



***CAPITAL CITY TRAIL BOX
CULVERT REPLACEMENT
CITY PROJECT NO. 15271
CONTRACT NO. 9591***

INDEX OF SHEETS

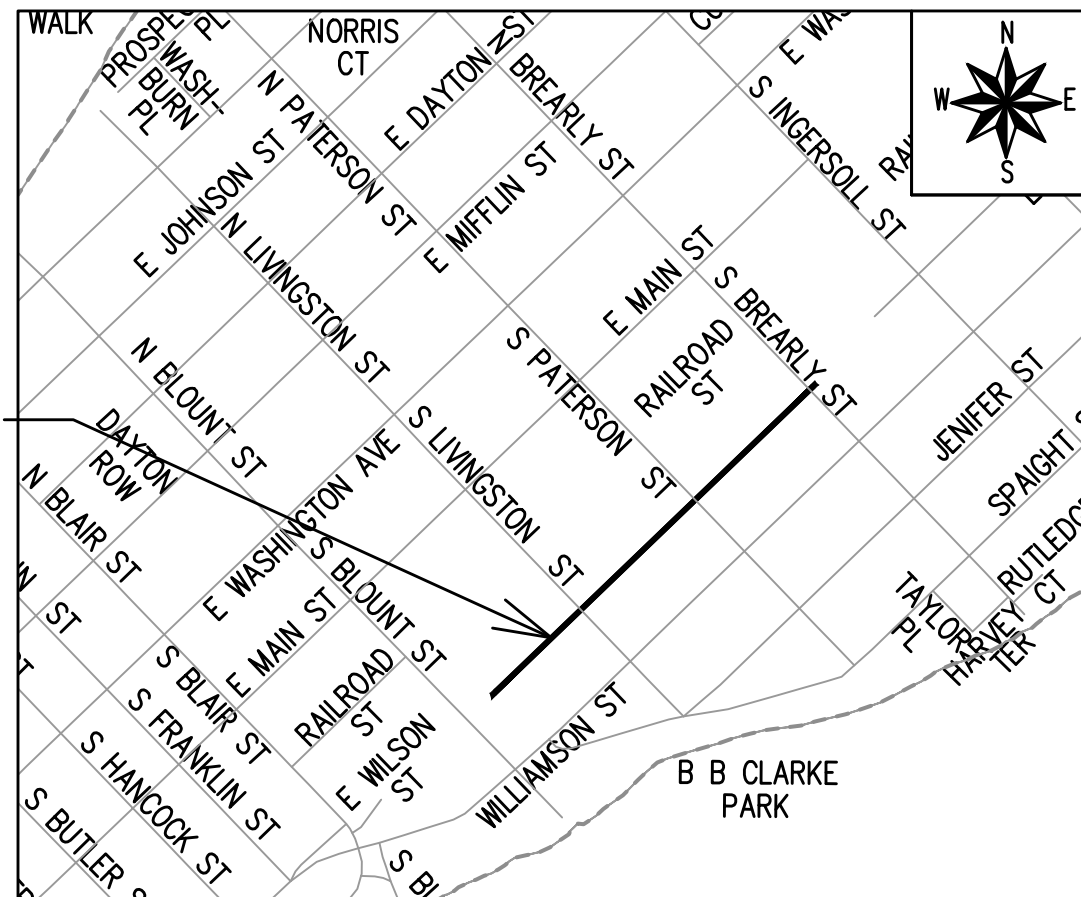
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<i>SHEET NO.</i>	<i>EC1-EC2</i>	<i>EROSION CONTROL PLANS</i>
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ADDENDUM #1: 5/20/2025
REVISED THE FOLLOWING: PM1-PM4
REVISION #1: 8/6/2025
REVISED SHEETS: U1, U3-U6

CONVENTIONAL SIGNS	
FIELD VERIFY ALL UTILITY LOCATIONS	
GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SN —
WATER	— W —
BURIED ELECTRIC	— E —
OVERHEAD ELECTRIC	— OH —
POWER POLE	
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	
COMBUSTIBLE FLUIDS	

NOTES:

- ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADE OF 0.50% TOWARD STORM SEWER INLETS.
- 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%.
- CITY MAINTENANCE PLAN NOT REQUIRED



EARTH WORK SUMMARY:

EXCAVATION CUT (MEASURED PLAN QUANTITY) = 805 C.Y.

ESTIMATED UNDISTRIBUTED UNDERCUT = 0 C.Y.

TOTAL UNCLASSIFIED EXCAVATION CUT = 805 C.Y.

*PUBLIC IMPROVEMENT PROJECT
APPROVED*

APRIL 15, 2025

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

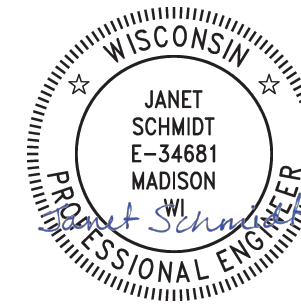
ENG- Greg Fries 05/09/2025

ENG- Greg Fries (May 9, 2025 08:37 CDT)

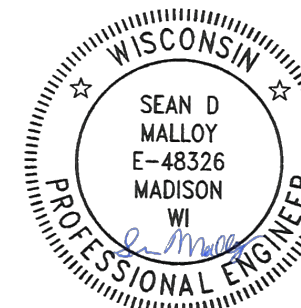
City Engineer

Date _____

**STORM SEWER
DESIGNED BY:**

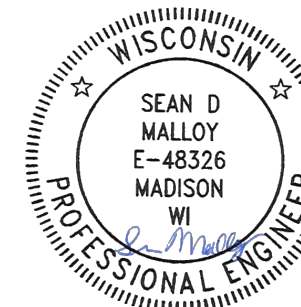


05/09/2025

PAVEMENT MARKING
DESIGNED BY:

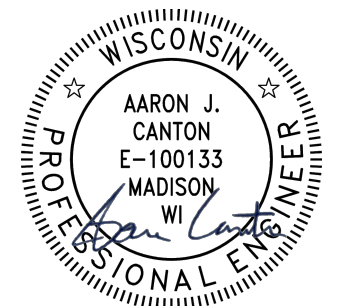
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TRAFFIC CONTROL
DESIGNED BY:



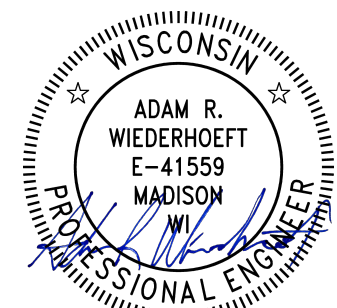
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*STREET
DESIGNED BY:*



05/09/2025

*WATER
DESIGNED BY:*

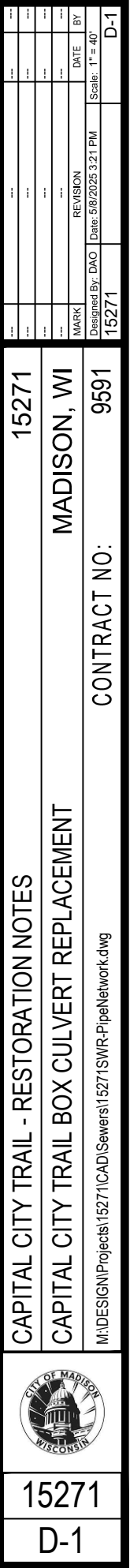


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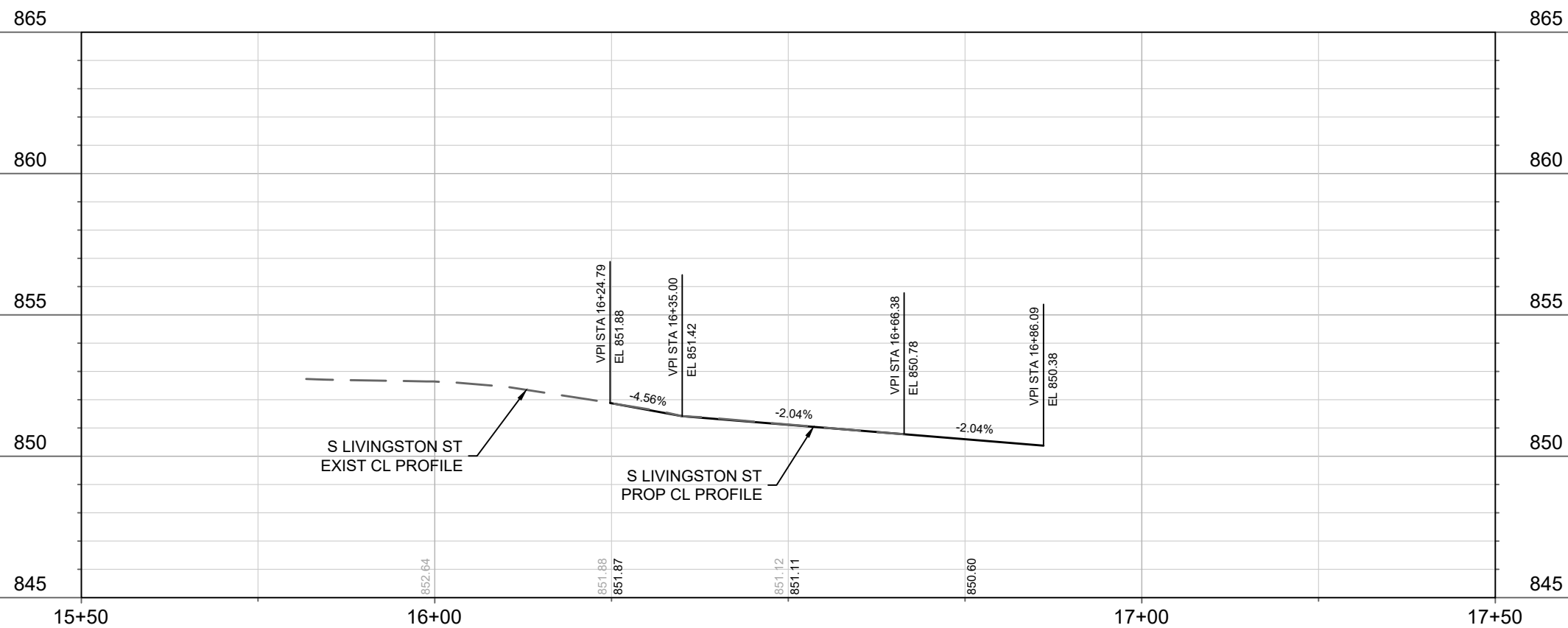
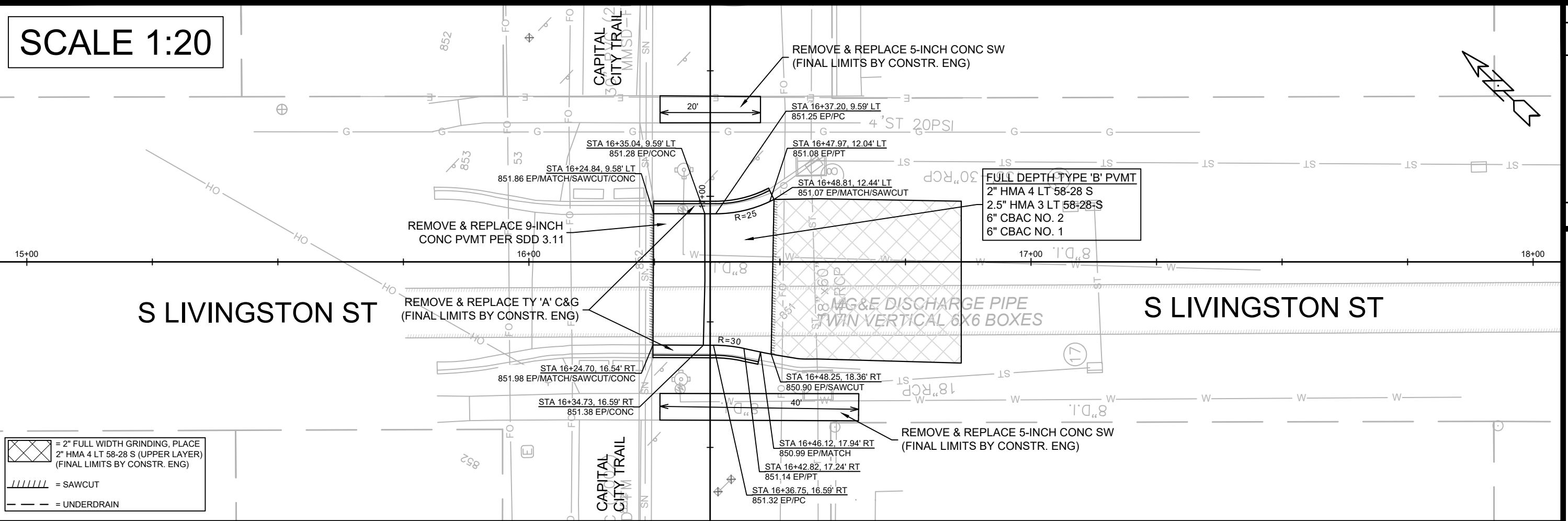
*ELECTRICAL
DESIGNED BY:*



