

Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

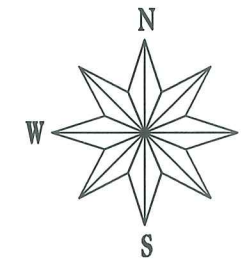
PLAN OF PROPOSED IMPROVEMENT

RESURFACING 2017

CURB & GUTTER AND CASTINGS
(STORM SEWER)

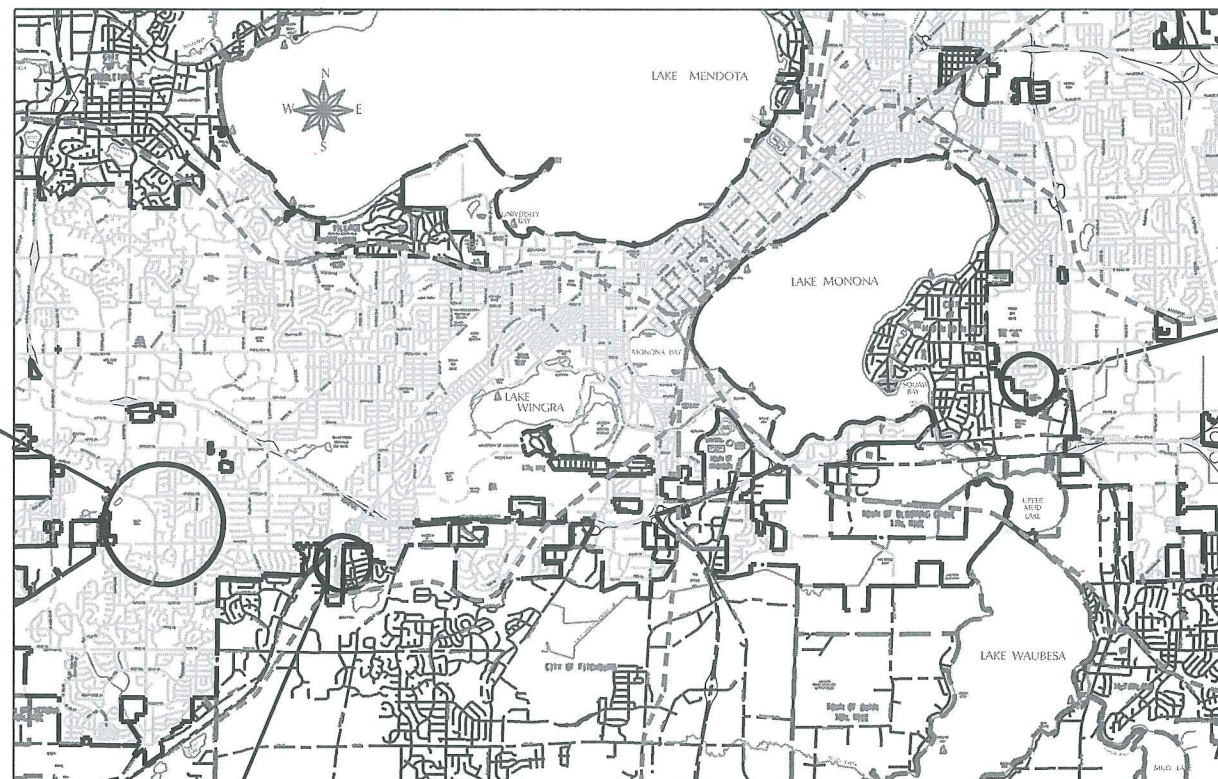
CITY PROJECT NO. 11369 & 11561

CONTRACT NO. 7795



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S4	



CONSTRUCTION PROJECT LOCATIONS

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 — [Symbol] —
- COMBUSTIBLE FLUIDS — [Symbol] —

PUBLIC IMPROVEMENT PROJECT APPROVED

JANUARY 3, 2017

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

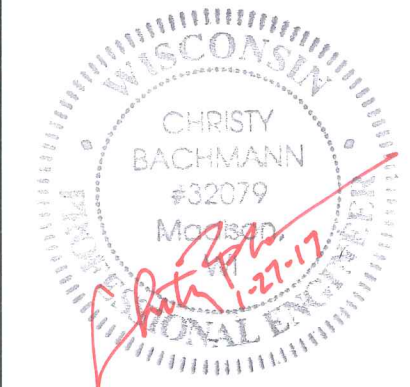
PUBLIC IMPROVEMENT DESIGN APPROVED BY:

Christy Bachmann 1-27-17
City Engineer Date

STORM SEWER DESIGNED BY:



STREET DESIGNED BY:



1. GLENVIEW DR & INDIAN TRACE

3. MCKENNA RD & 4. SAALSAA RD / PIPING ROCK RD

2. JENEWEIN RD & LOVELL LN

NOTES:

ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADE OF 0.50% TOWARD STORM SEWER INLETS.

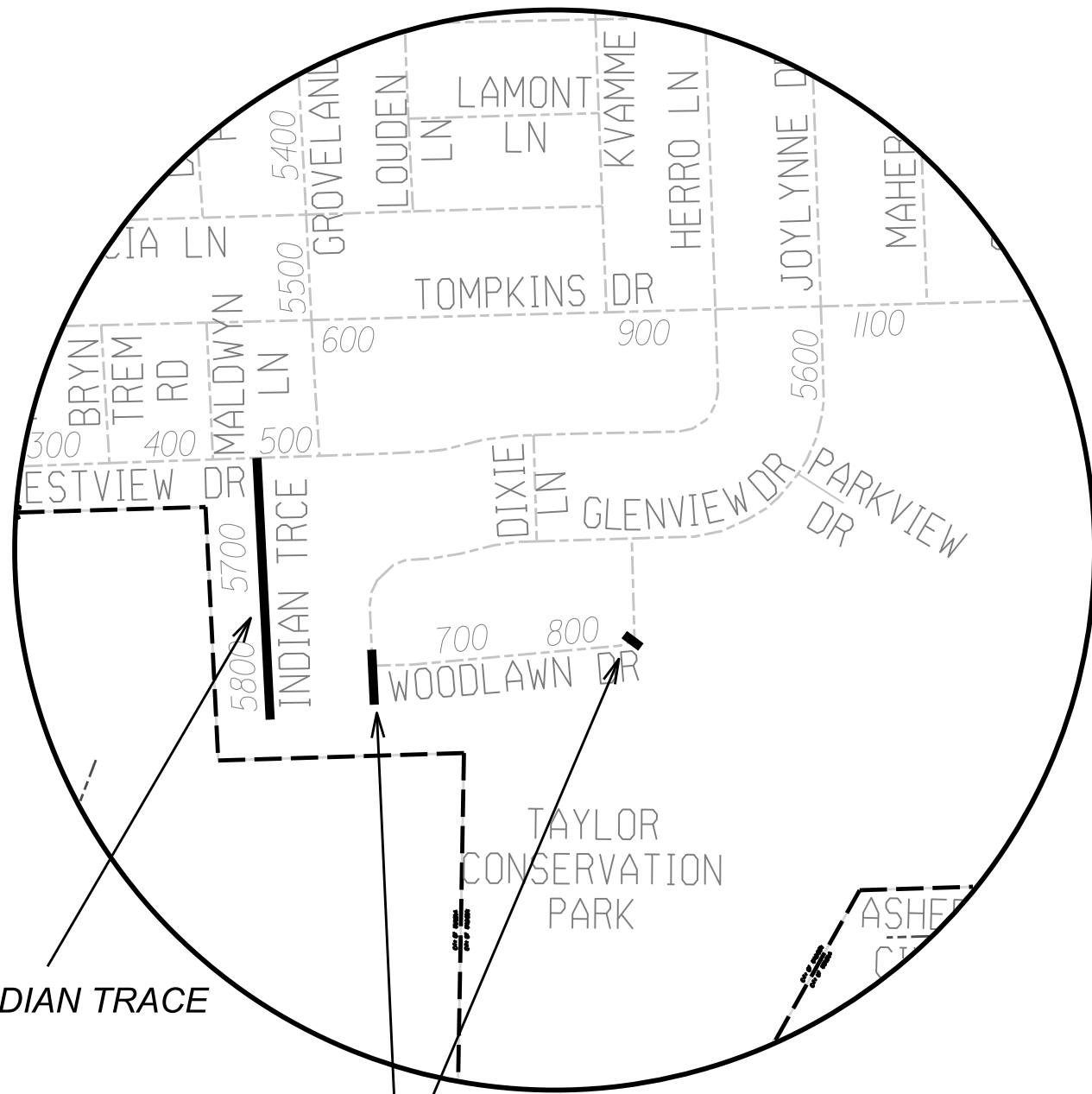
SIDEWALK RAMPS AND CURB THRU SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1" PER 12". SIDEWALK AND CURB RAMPS SHALL BE CONSTRUCTED WITH A SIDE SLOPE OF 2.00%. SIDEWALK SHALL HAVE A MINIMUM LONGITUDINAL SLOPE OF 0.50% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.00% EXCEPT WHERE STREET GRADES EXCEED 5.00%.

PLOT SCALE:

PLOT NAME:

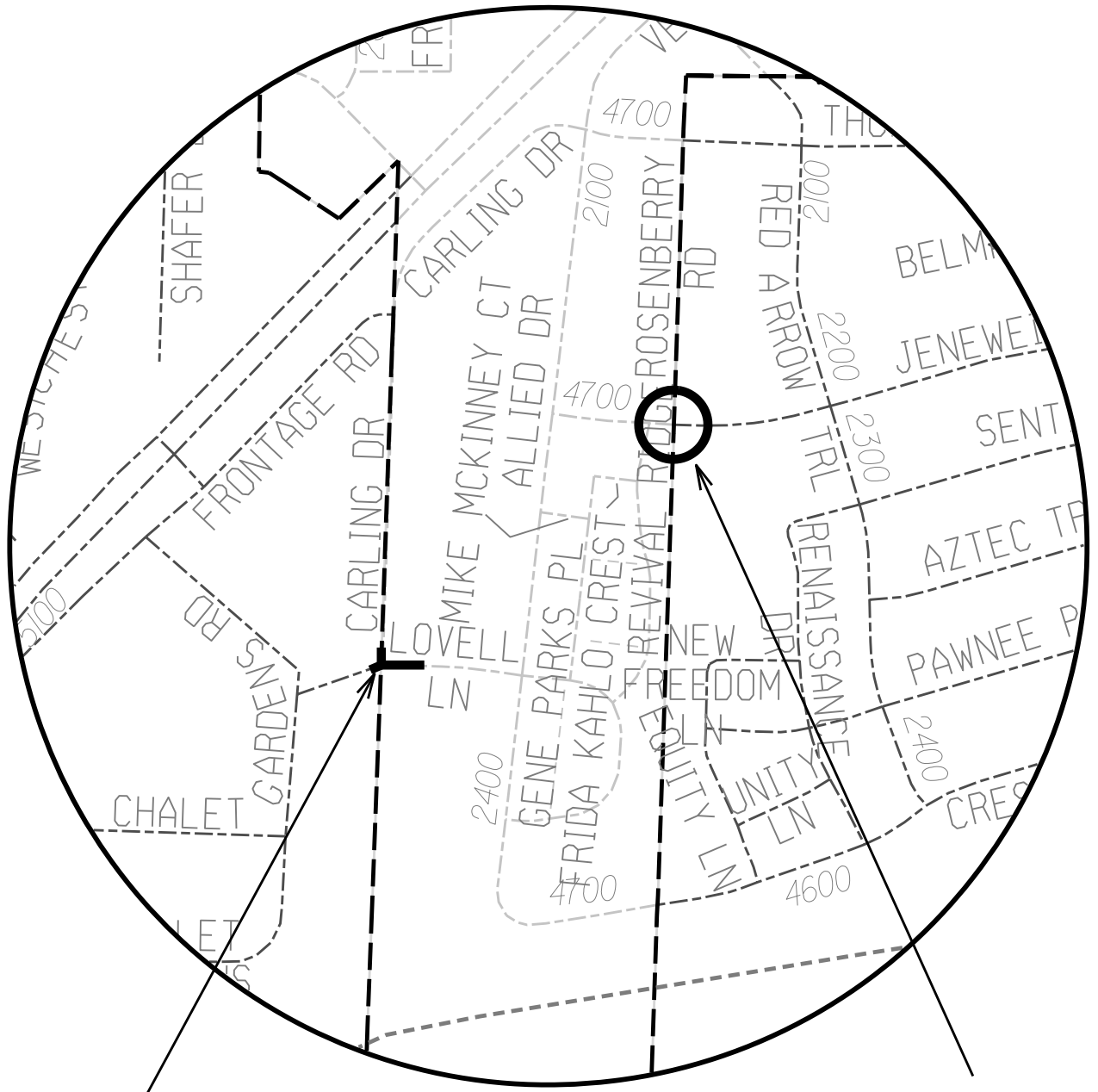
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



1B - INDIAN TRACE

1A - GLENVIEW DR
& WOODLAWN DR



2B LOVELL LANE

2A JENEWEIN ROAD

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

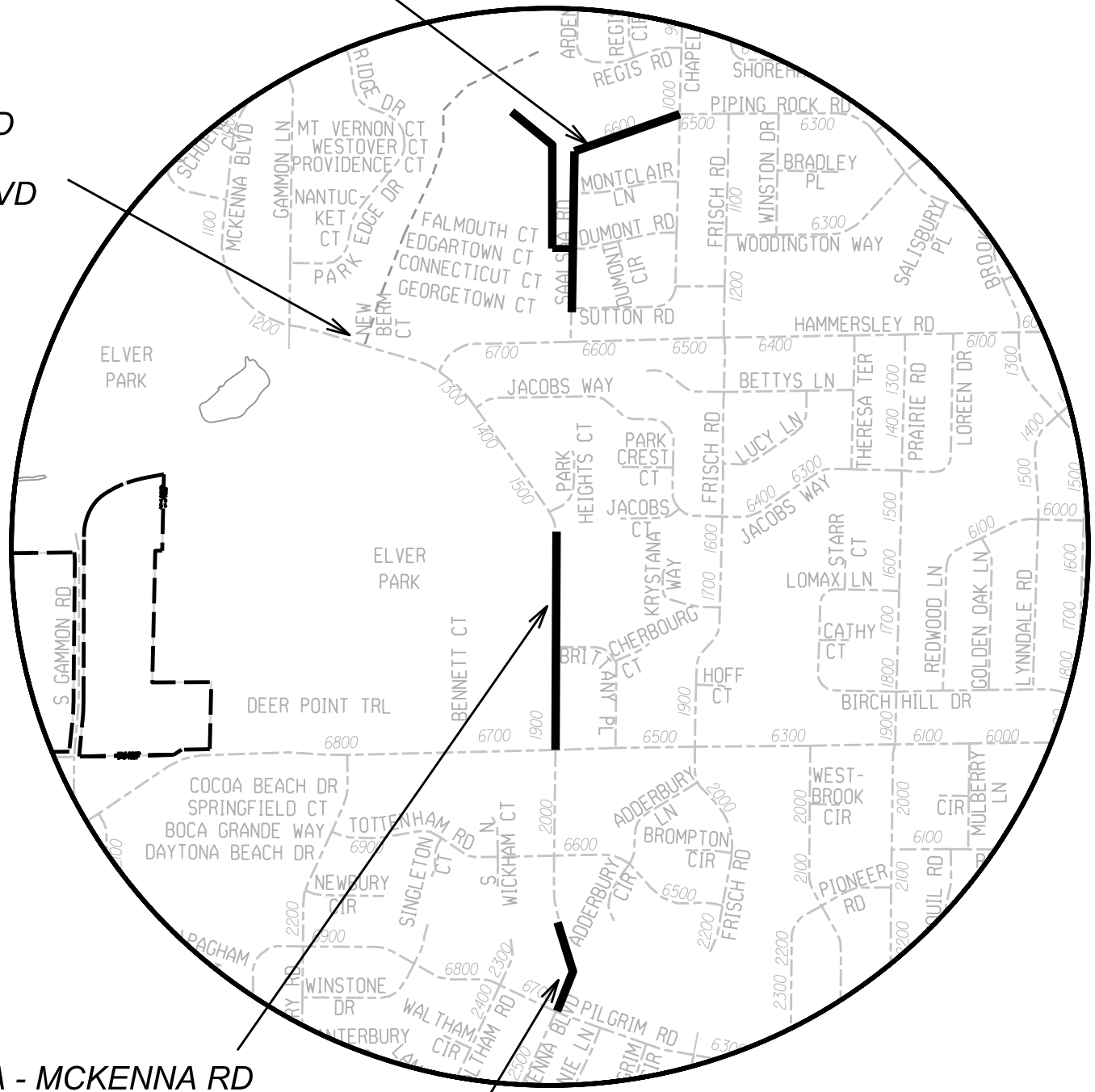


ACCESS TO SAALSAA ROAD
OFFSITE WORK FROM
BIKE PATH ON MCKENNA BLVD

4 - SAALSAA RD
& PIPING ROCK RD

3A - MCKENNA RD
(NORTH)

3B - MCKENNA RD (SOUTH)



