VILLAGE OF WINDSOR
BOARD RESOLUTION 2018-86

RESOLUTION REQUESTING A DANE COUNTY PARC & RIDE GRANT
AND
REQUESTING DANE COUNTY TO EXERCISE ITS MUNICIPAL PARK POWERS WITHIN THE MUNCIPALITY

WHEREAS, the Village Board of the Village of Windsor, Dane County, Wisconsin (the "Municipality") has reviewed the attached PARC & Ride Grant Application (the "Application"); and

WHEREAS, the Village Board finds it is in the public interest that the capital improvement(s) contemplated in the Application is undertaken; and

WHEREAS, the Village Board hereby authorizes Jamie Rybarczyk as Village Deputy Administrator to act on its behalf to submit an application for financial assistance to the County of Dane under the Dane County PARC & Ride Grant Program for the purposes described below; to sign documents; and to take action necessary to undertake, direct, and complete an approved Dane County PARC & Ride Grant Project titled: Dane County PARC Grant for the Wolf Hollow Pedestrian Bridge, Bull Run Multi-Use Path and Wayfinding Signage (the "Project"); and

WHEREAS, the Village Board hereby recognizes and acknowledges the long-term operations and maintenance responsibilities associated with this Dane County PARC & Ride Grant Program, and will meet its obligations under the Grant and Management Contract for the Project; and

WHEREAS, Dane County will act on the Application only after receiving this Resolution approved by a majority of the members-elect of the Village Board of the Village of Windsor.

NOW, THEREFORE, BE IT RESOLVED that:

Section 1. Request from Municipality. The Municipality hereby requests Dane County to act and consents to Dane County acting to finance a portion or all of the Project.

Section 2. Grant of Authority to County. The Municipality hereby finds it is in the public interest to grant Dane County authority to finance the Project under the terms and conditions of Dane County's PARC & Ride Grant Program. In consenting herein, the Municipality does not waive or relinquish any of its municipal authority or power under law, nor obligate itself to take any action, or provide any funding with regard to the Project.

The above and foregoing Resolution was duly adopted by the Village Board of the Village of Windsor, Dane County, Wisconsin at a meeting held on the 4th day of October, 2018 by a vote of 5 in favor, 0 opposed and 0 abstained.

VILLAGE OF WINDSOR

Robert E. Wipperfurth

Robert E. Wipperfurth, President

Attested by:

Christine Capstran

Christine Capstran, Clerk

INCORPORATED BY REFERENCE:
2018 PARC and Ride Grant Application

PARC & Ride Grant Program
Grant Application

APPLICANT INFORMATION			
Organization	Village of Windsor		
Contact Name & Title	Jamie Rybarczyk, Deputy Administrator		
Address	4084 Mueller Road, DeForest, WI 53532		
Daytime Phone	608-888-0066	E-mail	jamie@windsorwi.gov

PROJECT INFORMATION			
Requirement: **Projects must be on public lands, easements, or leased property that guarantees at least 25 years of public trail access. Trail projects proposed for land that has not yet been secured for public trail access are not eligible.**			
Project Title	Wolf Hollow Pedestrian Bridge, Bull Run Multi-Use Path, and Wayfinding Signage		
Project Location	Located in Sections 28 and 30 of the Village of Windsor		
Estimated Start Date	October 2019	Estimated End Date	August 2019

PROJECT COST SUMMARY			
Project Costs	$163,200.00	Grant Request (up to 50%)	$81,600.00
Sponsor Funds	$81,600.00	Grants or Other Match	

REQUIRED ATTACHMENTS

- ✓ Project Budget Form
- ✓ Project Narrative Form
- ✓ Context map that shows the project location and its connection to the regional trail system as shown in the Dane County Parks and Open Space Plan.
- ✓ Site plan or design & engineering plans and specifications
- ✓ Authorizing Resolution (s) – See sample resolutions.

The undersigned hereby certifies that the information contained in this application and all attachments is true and correct to the best of his/her knowledge.

Name of Authorized Representative (please print) Jamie Rybarczyk Title: Deputy Administrator

Signature of Authorized Representative _____ Date: 10/1/2018

Email applications to Sara Rigelman at Rigelman@countyofdane.com. Total file size should not exceed 10 MB.

PARC & Ride Grant Program
Budget Form

Please attach price quotes, invoices, grant contracts and any other information that will support the project budget. If you need additional space, please make copies of this form and attach to your application.

PROJECT COSTS			
Item Description	**Quantity**	**Unit Cost**	**Total Cost**
Wolf Hollow Pedestrian Bridge	1	$ 92,000.00	$ 92,000.00
(inc. surveying, engineering, permitting, specifications, bid documents, and construction management)			$ 0.00
Bull Run Multi-Use Path	1	$ 70,000.00	$ 70,000.00
(inc. surveying, engineering, permitting, specifications, & bid documents, and construction management)			$ 0.00
Wayfinding Signage (inc. posts, signs and installation)	10	$ 120.00	$ 1,200.00
			$ 0.00
			$ 0.00
			$ 0.00
			$ 0.00
			$ 0.00
			$ 0.00
			$ 0.00
			$ 0.00
		Total Project Costs	$ 163,200.00

PROJECT FUNDING - Submit documentation for sources of match (i.e. copies of preliminary or final grant award letters, pending or approved budget allocations)		
Sources of Match (Other than PARC Grant Request)	**Status** (i.e. pending or secured)	**Amount**
Village of Windsor Local Match	Secured	$ 81,600.00
	Total Project Funding	$ 81,600.00

GRANT REQUEST SUMMARY	
Grant Request (Total Project Costs less Total Project Funding)	$ 81,600.00
% of Total Project Costs *PARC Grants will only be awarded for 50% or less of total project costs.*	50 **%**

PARC & Ride Grant Program

PROJECT DESCRIPTION

Describe the project scope and include a discussion on the following evaluation factors:

- Provides a new linkage to a Dane County Parks property, other bikeway routes or paths, or to a neighborhood or community
- Located along a river or lakeshore
- Anticipated bicycle use
- Connects low income neighborhood or housing to a larger trail system or green space.
- Provides additional amenities such as benches, observation decks, accessible fishing pier, bike repair station, kiosk, shade structure, etc.
- Complements development activities in the surrounding area
- Identified in multiple plans such as a local comprehensive plan and Dane County Bicycle Transportation Plan
- Budget and secured financial resources

PURPOSE:
The Wolf Hollow pedestrian bridge, Bull Run mulit-use path, and wayfinding signage completes three missing links to the regional trail network connecting users from the Token Creek County Park to the Upper Yahara River Trail through the Villages of Windsor and DeForest. The identified user routes within the Village of Windsor are mainly off-street multi-use (pedestrian and bicycle) asphalt paths.

SCOPE:
The scope of the grant application includes the following:

The Wolf Hollow pedestrian bridge will provide a necessary east/west connection over a DNR designated intermittent stream. This crossing is currently served by an insufficient boardwalk installed by the developer. The boardwalk has fallen into disrepair due to weather, reoccurring high-water events, and increased pedestrian traffic raising public safety concerns. The proposed 10'x80' arched pedestrian bridge will connect regional users, as well as, local users (Bull Run, Pleasant Hill Estates, Prairie Creek, Windsor Crossing, Windsor Downtown Hamlet, Windsor Ridge, and Wolf Hollow neighborhoods) to the Upper Yahara River Trail (northwest), Windsor parks and conservancies (central), and Token Creek County Park (southeast).

The Bull Run multi-use path will complete an additional east/west segment of the regional and local trail network in close proximity to the Upper Yahara River Trail at Sunfish Pond. The proposed 0.2 mile multi-use asphalt path, located in a 30' Village easement, will extend the regional and local trail network from Valiant Drive to Windsor Road. This multi-use asphalt path will also connect local users (Lake Windsor and Windsor Corners neighborhoods) to the Bull Run Park.

PROJECT DESCRIPTION Cont.
The proposed 0.75 mile wayfinding signage completes the last east/west segment of the regional and local trail network. The ten (10) wayfinding signs will direct users both on-street and on-sidewalk from the Windsor Elementary School multi-use path, along 2nd Street in Windsor Downtown Hamlet (on-street), continuing along Valiant Drive (on-sidewalk), ending at the proposed Bull Run multi-use path. Should the Wolf Hollow pedestrian bridge, Bull Run multi-use path, and wayfinding signage projects get funded, these projects will: (1) expand/improve connectivity between the Token Creek County Park and Upper Yahara River Trail; (2) expand/improve pedestrian and bicycle amenities; (3) provide new recreational opportunities for local users (Bull Run, Lake Windsor, Pleasant Hill Estates, Prairie Creek, Windsor Corners, Windsor Crossing, Windsor Downtown Hamlet, Windsor Ridge, and Wolf Hollow neighborhoods); (4) implement elements of supporting documents, as identified below. SUPPORTING DOCUMENTS: The Village of Windsor grant application is supported by the following documents: (1) Village of Windsor Comprehensive Plan: 2035; (2) Village of Windsor Comprehensive Outdoor Recreation Plan: 2015-2020; (3) Windsor Road Revitalization Plan-Dane BUILD; and (4) 2018-2023 Dane County Parks & Open Space Plan. FINANCIAL RESOURCES: The Village of Windsor has secured the local match as part of the 2019 Village Budget.

PROJECT TIMELINE

Provide key project implementation milestones and timeline:

Example:
All grants and sponsor matching funds secured – December 2018
Construction plans and specifications completed – June 2019
Permits and approvals secured – August 2019
Start construction – September 2019
End construction – November 2019

Grant and 2019 Village Budget Adopted, Funds Secured – December 2018
Construction Plans and Specifications Completed – December 2018
Permits and Approvals Secured – March 2019
Contracts Awarded – March 2019
Start Construction – April 2019
End Construction – August 2019

PROJECT DELIVERY PLAN

Describe who will be performing project management activities such as construction management and oversight duties:

Jamie Rybarczyk, Village of Windsor - Lead Village staff coordinating consultants, communication with Village Board, public information on website, and grant administration.

Gerald Groth, PE, Baxter & Woodman (Village Engineer) - Lead staff on survey, engineering, permitting, specifications, bid documents, and construction management.

PROJECT OPERATIONS AND MAINTENANCE PLAN

Describe how the project will be operated and maintained, who will be responsible for performing those activities, and what financial resources are available for it:

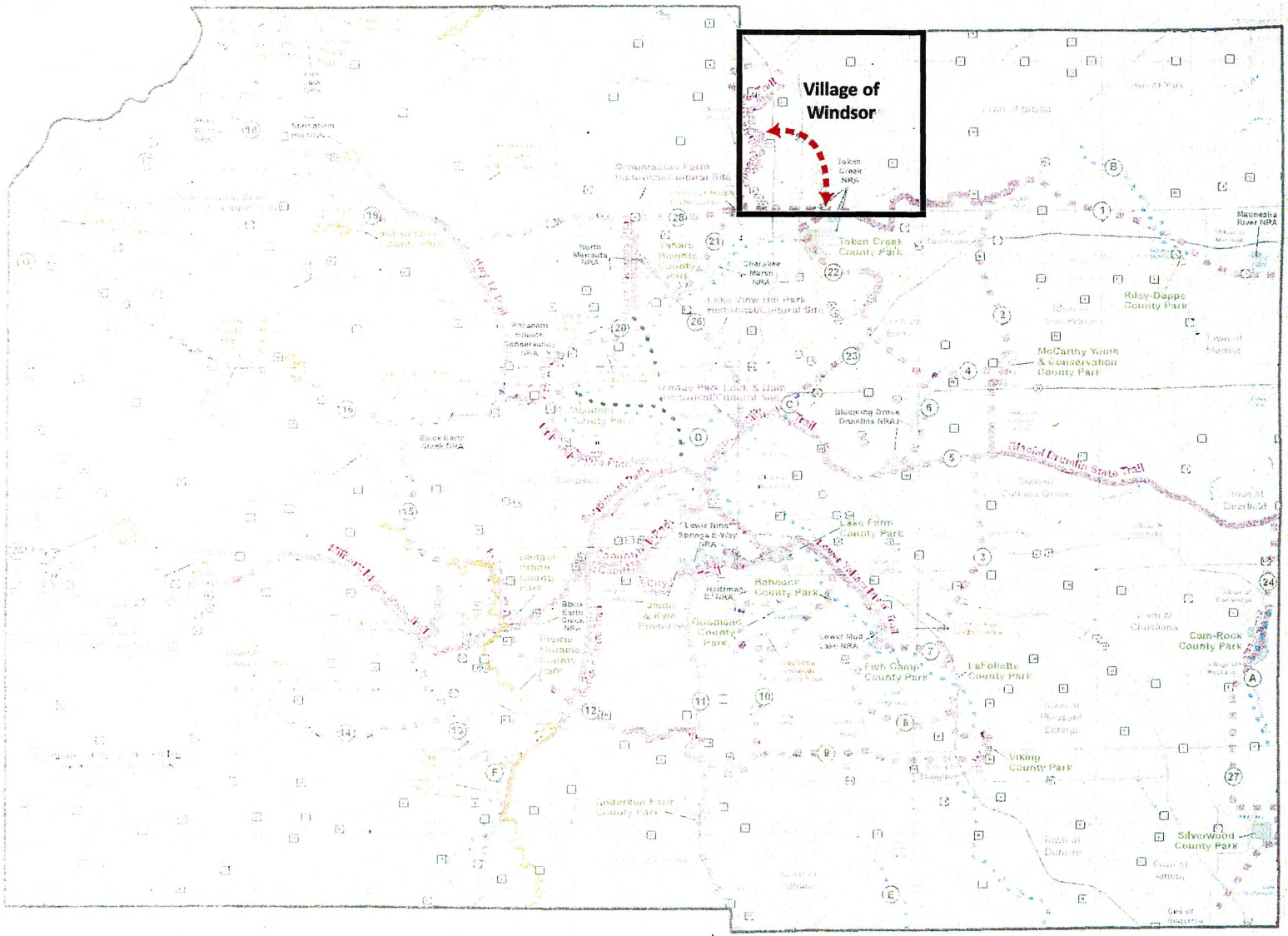
The Village of Windsor will be responsible for performing on-going maintenance activities. The Village will include necessary funding as part of the general operation budget. On-going maintenance will be performed by the Village Department of Public Works staff.

RECOGNITION

Describe how you will recognize Dane County's financial contribution to the project, if funded:

Should the Wolf Hollow Pedestrian Bridge, Bull Run Multi-Use Path, and Wayfinding Signage projects get funded, the Village of Windsor will recognize Dane County's financial contribution in the following ways: (1) acknowledge Dane County's partnership publicly at the Village Board meeting through Resolution; (2) acknowledge Dane County's partnership in any social media and/or media coverage; and (3) installing plaques and/or signs at the project locations identifying Dane County's partnership. The Village of Windsor is open to additional or alternative means of recognition if requested.

Dane County Parks & Open Space Plan Regional Trail Map 2018 - 2023



Existing and Proposed Regional Trails

- Existing Shared-Use Bicycle/Pedestrian Trail
- Proposed Shared-Use Bicycle/Pedestrian Trail
- Proposed Bicycle/Pedestrian Ferry
- Existing Water Trail
- Existing Ice Age National Scenic Trail
- Ice Age National Scenic Trail Corridor

Dane County Parks System

- Recreation Park
- Natural Resource Area
- Wildlife Area
- Historical or Cultural Site
- Forest
- Trails

Proposed Shared-Use Bicycle/Pedestrian Trails

1. Token Creek Co. Park to Riley Deppe Co. Park
2. Georgia O'Keeffe Trail
3. McCarthy Co. Park to Lake Kegonsa State Park
4. McCarthy Co. Park Connector
5. Capital City Trail to Glacial Drumlin Trail
6. Blooming Grove Drumlin to Door Creek Park
7. Lower Yahara River Trail
8. Kegonsa Lake Loop (includes on-road segments)
9. Stoughton to Oregon
10. Oregon to Waubesa Lake Loop
11. Fitchburg to Oregon Rail Trail
12. Oregon to Badger State Trail to Military Ridge State Trail
13. Sugar River Trail
14. Sugar River to Mount Horeb
15. Black Earth Creek to Pope Farm Park to Badger Prairie Co. Park
16. Black Earth Creek (Good Neighbor) Trail
17. Mazomanie to Sauk City Rail Trail
18. Highway 12 Trail Connector
19. Indian Lake Co. Park Spur Trail
20. North Mendota Trail
21. Upper Yahara River Trail
22. DeForest to Sun Prairie
23. Starkweather Creek Trail
24. Glacial Drumlin Trail to CamRock
25. Blue Mounds Loop
26. Sherman Flyer Trail
27. CamRock Co. Park to Silverwood Co. Park to City of Edgerton
28. Highway 19 Trail

Water Trails*

A. Koshkonong Creek
B. Maunesha River
C. Starkweather Creek
D. Yahara Chain
E. Badfish Creek
F. Sugar River
G. Black Earth Creek

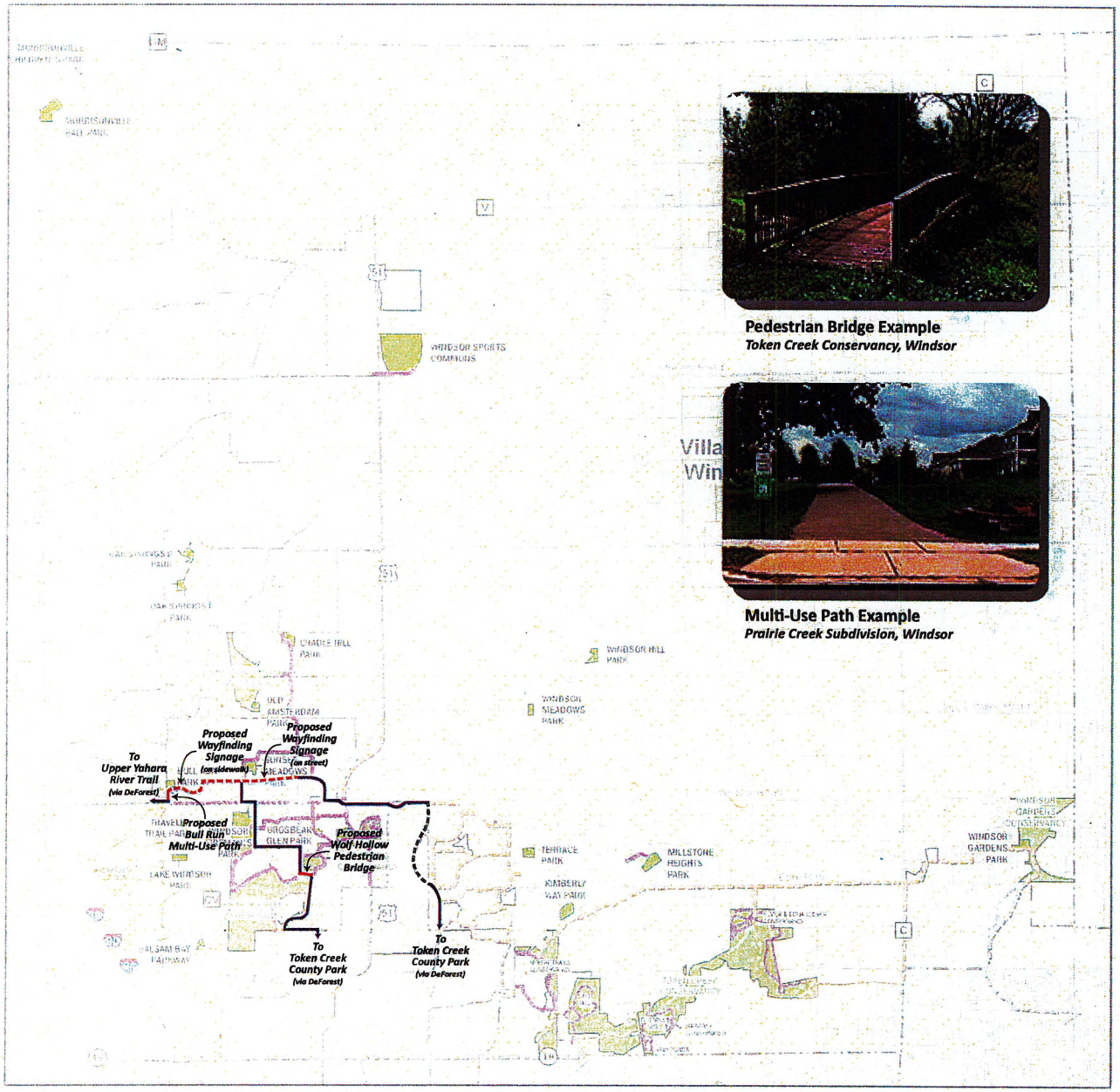
* More detailed water trail information can be found at: www.capitalriverstrails.org

0 1 2 4 6 8 Miles

Data Sources:
Recreation Parks, Forests, Historic/Cultural Sites, Wildlife Areas, Natural Resource Area Properties, Natural Resource Area Boundaries, Trails, Proposed Regional Shared-Use Trails and Ferry, Water Trails:
Dane County Parks (2017).
Municipalities, Hydrography, Town Boundary:
Dane County (2017)
Roads: Dane County (2014).
Ice Age National Scenic Trail, Corridor and Properties:
Ice Age Trail Alliance (2017).
Existing Bicycle/Pedestrian Trails: Madison Area Metropolitan Planning Organization (2017).

Map created by Dane County Parks on 9/1/2011, last updated 2/16/2018. Adopted 4.12.18.
File Location: H:\Parks\Mapping\POSP\2018-2023_POSP\POSP2018Trails_11x17.mxd

Village of Windsor Paths



Pedestrian Bridge Example
Token Creek Conservancy, Windsor

Multi-Use Path Example
Prairie Creek Subdivision, Windsor

- Park
- Conservancy
- Windsor Limits
- Proposed Parks & Conservancies
- School District Property
- Private Recreation
- Environmentally Sensitive Areas

Paths: Windsor

- Existing Multi-Use Path
- Existing Path Linkage (Sidewalk/Bike Lane)
- Proposed Multi-Use Path
- Existing Hiking Path (Token Creek)
- Proposed Hiking Path (Token Creek)

Paths: Other Jurisdictions

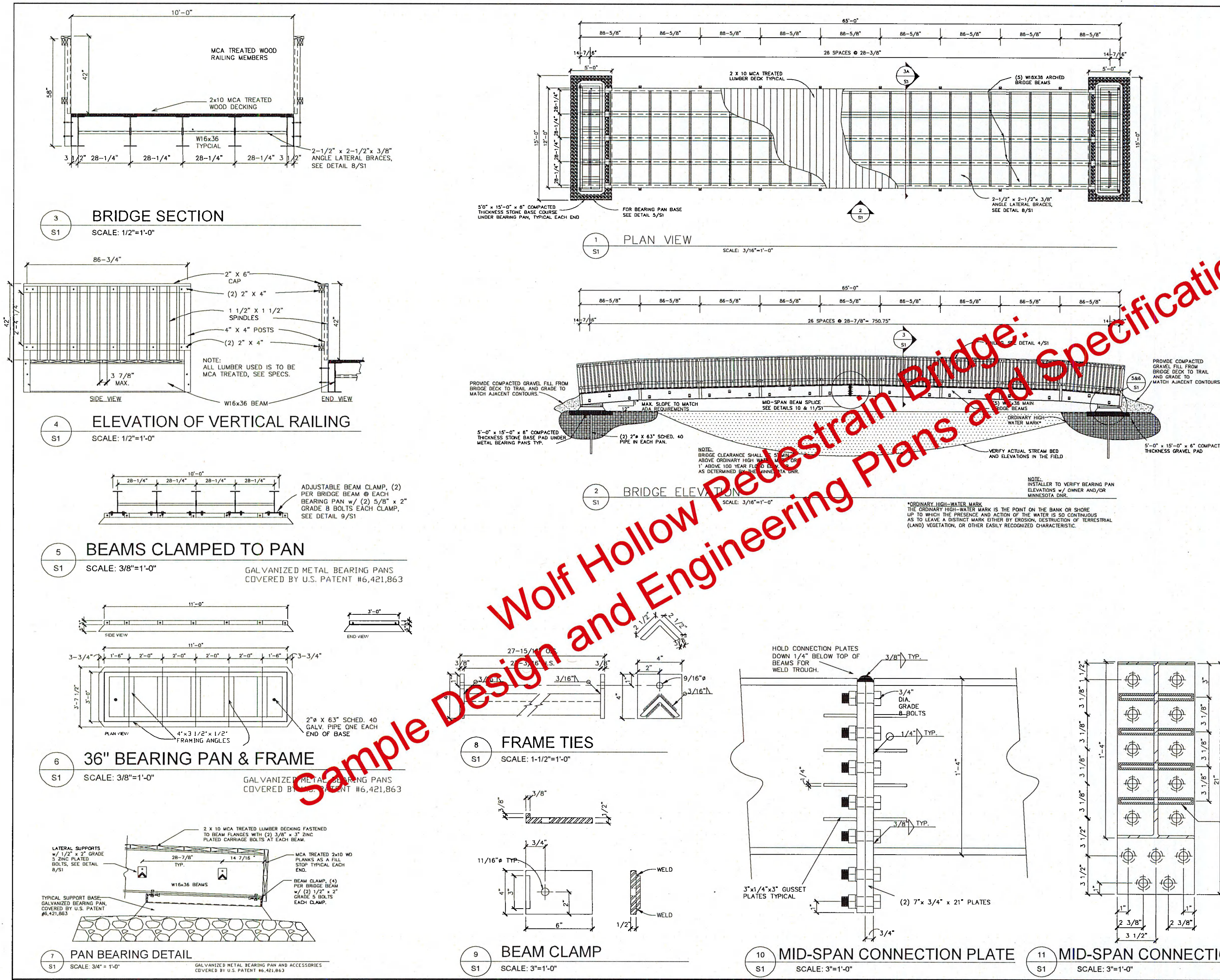
- Existing Multi-Use Path
- Proposed Multi-Use Path

Windsor
Growing Forward

N W E S

Foth

Wolf Hollow Pedestrain Bridge: Sample Design and Engineering Plans and Specifications



NO.	DESCRIPTION	DATE	BY
01	FOR REVIEW & COMMENT	06/14/16	JFH
02	FOR CONSTRUCTION	06/15/16	JFH

NOTES

GENERAL NOTES:

1. THIS BRIDGE IS DESIGNED ON THE BASIS OF THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES'S *BRIDGE GUIDELINES FOR NEW AND REPLACEMENT SNOWMOBILE AND ALL-TERRAIN VEHICLE BRIDGES*, PUBLICATION PUB-CF-005 DATED 2014, WITH THE FOLLOWING:

DESIGN LOADS:

DEAD LOAD ON DECKING	=	8.9 PSF
DEAD LOAD SUPPORTED BY BRIDGE	=	26.7 PSF
LIVE LOAD #1 ON ENTIRE DECK	=	60.0 PSF
LIVE LOAD #2 ON ENTIRE DECK	=	30.0 PSF
SNOWLOAD	=	50.0 PSF
WIND LOAD	=	90.0 MPH
VEHICLE LOAD	=	14,000.0 LBS

LOAD COMBINATIONS:
LC#1 = DL + .75 (LL#1 + SL)
LC#2 = DL + .75 (LL#2 + SL + VL)

2. THE ENGINEER IS NOT RESPONSIBLE FOR CONSTRUCION MEANS OR METHODS OR FOR SUPERVISION OF CONSTRUCTION.

3. ALL DIMENSIONS ARE TO BE CROSS CHECKED WITH EXISTING FIELD DIMENSIONS AND APPROVED SHOP DRAWINGS FOR THE VARIOUS MATERIALS AND BUILDING COMPONENTS. ALL DIMENSIONAL DISCREPANCIES ARE TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER.

4. ALL WORK IS TO BE PERFORMED IN A SAFE AND WORKMAN LIKE MANNER IN COMPLIANCE WITH THE FEDERAL OCCUPATIONAL SAFETY AND HEALTH ACT (OSHA) AND ALL STATE OF MINNESOTA AND WRIGHT COUNTY, MN BUILDING CODES AND ZONING ORDINANCES AS THEY MAY PERTAIN TO THIS PROJECT.

SITE WORK:

1. THE CONTRACTOR IS TO VERIFY ALL CONDITIONS AT THE SITE, PARTCULARLY THE LOCATION OF ANY UNDERGROUND UTILITIES BEFORE EXCAVATION. ANY DISCREPANCES ARE TO BE BROUGHT TO THE ATTENTION OF THE ENGINEER.

2. THE FOUNDATION DESIGN IS BASED UPON AN ASSUMED NET SOIL BEARING CAPACITY OF 1,500 PSF.

3. THE BEARING ELEVATION OF THE BRIDGE SHALL BE SET BY THE BRIDGE OWNER AT AN ELEVATION SUCH THAT THE MINIMUM BOTTOM CHORD ELEVATION OF THE BRIDGE SHALL BE AT LEAST 5.0' ABOVE ORDINARY HIGH WATER MARK.

STRUCTURAL STEEL:

1. ALL STRUCTURAL STEEL USED IN THE FABRICATION AND ERECTION OF THIS BRIDGE SHALL MEET ASTM A572/A992 GRADE 50 AND SHALL HAVE A MINIMUM YIELD STRENGTH OF 50,000 PSI.

2. FASTENERS USED IN THE FABRICATION AND ERECTION OF THIS BRIDGE SHALL MEET THE REQUIREMENTS OF THE FOLLOWING SPECIFICATIONS: SAE J429-GRADE 5, SAE J429-GRADE 8 AND ASTM A307-A FOR THEIR RESPECTIVE USES. FASTENERS AND CONNECTORS IN CONTACT WITH TREATED LUMBER SHALL BE HOT-DIP GALVANIZED. DECK SCREWS SHALL BE EVERCOTE #8 x 3" DECK MATE SQUARE DRIVE BY PHILLIPS FASTENER PRODUCTS CO.

3. WELDING, WHEN REQUIRED, SHALL MEET THE REQUIRMENTS OF THE AMERICAN WELDING SOCIETY'S STRUCTURAL WELDING CODE.

4. ALL STRUCTURAL STEEL SHALL BE PRIME PAINTED AFTER FABRICATION WITH A MINIMUM THICKNESS OF 1.4 MIL. OF SHERWIN WILLIAMS TT-P-664 RUST INHIBITING AND LACQUER RESISTANT PRIMER.

5. ALL STRUCTURAL STEEL SHALL BE FINISHED PAINTED AFTER FABRICATION, BUT PRIOR TO ASSEMBLY, WITH TWO (2) COATS OF SHERWIN WILLIAMS INDUSTRIAL ENAMEL VOC-COMPLYING OIL BASED ENAMEL PAINT IN A GLOSS FINISH. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR SURFACE PREPARATION, PRIME PAINTING AND FINISH PAINTING. COLOR TO BE SELECTED BY THE OWNER FROM MANUFACTURER'S STANDARD COLOR CHARTS.

DIMENSION LUMBER:

1. ALL STRUCTURAL DIMENSION LUMBER INSTALLED IN THIS PROJECT SHALL MEET THE REQUIREMENTS OF THE *2001 NATIONAL DESIGN SPECIFCATION FOR WOOD CONSTRUCTION (2001 NDS)* AND SHALL BE STAMPED WITH A MINIMUM EQUIVALENT GRADE OF 2400 MSR 2.0E06, SOUTHERN PINE OR SPRUCE-PINE-FIR SPECIES.

2. ALL WOOD USED IN THIS BRIDGE SHALL BE MICRONIZED COPER AZOLE (MCA) PRESERVATIVE TREATED TO A MINIMUM RETENTION OF 0.06 POUNDS PER CUBIC FOOT FOR ABOVE GROUND LUMBER AND 0.15 POUNDS PER CUBIC FOOT FOR LUMBER IN GROUND CONTACT, PER THE CHEMICAL MANUFACTURER'S INSTRUCTIONS.

3. THE MOISTURE CONTENT OF ALL STRUCTURAL FRAMING LUMBER, PLYWOOD AND FABRICATED WOOD PRODUCTS SHALL NOT EXCEED 19% AT THE TIME OF INSTALLATION. JOBSITE STORAGE OF ALL WOOD PRODUCTS SHALL PROTECT WOOD MATERIALS FROM DAMAGE DUE TO THE ELEMENTS. NO WARPED LUMBER SHALL BE USED IN THE CONSTRUCTION OF THE BRIDGE.

4. THE CONTRACTOR IS RESPONSIBLE FOR ALL TEMPORARY BRACING DURING HANDLING AND ERECTION OF THE BRIDGE.

5. THE CONTRACTOR IS RESPONSIBLE FOR THE INSTALLATION OF ALL FINAL BRACING, AS SHOWN ON THE SHOP DRAWINGS.

STATE OF WISCONSIN
JAMES F. HEIDT
BELOIT, WI
15489-006
PROFESSIONAL ENGINEER

SEAL
EXP. DATE: 07/31/2016

All documents prepared or furnished by the Engineer are instruments of the Engineer's professional service prepared specifically for this project. Any reuse or modification of any such documents without the Engineer's written permission is prohibited. © 2016 James F. Heidt, PE, LLC

PROJECT:
NEW WRIGHT COUNTY TRAIL BRIDGE #1
SILVER CREEK TOWNSHIP, MONTICELLO, MN

CLIENT:
CUSTOM MANUFACTURING INC.
Trail Bridges
Steel Fabricating & Finishing
606 Delco Drive
P.O. Box 279
Clinton, Wisonsin 53525
Phone= 608-676-2282
Fax= 608-676-2283

JAMES F. HEIDT, PE, LLC
CIVIL & STRUCTURAL ENGINEERING
2543 LAUNDALE DR, BELOIT, WISCONSIN 53511

DRAWN:	JFH
DATE:	06/10/16
SCALE:	AS SHOWN
JOB NO.	16-117-1
SHEET NO.	S1

ORDER OF SHEETS

1	TITLE
2	LEGEND ABBREVIATIONS AND GENERAL NOTES
3	TYPICAL SECTION
4	DETAILS
5	PLAN AND PROFILE
6	STANDARD DETAILS
7 - 8	CROSS SECTIONS

TOTAL SHEETS =

VILLAGE OF WINDSOR

PLAN OF PROPOSED IMPROVEMENT

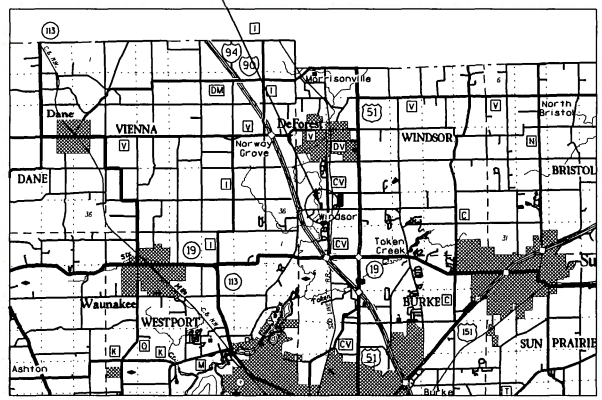
BULL RUN BIKE PATH

DANE COUNTY

COUNTY:

N

PROJECT LOCATION



CONVENTIONAL SYMBOLS

PLAN

- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS — CAUTION
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE

- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) — ROCK
- SPECIAL DITCH — LABEL
- GRADE ELEVATION — 95.36
- CULVERT (Profile View)

UTILITIES

- ELECTRIC — E
- FIBER OPTIC — FO
- GAS — G
- SANITARY SEWER — SAN
- STORM SEWER — SS
- TELEPHONE — T
- WATER — W
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

ORIGINAL PLAN PREPARED BY:

BAXTER & WOODMAN Consulting Engineers

E

LEGEND

EXISTING		PROPOSED
MH	MANHOLE	
	CATCH BASIN	
	INLET	
	DRYWELL	
	CULVERT END SECTION	
	FIRE HYDRANT	
WV	WATER VALVE W/ BOX AND COVER	
	WATER VALVE VAULT	
SB	WATER SERVICE BOX OR CURB STOP	
WM	WATER METER	
CO	CLEAN OUT	
SV	SEPTIC VENT	
	TO BE ABANDONED AND/OR REMOVED	
GV	GAS VALVE W/ BOX AND COVER	
GVV	GAS VALVE VAULT	
GM	GAS METER	
GR	GAS RISER	
GAS	GAS SERVICE VALVE	
TEL	TELEPHONE VAULT	
TR	TELEPHONE RISER	
	CABLE TELEVISION (BURIED)	
CTV	CABLE T.V. RISER	
CTV	CABLE T.V. VAULT	
	ELECTRIC METER	
EM	PAD MOUNTED TRANSFORMER	
ET	ELECTRIC VAULT	
EV	JUNCTION BOX	
JB	UTILITY POLE	
GUY	GUY ANCHOR	
	UTILITY POLE w/ LIGHT	
	LIGHT STANDARD	
MB	MAIL BOX	
SIGN	STREET SIGN	
	RAILROAD SIGNAL	
	TRAFFIC SIGNAL CONTROLLER	
	TRAFFIC SIGNAL POST W/ SIGNAL HEAD	
	HANDHOLE	
	DECIDUOUS TREE (W/ TRUNK INCH DIA.)	(HATCHED SHALL BE REMOVED)
	CONIFEROUS TREE (W/ HEIGHT)	(HATCHED SHALL BE REMOVED)
	DECIDUOUS BUSH	
	CONIFEROUS BUSH	
	DEFINING EDGE OF BRUSH OR FORESTED AREA	
	FENCE	
	GUARD RAIL	
	CULVERT (CMP UNLESS NOTED)	
	DITCH	
	EASEMENT	
ROW	RIGHT-OF-WAY MONUMENT	
P.L.	UNFENCED PROPERTY LINE	
IP	IRON PIPE (PROPERTY CORNER)	
	CENTER LINE	
625.35 / 625.9 +25	PROPOSED EL./EXISTING EL. and STATION	
BORE	SOIL BORING AND NUMBER	
	BENCH MARK	
	SURVEY CONTROL POINT	
	OVERHEAD ELECTRICAL	
	SUMMIT	
	RIPRAP	
	ROADWAY DITCH FLOW	
	SWALE	

STANDARD ABBREVIATIONS

AP	ACCESS POINT
AC	ACRE
ADJ	ADJUST
AECPRC	APRON ENDWALLS FOR CULVERT PIPE REINFORCED CONCRETE
AH .	AHEAD
AC	ASPHALT CEMENT
ASPH	ASPHALTIC
ACP	ASPHALTIC CONCRETE PAVEMENT
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
CB	CATCH BASIN
C/L	CENTER LINE
C/L CONST	C/L CONST
CL	CLASS
CONC	CONCRETE
CONST	CONSTRUCTION
CMCP	CORRUGATED METAL CULVERT PIPE
CTH	COUNTY TRUNK HIGHWAY
CABC	CRUSHED AGGREGATE BASE COURSE
CFS	CUBIC FEET PER SECOND
CY	CUBIC YARD
CP	CULVERT PIPE
CPCS	CULVERT PIPE CORRUGATED STEEL
CPRC	CULVERT PIPE REINFORCED CONCRETE
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
C & G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DWY	DRIVEWAY
E	EAST
X	EAST GRID COORDINATE
EB	EASTBOUND
EL	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EXIST	EXISTING
FERT	FERTILIZE
FE	FIELD ENTRANCE
FL	FLOW LINE
FT	FOOT
GN	GRID NORTH
HES	HIGH EARLY STRENGTH
HW	HIGH WATER
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
HWD	HYDRANT
INL	INLET
ID	INSIDE DIAMETER
I	INTERSECTION ANGLE
INV	INVERT
IP	IRON PIPE OR PIN
JT	JOINT
LT	LEFT
LT	LENGTH OF CURVE
LF	LINEAR FOOT
LP	LOW POINT
LS	LUMP SUM
MH	MANHOLE
MAX	MAXIMUM
Mgal	MEGAGALLON
MPH	MILES PER HOUR
MIN	MINIMUM
NOM	NOMINAL
NC	NORMAL CROWN
N	NORTH
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
NO	NUMBER
OPT	OPTIONAL
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PACS	PIPE ARCH CORRUGATED STEEL
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POINT OF VERTICAL CURVE
PVI	POINT OF VERTICAL INTERSECTION
PVT	POINT OF VERTICAL TANGENCY
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
LB	POUND
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PL	PROPERTY LINE
Q100	100-YEAR FLOW RATE
R	RADIUS
RR	RAILROAD
R	RANGE
R/L	R/L
REINF	REINFORCING OR REINFORCEMENT
REQD	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
SEC	SECTION
SHLDR	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SQ	SQUARE
SF	SQUARE FEET
SW	SIDEWALK
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ST	STREET
STR	STRUCTURE OR STRUCTURAL
SEC	SUPERELEVATION
T	TANGENT
TEMP	TEMPORARY
TI	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED EASEMENT
t	TON
T/L	TRANSIT LINE
T	TRUCKS (PERCENT OF)
TYP	TYPICAL
USH	UNITED STATES HIGHWAY
VAR	VARIABLE
V	VELOCITY OF DESIGN SPEED
VERT	VERTICAL
VC	VERTICAL CURVE
VOL	VOLUME
WM	WATERMAIN
WV	WATER VALVE
W	WEST
YD	YARD

UTILITY CONTACT

DESIGN CONTACT

BAXTER & WOODMAN, INC.
ATTN: DANIEL DURIG, PE
2005 WEST BELTLINE HIGHWAY
SUITE 201
MADISON, WI 53713
DDURIG@BAXTERWOODMAN.COM
PH: (608)277-1230
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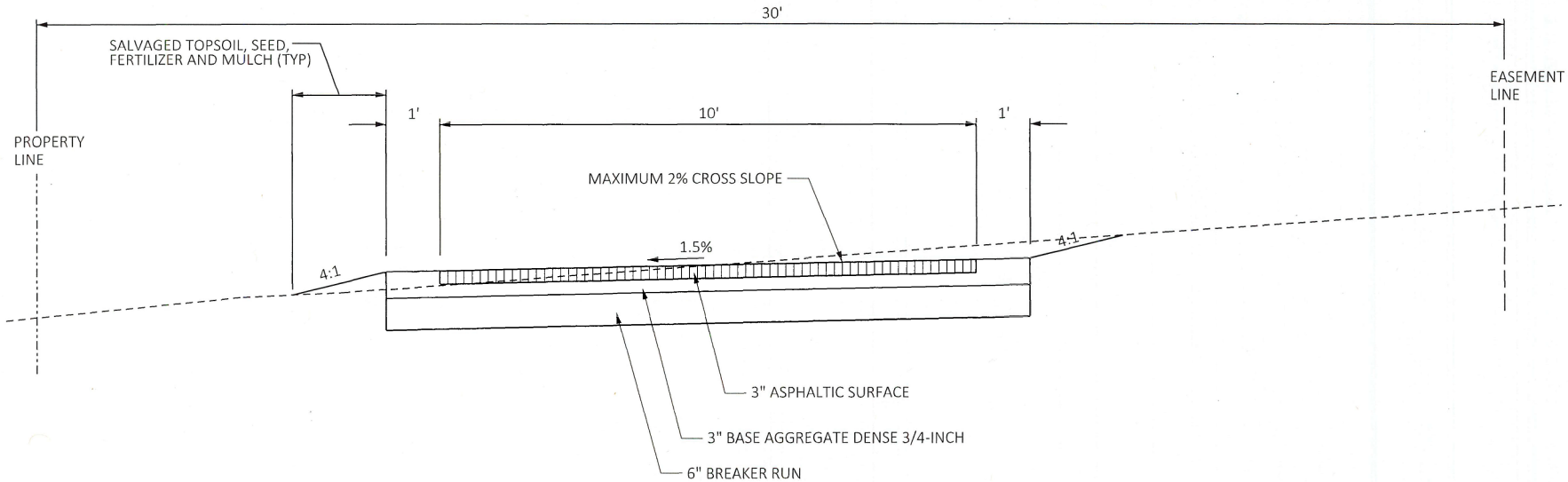
FAX: (608)277-1240

DIGGERS HOTLINE
Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

PROJECT NO: VILLAGE OF WINDSOR	HWY: BULL RUN BIKE PATH	COUNTY: DANE	LEGEND, ABBREVIATIONS AND UTILITY CONTACTS	SHEET	E



PROJECT NO: VILLAGE OF WINDSOR	HWY: BULL RUN BIKE PATH	COUNTY: DANE	TYPICAL SECTION	SHEET	E

GENERAL NOTES

1. CONTACT VILLAGE OF WINDSOR AT (608) 888-0066 AT LEAST 72 HOURS PRIOR TO THE START OF CONSTRUCITON,

2. CONTACT WINDSOR UTILITIES AT (608) 888-0011 AT LEAST 24 HOURS PRIOR TO WORK REQUIRING WATER VALVE CLOSURES.

3. PROVIDE PROPERTY OWNER'S ADVANCE NOTICE OF CONSTRUCTION ACTIVITIES THAT WILL RESTRICT THE USE OF THEIR DRIVEWAYS.

4. DO NOT STORE MATERIALS, STRUCTURES, OR MACHINES WHERE THEY WILL OBSTRUCT STREET CROSSING OR DRIVEWAY SIGHTLINES.

5. IF EXISTING SEWERS MUST BE CUT OR RELOCATED, THE CONTRACTOR SHALL ENSURE THAT THE STORM DRAINAGE WILL FUNCTION ADEQUATELY DURING ANY RAIN EVENT. WORK ASSOCIATED WITH THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

6. THE EXISTING UNDERGROUND FACILITIES SHOWN ON THE DRAWINGS ARE BASED ON INFORMATION PROVED BY OWNERS OF SUCH FACILITIES AND ARE NOT NECESSARILY COMPLETE. CONTACT DIGGERS HOTLINE FOR UTILITY LOCATES 3 WORKING DAYS PRIOR TO EXCAVATION.

7. PROTECT EXISTING UNDERGROUND UTILITIES AND BUILDING SERVICE LINES FROM DAMAGE MAKE SUCH EXPLORATIONS AS IS NECESSARY TO DETERMINE THE EXACT LOCATION OF EXISTING UTILITIES. EXERCISE CARE DURING THE PROGRESS OF WORK IN THE AREA TO PREVENT DAMAGE TO EXISTING UNDERGROUND UTILITIES.

8. PROVIDE TRAFFIC CONTROL AS REQUIRED IN ACCORDANCE WITH SECTION 01 50 00 "TEMPORARY FACILITIES AND CONTROLS" OF THE PROJECT MANUAL. WITH THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, AND THE LOCAL GOVERNMENTAL AUTHORITY DURING CONSTRUCTION.

9. COMPLY WITH THE PROJECT MANUAL, THE STANDARD SPECIFICATIONS FOR SEWER AND WATER CONSTRUCTION IN WISCONSIN. WITH THE STATE OF WISCONSIN STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION, AND DEPARTMENT OF NATURAL RESOURCES REQUIREMENTS.

10. COMPLY WITH ALL OSHA RULES AND REGULATIONS DURING CONSTRUCTION.

11. SURFACE DISTURBANCE FROM THE CONSTRUCTION ACTIVITIES ACROSS PRIVATE PROPERTIES IS NOT PERMITTED.

12. REMOVE AND REPLACE ALL MAILBOXES WITHIN THE LIMITS OF CONSTRUCTION TO THE REQUIREMENTS OF THE POSTMASTER. INTSALL AND REMOVE TEMPORARY MAILBOXES AS REQUIRED. WORK ASSOCIATED WITH THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

13. REMOVE AND REPLACE STREET SIGNS WITHIN THE LIMITS OF CONSTRUCTION AS REQUIRED IN ACCORDANCE WITH THE REQUIREMENTS OF THE CONTROLLING AUTHORITY. WORK ASSOCIATED WITH THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

14. OVER EXCAVATE SOFT, SPONGY, OR OTHER UNSUITABLE SOIL ENCOUNTERED AND REPLACE WITH GRANULAR MATERIAL. OVEREXCAVATION OF UP TO ONE FOOT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

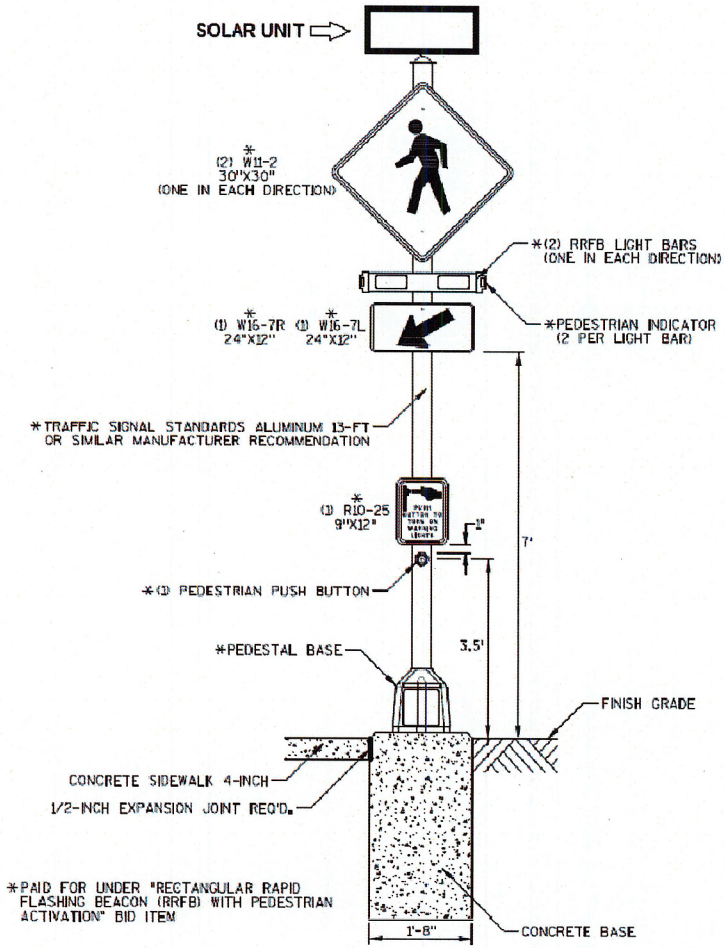
15. PROTECT ALL PAVED AREAS FROM DAMAGE WHERE CRAWLER-TRACK MACHINERY IS USED. WORK ASSOCIATED WITH THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

16. WHERE THE NEW PAVEMENT, SIDEWALKS, OR DRIVEWAYS ABUT EXISTING PAVEMENT TO REMAIN IN PLACE SAW CUT THE EXISTING PAVEMENT TO PROVIDE A NEAT VERTICAL FACE BETWEEN THE NEW AND EXISTING SURFACES, WORK ASSOCIATED WITH THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

17. ESTABLISH PRE EXISTING DRAINAGE PATTERNS IMMEDIATELY AFTER BACKFILLING AND DURING FINAL GRADING.

18. RESTORE LAWN AREAS DISTURBED BY THE CONSTRUCTION WITH A MINIMUM 4-INCHES OF TOPOSOIL AND SEED.

19. EROSION BLANKETS OR MATS SHALL BE PLACED ON RESTORED SLOPES OF OR GREATER AND ALONG THE BOTTOM OF ALL DITCHES TO A WIDTH OF 10-FEET. WORK ASSOCIATED WITH THIS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

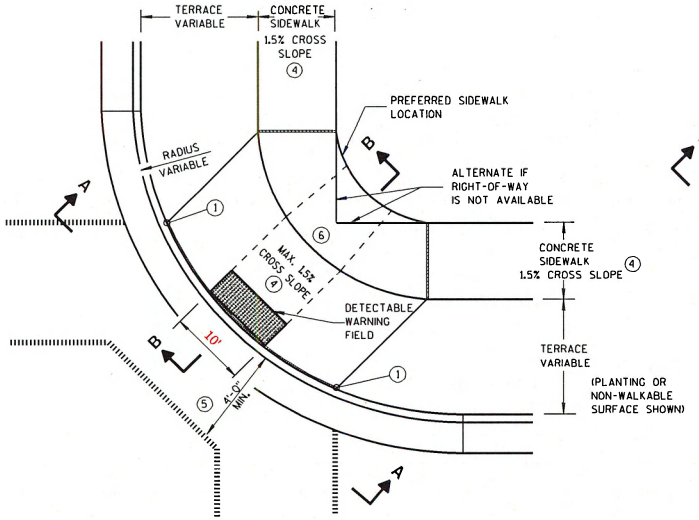


RECTANGULAR RAPID FLASHING BEACON (RRFB) WITH PEDESTRIAN ACTIVATION DETAIL

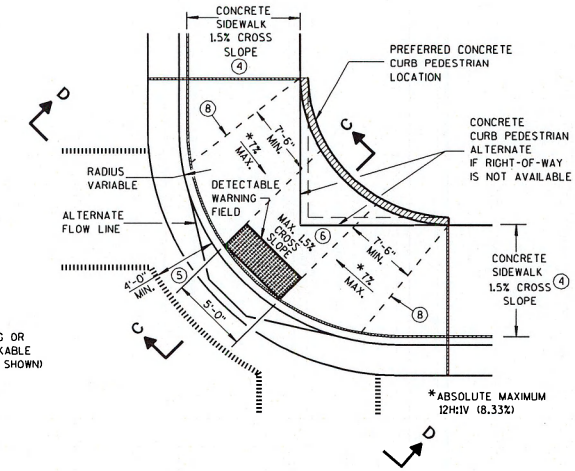
SCALE: NONE

PROJECT NO: VILLAGE OF WINDSOR	HWY: BULL RUN BIKE PATH	COUNTY: DANE	CONSTRUCTION DETAILS	SHEET	E

8D5 sheet a: Curb Ramps Types 1 and 1-A



PLAN VIEW
TYPE 1 RAMP
(CENTER OF CORNER RADIUS)



PLAN VIEW
TYPE 1-A RAMP
(NO TERRACE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

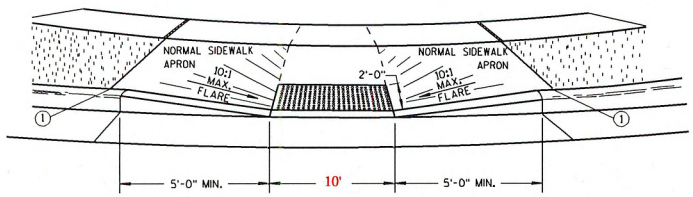
③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

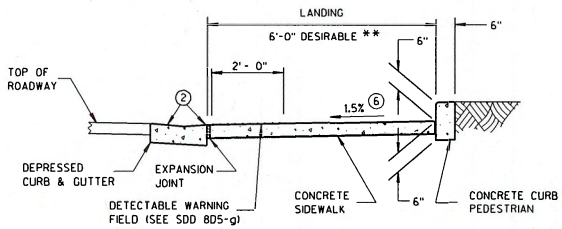
⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.



VIEW A-A

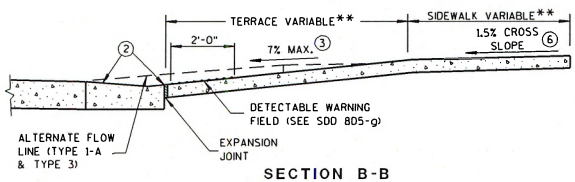
** WIDTH SHOWN ELSEWHERE IN THE PLANS



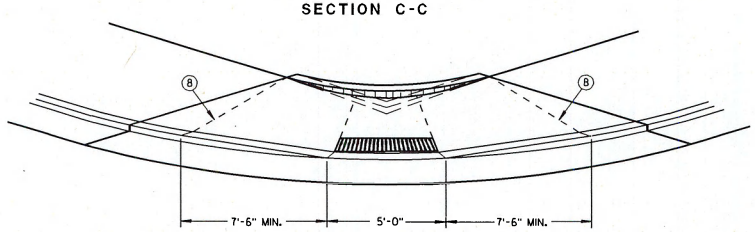
SECTION C-C

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



SECTION B-B

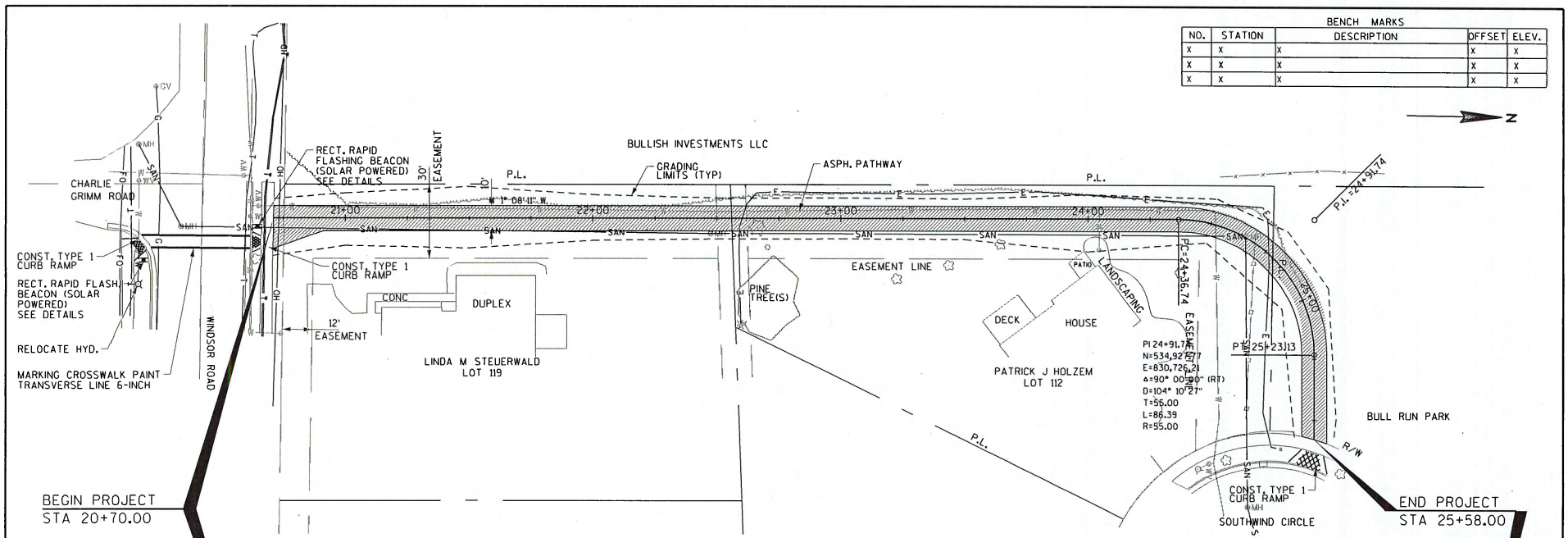


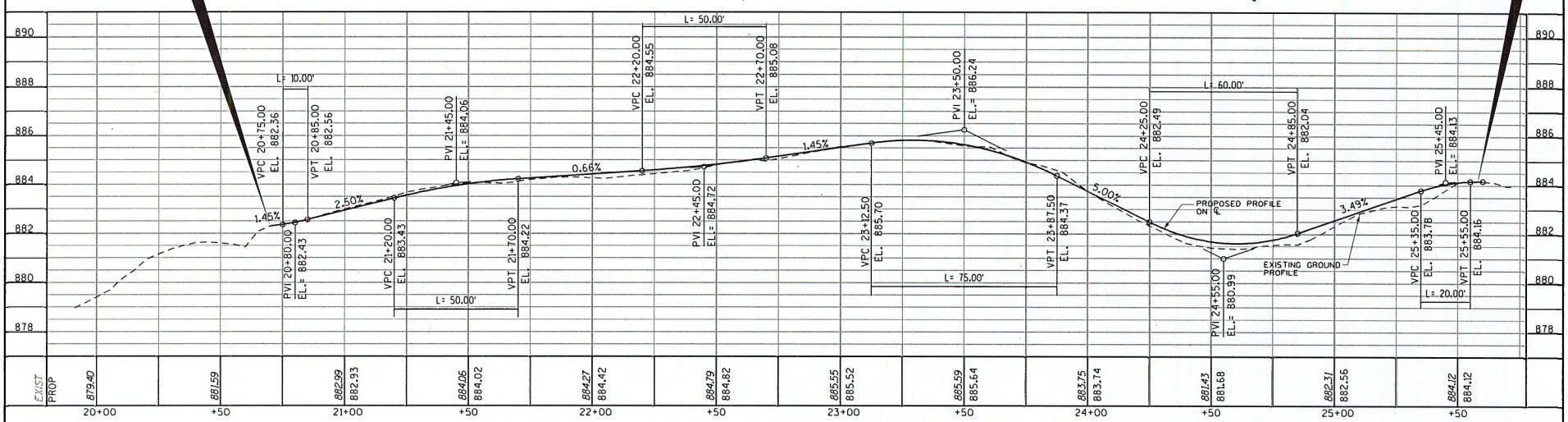
VIEW D-D

CURB RAMPS
TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

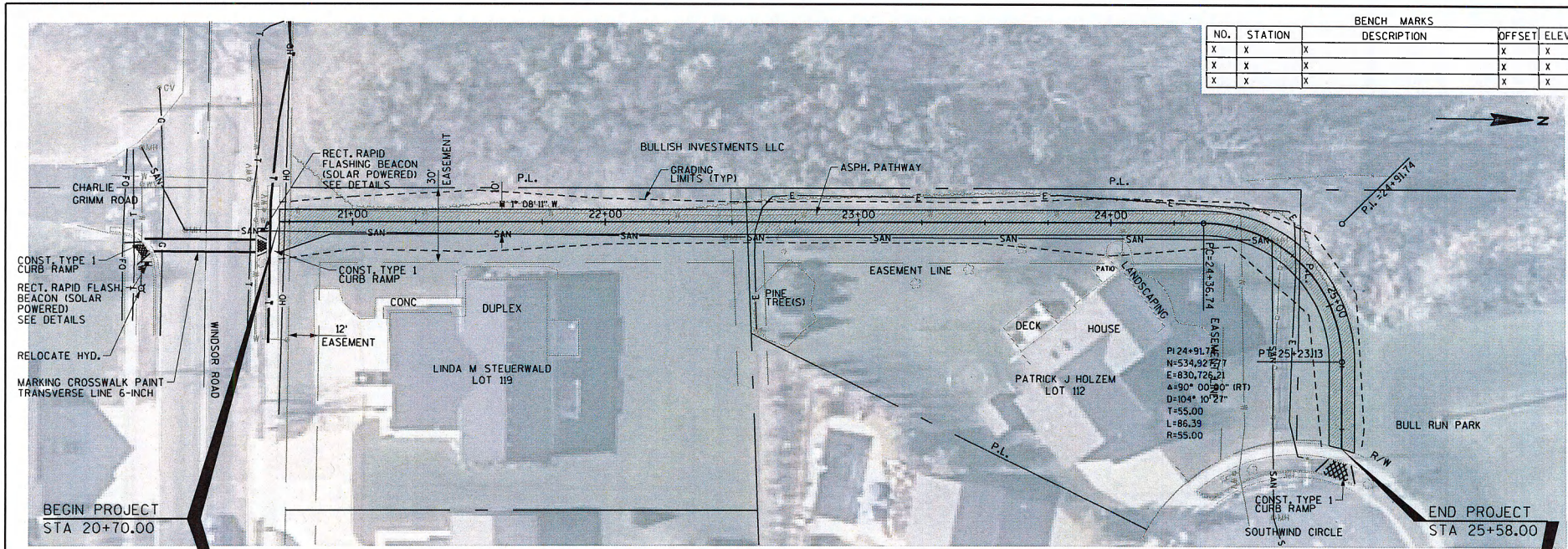
BENCH MARKS				
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X

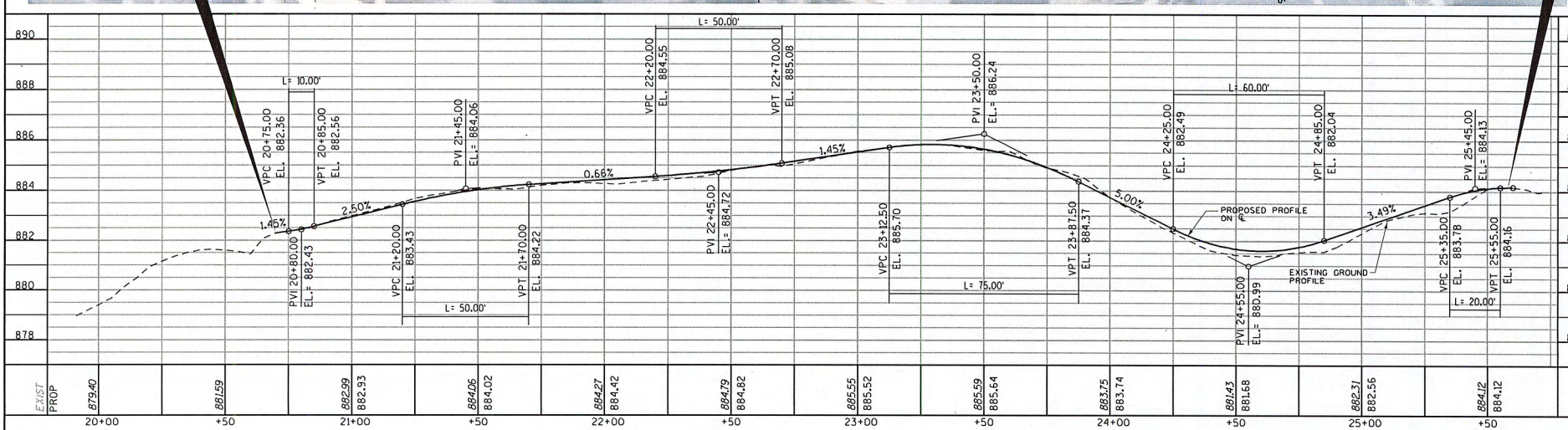




PROJECT NO: VILLAGE OF WINDSOR	HWY: BULL RUN BIKE PATH	COUNTY: DANE	PLAN & PROFILE	SHEET	E

BENCH MARKS				
NO.	STATION	DESCRIPTION	OFFSET	ELEV.
X	X	X	X	X
X	X	X	X	X
X	X	X	X	X





PROJECT NO: VILLAGE OF WINDSOR	HWY: BULL RUN BIKE PATH	COUNTY: DANE	PLAN & PROFILE	SHEET	E

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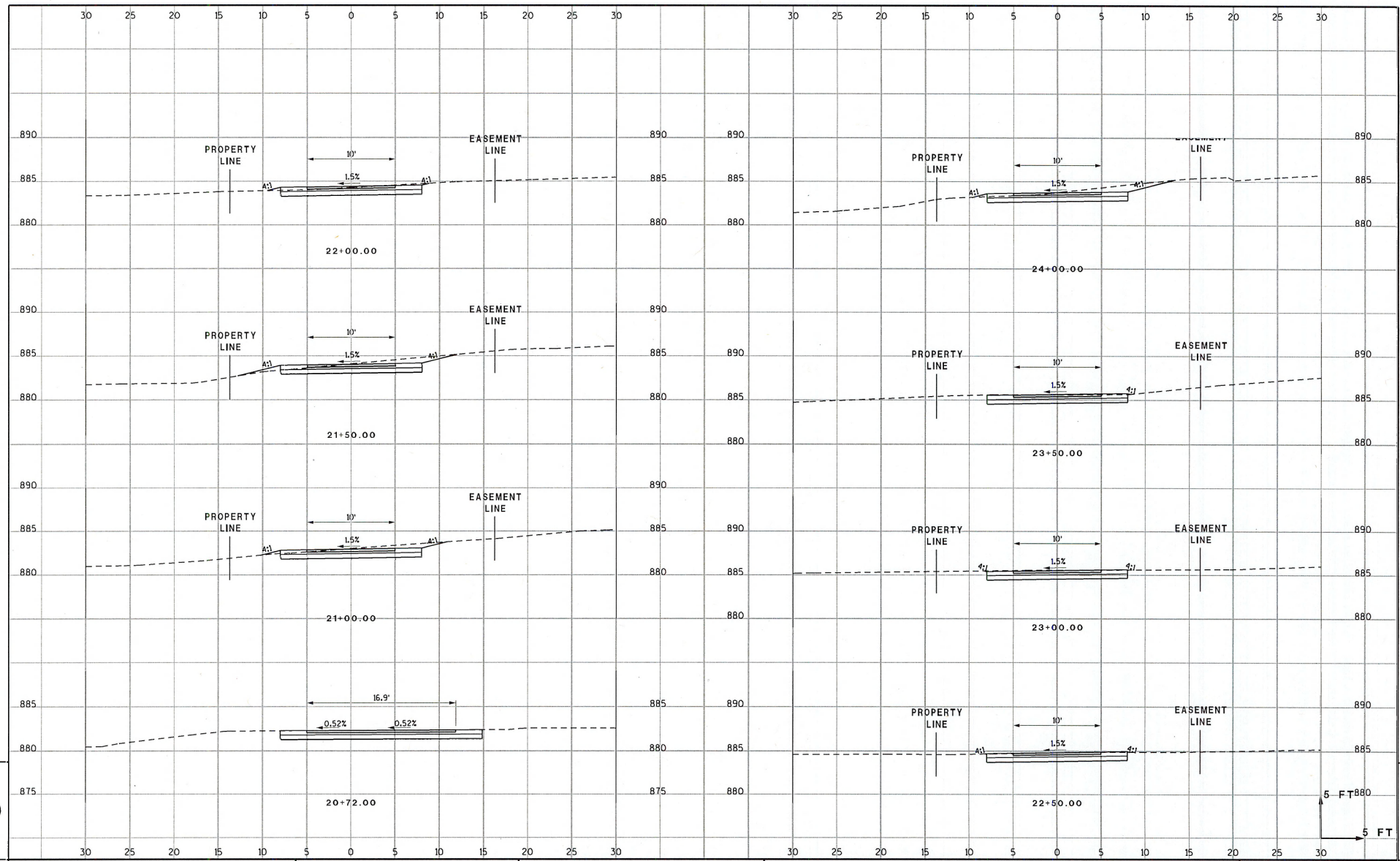

PROJECT NO: VILLAGE OF WINDSOR	HWY: BULL RUN BIKE PATH	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET NO:	E

9

9

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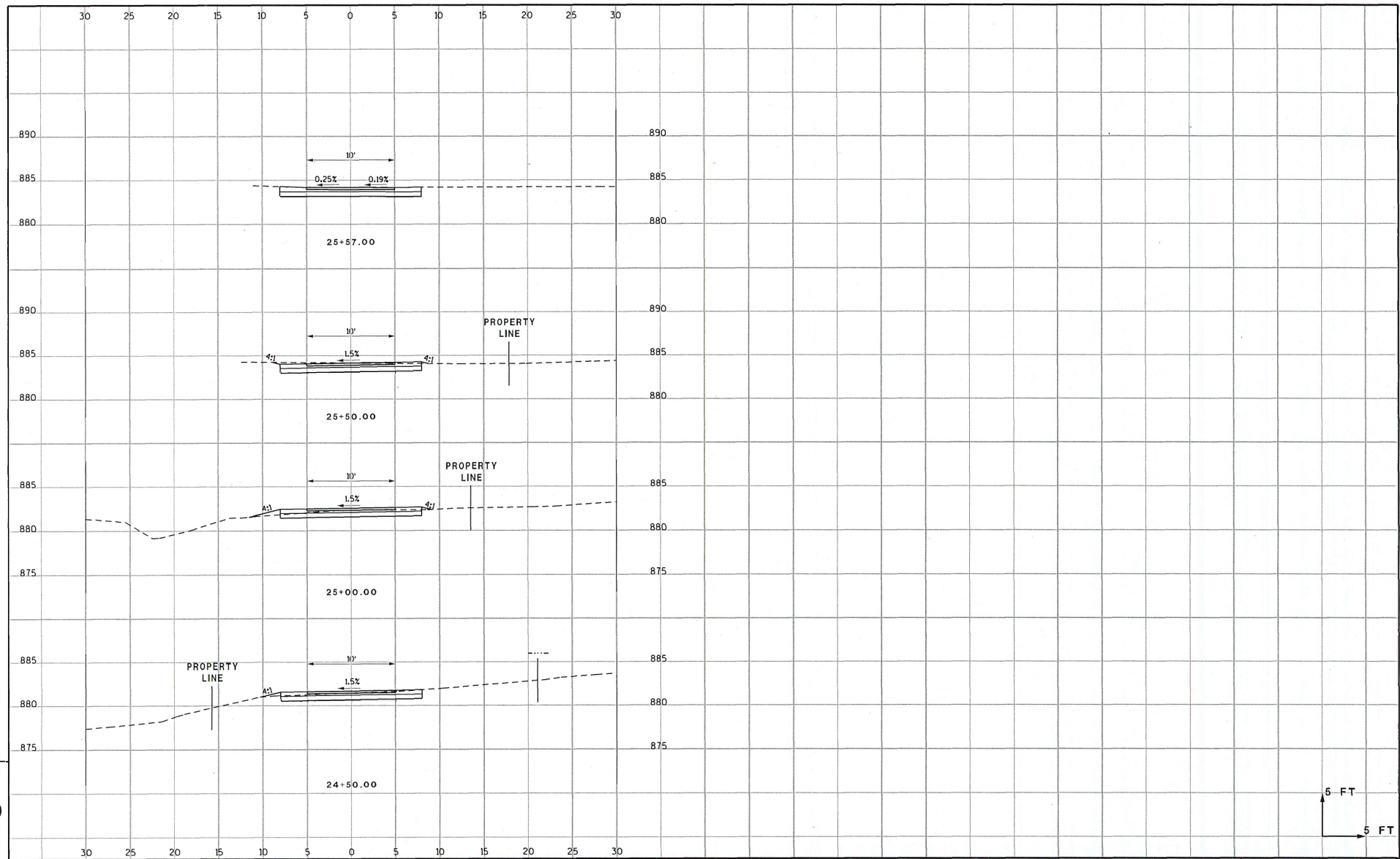
WISDOT/CADDS SHEET 21



PROJECT NO: VILLAGE OF WINDSOR	HWY: BULL RUN BIKE PATH	COUNTY: DANE	CROSS SECTIONS: MAINLINE	SHEET NO:	E

9

9

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WISDOT/CADDS SHEET 2