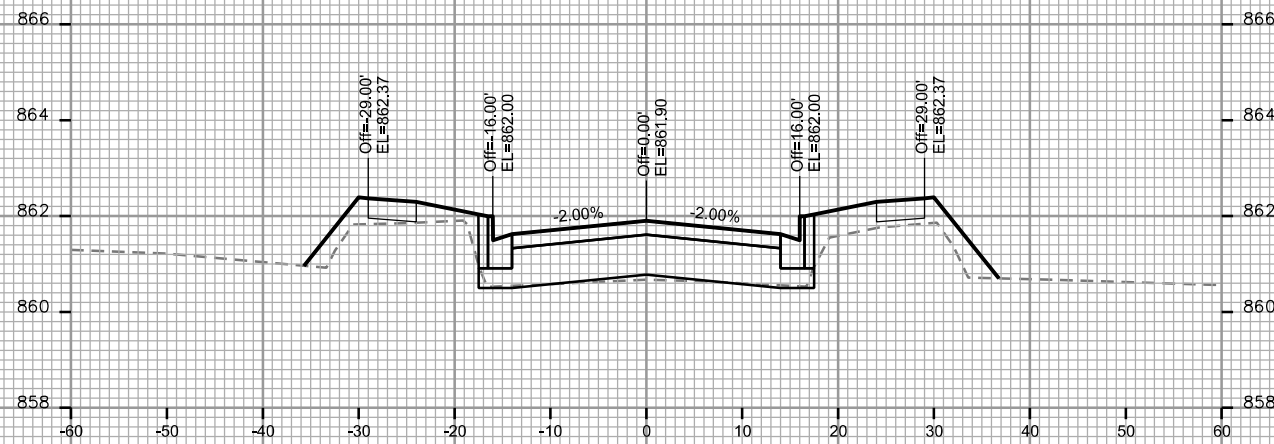
SILAS STREET CITY OF MADISON



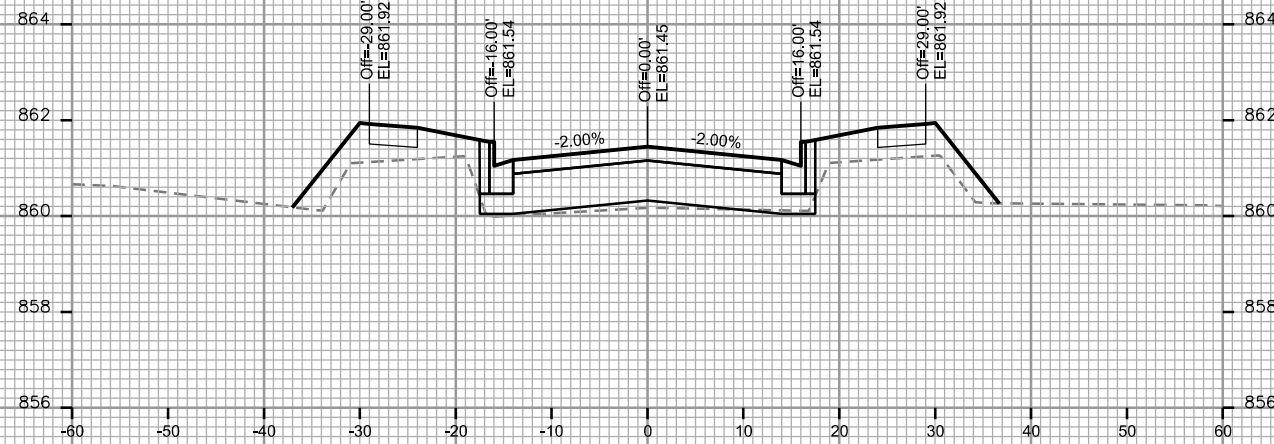
STA. 24+50



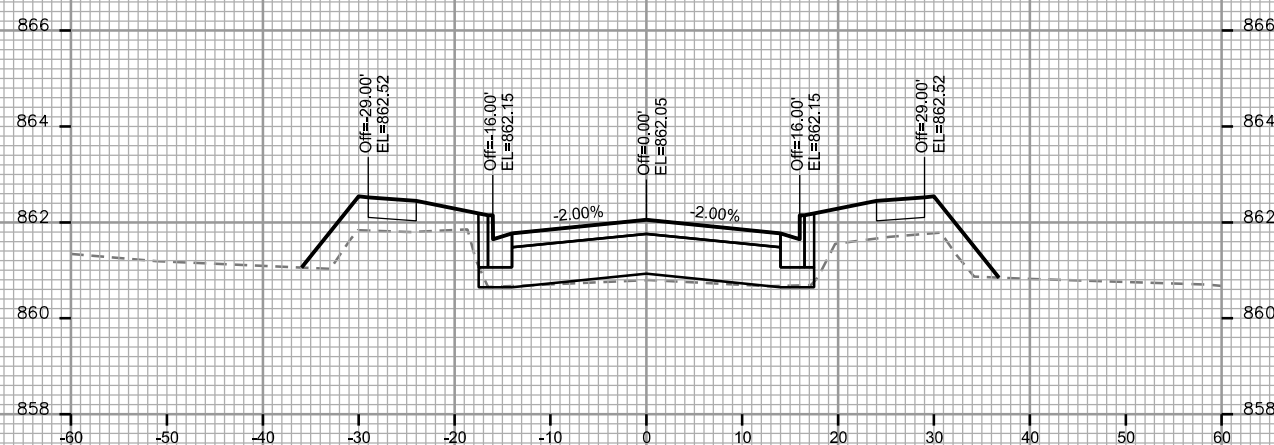
STA. 25+25



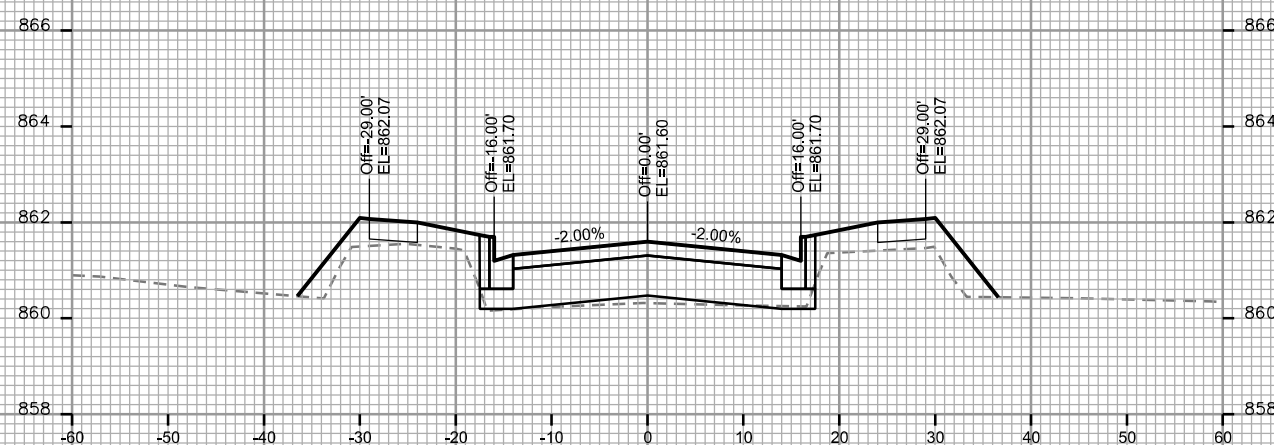
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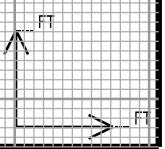
STA. 25+00



STA. 24+00



STA. 24+75



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

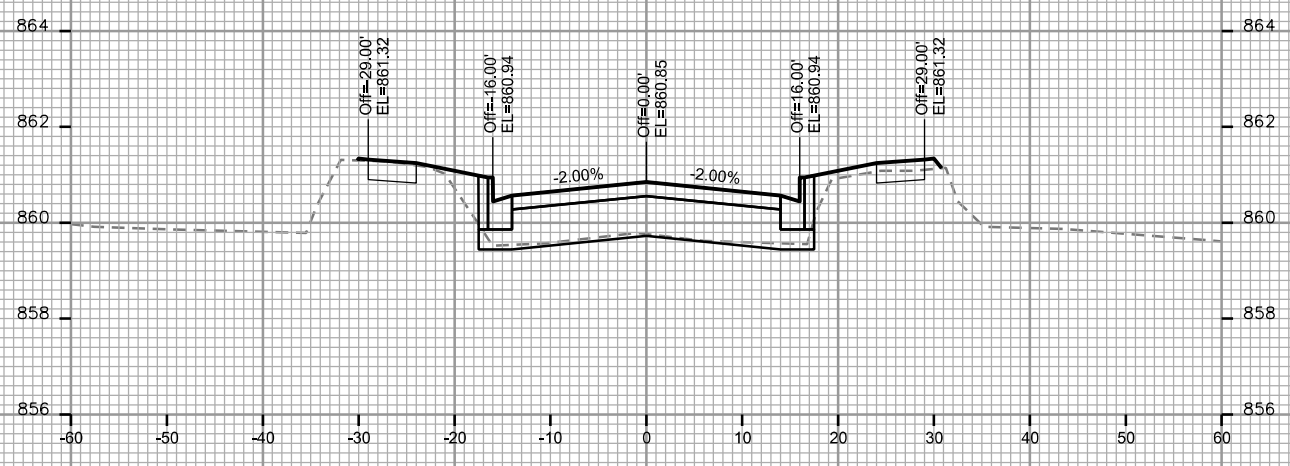
SILAS STREET CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

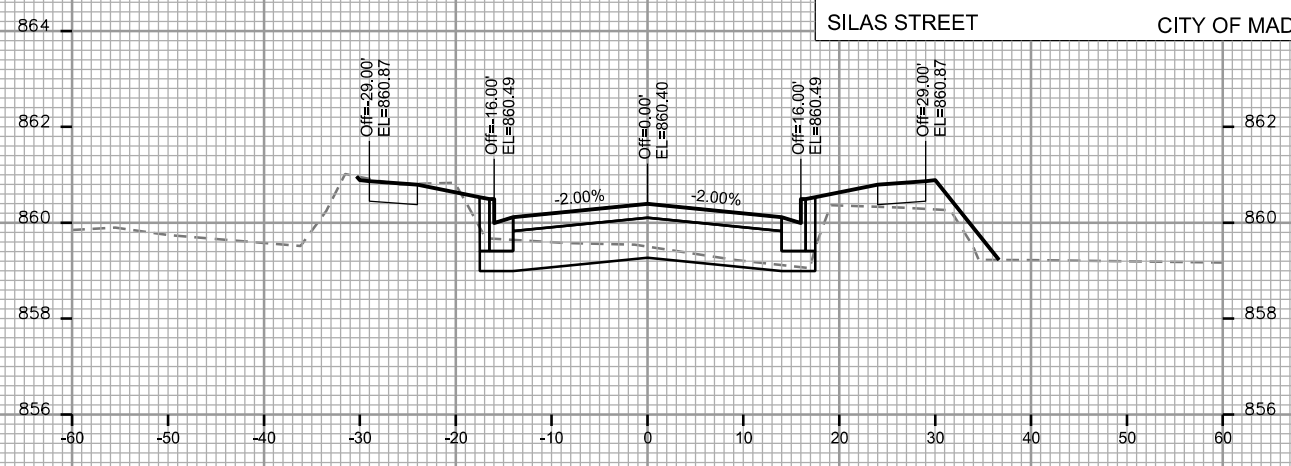
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

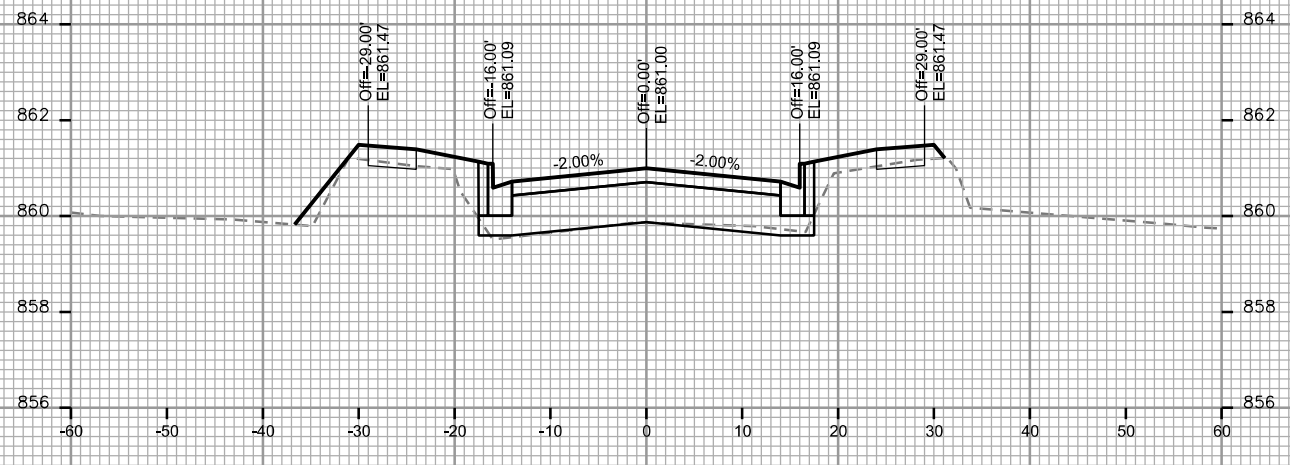
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



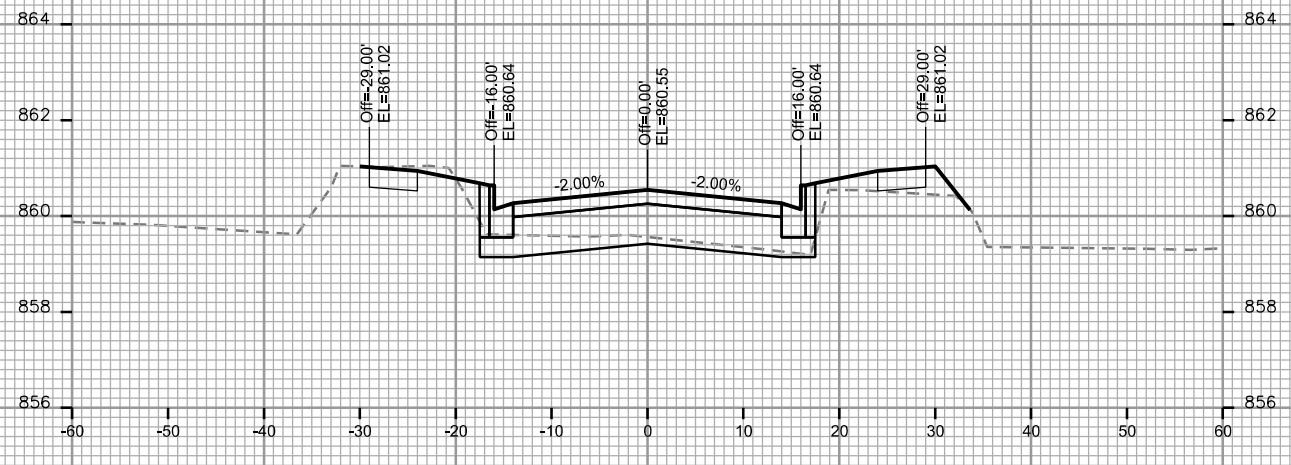
STA. 26+00



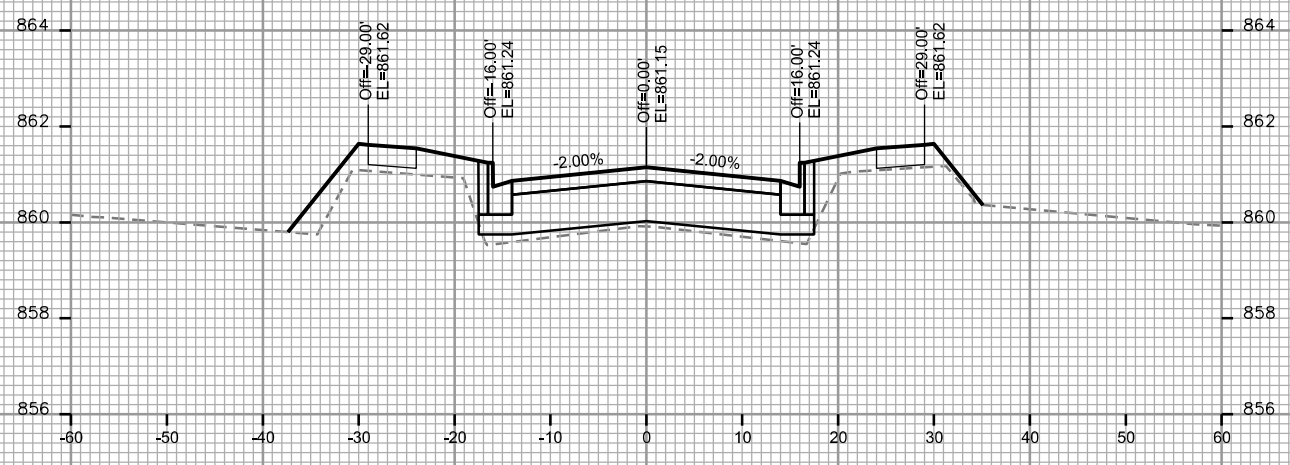
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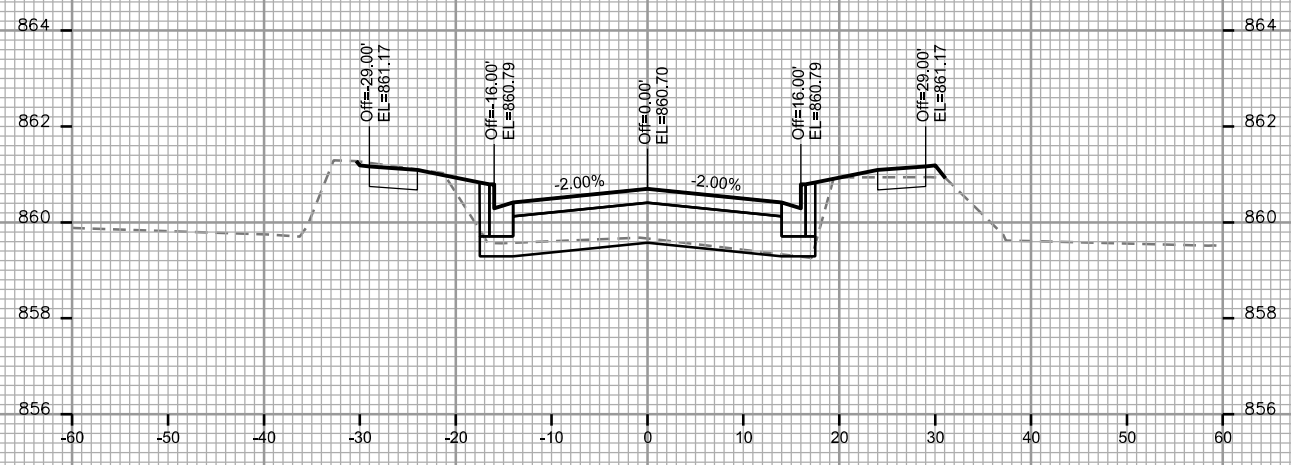
STA. 25+75



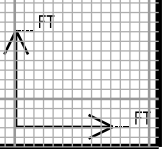
STA. 26+50



STA. 25+50



STA. 26+25



CROSS SECTIONS

SILAS STREET

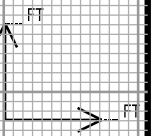
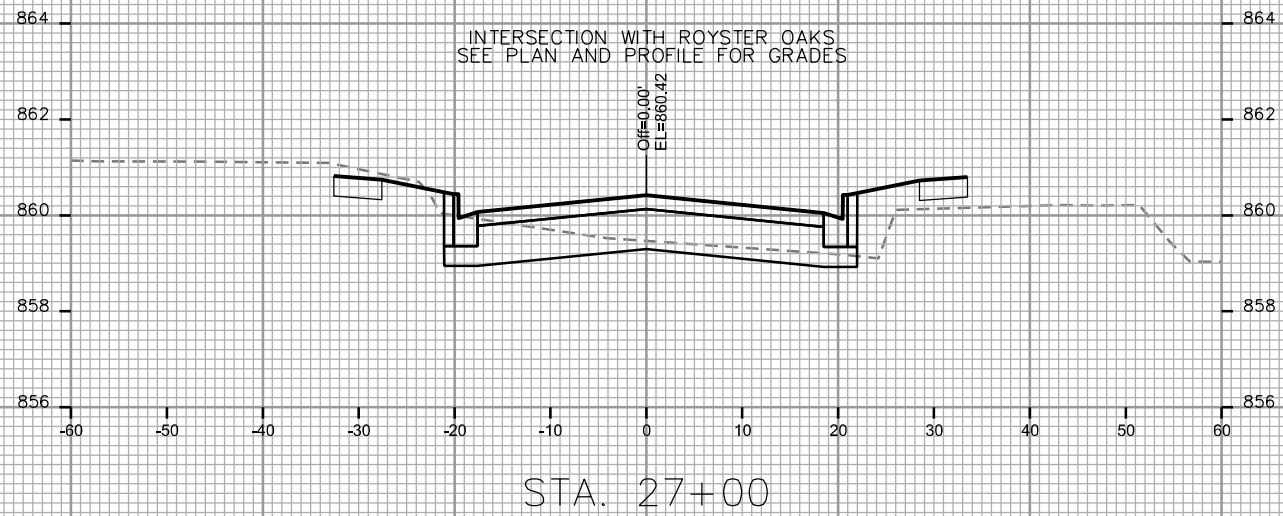
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

