

Madison, Wisconsin

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# CITY OF MADISON

## CITY ENGINEERING DIVISION

### DEPARTMENT OF PUBLIC WORKS

# PLAN OF PROPOSED IMPROVEMENT

## KOSTER STREET & NORTH RUSK AVENUE

### ASSESSMENT DISTRICT - 2019

CITY PROJECT NO. 11676  
CONTRACT NO. 8110

PUBLIC IMPROVEMENT PROJECT APPROVED

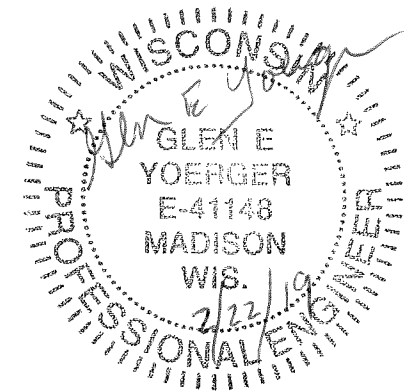
JANUARY 8, 2019

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

*[Signature]* 3/1/19  
City Engineer Date

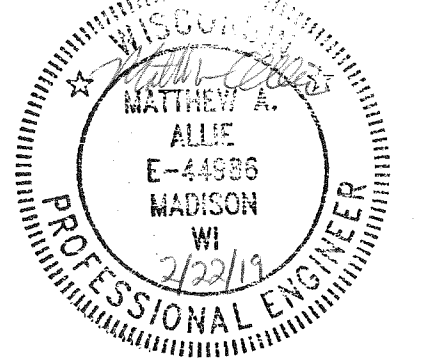
STREET DESIGNED BY:



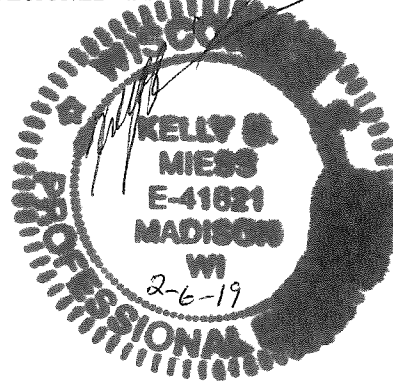
TRAFFIC CONTROL & PAVEMENT MARKINGS DESIGNED BY:



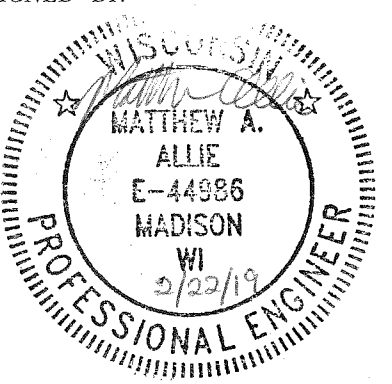
STORM SEWER DESIGNED BY:



WATER MAIN DESIGNED BY:



SANITARY SEWER 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	[Symbol]
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	[Symbol]
COMBUSTIBLE FLUIDS	[Symbol]

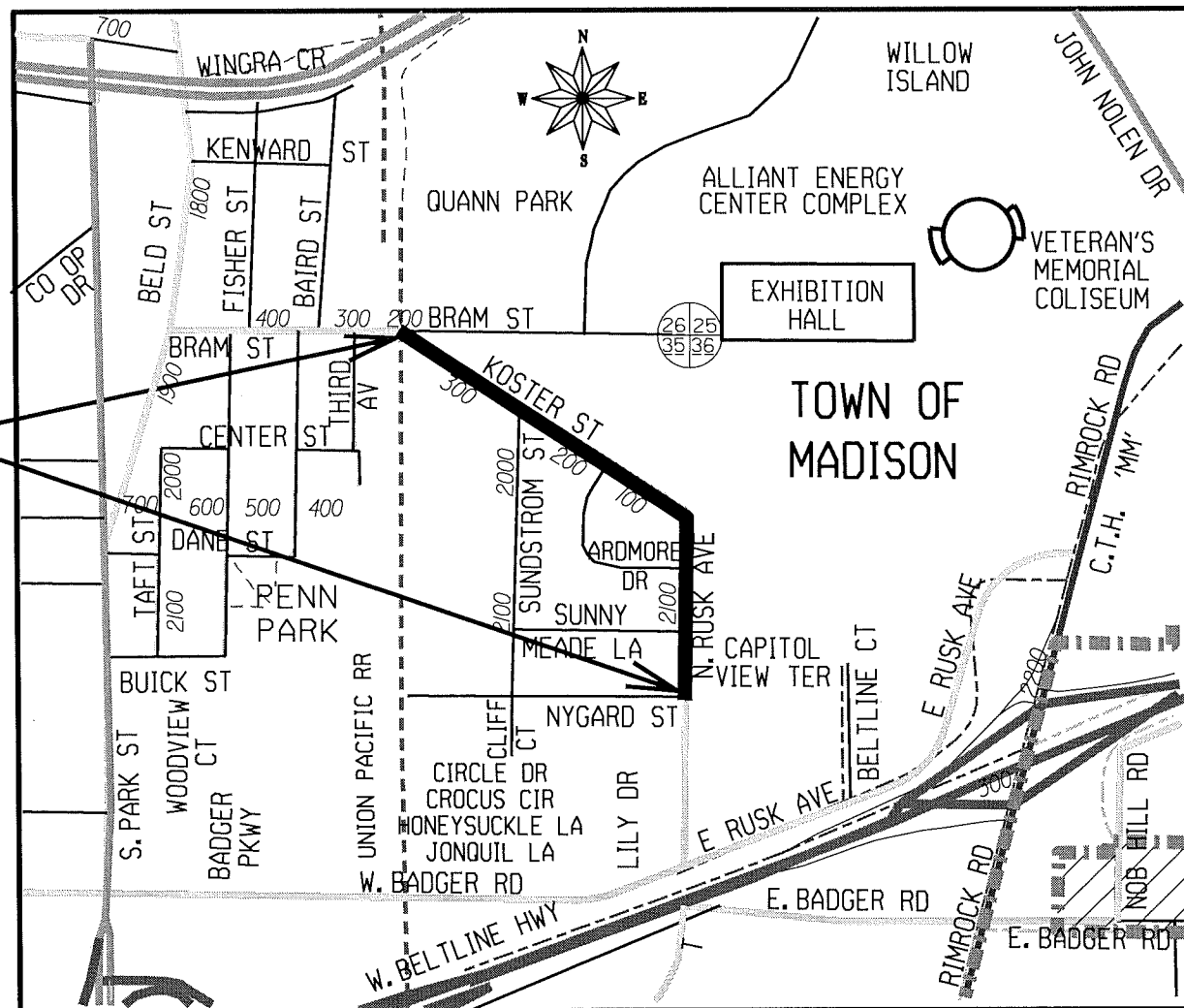
## CONSTRUCTION PROJECT LOCATION

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)	
KOSTER ST & N RUSK AVE	6056 C.Y.
GRADING FOR SWALE IN LYCKBERG PARK	70 C.Y.
ADDITIONAL TOPSOIL STRIPPING	290 C.Y.
<b>TOTAL (PLAN QTY):</b>	<b>6416 C.Y.</b>
ESTIMATED UNDISTRIBUTED UNDERCUT = 750 CY	
<b>TOTAL UNCLASSIFIED EXCAVATION CUT ..... 7166 C.Y.</b>	

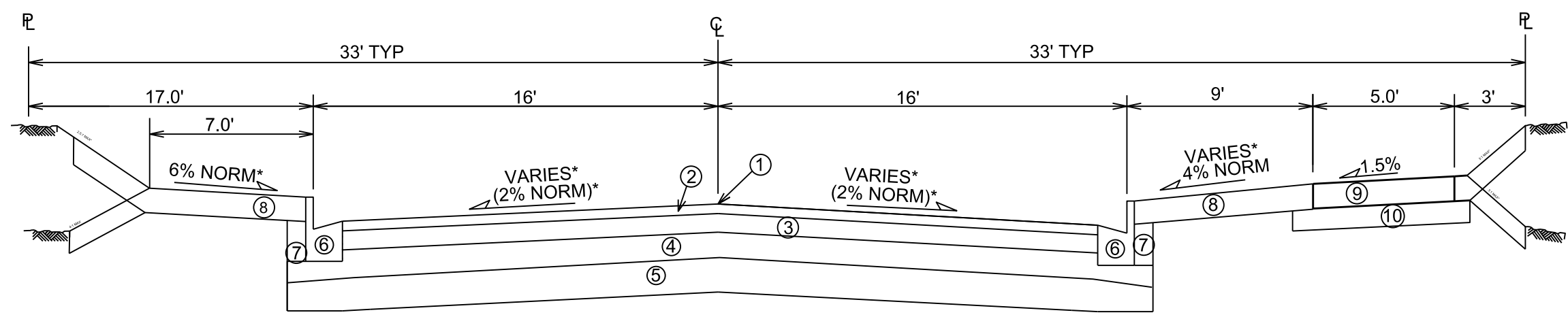


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



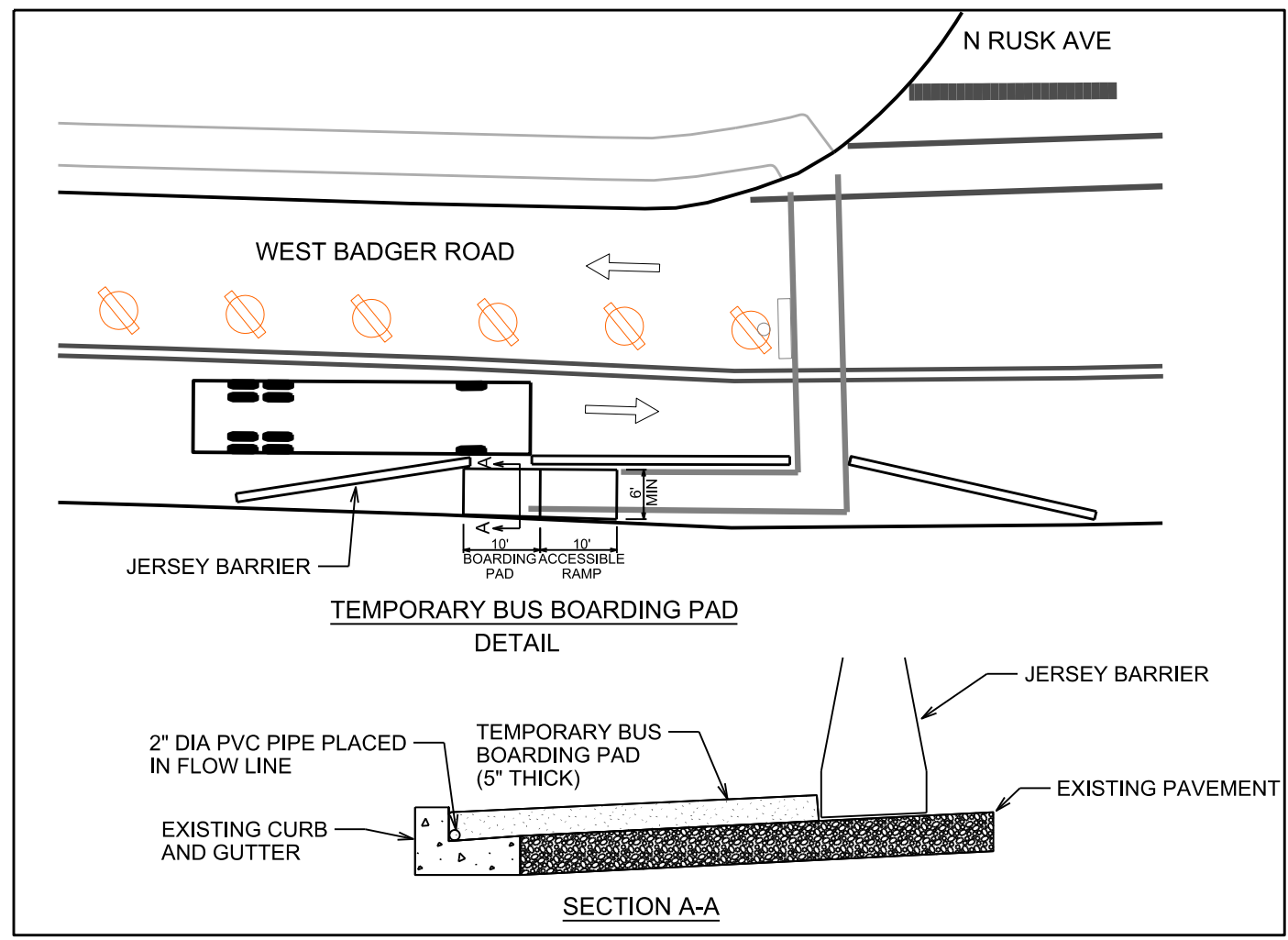
TYPICAL FINISHED SECTION  
KOSTER STREET & NORTH RUSK AVENUE  
STA 11+00 to STA 34+25

LEGEND

- ① POINT REFERRED TO ON PROFILE
- ② 2.0" HMA PAVEMENT - TYPE 4 MT 58-28 S (UPPER LAYER)
- ③ 2.5" HMA PAVEMENT - TYPE 3 MT 58-28 S (LOWER LAYER)
- ④ 6" GRADATION 2 CRUSHED AGGREGATE BASE COURSE (UPPER LAYER)
- ⑤ 6" GRADATION 1 CRUSHED AGGREGATE BASE COURSE (LOWER LAYER)
- ⑥ CONCRETE CURB AND GUTTER, TYPE 'A' OR 'X'
- ⑦ FILL, INCIDENTAL TO CURB & GUTTER
- ⑧ 6" TOPSOIL, SEED AND MATTING
- ⑨ 5-INCH CONCRETE SIDEWALK
- ⑩ 2" MINIMUM GRANULAR FILL (INCIDENTAL TO WALK)  
(3" MIN WHERE STREET GRADE EXCEEDS 5%)

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

TYPICAL SECTIONS NOT TO SCALE



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

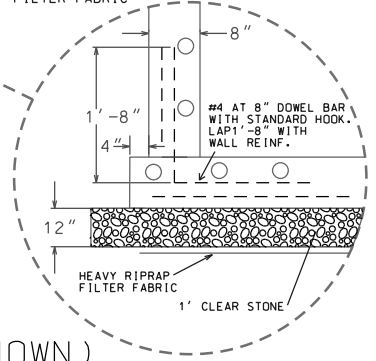
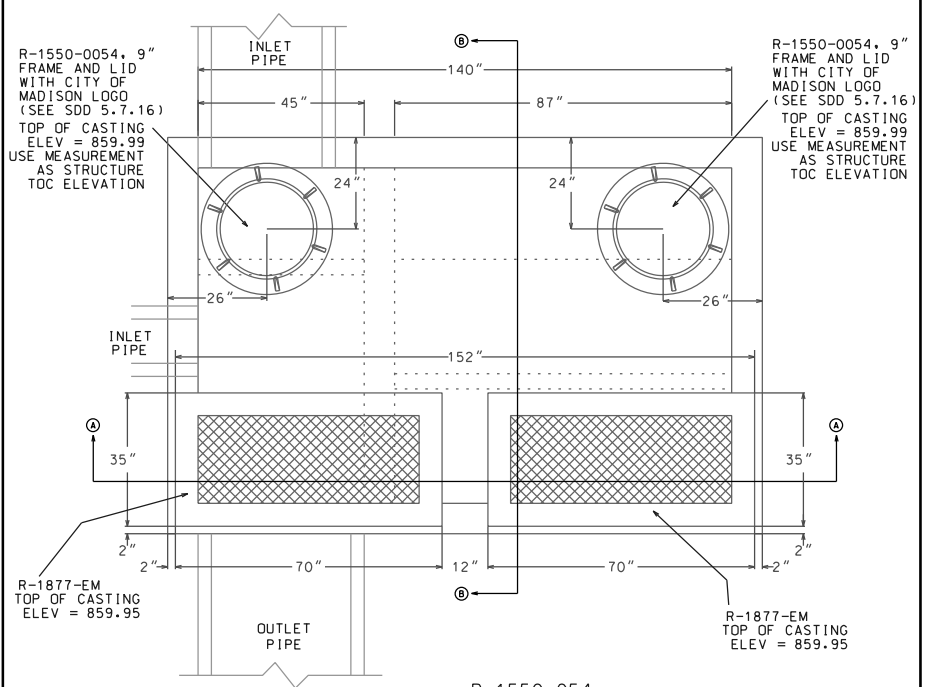
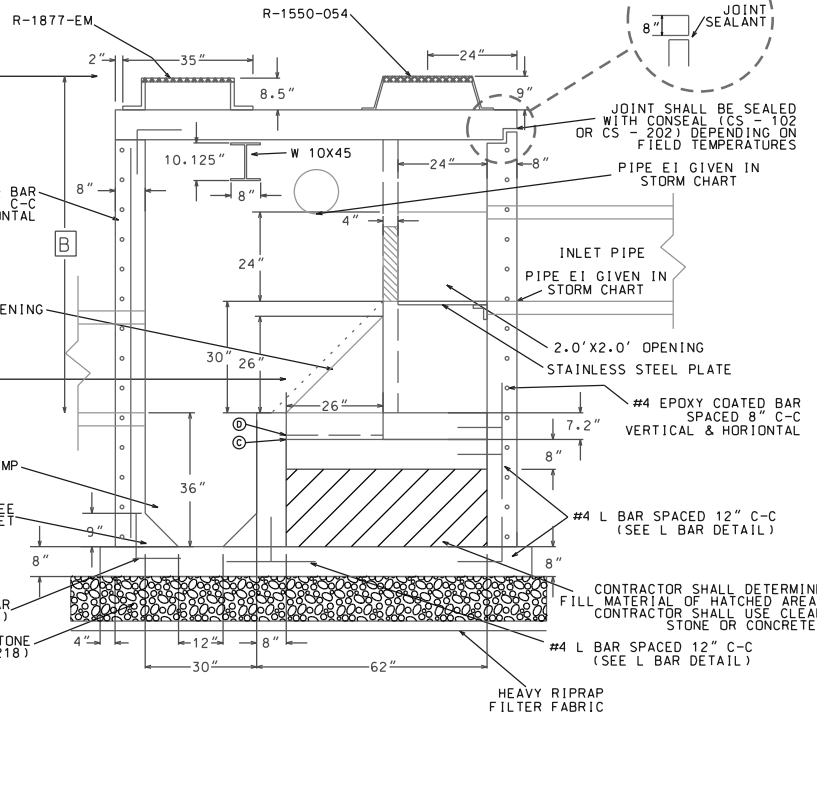
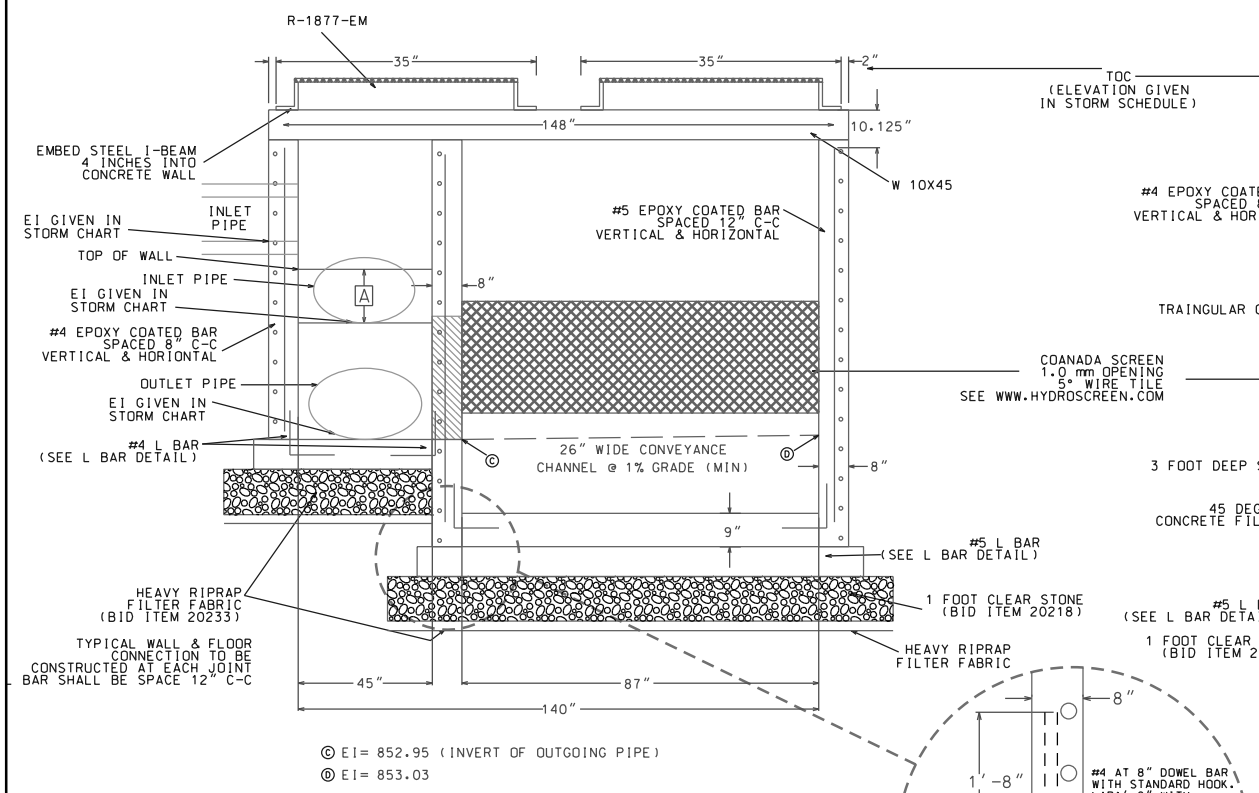
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

SECTION A-A

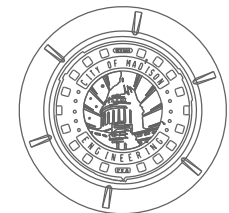
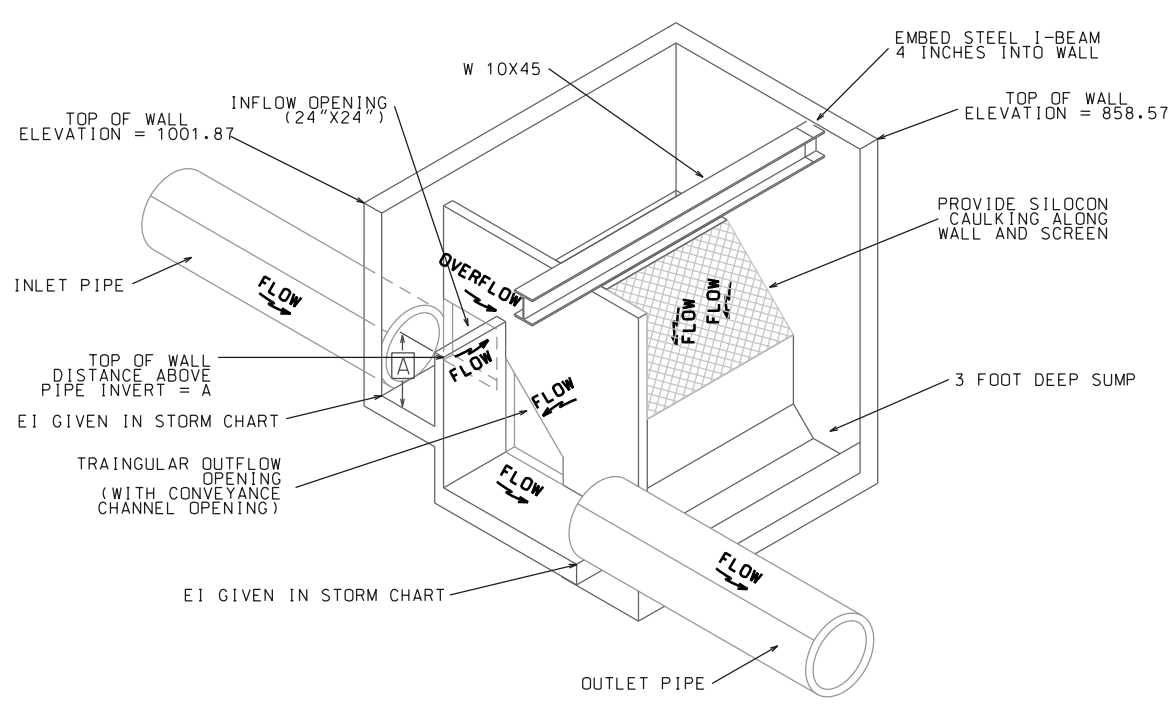
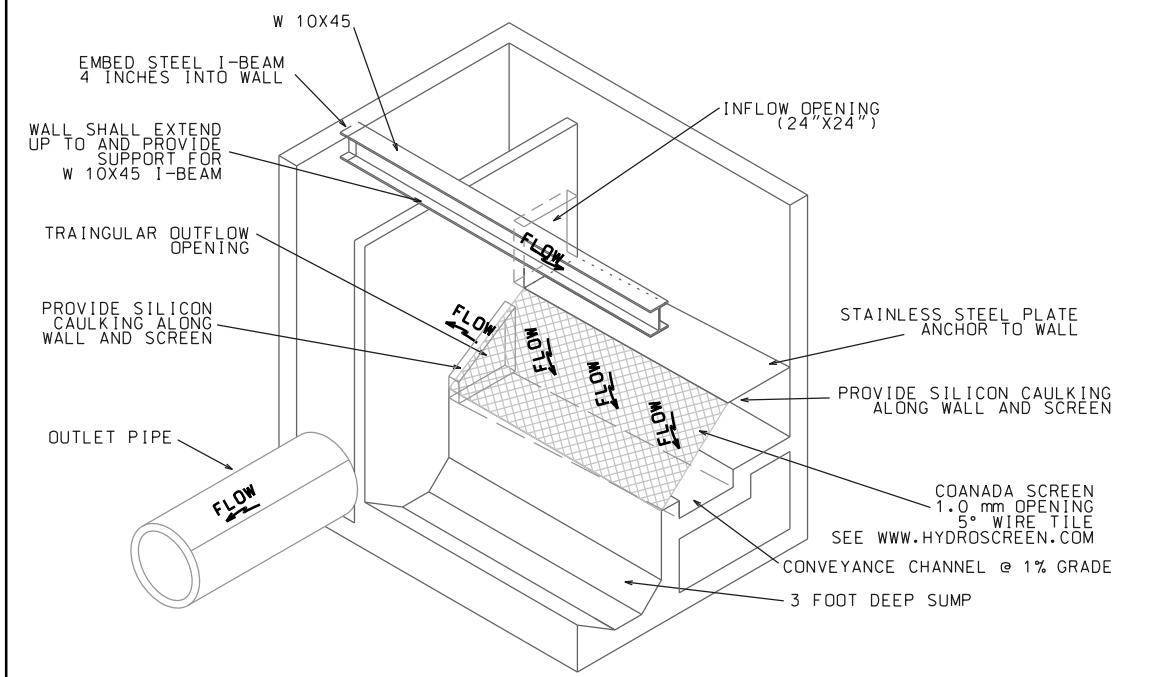
SECTION B-B



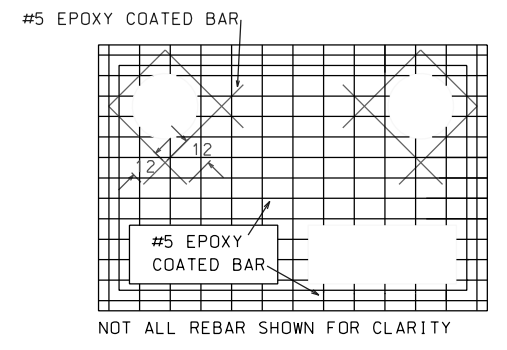
PIPE SIZE	DIMENSION A	DIMENSION B
22"x34" HE	18"	84" (MIN) 84.48" AS DESIGNED

NE ISOMETRIC VIEW  
 (SIDEWALLS & ROOF NOT SHOWN)

NW ISOMETRIC VIEW  
 (SIDEWALLS & ROOF NOT SHOWN)



ROOF REINFORCEMENT



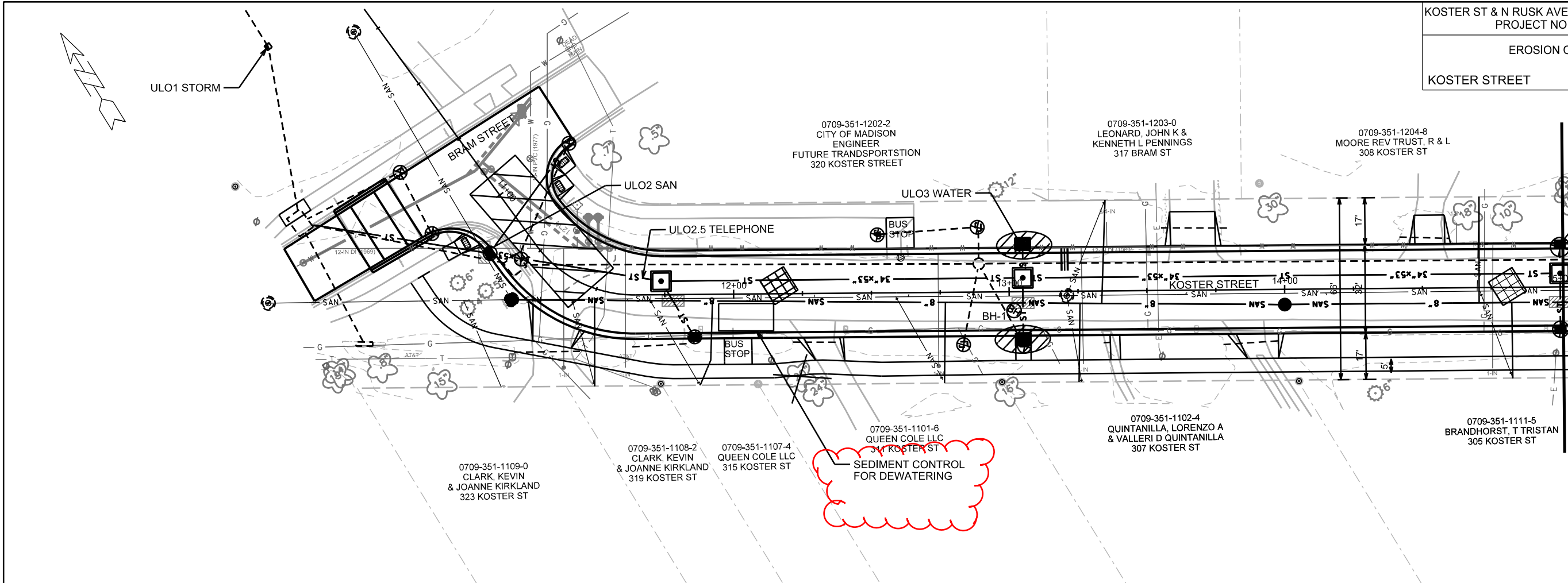
- REBAR REINFORCEMENT NOTES:
1. EPOXY COATED REBARS SHALL BE USED IN ALL CASES
  2. #5 REBARS PLACED 9" ON CENTER EACH WAY WITH 2" CLEAR FROM BOTTOM OF SLAB
  3. ROOF THICKNESS SHALL BE 8" MINIMUM
  4. ALL WALLS ARE 8" THICK
  5. WALL REINFORCEMENT #4 AT 8" ON CENTER EACH WAY
  6. FLOOR REINFORCEMENT #4 AT 12" ON CENTER EACH WAY

PLOT SCALE:

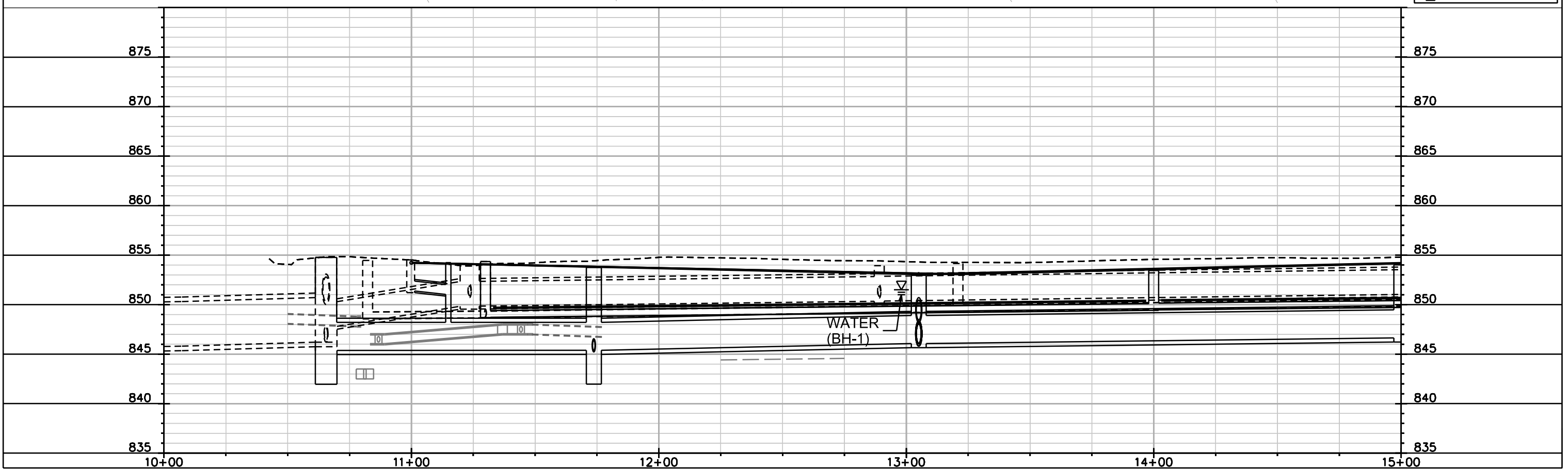
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REV 7/10/2019



	STREET CONSTRUCTION ENTRANCE BERM
	CONSTRUCTION ENTRANCE
	TYPE D HYBRID INLET PROTECTION
	TYPE C INLET PROTECTION
	SILT SOCK (VELOCITY CHECK)
	STREET CONSTRUCTION STONE BERM



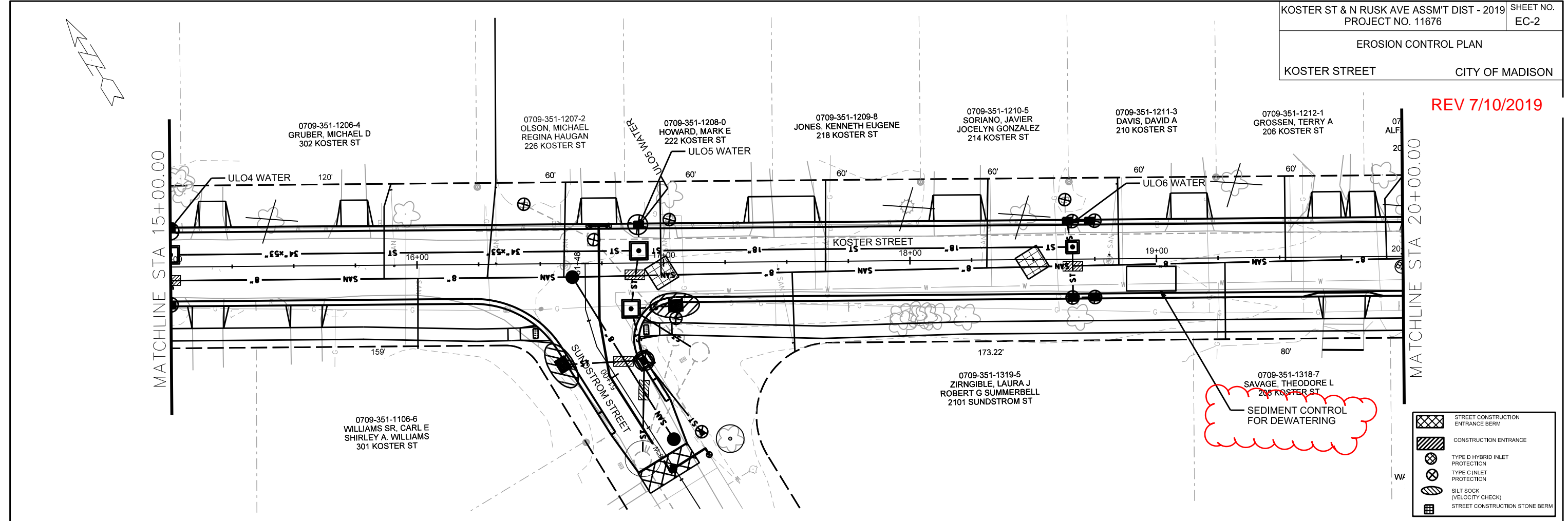
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PLOT NAME: \_\_\_\_\_

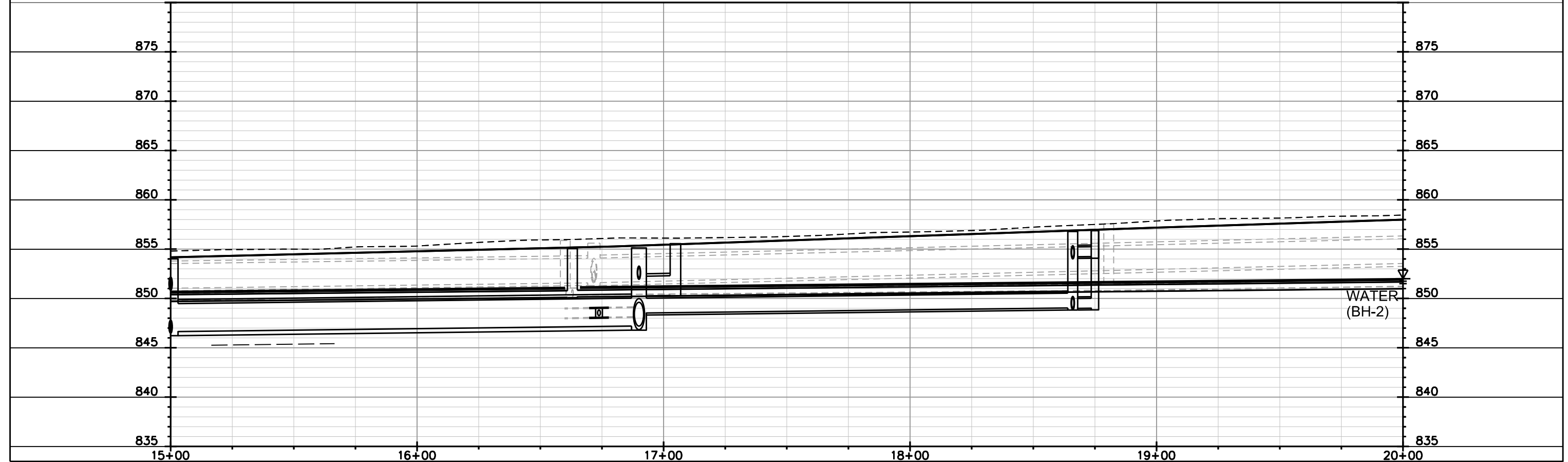
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REV 7/10/2019

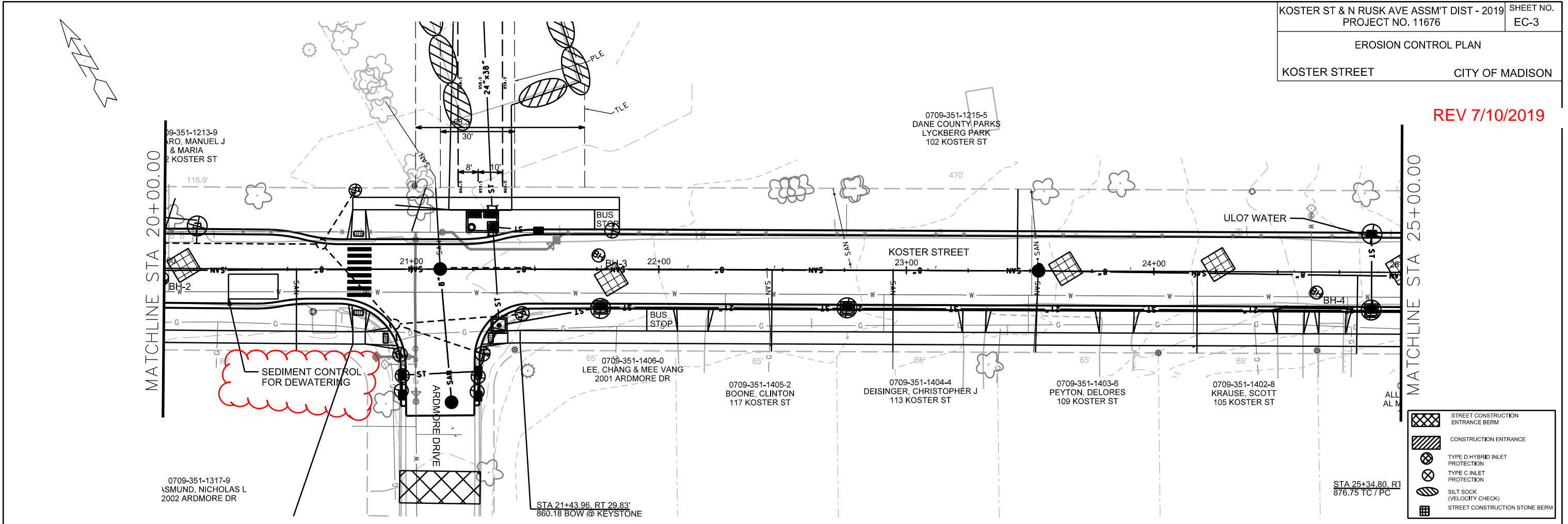


- STREET CONSTRUCTION ENTRANCE BERM
- CONSTRUCTION ENTRANCE
- TYPE D HYBRID INLET PROTECTION
- TYPE C INLET PROTECTION
- SILT SOCK (VELOCITY CHECK)
- STREET CONSTRUCTION STONE BERM



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 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

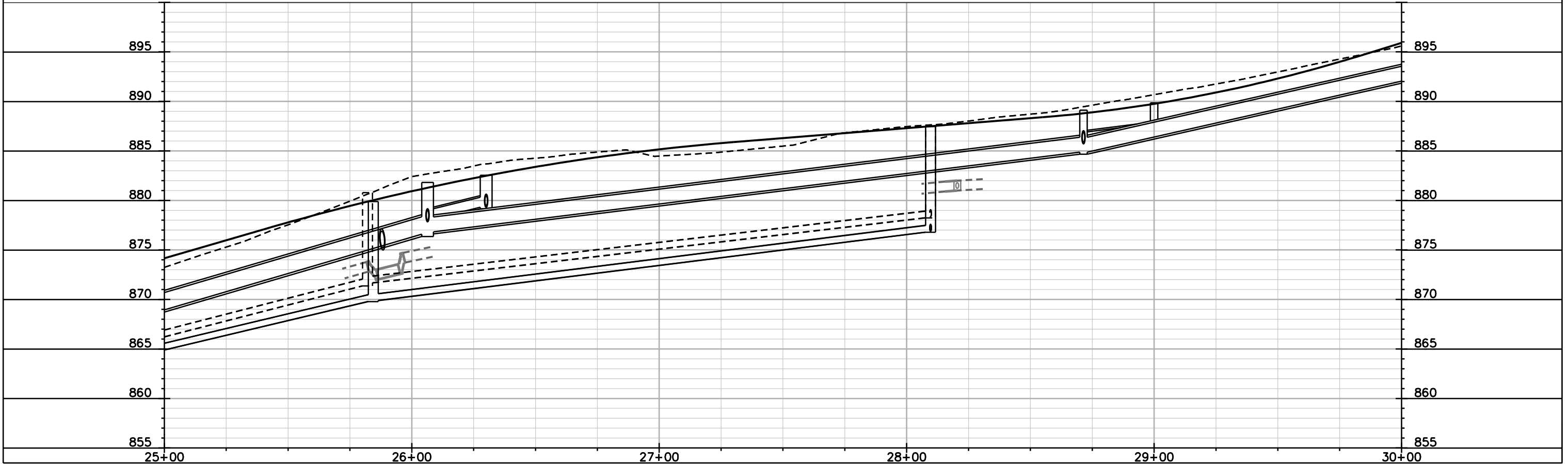
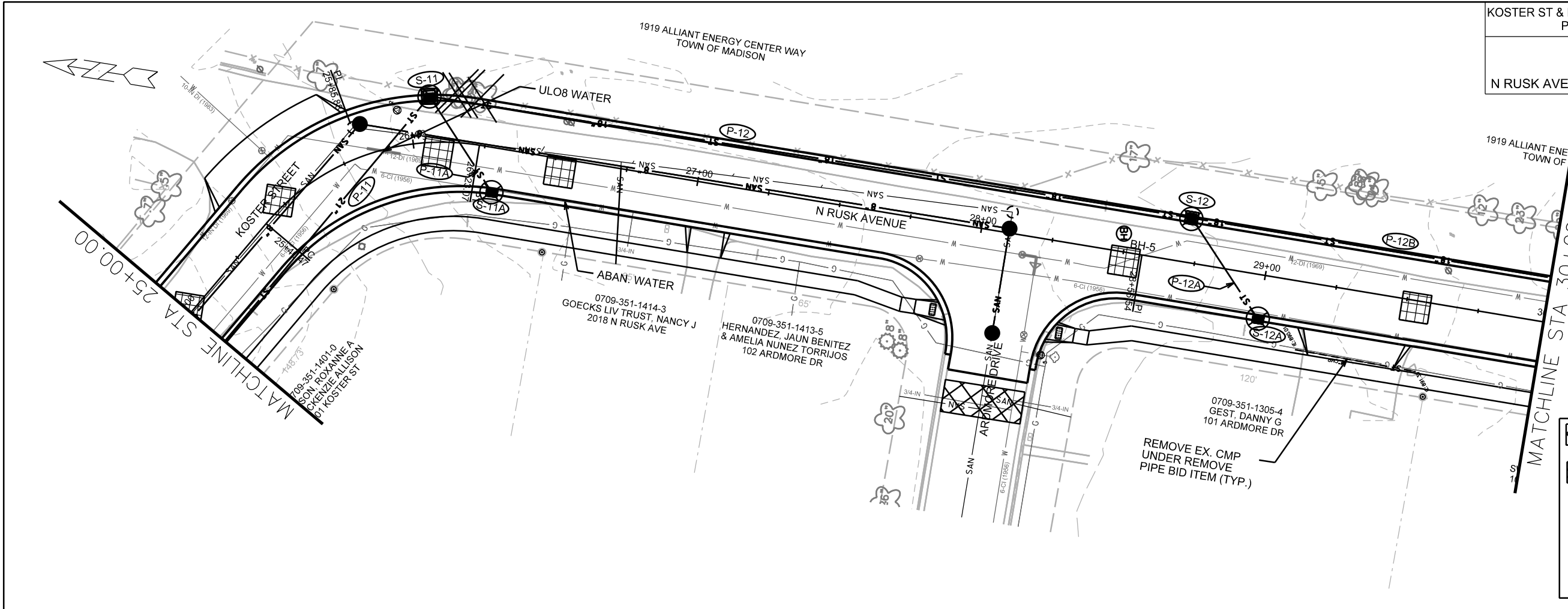
REV 7/10/2019



- STREET CONSTRUCTION ENTRANCE BERM
- CONSTRUCTION ENTRANCE
- TYPE D HYBRID INLET PROTECTION
- TYPE C INLET PROTECTION
- SILT SOCK (VELOCITY CHECK)
- STREET CONSTRUCTION STONE BERM









