

Madison, Wisconsin

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# CITY OF MADISON

## CITY ENGINEERING DIVISION

### DEPARTMENT OF PUBLIC WORKS

# PLAN OF PROPOSED IMPROVEMENT

## NORTH CHARTER STREET & SPRING STREET RECONSTRUCTION

### ASSESSMENT DISTRICT - 2015

CITY PROJECT NO. 53W1047  
 CONTRACT NO. 6997  
 MUNIS NO. 10207

PUBLIC IMPROVEMENT PROJECT APPROVED

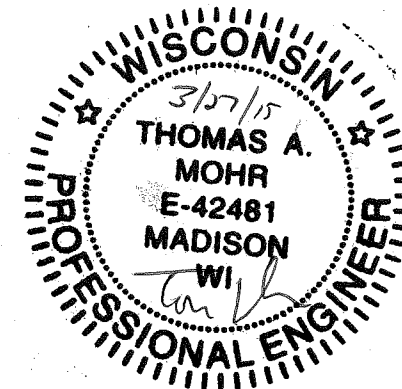
MARCH 3, 2015

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

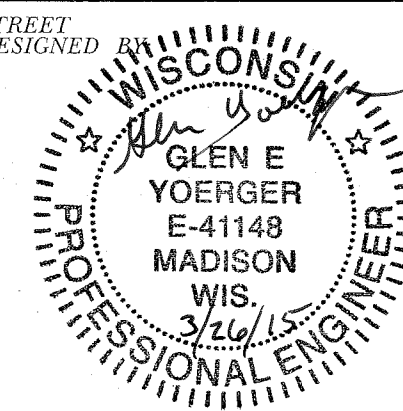
PUBLIC IMPROVEMENT DESIGN APPROVED BY:

*[Signature]* 3/31/15  
 City Engineer Date

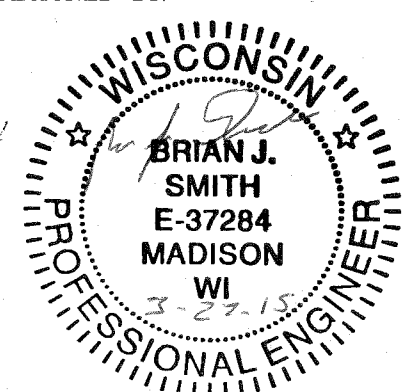
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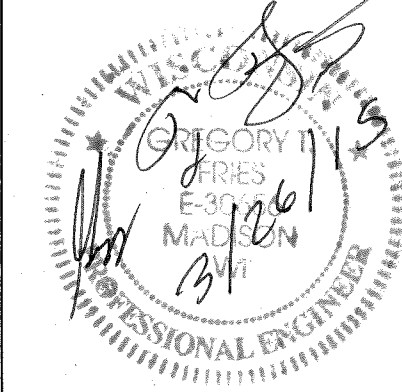
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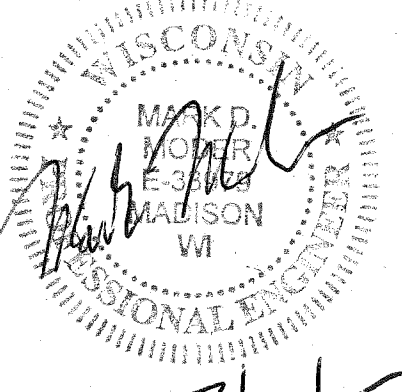
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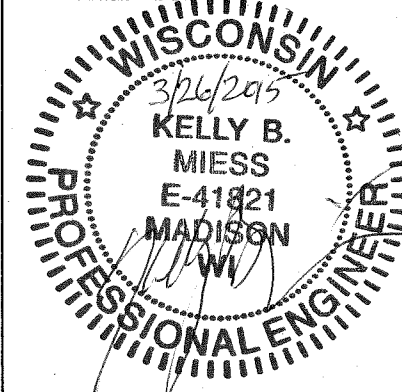
STORM SEWER DESIGNED BY:



SANITARY SEWER DESIGNED BY:

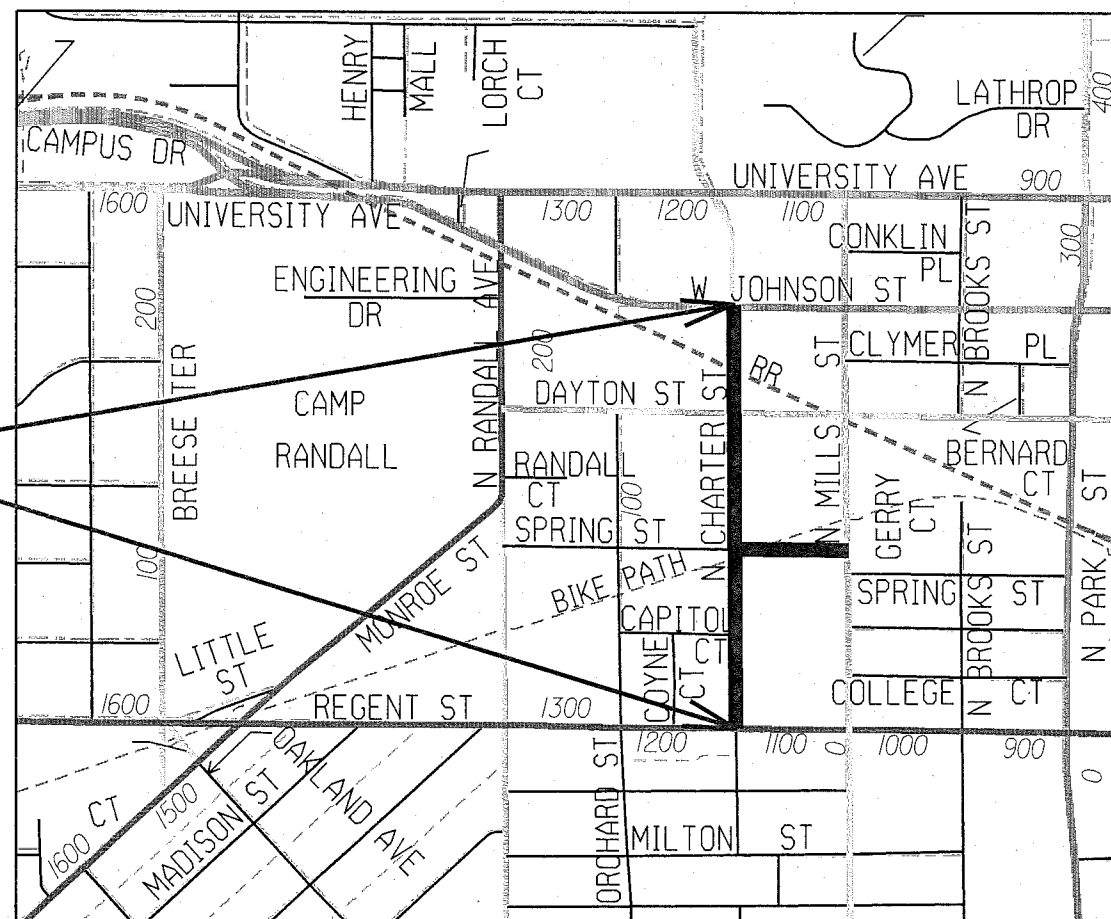
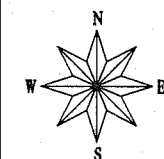


WATER MAIN DESIGNED BY:



CONVENTIONAL SIGNS  
 FIELD VERIFY ALL UTILITY LOCATIONS

GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SAN —
WATER	— W —
BURIED ELECTRIC	— E —
OVERHEAD ELECTRIC	— OH —
POWER POLE	
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	
COMBUSTIBLE FLUIDS	



## CONSTRUCTION PROJECT LOCATION

NOTES:

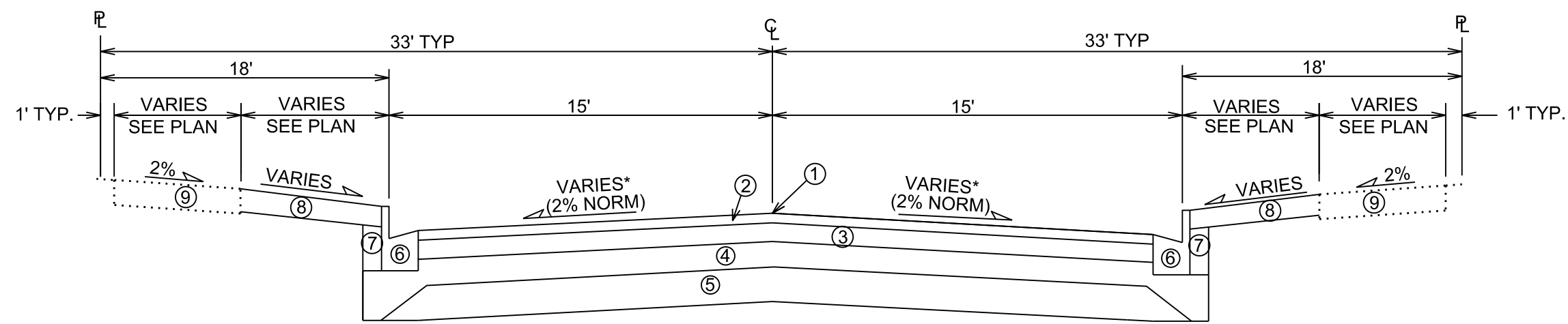
ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADE OF 0.50% TOWARD STORM SEWER INLETS.

SIDEWALK RAMPS AND CURB THRU SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1" PER 12". SIDEWALK AND CURB RAMPS SHALL BE CONSTRUCTED WITH A SIDE SLOPE OF 1.5%. 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%.

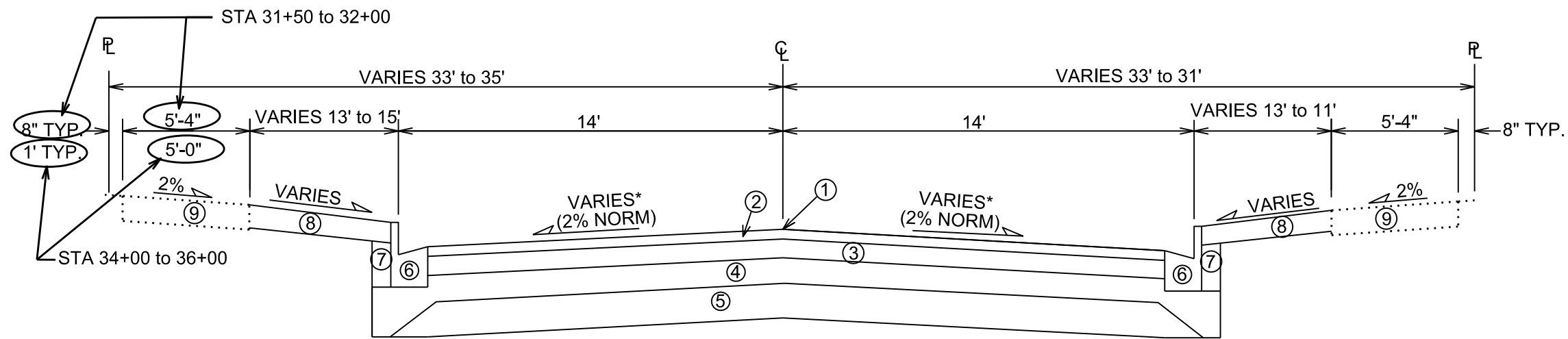
EARTH WORK SUMMARY:

EXCAVATION CUT (MEASURED PLAN QUANTITY) ..... 3,985 C.Y.  
 ESTIMATED UNDISTRIBUTED UNDERCUT ..... 500 C.Y.  
 TOTAL UNCLASSIFIED EXCAVATION CUT ..... 4,485 C.Y.

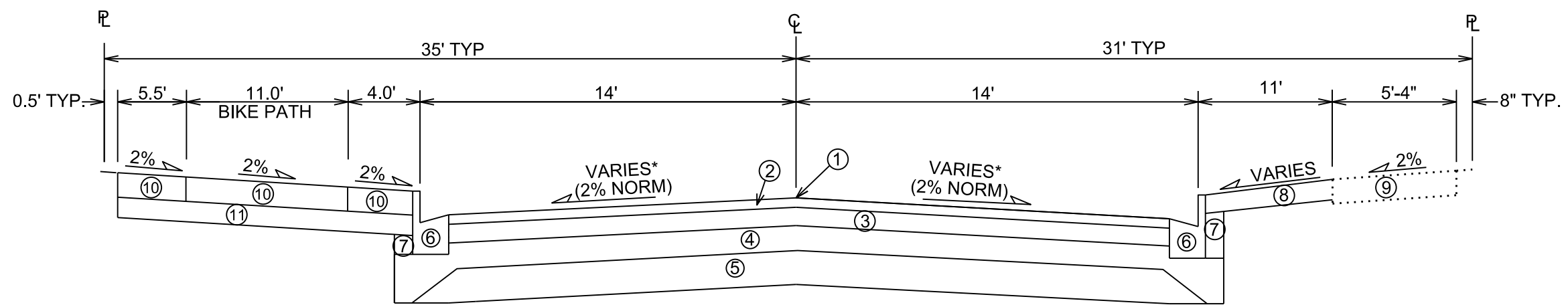
PLOT SCALE: \_\_\_\_\_ REV. DATE: \_\_\_\_\_ ORIGINATOR: CITY OF MADISON - STREETS DIVISION



TYPICAL FINISHED SECTION  
NORTH CHARTER STREET  
STA 10+75 to STA 26+00



TYPICAL FINISHED SECTION  
SPRING STREET  
STA 31+50 to STA 32+00  
and  
STA 34+00 to STA 36+00



TYPICAL FINISHED SECTION  
SPRING STREET  
STA 32+25 to STA 33+25

- ① POINT REFERRED TO ON PROFILE
- ② 2" BITUMINOUS UPPER LAYER, TYPE E-1.0
- ③ 2¼" BITUMINOUS LOWER LAYER, TYPE E-1.0
- ④ 4" GRADATION 2 CRUSHED STONE
- ⑤ 6" GRADATION 1 CRUSHED STONE
- ⑥ TYPE 'A' OR 'X' CONCRETE CURB & GUTTER
- ⑦ FILL, INCIDENTAL
- ⑧ 4" TOPSOIL, SEED & MAT
- ⑨ 5" CONCRETE SIDEWALK,  
REPLACE AS NOTED IN PLAN
- ⑩ 7" CONCRETE SIDEWALK & DRIVE
- ⑪ 6" GRADATION 2 CRUSHED STONE

\* SEE CROSS SECTION SHEETS FOR CROSS SLOPES AND TOP OF CURB ELEVATIONS.

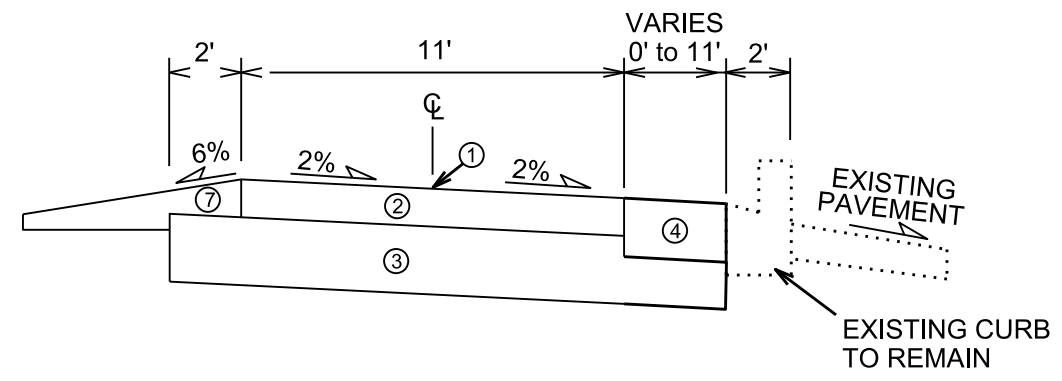
TYPICAL SECTIONS NOT TO SCALE

PLOT SCALE: \_\_\_\_\_

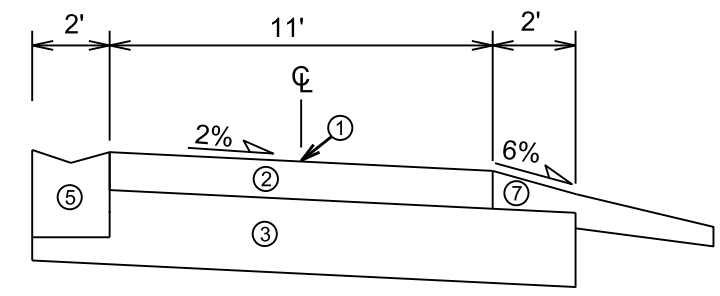
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REV. DATE: \_\_\_\_\_

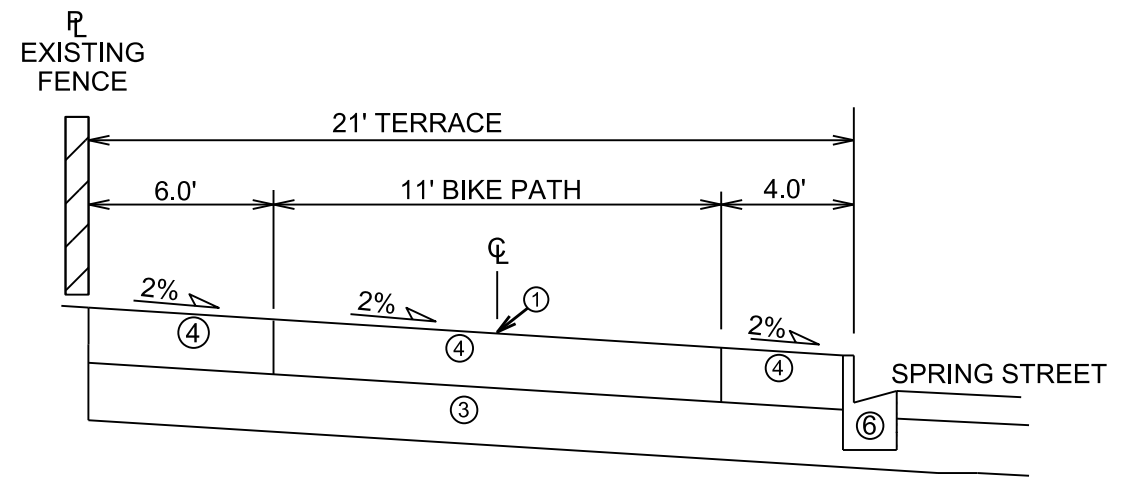
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



TYPICAL FINISHED SECTION  
BIKE PATH  
STATION 50+12 to STATION 51+26



TYPICAL FINISHED SECTION  
BIKE PATH  
STATION 53+43 to STATION 53+75



TYPICAL FINISHED SECTION  
BIKE PATH  
STATION 52+25 to STATION 53+25

- ① POINT REFERRED TO ON PROFILE
- ② 3.5" HMA PAVEMENT TYPE E-0.3 (SEE NOTE 1)
- ③ 6" GRADATION 2 CRUSHED STONE
- ④ 7" CONCRETE SIDEWALK AND DRIVE
- ⑤ TYPE 'H' CONCRETE CURB & GUTTER
- ⑥ TYPE 'A' OR 'X' CONCRETE CURB & GUTTER
- ⑦ 4" TOPSOIL, SEED & MAT

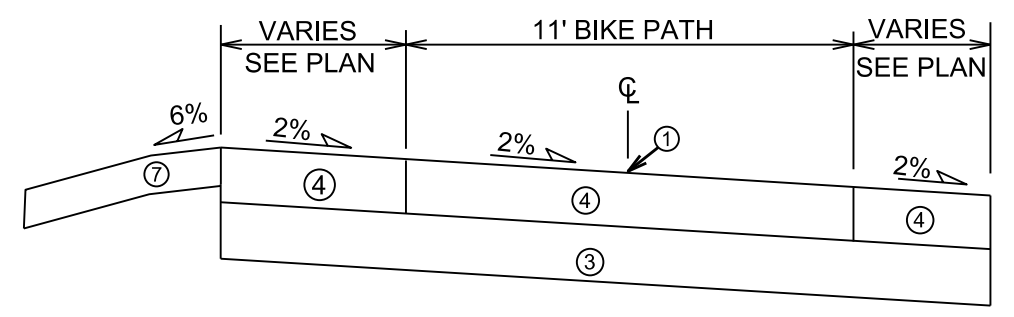
NOTES:

1. CONSTRUCT HMA PAVEMENT FOR BIKE PATH AS FOLLOWS

TYPE	LAYER	THICK	NOM. AGG SIZE
3.5" E-0.3	SINGLE	3.5"	12.5

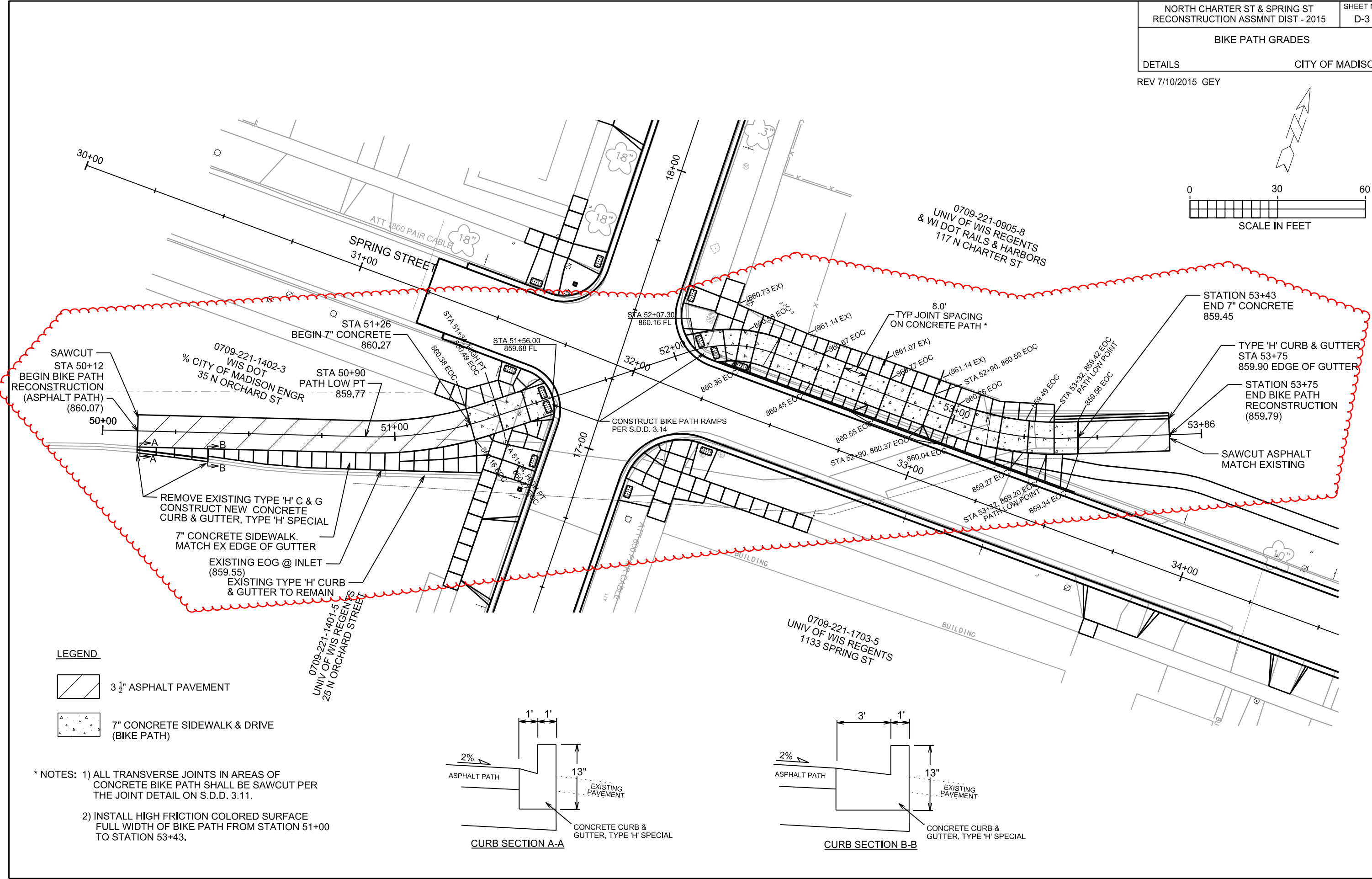
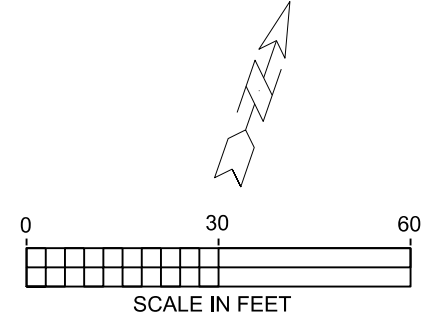
\* SEE CROSS SECTION SHEETS FOR CROSS SLOPES AND TOP OF CURB ELEVATIONS.

TYPICAL SECTIONS NOT TO SCALE





TYPICAL FINISHED SECTION  
BIKE PATH  
STATION 51+26 to STATION 51+56

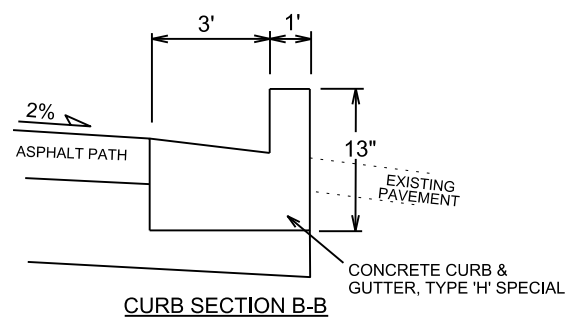
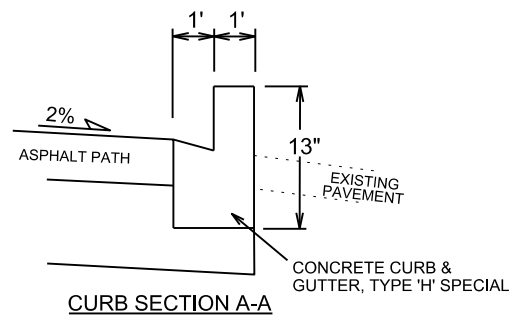
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PLOT NAME:  
REV. DATE:  
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**LEGEND**

-  3 1/2" ASPHALT PAVEMENT
-  7" CONCRETE SIDEWALK & DRIVE (BIKE PATH)

- \* NOTES: 1) ALL TRANSVERSE JOINTS IN AREAS OF CONCRETE BIKE PATH SHALL BE SAWCUT PER THE JOINT DETAIL ON S.D.D. 3.11.
- 2) INSTALL HIGH FRICTION COLORED SURFACE FULL WIDTH OF BIKE PATH FROM STATION 51+00 TO STATION 53+43.



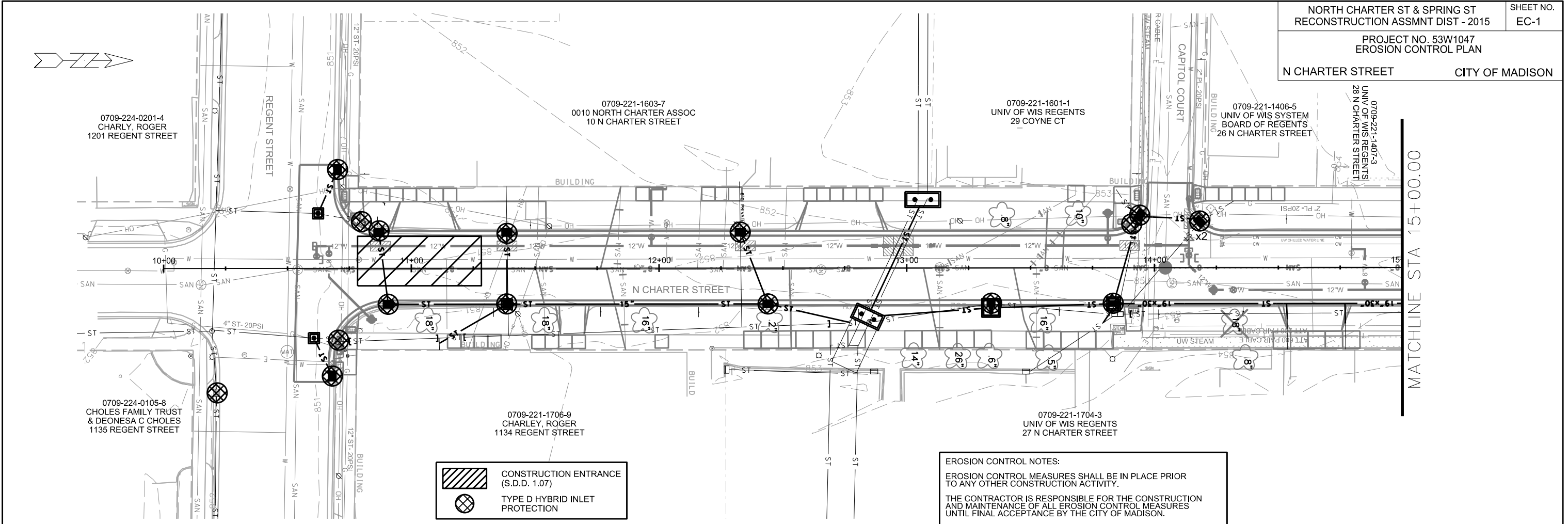
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PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





 CONSTRUCTION ENTRANCE (S.D.D. 1.07)  
 TYPE D HYBRID INLET PROTECTION

**EROSION CONTROL NOTES:**

EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY.

THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.

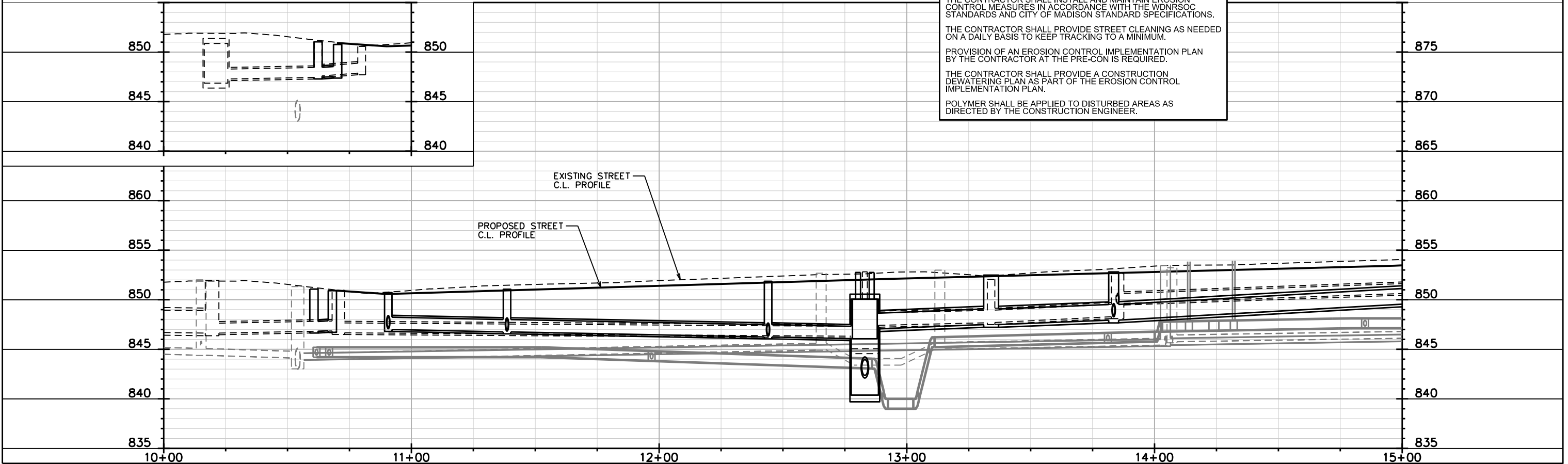
THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE WDNR SOC STANDARDS AND CITY OF MADISON STANDARD SPECIFICATIONS.

THE CONTRACTOR SHALL PROVIDE STREET CLEANING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.

PROVISION OF AN EROSION CONTROL IMPLEMENTATION PLAN BY THE CONTRACTOR AT THE PRE-CON IS REQUIRED.

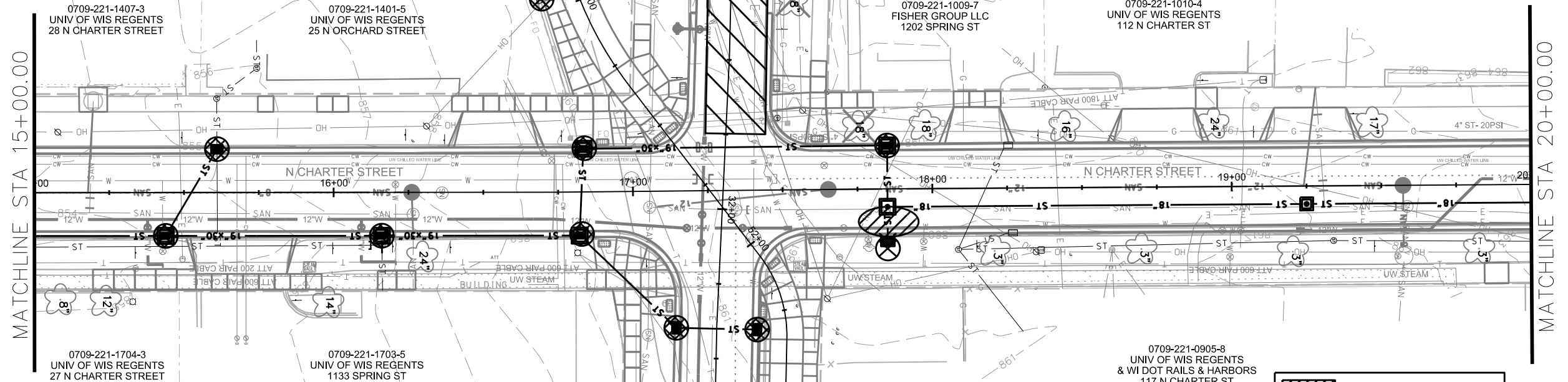
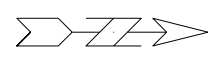
THE CONTRACTOR SHALL PROVIDE A CONSTRUCTION DEWATERING PLAN AS PART OF THE EROSION CONTROL IMPLEMENTATION PLAN.

POLYMER SHALL BE APPLIED TO DISTURBED AREAS AS DIRECTED BY THE CONSTRUCTION ENGINEER.

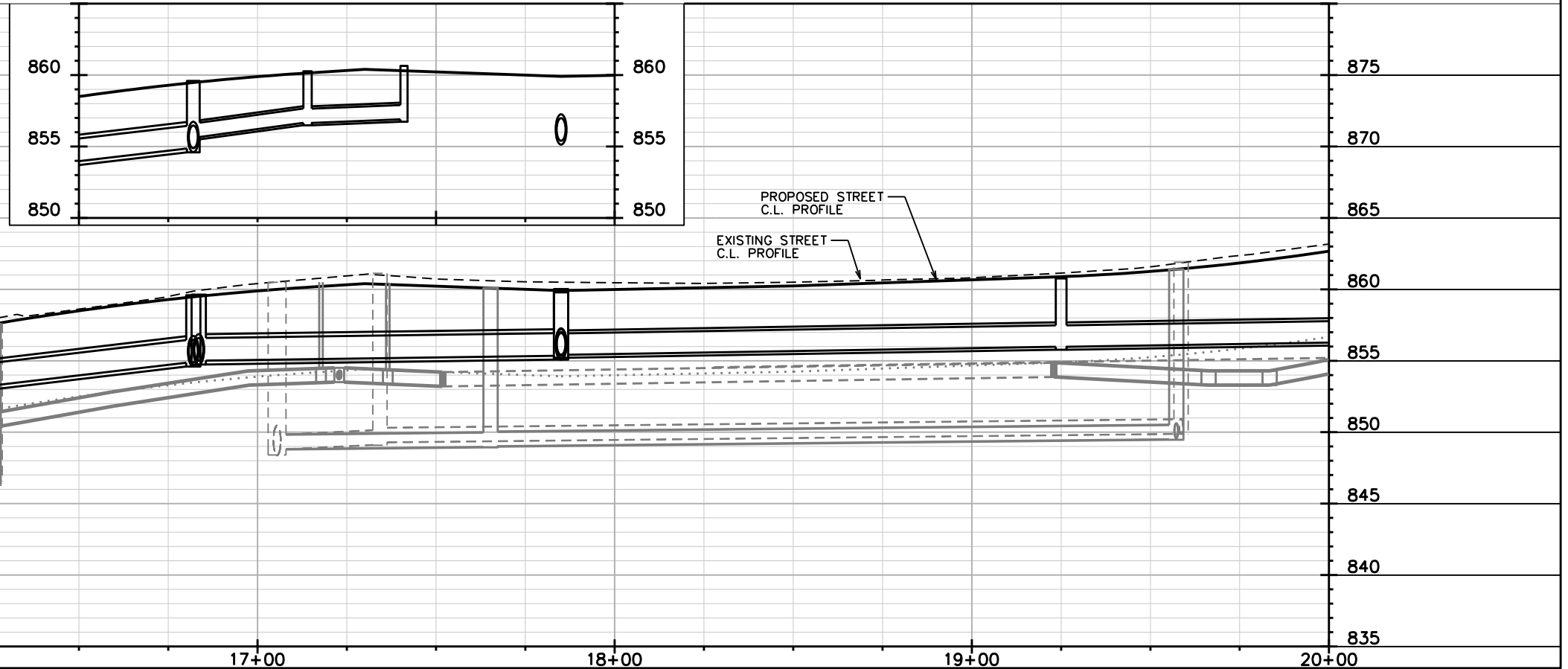


MATCHLINE STA 15+00.00





PLOT SCALE:  
 PLOT NAME:  
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 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

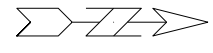


	CONSTRUCTION ENTRANCE (S.D.D. 1.07)
	TYPE D HYBRID INLET PROTECTION
	TYPE C INLET PROTECTION
	SILT SOCK (S.D.D. 1.09)



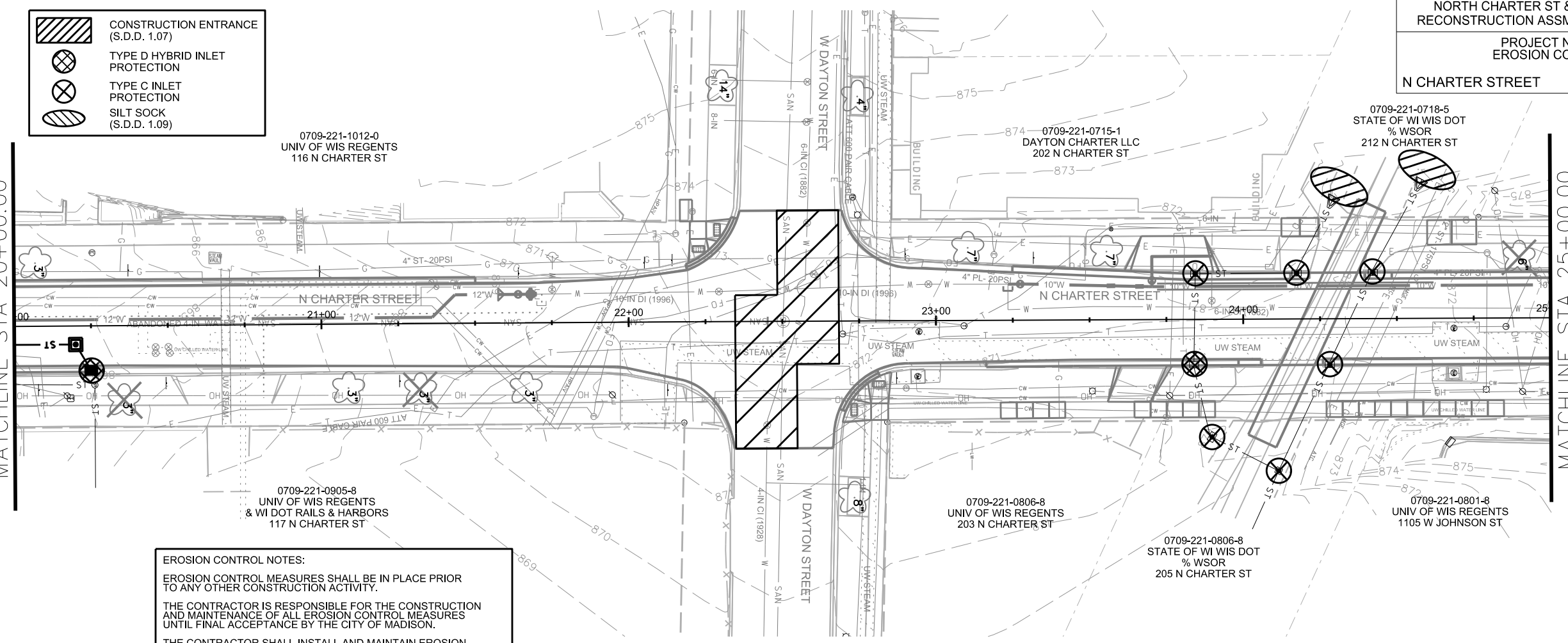
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 REV. DATE:  
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

 CONSTRUCTION ENTRANCE (S.D.D. 1.07)  
 TYPE D HYBRID INLET PROTECTION  
 TYPE C INLET PROTECTION  
 SILT SOCK (S.D.D. 1.09)



MATCHLINE STA 20+00.00

MATCHLINE STA 25+00.00



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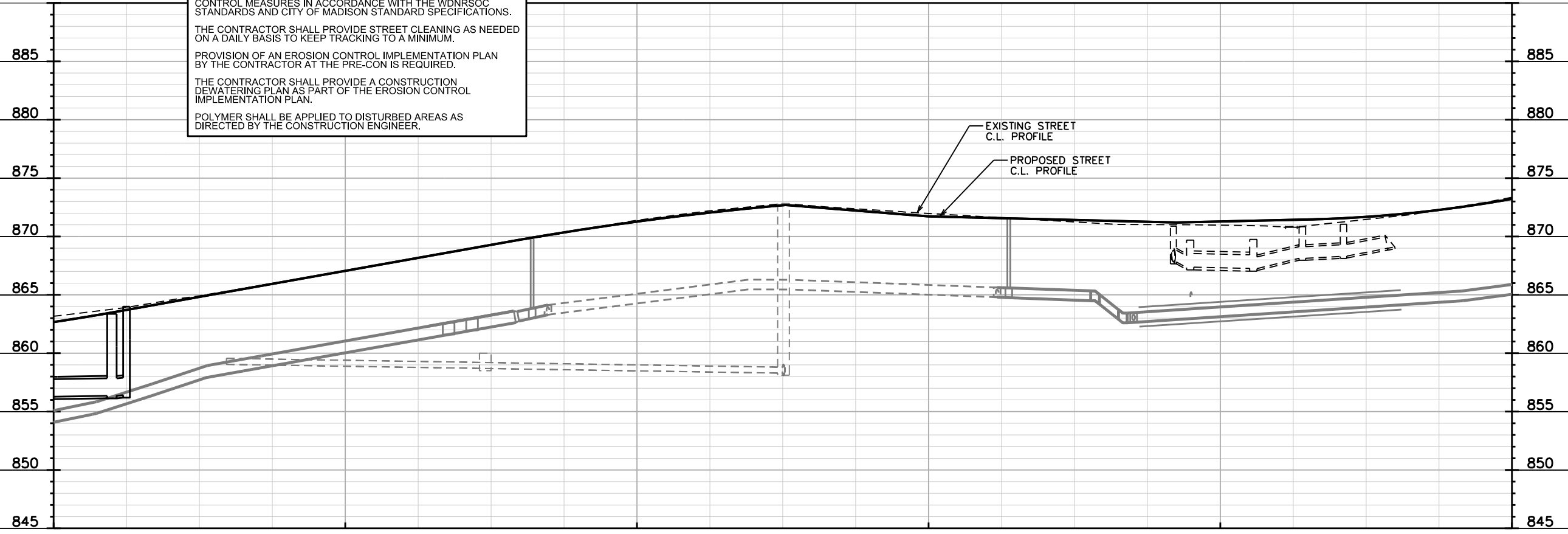
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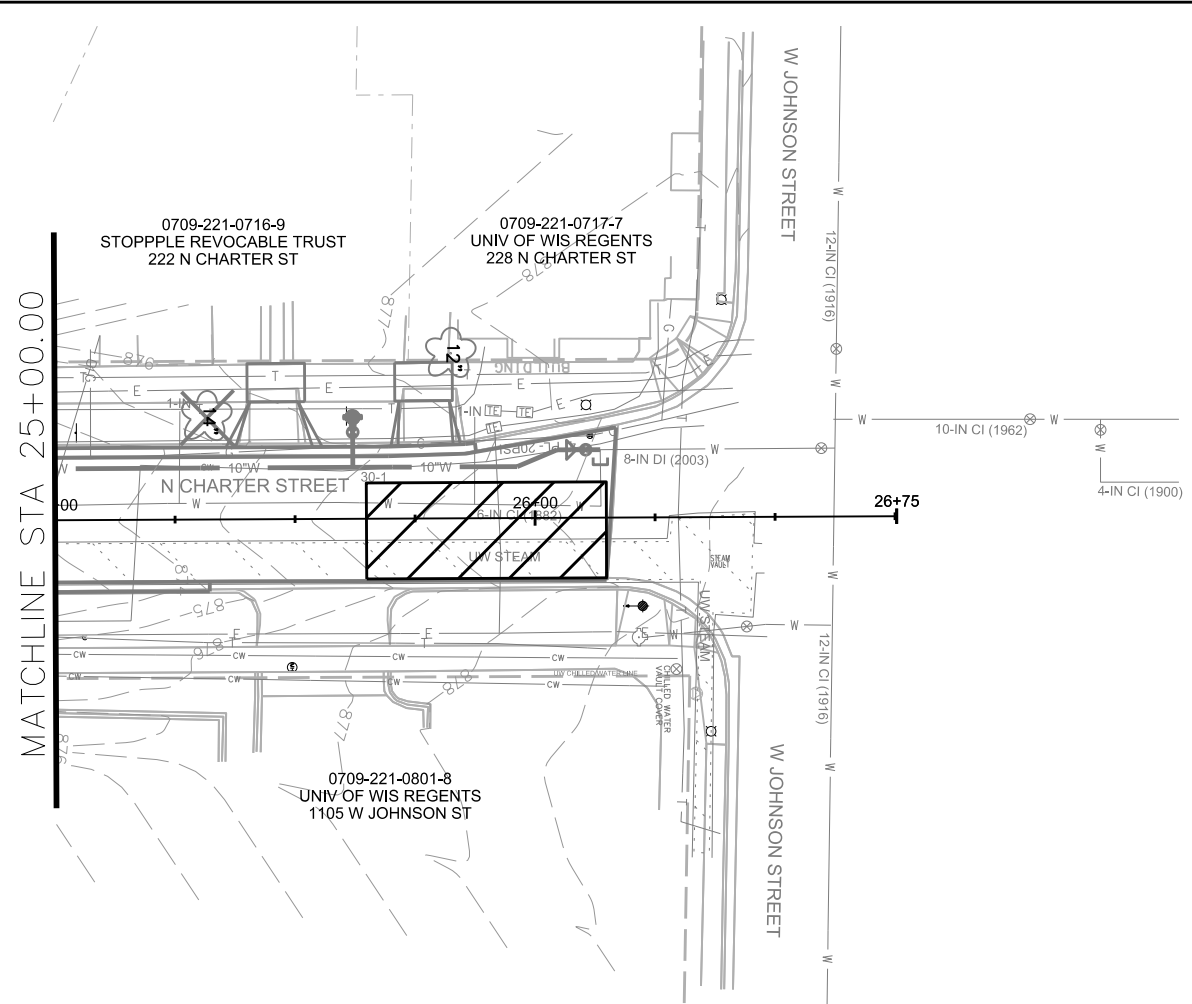


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CONSTRUCTION ENTRANCE  
(S.D.D. 1.07)

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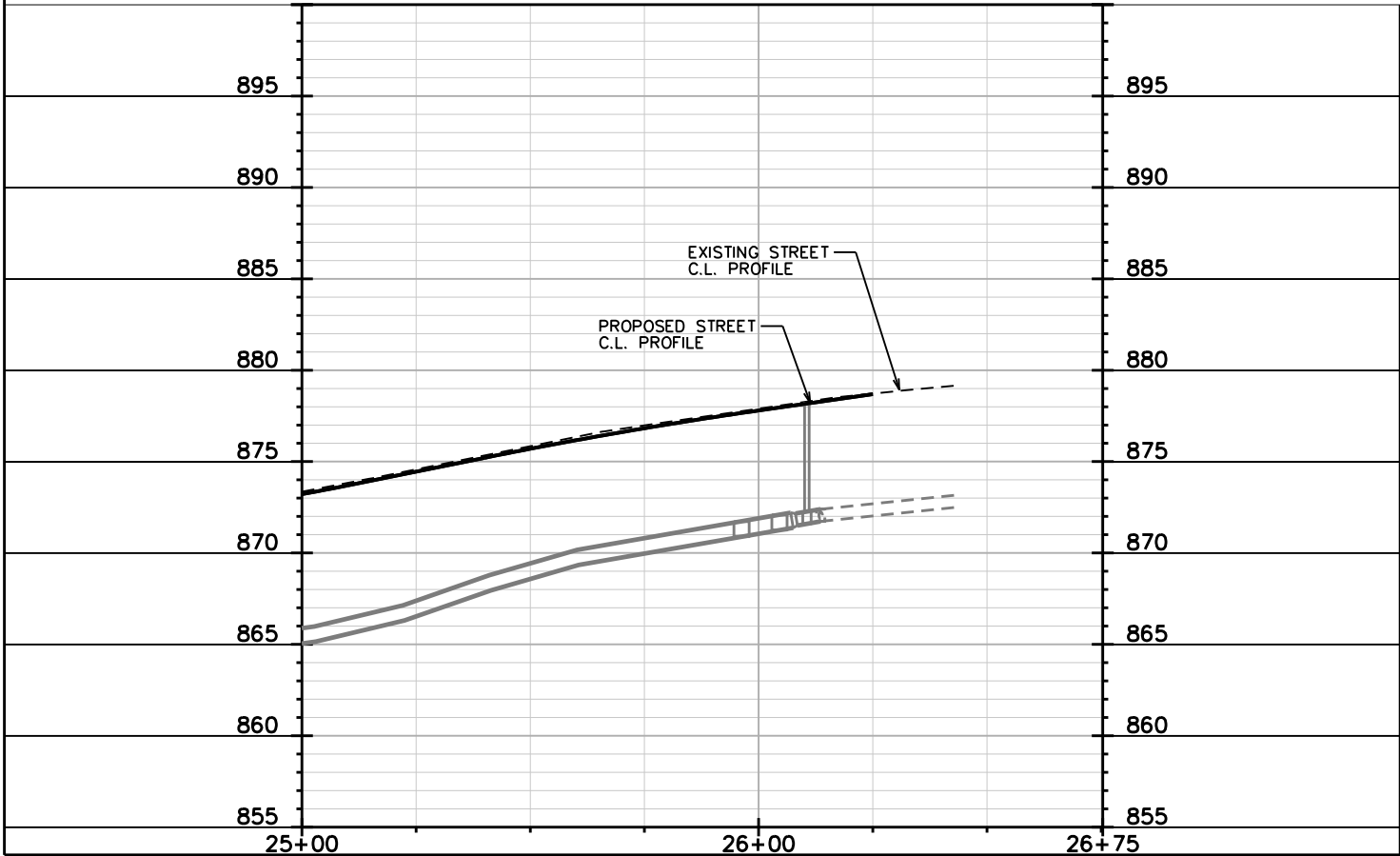
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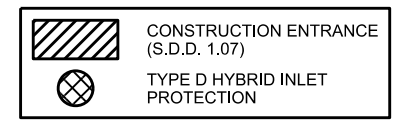
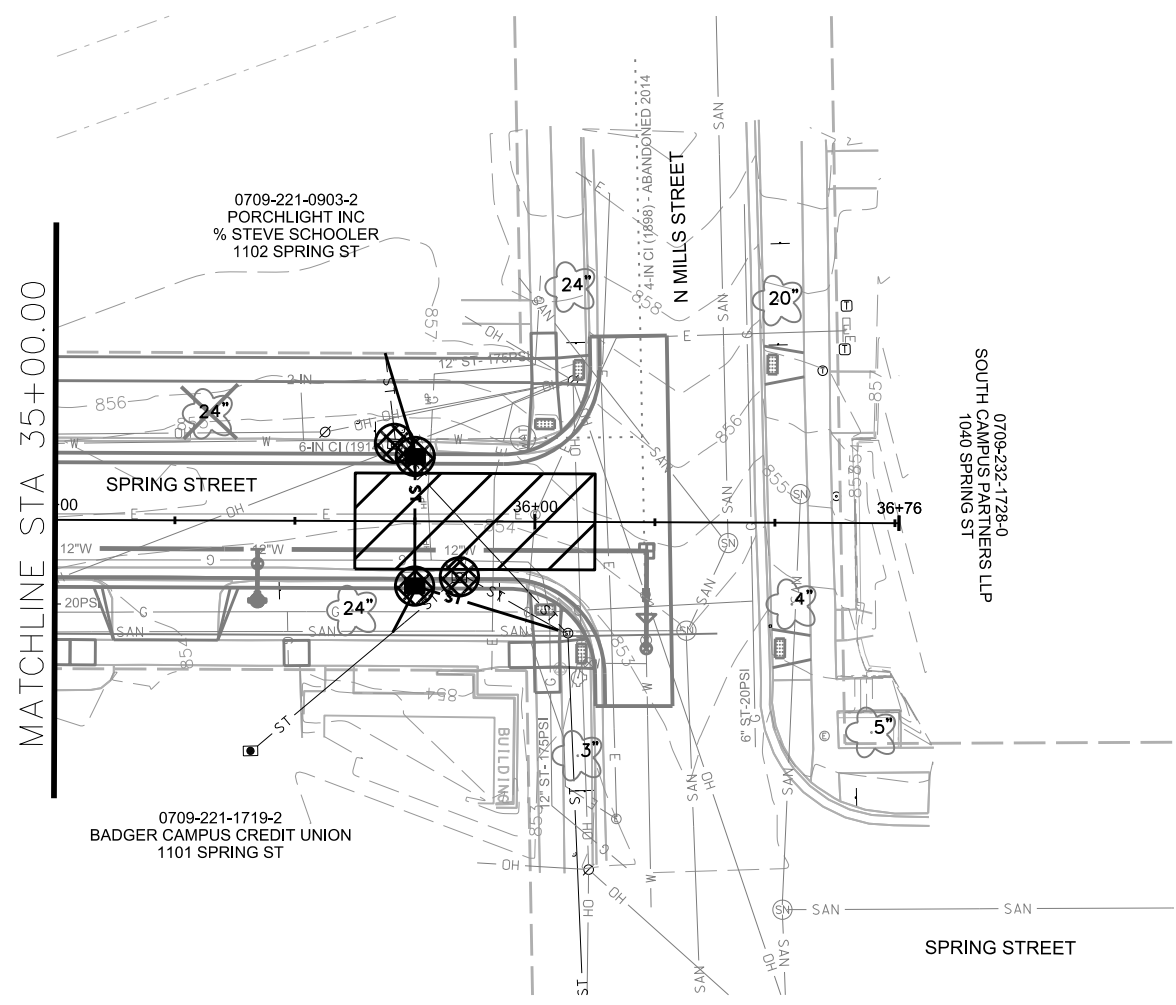
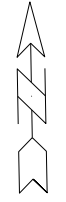
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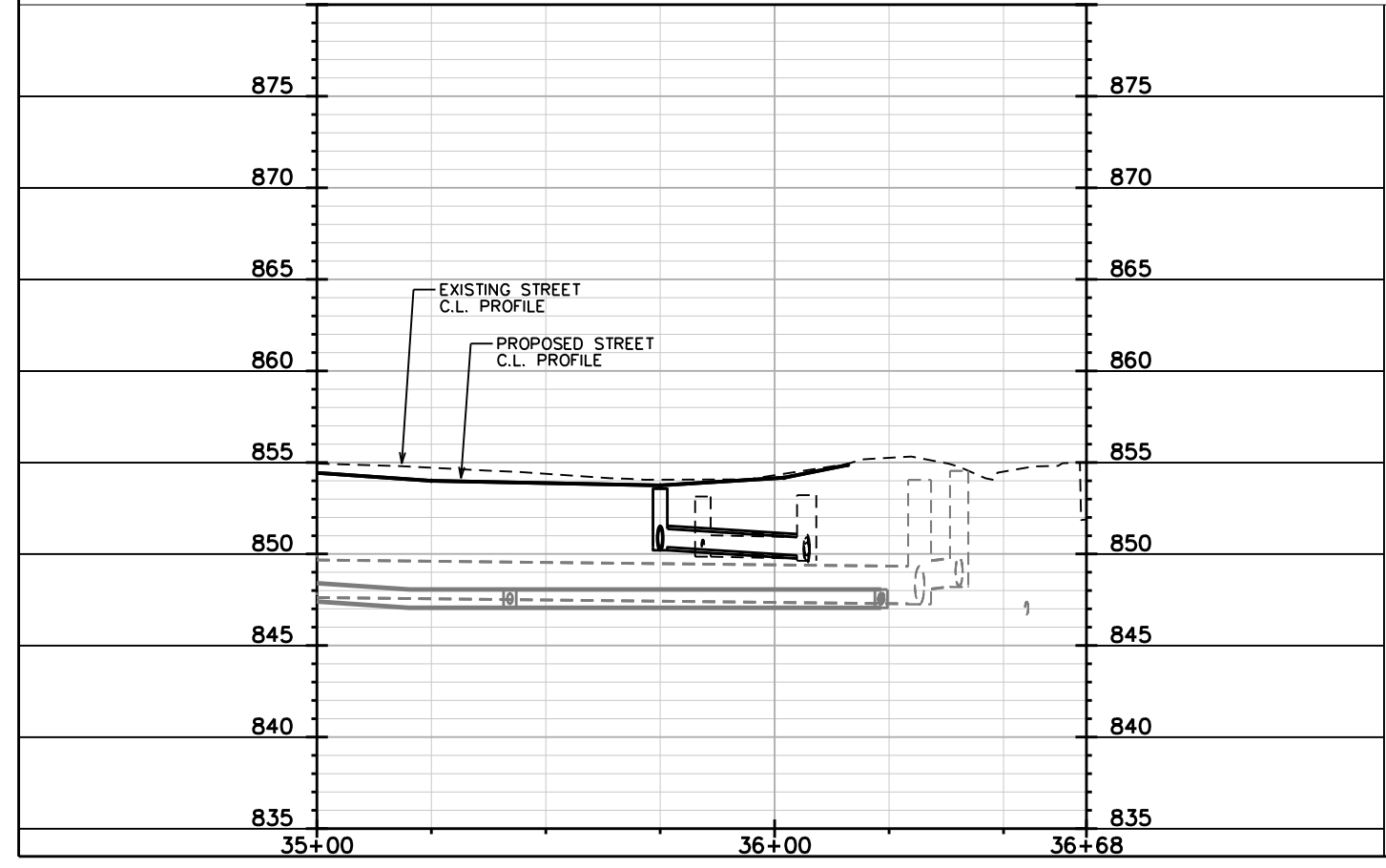
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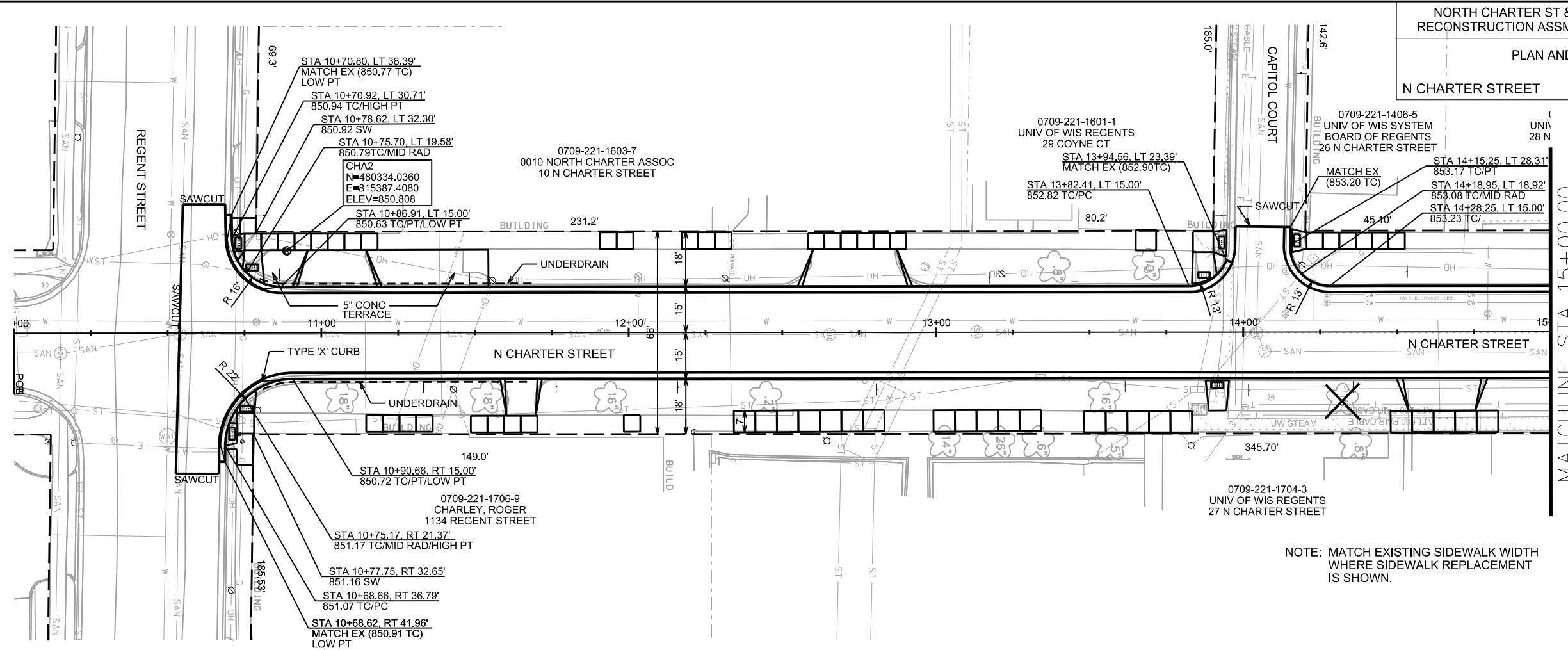
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



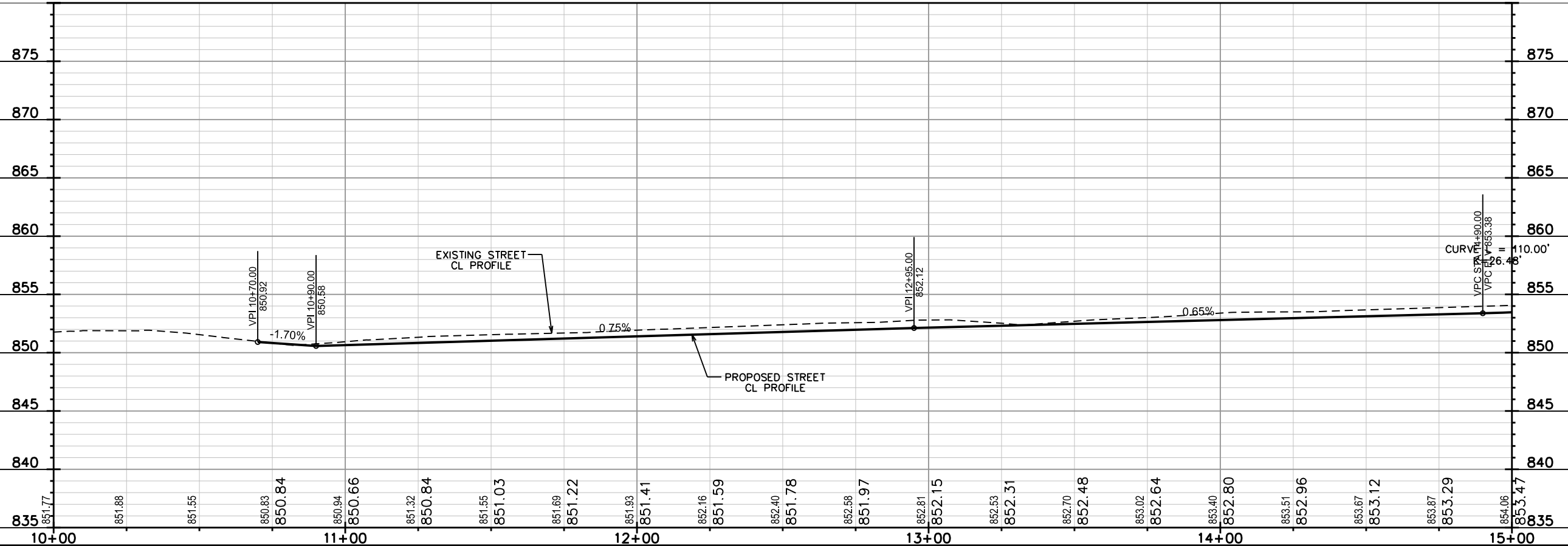


PLAN AND PROFILE

N CHARTER STREET CITY OF MADISON



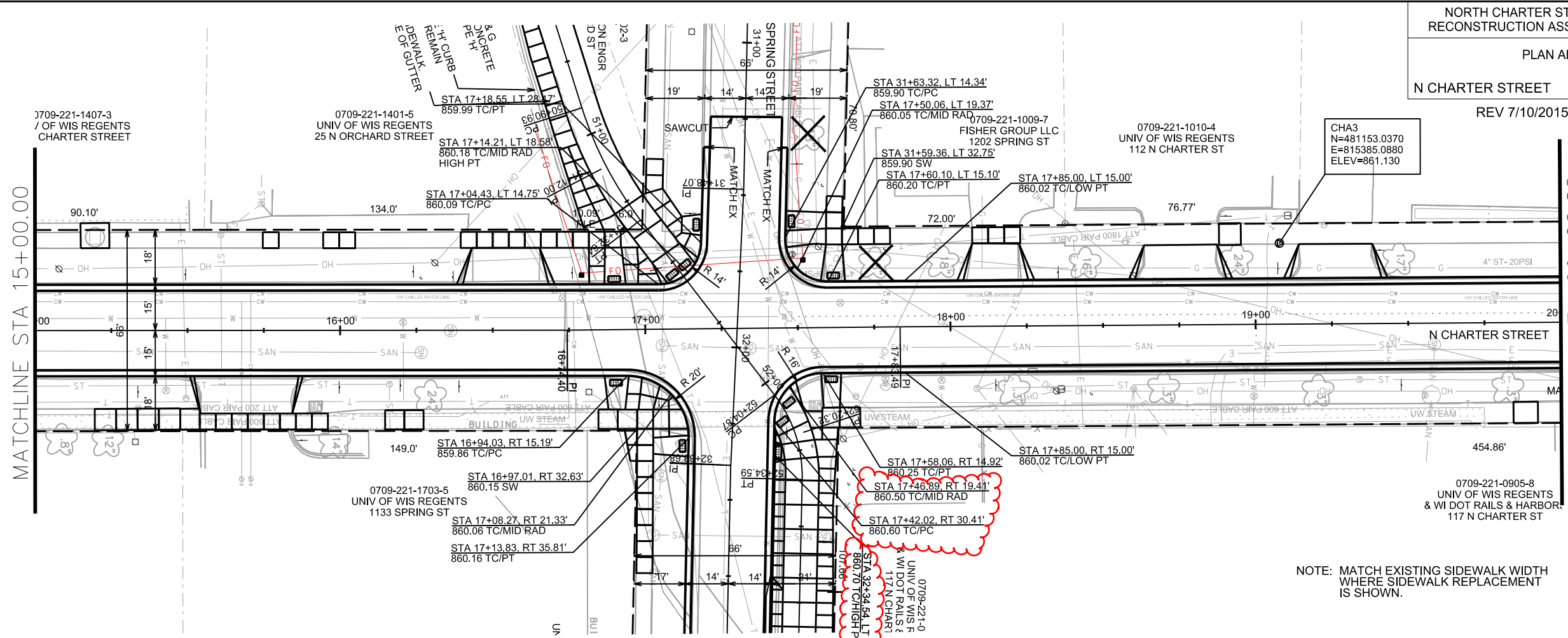
NOTE: MATCH EXISTING SIDEWALK WIDTH WHERE SIDEWALK REPLACEMENT IS SHOWN.



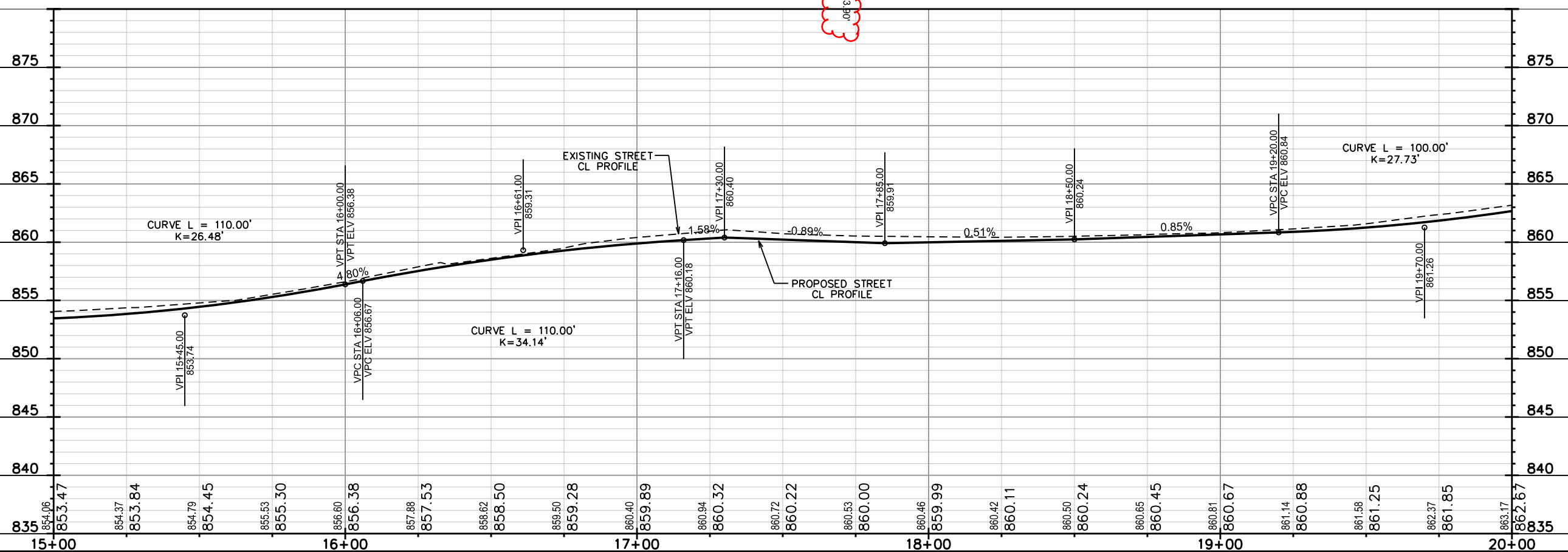
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

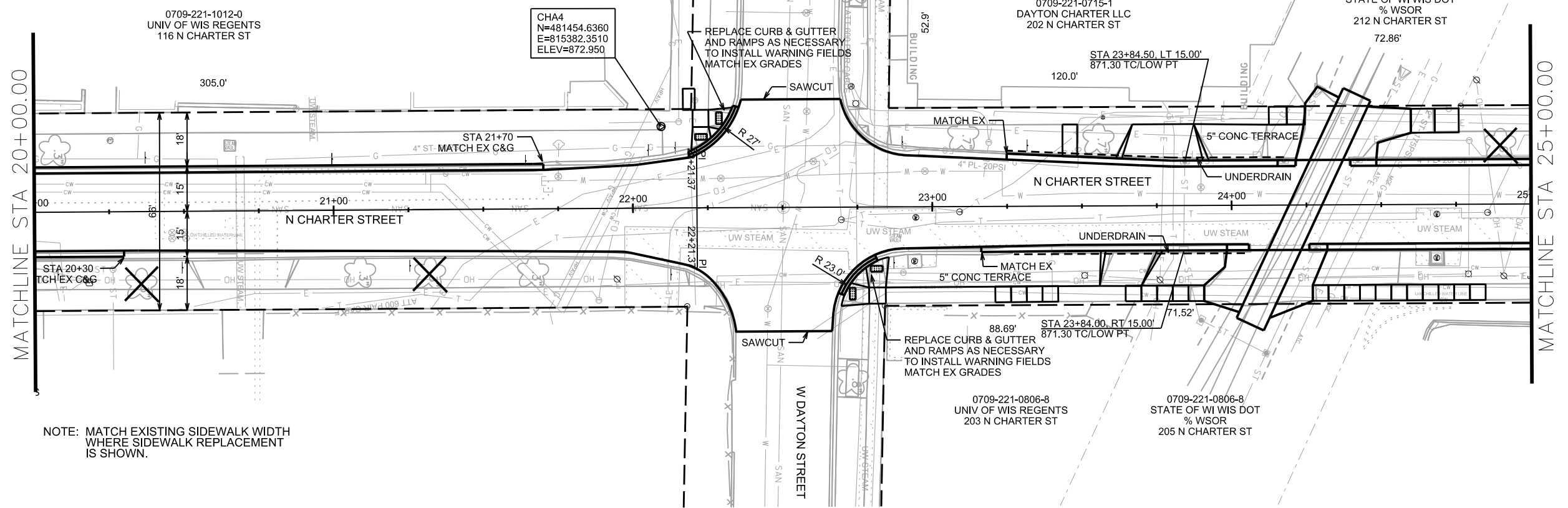


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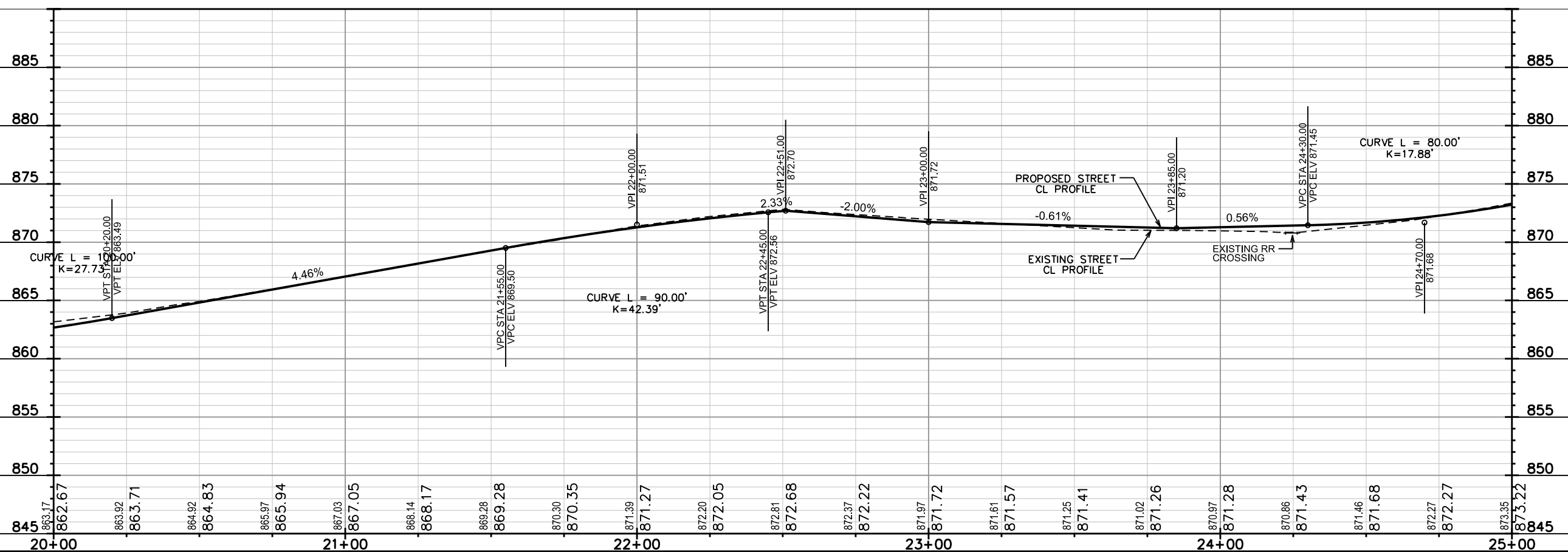


PLAN AND PROFILE

N CHARTER STREET  
CITY OF MADISON



NOTE: MATCH EXISTING SIDEWALK WIDTH WHERE SIDEWALK REPLACEMENT IS SHOWN.

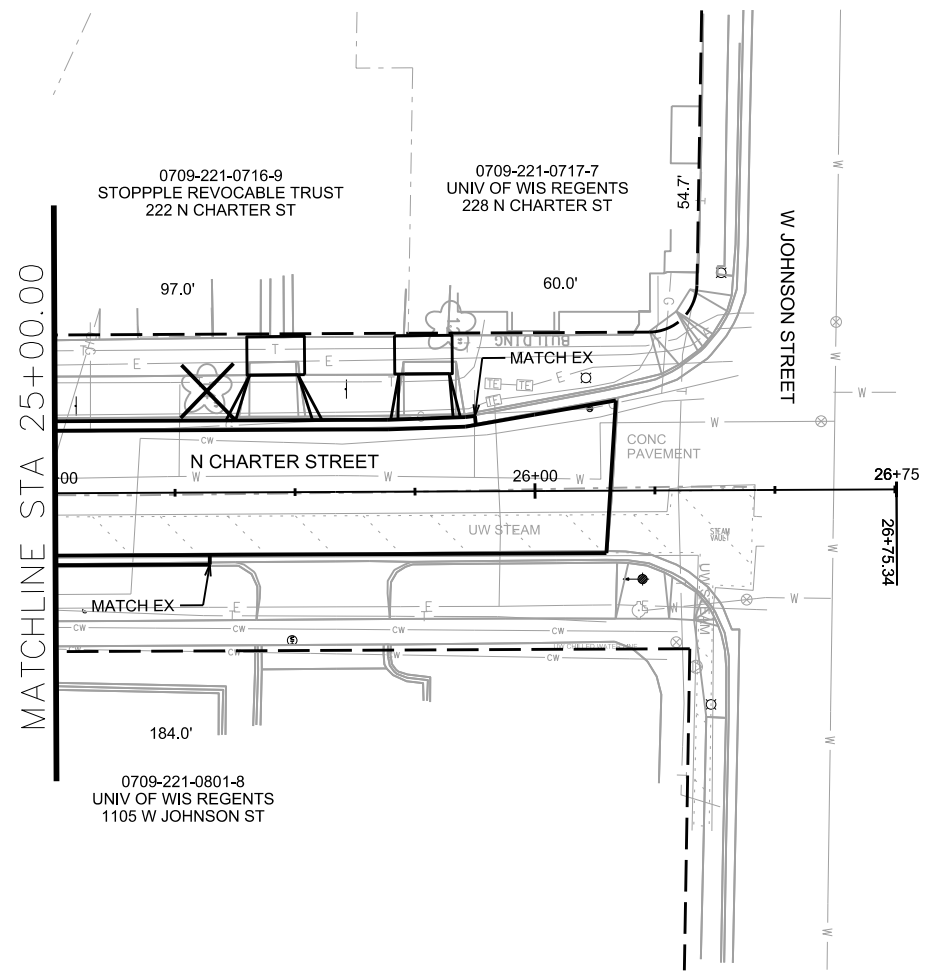
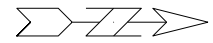


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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

N CHARTER STREET

CITY OF MADISON



MATCHLINE STA 25+00.00

26+75.34

0709-221-0801-8  
UNIV OF WIS REGENTS  
1105 W JOHNSON ST

0709-221-0716-9  
STOPPLE REVOCABLE TRUST  
222 N CHARTER ST

0709-221-0717-7  
UNIV OF WIS REGENTS  
228 N CHARTER ST

97.0'

60.0'

N CHARTER STREET

W JOHNSON STREET

184.0'

CONC PAVEMENT

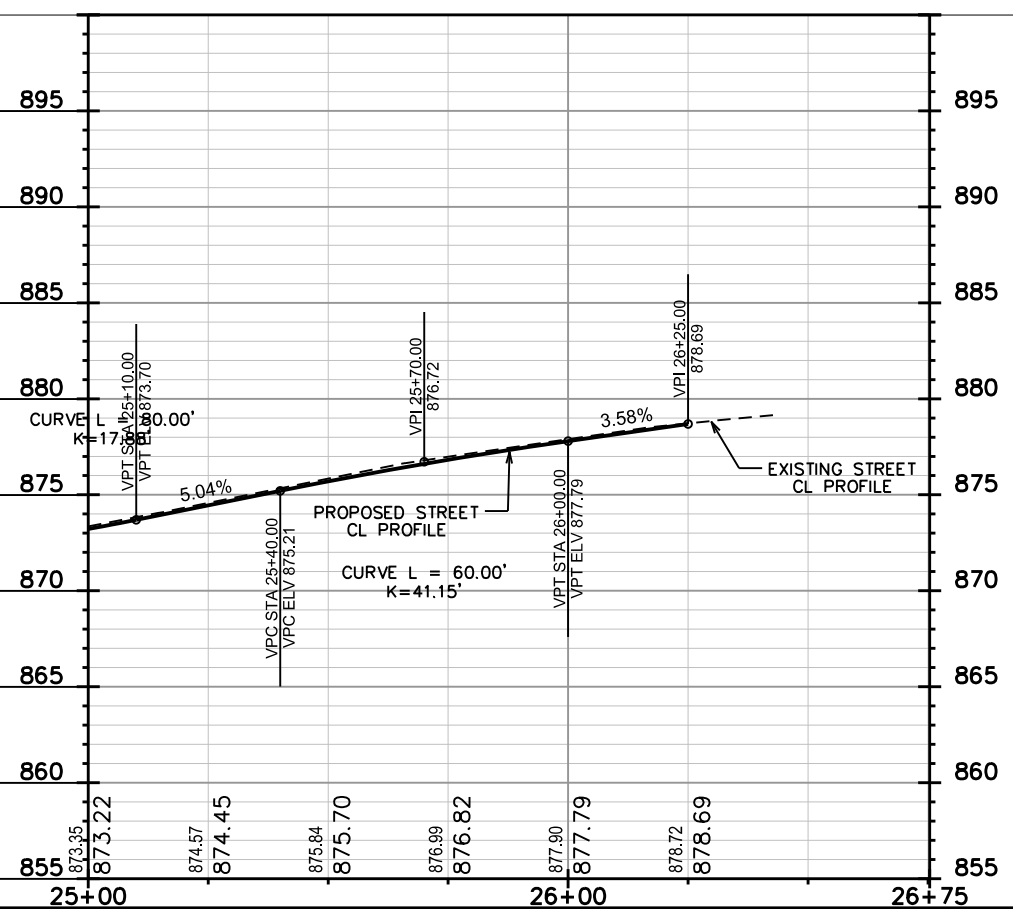
UW STEAM

MATCH EX

MATCH EX

26+00

26+75



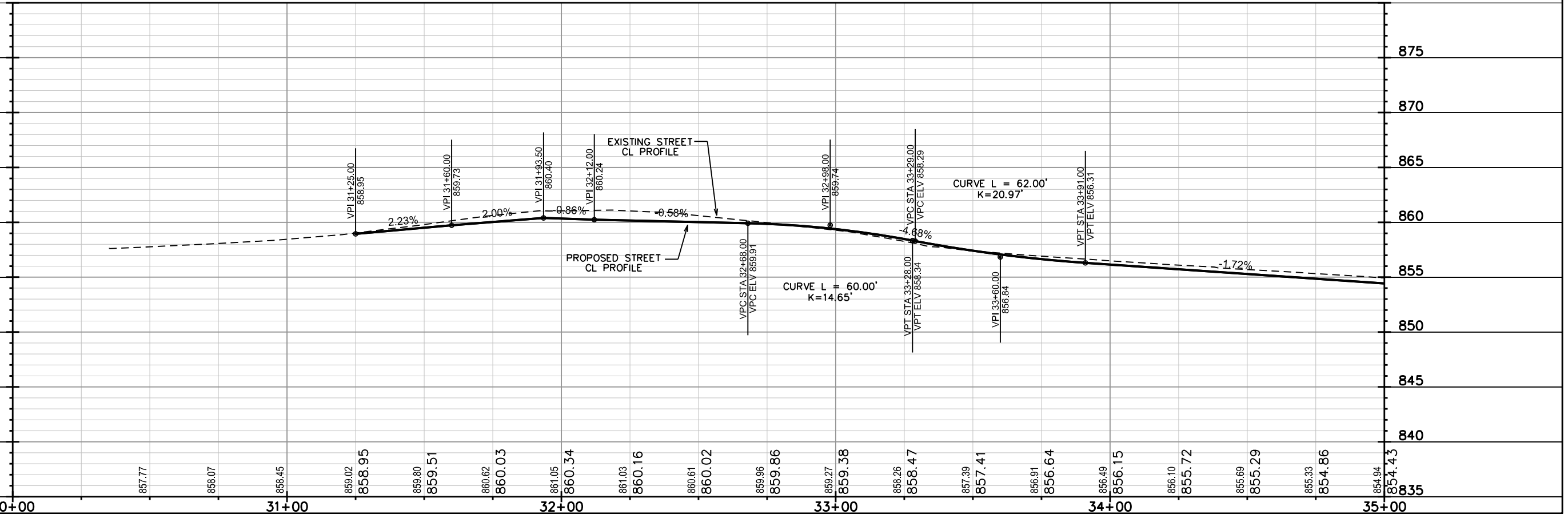
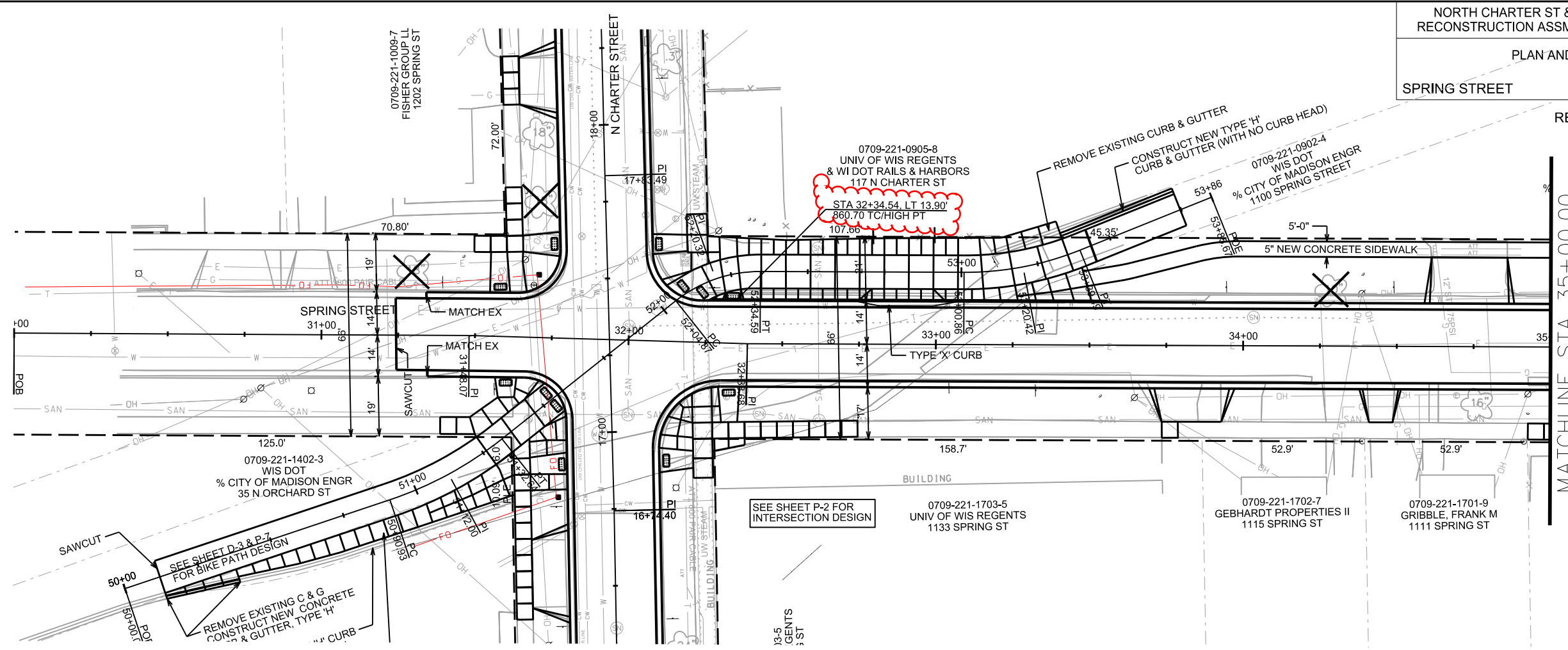
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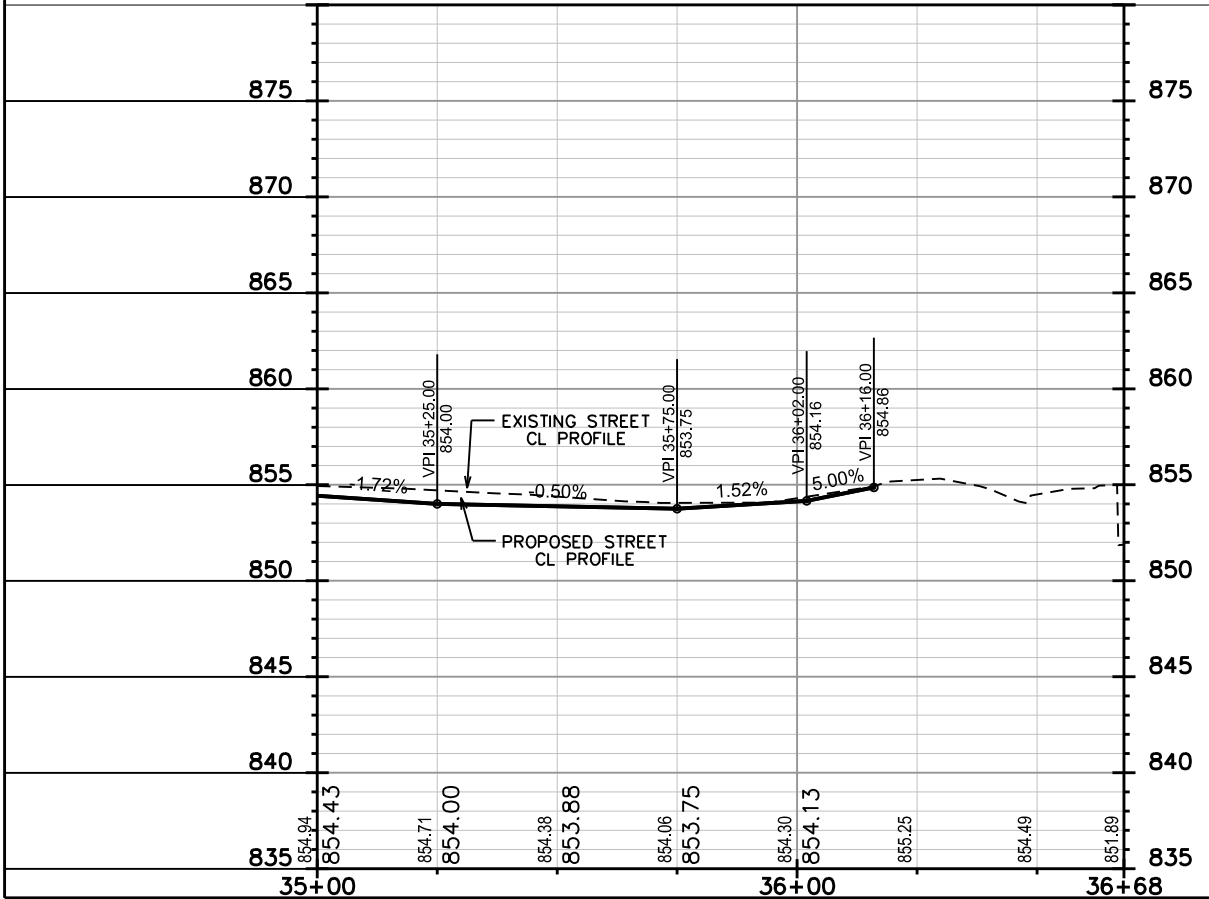
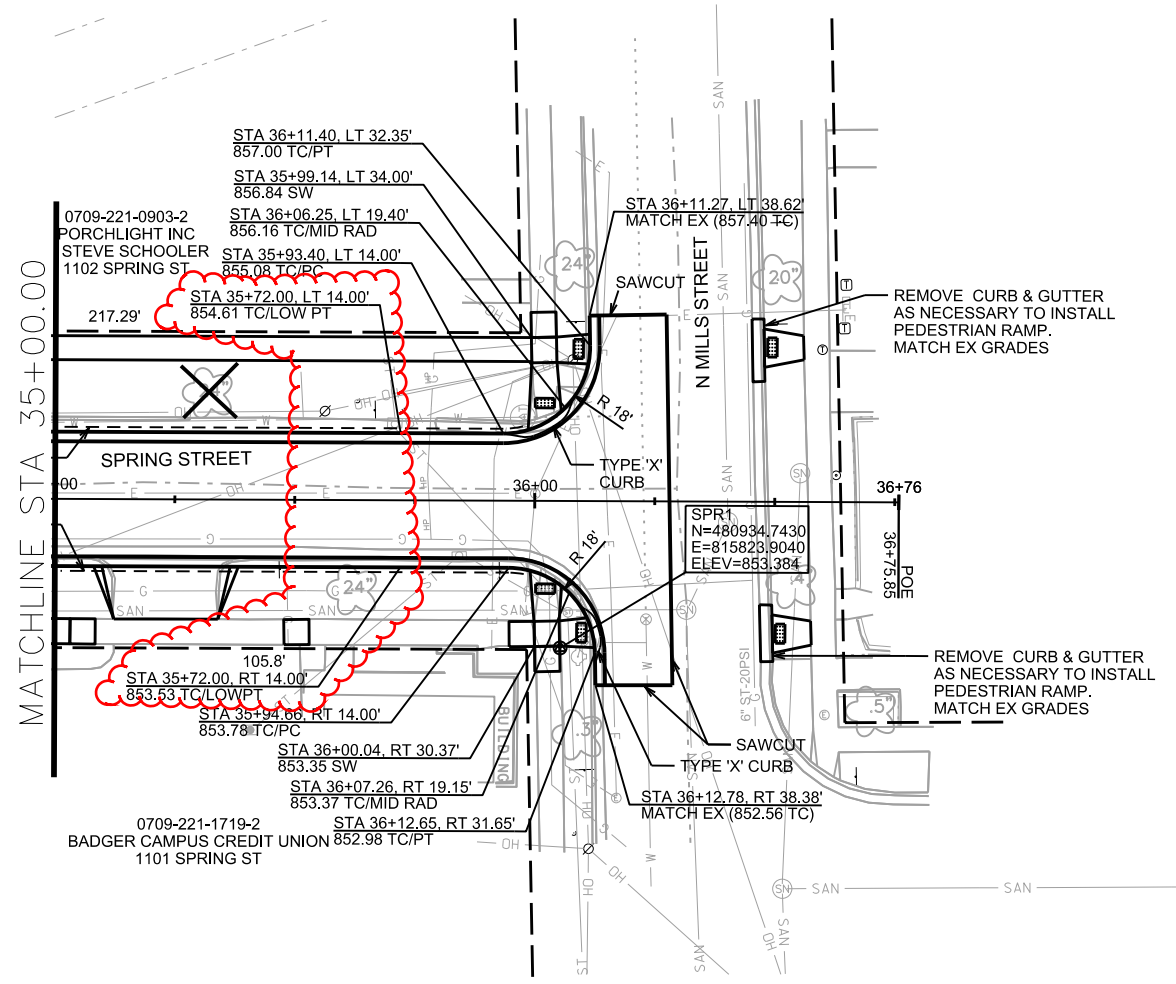
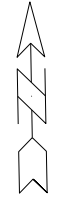
REV 7/10/2015 GEY



PLOT SCALE: \_\_\_\_\_

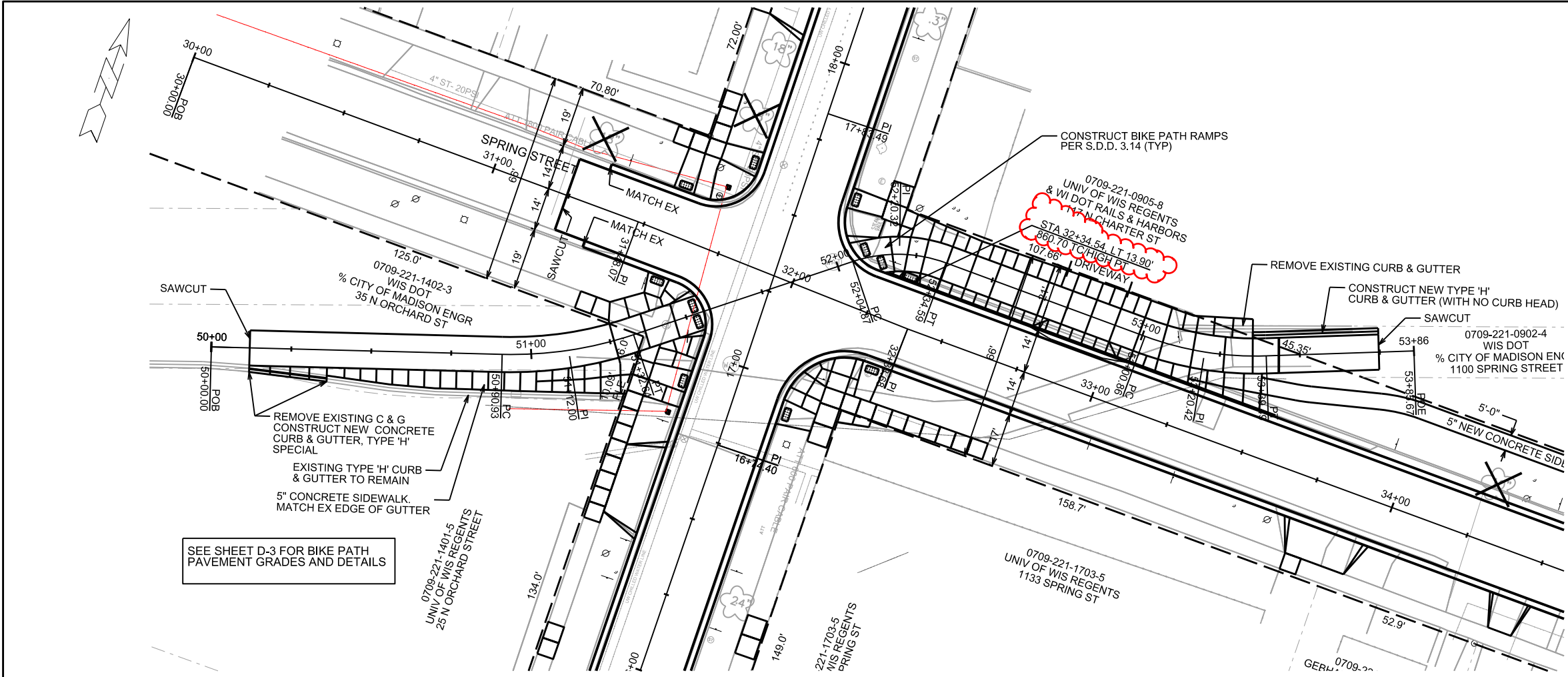
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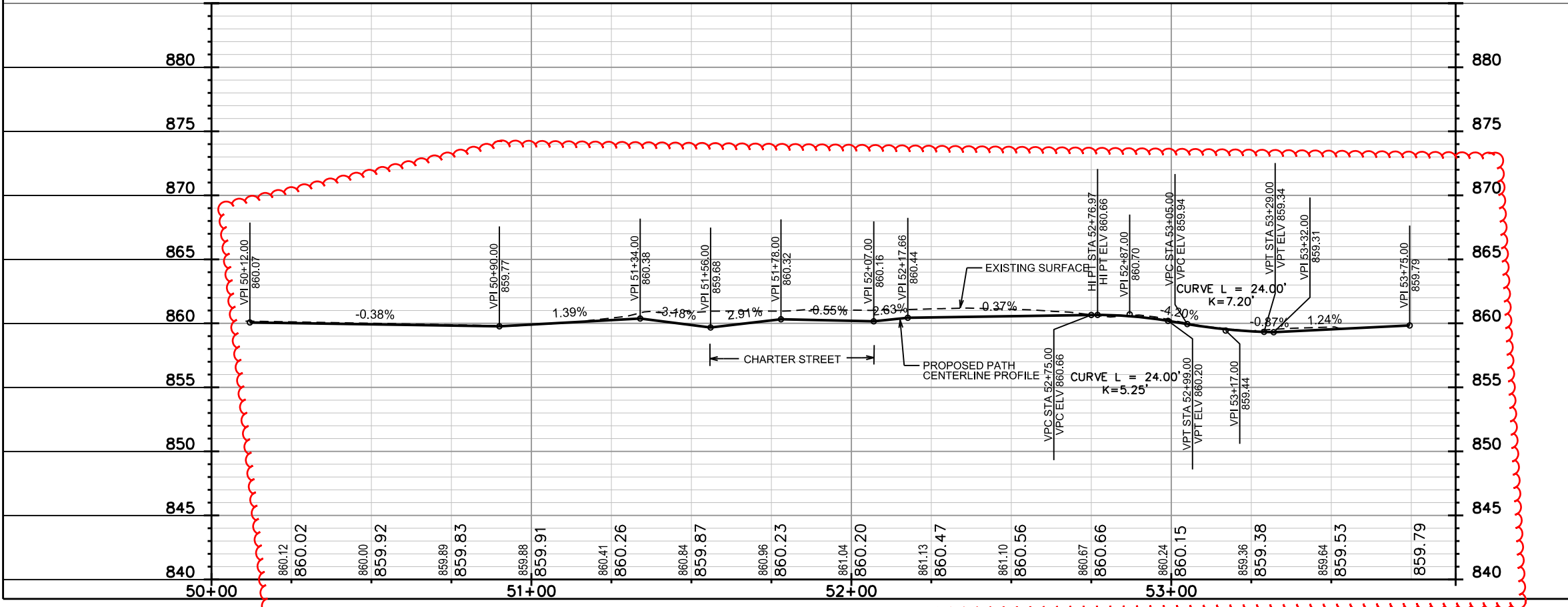


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 ORIGINATOR: CITY OF MADISON, STREETS DIVISION





SEE SHEET D-3 FOR BIKE PATH PAVEMENT GRADES AND DETAILS



PLOT SCALE: \_\_\_\_\_

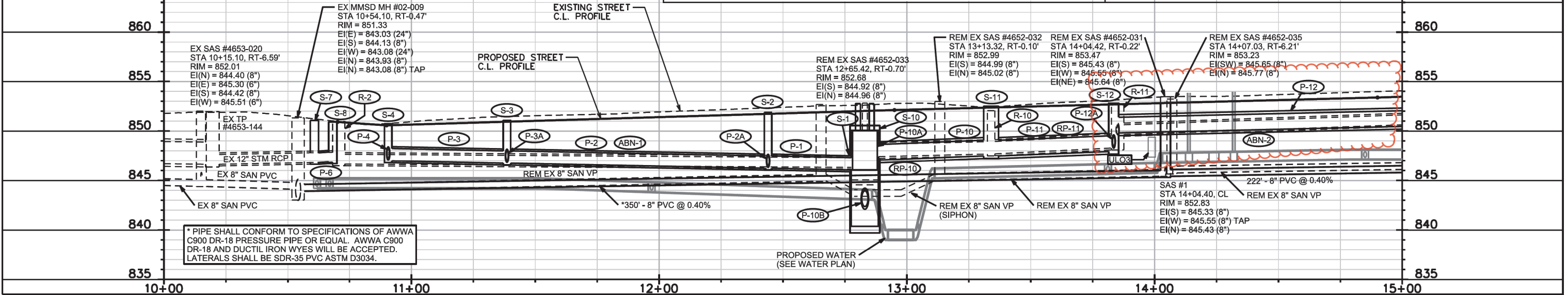
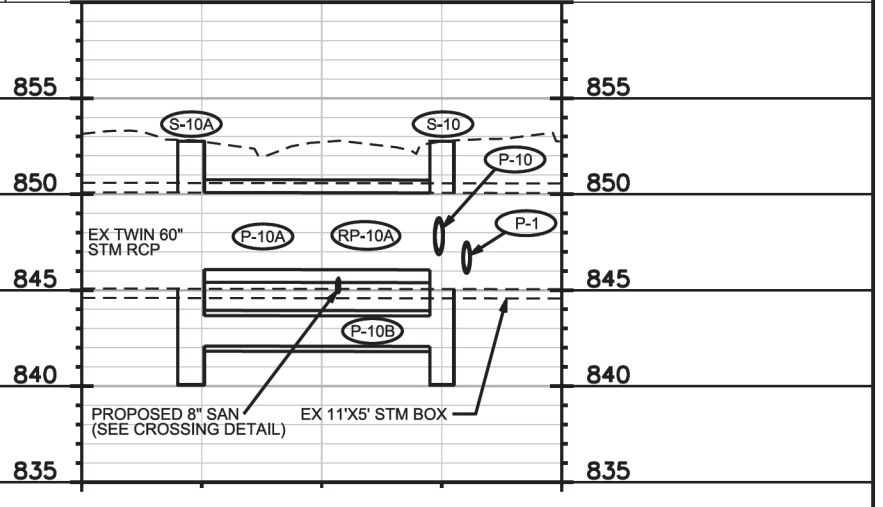
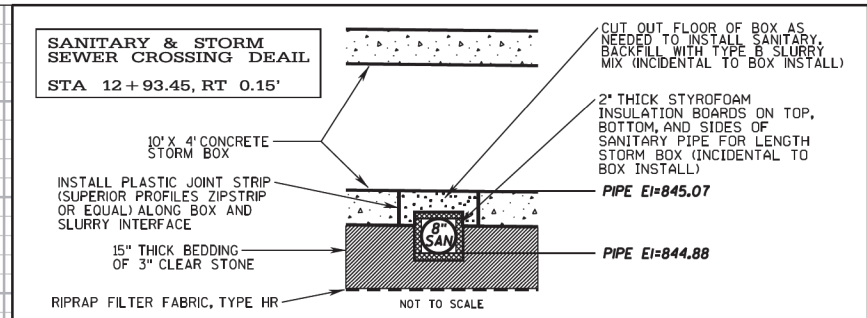
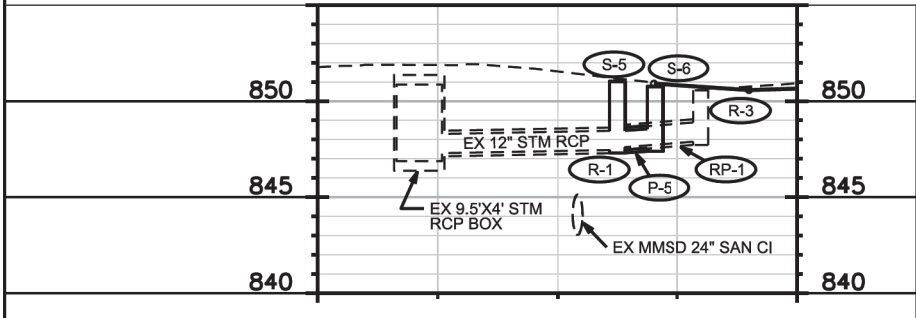
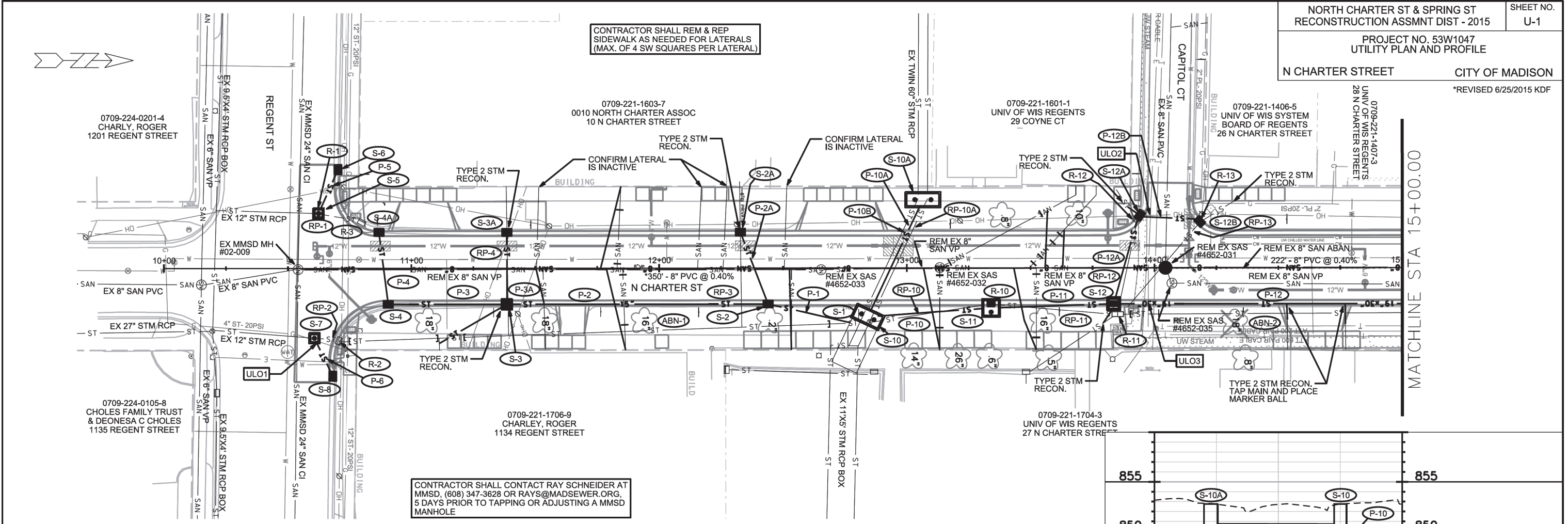
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

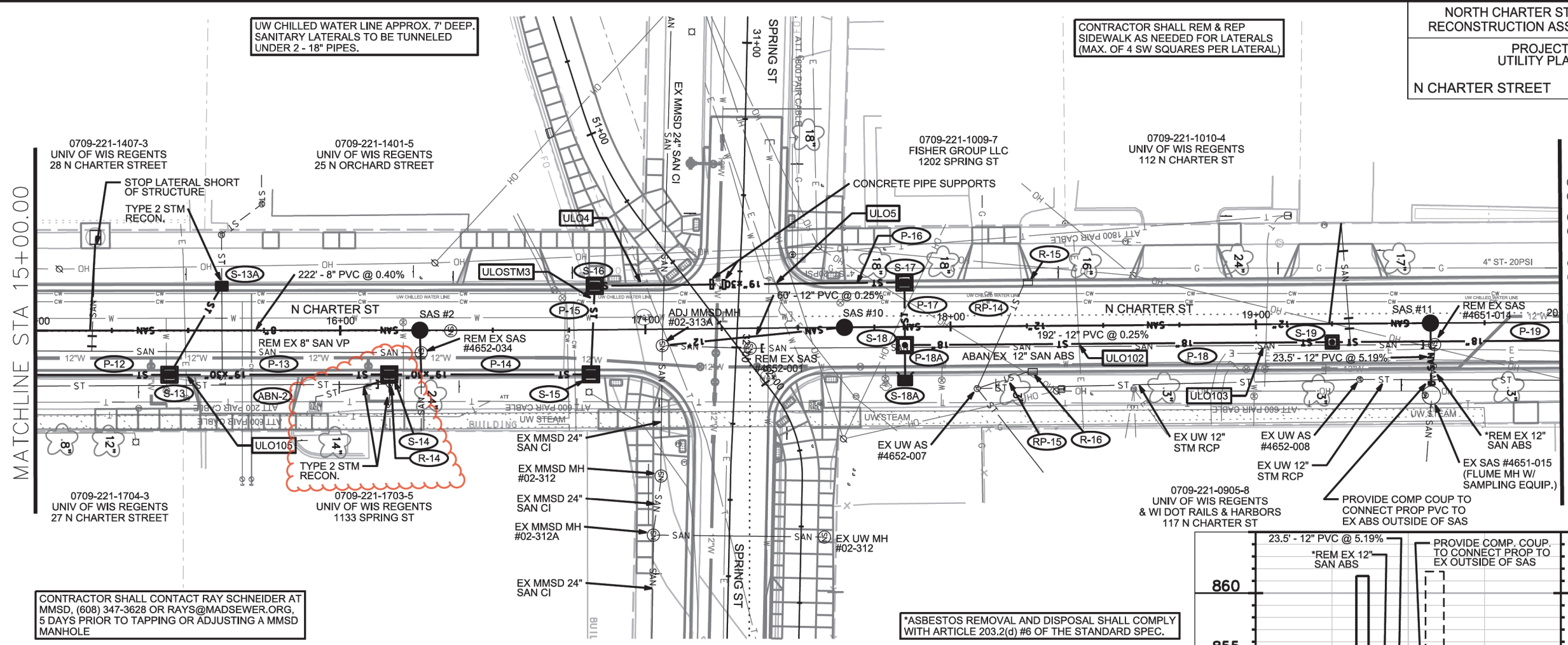
CONTRACTOR SHALL REM & REP  
SIDEWALK AS NEEDED FOR LATERALS  
(MAX. OF 4 SW SQUARES PER LATERAL)

CONTRACTOR SHALL CONTACT RAY SCHNEIDER AT  
MMSD, (608) 347-3628 OR RAYS@MADSEWER.ORG,  
5 DAYS PRIOR TO TAPPING OR ADJUSTING A MMSD  
MANHOLE



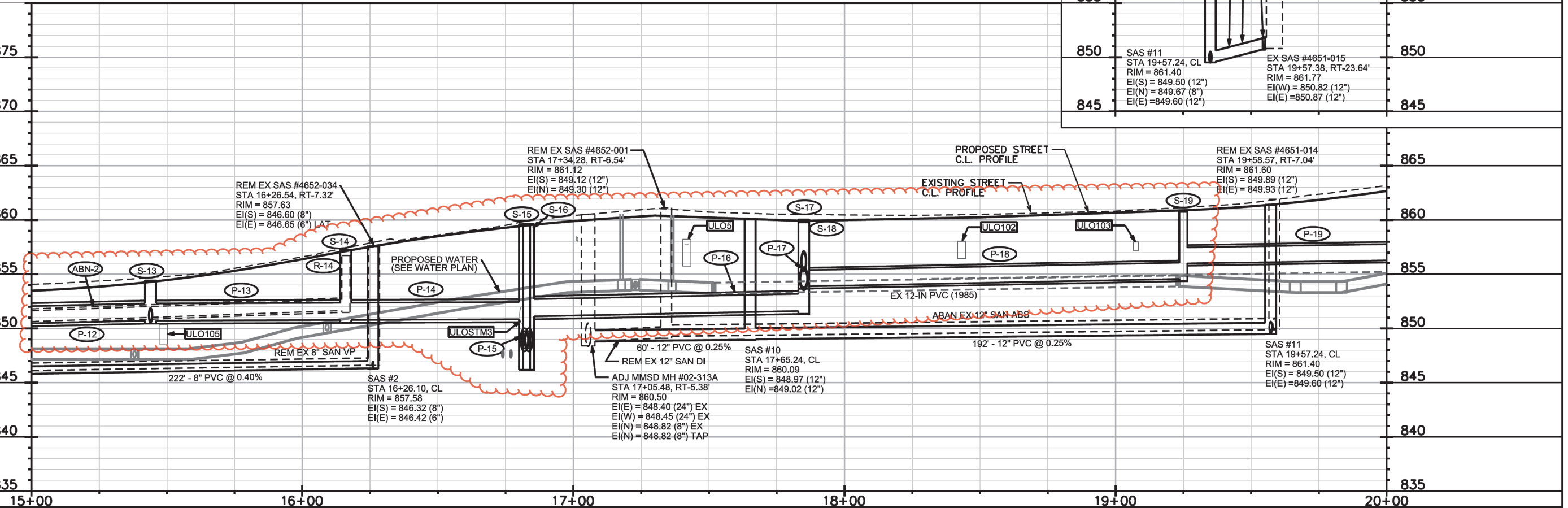
\* PIPE SHALL CONFORM TO SPECIFICATIONS OF AWWA  
C900 DR-18 PRESSURE PIPE OR EQUAL. AWWA C900  
DR-18 AND DUCTIL IRON WYES WILL BE ACCEPTED.  
LATERALS SHALL BE SDR-35 PVC ASTM D3034.





MATCHLINE STA 15+00.00

MATCHLINE STA 20+00.00



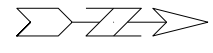
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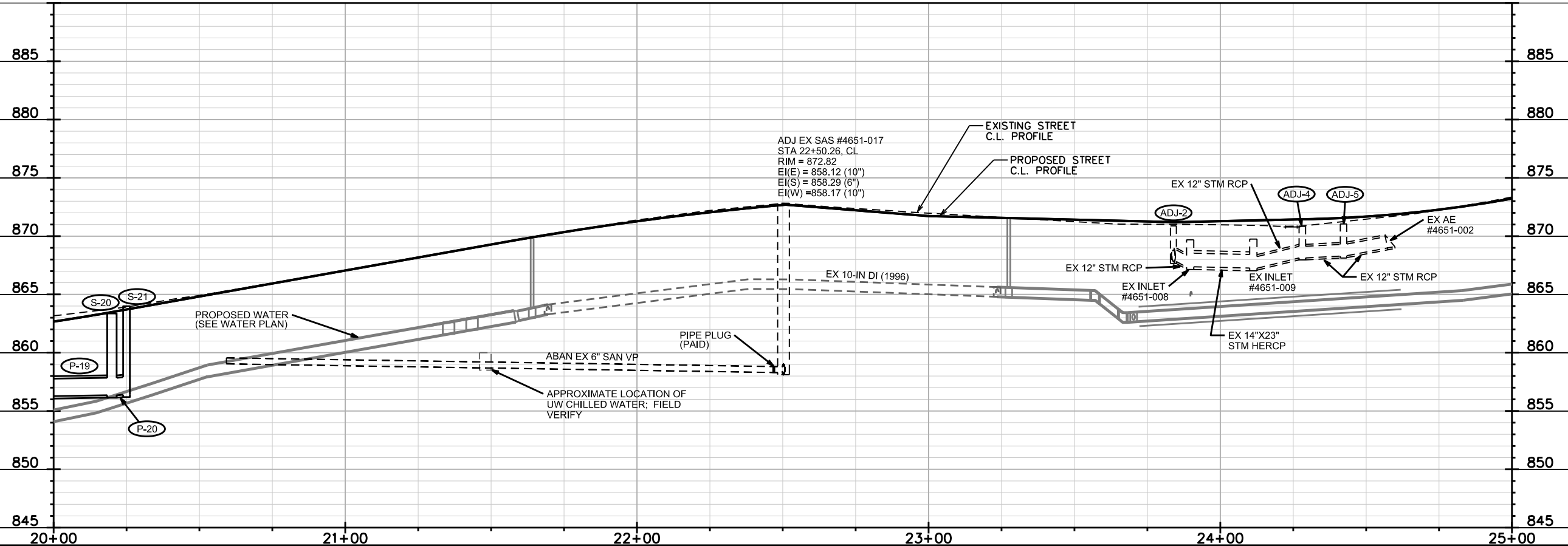
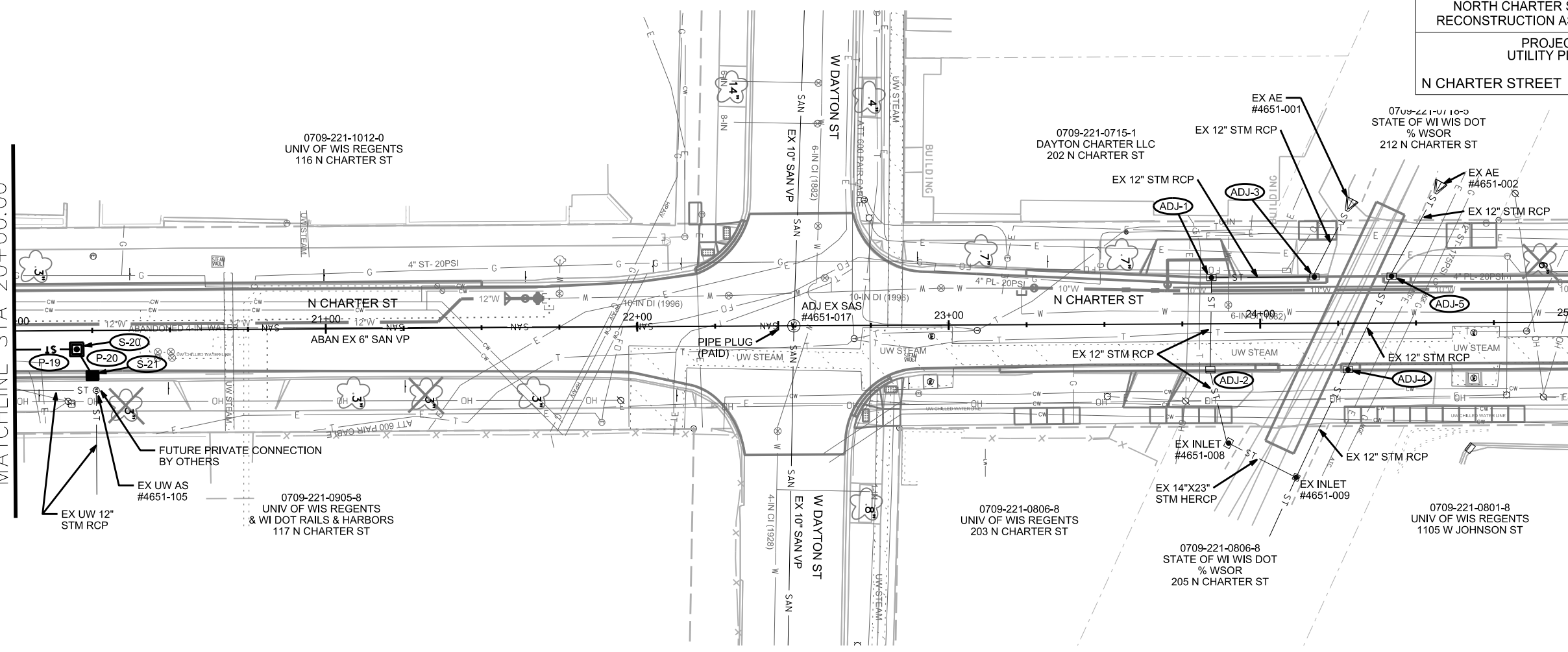
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



MATCHLINE STA 20+00.00

MATCHLINE STA 25+00.00

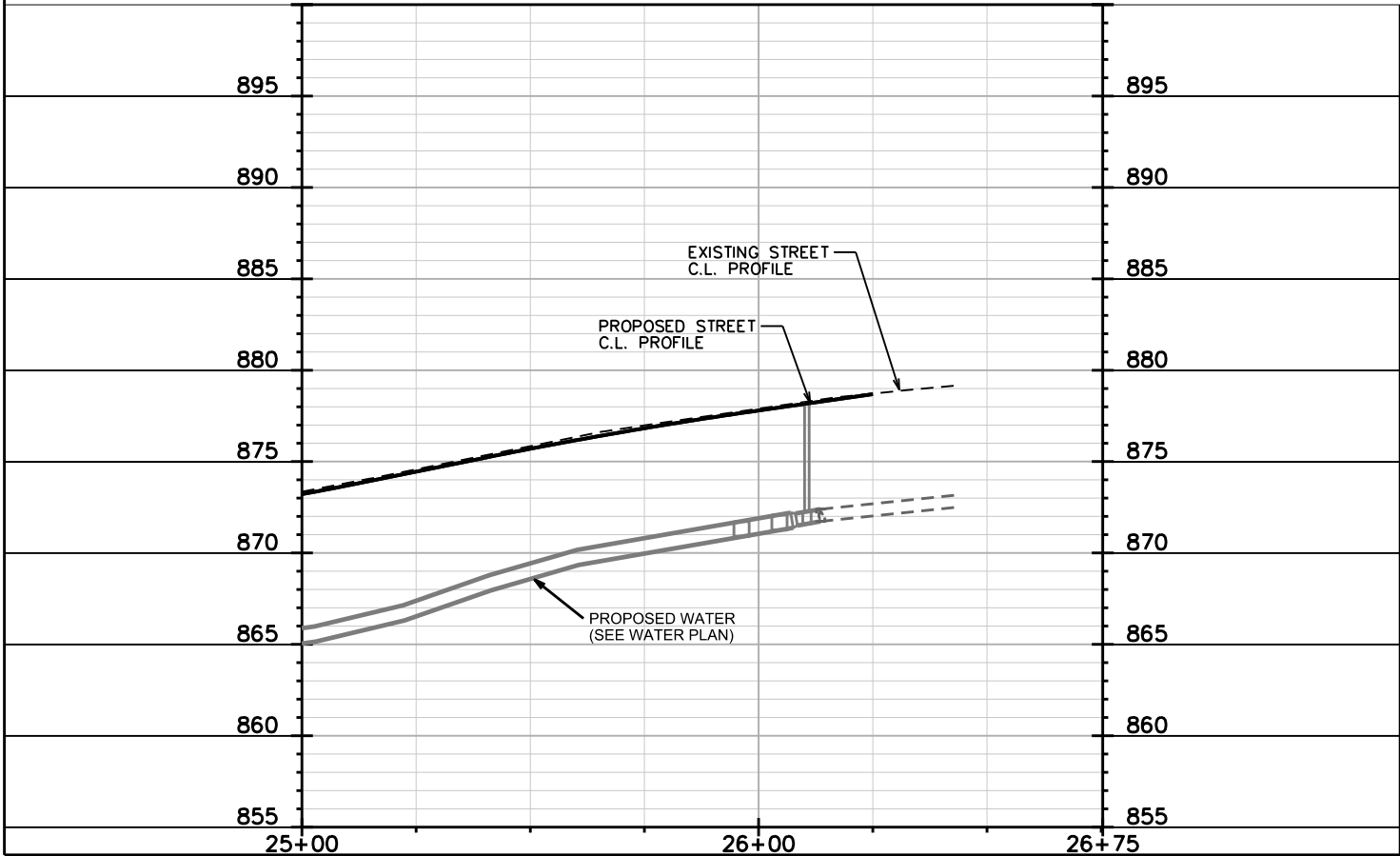
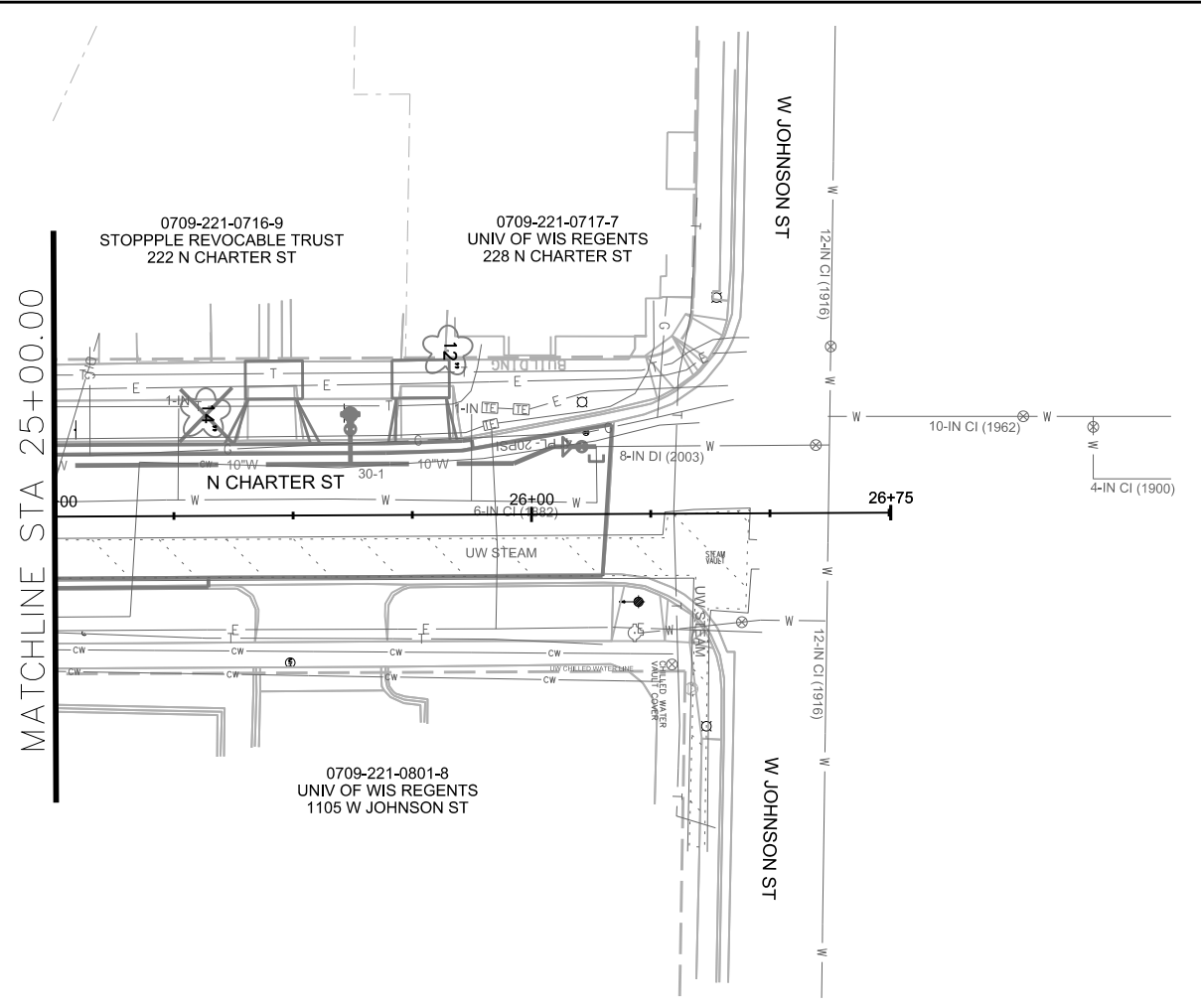


PLOT SCALE:

PLOT NAME:

REV. DATE:

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PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION







# SANITARY SEWER SCHEDULE

NORTH CHARTER ST & SPRING ST RECONSTRUCTION ASSMNT DIST - 2015		SHEET NO. U-7
PROJECT NO. 53W1047 SANITARY SEWER SCHEDULE N CHARTER STREET CITY OF MADISON		

## PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>CHARTER ST</b>						
SAS #1	14+04.40	CL	852.83	845.33	7.50	-
SAS #2	16+26.10	CL	857.58	846.32	11.26	-
SAS #10	17+65.24	CL	860.09	848.97	11.12	-
SAS #11	19+57.24	CL	861.40	849.50	11.90	-

## PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN (PAY) LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
<b>CHARTER ST</b>								
EX MH #02-009	SAS #1	843.93	845.33	350	0.40%	8"	AWWA C900	-
SAS #1	SAS #2	845.43	846.32	222	0.40%	8"	SDR-35	-
EX MH #02-313A	SAS #10	848.82	848.97	60	0.25%	12"	SDR-35	MMSD TAP CONNECTION
SAS #10	SAS #11	849.02	849.50	192	0.25%	12"	SDR-35	-
SAS #11	EX SAS #4651-015	849.60	850.82	23.5	5.19%	12"	SDR-35	(3)

## SANITARY STRUCTURE REMOVALS

STRUCTURE ID NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>CHARTER ST</b>						
4652-033	12+65.42	RT-0.70	852.68	844.92	7.76	-
4652-032	13+13.32	LT-0.10	852.99	844.99	8.00	-
4652-031	14+04.42	RT-0.22	853.47	845.43	8.04	-
4652-035	14+07.03	RT-6.21	853.23	845.65	7.58	-
4652-034	16+26.54	RT-7.32	857.63	846.60	11.03	-
4652-001	17+34.28	RT-6.54	861.12	849.12	12.00	-
4651-014	19+58.57	RT-7.04	861.90	849.89	12.01	-

## SANITARY PIPE REMOVALS

REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE TYPE	PIPE SIZE	PAID (Y/N)	NOTES
<b>CHARTER ST</b>						
EX MH #02-009	EX SAS #4652-033	207	VP	8"	N	-
EX SAS #4652-033	EX SAS #4652-032	44	VP	8"	N	-
EX SAS #4652-032	EX SAS #4652-031	87	VP	8"	N	-
EX SAS #4652-031	EX SAS #4652-035	3	VP	8"	Y	-
EX SAS #4652-035	EX SAS #4652-034	215	VP	8"	Y	-
EX SAS #4652-031	SAS #2	222	ABAN. VP	6"	N	-
EX MH #02-313A	EX SAS #4652-001	25	DI	12"	Y	-
EX SAS #4651-014	EX SAS #4651-015	12	ABS	12"	Y	(2)

## SANITARY STRUCTURES ADJUSTMENTS

SAS NO.	STATION	LOCATION (OFFSET)	EX. RIM ELEV.	ADJUST ELEV.	ADJUST DIFF.	NOTES
<b>CHARTER ST</b>						
MH #02-313A	1705.48	RT-5.38	860.50	859.89	-0.61	12" OF EXISTING ADJUSTMENT RINGS
#4651-017	2250.26	CL	872.82	872.68	-0.14	6" OF EXISTING ADJUSTMENT RINGS

## SANITARY PIPE ABANDONMENTS

ABAN FROM	ABAN TO	LGTH (FT)	PIPE SIZE	NOTES
<b>CHARTER ST</b>				
EX SAS #4652-001	EX SAS #4651-014	220	12"	(1)
EX SAS #4651-017	STA 20+59.26, CL	191	6"	(1)

## SPECIFIC NOTES

- (1) PIPE PLUGS PAID FOR UNDER BID ITEM 20336
- (2) ASBESTOS PIPE REMOVAL SHALL COMPLY WITH SECTION 203.2(d) OF THE STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION
- (3) CONNECT PROPOSED PIPE TO EXISTING PIPE WITH COMPRESSION COUPLING.

# STORM SEWER SCHEDULE

\*REVISED 6/25/2015 KDF

NORTH CHARTER ST & SPRING ST RECONSTRUCTION ASSMNT DIST - 2015		SHEET NO. U-8
PROJECT NO. 53W1047 STORM SEWER SCHEDULE		
N CHARTER STREET		CITY OF MADISON

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>CHARTER ST</b>							
S-1	12+77.06	RT-22.02	TAP	-	846.07	-	-
S-2	12+44.00	RT-14.50	H INLET	851.86	846.24	5.62	W/R-3067-7004-V
S-2A	12+32.80	LT-14.50	H INLET	851.77	847.27	4.50	(6), W/R-3067-7004-V
S-3	11+38.58	RT-14.50	3X3 SAS	851.06	846.75	4.31	(6), W/R-3067-7004-V
S-3A	11+38.58	LT-14.50	H INLET	851.06	847.16	3.90	(6), W/R-3067-7004-V
S-4	10+90.66	RT-14.50	H INLET	850.72	846.99	3.73	LP, W/R-3067-7004-VB
S-4A	10+86.91	LT-14.50	H INLET	850.63	847.38	3.25	LP, W/R-3067-7004-VB
S-5	10+62.37	LT-22.21	3X3 SAS	851.03	847.06	3.97	W/R-1050-0054
S-6	10+70.25	LT-39.89	H INLET	850.77	847.54	3.23	LP, W/R-3067-7004-VB
S-7	10+60.66	RT-28.12	3X3 SAS	851.08	846.81	4.27	W/R-1050-0054
S-8	10+68.10	RT-43.46	H INLET	850.91	846.88	4.03	LP, W/R-3067-7004-VB
S-10	12+84.24	RT-19.70	11X5 SAS	852.75	842.06	10.69	(5)
S-10A	13+06.51	LT-27.58	13X5 SAS	852.75	842.08	10.67	(5)
S-11	13+34.02	RT-16.17	6X6 CATCHBASIN	852.49	847.49	5.00	(1), (2), (3)
S-12	13+83.51	RT-14.50	4X4 SAS	852.81	847.94	4.87	(6), W/R-3067-7004-V
* S-12A	13+94.06	LT-21.20	H INLET	852.87	<b>849.72</b>	<b>3.15</b>	(6), W/R-3067-7004-V
* S-12B	14+18.23	LT-18.60	H INLET	853.08	<b>849.84</b>	<b>3.24</b>	(6), W/R-3067-7004-V
* S-13	15+43.89	RT-14.50	4X4 SAS	854.40	<b>850.71</b>	<b>3.69</b>	W/R-3067-7004-V
S-13A	15+61.02	LT-14.50	H INLET	855.02	851.27	3.75	(6), W/R-3067-7004-V
* S-14	16+16.08	RT-14.50	4X4 SAS	857.26	<b>850.78</b>	<b>6.48</b>	(6), W/R-3067-7004-V
* S-15	16+82.02	RT-14.57	4X4 SAS	859.59	<b>848.16</b>	<b>11.43</b>	<b>(7), W/R-3067-7004-V</b>
* S-16	16+83.55	LT-14.42	4X4 SAS	859.63	<b>848.16</b>	<b>11.47</b>	<b>(7), W/R-3067-7004-V</b>
* S-17	17+85.00	LT-14.50	4X4 SAS	860.02	<b>851.60</b>	<b>8.42</b>	LP, W/R-3067-7004-VB
* S-18	17+85.00	RT-6.00	4X4 SAS	859.79	<b>853.87</b>	<b>5.92</b>	W/R-1050-004
S-18A	17+85.00	RT-17.58	TERRACE INLET III	859.82	855.60	4.22	(4), LP
* S-19	19+25.00	RT-6.00	3X3 SAS	860.76	<b>854.55</b>	<b>6.21</b>	W/R-1050-004
S-20	20+20.00	RT-6.03	3X3 SAS	863.37	856.35	7.02	W/R-1050-004
S-21	20+25.00	RT-14.50	H INLET	863.99	856.40	7.59	W/R-3067-7004-V
<b>SPRING ST</b>							
S-15A	17+14.02	RT-13.50	H INLET	860.27	856.65	3.62	W/R-3067-7004-V
S-15B	32+40.00	LT-13.50	H INLET	860.64	856.90	3.74	LP, W/R-3067-7004-VB
S-30	36+07.00	RT-23.20	TAP	-	849.92	-	-
* S-30A	<b>35+87.86</b>	<b>RT-13.50</b>	<b>H INLET</b>	<b>853.73</b>	<b>850.01</b>	<b>3.72</b>	-
* S-31	<b>35+72.00</b>	RT-13.50	H INLET	853.56	850.37	3.19	(6), LP, W/R-3067-7004-VB
* S-32	<b>35+72.00</b>	LT-13.50	H INLET	854.66	850.50	4.16	(6), LP, W/R-3067-7004-VB

## PROPOSED STORM 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
<b>CHARTER ST</b>										
P-1	S-1	S-2	846.07	846.24	34	32.4	0.52%	15"	RCP	-
P-2	S-2	S-3	846.24	846.75	105.5	102.4	0.50%	15"	RCP	-
P-2A	S-2	S-2A	846.49	847.27	31	28.9	2.70%	12"	RCP	-
P-3	S-3	S-4	846.75	846.99	48	45	0.53%	15"	RCP	-
P-3A	S-3	S-3A	847.00	847.16	29	26.5	0.60%	12"	RCP	-
P-4	S-4	S-4A	847.24	847.38	29	27.2	0.51%	12"	RCP	-
P-5	S-5	S-6	847.46	847.54	19.5	16.1	0.50%	12"	RCP	-
P-6	S-7	S-8	846.81	846.88	17	13.7	0.51%	12"	RCP	-
P-10A	S-10	S-10A	846.06	846.08	52.5	47	0.04%	10' X 4'	BOX	-
P-10B	S-10	S-10A	842.06	842.08	52.5	47	0.04%	19" X 30"	HERCP	-
P-10	S-10	S-11	847.06	847.49	50	42.9	1.00%	19" X 30"	HERCP	-
P-11	S-11	S-12	847.49	847.94	49.5	44.5	1.01%	19" X 30"	HERCP	-
* P-12	S-12	S-13	<b>849.81</b>	<b>850.71</b>	160.5	156.4	<b>0.58%</b>	19" X 30"	HERCP	-
* P-12A	S-12	S-12A	848.44	<b>849.72</b>	36	33.7	<b>3.80%</b>	12"	RCP	-
* P-12B	S-12A	S-12B	<b>849.72</b>	<b>849.84</b>	22.5	22.3	<b>0.54%</b>	12"	RCP	-
* P-13	S-13	S-14	<b>850.71</b>	<b>850.78</b>	72.5	68.2	<b>0.10%</b>	19" X 30"	HERCP	-
* P-13A	S-13	S-13A	<b>850.71</b>	851.27	34	30.2	<b>1.85%</b>	12"	RCP	-
* P-14	S-14	S-15	<b>850.78</b>	<b>850.84</b>	66	62.1	<b>0.10%</b>	19" X 30"	HERCP	-
* P-15	S-15	S-16	<b>848.16</b>	<b>848.16</b>	29	25	<b>0.00%</b>	19" X 30"	HERCP	-
* P-16	S-16	S-17	<b>851.11</b>	<b>851.60</b>	101.5	97.5	<b>0.50%</b>	19" X 30"	HERCP	-
* P-17	S-17	S-18	<b>853.78</b>	<b>853.87</b>	20.5	16.5	<b>0.55%</b>	19" X 30"	HERCP	-
* P-18	S-18	S-19	<b>853.87</b>	<b>854.55</b>	140	136.5	<b>0.50%</b>	18"	RCP	-
P-18A	S-18	S-18A	855.42	855.60	11.5	8.7	2.07%	18"	RCP	-
P-19	S-19	S-20	855.98	856.35	95	92	0.40%	18"	RCP	-
P-20	S-20	S-21	856.35	856.40	10	6.9	0.72%	18"	RCP	-
<b>SPRING ST</b>										
P-15B	S-15A	S-15B	856.65	856.90	27	25	1.00%	12"	RCP	-
* P-30	S-30	S-31	849.92	<b>850.01</b>	<b>21.5</b>	<b>17.5</b>	<b>0.51%</b>	12"	RCP	-
* P-30A	<b>S-30A</b>	<b>S-31</b>	<b>850.01</b>	<b>850.37</b>	<b>16</b>	<b>12.8</b>	<b>2.81%</b>	<b>12</b>	RCP	-
P-31	S-31	S-32	850.37	850.50	27	25	0.52%	12"	RCP	-

**NOTE:** PLAN LENGTH (PAY 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; UD = UNDERDRAIN
- 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 KYLE FRANK OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO KFRANK@CITYOFMADISON.COM.

## SPECIFIC NOTES

- (1) W/ 3' SUMP
- (2) TWO CASTINGS, ONE R-1050-0054 AND ONE R-3067-7004-V
- (3) OFFSET INCOMING PIPE 20" FROM CENTER OF STRUCTURE WALL
- (4) TOP OF CASTING ELEVATION IS FOR CENTER OF STRUCTURE. ELEVATION AT FRONT AND BACK OF STRUCTURE IS 859.82
- (5) W/ 2' SUMP, SEE BID ITEM 90030 AND 90031
- (6) PRIVATE STORM SEWER CONNECTION, TYPE 2
- \* (7) W/ 2' SUMP

# STORM SEWER SCHEDULE

\*REVISED 6/25/2015 KDF

NORTH CHARTER ST & SPRING ST RECONSTRUCTION ASSMNT DIST - 2015		SHEET NO. U-9
PROJECT NO. 53W1047 STORM SEWER SCHEDULE		
N CHARTER STREET	CITY OF MADISON	

## REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
<b>CHARTER ST</b>					
R-1	N/A	10+62.37	LT-22.21	SAS	-
R-2	IN 4652-026	10+70.49	RT-29.22	INLET	-
R-3	IN 4652-025	10+79.95	LT-18.55	INLET	-
R-10	IN 4652-031	13+34.02	RT-14.50	INLET	-
R-11	AS 4652-032	13+85.11	RT-18.75	SAS	-
R-12	IN 4652-033	13+92.81	LT-19.75	INLET	-
R-13	IN 4652-034	14+18.57	LT-18.50	INLET	-
R-14	AS 4652-071	16+16.13	RT-17.70	SAS	-
R-15	IN 4652-062	18+25.44	LT-14.25	INLET	-
R-16	IN 4652-063	18+26.85	RT-15.00	INLET	-
<b>SPRING ST</b>					
R-20	IN 4652-012	35+84.31	RT-11.70	INLET	-
R-21	IN 4652-011	35+70.73	LT-16.10	INLET	-

## STORM STRUCTURE ADJUSTMENTS

ADJUST NO.	STATION	LOCATION (OFFSET)	EX. TOC ELEV.	ADJUST ELEV.	ADJUST DIFF.	NOTES
<b>CHARTER ST</b>						
ADJ-1	23+84.40	LT-14.85	870.92	871.30	0.38	-
ADJ-2	23+83.93	RT-14.75	870.88	871.30	0.42	-
ADJ-3	24+17.45	LT-14.95	870.85	871.23	0.38	-
ADJ-4	24+28.10	RT-14.95	870.84	871.29	0.45	-
ADJ-5	24+42.23	LT-15.00	871.05	871.42	0.37	-

## STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	TOP ELEV.	NOTES
<b>CHARTER ST</b>					
* ULO1	10+63.18	RT-29.75	GAS	845.89	4" STEEL, NO CONFLICT
* ULO2	13+98.33	LT-20.50	ELECTRIC DUCT	849.18	BTM=847.58, CONFLICT (STORM REVISED)
* ULO3	13+97.46	RT-14.50	ELECTRIC DUCT	849.38	BTM=847.38, CONFLICT (STORM REVISED)
* ULO4A	17+01.20	LT-14.53	TELEPHONE	858.46	4" PVC, NO CONFLICT
* ULO4B	17+01.54	LT-14.57	TELEPHONE	858.38	4" PVC, NO CONFLICT
* ULO5	17+42.79	LT-14.45	ELECTRIC DUCT	858.22	BTM=855.72, CONFLICT (STORM REVISED)
* ULO101	17+17.75	LT-13.55	-	854.17	NO CONFLICT
* ULO102	18+44.75	RT-6.63	ELECTRIC DUCT	858.05	BTM=856.45, CONFLICT (STORM REVISED)
* ULO103	19+06.50	RT-7.95	ELECTRIC DUCT	857.98	BTM=857.19, CONFLICT (STORM REVISED)
* ULO104	19+35.00	RT-12.58	ELECTRIC DUCT	857.53	BTM=855.93, NO CONFLICT
* ULO105	15+50.98	RT-12.38	ELECTRIC DUCT	850.36	BTM=848.56, CONFLICT (STORM REVISED)
* ULOSTM1	17+25.21	LT-15.61	WATER	854.46	12" DUCTILE IRON
* ULOSTM2	16+81.20	RT-9.35	WATER	853.19	12" DUCTILE IRON
* ULOSTM3	16+80.95	LT-12.15	CHILLED WATER	851.98	18" DUCTILE IRON

## SPECIFIC NOTES

(1) PIPE PLUGS PAID UNDER BID ITEM 20336

## REMOVE STORM PIPES

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
<b>CHARTER ST</b>							
RP-1	R-1	R-3	15	12"	VP	Y	-
RP-2	S-6	R-2	6	12"	VP	Y	-
RP-3	STA 12+33.39, RT-23.82	S-2A	35	6"	CI	Y	-
RP-10	S-10	R-10	43	15"	RCP	N	-
RP-11	R-10	R-11	47	15"	RCP	N	-
RP-12	R-11	R-12	35	12"	PVC	N	-
RP-13	R-11	R-13	46	12"	PVC	Y	-
RP-14	UW AS #4652-007	R-15	35	10"	RCP	Y	-
RP-15	UW AS #4652-007	R-16	15	12"	RCP	Y	-
<b>SPRING ST</b>							
RP-20	AS #4652-013	R-20	15	12"	RCP	Y	-
RP-21	AS #4652-013	R-12	40	12"	RCP	Y	-

## STORM SEWER ABANDONMENTS

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	PIPE SIZE	TYPE	NOTES
<b>CHARTER ST</b>						
ABN-1	S-1	R-2	194	12"	RCP	(1), FOUR (4) PIPE PLUGS
ABN-2	R-11	R-14	223	12"	RCP	(1), TWO (2) PIPE PLUGS

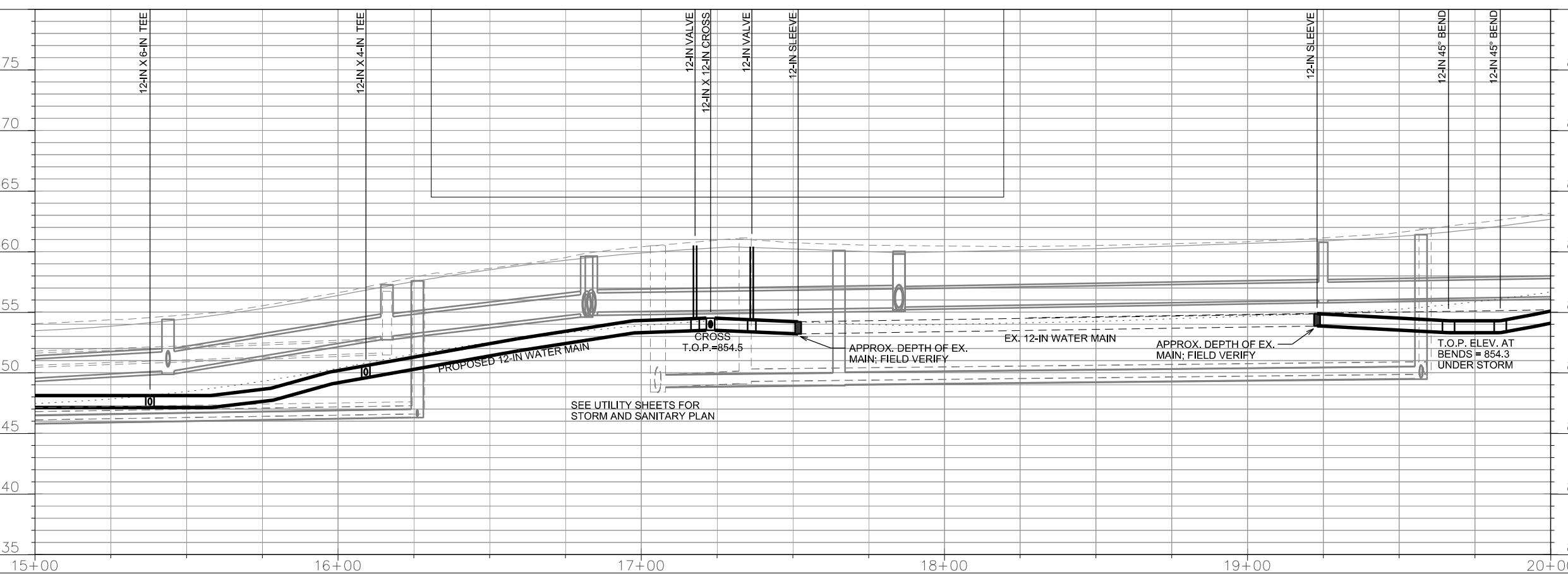
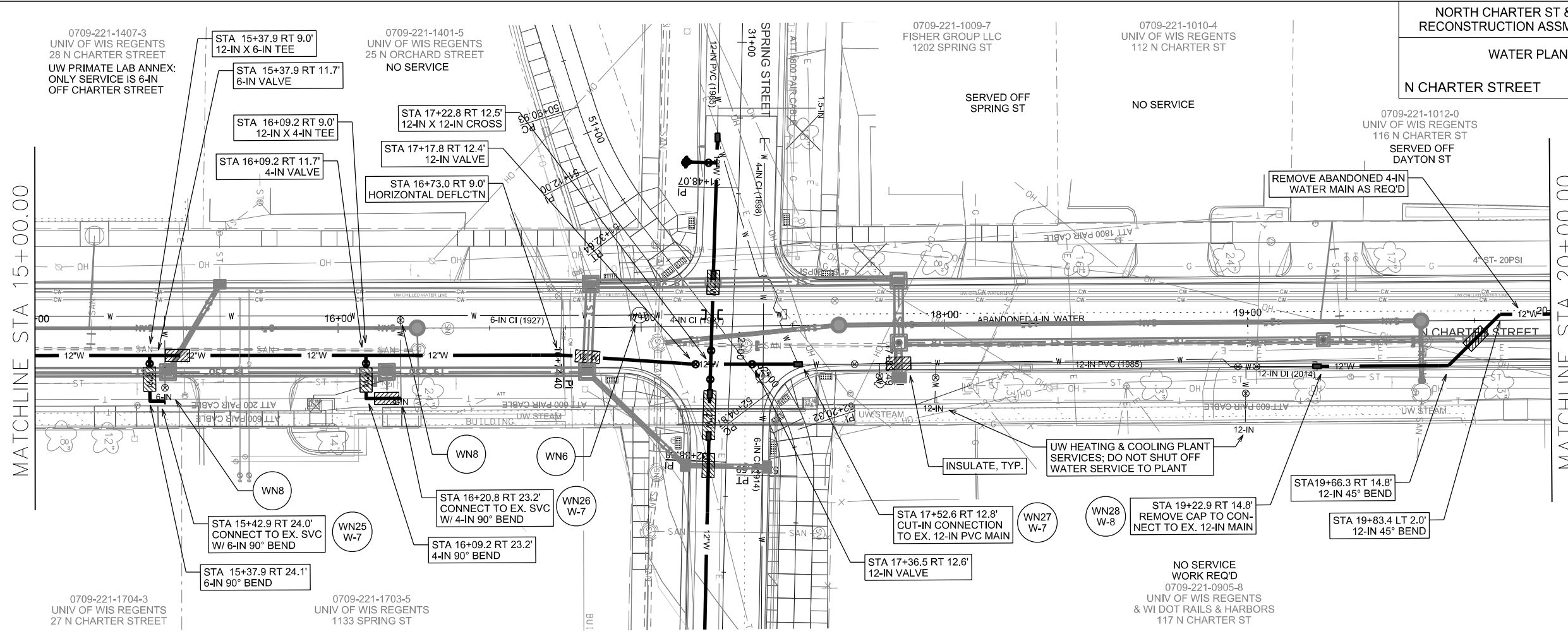
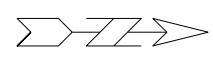
## STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	TOP ELEV.	NOTES
<b>SPRING ST</b>					
* ULO6	32+40.00	RT-1.44	ELECTRIC	-	ELIMINATED
* ULO7	32+40.00	RT-5.60	TELEPHONE	-	ELIMINATED
* ULO8A	35+99.20	RT-18.10	ELECTRIC DUCT	849.67	BTM=848.37, NO CONFLICT
* ULO8B	35+99.20	RT-18.10	GAS	848.32	4" STEEL, NO CONFLICT
* ULO9A	35+91.20	RT-14.25	GAS	851.44	6" STEEL, CONFLICT (STORM REVISED)
* ULO9B	35+91.20	RT-14.25	GAS	851.57	6" STEEL, CONFLICT (STORM REVISED)
* ULO9C	35+91.20	RT-14.25	ELECTRIC	848.61	4" PVC, NO CONFLICT
* ULO10	35+77.80	RT-13.75	GAS	848.81	6" STEEL, NO CONFLICT
* ULO11	35+65.65	LT-0.25	ELECTRIC DUCT	847.23	NO CONFLICT

## STANDARD NOTES:

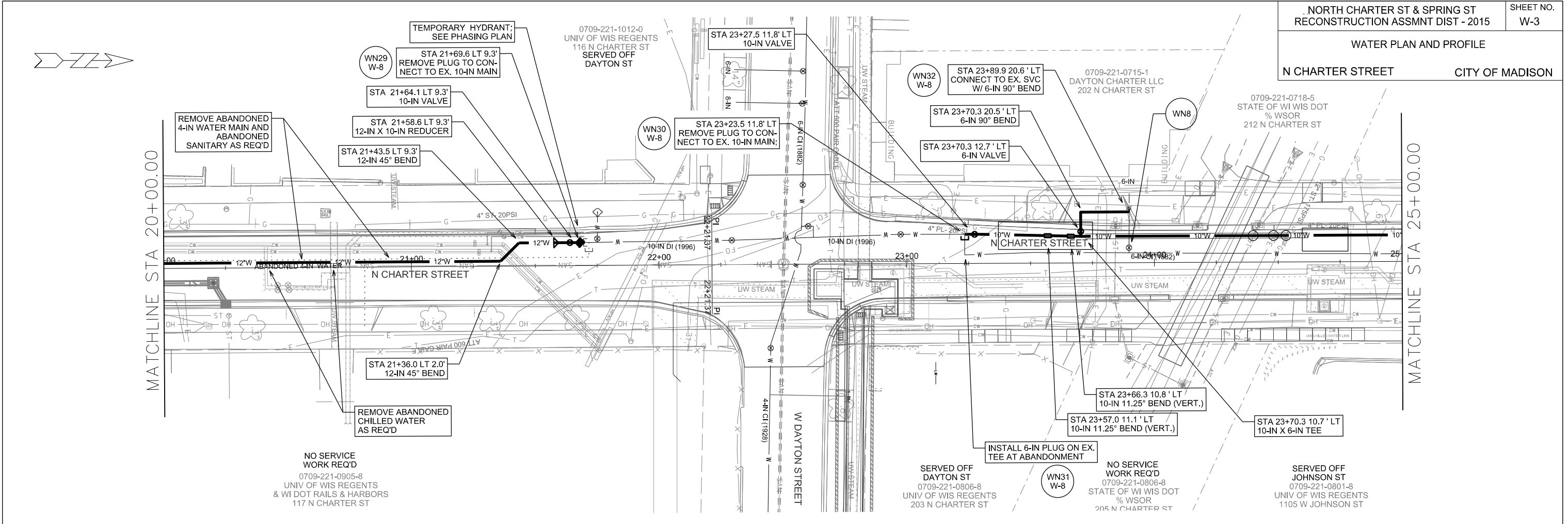
- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = UNDERDRAIN
- 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 KYLE OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO KFRANK@CITYOFMADISON.COM.





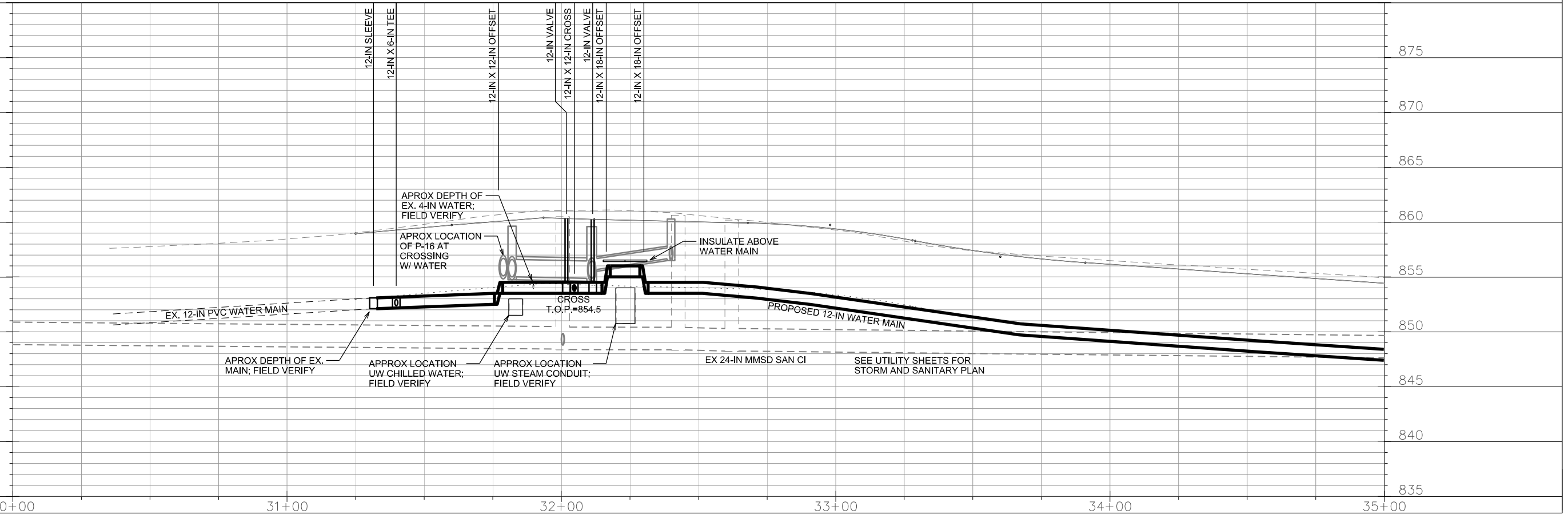
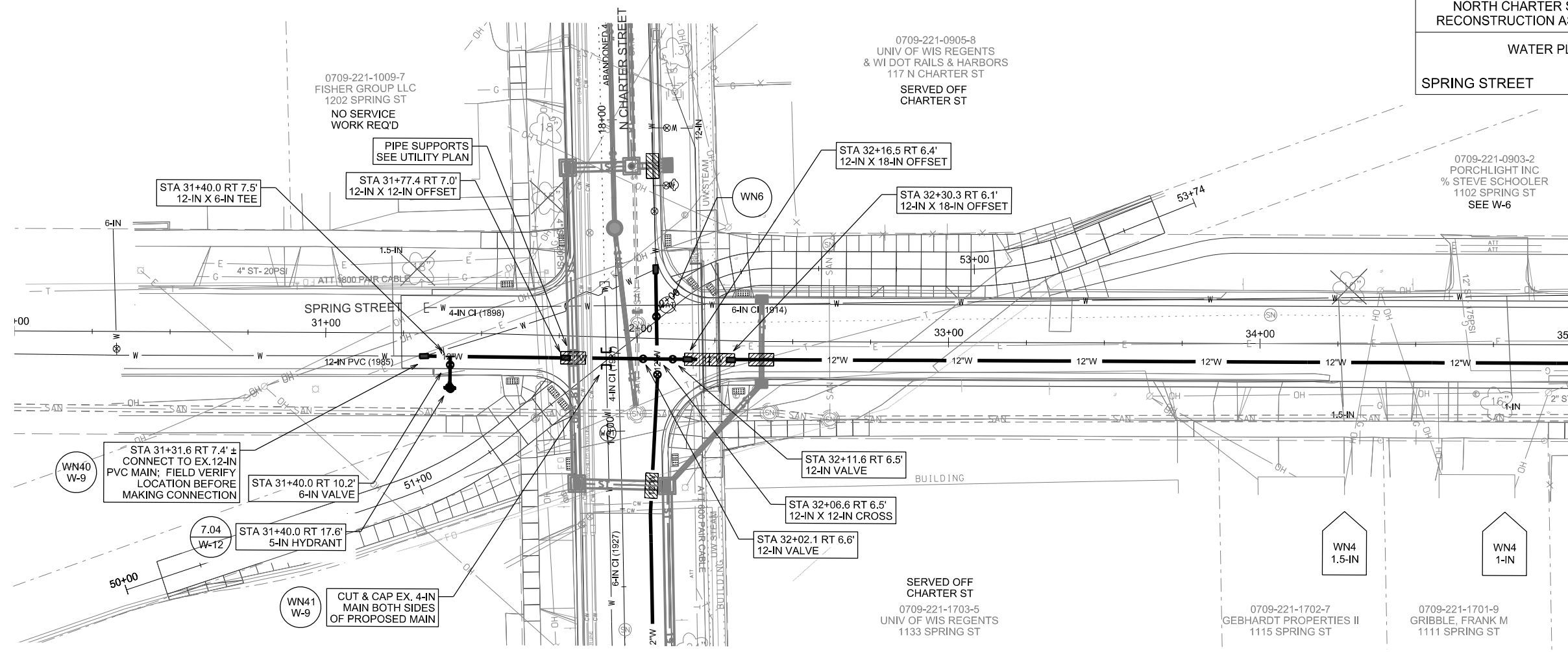
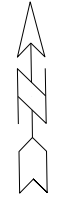
PLOT SCALE:  
 PLOT NAME:  
 REV. DATE:  
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION





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





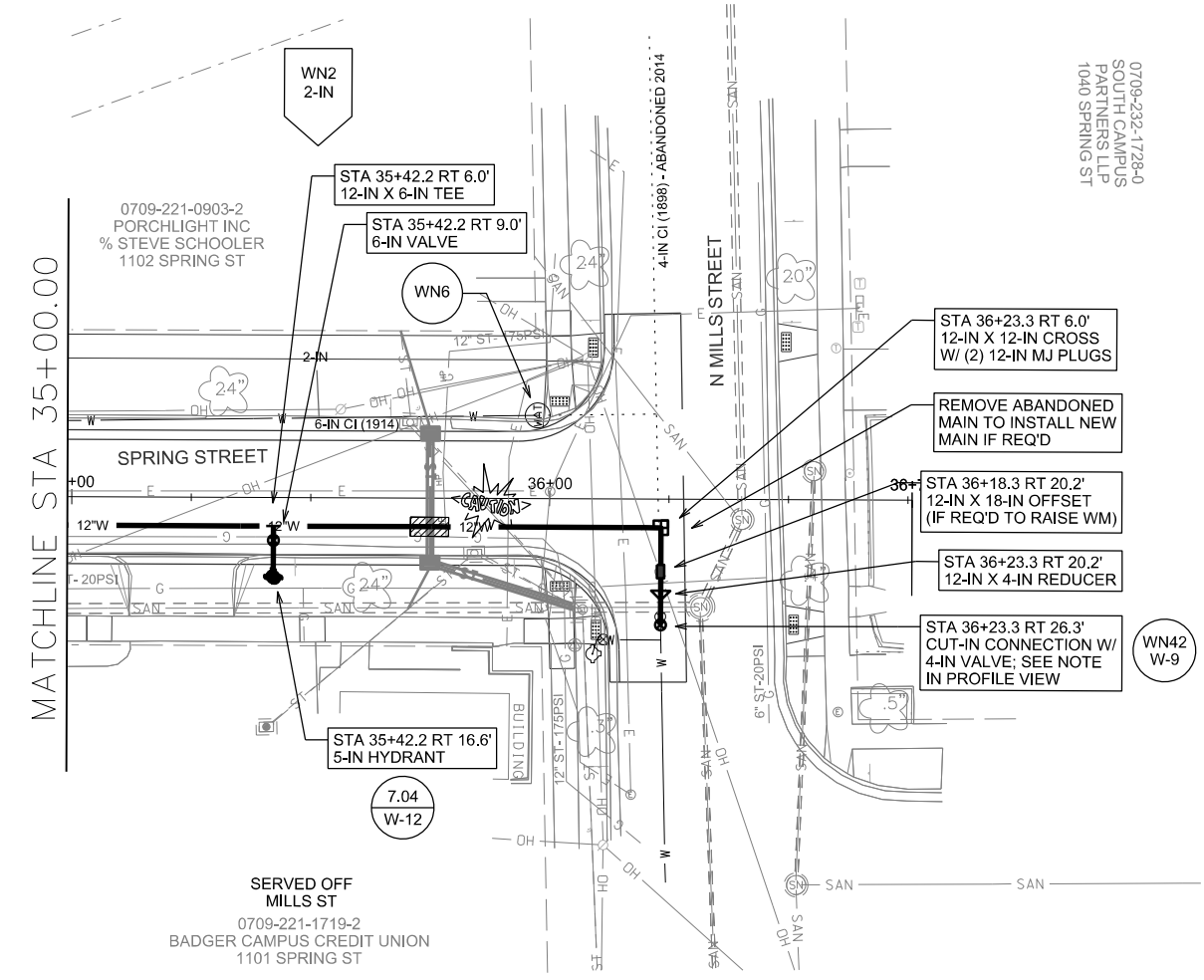
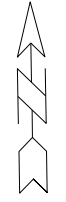
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REV. DATE:

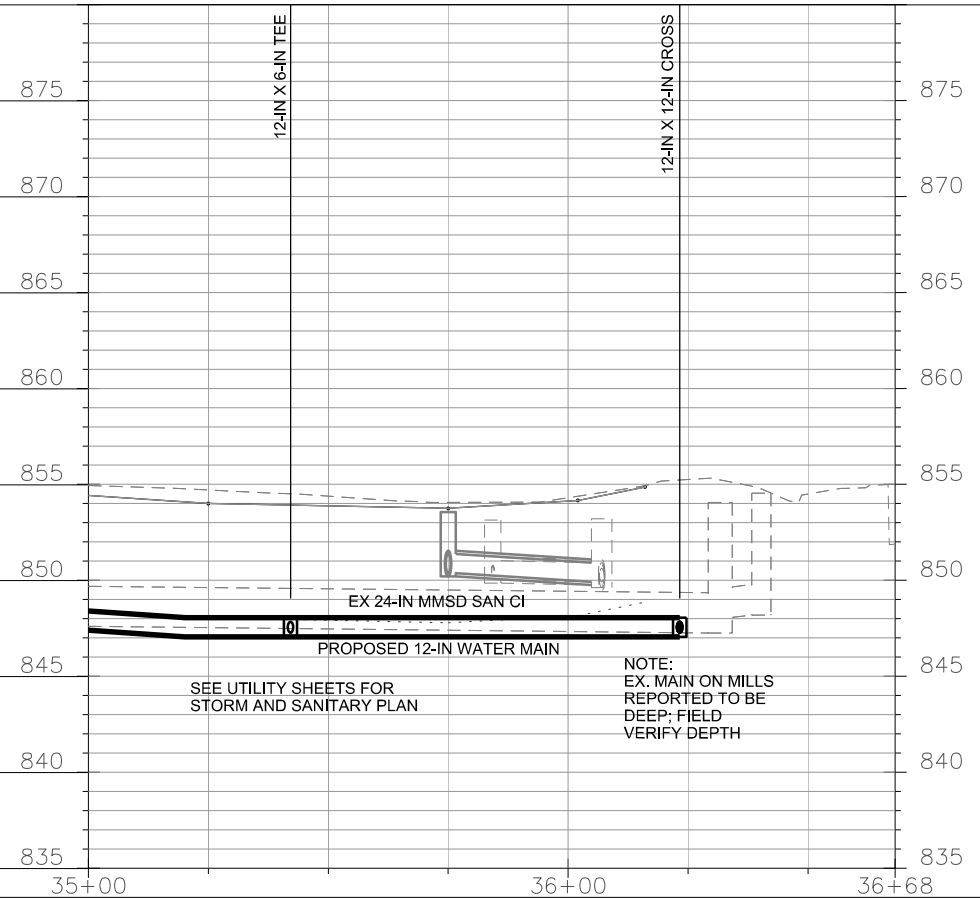
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

0709-221-1728-0  
SOUTH CAMPUS  
PARTNERS LLP  
1040 SPRING ST



MATCHLINE STA 35+00.00

SERVED OFF  
MILLS ST  
0709-221-1719-2  
BADGER CAMPUS CREDIT UNION  
1101 SPRING ST



SEE UTILITY SHEETS FOR  
STORM AND SANITARY PLAN

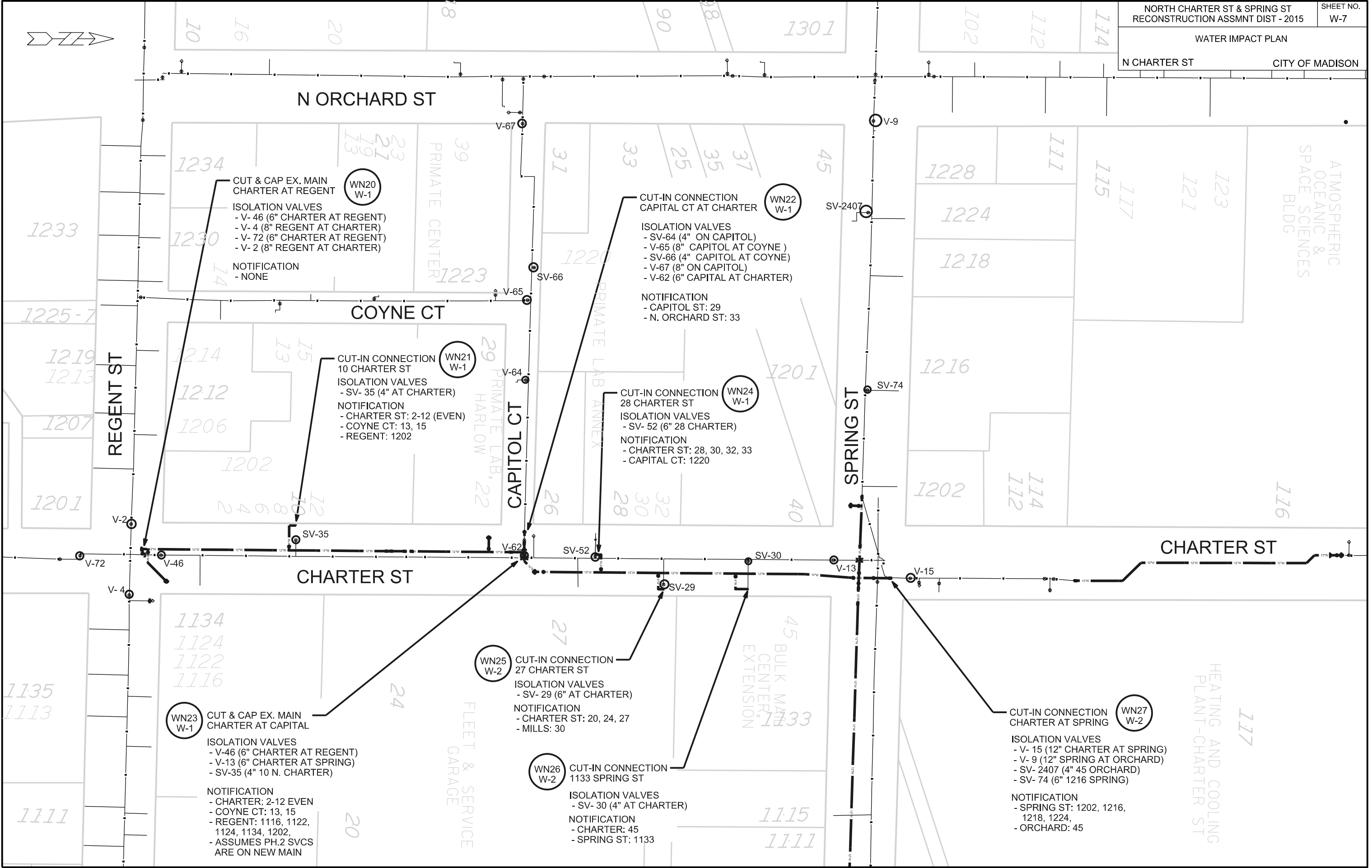
NOTE:  
EX. MAIN ON MILLS  
REPORTED TO BE  
DEEP; FIELD  
VERIFY DEPTH

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**WN20**  
W-1

CUT & CAP EX. MAIN  
CHARTER AT REGENT

ISOLATION VALVES  
- V- 46 (6" CHARTER AT REGENT)  
- V- 4 (8" REGENT AT CHARTER)  
- V- 72 (6" CHARTER AT REGENT)  
- V- 2 (8" REGENT AT CHARTER)

NOTIFICATION  
- NONE

**WN22**  
W-1

CUT-IN CONNECTION  
CAPITAL CT AT CHARTER

ISOLATION VALVES  
- SV-64 (4" ON CAPITOL)  
- V-65 (8" CAPITOL AT COYNE )  
- SV-66 (4" CAPITOL AT COYNE)  
- V-67 (8" ON CAPITOL)  
- V-62 (6" CAPITAL AT CHARTER)

NOTIFICATION  
- CAPITOL ST: 29  
- N. ORCHARD ST: 33

**WN21**  
W-1

CUT-IN CONNECTION  
10 CHARTER ST

ISOLATION VALVES  
- SV- 35 (4" AT CHARTER)

NOTIFICATION  
- CHARTER ST: 2-12 (EVEN)  
- COYNE CT: 13, 15  
- REGENT: 1202

**WN24**  
W-1

CUT-IN CONNECTION  
28 CHARTER ST

ISOLATION VALVES  
- SV- 52 (6" 28 CHARTER)

NOTIFICATION  
- CHARTER ST: 28, 30, 32, 33  
- CAPITAL CT: 1220

**WN23**  
W-1

CUT & CAP EX. MAIN  
CHARTER AT CAPITAL

ISOLATION VALVES  
- V-46 (6" CHARTER AT REGENT)  
- V-13 (6" CHARTER AT SPRING)  
- SV-35 (4" 10 N. CHARTER)

NOTIFICATION  
- CHARTER: 2-12 EVEN  
- COYNE CT: 13, 15  
- REGENT: 1116, 1122,  
1124, 1134, 1202,  
- ASSUMES PH.2 SVCS  
ARE ON NEW MAIN

**WN25**  
W-2

CUT-IN CONNECTION  
27 CHARTER ST

ISOLATION VALVES  
- SV- 29 (6" AT CHARTER)

NOTIFICATION  
- CHARTER ST: 20, 24, 27  
- MILLS: 30

**WN26**  
W-2

CUT-IN CONNECTION  
1133 SPRING ST

ISOLATION VALVES  
- SV- 30 (4" AT CHARTER)

NOTIFICATION  
- CHARTER: 45  
- SPRING ST: 1133

**WN27**  
W-2

CUT-IN CONNECTION  
CHARTER AT SPRING

ISOLATION VALVES  
- V- 15 (12" CHARTER AT SPRING)  
- V- 9 (12" SPRING AT ORCHARD)  
- SV- 2407 (4" 45 ORCHARD)  
- SV- 74 (6" 1216 SPRING)

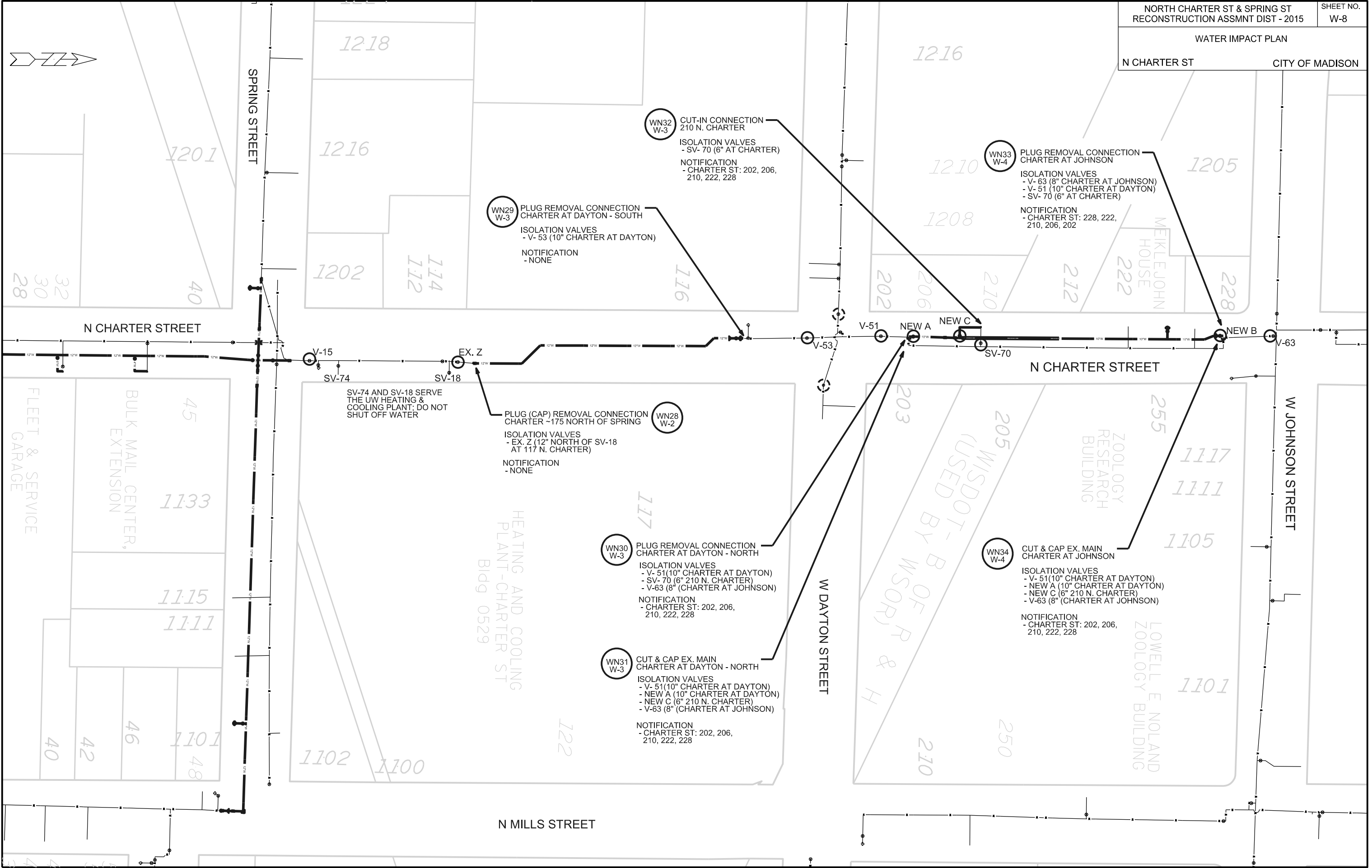
NOTIFICATION  
- SPRING ST: 1202, 1216,  
1218, 1224,  
- ORCHARD: 45

PLOT SCALE:

PLOT NAME:

REV. DATE:

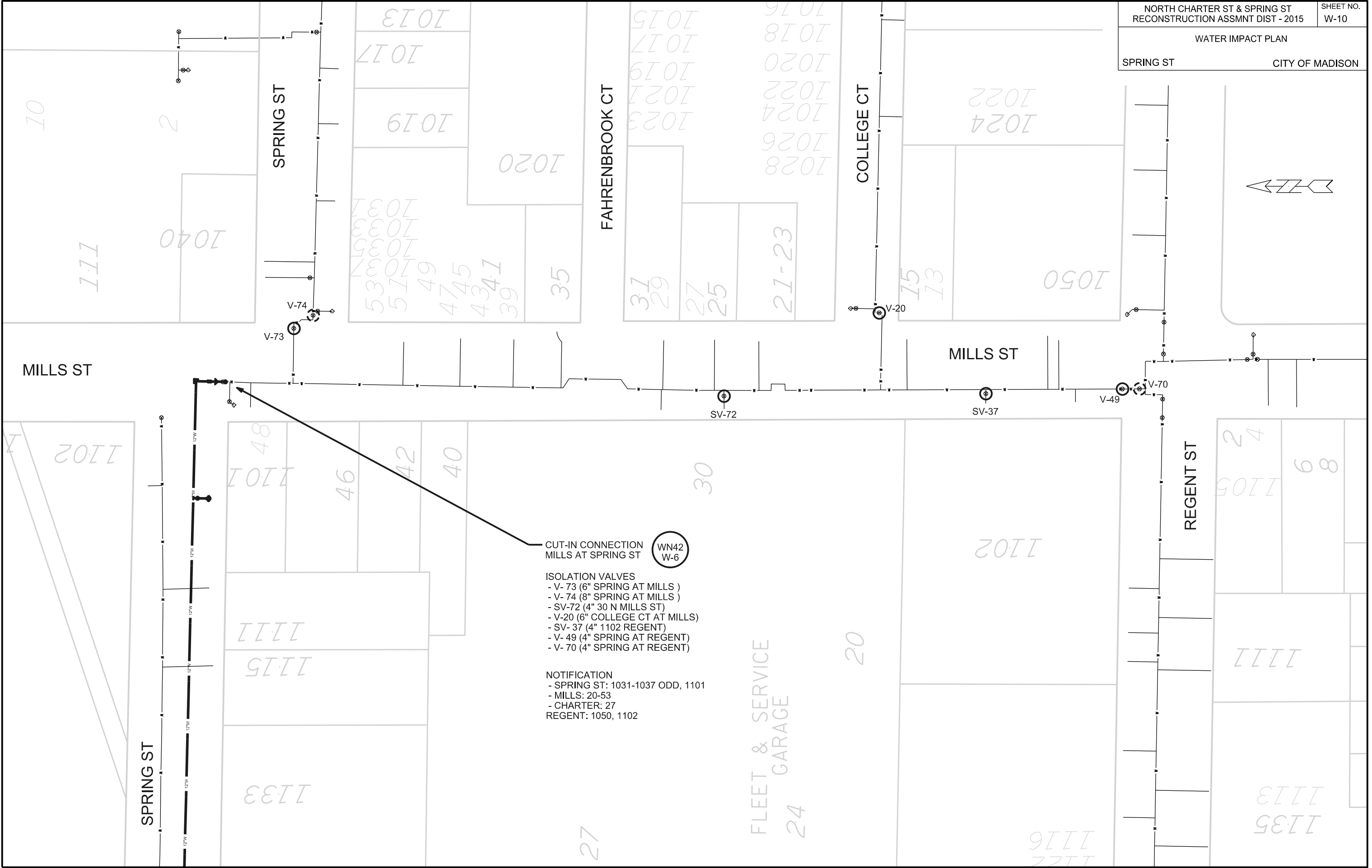
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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







CUT-IN CONNECTION  
MILLS AT SPRING ST

ISOLATION VALVES

- V- 73 (6" SPRING AT MILLS )
- V- 74 (8" SPRING AT MILLS )
- SV-72 (4" 30 N MILLS ST)
- V-20 (6" COLLEGE CT AT MILLS)
- SV- 37 (4" 1102 REGENT)
- V- 49 (4" SPRING AT REGENT)
- V- 70 (4" SPRING AT REGENT)

NOTIFICATION

- SPRING ST: 1031-1037 ODD, 1101
- MILLS: 20-53
- CHARTER: 27
- REGENT: 1050, 1102

PLOT SCALE:

PLOT NAME:

REV. DATE:

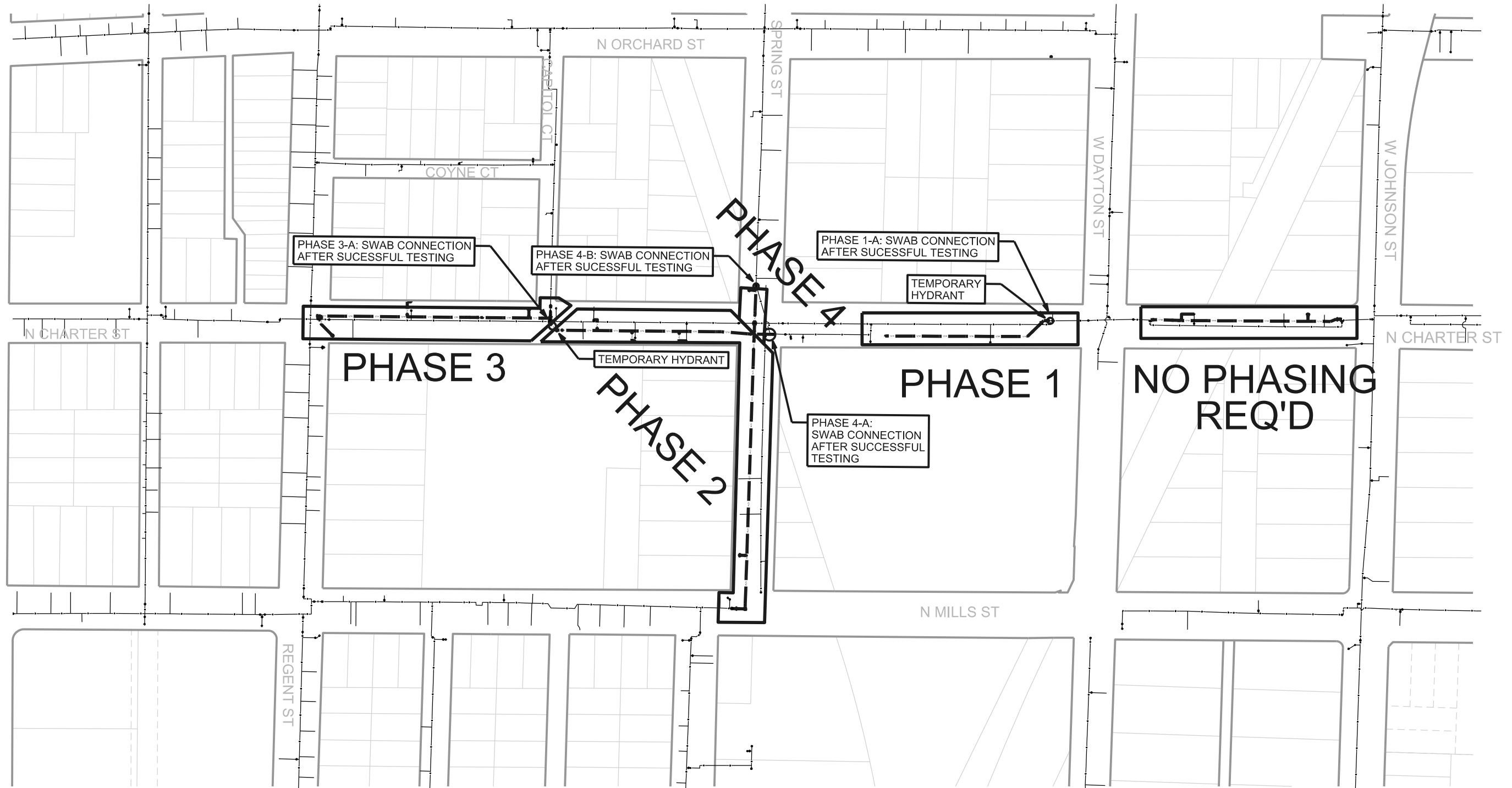
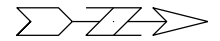
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PHASING PLAN

CHARTER & SPRING

CITY OF MADISON

NOTE:  
- PHASE 1 AND PHASE 2 MAINS MUST BE IN SERVICE AND LATERALS TRANSFERRED TO THE NEW MAIN BEFORE ANY EXISTING 6-IN WATER MAIN ON CHARTER STREET IS ABANDONED  
- ALTERNATE PHASING PLANS MUST BE APPROVED BY THE WATER UTILITY INSPECTOR PRIOR TO WATER MAIN INSTALLATION



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

**CONSTRUCTION NOTES:**

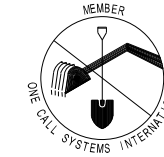
1. CONSTRUCT NEW WATER MAIN 6.0' BELOW FINISHED GRADE, UNLESS OTHERWISE NOTED. INSULATE MAIN WITH POLYSTYRENE BOARD AT UTILITY CROSSINGS OR OTHER AREAS IDENTIFIED BY ENGINEER AS HAVING INADEQUATE COVER.
2. VERIFY SIZE OF EXISTING WATER SERVICES AND RECONNECT SERVICES AS INDICATED.
3. MINIMIZE DISRUPTION OF SERVICE TO EXISTING CUSTOMERS. NOTIFY PER CONTRACT REQUIREMENTS OF ANY PLANNED WATER OUTAGE.
4. THE EXISTING UTILITIES SHOWN ON THIS PLAN REPRESENT THE BEST INFORMATION AVAILABLE TO THE WATER UTILITY AT THE TIME OF PLAN PREPARATION. CONTRACTOR IS RESPONSIBLE FOR HAVING EACH UTILITY LOCATED PRIOR TO COMMENCING WORK.

- WN1 REPLACE THE EXISTING LEAD SERVICE WITH A NEW COPPER SERVICE.
- WN2 EXTEND AND RECONNECT THE EXISTING COPPER SERVICE TO THE NEW WATER MAIN.
- WN3 EXISTING SERVICE TO BE ABANDONED WHEN THE WATER MAIN IS CUT OFF.
- WN4 DISCONNECT FROM THE OLD WATER MAIN AND RECONNECT THE EXISTING COPPER WATER SERVICE LATERAL TO THE NEW WATER MAIN.
- WN5 RELOCATE THE EXISTING FIRE HYDRANT.
- WN6 ABANDON WATER VALVE ACCESS STRUCTURE.
- WN7 FURNISH AND INSTALL THE NEW TOP SECTION FOR THE WATER ACCESS STRUCTURE.
- WN8 ABANDON THE VALVE BOX.
- WN9 FURNISH THE DITCH, COMPACTION, AND ALL MATERIALS AND LABOR FOR THE INSTALLATION OF NEW SERVICE LATERAL.
- WN10 REMOVE AND SALVAGE EXISTING HYDRANT
- WN11 REPLACE THE EXISTING COPPER SERVICE WITH A COPPER SERVICE
- WN20+ SEE WATER IMPACT PLAN FOR CONNECTION POINT ISOLATION AND WATER SHUT-OFF NOTIFICATION INFORMATION

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

CALL DIGGERS HOTLINE  
TOLL FREE  
811 OR 1-800-242-8511  
FAX-A-LOCATE 1-800-338-3880  
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

WIS. STATUTE 182.0175 (1974)  
REQUIRES MIN. OF 3 WORK DAYS  
NOTICE BEFORE YOU EXCAVATE.



**ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:**

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

- |  |                           |
|--|---------------------------|
| 70-FT - 4-IN PIPE                                    | 2 - 10-IN X 6-IN TEE      |
| 180-FT - 6-IN PIPE                                   | 2 - 12-IN X 4-IN TEE      |
| 40-FT - 8-IN PIPE                                    | 7 - 12-IN X 6-IN TEE      |
| 440-FT - 10-IN PIPE                                  | 1 - 12-IN X 12-IN TEE     |
| 1480-FT - 12-IN PIPE                                 | 2 - 12-IN X 12-IN CROSS   |
| 2550-FT - POLYWRAP                                   | 1 - 10-IN X 8-IN REDUCER  |
| 3 - 4-IN VALVE & BOX                                 | 1 - 12-IN X 4-IN REDUCER  |
| 8 - 6-IN VALVE & BOX                                 | 1 - 12-IN X 8-IN REDUCER  |
| 2 - 8-IN VALVE & BOX                                 | 1 - 12-IN X 10-IN REDUCER |
| 2 - 10-IN VALVE & BOX                                | 1 - 8-IN X 18-IN OFFSET   |
| 6 - 12-IN VALVE & BOX                                | 2 - 12-IN X 12-IN OFFSET  |
| 4 - 4-IN 90° BEND                                    | 3 - 12-IN X 18-IN OFFSET  |
| 6 - 6-IN 90° BEND                                    | 3 - 6-IN MJ PLUG          |
| 1 - 6-IN 45° BEND                                    | 3 - 12-IN MJ PLUG         |
| 10 - 12-IN 45° BEND                                  | 6 - 6-IN MJ CAP           |
| 2 - 10-IN 22.5° BEND                                 | 1 - 12-IN MJ CAP          |
| 2 - 10-IN 11.25° BEND                                |                           |
| 5 - 5-IN HYDRANT                                     |                           |
| 152-FT - 2-IN STYROFOAM INSULATION                   |                           |
| COPPER SERVICE TUBING/COUPLINGS (AS REQUIRED)        |                           |
| HYDRANT OR VALVE BOX RISERS/EXTENSIONS (AS REQUIRED) |                           |

**ESTIMATE OF MATERIALS SUPPLIED BY CITY:**

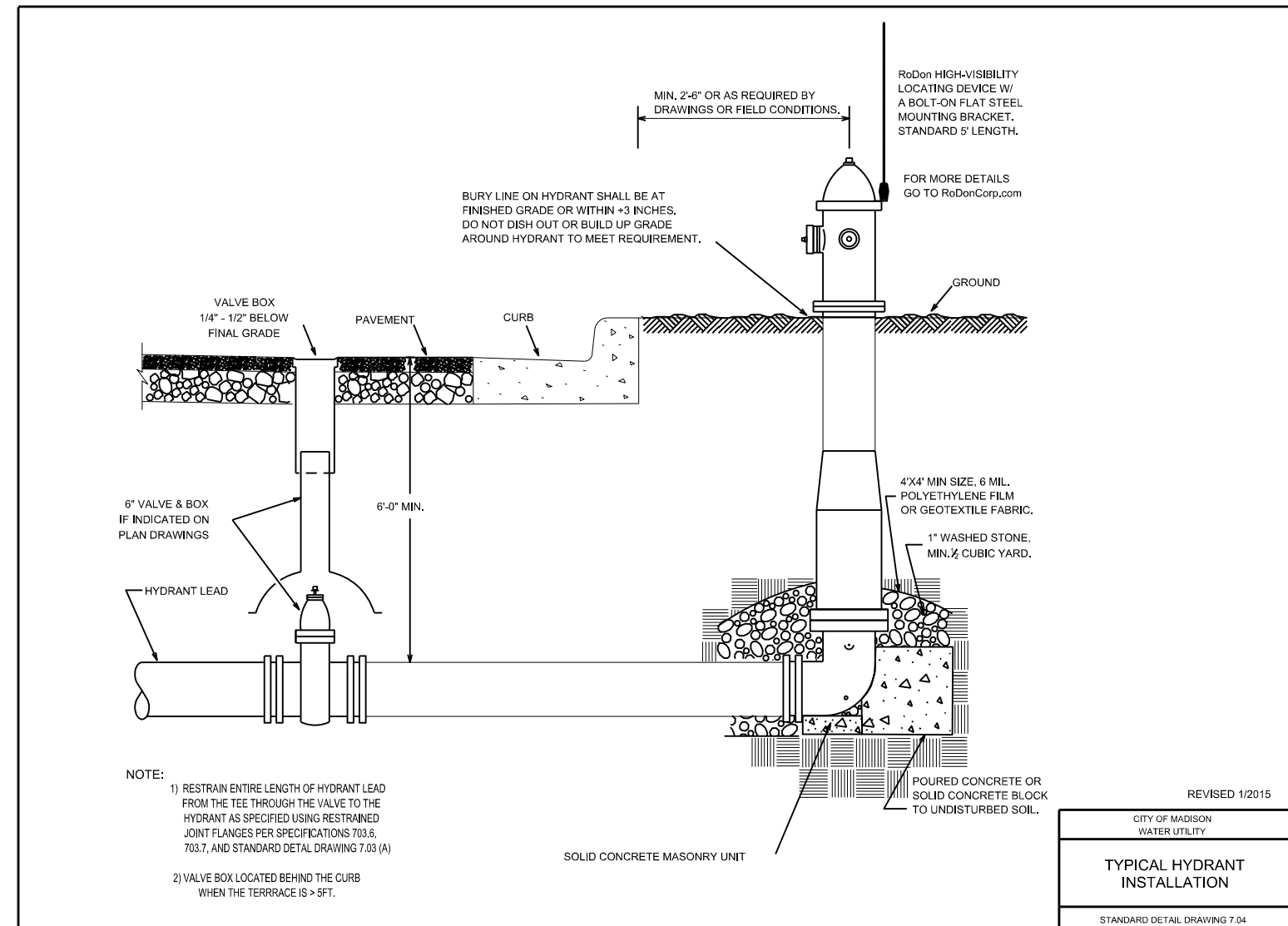
\* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.

- 1 - 6-IN TAPPING VALVE
- 1 - 6-IN X 6-IN TAPPING SLEEVE

**ESTIMATE OF MATERIALS SALVAGED:**

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

NONE



REVISED 1/2015

CITY OF MADISON  
WATER UTILITY

TYPICAL HYDRANT  
INSTALLATION

STANDARD DETAIL DRAWING 7.04

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER MAIN CASING SPACERS DETAIL

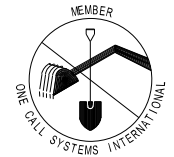
CHARTER & SPRING

CITY OF MADISON

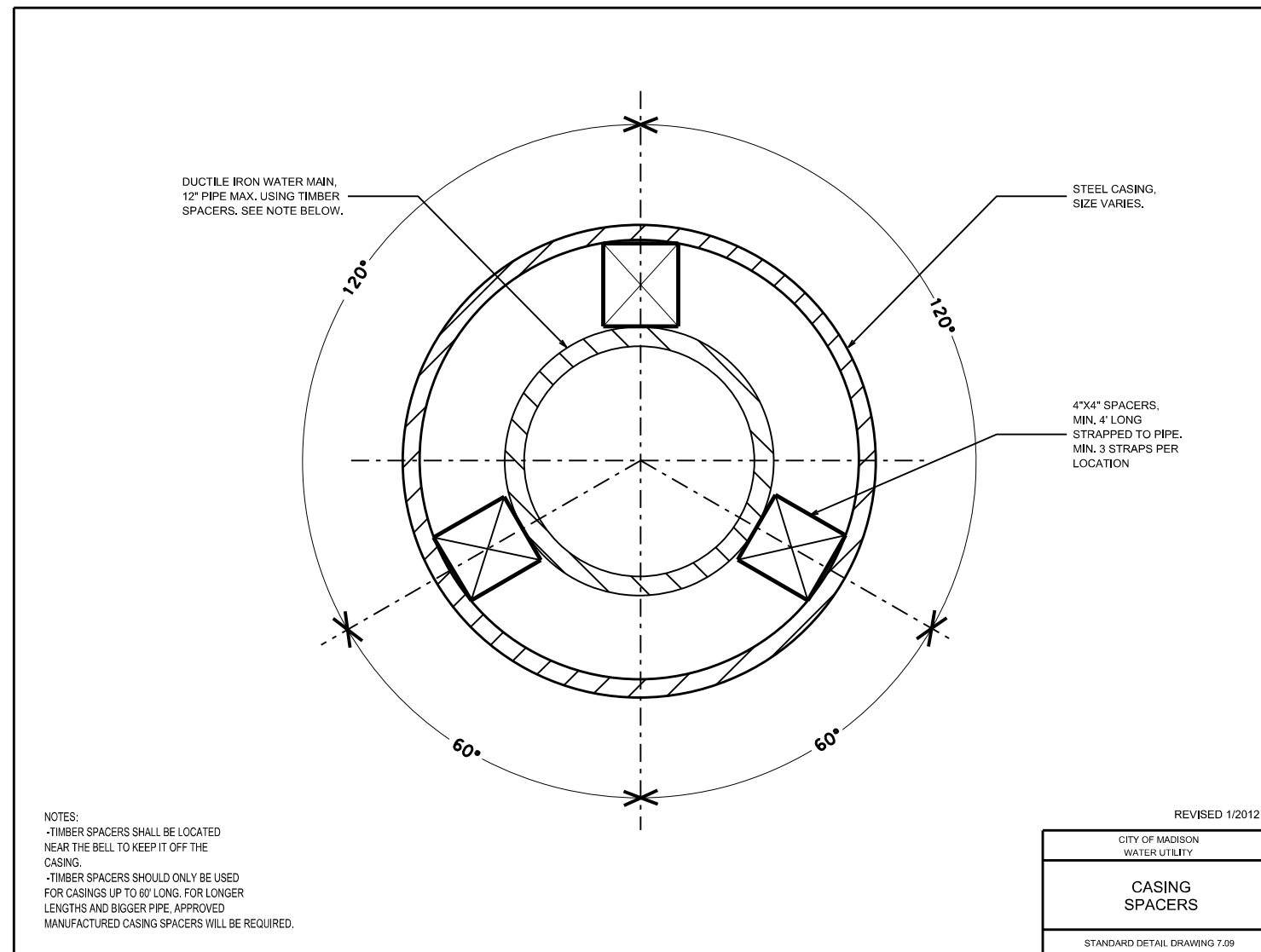
TO OBTAIN LOCATION OF  
PARTICIPANTS' UNDERGROUND  
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TDD (FOR HEARING IMPAIRED) 1-800-542-2289

WIS. STATUTE 182.0175 (1974)  
REQUIRES MIN. OF 3 WORK DAYS  
NOTICE BEFORE YOU EXCAVATE.



DISCLAIMER NOTE:  
UTILITY LOCATIONS SHOWN ARE APPROXIMATE  
ONLY. IT SHALL BE THE CONTRACTOR'S  
RESPONSIBILITY TO DETERMINE THE EXACT  
HORIZONTAL AND VERTICAL LOCATION OF ALL  
EXISTING UNDERGROUND AND OVERHEAD  
UTILITIES PRIOR TO COMMENCING WORK.



1 - 12-IN VALVE

PLOT SCALE:

PLOT NAME:

REV. DATE:

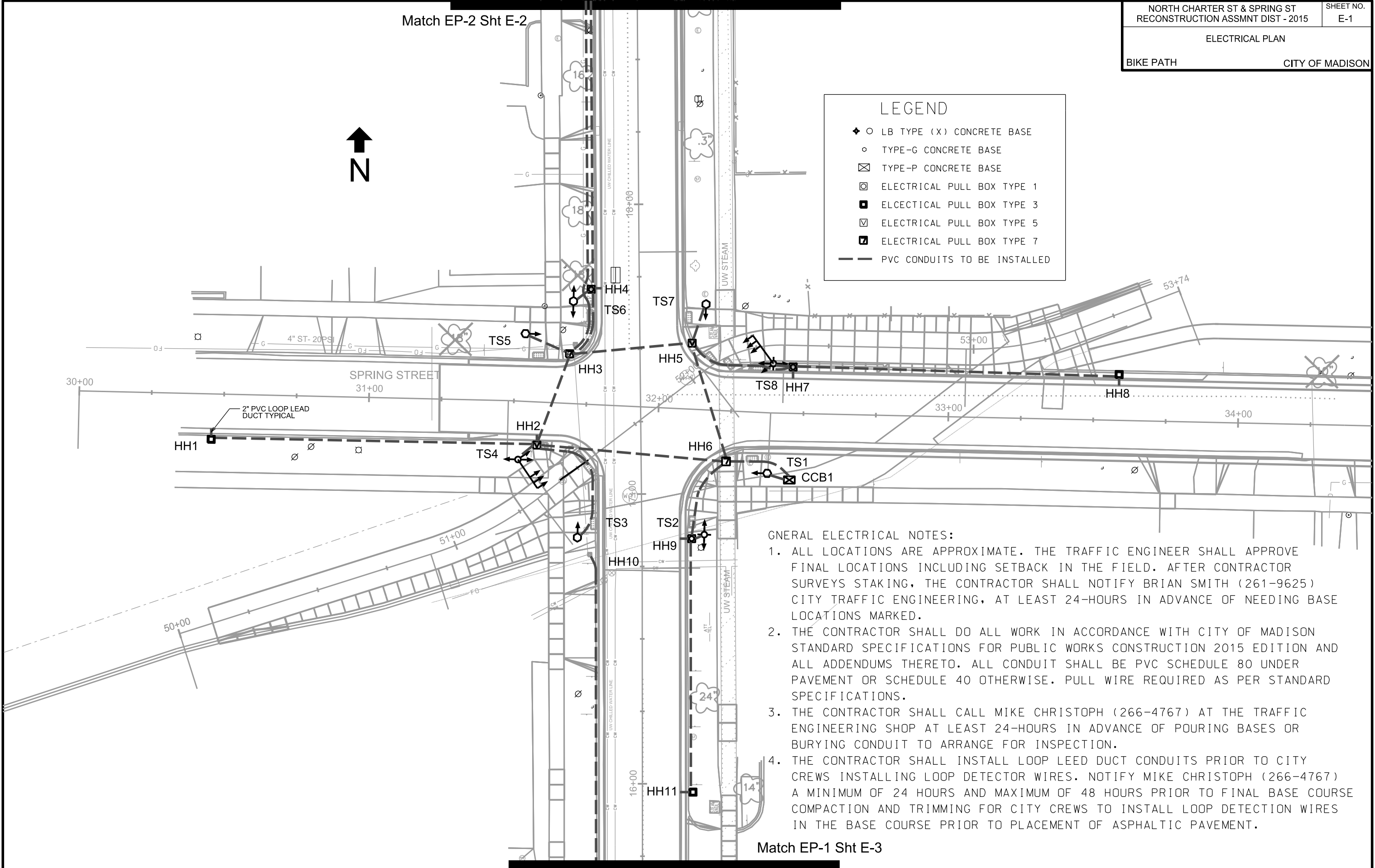
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

Match EP-2 Sht E-2



**LEGEND**

- ◆ ○ LB TYPE (X) CONCRETE BASE
- TYPE-G CONCRETE BASE
- ⊠ TYPE-P CONCRETE BASE
- ⊞ ELECTRICAL PULL BOX TYPE 1
- ⊞ ELECTRICAL PULL BOX TYPE 3
- ⊞ ELECTRICAL PULL BOX TYPE 5
- ⊞ ELECTRICAL PULL BOX TYPE 7
- PVC CONDUITS TO BE INSTALLED

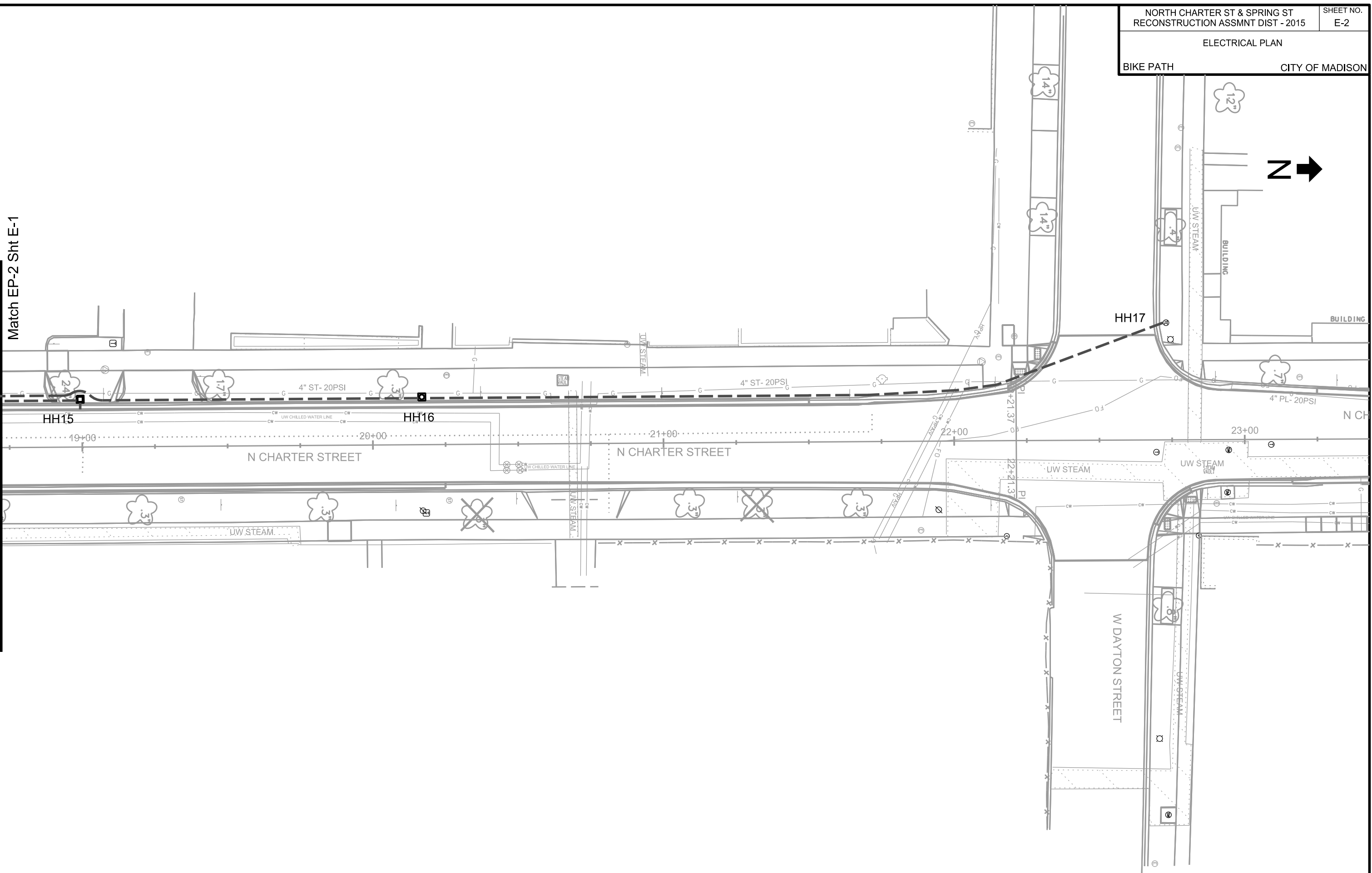


**GENERAL ELECTRICAL NOTES:**

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 BRIAN SMITH (261-9625) CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING BASE LOCATIONS MARKED.
2. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION 2015 EDITION AND ALL ADDENDUMS THERETO. ALL CONDUIT SHALL BE PVC SCHEDULE 80 UNDER PAVEMENT OR SCHEDULE 40 OTHERWISE. PULL WIRE REQUIRED AS PER STANDARD SPECIFICATIONS.
3. THE CONTRACTOR SHALL CALL MIKE CHRISTOPH (266-4767) AT THE TRAFFIC ENGINEERING SHOP AT LEAST 24-HOURS IN ADVANCE OF POURING BASES OR BURYING CONDUIT TO ARRANGE FOR INSPECTION.
4. THE CONTRACTOR SHALL INSTALL LOOP LEED DUCT CONDUITS PRIOR TO CITY CREWS INSTALLING LOOP DETECTOR WIRES. NOTIFY MIKE CHRISTOPH (266-4767) A MINIMUM OF 24 HOURS AND MAXIMUM OF 48 HOURS PRIOR TO FINAL BASE COURSE COMPACTION AND TRIMMING FOR CITY CREWS TO INSTALL LOOP DETECTION WIRES IN THE BASE COURSE PRIOR TO PLACEMENT OF ASPHALTIC PAVEMENT.

Match EP-1 Sht E-3

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



Match EP-2 Sht E-1

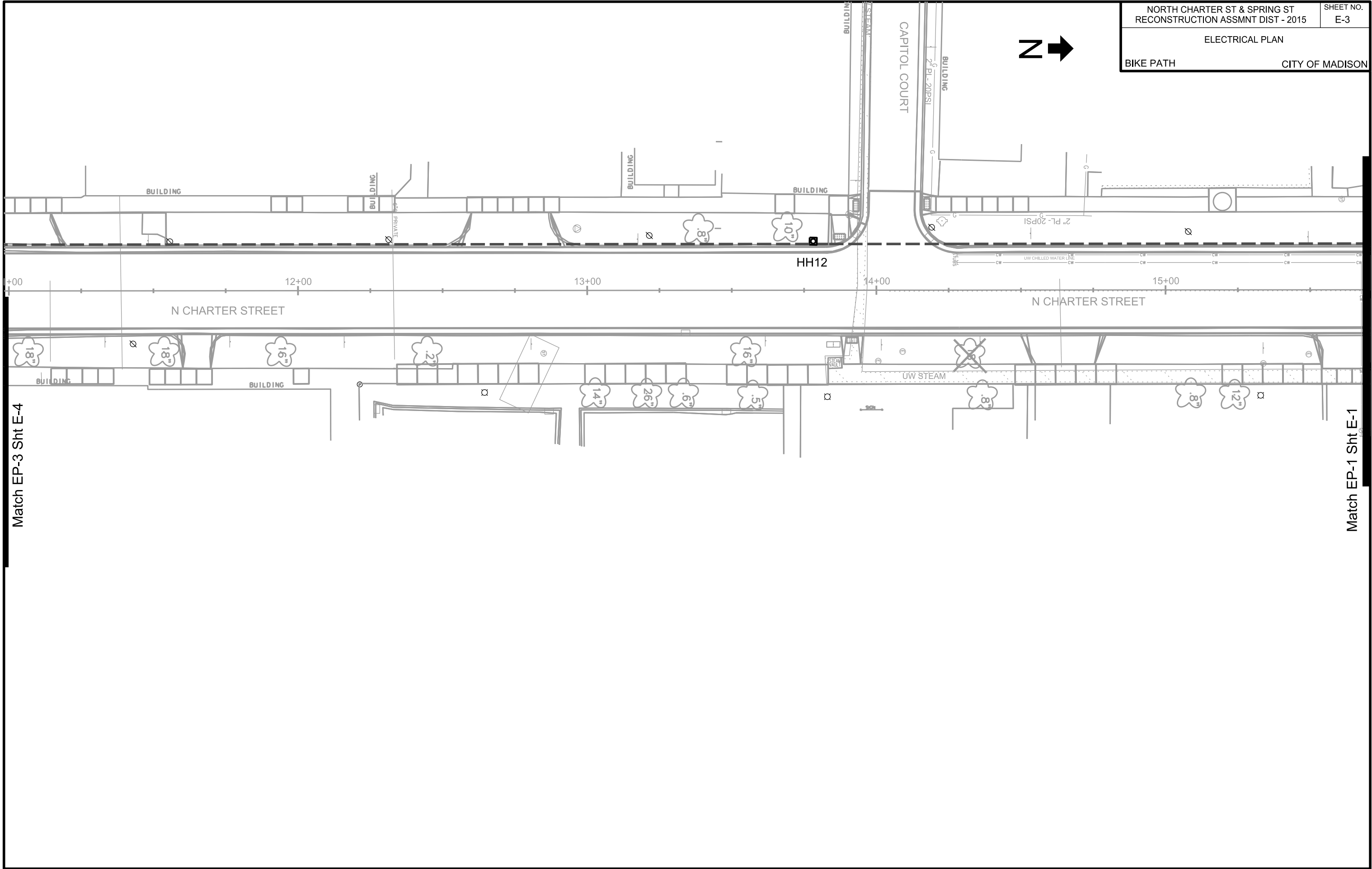
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





PLOT SCALE:

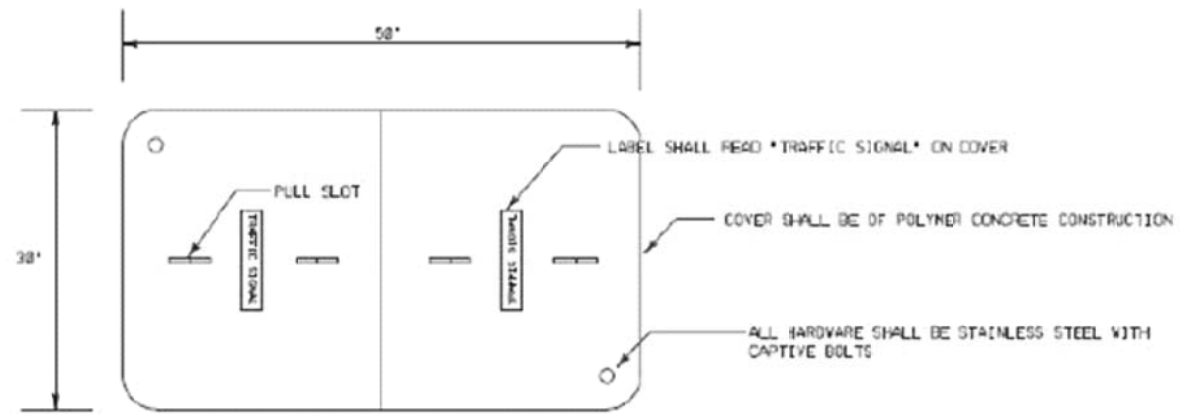
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REV. DATE:

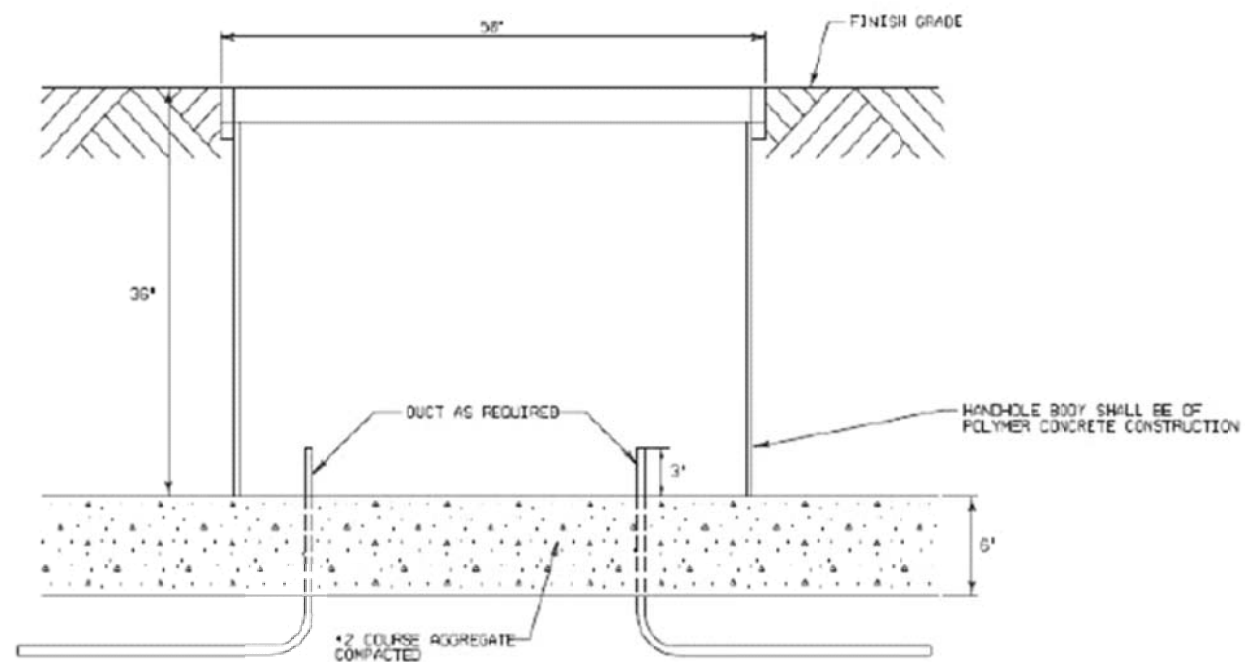
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

Match EP-3 Sht E-4

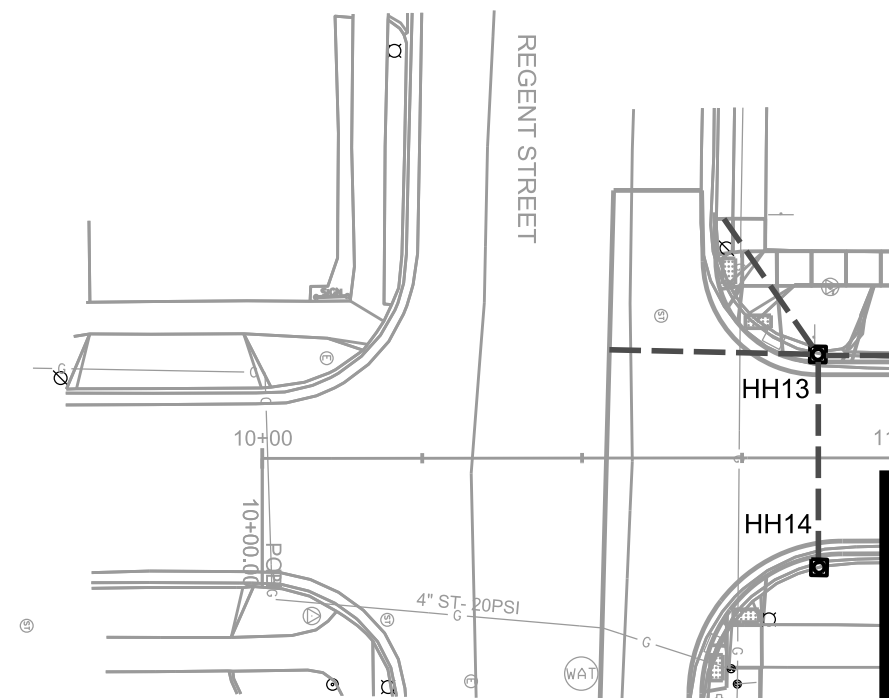
Match EP-1 Sht E-1



\*15,000 LBS MAXIMUM LOAD OVER A 10' X 10'  
TEST AREA RATING FOR COVER AND BOX



**ELECTRICAL PULLBOX TYPE 7**  
SCALE: NONE



Match EP-3 Sht E-3

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

CONCRETE BASES									
STRUCTURE	STATION	OFFSET	60411	60403	60407	60413	60408	COMMENTS	
			TYPE G EACH	TYPE LB-3 EACH	TYPE LB-8 EACH	TYPE P EACH	OFFSET EACH		
CCB1	32+45.62	23.01'RT	-	-	-	1	-	-	
TS1	32+37.93	20.89'RT	1	-	-	-	-	-	
TS2	16+85.77	21.53'RT	-	1	-	-	-	-	
TS3	16+85.22	22.25'LT	1	-	-	-	-	-	
TS4	31+52.33	20.14'RT	-	-	1	-	-	-	11" BOLT CIRCLE
TS5	31+52.90	23.36'LT	-	-	1	-	-	-	
TS6	17+66.78	22.77'LT	1	-	-	-	-	-	
TS7	17+65.27	22.95'RT	1	-	-	-	-	-	
TS8	32+39.00	17.01'LT	-	-	1	-	-	-	11" BOLT CIRCLE
UNDISTRIBUTED			-	-	-	-	2	-	
<b>TOTAL</b>			4	1	3	1	2		

ELECTRICAL HANDHOLES								
STRUCTURE	STATION	OFFSET	60702	60704	60706	90100	Comments	
			TYPE 1 EACH	TYPE 3 EACH	TYPE 5 EACH	TYPE 7 EACH		
HH1	30+45.97	15.67'RT	-	1	-	-	-	
HH2	31+58.62	14.86'RT	-	-	1	-	-	
HH3	31+68.41	17.14'LT	-	-	-	1	-	
HH4	17+70.86	16.63'LT	1	-	-	-	-	
HH5	17+51.89	18.02'RT	-	-	1	-	-	
HH6	32+24.09	17.43'RT	-	-	-	1	-	
HH7	32+46.09	16.01'LT	1	-	-	-	-	
HH8	33+58.62	15.83'LT	-	1	-	-	-	
HH9	16+84.43	17.18'RT	1	-	-	-	-	
HH10	16+79.29	18.05'LT	-	-	-	-	-	EXISTING
HH11	15+96.92	17.45'RT	-	1	-	-	-	
HH12	13+78.17	16.97'LT	1	-	-	-	-	
HH13	10+86.86	16.18'LT	1	-	-	-	-	
HH14	10+87.00	17.10'RT	1	-	-	-	-	
HH15	18+99.35	16.43'LT	-	1	-	-	-	
HH16	20+16.17	16.40'LT	1	-	-	-	-	
HH17	22+73.08	40.33'LT	-	-	-	-	-	EXISTING
<b>TOTAL</b>			7	4	2	2		

		CONDUIT					ELECTRICAL TRENCH	
FROM	TO	60234	60232	60224	60222	60241	COMMENT	
		SCHEDULE 40		SCHEDULE 80				
		1.25" (LF)	2" (LF)	3" (LF)	3" (LF)	(LF)		
HH17	HH16	-	-	210	50	260	1-3"	
HH16	HH3	-	-	177	95	272	1-3"	
HH15	HH4	129	-	-	-	-	1-1 1/4"	
HH4	HH3	-	26	-	-	-	1-2"	
HH4	TS6	-	7	-	-	7	1-2"	
HH3	TS5	-	17	-	-	17	1-2"	
HH3	HH2	-	-	-	68	34	2-3"	
HH3	HH5	-	-	-	86	43	2-3"	
HH2	TS3	-	58	-	-	58	1-2"	
HH2	TS4	-	8	-	-	8	1-2"	
HH2	HH1	113	-	-	-	113	1-1 1/4"	
HH2	HH6	-	-	34	100	67	2-3"	
HH5	TS7	-	14	-	-	14	1-2"	
HH5	HH6	-	-	-	84	42	1-2"	
HH5	HH7	-	-	38	-	38	1-3"	
HH7	TS8	-	8	-	-	8	1-2"	
HH7	HH8	113	-	-	-	113	1-1 1/4"	
HH6	CCB1	-	-	75	-	25	3-3"	
HH6	HH9	-	-	32	-	32	1-3"	
HH9	TS2	-	5	-	-	5	1-2"	
HH9	HH11	88	-	-	-	88	1-3"	
HH10	HH12	-	-	226	75	301	1-3"	
HH12	HH13	-	-	221	70	291	1-3"	
HH13	S-LIMIT	-	-	-	33	33	1-3"	
HH13	W-LIMIT	-	-	27	-	27	1-3"	
HH13	HH14	-	-	-	34	34	1-3"	
<b>TOTALS</b>		443	143	1040	695	1930		

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



**LEGEND**

- DRUM DELINEATOR W/LIGHT
- DRUM DELINEATOR
- TYPE 3 BARRICADE
- TYPE 3 BARRICADE W/SIGN
- ELECTRONIC ARROWBOARD
- WORK ZONE

**LANE CLOSED**  
 R11-2(MOD) R3-1

**ROAD WORK AHEAD**  
 W20-1

REGENT STREET

N CHARTER STREET

N MILLS STREET

This single lane closure is only allowed between the hours of 7:00 a.m. and 4:00 p.m. on weekdays and any time on weekends.

PLOT SCALE:

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REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



**LEGEND**

- DRUM DELINEATOR W/LIGHT
- DRUM DELINEATOR
- TYPE 3 BARRICADE
- TYPE 3 BARRICADE W/SIGN
- ELECTRONIC ARROWBOARD
- WORK ZONE

N ORCHARD STREET

COYNE COURT

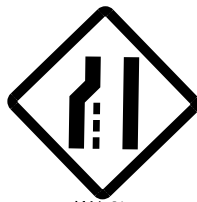
REGENT STREET

REGENT STREET

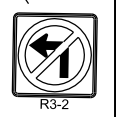
N CHARTER STREET

REMOVE PARKING THIS ENTIRE BLOCK

This double lane closure is only allowed between the hours of  
 8:30 a.m. and 4:00 p.m. on weekdays and anytime on weekends.



200'



PLOT SCALE:

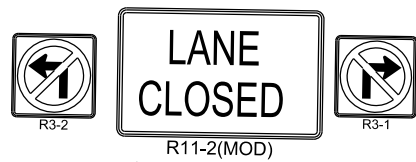
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REV. DATE:

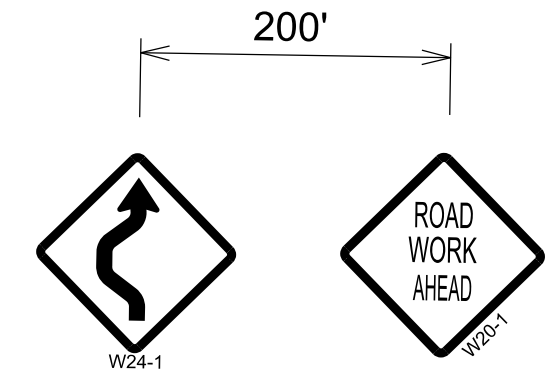
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



This double lane closure is only allowed between the hours of 8:30 a.m. and 4:00 p.m. on weekdays and anytime on weekends.



N MILLS STREET



REGENT STREET

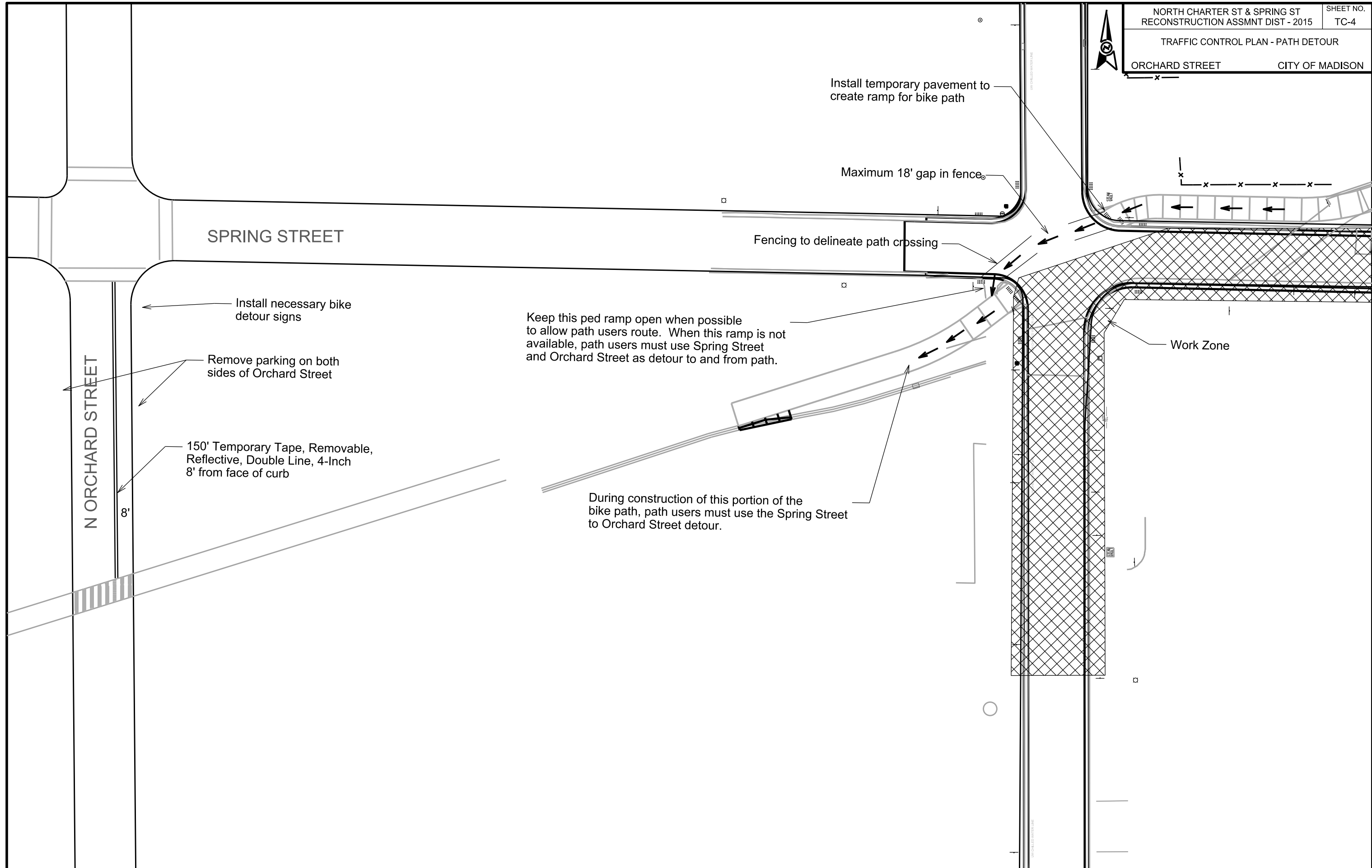
REMOVE PARKING THIS ENTIRE BLOCK

N CHARTER STREET



PLOT SCALE:  
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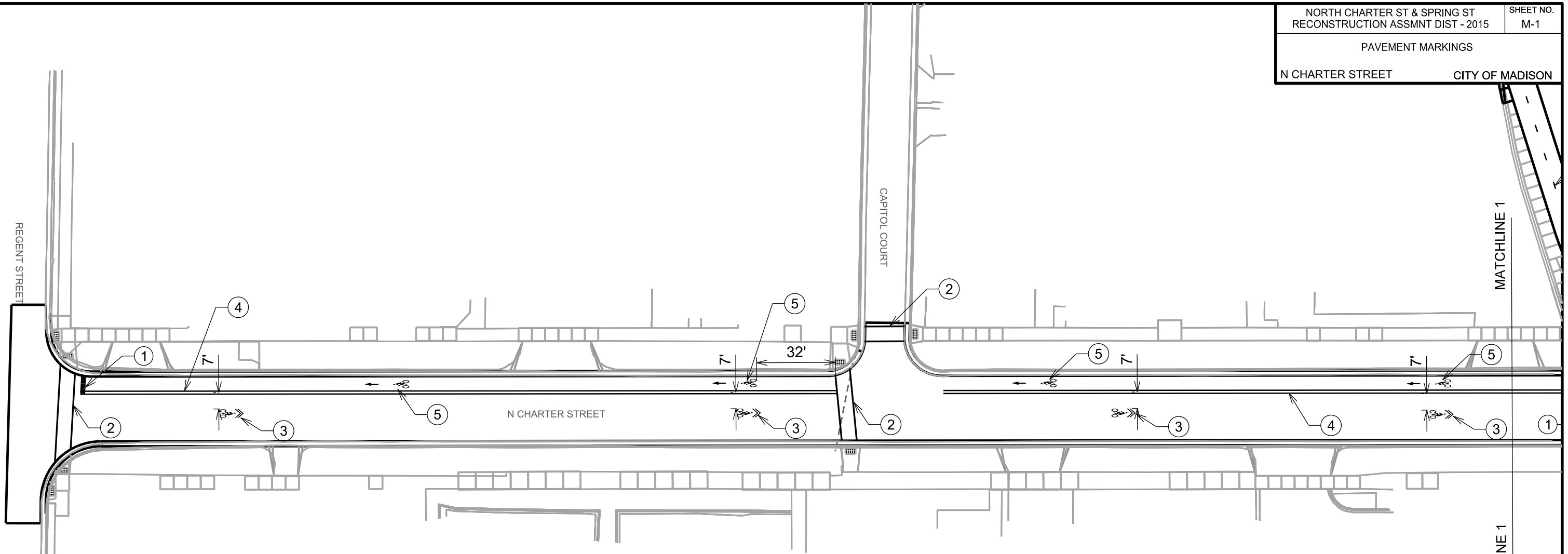


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



Callout	Bid Item	Description
1	60818	Pavement Marking Epoxy, 24-Inch, White, Stop Line
2	60812	Pavement Marking Epoxy, 6-Inch, White, Crosswalk
3	60822	Pavement Marking Epoxy, Symbol, Bike Sharrow
4	60801	Pavement Marking Epoxy, 4-Inch, Double Yellow
5	60826	Pavement Marking Epoxy, Symbol, Bike Lane & Straight Arrow
6	60802	Pavement Marking Epoxy, 6-Inch, Solid White
7	60835	Pavement Marking Epoxy, Symbol, Railroad Crossing
8	60800	Pavement Marking Epoxy, 4-Inch, Yellow Skips (3' Line, 9' Gap)
9	60816	Pavement Marking Epoxy, Continental Crosswalk, 18-Inch
10	60823	Pavement Marking Epoxy, Symbol, Bike Lane

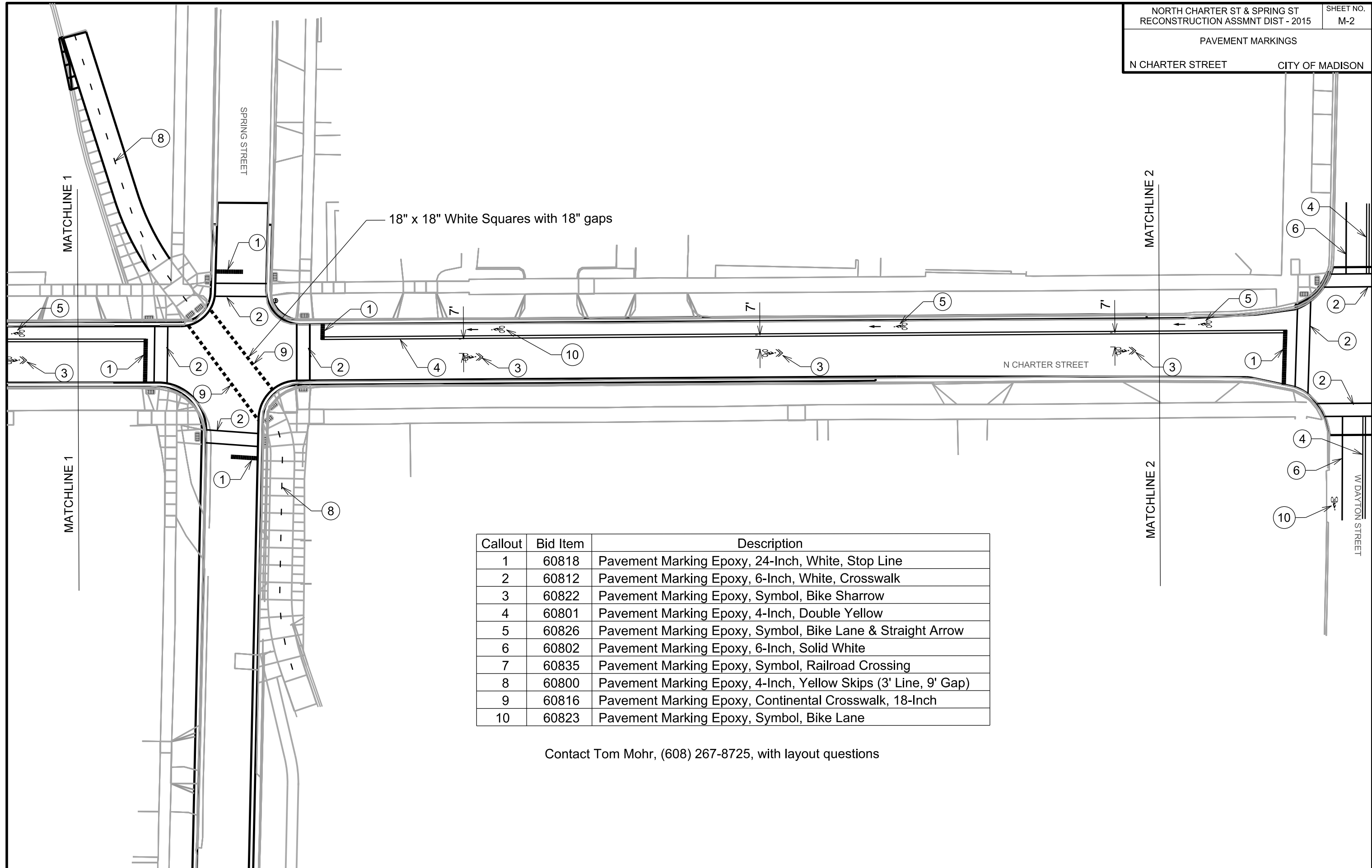
Contact Tom Mohr, (608) 267-8725, with layout questions

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REV. DATE:

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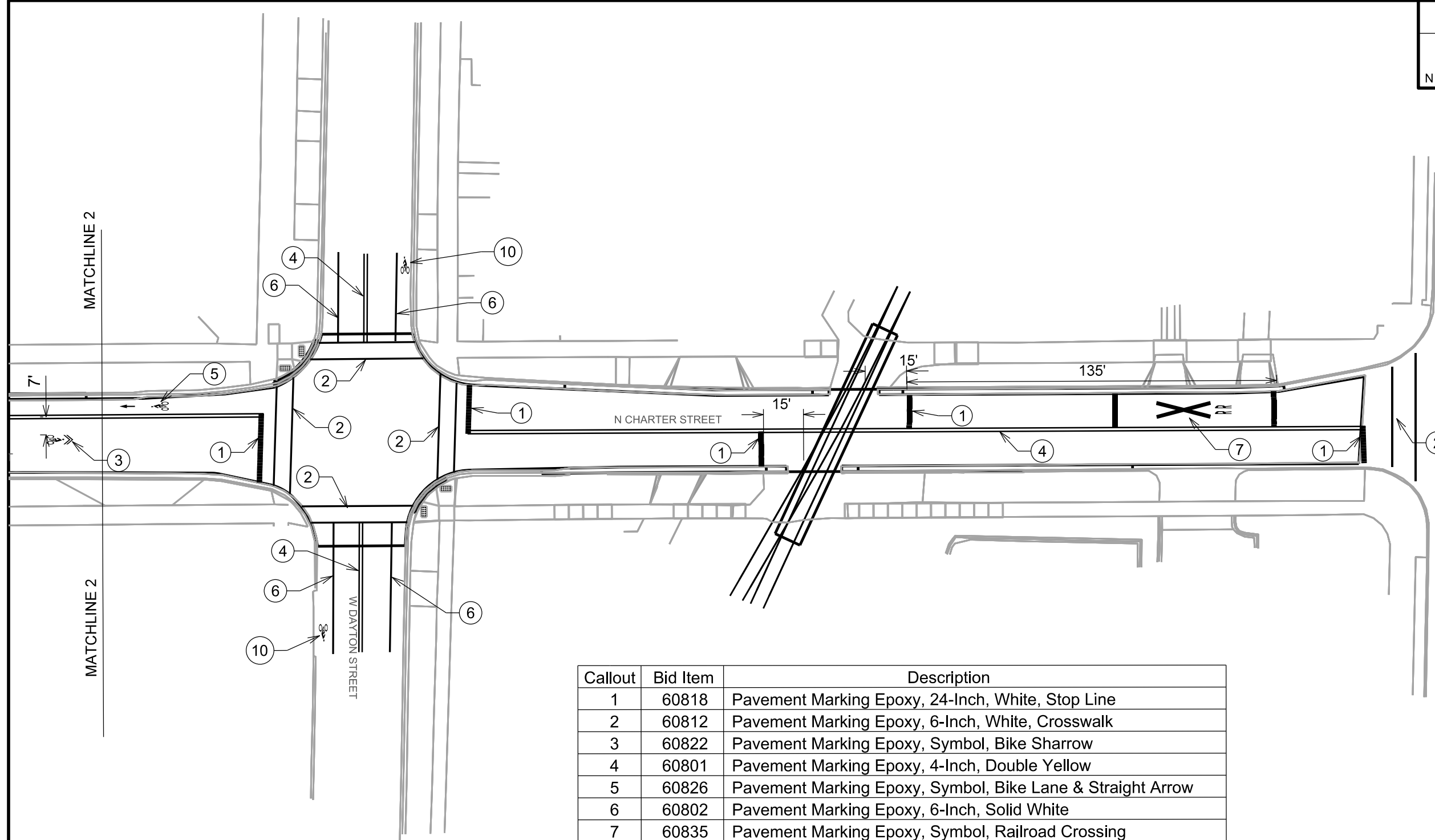


18" x 18" White Squares with 18" gaps

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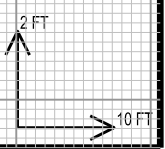
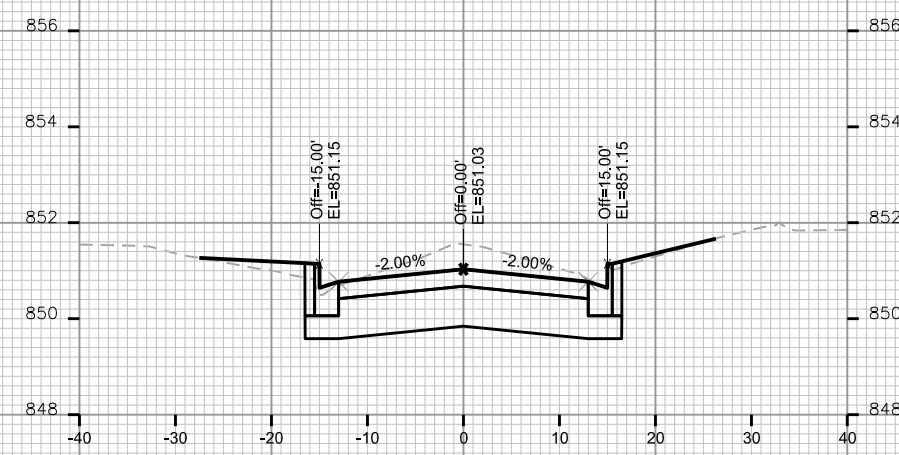
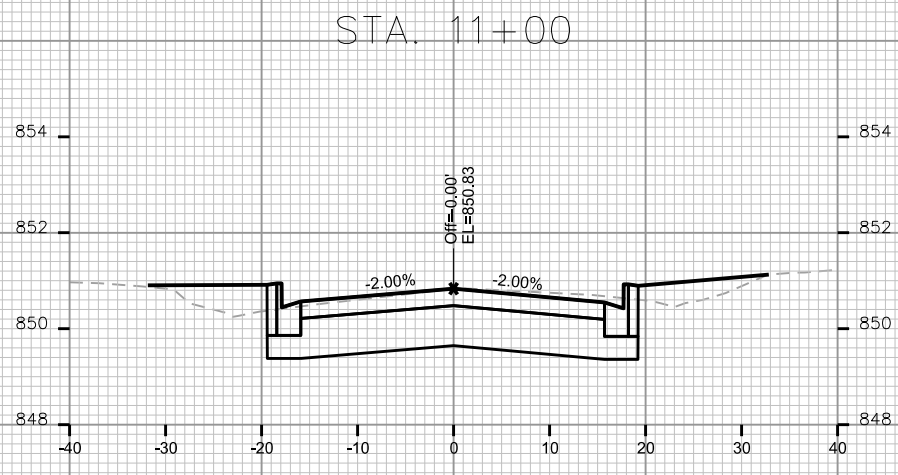
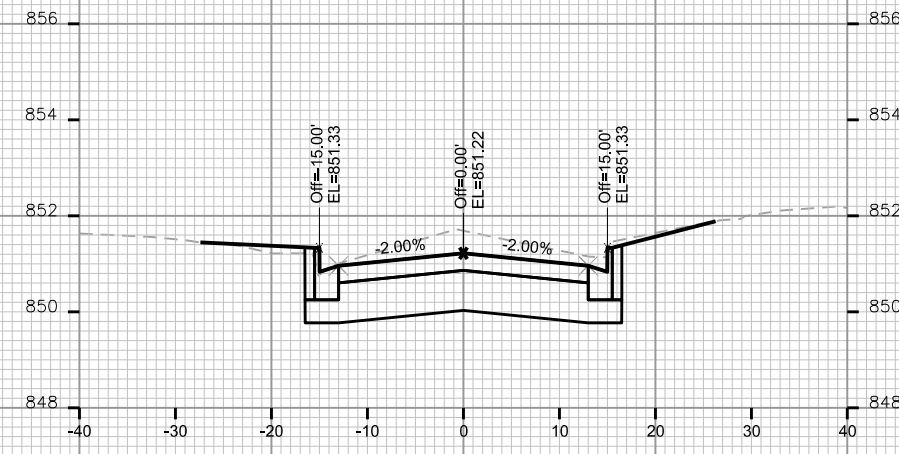
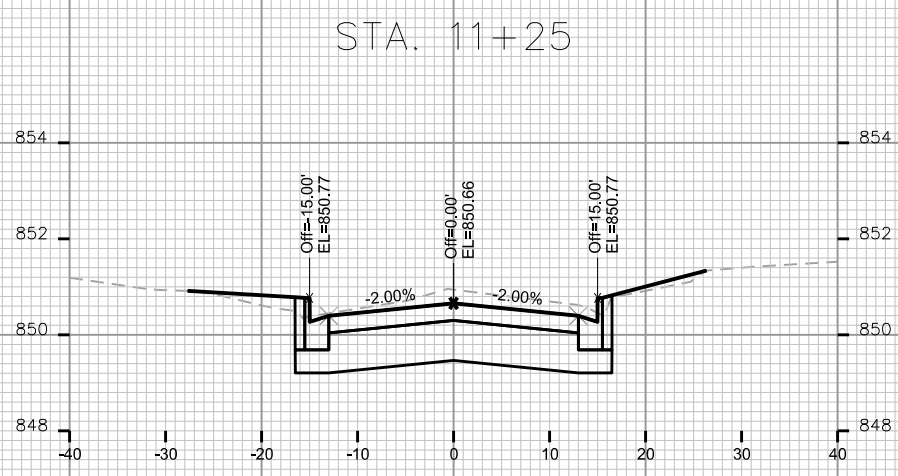
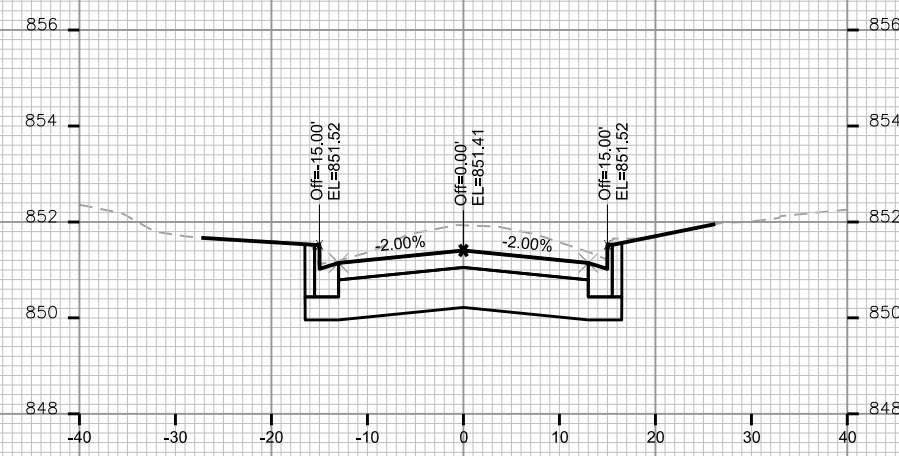
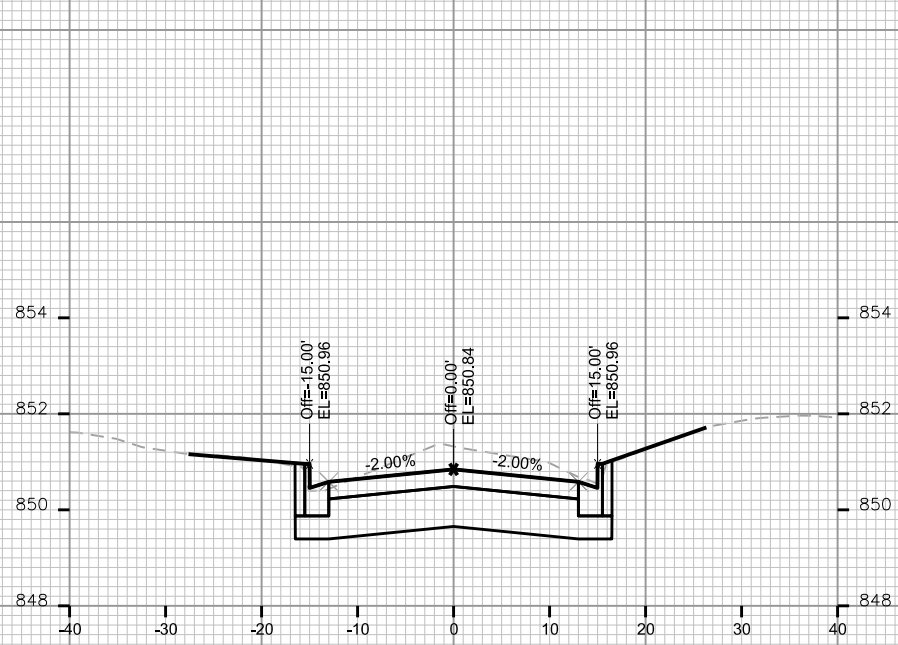
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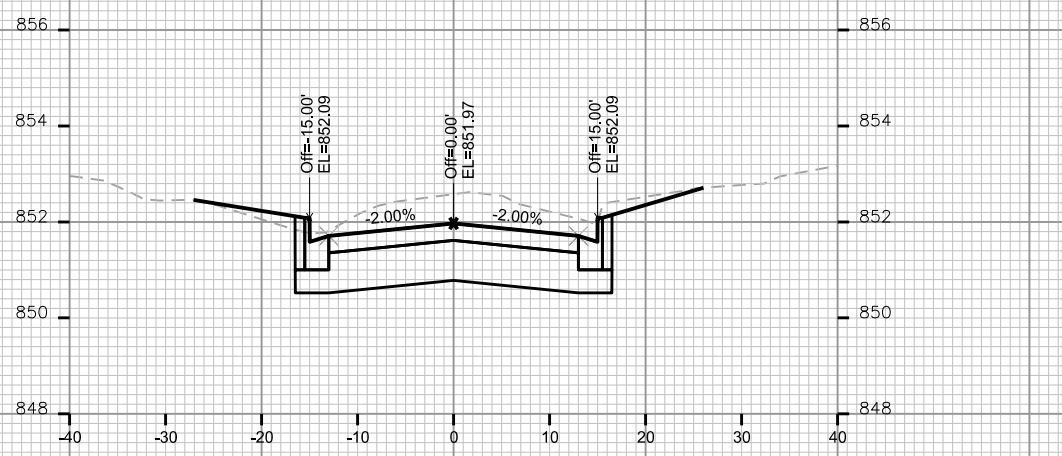


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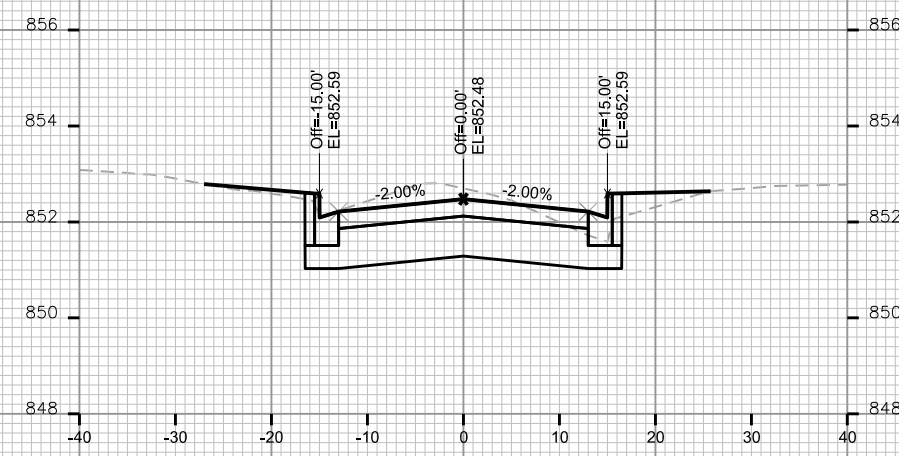
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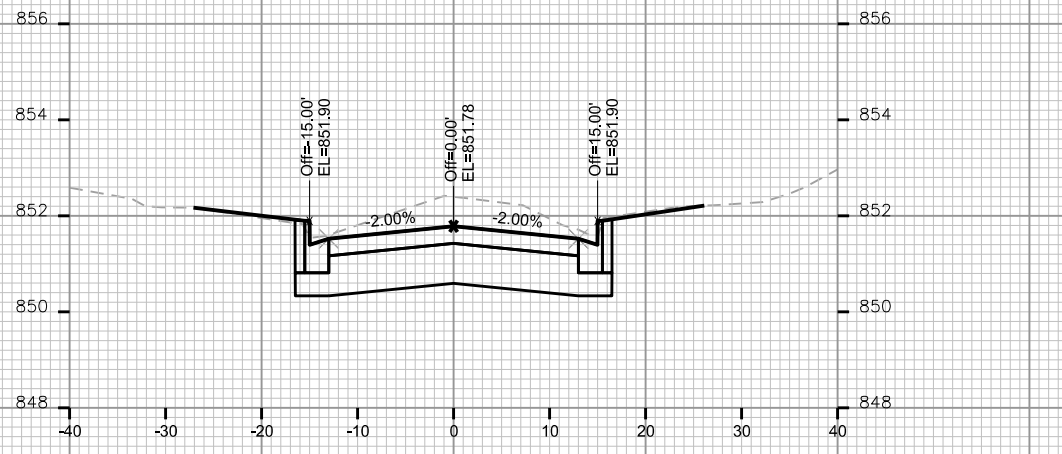
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



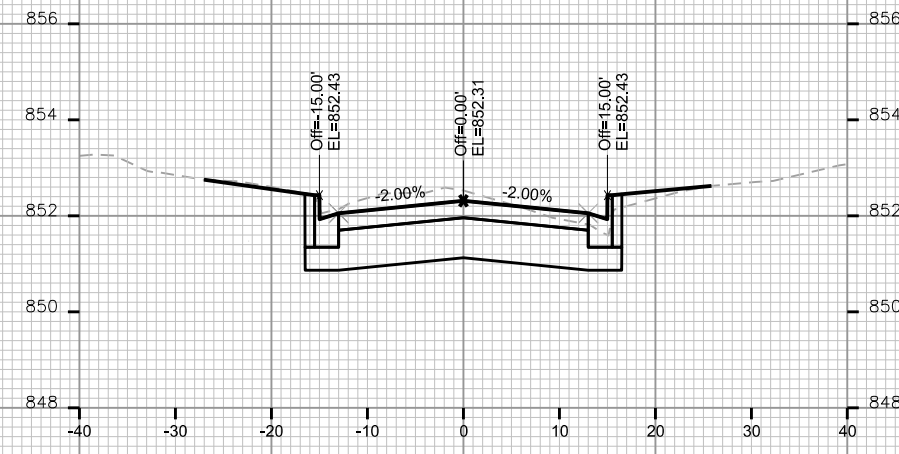
STA. 12+75



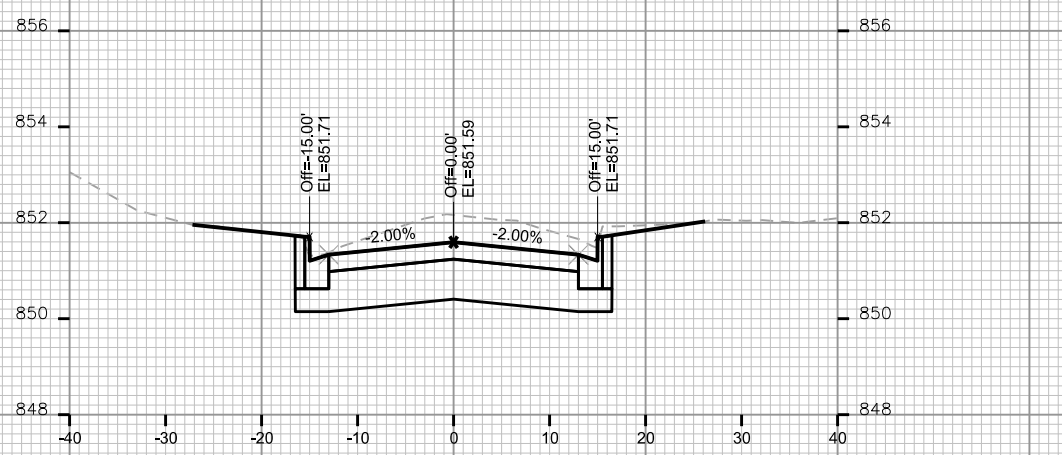
STA. 13+50



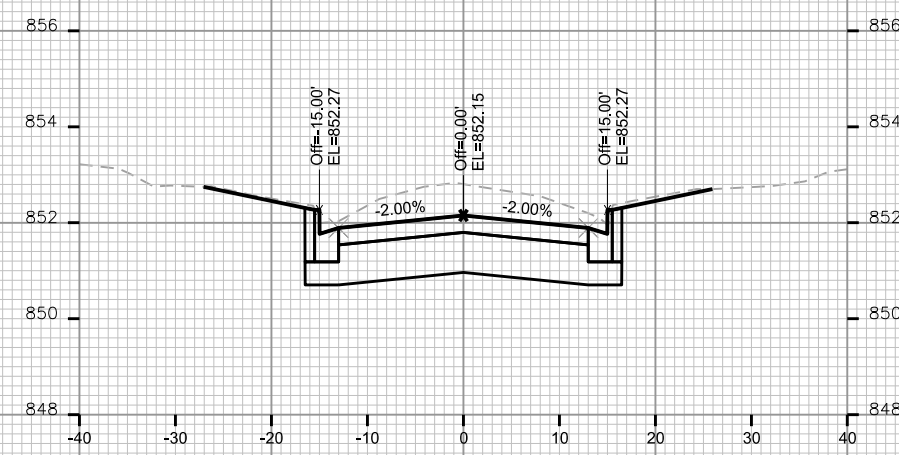
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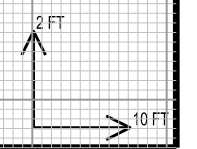
STA. 13+25



STA. 12+25



STA. 13+00



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

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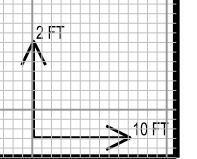
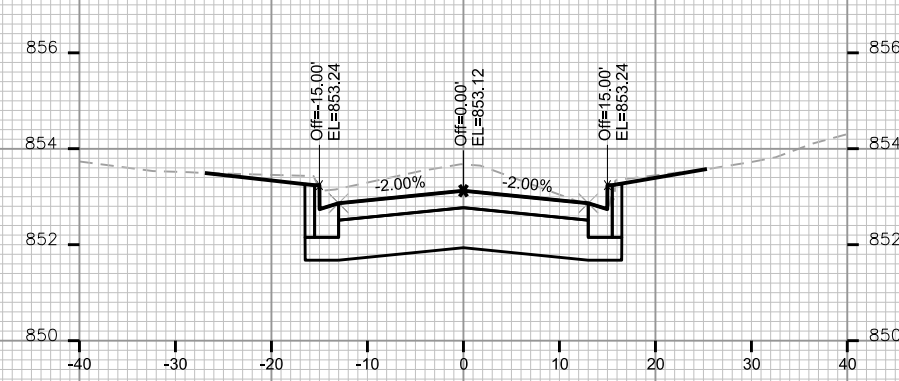
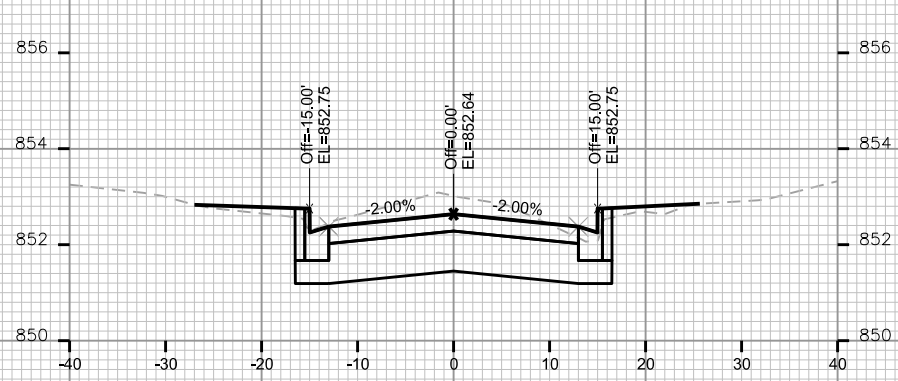
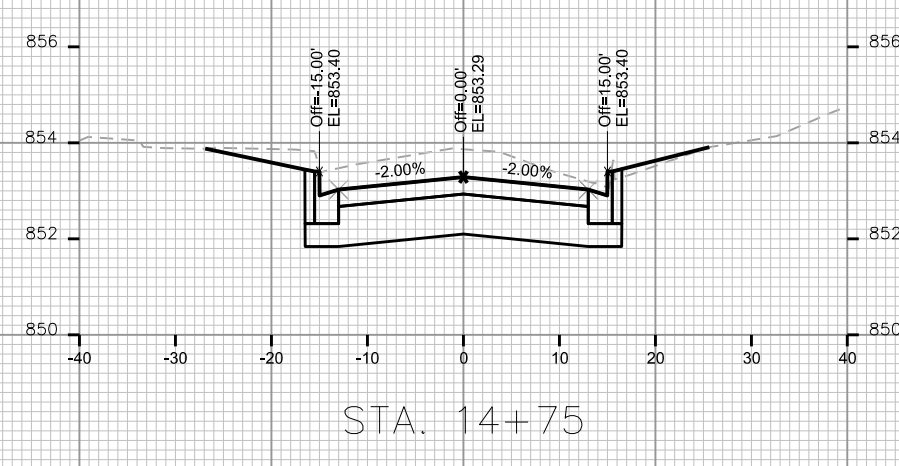
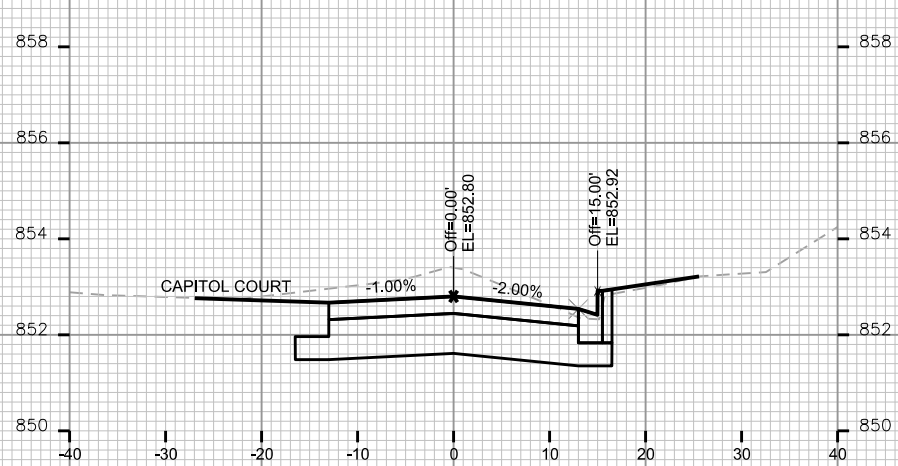
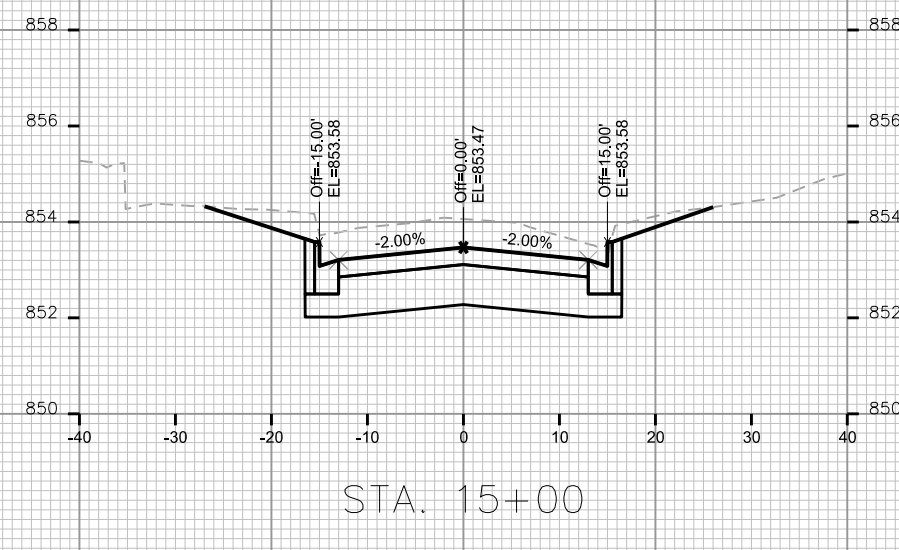
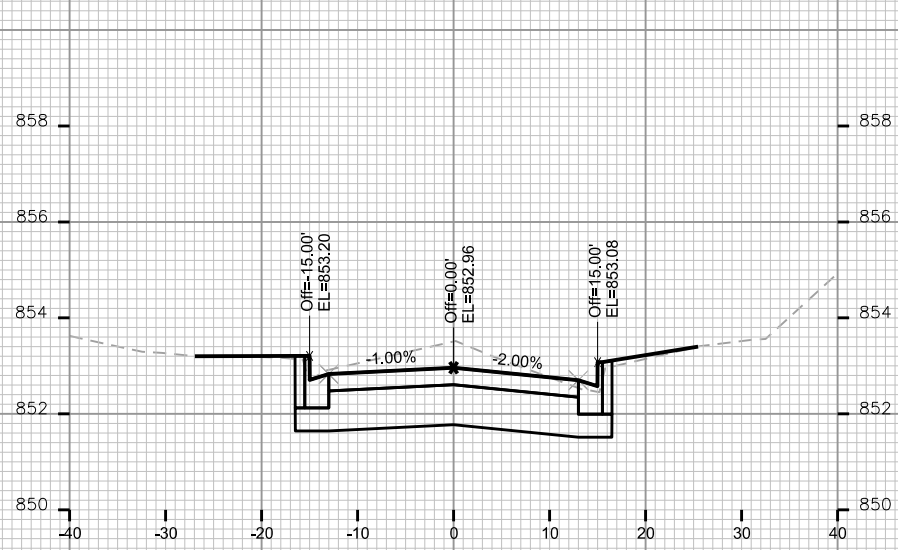
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

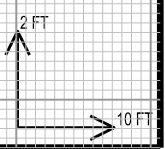
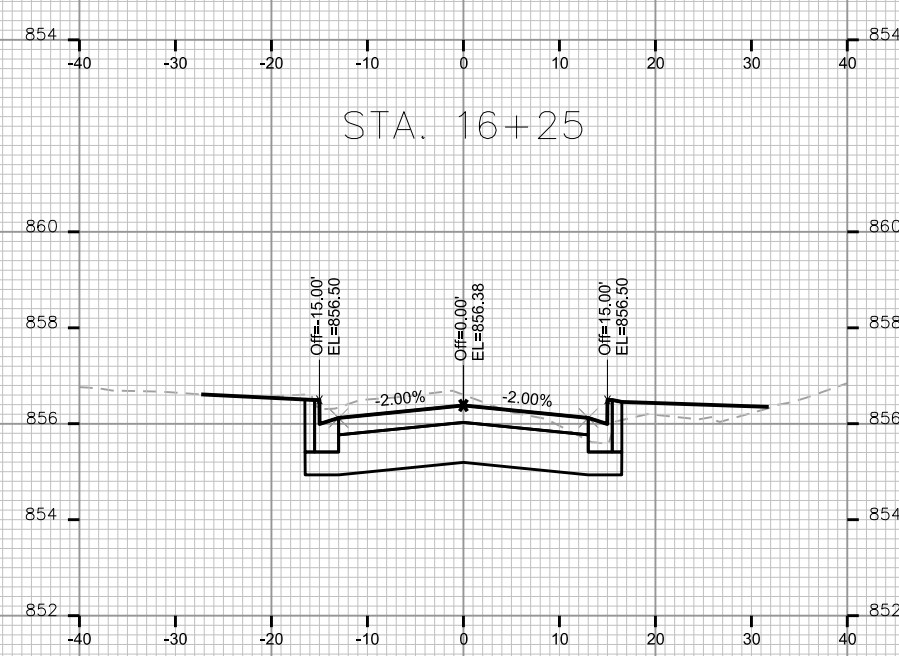
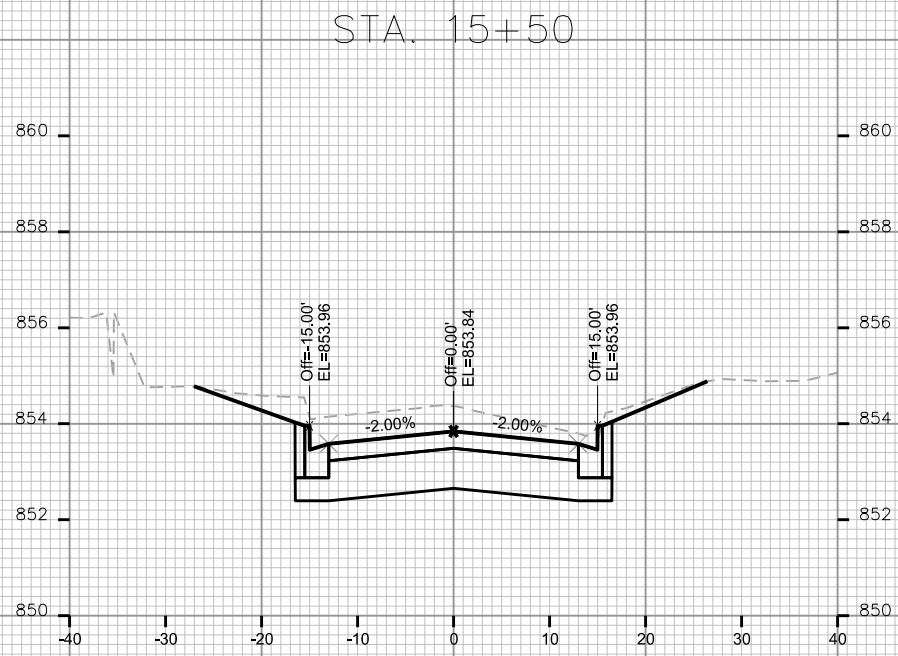
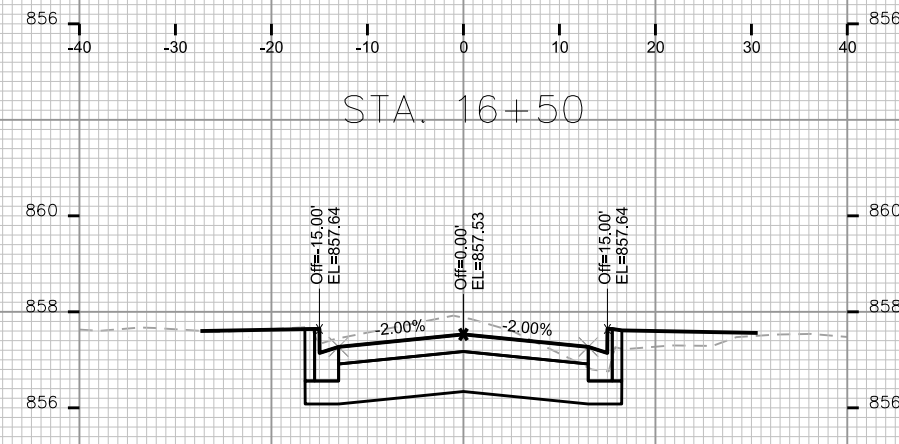
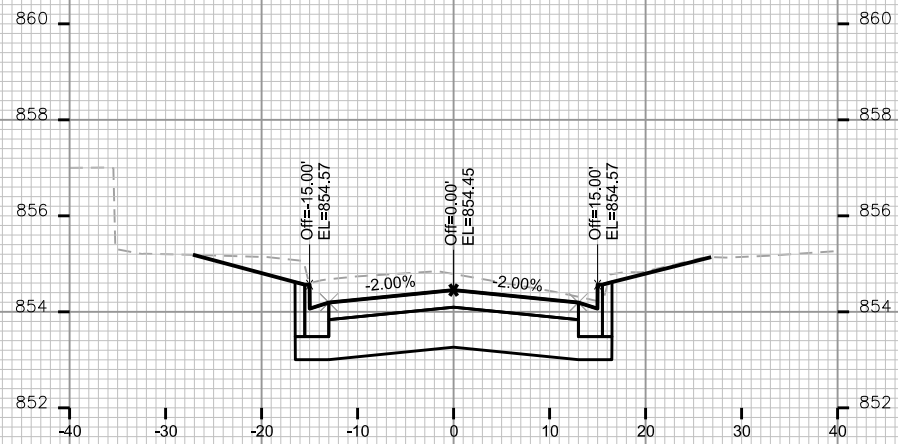
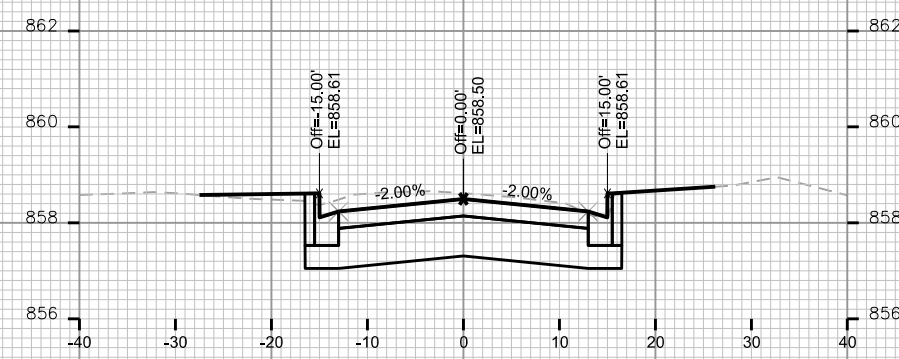
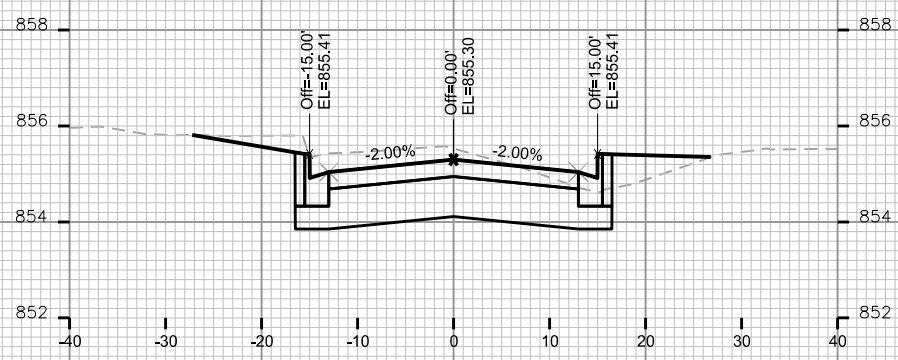
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CROSS SECTIONS  
N CHARTER STREET CITY OF MADISON



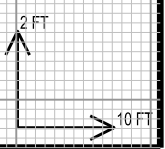
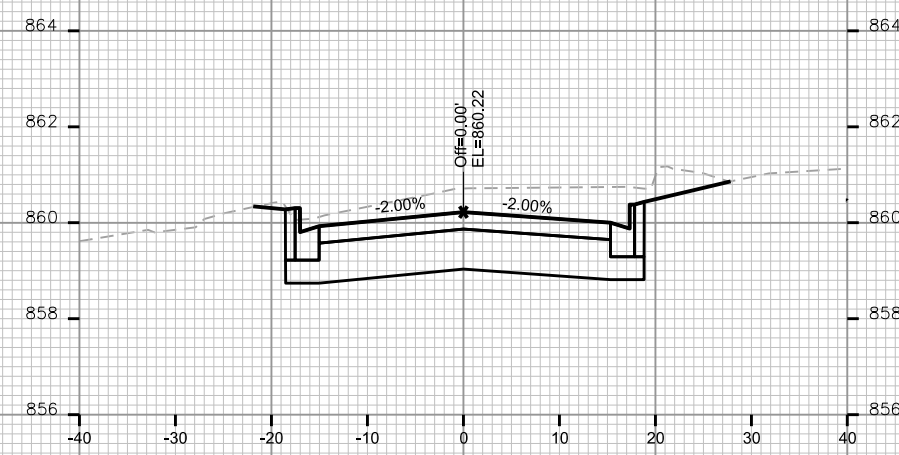
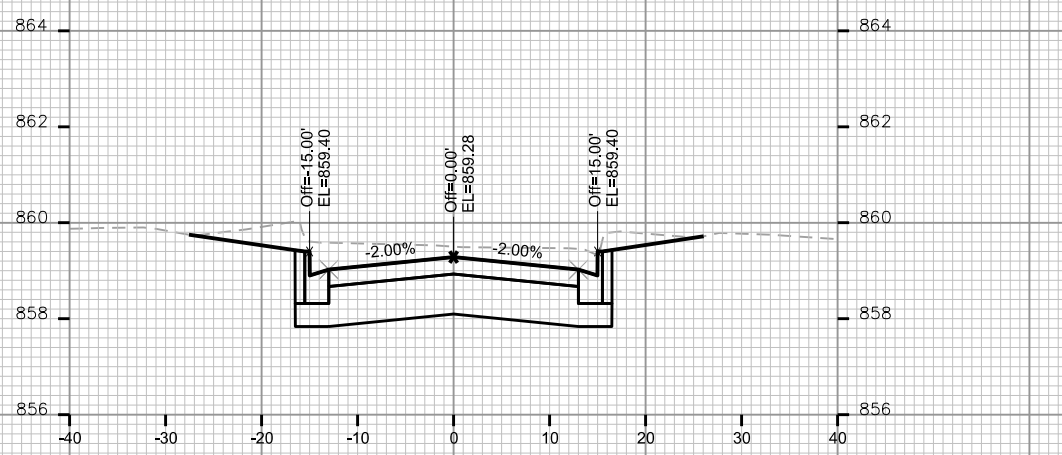
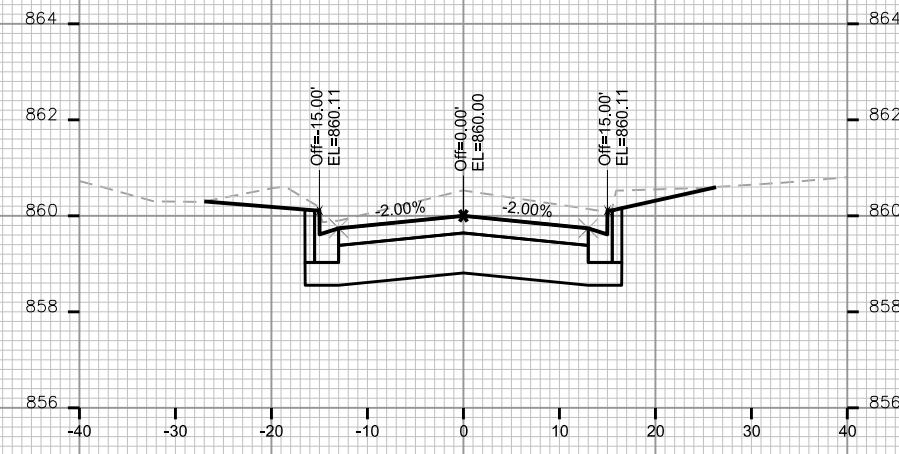
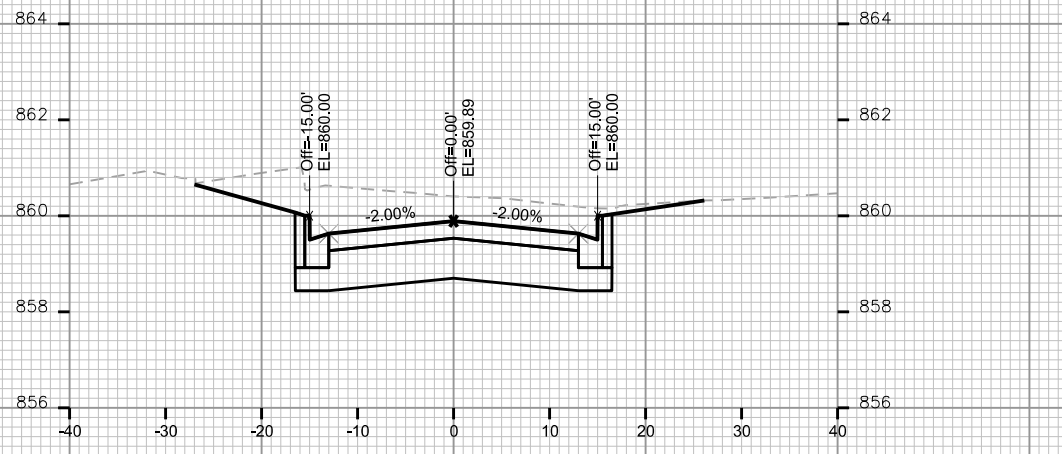
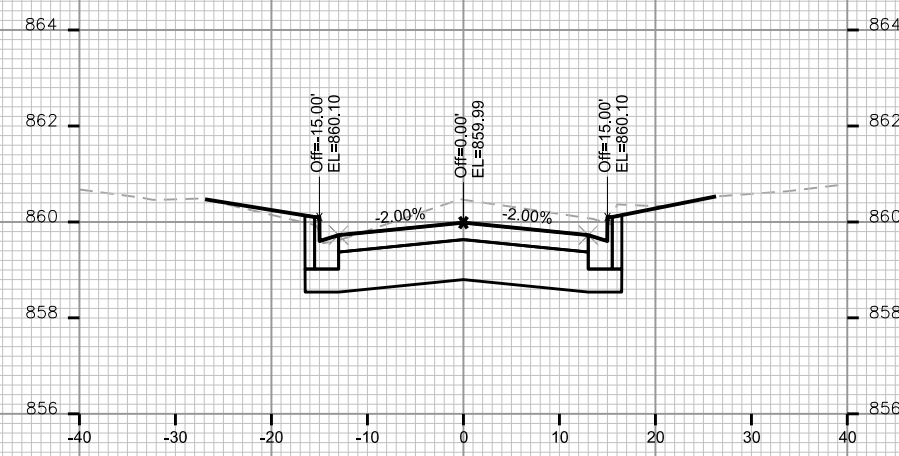
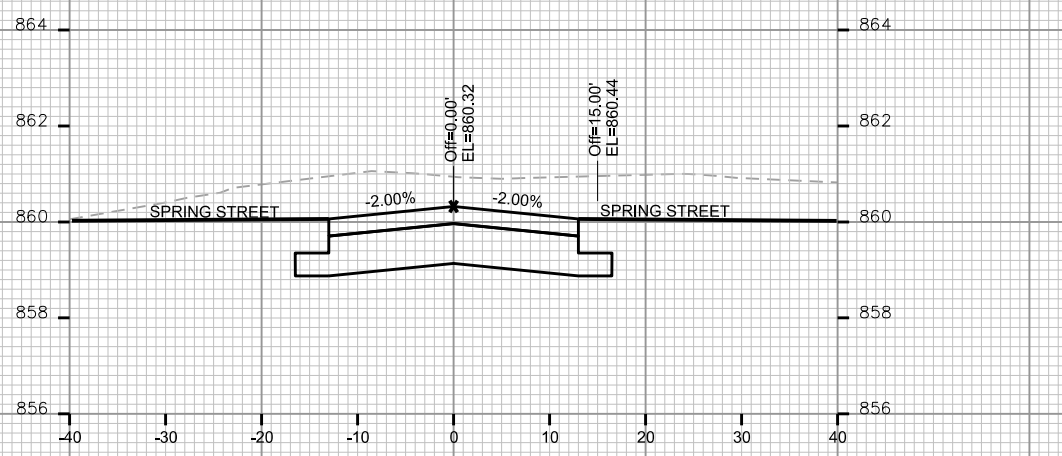
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CROSS SECTIONS  
N CHARTER STREET CITY OF MADISON



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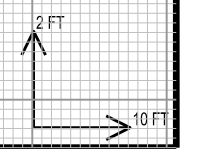
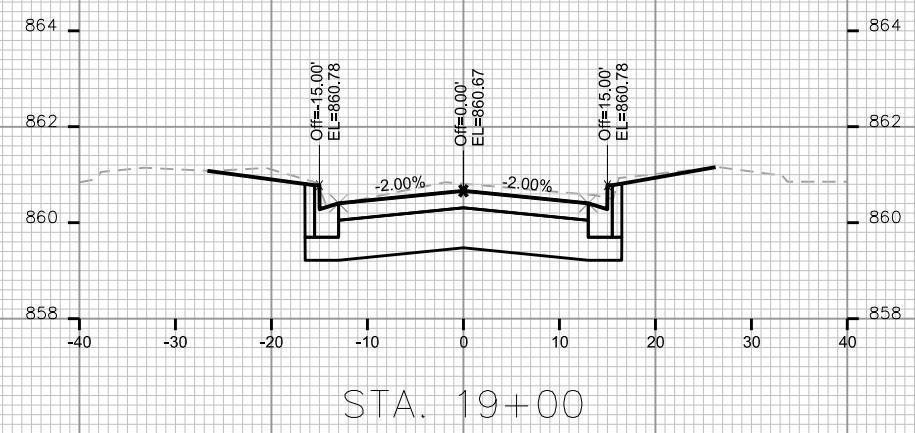
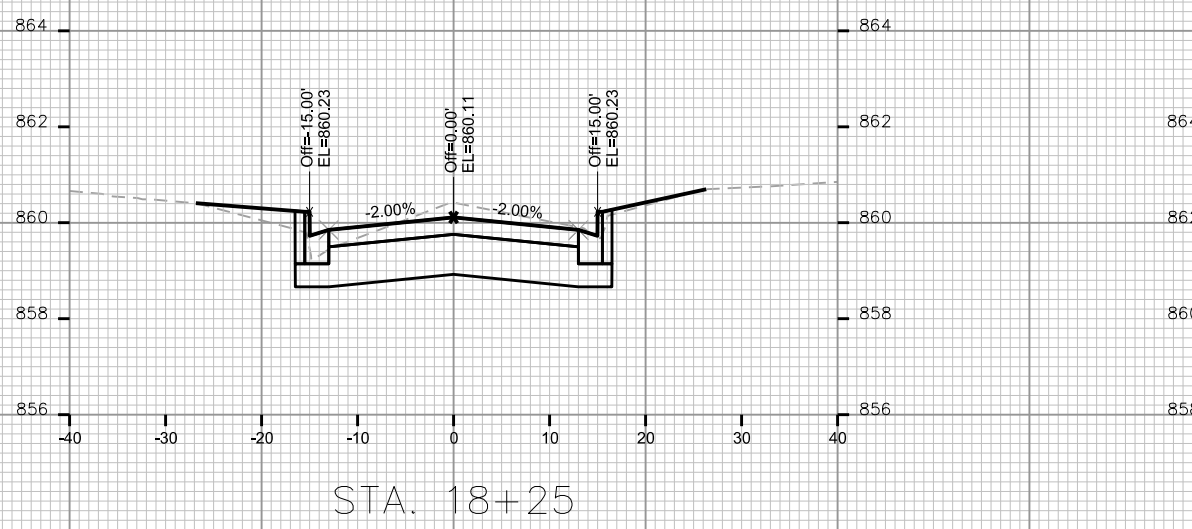
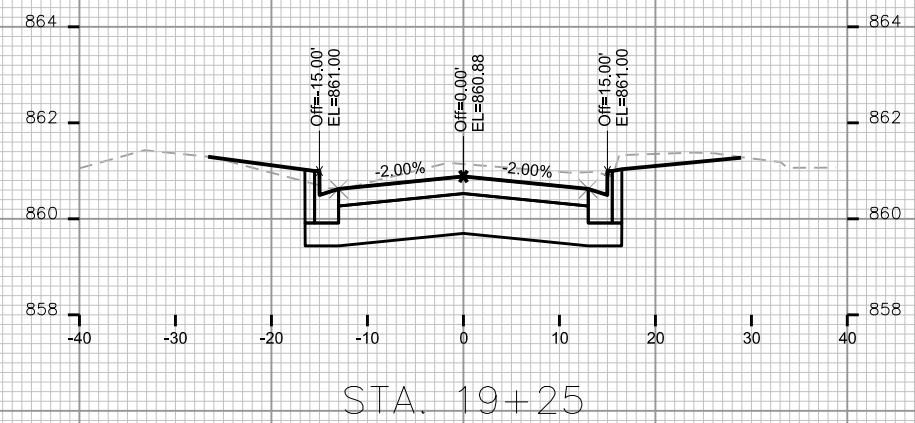
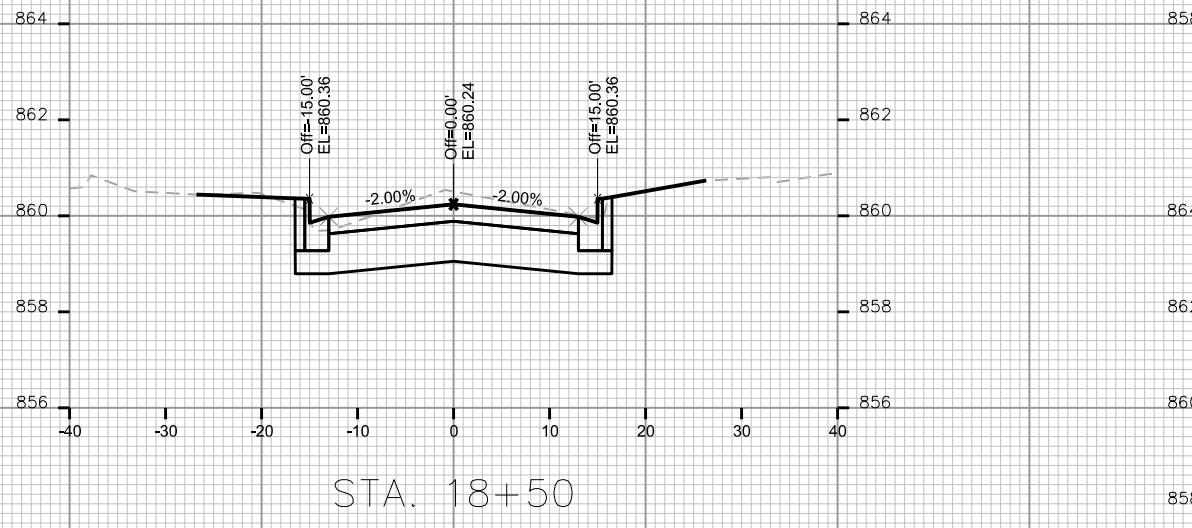
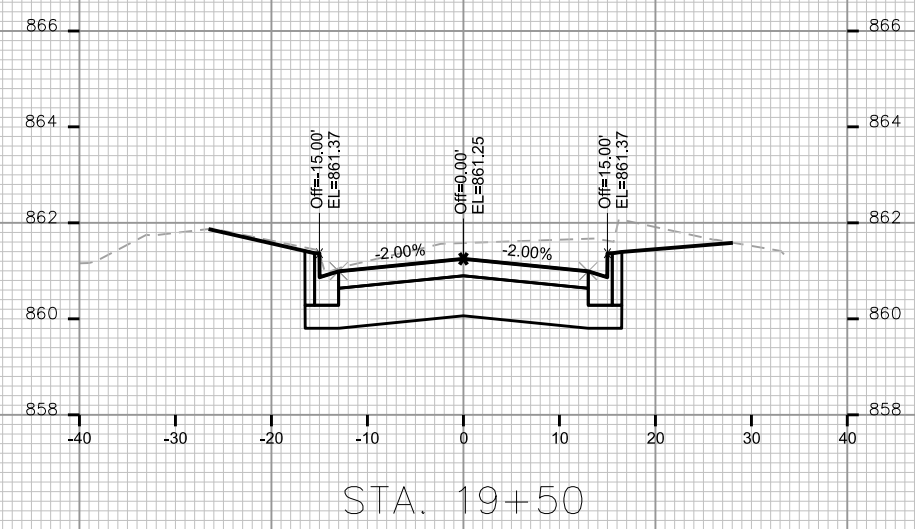
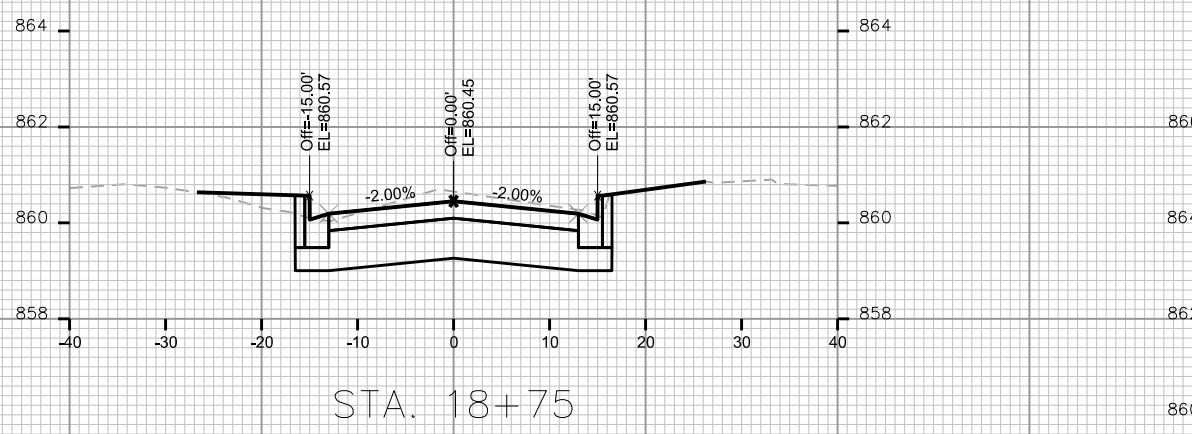
CROSS SECTIONS  
N CHARTER STREET CITY OF MADISON

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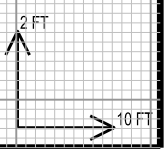
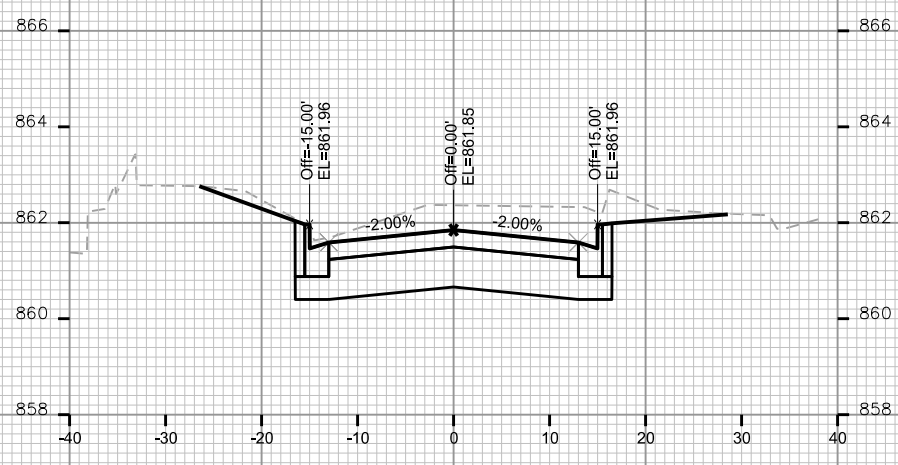
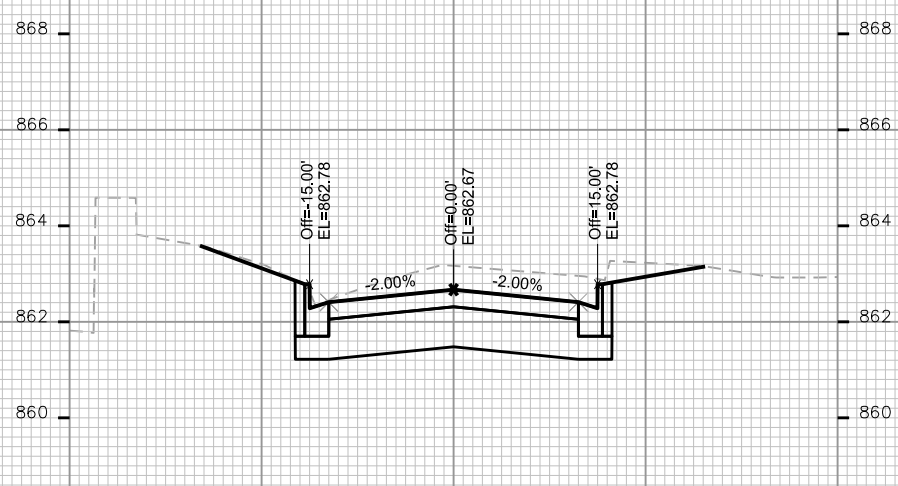
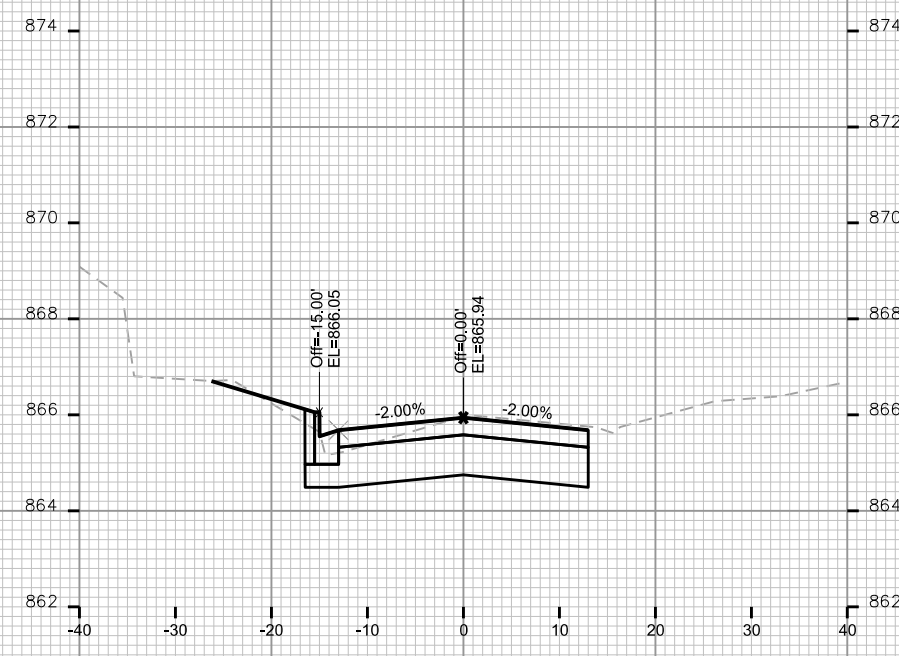
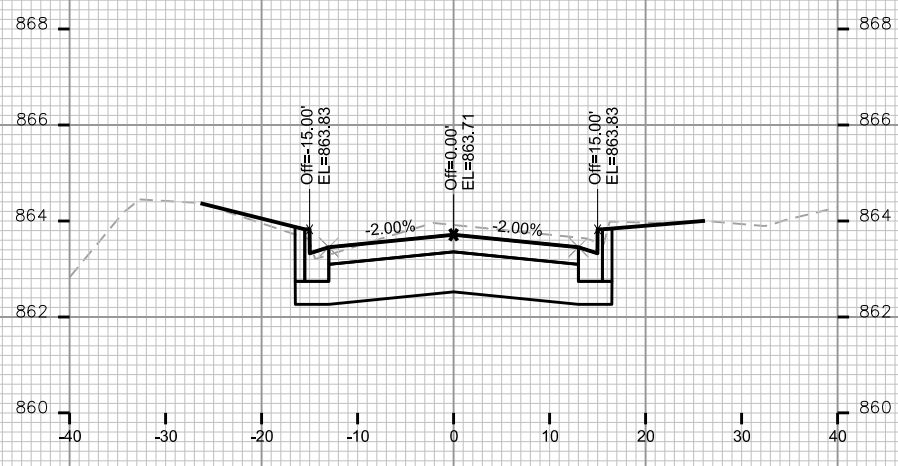


PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

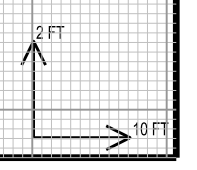
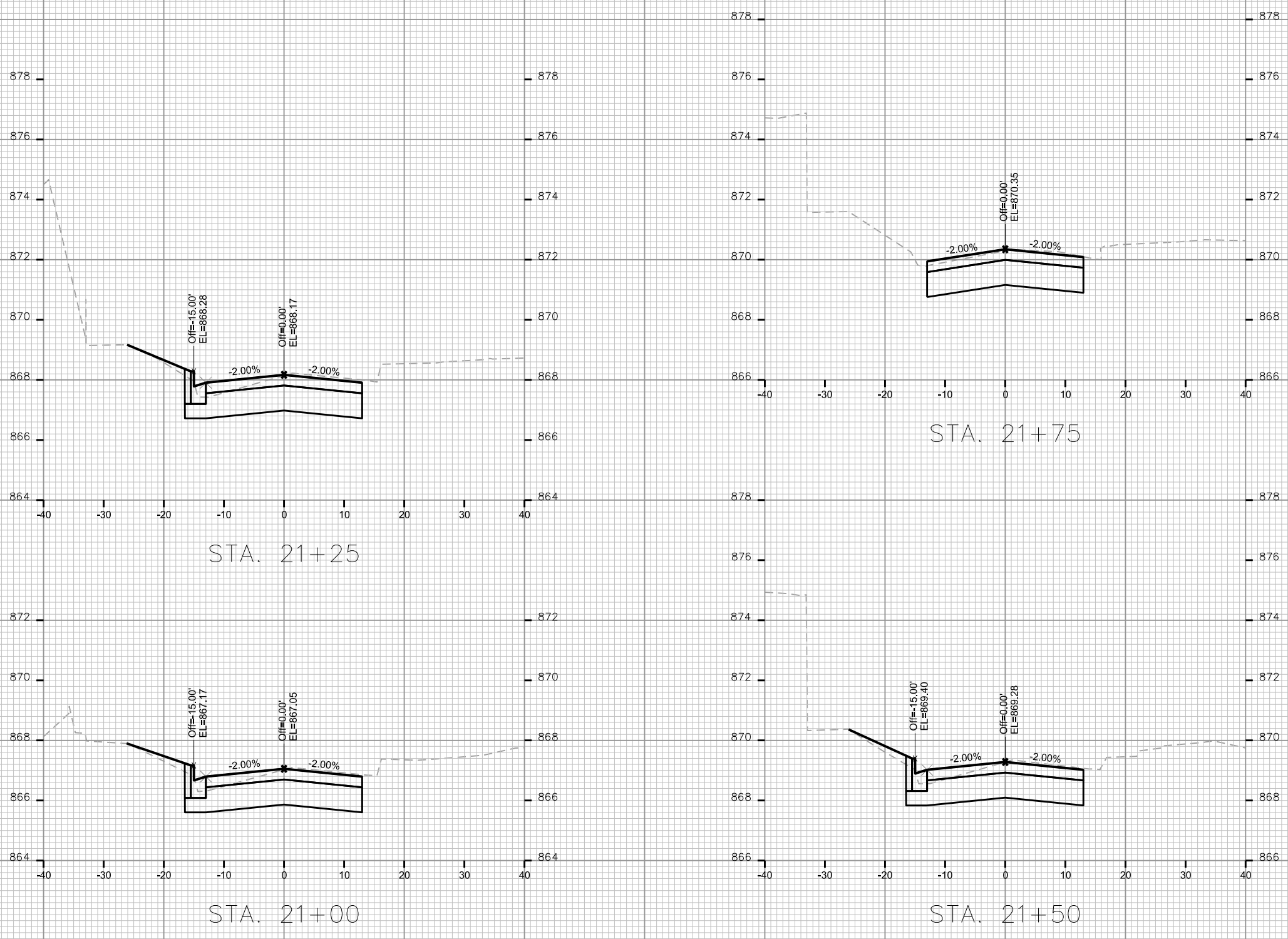


PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



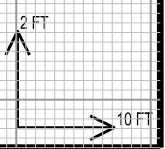
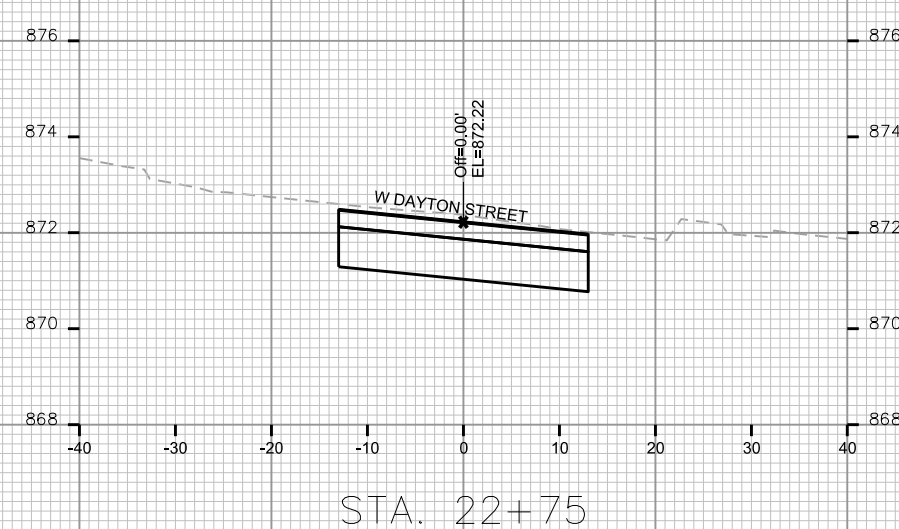
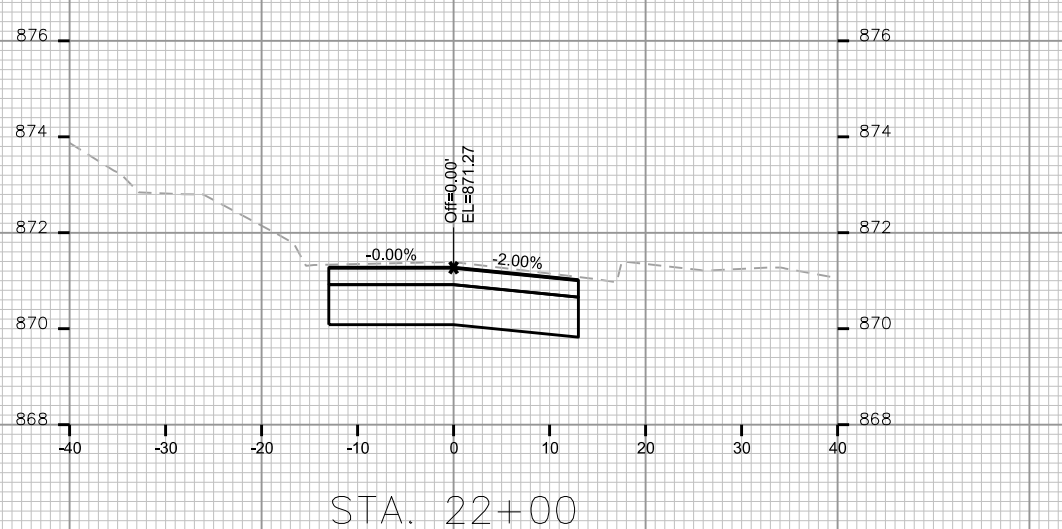
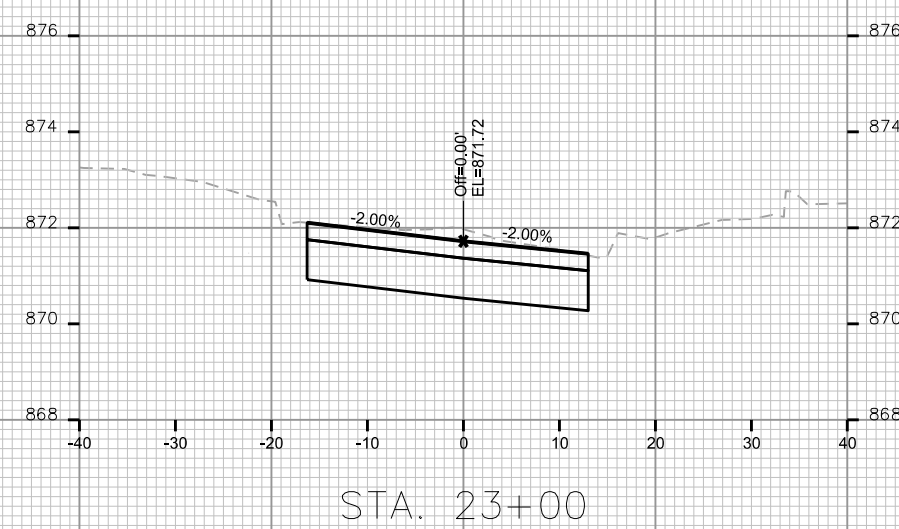
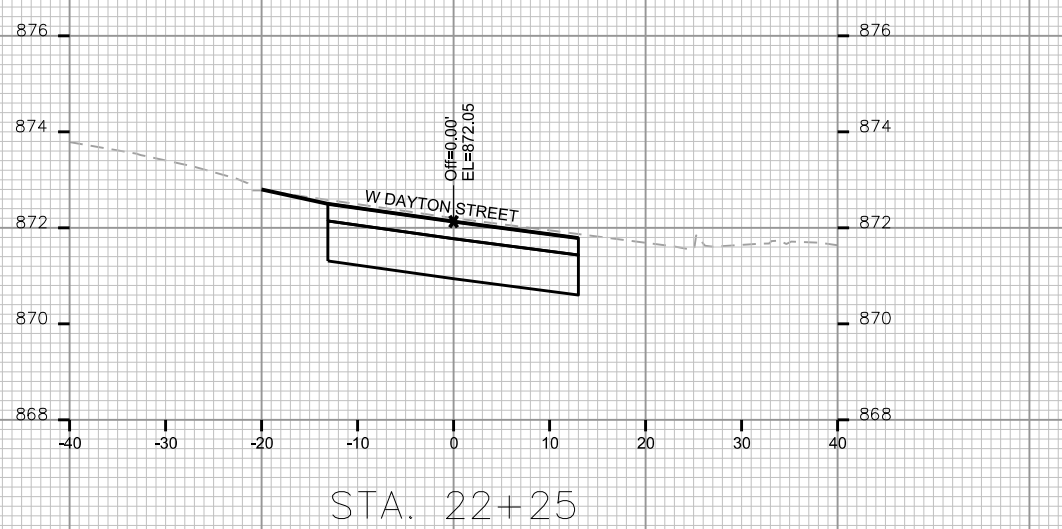
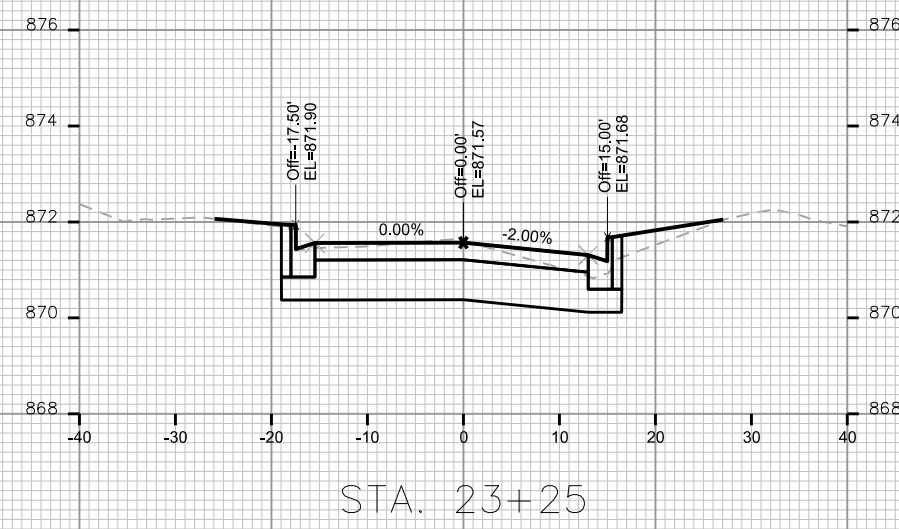
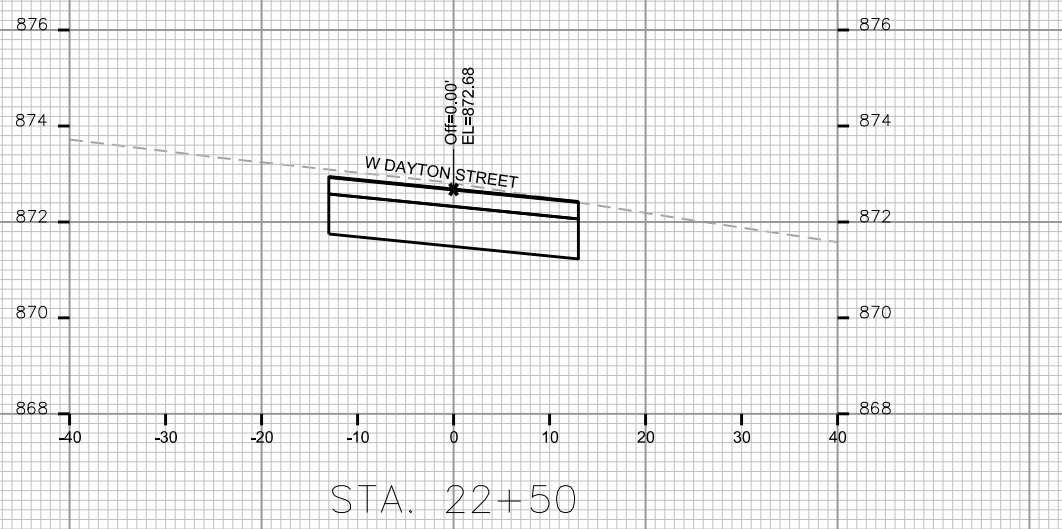
CROSS SECTIONS  
N CHARTER STREET CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



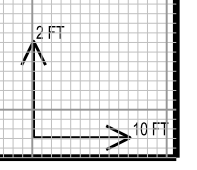
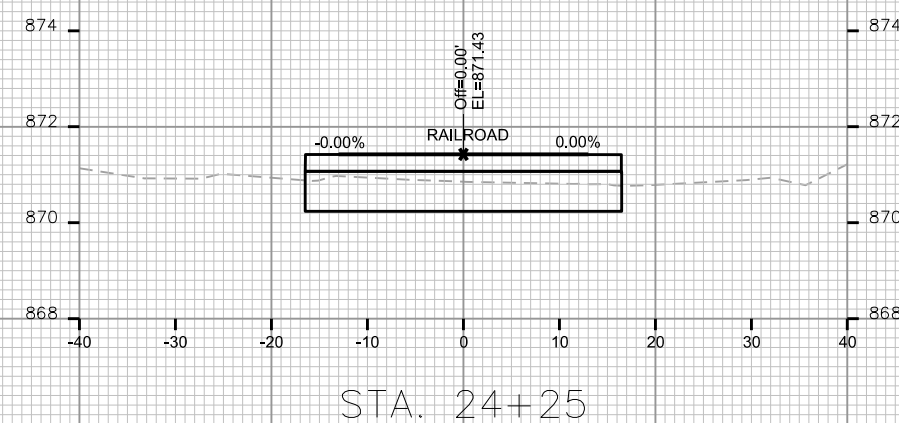
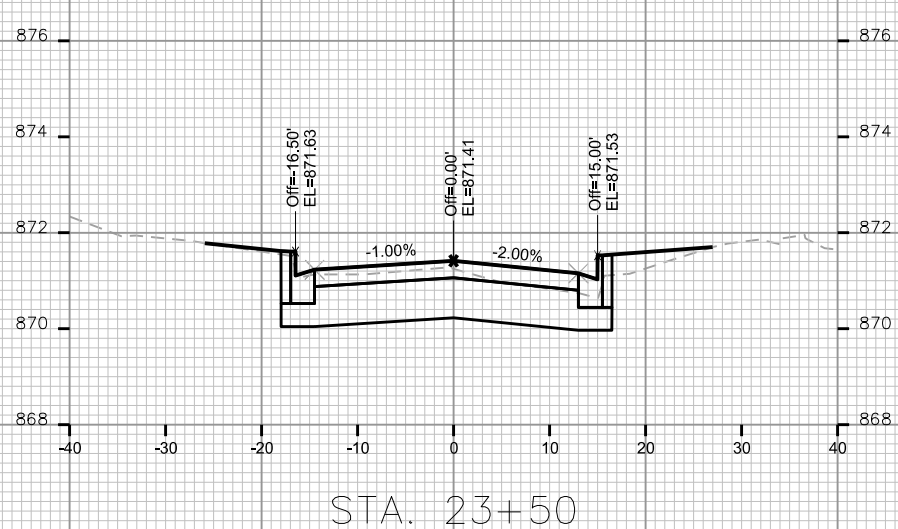
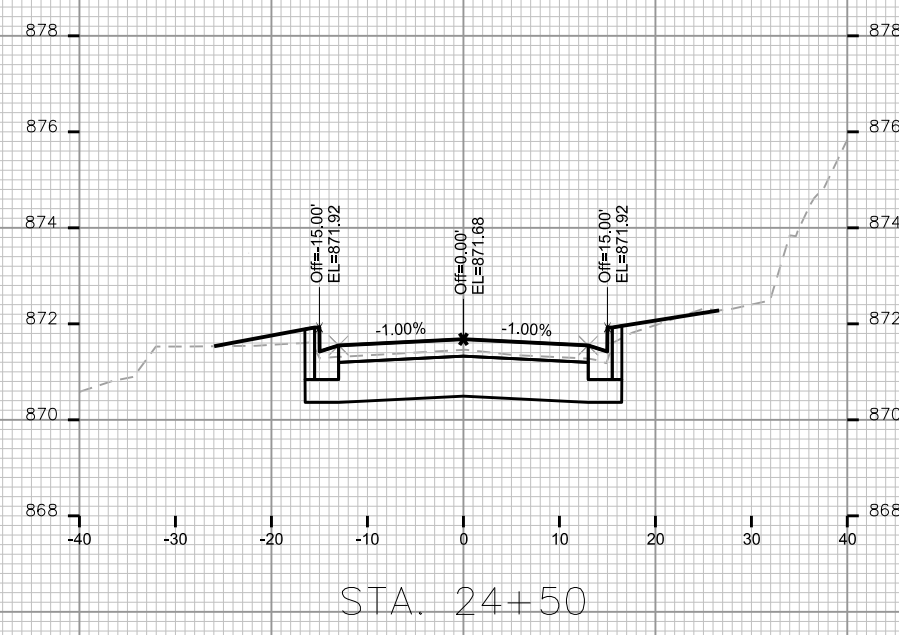
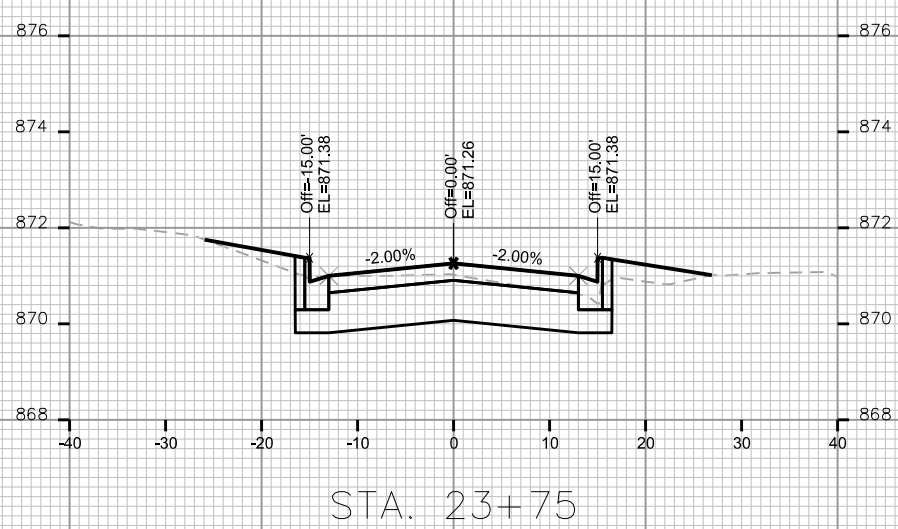
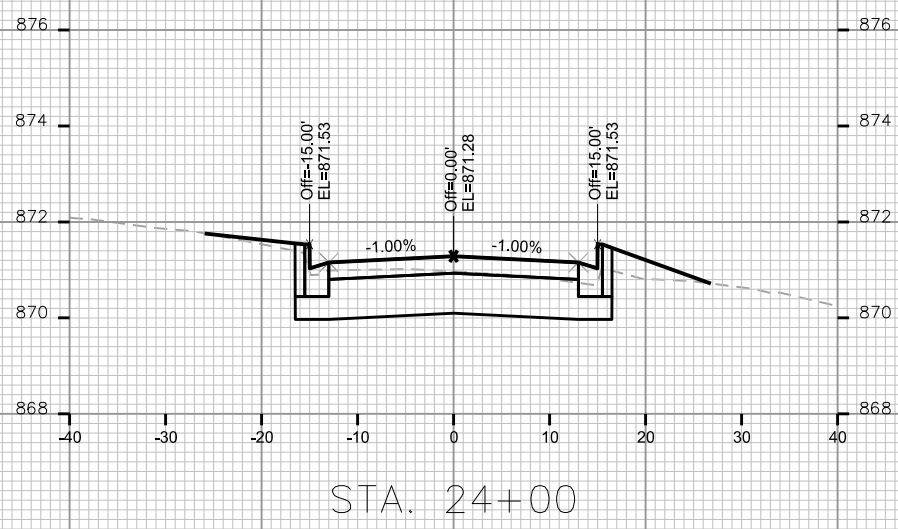
CROSS SECTIONS  
N CHARTER STREET CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

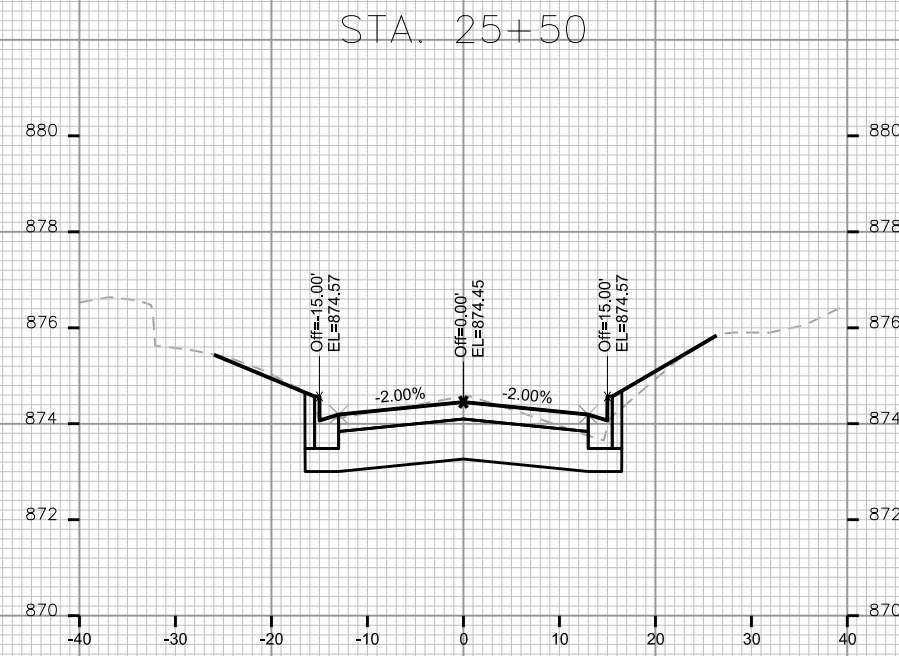
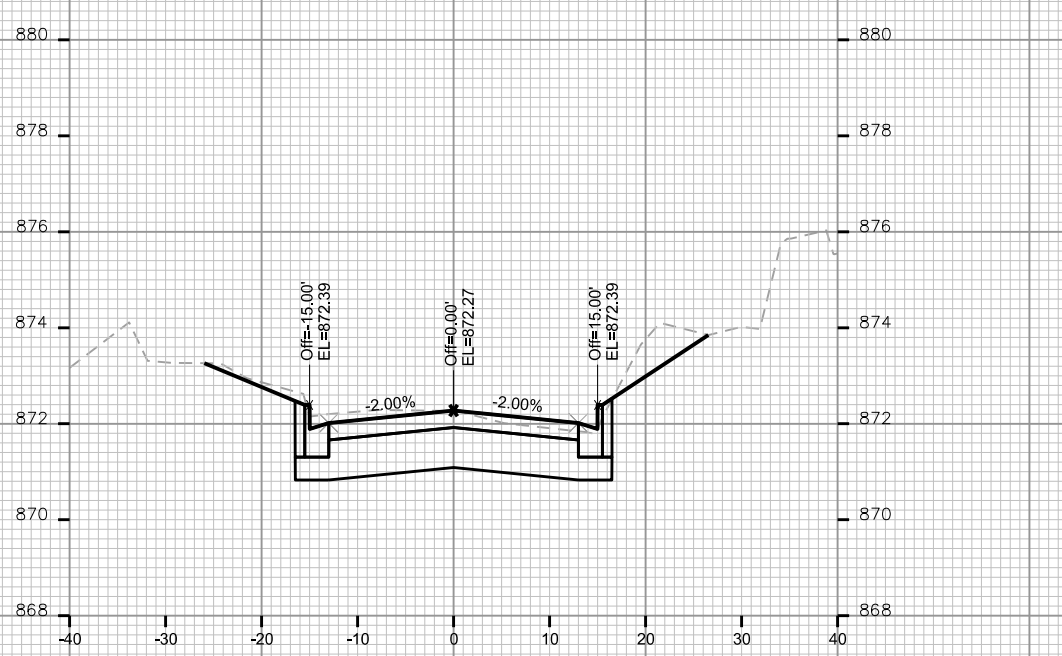
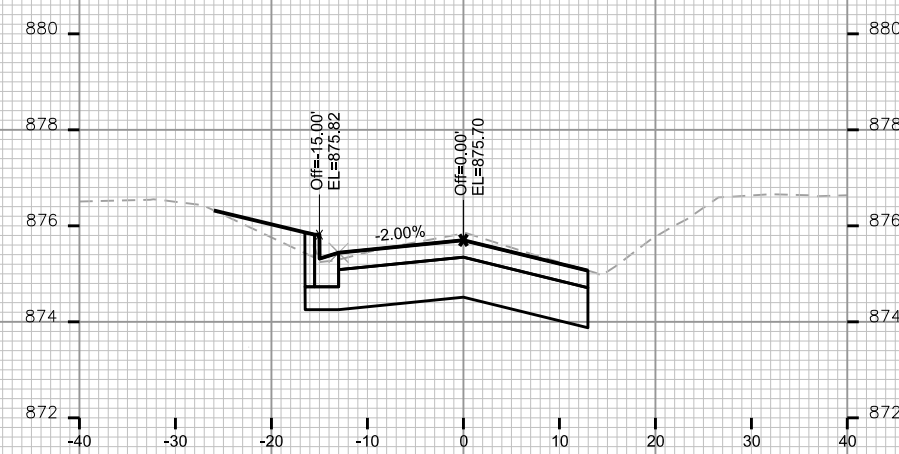
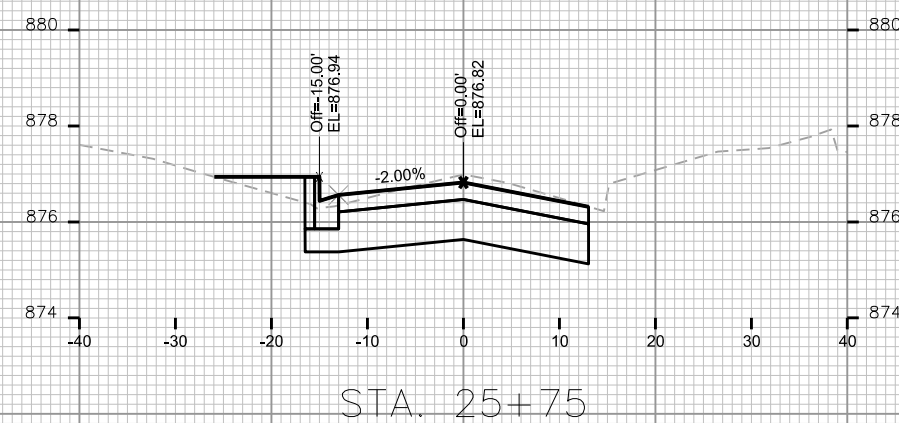
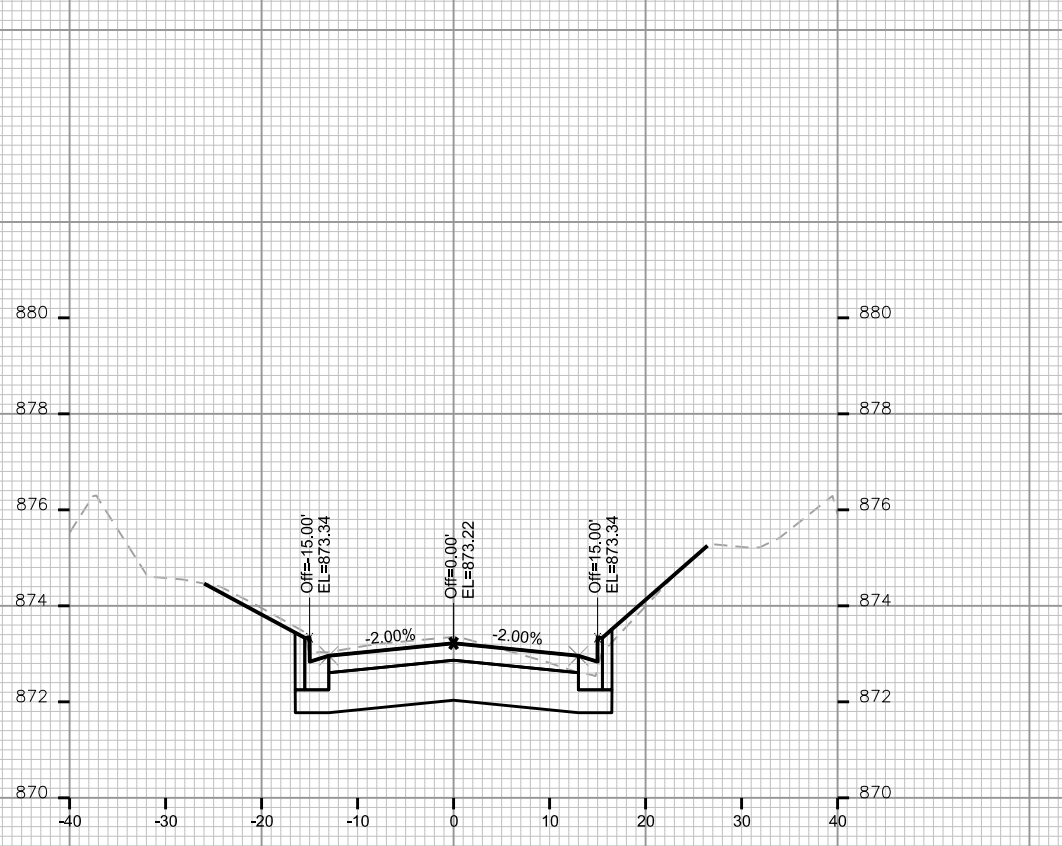
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION







PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

N CHARTER STREET

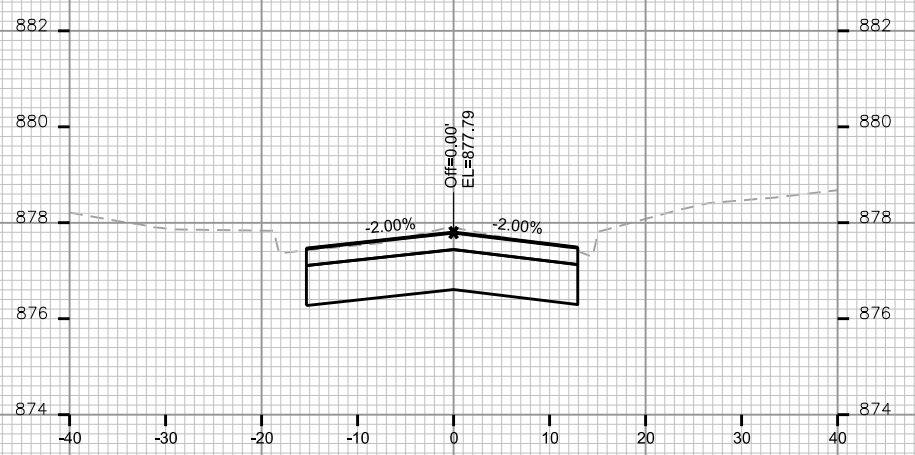
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

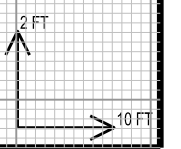
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

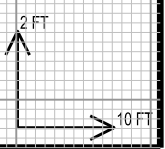
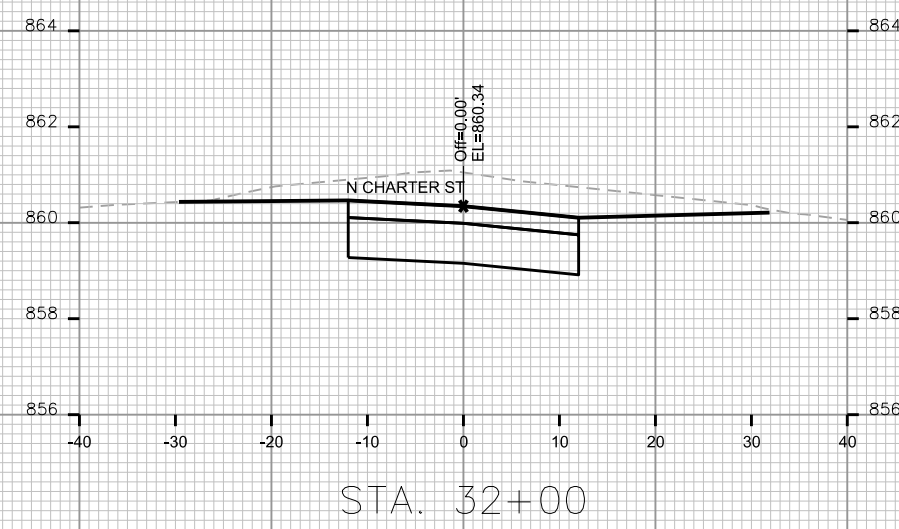
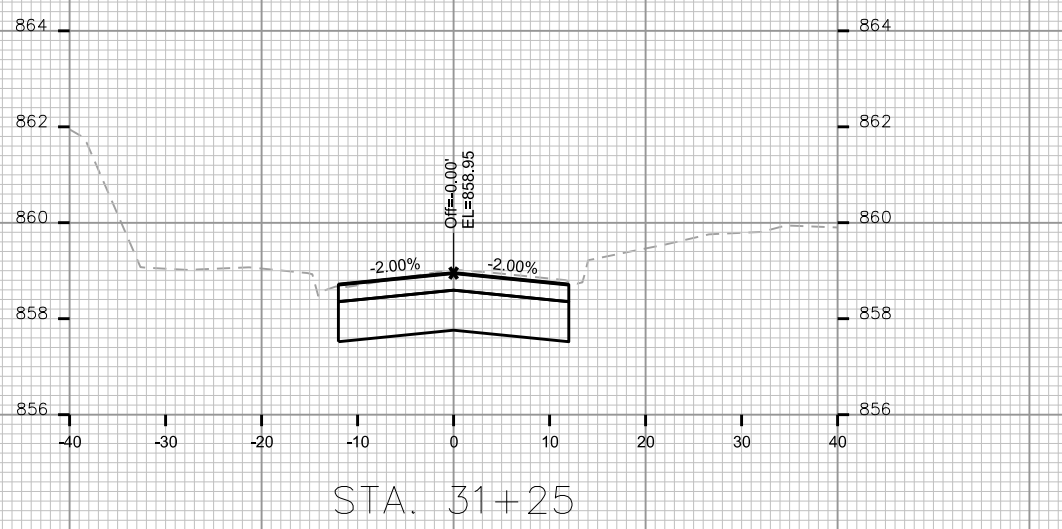
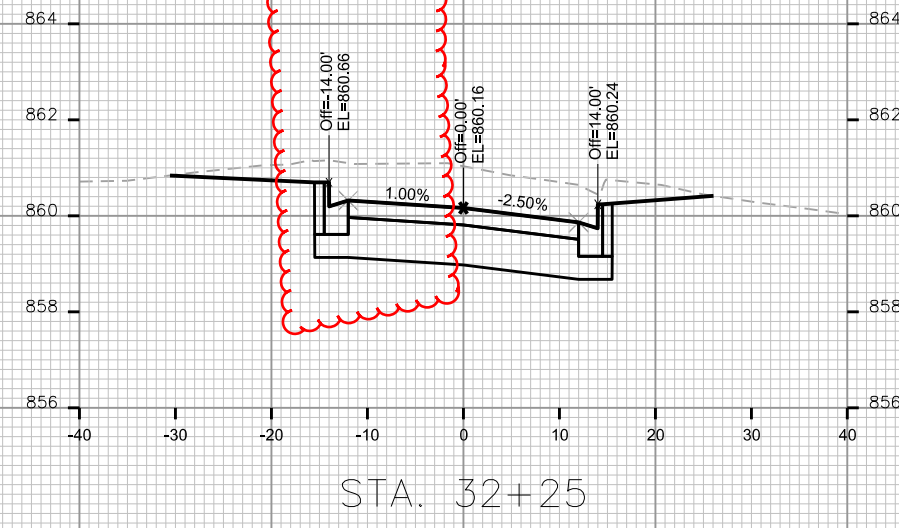
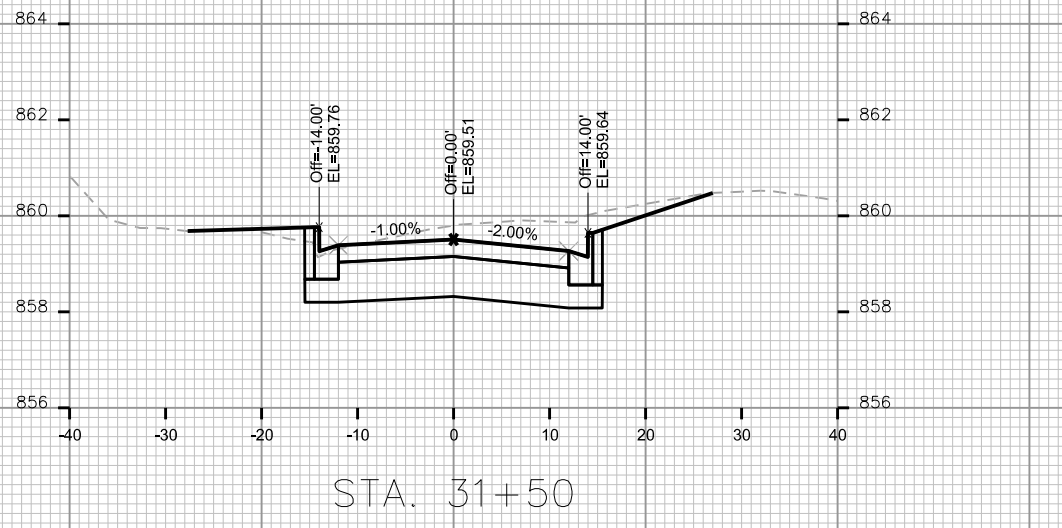
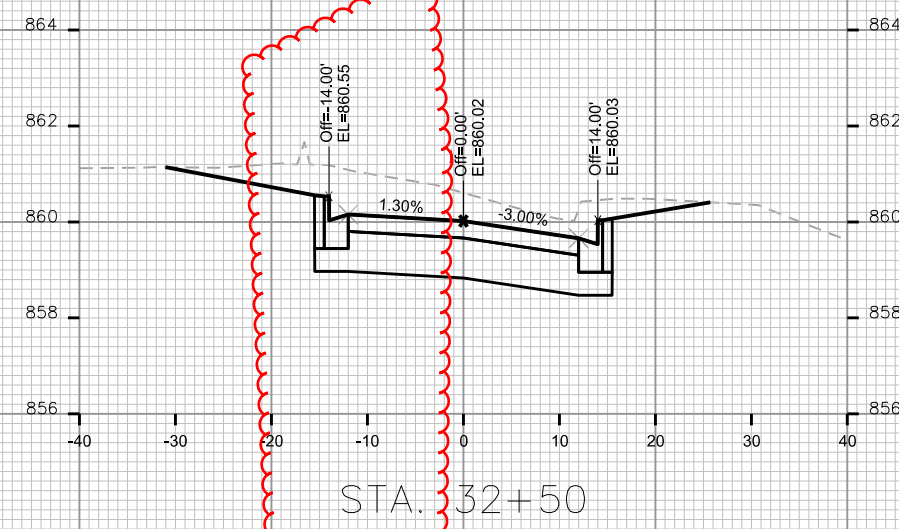
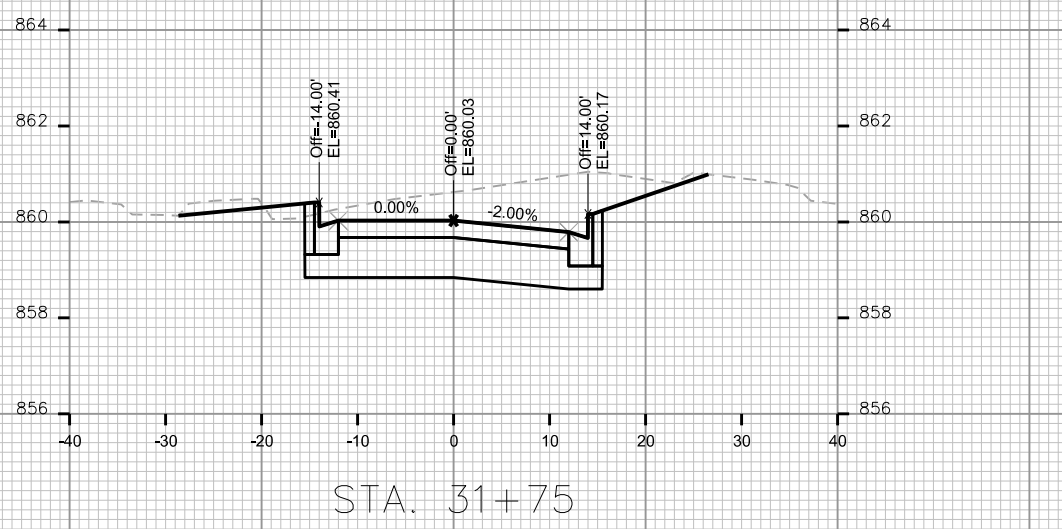


STA. 26+00



CROSS SECTIONS

SPRING STREET CITY OF MADISON  
REV 7/10/2015 GEY



PLOT SCALE: \_\_\_\_\_

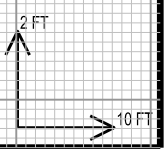
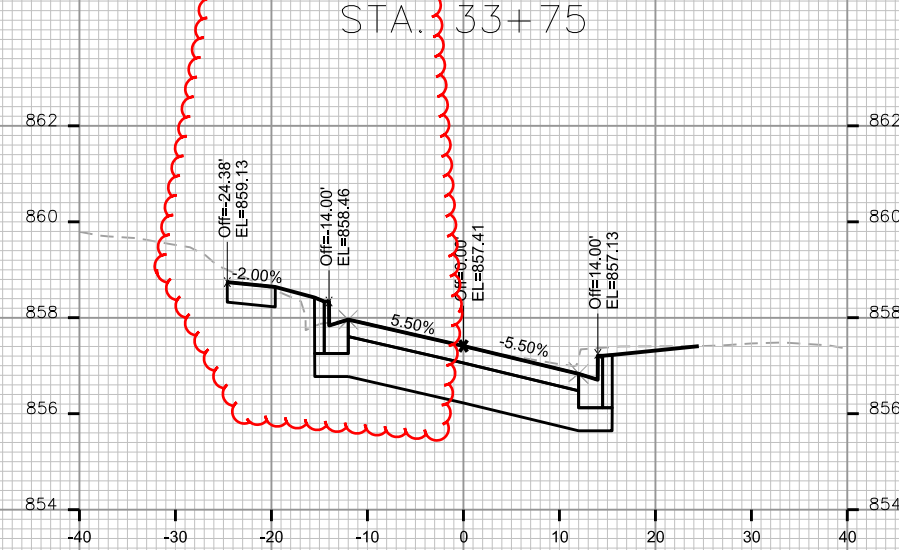
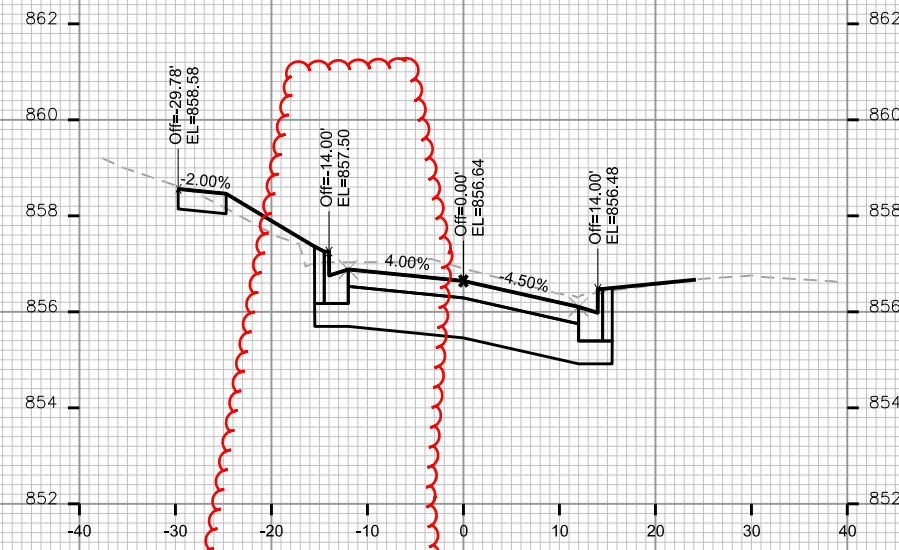
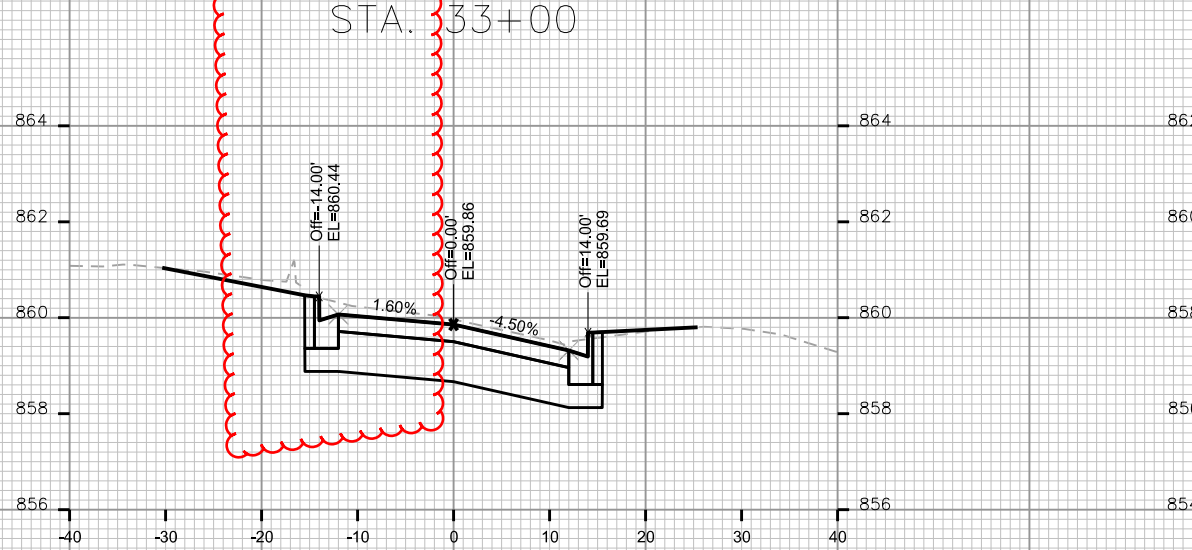
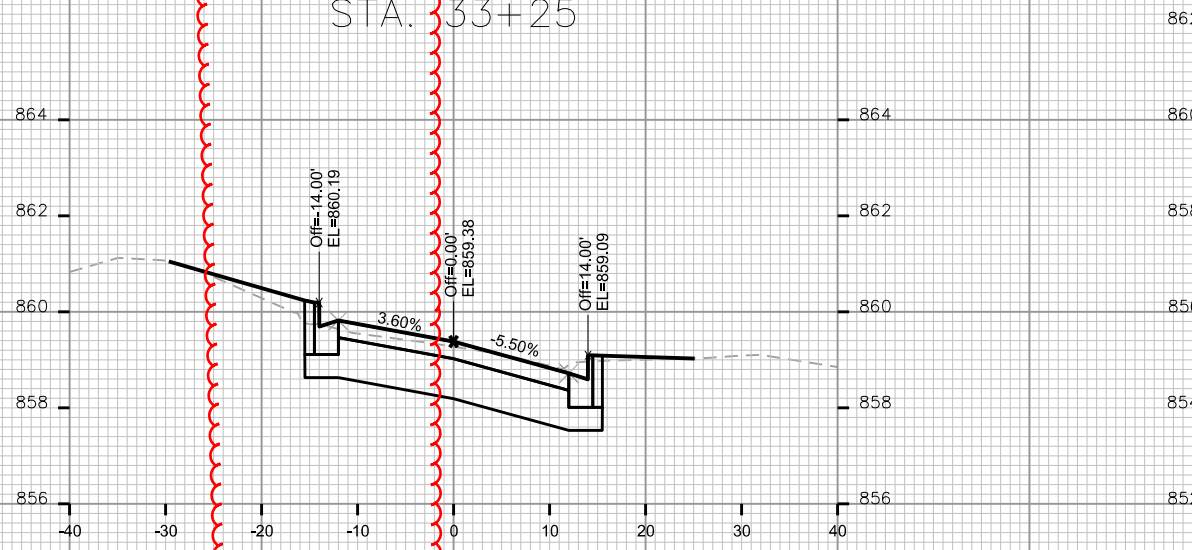
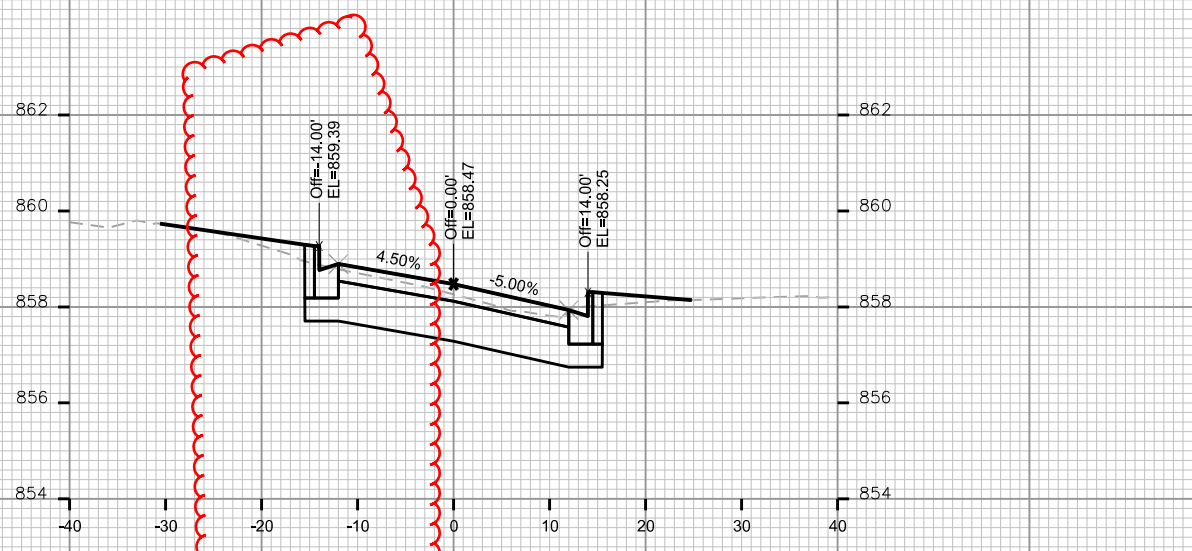
PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

SPRING STREET CITY OF MADISON  
REV 7/10/2015 GEY



PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

SPRING STREET

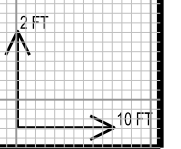
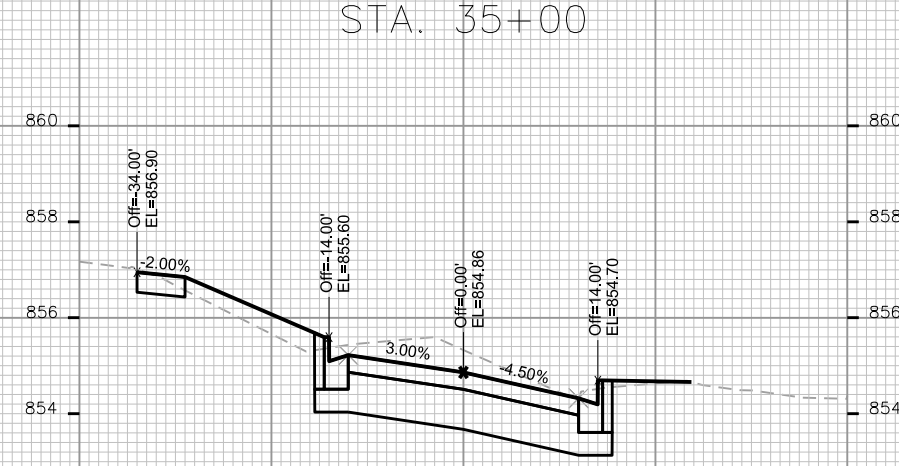
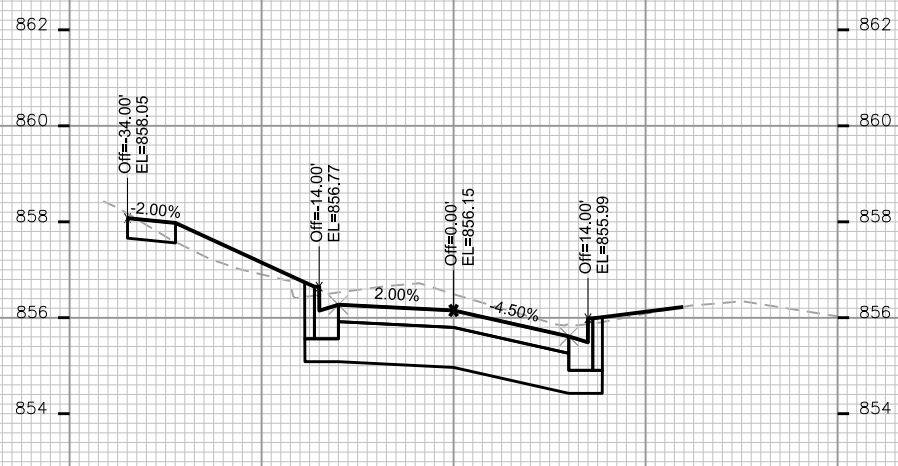
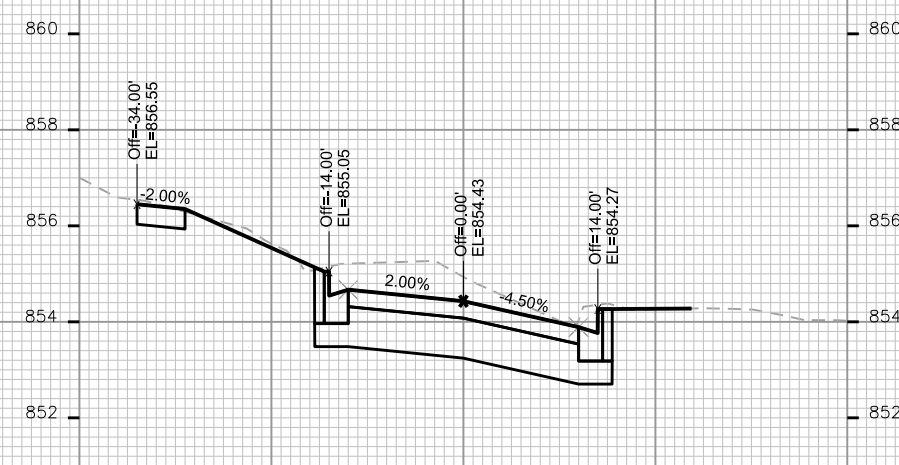
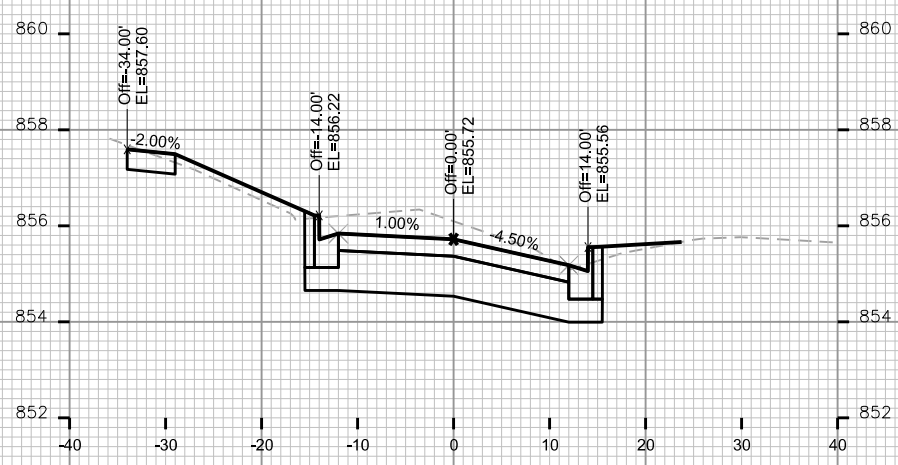
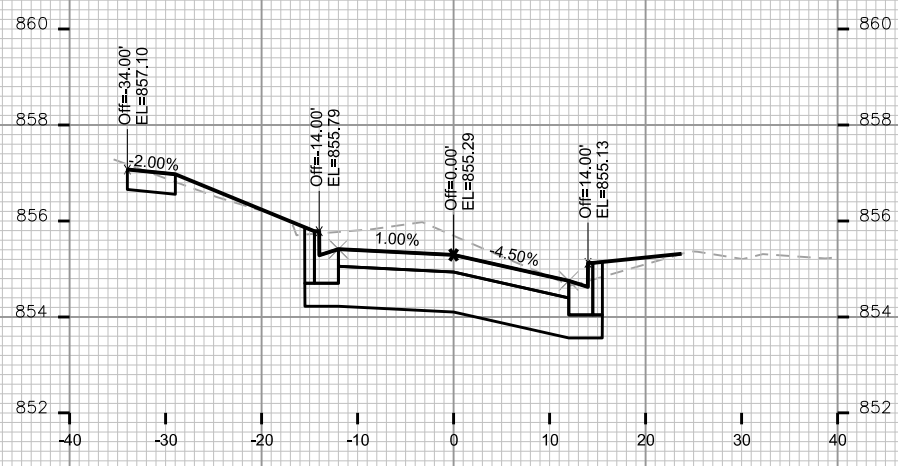
CITY OF MADISON

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

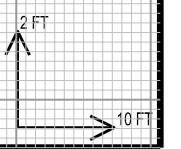
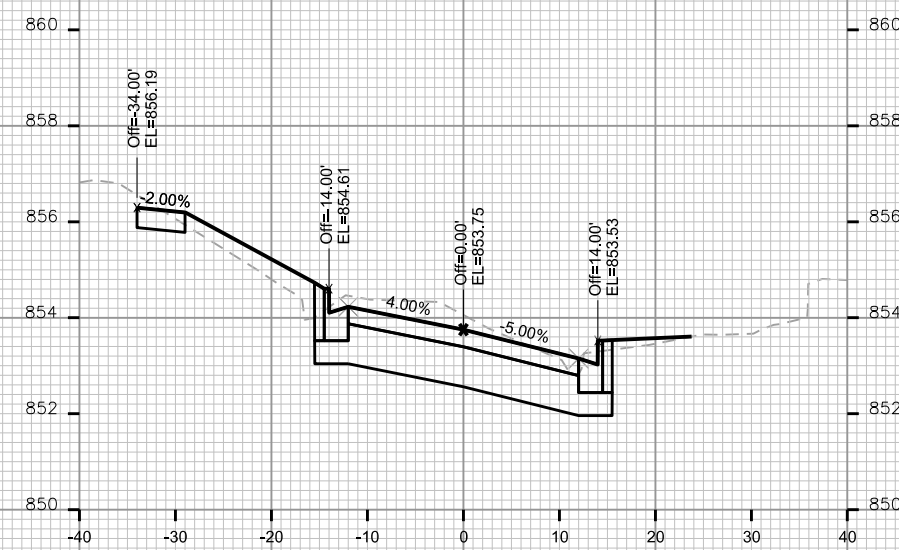
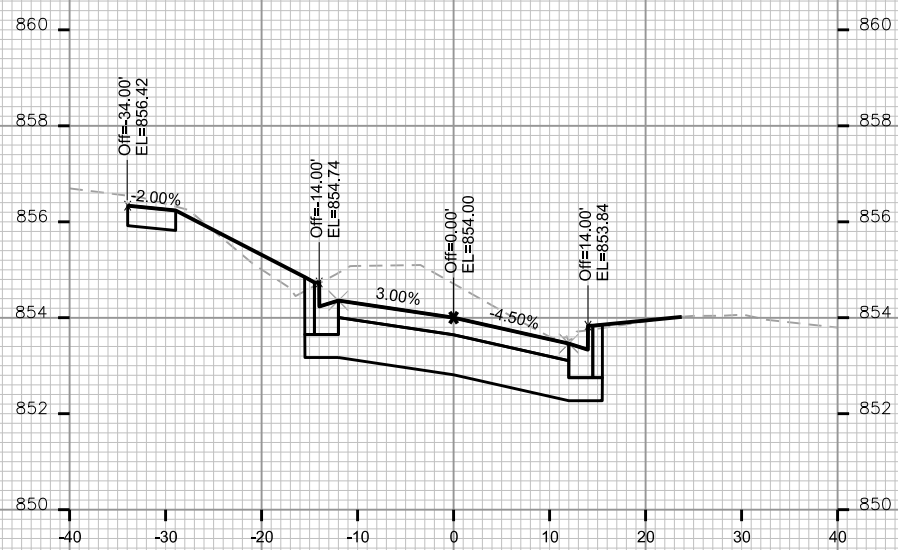
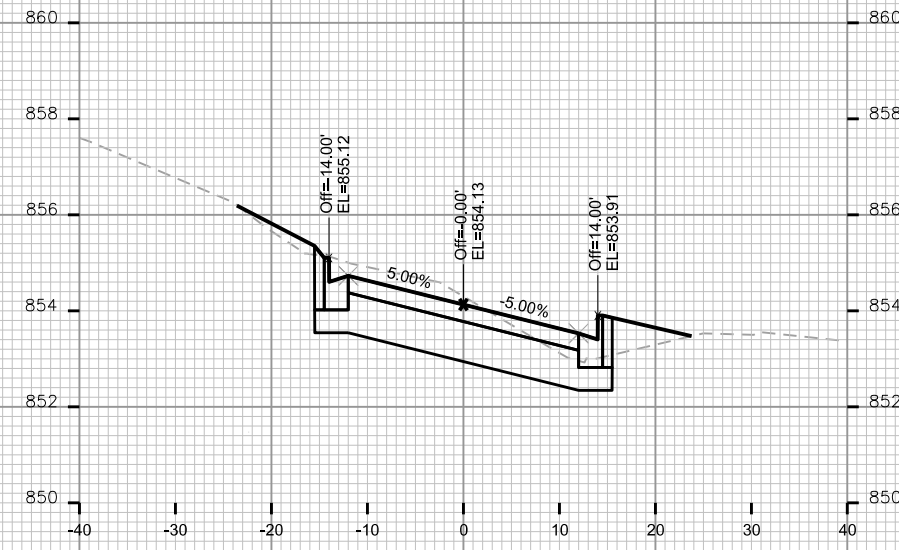
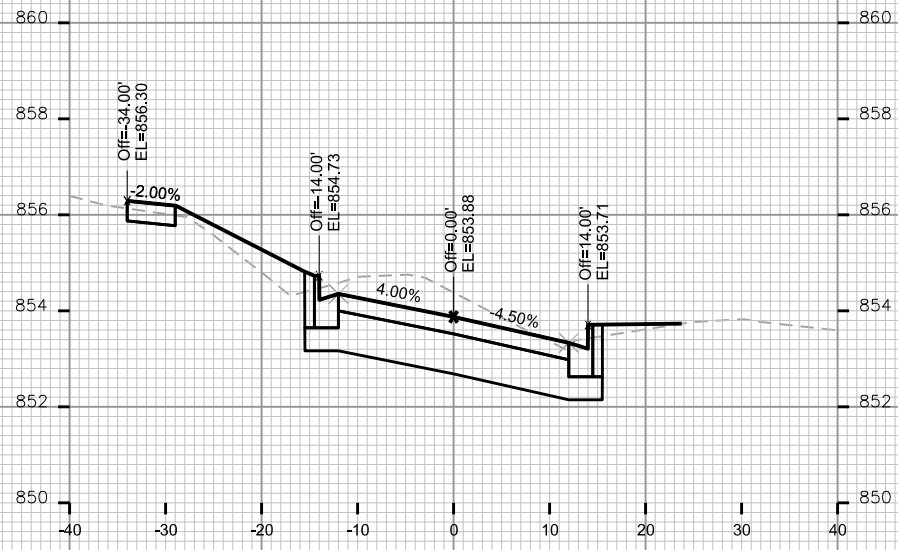


PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

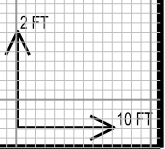
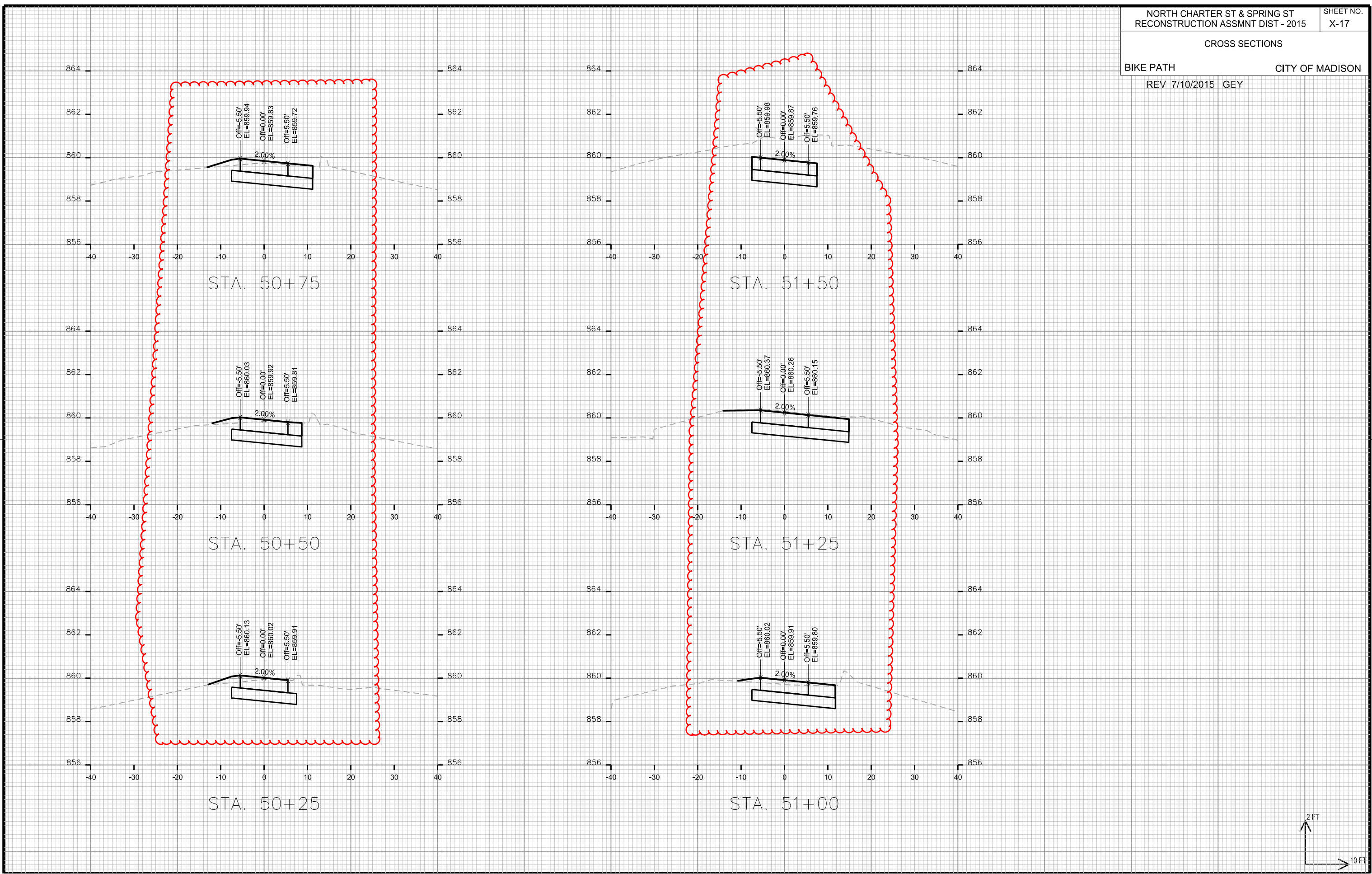
BIKE PATH CITY OF MADISON  
 REV 7/10/2015 GEY

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





CROSS SECTIONS

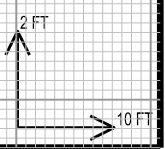
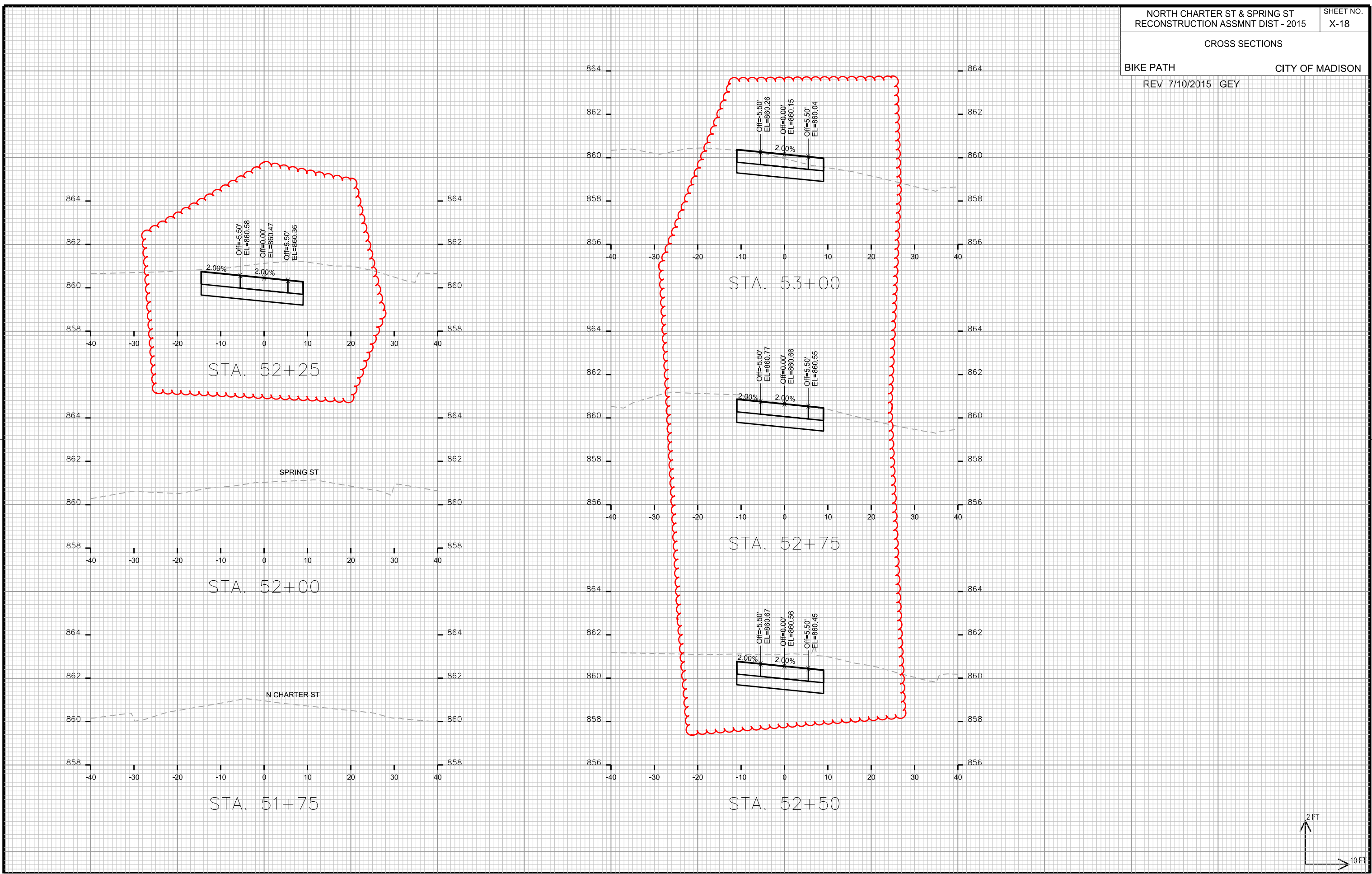
BIKE PATH CITY OF MADISON  
 REV 7/10/2015 GEY

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

BIKE PATH CITY OF MADISON

REV 7/10/2015 GEY

PLOT SCALE: \_\_\_\_\_

PLOT NAME: \_\_\_\_\_

REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