CITY OF MADISON

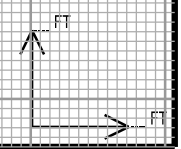
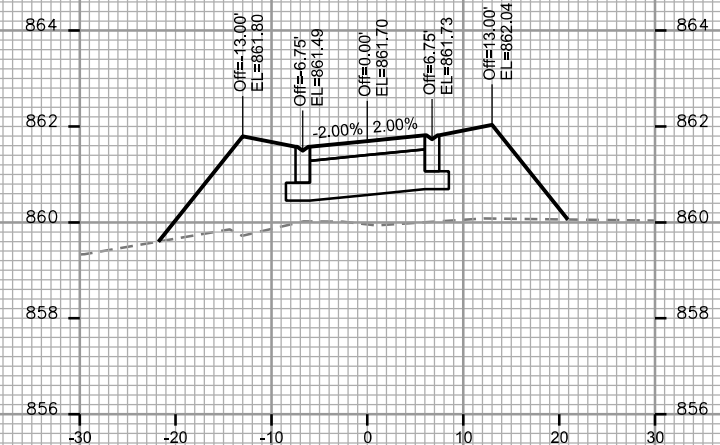
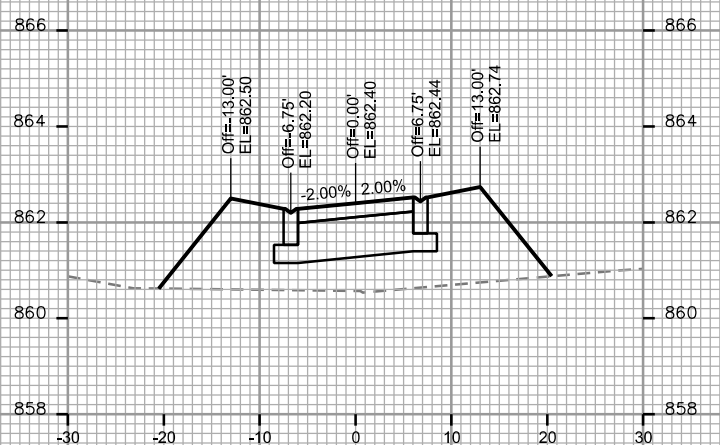
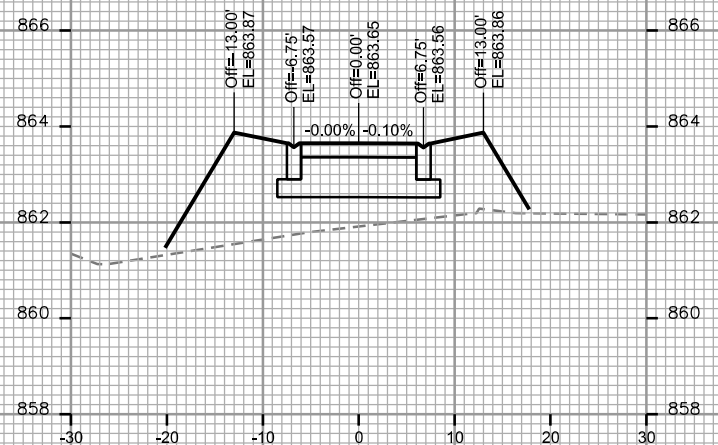
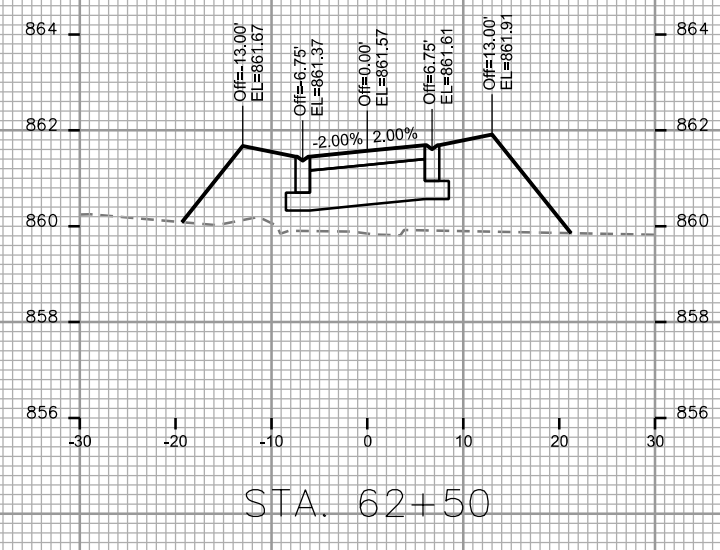
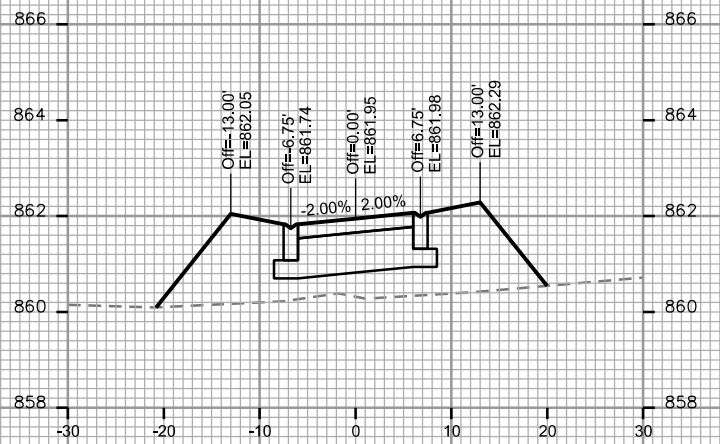
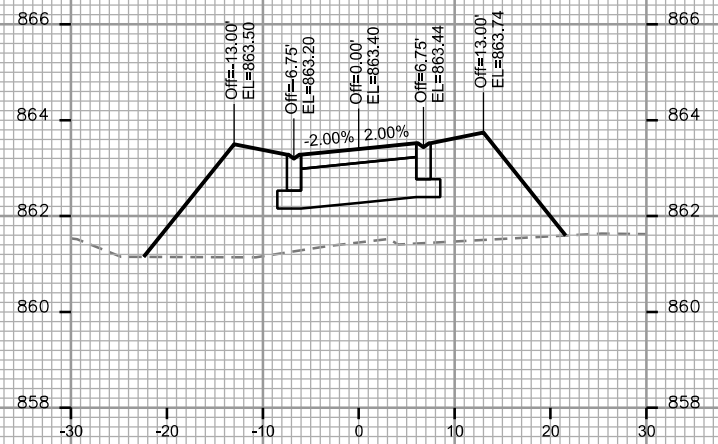
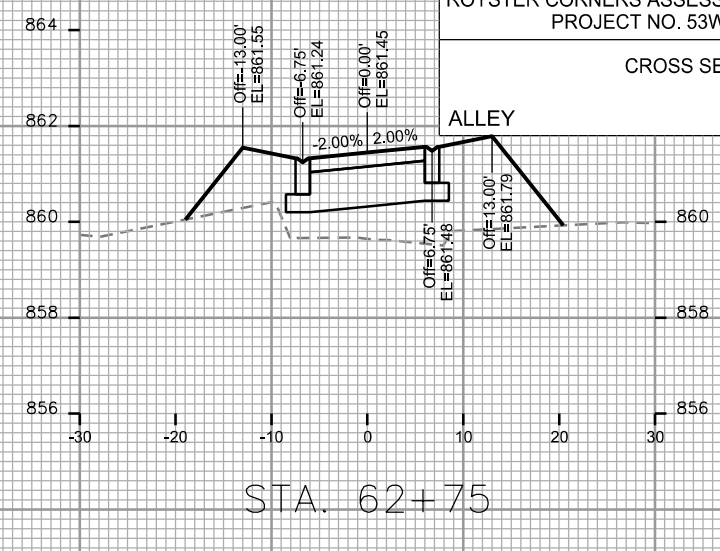
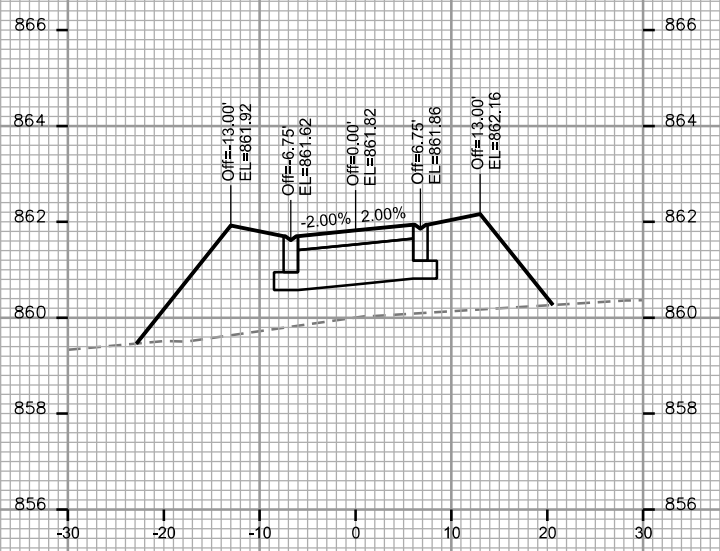
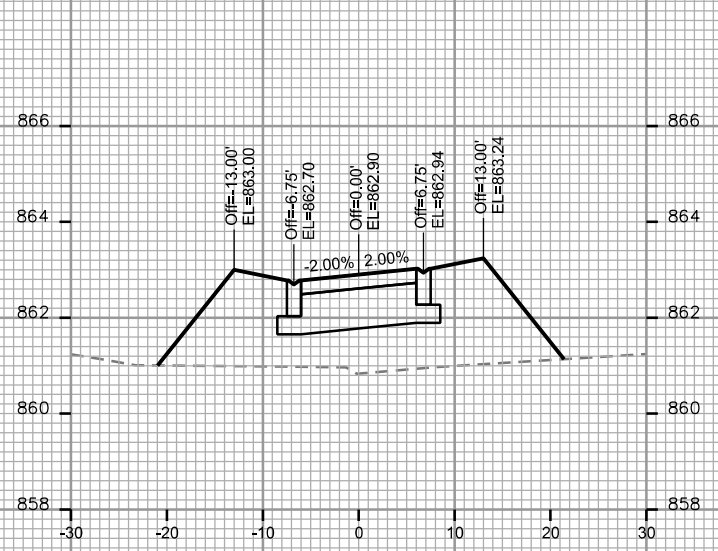
ALLEY

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

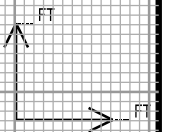
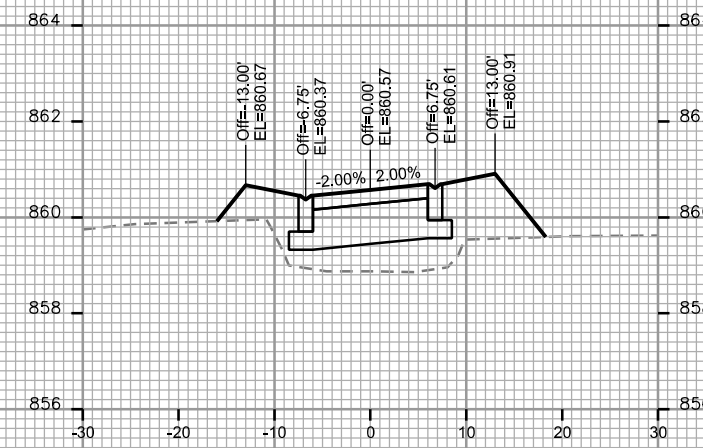
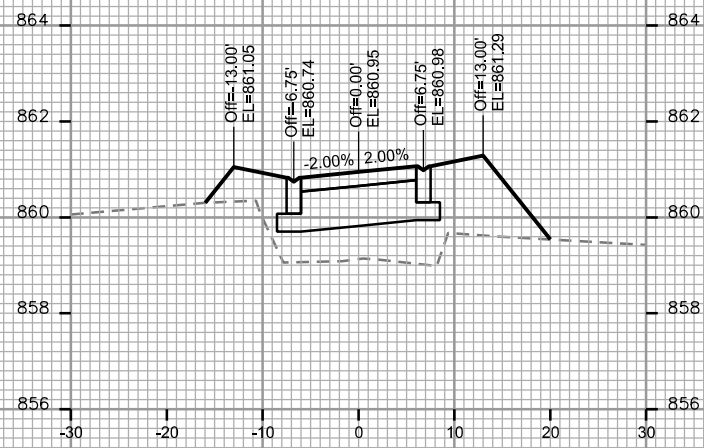
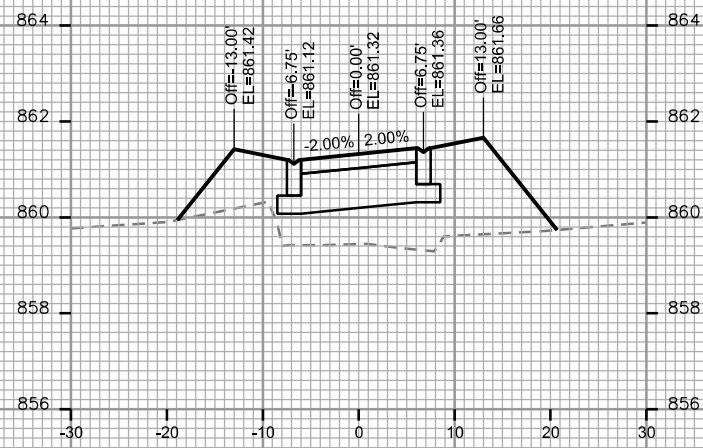
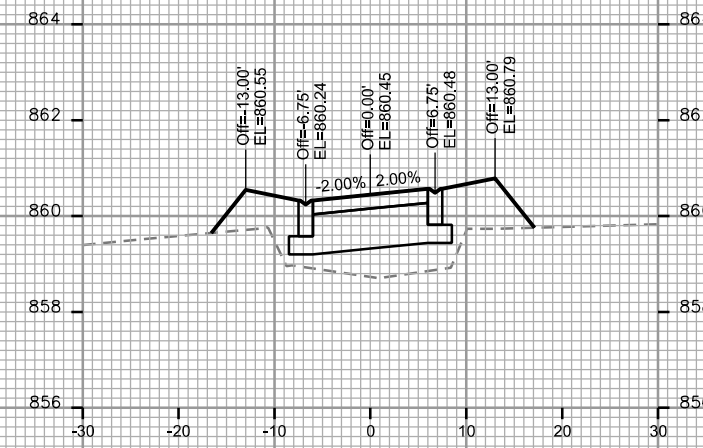
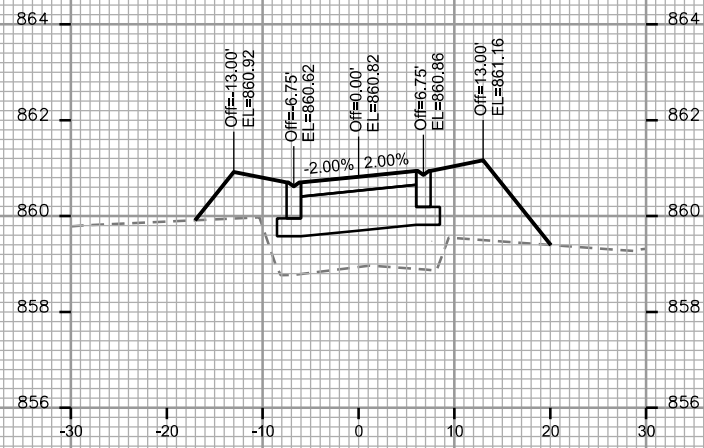
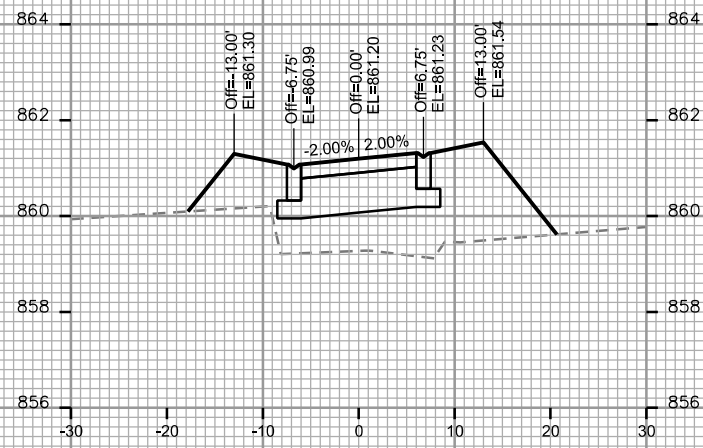
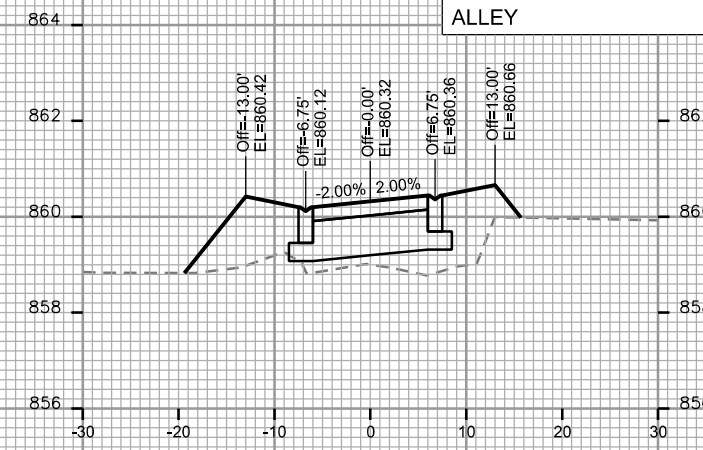
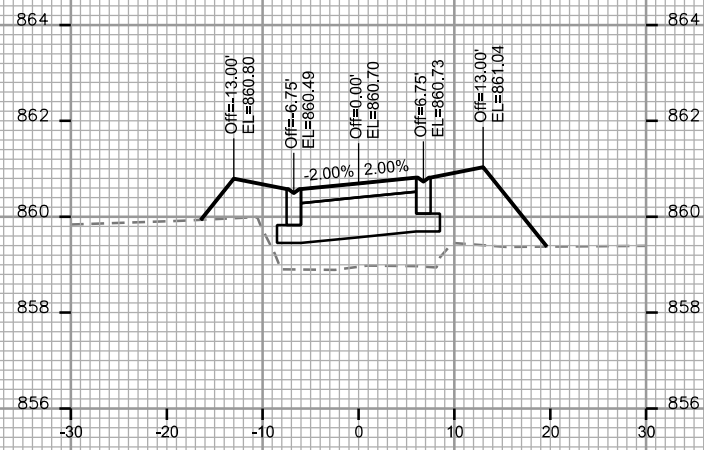
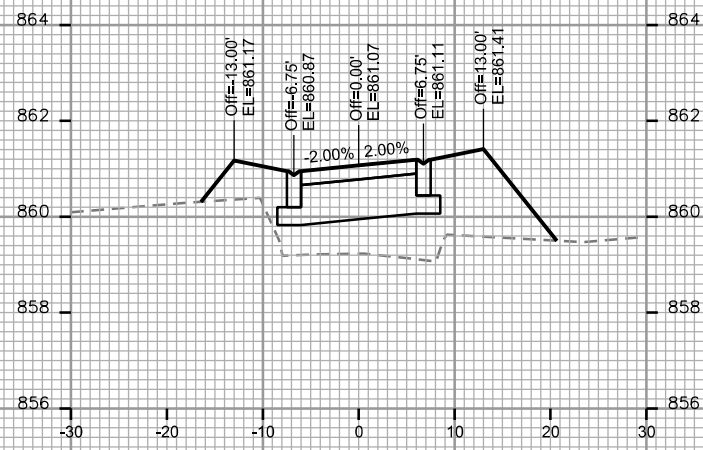
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

