

Madison, Wisconsin

# CITY OF MADISON

## CITY ENGINEERING DIVISION

## DEPARTMENT OF PUBLIC WORKS

# PLAN OF PROPOSED IMPROVEMENT

PUBLIC IMPROVEMENT PROJECT APPROVED

FEBRUARY 26, 2019

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

City Engineer Date

STREET GRADES DESIGNED BY:

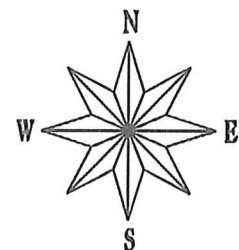


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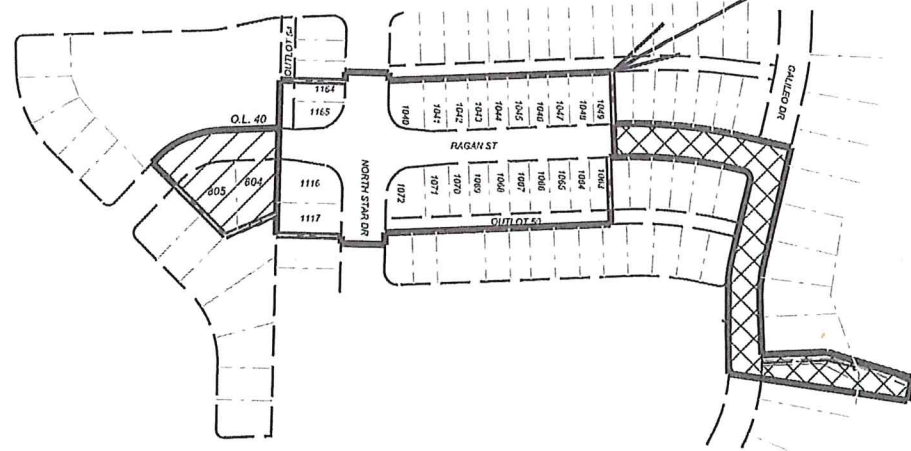
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NORTH ADDITION  
TO  
GRANDVIEW COMMONS  
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CITY PROJECT NO. 11999  
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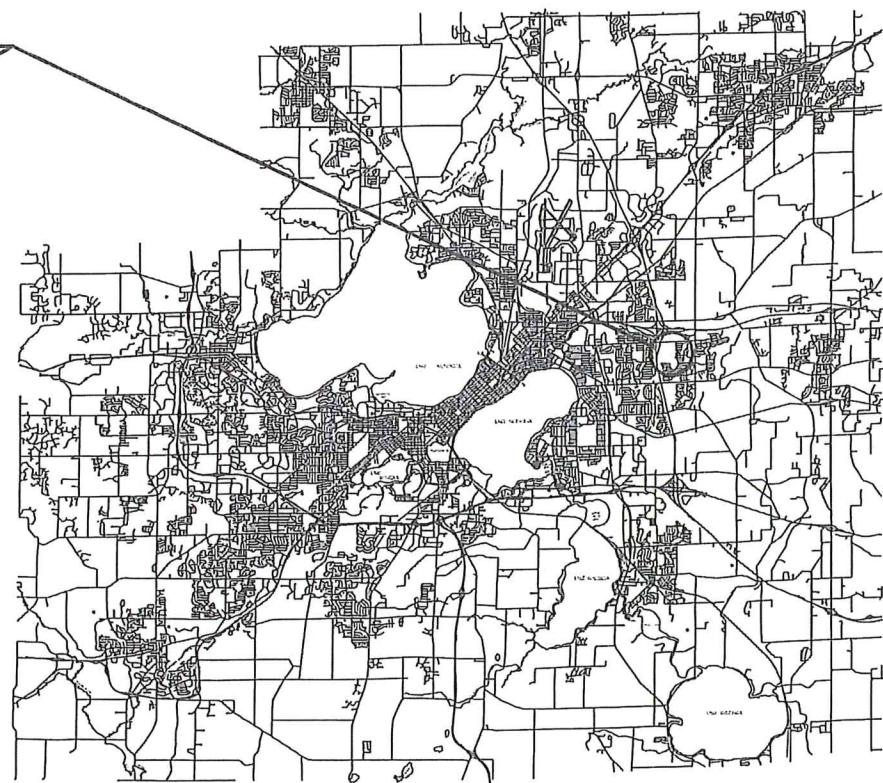
NORTH EAST ADDITION  
TO  
GRANDVIEW COMMONS  
PHASE 2 (GVCNE2)  
CITY PROJECT NO. 12521  
CITY CONTRACT NO. 8341



### PROJECT LOCATION



- GVCN7
- GVCNE2
- OUT OF PHASE UTILITY WORK

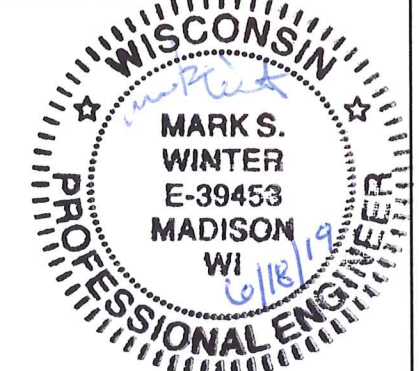


SANITARY SEWER DESIGNED BY:



6/9/19

STREET GEOMETRY DESIGNED BY:



STORM SEWER DESIGNED BY:



WATER DESIGNED BY:



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



THE LOCATION AND INFORMATION FOR PROPOSED NEW TREES, IN THE PUBLIC RIGHT OF WAY OR ON PUBLIC LANDS ARE APPROXIMATE AND ARE SHOWN FOR REFERENCE ONLY. THE LOCATIONS, SPECIFICATIONS AND PLANTING METHODS OF ALL PROPOSED NEW OR REPLACEMENT TREES IN THE PUBLIC RIGHT OF WAY OR ON PUBLIC LANDS SHALL BE APPROVED BY THE CITY FORESTER PRIOR TO INSTALLATION.

NO TREES IN THE RIGHT OF WAY OR ON PUBLIC LANDS SHALL BE TRIMMED, PRUNED, REMOVED OR ADVERSELY AFFECTED IN ANY WAY UNTIL THE DEVELOPER HAS RECEIVED WRITTEN PERMISSION FROM THE CITY ENGINEER OR CITY FORESTER. SAID WRITTEN PERMISSION SHALL INCLUDE LANGUAGE INDICATING THAT SECTION 10.101 OF THE MADISON GENERAL ORDINANCES AND ADMINISTRATIVE PROCEDURE MEMORANDUM NO. 6-2, REFERRING TO NOTIFICATION OF PROPERTY OCCUPANTS AND/OR OWNERS, HAS BEEN COMPLIED WITH.

DEVELOPER MUST SUBMIT A TRAFFIC CONTROL PLAN TO CITY TRAFFIC ENGINEERING AT LEAST 14 DAYS PRIOR TO THE START OF WORK. WORK SHALL NOT PROCEED UNTIL AN APPROVED TRAFFIC CONTROL PLAN IS IN PLACE

ALL PAVEMENT IN RAGAN STREET RIGHTS-OF-WAY SHALL BE TYPE A PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

ALL PAVEMENT IN THE NORTH STAR DRIVE RIGHT-OF-WAY SHALL BE TYPE B PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

UNDERDRAINS SHALL BE INSTALLED, PER STANDARD DETAIL DRAWING 4.05 FOR 75' ON EACH SIDE OF THE LOW POINT, OR TO THE NEAREST CURB HIGH POINT. ALL UNDERDRAIN SHALL BE WRAPPED.

ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADES OF 0.5% TOWARD STORM SEWER INLETS.

ALL DITCHES SHALL DRAIN WITH A MINIMUM GRADES OF 0.5%

THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB RAMPS SHALL TYPICALLY BE 1.5%. THE LONGITUDINAL GRADE OF BARRIER FREE SIDEWALK CURB RAMPS SHALL NOT EXCEED 8.33%. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED ACCORDING TO S.D.D. 3.03. AT ALL OTHER LOCATIONS THE LONGITUDINAL GRADE OF SIDEWALKS SHALL NOT EXCEED 5.0 % OR THE ADJACENT STREET GRADE WHICHEVER IS GREATER NOR BE LESS THAN 0.5% AND SHALL DRAIN TOWARD STORM SEWER INLETS. SIDE SLOPES WITHIN TEN FEET OF A PUBLIC SIDEWALK SHALL NOT EXCEED 4.00:1. ALL SIDEWALK AND SIDEWALK RAMP ELEVATIONS AND GRADES SHALL BE FIELD VERIFIED AND SET TO COMPLY WITH THE CITY OF MADISON STANDARD SPECIFICATIONS AND THE A.D.A. GUIDELINES.

OBTAIN A PRINT OUT OF THE ALIGNMENT FROM THE CITY ENGINEER PRIOR TO STAKING THIS PROJECT.

CURB STATION AND OFFSETS SHALL BE TO THE FACE OF CURB UNLESS OTHERWISE INDICATED. CURB ELEVATIONS SHALL BE TO THE TOP OF CURB (OR EXTENDED TOP OF CURB FOR DRIVEWAYS OR RAMPS) UNLESS OTHERWISE INDICATED.

POWER POLES AND OTHER OBSTRUCTIONS SHALL BE MOVED TO PROVIDE 2 FEET MINIMUM OF CLEAR DISTANCE FROM ANY FACE OF CURB OR EDGE OF SIDEWALK.

ANY INFORMATION SHOWN ON THIS PLAN, WHICH IS NOT PART OF THIS PROJECT, IS PRELIMINARY AND NOT FOR CONSTRUCTION.

THERE MAY BE EXISTING UTILITIES OR OTHER FEATURES WHICH ARE EITHER NOT SHOWN OR SHOWN INCORRECTLY ON THIS PLAN. IT IS THE RESPONSIBILITY OF THE DEVELOPER TO LOCATE AND IDENTIFY ALL UTILITIES AND TOPOGRAPHY WHICH MAY AFFECT THE CONSTRUCTION OF THESE IMPROVEMENTS.

ALL PERMANENT SIGNING AND POSTING WILL BE DETERMINED AND PROVIDED BY THE TRAFFIC ENGINEERING DIVISION, FOLLOWING CONSTRUCTION OF THESE IMPROVEMENTS.

THE DEVELOPER SHALL PROVIDE, INSTALL AND MAINTAIN ALL STREET END BARRICADES, SIGNING AND TRAFFIC CONTROL, AS REQUIRED BY THE CITY TRAFFIC ENGINEER.



PAVEMENT SAWCUTS SHALL BE AS DIRECTED BY THE CITY CONSTRUCTION ENGINEER. SAWCUTS SHOWN ON THE PLAN ARE APPROXIMATE.

CURB ON CUL DE SACS SHALL BE INSTALLED ACCORDING TO SDD 3.05.

ALL WORK IN THE RIGHT OF WAY AND PUBLIC EASEMENTS SHALL BE IN ACCORDANCE WITH THE CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION

CONVENTIONAL SIGNS

FIELD VERIFY ALL UTILITY LOCATIONS

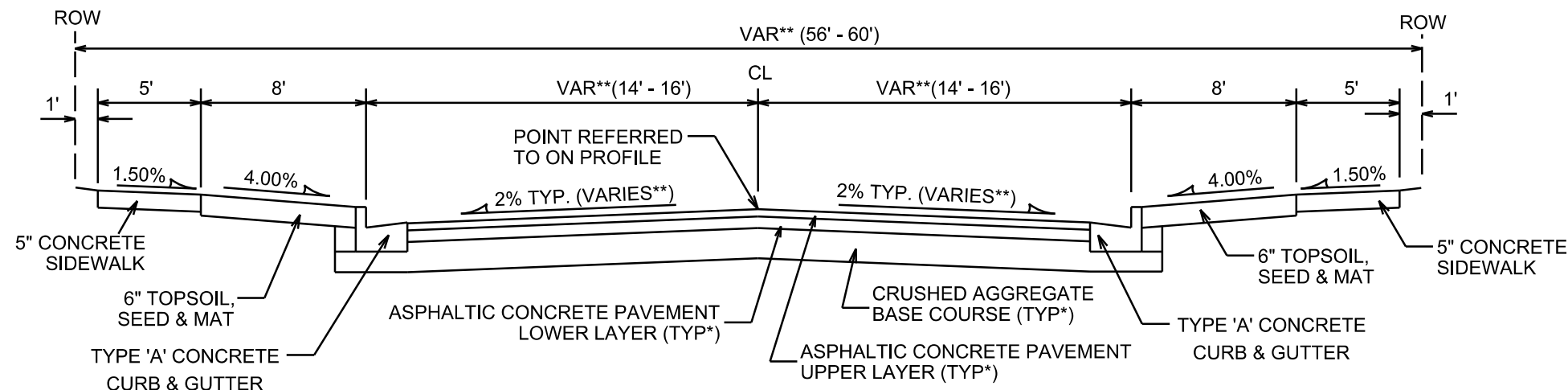
GAS	—— G ——
STORM SEWER	—— ST ——
SANITARY SEWER	—— SAN ——
WATER	—— W ——
OVERHEAD ELECTRIC	—— OH ——
POWER POLE	⊕
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	
COMBUSTIBLE FLUIDS	

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

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

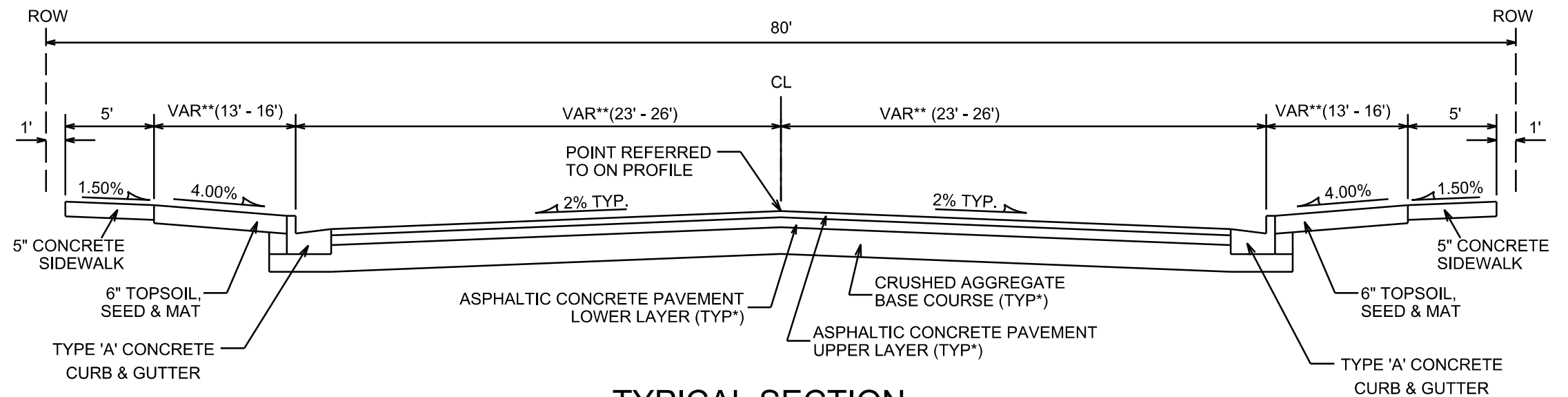
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL SECTION**

RAGAN STREET  
STA 8+73 - STA 17+19  
NOT TO SCALE



**TYPICAL SECTION**

NORTH STAR LANE  
STA 61+06 - STA 64+01  
NOT TO SCALE

NOTES:

- \* NORTH STAR DRIVE SHALL BE CONSTRUCTED AS TYPE 'B' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN †
- † RAGAN STREET SHALL BE CONSTRUCTED AS TYPE 'A' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN †

\*\* SEE PLAN AND PROFILE SHEETS FOR DIMENSIONS, DETAILS, AND STREET CROSS SLOPES

- THE DEVELOPER SHALL BE RESPONSIBLE FOR ALL SURFACE PAVING

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

TYPE	CRUSHED AGGREGATE BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER		UPPER LAYER	
			TYPE	THICKNESS	TYPE	THICKNESS
A	6"	6"	4 LT 58-28 S	1.75"	4 LT 58-28 S	1.75"
B	6"	6"	3 LT 58-28 S	2.50"	4 LT 58-28 S	2.00"
C	6"	6"	3 MT 58-28 S/H	3.50"	4 MT 58-28 S/H	2.00"

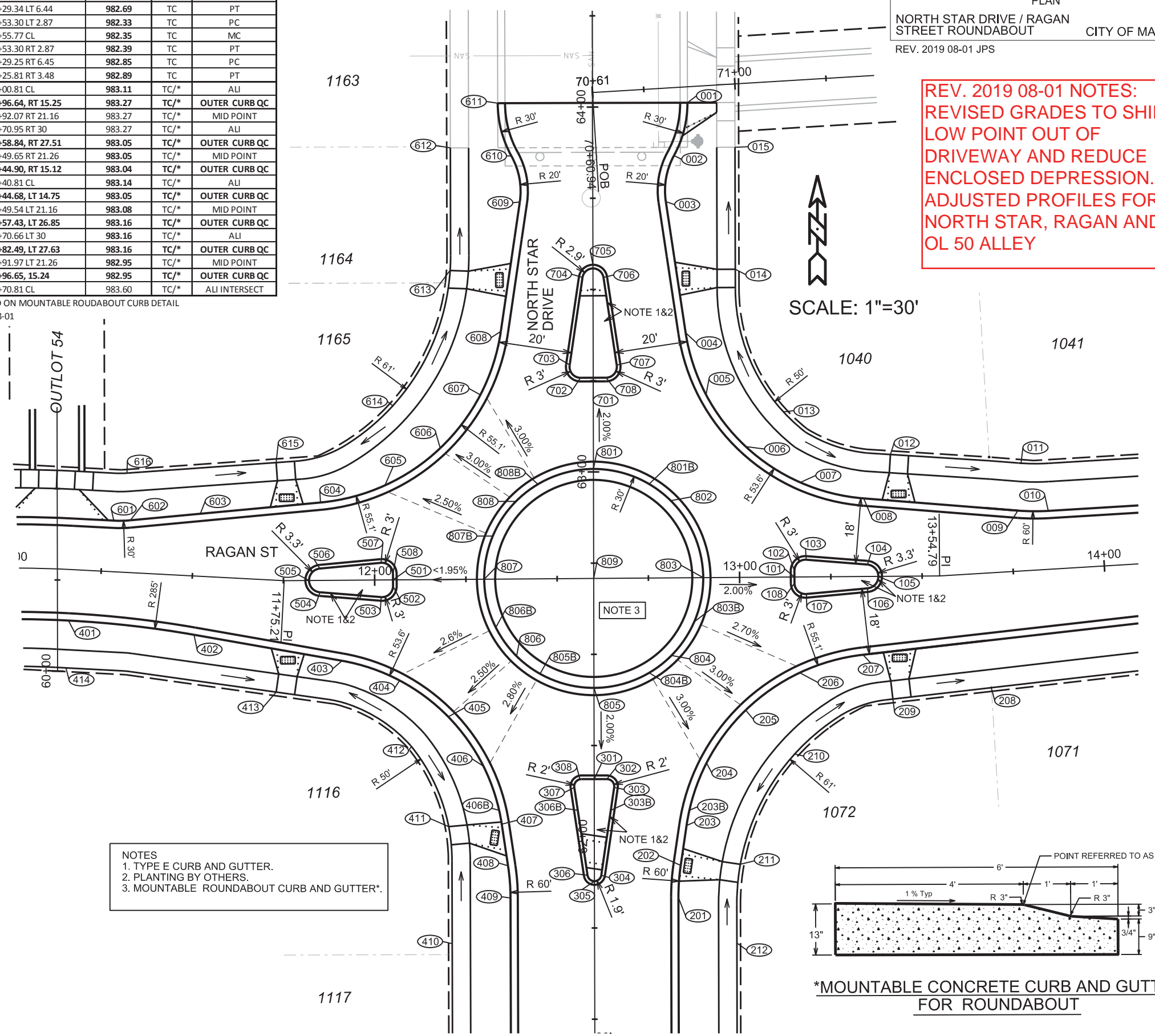
PLAN  
NORTH STAR DRIVE / RAGAN  
STREET ROUNDABOUT  
CITY OF MADISON  
REV. 2019 08-01 JPS

**REV. 2019 08-01 NOTES:**  
REVISED GRADES TO SHIFT  
LOW POINT OUT OF  
DRIVEWAY AND REDUCE  
ENCLOSED DEPRESSION.  
ADJUSTED PROFILES FOR  
NORTH STAR, RAGAN AND  
OL 50 ALLEY

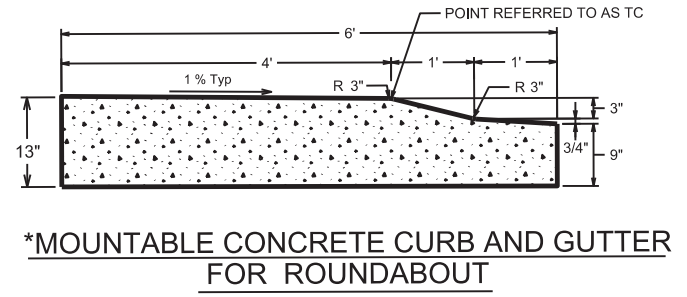
REV.	POINT	STATION AND OFFSET	ELEVATION	TYPE	COMMENT	
001	64+01.13	RT 26.00	980.89	TC	PC/ MATCH EXST	
002	63+86.64	RT 22.27	981.23	TC	PRC	
**	003	63+74.04	RT 20.00	981.51	TC	PT
004	63+38.09	RT 25.35	982.61	TC	PC	
**	005	63+21.08	RT 30.91	982.83	TC	QC
006	63+06.85	RT 41.75	982.91	TC	MC/ HI POINT	
007	13+16.82	LT 25.89	982.76	TC	QC	
008	13+34.14	LT 21.40	982.16	TC	PT	
009	13+77.28	LT 16.58	980.81	TC	PC	
010	13+85.59	LT 16.00	980.51	TC	PT	
011	13+78.92	LT 29.48	981.21	BW	START 4% TERR.	
012	13+41.56	LT 33.37	982.03	BW	KEY	
013	63+16.32	RT 52.11	983.35	BW	HI POINT	
014	63+55.45	RT 39.00	981.91	BW	KEY/ LO POINT	
015	63+74.04	RT 39.00	982.19	BW	START 4% TERR.	
016	63+88.89	RT 39.00	981.68	BW	MATCH EXISTING	
101	13+15.01	CL	983.08	TC	ALI/ HI POINT	
102	13+15.01	LT 1.71	983.05	TC	PC	
103	13+18.27	LT 4.70	982.97	TC	PT	
104	13+35.03	LT 3.25	982.54	TC	PC	
105	13+38.01	CL	982.50	TC	MC/ ALI	
106	13+35.03	RT 3.25	982.51	TC	PT	
107	13+18.27	RT 4.70	982.86	TC	PC	
108	13+15.01	RT 1.71	983.05	TC	PT	
**	201	61+83.27	RT 23.00	982.28	TC	PC
**	202	61+92.10	RT 23.65	982.23	TC	PT
**	203	62+03.03	RT 25.28	982.17	TC	PC
**	203B	62+07.18	RT 26.06	982.15	TC	LO POINT
**	204	62+20.17	RT 30.80	982.34	TC	QC
**	205	62+34.61	RT 41.55	982.49	TC	MC/ HI POINT
**	206	13+16.27	RT 26.26	982.34	TC	QC
207	13+33.63	RT 21.45	982.08	TC	PT	
208	13+67.05	RT 31.44	981.55	BW	START 4% TERR.	
209	13+41.74	RT 33.67	982.03	BW	KEY	
**	210	62+22.55	RT 54.95	983.09	BW	HI POINT
**	211	61+92.38	RT 39.99	982.64	BW	KEY/ LO POINT
**	212	61+70.79	RT 39	982.84	BW	START 4% TERR.
**	301	62+15.81	CL	982.92	TC	ALI/ HI POINT
**	302	62+15.81	RT 3.48	982.86	TC	PC
**	303	62+13.51	RT 5.46	982.77	TC	PT
**	303B	62+07.18	RT 4.53	982.66	TC	LO POINT/REJECT CURB
**	304	61+89.45	RT 1.88	982.79	TC	PC
**	305	61+87.83	CL	982.89	TC	MC/ ALI
**	306	61+89.45	LT 1.88	982.79	TC	PT
**	306B	62+07.18	LT 4.53	982.66	TC	LO POINT/REJECT CURB
**	307	62+13.51	LT 5.46	982.78	TC	PC
**	308	62+15.81	LT 3.48	982.86	TC	PT
401	11+16.75	RT 14.00	982.46	TC	PC	
402	11+51.31	RT 16.10	982.25	TC	PT/ LO POINT	
403	11+90.93	RT 22.07	982.46	TC	PC	
404	12+06.63	RT 27.57	982.54	TC	QC	
405	12+19.90	RT 37.63	982.62	TC	MC/ HI POINT	
**	406	62+19.39	LT 30.33	982.39	TC	QC
**	406B	62+07.18	LT 26.06	982.15	TC	LO POINT
**	407	62+03.51	LT 25.35	982.17	TC	PT
**	408	61+91.79	LT 23.61	982.23	TC	PC
**	409	61+83.27	LT 23.00	982.28	TC	PT
**	410	61+70.79	LT 39.01	982.84	BW	START 4% TERR.
**	411	62+02.87	LT 39.89	982.53	BW	KEY/ LO POINT
**	412	12+09.75	RT 45.71	983.02	BW	HI POINT
**	413	11+74.60	RT 30.62	982.32	BW	KEY/ LO POINT
**	414	11+16.75	RT 27.00	982.84	BW	START 4% TERR.
**	501	12+05.01	CL	982.98	TC	ALI/ HI POINT
**	502	12+05.01	RT 1.71	982.96	TC	PC
**	503	12+01.76	RT 4.70	982.89	TC	PT
**	504	11+85.00	RT 3.25	982.81	TC	PC
**	505	11+82.01	CL	982.86	TC	MC/ ALI
**	506	11+85.00	LT 3.25	982.81	TC	PT
**	507	12+01.76	LT 4.70	982.89	TC	PC
**	508	12+05.01	LT 1.71	982.96	TC	PT
601	11+27.88	LT 14.00	982.40	TC	PC	
602	11+32.23	LT 14.32	982.36	TC	PT	
**	603	11+51.31	LT 17.11	982.23	TC	LO POINT
**	604	11+85.31	LT 21.35	982.42	TC	PC
**	605	12+03.01	LT 25.91	982.51	TC	QC/ HI POINT
**	606	12+18.24	LT 36.01	982.38	TC	MC
**	607	63+21.20	LT 30.93	982.26	TC	QC
**	608	63+38.57	LT 25.28	982.03	TC	PT
**	609	63+74.04	LT 20.00	981.51	TC	PC
610	63+86.64	LT 22.27	981.23	TC	PRC	
611	64+01.13	LT 26.00	980.89	TC	PT/ MATCH EXST	
612	63+88.89	LT 39.00	981.68	BW	MATCH EXISTING	
613	63+55.44	LT 39.13	982.08	BW	KEY/ LO POINT	
**	614	12+05.32	LT 47.71	982.70	BW	HI POINT
**	615	11+71.32	LT 32.21	982.49	BW	KEY/ LO POINT
616	11+30.64	LT 27.19	982.76	BW	START 4% TERR.	

REV.	POINT	STATION AND OFFSET	ELEVATION	TYPE	COMMENT	
701	63+25.81	CL	982.92	TC	ALI/ HI POINT	
**	702	63+25.81	LT 3.48	982.85	TC	PC
**	703	63+29.34	LT 6.44	982.69	TC	PT
**	704	63+53.30	LT 2.87	982.33	TC	PC
**	705	63+55.77	CL	982.35	TC	MC
**	706	63+53.30	RT 2.87	982.39	TC	PT
**	707	63+29.25	RT 6.45	982.85	TC	PC
**	708	63+25.81	RT 3.48	982.89	TC	PT
**	801	63+00.81	CL	983.11	TC/*	ALI
**	801B	62+96.64	RT 15.25	983.27	TC/*	OUTER CURB QC
802	62+92.07	RT 21.16	983.27	TC/*	MID POINT	
803	62+70.95	RT 30	983.27	TC/*	ALI	
**	803B	62+58.84	RT 27.51	983.05	TC/*	OUTER CURB QC
**	804	62+49.65	RT 21.26	983.05	TC/*	MID POINT
**	804B	62+44.90	RT 15.12	983.04	TC/*	OUTER CURB QC
**	805	62+40.81	CL	983.14	TC/*	ALI
**	805B	62+44.68	LT 14.75	983.05	TC/*	OUTER CURB QC
**	806	62+49.54	LT 21.16	983.08	TC/*	MID POINT
**	806B	62+57.43	LT 26.85	983.16	TC/*	OUTER CURB QC
**	807	62+70.66	LT 30	983.16	TC/*	ALI
**	807B	62+82.49	LT 27.63	983.16	TC/*	OUTER CURB QC
**	808	62+91.97	LT 21.26	982.95	TC/*	MID POINT
**	808B	62+96.65	15.24	982.95	TC/*	OUTER CURB QC
809	62+70.81	CL	983.60	TC/*	ALI INTERSECT	

\* = POINT SPECIFIED ON MOUNTABLE ROUNDABOUT CURB DETAIL  
\*\* = REVISED 2019 08-01

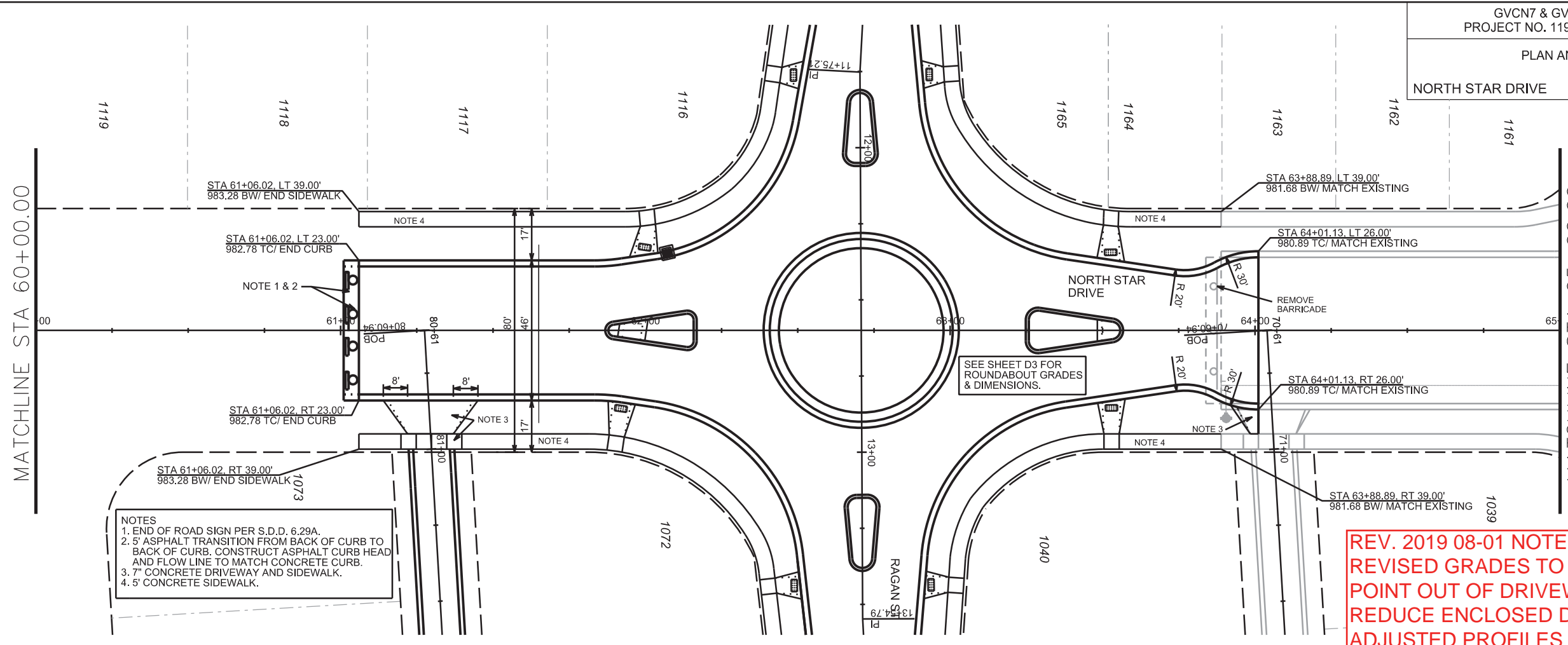


NOTES  
1. TYPE E CURB AND GUTTER.  
2. PLANTING BY OTHERS.  
3. MOUNTABLE ROUNDABOUT CURB AND GUTTER\*.



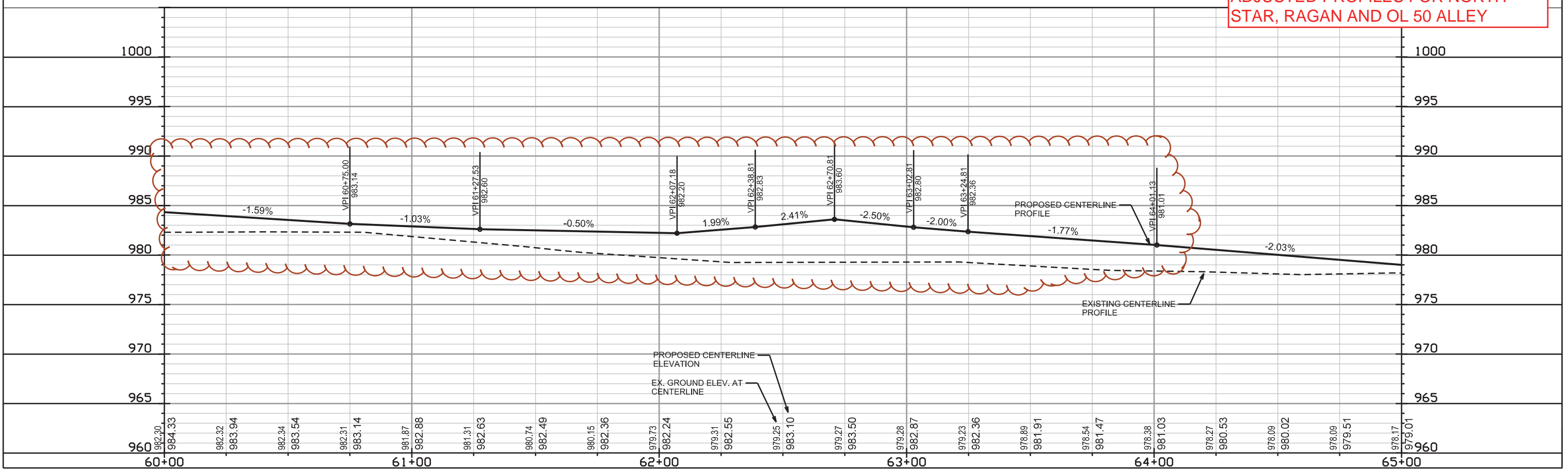
\*MOUNTABLE CONCRETE CURB AND GUTTER FOR ROUNDABOUT

PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_  
REV. DATE: \_\_\_\_\_  
ORIGINATOR: CITY OF MADISON, STREET'S DIVISION



NOTES  
1. END OF ROAD SIGN PER S.D.D. 6.29A.  
2. 5' ASPHALT TRANSITION FROM BACK OF CURB TO BACK OF CURB. CONSTRUCT ASPHALT CURB HEAD AND FLOW LINE TO MATCH CONCRETE CURB.  
3. 7" CONCRETE DRIVEWAY AND SIDEWALK.  
4. 5' CONCRETE SIDEWALK.

REV. 2019 08-01 NOTES:  
REVISED GRADES TO SHIFT LOW POINT OUT OF DRIVEWAY AND REDUCE ENCLOSED DEPRESSION.  
ADJUSTED PROFILES FOR NORTH STAR, RAGAN AND OL 50 ALLEY



PLOT SCALE:

PLOT NAME:

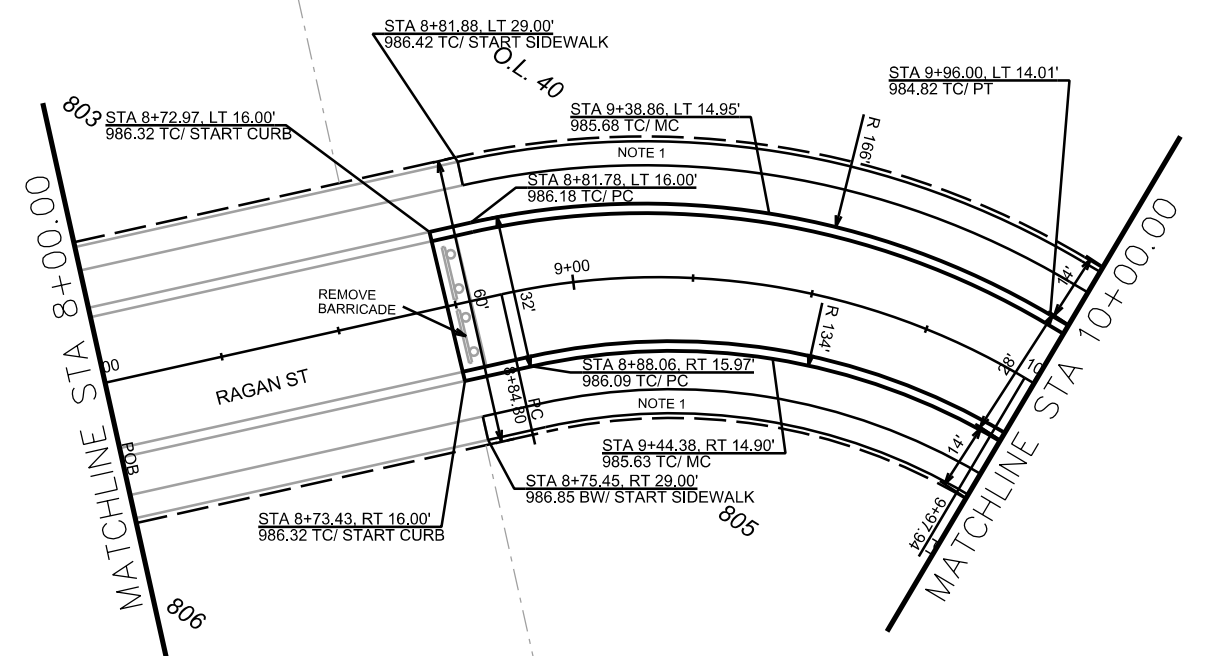
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

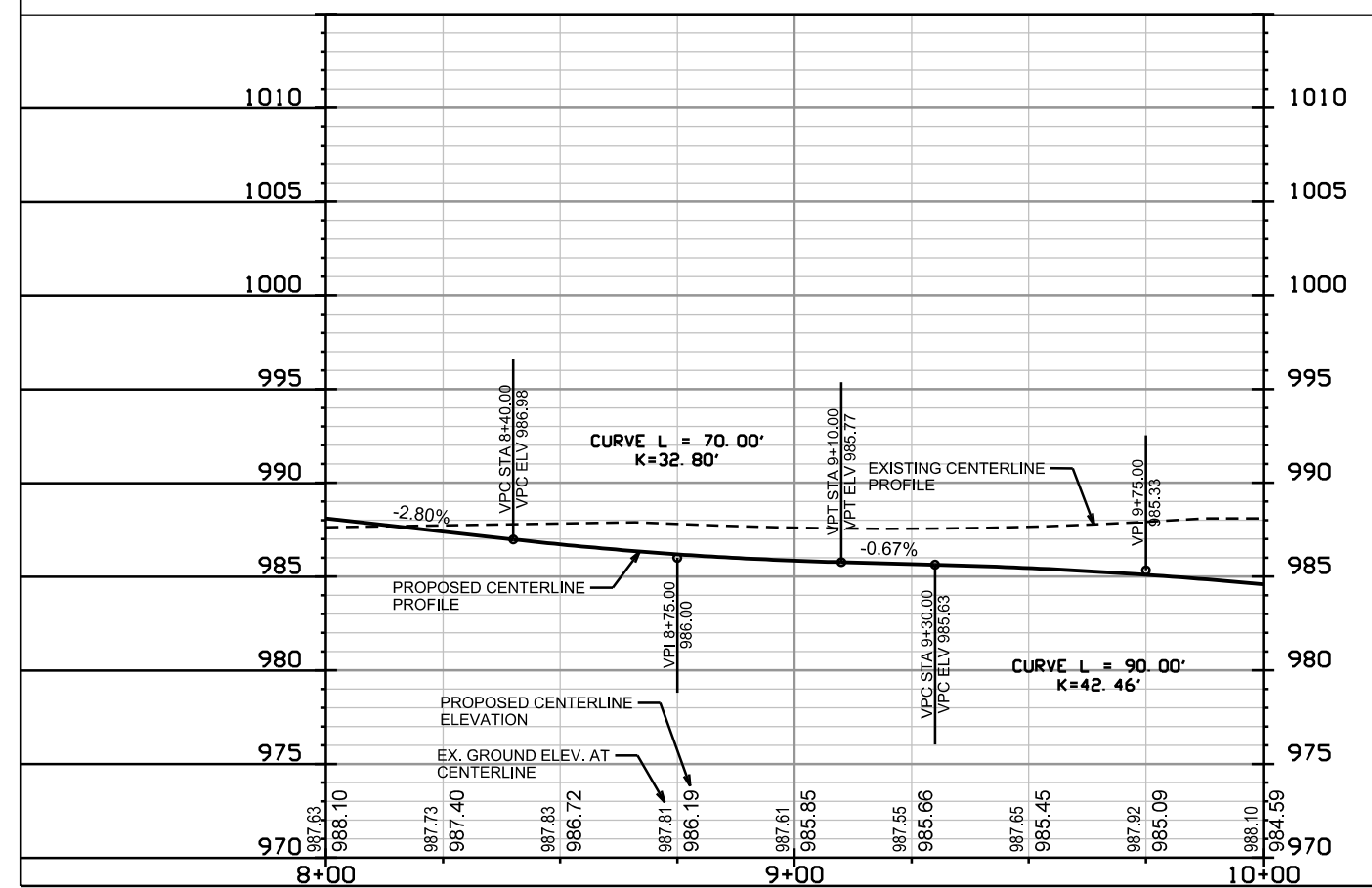
PLAN AND PROFILE

RAGAN STREET

CITY OF MADISON



NOTES  
1. 5' CONCRETE SIDEWALK.  
LANE WIDTH (F- F) REDUCES FROM  
32' AT STA 8+88/ PC TO 28' AT STA 9+96/ PT



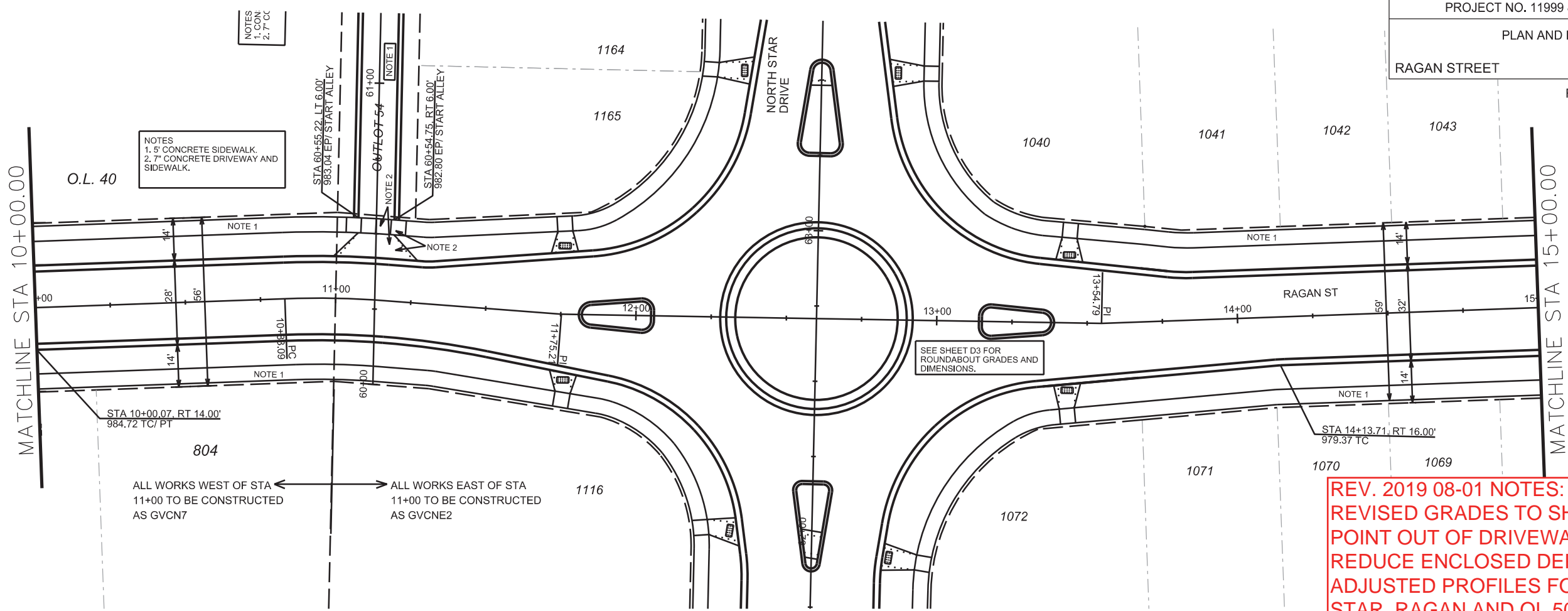
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

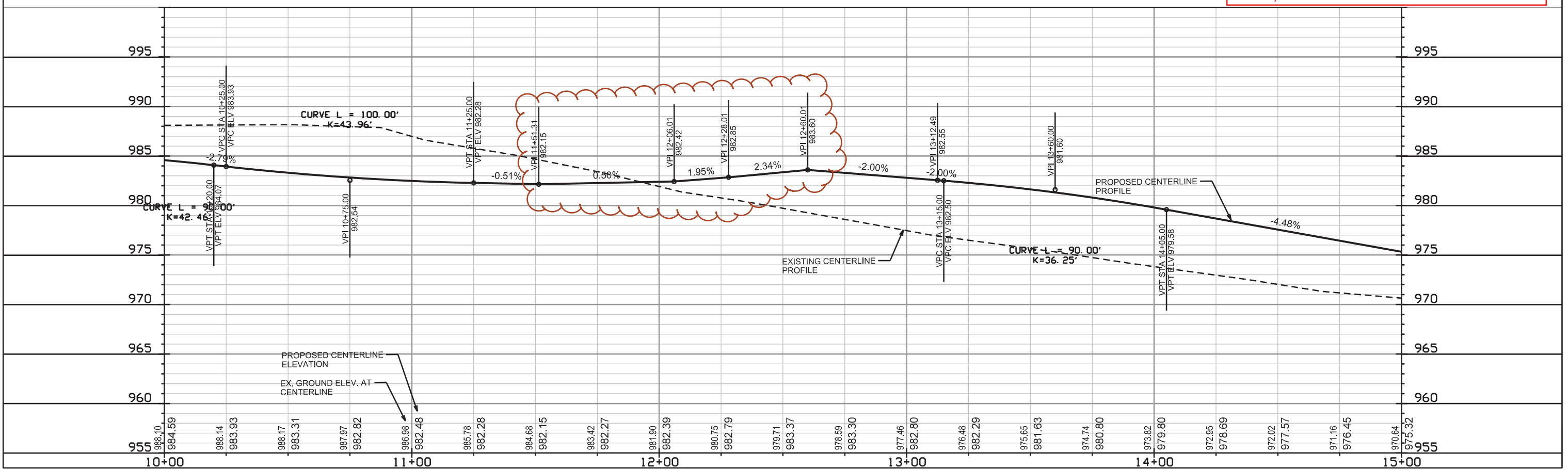




ALL WORKS WEST OF STA 11+00 TO BE CONSTRUCTED AS GVCN7

ALL WORKS EAST OF STA 11+00 TO BE CONSTRUCTED AS GVCNE2

**REV. 2019 08-01 NOTES:**  
REVISED GRADES TO SHIFT LOW POINT OUT OF DRIVEWAY AND REDUCE ENCLOSED DEPRESSION. ADJUSTED PROFILES FOR NORTH STAR, RAGAN AND OL 50 ALLEY



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

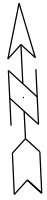
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REV. DATE: \_\_\_\_\_

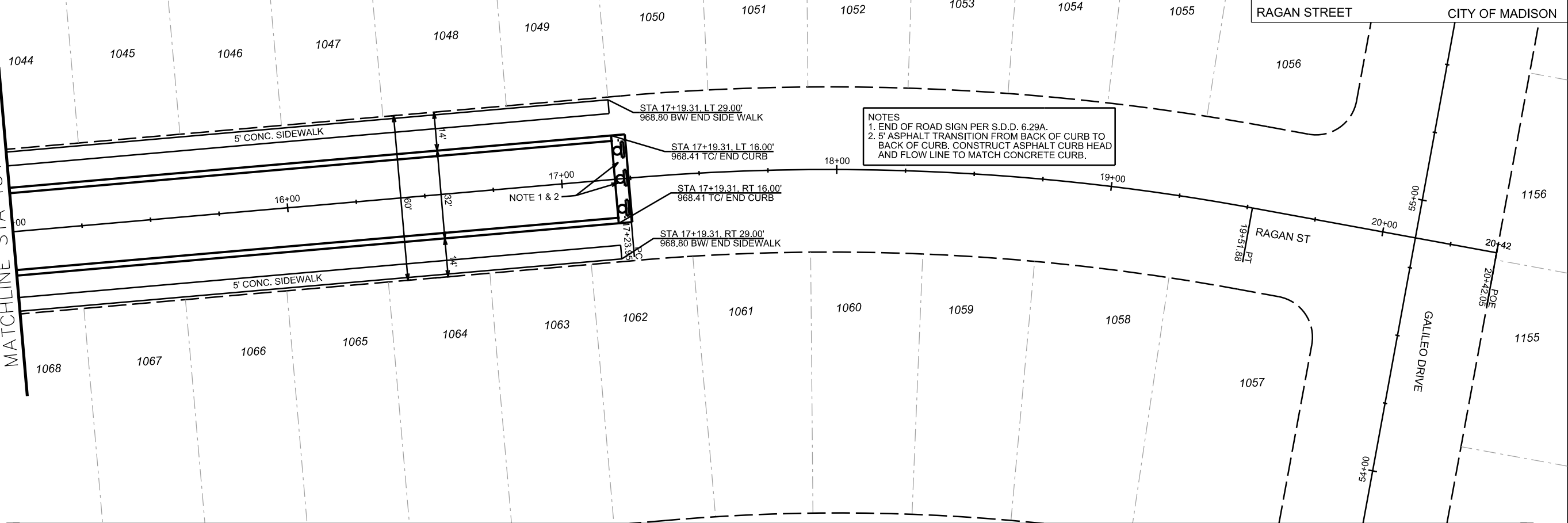
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

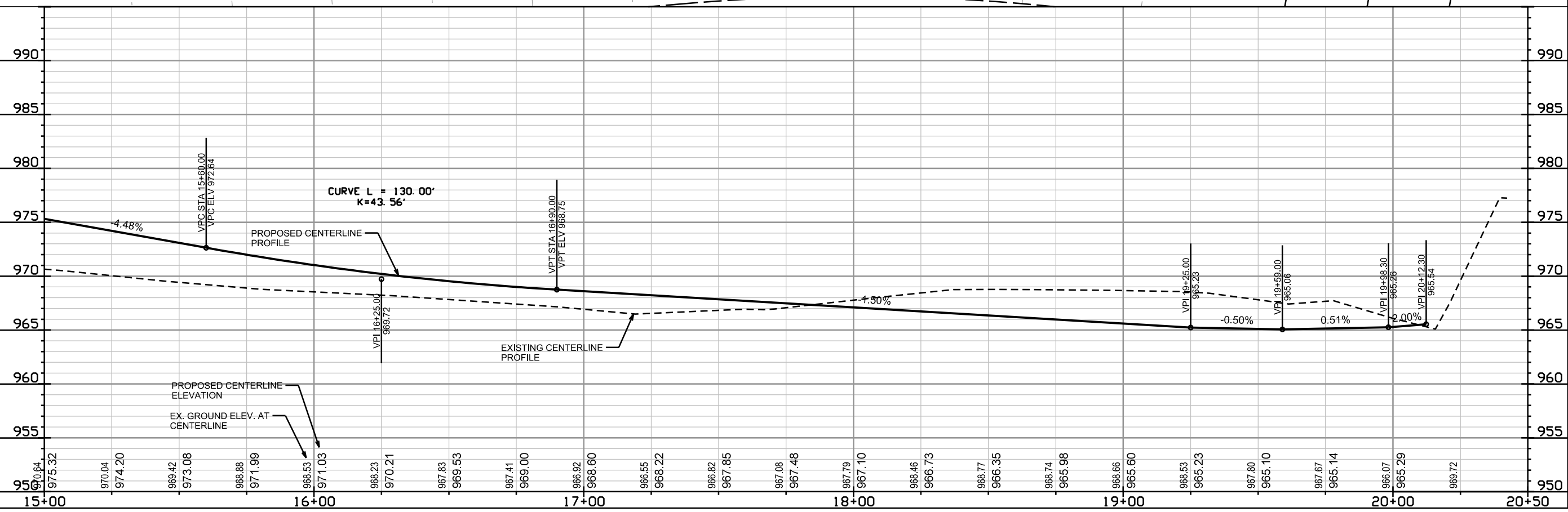
RAGAN STREET CITY OF MADISON



MATCHLINE STA 15+00.00



**NOTES**  
1. END OF ROAD SIGN PER S.D.D. 6.29A.  
2. 5' ASPHALT TRANSITION FROM BACK OF CURB TO BACK OF CURB. CONSTRUCT ASPHALT CURB HEAD AND FLOW LINE TO MATCH CONCRETE CURB.



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

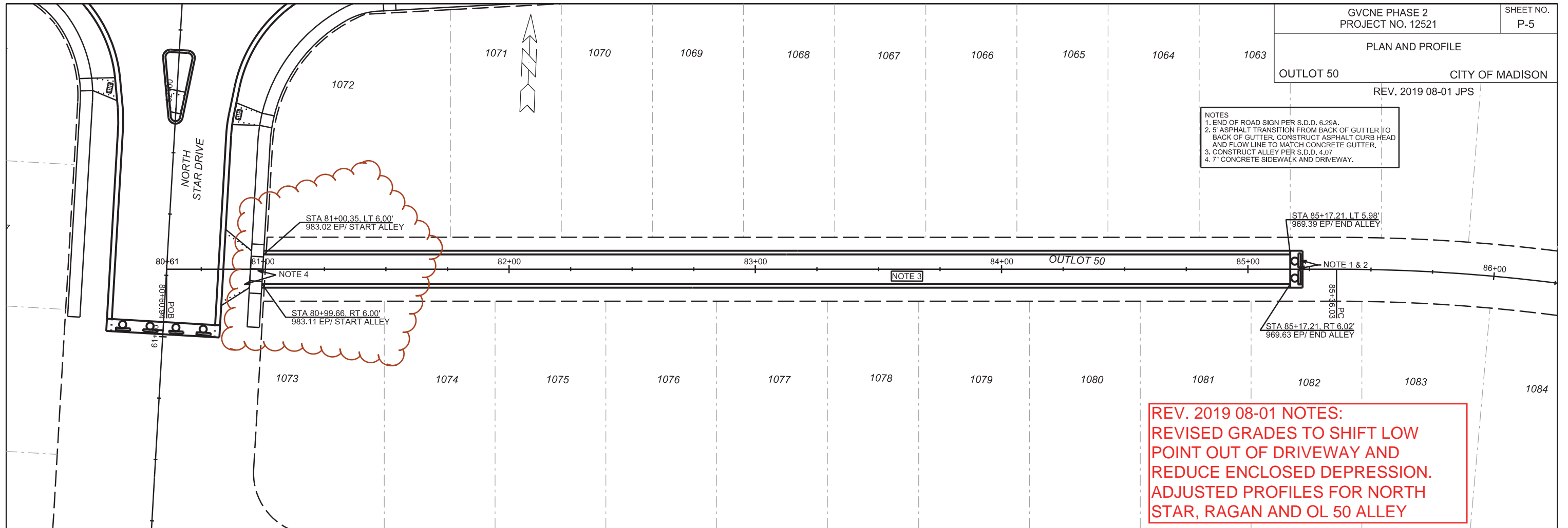
PLOT NAME: \_\_\_\_\_

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

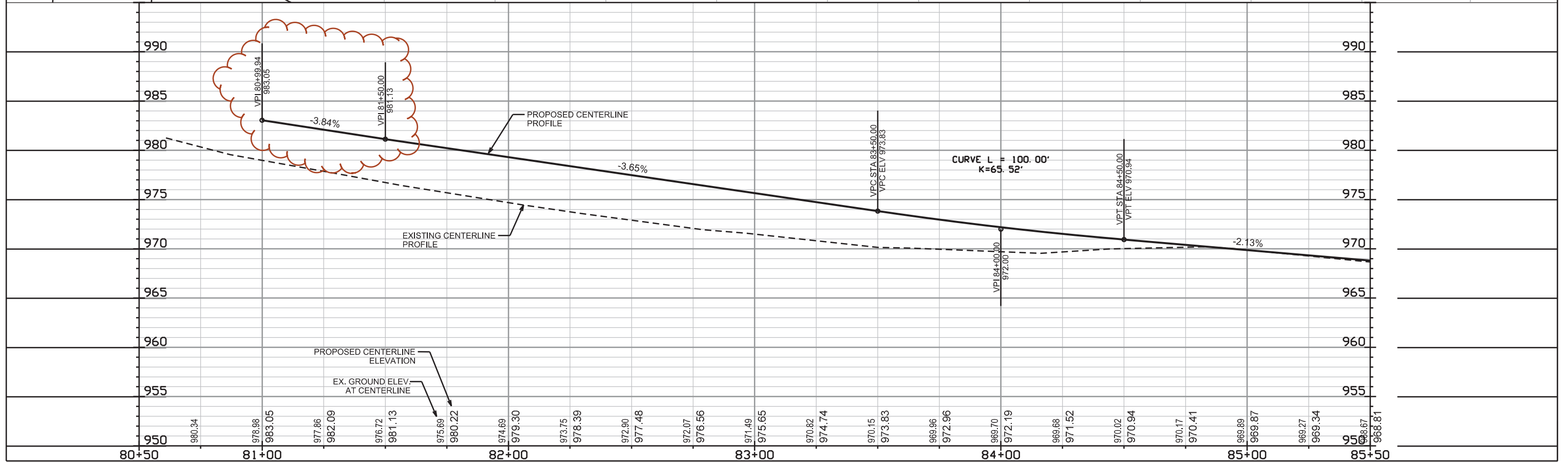
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



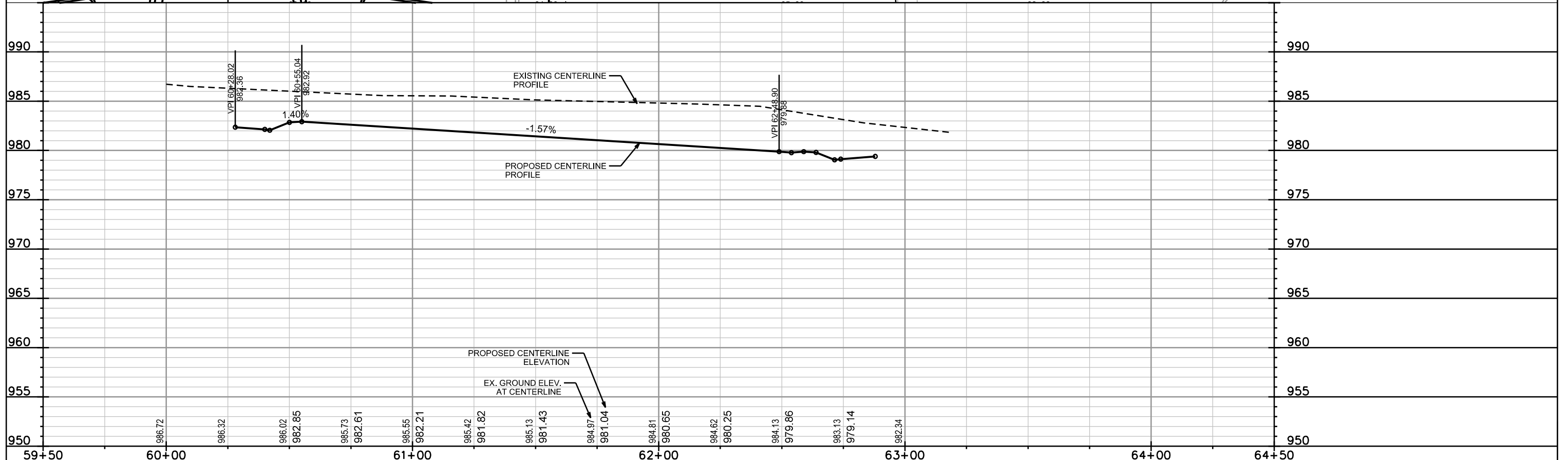
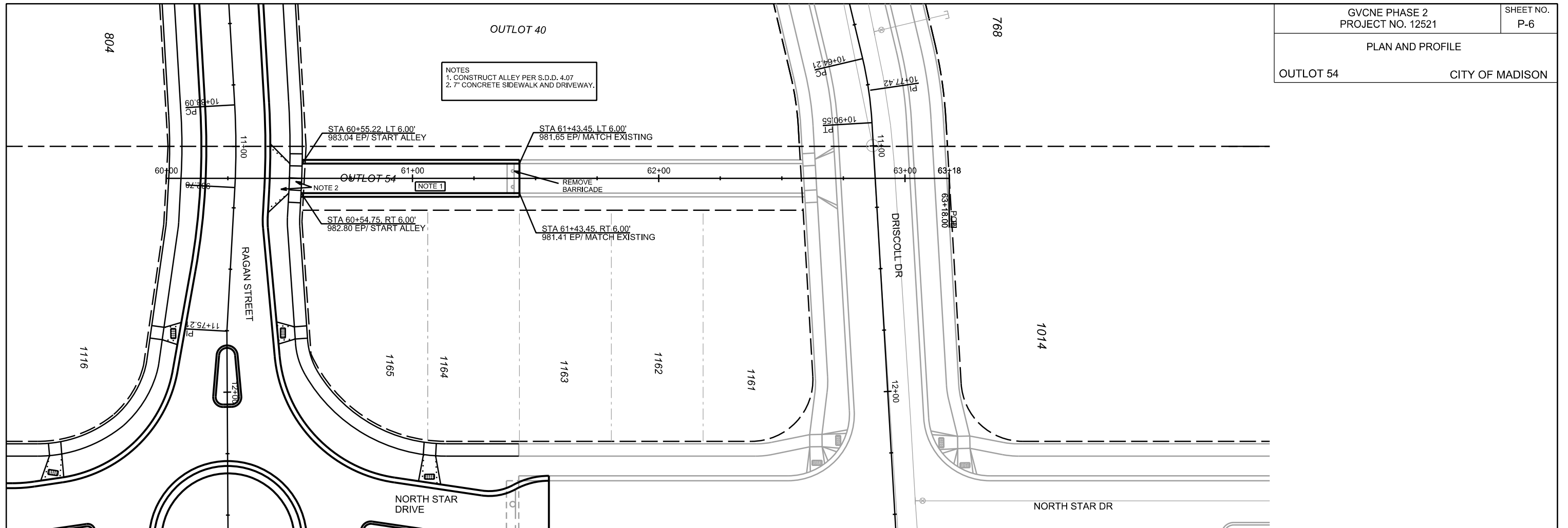
- NOTES
1. END OF ROAD SIGN PER S.D.D. 6.29A.
  2. 5' ASPHALT TRANSITION FROM BACK OF GUTTER TO BACK OF GUTTER. CONSTRUCT ASPHALT CURB HEAD AND FLOW LINE TO MATCH CONCRETE GUTTER.
  3. CONSTRUCT ALLEY PER S.D.D. 4.07
  4. 7" CONCRETE SIDEWALK AND DRIVEWAY.



REV. 2019 08-01 NOTES:  
REVISED GRADES TO SHIFT LOW POINT OUT OF DRIVEWAY AND REDUCE ENCLOSED DEPRESSION. ADJUSTED PROFILES FOR NORTH STAR, RAGAN AND OL 50 ALLEY



NOTES  
1. CONSTRUCT ALLEY PER S.D.D. 4.07  
2. 7" CONCRETE SIDEWALK AND DRIVEWAY.



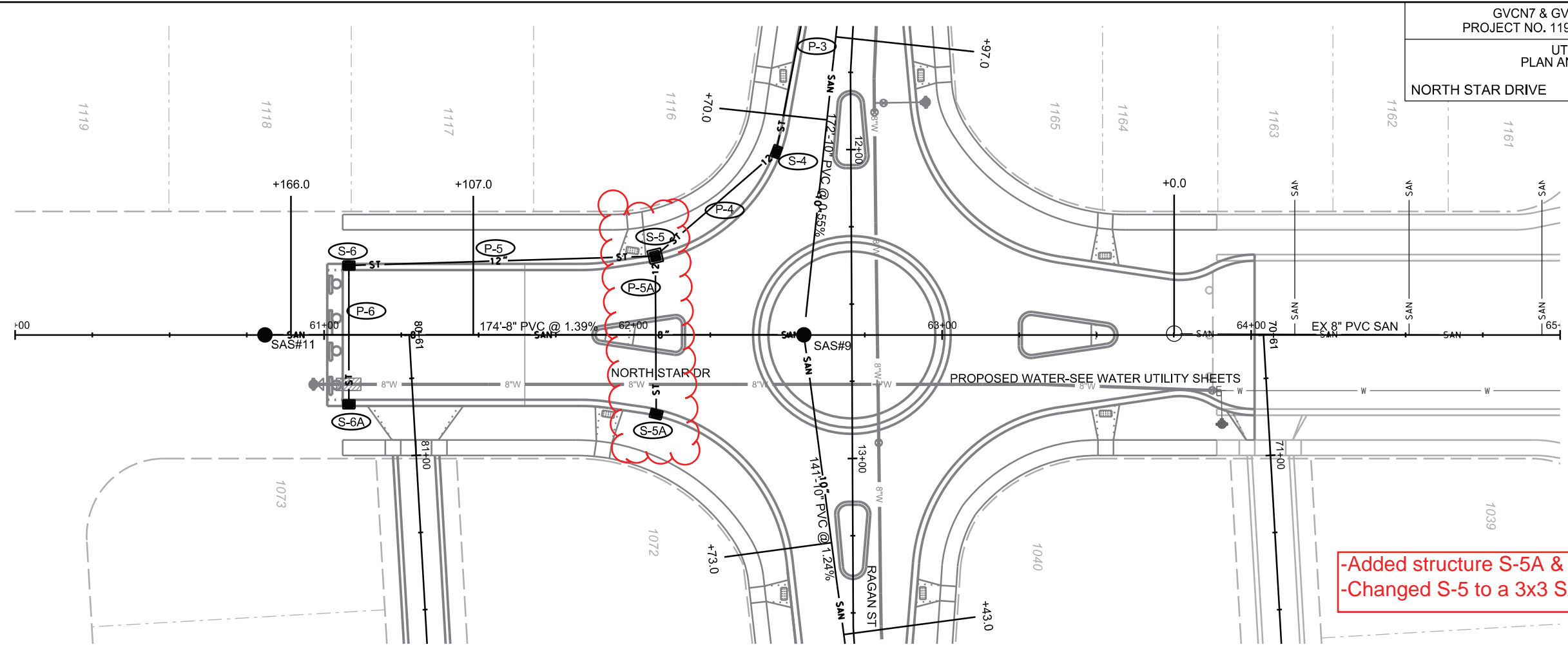
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PLOT NAME:

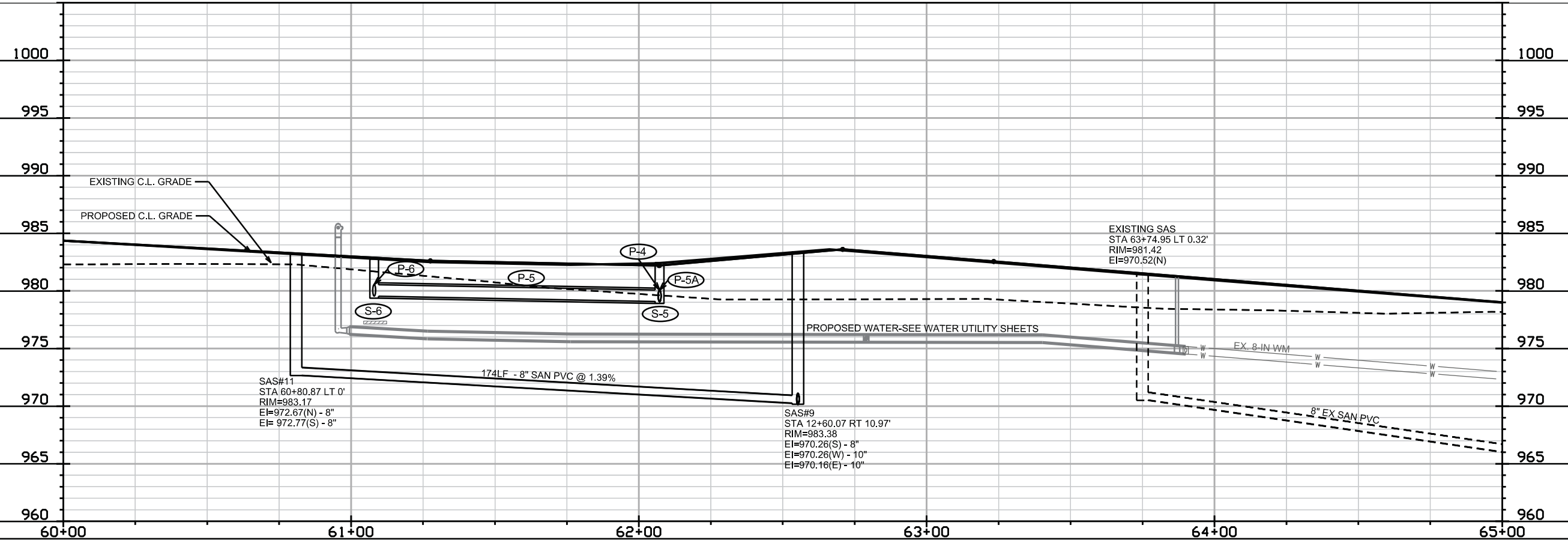
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REVISED  
8/1/19 EEA



-Added structure S-5A & pipe P-5A.  
-Changed S-5 to a 3x3 SAS.



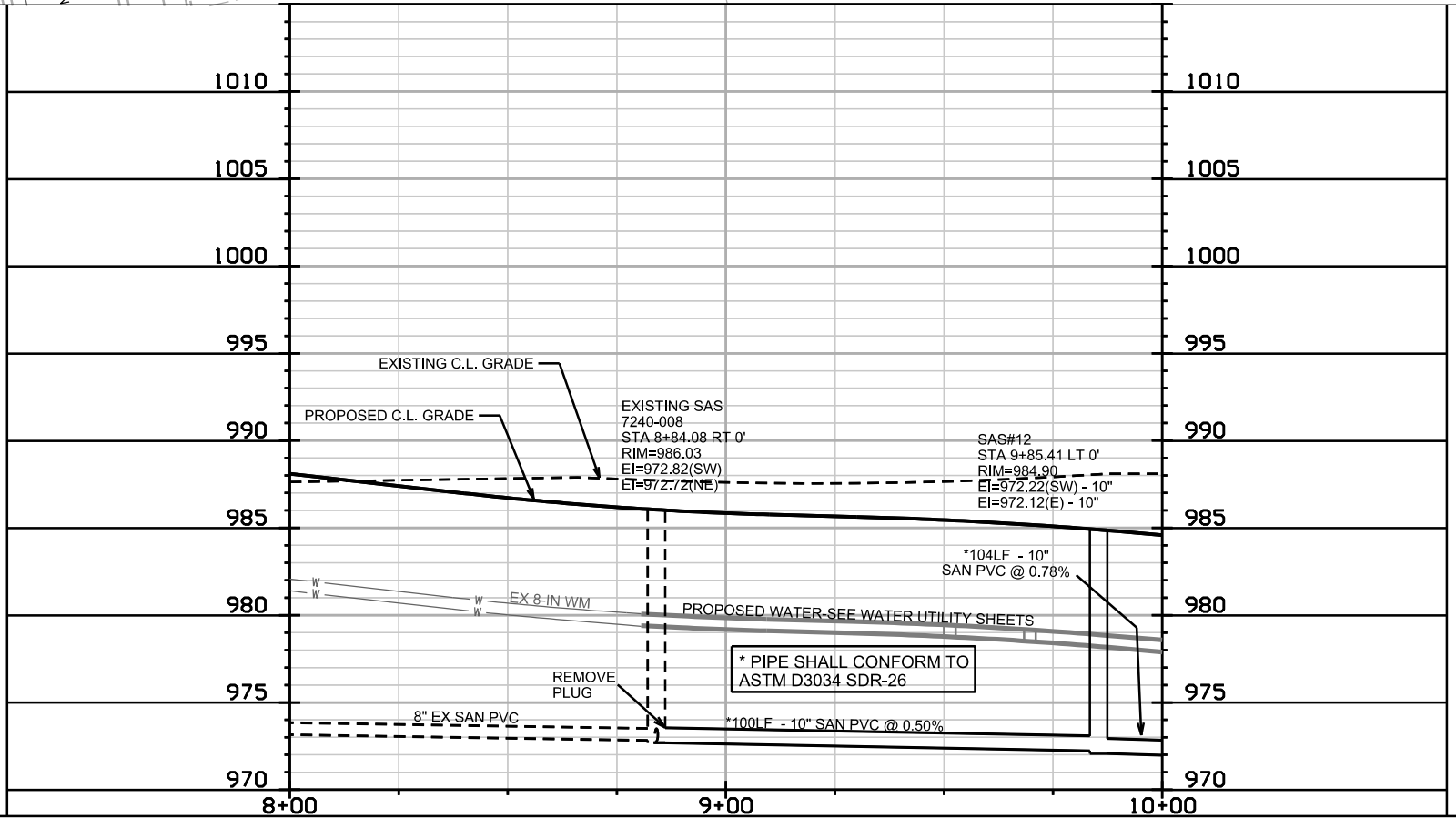
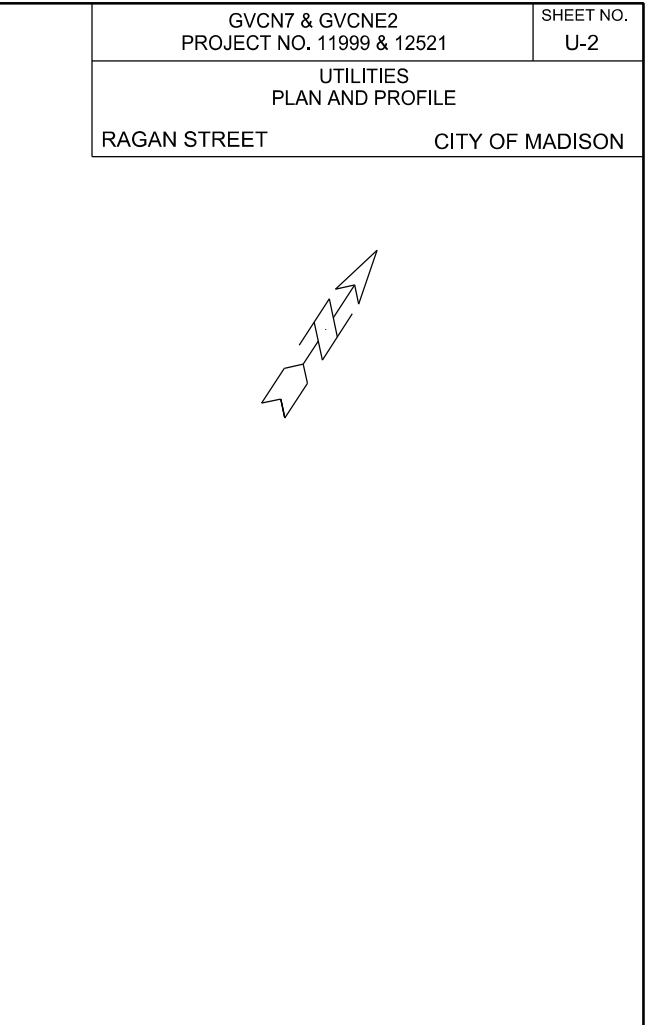
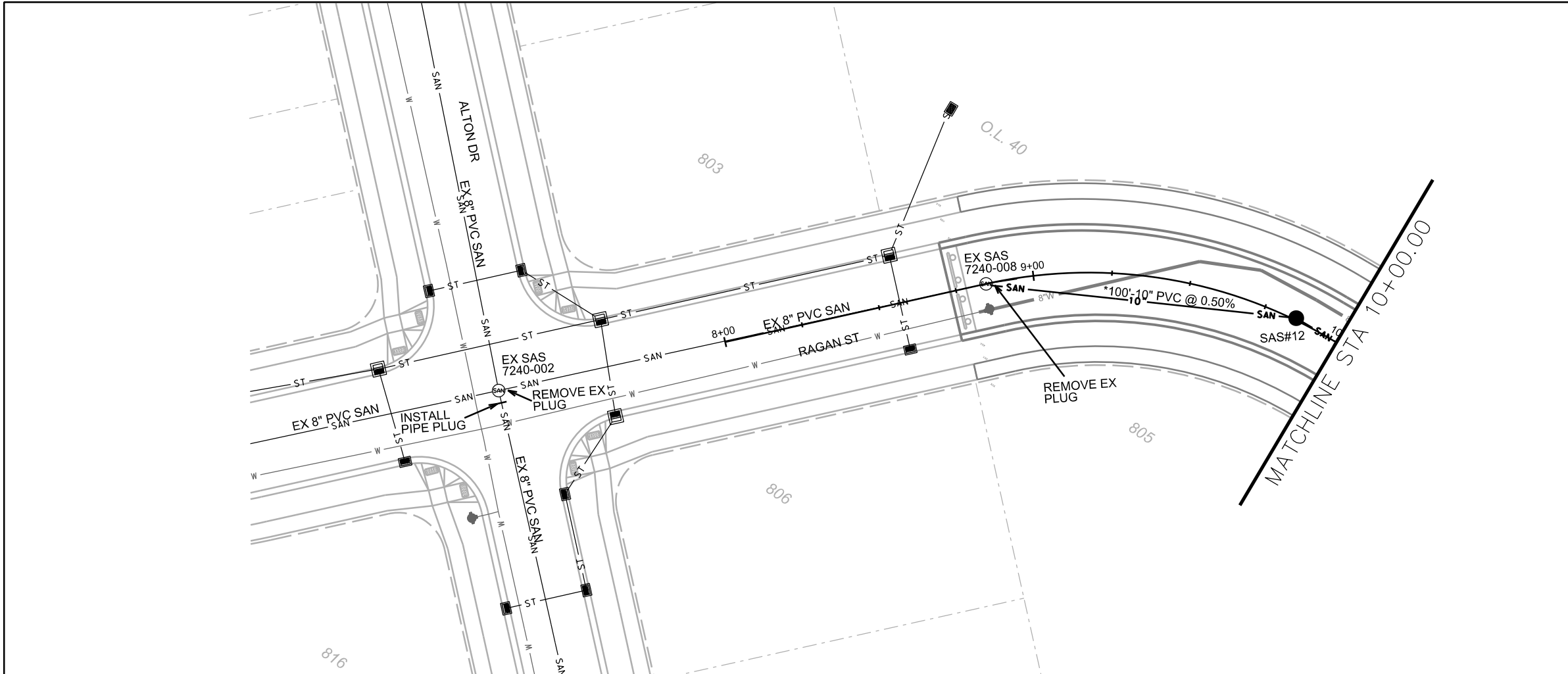
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REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





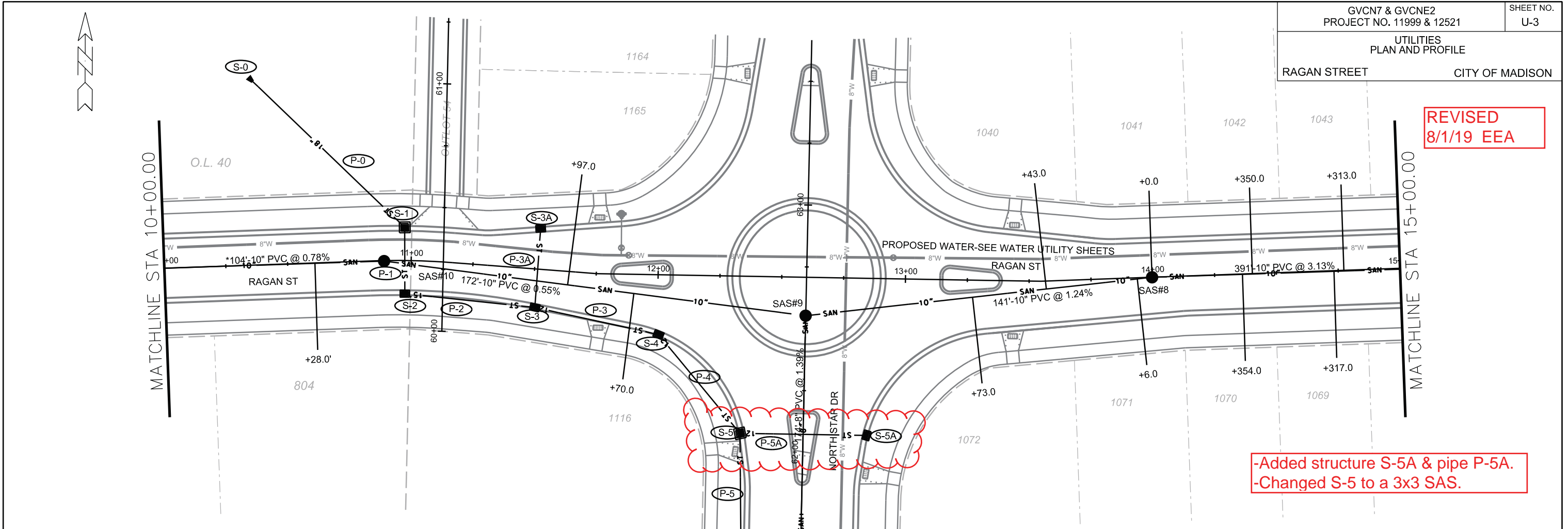
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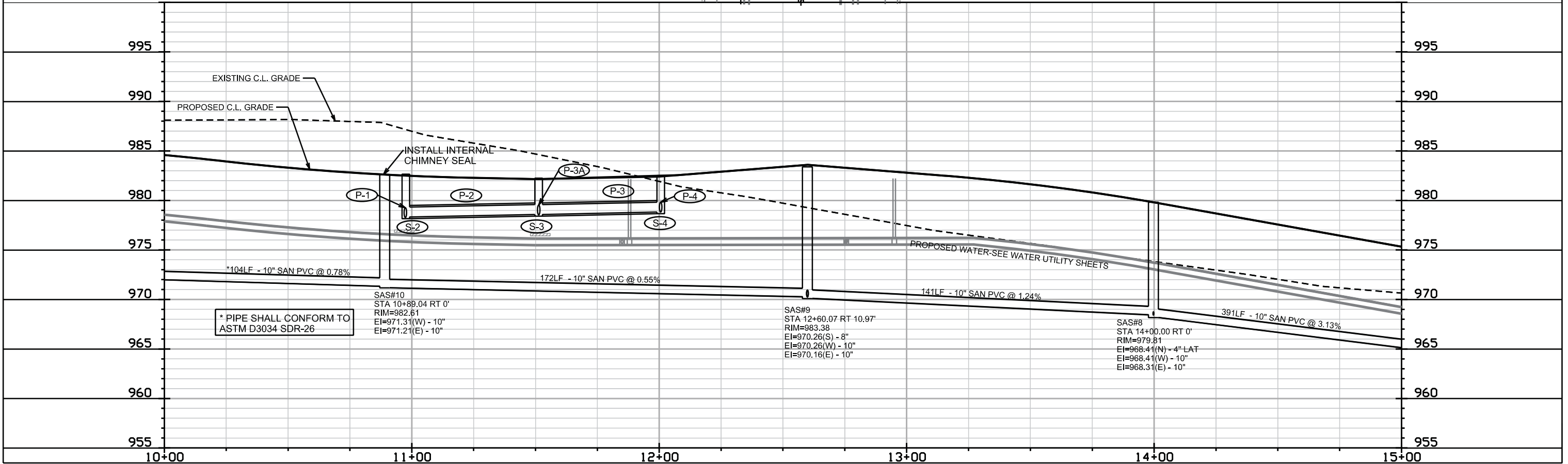
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REVISED  
8/1/19 EEA

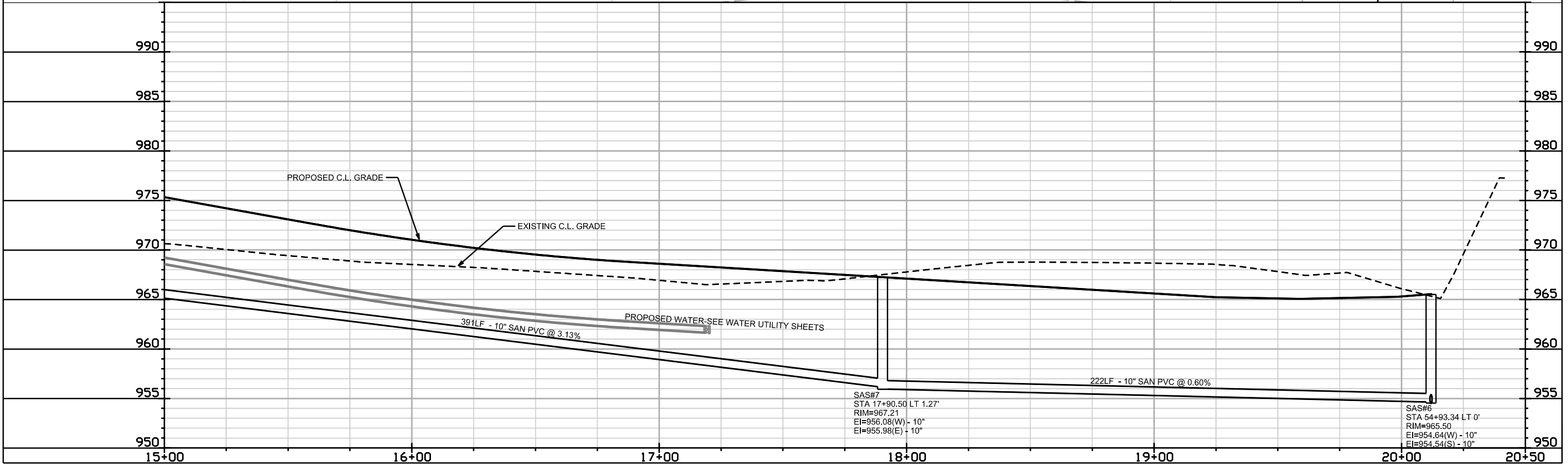
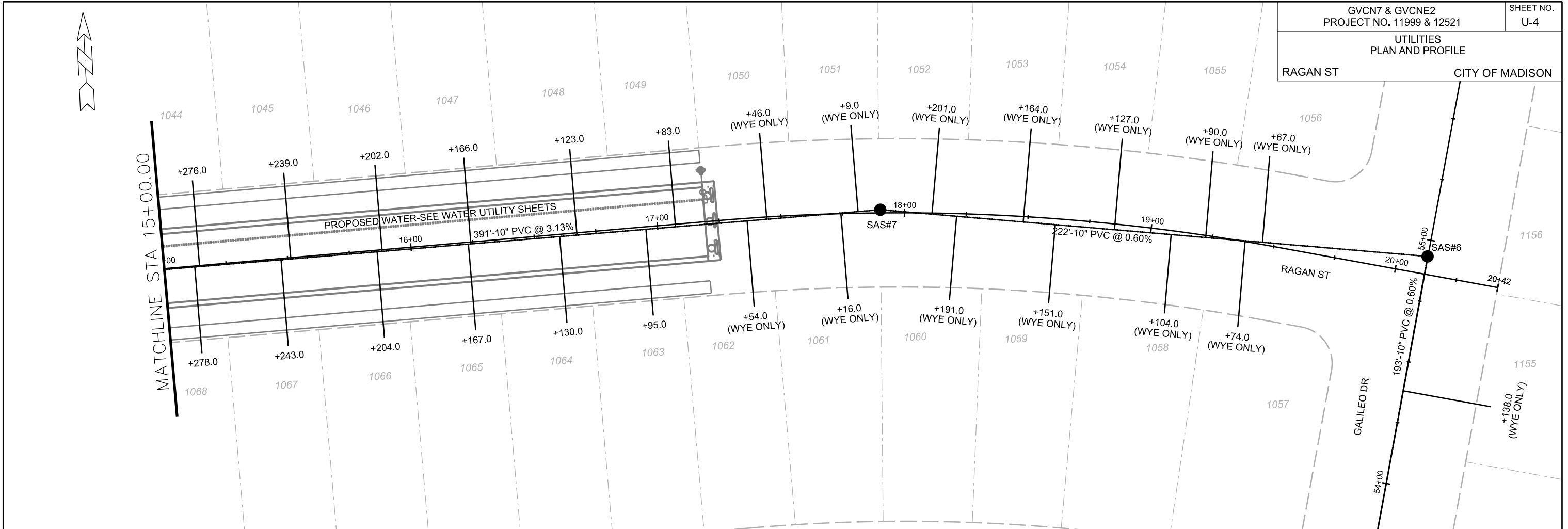


-Added structure S-5A & pipe P-5A.  
-Changed S-5 to a 3x3 SAS.



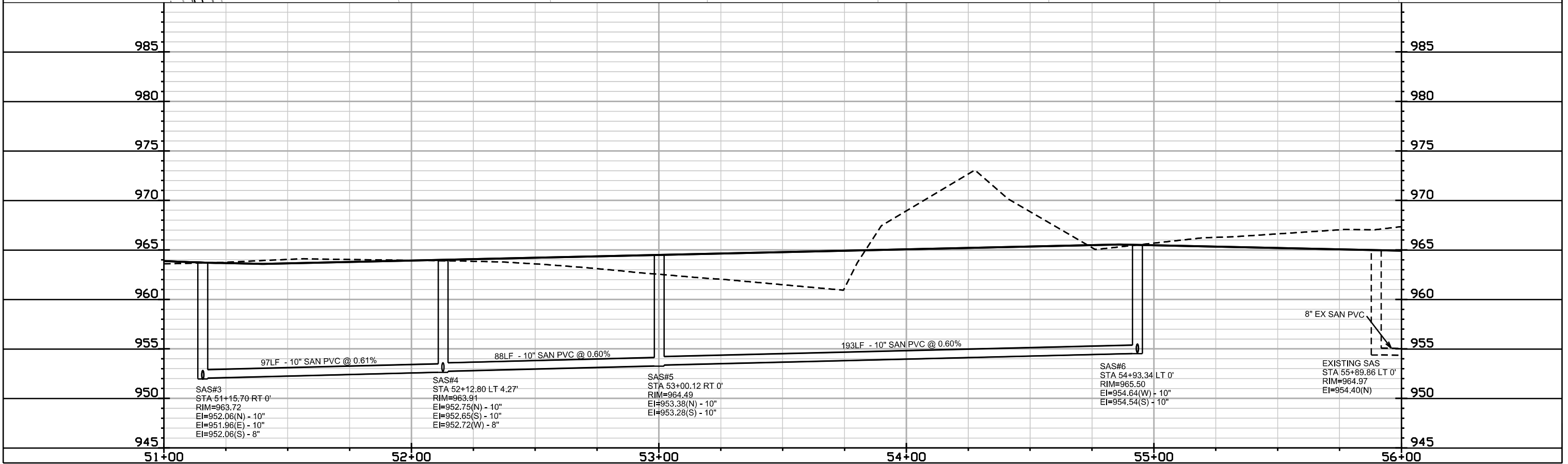
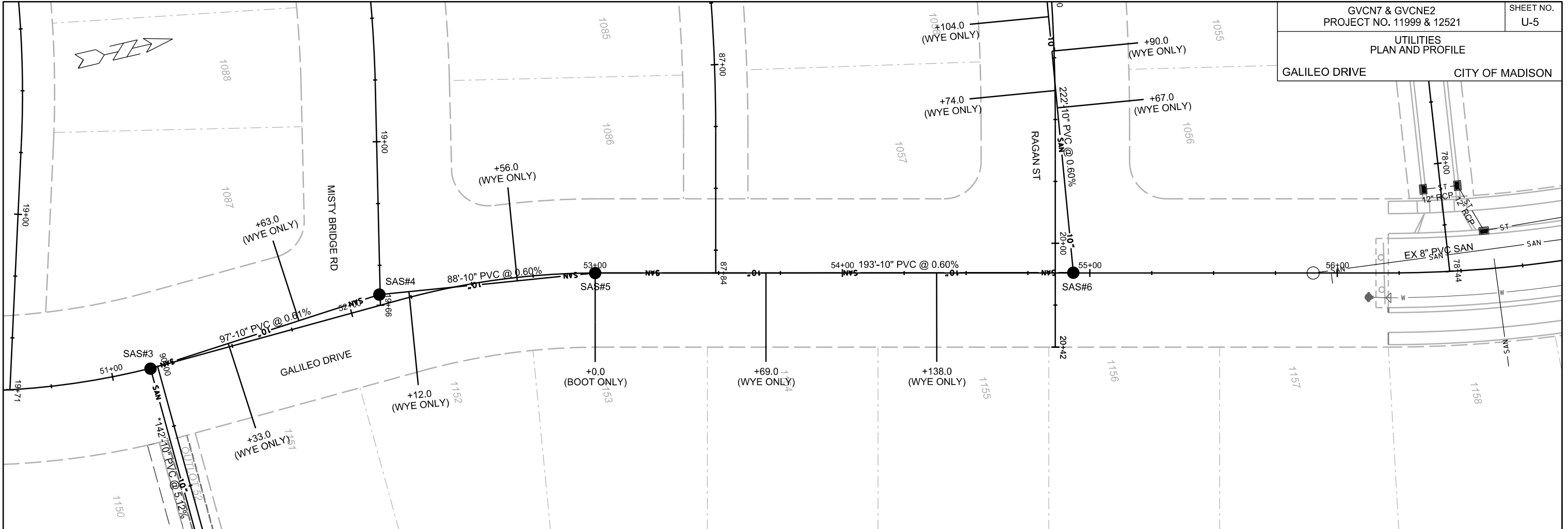
UTILITIES  
PLAN AND PROFILE

RAGAN ST CITY OF MADISON



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

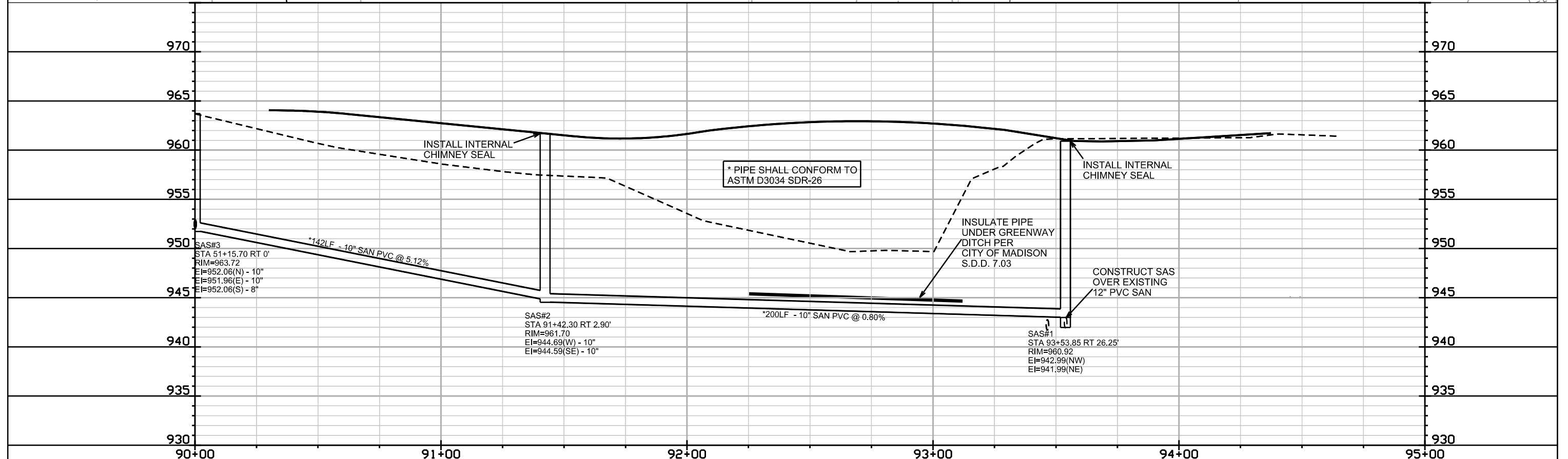
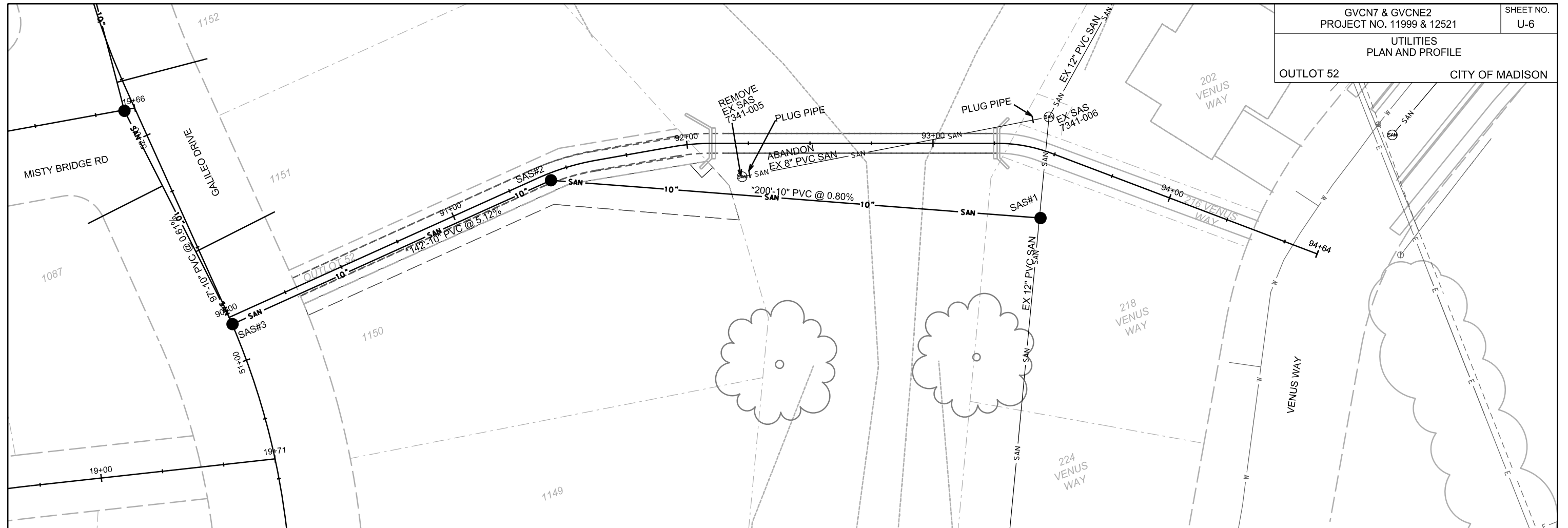




PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

# SANITARY SEWER SCHEDULE

GVCN7 & GVCNE2  
PROJECT NO. 11999 & 12521

SHEET NO.  
U-SAN

SANITARY SEWER SCHEDULE

CITY OF MADISON

## PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>OUTLOT 52</b>						
SAS#1	93+58.85	RT-26.25	960.92	941.99	18.93	(1)
SAS#2	91+42.30	RT-2.90	961.70	944.59	17.11	(1)
<b>GALILEO DRIVE</b>						
SAS#3	51+15.70	CL	963.72	951.96	11.76	-
SAS#4	52+12.80	LT-4.27	963.92	952.65	11.27	-
SAS#5	53+00.00	CL	964.49	953.28	11.21	-
SAS#6	54+93.34	CL	965.50	954.54	10.96	-
<b>RAGAN STREET</b>						
SAS#7	17+90.50	LT-1.27	967.21	955.98	11.23	-
SAS#8	14+00.00	CL	979.81	968.31	11.50	-
SAS#9	12+60.07	RT-10.97	983.38	970.16	13.22	-
SAS#10	10+89.04	CL	982.61	971.21	11.40	(1)
SAS#12	9+85.41	CL	984.90	972.12	12.78	-
<b>NORTH STAR DRIVE</b>						
SAS#11	60+80.87	CL	983.17	972.67	10.50	-

## SANITARY STRUCTURE REMOVALS

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>OUTLOT 52</b>						
EX. SAS #7341 - 005	92+20.93	RT-15.70	957.11	942.63	14.48	

## PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
SAS#1	SAS#2	942.99	944.59	200	0.80%	10"	SDR-26	-
SAS#2	SAS#3	944.69	951.96	142	5.12%	10"	SDR-26	-
SAS#3	SAS#4	952.06	952.65	97	0.61%	10"	SDR-35	-
SAS#4	SAS#5	952.75	953.28	88	0.60%	10"	SDR-35	-
SAS#5	SAS#6	953.38	954.54	193	0.60%	10"	SDR-35	-
SAS#6	SAS#7	954.64	955.98	222	0.60%	10"	SDR-35	-
SAS#7	SAS#8	956.08	968.31	391	3.13%	10"	SDR-35	-
SAS#8	SAS#9	968.41	970.16	141	1.24%	10"	SDR-35	-
SAS#9	SAS#10	970.26	971.21	172	0.55%	10"	SDR-35	-
SAS#9	SAS#11	970.26	972.67	174	1.39%	8"	SDR-35	-
SAS#10	SAS#12	971.31	972.12	104	0.78%	10"	SDR-26	-
SAS#12	EX SAS	972.22	972.72	100	0.50%	10"	SDR-26	-

## SANITARY STRUCTURE ABANDONMENTS

REMOVE FROM	REMOVE TO	LENGTH (FT)	PIPE TYPE	PIPE SIZE	NOTES
7341 - 006	7341 - 005	127	PVC	8"	ABANDON WITH PLUGS

## NOTES

(1) INSTALL INTERNAL CHIMNEY SEAL



# STORM SEWER SCHEDULE

\* REVISED 8/1/19 EEA  
 + REVISED 8/8/19 EEA

GVCN7 & GVCNE2	SHEET NO.
PROJECT NO. 11999 & 12521	U-STM
STORM SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>RAGAN ST</b>							
S-0	10+36.79	LT-76.00	12" APRON END	-	977.00	-	W/ GATE
S-1	10+97.22	LT-13.42	3X3 SAS	982.65	977.70	4.95	W/ R-3067-7004-V
S-2	10+97.60	RT-13.42	H INLET	982.65	977.83	4.82	W/ R-3067-7004-V, FP
S-3	11+51.31	RT-15.60	H INLET	982.25	978.33	3.92	LP; W/ R-3064-7004-VB; (1), FP
S-3A	11+51.31	LT-16.61	H INLET	982.23	978.73	3.50	LP; W/ R-3064-7004-VB; (1)
S-4	12+00.59	RT-24.17	H INLET	982.51	978.82	3.69	W/ R-3067-7004-V
<b>NORTH STAR DR</b>							
* S-5	62+07.18	LT-25.53	3X3 SAS	982.15	979.06	3.09	LP; W/ R-3067-7004-VB; (1)
* S-5A	62+07.18	RT-25.53	H INLET	982.15	979.30	2.85	LP; FP; W/ R-3067-7004-VB; (1)
S-6	61+08.05	LT-22.48	H INLET	982.76	979.54	3.22	W/ R-3067-7004-V
S-6A	61+08.05	RT-22.48	H INLET	982.76	979.76	3.00	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
+ P-0	S-0	S-1	977.00	977.70	88	86	0.81%	18"	TYPE II	-
+ P-1	S-1	S-2	977.70	977.83	27	25	0.52%	18"	TYPE I	-
P-2	S-2	S-3	978.08	978.33	53	50	0.50%	15"	TYPE II	-
P-3	S-3	S-4	978.58	978.82	51	48	0.50%	12"	TYPE II	-
+ P-3A	S-3	S-3A	978.58	978.73	32	30	0.50%	12"	TYPE I	-
P-4	S-4	S-5	978.82	979.06	52	48	0.50%	12"	TYPE II	-
P-5	S-5	S-6	979.06	979.54	99	96	0.50%	12"	TYPE II	-
* P-5A	S-5	S-5A	979.06	979.30	51	48	0.50%	12"	TYPE I	-
P-6	S-6	S-6A	979.54	979.76	45	43	0.51%	12"	TYPE I	-

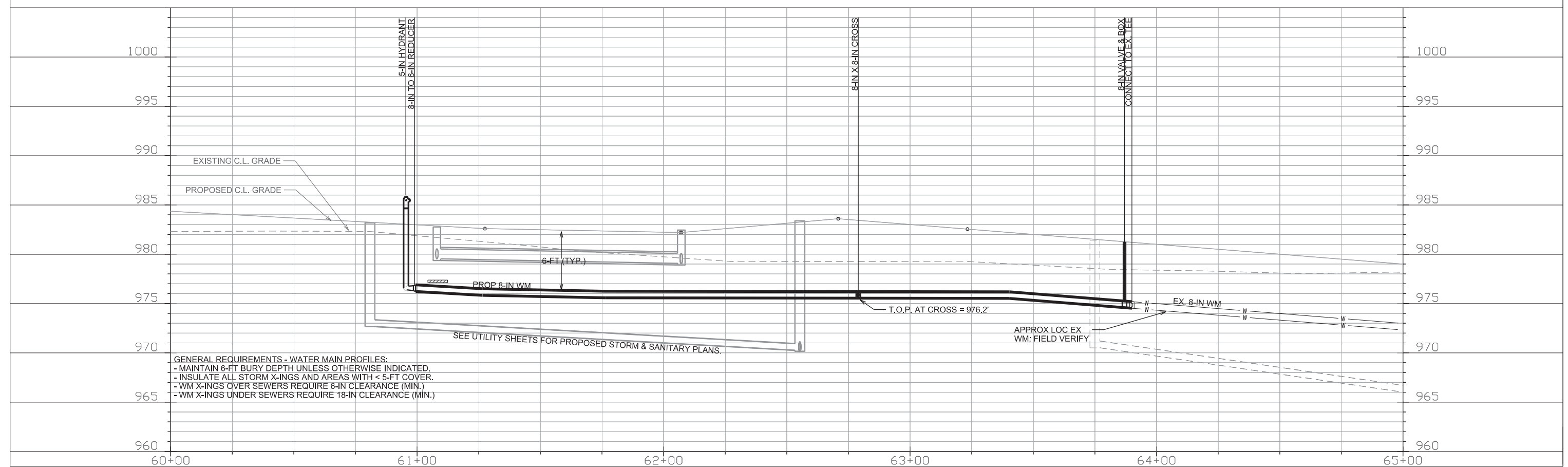
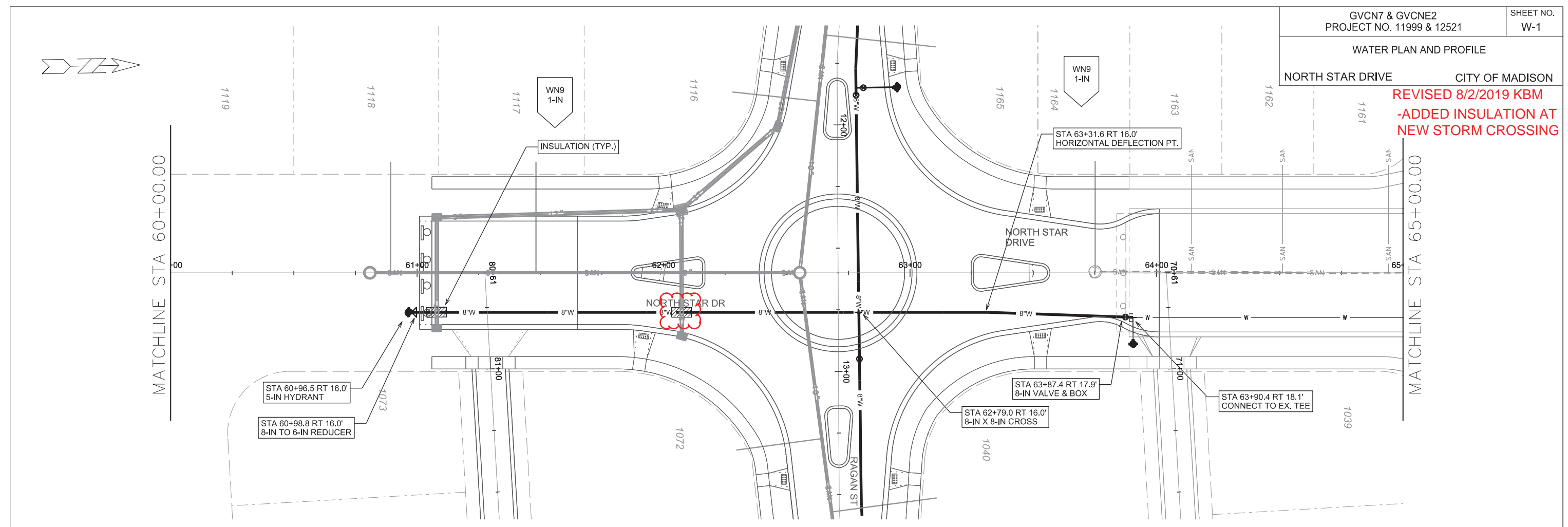
### NOTES:

(1) INSTALL 2" PVC DRAIN PIPE PER CITY OF MADISON S.D.D. 5.7.7A

### STANDARD NOTES:

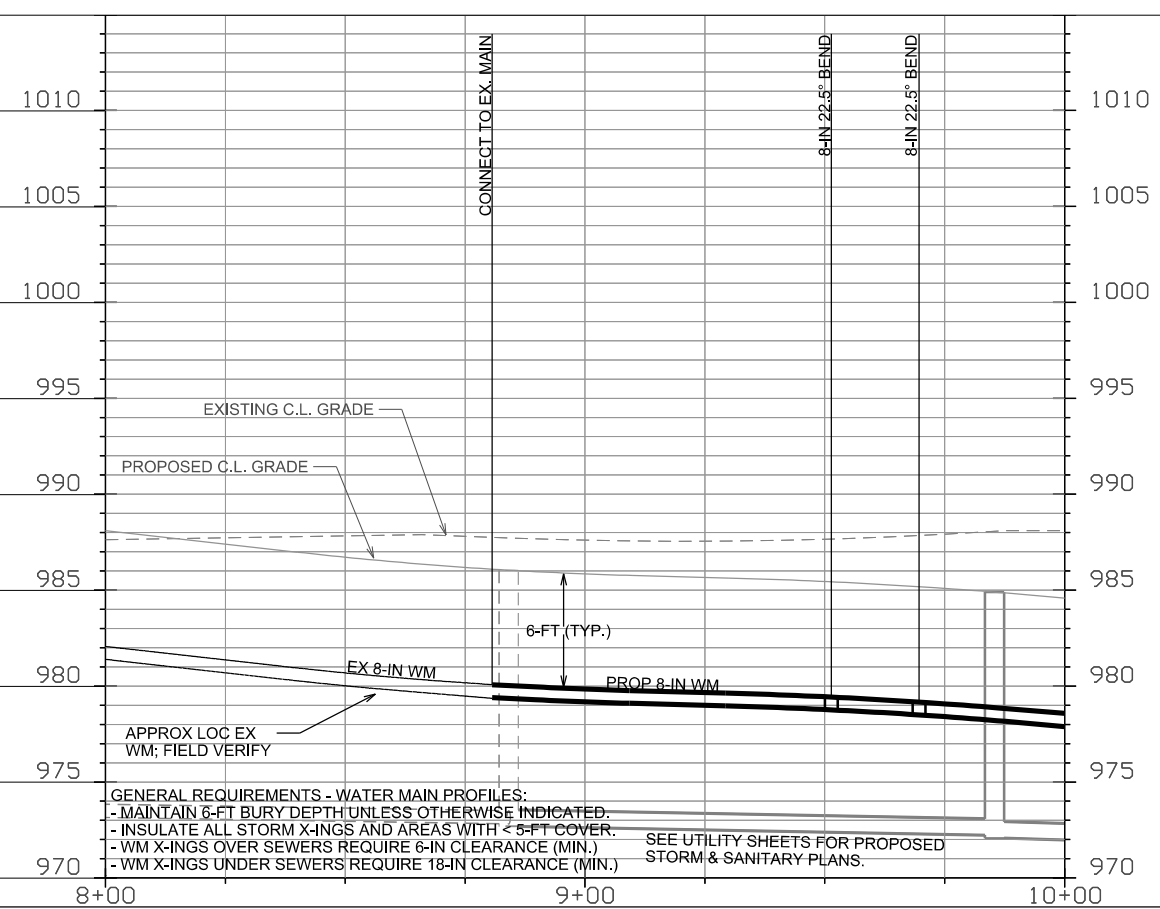
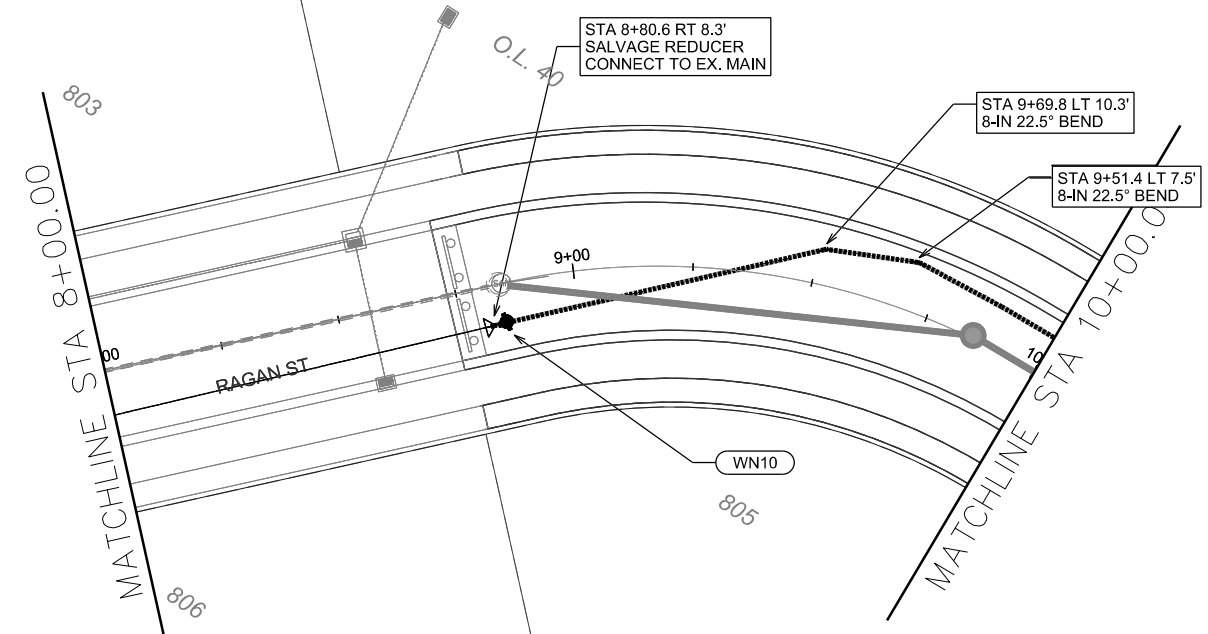
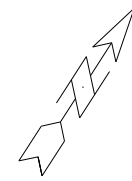
- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = 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 ELIA E. ACOSTA OF CITY ENGINEERING AT (608) 266-4096 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO EACOSTA@CITYOFMADISON.COM.

REVISED 8/2/2019 KBM  
-ADDED INSULATION AT  
NEW STORM CROSSING



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.)

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



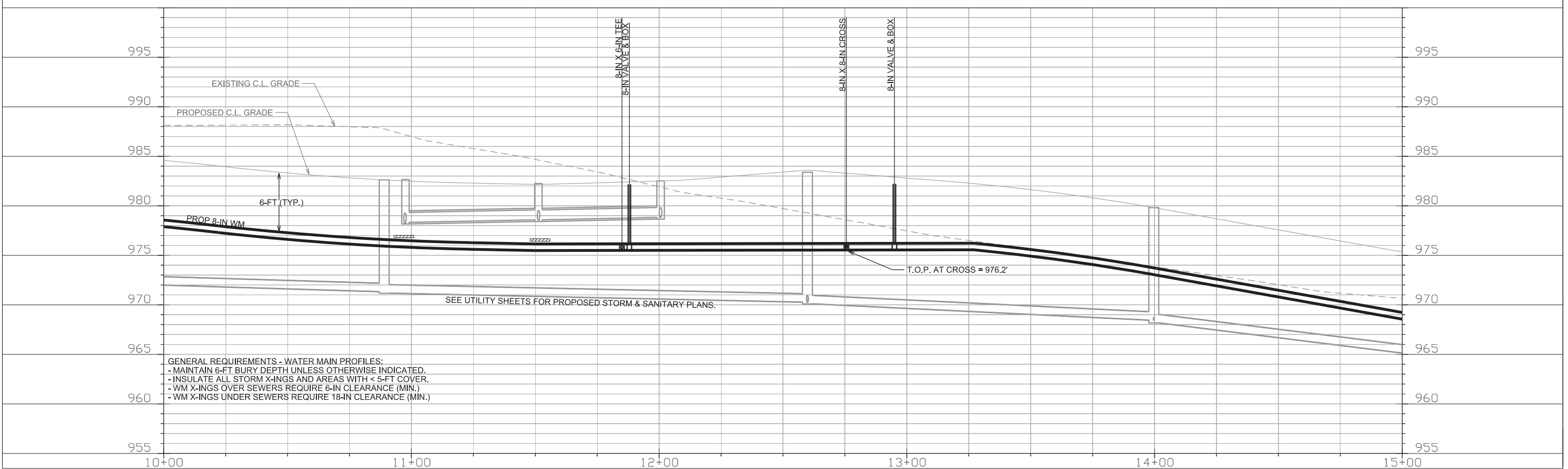
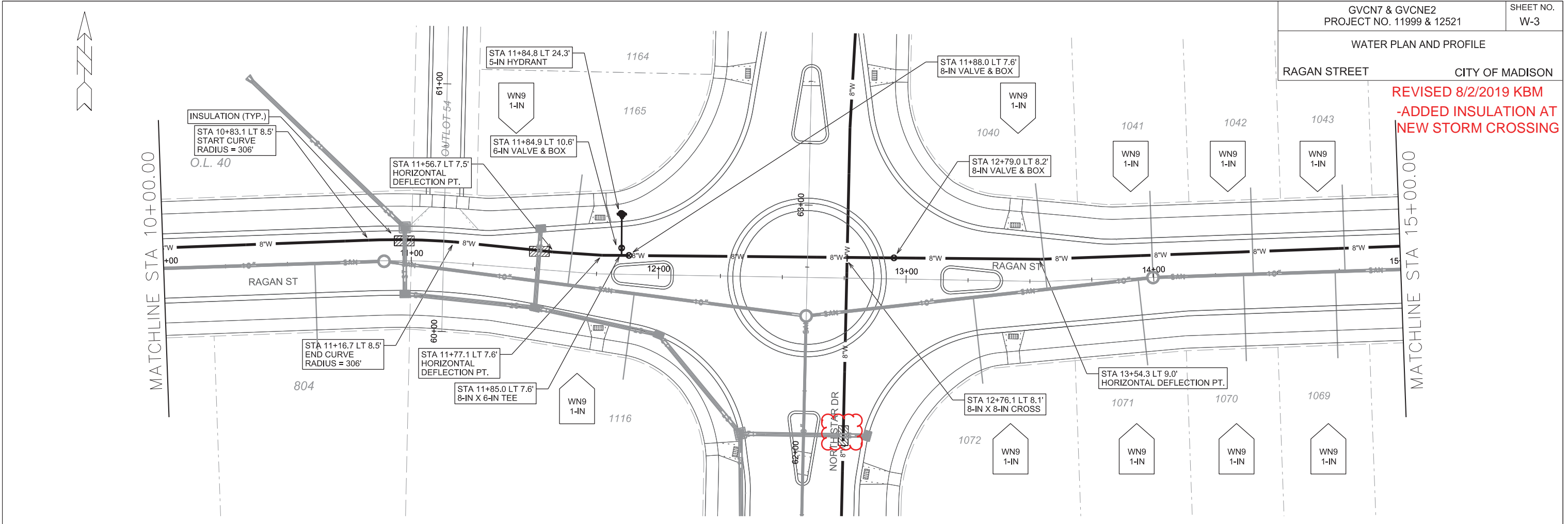
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PLOT NAME:

REV. DATE:

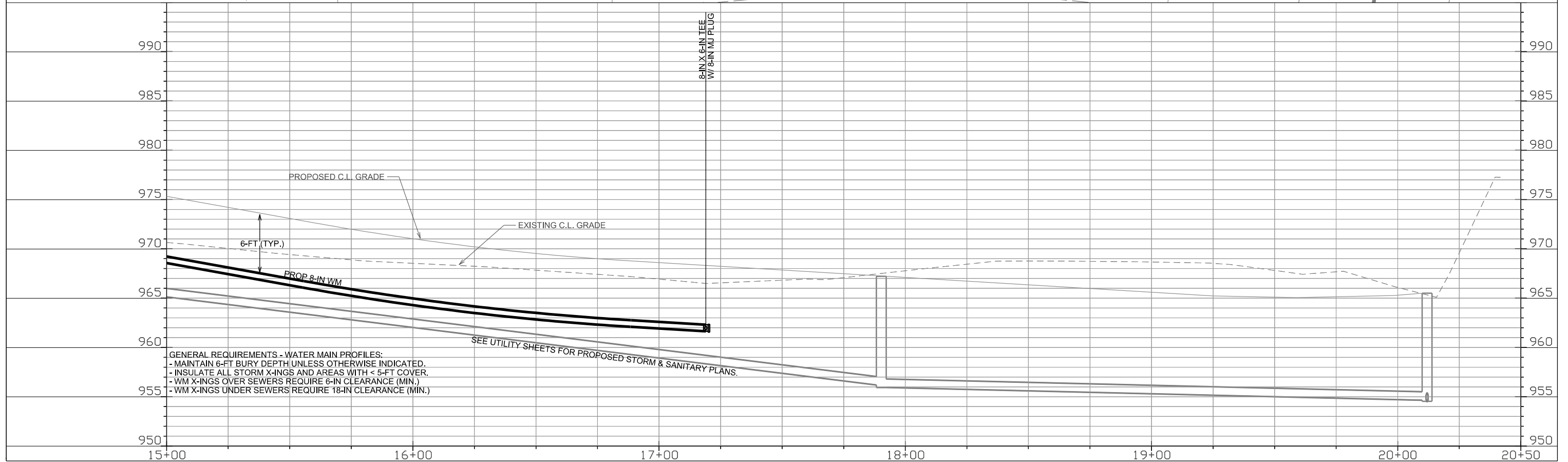
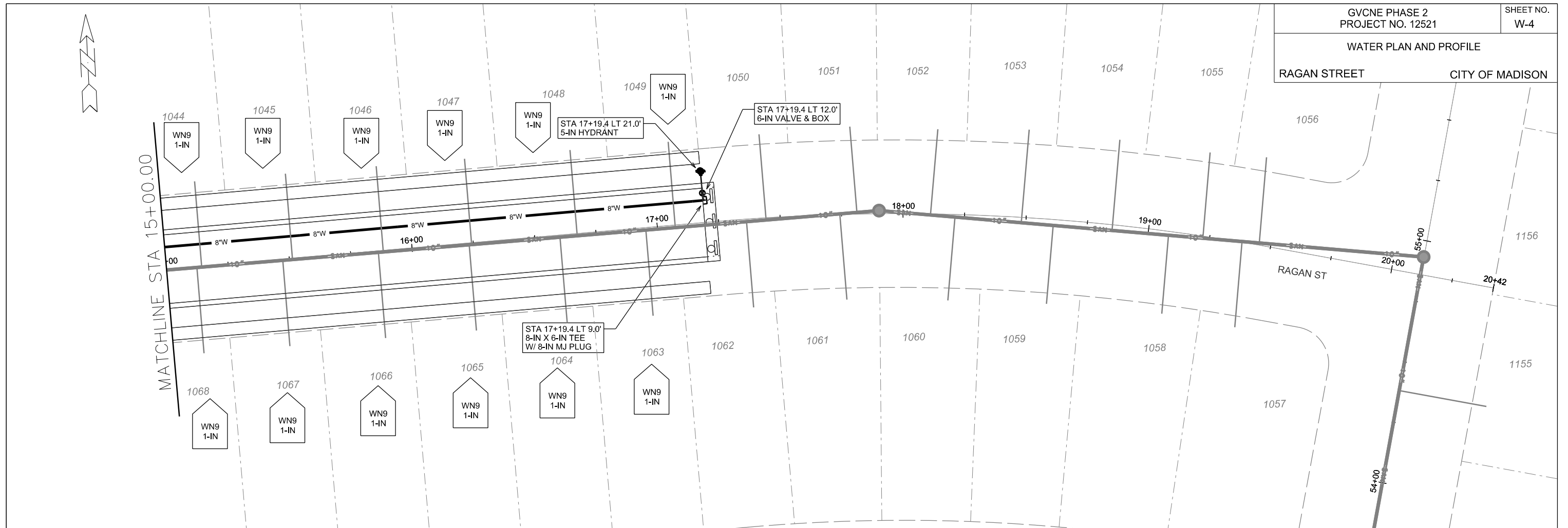
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REVISED 8/2/2019 KBM  
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PLOT SCALE: \_\_\_\_\_  
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 ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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PLOT SCALE:

PLOT NAME:

REV. DATE:

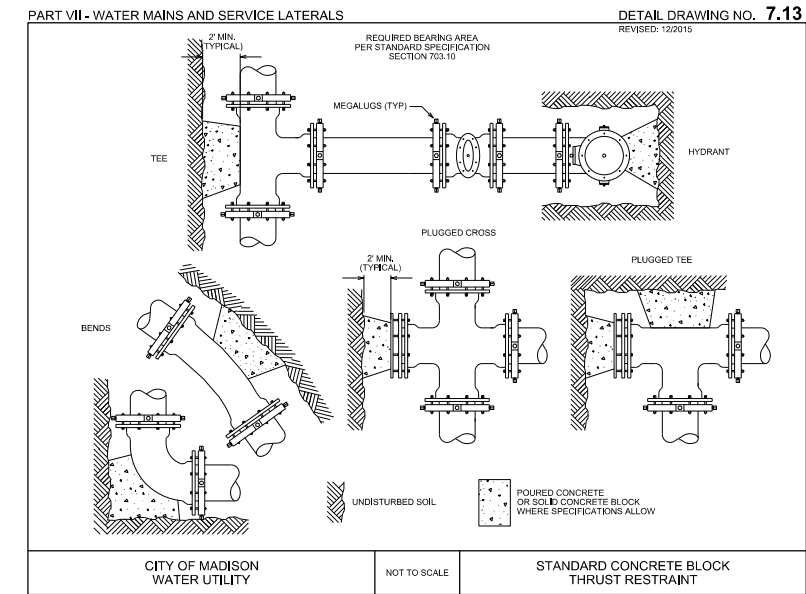
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CONSTRUCTION NOTES:

1. CONSTRUCT NEW WATER MAIN 6.0' BELOW FINISHED GRADE, UNLESS OTHERWISE NOTED. INSULATE MAIN WITH POLYSTYRENE BOARD AT STORM 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.

- |                           |                                   |
|---------------------------|-----------------------------------|
| 20-FT - 6-IN WATER MAIN   | 2 - 8-IN 22.5° BEND               |
| 1140-FT - 8-IN WATER MAIN | 1 - 8-IN X 6-IN REDUCER           |
| 2 - 6-IN VALVE & BOX      | 1 - 8-IN MJ PLUG                  |
| 3 - 8-IN VALVE & BOX      | 3 - 5-IN HYDRANT                  |
| 2 - 8-IN X 6-IN TEE       | 1134-FT - POLY WRAP               |
| 1 - 8-IN X 8-IN CROSS     | 24-FT - 2-IN STYROFOAM INSULATION |

ESTIMATE OF MATERIALS SALVAGED:

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

- 1 - 5-IN HYDRANT
- 1 - 8-IN X 6-IN REDUCER

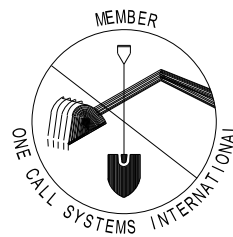
ESTIMATE OF MATERIALS PROVIDED BY WATER UTILITY:

\* 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.

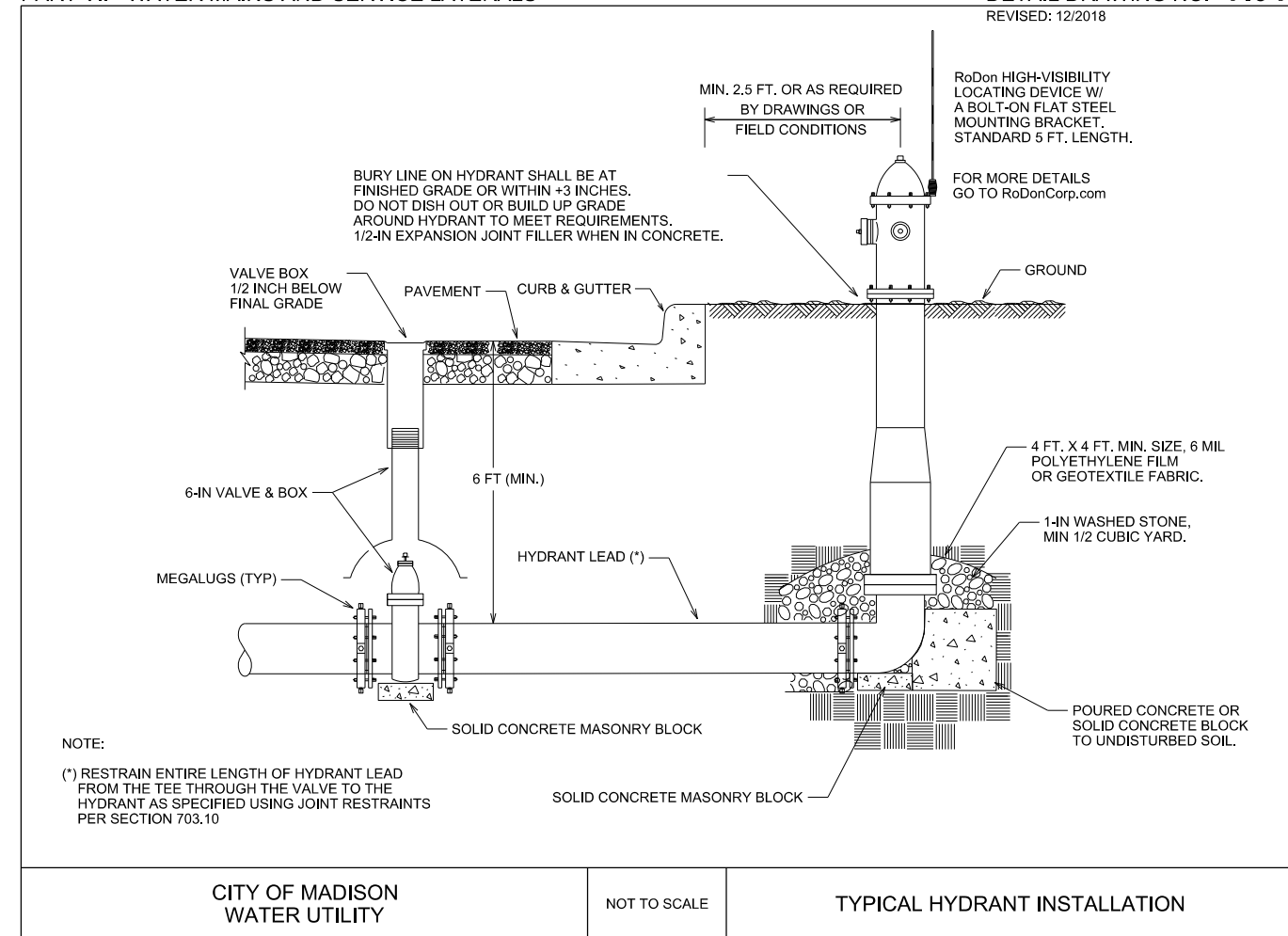


DISCLAIMER NOTE:  
UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WORK.

PART VII - WATER MAINS AND SERVICE LATERALS

DETAIL DRAWING NO. 7.04

REVISED: 12/2018



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

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION