



Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

PUBLIC IMPROVEMENT PROJECT APPROVED

NOVEMBER 29, 2011

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

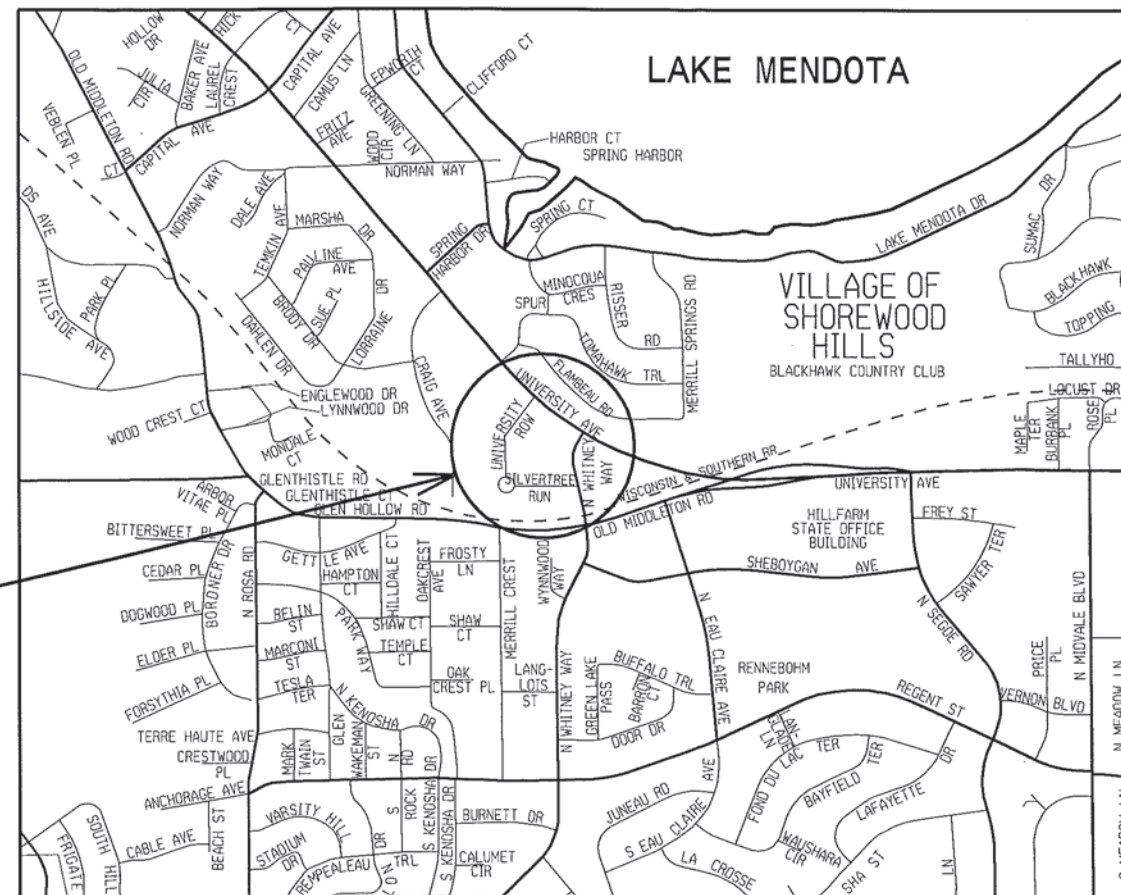
[Signature] 5/7/12
City Engineer Date

INDEX OF SHEETS

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SHEET U6A & W4A ADDED 6/4/2012
PLANS REVISED 6/4/2012 - G.E.Y.

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	<i>[Explosion symbol]</i>



CITY PROJECT NO. 53B2266
CONTRACT NO. 2266

UNIVERSITY CROSSING

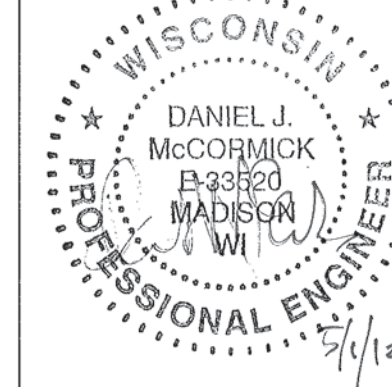
PROJECT LOCATION

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%.

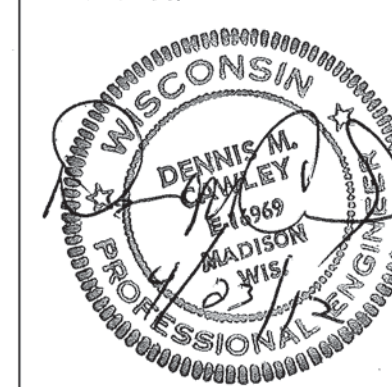
GEOMETRICS
DESIGNED BY:



STREET
DESIGNED BY:



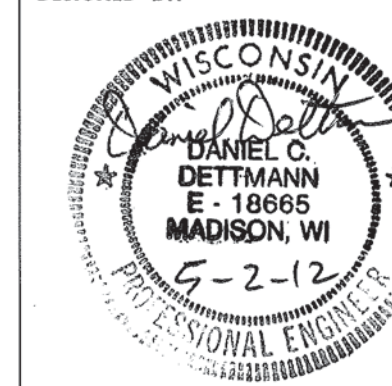
WATER MAIN
DESIGNED BY:



STORM SEWER
DESIGNED BY:



ELECTRICAL
DESIGNED BY:



SANITARY SEWER
DESIGNED BY:



DETAILS

STANDARD NOTES
AND COMMENTS

CITY OF MADISON

ALL ASPHALT PAVEMENT ON UNIVERSITY AVE SHALL BE TYPE "C."
ALL PAVEMENT IN THE WHITNEY WAY RIGHT OF WAY SHALL BE TYPE 'C'.
ALL PAVEMENT IN THE UNIVERSITY ROW AND SILVERTREE RUN
RIGHTS OF WAY SHALL BE TYPE 'B'.

ALL ISLANDS SHALL HAVE TYPE "H" CURB & GUTTER PER S.D.D. 3.08 UNLESS
NOTED OTHERWISE IN THE PLAN. ALL ISLANDS SHALL HAVE MOUNTABLE NOSES
PER S.D.D. 3.13. ALL OTHER CURB & GUTTER SHALL BE TYPE "A" PER S.D.D. 3.06.

ISLAND INTERIORS SHALL BE OF SOD WHERE THE BACK TO BACK OF
CURB DIMENSION IS GREATER THAN 6'.

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

PAVEMENT CROSS SLOPES SHALL BE 2%, TERRACES SHALL SLOPE
AT A 4% GRADE TOWARD THE GUTTER, SHOULDERS SHALL HAVE A
4% CROSS SLOPE AND CROSS SLOPES FORMING DITCHES SHALL NOT
EXCEED 4.00:1 UNLESS OTHERWISE INDICATED.

THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB
RAMPS SHALL BE 2%. 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. A 2 FOOT WIDE CONCRETE FLUME 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 4.00:1. THE DESIGN OF SIDEWALK
ELEVATIONS AND GRADES IS NOT INCLUDED IN THIS PLAN. 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 ALIGNMENT FROM THE CITY ENGINEER
PRIOR TO STAKING THIS PROJECT.

CURB STATION AND OFFSETS SHALL BE TO THE FACE OF CURB UNLESS
OTHERWISE INDICATED. CURB ELEVATIONS SHALL BE TO THE TOP OF
CURB (OR EXTENDED TOP OF CURB FOR DRIVEWAYS OR RAMPS) 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.

ANY INFORMATION SHOWN ON THIS PLAN, WHICH IS NOT PART OF THIS
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 SDD 3.05.

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.

STREET TREES SHALL BE REPLACED AS SHOWN IN THE PLAN OR AS DIRECTED
BY THE CITY FORESTER. COORDINATE STREET TREE PLANTING, LOCATIONS,
QUANTITY, SPECIES AND SIZE WITH DEAN KAHL OF CITY FORESTRY, 266-4891.

THE DEVELOPER SHALL REPLACE ALL CURB & GUTTER AND
SIDEWALK THAT IS DAMAGED OR DETERMINED TO BE IN
UNSATISFACTORY CONDITION.

THESE PLANS ARE FOR WORK WITHIN THE PUBLIC RIGHT-OF-WAY
ONLY. INFORMATION SHOWN ON PRIVATE LANDS IS FOR REFERENCE ONLY.

ALL PAVEMENT SHALL BE PATCHED IN ACCORDANCE WITH CITY PAVEMENT
PATCHING CRITERIA AND SHALL BE ACCOMPLISHED AS DIRECTED BY THE CITY
CONSTRUCTION ENGINEER. ALL SAWCUTS FOR PAVEMENT PATCHES
SHALL BE LOCATED AS DIRECTED BY THE CITY CONSTRUCTION ENGINEER.

ALL DISTURBED TERRACE AREAS SHALL BE RESTORED WITH
4-INCHES OF TOP SOIL AND SEED UNLESS DIRECTED OTHERWISE
ON THE PLAN OR BY THE CITY CONSTRUCTION ENGINEER.

THE DEVELOPER/CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN
FOR REVIEW TO THE CITY TRAFFIC ENGINEERING DIVISION AT LEAST 10
WORKING DAYS PRIOR TO WORK BEGINNING WITHIN UNIVERSITY AVENUE
OR WHITNEY WAY RIGHT OF WAY. THE TRAFFIC CONTROL PLAN SHALL
COMPLY WITH ALL MUTCD REQUIREMENTS. WORK SHALL NOT PROCEED IN
UNIVERSITY AVENUE OR WHITNEY WAY 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, ECT. THE DEVELOPER/CONTRACTOR SHALL BE RESPONSIBLE
FOR PHASING WORK AS NECESSARY TO MEET THE REQUIREMENTS OF THE
APPROVED TRAFFIC CONTROL PLAN.

Pavement Patching Criteria

Criteria use on:

Streets with pavement rating > 6
Arterial Streets

1. Length of Patch

- a. Minimum 50 feet long
- b. Minimum of 15 feet beyond the excavation
- c. Where multiple patches are created and the separation between them is less than 100 feet, the patches shall be combined into a single patch.
- d. The patches shall be adjusted in the field to meet special conditions such as previous paving or patching limits.

2. Width of Patch (all dimensions are curb face to curb face)

- a. All Streets Except Divided or one way roadways
 - i. Street Width 0 to 24 feet wide - Patch entire street width
 - ii. Street Width 25 to 37 feet wide - Patch one half the street width (curb to centerline of roadway). Note - Utility Engineer may adjust paving limit to correspond with a painted centerline in situations where the painted centerline is not in the center of the street.
 - iii. Street Width 38 feet and up - Patch width of entire lane for each lane which was disturbed by the excavation.
 - 1. If the lane is adjacent to a bike lane, include the bike lane. (except when there is a parking lane between the bike lane and the curb)
 - 2. If the lane is a bike lane and adjacent to a parking lane, include the parking lane.
 - 3. If the lane is a bike lane and not adjacent to a parking lane, include the adjacent travel lane.
- b. Divided Roadways and One Way Streets
 - i. Street 0 to 19 feet wide - Patch entire street width
 - ii. Street Width 20 feet and up - Patch width of entire lane for each lane which was disturbed by the excavation.
 - 1. If the lane is adjacent to a bike lane, include the bike lane. (except when there is a parking lane between the bike lane and the curb)
 - 2. If the lane is a bike lane and adjacent to a parking lane, include the parking lane.
 - 3. If the lane is a bike lane and not adjacent to a parking lane, include the adjacent travel lane.

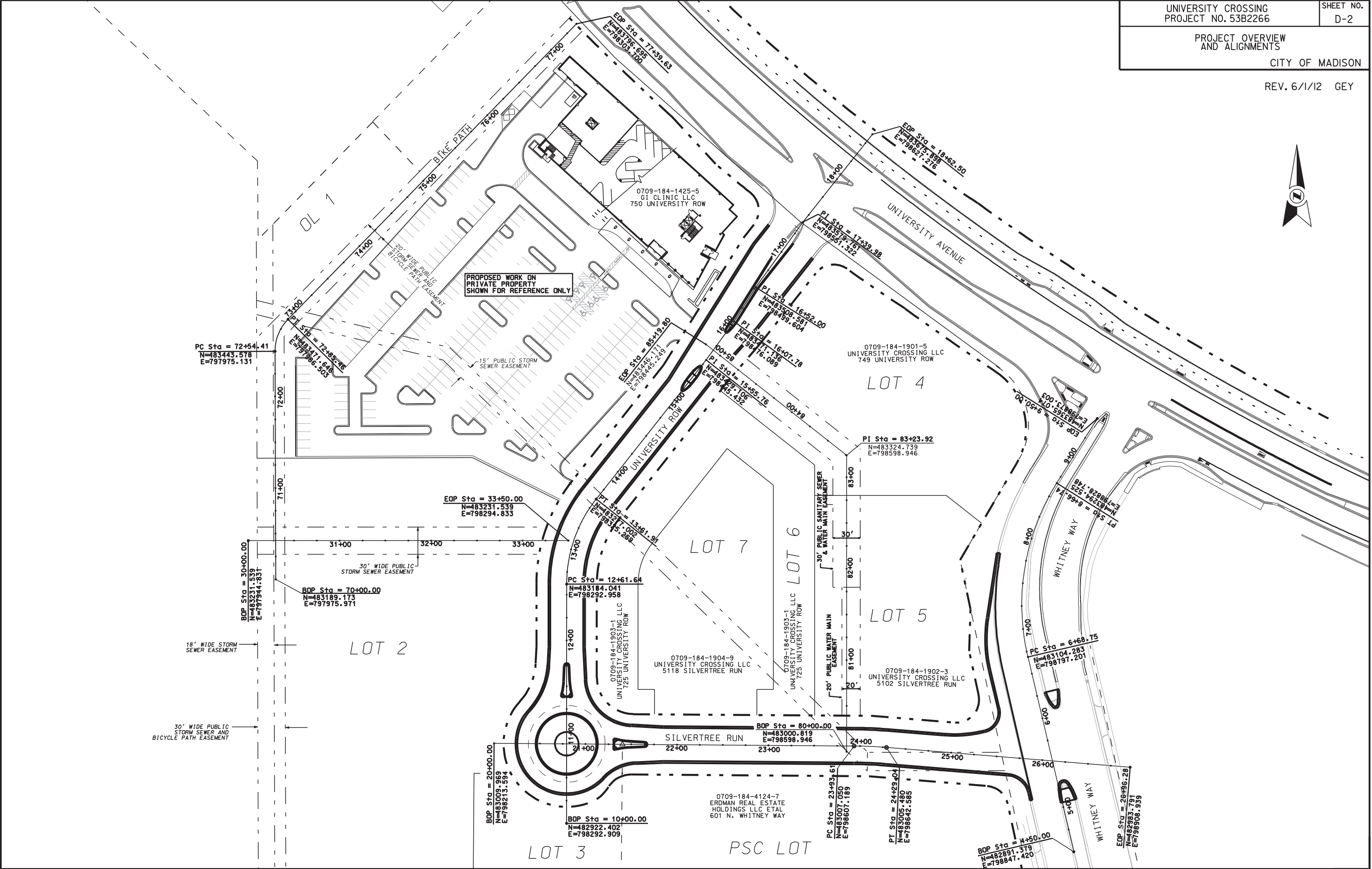
STREET RATINGS

STREET NAME	CLASSIFICATION	PAVEMENT RATING
UNIVERSITY AVE	PRIMARY ARTERIAL	UNDER CONSTRUCTION
WHITNEY WAY	ARTERIAL	5

PROJECT OVERVIEW
AND ALIGNMENTS

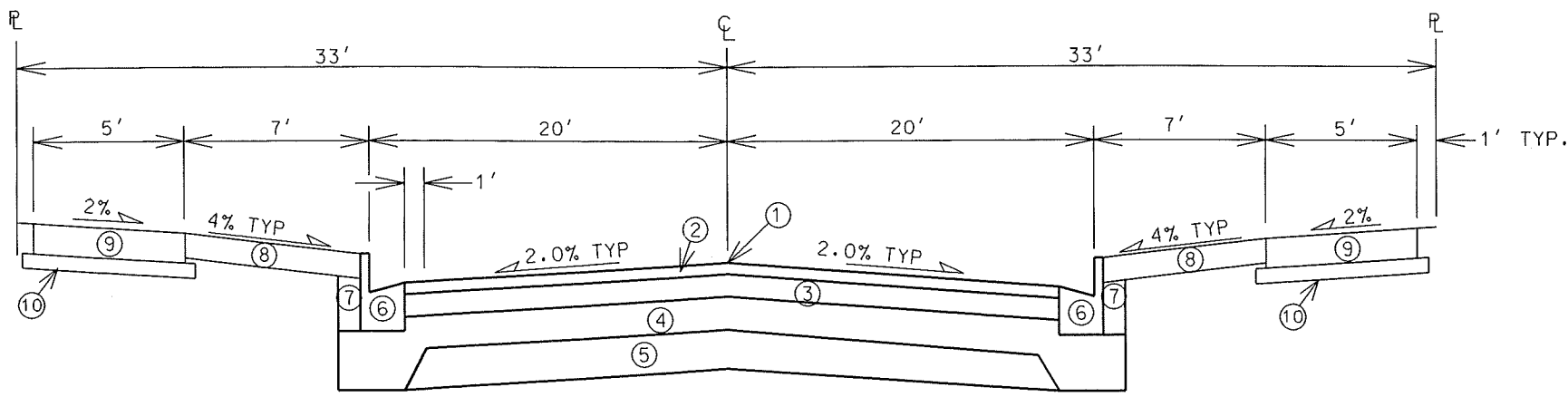
CITY OF MADISON

REV. 6/1/12 GEY

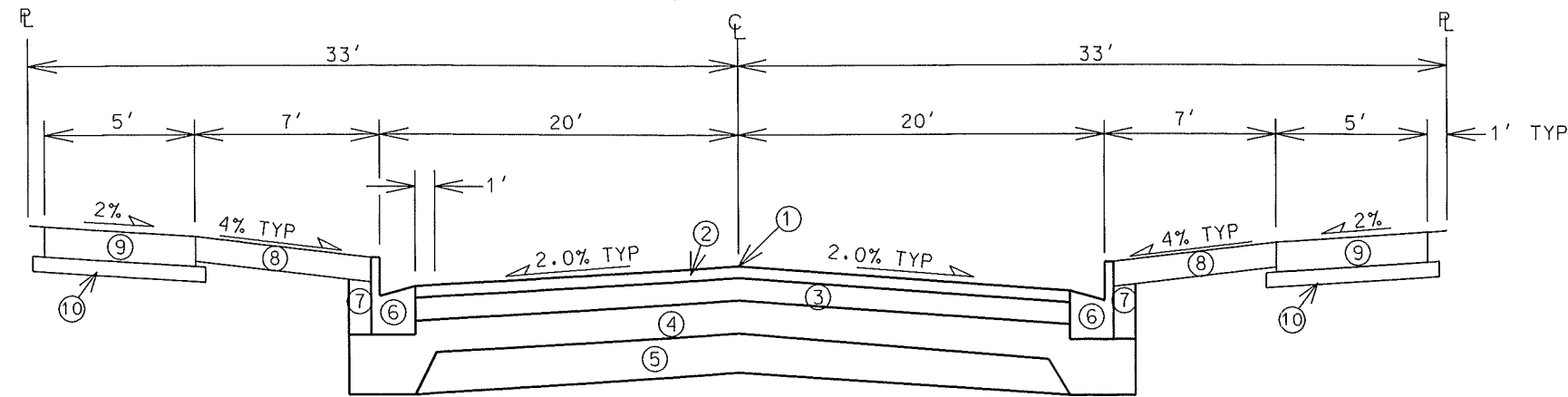


REV. DATE: PLOT NAME: PLOT SCALE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



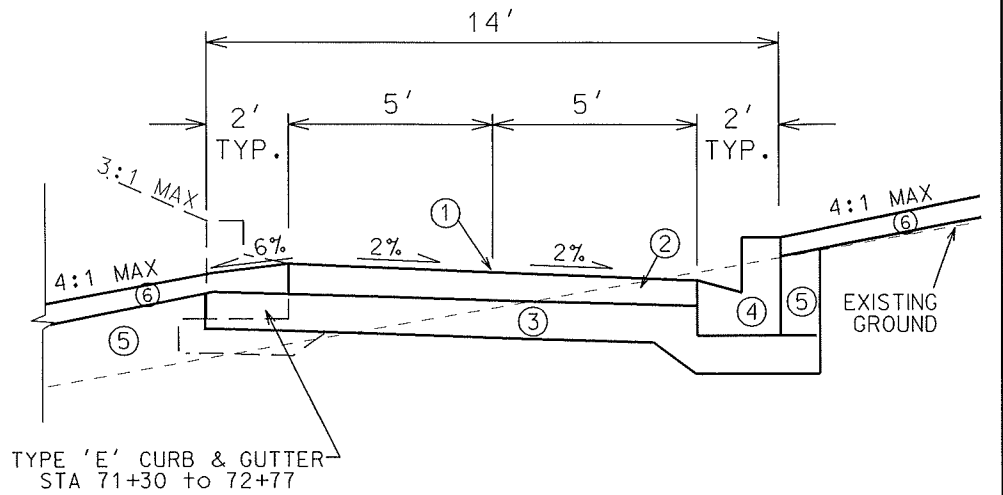
TYPICAL FINISHED SECTION
UNIVERSITY ROW
STA. 11+93 TO STA. 15+00
NOT TO SCALE



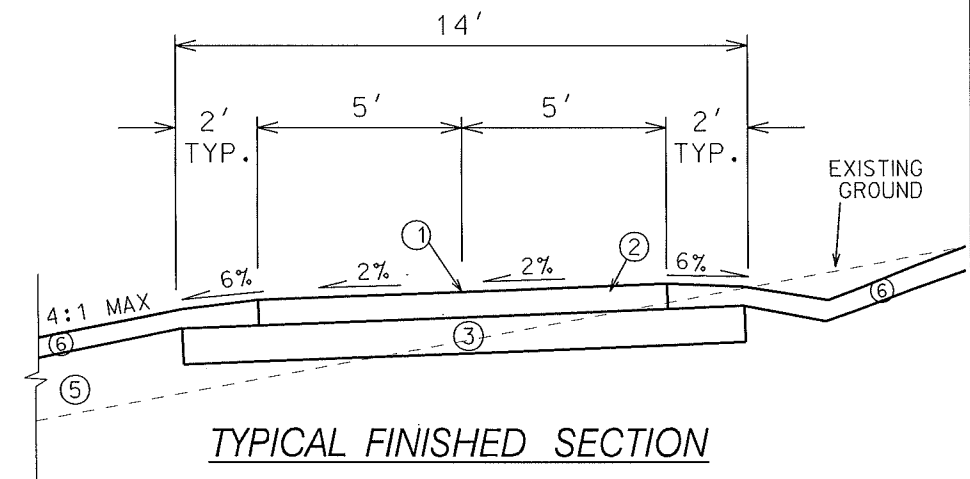
TYPICAL FINISHED SECTION
SILVERTREE RUN
STA. 21+80 TO STA. 25+00
NOT TO SCALE

- ① POINT REFERRED TO ON PROFILE
- ② 2" BITUMINOUS UPPER LAYER, TYPE E-1
- ③ 2 1/4" BITUMINOUS LOWER LAYER, TYPE E-1
- ④ 4" GRADATION 2 CRUSHED STONE
- ⑤ 6" GRADATION 1 CRUSHED STONE
- ⑥ TYPE 'A' OR 'X' CONCRETE CURB & GUTTER
- ⑦ FILL
- ⑧ 4" TOPSOIL & SEED
- ⑨ 5" CONCRETE SIDEWALK
- ⑩ 2" SELECT FILL OR 3" GRAD 3 CRUSHED STONE PER SDD 4.02

NOTES:
A PAVEMENT DESIGN IN ACCORDANCE WITH STANDARD
DETAIL DRAWING 4.06 IS REQUIRED ON ALL PROJECTS
SEE PLAN & CROSS SECTION SHEETS FOR
CROSS SLOPES AND TOP OF CURB ELEVATIONS.



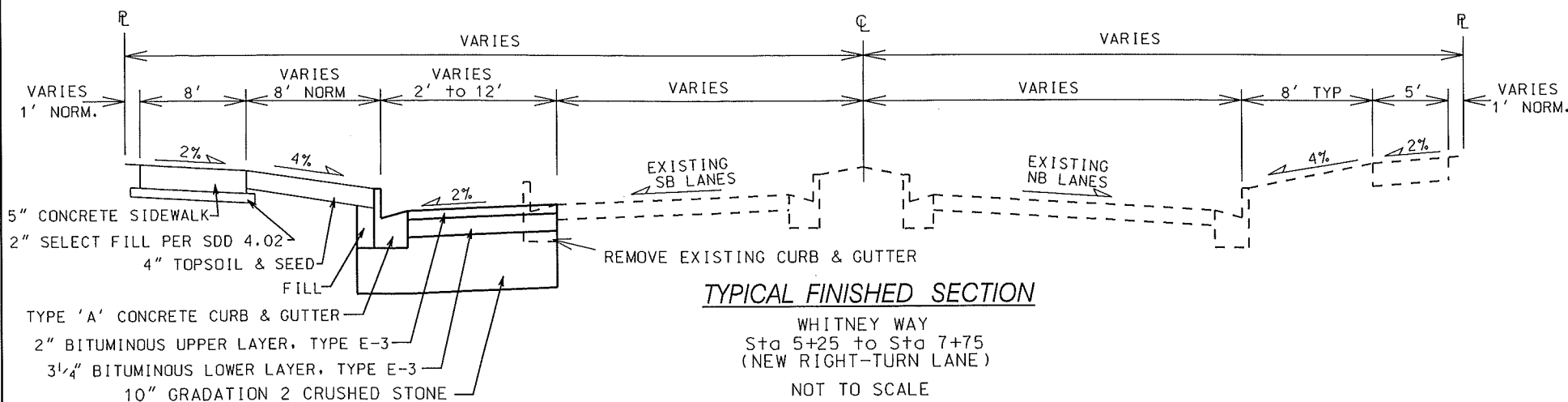
TYPICAL FINISHED SECTION
BIKE PATH
Sta 71+30 TO Sta 75+00
NOT TO SCALE



TYPICAL FINISHED SECTION
BIKE PATH
Sta 75+25 TO Sta 77+39.63
NOT TO SCALE

- ① POINT REFERRED TO ON PROFILE
- ② 3" ASPHALTIC CONCRETE PAVEMENT, TYPE E-0.3
- ③ 6" CRUSHED AGGREGATE BASE COURSE
- ④ TYPE 'H' CONCRETE CURB & GUTTER
- ⑤ FILL
- ⑥ RESTORE ALL DISTURBED AREAS WITH 4" TOPSOIL, SEED & MULCH

NOTE: BIKE PATH CONSTRUCTION SHALL COMPLY WITH SDD 4.08



TYPICAL FINISHED SECTION
WHITNEY WAY
Sta 5+25 to Sta 7+75
(NEW RIGHT-TURN LANE)
NOT TO SCALE

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

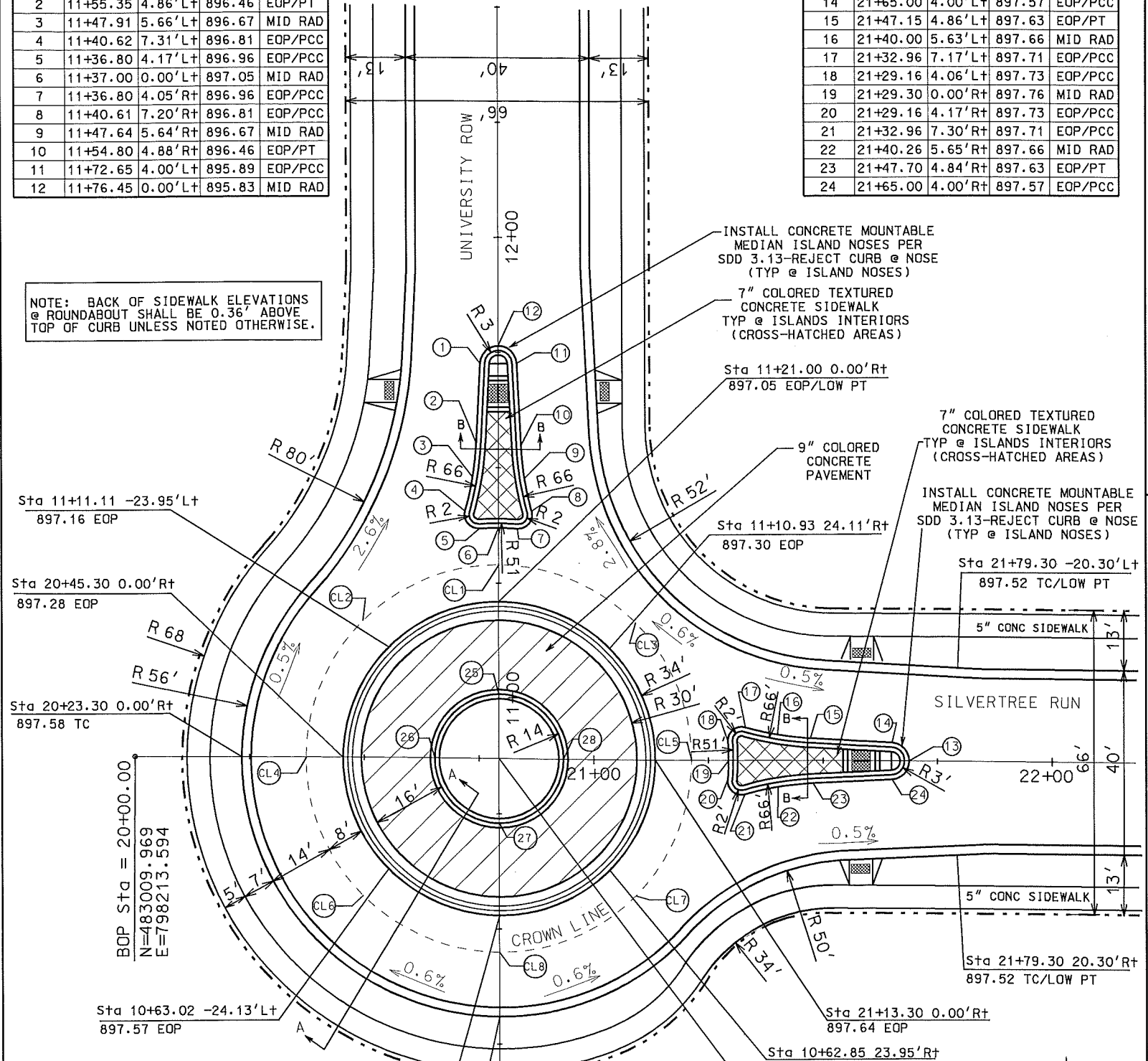
UNIVERSITY ROW SPLITTER ISLAND

POINT	STATION	OFFSET	ELEV.	DESCRIP.
1	11+72.65	4.00'L+	895.89	EOP/PC
2	11+55.35	4.86'L+	896.46	EOP/PT
3	11+47.91	5.66'L+	896.67	MID RAD
4	11+40.62	7.31'L+	896.81	EOP/PCC
5	11+36.80	4.17'L+	896.96	EOP/PCC
6	11+37.00	0.00'L+	897.05	MID RAD
7	11+36.80	4.05'R+	896.96	EOP/PCC
8	11+40.61	7.20'R+	896.81	EOP/PCC
9	11+47.64	5.64'R+	896.67	MID RAD
10	11+54.80	4.88'R+	896.46	EOP/PT
11	11+72.65	4.00'L+	895.89	EOP/PCC
12	11+76.45	0.00'L+	895.83	MID RAD

SILVERTREE RUN SPLITTER ISLAND

POINT	STATION	OFFSET	ELEV.	DESCRIP.
13	21+68.80	0.00'L+	897.54	MID RAD
14	21+65.00	4.00'L+	897.57	EOP/PCC
15	21+47.15	4.86'L+	897.63	EOP/PT
16	21+40.00	5.63'L+	897.66	MID RAD
17	21+32.96	7.17'L+	897.71	EOP/PCC
18	21+29.16	4.06'L+	897.73	EOP/PCC
19	21+29.30	0.00'R+	897.76	MID RAD
20	21+29.16	4.17'R+	897.73	EOP/PCC
21	21+32.96	7.30'R+	897.71	EOP/PCC
22	21+40.26	5.65'R+	897.66	MID RAD
23	21+47.70	4.84'R+	897.63	EOP/PT
24	21+65.00	4.00'R+	897.57	EOP/PCC

NOTE: BACK OF SIDEWALK ELEVATIONS @ ROUNDABOUT SHALL BE 0.36' ABOVE TOP OF CURB UNLESS NOTED OTHERWISE.



CIRCULAR ROADWAY CROWN LINE ELEV

POINT	STATION	OFFSET	ELEV.
CL1	11+29.00	0.00'L+	897.21
CL2	11+16.66	29.70'L+	897.24
CL3	11+16.58	29.80'R+	897.46
CL4	20+37.30	0.00'L+	897.44
CL5	21+21.30	0.00'L+	897.79
CL6	10+57.28	29.70'L+	897.71
CL7	10+57.28	29.70'R+	897.84
CL8	10+45.00	0.00'L+	897.98

Sta 10+53.00 0.00'R+ 897.86 EOP CURB HIGH PT
 Sta 10+31.00 0.00'R+ 898.12 TC CURB HIGH PT
 BOP Sta = 10+00.00
 N=482922.402
 E=798292.909

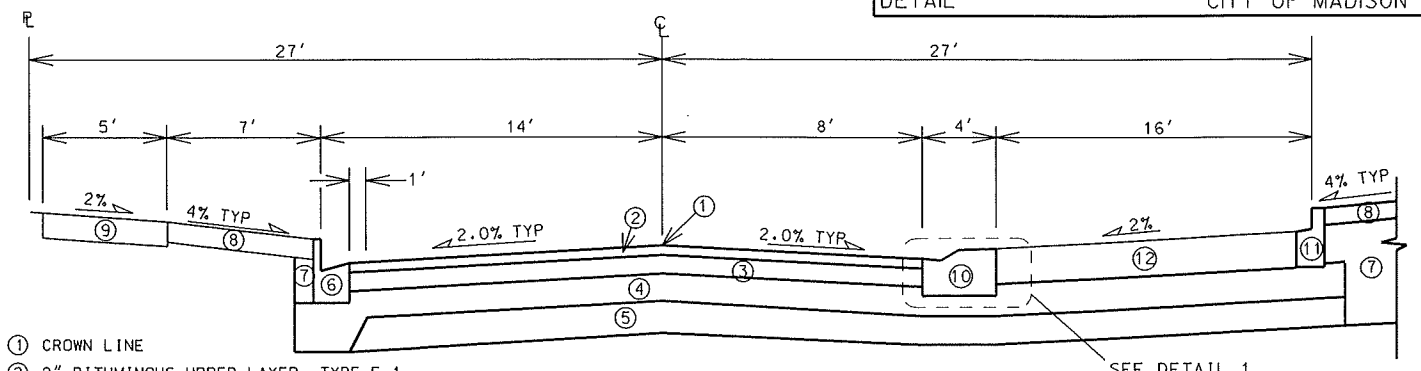
*CIRCLE CENTER COORDS
 N=483009.381
 E=798292.925
 ELEV=899.20

CENTER CIRCLE TOC ELEVATIONS

POINT	STATION	OFFSET	ELEV.
25	11+01.00	0.00'L+	898.28
26	20+65.30	0.00'L+	898.51
27	10+73.00	0.00'L+	899.09
28	20+93.30	0.00'L+	898.87

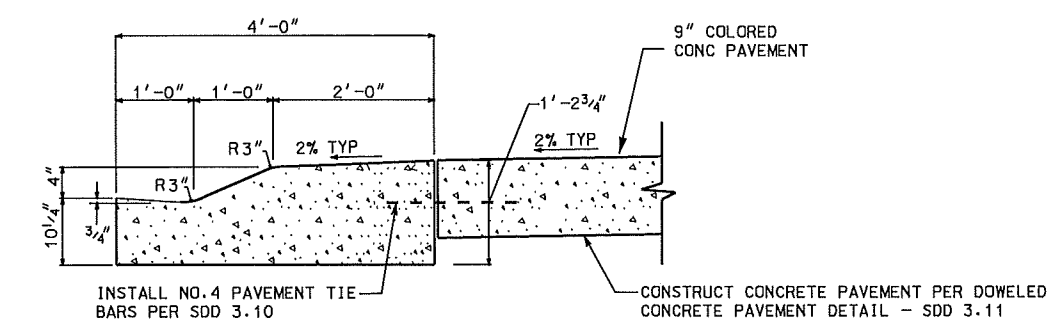
ROUNDABOUT PLAN
 SCALE 1' = 30'

LOT 3

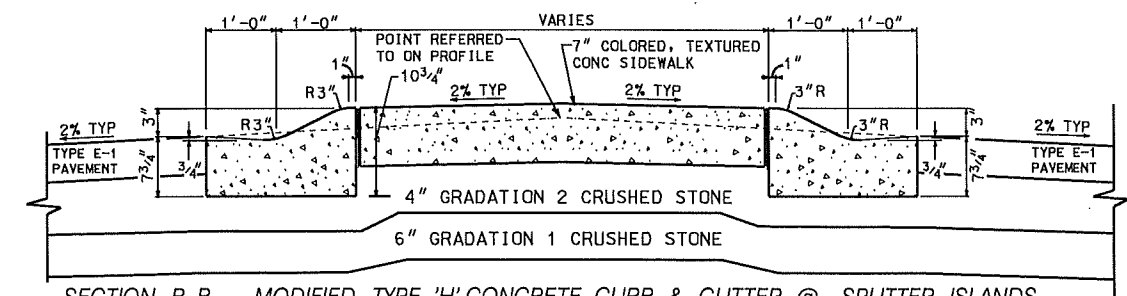


SECTION A-A TYPICAL FINISHED HALF SECTION @ ROUNDABOUT

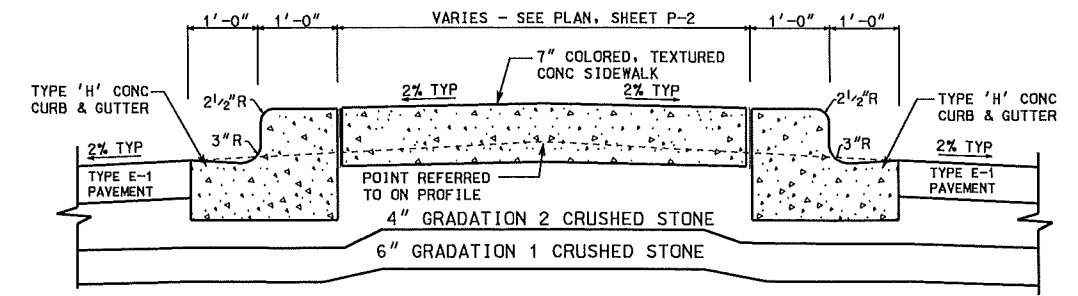
NOT TO SCALE



DETAIL 1 - MOUNTABLE CONCRETE CURB & GUTTER @ ROUNDABOUT

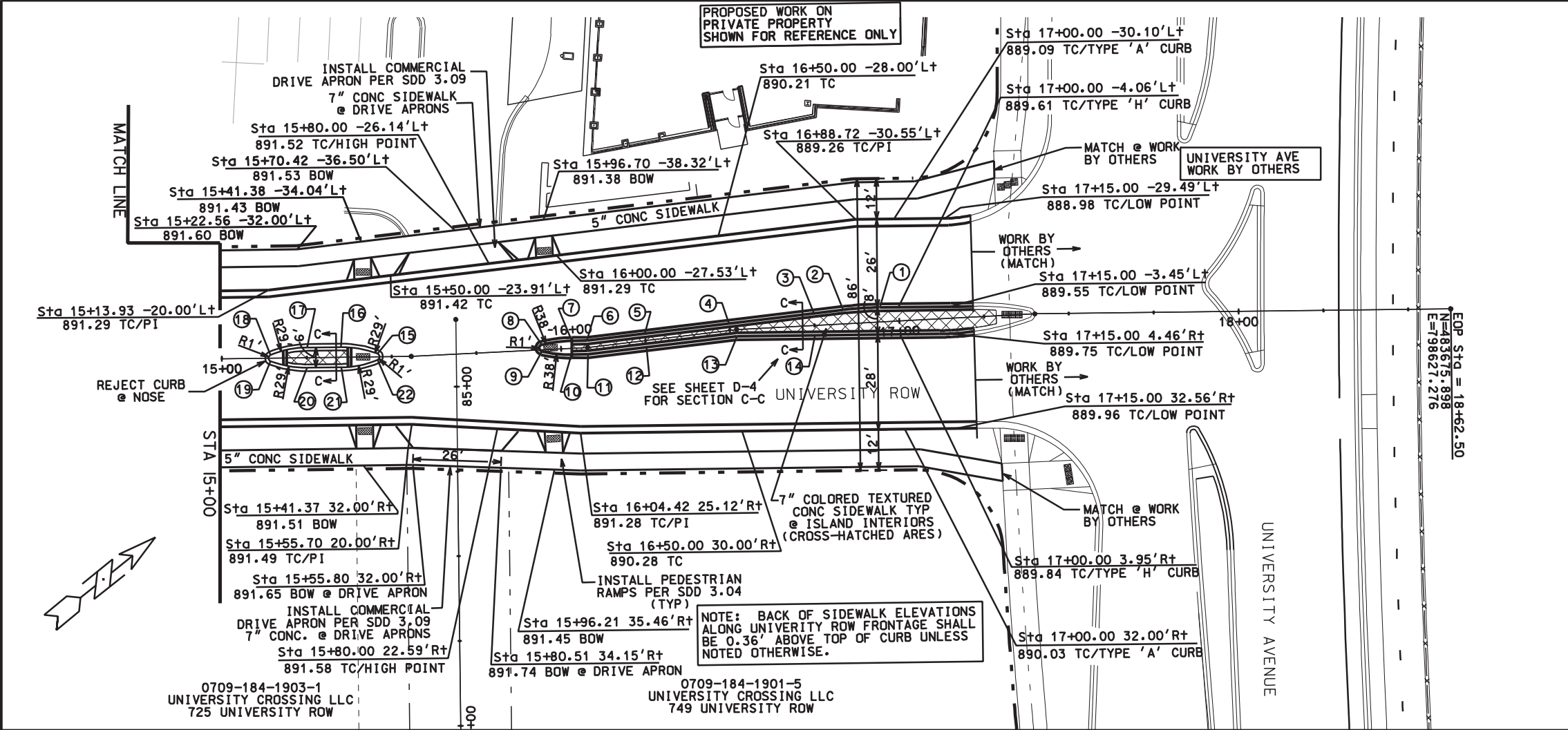


SECTION B-B MODIFIED TYPE 'H' CONCRETE CURB & GUTTER @ SPLITTER ISLANDS



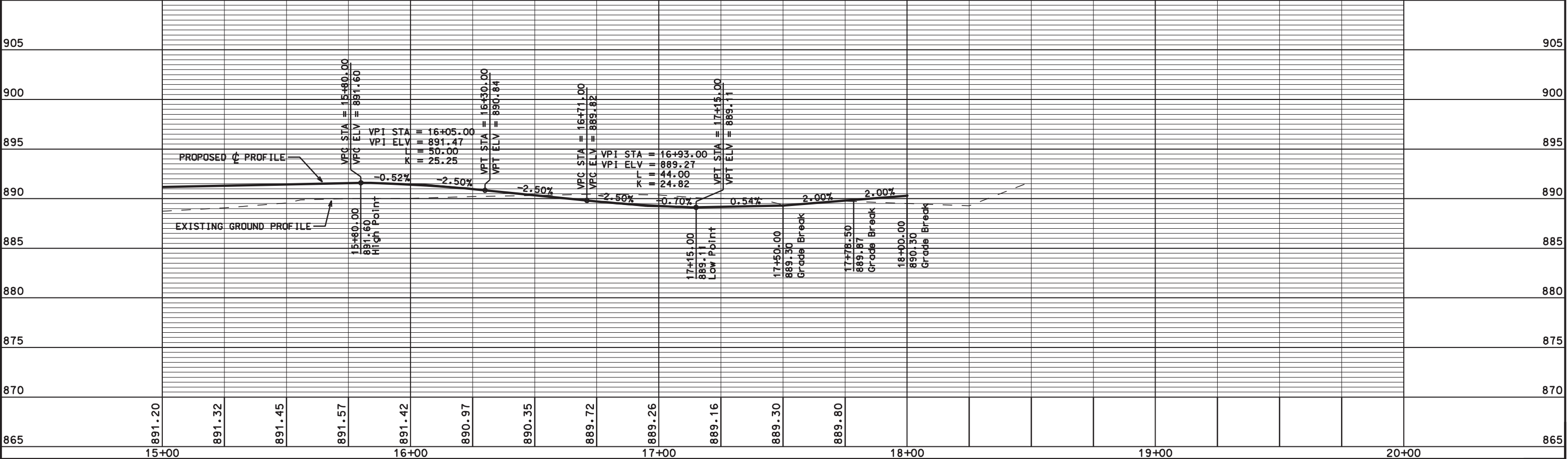
SECTION C-C MEDIAN ISLANDS-UNIVERSITY ROW- Sta 15+19 to 15+32 and Sta 16+03 to 17+29

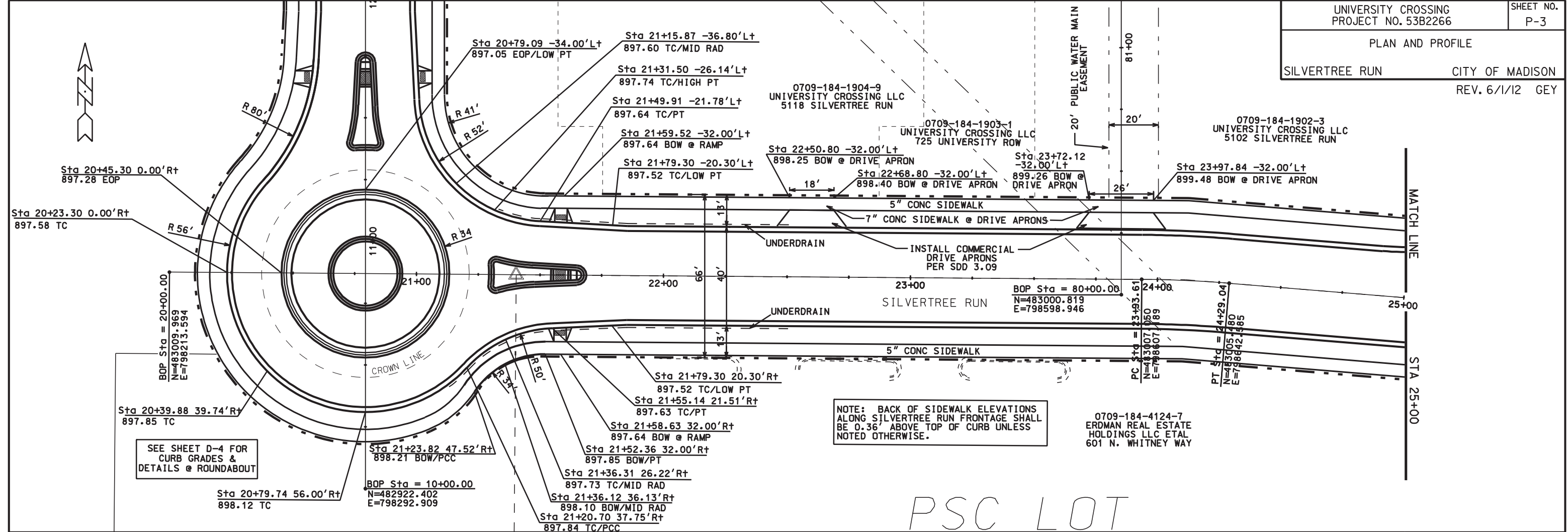
ORIGINATOR: CITY OF MADISON, STREET'S DIVISION



UNIVERSITY ROW MEDIAN ISLAND CURB GRADES

POINT	STATION	OFFSET	ELEV.	DESCRIP.
1	16+94.47	-4.30'Lt	889.69	TC/PT
2	16+83.69	-4.15'Lt	889.88	TC/PC
3	16+75.00	-3.56'Lt	890.09	TC
4	16+50.00	-2.00'Lt	890.73	TC
5	16+25.00	-2.00'Lt	891.35	TC
6	16+07.89	-2.00'Lt	891.68	TC/PI
7	16+03.21	-2.18'Lt	891.75	TC/PT
8	15+94.36	-1.48'Lt	891.89	TC/PCC
9	15+94.29	0.46'Rt	891.91	TC/PCC
10	16+02.98	1.82'Rt	891.77	TC/PC
11	16+07.78	2.00'Rt	891.68	TC/PI
12	16+25.00	2.00'Rt	891.35	TC
13	16+52.08	2.00'Rt	890.67	TC/PI
14	16+75.00	2.92'Rt	890.10	TC
15	15+45.85	-0.93'Lt	891.79	TC/PCC
16	15+35.09	-3.00'Lt	891.73	TC/PC
17	15+25.09	-3.00'Lt	891.68	TC/PT
18	15+14.32	-0.93'Lt	891.63	TC/PCC
19	15+14.32	0.93'Rt	891.63	TC/PCC
20	15+25.09	3.00'Rt	891.68	TC/PT
21	15+35.09	3.00'Rt	891.73	TC/PC
22	15+45.85	0.93'Rt	891.79	TC/PCC

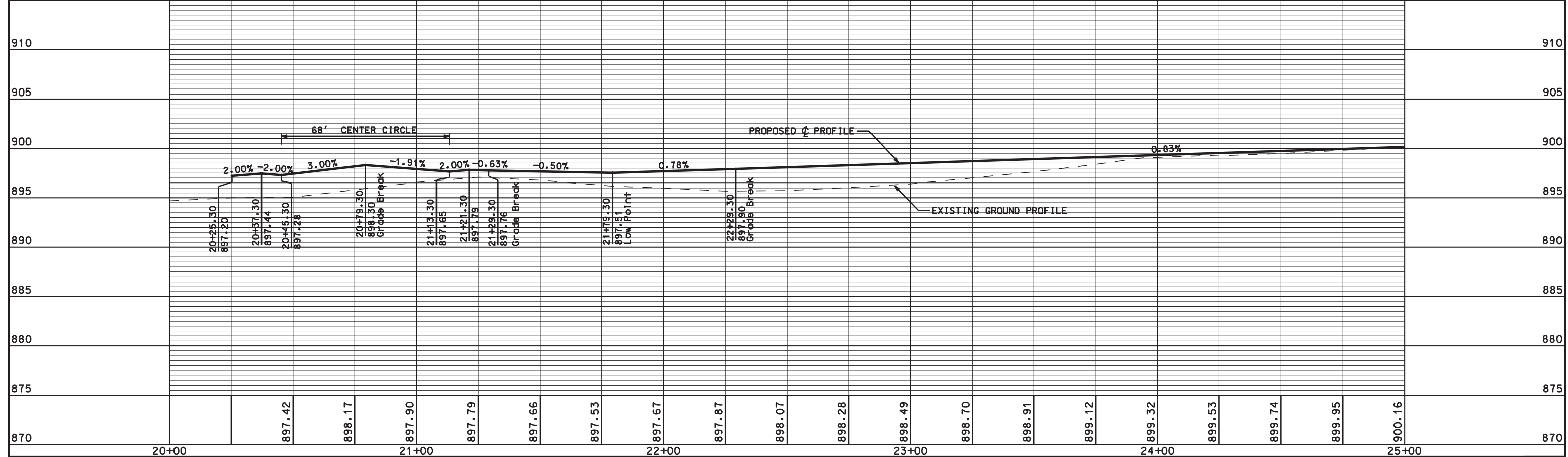




NOTE: BACK OF SIDEWALK ELEVATIONS ALONG SILVERTREE RUN FRONTAGE SHALL BE 0.36' ABOVE TOP OF CURB UNLESS NOTED OTHERWISE.

0709-184-4124-7 ERDMAN REAL ESTATE HOLDINGS LLC ETAL 601 N. WHITNEY WAY

PSC LOT



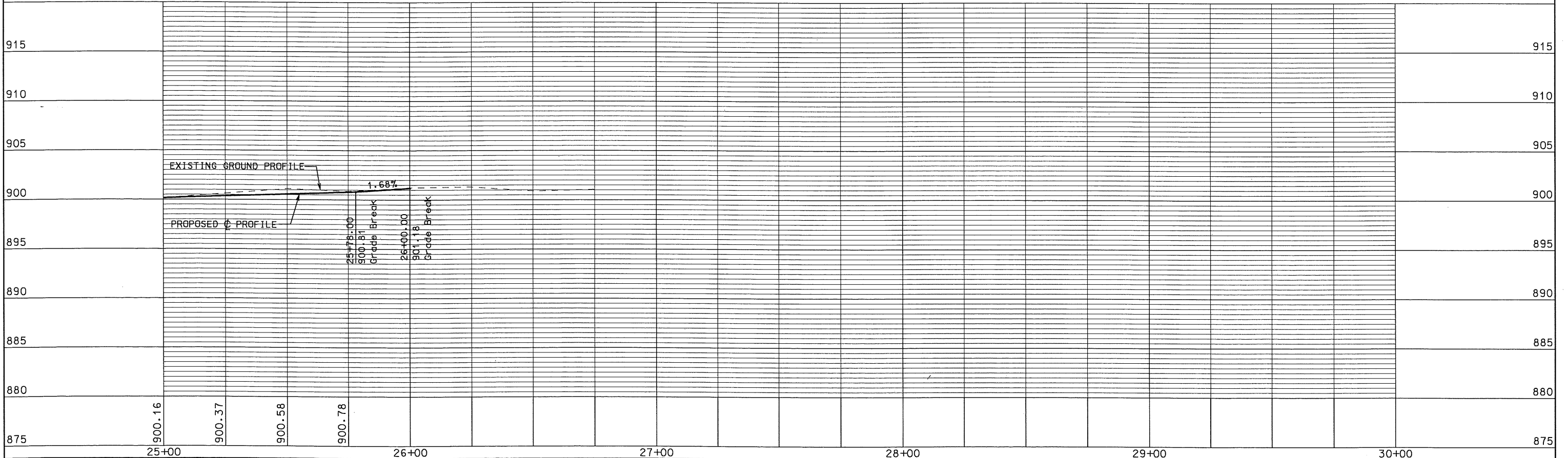
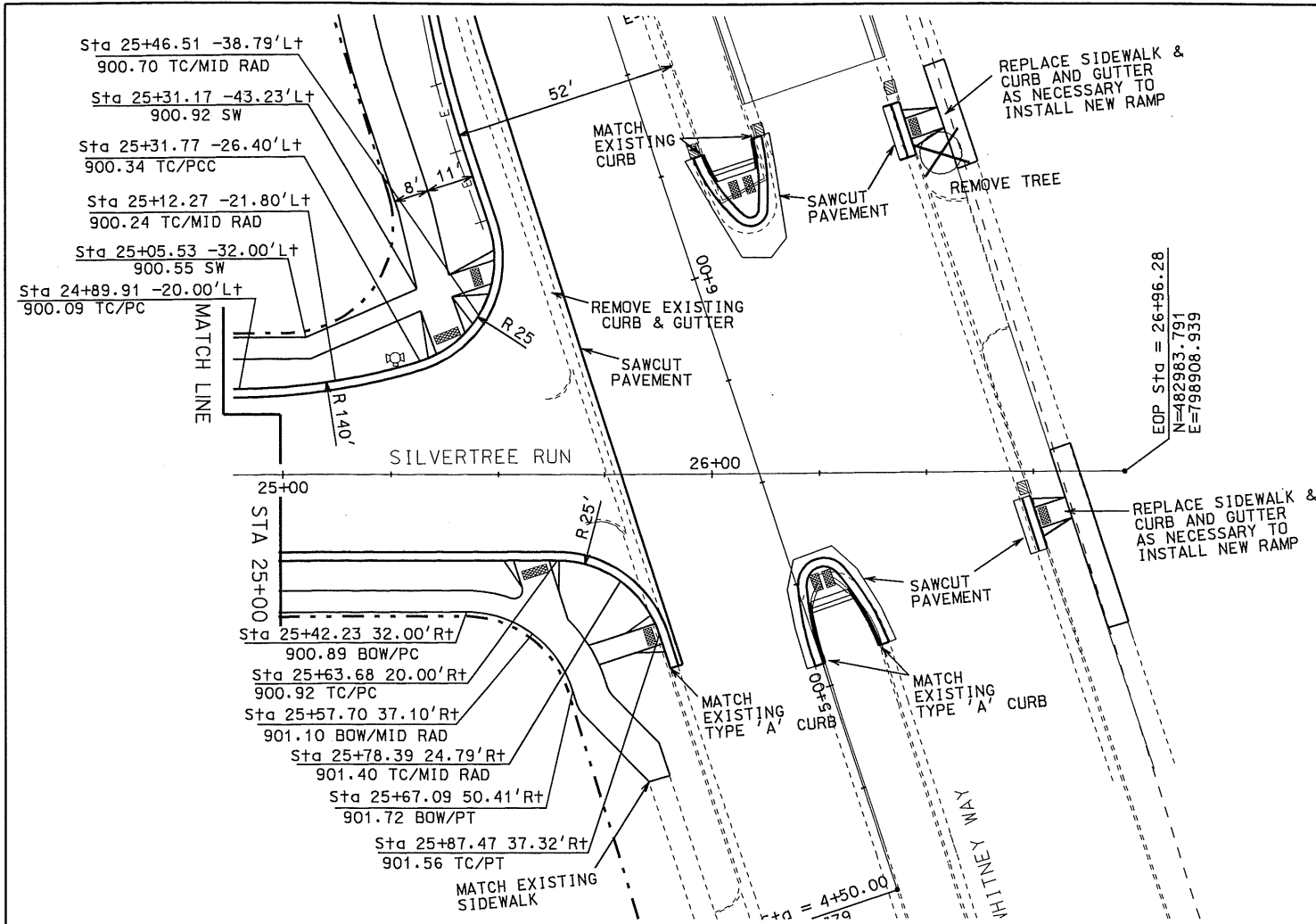
PLOT SCALE: PLOT NAME: REV. DATE:

ORIGINATOR: CITY OF MADISON, SIBBEIS, DIVISION

PLAN AND PROFILE

SILVERTREE RUN CITY OF MADISON

REV. 8/20/12 GEY

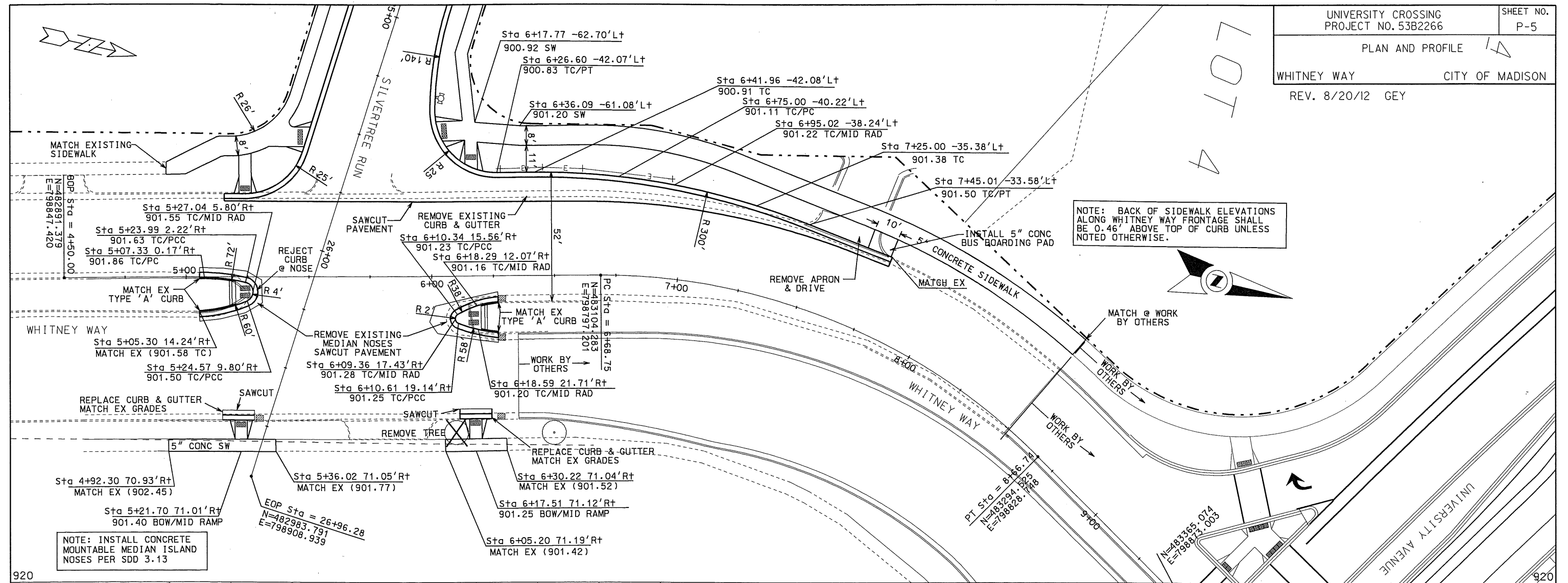


PLOT SCALE:
 PLOT NAME:
 REV. DATE:
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

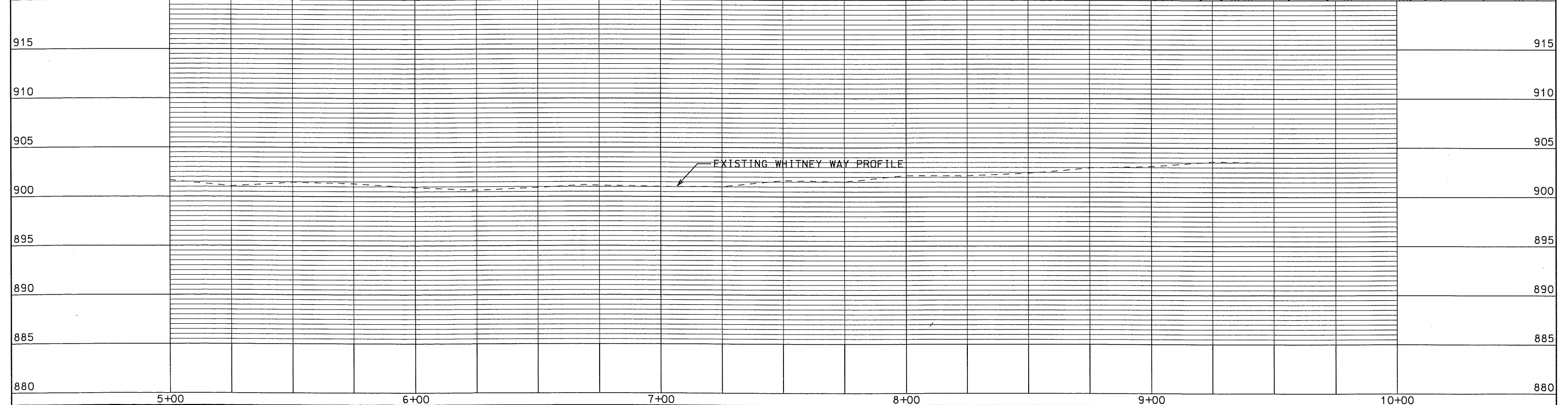
WHITNEY WAY CITY OF MADISON
REV. 8/20/12 GEY

LOT 4



NOTE: BACK OF SIDEWALK ELEVATIONS ALONG WHITNEY WAY FRONTAGE SHALL BE 0.46' ABOVE TOP OF CURB UNLESS NOTED OTHERWISE.

NOTE: INSTALL CONCRETE MOUNTABLE MEDIAN ISLAND NOSES PER SDD 3.13

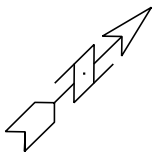


PLAN AND PROFILE

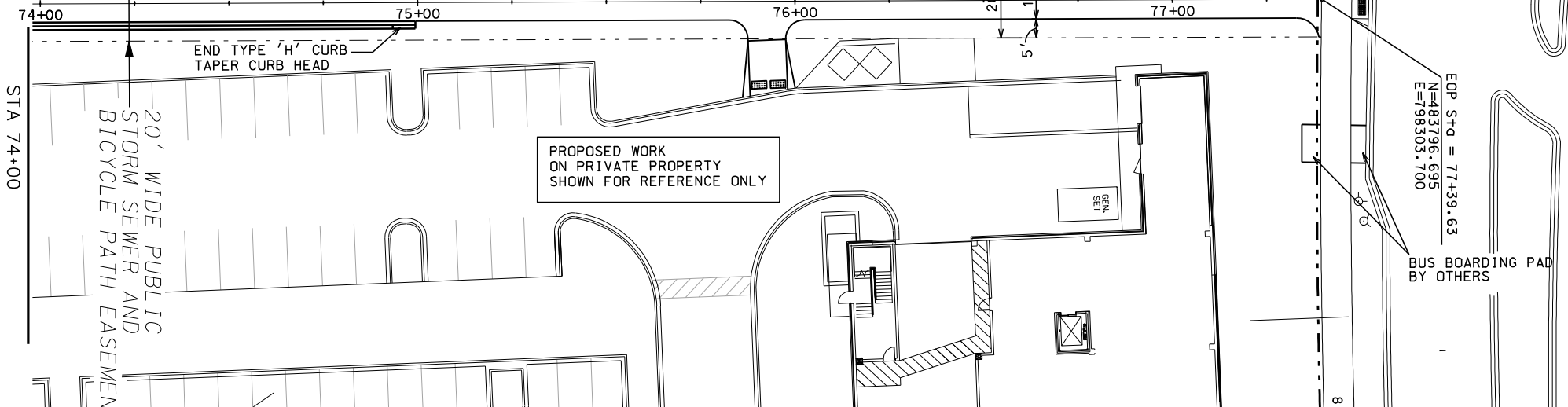
BIKE PATH

CITY OF MADISON

OL 1



MATCH LINE
STA 74+00



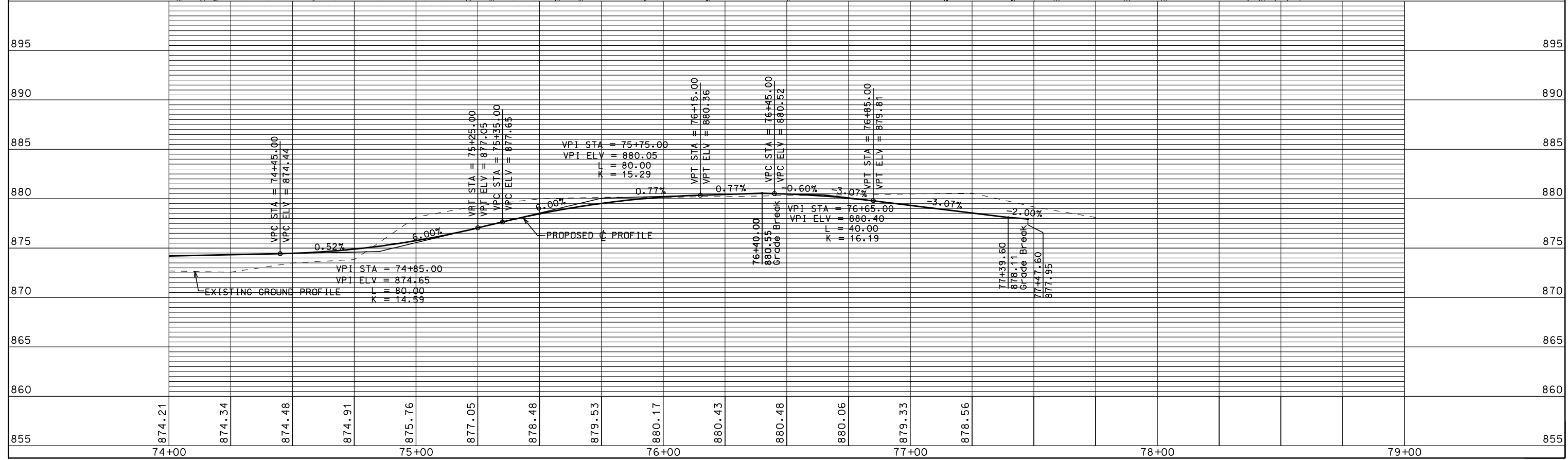
UNIVERSITY AVENUE

EOP STA = 77+39.63
N=483796.695
E=798303.700

BUS BOARDING PAD
BY OTHERS

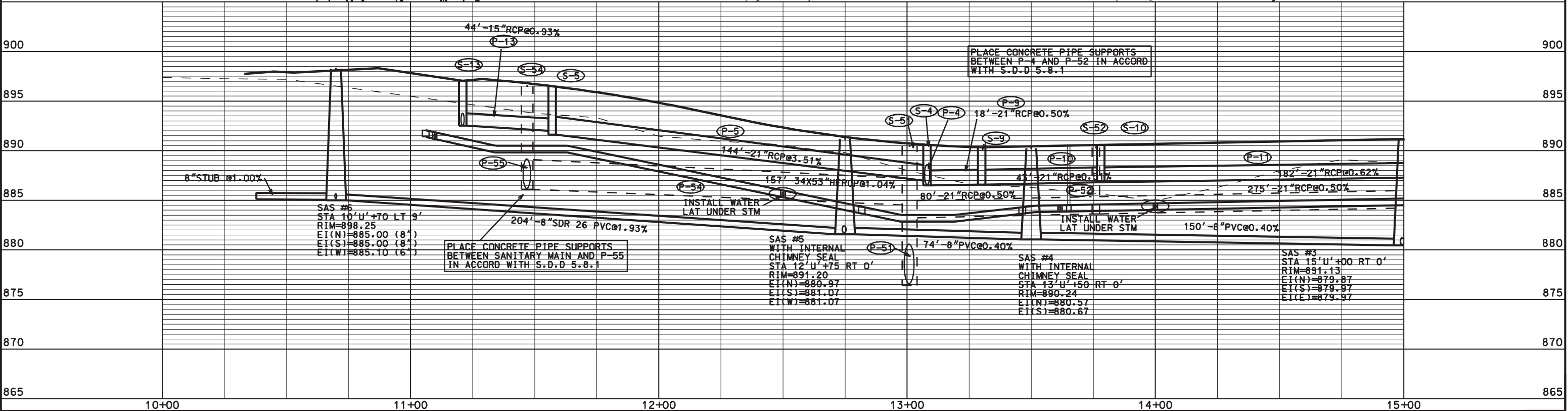
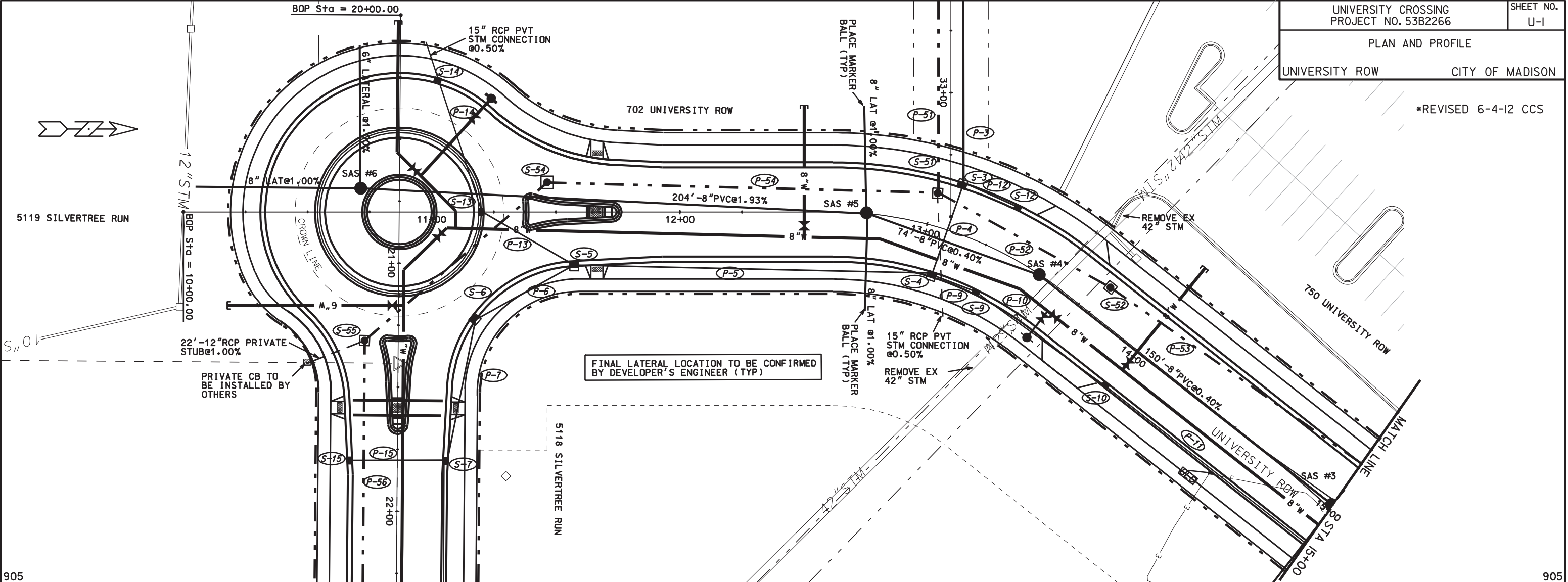
SIDEWALK
BY OTHERS

REV. DATE: PLOT NAME: PLOT SCALE:



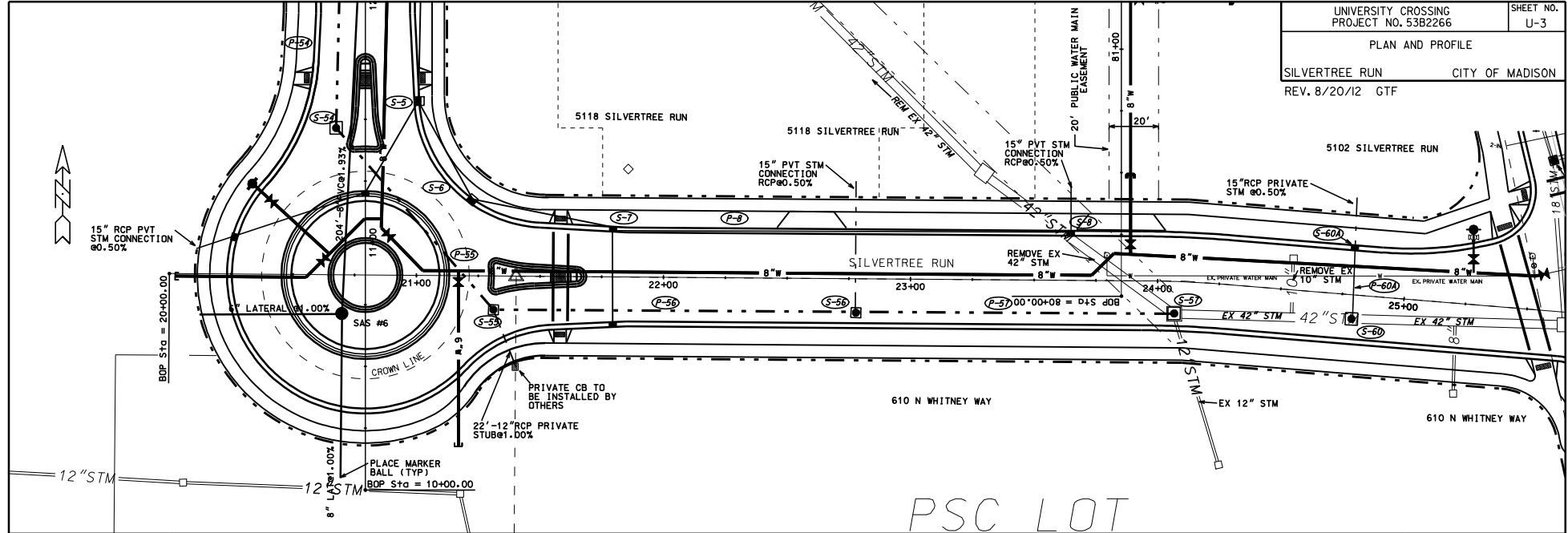
ORIGINATOR: CITY OF MADISON - STREETS DIVISION

*REVISED 6-4-12 CCS

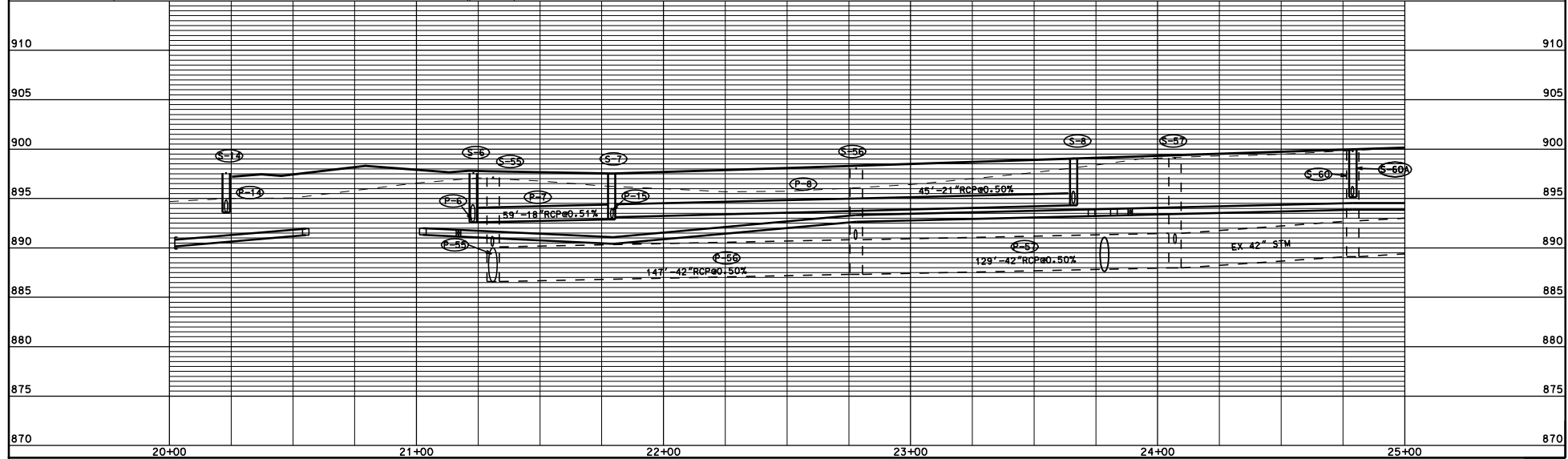


ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLOT SCALE:
PLOT NAME:
REV. DATE:



PSC LOT



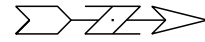
PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE
STORM EASEMENT (PATH) CITY OF MADISON



5133 UNIVERSITY AVE

5133 UNIVERSITY AVE

REINFORCED CONCRETE BOX REPAIR (48" PIPE HOLE)
REPAIR SHALL HAVE #4 REBARS PLACED 6" O.C.
DOWELS SHALL BE MIN 3" CLEAR OF EDGE OF BOX
DOWELS SHALL BE GROUTED IN PLACE WITH EPOXY
MORTAR AND REPAIR SHALL MATCH THICKNESS OF EX BOX

19.5' x 6' BOX

BOP Sta = 30+00.00

BOP Sta = 70+00.00
N=483189.173
E=797975.971

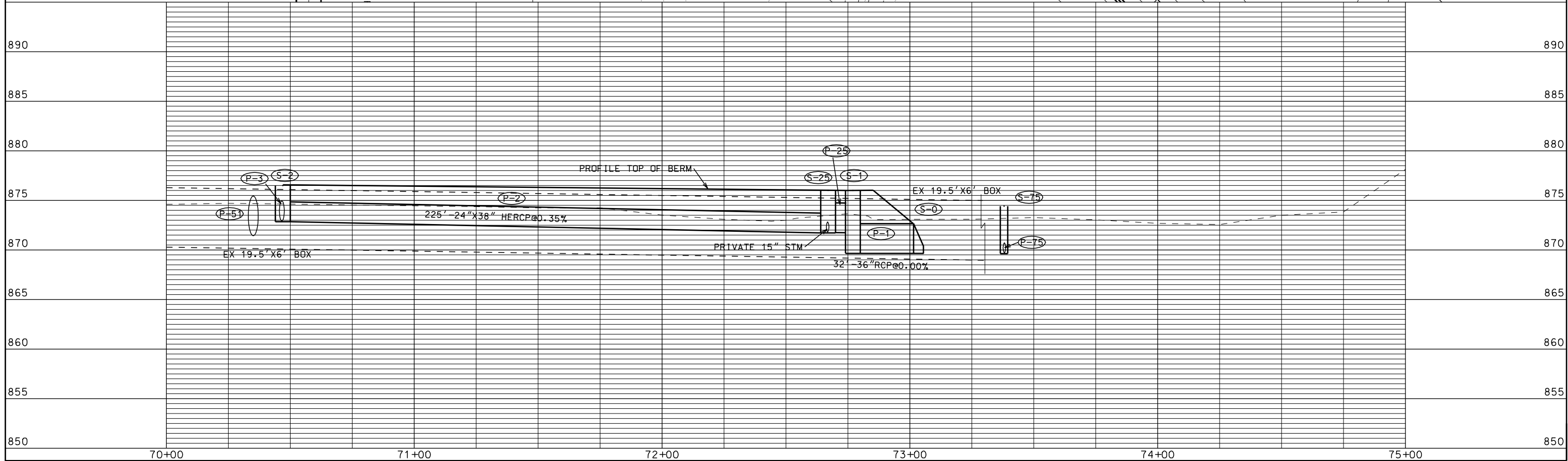
18' WIDE STORM SEWER EASEMENT
30' WIDE PUBLIC STORM SEWER AND BICYCLE PATH EASEMENT

71+00

72+00

15" PRIVATE STM CONNECTION @0.50%
EI=872.06

750 UNIVERSITY ROW



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

STORM SEWER SCHEDULE

ALIGNMENT CODES:

"B"=BIKE PATH STORM EASEMENT
 "E"=STORM SEWER EASEMENT
 "U"=UNIVERSITY ROW
 "S"=SILVER TREE RUN

*REVISED 7-11-12
 ** REVISED 6/4/12 CCS
 *** REVISED 8/20/12 GTF
 & REVISED 9-26-13 CCS

UNIVERSITY CROSSING
 PROJECT NO. 53B2266

SHEET NO.
 U-7

STORM SEWER SCHEDULE CITY OF MADISON

STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-0	73'B'+02.00	LT-30.00	29"x45" HERCP AE	---	869.50	---	W/GATE
* S-1	72'B'+76.50	LT-16.75	TREATMENT STRUCT	876.00	869.50	6.50	SEE S.D.D. 5.7.39 AND 5.7.39A; (5)
S-2	70'B'+47.30	LT-11.00	6X6 SAS	876.50	872.85	3.65	FP; (5); W/R-1550-0054
S-3	13'U'+08.75	LT-19.50	4X4 SAS	890.61	879.44	11.17	FP; W/R-3067-7004-V
S-4	13'U'+08.75	RT-19.75	4X4 SAS	890.61	886.06	4.55	FP; W/R-3067-7004-V
S-5	11'U'+57.57	RT-21.27	4X4 SAS	896.50	891.61	4.89	FP; W/R-3067-7004-V
S-6	11'U'+17.00	RT-43.00	3X3 SAS	897.58	892.58	5.00	LP; W/R-3067-7004
S-7	21'S'+79.30	LT-19.80	3X3 SAS	897.52	892.88	4.64	LP; W/R-3067-7004
S-8	23'S'+66.00	LT-19.50	H INLET	899.06	894.31	4.75	W/R-3067-7004-V
S-9	13'U'+30.00	RT-19.50	H INLET	890.36	886.15	4.21	LP; W/R-3067-7004
S-10	13'U'+98.00	RT-19.50	H INLET	890.70	886.37	4.33	W/R-3067-7004-V
& S-11	15'U'+31.00	RT-19.50	H INLET	891.37	887.50	3.87	FP; W/R-3067-7004-V; (7)
** S-12	13'U'+30.00	LT-19.50	H INLET	890.36	887.16	3.20	LP; W/R-3067-7004
S-13	11'U'+21.00	RT-0	H INLET	897.05	892.52	4.53	LP; R-3501-N CASTING
S-14	11'U'+02.00	LT-53.20	H INLET	897.51	893.58	3.93	W/R-3067-7004-V
S-15	21'C'+79.30	RT-19.80	H INLET	897.52	894.30	3.22	LP; W/R-3067-7004
* S-25	72'B'+67.00	LT-13.50	6X6 SAS	876.00	872.06	3.94	FP; (5); W/R-1550-0054
** S-26	15'U'+34.00	LT-21.50	H INLET	890.97	887.87	3.10	W/R-3067-7004-V
S-50	70'B'+37.60	LT-33.00	TAP	---	871.40	---	FIELD VERIFY APPROX EI BOX =870.15
** S-51	13'U'+01.00	LT-13.00	6X6 SAS	890.46	876.41	14.05	(4); W/R-1550-0054
** S-52	13'U'+76.00	LT-13.30	3X3 SAS	890.31	883.62	6.69	W/R-1550-0054
** S-53	16'U'+51.00	LT-22.00	3X3 SAS	889.50	885.00	4.50	W/R-1550-0054
S-54	11'U'+46.50	LT-12.00	6X6 SAS	896.57	886.11	10.46	W/R-1550-0054
S-55	21'S'+31.00	RT-13.50	6X6 SAS	897.47	886.59	10.88	(1); W/R-1550-0054
S-56	22'S'+78.00	RT-13.50	6X6 SAS	898.04	887.33	10.71	(3); W/1550-0054
S-57	24'S'+07.00	RT-13.50	6X6 SAS	899.11	887.98	11.13	W/R-1550-0054;(6)
*** S-60	24'S'+79.00	RT-10.00	6X6 SAS	899.78	889.11	10.67	W/1550-0054
*** S-64	6'S'+21.59	LT-45.00	H INLET	900.75	897.55	3.20	LP; W/R-3067-7004
S-62	25'S'+55.00	LT-61.00	3X3 SAS	900.61	896.90	3.71	FP; W/R-1550-0054 OPEN
S-75	73'B'+38.00	RT-6.00	H INLET	874.43	869.64	4.79	LP; W/R-3067-7004
S-76	73'B'+38.00	LT-23.00	12" RCP AE	---	869.50	---	END OF APRON STATIONED
** S-80	17'U'+15.00	LT-29.00	H INLET	888.98	885.32	3.66	LP; FP; W/3067-7004
** S-81	17'U'+15.00	LT-3.00	H INLET	889.55	885.45	4.10	LP; FP; W/3067-7004
** S-82	17'U'+15.00	RT-4.00	H INLET	889.75	885.49	4.26	LP; FP; W/3067-7004
** S-83	17'U'+15.00	RT-32.00	H INLET	889.96	885.63	4.33	LP; FP; W/3067-7004
*** S-60A	24'S'+79.00	LT-19.50	H INLET	900.00	895.14	4.86	W/R-3067-7004

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	PIPE SIZE	TYPE	NOTES
* P-1	S-0	S-1	32	869.50	869.50	0.00%	29"x45"	HERCP	
* P-2	S-25	S-2	225	872.06	872.85	0.35%	24"x38"	HERCP	
P-3	S-2	S-3	317	873.10	879.44	2.00%	24"	RCP	
P-4	S-3	S-4	39	885.86	886.06	0.51%	24"x38"	HERCP	
P-5	S-4	S-5	144	886.55	891.61	3.51%	21"	RCP	
P-6	S-5	S-6	45	891.61	892.58	2.16%	21"	RCP	
P-7	S-6	S-7	59	892.58	892.88	0.51%	18"	RCP	
P-8	S-7	S-8	185	893.38	894.31	0.50%	15"	RCP	
P-9	S-4	S-9	18	886.06	886.15	0.50%	21"	RCP	
P-10	S-9	S-10	64	886.15	886.37	0.34%	21"	RCP	
P-11	S-10	S-11	133	886.37	887.50	0.85%	21"	RCP	
P-12	S-3	S-12	24	886.96	887.16	0.83%	12"	RCP	
P-13	S-5	S-13	44	892.11	892.52	0.93%	15"	RCP	
P-14	S-13	S-14	56	892.52	893.58	1.89%	15"	RCP	
P-15	S-7	S-15	38	893.13	894.30	3.08%	12"	RCP	
* P-25	S-1	S-25	12	872.00	872.06	0.50%	29"x45"	HERCP	
P-26	S-11	S-26	47	887.50	887.87	0.79%	15"	RCP	
P-51	S-50	S-51	334	871.40	876.41	1.50%	48"	RCP	
** P-52	S-51	S-52	80	883.22	883.62	0.50%	21"	RCP	
** P-53	S-52	S-53	275	883.62	885.00	0.50%	21"	RCP	
P-54	S-51	S-54	157	884.47	886.11	1.04%	34"x53"	HERCP	
P-55	S-54	S-55	97	886.11	886.59	0.49%	34"x53"	HERCP	
P-56	S-55	S-56	147	886.59	887.33	0.50%	42"	RCP	
P-57	S-56	S-57	129	887.33	887.98	0.50%	42"	RCP	
*** P-64	S-62	S-64	41	897.40	897.55	1.36%	12"	RCP	
P-75	S-76	S-75	28	869.50	869.64	0.50%	12"	RCP	
** P-80	S-53	S-80	64	885.00	885.32	0.50%	21"	RCP	
** P-81	S-80	S-81	25	885.32	885.45	0.52%	18"	RCP	
** P-82	S-81	S-82	7	885.45	885.49	0.57%	15"	RCP	
** P-83	S-82	S-83	28	885.49	885.63	0.50%	12"	RCP	
*** P-60A	S-60	S-60A	29	894.64	895.14	1.72%	15"	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
- 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, OR FAX SHOP DRAWINGS TO (608)264-9275.

SPECIFIC NOTES

- (1) EI OF PVT STM LATERAL= 890.13
- (2) EI OF PVT STM LATERAL=894.75
- (3) EI OF PVT STM LATERAL=892.50
- (4) EI OF PVT STM LATERAL=885.28
- (5) STRUCTURE DEPTH REQUIRES PIPE WALLS MUST BE POURED INTO STRUCTURE ROOF
- (6) EI OF EX 12" STM =888.22

& (7) W/15" AND *6" PVT STM LATERAL. *CORE AND SEAL BOOT IF POSSIBLE, OTHERWISE REMOVE AND REPLACE INLET

STORM REMOVAL SCHEDULE

ALIGNMENT CODES:

"U"=UNIVERSITY ROW
 "S"=SILVER TREE RUN

UNIVERSITY CROSSING

SHEET NO.

U-8

PROJECT NO. 53B2266

STORM REMOVAL SCHEDULE

CITY OF MADISON

STORM STRUCTURE REMOVALS

STRUCT NO.	ID #	STATION	LOCATION (OFFSET)	TYPE	NOTES:
RS-1	AS 3349-007	13'U'+84.00	LT-230.00	EX SAS	REMOVE
RS-2	AS 3349-006	11'U'+28.00	RT-251.00	EX SAS	REMOVE
RS-3	AS 3350-002	24'S'+07.00	RT-13.50	EX SAS	REMOVE
RS-4	IN 3450-001	25'S'+55.00	LT-61.00	EX INLET	REMOVE

STORM PIPE REMOVALS

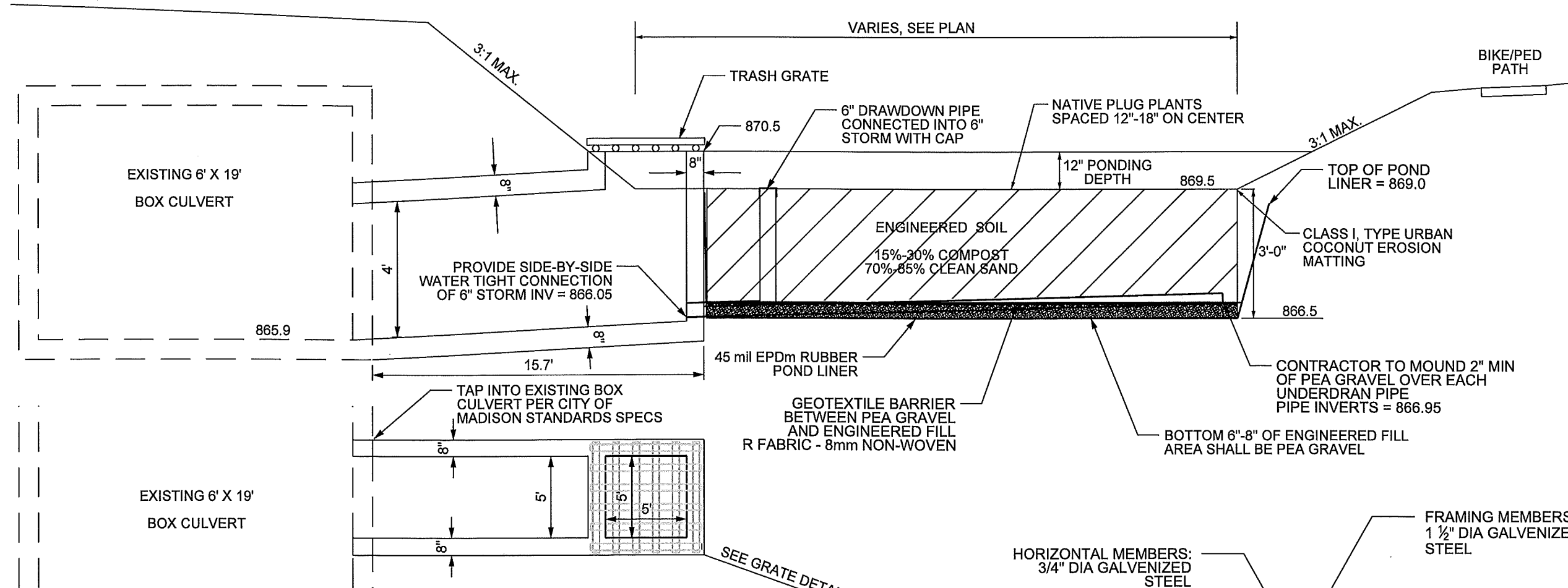
PIPE REMOVAL NO.	REMOVE FROM	REMOVE TO	REMOVAL LENGTH	PIPE DIA	NOTES
RP-1	S-0	RS-1	231	48"	REMOVE
RP-2	RS-1	RS-2	310	48"	REMOVE
RP-3	RS-2	RS-3	315	42"	REMOVE

STANDARD NOTES:

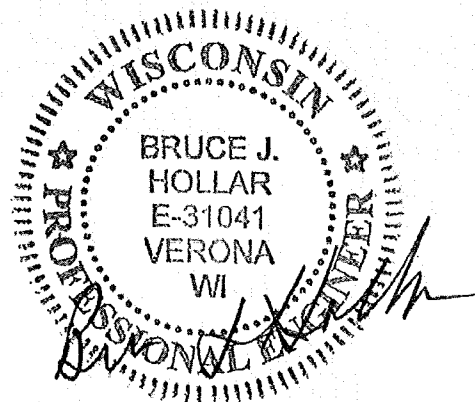
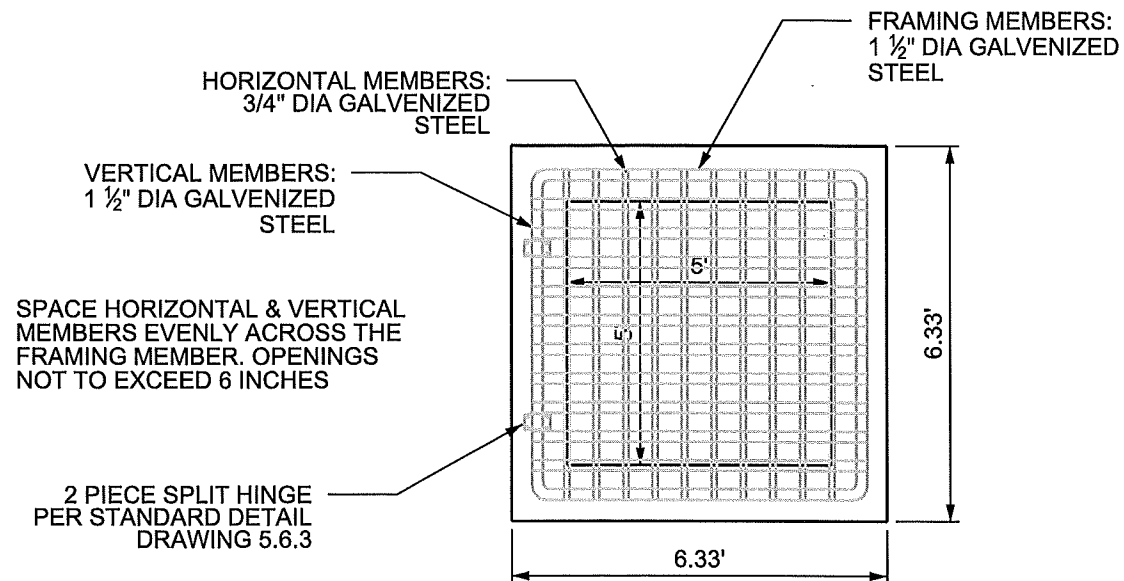
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- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.

7500 SF BIORETENTION BASIN

TYPICAL CROSS SECTION
NOT TO SCALE



OVERFLOW STRUCTURE
NOT TO SCALE



4/13/12

D'ONOFRIO KOTTHE AND ASSOCIATES, INC.
7530 Westward Way, Madison, WI 53717
Phone: 608.833.7530 • Fax: 608.833.1089
YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

Outlet 1 - Bioretention Basin Outlet Structure
University Crossing
City of Madison, Dane County, Wisconsin

NO SCALE

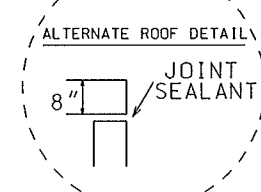
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REVISED:
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DRAWN BY: BJH

FN: 11-05-117

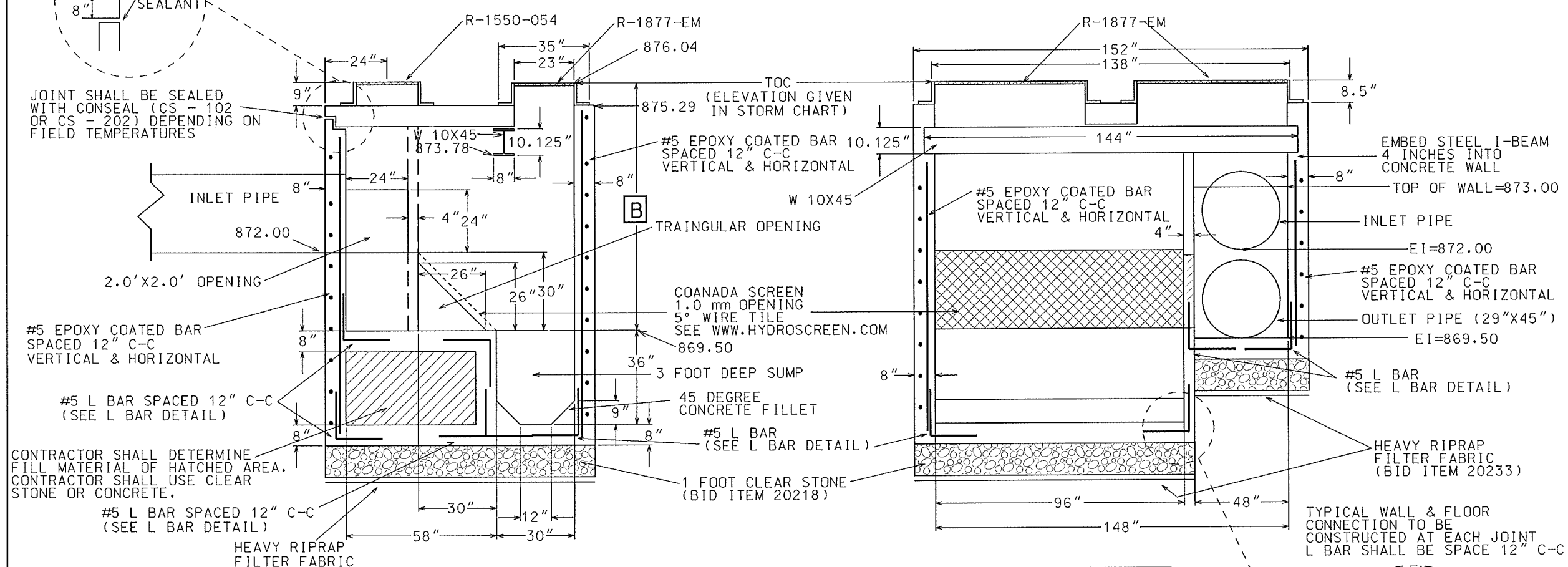
Sheet Number:
4-10

SEE SDD 5.7.39A FOR FURTHER INFORMATION
 NOTE: DIMENSIONS ARE IN UNITS OF INCHES



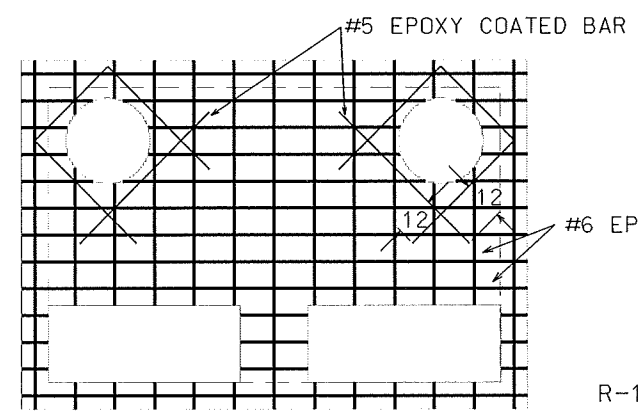
SECTION A-A

SECTION B-B

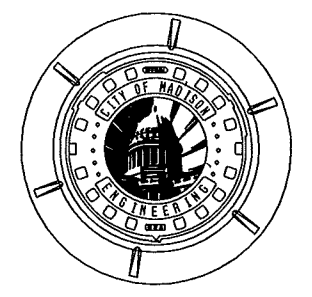


5.7.39

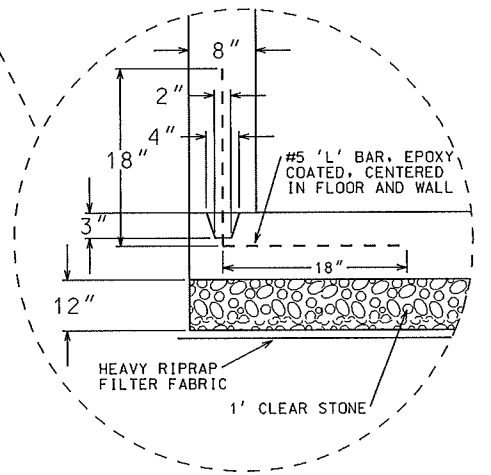
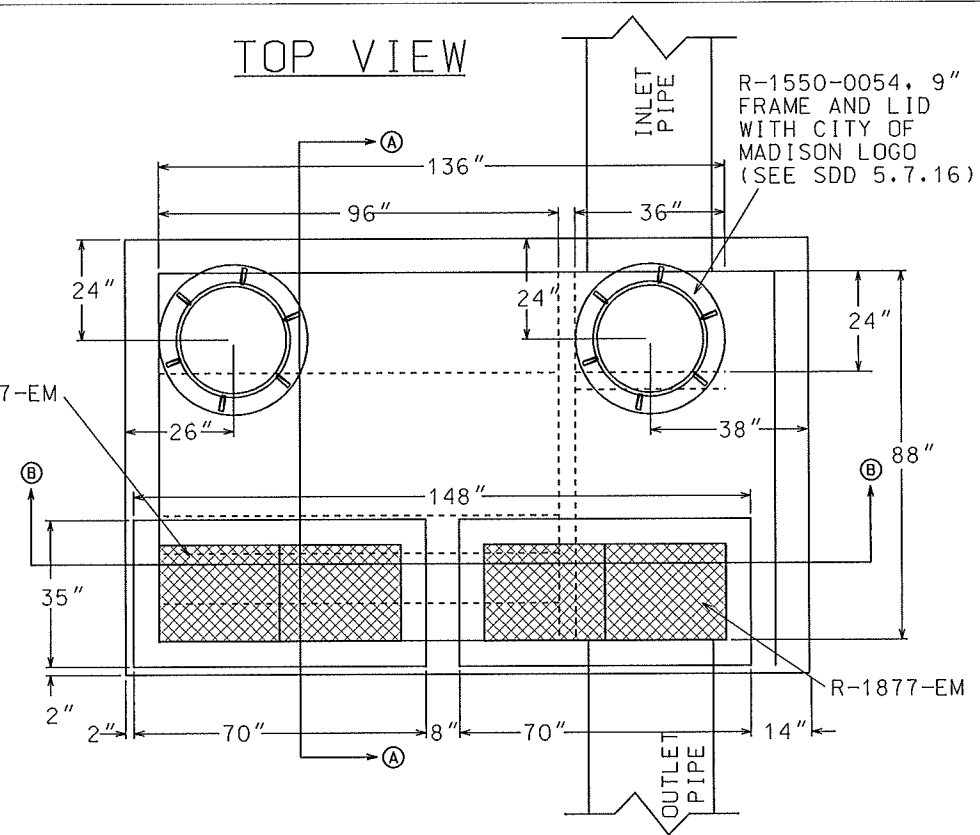
ROOF REINFORCEMENT



- ROOF REINFORCEMENT NOTES:
1. EPOXY COATED REBARS SHALL BE USED IN ALL CASES
 2. #6 REBARS PLACED ON 6" CENTERS
 3. 3" CLEAR SHALL BE MAINTAINED
 4. ROOF THICKNESS SHALL BE 8" MINIMUM



TOP VIEW



2012

CITY OF MADISON
 ENGINEERING DIVISION

**SCREEN TREATMENT
 DEVICE**

STANDARD DETAIL DRAWING 5.7.39

SHEET 011

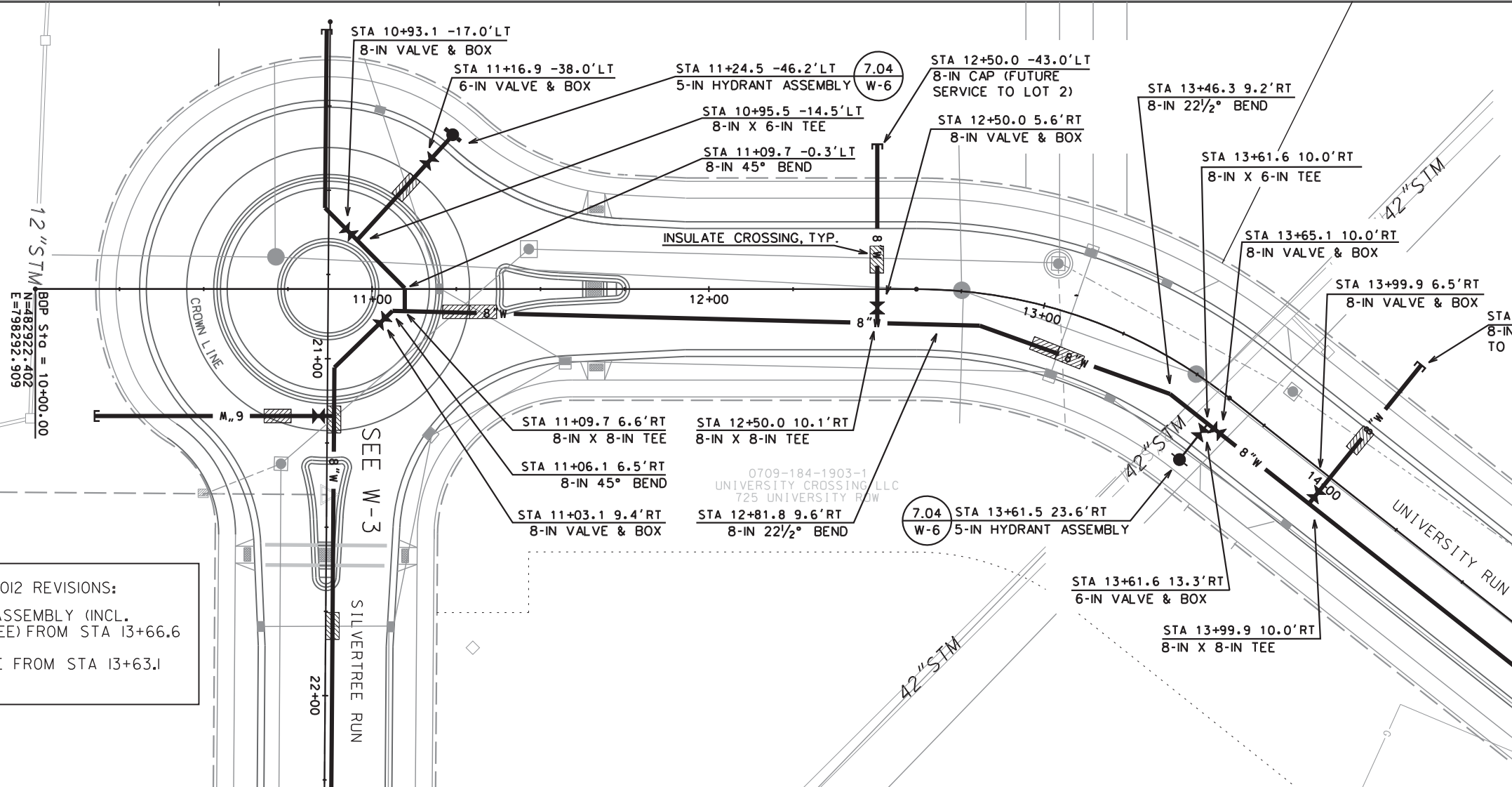
REVISED 06/01/2012

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.

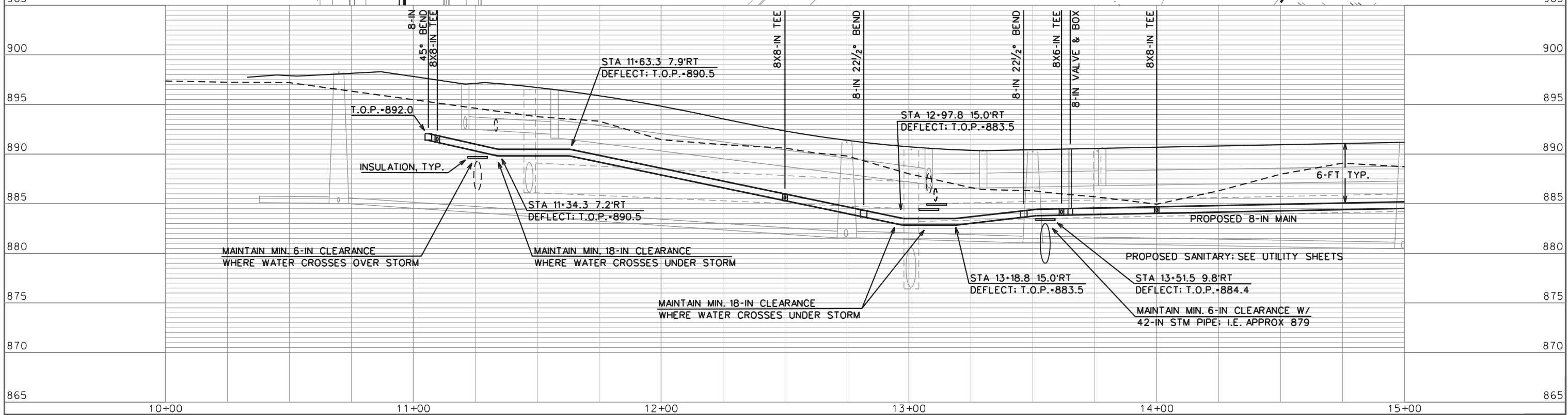


CALL DIGGERS HOTLINE
811
or 1-800-242-8511
TOLL FREE
FAX-A-LOCATE 1-800-338-3860
TDD (FOR HEARING IMPAIRED) 1-800-542-2289
WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.

LOT 3



SUMMARY OF 06/01/2012 REVISIONS:
- MOVED HYDRANT ASSEMBLY (INCL. LEAD, VALVE & TEE) FROM STA 13+66.6 TO STA 13+61.5
- MOVED 8-IN VALVE FROM STA 13+63.1 STA 13+65.1



PLOT SCALE:
PLOT NAME:
REV. DATE:

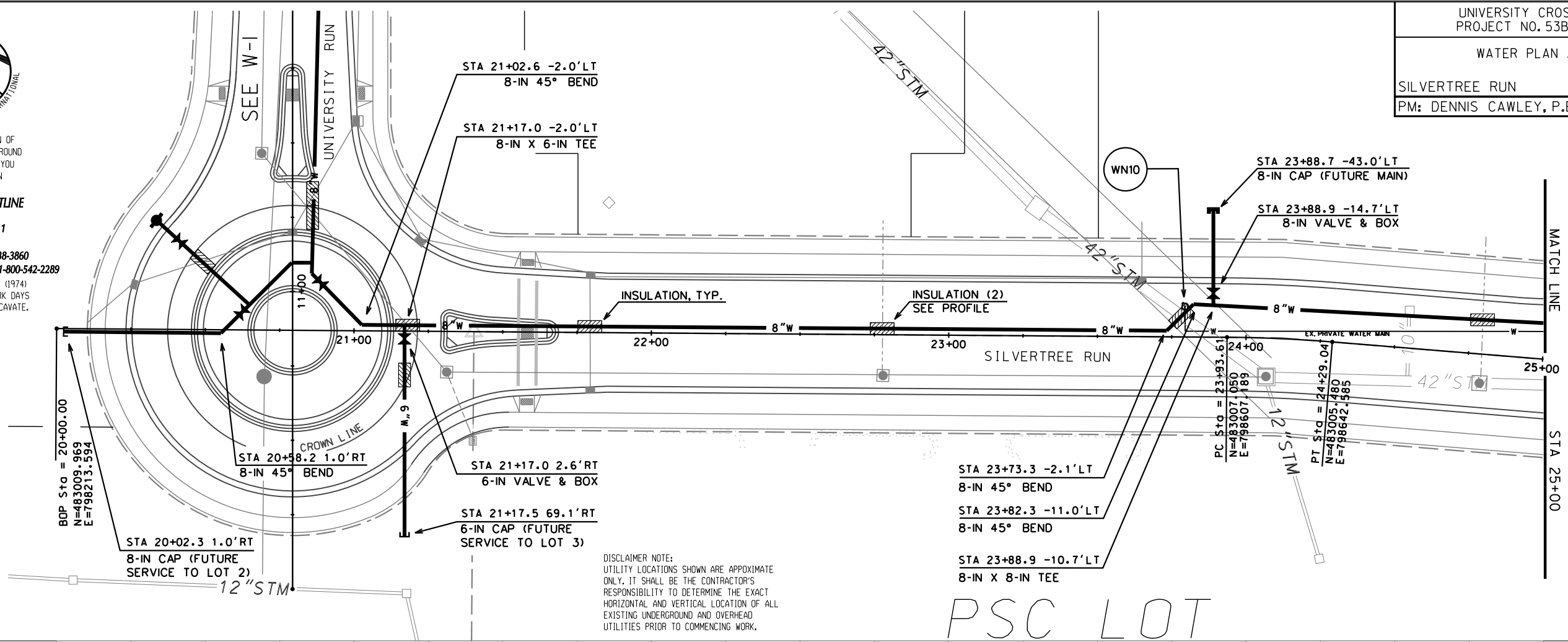
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

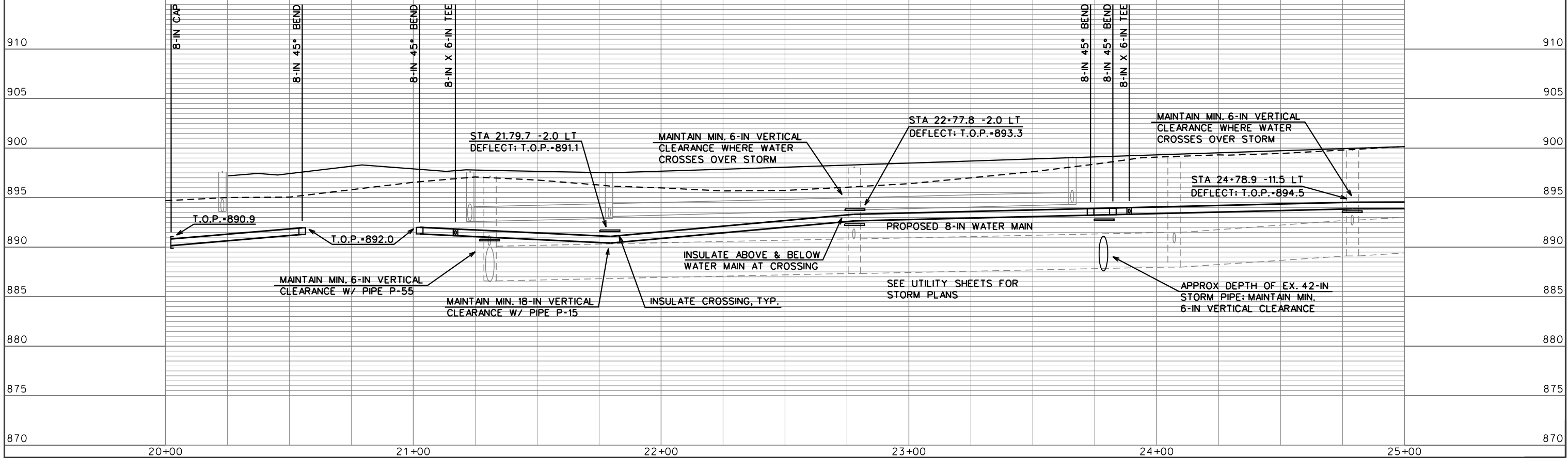
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PSC LOT



PLOT SCALE:
PLOT NAME:
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

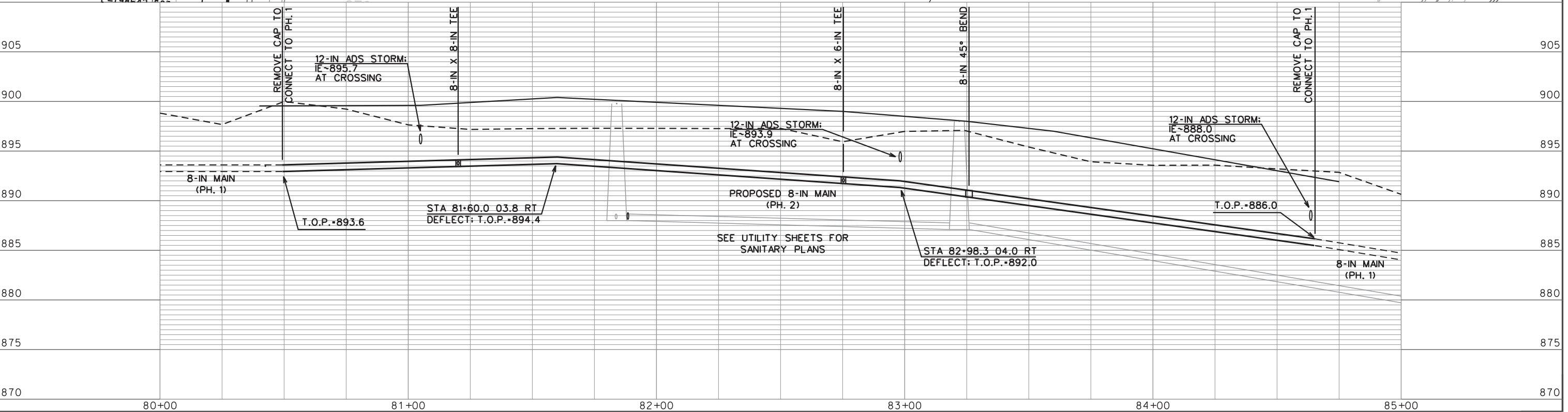
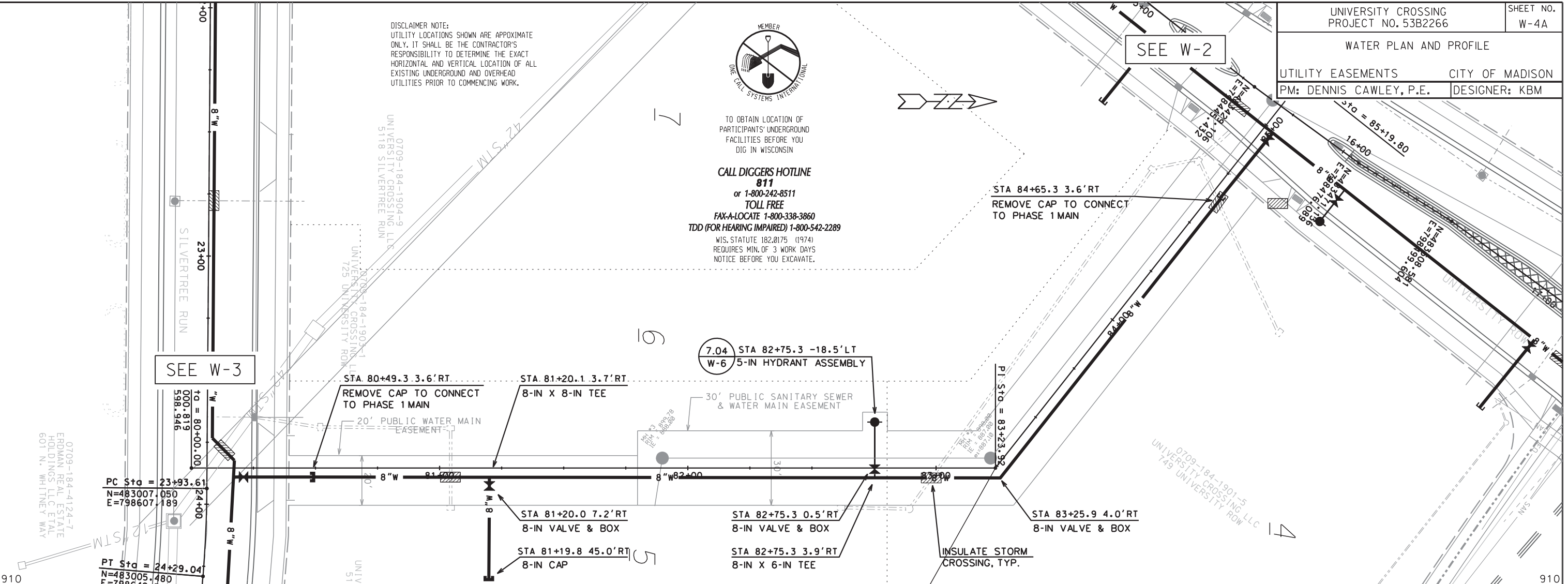
WATER PLAN AND PROFILE

UTILITY EASEMENTS CITY OF MADISON
 PM: DENNIS CAWLEY, P.E. DESIGNER: KBM

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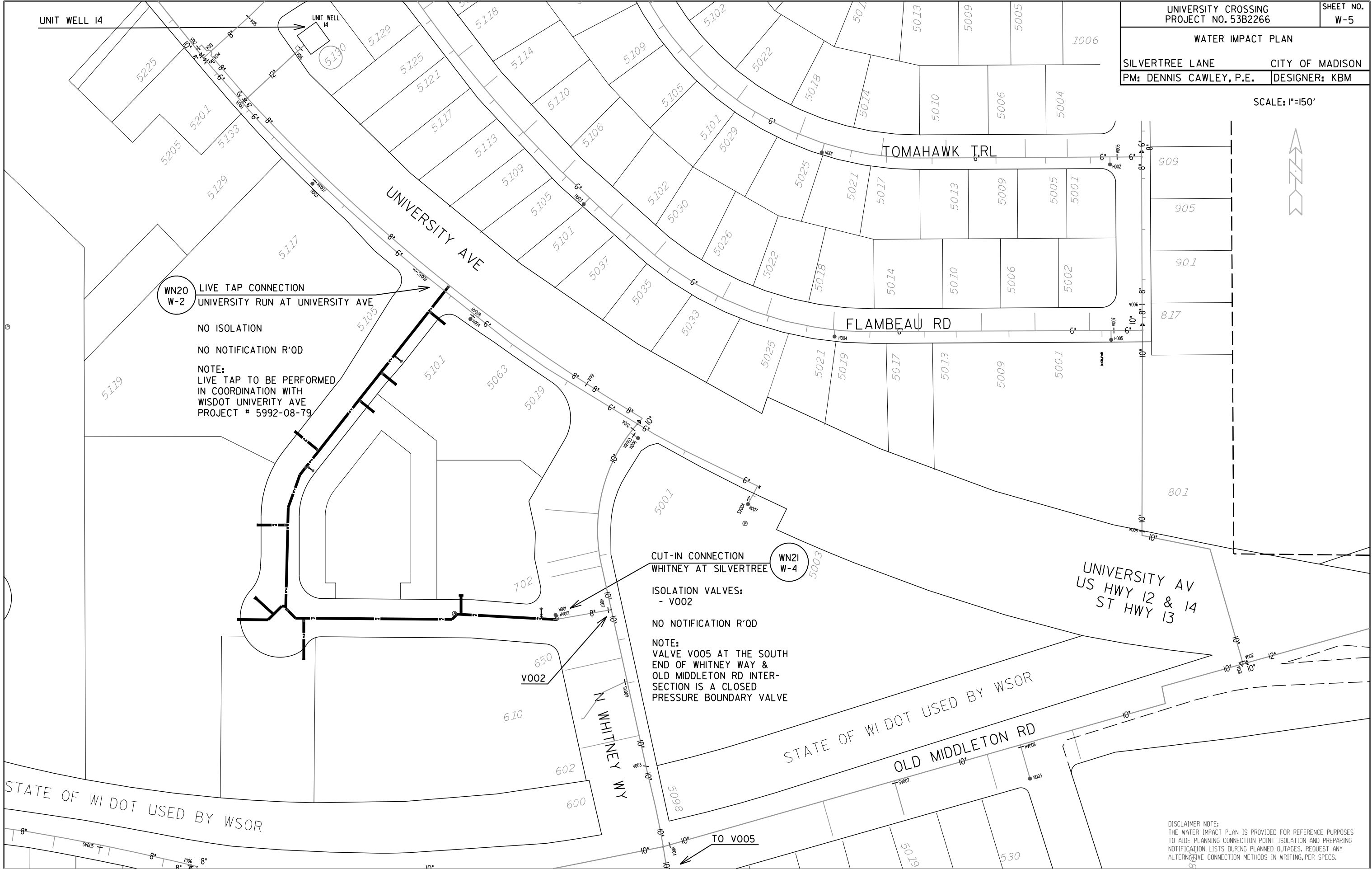


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PLOT SCALE:
 PLOT NAME:
 REV. DATE:
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

SCALE: 1"=150'



WN20
W-2

LIVE TAP CONNECTION
UNIVERSITY RUN AT UNIVERSITY AVE

NO ISOLATION
NO NOTIFICATION R'OD

NOTE:
LIVE TAP TO BE PERFORMED
IN COORDINATION WITH
WISDOT UNIVERSITY AVE
PROJECT # 5992-08-79

CUT-IN CONNECTION
WHITNEY AT SILVERTREE

WN21
W-4

ISOLATION VALVES:
- V002

NO NOTIFICATION R'OD

NOTE:
VALVE V005 AT THE SOUTH
END OF WHITNEY WAY &
OLD MIDDLETON RD INTER-
SECTION IS A CLOSED
PRESSURE BOUNDARY VALVE

UNIVERSITY AV
US HWY 12 & 14
ST HWY 13

STATE OF WI DOT USED BY WSOR

STATE OF WI DOT USED BY WSOR

OLD MIDDLETON RD

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

CONSTRUCTION NOTES:

- | | |
|--|---|
| <p>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.</p> <p>2. VERIFY SIZE OF EXISTING WATER SERVICES AND RECONNECT SERVICES AS INDICATED.</p> <p>3. MINIMIZE DISTRUPTION OF SERVICE TO EXISTING CUSTOMERS. NOTIFY PER CONTRACT REQUIREMENTS OF ANY PLANNED WATER OUTAGE.</p> <p>4. EXISTING WATER MAIN SHALL REMAIN IN SERVICE UNTIL NEW WATER MAIN IS TESTED AND ACCEPTED BY MADISON WATER UTILITY AND ALL SERVICES ARE RECONNECTED.</p> <p>5. 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.</p> | <p>WN1 REPLACE THE EXISTING LEAD SERVICE WITH A NEW COPPER SERVICE.</p> <p>WN2 EXTEND AND RECONNECT THE EXISTING COPPER SERVICE TO THE NEW WATER MAIN.</p> <p>WN3 EXISTING SERVICE TO BE ABANDONED WHEN THE WATER MAIN IS CUT OFF.</p> <p>WN4 DISCONNECT FROM THE OLD WATER MAIN AND RECONNECT THE EXISTING COPPER WATER SERVICE LATERAL TO THE NEW WATER MAIN.</p> <p>WN5 RELOCATE THE EXISTING FIRE HYDRANT.</p> <p>WN6 ABANDON WATER VALVE ACCESS STRUCTURE.</p> <p>WN7 FURNISH AND INSTALL THE NEW TOP SECTION FOR THE WATER ACCESS STRUCTURE.</p> <p>WN8 ABANDON THE VALVE BOX.</p> <p>WN9 FURNISH THE DITCH, COMPACTION, AND ALL MATERIALS AND LABOR FOR THE INSTALLATION OF NEW SERVICE LATERAL.</p> <p>WN10 REMOVE AND SALVAGE EXISTING HYDRANT</p> <p>WN11 REPLACE THE EXISTING COPPER SERVICE WITH A COPPER SERVICE</p> |
|--|---|

ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:

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

- | | |
|----------------------|--------------------------------|
| 200' - 6" PIPE | 6 - 8" 45° BEND |
| 1440' - 8" PIPE | 3 - 8" 22 1/2° BEND |
| 1820' - POLYWRAP | 1 - 8" X 18" OFFSET |
| 4 - 5" HYDRANT | 2 - 6" CAP |
| 6 - 6" VALVE AND BOX | 6 - 8" CAP |
| 9 - 8" VALVE AND BOX | 160' - 2" STYROFOAM INSULATION |
| 6 - 8"X6" TEE | |
| 6 - 8"X8" TEE | |

MATERIALS SUPPLIED BY CITY:

- 1 - 8" X 8" TAPPING SLEEVE, VALVE & BOX

REMOVED/SALVAGED MATERIALS:

NONE

REUSED MATERIALS:

NONE

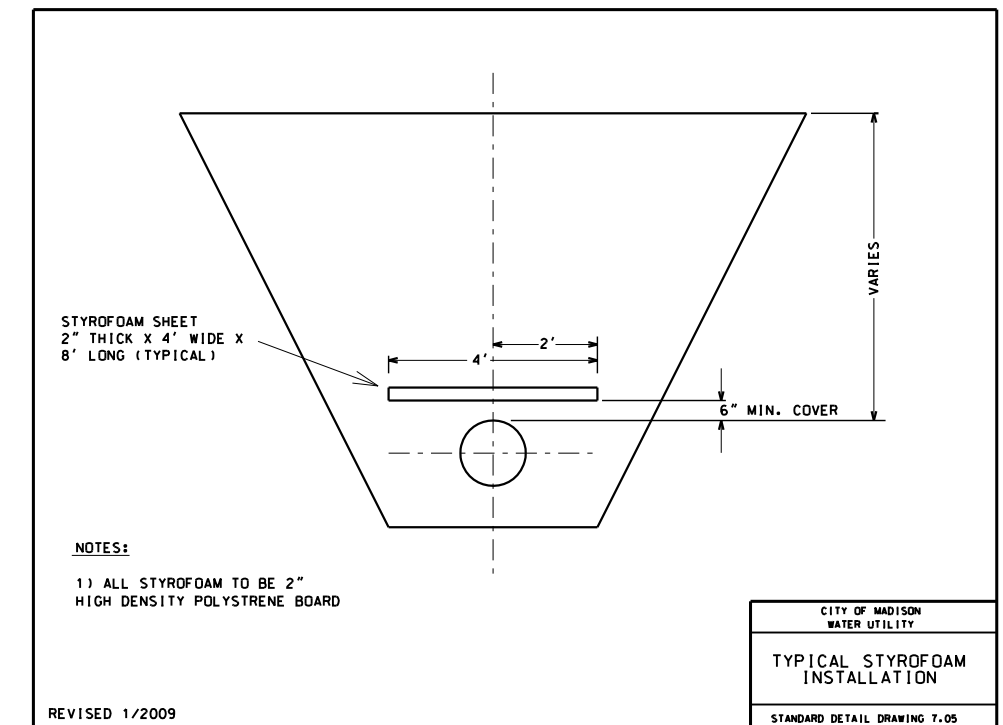
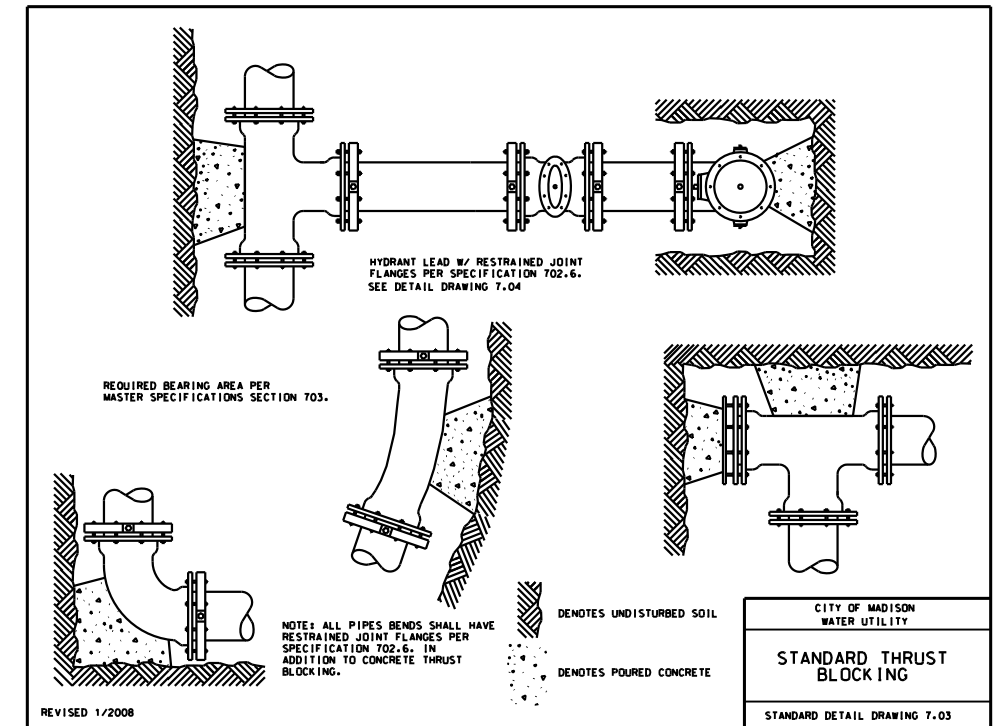
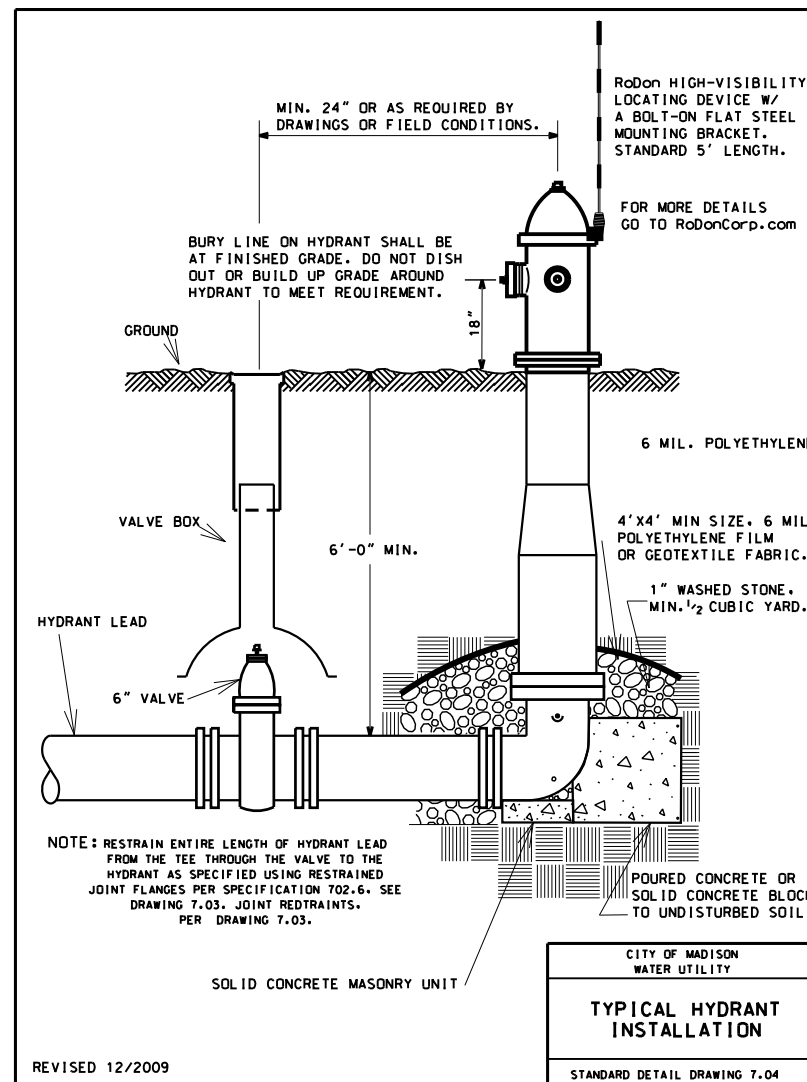


TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

CALL DIGGERS HOTLINE 811
or 1-800-242-8511

TOLL FREE
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.



Short Prairie /Medium Soils Seed Mix

- | | |
|-------------------------|----------------------|
| Wildflowers | Meadow Blazingstar |
| Lavender Hyssop | Prairie Blazingstar |
| Nodding Pink Onion | Wild Quinine |
| Butterfly Weed for Clay | Smooth Penstemon |
| Sky Blue Aster | Great Solomon's Seal |
| Smooth Aster | Meadow Rose |
| Canada Milk Vetch | Black Eyed Susan |
| Lanceleaf Coreopsis | Brown Eyed Susan |
| White Prairie Clover | Stiff Goldenrod |
| Purple Prairie Clover | Ohio Spiderwort |
| Shootingstar | |
| Pale Purple Coneflower | |
| Purple Coneflower | Grasses |
| Rattlesnake Master | Sideoats Grama |
| Roundhead Bushclover | Little Bluestem |
| Rough Blazingstar | Prairie Dropseed |

Contains at least 18 wildflowers and 2 or more grasses.

Wet Zone Plants -List 1 size: 2.5" Pots Plant 2'-0" O.C.

- | | |
|------------------|---------------------------------|
| Sweet Flag | <i>Acorus calamus</i> |
| Red Milkweed | <i>Asclepias incarnata</i> |
| Marsh Aster | <i>Aster simplex</i> |
| White Turtlehead | <i>Chelone glabra</i> |
| Joe Pye Weed | <i>Eupatorium maculatum</i> |
| Dogtooth Daisy | <i>Helenium autumnale</i> |
| Culver's Root | <i>Veronicastrum virginicum</i> |
| Wool Grass | <i>Scirpus cyperinus</i> |

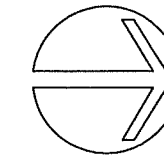
Wet Zone Plants- List 2 size: 2.5" Pots Plant 2'-0" O.C.

- | | |
|---------------------|---------------------------------|
| Sweet Flag | <i>Acorus calamus</i> |
| Canada Anemone | <i>Anemone canadensis</i> |
| Bluejoint Grass | <i>Calamagrostis canadensis</i> |
| Fowl Manna Grass | <i>Glyceria striata</i> |
| Blue Flag Iris | <i>Iris versicolor</i> |
| Cardinal Flower | <i>Lobelia cardinalis</i> |
| Great Blue Lobelia | <i>Lobelia siphilitica</i> |
| Monkeyflower | <i>Mimulus ringens</i> |
| Mountain Mint | <i>Pycnanthemum virginianum</i> |
| Obedient Plant | <i>Physostegia virginicum</i> |
| Riddell's Goldenrod | <i>Solidago riddellii</i> |
| Ironweed | <i>Vernonia fasciculata</i> |

Grasses size: 2.5" Pots Plant 2'-0" O.C.

- | | |
|-------------------|---------------------------|
| Indian Grass | <i>Sorghastrum nutans</i> |
| Prairie Cordgrass | <i>Spartina pectinata</i> |

PLANTING PLAN

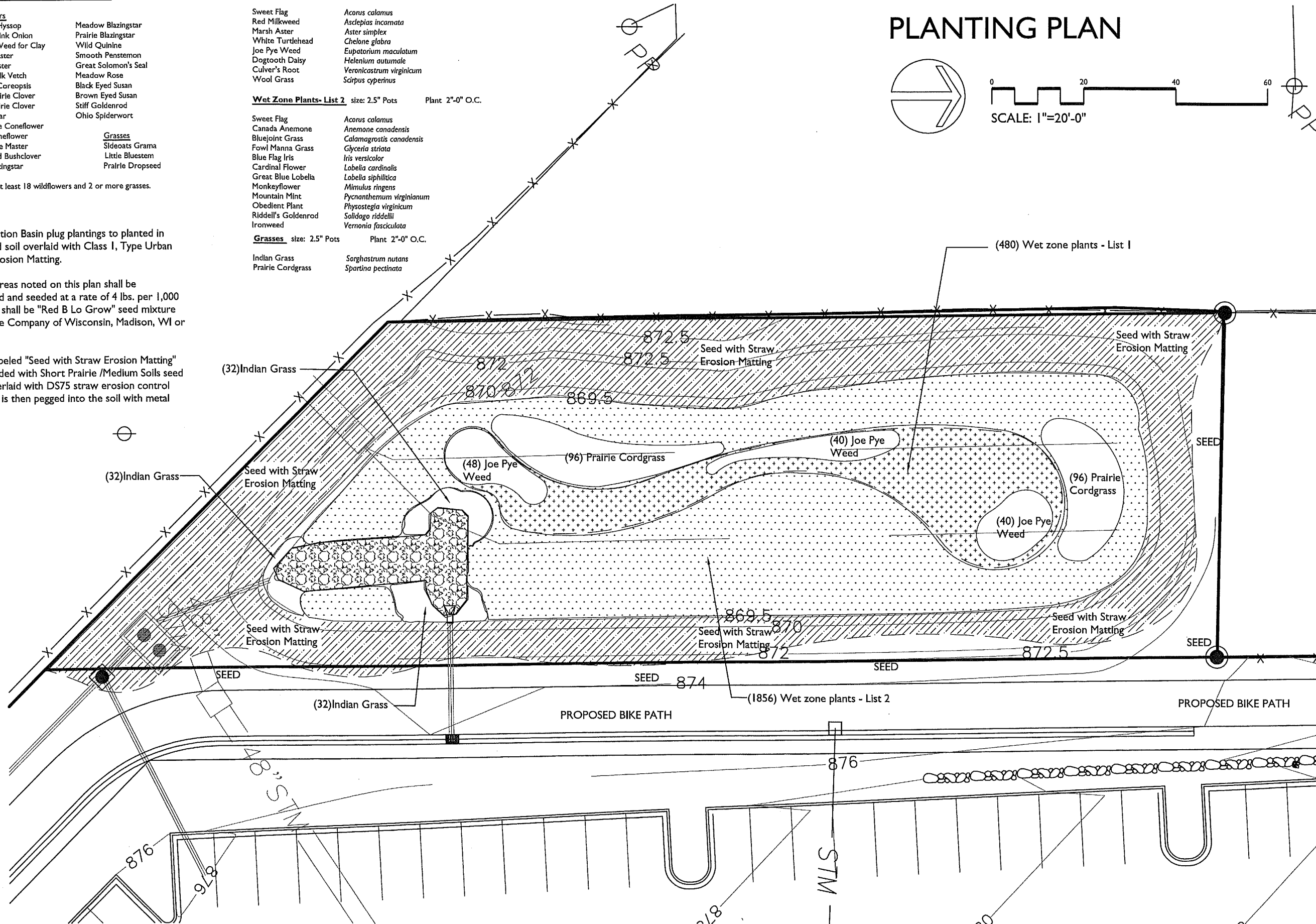


NOTES:

A) Bioretention Basin plug plantings to be planted in engineered soil overlaid with Class I, Type Urban Coconut Erosion Matting.

B) "SEED" areas noted on this plan shall be finish-graded and seeded at a rate of 4 lbs. per 1,000 sq. ft. Seed shall be "Red B Lo Grow" seed mixture by the Bruce Company of Wisconsin, Madison, WI or equal.

C) Areas labeled "Seed with Straw Erosion Matting" shall be seeded with Short Prairie /Medium Soils seed mix and overlaid with DS75 straw erosion control netting that is then pegged into the soil with metal staples.

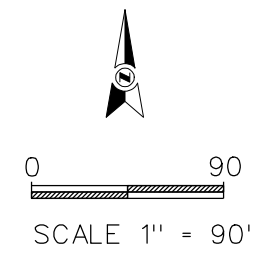


the bruce company
OF WISCONSIN
LANDSCAPE ARCHITECTS
LANDSCAPE CONTRACTORS
2830 PARMENTER STREET
P.O. BOX 620330
MIDDLETON, WI 53562-0330
TEL (608) 836-7041
FAX (608) 831-6266

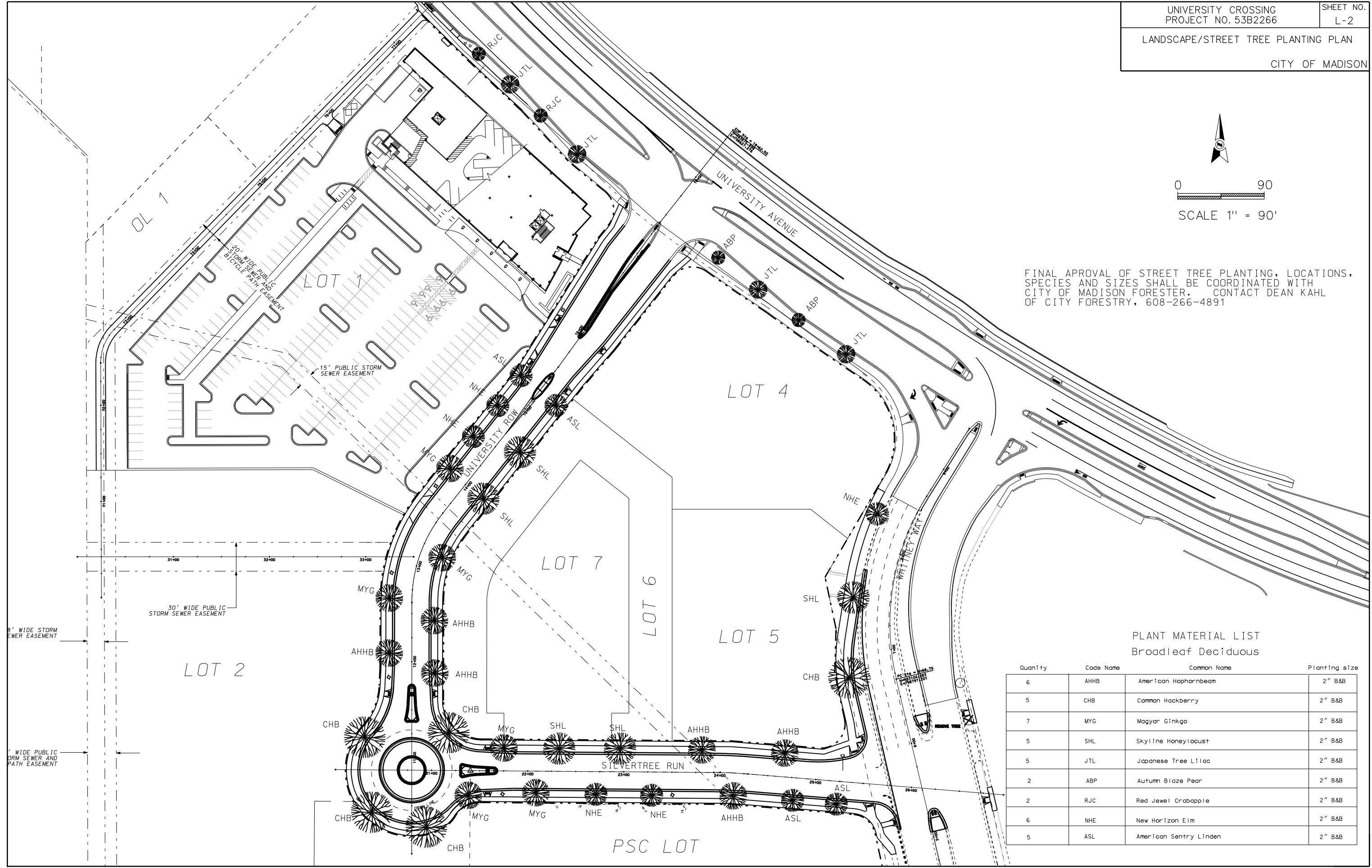
UNIVERSITY CROSSING
OUTLOT 1
CITY OF MADISON, WISCONSIN

Checked By: SS
Drawn By: MF
4/19/12
Revised: 4/23/12 MF
Revised:
Revised:
Revised:
Revised:

L1
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FINAL APPROVAL OF STREET TREE PLANTING, LOCATIONS, SPECIES AND SIZES SHALL BE COORDINATED WITH CITY OF MADISON FORESTER. CONTACT DEAN KAHL OF CITY FORESTRY, 608-266-4891



PLANT MATERIAL LIST
Broadleaf Deciduous

Quantity	Code Name	Common Name	Planting size
6	AHHB	American Hophornbeam	2" B&B
5	CHB	Common Hackberry	2" B&B
7	MYG	Magyar Ginkgo	2" B&B
5	SHL	Skyline Honeylocust	2" B&B
5	JTL	Japanese Tree Lilac	2" B&B
2	ABP	Autumn Blaze Pear	2" B&B
2	RJC	Red Jewel Crabapple	2" B&B
6	NHE	New Horizon Elm	2" B&B
5	ASL	American Sentry Linden	2" B&B

REV. DATE: _____ PLOT NAME: _____ PLOT SCALE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

ELECTRICAL PLAN

UNIVERSITY CROSSING CITY OF MADISON







3/30/12 KF SL1209.dgn

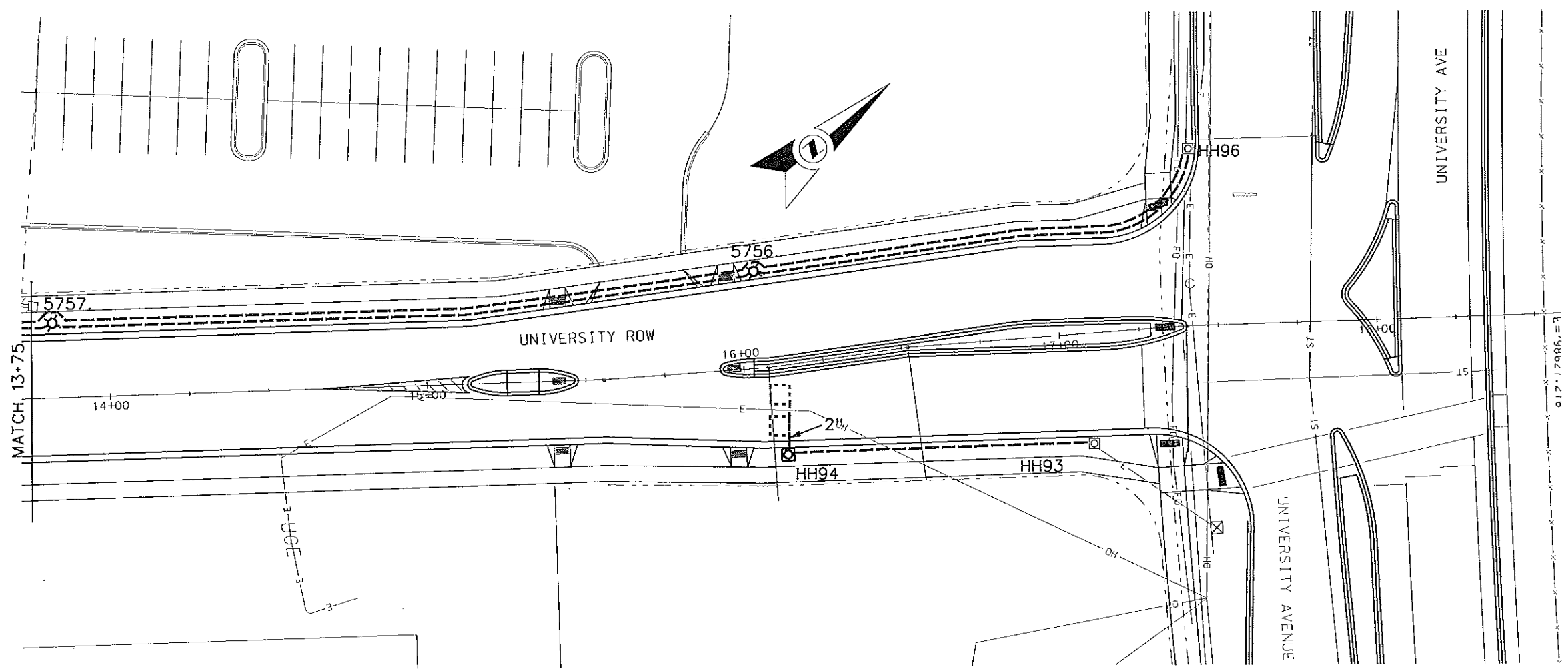
GENERAL ELECTRIC NOTES:

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 DAN DETTMANN (266-6536) 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. BASES INSTALLED IN MEDIAN SHALL BE CENTERED 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, 2012 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 CITY WILL INSTALL STREETLIGHT POLES AND WIRE.
6. 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: 24

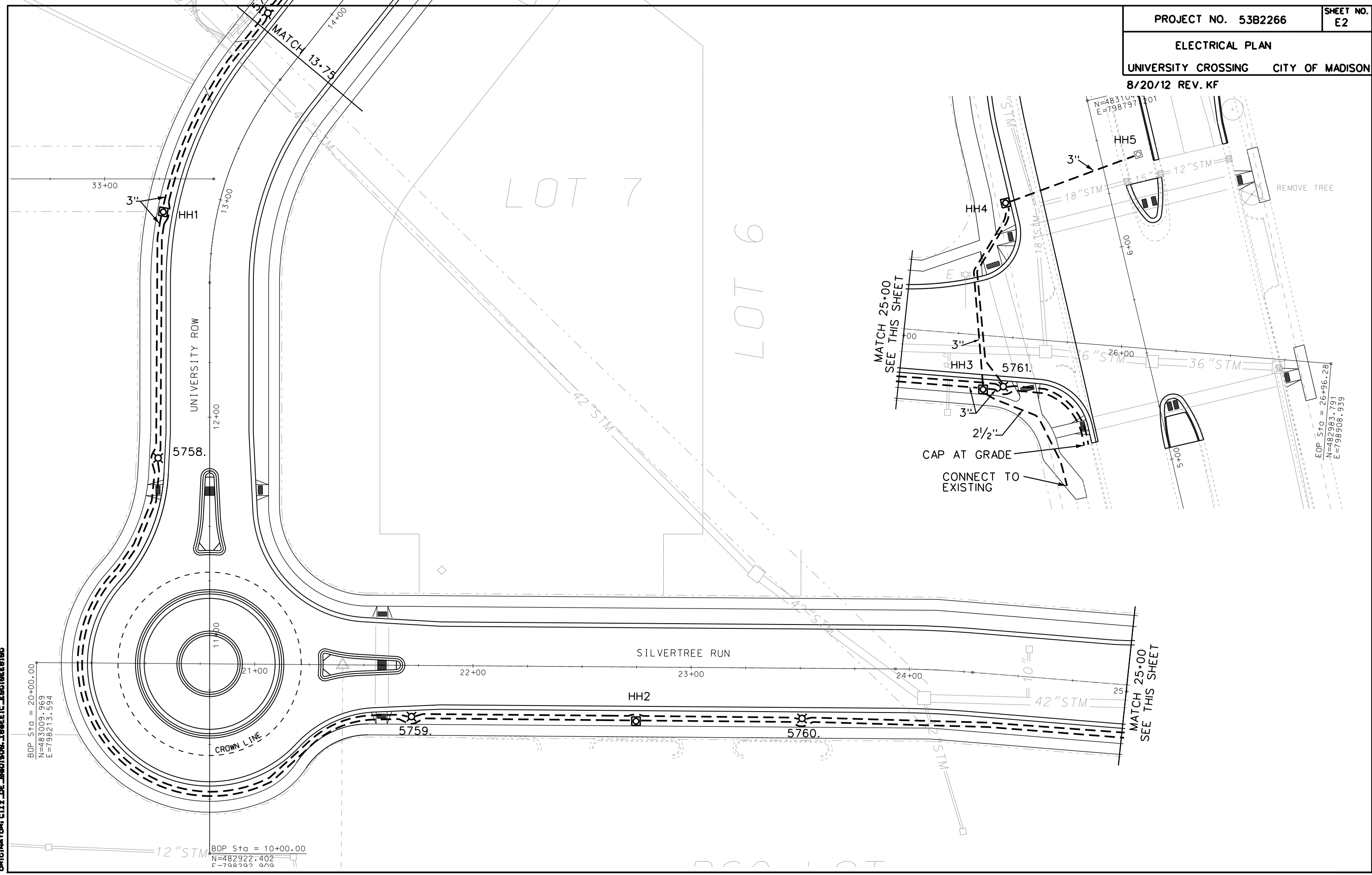
LEGEND

-  LB-3 BASE
-  ELECTRICAL HANDHOLE TYPE I
-  INSTALL 2" PVC (UNLESS NOTED)
-  EXISTING CONDUIT
-  EXISTING ELECTRICAL HANDHOLE
-  DETECTOR LOOPS (BY CITY TRAFFIC ENGINEERING)



ORIGINATOR: CITY OF MADISON, TRAFFIC ENGINEERING

ELECTRICAL PLAN
UNIVERSITY CROSSING CITY OF MADISON
8/20/12 REV. KF



LOT 7

LOT 6

SILVERTREE RUN

UNIVERSITY ROW

CROWN LINE

ORIGINATOR: CITY OF MADISON - TRAFFIC ENGINEERING

BOP Sta = 20+00.00
N=483009.969
E=798213.594

BOP Sta = 10+00.00
N=482922.402
E=798202.000

EOP Sta = 26+96.28
N=482983.791
E=798908.939

MATCH 25+00
SEE THIS SHEET

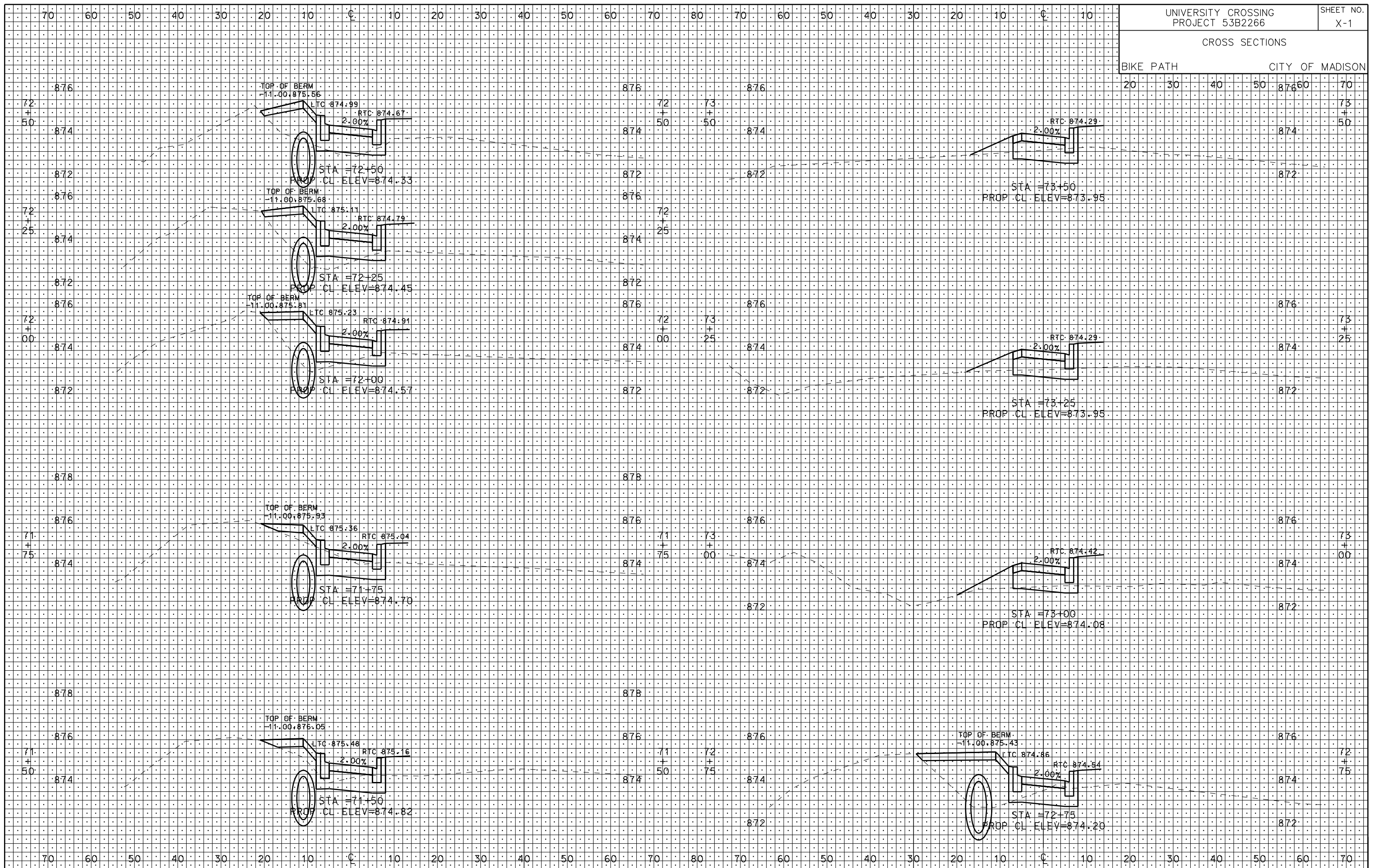
MATCH 25+00
SEE THIS SHEET

REMOVE TREE

CAP AT GRADE
CONNECT TO EXISTING

CROSS SECTIONS

BIKE PATH CITY OF MADISON



PLOT SCALE: -----

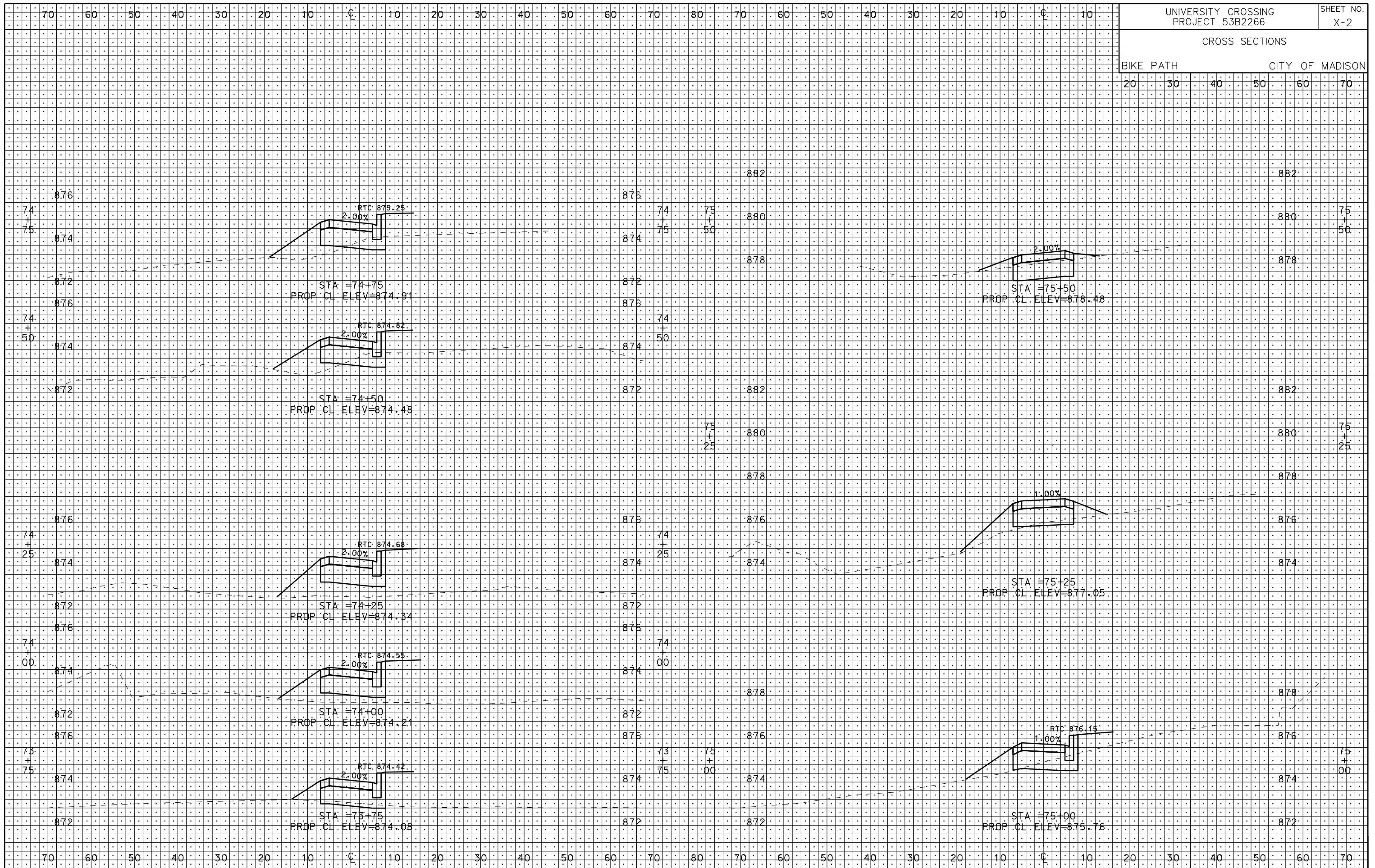
PLOT NAME: -----

REV. DATE: -----

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON



PLOT SCALE: -----

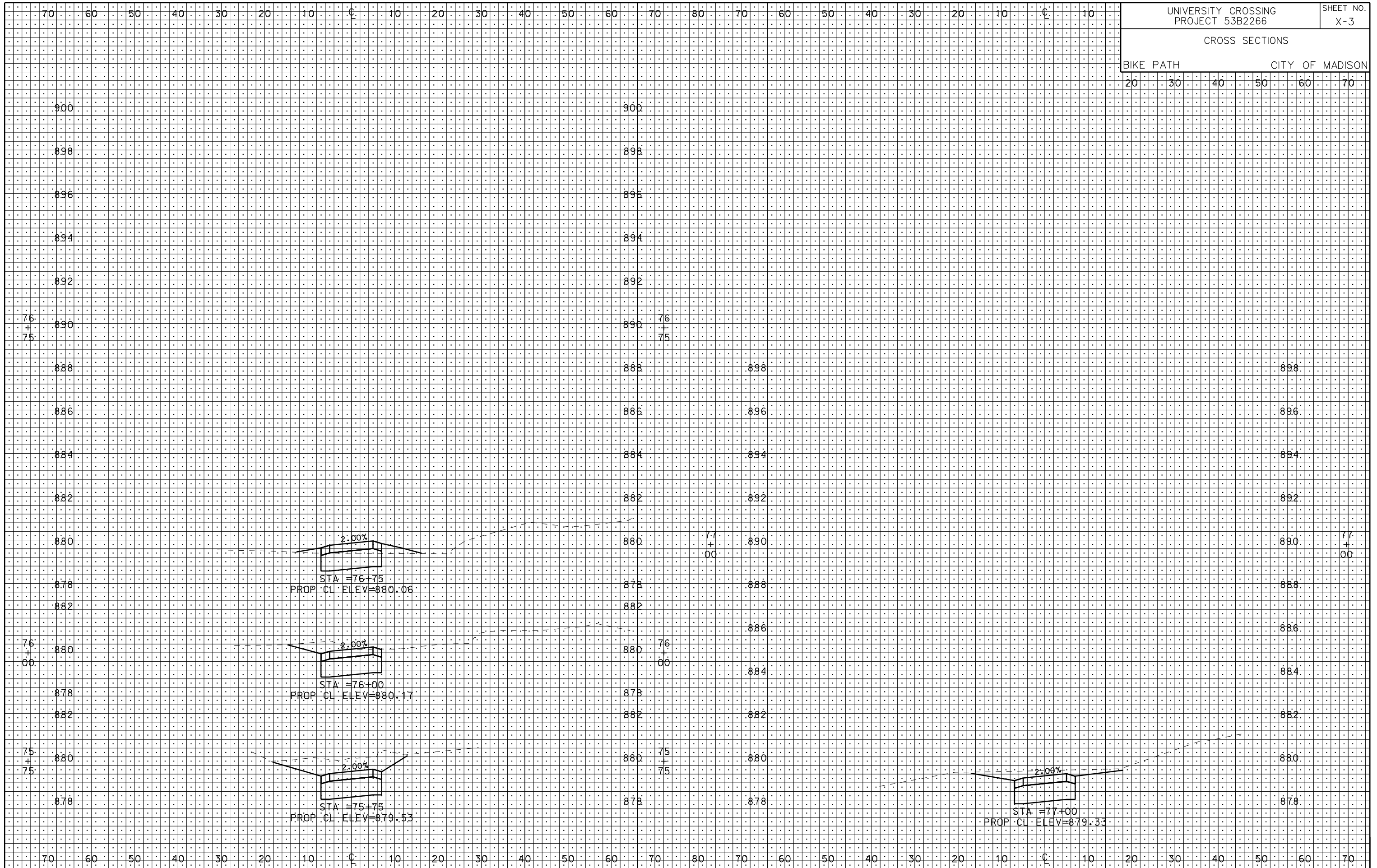
PLOT NAME: -----

REV. DATE: -----

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

BIKE PATH CITY OF MADISON



REV. DATE: PLOT NAME: PLOT SCALE:

ORIGINATOR: CITY OF MADISON - STREETS DIVISION