

INDEX OF SHEETS

SEE TITLE SHEETS OF PLANS TRAFFIC CONTROL PLAN FOR SHEET NUMBERS

CITY OF MADISON

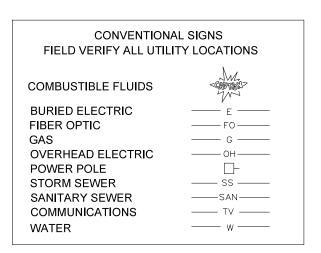
CITY ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS PLAN OF PROPOSED IMPROVEMENT

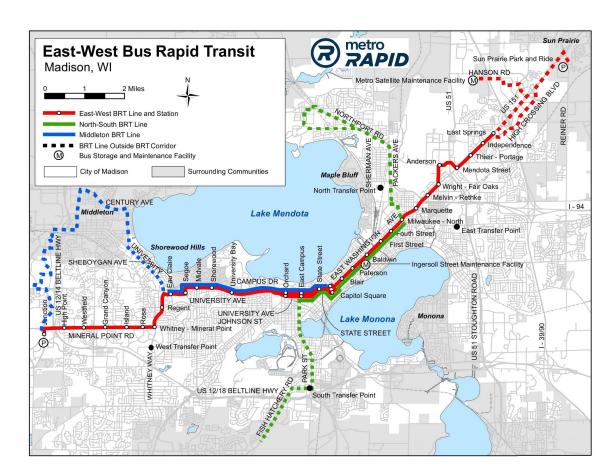
EAST-WEST BUS RAPID TRANSIT SET 7 OF 11

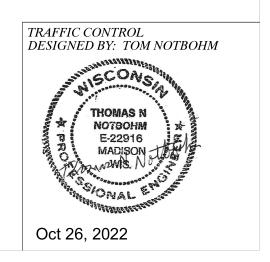
CITY PROJECT NO. 13925 CONTRACT NO. 8716

FINAL PLANS OCTOBER 5, 2022









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DATE: 10/5/2022

MAINTENANCE OF TRAFFIC GENERAL NOTES:

- THE CONTRACTOR SHALL SUBMIT AN ACCEPTABLE TRAFFIC CONTROL PLAN, INCLUDING ALL NECESSARY PHASES, TO TOM MOHR AT TMOHR@ CITYOFMADISON.COM OR (608) 267-8725 AND CHAD VEINOT AT CVEINOT@CITYOFMADISON.COM OR (608) 267-1960 PRIOR TO THE PRE-CONSTRUCTION MEETING.
- ALL WORK SHALL CONFORM TO PART VI OF FHWA'S LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD). THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION'S STANDARD DETAIL DRAWINGS SERIES 15 AND THE CITY OF MADISON STANDARDS FOR SIDEWALK AND
- THE MAINTENANCE OF TRAFFIC PLANS ARE INTENDED TO SERVE AS A GUIDE TO THE CONTRACTOR. THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNAGE AND DEVICES SHALL BE ADJUSTED TO FIT CURRENT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER WITHOUT IMPACTING THE SAFETY OF VEHICLES, BICYCLISTS, PEDESTRIANS AND WORKERS. WHEN WORK COMMENCES, THE CONTRACTOR SHALL ASSUME THE MAINTENANCE OF ANY PAVEMENT, DRAINAGE FACILITIES, TRAFFIC CONTROL SIGNS, TRAFFIC SIGNALS, LIGHTING, PAVEMENT MARKINGS, AND OTHER APPURTENANCES OF ROADWAYS WITHIN THE LIMITS OF THE CONTRACT.
- ALL EXISTING SIGNS THAT CONFLICT WITH THE MAINTENANCE OF TRAFFIC OPERATIONS SHALL BE COVERED OR REMOVED AFTER APPROVAL FROM THE CITY TRAFFIC ENGINEER. THIS WORK SHALL BE PERFORMED AT NO ADDITIONAL COST TO THE CITY. ALL TEMPORARY SIGNS SHALL MEET CITY OF MADISON STANDARDS AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES REGARDING LOCATION, TYPE, SIZE, NUMBER, AND DURATION.
- THE CONTRACTOR SHALL REMOVE ALL PAVEMENT MARKINGS THAT CONFLICT WITH TRAFFIC CONTROL PLAN STAGING OPERATIONS. REMOVAL OF TEMPORARY PAVEMENT MARKINGS WILL NOT BE PAID FOR SEPARATELY BUT SHALL BE PERFORMED AT NO COST TO THE CITY PER STANDARD SPECIFICATIONS.
- ALL SIGN ASSEMBLIES SHALL BE CERTIFIED BY THE CONTRACTOR AS MEETING THE APPLICABLE REQUIREMENTS OF NCHRP REPORT 350, TEST LEVEL 3 AND SHALL BE APPROVED BY THE CITY TRAFFIC ENGINEER.
- THE CONTRACTOR SHALL COORDINATE WITH PROPERTY OWNERS ADJACENT TO WORK AREAS TO ASSESS NEEDS FOR ACCESS AND SHALL PROVIDE MEANS FOR PARKING ACCESS, UTILITY ACCESS, EMERGENCY ACCESS AND PEDESTRIAN ACCESS AS NECESSARY.
- DURING CONSTRUCTION OPERATIONS, THE CONTRACTOR SHALL TAKE NECESSARY PRECAUTIONS TO PROTECT ADJACENT TRAFFIC LANES AND ADJACENT PROPERTY FROM DEBRIS BLOWN OR OTHERWISE REMOVED FROM CONSTRUCTION AREAS. THE CONTRACTOR SHALL ALSO BE RESPONSIBLE FOR KEEPING DEBRIS OFF THE TRAVELED LANE SURFACES. THIS WORK SHALL BE INCLUDED IN THE COST OF THE "643.5000 TRAFFIC CONTROL" PAY ITEM.
- THE CONTRACTOR'S VEHICLES SHALL ALWAYS MOVE WITH AND NOT AGAINST THE FLOW OF TRAFFIC. THESE VEHICLES SHALL ENTER AND LEAVE WORK AREAS IN A MANNER THAT WILL NOT BE HAZARDOUS TO OR INTERFERE WITH NORMAL TRAFFIC.
- ALL CONTRACTOR SUPPLIED TRAFFIC CONTROL DEVICES AND SIGNS SHALL BE IN GOOD CONDITION AND SHALL BE SUBJECT TO APPROVAL OF THE CITY TRAFFIC ENGINEER.
- ALL CURBSIDE WORK IS TO BE COORDINATED WITH ADJACENT BUSINESSES. PROVIDE A MINIMUM OF 48 HOUR NOTICE PRIOR TO WORKING IN FRONT OF
- PEDESTRIAN ACCESS TO ALL BUSINESSES, BUS STOPS, AND ADJACENT PROPERTIES MUST BE MAINTAINED AT ALL TIMES. CONTRACTOR TO STAGE WORK SUCH THAT EXISTING 12. CROSSWALKS ARE NEVER CLOSED AT THE SAME TIME AS APPLICABLE.
- INSTALL TEMPORARY RAMPS FOR USE BY PEDESTRIANS WHEN REPLACING EXISTING RAMPS. TEMPORARY RAMPS SHALL BE PAID FOR SEPARATELY DEPENDENT ON THE TYPE OF MATERIAL USED, I.E. ASPHALT, PLYWOOD, PLATE, ETC.
- THE CONTRACTOR IS RESPONSIBLE FOR ANY LANDSCAPING RESTORATION IN DAMAGE RESULTING FROM THE PLACEMENT OF TEMPORARY TRAFFIC CONTROL 14 DEVICES OR EQUIPMENT OUTSIDE THE CONSTRUCTION LIMITS.
- TRAFFIC CONDITIONS, CRASHES, AND OTHER UNFORESEEN EMERGENCY CONDITIONS MAY REQUIRE THE CITY TRAFFIC ENGINEER TO RESTRICT, MODIFY, OR REMOVE LANE CLOSURES OR CHANNELIZATIONS SHOWN ON THE PLANS. THE CONTRACTOR SHALL MAKE THE NECESSARY ADJUSTMENTS AS DIRECTED BY THE CITY TRAFFIC ENGINEER WITHOUT DELAY. COMPLIANCE WITH THIS REQUIREMENT SHALL BE CONSIDERED INCLUDED IN THE CONTRACT UNIT PRICE OF THE "643.5000 TRAFFIC CONTROL" PAY ITEM. NO ADDITIONAL COMPENSATION WILL BE ALLOWED.
- THE CONTRACTOR IS DIRECTED TO THE FACT THAT OTHER SEPARATE CONTRACTS ARE, OR MAY BE, IN FORCE THAT INTERSECT THE LIMITS OF THIS PROJECT. THE CONTRACTOR SHALL COOPERATE WITH THE OTHER CONTRACTORS IN THE PHASING AND PERFORMANCE OF THIS WORK SO AS NOT TO DELAY, INTERRUPT OR HINDER THE PROGRESS OR COMPLETION OF THE WORK BEING PERFORMED BY OTHER CONTRACTORS. NO ADDITIONAL COMPENSATION WILL BE ALLOWED FOR COMPLIANCE WITH THE ABOVE REQUIREMENTS, NOR FOR ANY DELAYS OR INCONVENIENCES RESULTING FROM ACTIVITIES OF OTHER CONTRACTORS. SHOULD A CONFLICT ARISE BETWEEN CONTRACTORS WITH RESPECT TO SEQUENCE OF CONSTRUCTION OR MAINTENANCE OF TRAFFIC REQUIREMENTS. SAID CONFLICTS SHALL BE RESOLVED BY, OR AT THE DIRECTION OF, THE CITY TRAFFIC ENGINEER. REFER TO PROJECT SPECIFICATIONS FOR A LIST OF ADJACENT CONCURRENT CONTRACTS.
- THE MAINTENANCE OF TRAFFIC PLANS SHALL SERVE AS A GUIDE FOR THE SAFE DIVERSION OF TRAFFIC DURING EXECUTION OF THIS CONTRACT. THE CONTRACTOR MAY MODIFY THE MAINTENANCE OF TRAFFIC PLANS TO MEET CONSTRUCTION NEEDS, BUT NOT AT THE EXPENSE OF PUBLIC SAFETY OR CONVENIENCE. ANY REQUESTS FOR CHANGES TO THE TRAFFIC CONTROL SHALL BE SUBMITTED TO THE CONSTRUCTION MANAGEMENT TEAM AT LEAST 72 HOURS PRIOR TO AN ACTUAL TRAFFIC CONTROL CHANGE. A REQUEST DOES NOT CONSTITUTE APPROVAL
- WHERE REQUIRED, TRAFFIC CONTROL DEVICES INCLUDING BUT NOT LIMITED TO DRUMS, BARRICADES, AND VERTICAL PANELS IMMEDIATELY ADJACENT TO THE EDGE OF TRAVELED WAY SHALL BE EQUIPPED WITH MONO-DIRECTIONAL STEADY BURNING LIGHTS. TYPE A WARNING LIGHTS SHALL BE INSTALLED ON ALL BARRICADES USED IN THE PROJECT PER STATE OF WISCONSIN SDD 15C2-B. CONTRACTOR SHALL ALSO PLACE TYPE C WARNING LIGHTS ON ANY BARRELS USED TO TAPER TRAFFIC OR LANE CLOSURES. ALL TRAFFIC CONTROL DEVICES USED FOR THE MAINTENANCE OF TRAFFIC SHALL BE REFLECTORIZED PRIOR TO INSTALLATION AND CLEANED AS NECESSARY. CLEANING SHALL BE CONSIDERED INCIDENTAL TO THE "643.5000 TRAFFIC CONTROL" PAY ITEM.
- NIGHT OPERATIONS: WHEN ARTIFICIAL LIGHTING IS UTILIZED DURING NIGHT OPERATIONS, THE CONTRACTOR SHALL EXERCISE THE UTMOST PRECAUTION IN PREVENTING ADVERSE VISIBILITY TO THE MOTORING PUBLIC, AS WELL AS THE ADJOINING BUSINESSES AND RESIDENTIAL AREAS.
- WHEN LANES CLOSURES ARE EXPECTED TO EXTEND INTO DARKNESS, TYPE II BARRICADES WITH STEADY-BURNING TYPE C LIGHTS SHALL BE SUBSTITUTED
- THE ADJACENT LANE SHALL BE CLOSED WHEN WORK IS PERFORMED OR ANY PERSON, EQUIPMENT, OR MATERIAL IS WITHIN 2 FEET FROM THE EDGE OF AN ACTIVE TRAVELED LANE.

- SIGN PLACEMENT SHOULD CONFORM TO THE FOLLOWING GUIDELINES WHEREVER POSSIBLE: (A) TEMPORARY SIGNS OR SIGNS MOUNTED ON BARRICADES A MINIMUM OF 2 FEET FROM THE ADJACENT TRAVEL LANE AND A MINIMUM OF 2 FEET ABOVE THE PAVEMENT ELEVATION. (B) POST-MOUNTED SIGNS A MINIMUM OF 2 FEET FROM THE EDGE OF SHOULDER OR FACE OF CURB AND A MINIMUM OF 7 FEET ABOVE THE PAVEMENT. (C) SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS AT A MINIMUM OF 5' ABOVE THE PAVEMENT.
- ALL SIGNS SHOWN ON THE TRAFFIC CONTROL PLANS ARE 48"X48" UNLESS OTHERWISE NOTED.
- 24. ALL TRAFFIC LANES SHALL BE 11' WIDE UNLESS OTHERWISE NOTED ON PLANS OR APPROVED BY THE CITY OF MADISON TRAFFIC ENGINEER.
- CONTRACTOR/DEVELOPER SHALL NOTIFY TOM MOHR OF CITY TRAFFIC ENGINEERING AT (608) 267-8725 AT LEAST 10 WORKING DAYS PRIOR TO THE START OF ANY LANE CLOSURE. WORK WITHIN THE RIGHT-OF-WAY SHALL NOT BEGIN UNTIL THE TRAFFIC CONTROL PLAN IS PROVIDED.
- STAGED CONSTRUCTION OPERATIONS MAY IMPACT EXISTING METRO TRANSIT BUS STOP LOCATIONS. CONTRACTOR TO COORDINATE WITH METRO TRANSIT AND THE CITY OF MADISON TRAFFIC ENGINEER FOR BUS STOP RELOCATIONS AND SIGNAGE REQUIREMENTS AS NECESSARY. REFER TO PROJECT SPECIFICATIONS FOR CONTACT INFORMATION.
- THE PROPOSED TRAFFIC CONTROL STAGING CONFIGURATIONS SHALL RESTRICT EXISTING BICYCLE FACILITIES AND ON-STREET PARKING IN THE AREAS IMMEDIATELY ADJACENT TO CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COORDINATE APPLICABLE SIGNAGE REQUIREMENTS WITH THE CITY OF MADISON TRAFFIC ENGINEER PRIOR TO SETTING UP HIS/HER TRAFFIC CONTROL.
- THE CONTRACTOR SHALL COORDINATE WITH THE CITY OF MADISON TRAFFIC ENGINEER FOR UPDATING TRAFFIC SIGNAL TIMING AT IMPACTED INTERSECTIONS DURING CONSTRUCTION OPERATIONS AS REQUIRED. REFER TO THE TEMPORARY TRAFFIC SIGNAL PLANS IN SET 3 FOR ADDITIONAL INFORMATION.
- THE CONTRACTOR IS ALERTED TO THE FOLLOWING PEAK HOUR RESTRICTIONS FOR TRAFFIC CONTROL STAGING OPERATIONS ALONG EAST WASHINGTON AVENUE. CONTACT TOM MOHR AT THE CITY OF MADISON TRAFFIC ENGINEERING AT (608) 267-8725 FOR ADDITIONAL INFORMATION AS NECESSARY.
 - * WESTBOUND (INBOUND) DIRECTION:
 - ALL LANES SHALL REMAIN OPEN DURING AM PEAK HOURS (7:00 AM TO 8:30 AM)
 - ALL LANES SHALL REMAIN OPEN DURING PM PEAK HOURS (4:00 PM TO 6:00 PM)
 - * EASTBOUND (OUTBOUND) DIRECTION:
 - SINGLE LANE CLOSURES ARE ALLOWED DURING AM PEAK HOURS (7:00 AM TO 8:30 AM)
 - ALL LANES SHALL REMAIN OPEN DURING PM PEAK HOURS (3:00 PM TO 6:00 PM)

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COUNTY, CITY OF MADISON, DANE

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MAINTENANCE OF

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MAINTENANCE OF TRAFFIC STAGING NOTES:

- TRAFFIC CONTROL FOR CONSTRUCTION IMPROVEMENTS NOT LISTED BELOW SHALL BE SET UP AND MAINTAINED AS DEPICTED IN THE MAINTENANCE OF TRAFFIC DETAIL PLANS, SHEETS TC-3 THRU TC-5, FOR INTERSECTION CORNER WORK ZONES AND CURBSIDE STATION WORK ZONES.
- UTILIZE THE FOLLOWING TAPER LENGTH CRITERIA PER WISDOT FDM 11-25 ATTACHMENT 2.3:

FOR LANE CLOSURE:

DESIRABLE: $L = W \times (S + 5)$ MINIMUM: $L = W \times S$

FOR LANE SHIFTING

DESIRABLE: $L = (W \times (S + 5)^{2} / 60)$ MINIMUM: $L = (W \times S^2) / 60$

L = TAPER LENGTH IN FEET S = POSTED SPEED LIMIT (MPH)

- W = WIDTH OF OFFSET IN FEET
- AT INTERSECTIONS WHERE MULTIPLE IMPROVEMENTS ARE SCHEDULED IN OPPOSITE TRAFFIC DIRECTIONS, SUCH AS AT E. WASHINGTON AVE. AND INDEPENDENCE LN., THE CONTRACTOR SHALL STAGE HIS/HER OPERATIONS SUCH THAT WORK IS NOT CONCURRENT AND EXISTING TRAFFIC CONFIGURATIONS ARE MAINTAINED IN ONE
- DETAILED TRAFFIC STAGING FOR CONSTRUCTION IMPROVEMENTS AT THE FOLLOWING LOCATIONS ARE SHOWN ON SHEETS TC-29 THRU TC-75.
 - * E. WASHINGTON AVE. @ MILWAUKEE ST. / NORTH ST.
 - * E. WASHINGTON AVE. @ N. FAIR OAKS AVE.
- EXISTING TRAFFIC PATTERNS SHALL BE DETOURED AT THE FOLLOWING LOCATIONS TO ALLOW FOR COMPLETE CONSTRUCTION OPERATIONS. THE CONTRACTOR SHALL COORDINATE ALL DETOUR REQUESTS WITH THE TRAFFIC ENGINEER AT THE CITY OF MADISON AT LEAST 48 HOURS PRIOR TO IMPLEMENTING STAGING PATTERNS. PROPOSED DETOURS SHALL FOLLOW THE DETOUR PLAN AS PRESENTED IN SHEET TC-6.
 - * SB JUNCTION ROAD LEFT TURN LANE @ PROPOSED WESTERN TERMINAL/PARKING LOT ENTRANCE
 - * EB/WB MINERAL POINT ROAD LEFT TURN LANES AS INDICATED IN PLANS
 - * NB WHITNEY WAY TRAFFIC @ SHEBOYGAN AVE.
 - * E. LEG OF SHEBOYGAN AVE. & N. EAU CLAIRE AVE.
 - * SB SEGOE RD. TRAFFIC @ SHEBOYGAN AVE.
 - * EB UNIVERSITY AVE. LEFT TURN LANE @ ROSE PL
 - * NB RANDALL AVE. RIGHT TURN LANE @ W. JOHNSON ST.
 - * WB STATE ST. TRAFFIC @ W. GORHAM ST.
 - * EB STATE ST. TRAFFIC @ W. JOHNSON ST.
 - * NB WISCONSIN AVE. TRAFFIC @ E. MIFFLIN ST
 - * EB/WB E. WASHINGTON AVE. LEFT TURN LANES AS INDICATED IN PLANS
 - * NB MILWAUKEE ST. LEFT TURN LANE @ E. WASHINGTON AVE.
 - * NB FAIR OAKS AVE. LEFT TURN LANE @ E. WASHINGTON AVE.
 - * SB FAIR OAKS AVE. THRU LANE @ E. WASHINGTON AVE.
 - * EB/WB ANDERSON ST. TRAFFIC @ WRIGHT ST.
 - * WB AND EB E. WASHINGTON AVE. LEFT TURN LANES @ INDEPENDENCE LN.

EAST WASHINGTON AVENUE

THE TRAFFIC CONTROL SEQUENCING AS SHOWN ON SHEETS TC-22 THRU TC-28 SHALL BE APPLIED TO CONSTRUCTION OPERATIONS FOR PROPOSED CENTER RUNNING STATION IMPROVEMENTS AT THE INTERSECTIONS OF EAST WASHINGTON AVENUE AND BLAIR STREET, PATERSON STREET, FIRST STREET, FOURTH STREET, MARQUETTE STREET AND MELVIN COURT.

- RESTRICT EXISTING ON-STREET PARKING IN LOCATIONS ADJACENT TO WORK ZONE AND WITHIN ASSOCIATED MERGE / SHIFTING PATTERNS.
- MAINTAIN BIKE LANE ALONG OUTSIDE EDGE OF PAVEMENT.
- MERGE INSIDE TRAVEL LANE TO MIDDLE LANE IN EB AND WB DIRECTIONS.
- SHIFT TRAVEL LANES OUTSIDE ADJACENT TO NEWLY ESTABLISHED BIKE LANE.
- RESTRICT LEFT TURN MOVEMENTS AT WORK ZONE LOCATIONS.

STAGE 1- CONSTRUCTION

- REMOVE EXISTING MEDIAN, CURB AND GUTTER, MEDIAN LANDSCAPING, ADJACENT PAVEMENT, AND OTHER ITEMS AS IDENTIFIED IN THE REMOVAL PLANS.
- CONSTRUCT CENTER RUNNING STATION PLATFORM, DRAINAGE IMPROVEMENTS, SIGNAL IMPROVEMENTS AND ALL
- ASSOCIATED FEATURES. INSTALL SHELTER AT NEW CENTER PLATFORM.
- POUR CONCRETE PAVEMENT IN ADJACENT LANES PER PROPOSED ROADWAY TYPICAL SECTIONS.

STAGE 2- TRAFFIC

- RESTRICT EXISTING ON-STREET PARKING IN LOCATIONS ADJACENT TO WORK ZONE AND WITHIN ASSOCIATED MERGE / SHIFTING PATTERNS.
- MERGE OUTSIDE TRAVEL LANES AND EXISTING BIKE LANE TO INSIDE TRAVEL LANE UPSTREAM OF WORK ZONE LOCATIONS.
- TRAFFIC SHALL BE PLACED ADJACENT TO NEWLY CONSTRUCTED CENTER RUNNING STATION PLATFORM THRU EXTENTS OF WORK ZONE.
- RELOCATE EXISTING BUS STOPS AS NECESSARY AT WORK ZONE LOCATIONS AFTER COORDINATION AND APPROVAL FROM BOTH THE CITY OF MADISON AND METRO TRANSIT.

- CONSTRUCT OUTSIDE LANES, CURB AND GUTTER, SIDEWALK AND ADA IMPROVEMENTS, AND ALL OTHER NECESSARY INTERSECTION CORNER FEATURES AS SHOWN ON THE PROPOSED SITE PLANS
- POUR CONCRETE PAVEMENT IN ADJACENT LANES AS SHOWN ON THE PROPOSED SITE PLANS.

MINERAL POINT ROAD

- THE TRAFFIC CONTROL SEQUENCING AS SHOWN ON SHEETS TC-7 THRU TC-21 SHALL BE APPLIED TO CONSTRUCTION OPERATIONS FOR PROPOSED CENTER RUNNING STATION IMPROVEMENTS AT THE INTERSECTIONS OF MINERAL POINT ROAD AND HIGH POINT ROAD, GRAND CANYON DRIVE, ISLAND DRIVE, AND WHITNEY WAY.
- IMPROVEMENTS AT THE INTERSECTIONS OF MINERAL POINT ROAD AND RANDOLPH DRIVE, WESTFIELD ROAD, GAMMON ROAD, YELLOWSTONE DRIVE, AND ROSA ROAD SHALL BE PERFORMED IN A SIMILAR MANNER AS STAGES 1 AND 3 NOTED BELOW. SUGGESTED SEQUENCE OF OPERATIONS SHALL BEGIN WITH AN INSIDE LANE CLOSURE AND ASSOCIATED UPSTREAM MERGE TAPER PER WISCONSIN SDD 15020-A IN ORDER TO CONSTRUCT THE MEDIAN IMPROVEMENTS AND ANY ADJACENT PAVEMENT FOLLOWED BY AN OUTSIDE LANE CLOSURE AND TRAFFIC MERGE FOR EDGE OF PAVEMENT AND SIDEWALK IMPROVEMENTS.

- MAINTAIN EXISTING SHARED BUS / BIKE LANE ALONG OUTSIDE EDGE OF PAVEMENT IN EB AND WB DIRECTIONS.
- MERGE INSIDE TRAVEL LANE TO EXISTING OUTSIDE LANE ADJACENT TO SHARED BUS / BIKE LANE IN EB AND WB DIRECTIONS.
- RESTRICT LEFT TURN MOVEMENTS AT IMMEDIATE WORK ZONE LOCATIONS.

STAGE 1- CONSTRUCTION

- REMOVE EXISTING MEDIAN, CURB AND GUTTER, MEDIAN LANDSCAPING, ADJACENT PAVEMENT, AND OTHER ITEMS AS IDENTIFIED IN THE REMOVAL PLANS
- CONSTRUCT CENTER RUNNING STATION PLATFORM, DRAINAGE IMPROVEMENTS, SIGNAL IMPROVEMENTS AND ALL
- POUR CONCRETE PAVEMENT IN ADJACENT LANES PER PROPOSED ROADWAY TYPICAL SECTIONS.

- MERGE INSIDE TRAVEL LANE FROM STAGE 1 INTO OUTSIDE SHARED BUS / BIKE LANE ALONG OUTSIDE EDGE OF PAVEMENT IN EB AND WB DIRECTIONS.
- ROUTE BICYCLISTS AROUND WORK ZONE USING EITHER EXISTING SIDEWALK WITH APPLICABLE SIGNAGE OR DETOUR AS APPROVED BY THE CITY.

STAGE 2- CONSTRUCTION

- CONSTRUCT INSIDE THRU LANE WITH MATERIAL AS SHOWN ON THE PROPOSED SITE PLANS. THIS WORK IS CONSIDERED SHORT TERM AND SHALL BE PERFORMED DURING WEEKEND OR OFF PEAK HOURS AS DIRECTED AND APPROVED BY THE CITY OF MADISON. RE-ESTABLISH TWO (2) LANES OF TRAFFIC AS SOON AS NEW PAVEMENT IS CURED AND DEEMED ACCEPTABLE BY THE CITY AND CONSTRUCTION MANAGEMENT TEAM.
- INSTALL SHELTER AT NEW CENTER PLATFORM.

- MERGE OUTSIDE TRAVEL LANES AND EXISTING SHARED BUS / BIKE LANE TO INSIDE TRAVEL LANE UPSTREAM OF WORK ZONE LOCATIONS. TRAFFIC SHALL BE PLACED ADJACENT TO NEWLY CONSTRUCTED CENTER RUNNING STATION PLATFORM THRU EXTENTS OF WORK ZONE.
- ROUTE BICYCLISTS AROUND WORK ZONE IN ADVANCE OF TRAFFIC MERGE USING EITHER EXISTING SIDEWALK WITH APPLICABLE SIGNAGE OR
- DETOUR AS APPROVED BY THE CITY
- RELOCATE EXISTING BUS STOPS AS NECESSARY AT WORK ZONE LOCATIONS AFTER COORDINATION AND APPROVAL FROM BOTH THE CITY OF MADISON AND METRO TRANSIT

CONSTRUCT OUTSIDE LANES, CURB AND GUTTER, SIDEWALK AND ADA IMPROVEMENTS, AND ALL OTHER NECESSARY INTERSECTION CORNER FEATURES AS SHOWN ON THE PROPOSED SITE PLANS.

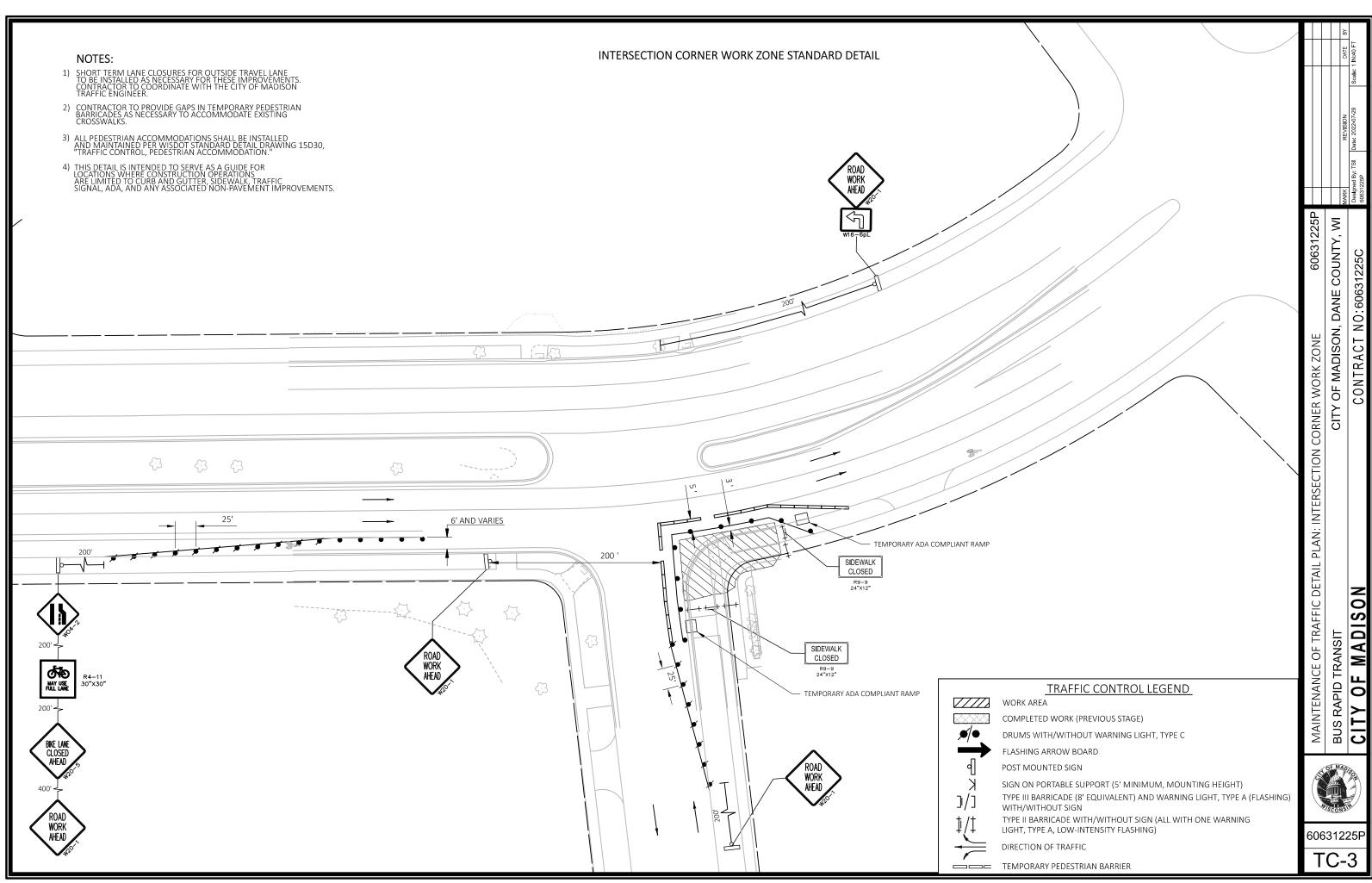
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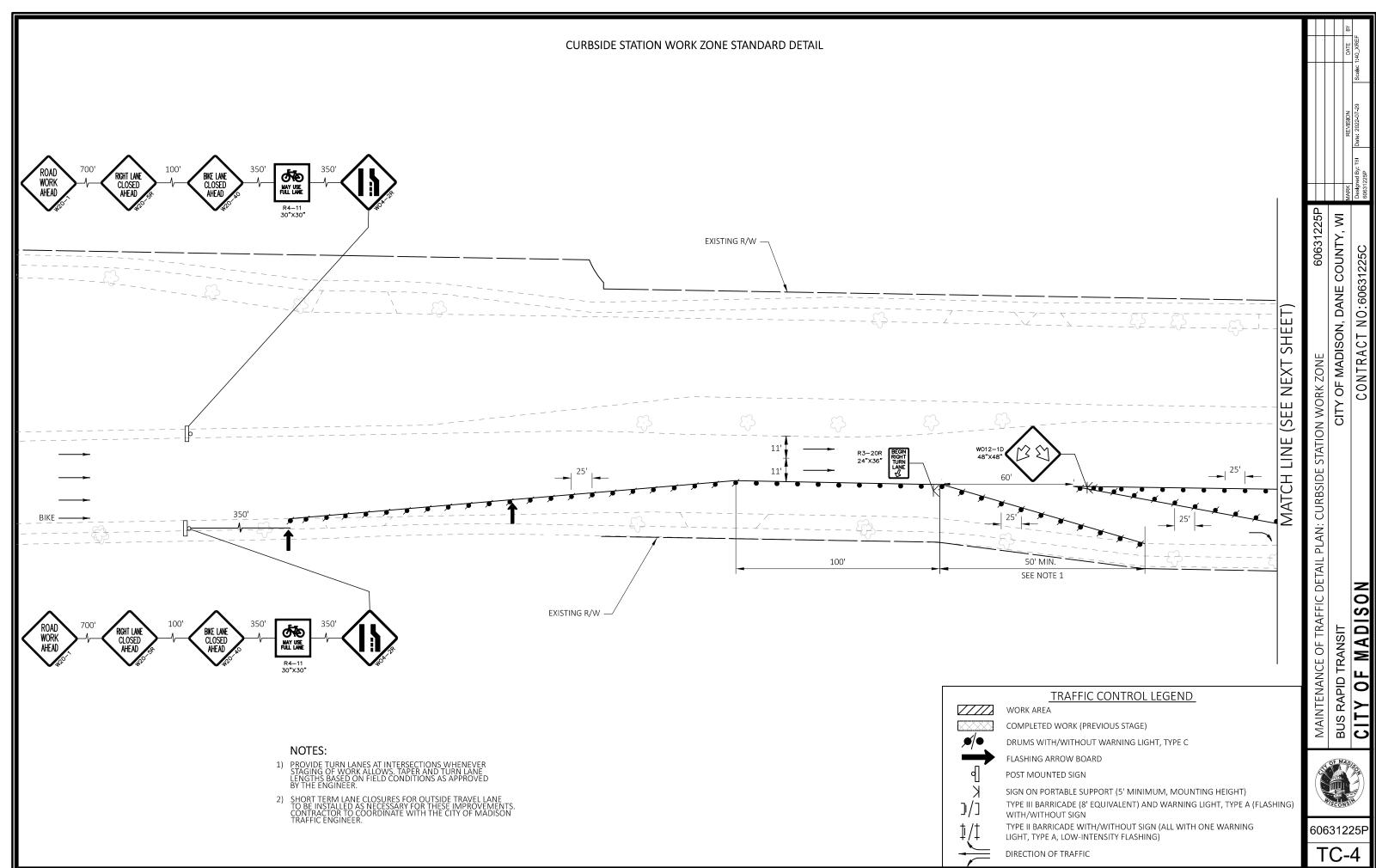


