

Madison, Wisconsin

# CITY OF MADISON

## CITY ENGINEERING DIVISION

### DEPARTMENT OF PUBLIC WORKS

#### PLAN OF PROPOSED IMPROVEMENT

REVISION 1/4/19-AJZ  
-revise TC page numbers  
REVISION 5/8/19-AJZ  
-revise water main page numbers

PUBLIC IMPROVEMENT PROJECT APPROVED

NOVEMBER 20, 2018

BY THE COMMON COUNCIL  
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN  
APPROVED BY:

City Engineer Date 12/13/18

### HAMMERSLEY AVENUE ASSESSMENT DISTRICT - 2019

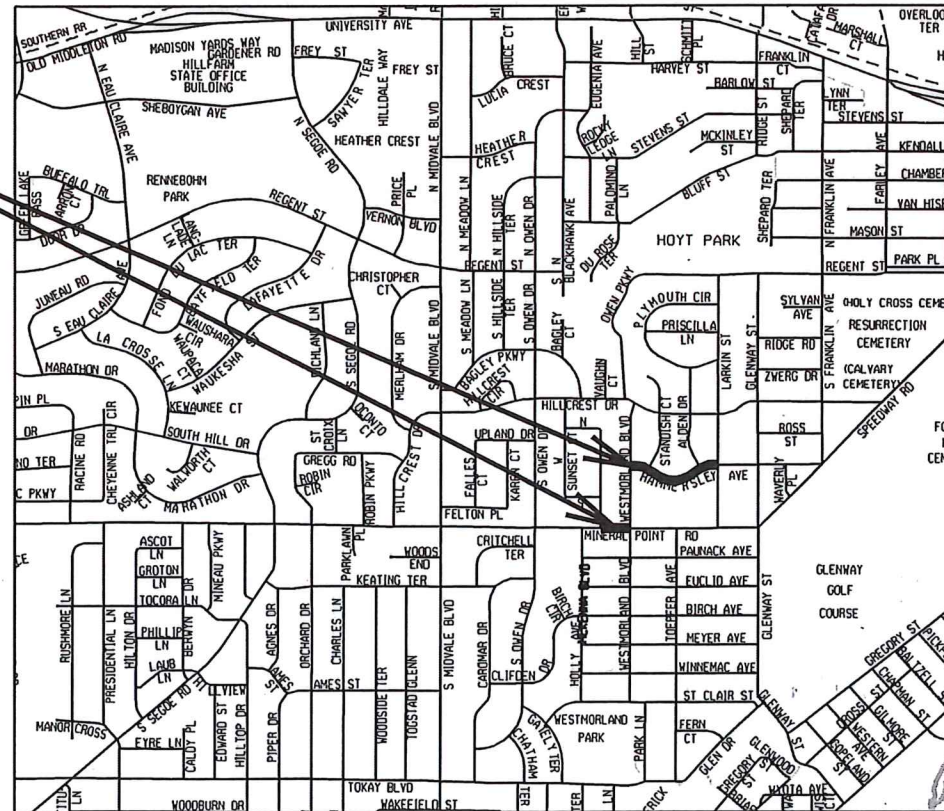
CITY PROJECT NO. 11753

CONTRACT NO. 8292

#### INDEX OF SHEETS

| SHEET NO.         | TITLE                                     |
|-------------------|---|
| SHEET NO. 1       | TITLE                                     |
| SHEET NO. D1-D2   | TYPICAL SECTIONS                          |
| SHEET NO. D3      | MINERAL POINT RD DETAIL                   |
| SHEET NO. EC1-EC5 | EROSION CONTROL PLANS                     |
| SHEET NO. P1-P4   | STREET PLAN & PROFILES                    |
| SHEET NO. U1-U6   | SEWERS PLAN & PROFILES                    |
| SHEET NO. U7-U9   | SEWER SCHEDULES                           |
| SHEET NO. W1-W6   | WATER PLAN & PROFILES                     |
| SHEET NO. W7-W11  | EXISTING WATER SYSTEM IMPACT PLAN         |
| SHEET NO. W12     | WATER DETAILS/NOTES/ESTIMATE OF MATERIALS |
| SHEET NO. TC1-TC6 | TRAFFIC CONTROL PLANS                     |
| SHEET NO. PM1-PM2 | PAVEMENT MARKING PLANS                    |
| SHEET NO. X1-X6   | HAMMERSLEY AVENUE CROSS SECTIONS          |
| SHEET NO. X7      | STANDISH COURT CROSS SECTIONS             |
| SHEET NO. X8      | ALDEN DRIVE CROSS SECTIONS                |

#### PROJECT LOCATION



| CONVENTIONAL SIGNS                 |     |
|------------------------------------|-----|
| FIELD VERIFY ALL UTILITY LOCATIONS |     |
| GAS                                | G   |
| STORM SEWER                        | ST  |
| SANITARY SEWER                     | SAN |
| WATER                              | W   |
| OVERHEAD ELECTRIC                  | OH  |
| POWER POLE                         | □   |

#### NOTES:

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

SIDEWALK RAMPS AND CURB THRU SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1" PER 12". SIDEWALK AND CURB RAMPS SHALL BE CONSTRUCTED WITH A SIDE SLOPE OF 2.00%. SIDEWALK SHALL HAVE A MINIMUM LONGITUDINAL SLOPE OF 0.50% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.00%

EARTH WORK SUMMARY:  
EXCAVATION CUT (MEASURED PLAN QUANTITY).....2,250 C.Y.  
ESTIMATED UNDISTRIBUTED UNDERCUT.....250 C.Y.  
TOTAL UNCLASSIFIED EXCAVATION CUT.....2,500 C.Y.

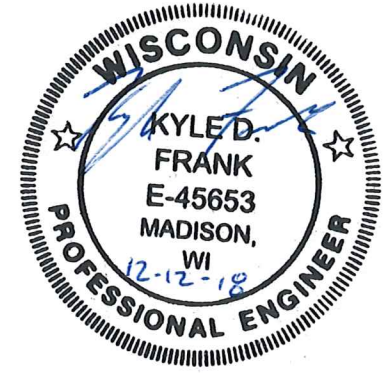
STREET  
DESIGNED BY:



PAVEMENT MARKING &  
TRAFFIC CONTROL  
DESIGNED BY:



SANITARY SEWER  
DESIGNED BY:



WATER MAIN  
DESIGNED BY:



STORM SEWER  
DESIGNED BY:



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

TYPICAL SECTIONS  
HAMMERSLEY AVE  
STANDISH CT  
ALDEN DR

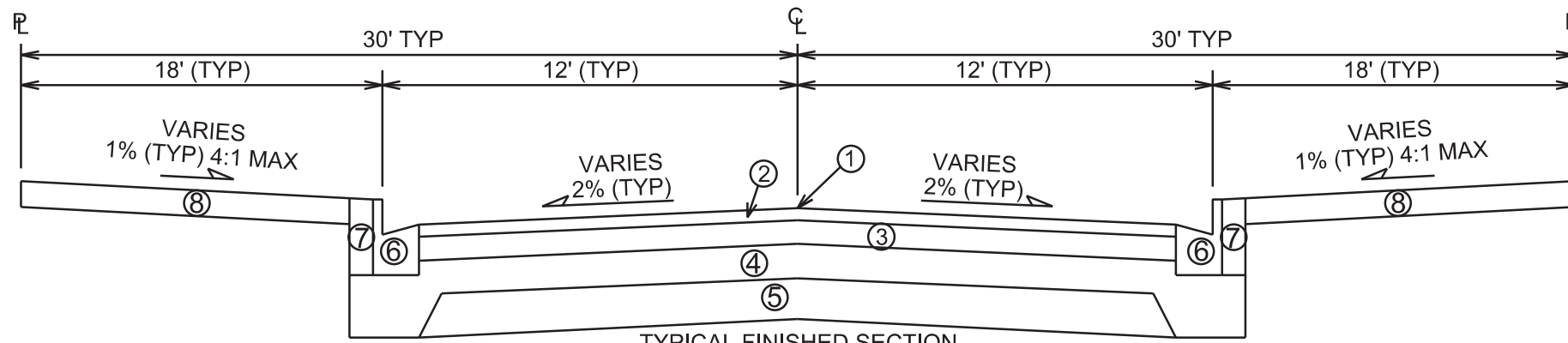
CITY OF MADISON

**REVISION 1/4/19-AJZ**  
**-change upper & lower**  
**pavement type to 4 LT**

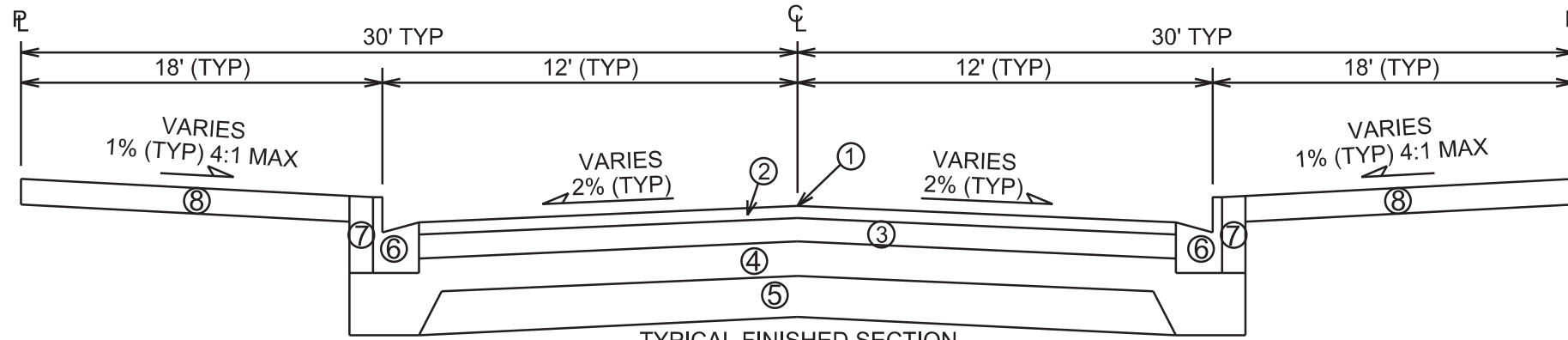
- ① POINT REFERRED TO ON PROFILE
- ② 1 3/4" HMA UPPER LAYER, 4 LT 58-28 S
- ③ 1 3/4" HMA LOWER LAYER, 4 LT 58-28 S
- ④ 6" GRADATION 2 CRUSHED STONE
- ⑤ 6" GRADATION 1 CRUSHED STONE
- ⑥ TYPE 'A' OR 'X' CONCRETE CURB & GUTTER
- ⑦ FILL, INCIDENTAL
- ⑧ 6" TOPSOIL, TERRACE SEED AND EROSION MAT

GENERAL NOTES:

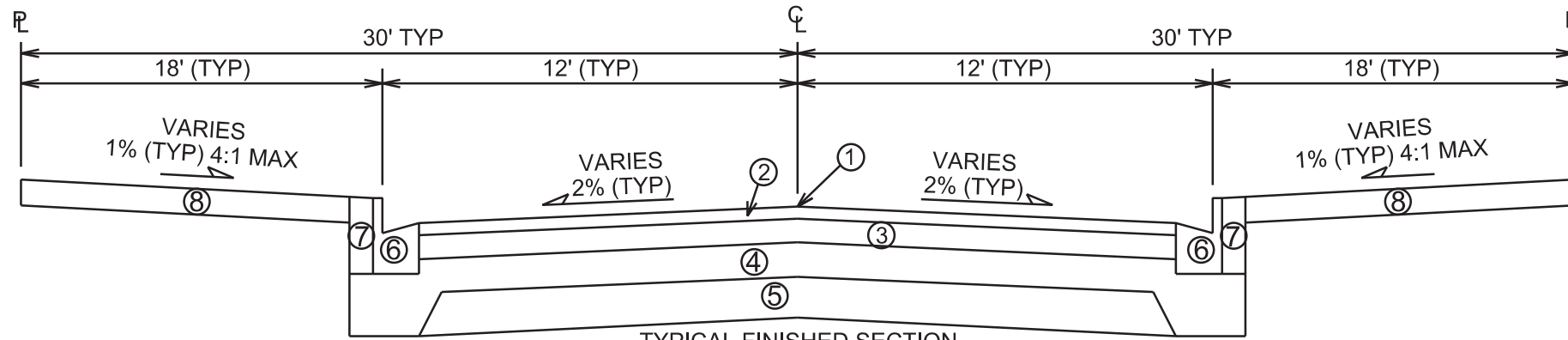
1. SEE CROSS SECTION SHEETS FOR CROSS SLOPES AND TOP OF CURB ELEVATIONS.
2. TYPICAL SECTIONS NOT TO SCALE.
3. TYPICAL TRANSITION BETWEEN TYPE 'A' AND TYPE 'X' CURBS SHALL BE 6' IN LENGTH UNLESS OTHERWISE NOTED. CONFIRM DRAINAGE ALONG CURB TRANSITIONS.
4. ALL CURB & GUTTER IS TO BE PAID AS TYPE 'A' UNLESS NOTED OTHERWISE. HAND FORM CURB AND GUTTER IS ONLY TO BE PAID WHEN DIRECTED BY THE ENGINEER TO MINIMIZE DISTURBANCE AROUND EXISTING TREE LOCATIONS.



TYPICAL FINISHED SECTION  
HAMMERSLEY AVENUE  
STA 201+05 TO STA 210+03



TYPICAL FINISHED SECTION  
STANDISH COURT  
STA 300+50 TO STA 301+75



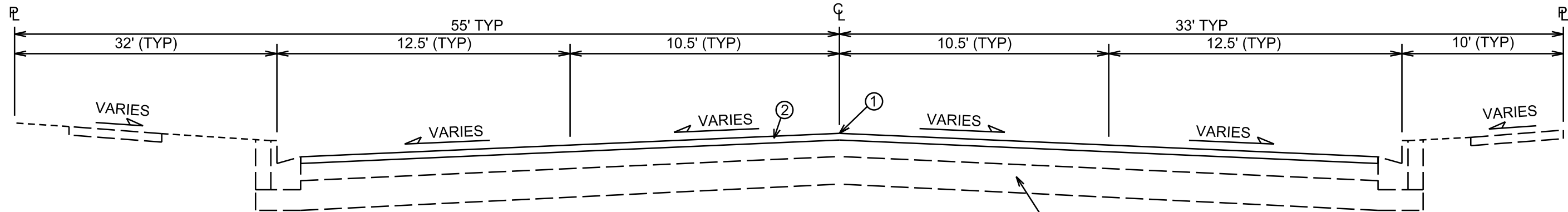
TYPICAL FINISHED SECTION  
ALDEN DRIVE  
STA 400+50 TO STA 401+35

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

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

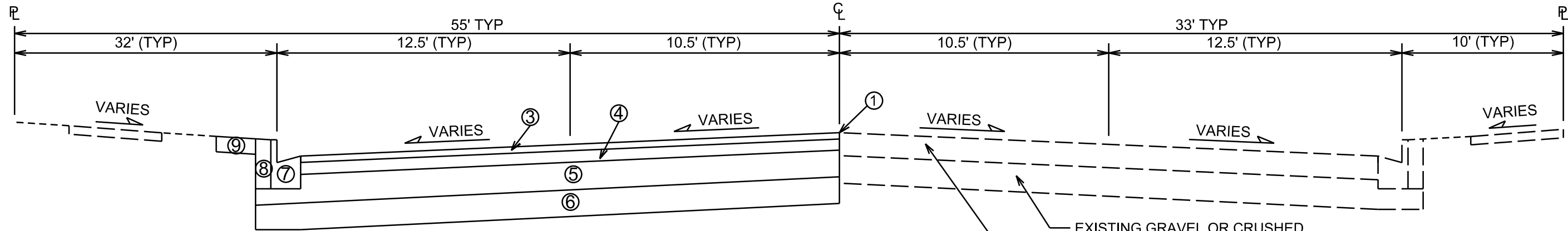
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL FINISHED SECTION**  
MINERAL POINT ROAD  
STA 300+86 TO STA 302+79 LT  
STA 300+86 TO STA 306+81 LT

EXISTING GRAVEL OR CRUSHED  
STONE BASE COURSE (8")



**TYPICAL FINISHED SECTION**  
MINERAL POINT ROAD  
STA 302+79 TO STA 306+81 LT

EXISTING GRAVEL OR CRUSHED  
STONE BASE COURSE (8")

EXISTING ASPHALT  
PAVEMENT (9")

- ① POINT REFERRED TO ON PROFILE
- ② 2" FULL WIDTH GRINDING
- ③ 2" HMA UPPER LAYER, 4 LT 58-28 S
- ④ 4" HMA LOWER LAYER, 3 LT 58-28 S
- ⑤ 8" GRADATION 2 CRUSHED STONE
- ⑥ 8" GRADATION 1 CRUSHED STONE
- ⑦ TYPE 'A' CONCRETE CURB & GUTTER
- ⑧ FILL, INCIDENTAL
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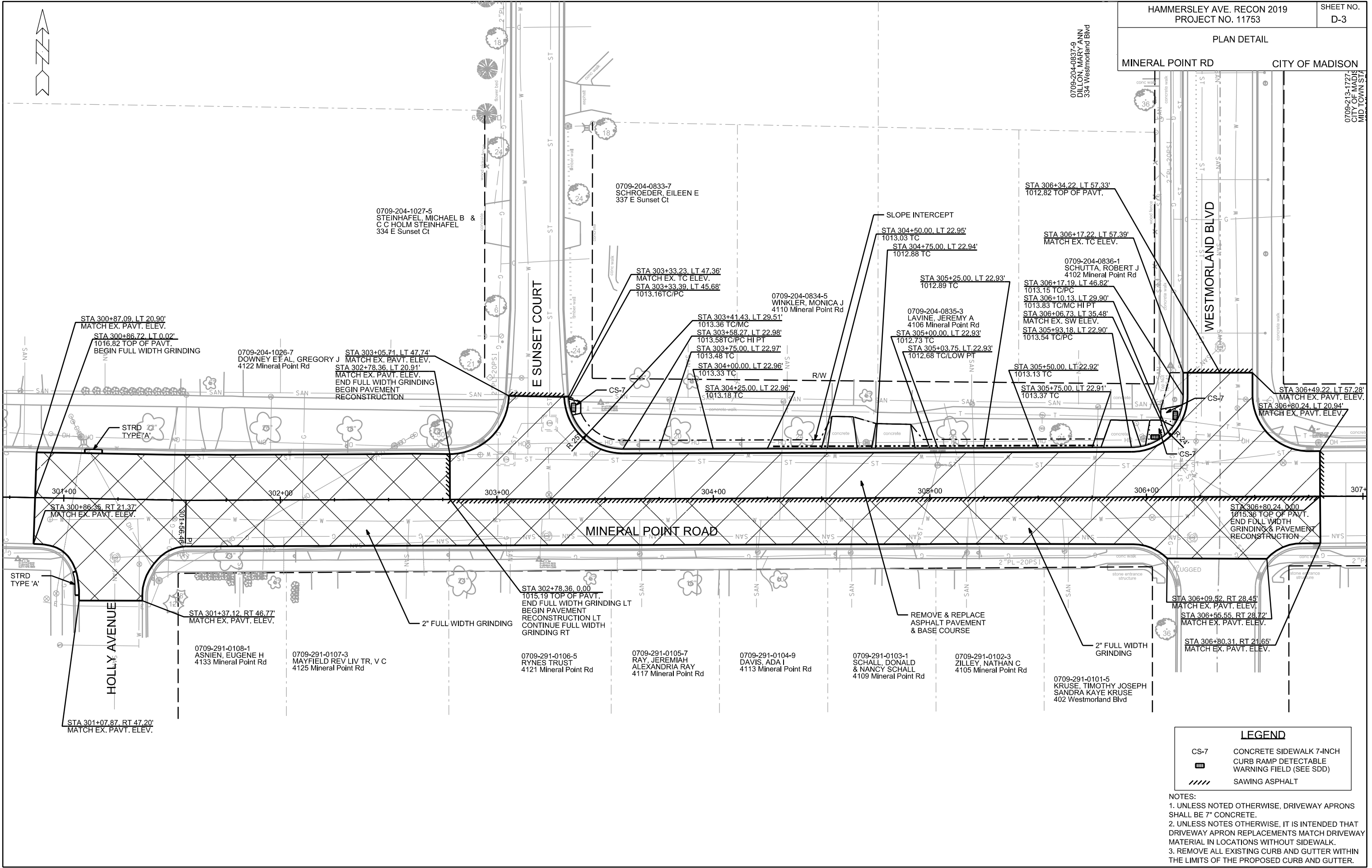
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PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN DETAIL  
MINERAL POINT RD CITY OF MADISON



| LEGEND |   |
|--------|---|
| CS-7   | CONCRETE SIDEWALK 7-INCH CURB RAMP DETECTABLE WARNING FIELD (SEE SDD) |
|        | SAWING ASPHALT  |

- NOTES:
- UNLESS NOTED OTHERWISE, DRIVEWAY APRONS SHALL BE 7" CONCRETE.
  - UNLESS NOTES OTHERWISE, IT IS INTENDED THAT DRIVEWAY APRON REPLACEMENTS MATCH DRIVEWAY MATERIAL IN LOCATIONS WITHOUT SIDEWALK.
  - REMOVE ALL EXISTING CURB AND GUTTER WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER.

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

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

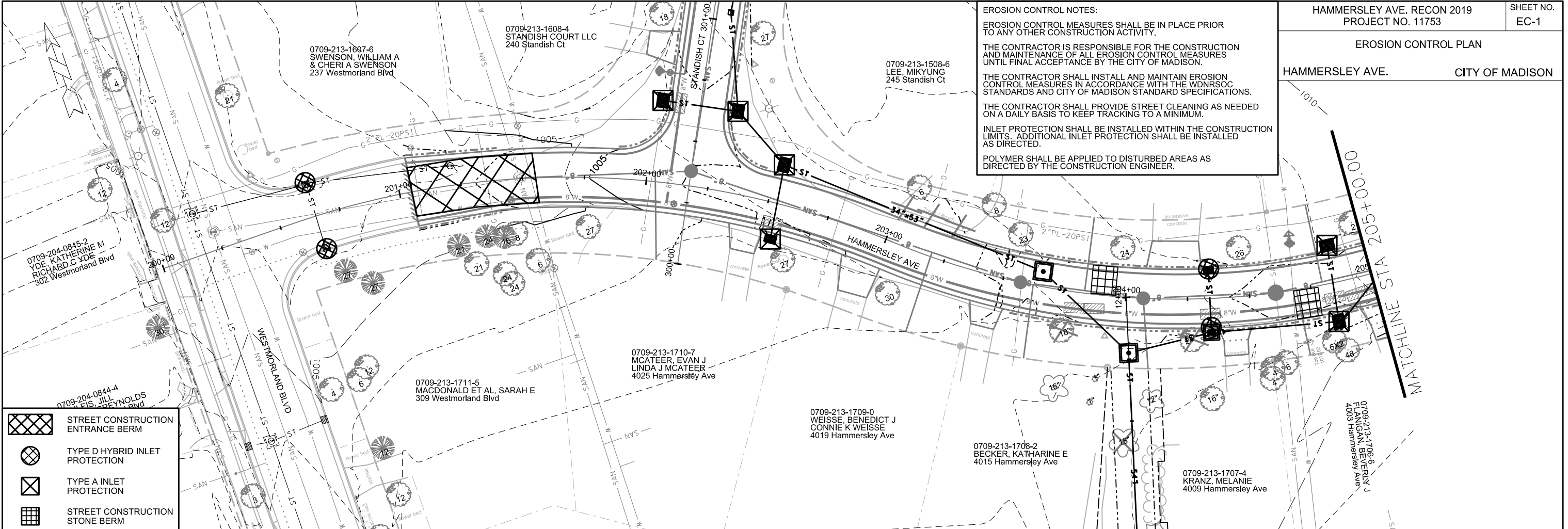
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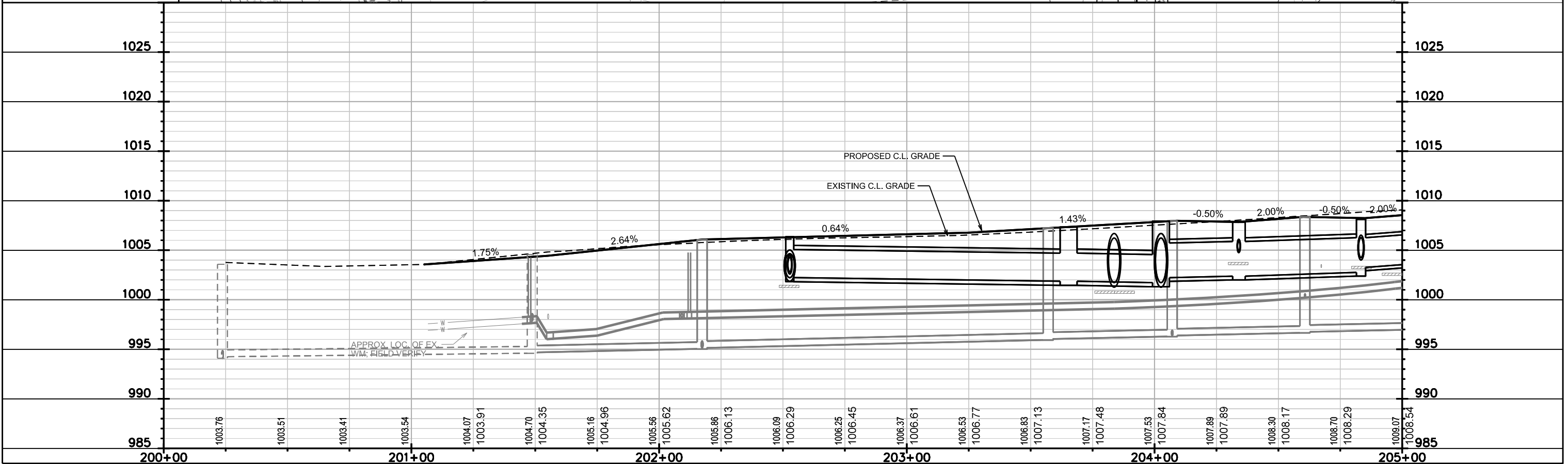
EROSION CONTROL PLAN

HAMMERSLEY AVE. CITY OF MADISON

**EROSION CONTROL NOTES:**  
 EROSION CONTROL MEASURES SHALL BE IN PLACE PRIOR TO ANY OTHER CONSTRUCTION ACTIVITY.  
 THE CONTRACTOR IS RESPONSIBLE FOR THE CONSTRUCTION AND MAINTENANCE OF ALL EROSION CONTROL MEASURES UNTIL FINAL ACCEPTANCE BY THE CITY OF MADISON.  
 THE CONTRACTOR SHALL INSTALL AND MAINTAIN EROSION CONTROL MEASURES IN ACCORDANCE WITH THE WDNR SOC STANDARDS AND CITY OF MADISON STANDARD SPECIFICATIONS.  
 THE CONTRACTOR SHALL PROVIDE STREET CLEANING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.  
 INLET PROTECTION SHALL BE INSTALLED WITHIN THE CONSTRUCTION LIMITS. ADDITIONAL INLET PROTECTION SHALL BE INSTALLED AS DIRECTED.  
 POLYMER SHALL BE APPLIED TO DISTURBED AREAS AS DIRECTED BY THE CONSTRUCTION ENGINEER.



- STREET CONSTRUCTION ENTRANCE BERM
- TYPE D HYBRID INLET PROTECTION
- TYPE A INLET PROTECTION
- STREET CONSTRUCTION STONE BERM



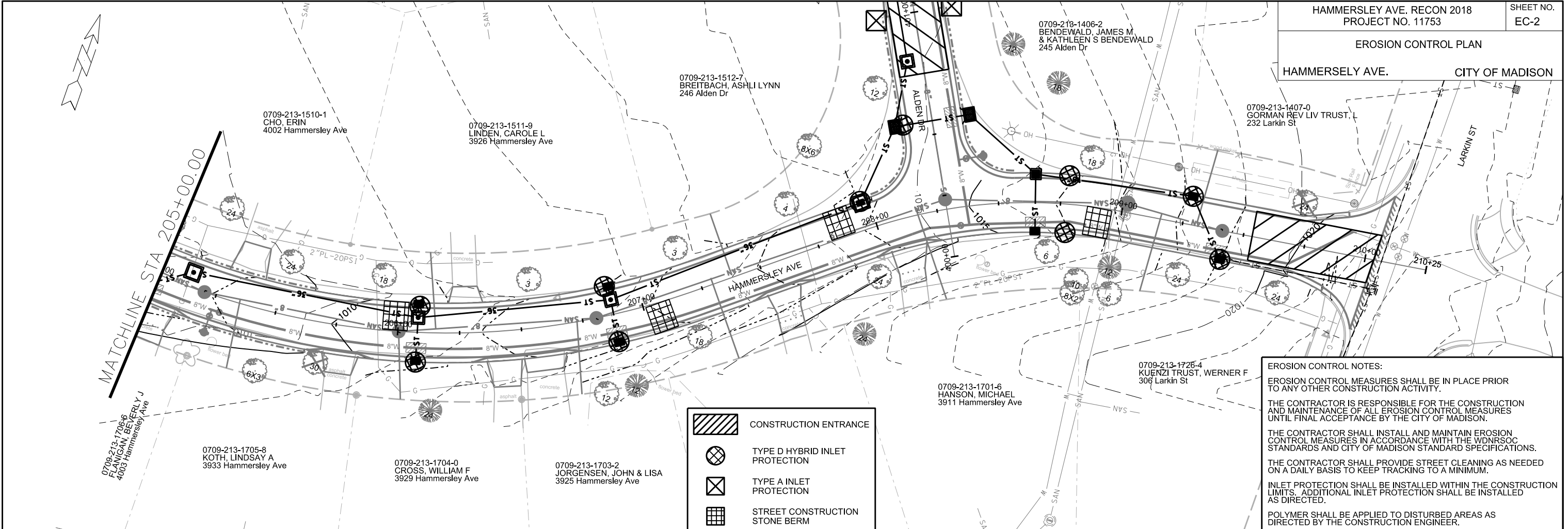
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSION CONTROL PLAN  
HAMMERSLEY AVE. CITY OF MADISON



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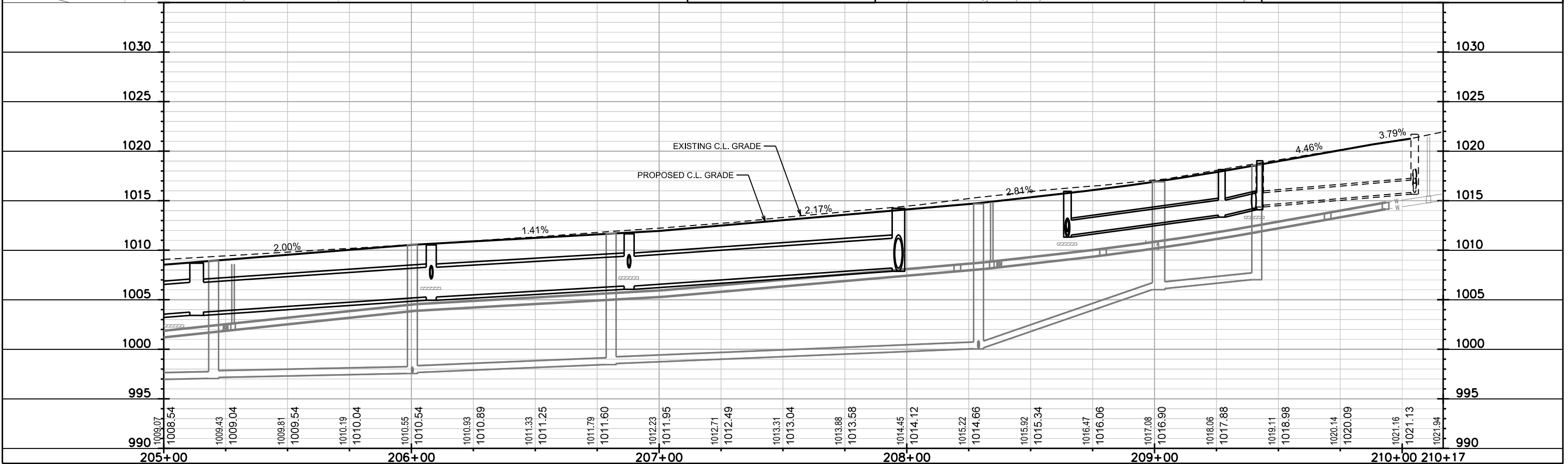
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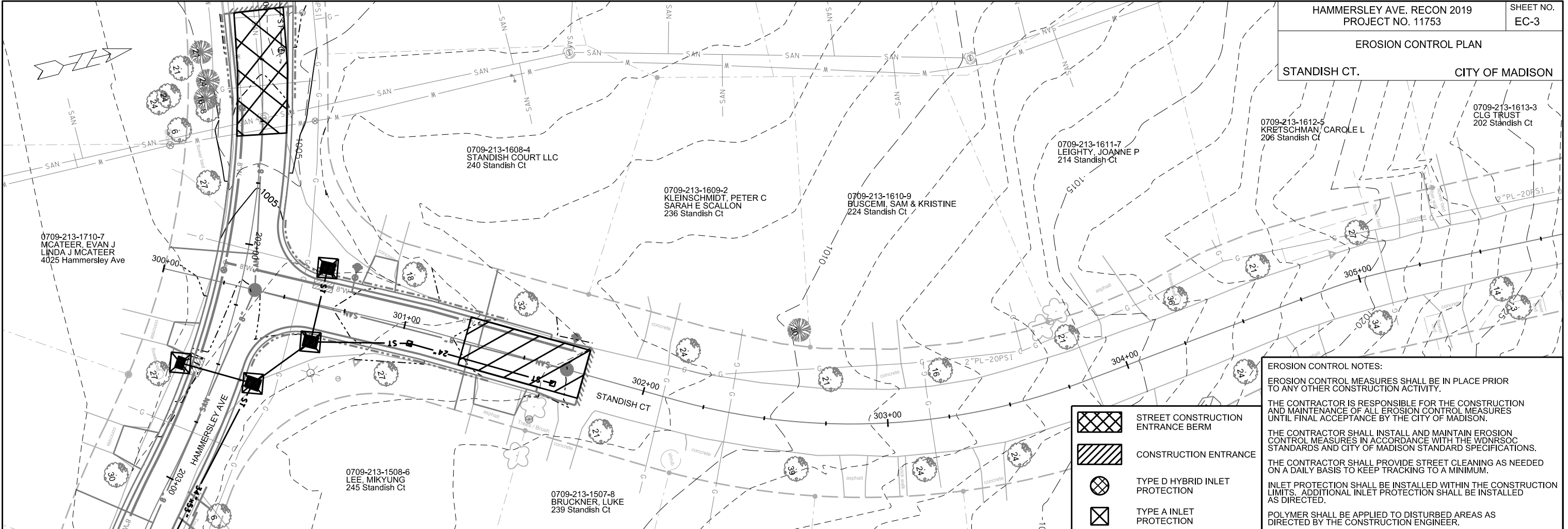
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|--|--------------------------------|
|  | CONSTRUCTION ENTRANCE          |
|  | TYPE D HYBRID INLET PROTECTION |
|  | TYPE A INLET PROTECTION        |
|  | STREET CONSTRUCTION STONE BERM |







PLOT SCALE:  
  
 PLOT NAME:  
  
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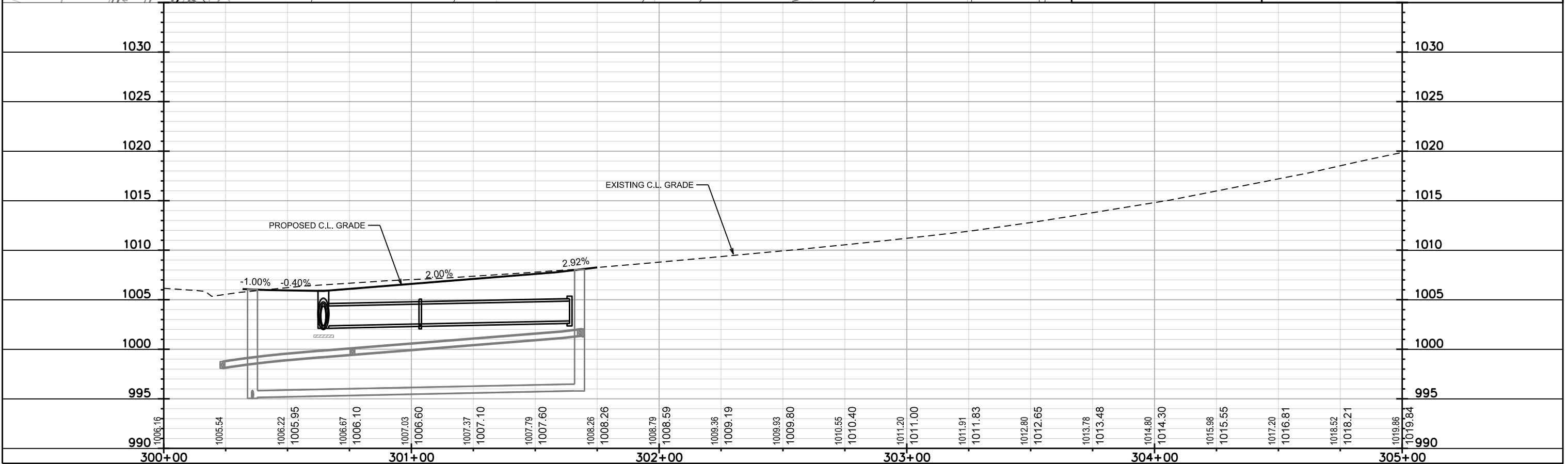
EROSION CONTROL PLAN

STANDISH CT. CITY OF MADISON



-  STREET CONSTRUCTION ENTRANCE BERM
-  CONSTRUCTION ENTRANCE
-  TYPE D HYBRID INLET PROTECTION
-  TYPE A INLET PROTECTION

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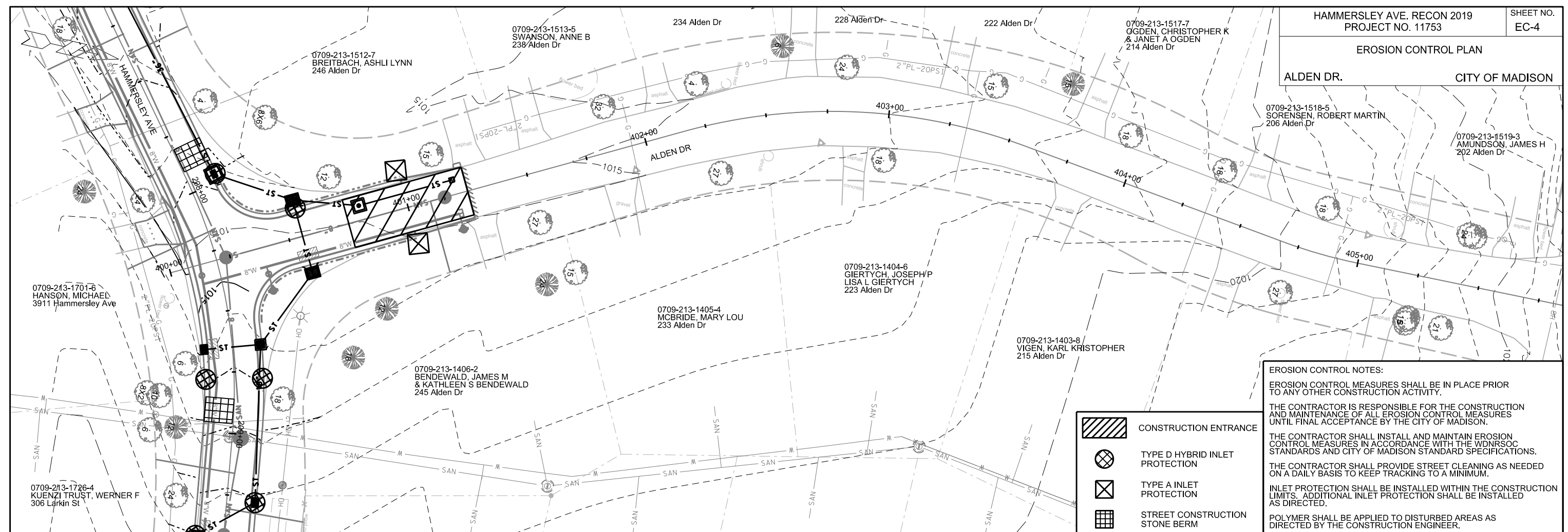
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

EROSION CONTROL PLAN

ALDEN DR. CITY OF MADISON



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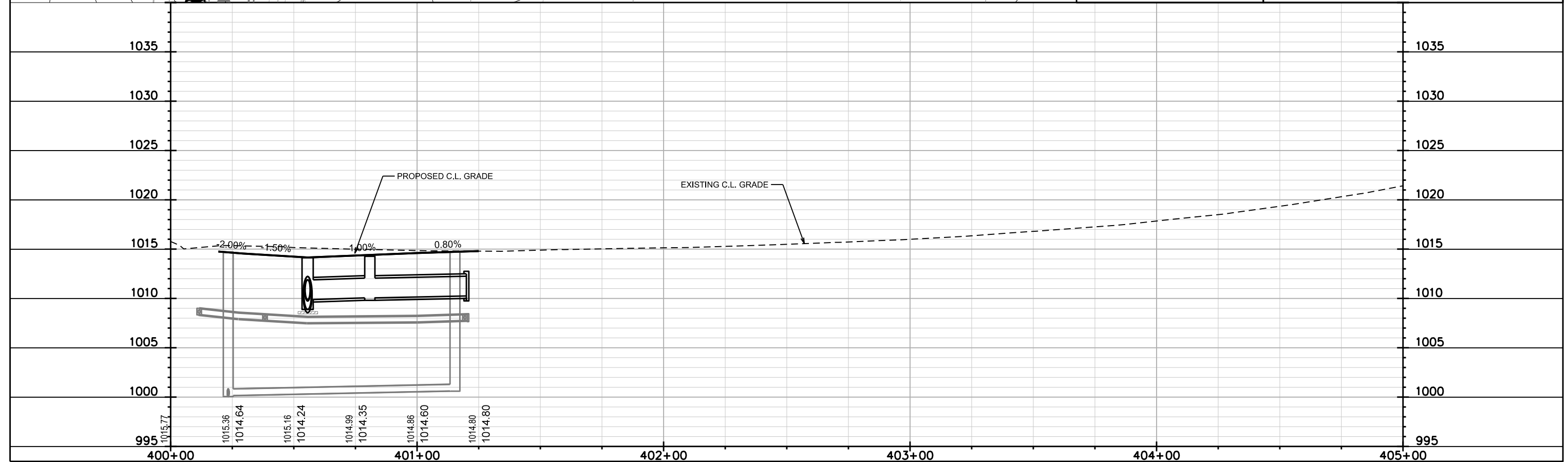
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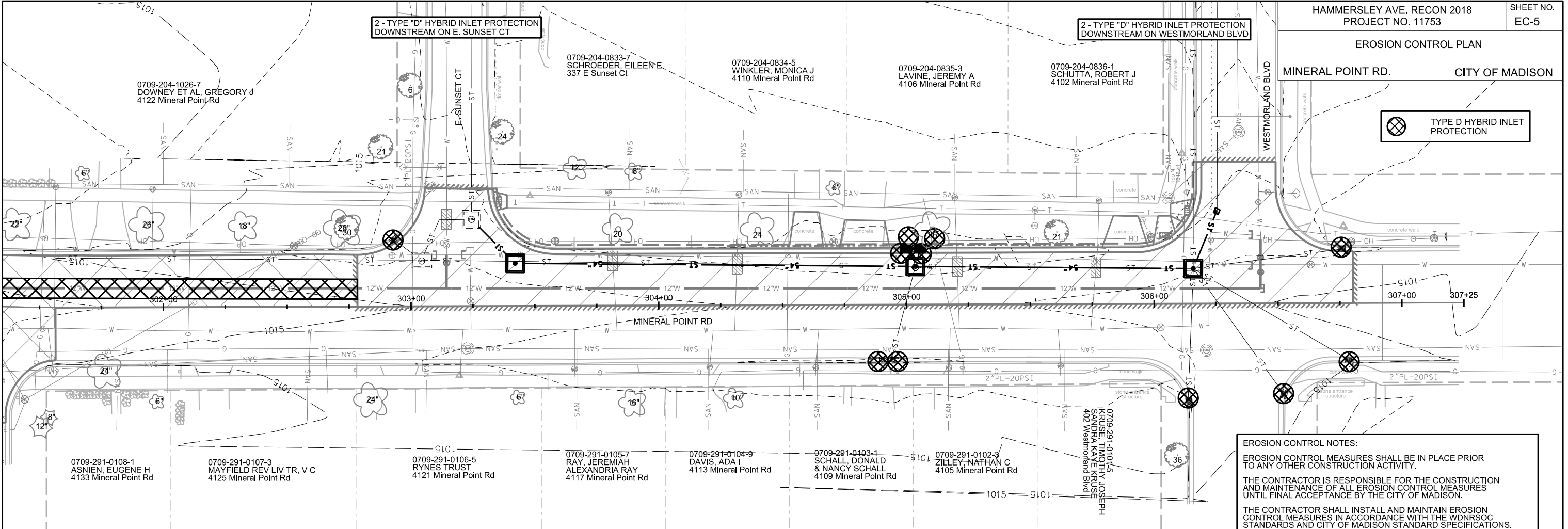
-  CONSTRUCTION ENTRANCE
-  TYPE D HYBRID INLET PROTECTION
-  TYPE A INLET PROTECTION
-  STREET CONSTRUCTION STONE BERM



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



EROSION CONTROL PLAN  
MINERAL POINT RD. CITY OF MADISON



TYPE D HYBRID INLET PROTECTION

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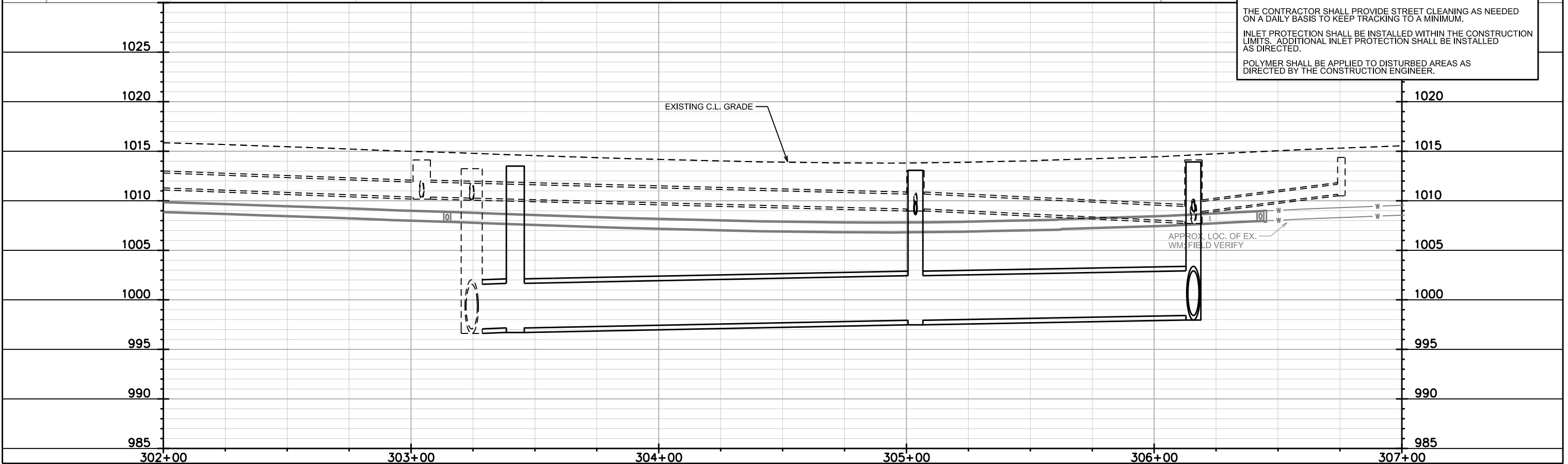
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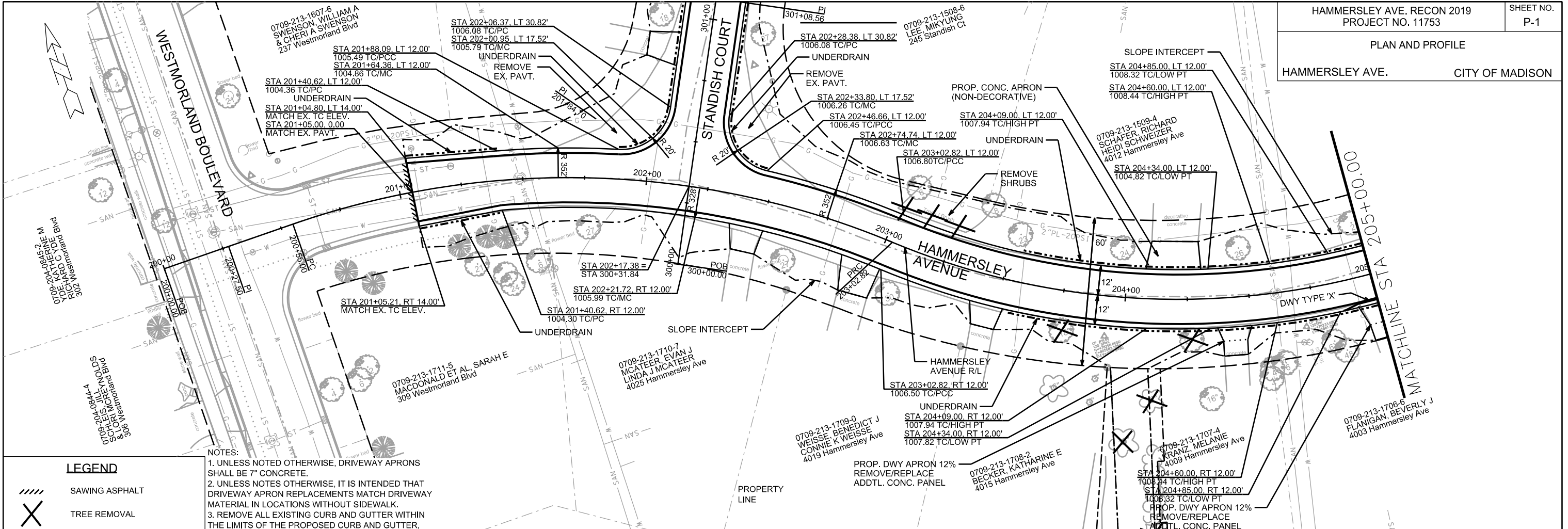
PLOT SCALE:

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REV. DATE:

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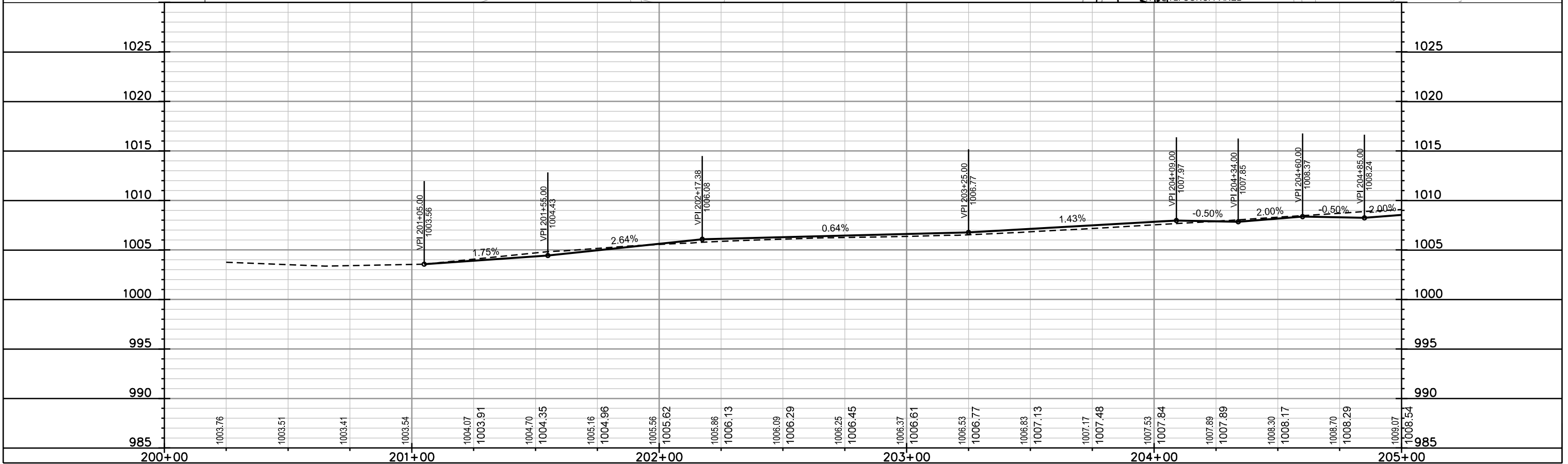
PLAN AND PROFILE  
HAMMERSLEY AVE. CITY OF MADISON



- NOTES:**
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  3. REMOVE ALL EXISTING CURB AND GUTTER WITHIN THE LIMITS OF THE PROPOSED CURB AND GUTTER.

**LEGEND**

- SAWING ASPHALT
- TREE REMOVAL



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

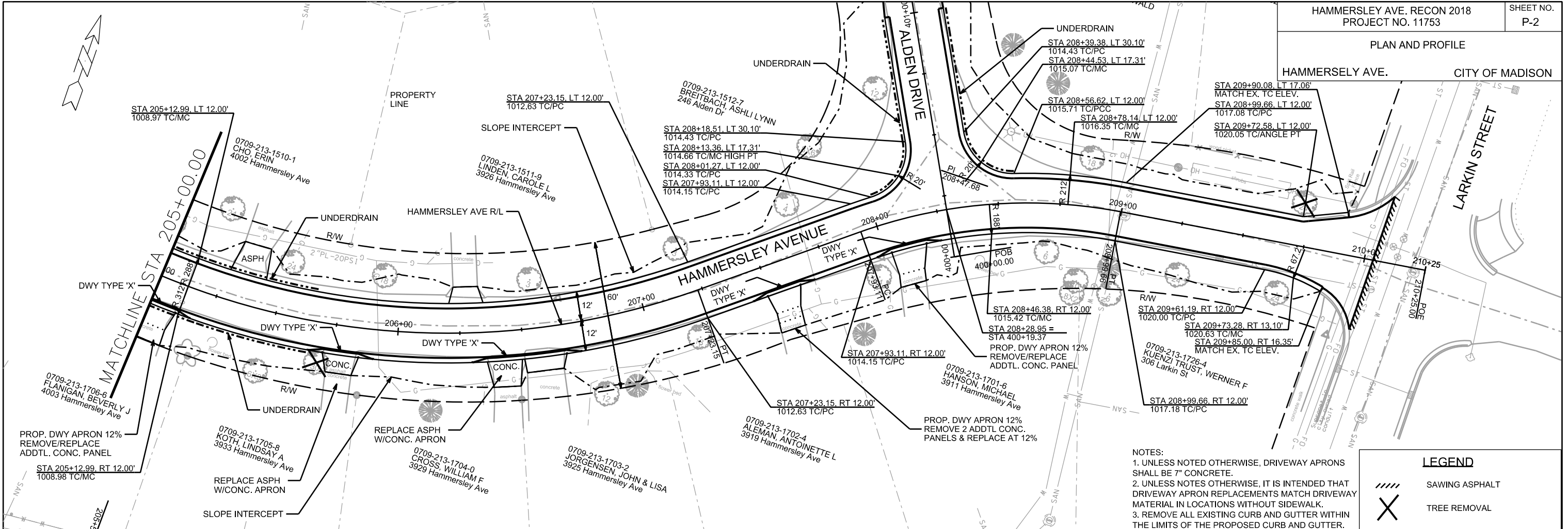
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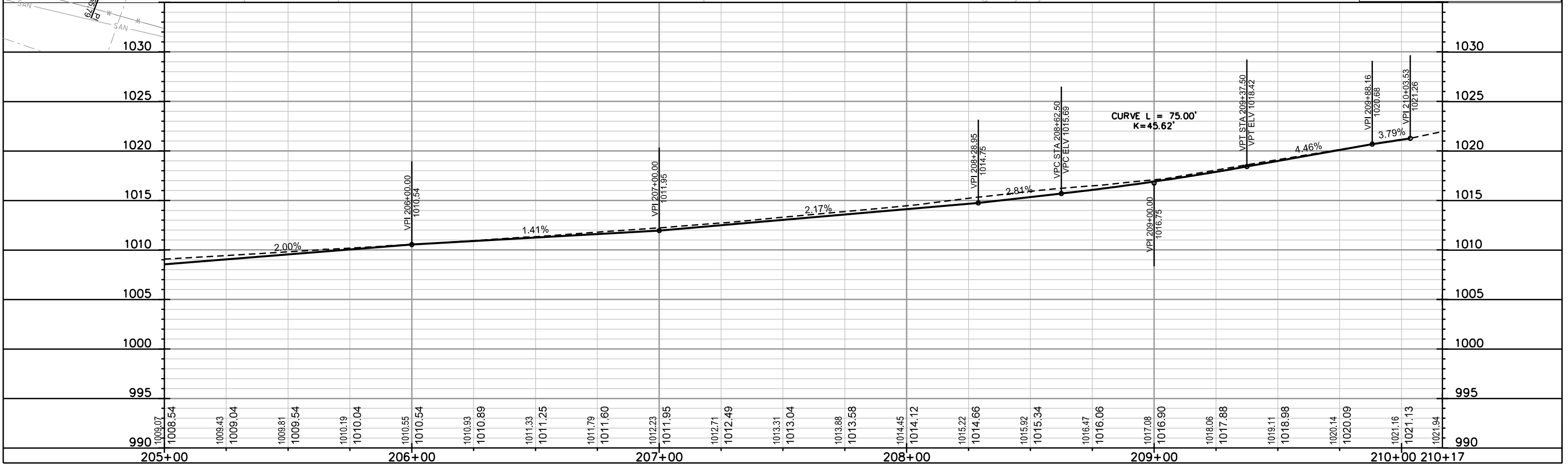
PLAN AND PROFILE

HAMMERSLEY AVE. CITY OF MADISON



**LEGEND**

- //// SAWING ASPHALT
- X TREE REMOVAL



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

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

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

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PLAN AND PROFILE

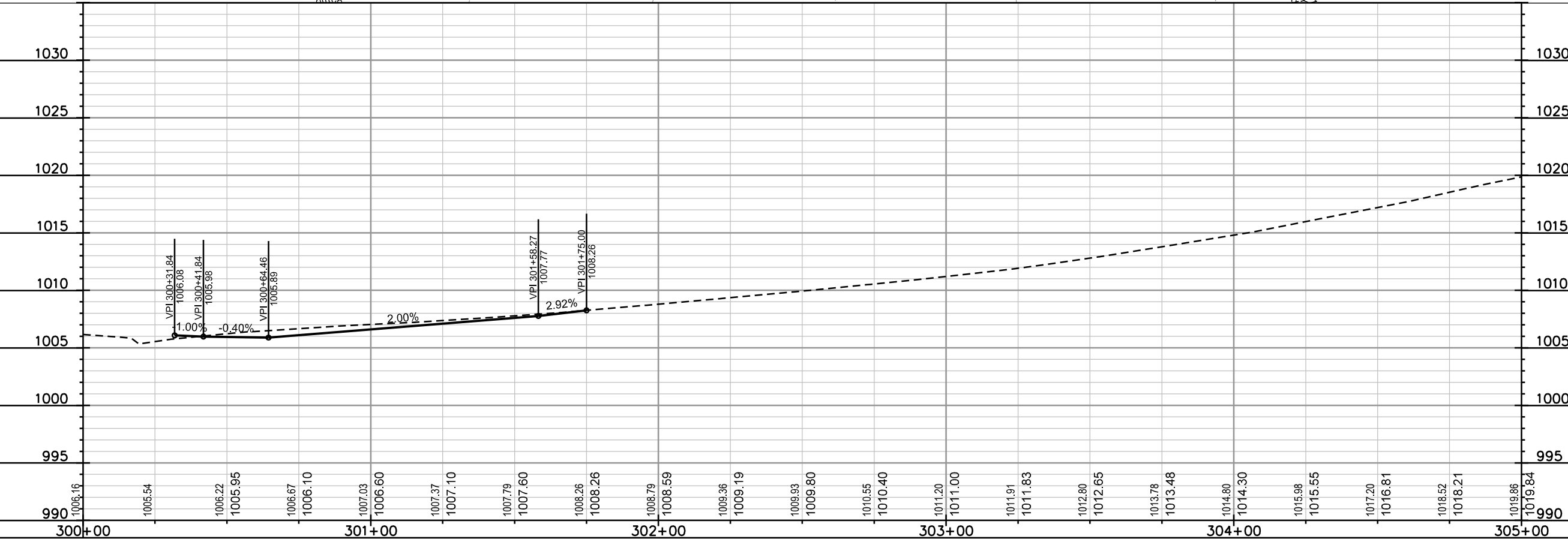
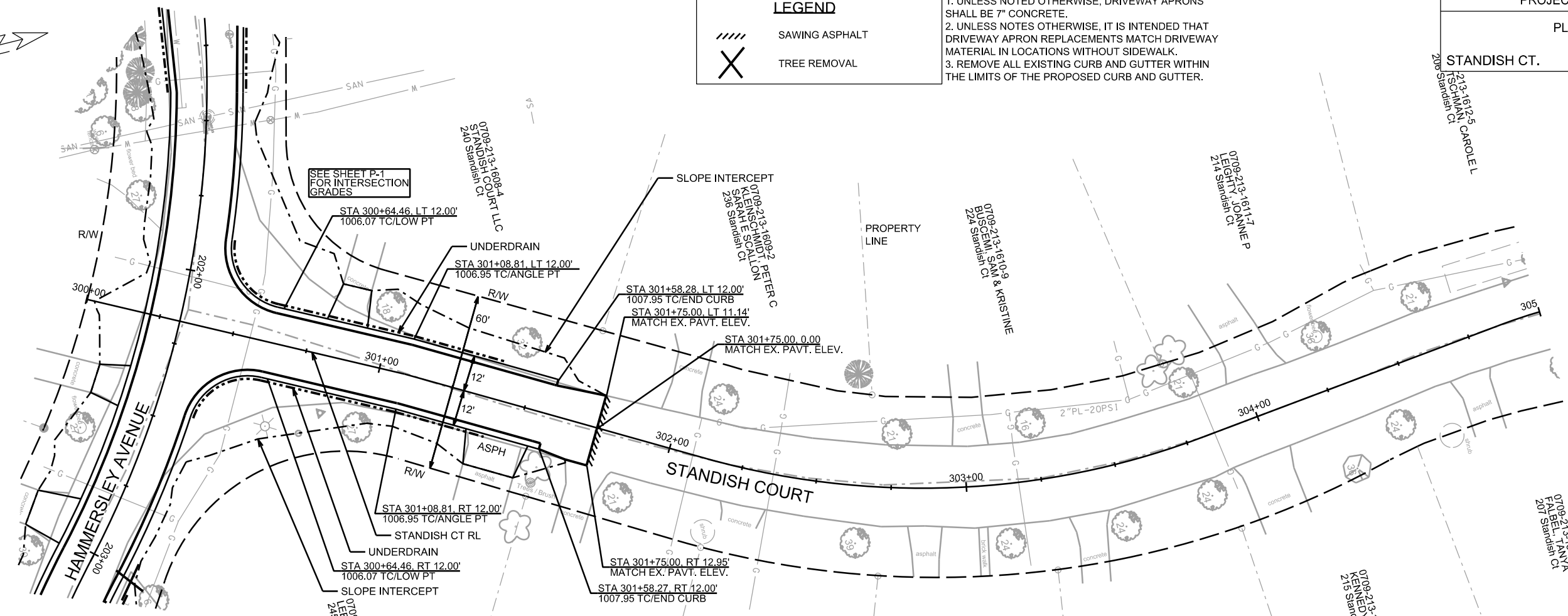
STANDISH CT. CITY OF MADISON

**LEGEND**

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X TREE REMOVAL

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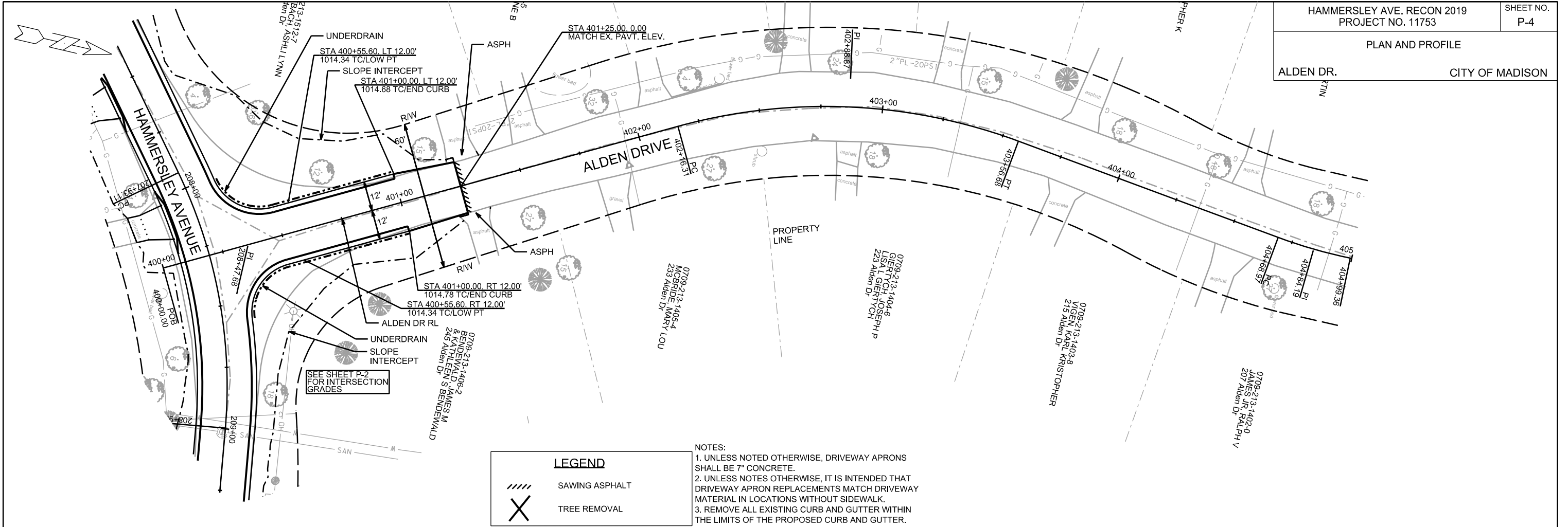
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PLAN AND PROFILE

ALDEN DR. CITY OF MADISON

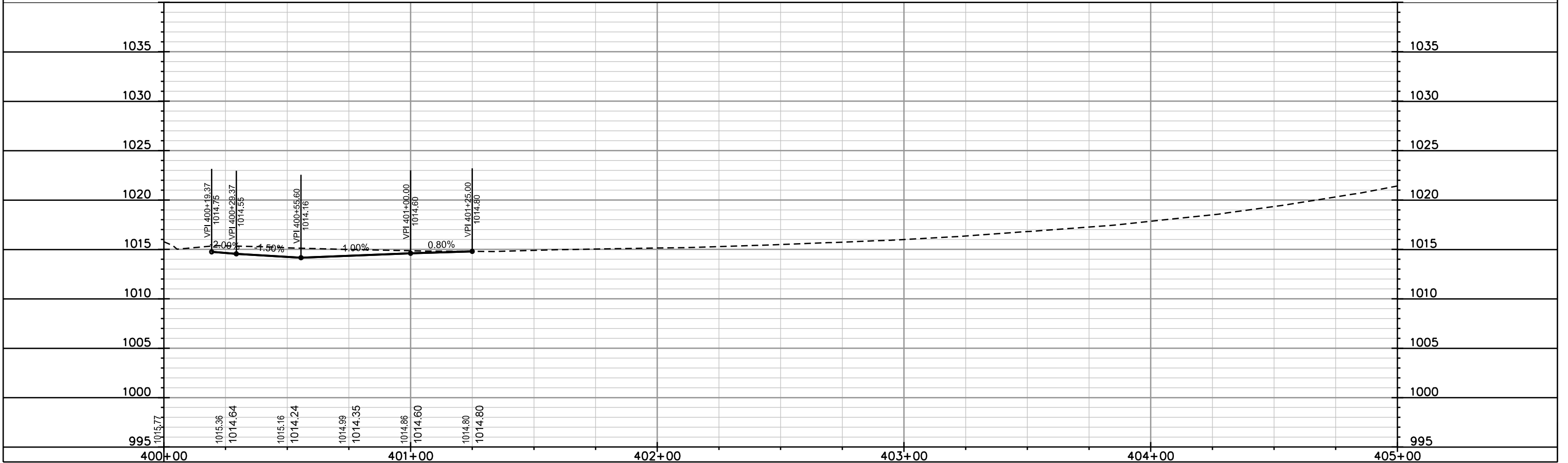


**LEGEND**

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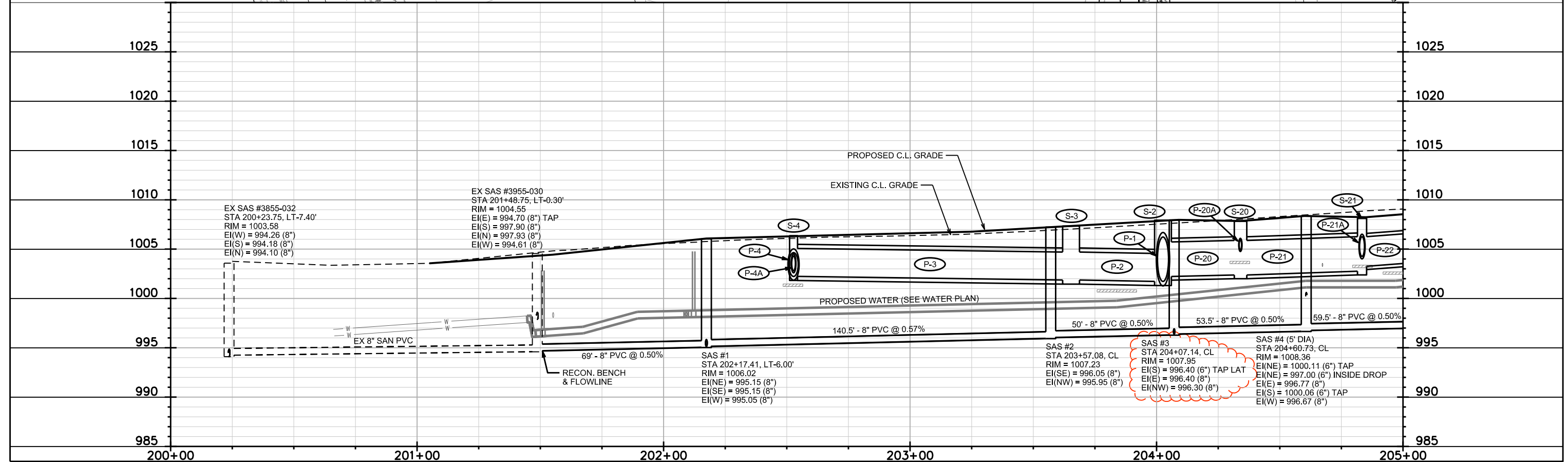
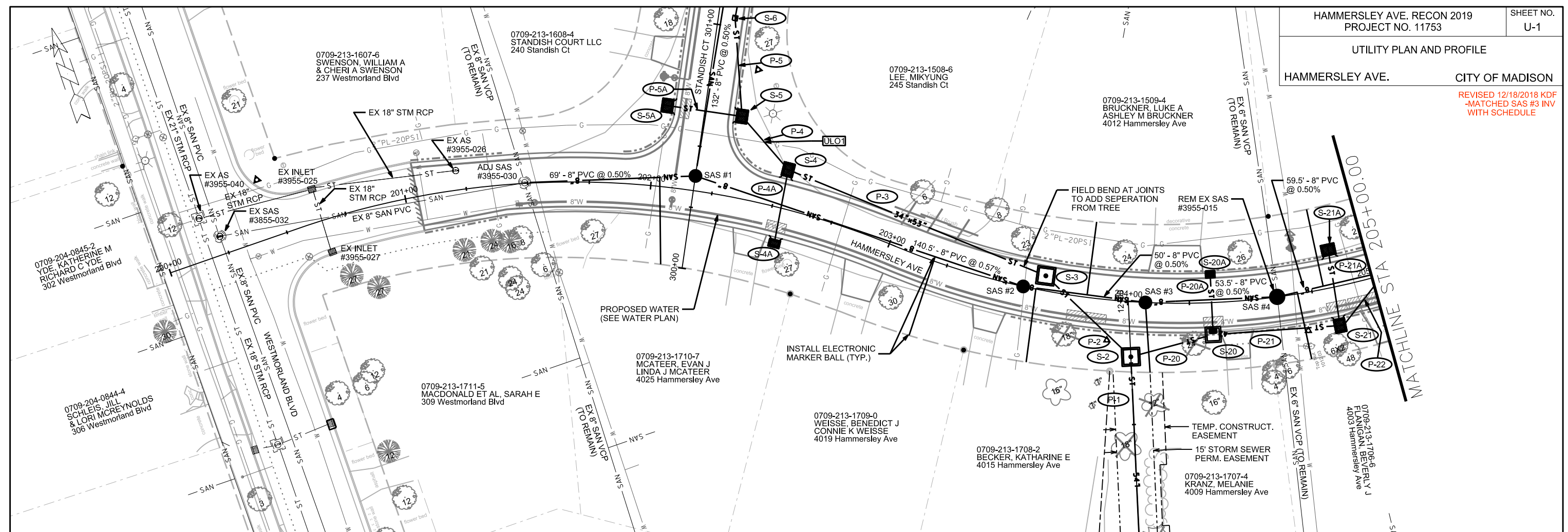
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITY PLAN AND PROFILE

HAMMERSLEY AVE. CITY OF MADISON

REVISED 12/18/2018 KDF  
-MATCHED SAS #3 INV  
WITH SCHEDULE



PLOT SCALE:

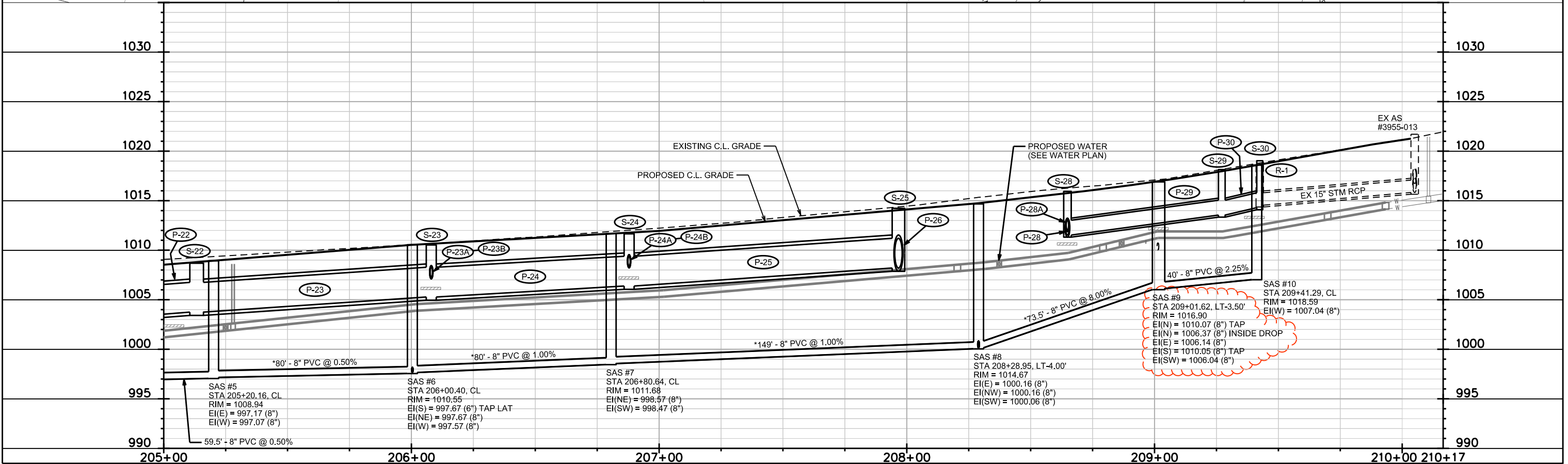
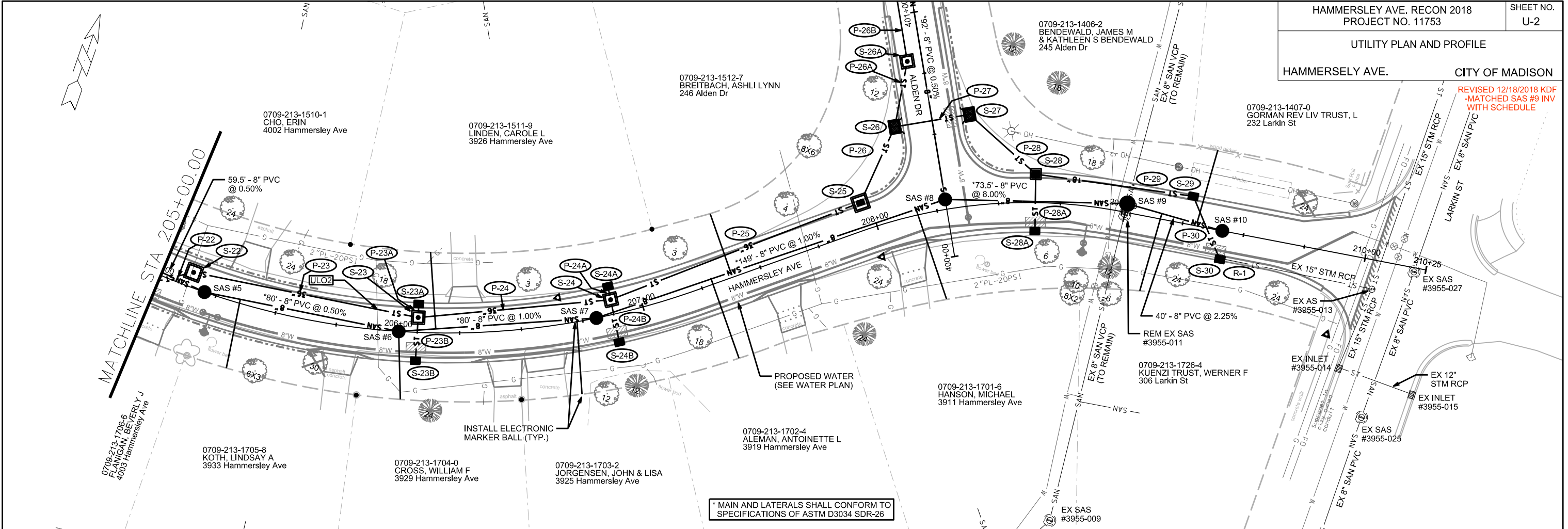
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UTILITY PLAN AND PROFILE  
HAMMERSLEY AVE. CITY OF MADISON

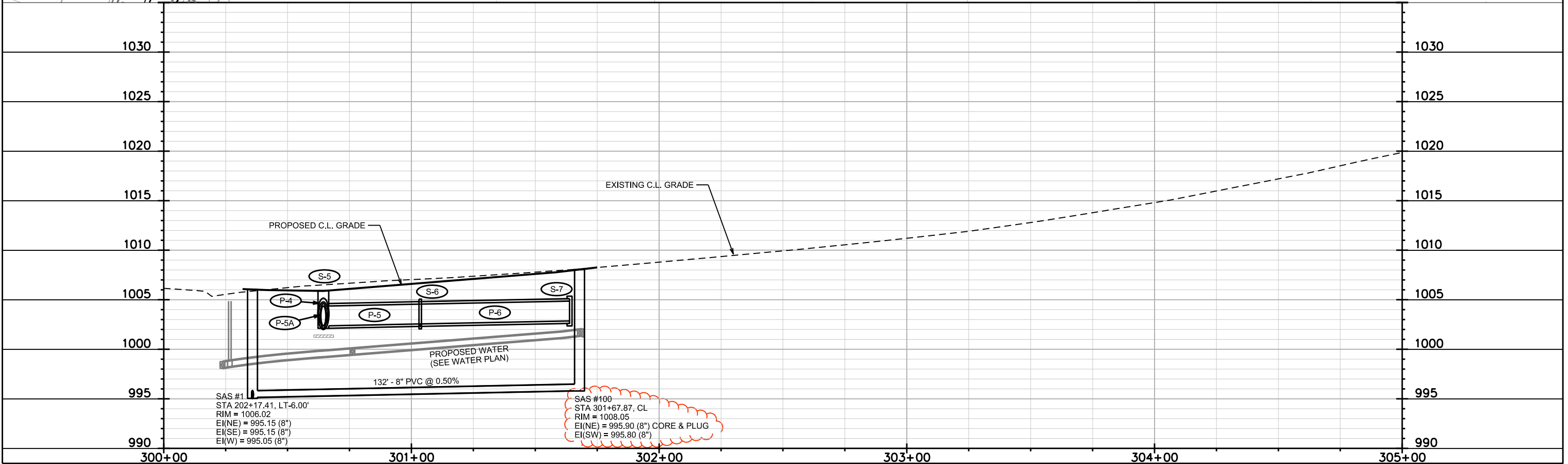
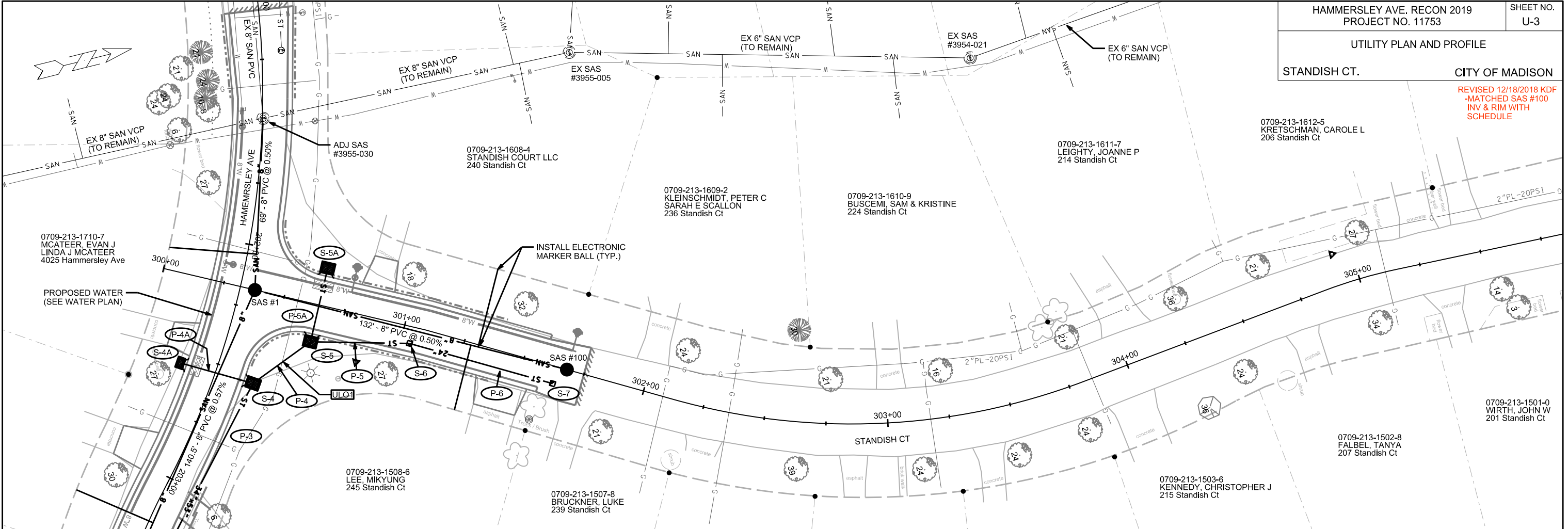
REVISED 12/18/2018 KDF  
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WITH SCHEDULE



PLOT SCALE:  
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UTILITY PLAN AND PROFILE  
STANDISH CT. CITY OF MADISON

REVISED 12/18/2018 KDF  
-MATCHED SAS #100  
INV & RIM WITH  
SCHEDULE



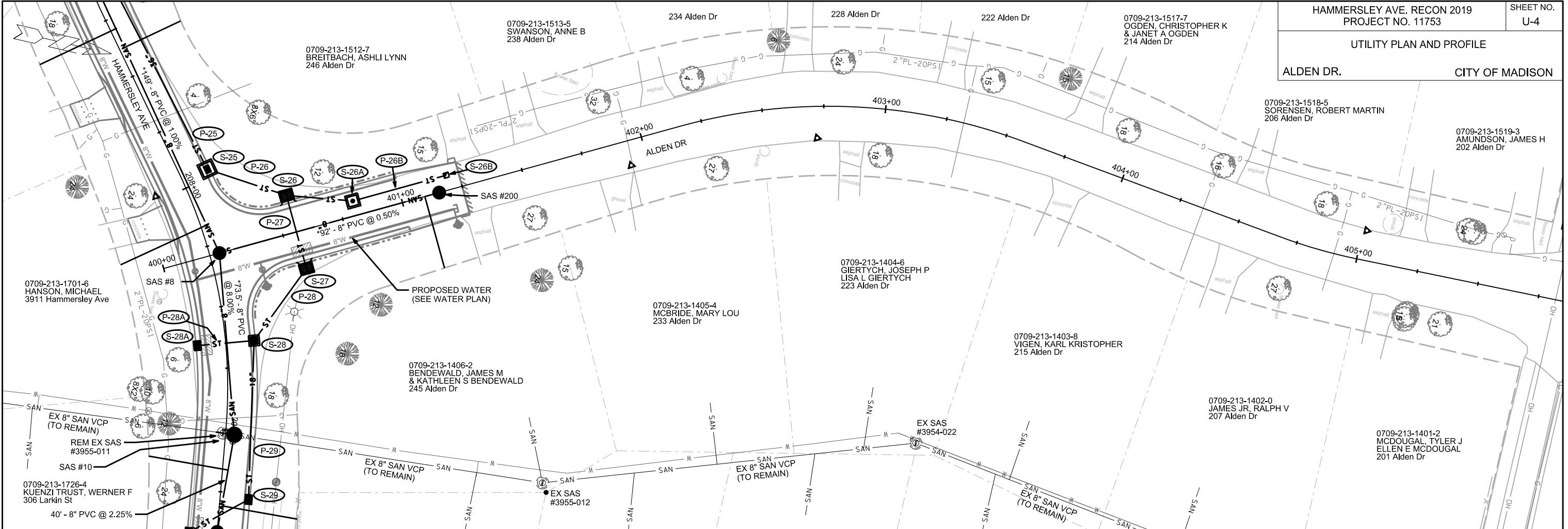
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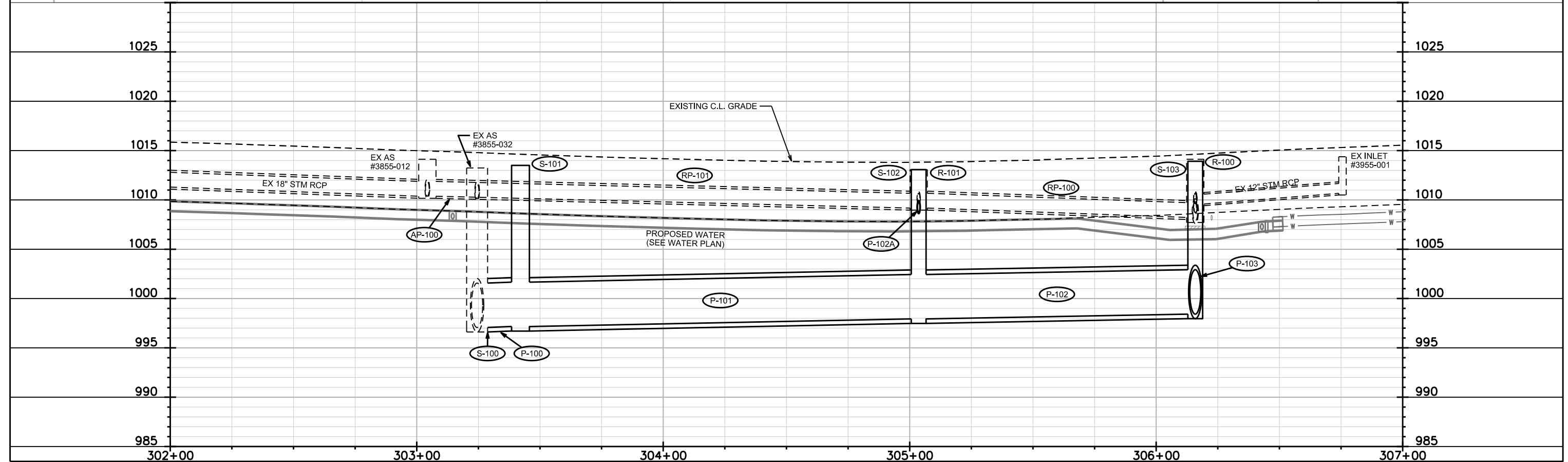
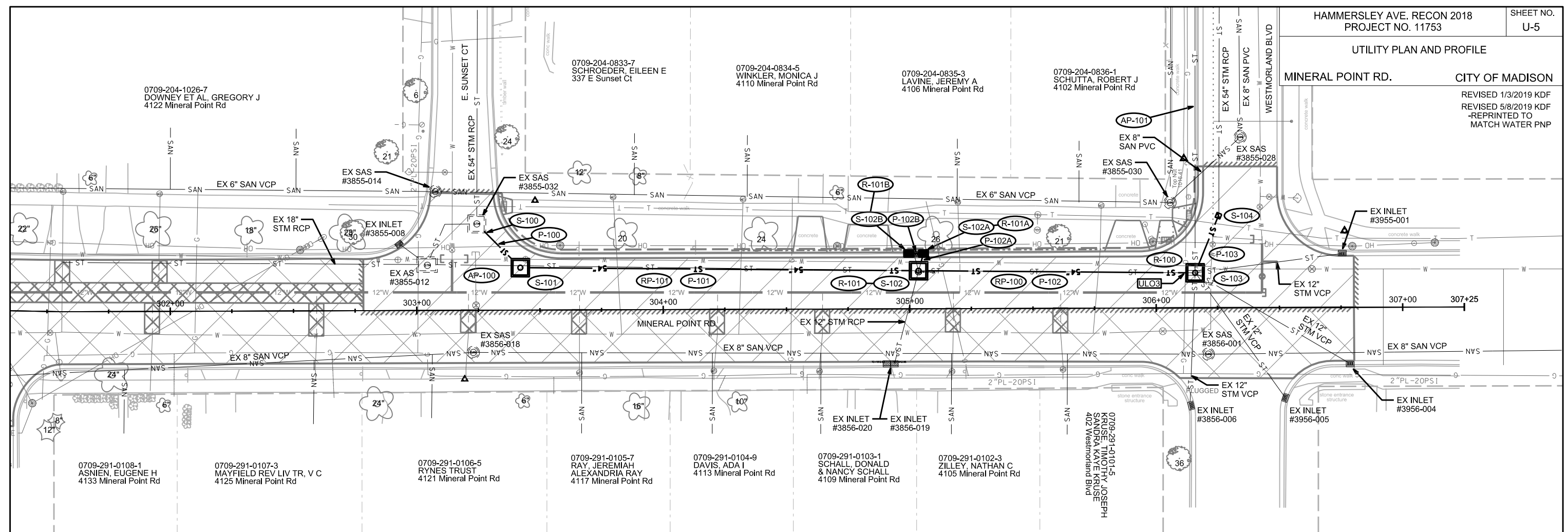


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PLOT NAME:

REV. DATE:

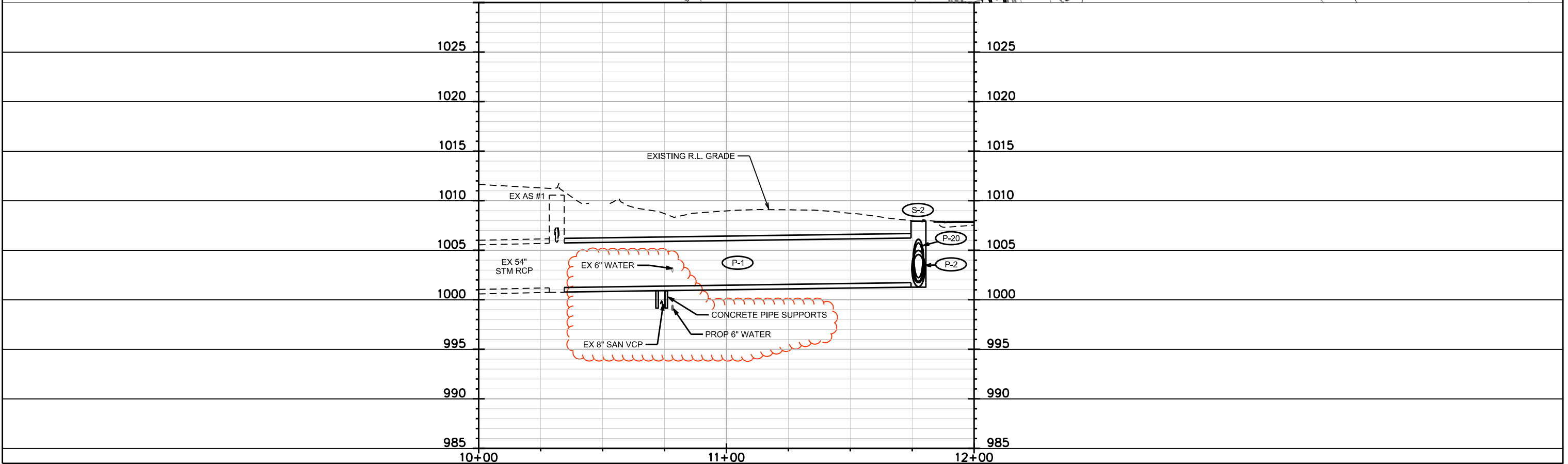
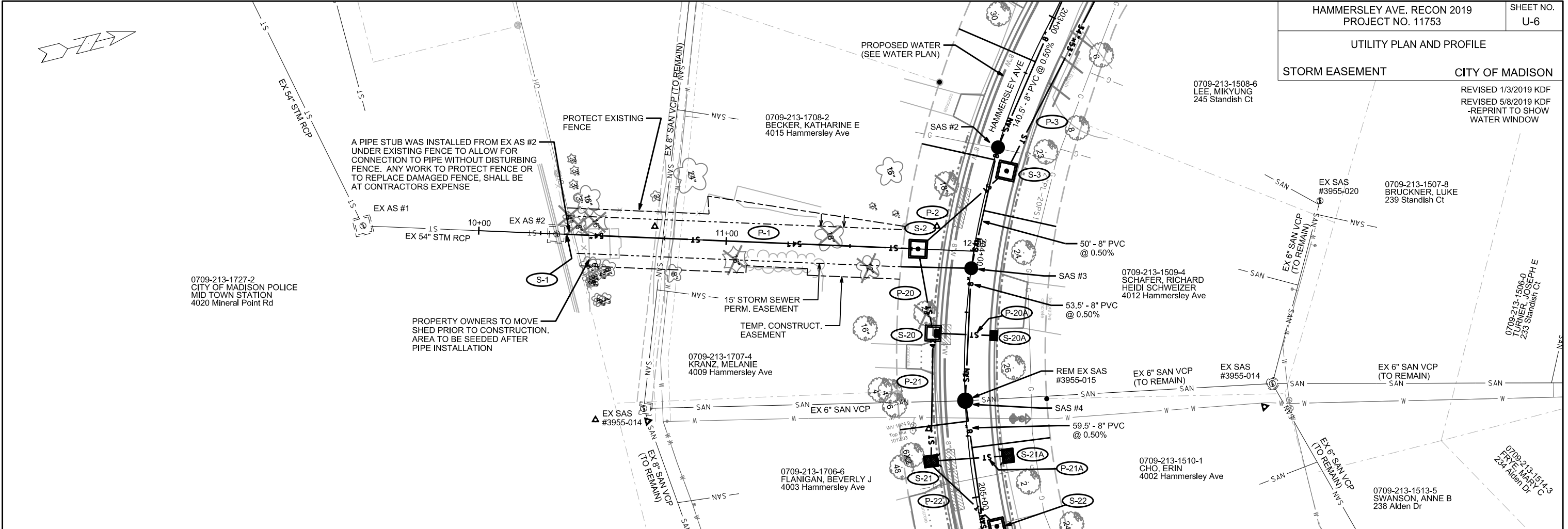
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

UTILITY PLAN AND PROFILE

STORM EASEMENT CITY OF MADISON  
REVISED 1/3/2019 KDF  
REVISED 5/8/2019 KDF  
-REPRINT TO SHOW  
WATER WINDOW



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

# SANITARY SEWER SCHEDULE

SANITARY SEWER SCHEDULE

CITY OF MADISON

## PROPOSED SANITARY STRUCTURES

| SAS NO.               | STATION   | LOCATION (OFFSET) | TOP OF CASTING | E.I.    | DEPTH | NOTES              |
|-----------------------|-----------|-------------------|----------------|---------|-------|--------------------|
| <b>HAMMERSLEY AVE</b> |           |                   |                |         |       |                    |
| SAS #1                | 202+17.41 | LT-6.00           | 1006.02        | 995.05  | 10.97 | [1]                |
| SAS #2                | 203+57.08 | CL                | 1007.23        | 995.95  | 11.28 | -                  |
| SAS #3                | 204+07.14 | CL                | 1007.95        | 996.30  | 11.65 | -                  |
| * SAS #4              | 204+60.73 | CL                | 1008.36        | 996.67  | 11.69 | [2], 5-FT DIA      |
| SAS #5                | 205+20.16 | CL                | 1008.94        | 997.07  | 11.87 | -                  |
| SAS #6                | 206+00.40 | CL                | 1010.55        | 997.57  | 12.98 | -                  |
| SAS #7                | 206+80.64 | CL                | 1011.68        | 998.47  | 13.21 | -                  |
| SAS #8                | 208+28.95 | LT-4.00           | 1014.67        | 1000.06 | 14.61 | -                  |
| * SAS #9              | 209+01.62 | LT-3.50           | 1016.90        | 1006.04 | 10.86 | [2], [3], 5-FT DIA |
| SAS #10               | 209+41.29 | CL                | 1018.59        | 1007.04 | 11.55 | -                  |
| <b>STANDISH CT</b>    |           |                   |                |         |       |                    |
| SAS #100              | 301+67.87 | CL                | 1008.05        | 995.80  | 12.25 | -                  |
| <b>ALDEN CT</b>       |           |                   |                |         |       |                    |
| * SAS #200            | 401+15.37 | CL                | 1014.70        | 1000.62 | 14.08 | -                  |

## PROPOSED SANITARY PIPES

| FROM (DNSTM)            | TO (UPSTM) | DWNSTRM E.I. | UPSTRM E.I. | PLAN (PAY) LGTH (FT) | SLOPE (%) | PIPE SIZE | PVC TYPE | NOTES |
|-------------------------|------------|--------------|-------------|----------------------|-----------|-----------|----------|-------|
| <b>WESTMORLAND BLVD</b> |            |              |             |                      |           |           |          |       |
| EX SAS #3955-030        | SAS #1     | 994.70       | 995.05      | 69                   | 0.50%     | 8"        | SDR-35   | -     |
| SAS #1                  | SAS #2     | 995.15       | 995.95      | 140.5                | 0.57%     | 8"        | SDR-35   | -     |
| SAS #2                  | SAS #3     | 996.05       | 996.30      | 50                   | 0.50%     | 8"        | SDR-35   | -     |
| SAS #3                  | SAS #4     | 996.40       | 996.67      | 53.5                 | 0.50%     | 8"        | SDR-35   | -     |
| SAS #4                  | SAS #5     | 996.77       | 997.07      | 59.5                 | 0.50%     | 8"        | SDR-35   | -     |
| SAS #5                  | SAS #6     | 997.17       | 997.57      | 80                   | 0.50%     | 8"        | SDR-26   | -     |
| SAS #6                  | SAS #7     | 997.67       | 998.47      | 80                   | 1.00%     | 8"        | SDR-26   | -     |
| SAS #7                  | SAS #8     | 998.57       | 1000.06     | 149                  | 1.00%     | 8"        | SDR-26   | -     |
| SAS #8                  | SAS #9     | 1000.16      | 1006.04     | 73.5                 | 8.00%     | 8"        | SDR-26   | -     |
| SAS #9                  | SAS #10    | 1006.14      | 1007.04     | 40                   | 2.25%     | 8"        | SDR-35   | -     |
| <b>STANDISH CT</b>      |            |              |             |                      |           |           |          |       |
| SAS #1                  | SAS #100   | 995.15       | 995.80      | 130                  | 0.50%     | 8"        | SDR-35   | -     |
| <b>ALDEN CT</b>         |            |              |             |                      |           |           |          |       |
| SAS #8                  | SAS #200   | 1000.16      | 1000.62     | 92                   | 0.50%     | 8"        | SDR-26   | -     |

## SANITARY STRUCTURE REMOVALS

| STRUCTURE ID NO.      | STATION   | LOCATION (OFFSET) | TOP OF CASTING | E.I.    | DEPTH | NOTES |
|-----------------------|-----------|-------------------|----------------|---------|-------|-------|
| <b>HAMMERSLEY AVE</b> |           |                   |                |         |       |       |
| SAS 3955-015          | 204+60.75 | RT-0.50           | 1008.37        | 1000.11 | 8.26  | -     |
| SAS 3955-011          | 209+01.25 | RT-1.00           | 1016.95        | 1010.00 | 6.95  | -     |

## SANITARY STRUCTURE ADJUSTMENTS

| STRUCTURE ID NO.      | STATION   | LOCATION (OFFSET) | EX RIM  | PROP RIM | PROP ADJ | NOTES |
|-----------------------|-----------|-------------------|---------|----------|----------|-------|
| <b>HAMMERSLEY AVE</b> |           |                   |         |          |          |       |
| SAS 3955-030          | 201+48.75 | LT-0.25           | 1004.55 | 1004.32  | -0.23    | -     |

## SPECIFIC NOTES

- \* [1] INSTALL INTERNAL CHIMNEY SEAL PER S.D.D. 5.7.17
- \* [2] CONSTRUCT INSIDE DROP PER S.D.D. 5.7.30
- \* [3] EXTEND 5-FT OF 8 INCH PVC SDR 35 PIPE TO CONNECT EXISTING PIPE TO STRUCTURE. PIPE SHALL BE PAID FOR UNDER BID ITEM 50301

# STORM SEWER SCHEDULE

\*REVISED 1/8/2019 KDF

|   |                  |
|---|------------------|
| HAMMERSLEY AVE. RECON 2019<br>PROJECT NO. 11753 | SHEET NO.<br>U-8 |
| STORM SEWER SCHEDULE                            |                  |
| CITY OF MADISON                                 |                  |

## PROPOSED STORM STRUCTURES

| STRUC. NO.              | STATION   | LOCATION (OFFSET) | TYPE              | TOP OF CASTING | E.I.    | DEPTH | NOTES                             |
|-------------------------|-----------|-------------------|-------------------|----------------|---------|-------|-----------------------------------|
| <b>STORM EASEMENT</b>   |           |                   |                   |                |         |       |                                   |
| S-1                     | 10+31.50  | CL                | COLLAR            | -              | 1001.24 | -     | [1]                               |
| <b>HAMMERSLEY AVE</b>   |           |                   |                   |                |         |       |                                   |
| S-2                     | 204+02.61 | RT-22.36          | 6X6 SAS           | 1007.93        | 1001.73 | 6.20  | FP, W/R-1550-0054                 |
| S-3                     | 203+65.31 | LT-6.05           | 6X6 SAS           | 1007.34        | 1001.87 | 5.47  | FP, W/R-1550-0054                 |
| S-4                     | 202+52.74 | LT-15.79          | TERRACE INLET I   | 1006.36        | 1002.24 | 4.12  | [3], FP, LP, UD                   |
| S-4A                    | 202+54.62 | RT-14.58          | TERRACE INLET III | 1006.00        | 1003.01 | 3.00  | [3], FP, LP, UD                   |
| S-20                    | 204+34.08 | RT-13.00          | 5X5 SAS           | 1007.82        | 1002.38 | 5.44  | [6], FP, LP, UD, W/R-3067-7004-VB |
| S-20A                   | 204+34.00 | LT-11.49          | H INLET           | 1007.82        | 1004.99 | 2.83  | FP, LP, UD, W/R-3067-7004-VB      |
| S-21                    | 204+83.36 | RT-15.77          | TERRACE INLET I   | 1008.12        | 1002.76 | 5.36  | [3], FP, LP, UD                   |
| S-21A                   | 204+85.00 | LT-15.30          | TERRACE INLET II  | 1008.12        | 1004.40 | 3.72  | [3], FP, LP, UD                   |
| S-22                    | 205+13.30 | LT-6.00           | 5X5 SAS           | 1008.69        | 1003.75 | 4.94  | FP, W/R-1550-0054                 |
| S-23                    | 206+08.02 | LT-6.00           | 4X4 SAS           | 1010.53        | 1005.28 | 5.25  | FP, W/R-1550-0054                 |
| S-23A                   | 206+08.04 | LT-11.50          | H INLET           | 1010.83        | 1007.33 | 3.50  | W/R-3067-7004-V                   |
| S-23B                   | 206+07.64 | RT-11.50          | H INLET           | 1010.82        | 1007.43 | 3.39  | W/R-3067-7004-V                   |
| S-24                    | 206+87.88 | LT-6.00           | 4X4 SAS           | 1011.65        | 1006.39 | 5.26  | FP, W/R-1550-0054                 |
| S-24A                   | 206+88.01 | LT-11.50          | H INLET           | 1011.96        | 1008.44 | 3.52  | W/R-3067-7004-V                   |
| S-24B                   | 206+87.49 | RT-11.50          | H INLET           | 1011.95        | 1008.54 | 3.41  | W/R-3067-7004-V                   |
| S-25                    | 207+96.63 | LT-11.04          | 5X5 SAS           | 1014.23        | 1008.20 | 6.03  | W/R-3067-7004-V                   |
| S-28                    | 208+64.85 | LT-11.50          | 3X3 SAS           | 1015.94        | 1011.53 | 4.41  | W/R-3067-7004-V                   |
| S-28A                   | 208+64.84 | RT-11.50          | H INLET           | 1015.94        | 1012.13 | 3.81  | W/R-3067-7004-V                   |
| S-29                    | 209+27.17 | LT-11.50          | H INLET           | 1018.14        | 1013.55 | 4.59  | W/R-3067-7004-V                   |
| S-30                    | 209+42.46 | RT-11.50          | H INLET           | 1019.03        | 1014.30 | 4.73  | FP, W/R-3067-7004-V               |
| <b>STANDISH CT</b>      |           |                   |                   |                |         |       |                                   |
| S-5                     | 300+64.46 | RT-15.28          | TERRACE INLET II  | 1005.92        | 1002.37 | 3.55  | [3], FP, LP, UD                   |
| S-5A                    | 300+64.46 | LT-15.28          | TERRACE INLET II  | 1005.92        | 1002.51 | 3.41  | [3], FP, LP, UD                   |
| S-6                     | 301+03.55 | RT-6.80           | BEND              | -              | 1002.56 | -     | [4]                               |
| S-7                     | 301+63.84 | RT-7.00           | PLUG              | -              | 1002.86 | -     | [2]                               |
| <b>ALDEN DR</b>         |           |                   |                   |                |         |       |                                   |
| S-26                    | 400+55.60 | LT-15.28          | TERRACE INLET II  | 1014.14        | 1008.89 | 5.25  | [3], FP, LP, UD                   |
| S-26A                   | 400+80.83 | LT-6.00           | 4X4 SAS           | 1014.27        | 1010.06 | 4.21  | [3], LP, UD, W/R-1550-0054        |
| S-26B                   | 401+20.00 | LT-6.00           | PLUG              | -              | 1010.25 | -     | [2]                               |
| S-27                    | 400+55.60 | RT-15.28          | TERRACE INLET II  | 1014.14        | 1010.09 | 4.05  | [3], LP, UD                       |
| <b>MINERAL POINT RD</b> |           |                   |                   |                |         |       |                                   |
| S-100                   | 303+24.50 | LT-35.00          | TAP               | -              | 997.07  | -     | [5]                               |
| S-101                   | 303+42.10 | LT-17.24          | 6X6 SAS           | 1013.50        | 997.16  | 16.34 | W/R-1550-0054                     |
| S-102                   | 305+03.64 | LT-15.45          | 6X6 SAS           | 1013.07        | 997.94  | 15.13 | W/R-1550-0054                     |
| S-102A                  | 305+05.00 | LT-22.43          | H INLET           | 1012.68        | 1008.83 | 3.85  | LP, UD W/R-3067-7004-VB           |
| S-102B                  | 304+99.67 | LT-22.43          | H INLET           | 1012.73        | 1008.86 | 3.87  | UD, W/R-3067-7004-V               |
| S-103                   | 306+15.85 | LT-14.21          | 6X6 SAS           | 1013.91        | 998.42  | 15.49 | W/R-1550-0054                     |
| S-104                   | 306+25.40 | LT-37.35          | COLLAR            | -              | 998.54  | -     | [1]                               |

## PROPOSED STORM PIPES

| PIPE NO.                | FROM (DNSTM) | TO (UPSTM) | DISCH. E.I. | INLET E.I. | PLAN (PAY) LGTH (FT) | PIPE LGTH (FT) | SLOPE (%) | PIPE SIZE | TYPE   | NOTES |
|-------------------------|--------------|------------|-------------|------------|----------------------|----------------|-----------|-----------|--------|-------|
| <b>STORM EASEMENT</b>   |              |            |             |            |                      |                |           |           |        |       |
| P-1                     | S-1          | S-2        | 1001.24     | 1001.73    | 146                  | 140            | 0.35%     | 54"       | TYPE I | -     |
| <b>HAMMERSLEY AVE</b>   |              |            |             |            |                      |                |           |           |        |       |
| P-2                     | S-2          | S-3        | 1001.73     | 1001.87    | 47.5                 | 39.8           | 0.35%     | 34"X53"   | HERCP  | -     |
| P-3                     | S-3          | S-4        | 1001.87     | 1002.24    | 113                  | 108.3          | 0.35%     | 34"X53"   | HERCP  | -     |
| P-4                     | S-4          | S-5        | 1002.24     | 1002.37    | 28.5                 | 24.5           | 0.50%     | 29"X45"   | HERCP  | -     |
| P-4A                    | S-4          | S-4A       | 1002.80     | 1003.01    | 30.5                 | 27.4           | 0.75%     | 18"       | TYPE I | -     |
| P-20                    | S-2          | S-20       | 1002.23     | 1002.38    | 35                   | 29.3           | 0.50%     | 42"       | TYPE I | -     |
| P-20A                   | S-20         | S-20A      | 1004.88     | 1004.99    | 25.5                 | 21.8           | 0.50%     | 12"       | TYPE I | -     |
| P-21                    | S-20         | S-21       | 1002.38     | 1002.76    | 51.5                 | 47.5           | 0.80%     | 42"       | TYPE I | -     |
| P-21A                   | S-21         | S-21A      | 1004.26     | 1004.40    | 31                   | 27.4           | 0.50%     | 24"       | TYPE I | -     |
| P-22                    | S-21         | S-22       | 1003.26     | 1003.75    | 37.5                 | 32.4           | 1.50%     | 36"       | TYPE I | -     |
| P-23                    | S-22         | S-23       | 1003.75     | 1005.28    | 92.5                 | 87.9           | 1.75%     | 36"       | TYPE I | -     |
| P-23A                   | S-23         | S-23A      | 1007.28     | 1007.33    | 5.5                  | 2.5            | 2.00%     | 12"       | TYPE I | -     |
| P-23B                   | S-23         | S-23B      | 1007.28     | 1007.43    | 17.5                 | 14.5           | 1.00%     | 12"       | TYPE I | -     |
| P-24                    | S-23         | S-24       | 1005.28     | 1006.39    | 78                   | 74             | 1.50%     | 36"       | TYPE I | -     |
| P-24A                   | S-24         | S-24A      | 1008.39     | 1008.44    | 5.5                  | 2.5            | 2.00%     | 12"       | TYPE I | -     |
| P-24B                   | S-24         | S-24B      | 1008.39     | 1008.54    | 17.5                 | 14.5           | 1.00%     | 12"       | TYPE I | -     |
| P-25                    | S-24         | S-25       | 1006.39     | 1008.20    | 108.5                | 103.7          | 1.75%     | 36"       | TYPE I | -     |
| P-28                    | S-27         | S-28       | 1010.59     | 1011.53    | 36                   | 31.4           | 3.00%     | 18"       | TYPE I | -     |
| P-28A                   | S-28         | S-28A      | 1012.03     | 1012.13    | 23                   | 20.5           | 0.50%     | 12"       | TYPE I | -     |
| P-29                    | S-27         | S-29       | 1011.53     | 1013.55    | 64.5                 | 61.2           | 3.30%     | 18"       | TYPE I | -     |
| P-30                    | S-29         | S-30       | 1013.55     | 1014.30    | 27.5                 | 25.2           | 3.00%     | 18"       | TYPE I | -     |
| <b>STANDISH CT</b>      |              |            |             |            |                      |                |           |           |        |       |
| P-5                     | S-5          | S-6        | 1002.37     | 1002.56    | 40                   | 37.8           | 0.50%     | 24"       | TYPE I | -     |
| P-5A                    | S-5          | S-5A       | 1002.37     | 1002.51    | 30.5                 | 27.3           | 0.50%     | 24"       | TYPE I | -     |
| P-6                     | S-6          | S-7        | 1002.56     | 1002.86    | 60                   | 60             | 0.50%     | 24"       | TYPE I | -     |
| <b>ALDEN DR</b>         |              |            |             |            |                      |                |           |           |        |       |
| * P-26                  | S-25         | S-26       | 1008.20     | 1008.89    | 33.5                 | 27.6           | 2.50%     | 36"       | TYPE I | -     |
| * P-26A                 | S-26         | S-26A      | 1009.89     | 1010.06    | 27                   | 22.5           | 0.75%     | 24"       | TYPE I | -     |
| * P-26B                 | S-26A        | S-26B      | 1010.06     | 1010.25    | 39                   | 37.2           | 0.50%     | 24"       | TYPE I | -     |
| * P-27                  | S-26         | S-27       | 1009.89     | 1010.09    | 30.5                 | 27.3           | 0.75%     | 24"       | TYPE I | -     |
| <b>MINERAL POINT RD</b> |              |            |             |            |                      |                |           |           |        |       |
| P-100                   | S-100        | S-101      | 997.07      | 997.16     | 25                   | 16.6           | 0.55%     | 54"       | TYPE I | -     |
| P-101                   | S-101        | S-102      | 997.16      | 997.94     | 161.5                | 155.6          | 0.50%     | 54"       | TYPE I | -     |
| P-102                   | S-102        | S-103      | 997.94      | 998.42     | 112.5                | 106.2          | 0.45%     | 54"       | TYPE I | -     |
| P-102A                  | S-102        | S-102A     | 1008.76     | 1008.83    | 7.5                  | 3.1            | 2.25%     | 12"       | TYPE I | -     |
| P-102B                  | S-102A       | S-102B     | 1008.83     | 1008.86    | 6                    | 3              | 1.00%     | 12"       | TYPE I | -     |
| P-103                   | S-103        | S-104      | 998.42      | 998.54     | 25                   | 21.8           | 0.55%     | 54"       | TYPE I | -     |

**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 V PIPE LENGTH.

## SPECIFIC NOTES

- [1] CONNECT TO EXISTING STUB WITH CONCRETE COLLAR; ELECTRONIC MARKER BALL REQUIRED
- [2] PLUG PAID FOR UNDER BID ITEM 20336
- [3] TOP OF CASTING ELEVATION IS 0.2' BELOW TOP OF CURB ELEVATION PER S.D.D. 5.7.12A
- [4] CONCRETE BEND PAID FOR UNDER BID ITEM 90030; ELECTRONIC MARKER BALL REQUIRED
- [5] CUTOUT ALREADY PROVIDED IN EXISTING STRUCTURE. TAP INCLUDES ONLY CONCRETE COLLAR OF PIPE, NO CORING
- [6] CASTING TO BE OFFSET FROM CENTER OF STRUCTURE

## 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 KYLE FRANK OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO KFRANK@CITYOFMADISON.COM.

# STORM SEWER SCHEDULE

\*REVISED 12/18/2018 KDF  
\*\*REVISED 5/8/2019 KDF

|   |                  |
|---|------------------|
| HAMMERSLEY AVE. RECON 2019<br>PROJECT NO. 11753 | SHEET NO.<br>U-9 |
| STORM SEWER SCHEDULE                            |                  |
| CITY OF MADISON                                 |                  |

## REMOVE STORM STRUCTURES

| STRUC. NO.              | ID NO.      | STATION   | LOCATION (OFFSET) | TYPE    | NOTES |
|-------------------------|-------------|-----------|-------------------|---------|-------|
| <b>MINERAL POINT RD</b> |             |           |                   |         |       |
| R-100                   | AS 3855-001 | 306+15.85 | LT-14.25          | 5X7 SAS | -     |
| R-101                   | AS 3855-007 | 305+03.65 | LT-15.45          | 5X7 SAS | -     |
| R-101A                  | IN 3855-009 | 305+05.65 | LT-22.25          | INLET   | -     |
| R-101B                  | IN 3855-010 | 305+01.85 | LT-22.25          | INLET   | -     |
| <b>HAMMERSLEY AVE</b>   |             |           |                   |         |       |
| R-1                     | IN 3955-012 | 209+42.50 | RT-11.00          | INLET   | -     |

## REMOVE STORM PIPES

| REMOVE NO.              | REMOVE FROM | REMOVE TO | LGTH (FT) | PIPE SIZE | PIPE TYPE | PAID (Y/N) | NOTES |
|-------------------------|-------------|-----------|-----------|-----------|-----------|------------|-------|
| <b>MINERAL POINT RD</b> |             |           |           |           |           |            |       |
| RP-100                  | R-100       | R-101     | 105       | 18"       | RCP       | N          | -     |
| RP-101                  | R-101       | S-101     | 170       | 18"       | RCP       | N          | -     |

## STORM SEWER ULOs

| ULO NO.                  | STATION   | LOCATION (OFFSET) | TYPE           | TOP ELEV. | NOTES                            |
|--------------------------|-----------|-------------------|----------------|-----------|----------------------------------|
| <b>HAMMERSLEY AVE</b>    |           |                   |                |           |                                  |
| ** ULO1                  | 202+46.25 | LT-26.38          | 2" GAS         | 1002.11   | [2], CONFLICT, STM BTM = 1001.94 |
| ** ULO2                  | 205+91.13 | LT-11.85          | 2" GAS         | 1007.43   | [2], CONFLICT, STM TOP = 1008.35 |
| ** WULO                  | 208+96.90 | RT-8.40           | 6" WATER       | 1010.12   | -                                |
| <b>MINERAL POINT RD</b>  |           |                   |                |           |                                  |
| ** ULO3                  | 306+25.50 | LT-5.10           | 2" GAS         | 1008.84   | NO CONFLICT                      |
| ** ULO4                  | 305+99.62 | LT-37.20          | 12" STEEL TELE | 1005.30   | ULO FROM PROJECT 11675           |
| <b>** STORM EASEMENT</b> |           |                   |                |           |                                  |
| ** ULO101                | 10+73.85  | LT-1.57           | 8" SAN         | 999.88    | NO CONFLICT, STM BTM = 1000.92   |
| ** WULO101               | 1078.22   | -4.93             | 6" WATER       | 1003.27   | CONFLICT                         |

## ABANDON STORM PIPES

| ABAN NO.                | ABAN FROM   | ABAN TO     | LGTH (FT) | PIPE SIZE | PIPE TYPE | NOTES         |
|-------------------------|-------------|-------------|-----------|-----------|-----------|---------------|
| <b>MINERAL POINT RD</b> |             |             |           |           |           |               |
| AP-100                  | S-101       | AS 3855-012 | 27.0      | 18"       | RCP       | W/ SLURRY     |
| AP-101                  | IN 3855-034 | AS 3855-001 | 260       | 24"       | RCP       | [1], W/ PLUGS |

\* 4 ADDITIONAL UNDISTRIBUTED ULO'S

## 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 KYLE OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO KFRANK@CITYOFMADISON.COM.

## SPECIFIC NOTES

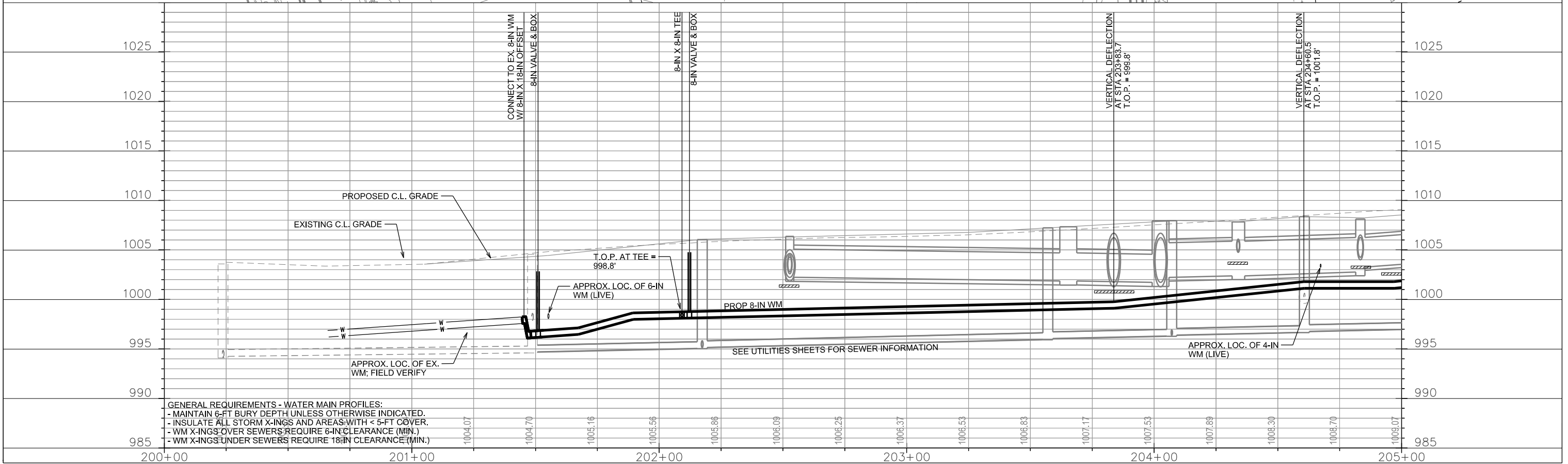
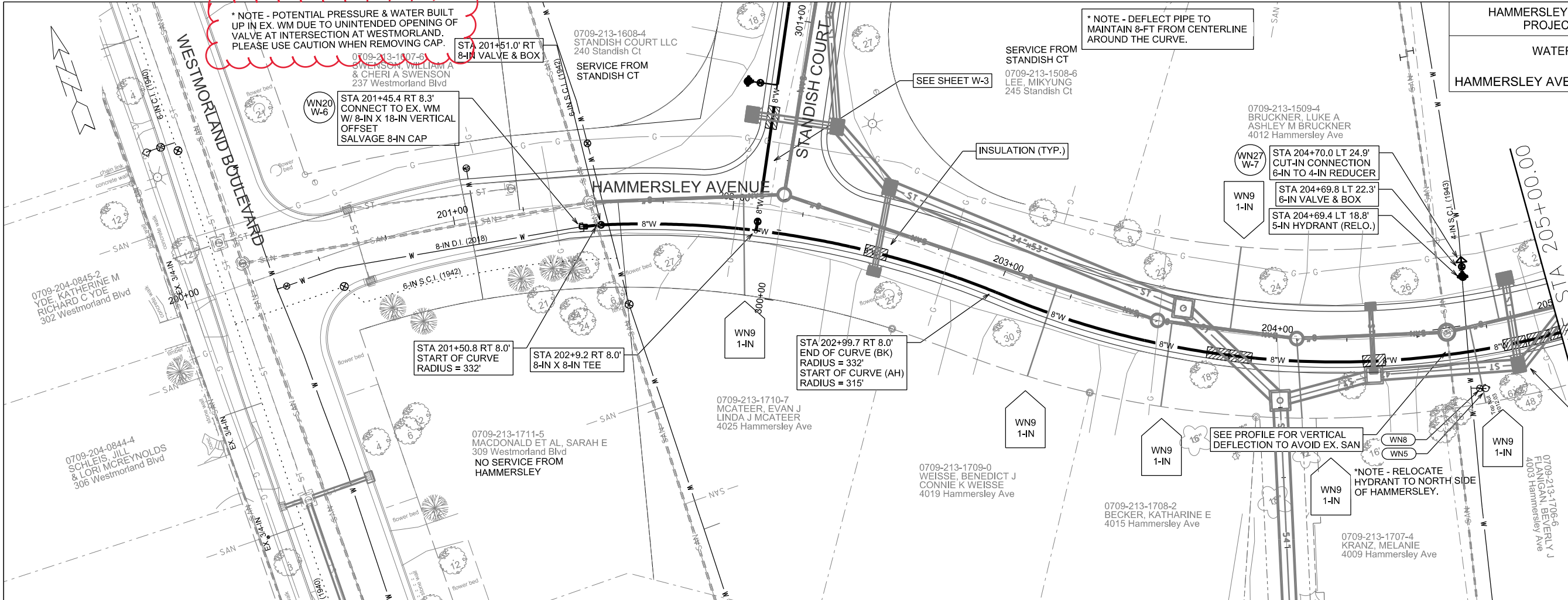
- [1] PIPE PLIGS TO BE PAID FOR UNDER BID ITEM 20336
- [2] PRIVATE UTILITY IN CONFLICT WITH STORM, CONTRACTOR TO COORDINATE RELOCATION WITH PRIVATE UTILITY OWNER

WATER PLAN AND PROFILE  
HAMMERSLEY AVE. CITY OF MADISON

**2/8/19 REV - AJS -  
ADDED NOTES WITH  
ADD. CONSTRUCTION  
INFO.**

\* NOTE - FOR SERVICES CROSSING  
STORM SEWER: INSULATE AT  
CROSSINGS AND ENSURE A  
MINIMUM 6-IN CLEARANCE FROM  
BOTTOM OF STORM TO TOP OF  
INSULATION AND MINIMUM 6-IN  
CLEARANCE FROM BOTTOM OF  
INSULATION TO TOP OF WATER  
SERVICE

\* NOTE - MIN. HORIZONTAL  
SEPARATION DISTANCE  
BETWEEN WM & STM MUST  
BE 3-FT MEASURED EDGE  
TO EDGE AND 8-FT  
MEASURED CENTER TO  
CENTER.



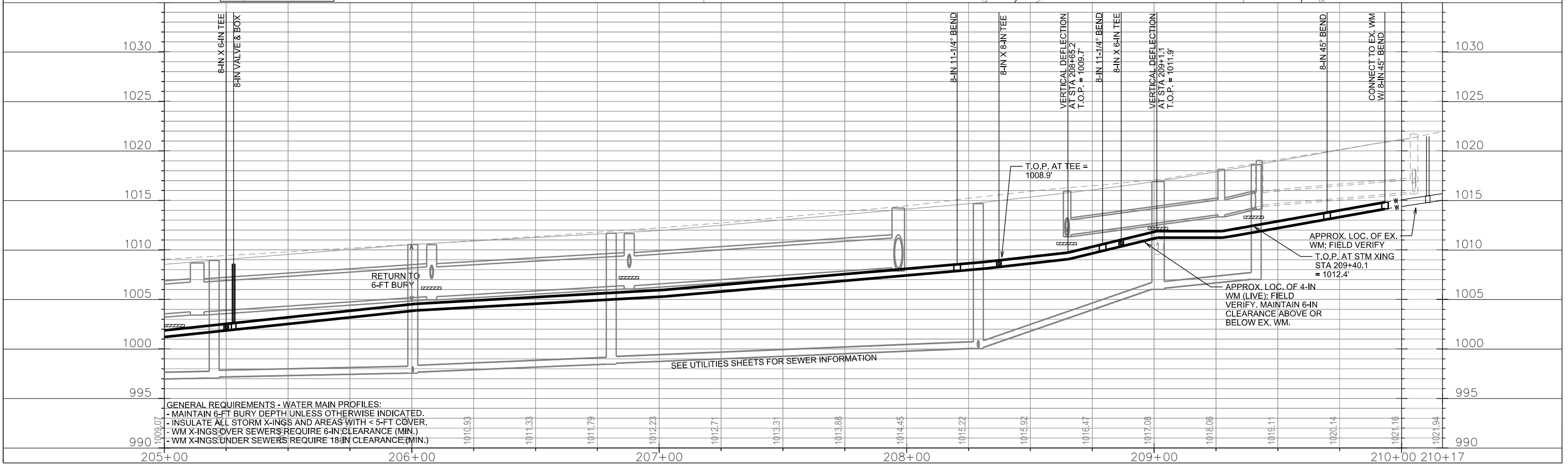
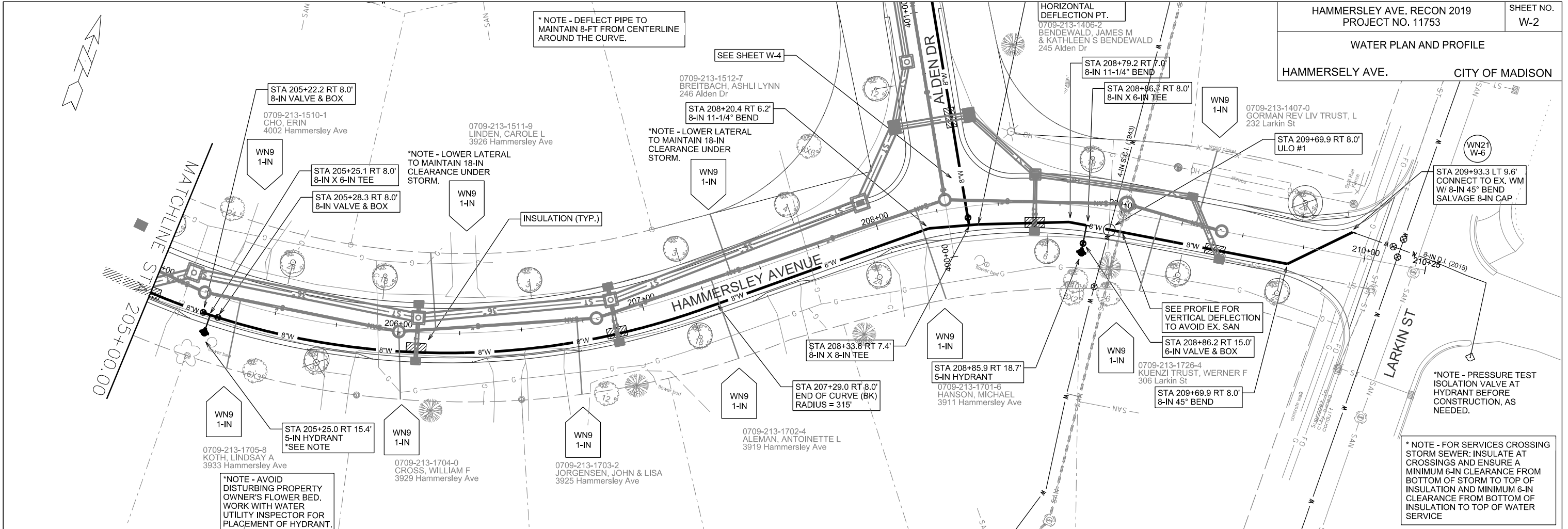
GENERAL REQUIREMENTS - WATER MAIN PROFILES:  
 - MAINTAIN 6-FT BURY DEPTH UNLESS OTHERWISE INDICATED.  
 - INSULATE ALL STORM X-INGS AND AREAS WITH < 5-FT COVER.  
 - WM X-INGS OVER SEWERS REQUIRE 6-IN CLEARANCE (MIN.)  
 - WM X-INGS UNDER SEWERS REQUIRE 18-IN CLEARANCE (MIN.)

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

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

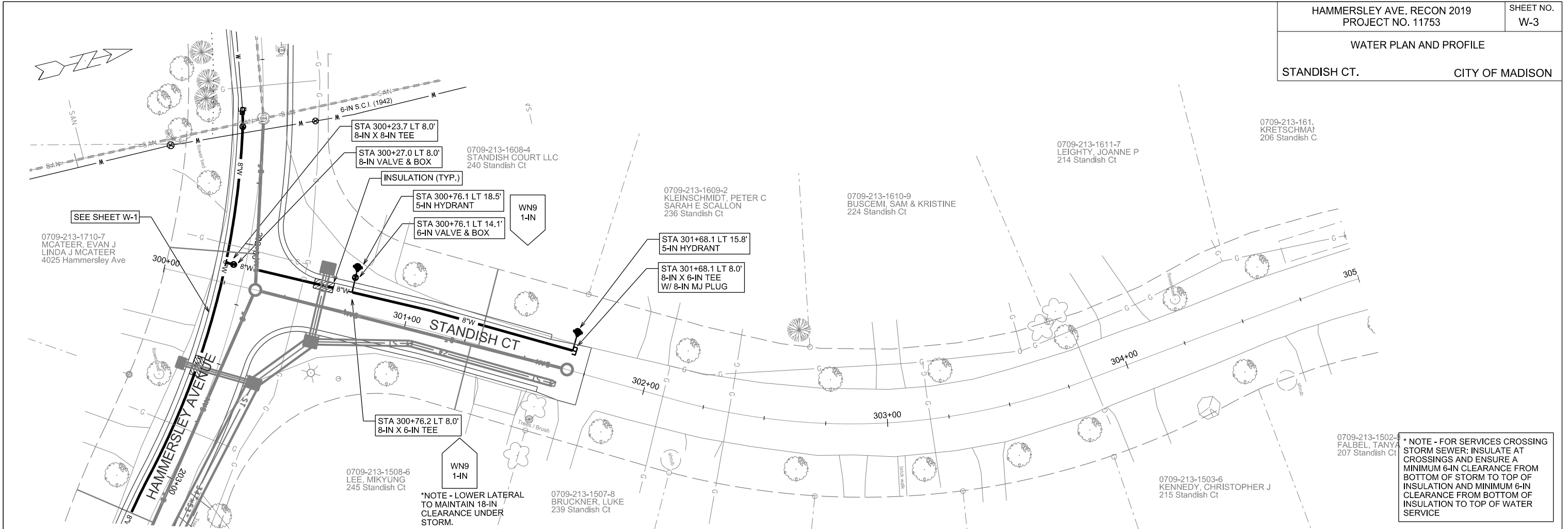
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE  
HAMMERSLEY AVE. CITY OF MADISON

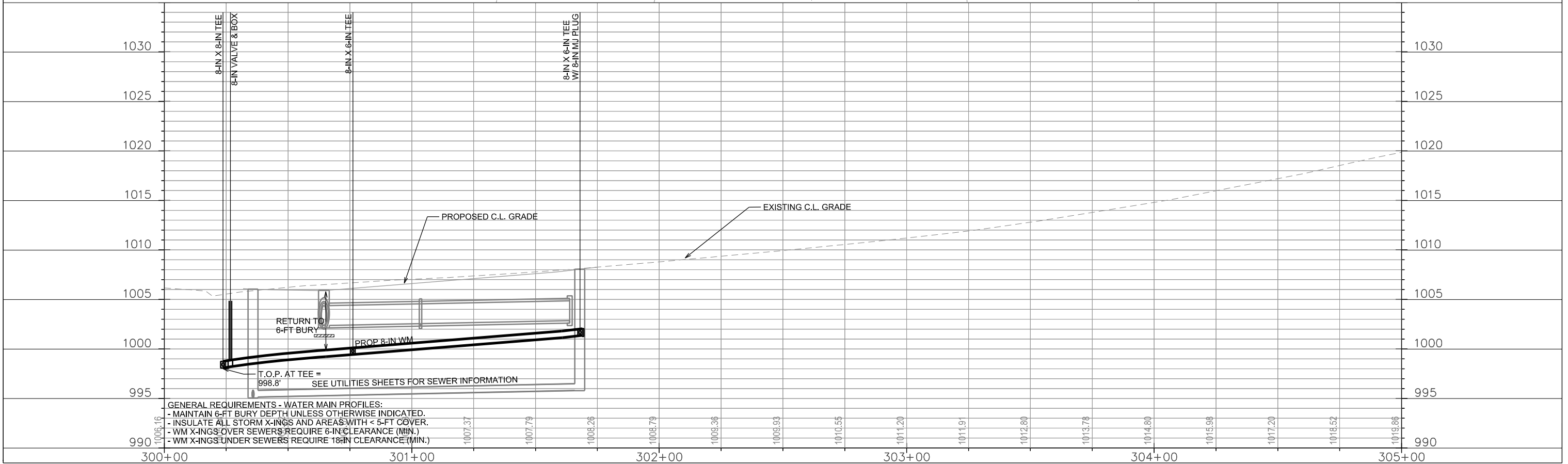




WATER PLAN AND PROFILE  
STANDISH CT. CITY OF MADISON



\* NOTE - FOR SERVICES CROSSING STORM SEWER: INSULATE AT CROSSINGS AND ENSURE A MINIMUM 6-IN CLEARANCE FROM BOTTOM OF STORM TO TOP OF INSULATION AND MINIMUM 6-IN CLEARANCE FROM BOTTOM OF INSULATION TO TOP OF WATER SERVICE



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: \_\_\_\_\_

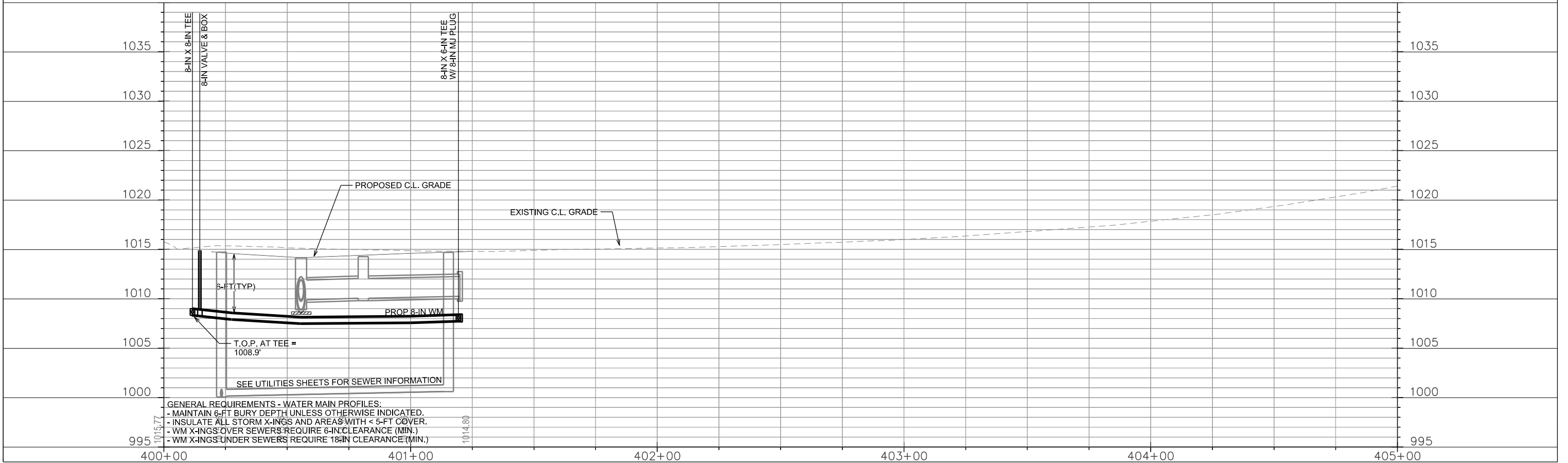
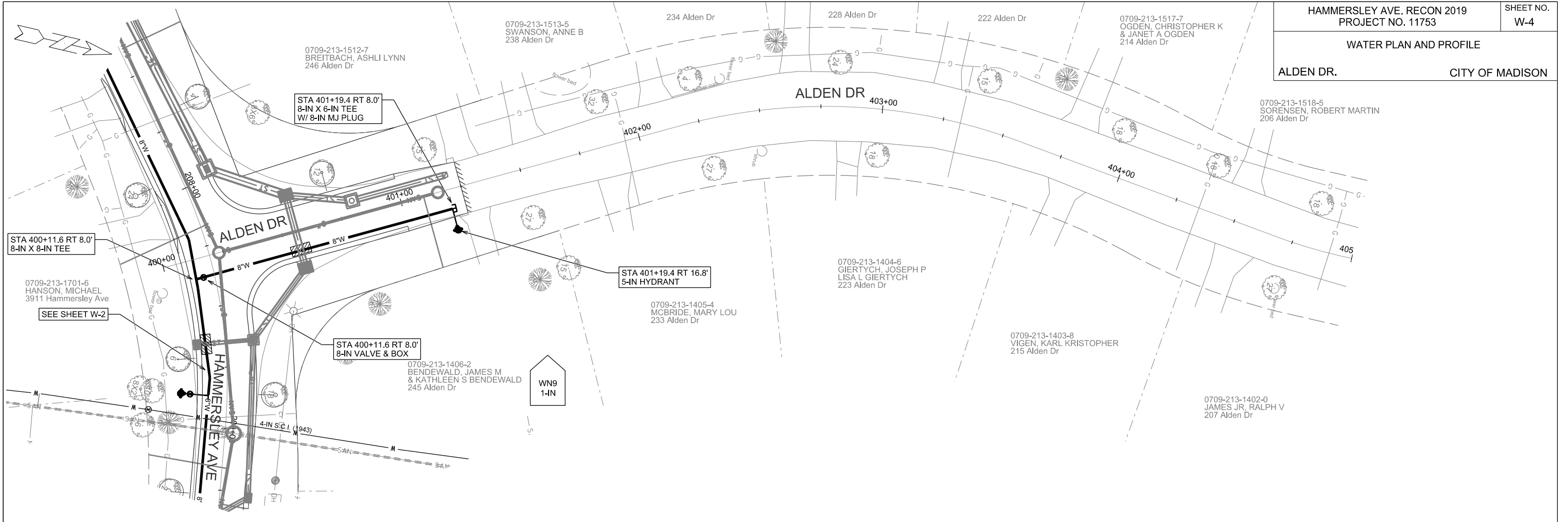
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE

ALDEN DR. CITY OF MADISON



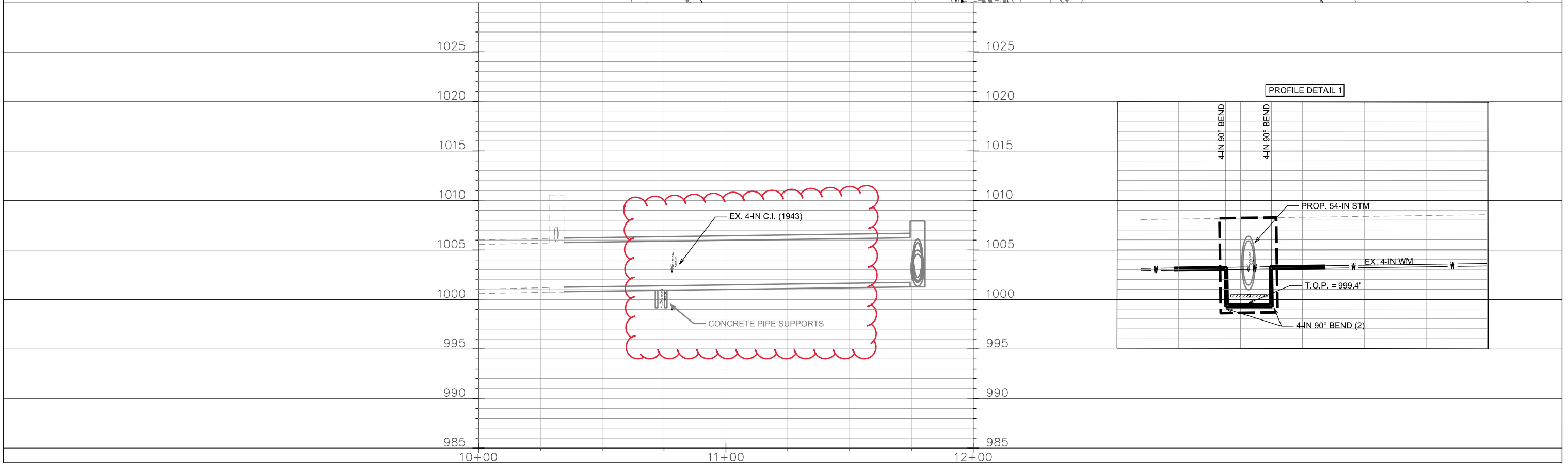
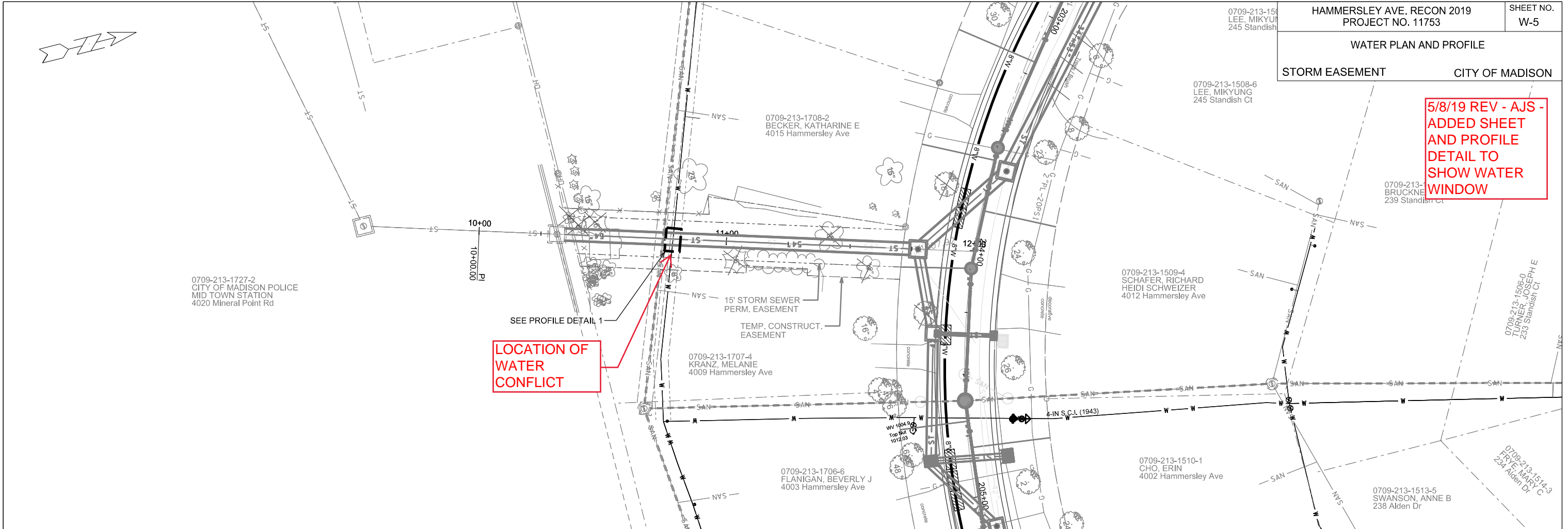
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

5/8/19 REV - AJS -  
 ADDED SHEET  
 AND PROFILE  
 DETAIL TO  
 SHOW WATER  
 WINDOW

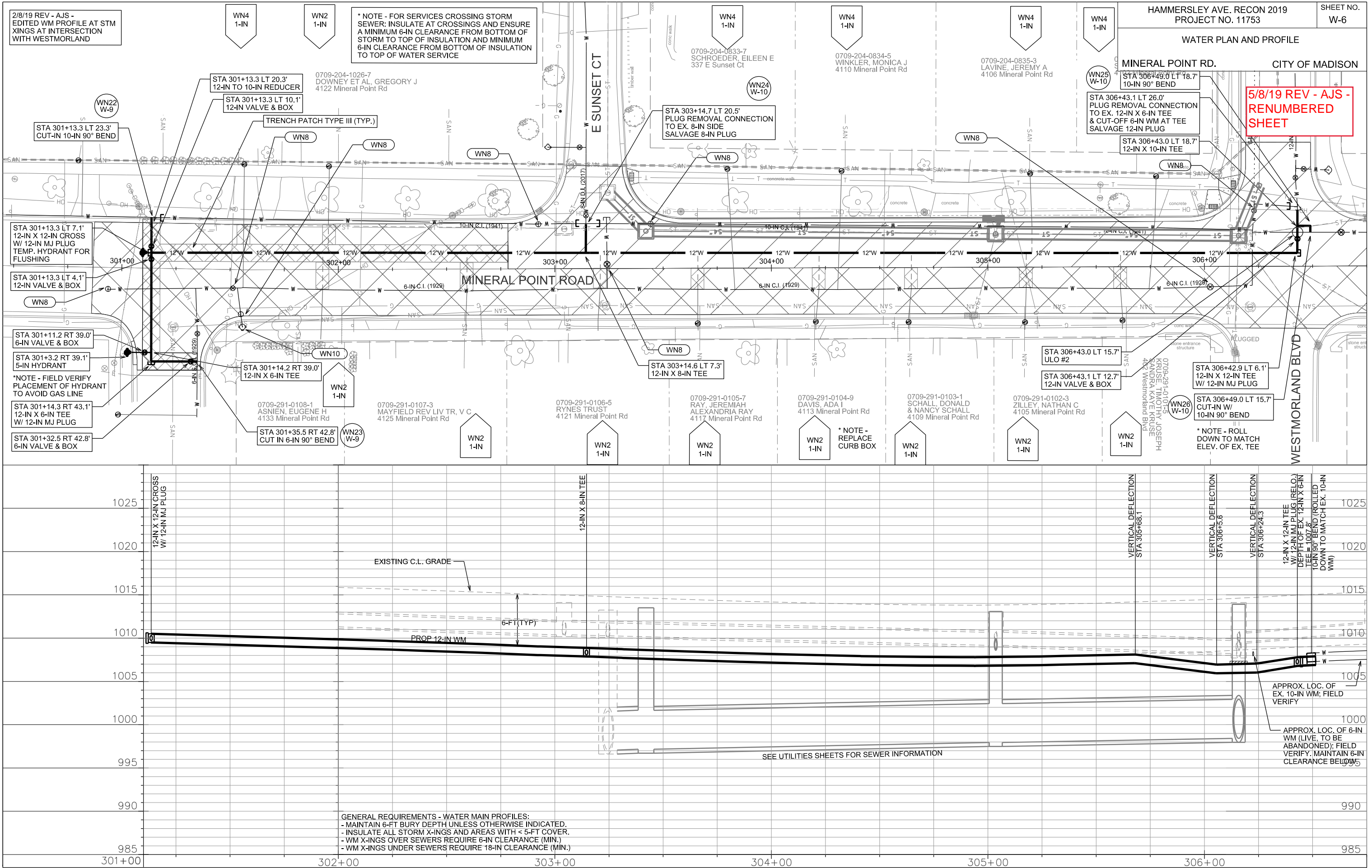


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



WATER PLAN AND PROFILE  
MINERAL POINT RD. CITY OF MADISON

5/8/19 REV - AJS - RENUMBERED SHEET

\* NOTE - FOR SERVICES CROSSING STORM SEWER: INSULATE AT CROSSINGS AND ENSURE A MINIMUM 6-IN CLEARANCE FROM BOTTOM OF STORM TO TOP OF INSULATION AND MINIMUM 6-IN CLEARANCE FROM BOTTOM OF INSULATION TO TOP OF WATER SERVICE

2/8/19 REV - AJS - EDITED WM PROFILE AT STM XINGS AT INTERSECTION WITH WESTMORLAND

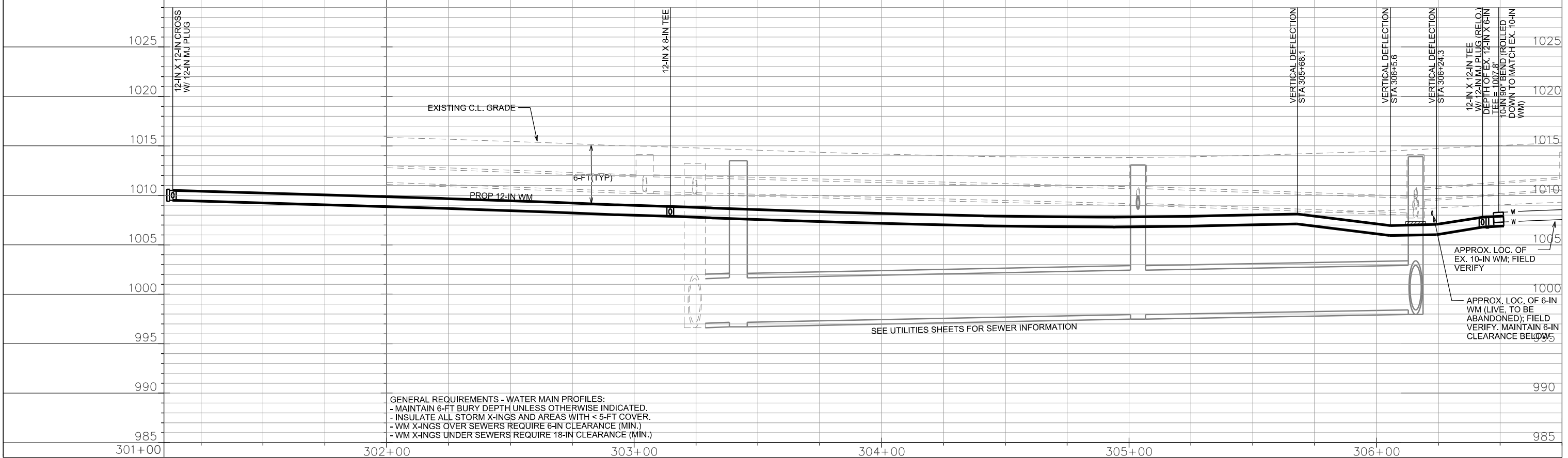
PLOT SCALE: \_\_\_\_\_

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

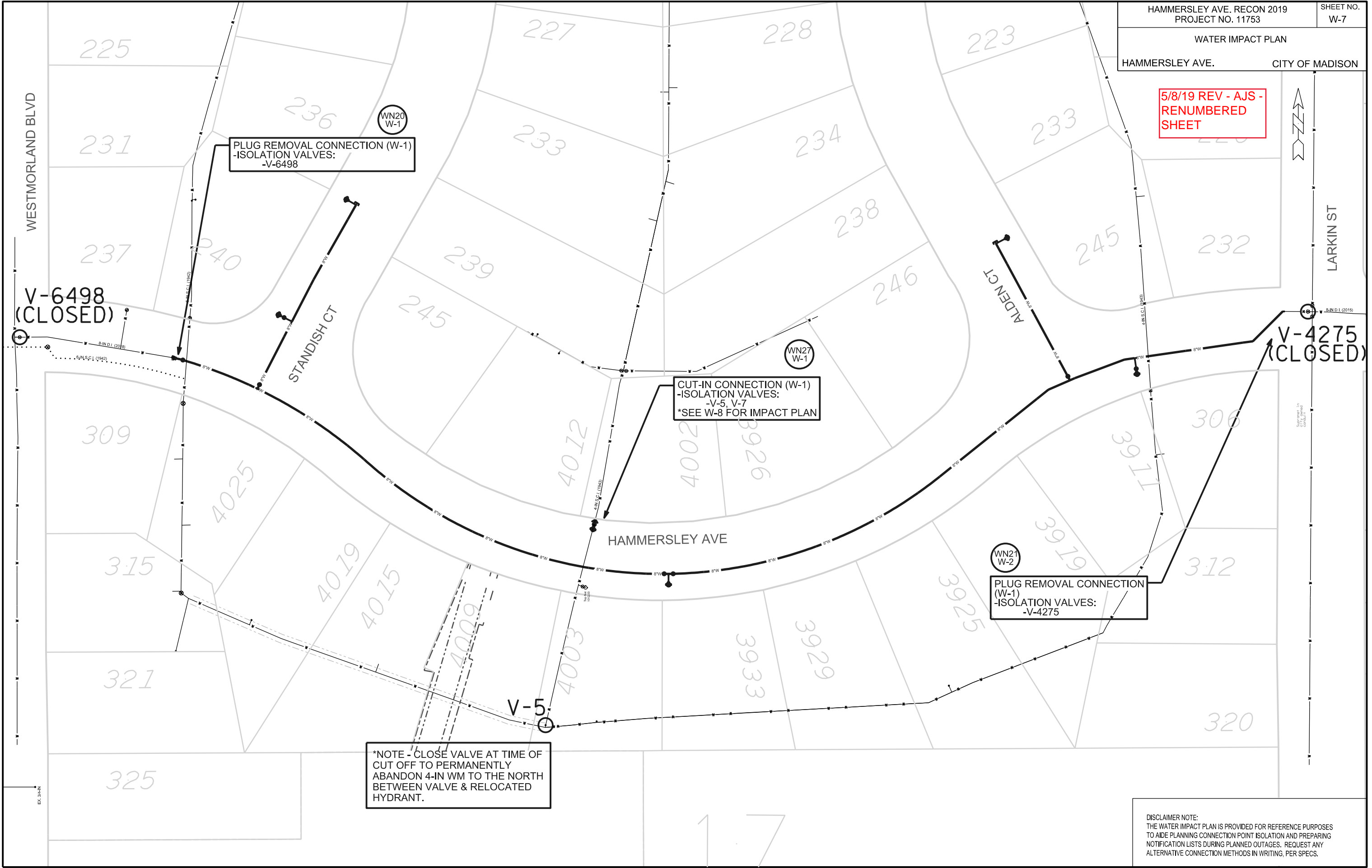
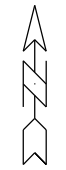
REV. DATE: \_\_\_\_\_

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.)



5/8/19 REV - AJS -  
RENUMBERED  
SHEET



PLUG REMOVAL CONNECTION (W-1)  
-ISOLATION VALVES:  
-V-6498

CUT-IN CONNECTION (W-1)  
-ISOLATION VALVES:  
-V-5, V-7  
\*SEE W-8 FOR IMPACT PLAN

PLUG REMOVAL CONNECTION  
(W-1)  
-ISOLATION VALVES:  
-V-4275

\*NOTE - CLOSE VALVE AT TIME OF  
CUT OFF TO PERMANENTLY  
ABANDON 4-IN WM TO THE NORTH  
BETWEEN VALVE & RELOCATED  
HYDRANT.

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

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

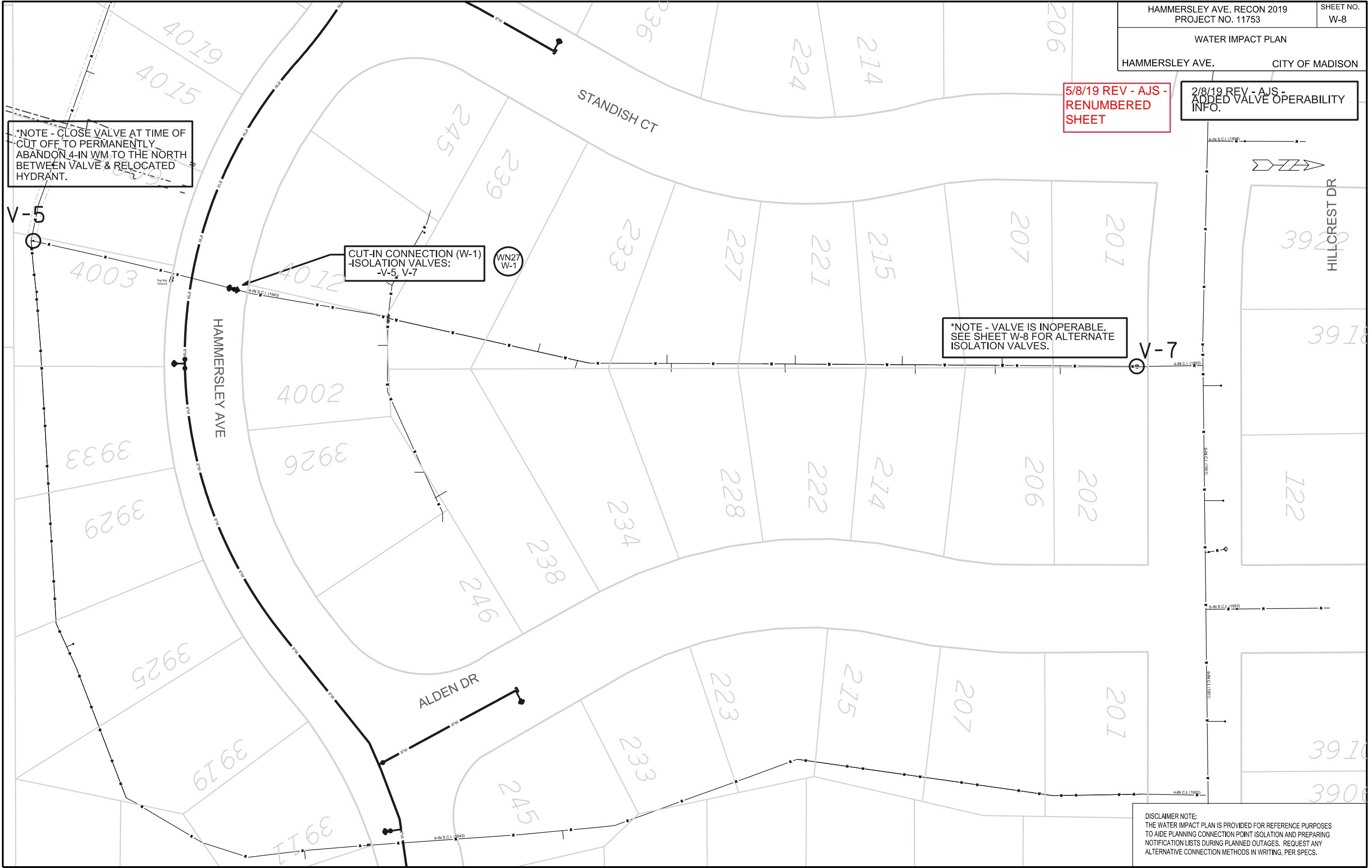
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

5/8/19 REV - AJS -  
RENUMBERED  
SHEET

2/8/19 REV - AJS -  
ADDED VALVE OPERABILITY  
INFO.



\*NOTE - CLOSE VALVE AT TIME OF  
CUT OFF TO PERMANENTLY  
ABANDON 4-IN WM TO THE NORTH  
BETWEEN VALVE & RELOCATED  
HYDRANT.

CUT-IN CONNECTION (W-1)  
-ISOLATION VALVES:  
-V-5, V-7

\*NOTE - VALVE IS INOPERABLE.  
SEE SHEET W-8 FOR ALTERNATE  
ISOLATION VALVES.

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REV. DATE:

PLOT NAME:

PLOT SCALE:

2/8/19 REV - AJS -  
ADDED NEW IMPACT SHEET  
TO ACCOMMODATE VALVE  
OPERABILITY INFO. ON SHEET  
W-8

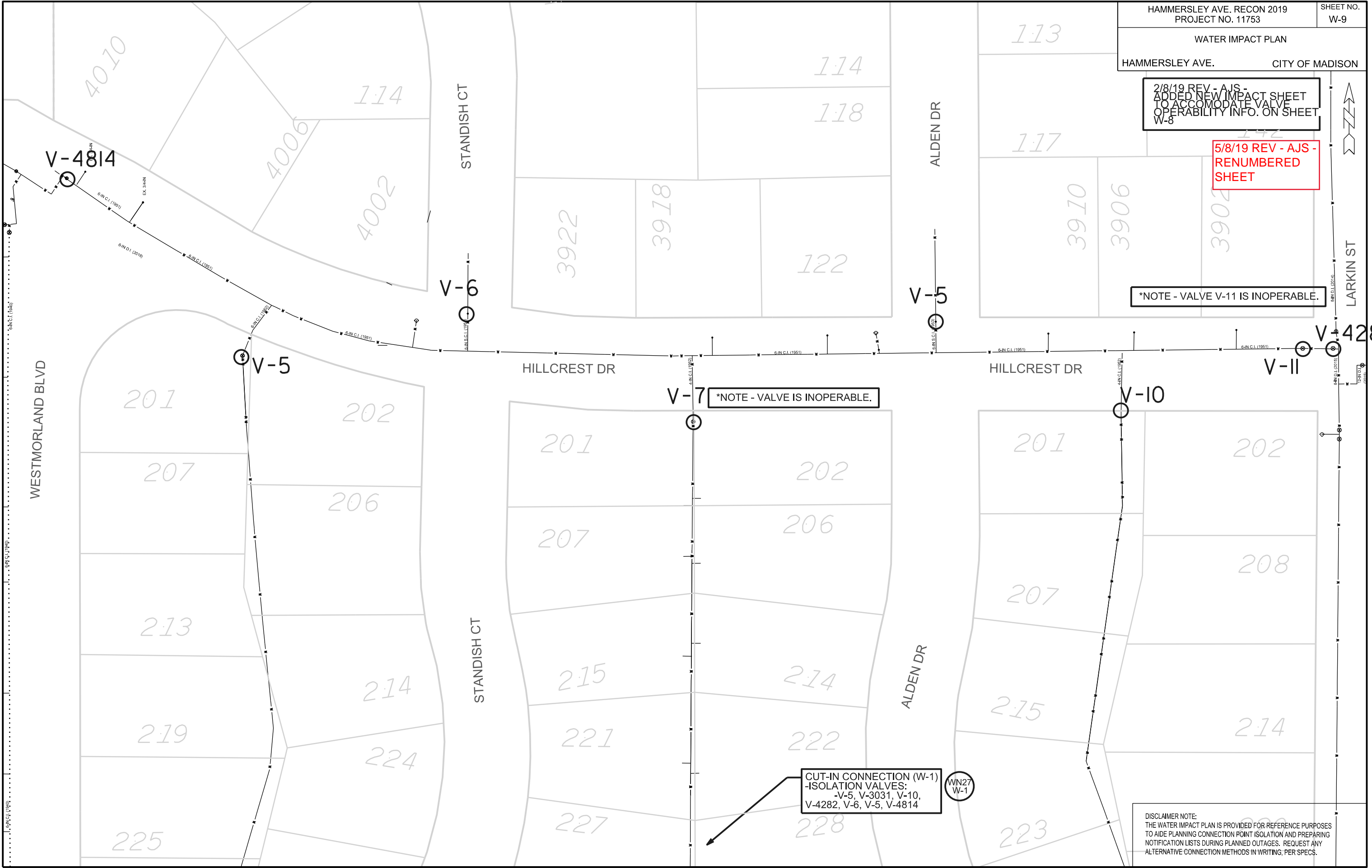
5/8/19 REV - AJS -  
RENUMBERED  
SHEET

\*NOTE - VALVE V-11 IS INOPERABLE.

\*NOTE - VALVE IS INOPERABLE.

CUT-IN CONNECTION (W-1)  
ISOLATION VALVES:  
-V-5, V-3031, V-10,  
V-4282, V-6, V-5, V-4814

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



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

2/8/19 REV - AJS -  
RENUMBERED PAGE

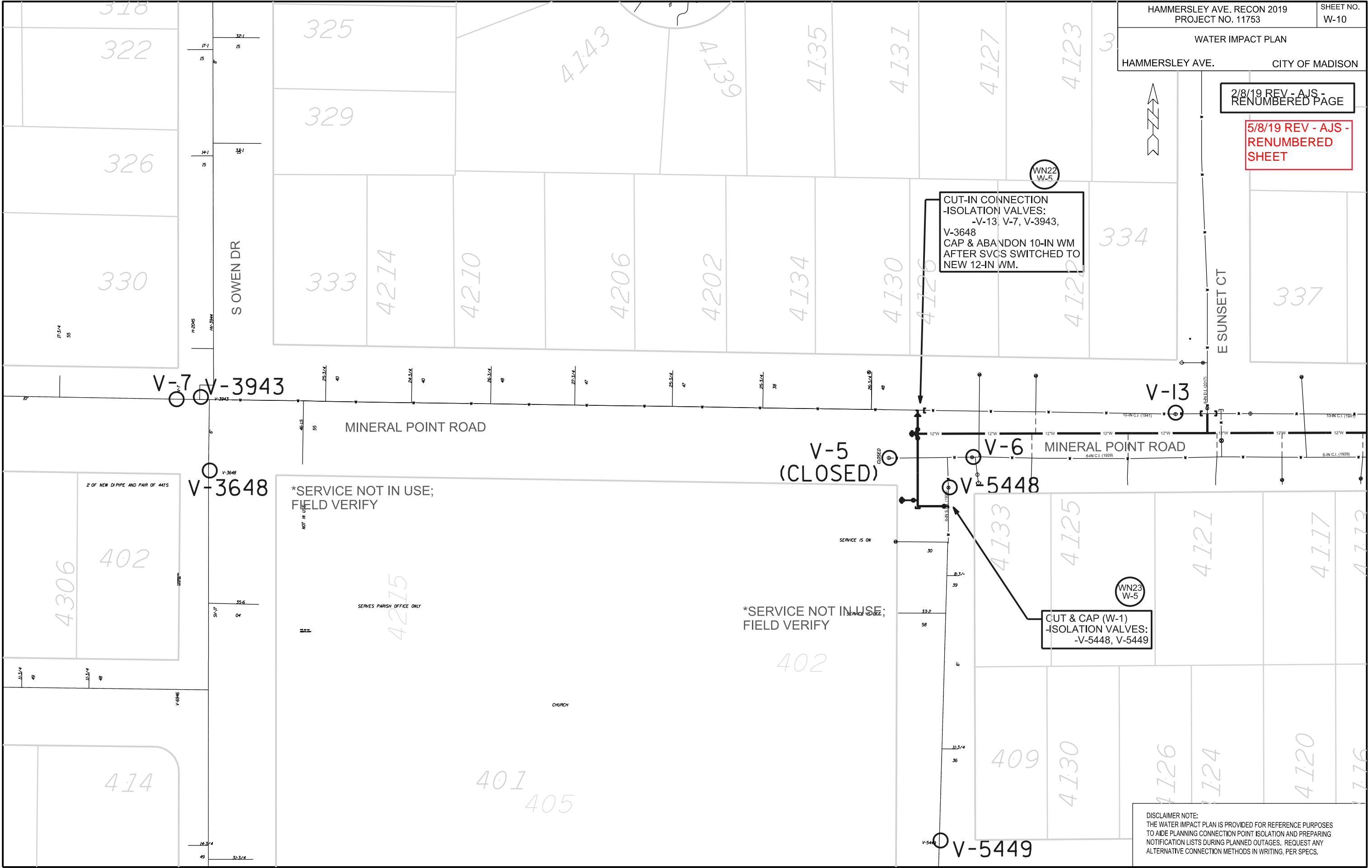
5/8/19 REV - AJS -  
RENUMBERED  
SHEET

CUT-IN CONNECTION  
-ISOLATION VALVES:  
-V-13, V-7, V-3943,  
V-3648  
CAP & ABANDON 10-IN WM  
AFTER SVCS SWITCHED TO  
NEW 12-IN WM.

WN22  
W-5

CUT & CAP (W-1)  
-ISOLATION VALVES:  
-V-5448, V-5449

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



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

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

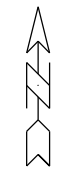
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



2/8/19 REV - AJS -  
RENUMBERED PAGE

5/8/19 REV - AJS -  
RENUMBERED  
SHEET



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLUG REMOVAL  
CONNECTION  
-ISOLATION VALVES:  
-V-13, V-14, V-6077  
CAP & ABANDON 10-IN WM  
AFTER SVCS SWITCHED TO  
NEW 12-IN WM.

WN24  
W-5

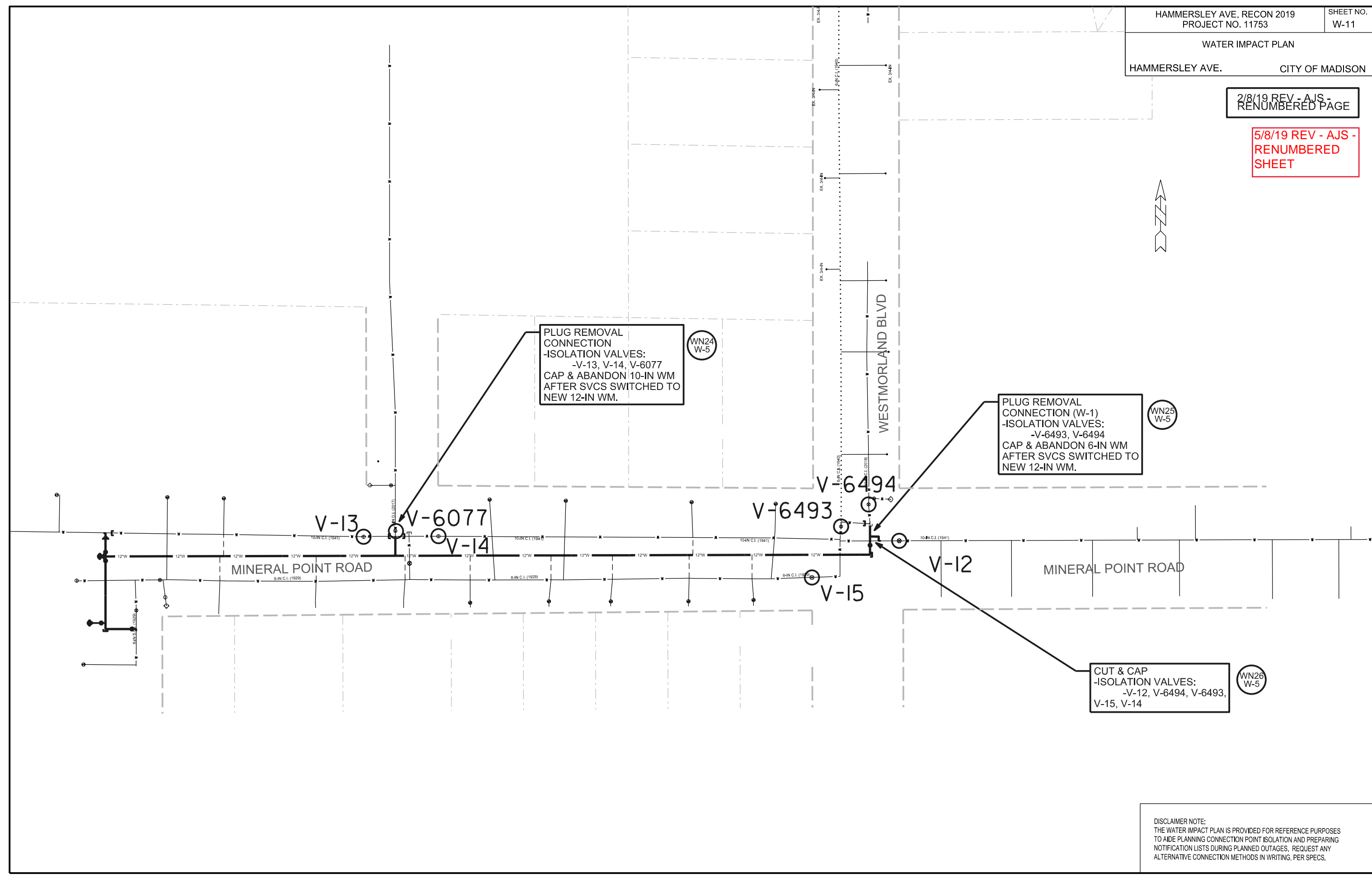
PLUG REMOVAL  
CONNECTION (W-1)  
-ISOLATION VALVES:  
-V-6493, V-6494  
CAP & ABANDON 6-IN WM  
AFTER SVCS SWITCHED TO  
NEW 12-IN WM.

WN25  
W-5

CUT & CAP  
-ISOLATION VALVES:  
-V-12, V-6494, V-6493,  
V-15, V-14

WN26  
W-5

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



**2/8/19 REV - AJS -  
RENUMBERED PAGE**

**5/8/19 REV - AJS -  
UPDATED  
MATERIAL  
COUNT TO  
INCLUDE 4-IN 90-  
DEG BENDS**

**CONSTRUCTION NOTES:**

1. CONSTRUCT NEW WATER MAIN 6.0' BELOW FINISHED GRADE, UNLESS OTHERWISE NOTED. INSULATE MAIN WITH POLYSTYRENE BOARD AT UTILITY CROSSINGS OR OTHER AREAS IDENTIFIED BY ENGINEER AS HAVING INADEQUATE COVER.
2. VERIFY SIZE OF EXISTING WATER SERVICES AND RECONNECT SERVICES AS INDICATED.
3. MINIMIZE DISRUPTION OF SERVICE TO EXISTING CUSTOMERS. NOTIFY PER CONTRACT REQUIREMENTS OF ANY PLANNED WATER OUTAGE.
4. THE EXISTING UTILITIES SHOWN ON THIS PLAN REPRESENT THE BEST INFORMATION AVAILABLE TO THE WATER UTILITY AT THE TIME OF PLAN PREPARATION. CONTRACTOR IS RESPONSIBLE FOR HAVING EACH UTILITY LOCATED PRIOR TO COMMENCING WORK.

- WN1 REPLACE THE EXISTING LEAD SERVICE WITH A NEW COPPER SERVICE.
- WN2 EXTEND AND RECONNECT THE EXISTING COPPER SERVICE TO THE NEW WATER MAIN.
- WN3 EXISTING SERVICE TO BE ABANDONED WHEN THE WATER MAIN IS CUT OFF.
- WN4 DISCONNECT FROM THE OLD WATER MAIN AND RECONNECT THE EXISTING COPPER WATER SERVICE LATERAL TO THE NEW WATER MAIN.
- WN5 RELOCATE THE EXISTING FIRE HYDRANT.
- WN6 ABANDON WATER VALVE ACCESS STRUCTURE.
- WN7 FURNISH AND INSTALL THE NEW TOP SECTION FOR THE WATER ACCESS STRUCTURE.
- WN8 ABANDON THE VALVE BOX.
- WN9 FURNISH THE DITCH, COMPACTION, AND ALL MATERIALS AND LABOR FOR THE INSTALLATION OF NEW SERVICE LATERAL.
- WN10 REMOVE AND SALVAGE EXISTING HYDRANT
- WN11 REPLACE THE EXISTING COPPER SERVICE WITH A COPPER SERVICE
- WN20+ SEE WATER IMPACT PLAN FOR CONNECTION POINT ISOLATION AND WATER SHUT-OFF NOTIFICATION INFORMATION.

**ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:**

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

|                         |                                    |
|-------------------------|------------------------------------|
| 60-FT - 6-IN PIPE       | 1 - 6-IN X 4-IN REDUCER            |
| 1140-FT - 8-IN PIPE     | 1 - 12-IN X 10-IN REDUCER          |
| 20-FT - 10-IN PIPE      |                                    |
| 640-FT - 12-IN PIPE     | 1 - 8-IN X 18-IN OFFSET            |
| 5 - 6-IN VALVE & BOX    | 2 - 8-IN MJ PLUG                   |
| 5 - 8-IN VALVE & BOX    | 3 - 12-IN MJ PLUG                  |
| 3 - 12-IN VALVE & BOX   |                                    |
| 5 - 8-IN X 6-IN TEE     | 5 - 5-IN HYDRANT                   |
| 2 - 8-IN X 8-IN TEE     | 1 - 5-IN HYDRANT (TEMP.)           |
| 2 - 12-IN X 6-IN TEE    |                                    |
| 1 - 12-IN X 8-IN TEE    | 104-FT - 2-IN STYROFOAM INSULATION |
| 1 - 12-IN X 10-IN TEE   | 2160-FT - POLY WRAP                |
| 1 - 12-IN X 12-IN TEE   | 1-IN TO 2-IN COPPER (AS REQ'D)     |
| 1 - 12-IN X 12-IN CROSS |                                    |
| 4 - 4-IN 90° BEND       |                                    |
| 1 - 6-IN 90° BEND       |                                    |
| 3 - 10-IN 90° BEND      |                                    |
| 2 - 8-IN 45° BEND       |                                    |
| 2 - 8-IN 11-1/4° BEND   |                                    |

**ESTIMATE OF MATERIALS SALVAGED:**

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

- 2 - 8-IN MJ CAP
- 1 - 12-IN MJ PLUG

**ESTIMATE OF MATERIALS REUSED:**

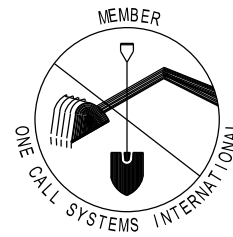
*\* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.*

- 1 - 5-IN HYDRANT

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

CALL DIGGERS HOTLINE  
TOLL FREE  
811 OR 1-800-242-8511  
FAX-A-LOCATE 1-800-338-3860  
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

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

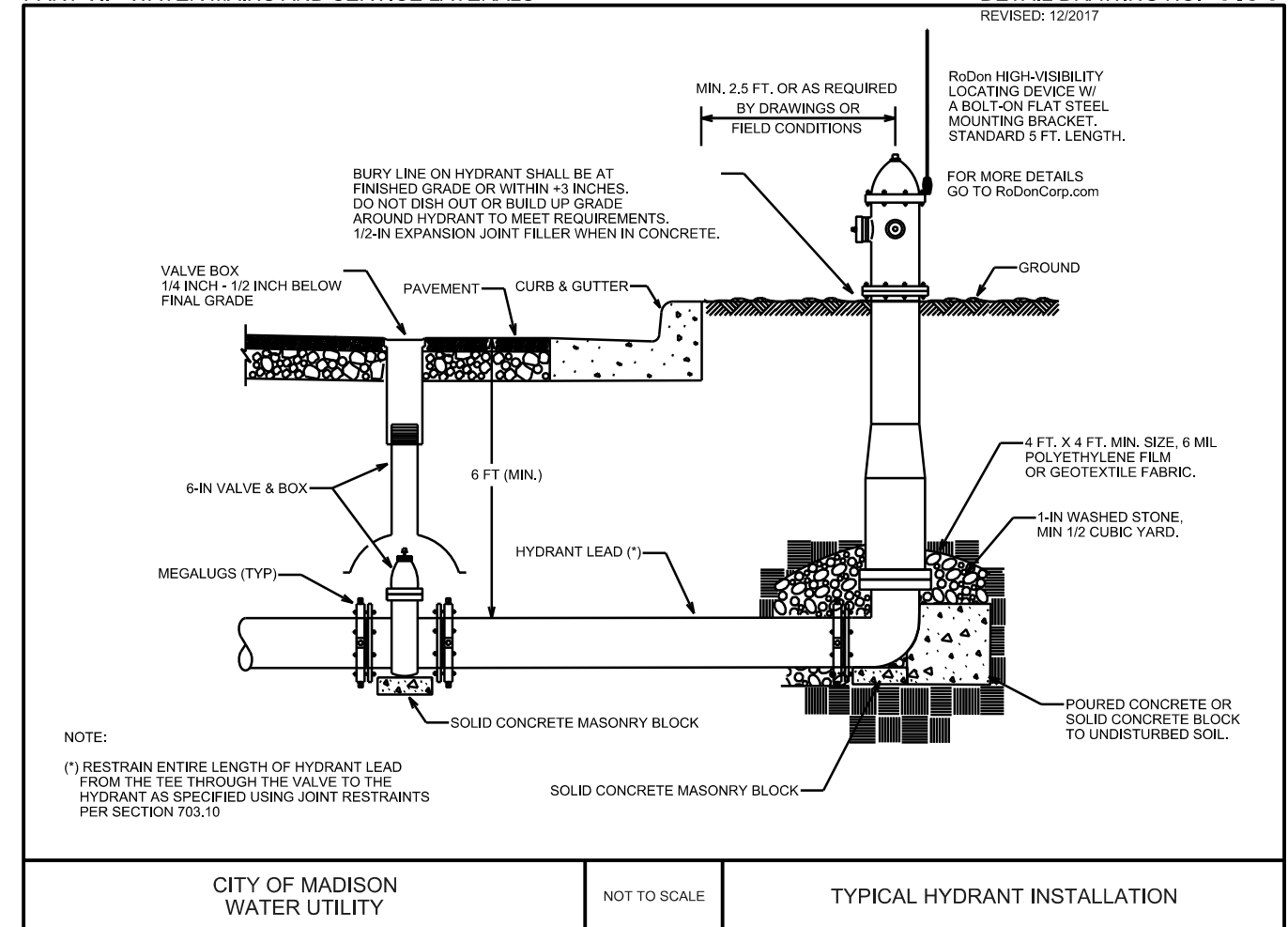


**DISCLAIMER NOTE:**  
UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WORK.

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

**DETAIL DRAWING NO. 7.04**

REVISED: 12/2017



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: \_\_\_\_\_

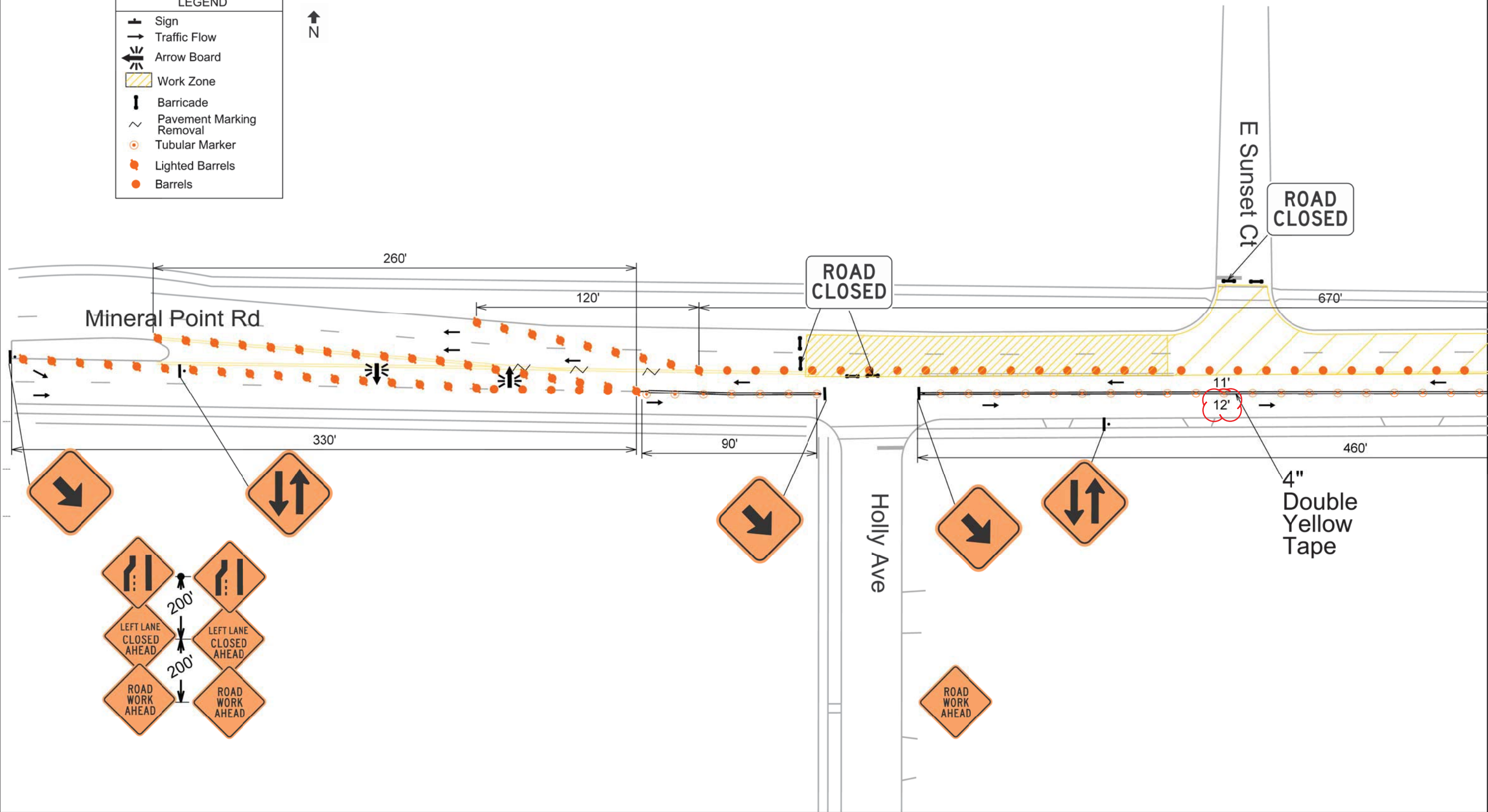
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REVISION 1/4/19 AH  
-changed outside lane width to 12 feet.

| LEGEND |                          |
|--------|--------------------------|
|        | Sign                     |
|        | Traffic Flow             |
|        | Arrow Board              |
|        | Work Zone                |
|        | Barricade                |
|        | Pavement Marking Removal |
|        | Tubular Marker           |
|        | Lighted Barrels          |
|        | Barrels                  |



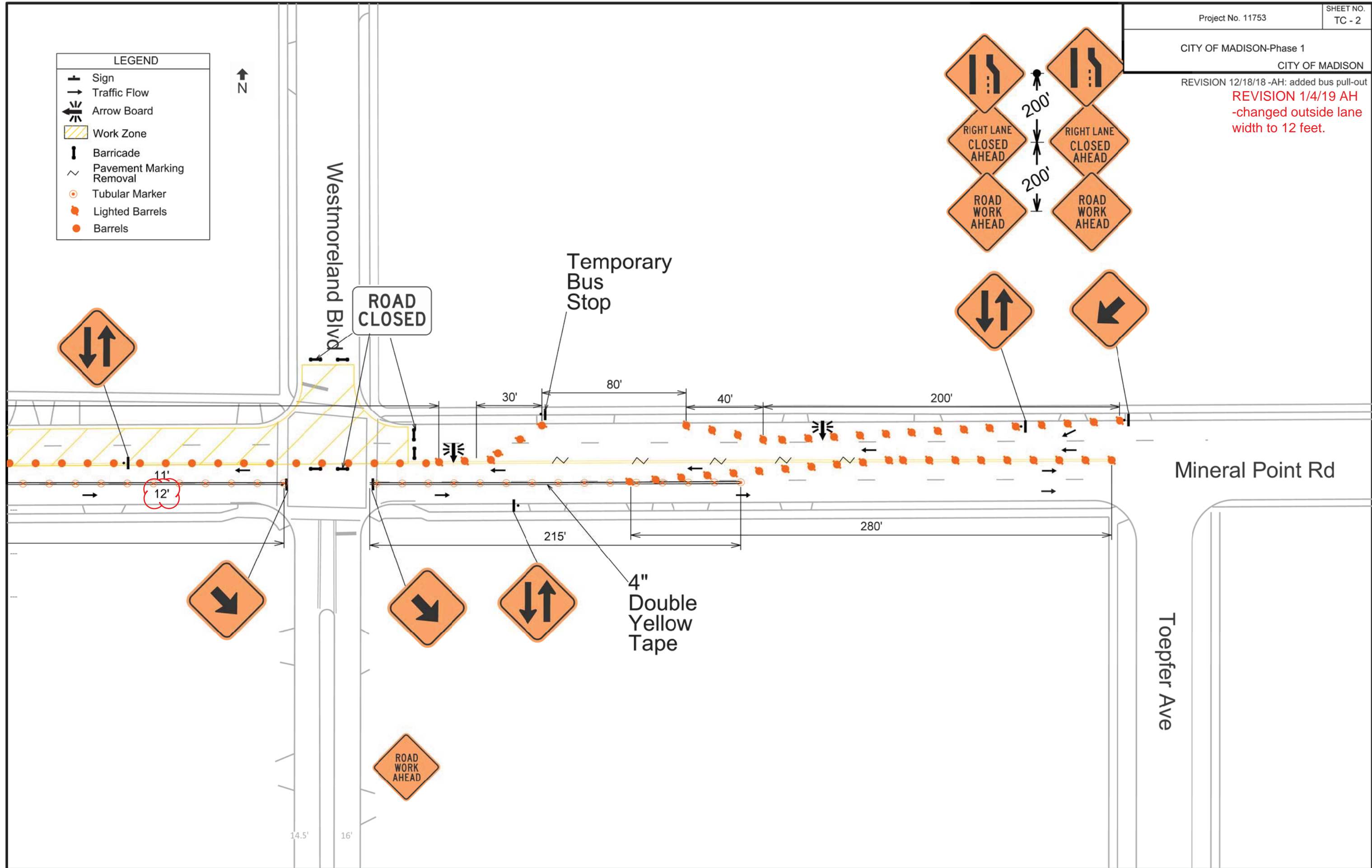
PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_  
REV. DATE: \_\_\_\_\_  
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV. \_\_\_\_\_



| LEGEND |                          |
|--------|--------------------------|
|        | Sign                     |
|        | Traffic Flow             |
|        | Arrow Board              |
|        | Work Zone                |
|        | Barricade                |
|        | Pavement Marking Removal |
|        | Tubular Marker           |
|        | Lighted Barrels          |
|        | Barrels                  |



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

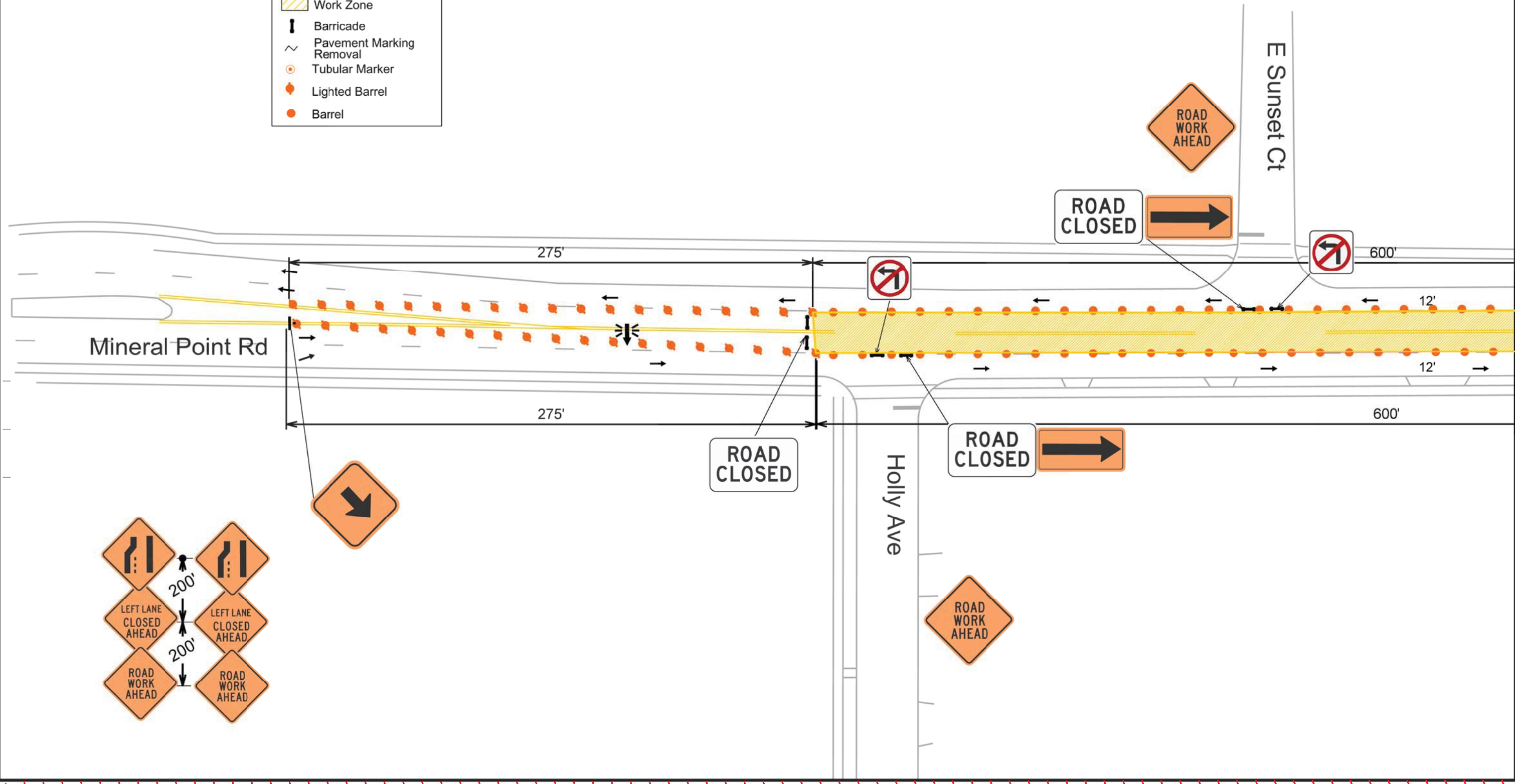


REVISION 1/4/19 AH  
-changed phase 2 to show inbound & outbound inside lanes closed

| LEGEND |                          |
|--------|--------------------------|
|        | Sign                     |
|        | Traffic Flow             |
|        | Arrow Board              |
|        | Work Zone                |
|        | Barricade                |
|        | Pavement Marking Removal |
|        | Tubular Marker           |
|        | Lighted Barrel           |
|        | Barrel                   |



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



REVISION 1/4/19 AH  
-changed phase 2 to show  
inbound & outbound inside  
lanes closed

| LEGEND |                          |
|--------|--------------------------|
|        | Sign                     |
|        | Traffic Flow             |
|        | Arrow Board              |
|        | Work Zone                |
|        | Barricade                |
|        | Pavement Marking Removal |
|        | Tubular Marker           |
|        | Lighted Barrel           |
|        | Barrel                   |

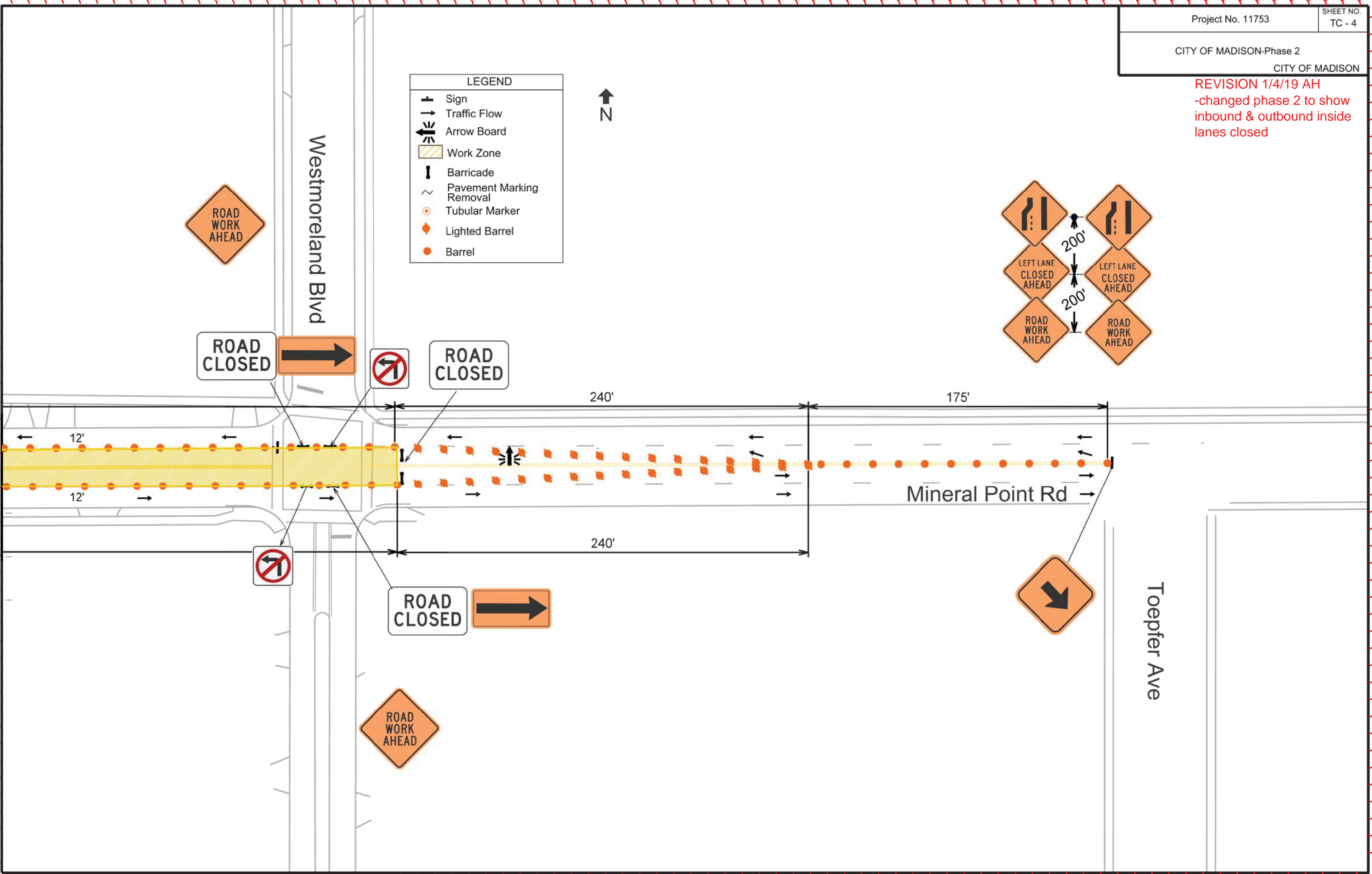


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV. \_\_\_\_\_



REVISION 1/4/19 AH  
-added phase 3  
-changed outside lane width to 12 feet.

| LEGEND |                          |
|--------|--------------------------|
|        | Sign                     |
|        | Traffic Flow             |
|        | Arrow Board              |
|        | Work Zone                |
|        | Barricade                |
|        | Pavement Marking Removal |
|        | Tubular Marker           |
|        | Lighted Barrel           |
|        | Barrel                   |

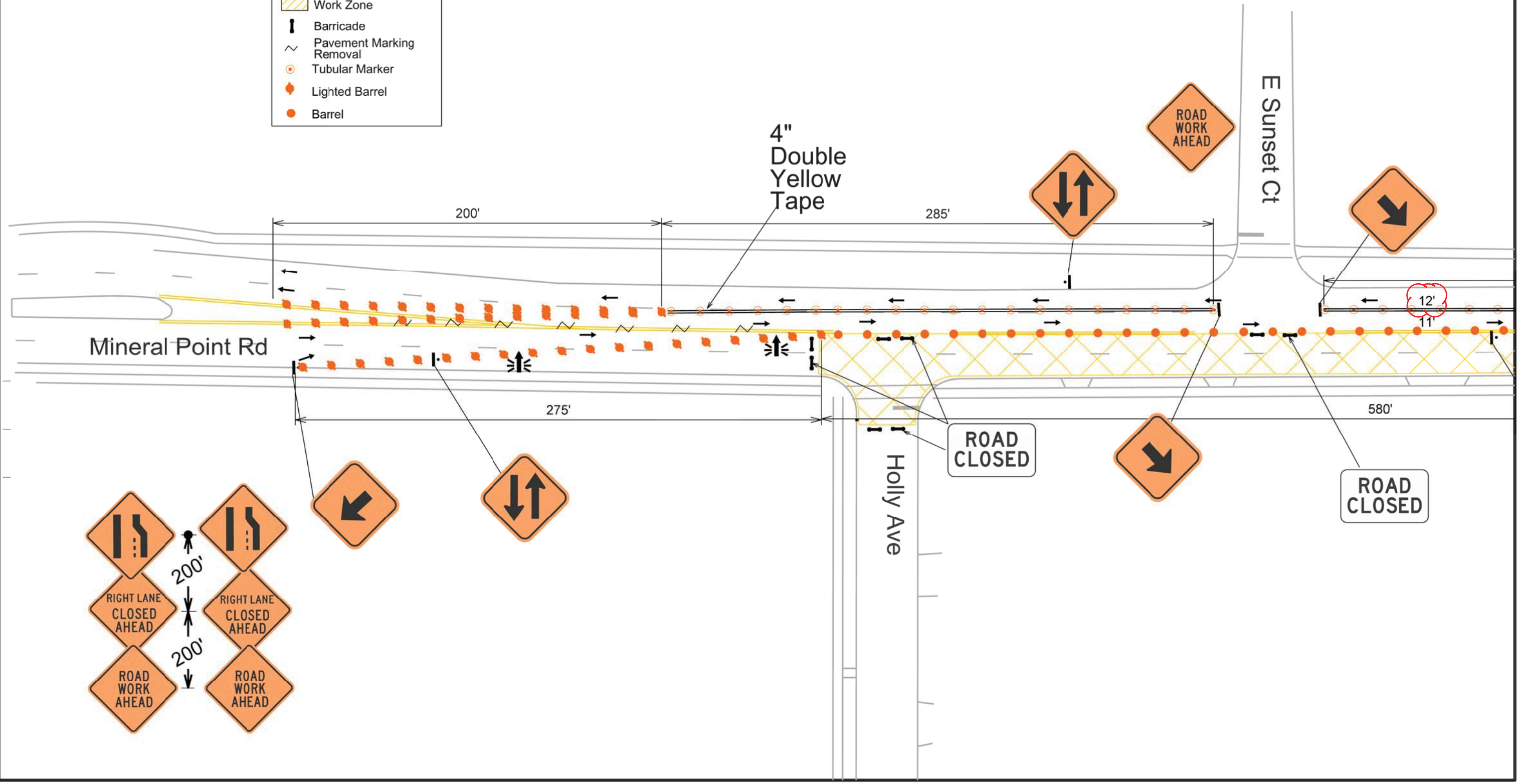


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV. \_\_\_\_\_



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|        | Traffic Flow             |
|        | Arrow Board              |
|        | Work Zone                |
|        | Barricade                |
|        | Pavement Marking Removal |
|        | Tubular Marker           |
|        | Lighted Barrel           |
|        | Barrel                   |

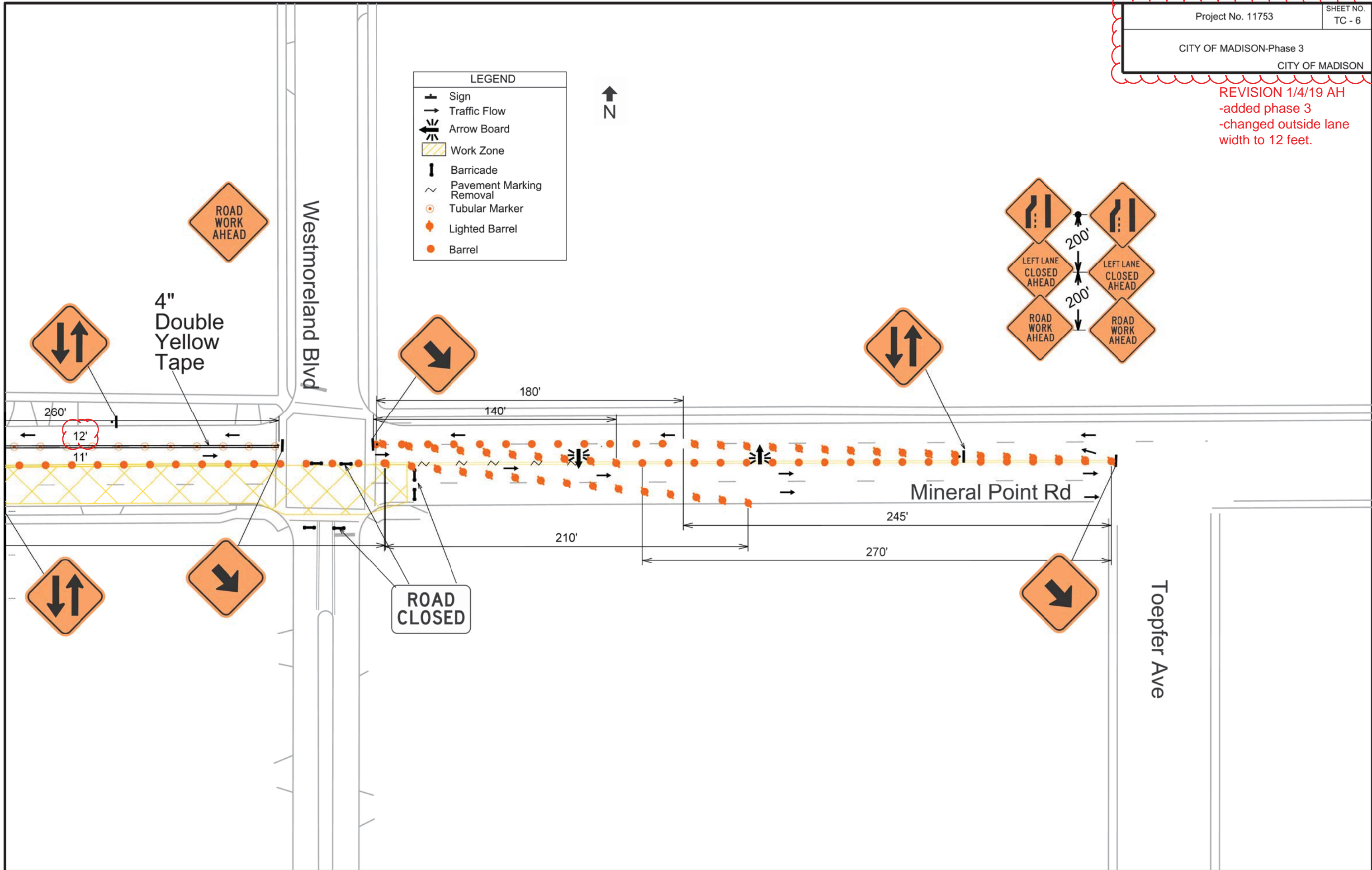


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV. \_\_\_\_\_



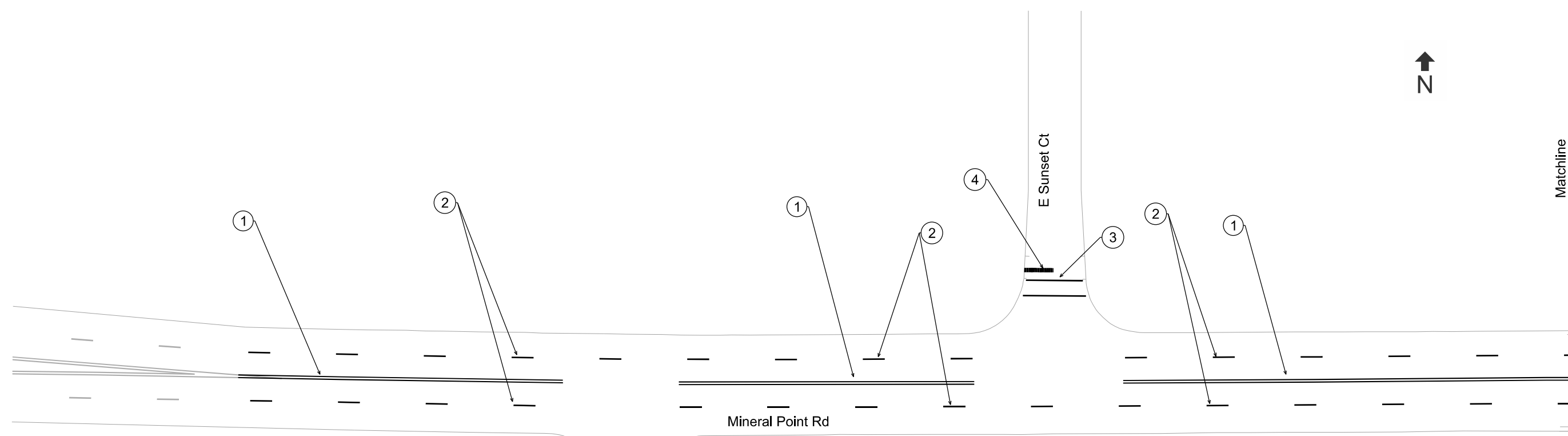


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



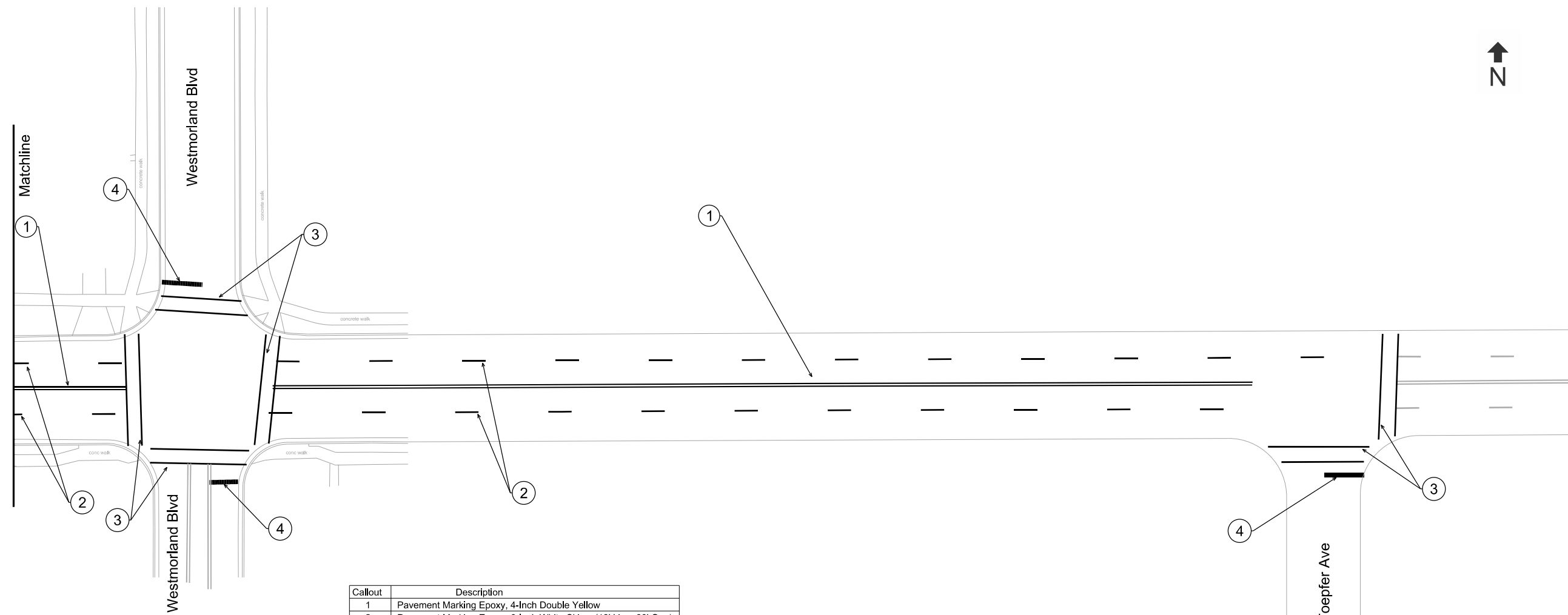
| Callout | Description   |
|---------|---|
| 1       | Pavement Marking Epoxy, 4-Inch Double Yellow                    |
| 2       | Pavement Marking Epoxy, 6-Inch White Skips, (10' Line, 30' Gap) |
| 3       | Pavement Marking Epoxy, Crosswalk, 6-Inch                       |
| 4       | Pavement Marking Epoxy, Stop Line, 24-Inch                      |

PLOT SCALE:

PLOT NAME:

REV. DATE:

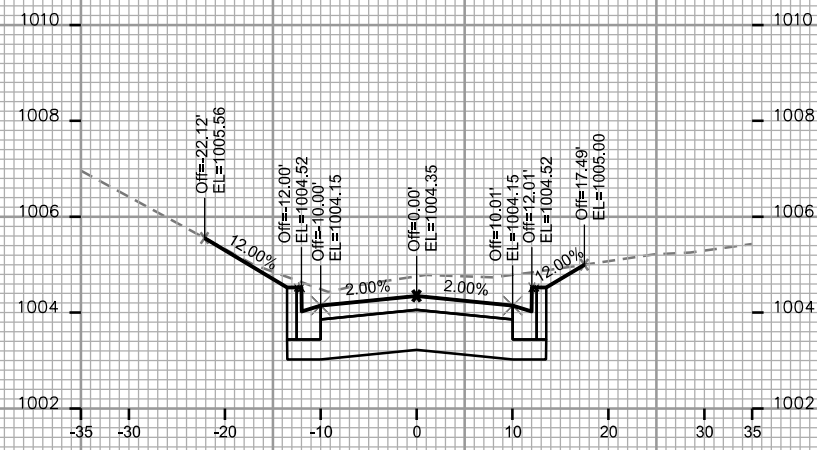
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



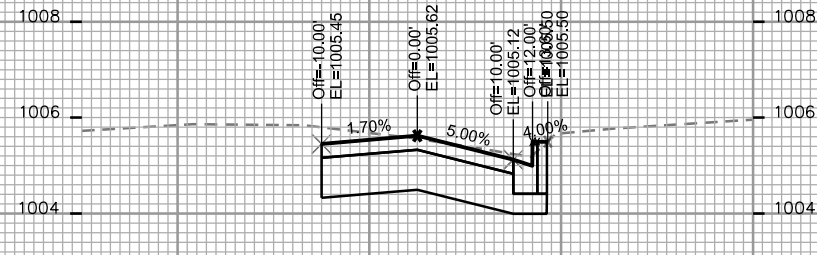
| Callout | Description   |
|---------|---|
| 1       | Pavement Marking Epoxy, 4-Inch Double Yellow                    |
| 2       | Pavement Marking Epoxy, 6-Inch White Skips, (10' Line, 30' Gap) |
| 3       | Pavement Marking Epoxy, Crosswalk, 6-Inch                       |
| 4       | Pavement Marking Epoxy, Stop Line, 24-Inch                      |

CROSS SECTIONS

HAMMERSLEY AVE. CITY OF MADISON



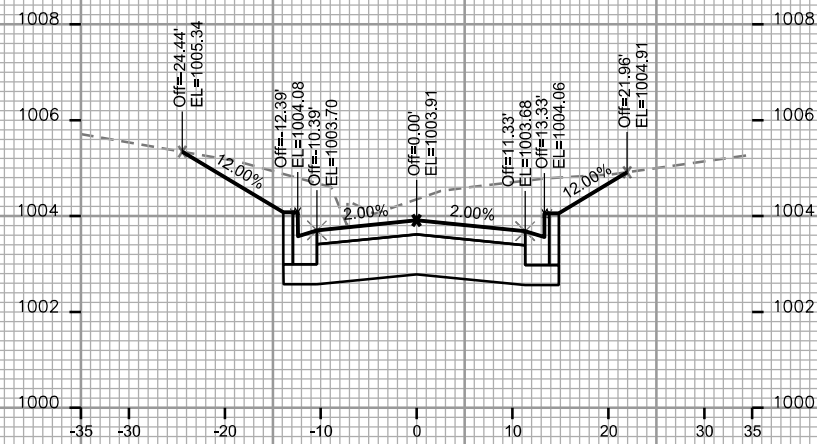
STA. 201+50



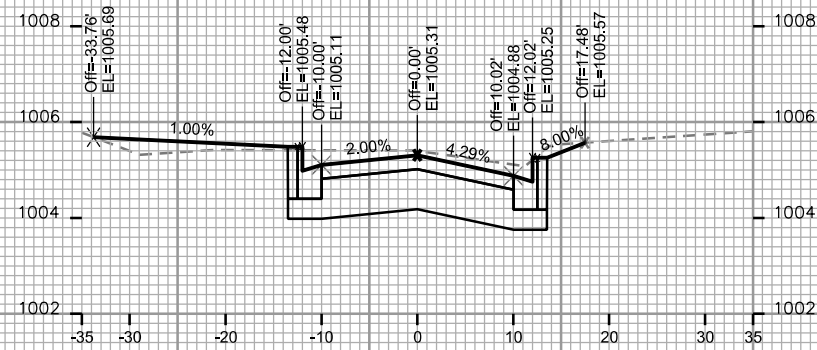
STA. 202+00



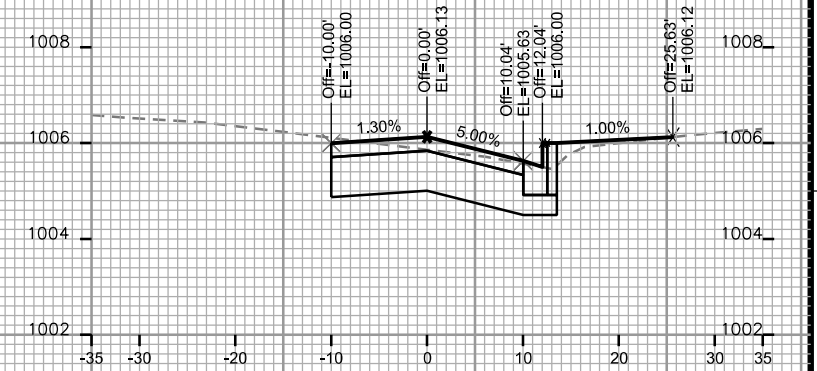
STA. 202+47



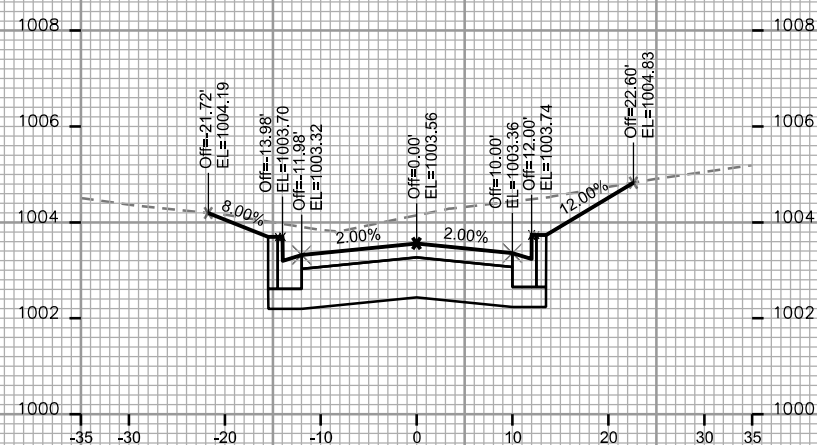
STA. 201+25



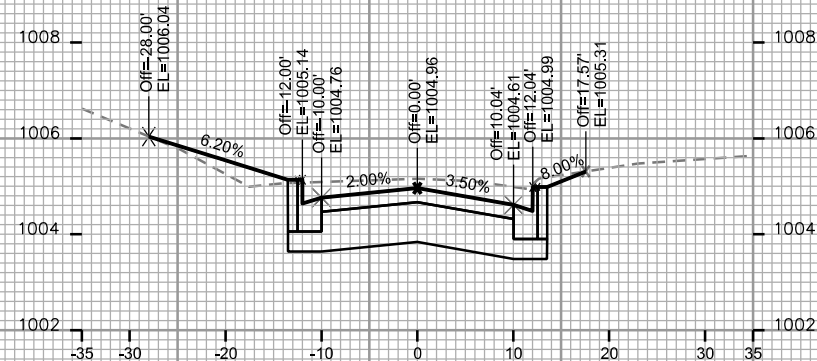
STA. 201+88



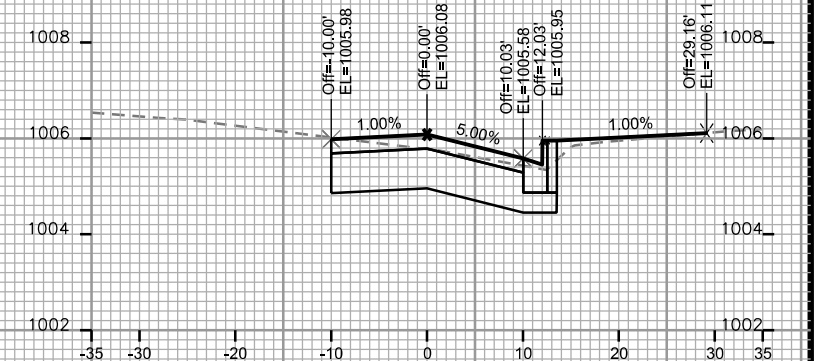
STA. 202+25



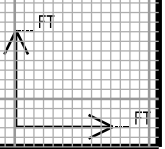
STA. 201+05



STA. 201+75



STA. 202+17



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

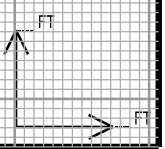
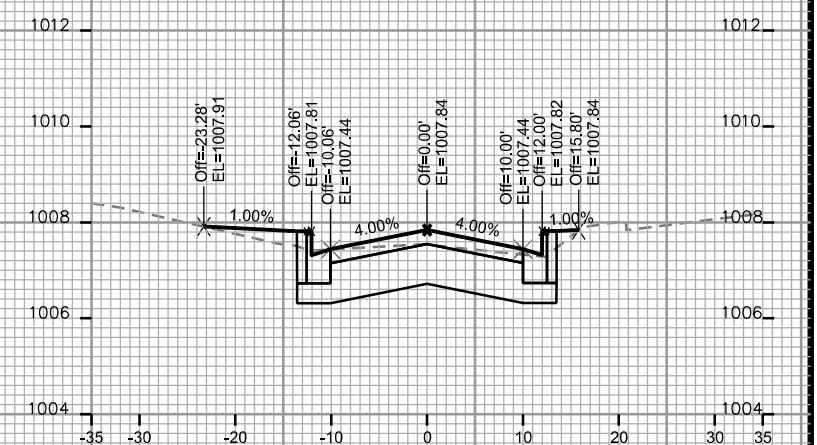
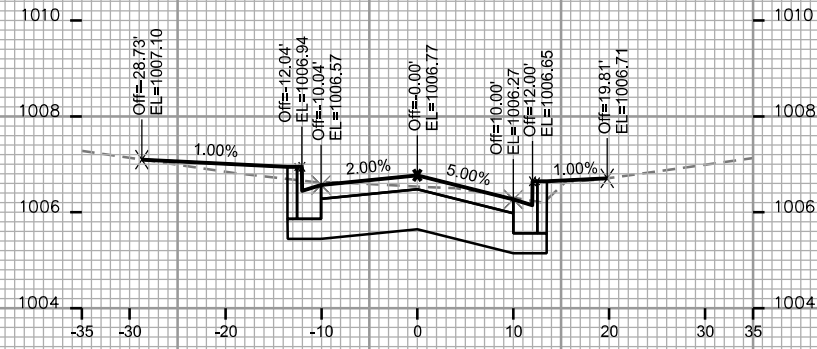
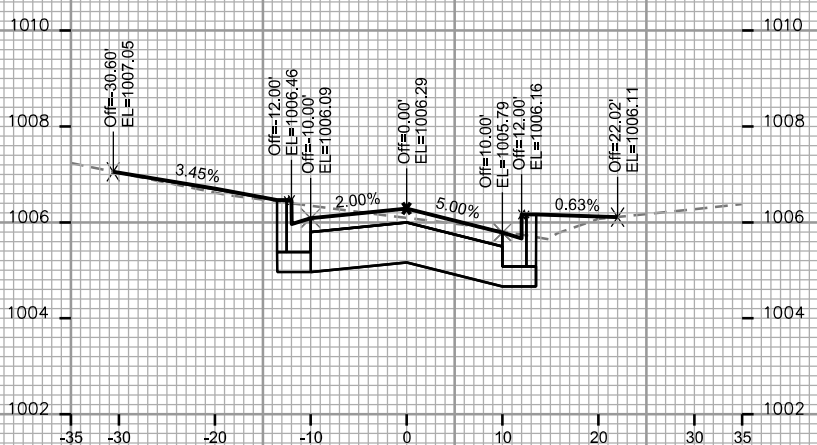
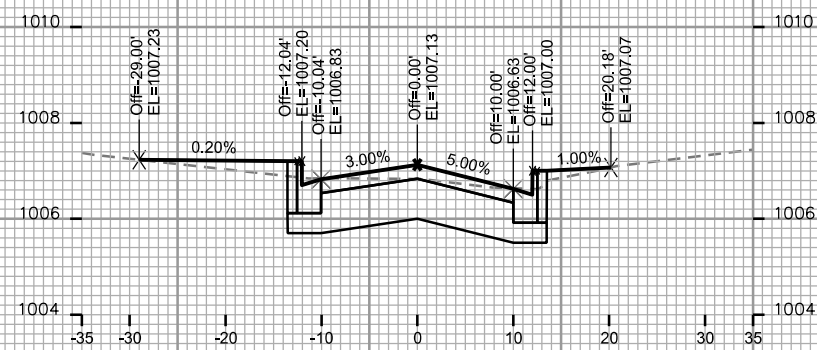
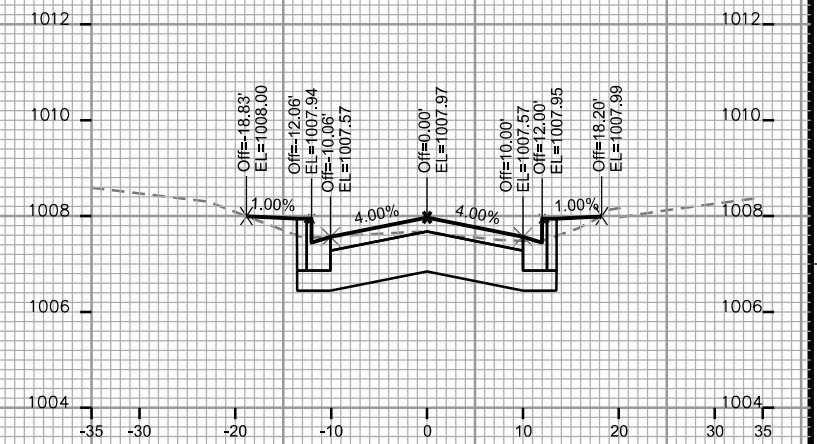
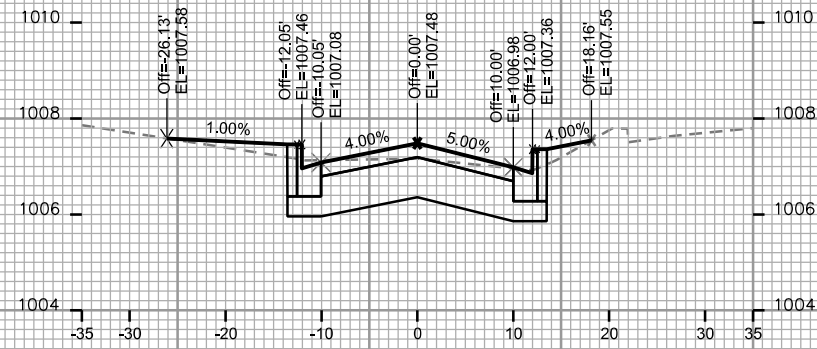
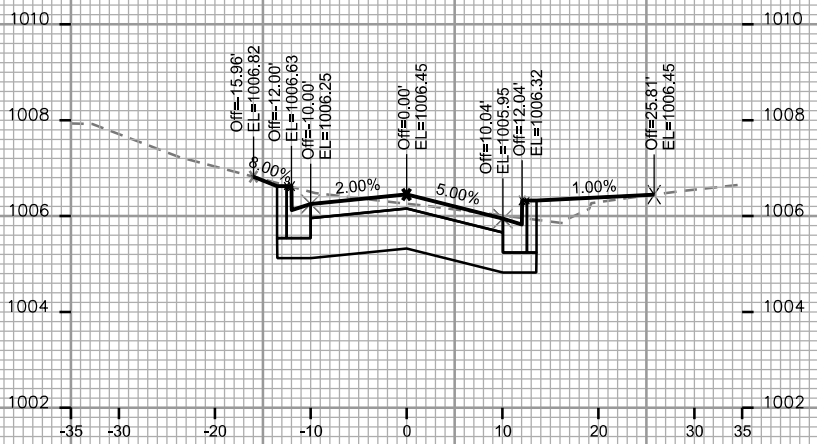
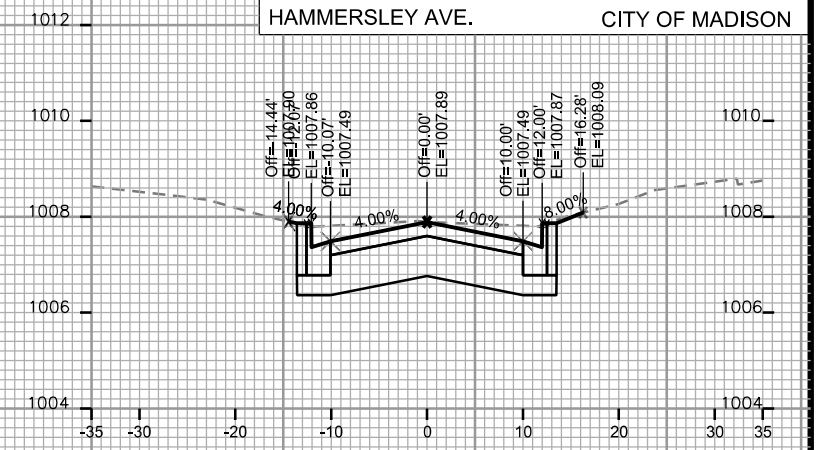
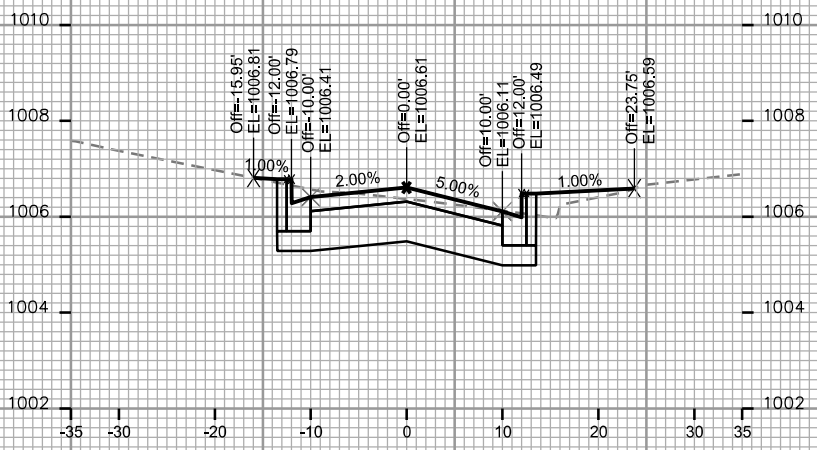
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

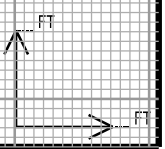
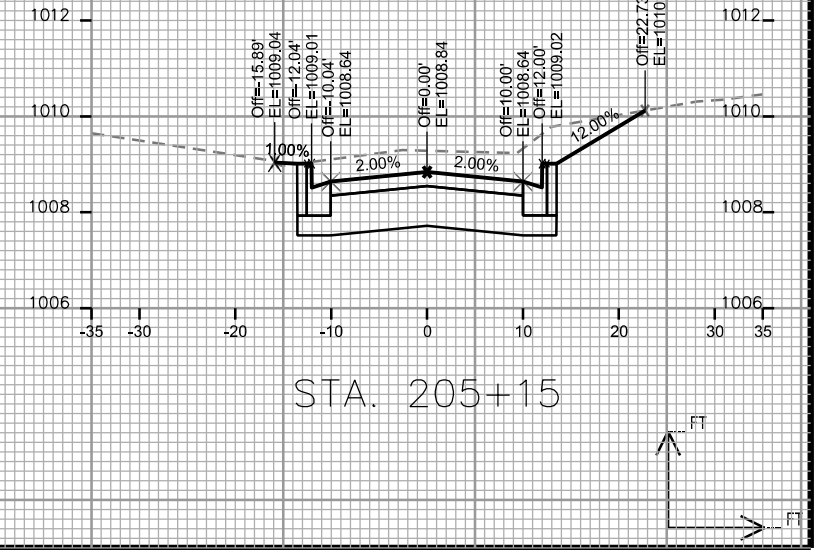
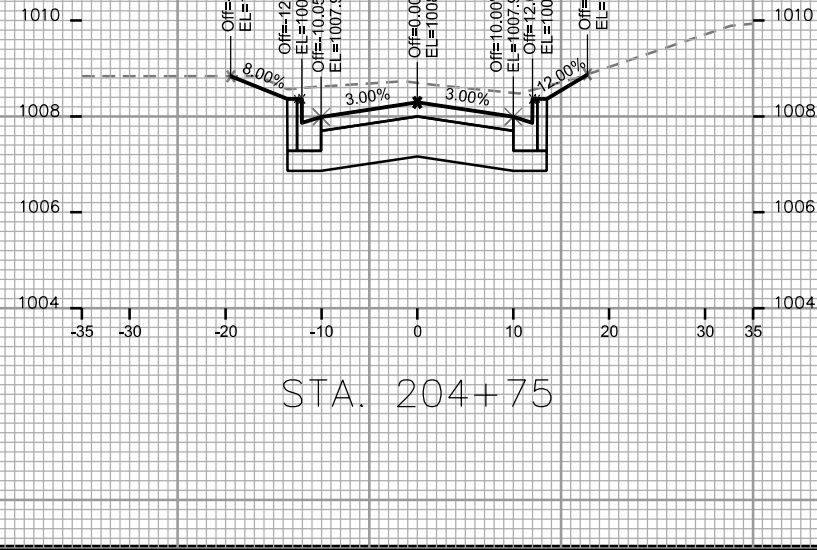
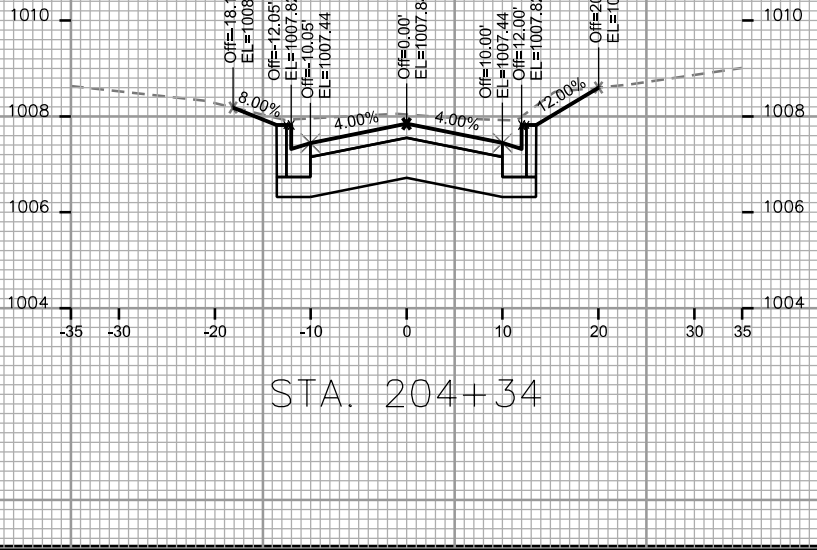
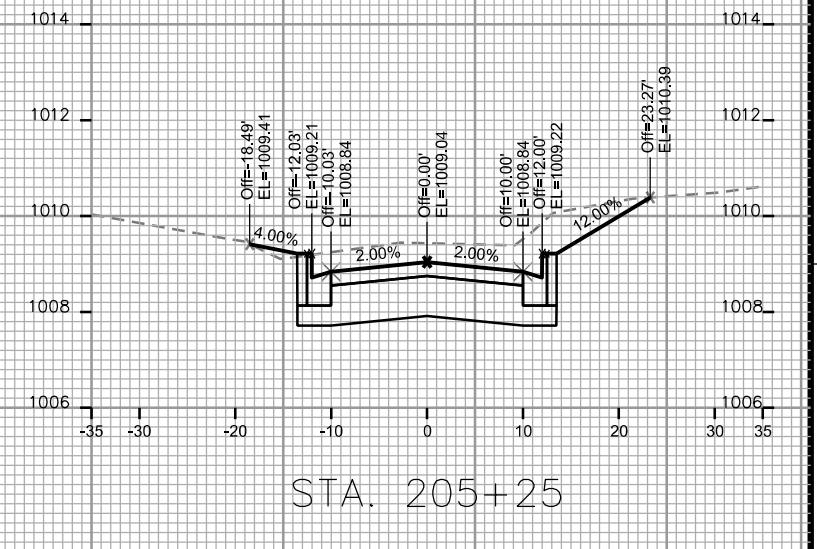
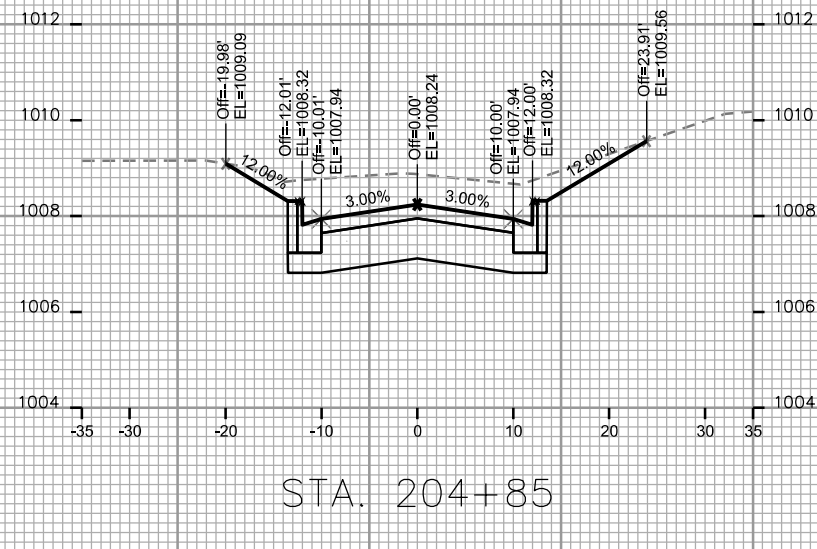
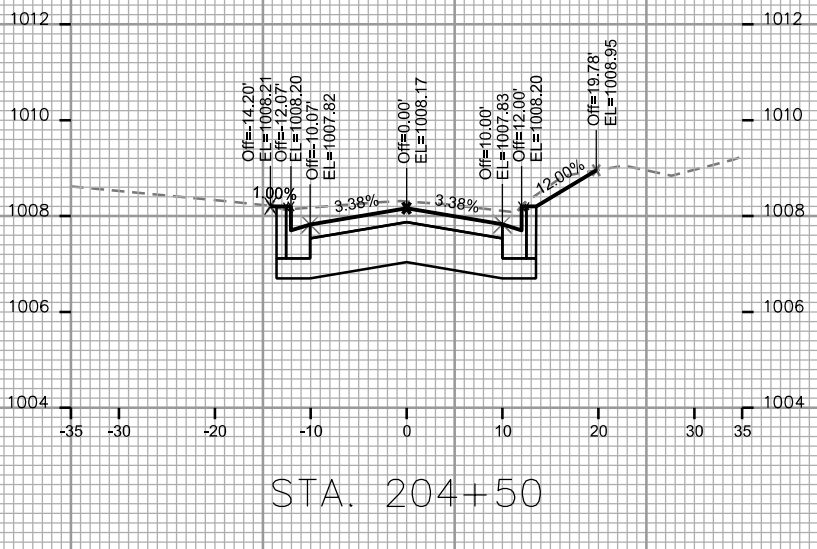
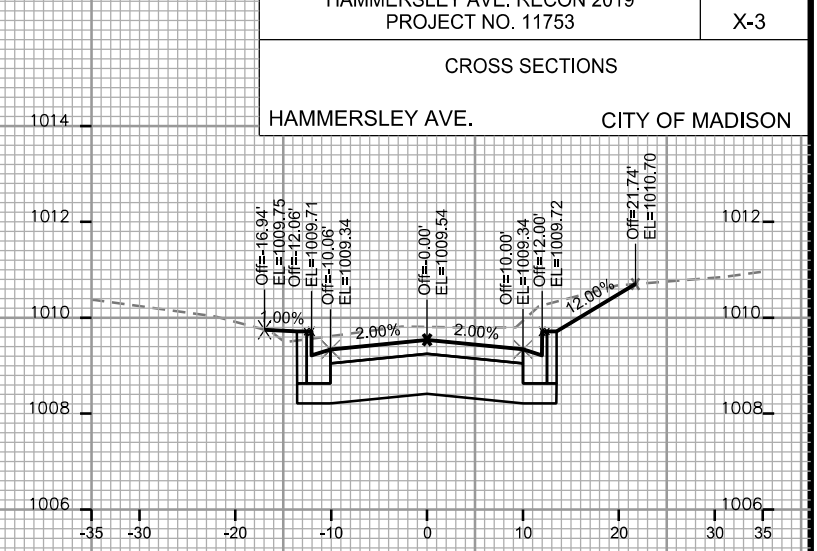
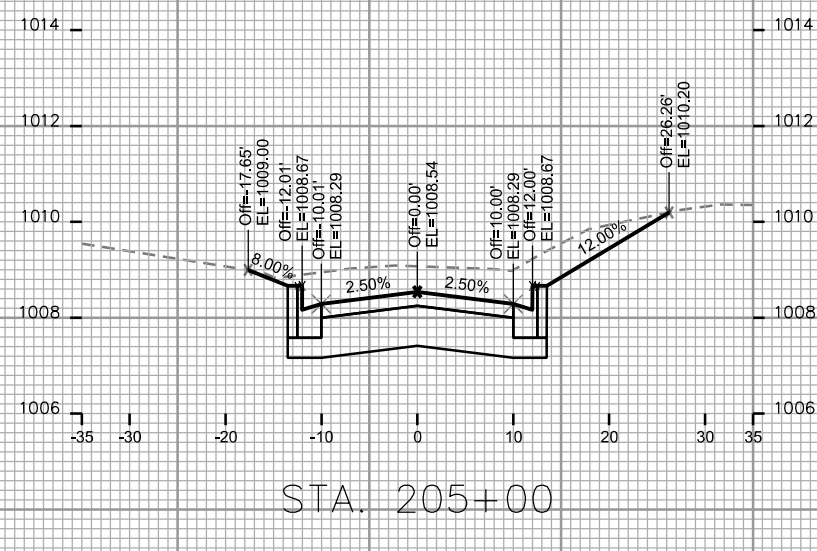
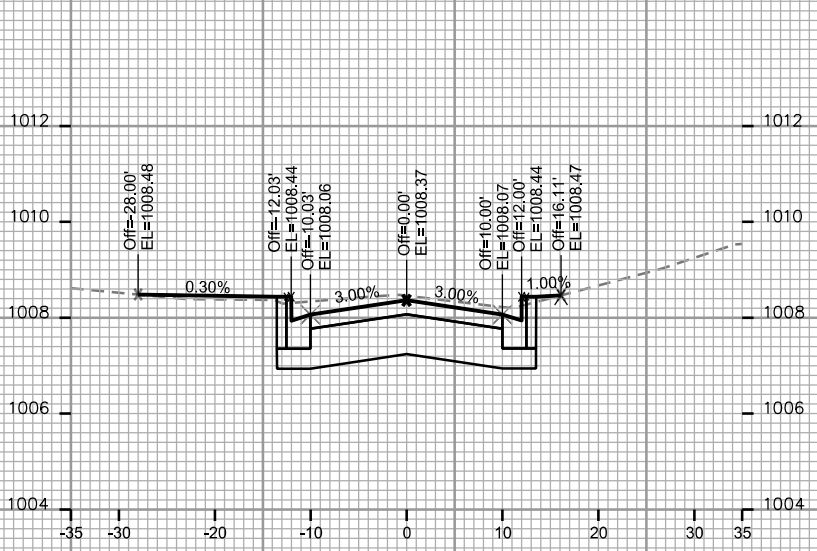
HAMMERSLEY AVE. CITY OF MADISON



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

CROSS SECTIONS

HAMMERSLEY AVE. CITY OF MADISON



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

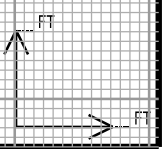
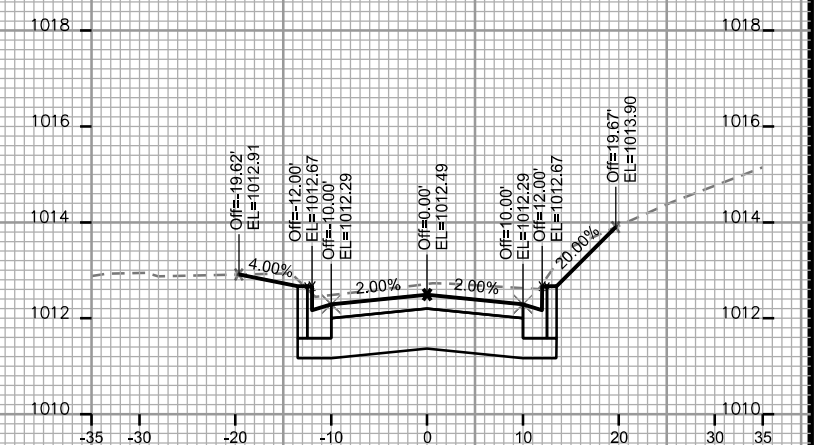
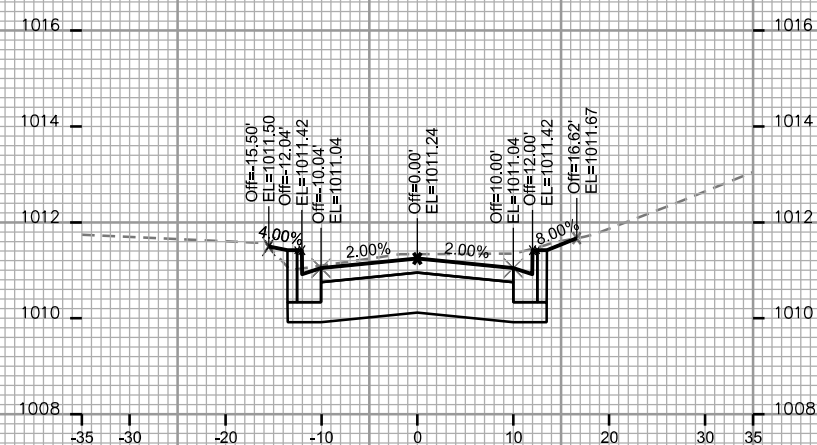
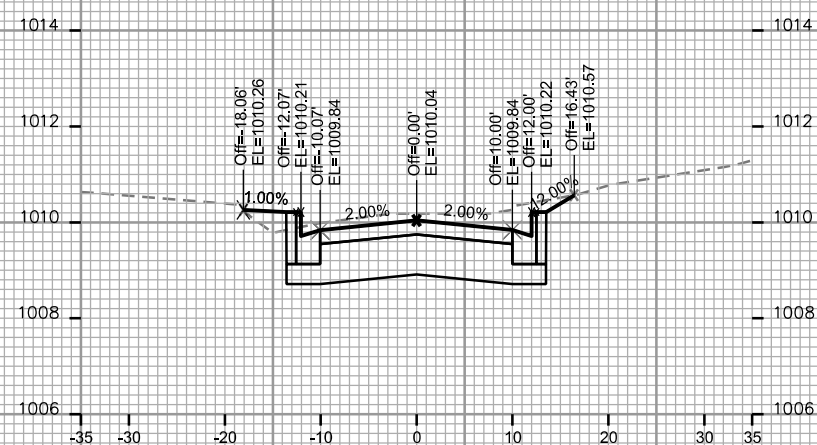
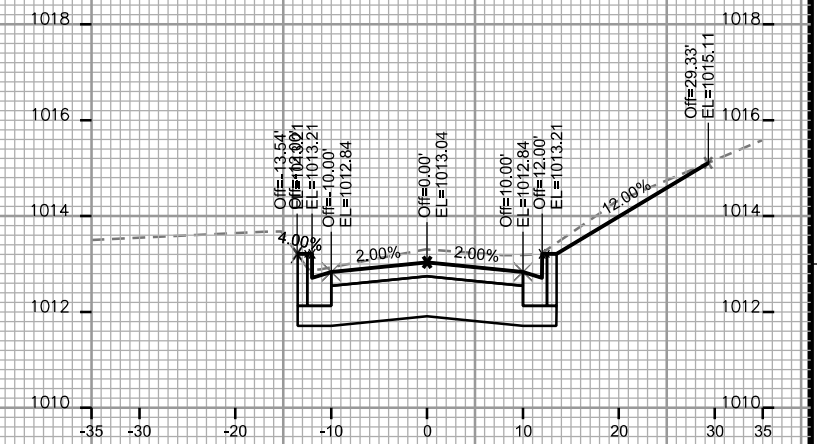
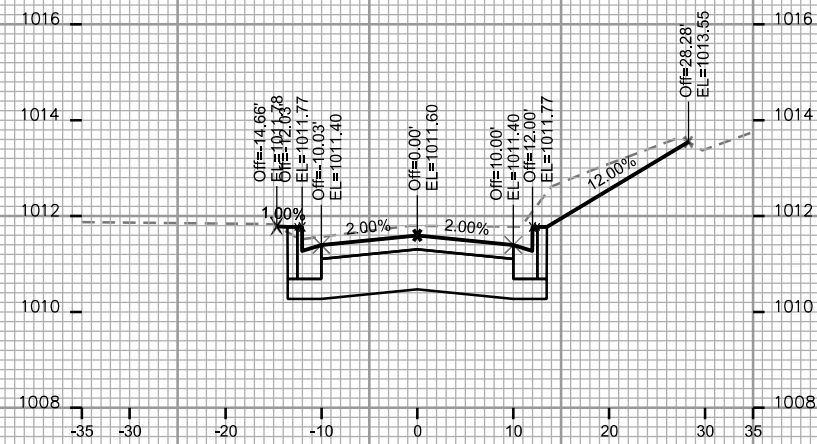
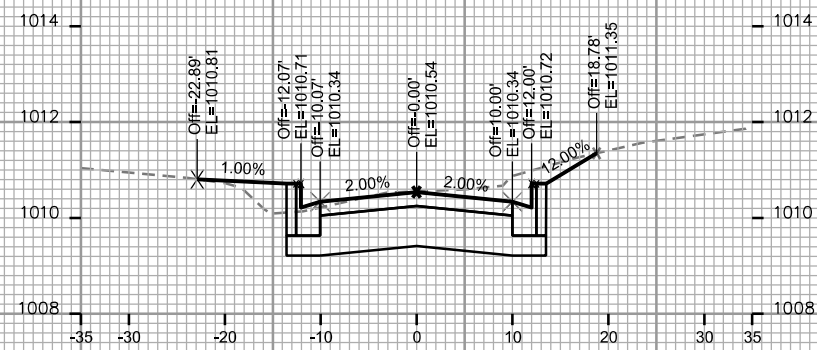
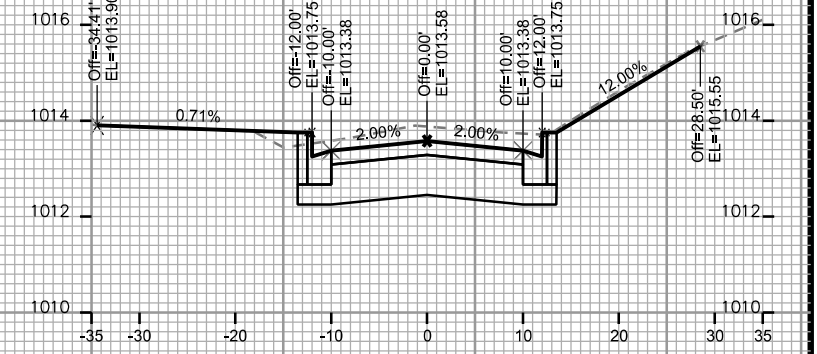
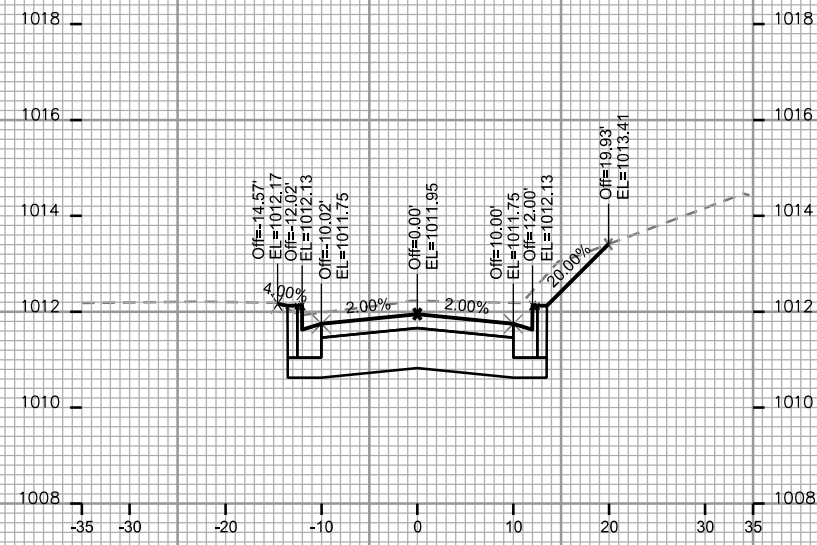
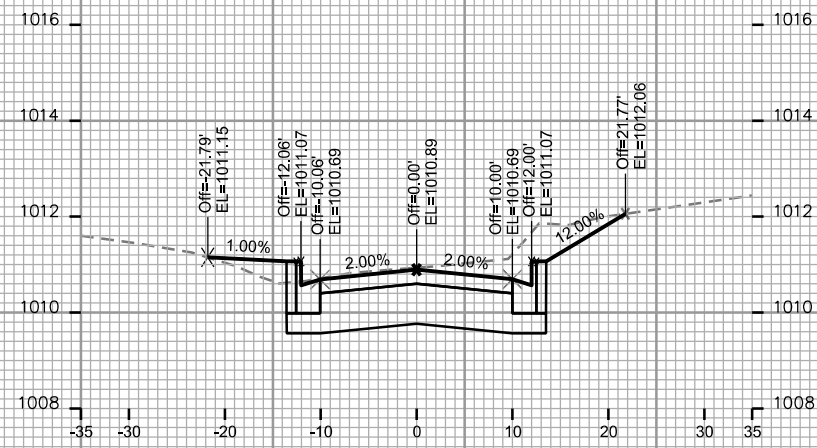
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

HAMMERSLEY AVE. CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

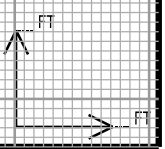
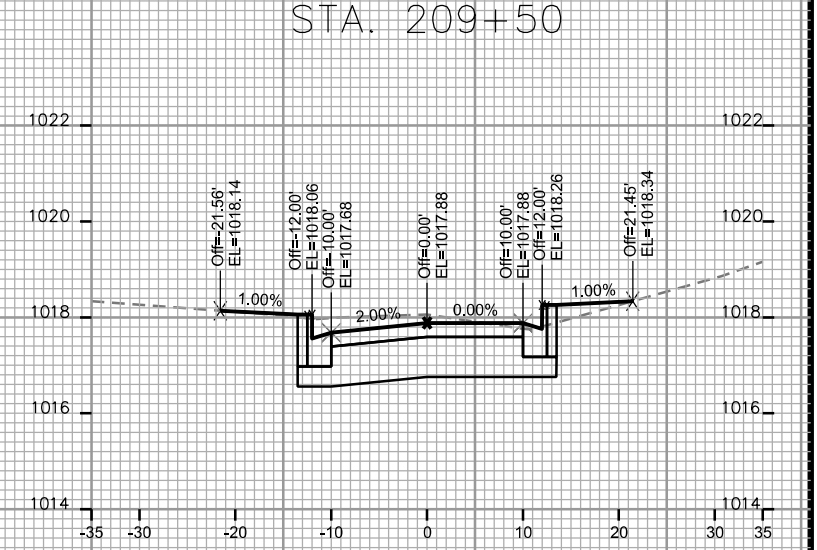
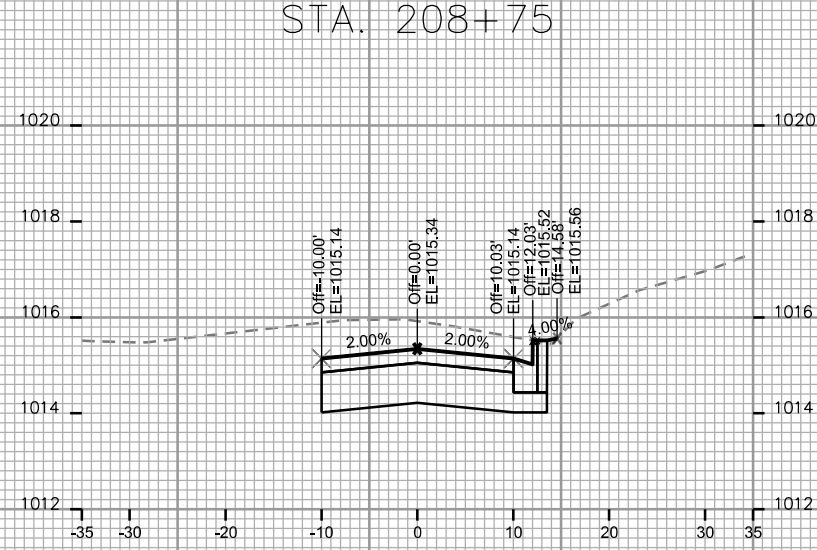
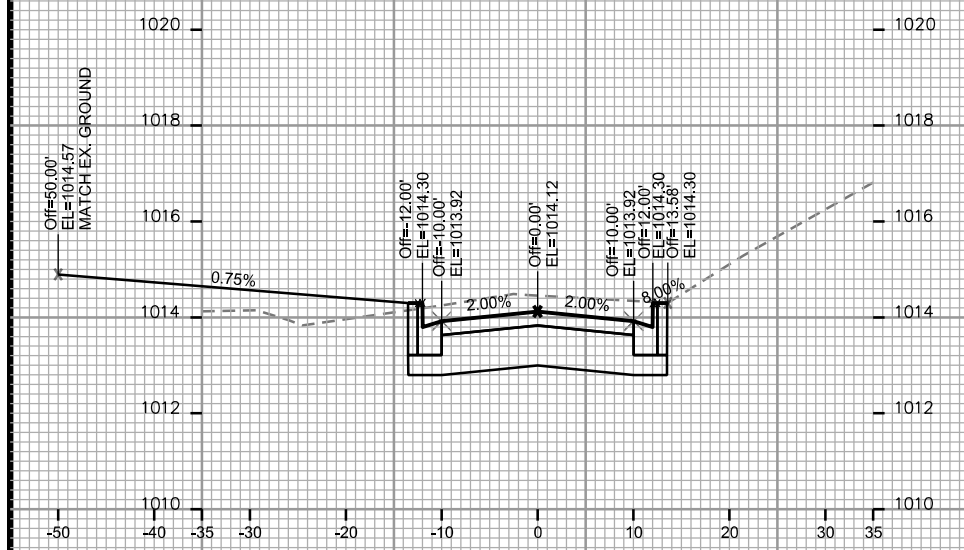
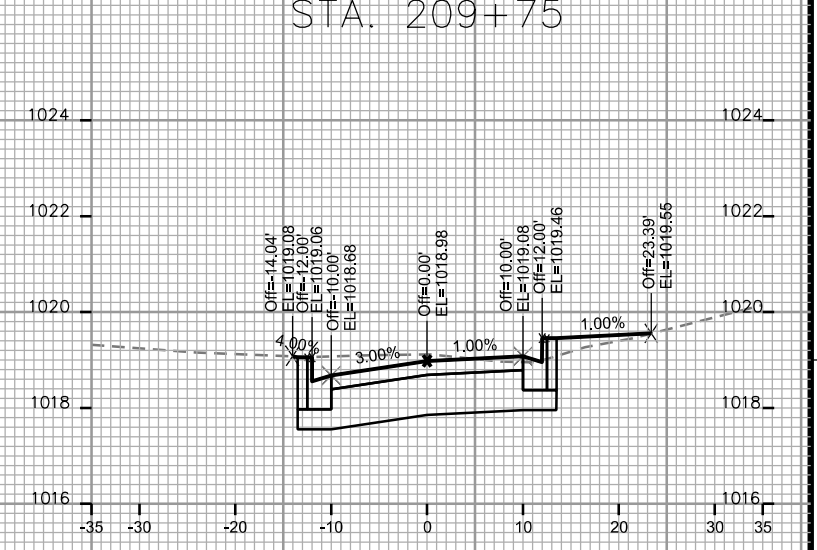
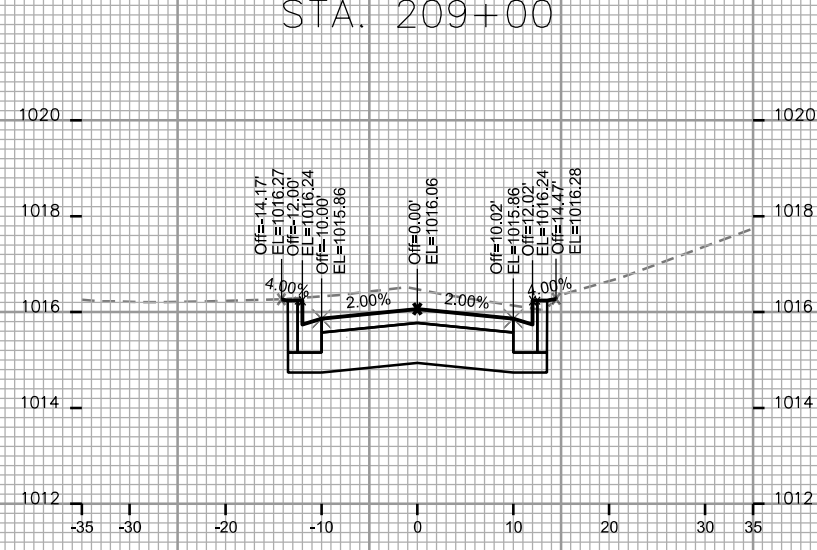
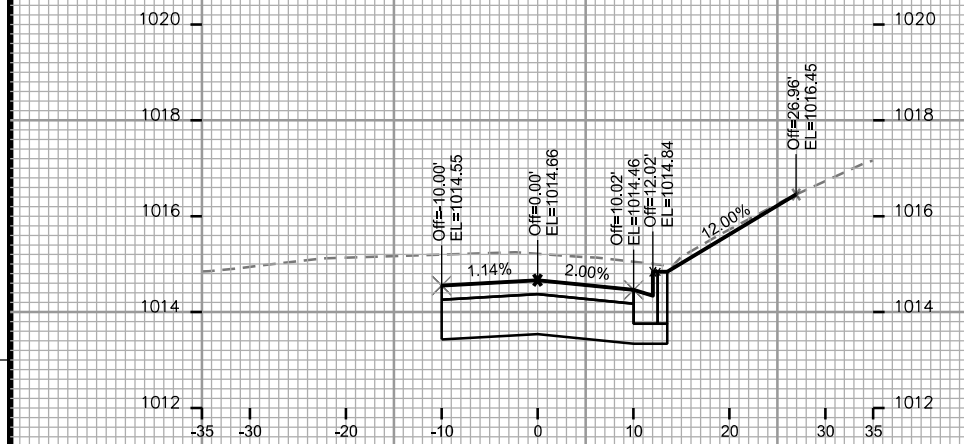
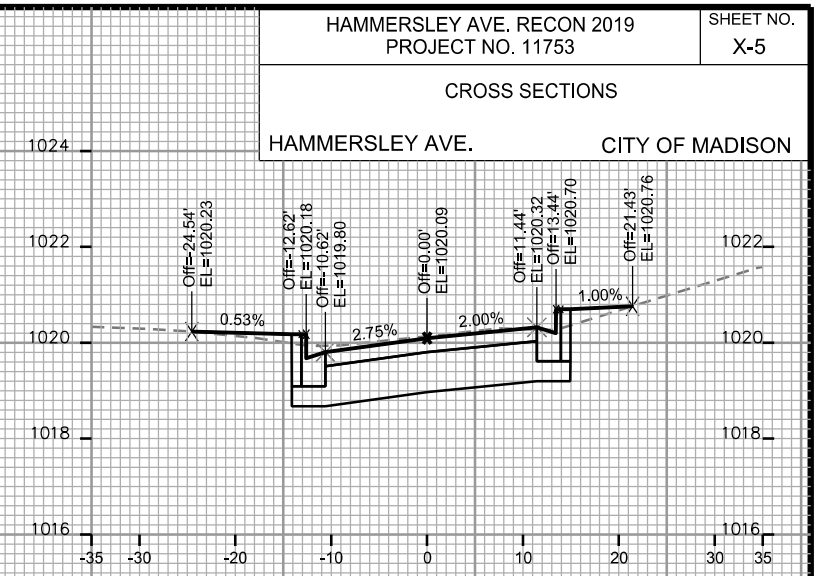
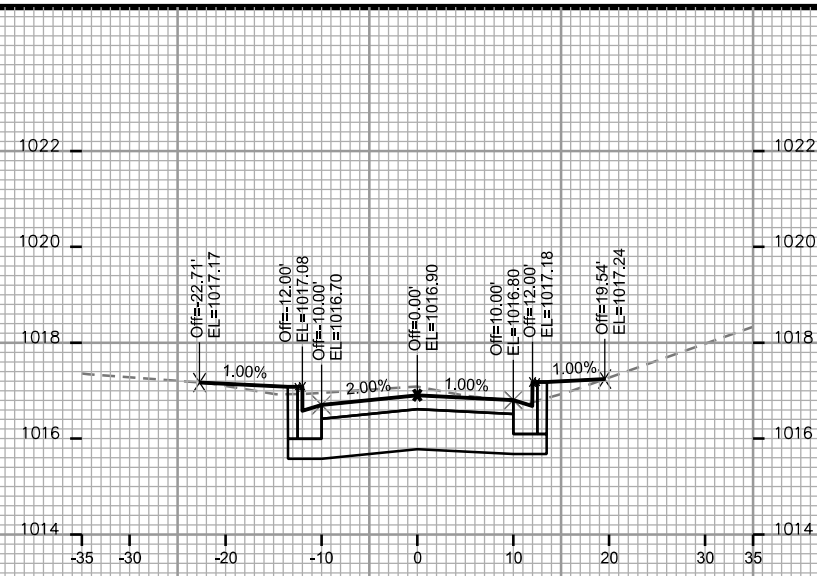
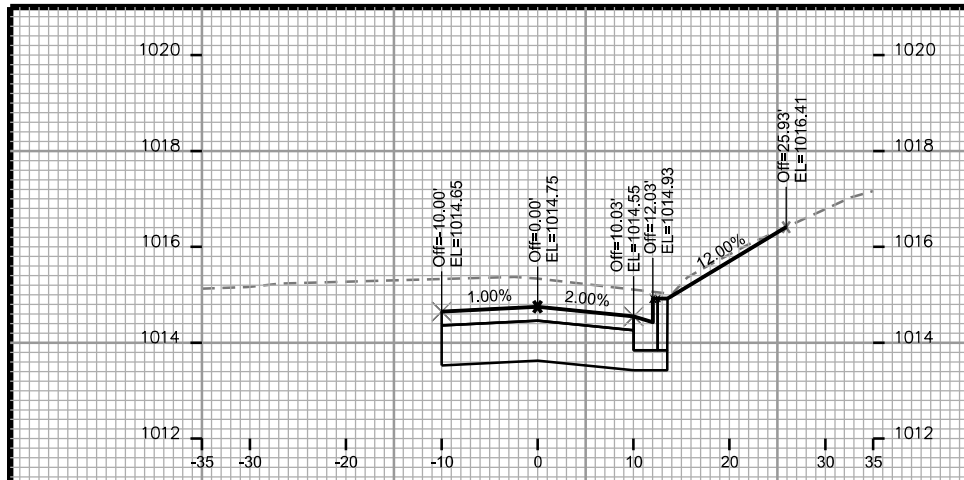
HAMMERSLEY AVE. CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON STREETS DIVISION



CROSS SECTIONS

HAMMERSLEY AVE.

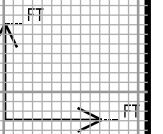
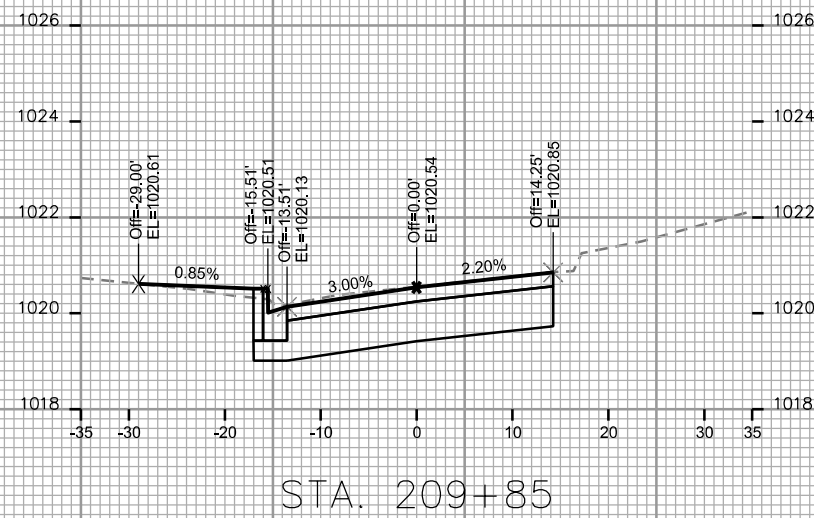
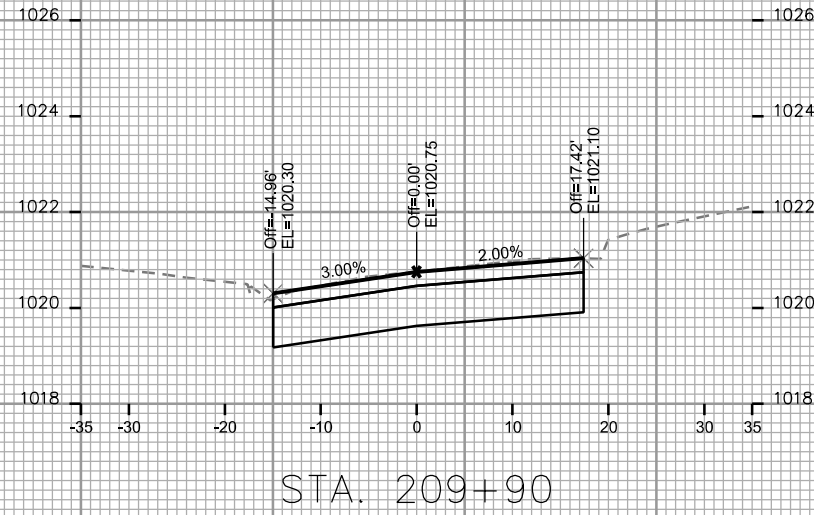
CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





CROSS SECTIONS

STANDISH CT.

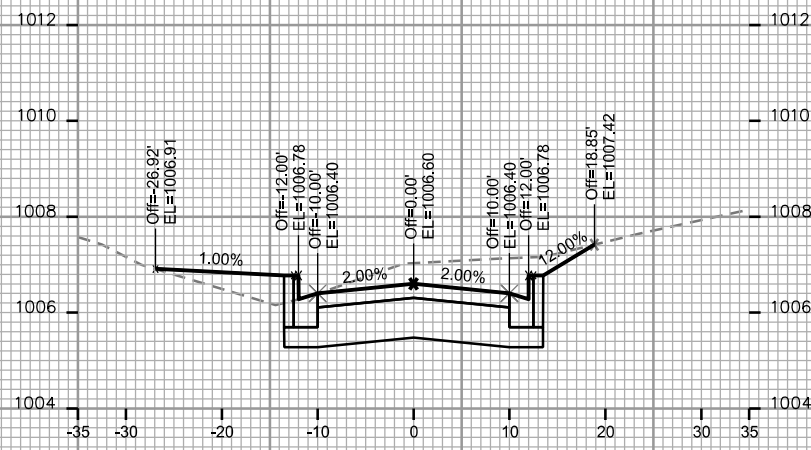
CITY OF MADISON

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

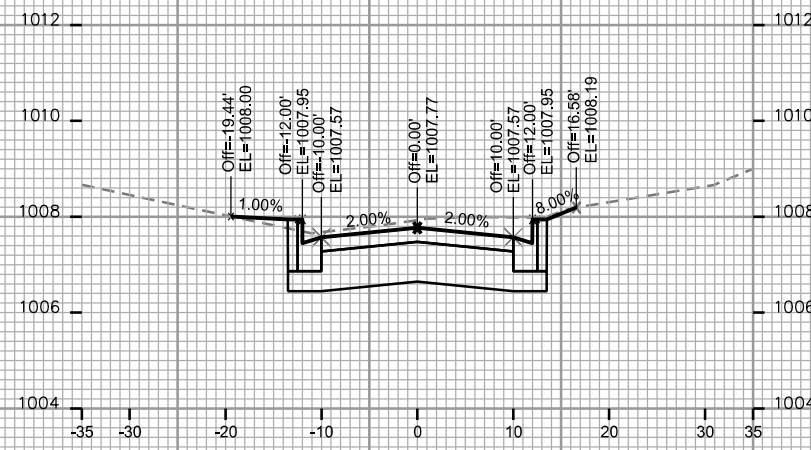
PLOT NAME: \_\_\_\_\_

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

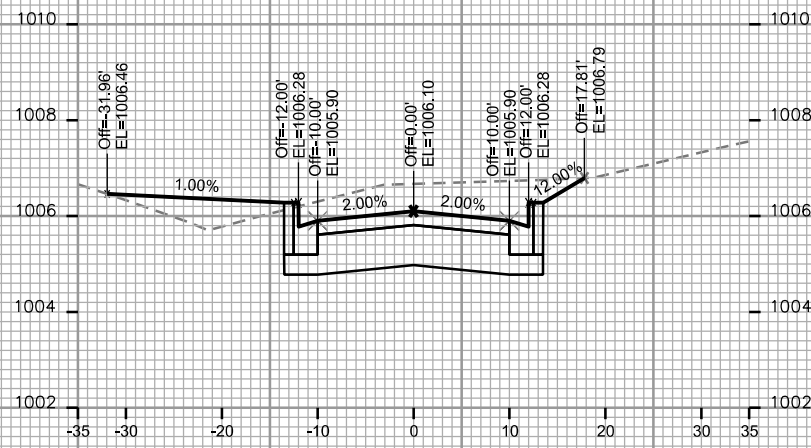
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



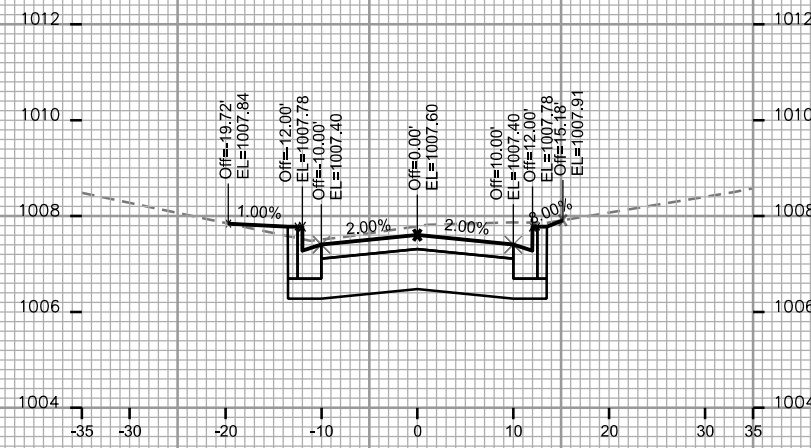
STA. 301+00



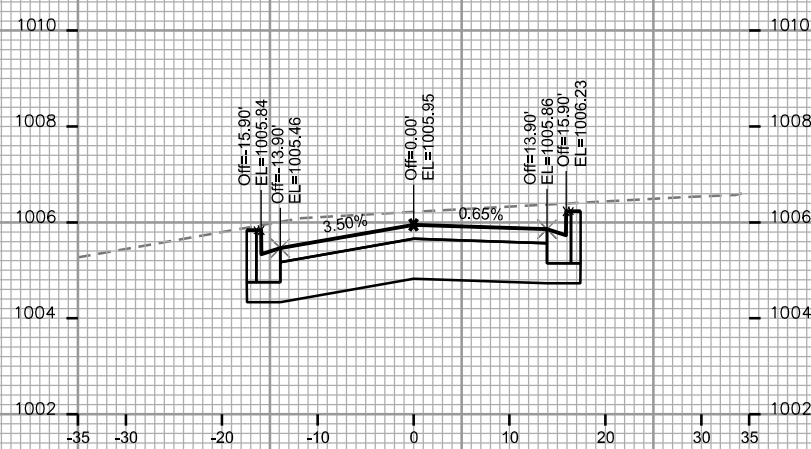
STA. 301+58



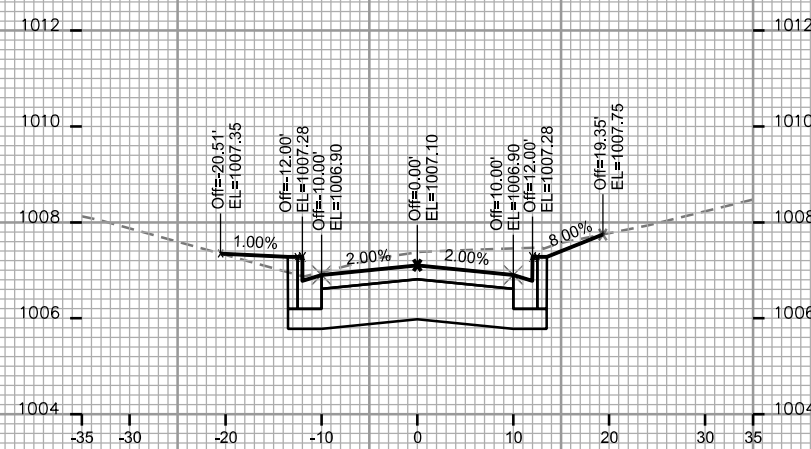
STA. 300+75



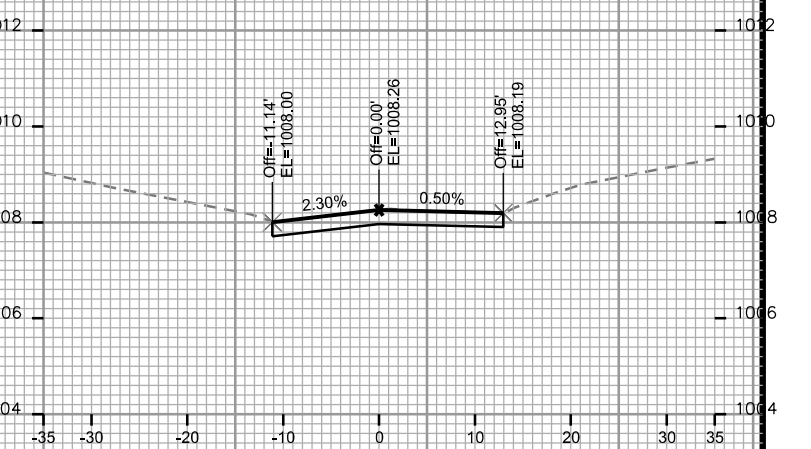
STA. 301+50



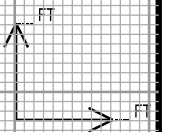
STA. 300+50



STA. 301+25



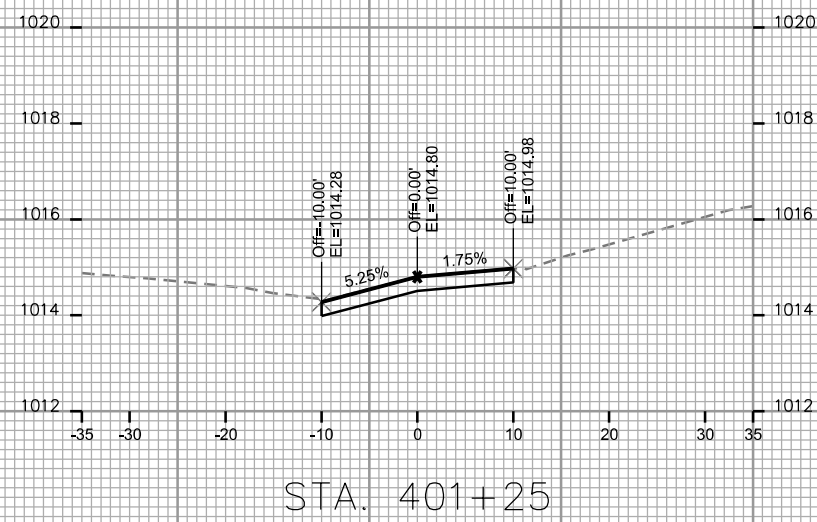
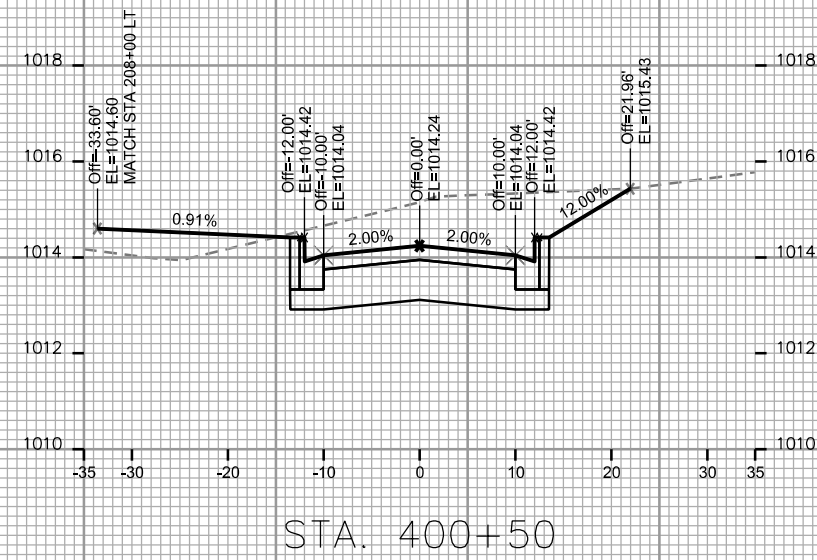
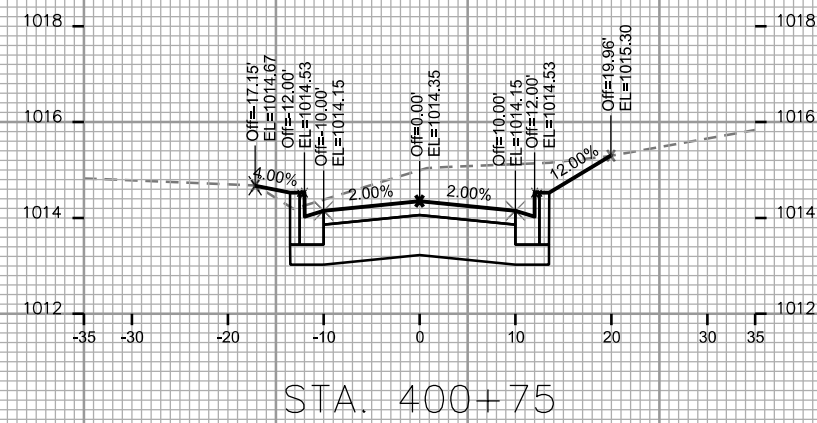
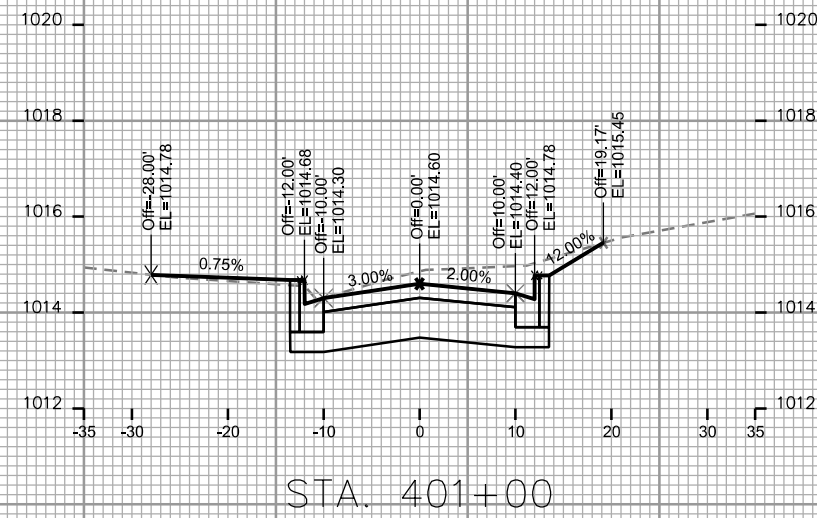
STA. 301+75



CROSS SECTIONS

ALDEN DRIVE

CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