05/09/2025



SCALE 1:20



15271

MADISON, WI

S L I V I N G S T O N S T - P L A N & P R O F I L E

CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT



15271

D-1

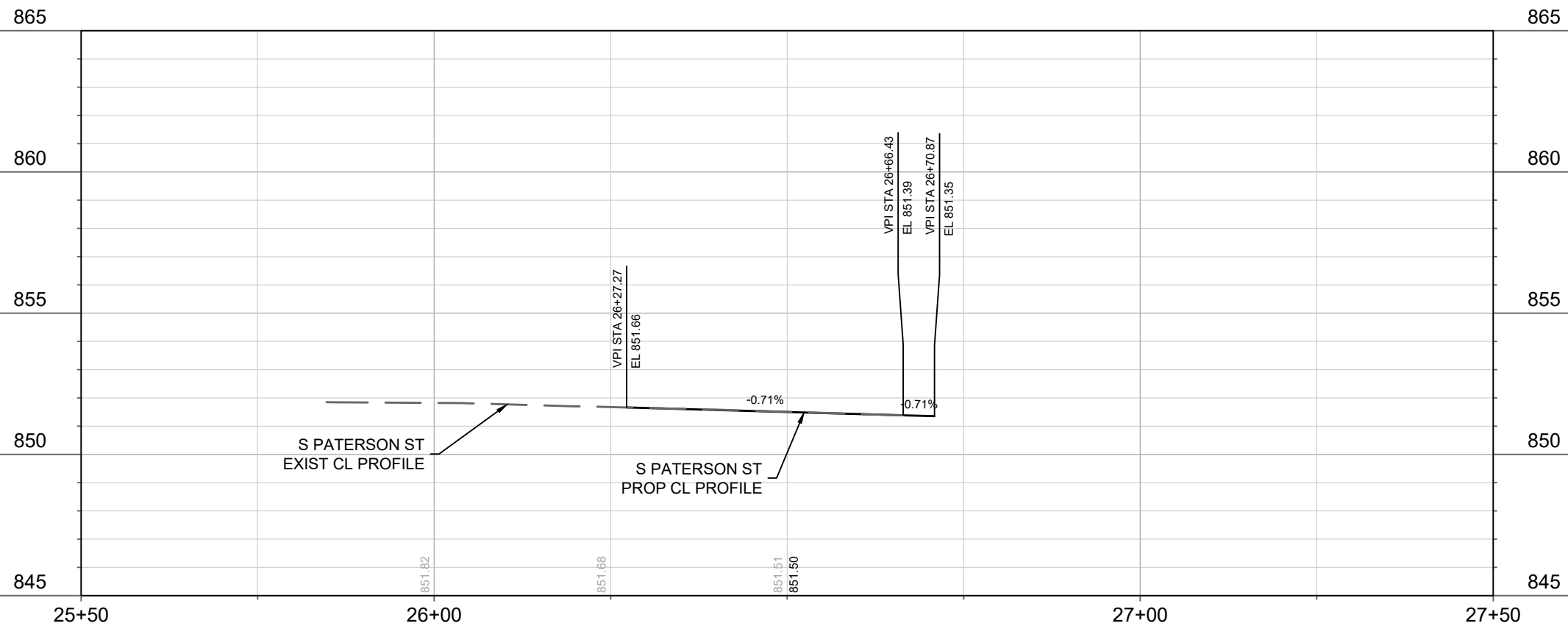
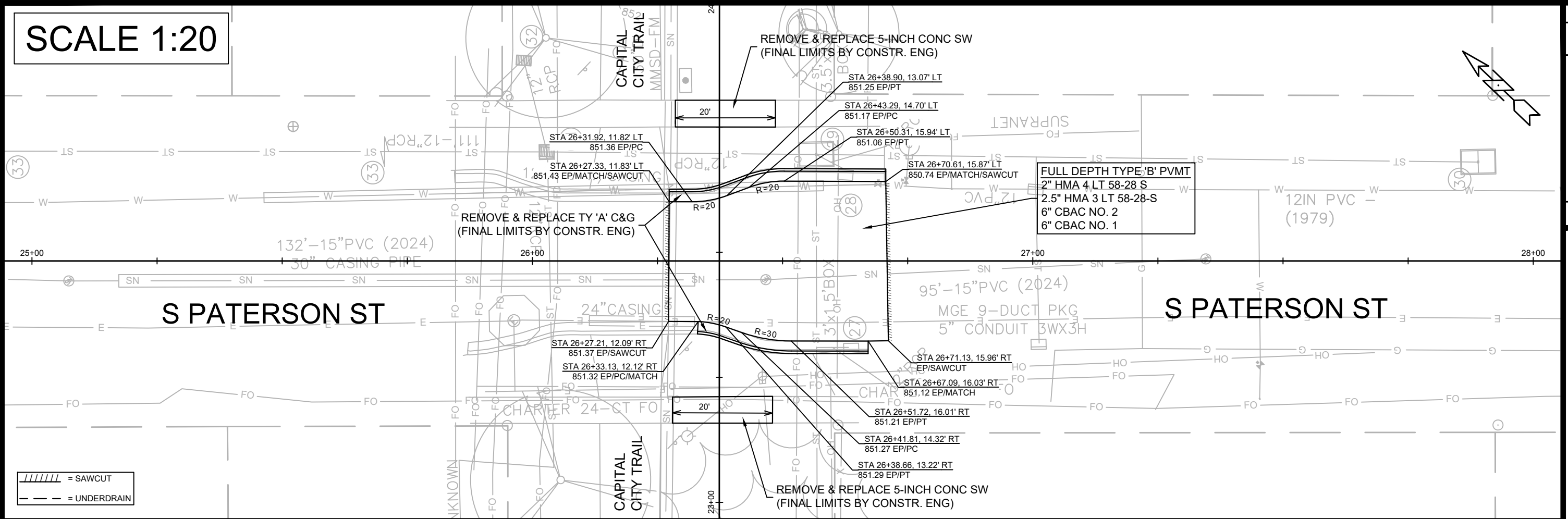
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CONTRACT NO:

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SCALE 1:20



MARK	REVISION	DATE	BY
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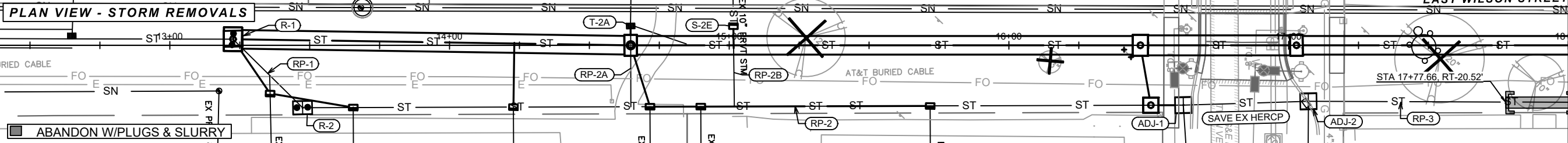
15271	MADISON, WI
CONTRACT NO: 9591	

S PATERSON ST - PLAN & PROFILE
CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT
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5271
P-2

PLAN VIEW - STORM REMOVALS



CONTACT RAY SCHNEIDER (608)347-3628, RAYS@MADSEWER.ORG, 5
DAYS PRIOR TO EXCAVATING NEAR MMDS STRUCTURES TO
ARRANGE FOR INSPECTION DURING CONSTRUCTION. ALL WORK
NEAR MMDS FACILITIES SHALL SUFFICIENTLY STABILIZE EXCAVATED
AREAS AND NO OBJECTS OR MATERIALS SHALL BE PLACED ON
STRUCTURE ROOFS.

070913418012
223 S Blount St
STATE OF WI WISDOT
%WSOR

REVISION 1 NOTES: FIBER DUCT & MH
GRAPHIC ADDED ON S LIVINGSTON ST

070913412014
224 S Paterson St
STATE OF WI WISDOT

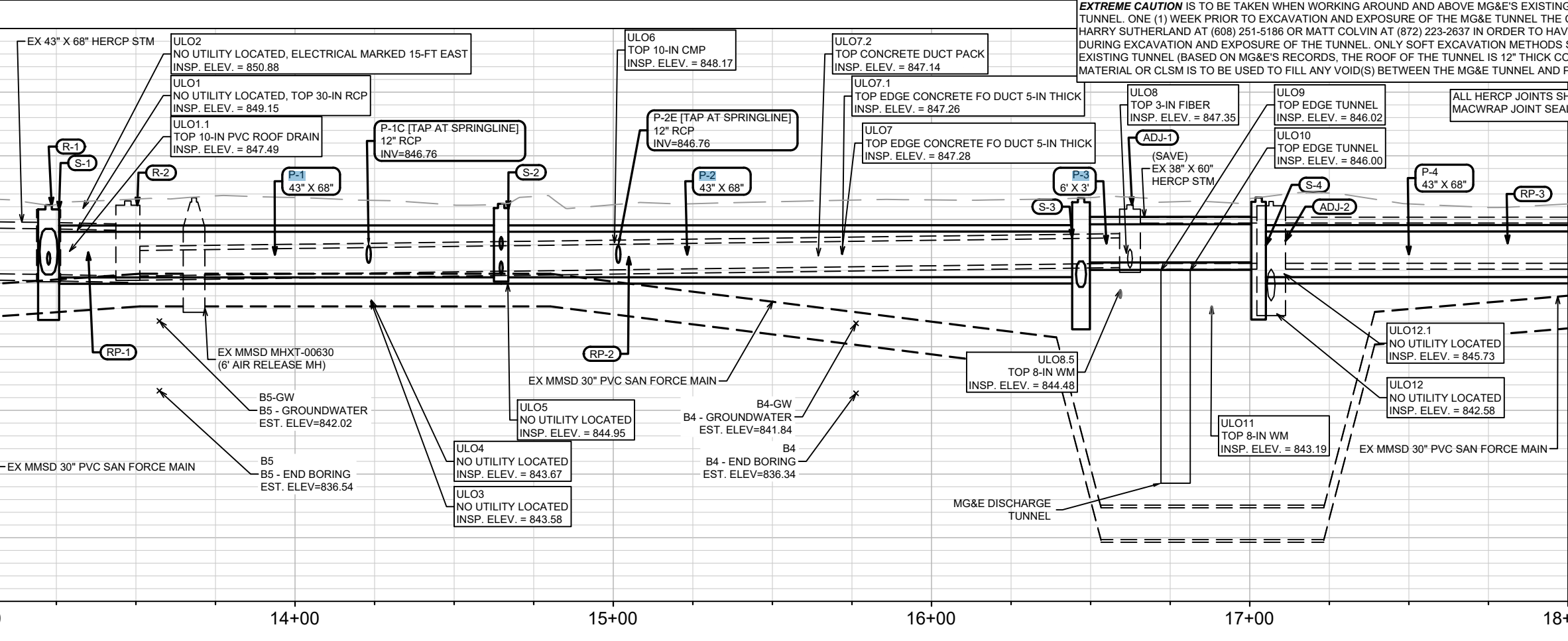
EX MMSD 30" PVC
SAN FORCE MAIN

**CAPITOL CITY TRAIL
EAST WILSON STREET**

INSTALL TRENCH PATCH TYPE 4 AT ALL STREET CROSSINGS (TYP)

MATCH LINE 18+00.00

SEE WATER UTILITY PLANS FOR
HYDRANT & MAIN RELOCATIONS



EXTREME CAUTION IS TO BE TAKEN WHEN WORKING AROUND AND ABOVE MG&E'S EXISTING INTAKE AND DISCHARGE TUNNEL. ONE (1) WEEK PRIOR TO EXCAVATION AND EXPOSURE OF THE MG&E TUNNEL THE CONTRACTOR SHALL NOTIFY HARRY SUTHERLAND AT (608) 251-5186 OR MATT COLVIN AT (872) 223-2637 IN ORDER TO HAVE MG&E PERSONNEL ON-SITE DURING EXCAVATION AND EXPOSURE OF THE TUNNEL. ONLY SOFT EXCAVATION METHODS SHALL BE USED TO EXPOSE THE EXISTING TUNNEL (BASED ON MG&E'S RECORDS, THE ROOF OF THE TUNNEL IS 12" THICK CONCRETE). A SLURRY BACKFILL MATERIAL OR CLSM IS TO BE USED TO FILL ANY VOID(S) BETWEEN THE MG&E TUNNEL AND PROPOSED STORM SEWER.

ALL HERCP JOINTS SHALL BE SEALED WITH MARMAC
MACWRAP JOINT SEALER (OR APPROVED OTHER)

ULO12.1
NO UTILITY LOCATED
INSR. ELEV. = 845.73

ULO12
NO UTILITY LOCATED
INSP. FILE# - 842 58

TOP 8-IN WM
INSP. ELEV. =

MG&E DISCHARGE
TUNNEL

15271

MADISON, WI

9591

CAPITAL CITY TRAIL - SEWER UTILITY PLAN & PROFILE

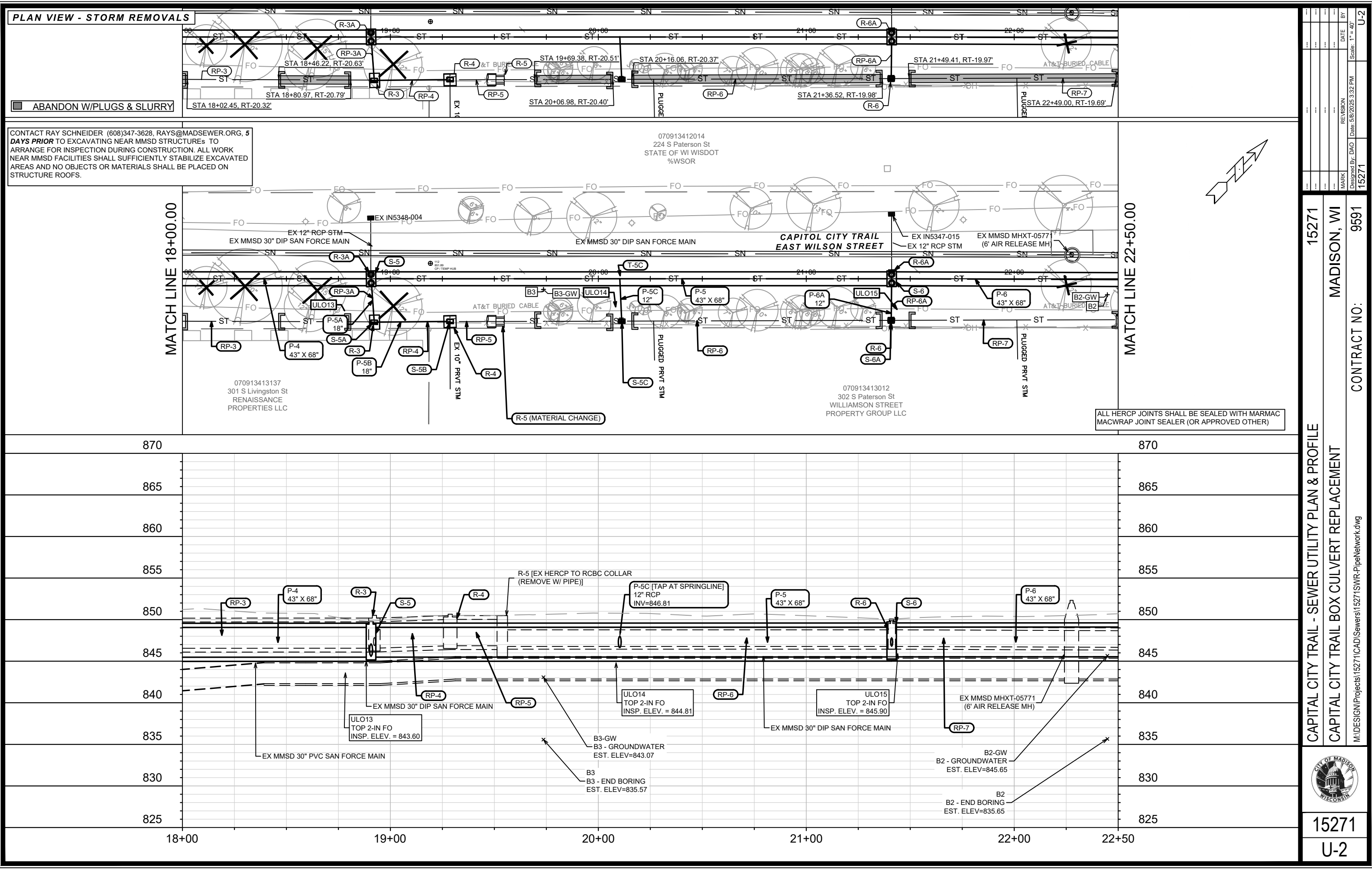
CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT

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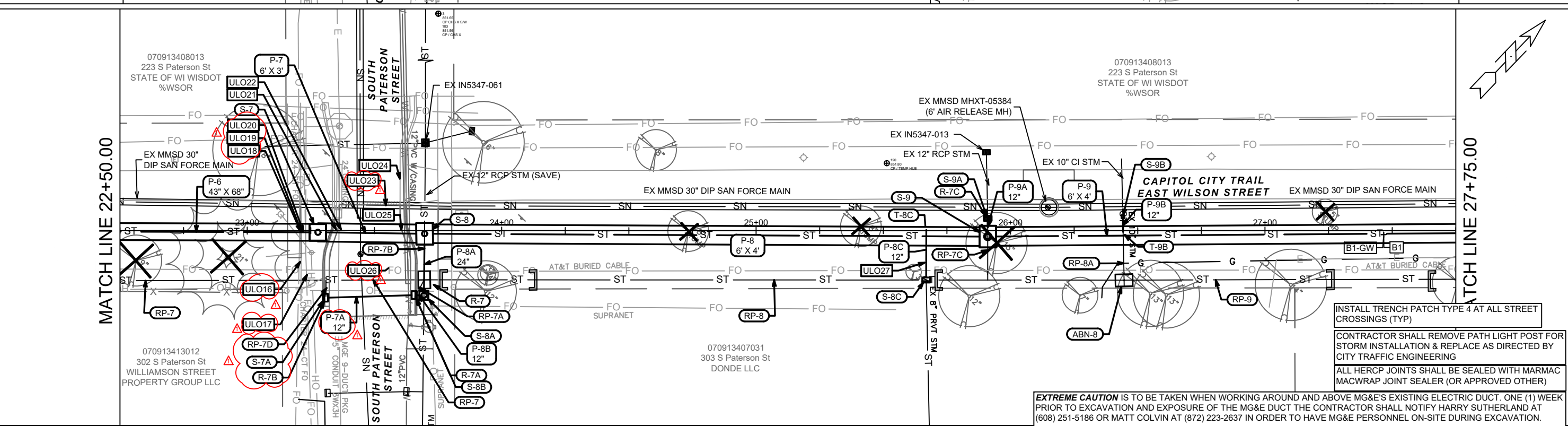
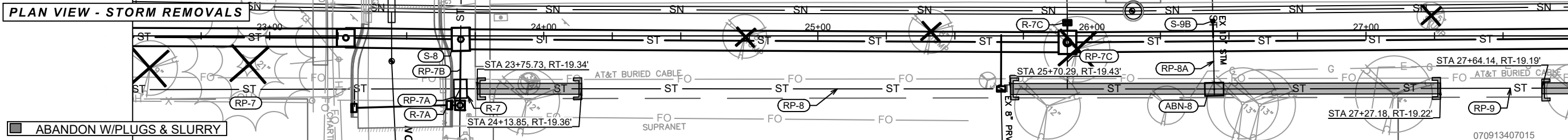


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U-1

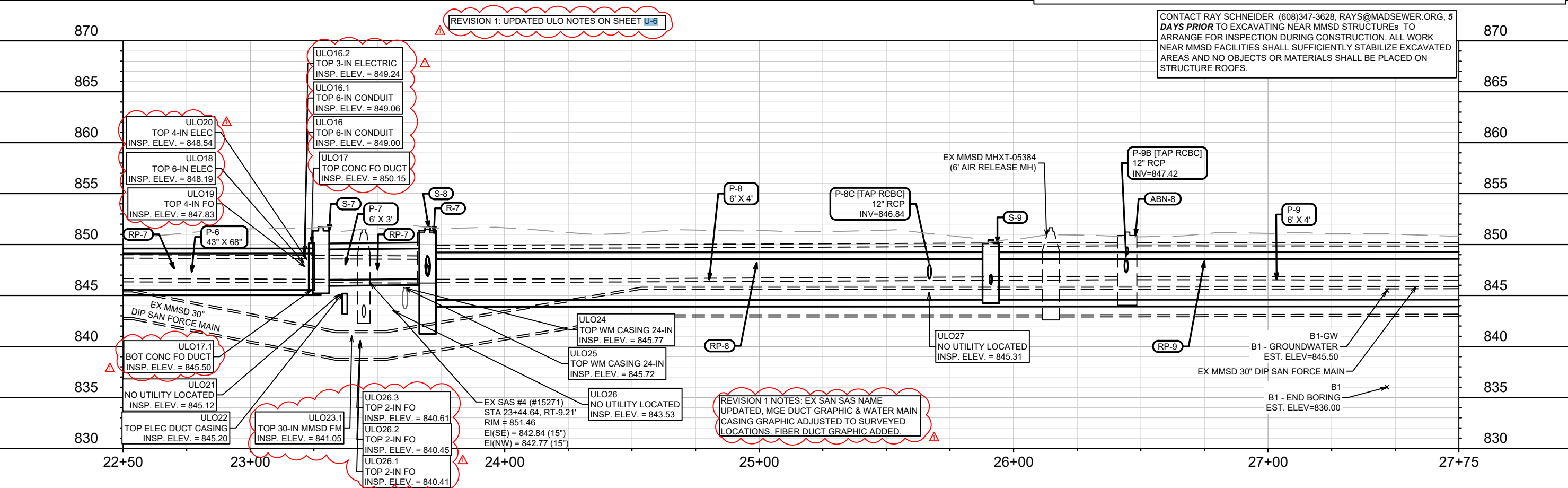


PLAN VIEW - STORM REMOVALS



INSTALL TRENCH PATCH TYPE 4 AT ALL STREET CROSSINGS (TYP)
CONTRACTOR SHALL REMOVE PATH LIGHT POST FOR STORM INSTALLATION & REPLACE AS DIRECTED BY CITY TRAFFIC ENGINEERING
ALL HERCP JOINTS SHALL BE SEALED WITH MARMAC MACWRAP JOINT SEALER (OR APPROVED OTHER)

EXTREME CAUTION IS TO BE TAKEN WHEN WORKING AROUND AND ABOVE MG&E'S EXISTING ELECTRIC DUCT. ONE (1) WEEK PRIOR TO EXCAVATION AND EXPOSURE OF THE MG&E DUCT THE CONTRACTOR SHALL NOTIFY HARRY SUTHERLAND AT (608) 251-5186 OR MATT COLVIN AT (872) 223-2637 IN ORDER TO HAVE MG&E PERSONNEL ON-SITE DURING EXCAVATION.

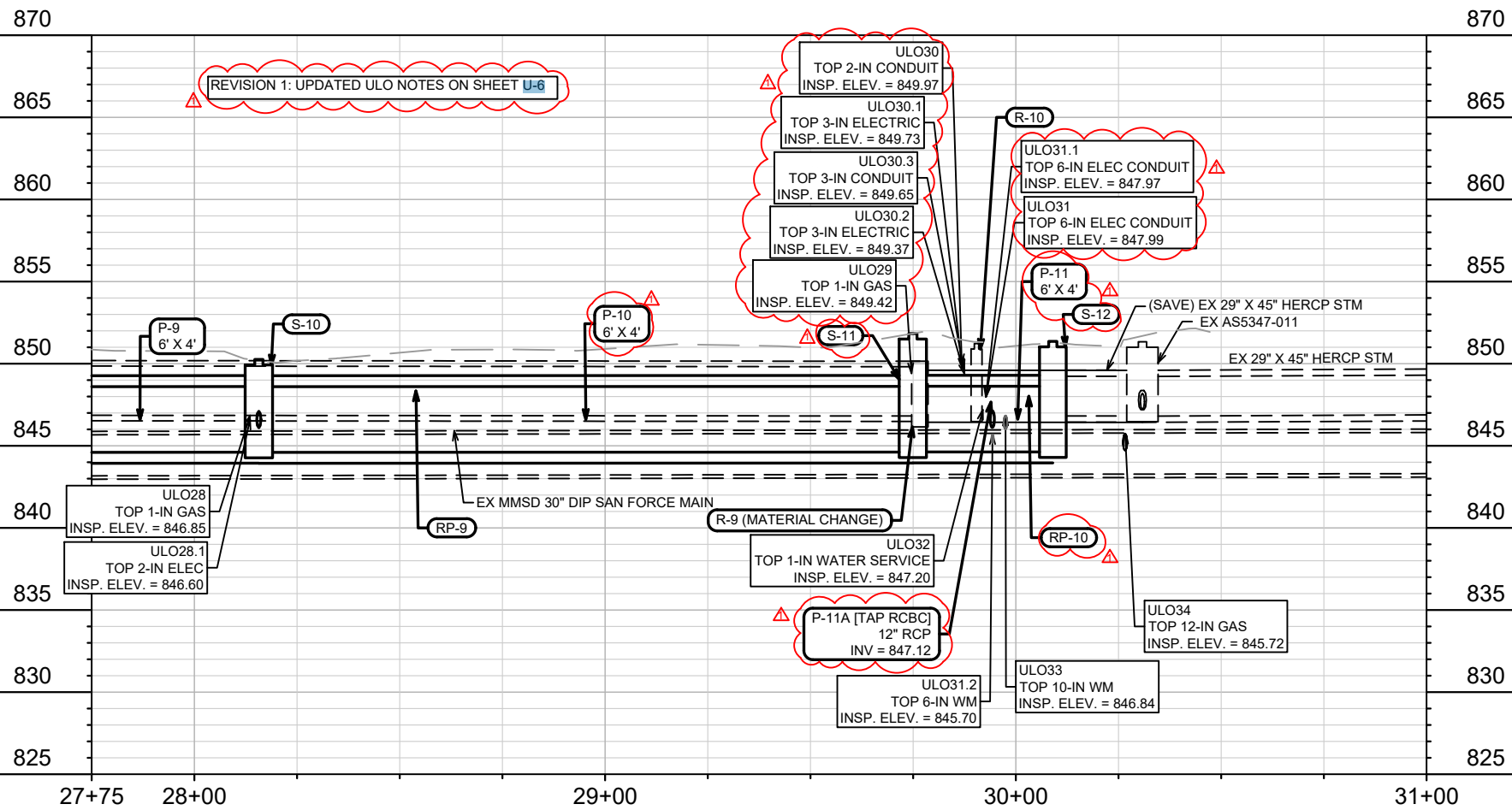
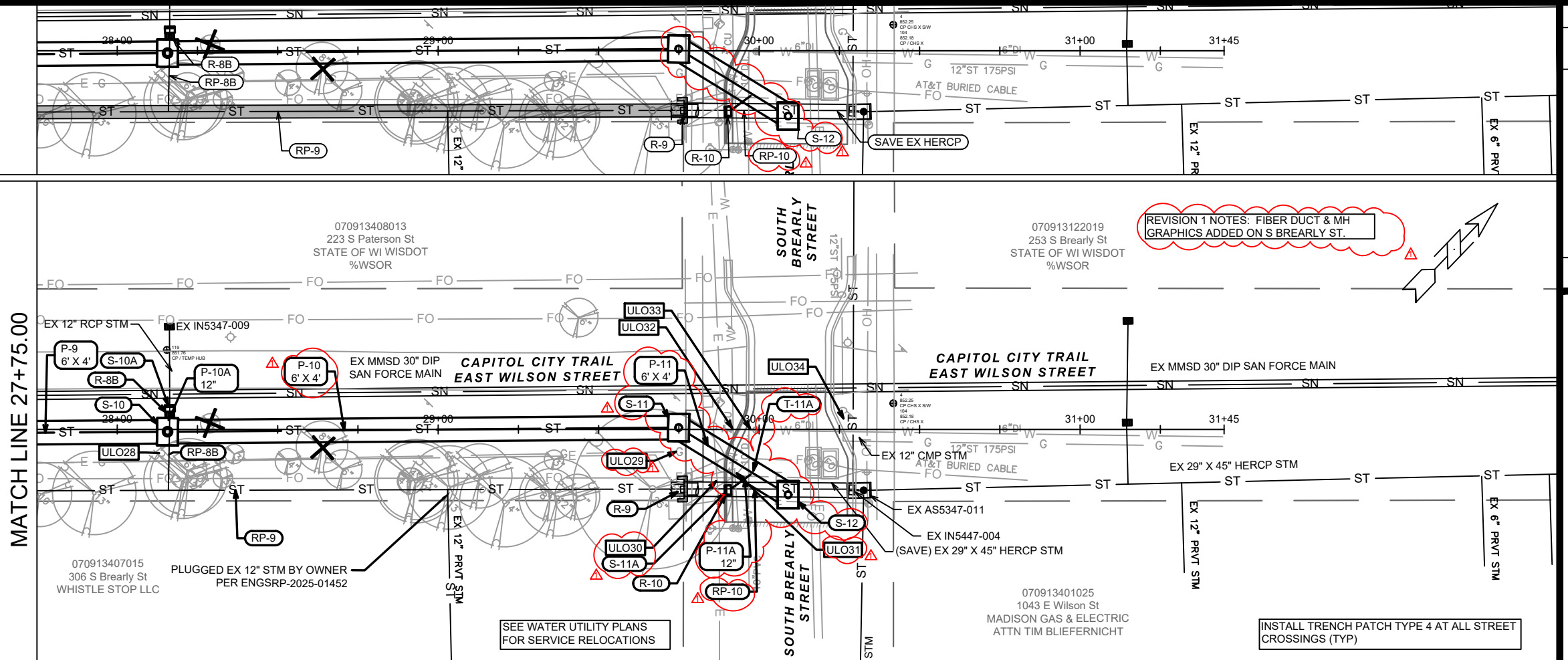


REVISION 1 NOTES: EX SAN SAS NAME
UPDATED, MGE DUCT GRAPHIC & WATER MAIN
CASING GRAPHIC ADJUSTED TO SURVEYED
LOCATIONS. FIBER DUCT GRAPHIC ADDED.

CONTACT RAY SCHNEIDER (608)347-3628, RAYS@MADSEWER.ORG, **5 DAYS PRIOR** TO EXCAVATING NEAR MMSD STRUCTURES TO ARRANGE FOR INSPECTION DURING CONSTRUCTION. ALL WORK NEAR MMSD FACILITIES SHALL SUFFICIENTLY STABILIZE EXCAVATED AREAS AND NO OBJECTS OR MATERIALS SHALL BE PLACED ON STRUCTURE ROOFS.

PLAN VIEW - STORM REMOVALS

☐ ABANDON W/PLUGS & SLURRY



15271

MADISON, WI

9591

CAPITAL CITY TRAIL - SEWER UTILITY PLAN & PROFILE

CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT

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5271

J-4

STORM SEWER SCHEDULE

* REVISION 1 - 8/6/2025 DAO

CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT	SHEET NO.	U-5
PROJECT NO. 15271	U-5	
STORM SEWER SCHEDULE		
CITY OF MADISON		

PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
CAPITAL CITY TRAIL - SOUTH OF S LIVINGSTON ST							
S-1	13+22.57	LT-2.20	6'X8' CATCHBASIN	851.12	845.44	5.68	FP; W/TWO R-1550; [1][2]
S-1A	13+35.86	RT-17.29	H INLET	851.38	846.56	4.82	W/R-1878-B7G; [3]
S-1B	13+65.58	RT-22.31	H INLET	851.66	846.81	4.85	W/R-1878-B7G; [3]
T-1C	14+23.16	LT-1.65	12" TAP & EMB	-	846.75	-	[4]
S-1C	14+22.85	RT-22.17	H INLET	851.99	846.85	5.14	W/R-1878-B7G; [3]
S-2	14+64.77	CL	4'X7' STM SAS	851.22	845.45	5.77	FP; W/R-1550-2560-E; [5]
T-2A	14+64.71	LT-7.02	12" TAP	-	847.73	-	[4]
S-2B	14+71.68	RT-22.00	H INLET	851.92	845.93	5.99	W/R-1878-B7G; [3]
S-2C	14+89.85	RT-21.98	H INLET	852.12	846.28	5.84	W/R-1878-B7G; [3]
S-2D	15+71.85	RT-21.74	H INLET	852.05	847.94	4.11	W/R-1878-B7G; [3]
T-2E	15+01.60	RT-1.79	12" TAP & EMB	-	846.75	-	[4]
S-2E	15+01.49	LT-6.85	H INLET	851.42	846.80	4.62	W/R-1878-B7G
S-3	16+46.99	CL	5'X7' CATCHBASIN	851.69	845.45	6.24	FP; W/ TWO R-1550; [2]
S-3A	16+50.73	RT-21.48	5'X5' STM SAS	851.29	844.81	6.48	W/R-1550
T-3B	16+62.37	RT-21.45	24"X38" TAP	-	846.54	-	[7]

CAPITAL CITY TRAIL - SOUTH OF S PATERSON ST

S-4	17+02.80	CL	4'X7' CATCHBASIN	851.72	846.62	5.10	FP; W/ TWO R-1550; [2]
S-5	18+90.72	CL	4'X7' STM SAS	849.80	845.49	4.31	FP; W/TWO R-1689-2560-E; [5]
S-5A	18+92.22	RT-20.90	H INLET	850.16	846.58	3.58	W/R-1878-B7G
S-5B	19+28.70	RT-20.53	H INLET	850.39	845.86	4.53	W/R-1878-B7G; [3]
T-5C	20+10.28	LT-0.81	12" TAP & EMB	-	845.50	-	[4]
S-5C	20+11.24	RT-20.38	H INLET	850.53	847.39	3.14	W/R-1878-B7G; [3]
S-6	21+41.07	CL	4'X7' STM SAS	850.06	846.58	3.48	FP; W/TWO R-1689-2560-E; [5]
S-6A	21+40.83	RT-19.98	H INLET	849.86	846.62	3.24	W/R-1878-B7G; [3]
S-7	23+27.76	RT-0.68	6'X6' STM SAS	851.70	845.54	6.16	FP; W/R-1550
* S-7A	23+30.76	RT-26.36	H INLET	851.82	848.18	3.64	FP; W/R-3067-7004

CAPITAL CITY TRAIL - SOUTH OF S BREARLY ST

S-8	23+69.72	RT-1.24	6'X8' CATCHBASIN	851.70	846.62	5.08	FP; W/ TWO R-1550; [2][6]
S-8A	23+69.47	RT-25.41	3'X3' STM SAS	851.31	846.99	4.32	W/R-1550; [6]
S-8B	23+65.66	RT-25.34	H INLET	851.48	848.01	3.47	W/R-3067-7004
T-8C	25+66.91	LT-1.04	12" TAP & EMB	-	846.83	-	[4]
S-8C	25+66.84	RT-19.40	H INLET	852.47	846.98	5.49	W/R-1878-B7G; [3]
S-9	25+91.05	RT-2.35	6'X8' STM SAS	850.46	844.58	5.88	FP; W/R-1550-2560-E; [5]
S-9A	25+91.05	LT-4.83	H INLET	849.43	846.12	3.31	W/R-1878-B7G; [6]
T-9B	26+44.26	RT-1.26	12" TAP & EMB	-	847.42	-	[4]
S-9B	26+44.12	LT-5.45	12" COLLAR	-	847.42	-	-
S-10	28+15.68	RT-0.74	6'X8' STM SAS	850.26	844.60	5.66	FP; W/R-1550-2560-E; [5]
S-10A	28+16.40	LT-6.54	H INLET	850.50	846.17	4.33	W/R-1878-B7G; [6]
* S-11	29+74.91	LT-0.56	6'X8' STM SAS	851.83	844.62	7.21	FP; W/R-1550
* T-11A	29+97.97	RT-13.59	12" TAP & EMB	-	844.62	-	[4]
* S-11A	29+90.26	RT-18.97	H INLET	851.16	847.12	4.04	W/R-3067-7004
* S-12	30+09.00	RT-20.36	6'X8' STM SAS	851.36	844.62	6.74	FP; W/R-1550

STANDARD NOTES:

- 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.
- ALL FIELD POURED SAS STORM STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DETAIL DRAWING 5.7.3. ALL PRECAST SAS STORM STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DETAIL DRAWING 5.7.5.
- ALL REBAR FOR FIELD POURED STRUCTURES SHALL BE EPOXY COATED. ANY EXPOSED STEEL SHALL BE TOUCHED UP OR RECOATED
- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.

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
CAPITAL CITY TRAIL - SOUTH OF S LIVINGSTON ST										
P-1	S-1	S-2	845.44	845.45	142	137	0.01%	43"X68"	HERCP	NCM; [9]
P-1A	S-1	S-1A	846.44	846.56	24	17	0.69%	12"	TYPE 2	NCM
P-1B	S-1A	S-1B	846.66	846.81	30	27	0.55%	12"	TYPE 2	-
P-1C	T-1C	S-1C	846.75	846.85	24	24	0.42%	12"	TYPE 2	[4]
P-2	S-2	S-3	845.45	845.47	182	178	0.01%	43"X68"	HERCP	[9]
P-2A	S-2	T-2A	847.63	847.73	7	4	2.83%	12"	TYPE 2	-
P-2B	S-2	S-2B	845.70	845.93	23	18	1.25%	12"	TYPE 2	-
P-2C	S-2B	S-2C	846.28	846.28	18	15	0.00%	12"	TYPE 2	-
P-2D	S-2C	S-2D	846.38	847.94	82	79	1.97%	12"	TYPE 2	-
P-2E	T-2E	S-2E	846.75	846.80	9	8	0.65%	12"	TYPE 2	[4]
P-3	S-3	S-4	846.62	846.62	56	51	0.00%	3'X6'	RCBC	[8]
P-3A	S-3	S-3A	844.70	844.81	22	16	0.70%	24"X38"	HERCP	[9]
P-3B	S-3A	T-3B	846.42	846.54	12	6	1.94%	24"X38"	HERCP	NCM; [9]
CAPITAL CITY TRAIL - SOUTH OF S PATERSON ST										
P-4	S-4	S-5	845.47	845.49	188	184	0.01%	43"X68"	HERCP	[9]
P-5	S-5	S-6	845.49	845.52	250	246	0.01%	43"X68"	HERCP	[9]
P-5A	S-5	S-5A	845.59	846.58	21	17	5.98%	18"	TYPE 2	-
P-5B	S-5A	S-5B	845.50	845.86	36	34	1.07%	18"	TYPE 2	-
P-5C	T-5C	S-5C	846.79	847.39	21	20	2.96%	12"	TYPE 2	[4]
P-6	S-6	S-7	845.52	845.54	187	182	0.01%	43"X68"	HERCP	[9]
P-6A	S-6	S-6A	846.81	847.01	20	15	1.29%	12"	TYPE 2	-
P-7	S-7	S-8	846.52	846.62	42	36	0.28%	3'X6'	RCBC	NCM; [8]
* P-7A	S-8B	S-7A	848.01	848.18	35	33	0.52%	12"	RCP	-
CAPITAL CITY TRAIL - SOUTH OF S BREARLY ST										
P-8	S-8	S-9	844.56	844.58	221	216	0.01%	4'X6'	RCBC	NCM; [8]
P-8A	S-8	S-8A	846.87	846.99	24	19	0.64%	24"	RCP	NCM
P-8B	S-8A	S-8B	847.99	848.01	4	1	1.52%	12"	TYPE 2	NCM
P-8C	T-8C	S-8C	846.83	846.98	20	19	0.77%	12"	TYPE 2	[4]
P-9	S-9	S-10	844.58	844.60	225	221	0.01%	4'X6'	RCBC	[8]
P-9A	S-9	S-9A	846.08	846.12	7	3	1.49%	12"	TYPE 2	NCM
P-9B	T-9B	S-9B	847.42	847.42	7	6	0.00%	12"	TYPE 2	[4]
* P-10	S-10	S-11	844.60	844.62	159	153	0.01%	4'X6'	RCBC	[8]
P-10A	S-10	S-10A	846.10	846.17	7	3	2.49%	12"	TYPE 2	-
* P-11	S-11	S-12	844.62	844.62	40	33	0.00%	4'X6'	RCBC	[8]
* P-11A	T-11A	S-11A	847.12	847.19	9	8	0.86%	12"	RCP	[4]

SPECIFIC NOTES:

- [1] CONNECT TO EXISTING 43"X68" HERCP; DOWNSTREAM INVERT IS HIGHER THAN UPSTREAM (EI(S) = 845.68)
- [2] INSTALL 3' SUMP BELOW PIPE INVERT GIVEN IN CHART
- [3] CONNECT EXISTING PRIVATE STORM PIPE; CONTRACTOR TO VERIFY SIZE & INVERT
- [4] FIELD CORE TAP & INSTALL KOR N BOOT SEAL; ALL HERCP MUST BE TAPPED MATCHING SPRINGLINES
- [5] INSTALL "BEE HIVE" GRATE; TOC = TOP EDGE OF CASTING
- [6] CONNECT EXISTING CITY 12" RCP STORM; INSTALL W/ FIELD-POUR, OR FIELD-TAP PRECAST W/KOR N SEAL BOOT; INCIDENTAL TO STRUCTURE
- [7] INCIDENTAL TO SAS ADJUSTMENT (ADJ-1)
- [8] THE QUANTITY TO BE PAID FOR DOES NOT INCLUDE THE LENGTHS OF CONSTRUCTION THROUGH SEWER STRUCTURES
- [9] ALL HERCP JOINTS TO HAVE MARMAC MACWRAP EXTERNAL SEALING BANDS (OR APPRVD EQUAL)

- 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.
- ALL REINFORCED CONCRETE PIPES TO BE CLASS 3 UNLESS OTHERWISE NOTED.

- 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 DANIEL OLIVARES OF CITY ENGINEERING AT (608) 261-9285 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO DAOLIVARES@CITYOFMADISON.COM.

STORM SEWER SCHEDULE

* REVISION 1 - 8/6/2025 DAO

CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT	SHEET NO.
PROJECT NO. 15271	U-6
STORM SEWER SCHEDULE	
CITY OF MADISON	

STORM STRUCTURE ADJUSTMENTS

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	EX TOC	PROP TOC	ADJ (FT)	NOTES
CAPITAL CITY TRAIL							
ADJ-1	AS5348-052	16+62.37	RT-21.45	851.14			[1]
ADJ-2	IN5348-053	17+06.73	RT-20.32	851.41			[2]

ULO SCHEDULE

ID NO.	STATION	LOCATION (OFFSET)	TYPE	ULO ELEV	NOTES
CAPITAL CITY TRAIL - SOUTH OF S LIVINGSTON ST					
ULO1	13+31.32	RT-10.63	ELEC & FO	849.15	NO UTILITIES LOCATED, TOP OF 30" RCP = 849.15, TOP OF 10" PRVT
ULO2	13+33.60	RT-14.20	ELEC & FO	850.88	NO UTILITIES LOCATED
ULO3	14+22.84	RT-11.45	ELEC & FO	845.58	NO UTILITIES LOCATED
ULO4	14+22.95	RT-14.18	FO	843.67	NO UTILITIES LOCATED
ULO5	14+68.54	RT-12.00	FO	844.95	NO UTILITIES LOCATED
ULO6	15+01.58	CL	STORM	848.17	TOP OF 10" CMP = 848.17
ULO7	15+71.62	RT-13.22	CONC FO DUCT	847.28	TOP OF 5" THICK CONC. DUCT
ULO8	16+61.32	RT-14.28	WATER MAIN & FO	847.35	TOP OF 3" FO = 847.48, TOP OF 8" WAT MAIN = 844.48 (SEE WU)
CAPITAL CITY TRAIL - SOUTH OF S PATERSON ST					
ULO9	16+72.50	LT-3.62	COOLING TUNNEL	846.02	TOP EDGE OF TUNNEL
ULO10	16+79.87	RT-3.57	COOLING TUNNEL	846.00	TOP EDGE OF TUNNEL
ULO11	16+88.28	CL	WATER MAIN	843.19	TOP OF 8" WAT MAIN (SEE WU SHEETS)
* ULO11X	16+94.58	CL	AT&T FO	-	AT&T REVIEWING ADJUSTMENT OPTIONS
ULO12	17+12.81	CL	GAS	842.58	NO UTILITIES LOCATED
ULO13	18+78.38	RT-15.65	FO	843.60	TOP OF 2" FO
ULO14	20+08.55	RT-13.92	FO	844.81	TOP OF 2" FO
ULO15	21+44.01	RT-15.03	FO	845.90	TOP OF 2" FO
* ULO16	23+21.18	RT-11.89	TEL/FO/ELEC	849.00	MGE TO RELOC; TOP OF 6" CONDUIT = 849.00, TOP OF 3" ELEC = 849.24
* ULO17	23+23.84	RT-16.84	FO	850.15	STM REV TO AVOID: TOP OF CONC FO DUCT = 850.15, BOT = 845.50
* ULO18	23+21.14	RT-0.61	ELEC (LIGHT)	848.19	MGE TO RELOC: TOP OF 6" ELEC
* ULO19	23+21.48	RT-0.61	FO	847.83	SPECTRUM TO ADJ: TOP OF 4" FO
* ULO20	23+22.23	RT-0.80	ELEC	848.54	MGE TO RELOC: TOP OF 4" ELEC
ULO21	23+35.19	LT-0.04	ELEC DUCT	845.12	NO UTILITIES LOCATED
CAPITAL CITY TRAIL - SOUTH OF S BREARLY ST					
ULO22	23+37.14	CL	ELEC DUCT	845.20	TOP OF ELEC DUCT CASING
* ULO23	23+54.60	LT-9.38	MMSD SAN	841.05	TOP OF 30" SAN (FROM #15332)
ULO24	23+60.28	LT-19.94	WM & CASING	845.77	TOP OF 24" WAT MAIN CASING
ULO25	23+60.85	RT-0.25	WM & CASING	845.72	TOP OF 24" WAT MAIN CASING
* ULO26	23+56.02	RT-14.56	FO	840.61	THREE 2" FO TOP = 840.41, 840.45, 840.61 (FROM #15332)
ULO27	25+66.76	RT-12.46	FO	845.31	NO UTILITIES LOCATED
ULO28	28+13.56	RT-7.38	FO & GAS	846.85	TOP OF 1" GAS = 846.85, TOP OF 2" ELEC = 846.60
* ULO29	29+74.54	RT-6.80	GAS	849.42	MGE TO RELOC: TOP OF 1" GAS
* ULO30	29+86.95	RT-15.78	ELEC & FO	849.97	MGE TO REM/RELOC, TE LIGHT WILL RELOC: TOP OF 2" CONDUIT = 849.97, TOP OF 3" ELEC = 849.73, 849.37, TOP OF 3" CONDUIT = 849.65
* ULO31	29+92.66	RT-13.34	ELEC & WM	847.99	MGE TO REM/RELOC: TOP OF 6" ELEC = 847.99, 847.97, TOP OF 6" WAT MAIN = 849.65 (SEE WU SHEETS)
ULO32	29+91.91	CL	WAT LAT	847.20	TOP OF 1" WAT LAT (SEE WU SHEETS)
ULO33	29+97.47	RT-0.09	10" WM	846.84	TOP OF 10" WAT MAIN (SEE WU SHEETS)
ULO34	30+26.59	LT-3.00	12" GAS	845.72	TOP OF 12" GAS

SPECIFIC NOTES

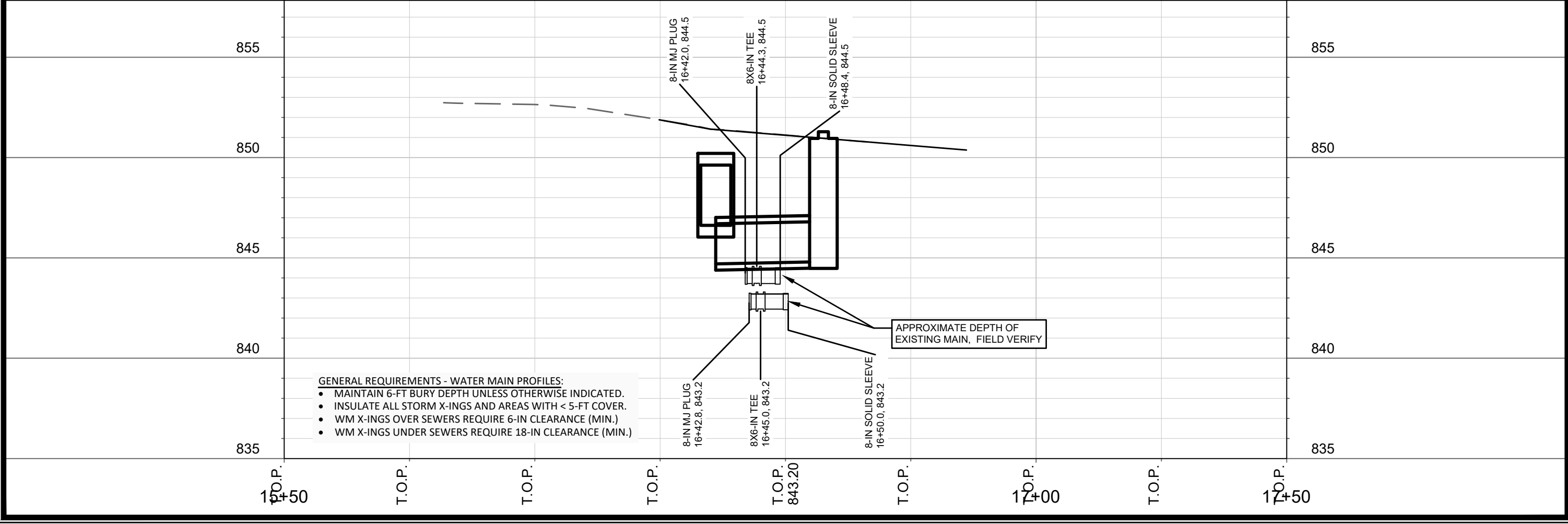
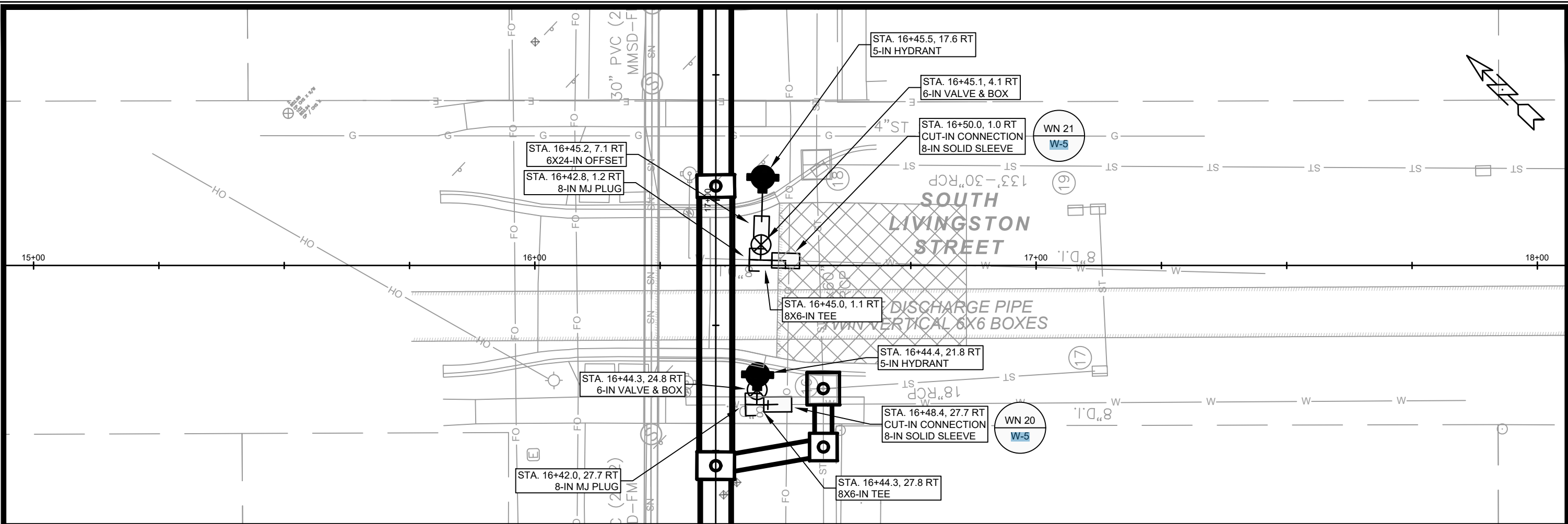
- [1] REM EX RCBC (RP-2); INSTALL HERCP (P-3B); CONSTRUCT WALL PER S.D.D. 5.7.3
- [2] REM EX RCBC (RP-3); CONSTRUCT WALL PER S.D.D. 5.7.3
- [3] REMOVAL IS INCIDENTAL TO PIPE REMOVAL/ABANDONMENT
- [4] ABANDON EX STM SAS WITH RCBC; PAID WITH ABANDON PIPE

STORM STRUCTURE REMOVALS & ABANDONMENTS

STRUC. NO.	ID NO.	STATION	LOC (OFFSET)	TYPE	DEPTH (FT)	NOTES
CAPITAL CITY TRAIL (SEE TOP PLAN VIEW IN U-SHEETS)						
R-1	AS5348-098	13+22.57	LT-2.20	6'X7" STM SAS	5.67	
R-2	AS5348-101	13+47.46	RT-22.36	5'X7" STM SAS	5.90	
R-3	AS5348-051	18+92.34	RT-20.73	3'X5' STM SAS	4.26	
R-3A	IN5348-005	18+90.60	LT-2.19	INLET	2.46	
R-4	UNK AS	19+28.79	RT-20.62	6'X6" STM SAS	3.79	
R-5	EX COLLAR	19+53.83	RT-20.55	MATERIAL CHANGE	-	[3]
R-6	IN5347-014	21+41.12	RT-20.00	3'X3' STM SAS	3.08	
R-6A	IN5347-016	21+41.05	LT-3.35	INLET	1.33	
R-7	AS5347-011	23+69.54	RT-19.34	5'X7" STM SAS	4.93	
R-7A	IN5347-052	23+65.66	RT-25.25	INLET	2.95	
* R-7B	IN5347-014	23+31.08	RT-26.45	INLET	1.33	
R-7C	IN5347-013	25+91.05	LT-4.83	INLET	1.33	
ABN-8	AS5347-008	26+44.66	RT-19.43	5'X7" STM SAS	6.85	[4]
R-8B	IN5347-010	28+16.37	LT-4.41	INLET	2.20	
R-9	MI5447-002	29+76.62	RT-18.54	MATERIAL CHANGE	-	[3]
R-10	IN5347-005	29+90.42	RT-19.02	SADDLED INLET	-	[3]

STORM PIPE REMOVALS & ABANDONMENTS

PIPE REM NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PAID (Y/N)	REM PAID (FT)	LGTH (FT)	ABN LGTH (FT)	SLURRY (CY)	PIPE SIZE	PIPE TYPE	NOTES
CAPITAL CITY TRAIL (SEE TOP PLAN VIEW IN U-SHEETS)											
RP-1	R-1	R-2	35	N	-	-	-	-	43"X68"	HERCP	-
RP-2	R-2	ADJ-1	315	Y	304	-	-	-	2'X4'	RCBC	-
RP-2A	STA 14+64.85, RT-22.13	T-2A	28	N	-	-	-	-	12"	RCP	-
RP-2B	STA 15+01.43, RT-22.76	S-2D	29	N	-	-	-	-	10"	CI	-
RP-3	ADJ-2	R-3	186	Y	126	60	110.50	-	38"X60"	HERCP	-
		ABANDON SECTION:		STA 17+77.66, RT-20.52	to	STA 18+02.45, RT-20.32					
		ABANDON SECTION:		STA 18+46.22, RT-20.63	to	STA 18+80.97, RT-20.79					
RP-3A	R-3	R-3A	24	N	-	-	-	-	12"	RCP	-
RP-4	R-3	R-4	36	N	-	-	-	-	38"X60"	HERCP	-
RP-5	R-4	R-5	24	Y	24	-	-	-	38"X60"	HERCP	-
RP-6	R-5	R-6	188	Y	31	157	46.50	-	2'X4'	RCBC	-
		ABANDON SECTION:		STA 19+69.38, RT-20.51	to	STA 20+06.98, RT-20.40					
		ABANDON SECTION:		STA 20+16.06, RT-20.37	to	STA 21+36.52, RT-19.98					
RP-6A	R-6	R-6A	25	N	-	-	-	-	12"	RCP	-
RP-7	R-6	R-7	228	Y	130	98	29.00	-	2'X4'	RCBC	-
		ABANDON SECTION:		STA 21+49.41, RT-19.97	to	STA 22+49.00, RT-19.69					
RP-7A	R-7	R-7A	3	N	-	-	-	-	12"	RCP	-
RP-7B	R-7	S-8	20	N	-	-	-	-	12"	RCP	-
* RP-7D	STA 23+31.38, RT-18.58	R-7B	8	Y	8	-	-	-	12"	RCP	-
RP-7C	STA 25+91.01, RT-19.44	R-7C	25	Y	25	-	-	-	12"	RCP	-
RP-8	R-7	AS-8	272	Y	154	118	52.50	-	3'X4'	RCBC	-
		ABANDON SECTION:		STA 23+75.73, RT-19.34	to	STA 24+13.85, RT-19.36					
		ABANDON SECTION:		STA 24+70.29, RT-19.43	to	ABN-8					
RP-8A	ABN-8	S-9B	26	Y	26	-	-	-	10"	CI	-
RP-8B	STA 28+15.94, RT-18.99	R-8B	26	Y	26	-	-	-	12"	RCP	-
RP-9	ABN-8	R-9	332	Y	36	296	131.50	-	3'X4'	RCBC	-
		ABANDON SECTION:		ABN-8	to	STA 27+27.18, RT-19.22					
		ABANDON SECTION:		STA 27+64.14, RT-19.19	to	R-9					
* RP-10	R-9	S-12	33	N	-	-	-	-	29"X45"	HERCP	-

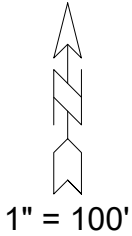
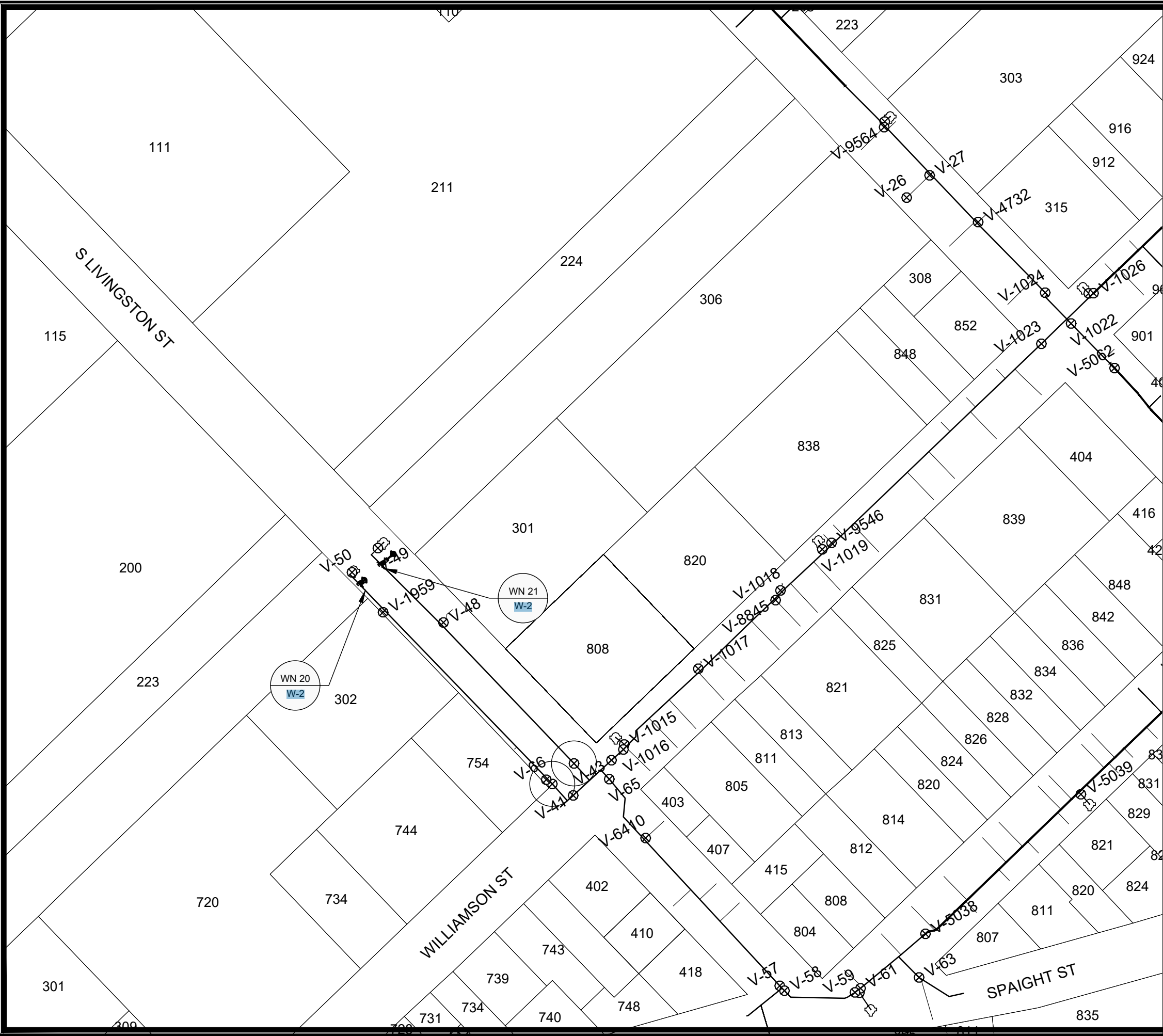


- GENERAL REQUIREMENTS - WATER MAIN PROFILES:
- MAINTAIN 6-FT BURY DEPTH UNLESS OTHERWISE INDICATED.
 - INSULATE ALL STORM X-INGS AND AREAS WITH < 5-FT COVER.
 - WM X-INGS OVER SEWERS REQUIRE 6-IN CLEARANCE (MIN.)
 - WM X-INGS UNDER SEWERS REQUIRE 18-IN CLEARANCE (MIN.)

SOUTH LIVINGSTON ST (NORTH) - WATER PLAN & PROFILE		15271
CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT		MADISON, WI
M:\DESIGN\Projects\15271\CAD\Water\15271WU-PressureNetwork.dwg		9591
CONTRACT NO:		15271
W-3		W-3
15271		W-3



15271
W-3



WN20: CUT-IN CONNECTION
S LIVINGSTON STREET & CAPITAL CITY TRAIL

ISOLATION VALVES:
- V-47 (8-IN)

NOTIFY: 302 S LIVINGSTON STREET

WN21: CUT-IN CONNECTION
S LIVINGSTON STREET & CAPITAL CITY TRAIL

ISOLATION VALVES:
- V-46 (8-IN)

NOTIFY: 301 S LIVINGSTON STREET

DISCLAIMER NOTE:
THE WATER IMPACT PLAN IS PROVIDED FOR REFERENCE PURPOSES
TO AID PLANNING CONNECTION POINT ISOLATION AND PREPARING
NOTIFICATION LISTS DURING PLANNED OUTAGES. REQUEST ANY
ALTERNATIVE CONNECTION METHODS IN WRITING, PER SPECS.

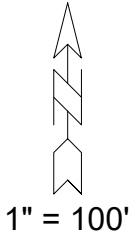
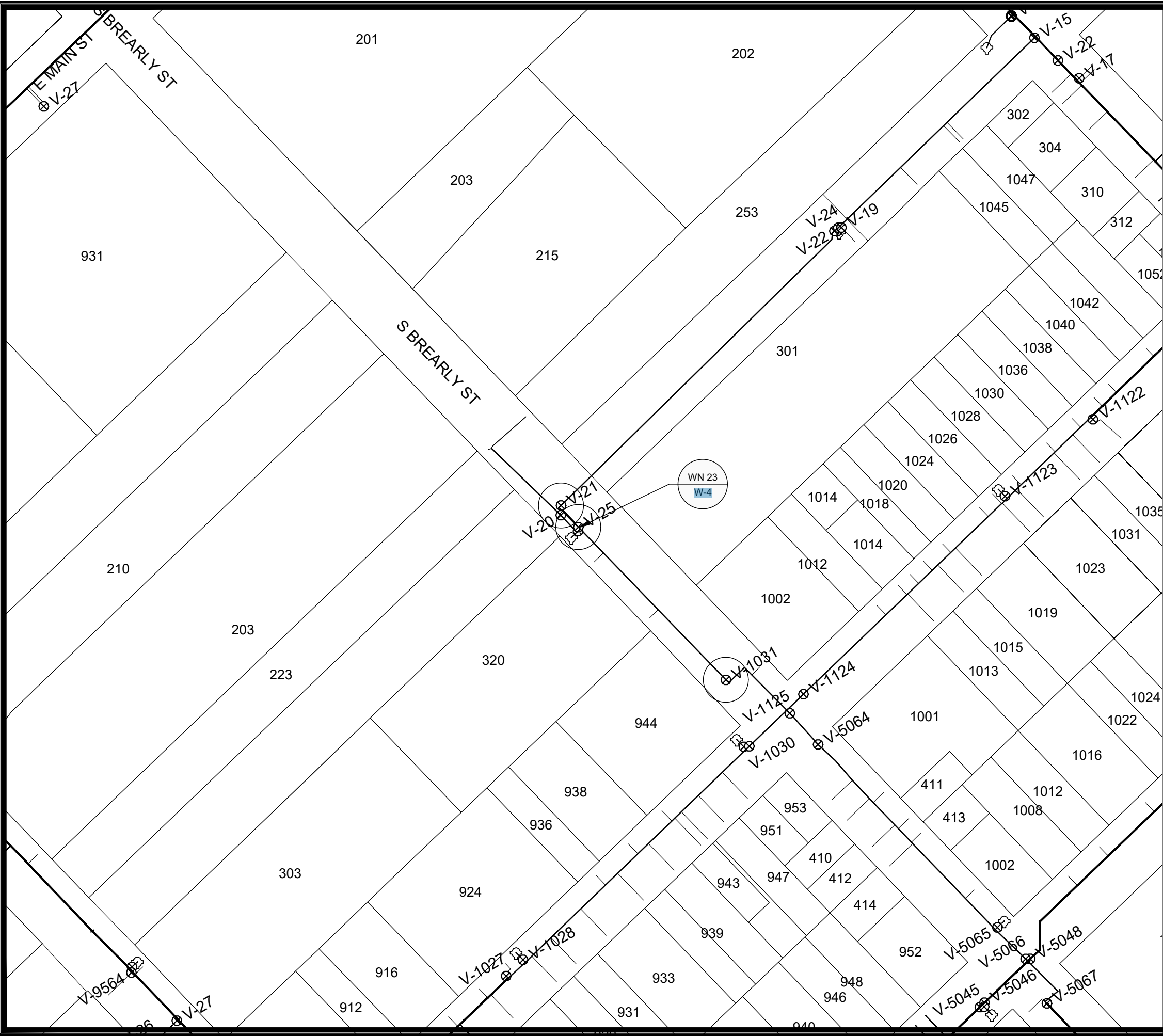
SCALE: #####
DESIGNED BY: NGM
MADISON WATER UTILITY
119 E OLIN AVE, MADISON, WI 53713
PRINTING DATE: 5/8/25

CONTRACT NO: 9591

CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT
WATER IMPACT PLAN
CITY OF MADISON, WISCONSIN



15271
W-5



WN23: CUT-IN CONNECTION
S BREARLY STREET & CAPITAL CITY TRAIL

- ISOLATION VALVES:
- V-1031 (10-IN)
 - V-21 (6-IN)
 - V-25 (10-IN)

NOTIFY: 320 S BREARLY STREET,
203 S PATERSON ST

DISCLAIMER NOTE:
THE WATER IMPACT PLAN IS PROVIDED FOR REFERENCE PURPOSES
TO AID PLANNING CONNECTION POINT ISOLATION AND PREPARING
NOTIFICATION LISTS DURING PLANNED OUTAGES. REQUEST ANY
ALTERNATIVE CONNECTION METHODS IN WRITING, PER SPECS.

CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT

WATER IMPACT PLAN

CITY OF MADISON, WISCONSIN



15271
W-6

SCALE: #####
DESIGNED BY: NGM
MADISON WATER UTILITY
119 E OLIN AVE, MADISON, WI 53713
PRINTING DATE: 5/8/25

CONTRACT NO: 9591

CONSTRUCTION NOTES:

- | | | |
|---|--------|---|
| 1. CONSTRUCT NEW WATER MAIN 6.0' BELOW FINISHED GRADE, UNLESS OTHERWISE NOTED. INSULATE MAIN WITH POLYSTYRENE BOARD AT STORM CROSSINGS AND OTHER AREAS IDENTIFIED BY ENGINEER AS HAVING INADEQUATE COVER. | WN-1 | REPLACE THE EXISTING LEAD SERVICE WITH A NEW COPPER SERVICE. |
| 2. VERIFY SIZE OF EXISTING WATER SERVICES AND RECONNECT SERVICES AS INDICATED. | WN-2 | EXTEND AND RECONNECT THE EXISTING COPPER SERVICE TO THE NEW WATER MAIN. |
| 3. MINIMIZE DISRUPTION OF SERVICE TO CUSTOMERS. NOTIFY PER CONTRACT REQUIREMENTS OF ANY PLANNED WATER OUTAGE. | WN-3 | EXISTING SERVICE TO BE ABANDONED WHEN THE WATER MAIN IS CUT OFF. |
| | WN-4 | DISCONNECT FROM THE OLD WATER MAIN AND RECONNECT THE EXISTING COPPER WATER SERVICE LATERAL TO THE NEW WATER MAIN. |
| | WN-5 | RELOCATE THE EXISTING FIRE HYDRANT. |
| | WN-6 | ABANDON WATER VALVE ACCESS STRUCTURE. |
| | WN-7 | FURNISH AND INSTALL THE NEW TOP SECTION FOR THE WATER ACCESS STRUCTURE. |
| | WN-8 | ABANDON THE VALVE BOX. |
| | WN-9 | FURNISH THE DITCH, COMPACTION, AND ALL MATERIALS AND LABOR FOR THE INSTALLATION OF NEW SERVICE LATERAL. |
| | WN-10 | REMOVE AND SALVAGE EXISTING HYDRANT |
| | WN-11 | REPLACE THE EXISTING COPPER SERVICE WITH A COPPER SERVICE |
| | WN-20+ | SEE WATER IMPACT PLAN FOR CONNECTION POINT ISOLATION AND WATER SHUT-OFF NOTIFICATION INFORMATION. |

*ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:

PAY_ITEM_ID	DESCRIPTION	QUANTITY	UNIT
70002	FURNISH AND INSTALL 6-INCH PIPE & FITTINGS	19	LNFT
70003	FURNISH AND INSTALL 8-INCH PIPE & FITTINGS	12	LNFT
70004	FURNISH AND INSTALL 10-INCH PIPE & FITTINGS	30	LNFT
70031	FURNISH AND INSTALL 6-INCH WATER VALVE	2	EACH
70040	FURNISH AND INSTALL AND SALVAGE HYDRANT	2	EACH
70101	FURNISH AND INSTALL STYROFOAM	1	EACH
71014	8-IN MJ PLUG	2	EACH
71026	8-IN SOLID SLEEVE	2	EACH
71124	10-IN 45° BEND	4	EACH
71210	8X6-IN TEE	2	EACH
71339	6X24-IN OFFSET	1	EACH

*ESTIMATE OF MATERIALS SUPPLIED BY WATER UTILITY:

N/A

*ESTIMATE OF MATERIALS SALVAGED:

N/A

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

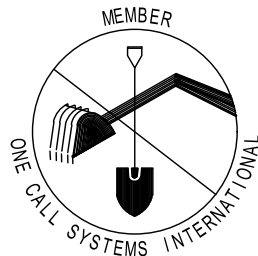
TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN

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

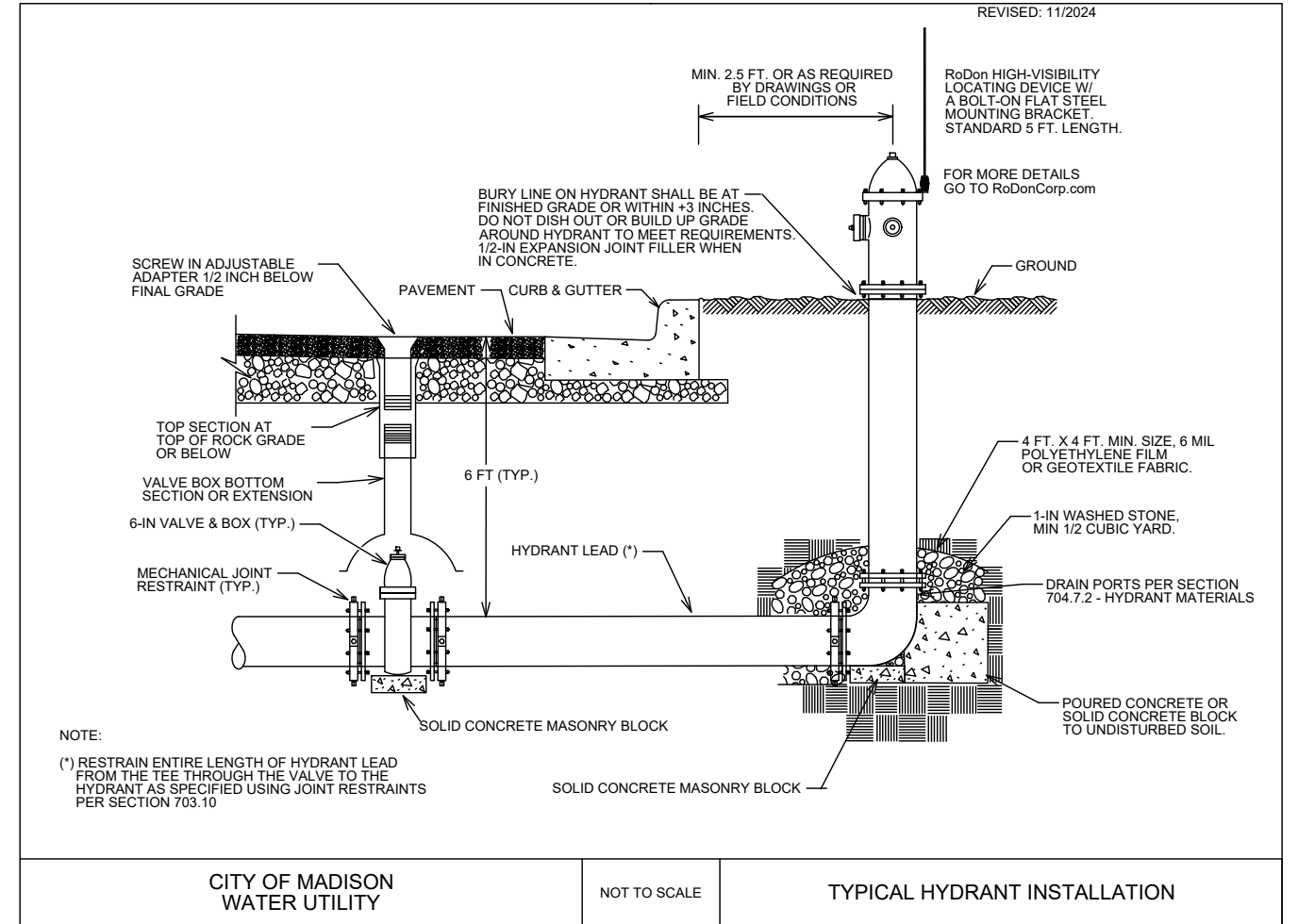
WIS. STATUTE 182.0175 (1974) REQUIRES MIN. OF 3 WORK DAYS NOTICE BEFORE YOU EXCAVATE.



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: 11/2024



S Blount St

- Notes: All dimensions are to center of marking and face of curb, for layout questions, contact Ali Heinritz, aheinritz@cityofmadison.com 608.267.1102



The diagram shows a three-story building frame with a total height of 24 feet (8 feet per story) and a width of 12 feet. The frame consists of three vertical columns and three horizontal beams. The columns are labeled 1, 2, and 3 from left to right. The beams are labeled 1, 2, and 3 from top to bottom. The frame is subjected to a horizontal load of 10 kips applied to the right at the top of column 1. The frame is supported by fixed supports at the base of columns 1 and 3. The frame is divided into three equal height segments of 8 feet each. The frame is labeled with dimensions: 12' for the width and 24' for the total height. The frame is also labeled with column numbers 1, 2, and 3, and beam numbers 1, 2, and 3. The frame is shown in a perspective view.

ML - (11)

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9591

	MARK	REVISION	DATE	BY

Designed By: DAO
15271

Date: 5/20/2025 10:44 AM
Scale: 1" = 40'

PM-1

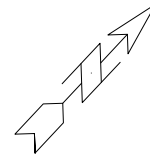


15271
PM-1

ML - (11)

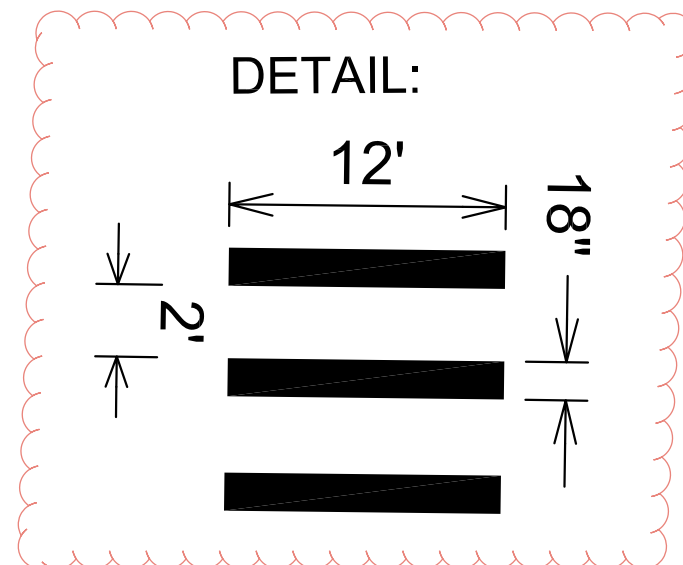
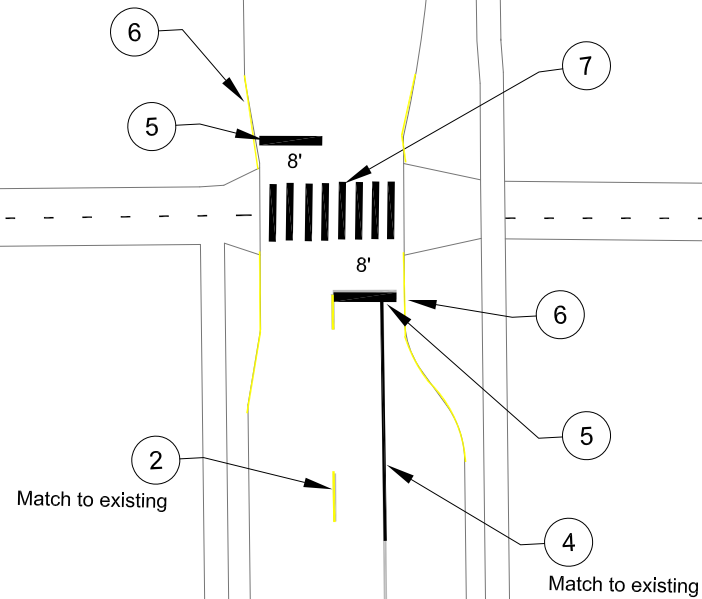
S Livingston St

ADDENDUM 5/20/2025



PAVEMENT MARKINGS	
1	PAVEMENT MARKING EPOXY, 4-INCH YELLOW SKIPS (3' LINE, 9' GAP)
2	PAVEMENT MARKING EPOXY, 6-INCH YELLOW SKIPS (10' LINE, 30' GAP)
3	PAVEMENT MARKING EPOXY, 4-INCH DOUBLE YELLOW
4	PAVEMENT MARKING EPOXY, 8-INCH WHITE
5	PAVEMENT MARKING EPOXY, STOP LINE, 24 -INCH
6	PAVEMENT MARKING EPOXY, YELLOW CURB
7	PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK 18-INCH

Notes: All dimensions are to center of marking and face of curb, for layout questions, contact Ali Heinritz, aheinritz@cityofmadison.com 608.267.1102



ML - (12)

15271TE-PAVEMENT MARKING PLANS

15271



CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT

MADISON, WI

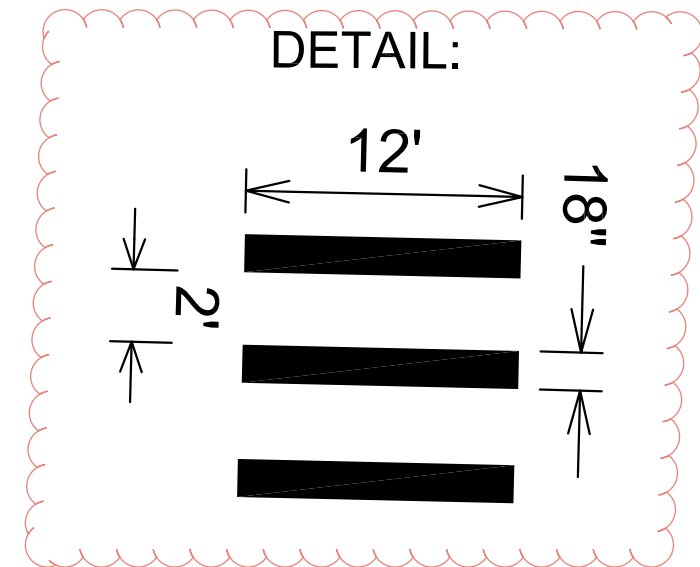
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15271
PM-2

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CONTRACT NO: 9591

ML - (12)



PAVEMENT MARKINGS	
1	PAVEMENT MARKING EPOXY, 4-INCH YELLOW SKIPS (3' LINE, 9' GAP)
2	PAVEMENT MARKING EPOXY, 6-INCH YELLOW SKIPS (10' LINE, 30' GAP)
3	PAVEMENT MARKING EPOXY, 4-INCH DOUBLE YELLOW
4	PAVEMENT MARKING EPOXY, 8-INCH WHITE
5	PAVEMENT MARKING EPOXY, STOP LINE, 24 -INCH
6	PAVEMENT MARKING EPOXY, YELLOW CURB
7	PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK 18-INCH

Notes: All dimensions are to center of marking and face of curb, for layout questions, contact Ali Heinritz, aheinritz@cityofmadison.com 608.267.1102

1

Cap City Path

5

6

S Paterson St

8'

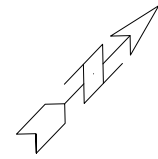
8'

7

6

5

ADDENDUM 5/20/2025



ML - (13)



15271
PM-3

15271TE-PAVEMENT MARKING PLANS

CAPITAL CITY TRAIL BOX CULVERT REPLACEMENT

M:\DESIGN\Projects\15271\CAD\Traffic\15271TE-PavementMarking plan continentals.dwg

15271

MADISON, WI

9591

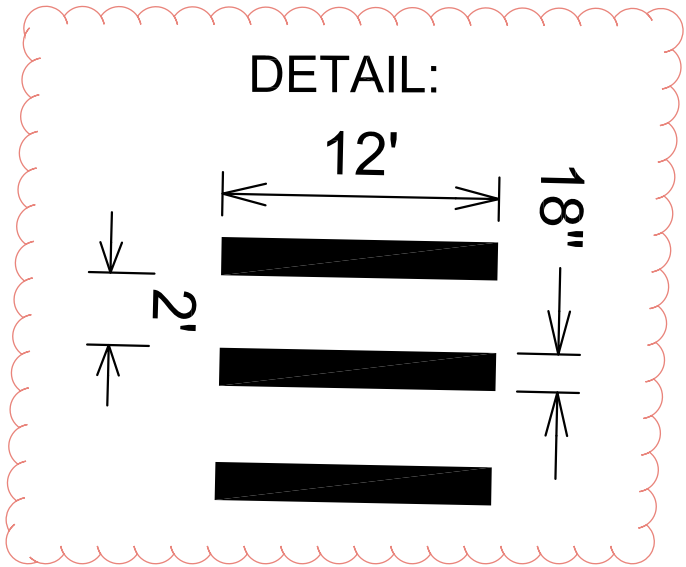
CONTRACT NO:

MARK
Designed By: DAO
15271

REVISION
Date: 5/20/2025 10:48 AM
Scale: 1" = 40'

DATE
BY
PM-3

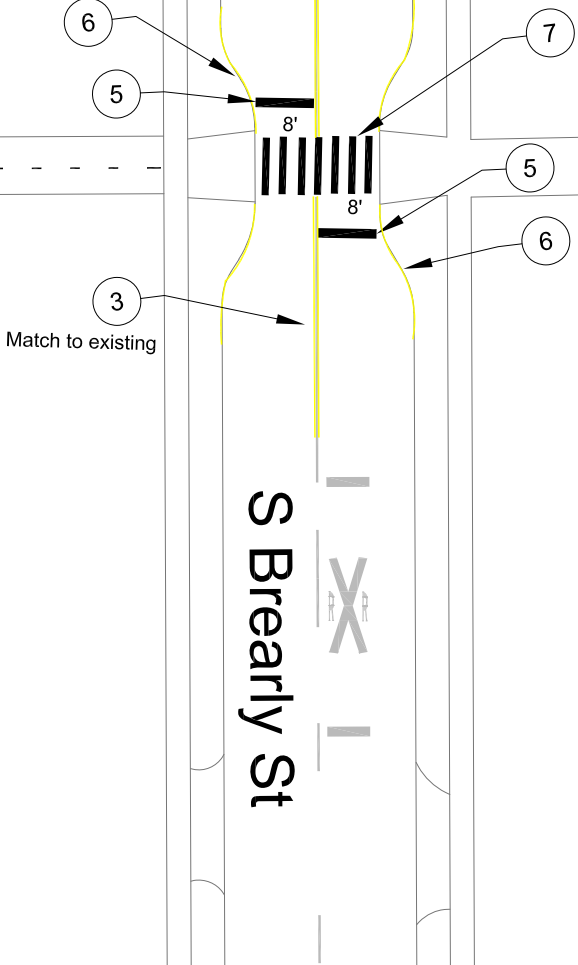
ML - (13)



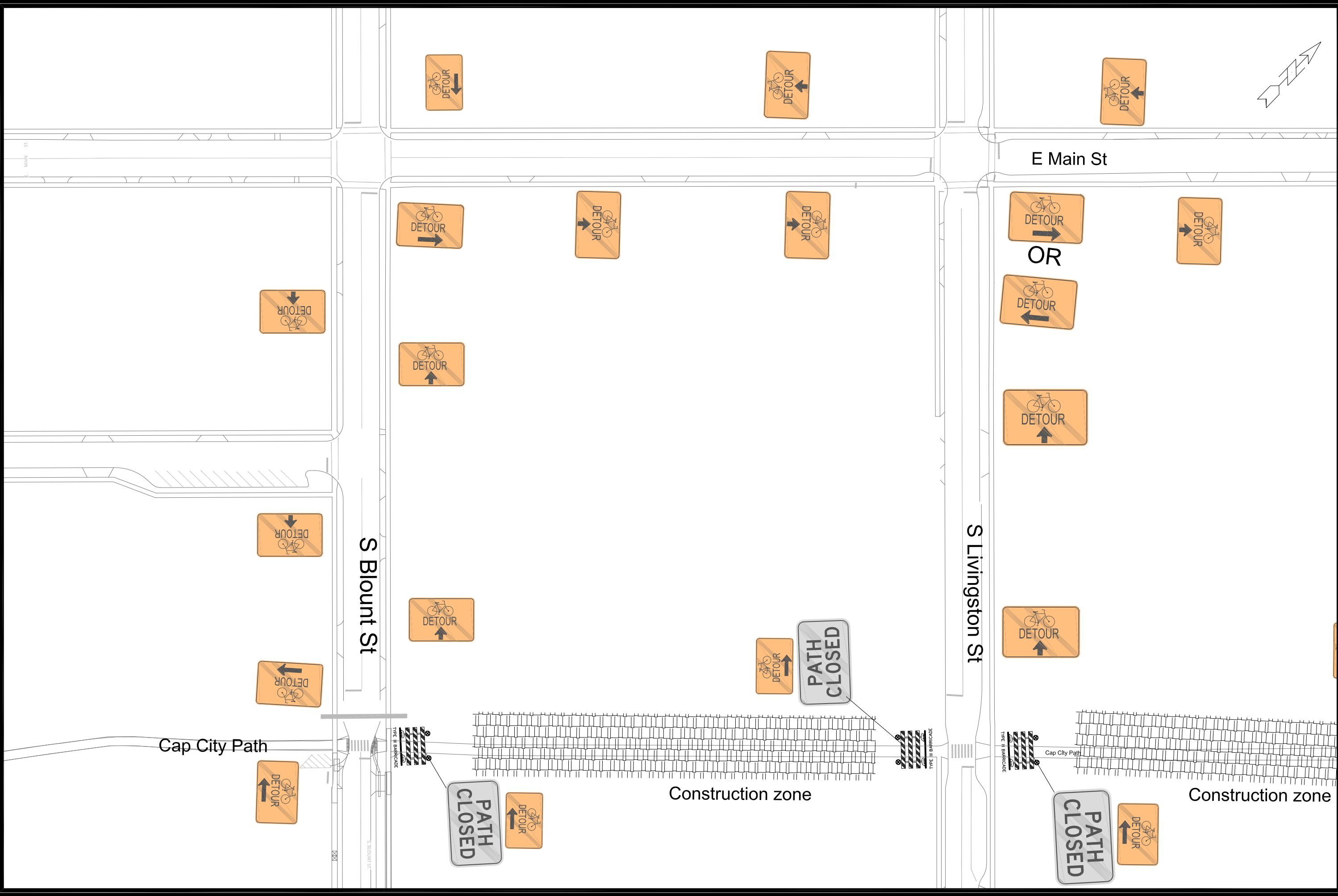
PAVEMENT MARKINGS	
1	PAVEMENT MARKING EPOXY, 4-INCH YELLOW SKIPS (3' LINE, 9' GAP)
2	PAVEMENT MARKING EPOXY, 6-INCH YELLOW SKIPS (10' LINE, 30' GAP)
3	PAVEMENT MARKING EPOXY, 4-INCH DOUBLE YELLOW
4	PAVEMENT MARKING EPOXY, 8-INCH WHITE
5	PAVEMENT MARKING EPOXY, STOP LINE, 24 -INCH
6	PAVEMENT MARKING EPOXY, YELLOW CURB
7	PAVEMENT MARKING EPOXY, CONTINENTAL CROSSWALK 18-INCH

Notes: All dimensions are to center of marking and face of curb, for layout questions, contact Ali Heinritz, aheinritz@cityofmadison.com 608.267.1102

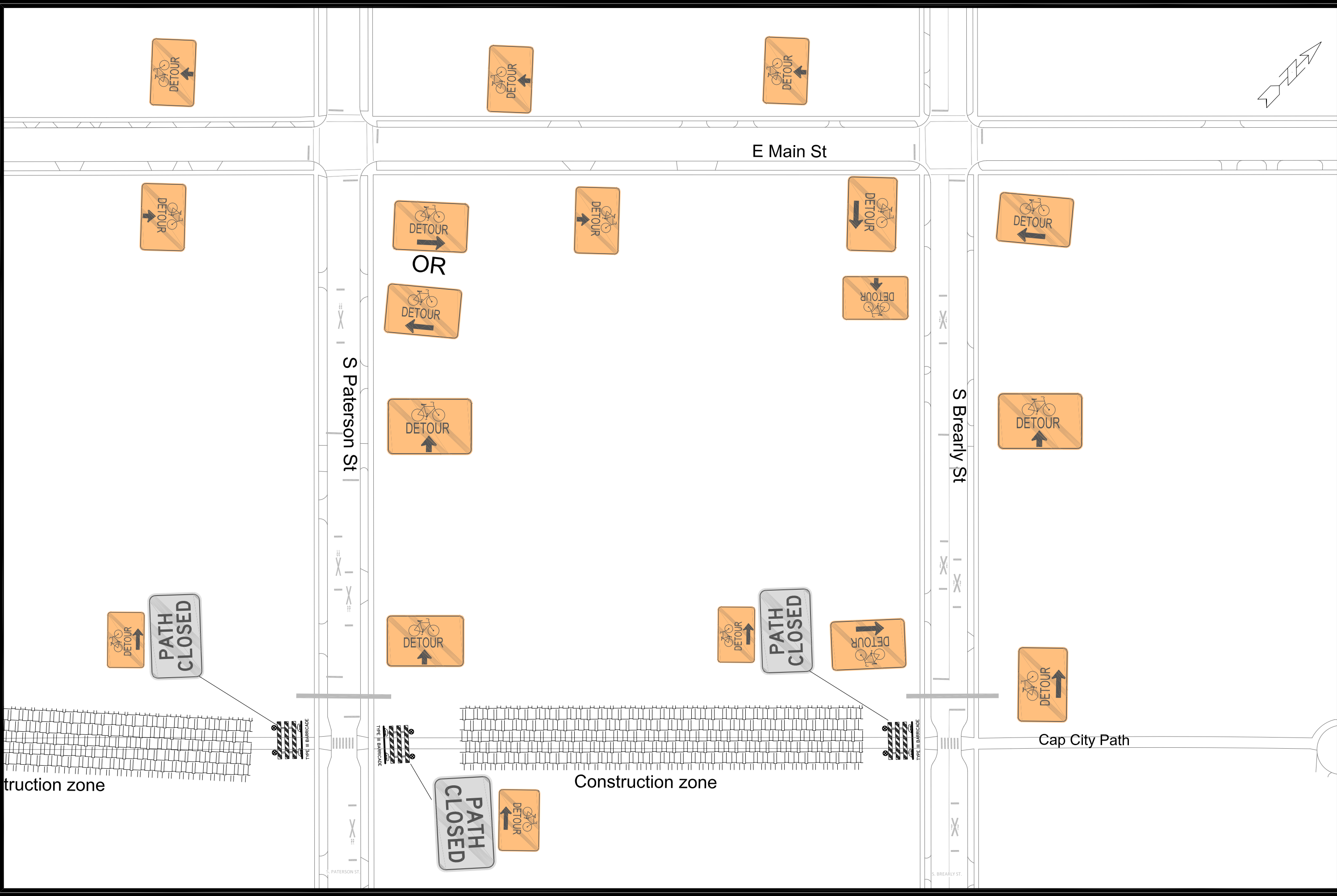
ADDENDUM 5/20/2025



ML - (14)



		15271		TC-1	
TRAFFIC CONTROL PLANS-BIKE DETOUR		15271			
CAPITAL CITY TRAIL STORM SEWER		MADISON, WI			
M:\DESIGN\Projects\15271\CAD\Traffic\cap city trail sewer TC plan.dwg		CONTRACT NO:		9591	
		15271		TC-1	
MARK		REVISION		DATE BY	
Designed By: DAO		Date: 5/6/2025 3:23 PM		Scale: Custom	



truction zone

Construction zone



15271

TC-2

TRAFFIC CONTROL PLANS-BIKE DETOUR

CAPITAL CITY TRAIL STORM SEWER

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15271

CONTRACT NO:

9591

MADISON, WI

15271

MARK	REVISION	DATE	BY
15271	5/6/2025 3:24 PM	Custom	TC-2