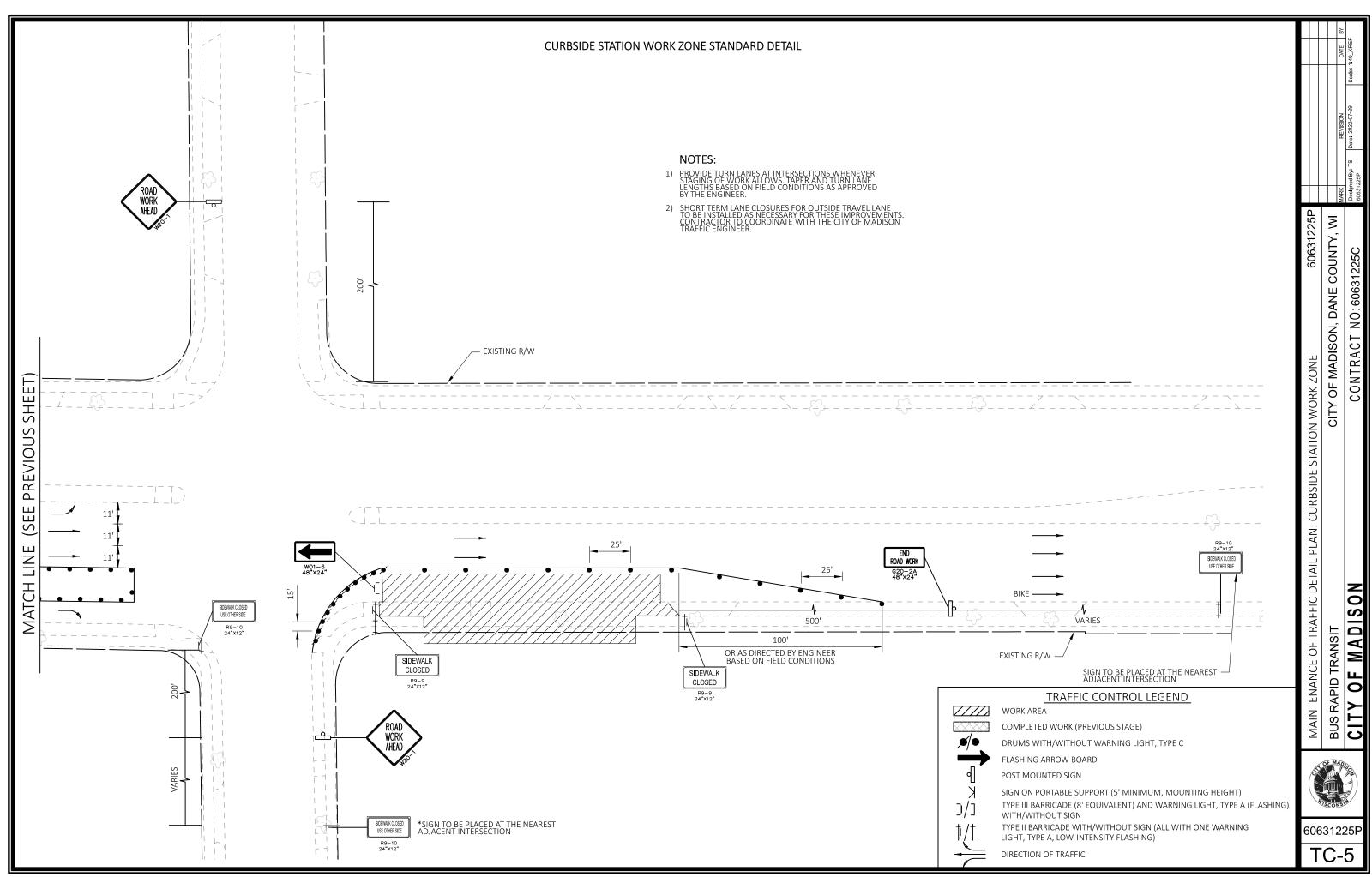
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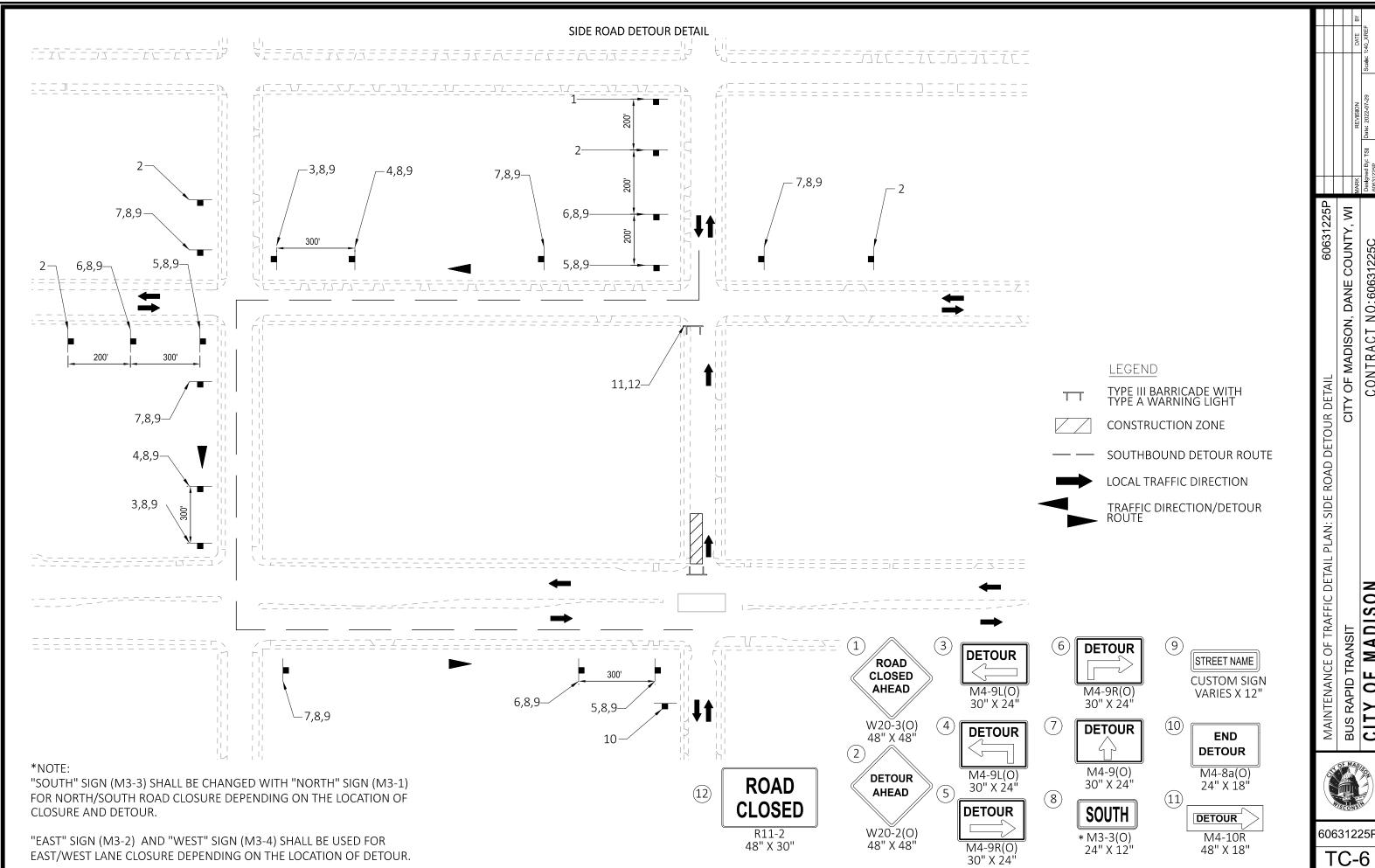


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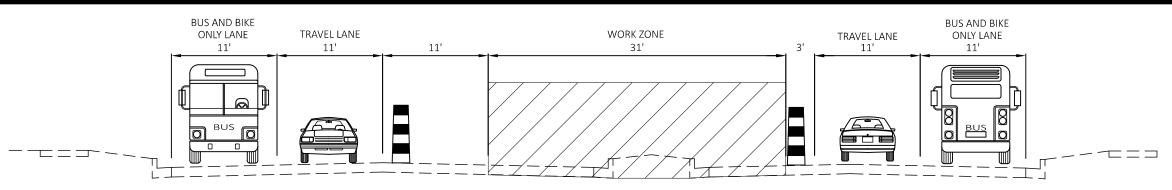






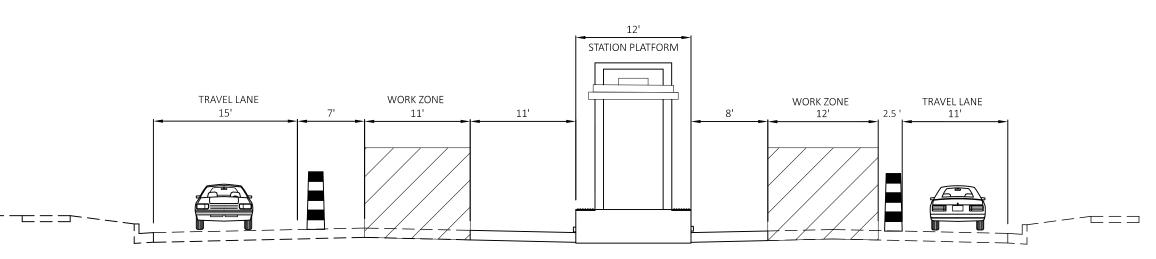
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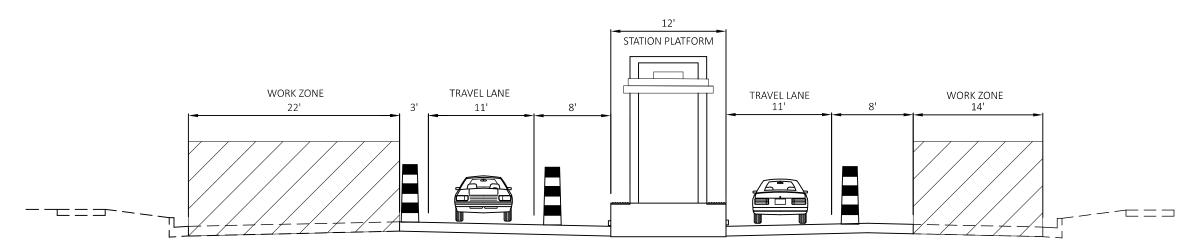
STAGE 1 TYPICAL SECTION

MINERAL POINT ROAD LOOKING EAST



STAGE 2 TYPICAL SECTION

MINERAL POINT ROAD LOOKING EAST



STAGE 3 TYPICAL SECTION

MINERAL POINT ROAD LOOKING EAST

NOTES:

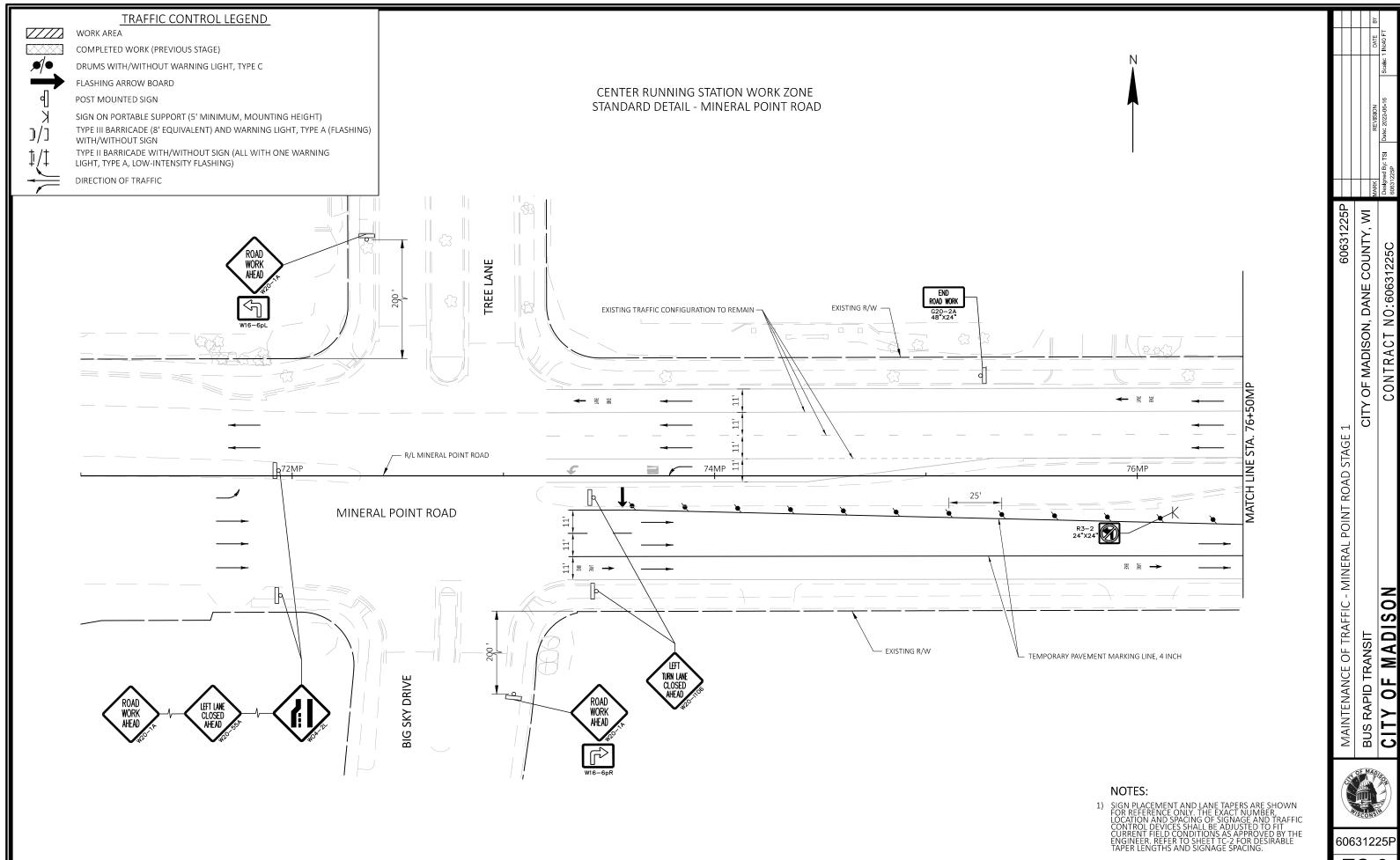
- 1.) DISTANCES SHOWN FROM EDGE OF TRAVELED WAY TO WORK ZONE AND WORK ZONE WIDTHS ARE APPROXIMATE AND VARY THROUGH THE EXTENT OF IMPROVEMENTS ALONG MINERAL POINT ROAD.
- 2.) IF DROP-OFFS GREATER THAN 4 INCHES ARE ANTICIPATED TO EXIST FOR MORE THAN 48 HOURS AND ARE WITHIN 8 FEET OF THE EDGE OF TRAVELED WAY, CONTRACTOR TO USE TEMPORARY CONCRETE BARRIER OR ELIMINATE THE DROP-OFF USING A 3H:1V SLOPE OF COMPACTED AGGREGATE MATERIAL.

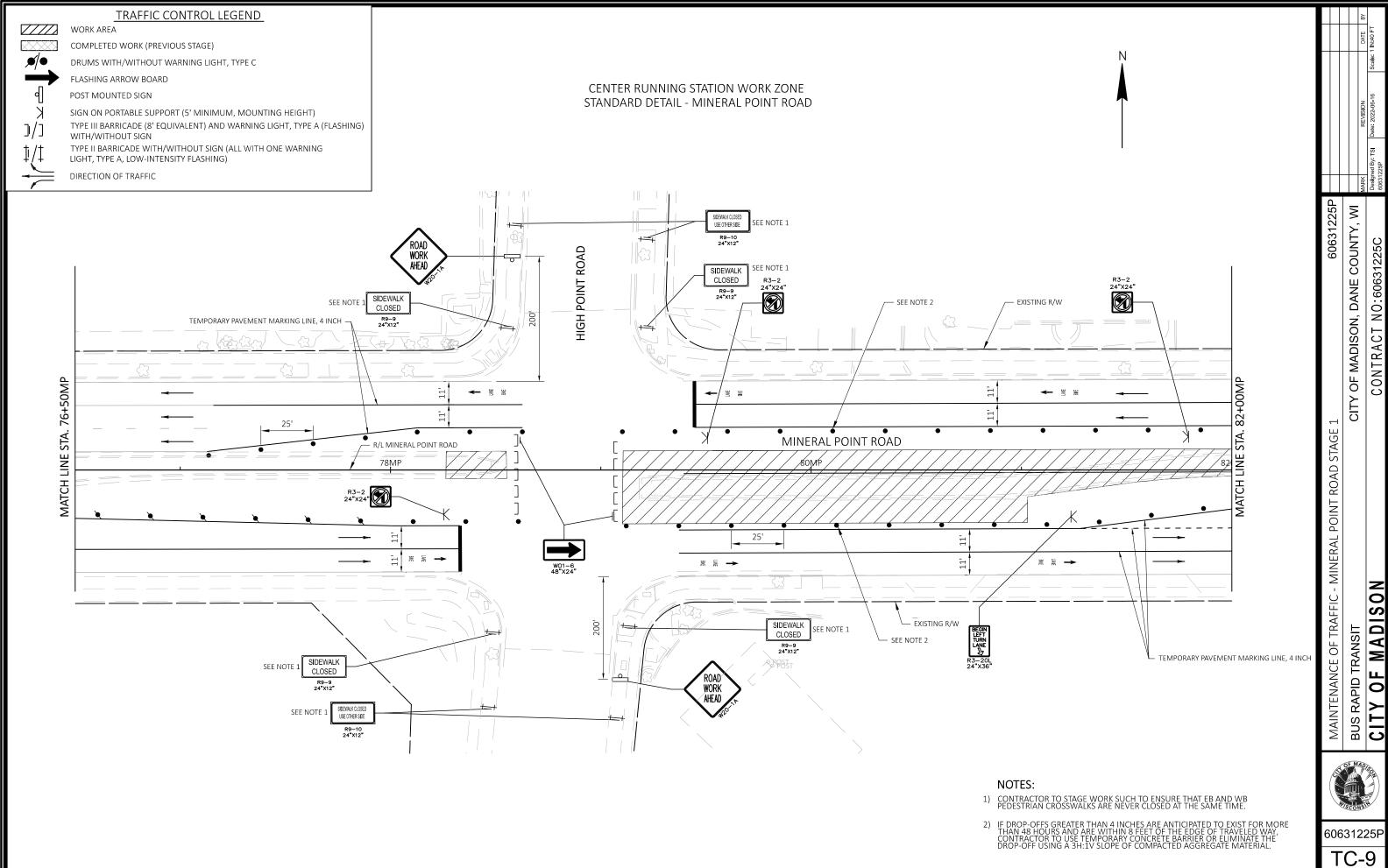


MINERAL POINT ROAD TYPICAL SECTIONS

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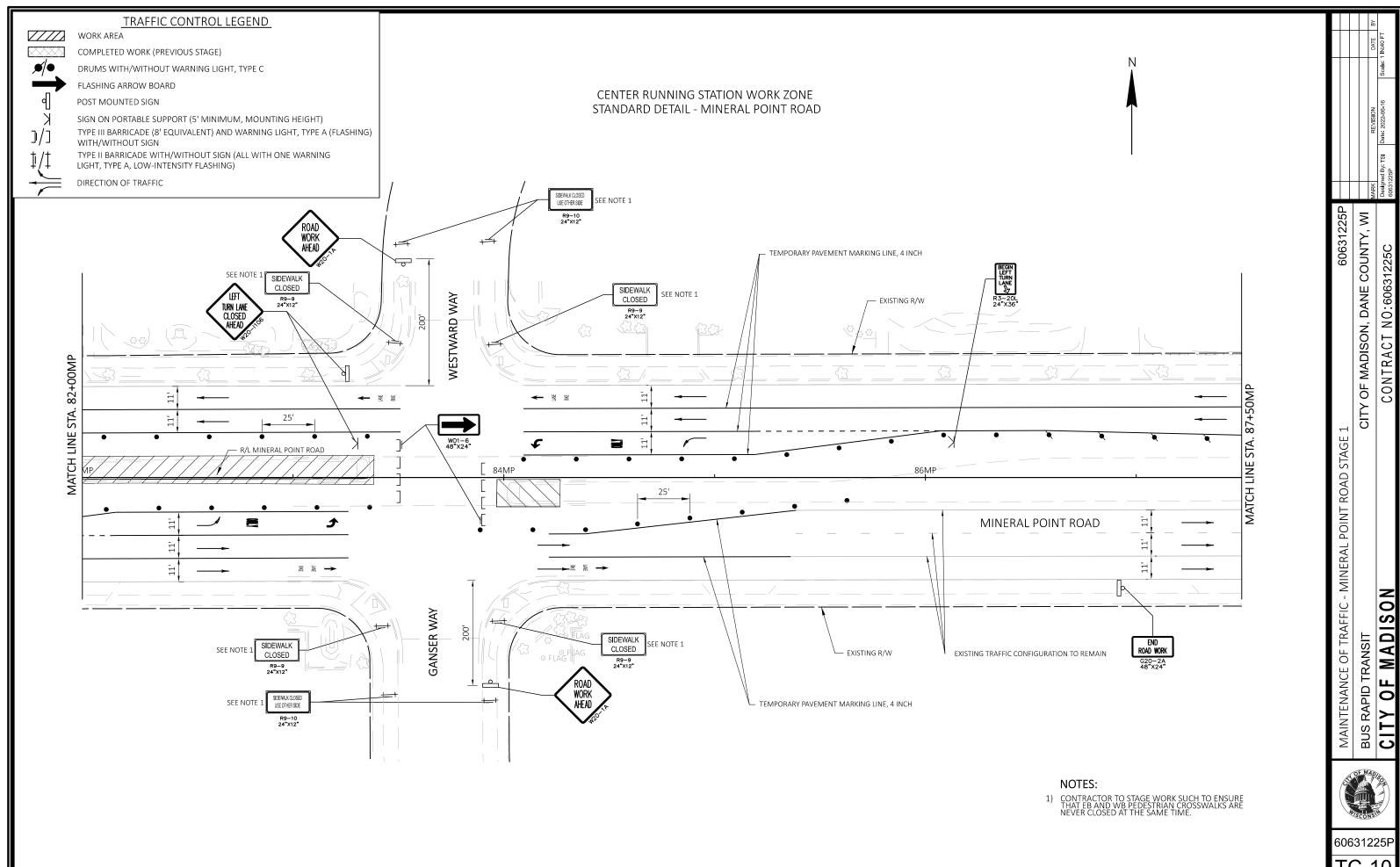




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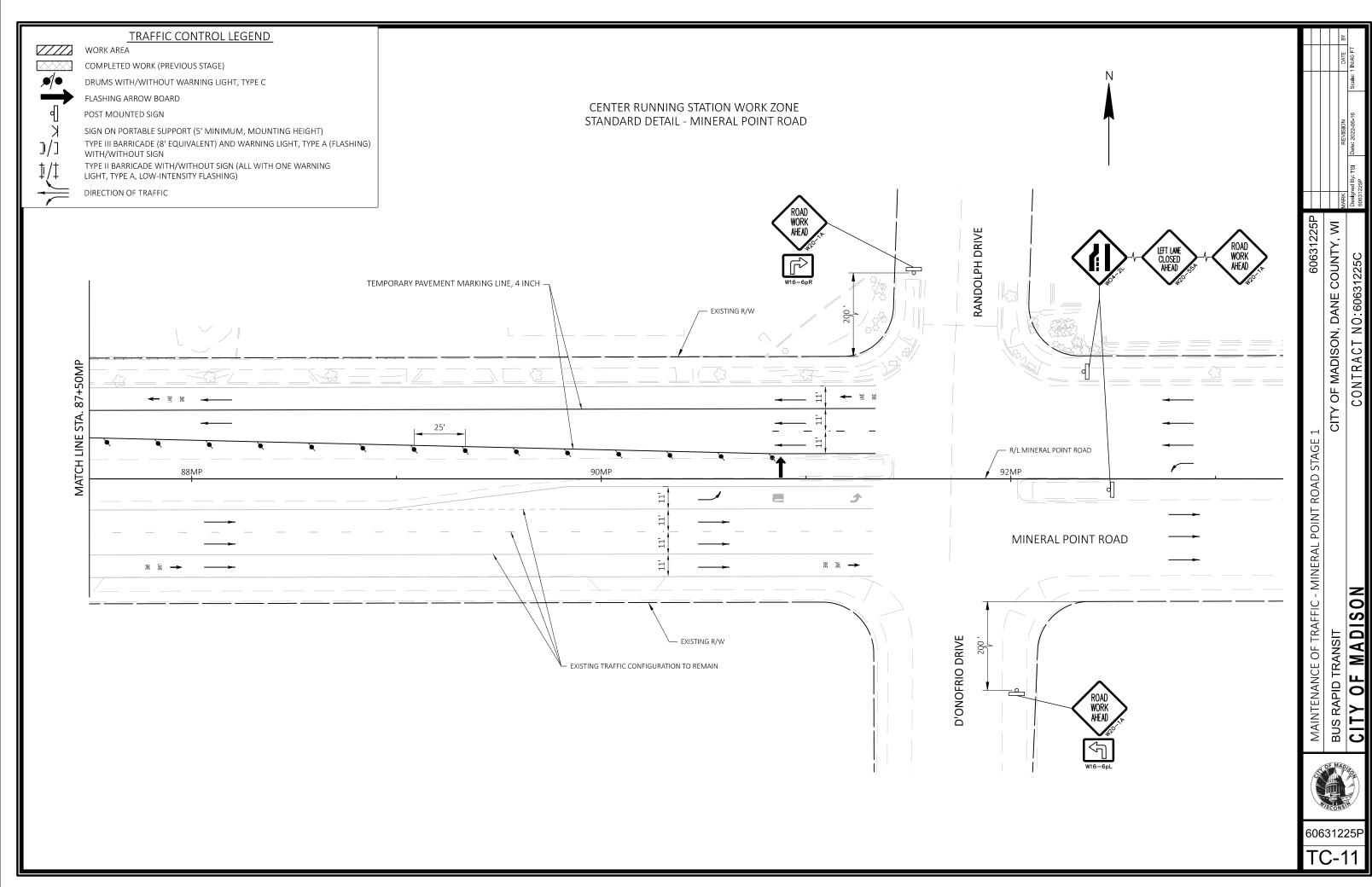
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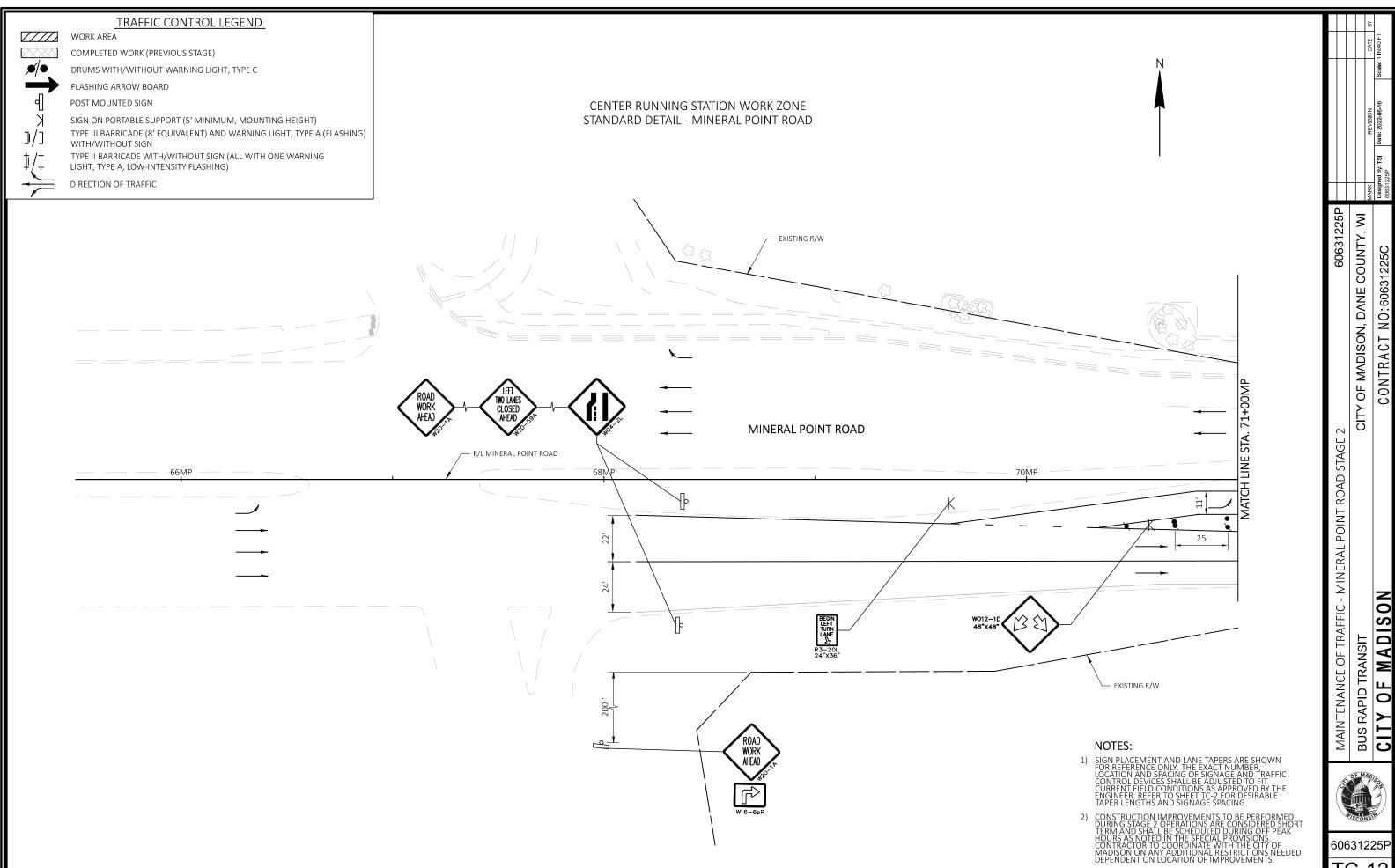


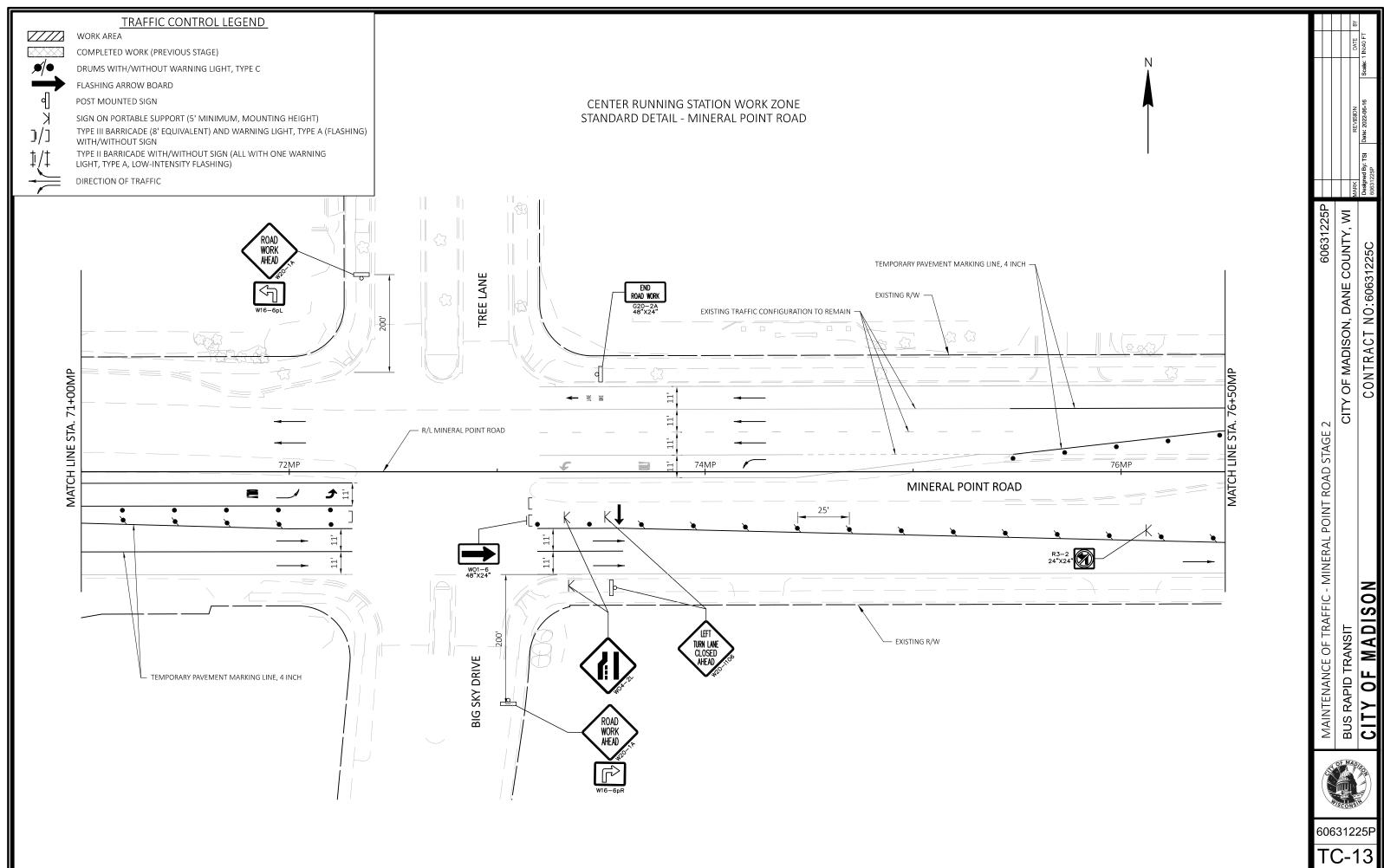
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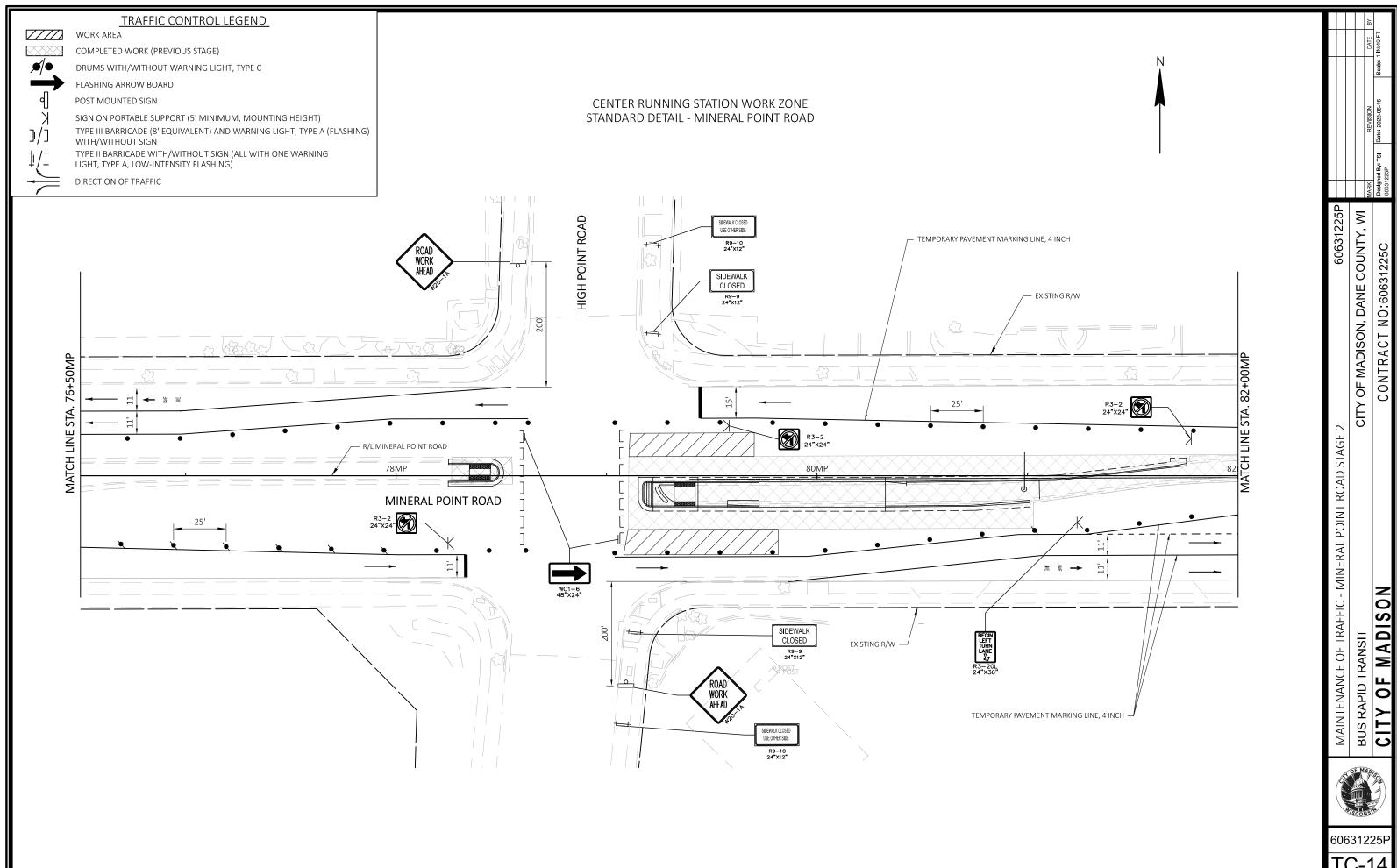


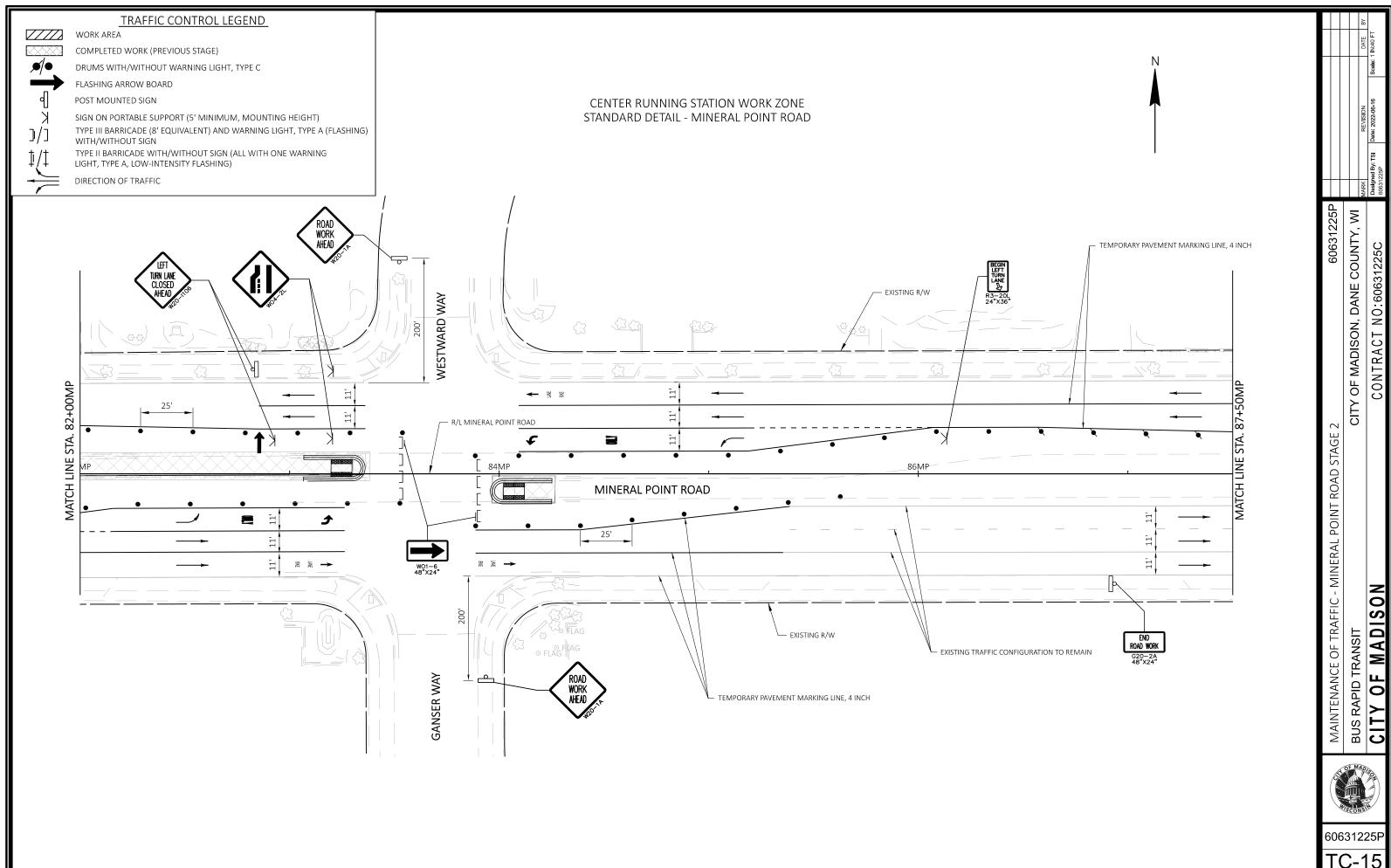


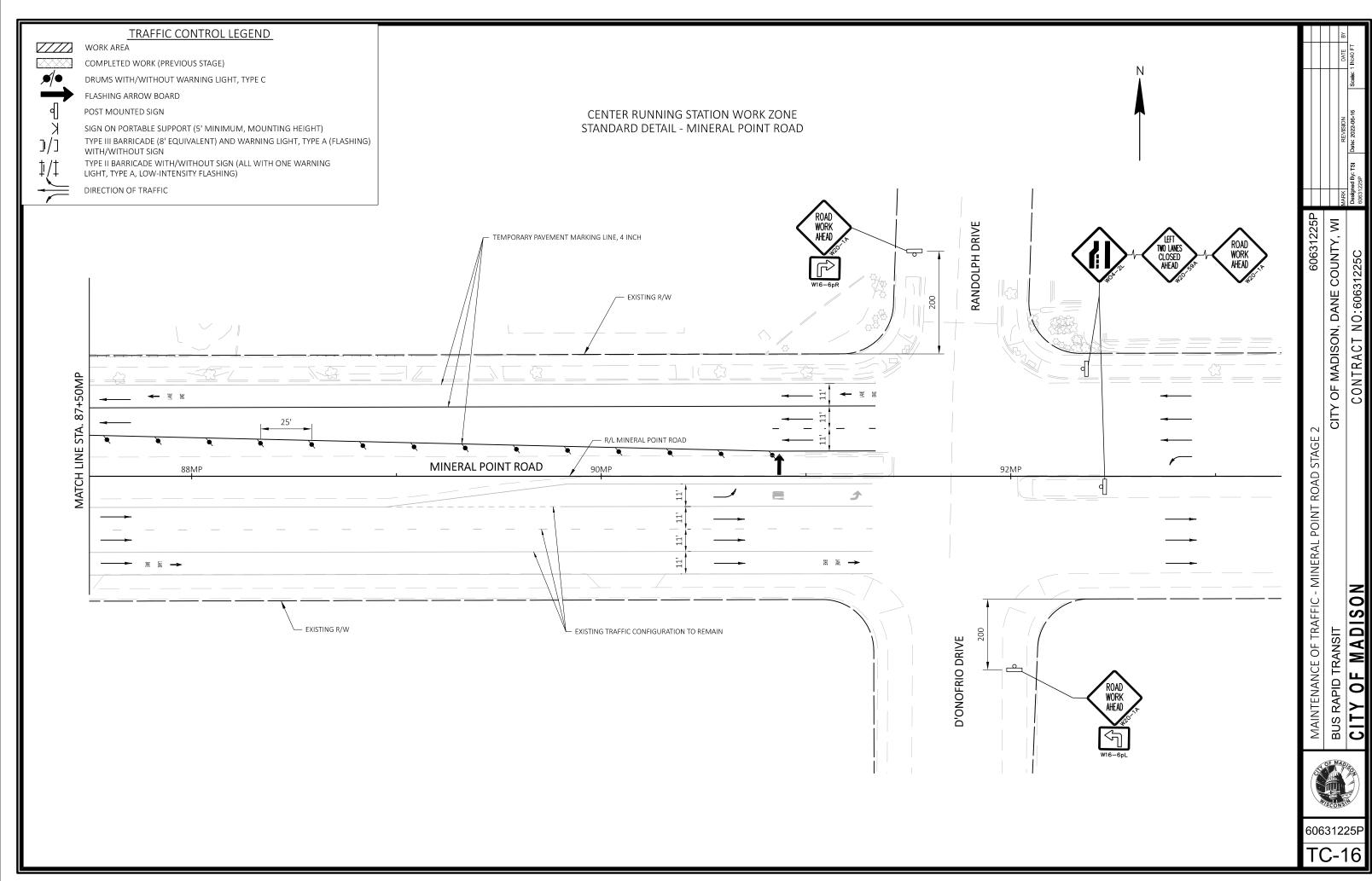


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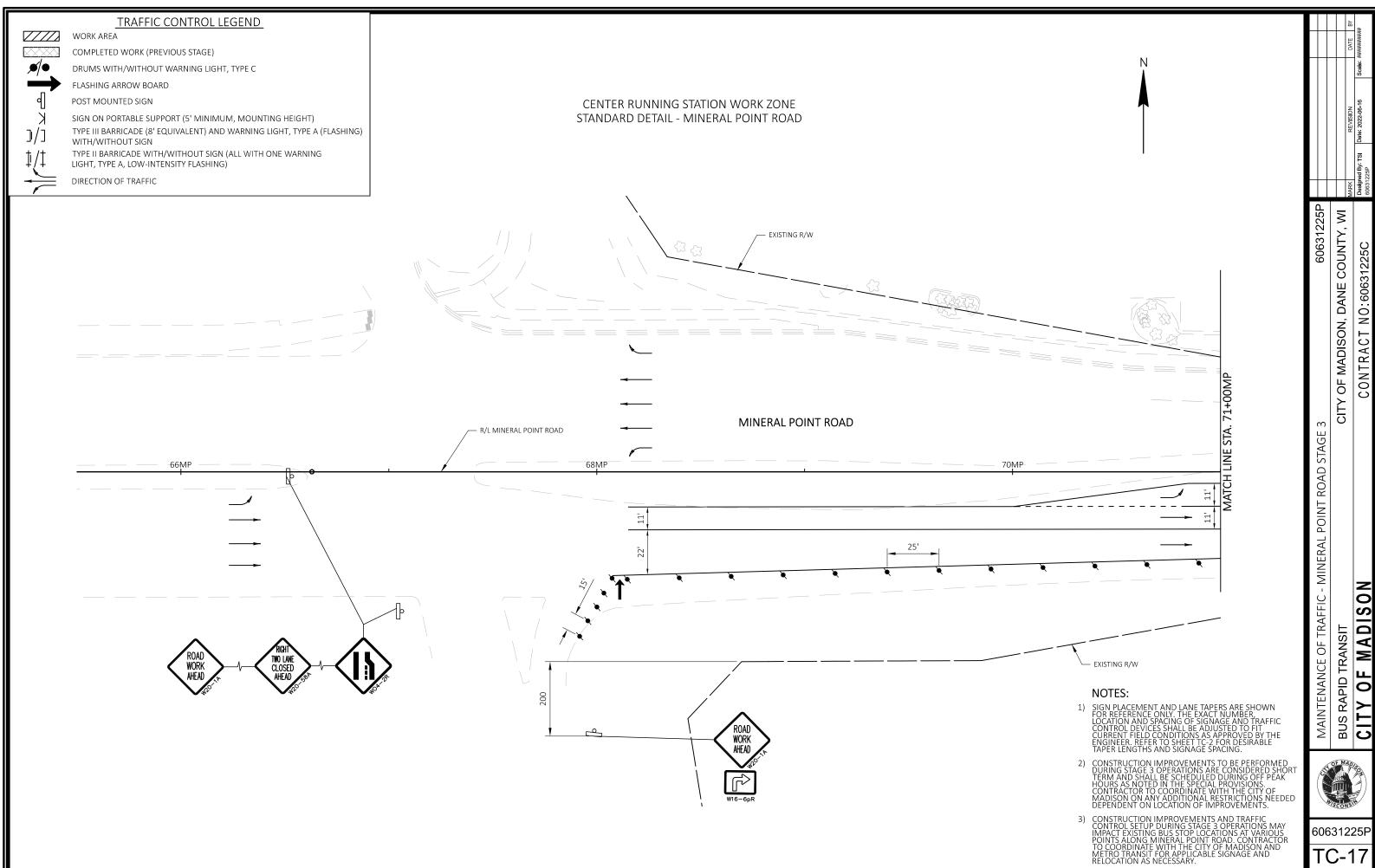
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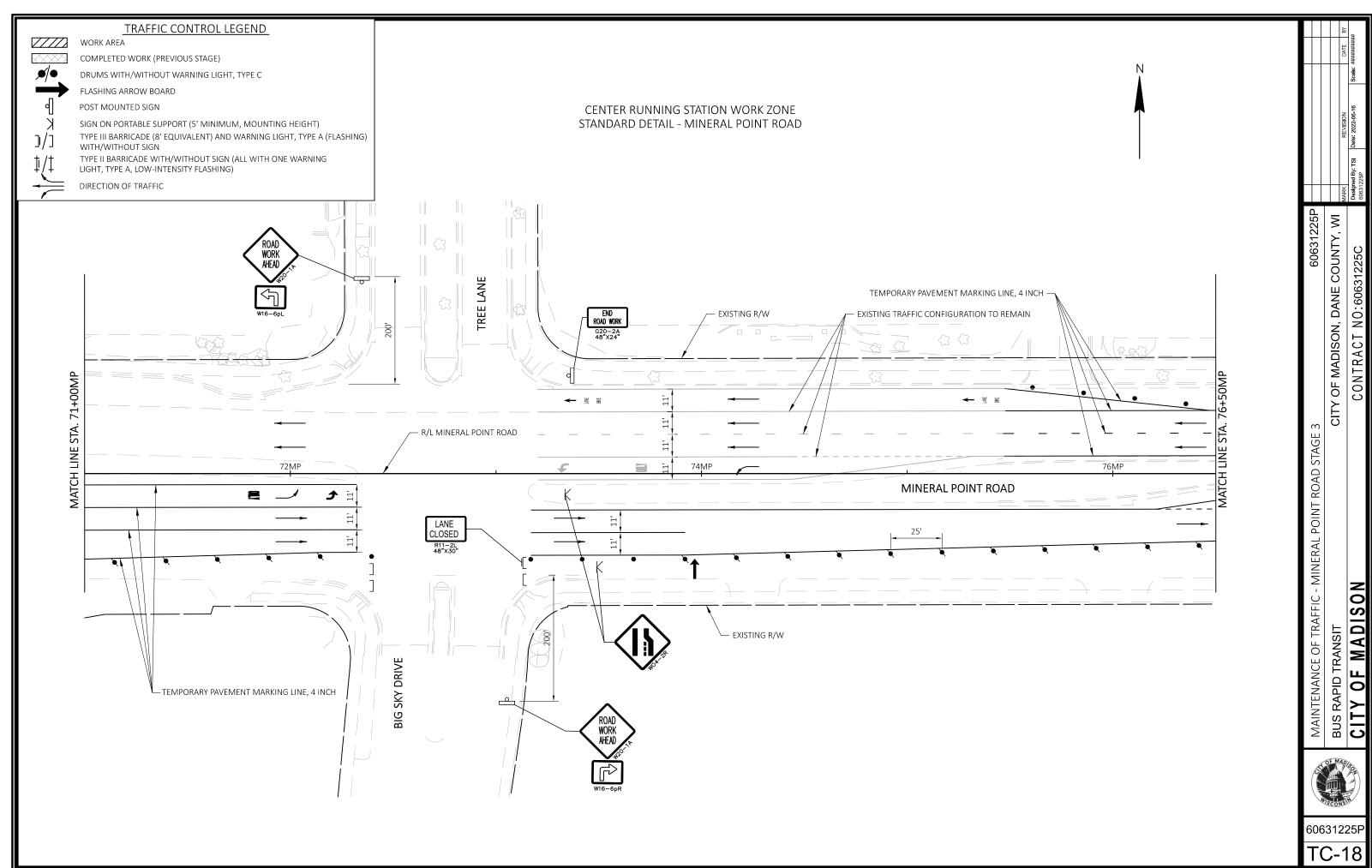


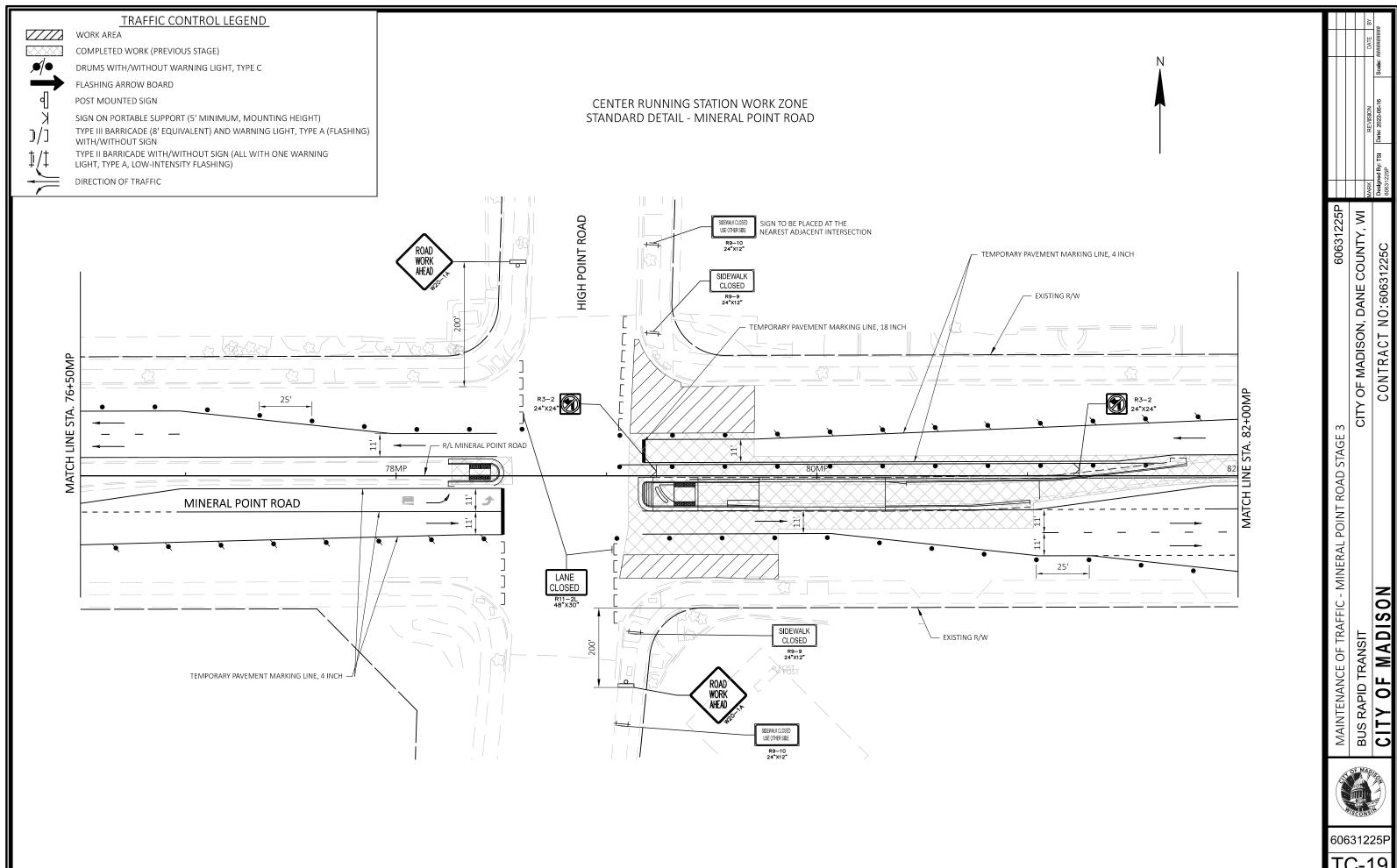


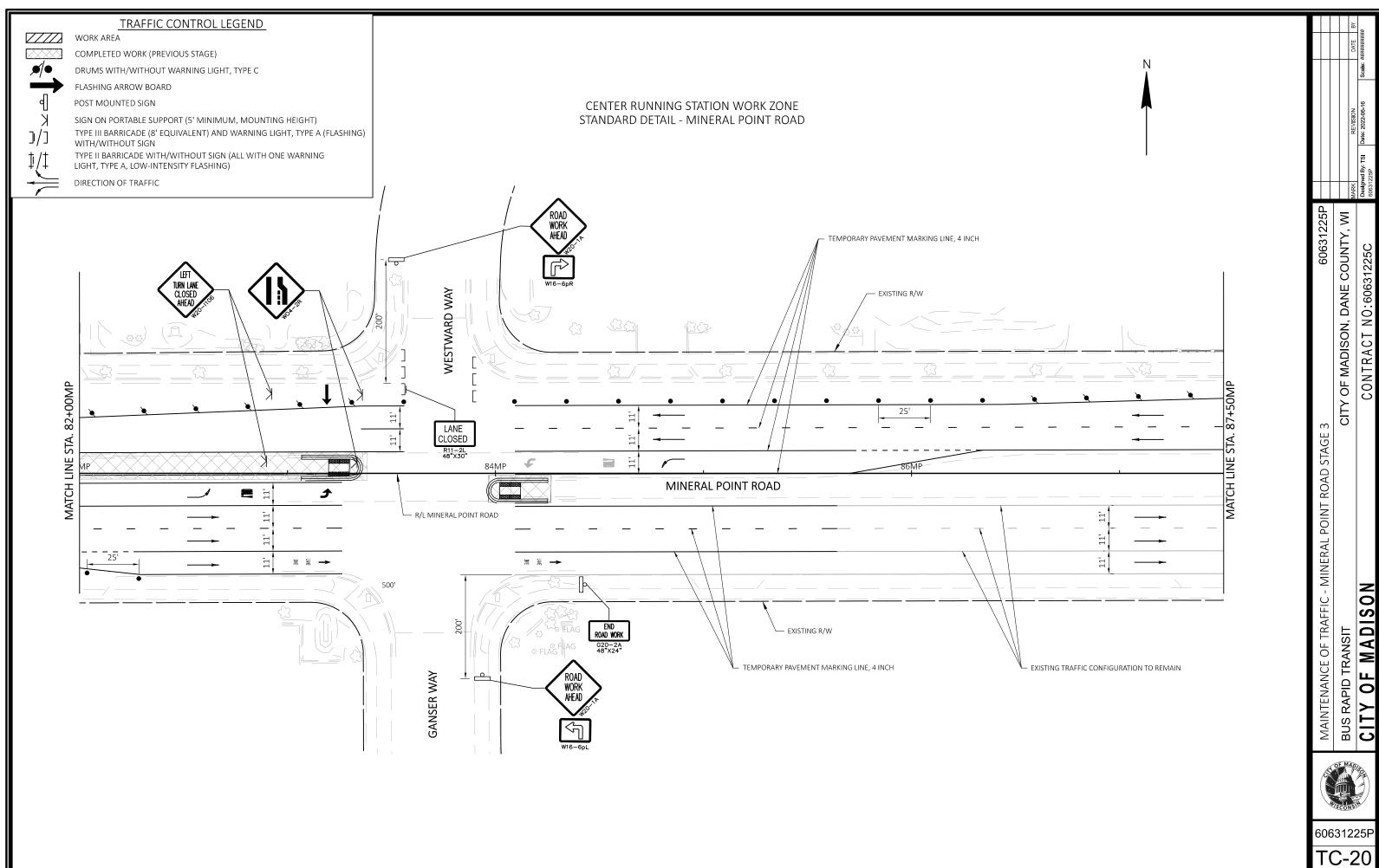


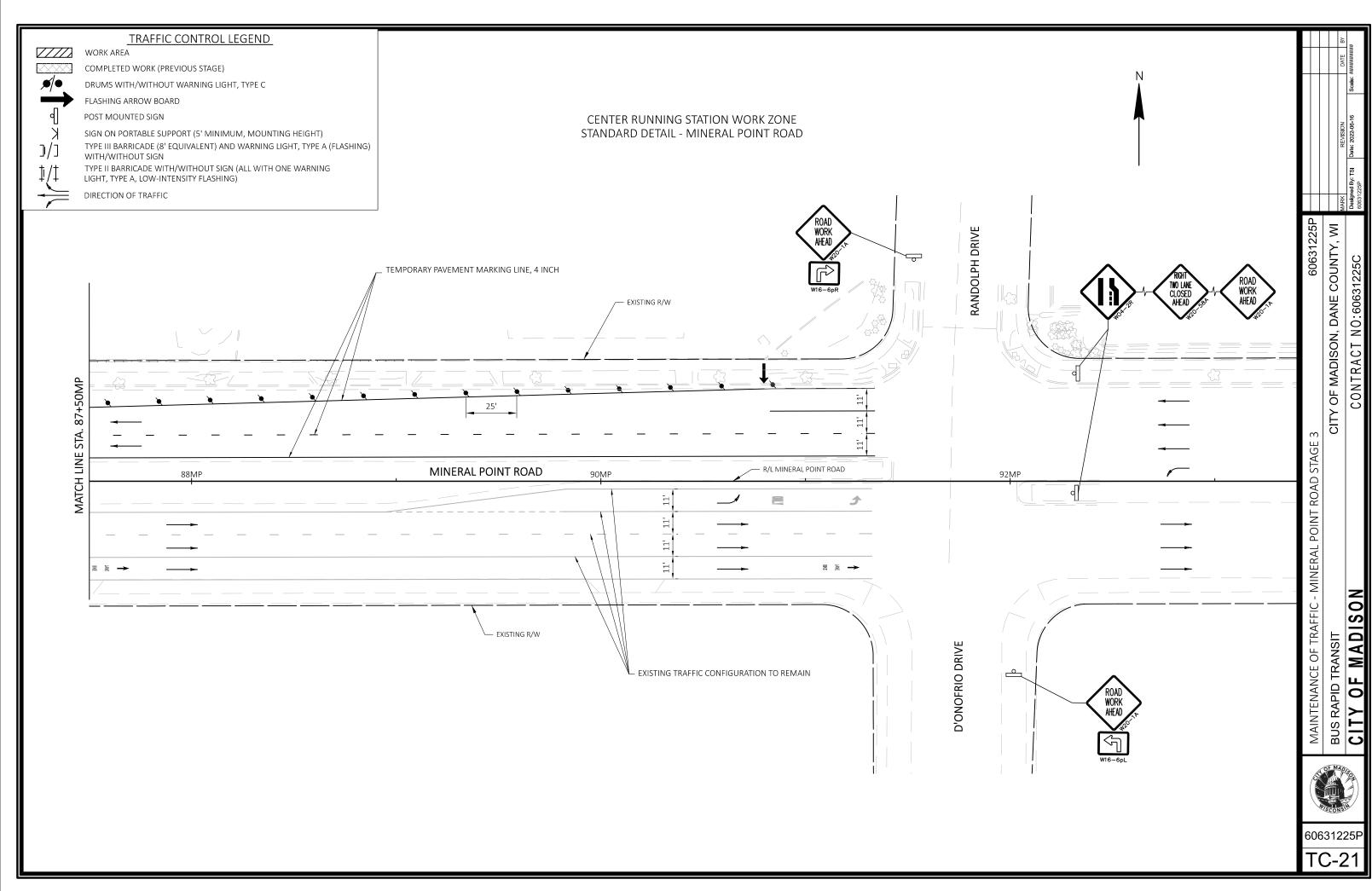
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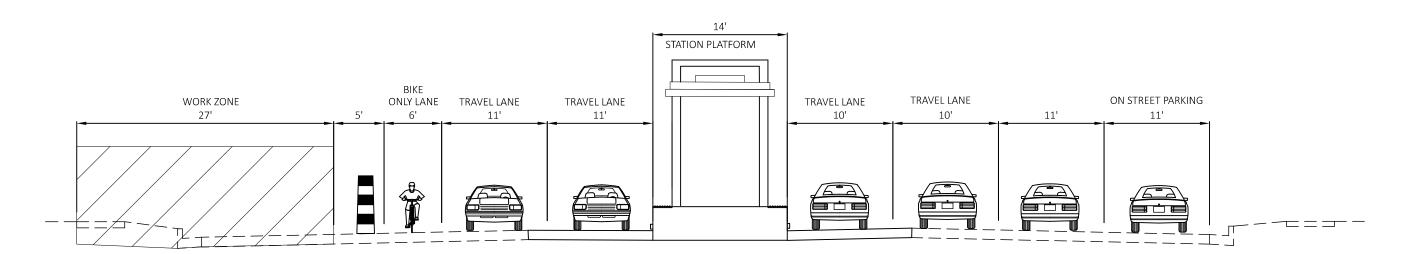
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NAME: pw://ae

60631225P

STAGE 1 TYPICAL SECTION

E. WASHINTON AVENUE LOOKING EAST



STAGE 2 TYPICAL SECTION

E. WASHINTON AVENUE LOOKING EAST

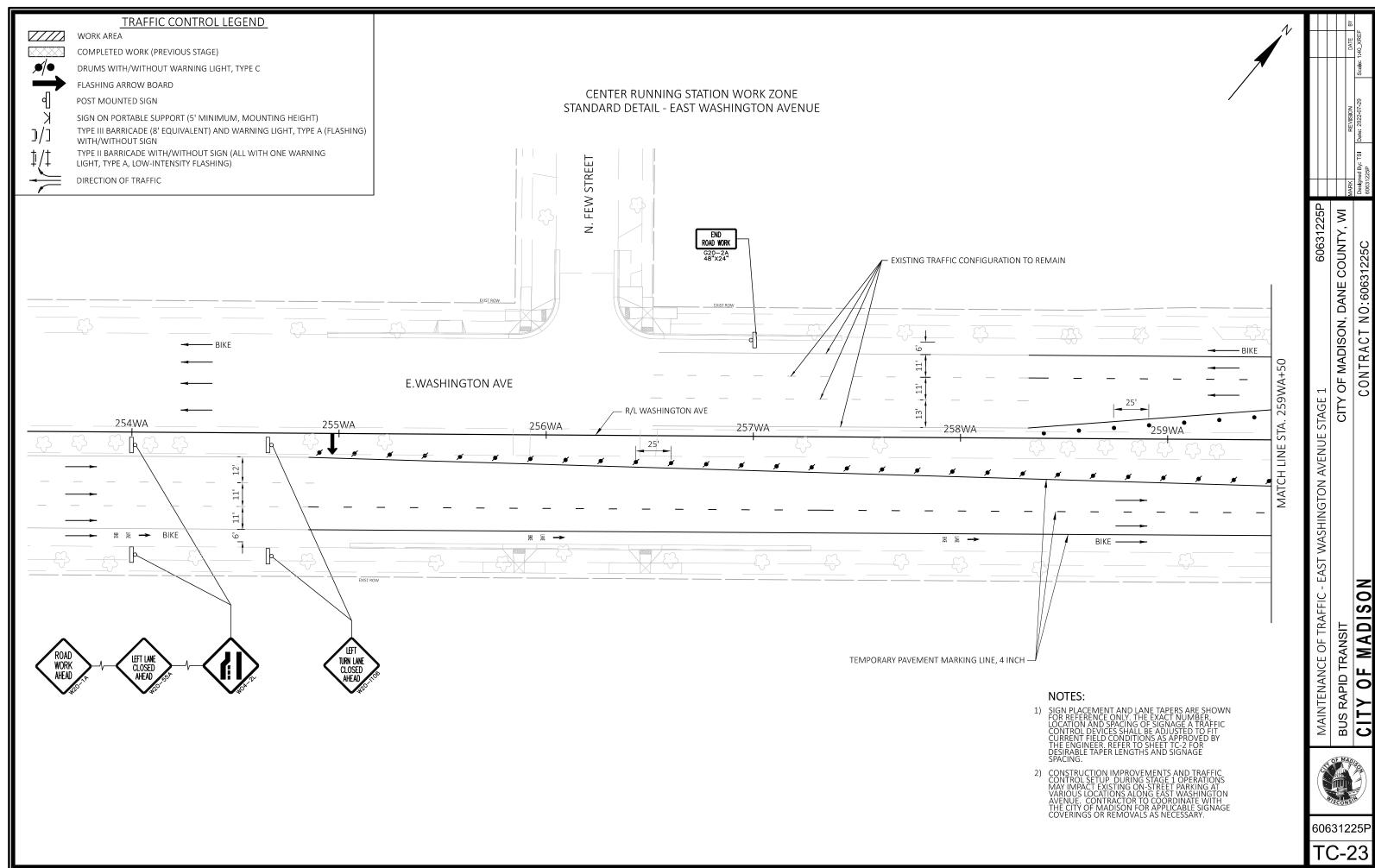
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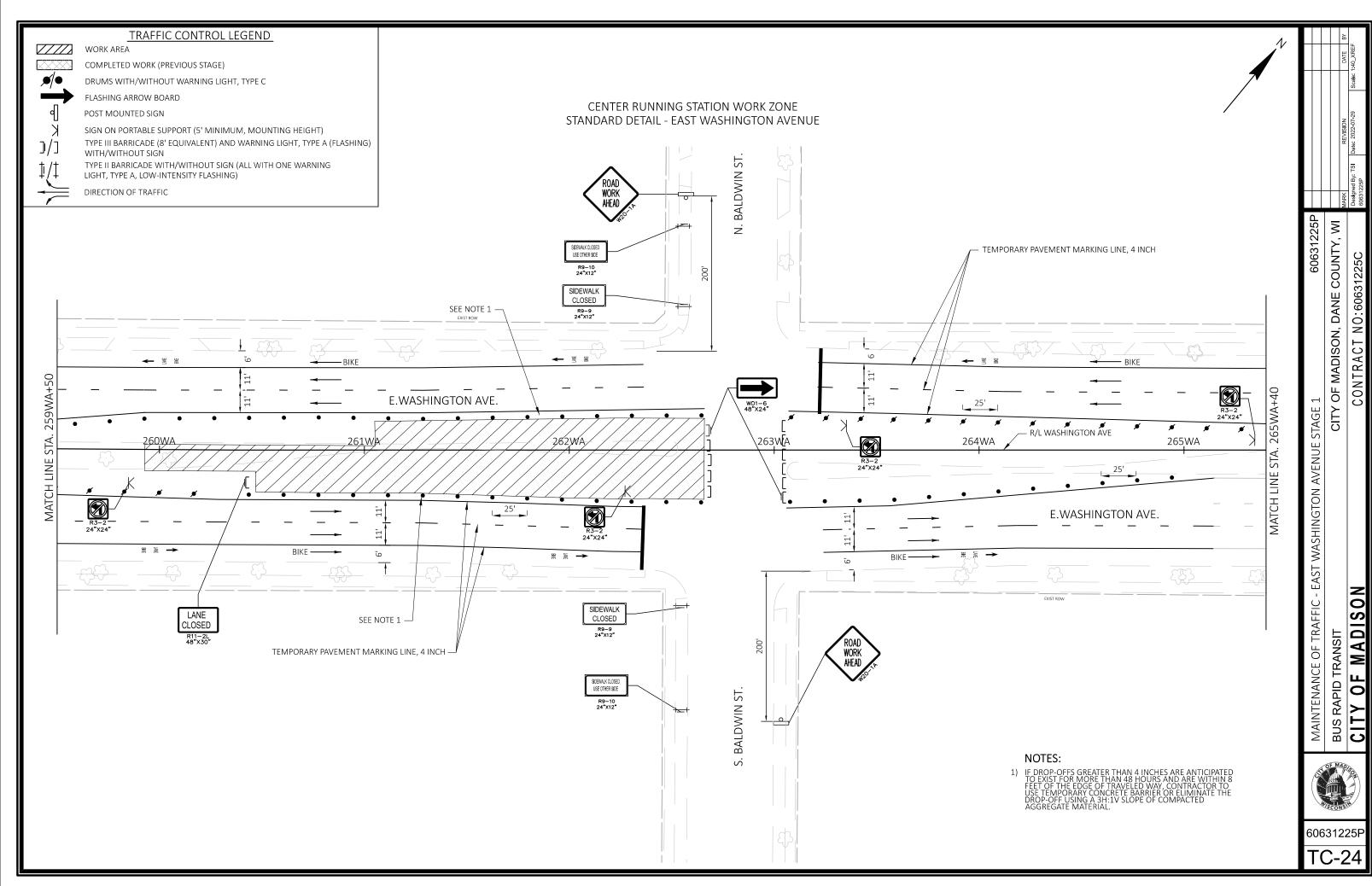
- 1.) DISTANCES SHOWN FROM EDGE OF TRAVELED WAY TO WORK ZONE AND WORK ZONE WIDTHS ARE APPROXIMATE AND VARY THROUGH THE EXTENT OF IMPROVEMENTS ALONG EAST WASHINGTON AVENUE.
- 2.) IF DROP-OFFS GREATER THAN 4 INCHES ARE ANTICIPATED TO EXIST FOR MORE THAN 48 HOURS AND ARE WITHIN 8 FEET OF THE EDGE OF TRAVELED WAY, CONTRACTOR TO USE TEMPORARY CONCRETE BARRIER OR ELIMINATE THE DROP-OFF USING A 3H:1V SLOPE OF COMPACTED AGGREGATE MATERIAL.

