

Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

INDEX OF SHEETS

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C 200	CROSS SECTIONS
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6918 SEYBOLD ROAD

CITY PROJECT NO. 11948

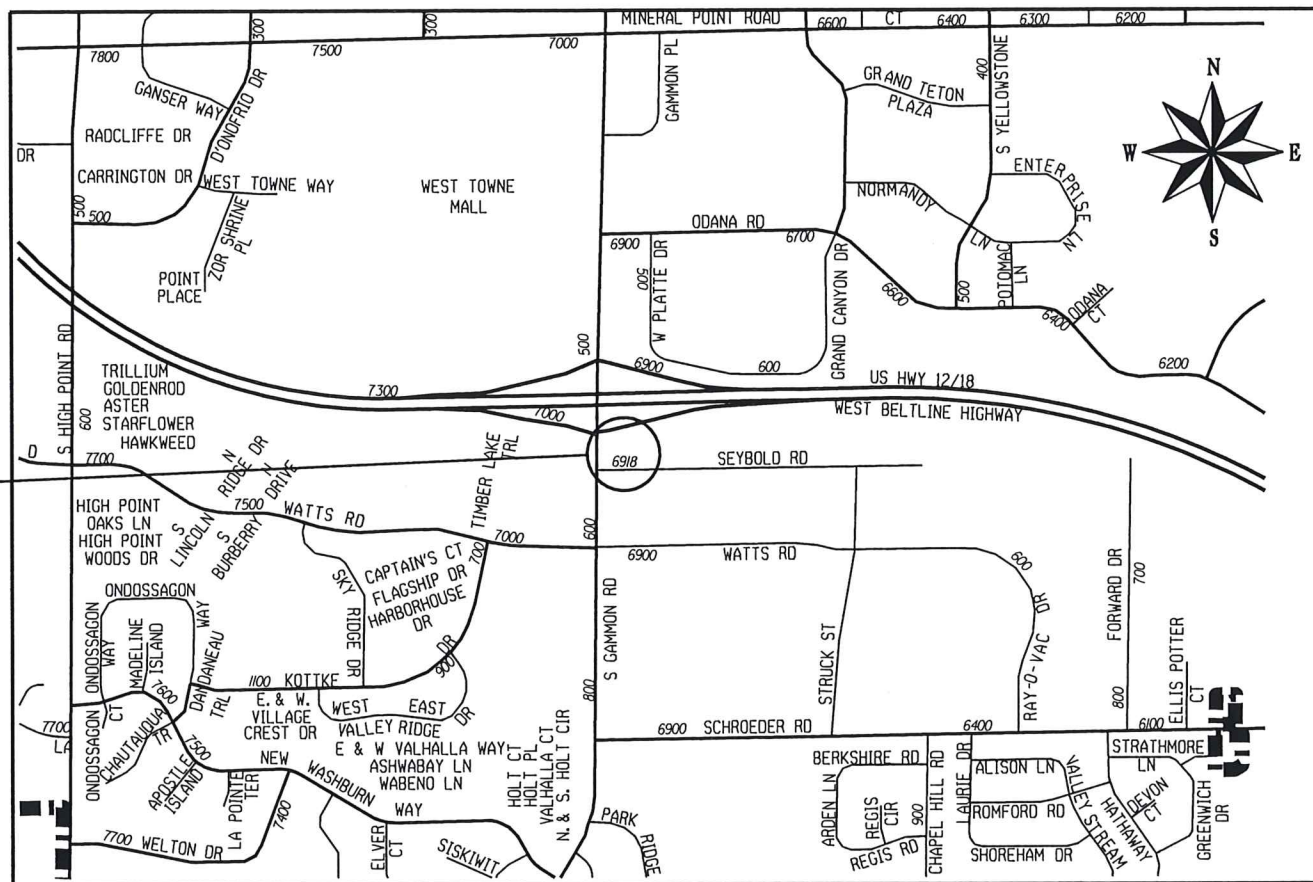
CONTRACT NO. 8233

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	☠

PROJECT LOCATION 6918 SEYBOLD ROAD



NOTES:

ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, CURRENT EDITION.

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 1.50%. 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%.

PUBLIC IMPROVEMENT PROJECT APPROVED

MAY 21, 2019

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

[Signature] 8/1/19
City Engineer Date

SIDEWALK GRADES
DESIGNED BY:



DETAILS

STANDARD NOTES
AND COMMENTS

CITY OF MADISON

ALL ASPHALT PAVEMENT ON SEYBOLD ROAD SHALL BE TYPE "B" ASPHALT PAVEMENT PER S.D.D. 4.06.

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 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 4.00:1. 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 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, REFERING 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 TERRRACE AREAS SHALL BE RESTORED WITH 6-INCHES OF TOP SOIL AND SEED UNLESS DIRECTED OTHERWISE ON THE PLAN OR BY THE CITY CONSTRUCTION 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 WITHIN THE UNIVERSITY AVE OR GRAND AVE RIGHT OF WAY. THE TRAFFIC CONTROL PLAN SHALL COMPLY WITH ALL MUTCD REQUIREMENTS. WORK SHALL NOT PROCEED ON UNIVERSITY AVE OR GRAND AVE 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.

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

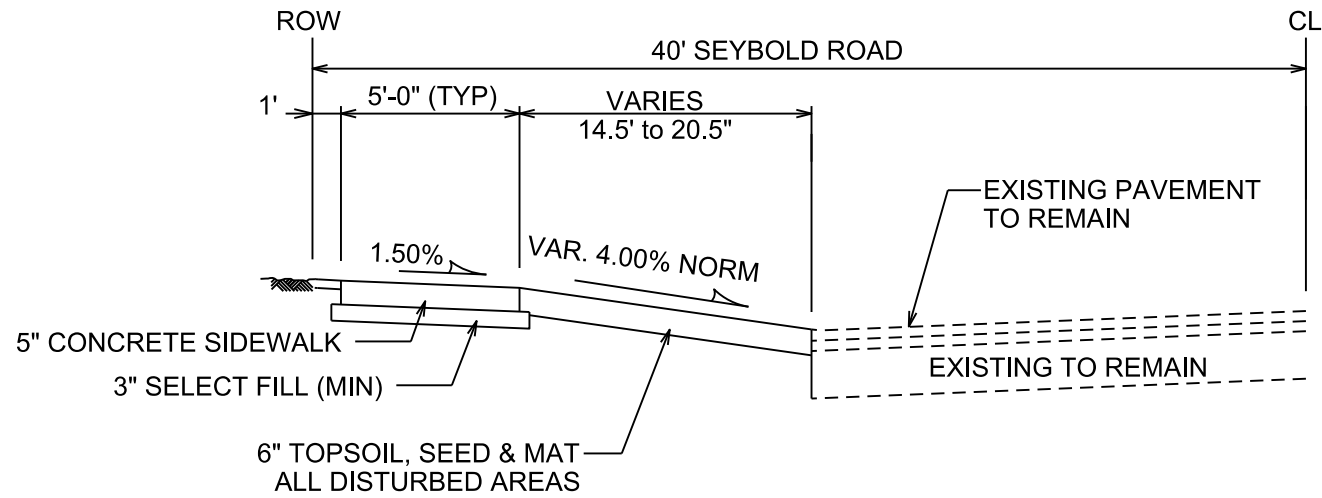
STREET NAME	CLASSIFICATION	PAVEMENT RATING
SEYBOLD ROAD	LOCAL	3

PLOT SCALE:

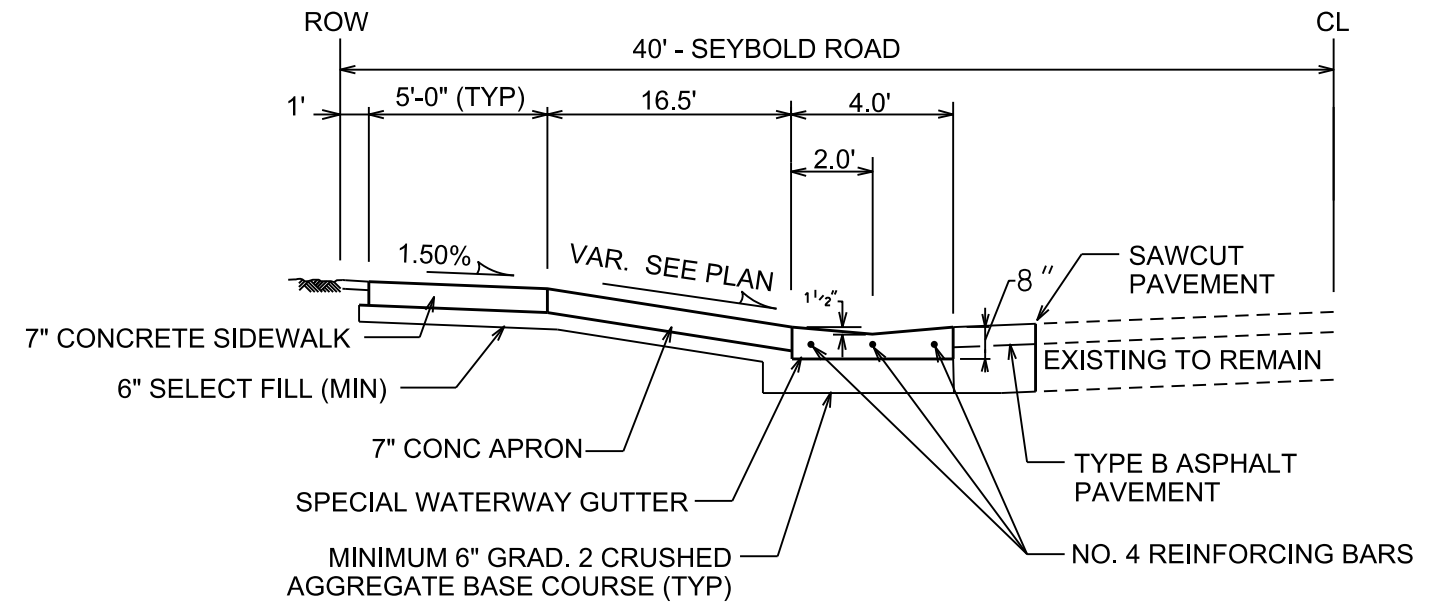
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



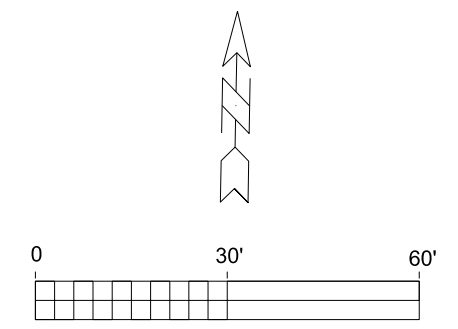
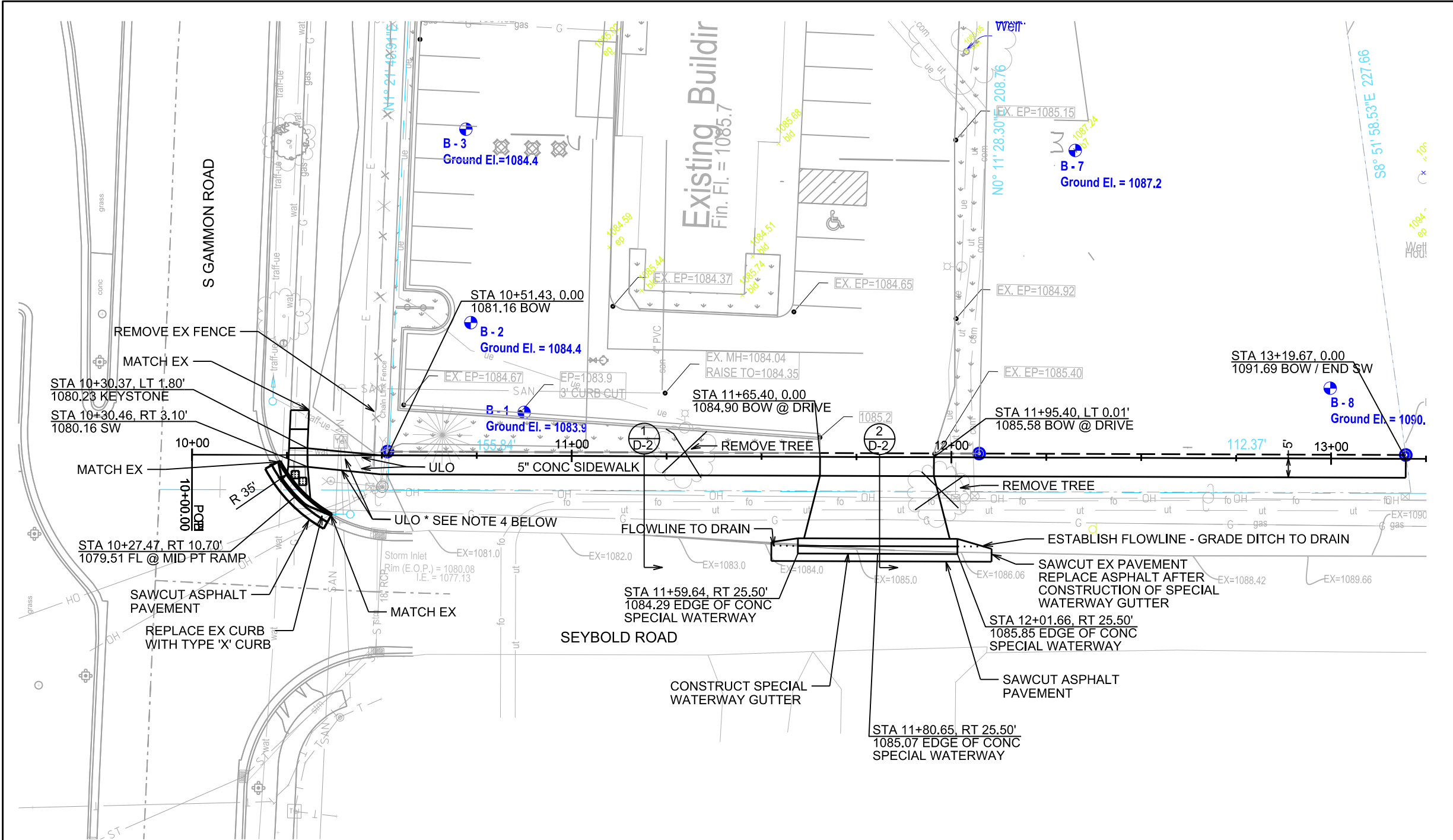
1
D-2
TYPICAL TERRACE SECTION
SEYBOLD ROAD
NOT TO SCALE



2
D-2
TYPICAL SECTION @ DRIVEWAY
SEYBOLD ROAD
NOT TO SCALE

NOTES:

- * PAVEMENT PATCH LIMITS ARE APPROXIMATE. PATCH PAVEMENT PER CITY'S PATCHING CRITERIA. FINAL LIMITS ARE TO BE DETERMINED BY THE CONSTRUCTION ENGINEER.
- * REINFORCING BARS SHALL BE EPOXY COATED AND INSTALLED IN THE SPECIAL WATERWAY AS SHOWN AND SHALL BE INCIDENTAL TO THE SPECIAL WATERWAY

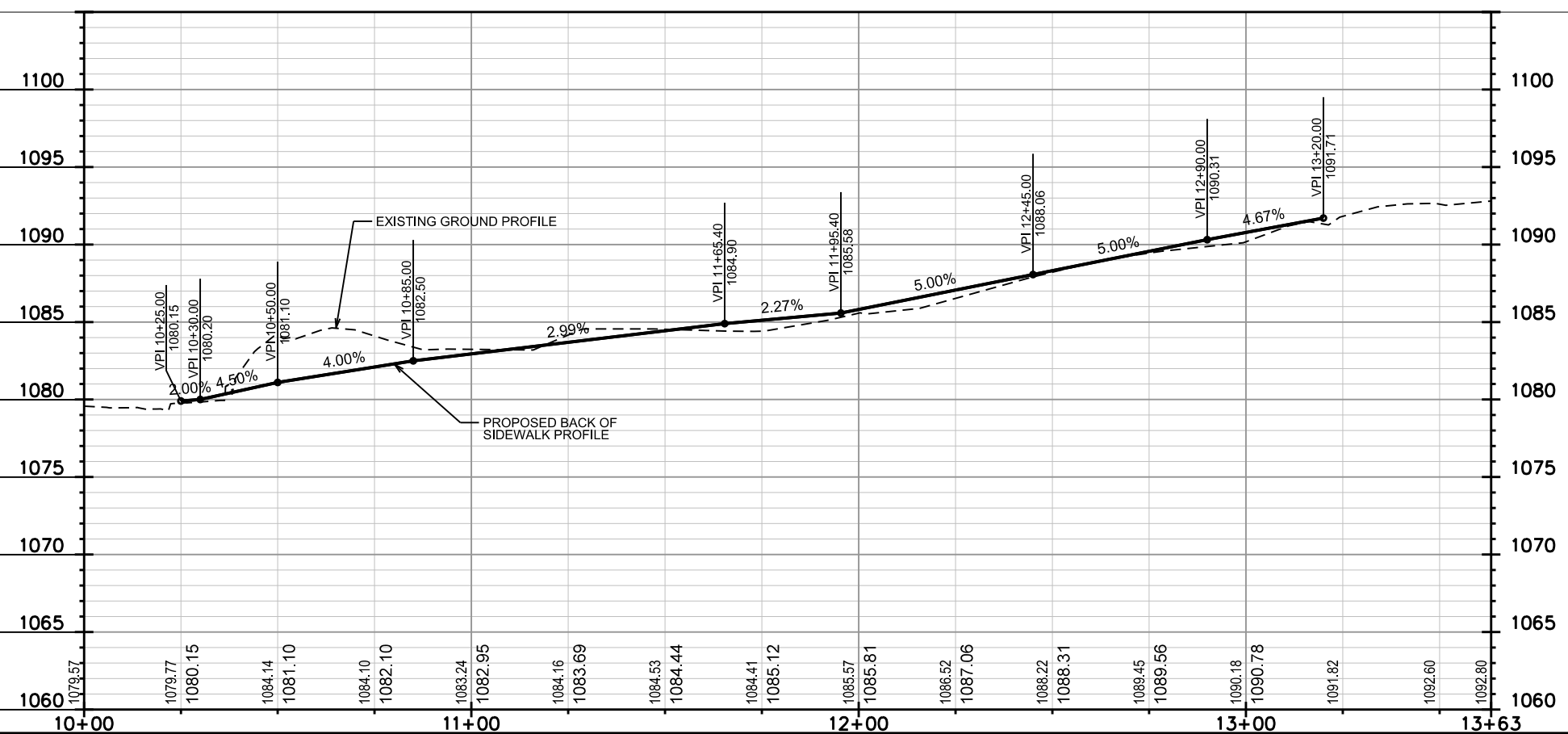
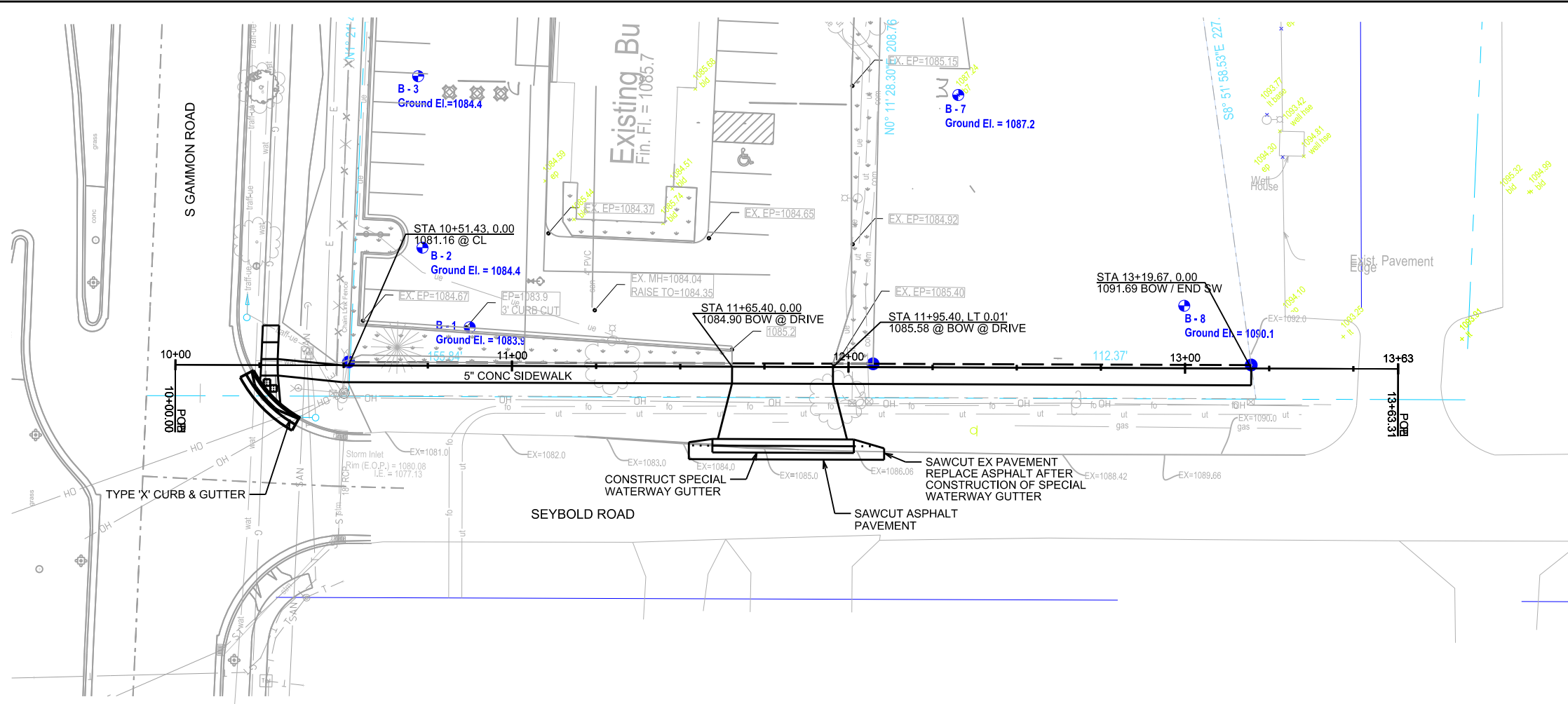


NOTES:

1. COORDINATE RELOCATION OF POWER POLE DOWN GUYS WITH ELECTRIC UTILITY.
2. COORDINATE RELOCATION OF BURIED UTILITIES AS NECESSARY.
3. INFORMATION SHOWN ON PRIVATE PROPERTY IS FOR REFERENCE ONLY.
4. PERFORM ULOs AS SHOWN. COORDINATE WITH CITY TRAFFIC ENGINEERING, MIKE BENZSCHAWEL (608-266-9031), TO LOWER OR REPLACE CONDUITS AND CONTROLLER BASE AS NECESSARY. ADDITIONAL DEPOSIT SHALL BE PROVIDED FOR WORK REQUIRED BY CITY TRAFFIC ENGINEERING.

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

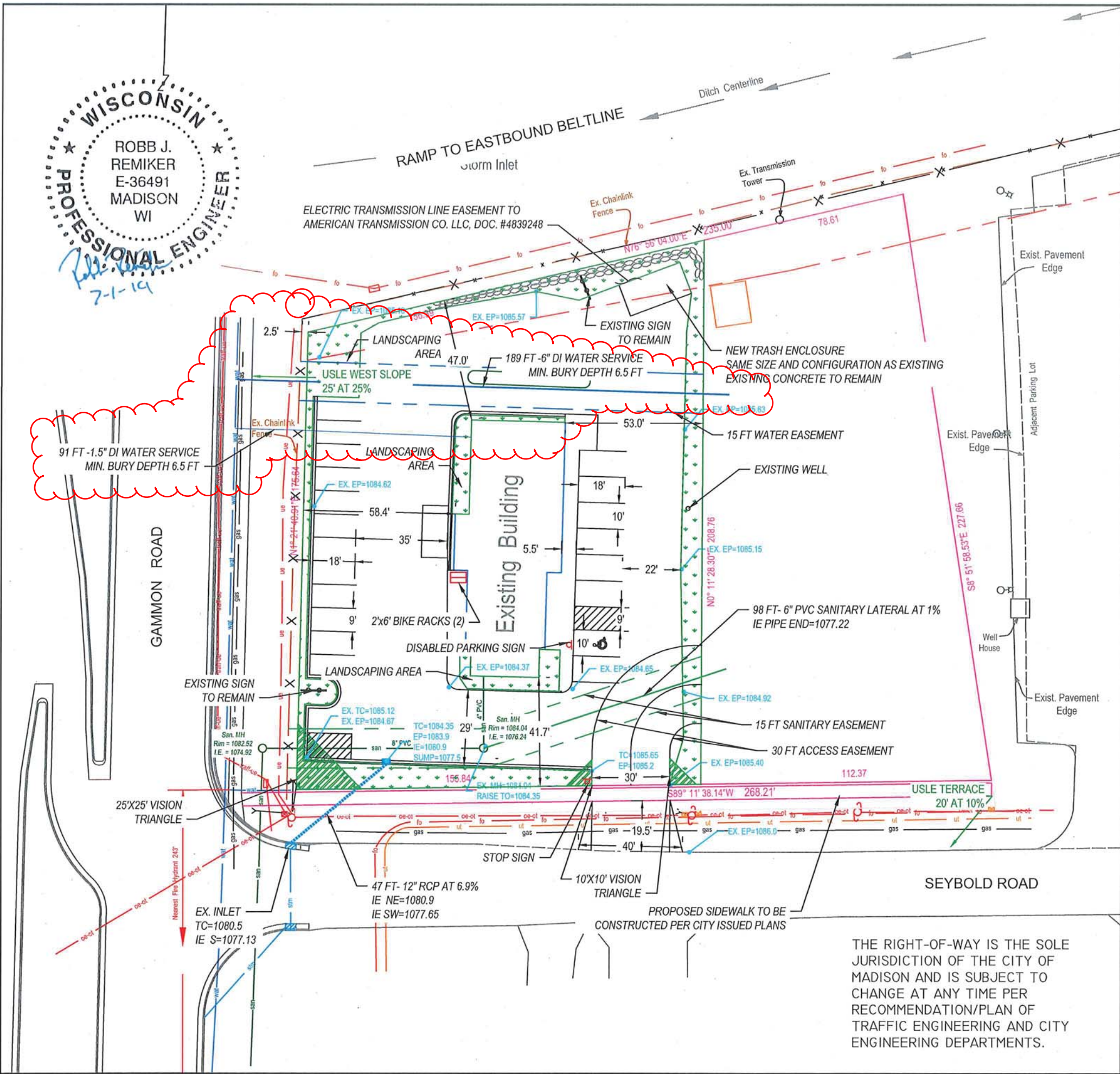
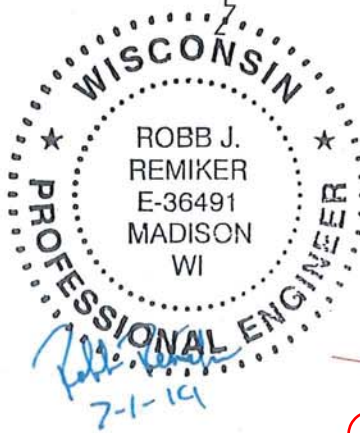


PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



Parking Lot Plan Site Information

Site address: 6918 SEYBOLD ROAD

Site acreage (total): 0.6787

Number of building stories (above ground): 1

Building height: _____

DILHR type of construction (new structures or additions): 5B WOOD FRAME UNPROTECTED

Total square footage of building: 3400

Use of property: COMMERCIAL

Gross square feet of office: _____

Gross square feet of retail: _____

Number of employees in warehouse: _____

Number of employees in production area: _____

Capacity of restaurant or place of assembly: _____

Number of bicycle stalls shown: _____

Number of parking stalls:

Small car: 0

Large car: 20

Accessible: 1

Total: 21

Number of trees shown: _____

LEGEND:



PERVIOUS SURFACES

EXISTING:
 SITE AREA = 29,565 SF
 PERVIOUS SURFACE = 3186 SF
 PERCENT PERVIOUS = 10.8%
 PERCENT IMPERVIOUS = 89.2%

PROPOSED:
 SITE AREA = 29,565 SF
 PERVIOUS SURFACE = 4850 SF
 PERCENT PERVIOUS = 16.4%
 PERCENT IMPERVIOUS = 83.6%

PROJECT:

 6918 SEYBOLD ROAD
 CITY OF MADISON

OWNER:

 ROYAL PARTNERS LLC



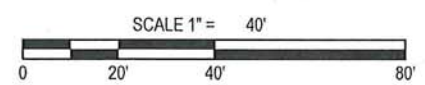
5590 Monona Drive
 Monona, WI 53716
 (608) 222-6597
 (608) 244-9113 Fax
 homburginc.com
 A DNR program for superior environmental performance

ISSUED:
 2/19/2019 CITY OF MADISON REVIEW
 4/18/2019 ZONING
 5/31/2019 ZONING
 6/27/2019 CITY OF MADISON REVIEW
 7/01/2019 CITY OF MADISON REVIEW

SITE PLAN
 REV 9/25/2019 GEY

C 200

THE RIGHT-OF-WAY IS THE SOLE JURISDICTION OF THE CITY OF MADISON AND IS SUBJECT TO CHANGE AT ANY TIME PER RECOMMENDATION/PLAN OF TRAFFIC ENGINEERING AND CITY ENGINEERING DEPARTMENTS.



CROSS SECTIONS

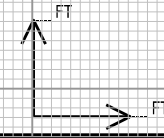
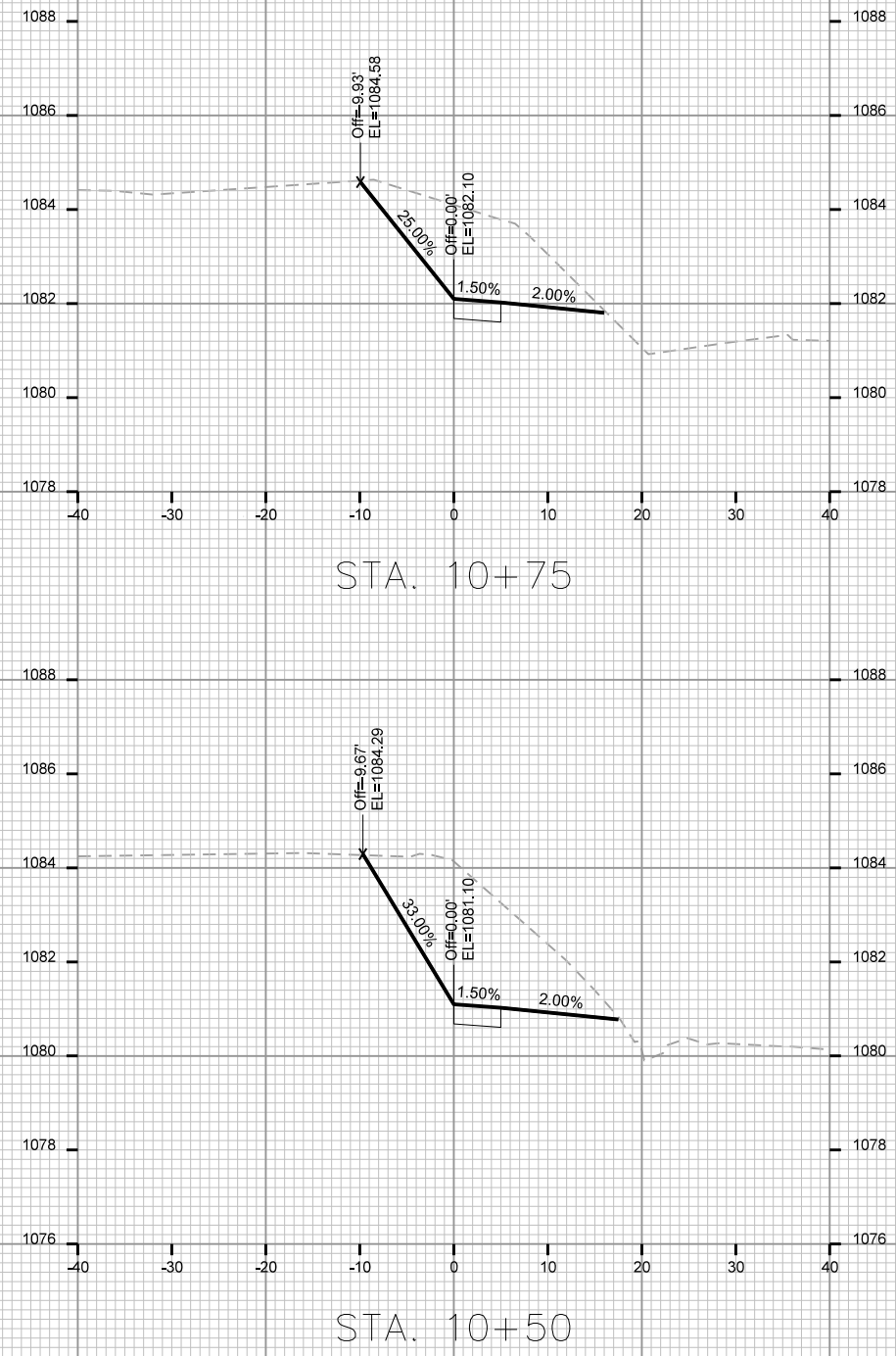
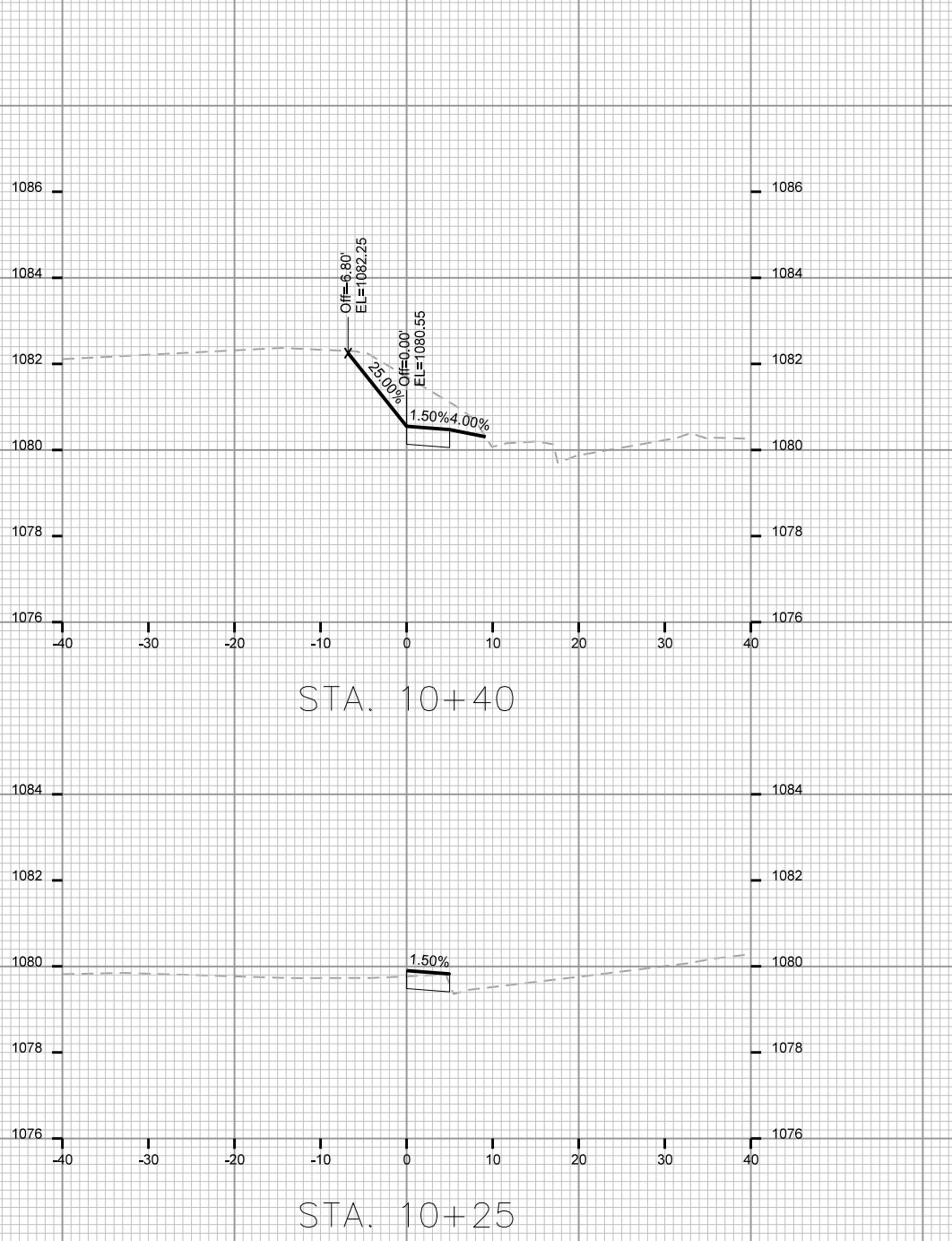
SEYBOLD ROAD SIDEWALK CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



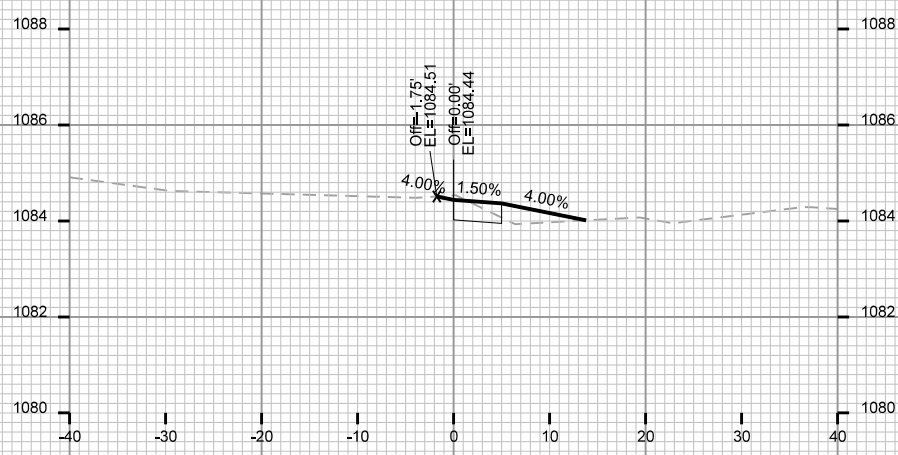
CROSS SECTIONS
SEYBOLD ROAD SIDEWALK CITY OF MADISON

PLOT SCALE: _____

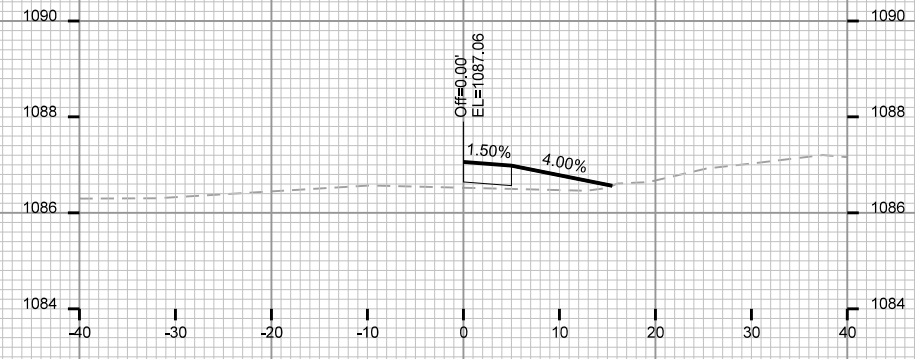
PLOT NAME: _____

REV. DATE: _____

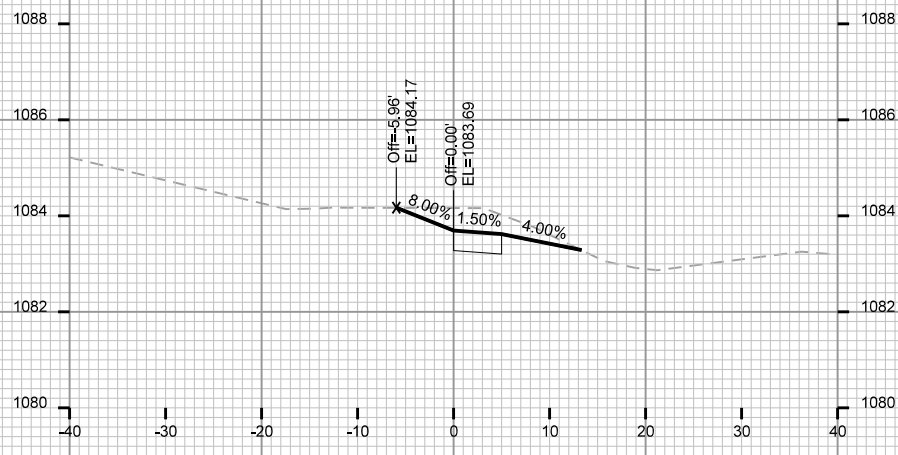
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



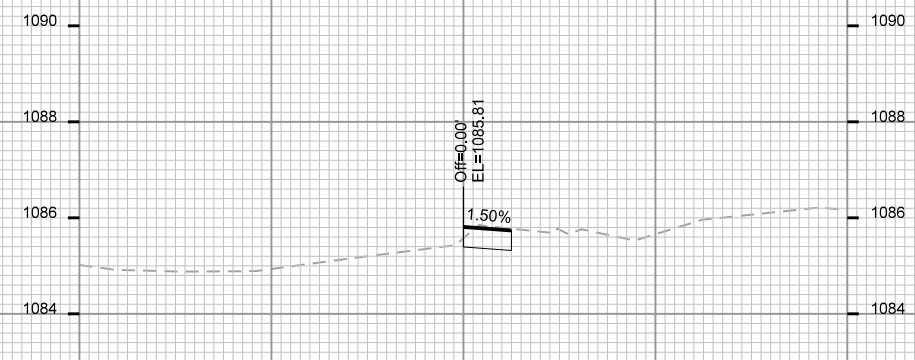
STA. 11+50



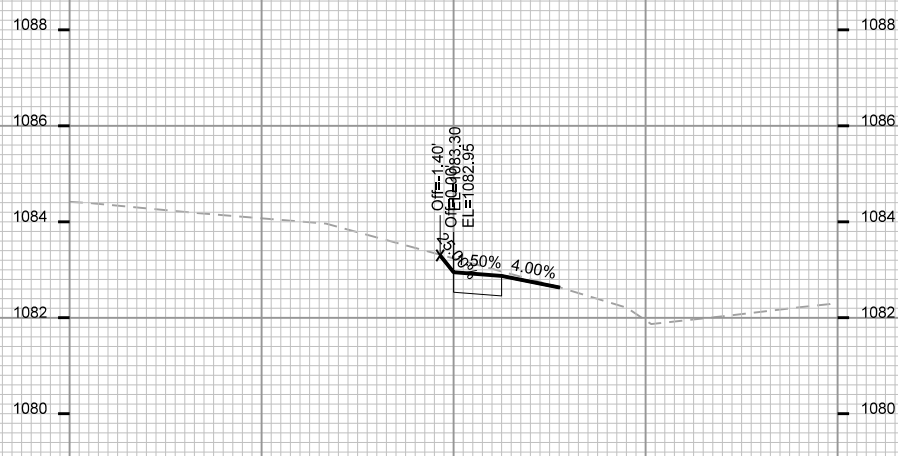
STA. 12+25



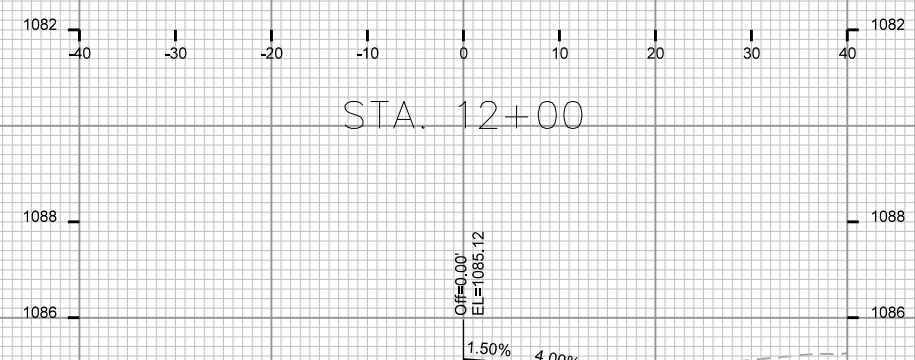
STA. 11+25



STA. 12+00



STA. 11+00

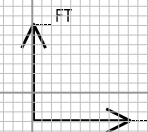
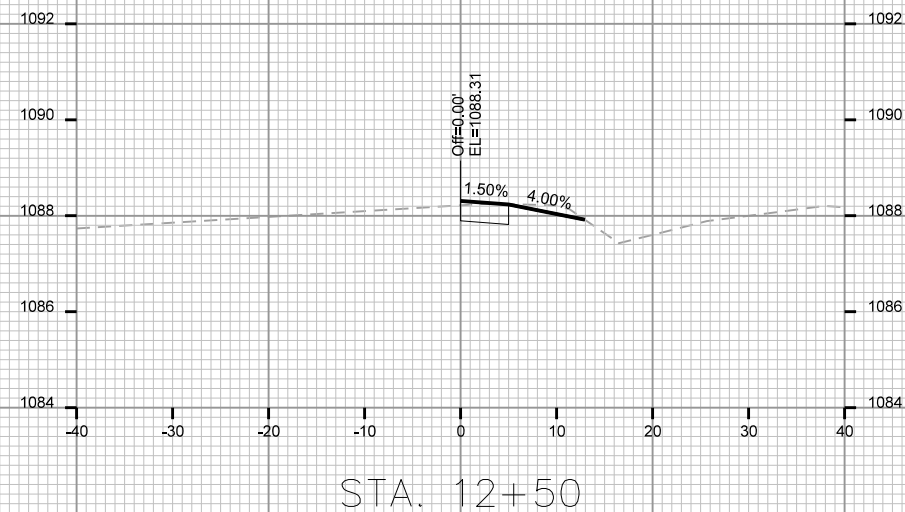
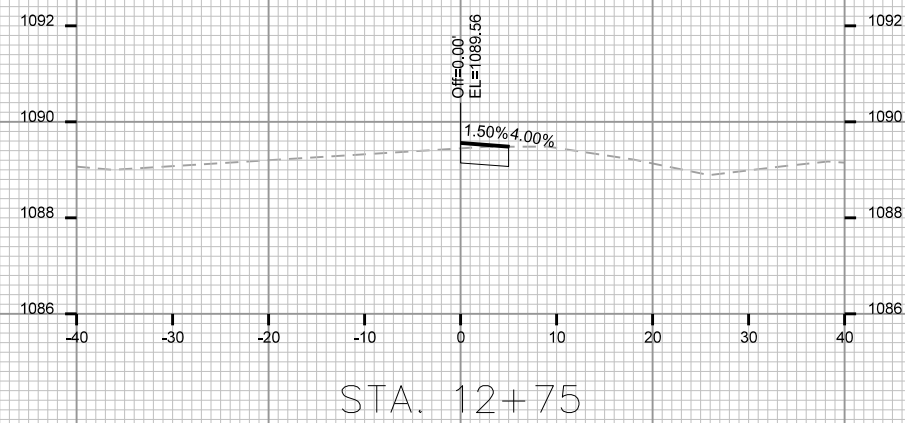
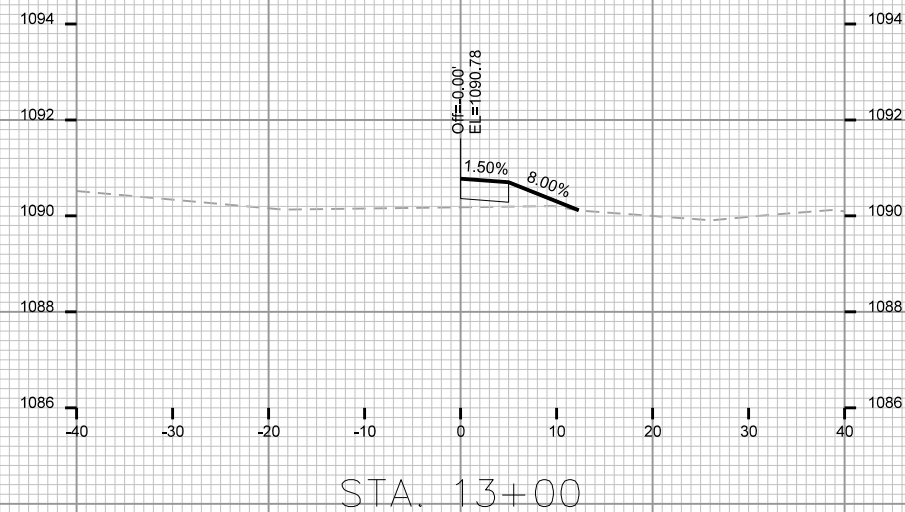


STA. 11+75



CROSS SECTIONS

SEYBOLD ROAD SIDEWALK CITY OF MADISON



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION