

# CITY OF MADISON CITY ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS PLAN OF PROPOSED IMPROVEMENT

### **INDEX OF SHEETS**

SHEET NO. X1-X2

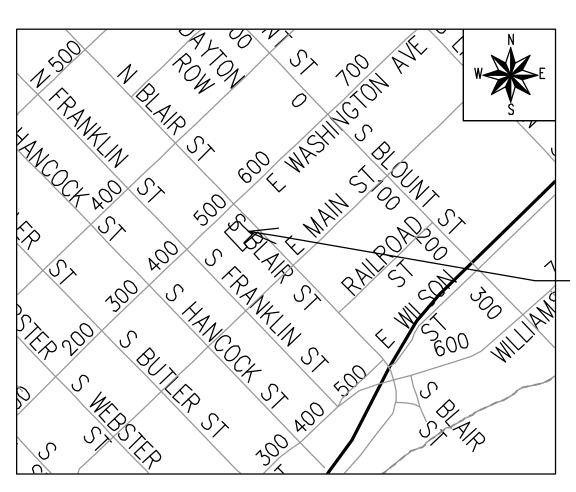
SHEET NO. D1 STANDARD NOTES
SHEET NO. D2 TYPICAL SECTION
SHEET NO. P1-P2 PLAN & PROFILE
SHEET NO. U1 UTILITY PLAN
SHEET NO. L1 LANDSCAPING PLAN

**CROSS SECTIONS** 

NO MAINTENANCE PLAN REQUIRED

# 4 S BLAIR STREET - PORCHLIGHT

CITY PROJECT NO. 15390 CONTRACT NO. 9560



PROJECT LOCATION BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN

PUBLIC IMPROVEMENT PROJECT

04/22/2025

City Engineer Date

STREET

APPROVED BY:

STREET DESIGNED BY:

APPROVED



STORM SEWER DESIGNED BY:

LATERAL ONLY

WATER DESIGNED BY: SANITARY SEWER DESIGNED BY:

LATERAL ONLY

LATERAL ONLY

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THE LOCATION AND INFORMATION FOR PROPOSED NEW TREES, IN THE PUBLIC RIGHT OF WAY OR ON PUBLIC LANDS ARE APPROXIMATE AND ARE SHOWN FOR REFERENCE ONLY. THE LOCATIONS, SPECIFICATIONS AND PLANTING METHODS OF ALL PROPOSED NEW OR REPLACEMENT TREES IN THE PUBLIC RIGHT OF WAY OR ON PUBLIC LANDS SHALL BE APPROVED BY THE CITY FORESTER PRIOR TO INSTALLATION.

NO TREES IN THE RIGHT OF WAY OR ON PUBLIC LANDS SHALL BE TRIMMED, PRUNED, REMOVED OR ADVERSELY AFFECTED IN ANY WAY UNTIL THE DEVELOPER HAS RECEIVED WRITTEN PERMISSION FROM THE CITY ENGINEER OR CITY FORESTER. SAID WRITTEN PERMISSION SHALL INCLUDE LANGUAGE INDICATING THAT SECTION 10.101 OF THE MADISON GENERAL ORDINANCES AND ADMINISTRATIVE PROCEDURE MEMORANDUM NO. 6-2, REFERRING TO NOTIFICATION OF PROPERTY OCCUPANTS AND/OR OWNERS, HAS BEEN COMPLIED WITH.

DEVELOPER MUST SUBMIT A TRAFFIC CONTROL PLAN TO CITY TRAFFIC ENGINEERING AT LEAST 14 DAYS PRIOR TO THE START OF WORK. WORK SHALL NOT PROCEED UNTIL AN APPROVED TRAFFIC CONTROL PLAN IS IN PLACE.

CONTACT THE PROJECT ENGINEER AND DESIGNER, GRECIA IZQUIERDO, AT GIZQUIERDO@CITYOFMADISON.COM FOR CAD FILES AND ALIGNMENT DATA PRIOR TO STAKING.

CONTACT THE CITY CONSTRUCTION ENGINEER, KYLE FRANK, AT KFRANK@CITYOFMADISON.COM FOR PRECONSTRUCTION SCHEDULING, COORDINATION, AND INSPECTION.

CONVENTIONA	LCICNE
CONVENTIONA FIELD VERIFY ALL UTIL	
GAS	——— G ———
STORM SEWER	—— ST ——
SANITARY SEWER	SAN
WATER	—— w ——
BURIED ELECTRIC	— Е —
OVERHEAD ELECTRIC	——— OH———
POWER POLE	
ADA COMPLIANT RAMP I DETECTABLE WARNING	' <u>::::</u>
COMBUSTIBLE FLUIDS	-Charles

UNDERDRAINS SHALL BE INSTALLED PER STANDARD DETAIL DRAWING 4.05 FOR 75' ON EACH SIDE OF THE LOW POINT, OR TO THE NEAREST CURB HIGH POINT. ALL UNDERDRAIN SHALL BE WRAPPED.

ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADE OF 0.5% TOWARD STORM SEWER INLETS.

ALL DITCHES SHALL DRAIN WITH A MINIMUM GRADE OF 0.5%

THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB RAMPS SHALL TYPICALLY 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. 3.04. 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. SIDE SLOPES WITHIN TEN FEET OF A PUBLIC SIDEWALK SHALL NOT EXCEED 4:1. 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 A.D.A. GUIDELINES.

OBTAIN A PRINT OUT OF THE ALIGNMENTS FROM THE CITY PROJECT ENGINEER PRIOR TO STAKING THIS PROJECT. THE CITY PROJECT ENGINEER IS GRECIA IZQUIERDO, EMAIL: GIZQUIERDO@CITYOFMADISON.COM

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.

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 UNLESS OTHERWISE INDICATED ON THE PLANS.

ANY INFORMATION SHOWN ON THIS PLAN, WHICH IS NOT PART OF THIS RIGHT-OF-WAY PROJECT, IS PRELIMINARY AND NOT FOR CONSTRUCTION.

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.

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.

PAVEMENT SAWCUTS SHALL BE AS DIRECTED BY THE CITY CONSTRUCTION ENGINEER. SAWCUTS SHOWN ON THE PLAN ARE APPROXIMATE.

CURB ON CUL DE SACS SHALL BE INSTALLED ACCORDING TO S.D.D 3.05.

ALL WORK IN THE RIGHT OF WAY AND PUBLIC EASEMENTS SHALL BE IN ACCORDANCE WITH THE CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION LATEST EDITION.

ALL PROPOSED IMPROVEMENTS IN THE RIGHT-OF-WAY ARE BASED ON SURVEY DATA PROVIDED BY THE DEVELOPER OR ITS CONSULTANT. IN THE CASE THAT THE PROPOSED IMPROVEMENTS CAN NOT BE INSTALLED PER THESE PLANS OR THE CITY OF MADISON STANDARD SPECIFICATION FOR PUBLIC WORKS CONSTRUCTION, LATEST EDITION, THE DEVELOPER SHALL BE RESPONSIBLE FOR THE COST OF EXTRA WORK DUE TO INACCURACIES OF THE SURVEY.

THE DEVELOPER SHALL PERFORM ULOS (UTILITY LINE OPENINGS) TO IDENTIFY ALL POTENTIAL CONFLICTS FOR UNDERGROUND UTILITIES NECESSARY TO DETERMINE THE FEASIBILITY OF THE STORM AND / OR SANITARY CONNECTIONS. THIS SHALL BE DONE PRIOR TO THE ISSUANCE OF THE CITY PLANS AND PRIOR TO THE START OF WORK ON ANY WORK COVERED UNDER THE DEVELOPER'S AGREEMENT. THE DEVELOPER SHALL BE FULLY RESPONSIBLE FOR IDENTIFYING CONFLICTS AND MODIFYING THEIR DESIGNS TO FIT THE SITE. MODIFICATIONS NECESSARY TOO SERVE THE SITE WILL BE THE DEVELOPER'S EXTENSE.

