

Madison, Wisconsin

CITY OF MADISON

CITY ENGINEERING DIVISION

DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

PUBLIC IMPROVEMENT PROJECT APPROVED

MARCH 31, 2015

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

[Signature] 5/8/15
City Engineer Date

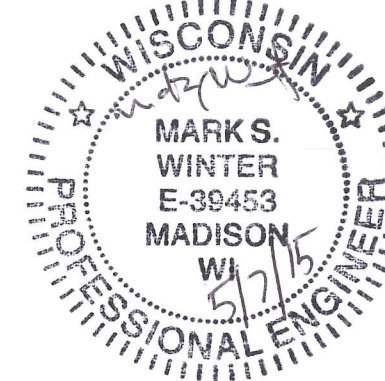
INDEX OF SHEETS

SHEET NO.	TITLE
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EC1-EC5	EROSION CONTROL PLANS
P1-P6	STREET PLAN & PROFILES
M1-M2	PAVEMENT MARKING PLAN
U1-U5	SEWERS PLAN & PROFILES
U6-U7	SEWER SCHEDULES
W1-W6	WATER PLAN & PROFILE
W7-W8	WATER IMPACT PLAN & MATERIALS
E1-E5	ELECTRICAL PLAN
TC1-TC8	TRAFFIC CONTROL PLAN
X1-X22	CROSS SECTIONS

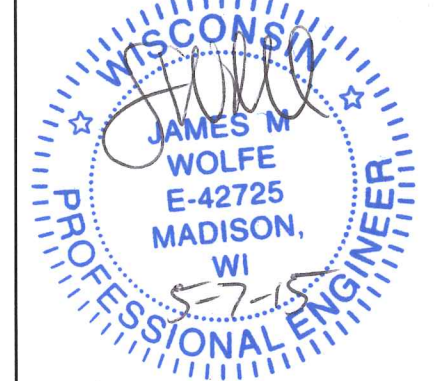
HOEPKER ROAD ASSESSMENT DISTRICT - 2015

CITY PROJECT NO. 53W1842 (MUNIS #10237)
CONTRACT NO. 7441

PAVEMENT MARKINGS
DESIGNED BY:



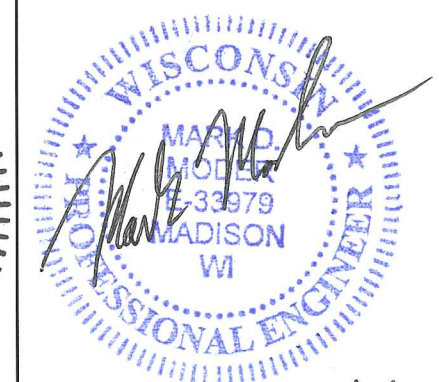
STREET
DESIGNED BY:



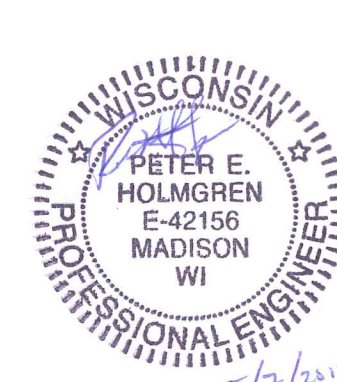
ELECTRICAL
DESIGNED BY:



SANITARY SEWER
DESIGNED BY:



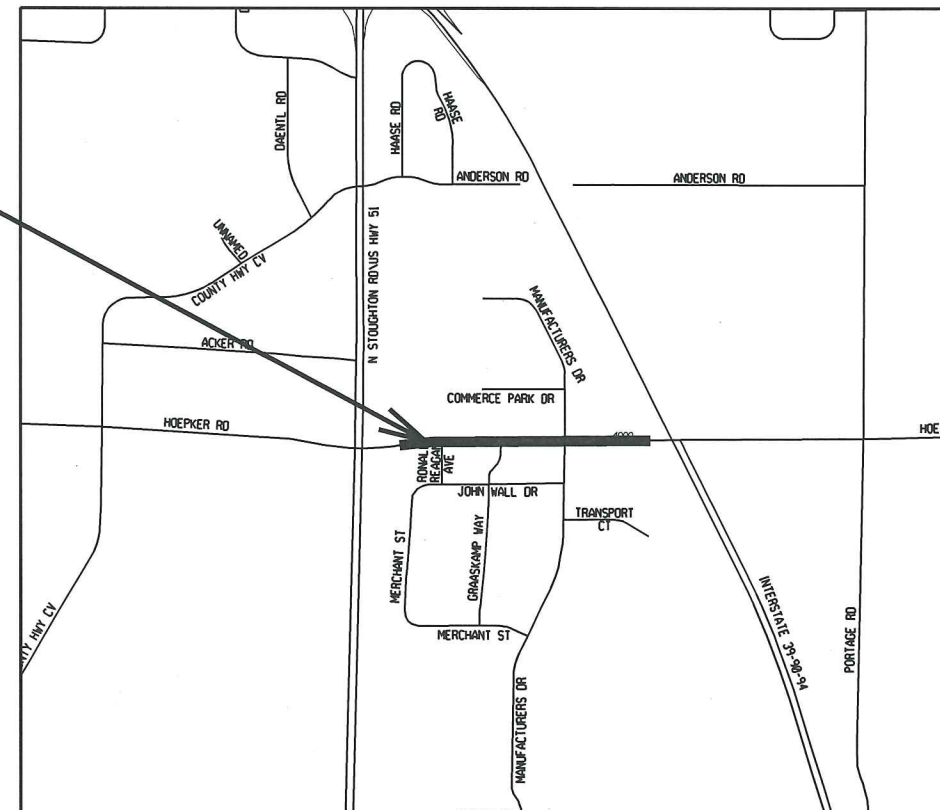
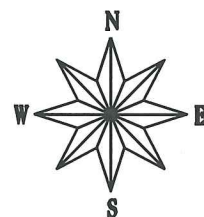
WATER MAIN
DESIGNED BY:



STORM SEWER
DESIGNED BY:



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%

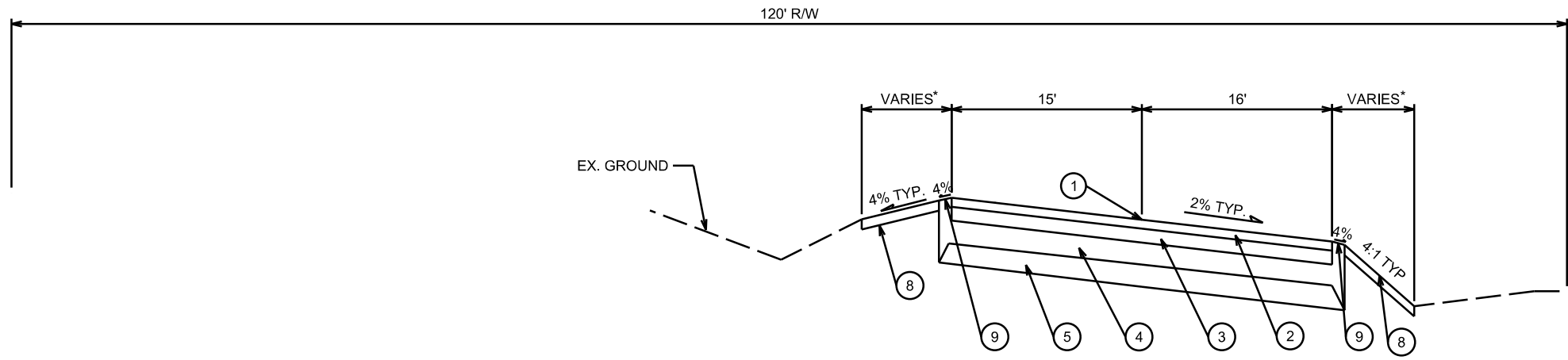
EARTH WORK SUMMARY:
EXCAVATION CUT (MEASURED PLAN QUANTITY).....9,500 C.Y.
ESTIMATED UNDISTRIBUTED UNDERCUT.....1,600 C.Y.
TOTAL UNCLASSIFIED EXCAVATION CUT.....11,100 C.Y.

PLOT SCALE:

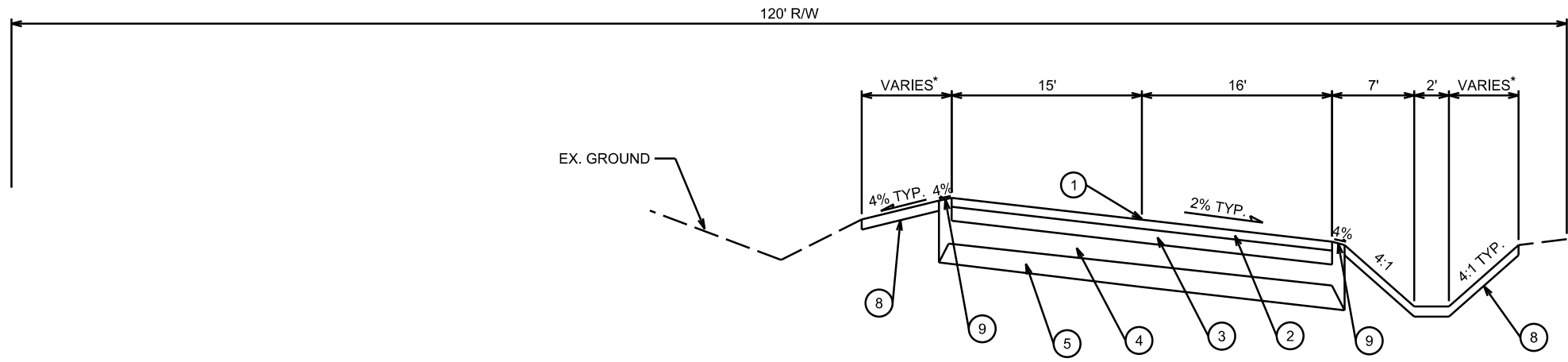
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REV. DATE:

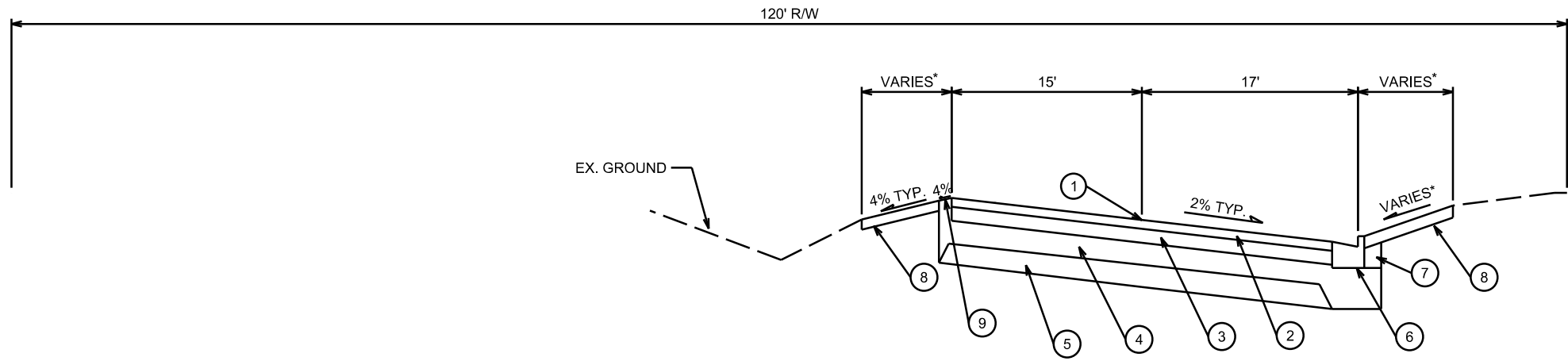
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



TYPICAL FINISHED SECTION
STA 11+25 TO STA 12+75



TYPICAL FINISHED SECTION
STA 12+75 TO STA 15+00



TYPICAL FINISHED SECTION
STA 15+00 TO STA 19+25

- ① POINT REFERRED TO ON PROFILE
- ② 2" BITUMINOUS UPPER LAYER, TYPE E-3
- ③ 3 1/4" BITUMINOUS LOWER LAYER, TYPE E-3
- ④ 4" GRADATION 2 CRUSHED STONE
- ⑤ 6" GRADATION 1 CRUSHED STONE
- ⑥ TYPE 'A' CONCRETE CURB & GUTTER
- ⑦ FILL, INCIDENTAL
- ⑧ 4" TOPSOIL, SEED & MAT
- ⑨ GRAVEL SHOULDER, TOPPED WITH GRADATION 3 CRUSHED AGG. PAY AS GRADATION 2

* SEE CROSS SECTION SHEETS FOR TOP OF CURB ELEVATIONS, DITCH ELEVATIONS, AND GRADING LIMITS

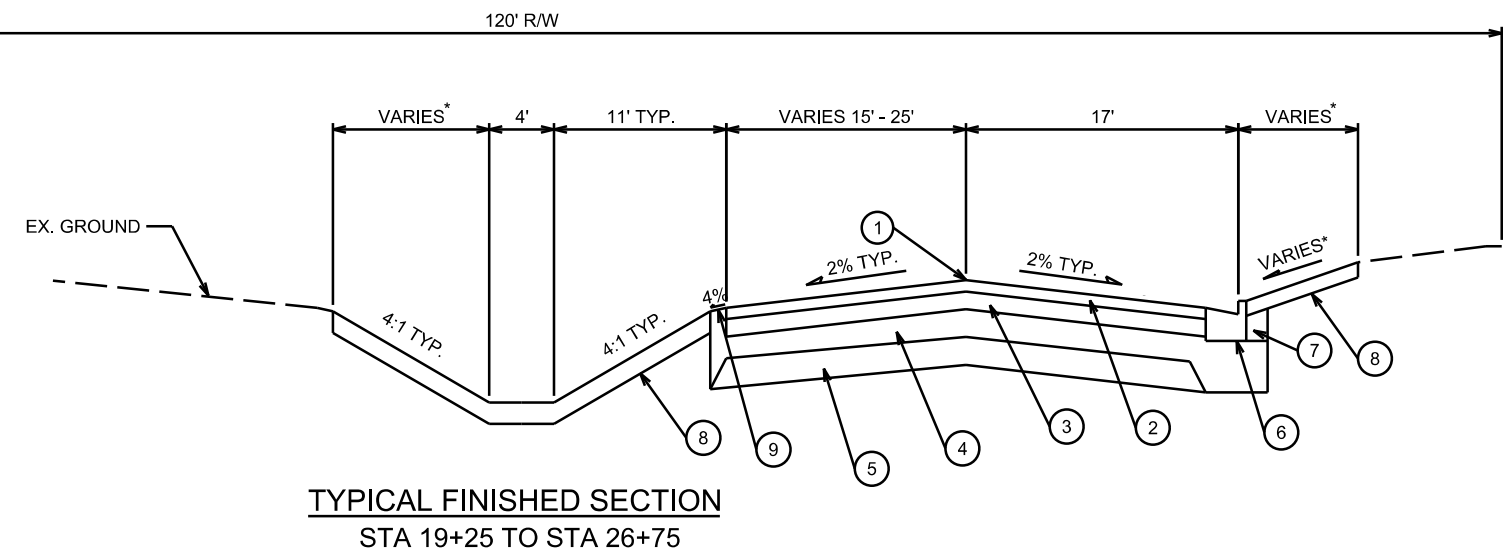
TYPICAL SECTIONS NOT TO SCALE

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

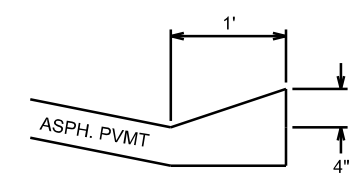
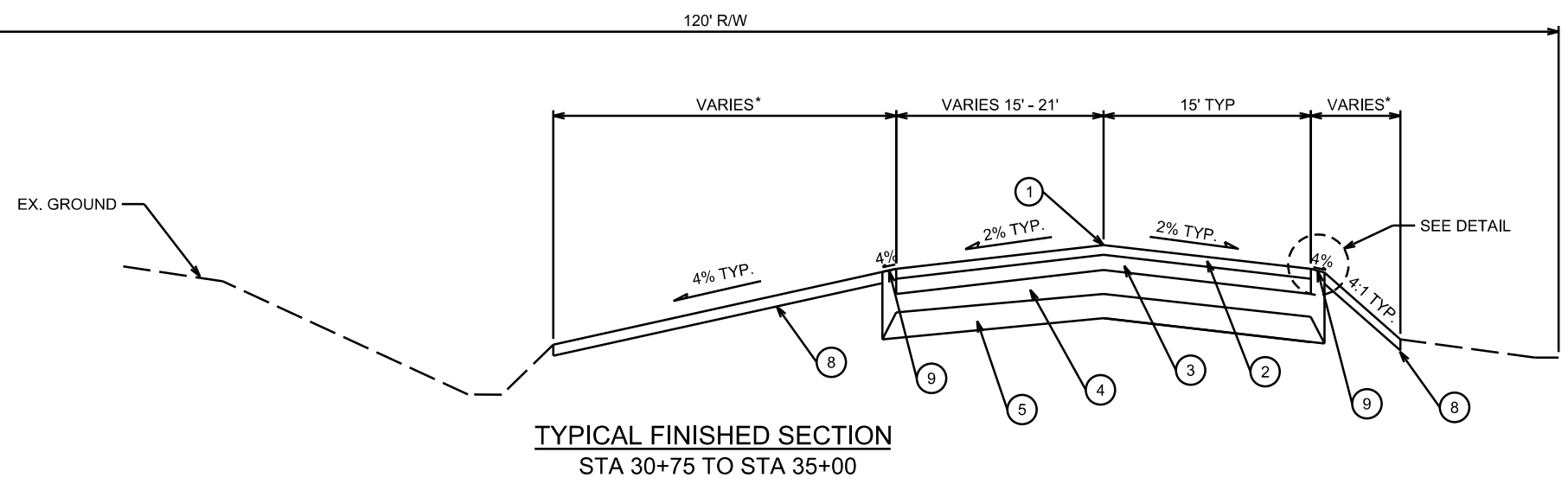
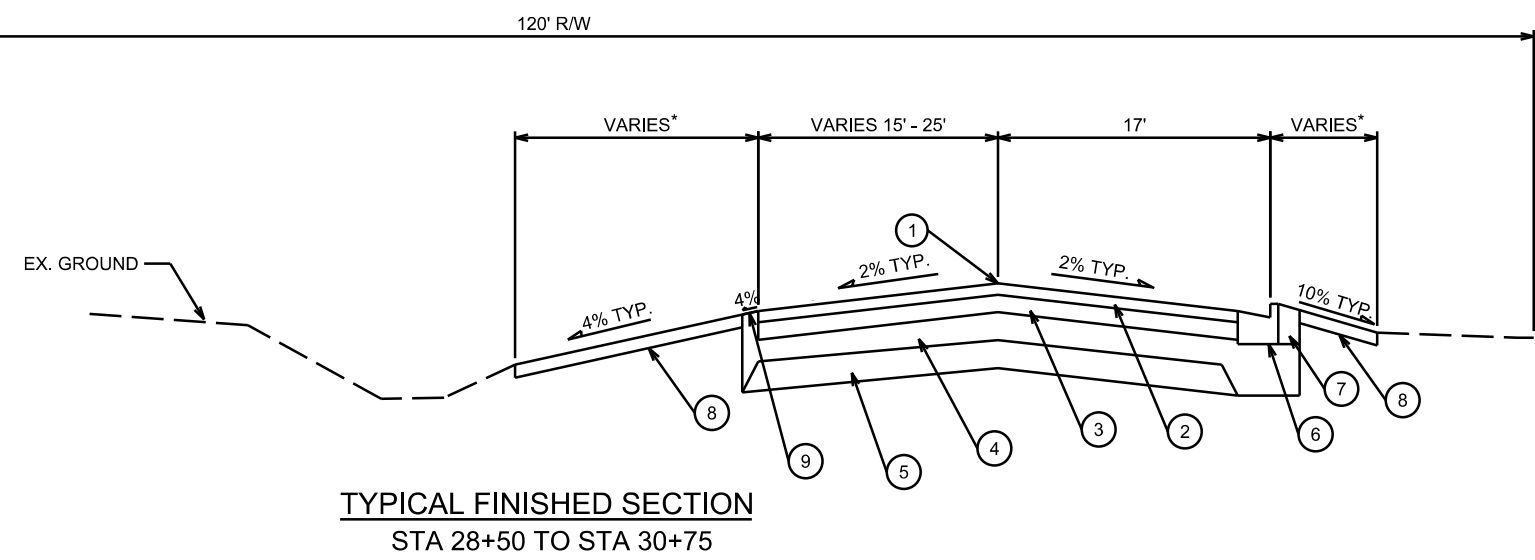
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TYPICAL SECTIONS NOT TO SCALE



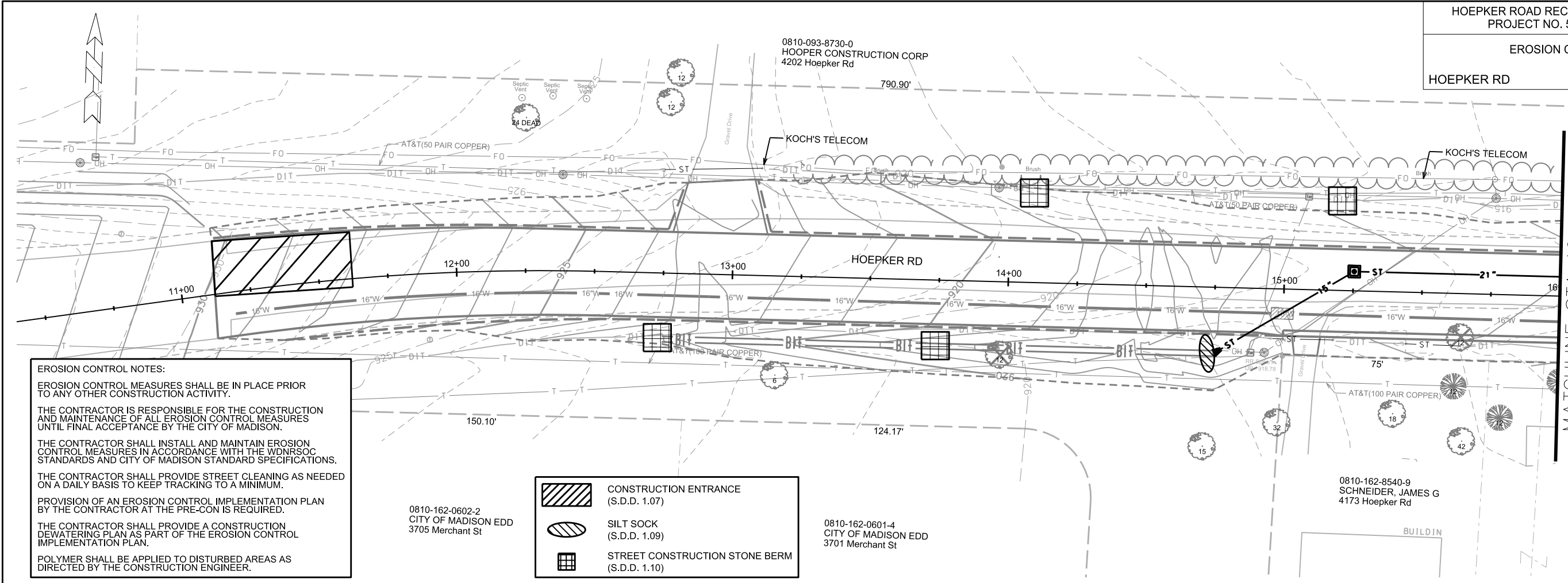
CARLSON SCREED DETAIL
STA 30+75 TO STA 32+25, RIGHT
INCIDENTAL TO ASPH. PAVEMENT

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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.

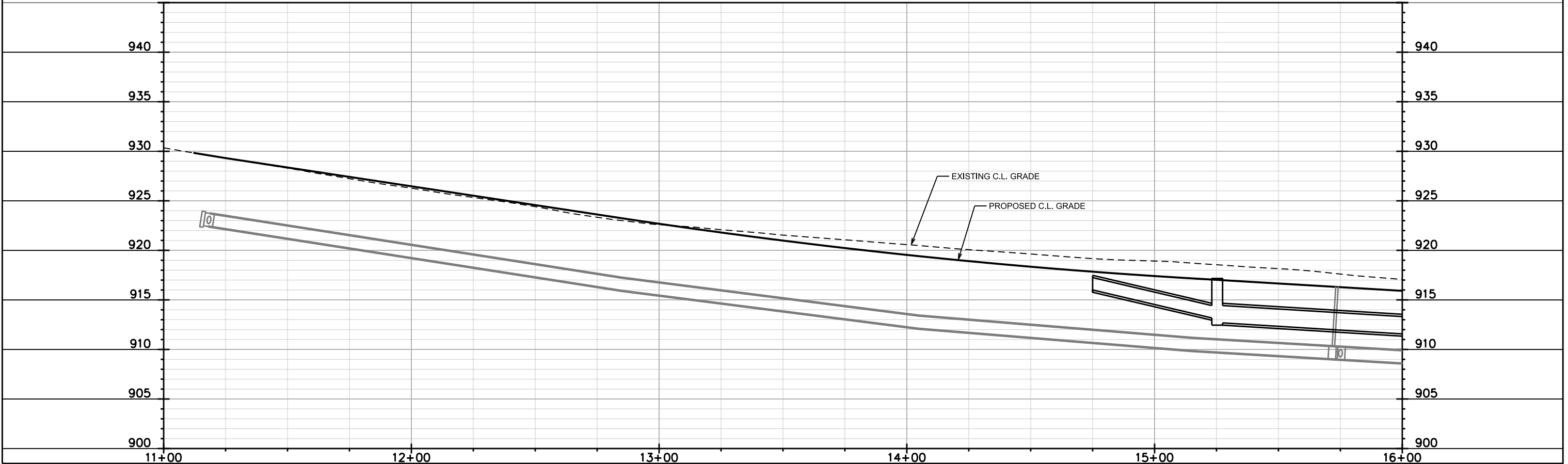
THE CONTRACTOR SHALL PROVIDE STREET CLEANING AS NEEDED ON A DAILY BASIS TO KEEP TRACKING TO A MINIMUM.

PROVISION OF AN EROSION CONTROL IMPLEMENTATION PLAN BY THE CONTRACTOR AT THE PRE-CON IS REQUIRED.

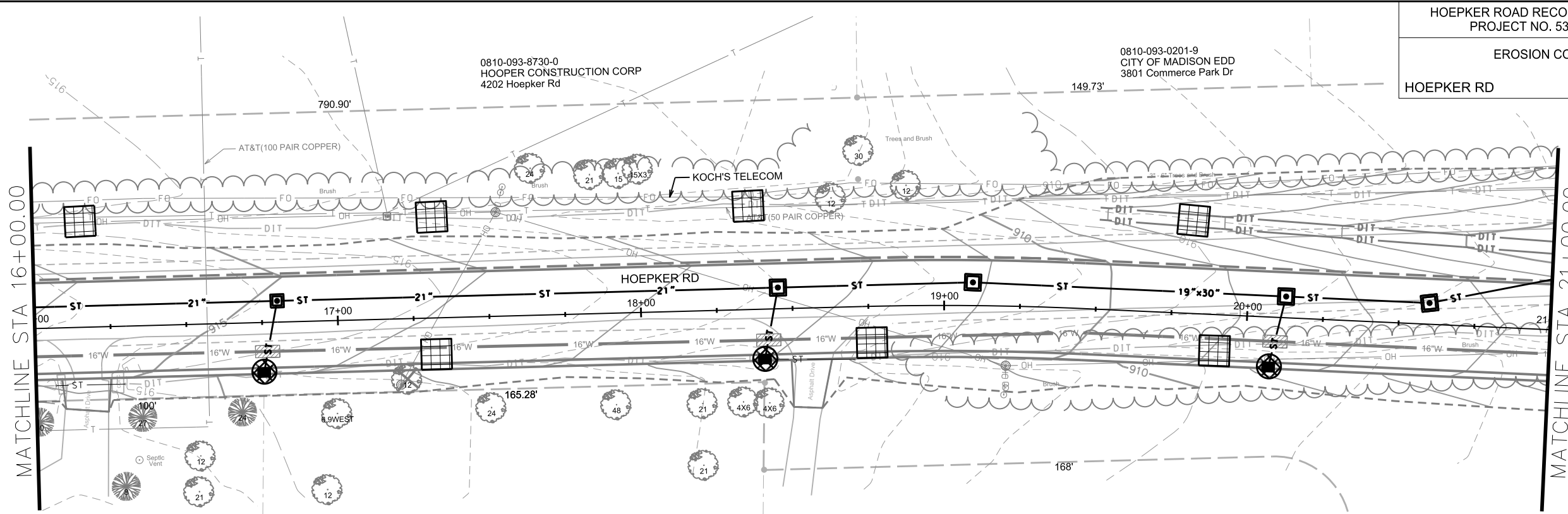
THE CONTRACTOR SHALL PROVIDE A CONSTRUCTION DEWATERING PLAN AS PART OF THE EROSION CONTROL IMPLEMENTATION PLAN.

POLYMER SHALL BE APPLIED TO DISTURBED AREAS AS DIRECTED BY THE CONSTRUCTION ENGINEER.

-  CONSTRUCTION ENTRANCE (S.D.D. 1.07)
-  SILT SOCK (S.D.D. 1.09)
-  STREET CONSTRUCTION STONE BERM (S.D.D. 1.10)



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



0810-162-8520-3
KLUETZMAN, MICHAEL
4169 Hoepker Rd

0810-162-8510-5
RITCHIE, SCOTT
4163 Hoepker Rd

0810-162-0501-6
CITY OF MADISON EDD
6818 Graaskamp Way

	TYPE D HYBRID INLET PROTECTION
	STREET CONSTRUCTION STONE BERM (S.D.D. 1.10)

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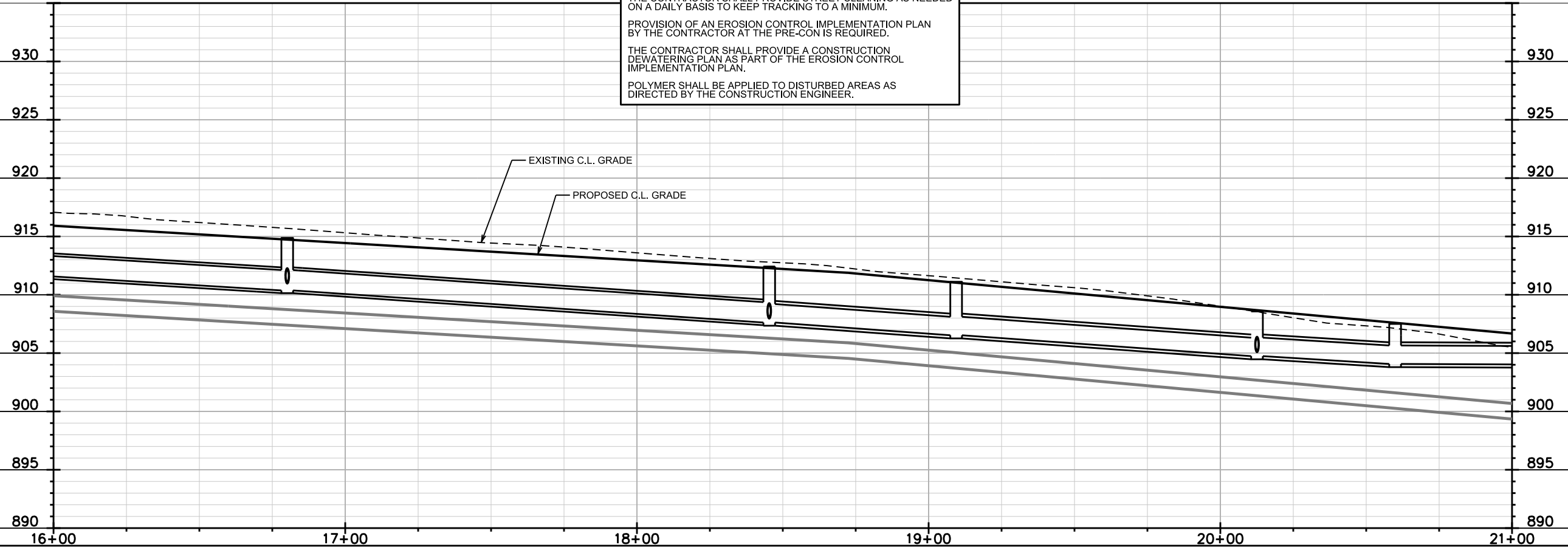
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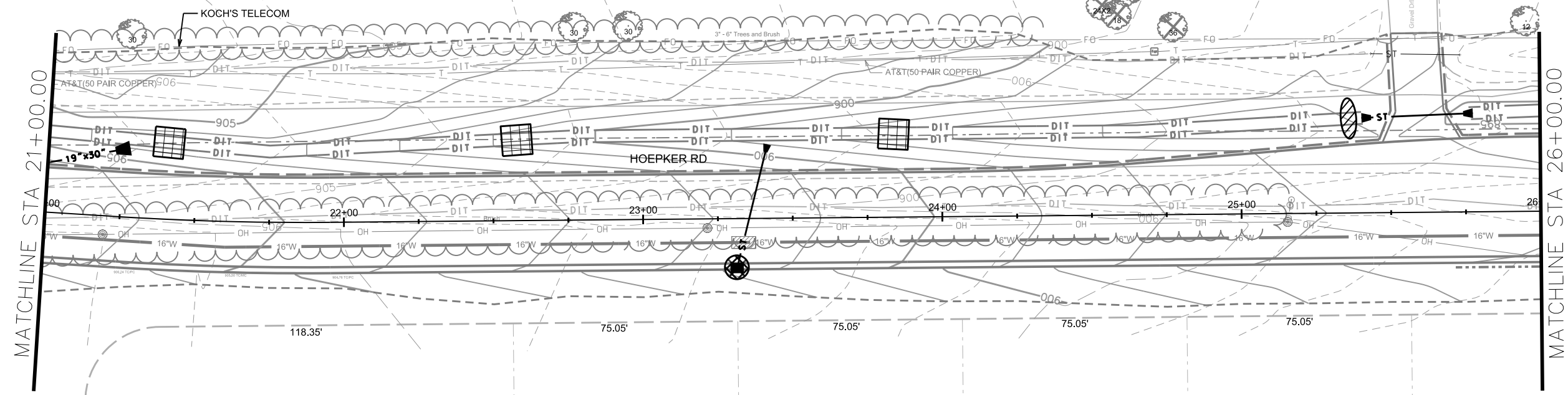
ORIGINATOR: CITY OF MADISON, STREETS DIVISION




10-093-0202-7 CITY OF MADISON EDD 27 Commerce Park Dr

0810-093-0203-5 CITY OF MADISON EDD 3853 Commerce Park Dr

0810-093-0204-3 CITY OF MADISON EDD 3901 Commerce Park Dr

0810-093-0205-1 HOEL, BARBARA J 3925 Commerce Park Dr



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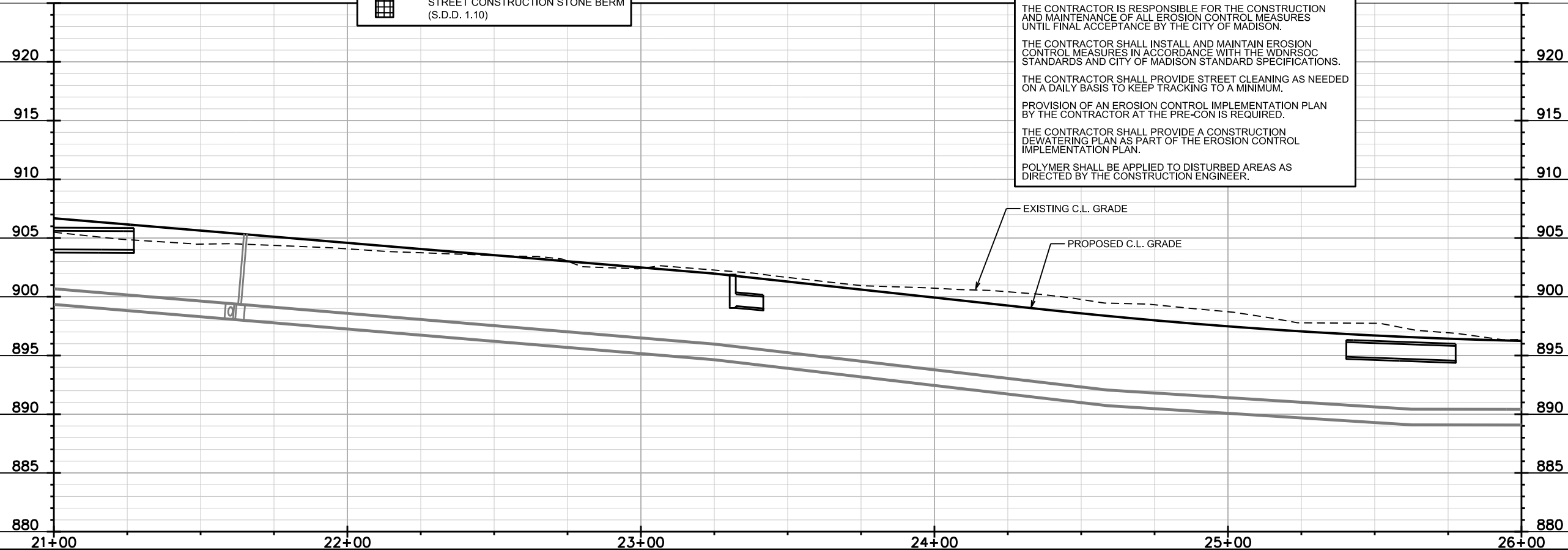
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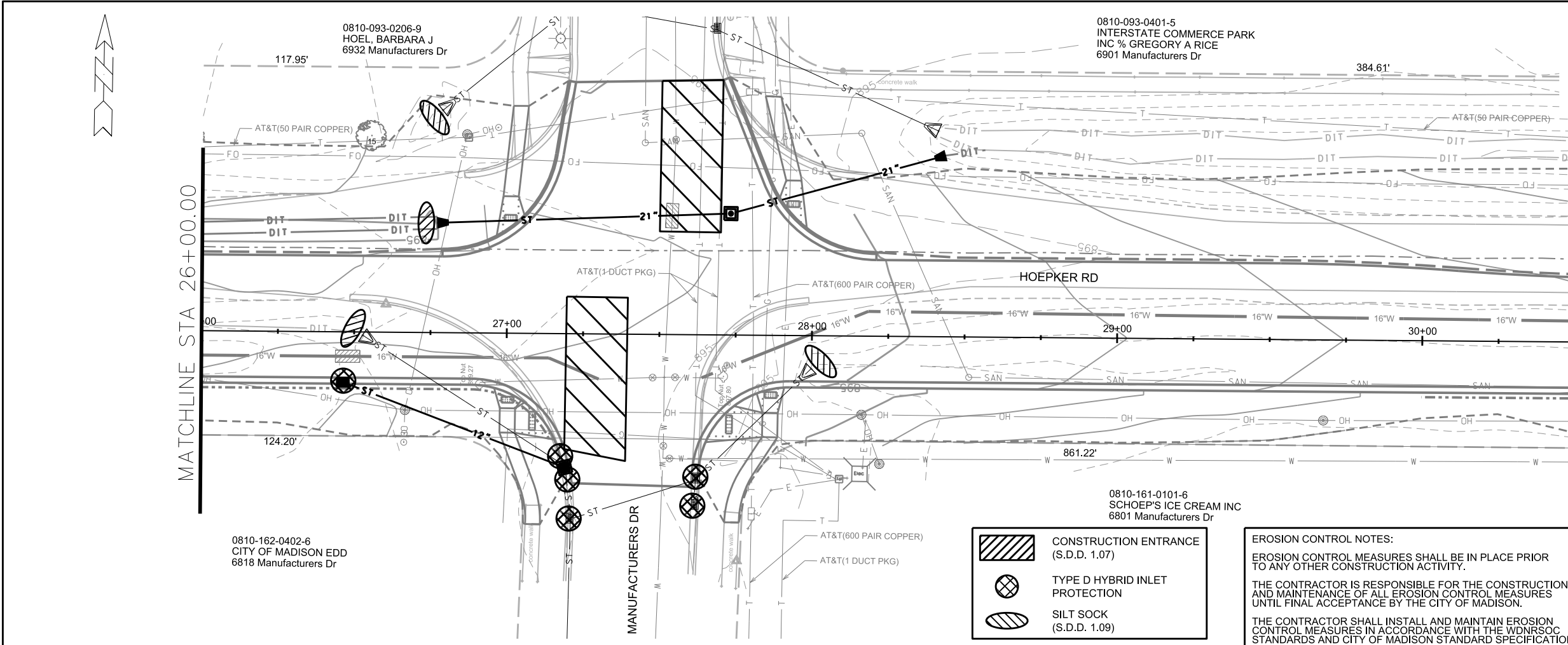
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



-  CONSTRUCTION ENTRANCE (S.D.D. 1.07)
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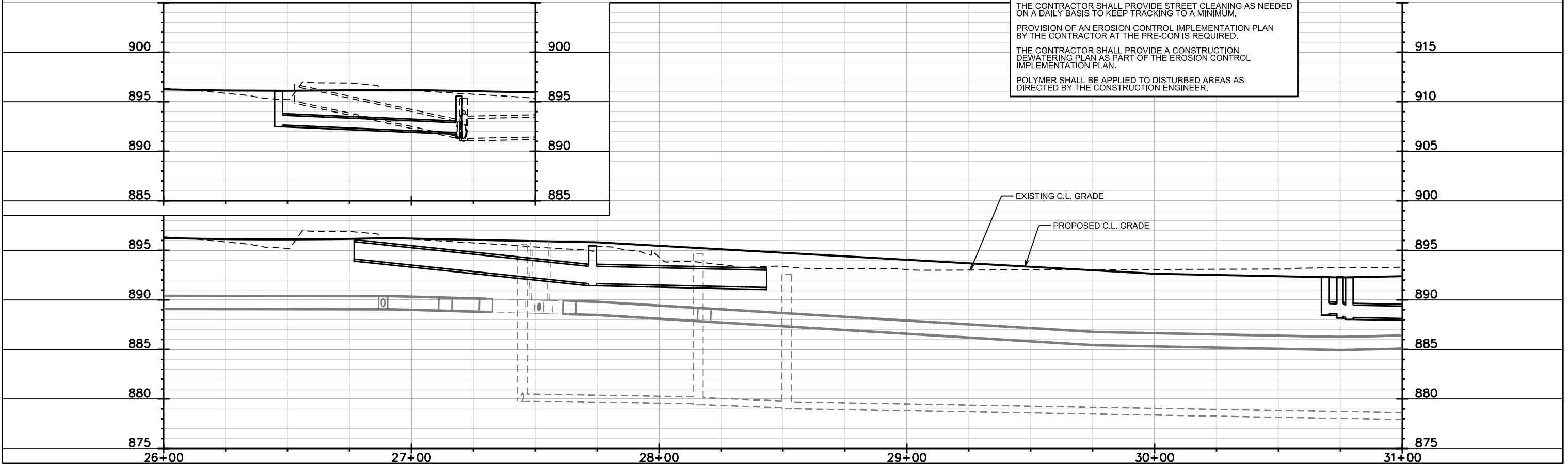
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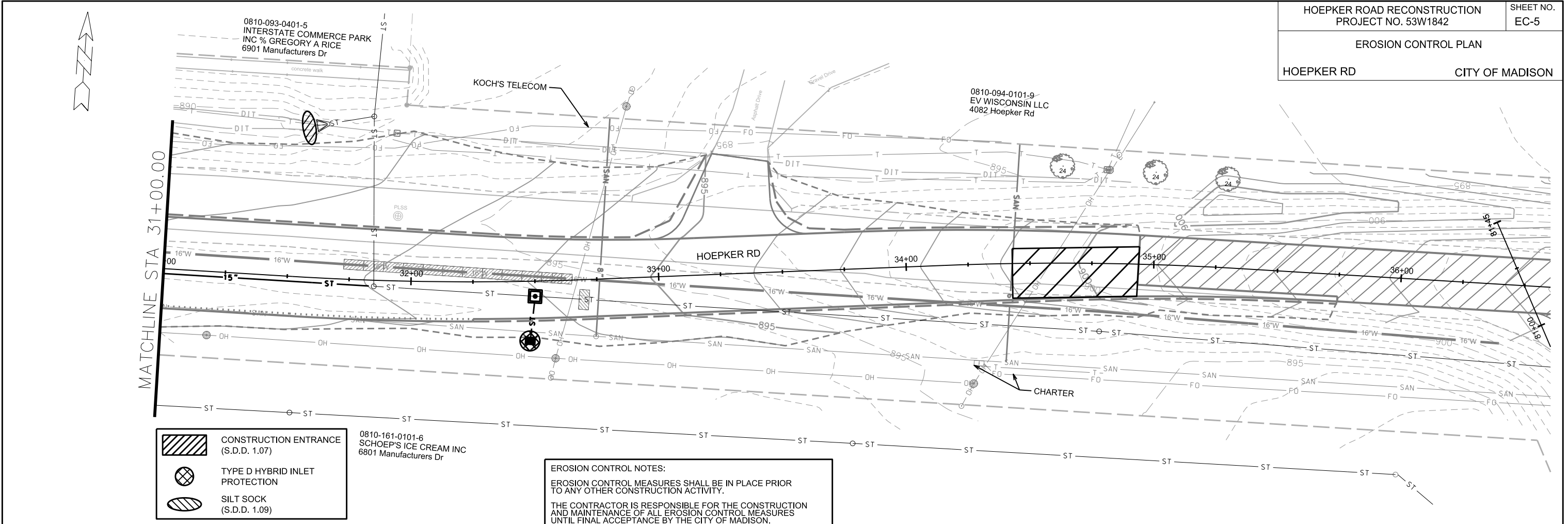


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	CONSTRUCTION ENTRANCE (S.D.D. 1.07)
	TYPE D HYBRID INLET PROTECTION
	SILT SOCK (S.D.D. 1.09)

0810-161-0101-6
SCHOEP'S ICE CREAM INC
6801 Manufacturers Dr

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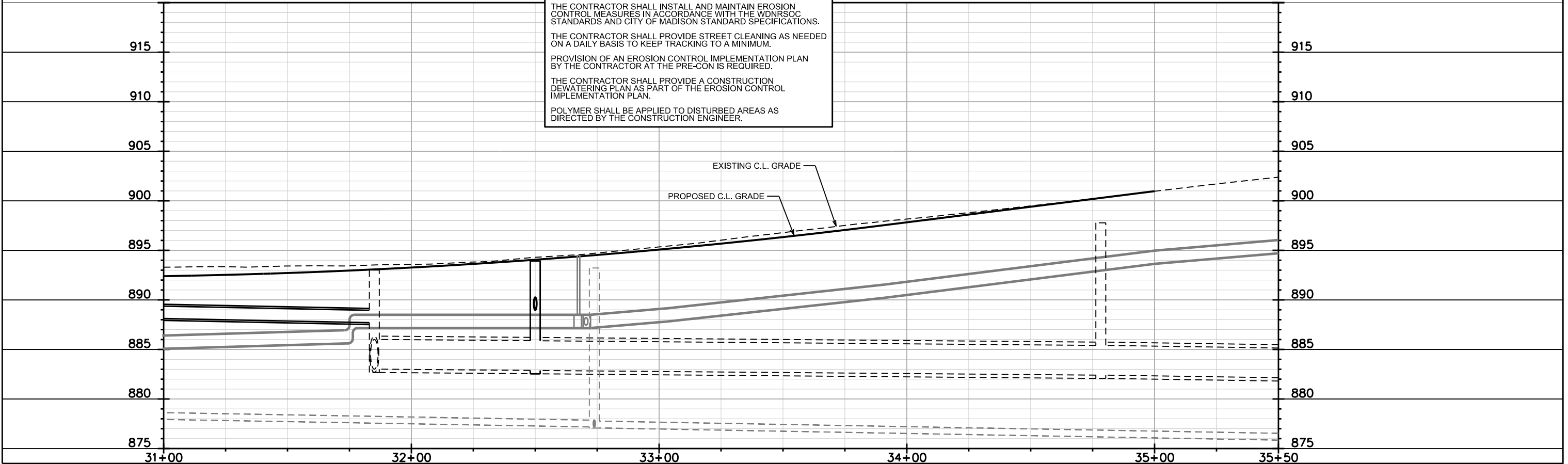
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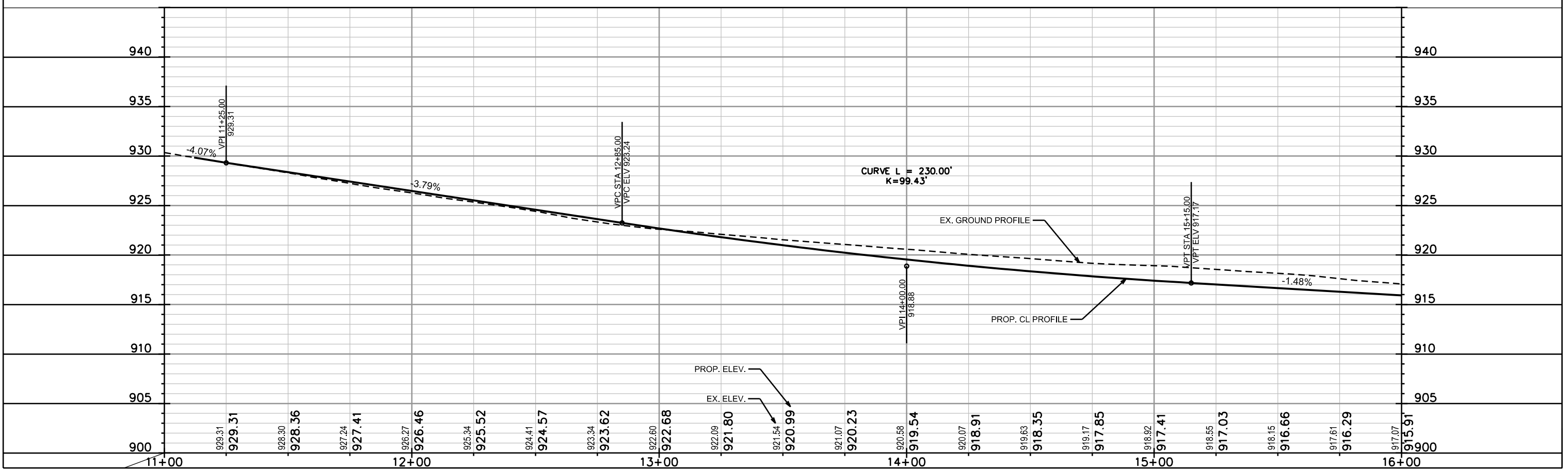
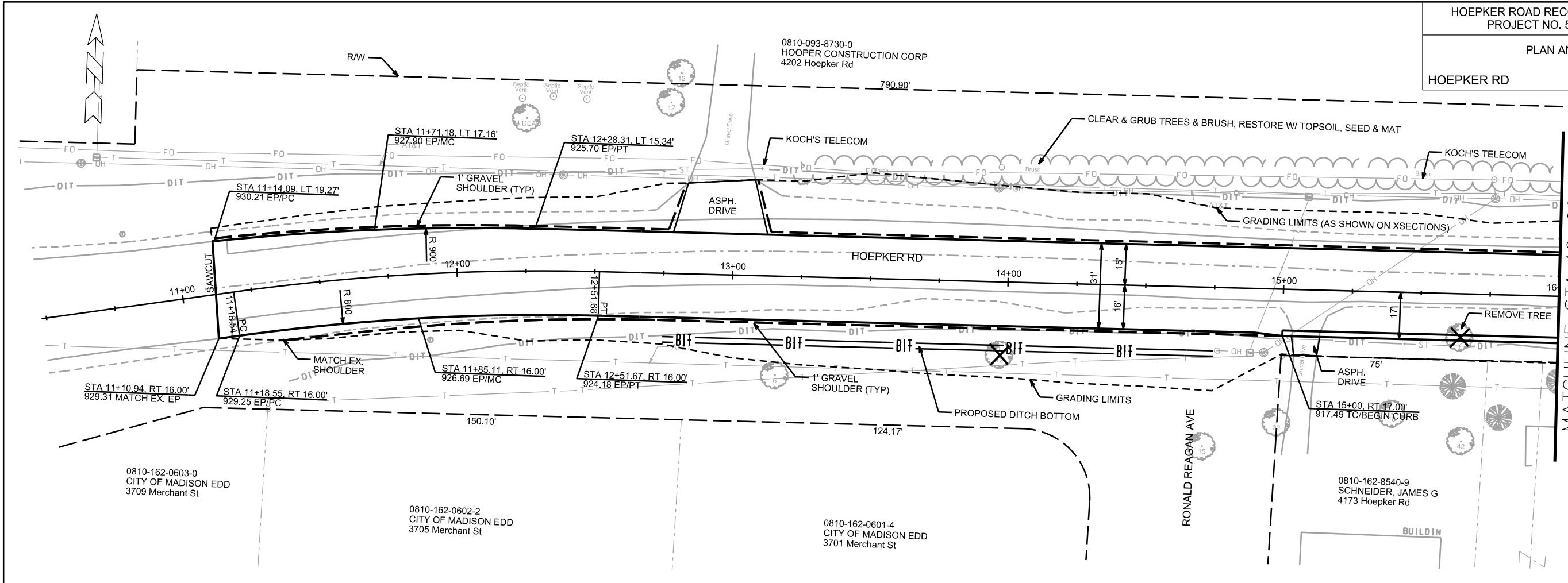
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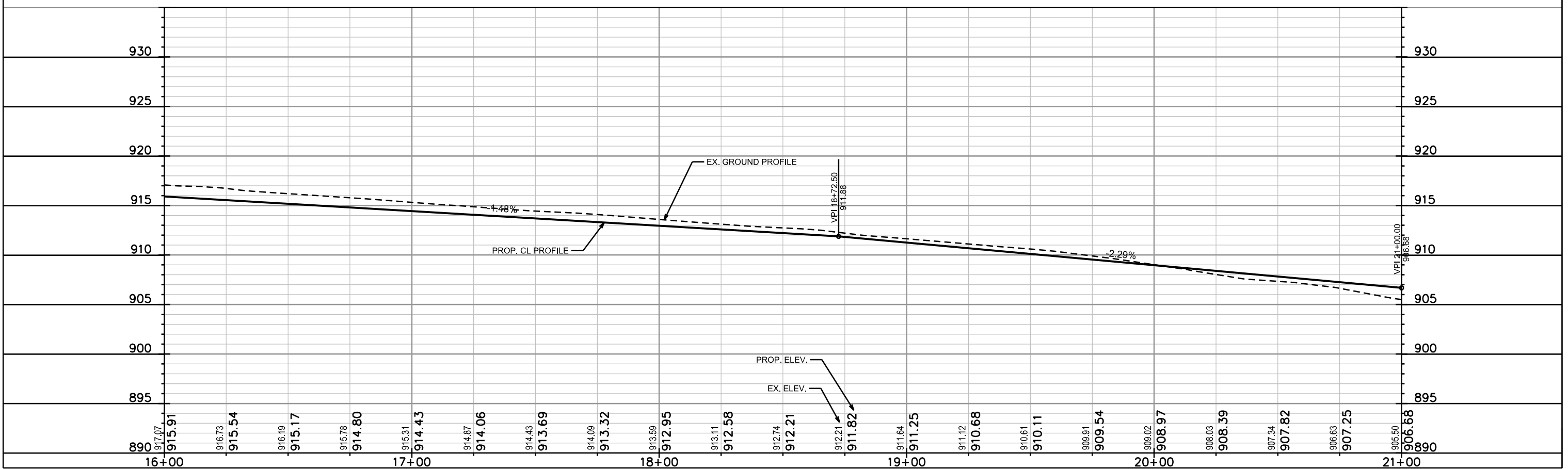
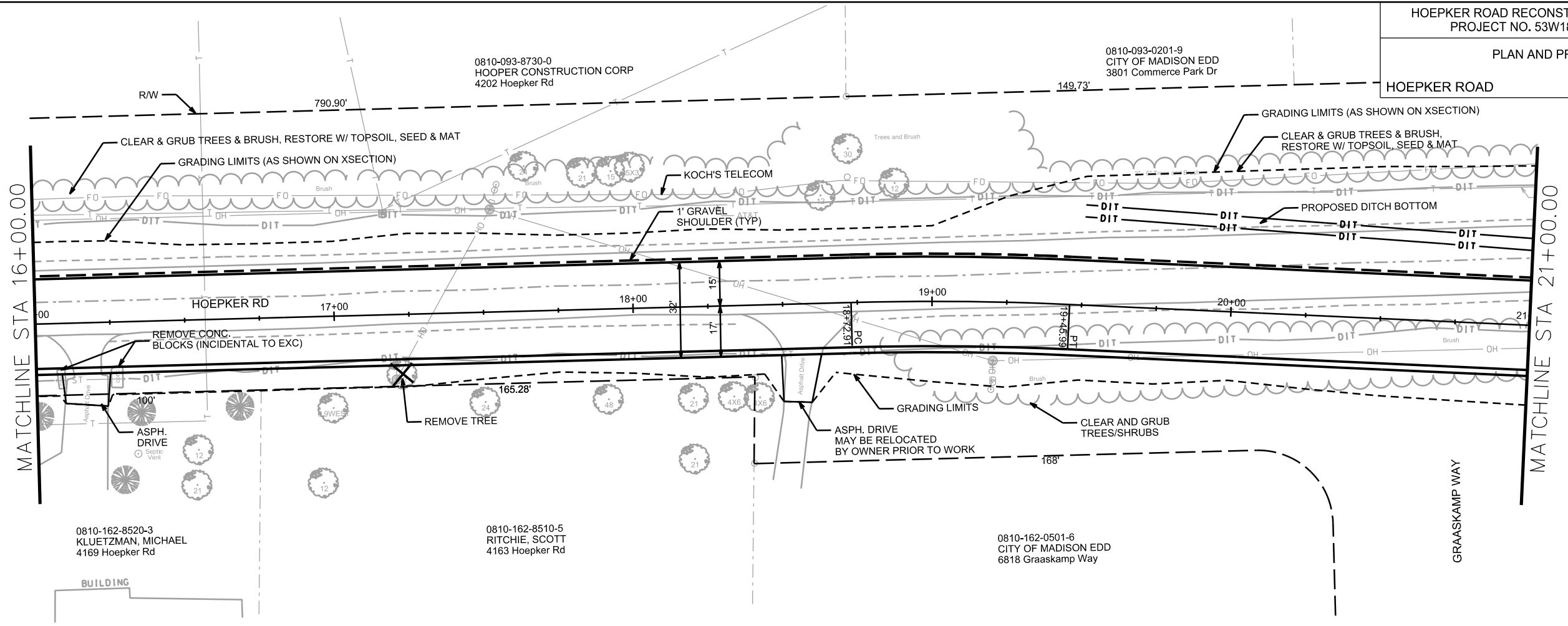
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PLAN AND PROFILE

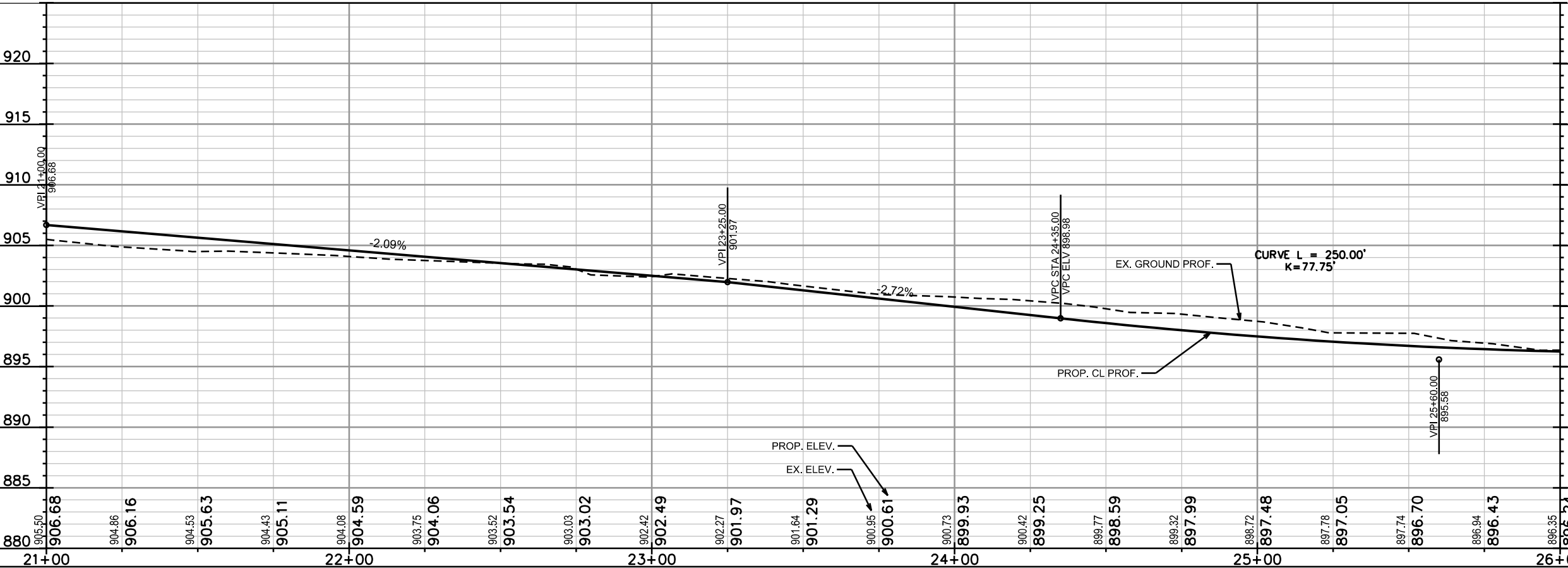
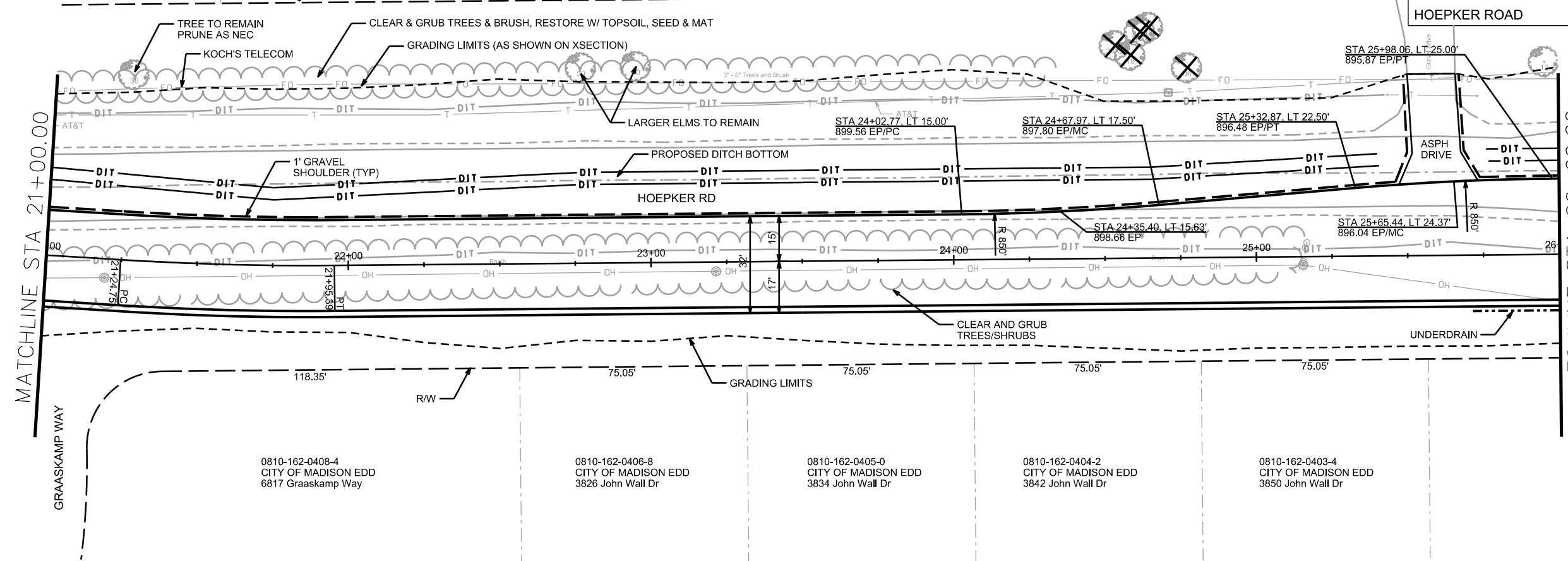
HOEPKER ROAD CITY OF MADISON



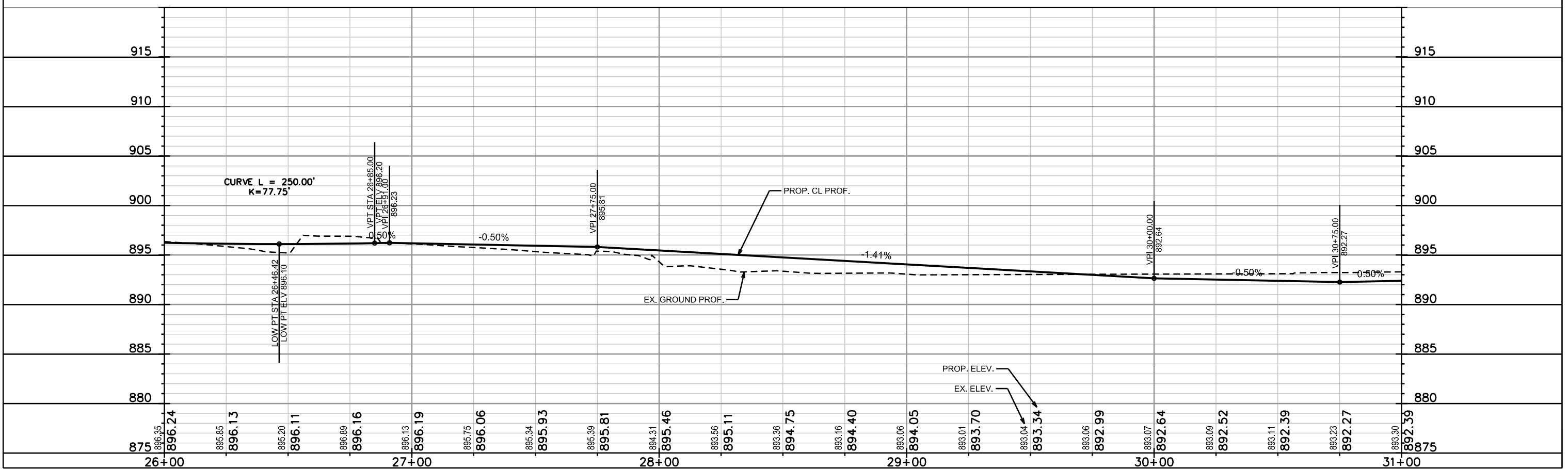
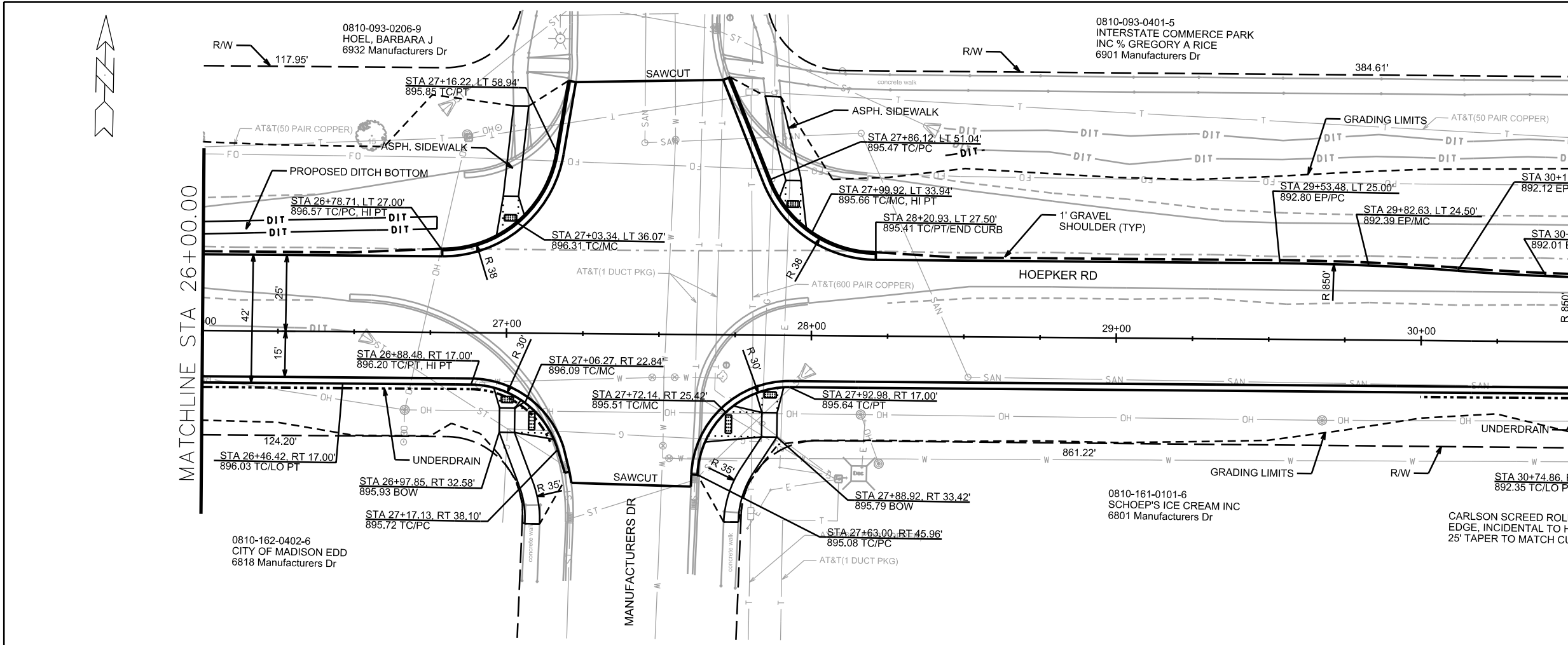
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PLAN AND PROFILE
CITY OF MADISON

0810-093-0202-7 CITY OF MADISON EDD 3827 Commerce Park Dr
 0810-093-0203-5 CITY OF MADISON EDD 3853 Commerce Park Dr
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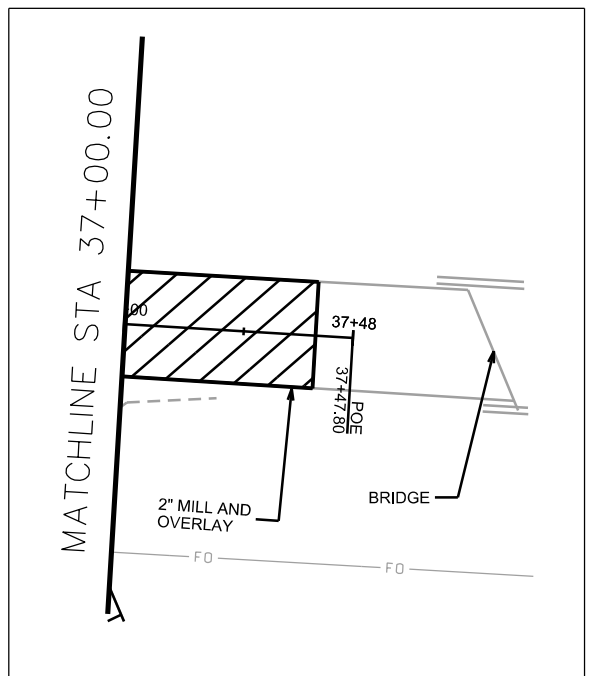
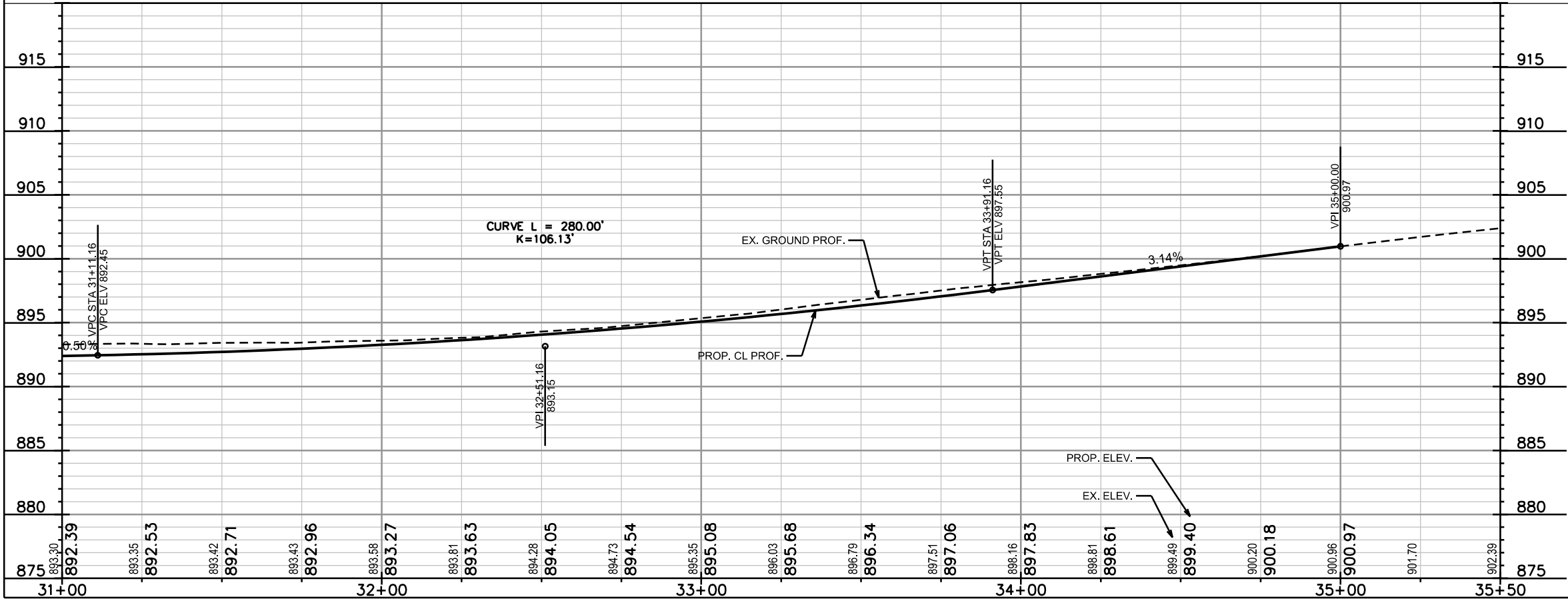
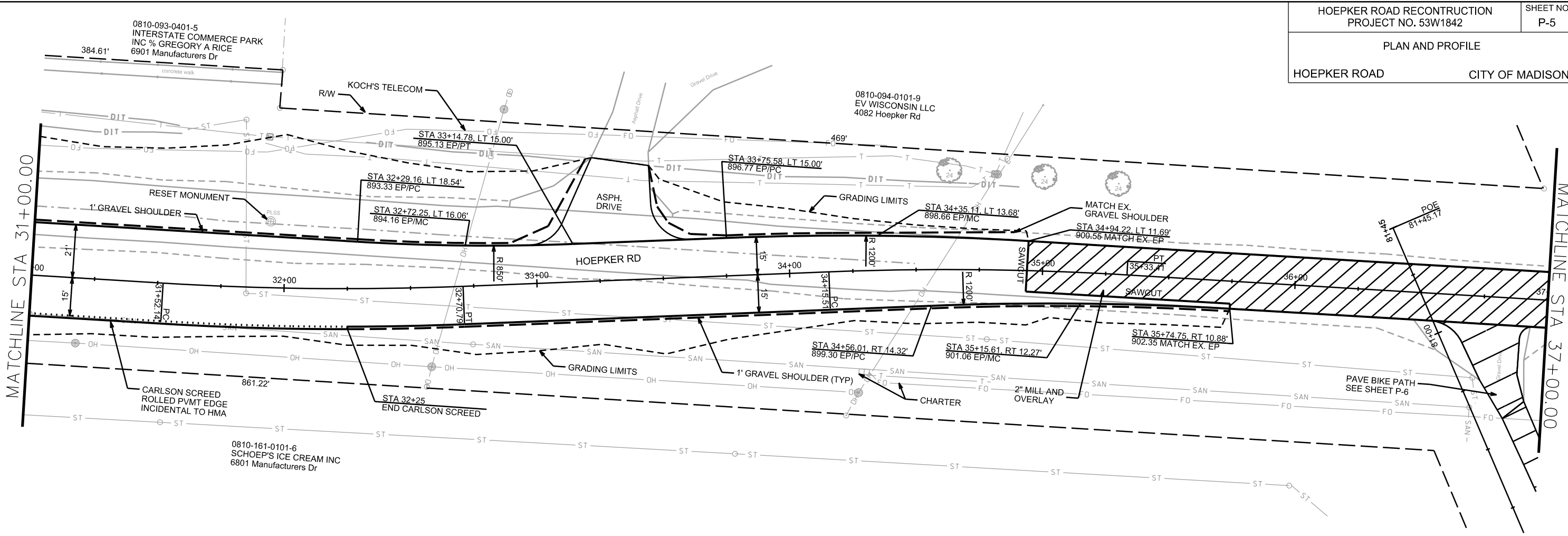


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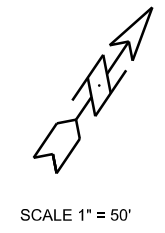
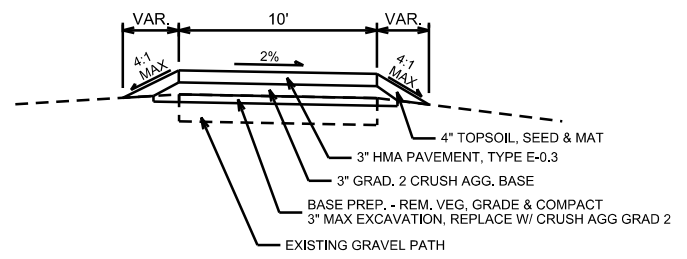


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TYPICAL SECTION - BIKE PATH



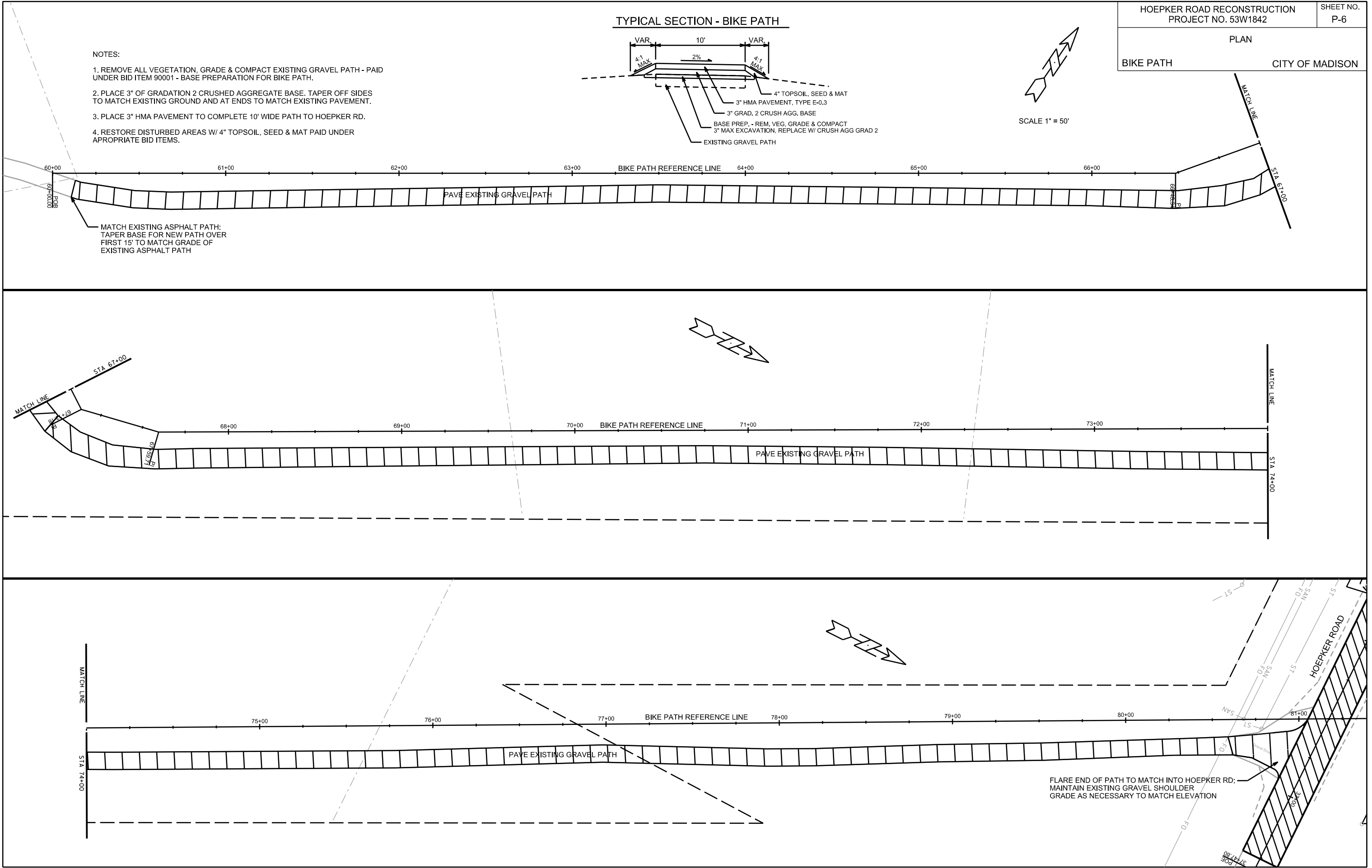
- NOTES:
1. REMOVE ALL VEGETATION, GRADE & COMPACT EXISTING GRAVEL PATH - PAID UNDER BID ITEM 90001 - BASE PREPARATION FOR BIKE PATH.
 2. PLACE 3" OF GRADATION 2 CRUSHED AGGREGATE BASE. TAPER OFF SIDES TO MATCH EXISTING GROUND AND AT ENDS TO MATCH EXISTING PAVEMENT.
 3. PLACE 3" HMA PAVEMENT TO COMPLETE 10' WIDE PATH TO HOEPKER RD.
 4. RESTORE DISTURBED AREAS W/ 4" TOPSOIL, SEED & MAT PAID UNDER APPROPRIATE BID ITEMS.

PLOT SCALE: _____

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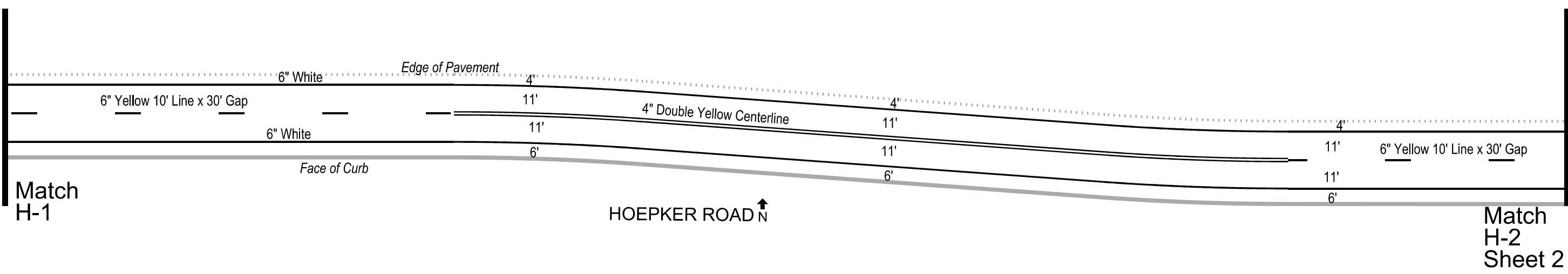
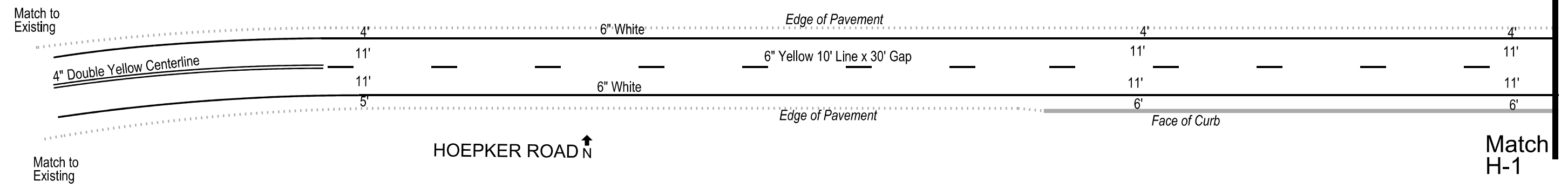
FLARE END OF PATH TO MATCH INTO HOEPKER RD;
MAINTAIN EXISTING GRAVEL SHOULDER
GRADE AS NECESSARY TO MATCH ELEVATION

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

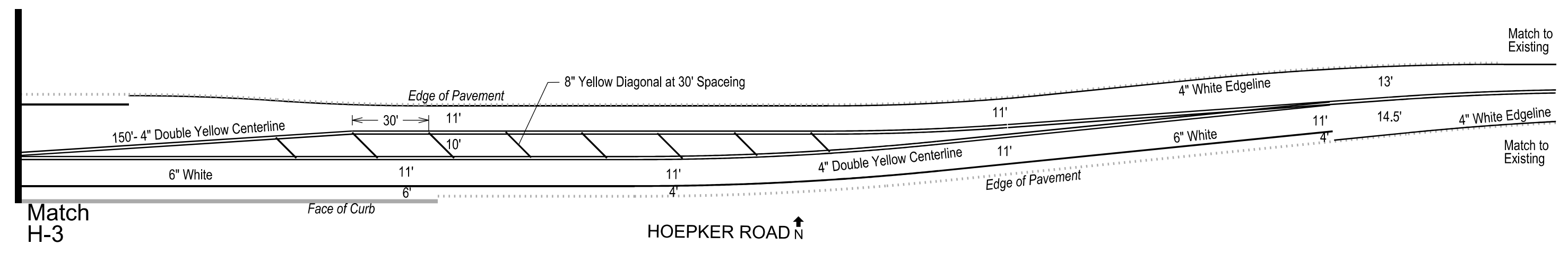
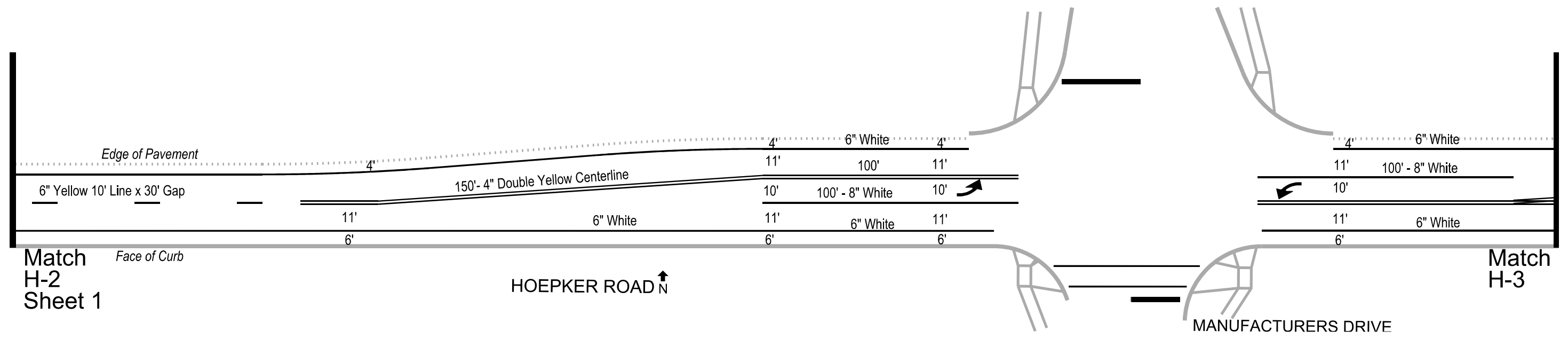


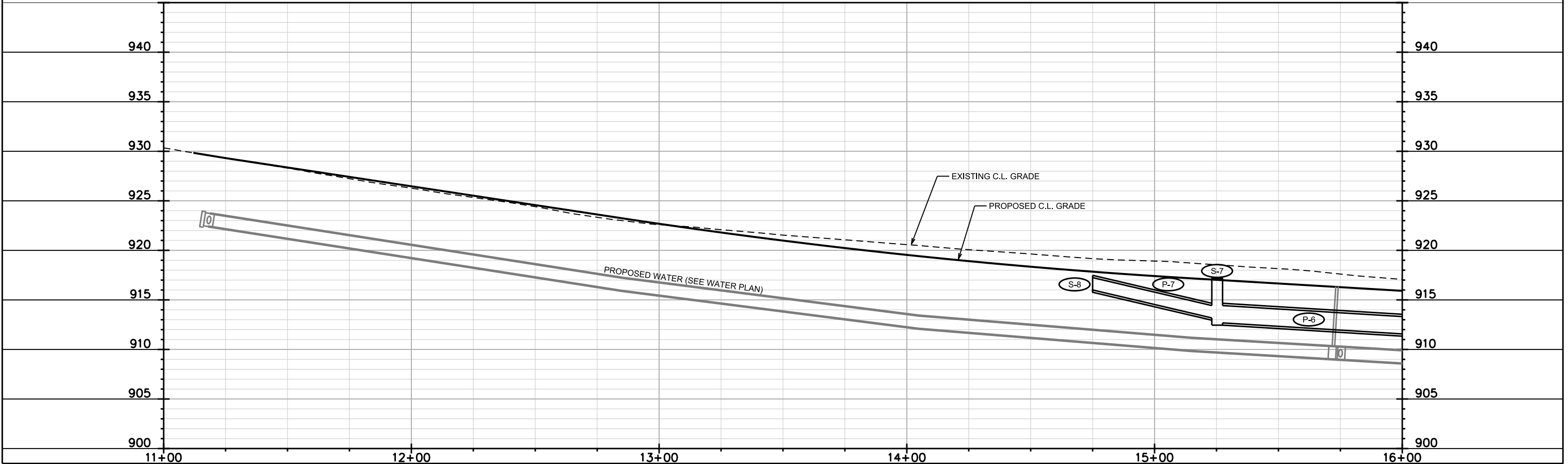
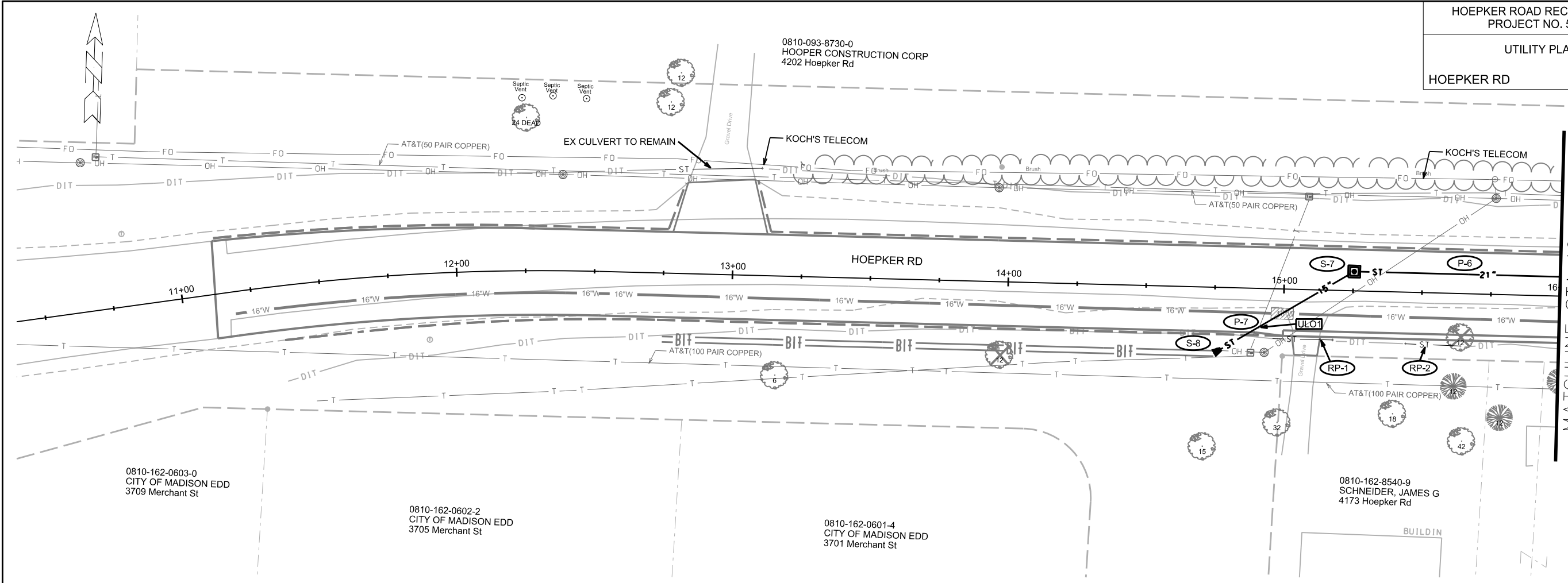
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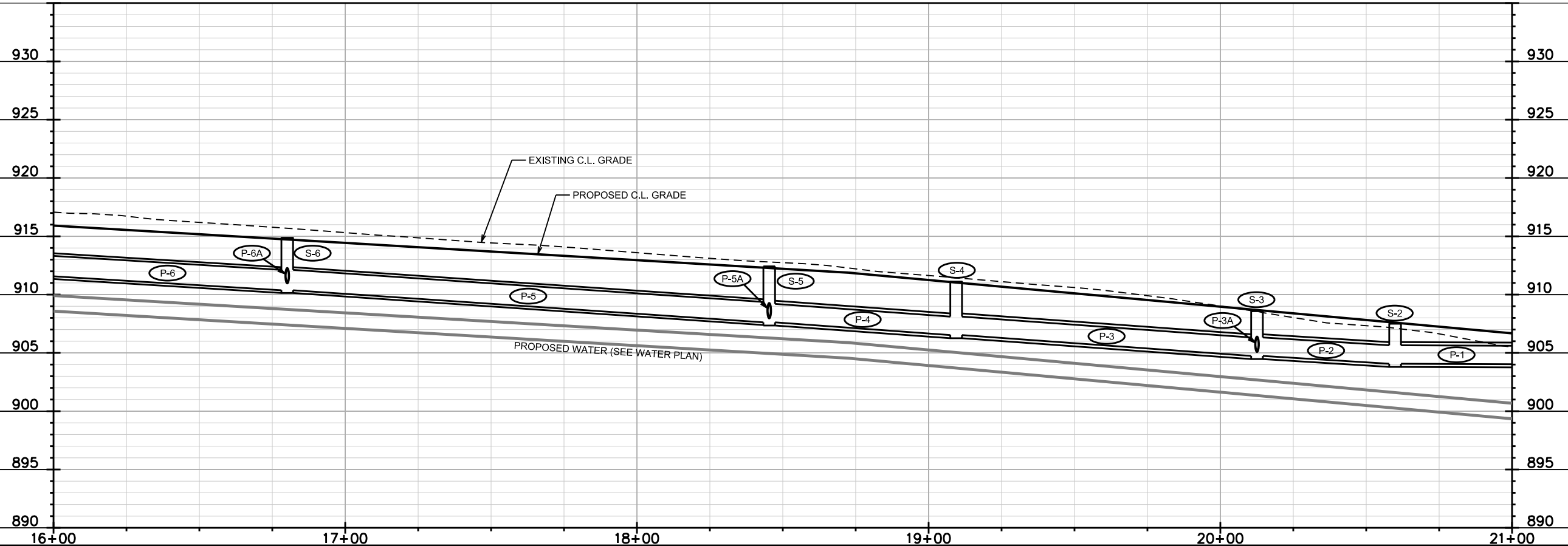
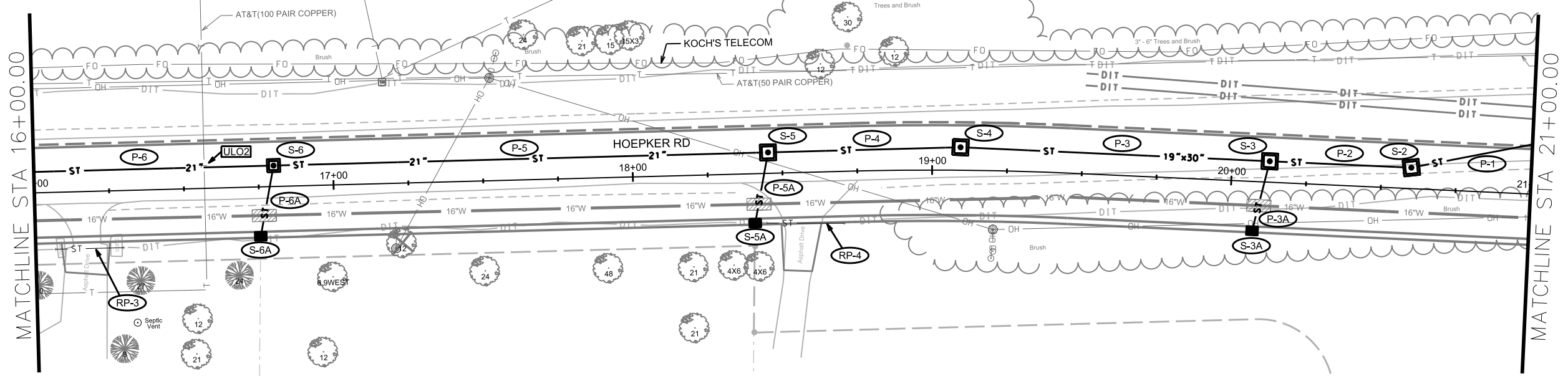
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PLOT SCALE:
 PLOT NAME:
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PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

10-093-0202-7
CITY OF MADISON EDD
27 Commerce Park Dr

0810-093-0203-5
CITY OF MADISON EDD
3853 Commerce Park Dr

0810-093-0204-3
CITY OF MADISON EDD
3901 Commerce Park Dr

0810-093-0205-1
HOEL, BARBARA J
3925 Commerce Park Dr

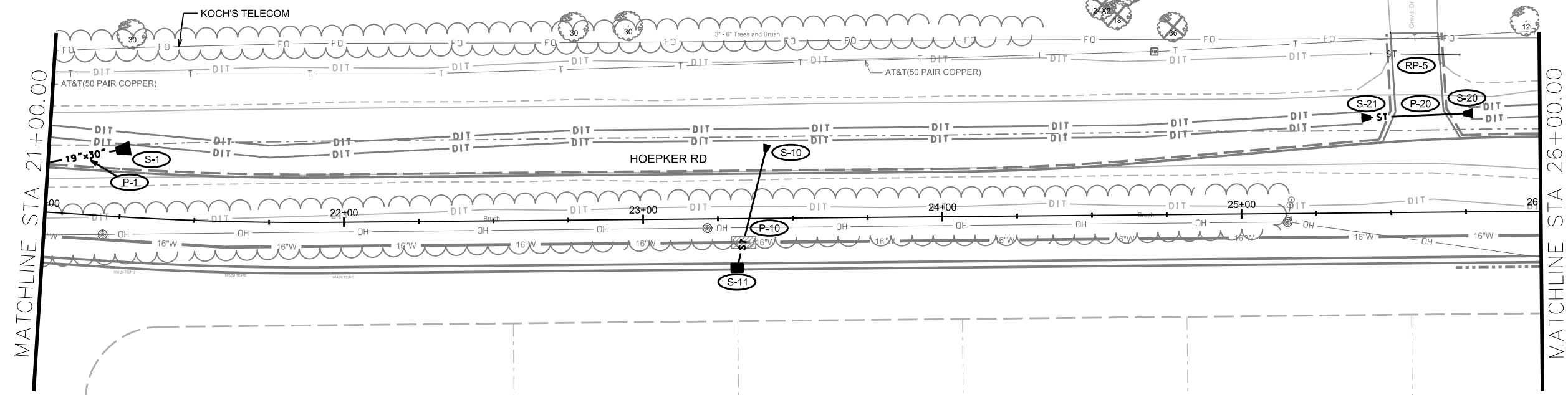
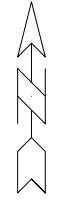
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CITY OF MADISON EDD
6817 Graaskamp Way

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3826 John Wall Dr

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CITY OF MADISON EDD
3834 John Wall Dr

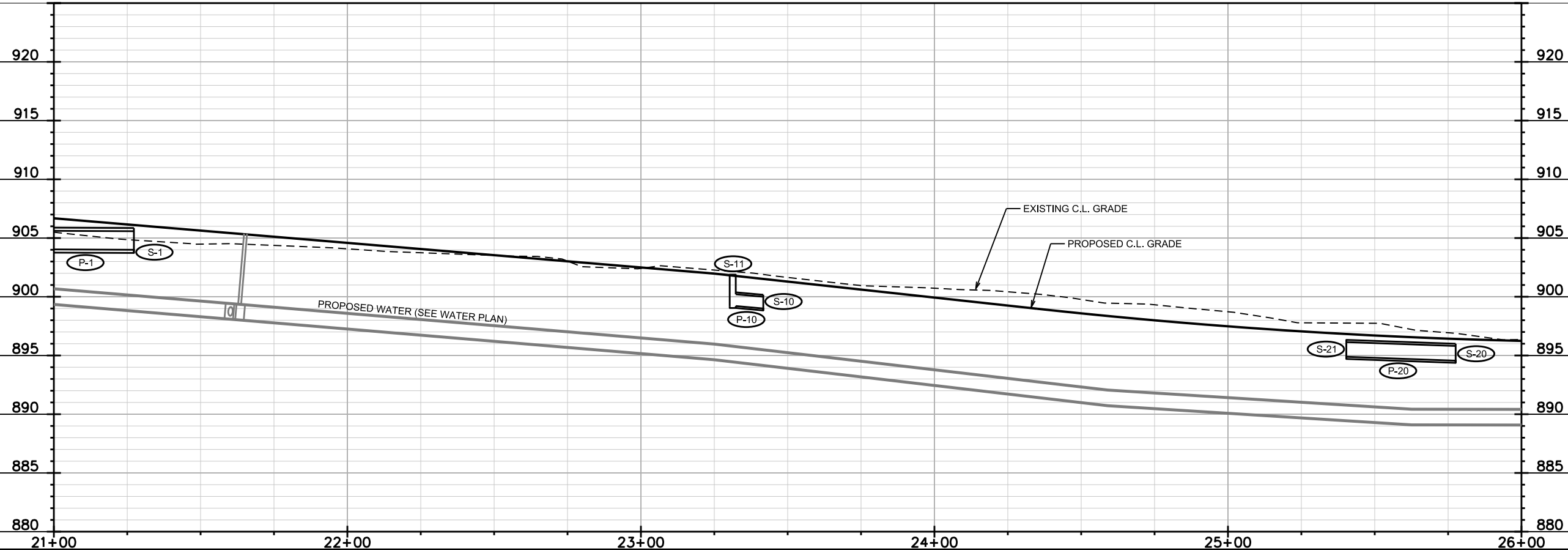
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3850 John Wall Dr



MATCHLINE STA 21+00.00

MATCHLINE STA 26+00.00

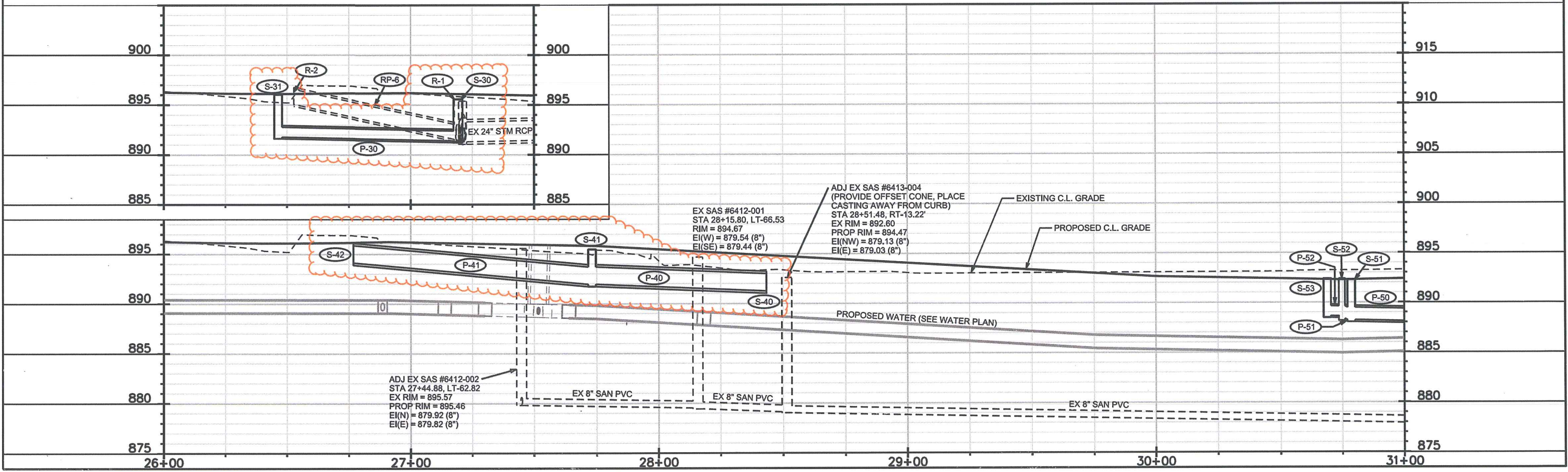
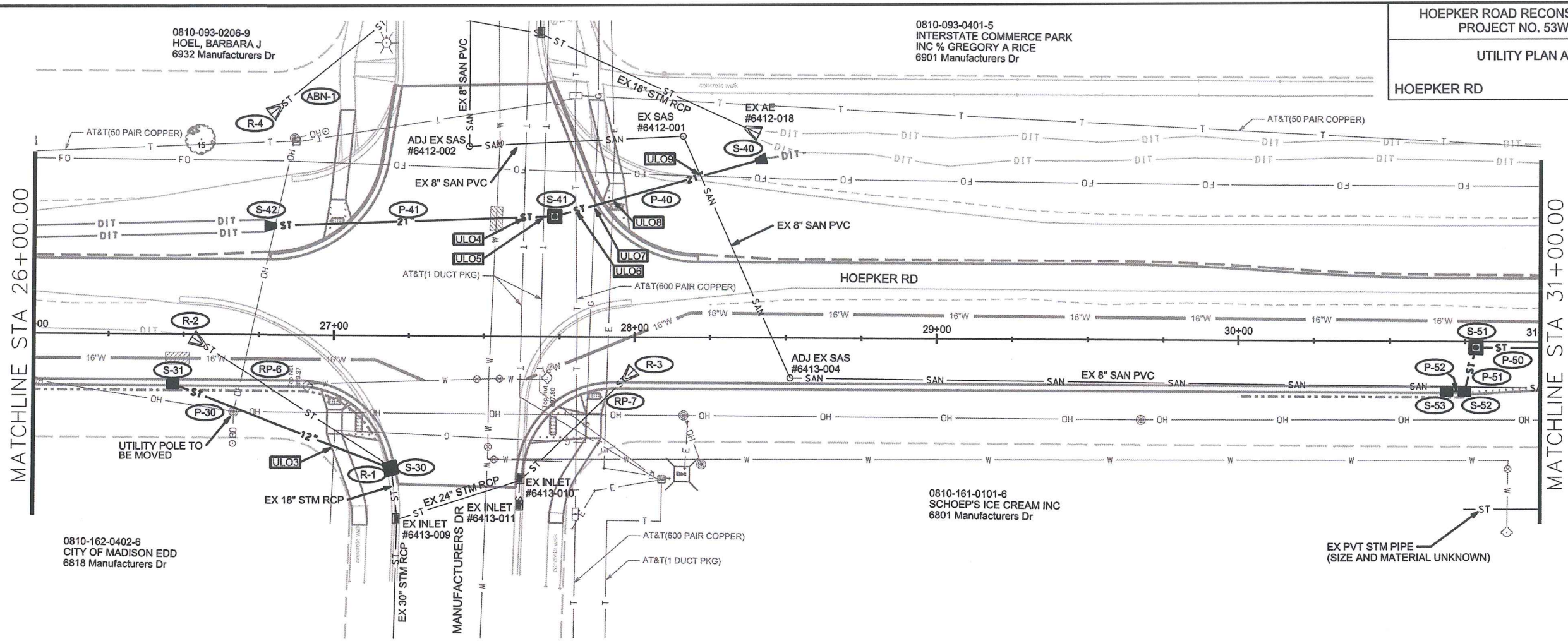


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

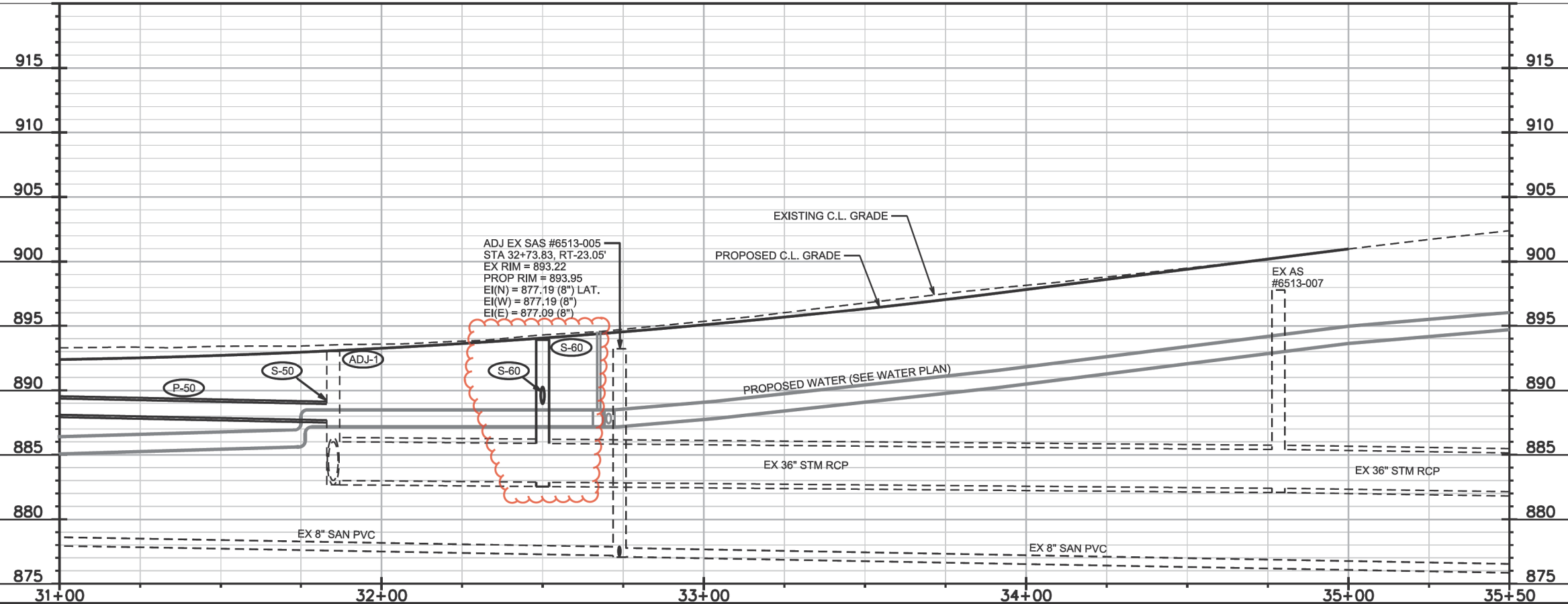
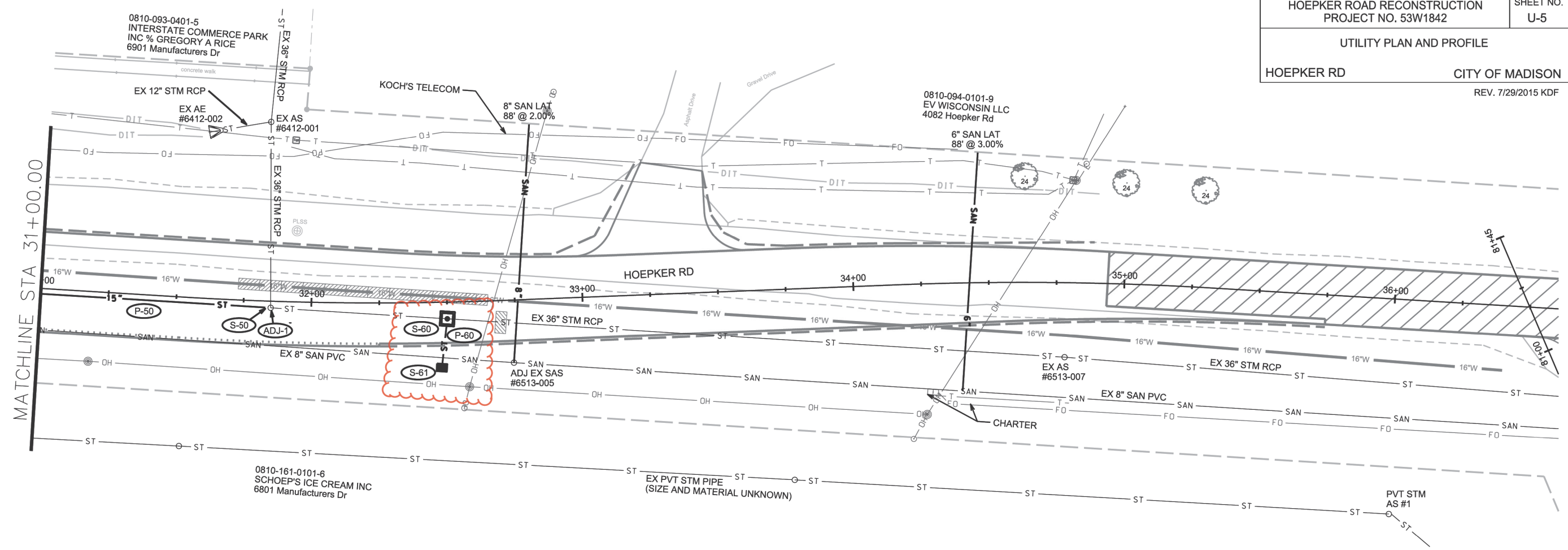


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REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

STORM SEWER SCHEDULE

*REV. 7/17/2015 KDF

HOEPKER RECONSTRUCTION PROJECT NO. 53W1842		SHEET NO. U-6
STORM SEWER SCHEDULE		
HOEPKER RD	CITY OF MADISON	

PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
HOEPKER RD							
S-1	21+27.27	LT-23.12	19"X30" HERCP AE	-	904.00	-	W/GATE
S-2	20+59.91	LT-7.00	4X4 SAS	907.50	904.07	3.43	W/R-1050-0054
S-3	20+12.57	LT-7.00	4X4 SAS	908.57	904.74	3.83	W/R-1050-0054
S-3A	20+07.69	RT-16.50	H INLET	908.49	905.45	3.04	W/R-3067-7004-V
S-4	19+09.43	LT-7.66	4X4 SAS	911.11	906.53	4.58	W/R-1050-0054
S-5	18+45.35	LT-7.00	4X4 SAS	912.42	907.62	4.80	W/R-1050-0054
S-5A	18+40.47	RT-16.50	H INLET	912.43	908.54	3.89	W/R-3067-7004-V
S-6	16+80.12	LT-7.00	3X3 SAS	914.87	910.38	4.49	W/R-1050-0054
S-6A	16+75.25	RT-16.50	H INLET	914.73	911.33	3.40	W/R-3067-7004-V
S-7	15+25.28	LT-7.00	3X3 SAS	917.16	912.69	4.47	W/R-1050-0054
S-8	14+75.00	RT-24.00	15" RCP AE	-	916.00	-	W/GATE
S-10	23+41.69	LT-24.71	12" RCP AE	-	899.00	-	W/GATE
S-11	23+31.28	RT-16.50	H INLET	901.88	899.21	2.67	W/R-3067-7004-V
S-20	25+77.57	LT-33.00	15" RCP AE	-	894.56	-	W/GATE
S-21	25+40.33	LT-31.75	15" RCP AE	-	894.89	-	W/GATE
S-30	27+19.23	RT-43.84	3X3 SAS	895.56	891.39	4.17	W/R-3067-7004-V
* S-31	26+46.42	RT-16.50	H INLET	896.03	891.76	4.27	LP, UD, W/R-3067-7004-VB
S-40	28+43.45	LT-59.43	21" RCP AE	-	891.25	-	W/GATE
* S-41	27+73.14	LT-39.81	3X3 SAS	895.45	891.95	3.50	W/R-1050-0054
S-42	26+76.91	LT-36.00	21" RCP AE	-	894.12	-	W/GATE
S-50	3185.04	RT-2.44	TAP	-	887.70	-	-
S-51	30+78.63	RT-1.98	3X3 SAS	892.25	888.22	4.03	W/R-1050-0054
S-52	30+74.87	RT-16.50	H INLET	892.35	888.35	4.00	LP, UD, W/R-3067-7004-VB
S-53	30+68.87	RT-16.50	H INLET	892.38	888.63	3.75	LP, UD, W/R-3067-7004-VB
S-60	32+50.00	RT-6.13	4X4 SAS	893.93	882.87	11.06	W/R-1050-0054
S-61	32+47.67	RT-24.06	H INLET	893.00	889.50	3.50	W/R-1878-B7G

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
HOEPKER RD										
P-1	S-1	S-2	904.00	904.07	69.5	67.2	0.10%	19"X30"	HERCP	-
P-2	S-2	S-3	904.07	904.74	47.5	43.3	1.55%	19"X30"	HERCP	-
P-3	S-3	S-4	904.74	906.53	103.5	99.4	1.80%	19"X30"	HERCP	-
P-3A	S-3	S-3A	905.24	905.45	24	20.9	1.00%	12"	RCP	-
P-4	S-4	S-5	906.53	907.62	64.5	60.3	1.81%	19"X30"	HERCP	-
P-5	S-5	S-6	907.62	910.38	165.5	161.7	1.71%	21"	RCP	-
P-5A	S-5	S-5A	908.12	908.54	24	20.9	2.01%	12"	RCP	-
P-6	S-6	S-7	910.38	912.69	155	151.8	1.52%	21"	RCP	-
P-6A	S-6	S-6A	911.11	911.33	24	21.4	1.03%	12"	RCP	-
P-7	S-7	S-8	913.15	916.00	59	57.3	4.97%	15"	RCP	-
P-10	S-10	S-11	899.00	899.21	42.5	41.5	0.51%	12"	RCP	-
P-20	S-20	S-21	894.56	894.89	37.5	37.3	0.88%	15"	RCP	-
* P-30	S-30	S-31	891.39	891.76	78	74.4	0.50%	12"	RCP	-
* P-40	S-40	S-41	891.25	891.95	73	71.4	0.98%	21"	RCP	-
* P-41	S-41	S-42	891.95	894.12	96.5	94.8	2.29%	21"	RCP	-
P-50	S-50	S-51	887.70	888.22	106.5	103	0.50%	15"	RCP	-
P-51	S-51	S-52	888.22	888.35	15	12.4	1.05%	15"	RCP	-
P-52	S-52	S-53	888.60	888.63	6	3	1.00%	12"	RCP	-
P-60	S-60	S-61	889.12	889.50	18	15.2	2.50%	12"	RCP	NCM

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 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.

SPECIFIC NOTES

STORM SEWER SCHEDULE

*REV. 7/17/2015 KDF

HOEPKER ROAD RECONSTRUCTION PROJECT NO. 53W1842		SHEET NO. U-7
STORM SEWER SCHEDULE		
HOEPKER RD	CITY OF MADISON	

REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
HOEPKER RD					
R-1	IN 6413-005	27+19.25	RT-43.85	3X3 SAS	-
R-2	AE 6413-006	26+52.76	RT-1.00	APRON ENDWALL	-
R-3	AE 6413-012	27+99.85	RT-10.80	APRON ENDWALL	-
R-4	AE 6412-014	26+78.50	LT-72.90	APRON ENDWALL	-

REMOVE STORM PIPES

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
HOEPKER RD							
RP-1	STA 14+96.25, RT-18.10'	STA 15+18.10, RT-18.02'	22	12"	RCP	Y	-
RP-2	STA 15+44.50, RT-18.75'	STA 15+64.35, RT-19.00'	20	12"	RCP	Y	-
RP-3	STA 16+06.68, RT-19.00'	STA 16+29.32, RT-19.00	23	12"	RCP	Y	-
RP-4	STA 18+44.35, RT-16.60'	STA 18+70.20, RT-17.35'	26	12"	RCP	Y	-
RP-5	STA 25+43.65, LT-53.20'	STA 25+73.40, LT-52.55'	30	15"	CMP	Y	-
RP-6	R-1	R-2	72	18"	RCP	Y	-
RP-7	IN 6413-010	R-3	45	18"	RCP	Y	-

STORM STRUCTURE ADJUSTMENTS

ADJUST NO.	STATION	LOCATION (OFFSET)	EX. TOC ELEV.	ADJUST ELEV.	ADJUST DIFF.	NOTES
HOEPKER RD						
AS 6413-015	31+85.05	RT-2.45	893.01	893.03	0.02	-

STORM SEWER ABANDONMENTS

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	PIPE SIZE	TYPE	PAID (Y/N)	NOTES
HOEPKER RD							
ABN-1	IN 6412-013	R-4	54	12"	RCP	Y	(1) TWO PIPE PLUGS

STORM SEWER ULOs

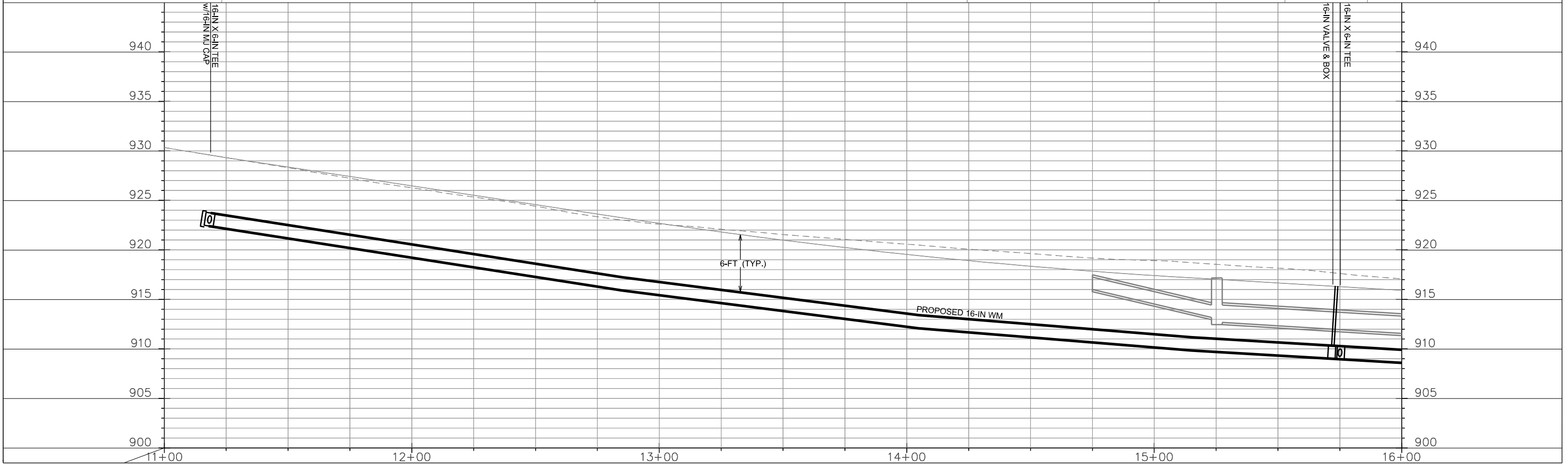
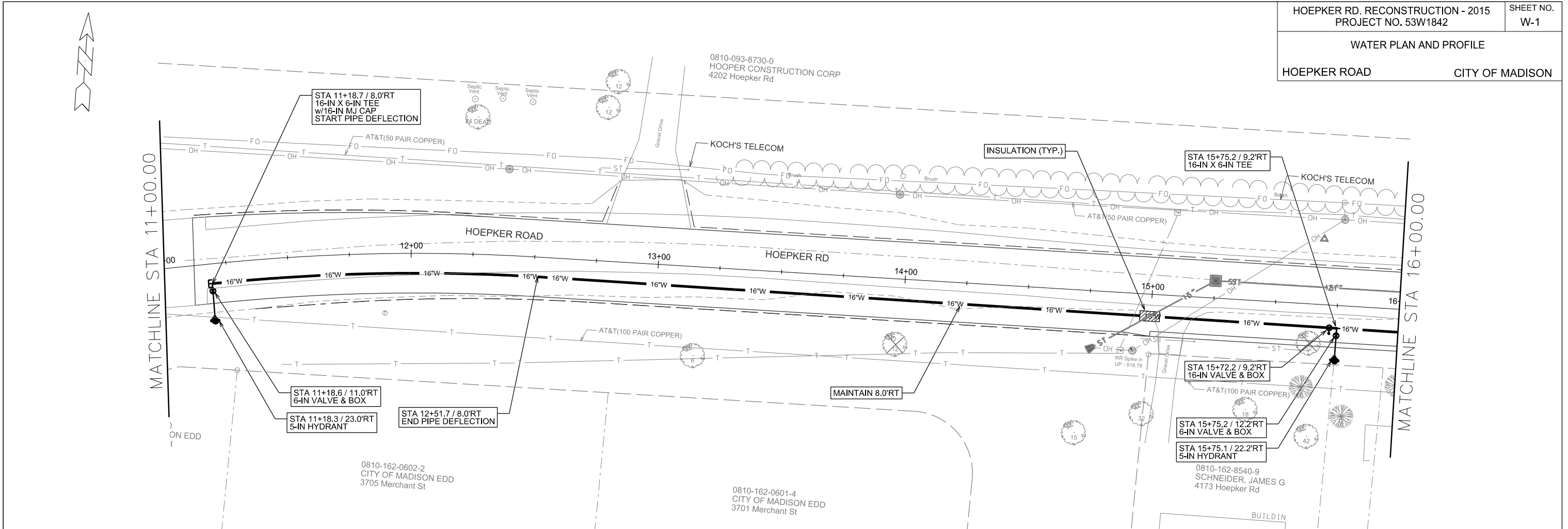
ULO NO.	STATION	LOCATION (OFFSET)	TYPE	TOP ELEV.	NOTES
HOEPKER RD					
* ULO1	14+90.10	RT-13.30	TELE	914.69	2" CABLE, NO CONFLICT
* ULO2	16+56.95	LT-7.00	TELE	-	DID NOT FIND
* ULO3	26+97.30	RT-36.40	GAS	893.10	4" PLASTIC, CONFLICT
* ULO3A	27+03.10	RT-31.30	GAS	892.26	4" PLASTIC
* ULO4	27+63.00	LT-39.40	ATT DUCT	-	DID NOT FIND
* ULO5	27+69.50	LT-39.65	ATT DUCT	-	DID NOT FIND
* ULO6	27+80.90	LT-41.80	ATT TELE	891.47	3" CABLE, CONFLICT
* ULO6A	27+81.00	LT-41.60	ATT TELE	891.38	3" CABLE, CONFLICT
* ULO7	27+87.00	LT-43.70	GAS	888.12	3" PLASTIC, NO CONFLICT
* ULO8	27+93.50	LT-45.30	ELEC	887.11	8" PVC, NO CONFLICT
* ULO9	28+23.20	LT-53.20	FIBER OPTIC	888.00	4" PVC, NO CONFLICT

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SPECIFIC NOTES

- (1) PIPE PLUGS PAID FOR UNDER BID ITEM 20336

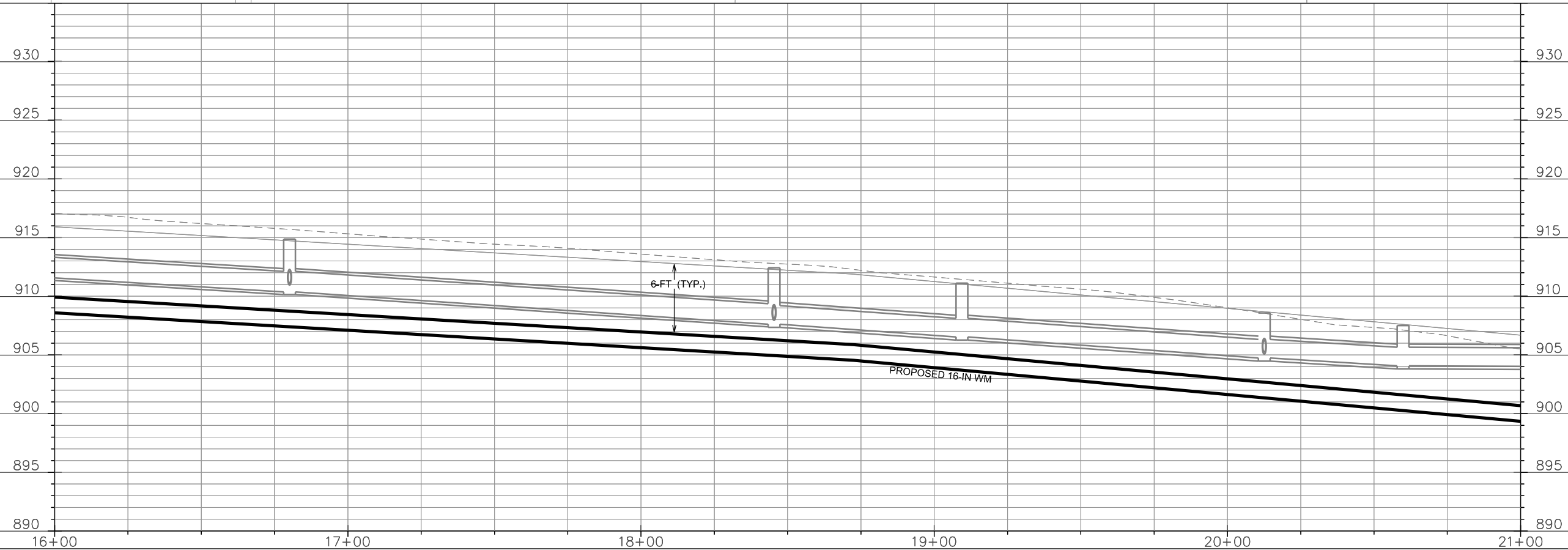
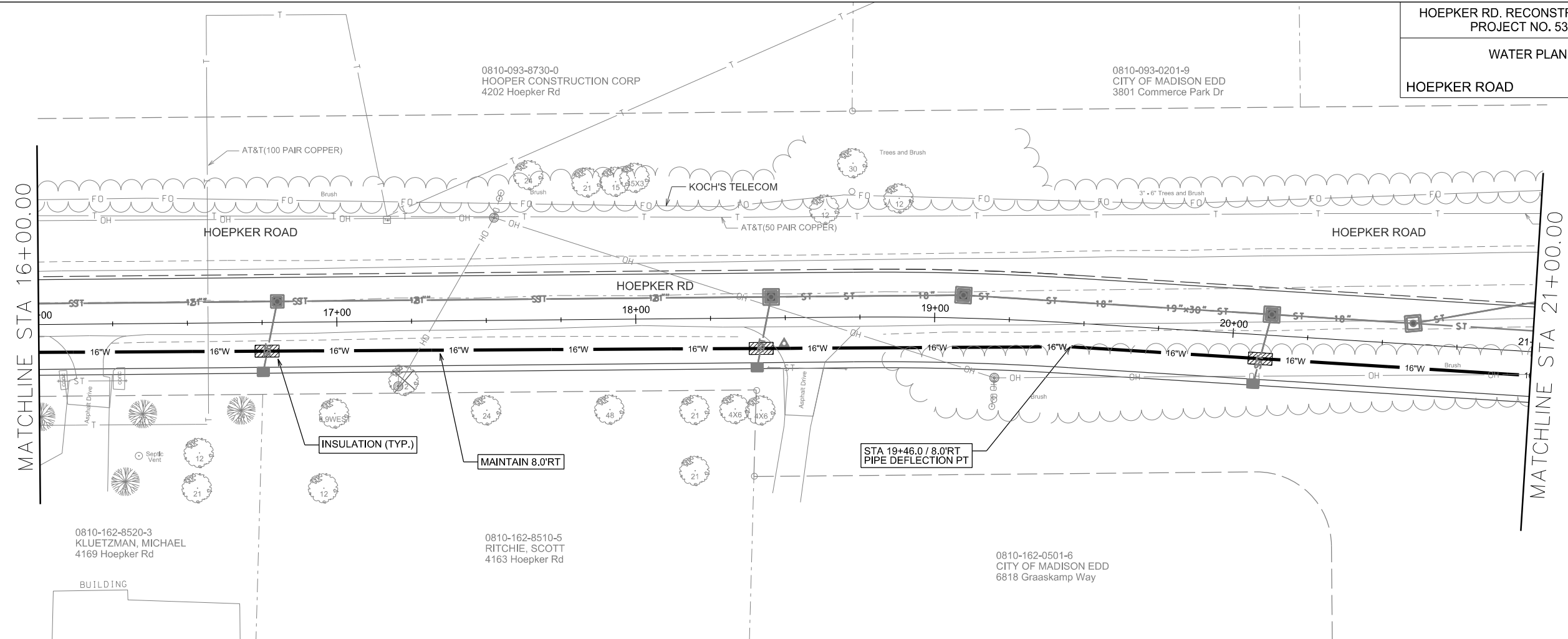


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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



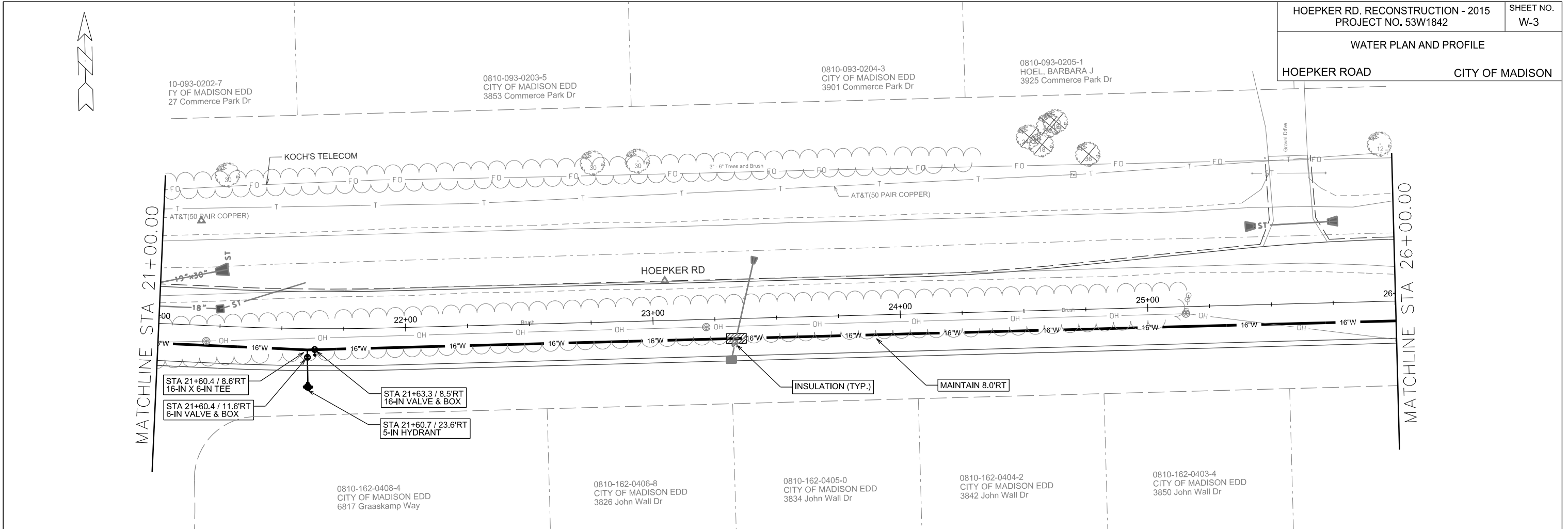
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PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE
HOEPKER ROAD CITY OF MADISON

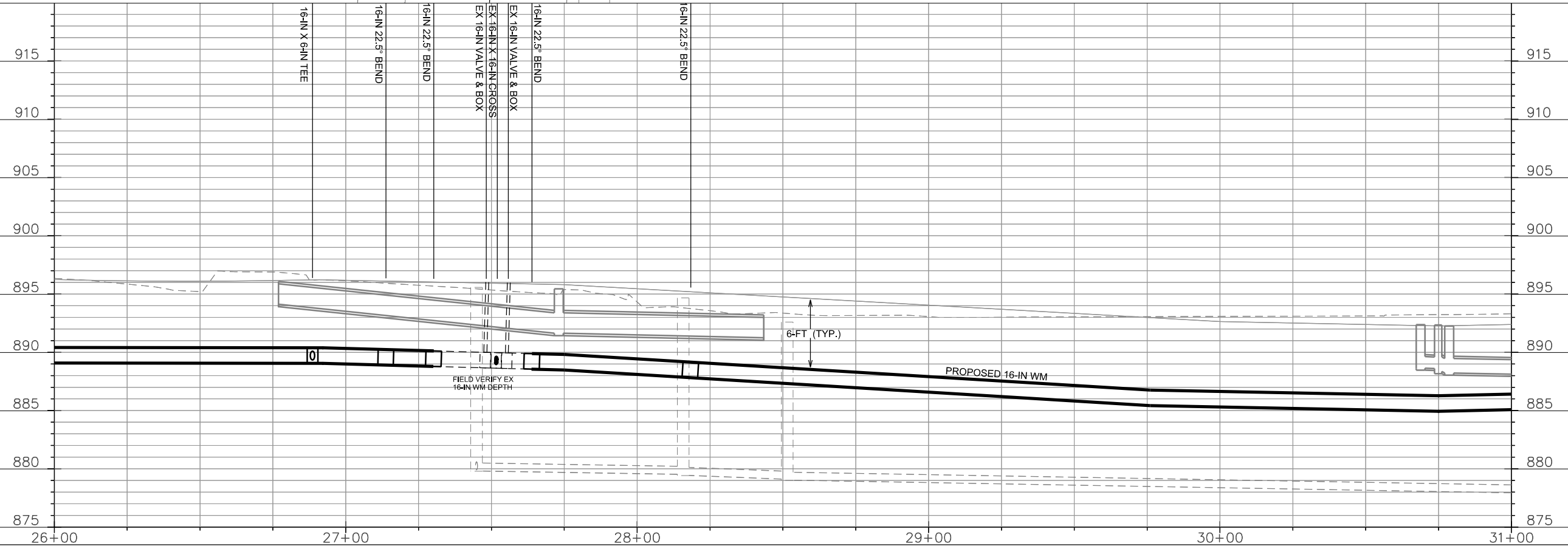
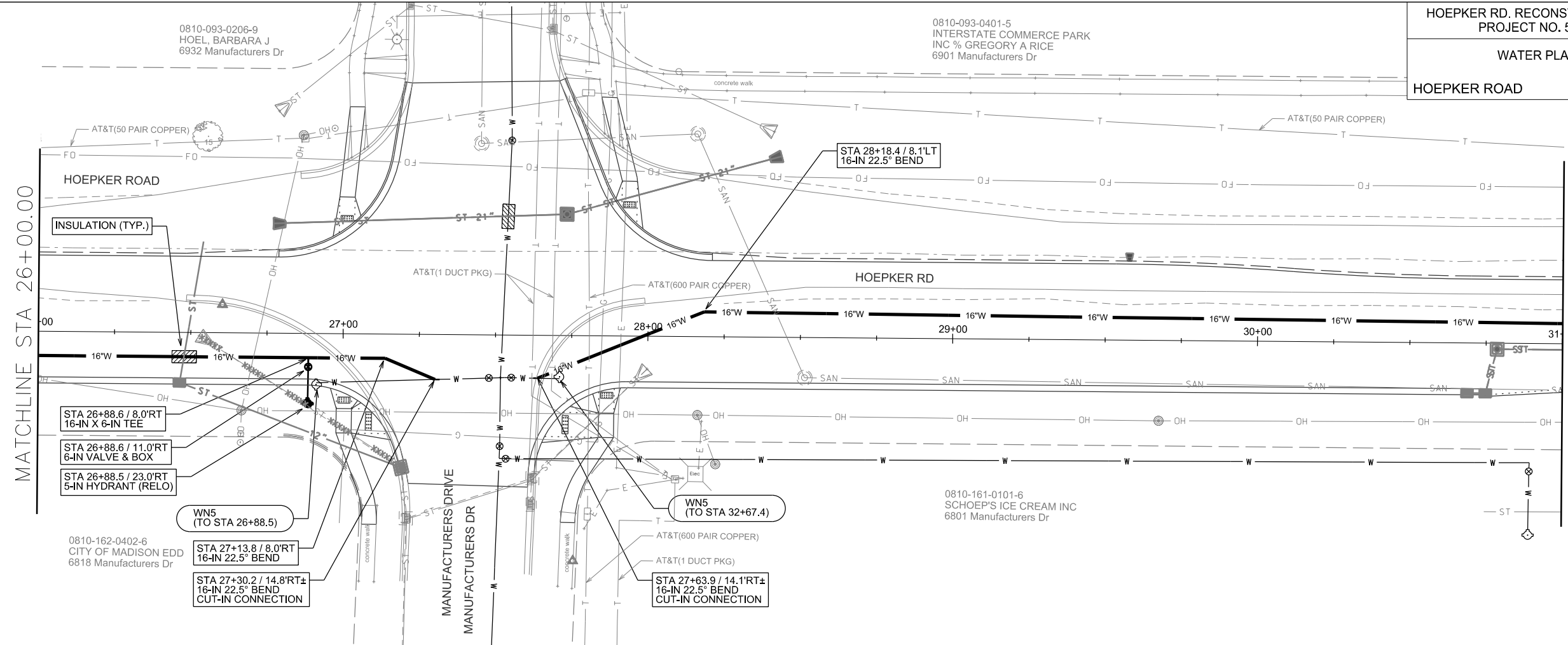
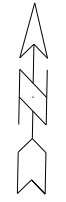


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ORIGINATOR: CITY OF MADISON, STREET'S DIVISION

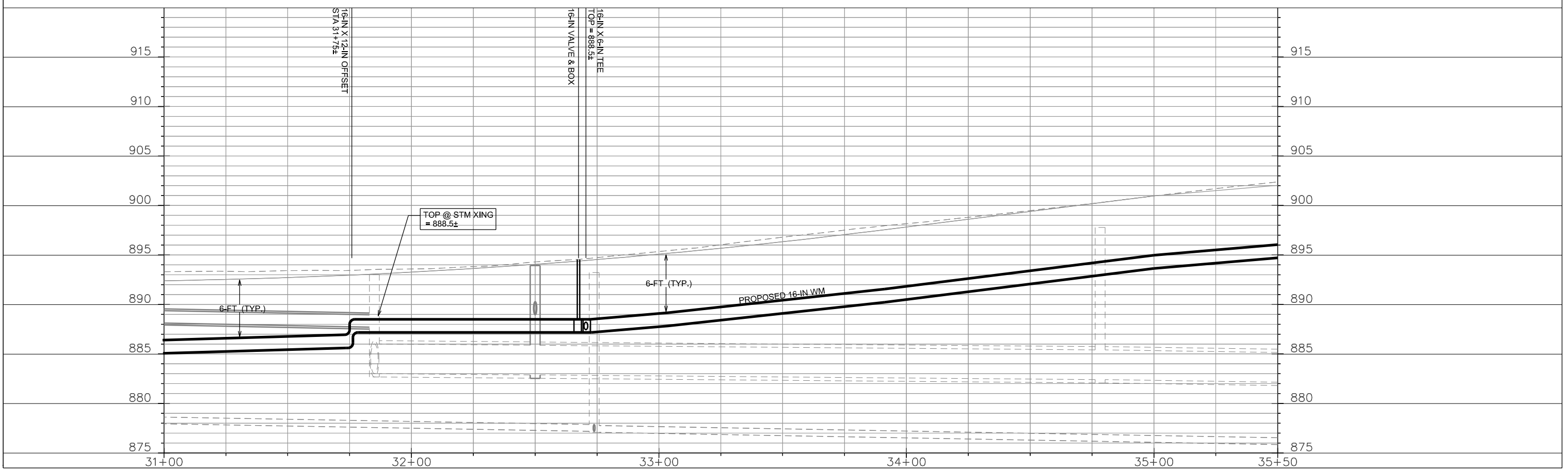
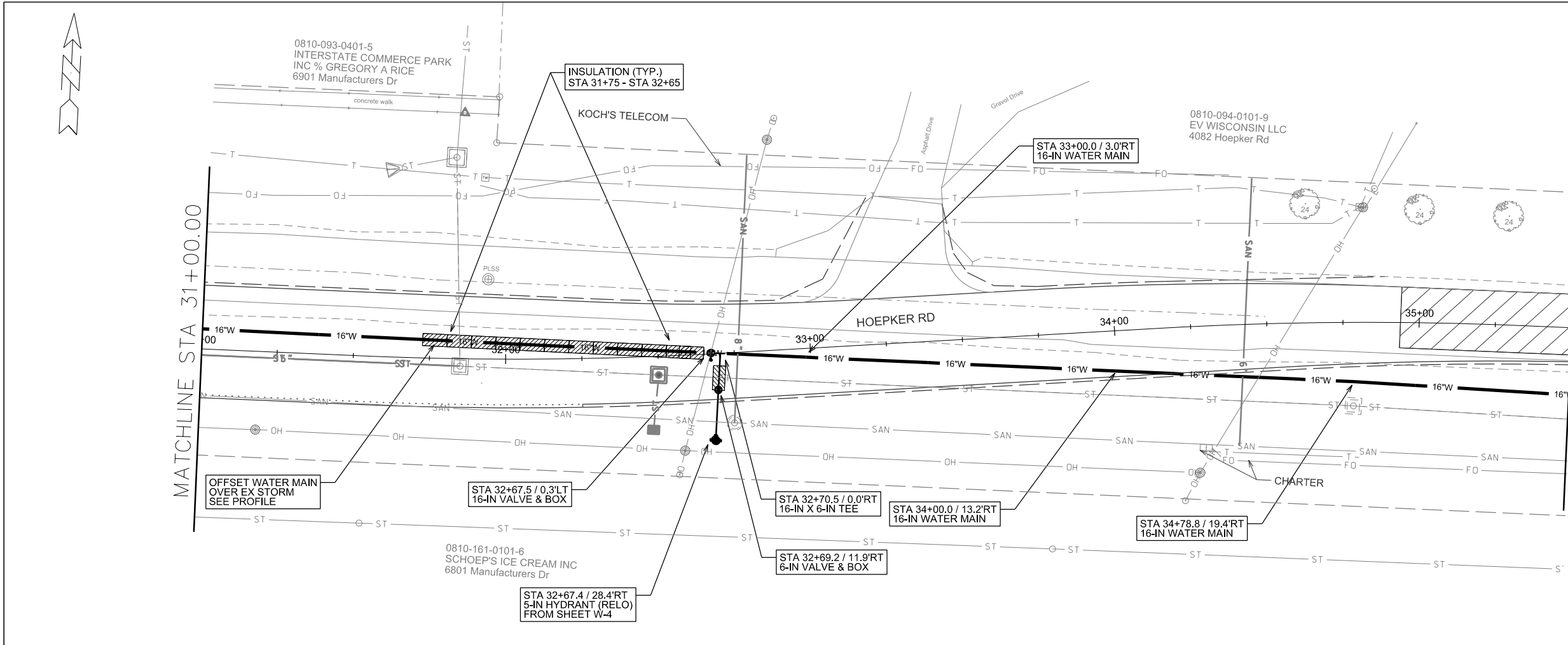


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ORIGINATOR: CITY OF MADISON, STREET'S DIVISION

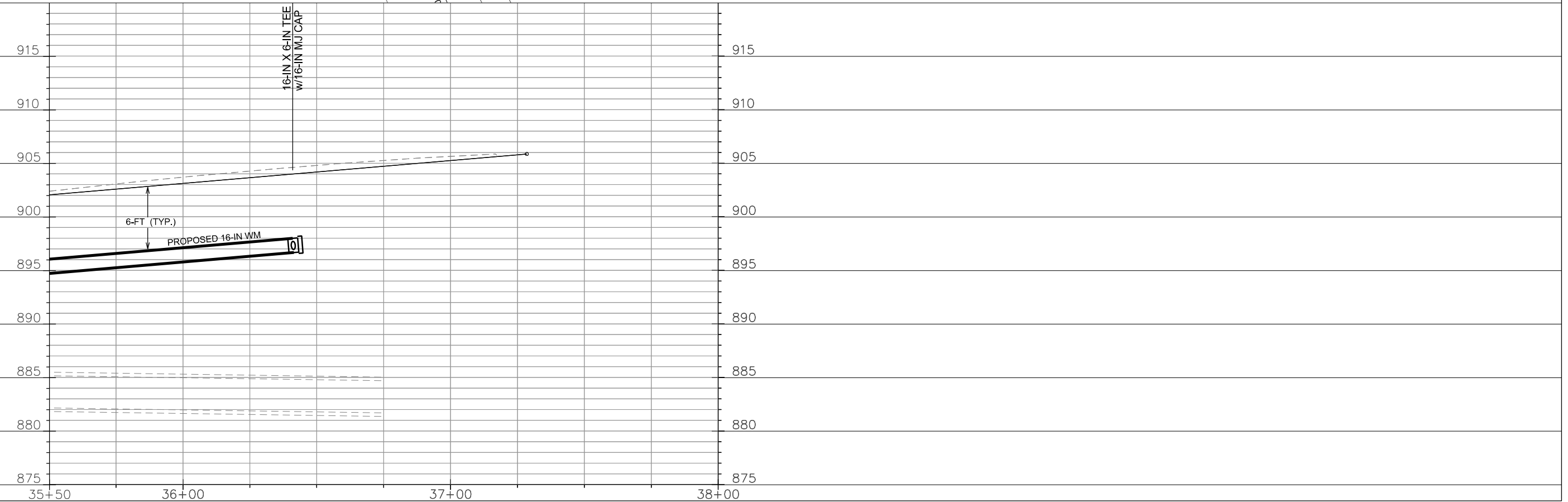
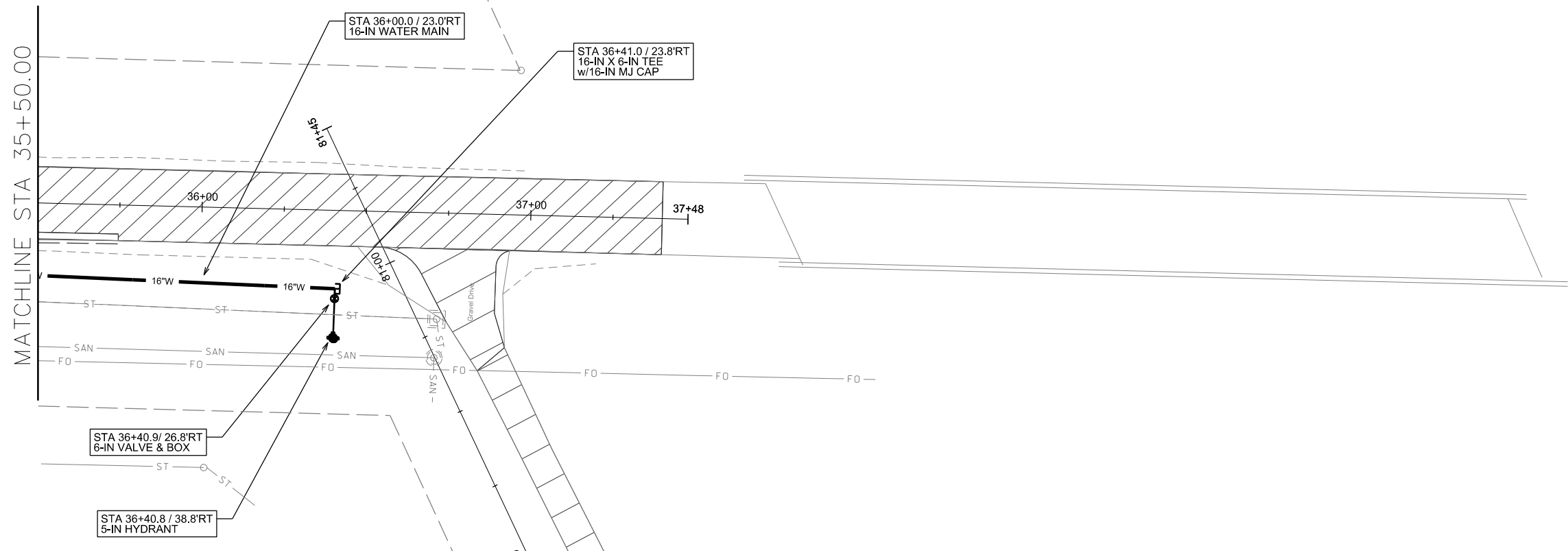


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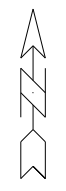


PLOT SCALE:

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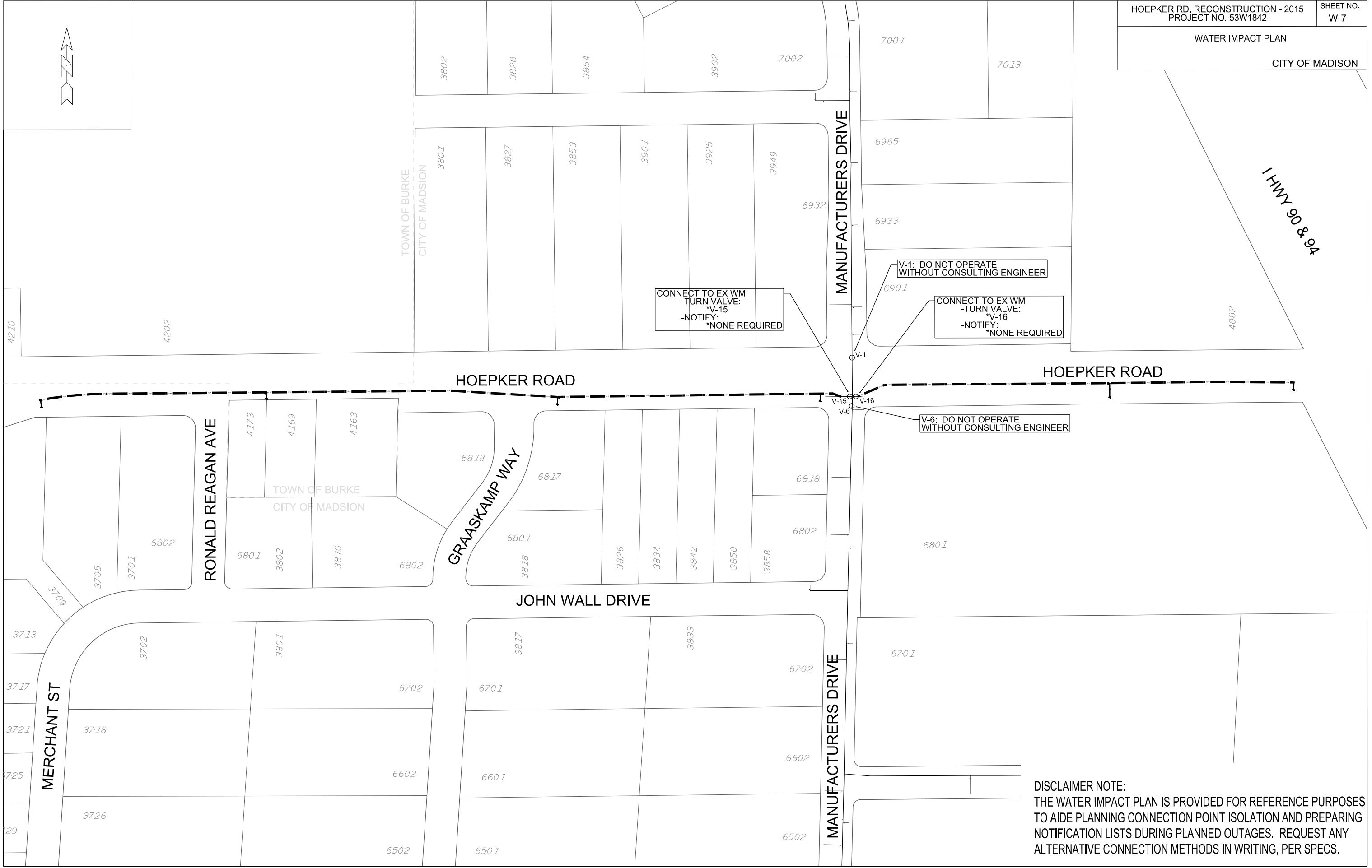


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, WATER UTILITY



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.

FILE NAME:

DATE:

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:

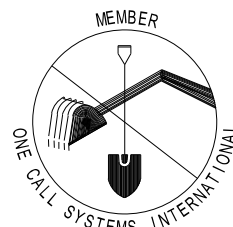
* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.

- 120-FT - 6-IN PIPE
- 2500-FT - 16-IN PIPE
- 2900-FT - POLYWRAP
- 6 - 6-IN VALVE & BOX
- 3 - 16-IN VALVE & BOX
- 4 - 16-IN 22.5° BEND
- 6 - 16-IN X 6-IN TEE
- 2 - 16-IN MJ PLUG
- 1 - 16-IN X 12-IN OFFSET
- 6 - 5-IN HYDRANT
- 160-FT - 2-IN STYROFOAM INSULATION

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.



ESTIMATE OF MATERIALS SALVAGED:

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

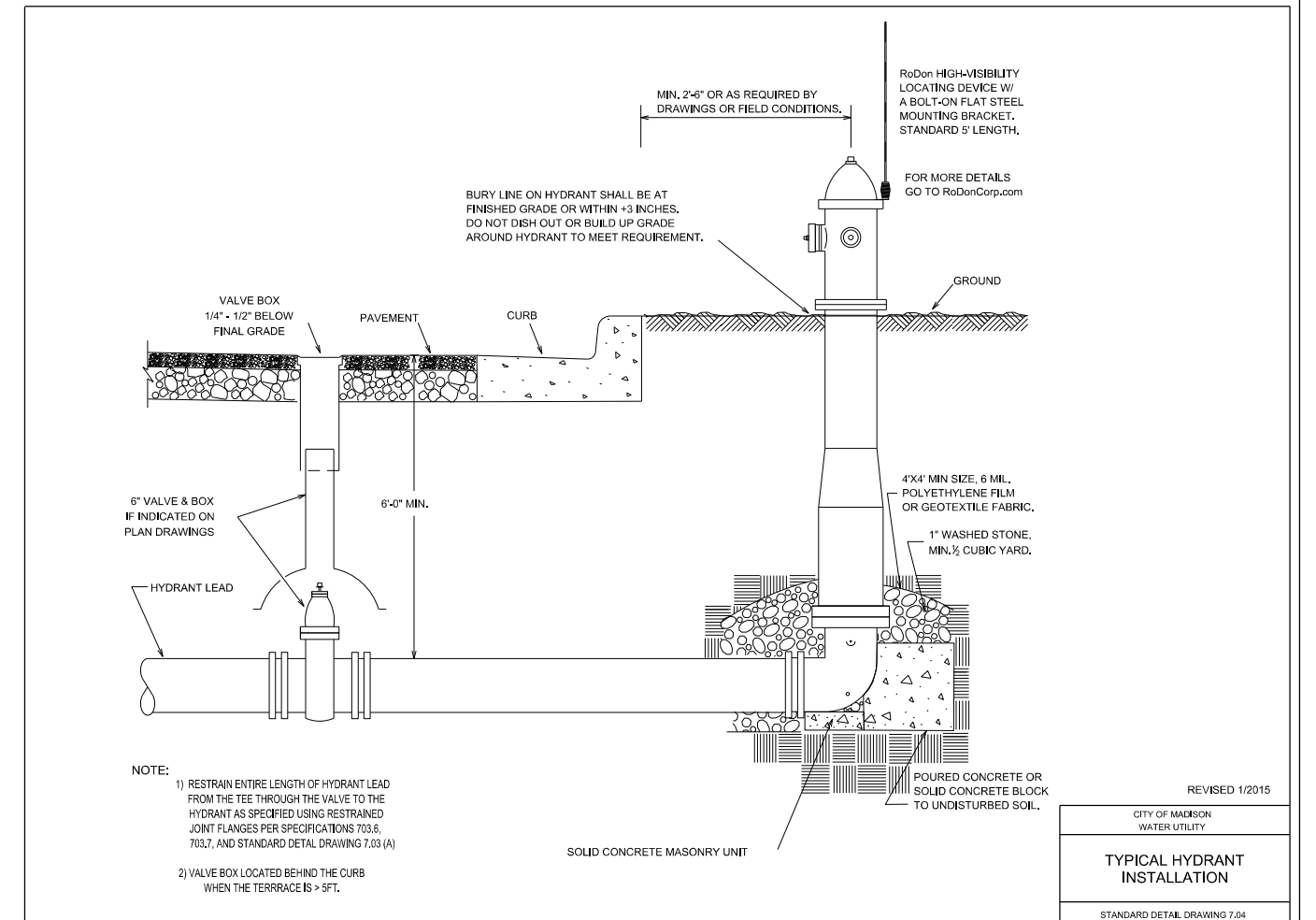
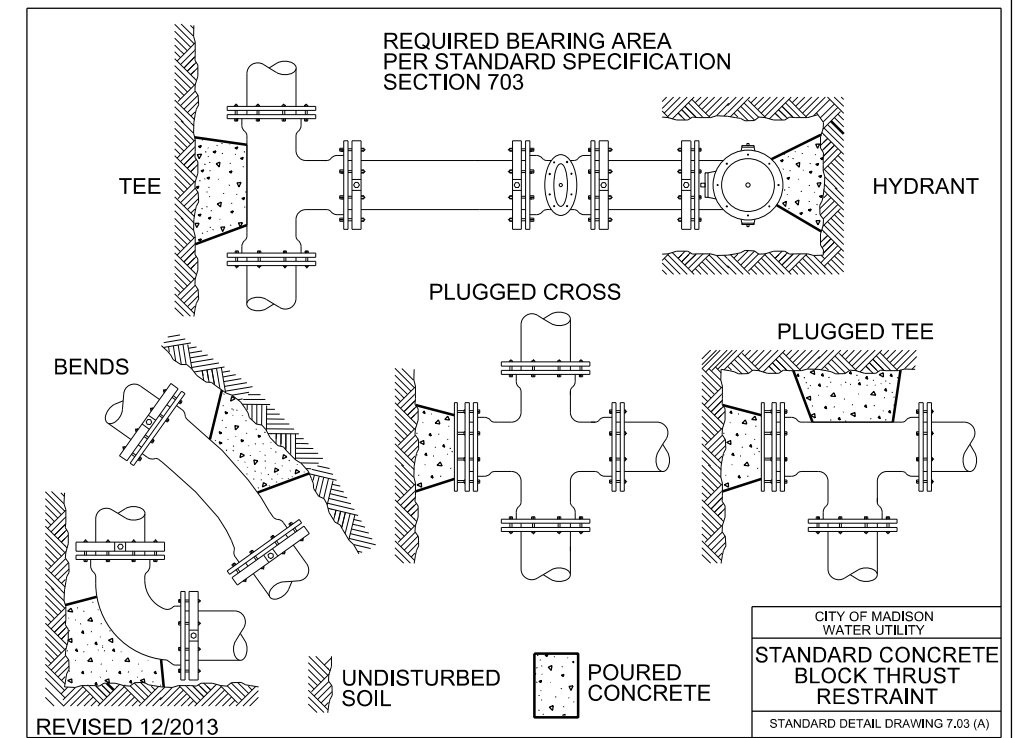
- 2 - 8-IN X 6-IN REDUCER

ESTIMATE OF MATERIALS REUSED:

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

- 2 - 5-IN HYDRANT

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.



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



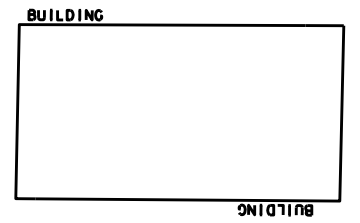
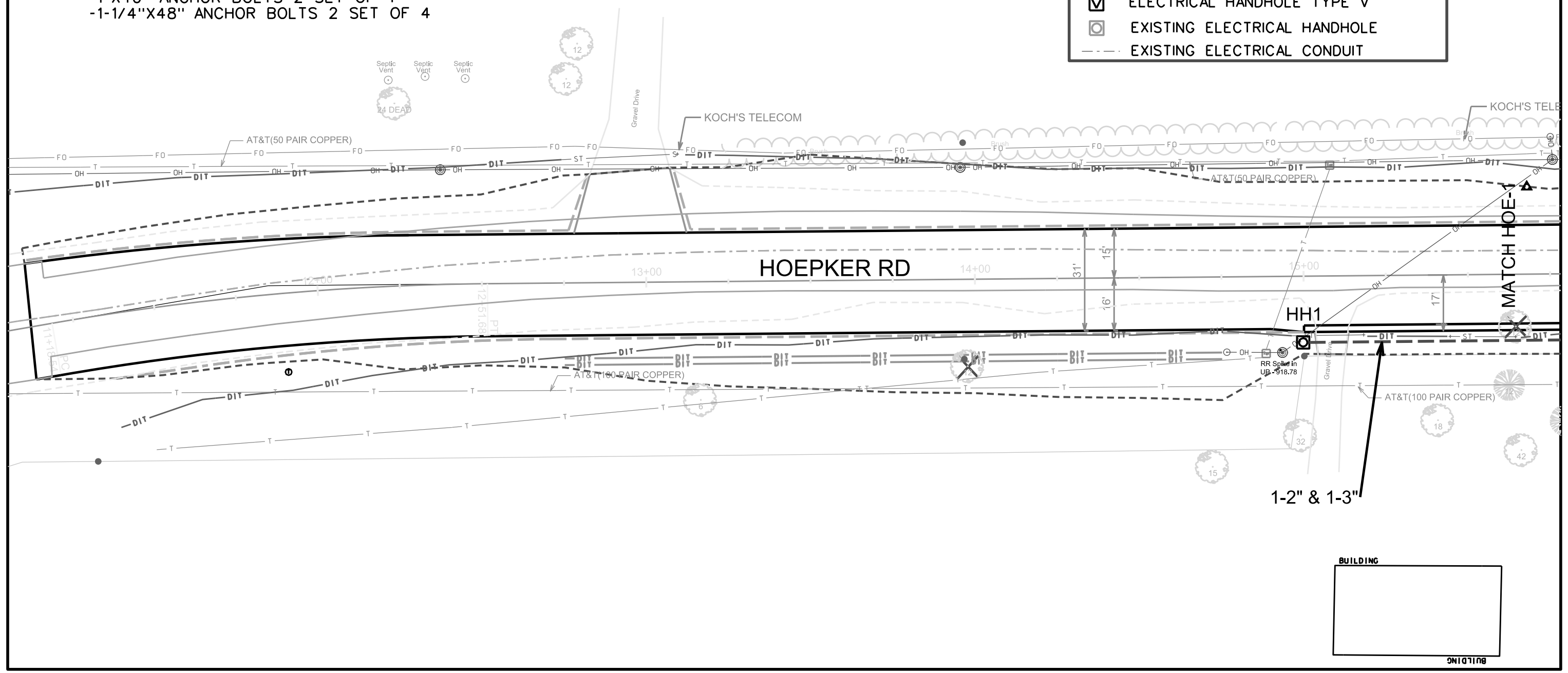
GENERAL ELECTRIC NOTES:

1. ALL LOCATIONS ARE APPROXIMATE. THE TRAFFIC ENGINEER SHALL APPROVE FINAL LOCATIONS, INCLUDING SETBACK, IN THE FIELD AFTER CONTRACTOR SURVEYS STAKING. THE CONTRACTOR SHALL NOTIFY YANG TAO (266-4815) CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING CONDUIT OR BASE LOCATIONS MARKED.
2. BASES INSTALLED IN TERRACE SHALL BE 4' FROM FACE OF CURB UNLESS OTHERWISE NOTED. SUBJECT TO NOTE 1 ABOVE.
3. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH "CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2015 EDITION" AND ALL ADDENDUMS THERETO. ALL CONDUIT SHALL BE PVC, SCHEDULE 80 UNDER PAVEMENT OR SCHEDULE 40 OTHERWISE. PULL WIRE REQUIRED AS PER STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL CALL MIKE CHRISTOPH (266-9031) AT THE TRAFFIC ENGINEERING SHOP AT LEAST 24-HOURS IN ADVANCE OF POURING BASES OR BURYING CONDUIT TO ARRANGE FOR INSPECTION. ANY WORK COMPLETED WITHOUT INSPECTION IS SUBJECT TO REJECTION.
5. THE CONTRACTOR SHALL ARRANGE FOR PICK UP OF THE FOLLOWING CITY FURNISHED MATERIALS, WHICH SHOULD BE ARRANGED FOR PICKUP BY CALLING DENNIS ROWE, TRAFFIC ENGINEERING SHOP, 266-9034 1120 SAYLE ST, AT LEAST 24-HOURS PRIOR TO NEEDING MATERIALS:
 - 1"X40" ANCHOR BOLTS 2 SET OF 4
 - 1-1/4"X48" ANCHOR BOLTS 2 SET OF 4

LEGEND

- INSTALL PVC (3" UNLESS OTHERWISE NOTED)
- ⊙ CONCRETE LIGHT/SIGNAL BASE (TYPE LB-3 UNLESS OTHERWISE NOTED)
- ⊠ ELECTRICAL HANDHOLE TYPE I
- ⊡ ELECTRICAL HANDHOLE TYPE III
- ⊤ ELECTRICAL HANDHOLE TYPE V
- ⊞ EXISTING ELECTRICAL HANDHOLE
- - - EXISTING ELECTRICAL CONDUIT

PLOT SCALE:
PLOT NAME:
REV. DATE:
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LEGEND

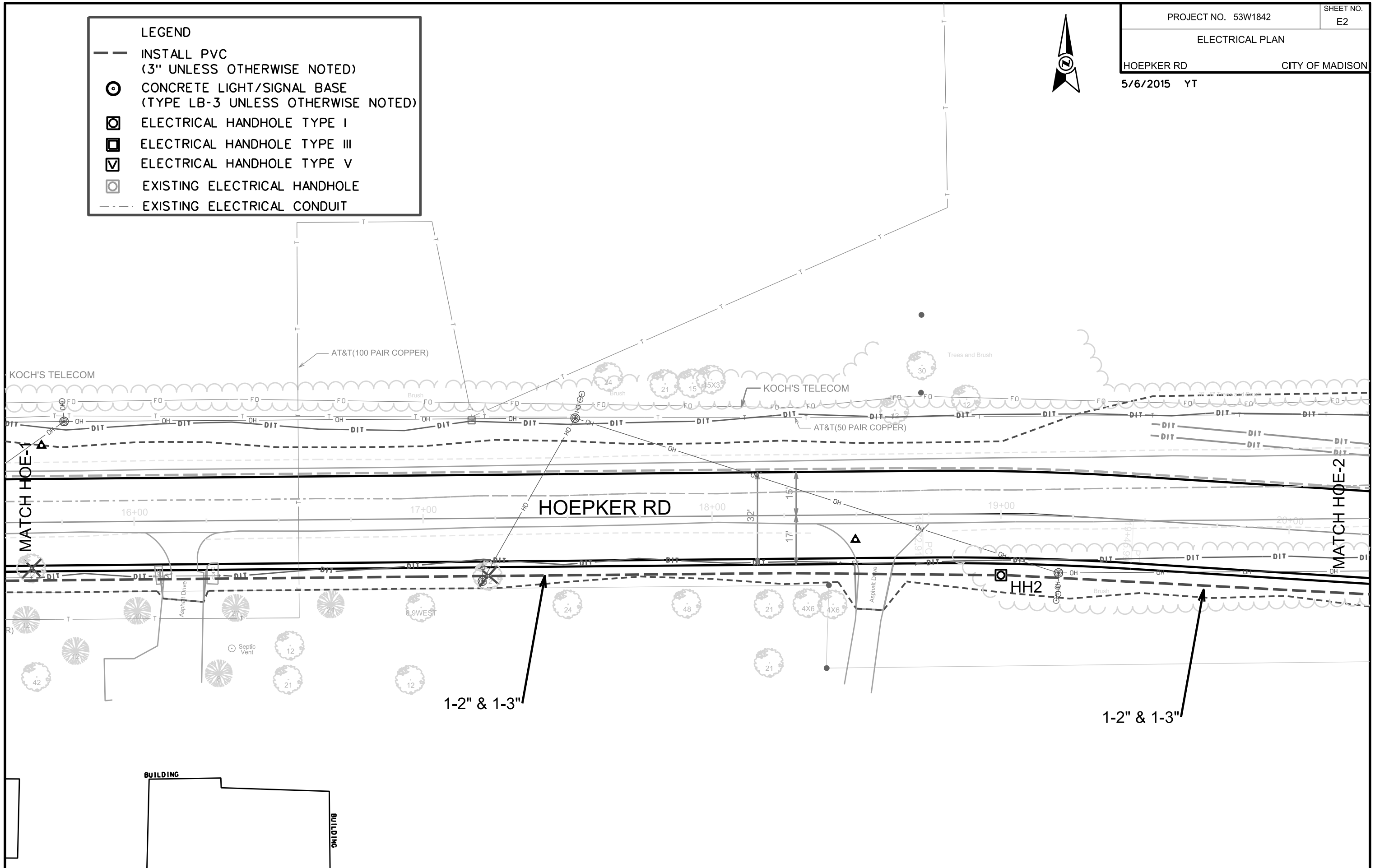
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- - - EXISTING ELECTRICAL CONDUIT

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



1-2" & 1-3"

1-2" & 1-3"



LEGEND

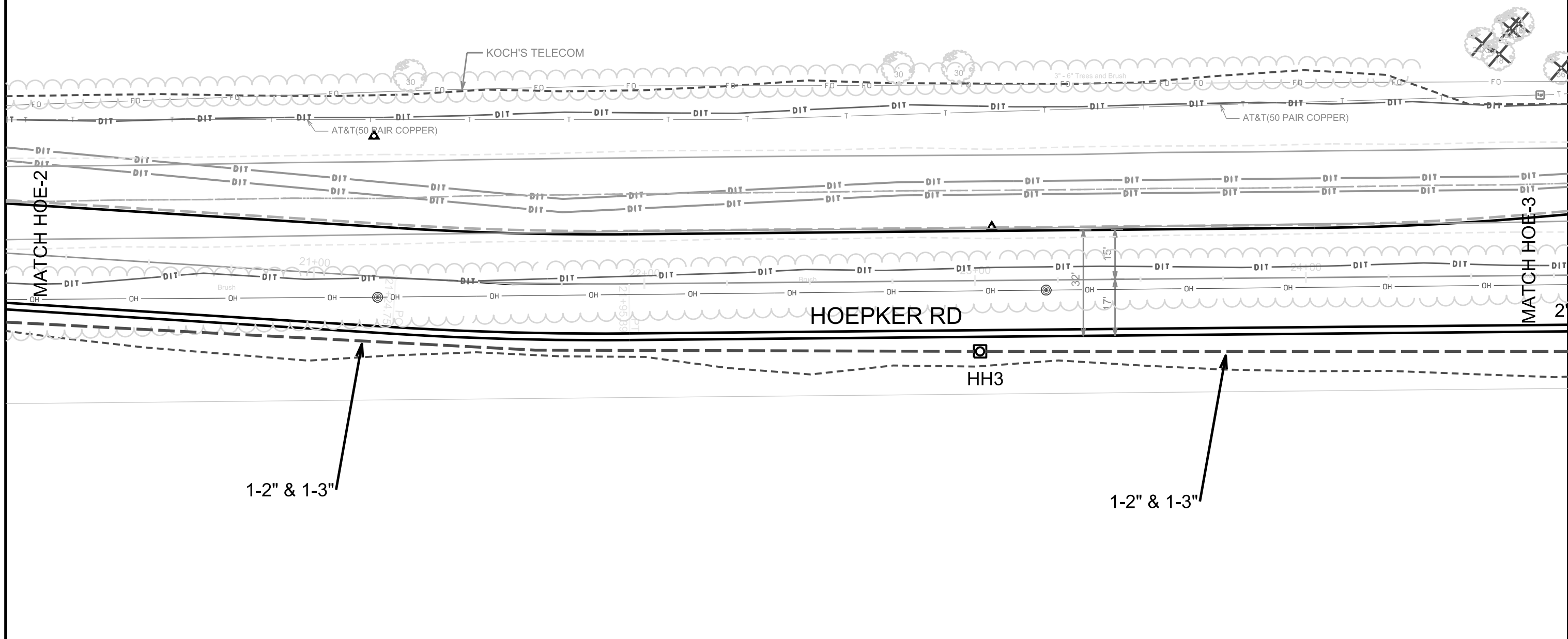
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- ◻ EXISTING ELECTRICAL HANDHOLE
- - - EXISTING ELECTRICAL CONDUIT

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



1-2" & 1-3"

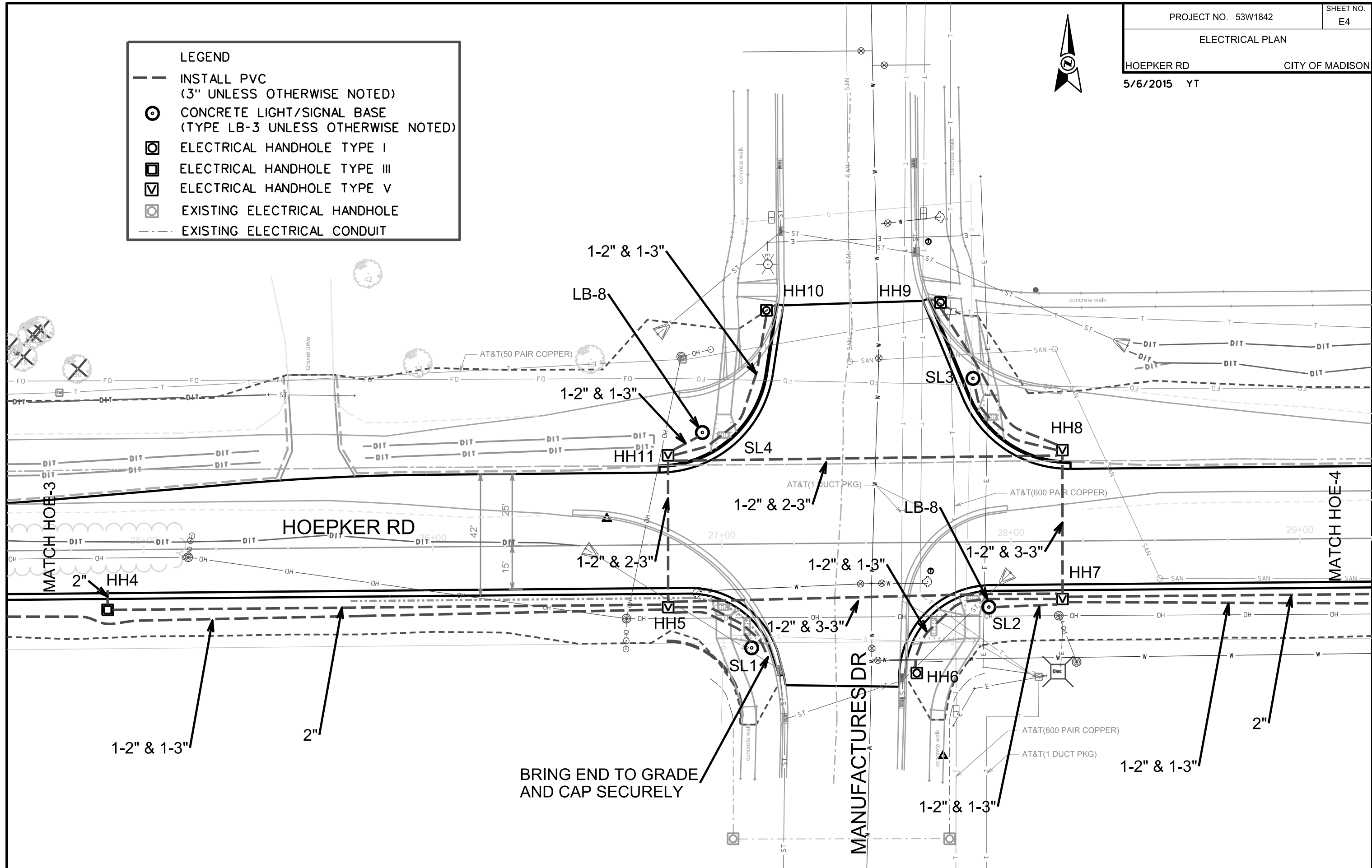
1-2" & 1-3"



LEGEND

- INSTALL PVC (3" UNLESS OTHERWISE NOTED)
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- ⊠ ELECTRICAL HANDHOLE TYPE I
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- - - EXISTING ELECTRICAL CONDUIT

PLOT SCALE:
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LEGEND

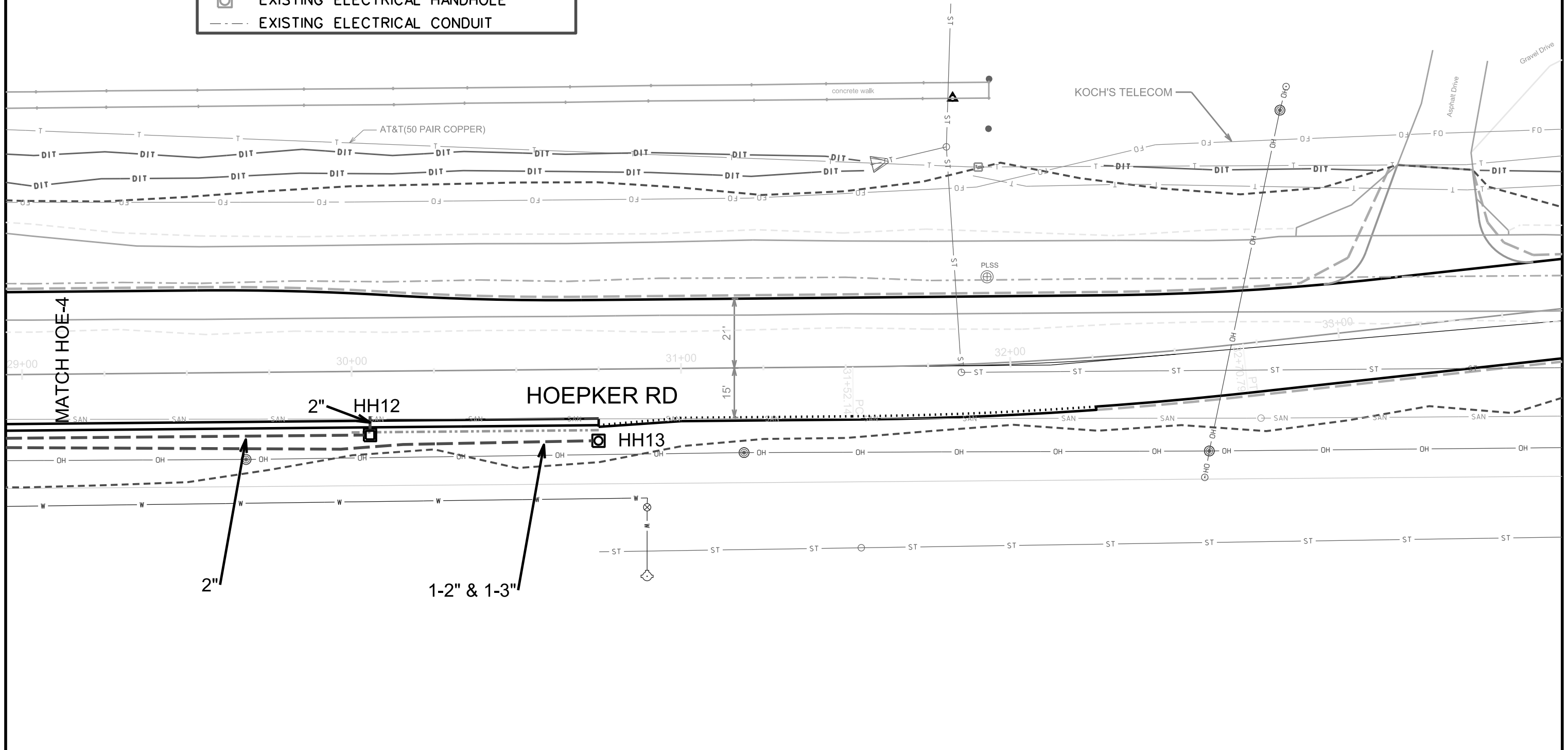
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(3" UNLESS OTHERWISE NOTED)
- ⊙ CONCRETE LIGHT/SIGNAL BASE
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- - - - - EXISTING ELECTRICAL CONDUIT

PLOT SCALE:

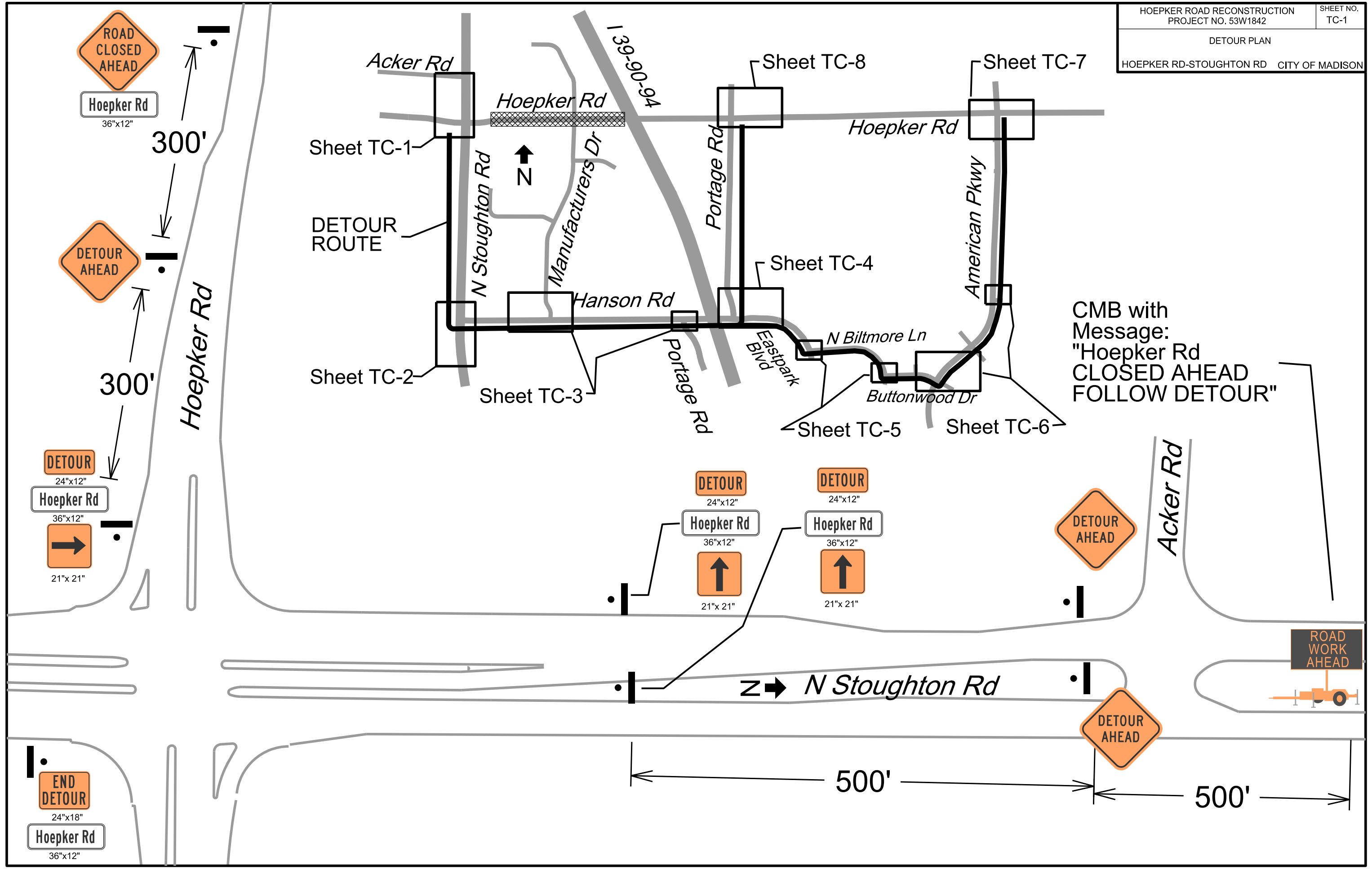
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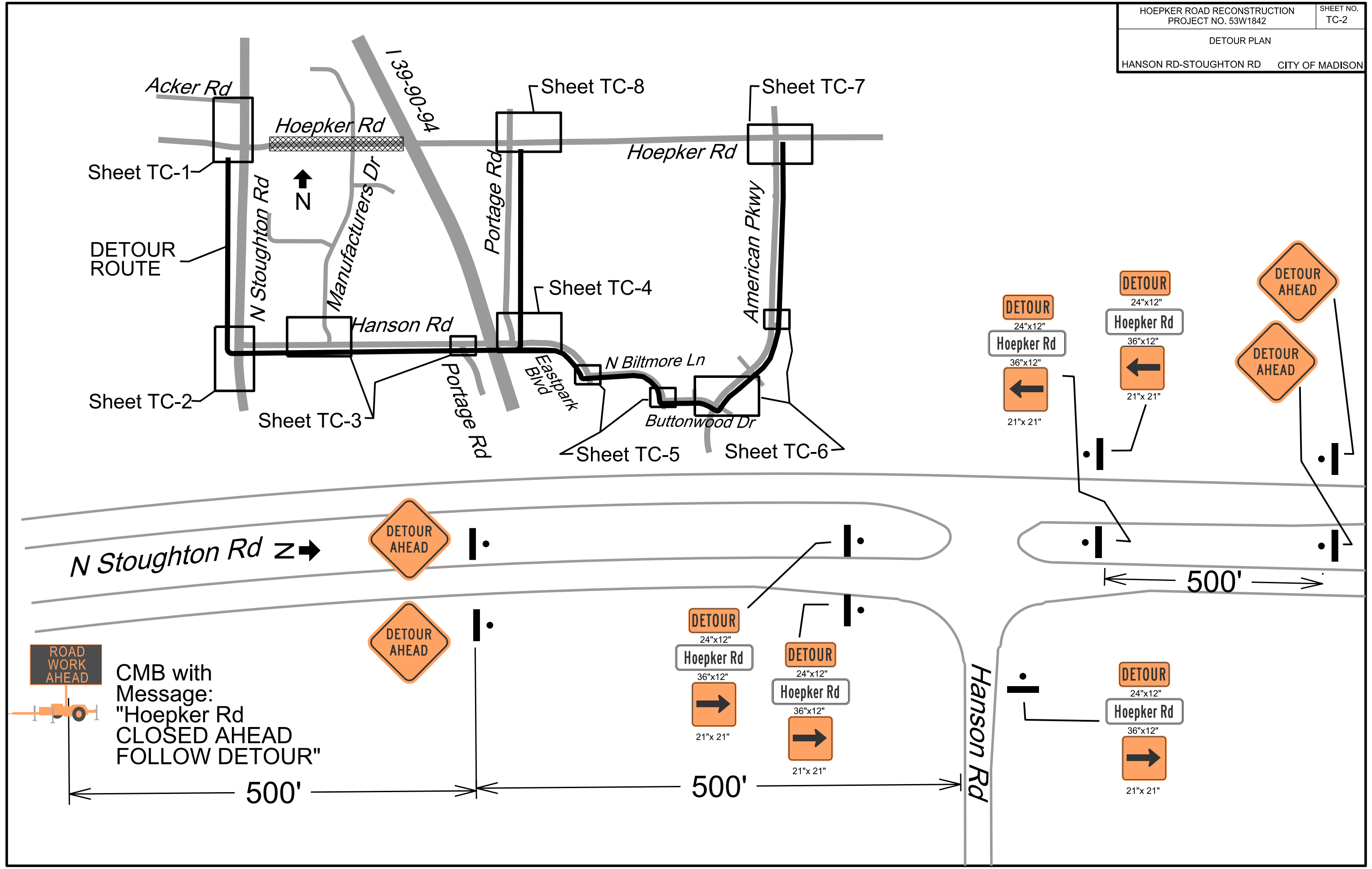
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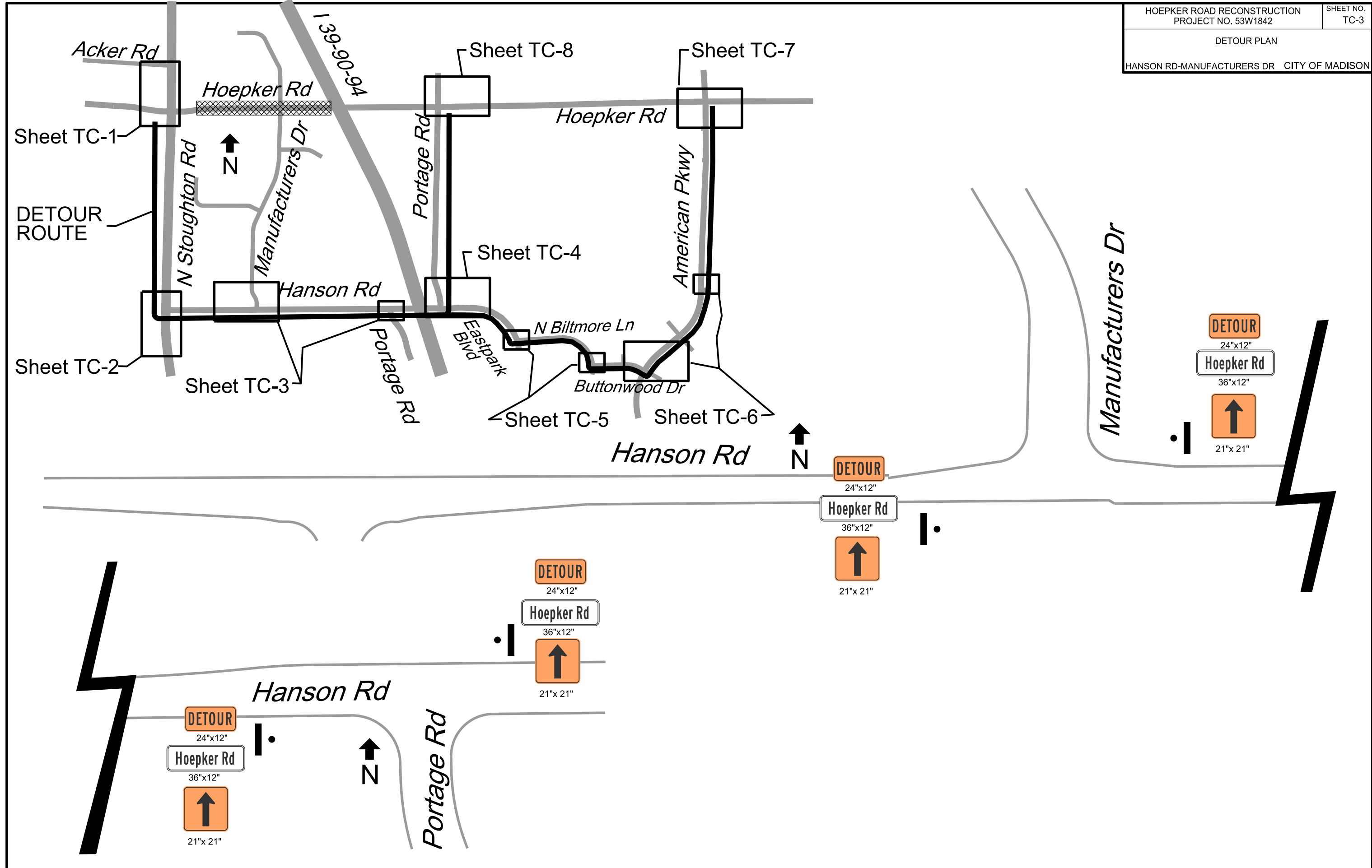
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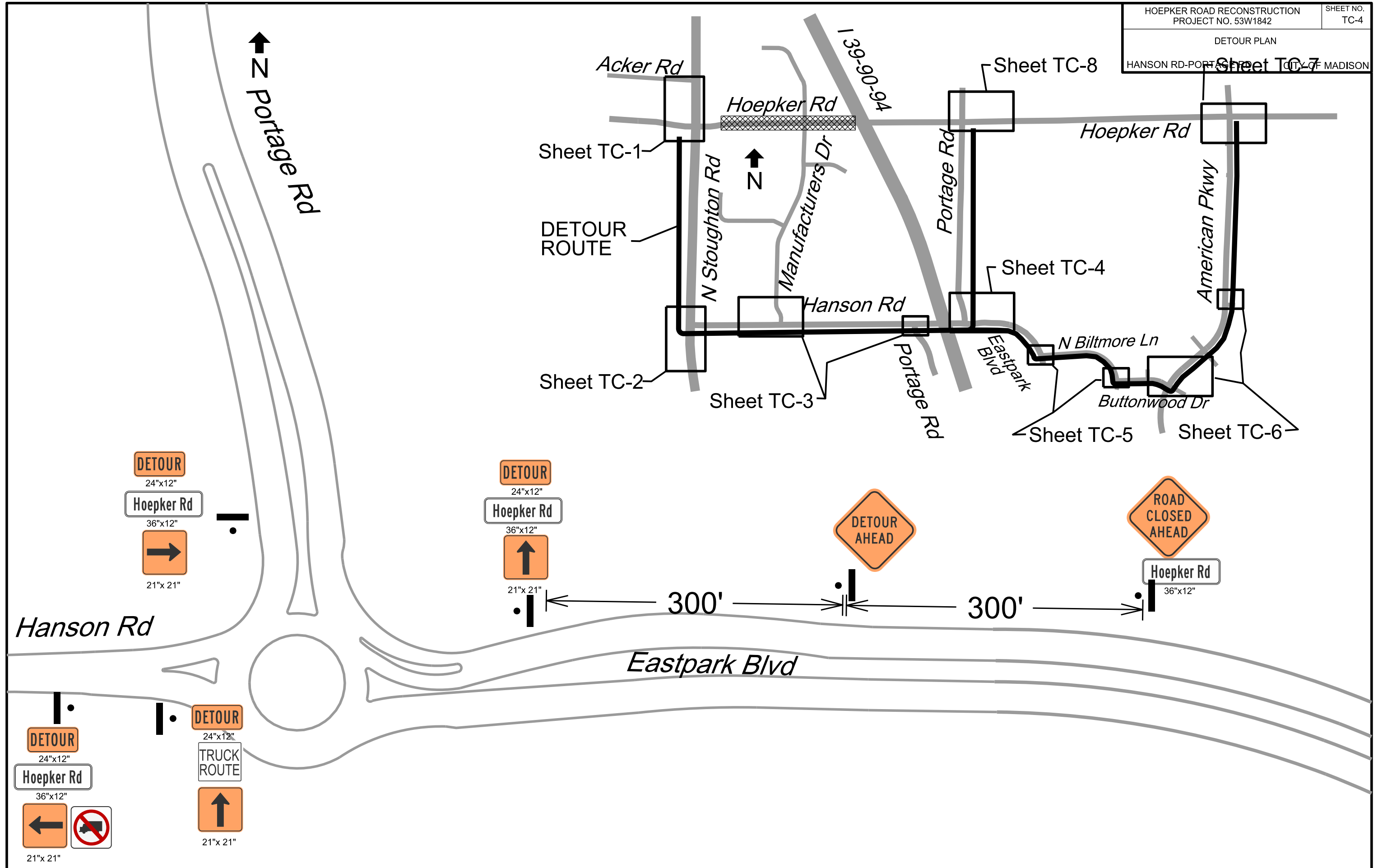


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DETOUR
24"x12"

Hoepker Rd
36"x12"

→
21"x 21"

DETOUR
24"x12"

Hoepker Rd
36"x12"

↑
21"x 21"



ROAD CLOSED AHEAD

Hoepker Rd
36"x12"

300' 300'

DETOUR
24"x12"

Hoepker Rd
36"x12"

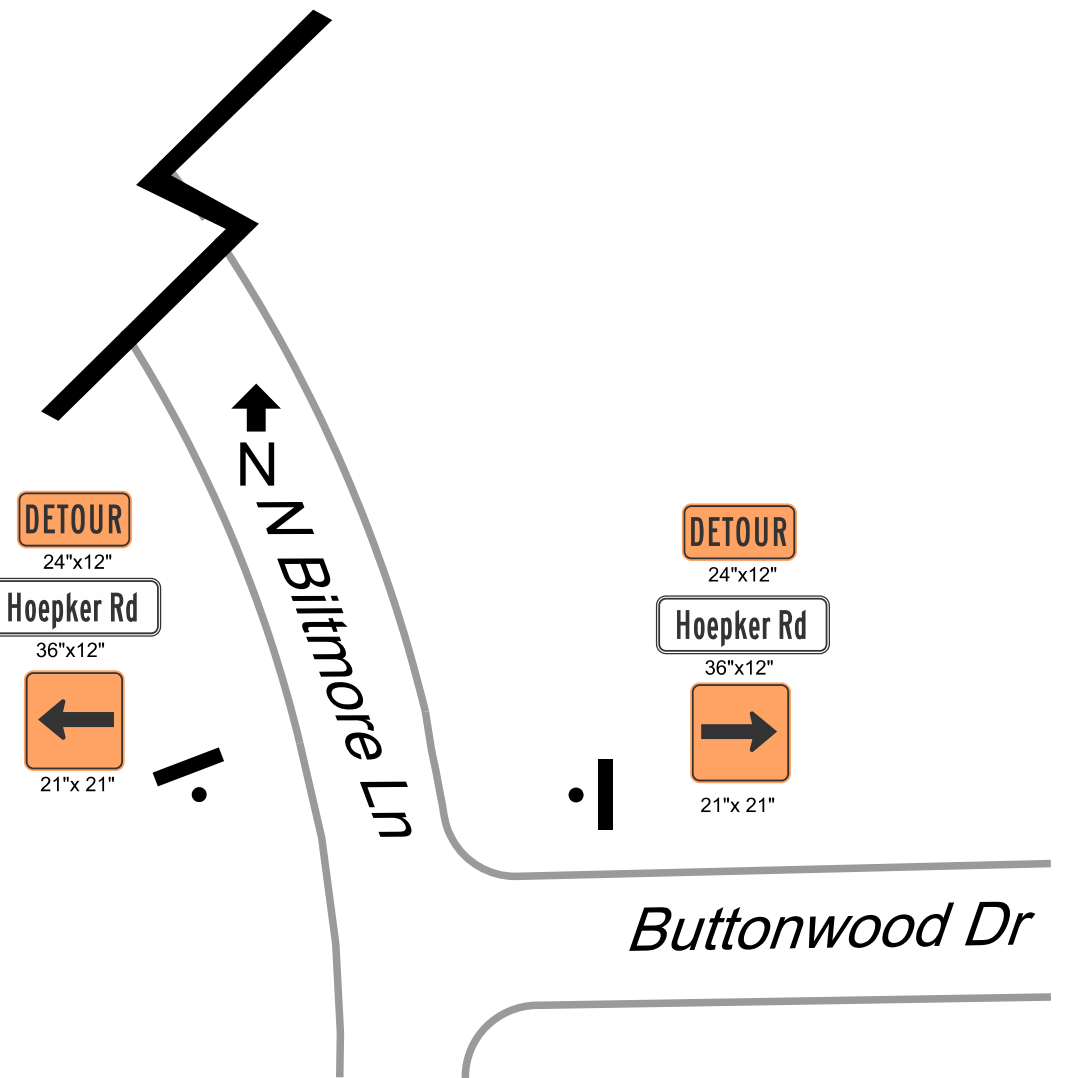
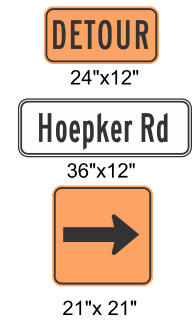
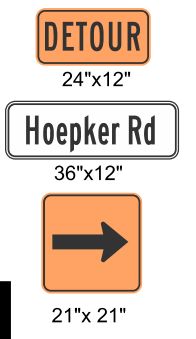
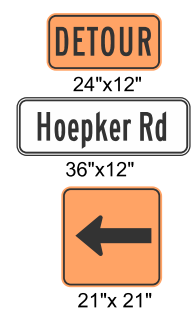
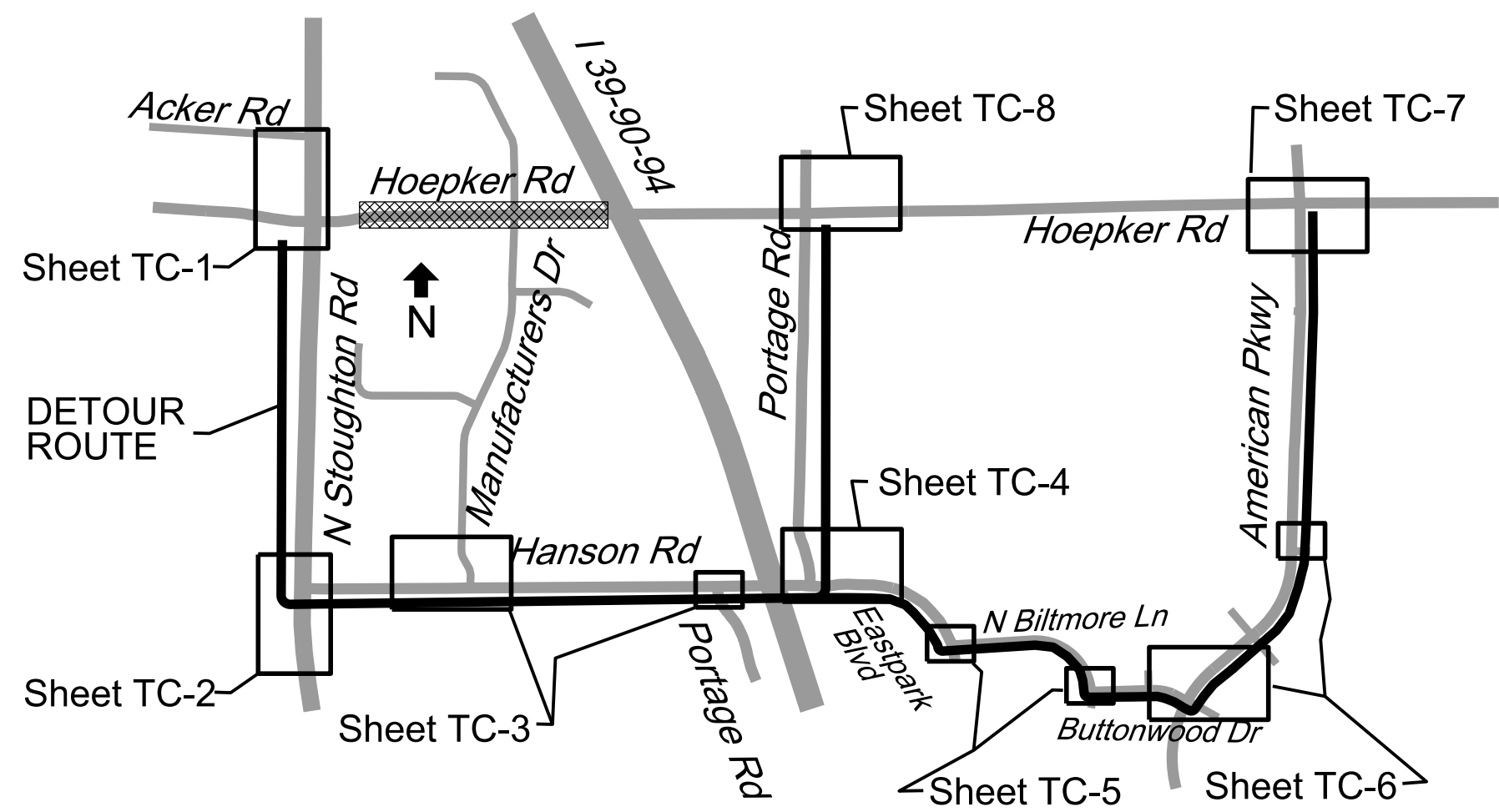
← [No Trucks]
21"x 21"

DETOUR
24"x12"

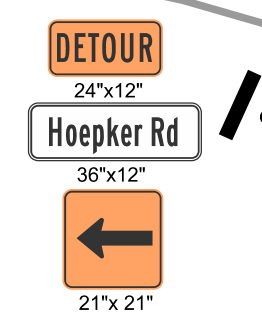
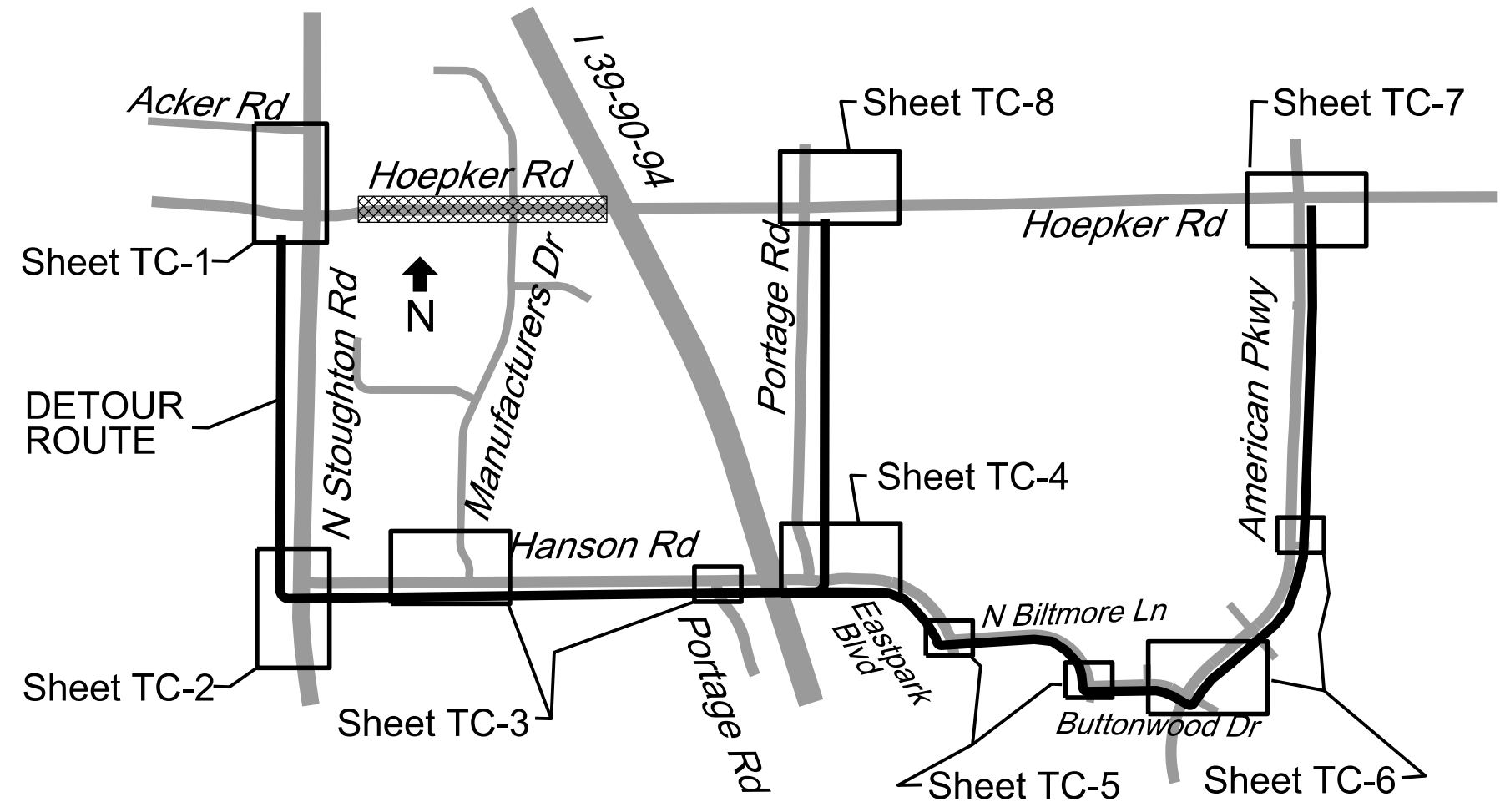
TRUCK ROUTE
36"x12"

↑
21"x 21"

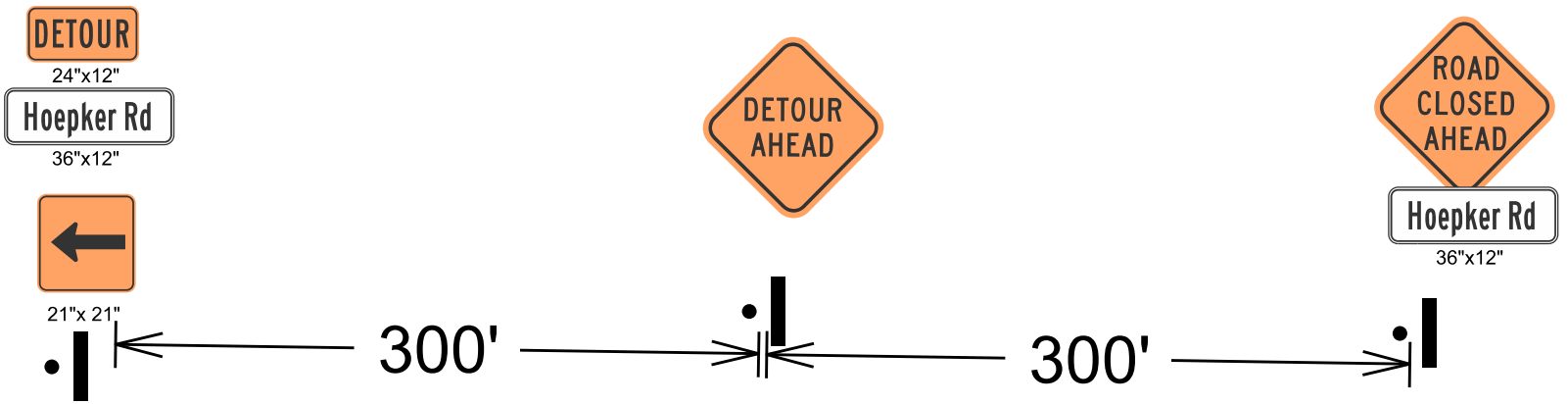
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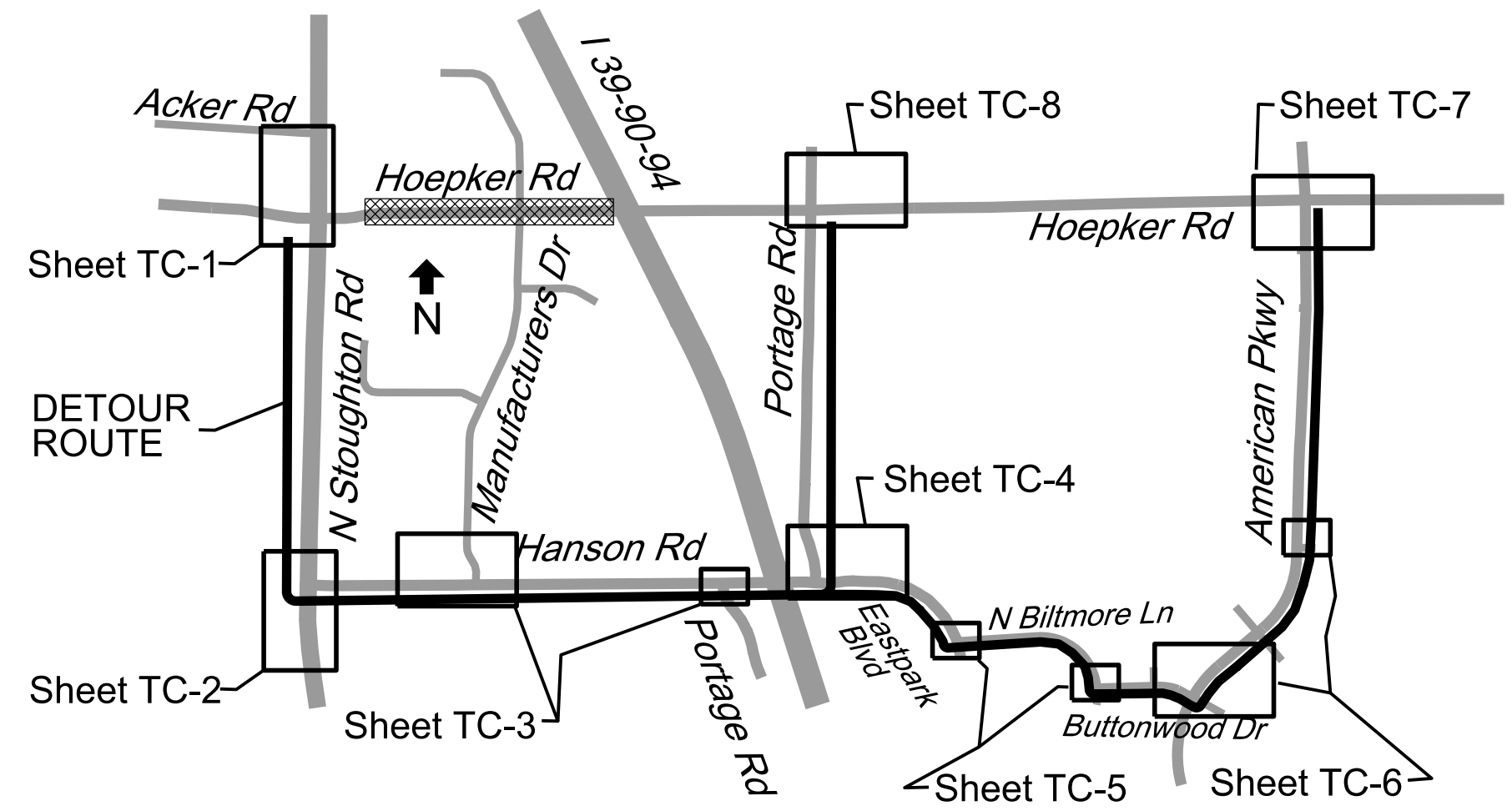
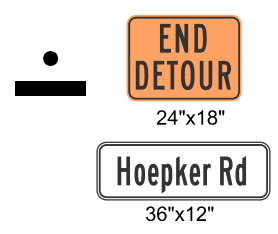
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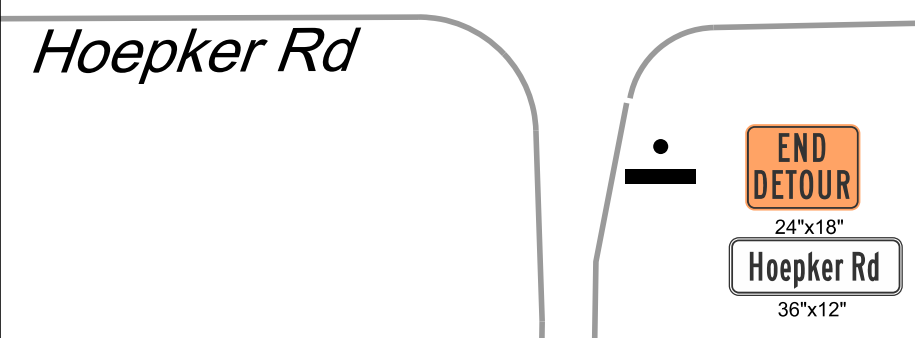
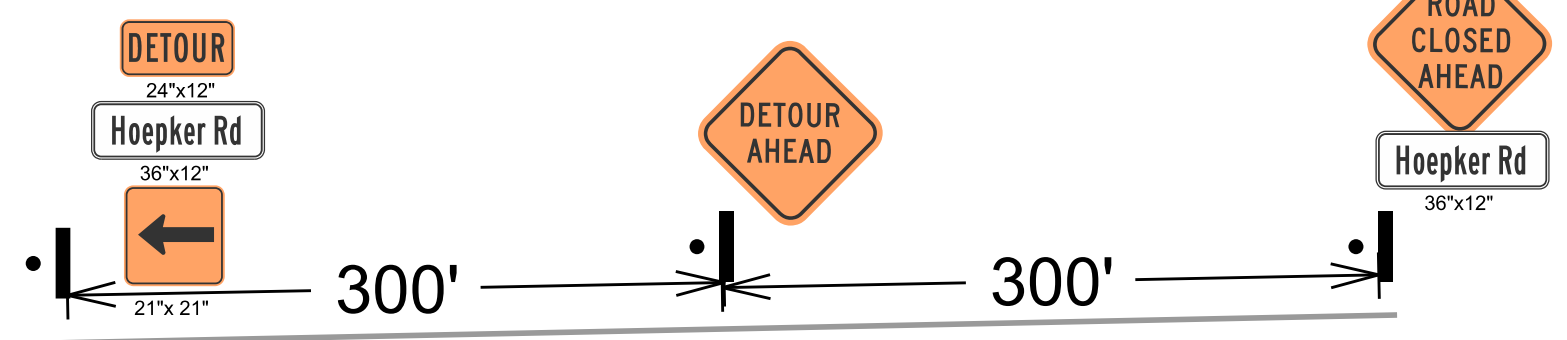
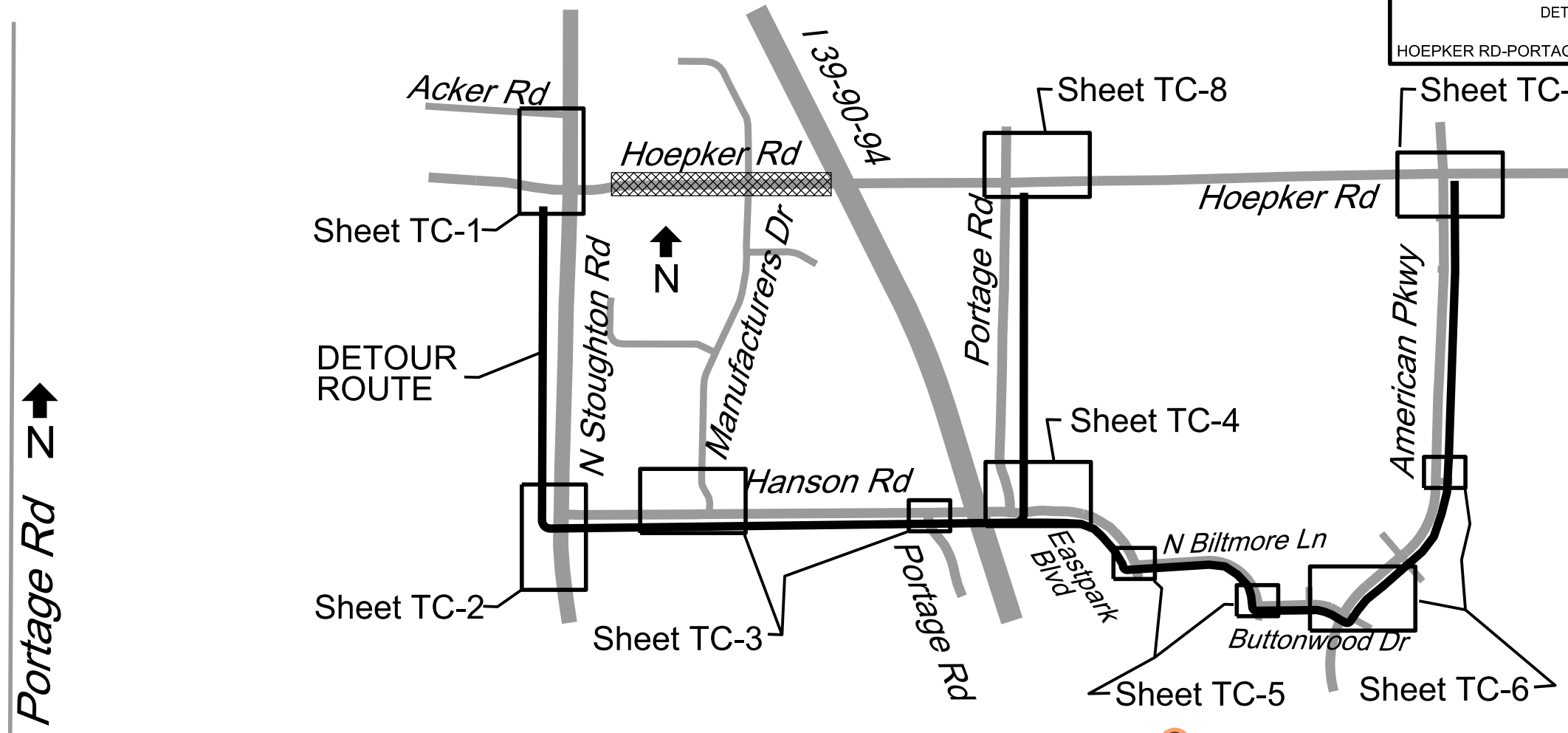
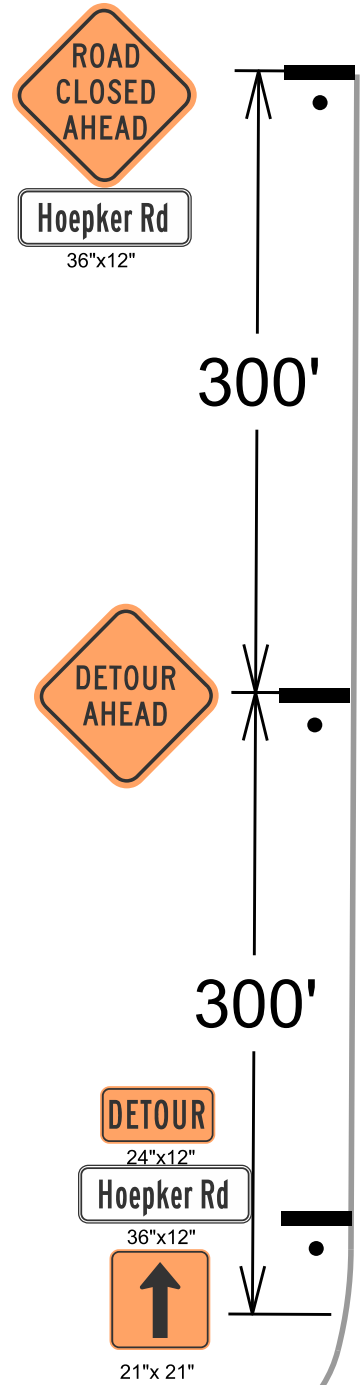
PLOT SCALE:
 PLOT NAME:
 REV. DATE:
 ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



↑ N
Hoepker Rd



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.

CROSS SECTIONS

HOEPKER RD.

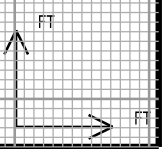
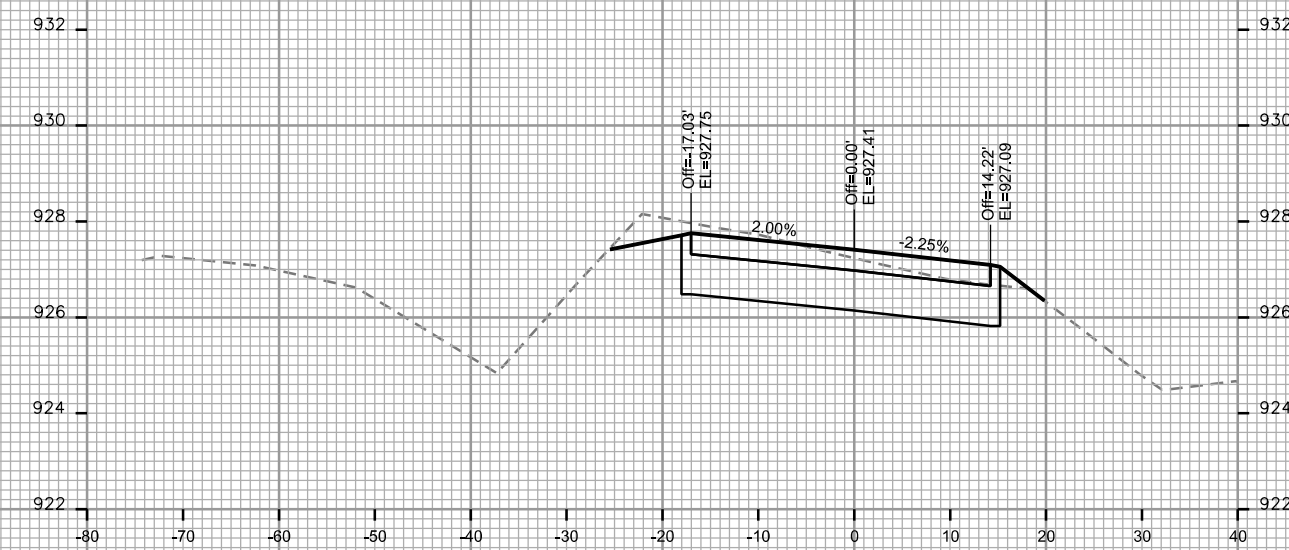
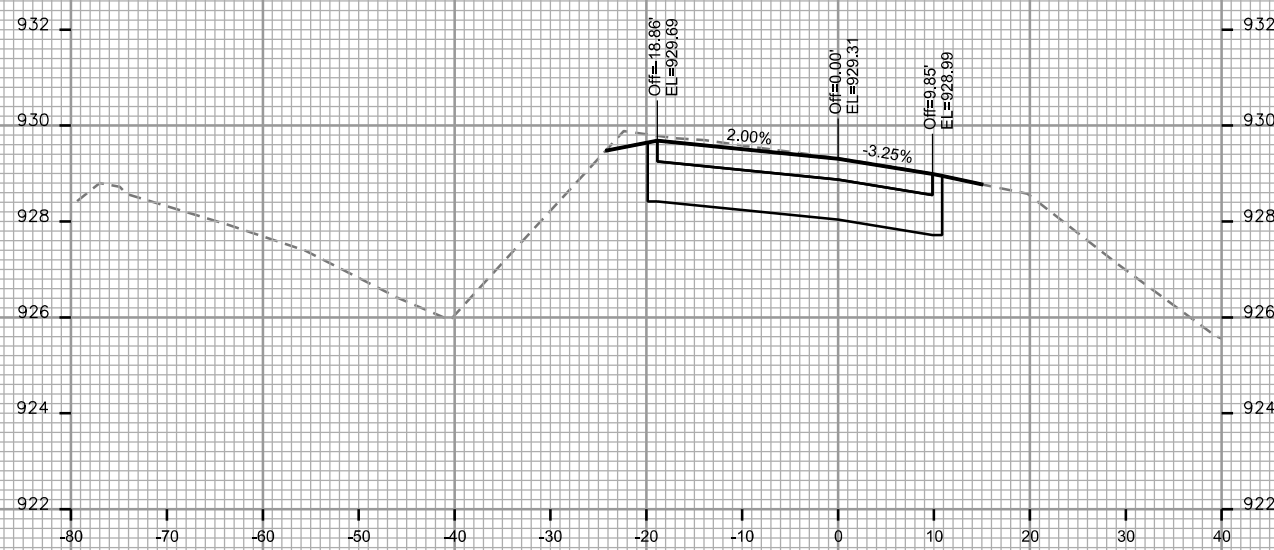
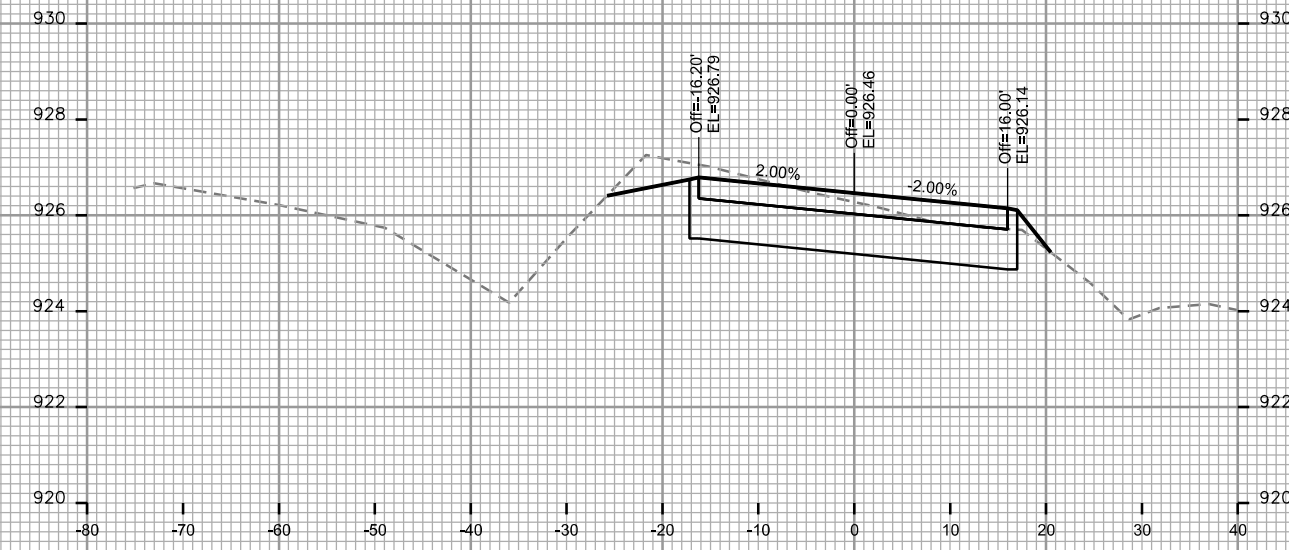
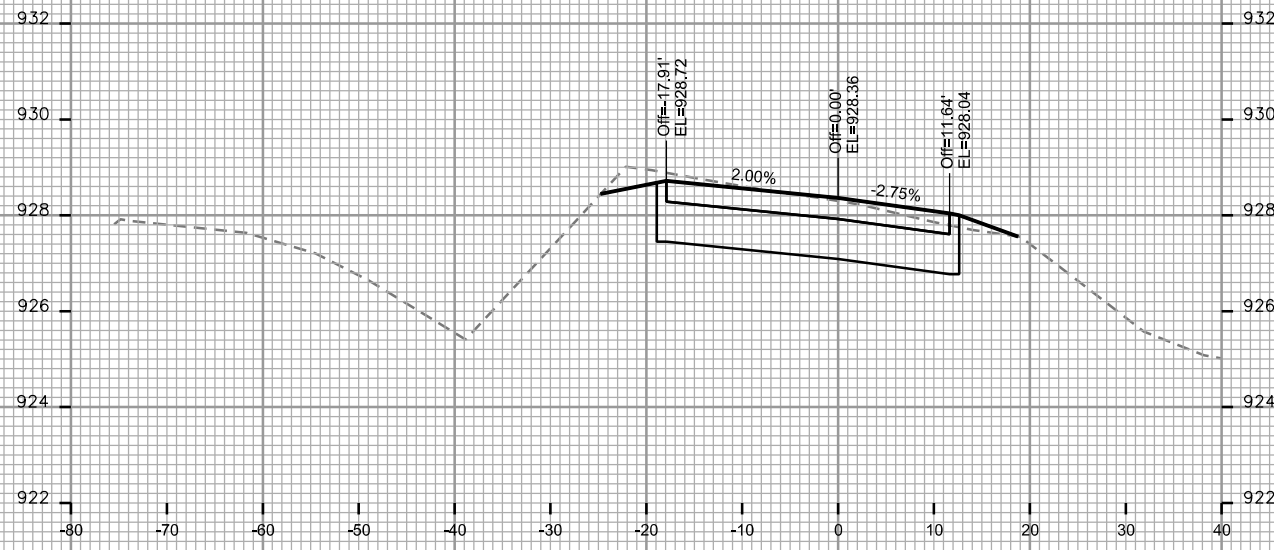
CITY OF MADISON

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CROSS SECTIONS

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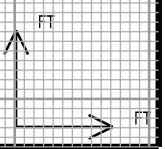
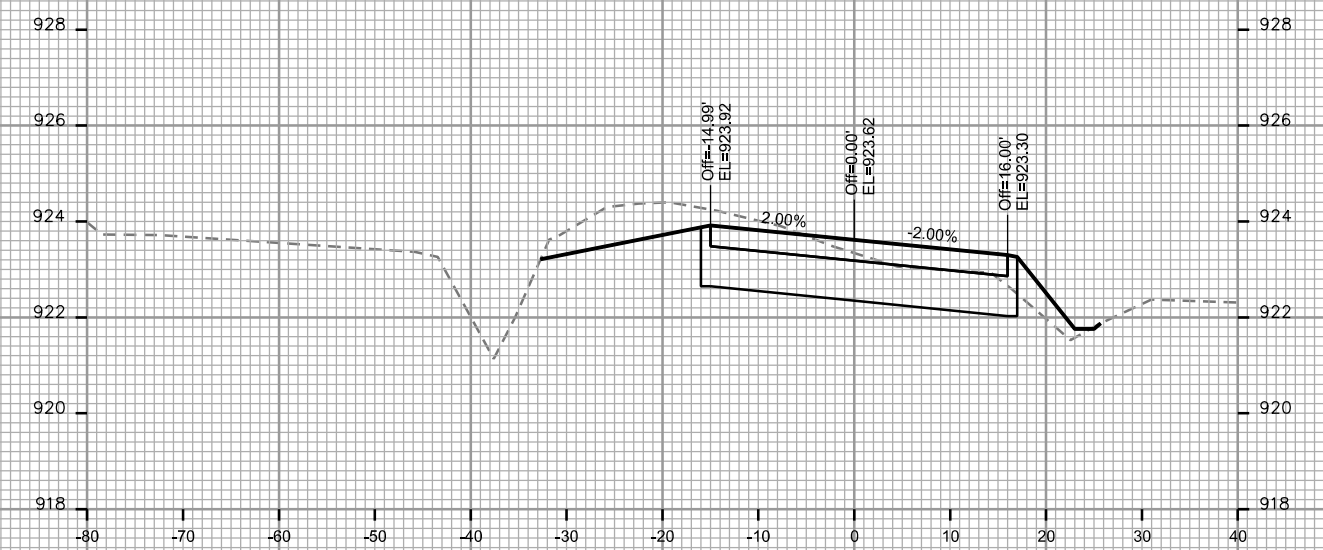
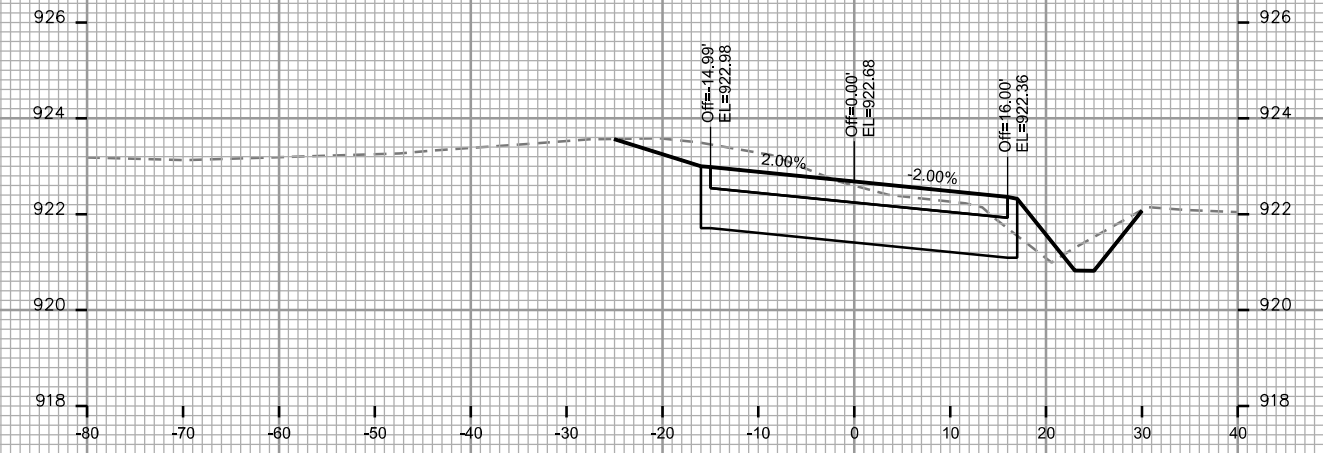
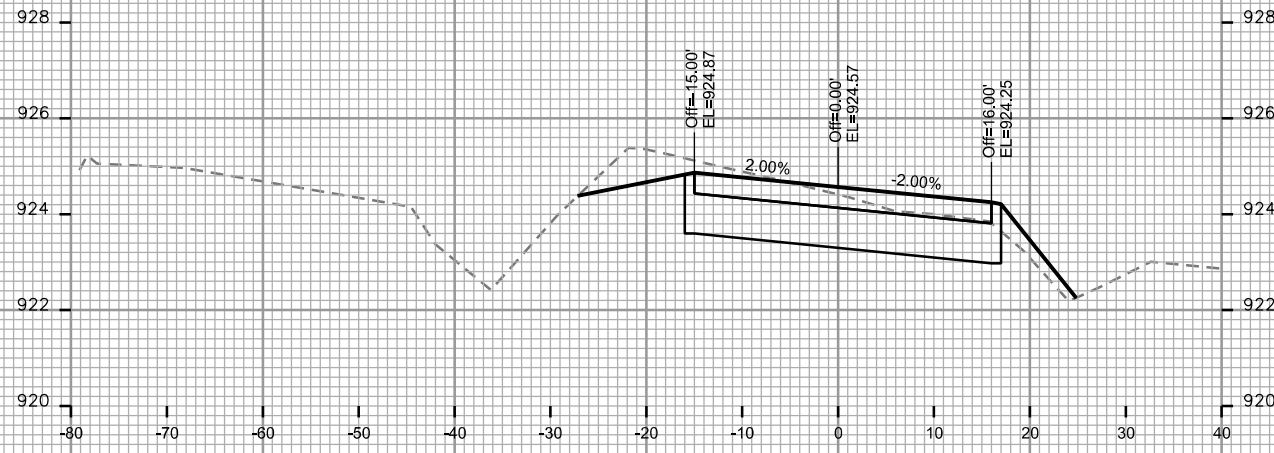
CITY OF MADISON

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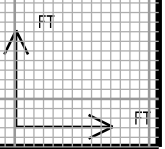
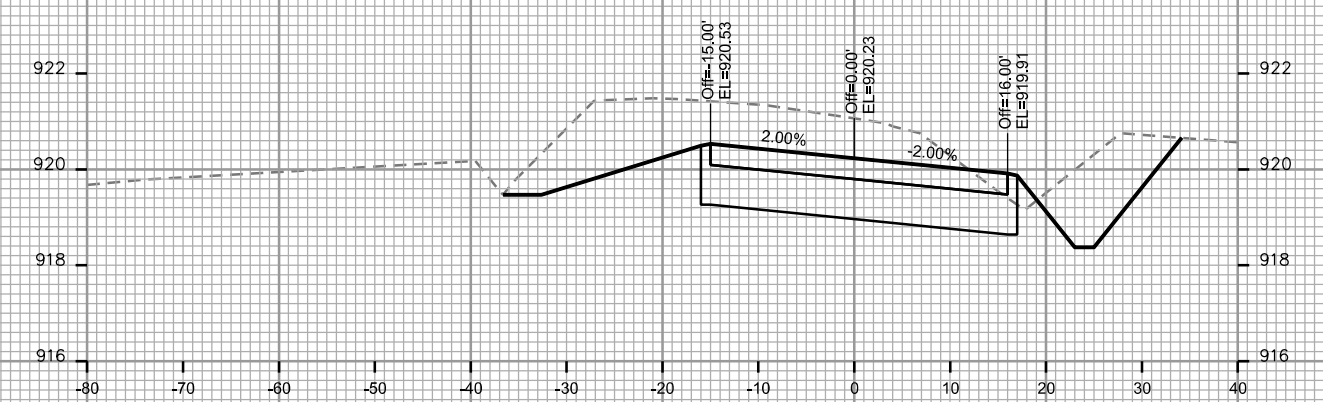
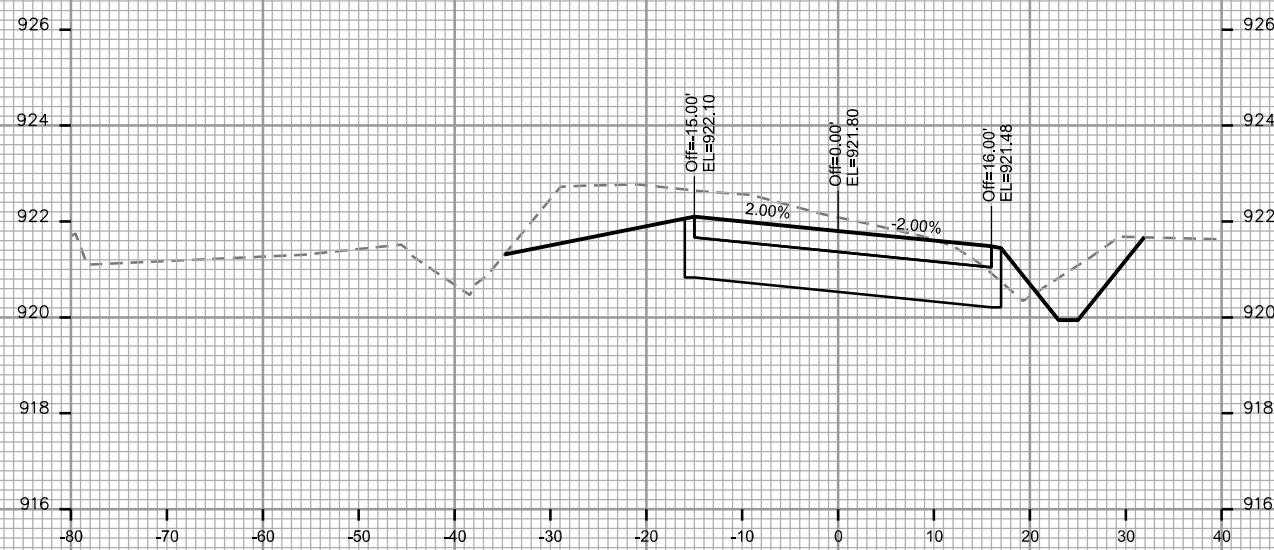
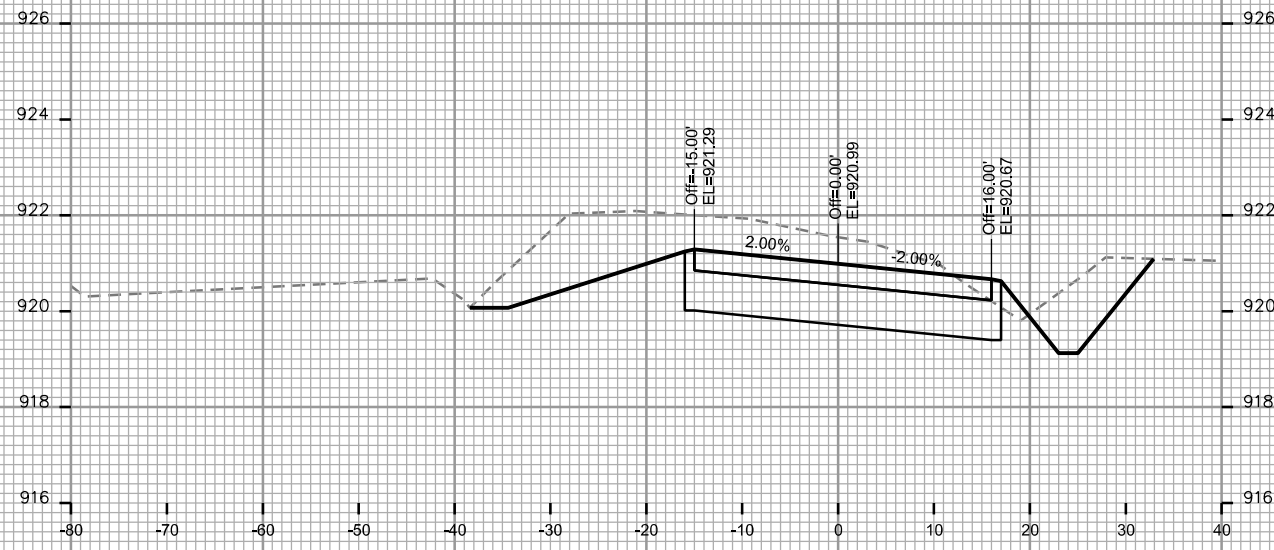
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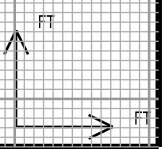
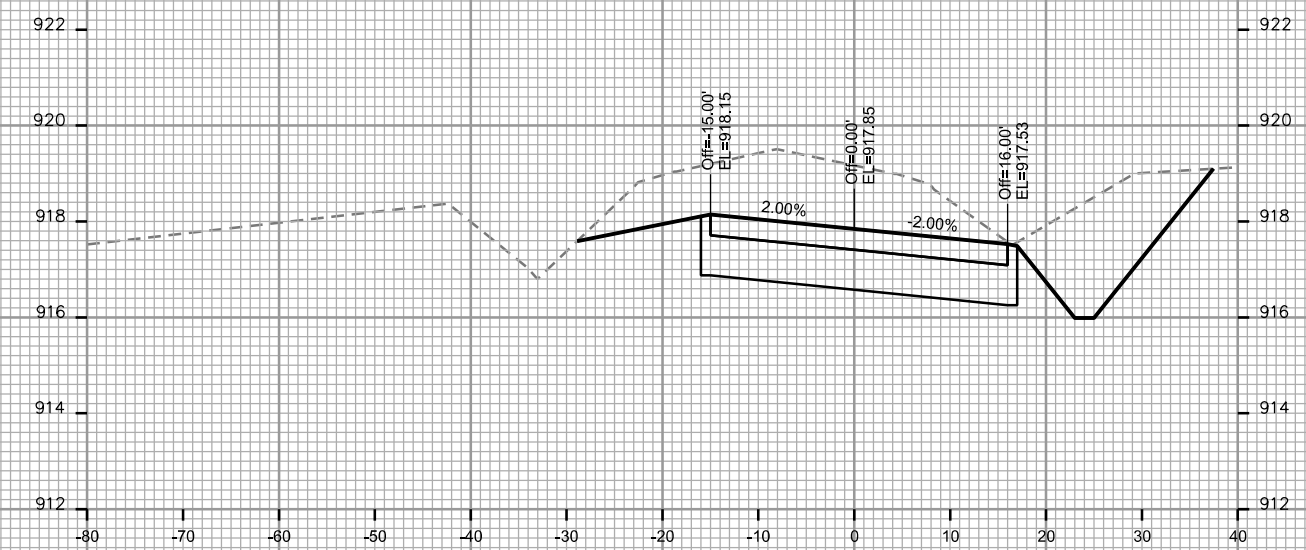
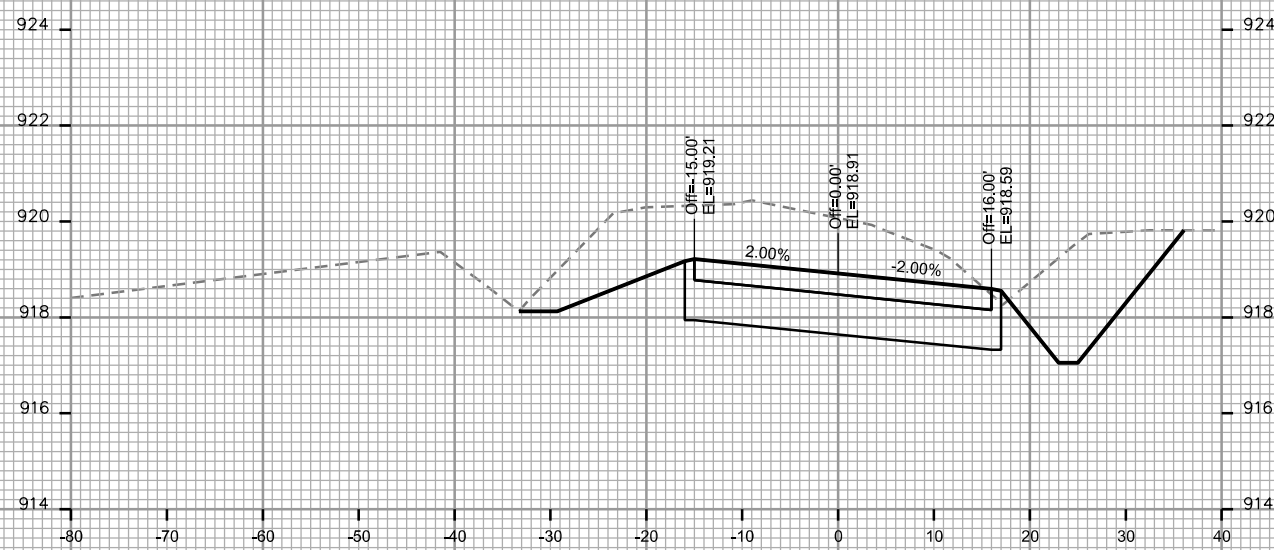
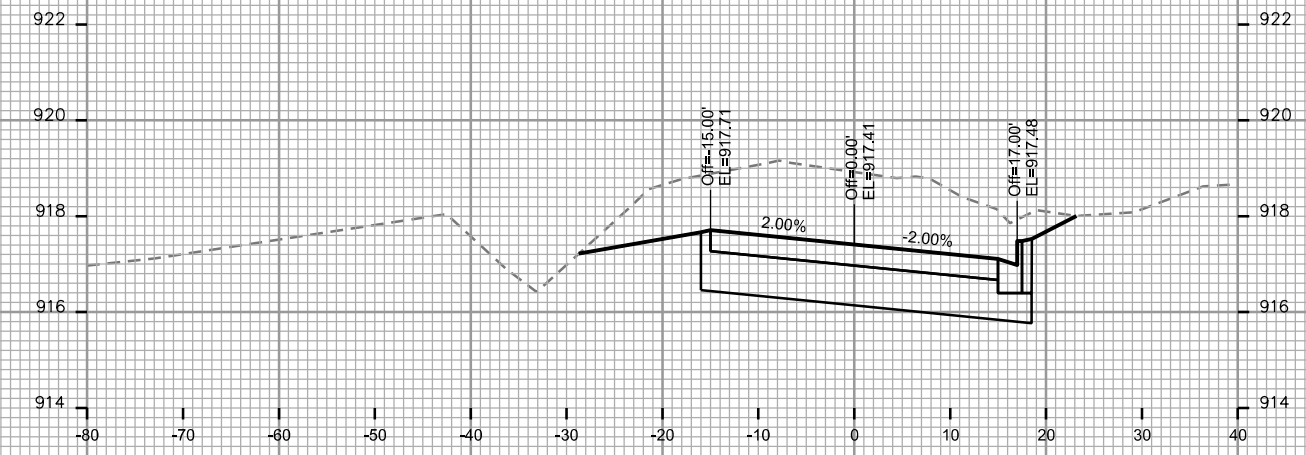
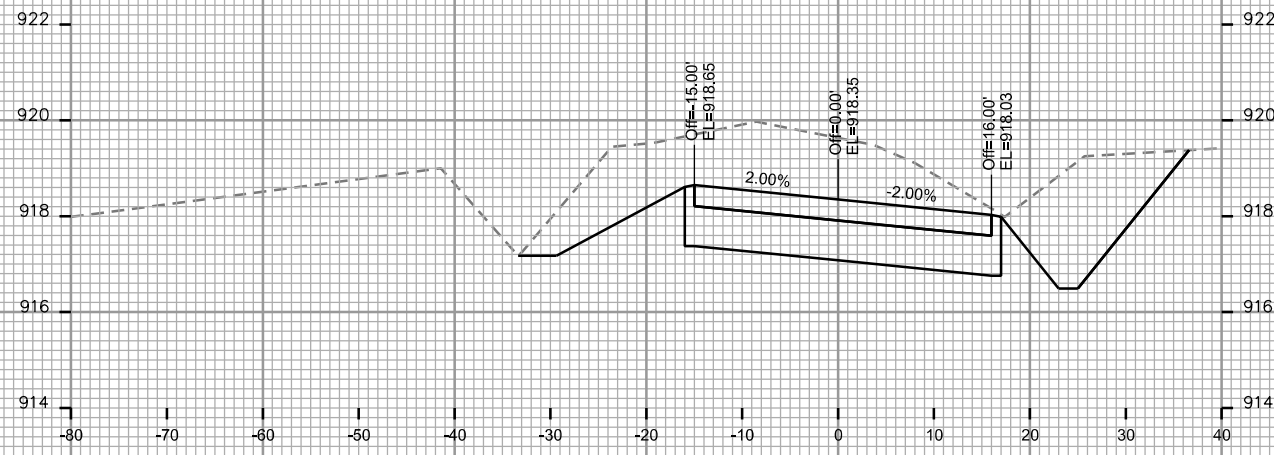
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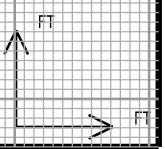
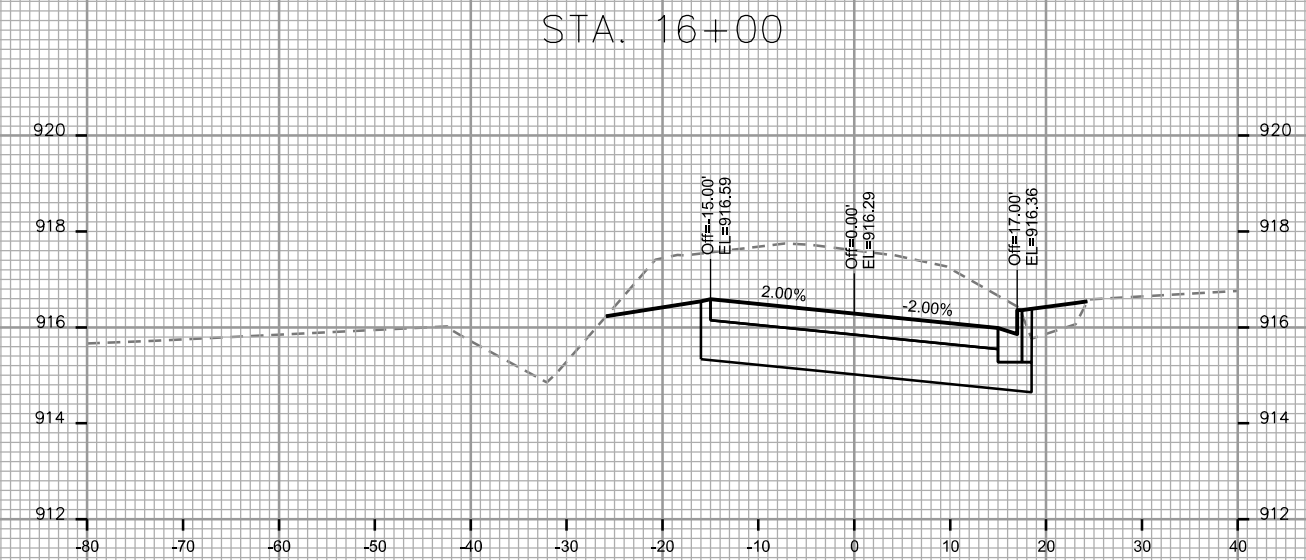
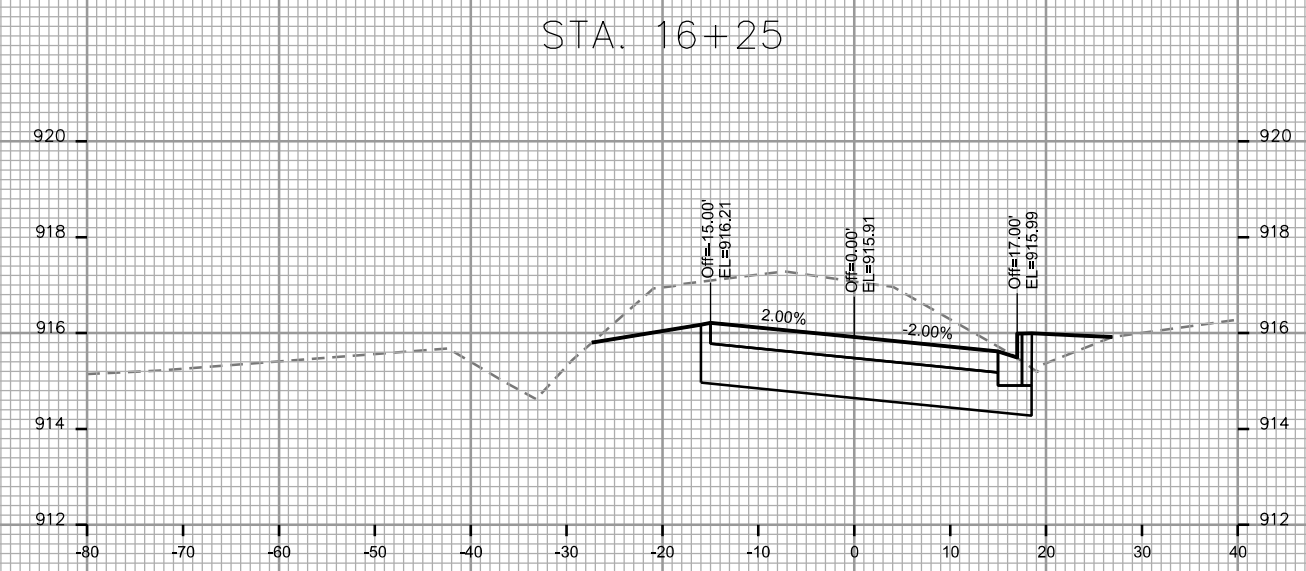
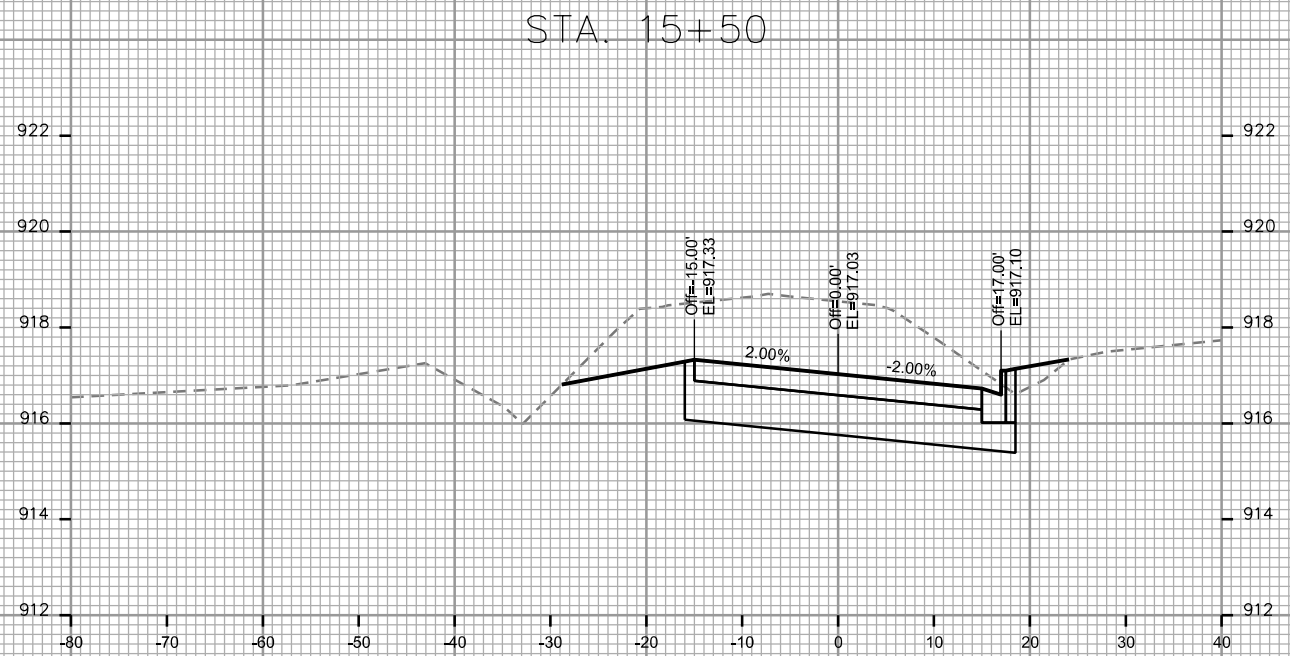
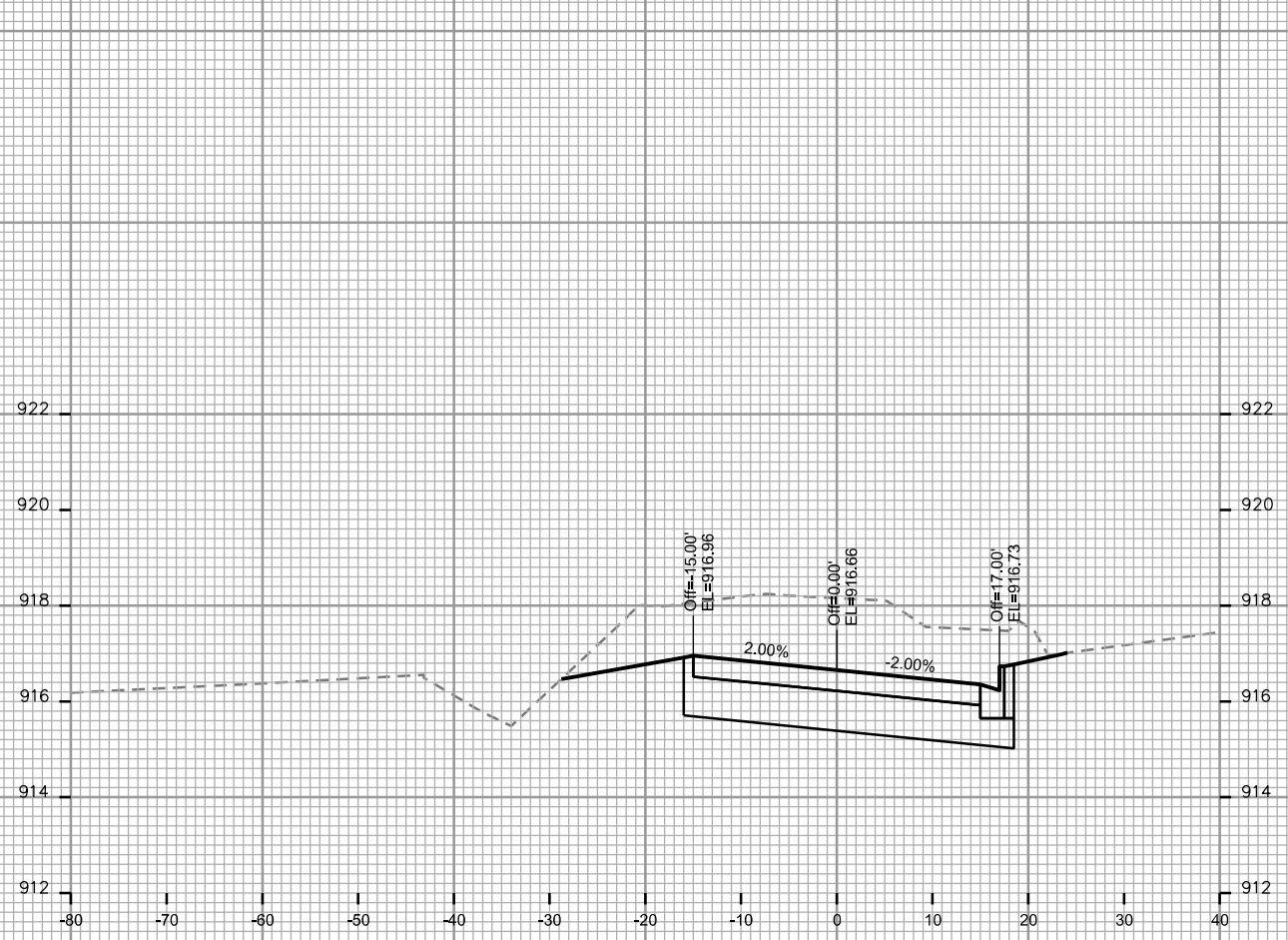
HOEPKER RD. CITY OF MADISON

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CROSS SECTIONS

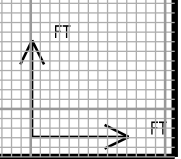
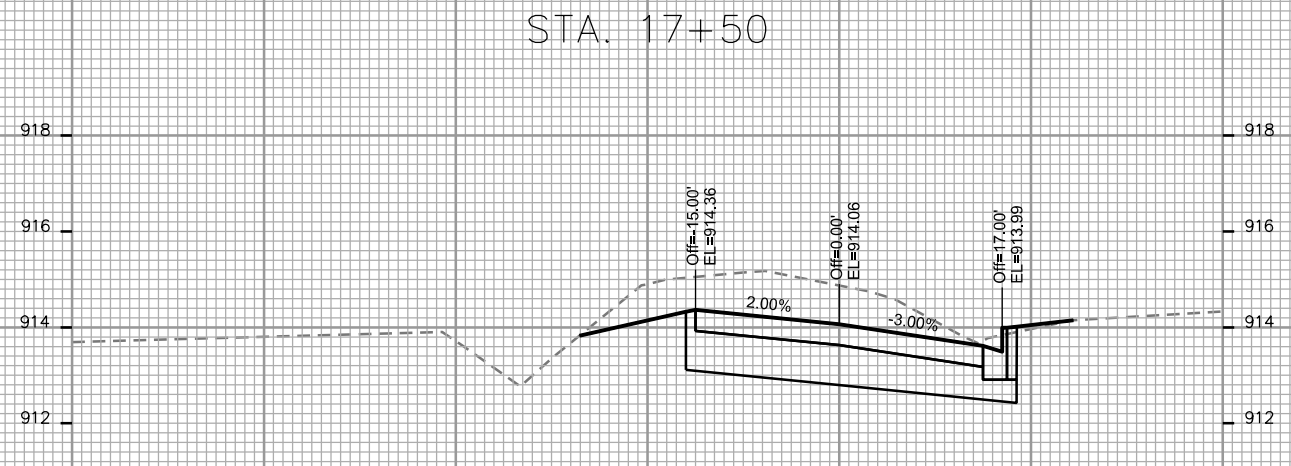
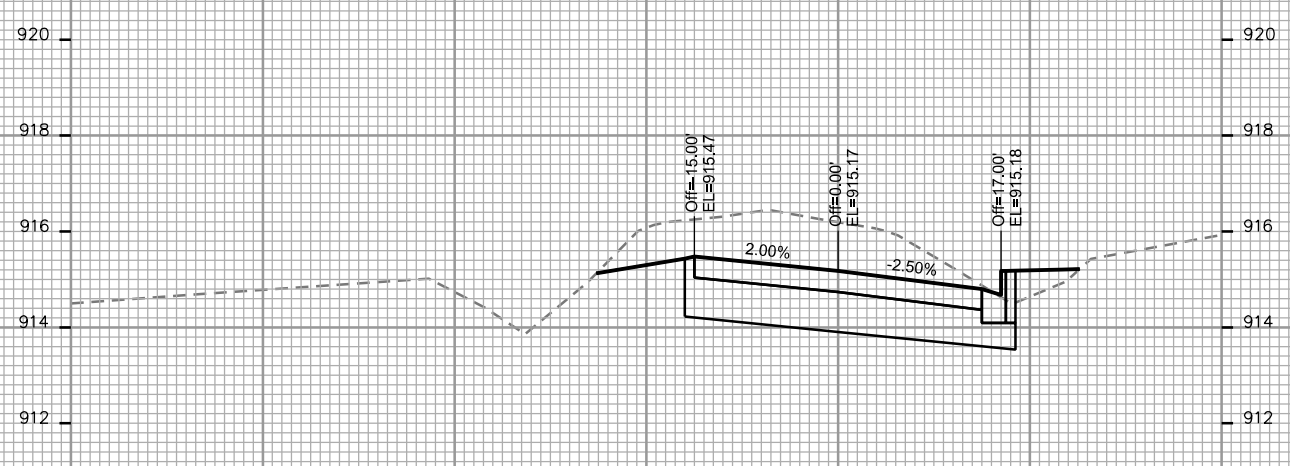
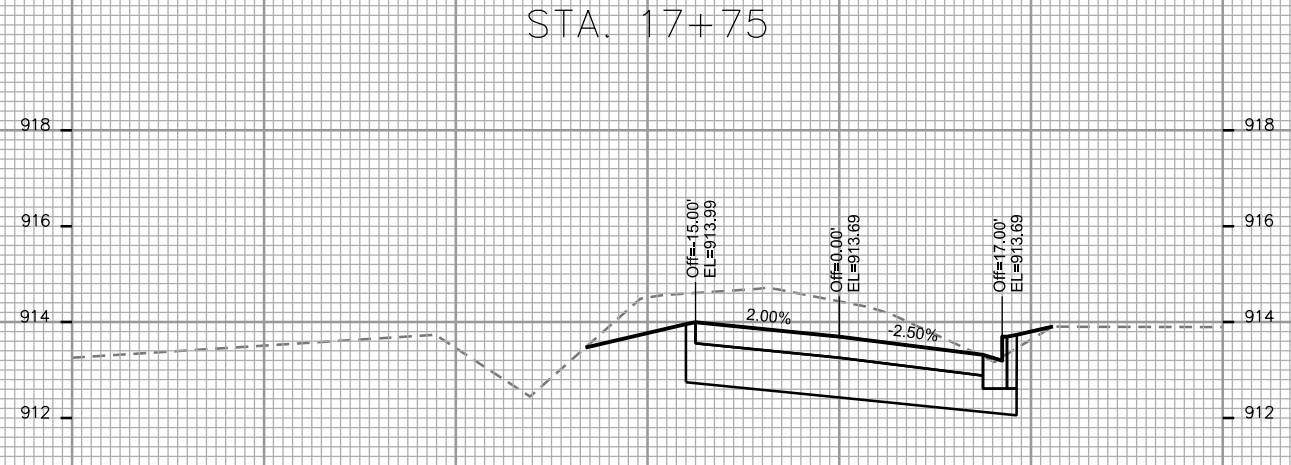
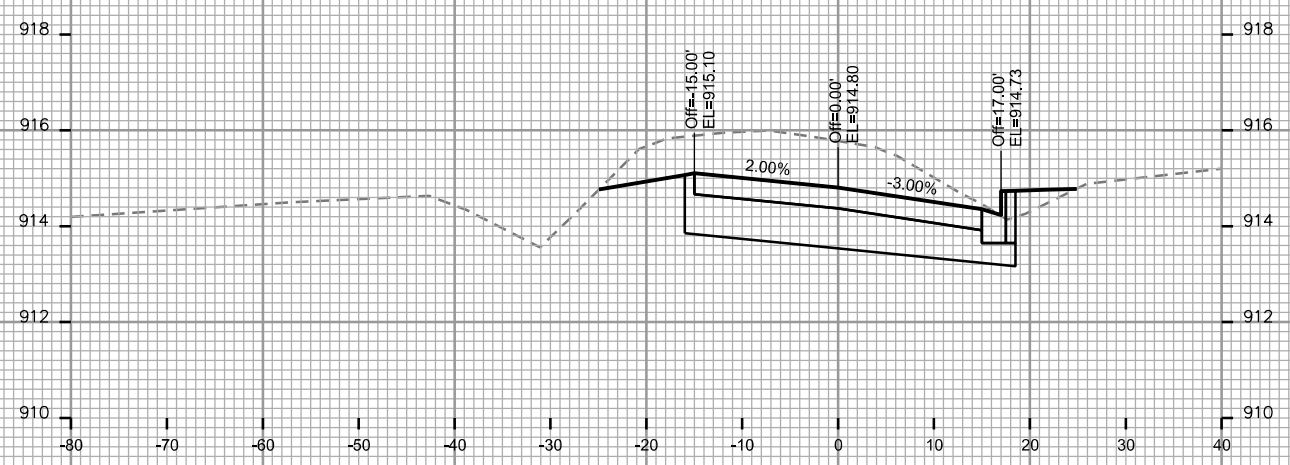
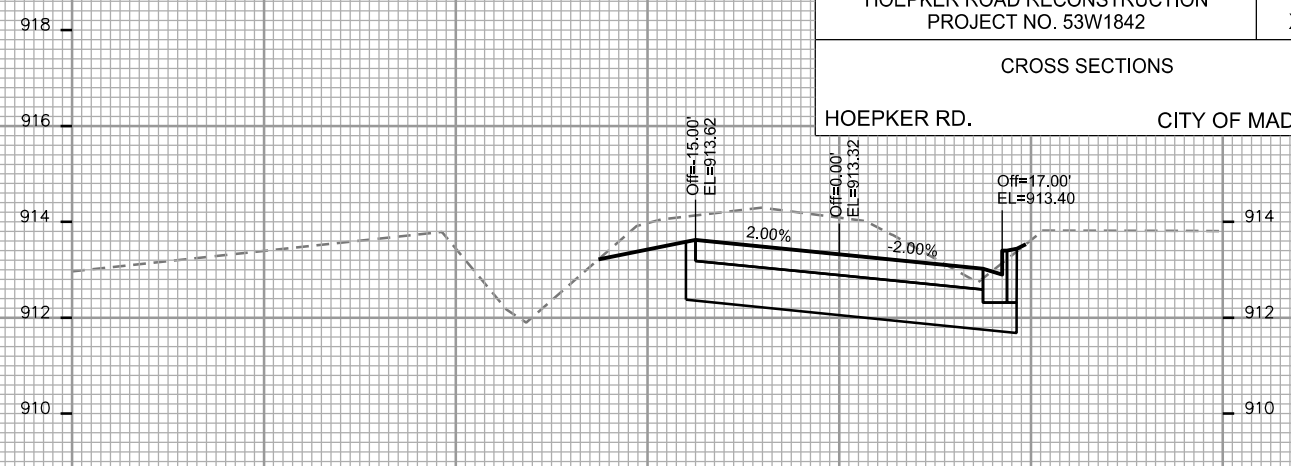
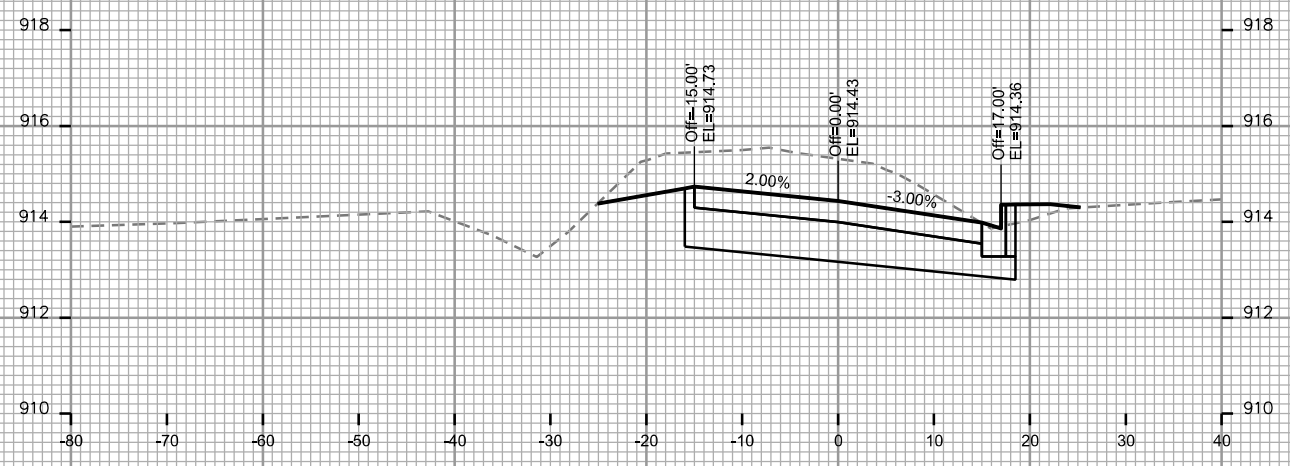
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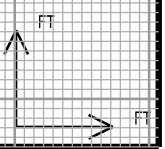
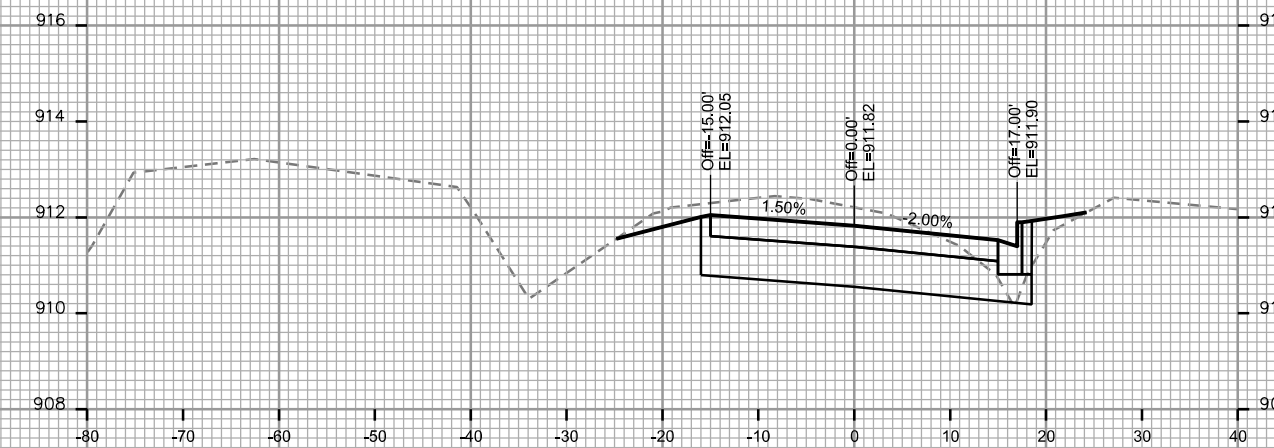
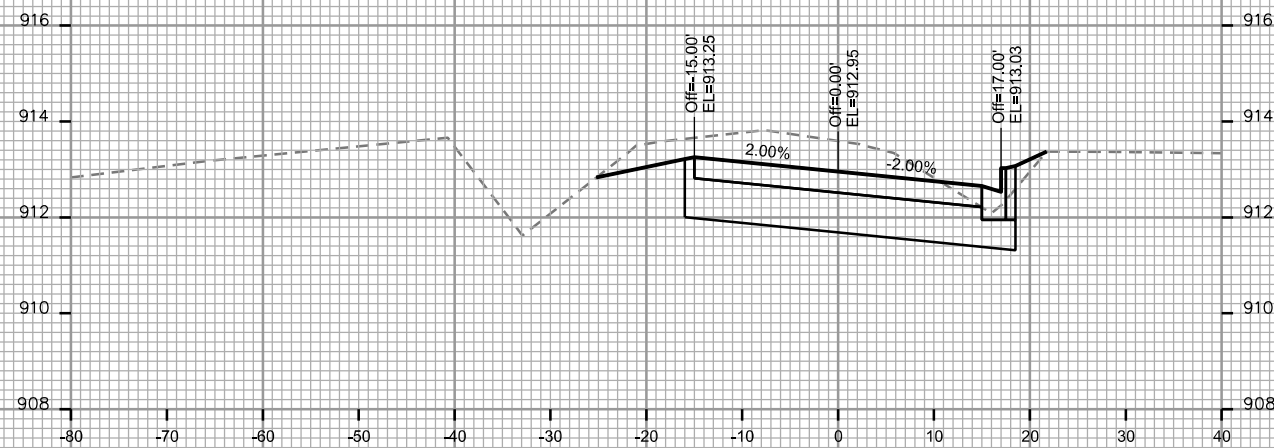
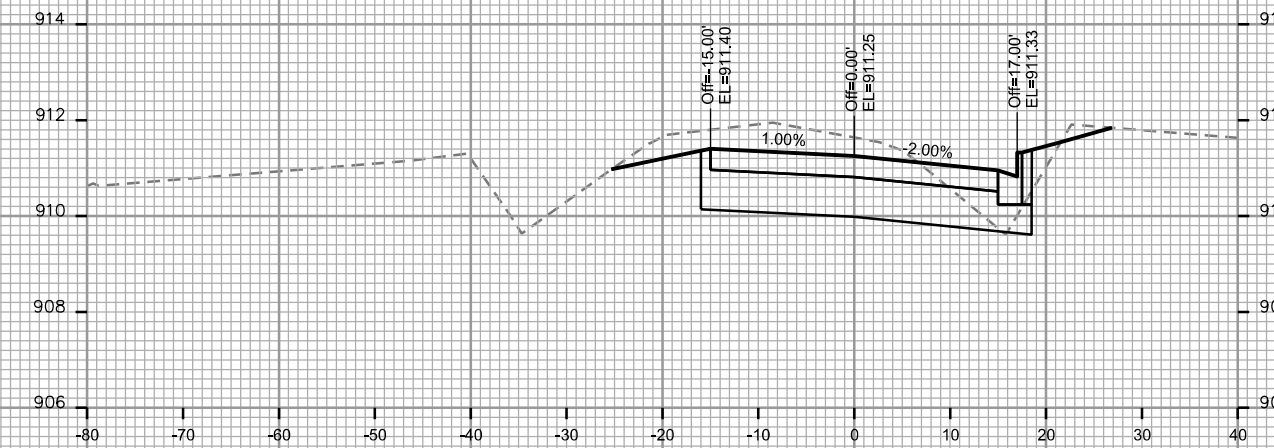
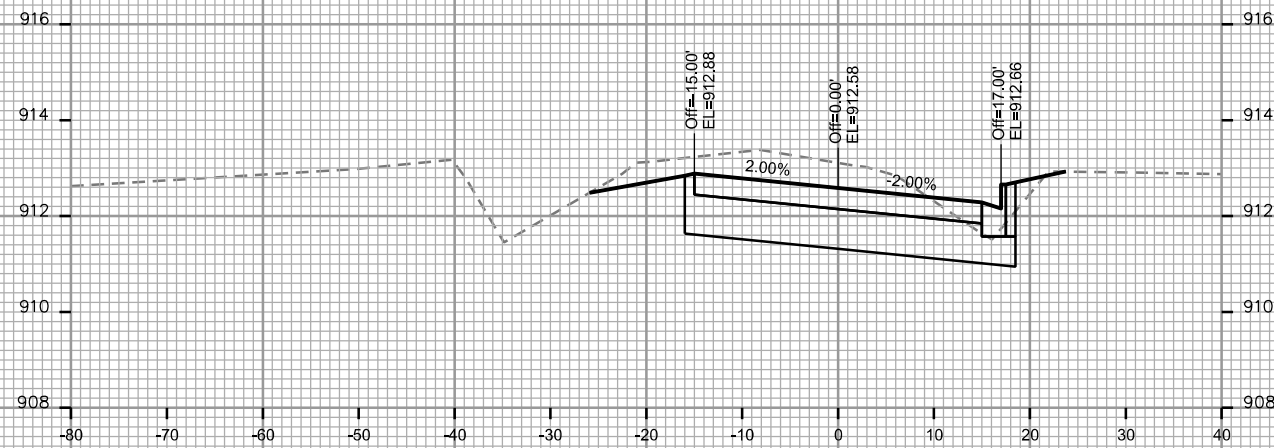
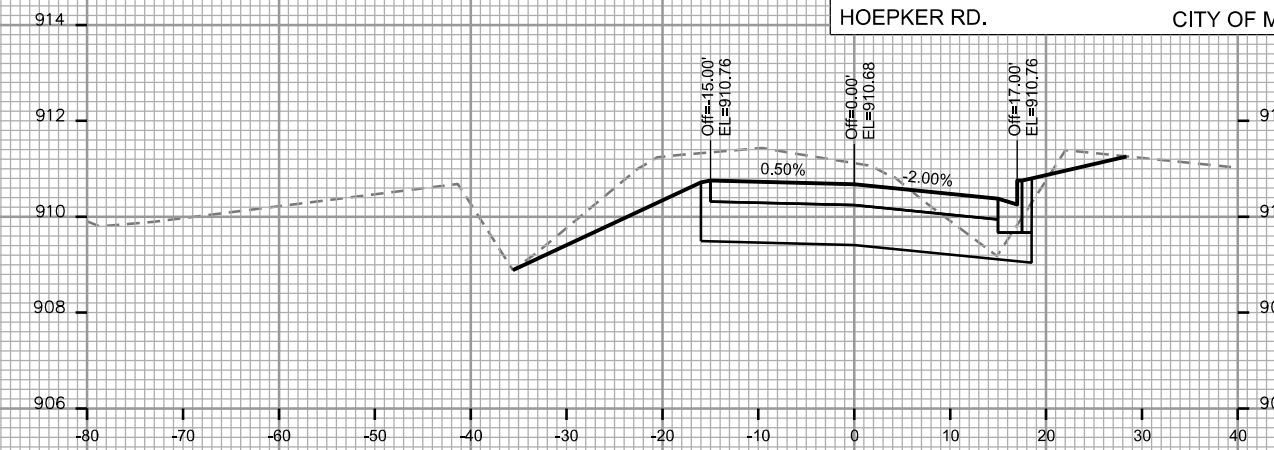
CITY OF MADISON

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CROSS SECTIONS

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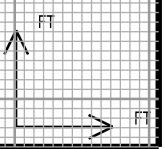
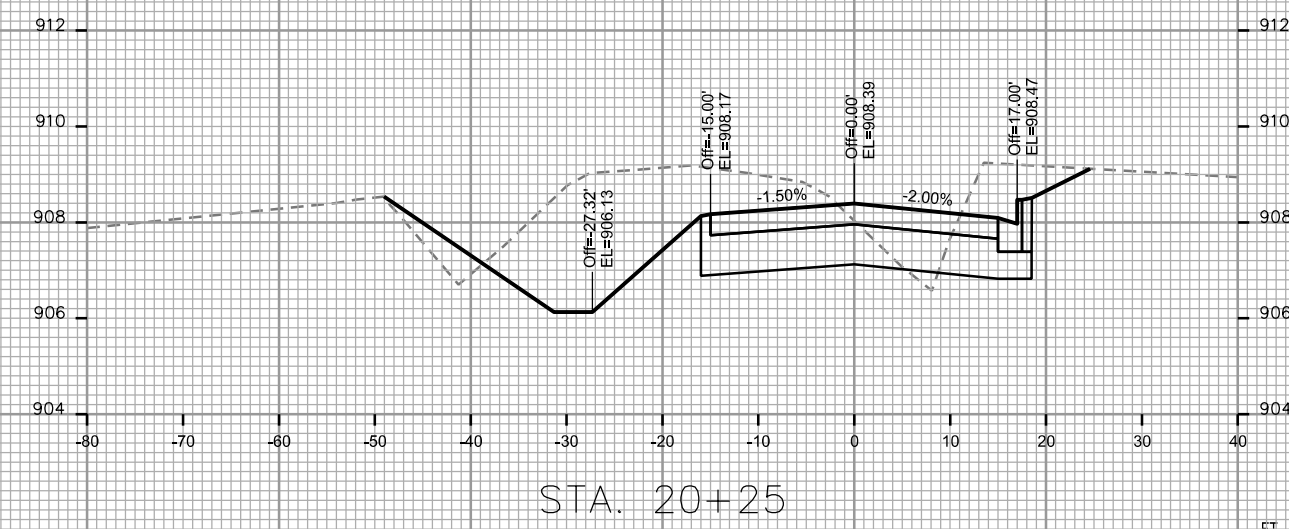
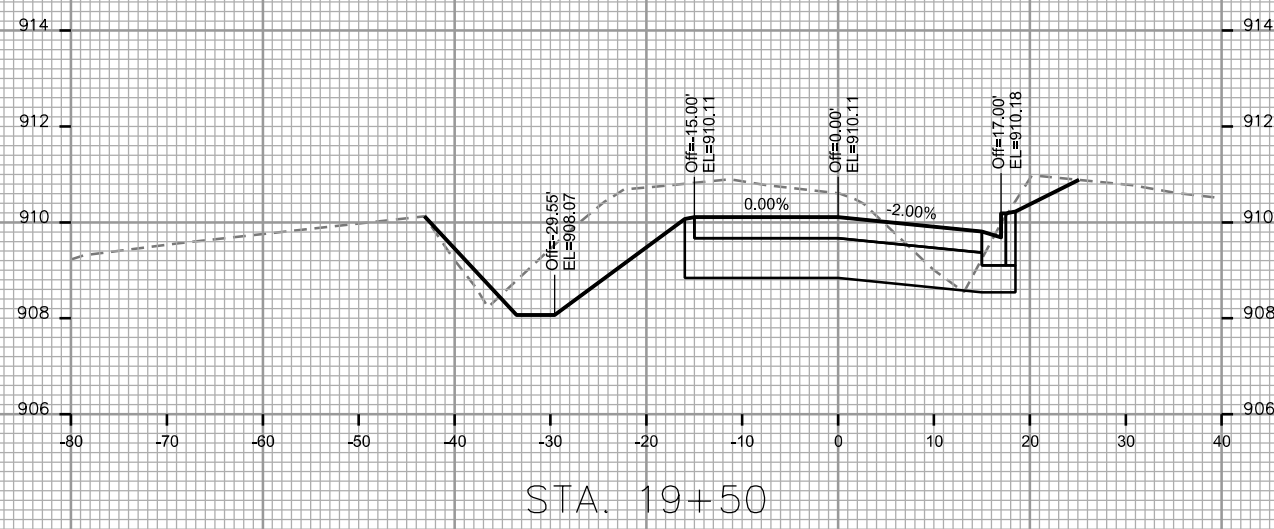
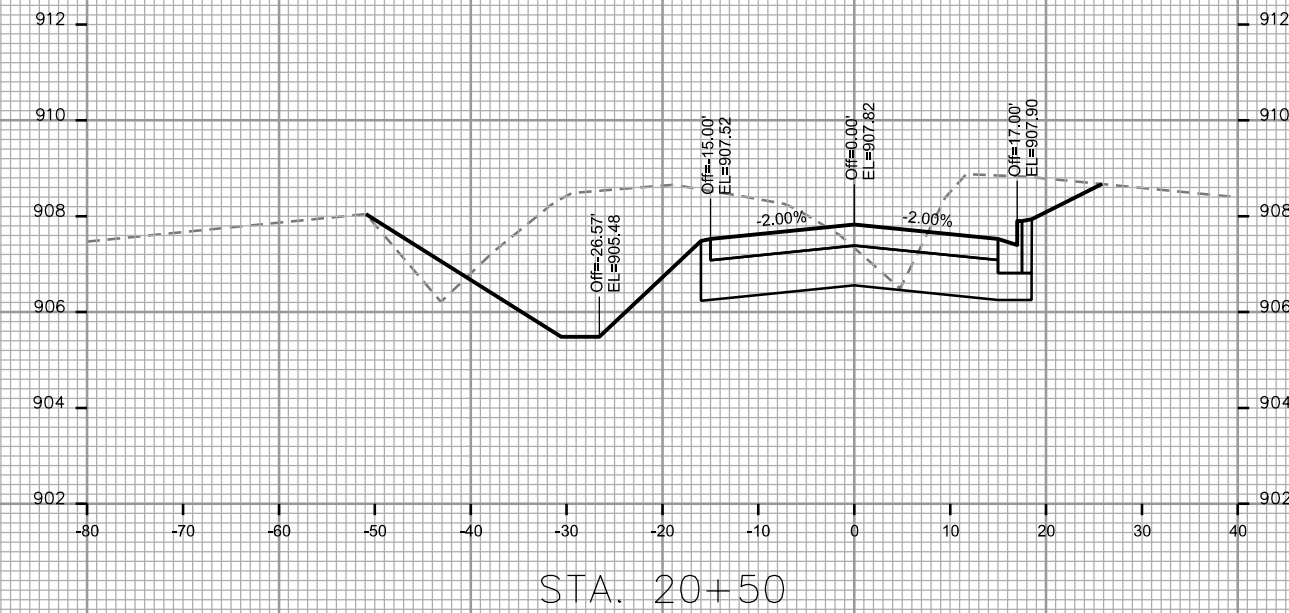
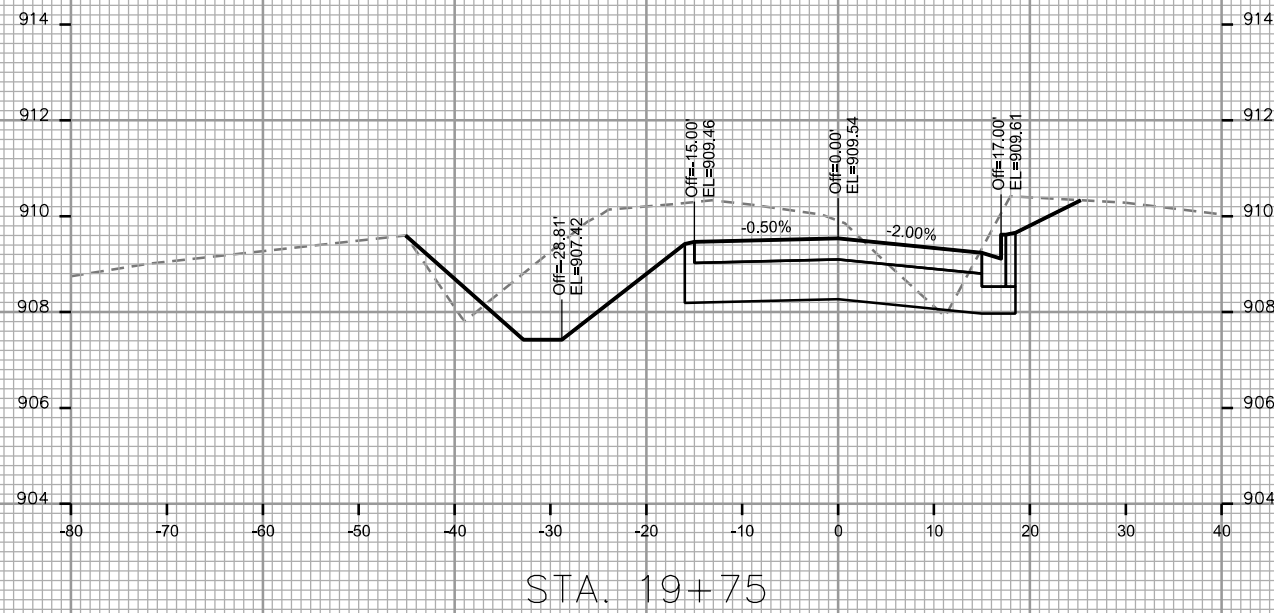
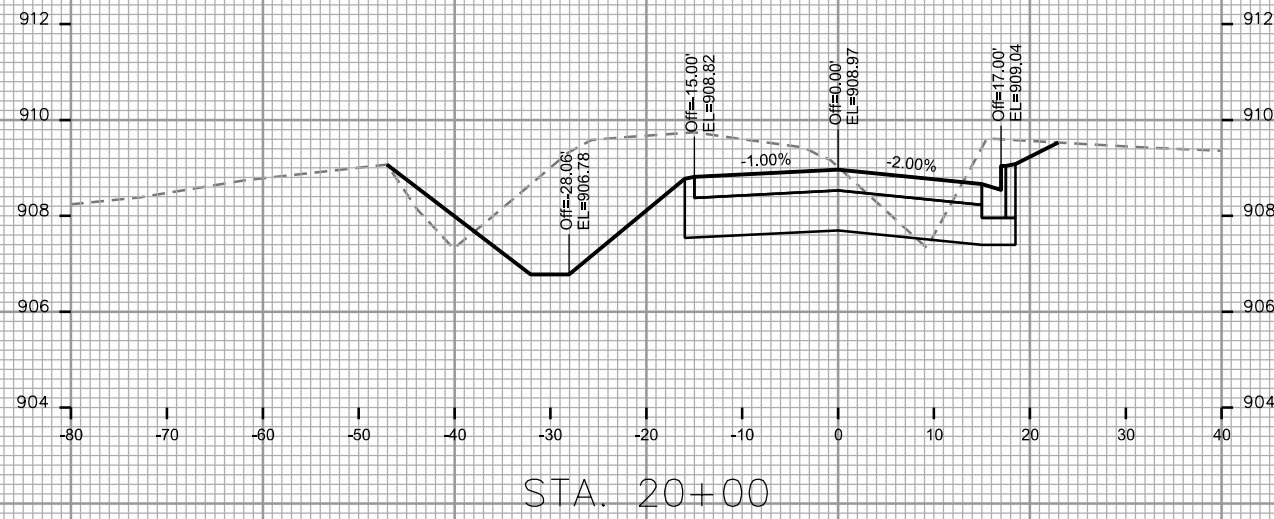
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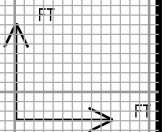
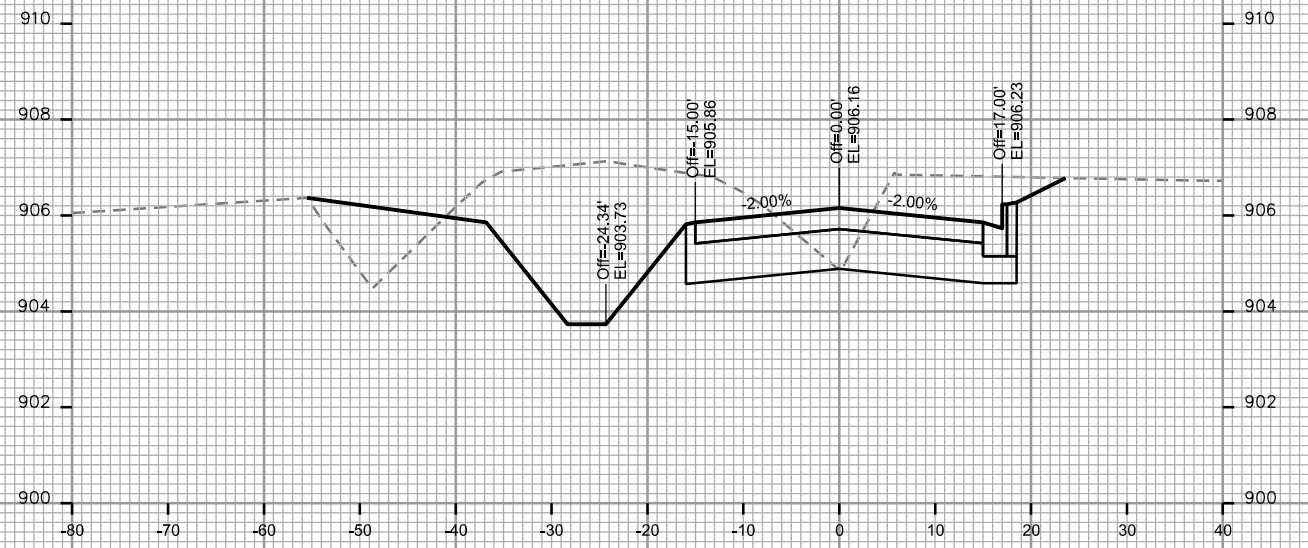
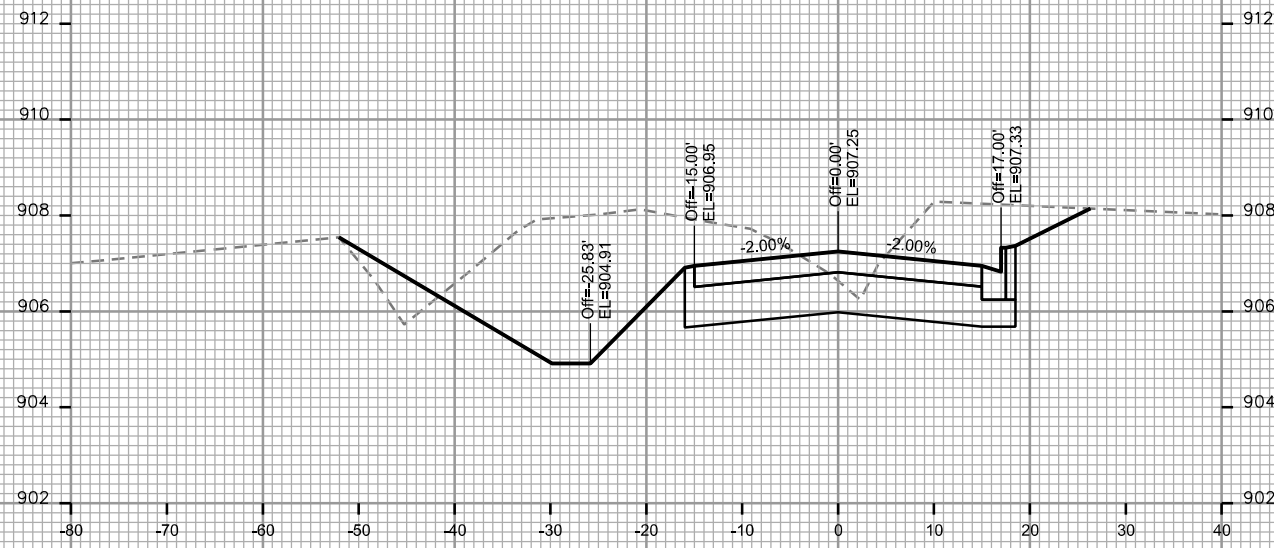
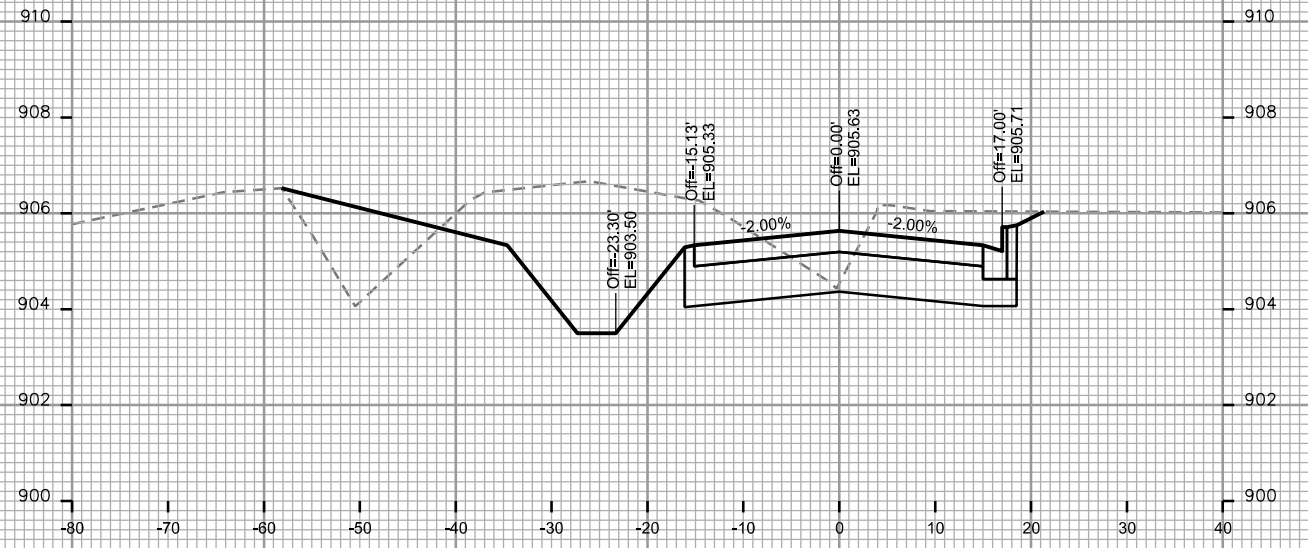
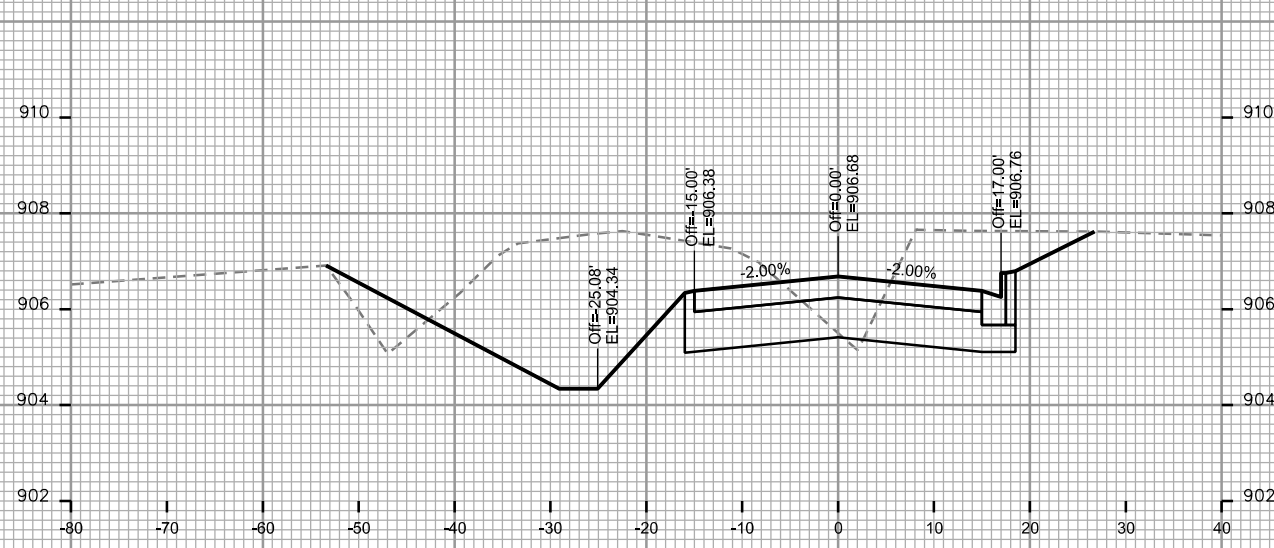
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

HOEPKER RD.

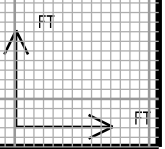
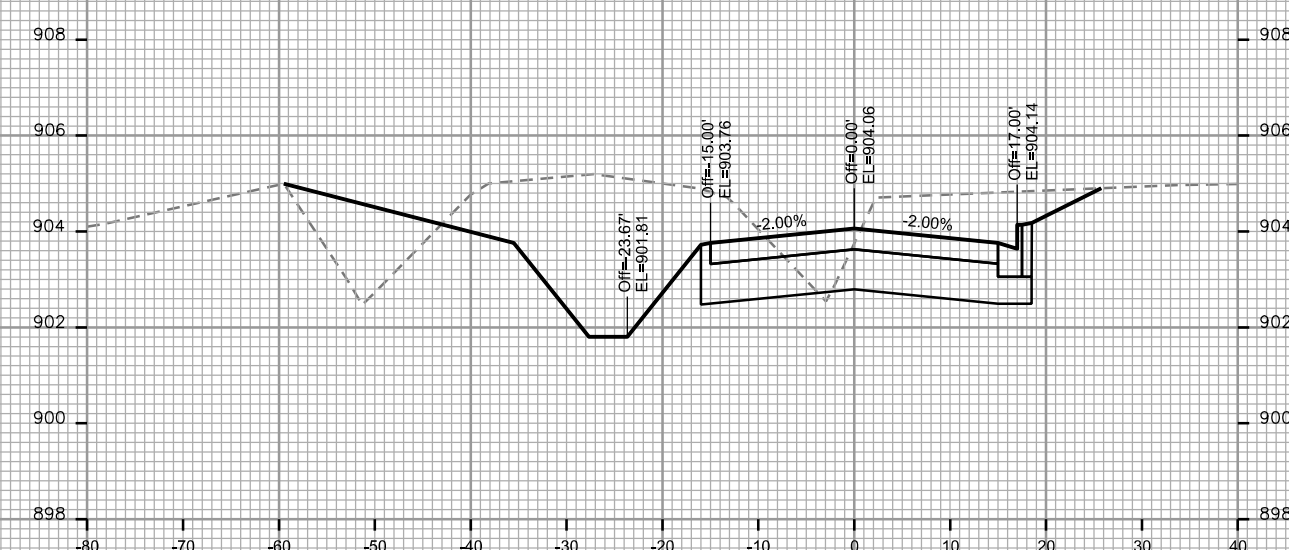
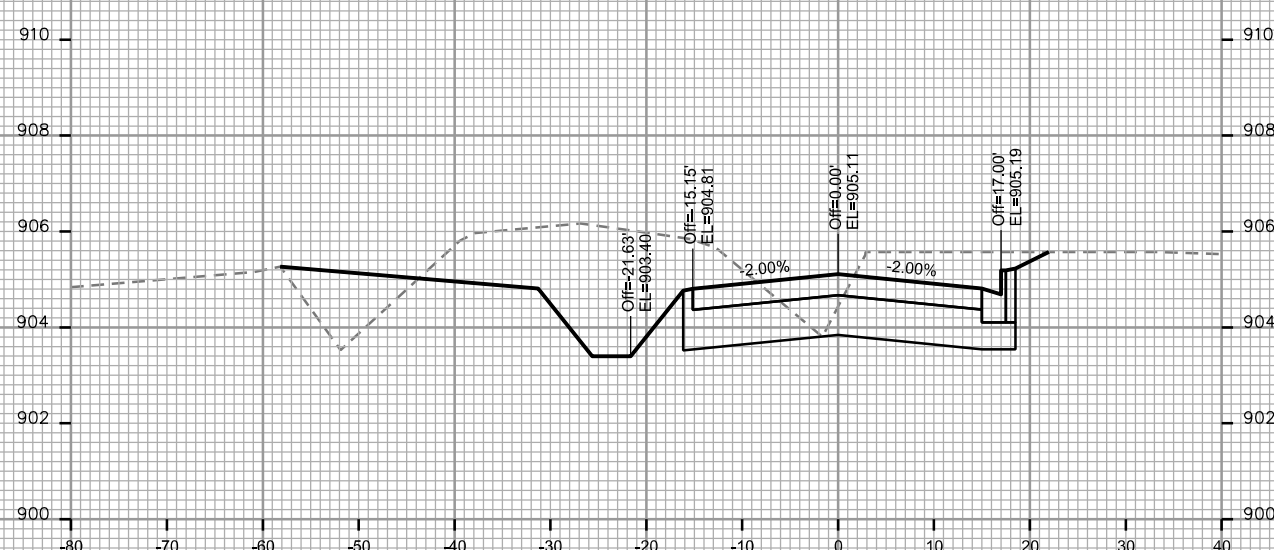
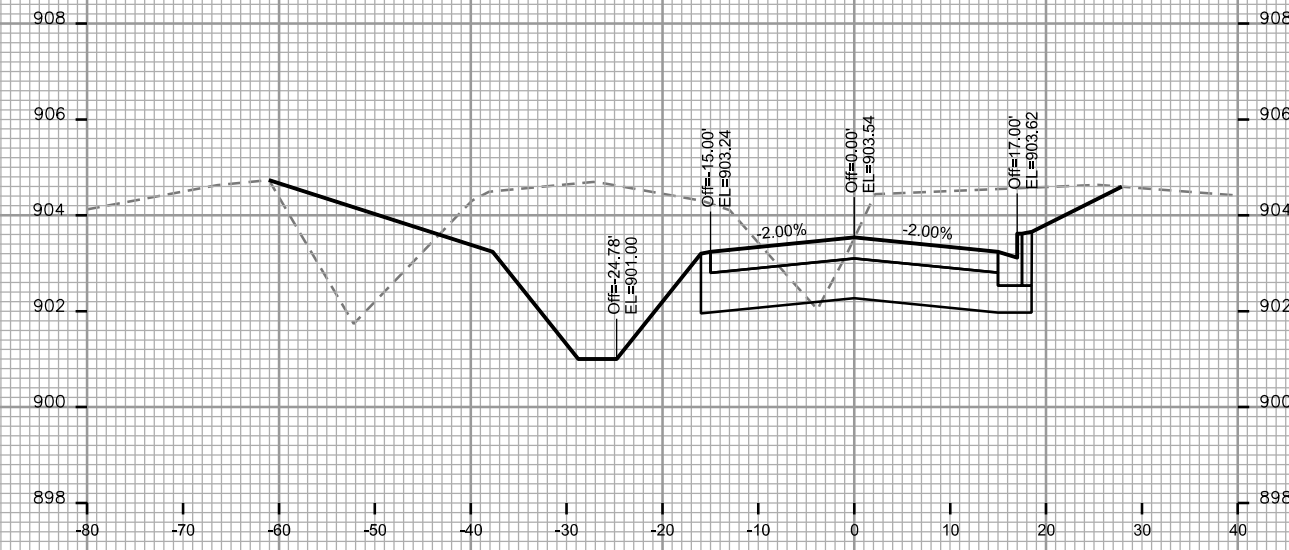
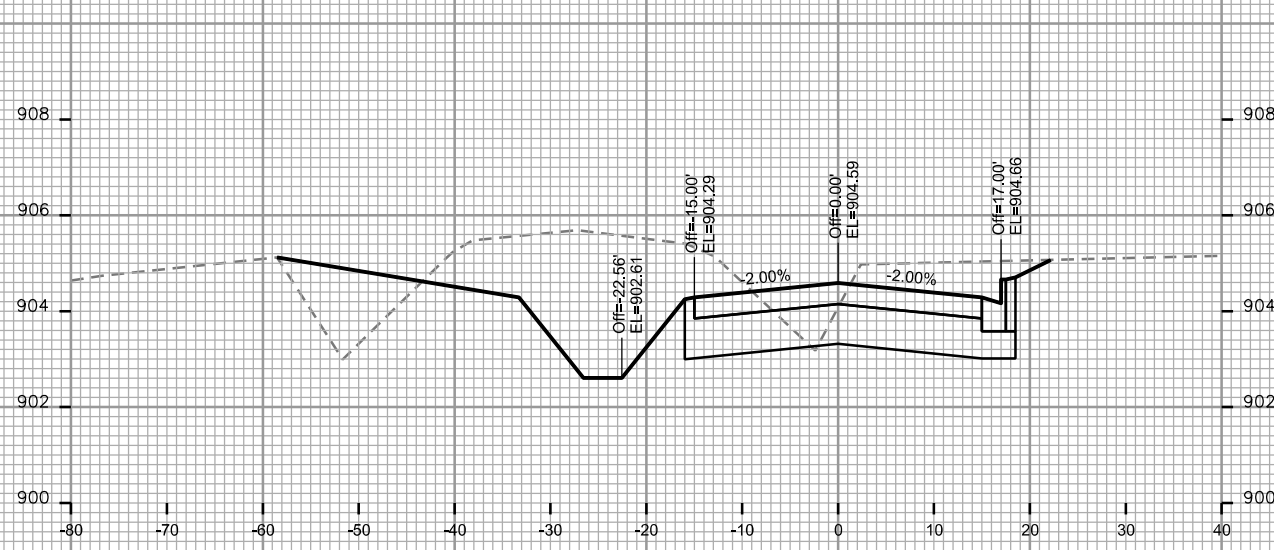
CITY OF MADISON

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CROSS SECTIONS

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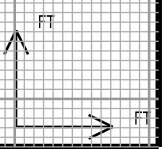
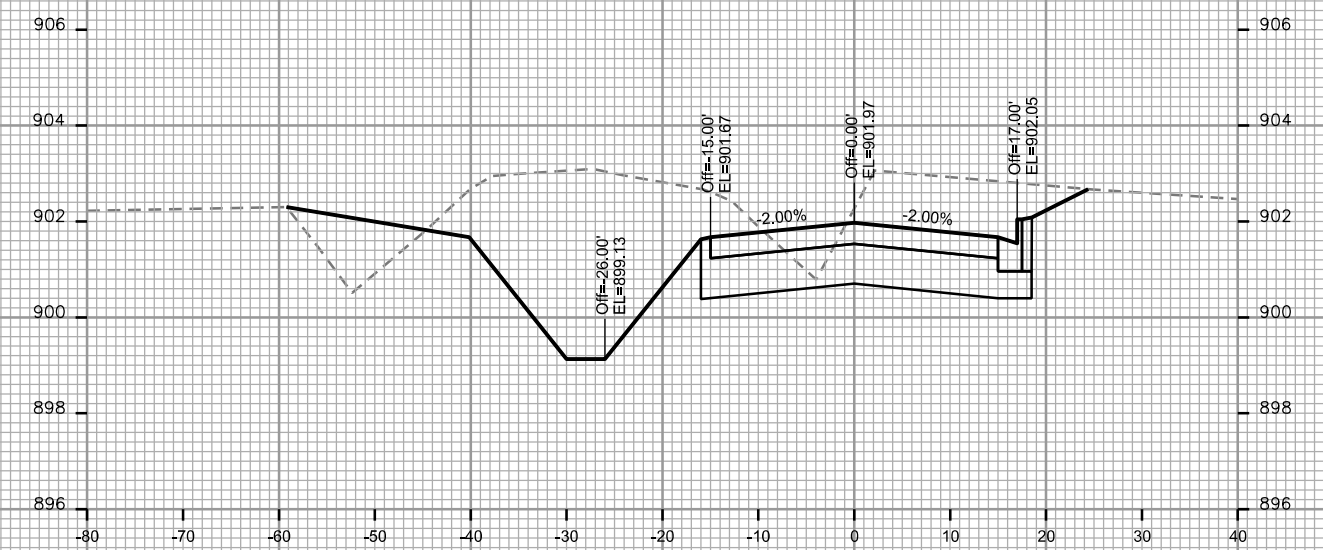
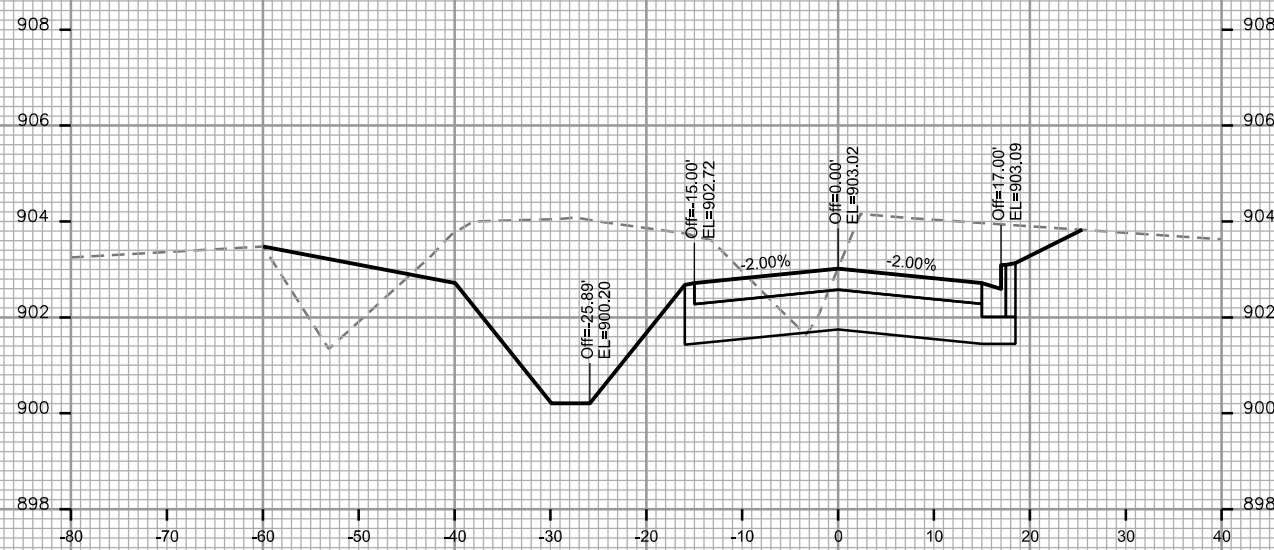
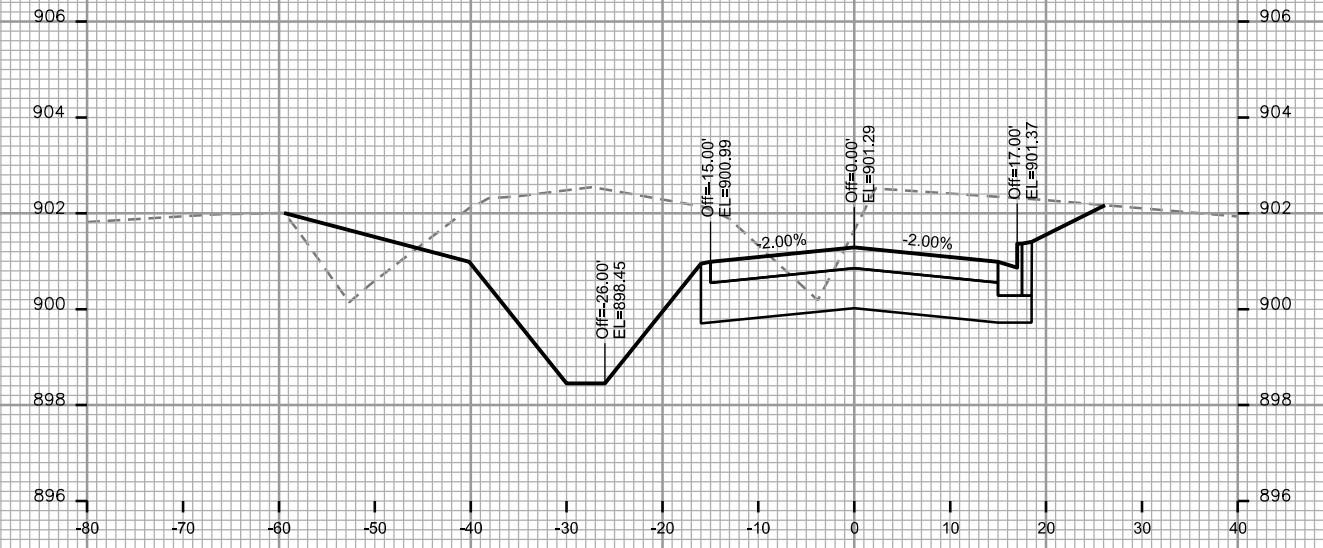
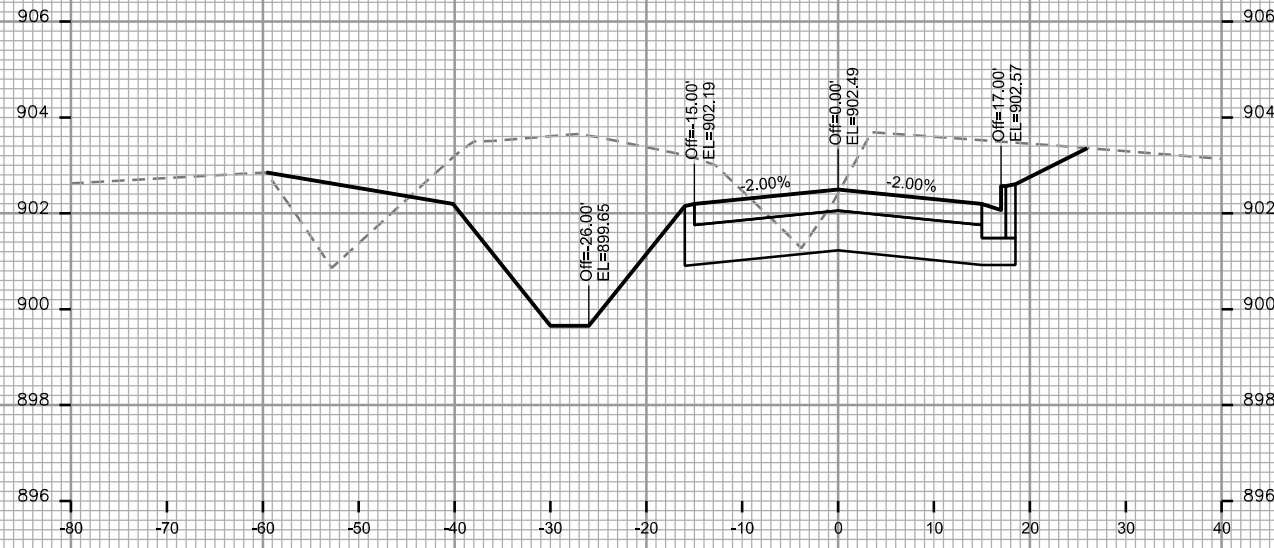
CITY OF MADISON

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CROSS SECTIONS

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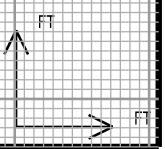
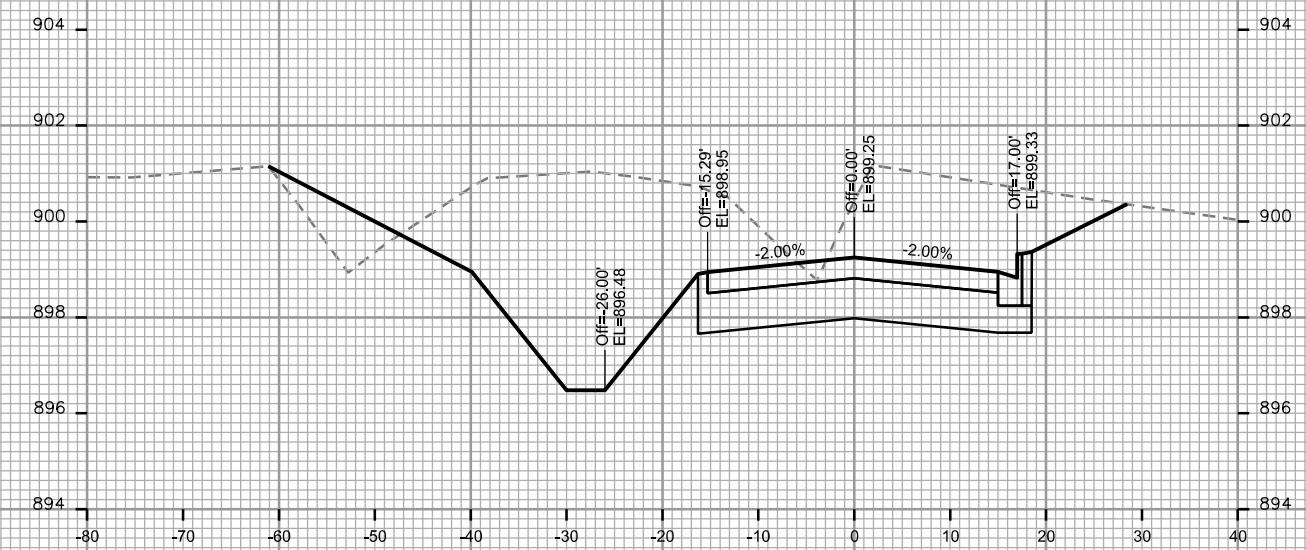
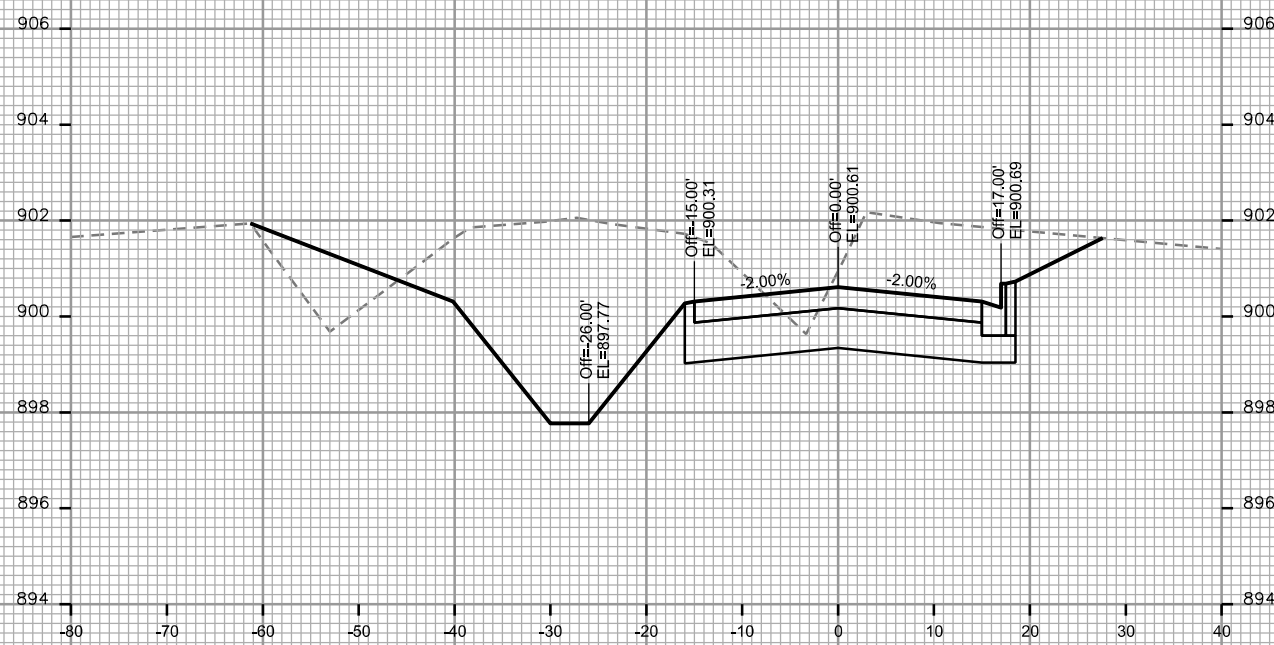
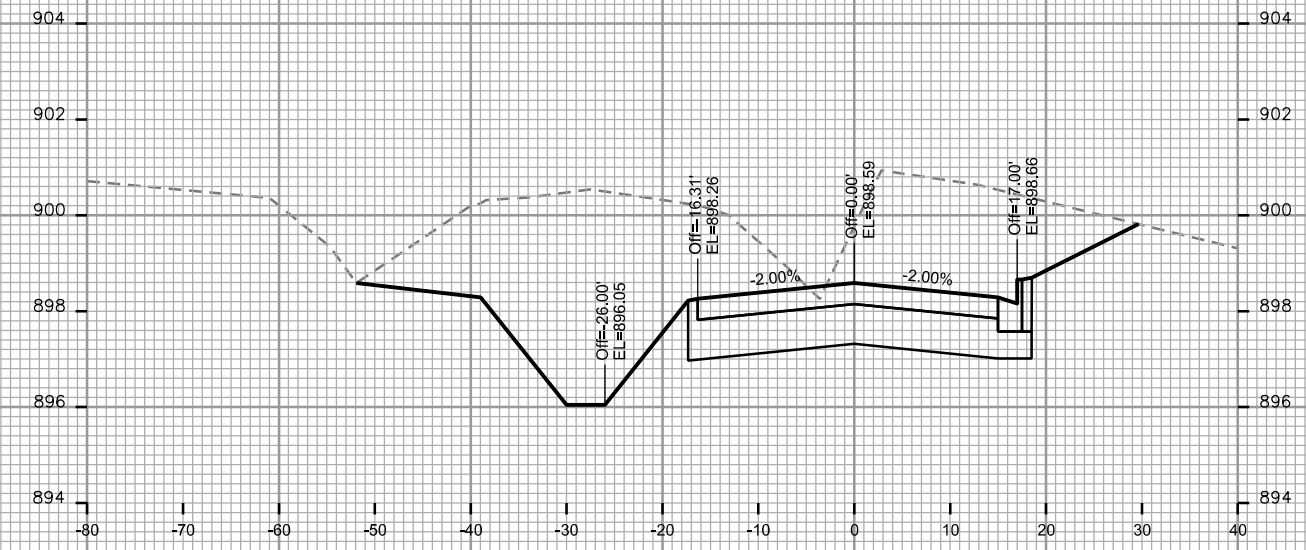
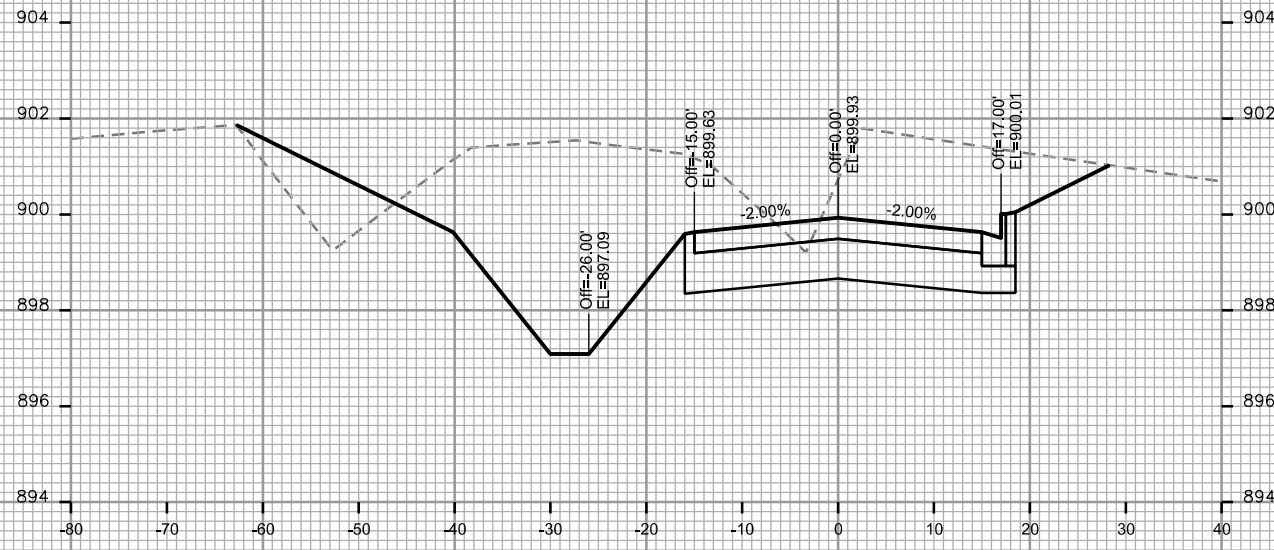
CITY OF MADISON

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CROSS SECTIONS

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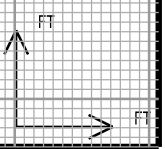
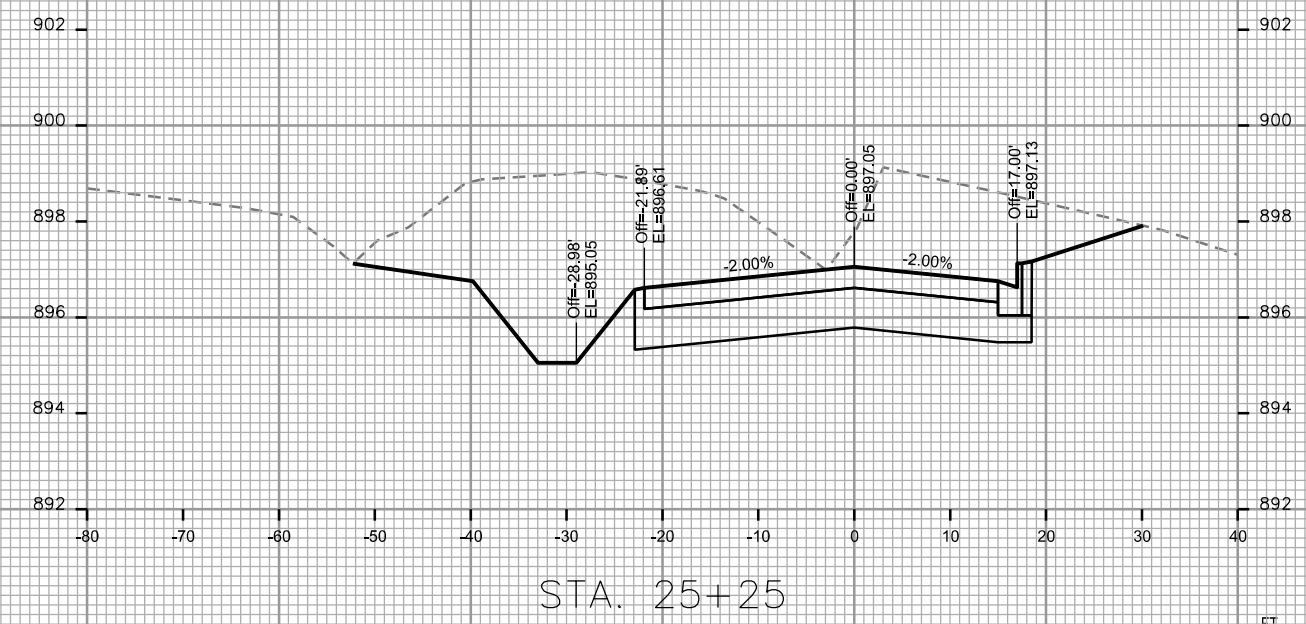
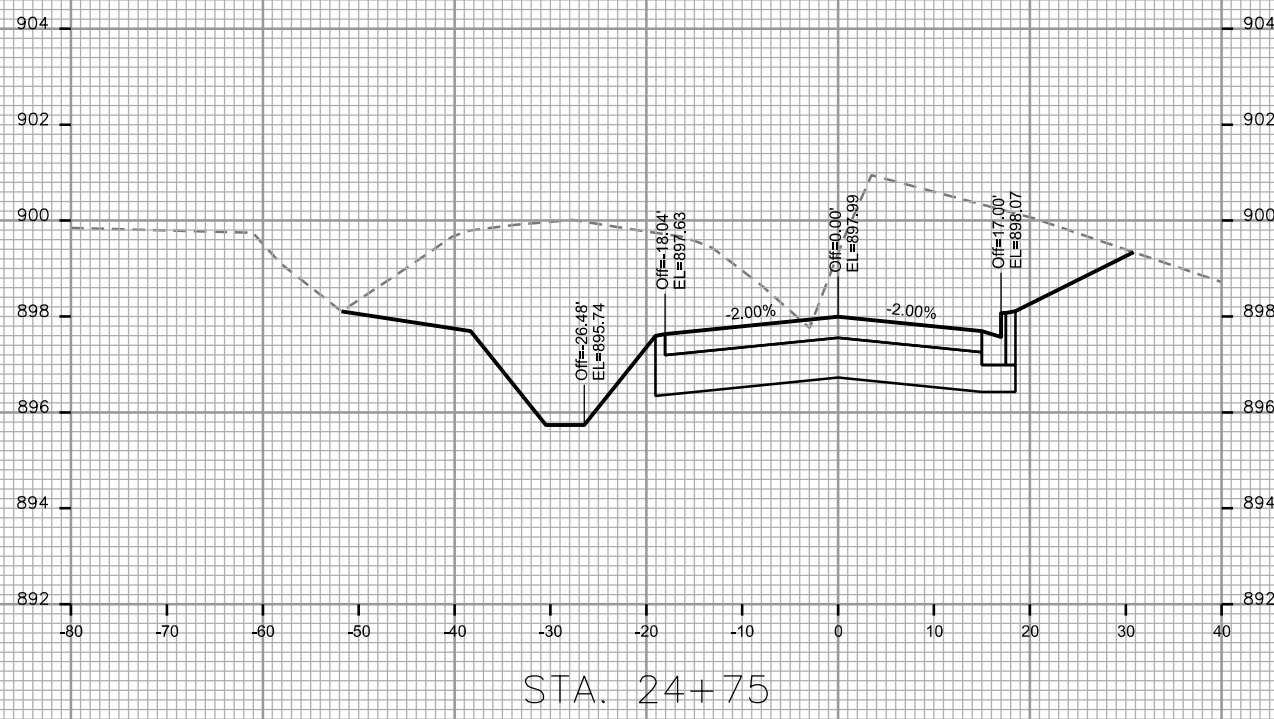
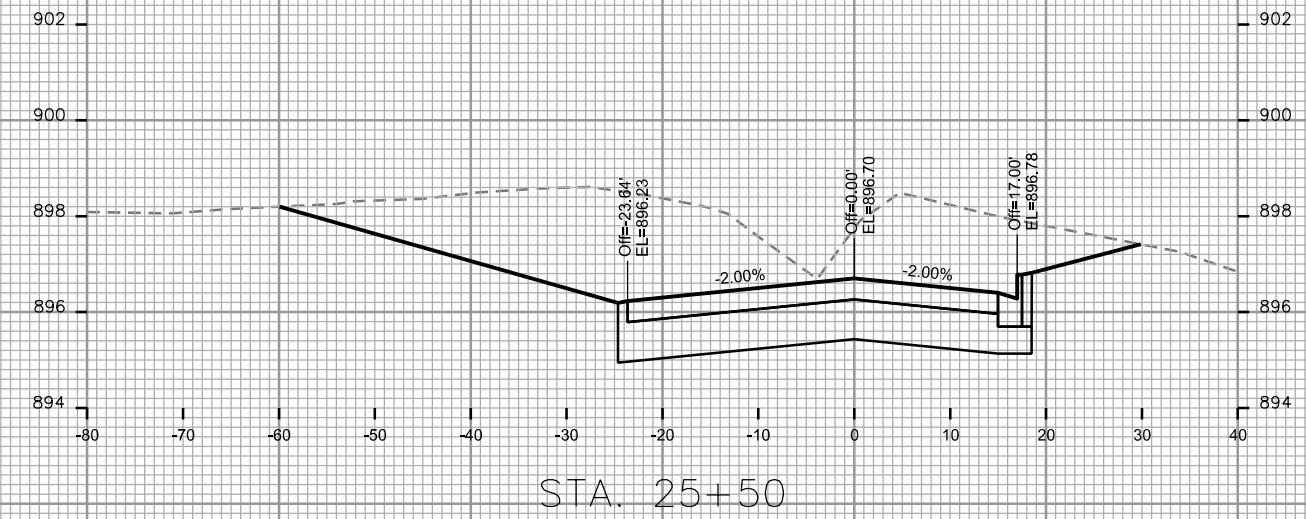
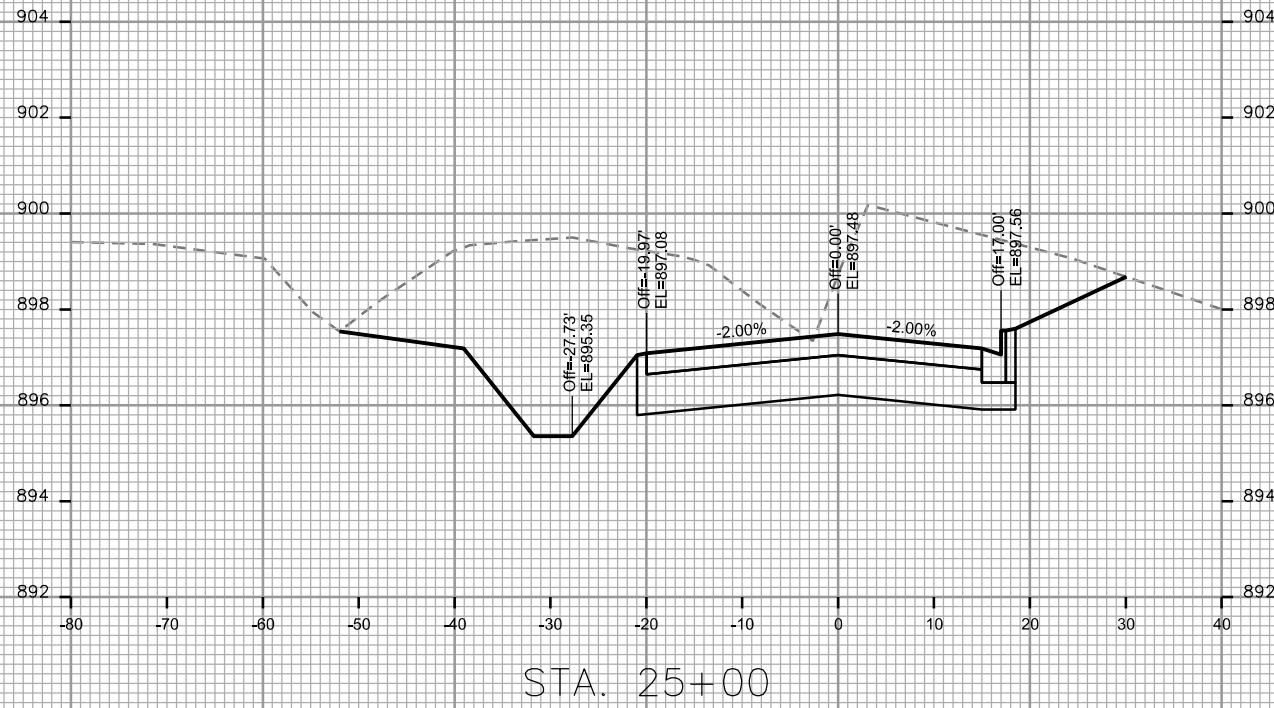
CITY OF MADISON

PLOT SCALE:

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REV. DATE:

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CROSS SECTIONS

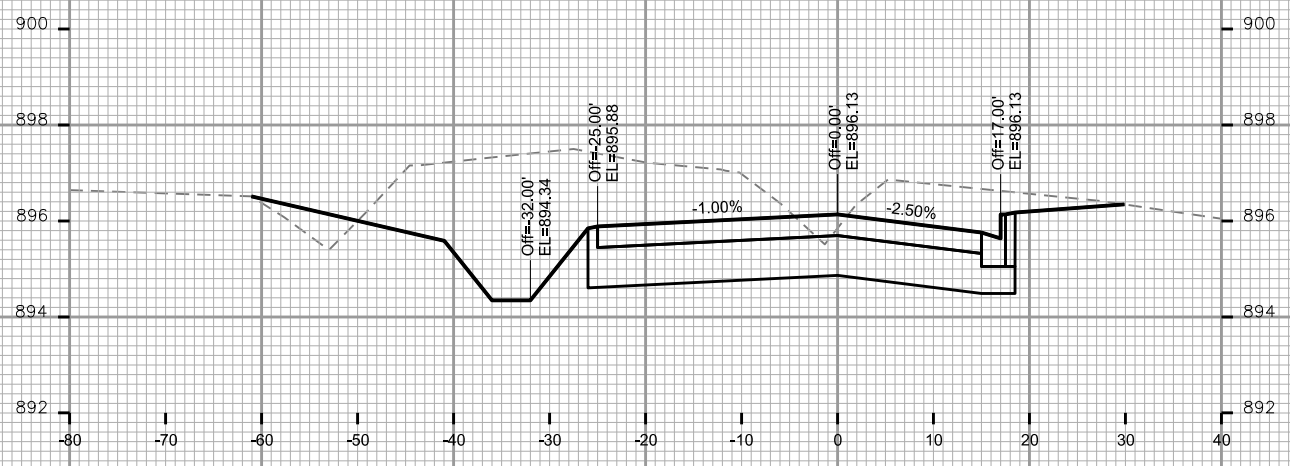
HOEPKER RD. CITY OF MADISON

PLOT SCALE:

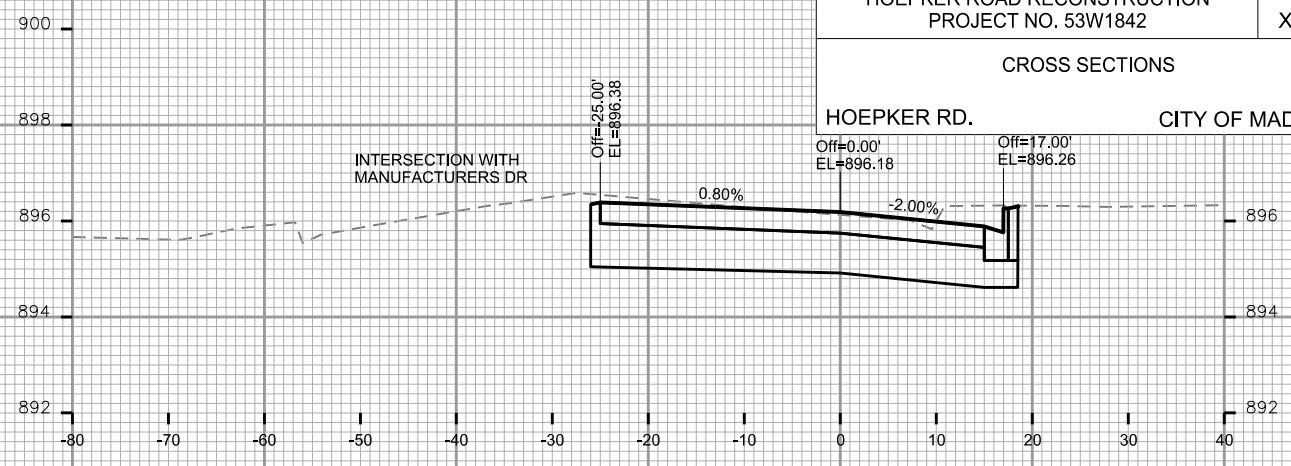
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REV. DATE:

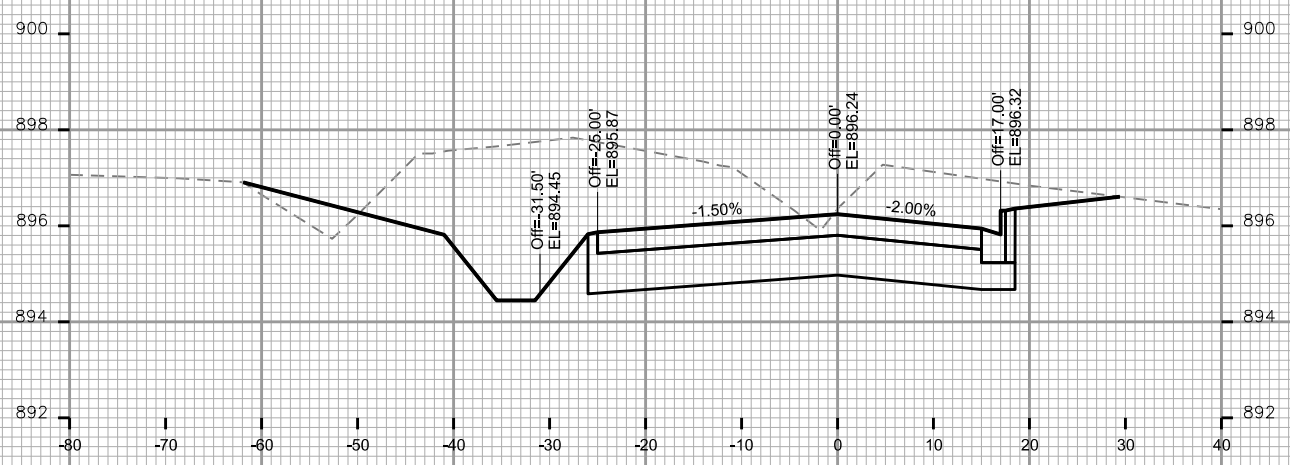
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



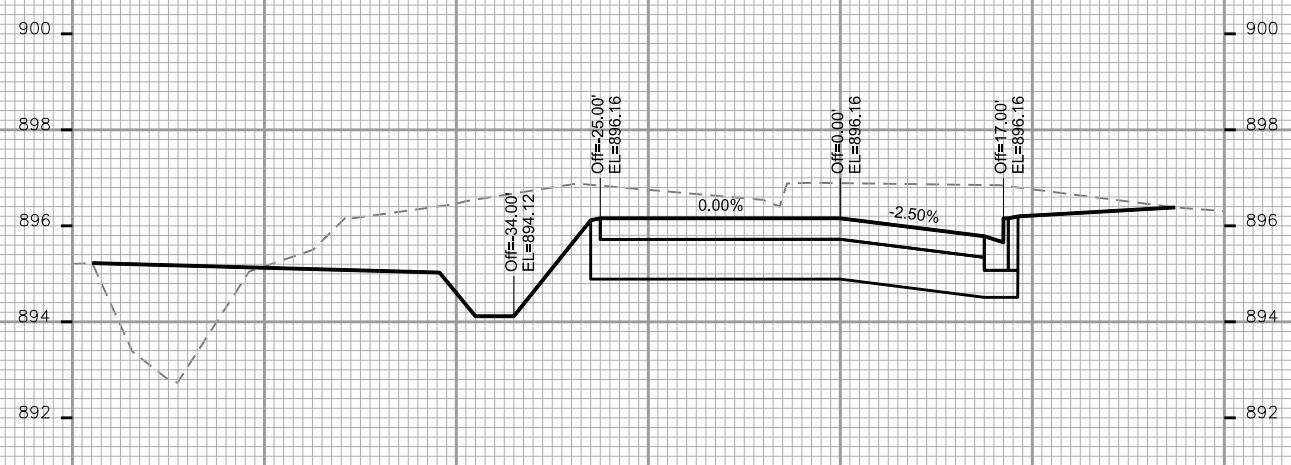
STA. 26+25



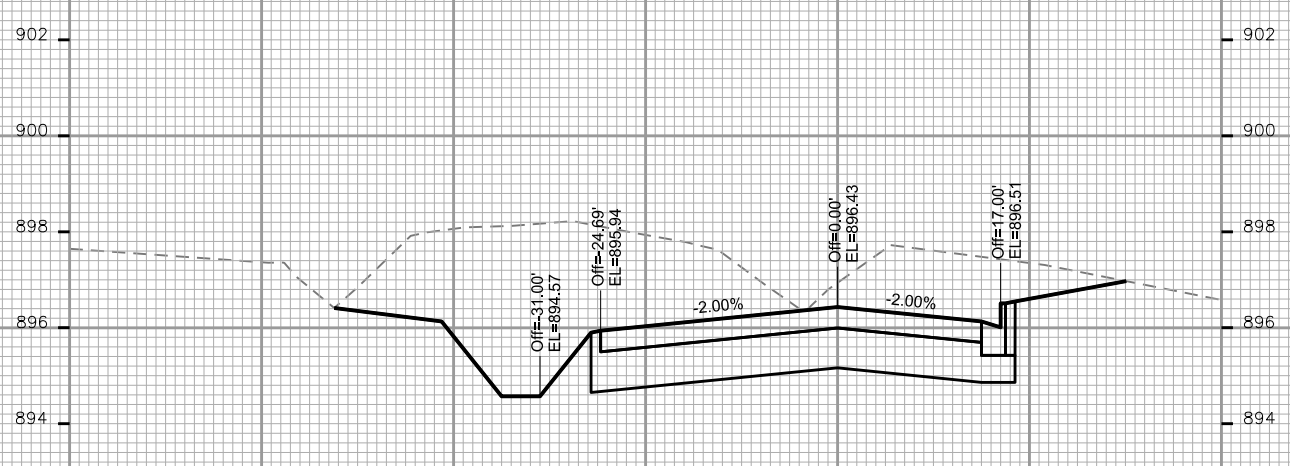
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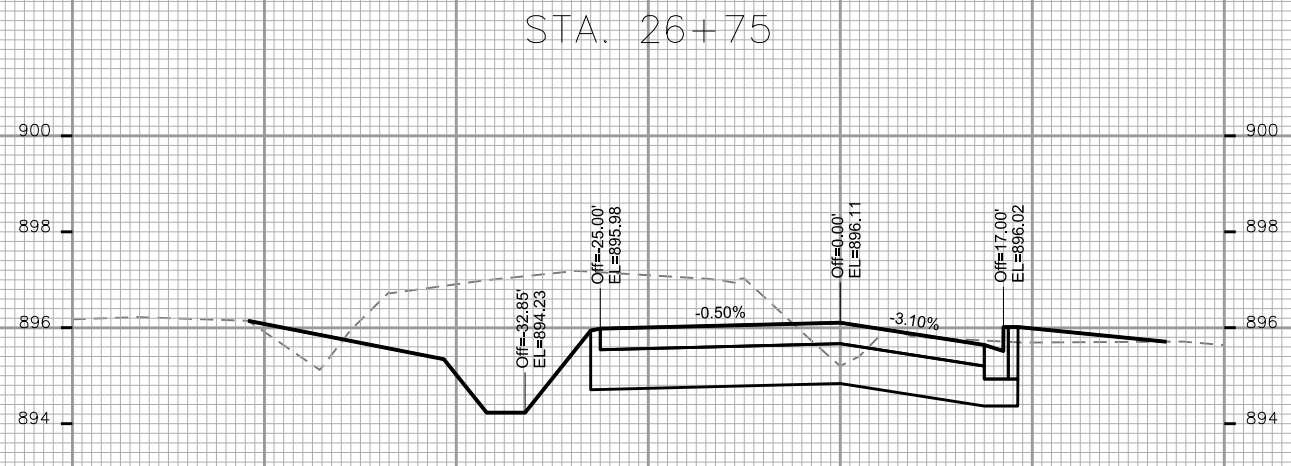
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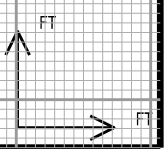
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STA. 25+75



STA. 26+50



CROSS SECTIONS

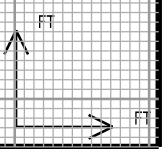
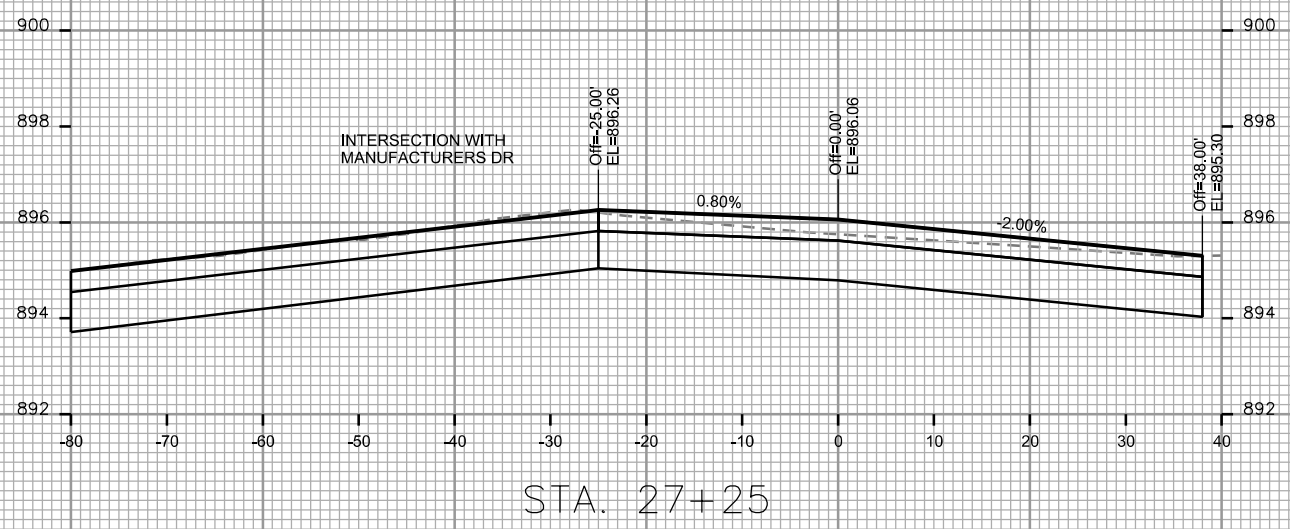
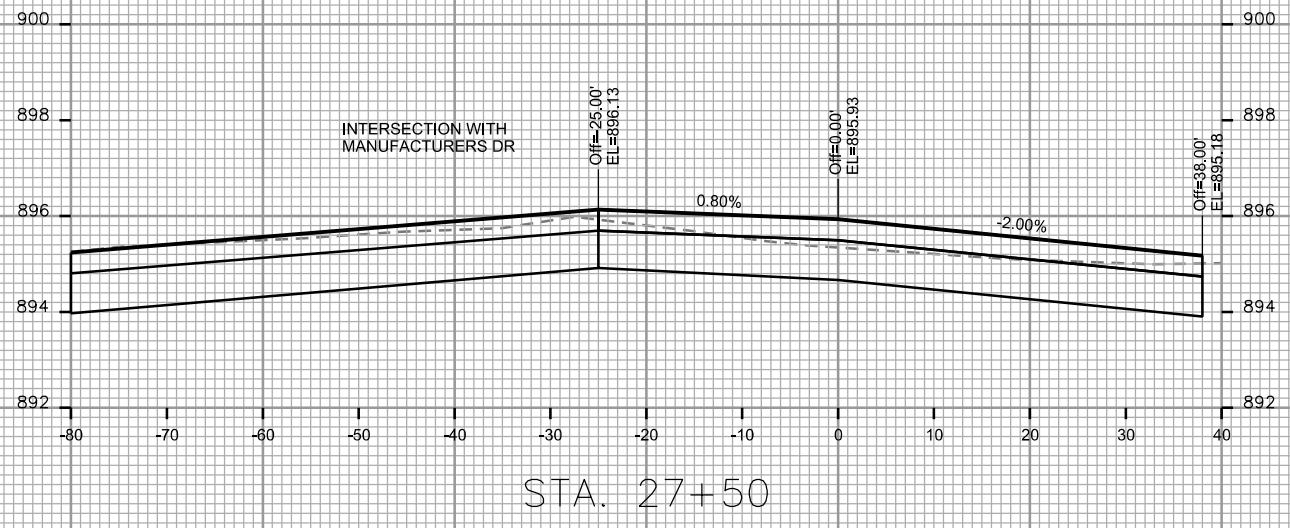
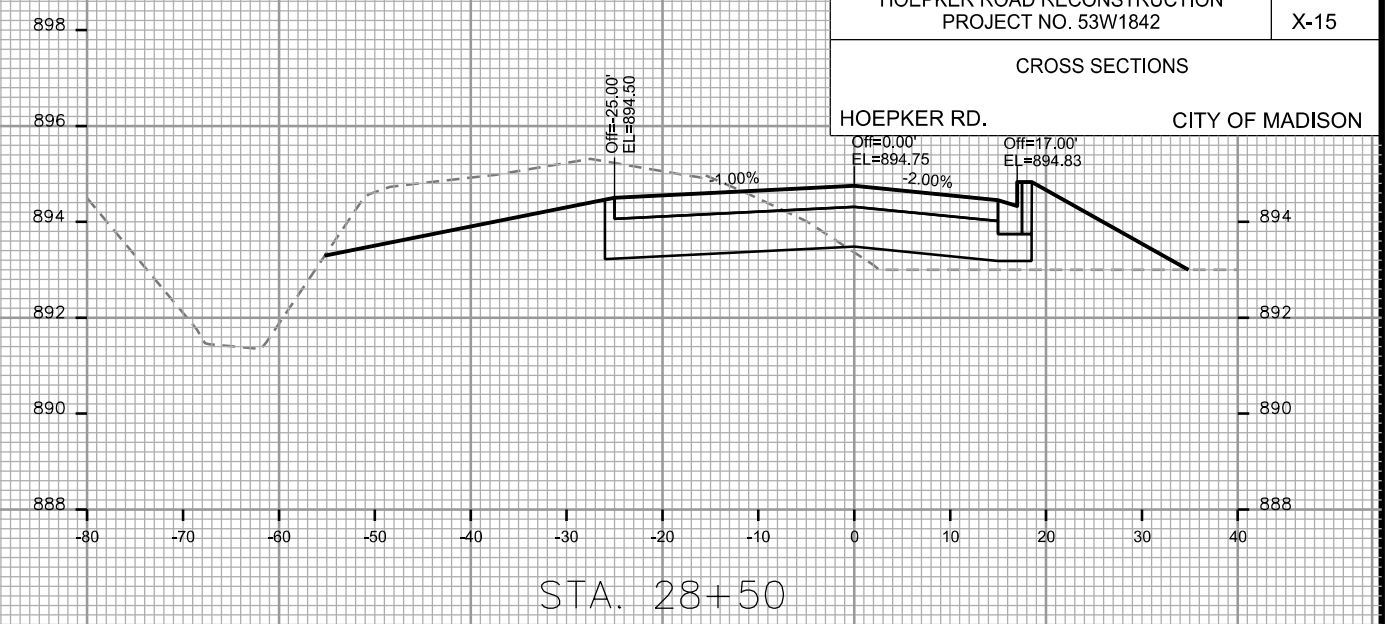
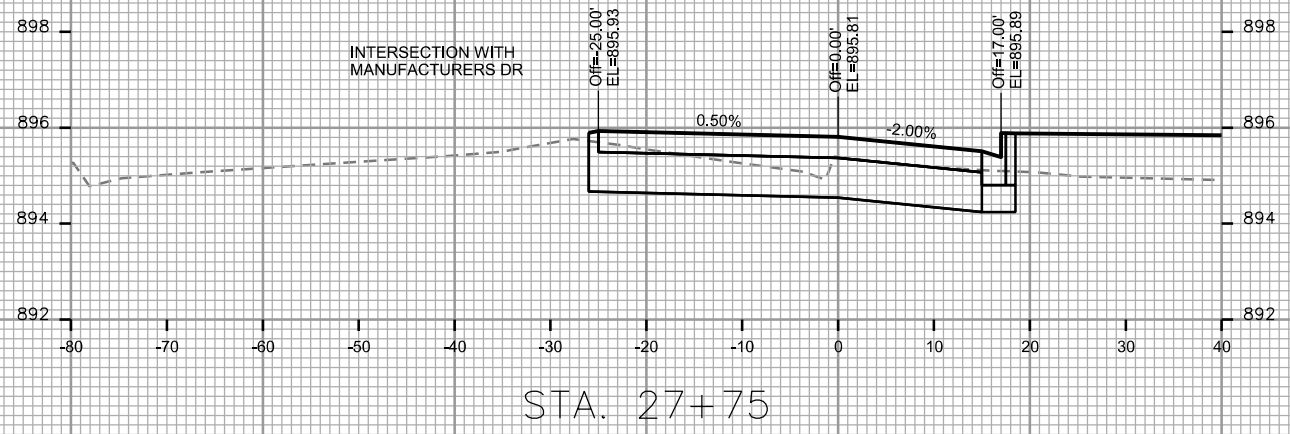
HOEPKER RD. CITY OF MADISON

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

HOEPKER RD.

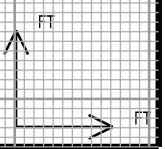
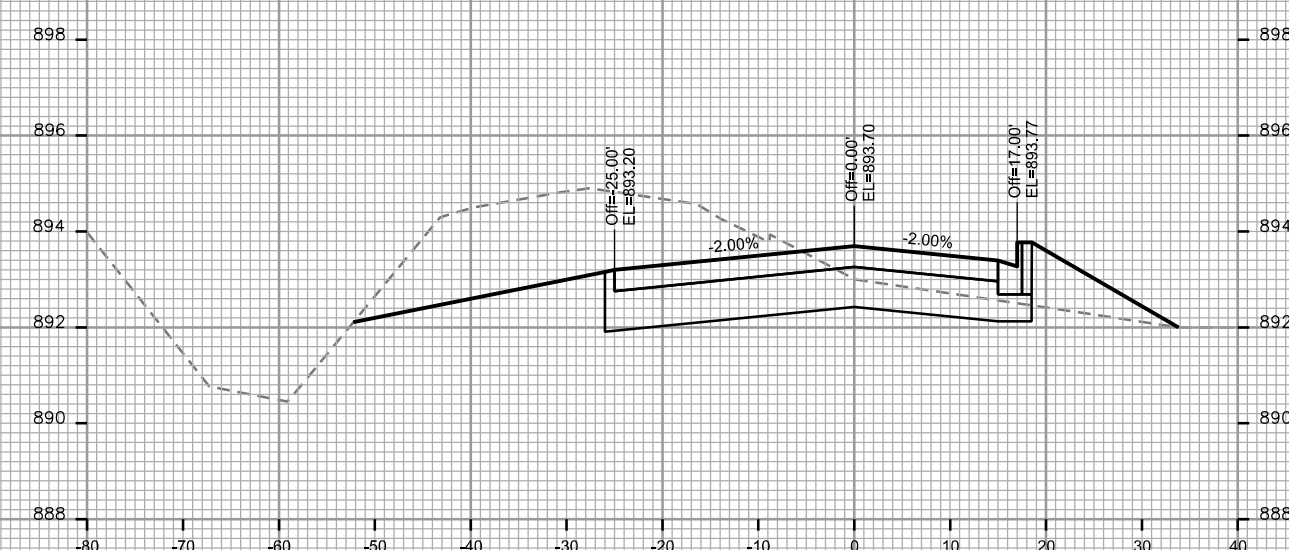
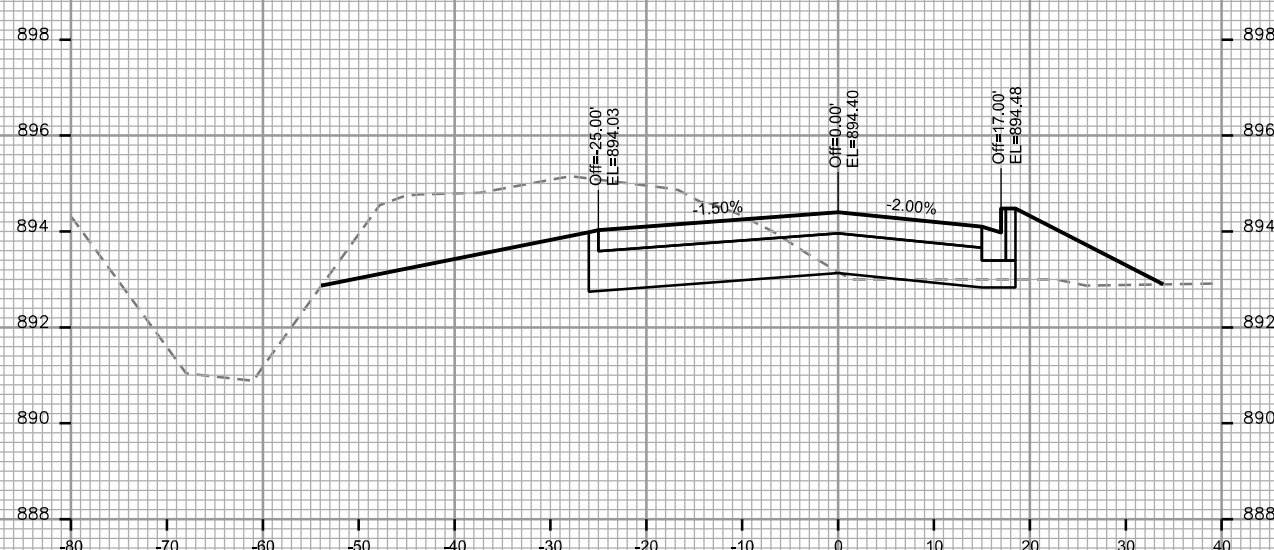
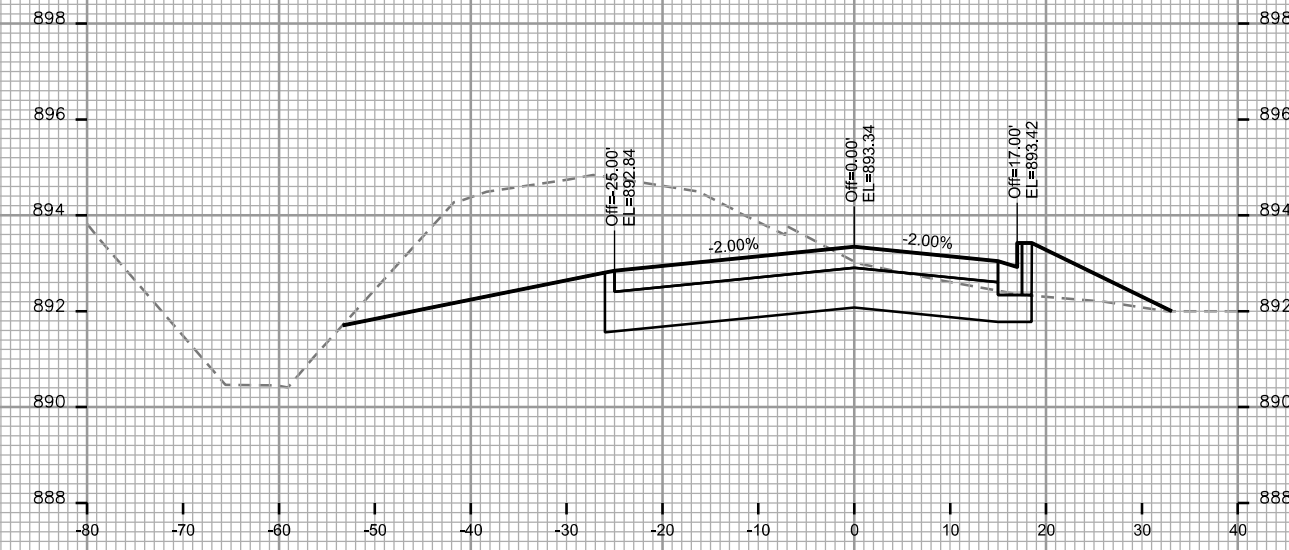
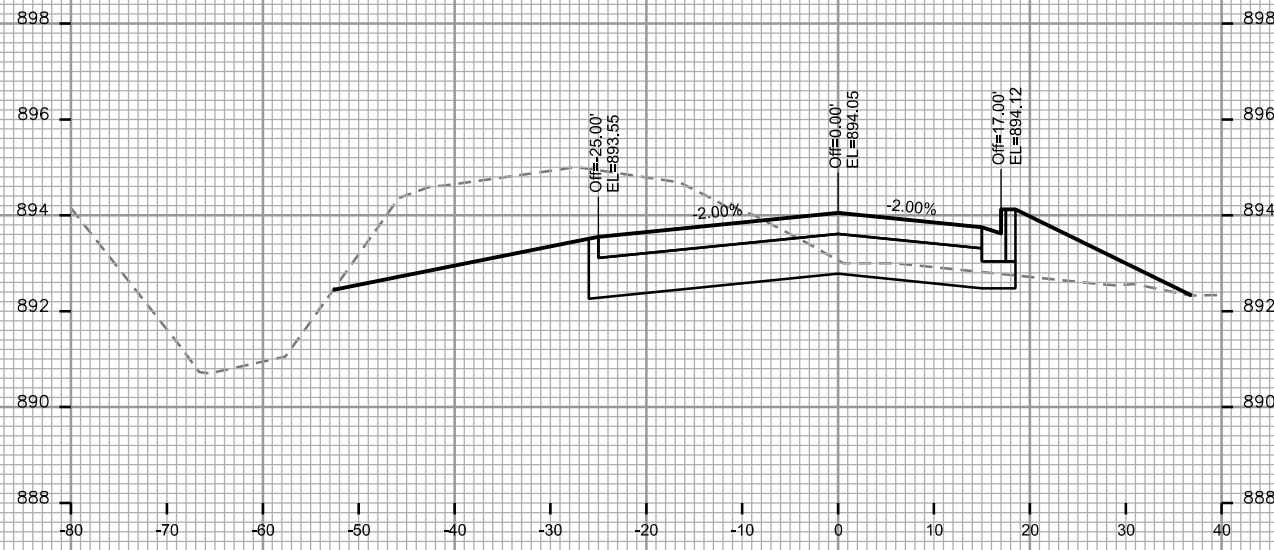
CITY OF MADISON

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CROSS SECTIONS

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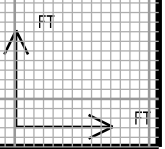
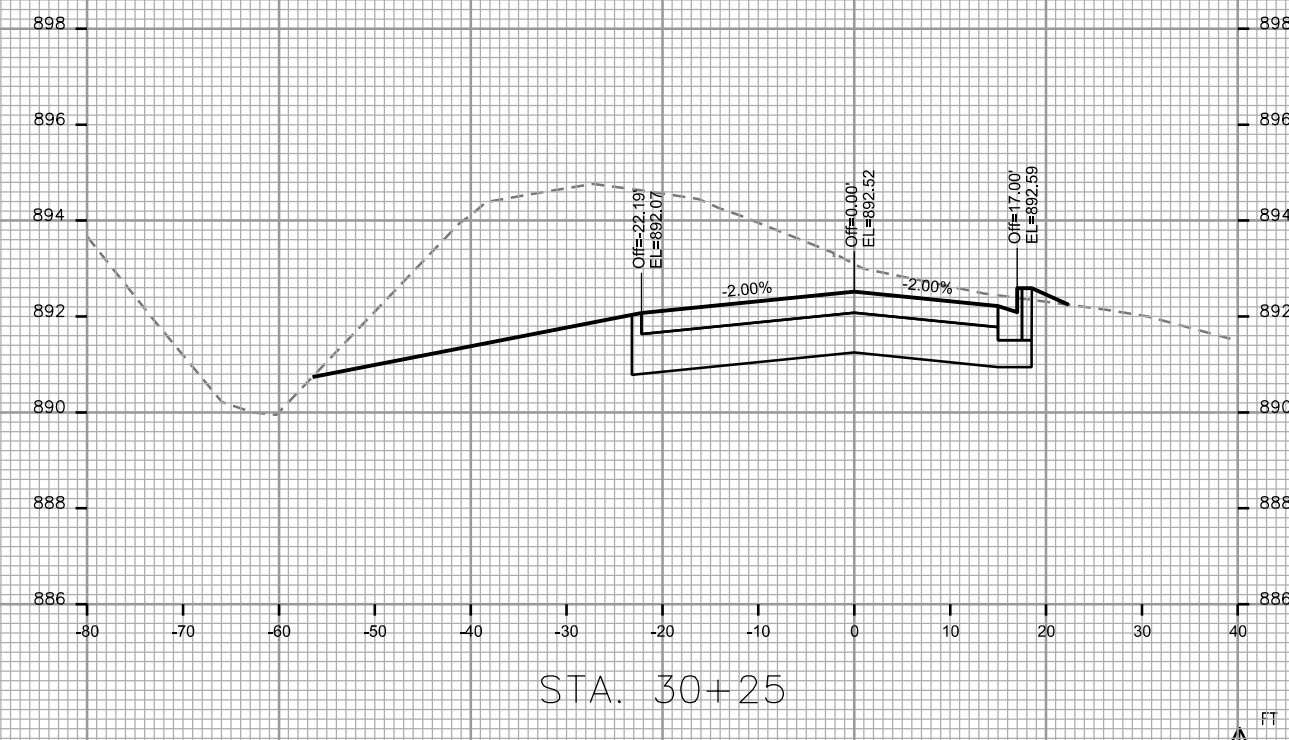
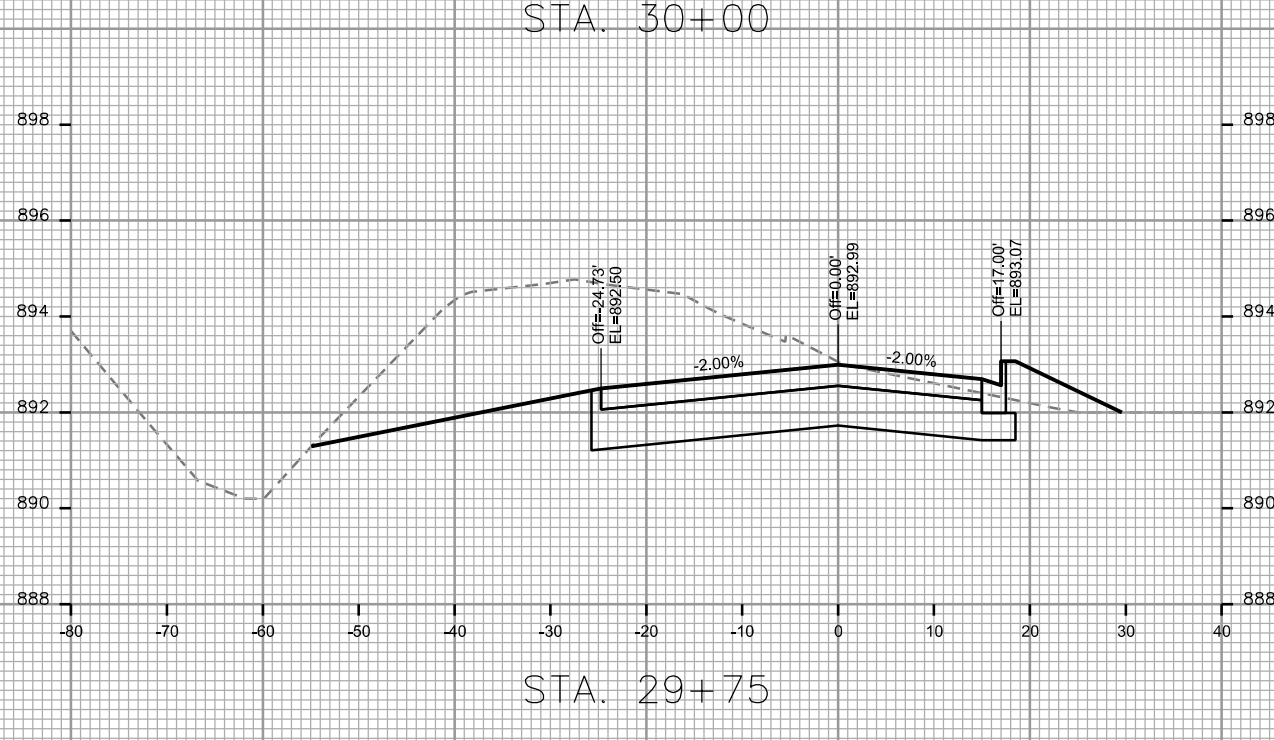
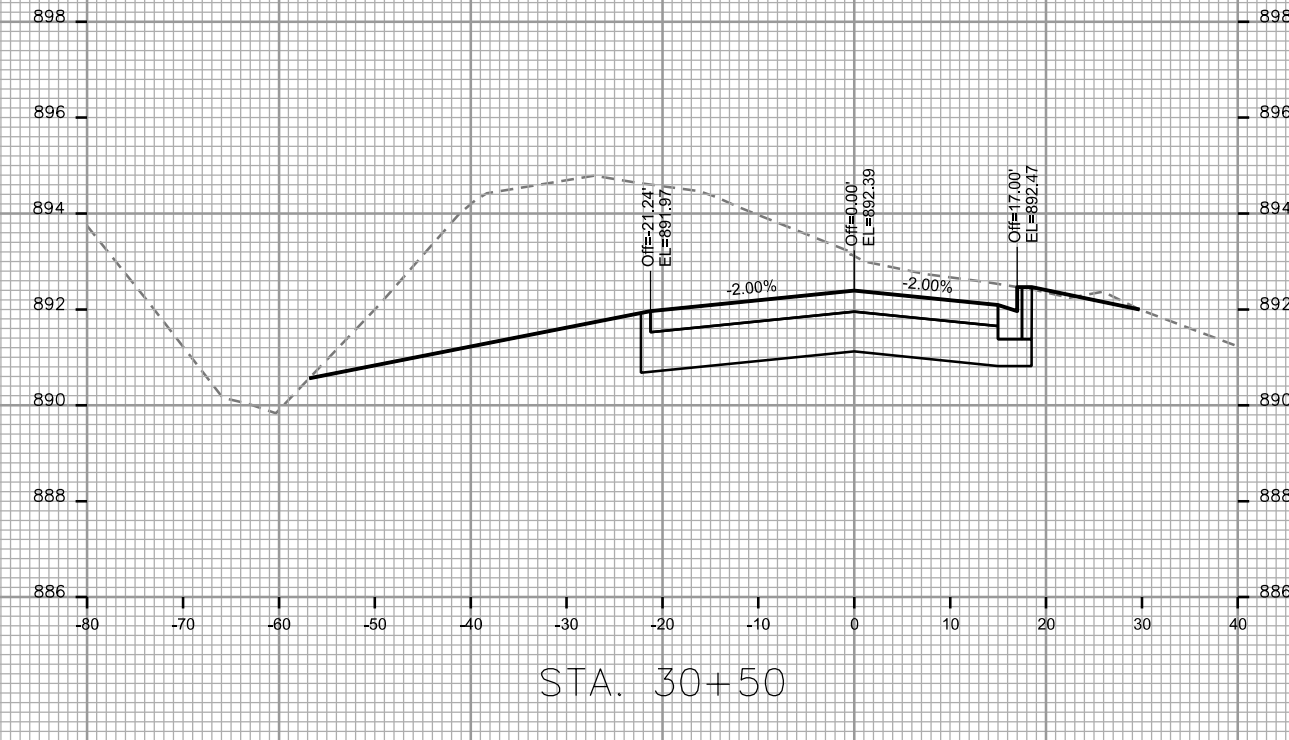
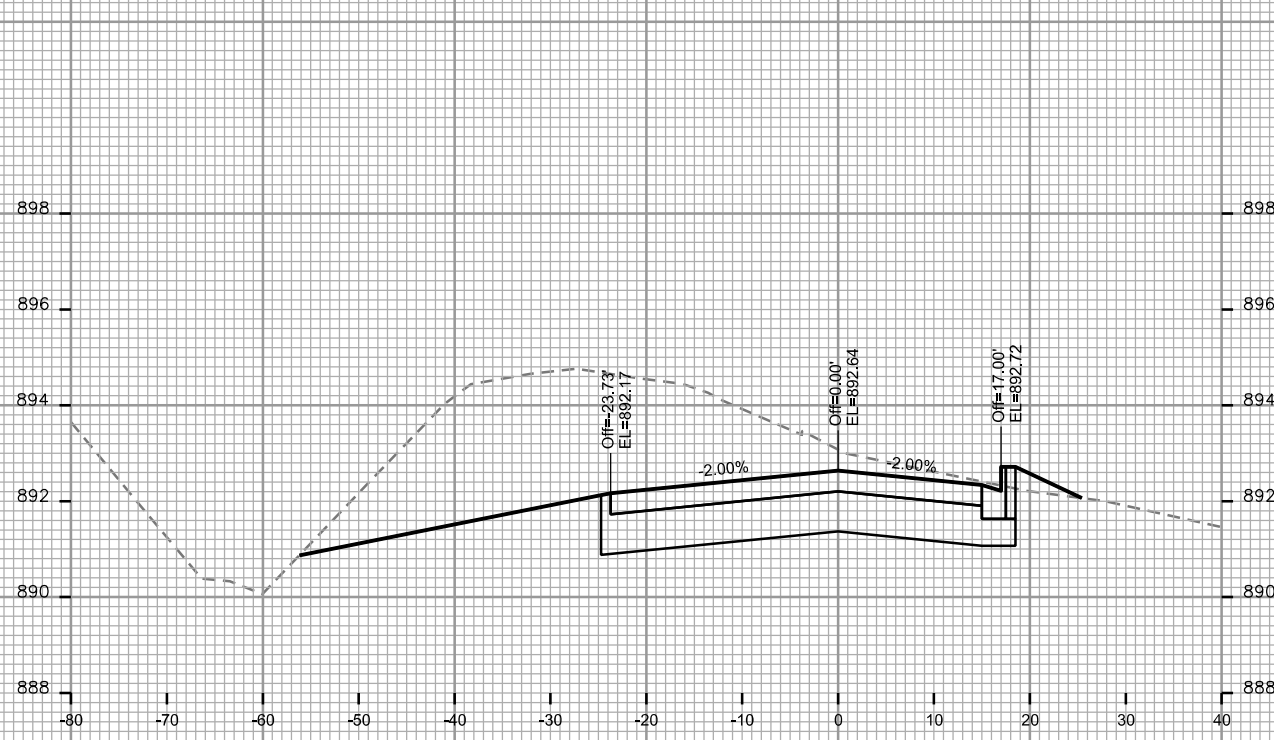
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CROSS SECTIONS

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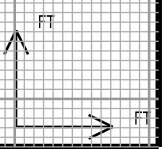
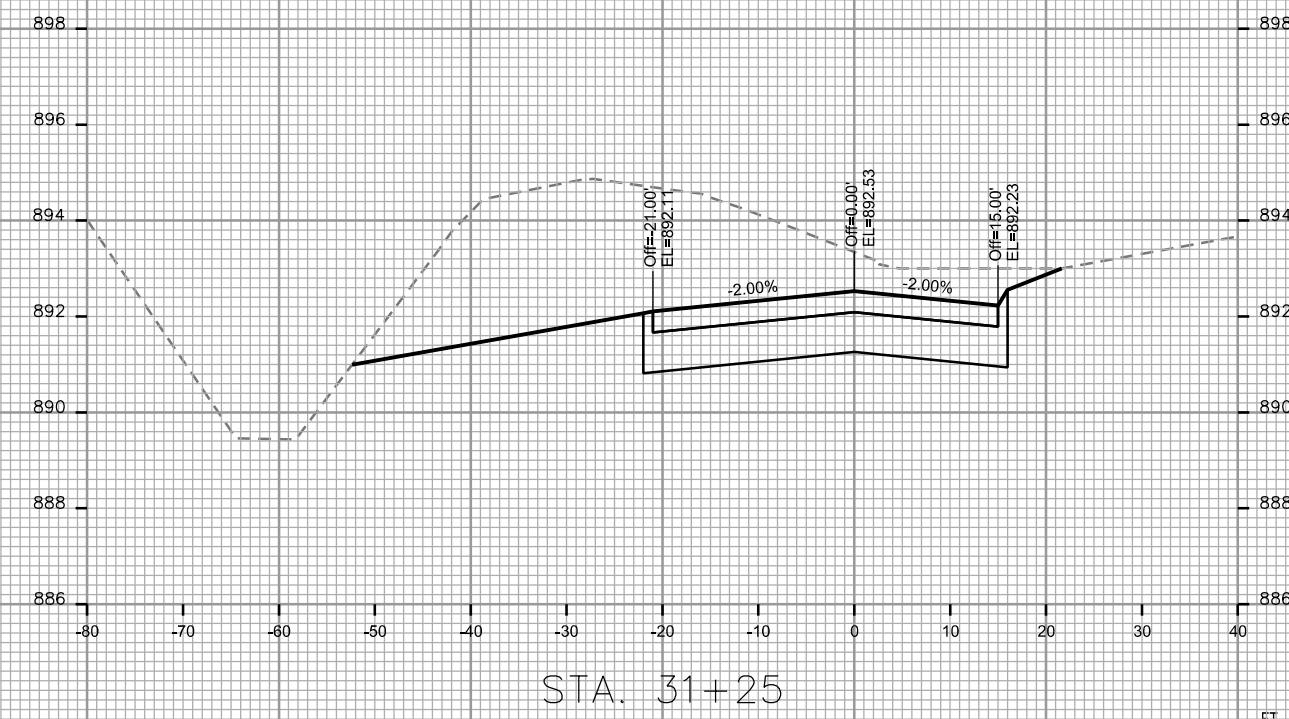
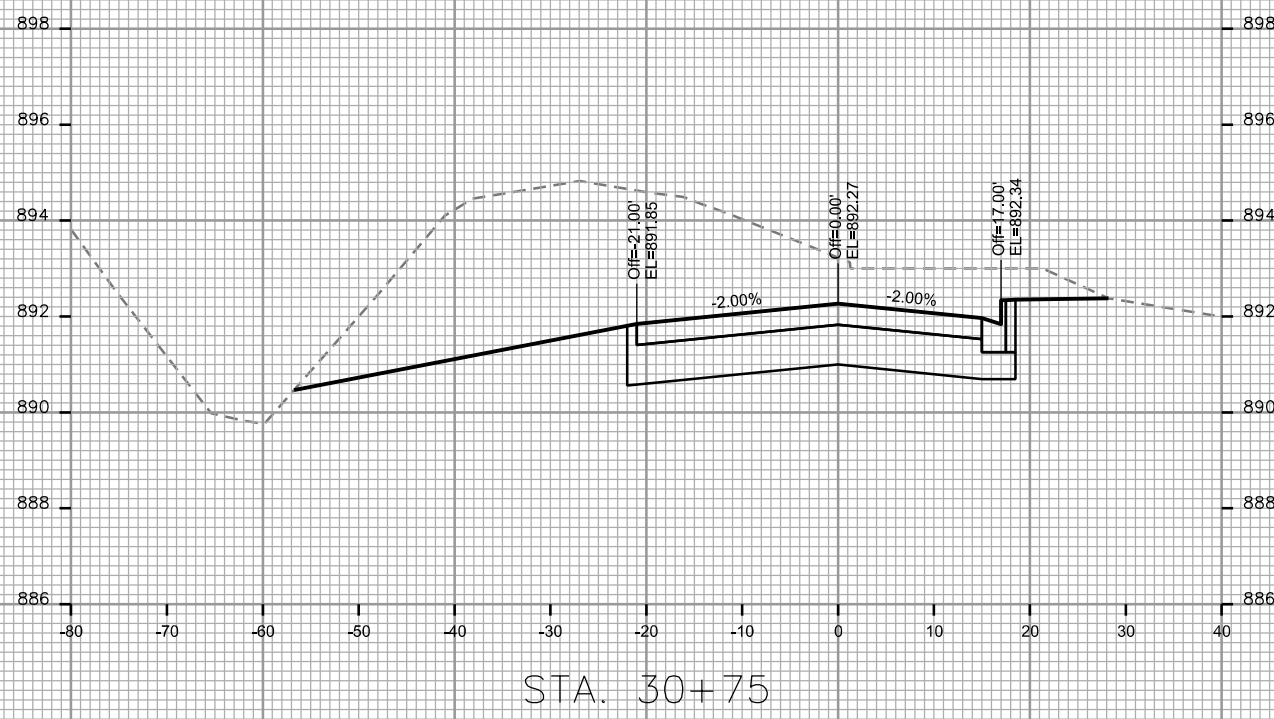
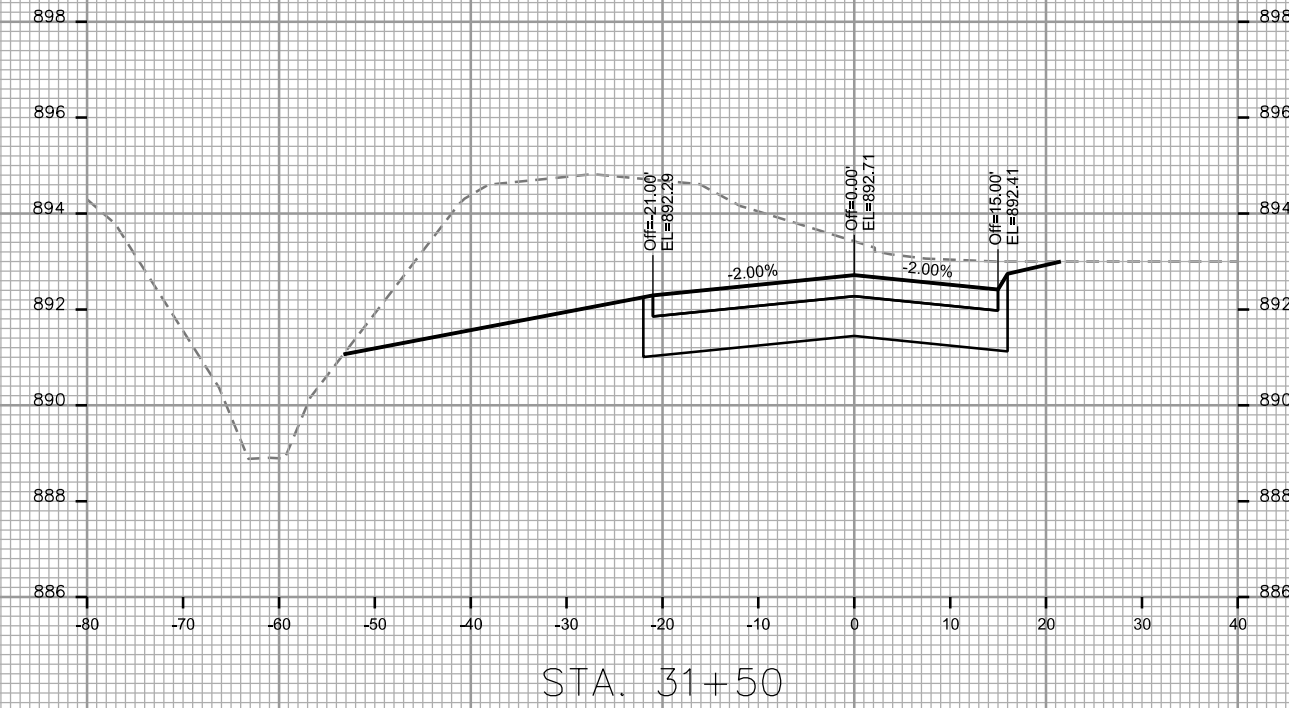
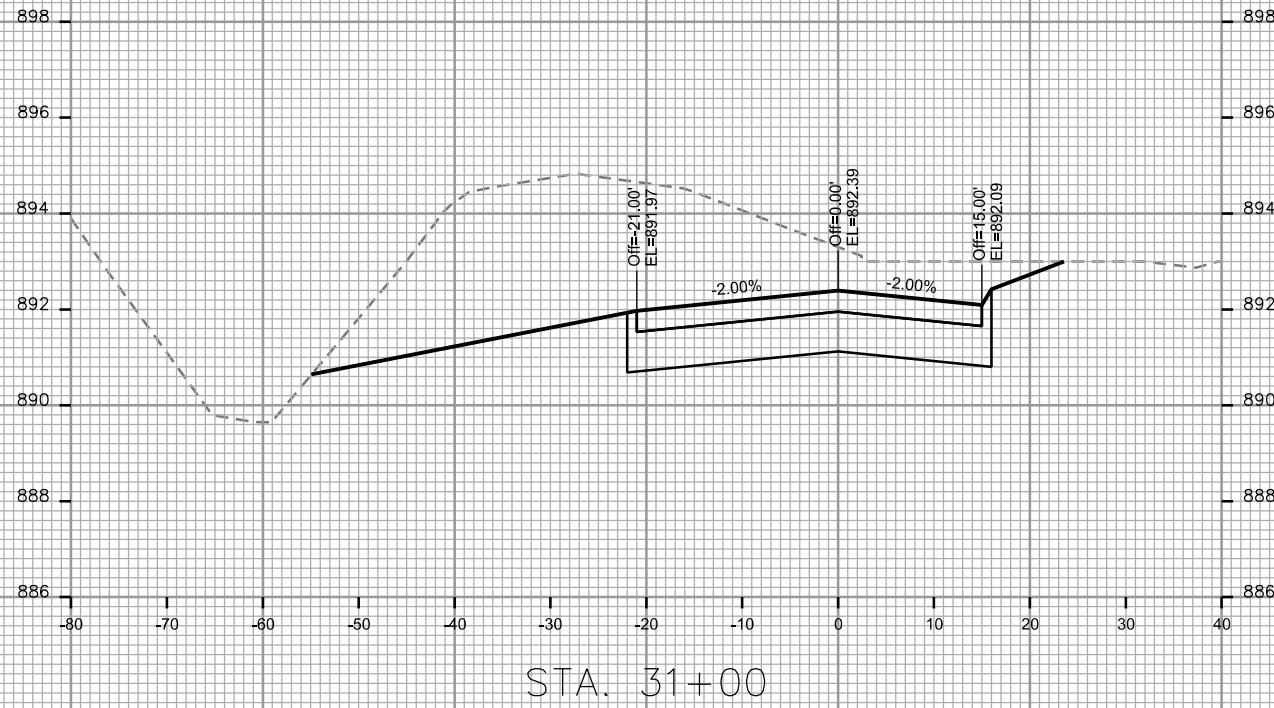
CITY OF MADISON

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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

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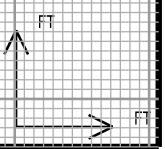
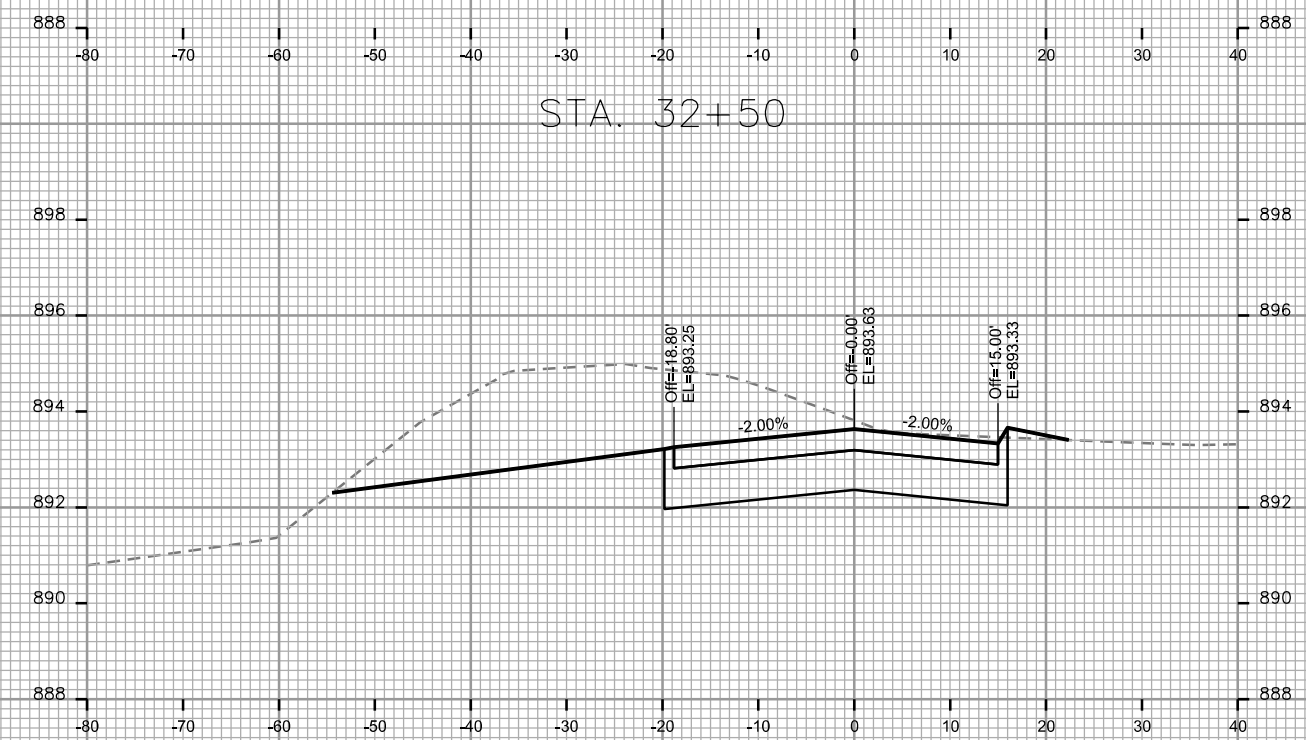
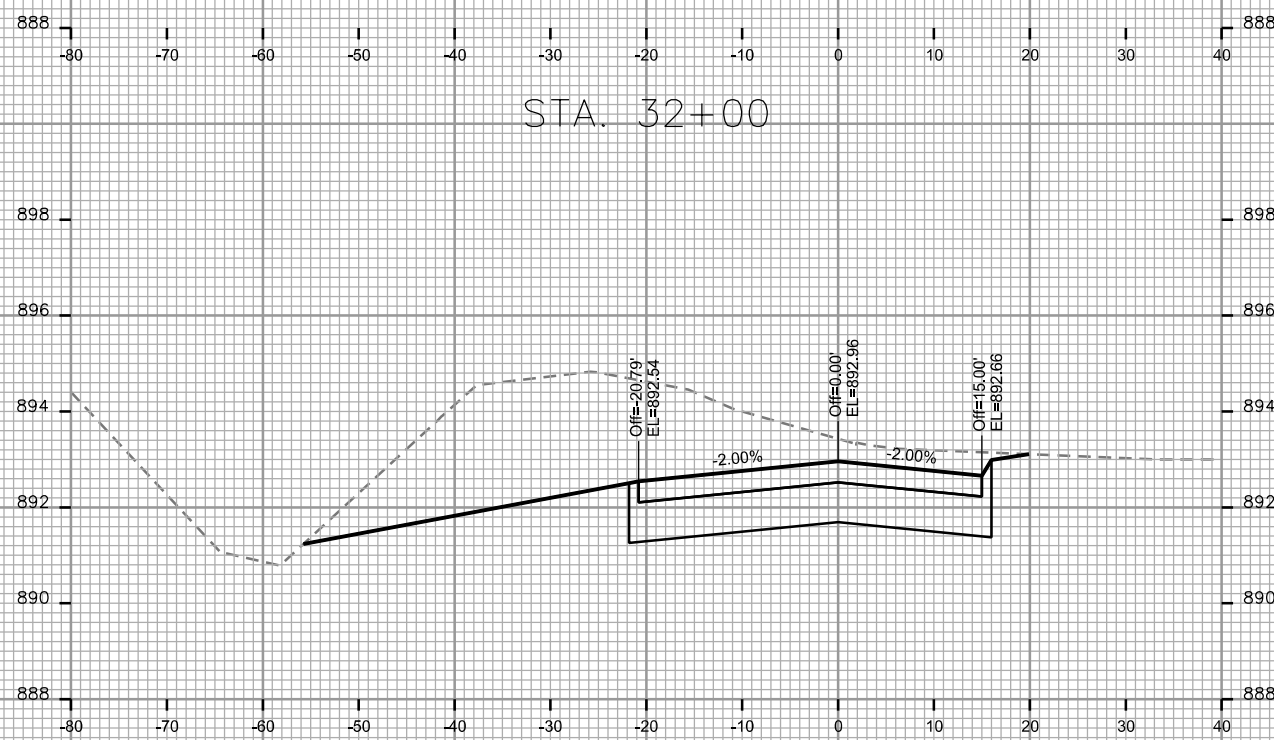
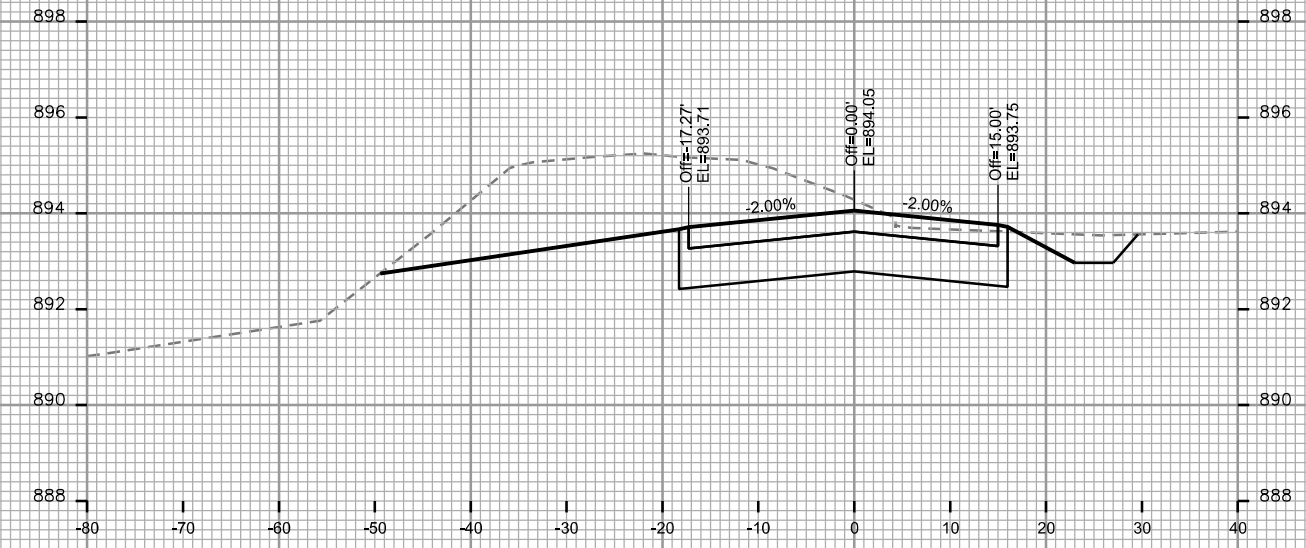
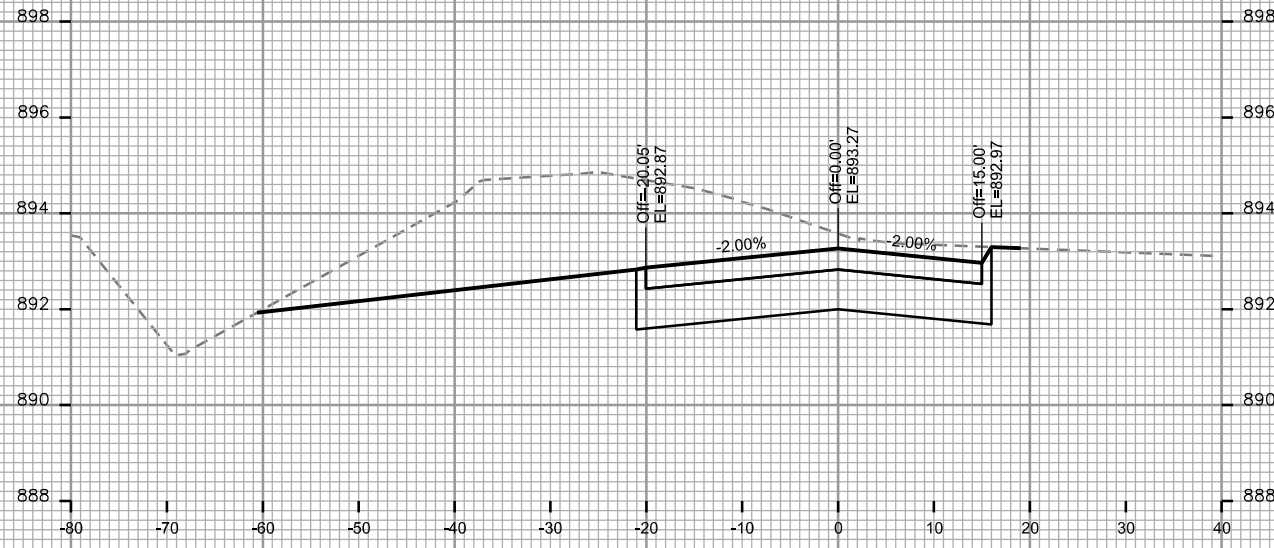
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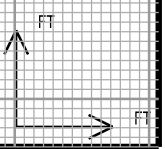
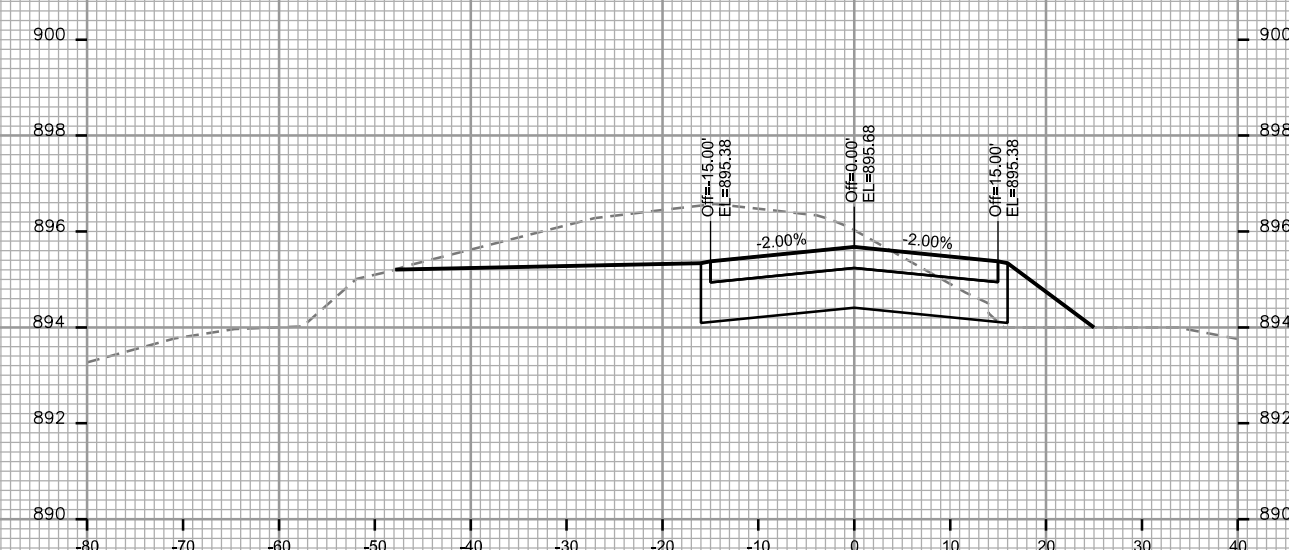
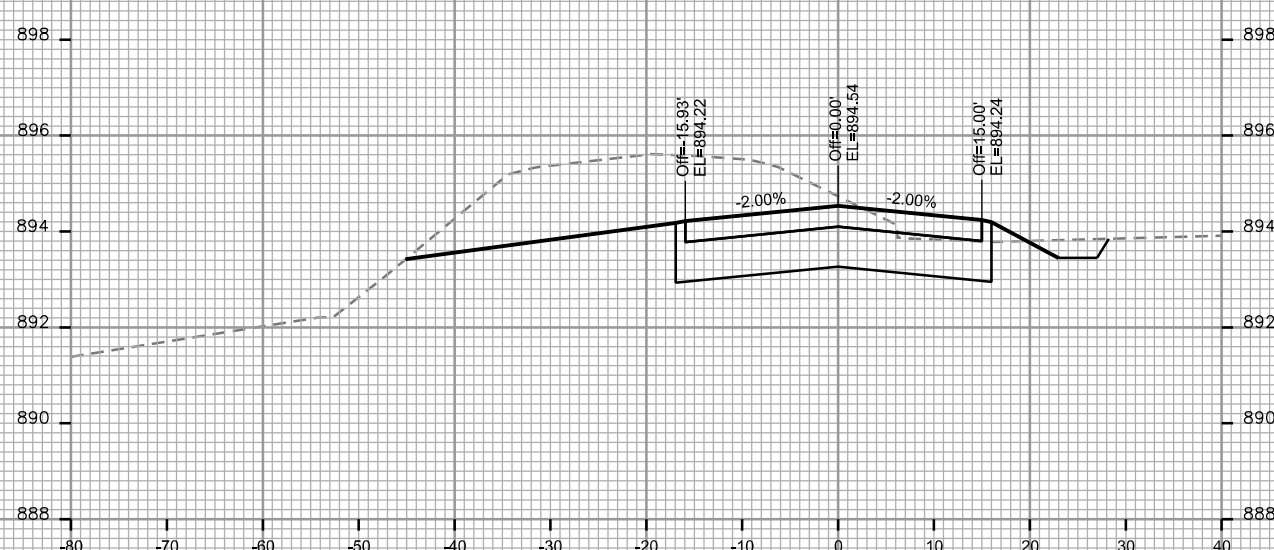
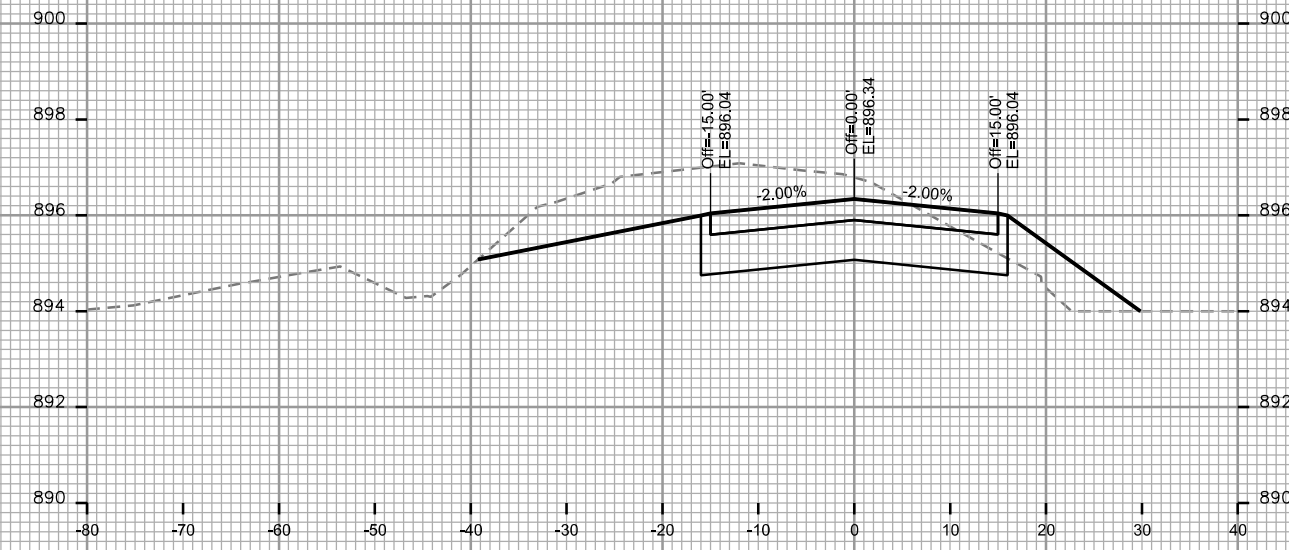
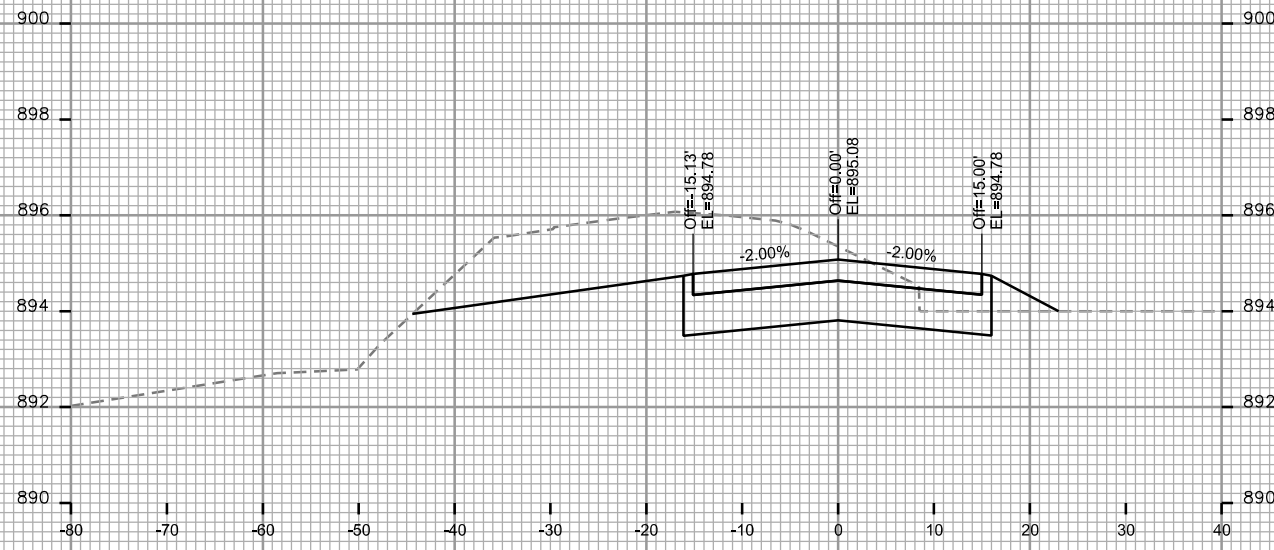
CITY OF MADISON

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CROSS SECTIONS

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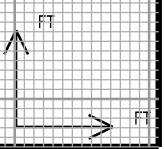
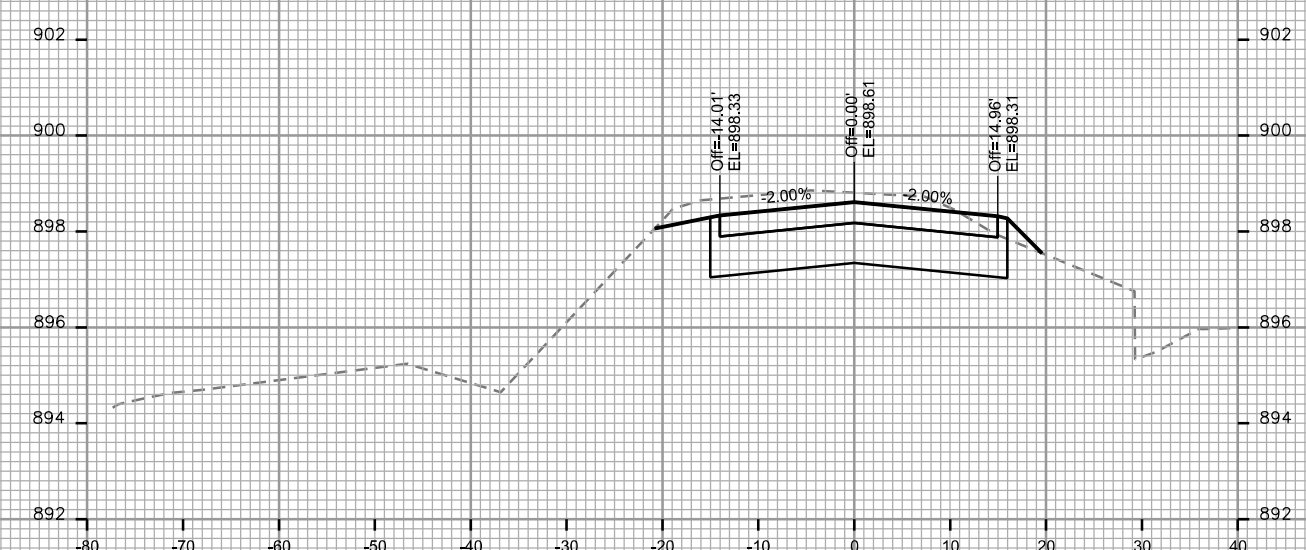
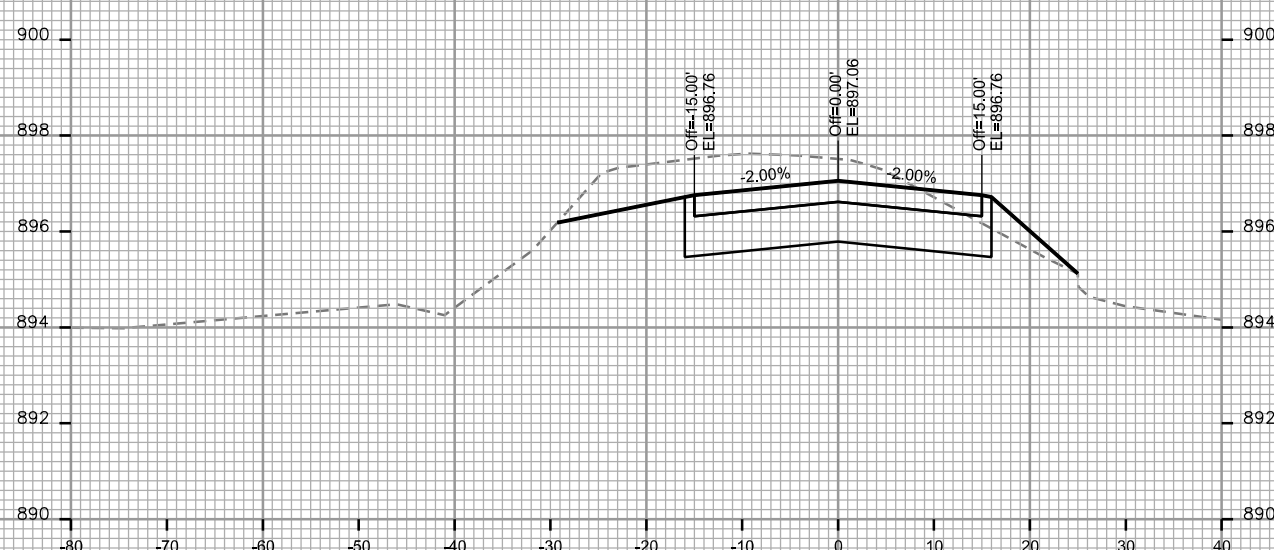
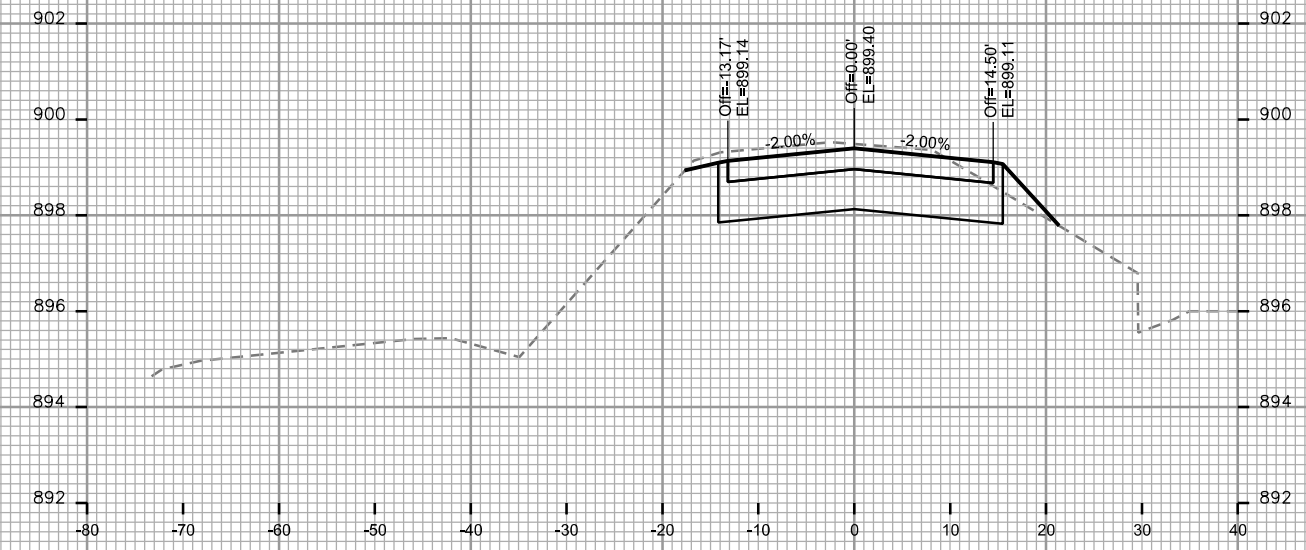
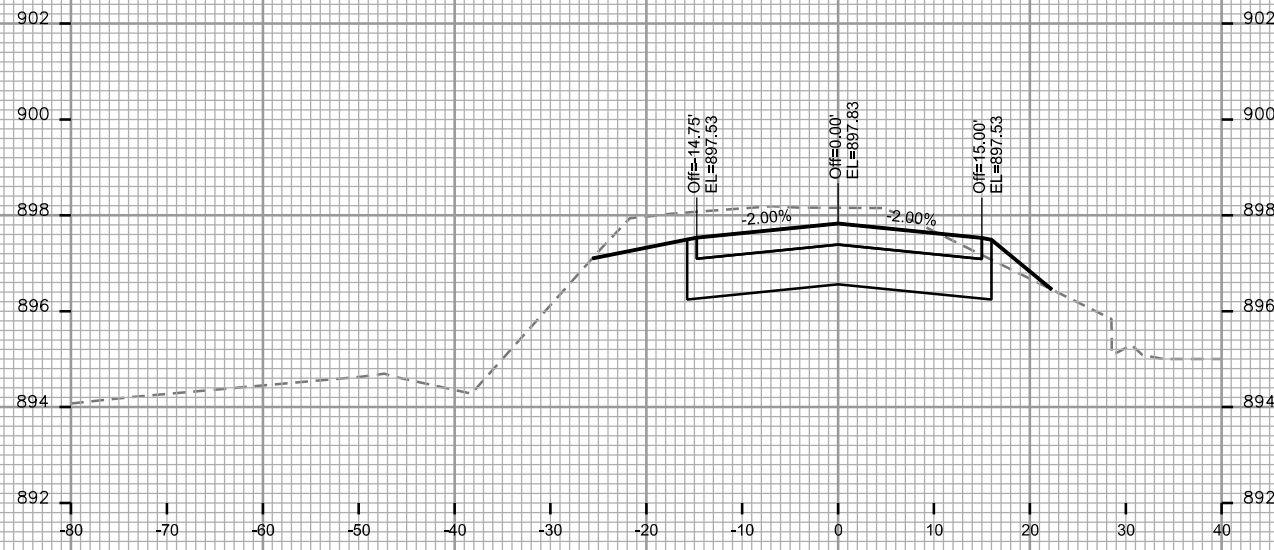
CITY OF MADISON

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CROSS SECTIONS

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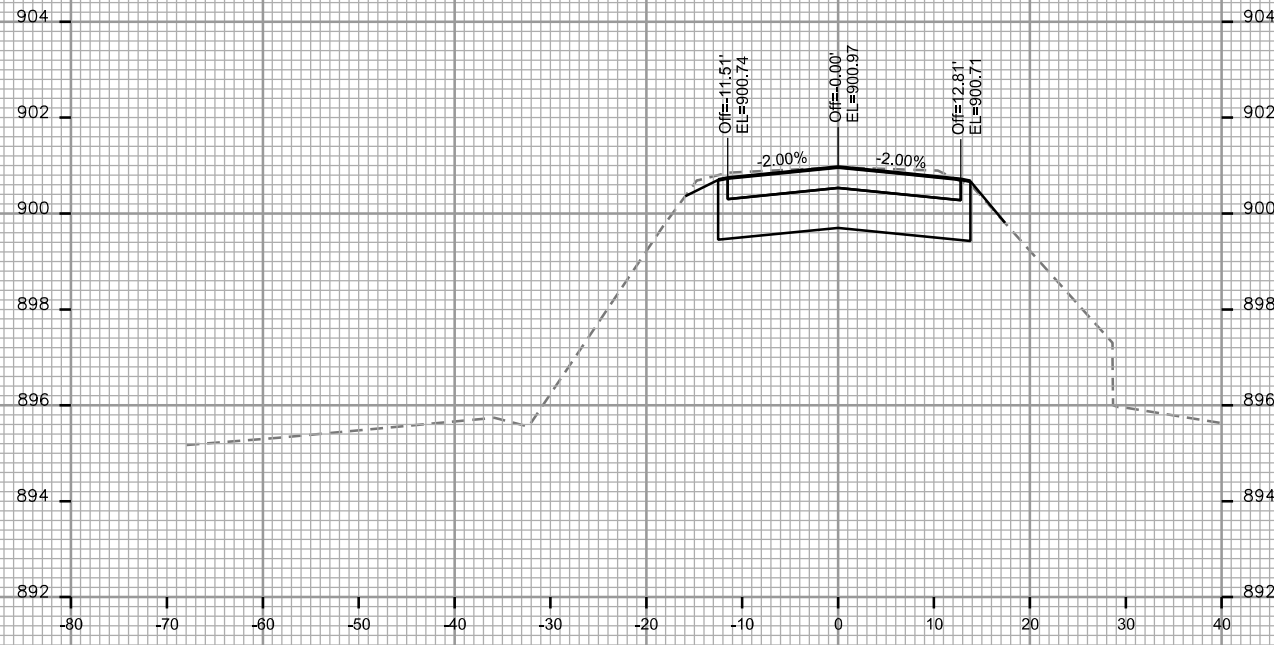
CITY OF MADISON

PLOT SCALE:

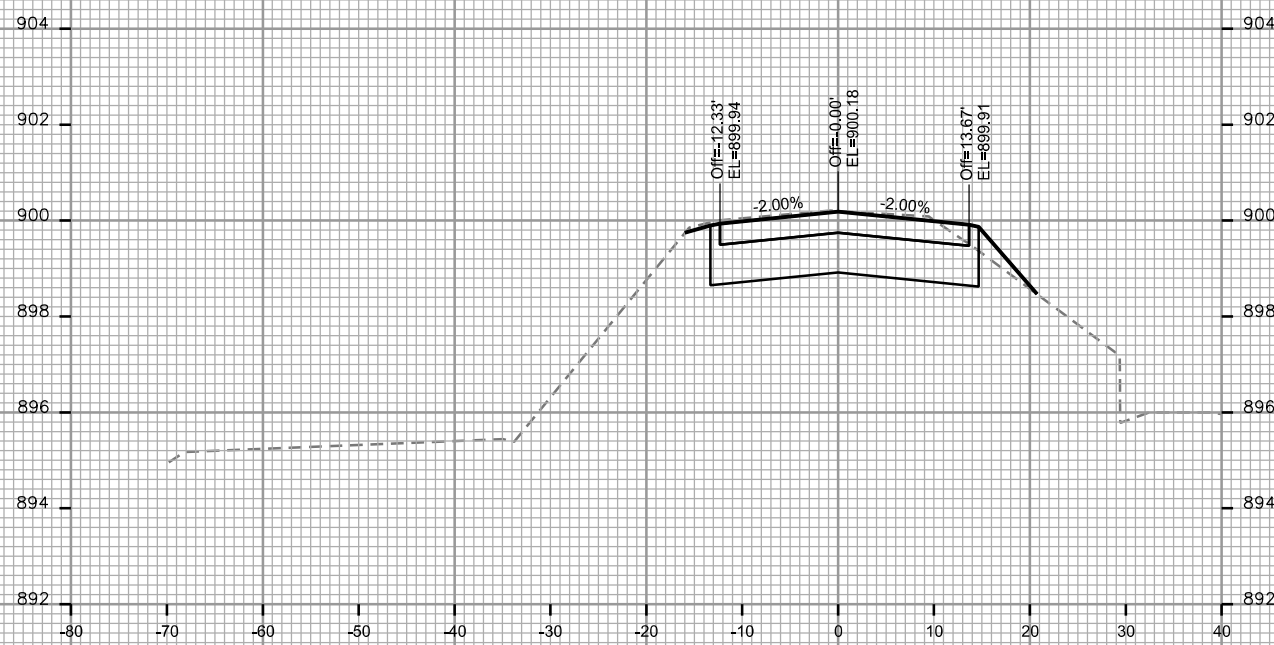
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



STA. 35+00



STA. 34+75