ALLEY CITY OF MADISON



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

ALLEY

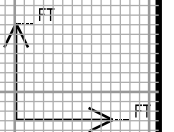
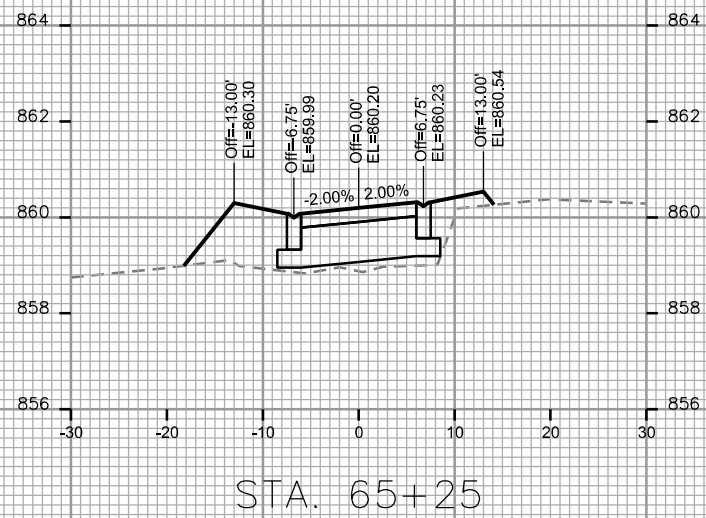
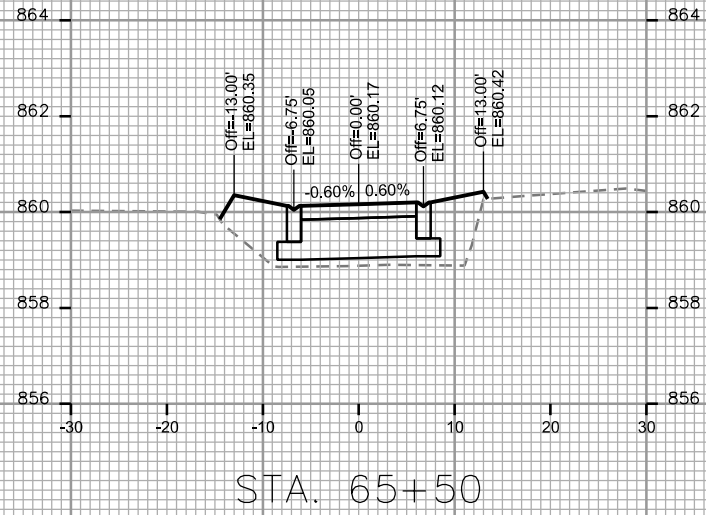
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

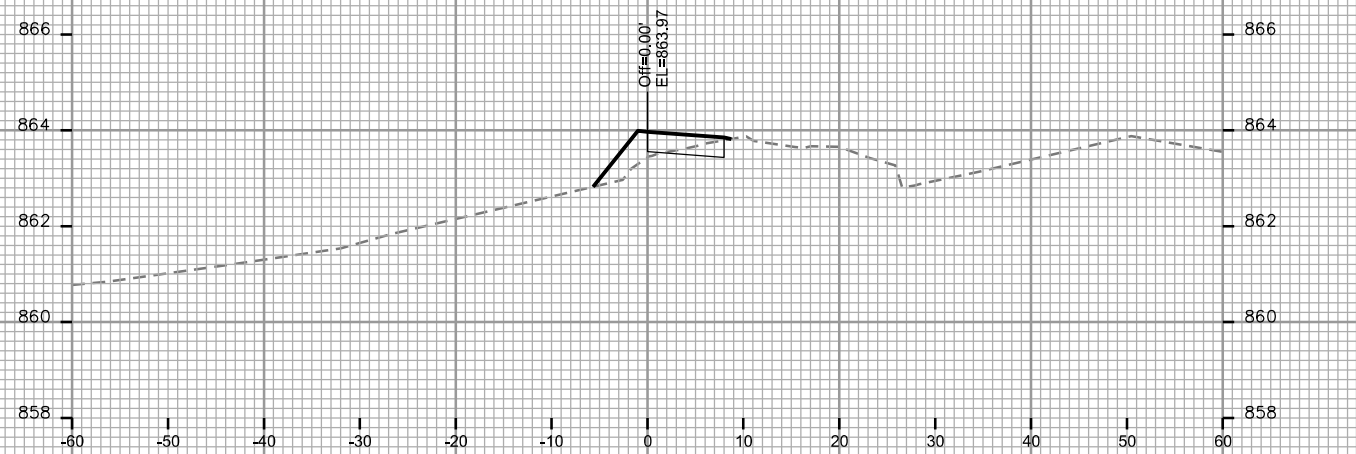


CROSS SECTIONS

SIDEWALK COTTAGE GROVE CITY OF MADISON



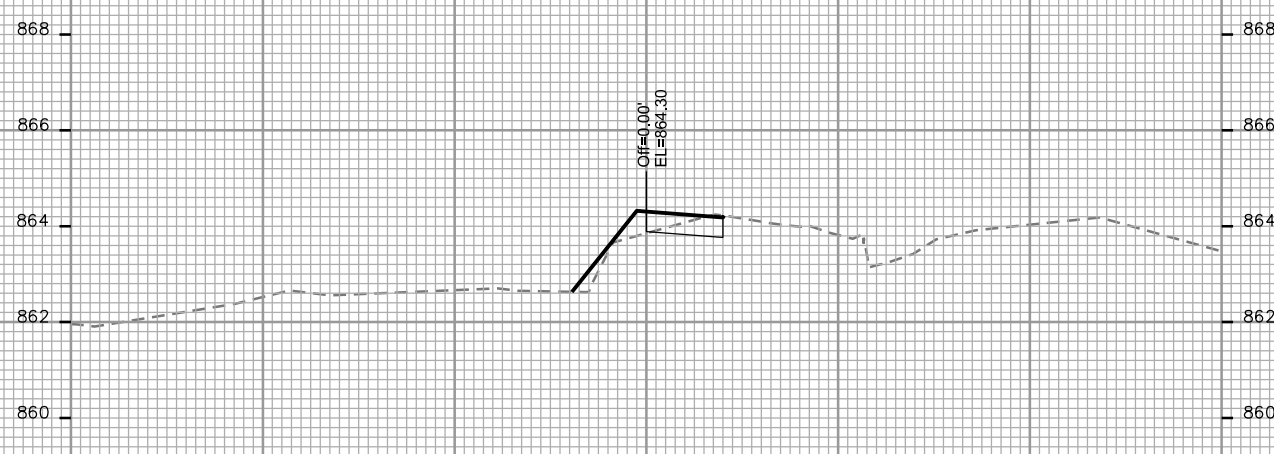
STA. 113+75



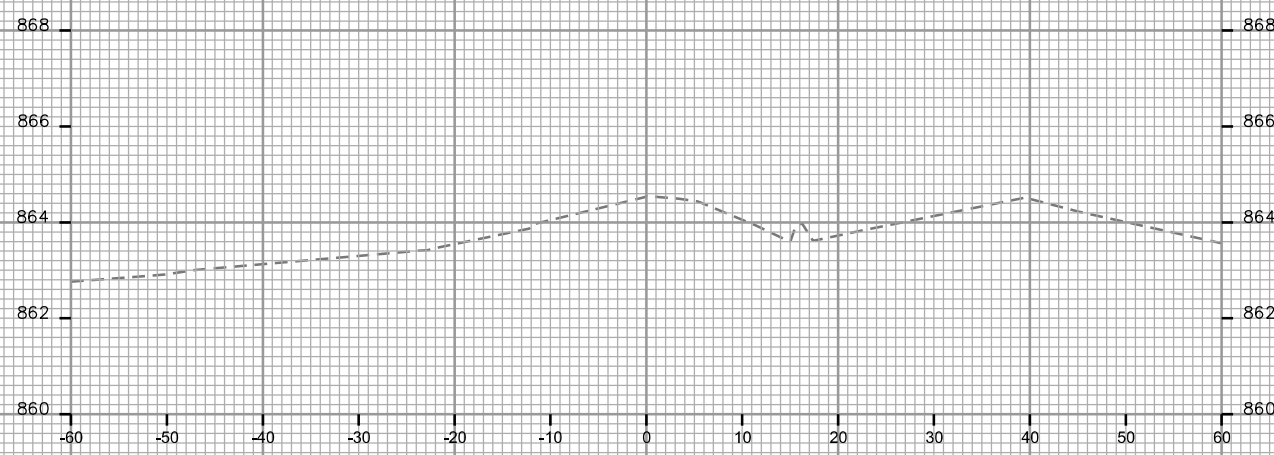
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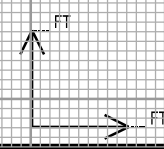
STA. 113+25



STA. 113+00



STA. 112+75



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

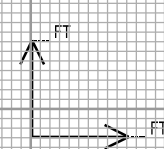
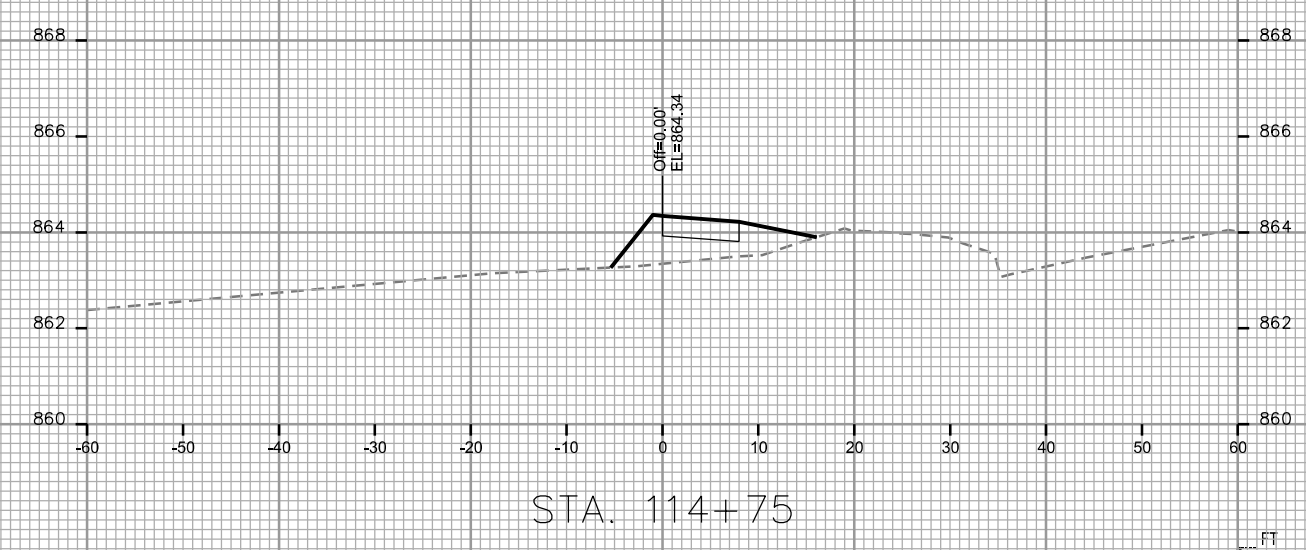
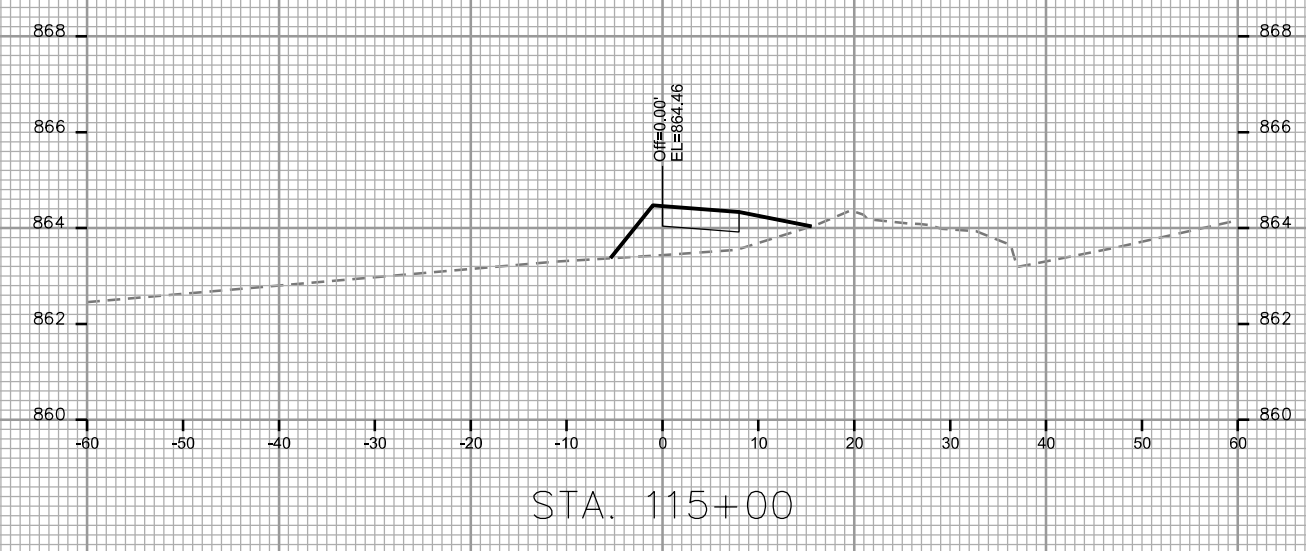
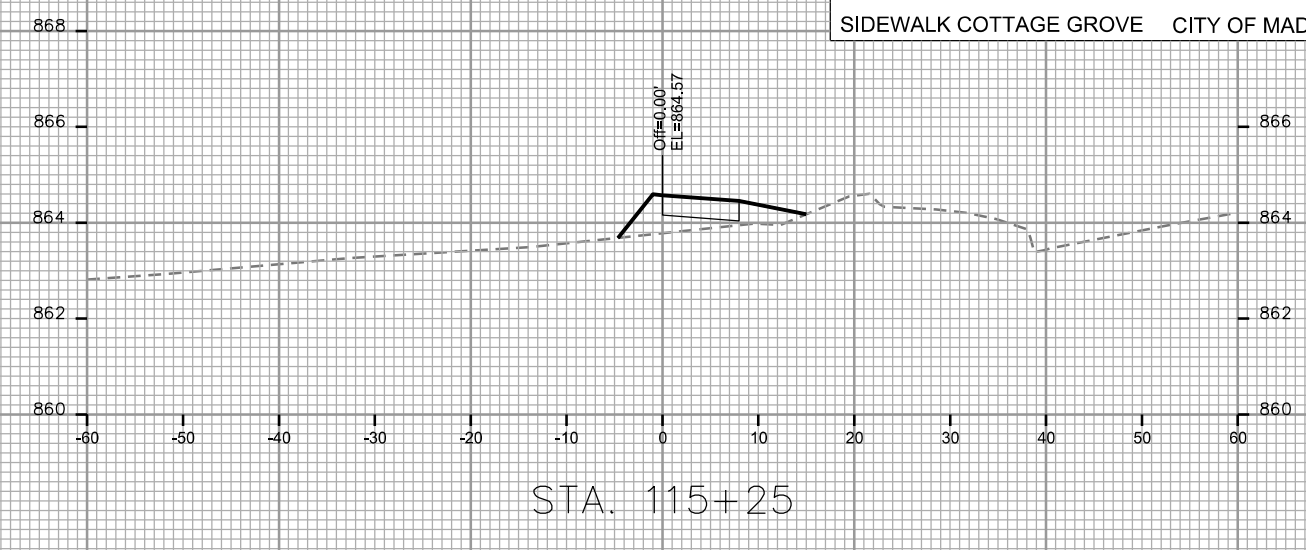
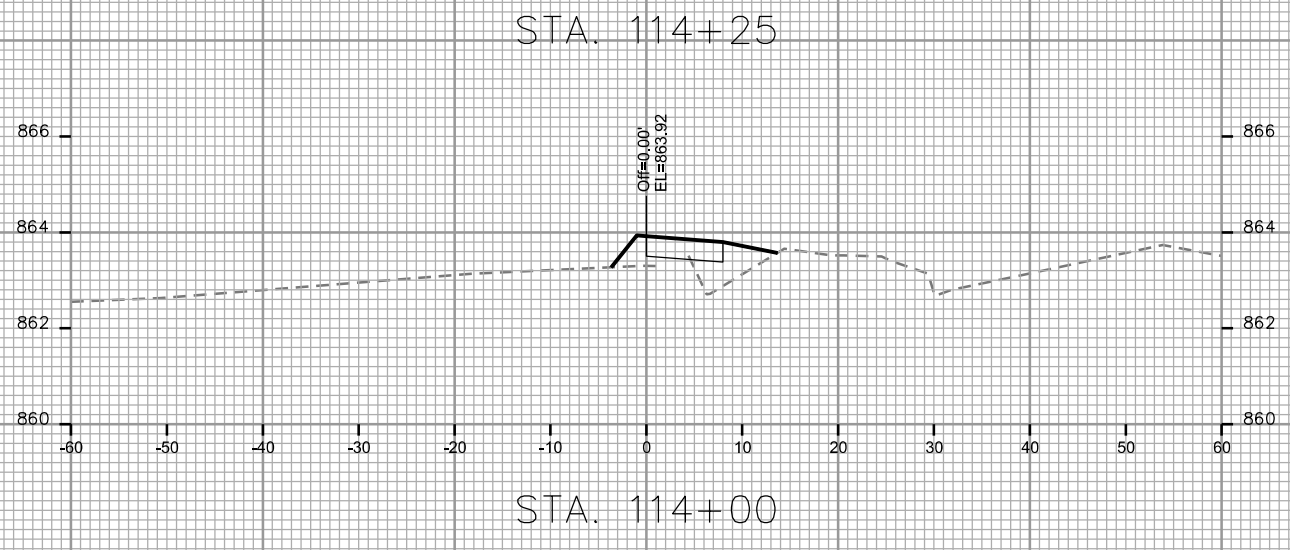
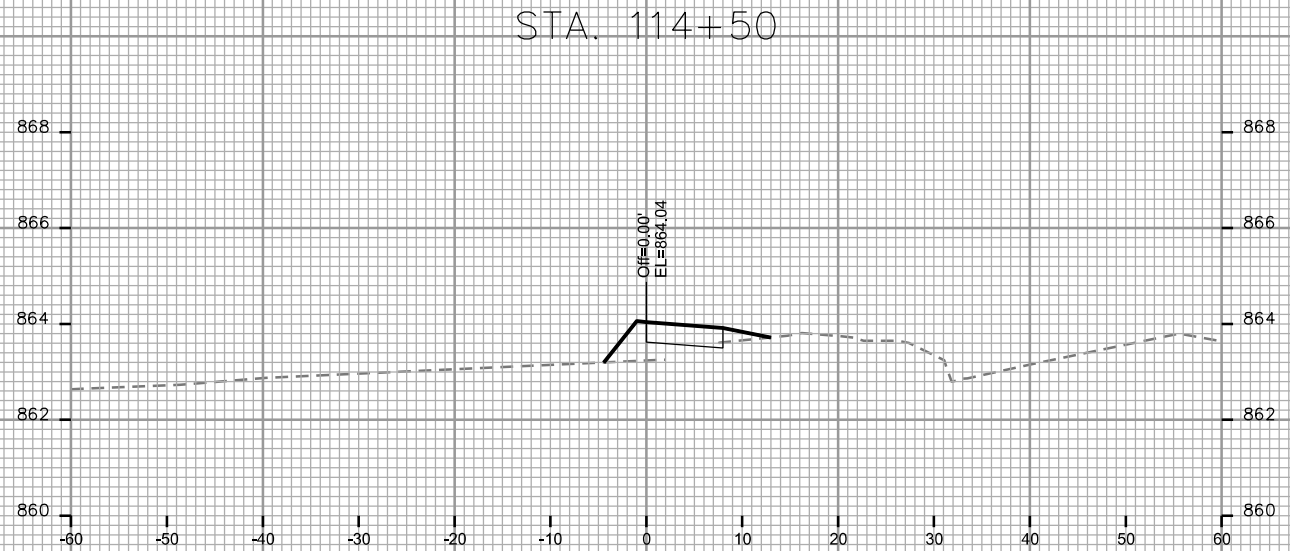
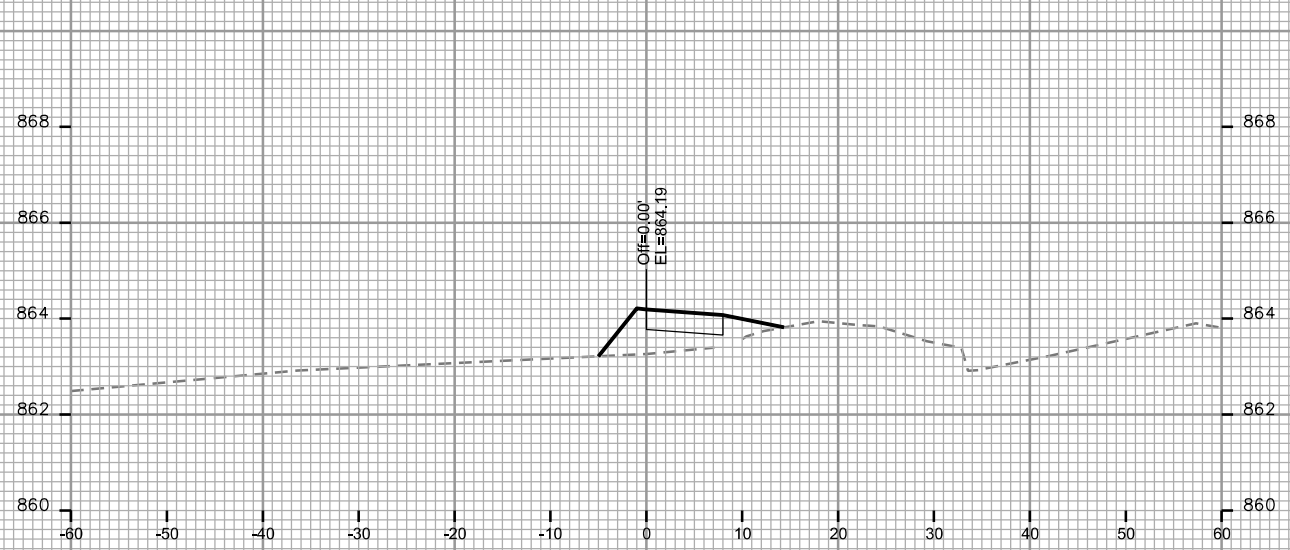
CROSS SECTIONS  
SIDEWALK COTTAGE GROVE CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





CROSS SECTIONS

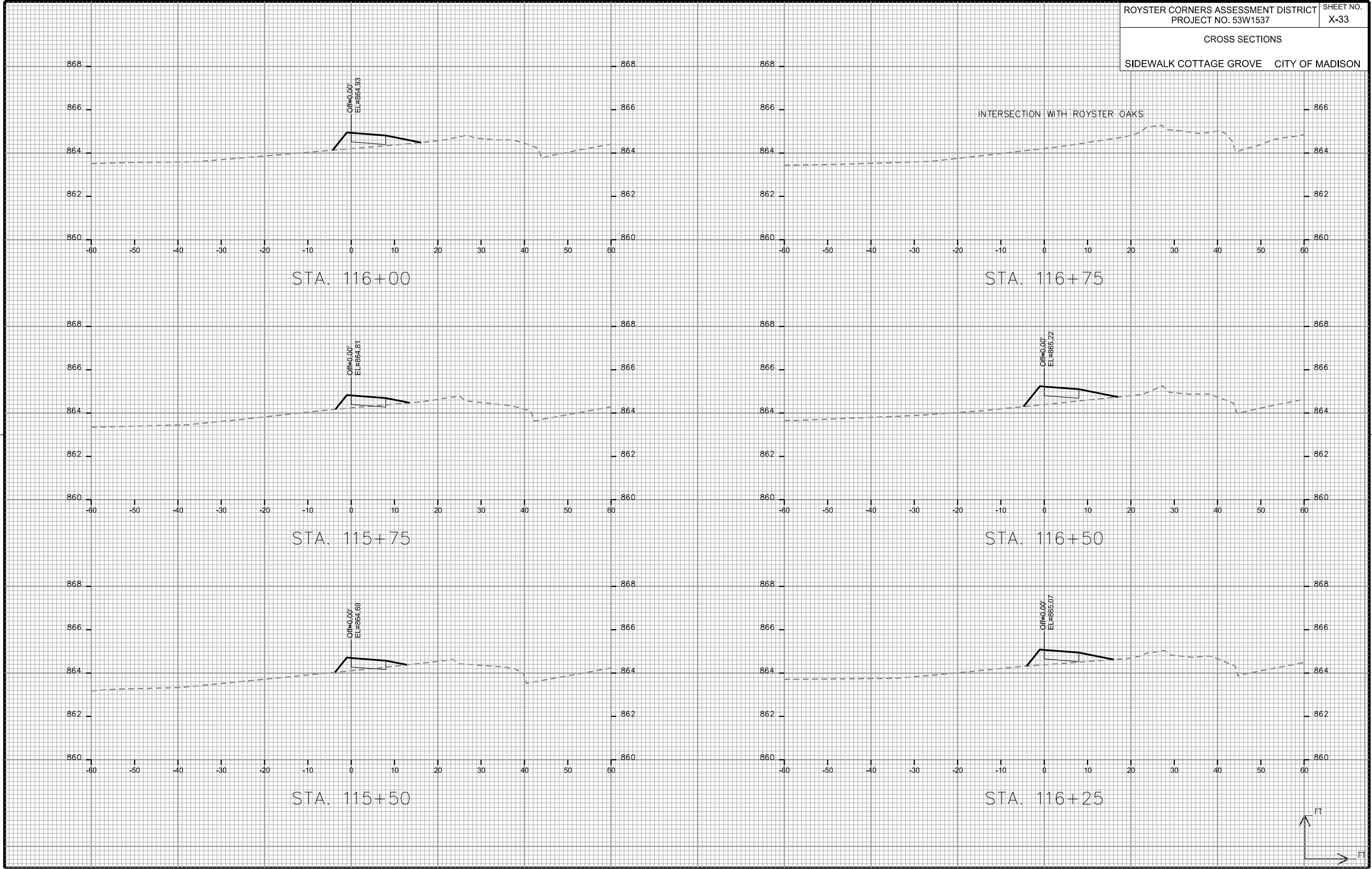
SIDEWALK COTTAGE GROVE CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

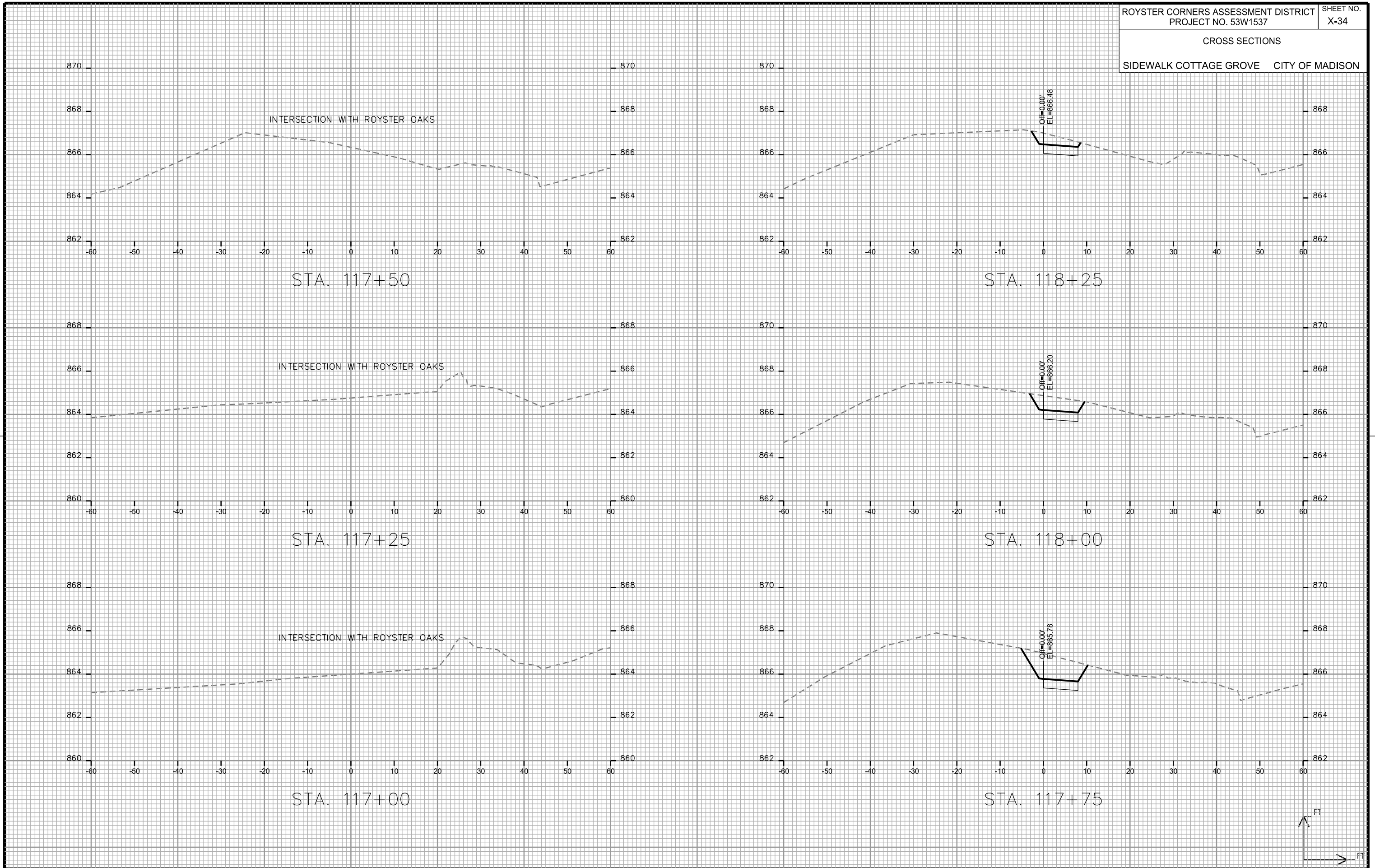
SIDEWALK COTTAGE GROVE CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

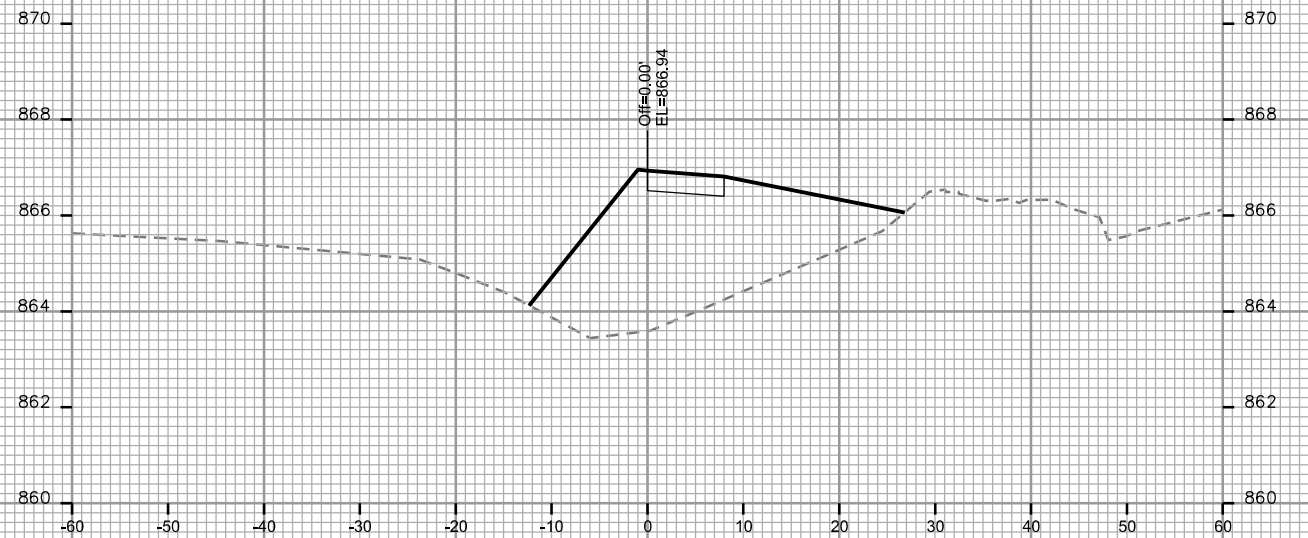
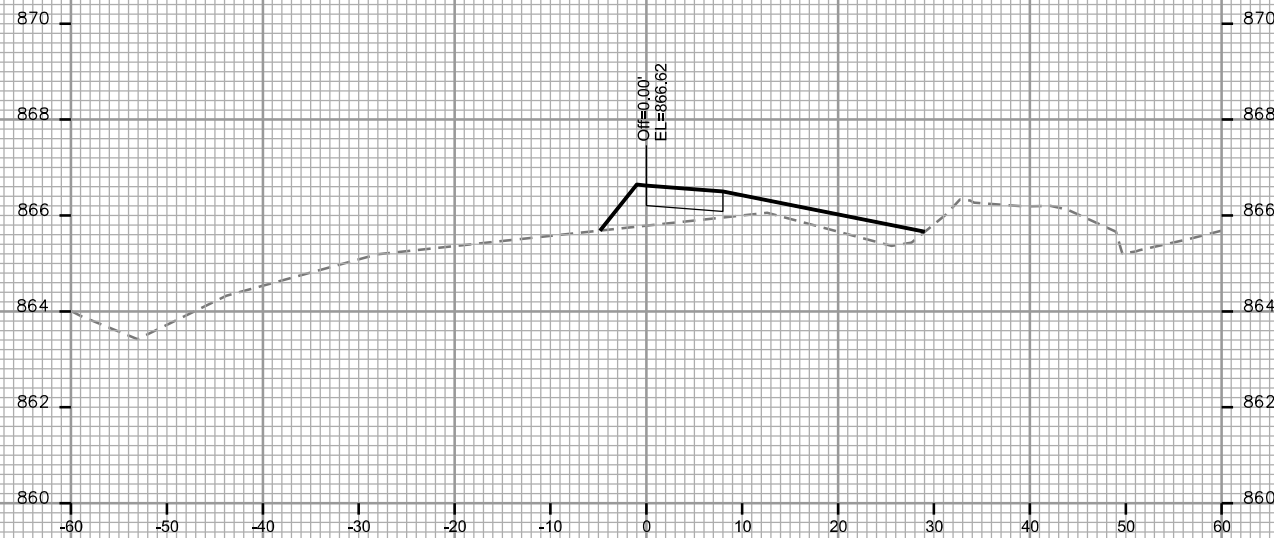
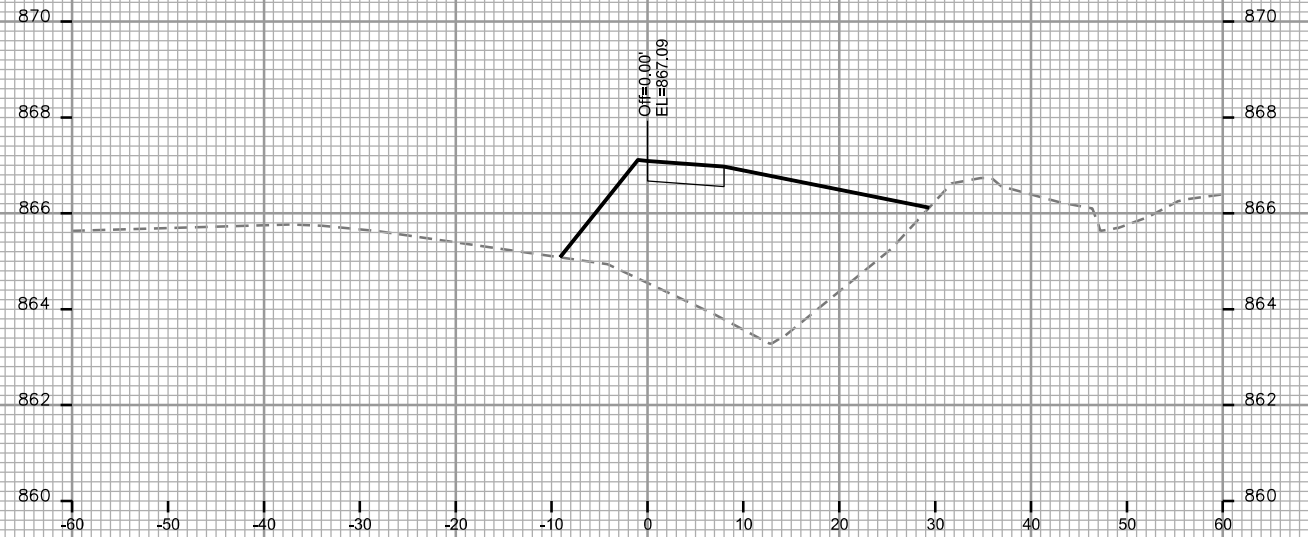
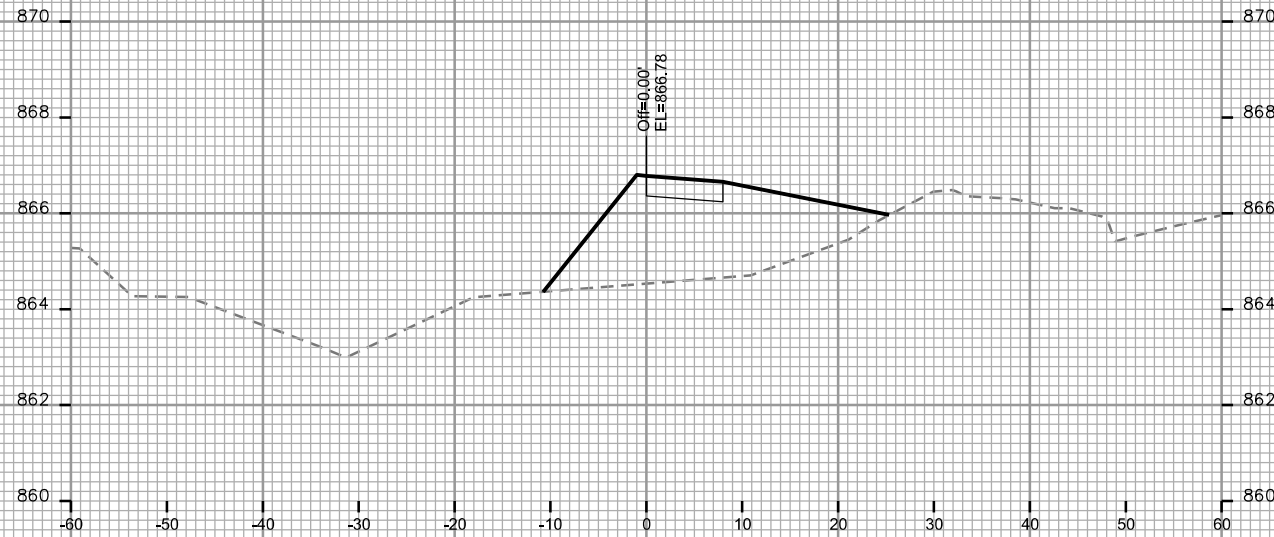
SIDEWALK COTTAGE GROVE CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

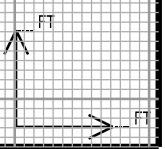
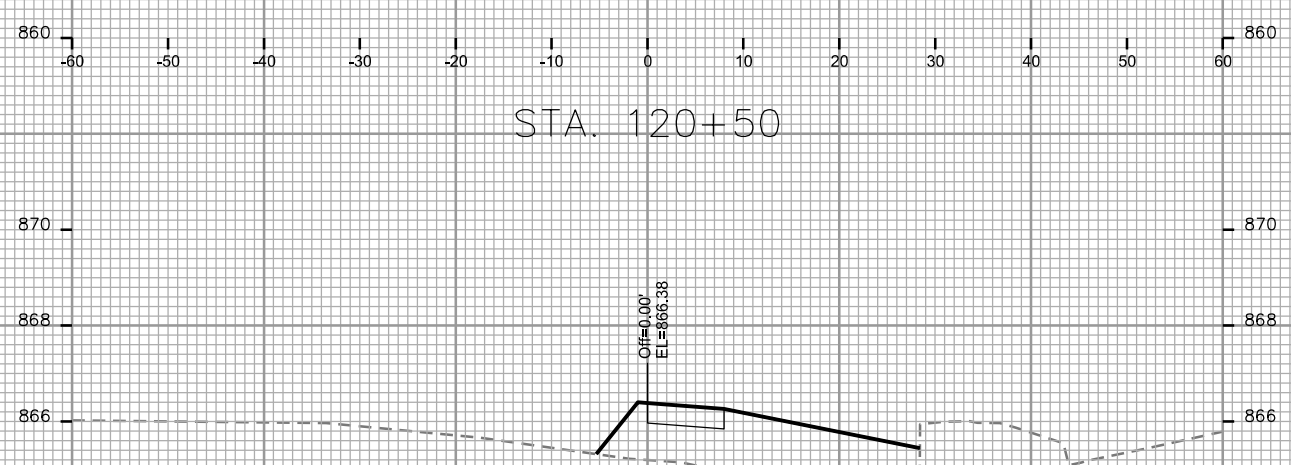
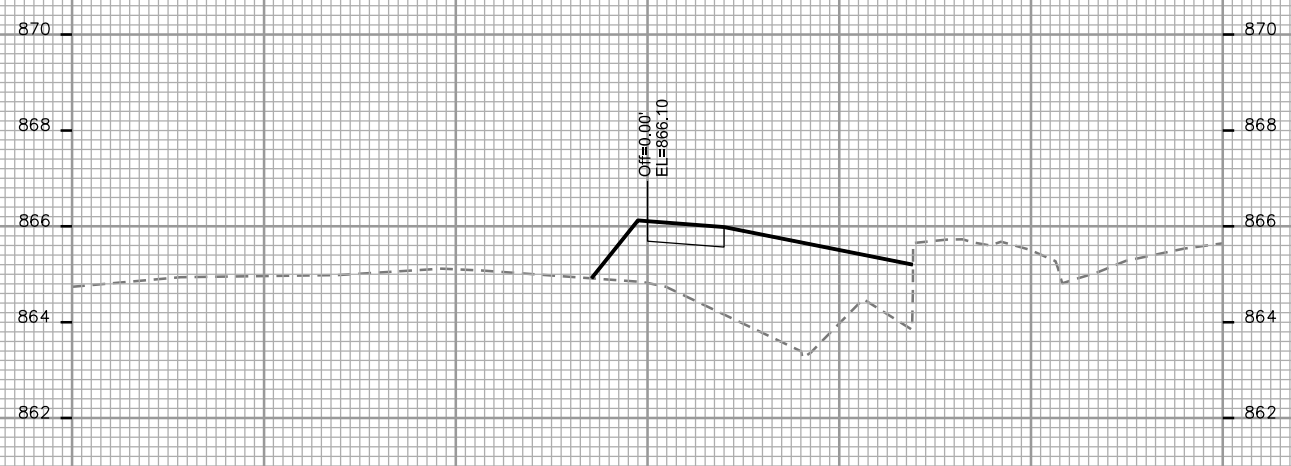
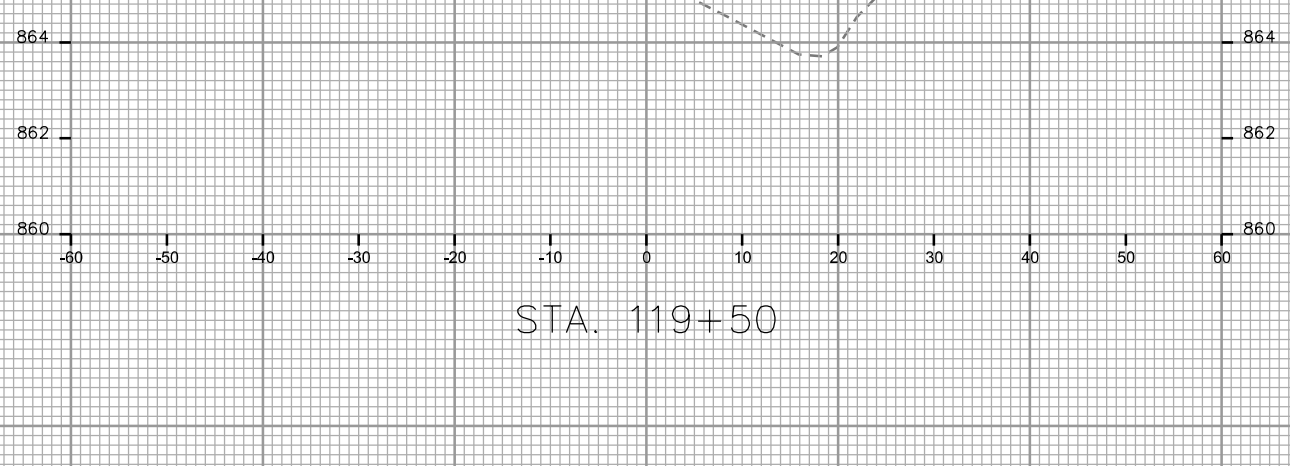
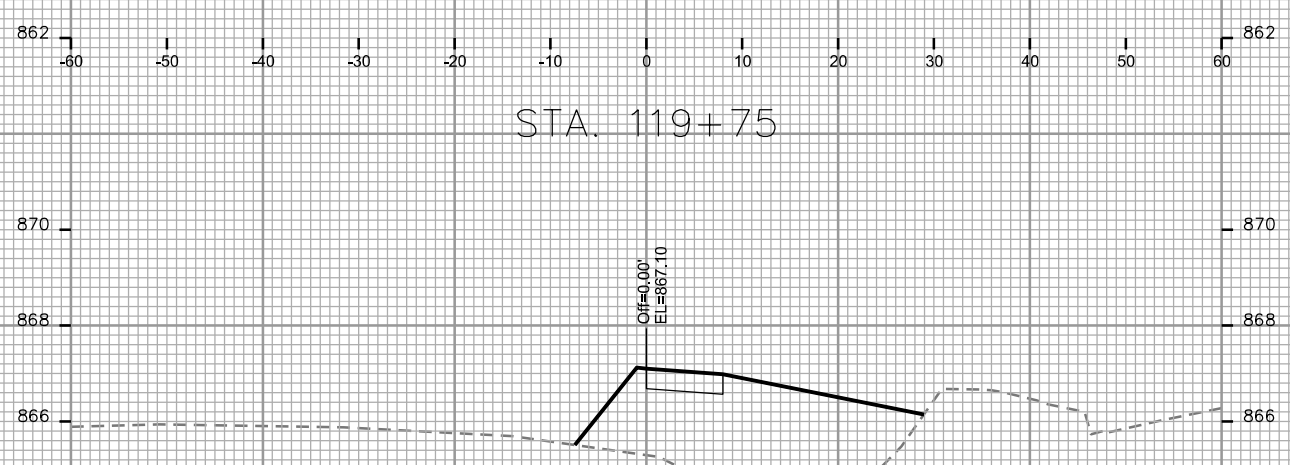
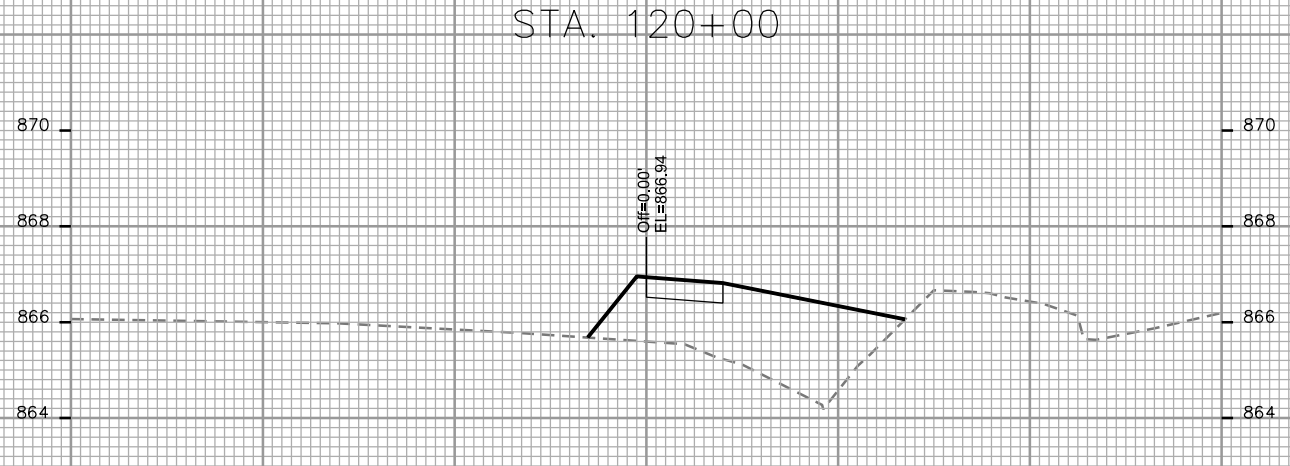
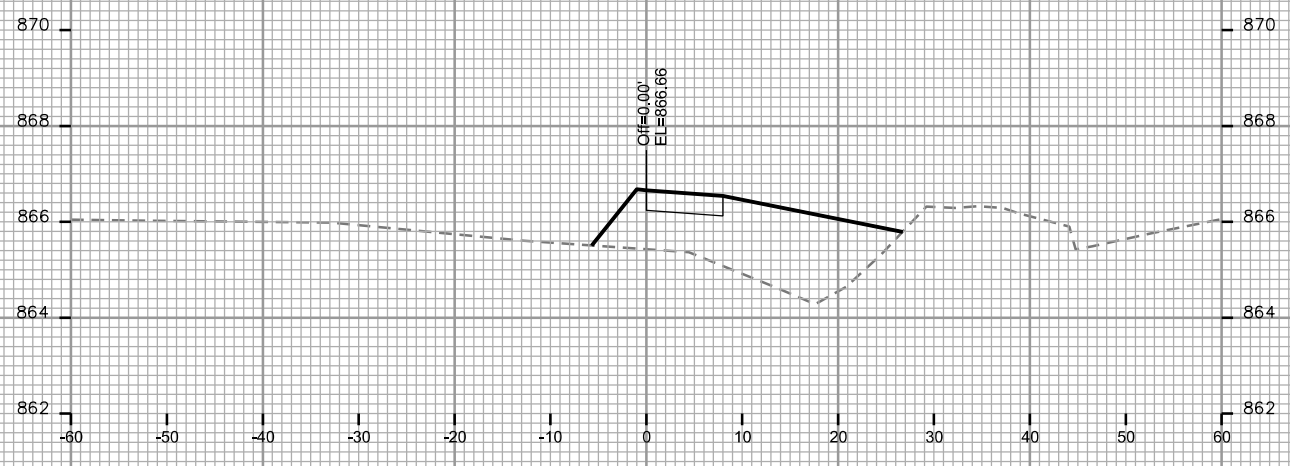
SIDEWALK COTTAGE GROVE CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

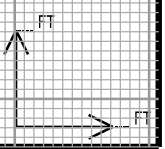
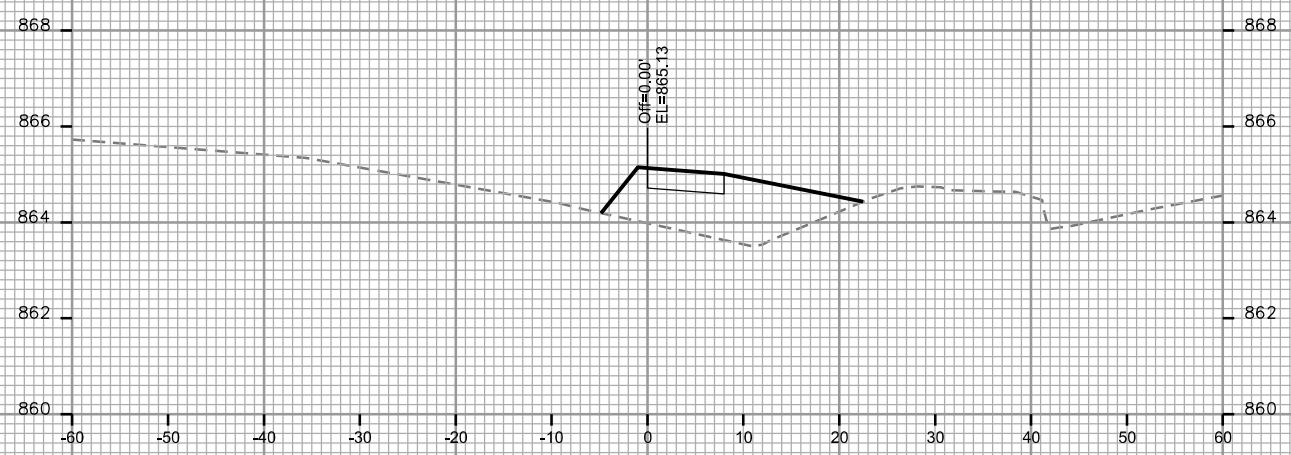
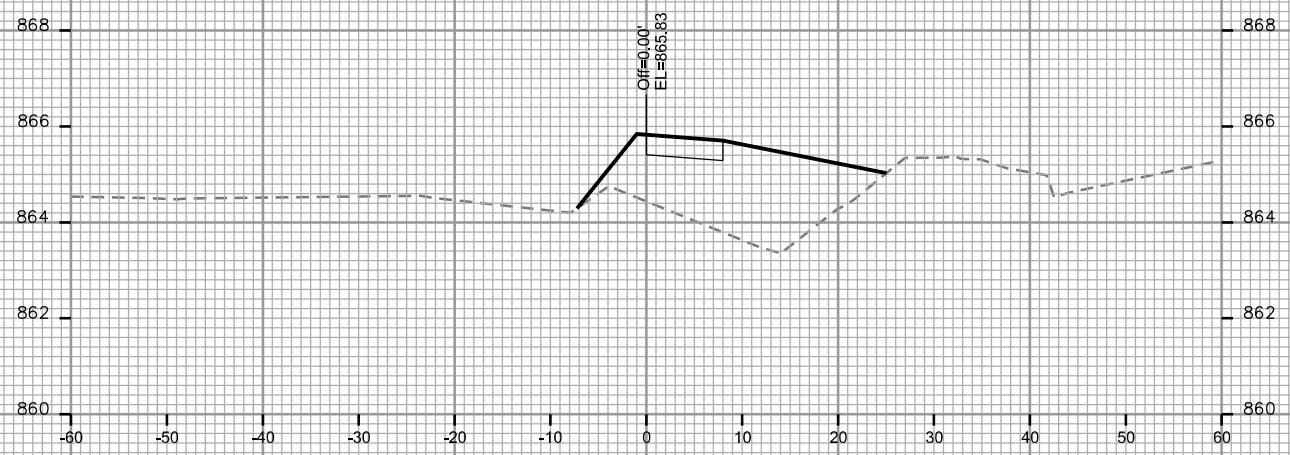
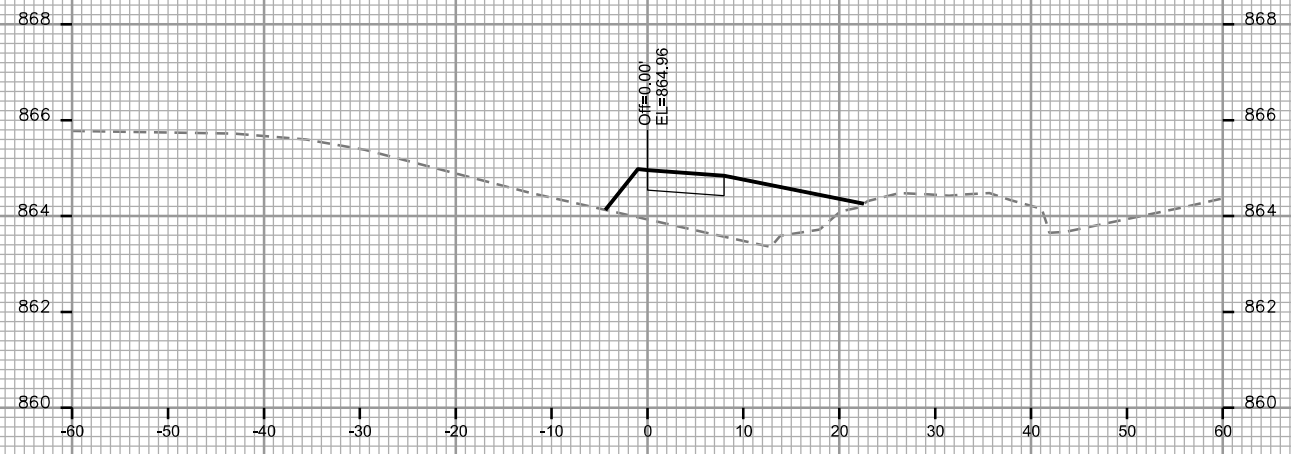
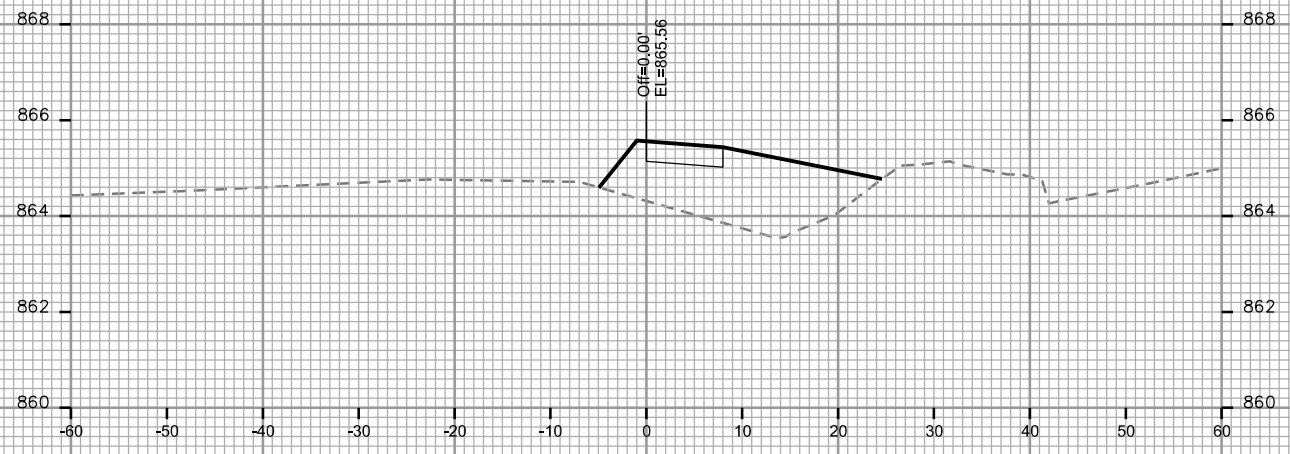
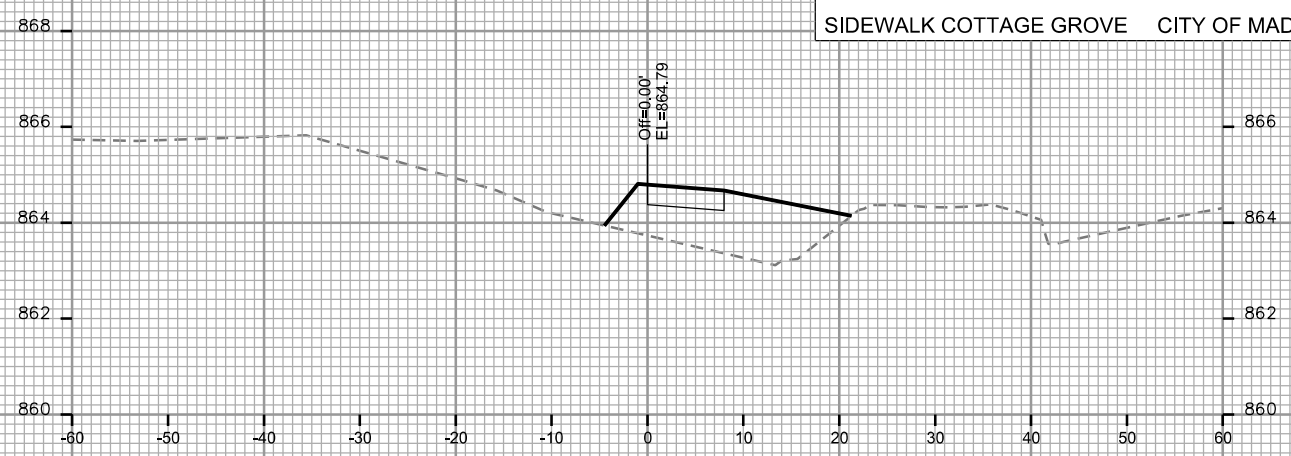
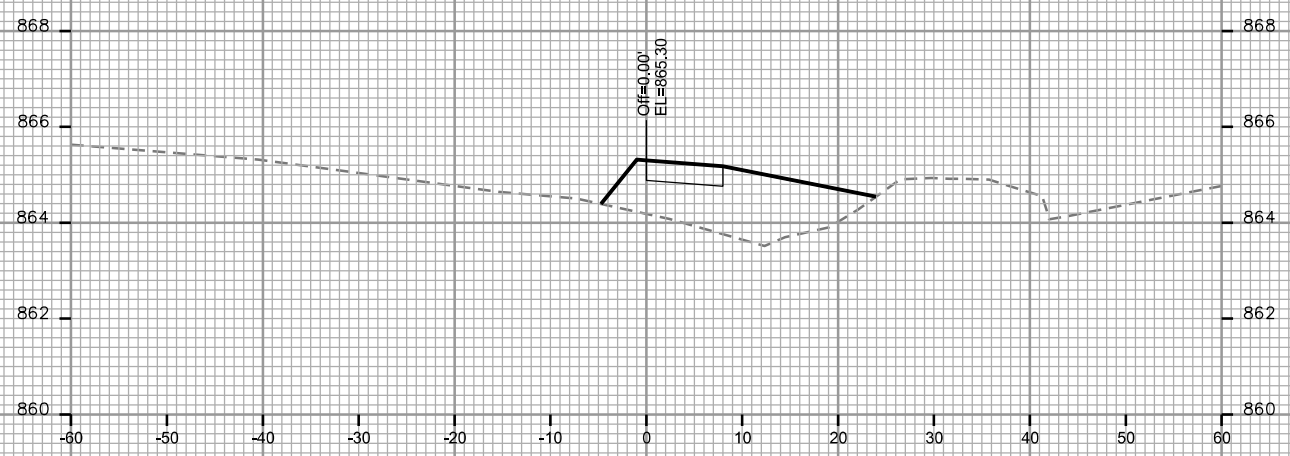
SIDEWALK COTTAGE GROVE CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

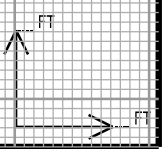
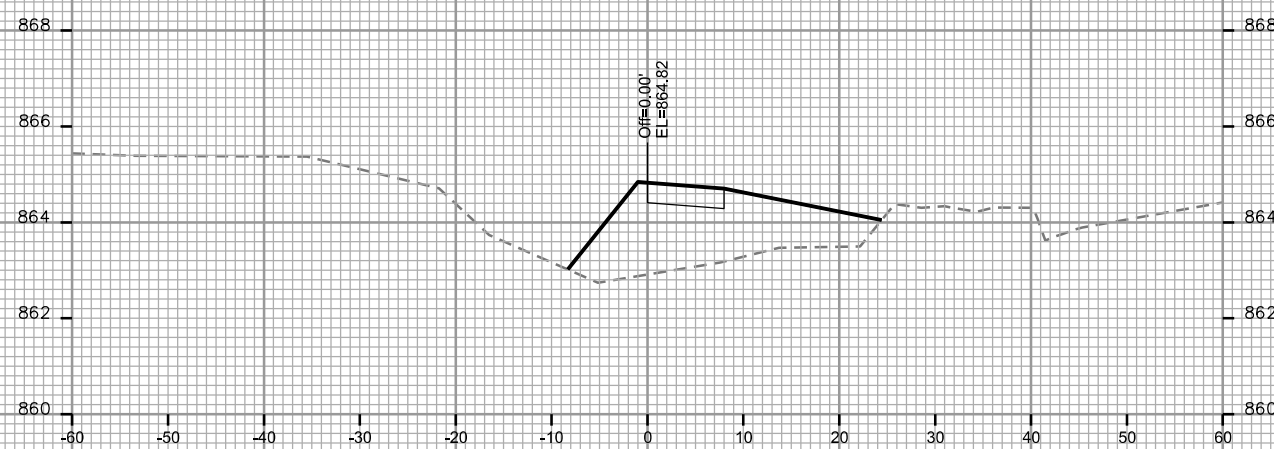
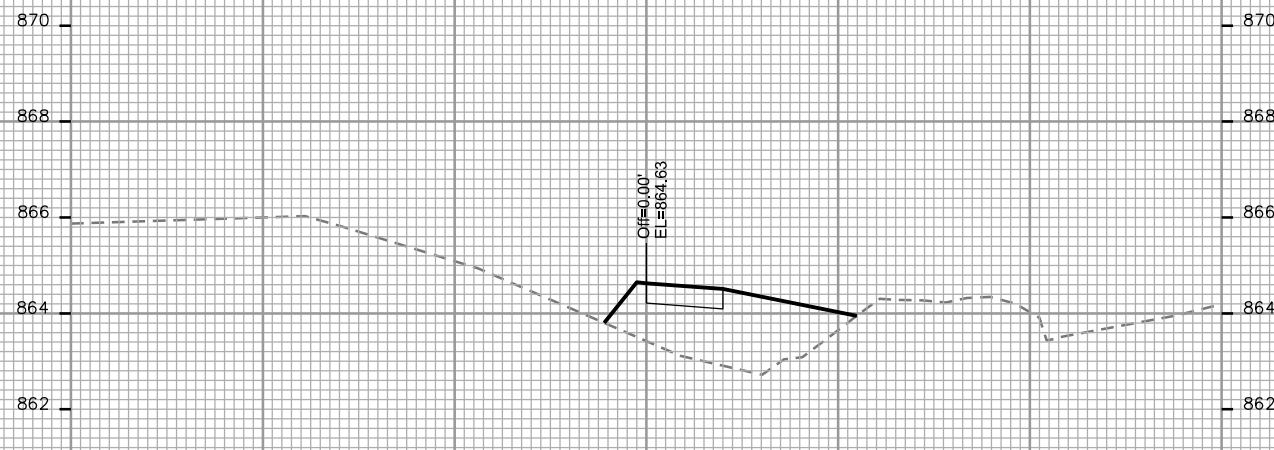
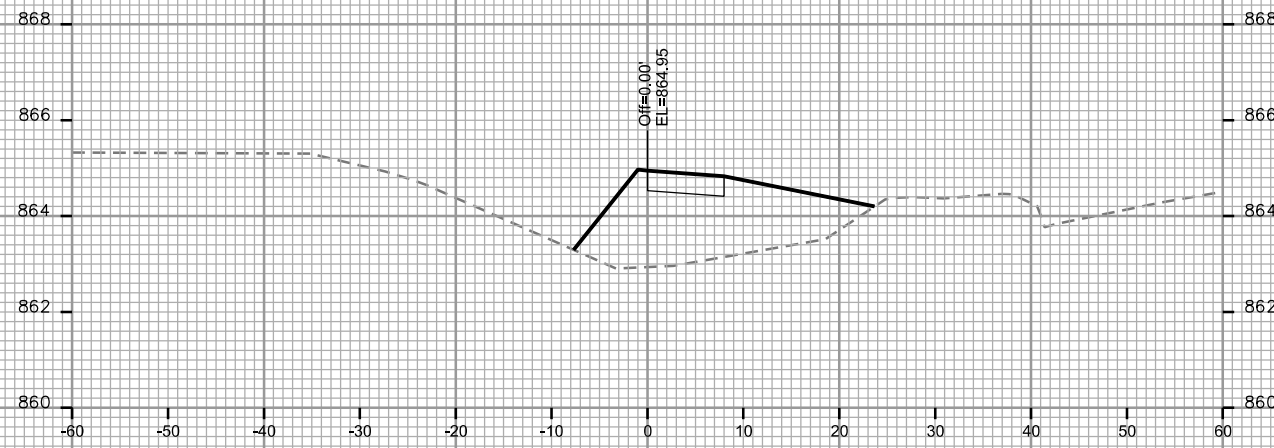
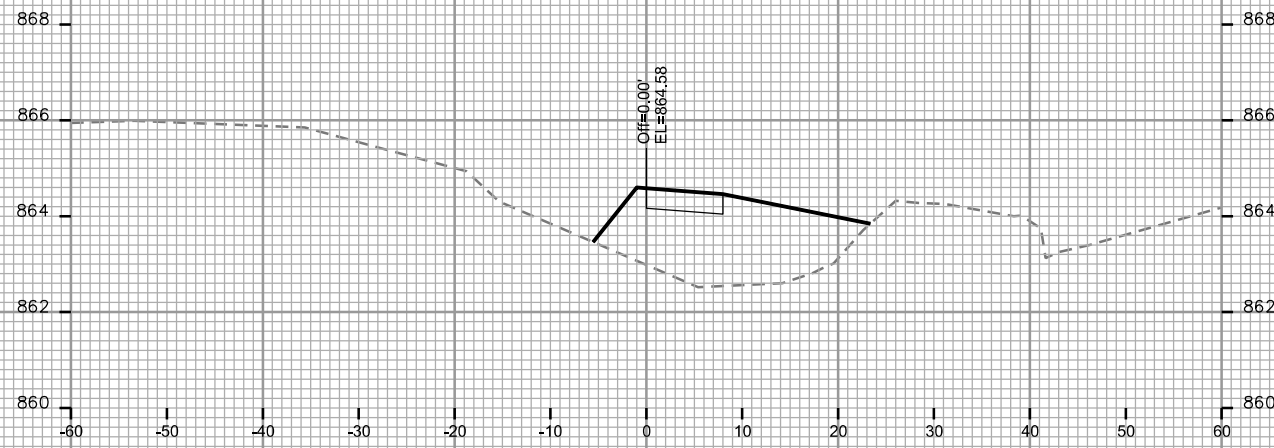
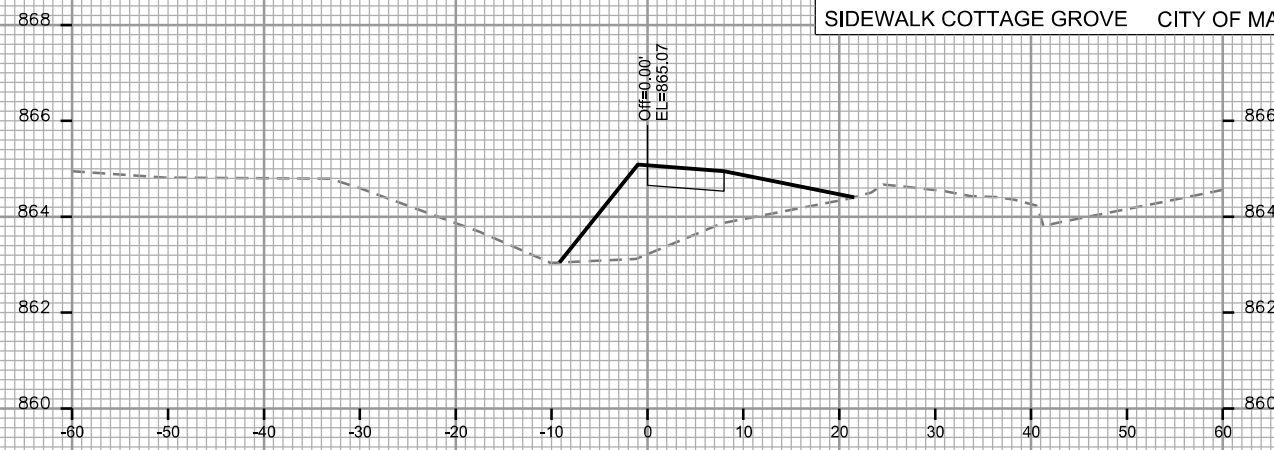
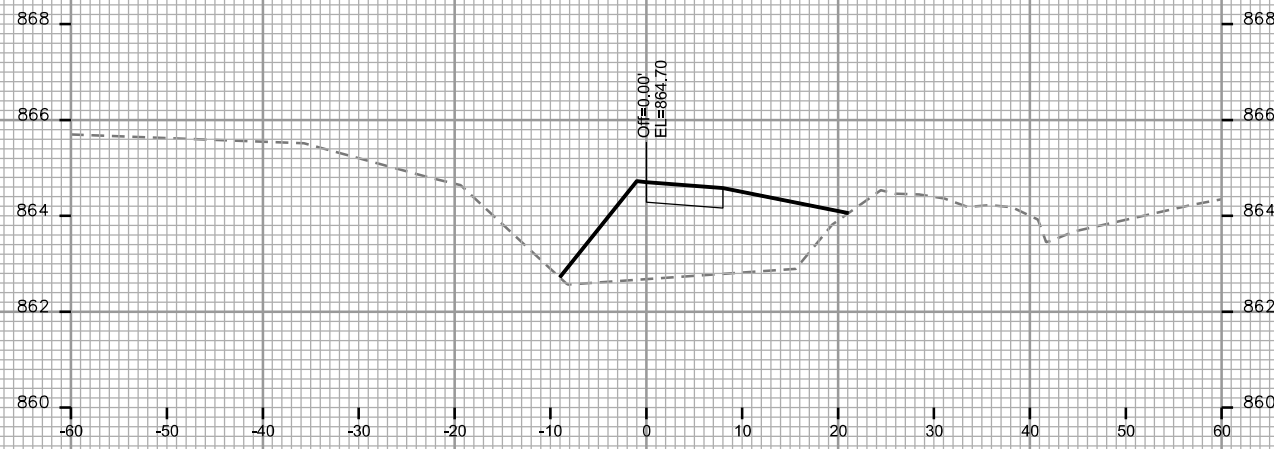
SIDEWALK COTTAGE GROVE CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

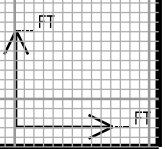
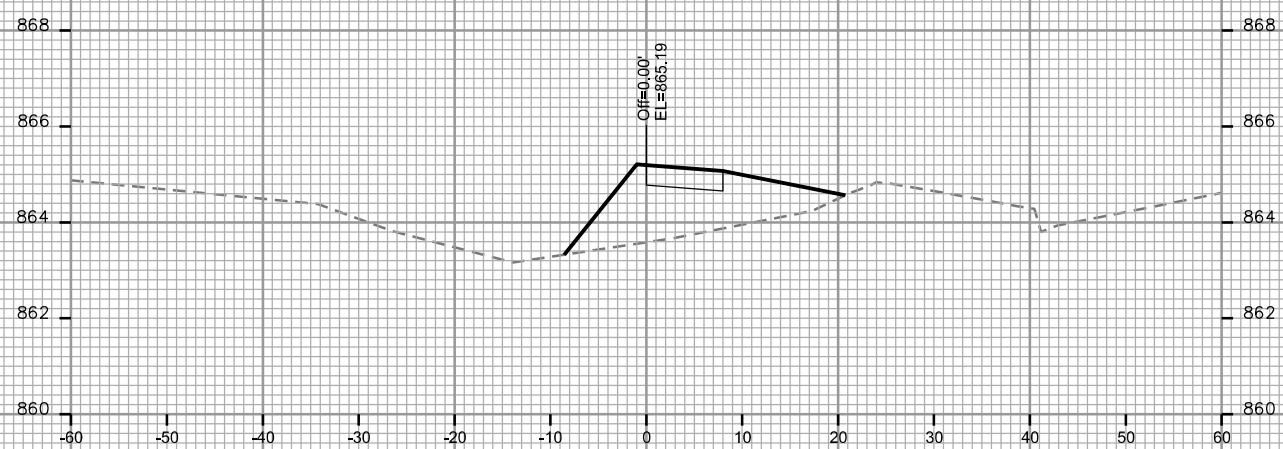
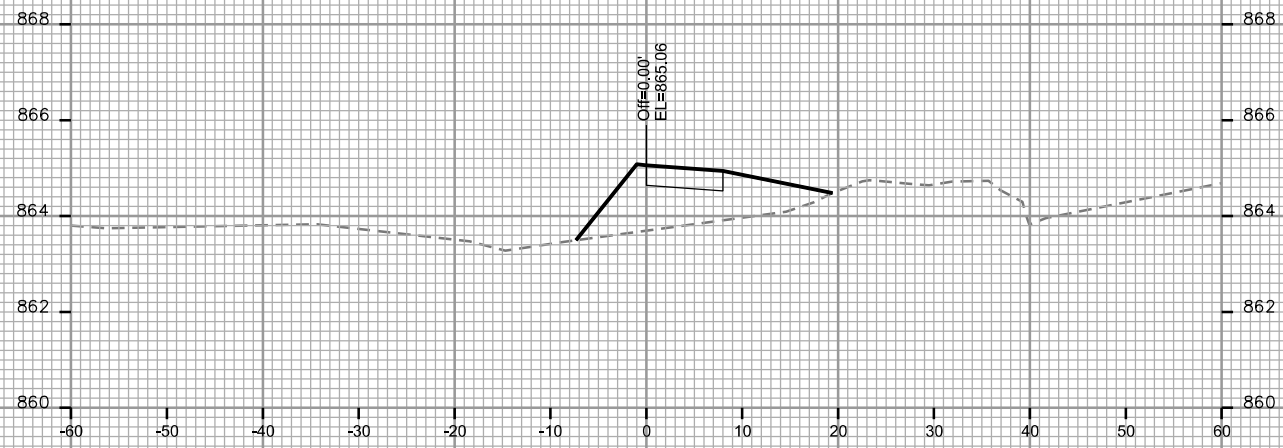
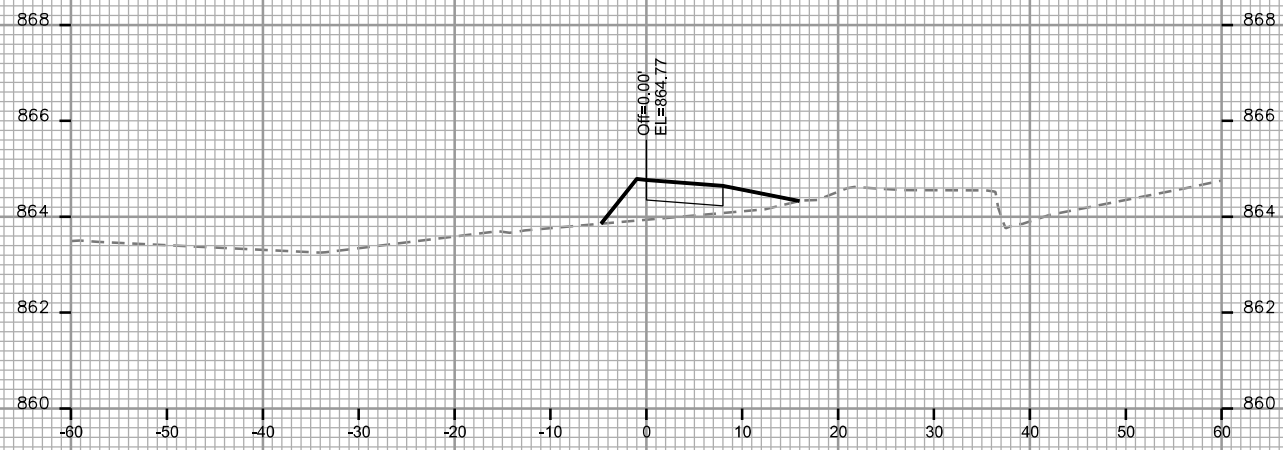
SIDEWALK COTTAGE GROVE CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





CROSS SECTIONS

SIDEWALK DEMPSEY

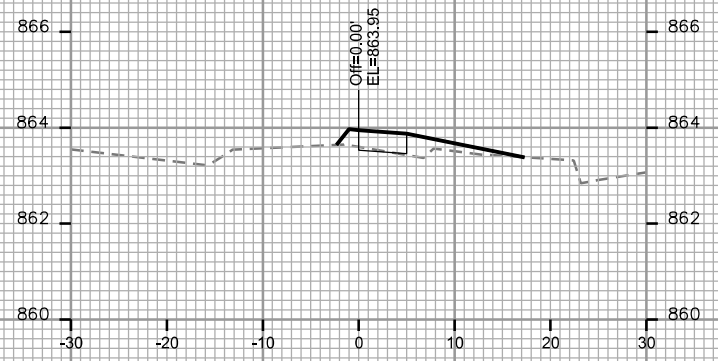
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

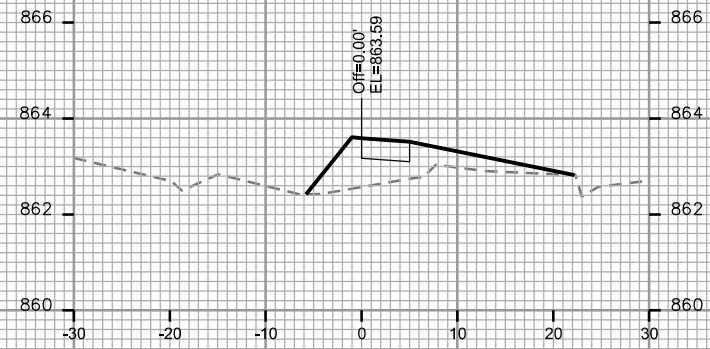
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

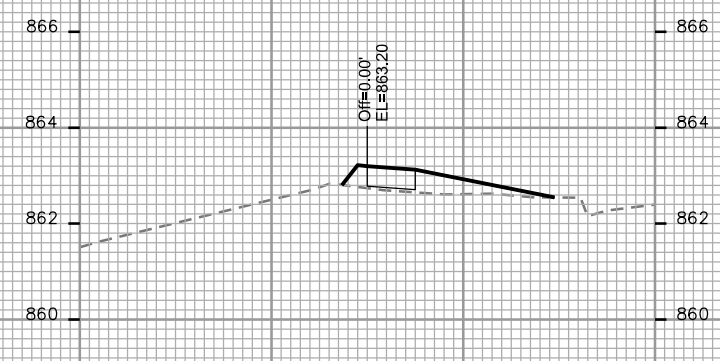
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



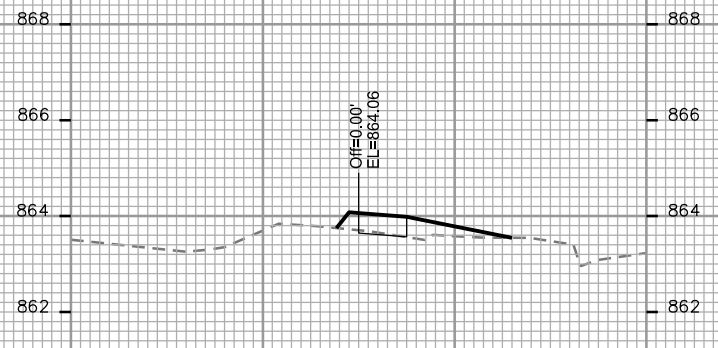
STA. 153+00



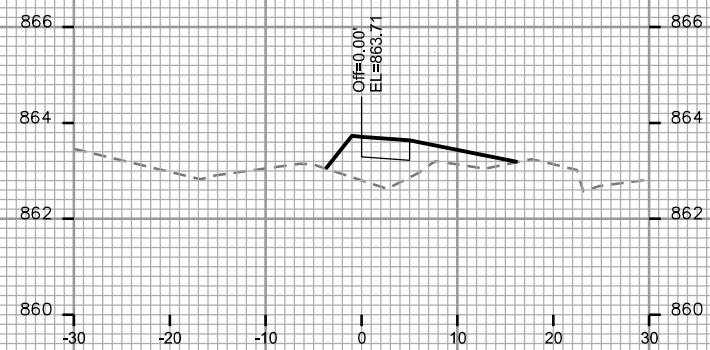
STA. 153+75



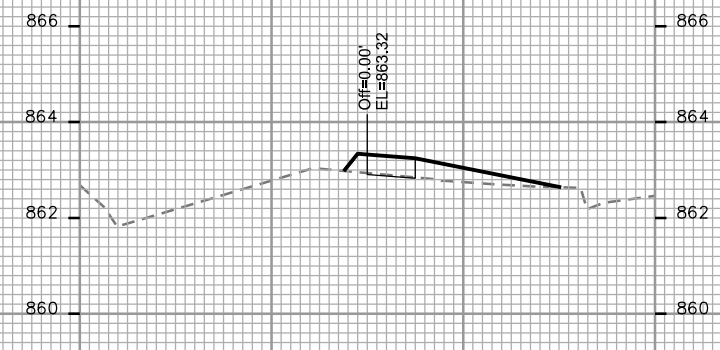
STA. 154+50



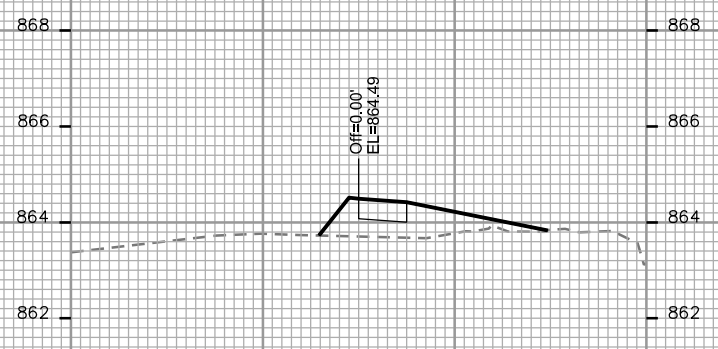
STA. 152+75



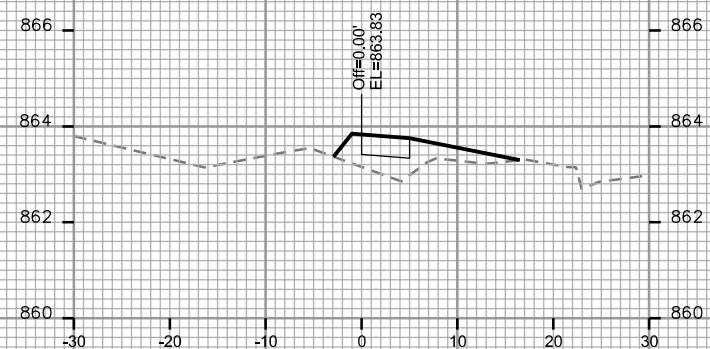
STA. 153+50



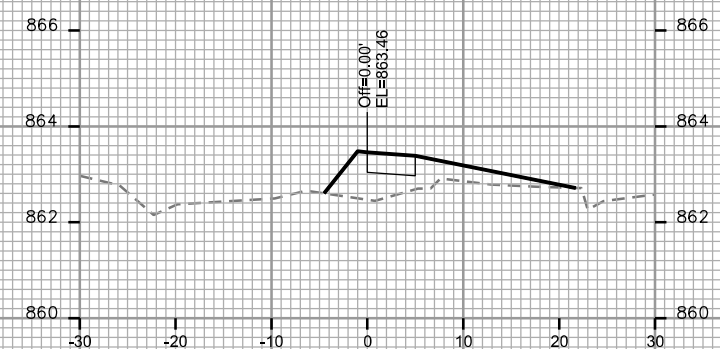
STA. 154+25



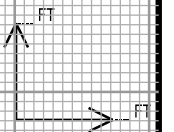
STA. 152+50



STA. 153+25



STA. 154+00



CROSS SECTIONS

SIDWALK DEMPSEY

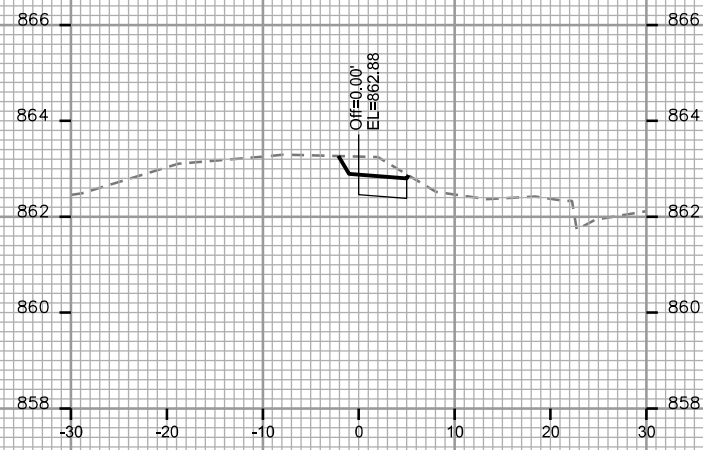
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

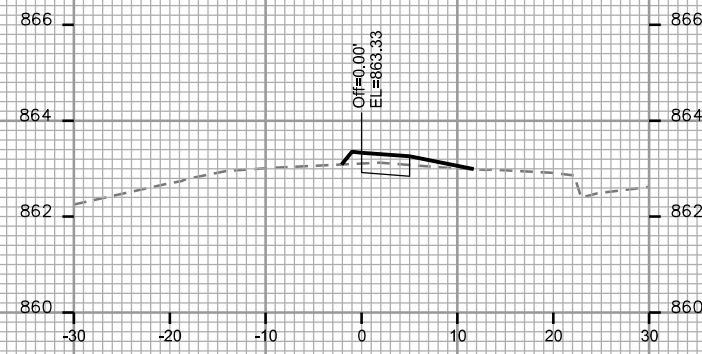
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

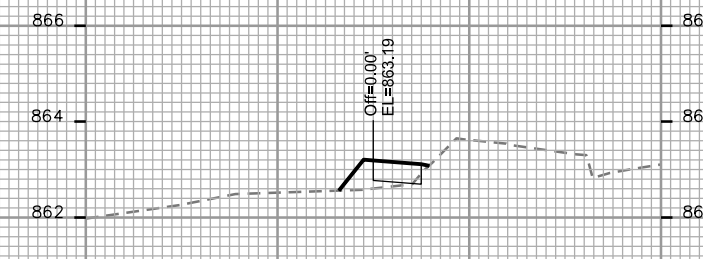
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



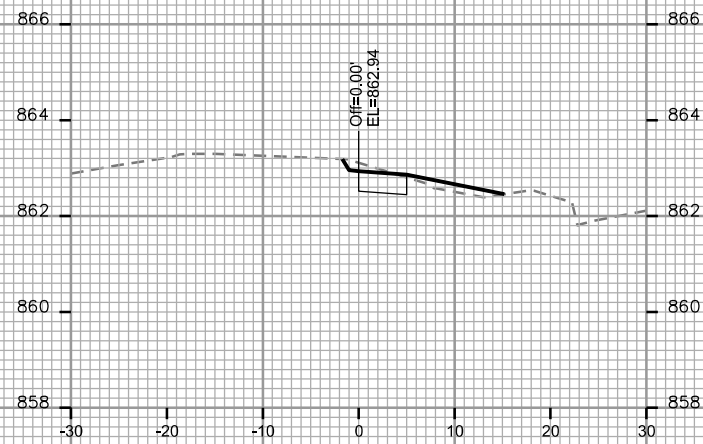
STA. 155+25



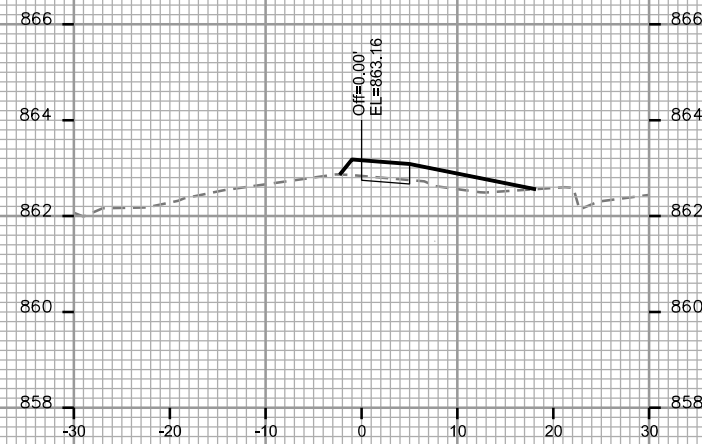
STA. 156+00



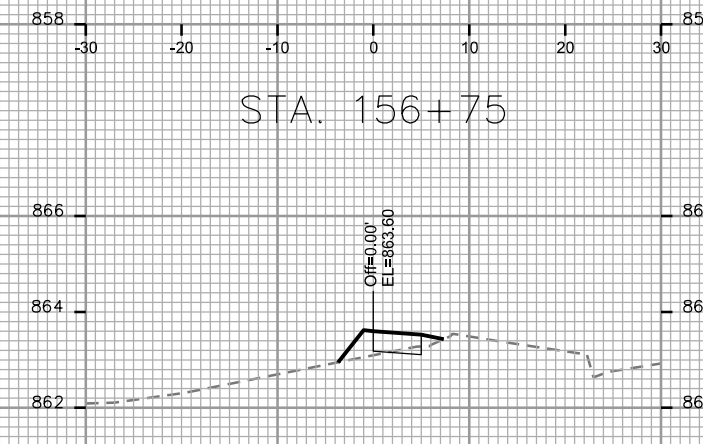
STA. 156+75



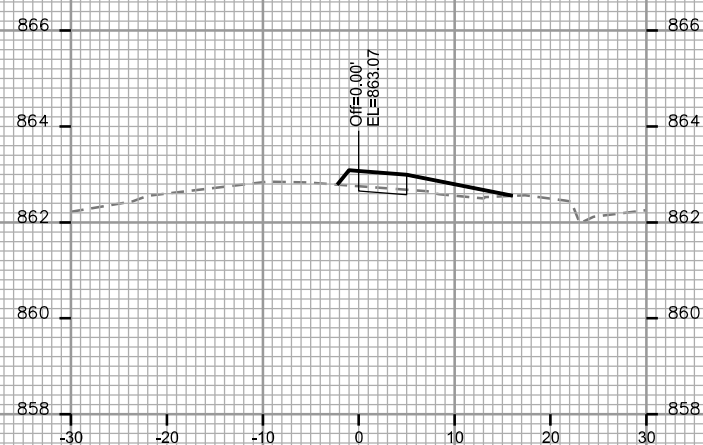
STA. 155+00



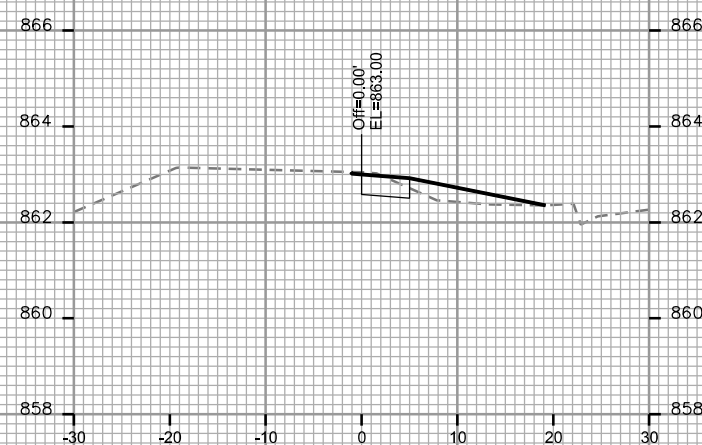
STA. 155+75



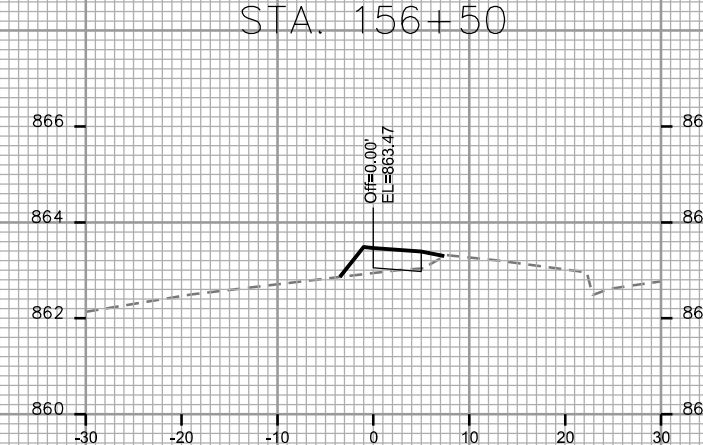
STA. 156+50



STA. 154+75



STA. 155+50



STA. 156+25



CROSS SECTIONS

SIDEWALK DEMPSEY

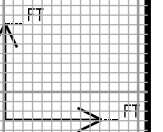
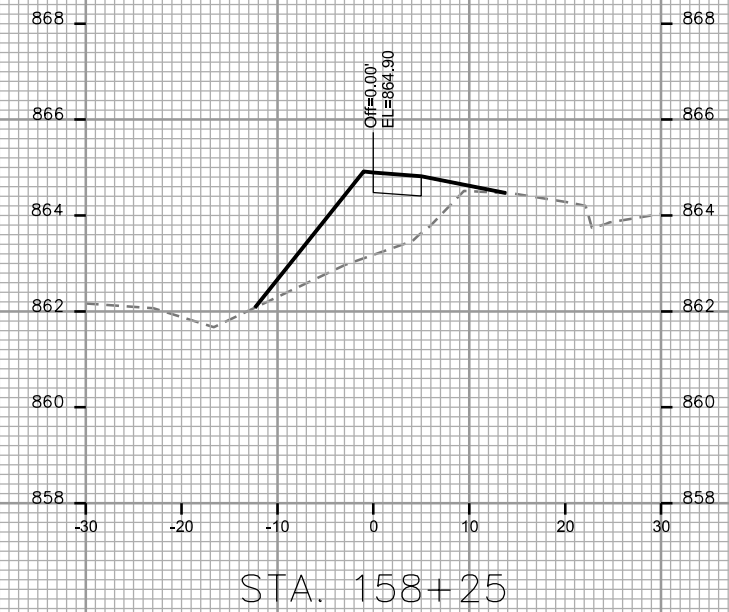
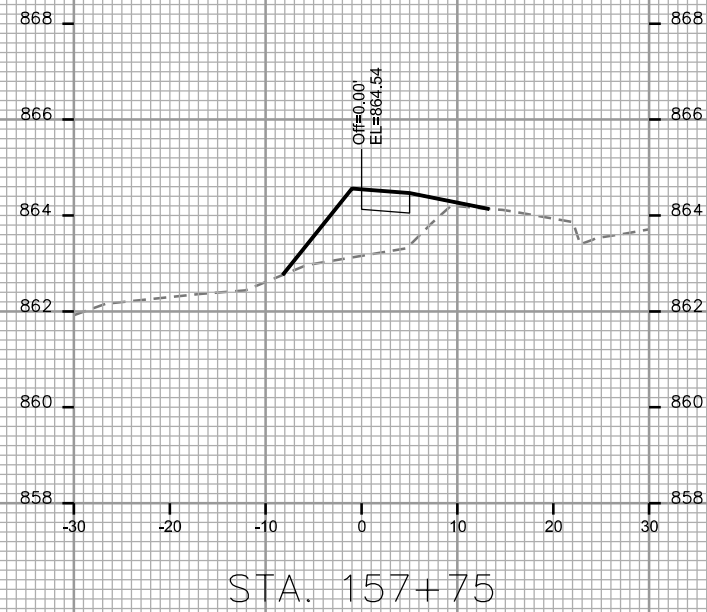
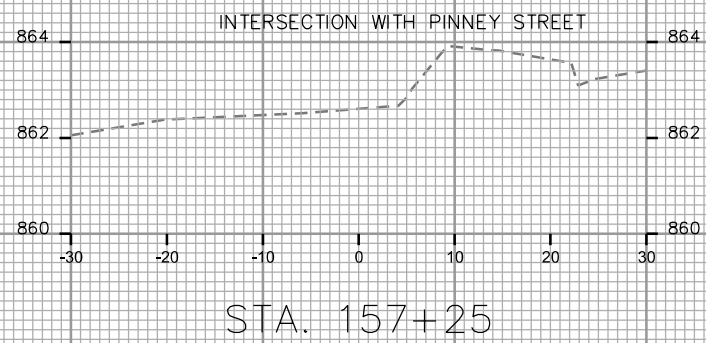
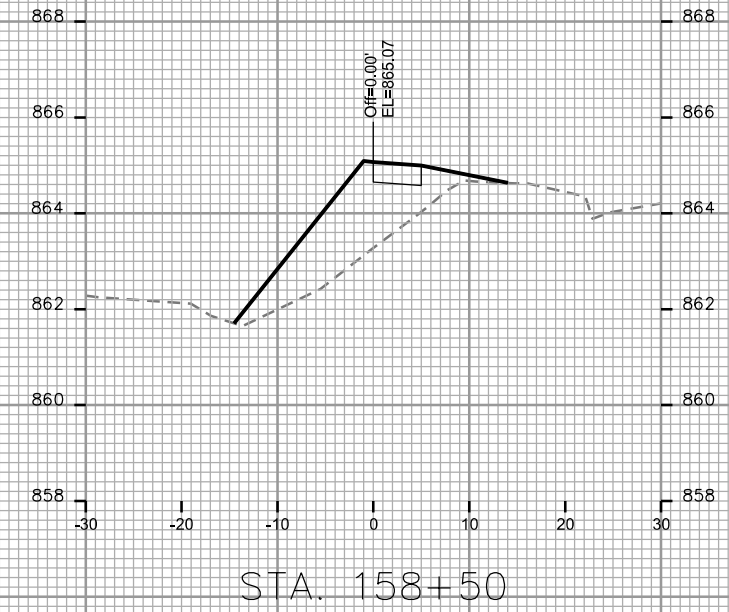
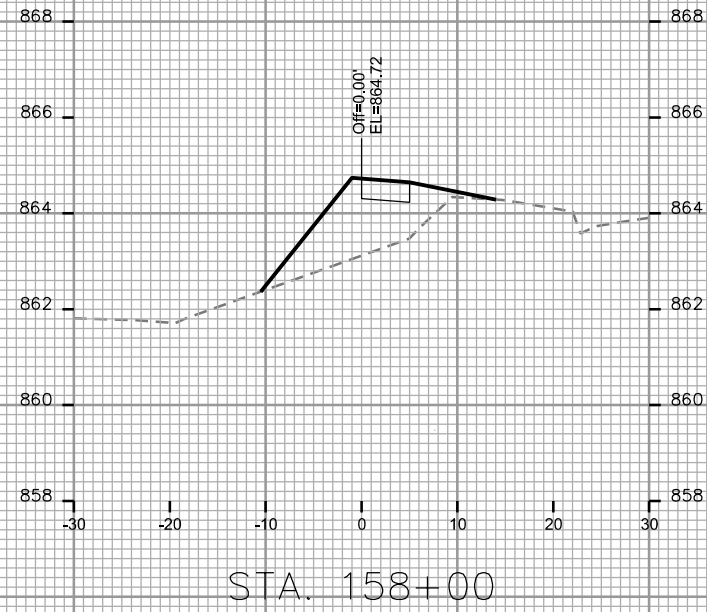
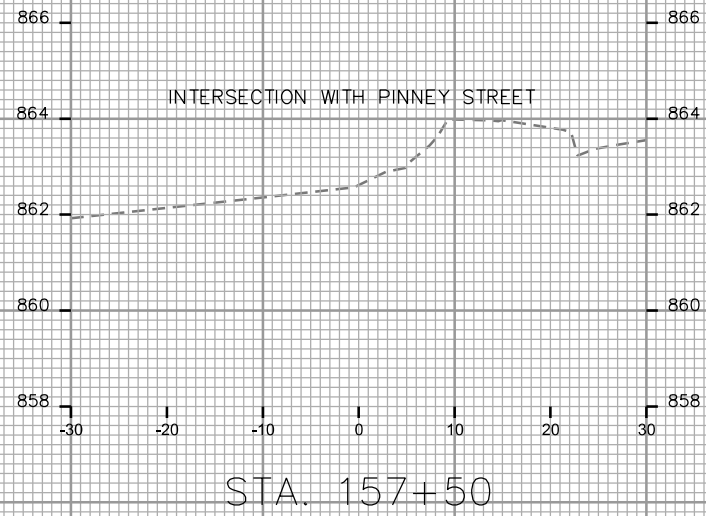
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

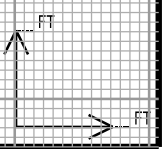
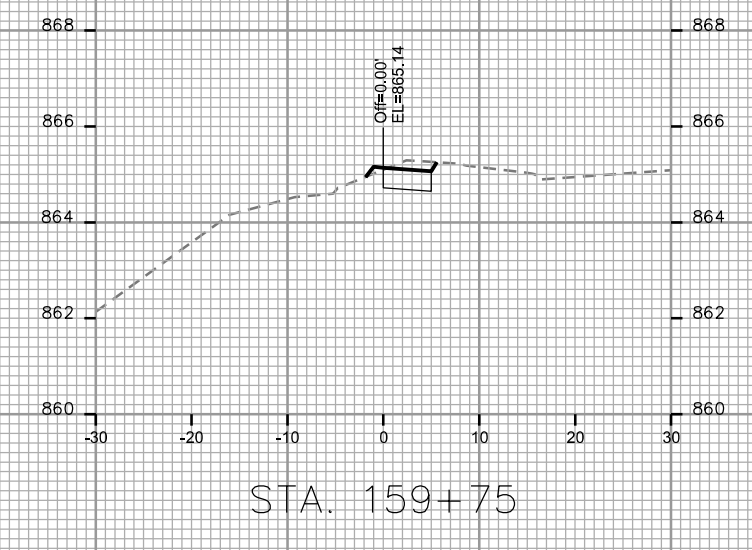
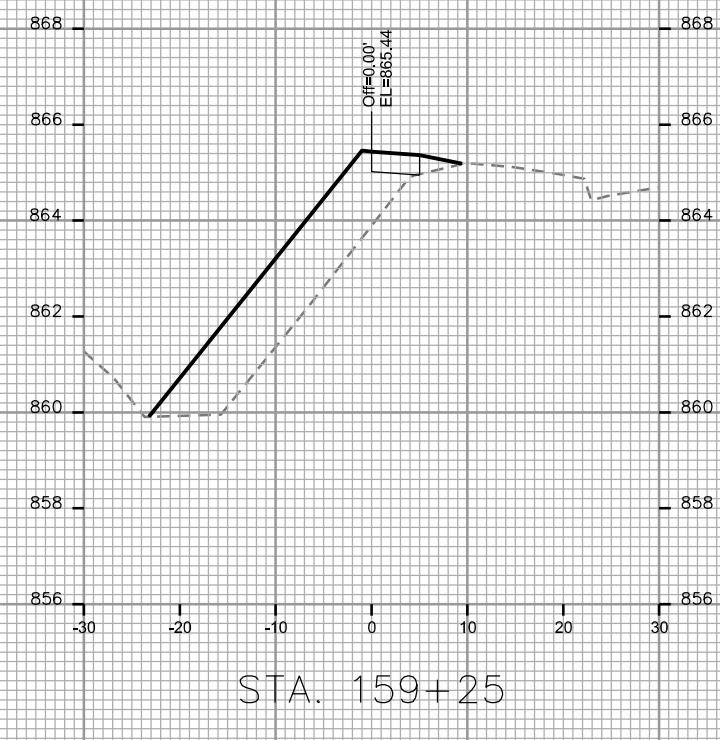
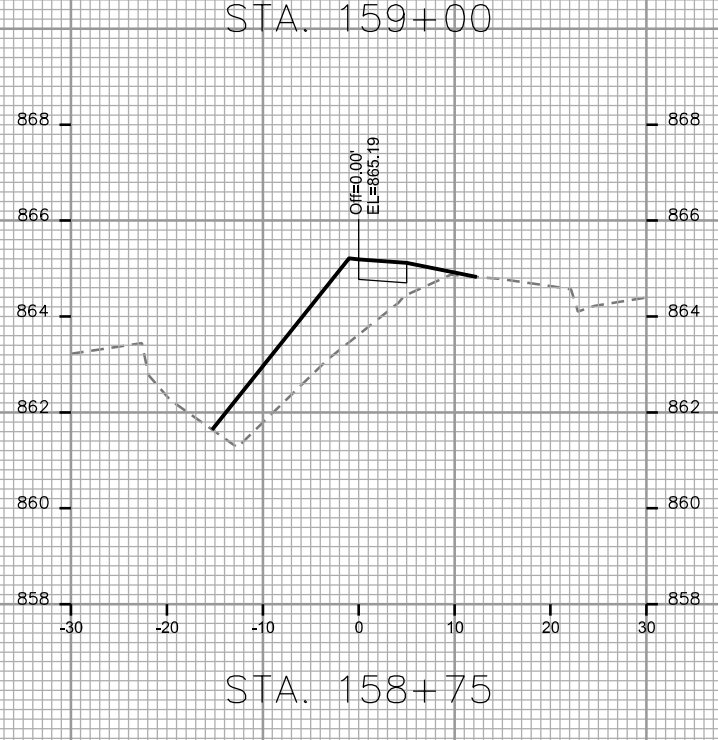
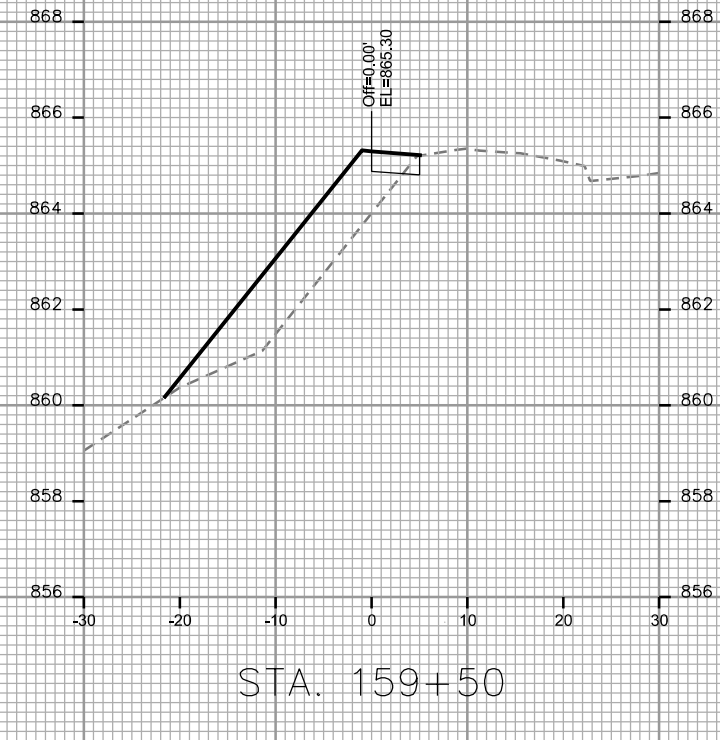
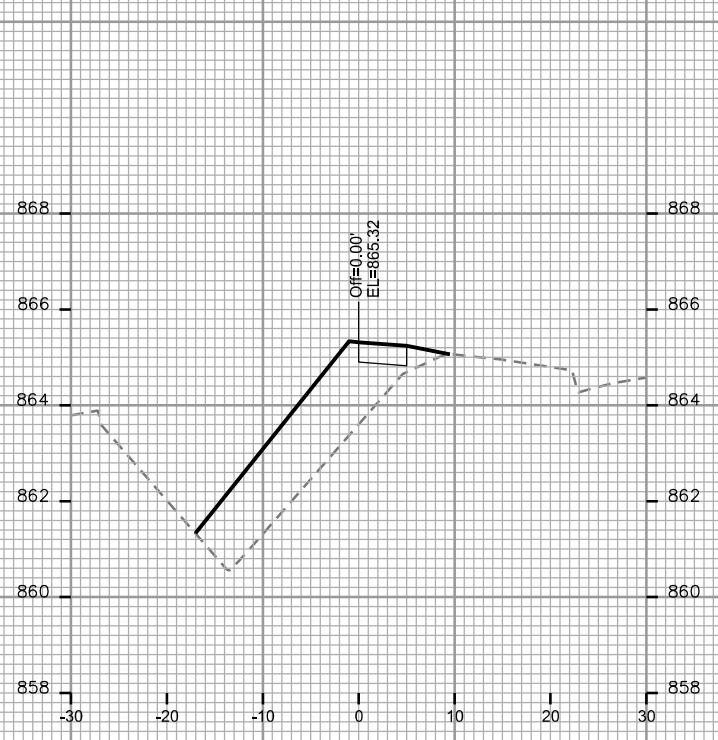


PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

ROYSTER AVE

CITY OF MADISON

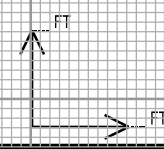
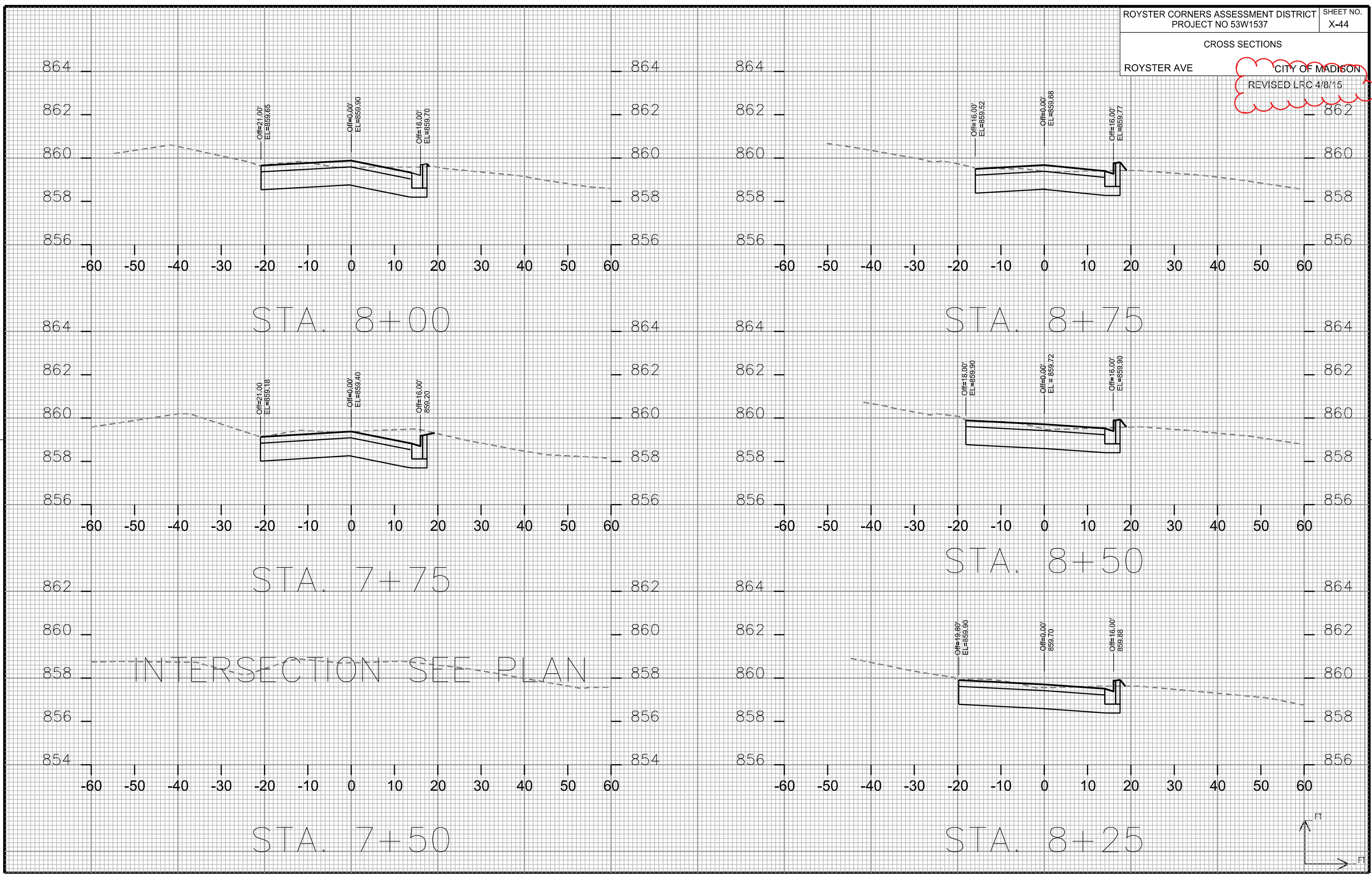
REVISED LRC 4/8/15

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

ROYSTER AVE

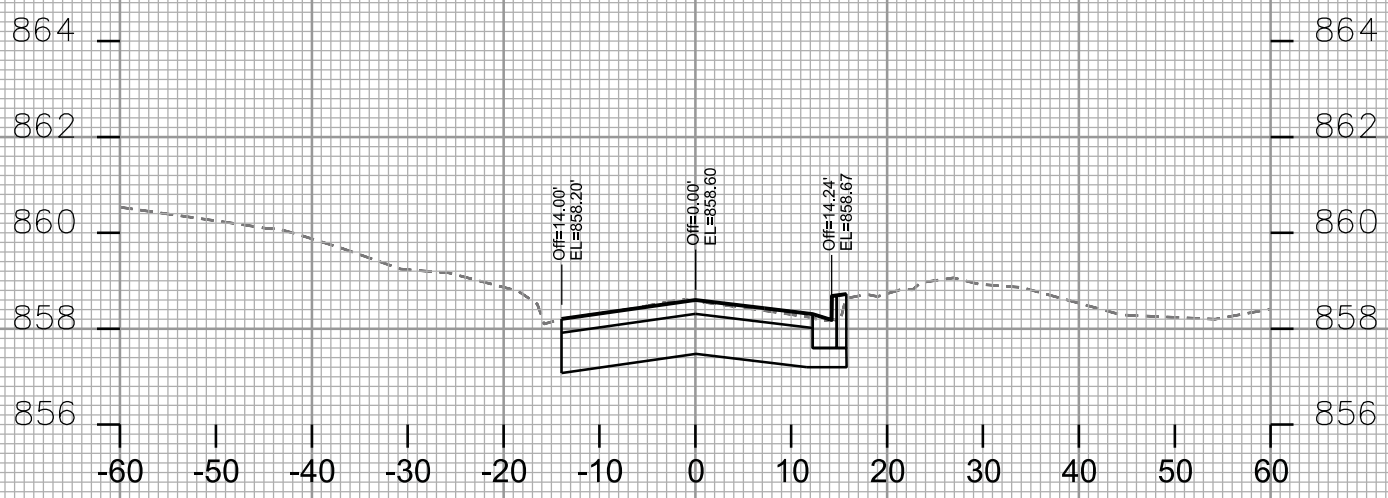
CITY OF MADISON  
REVISED LRC 4/8/15

PLOT SCALE: \_\_\_\_\_

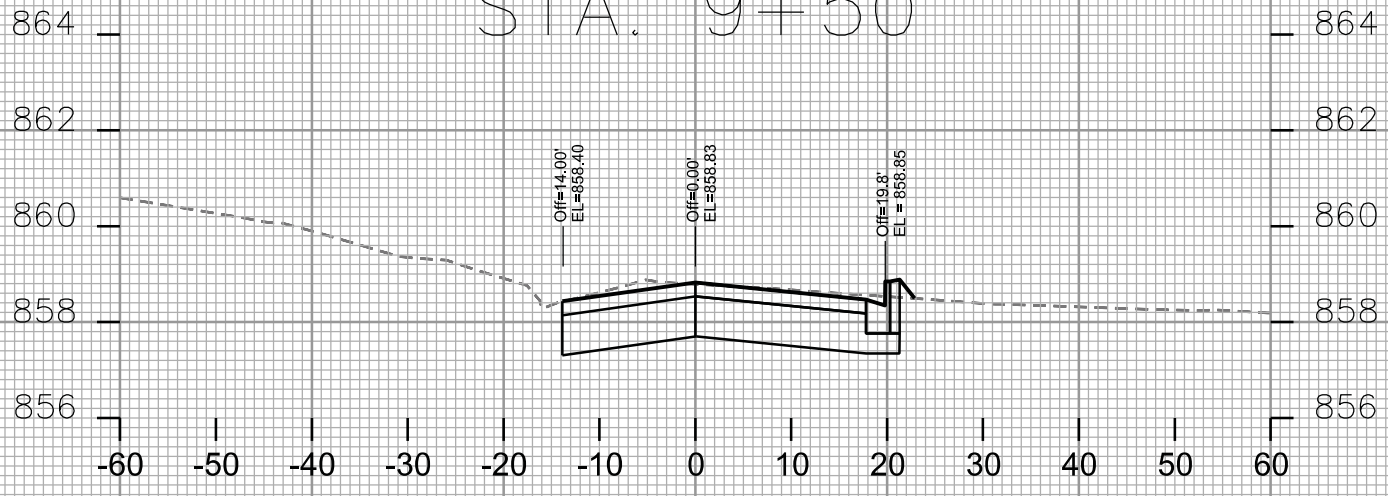
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

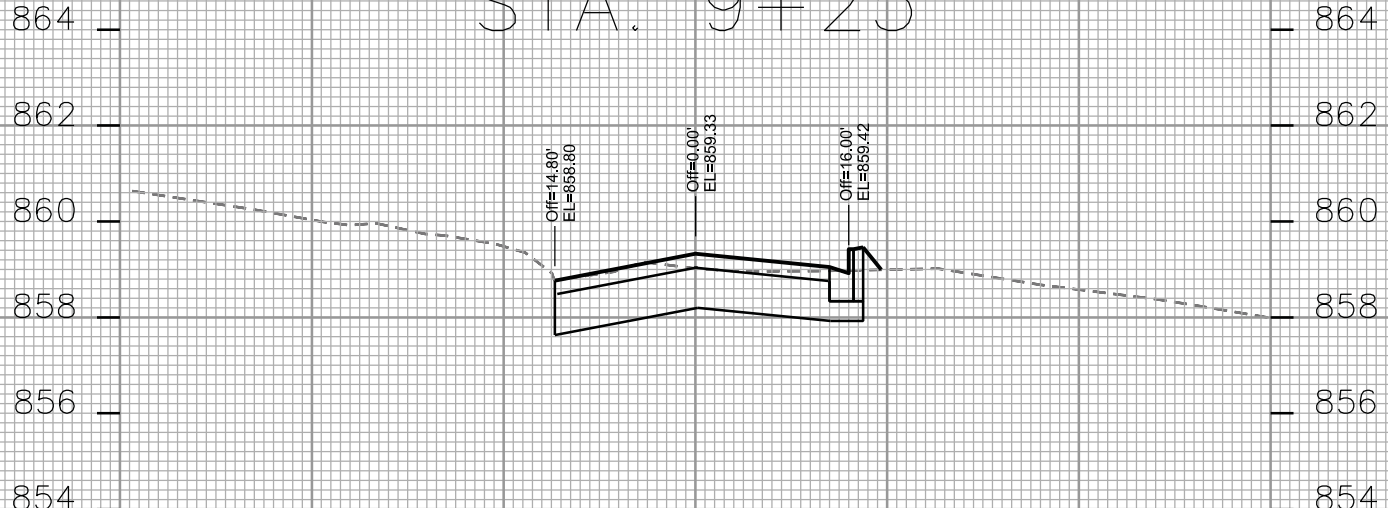
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



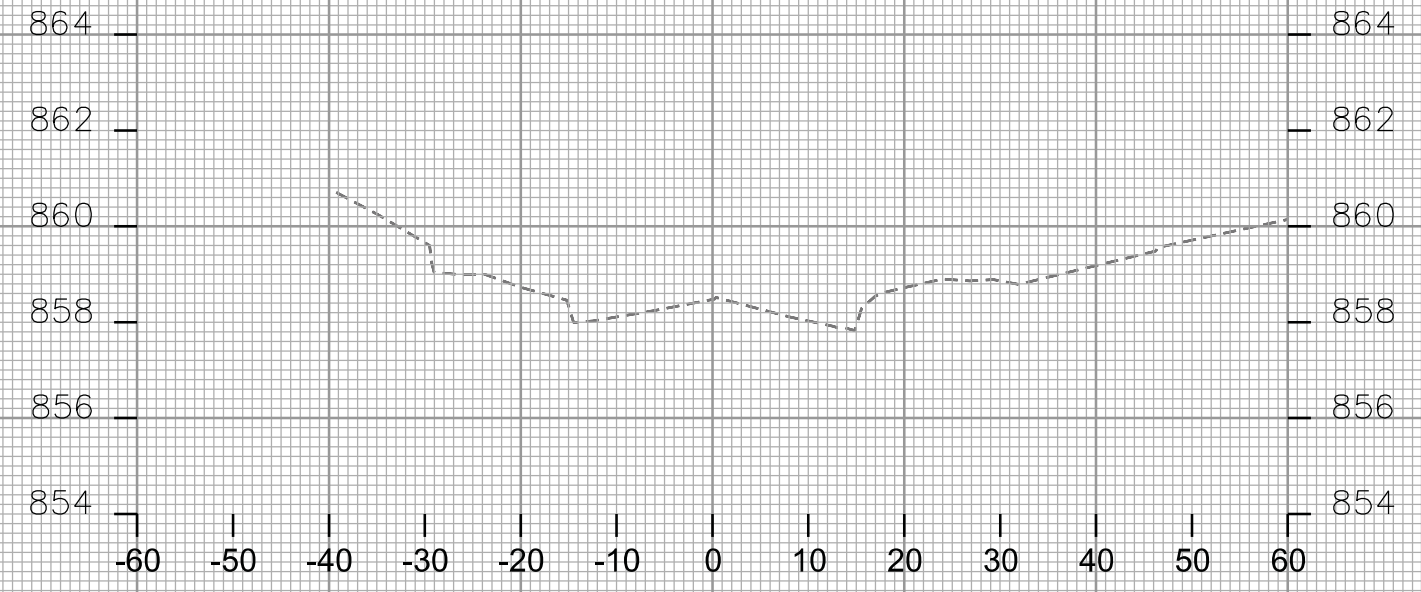
STA. 9+50



STA. 9+25



STA. 9+00



STA. 10+00



STA. 9+75