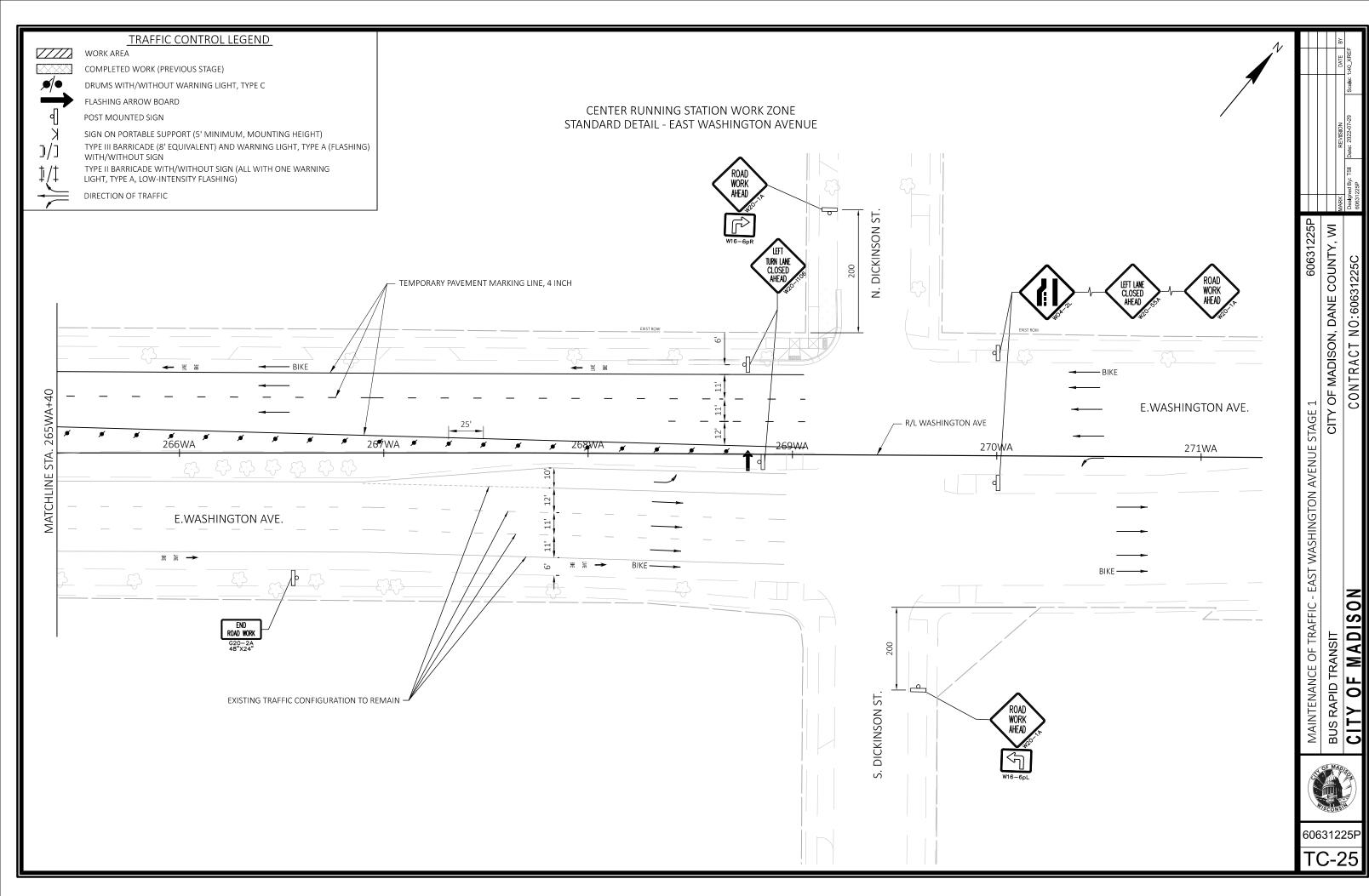


EAST WASHINGTON AVENUE TYPICAL SECTIONS

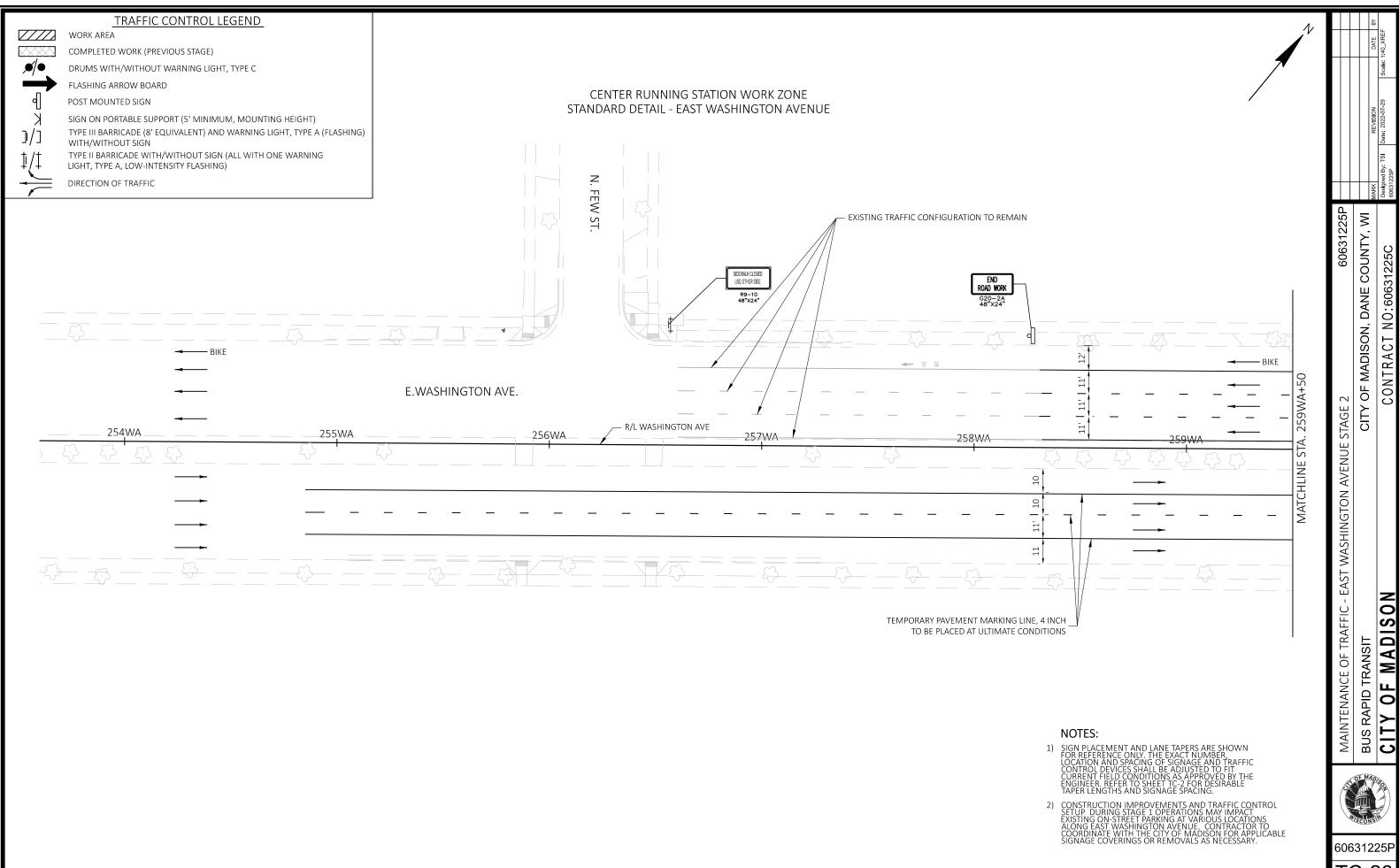
60631225P **TC-22**





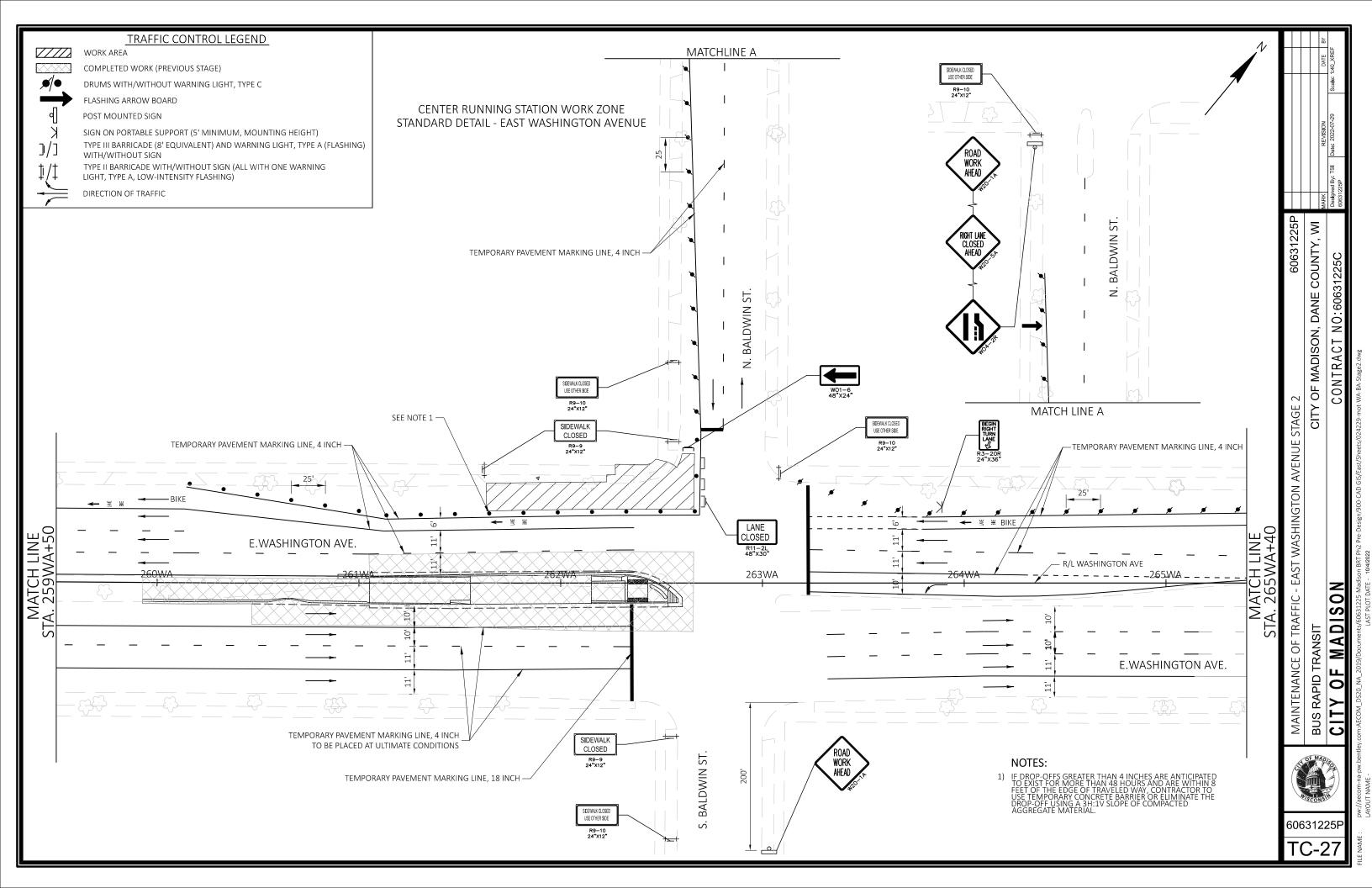


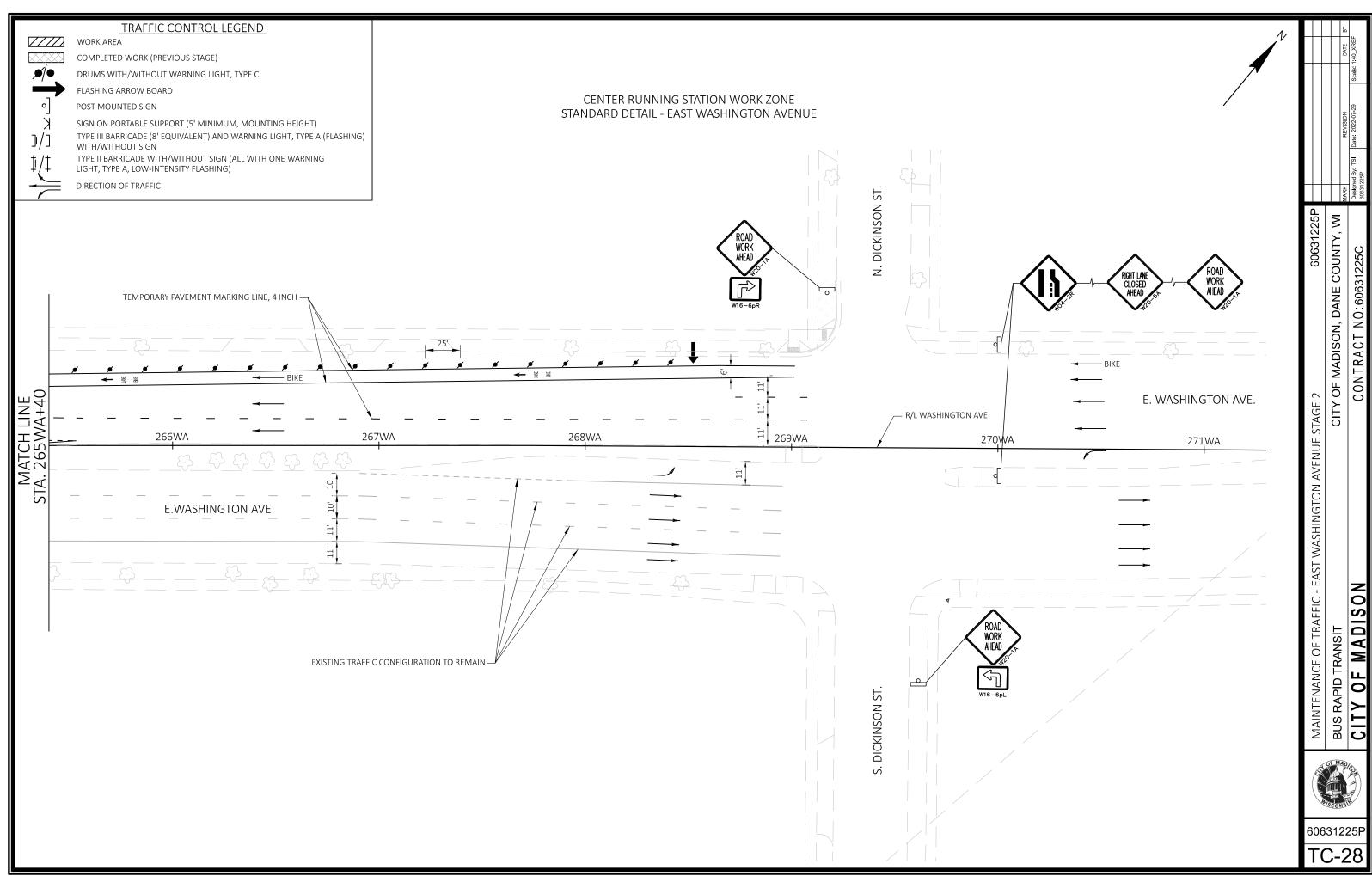
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OF MADISON

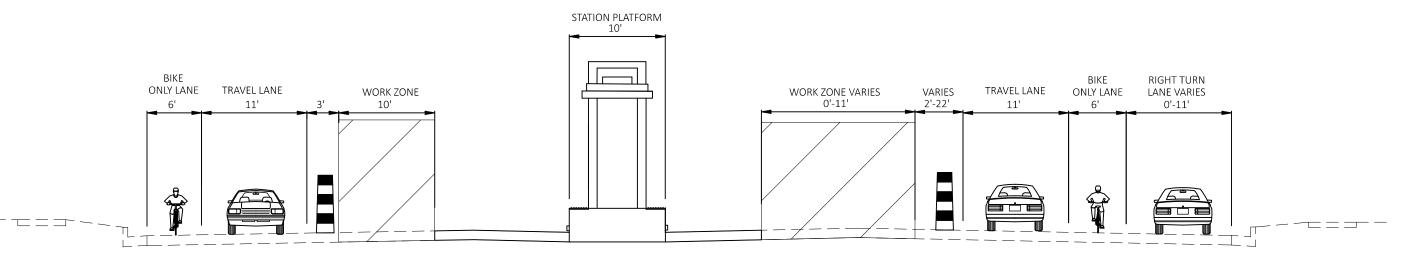
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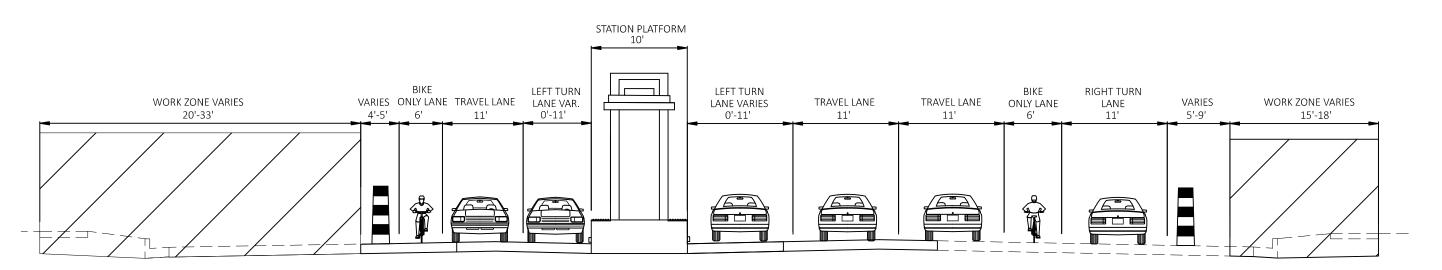
STAGE 1 TYPICAL SECTION

E. WASHINGTON AVENUE & MILWAUKEE/NORTH STREET LOOKING EAST



STAGE 2 TYPICAL SECTION

E. WASHINGTON AVENUE & MILWAUKEE/NORTH STREET LOOKING EAST



STAGE 3 TYPICAL SECTION

E. WASHINGTON AVENUE & MILWAUKEE/NORTH STREET LOOKING EAST

NOTES:

1.) IF DROP-OFFS GREATER THAN 4 INCHES ARE ANTICIPATED TO EXIST FOR MORE THAN 48 HOURS AND ARE WITHIN 8 FEET OF THE EDGE OF TRAVELED WAY, CONTRACTOR TO USE TEMPORARY CONCRETE BARRIER OR ELIMINATE THE DROP-OFF USING A 3H:1V SLOPE OF COMPACTED AGGREGATE MATERIAL.



OF MADISON

60631225P

SECTIONS

E WASHINGTON AVE & MILWAUKEE/NORTH ST TYPICAL

CITY OF MADISON, DANE COUNTY, WI

CONTRACT NO:60631225C

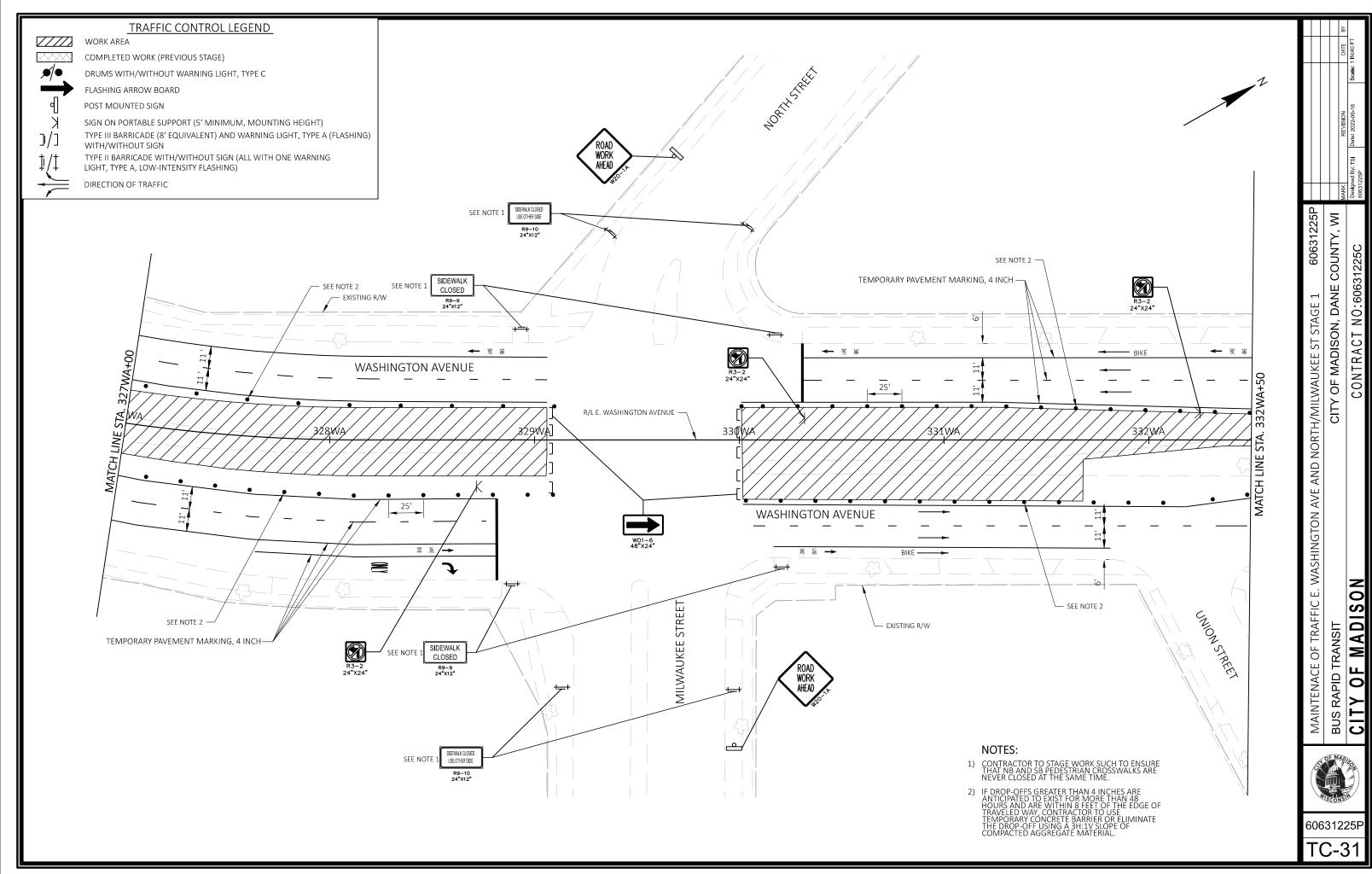
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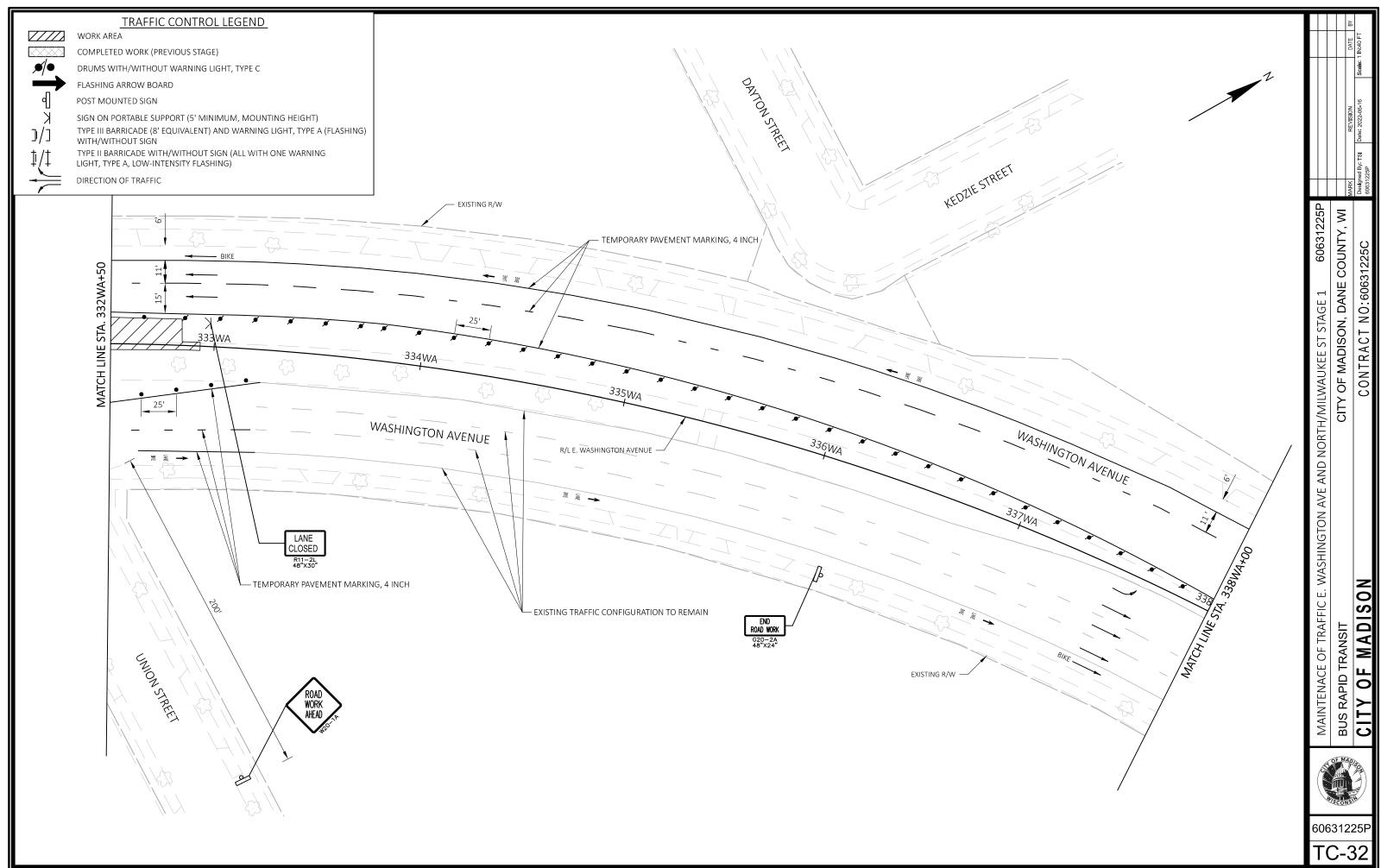
MAINTENACE OF TRAFFIC E. WASHINGTON AVE AND NORTH/MILWAUKEE ST STAGE 1

60631225F

CITY OF MADISON, DANE COUNTY, WI

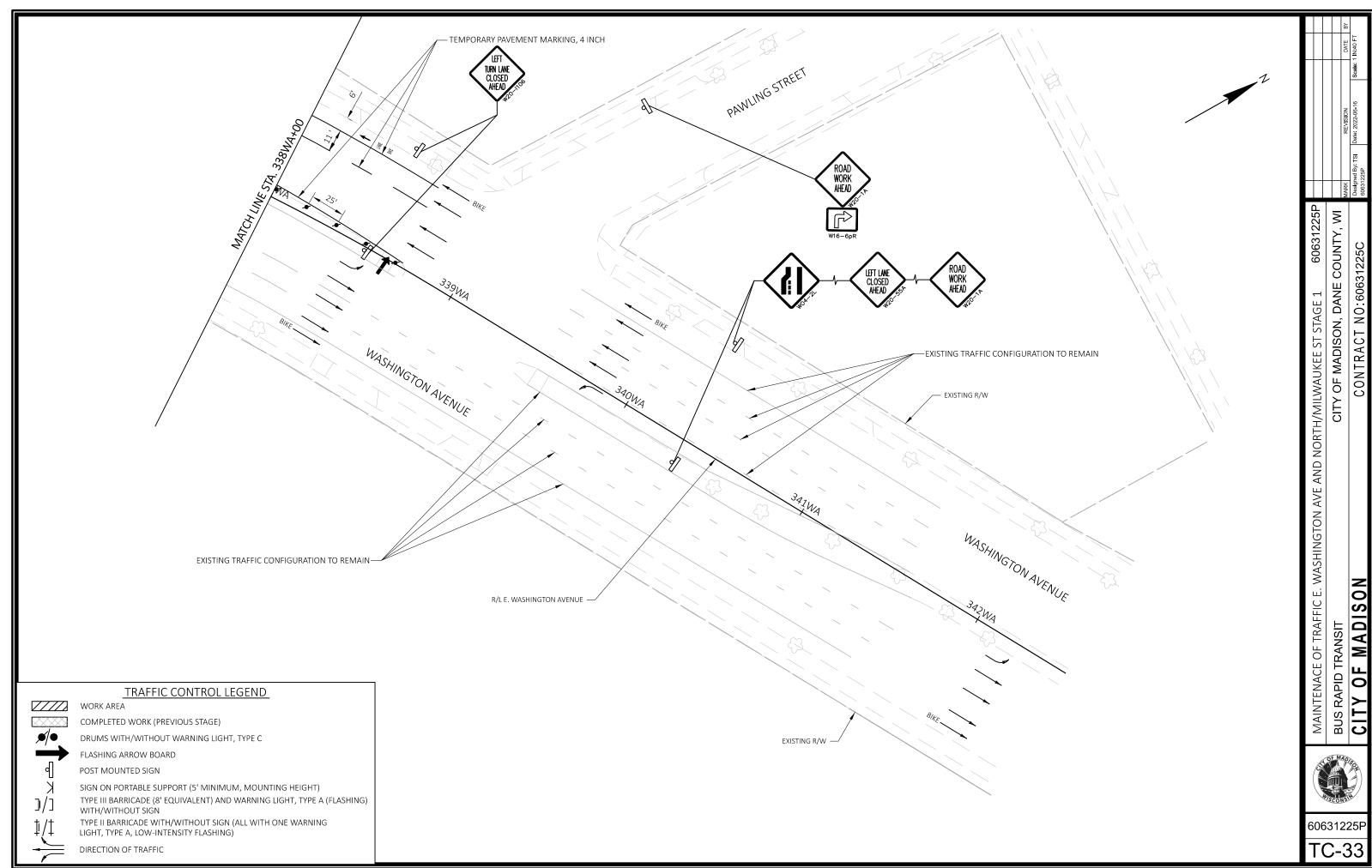


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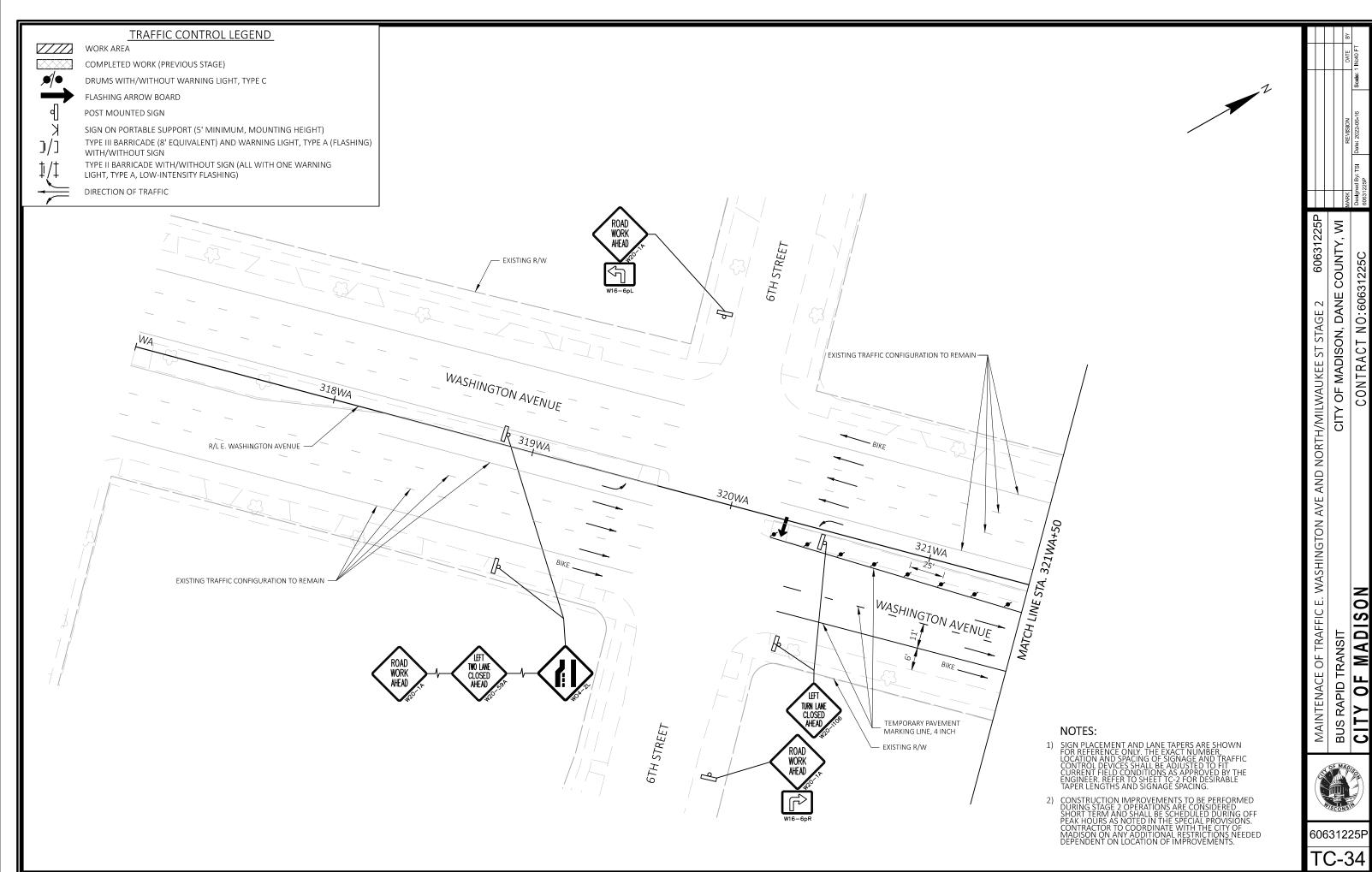
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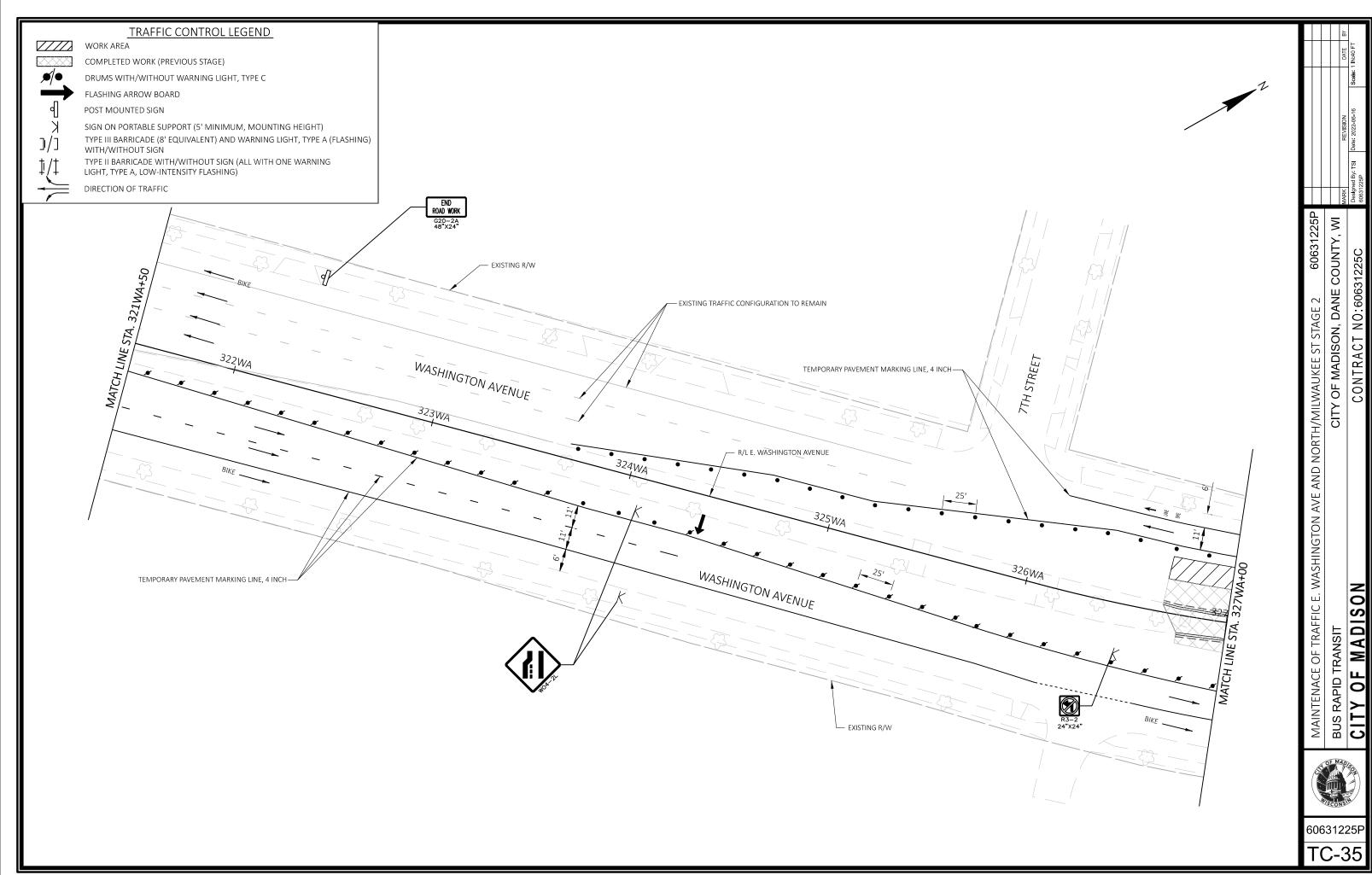
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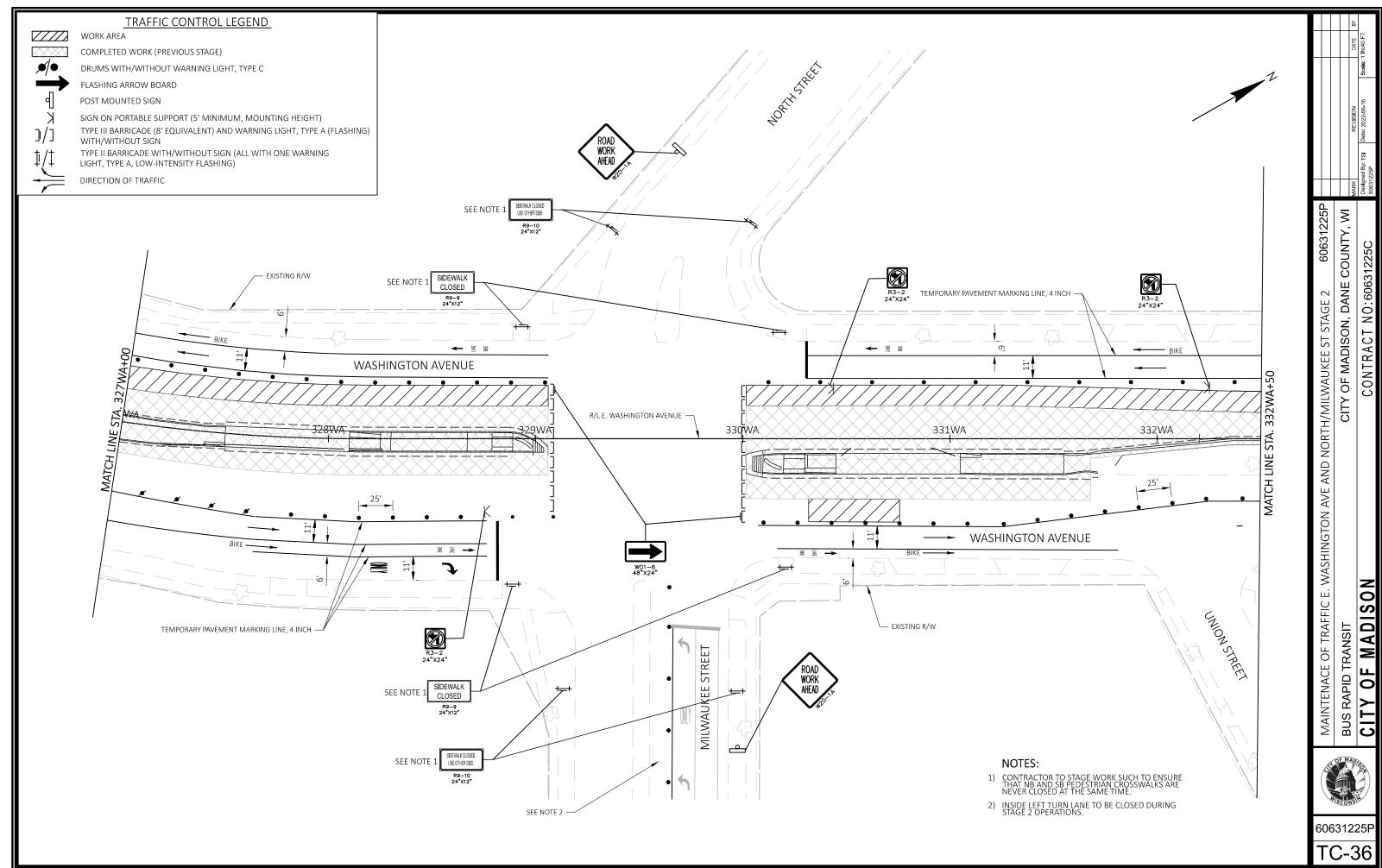
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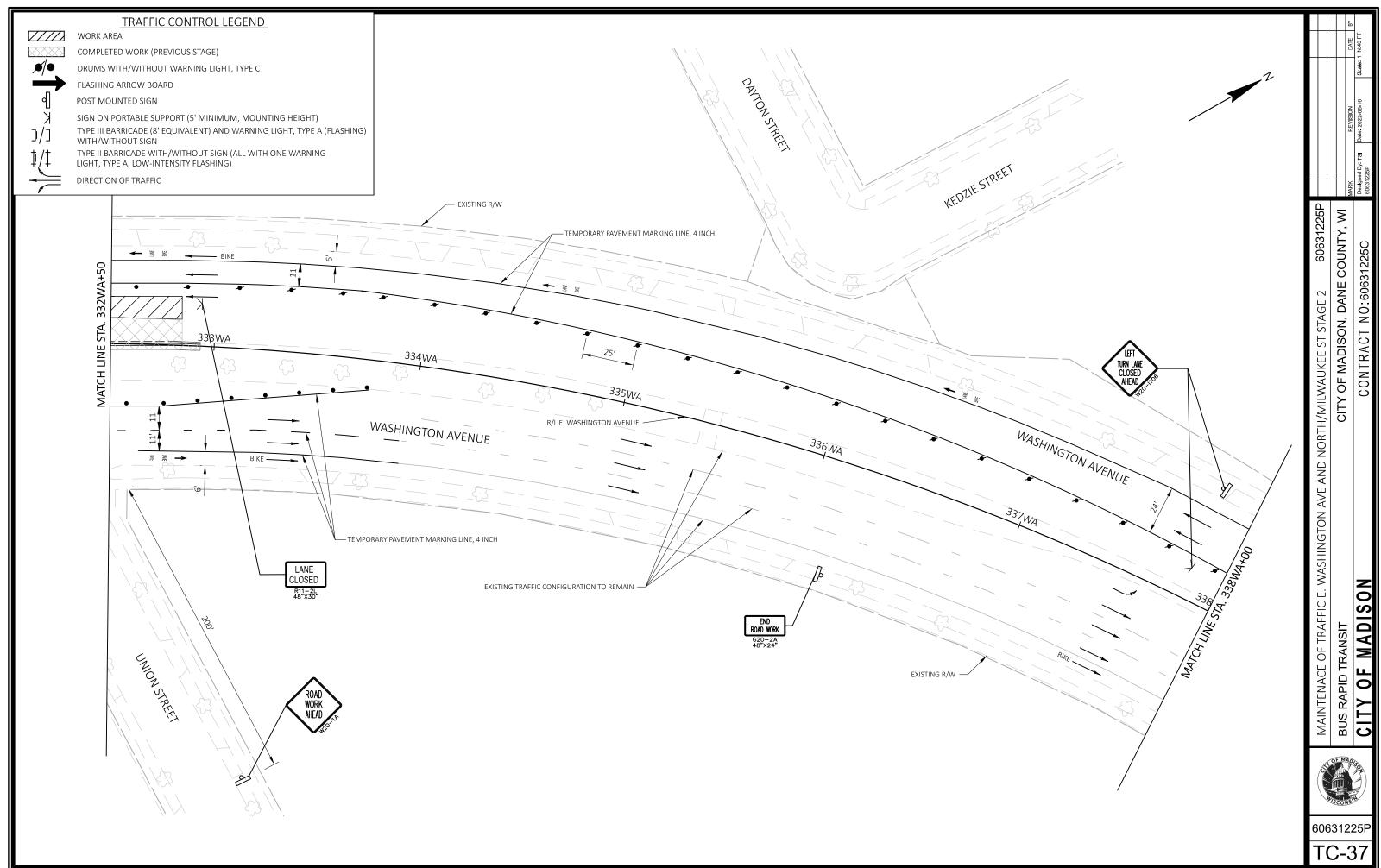
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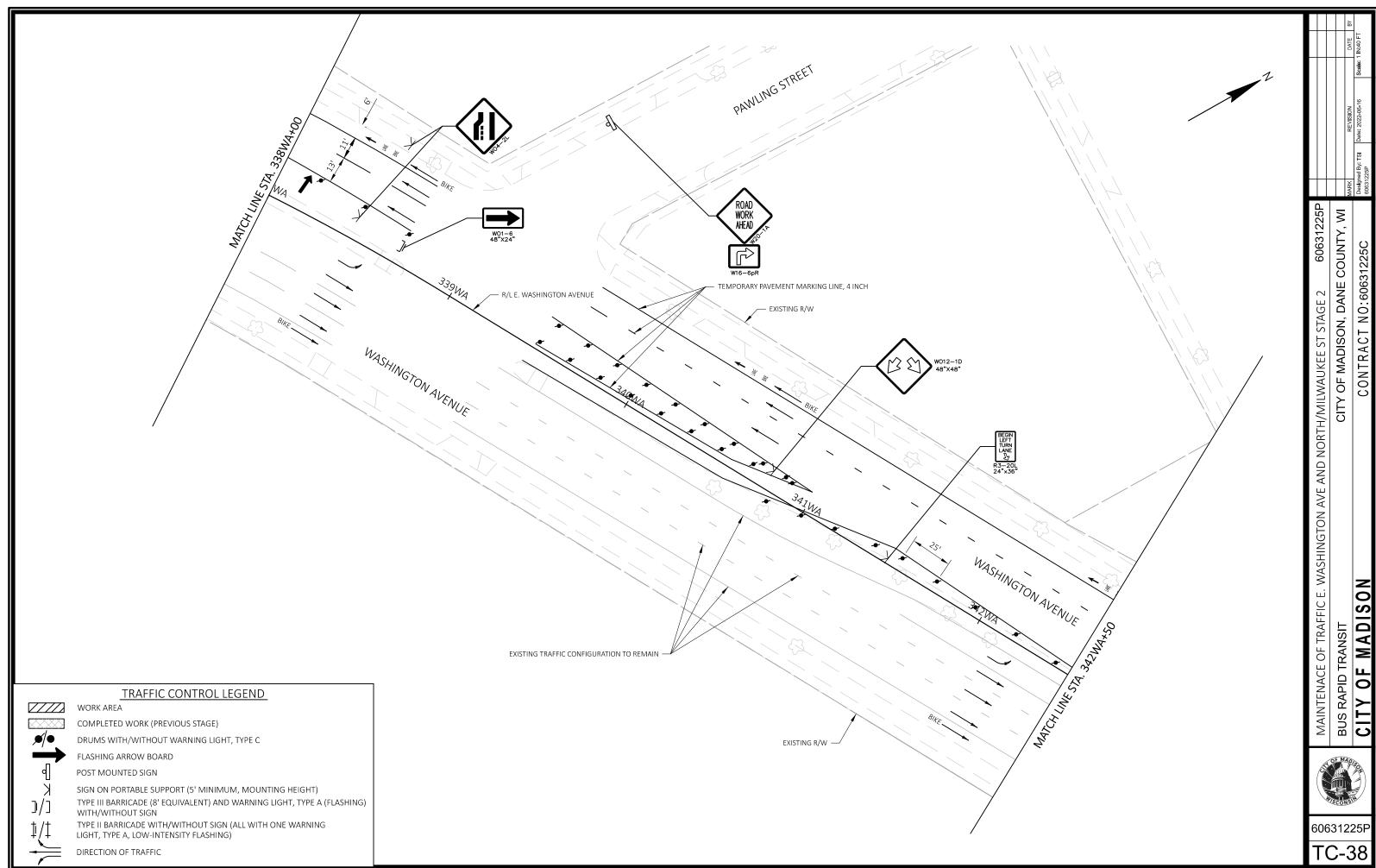
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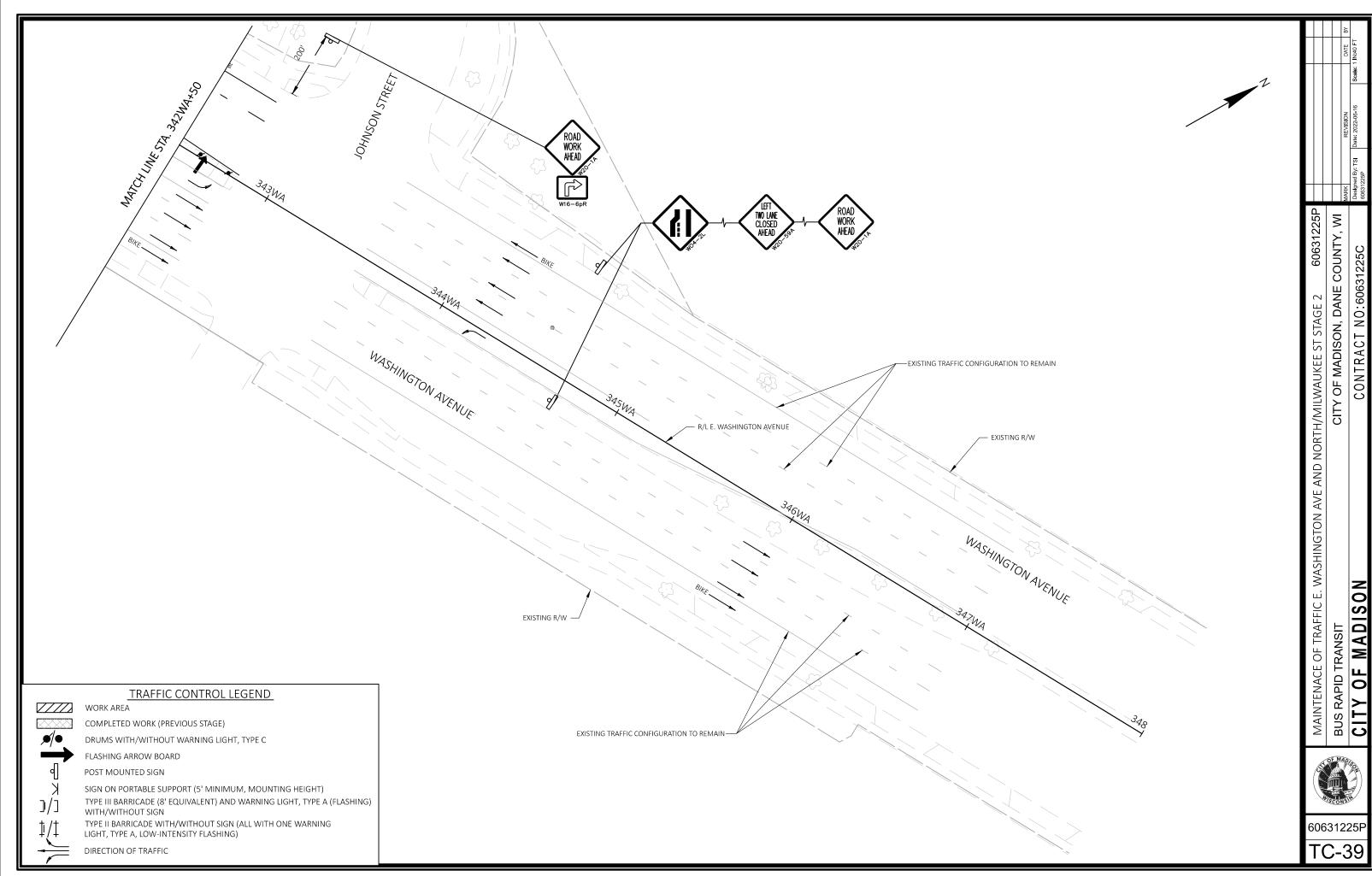


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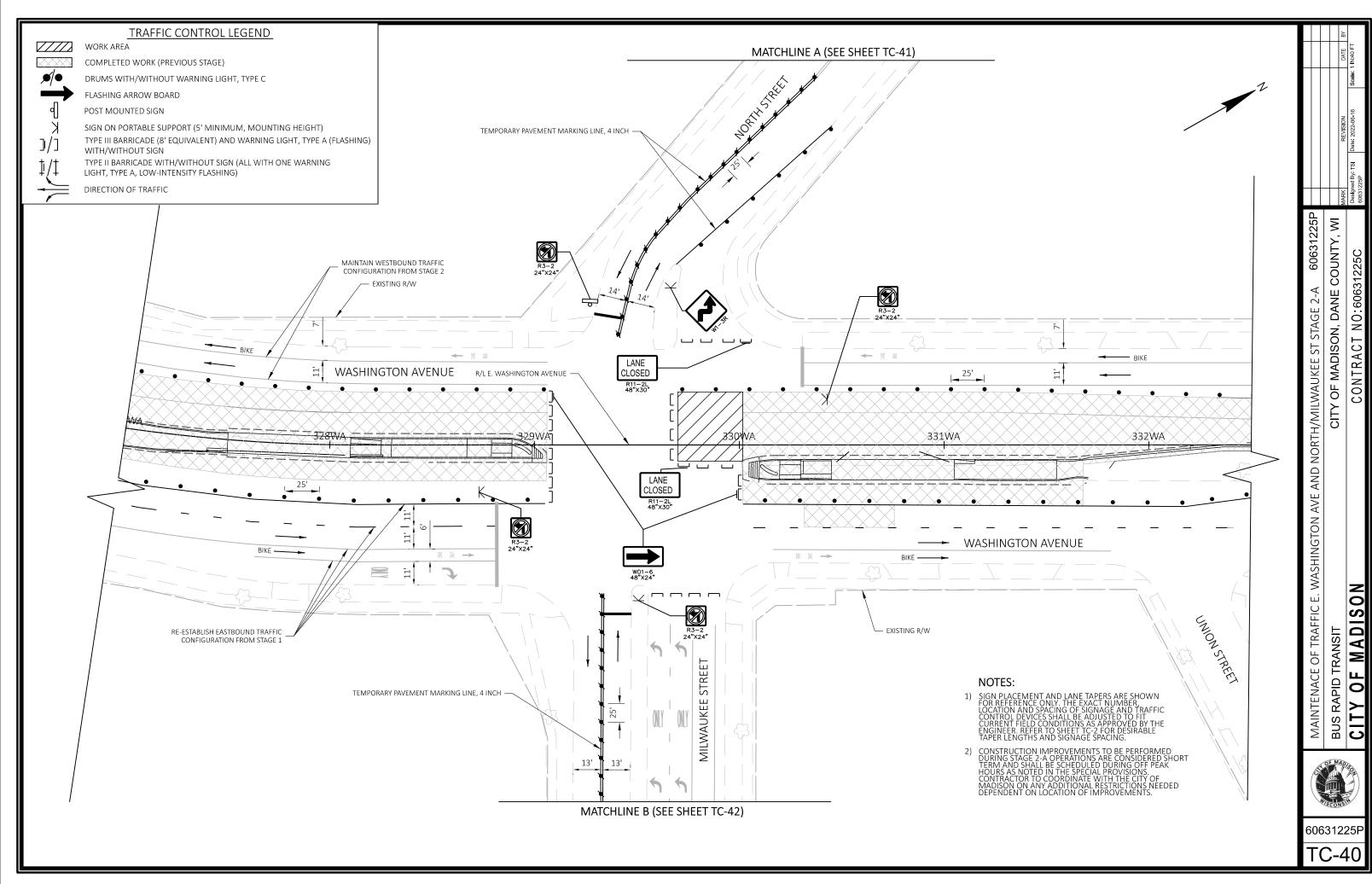
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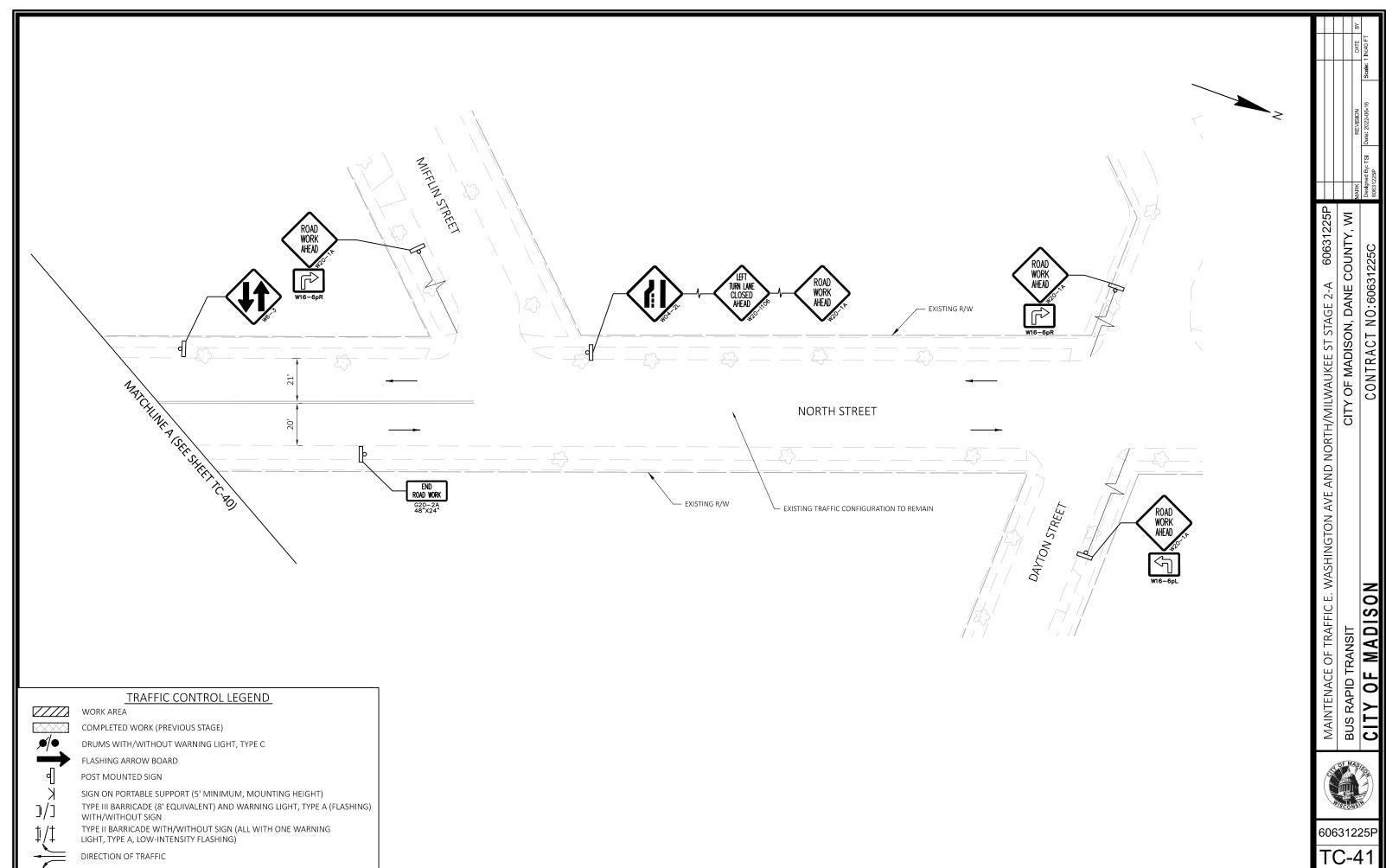
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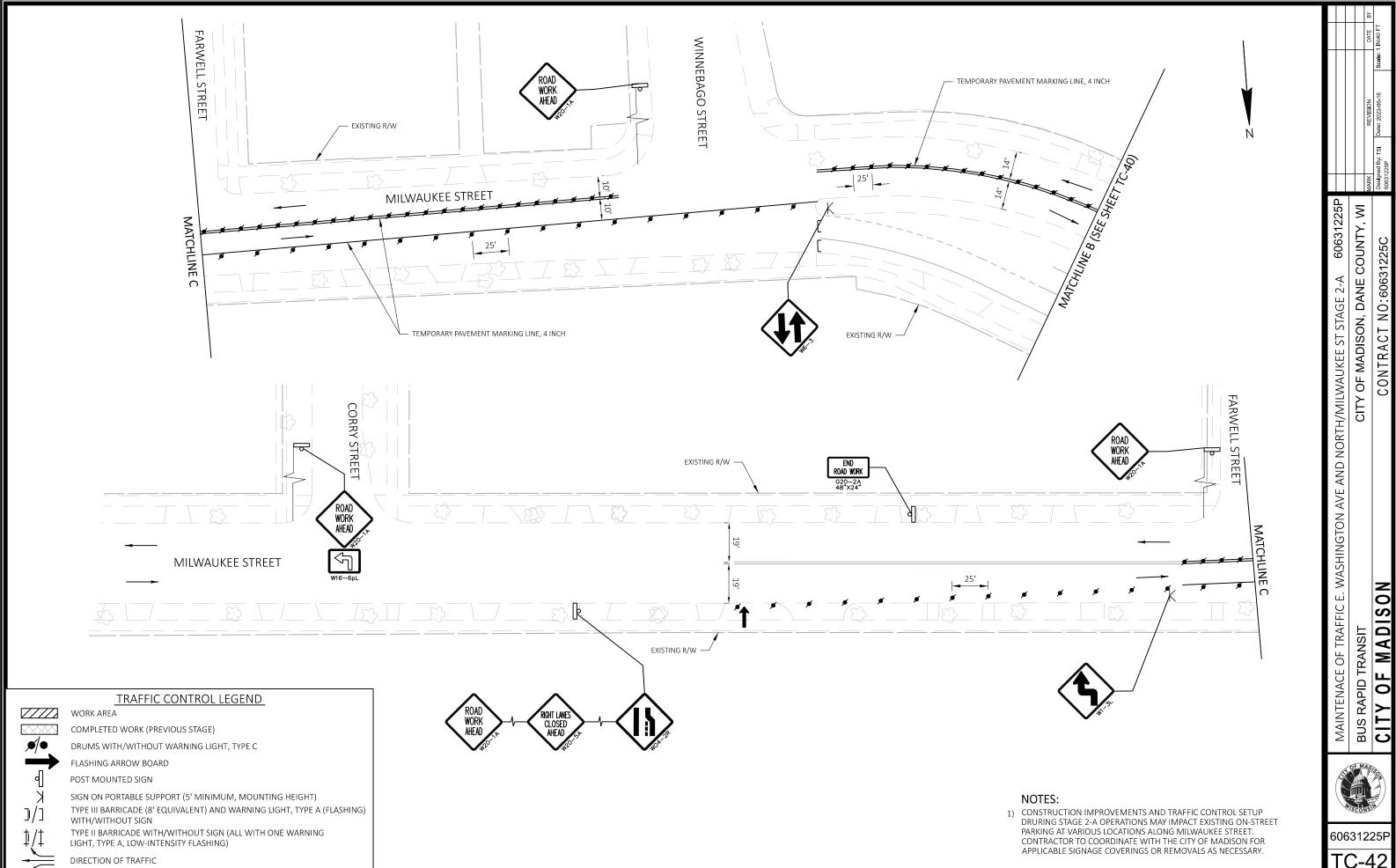
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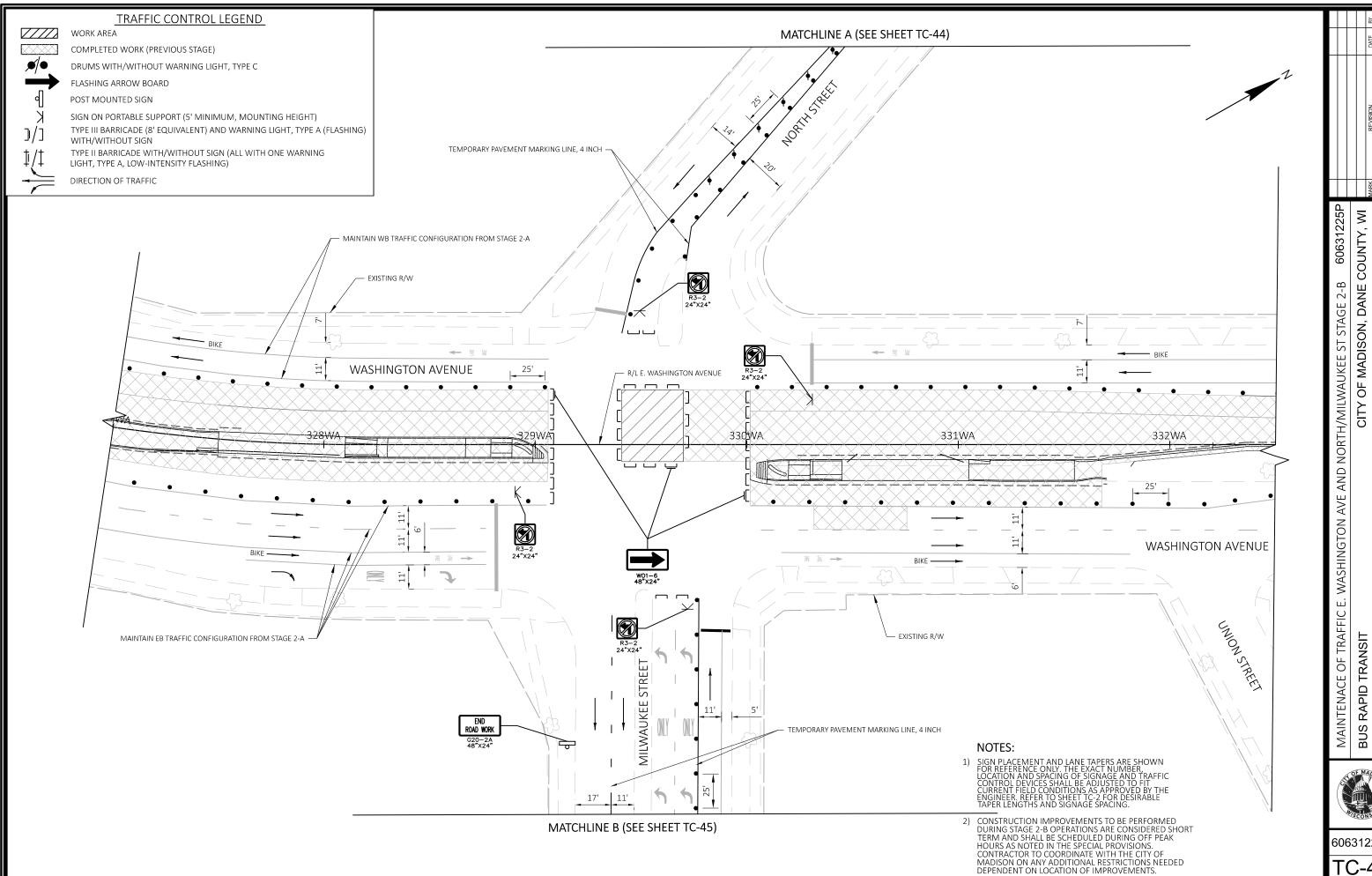


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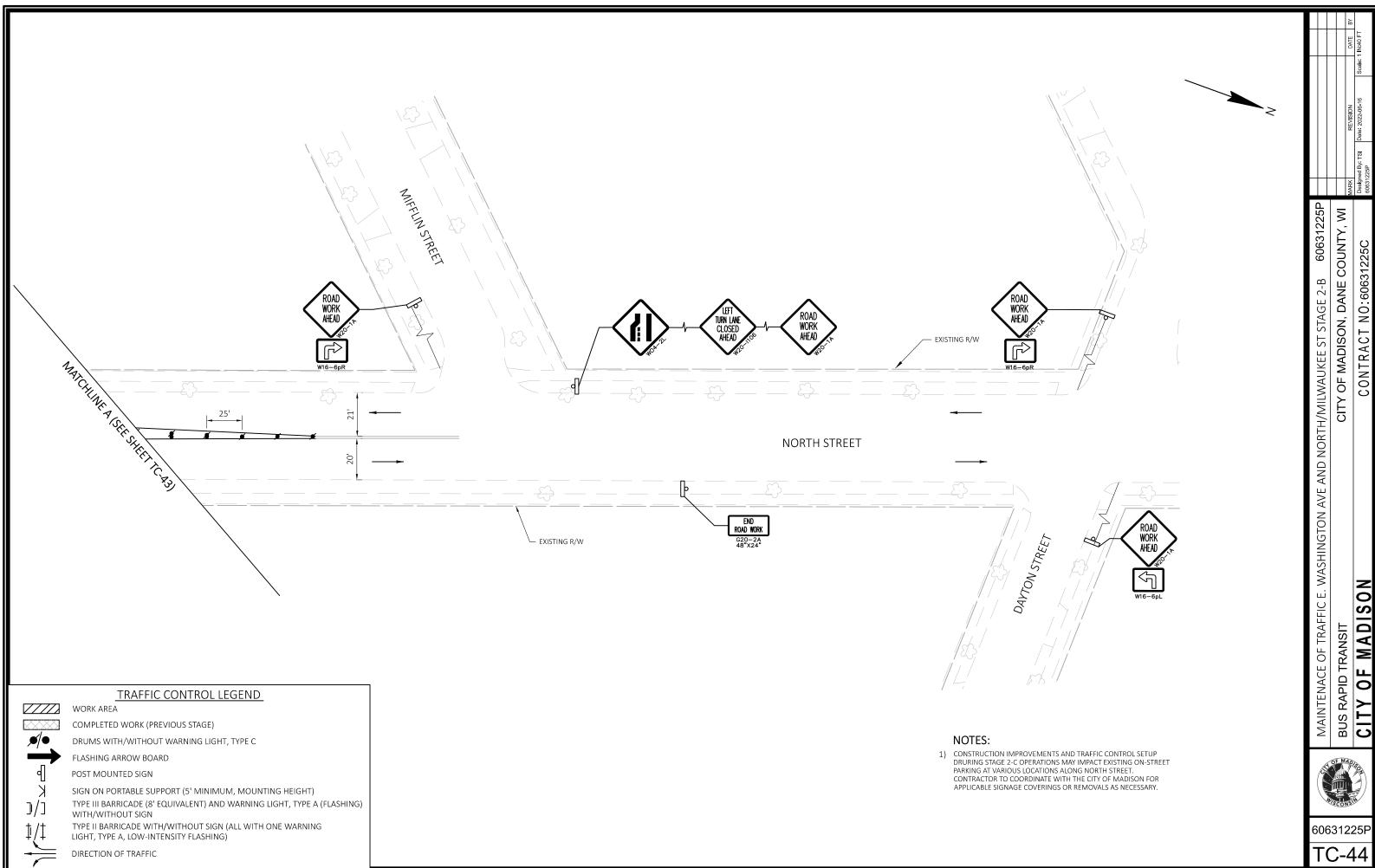
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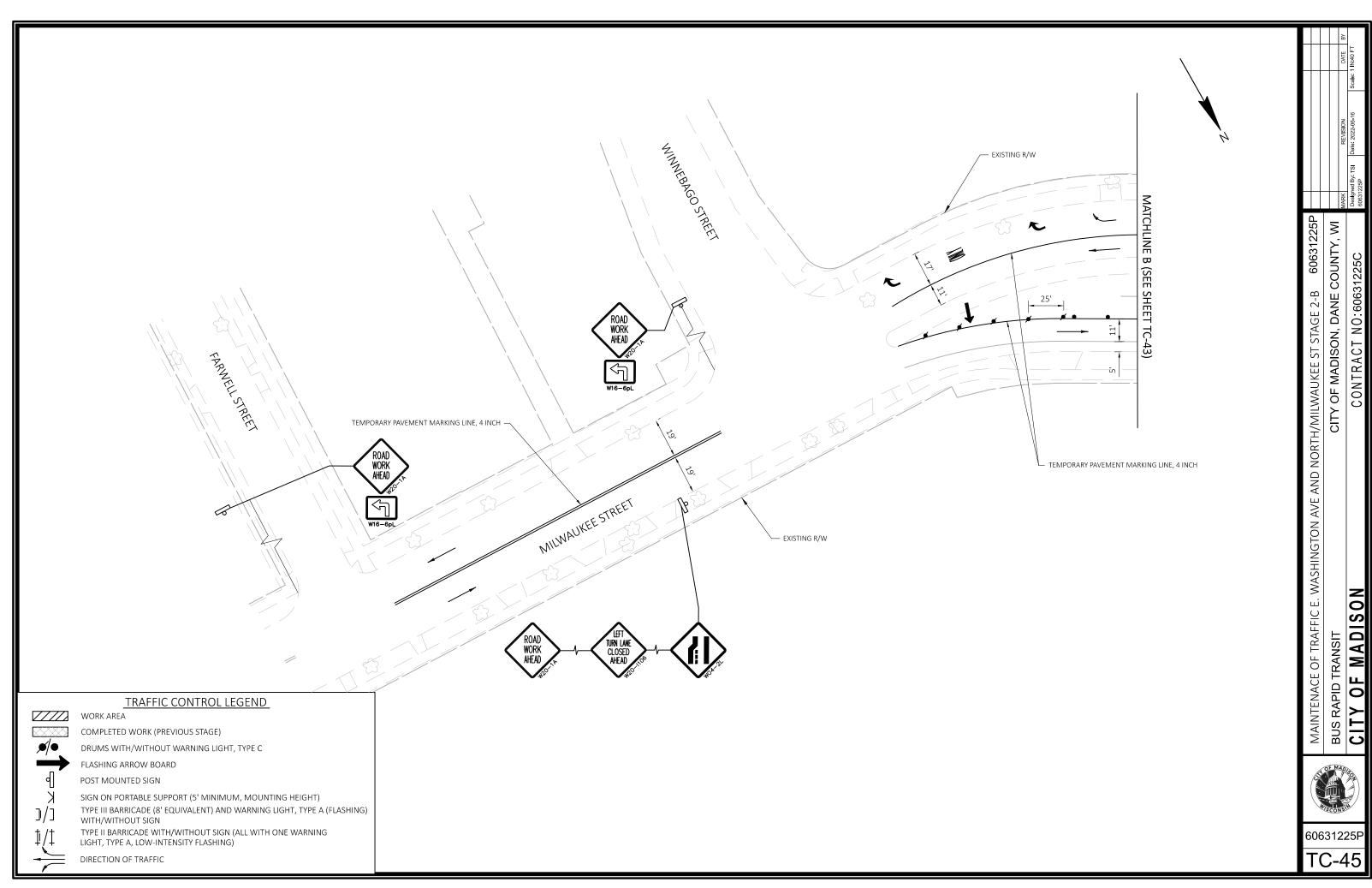


OF MADISON

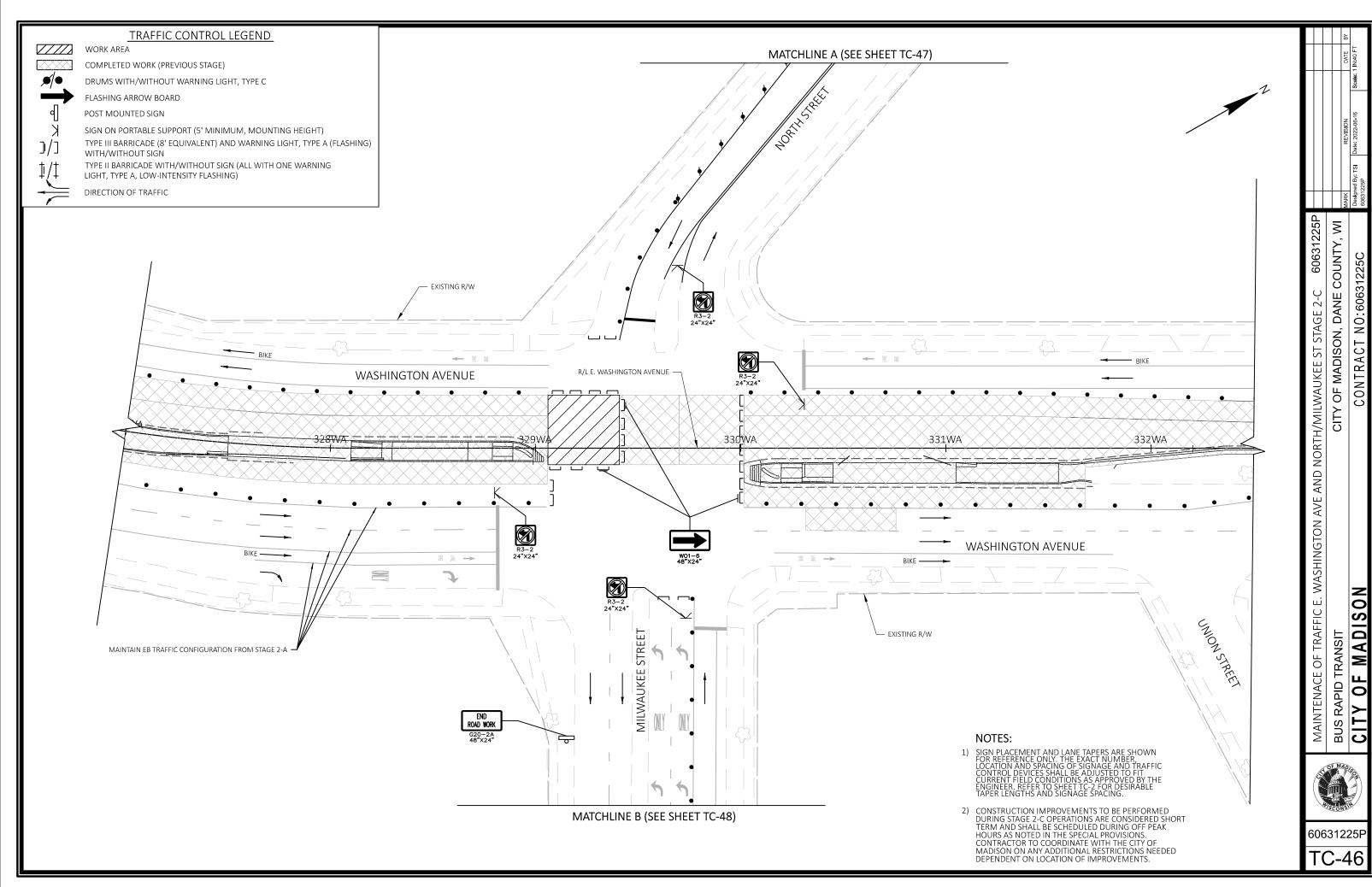
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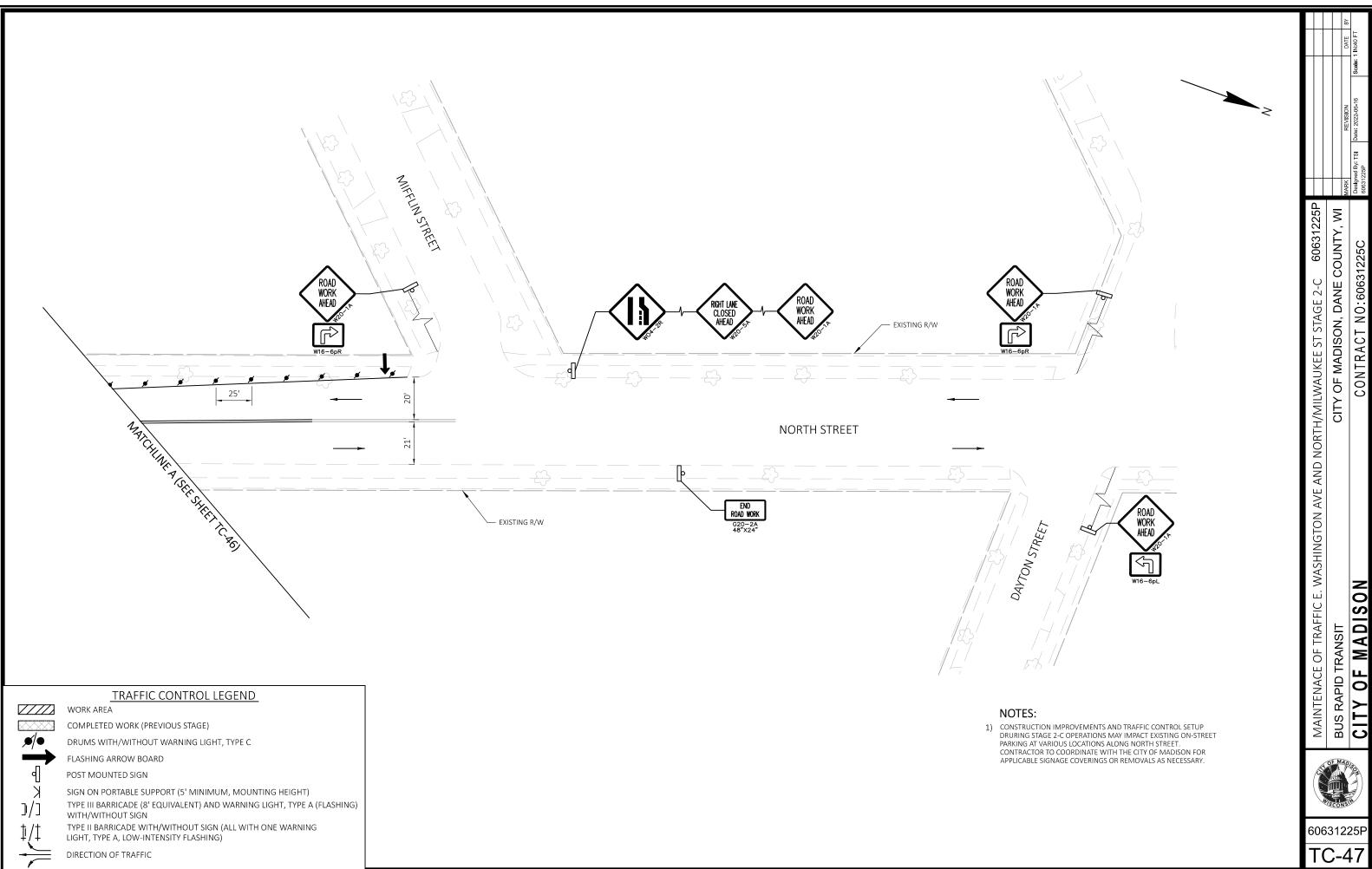


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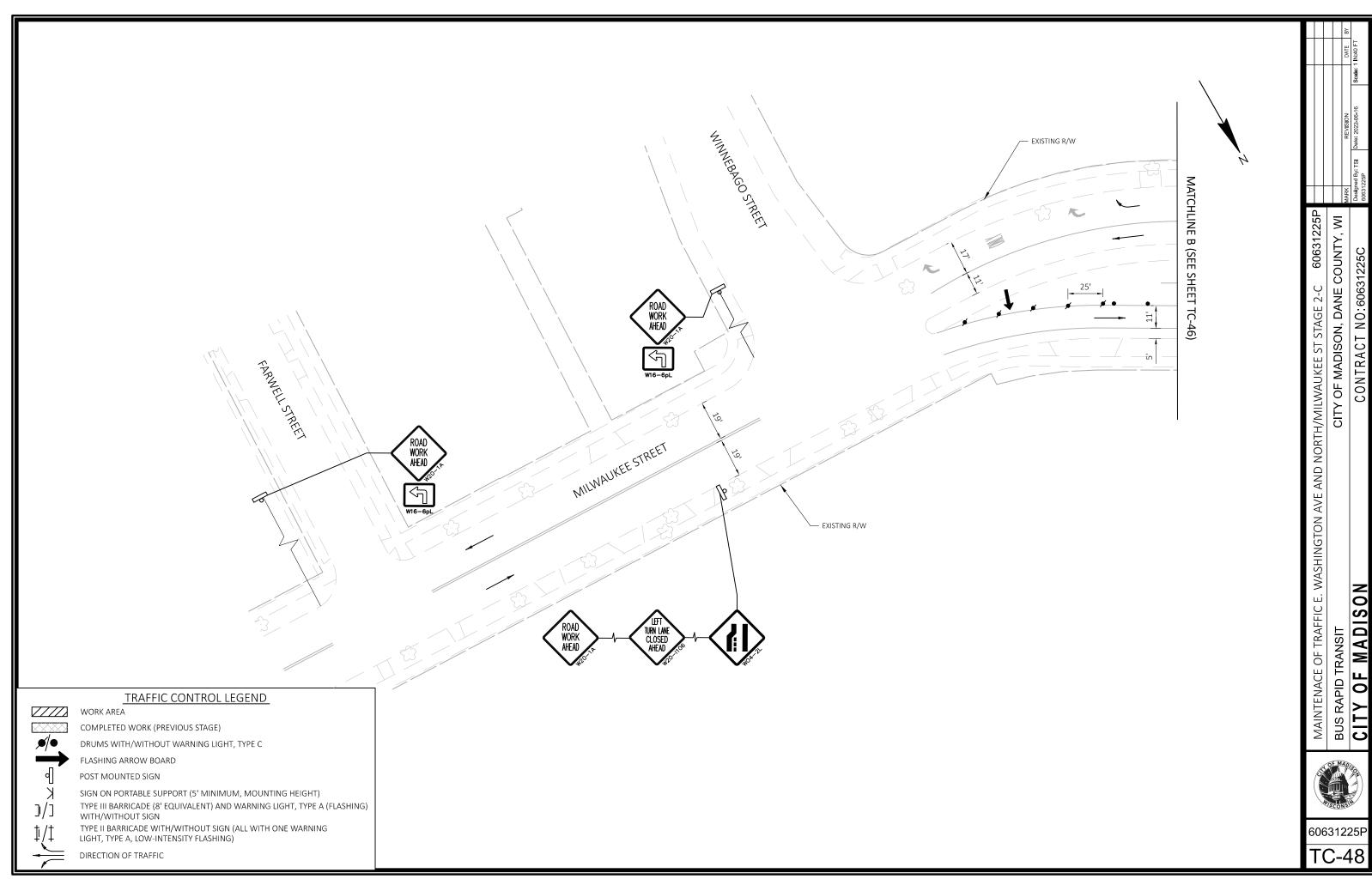
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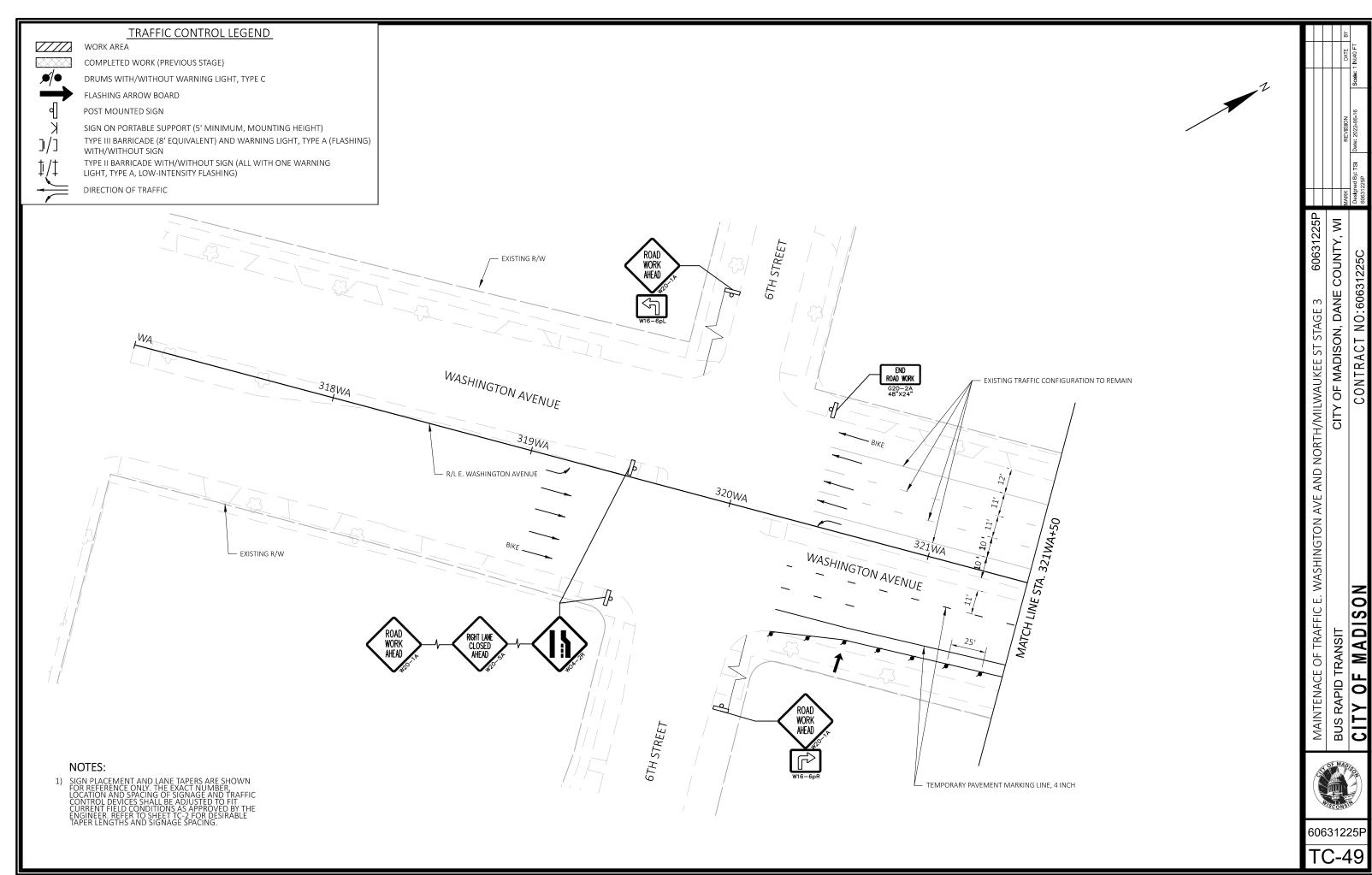
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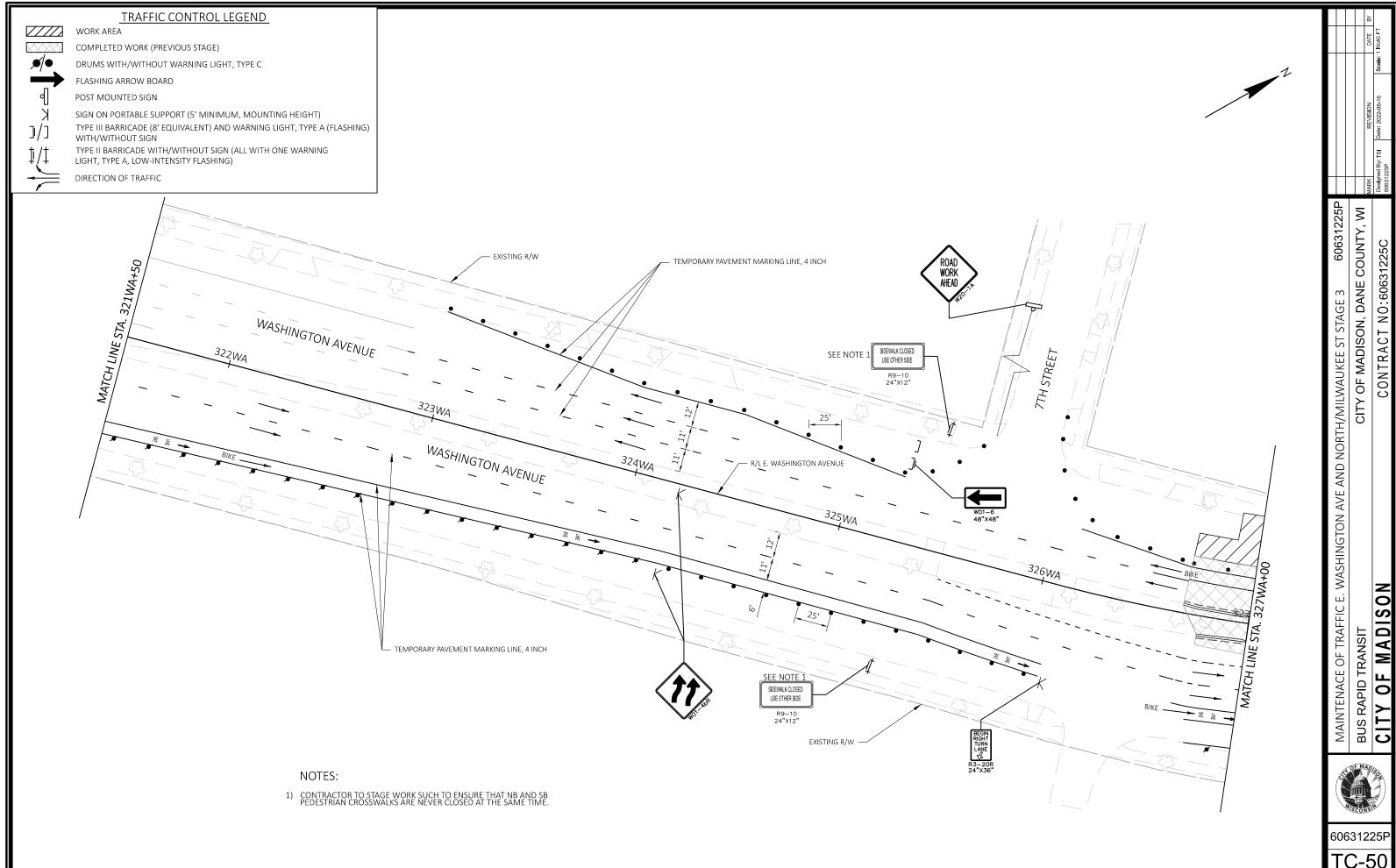
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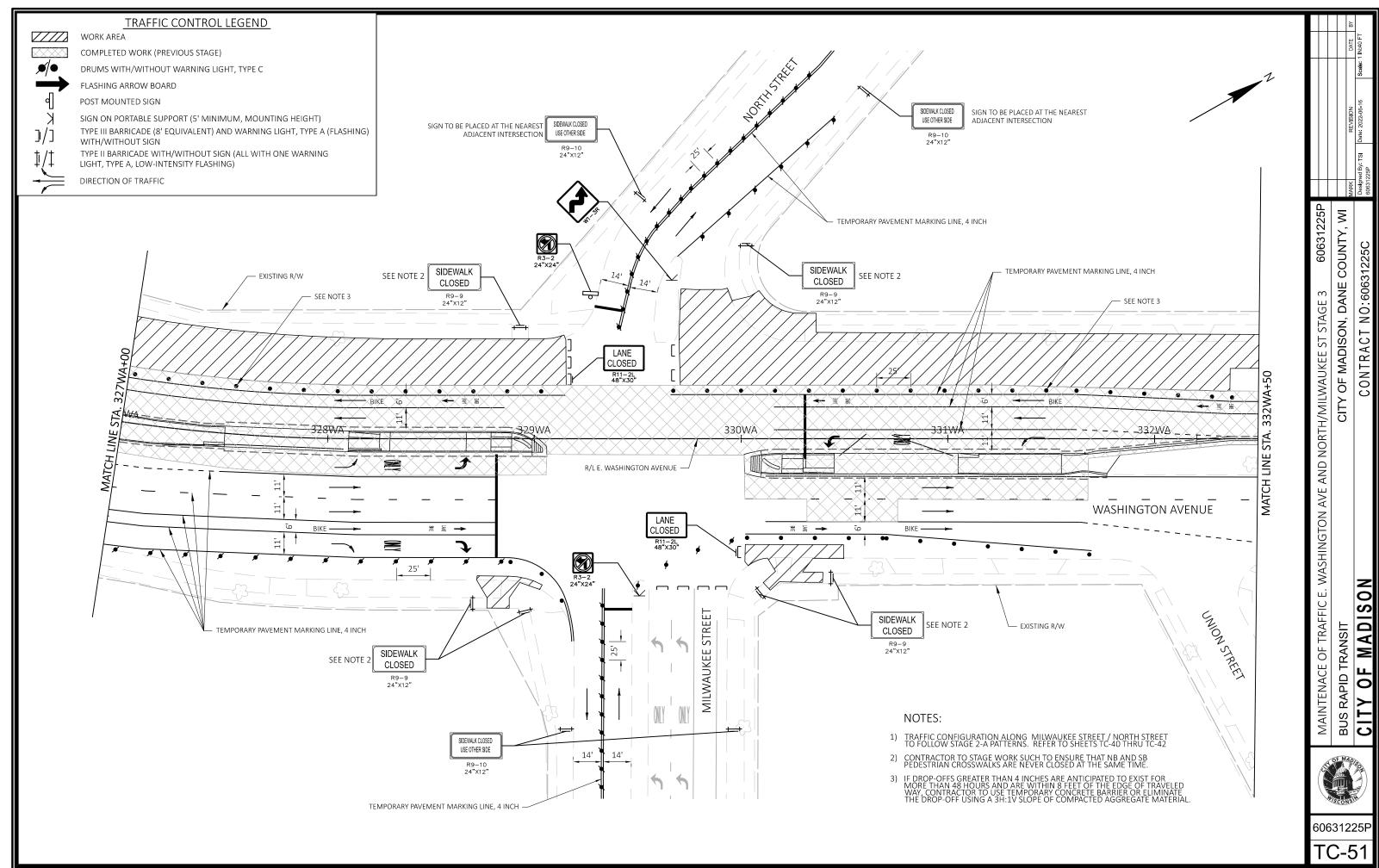


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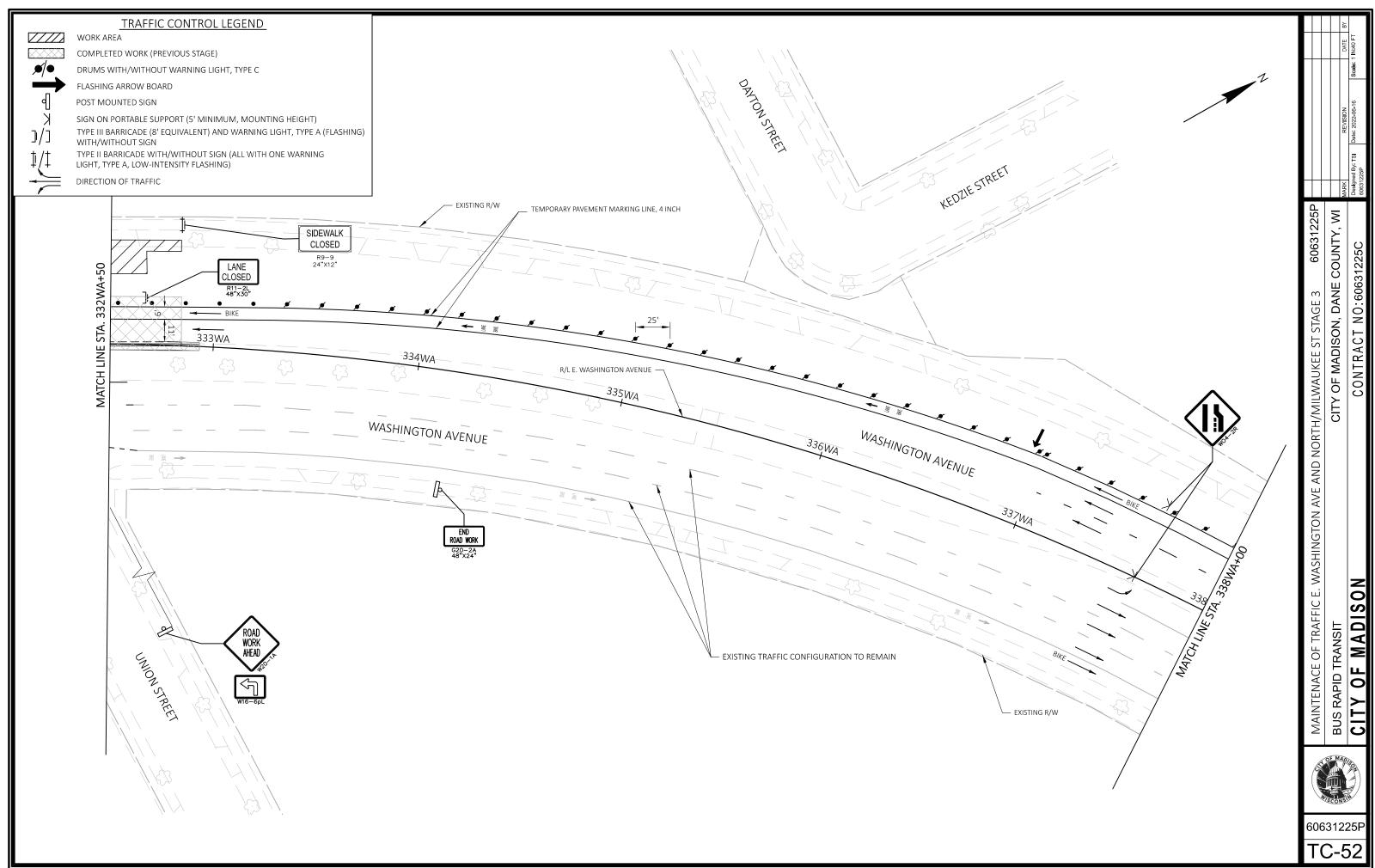




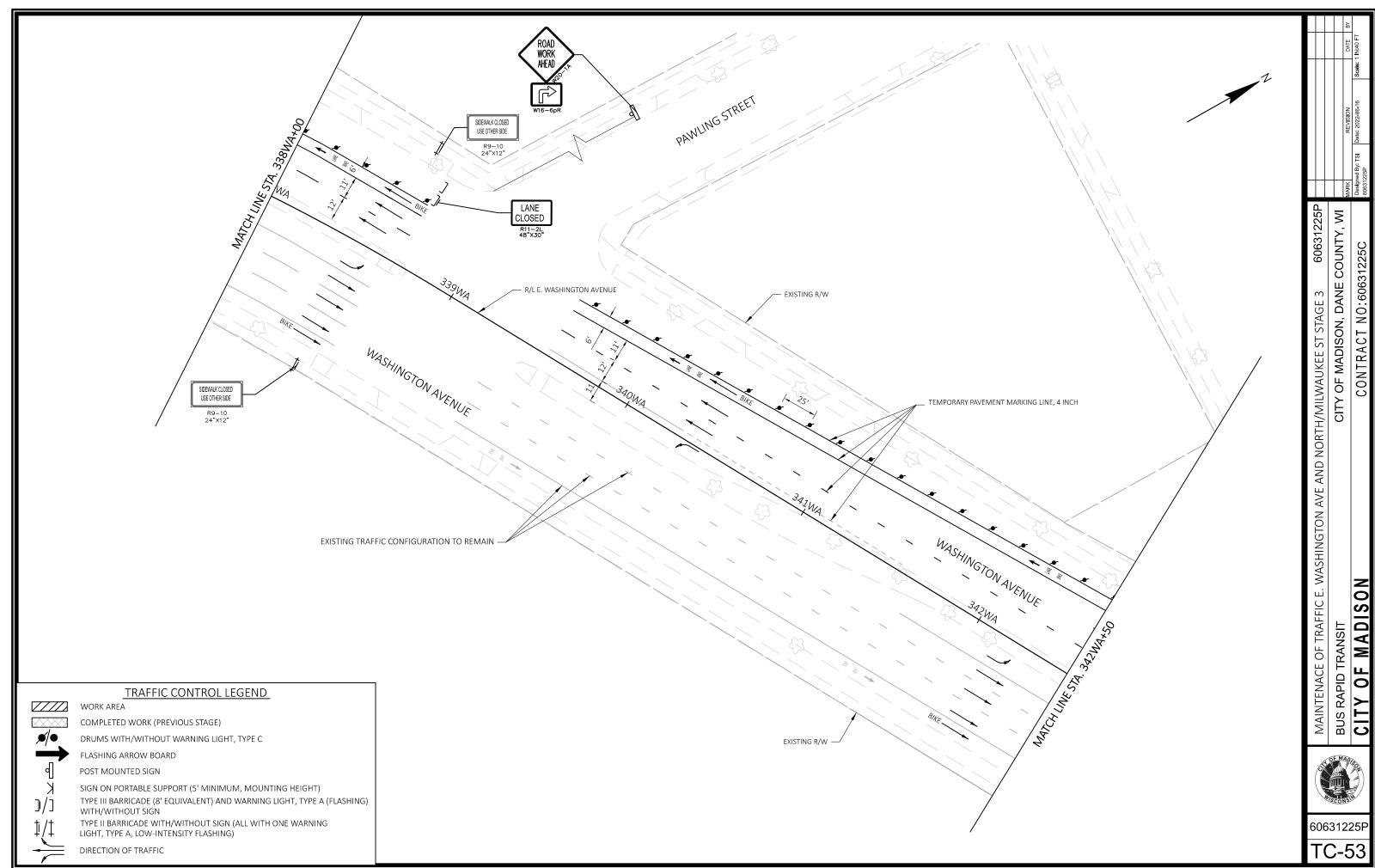


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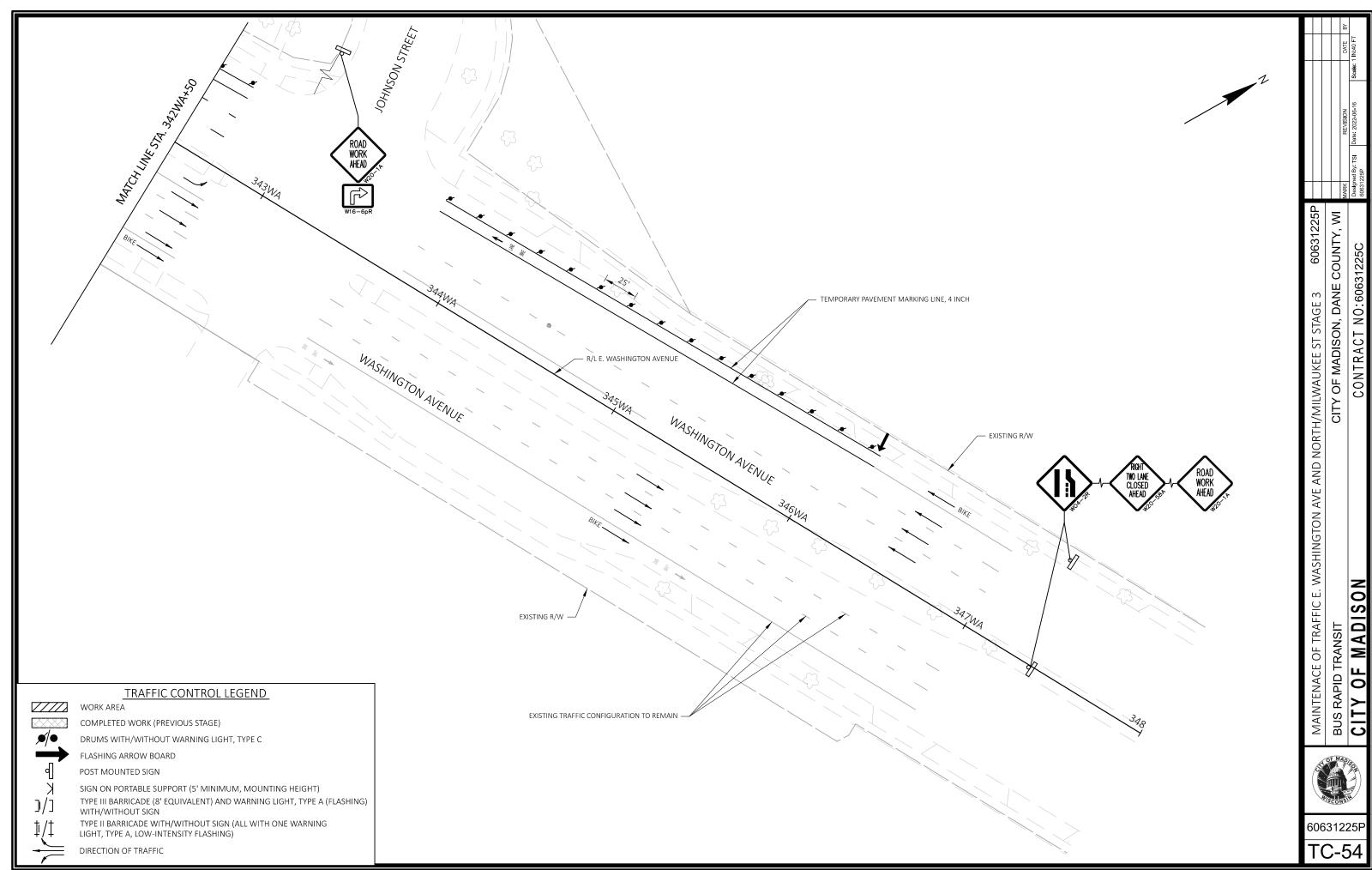


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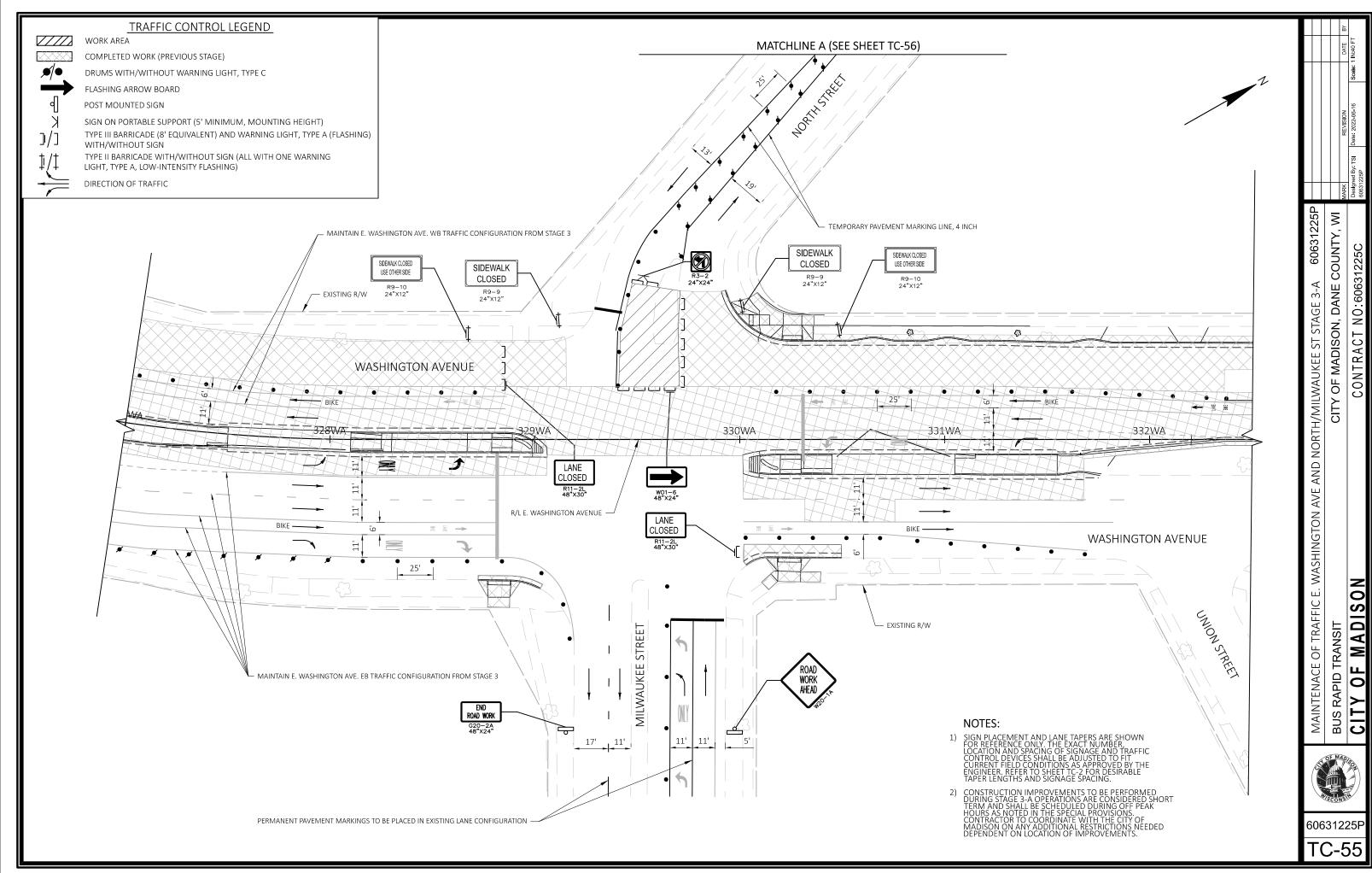
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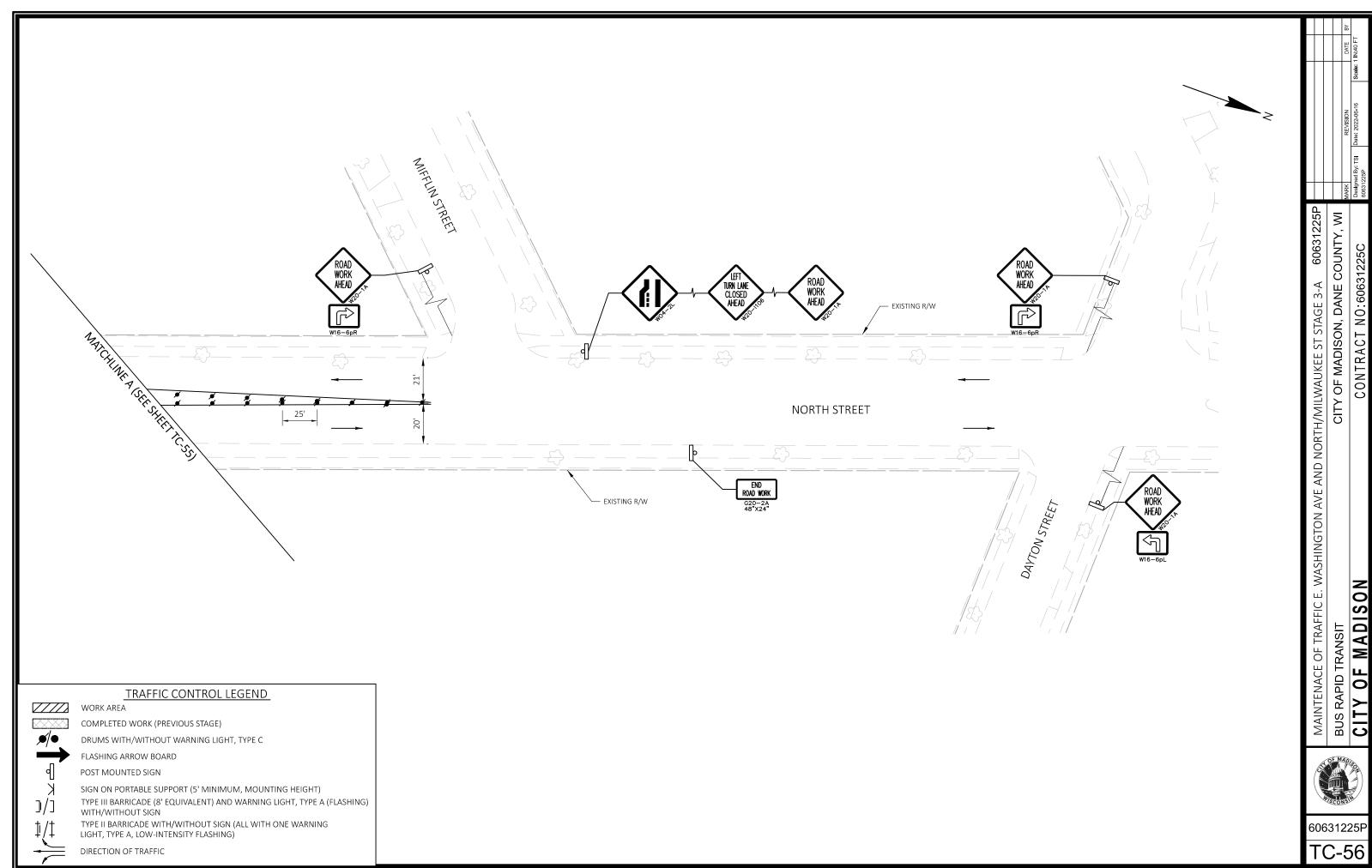
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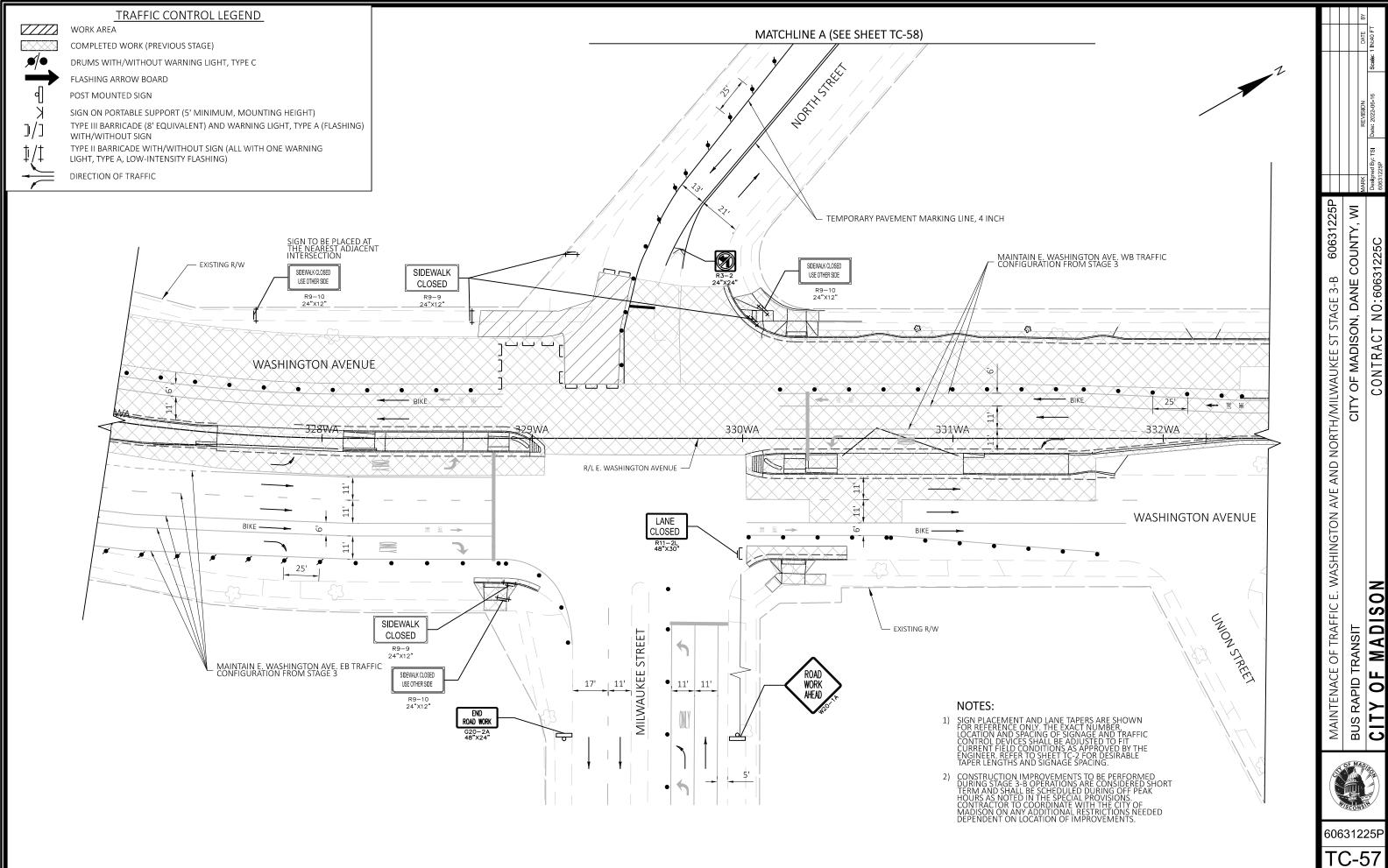
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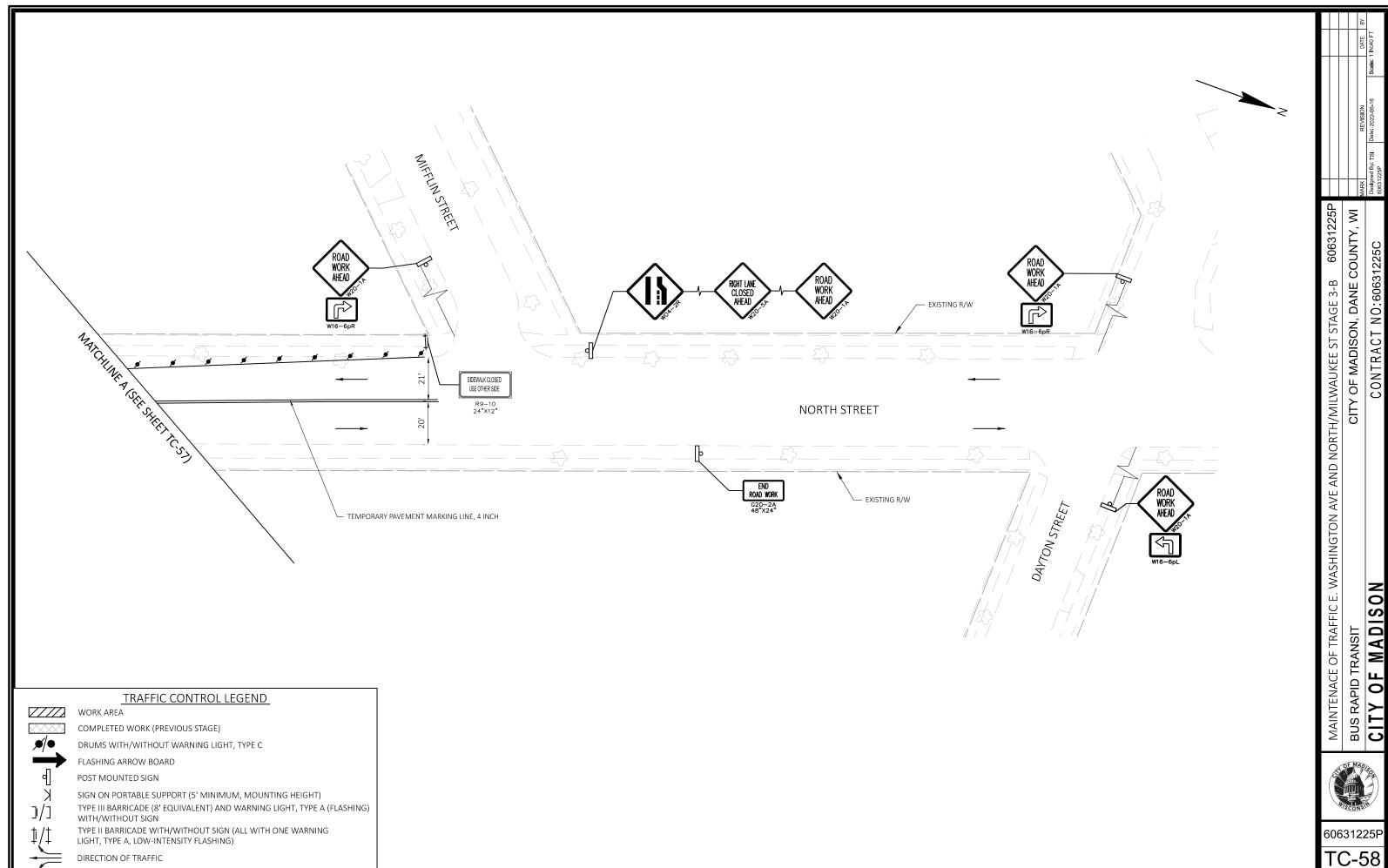




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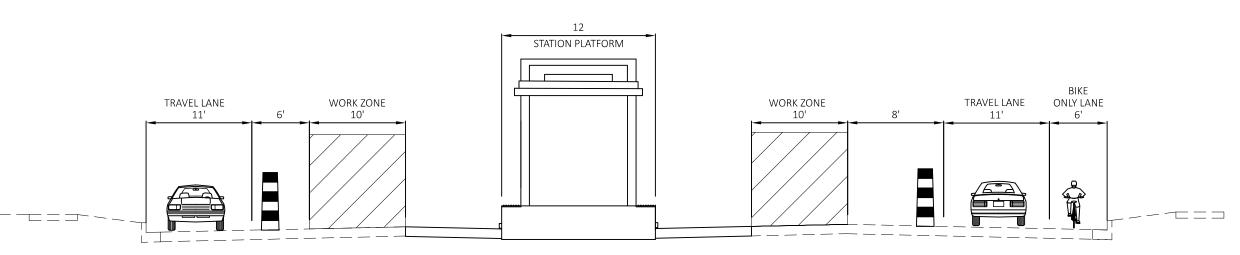
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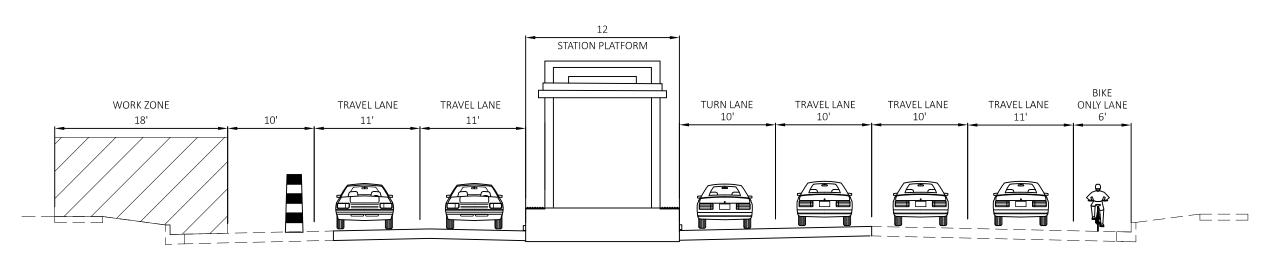
STAGE 1 TYPICAL SECTION E. WASHINGTON AVENUE @ FAIR OAKS AVENUE

LOOKING EAST



STAGE 2 TYPICAL SECTION

E. WASHINGTON AVENUE @ FAIR OAKS AVENUE LOOKING EAST



STAGE 3 TYPICAL SECTION E. WASHINGTON AVENUE @ FAIR OAKS AVENUE LOOKING EAST

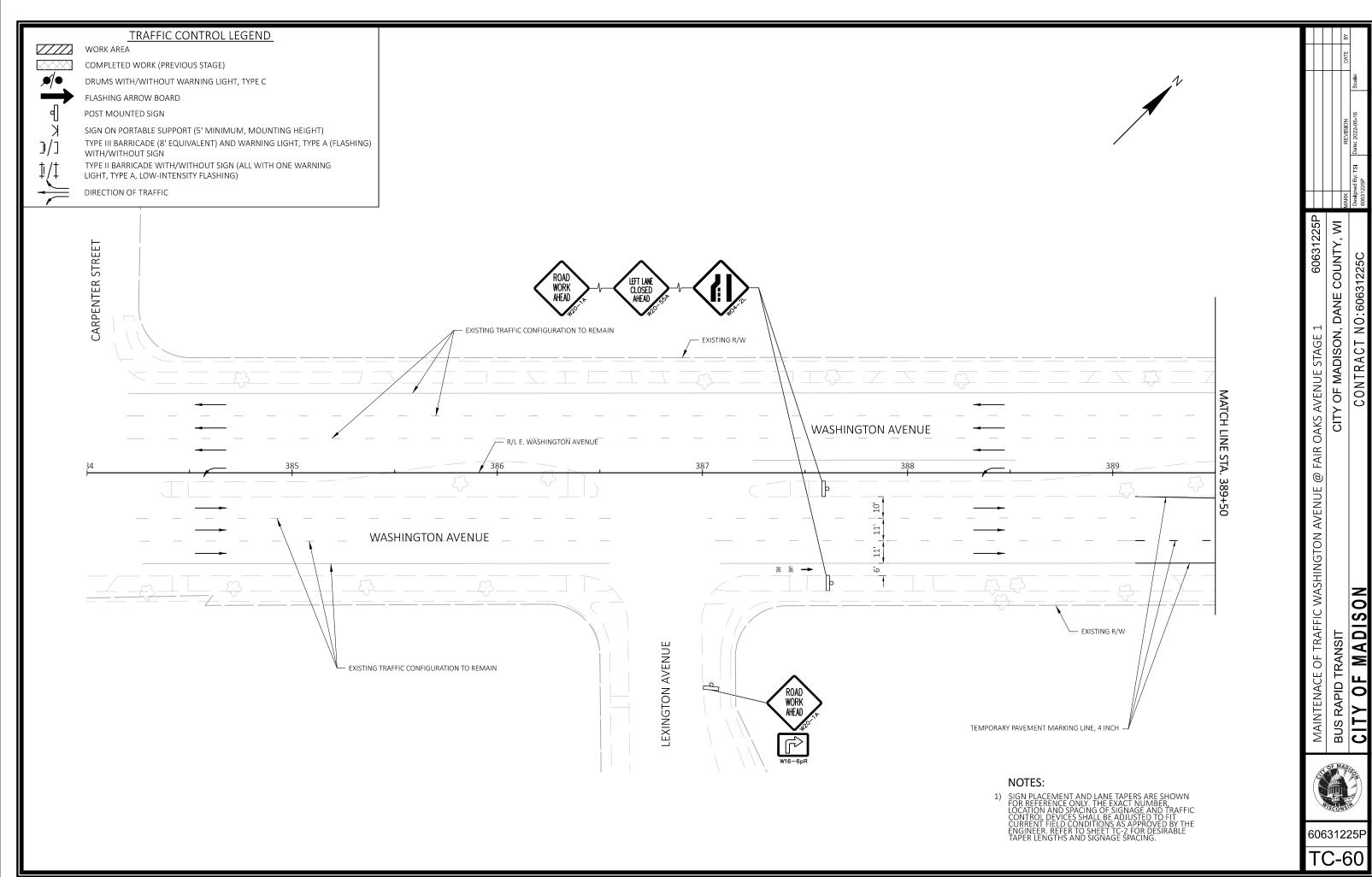
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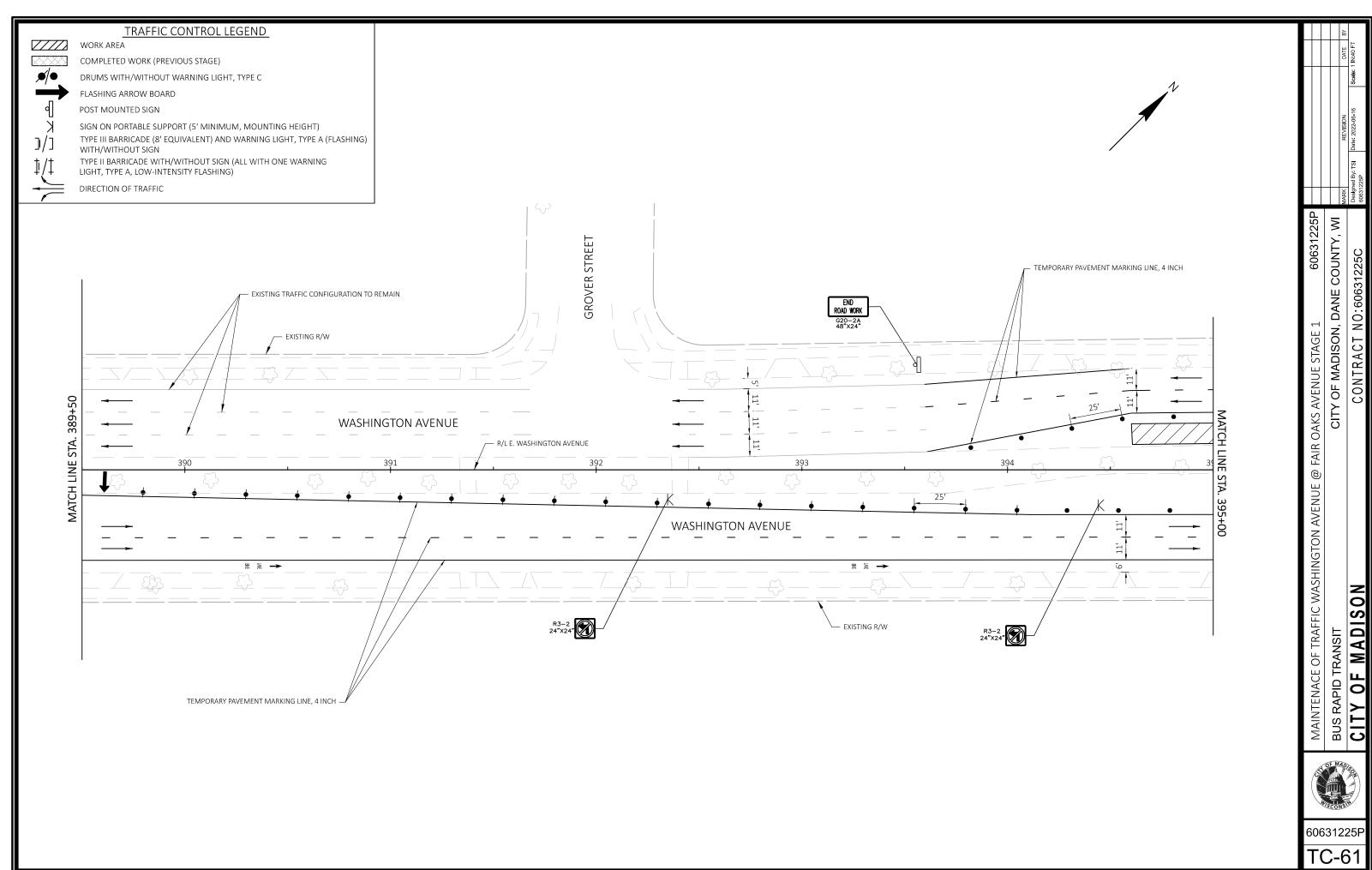
1.) IF DROP-OFFS GREATER THAN 4 INCHES ARE ANTICIPATED TO EXIST FOR MORE THAN 48 HOURS AND ARE WITHIN 8 FEET OF THE EDGE OF TRAVELED WAY, CONTRACTOR TO USE TEMPORARY CONCRETE BARRIER OR ELIMINATE THE DROP-OFF USING A 3H:1V SLOPE OF COMPACTED AGGREGATE MATERIAL.

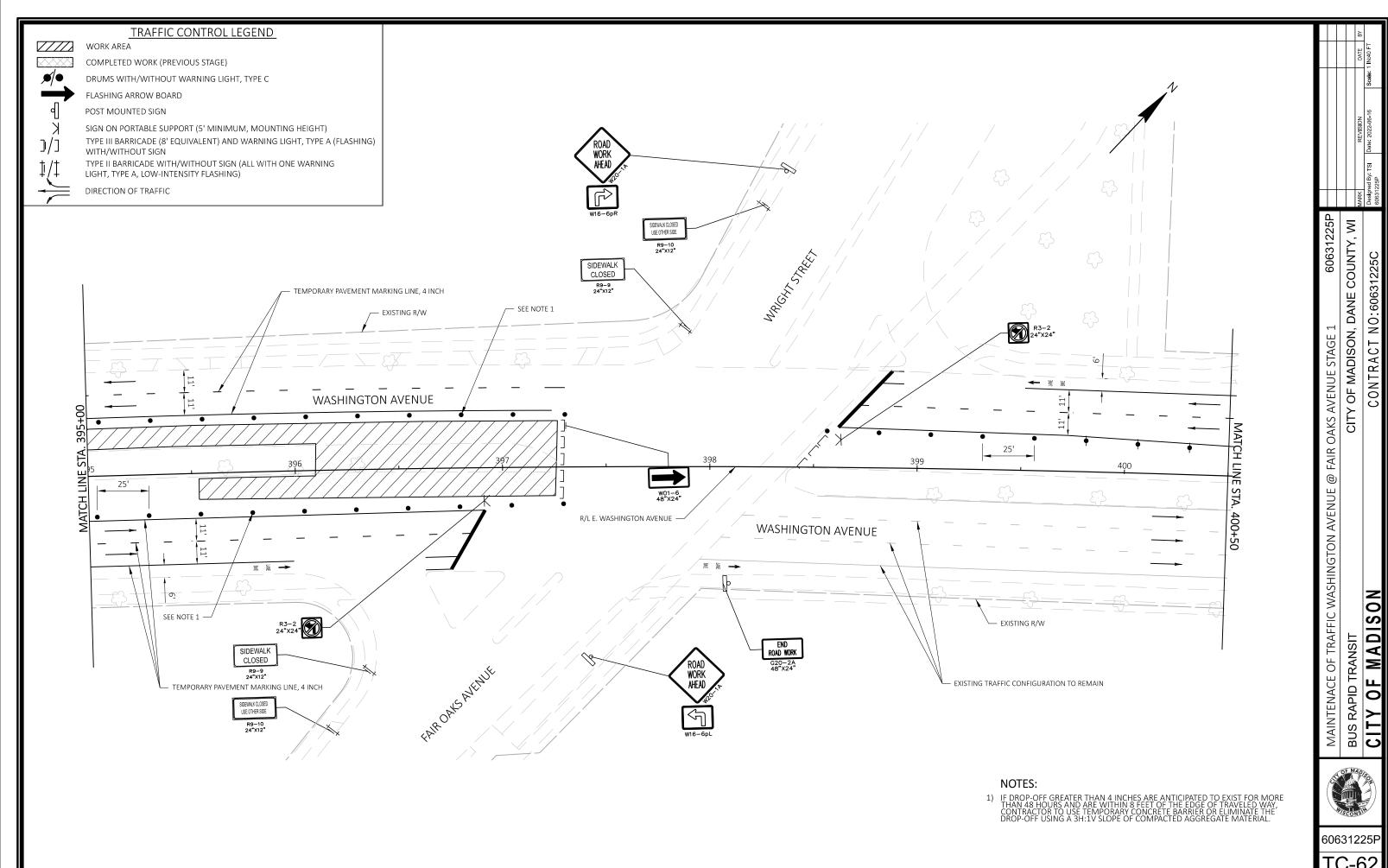


E WASHINGTON AVE & FAIR OAKS AVE TYPICAL

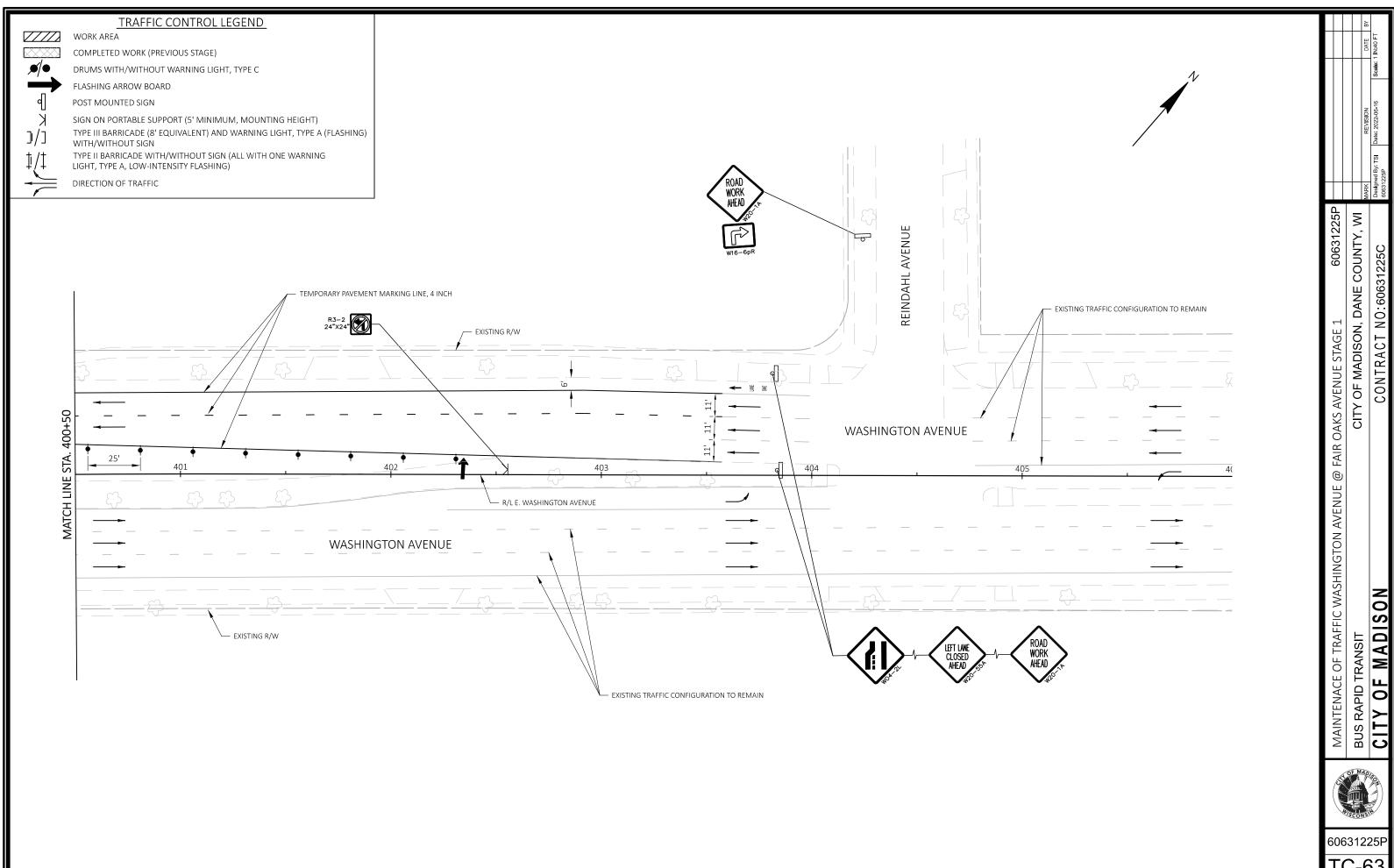
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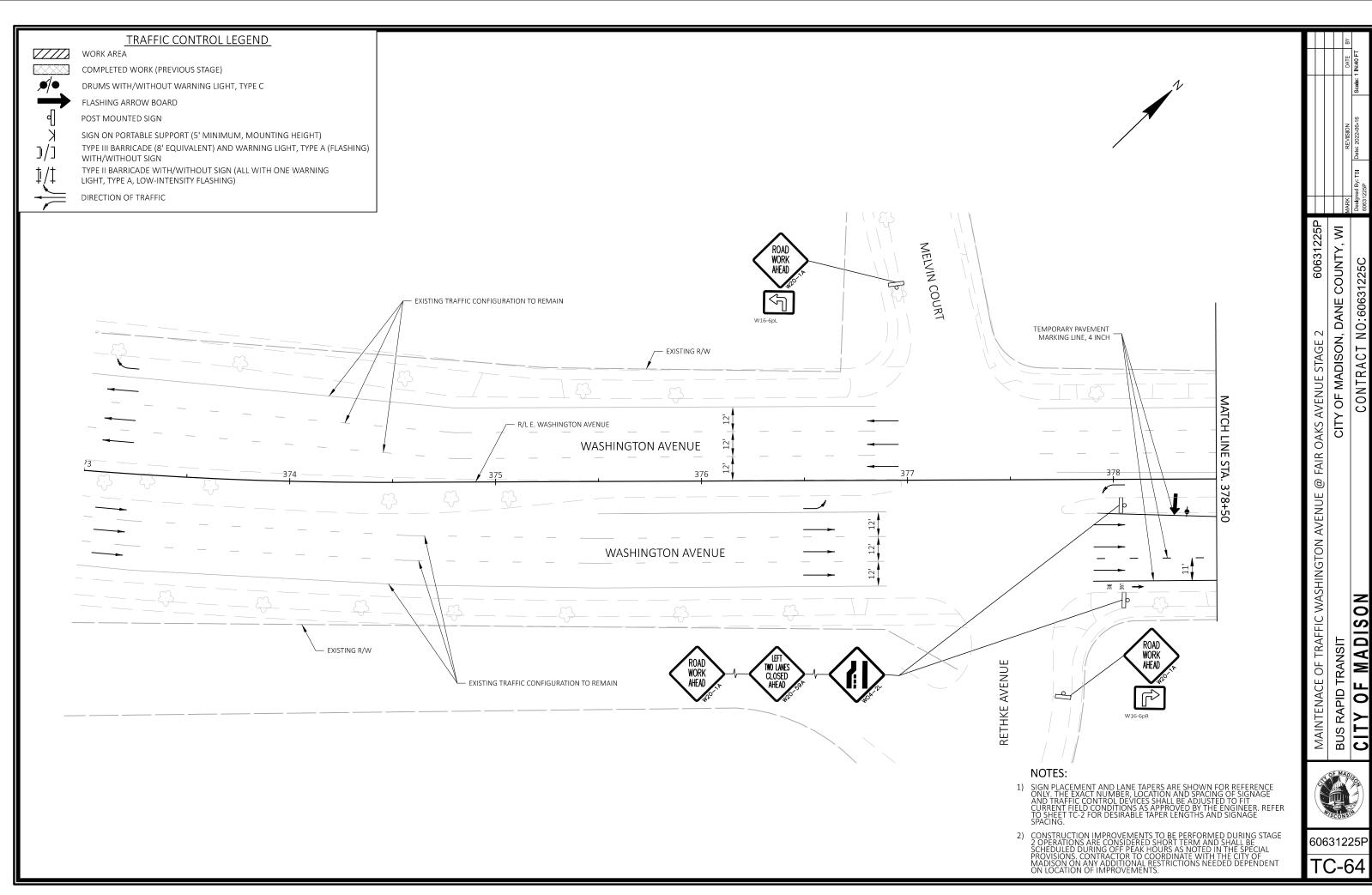


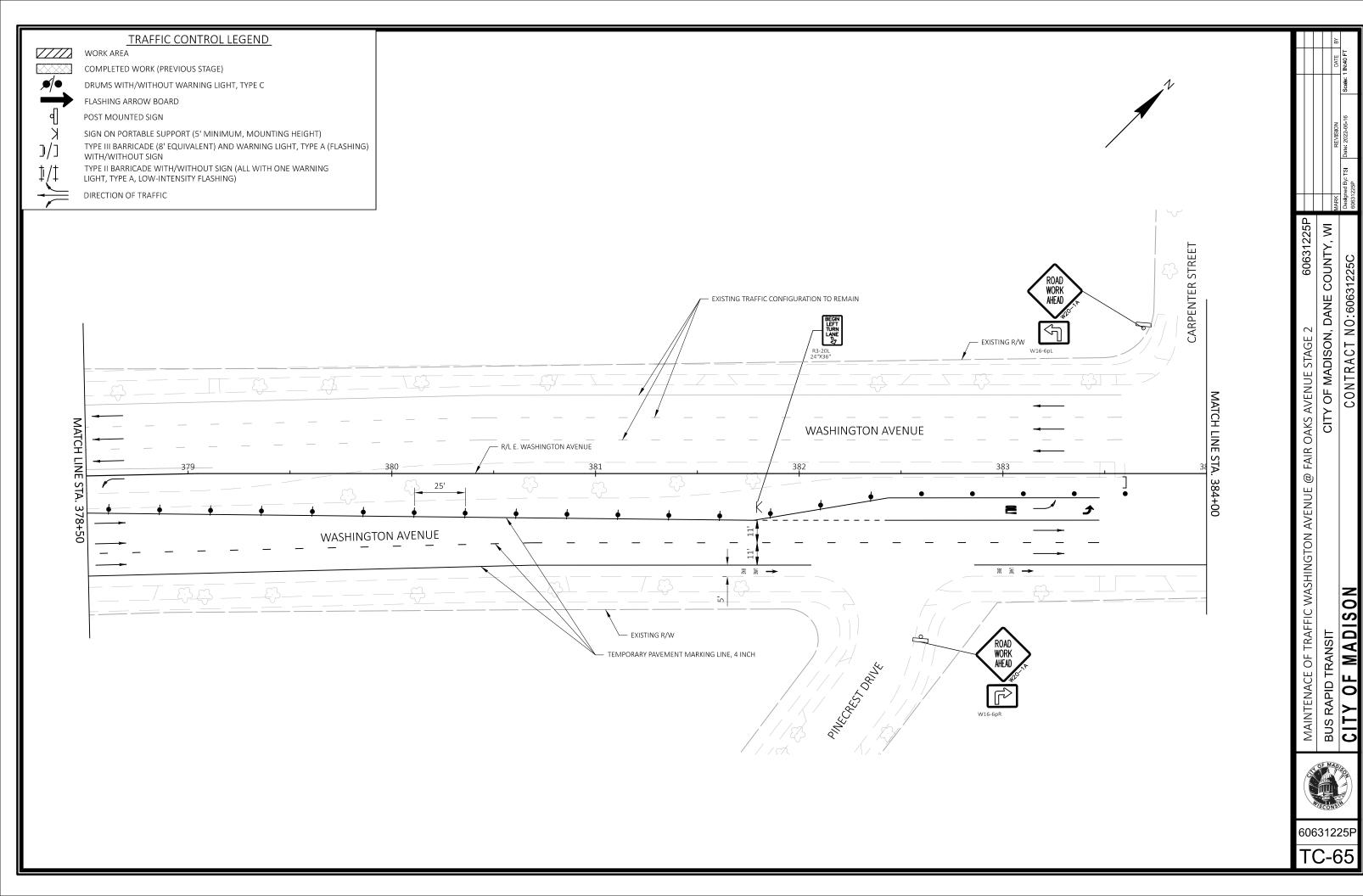


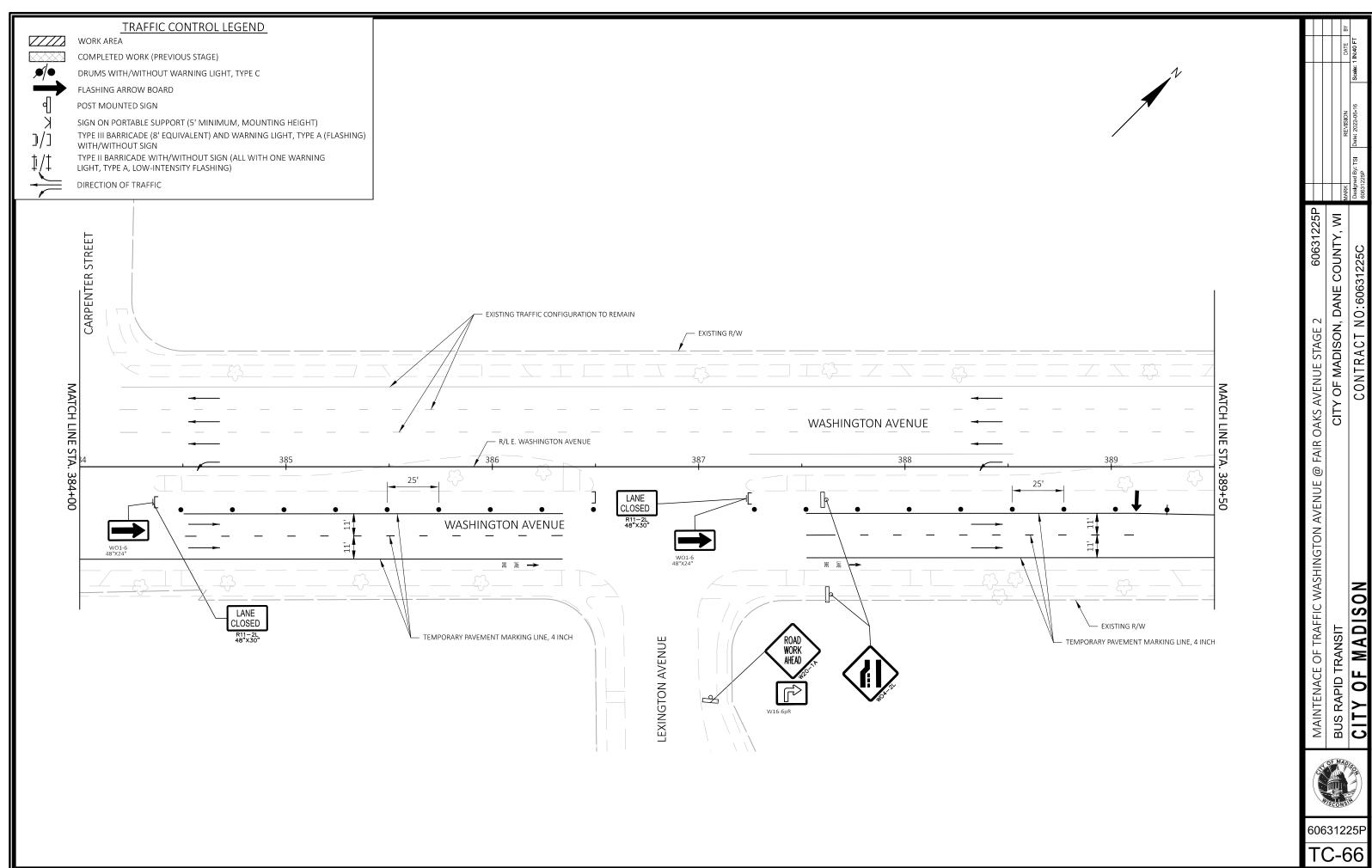


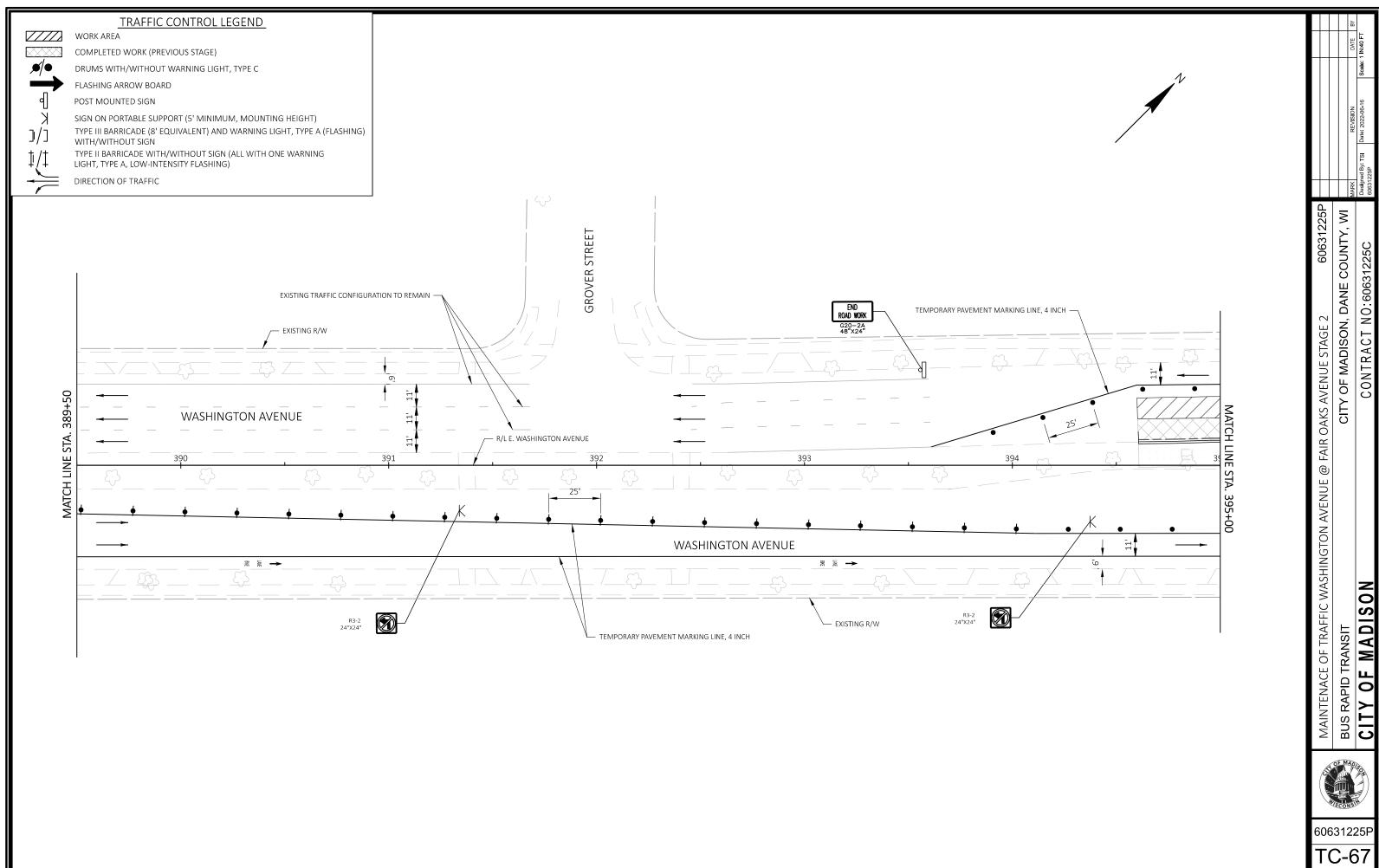
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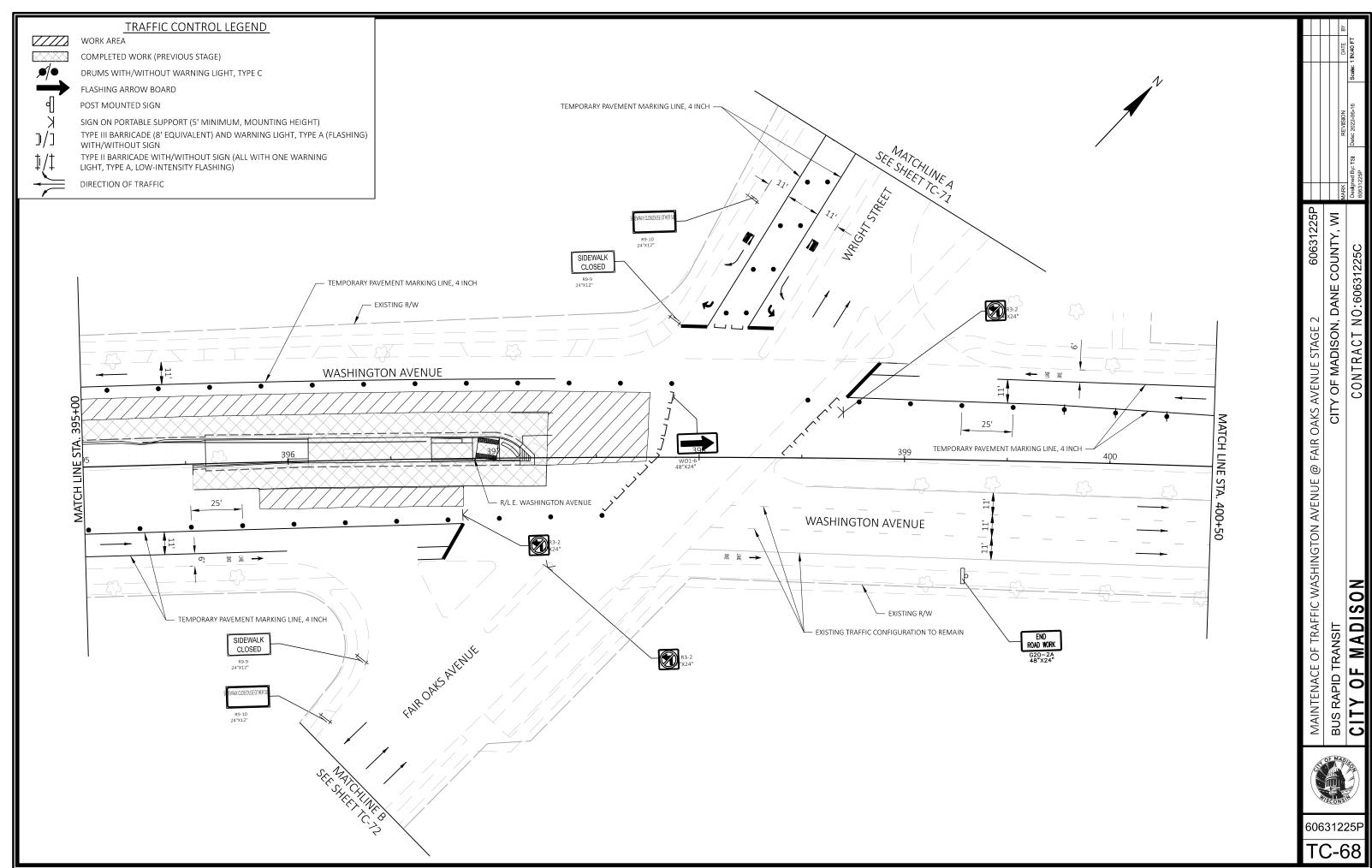




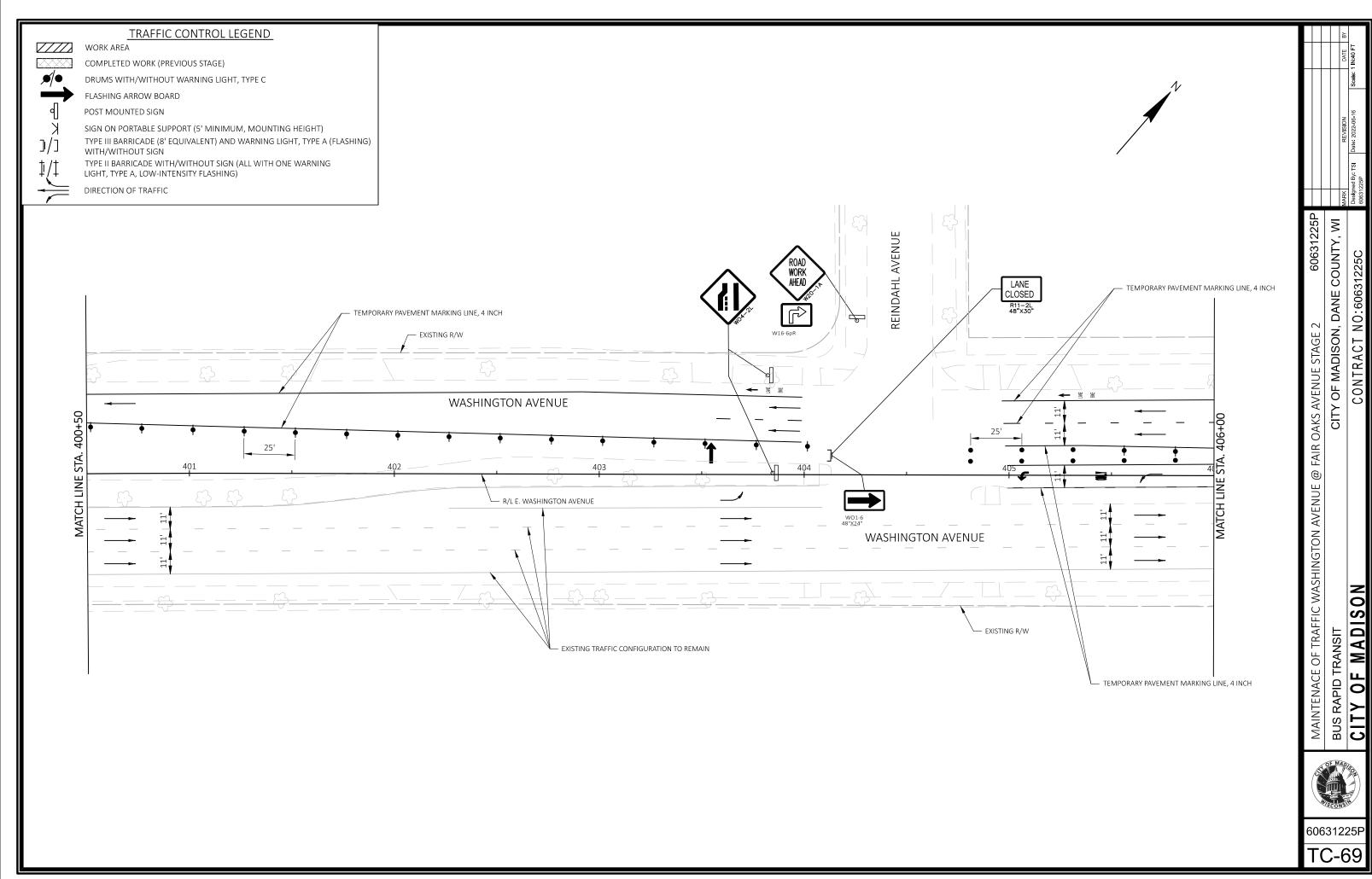








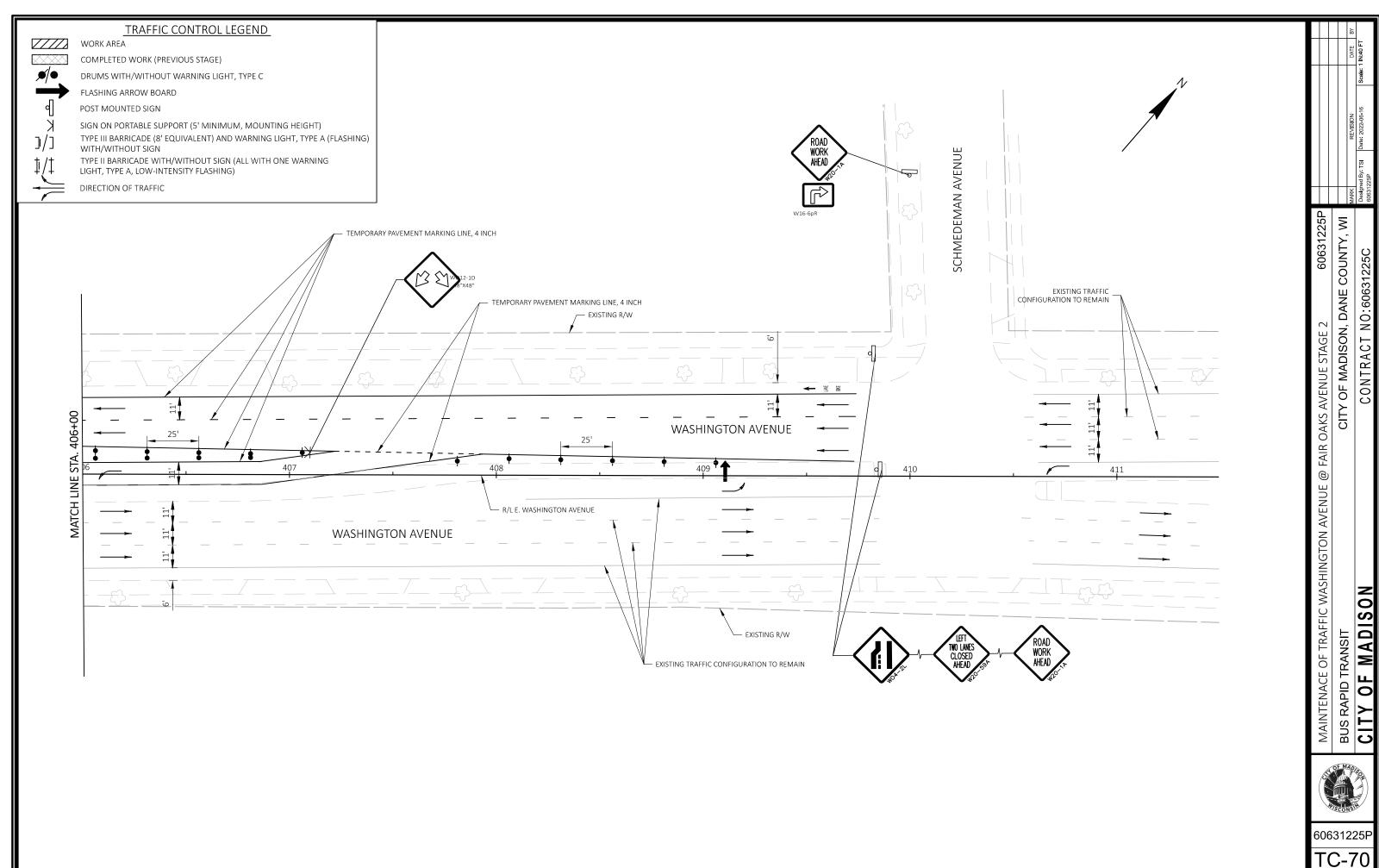
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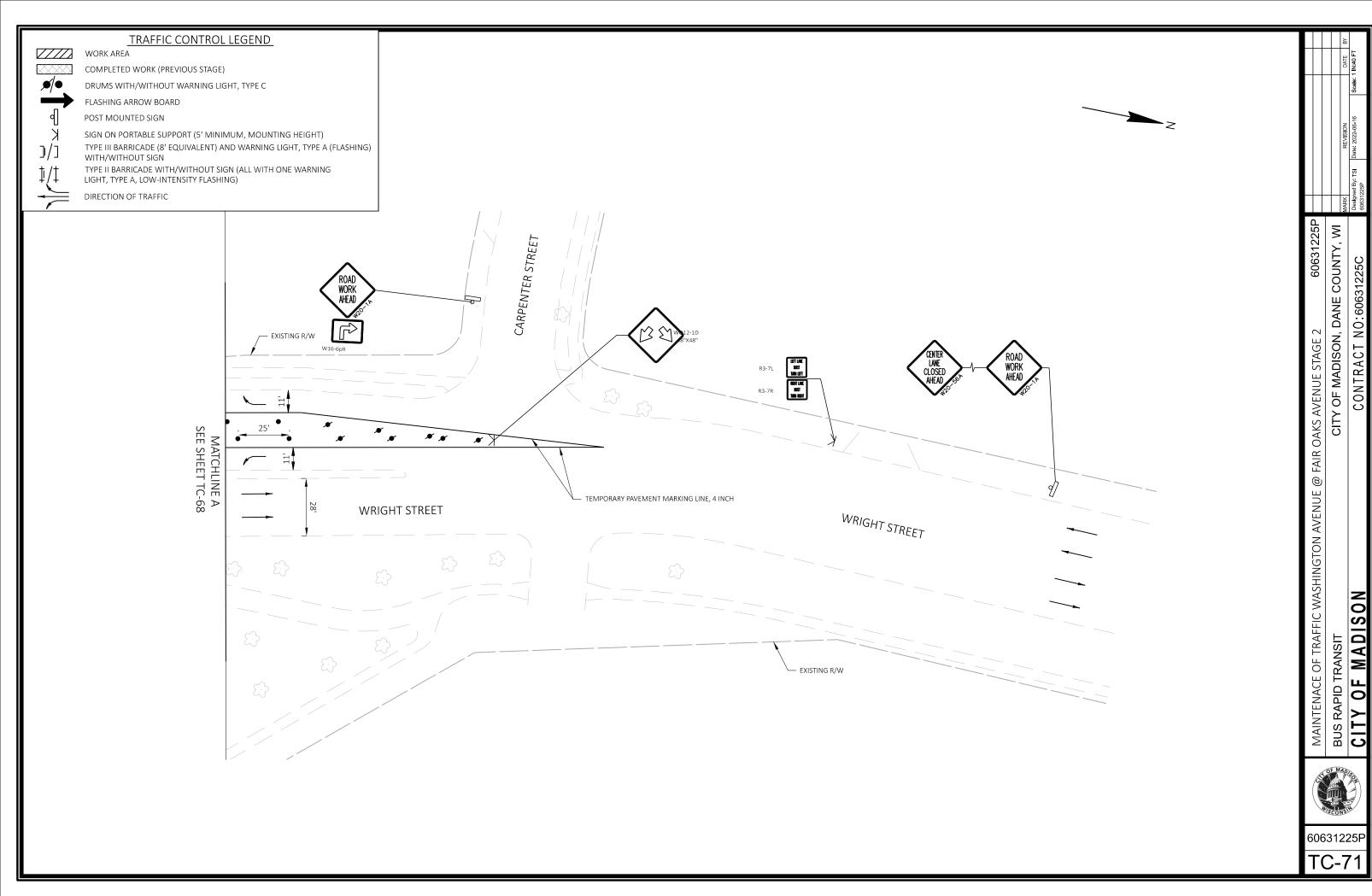


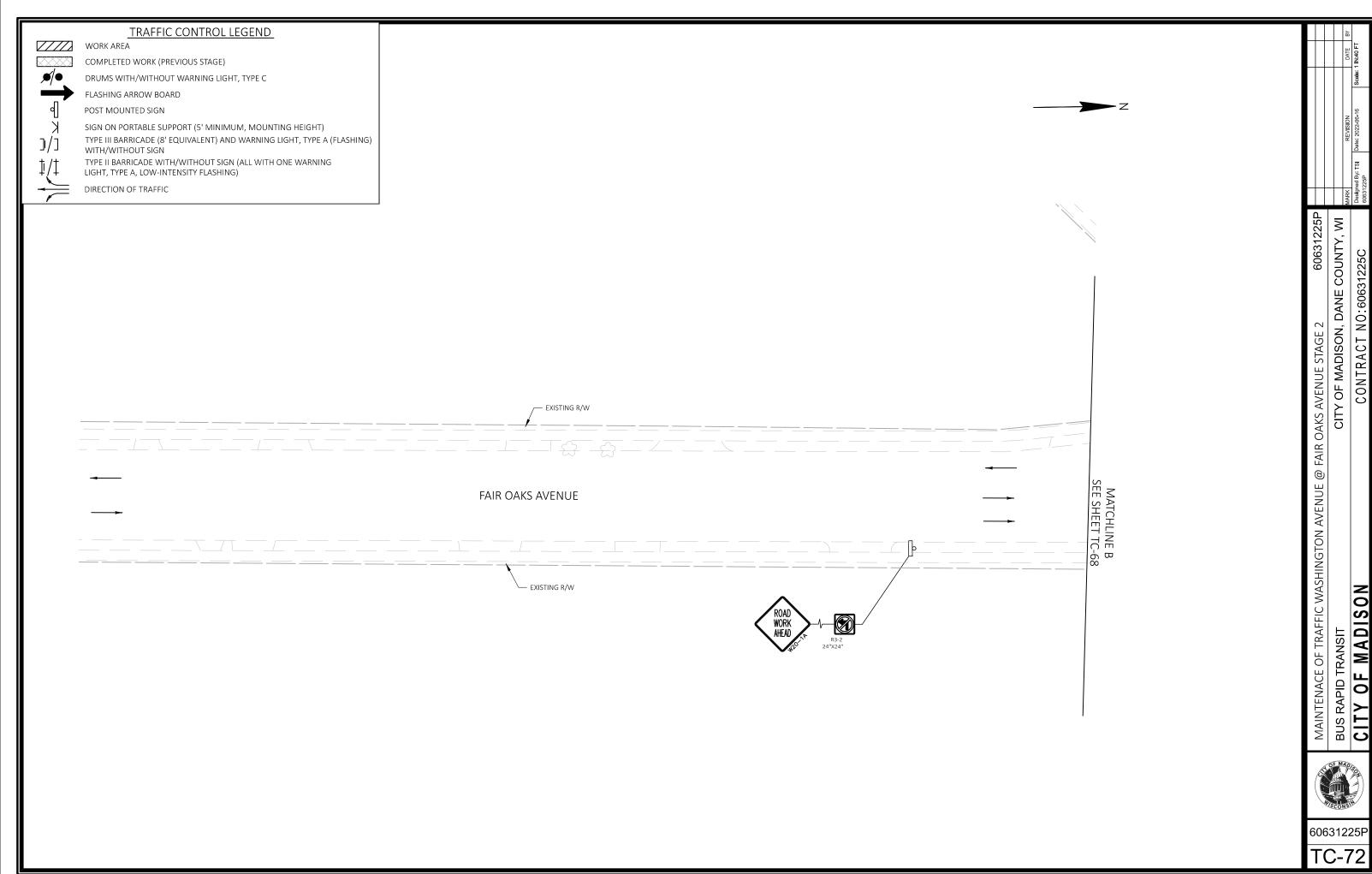
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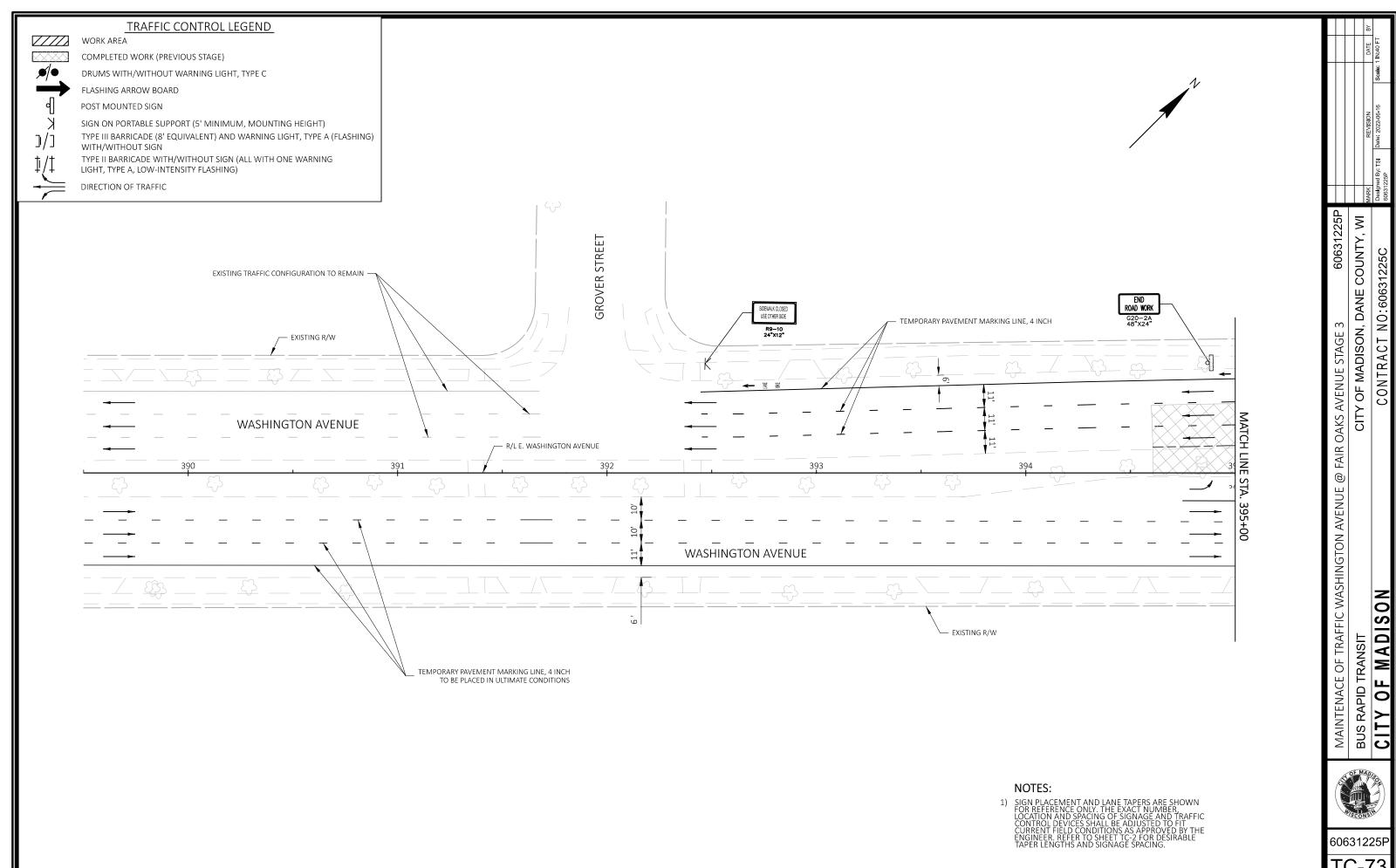
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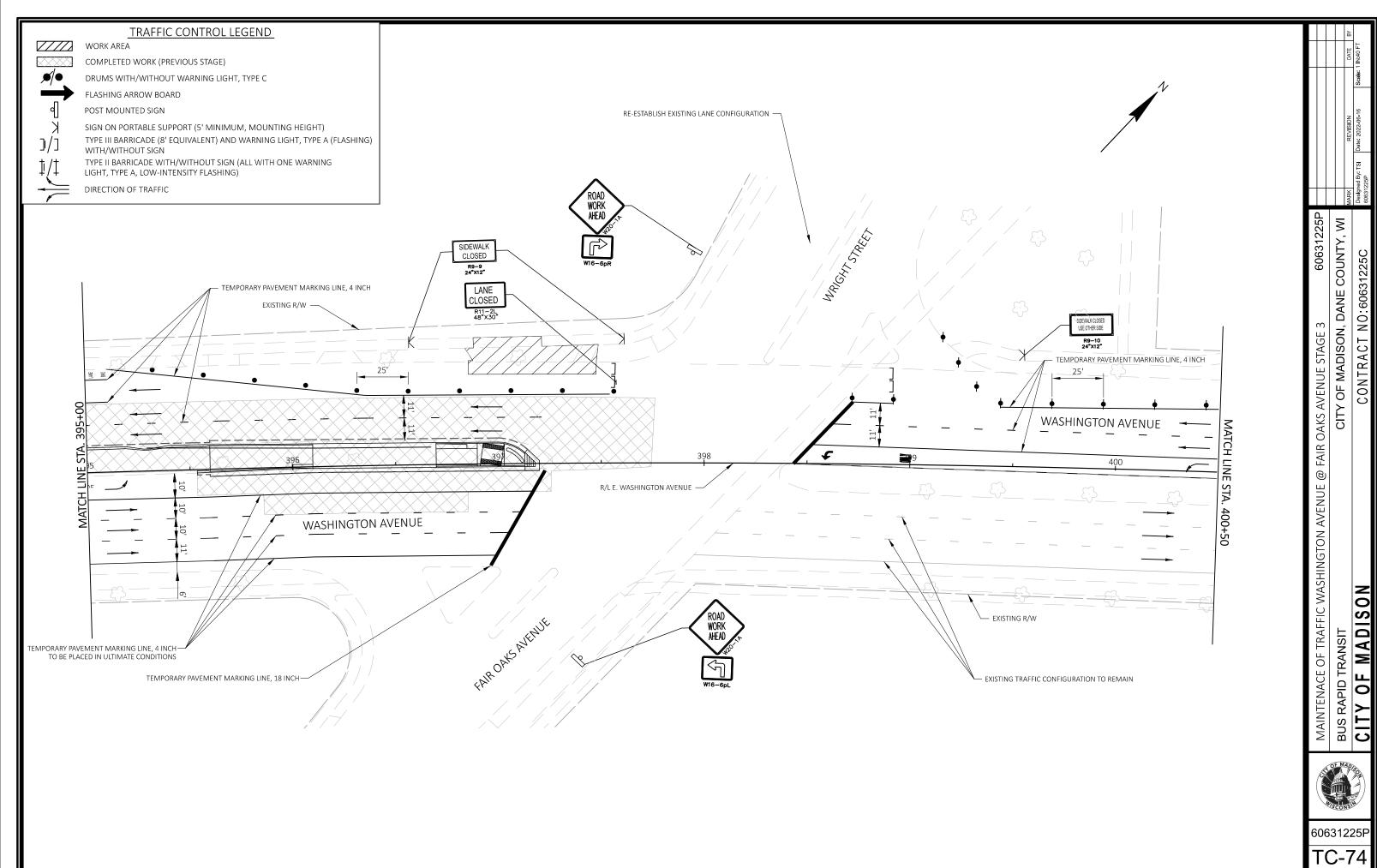
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