

Madison, Wisconsin

# CITY OF MADISON

CITY ENGINEERING DIVISION

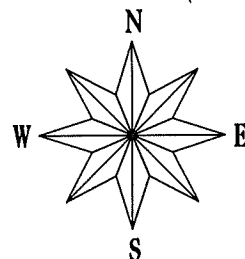
DEPARTMENT OF PUBLIC WORKS

## PLAN OF PROPOSED IMPROVEMENT

### CAPITAL CITY TRAIL BUCKEYE EXTENSION – SEGMENT 2 (LEONA COURT – SANDLEWOOD COURT)

CITY PROJECT NO. 53W1242

CONTRACT NO. 6701



INDEX OF SHEETS

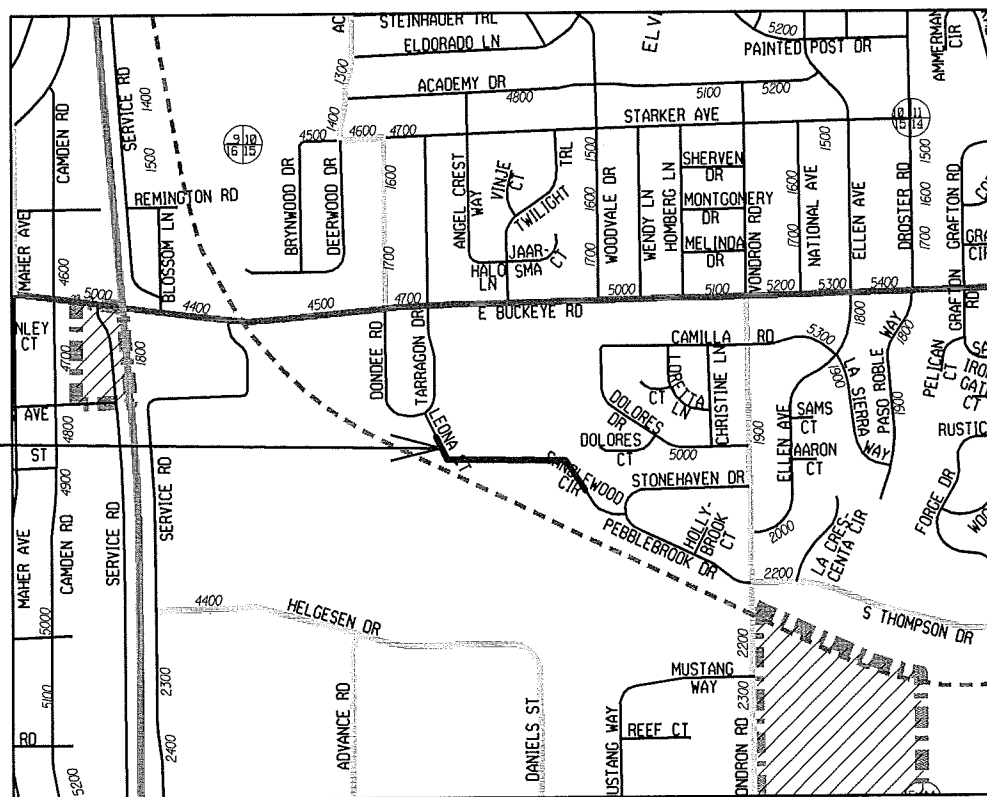
SHEET NO.	TITLE
1	DETAILS
D1	PATH PLAN & PROFILE
P1-P3	UTILITY SCHEDULES
P4	CROSS SECTIONS
X1-X9	

CONVENTIONAL SIGNS

FIELD VERIFY ALL UTILITY LOCATIONS

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

## CONSTRUCTION PROJECT LOCATION



EARTH WORK SUMMARY:  
 UNCLASSIFIED EXCAVATION (MEASURED PLAN QUANTITY).....532 C.Y.  
 ESTIMATED UNDISTRIBUTED UNDERCUT.....505 C.Y.  
 TOTAL EXCAVATION CUT.....1037 C.Y.  
 IMPORTED SELECT FILL.....1335 C.Y.

PUBLIC IMPROVEMENT PROJECT APPROVED

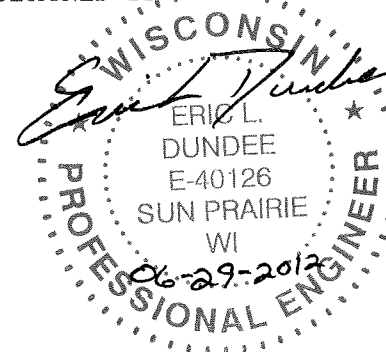
JUNE 19, 2012

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

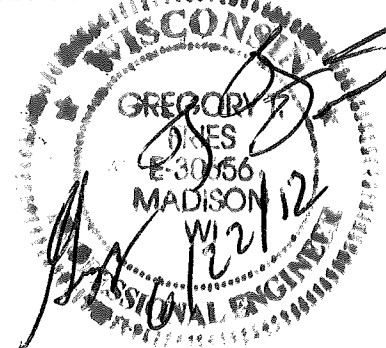
PUBLIC IMPROVEMENT DESIGN APPROVED BY:

*[Signature]*  
 City Engineer Date

MULTI-USE PATH DESIGNED BY:



STORM SEWER DESIGNED BY:

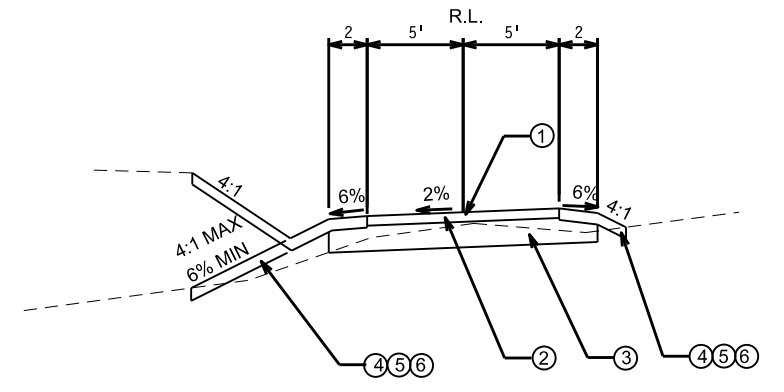


NOTES:

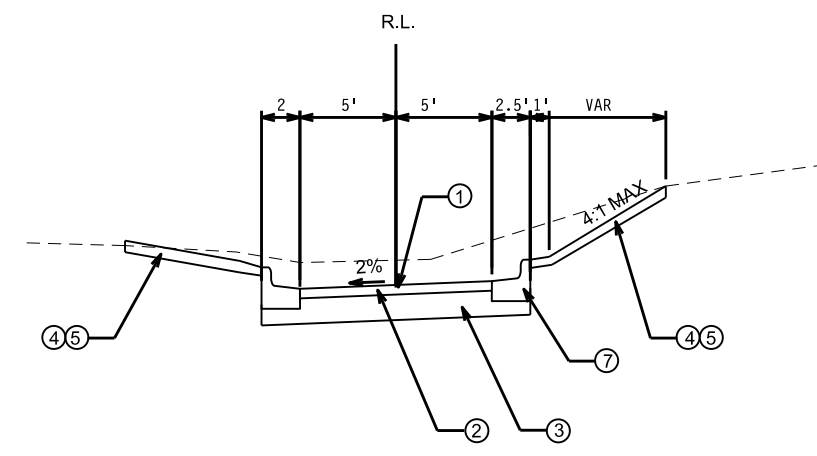
ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADE OF 0.50% TOWARD STORM SEWER INLETS.

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



**PROPOSED TYPICAL SECTION**  
PATH STA 20+24 TO STA 33+00



**PROPOSED TYPICAL SECTION**  
PATH STA 33+00 TO STA 33+83

**LEGEND**

- ① POINT REFERRED TO ON PROFILE
- ② 3 INCH HMA PAVEMENT, TYPE E-0.3 (NOTE 3)
- ③ 8 INCH CRUSHED AGGREGATE BASE COURSE, GRADATION NO. 2
- ④ SEED, FERTILIZER AND EROSION MATTING CLASS 1, TYPE URBAN
- ⑤ 4 INCH TOPSOIL
- ⑥ FILL (AS NEEDED)
- ⑦ CONCRETE CURB & GUTTER, TYPE A (30")

1. COMPACTED FILL SHALL BE CONSTRUCTED TO THE EXTENT POSSIBLE WITH SUITABLE MATERIALS OBTAINED FROM EXCAVATION CUT. STOCKPILING, PLACING SHAPING AND COMPACTING OF THIS MATERIAL WILL BE CONSIDERED INCIDENTAL TO EXCAVATION CUT.
2. CROSS SLOPE ON PAVEMENT MAY BE OPPOSITE THAT SHOWN ON TYPICAL SECTION. SEE CROSS SECTIONS FOR DIRECTION OF CROSS SLOPE.
3. 3-INCH HMA PAVEMENT SHALL BE CONSTRUCTED AS A SINGLE LIFT. NOMINAL AGGREGATE SIZE 12.5 MM.

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

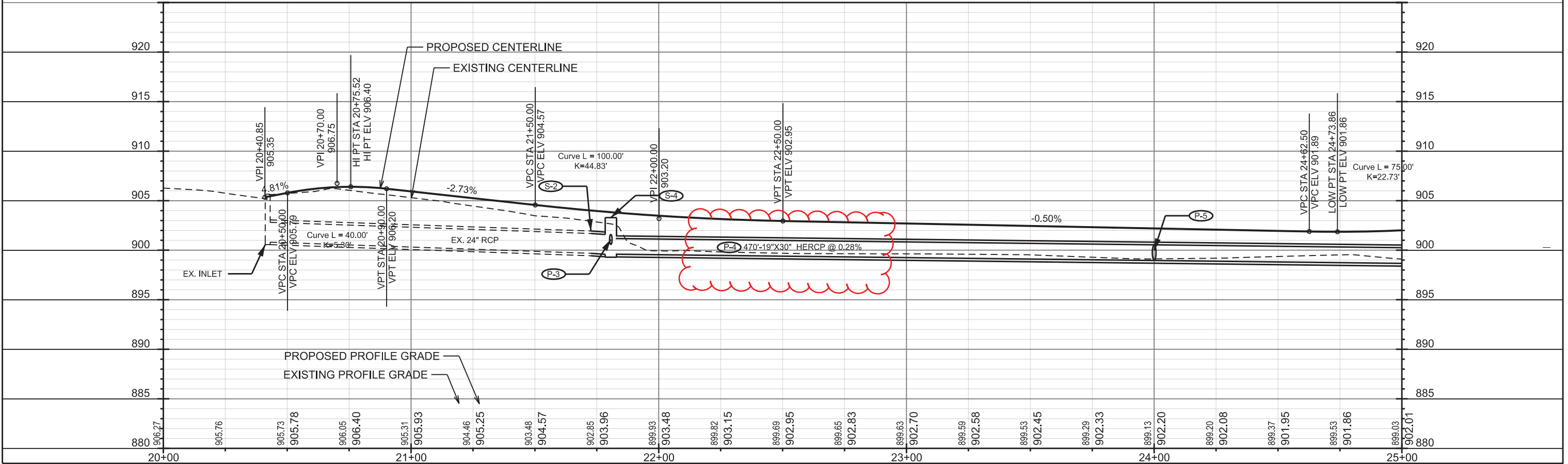
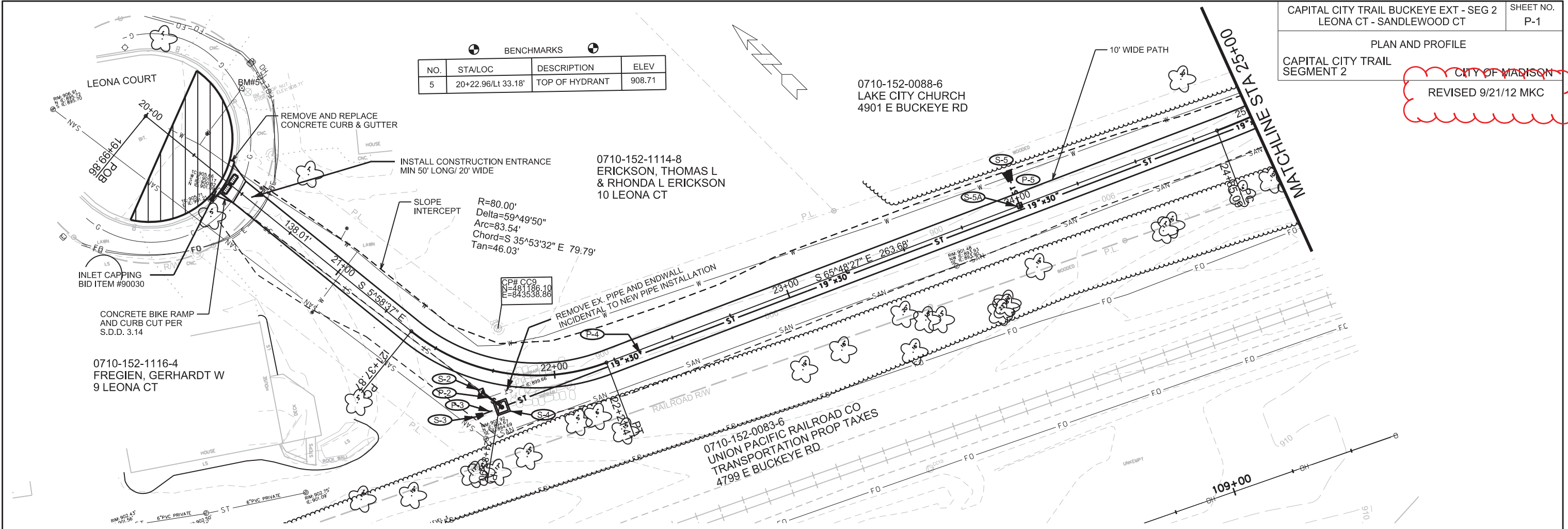
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
CAPITAL CITY TRAIL  
SEGMENT 2  
CITY OF MADISON  
REVISED 9/21/12 MKC

NO.	STALOC	DESCRIPTION	ELEV
5	20+22.96/Lt 33.18'	TOP OF HYDRANT	908.71

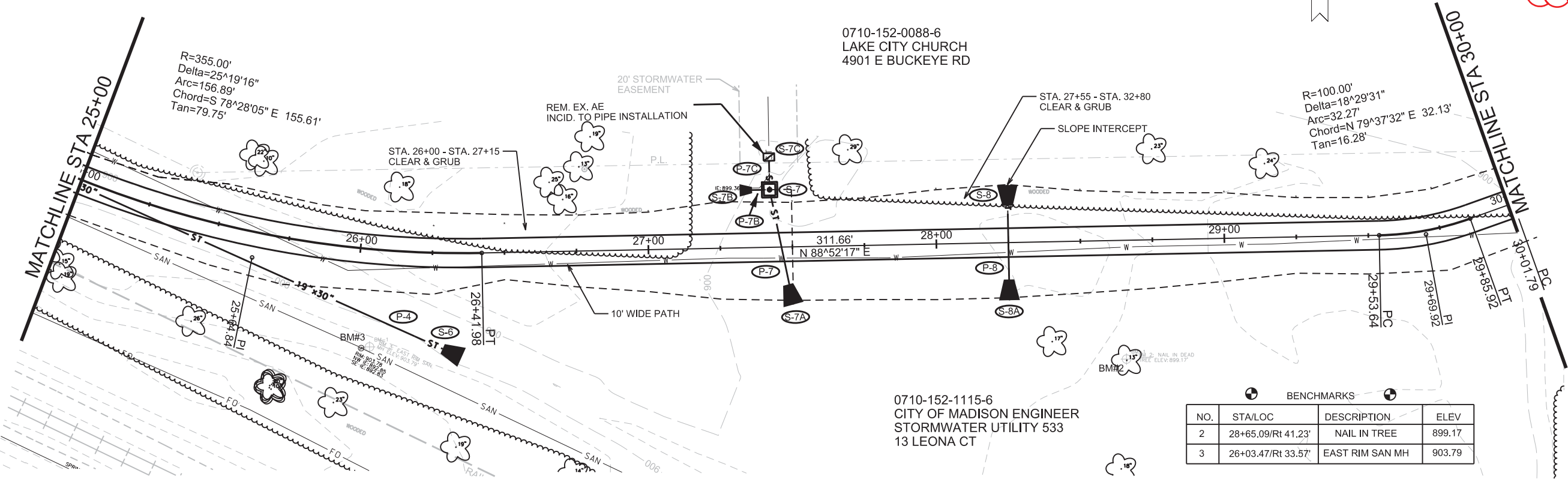


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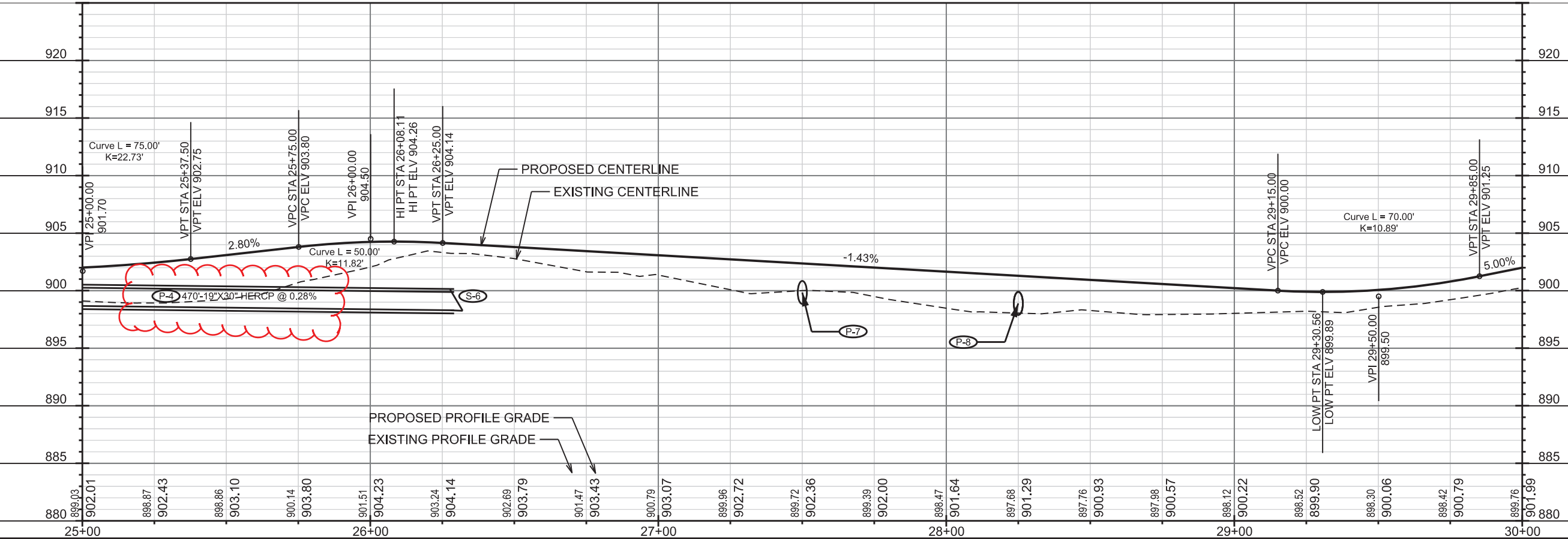
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BENCHMARKS

NO.	STA/LOC	DESCRIPTION	ELEV
2	28+65.09/Rt 41.23'	NAIL IN TREE	899.17
3	26+03.47/Rt 33.57'	EAST RIM SAN MH	903.79



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

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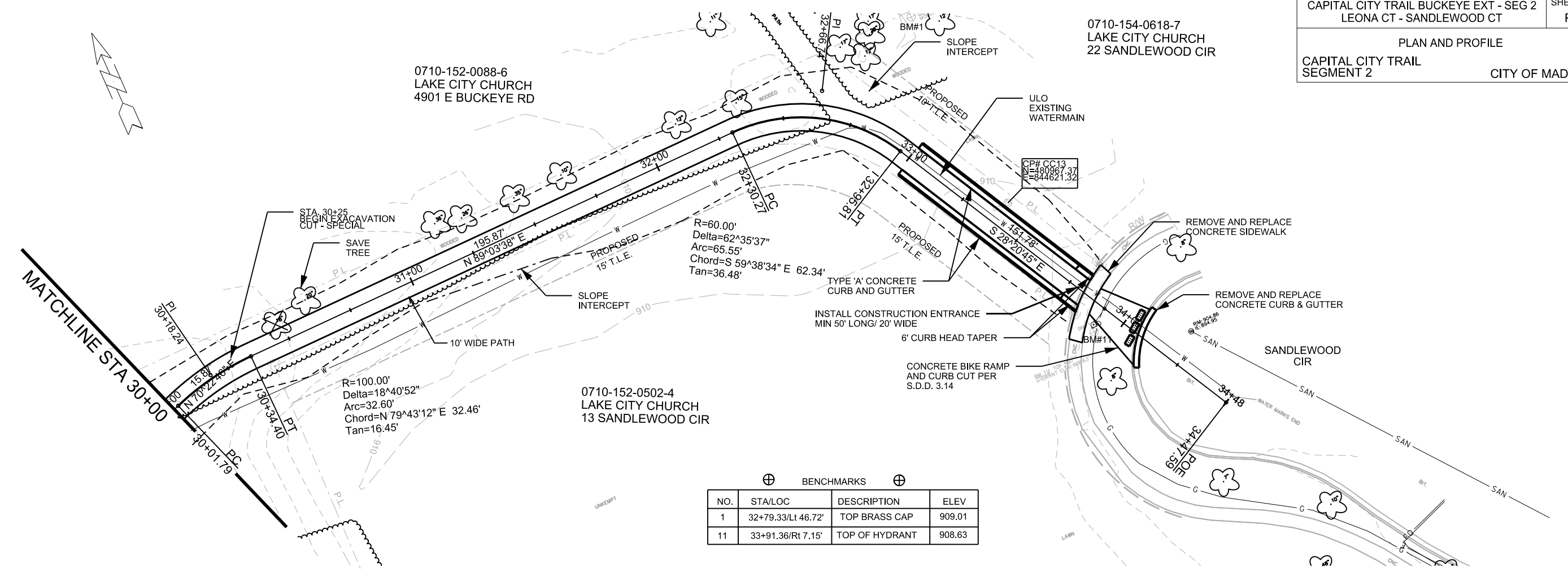
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0710-154-0618-7  
LAKE CITY CHURCH  
22 SANDLEWOOD CIR

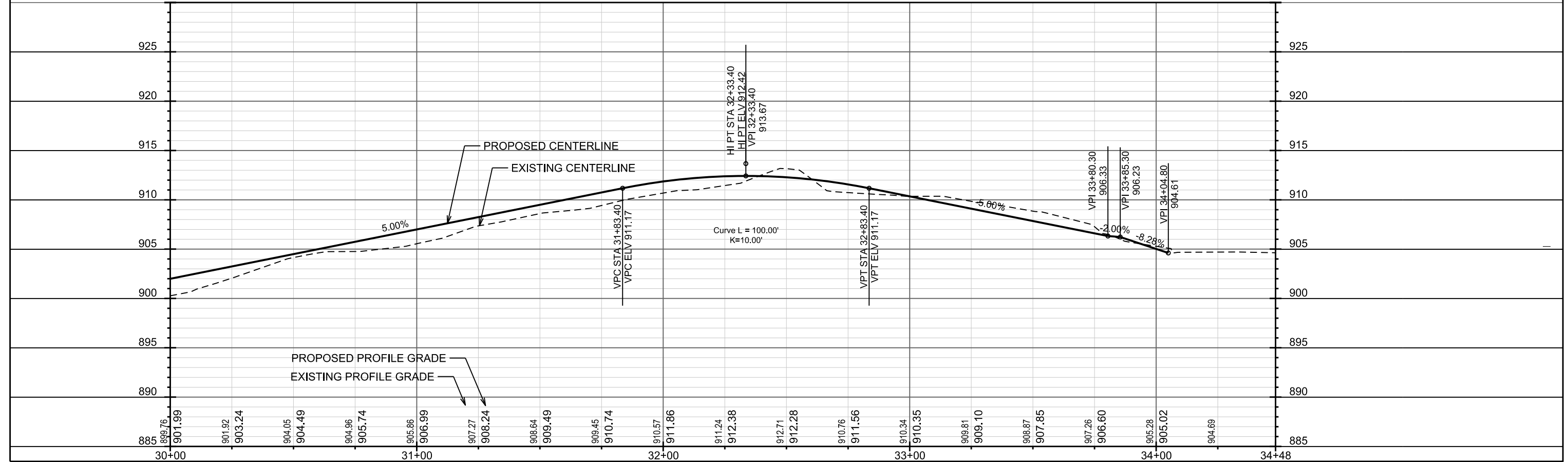
0710-152-0088-6  
LAKE CITY CHURCH  
4901 E BUCKEYE RD

0710-152-0502-4  
LAKE CITY CHURCH  
13 SANDLEWOOD CIR



⊕ BENCHMARKS ⊕

NO.	STA/LOC	DESCRIPTION	ELEV
1	32+79.33/Lt 46.72'	TOP BRASS CAP	909.01
11	33+91.36/Rt 7.15'	TOP OF HYDRANT	908.63



PLOT SCALE: \_\_\_\_\_  
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# STORM SEWER SCHEDULE

## ALIGNMENT CODES:

'CC' = CAPITAL CITY BIKE PATH

CAPITAL CITY TRAIL BUCKEYE EXT - SEG 2	SHEET NO.
PROJECT NO. 53W1242	P-4
STORM SEWER SCHEDULE	
CITY OF MADISON	

\*REVISED 9/21/12 MKC

### PROPOSED STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-2	21'CC'+71.09	RT-9.00	CONC. COLLAR	-	899.66	-	
S-3	21'CC'+72.80	RT-19.65	12" AE	-	901.80	-	
S-4	21'CC'+80.52	RT-13.80	4'X4' SAS	903.80	899.60	4.20	FP, W/ R-1550-0554
S-5	24'CC'+00.00	RT-14.86	18" AE	-	899.91	-	
S-5A	24'CC'+00.00	CL	CONC. COLLAR	-	899.80	-	
S-6	26'CC'+34.96	RT-36.15	<b>19"X30" AE</b>	-	898.30	-	
S-7	27'CC'+42.32	LT-20.00	4'X4' SAS	902.66	899.10	3.56	FP, W/ R-1550-0554
S-7A	27'CC'+50.00	RT-20.00	24"X38" AE	-	898.60	-	
S-7B	27'CC'+31.92	LT-20.00	14"X23" AE	-	899.75	-	
S-7C	27'CC'+42.32	LT-30.00	CONC. COLLAR	-	899.36	-	
S-8	28'CC'+25.00	LT-20.00	24"X38" AE	-	898.00	-	
S-8A	28'CC'+25.00	RT-20.00	24"X38" AE	-	897.80	-	

### PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-2	S-4	S-2	10	899.60	899.66	0.60%	24"	RCP	
P-3	S-4	S-3	9	900.60	901.80	13.33%	12"	RCP	(1)
P-4	S-6	S-4	470	898.30	899.60	0.28%	<b>19"X30"</b>	HERCP	(1)
P-5	S-5A	S-5	15	899.80	899.91	0.73%	18"	RCP	(1)
P-7	S-7A	S-7	40	898.60	899.10	1.25%	24"X38"	HERCP	(1)
P-7B	S-7	S-7B	8	899.10	899.75	8.12%	14"X23"	HERCP	(1)
P-7C	S-7	S-7C	10	899.10	899.36	2.60%	24"X38"	HERCP	
P-8	S-8A	S-8	40	897.80	898.00	0.50%	24"X38"	HERCP	(1)

### SPECIFIC NOTES:

(1) APRON ENDWALL LENGTH INCLUDED IN PIPE LENGTH, ACTUAL PIPE LENGTH WILL BE SHORTER

### 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 MAX CONWAY OF CITY ENGINEERING AT (608) 261-9127 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608) 264-9275

PLOT SCALE: ---  
PLOT NAME: ---  
REV. DATE: ---

ORIGINATOR: CITY OF MADISON STREETS DIVISION

CROSS SECTIONS

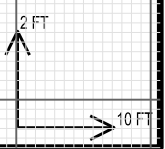
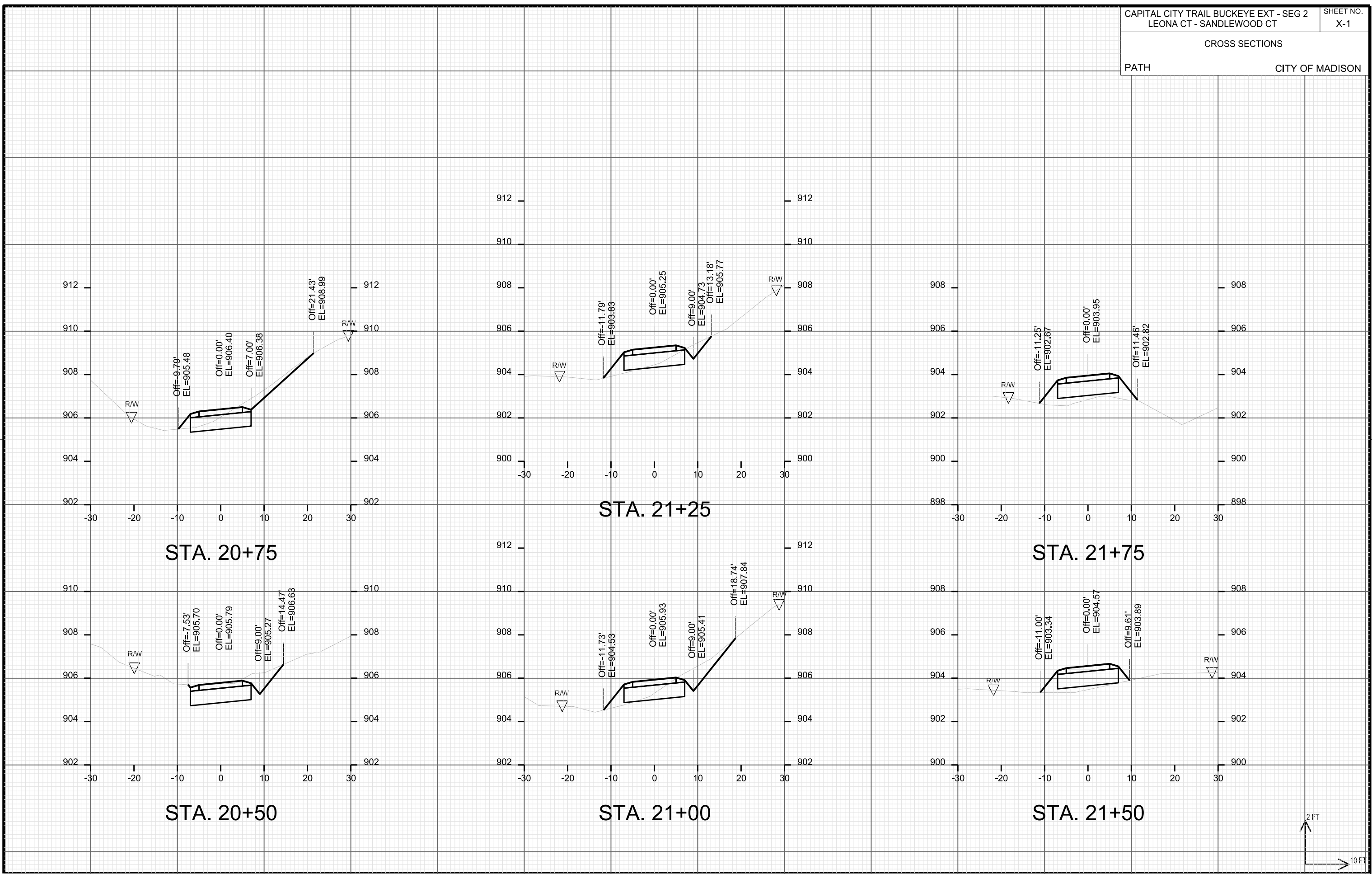
PATH CITY OF MADISON

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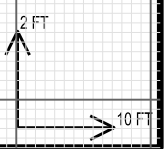
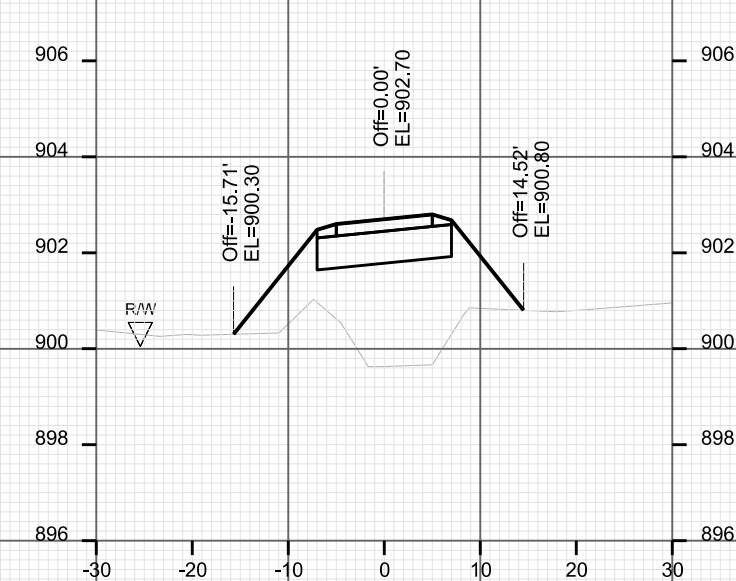
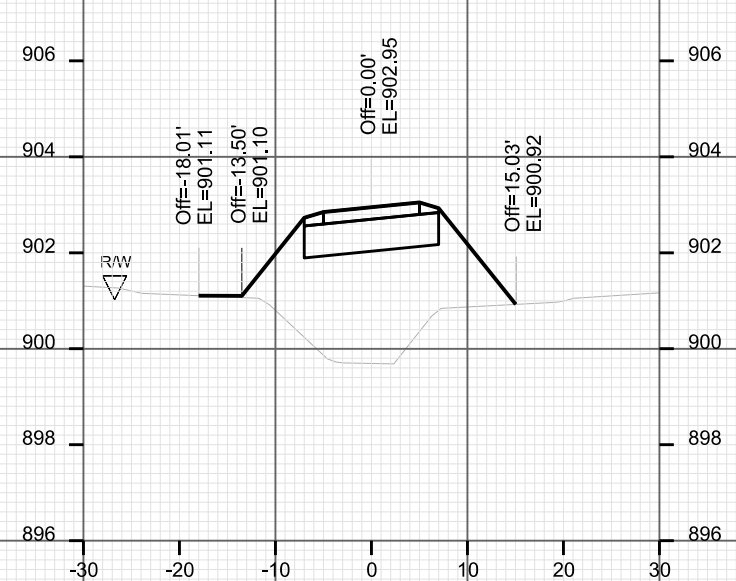
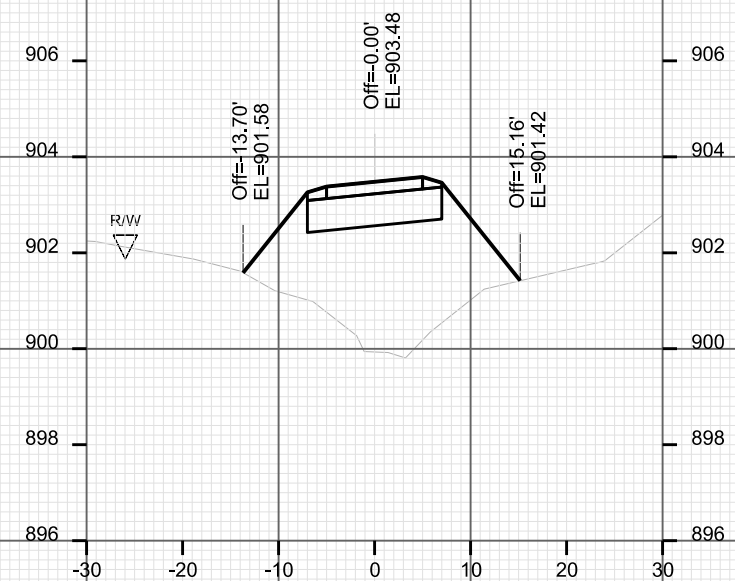
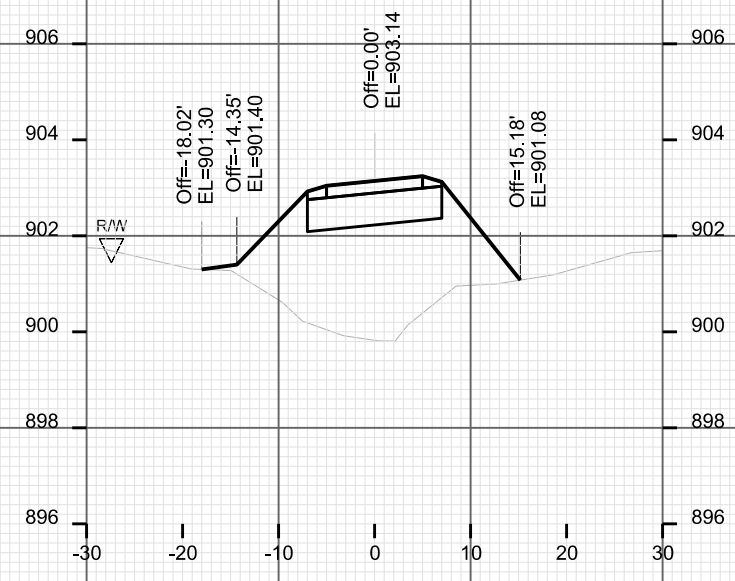
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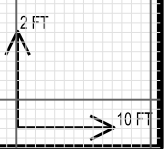
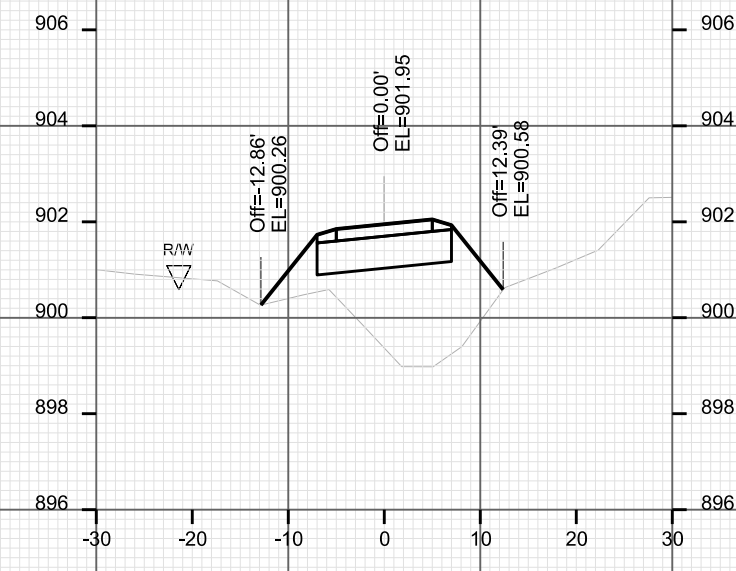
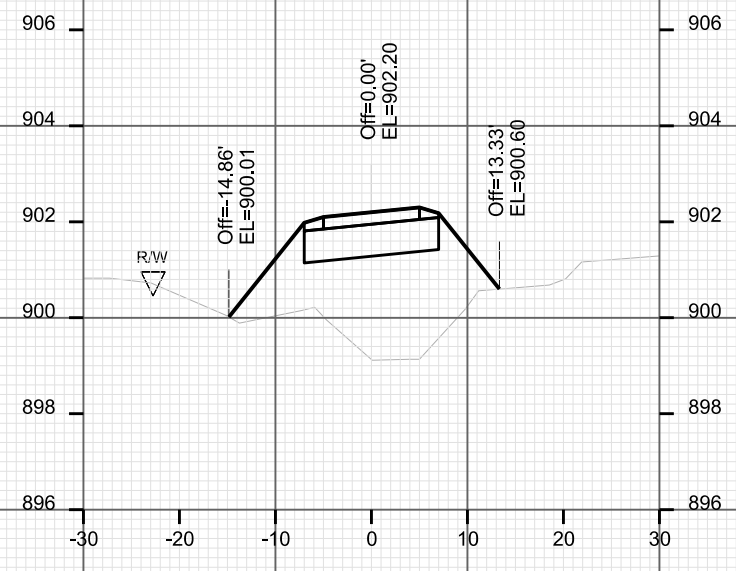
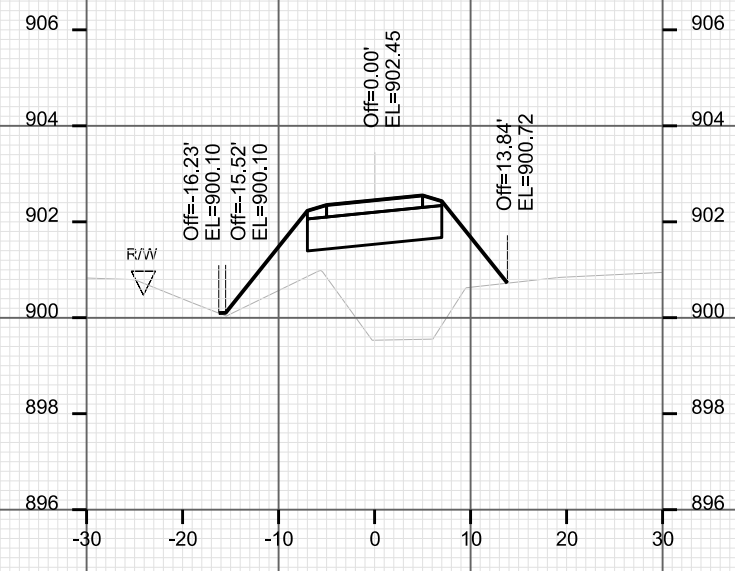
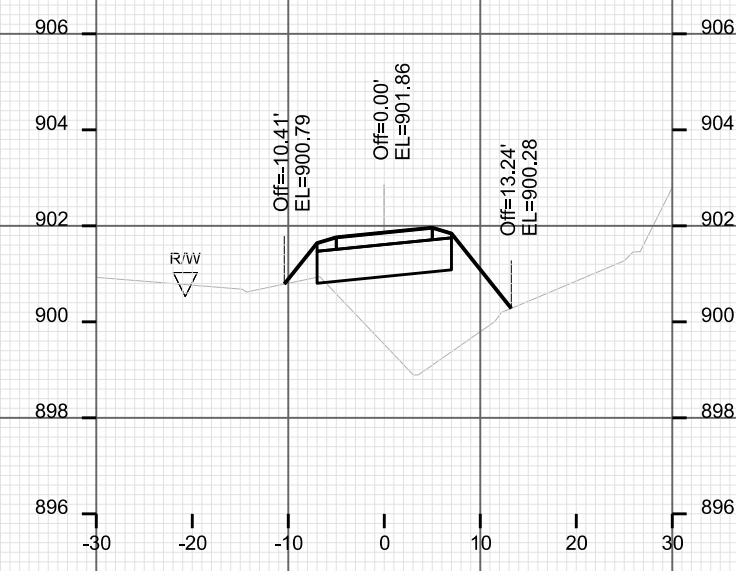
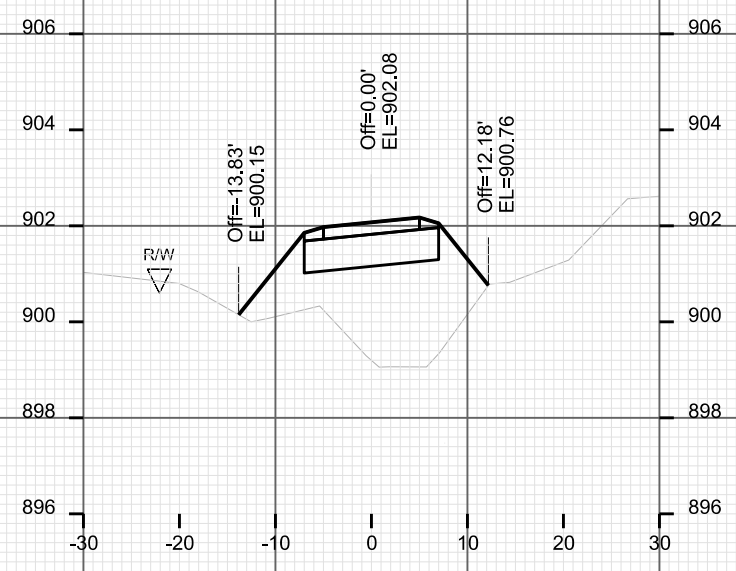
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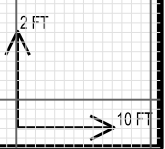
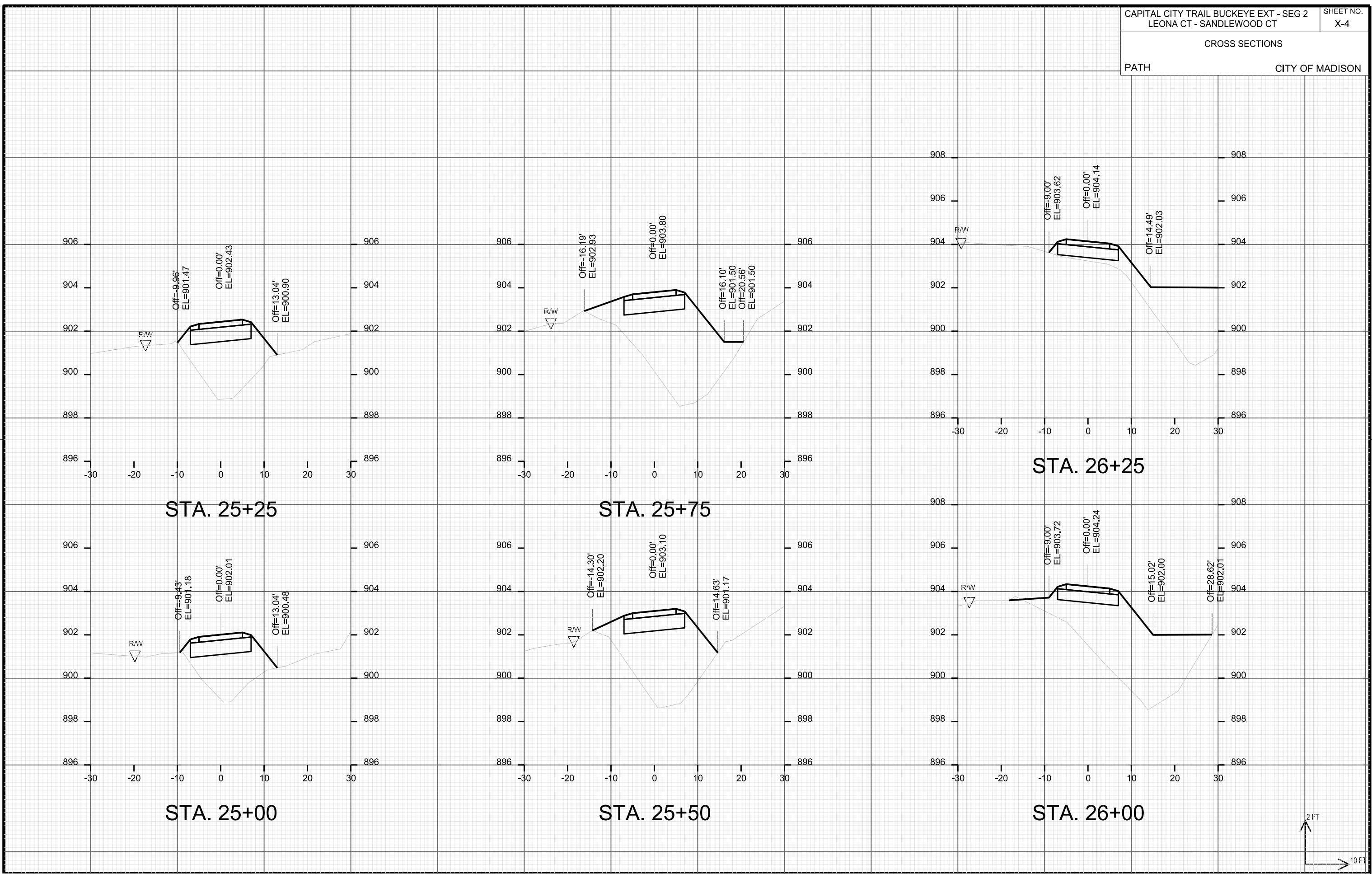
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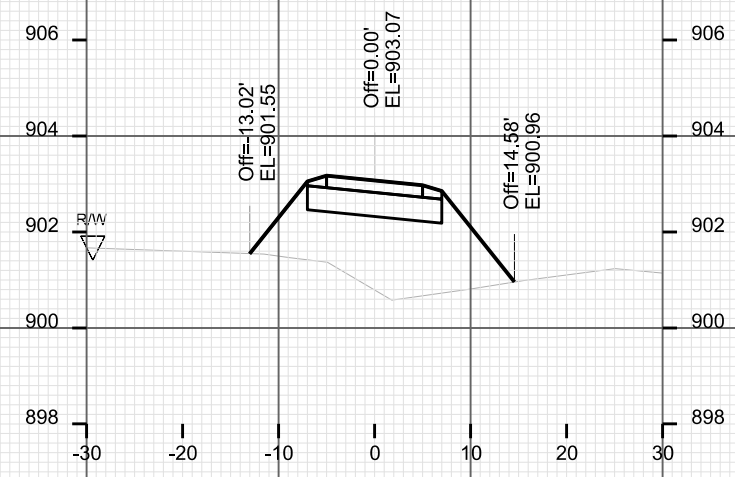
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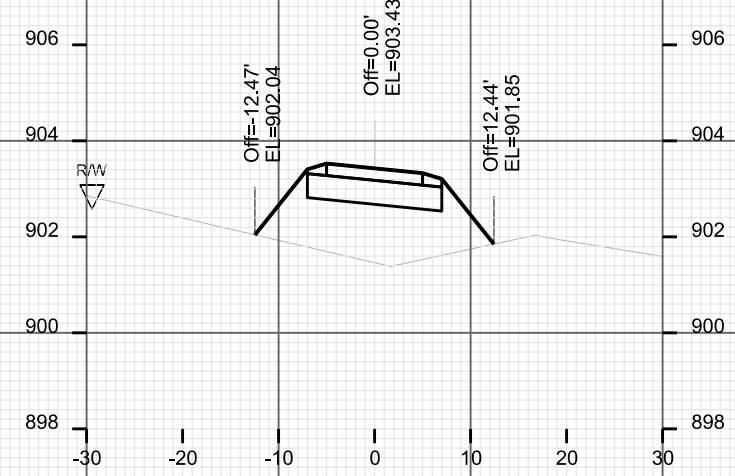


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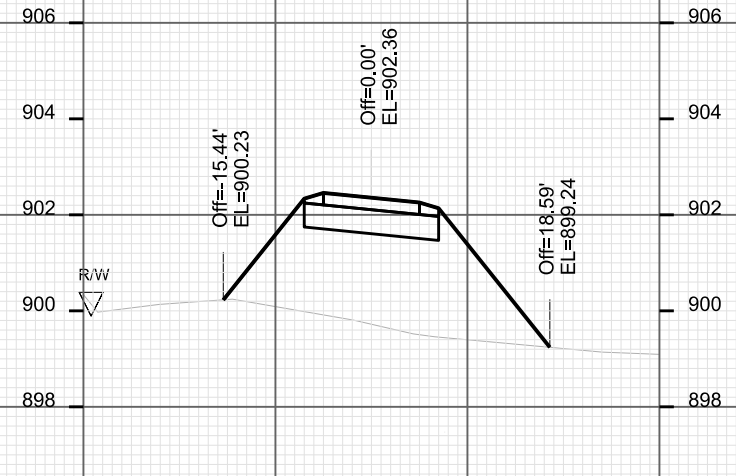
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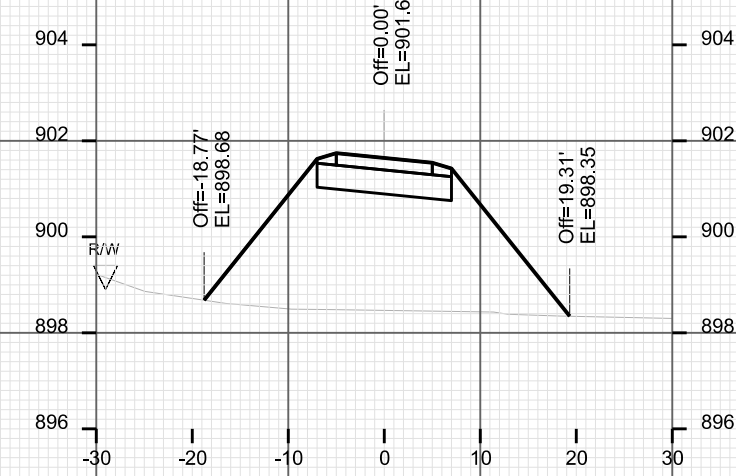
STA. 27+00



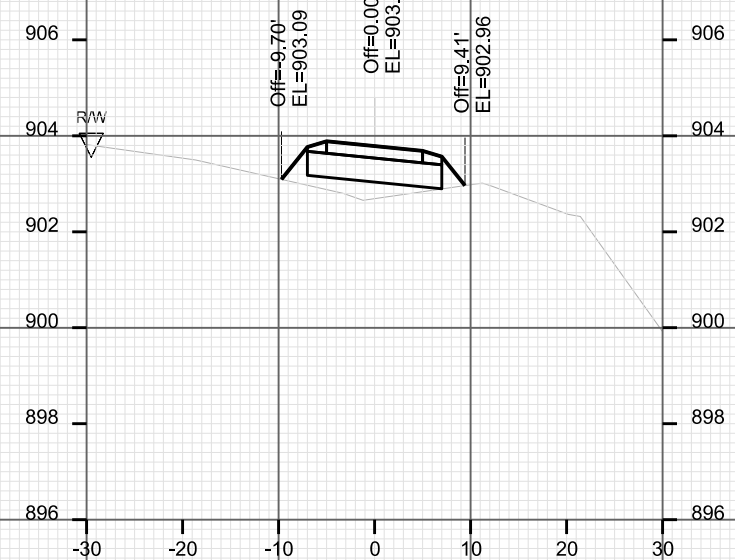
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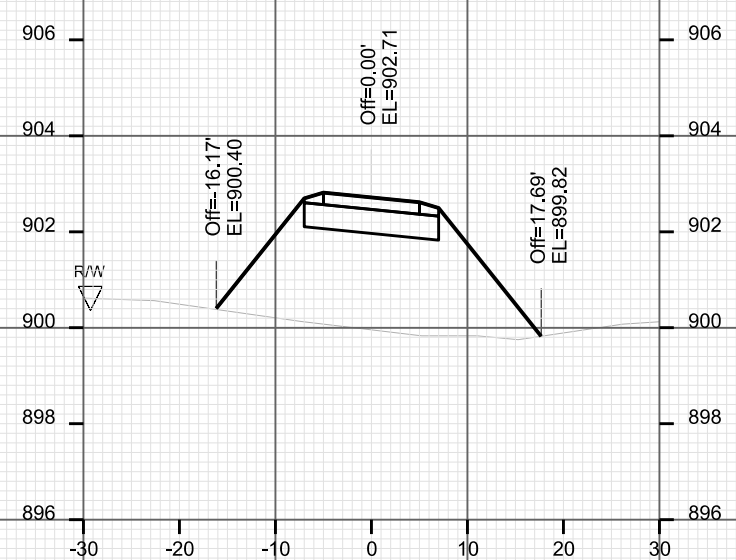
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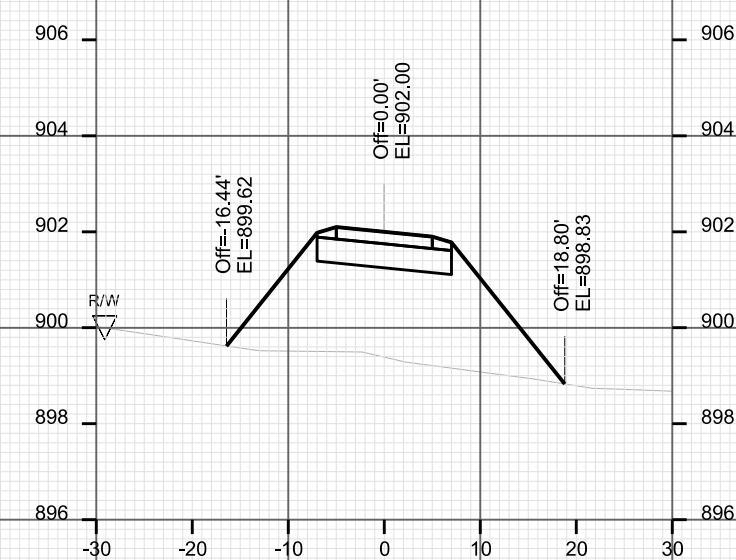
STA. 28+00



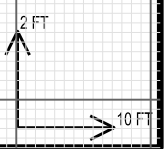
STA. 26+50



STA. 27+25



STA. 27+75



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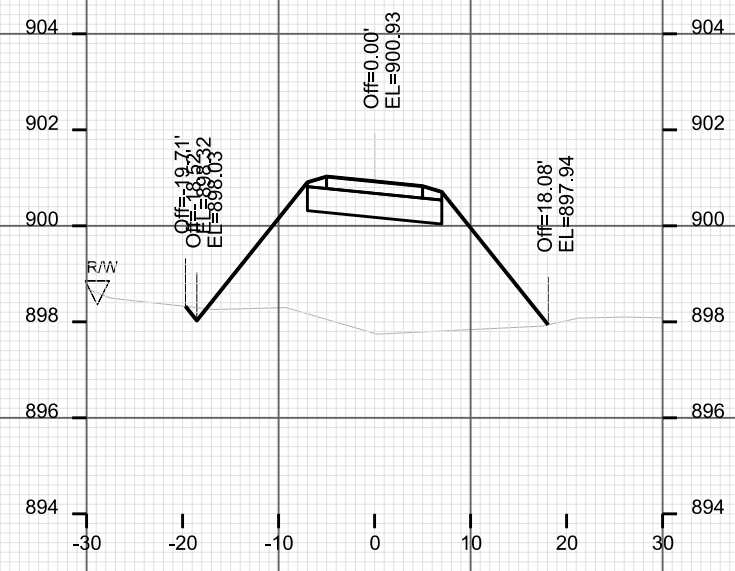
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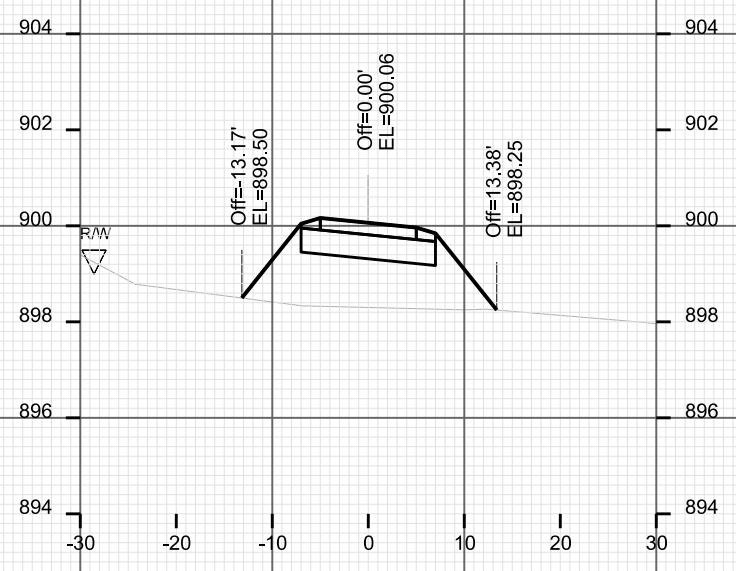
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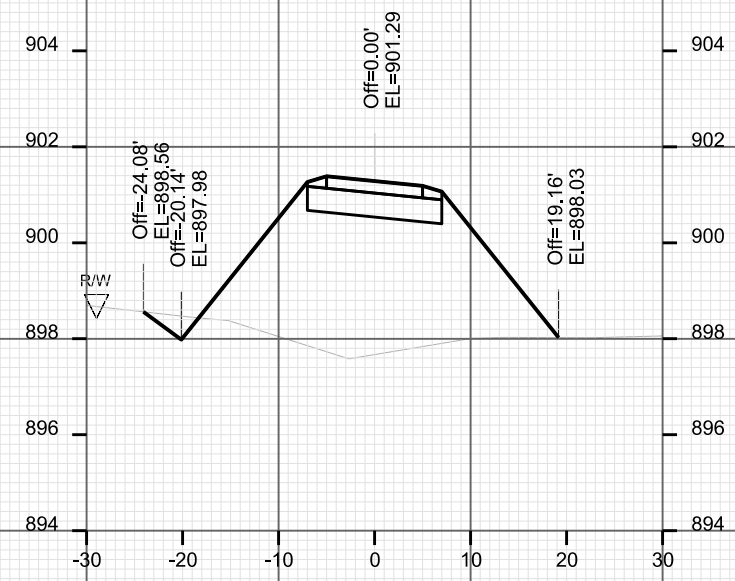
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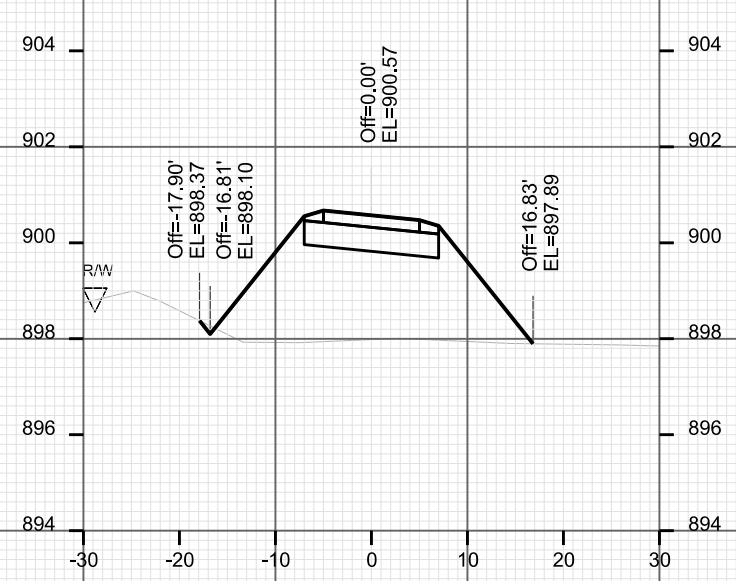
STA. 29+00



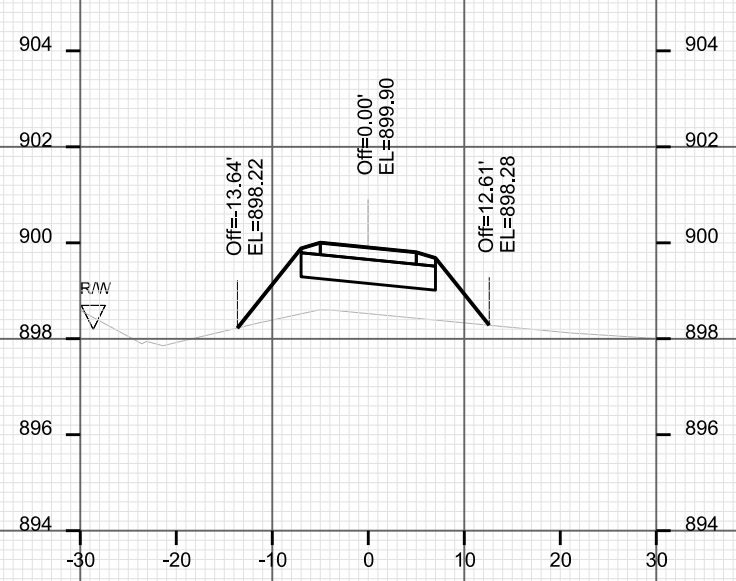
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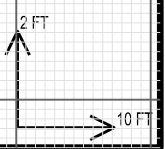
STA. 28+25



STA. 28+75



STA. 29+25



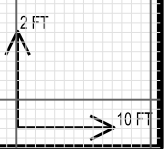
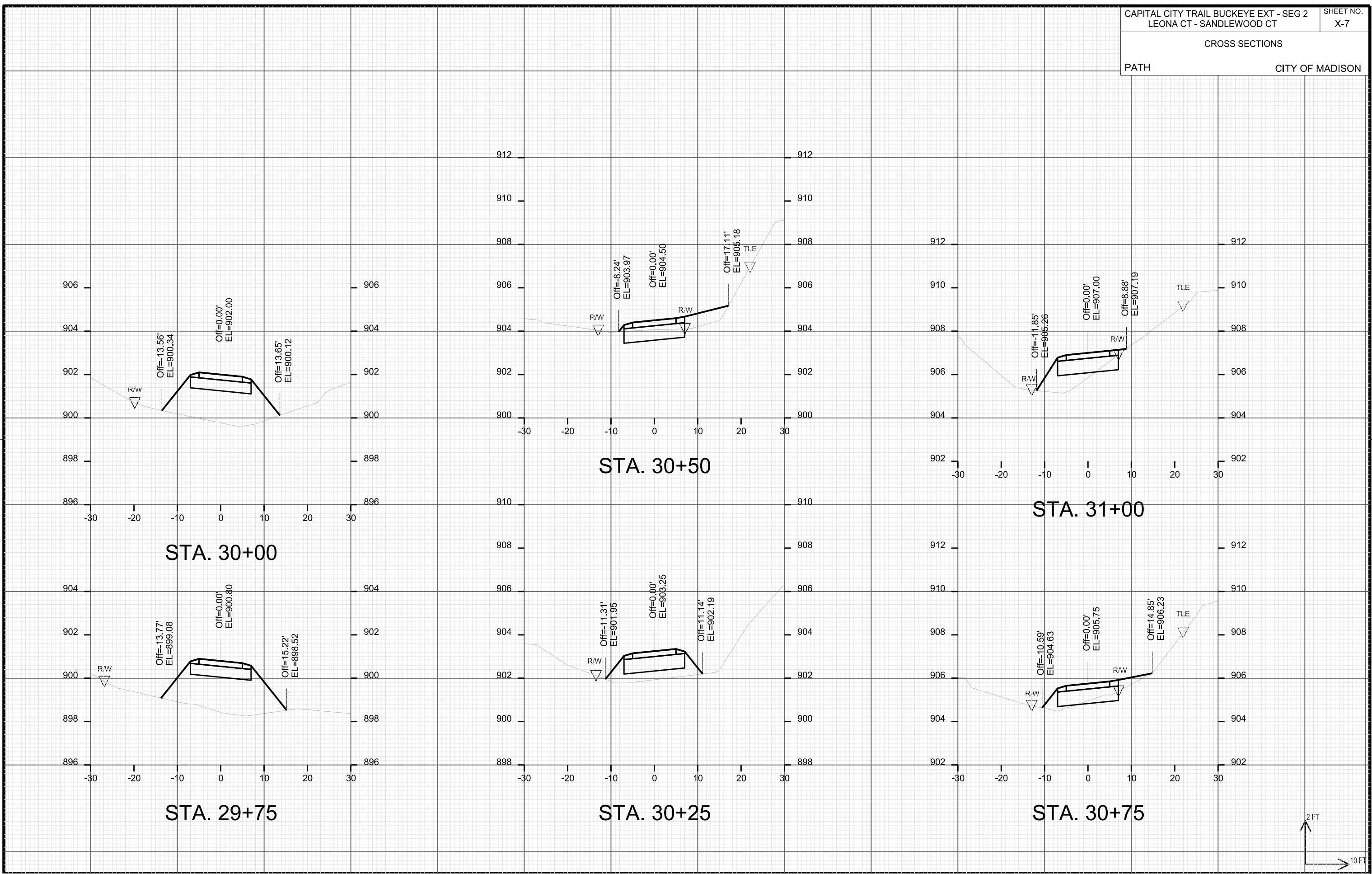
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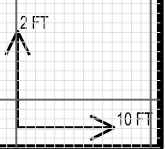
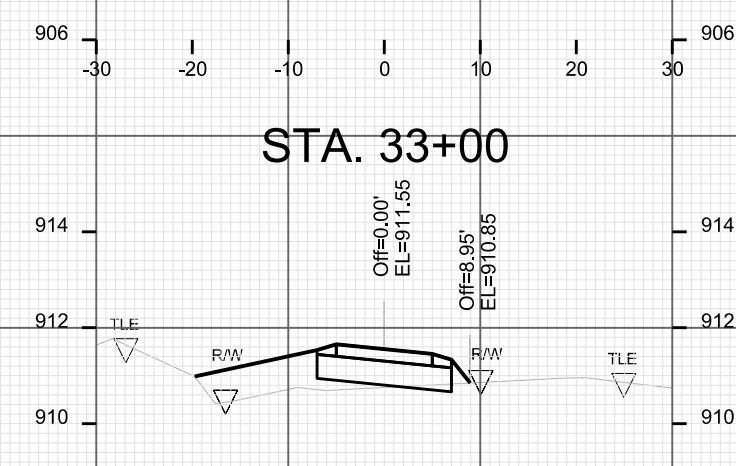
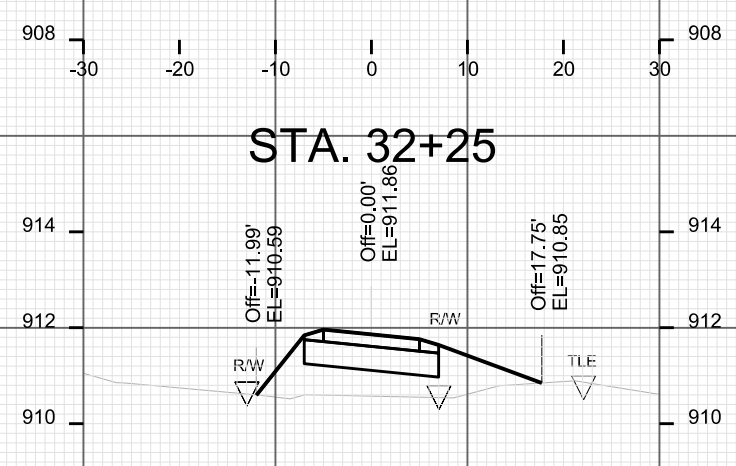
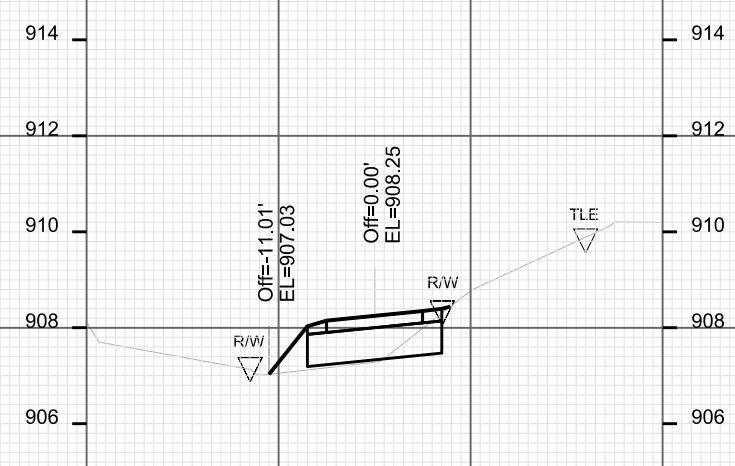
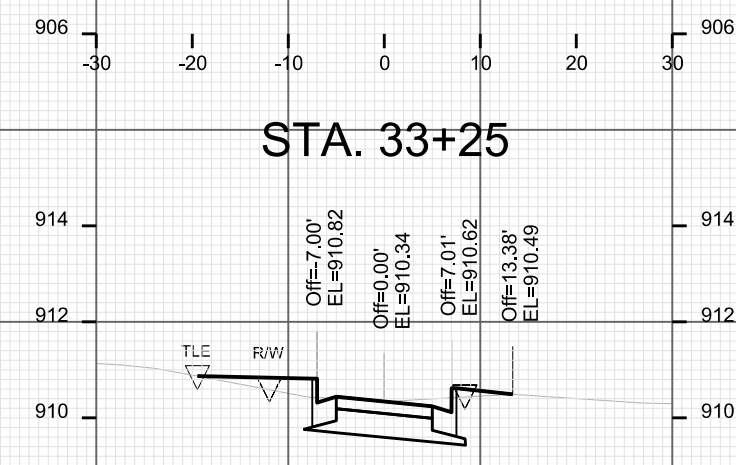
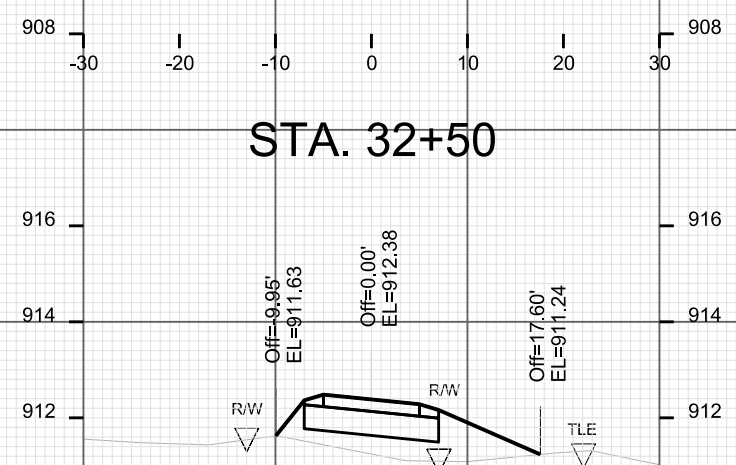
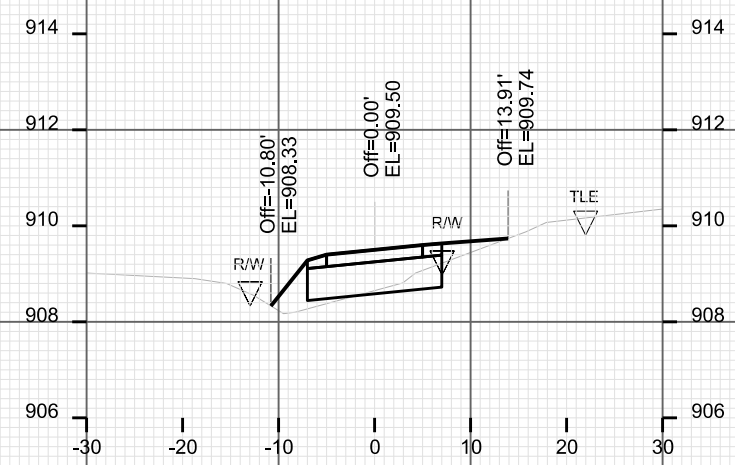
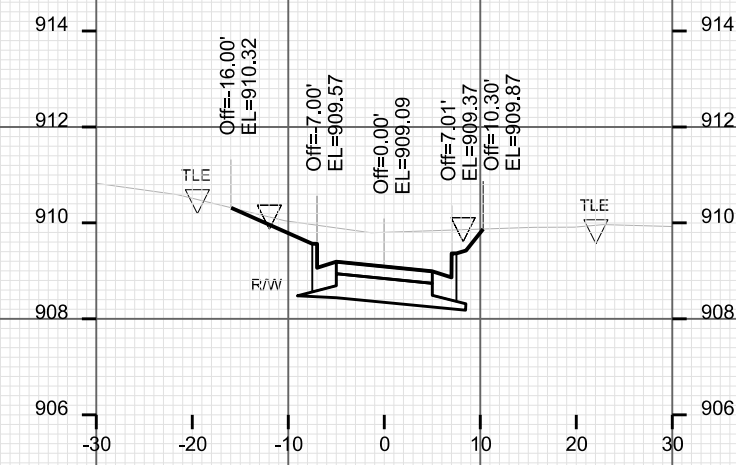
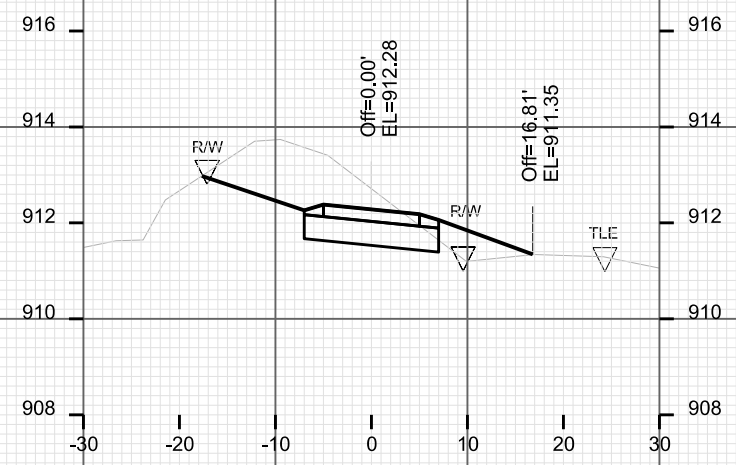
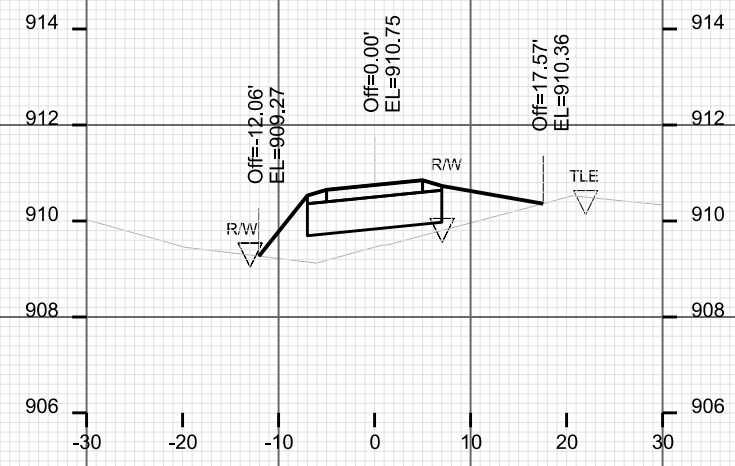
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CROSS SECTIONS

PATH CITY OF MADISON



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