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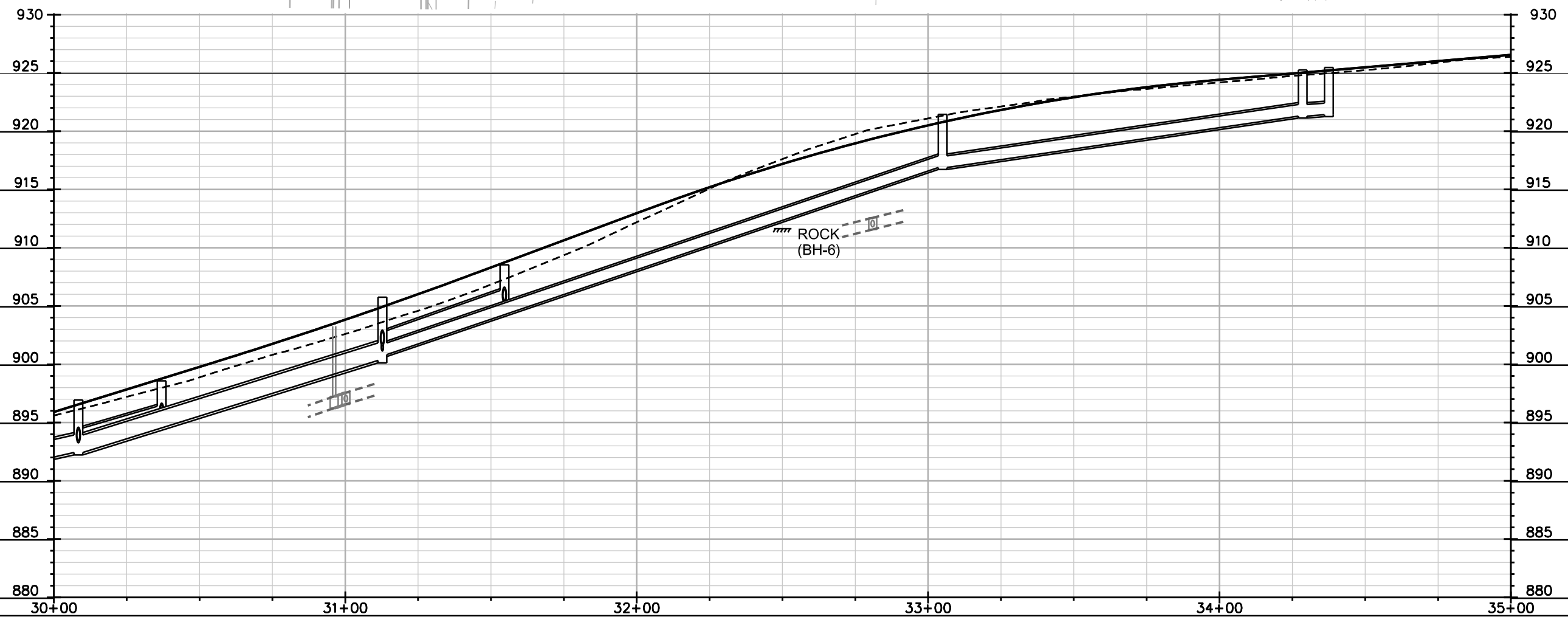
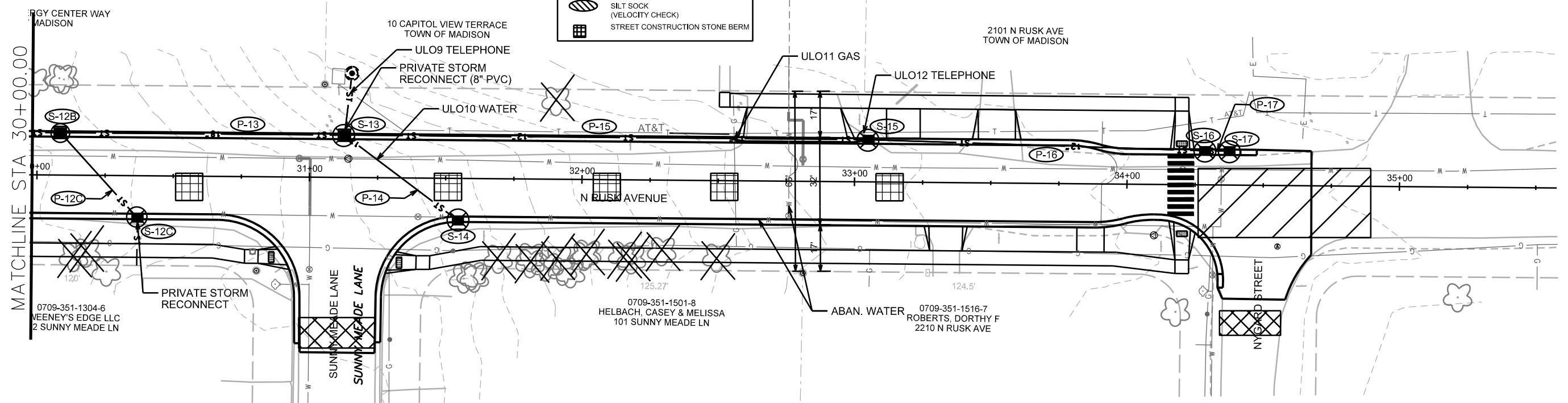


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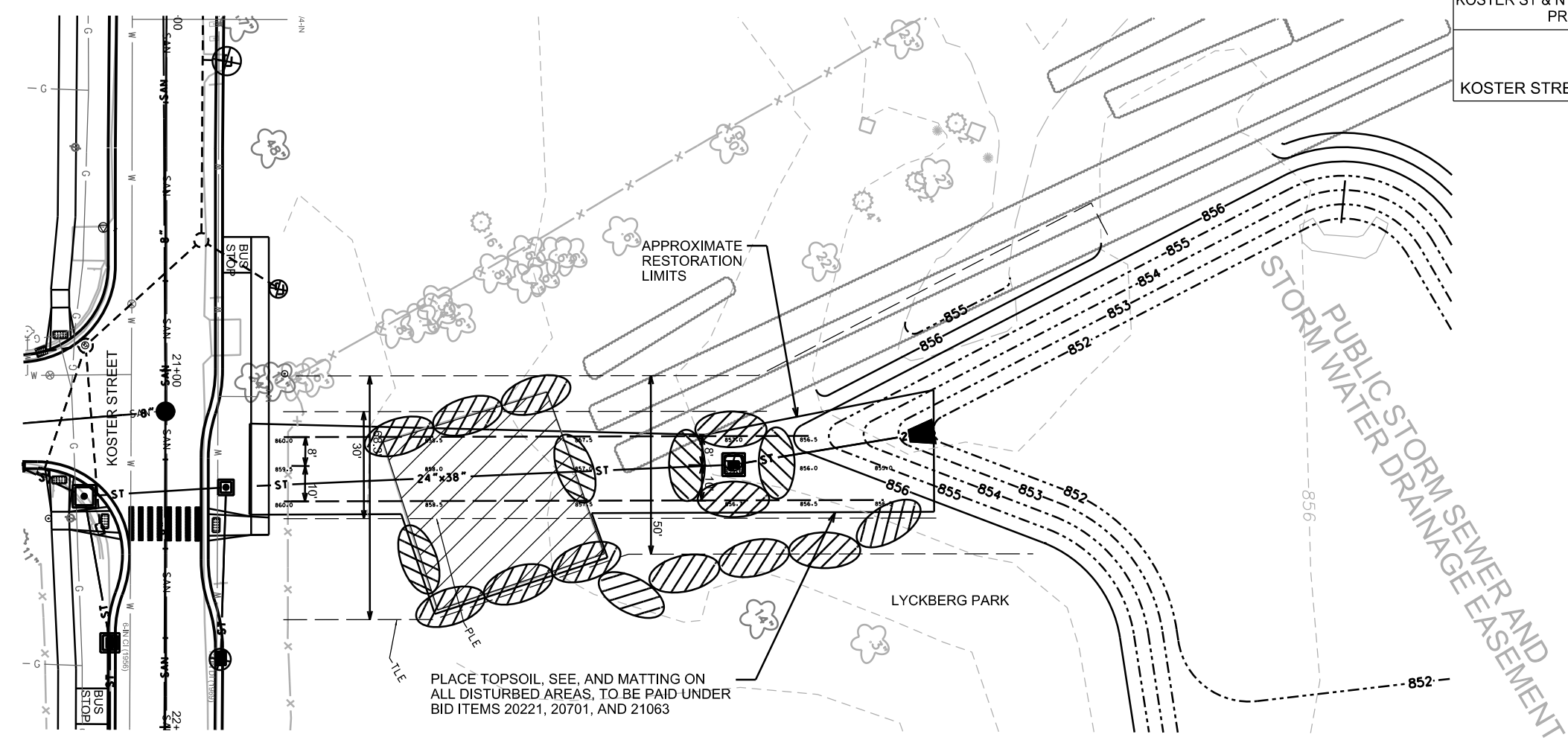
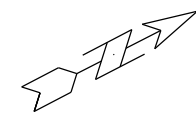
	STREET CONSTRUCTION ENTRANCE BERM
	CONSTRUCTION ENTRANCE
	TYPE D HYBRID INLET PROTECTION
	TYPE C INLET PROTECTION
	SILT SOCK (VELOCITY CHECK)
	STREET CONSTRUCTION STONE BERM



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



PLAN AND PROFILE  
KOSTER STREET CITY OF MADISON



PLACE TOPSOIL, SEE, AND MATTING ON ALL DISTURBED AREAS, TO BE PAID UNDER BID ITEMS 20221, 20701, AND 21063

875

875

870

870

865

865

860

860

855

855

850

850

845

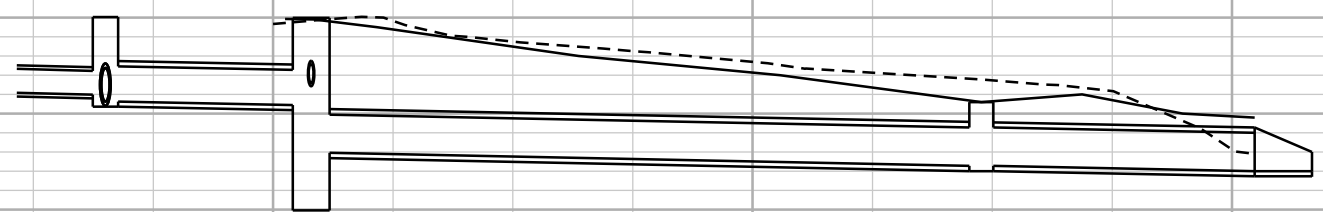
845

840

840

835

835

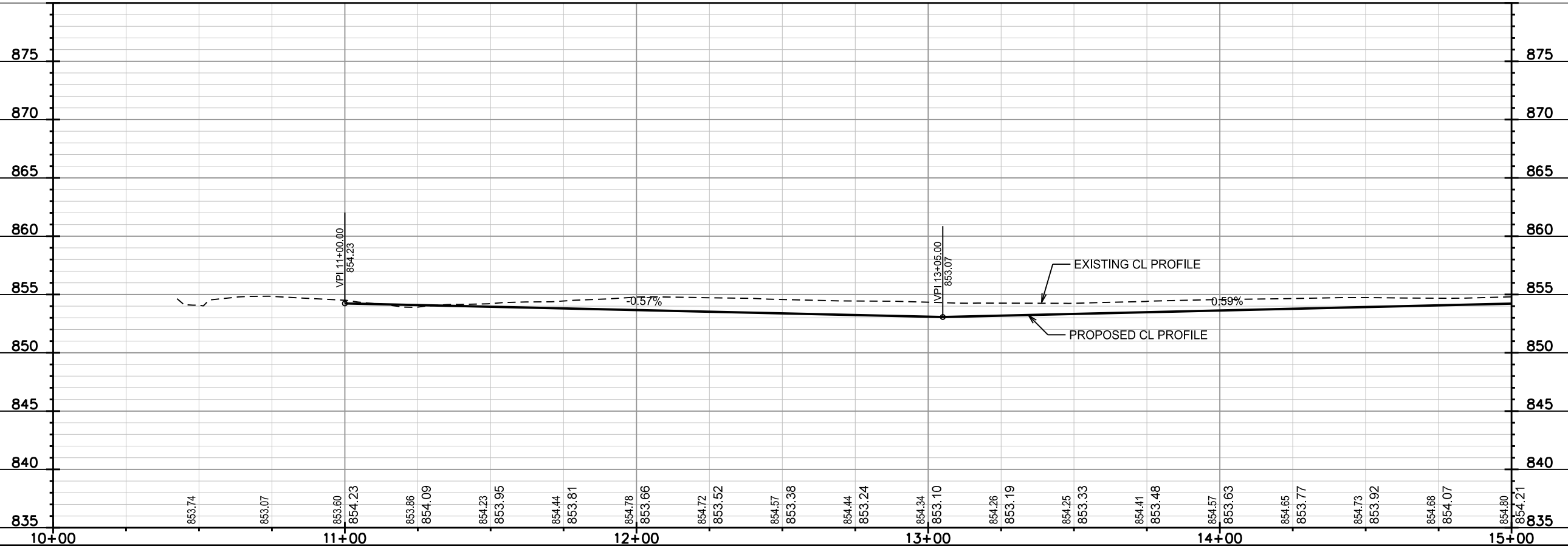
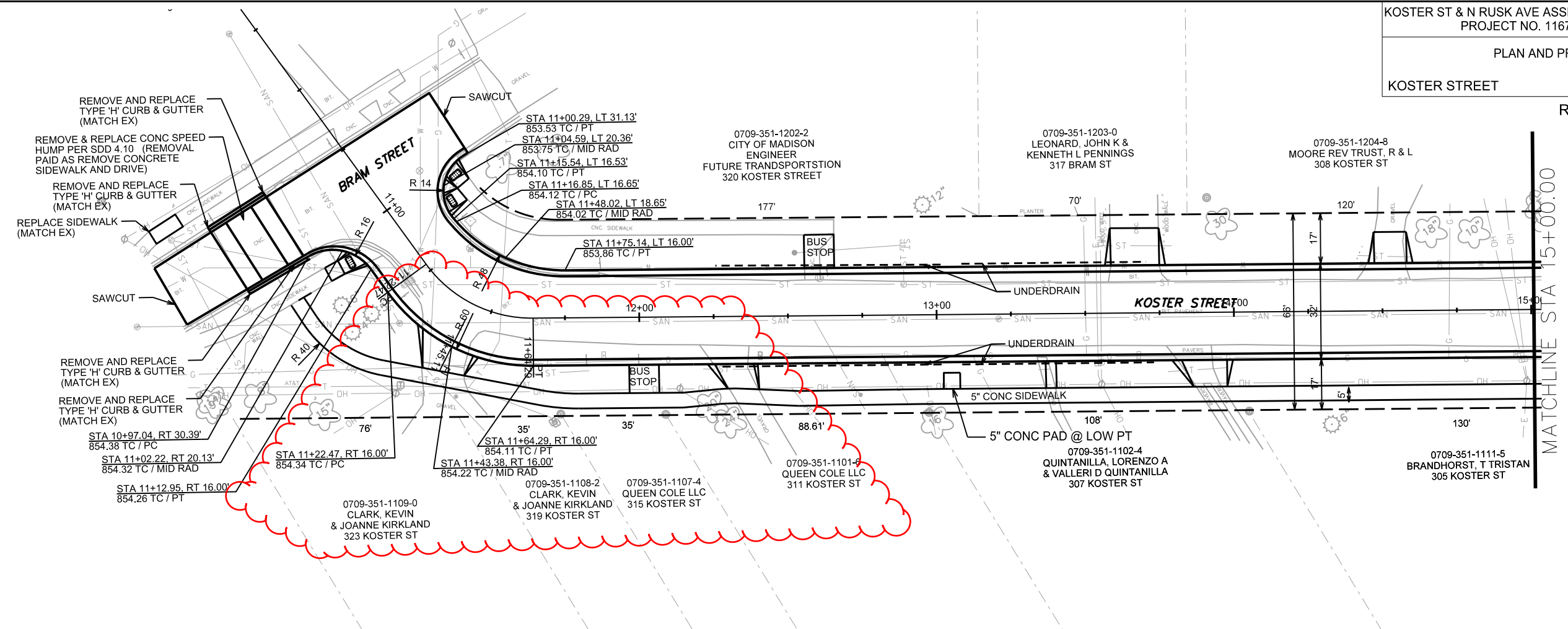


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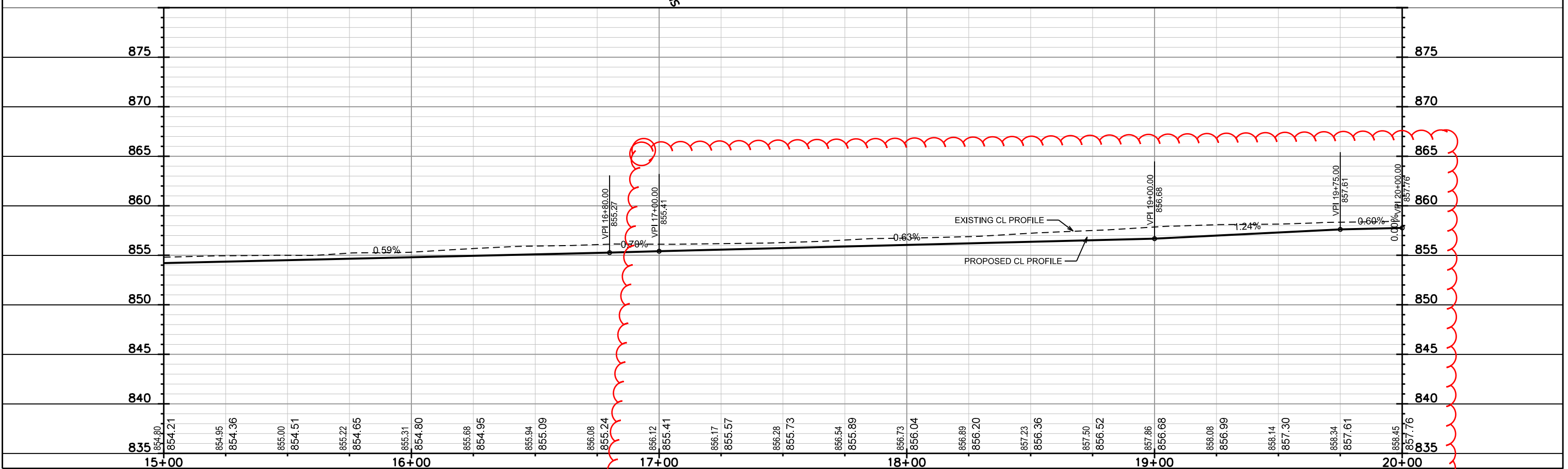
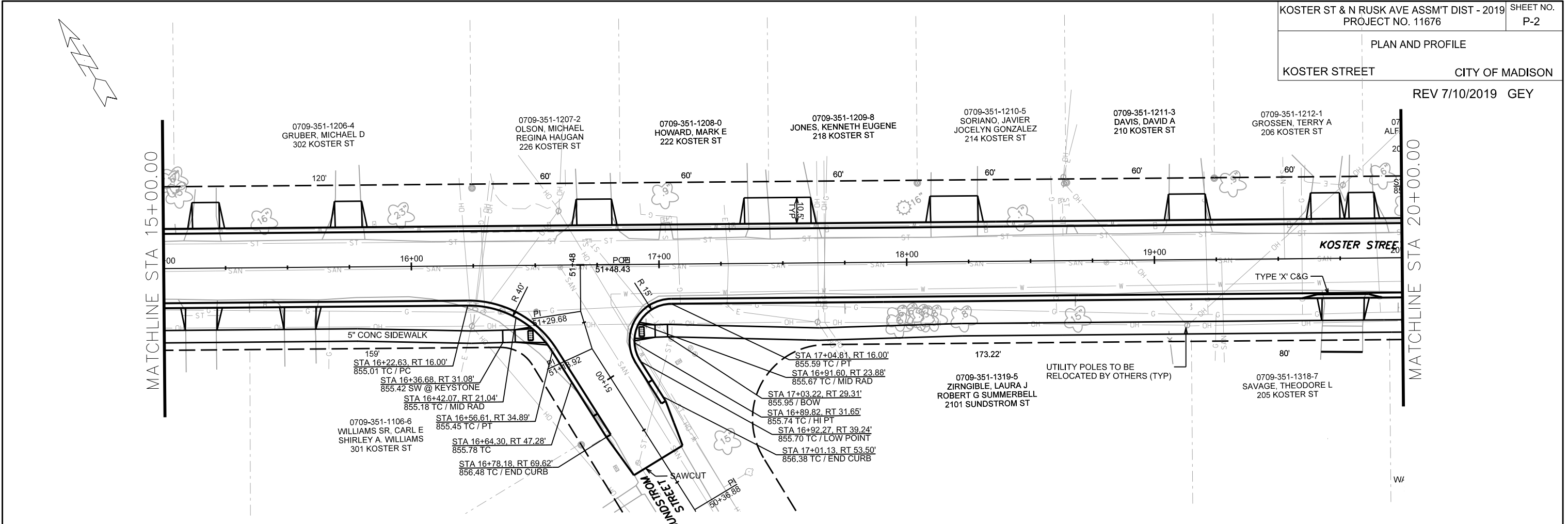
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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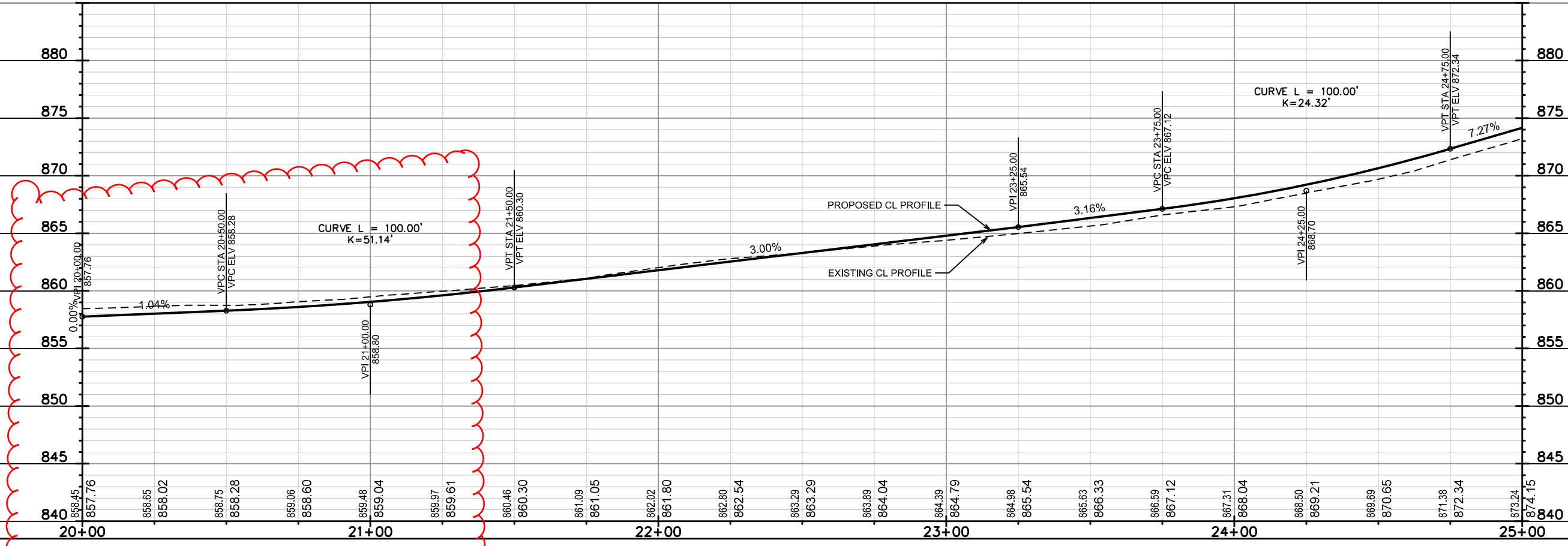
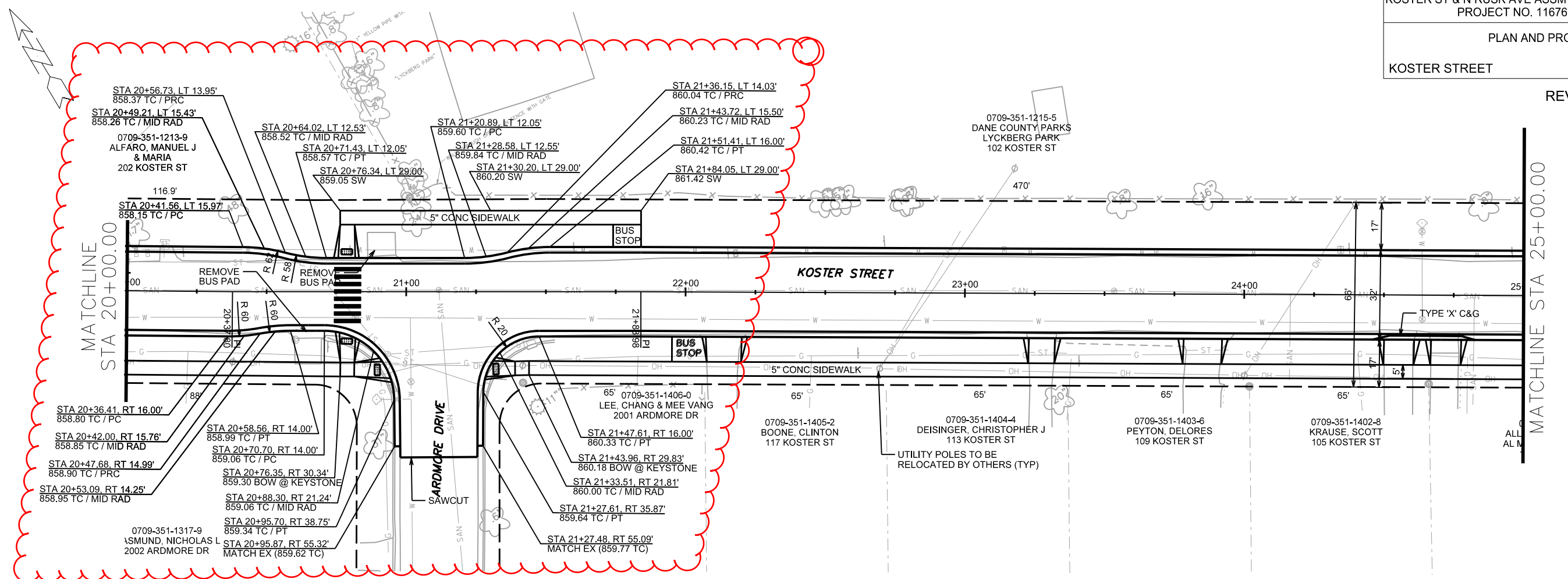
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PLAN AND PROFILE  
KOSTER STREET CITY OF MADISON

REV 7/10/2019 GEY

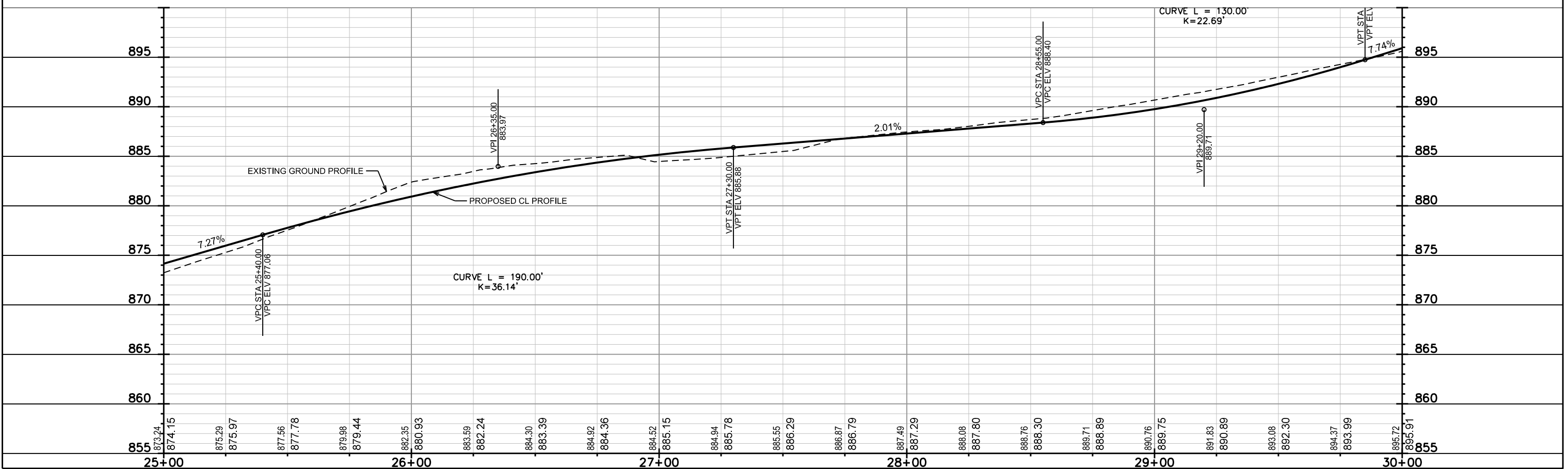
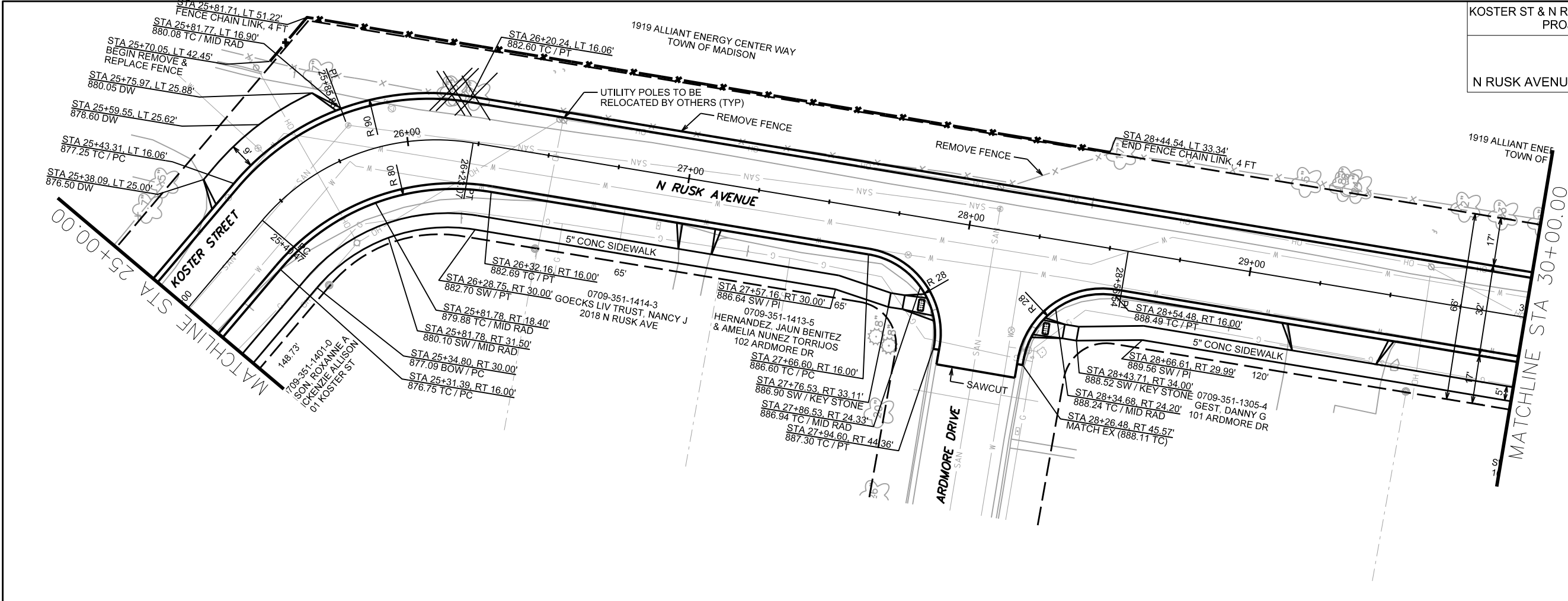


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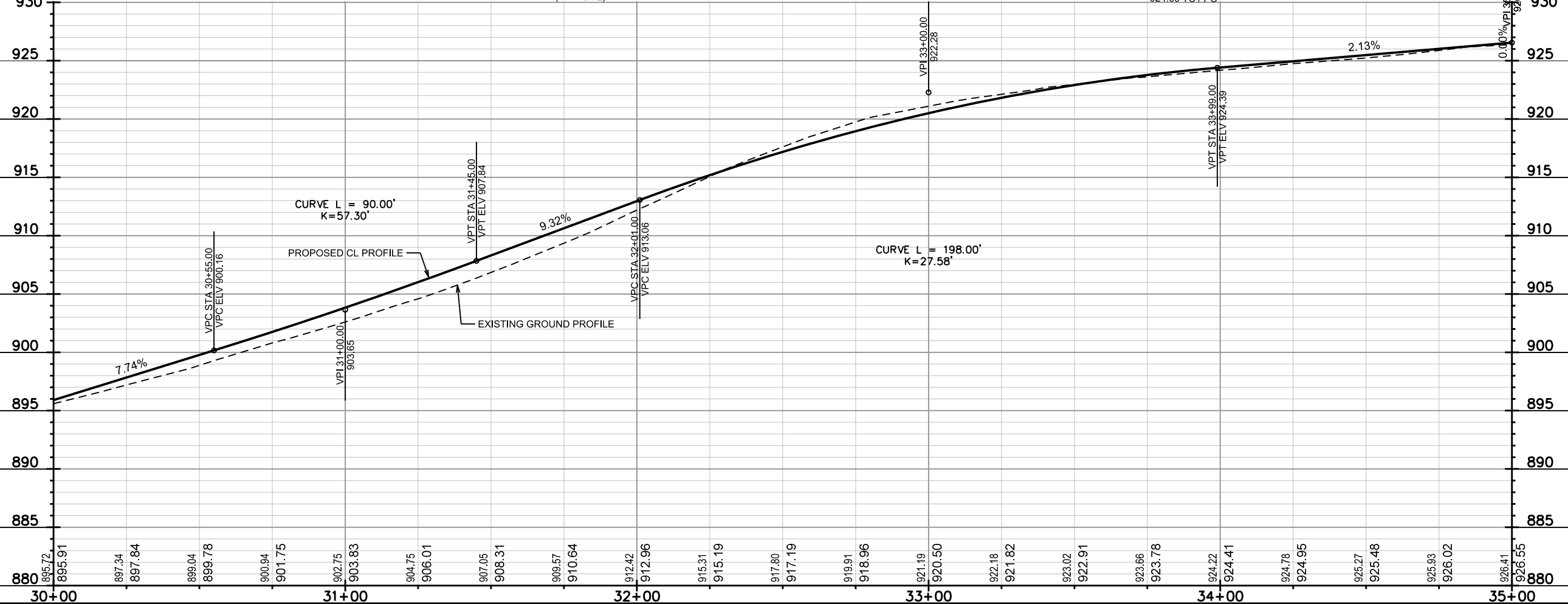
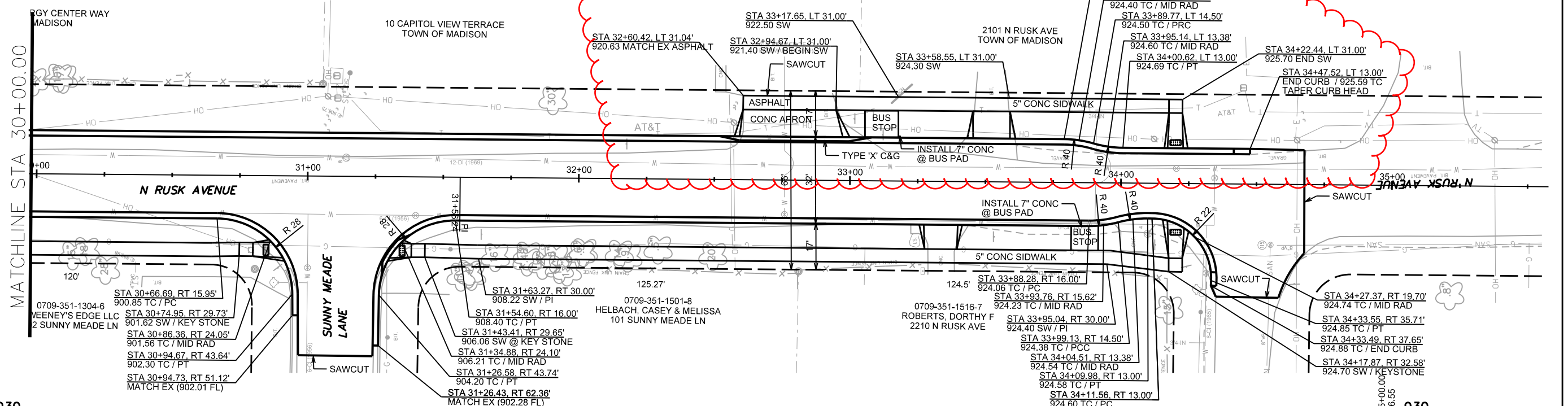


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 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

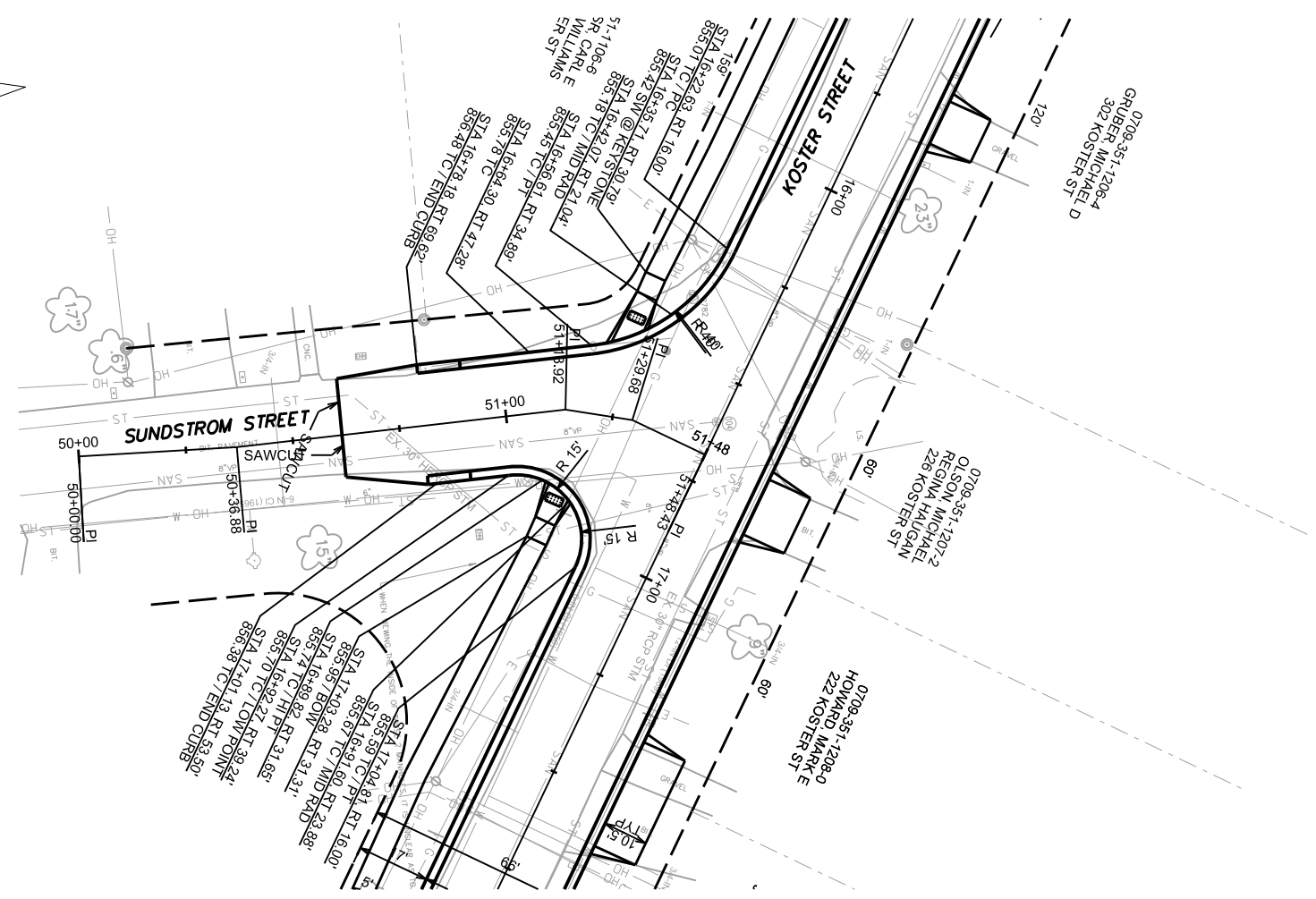
N RUSK STREET CITY OF MADISON

REV 7/10/2019 GEY

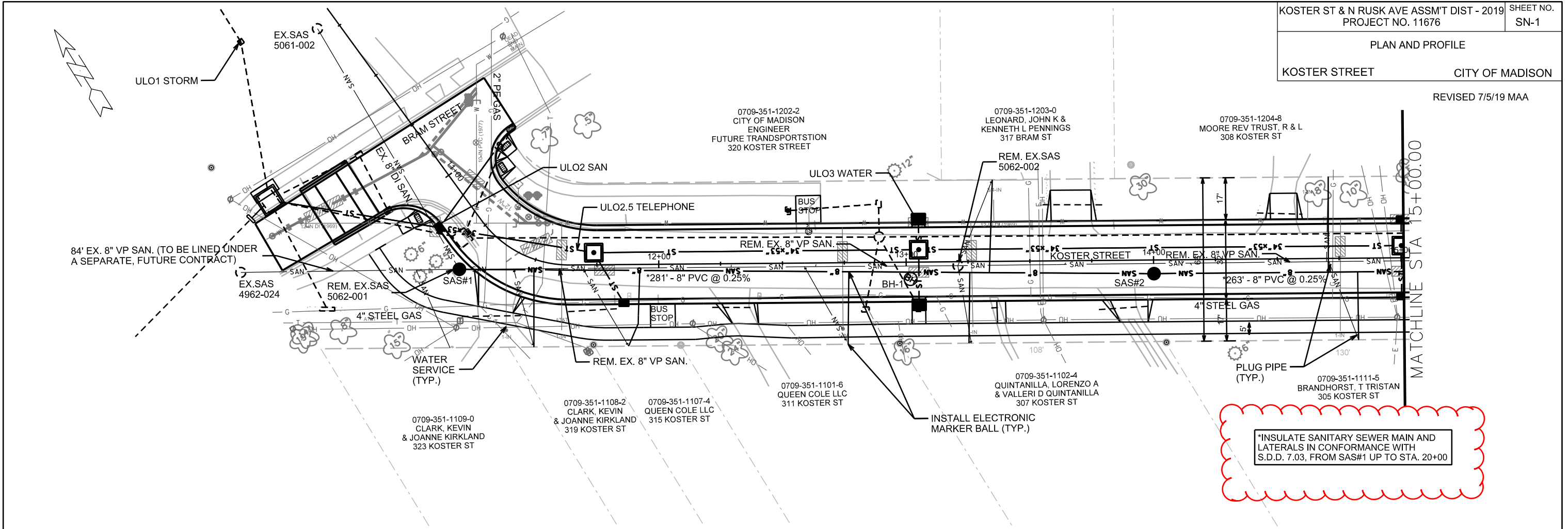


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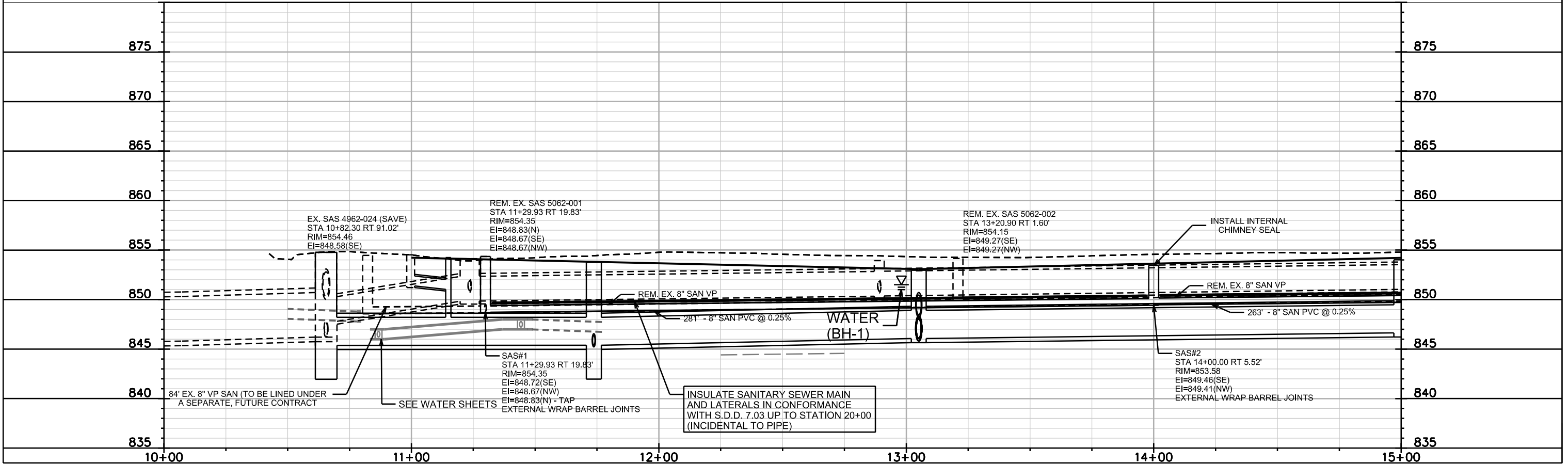
PLAN AND PROFILE  
 SUNDBSTROM STREET CITY OF MADISON



PLOT SCALE: \_\_\_\_\_ PLOT NAME: \_\_\_\_\_ REV. DATE: \_\_\_\_\_



INSULATE SANITARY SEWER MAIN AND  
LATERALS IN CONFORMANCE WITH  
S.D.D. 7.03, FROM SAS#1 UP TO STA. 20+00



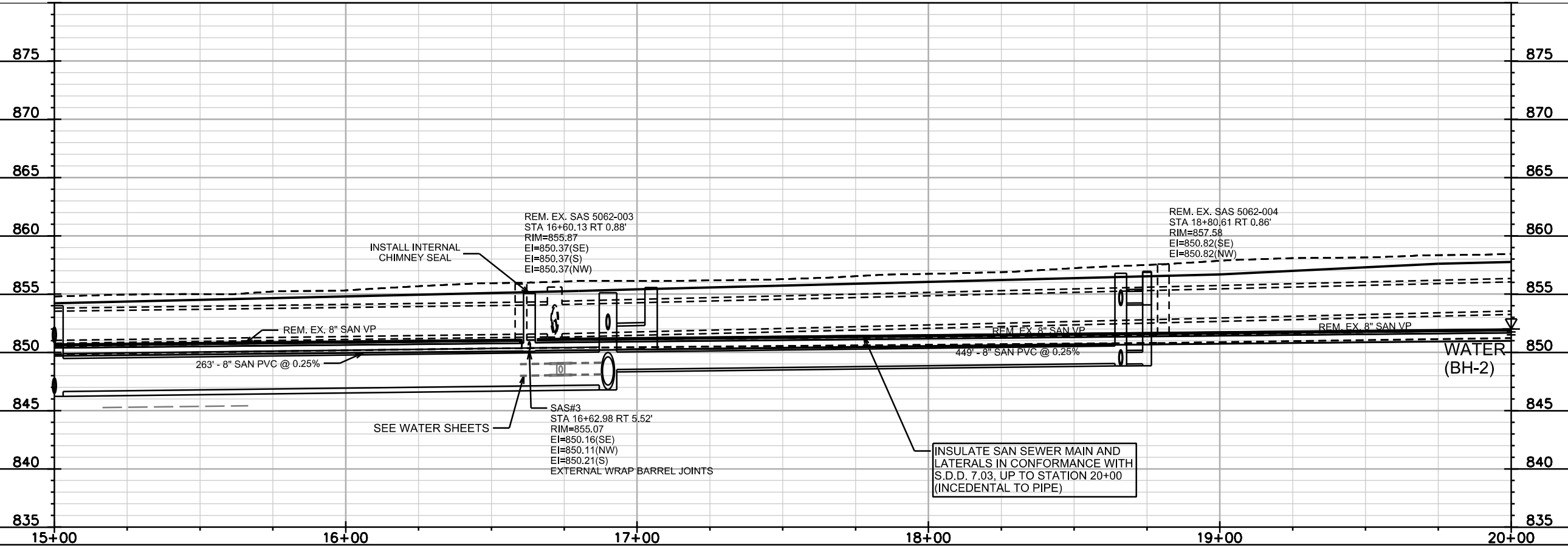
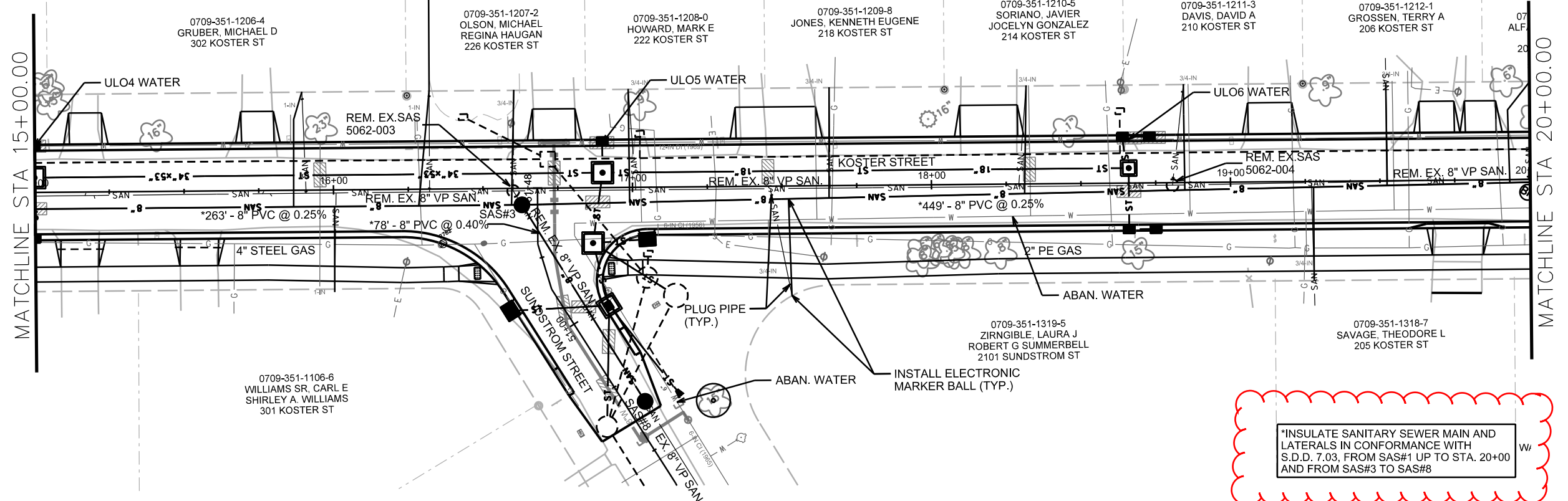
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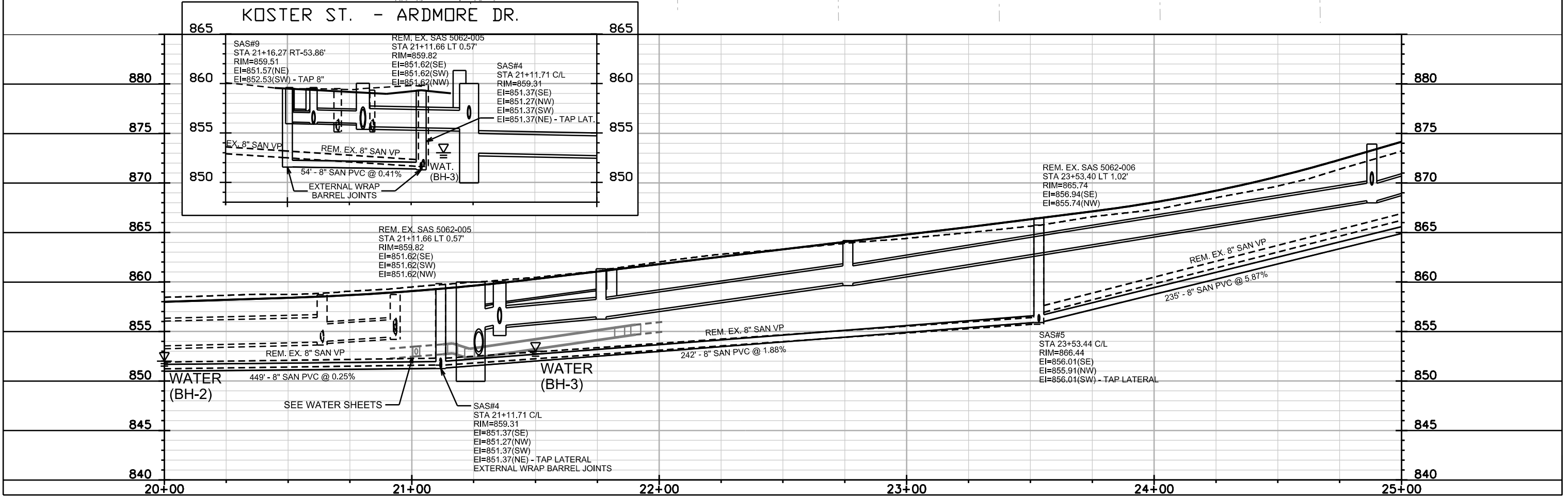
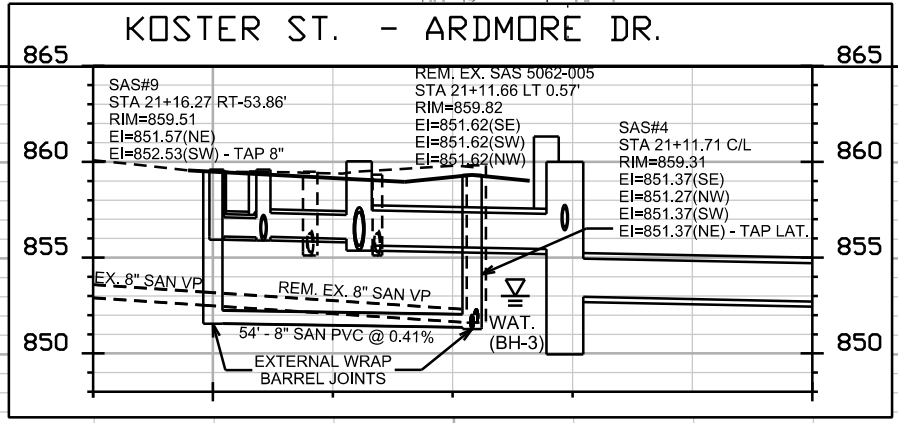
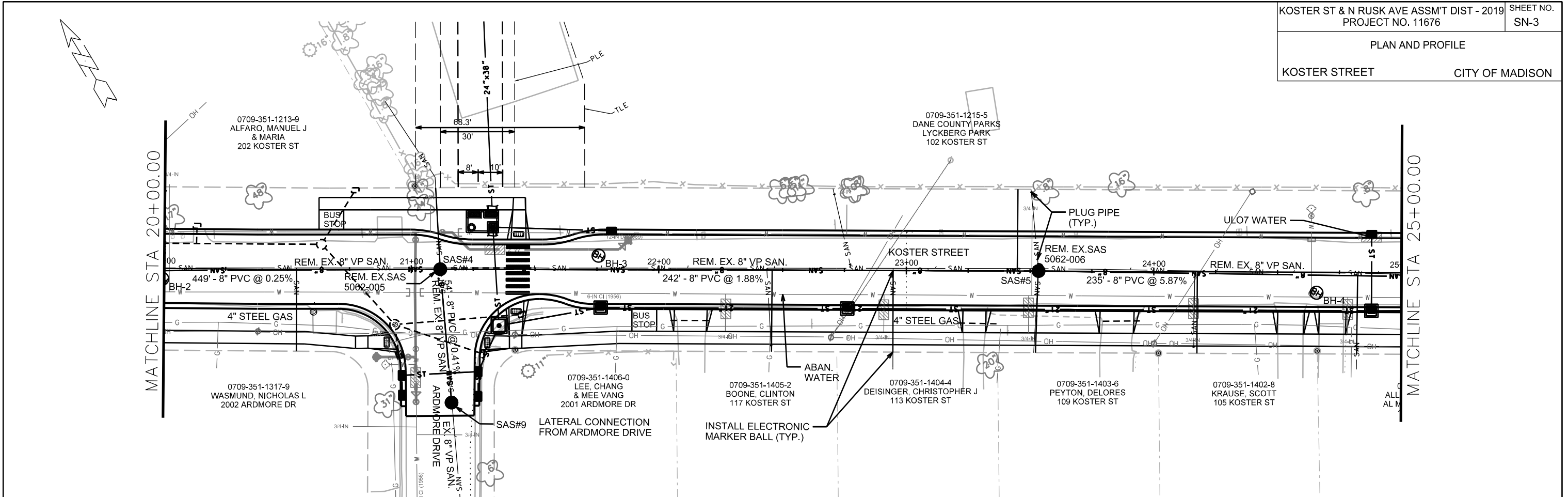




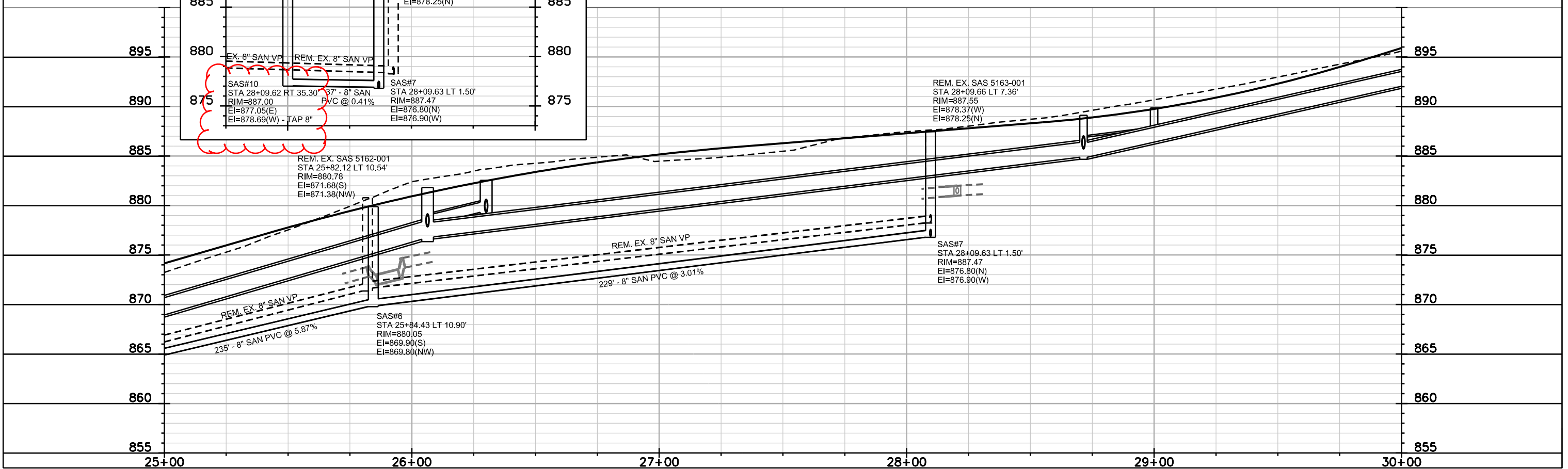
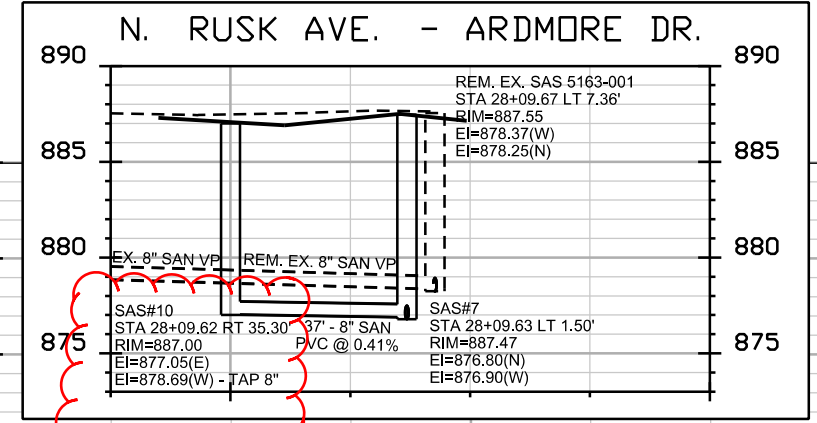
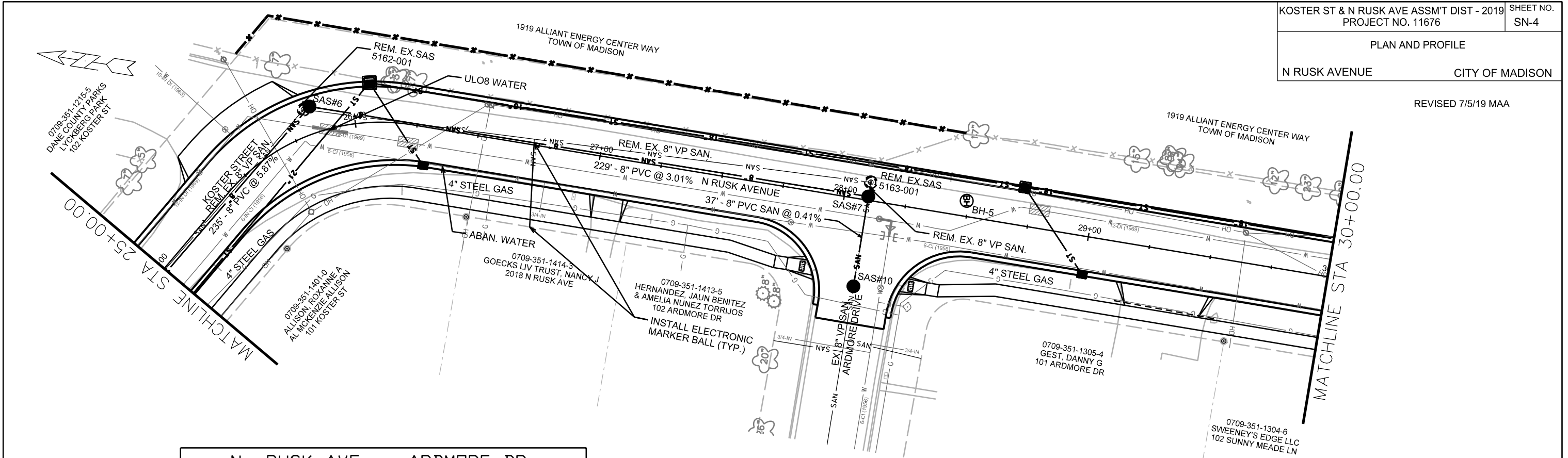
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



REVISED 7/5/19 MAA



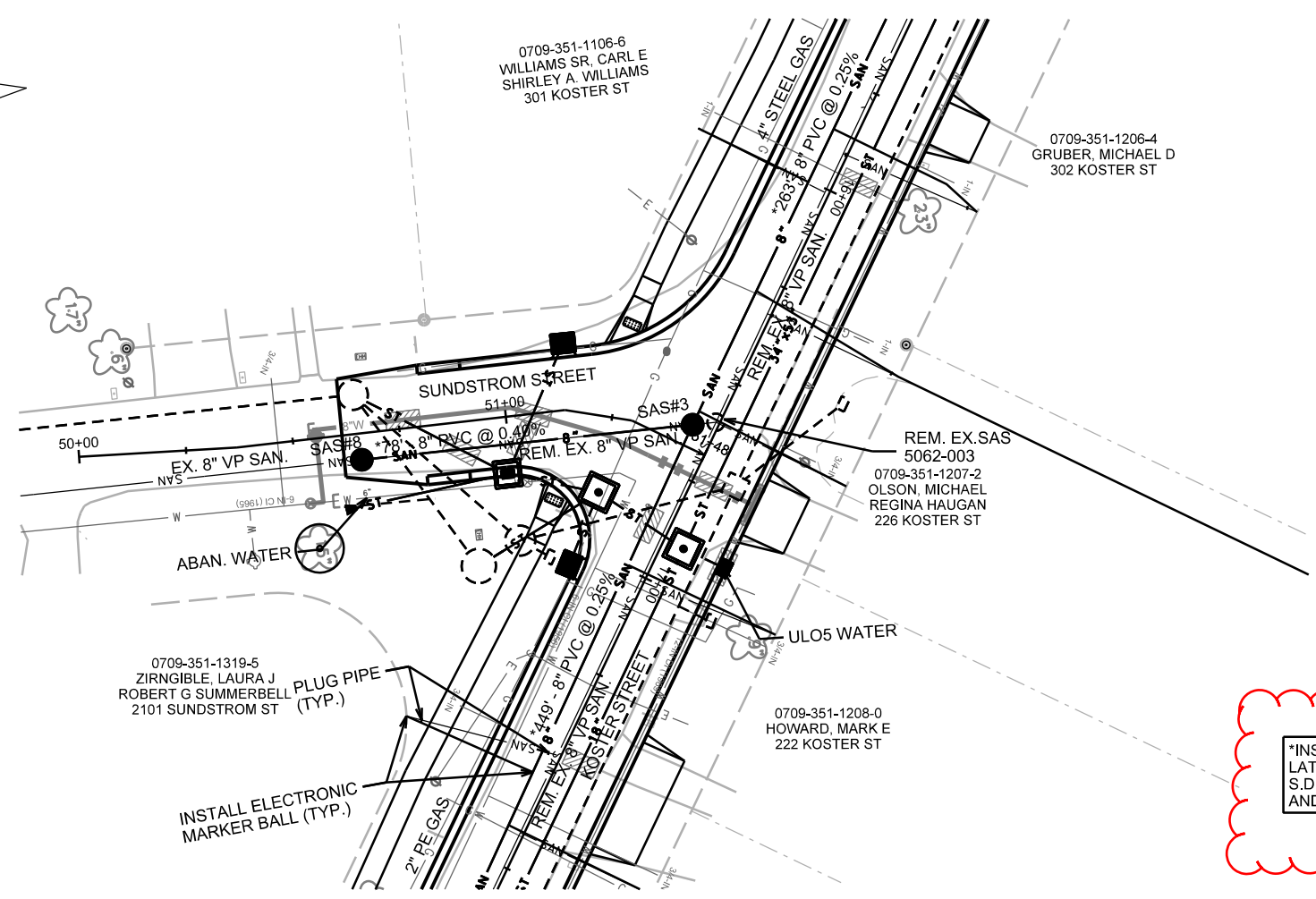
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REVISED 7/5/19 MAA



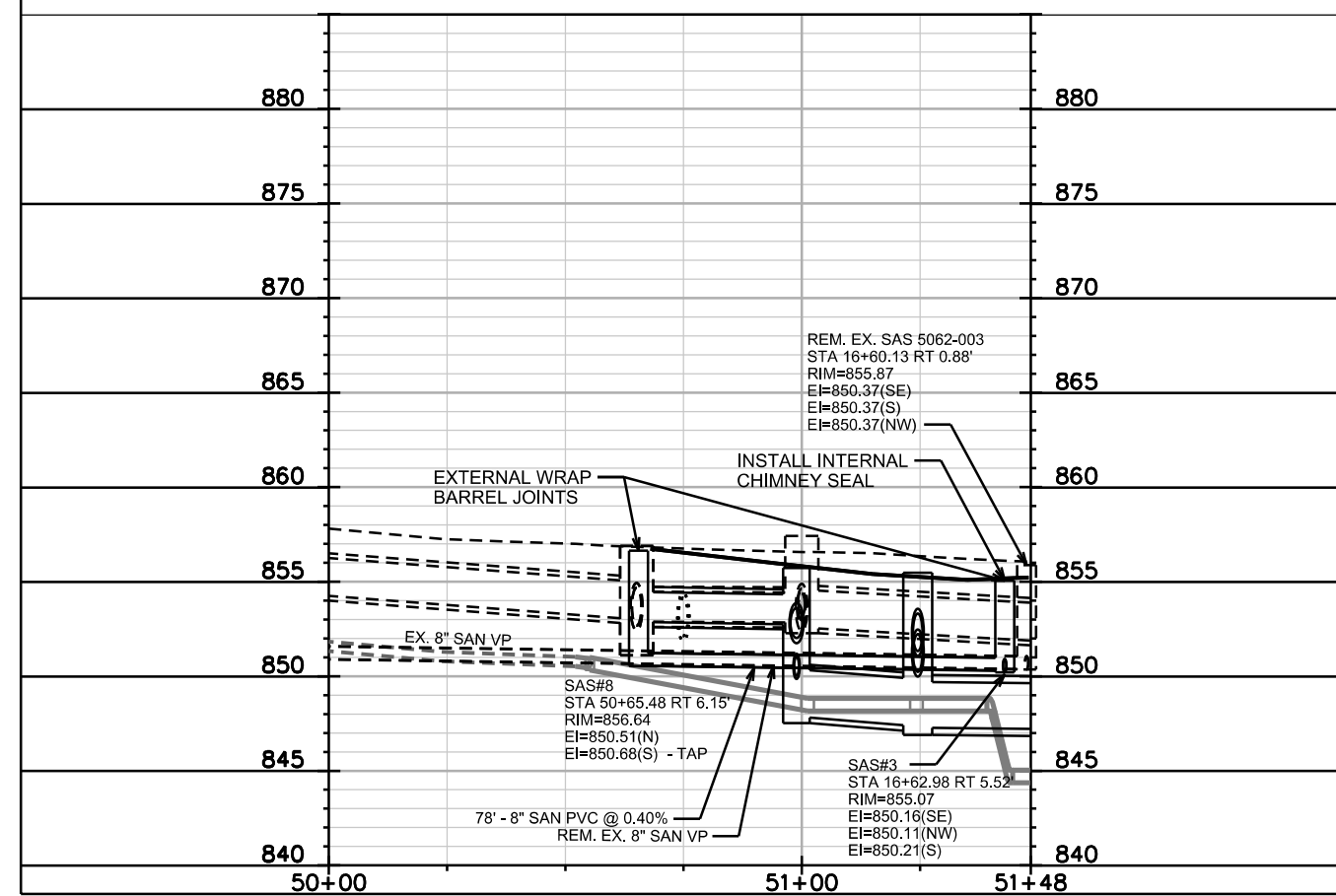
\*INSULATE SANITARY SEWER MAIN AND LATERALS IN CONFORMANCE WITH S.D.D. 7.03, FROM SAS#1 UP TO STA. 20+00 AND FROM SAS#3 TO SAS#8

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



# SANITARY SEWER SCHEDULE

KOSTER ST & N RUSK AVE ASSM'T DIST - 2019 PROJECT NO. 11676	SHEET NO. SN-6
SANITARY SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>KOSTER STREET</b>						
SAS#1	11+29.93	RT-19.83	854.35	848.67	5.68	[1]
SAS#2	14+00.00	RT-5.52	853.58	849.41	4.17	[1]; [2]
SAS#3	16+62.98	RT-5.52	855.07	850.11	4.96	[1]; [2]
SAS#4	21+11.71	CL	859.31	851.27	8.04	[1]
SAS#5	23+53.44	CL	866.44	855.91	10.53	-
SAS#6	25+84.43	LT-10.90	880.05	869.80	10.25	-
<b>N. RUSK AVENUE</b>						
SAS#7	28+09.63	LT-1.50	887.47	876.80	10.67	-
<b>SUNDSTROM STREET</b>						
SAS#8	50+65.48	RT-6.15	856.64	850.51	6.13	[1]
<b>ARDMORE DRIVE</b>						
SAS#9	21+16.27	RT-53.86	859.51	851.57	7.94	[1]
SAS#10	28+09.62	RT-35.30	887.00	878.69	8.31	-

## SANITARY STRUCTURES TO REMAIN

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>KOSTER STREET</b>						
4962-024	10+82.30	RT-91.02	854.46	848.56	5.90	-

## PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
<b>KOSTER STREET</b>								
SAS#1	SAS#2	848.72	849.41	281	0.25%	8"	SDR-35	*[4]
SAS#2	SAS#3	849.46	850.11	263	0.25%	8"	SDR-35	*[4]
SAS#3	SAS#4	850.16	851.27	449	0.25%	8"	SDR-35	*[5]
SAS#4	SAS#5	851.37	855.91	242	1.88%	8"	SDR-35	-
SAS#5	SAS#6	856.01	869.80	235	5.87%	8"	SDR-35	-
<b>N. RUSK AVENUE</b>								
SAS#6	SAS#7	869.90	876.80	229	3.01%	8"	SDR-35	-
<b>SUNDSTROM STREET</b>								
SAS#3	SAS#8	850.21	850.52	78	0.40%	8"	SDR-35	*[4]
<b>ARDMORE DRIVE</b>								
SAS#4	SAS#9	851.37	851.59	54	0.41%	8"	SDR-35	-
SAS#7	SAS#10	876.90	877.05	37	0.41%	8"	SDR-35	-

## EXISTING SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN LGTH (FT)	SLOPE (%)	PIPE SIZE	PIPE TYPE	NOTES
<b>KOSTER STREET</b>								
EX SAS 4962-024	EX SAS 5062-001	848.58	848.67	88	0.10%	8"	VP	[3]

- [1] INSTALL EXTERNAL SEWER ACCESS STRUCTURE JOINT SEAL, IN ACCORDANCE WITH BID ITEM 50797
- [2] INSTALL INTERNAL CHIMNEY SEAL, IN ACCORDANCE WITH BID ITEM 50771
- [3] LINER TO BE INSTALLED IN THIS SECTION OF PIPE UNDER A SEPARATE, FUTURE CONTRACT

**\*7/5/19 MAA REVISION:**

- [4] INSULATE SANITARY SEWER MAIN AND LATERALS IN CONFORMANCE WITH S.D.D. 7.03
- [5] INSULATE SANITARY SEWER MAIN AND LATERALS, UP TO STA. 20+00, IN CONFORMANCE WITH S.D.D. 7.03

# SANITARY SEWER SCHEDULE

KOSTER ST & N RUSK AVE ASSMT DIST - 2019	SHEET NO.
PROJECT NO. 11676	SN-7
SANITARY SEWER REMOVALS	
CITY OF MADISON	

## REMOVE SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b><u>KOSTER STREET</u></b>						
5062-001	11+29.93	RT-19.83	854.35	848.67	5.68	-
5062-002	13+20.90	RT-1.60	854.15	849.27	4.88	-
5062-003	16+60.13	RT-0.88	855.87	850.35	5.52	-
5062-004	18+80.61	RT-0.86	857.58	850.82	6.76	-
5062-005	21+11.66	LT-0.57	859.82	851.62	8.20	-
5062-006	23+53.40	LT-1.02	865.74	855.74	10.00	-
5162-001	25+82.12	LT-10.54	880.78	871.38	9.40	-
<b><u>N. RUSK AVENUE</u></b>						
5163-001	28+09.66	LT-7.36	887.55	878.25	9.30	-

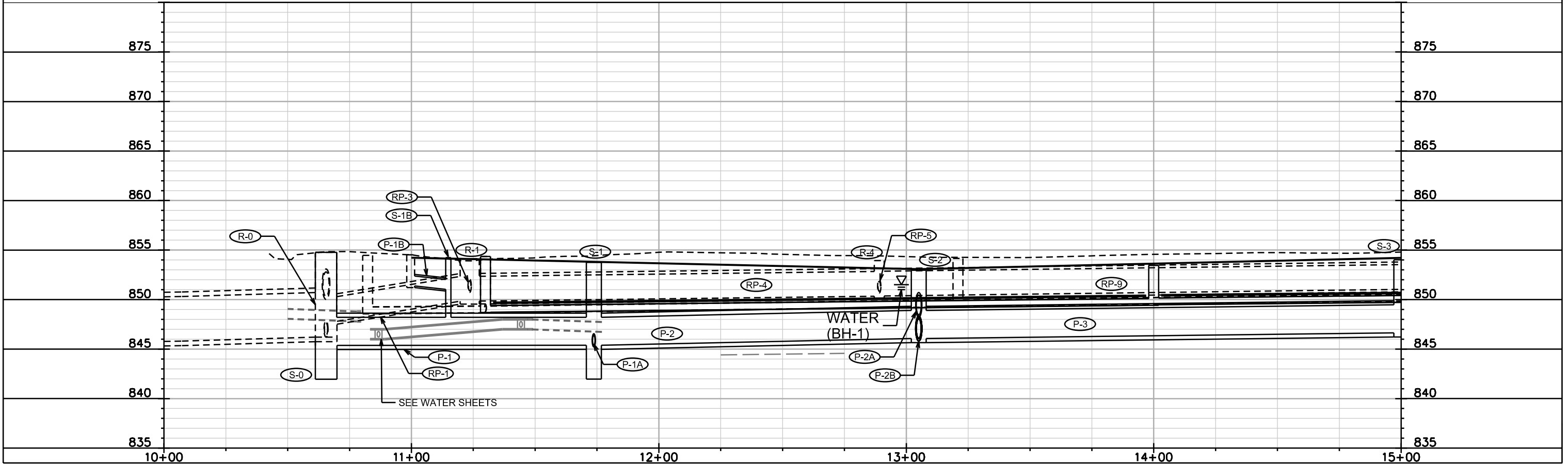
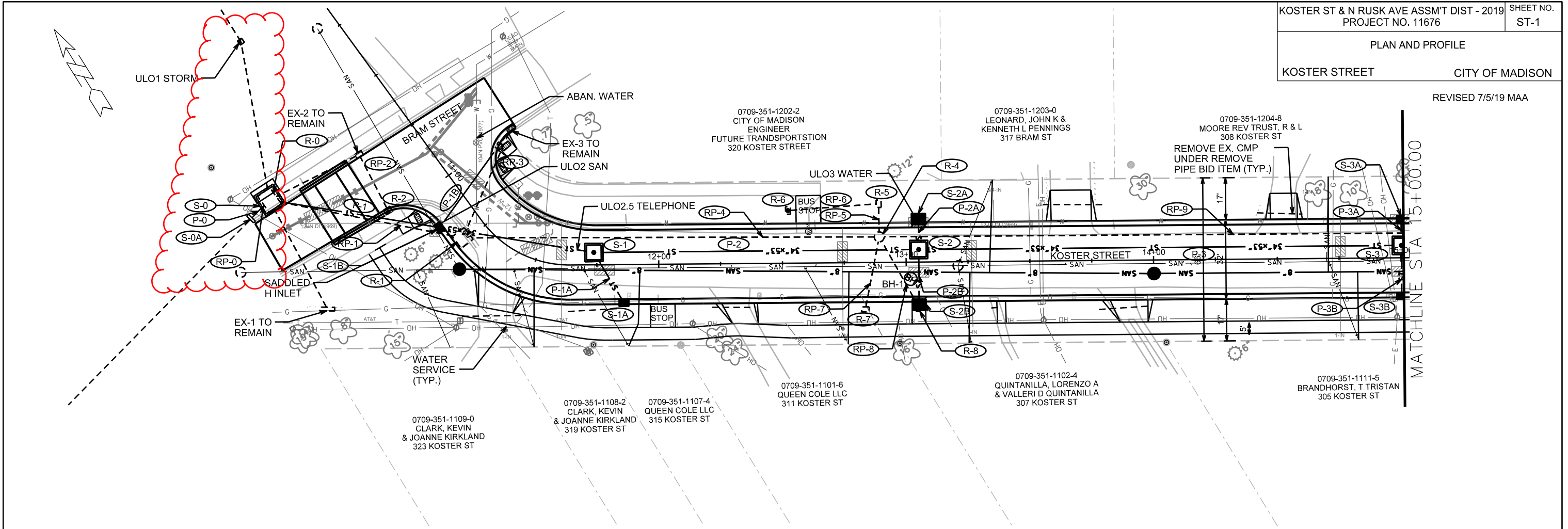
## REMOVE SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	PLAN LGTH (FT)	PAID (Y/N)	PAY LGTH (FT)	PIPE SIZE	PIPE TYPE	NOTES
<b><u>KOSTER STREET</u></b>							
EX SAS 5062-001	EX SAS 5062-002	202	N	0	8"	VP	-
EX SAS 5062-002	EX SAS 5062-003	339	Y	339	8"	VP	-
EX SAS 5062-003	EX SAS 5062-004	220	Y	125	8"	VP	-
EX SAS 5062-004	EX SAS 5062-005	231	N	0	8"	VP	-
EX SAS 5062-005	EX SAS 5062-006	242	N	0	8"	VP	-
EX SAS 5062-006	EX SAS 5162-001	232	N	0	8"	VP	-
<b><u>N. RUSK AVENUE</u></b>							
EX SAS 5162-001	EX SAS 5163-001	231	Y	89	8"	VP	-
<b><u>ARDMORE DRIVE</u></b>							
EX SAS 5062-005	EX SAS 5062-007	54	N	0	8"	VP	[1]
EX SAS 5163-001	EX SAS 5163-005	37	N	0	8"	VP	[1]
<b><u>SUNDSTROM STREET</u></b>							
EX SAS 5062-003	EX SAS 5062-008	78	N	0	8"	VP	[1]

[1] PARTIAL REMOVAL; ONLY REMOVE PIPE TO LOCATION OF PROPOSED SAS

PLAN AND PROFILE  
KOSTER STREET CITY OF MADISON

REVISED 7/5/19 MAA



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

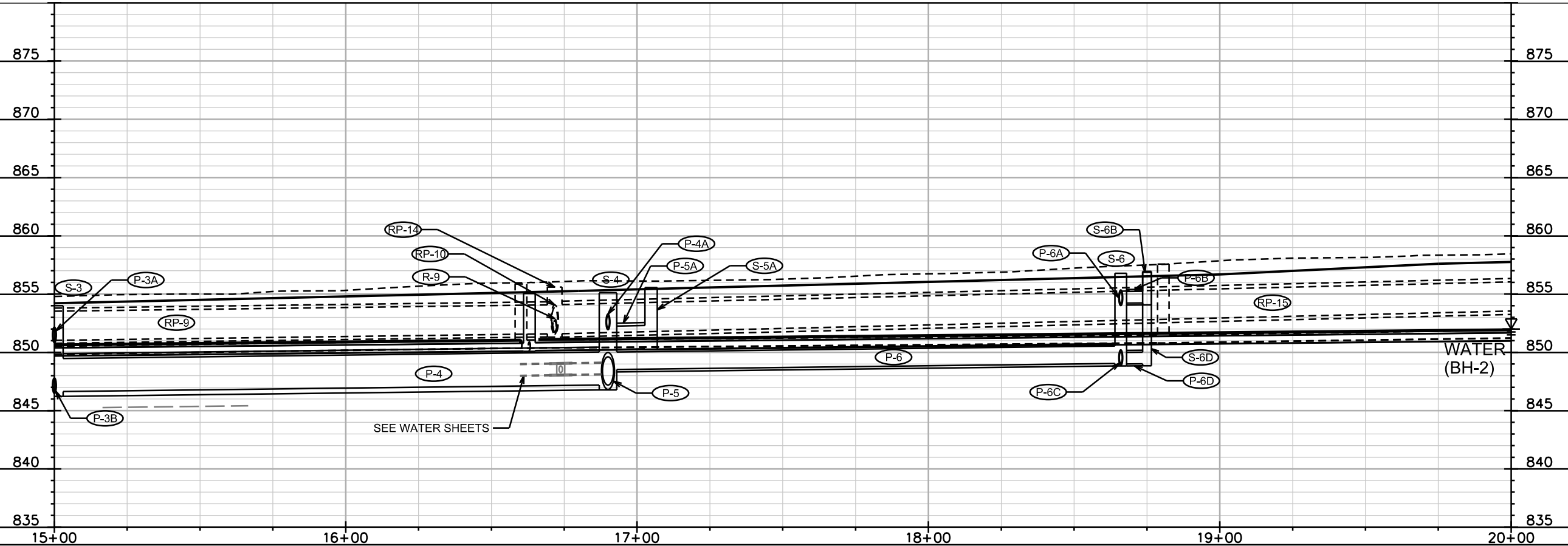
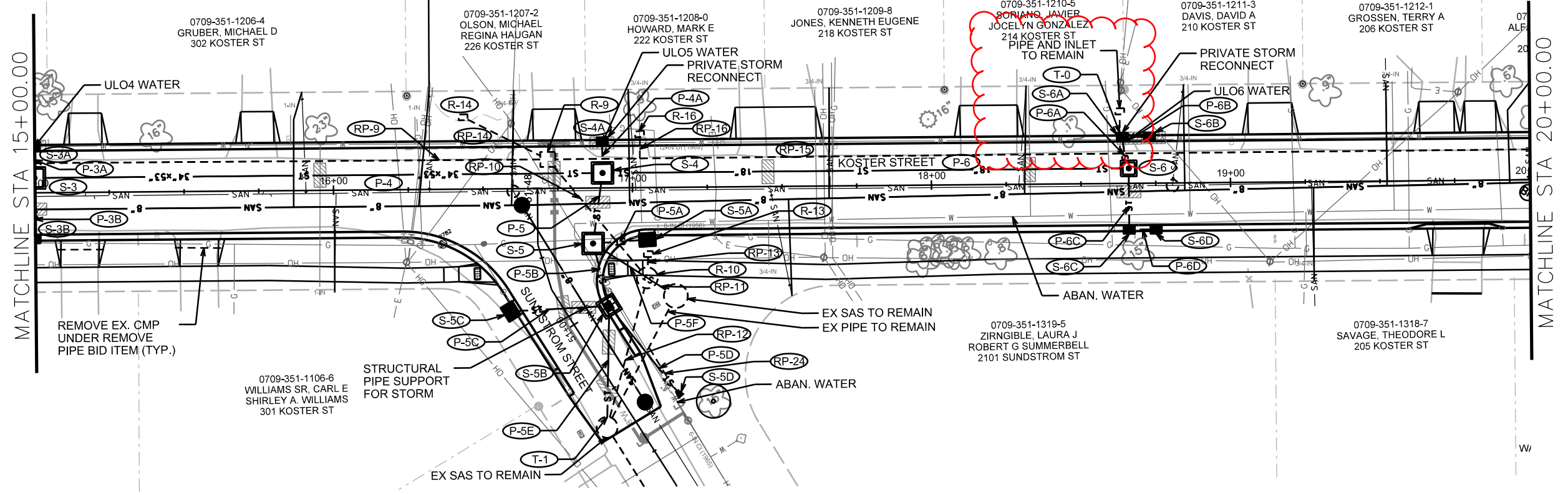
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
KOSTER STREET CITY OF MADISON

REVISED 7/5/19 MAA

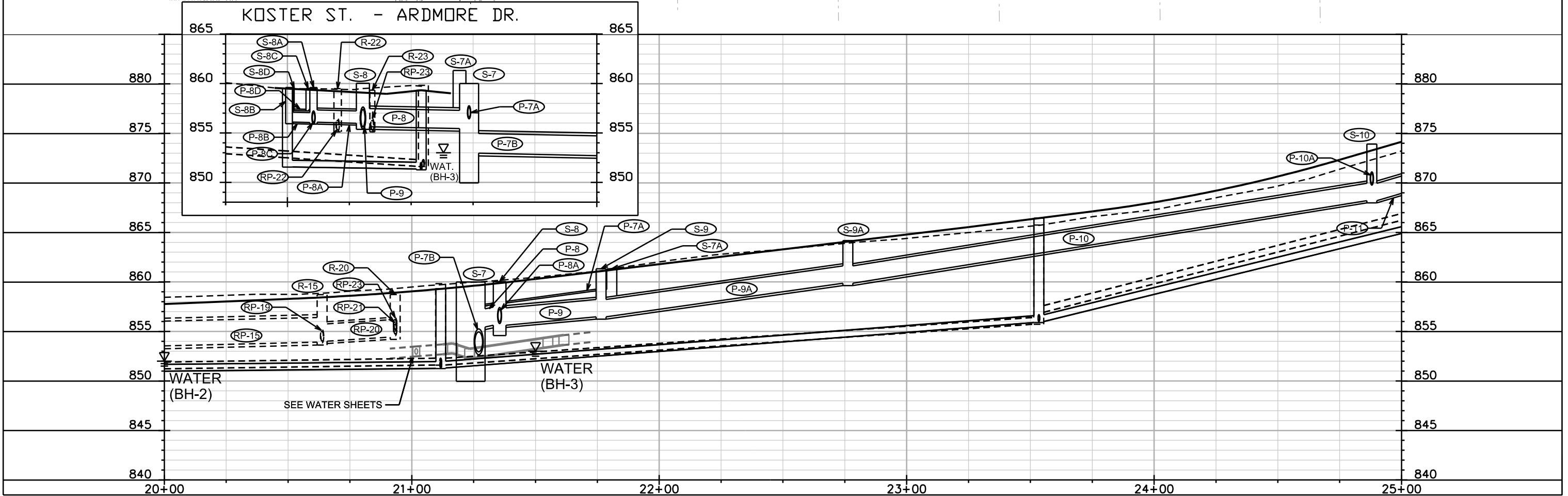
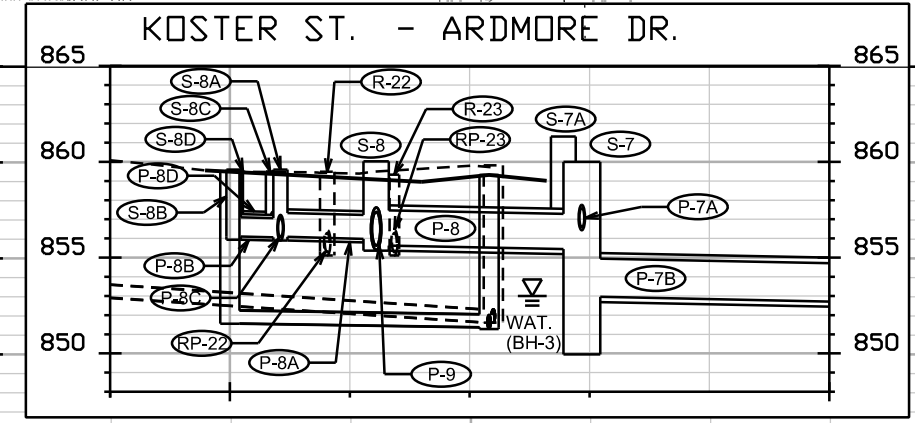
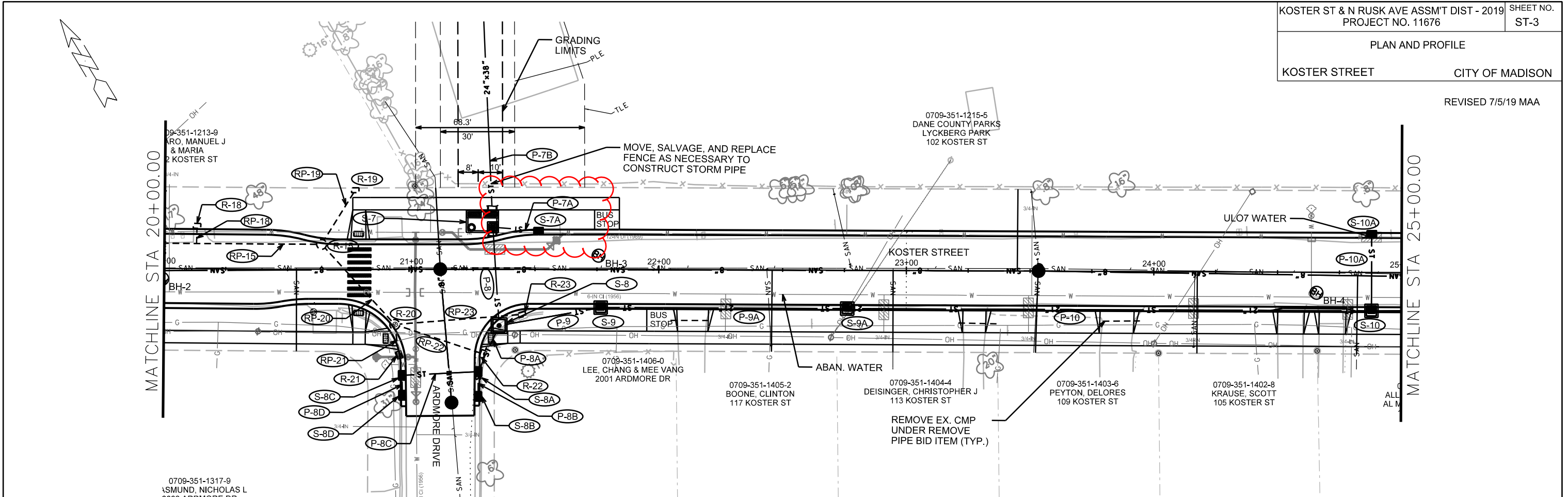


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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



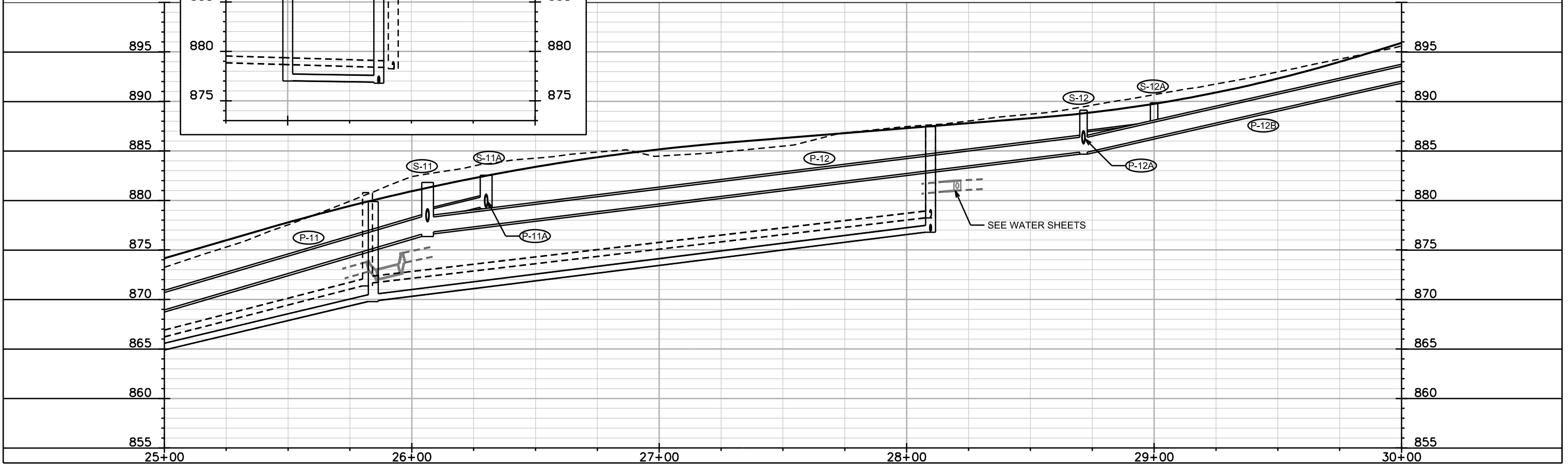
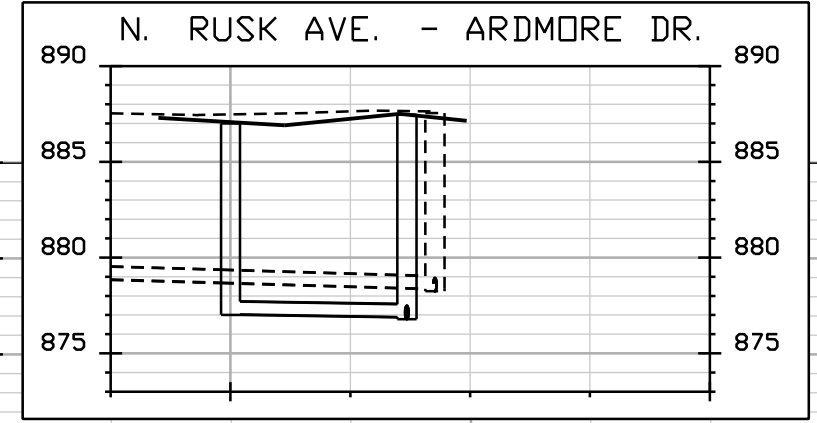
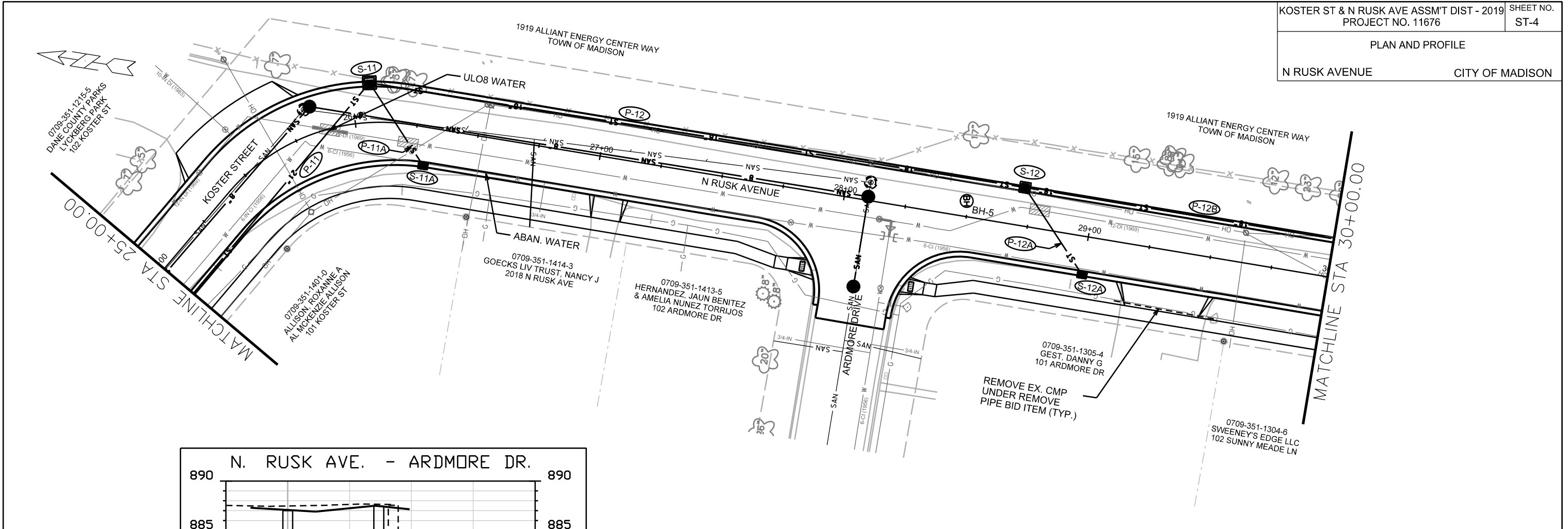


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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



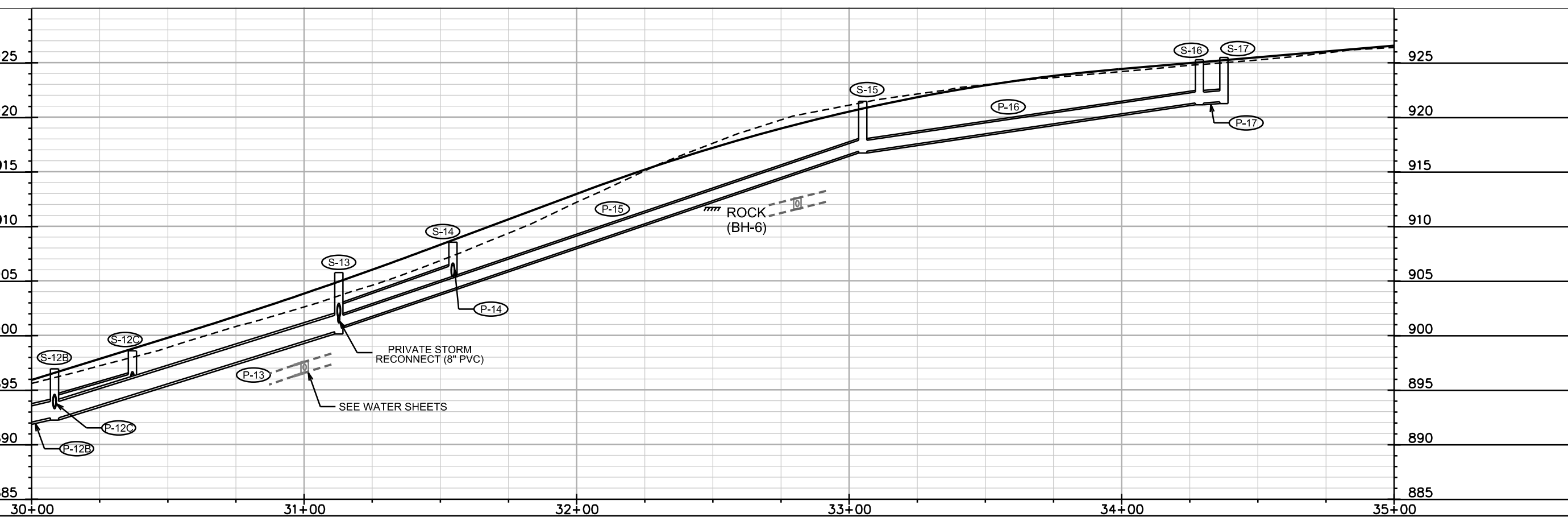
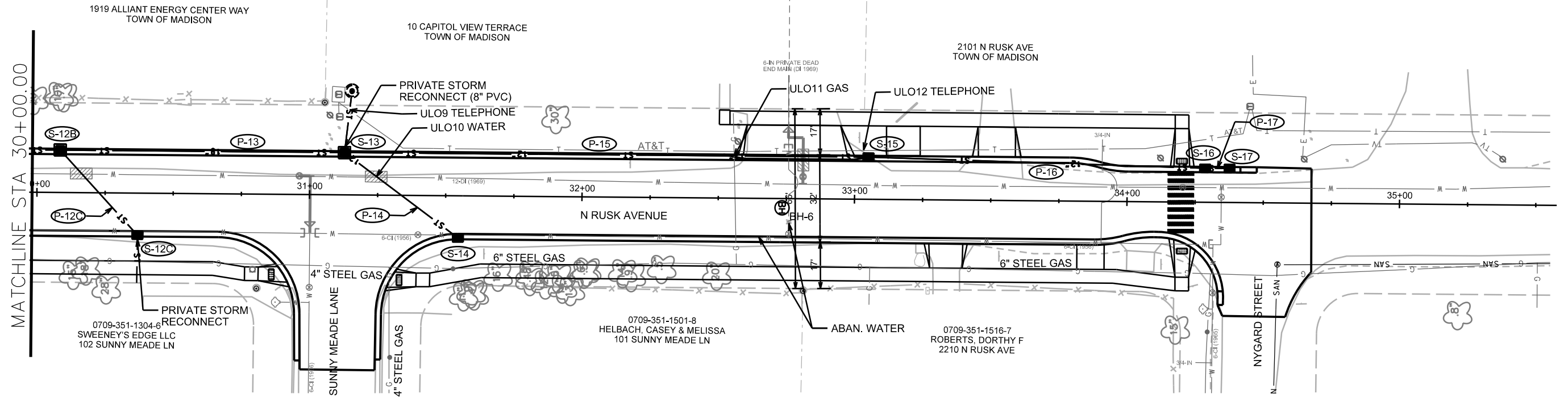
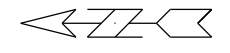
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PLOT NAME: \_\_\_\_\_

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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
N RUSK STREET CITY OF MADISON

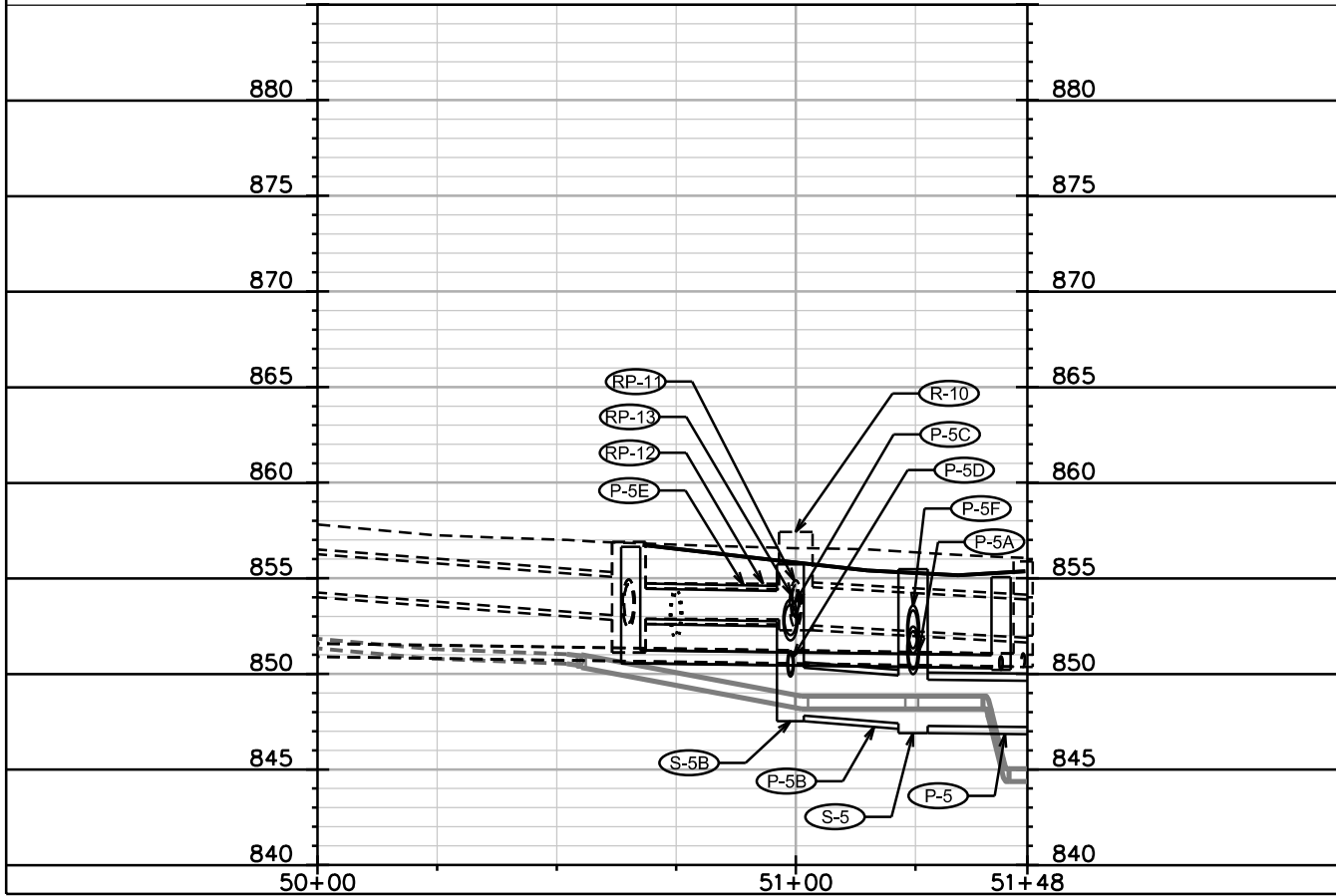
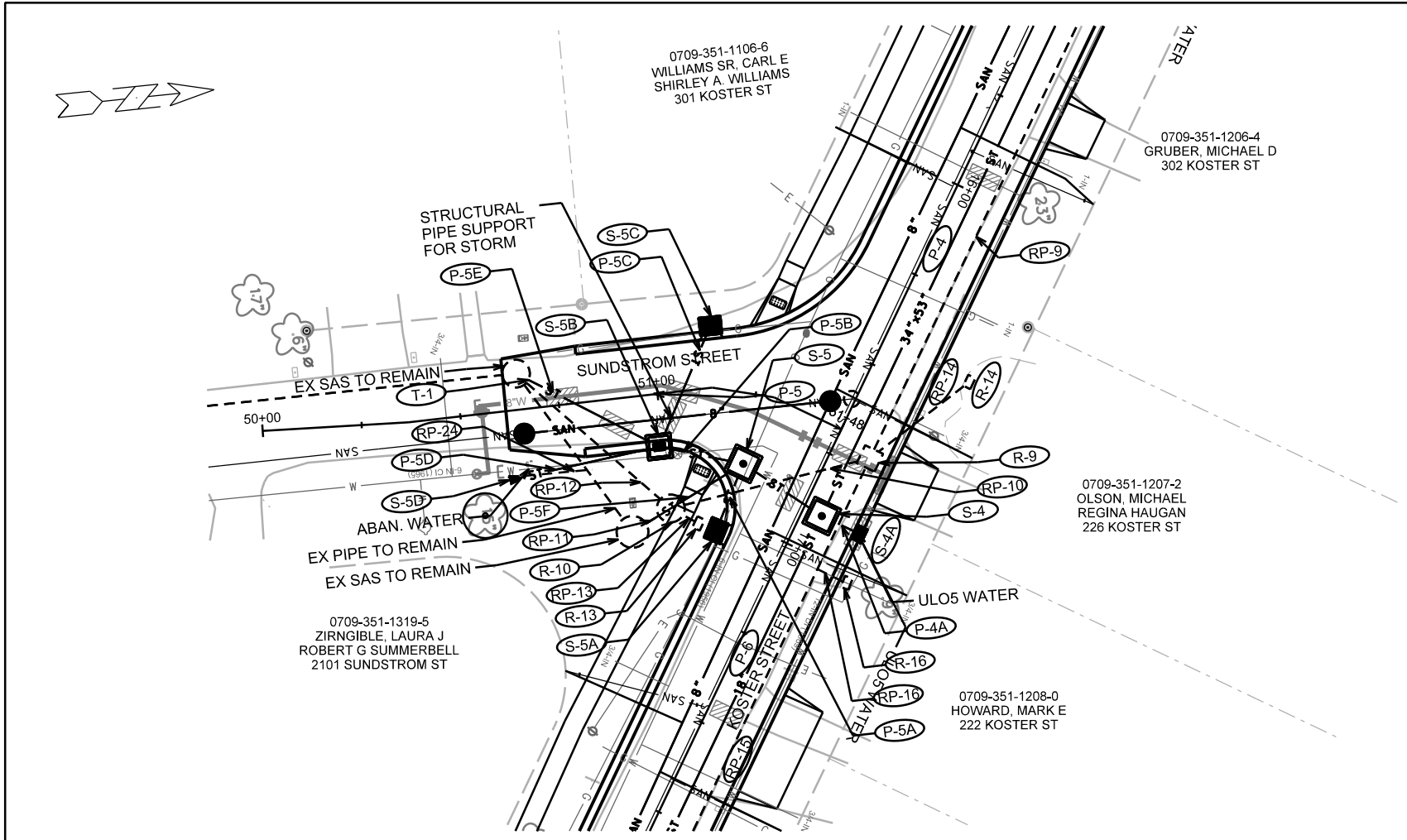


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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
SUNDSTROM STREET CITY OF MADISON



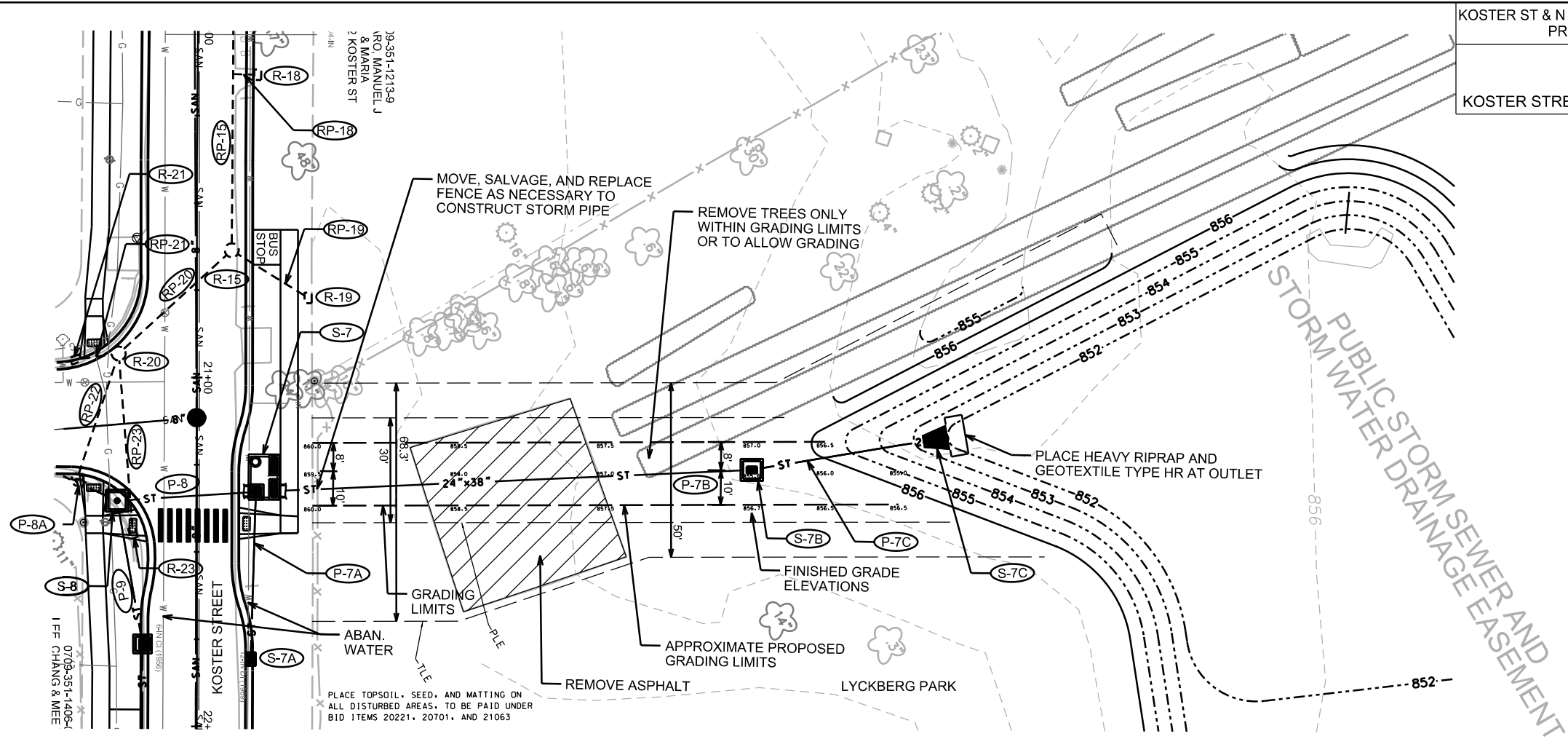
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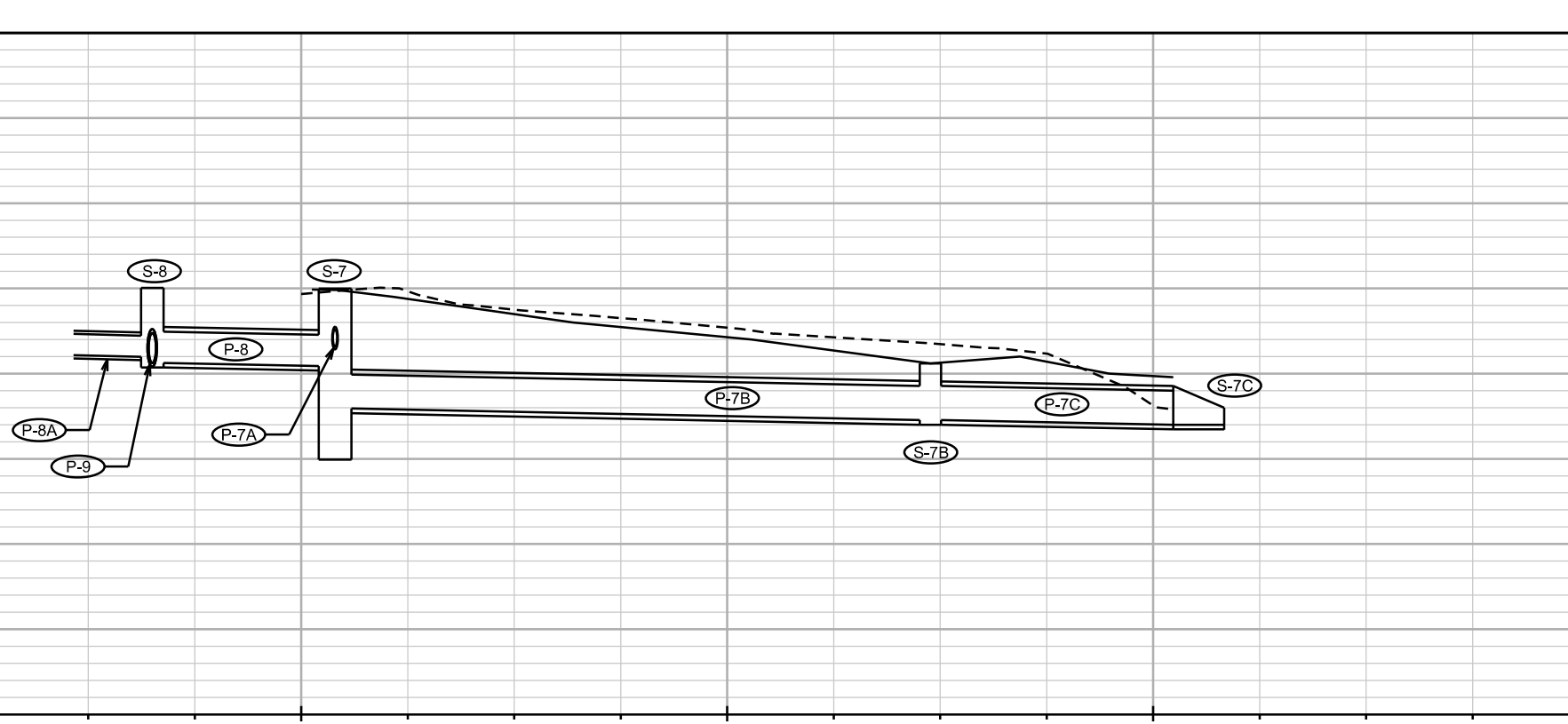
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
KOSTER STREET CITY OF MADISON



875  
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PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

# STORM SEWER SCHEDULE

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>KOSTER STREET</b>							
S-0	10+65.46	RT-64.55	6X6 CB	854.77	845.31	9.46	[1]; w/ R-1550-0054; [2]; FP
* S-0A	10+67.29	RT-75.49	COLLAR	-	849.10	-	-
S-1	11+73.70	LT-3.94	6X6 CB	853.71	845.32	8.39	w/ R-1550-0054; [2]; FP
S-1A	11+73.70	RT-15.50	H INLET	854.00	845.93	8.07	w/ R-3067-7004-V
S-1B	11+15.61	RT-15.50	SADDLED H INLET TYPE II	854.38	845.68	8.70	w/ R-3067-7004-V
S-2	13+05.00	LT-4.60	6X6 SAS	852.97	846.07	6.90	w/ R-1550-0054
S-2A	13+05.00	RT-17.75	TYPE II TERRACE INLET	853.16	848.91	4.25	[3]; LP; FP
S-2B	13+05.00	RT-17.75	TYPE II TERRACE INLET	853.16	846.20	6.96	[3]; LP; FP
S-3	15+00.00	LT-5.00	6X6 SAS	854.06	846.64	7.42	w/ R-1550-0054
S-3A	15+00.00	LT-15.50	H INLET	854.17	851.04	3.13	w/ R-3067-7004-V
S-3B	15+00.00	RT-15.50	H INLET	854.38	846.73	7.65	w/ R-3067-7004-V
S-4	16+90.00	LT-5.00	6X6 SAS	855.20	847.20	8.00	w/ R-1550-0054
S-4A	16+90.00	LT-15.50	H INLET	855.32	852.15	3.17	w/ R-3067-7004-V
S-5	16+86.70	RT-18.55	6X6 SAS	855.15	847.26	7.89	w/ R-1550-0054
S-5A	17+04.82	RT-17.75	TYPE II TERRACE INLET	855.59	850.33	5.26	[3]; LP; FP
* S-6	18+66.00	RT-5.00	4X4 SAS	856.28	849.05	7.23	w/ R-1550-0054
* S-6A	18+64.00	RT-15.50	H INLET	856.35	853.27	3.08	w/ R-3067-7004-V
* S-6B	18+73.00	RT-15.50	H INLET	856.41	853.33	3.08	w/ R-3067-7004-V
* S-6C	18+66.00	LT-15.50	H INLET	856.72	848.76	7.96	w/ R-3067-7004-V
* S-6D	18+75.00	LT-15.50	H INLET	856.78	848.77	8.01	w/ R-3067-7004-V
T-0	18+64.00	RT-16.90	TAP				
<b>SUNDSTROM STREET</b>							
S-7	21+28.70	LT-19.35	SC TR DEVICE	859.99	852.95	7.04	[1]; [2]; FP
* S-7A	21+51.41	LT-15.50	H INLET	860.48	857.40	3.08	w/ R-3067-7004-V
S-7B	21+27.10	LT-159.20	5X5 SAS W/ H	855.60	852.27	3.33	FP; LP; w/ R-1878-B7G
S-7C	21+17.43	LT-215.40	24X38 HERCP AE	854.00	852.00	2.00	w/ PIPE GATE
S-8	21+35.49	RT-22.77	5X5 SAS	860.04	855.63	4.41	w/ R-1550-0054; FP
S-9	21+76.51	RT-15.50	4X4 SAS W/ H	861.33	856.55	4.78	w/ R-3067-7004-V
S-9A	22+76.20	RT-15.50	4X4 SAS W/ H	864.18	859.66	4.52	w/ R-3067-7004-V
S-10	24+88.00	RT-15.50	4X4 SAS W/ H	873.92	868.21	5.71	w/ R-3067-7004-V
S-10A	24+88.00	LT-15.50	H INLET	873.37	870.08	3.29	w/ R-3067-7004-V
S-11	26+06.40	LT-16.05	4X4 SAS W/ H	881.81	876.56	5.25	w/ R-3067-7004-V
S-11A	26+30.05	RT-15.50	H INLET	882.54	879.46	3.08	w/ R-3067-7004-V
<b>ARDMORE DRIVE</b>							
S-8A	21+27.07	RT-41.34	H INLET	859.56	856.08	3.48	w/ R-3067-7004-V
S-8B	21+27.00	RT-51.34	H INLET	859.71	856.12	3.59	w/ R-3067-7004-V
S-8C	20+96.24	RT-42.88	H INLET	859.36	856.23	3.13	w/ R-3067-7004-V
S-8D	20+96.32	RT-50.88	H INLET	859.58	856.26	3.32	w/ R-3067-7004-V

## 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>KOSTER STREET</b>										
* P-0	S-0	S-0A	848.85	849.10	11.0	7.0	3.57%	HE 29X45	TYPE I	-
* P-1	S-0	S-1	845.31	845.32	132.8	124.4	0.01%	HE 34X53	TYPE I	-
P-1A	S-1	S-1A	845.32	845.93	19.4	15.4	3.96%	12"	TYPE I	-
P-1B	S-1B	S-1B	851.14	851.38	49.2	46.6	0.52%	12"	TYPE I	-
P-2	S-1	S-2	845.32	846.07	131.3	125.3	0.60%	HE 34X53	TYPE I	-
P-2A	S-2	S-2A	848.50	848.91	12.7	8.1	5.06%	24"	TYPE I	-
P-2B	S-2	S-2B	846.07	846.20	21.9	17.3	0.75%	24"	TYPE I	-
P-3	S-2	S-3	846.07	846.64	195.0	189.0	0.30%	HE 34X53	TYPE I	-
P-3A	S-3	S-3A	851.00	851.04	10.6	6.6	0.61%	12"	TYPE I	-
P-3B	S-3	S-3B	846.64	846.73	20.5	16.5	0.55%	12"	TYPE I	-
P-4	S-3	S-4	846.64	847.20	190.0	184.0	0.30%	HE 34X53	TYPE I	-
P-4A	S-4	S-4A	852.11	852.15	10.5	6.5	0.62%	12"	TYPE I	-
P-5	S-4	S-5	847.20	847.26	23.8	17.7	0.34%	HE 29X45	TYPE I	-
P-5A	S-5	S-5A	850.20	850.33	18.2	13.0	1.00%	24"	TYPE I	-
P-6	S-4	S-6	848.53	849.05	176.0	172.0	0.30%	18"	TYPE I	-
P-6A	S-6	S-6A	853.23	853.27	10.5	7.6	0.53%	12"	TYPE I	-
P-6B	S-6A	S-6B	853.27	853.33	9.0	6.0	1.00%	12"	TYPE I	-
P-6C	S-6	S-6C	848.67	848.76	20.5	17.5	0.51%	12"	TYPE I	-
P-6D	S-6C	S-6D	848.74	848.77	9.0	6.0	0.50%	12"	TYPE I	-
<b>SUNDSTROM STREET</b>										
* P-7A	S-7	S-7A	856.59	857.40	18.5	15.5	5.23%	12"	TYPE I	-
P-7B	S-7B	S-7	852.27	852.95	140.0	133.0	0.51%	HE 24X38	TYPE I	-
P-7C	S-7C	S-7B	852.00	852.27	57.0	54.5	0.50%	HE 24X38	TYPE I	-
P-8	S-7	S-8	855.45	855.63	42.2	35.8	0.50%	HE 22X34	TYPE I	-
P-9	S-8	S-9	855.63	856.55	41.7	37.1	2.48%	21"	TYPE I	-
P-9A	S-9	S-9A	856.55	859.66	99.6	95.6	3.25%	21"	TYPE I	-
P-10	S-9A	S-10	859.66	868.21	211.8	207.8	4.11%	21"	TYPE I	-
P-10A	S-10	S-10A	869.94	870.08	31.0	28.0	0.50%	12"	TYPE I	-
P-11	S-10	S-11	868.21	876.56	123.0	118.2	7.06%	21"	TYPE I	-
P-11A	S-11	S-11A	878.00	879.46	39.9	36.3	4.02%	21"	TYPE I	-
<b>ARDMORE DRIVE</b>										
P-5B	S-5	S-5B	847.26	847.90	21.6	15.9	4.03%	30"	TYPE I	-
P-5C	S-5B	S-5C	852.00	852.14	33.0	28.3	0.49%	24"	TYPE I	-
P-5D	S-5B	S-5D	850.00	855.27	38.7	36.2	14.56%	12"	TYPE I	-
P-5E	S-5B	T-1	852.70	852.87	40.6	34.1	0.50%	HE 19X30	TYPE I	TAP EX SAS
P-5F	S-5	EX TO 5062-029	851.30	852.68	32.8	25.2	5.48%	24"	TYPE I	-
P-8A	S-8	S-8A	855.98	856.08	20.4	16.0	0.63%	15"	TYPE I	-
P-8B	S-8A	S-8B	856.08	856.12	10.0	7.0	0.57%	12"	TYPE I	-
P-8C	S-8A	S-8C	856.08	856.23	30.9	28.9	0.52%	12"	TYPE I	-
P-8D	S-8C	S-8D	856.23	856.26	8.0	5.0	0.60%	12"	TYPE I	-

### 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 MATT OF CITY ENGINEERING AT (608) 266-4058 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO MALLIE@CITYOFMADISON.COM.

### SPECIFIC NOTES

- [1] CONNECT PIPES EX-1 AND EX-2 TO S-0
- [2] STA. & LOC. OF CENTER OF STRUCTURE GIVEN; SEE DETAIL SHEET D-2 SCREEN TREATMENT DEVICE, 3' SUMP BELOW LISTED E.I.
- [3] PER S.D.D. 5.7.12A

#### \*7/5/19 MAA REVISION:

**INLET CASTING GRADES AND INVERTS REVISED TO MATCH CURB GRADE RE-DESIGN;  
S-7A MOVED; P-1 LOWERED BASED ON ULO2 SAN ELEVATION;  
REMOVE P-0 RE-LAY 54" RCP AND PRECAST BEND, PIPE IS ALREADY FLAT  
ADD P-0 29X45 HERCP TO REPLACE FAILING CMPA**

# STORM SEWER SCHEDULE

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>N. RUSK AVENUE</b>							
S-12	28+78.53	LT-15.50	3X3 SAS W/ H	888.90	884.87	4.03	w/ R-3067-7004-V; FP
S-12A	29+00.00	RT-15.50	H INLET	889.85	886.77	3.08	w/ R-3067-7004-V
S-12B	30+08.42	LT-15.50	3X3 SAS W/ H	896.93	892.43	4.50	w/ R-3067-7004-V
S-12C	30+37.00	RT-15.50	H INLET	898.58	895.50	3.08	w/ R-3067-7004-V
S-13	31+12.70	LT-15.50	3X3 SAS W/ H	905.76	900.33	5.43	w/ R-3067-7004-V
S-14	31+54.60	LT-15.50	H INLET	908.40	905.32	3.08	w/ R-3067-7004-V
S-15	33+05.00	RT-15.50	H INLET	921.45	916.88	4.57	w/ R-3067-7004-V
S-16	34+28.50	LT-12.50	H INLET	925.25	921.29	3.96	w/ R-3067-7004-V
S-17	34+37.50	LT-12.50	H INLET	925.48	921.41	4.07	w/ R-3067-7004-V

## 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>N. RUSK AVENUE</b>										
P-12	S-11	S-12	876.81	884.87	268.3	264.8	3.04%	18"	TYPE I	-
P-12A	S-12	S-12A	885.87	886.77	42.1	38.7	2.33%	12"	TYPE I	-
P-12B	S-12	S-12B	884.87	892.43	136.9	133.9	5.65%	18"	TYPE I	-
P-12C	S-12B	S-12C	893.43	895.50	42.2	38.8	5.34%	12"	TYPE I	-
P-13	S-12B	S-13	892.43	900.33	104.3	101.3	7.80%	18"	TYPE I	-
P-14	S-13	S-14	901.76	905.32	52.1	48.6	7.33%	12"	TYPE I	-
P-15	S-13	S-15	900.83	916.88	192.3	189.3	8.48%	12"	TYPE I	-
P-16	S-15	S-16	916.88	921.29	123.6	120.6	3.66%	12"	TYPE I	-
P-17	S-16	S-17	921.29	921.41	9.0	6.0	2.00%	12"	TYPE I	-

## EXISTING STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>BRAM STREET</b>							
EX-1	11+14.25	RT-71.11	H INLET	857.05	850.50	6.55	-
EX-2	10+71.95	RT-22.97	H INLET	853.88	847.00	6.88	-

## EXISTING STORM PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PIPE LENGTH	SLOPE (%)	PIPE SIZE	TYPE	NOTES
<b>BRAM STREET</b>									
EX-1	S-0	EX-1	850.30	850.50	45.0	0.44%	30"	RCP	[1]
EX-2	S-0	EX-2	846.39	847.00	36.1	1.69%	15"	RCP	[1]

## SUNDSTROM STREET

EX TO 5062-029	51+00.07	RT-33.85	TREATMENT DEVICE	857.94	845.27	12.67	-
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## SUNDSTROM STREET

EX-3	EX TO 5062-029	EX TO 5062-031	851.08	852.66	42.0	3.76%	24"	RCP	[2]
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## STORM STRUCTURE TAP/FIELD CORE

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>KOSTER STREET</b>							
S-2B	13+05.00	RT-16.00	TYPE II	853.28	846.20	7.08	PRIVATE RECONNECT, TYPE 2 - 4" PVC
S-6A	18+66.00	RT-16.00	H INLET	857.47	854.22	3.25	PRIVATE RECONNECT, TYPE 2 - 4" PVC
<b>SUNDSTROM STREET</b>							
EX TO 5062-031	50+65.13	LT-9.12	6X6 AS	856.87	852.66	4.21	24" RCP
<b>N. RUSK AVENUE</b>							
S-12C	30+37.00	RT-16.00	H INLET	898.95	895.22	3.73	PRIVATE RECONNECT, TYPE 2 - 4" PVC
S-13	31+12.70	LT-16.00	3X3 SAS W/ H	905.10	900.33	4.77	PRIVATE RECONNECT, TYPE 2 - 12" PVC

## UTILITY LINE OPENINGS (ULO)

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	TOP ELEV.	NOTES
ULO1	10+06.96	RT-36.16	STORM	-	-
ULO2	11+13.41	RT-16.99	SANITARY	-	-
ULO2.5	11+67.08	LT-6.07	TELEPHONE	-	-
ULO3	13+05.00	RT-17.75	WATER	-	-
ULO4	15+00.00	LT-15.50	WATER	-	-
ULO5	16+90.00	LT-15.50	WATER	-	-
ULO6	18+66.00	RT-15.50	WATER	-	-
ULO7	24+88.00	LT-15.50	WATER	-	-
ULO8	25+89.36	RT-0.52	WATER	-	-
ULO9	31+14.53	LT-31.15	TELEPHONE	-	-
ULO10	31+24.54	LT-6.78	WATER	-	-
ULO11	32+55.74	LT-15.51	GAS	-	-
ULO12	33+05.00	RT-15.50	TELEPHONE	-	-

## SPECIFIC NOTES

## 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 MATT OF CITY ENGINEERING AT (608) 266-4058 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO MALLIE@CITYOFMADISON.COM.

# STORM SEWER SCHEDULE

KOSTER ST & N RUSK AVE ASSMT DIST - 2019	SHEET NO.
PROJECT NO. 11676	ST-10
STORM SEWER REMOVALS	
CITY OF MADISON	

## REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	
<b>KOSTER STREET</b>					
R-0	AS 5061-014	10+65.46	RT-64.55	SAS	-
R-1	IN 5062-036	11+23.75	RT-10.38	INLET	-
R-2	IN 5062-035	10+97.00	RT-28.36	INLET	-
R-4	AS 5062-002	12+89.08	LT-10.25	SAS	-
R-5	IN 5062-038	12+89.08	LT-23.49	INLET	-
R-6	33335-A	12+52.29	LT-21.25	CATCHBASIN INLET	-
R-7	IN 5062-010	12+83.23	RT-19.03	INLET	-
R-8	IN 5062-009	13+05.32	RT-18.85	INLET	-
R-9	AS 5062-006	16+71.62	LT-9.64	SAS	-
R-10	TO 5062-027	17+04.65	RT-30.22	SAS	-
R-13	TO 5062-028	17+04.65	RT-22.23	APRON END INLET	-
R-14	IN 5062-011	16+43.60	LT-24.00	INLET	-
R-15	AS 5062-005	20+63.75	LT-10.08	SAS	-
R-16	IN 5062-023	17+02.50	LT-17.86	INLET	-
R-18	IN 5062-021	20+13.25	LT-17.17	INLET	-
R-19	IN 5062-017	20+77.36	LT-31.93	INLET	-
R-20	AS 5062-018	20+93.31	RT-22.33	SAS	-
R-21	IN 5062-014	20+95.23	RT-34.55	INLET	-
R-22	IN 5062-015	21+28.84	RT-34.18	INLET	-
R-23	IN 5062-016	21+44.79	RT-18.31	INLET	-

## REMOVE STORM PIPES

REMOVE NO.	REMOVE FROM	REMOVE TO	PLAN LGTH (FT)	PAID (Y/N)	PAY LGTH (FT)	PIPE SIZE	PIPE TYPE	NOTES
<b>KOSTER STREET</b>								
* RP-0	R-0	S-0A	8	N	0	30X38	CMPA	-
RP-1	R-0	R-1	79.6	N	0	30"	RCP	-
RP-2	IN 5061-015	R-2	25.5	Y	26	12"	RCP	-
RP-3	AS 5062-037	R-1	48.0	Y	48	12"	RCP	-
RP-4	R-1	R-4	168.3	Y	133	30"	RCP	-
RP-5	R-4	R-5	13.4	Y	13	12"	RCP	-
RP-6	R-5	R-6	36.7	Y	37	12"	RCP	-
RP-7	R-4	R-7	29.8	Y	21	12"	RCP	-
RP-8	R-4	R-8	33.4	Y	24	12"	RCP	-
RP-9	R-4	R-9	382.7	Y	383	30"	VP	-
RP-10	R-9	R-10	51.7	Y	42	24"	RCP	-
RP-11	R-10	TO 5062-029	11.3	N	0	24"	RCP	-
RP-12	R-10	TO 5062-031	51.7	Y	39	19X30	HERCP	-
RP-13	R-10	R-13	8.0	Y	8	15"	RCP	-
RP-14	R-9	R-14	31.6	Y	32	12"	RCP	-
RP-15	R-9	R-15	391.9	Y	392	30"	RCP	-
RP-16	TAP	R-16	8.2	Y	8	12"	RCP	-
RP-18	TAP	R-18	7.1	Y	7	12"	RCP	-
RP-19	R-15	R-19	25.8	Y	26	12"	RCP	-
RP-20	R-15	R-20	43.9	Y	44	21"	RCP	-
RP-21	R-20	R-21	12.5	Y	13	12"	RCP	-
RP-22	R-20	R-22	37.5	Y	38	12"	RCP	-
RP-23	R-20	R-23	51.6	Y	46	12"	RCP	-
RP-24			22.0	N	22.0	8"	CI	-
<b>DRIVEWAYS</b>								
317 BRAM ST.			24	Y	24		CMP	-
319 KOSTER ST.			24	Y	24		CMP	-
315 KOSTER ST.			20	Y	20		CMP	-
311 KOSTER ST.			18	Y	18		CMP	-
308 KOSTER ST.			19	Y	19		CMP	-
307 KOSTER ST.			24	Y	24		CMP	-
305 KOSTER ST.			16	Y	16		CMP	-
301 KOSTER ST.			16	Y	16		CMP	-
117 KOSTER ST.			16	Y	16		CMP	-
109 KOSTER ST.			15	Y	15		CMP	-
101 ARDMORE DR.			43	Y	43		CMP	-

## STANDARD NOTES:

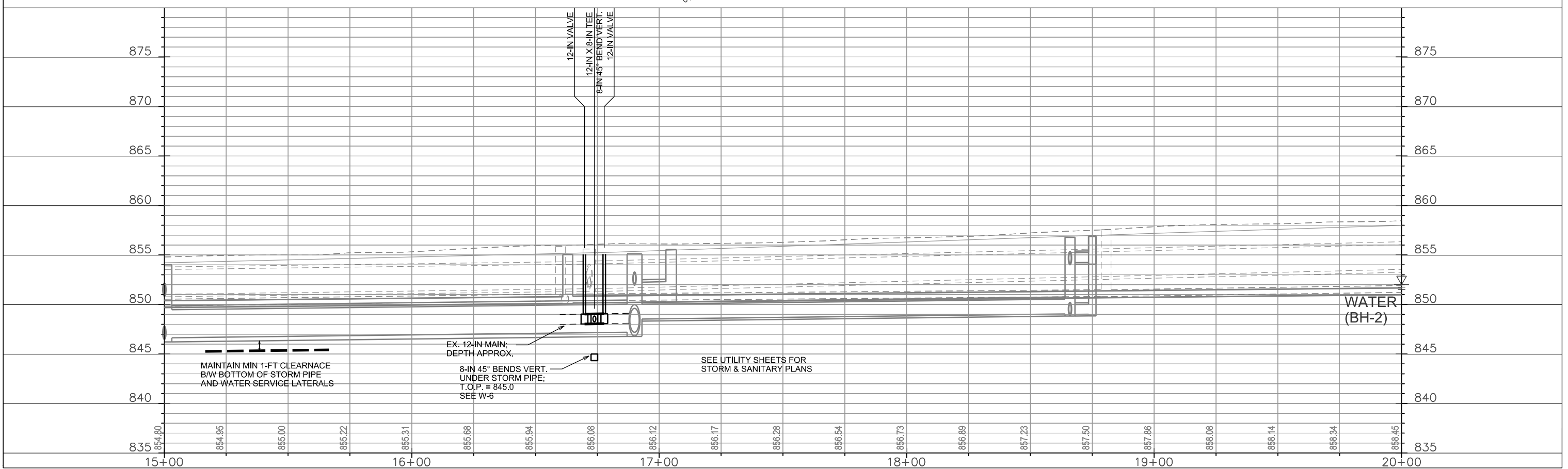
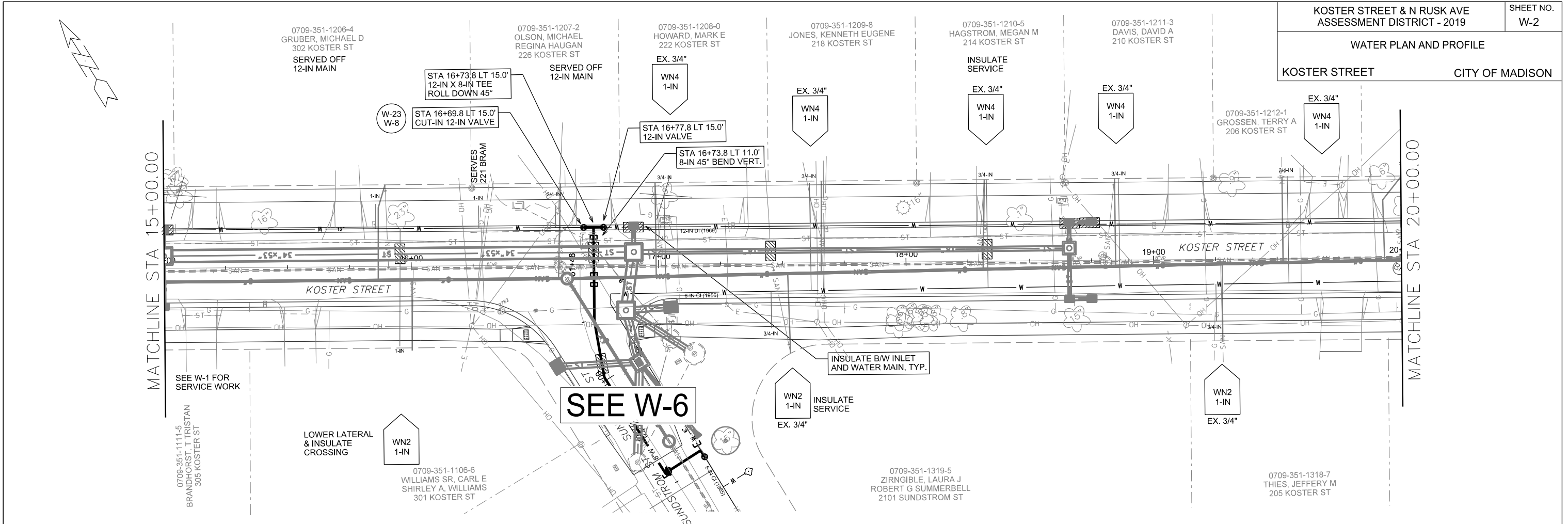
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## SPECIFIC NOTES

**\*7/5/19 MAA REVISION:**  
**EXISTING INLET AND PIPE AT 214 KOSTER TO REMAIN; NO REMOVAL, CONNECT TO S-6A**







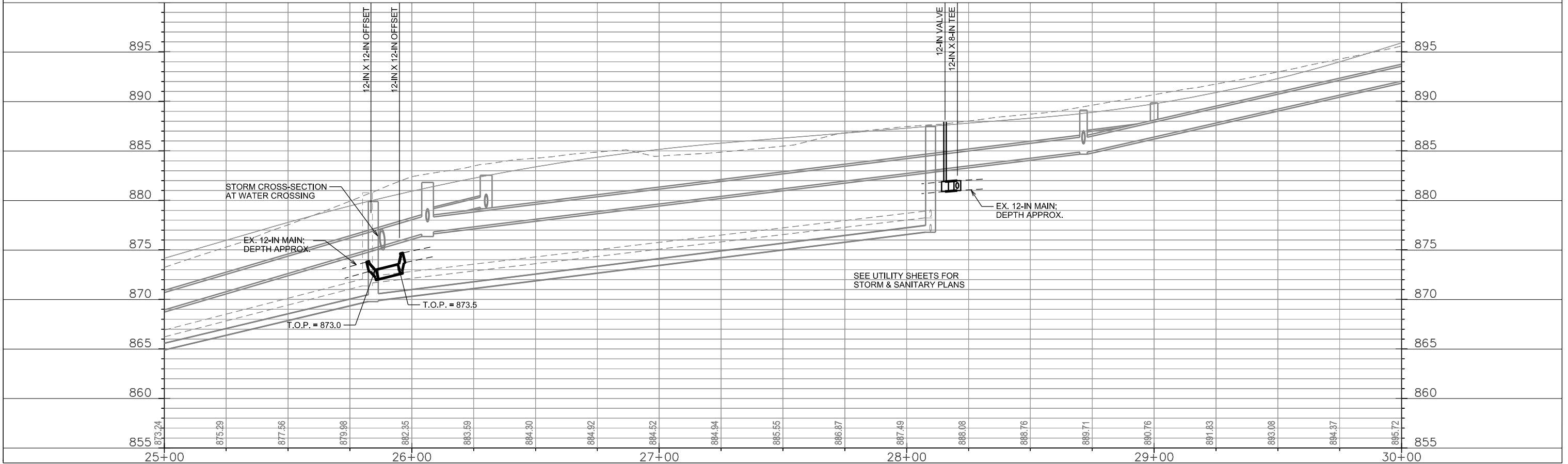
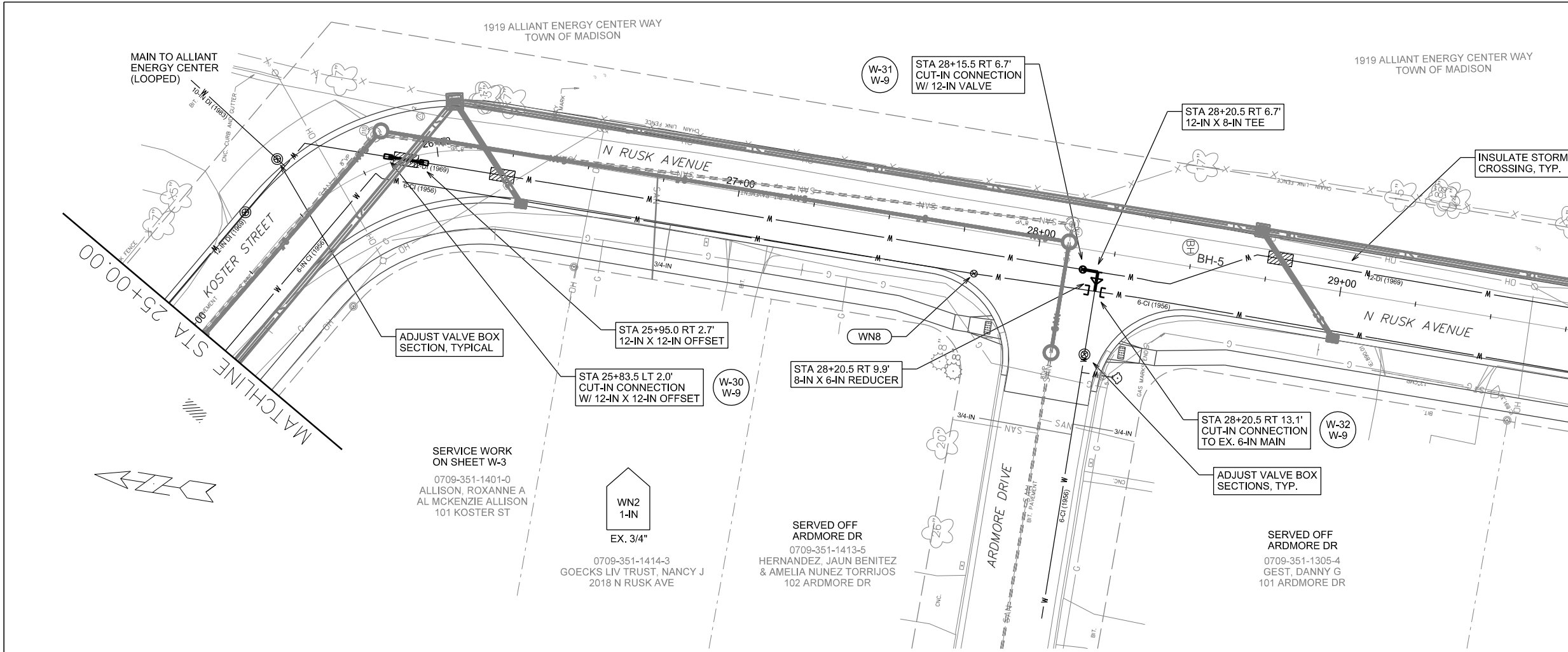
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PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



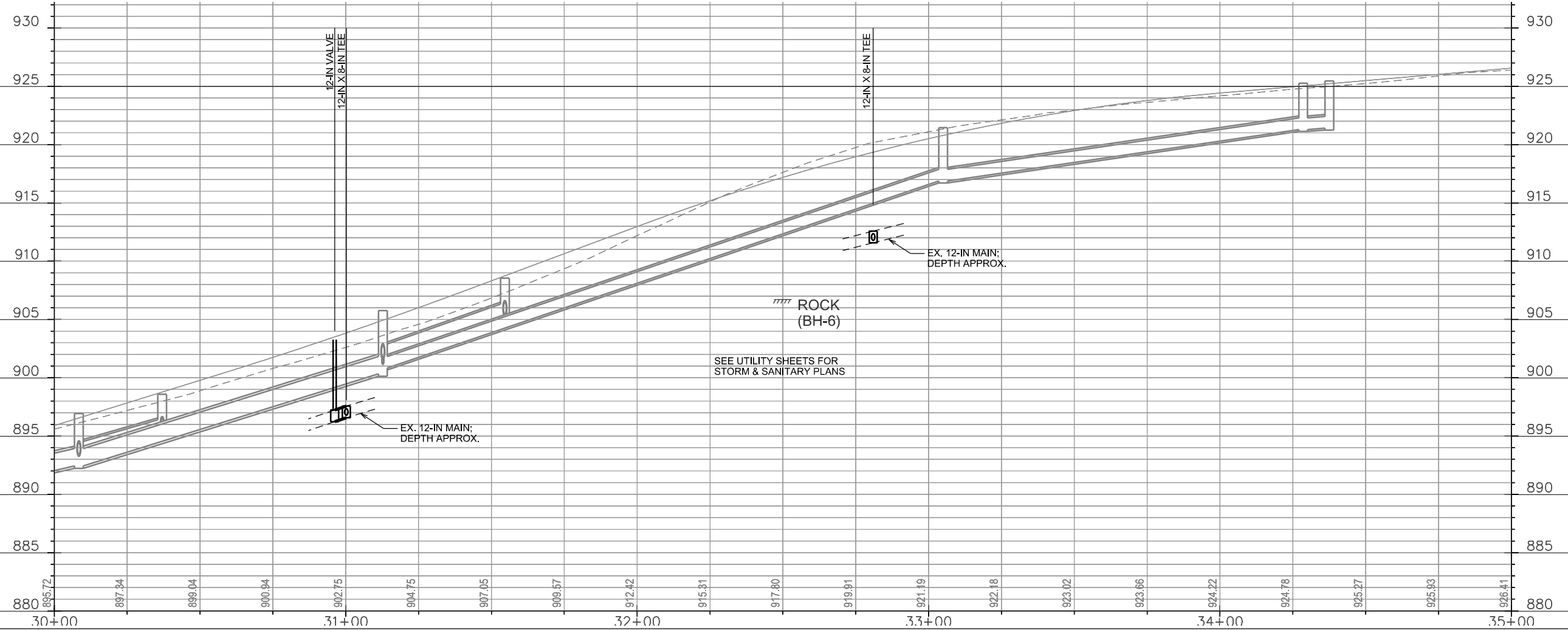
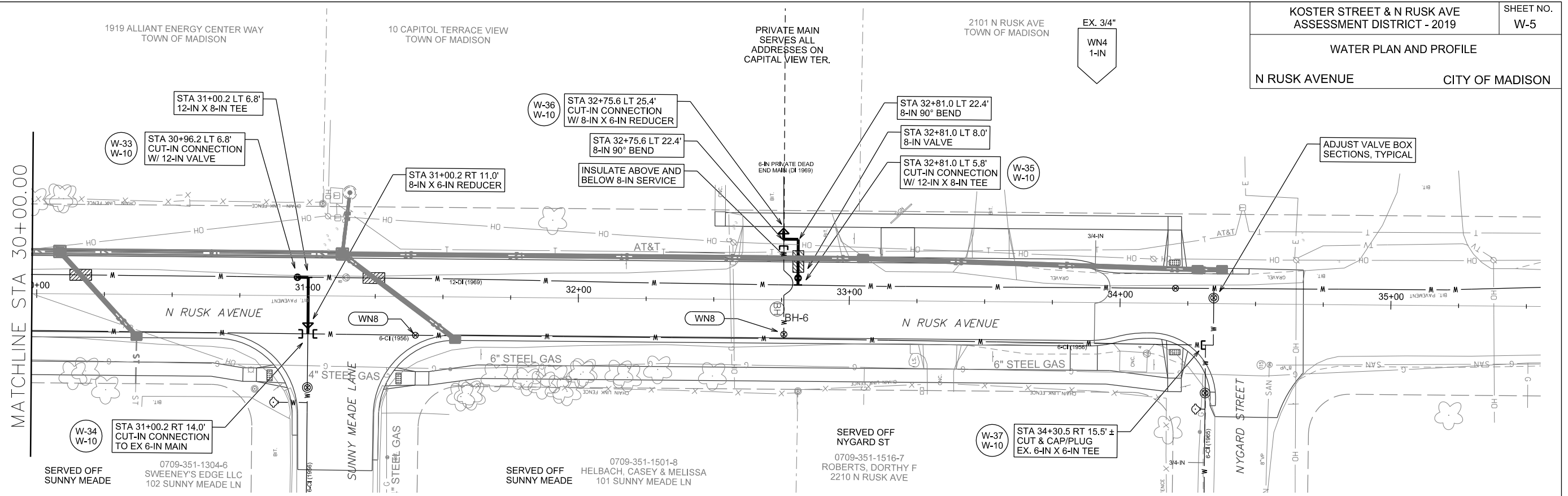


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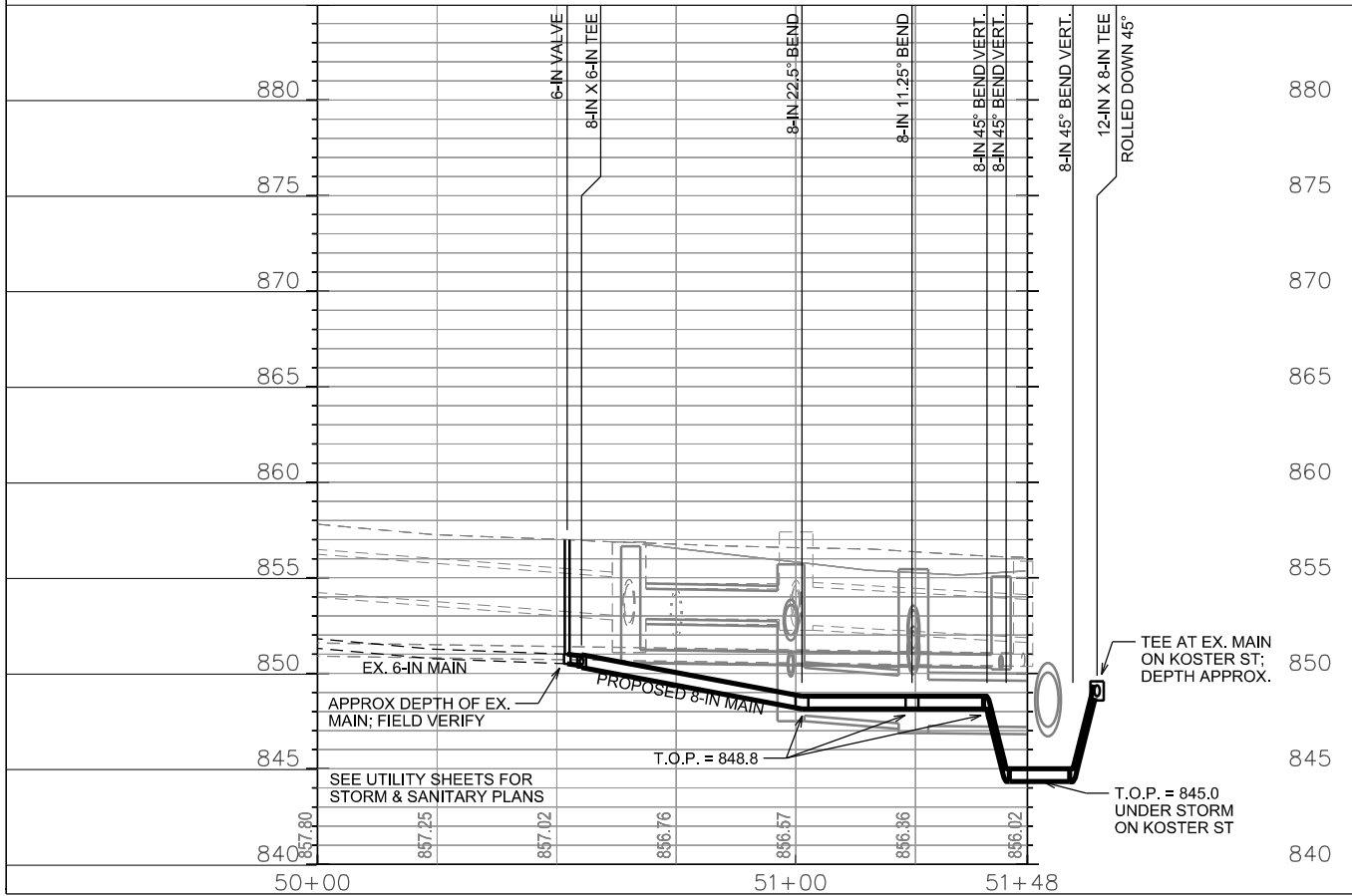
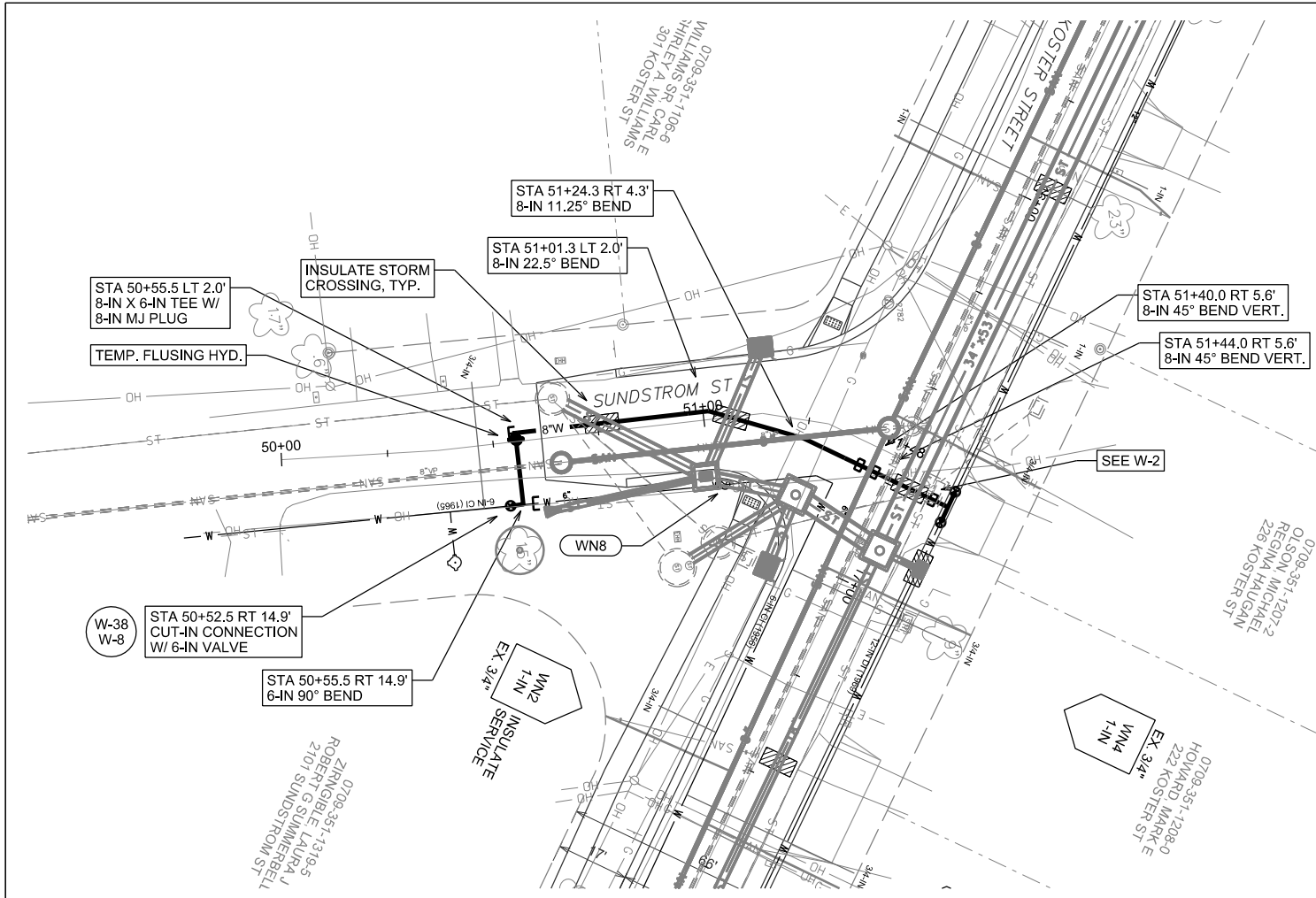


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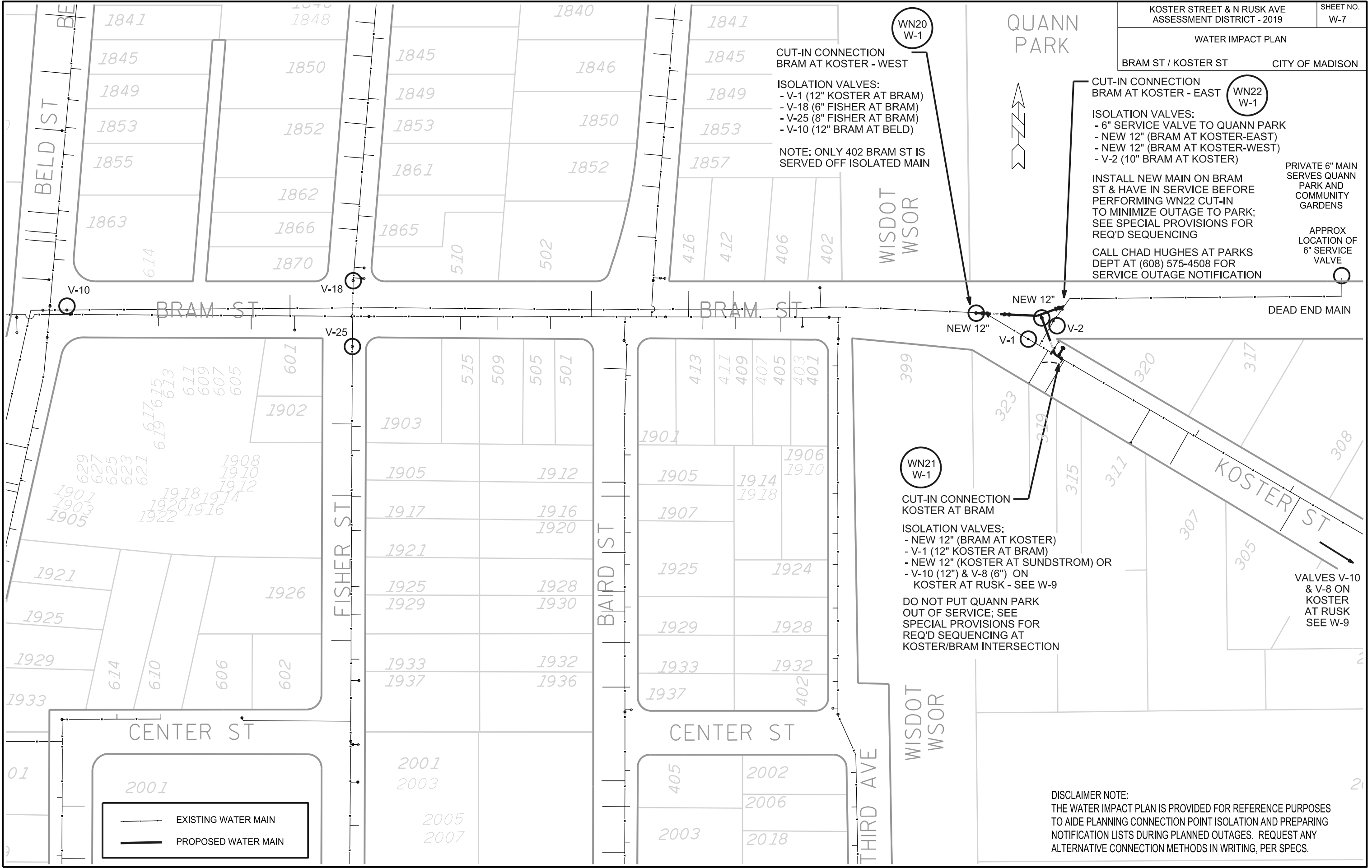


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PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**CUT-IN CONNECTION  
BRAM AT KOSTER - WEST**

**ISOLATION VALVES:**  
 - V-1 (12" KOSTER AT BRAM)  
 - V-18 (6" FISHER AT BRAM)  
 - V-25 (8" FISHER AT BRAM)  
 - V-10 (12" BRAM AT BELD)

**NOTE: ONLY 402 BRAM ST IS  
SERVED OFF ISOLATED MAIN**

**CUT-IN CONNECTION  
BRAM AT KOSTER - EAST**

**ISOLATION VALVES:**  
 - 6" SERVICE VALVE TO QUANN PARK  
 - NEW 12" (BRAM AT KOSTER-EAST)  
 - NEW 12" (BRAM AT KOSTER-WEST)  
 - V-2 (10" BRAM AT KOSTER)

**INSTALL NEW MAIN ON BRAM  
ST & HAVE IN SERVICE BEFORE  
PERFORMING WN22 CUT-IN  
TO MINIMIZE OUTAGE TO PARK;  
SEE SPECIAL PROVISIONS FOR  
REQ'D SEQUENCING**

**CALL CHAD HUGHES AT PARKS  
DEPT AT (608) 575-4508 FOR  
SERVICE OUTAGE NOTIFICATION**

PRIVATE 6" MAIN  
SERVES QUANN  
PARK AND  
COMMUNITY  
GARDENS

APPROX  
LOCATION OF  
6" SERVICE  
VALVE

**CUT-IN CONNECTION  
KOSTER AT BRAM**

**ISOLATION VALVES:**  
 - NEW 12" (BRAM AT KOSTER)  
 - V-1 (12" KOSTER AT BRAM)  
 - NEW 12" (KOSTER AT SUNDBROM) OR  
 - V-10 (12") & V-8 (6") ON  
 KOSTER AT RUSK - SEE W-9

**DO NOT PUT QUANN PARK  
OUT OF SERVICE; SEE  
SPECIAL PROVISIONS FOR  
REQ'D SEQUENCING AT  
KOSTER/BRAM INTERSECTION**

VALVES V-10  
& V-8 ON  
KOSTER  
AT RUSK  
SEE W-9

**DISCLAIMER NOTE:**  
 THE WATER IMPACT PLAN IS PROVIDED FOR REFERENCE PURPOSES  
 TO AIDE PLANNING CONNECTION POINT ISOLATION AND PREPARING  
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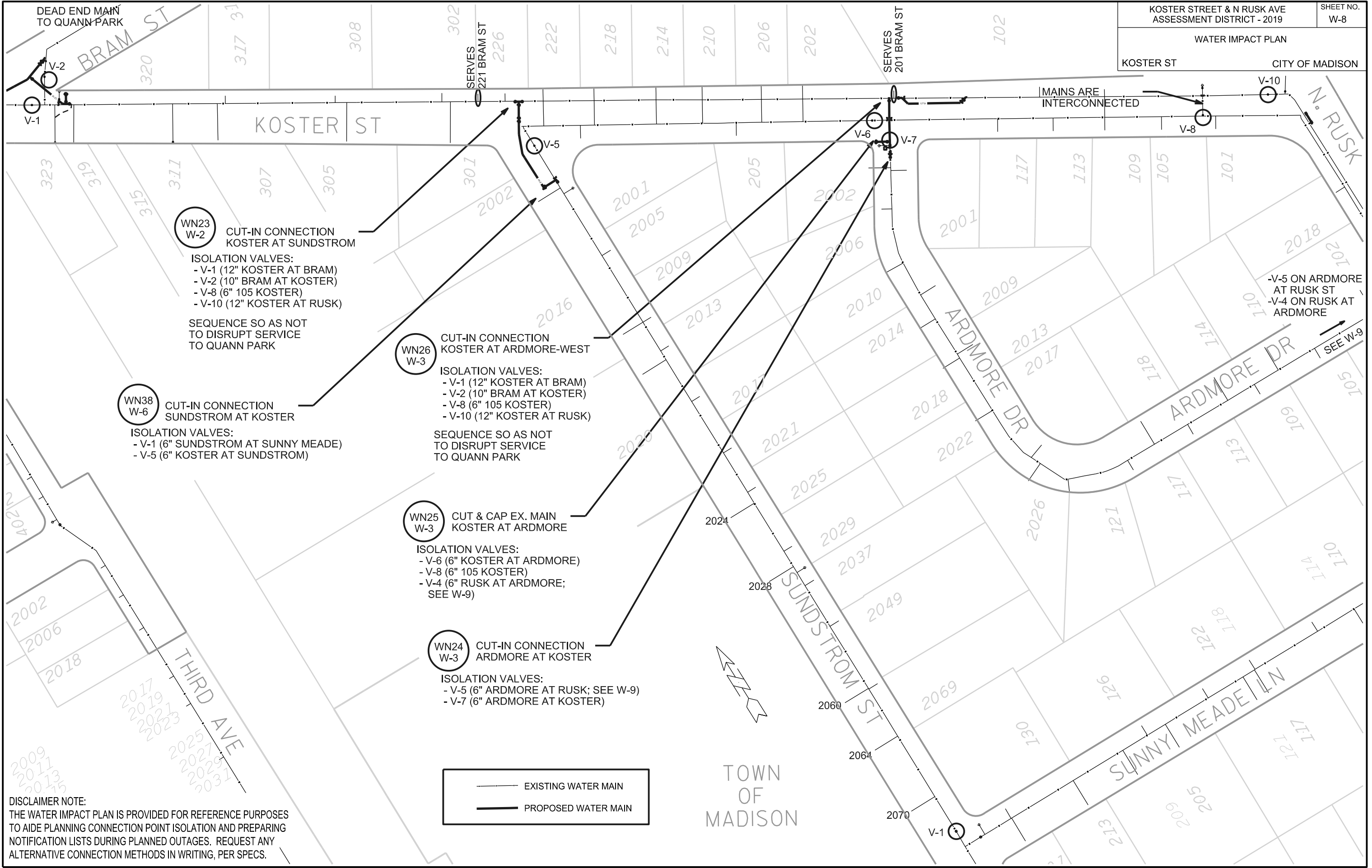
— EXISTING WATER MAIN  
 — PROPOSED WATER MAIN

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**WN23  
W-2** CUT-IN CONNECTION  
KOSTER AT SUNDSTROM

ISOLATION VALVES:  
 - V-1 (12" KOSTER AT BRAM)  
 - V-2 (10" BRAM AT KOSTER)  
 - V-8 (6" 105 KOSTER)  
 - V-10 (12" KOSTER AT RUSK)

SEQUENCE SO AS NOT  
TO DISRUPT SERVICE  
TO QUANN PARK

**WN38  
W-6** CUT-IN CONNECTION  
SUNDSTROM AT KOSTER

ISOLATION VALVES:  
 - V-1 (6" SUNDSTROM AT SUNNY MEADE)  
 - V-5 (6" KOSTER AT SUNDSTROM)

**WN26  
W-3** CUT-IN CONNECTION  
KOSTER AT ARDMORE-WEST

ISOLATION VALVES:  
 - V-1 (12" KOSTER AT BRAM)  
 - V-2 (10" BRAM AT KOSTER)  
 - V-8 (6" 105 KOSTER)  
 - V-10 (12" KOSTER AT RUSK)

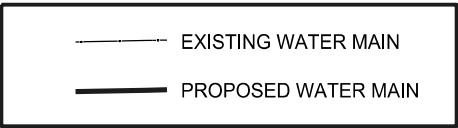
SEQUENCE SO AS NOT  
TO DISRUPT SERVICE  
TO QUANN PARK

**WN25  
W-3** CUT & CAP EX. MAIN  
KOSTER AT ARDMORE

ISOLATION VALVES:  
 - V-6 (6" KOSTER AT ARDMORE)  
 - V-8 (6" 105 KOSTER)  
 - V-4 (6" RUSK AT ARDMORE;  
SEE W-9)

**WN24  
W-3** CUT-IN CONNECTION  
ARDMORE AT KOSTER

ISOLATION VALVES:  
 - V-5 (6" ARDMORE AT RUSK; SEE W-9)  
 - V-7 (6" ARDMORE AT KOSTER)



-V-5 ON ARDMORE  
AT RUSK ST  
-V-4 ON RUSK AT  
ARDMORE

SEE W-9

TOWN  
OF  
MADISON

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

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

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

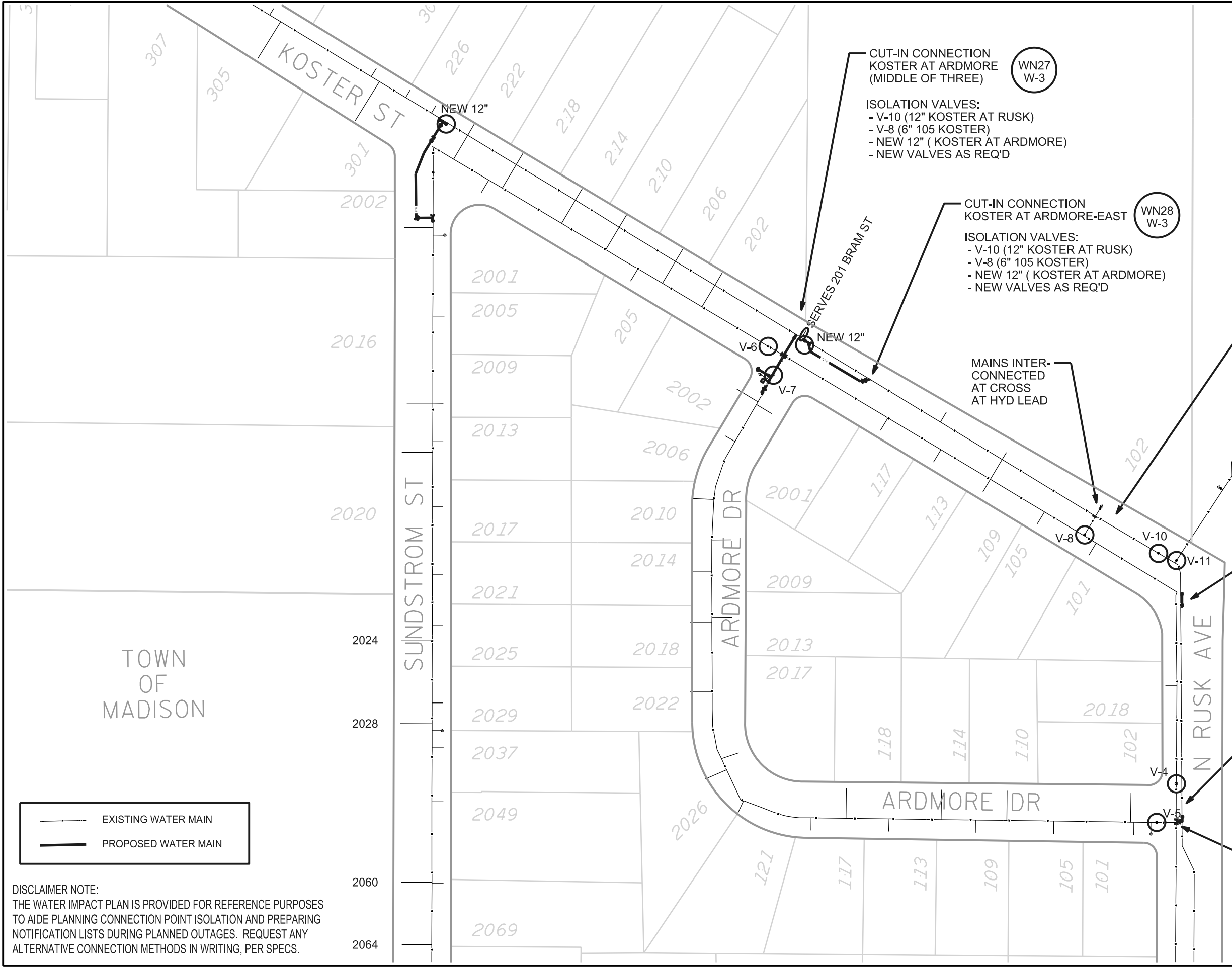
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

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TOWN  
OF  
MADISON



CUT-IN CONNECTION  
KOSTER AT ARDMORE  
(MIDDLE OF THREE)

WN27  
W-3

ISOLATION VALVES:  
- V-10 (12" KOSTER AT RUSK)  
- V-8 (6" 105 KOSTER)  
- NEW 12" ( KOSTER AT ARDMORE)  
- NEW VALVES AS REQ'D

CUT-IN CONNECTION  
KOSTER AT ARDMORE-EAST

WN28  
W-3

ISOLATION VALVES:  
- V-10 (12" KOSTER AT RUSK)  
- V-8 (6" 105 KOSTER)  
- NEW 12" ( KOSTER AT ARDMORE)  
- NEW VALVES AS REQ'D

MAINS INTER-  
CONNECTED  
AT CROSS  
AT HYD LEAD

CUT & CAP EX. MAIN  
101 KOSTER ST

WN29  
W-3

ISOLATION VALVES:  
- V-10 (12" KOSTER AT RUSK)  
- V-8 (6" KOSTER AT RUSK)  
- NEW 12" (KOSTER AT ARDMORE)

10-IN MAIN TO ALLIANT  
ENERGY CENTER (LOOPED)

CUT-IN CONNECTION  
RUSK AT KOSTER

WN30  
W-4

ISOLATION VALVES:  
- V-10 (12" KOSTER AT RUSK)  
- V-11 (10" KOSTER AT RUSK)  
- V-1 (12" RUSK AT NYGARD, SEE W-10)  
- AND/OR NEW VALVES IF AVAILABLE

CUT-IN CONNECTION  
RUSK AT ARDMORE

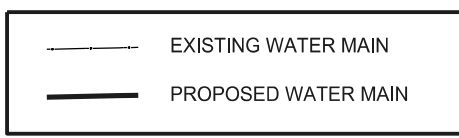
WN31  
W-4

ISOLATION VALVES:  
- V-10 (12" KOSTER AT RUSK)  
- V-11 (10" KOSTER AT RUSK)  
- V-1 (12" RUSK AT NYGARD, SEE W-10)  
- AND/OR NEW VALVES IF AVAILABLE

CUT-IN CONNECTION  
ARDMORE AT RUSK

WN32  
W-4

ISOLATION VALVES:  
- V-4 (6" RUSK AT ARDMORE)  
- V-5 (6" ARDMORE AT RUSK)  
- V-6 (6" SUNNY MEADE AT RUSK, SEE W-10)  
- V-7 (6" RUSK AT SUNNY MEADE, SEE W-10)



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NOTIFICATION LISTS DURING PLANNED OUTAGES. REQUEST ANY  
ALTERNATIVE CONNECTION METHODS IN WRITING, PER SPECS.

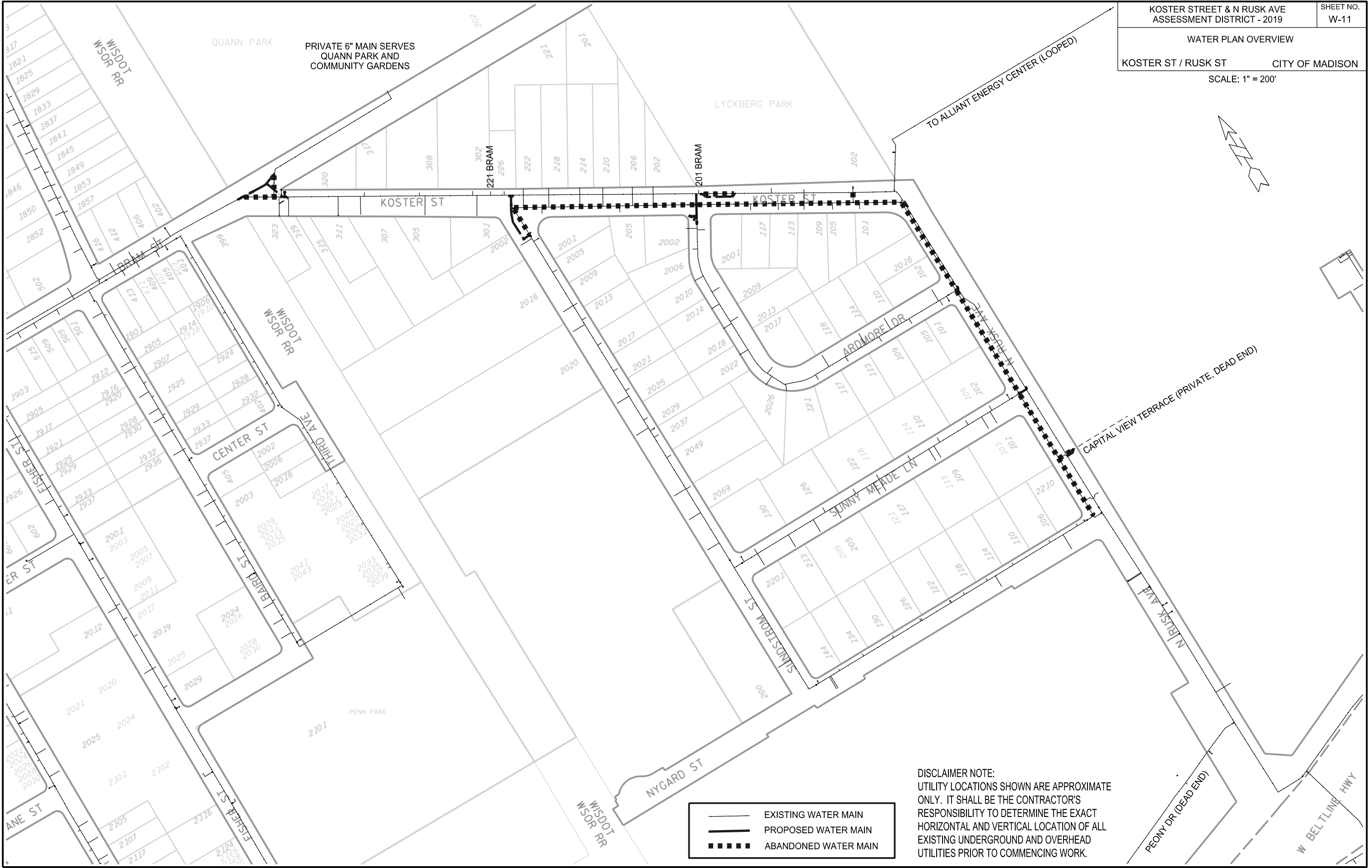
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





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.

**ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:**

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

- |                           |                                    |
|---------------------------|------------------------------------|
| 60-FT - 6-IN PIPE         | 1 - 6-IN 90° BEND                  |
| 220-FT - 8-IN PIPE        | 2 - 8-IN 90° BEND                  |
| 5-FT - 10-IN PIPE         |                                    |
| 280-FT - 12-IN PIPE       | 3 - 8-IN 45° BEND                  |
|                           | 1 - 10-IN 45° BEND                 |
|                           | 9 - 12-IN 45° BEND                 |
| 4 - 6-IN VALVE & BOX      |                                    |
| 2 - 8-IN VALVE & BOX      | 1 - 8-IN 22-1/2° BEND              |
| 8 - 12-IN VALVE & BOX     | 1 - 12-IN 22-1/2° BEND             |
|                           |                                    |
| 1 - 8-IN X 6-IN TEE       | 1 - 8-IN 11-1/4° BEND              |
| 2 - 12-IN X 6-IN TEE      |                                    |
| 5 - 12-IN X 8-IN TEE      |                                    |
| 1 - 12-IN X 12-IN TEE     | 1 - 8-IN MJ PLUG                   |
|                           | 7 - 6-IN MJ CAP                    |
| 4 - 8-IN X 6-IN REDUCER   | 1 - 10-IN MJ CAP                   |
| 1 - 12-IN X 10-IN REDUCER | 2 - 12-IN MJ CAP                   |
|                           |                                    |
| 2 - 8-IN X 12-IN OFFSET   | 1 - 5-IN HYDRANT                   |
| 2 - 12-IN X 12-IN OFFSET  |                                    |
|                           | 264-FT - 2-IN STYROFOAM INSULATION |
|                           | 650-FT - POLY WRAP                 |
|                           | 1-IN TO 2-IN COPPER (AS REQ'D)     |

**MATERIALS SUPPLIED BY CITY:**

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

NONE

**ESTIMATE OF MATERIALS REUSED:**

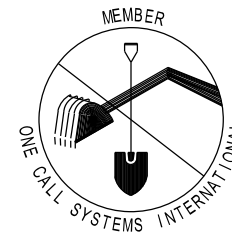
*\* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.*

1 - 5-IN HYDRANT

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 1-800-338-3860  
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

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

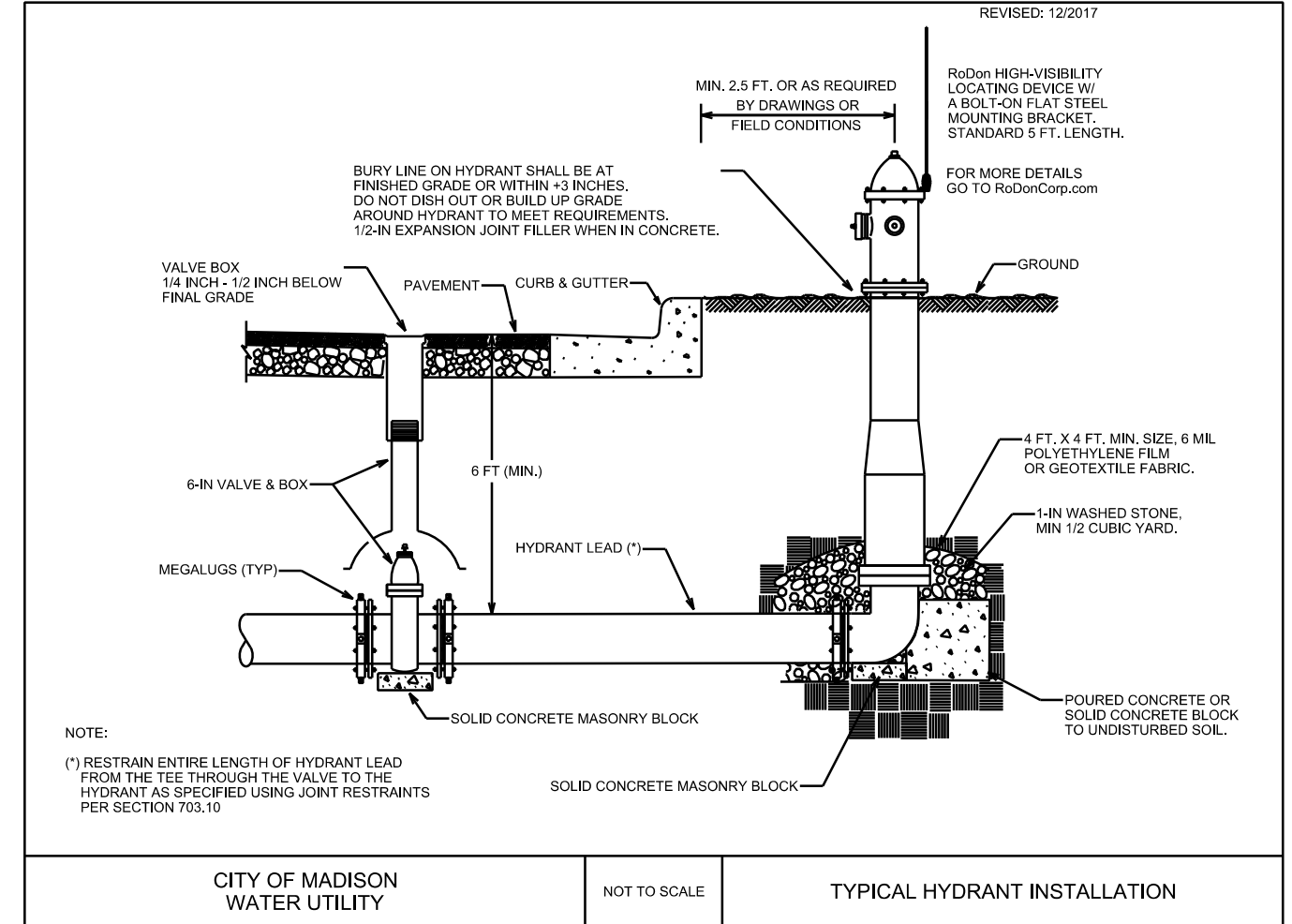


**DISCLAIMER NOTE:**  
UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WORK.

**PART VII - WATER MAINS AND SERVICE LATERALS**

**DETAIL DRAWING NO. 7.04**

REVISED: 12/2017



NOTE:






(\*) RESTRAIN ENTIRE LENGTH OF HYDRANT LEAD FROM THE TEE THROUGH THE VALVE TO THE HYDRANT AS SPECIFIED USING JOINT RESTRAINTS PER SECTION 703.10

CITY OF MADISON  
WATER UTILITY

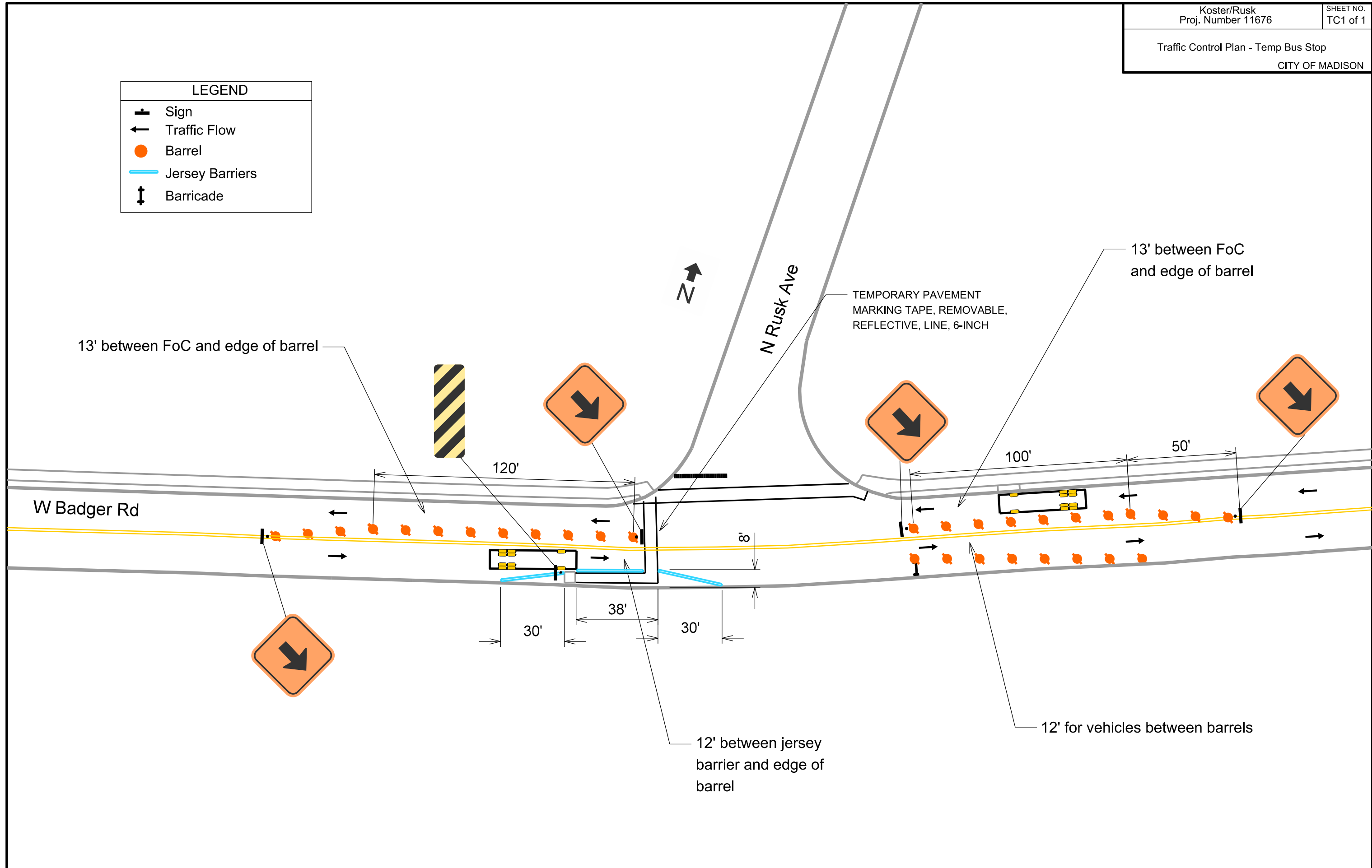
NOT TO SCALE

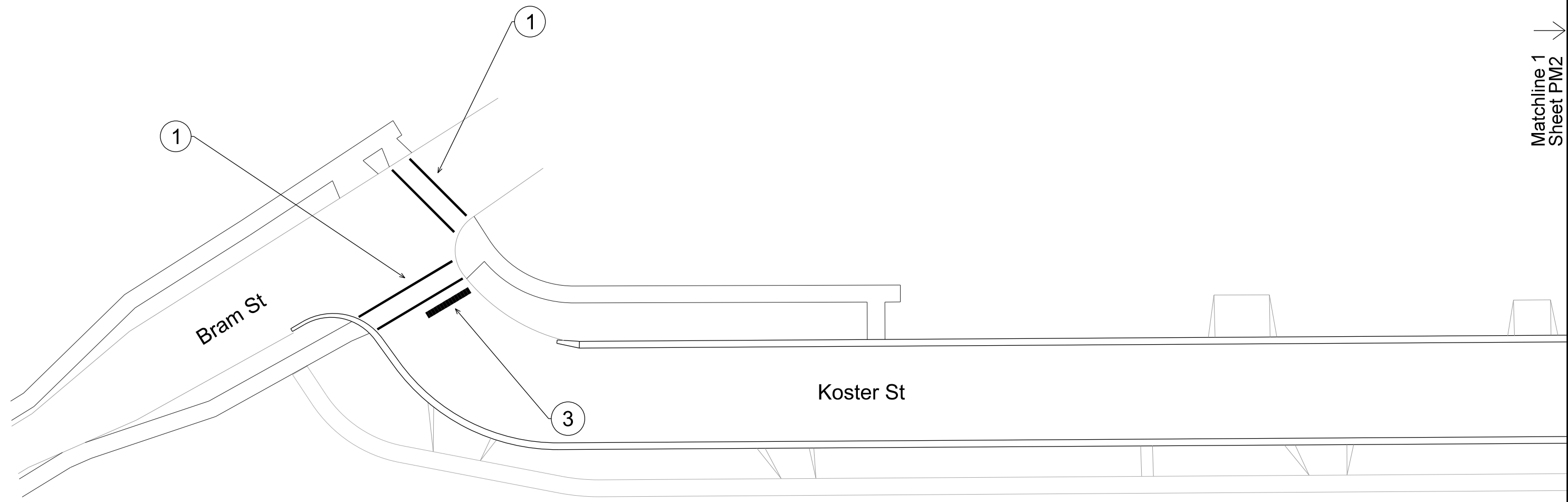
TYPICAL HYDRANT INSTALLATION

City of Madison Standard Specifications for Public Works Construction

LEGEND	
	Sign
	Traffic Flow
	Barrel
	Jersey Barriers
	Barricade

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

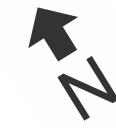




Matchline 1  
Sheet PM2

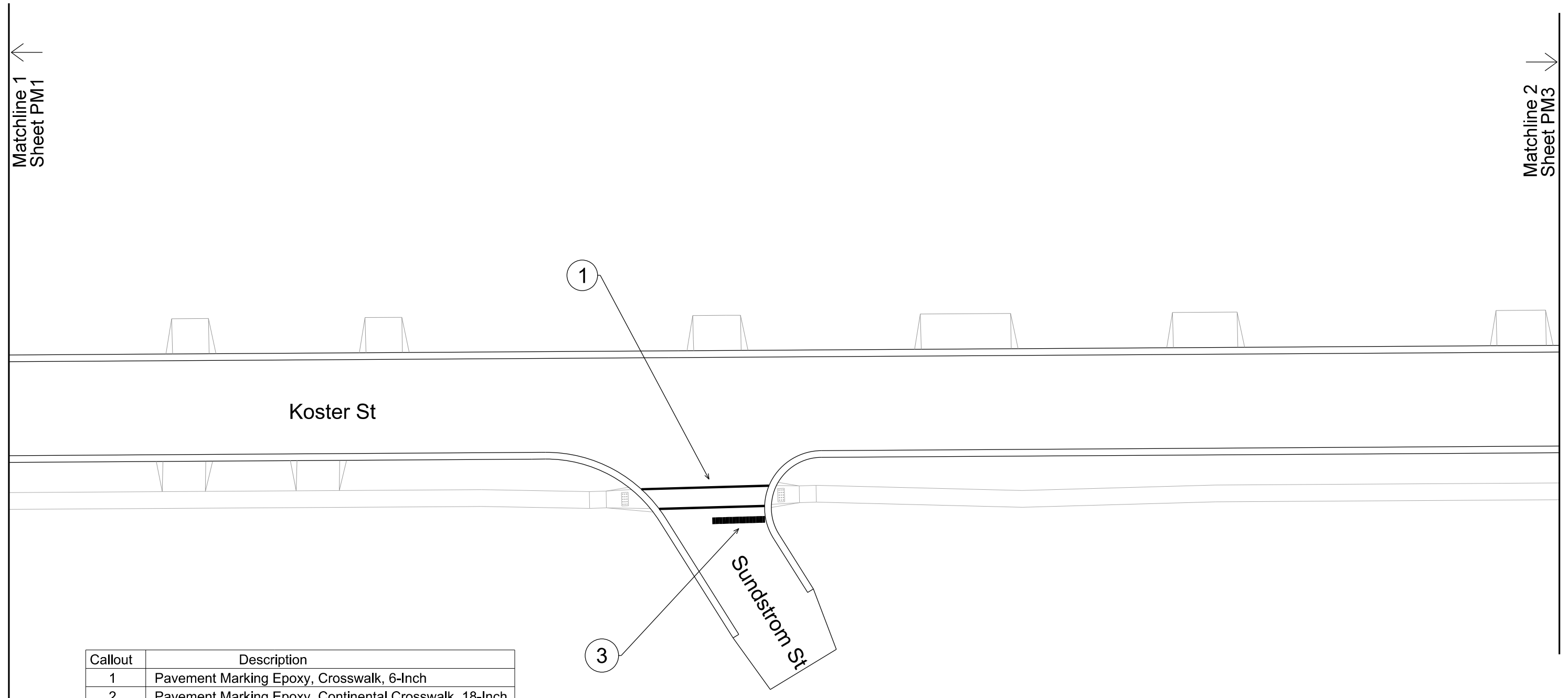
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1	Pavement Marking Epoxy, Crosswalk, 6-Inch
2	Pavement Marking Epoxy, Continental Crosswalk, 18-Inch
3	Pavement Marking Epoxy, Stop Line, 24-Inch

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



Matchline 1  
Sheet PM1

Matchline 2  
Sheet PM3



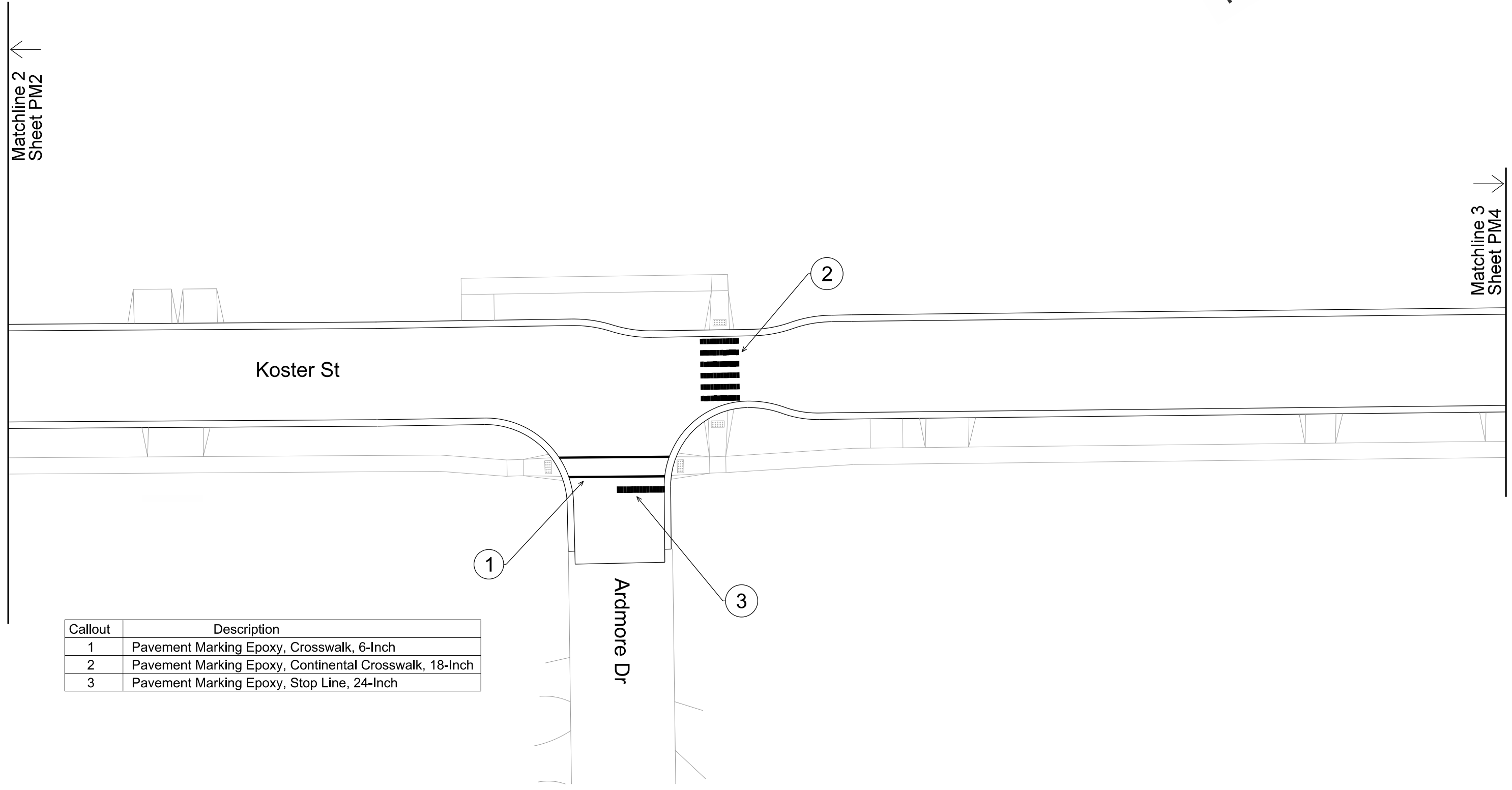
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2	Pavement Marking Epoxy, Continental Crosswalk, 18-Inch
3	Pavement Marking Epoxy, Stop Line, 24-Inch

PLOT SCALE:  
PLOT NAME:  
REV. DATE:  
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Matchline 2  
Sheet PM2

Matchline 3  
Sheet PM4



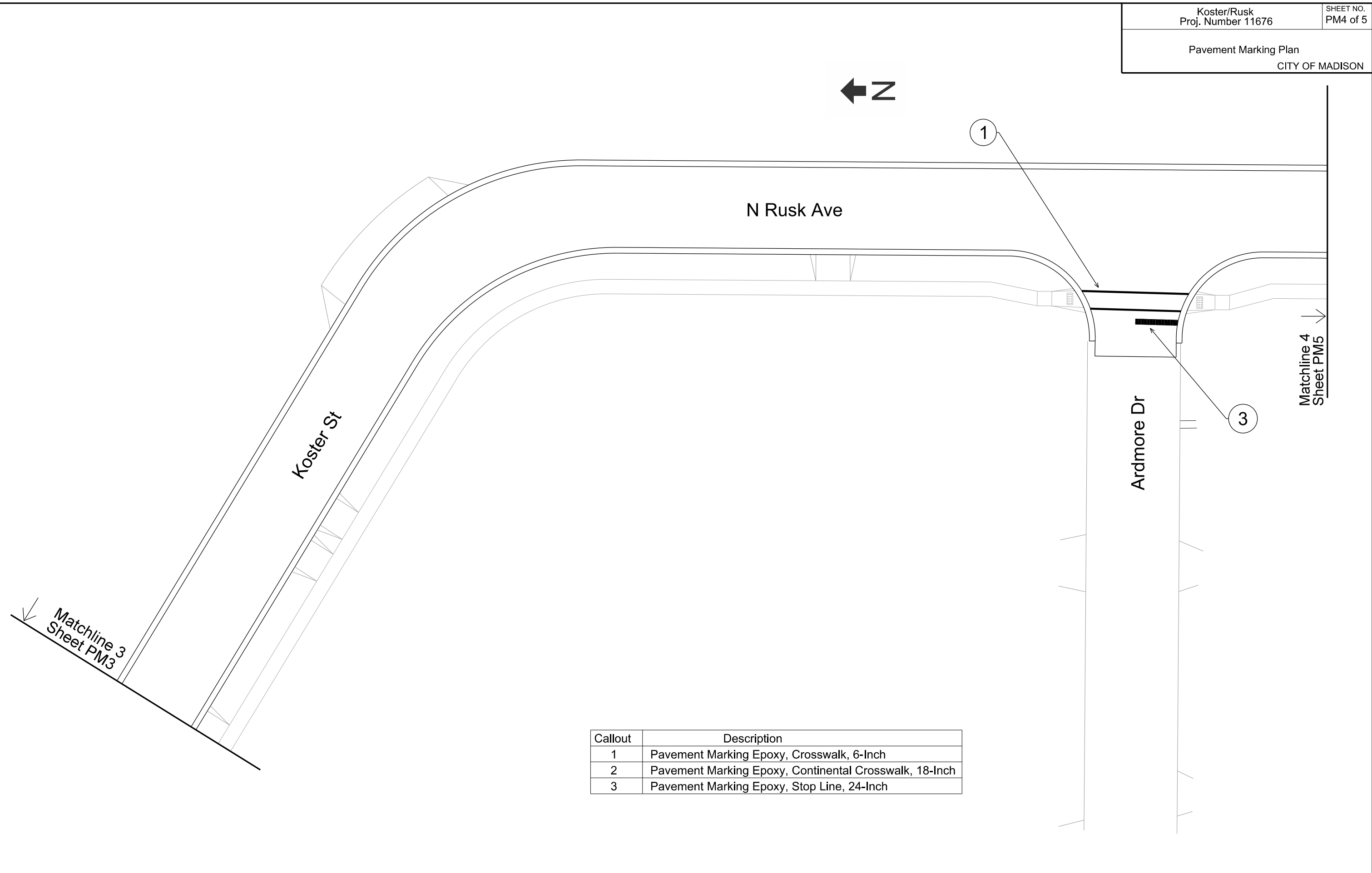
Koster St

Ardmore Dr

Callout	Description
1	Pavement Marking Epoxy, Crosswalk, 6-Inch
2	Pavement Marking Epoxy, Continental Crosswalk, 18-Inch
3	Pavement Marking Epoxy, Stop Line, 24-Inch

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





Callout	Description
1	Pavement Marking Epoxy, Crosswalk, 6-Inch
2	Pavement Marking Epoxy, Continental Crosswalk, 18-Inch
3	Pavement Marking Epoxy, Stop Line, 24-Inch

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

Matchline 4  
 Sheet PM4

Matchline 5  
 Sheet PM5

← Z N Rusk Ave

1

Sunny Meade Ln

3

Callout	Description
1	Pavement Marking Epoxy, Crosswalk, 6-Inch
2	Pavement Marking Epoxy, Continental Crosswalk, 18-Inch
3	Pavement Marking Epoxy, Stop Line, 24-Inch

PLOT SCALE:

PLOT NAME:

Matchline 5  
 Sheet PM5

← Z N Rusk Ave

2

Nygard St

3

Callout	Description
1	Pavement Marking Epoxy, Crosswalk, 6-Inch
2	Pavement Marking Epoxy, Continental Crosswalk, 18-Inch
3	Pavement Marking Epoxy, Stop Line, 24-Inch

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

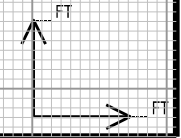
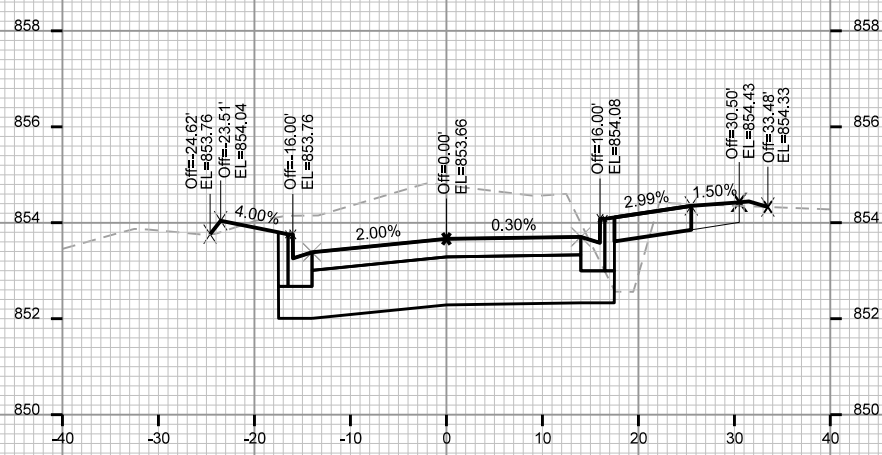
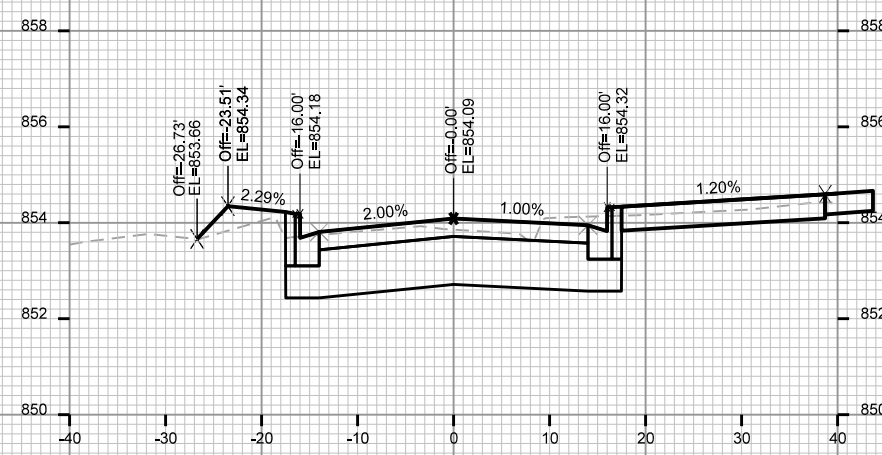
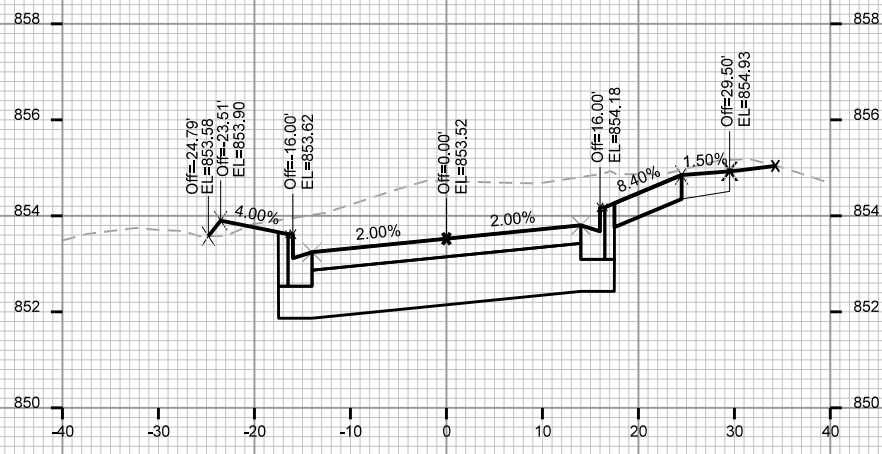
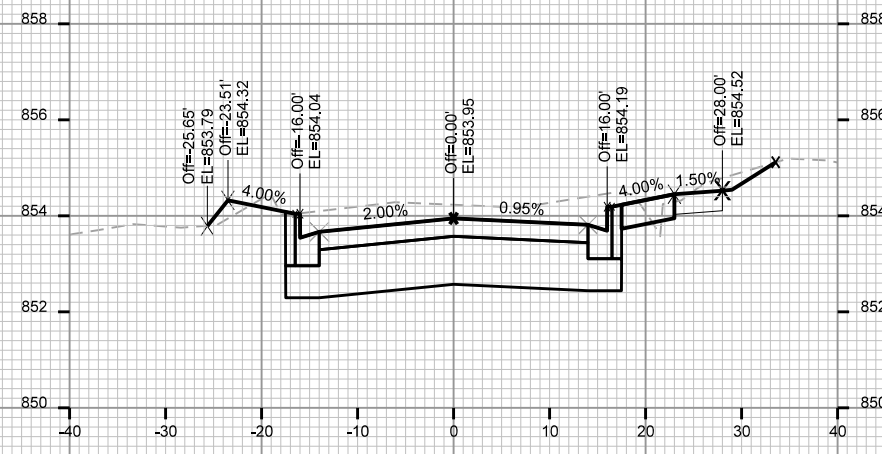
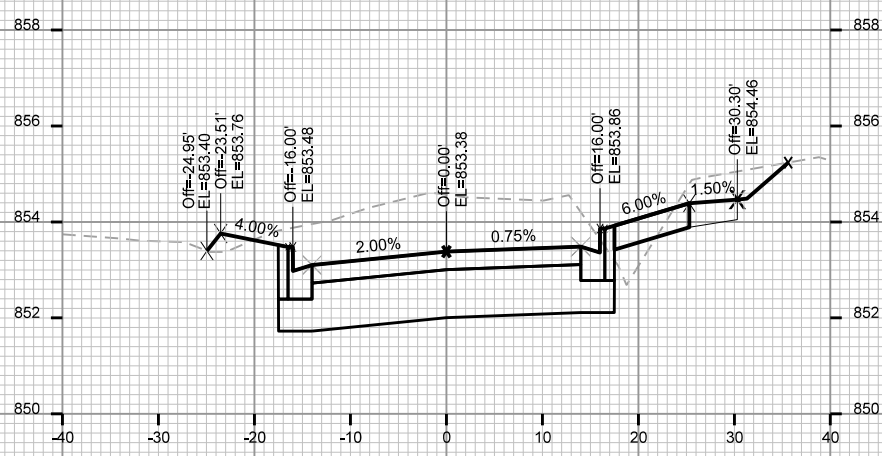
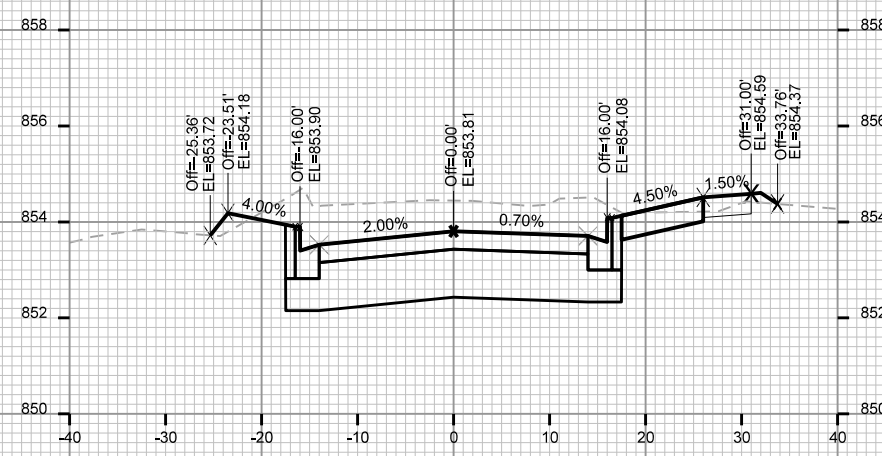
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 KOSTER STREET CITY OF MADISON  
 REV 9/10/2019 GEY

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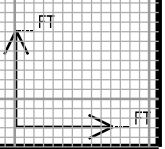
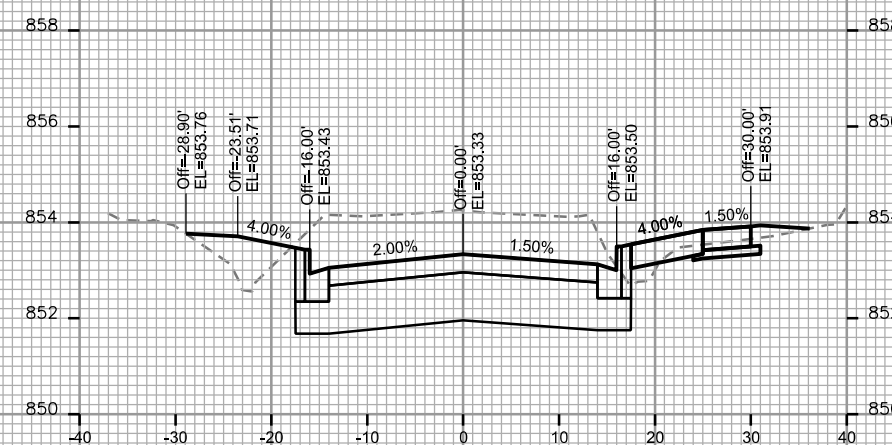
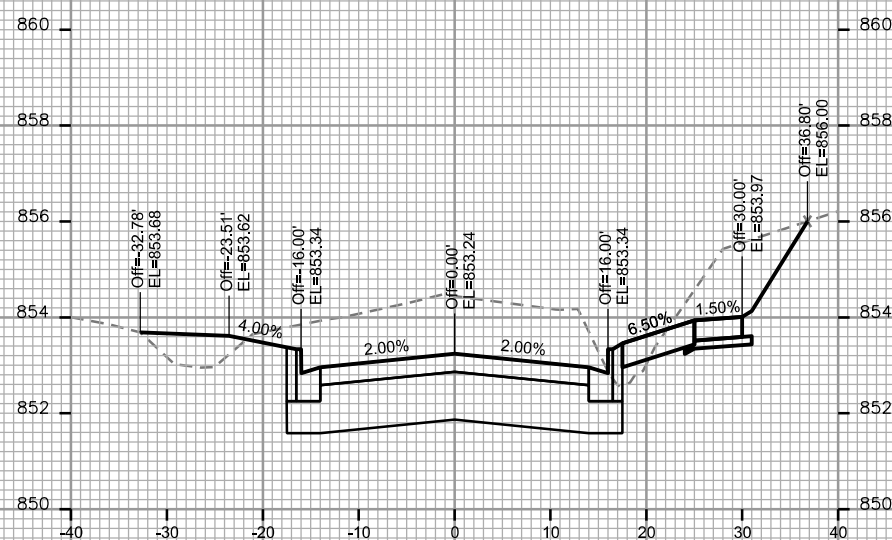
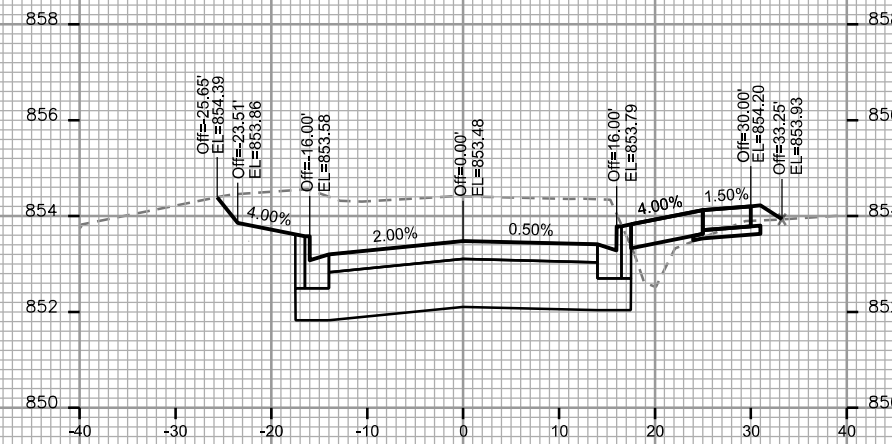
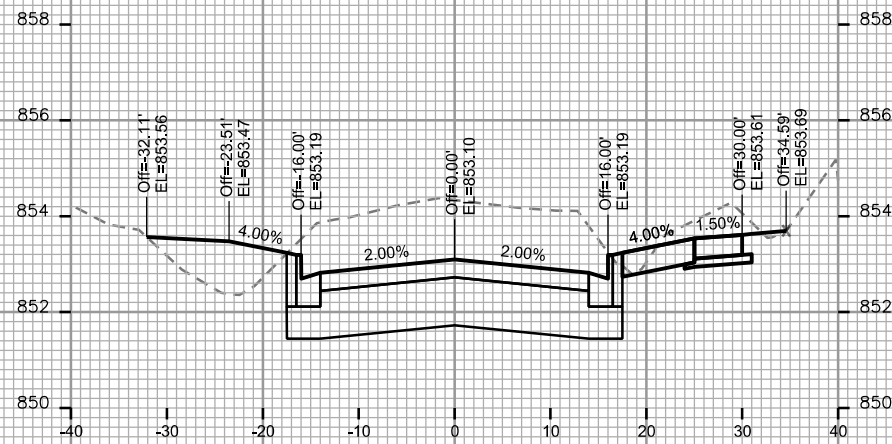
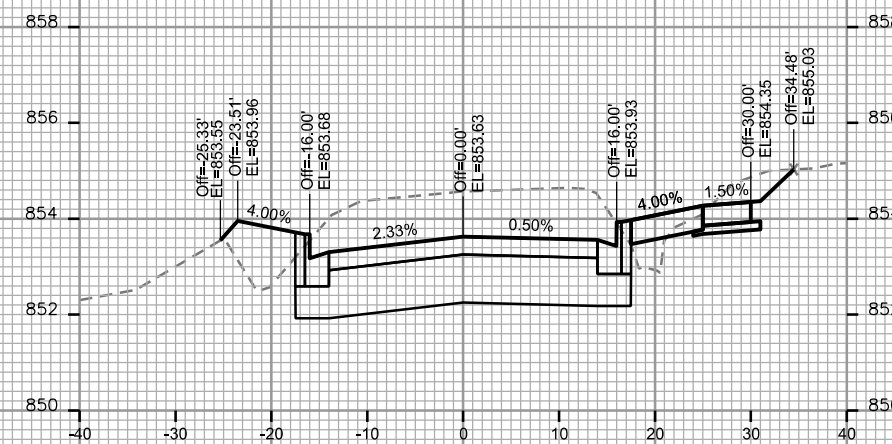
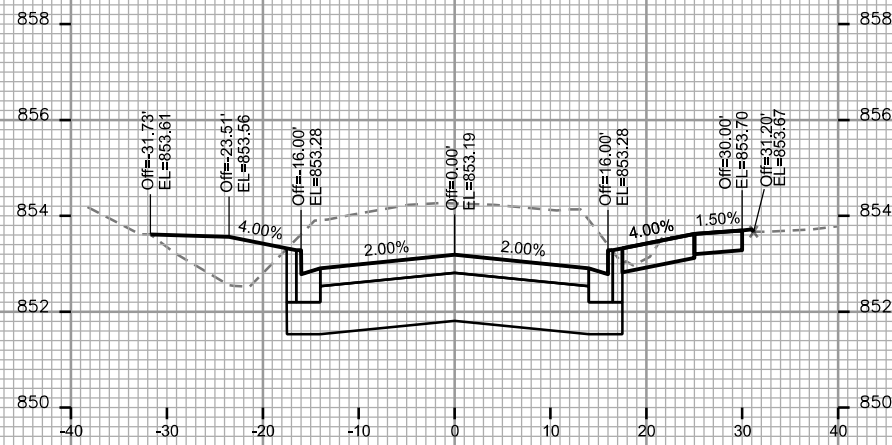
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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KOSTER STREET CITY OF MADISON



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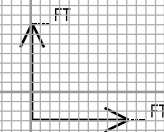
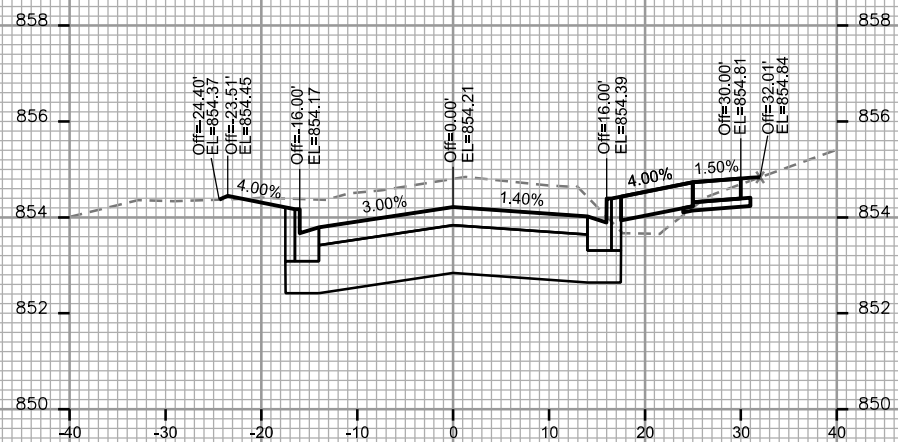
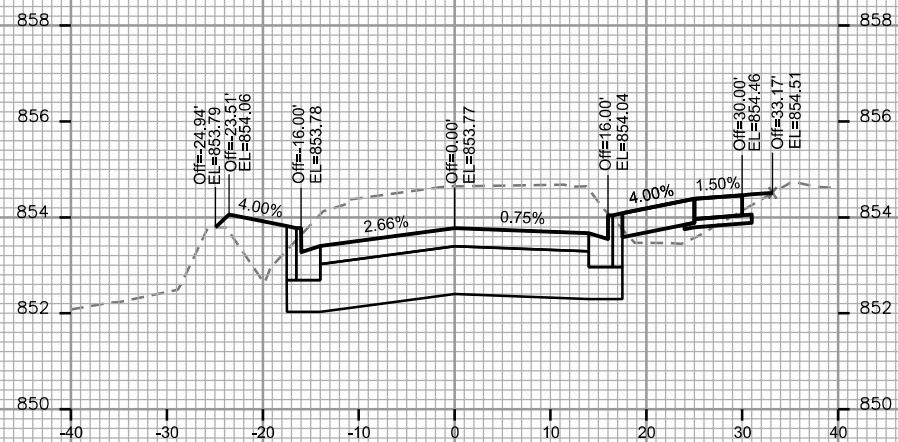
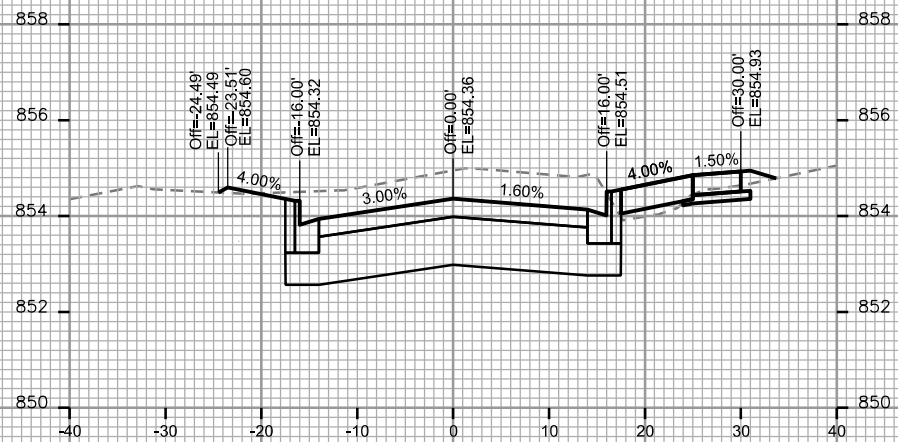
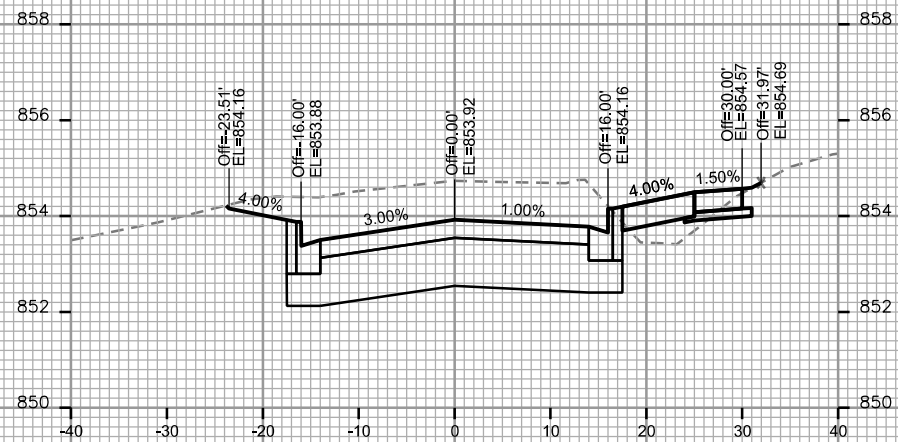
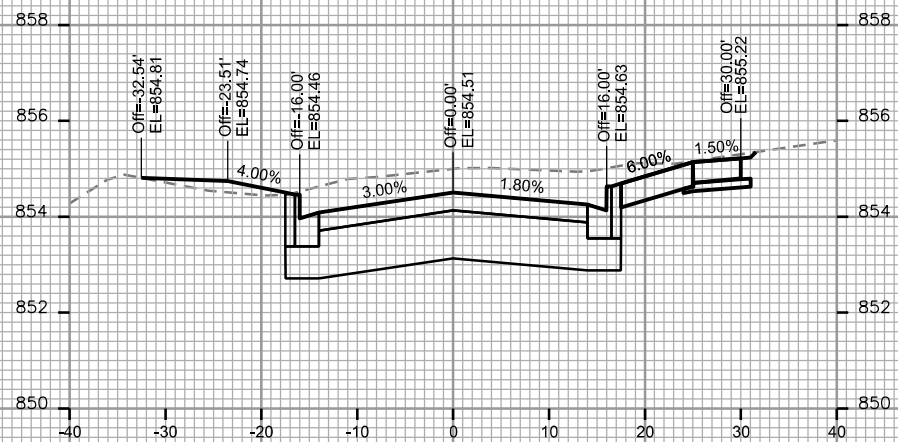
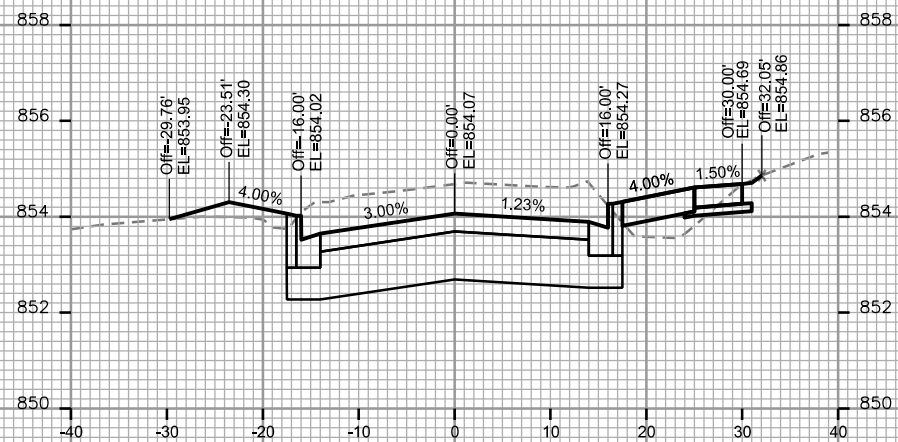
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CROSS SECTIONS

KOSTER STREET CITY OF MADISON



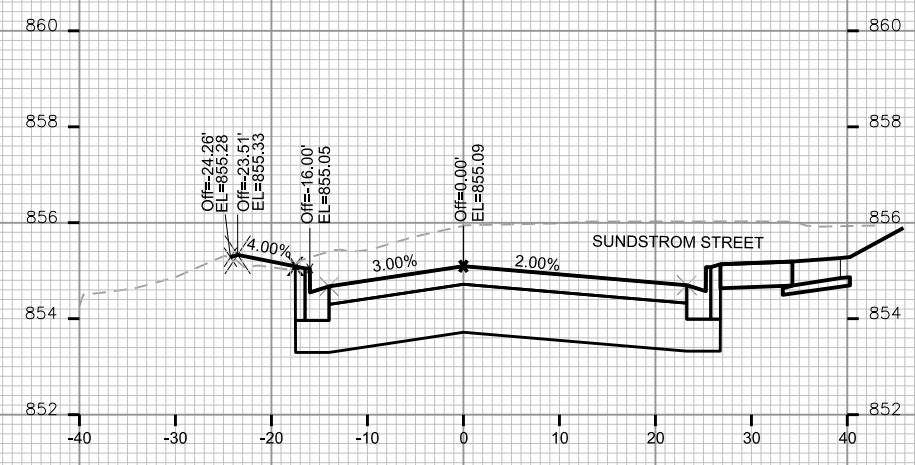
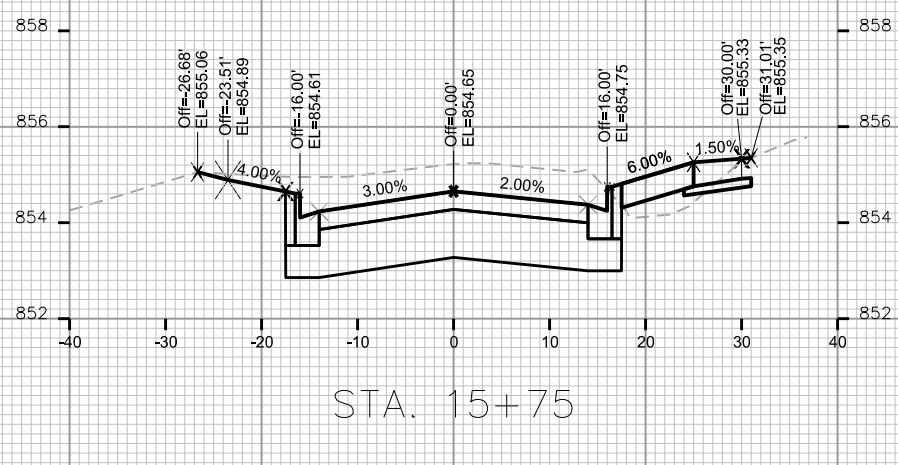
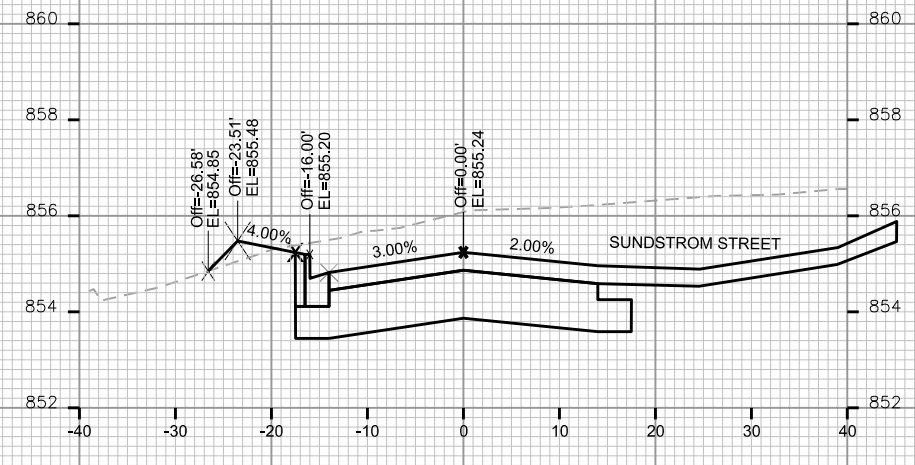
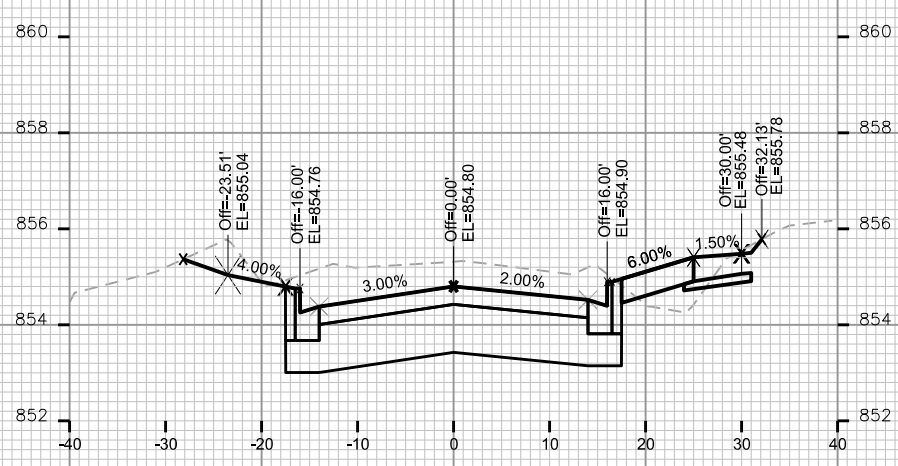
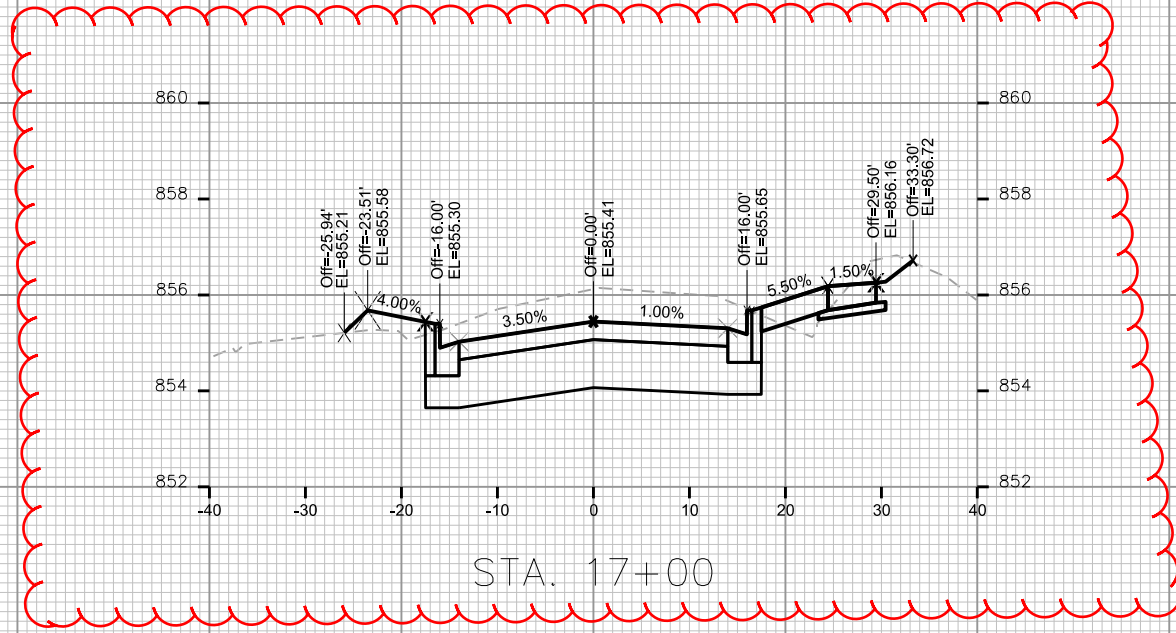
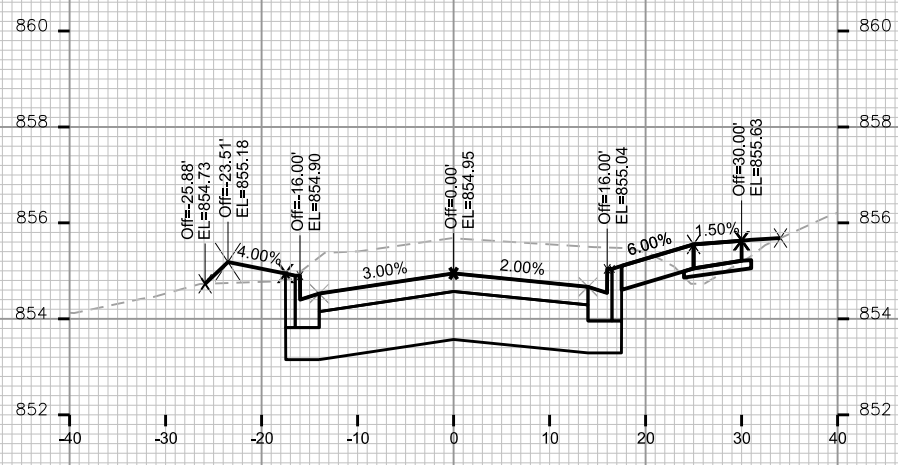
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CROSS SECTIONS  
 KOSTER STREET CITY OF MADISON  
 REV 9/10/2019 GEY



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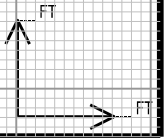
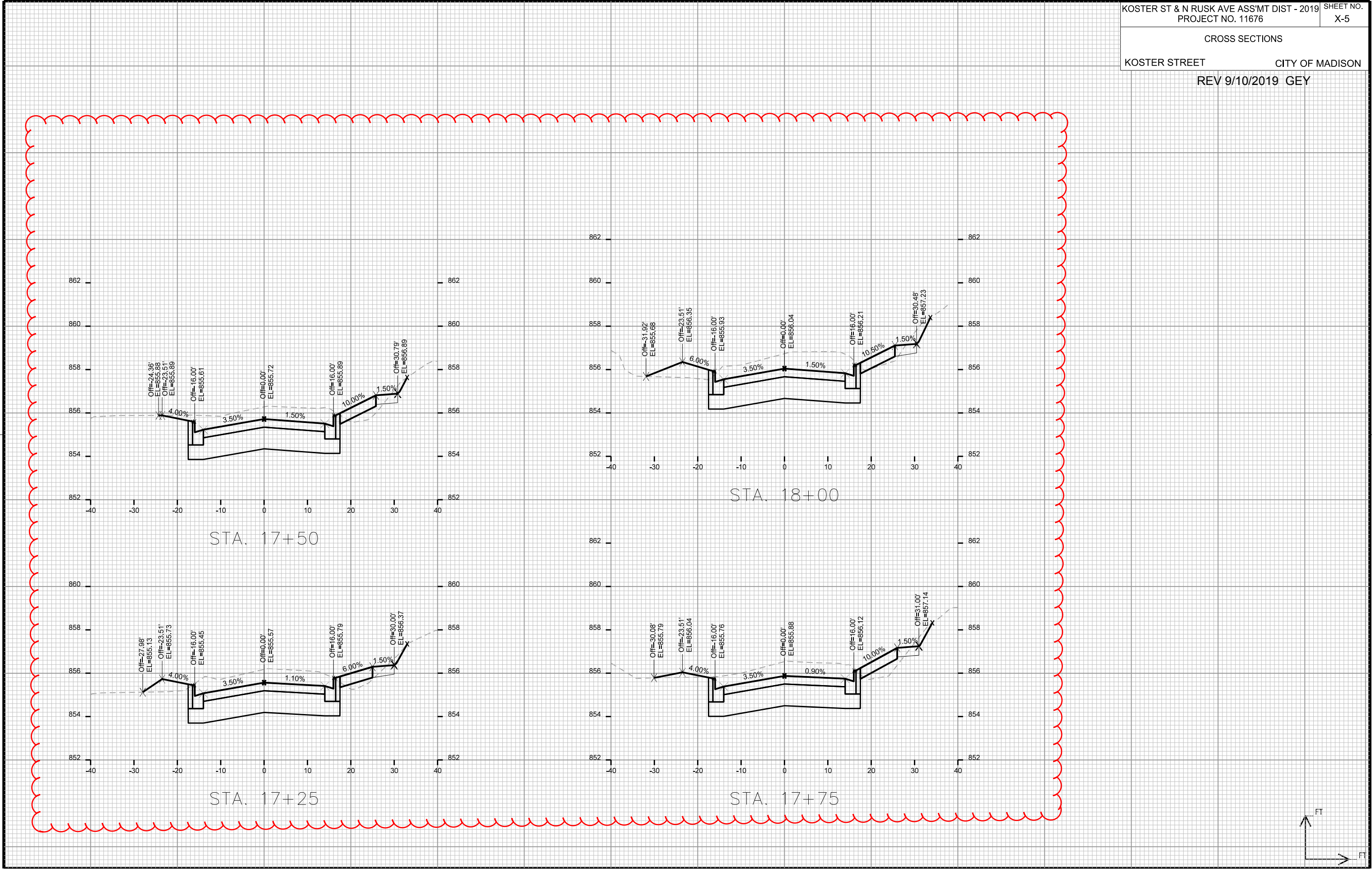
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CROSS SECTIONS

KOSTER STREET CITY OF MADISON

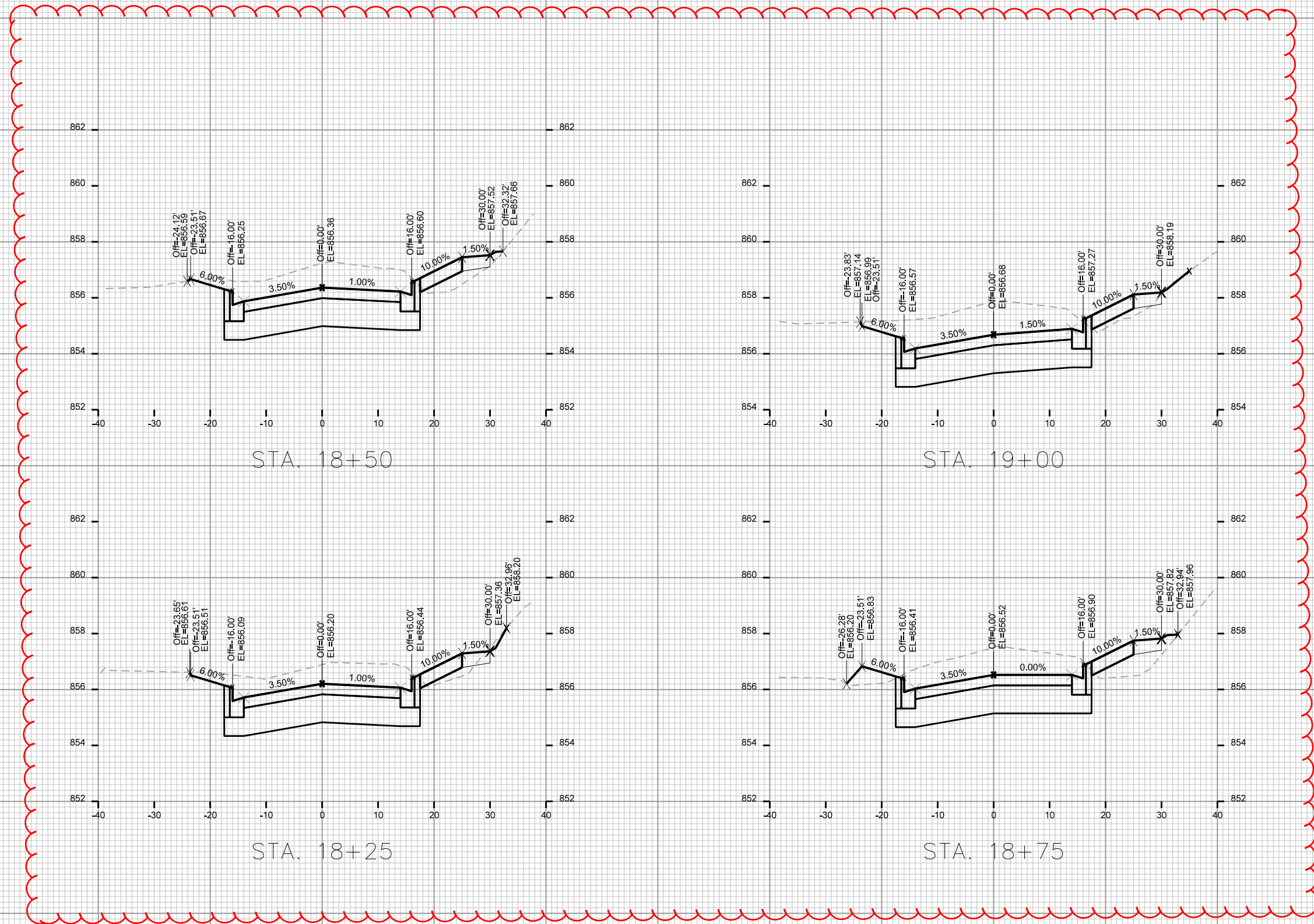
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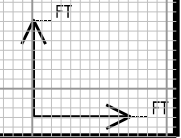
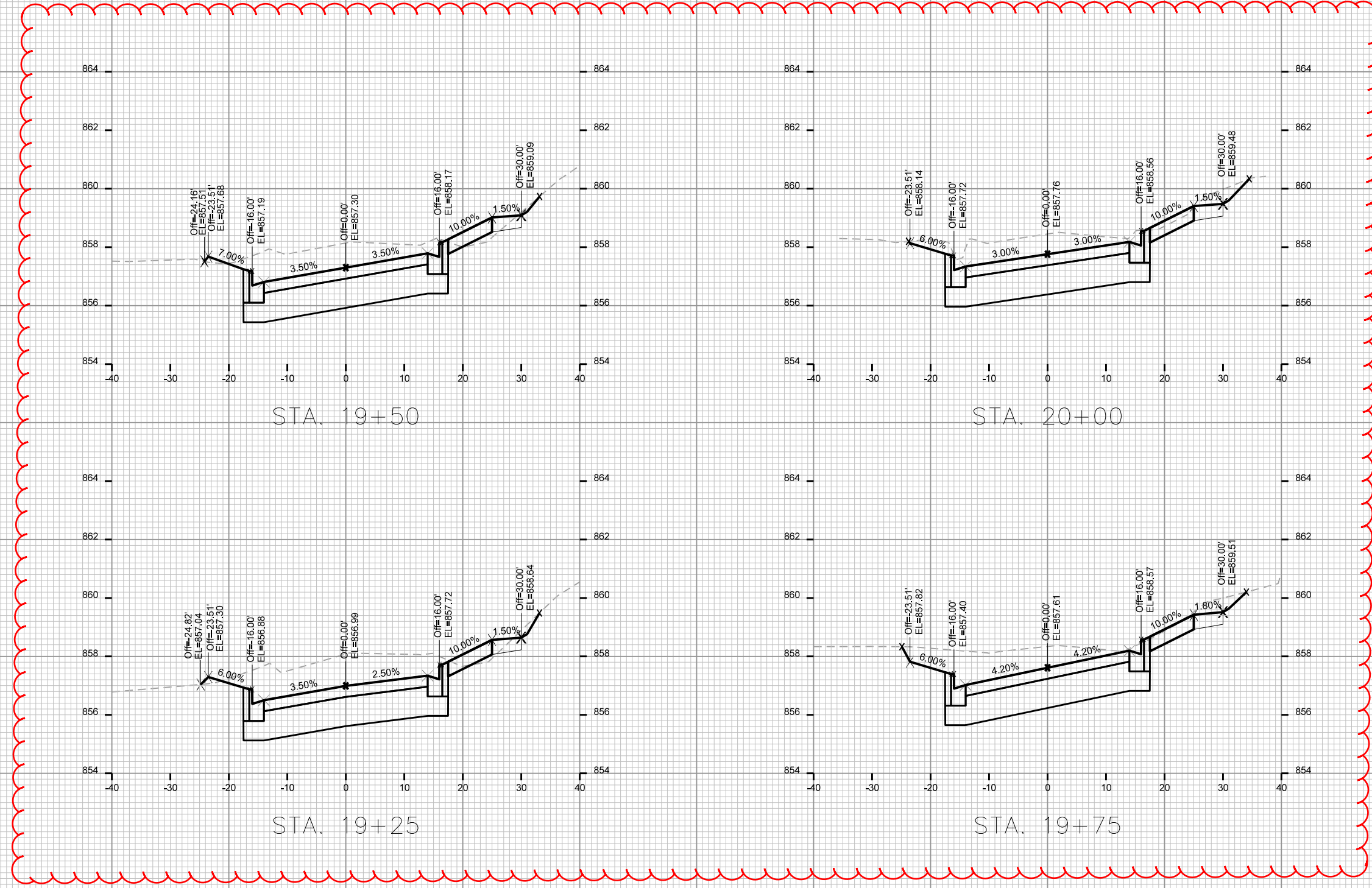


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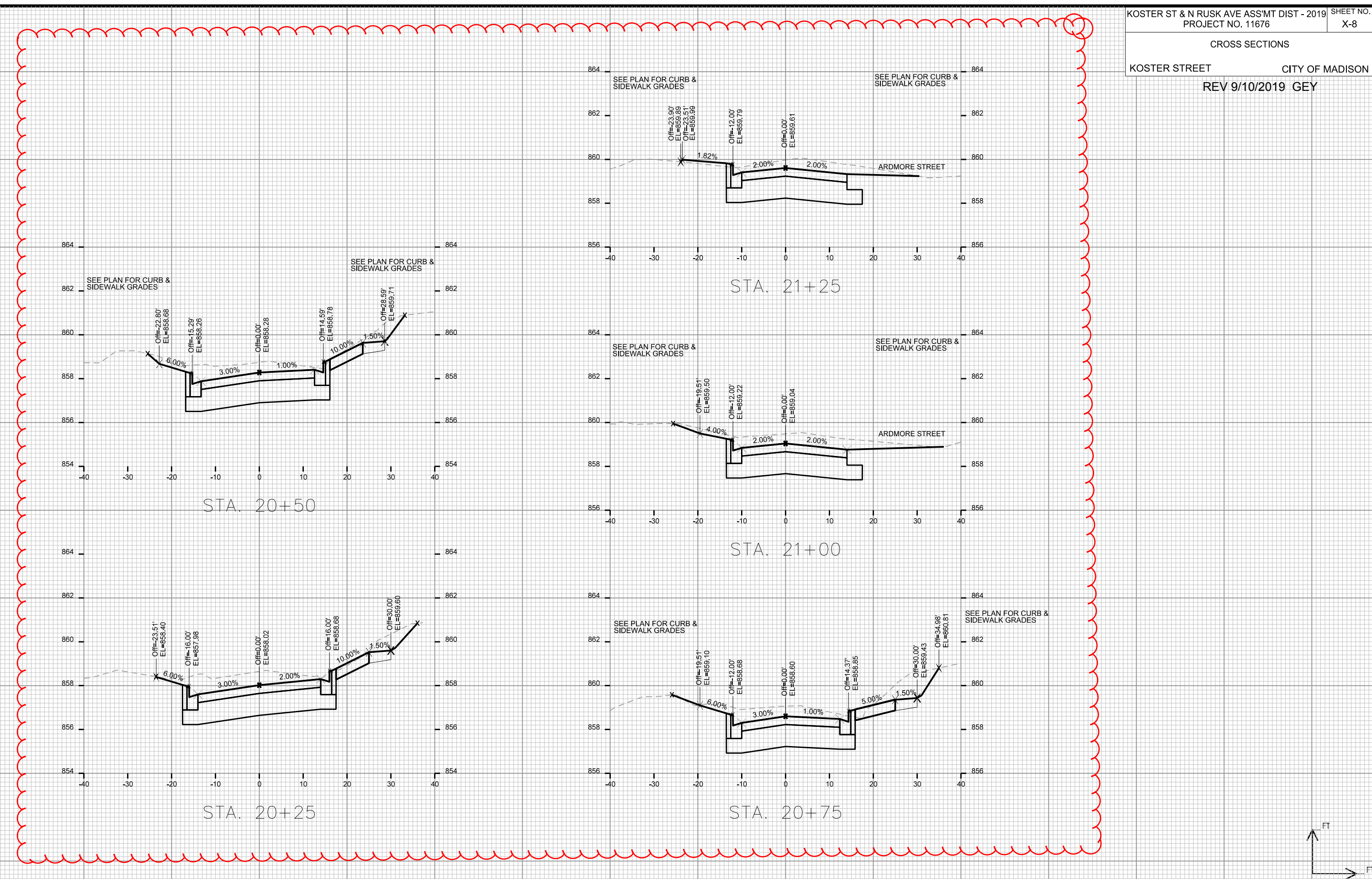
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KOSTER STREET CITY OF MADISON

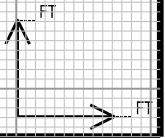
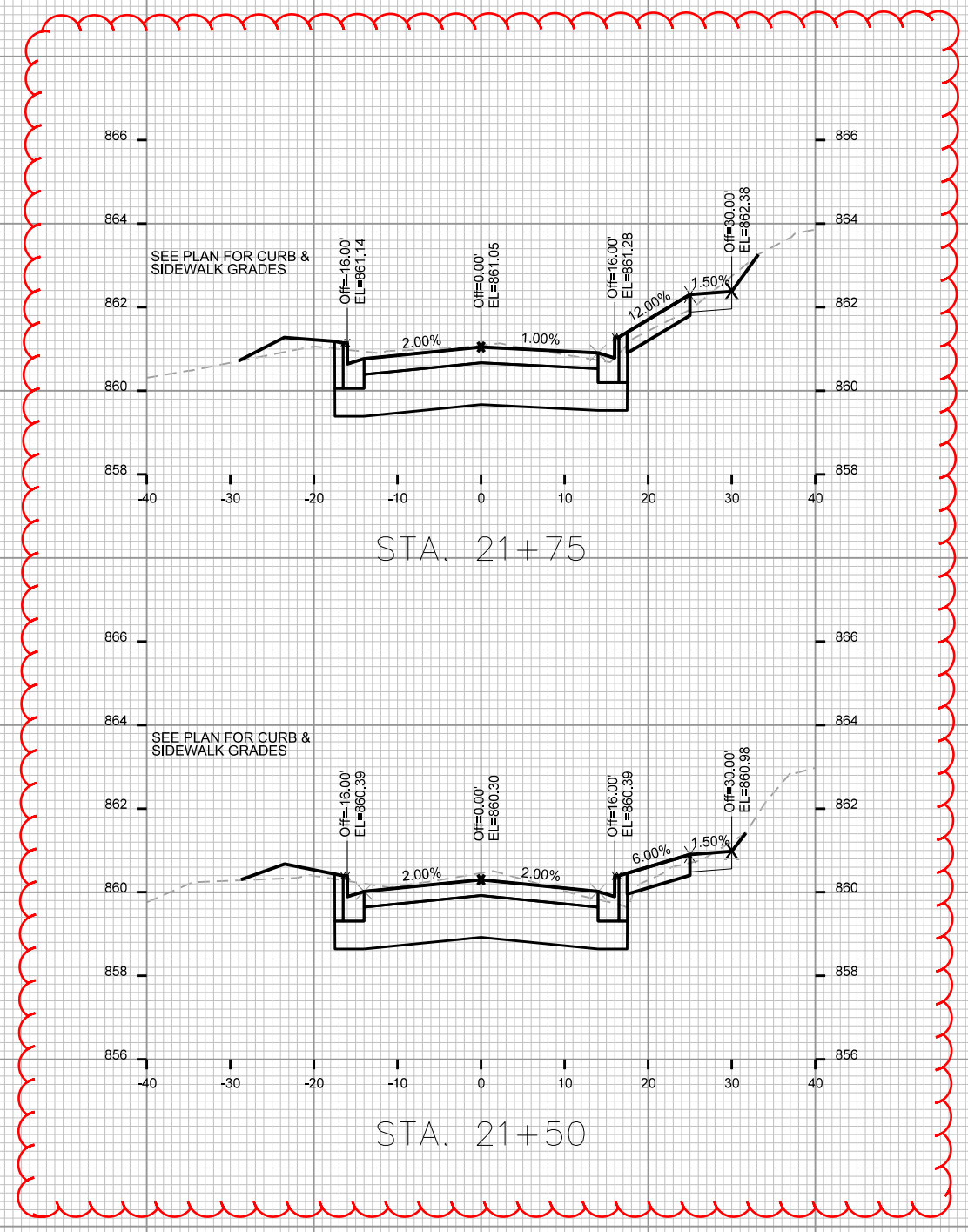
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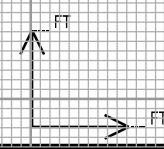
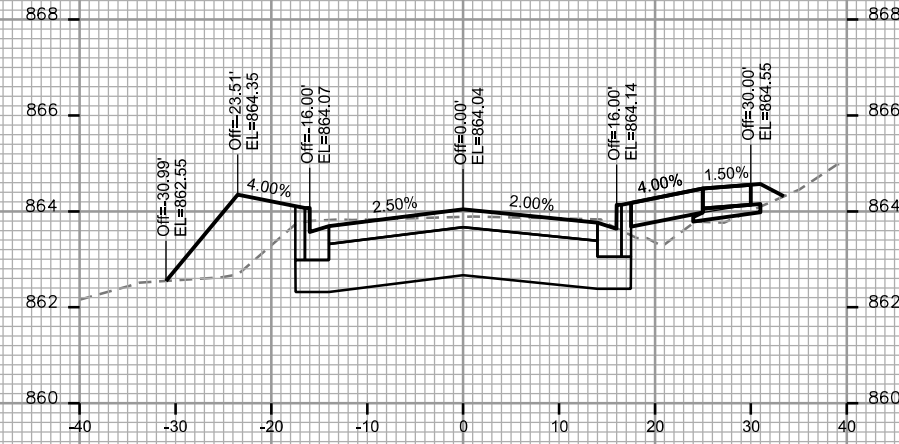
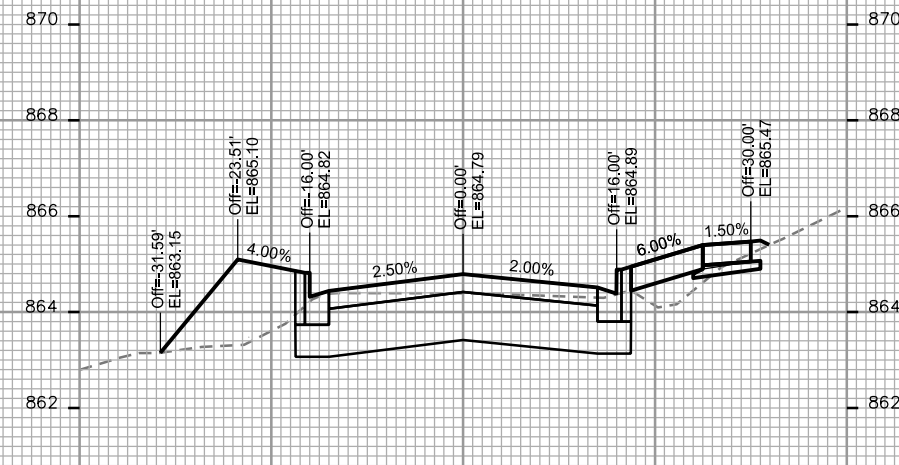
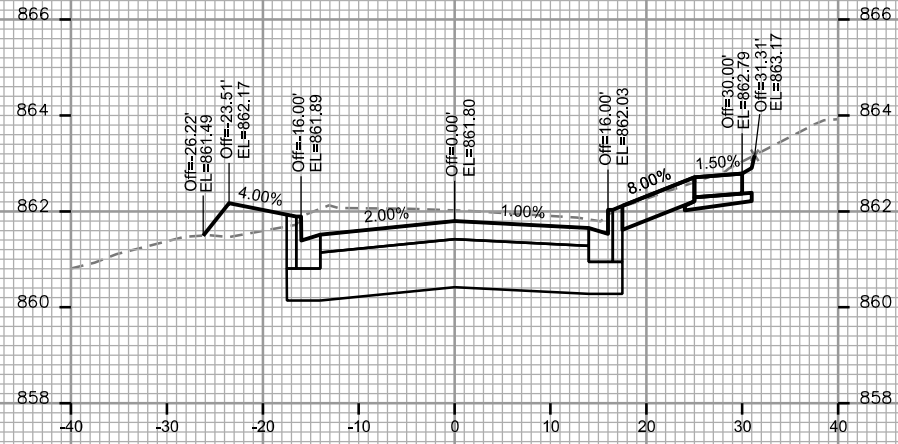
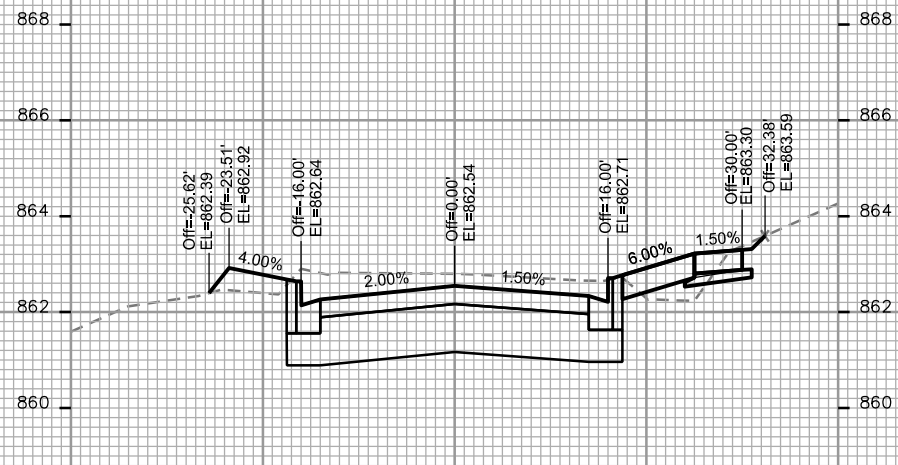
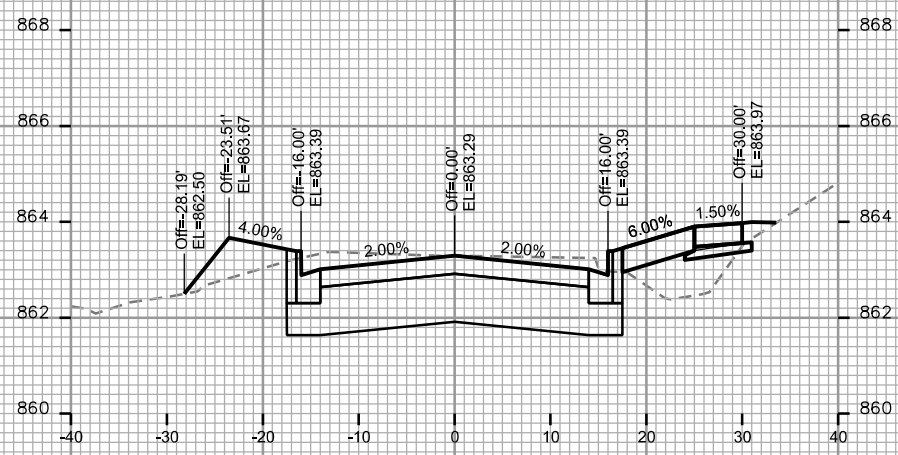
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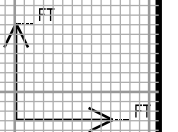
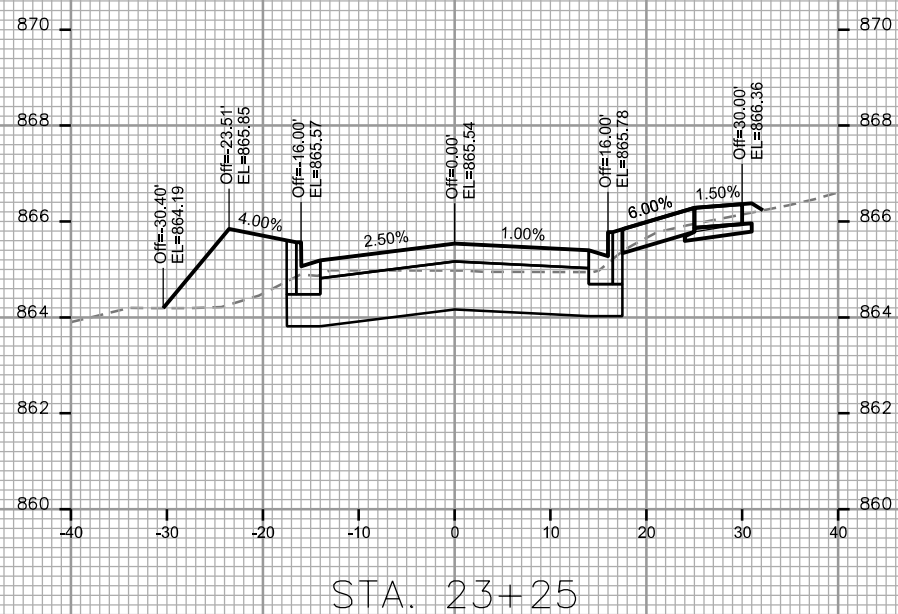
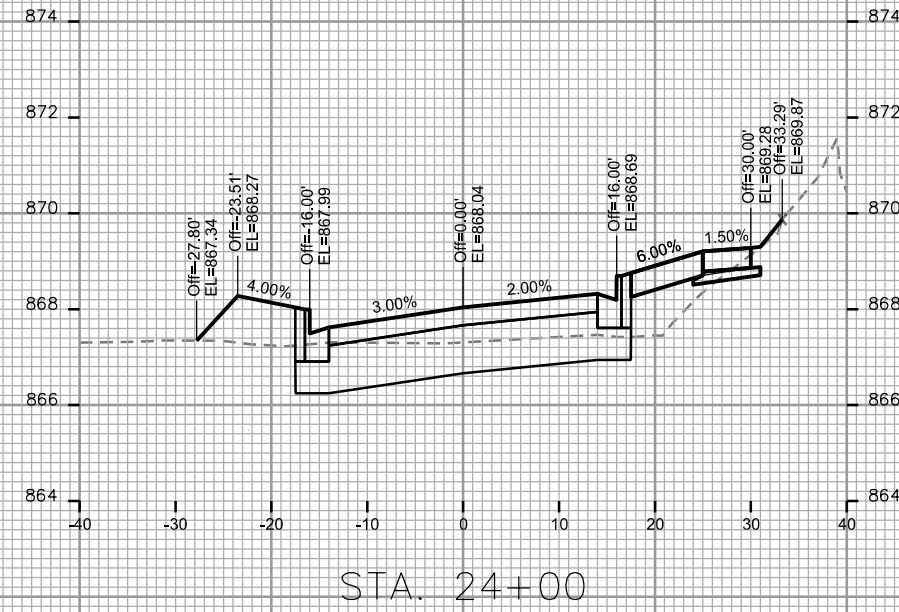
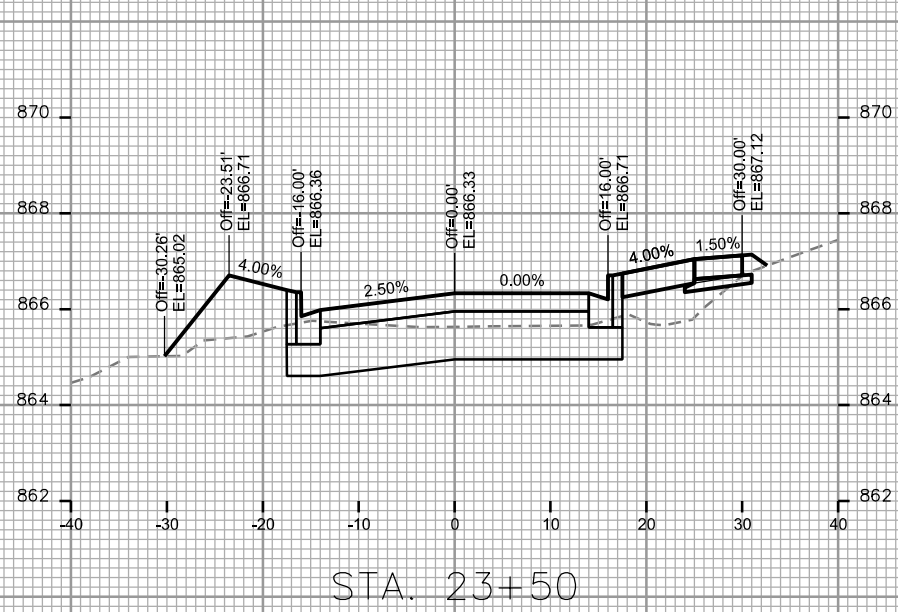
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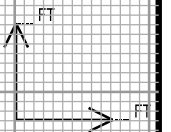
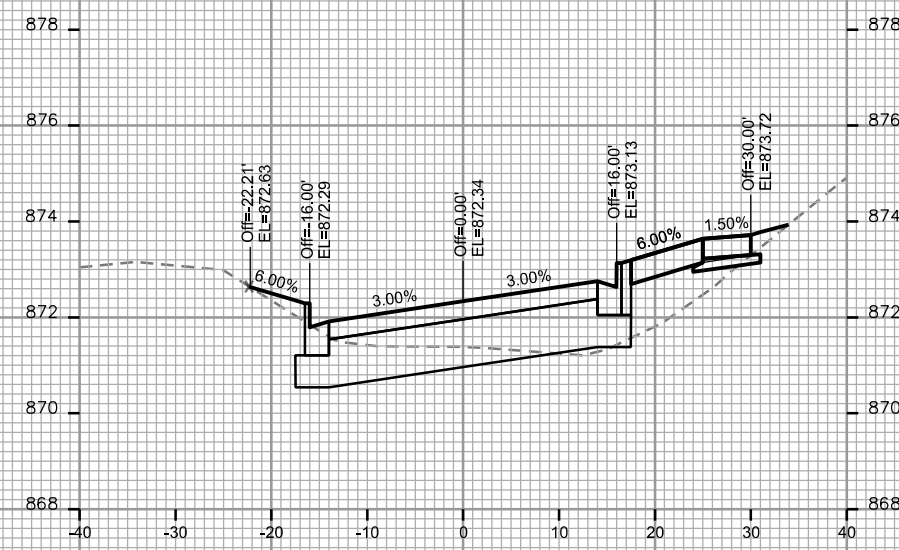
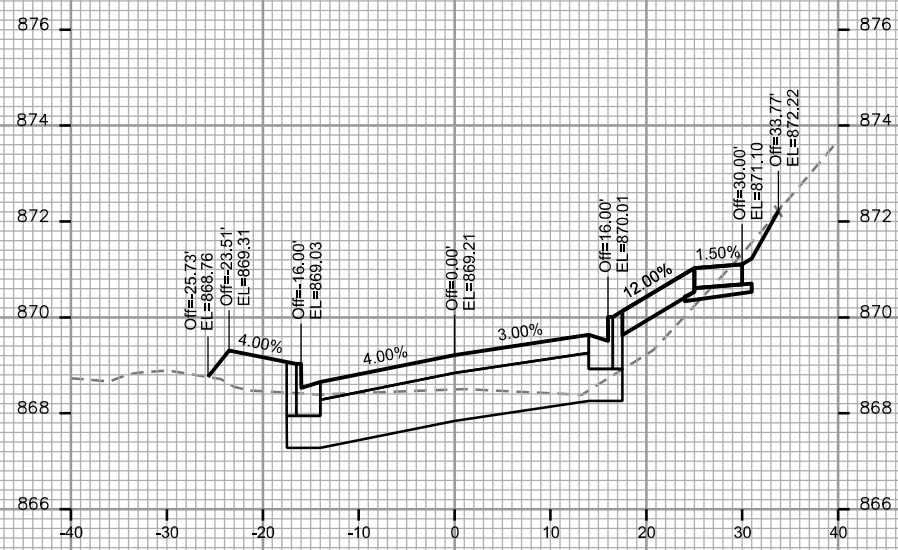
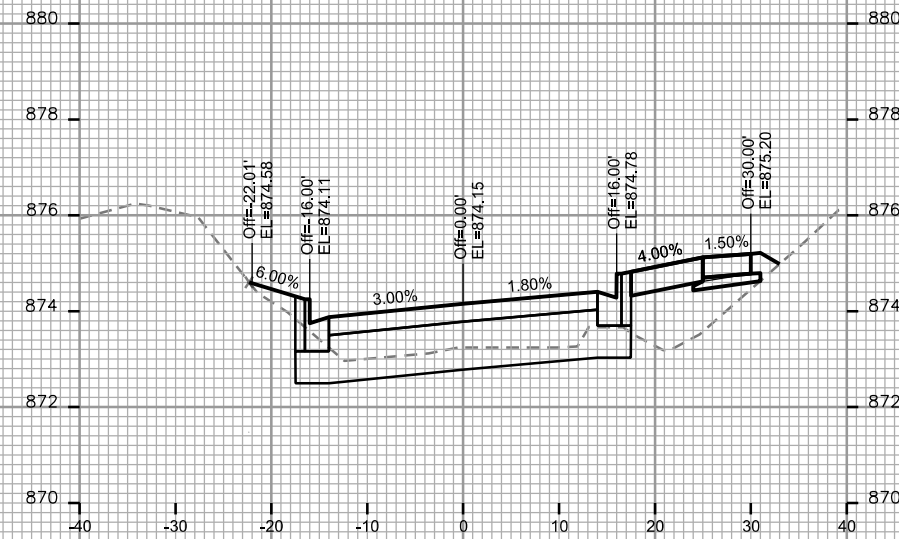
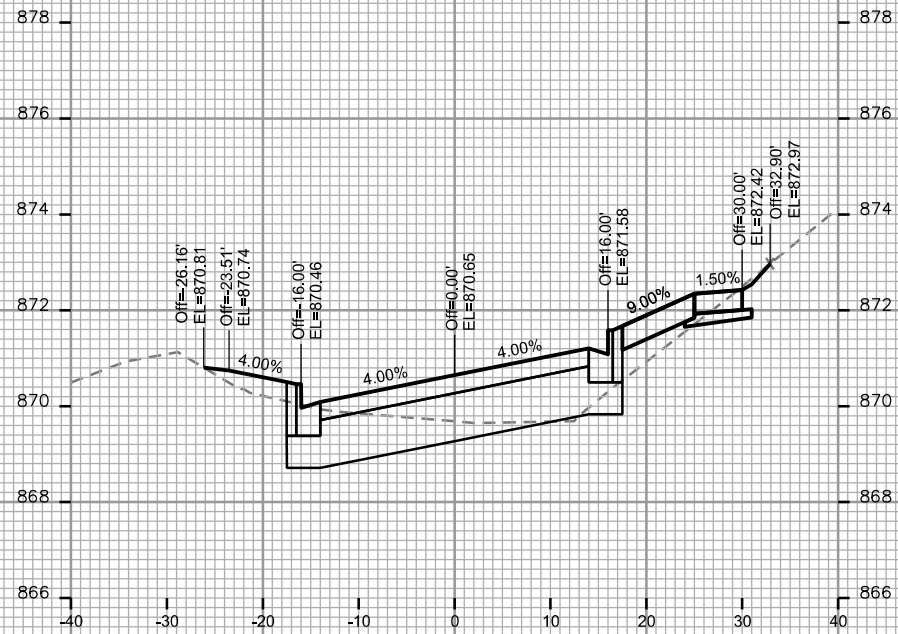
CROSS SECTIONS  
 KOSTER STREET CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



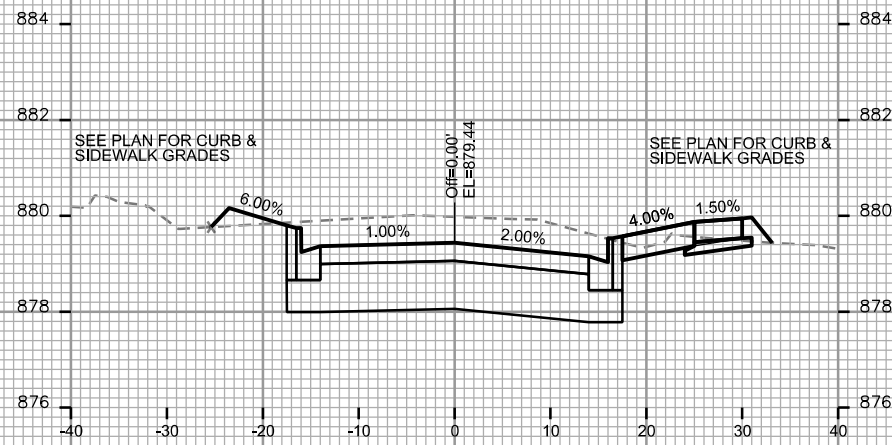
CROSS SECTIONS  
 KOSTER STREET CITY OF MADISON

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

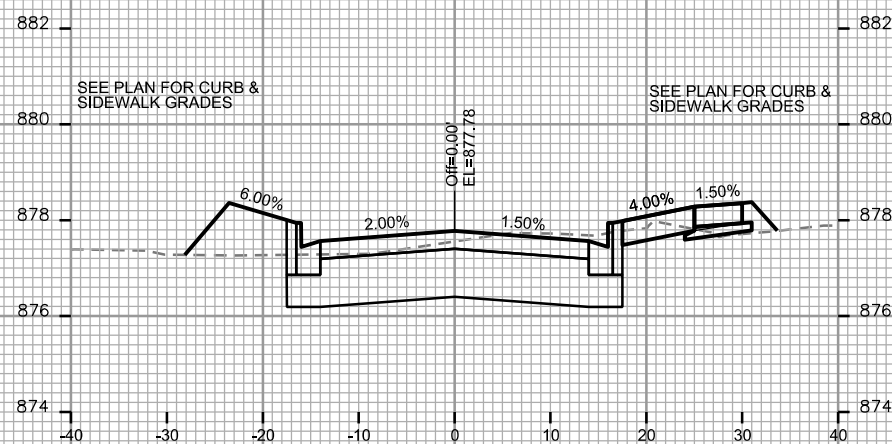
PLOT NAME: \_\_\_\_\_

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

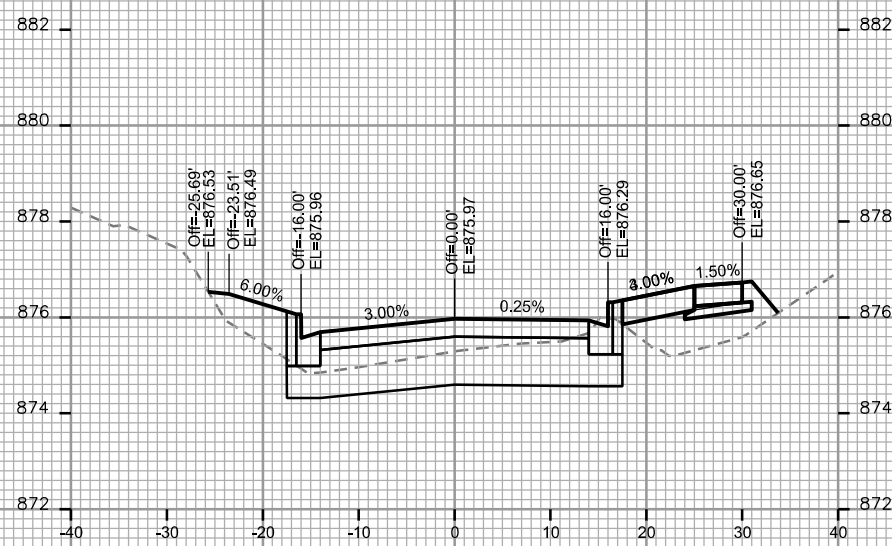
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



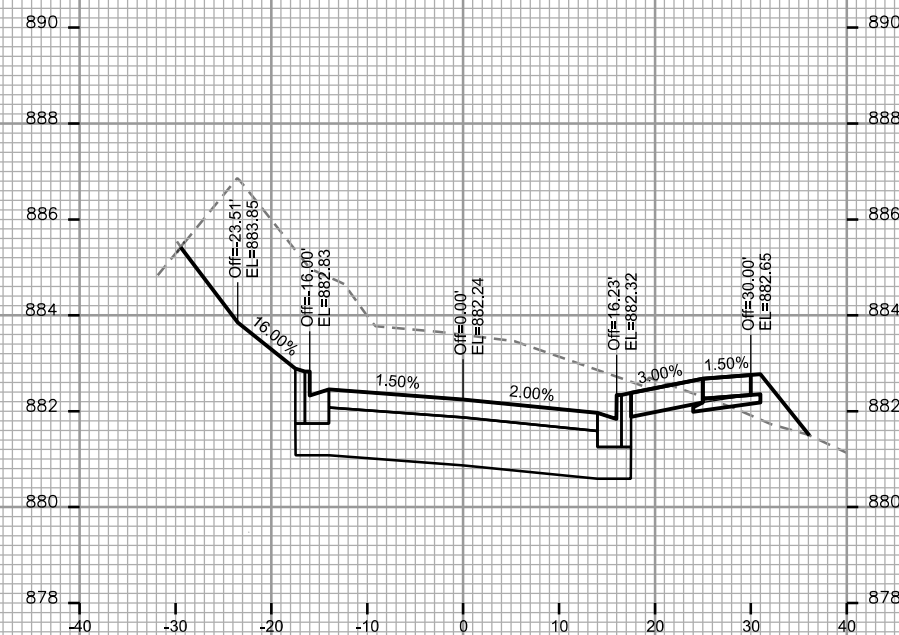
STA. 25+75



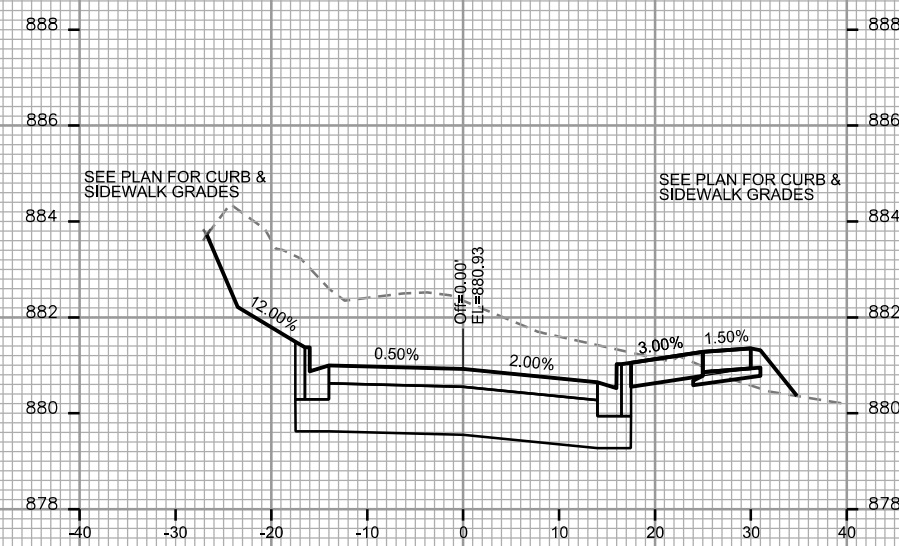
STA. 25+50



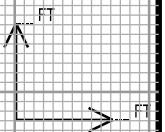
STA. 25+25



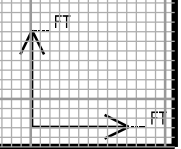
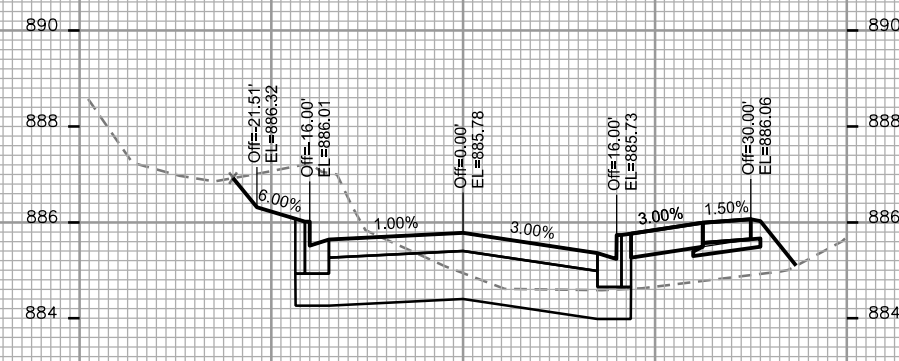
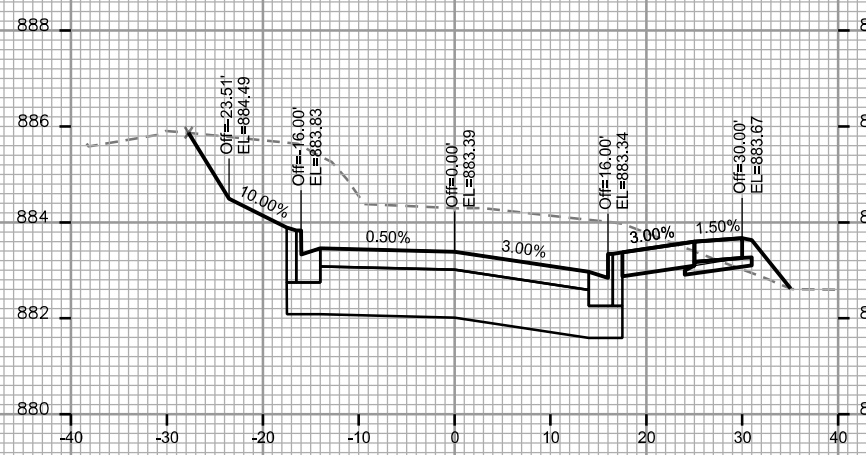
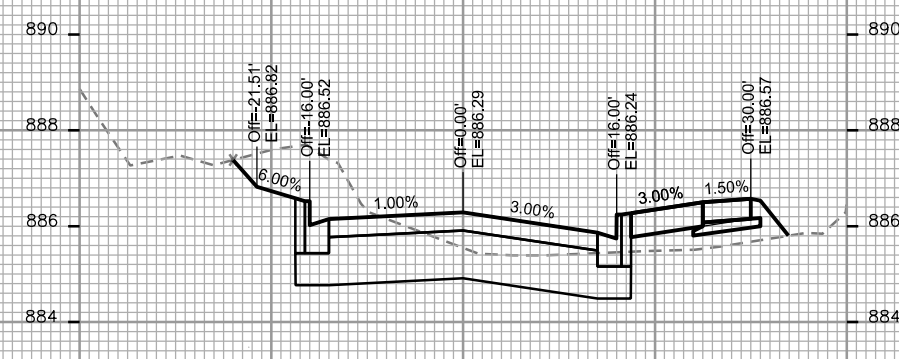
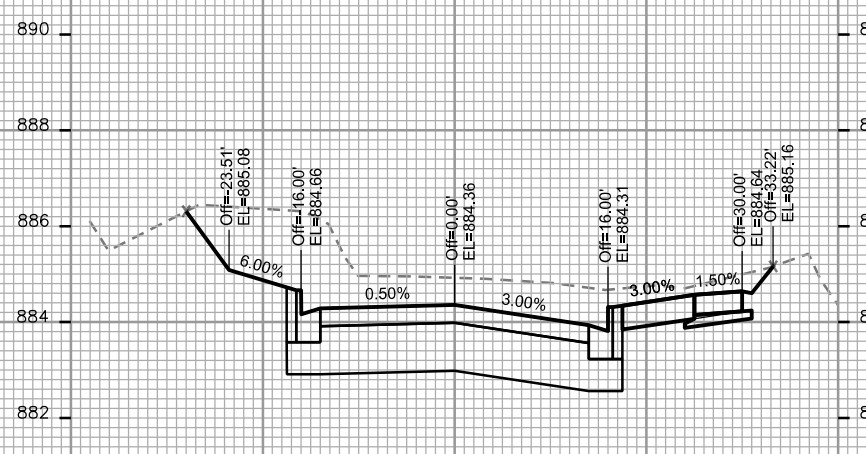
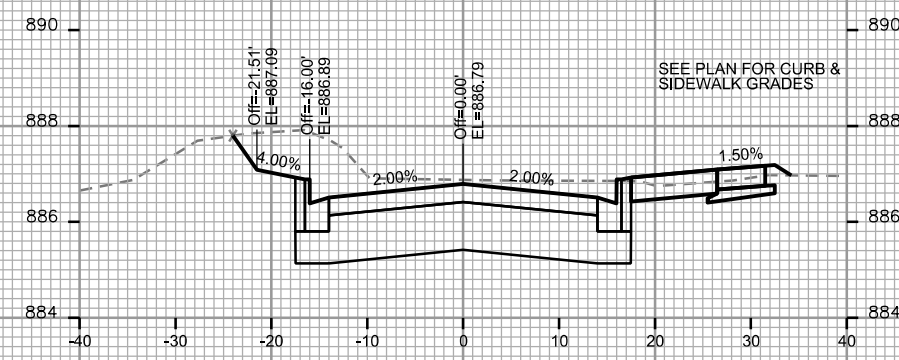
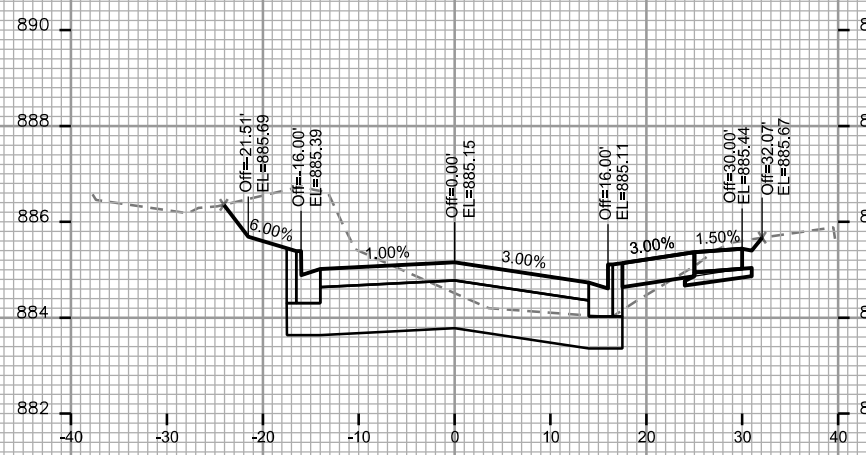
STA. 26+25



STA. 26+00



CROSS SECTIONS  
N RUSK AVE CITY OF MADISON



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

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

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

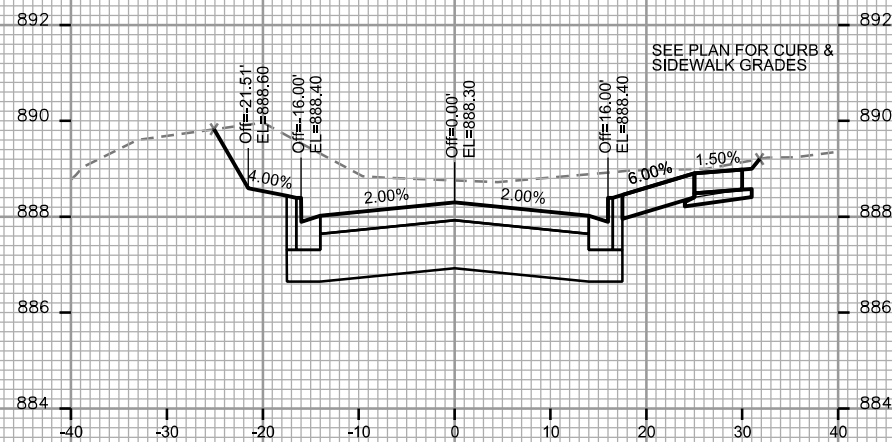
ORIGINATOR: CITY OF MADISON STREETS DIVISION



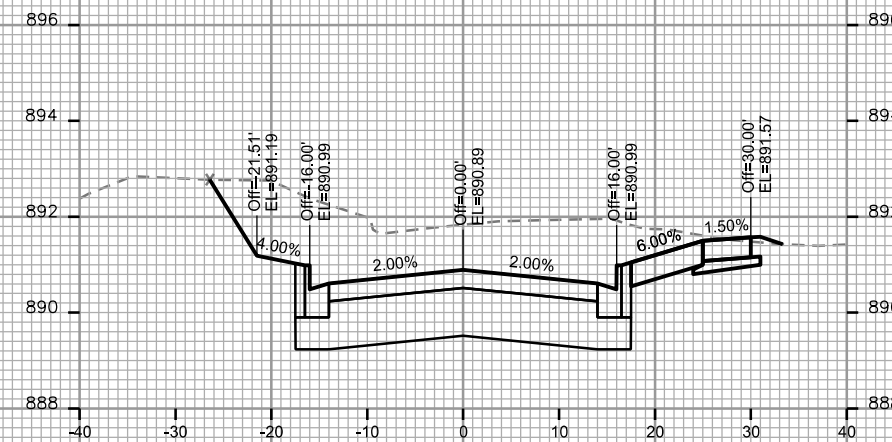
CROSS SECTIONS

N RUSK AVE

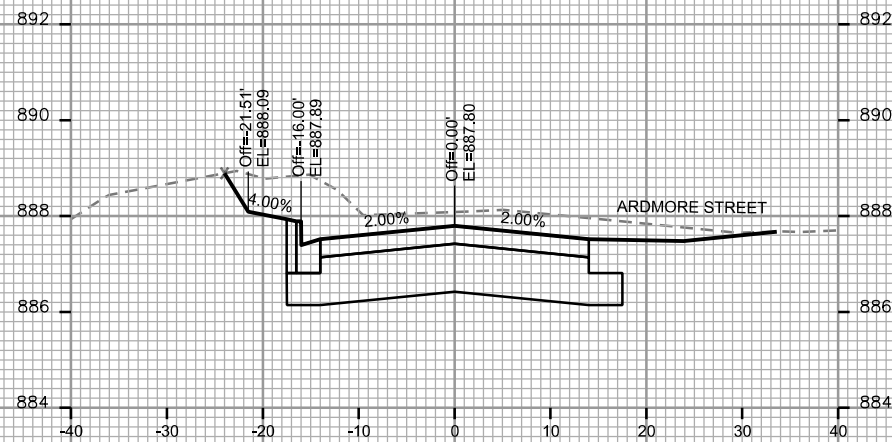
CITY OF MADISON



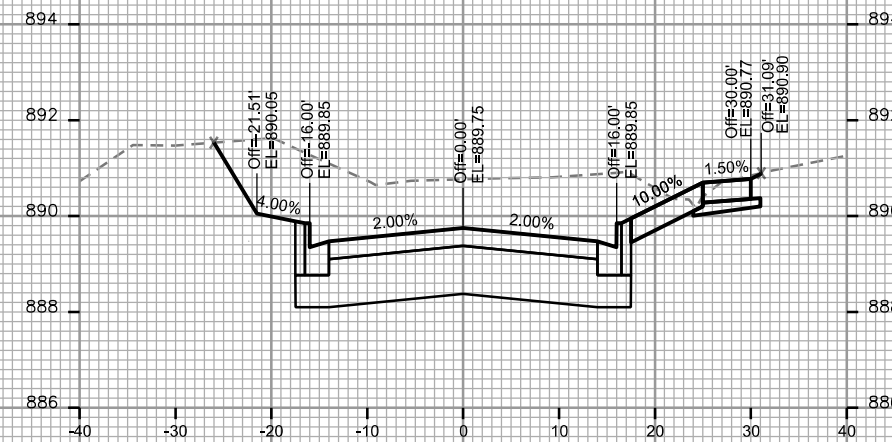
STA. 28+50



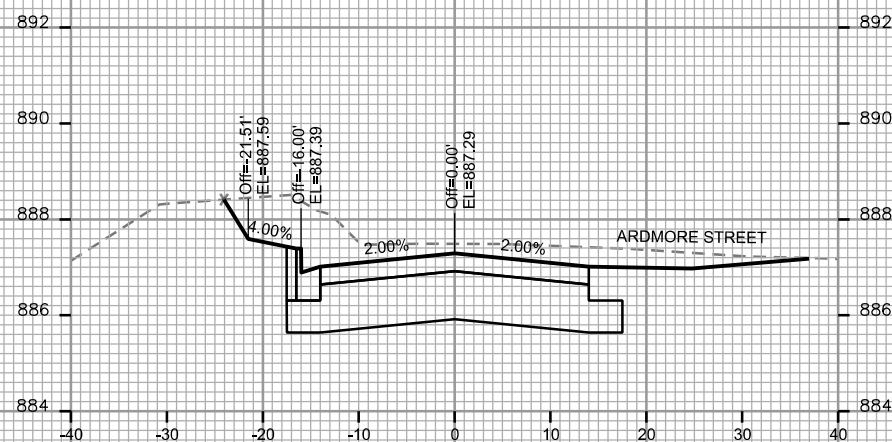
STA. 29+25



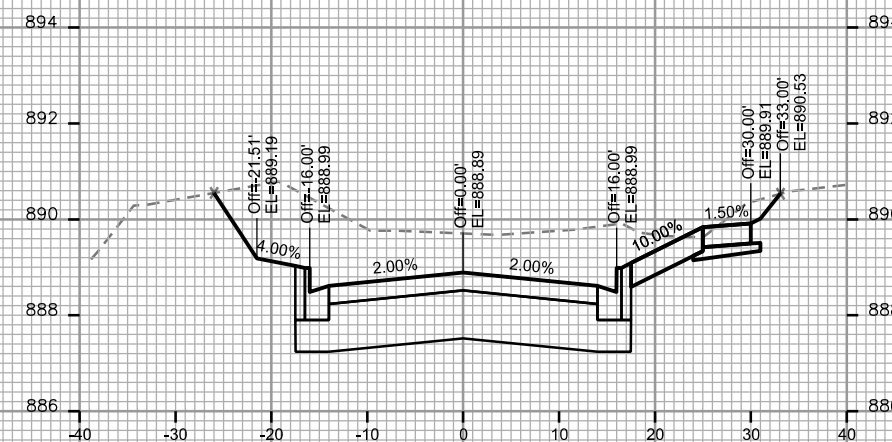
STA. 28+25



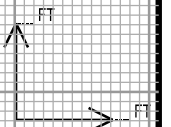
STA. 29+00



STA. 28+00



STA. 28+75



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

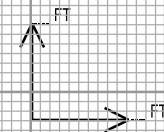
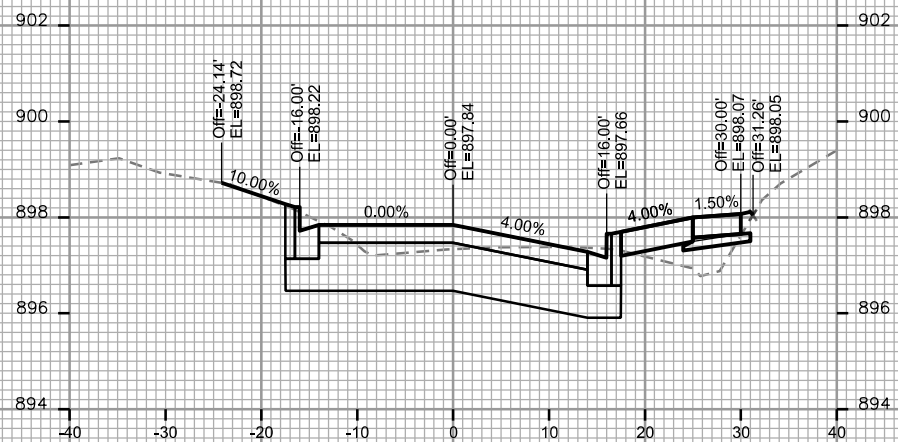
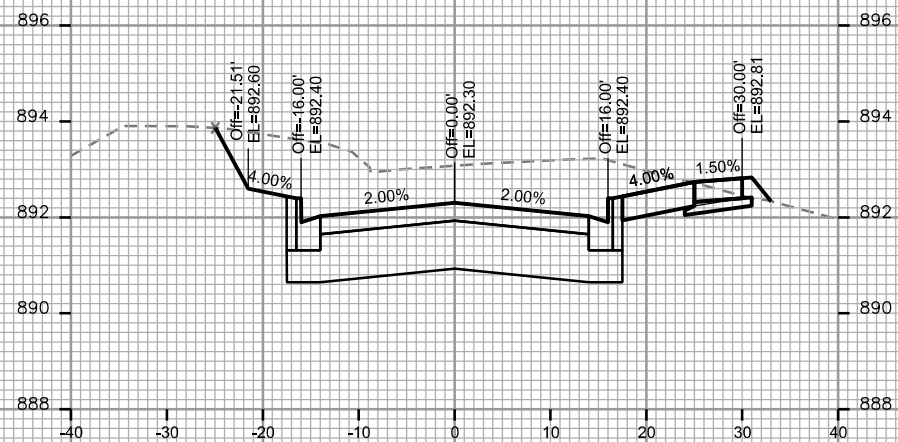
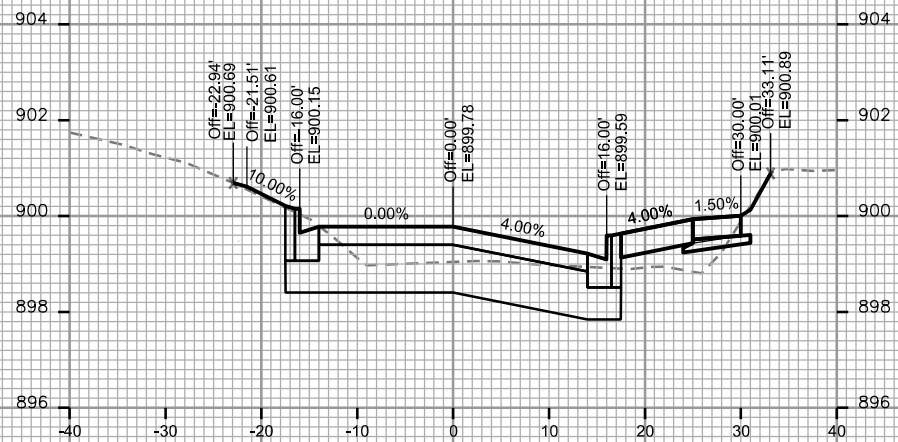
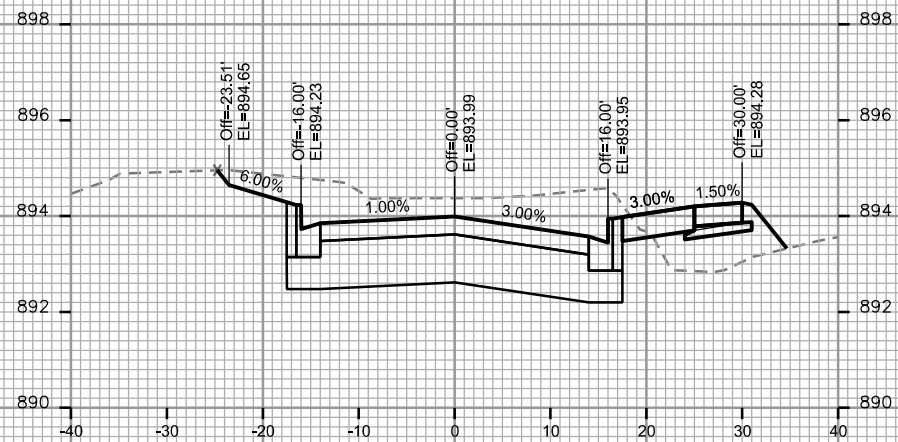
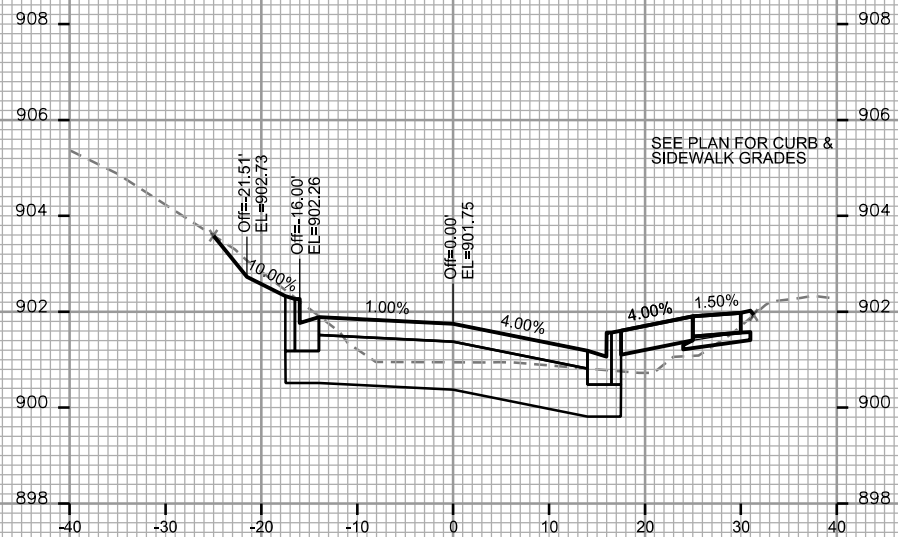
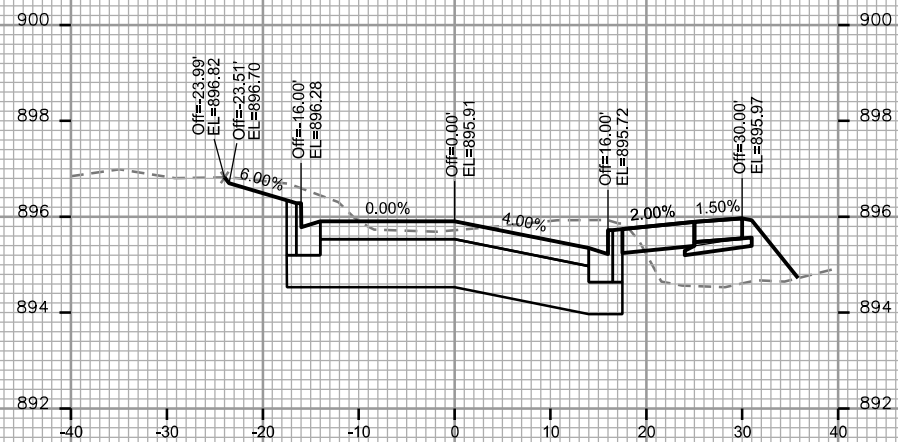
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

N RUSK AVE CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

N RUSK AVE

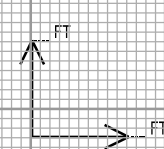
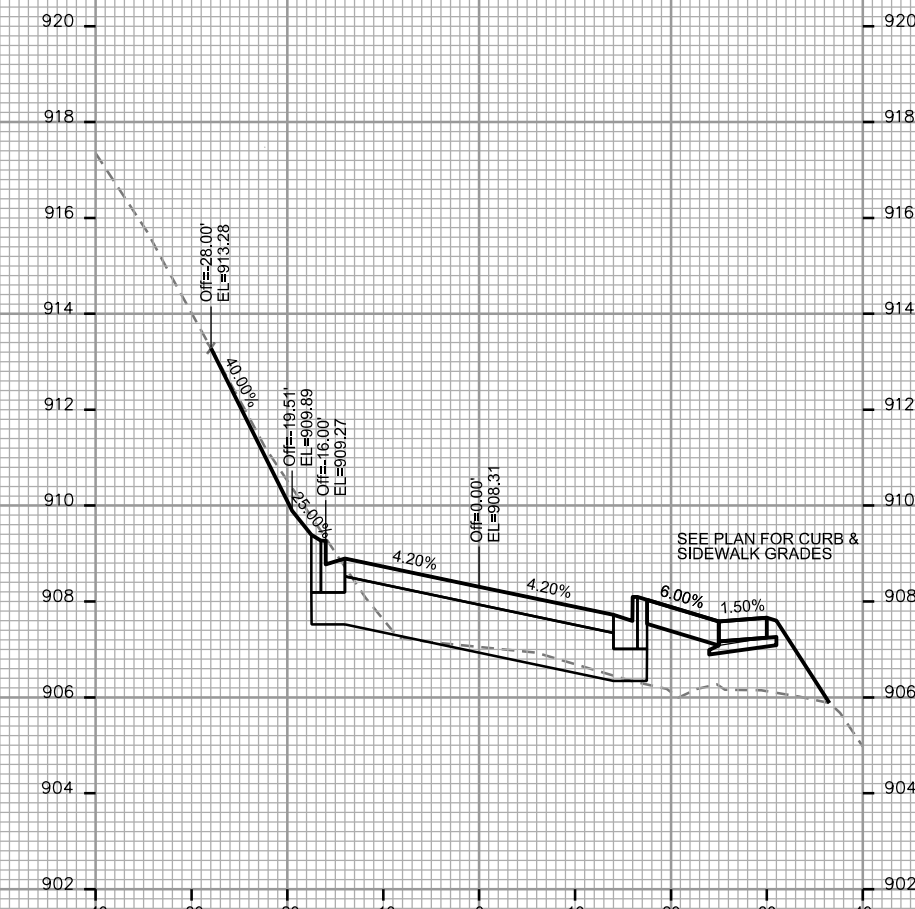
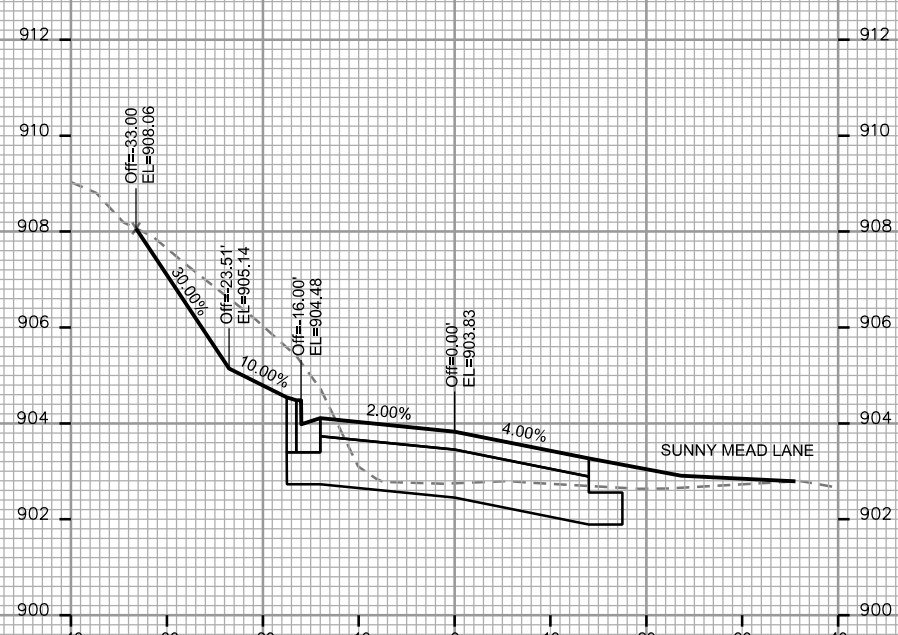
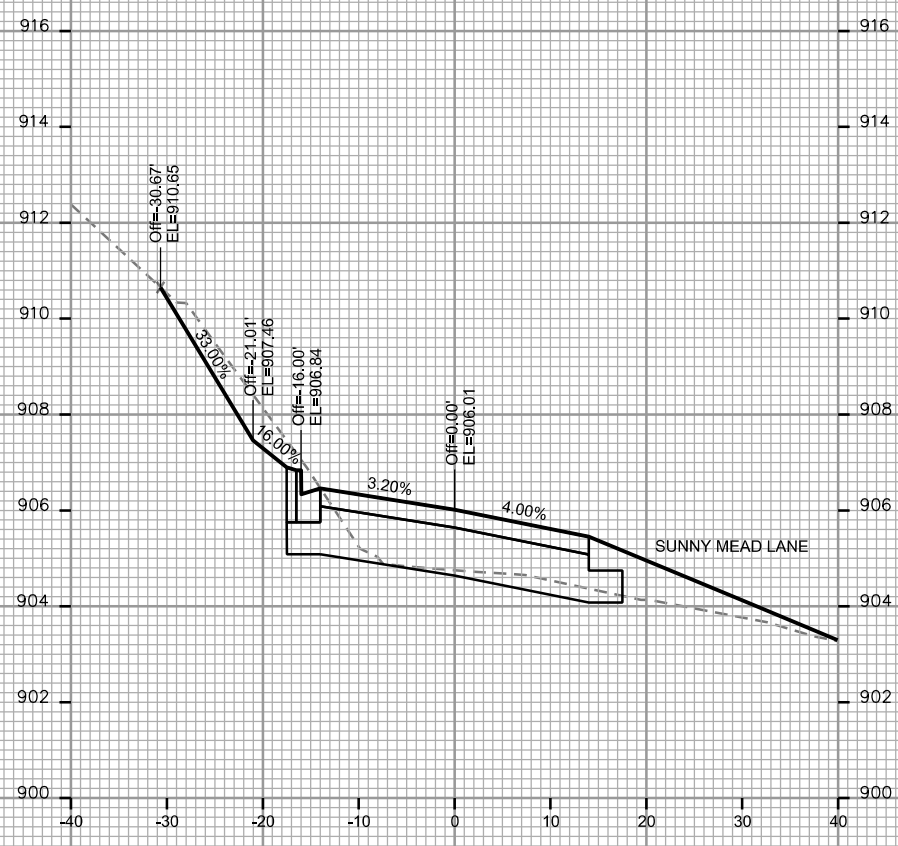
CITY OF MADISON

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

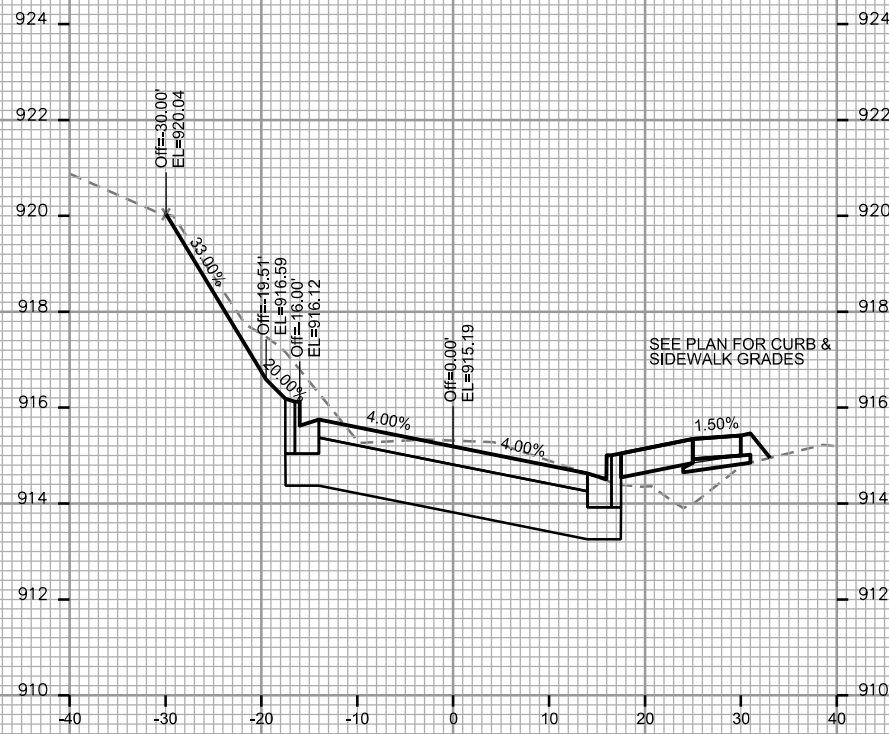
PLOT NAME: \_\_\_\_\_

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

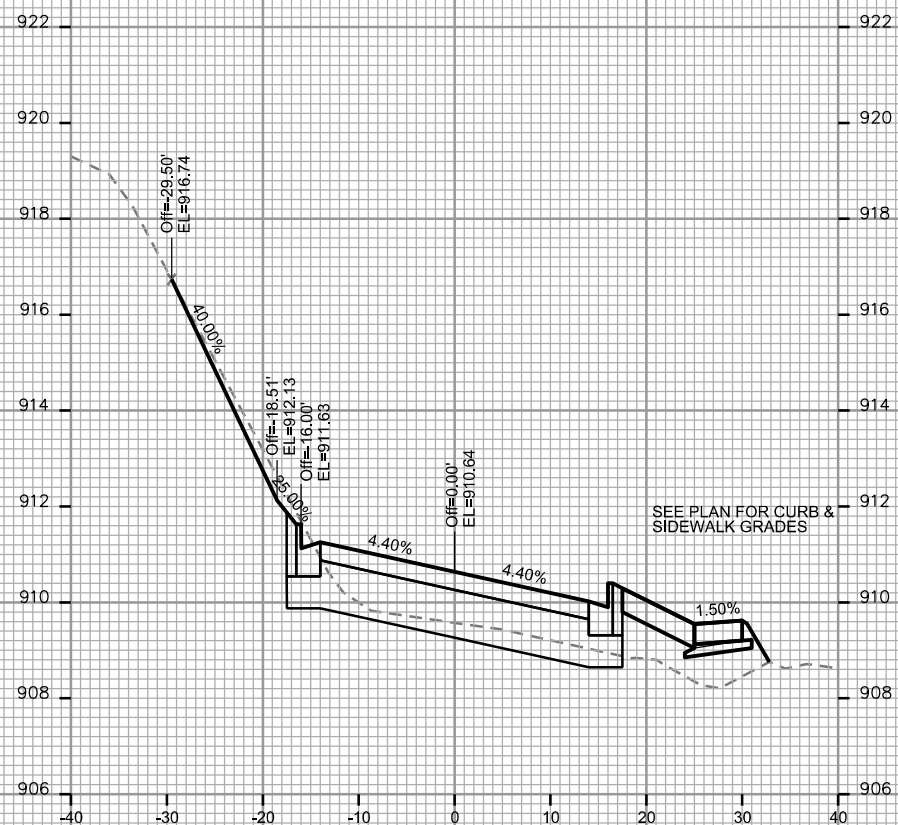
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



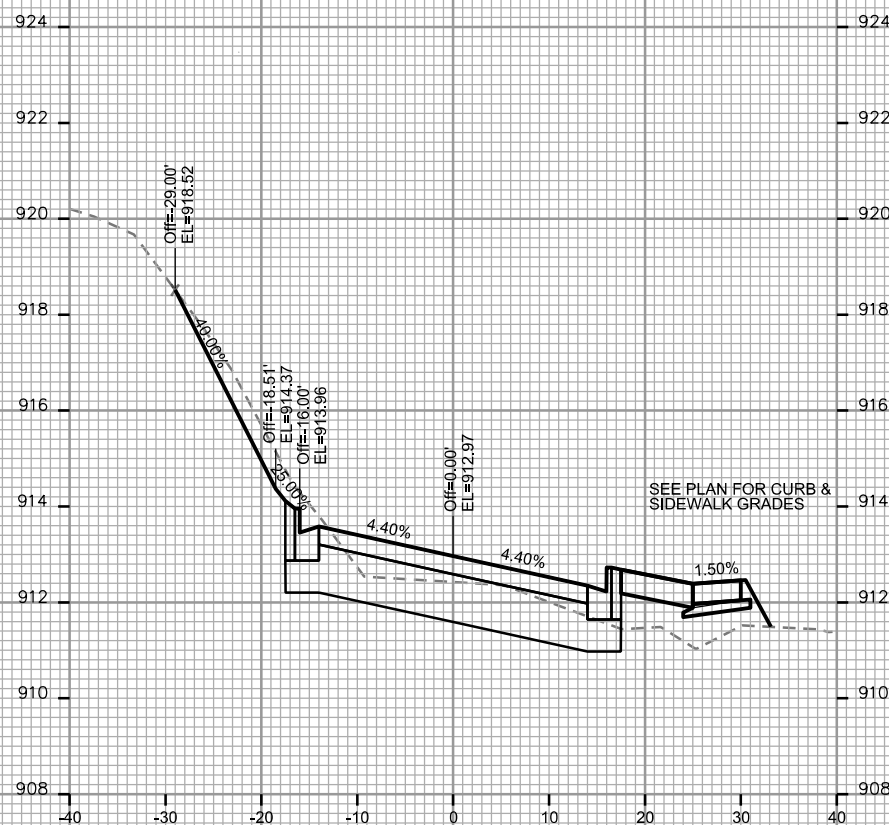
CROSS SECTIONS  
 N RUSK AVE CITY OF MADISON



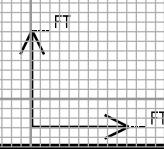
STA. 32+25



STA. 31+75



STA. 32+00

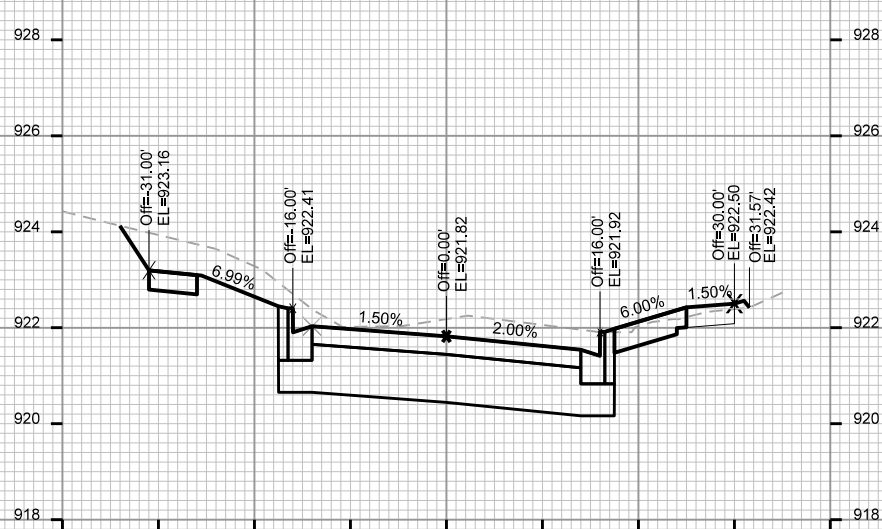
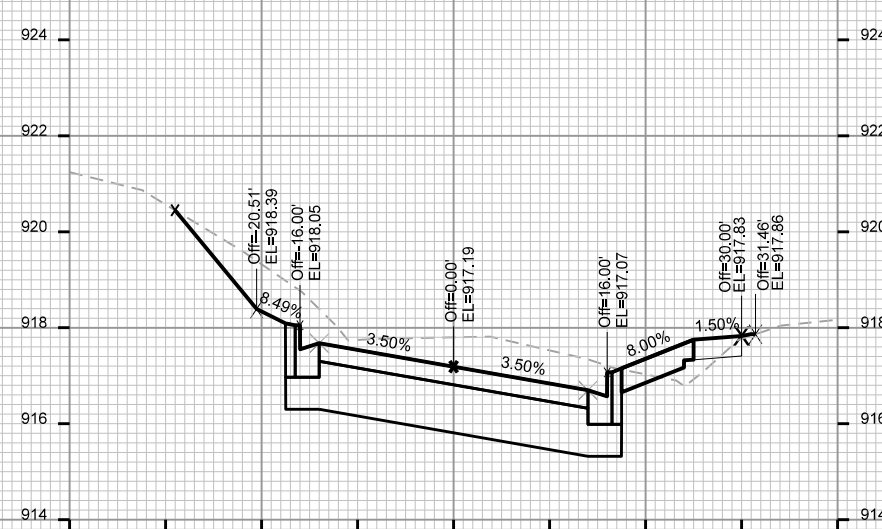
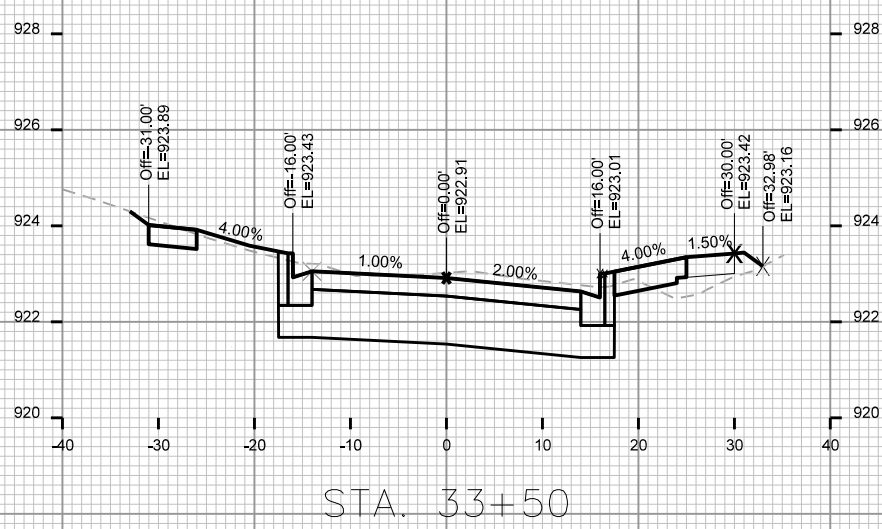
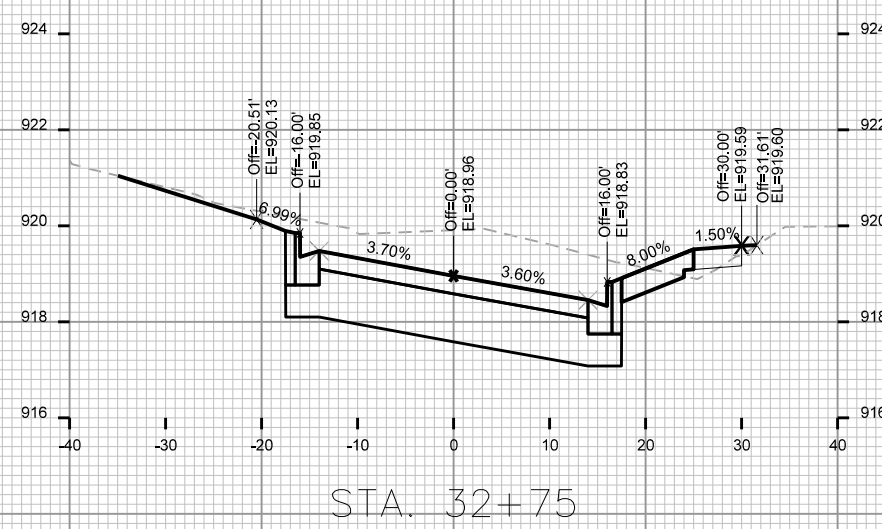
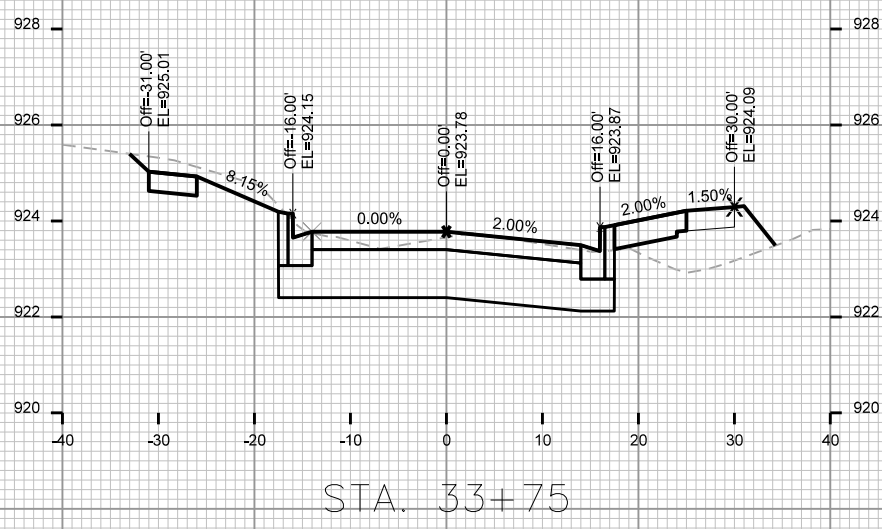
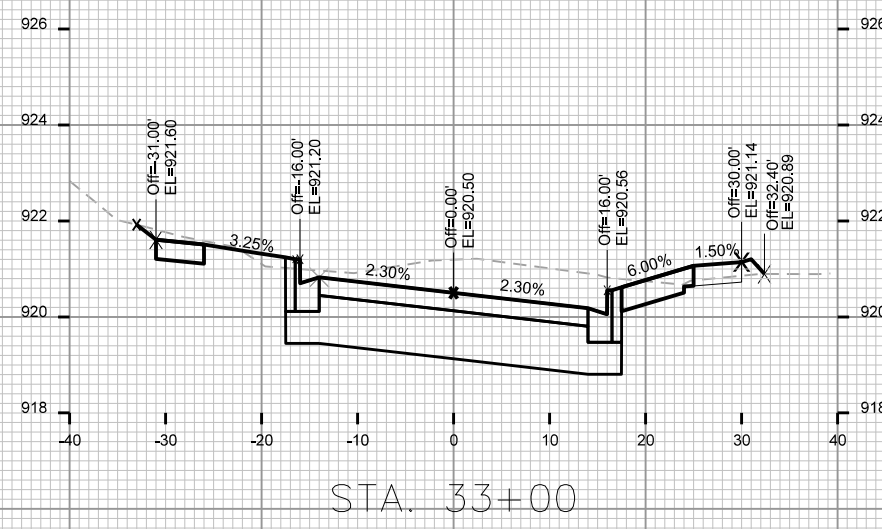


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

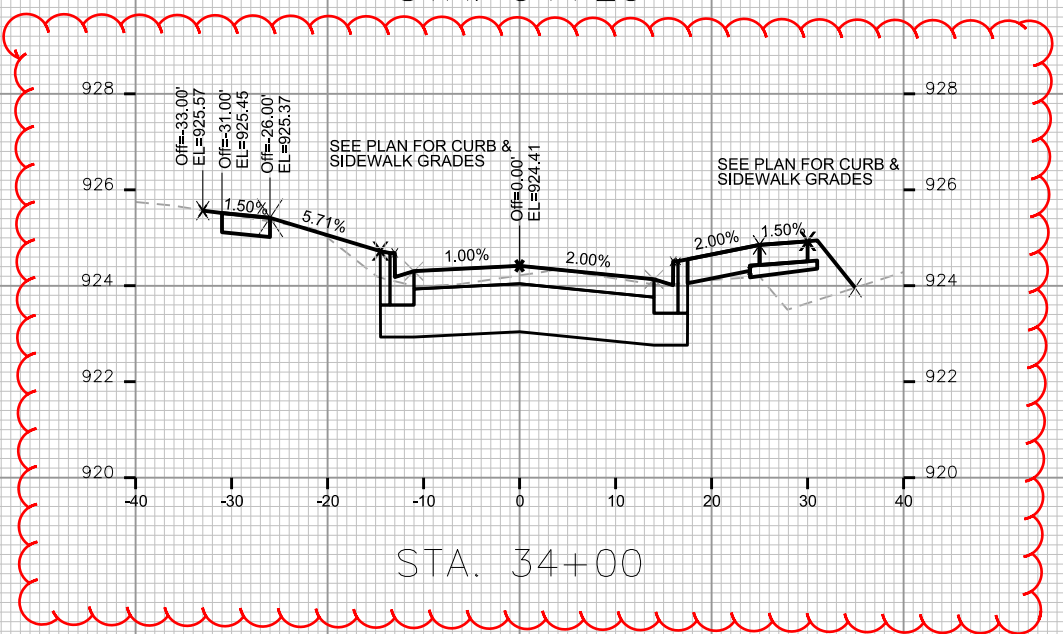
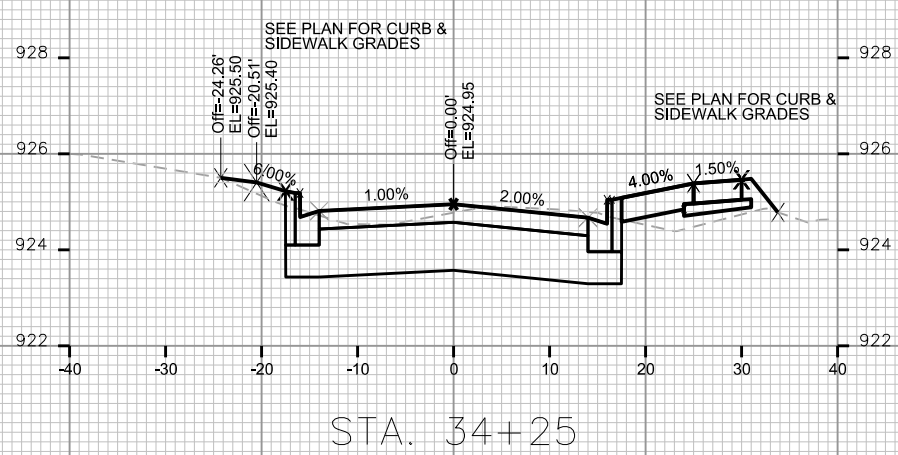
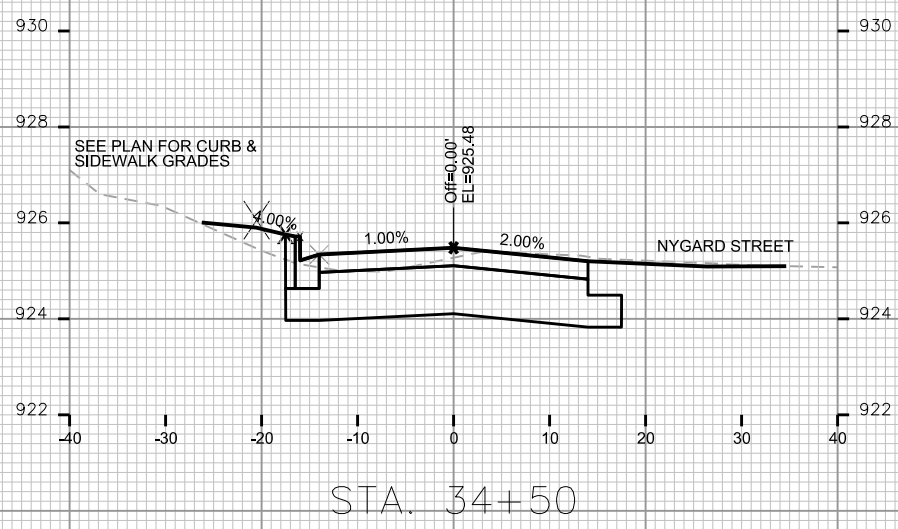


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION