



Madison, Wisconsin

INDEX OF SHEETS

SHEET NO. U1 UTILITY PLAN

CITY OF MADISON

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

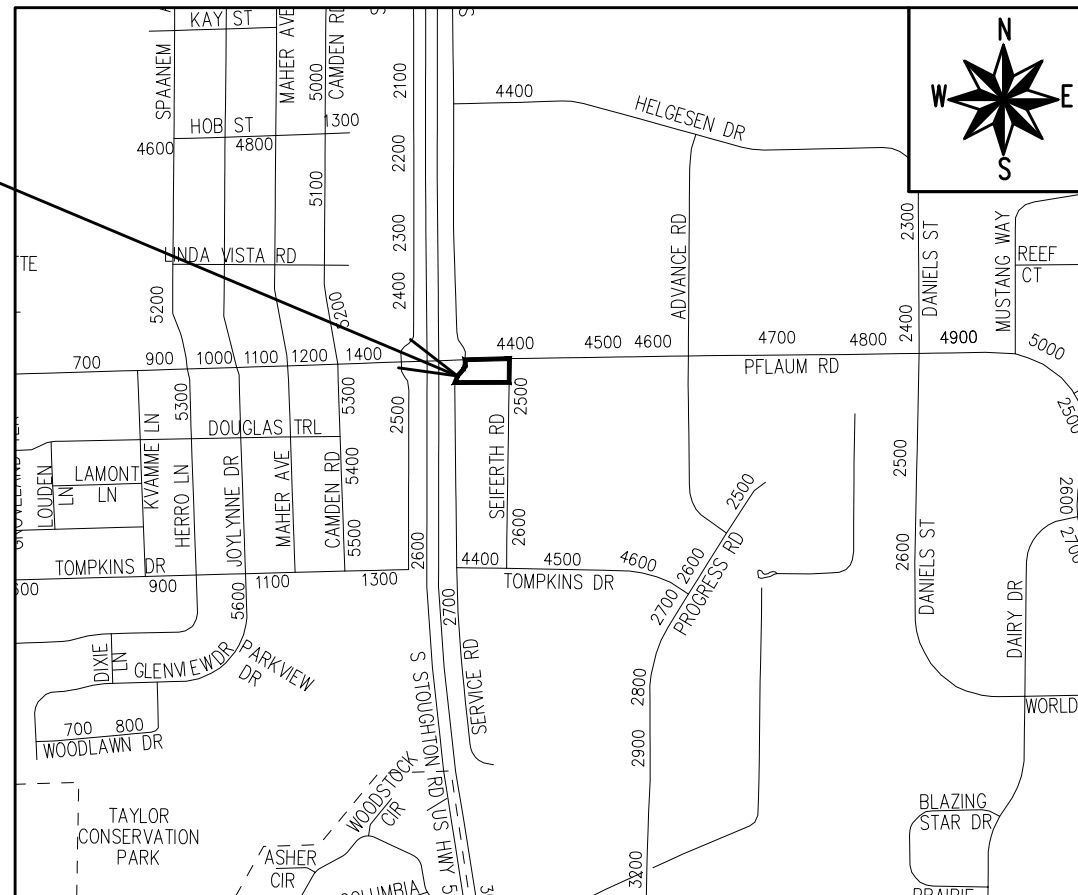
PLAN OF PROPOSED IMPROVEMENT

2501 S STOUGHTON ROAD

UTILITIES-ONLY

CITY PROJECT NO. 13445
CONTRACT NO. 9018

PROJECT
LOCATION



PUBLIC IMPROVEMENT PROJECT
APPROVED

FEBRUARY 23, 2021

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

Greg Fries

3/31/21

City Engineer

Date

WATER
DESIGNED BY:

LATERALS ONLY

STORM
DESIGNED BY:

LATERALS ONLY

PLOT SCALE: 1:1_XREF

PLOT NAME: ---

REV. DATE: 3/17/2021 11:11 AM

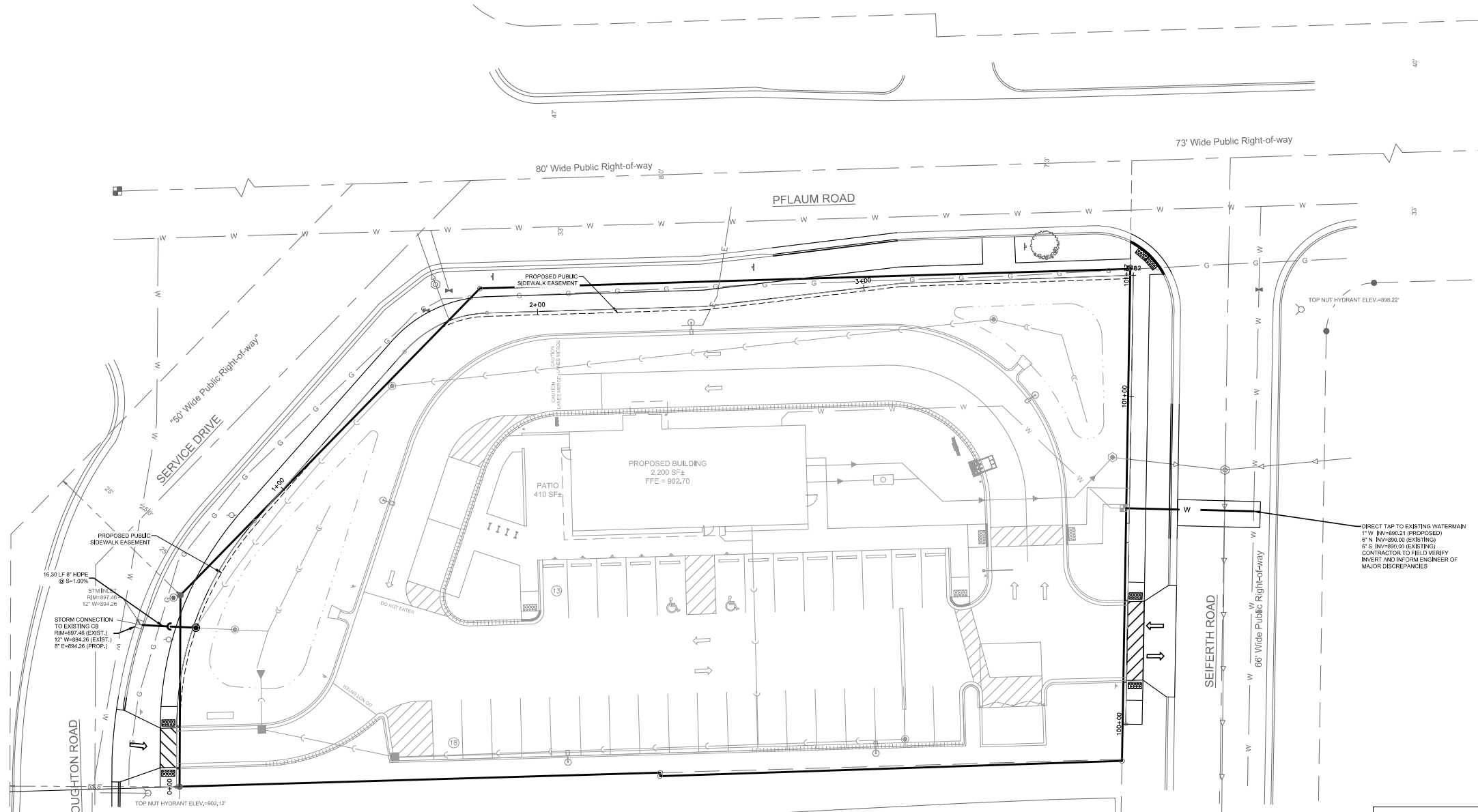
ORIGINATOR: CITY_OF_MADISON

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REVIEWED: MTS

DESIGNED: AAS

DRAWN: AAS



ALL PUBLIC IMPROVEMENTS OR WORK WITHIN THE PUBLIC RIGHT-OF-WAY SHALL BE COMPLETED PER THE CITY ISSUED IMPROVEMENT PLANS (CITY PROJECT No. 13445) AND THE CITY-DEVELOPER AGREEMENT (CONTRACT No. 9018)

**PROJECT NO. 13445
CONTRACT NO. 9018**

GENERAL
THE DEVELOPER SHALL REPLACE ALL CURBS & GUTTER AND SIDEWALK THAT IS DAMAGED OR DETERMINED TO BE IN UNSATISFACTORY CONDITION, REGARDLESS OF WHETHER THE DAMAGE EXISTED PRIOR TO CONSTRUCTION.
PAVEMENT SAVINGS AND FINAL PAVEMENT PATCHING LIMITS SHALL BE AS DIRECTED BY THE CITY CONSTRUCTION ENGINEER. SAVINGS AND LIMITS SHOWN ON THE PLAN ARE BASED ON ANTICIPATED DISTURBANCE AND THE PATCHING CRITERIA BUT SHALL BE CONSIDERED APPROXIMATE. ALL PAVEMENT PATCHING SHALL BE PER THE CITY'S PATCHING CRITERIA.
ANY INFORMATION SHOWN ON THIS PLAN WHICH IS NOT PART OF THIS RIGHT-OF-WAY PROJECT, IS PRELIMINARY AND NOT FOR CONSTRUCTION.
OBTAIN A PRINT OUT OF THE ALIGNMENT FROM THE CITY ENGINEER PRIOR TO STAKING THIS PROJECT.

TRAFFIC CONTROL
ALL PERMANENT SIGNING AND POSTING WILL BE DETERMINED AND PROVIDED BY THE TRAFFIC ENGINEERING DIVISION, FOLLOWING CONSTRUCTION OF THESE IMPROVEMENTS.
THE DEVELOPER SHALL PROVIDE, INSTALL AND MAINTAIN ALL STREET END BARRICADES, SIGNING AND TRAFFIC CONTROL, AS REQUIRED BY THE CITY TRAFFIC ENGINEER.
THE CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN FOR REVIEW TO THE CITY TRAFFIC ENGINEERING DIVISION AT LEAST 10 WORKING DAYS PRIOR TO WORK BEGINNING. THE TRAFFIC CONTROL PLAN SHALL COMPLY WITH ALL MUTCD REQUIREMENTS. WORK SHALL NOT PROCEED UNTIL THE TRAFFIC CONTROL PLAN HAS BEEN APPROVED. THE TRAFFIC CONTROL PLAN MAY INCLUDE BUT IS NOT LIMITED TO LANE CLOSURE RESTRICTIONS, PEAK HOUR WORKING RESTRICTIONS, ACCESS REQUIREMENTS, ETC. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PHASING WORK AS NECESSARY TO MEET THE REQUIREMENTS OF THE APPROVED TRAFFIC CONTROL PLAN.

STREET DESIGN
ALL DISTURBED TERRACE AREAS SHALL BE RESTORED WITH 6-INCHES OF TOP SOIL AND SEED UNLESS DIRECTED OTHERWISE ON THE PLAN OR BY THE CITY CONSTRUCTION ENGINEER.
ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADE OF 0.5% TOWARD STORM SEWER INLETS. TYPICAL PAVEMENT CROSS SLOPES SHALL BE 2% AND TERRACES SHALL SLOPE AT A 4% GRADE TOWARD THE GUTTER.
THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB RAMPS SHALL BE 1.5%. THE LONGITUDINAL GRADE OF BARRIER FREE SIDEWALK CURB RAMPS SHALL NOT EXCEED 8.33%. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED ACCORDING TO S.D.D. 3.03, AT ALL OTHER LOCATIONS THE LONGITUDINAL GRADE OF SIDEWALKS SHALL NOT EXCEED 5.0% OR THE ADJACENT STREET GRADE, WHICHEVER IS GREATER NOR BE LESS THAN 0.5% AND SHALL DRAIN TOWARD STORM SEWER INLETS. CONCRETE TERRACE SHALL BE INSTALLED BETWEEN THE SIDEWALK AND THE BACK OF CURB AT SIDEWALK LOW POINTS WHICH CANNOT OTHERWISE BE DRAINED DIRECTLY TO THE GUTTER. SIDE SLOPES WITHIN TEN FEET OF A PUBLIC SIDEWALK SHALL NOT EXCEED 4.0%. ALL SIDEWALK AND SIDEWALK RAMP ELEVATIONS AND GRADES SHALL BE FIELD VERIFIED AND SET TO COMPLY WITH THE CITY OF MADISON STANDARD SPECIFICATIONS AND THE ADA GUIDELINES. CURB STATION AND OFFSETS SHALL BE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE INDICATED. CURB ELEVATIONS SHALL BE TO THE EDGE OF PAVEMENT UNLESS OTHERWISE INDICATED.

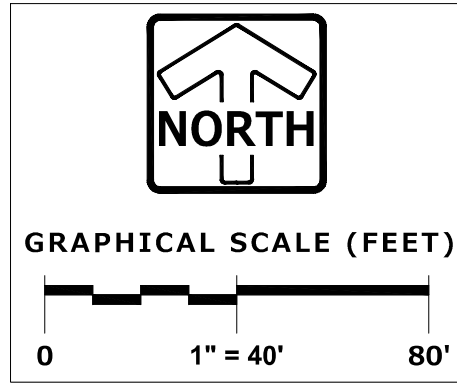
UTILITIES
POWER POLES AND OTHER OBSTRUCTIONS SHALL BE MOVED TO PROVIDE 2 FEET MINIMUM OF CLEAR DISTANCE FROM ANY FACE OF CURB OR EDGE OF SIDEWALK.
THERE MAY BE EXISTING UTILITIES OR OTHER FEATURES WHICH ARE EITHER NOT SHOWN OR SHOWN INCORRECTLY ON THIS PLAN. IT IS THE RESPONSIBILITY OF THE DEVELOPER TO LOCATE AND IDENTIFY ALL UTILITIES AND TOPOGRAPHY WHICH MAY AFFECT THE CONSTRUCTION OF THESE IMPROVEMENTS.
RELOCATION OR ADJUSTING OF PRIVATE UTILITY FACILITIES, SUCH AS POLES, PEDESTALS, BOXES, STRUCTURES, CASTINGS OR HANDHOLES, WITH PRIVATE UTILITY COMPANIES.

LEGEND

	HEAVY DUTY ASPHALT PAVEMENT - 10" - 1 1/2" CRUSHED AGGREGATE TB - 2" HMA PAVEMENT (2 LIFTS) - 2 1/2" BINDER COARSE - 3 LT 58-28 S - 1 1/2" SURFACE COARSE - 5 LT 58-28 S
	CONCRETE PAVEMENT - 6" CONCRETE SLAB WITH 6 x 6 - W2.0 x W2.0 W.W.M. - 6" MIN. - 1 1/2" CRUSHED AGGREGATE TB
	CONCRETE SIDEWALK - 5" CONCRETE SIDEWALK - 4" - 1 1/2" CRUSHED AGGREGATE TB

LEGEND

	SANITARY SEWER MANHOLE
	STORM SEWER MANHOLE
	STORM SEWER CATCH BASIN (ROUND CASTING)
	STORM SEWER CATCH BASIN (RECTANGULAR CASTING)
	PRECAST CONCRETE FLARED END SECTION
	CLEANOUT
	VALVE BOX
	FIRE HYDRANT
	SANITARY SEWER
	FORCE MAIN
	STORM SEWER
	DRAIN TILE
	WATER MAIN
	FIRE PROTECTION
	UTILITY CROSSING
	ELECTRICAL CABLE
	GAS MAIN
	TELEPHONE LINE
	OVERHEAD WIRES
	LIGHTING
	ELECTRICAL TRANSFORMER OR PEDESTAL
	POWER POLE
	POWER POLE WITH LIGHTS
	STREET SIGN
	UTILITY TO BE REMOVED



PINNACLE ENGINEERING GROUP
ENGINEERING | NATURAL RESOURCES | SURVEYING
WISCONSIN OFFICE: 20725 WATERTOWN ROAD, SUITE 100, BROOKFIELD, WI 53186, (262) 754-8888, CHICAGO | MILWAUKEE | NATIONWIDE

2501 S STOUGHTON ROAD
2501 S STOUGHTON RD, MADISON, WI

UTILITY PLAN

REVISIONS

NO.	DATE	DESCRIPTION

REG. JOB No. 2151.00
REG. PH. MTS
START DATE 09/02/20
SCALE 1"=40'
SHEET 5