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

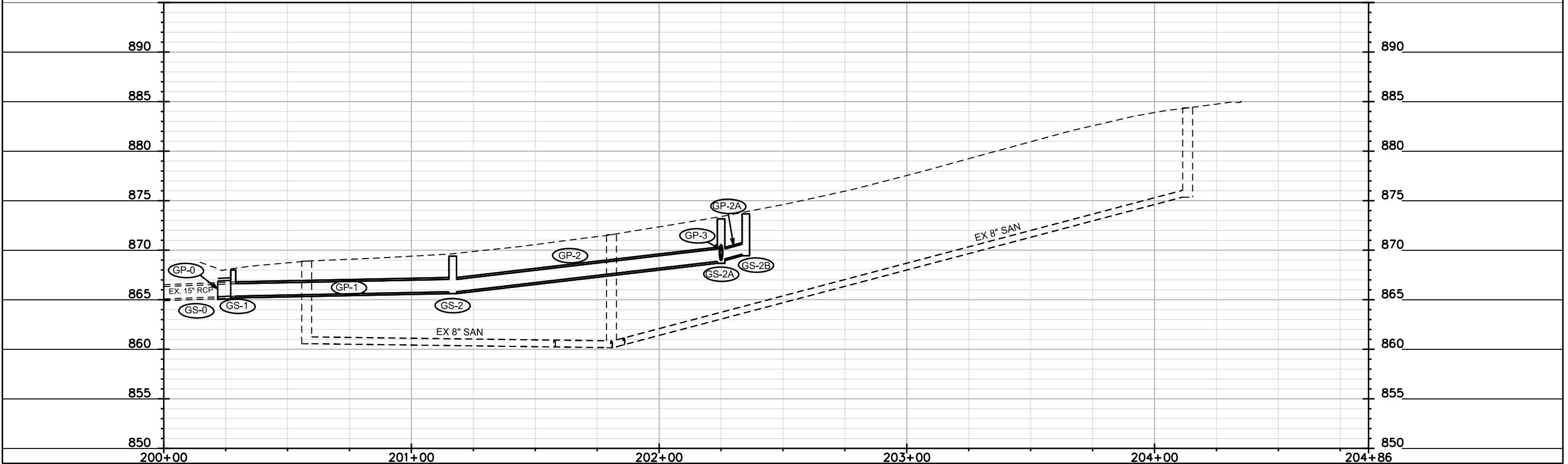
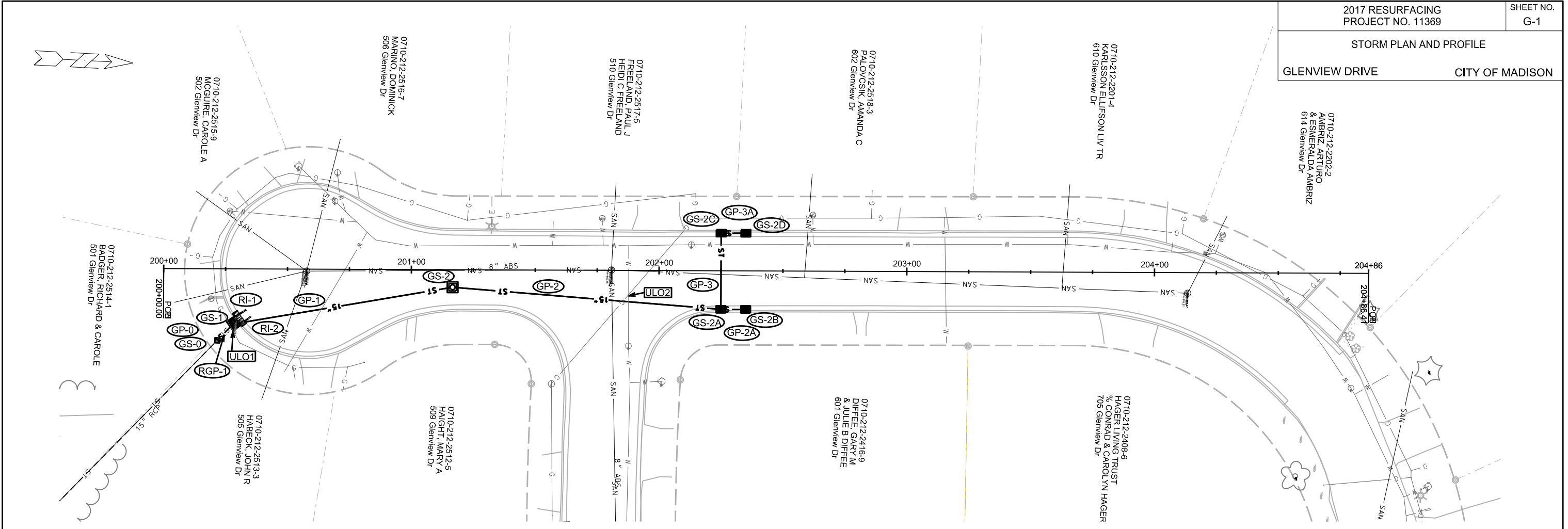
STORM SEWER QUANTITIES

STORM SEWER QUANTITIES

ITEM NO.	TYPE OF WORK	UNIT	QUANTITIES								UNDISTRIBUTED	TOTAL	
			GLENVIEW DR/ WOODLAWN DR (G1-3)	INDIAN TR (I1-3)	JENEWEIN RD (J1-2)	LOVELL LN (L1-2)	MCKENNA BLVD (NORTH) (M1-3)	MCKENNA BLVD (SOUTH) (M4-5)	SAALSAA RD (S1-4)	PIPING ROCK RD (PR1-PR2)			
10702	TRAFFIC CONTROL FOR STORM SEWER INSTALLATION	LUMP SUM											1
10912	MOBILIZATION FOR STORM SEWER INSTALLATION	LUMP SUM											1
20205	SELECT FILL	CY								40			40
20221	TOPSOIL	SY	100	20	10					1400			1530
20311	REMOVE SEWER ACCESS STRUCTURE	EACH									2		2
20312	REMOVE CATCHBASIN	EACH									2		2
20313	REMOVE INLET	EACH	7	2		1			1	2			13
20314	REMOVE PIPE	LF			96					200			296
20321	REMOVE CONCRETE PAVEMENT	S.Y.								32			32
20336	PIPE PLUG	EACH		1	2								3
20402	CLEARING	STA								2.6		1.0	3.6
20407	GRUBBING	STA								2.6		1.0	3.6
20701	TERRACE SEEDING	SY	100	20	10					1400			1530
21013	STREET SWEEPING	LUMP SUM											1
21017	SILT SOCK (8 INCH) - COMPLETE	LF	30	10						100	20	40	200
21031	INLET PROTECTION, TYPE C - COMPLETE	EACH	9	2	6	9	6		3	10	2		47
21041	INLET PROTECTION, TYPE D - COMPLETE	EACH	4	4						6			14
21063	EROSION MATTING, CLASS I, TYPE A - ORGANIC	SY	100	20	10					1400			1530
40382	REMOVE & REPLACE CONCRETE CURB & GUTTER, HAND PLACED - RESURFACING	LF	120	55	40	80	20		30	100	40	50	535
40391	REMOVE & REPLACE 5" THICK CONCRETE SIDEWALK - RESURFACING	SF								150		50	200
50211	SELECT BACKFILL FOR STORM SEWER	TF	340	875	67	271	962		238	1213	183		4149
50225	UTILITY TRENCH PATCH TYPE III*	TF				271	900			336			1507
50227	UTILITY TRENCH PATCH TYPE IV*	TF	331	865	173		62		238	205	183		2057
50401	12 INCH RCP STORM SEWER PIPE	LF				80	19						99
50402	15 INCH RCP STORM SEWER PIPE	LF											0
50403	18 INCH RCP STORM SEWER PIPE	LF				191	943		238				1372
50404	21 INCH RCP STORM SEWER PIPE	LF								23			23
50407	30 INCH RCP STORM SEWER PIPE	LF								138			138
50419	19 INCH X 30 INCH HERCP STORM SEWER PIPE	LF	9	10									19
50432	12 INCH TYPE II STORM SEWER PIPE	LF	87	72	67					173	183		582
50433	15 INCH TYPE II STORM SEWER PIPE	LF	199							8			207
50434	18 INCH TYPE II STORM SEWER PIPE	LF	45	803						368			1216
50437	30 INCH TYPE II STORM SEWER PIPE	LF								502			502
50467	30 INCH RCP AE	EACH								1			1
50499	CONCRETE COLLAR	EACH	1	1						3			5
50607	30" RCP AE GATE	EACH								1			1
50723	3'x3' STORM SAS	EACH	1	2		2	4		1	4	1		15
50724	4'x4' STORM SAS	EACH								2			2
50741	TYPE 'H' INLET	EACH	6	4		6	2		1	6	2		27
50768	TERRACE INLET TYPE 3	EACH	3	1						2			6
50792	STORM SEWER TAP	EACH			2			1					3
50801	UTILITY LINE OPENING (ULO)	EACH	2	2		3	3					5	15
50802	CONCRETE SUPPORTS	EACH				1							1
90030	STORM SAS SPECIAL	EACH			1	1			1				3
90031	GREENTREE LANDFILL ACCESS ROAD	LUMP SUM								1			1
90032	CLAY PLUG	EACH								2			2
90033	STORM SEWER TAP (PRIVATE)	EACH								2			2

* Total Quantity of Trench Patch has been split by percentage between Type III and Type IV Trench Patch. Quantities to be determined by work schedule and traffic control.

STORM PLAN AND PROFILE
GLENVIEW DRIVE CITY OF MADISON



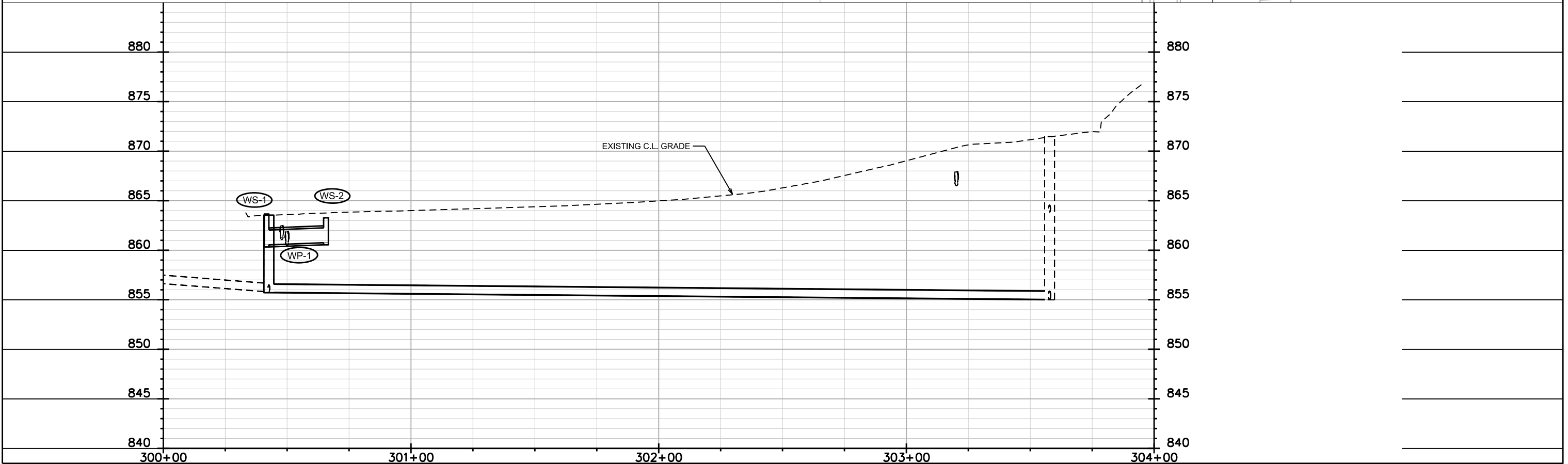
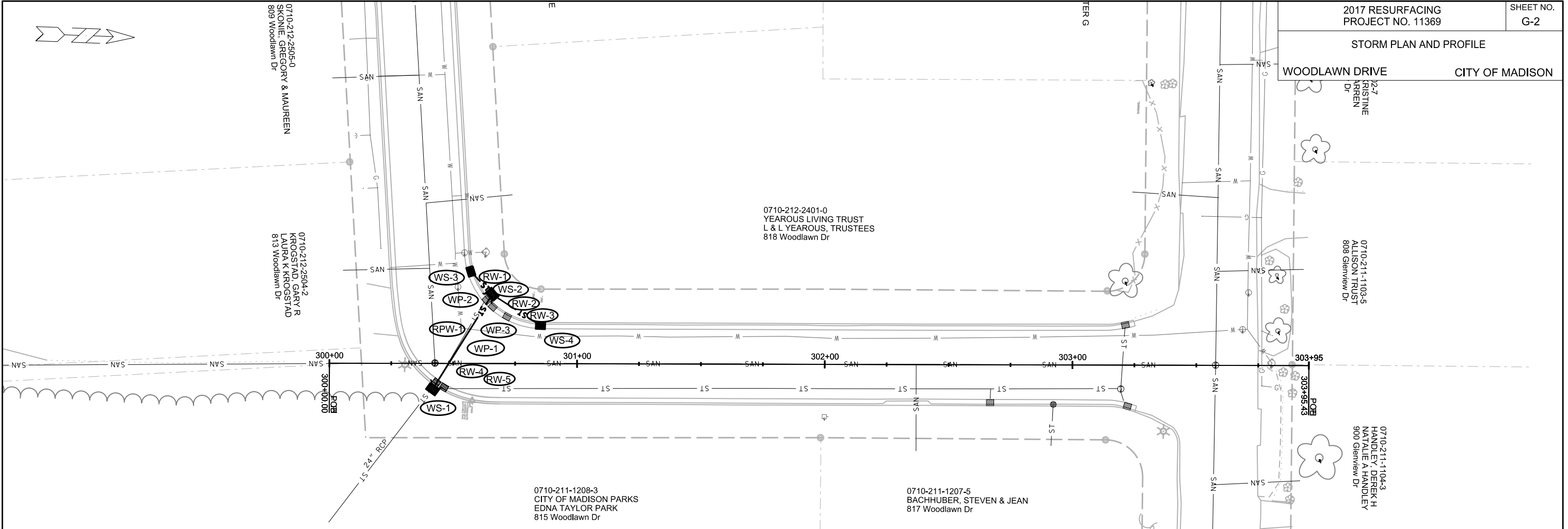
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

STORM PLAN AND PROFILE CITY OF MADISON



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

STORM SEWER SCHEDULE

*REV. 2/3/2017-FBEG

2017 RESURFACING
PROJECT NO. 11369

SHEET NO.
G-3

STORM SEWER SCHEDULE

GLENVIEW DR / WOODLAND DR

CITY OF MADISON

PROPOSED STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
GLENVIEW DR							
GS-0			COLLAR	--	865.30		(2)
GS-1	200+28.00	RT-22.12	TERRACE INLET TYPE 3	868.00	865.37	2.63	FP; (1)
GS-2	201+16.67	RT-7.09	3X3 SAS	869.40	865.81	3.59	W/ R-1550
GS-2A	202+25.00	RT-15.57	H INLET	873.16	868.87	4.29	W/ R-3067-7004-V
GS-2B	202+35.00	RT-15.57	H INLET	873.67	869.61	4.06	W/ R-3067-7004-V
GS-2C	202+25.00	LT-15.18	H INLET	873.74	869.66	4.08	W/ R-3067-7004-V
GS-2D	202+35.00	LT-15.18	H INLET	874.29	870.17	4.12	W/ R-3067-7004-V
WOODLAWN DRIVE							
WS-1	300+41.71	RT-10.40	TERRACE INLET TYPE 3	863.66	860.54	3.12	FP; (1)
WS-2	300+65.69	LT-27.95	TERRACE INLET TYPE 3	863.27	860.76	2.51	FP; (1)
WS-3	300+57.00	LT-37.20	H INLET	863.85	861.06	2.79	FP; W/ R-3067-7004-V
WS-4	300+85.21	LT-15.36	H INLET	864.10	861.16	2.94	FP; W/ R-3067-7004-V

STORM STRUCTURE REMOVALS

STRUCTURE NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
GLENVIEW DR					
RI-1	IN 6457-007	200+31.50	RT-19.67	H INLET	-
RI-2	IN 6457-007	200+33.50	RT-21.50	H INLET	-
WOODLAWN DRIVE					
RW-1	IN 6457-002	300+63.31	LT-25.50	H INLET	-
RW-2	IN 6457-002	300+65.93	LT-22.94	H INLET	-
RW-3	-	300+71.68	LT-18.94	H INLET	-
RW-4	IN 6457-009	300+43.23	RT-7.75	H INLET	-
RW-5	IN 6457-009	300+46.34	RT-9.87	H INLET	-

ULO SCHEDULE

STRUCTURE NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
GLENVIEW DR				
ULO-1	200+28.00	RT-25.72	GAS	-
ULO-2	201+87.94	RT-12.57	GAS	-

SPECIFIC NOTES:

- (1) STATIONED TO CENTER OF GRATE; SEE SDD 5.7.12B; TOP OF CURB PROVIDED IS TOP OF GRATE, CONTRACTOR IS REMINDED THE CURB FLOWLINE IS TO BE HAND POURED TO CREATE A DEPRESSION IN THE FLOWLINE AND FLUME INTO THE STRUCTURE. THE FLOWLINE IS NOT TO BE POURED STRAIGHT THROUGH AND THE DIFFERENCE BETWEEN THE FLOWLINE ELEVATION AND ENTRANCE LIP ELEVATION TAKEN UP IN THE 1-2 FT TRANSITION.
- (2) MATCH EXISTING INVERT

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
GLENVIEW DR										
GP-0	GS-0	GS-1	865.30	865.37	9.0	8.0	0.86%	19X30	HERCP	-
* GP-1	GS-1	GS-2	865.37	865.81	90.0	87.0	0.50%	15"	TYPE II	-
* GP-2	GS-2	GS-2A	865.81	868.87	109.0	106.0	2.90%	15"	TYPE II	-
* GP-2A	GS-2A	GS-2B	869.12	869.61	10.00	7.00	6.93%	12"	TYPE II	-
* GP-3	GS-2A	GS-2C	869.12	869.66	31.0	29.0	1.88%	12"	TYPE II	-
* GP-3A	GS-2C	GS-2D	869.66	870.17	10.0	7.0	7.23%	12"	TYPE II	-
WOODLAWN DRIVE										
WP-1	WS-1	WS-2	860.54	860.76	45.0	43.0	0.50%	18"	TYPE II	-
WP-2	WS-2	WS-3	861.01	861.06	13.0	9.0	0.50%	12"	TYPE II	NCM
WP-3	WS-2	WS-4	861.01	861.16	23.0	20.0	0.50%	12"	TYPE II	NCM