ALL UTILITY VERIFICATIONS AND ACCURACY OF THE DRAWINGS ARE THE RESPONSIBILITY OF THE DEVELOPER. ANY CONFLICTS THAT ARISE FROM MISSING OR ERRONEOUS INFORMATION WILL BE AT THE EXPENSE OF THE DEVELOPER. NO PRECAST STRUCTURES WILL BE APPROVED FOR STORM OR SANITARY SEWER UNTIL ALL POTENTIAL UTILITY CONFLICTS ARE RESOLVED.

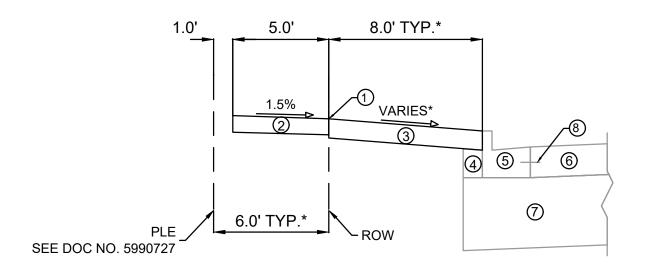
IN LOCATIONS WHERE PAVEMENT RESTORATION IS NOT IDENTIFIED ADJACENT TO CURB AND GUTTER REPLACEMENT, IT IS ASSUMED THAT CURB AND GUTTER WILL BE REPLACED WITHOUT DAMAGING ADJACENT PAVEMENT. IF DAMAGED, THE PAVEMENT RESTORATION LIMITS SHALL BE EXTENDED BY THE CITY CONSTRUCTION ENGINEER AS NECESSARY TO MEET THE STANDARD PATCHING CRITERIA.

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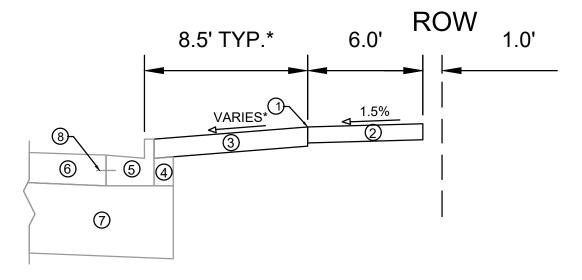


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D-1



# **TYPICAL SECTION** S BLAIR ST

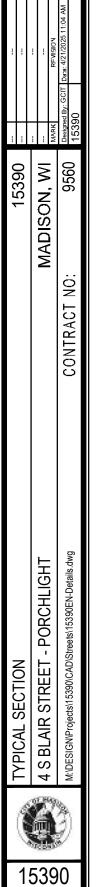


# **TYPICAL SECTION E WASHINGTON AVE**

- POINT REFERRED TO ON PROFILE
- 5" CONCRETE SIDEWALK
- 6" TOPSOIL, SEED, AND MATT
- EXISTING FILL TO REMAIN, INSTALL AT CURB REPLACEMENT LOCATIONS
- EXISTING CONCRETE CURB & GUTTER TYPE A MODIFIED, REPLACE AT LOCATIONS SHOWN IN P SHEETS OR AS DETERMINED BY CONSTRUCTION ENGINEER. GUTTER THICKNESS SHALL MATCH ADJACENT CONCRETE PAVEMENT THICKNESS.\*\*
- **6**78 EXISTING CONCRETE PAVEMENT TO REMAIN
- EXISTING ROAD BASE TO REMAIN
- **EXISTING TIE BAR**

SPECIAL	NOTES:

- SEE X-SHEETS AND P-SHEETS FOR CROSS SECTIONS AND SLOPES
- ANY CURB REPLACEMENT SHALL INCLUDE TIE BARS INTO THE ADJACENT CONCRETE PAVEMENT IN ACCORDANCE WITH THE CITY OF MADISON S.D.D. 3.10



D-2

