

Madison, Wisconsin

# CITY OF MADISON

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

## PLAN OF PROPOSED IMPROVEMENT

### BIRCHWOOD POINT SOUTH PHASE 1

CITY PROJECT NO. 11932

CITY CONTRACT NO. 8195

MUNIS NO. 11932

PUBLIC IMPROVEMENT PROJECT  
APPROVED

JUNE 5, 2018

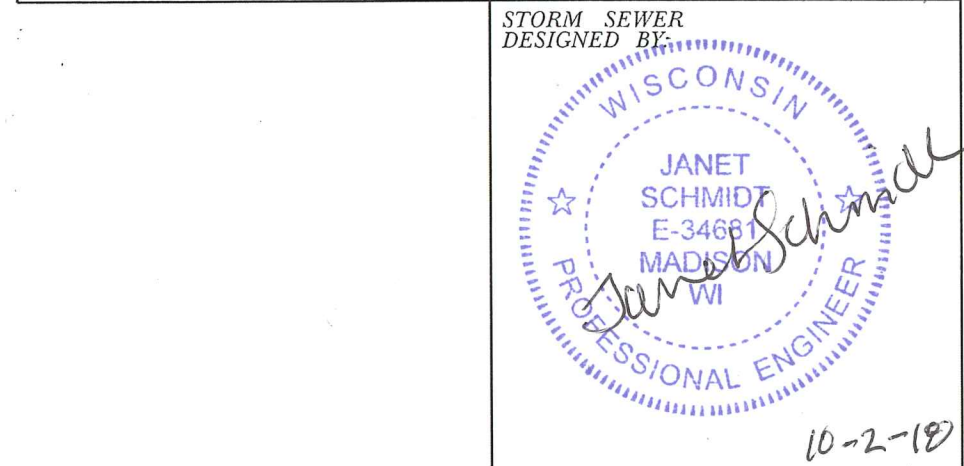
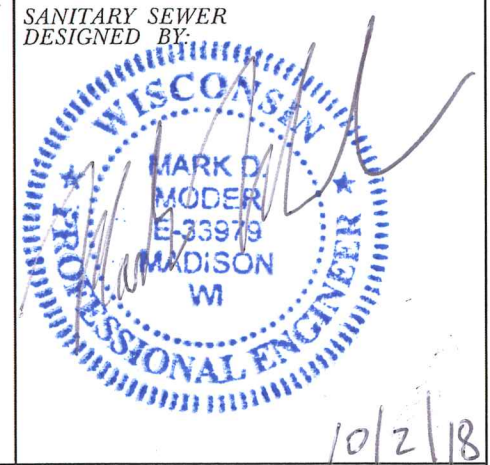
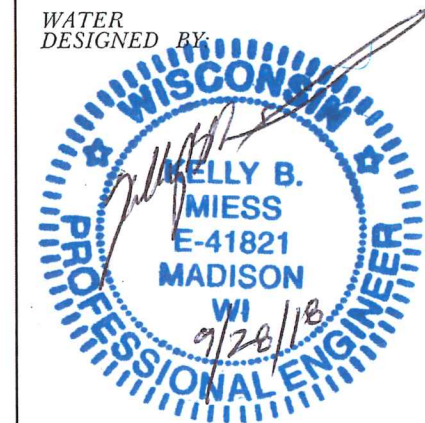
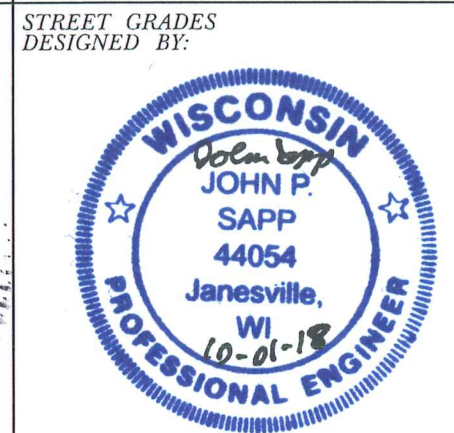
BY THE COMMON COUNCIL  
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN  
APPROVED BY:

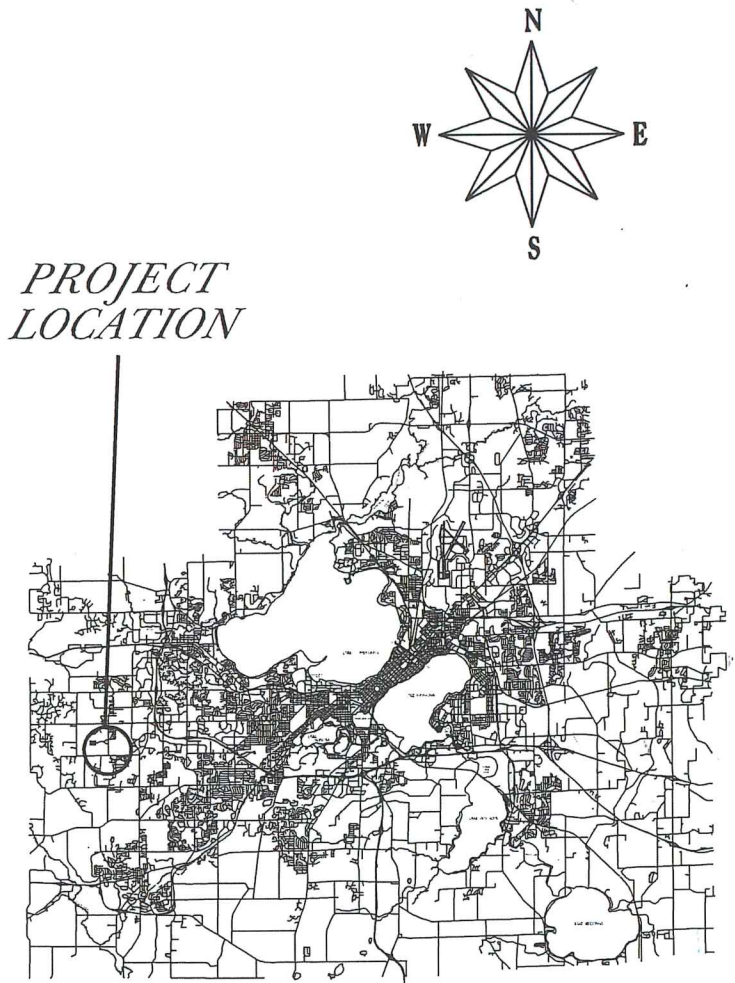
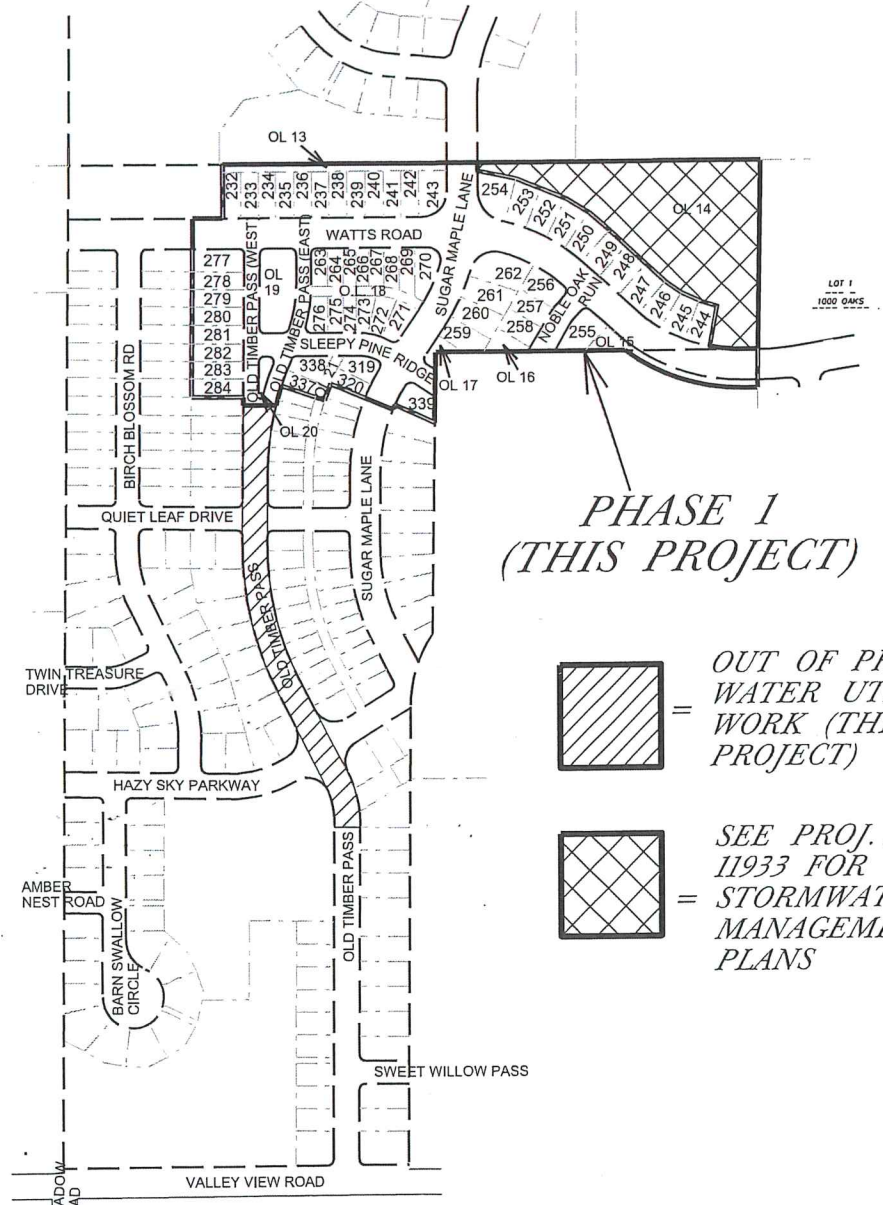
*[Signature]* 10/2/18  
City Engineer Date

INDEX OF SHEETS

SHEET NO.	TITLE
1	
DI-D5	DETAILS
PI-P11	STREET PLAN AND PROFILES
UI-U14	UTILITIES PLAN AND PROFILES
U15	SANITARY SEWER SCHEDULE
UI6-U17	STORM SEWER SCHEDULE
WI-W9	WATER PLAN AND PROFILES
W10	WATER MATERIALS
W11	PRV DETAIL DRAWING



PLOT SCALE: \_\_\_\_\_  
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 THE SLEEPY PINE RIDGE & NOBLE OAK RUN RIGHTS-OF-WAY SHALL BE TYPE A PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

ALL PAVEMENT IN THE OLD TIMBER PASS RIGHT-OF-WAY SHALL BE TYPE B PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

ALL PAVEMENT IN THE SUGAR MAPLE LANE & WATTS ROAD RIGHTS-OF-WAY SHALL BE TYPE C 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

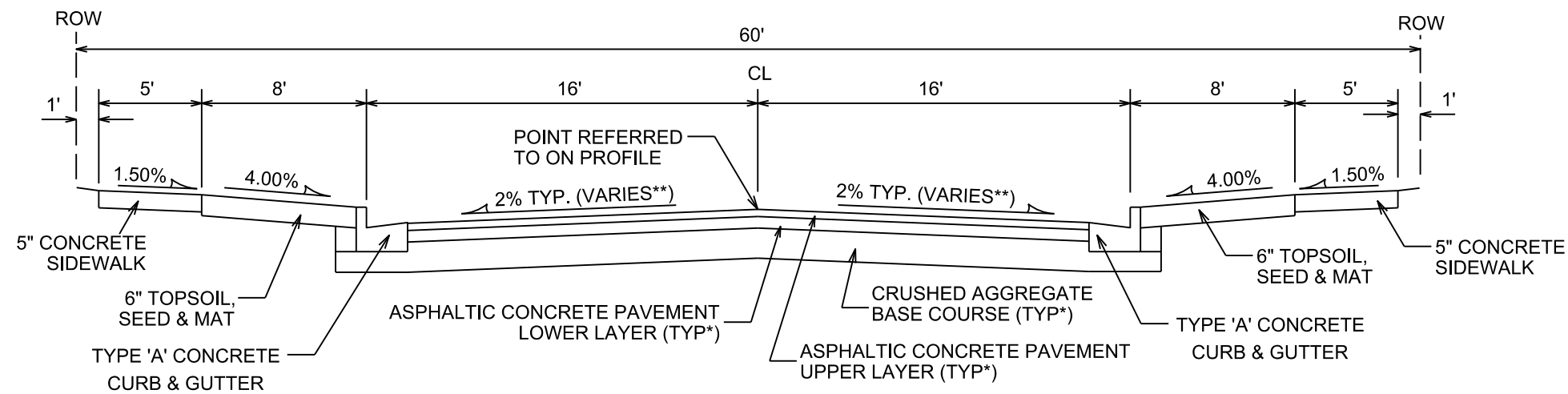
CONVENTIONAL SIGNS	
FIELD VERIFY ALL UTILITY LOCATIONS	
GAS	—— G ——
STORM SEWER	—— ST ——
SANITARY SEWER	—— SAN ——
WATER	—— W ——
OVERHEAD ELECTRIC	—— OH ——
POWER POLE	⊕
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	
COMBUSTIBLE FLUIDS	

PLOT SCALE:

PLOT NAME:

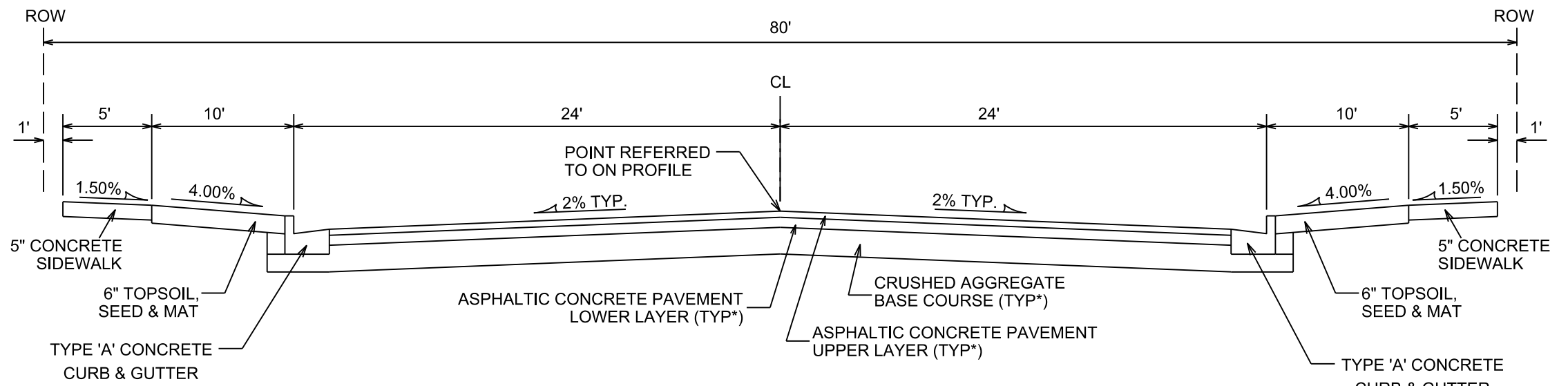
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL SECTION**

NOBLE OAK RUN  
SLEEPY PINE RIDGE  
NOT TO SCALE



**TYPICAL SECTION**

SUGAR MAPLE LANE  
NOT TO SCALE

NOTES:

- \* SUGAR MAPLE LANE SHALL BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN<sup>†</sup>
- NOBLE OAK RUN & SLEEPY PINE RIDGE SHALL BE CONSTRUCTED AS TYPE 'A' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN<sup>†</sup>

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

- THE DEVELOPER SHALL BE RESPONSIBLE FOR SURFACE PAVING ALL OF PHASE 1

<sup>†</sup> CITY OF MADISON MINIMUM PAVEMENT DESIGN

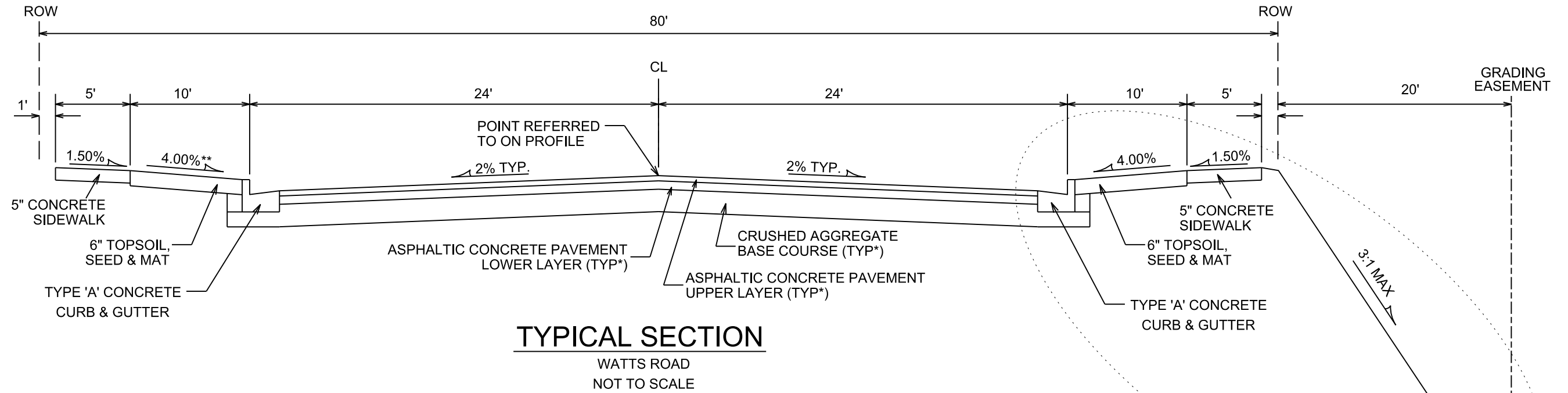
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	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER		UPPER LAYER	
			TYPE	THICKNESS	TYPE	THICKNESS
A	6"	6"	4 LT 58-28 S	1.75"	4 LT 58-28 S	1.75"
B	6"	6"	3 LT 58-28 S	2.50"	4 LT 58-28 S	2.00"
C	6"	6"	3 MT 58-28 S/H	3.50"	4 MT 58-28 S/H	2.00"

PLOT SCALE:

PLOT NAME:

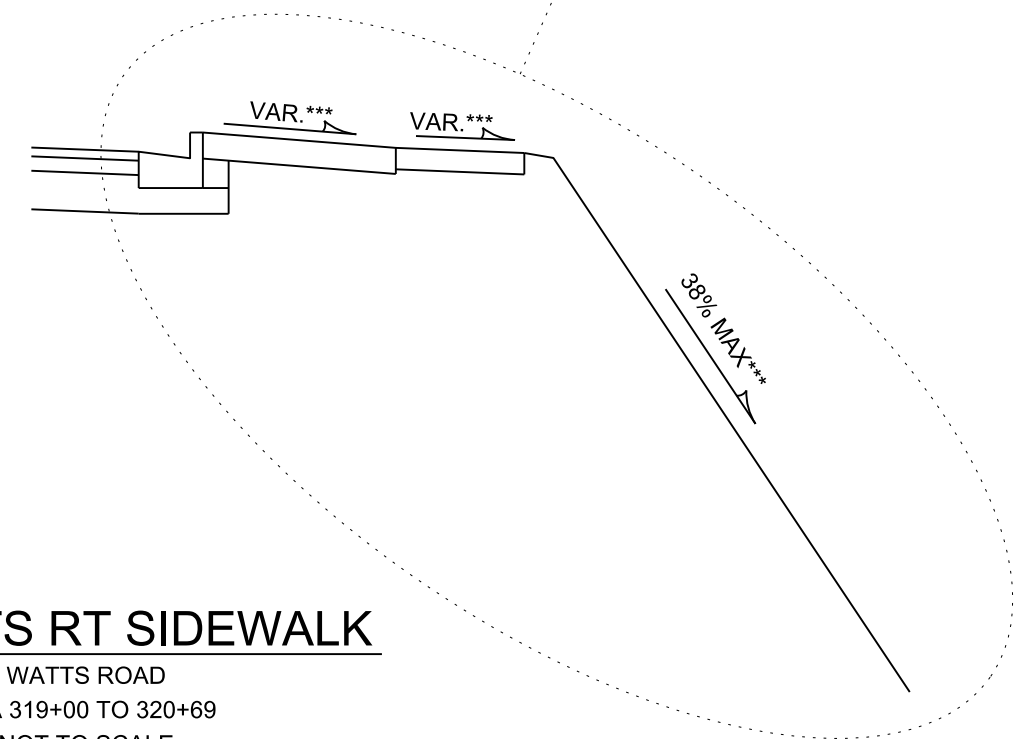
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL SECTION**

WATTS ROAD  
NOT TO SCALE



**WATTS RT SIDEWALK**

WATTS ROAD  
STA 319+00 TO 320+69  
NOT TO SCALE

NOTES:

- †
- \* WATTS ROAD SHALL BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN
- \*\* LT SIDEWALK CROSS SLOPE VARIES FROM STA 319+25 TO 319+90. SEE PLAN AND PROFILE SHEETS
- \*\*\* SEE PLAN AND PROFILE FOR RT SIDEWALK CROSS SLOPE TRANSITIONS AND BACK OF SIDEWALK GRADES
- THE DEVELOPER SHALL BE RESPONSIBLE FOR SURFACE PAVING ALL OF PHASE 1

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

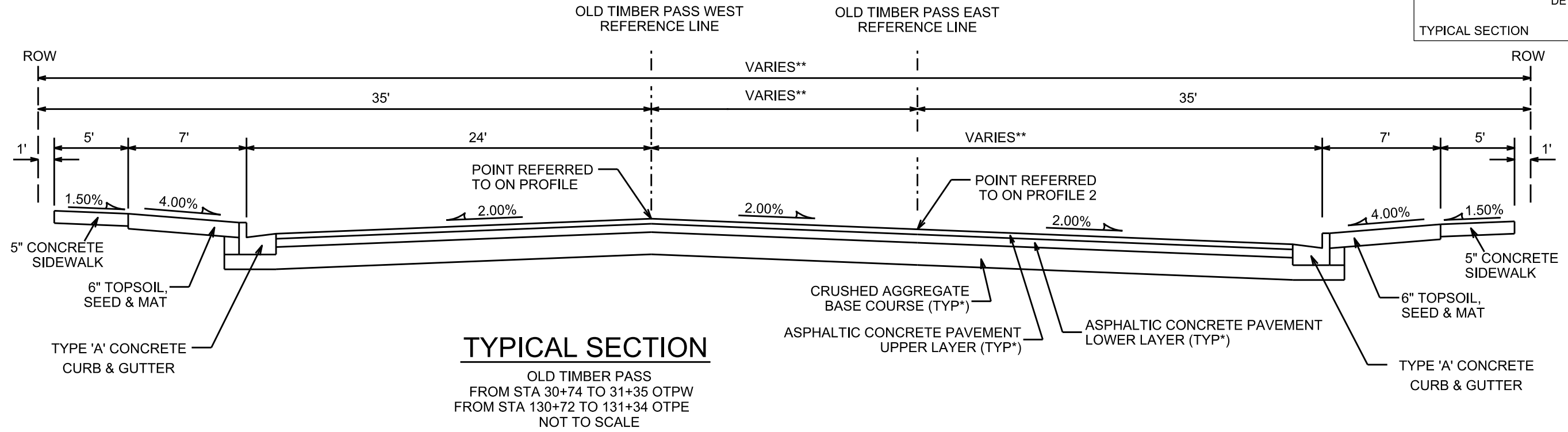
TYPE	CRUSHED AGGREGATE BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER		UPPER LAYER	
			TYPE	THICKNESS	TYPE	THICKNESS
A	6"	6"	4 LT 58-28 S	1.75"	4 LT 58-28 S	1.75"
B	6"	6"	3 LT 58-28 S	2.50"	4 LT 58-28 S	2.00"
C	6"	6"	3 MT 58-28 S/H	3.50"	4 MT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

PLOT SCALE:

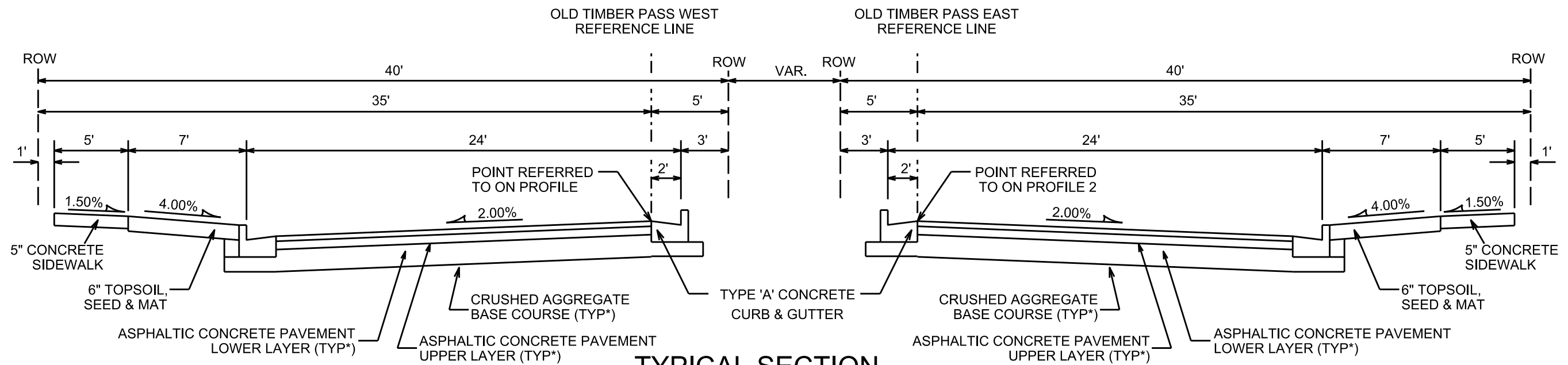
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL SECTION**  
 OLD TIMBER PASS  
 FROM STA 30+74 TO 31+35 OTPW  
 FROM STA 130+72 TO 131+34 OTPE  
 NOT TO SCALE



**TYPICAL SECTION**  
 OLD TIMBER PASS  
 FROM STA 31+35 TO 34+97 OTPW  
 FROM STA 131+34 TO 135+15 OTPE  
 NOT TO SCALE

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

NOTES:  
 \* OLD TIMBER PASS SHALL BE CONSTRUCTED AS TYPE 'B' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN  
 - THE DEVELOPER SHALL BE RESPONSIBLE FOR SURFACE PAVING ALL OF PHASE 1

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"

PLOT SCALE:

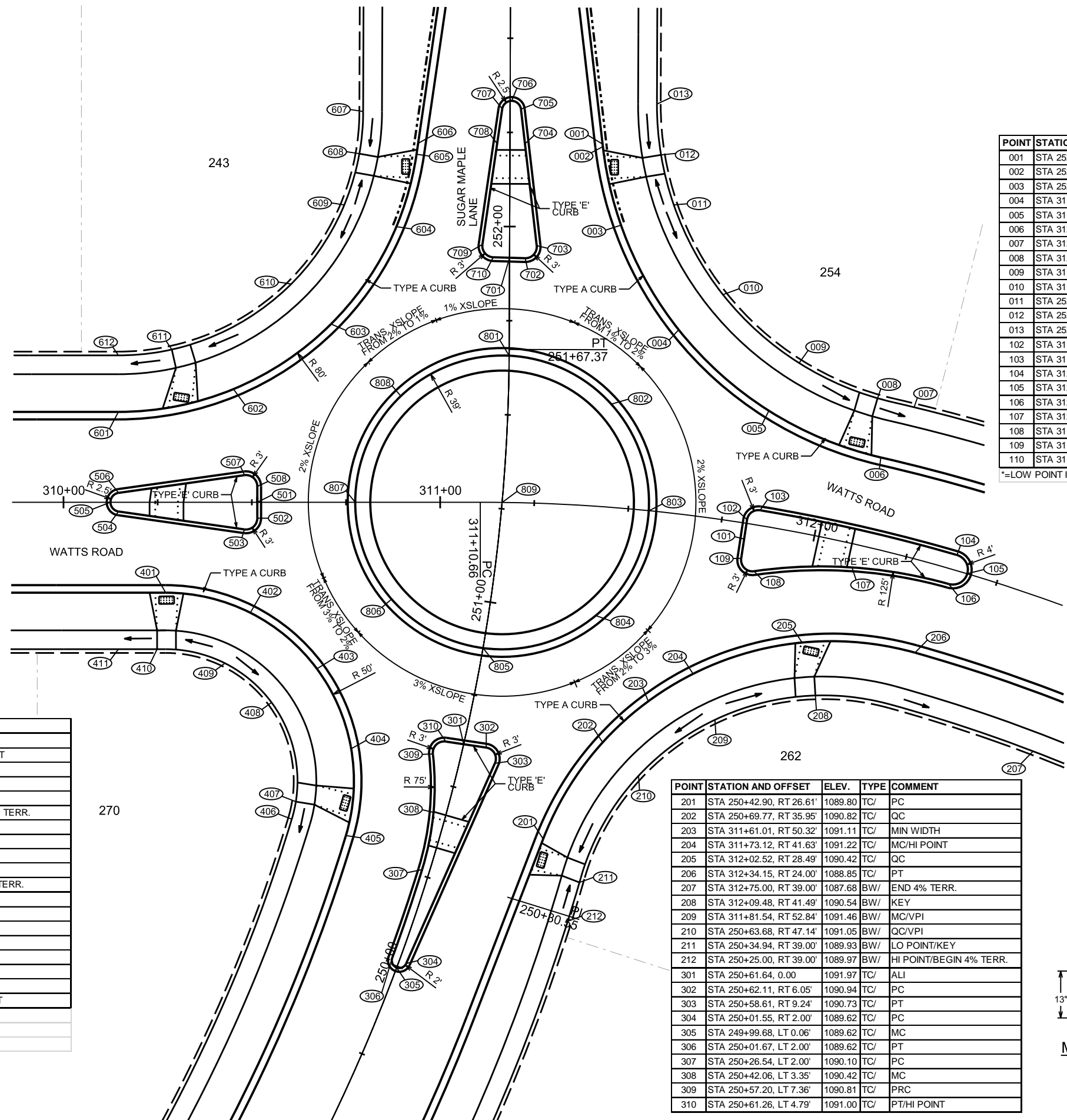
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