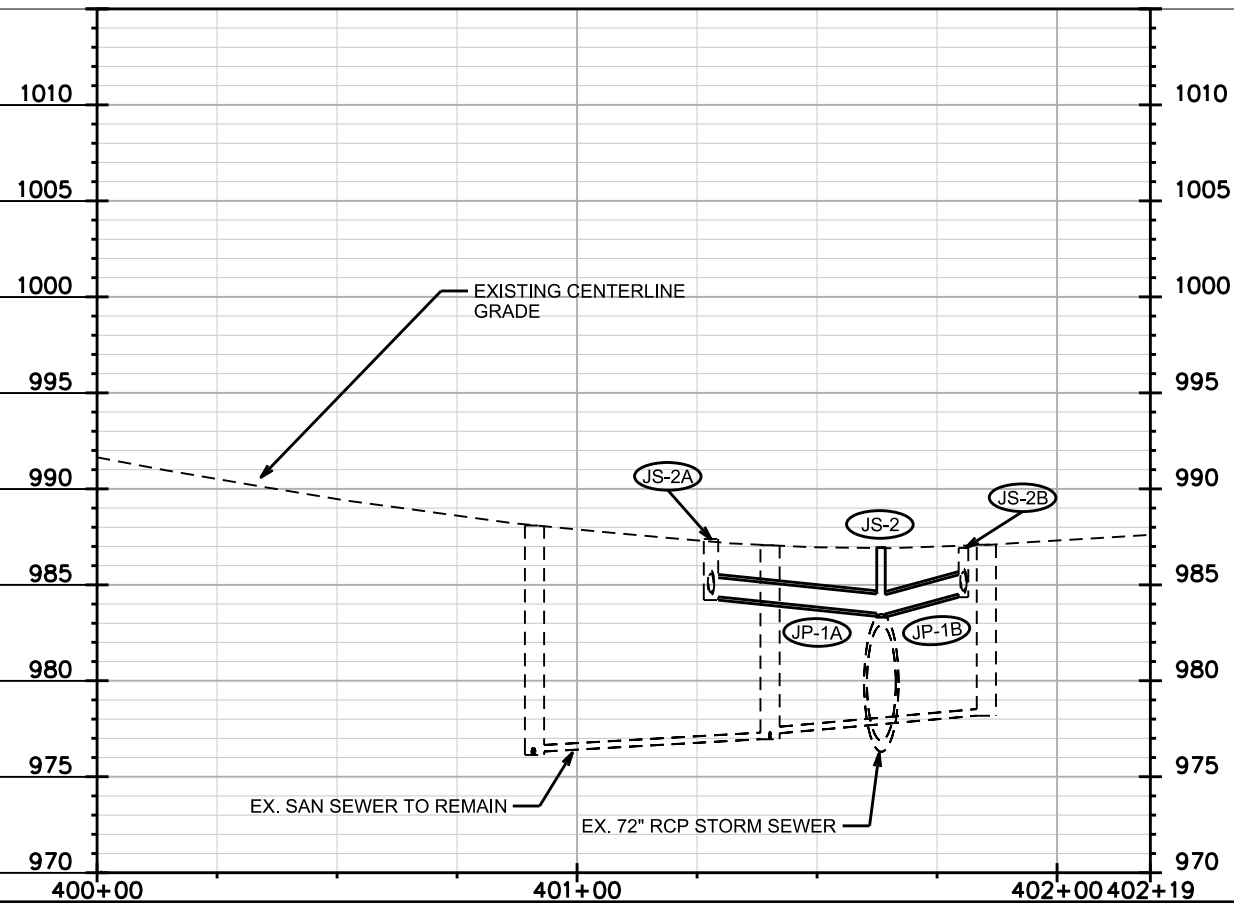
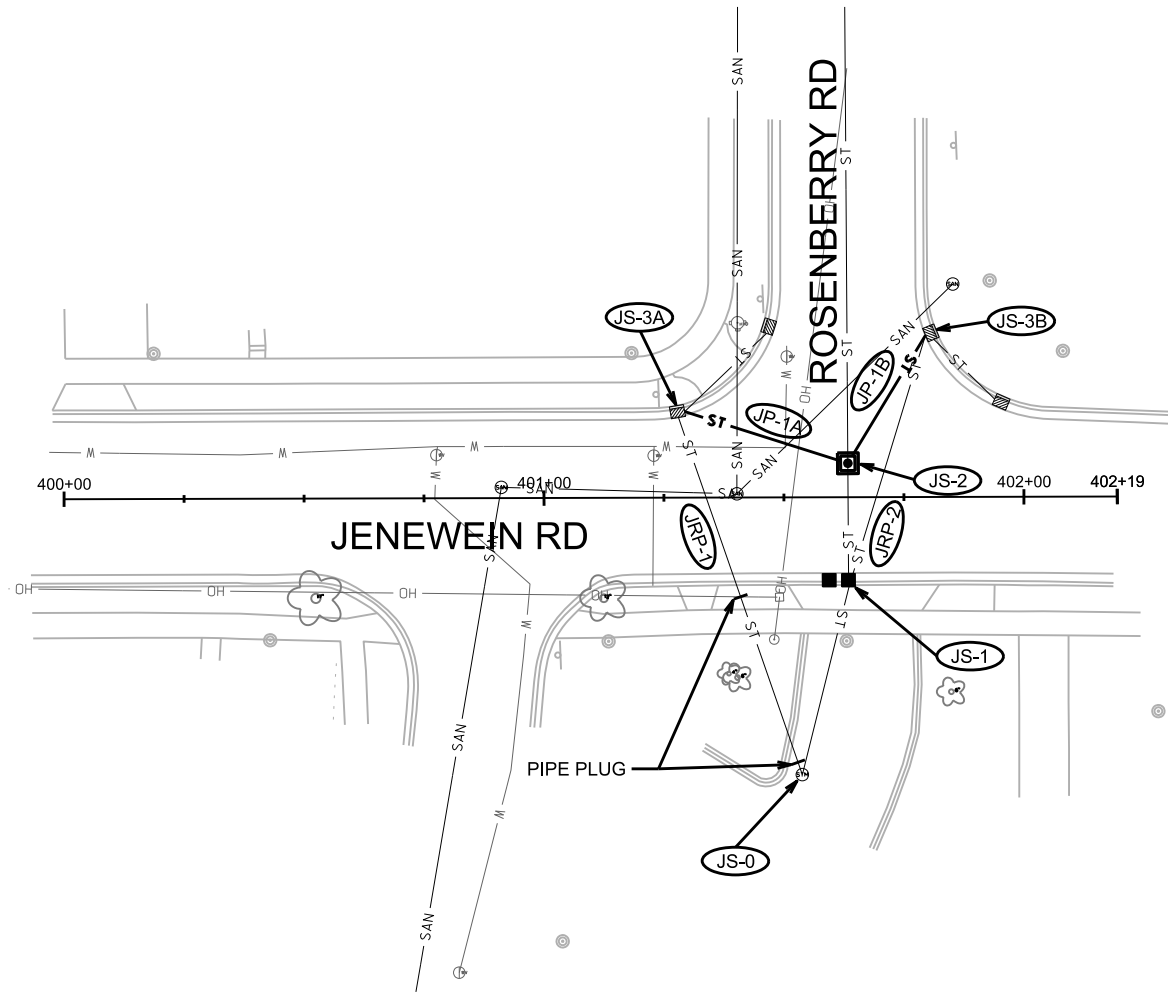
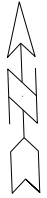
STORM PIPE REMOVALS

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
GLENVIEW DR							
RPG-1	GS-0	RI-1	9	15"	RCP	N	-
WOODLAWN DRIVE							
RPW-1	RW-1	RW-4	39	15"	RCP	N	-

NOTE: PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

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 ERIC DUNDEE OF CITY ENGINEERING AT (608) 266-4913 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608) 264-9275, OR EMAIL SHOP DRAWINGS TO EDUNDEE@CITYOFMADISON.COM



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

STORM SEWER SCHEDULE

*REV. 2/3/2017-FBEG

2017 RESURFACING
PROJECT NO. 11369

SHEET NO.
J-2

STORM SEWER SCHEDULE

JENEWEIN RD

CITY OF MADISON

PROPOSED STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
JENEWEIN RD							
JS-2	401+63.33	LT-7.08	3X3 SAS	986.94	983.54	3.40	FP; W/ R-1550-0054 (1)
JS-3A	401+27.90	LT-17.68	STM TAP	-	984.37	-	TAP EX IN 3668-001
JS-3B	401+80.50	LT-34.12	STM TAP	-	984.53	-	TAP EX IN

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
JENEWEIN RD										
* JP-1A	JS-2	JS-3A	983.54	984.37	36.0	34.0	2.44%	12"	TYPE II	
* JP-1B	JS-2	JS-3B	983.54	984.53	31.0	29.0	3.36%	12"	TYPE II	

REMOVE STORM PIPE

REMOVE NO.	REMOVE FROM	REMOVE TO	LENGTH (FT)	PAID (Y/N)	PIPE SIZE	TYPE	NOTES
JENEWEIN RD							
JRP-1	STA 401+40 21' RT	JS-3A	77.0	Y-PARTIAL	12"	RCP	41 LF PAID
JRP-2	JS-1	JS-3B	55.0	Y	12"	RCP	

PIPE ABANDONMENTS

ABAN NO.	ABAN FROM	ABAN TO	LENGTH (FT)	PIPE SIZE	TYPE	NOTES
JENEWEIN RD						
JRP-1	JS-0	STA 401+40 21' RT	36.0	12"	RCP	PLUGS

NOTE: PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

SPECIFIC NOTES:

(1) STORM SEWER SADDLED SAS-PAID PER SPECIAL ITEM

STANDARD NOTES:

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STORM PLAN AND PROFILE

INDIAN TRACE

CITY OF MADISON

REV. 4/27/2017-FBEG

0710-212-2225-4
KAMINSKI, NADIA R
5813 Indian Trce

0710-212-2226-2
SEIBERLICH, TIM A
& PAULA SHAW
5809 Indian Trce

0710-212-2227-0
BUECHNER, PHILIP W
5805 Indian Trce

0710-212-2228-8
SAARI, MATTHEW T
SARAH & DAN KILEN
5801 Indian Trce

0710-212-2301-2
WALTERS, MICHAEL J
5717 Indian Trce

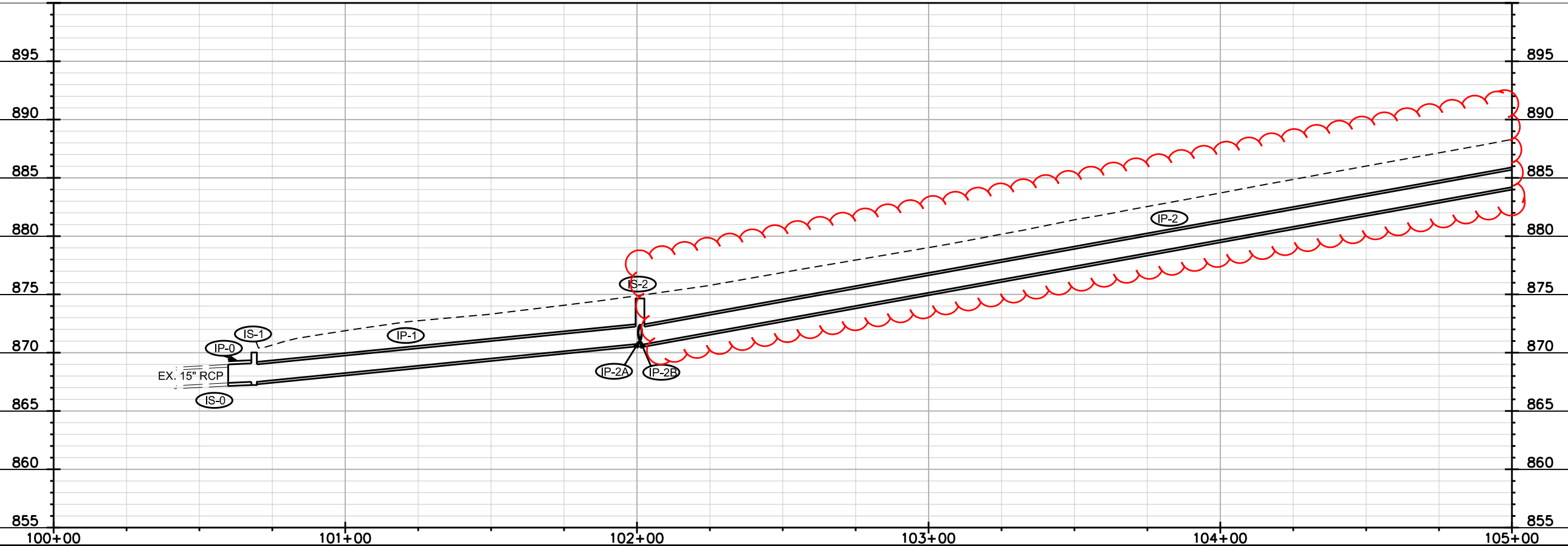
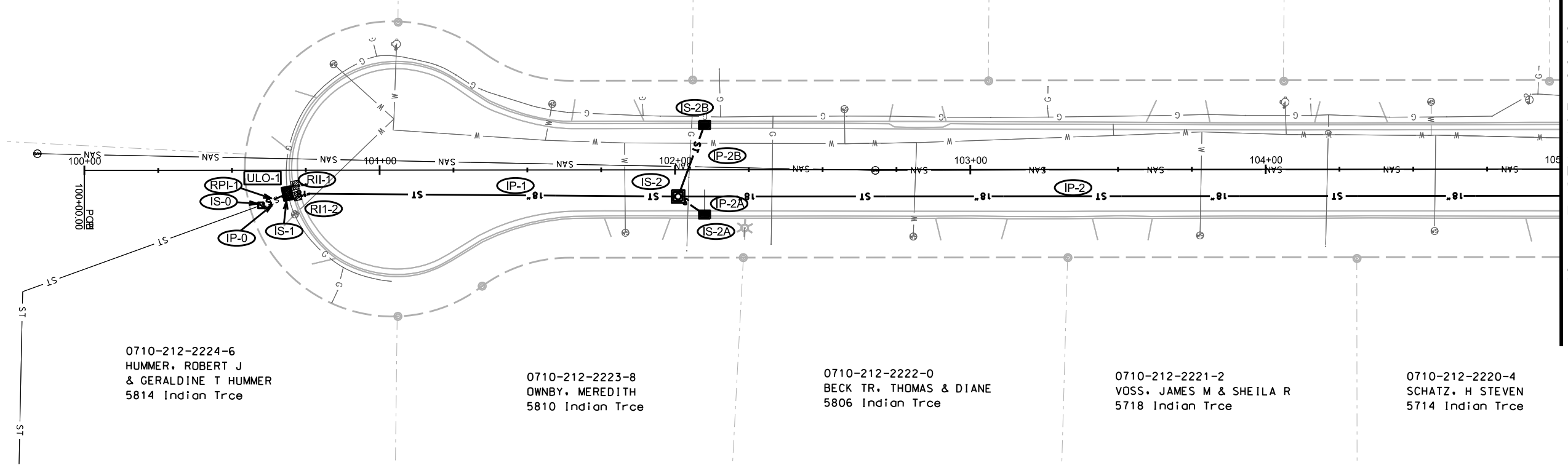
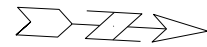
0710-212-2224-6
HUMMER, ROBERT J
& GERALDINE T HUMMER
5814 Indian Trce

0710-212-2223-8
OWNBY, MEREDITH
5810 Indian Trce

0710-212-2222-0
BECK TR. THOMAS & DIANE
5806 Indian Trce

0710-212-2221-2
VOSS, JAMES M & SHEILA R
5718 Indian Trce

0710-212-2220-4
SCHATZ, H STEVEN
5714 Indian Trce

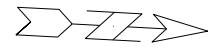


PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



MATCHLINE STA 105+00.00

0710-212-2302-0
OLSON, ALLEN R
& DEBRA A SIMER
5713 Indian Trce

0710-212-2303-8
GEHRKE, MICHAEL G
& BEVERLY A GEHRKE
5709 Indian Trce

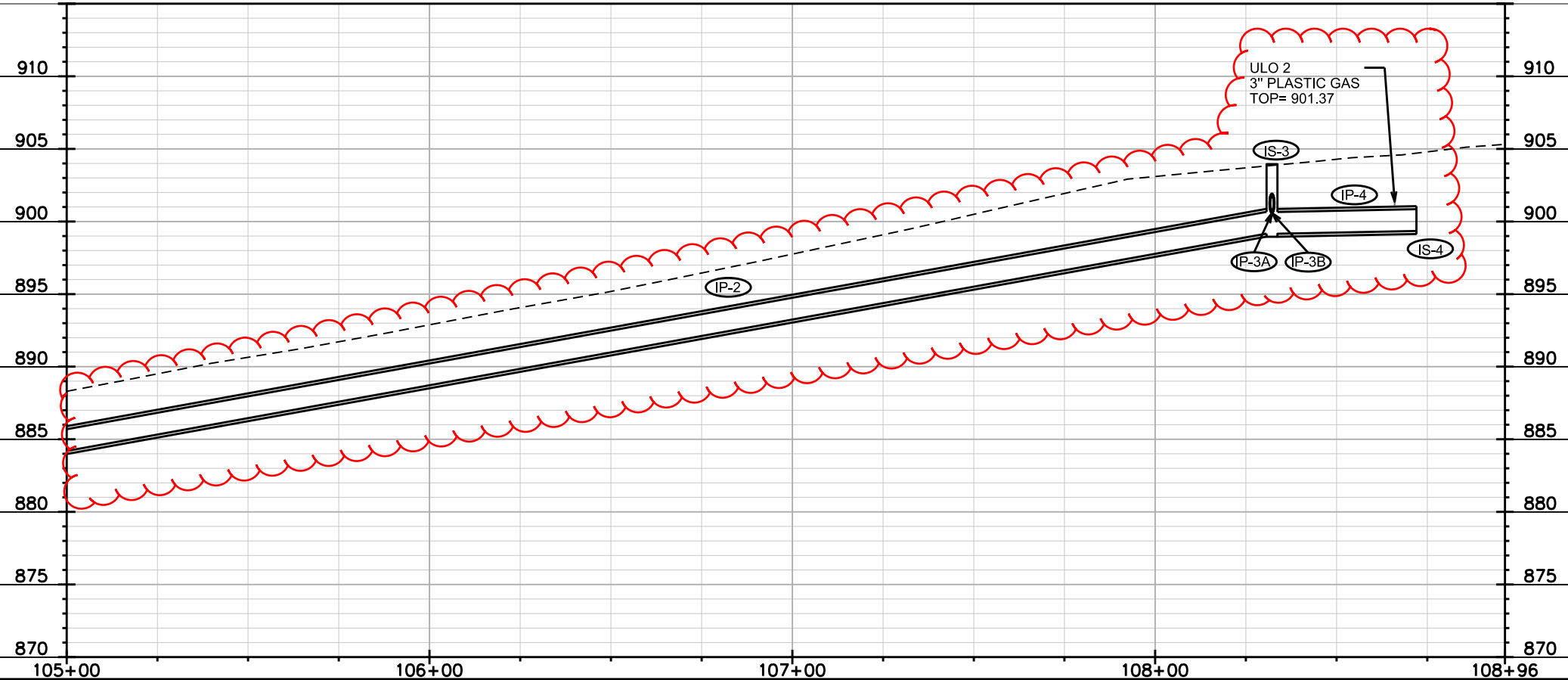
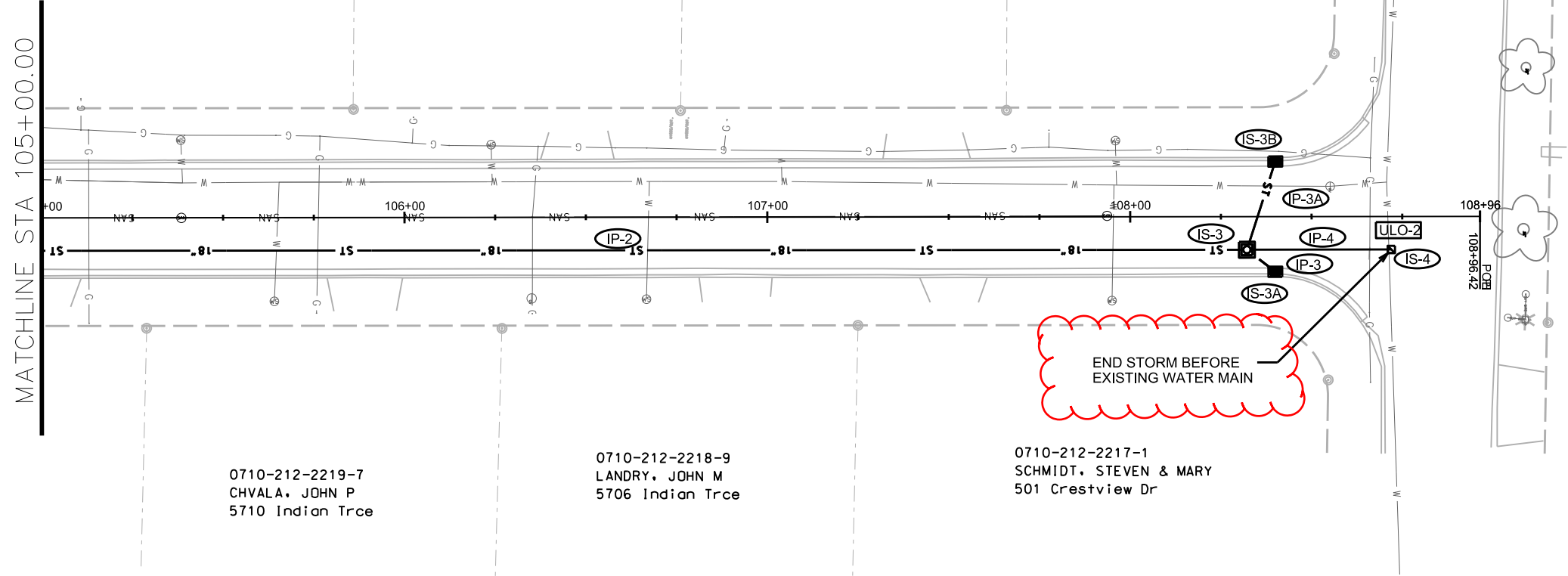
0710-212-2304-6
MOUSLEY, DAVID J
& PAMELA J MOUSLEY
5705 Indian Trce

0710-212-2305-4
LALOR, THOMAS & MARY
5701 Indian Trce

0710-212-2219-7
CHVALA, JOHN P
5710 Indian Trce

0710-212-2218-9
LANDRY, JOHN M
5706 Indian Trce

0710-212-2217-1
SCHMIDT, STEVEN & MARY
501 Crestview Dr



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

STORM SEWER SCHEDULE

*REV. 2/3/2017-FBEG
**REV. 4/27/2017-FBEG

2017 RESURFACING
PROJECT NO. 11369

SHEET NO.
I-3

STORM SEWER SCHEDULE
INDIAN TRACE CITY OF MADISON

PROPOSED STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
INDIAN TRACE							
IS-0	100+59.86	RT-11.90	COLLAR	--	867.41	--	(2)
IS-1	100+68.75	RT-7.89	TERRACE INLET TYPE 3	870.02	867.50	2.52	(1)
IS-2	102+01.05	RT-9.00	3X3 SAS	874.65	870.73	3.92	W/ R-1550
IS-2A	102+10.00	RT-15.16	H INLET	875.35	871.30	4.05	FP; W/ R-3067-7004-V
IS-2B	102+10.00	LT-15.22	H INLET	875.29	871.46	3.83	W/ R-3067-7004-V
** IS-3	108+32.18	RT-9.00	3X3 SAS	903.95	899.16	4.79	W/ R-1550
IS-3A	108+40.00	RT-15.19	H INLET	904.61	900.88	3.73	FP; W/ R-3067-7004-V
IS-3B	108+40.00	LT-15.19	H INLET	904.62	900.98	3.64	W/ R-3067-7004-V
** IS-4	108+72.00	RT-9.07	PLUG	--	899.35	--	--

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
INDIAN TRACE										
IP-0	IS-0	IS-1	867.41	867.50	10.0	9.0	1.00%	19X30	HERCP	-
* IP-1	IS-1	IS-2	867.50	870.73	132.0	130.0	2.50%	18"	TYPE II	-
** IP-2	IS-2	IS-3	870.73	899.16	631.0	628.0	4.53%	18"	TYPE II	-
* IP-2A	IS-2	IS-2A	871.23	871.3	11.00	7.00	1.00%	12"	TYPE II	-
* IP-2B	IS-2	IS-2B	871.23	871.46	26.0	23.0	1.00%	12"	TYPE II	-
* IP-3	IS-3	IS-3A	900.75	900.88	10.0	6.5	2.00%	12"	TYPE II	-
* IP-3A	IS-3	IS-3B	900.75	900.98	25.0	23.0	1.00%	12"	TYPE II	-
** IP-4	IS-3	IS-4	899.16	899.35	40.0	38.0	0.50%	18"	TYPE II	-

STORM STRUCTURE REMOVALS

STRUCTURE NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
INDIAN TRACE					
RI-1	IN 6457-004	100+70.88	RT-5.31	H INLET	-
RI-2	IN 6457-004	100+71.60	RT-8.91	H INLET	-

STORM PIPE REMOVALS

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
INDIAN TRACE							
RPI-1	IS-0	RI-1	10	15"	RCP	N	-

ULO SCHEDULE

STRUCTURE NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
INDIAN TRACE				
ULO-1	100+69.15	RT-8.70	GAS	NOT COMPLETE
ULO-2	108+66.00	RT-9.40	GAS	STORM LOWER

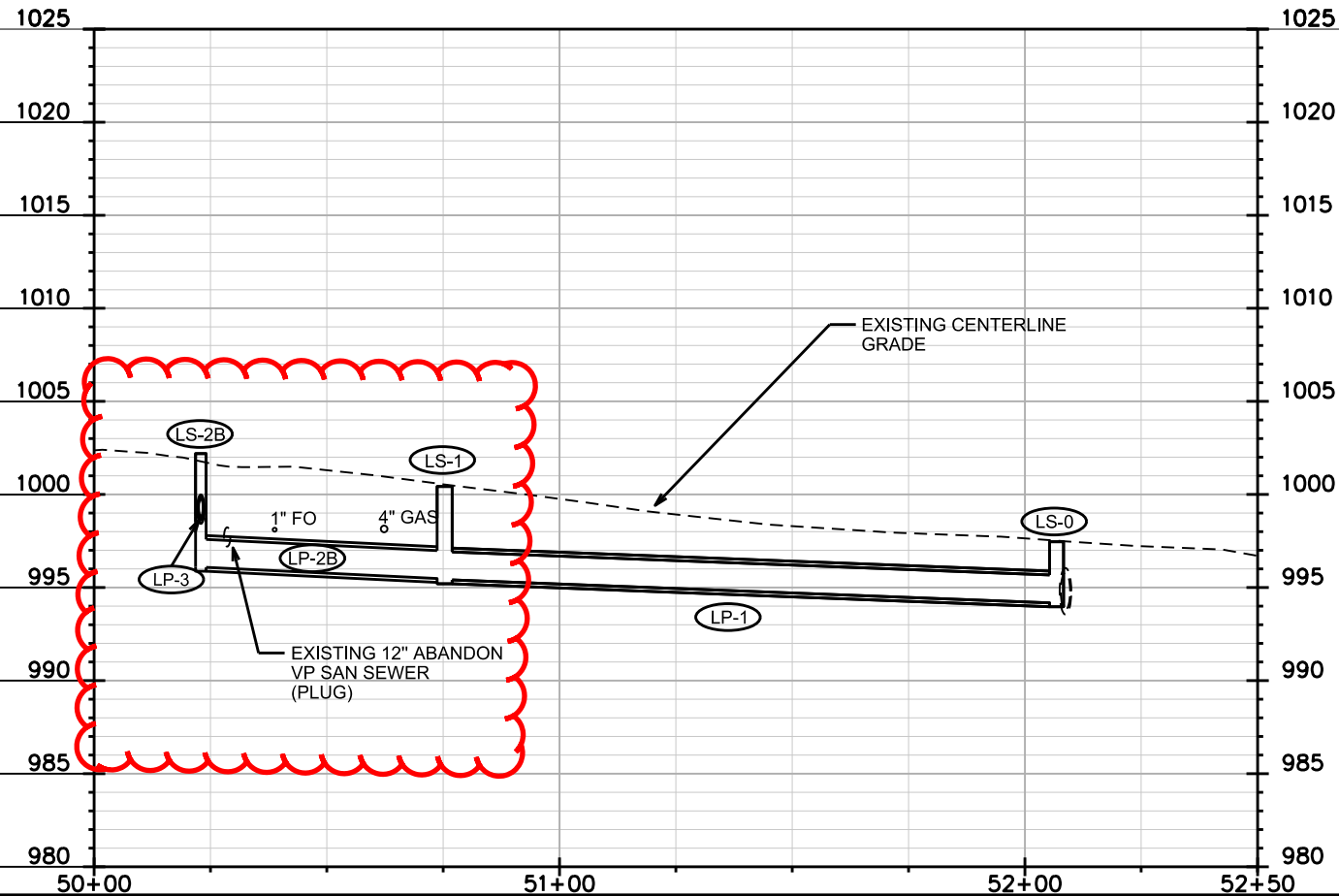
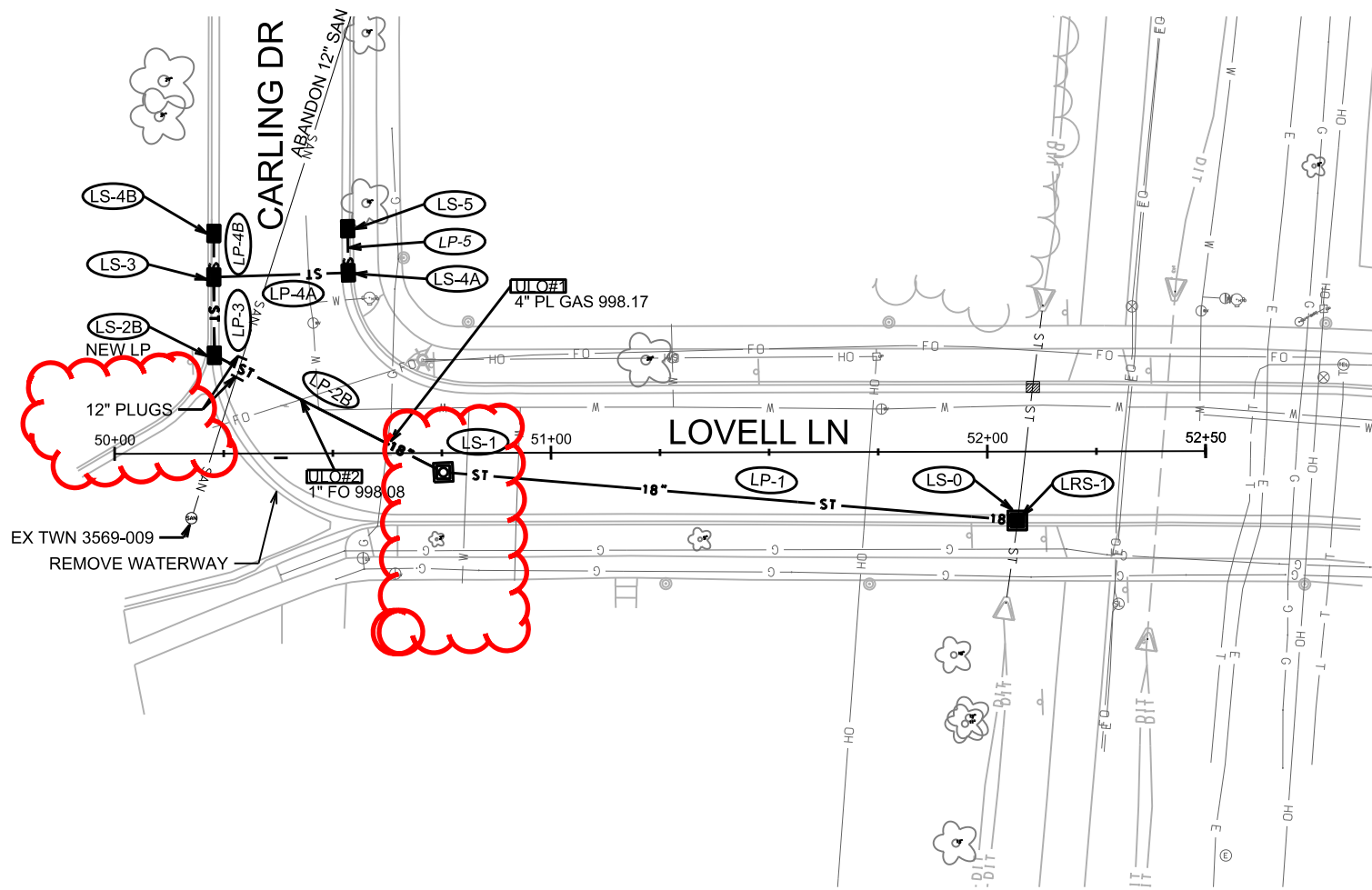
NOTE: PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

SPECIFIC NOTES:

- (1) STATIONED TO CENTER OF GRATE; SEE SDD 5.7.12B; TOP OF CURB PROVIDED IS TOP OF GRATE, CONTRACTOR IS REMINDED THE CURB FLOWLINE IS TO BE HAND POURED TO CREATE A DEPRESSION IN THE FLOWLINE AND FLUME INTO THE STRUCTURE. THE FLOWLINE IS NOT TO BE POURED STRAIGHT THROUGH AND THE DIFFERENCE BETWEEN THE FLOWLINE ELEVATION AND ENTRANCE LIP ELEVATION TAKEN UP IN THE 1-2 FT TRANSITION.
- (2) CONNECT TO EXISTING PIPE

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 ERIC DUNDEE OF CITY ENGINEERING AT (608) 266-4913 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608) 264-9275, OR EMAIL SHOP DRAWINGS TO EDUNDEE@CITYOFMADISON.COM



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

STORM SEWER SCHEDULE

*REV. 2/3/2017-FBEG
**REV. 3/31/2017-ELD

2017 RESURFACING
PROJECT NO. 11369

SHEET NO.
L-2

STORM SEWER SCHEDULE

LOVELL LN CITY OF MADISON

PROPOSED STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
LOVELL LN							
LS-0	52+06.82	RT-15.79	3X3 SAS w/ H	997.46	994.15	3.31	FP; W/ R-3067-7004-V (1)
* LS-1	50+75.33	RT-4.41	3X3 SAS	1000.43	995.44	4.99	FP; W/ R-1550-0054
** LS-2A	50+75.76	RT-15.17	H INLET	1000.58	997.28	3.30	W/ R-3007-7004-V
** LS-2B	50+22.93	LT-22.52	H INLET	1002.19	996.11	6.08	LP; FP; W/ R-3007-7004-VB
** LS-3	50+22.82	LT-40.44	H INLET	1002.39	998.91	3.48	W/ R-3007-7004-V
** LS-4A	50+53.64	LT-41.36	H INLET	1002.04	999.05	2.99	W/ R-3007-7004-V
** LS-4B	50+22.87	LT-50.45	H INLET	1002.51	998.95	3.56	W/ R-3007-7004-V
** LS-5	50+53.51	LT-51.46	H INLET	1002.28	999.19	3.09	W/ R-3007-7004-V

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
LOVELL LN										
* LP-1	LS-0	LS-1	994.15	995.44	132.0	129.0	1.00%	18"	RCP	
** LP-2A	LS-1	LS-2A	997.13	997.28	41.0	8.0	1.81%	12"	RCP	NCM
** LP-2B	LS-1	LS-2B	995.44	996.11	59.0	56.0	1.20%	18"	RCP	
** LP-3	LS-2B	LS-3	998.61	998.91	18.0	15.0	2.00%	12"	RCP	NCM
** LP-4A	LS-3	LS-4A	998.91	999.05	31.0	29.0	0.50%	12"	RCP	
** LP-5	LS-4A	LS-5	999.05	999.19	10.0	7.0	2.00%	12"	RCP	
** LP-4B	LS-3	LS-4B	998.91	998.95	10.0	7.0	0.50%	12"	RCP	

REMOVE STORM STRUCTURE

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
LOVELL LN					
LRS-1	IN 3569-010	52+06.84	RT-15.44	EX H INLET	

STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
** ULO-1	50+62.54	LT-2.23	GAS	4" PL AT 998.17 (STORM REVISED)
** ULO-2	50+42.66	LT-12.42	FO	1" AT 998.08 (STORM REVISED)
** ULO-3	50+28.57	LT-19.65	SAN	NOT COMPLETED

NOTE: PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

SPECIFIC NOTES:

(1) STORM SEWER SADDLED SAS- PAID PER SPECIAL ITEM

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.

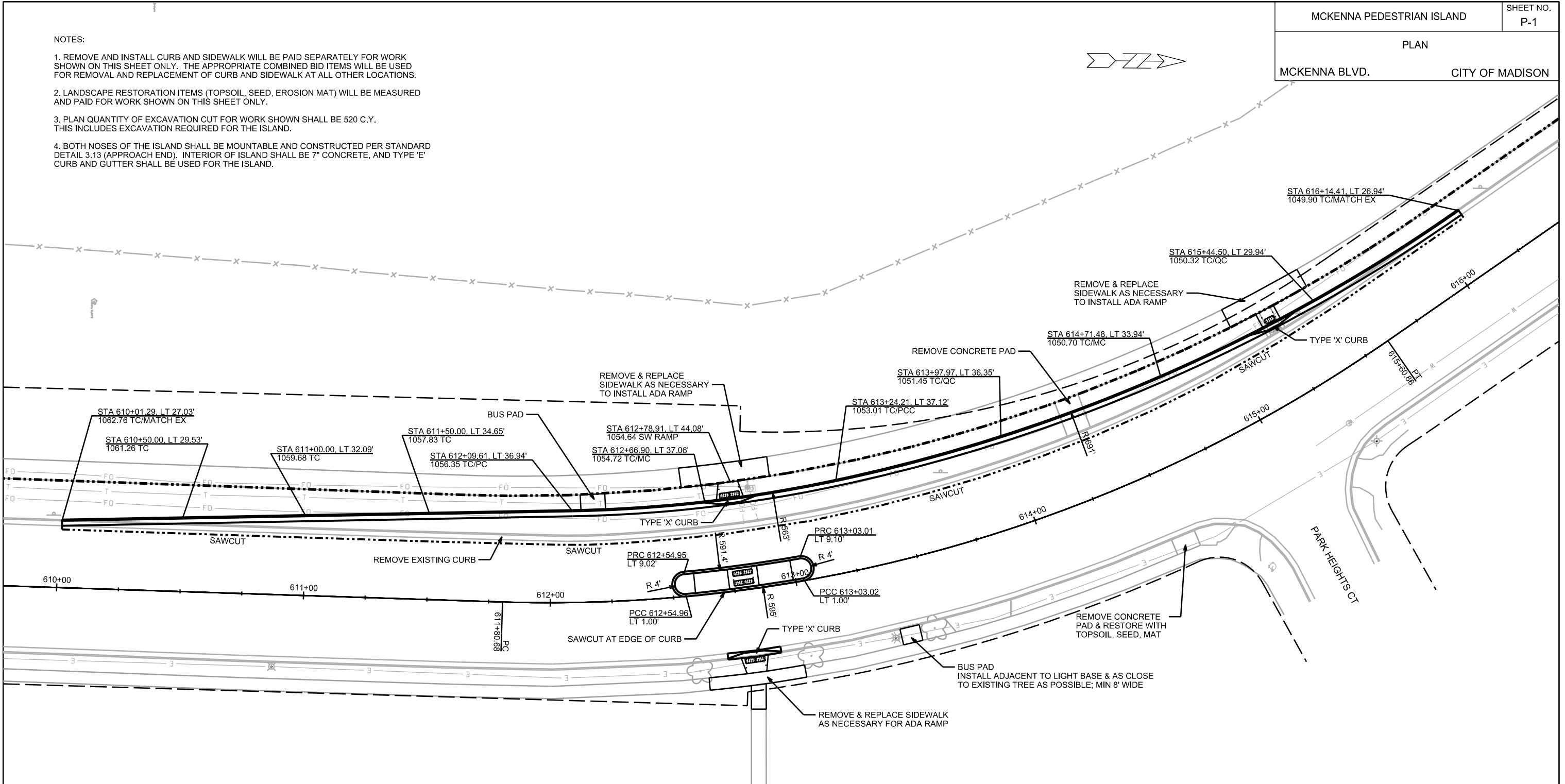
- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.

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

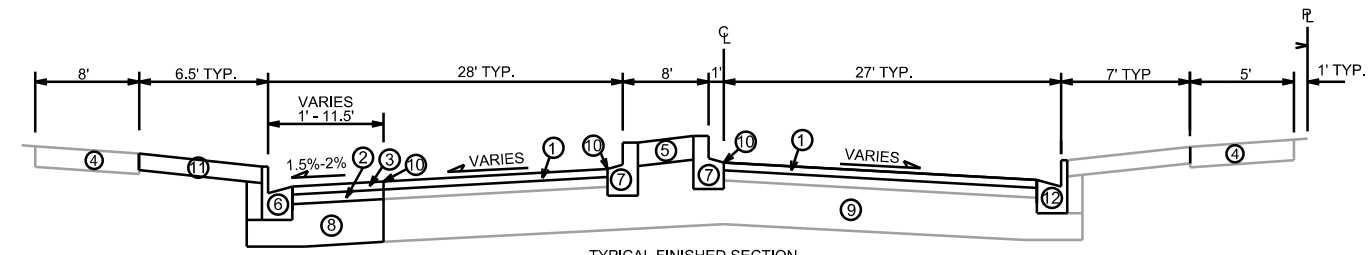
- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT FADI EL MUSA OF CITY ENGINEERING AT (608) 243-5214 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608) 264-9275, OR EMAIL SHOP DRAWINGS TO FELMUSAGONZALEZ@CITYOFMADISON.COM

- NOTES:
1. REMOVE AND INSTALL CURB AND SIDEWALK WILL BE PAID SEPARATELY FOR WORK SHOWN ON THIS SHEET ONLY. THE APPROPRIATE COMBINED BID ITEMS WILL BE USED FOR REMOVAL AND REPLACEMENT OF CURB AND SIDEWALK AT ALL OTHER LOCATIONS.
 2. LANDSCAPE RESTORATION ITEMS (TOPSOIL, SEED, EROSION MAT) WILL BE MEASURED AND PAID FOR WORK SHOWN ON THIS SHEET ONLY.
 3. PLAN QUANTITY OF EXCAVATION CUT FOR WORK SHOWN SHALL BE 520 C.Y. THIS INCLUDES EXCAVATION REQUIRED FOR THE ISLAND.
 4. BOTH NOSES OF THE ISLAND SHALL BE MOUNTABLE AND CONSTRUCTED PER STANDARD DETAIL 3.13 (APPROACH END). INTERIOR OF ISLAND SHALL BE 7" CONCRETE, AND TYPE 'E' CURB AND GUTTER SHALL BE USED FOR THE ISLAND.

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



- 1 MILL & OVERLAY PER SPECIFICATIONS
- 2 2.00" BITUMINOUS UPPER LAYER, TYPE E-3, 12.5 mm
- 3 4.00" BITUMINOUS LOWER LAYER, TYPE E-3, 19 mm
- 4 REMOVE & REPLACE EXISTING 5" CONC SIDEWALK AS SHOWN ON PLANS OR AS DIRECTED
- 5 7" CONCRETE SIDEWALK
- 6 TYPE 'A' OR 'X' CONCRETE CURB & GUTTER
- 7 TYPE 'E' CONCRETE CURB & GUTTER
- 8 12" GRADATION 2 CRUSHED AGGREGATE BASE
- 9 EXISTING ROADWAY BASE COURSE
- 10 SAWCUT
- 11 4" TOPSOIL, SEED & EROSION MAT
- 12 REMOVE & REPLACE CURB AS SHOWN ON PLANS OR AS DIRECTED, MATCH EXISTING TYPE



ORIGINATOR: CITY OF MADISON, STREETS DIVISION

- NOTES:
1. ASPHALT DRIVEWAY WORK INCLUDES ALL SAWCUTS, EXCAVATION CUT AND BASE COURSE NECESSARY TO INSTALL THE ASPHALT DRIVEWAY.
 2. ALL LANDSCAPE RESTORATION ITEMS (TOPSOIL, SEED & EROSION MAT) WILL BE MEASURED AND PAID SEPARATELY FOR WORK SHOWN ON THIS SHEET.
 3. CONTRACTOR MAY CLOSE ONE TRAVEL LANE ON MCKENNA BLVD. TO COMPLETE THE WORK AS SHOWN; HOWEVER, ALL LANES MUST REMAIN OPEN DURING PEAK HOUR TIMES (7:00AM TO 9:00AM AND 3:30PM TO 6:00PM).
 4. PROVIDE A MINIMUM OF 72 HR NOTICE TO CONDO ASSOCIATION PRIOR TO STARTING WORK ON DRIVEWAY. CONTACT PATTY BOYLE AT 608-215-5746 OR 608-278-9411.

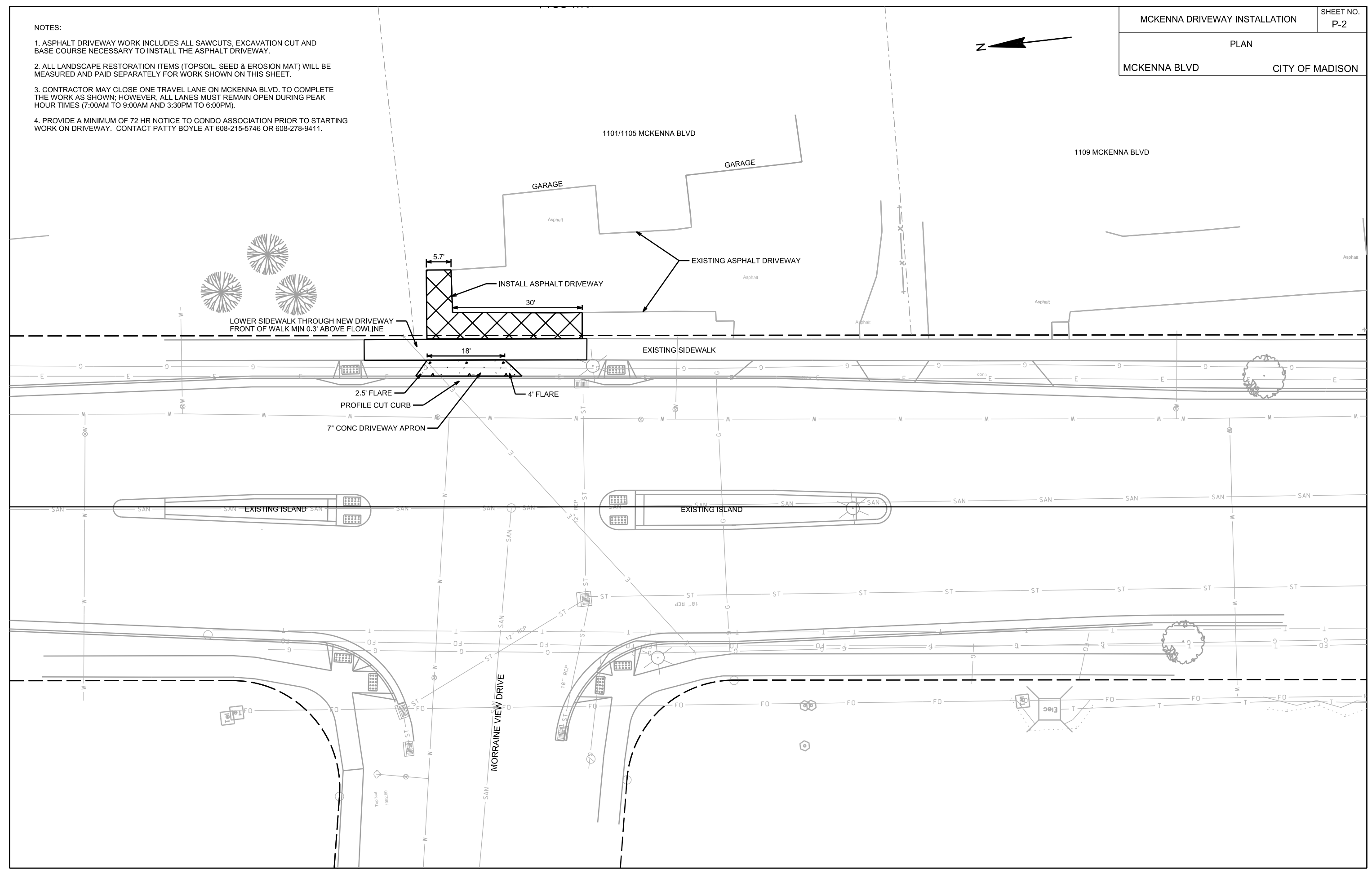


PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE:

PLOT NAME:





REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

GENERAL 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 JERRY SCHIPPA (267-1969) 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. SUBJECT TO NOTE 1 ABOVE.
3. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH "CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2016 EDITION" AND ALL ADDENDUMS THERETO. ALL CONDUIT SHALL BE PVC, SHCEDULE 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.
5. ANY WORK COMPLETED WITHOUT INSPECTION IS SUBJECT TO REJECTION.
6. CONTRACTOR SHALL INSTALL ALL NEW BASES, CONDUIT AND HANDHOLE, PER SHEET E-1.
7. TRAFFIC ENGINEERING SHOP TO INSTALL ALL NEW POLES, TROMBONE ARMS, SIGNS, PAVEMENT MARKINGS, AND RECTANGULAR RAPID FLASHING BEACONS.
8. 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 1/4" X 48" ANCHOR BOLTS: 4
 - 1 1/4" X 60" ANCHOR BOLTS: 4
 - 3/4" X 19" ANCHOR BOLTS: 4

LEGEND

-  INSTALL TYPE I HANDHOLE
-  INSTALL TYPE G BASE
-  INSTALL LB-8 BASE
-  INSTALL PVC CONDUIT
(1-3" UNLESS OTHERWISE NOTED)

PLOT SCALE:
PLOT NAME:
REV. DATE:
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





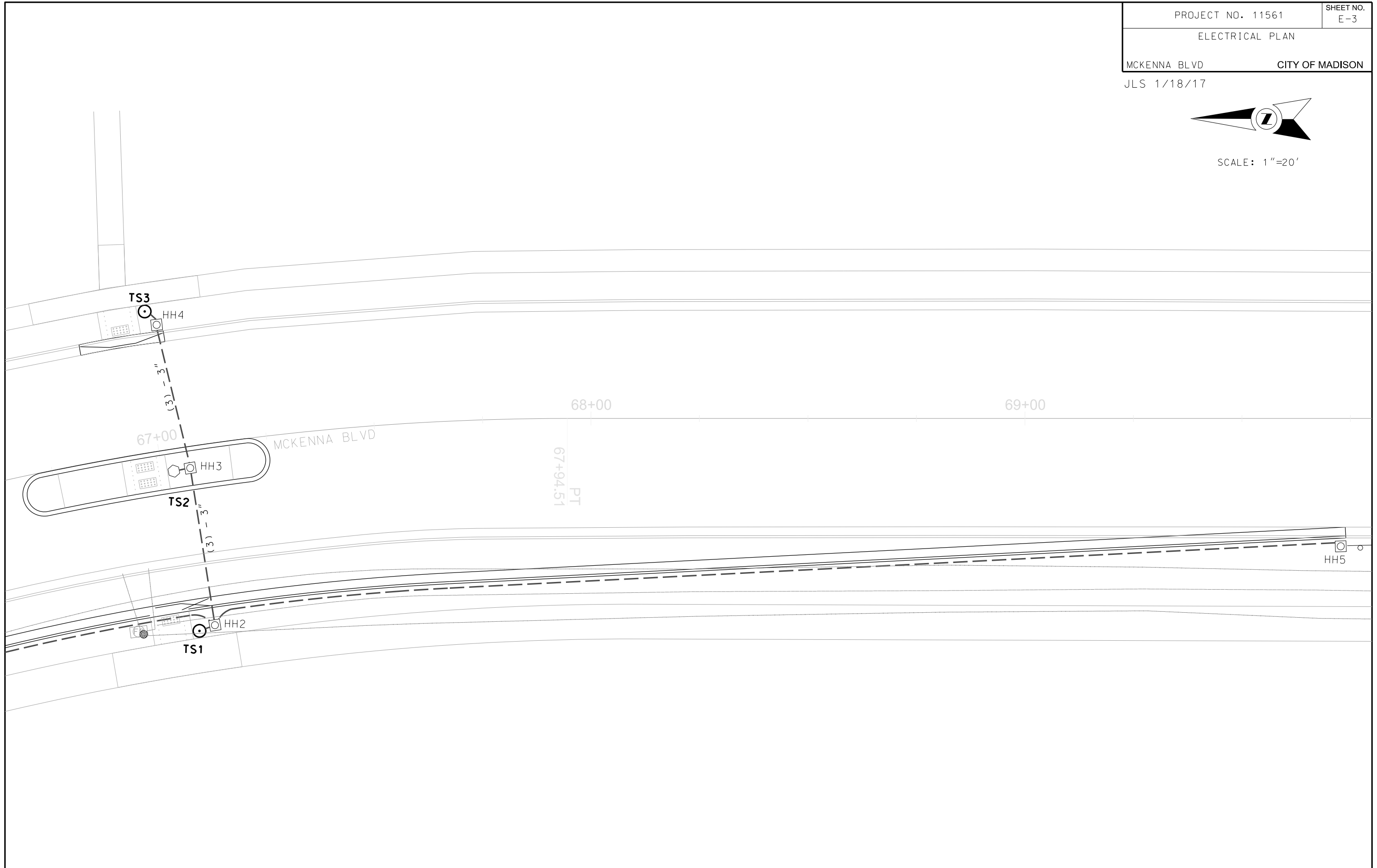
SCALE: 1"=20'

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



HORIZONTAL REBAR SHALL BE TACK WELDED OR WIRED TO ANCHOR BOLTS TO FORM ANCHOR BOLT CAGE BEFORE POURING CONCRETE.

*IF ANOTHER BOLT CIRCLE IS REQUIRED, INSTEAD OF THE 15" BOLT CIRCLE SHOWN, THE FOLLOWING DIMENSIONS SHOULD BE USED

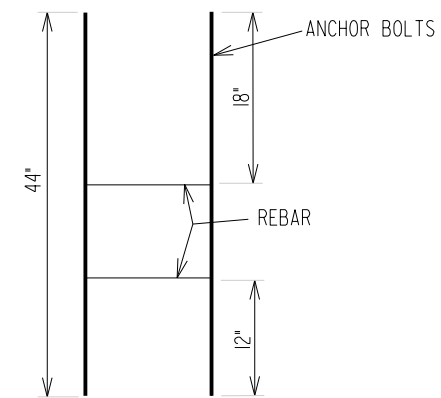
11" BOLT CIRCLE

CENTER TO BOLT 3-7/8"
BOLT TO BOLT 7-3/4"

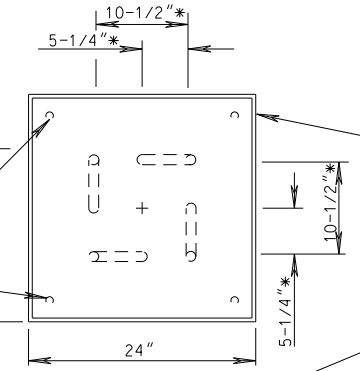
12-1/2" BOLT CIRCLE

CENTER TO BOLT 4-7/16"
BOLT TO BOLT 8-7/8"

HOLE FOR BASE MAY BE DUG WITH 26" DIAMETER AUGER. THEN THE TOP SHALL FORMED AS A SQUARE



4-NO 6 REBARS
2" MIN COVER



3' OF UNBROKEN GROUND WIRE TO BE LEFT ABOVE CONCRETE BASE FOR USE BY OTHERS

CONDUIT EXTENDS 2' (+/-) 1/4" ABOVE CONCRETE
TYPICAL ELEVATION SEE PLATE 6.01

TERRACE GRADE

CLAMP GROUND WIRE TO ANCHOR BOLT W/WATER PIPE TYPE GROUND CLAMP

1-NO 4 STRANDED INSULATED COPPER WIRE

CLAMP GROUND WIRE TO GROUND ROD W/TEAR DROP TYPE CLAMP

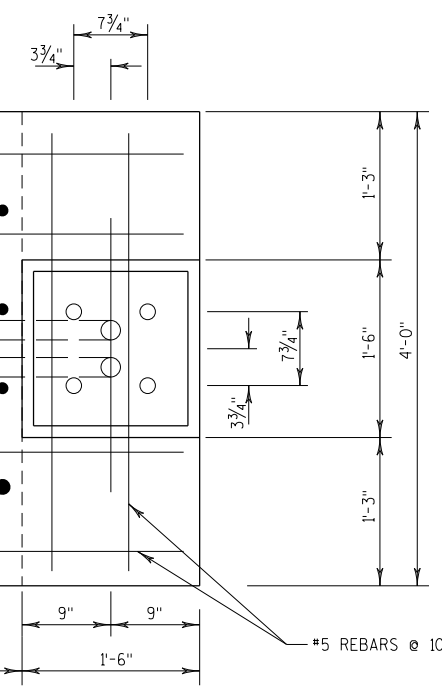
5/8" x 8' COPPER WELD GROUND ROD

FORMS SHALL BE OF SUFFICIENT DEPTH TO PROVIDE A MINIMUM OF 12" OF FORMED BASE BELOW GRADE ON LOW SIDE

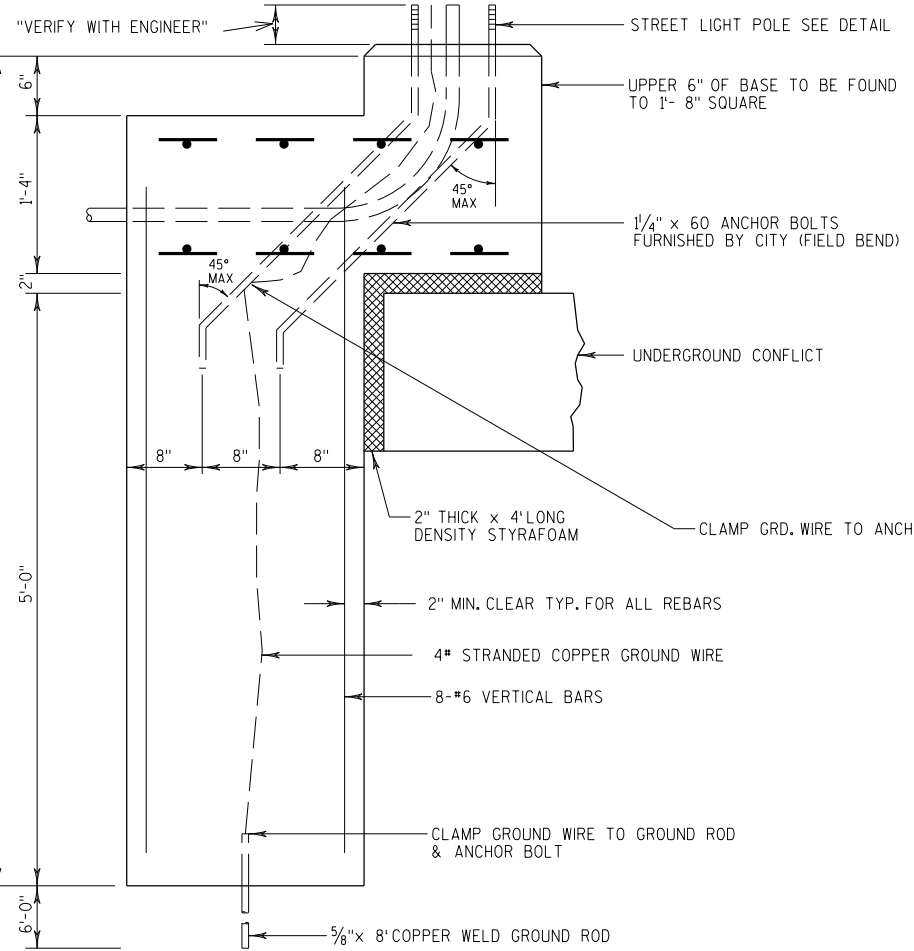
1-1/4" x 48" ANCHOR BOLTS WITH 6" OFTHREAD AT TOP AND 4" L-BEND AT BOTTOM FURNISHED BY CITY

EXTENSION OF ALL CONDUIT RUNS INTO BASE SHALL BE VERTICAL (MINIMUM 12") AND CENTERED

DETAIL: LB-8 BASE
SCALE: NONE



#5 REBARS @ 10" TOP & BOTTOM EACH



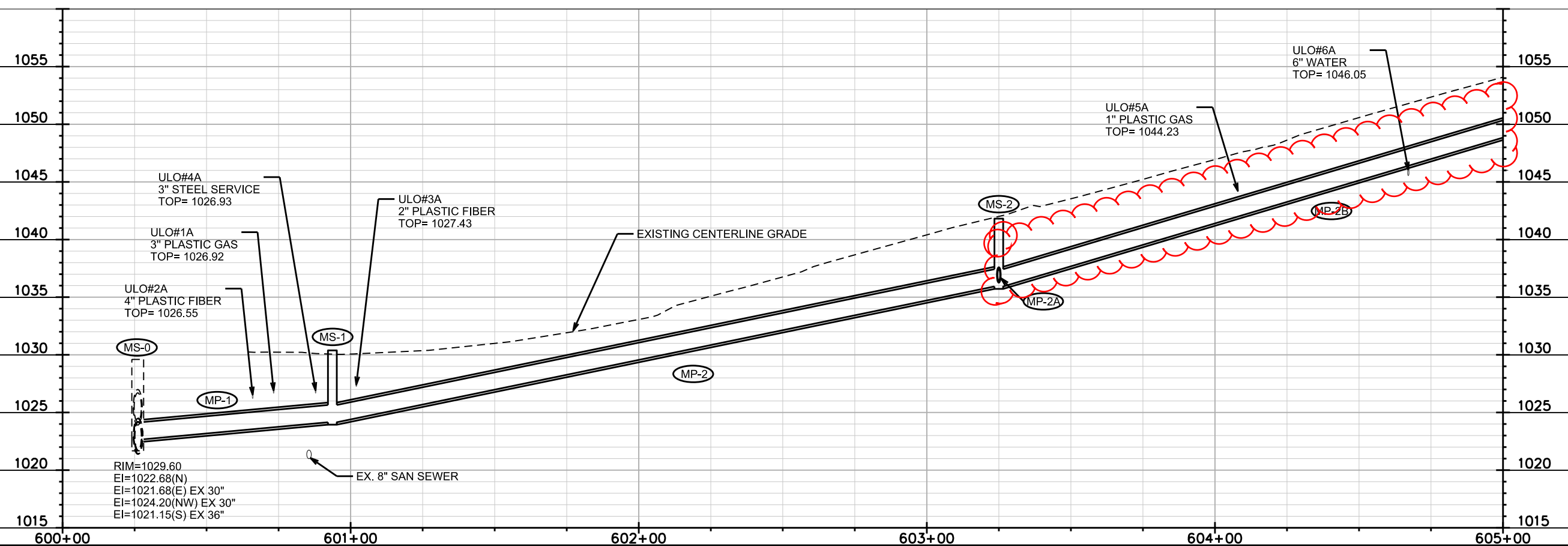
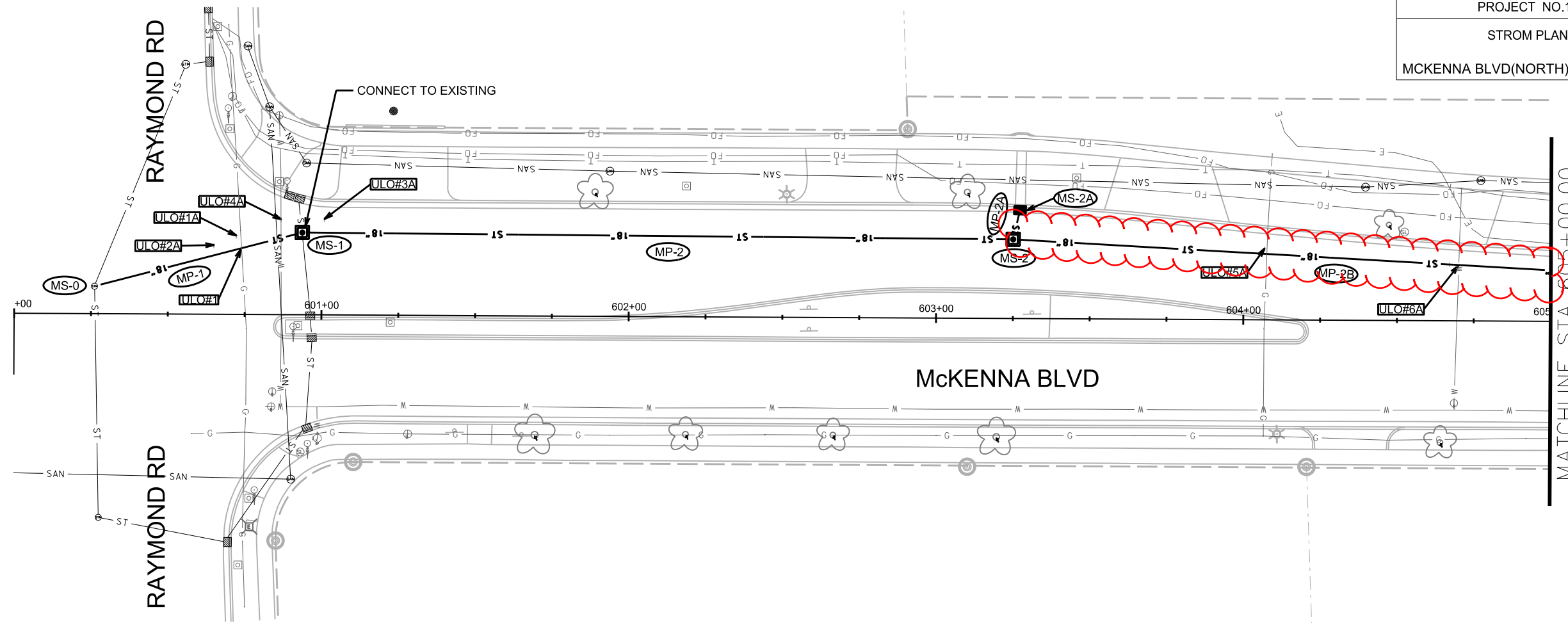
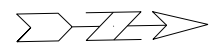
DETAIL: OFFSET BASE
SCALE: NONE

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

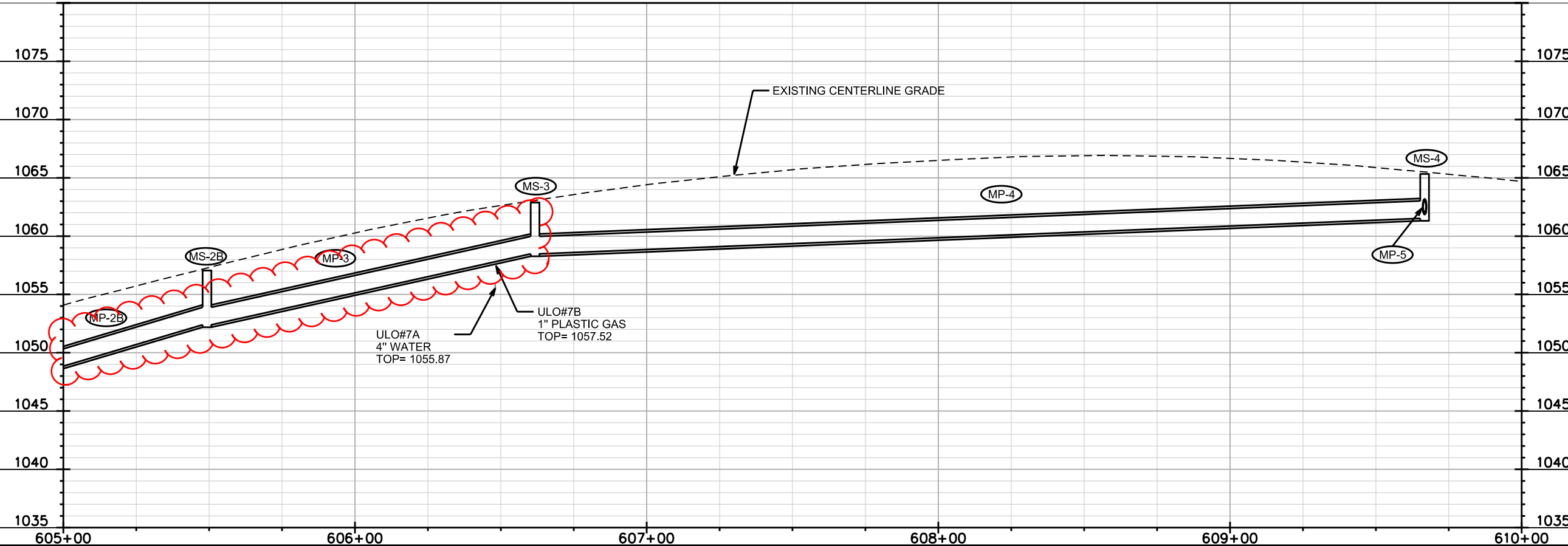
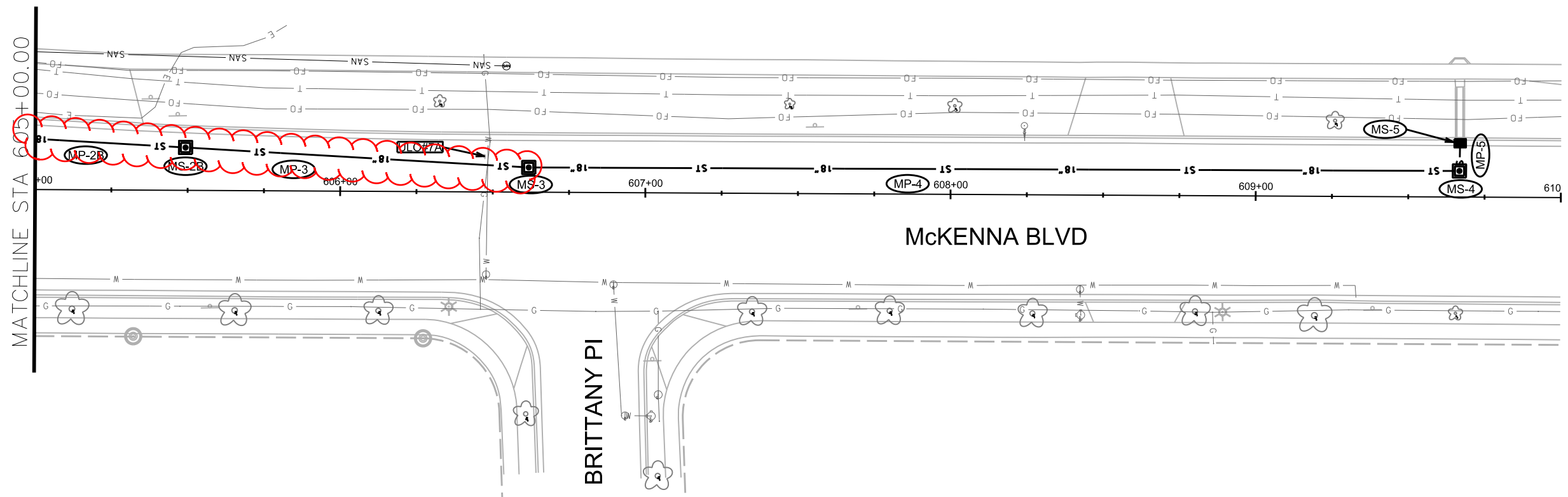
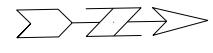


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

STORM SEWER SCHEDULE

* REVISED 3/24/2017-FBEG
 ** REVISED 5/24/2017-FBEG

2017 RESURFACING	SHEET NO.
PROJECT NO. 11369	M-3
STORM SEWER SCHEDULE	
MCKENNA BLVD(NORTH)	CITY OF MADISON

PROPOSED STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
MCKENNA BLVD							
* MS-0	600+26.10	LT-8.94	TAP	-	1022.68	-	
* MS-1	600+93.66	LT-26.75	3X3 SAS	1030.39	1024.15	6.24	W/1550-0054 (1)
* MS-2	603+24.98	LT-25.77	3X3 SAS	1041.81	1035.93	5.88	W/1550-0054
* MS-2A	603+27.16	LT-35.28	H INLET FLAT	1041.74	1037.00	4.74	W/1878-B7G
** MS-2B	605+49.25	LT-14.03	3X3 SAS	1057.05	1052.39	4.66	W/1550-0054
* MS-3	606+61.75	LT-8.08	3X3 SAS	1062.88	1058.48	4.40	W/1550-0054
* MS-4	609+66.73	LT-8.56	3X3 SAS	1065.33	1061.52	3.81	W/1550-0054
* MS-5	609+66.91	LT-17.67	H INLET FLAT	1065.09	1062.09	3.00	W/1878-B7G

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
MCKENNA BLVD										
* MP-1	MS-0(EX. AS 2867-018)	MS-1	1022.68	1024.15	69.9	66.3	2.22%	18"	RCP	
* MP-2	MS-1	MS-2	1024.15	1035.93	231.3	228.3	5.16%	18"	RCP	
** MP-2A	MS-2	MS-2A	1036.43	1037.00	9.8	7.2	7.91%	12"	RCP	
** MP-2B	MS-2	MS-2B	1035.93	1052.39	224.5	221.5	7.43%	18"	RCP	
** MP-3	MS-2B	MS-3	1052.39	1058.48	112.5	109.5	5.56%	18"	RCP	
* MP-4	MS-3	MS-4	1058.48	1061.52	305.0	302.0	1.01%	18"	RCP	
* MP-5	MS-4	MS-5	1062.02	1062.09	9.1	6.6	1.06%	12"	RCP	

STORM SEWER ULOS

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
ULO-1	600+73.91	LT-21.70	GAS	NO CONFLICT
ULO-2	604+69.83	LT-17.98	WATER	NO CONFLICT
ULO-3	606+48.14	LT-8.69	GAS & WATER	STORM REVISED

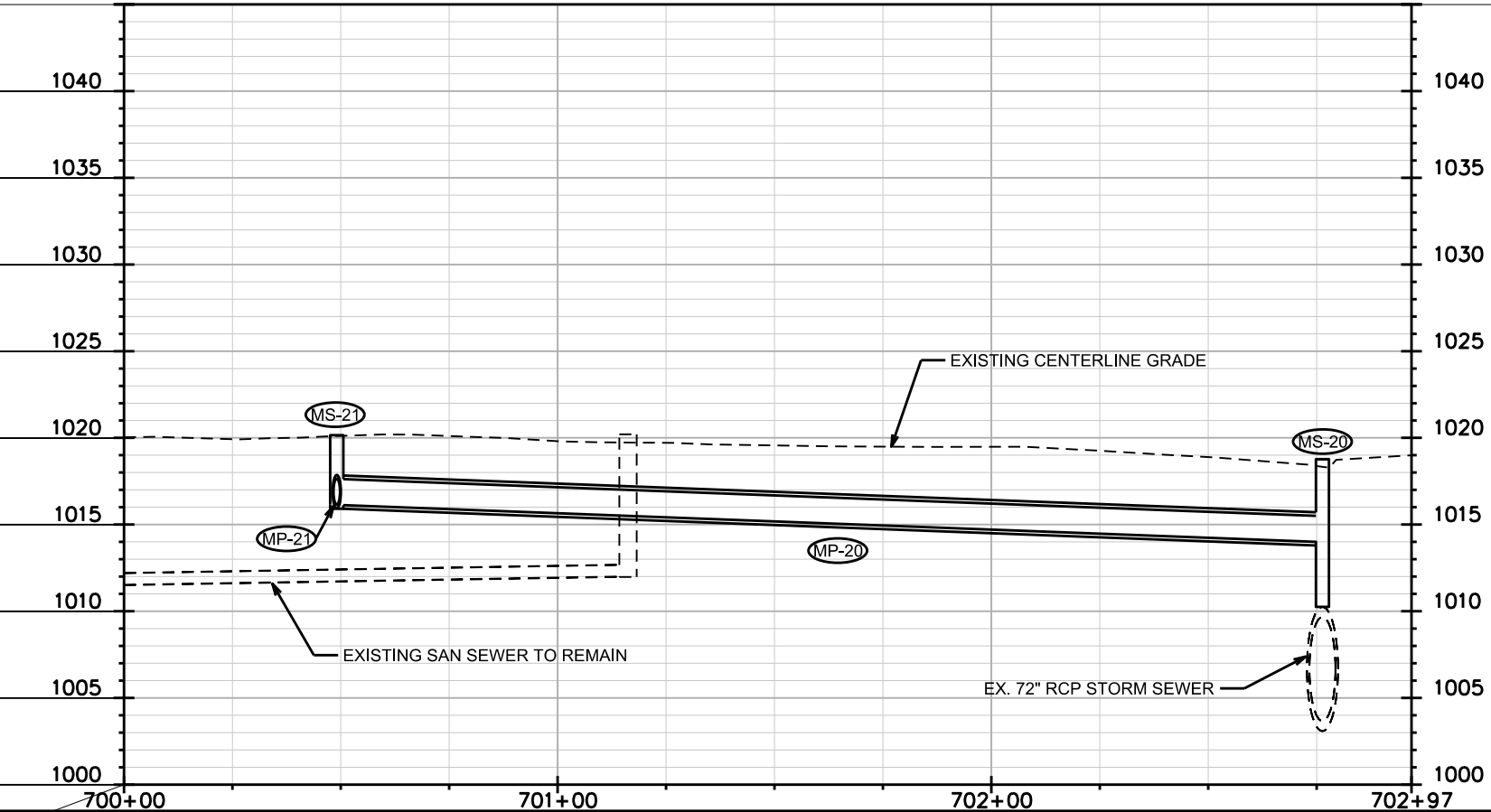
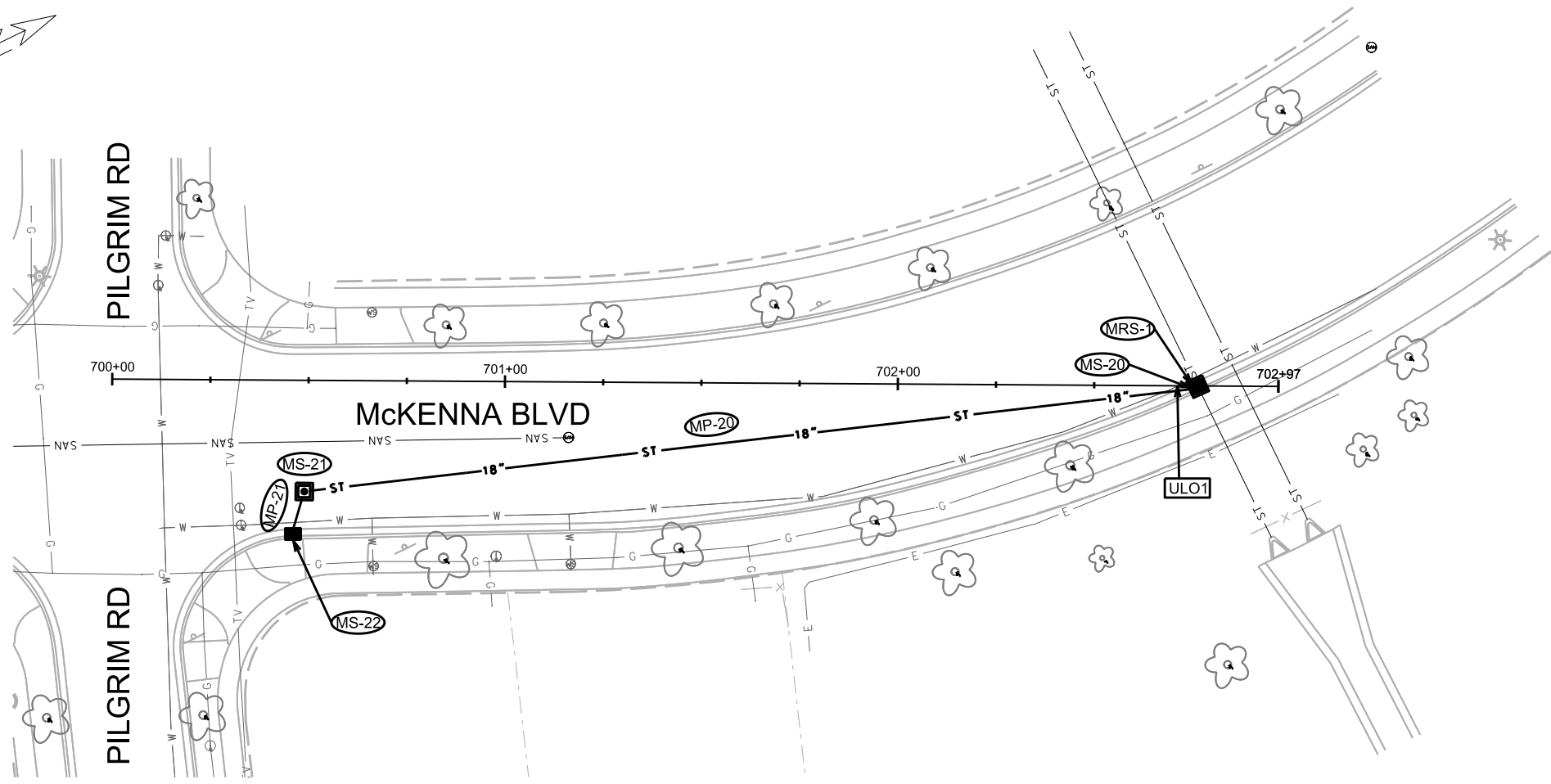
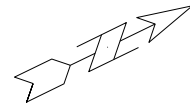
NOTE: PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

SPECIFIC NOTES:

(1) CONNECT EXISTING STORM SEWER

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 FADI EL MUSA OF CITY ENGINEERING AT (608) 243-5214 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608) 264-9275, OR EMAIL SHOP DRAWINGS TO FELMUSAGONZALEZ@CITYOFMADISON.COM



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

STORM SEWER SCHEDULE

2017 RESURFACING

SHEET NO.

PROJECT NO. 11369

M-5

STORM SEWER SCHEDULE

MCKENNA BLVD (SOUTH)

CITY OF MADISON

PROPOSED STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
MCKENNA BLVD (SOUTH)							
MS-20	702+76.35	RT-0.17	3X3 SAS w/ H	1018.77	1014.00	4.77	FP; W/3067-7004-V (1)
MS-21	700+49.07	RT-28.31	3X3 SAS	1020.15	1016.15	4.00	W/1550-0054
MS-22	700+46.27	RT-39.13	H INLET	1020.30	1016.30	4.00	W/3067-7004-V

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
MCKENNA BLVD (SOUTH)										
MP-20	MS-20	MS-21	1014.00	1016.15	228.0	226.0	0.95%	18"	RCP	
MP-21	MS-21	MS-22	1016.15	1016.30	10.0	9.0	1.73%	18"	RCP	

REMOVE STORM STRUCTURE

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
MCKENNA BLVD (SOUTH)					
MRS-1	IN 2869-002	702+76.40	RT-0.22	EX H INLET	

ULO SCHEDULE

STRUCTURE NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
MCKENNA BLVD (SOUTH)				
ULO-1	702+76.35	CL	WATER	-

NOTE: PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

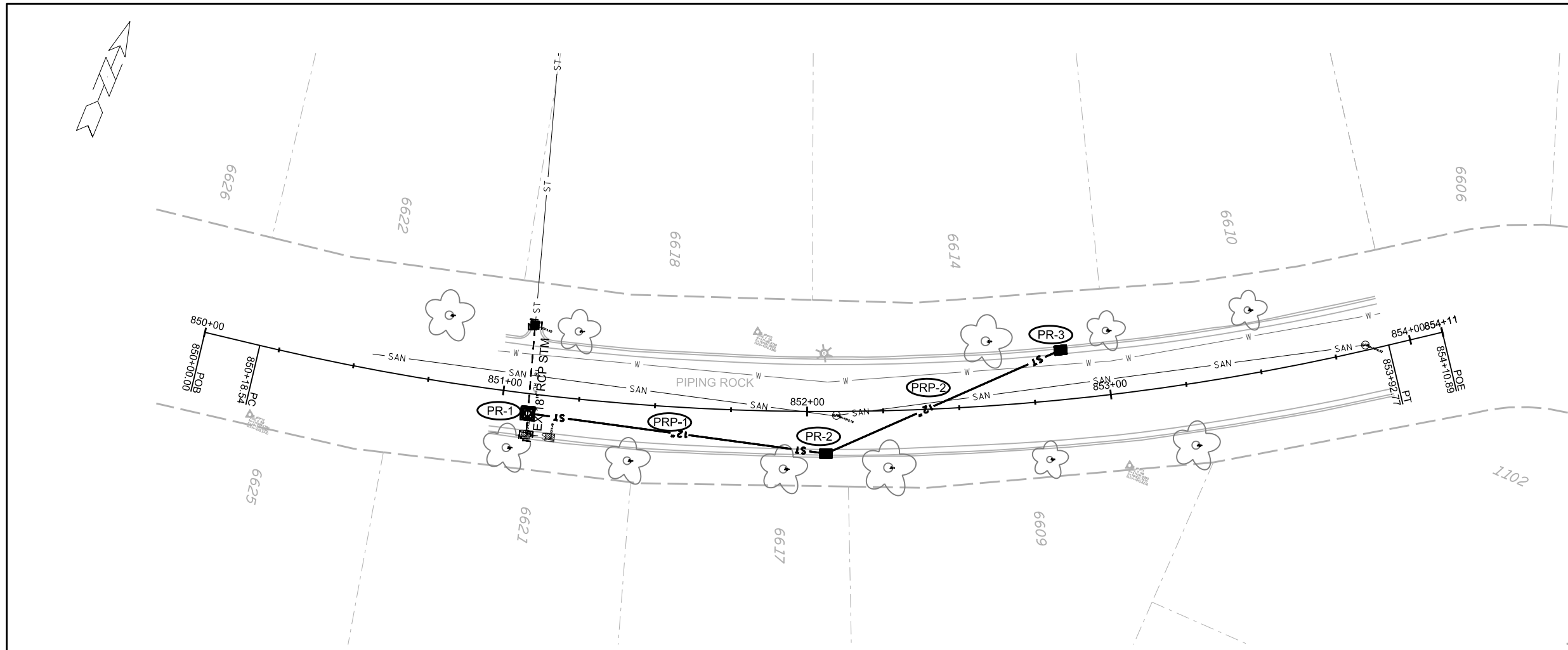
SPECIFIC NOTES:

(1) STORM SEWER SADDLED SAS- PAID PER SPECIAL ITEM

STANDARD NOTES:

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STORM PLAN AND PROFILE
PIPING ROCK ROAD CITY OF MADISON



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

STORM SEWER SCHEDULE

*REV. 2/3/2017-FBEG

2017 RESURFACING

SHEET NO.

PROJECT NO. 11369

PR-2

STORM SEWER SCHEDULE

PIPING ROCK

CITY OF MADISON

PROPOSED STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
PIPING ROCK							
PR-1	851+08.75	RT-6.47	3X3 SAS	1014.55	1011.40	3.15	W/ R-1550; (1)
PR-2	852+06.18	RT-13.84	H INLET	1014.83	1011.99	2.84	FP; W/ R-3067-7004-V
PR-3	852+85.00	LT-16.30	H INLET	1015.28	1012.49	2.79	FP; W/ R-3067-7004-V

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
PIPING ROCK										
* PRP-1	PR-1	PR-2	1011.40	1011.99	99.0	96.0	0.62%	12"	TYPE II	NCM
* PRP-2	PR-2	PR-3	1011.99	1012.49	84.0	81.0	0.62%	12"	TYPE II	-

NOTE: PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

SPECIFIC NOTES:

(1) CONSTRUCT STRUCTURE OVER EXISTING 18" RCP PIPE.

STANDARD NOTES:

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PLOT SCALE: ---

PLOT NAME: ---

REV. DATE: ---

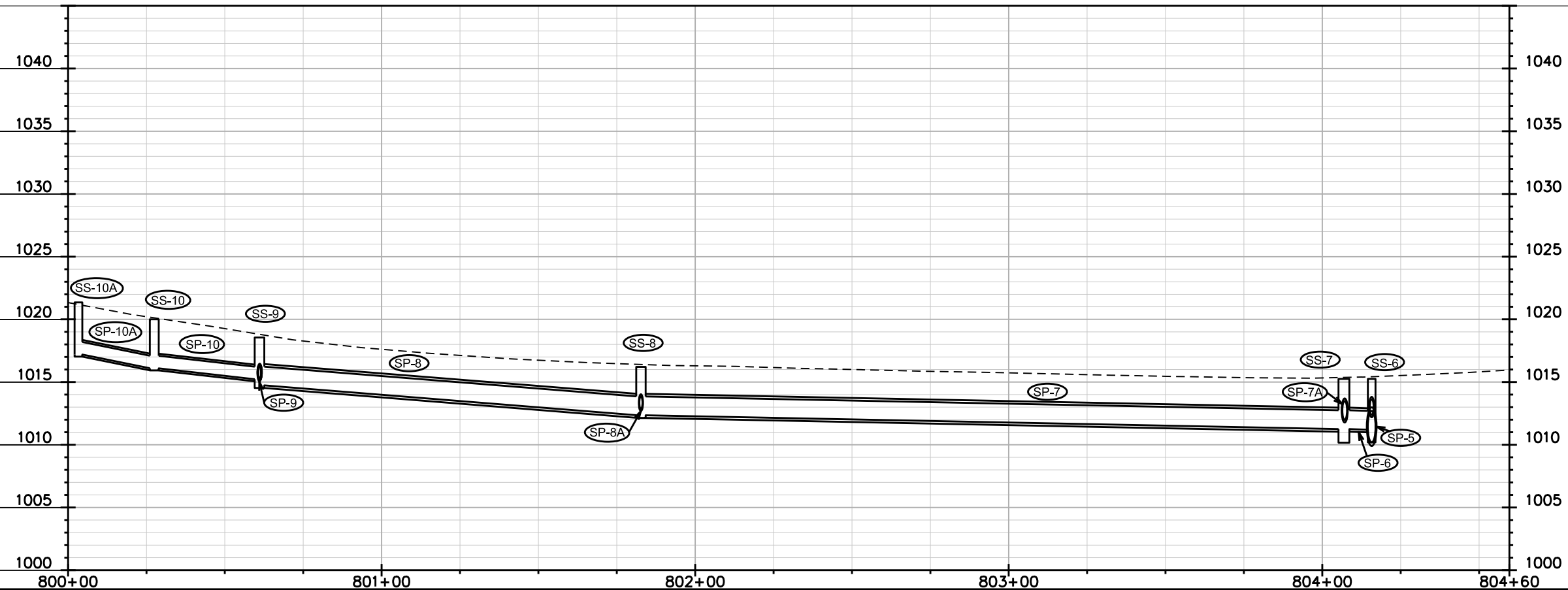
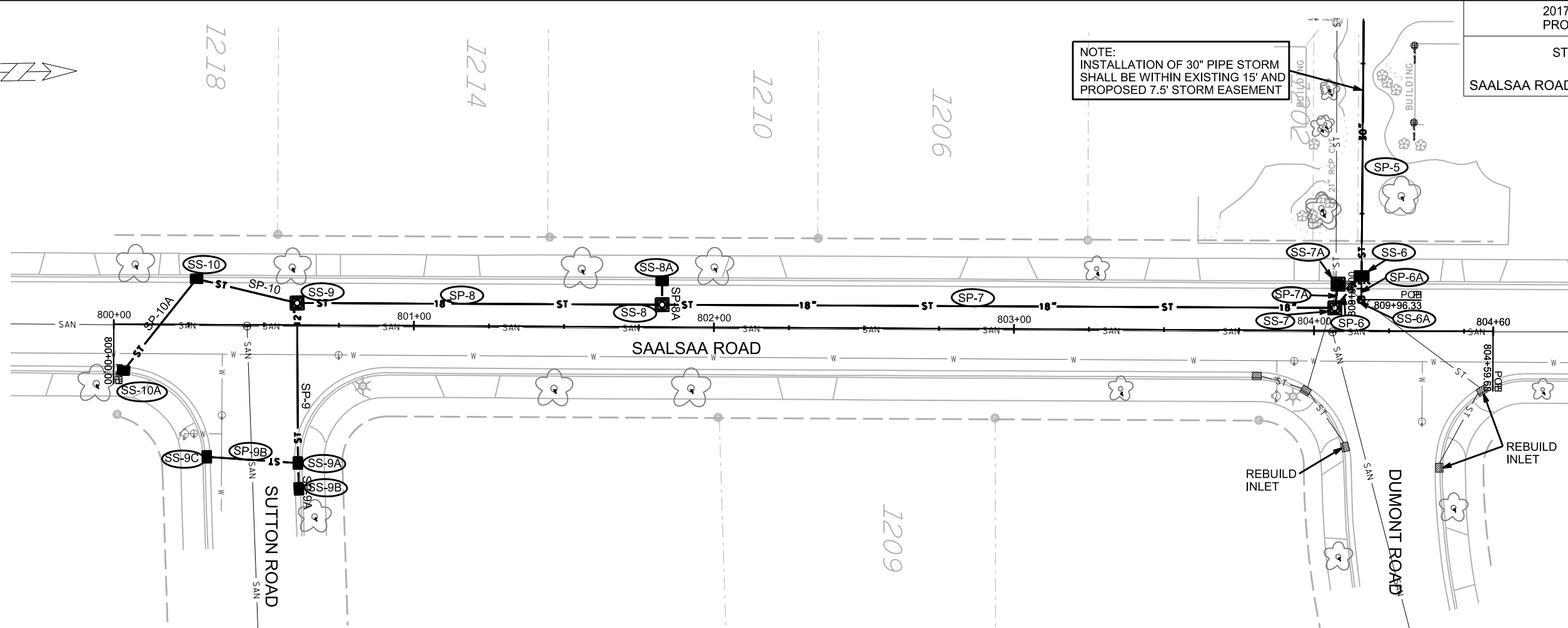
ORIGINATOR: CITY OF MADISON STREETS DIVISION

STORM PLAN AND PROFILE

SAALSAA ROAD

CITY OF MADISON

NOTE:
INSTALLATION OF 30" PIPE STORM
SHALL BE WITHIN EXISTING 15' AND
PROPOSED 7.5' STORM EASEMENT



PLOT SCALE: _____

PLOT NAME: _____

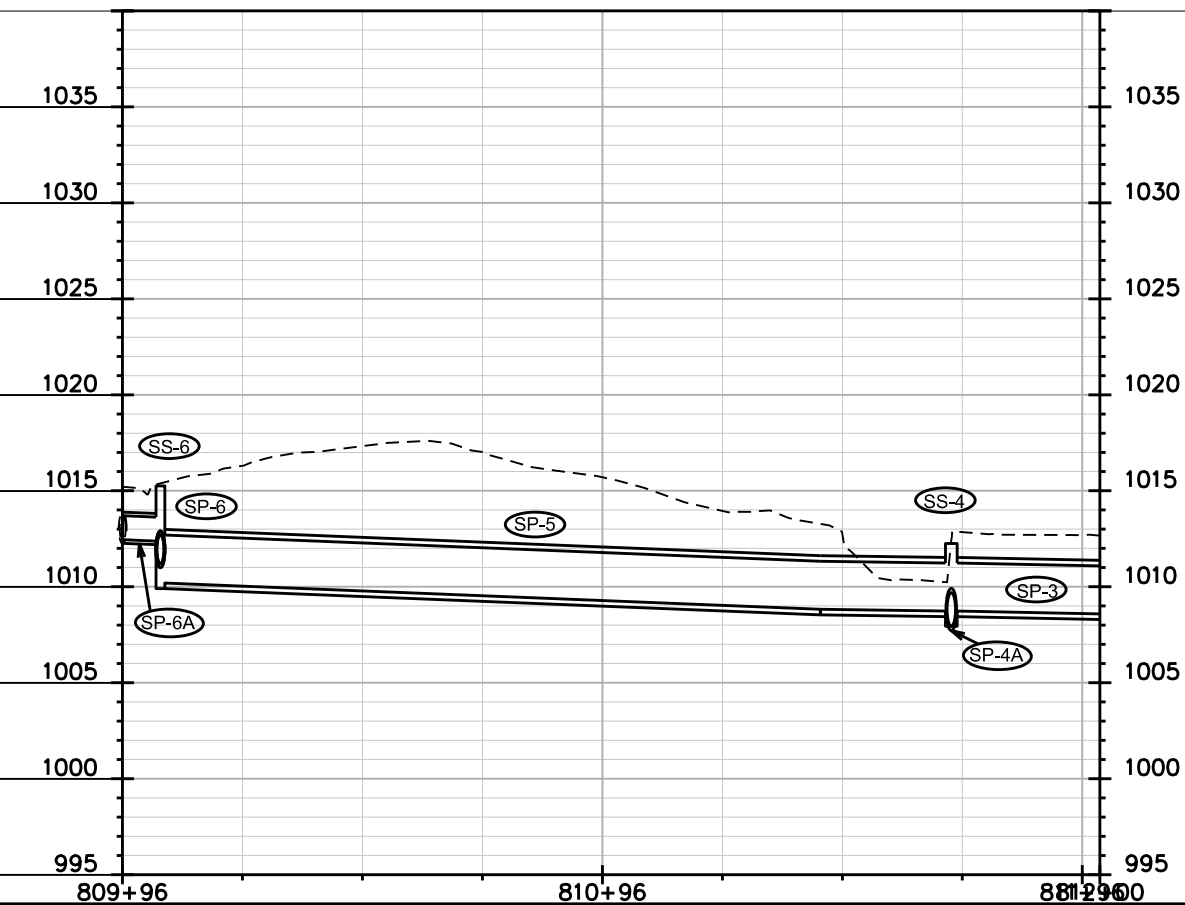
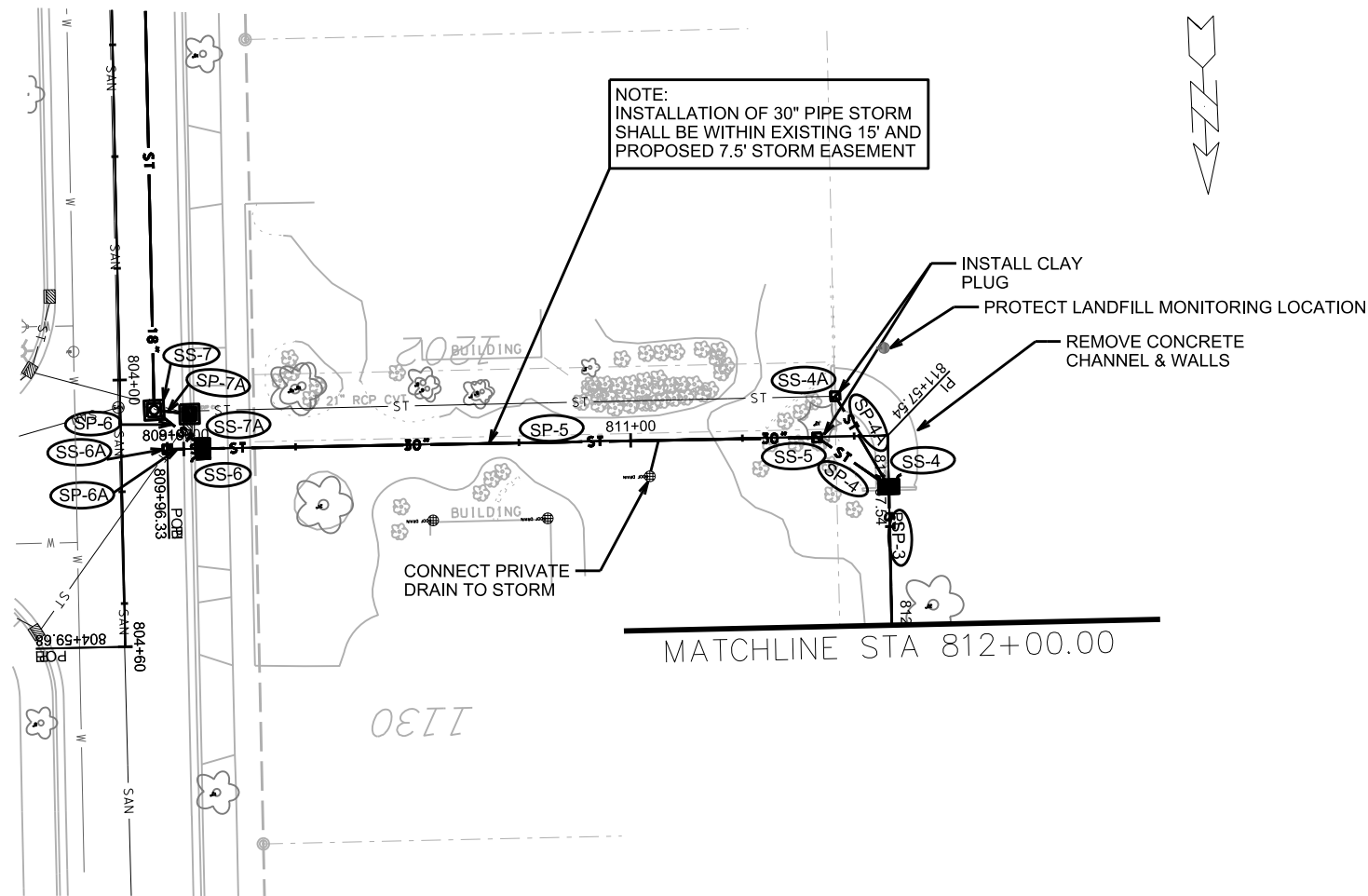
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

STORM PLAN AND PROFILE

SAALSAA ROAD

CITY OF MADISON

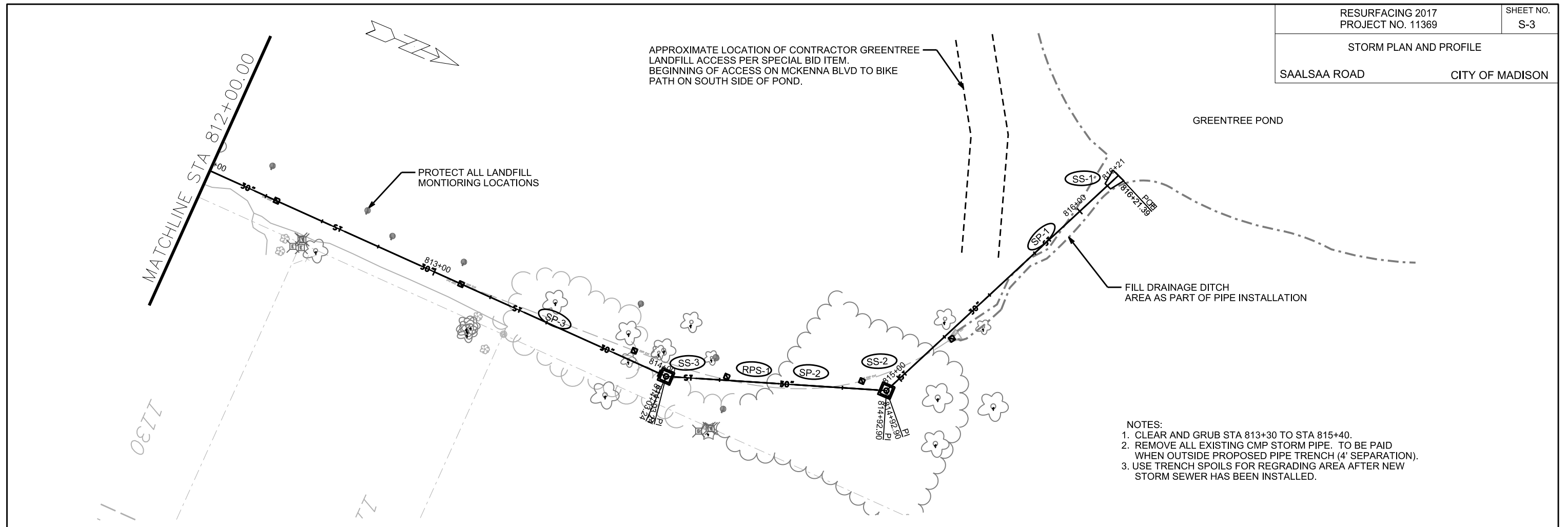


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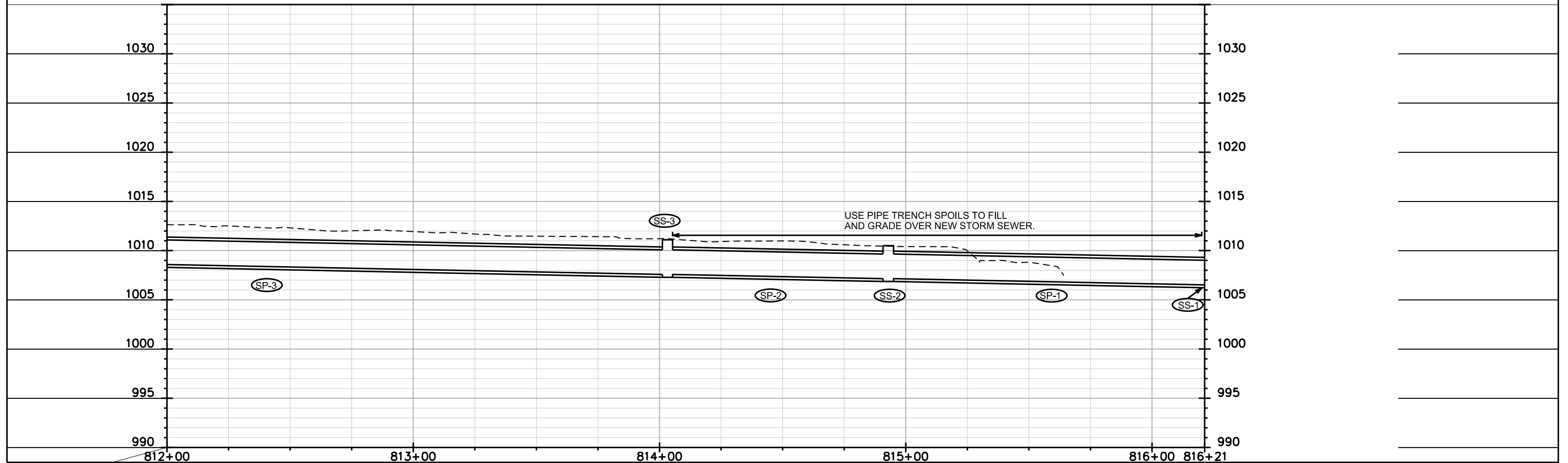
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



- NOTES:
1. CLEAR AND GRUB STA 813+30 TO STA 815+40.
 2. REMOVE ALL EXISTING CMP STORM PIPE. TO BE PAID WHEN OUTSIDE PROPOSED PIPE TRENCH (4' SEPARATION).
 3. USE TRENCH SPOILS FOR REGRADING AREA AFTER NEW STORM SEWER HAS BEEN INSTALLED.



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

STORM SEWER SCHEDULE

*REV. 2/3/2017-FBEG

2017 RESURFACING

SHEET NO.

PROJECT NO. 11369

S-4

STORM SEWER SCHEDULE

SAALSAA ROAD

CITY OF MADISON

PROPOSED STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
SAALSAA ROAD (OFF ROAD ALIGNMENT)							
SS-1	816+44.00	CL	30" RCP AE	-	1006.52	-	W/ GATE
SS-2	814+92.90	CL	4X4 SAS	1010.50	1007.15	3.35	W/ R-1878-B7G
SS-3	814+03.24	CL	4X4 SAS	1011.10	1007.58	3.52	W/ R-1878-B7G
SS-4	811+69.03	CL	TERRACE INLET TYPE 3	1012.25	1008.74	3.51	
SS-4A	811+46.00	LT-9.00	COLLAR	-	1010.53	-	-
SS-5	811+41.74	CL	COLLAR	-	1008.83	-	-
SS-6	810+02.24	CL	TERRACE INLET TYPE 3	1015.25	1010.20	5.05	(1)
SAALSAA ROAD							
SS-6A	804+15.72	LT-10.36	COLLAR	-	1012.45	-	-
SS-7	804+06.90	LT-7.56	3X3 SAS	1015.26	1011.25	4.01	W/ R-1550
SS-7A	804+07.96	LT-10.36	3X3 SAS	1015.34	1012.25	3.09	W/ R-3067-7004-V
SS-8	801+82.69	LT-7.42	3X3 SAS	1016.21	112.36	903.85	W/ R-1550
SS-8A	801+82.65	LT-15.36	H INLET	1016.42	1012.91	3.51	W/ R-3067-7004-V
SS-9	800+61.05	LT-7.35	3X3 SAS	1018.55	1014.73	3.82	W/ R-1550
SS-9A	800+61.59	RT-45.96	H INLET	1019.10	1015.23	3.87	W/ R-3067-7004-V
SS-9B	800+61.94	RT-54.55	H INLET	1019.30	1015.79	3.51	W/ R-3067-7004-V
SS-9C	800+31.21	RT-44.06	H INLET	1020.32	1015.73	4.59	W/ R-3067-7004-V
SS-10	800+27.50	LT-15.24	H INLET	1020.00	1016.09	3.91	W/ R-3067-7004-V
SS-10A	800+03.31	RT-15.47	H INLET	1021.35	1017.19	4.16	W/ R-3067-7004-V

STORM STRUCTURE REMOVALS

STRUCTURE NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
SAALSAA ROAD					
RS-1	IN2864-001	804+07.96	LT-10.36	DOUBLE H INL	(3)

PIPE ABANDONMENTS

ABAN NO.	ABAN FROM	ABAN TO	LENGTH (FT)	PIPE SIZE	TYPE	NOTES
SAALSAA ROAD						
NONE						

SPECIFIC NOTES:

- (1) STATIONED TO CENTER OF GRATE; SEE SDD 5.7.12B; TOP OF CURB PROVIDED IS TOP OF GRATE, CONTRACTOR IS REMINDED THE CURB FLOWLINE IS TO BE HAND POURED TO CREATE A DEPRESSION IN THE FLOWLINE AND FLUME INTO THE STRUCTURE. THE FLOWLINE IS NOT TO BE POURED STRAIGHT THROUGH AND THE DIFFERENCE BETWEEN THE FLOWLINE ELEVATION AND ENTRANCE LIP ELEVATION TAKEN UP IN THE 1-2 FT TRANSITION.
- (2) PAID 4' OUTSIDE NEW PIPE TRENCH
- (3) PAID AS TWO INLET REMOVALS

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
SAALSAA ROAD										
SP-1	SS-1	SS-2	1006.52	1007.15	158.5	126.5	0.50%	30"	TYPE II	
SP-2	SS-2	SS-3	1007.15	1007.58	90.0	85.0	0.50%	30"	TYPE II	
SP-3	SS-3	SS-4	1007.58	1008.74	234.0	231.0	0.50%	30"	TYPE II	
SP-4	SS-4	SS-5	1008.74	1008.83	19.0	18.0	0.50%	30"	TYPE II	
SP-4A	SS-4	SS-4A	1007.94	1010.53	23.5	22.5	11.51%	21"	RCP	
SP-5	SS-5	SS-6	1008.83	1010.20	137.5	136.5	1.00%	30"	RCP	
* SP-6	SS-6	SS-7	1011.20	1011.25	14.0	11.0	0.50%	18"	TYPE II	
* SP-6A	SS-6	SS-6A	1012.38	1012.45	8.0	7.0	1.00%	15"	TYPE II	
* SP-7	SS-7	SS-8	1011.25	1012.36	224.0	221.0	0.50%	18"	TYPE II	
* SP-7A	SS-7A	SS-7	1012.25	1012.25	8.0	5.5	0.00%	18"	TYPE II	
* SP-8	SS-8	SS-9	1012.36	1014.73	121.5	119.0	2.00%	18"	TYPE II	
* SP-8A	SS-8	SS-8A	1012.86	1012.91	8.0	5.5	1.00%	12"	TYPE II	
* SP-9	SS-9	SS-9A	1015.23	1015.73	53.0	50.0	1.00%	12"	TYPE II	
* SP-9A	SS-9A	SS-9B	1015.73	1015.79	8.50	5.50	1.00%	12"	TYPE II	
* SP-9B	SS-9A	SS-9C	1015.73	1016.01	30.5	28.5	1.00%	12"	TYPE II	
* SP-10	SS-9	SS-10	1015.23	1016.09	34.5	31.5	2.75%	12"	TYPE II	
* SP-10A	SS-10	SS-10A	1016.09	1017.09	39.0	36.5	3.00%	12"	TYPE II	

STORM PIPE REMOVALS

REMOVE NO.	REMOVE FROM	REMOVE TO	LENGTH (FT)	PAID (Y/N)	PIPE SIZE	TYPE	NOTES
SAALSAA ROAD							
RPS-1	24" AE	SP-3	360.0	Y-PARTIAL	24"	CMP	(2)
RPS-2	RS-1	SS-6A	7.0	N	12"	RCP	
RPS-3	RS-1	SS-7	7.0	N	12"	RCP	

NOTE:

PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

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