POINT	STATION AND OFFSET	ELEV.	TYPE	COMMENT
601	STA 310+14.57, LT 24.00'	1090.31	TC/	PC
602	STA 310+45.12, LT 30.06'	1091.28	TC/	QC
603	STA 310+71.03, LT 47.33'	1091.64	TC/	MC
604	STA 251+99.87, LT 30.06'	1091.80	TC/	QC HI POINT
605	STA 252+19.12, LT 24.80'	1091.51	TC/	PT
606	STA 252+22.00, LT 24.44'	1091.46	TC/	LO POINT
607	STA 252+30.42, LT 39.00'	1092.03	BW/	PC/BEGIN 4% TERRACE
608	STA 252+19.21, LT 39.97'	1091.89	BW/	KEY/LO POINT
609	STA 252+05.60, LT 43.93'	1092.26	BW/	QC/HI POINT
610	STA 310+60.45, LT 57.96'	1092.10	BW/	MC/VPI
611	STA 310+28.75, LT 40.57'	1091.13	BW/	KEY
612	STA 310+14.57, LT 39.00'	1090.77	BW/	PT/END 4% TERR.
701	STA 251+91.72, LT 0.08'	1092.26	TC/	ALI/HI POINT
702	STA 251+91.61, RT 4.15'	1092.23	TC/	PC
703	STA 251+94.97, RT 7.20'	1092.18	TC/	PT
704	STA 252+22.00, RT 3.98'	1091.99	TC/	LO POINT*
705	STA 252+31.18, RT 2.89'	1092.12	TC/	PC
706	STA 252+33.39, RT 0.43'	1092.24	TC/	MC/HI POINT
707	STA 252+31.24, LT 2.07'	1092.14	TC/	PT
708	STA 252+22.00, LT 3.39'	1092.00	TC/	LO POINT*
709	STA 251+95.25, LT 7.20'	1092.00	TC/	PC
710	STA 251+91.83, LT 4.31'	1092.23	TC/	PT
801	STA 251+65.71, 0.00'	1092.23	TC/**	ALI/HI POINT
802	STA 311+43.47, LT 27.33'	1092.03	TC/**	MID POINT
803	STA 311+55.47, 0.00'	1091.82	TC/**	ALI
804	STA 311+43.45, RT 28.97'	1091.61	TC/**	MID POINT
805	STA 250+87.68, 0.00'	1091.41	TC/**	ALI
806	STA 310+87.12, RT 25.73'	1091.61	TC/**	MID POINT
807	STA 310+77.46, 0.00'	1091.82	TC/**	ALI
808	STA 310+89.55, LT 28.19'	1092.03	TC/**	MID POINT
809	STA 311+16.46, 0.00'	1092.35	TC/**	ALI INTERSECT

\*=LOW POINT IN ISLAND WITH REJECT CURB. NO INLET NECESSARY  
\*\*=POINT SPECIFIED ON MOUNTABLE ROUNDABOUT CURB DETAIL

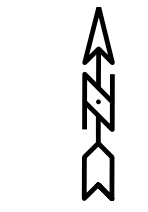


POINT	STATION AND OFFSET	ELEV.	TYPE	COMMENT
001	STA 252+21.31, RT 24.68'	1091.5	TC/	PC
002	STA 252+00.93, RT 29.40'	1091.82	TC/	QC/HI POINT
003	STA 311+58.31, LT 48.61'	1091.65	TC/	MC
004	STA 311+82.76, LT 30.45'	1091.33	TC/	QC
005	STA 312+12.51, LT 24.00'	1089.63	TC/	PT
006	STA 312+17.67, LT 39.00'	1089.97	BW/	END 4% TERR.
007	STA 312+08.47, LT 39.14'	1090.33	BW/	KEY
008	STA 311+88.12, LT 44.28'	1091.36	BW/	QC/VPI
009	STA 311+67.76, LT 59.23'	1092.11	BW/	MC/BEGIN 4% TERR.
010	STA 252+05.89, RT 43.56'	1092.28	BW/	QC/HI POINT/END 4% TERR.
011	STA 252+19.18, RT 40.13'	1091.90	BW/	KEY/LO POINT
012	STA 252+32.68, RT 39.00'	1092.07	BW/	PT/BEGIN 4% TERR.
013	STA 311+81.65, LT 0.97'	1091.61	TC/	PC/HI POINT
102	STA 311+84.64, LT 4.00'	1091.43	TC/	PT
103	STA 312+37.82, LT 3.99'	1089.22	TC/	PC
104	STA 312+41.82, LT 0.03'	1089.12	TC/	MC/LO POINT*
105	STA 312+37.85, RT 4.01'	1089.22	TC/	PRC
106	STA 312+11.59, RT 6.18'	1090.27	TC/	MC
107	STA 311+85.72, RT 12.23'	1091.24	TC/	PRC
108	STA 311+81.72, RT 9.41'	1091.55	TC/	PC
109	STA 311+81.68, RT 4.22'	1091.58	TC/	MID POINT

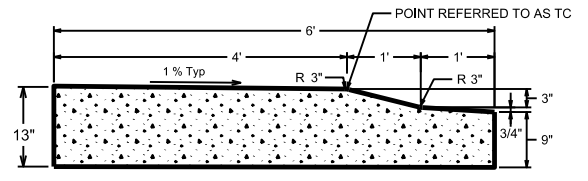
\*=LOW POINT IN ISLAND WITH REJECT CURB. NO INLET NECESSARY

POINT	STATION AND OFFSET	ELEV.	TYPE	COMMENT
401	STA 310+27.12, RT 24.00'	1090.48	TC/	PC
402	STA 310+49.59, RT 29.34'	1091.18	TC/	QC/HI POINT
403	STA 310+67.27, RT 44.21'	1091.00	TC/	MC
404	STA 250+53.26, LT 28.77'	1090.58	TC/	QC
405	STA 250+29.32, LT 24.00'	1089.59	TC/	PT
406	STA 250+29.32, LT 39.00'	1090.05	BW/	PC/END 4% TERR.
407	STA 250+34.52, LT 39.30'	1090.18	BW/	KEY
408	STA 310+55.22, RT 53.15'	1091.36	BW/	MC/VPI
409	STA 310+42.85, RT 42.74'	1091.55	BW/	HI POINT
410	STA 310+24.84, RT 39.00'	1090.82	BW/	KEY
411	STA 310+14.57, RT 39.00'	1090.77	BW/	BEGIN 4% TERR.
501	STA 310+51.46, 0.00'	1091.61	TC/	ALI
502	STA 310+51.45, RT 4.23'	1091.59	TC/	PC
503	STA 310+48.03, RT 7.20'	1091.45	TC/	PT
504	STA 310+14.61, RT 2.45'	1090.86	TC/	PC
505	STA 310+12.46, LT 0.03'	1090.92	TC/	MC
506	STA 310+14.61, LT 2.51'	1090.86	TC/	PT
507	STA 310+48.04, LT 7.20'	1090.51	TC/	PC
508	STA 310+51.46, LT 4.23'	1091.63	TC/	PT/HI POINT

POINT	STATION AND OFFSET	ELEV.	TYPE	COMMENT
201	STA 250+42.90, RT 26.61'	1089.80	TC/	PC
202	STA 250+69.77, RT 35.95'	1090.82	TC/	QC
203	STA 311+61.01, RT 50.32'	1091.11	TC/	MIN WIDTH
204	STA 311+73.12, RT 41.63'	1091.22	TC/	MC/HI POINT
205	STA 312+02.52, RT 28.49'	1090.42	TC/	QC
206	STA 312+34.15, RT 24.00'	1088.85	TC/	PT
207	STA 312+75.00, RT 39.00'	1087.68	BW/	END 4% TERR.
208	STA 312+09.48, RT 41.49'	1090.54	BW/	KEY
209	STA 311+81.54, RT 52.84'	1091.46	BW/	MC/VPI
210	STA 250+63.68, RT 47.14'	1091.05	BW/	QC/VPI
211	STA 250+34.94, RT 39.00'	1089.93	BW/	LO POINT/KEY
212	STA 250+25.00, RT 39.00'	1089.97	BW/	HI POINT/BEGIN 4% TERR.
301	STA 250+61.64, 0.00'	1091.97	TC/	ALI
302	STA 250+62.11, RT 6.05'	1090.94	TC/	PC
303	STA 250+58.61, RT 9.24'	1090.73	TC/	PT
304	STA 250+01.55, RT 2.00'	1089.62	TC/	PC
305	STA 249+99.68, LT 0.06'	1089.62	TC/	MC
306	STA 250+01.67, LT 2.00'	1089.62	TC/	PT
307	STA 250+26.54, LT 2.00'	1090.10	TC/	PC
308	STA 250+42.06, LT 3.35'	1090.42	TC/	MC
309	STA 250+57.20, LT 7.36'	1090.81	TC/	PRC
310	STA 250+61.26, LT 4.79'	1091.00	TC/	PT/HI POINT



SCALE: 1"=30'



MOUNTABLE CONCRETE CURB AND GUTTER FOR ROUNDABOUT

PLOT SCALE:

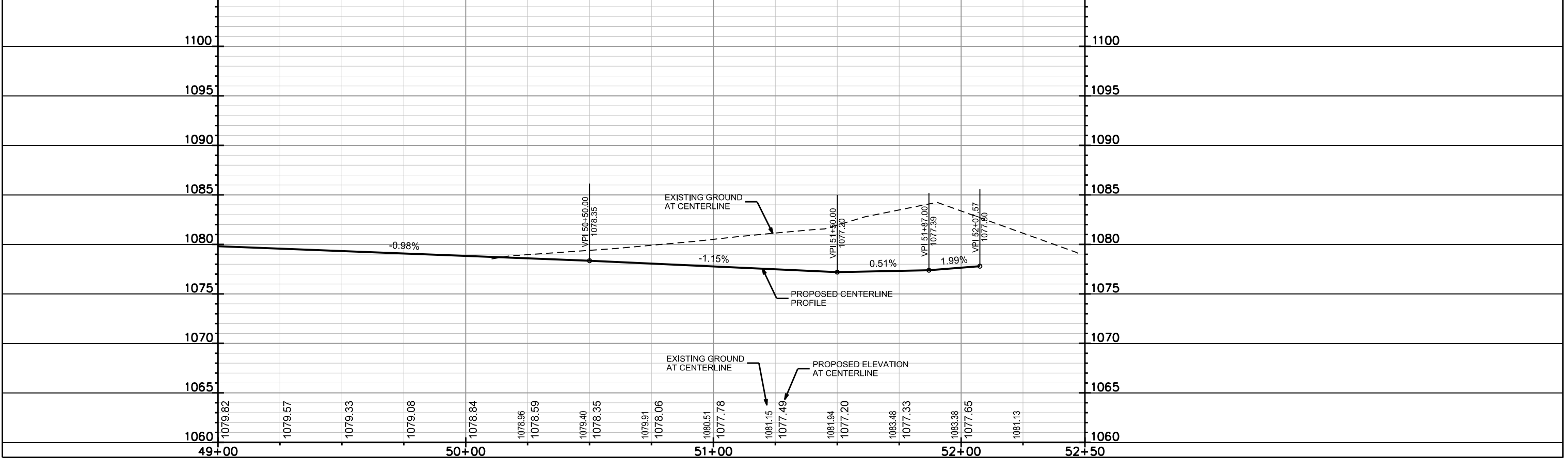
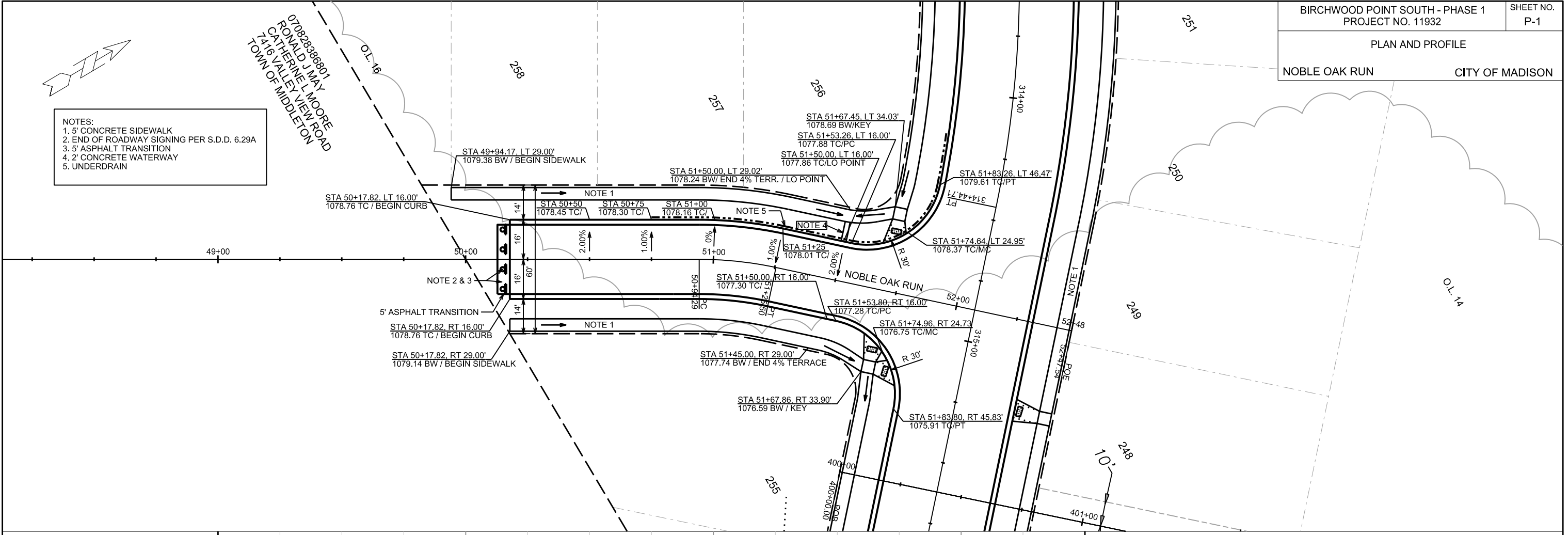
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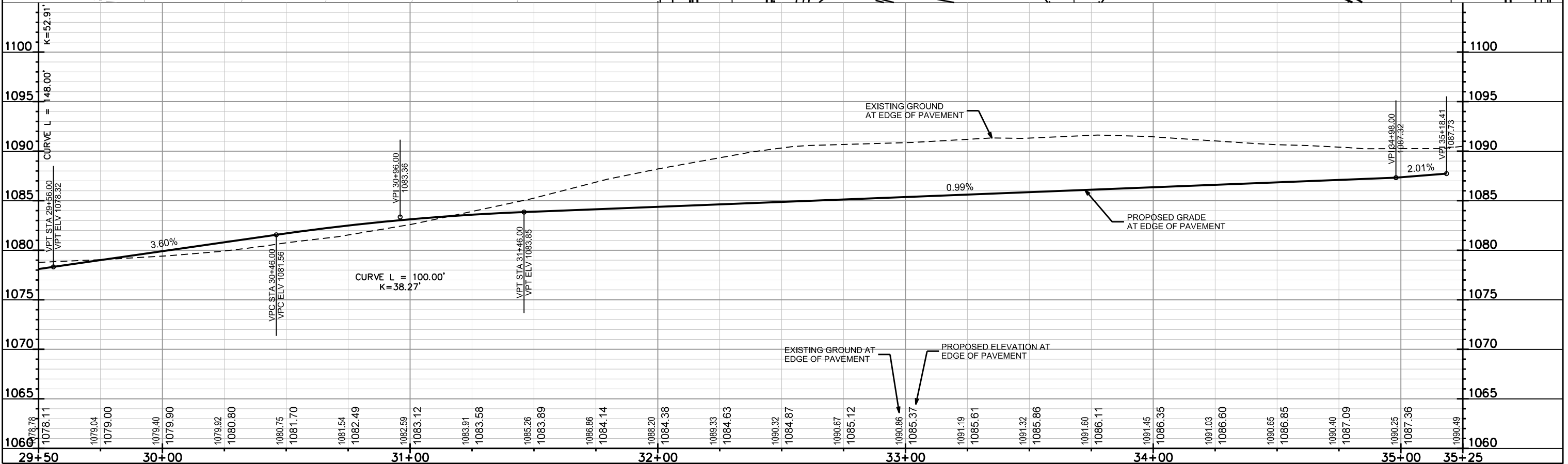
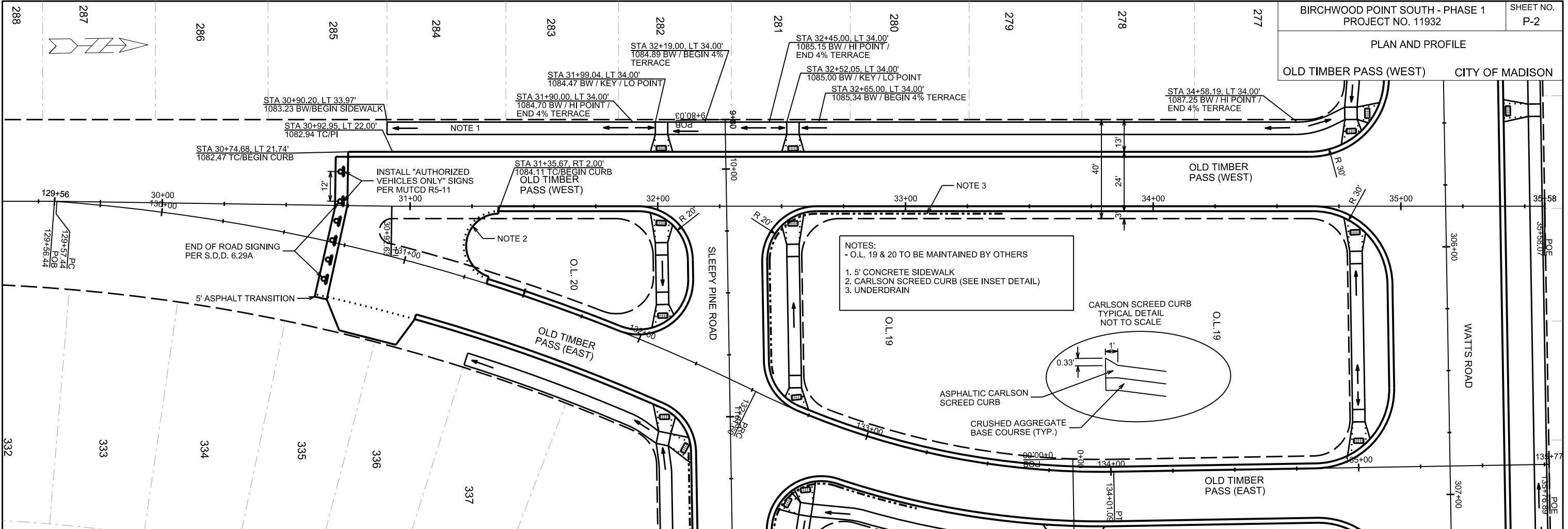
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

- NOTES:
1. 5' CONCRETE SIDEWALK
  2. END OF ROADWAY SIGNING PER S.D.D. 6.29A
  3. 5' ASPHALT TRANSITION
  4. 2' CONCRETE WATERWAY
  5. UNDERDRAIN

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



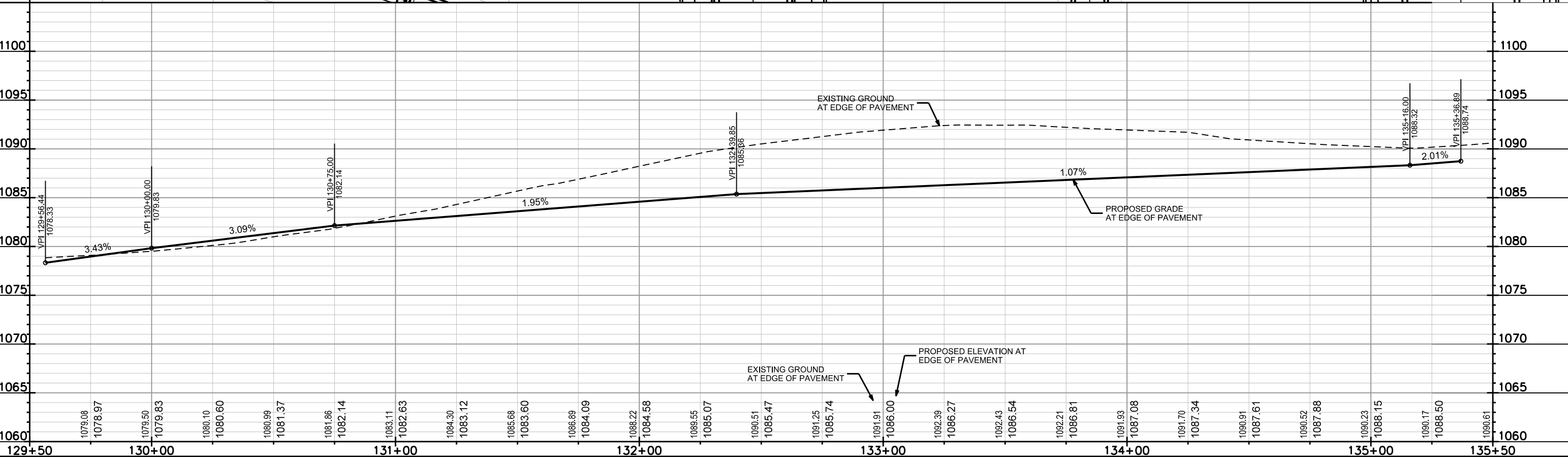
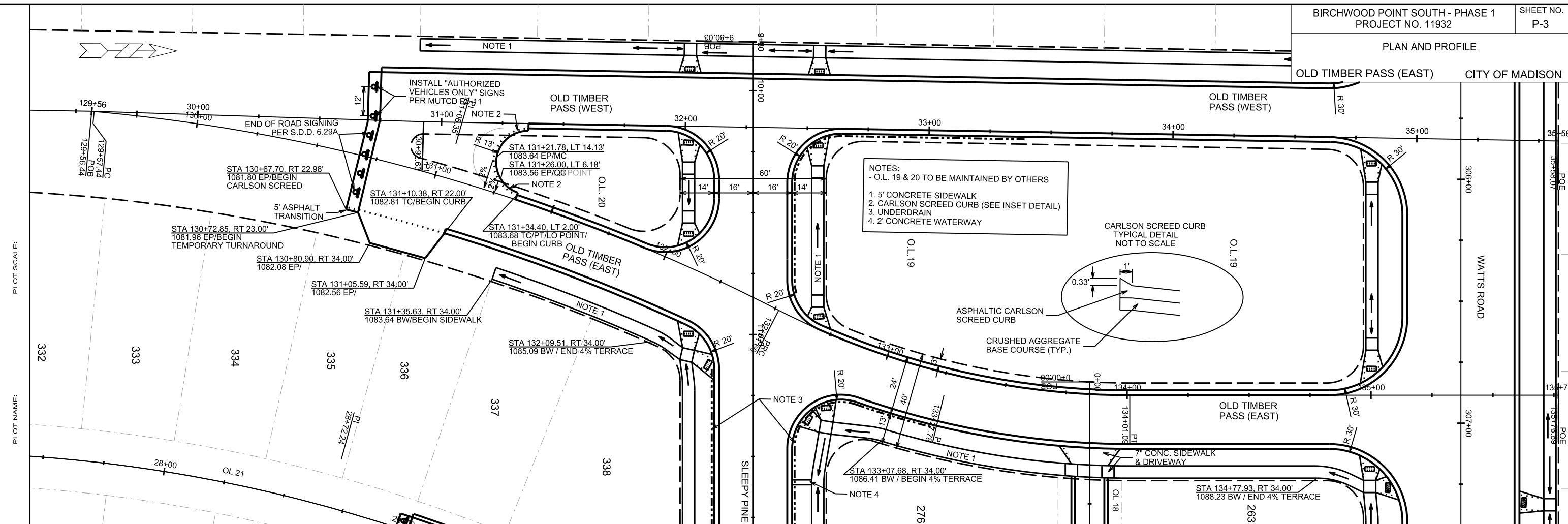
PLAN AND PROFILE  
OLD TIMBER PASS (WEST) CITY OF MADISON





PLAN AND PROFILE

OLD TIMBER PASS (EAST) CITY OF MADISON



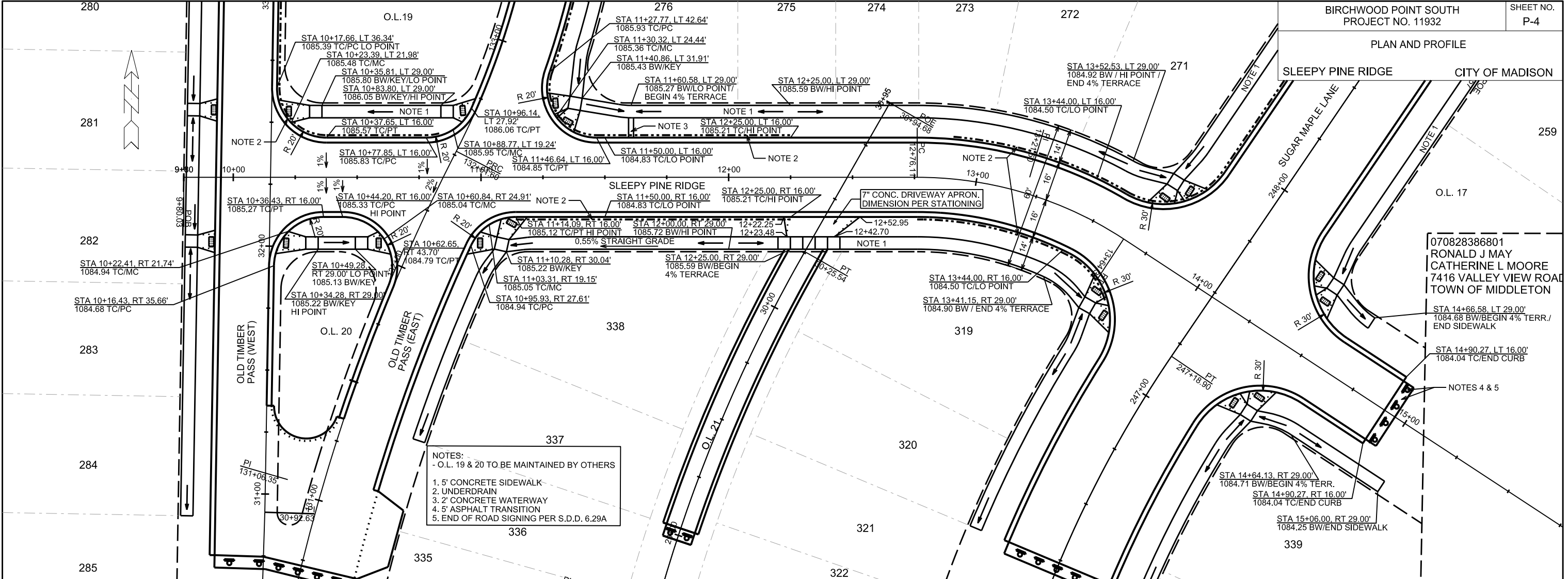
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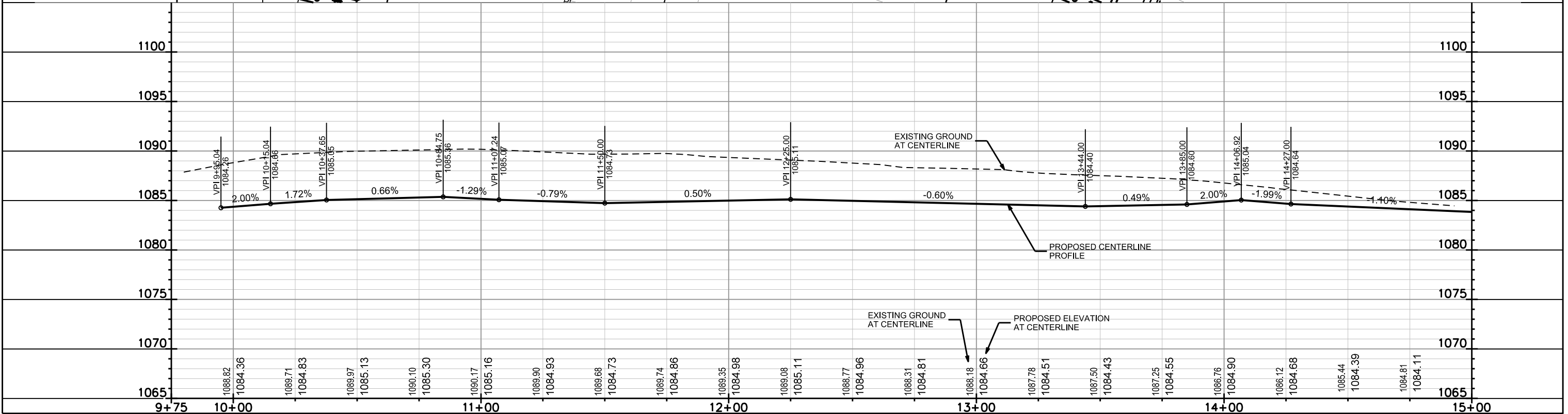
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

SLEEPY PINE RIDGE CITY OF MADISON



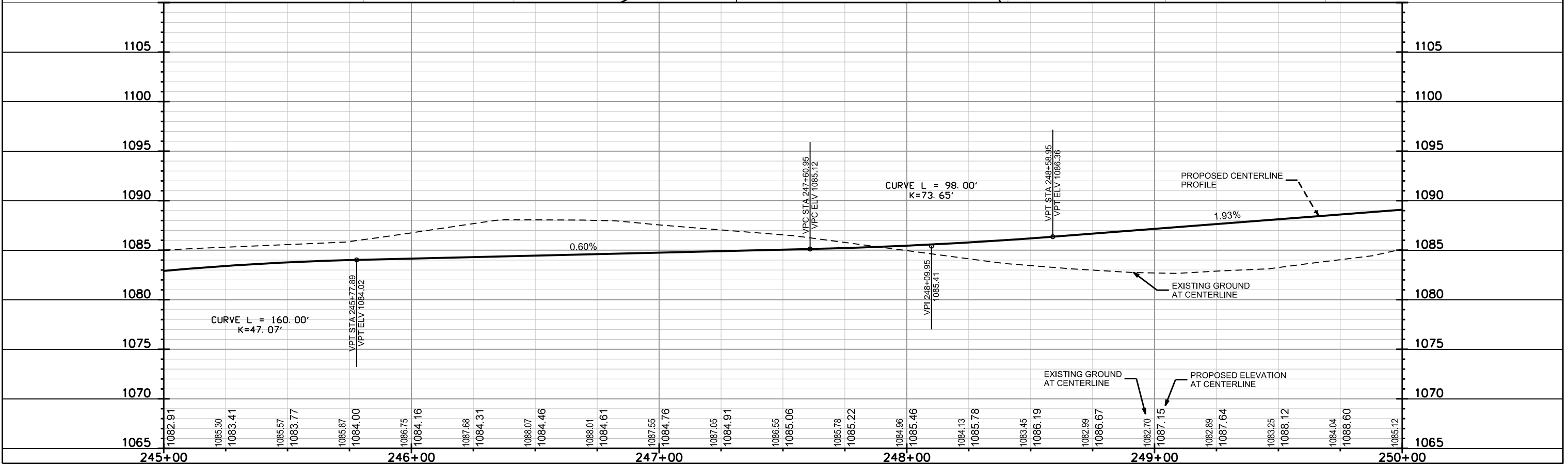
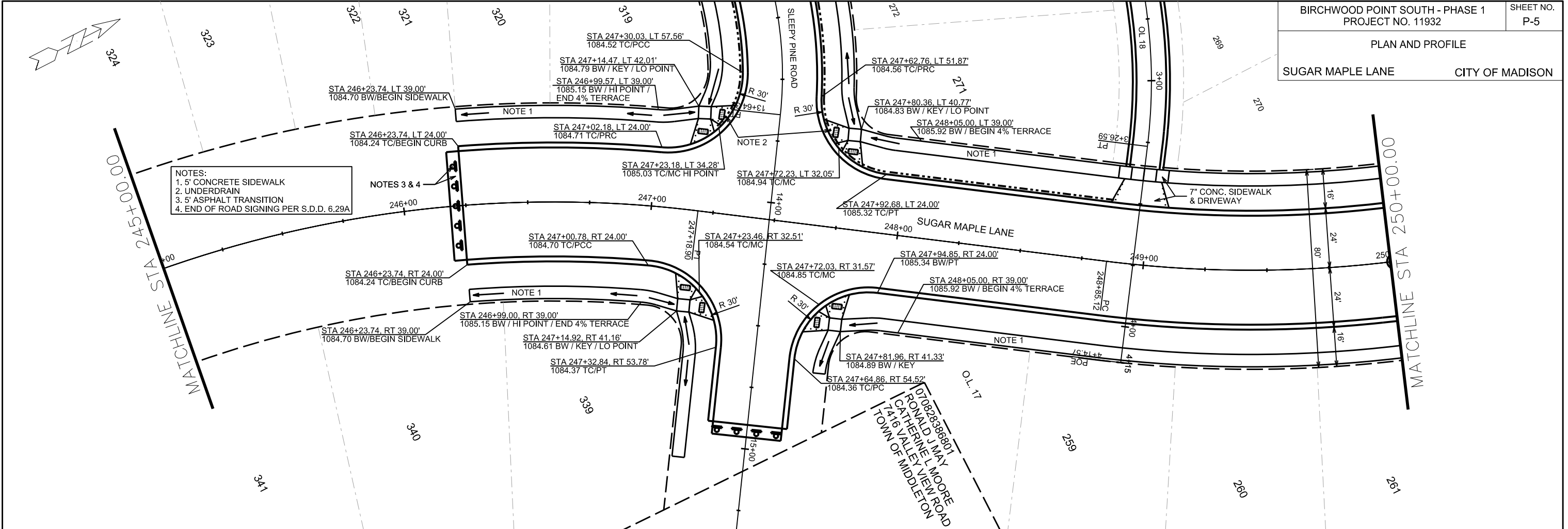
- NOTES:  
- O.L. 19 & 20 TO BE MAINTAINED BY OTHERS
- 5' CONCRETE SIDEWALK
  - UNDERDRAIN
  - 2' CONCRETE WATERWAY
  - 5' ASPHALT TRANSITION
  - END OF ROAD SIGNING PER S.D.D. 6.29A



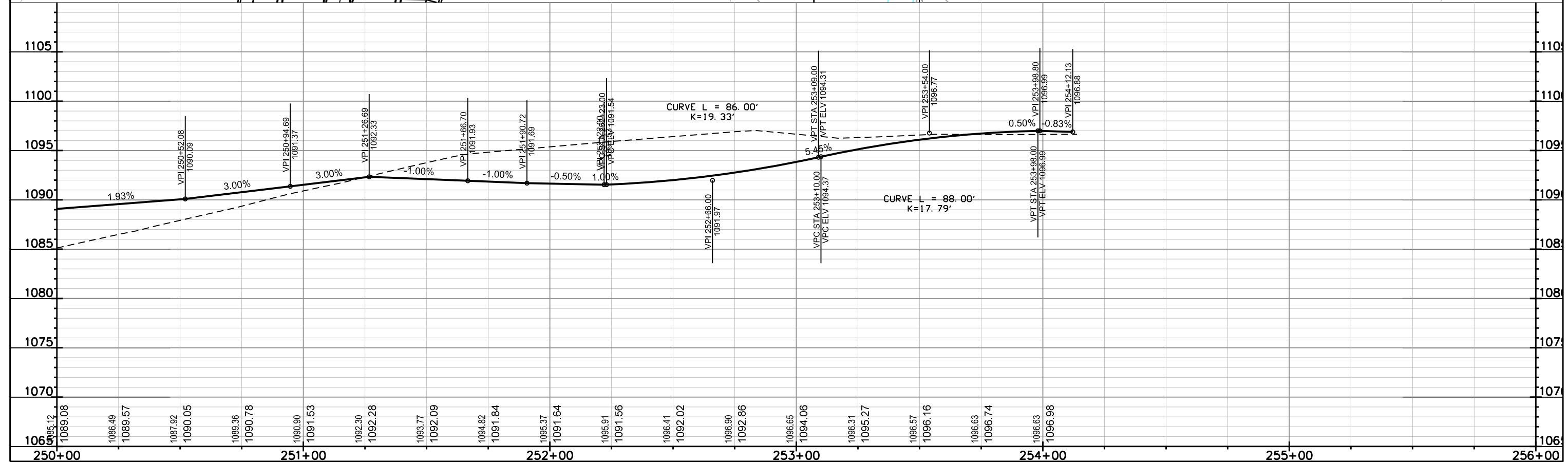
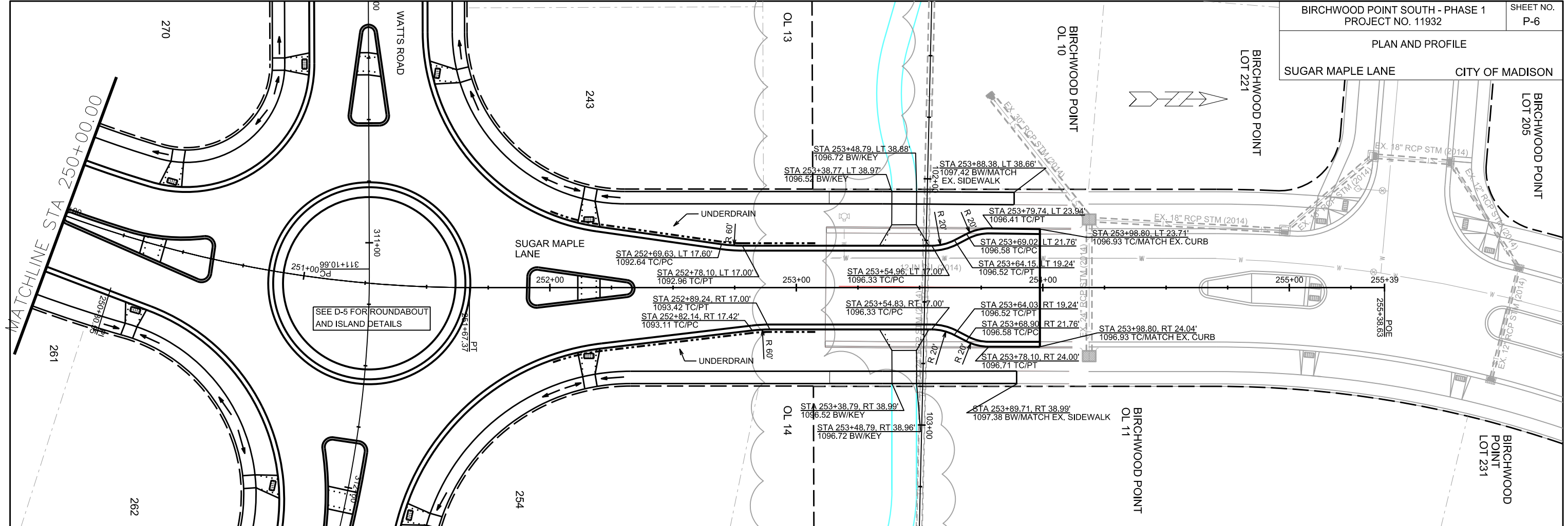
PLOT SCALE:  
PLOT NAME:  
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

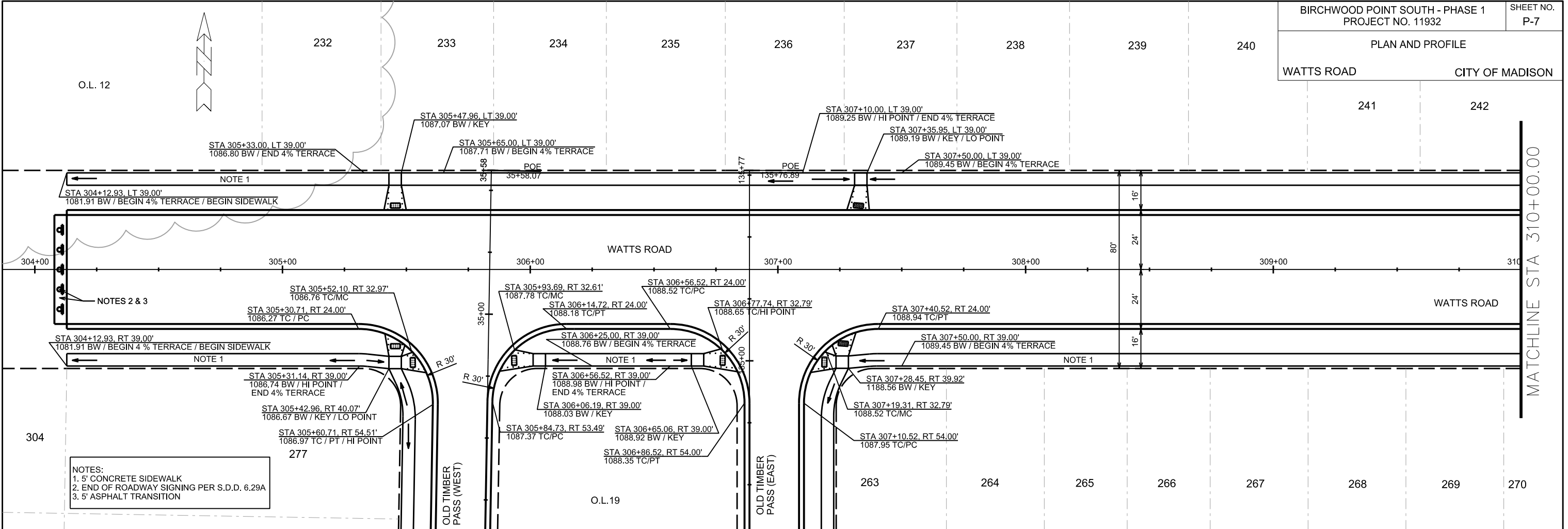
070828386801  
RONALD J MAY  
CATHERINE L MOORE  
7416 VALLEY VIEW ROAD  
TOWN OF MIDDLETON



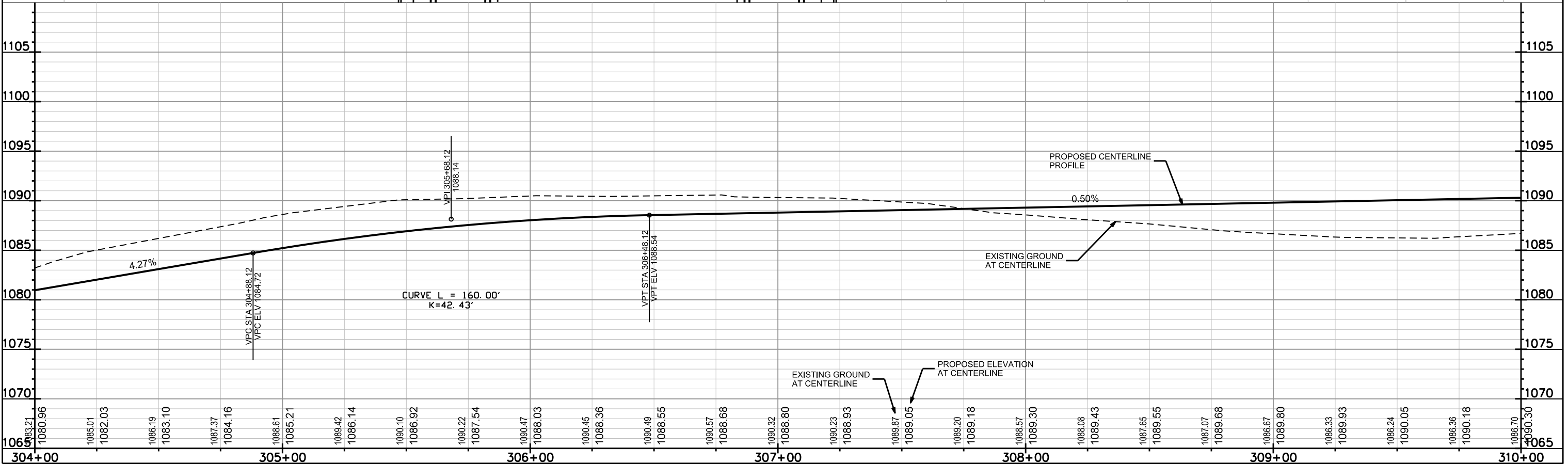
PLOT SCALE:  
 PLOT NAME:  
 REV. DATE:  
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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



NOTES:  
1. 5' CONCRETE SIDEWALK  
2. END OF ROADWAY SIGNING PER S.D.D. 6.29A  
3. 5' ASPHALT TRANSITION

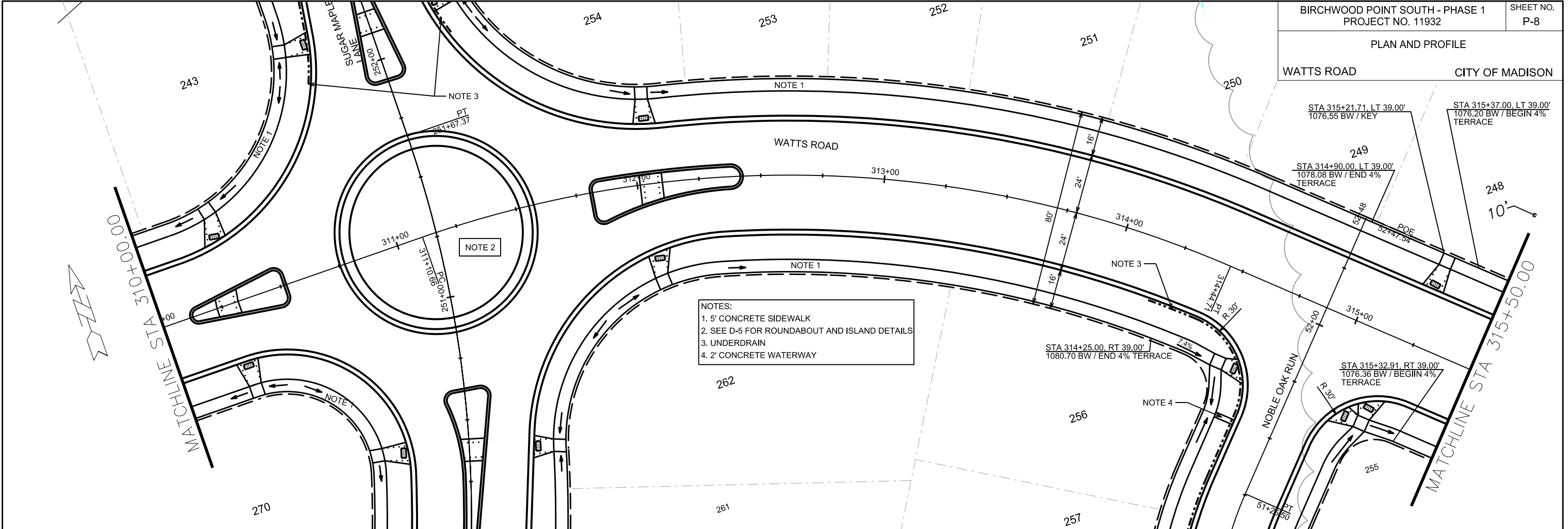


PLOT SCALE:

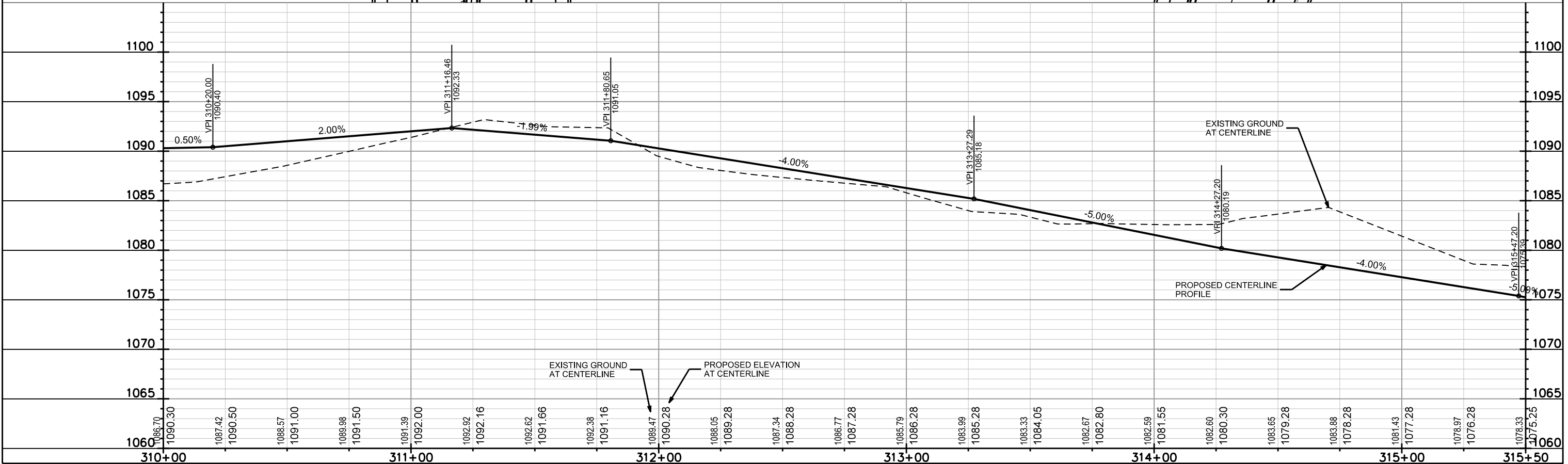
PLOT NAME:

REV. DATE:

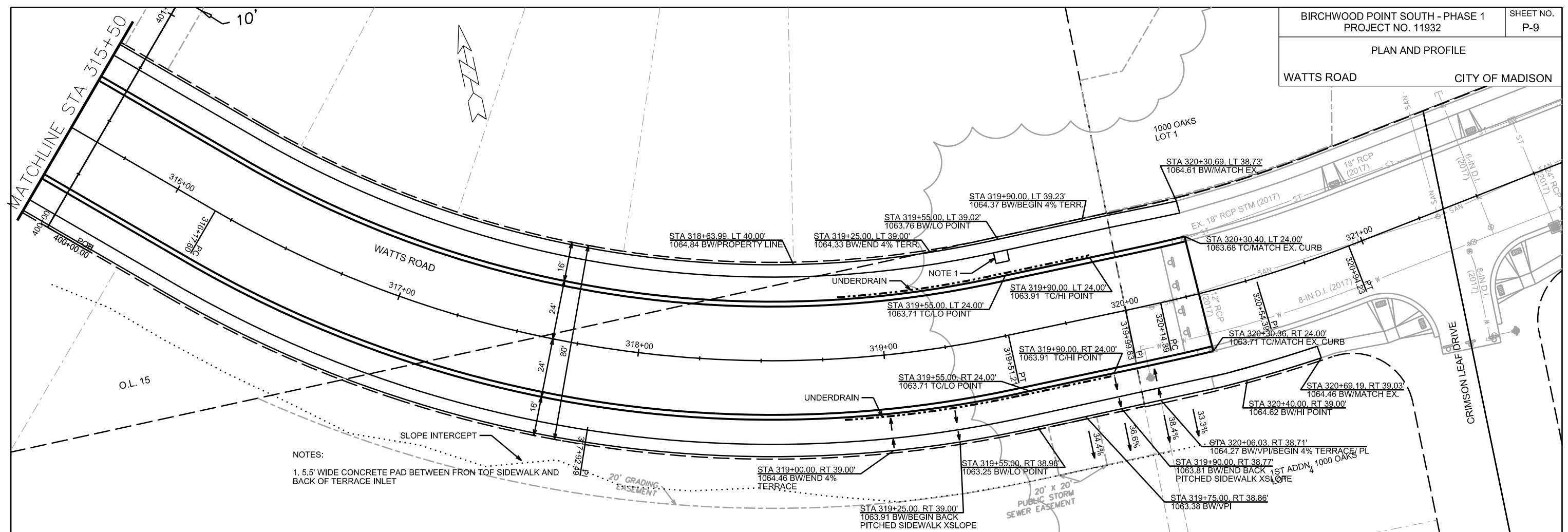
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



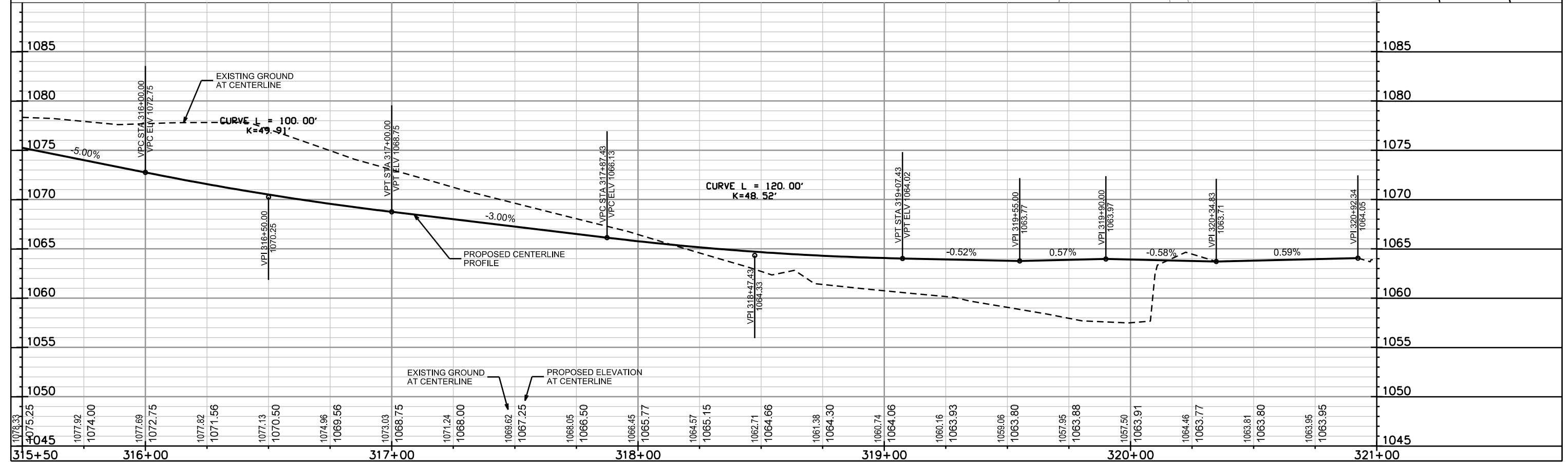
NOTES:  
1. 5' CONCRETE SIDEWALK  
2. SEE D-5 FOR ROUNDABOUT AND ISLAND DETAILS  
3. UNDERDRAIN  
4. 2' CONCRETE WATERWAY



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



NOTES:  
1. 5.5' WIDE CONCRETE PAD BETWEEN FROM TOF SIDEWALK AND BACK OF TERRACE INLET



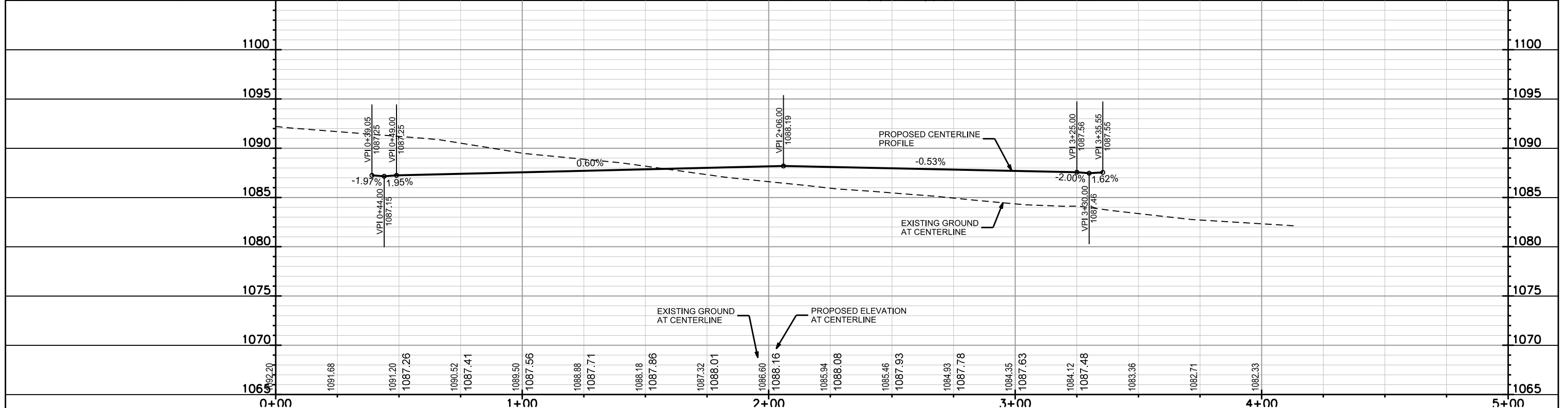
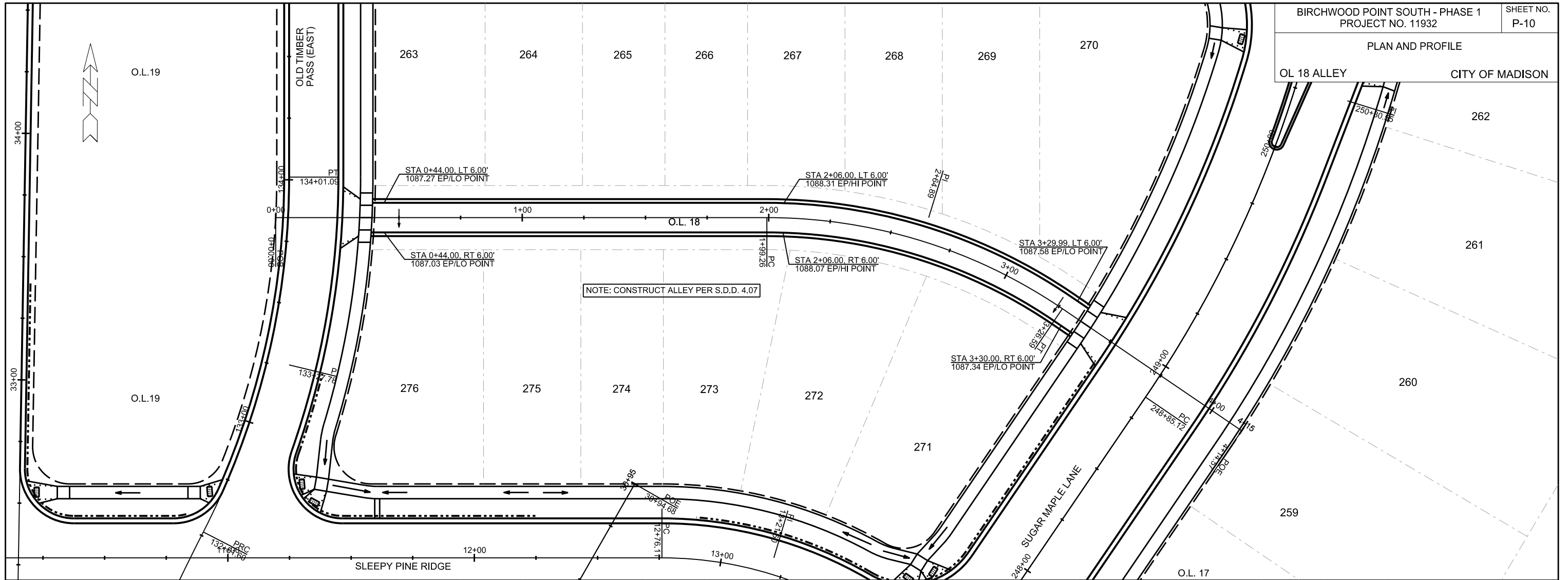
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

OL 18 ALLEY CITY OF MADISON



PLOT SCALE:

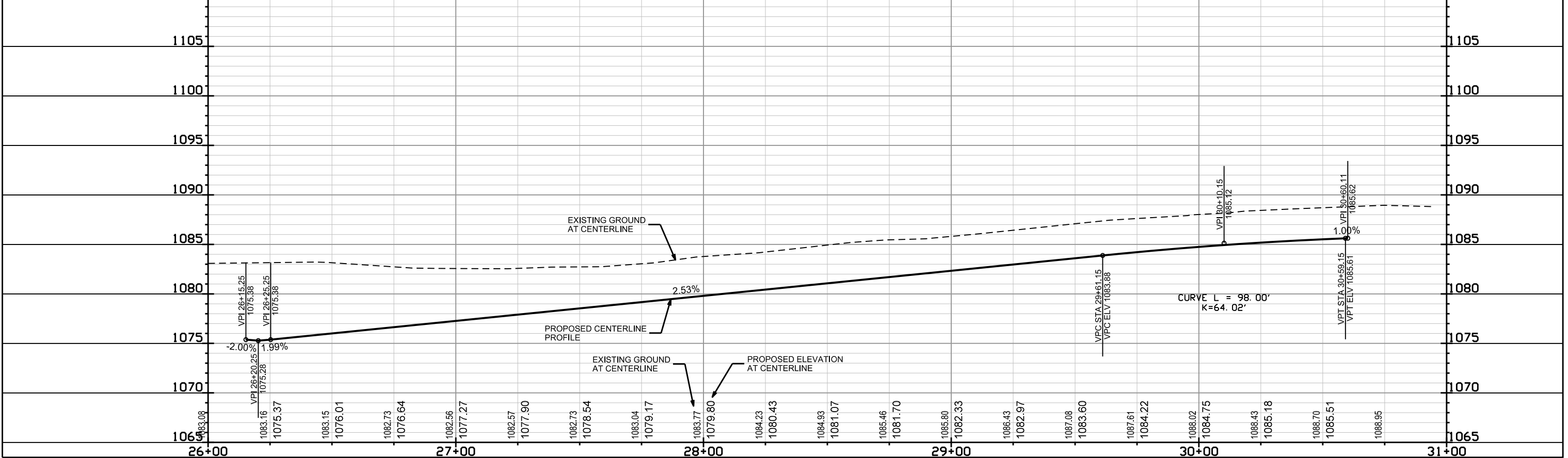
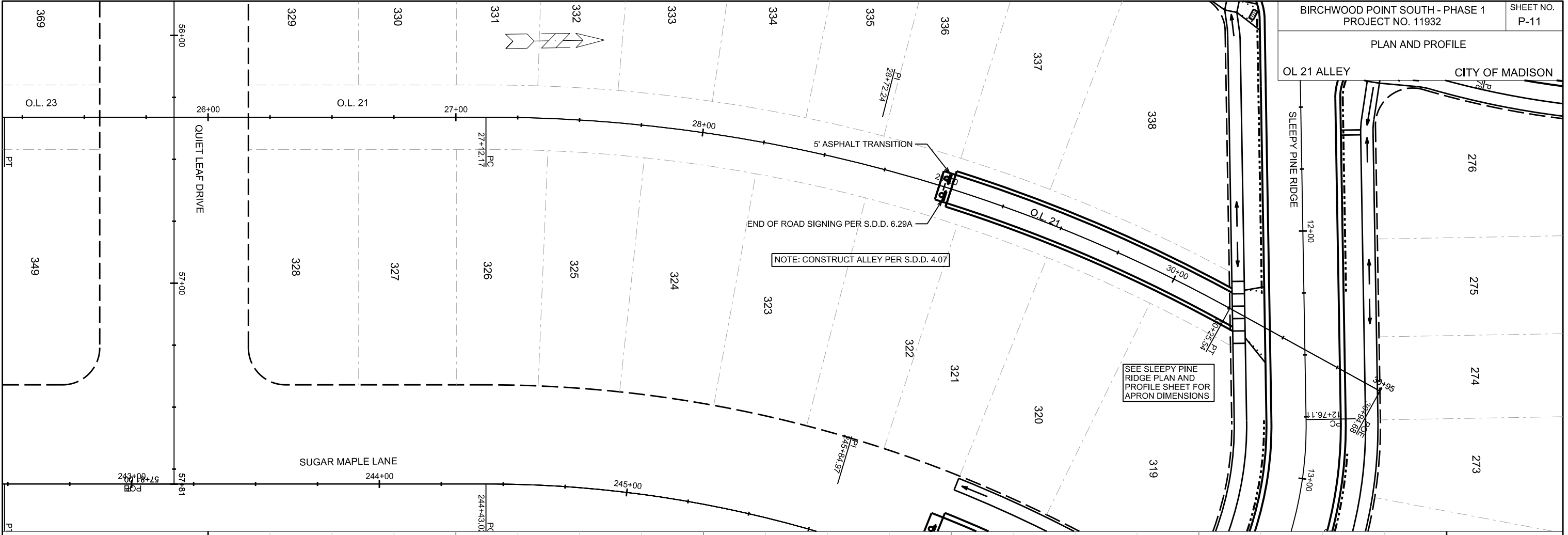
PLOT NAME:

REV. DATE:

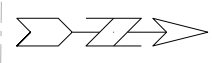
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLAN AND PROFILE



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



444 443 442 441

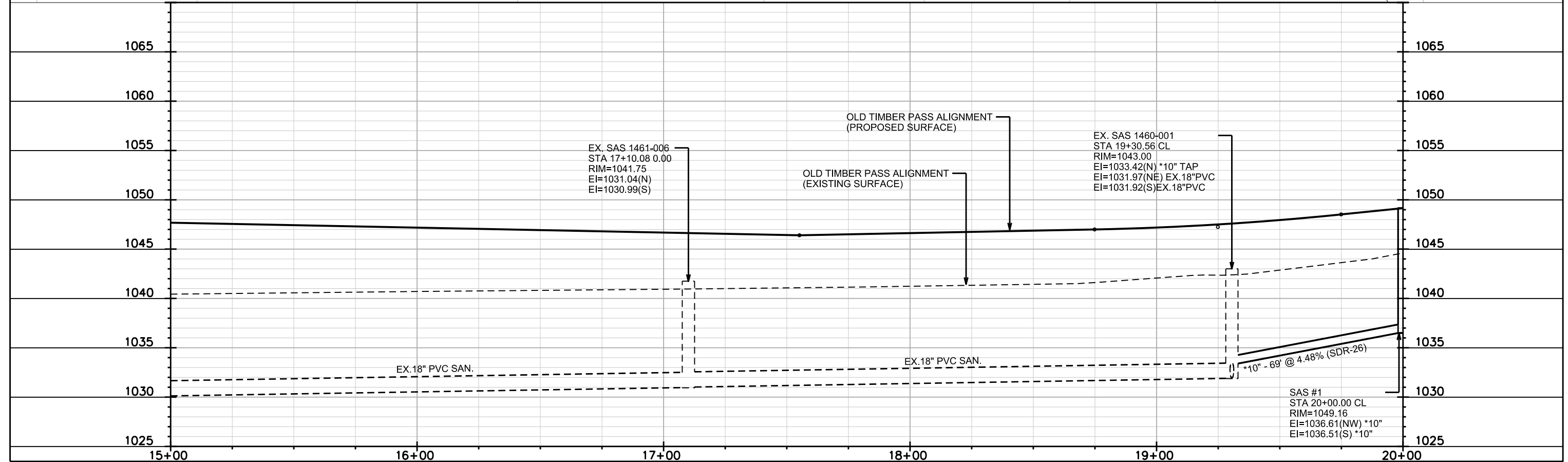
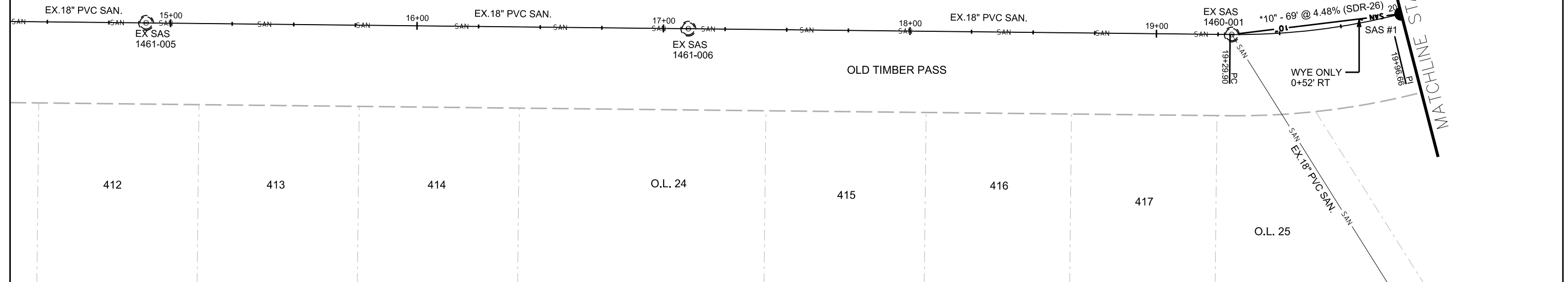
INSTALL SAS ACCESS ROAD TEMPORARY  
IN CONFORMANCE WITH S.D.D. 5.1.3

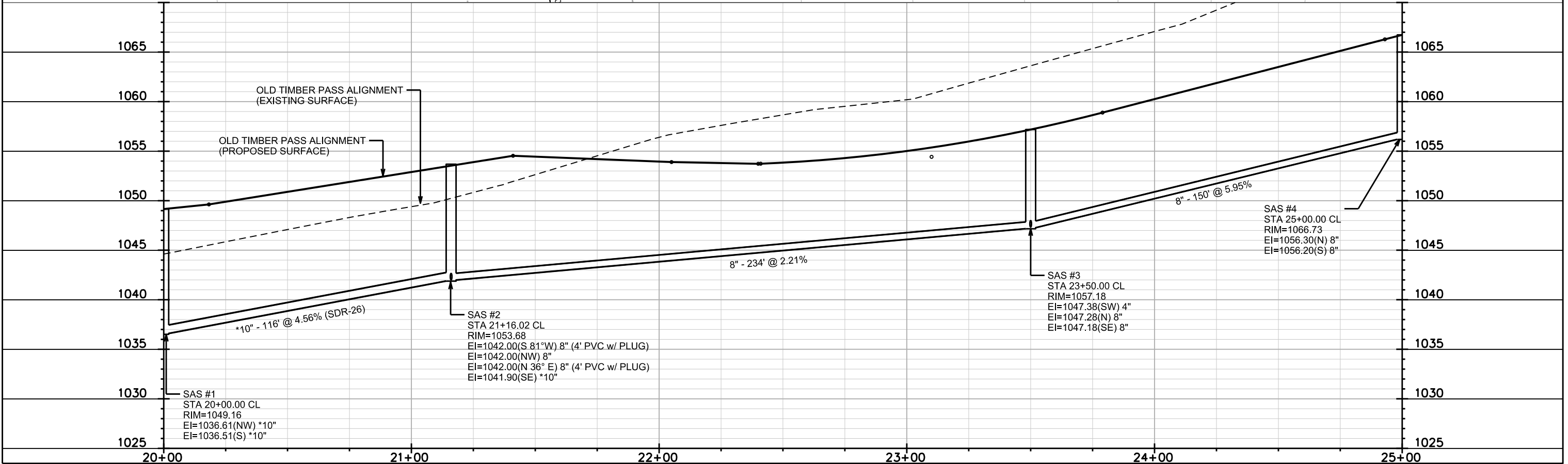
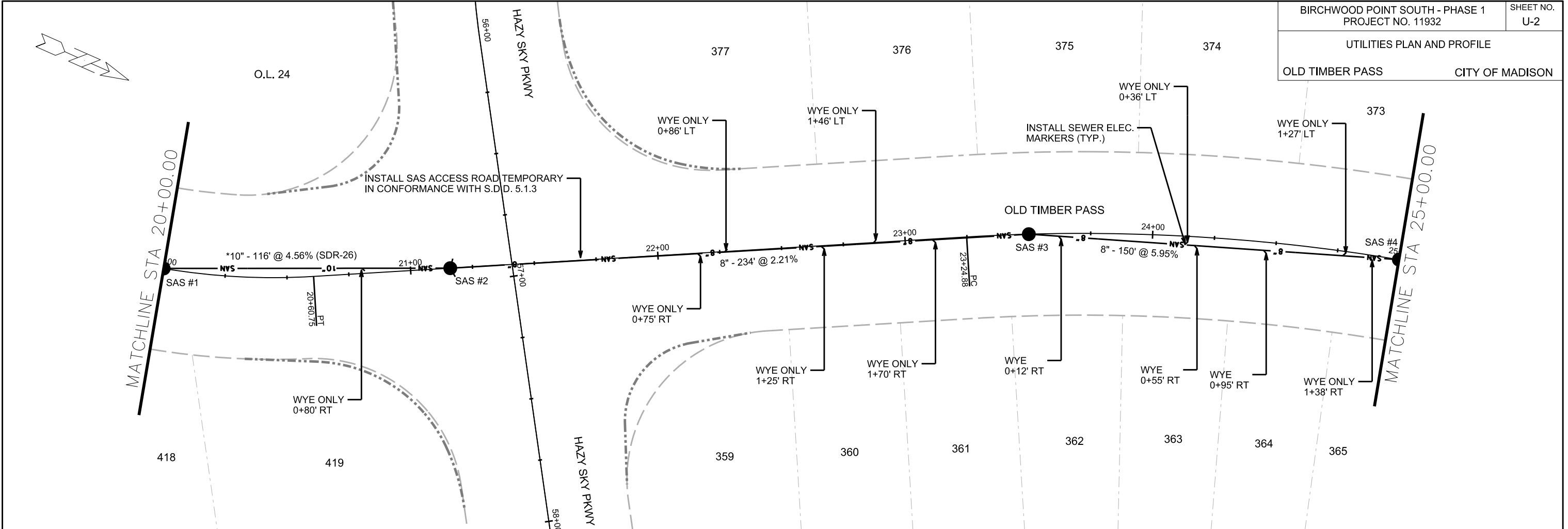
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



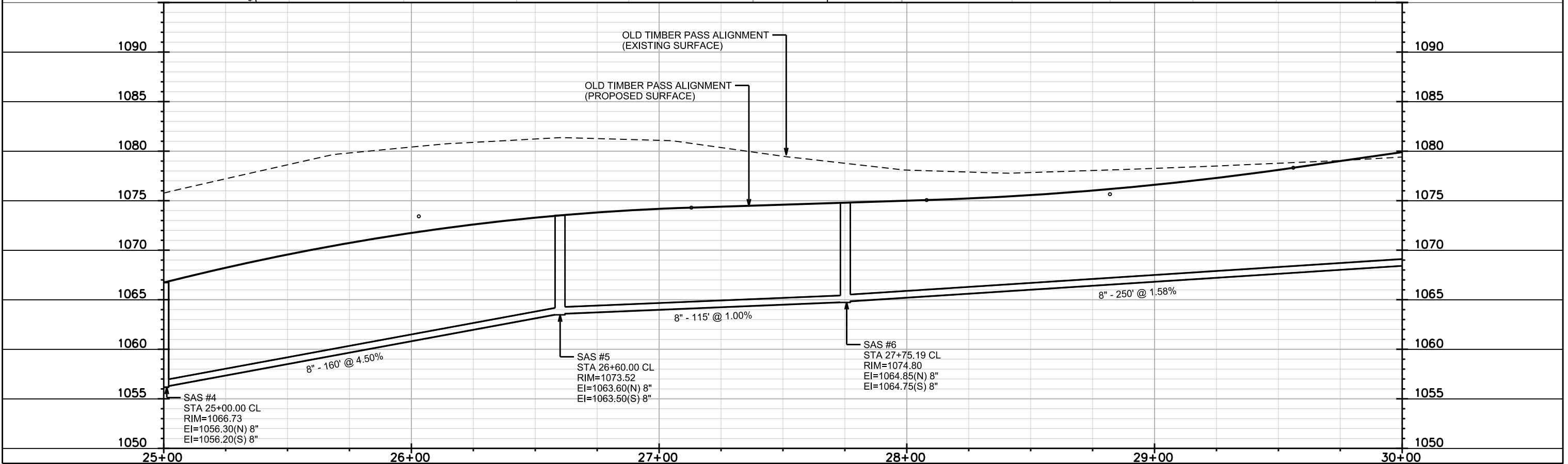
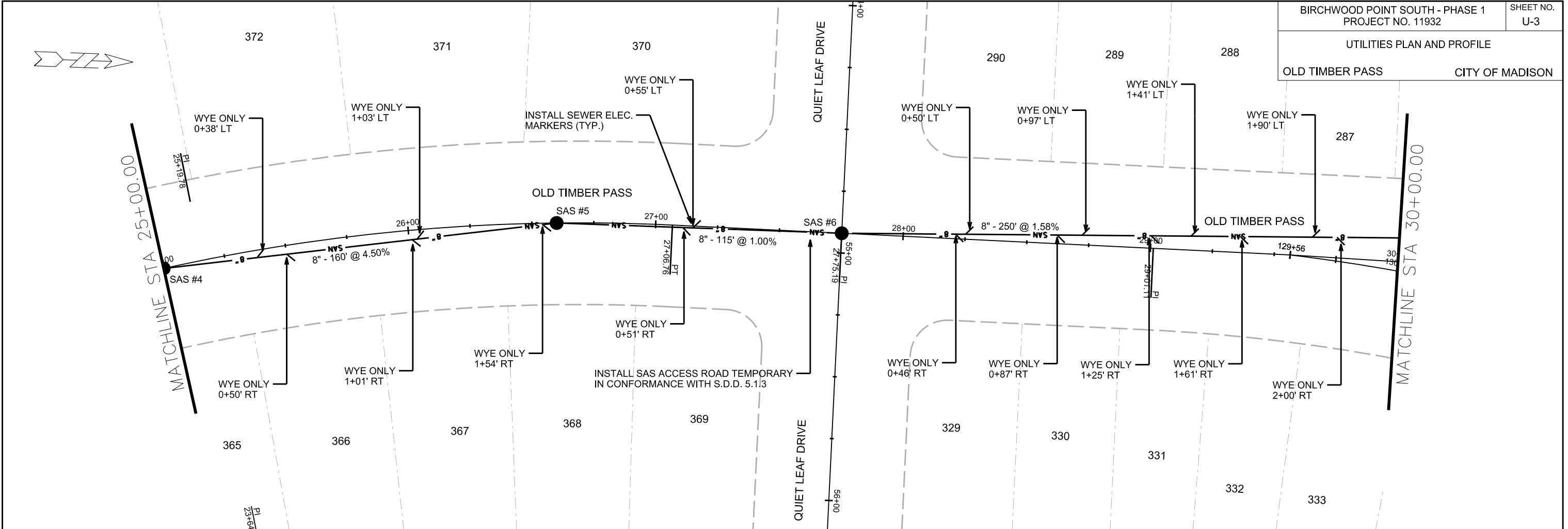


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

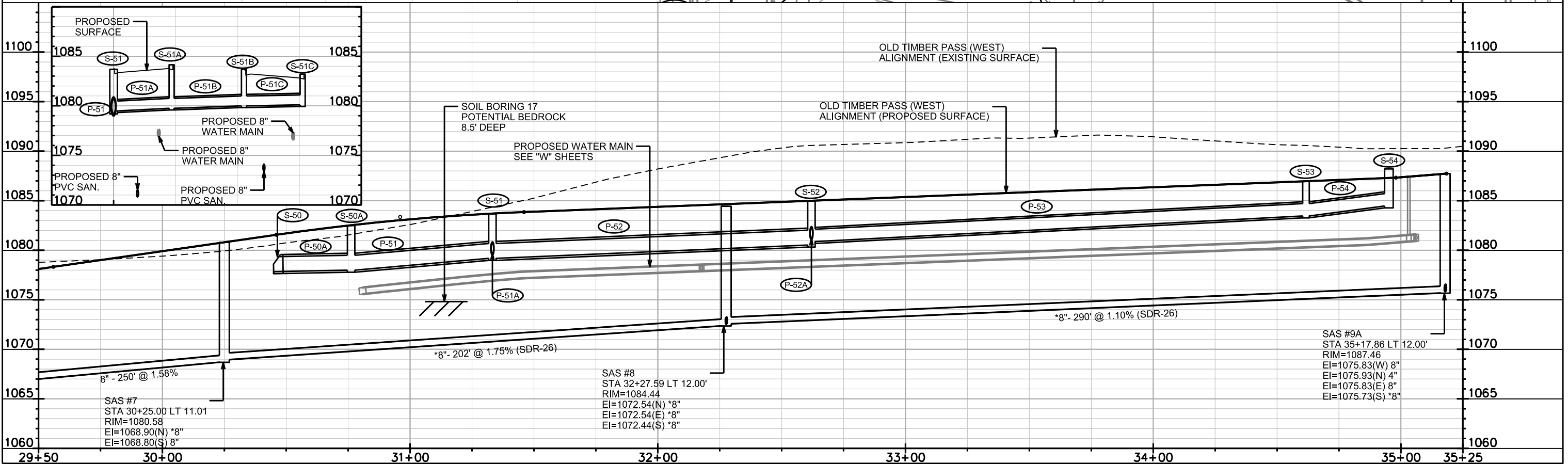
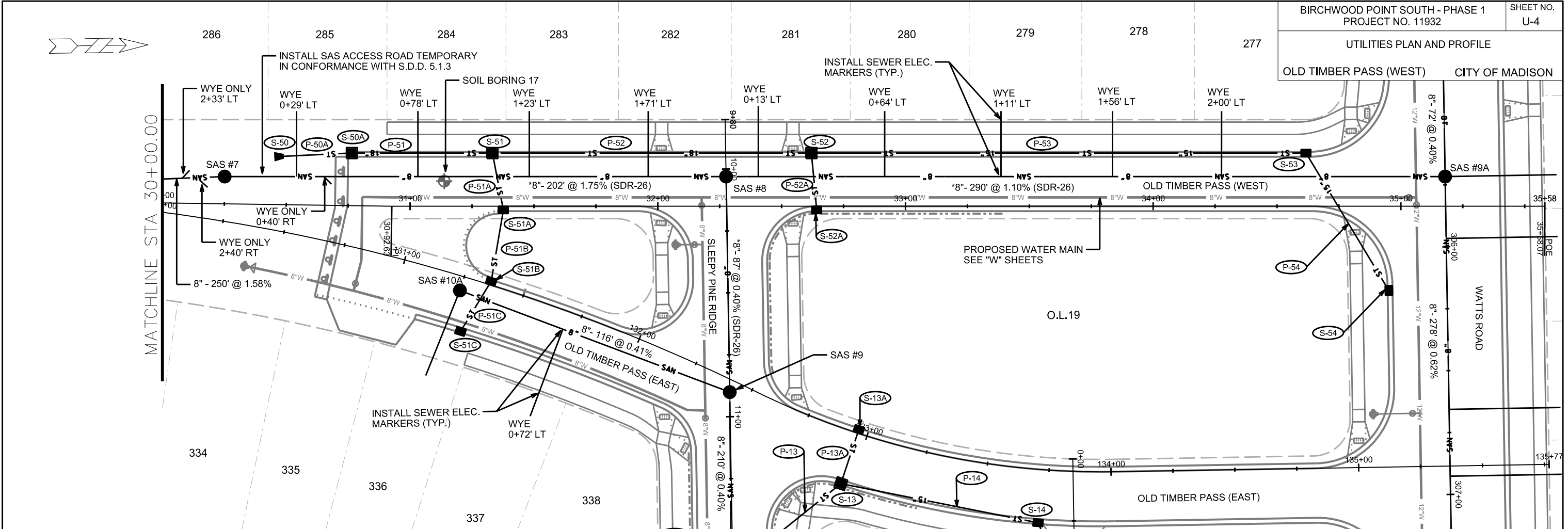


PLOT SCALE:

PLOT NAME:

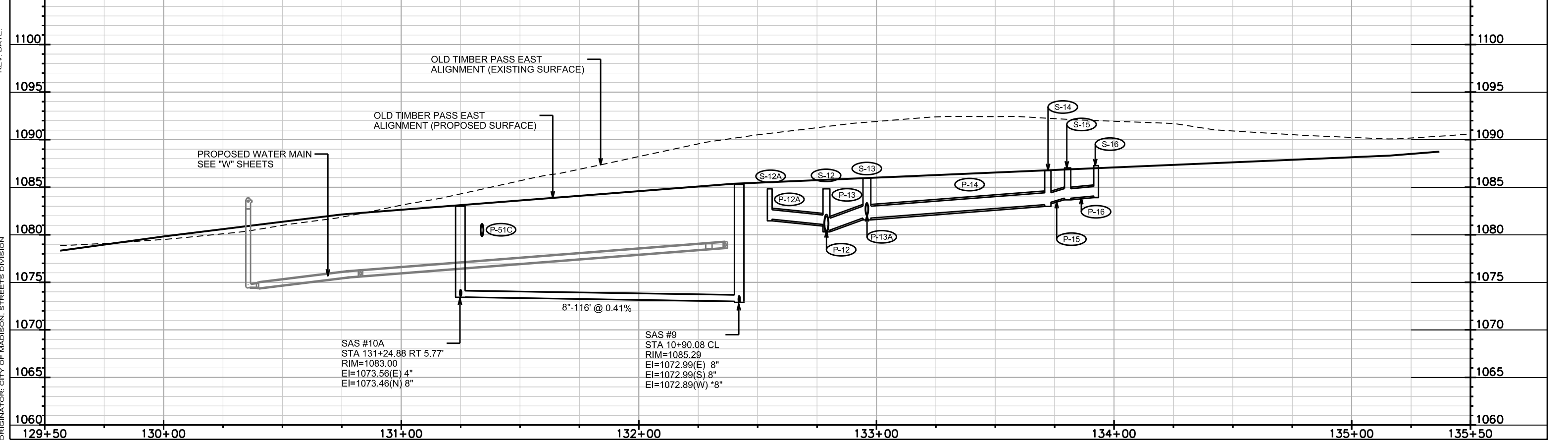
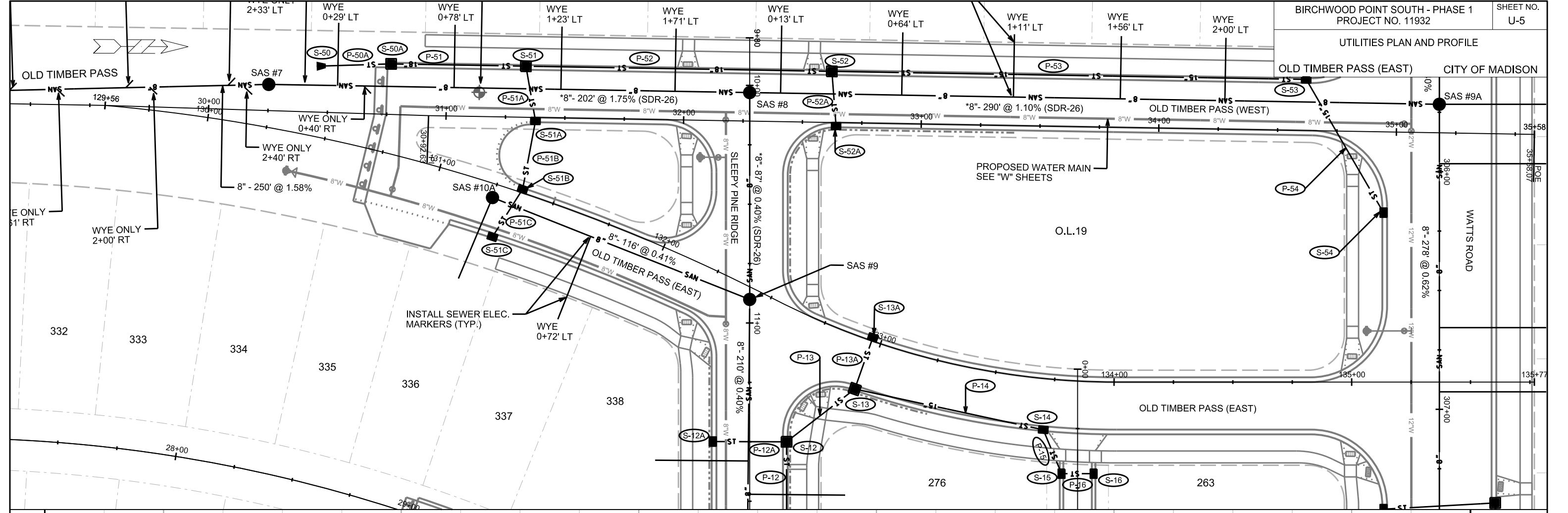
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

UTILITIES PLAN AND PROFILE

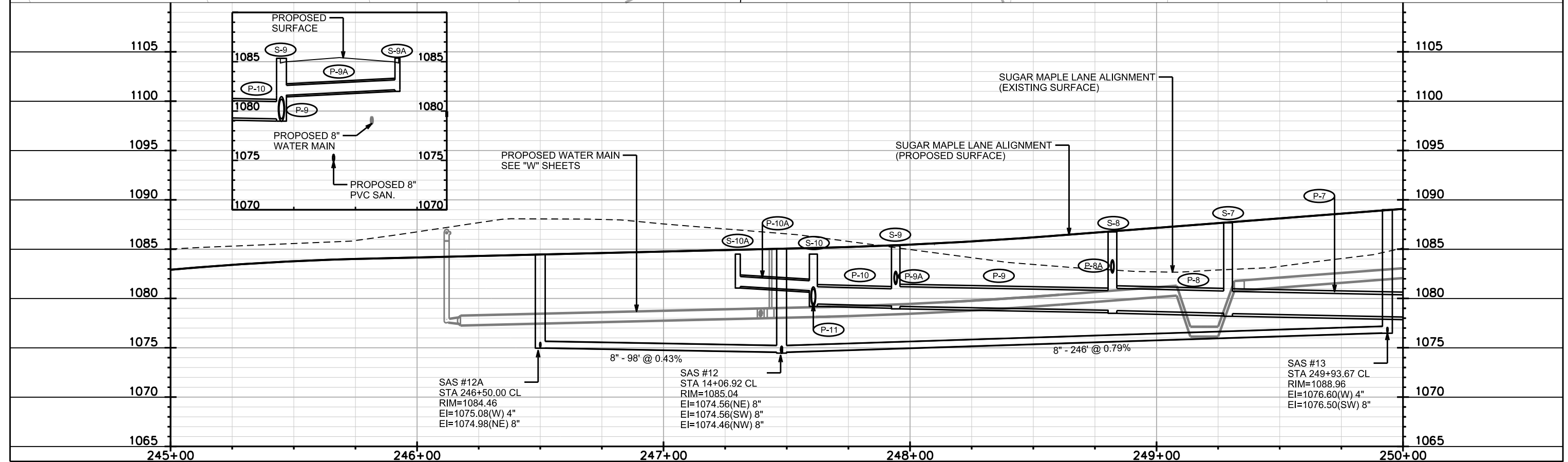
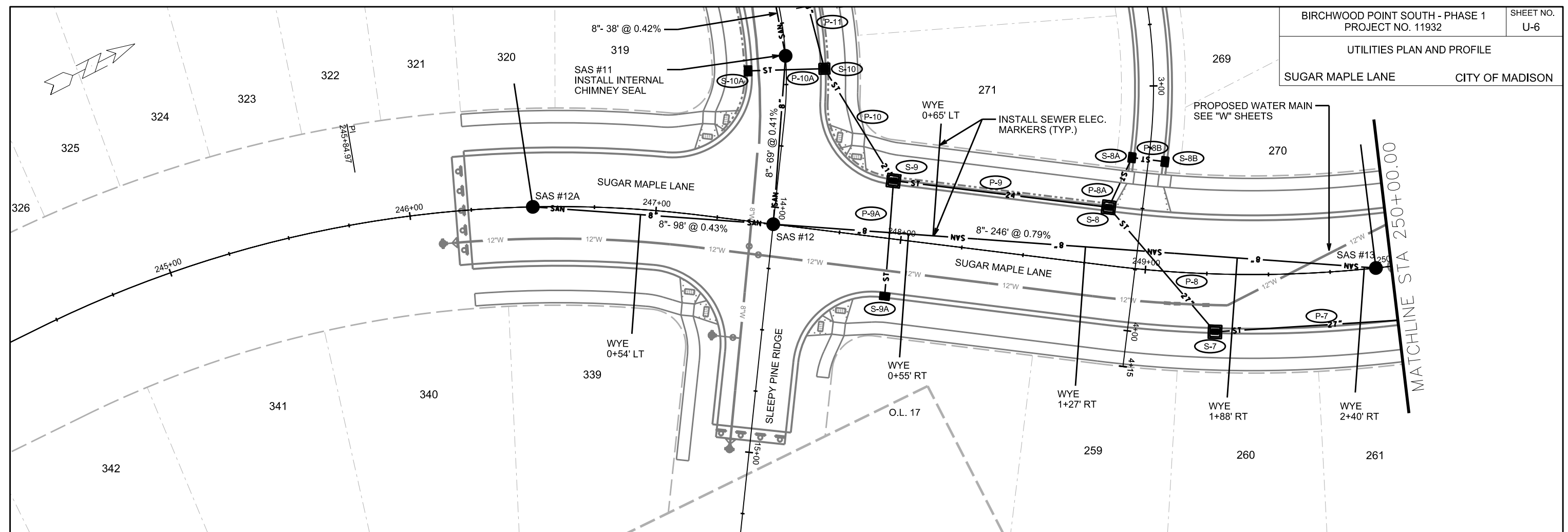


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

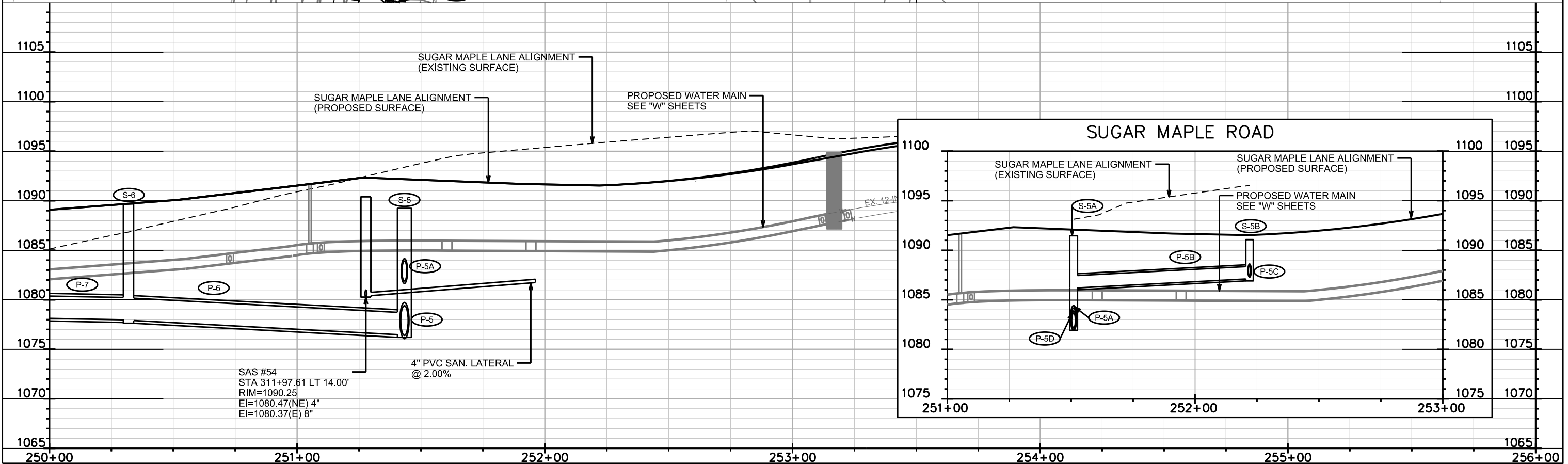
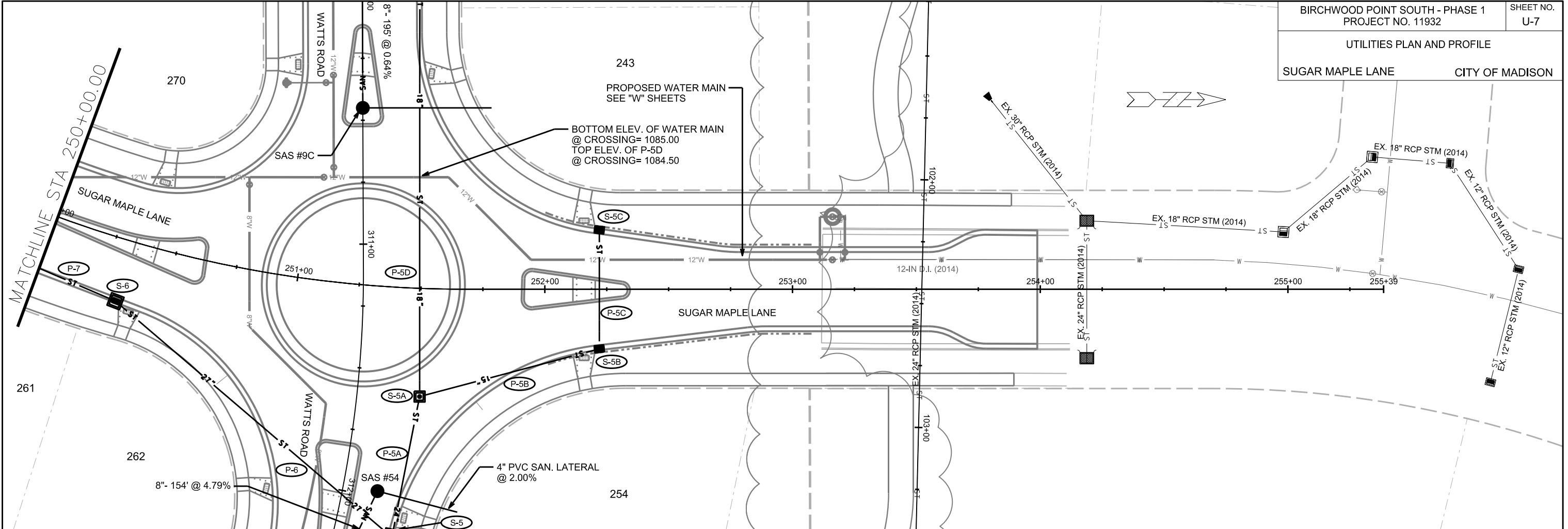


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



SAS #54  
STA 311+97.61 LT 14.00'  
RIM=1090.25  
EI=1080.47(NE) 4"  
EI=1080.37(E) 8"

PLOT SCALE:

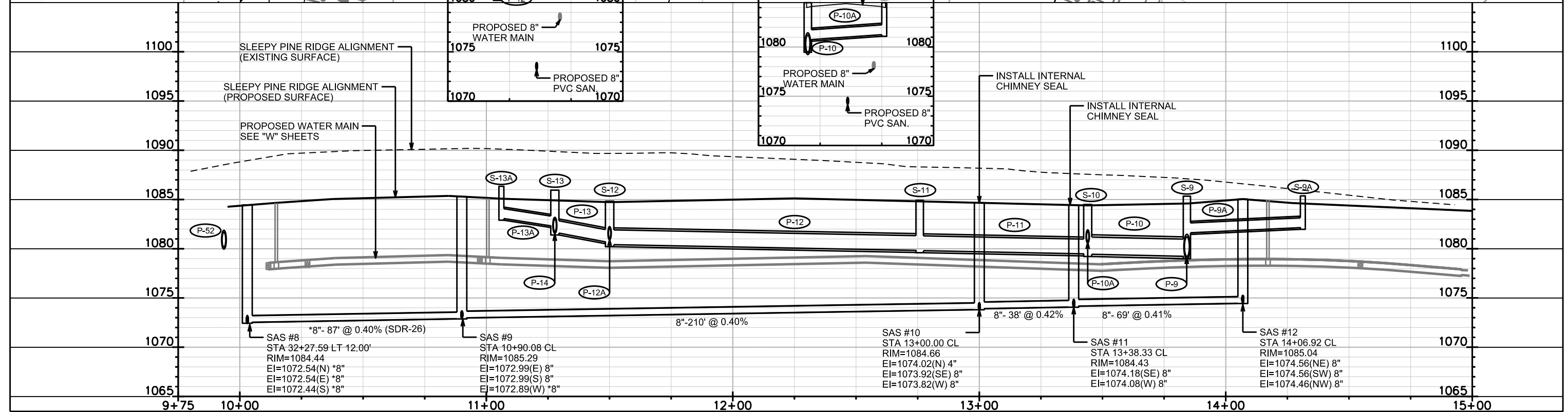
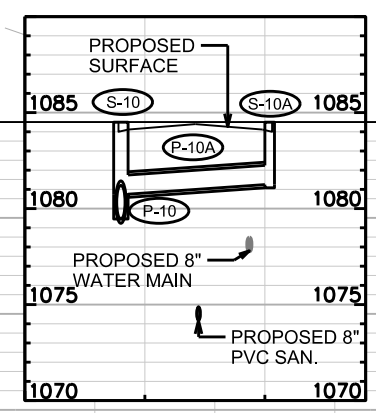
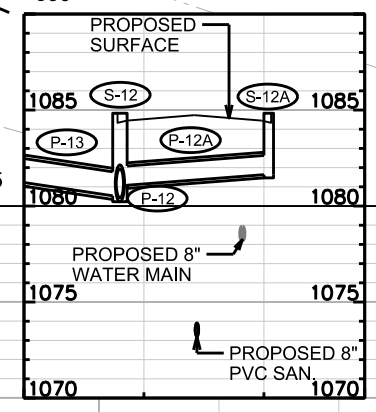
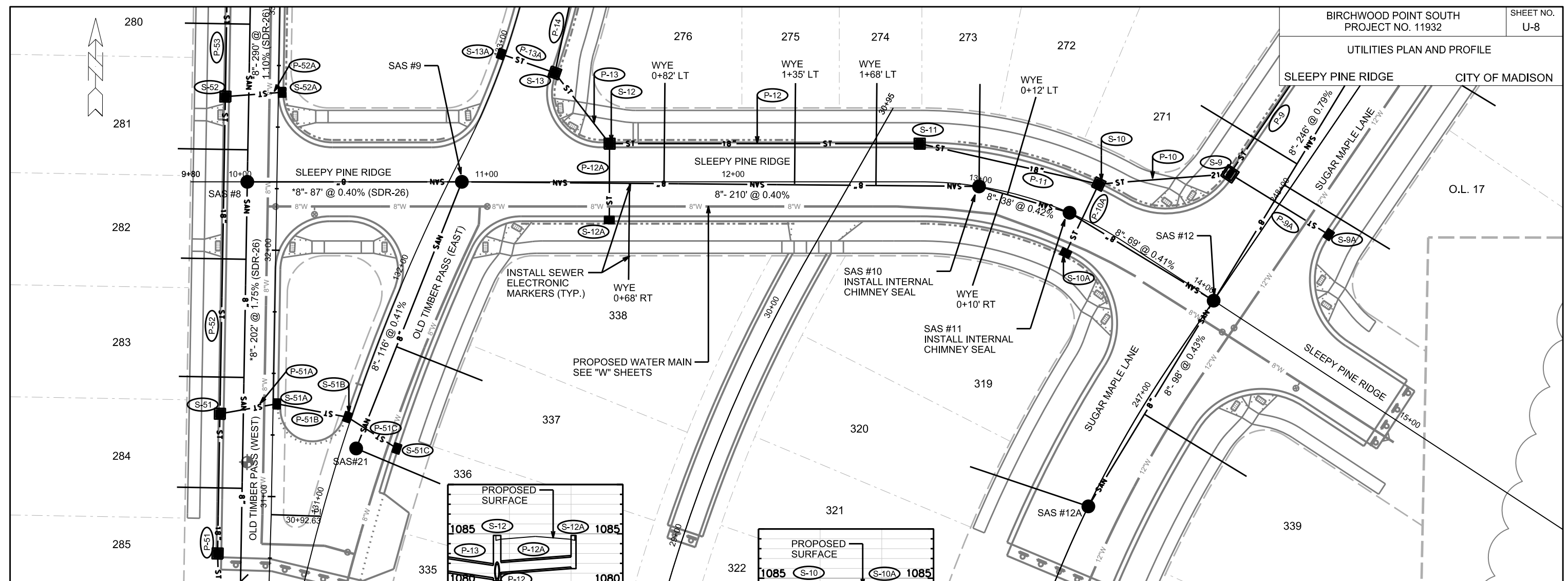
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



UTILITIES PLAN AND PROFILE  
SLEEPY PINE RIDGE CITY OF MADISON



SAS #8  
STA 32+27.59 LT 12.00'  
RIM=1084.44  
EI=1072.54(N) 8"  
EI=1072.54(E) 8"  
EI=1072.44(S) 8"

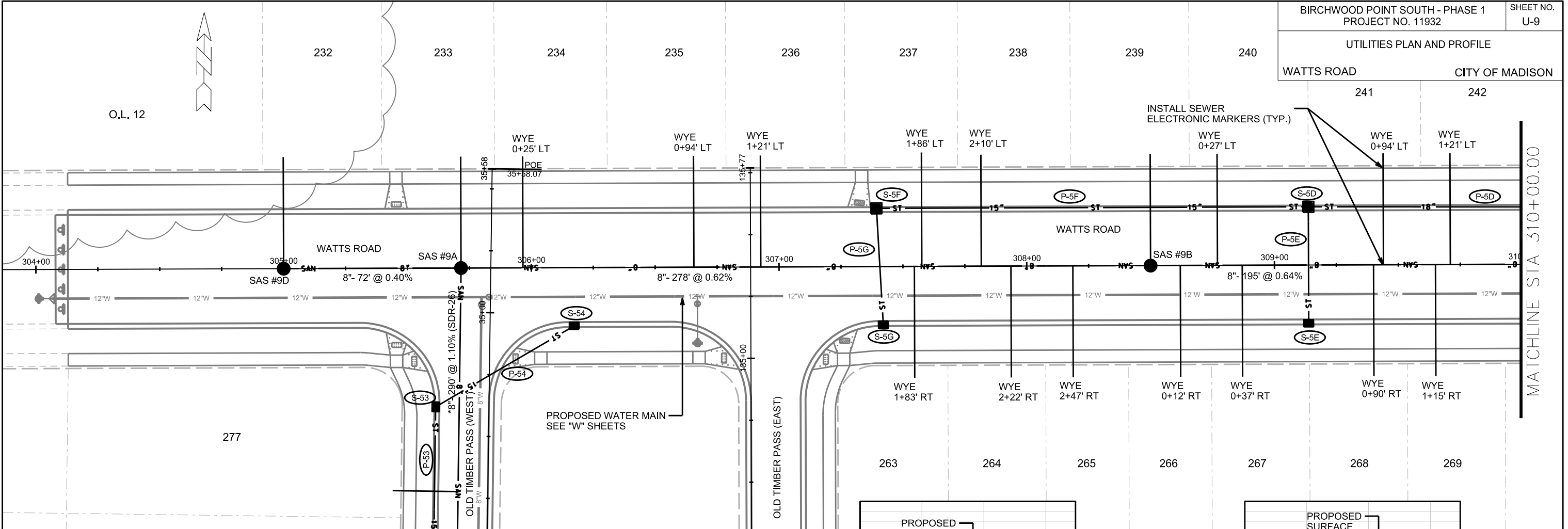
SAS #9  
STA 10+90.08 CL  
RIM=1085.29  
EI=1072.99(E) 8"  
EI=1072.99(S) 8"  
EI=1072.89(W) 8"

SAS #10  
STA 13+00.00 CL  
RIM=1084.66  
EI=1074.02(N) 4"  
EI=1073.92(SE) 8"  
EI=1073.82(W) 8"

SAS #11  
STA 13+38.33 CL  
RIM=1084.43  
EI=1074.18(SE) 8"  
EI=1074.08(W) 8"

SAS #12  
STA 14+06.92 CL  
RIM=1085.04  
EI=1074.56(NE) 8"  
EI=1074.56(SW) 8"  
EI=1074.46(NW) 8"

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



SAS #9D  
STA 305+00.00 CL  
RIM=1085.21  
EI=1076.22(N) 4"  
EI=1076.12(E) 8"

SAS #9A  
STA 35+17.86 LT 12.00'  
RIM=1087.46  
EI=1075.83(W) 8"  
EI=1075.93(N) 4"  
EI=1075.83(E) 8"  
EI=1075.73(S) 8"

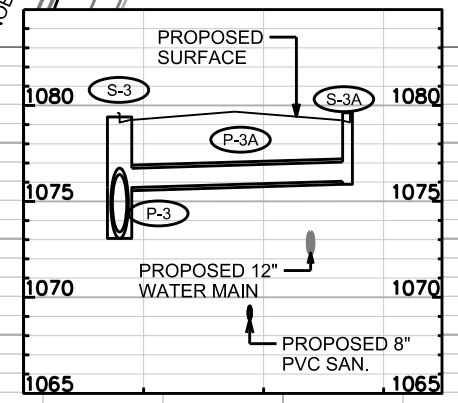
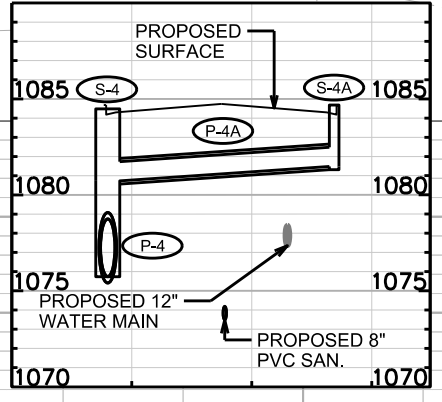
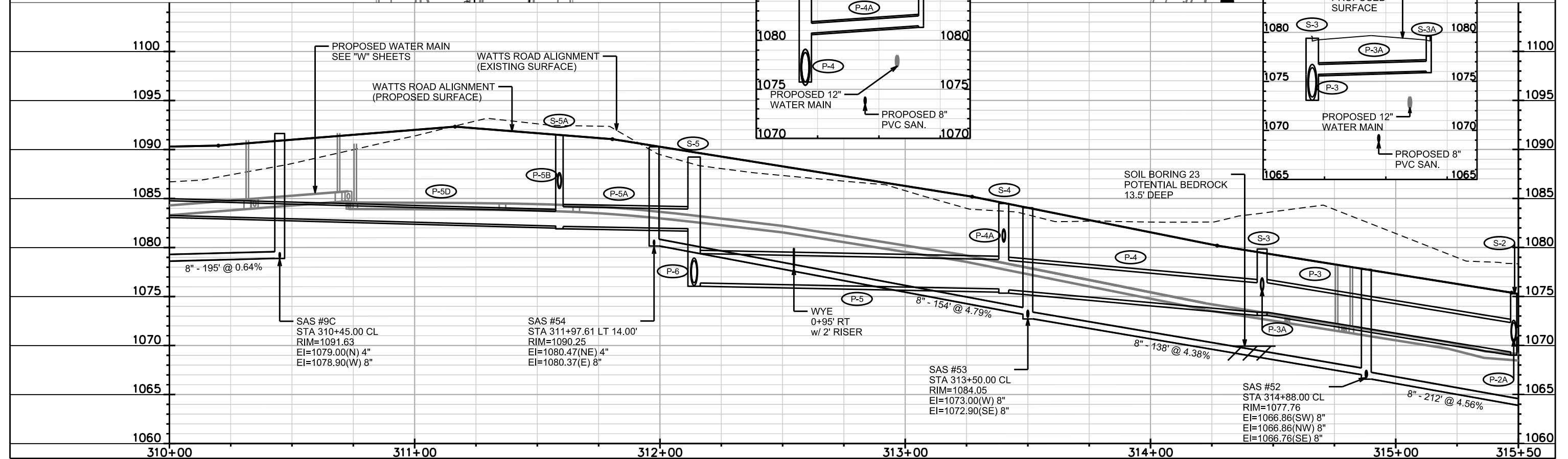
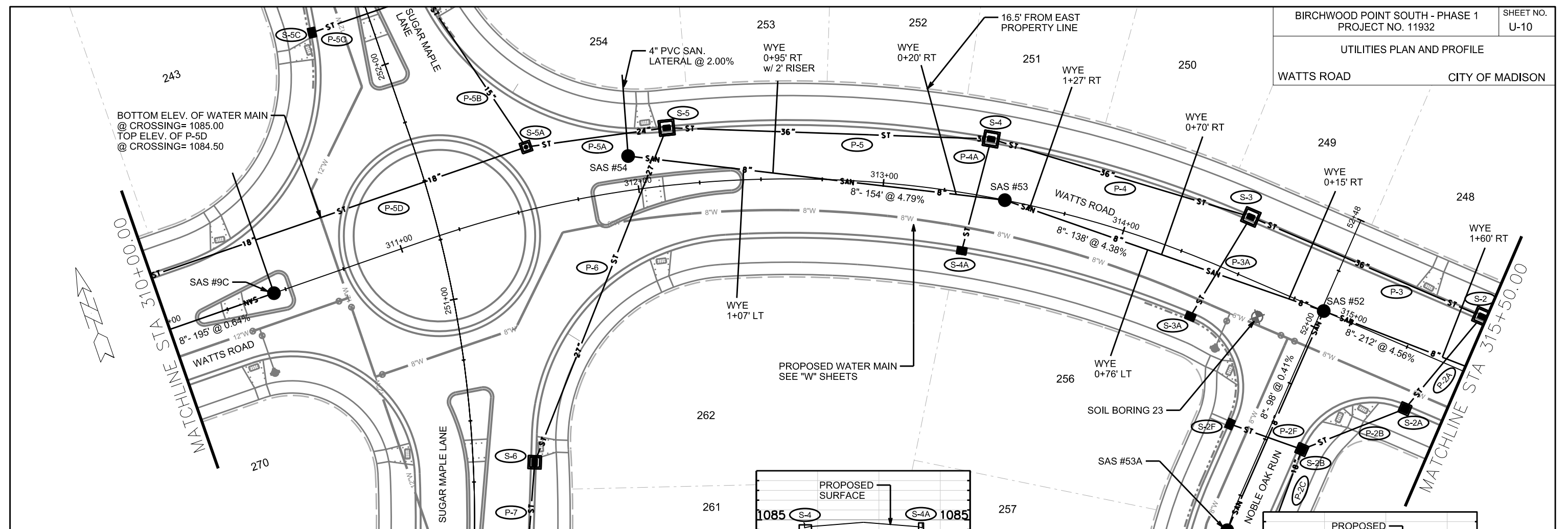
SAS #9B  
STA 308+50.00 CL  
RIM=1089.55  
EI=1077.75(N) 4"  
EI=1077.65(E) 8"  
EI=1077.55(W) 8"

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



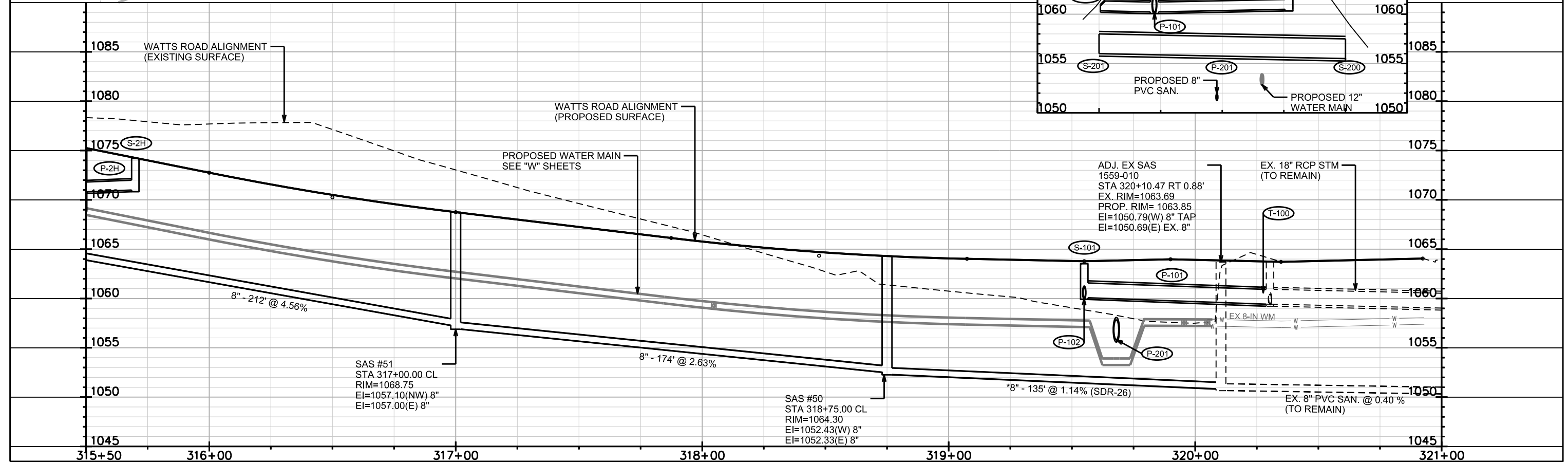
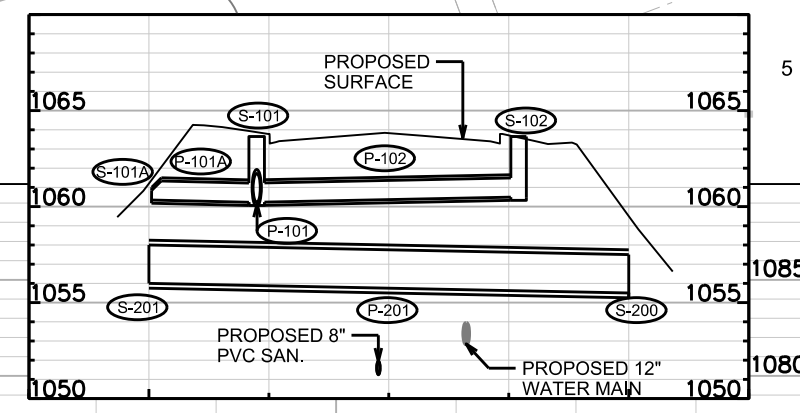
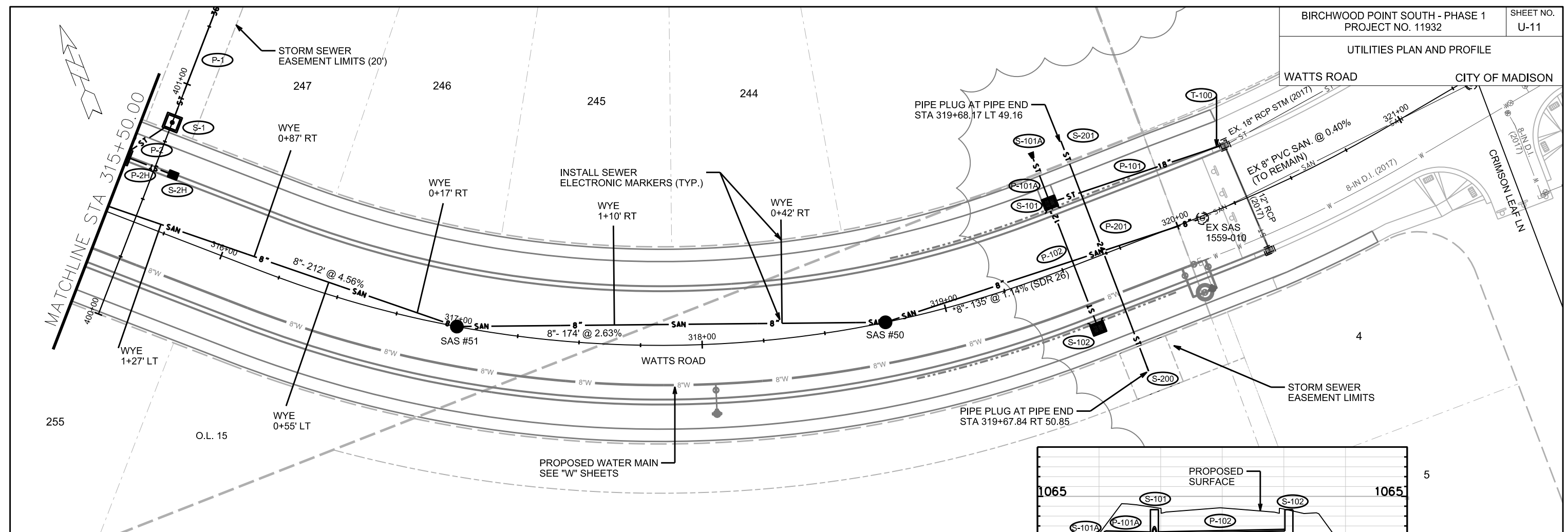
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PLOT NAME:

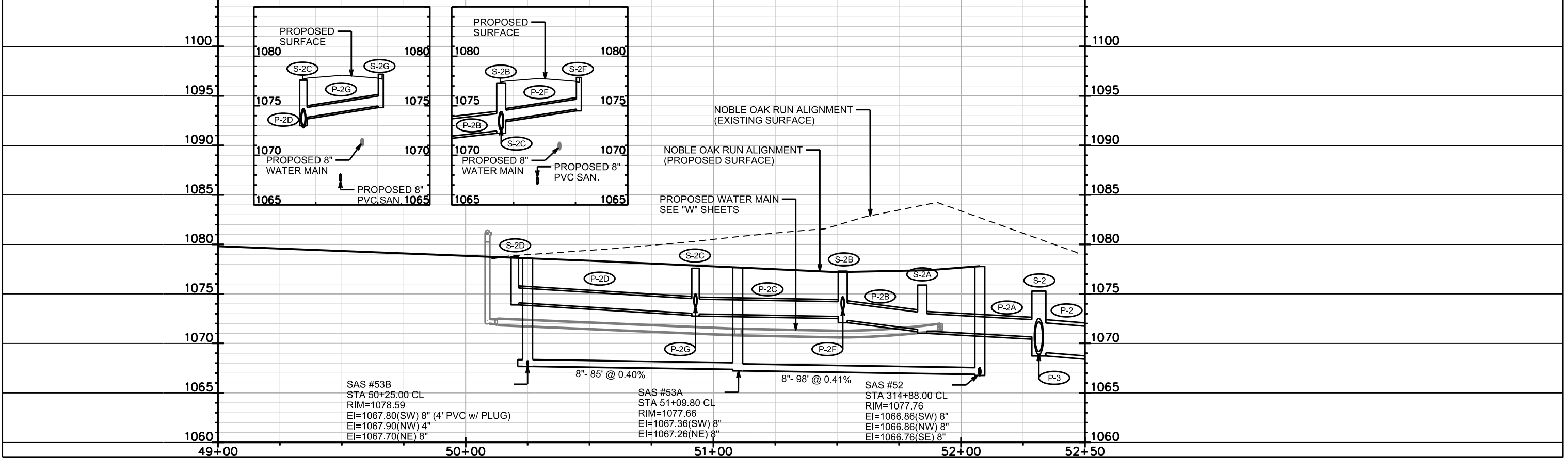
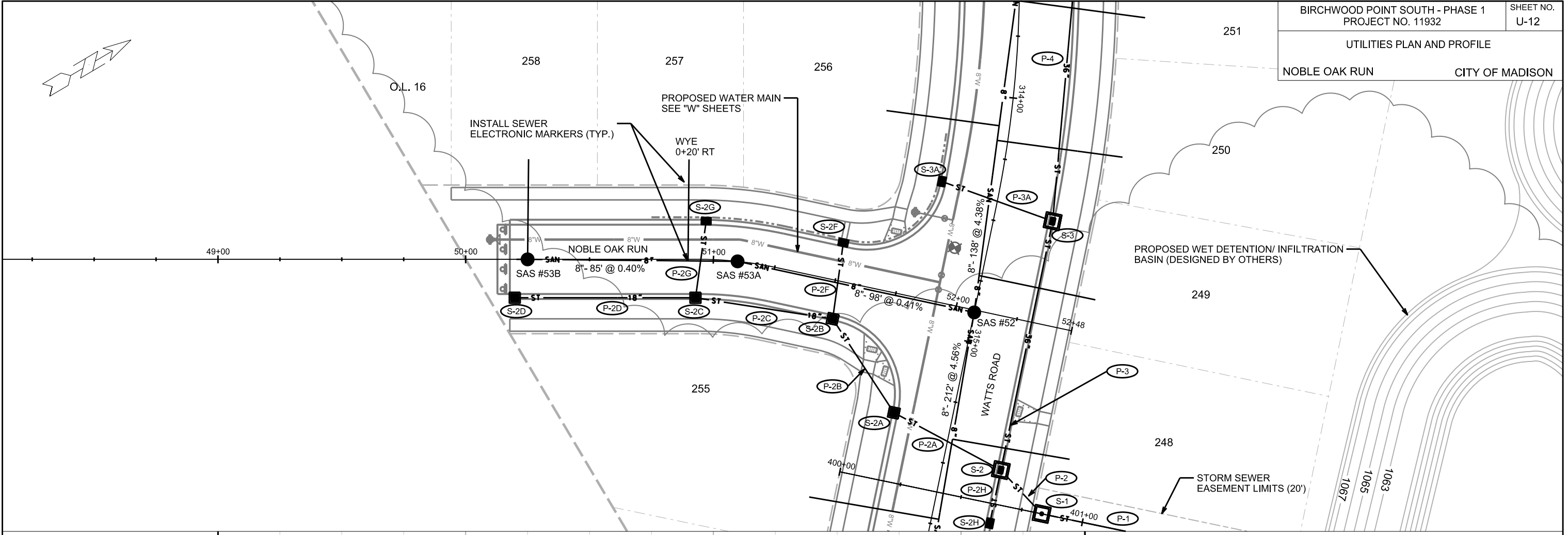
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITIES PLAN AND PROFILE



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



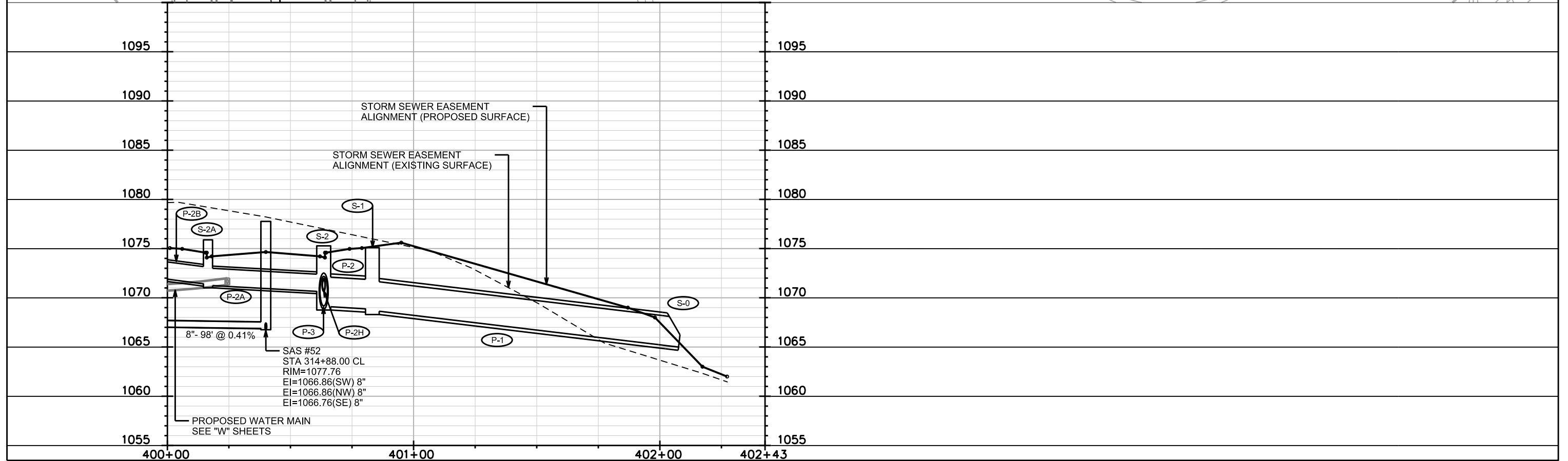
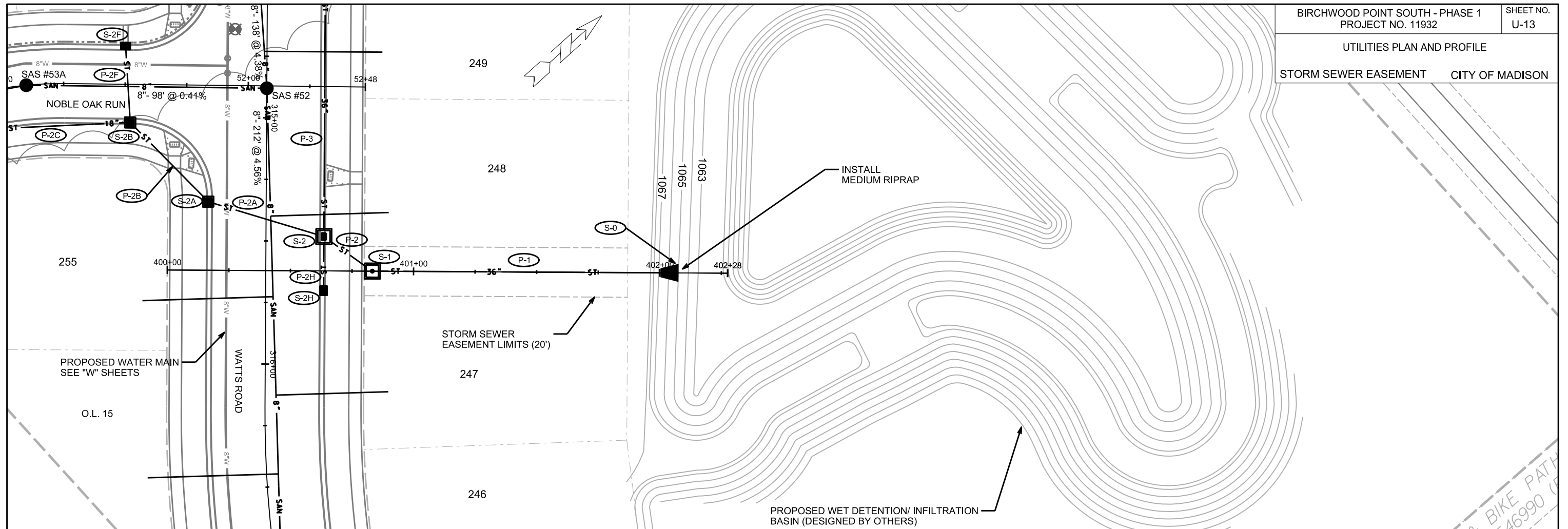
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITIES PLAN AND PROFILE  
STORM SEWER EASEMENT CITY OF MADISON

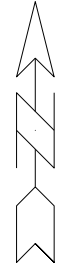


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



SCALE 1"=200'

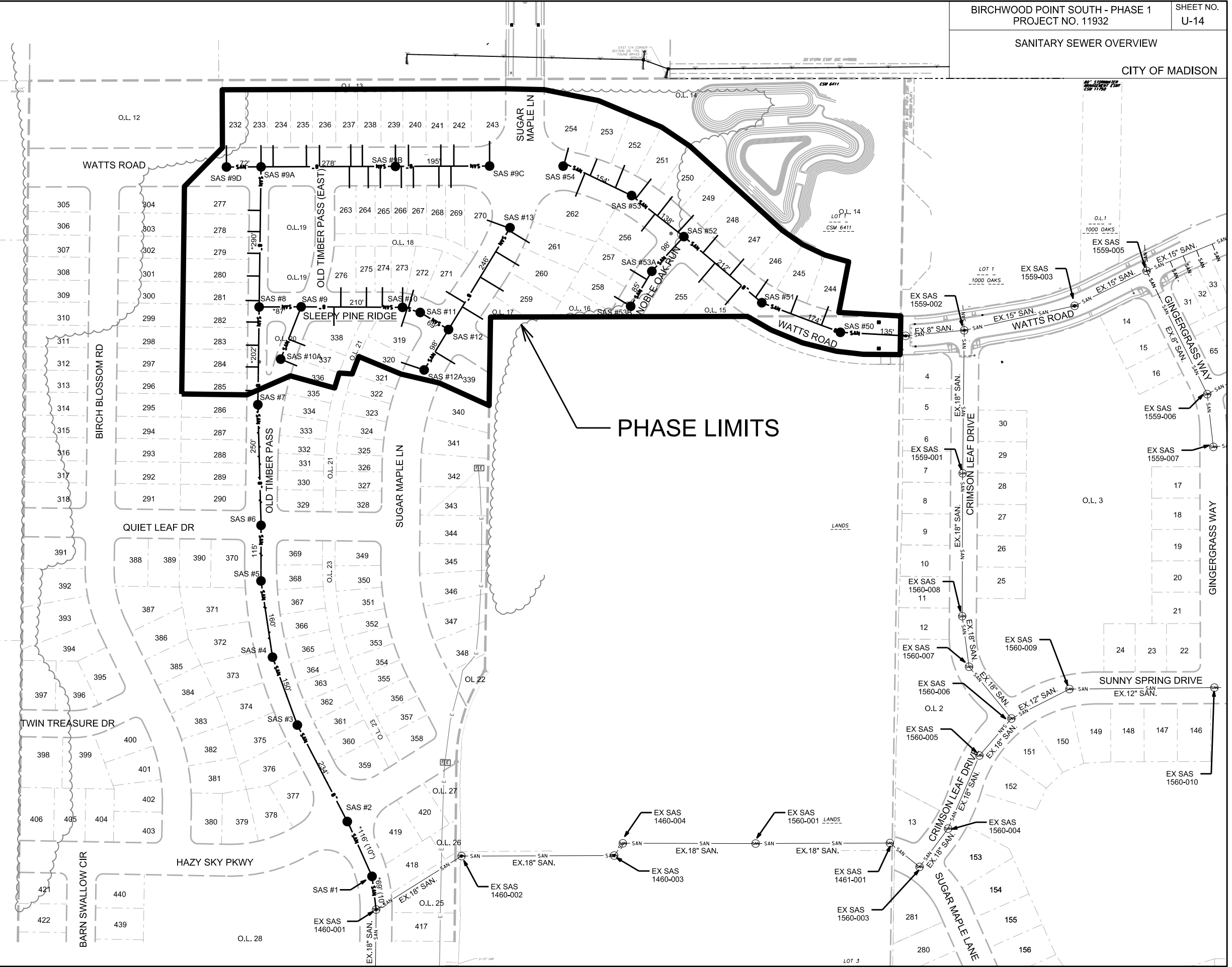
ALL PROPOSED SANITARY SEWER TO BE  
8" DIA. PVC UNLESS OTHERWISE NOTED.  
\* PIPE SHALL CONFORM TO SPECIFICATIONS  
OF ASTM D3034 SDR-26

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PHASE LIMITS

# SANITARY SEWER SCHEDULE

## PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH (FT)	NOTES
<b>OLD TIMBER PASS</b>						
SAS #1	20+00.00	CL	1049.16	1036.51	12.65	-
SAS #2	21+16.02	CL	1053.68	1041.90	11.78	-
SAS #3	23+50.00	CL	1057.18	1047.18	10.00	-
SAS #4	25+00.00	CL	1066.73	1056.20	10.53	-
SAS #5	26+60.00	CL	1073.52	1063.50	10.02	-
SAS #6	27+75.19	CL	1074.80	1064.75	10.05	-
SAS #7	30+25.00	LT-11.01	1080.58	1068.80	11.78	-
SAS #8	32+27.59	LT-12.00	1084.44	1072.44	12.00	-
SAS #9A	35+17.86	LT-12.00	1087.46	1075.73	11.73	-
<b>OLD TIMBER PASS (E)</b>						
SAS #10A	131+24.88	RT-5.77	1083.00	1073.46	9.54	-
<b>SLEEPY PINE RIDGE</b>						
SAS #9	10+90.08	CL	1085.29	1072.89	12.40	-
SAS #10	13+00.00	CL	1084.66	1073.82	10.84	[1]
SAS #11	13+38.33	CL	1084.43	1074.08	10.35	[1]
SAS #12	14+06.92	CL	1085.04	1074.46	10.58	-
<b>SUGAR MAPLE LANE</b>						
SAS #13	249+93.67	CL	1088.96	1076.50	12.46	-
SAS #12A	246+50.00	CL	1084.46	1074.98	9.48	-
<b>WATTS ROAD</b>						
SAS #50	318+75.00	CL	1064.30	1052.33	11.97	-
SAS #51	317+00.00	CL	1068.75	1057.00	11.75	-
SAS #52	314+88.00	CL	1077.76	1066.76	11.00	-
SAS #53	313+50.00	CL	1084.05	1072.90	11.15	-
SAS #54	311+97.61	LT-14.00	1090.25	1080.37	9.88	-
SAS #9D	305+00.00	CL	1085.21	1076.12	9.09	-
SAS #9B	308+50.00	CL	1089.55	1077.55	12.00	-
SAS #9C	310+45.00	CL	1091.63	1078.90	12.73	-
<b>NOBLE OAK RUN</b>						
SAS #53A	51+09.80	CL	1077.66	1067.26	10.40	-
SAS #53B	50+25.00	CL	1078.59	1067.70	10.89	-

## ADJUST SANITARY SAS

SAS NO.	STATION	LOCATION (OFFSET)	EX. RIM	PROP. RIM	DIFF. (FT)	NOTES
<b>WATTS ROAD</b>						
SAS 1559-010	320+10.47	RT-0.88	1063.69	1063.85	0.16	-

## SPECIFIC NOTES

[1] INSTALL INTERNAL CHIMNEY SEAL

## PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
<b>OLD TIMBER PASS</b>								
SAS 1460-001	SAS #1	1033.42	1036.51	69	4.48%	10"	SDR- 26	-
SAS #1	SAS #2	1036.61	1041.90	116	4.56%	10"	SDR- 26	-
SAS #2	SAS #3	1042.00	1047.18	234	2.21%	8"	SDR- 35	-
SAS #3	SAS #4	1047.28	1056.20	150	5.95%	8"	SDR- 35	-
SAS #4	SAS #5	1056.30	1063.50	160	4.50%	8"	SDR- 35	-
SAS #5	SAS #6	1063.60	1064.75	115	1.00%	8"	SDR- 35	-
SAS #6	SAS #7	1064.85	1068.80	250	1.58%	8"	SDR- 35	-
SAS #7	SAS #8	1068.90	1072.44	202	1.75%	8"	SDR- 26	-
SAS #8	SAS #9A	1072.54	1075.73	290	1.10%	8"	SDR- 26	-
<b>OLD TIMBER PASS (E)</b>								
SAS #9	SAS #10A	1072.99	1073.46	116	0.41%	8"	SDR- 35	-
<b>SLEEPY PINE RIDGE</b>								
SAS #8	SAS #9	1072.54	1072.89	87	0.40%	8"	SDR- 26	-
SAS #9	SAS #10	1072.99	1073.82	210	0.40%	8"	SDR- 35	-
SAS #10	SAS #11	1073.92	1074.08	38	0.42%	8"	SDR- 35	-
SAS #11	SAS #12	1074.18	1074.46	69	0.41%	8"	SDR- 35	-
<b>SUGAR MAPLE LANE</b>								
SAS #12	SAS #13	1074.56	1076.50	246	0.79%	8"	SDR- 35	-
SAS #12	SAS #12A	1074.56	1074.98	98	0.43%	8"	SDR- 35	-
<b>WATTS ROAD</b>								
SAS 1559-010	SAS #50	1050.79	1052.33	135	1.14%	8"	SDR- 26	-
SAS #50	SAS #51	1052.43	1057.00	174	2.63%	8"	SDR- 35	-
SAS #51	SAS #52	1057.10	1066.76	212	4.56%	8"	SDR- 35	-
SAS #52	SAS #53	1066.86	1072.90	138	4.38%	8"	SDR- 35	-
SAS #53	SAS #54	1073.00	1080.37	154	4.79%	8"	SDR- 35	-
SAS #9A	SAS #9D	1075.83	1076.12	72	0.40%	8"	SDR- 35	-
SAS #9A	SAS #9B	1075.83	1077.55	278	0.62%	8"	SDR- 35	-
SAS #9B	SAS #9C	1077.65	1078.90	195	0.64%	8"	SDR- 35	-
<b>NOBLE OAK RUN</b>								
SAS #52	SAS #53A	1066.86	1067.26	98	0.41%	8"	SDR- 35	-
SAS #53A	SAS #53B	1067.36	1067.70	85	0.40%	8"	SDR- 35	-



# STORM SEWER SCHEDULE

## PROPOSED STORM SEWER STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>OLD TIMBER PASS WEST</b>							
S-50	30+44.91	LT-19.30	18" RCP AE	-	1077.84	-	w/ 18" RCP AE GATE; [2]
S-50A	30+76.19	LT-21.26	3 x 3 SAS w/ H	1082.49	1077.99	4.50	w/ R-3067-7004-V
S-51	31+33.24	LT-21.50	3 x 3 SAS w/ H	1083.68	1079.18	4.50	w/ R-3067-7004-V
S-51A	31+37.67	RT-1.50	H INLET	1084.14	1079.75	4.39	w/ R-3067-7004-V
S-52	32+62.02	LT-21.50	3 x 3 SAS w/ H	1084.97	1080.52	4.45	w/ R-3067-7004-V
S-52A	32+64.17	RT-1.50	H INLET	1085.39	1082.29	3.10	LP; UD; w/ R-3067-7004-VB; [4]
S-53	34+61.68	LT-21.50	H INLET	1086.95	1083.45	3.50	w/ R-3067-7004-V
<b>OLD TIMBER PASS EAST</b>							
S-13	132+95.98	RT-21.50	3 x 3 SAS w/ H	1085.95	1081.75	4.20	w/ R-3067-7004-V
S-13A	132+96.08	LT-1.50	H INLET	1086.34	1083.14	3.20	w/ R-3067-7004-V
S-14	133+72.14	RT-21.50	H INLET	1086.76	1083.16	3.60	w/ R-3067-7004-V
S-15	133+80.46	RT-39.32	H INLET	1087.03	1083.83	3.20	LP; w/ R-3362-L; [1]
S-16	133+92.46	RT-38.69	H INLET	1087.27	1084.07	3.20	LP; w/ R-3362-L; [1]
S-51B	131+35.89	LT-1.50	H INLET	1083.71	1079.99	3.72	LP; UD; w/ R-3067-7004-VB
S-51C	131+30.04	RT-21.50	H INLET	1083.20	1080.10	3.10	w/ R-3067-7004-V
<b>SUGAR MAPLE LANE</b>							
S-6	250+31.91	RT-25.06	4 x 4 SAS w/ H	1089.67	1077.96	11.71	w/ R-3067-7004-V
S-5B	252+22.00	RT-24.10	H INLET	1091.46	1087.10	4.36	LP; UD; w/ R-3067-7004-VB; [4]
S-5C	252+22.00	LT-23.94	H INLET	1091.46	1087.88	3.58	LP; UD; w/ R-3067-7004-VB; [4]
S-7	249+29.02	RT-23.50	4 x 4 SAS w/ H	1087.66	1078.48	9.18	w/ R-3067-7004-V
S-8	248+82.12	LT-23.50	4 x 4 SAS w/ H	1086.75	1078.79	7.96	w/ R-3067-7004-V
S-8A	248+89.46	LT-44.66	H INLET	1087.34	1084.14	3.20	LP; w/ R-3362-L; [1]
S-8B	249+04.32	LT-44.33	H INLET	1087.58	1084.38	3.20	LP; w/ R-3362-L; [1]
S-9	247+94.18	LT-23.50	4 x 4 SAS w/ H	1085.34	1079.21	6.13	w/ R-3067-7004-V
S-9A	247+96.35	RT-23.50	H INLET	1085.36	1082.16	3.20	w/ R-3067-7004-V
<b>SLEEPY PINE RIDGE</b>							
S-10	13+44.00	LT-15.50	3 x 3 SAS w/ H	1084.50	1079.46	5.04	LP; UD; w/ R-3067-7004-VB
S-10A	13+44.00	RT-15.50	H INLET	1084.50	1081.25	3.25	LP; UD; w/ R-3067-7004-VB
S-11	12+75.81	LT-15.50	3 x 3 SAS w/ H	1084.91	1079.82	5.09	w/ R-3067-7004-V
S-12	11+50.00	LT-15.50	3 x 3 SAS w/ H	1084.83	1080.43	4.40	LP; UD; w/ R-3067-7004-VB
S-12A	11+49.90	RT-15.50	H INLET	1084.83	1081.63	3.20	LP; UD; w/ R-3067-7004-VB

## PROPOSED STORM SEWER 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>OLD TIMBER PASS WEST</b>										
P-50A	S-50	S-50A	1077.84	1077.99	31.5	30.0	0.50%	18"	RCP	-
P-51	S-50A	S-51	1077.99	1079.18	56.5	53.5	2.22%	18"	RCP	-
P-51A	S-51	S-51A	1079.48	1079.75	23.5	21.0	1.29%	12"	RCP	-
P-51B	S-51A	S-51B	1079.75	1079.99	29.0	27.0	0.89%	12"	RCP	-
P-52	S-51	S-52	1079.18	1080.52	129.0	126.0	1.06%	18"	RCP	-
P-52A	S-52	S-52A	1081.22	1082.29	23.0	20.5	5.22%	12"	RCP	-
P-53	S-52	S-53	1080.77	1083.45	199.5	196.5	1.36%	15"	RCP	-
P-54	S-53	S-54	1083.45	1084.46	65.0	62.0	1.63%	15"	RCP	-
<b>OLD TIMBER PASS EAST</b>										
P-13A	S-13	S-13A	1082.20	1083.14	23.0	20.5	4.59%	12"	RCP	-
P-14	S-13	S-14	1081.75	1083.16	81.0	78.0	1.81%	15"	RCP	-
P-15	S-14	S-15	1083.41	1083.83	20.0	17.5	2.40%	12"	RCP	-
P-16	S-15	S-16	1083.83	1084.07	13.5	11.5	2.09%	12"	RCP	-
P-51C	S-51B	S-51C	1079.99	1080.10	23.5	21.5	0.51%	12"	RCP	-
<b>SUGAR MAPLE LANE</b>										
P-5B	S-5A	S-5B	1086.20	1087.10	75.0	72.0	1.25%	15"	RCP	-
P-5C	S-5B	S-5C	1087.45	1087.88	48.0	46.0	0.93%	12"	RCP	-
P-7	S-6	S-7	1077.96	1078.48	108.0	104.5	0.50%	27"	RCP	-
P-8	S-7	S-8	1078.48	1078.79	66.5	62.5	0.50%	27"	RCP	-
P-8A	S-8	S-8A	1082.75	1084.14	22.5	19.0	7.32%	12"	RCP	-
P-8B	S-8A	S-8B	1084.14	1084.38	13.5	11.5	2.09%	12"	RCP	-
P-9	S-8	S-9	1078.79	1079.21	88.0	85.0	0.49%	24"	RCP	-
P-9A	S-9	S-9A	1081.59	1082.16	47.0	44.5	1.28%	12"	RCP	-
<b>SLEEPY PINE RIDGE</b>										
P-10	S-9	S-10	1079.21	1079.46	53.5	50.0	0.50%	21"	RCP	-
P-10A	S-10	S-10A	1080.75	1081.25	31.0	28.5	1.75%	12"	RCP	-
P-11	S-10	S-11	1079.46	1079.82	74.5	71.5	0.50%	18"	RCP	-
P-12	S-11	S-12	1079.82	1080.43	126.0	123.0	0.50%	18"	RCP	-
P-12A	S-12	S-12A	1081.08	1081.63	31.0	28.5	1.93%	12"	RCP	-
P-13	S-12	S-13	1080.53	1081.75	36.5	32.5	3.75%	15"	RCP	-

## SPECIFIC NOTES

[1] TOP OF CASTING IS FOR CENTER OF STRUCTURE; SEE S.D.D. 5.7.33

[2] STATION AND OFFSET TO THE FRONT CENTER OF RCP AE

[3] STATIONED TO CENTER OF GRATE; SEE SDD 5.7.12B; TOP OF CURB PROVIDED IS TOP OF GRATE, CONTRACTOR IS REMINDED THE CURB FLOWLINE IS TO BE HAND POURED TO CREATE A DEPRESSION IN THE FLOWLINE AND FLUME INTO THE STRUCTURE. THE FLOWLINE IS NOT TO BE POURED STRAIGHT THROUGH AND THE DIFFERENCE BETWEEN THE FLOWLINE ELEVATION AND ENTRANCE LIP ELEVATION TAKEN UP IN THE 1-2 FT TRANSITION.

[4] INSTALL LOW POINT PVC DRAIN; SEE S.D.D. 5.7.7A

**NOTE:** PLAN LENGTH (PAY LENGTH) IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

## STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = UNDERDRAIN

- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.

- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.

- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.

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

- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.

- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT FADI EL MUSA OF CITY ENGINEERING AT (608) 243-5214 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO FELMUSAGONZALEZ@CITYOFMADISON.COM.

# STORM SEWER SCHEDULE

STORM SEWER SCHEDULE

CITY OF MADISON

## PROPOSED STORM SEWER STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>WATTS ROAD</b>							
S-1	315+62.02	LT-43.25	5 x 5 SAS	1075.10	1068.79	6.31	w/ R-1550-0055
S-2	315+48.09	LT-23.50	5 x 5 SAS w/ H	1075.28	1069.18	6.10	w/ R-3067-7004-V
S-2H	315+70.02	LT-23.50	H INLET	1074.19	1070.99	3.20	w/ R-3067-7004-V
S-2A	315+34.22	RT-23.50	3 x 3 SAS w/ H	1075.89	1071.29	4.60	w/ R-3067-7004-V
S-3	314+45.52	LT-23.50	5 x 5 SAS w/ H	1079.40	1073.40	6.00	w/ R-3067-7004-V
S-3A	314+38.61	RT-23.50	H INLET	1079.61	1076.05	3.56	w/ R-3067-7004-V
S-4	313+40.19	LT-23.50	5 x 5 SAS w/ H	1084.48	1075.75	8.73	w/ R-3067-7004-V
S-4A	313+36.09	RT-23.50	H INLET	1084.68	1081.48	3.20	w/ R-3067-7004-V
S-5	312+13.94	LT-23.50	5 x 5 SAS w/ H	1089.63	1076.40	13.23	w/ R-3067-7004-V
S-5A	311+59.03	LT-25.25	3 x 3 SAS	1091.47	1082.17	9.30	w/ R-1550-0055
S-5D	309+13.75	LT-23.50	3 x 3 SAS w/ H	1089.81	1083.88	5.93	w/ R-3067-7004-V
S-5E	309+13.75	RT-23.50	H INLET	1089.81	1086.61	3.20	w/ R-3067-7004-V
S-5F	307+39.39	LT-23.50	3 x 3 SAS w/ H	1088.94	1084.74	4.20	w/ R-3067-7004-V
S-5G	307+42.02	RT-23.50	H INLET	1088.96	1085.76	3.20	w/ R-3067-7004-V
S-54	306+17.22	RT-23.50	H INLET	1088.21	1084.46	3.75	w/ R-3067-7004-V
T-100	320+30.36	LT-23.54	STM TAP	-	1059.44	-	TAP EX. IN 1559-006
S-101	319+55.00	LT-23.50	TERRACE INLET II	1063.71	1060.10	3.61	LP; UD; w/ R-3067-7004-VB; [3]; [4]
S-102	319+55.00	RT-23.50	TERRACE INLET II	1063.71	1060.37	3.34	LP; UD; w/ R-3067-7004-VB; [3]; [4]
S-101A	319+55.12	LT-49.20	12" RCP AE	-	1060.22	-	w/ 12" RCP AE GATE; [2]
S-200	319+67.84	RT-50.85	PIPE PLUG	-	1055.50	-	-
S-201	319+68.17	LT-49.16	PIPE PLUG	-	1056.00	-	-
<b>NOBLE OAK RUN</b>							
S-2B	51+52.23	RT-15.49	3 x 3 SAS w/ H	1077.30	1072.45	4.85	w/ R-3067-7004-V
S-2F	51+50.00	LT-15.50	H INLET	1077.86	1074.66	3.20	LP; UD; w/ R-3067-7004-VB; [4]
S-2C	50+92.79	RT-15.50	3 x 3 SAS w/ H	1077.96	1072.98	4.98	w/ R-3067-7004-V
S-2G	50+96.83	LT-15.50	H INLET	1078.18	1074.98	3.20	w/ R-3067-7004-V
S-2D	50+19.82	RT-15.50	3 x 3 SAS w/ H	1078.74	1074.14	4.60	w/ R-3067-7004-V
<b>STORM SEWER EASEMENT</b>							
S-0	402+07.59	CL	36" RCP AE	-	1065.00	-	w/ 36" RCP AE GATE; [2]

## PROPOSED STORM SEWER 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>WATTS ROAD</b>										
P-2	S-1	S-2	1068.79	1069.18	24.0	18.0	2.17%	36"	RCP	-
P-2H	S-2	S-2H	1070.81	1070.99	20.5	18.0	1.00%	12"	RCP	-
P-2A	S-2	S-2A	1070.58	1071.29	49.0	45.0	1.58%	21"	RCP	-
P-2B	S-2A	S-2B	1071.29	1072.45	45.0	41.0	2.83%	21"	RCP	-
P-3	S-2	S-3	1069.18	1073.40	102.5	98.0	4.31%	36"	RCP	-
P-3A	S-3	S-3A	1075.72	1076.05	47.5	44.5	0.74%	12"	RCP	-
P-4	S-3	S-4	1073.40	1075.75	110.5	106.5	2.21%	36"	RCP	-
P-4A	S-4	S-4A	1080.72	1081.48	47.0	44.0	1.73%	12"	RCP	-
P-5	S-4	S-5	1075.75	1076.40	132.5	128.0	0.51%	36"	RCP	-
P-5A	S-5	S-5A	1081.90	1082.17	58.0	54.0	0.50%	24"	RCP	-
P-5D	S-5A	S-5D	1082.17	1083.88	248.0	245.0	0.70%	18"	RCP	-
P-5E	S-5D	S-5E	1085.96	1086.61	47.0	44.5	1.46%	12"	RCP	-
P-5F	S-5D	S-5F	1083.88	1084.74	174.5	171.5	0.50%	15"	RCP	-
P-5G	S-5F	S-5G	1084.99	1085.76	47.0	44.5	1.73%	12"	RCP	-
P-6	S-5	S-6	1076.40	1077.96	146.5	141.5	1.10%	27"	RCP	-
P-101	T-100	S-101	1059.44	1060.10	74.5	71.0	0.93%	18"	RCP	-
P-102	S-101	S-102	1060.10	1060.37	54.5	51.5	0.52%	12"	RCP	-
P-101A	S-101	S-101A	1060.10	1060.22	22.0	20.5	0.59%	12"	RCP	-
P-201	S-200	S-201	1055.50	1056.00	100.0	100.0	0.50%	24"	RCP	-
<b>NOBLE OAK RUN</b>										
P-2C	S-2B	S-2C	1072.70	1072.98	56.0	53.0	0.53%	18"	RCP	-
P-2F	S-2B	S-2F	1073.55	1074.66	31.0	28.5	3.89%	12"	RCP	-
P-2D	S-2C	S-2D	1072.98	1074.14	73.0	70.0	1.66%	18"	RCP	-
P-2G	S-2C	S-2G	1073.83	1074.98	31.5	29.0	3.97%	12"	RCP	-
<b>STORM SEWER EASEMENT</b>										
P-1	S-0	S-1	1065.00	1068.79	124.0	122.0	3.11%	36"	RCP	-

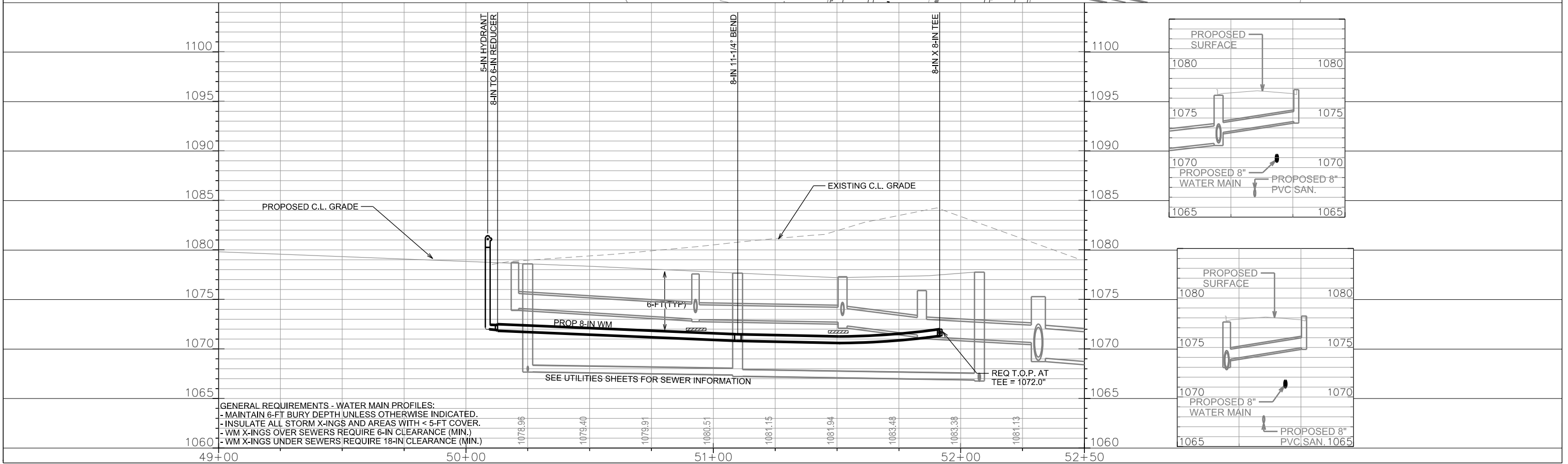
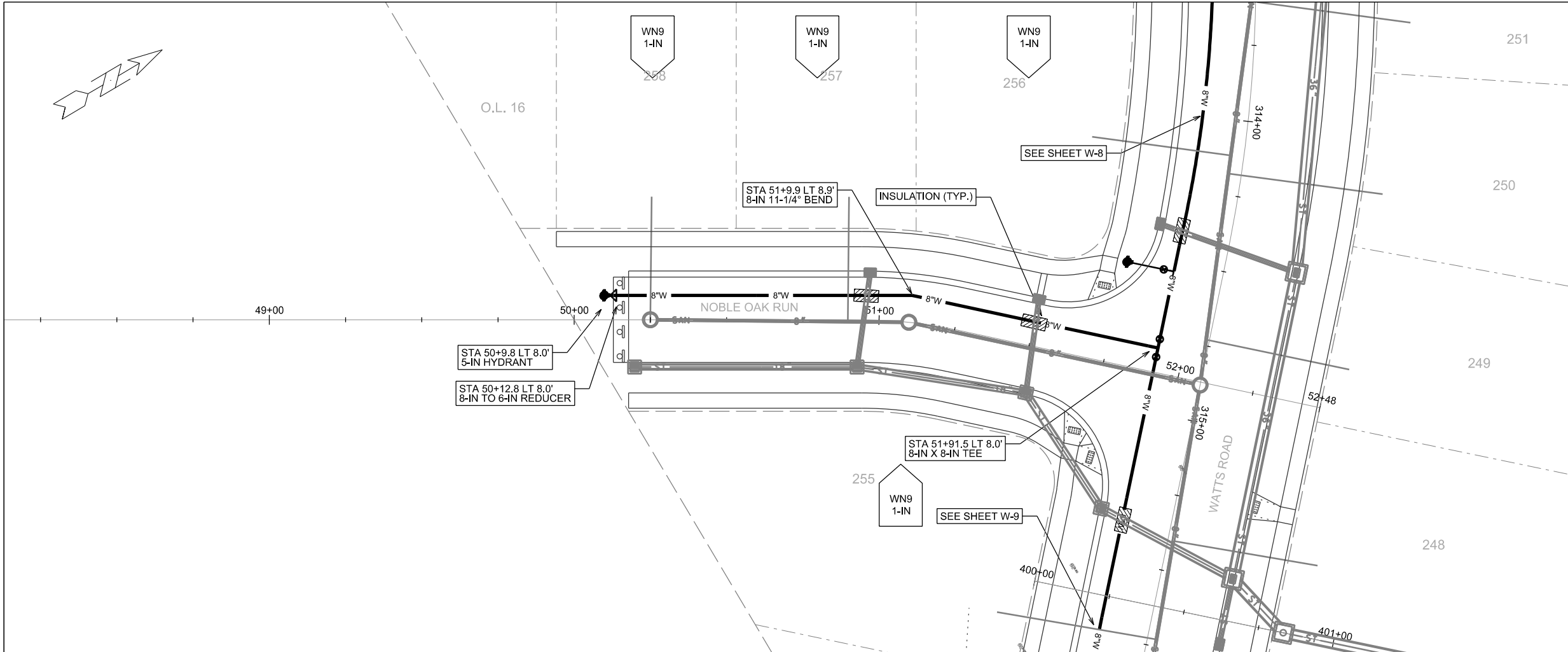
## SPECIFIC NOTES

- [1] TOP OF CASTING IS FOR CENTER OF STRUCTURE; SEE S.D.D. 5.7.33
- [2] STATION AND OFFSET TO THE FRONT CENTER OF RCP AE
- [3] STATIONED TO CENTER OF GRATE; SEE SDD 5.7.12A; TOP OF CURB PROVIDED IS TOP OF GRATE, CONTRACTOR IS REMINDED THE CURB FLOWLINE IS TO BE HAND POURED TO CREATE A DEPRESSION IN THE FLOWLINE AND FLUME INTO THE STRUCTURE. THE FLOWLINE IS NOT TO BE POURED STRAIGHT THROUGH AND THE DIFFERENCE BETWEEN THE FLOWLINE ELEVATION AND ENTRANCE LIP ELEVATION TAKEN UP IN THE 1-2 FT TRANSITION.
- [4] INSTALL LOW POINT PVC DRAIN; SEE S.D.D. 5.7.7A

**NOTE:** PLAN LENGTH (PAY LENGTH) IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

## STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = UNDERDRAIN
- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.
- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.
- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT FADI EL MUSA OF CITY ENGINEERING AT (608) 243-5214 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO FELMUSAGONZALEZ@CITYOFMADISON.COM.



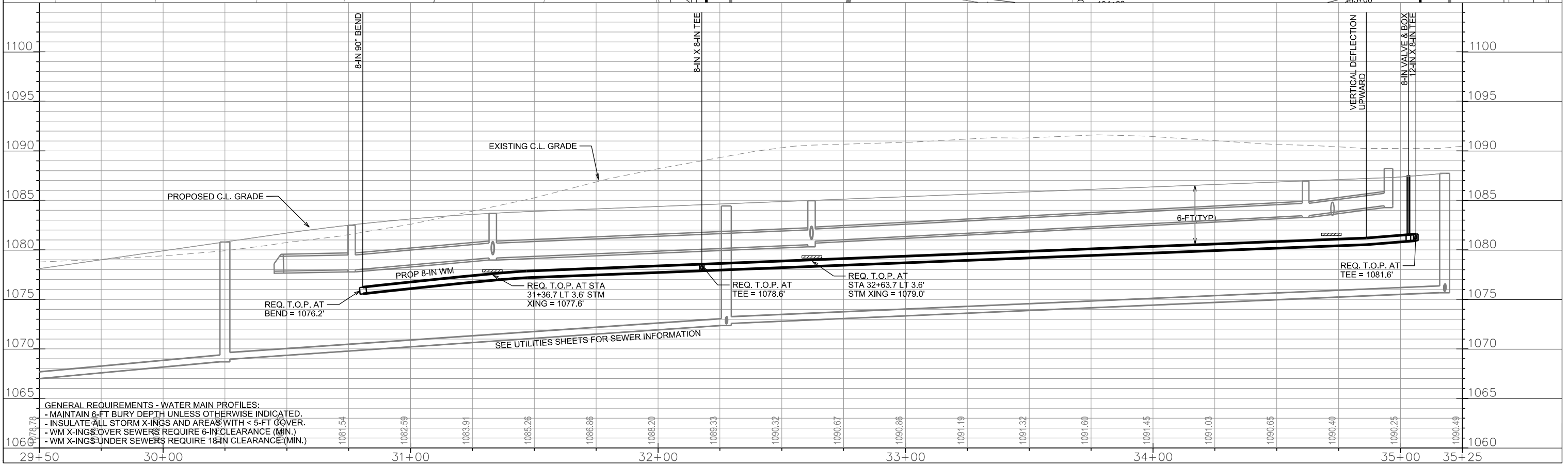
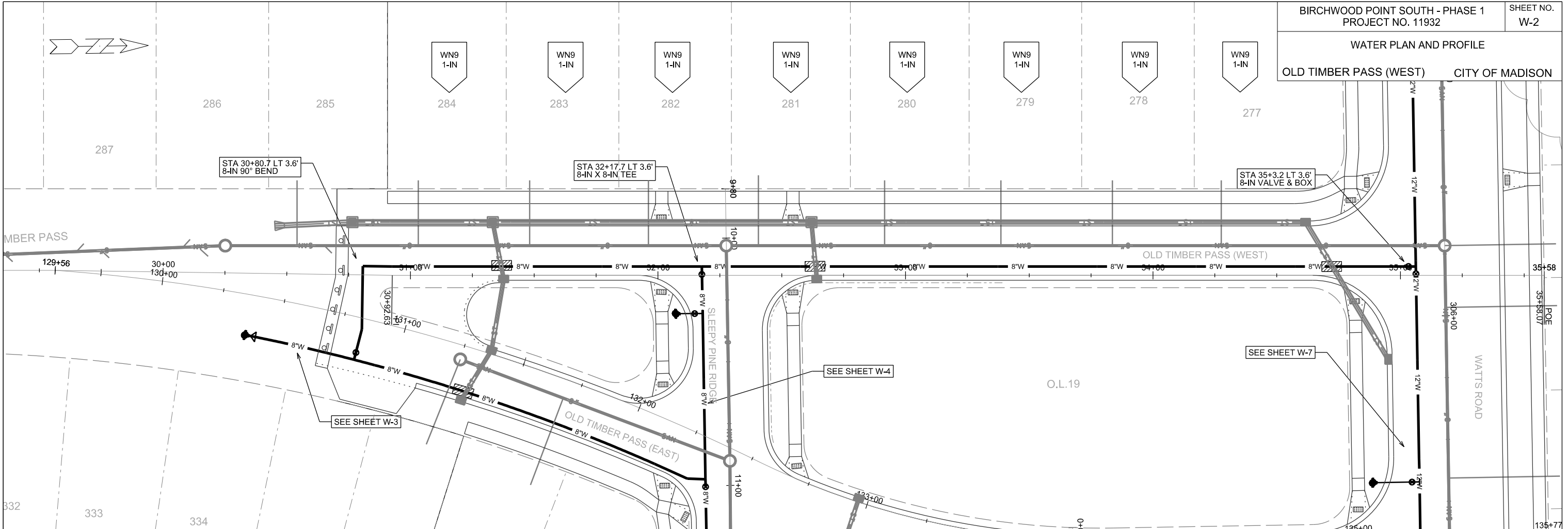
GENERAL REQUIREMENTS - WATER MAIN PROFILES:  
 - MAINTAIN 6-FT BURY DEPTH UNLESS OTHERWISE INDICATED.  
 - INSULATE ALL STORM X-INGS AND AREAS WITH < 5-FT COVER.  
 - WM X-INGS OVER SEWERS REQUIRE 6-IN CLEARANCE (MIN.)  
 - WM X-INGS UNDER SEWERS REQUIRE 18-IN CLEARANCE (MIN.)

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

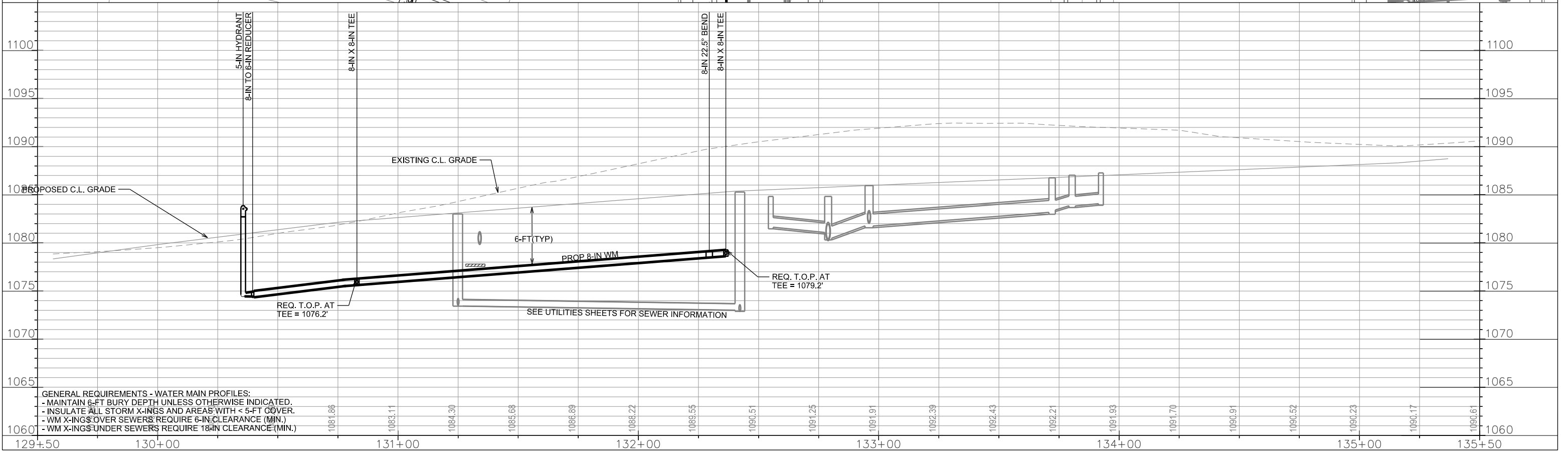
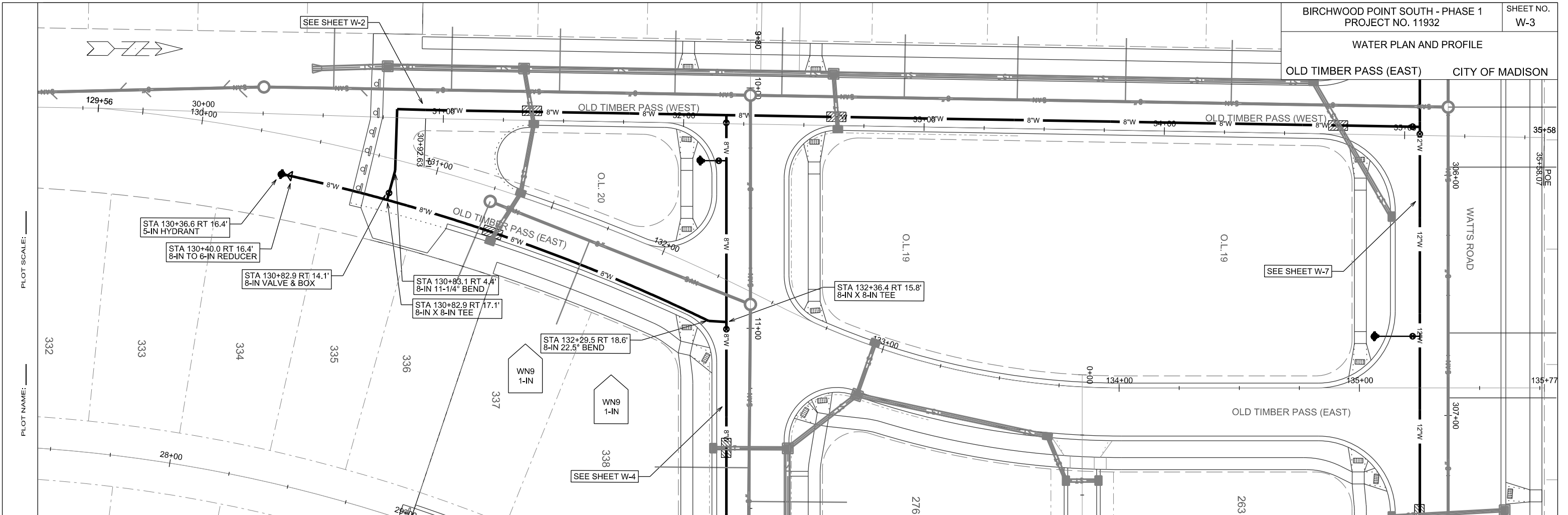


GENERAL REQUIREMENTS - WATER MAIN PROFILES:  
 - MAINTAIN 6-FT BURY DEPTH UNLESS OTHERWISE INDICATED.  
 - INSULATE ALL STORM X-INGS AND AREAS WITH < 5-FT COVER.  
 - WM X-INGS OVER SEWERS REQUIRE 6-IN CLEARANCE (MIN.).  
 - WM X-INGS UNDER SEWERS REQUIRE 18-IN CLEARANCE (MIN.)

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

WATER PLAN AND PROFILE

OLD TIMBER PASS (EAST) CITY OF MADISON



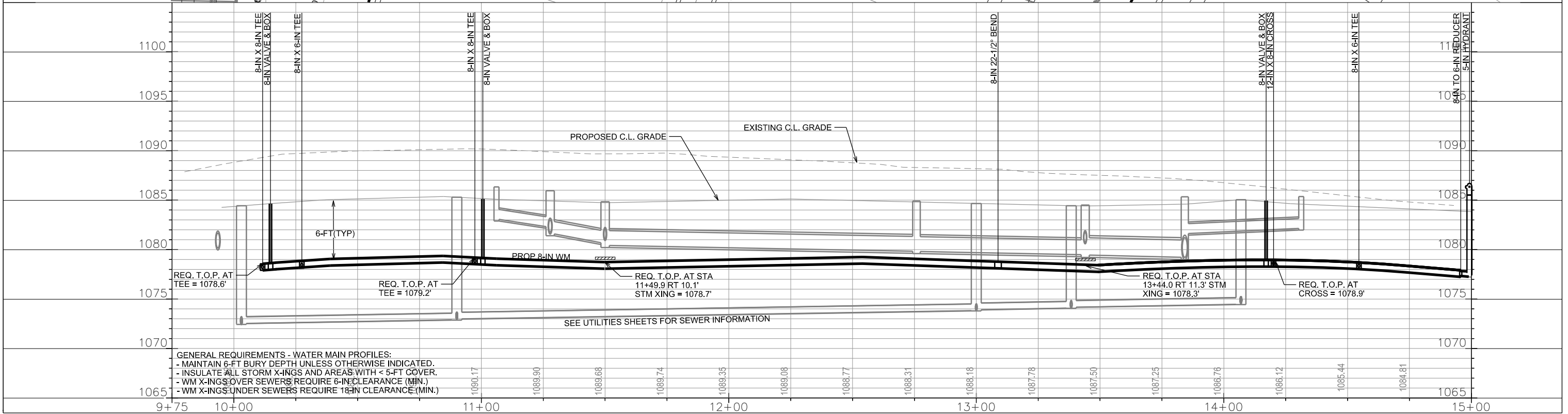
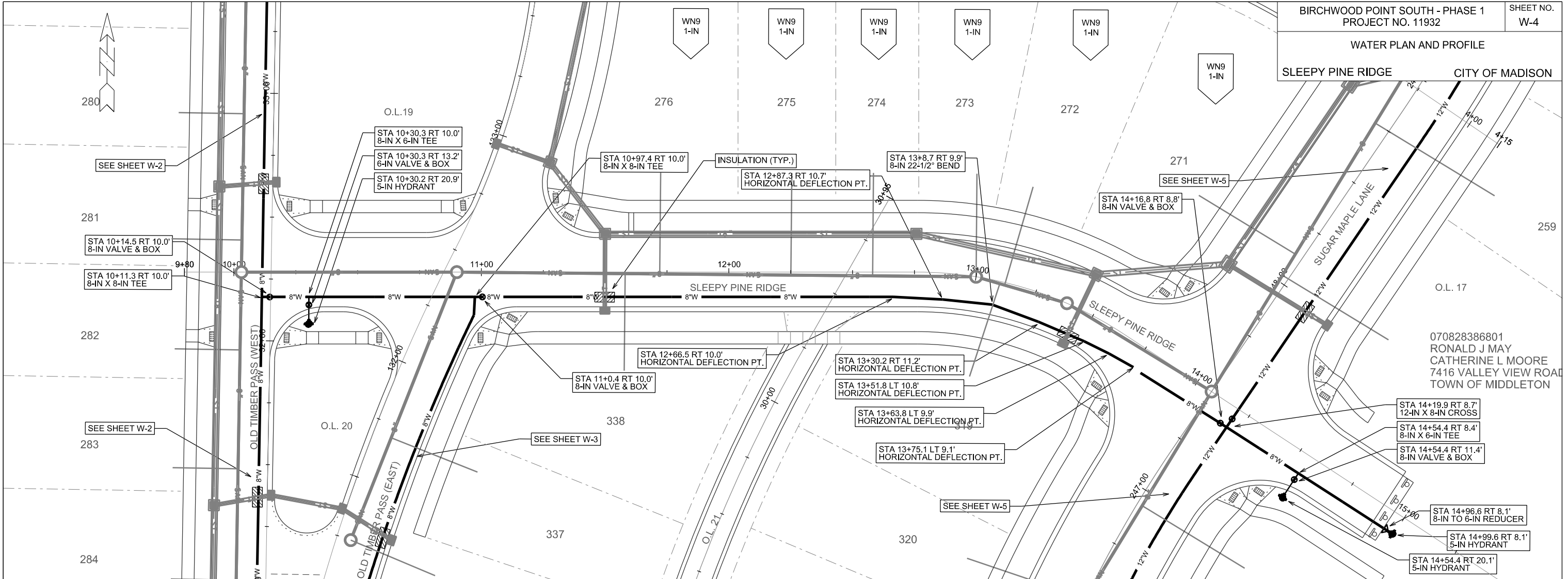
GENERAL REQUIREMENTS - WATER MAIN PROFILES:  
 - MAINTAIN 6-FT BURY DEPTH UNLESS OTHERWISE INDICATED.  
 - INSULATE ALL STORM X-INGS AND AREAS WITH < 5-FT COVER.  
 - WM X-INGS OVER SEWERS REQUIRE 6-IN CLEARANCE (MIN.)  
 - WM X-INGS UNDER SEWERS REQUIRE 18-IN CLEARANCE (MIN.)

PLOT SCALE:  
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE  
SLEEPY PINE RIDGE CITY OF MADISON



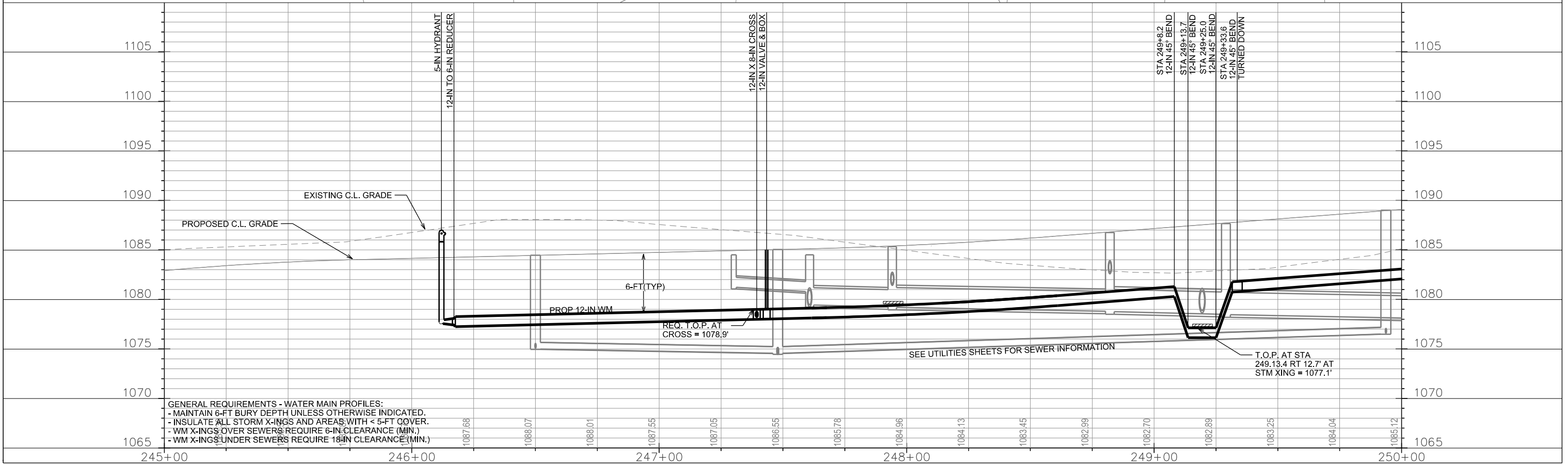
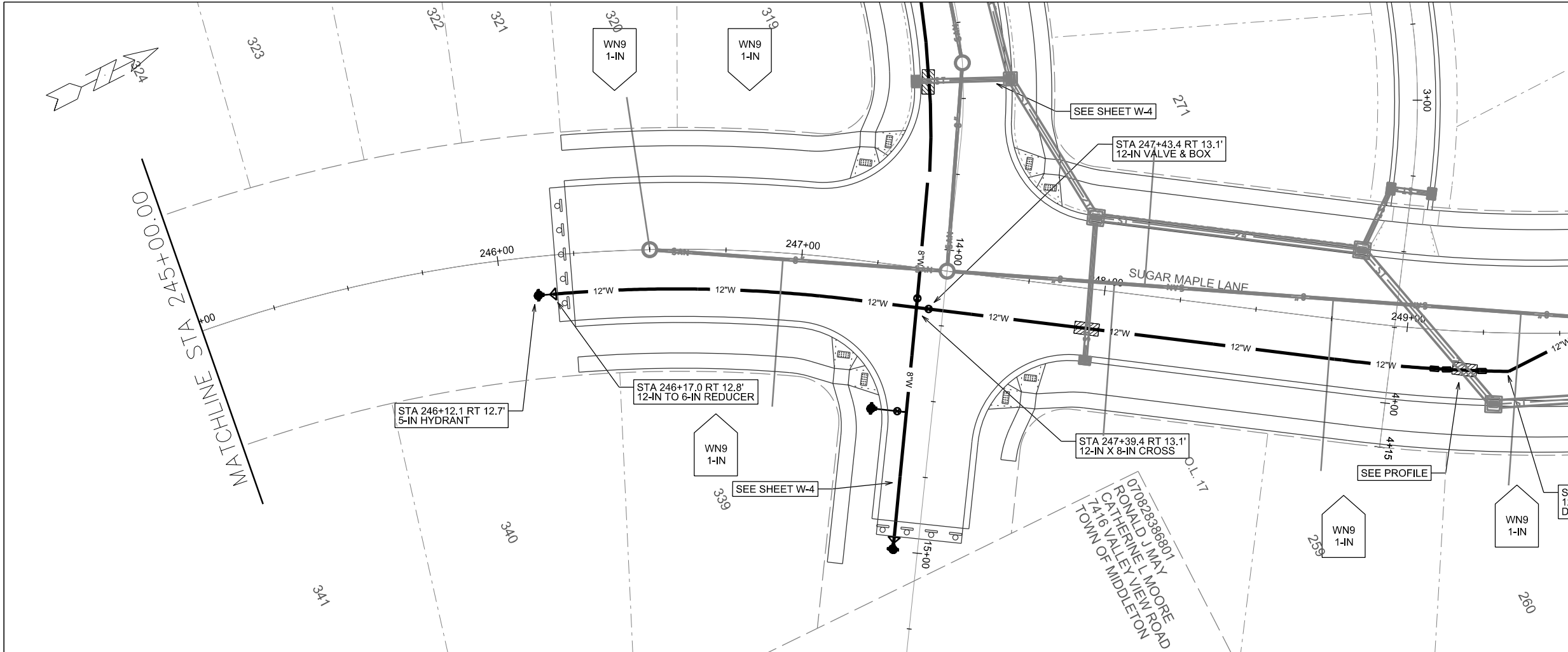
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

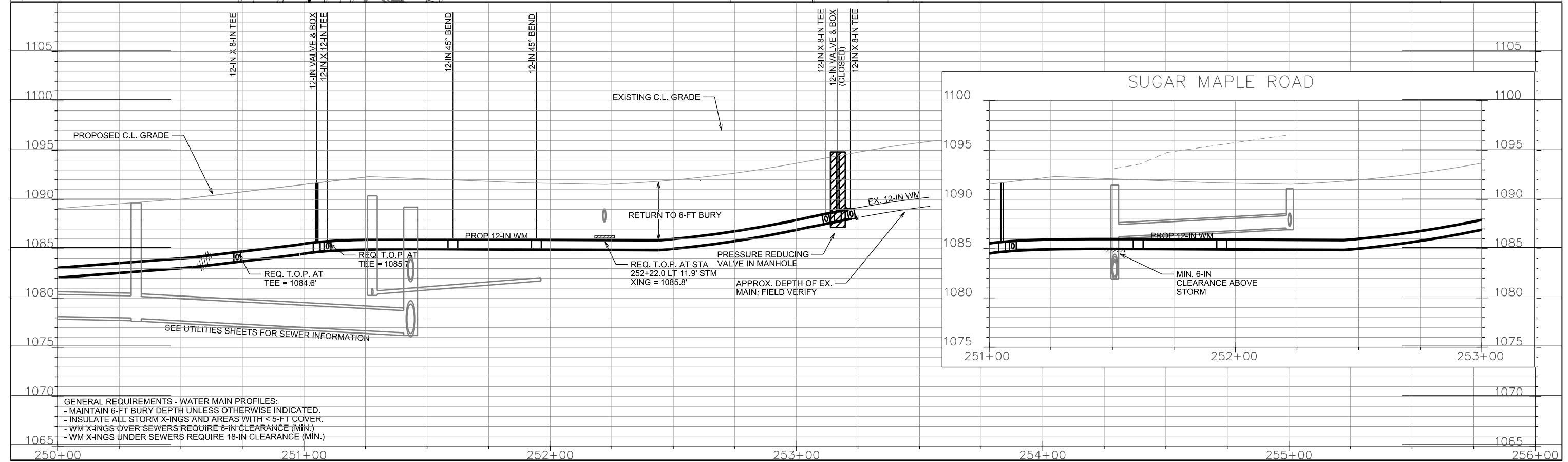
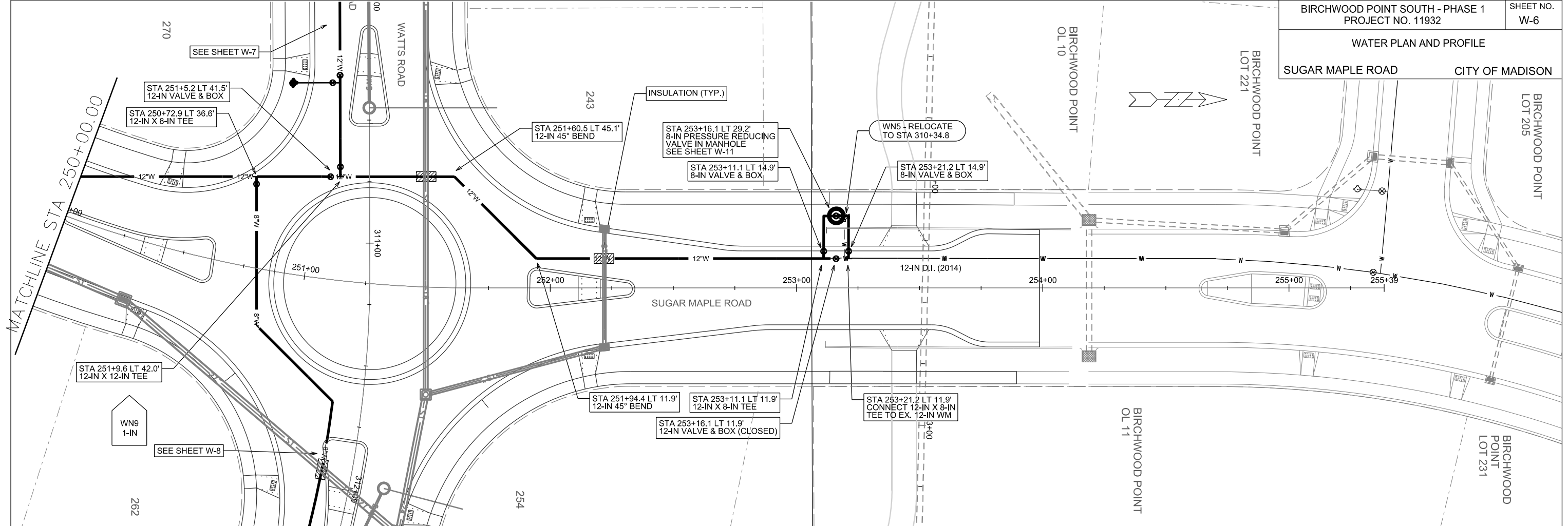


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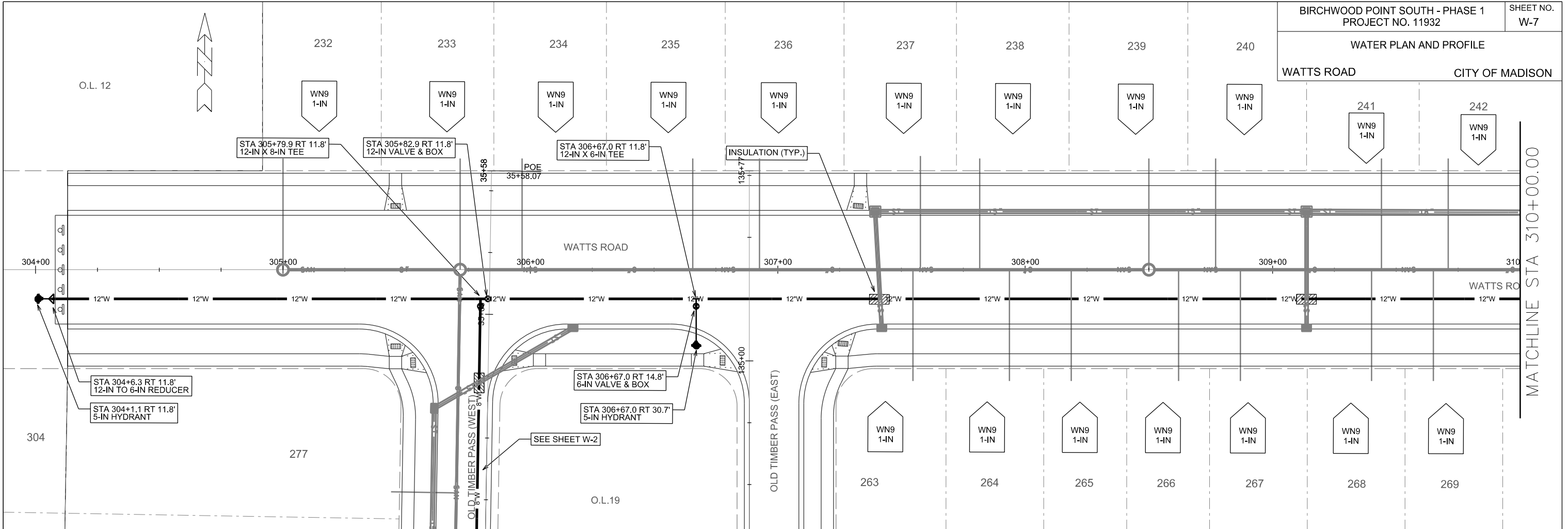
PLOT SCALE: \_\_\_\_\_

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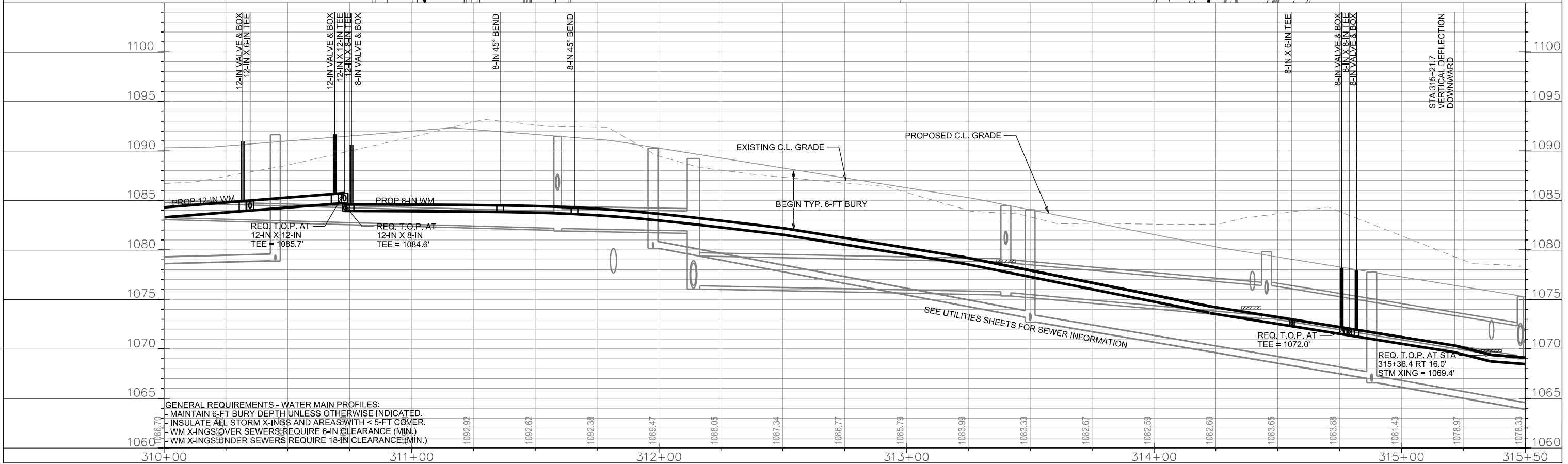
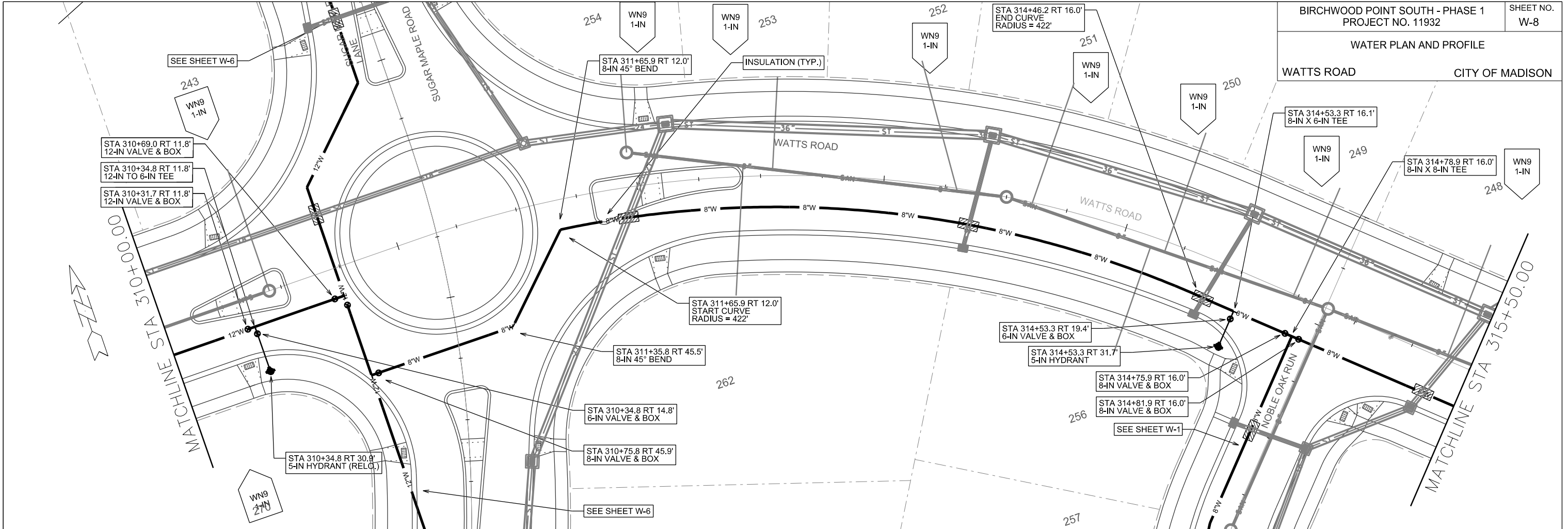
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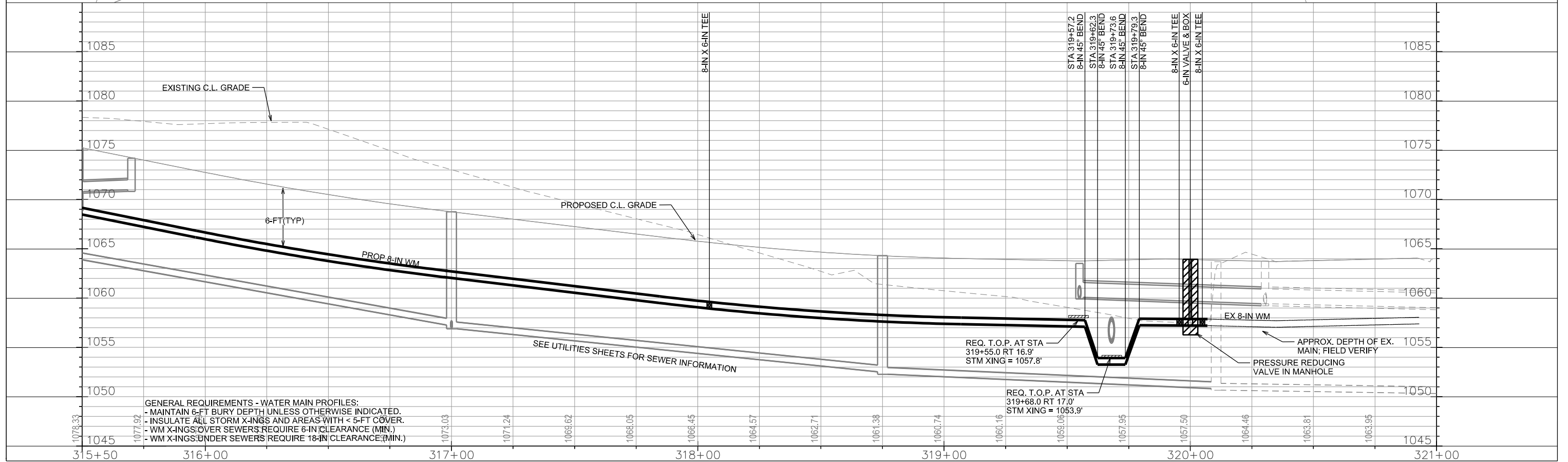
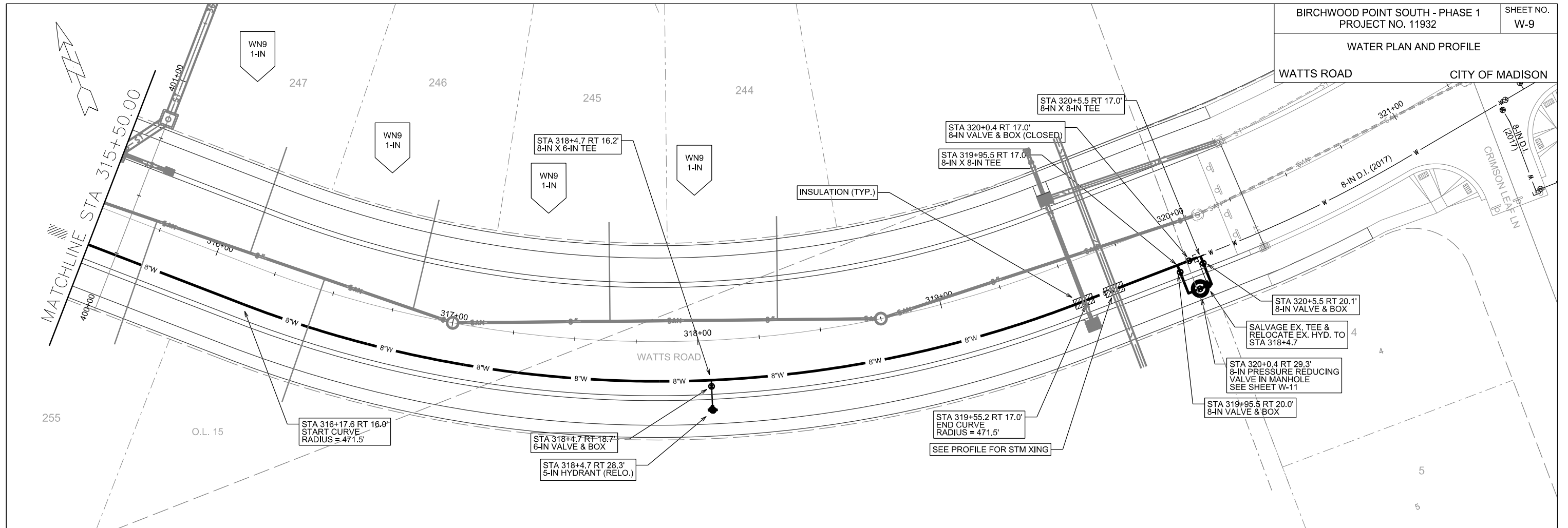


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 PLOT NAME: \_\_\_\_\_  
 REV. DATE: \_\_\_\_\_  
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE

WATTS ROAD CITY OF MADISON



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.*

100-FT - 6-IN PIPE	2 - 8-IN 22-1/2° BEND
1990-FT - 8-IN PIPE	1 - 12-IN 22-1/2° BEND
1360-FT - 12-IN PIPE	
5 - 6-IN VALVE & BOX	2 - 8-IN 45° BEND
14 - 8-IN VALVE & BOX	2 - 12-IN 45° BEND
3 - 12-IN VALVE & BOX	2 - 8-IN 90° BEND
2 - 8-IN PRESSURE REDUCING VALVE (PRV)	3 - 8-IN TO 6-IN REDUCER
*SEE DETAIL SHEET	2 - 12-IN TO 6-IN REDUCER
4 - 8-IN X 6-IN TEE	10 - 5-IN HYDRANT
7 - 8-IN X 8-IN TEE	
1 - 12-IN X 6-IN TEE	120-FT - 2-IN STYROFOAM INSULATION
4 - 12-IN X 8-IN TEE	2420-FT - POLY WRAP
1 - 12-IN X 12-IN TEE	1-IN TO 2-IN COPPER (AS REQ'D)
1 - 12-IN X 8-IN CROSS	
3 - 8-IN 11-1/4° BEND	

**ESTIMATE OF MATERIALS SALVAGED:**

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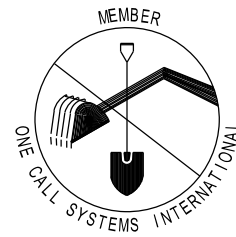
**ESTIMATE OF MATERIALS REUSED:**

*\* 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.

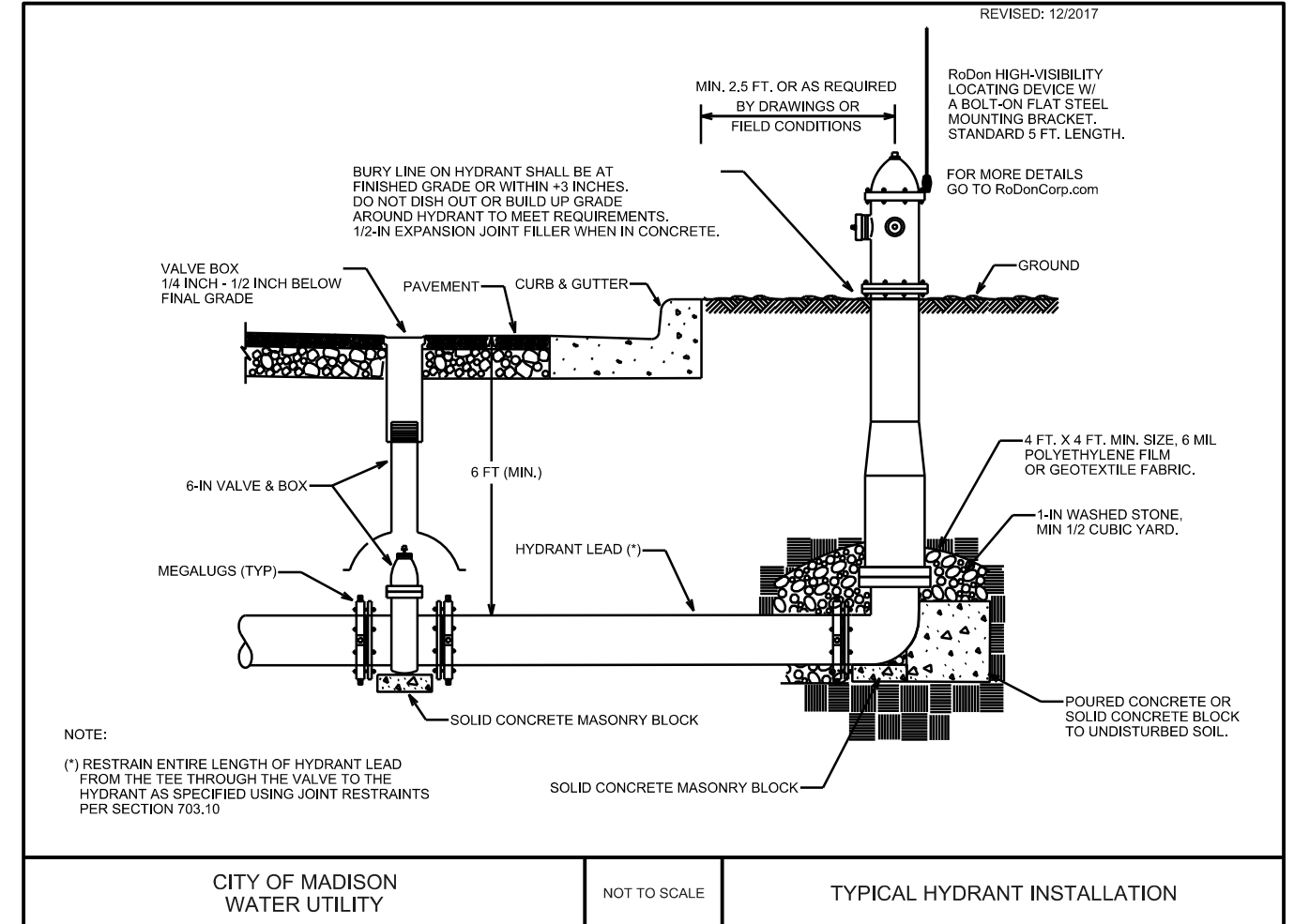


**DISCLAIMER NOTE:**  
UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WORK.

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

**DETAIL DRAWING NO. 7.04**

REVISED: 12/2017



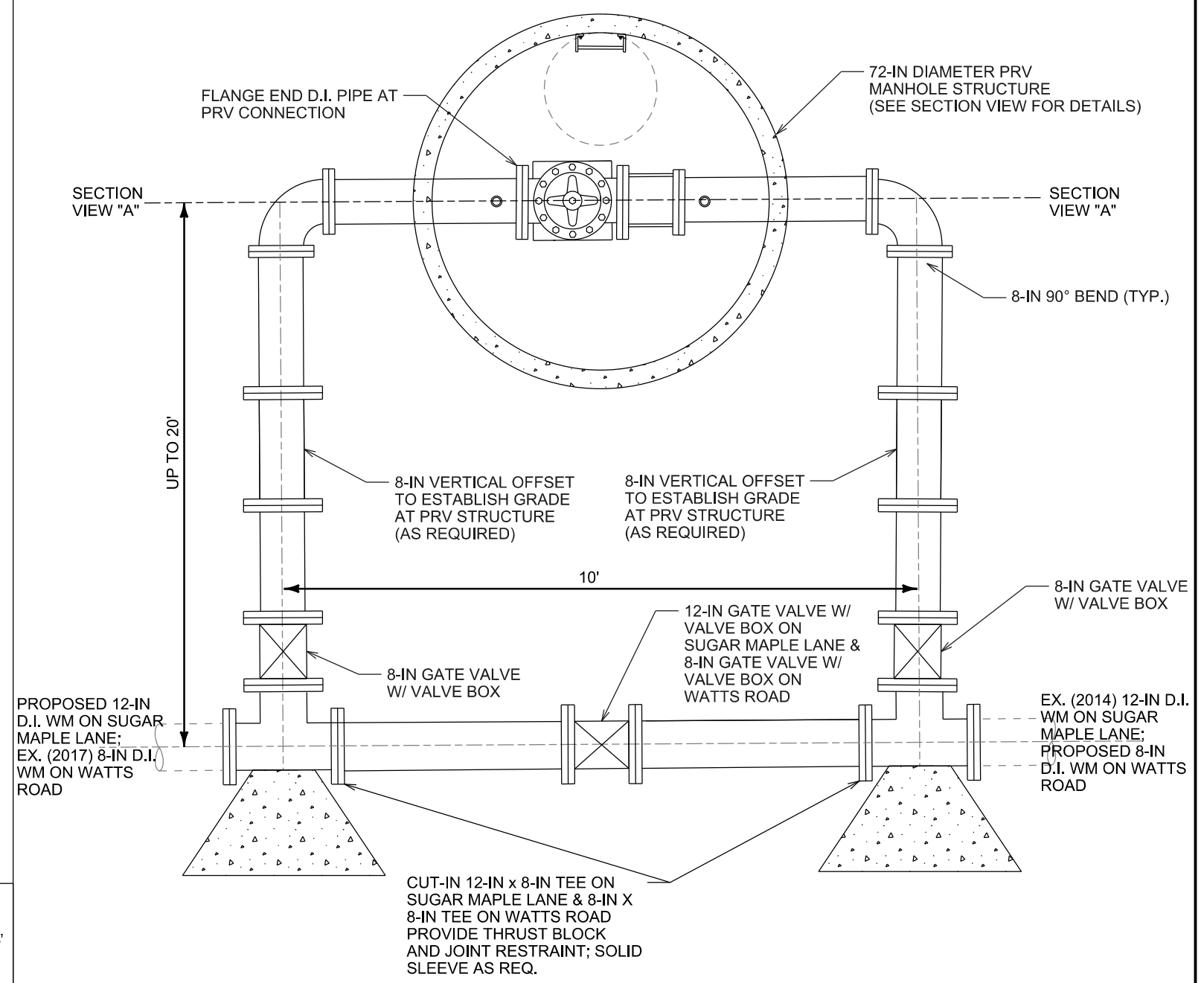
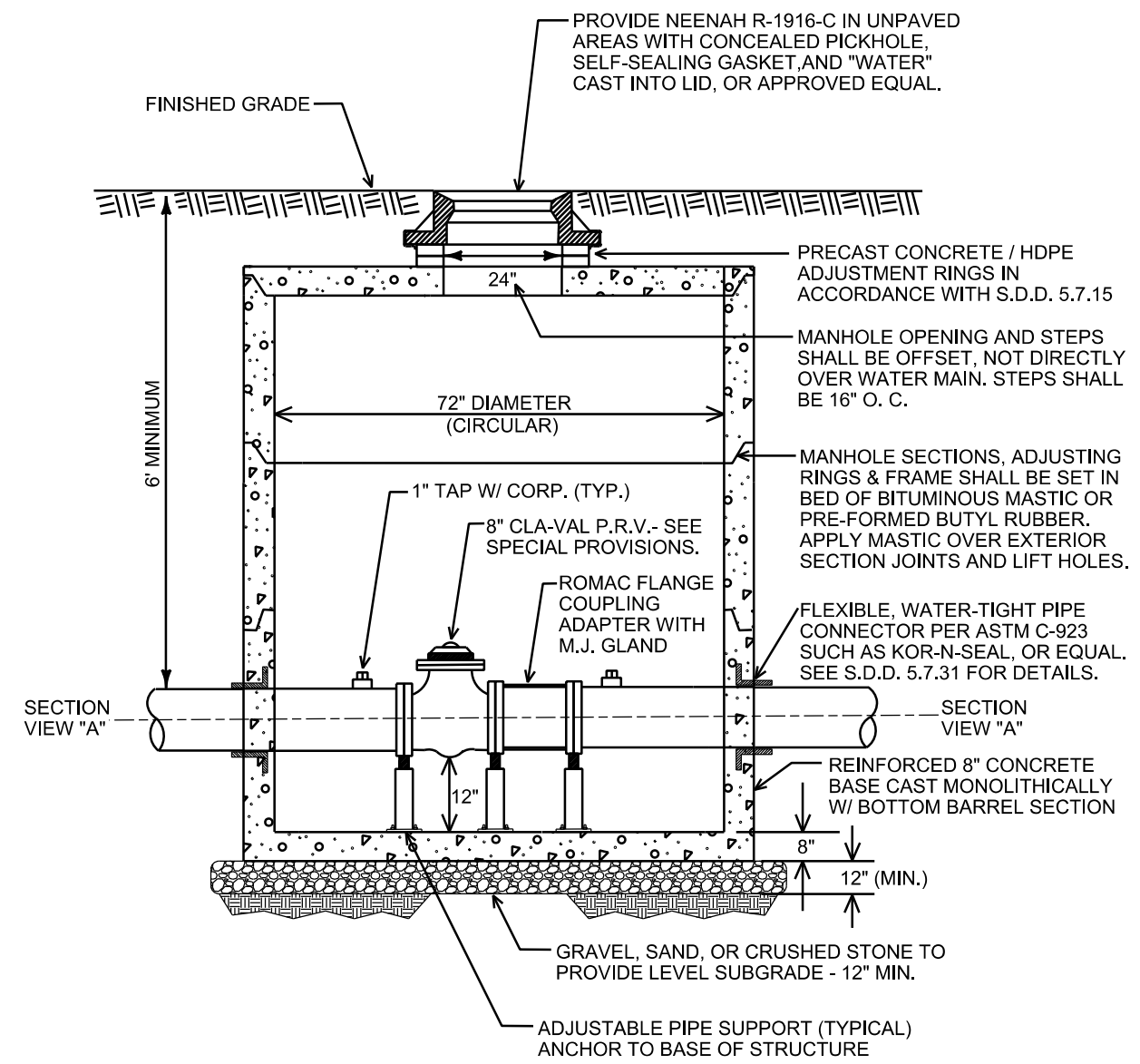
CITY OF MADISON  
WATER UTILITY

NOT TO SCALE

TYPICAL HYDRANT INSTALLATION

City of Madison Standard Specifications for Public Works Construction

**PRESSURE REDUCING VALVE MANHOLE  
(SECTION A-A - NTS)**



**PRESSURE REDUCING VALVE MANHOLE /  
STANDARD PIPING CONFIGURATION  
(PLAN VIEW - NTS)**

**NOTES:**

THIS CONTRACT REQUIRES THE INSTALLATION OF TWO PRESSURE REDUCING VALVE ("PRV") CONFIGURATIONS. ALL PIPE, FITTINGS, AND APPURENANCES SHALL BE NEWLY FURNISHED BY THE CONTRACTOR UNLESS OTHERWISE NOTED. SUBMIT MANHOLE AND PRV SPECIFICATIONS TO MWU FOR APPROVAL BEFORE ORDER.

COORDINATE THE ORDER, DELIVERY, INSTALLATION, CALIBRATION, AND FINAL INSPECTION OF EACH PRV WITH THE MWU ENGINEER AND THE LOCAL PRODUCT REPRESENTATIVE:  
MIKE BARREAU  
DORNER COMPANY  
262-932-2100 EXT. 120  
MIKE@DORNERCO.COM

EACH PRV SHALL BE:  
BRAND: CLA-VAL  
SIZE: 8-INCHES  
MODEL: 690-01 ("REDUCED PORT")

ALLOW FOR SUFFICIENT LAG TIME FOR ENGINEER REVIEW, ORDER, DELIVERY, AND INSTALLATION OF ALL MATERIALS.

INSTALL EACH PRV AND PIPING CONFIGURATION PER THE MANUFACTURER SPECIFICATIONS AND THE DETAIL DRAWINGS INCLUDED IN THIS CONTRACT'S PLAN SET. THE DESIGNATED AREAS ON THE PLANS ARE APPROXIMATIONS BASED ON THE ASSUMED EXISTING WATER MAIN LOCATIONS AND GROUND SLOPES; LOCATE THE EXISTING WATER MAIN PRIOR TO AGREEMENT WITH THE ENGINEER OF THE EXACT LOCATION OF ANY PRV, MANHOLE, AND PIPING CONFIGURATIONS. MANHOLE SHALL BE WATER TIGHT.