

Madison, Wisconsin

# CITY OF MADISON

## CITY ENGINEERING DIVISION

### DEPARTMENT OF PUBLIC WORKS

# PLAN OF PROPOSED IMPROVEMENT

PUBLIC IMPROVEMENT PROJECT APPROVED

FEBRUARY 24, 2015

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

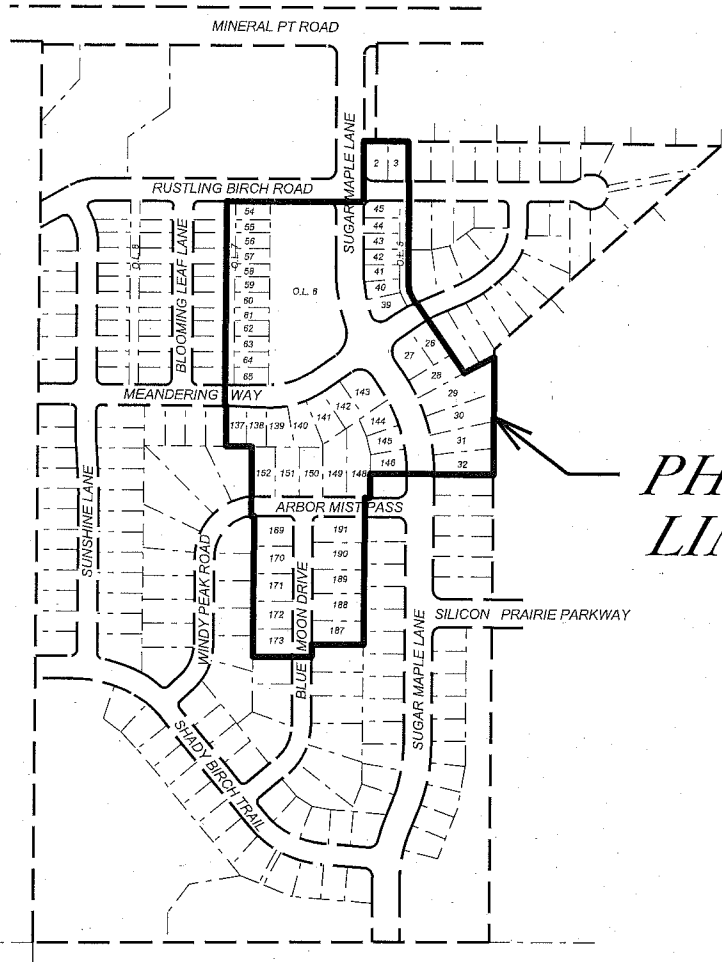
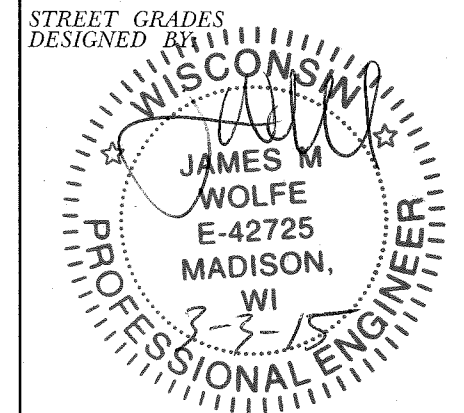
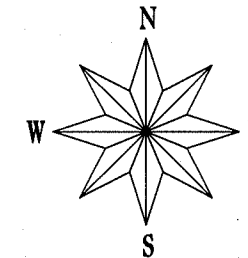
*[Signature]* 3/3/15  
City Engineer Date

#### INDEX OF SHEETS

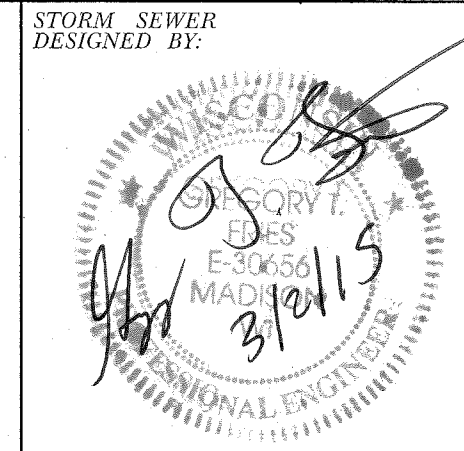
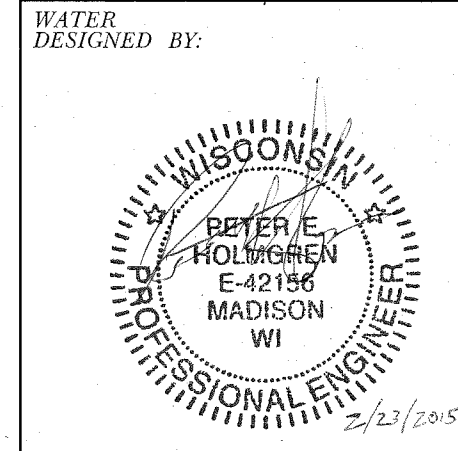
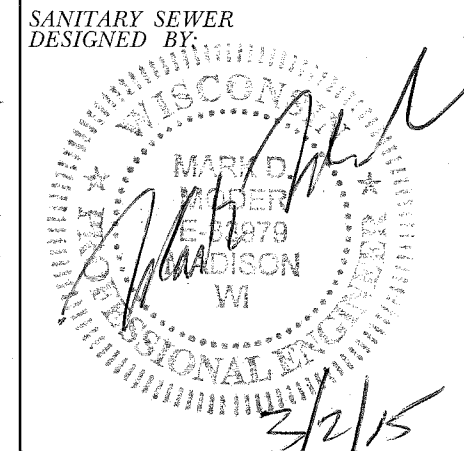
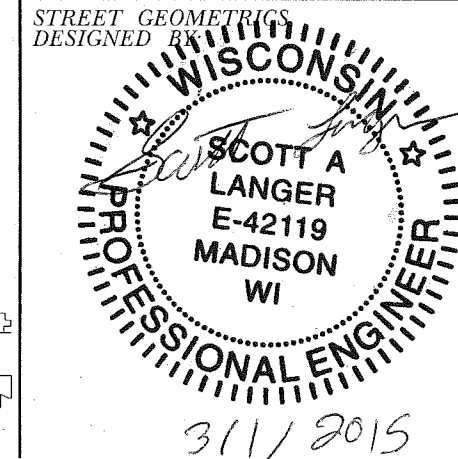
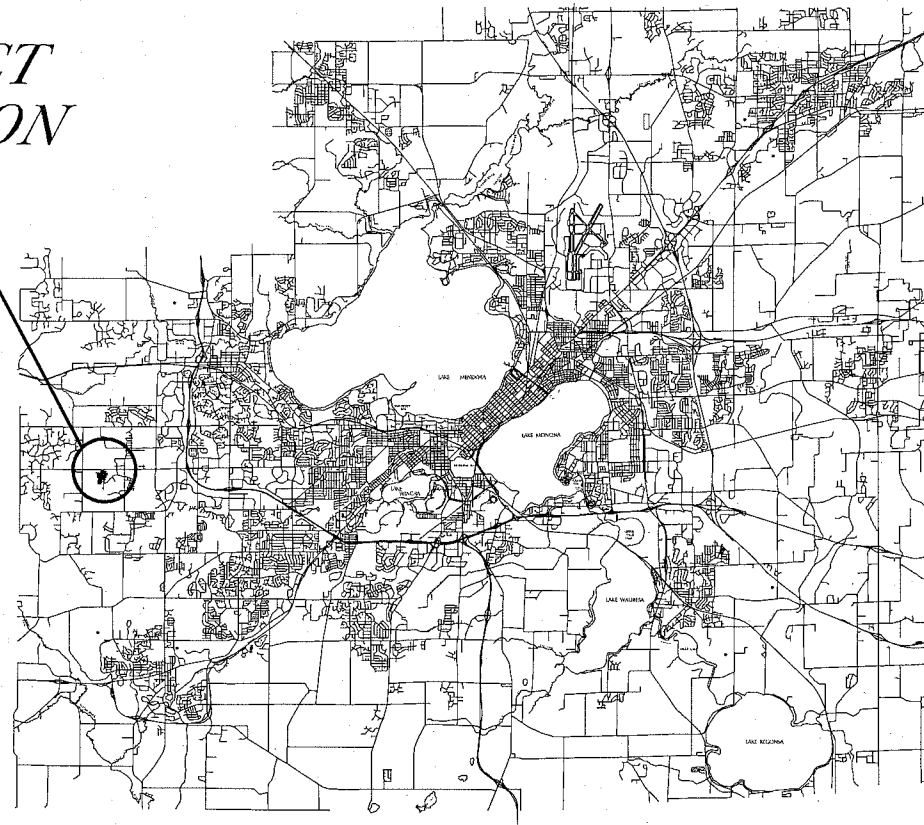
SHEET NO.	TITLE
1	DETAILS
DI-D4	STREET PLAN & PROFILE
PI-P10	SEWER PLAN & PROFILE
UI-U14	SEWER SCHEDULES
U15-U16	WATER PLAN & PROFILES
WI-W10	WATER IMPACT PLAN
WI1-W12	WATER ESTIMATE OF MATERIALS
W13	

## BIRCHWOOD POINT PHASE 3

CITY PROJECT NO. 10505  
CITY CONTRACT NO. 2414



### PROJECT LOCATION



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

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

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

ALL PAVEMENT WITHIN THE SUGAR MAPLE LANE RIGHTS-OF-WAY SHALL BE TYPE C PAVEMENT. ALL PAVEMENT WITHIN THE ARBOR MIST PASS, BLUE MOON DRIVE, RUSTLING BIRCH ROAD AND MEANDERING WAY RIGHTS-OF-WAY SHALL BE TYPE A PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

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

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

ALL DITCHES SHALL DRAIN WITH A MINIMUM GRADES OF 0.5%

THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB RAMPS SHALL BE 1.5%. THE LONGITUDINAL GRADE OF BARRIER FREE SIDEWALK CURB RAMPS SHALL NOT EXCEED 8.33%. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED ACCORDING TO S.D.D. 3.03. AT ALL OTHER LOCATIONS THE LONGITUDINAL GRADE OF SIDEWALKS SHALL NOT EXCEED 5.0 % OR THE ADJACENT STREET GRADE WHICHEVER IS GREATER NOR BE LESS THAN 0.5% AND SHALL DRAIN TOWARD STORM SEWER INLETS. SIDE SLOPES WITHIN TEN FEET OF A PUBLIC SIDEWALK SHALL NOT EXCEED 4:00:1. ALL SIDEWALK AND SIDEWALK RAMP ELEVATIONS AND GRADES SHALL BE FIELD VERIFIED AND SET TO COMPLY WITH THE CITY OF MADISON STANDARD SPECIFICATIONS AND THE A.D.A. GUIDELINES.

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

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

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

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

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

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

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

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

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

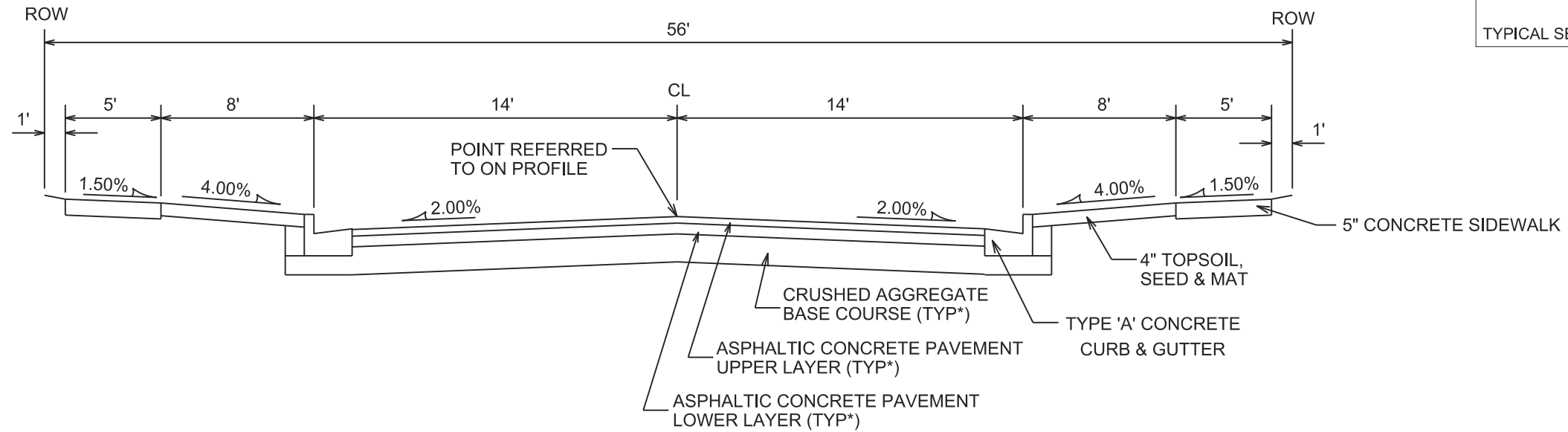
ANY LANDSCAPING ON THE ISLANDS OR MORE THAN 15' FROM THE CENTER OF THE ROUNDABOUT MUST BE NO MORE THAN 30" IN HEIGHT. THERE IS NO HEIGHT RESTRICTION FOR LANDSCAPING WITHIN A 15' RADIUS OF THE CENTER OF THE ROUNDABOUT. THE LANDSCAPING PLAN MUST BE APPROVED PER THE MAINTENANCE AGREEMENT (RECORDED DOC. # 5084756) PRIOR TO INSTALLATION.

PLOT SCALE:

PLOT NAME:

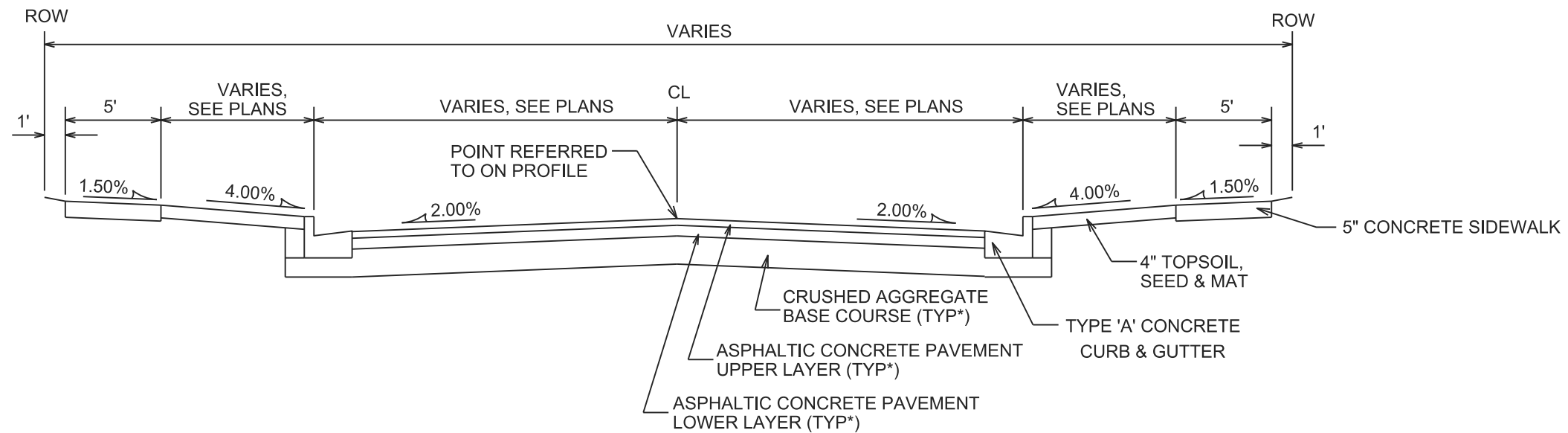
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL SECTION**

ARBOR MIST PASS  
BLUE MOON DRIVE  
RUSTLING BIRCH ROAD



**TYPICAL SECTION**

MEANDERING WAY

NOTES:

\* ARBOR MIST PASS, BLUE MOON DRIVE, RUSTLING BIRCH ROAD & MEANDERING WAY TO BE CONSTRUCTED AS TYPE 'A' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN

CITY OF MADISON MINIMUM PAVEMENT DESIGN

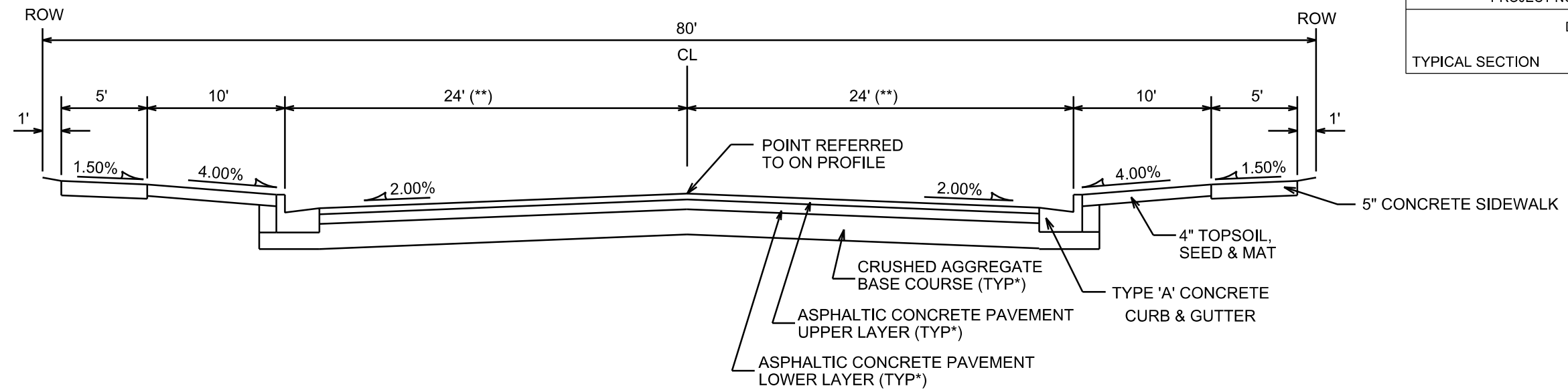
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	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER TYPE	LOWER LAYER THICKNESS	UPPER LAYER TYPE	UPPER LAYER THICKNESS
A	6"	4"	E-0.3	1.75"	E-0.3	1.75"
B	6"	4"	E-1	2.25"	E-1	2"
C	6"	4"	E-3	3.25"	E-3	2"

PLOT SCALE:

PLOT NAME:

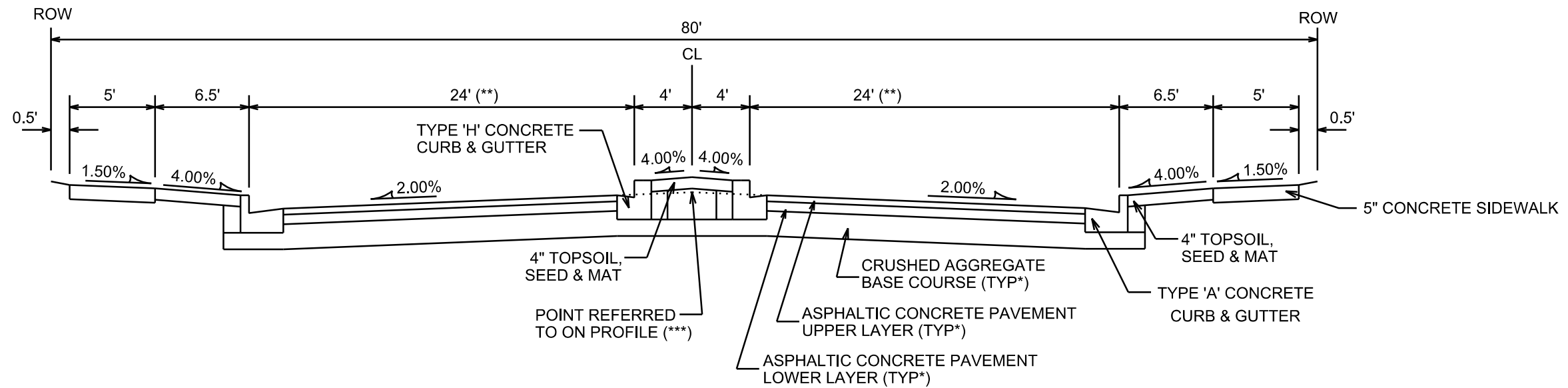
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



### TYPICAL SECTION

SUGAR MAPLE LANE  
STA 63+66 TO STA 67+75  
NOT TO SCALE



### TYPICAL SECTION

SUGAR MAPLE LANE  
STA 67+75 TO STA 71+83  
NOT TO SCALE

NOTES:

- \* SUGAR MAPLE LANE TO BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN (SEE †)
- \*\* WIDTH VARIES AT INTERSECTION WITH MEANDERING WAY. SEE PLANS FOR BUMPOUT AND ISLAND LAYOUT.
- \*\*\* POINT REFERRED TO ON PROFILE IS THE EXTENDED PAVEMENT FOR LOCATIONS WITH ISLANDS AS SHOWN ON PLANS.

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

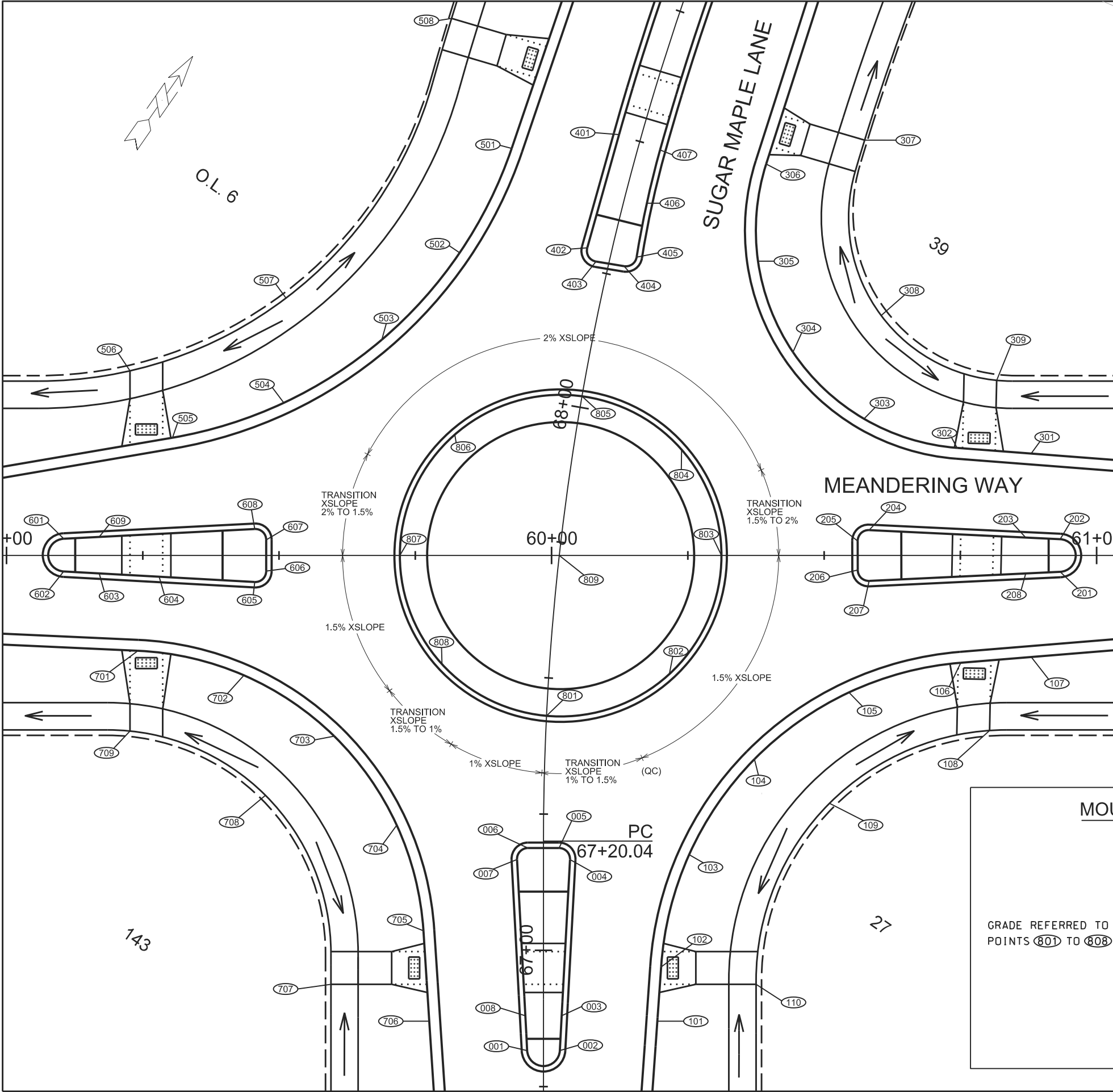
TYPE	CRUSHED AGG. BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER TYPE	LOWER LAYER THICKNESS	UPPER LAYER TYPE	UPPER LAYER THICKNESS
A	6"	4"	E-0.3	1.75"	E-0.3	1.75"
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C	6"	4"	E-3	3.25"	E-3	2"

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

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

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

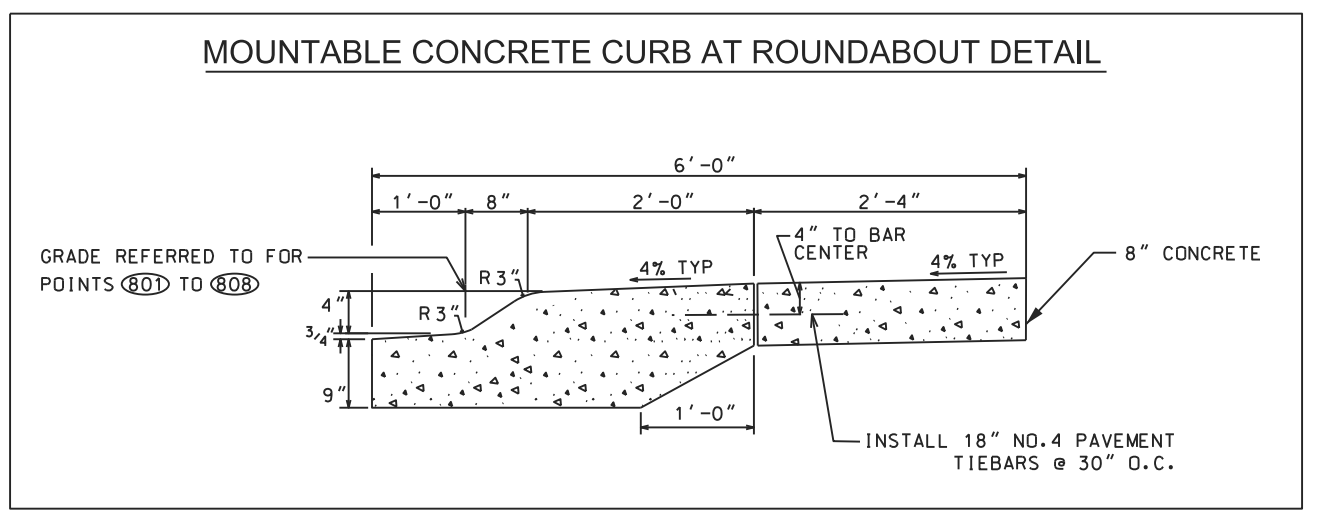
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



POINT	STATION	OFFSET	ELEV.	DESCRIPTION
001	'SM' 66+81.62	LT 3.00'	1094.58	TC/PC
002	'SM' 66+81.62	RT 3.00'	1094.58	TC/PT
003	'SM' 66+88.00	RT 3.34'	1094.51	TC/LO POINT
004	'SM' 67+16.66	RT 4.86'	1094.66	TC/PC
005	'SM' 67+18.76	RT 2.86'	1094.70	TC/PT
006	'SM' 67+18.76	LT 2.86'	1094.70	TC/PC
007	'SM' 67+16.66	LT 4.86'	1094.66	TC/PT
008	'SM' 66+88.00	LT 3.34'	1094.51	TC/LO POINT
101	'SM' 66+87.00	RT 20.89'	1094.16	TC/LO POINT
102	'SM' 66+96.95	RT 21.59'	1094.22	TC/PC
103	'SM' 67+17.55	RT 26.72'	1094.47	TC/QC
104	'SM' 67+36.39	RT 38.45'	1094.57	TC/MC HI POINT
105	'SM' 67+50.92	RT 55.16'	1094.46	TC/QC
106	'SM' 67+58.96	RT 75.22'	1094.10	TC/PT
107	'SM' 67+61.55	RT 88.00'	1093.91	TC/LO POINT
108	'SM' 67+44.53	RT 81.31'	1093.89	BW/KEYSTONE LO POINT
109	'SM' 67+27.83	RT 52.42'	1095.23	BW/HI POINT
110	'SM' 66+93.76	RT 39.00'	1094.26	BW/KEYSTONE LO POINT
201	'MW' 60+93.31	RT 3.00'	1094.33	TC/PC
202	'MW' 60+93.31	LT 2.99'	1094.33	TC/PT
203	'MW' 60+87.00	LT 3.28'	1094.22	TC/LO POINT
204	'MW' 60+58.26	LT 4.66'	1094.41	TC/PC
205	'MW' 60+56.16	LT 2.66'	1094.44	TC/PT
206	'MW' 60+56.17	RT 2.66'	1094.49	TC/PC HI POINT
207	'MW' 60+58.27	RT 4.66'	1094.38	TC/PT
208	'MW' 60+87.00	RT 3.30'	1094.22	TC/LO POINT
301	'SM' 68+06.67	RT 82.98'	1093.91	TC/LO POINT
302	'SM' 68+04.99	RT 69.41'	1093.98	TC/PC
303	'SM' 68+07.46	RT 51.66'	1094.15	TC/QC
304	'SM' 68+17.90	RT 36.49'	1094.25	TC/MC HI POINT
305	'SM' 68+33.82	RT 26.55'	1094.01	TC/QC
306	'SM' 68+52.41	RT 23.44'	1093.16	TC/PT
307	'SM' 68+62.42	RT 39.50'	1093.30	BW/KEYSTONE
308	'SM' 68+28.98	RT 50.85'	1094.54	BW/MC HI POINT
309	'SM' 68+20.96	RT 74.12'	1094.12	BW/KEYSTONE LO POINT
401	'SM' 68+50.20	LT 4.00'	1093.61	TC/PT
402	'SM' 68+28.81	LT 4.49'	1094.06	TC/PC
403	'SM' 68+26.74	LT 2.36'	1094.19	TC/PT
404	'SM' 68+27.05	RT 2.85'	1094.26	TC/PC
405	'SM' 68+29.21	RT 4.72'	1094.28	TC/PRC HI POINT
406	'SM' 68+39.36	RT 4.18'	1093.86	TC/MC
407	'SM' 68+49.52	RT 4.00'	1093.62	TC/PCC

POINT	STATION	OFFSET	ELEV.	DESCRIPTION
501	'SM' 68+42.77	LT 22.35'	1093.42	TC/PC
502	'SM' 68+22.94	LT 27.12'	1094.14	TC/QC
503	'SM' 68+05.69	LT 37.97'	1094.33	TC/MC HI POINT
504	'SM' 67+92.55	LT 53.80'	1094.21	TC/QC
505	'SM' 67+84.38	LT 73.08'	1093.86	TC/PT
506	'SM' 67+93.83	LT 82.59'	1093.71	BW/KEYSTONE
507	'SM' 68+09.58	LT 56.66'	1094.90	BW/MC HI POINT
508	'SM' 68+61.47	LT 39.50'	1093.55	BW/KEYSTONE
601	'MW' 59+10.49	LT 3.07'	1094.03	TC/PC
602	'MW' 59+10.48	RT 2.92'	1094.03	TC/PT
603	'MW' 59+17.00	RT 3.28'	1094.00	TC/LO POINT
604	'MW' 59+28.01	RT 3.89'	1094.06	TC/MID POINT
605	'MW' 59+45.54	RT 4.86'	1094.46	TC/PC
606	'MW' 59+47.65	RT 2.86'	1094.51	TC/PT HI POINT
607	'MW' 59+47.65	LT 2.86'	1094.47	TC/PC
608	'MW' 59+45.55	LT 4.86'	1094.45	TC/PT
609	'MW' 59+17.00	LT 3.40'	1094.00	TC/LO POINT
701	'SM' 67+50.20	LT 75.52'	1093.92	TC/PC
702	'SM' 67+47.27	LT 55.83'	1094.36	TC/QC
703	'SM' 67+37.84	LT 38.76'	1094.53	TC/MC
704	'SM' 67+22.79	LT 26.93'	1094.63	TC/QC HI POINT
705	'SM' 67+03.58	LT 22.03'	1094.25	TC/PT
706	'SM' 66+87.00	LT 20.95'	1094.16	TC/LO POINT
707	'SM' 66+93.76	LT 39.00'	1094.70	BW/KEYSTONE LO POINT
708	'SM' 67+27.62	LT 51.08'	1095.05	BW/MC HI POINT
709	'SM' 67+37.44	LT 76.24'	1094.23	BW/KEYSTONE
801	'SM' 67+43.04	0.00'	1094.94	TC/SUGAR MAPLE ALIGN.
802*	'SM' 67+52.18	RT 22.04'	1094.87	TC/MID POINT
803	'SM' 67+76.05	RT 29.55'	1094.80	TC/MEANDERING WAY ALIGN.
804*	'SM' 67+95.26	RT 19.64'	1094.72	TC/MID POINT
805	'SM' 68+02.06	0.00'	1094.65	TC/SUGAR MAPLE ALIGN.
806*	'SM' 67+91.61	LT 21.90'	1094.72	TC/MID POINT
807	'SM' 67+69.51	LT 29.08'	1094.79	TC/MEANDERING WAY ALIGN.
808**	'SM' 67+51.23	LT 19.68'	1094.87	TC/MID POINT
809**	'SM' 67+72.55	0.00'	1096.02	INTERSECTION OF ALIGN.

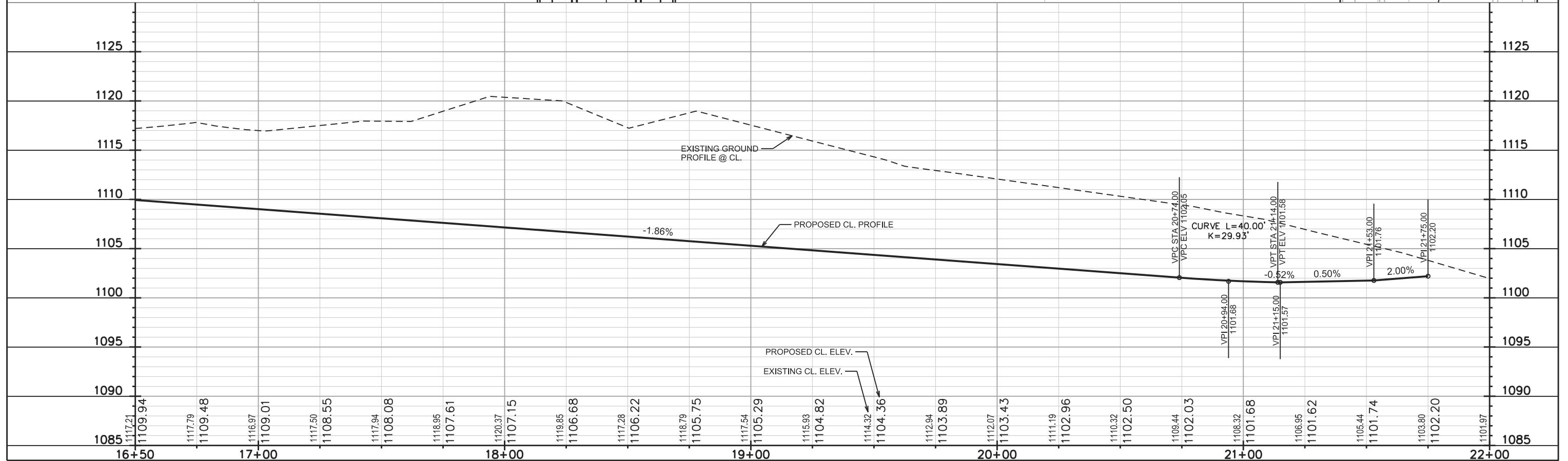
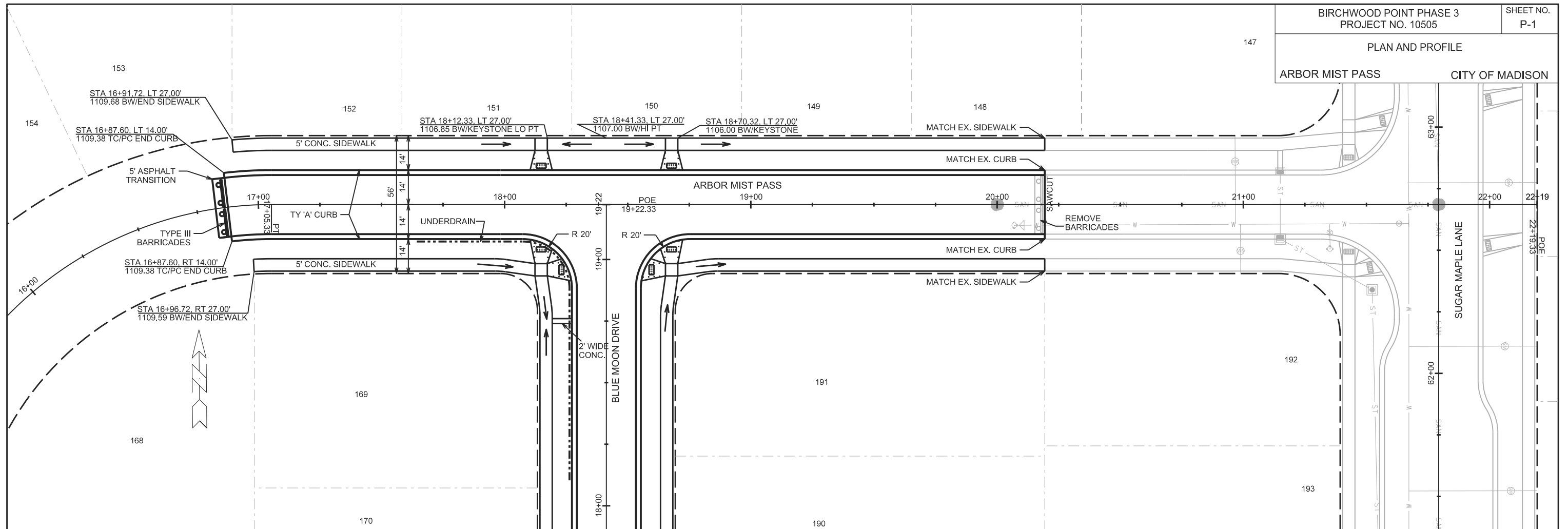
\*MIDWAY ON CIRCLE BETWEEN ALIGNMENTS  
\*\*TOP OF CASTING OF SANITARY STRUCTURE. GRADE INTERIOR AREA OF ROUNDABOUT TO MATCH TO EDGE OF CONCRETE APRON



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

PLAN AND PROFILE

ARBOR MIST PASS CITY OF MADISON



PLOT SCALE:

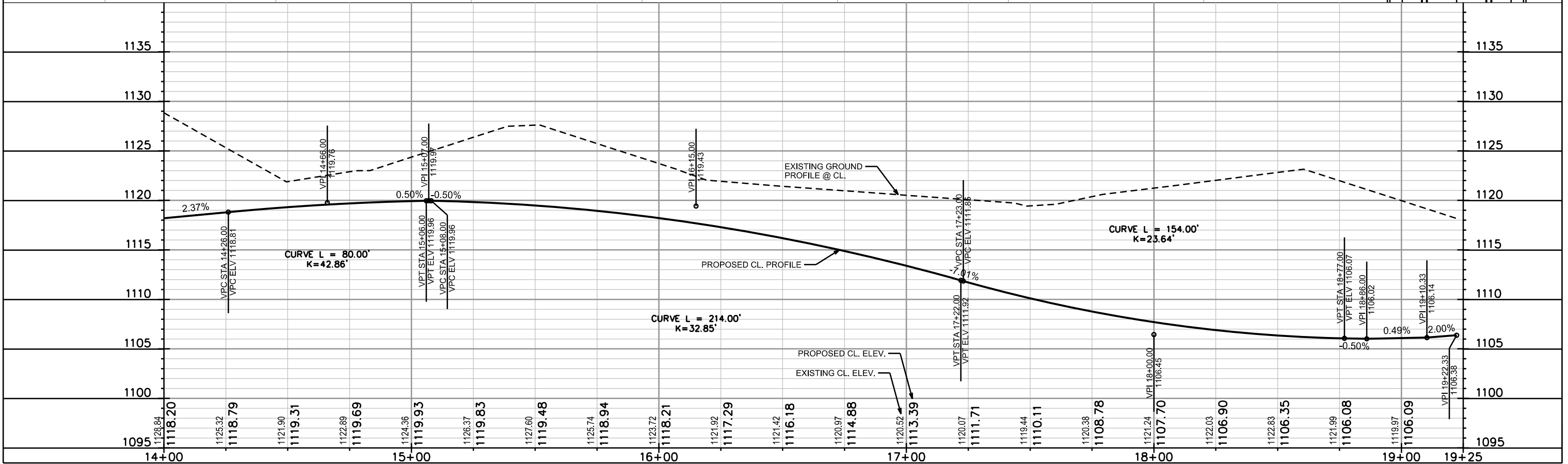
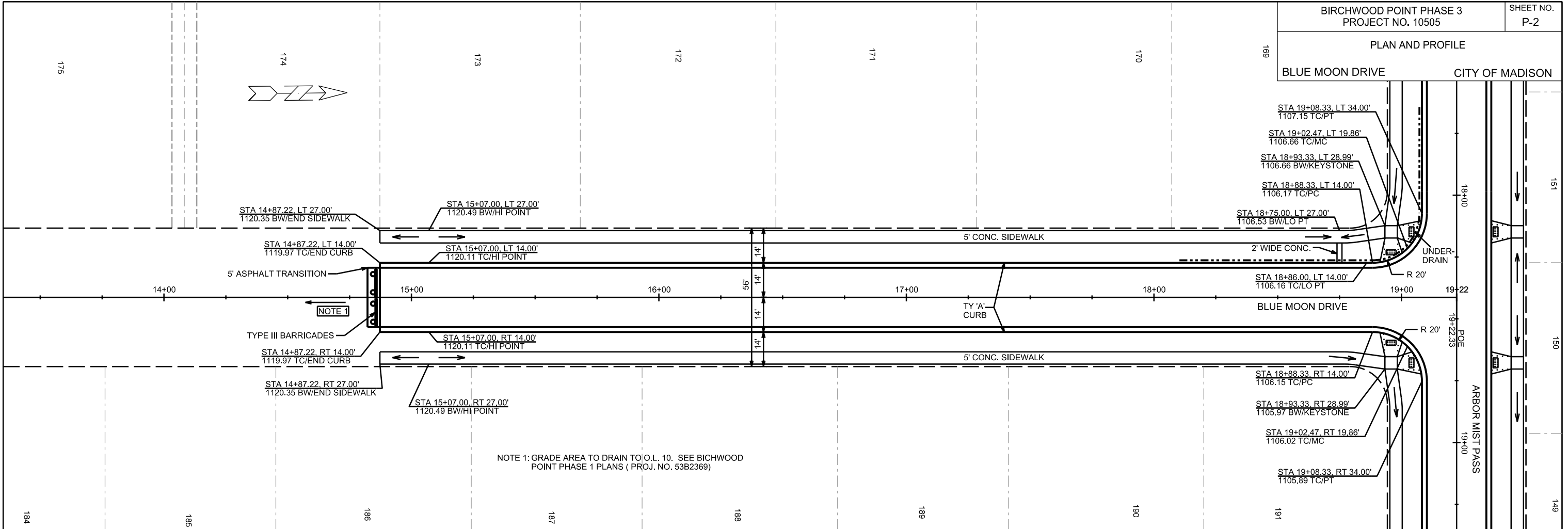
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

BLUE MOON DRIVE CITY OF MADISON



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

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

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

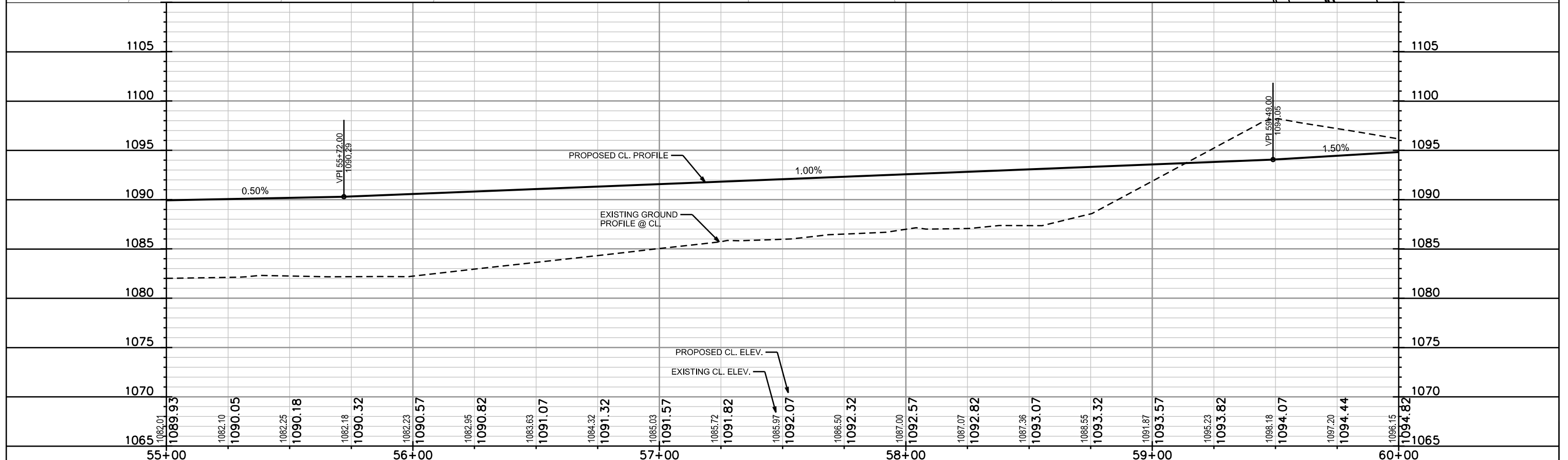
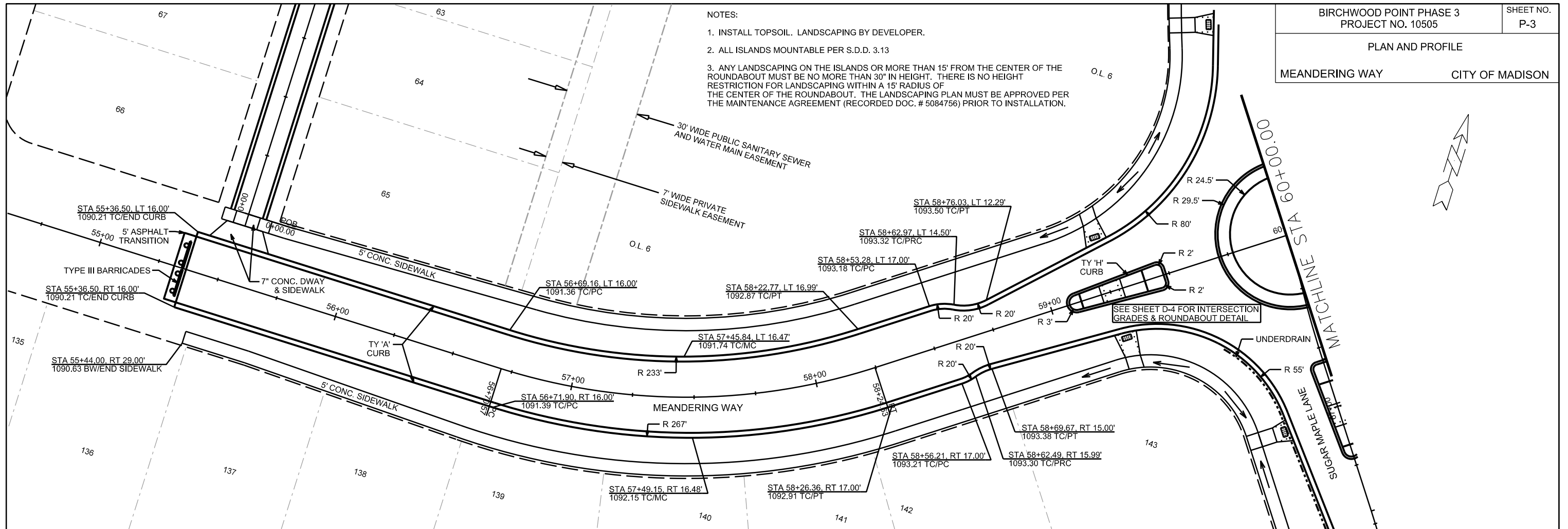
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

MEANDERING WAY CITY OF MADISON

NOTES:

1. INSTALL TOPSOIL. LANDSCAPING BY DEVELOPER.
2. ALL ISLANDS MOUNTABLE PER S.D.D. 3.13
3. ANY LANDSCAPING ON THE ISLANDS OR MORE THAN 15' FROM THE CENTER OF THE ROUNDABOUT MUST BE NO MORE THAN 30" IN HEIGHT. THERE IS NO HEIGHT RESTRICTION FOR LANDSCAPING WITHIN A 15' RADIUS OF THE CENTER OF THE ROUNDABOUT. THE LANDSCAPING PLAN MUST BE APPROVED PER THE MAINTENANCE AGREEMENT (RECORDED DOC. # 5084756) PRIOR TO INSTALLATION.



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

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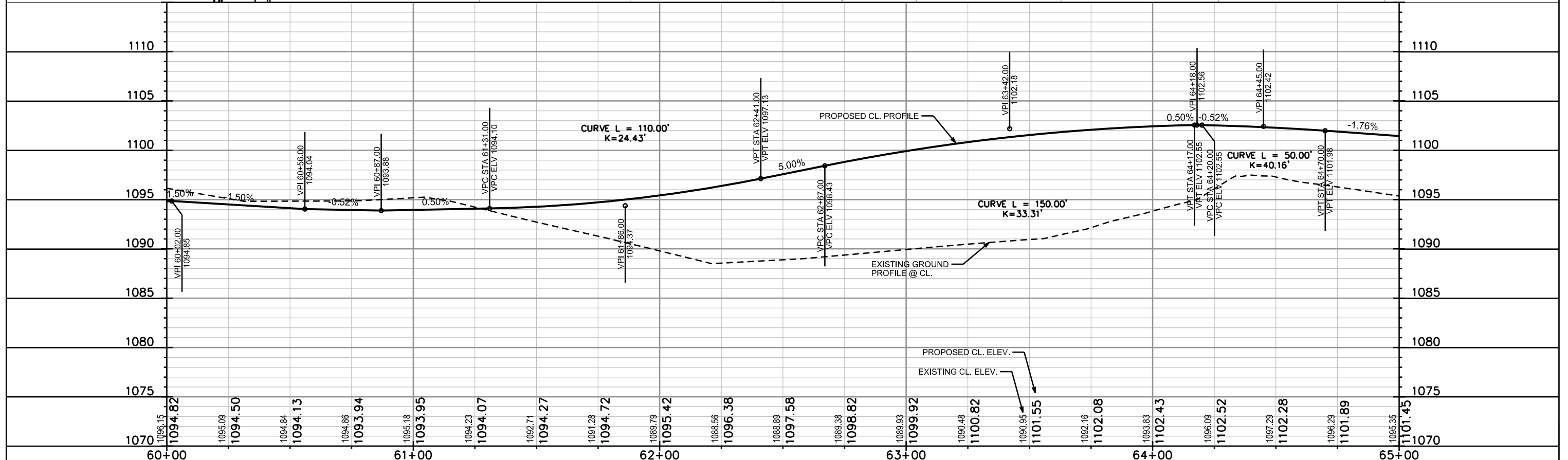
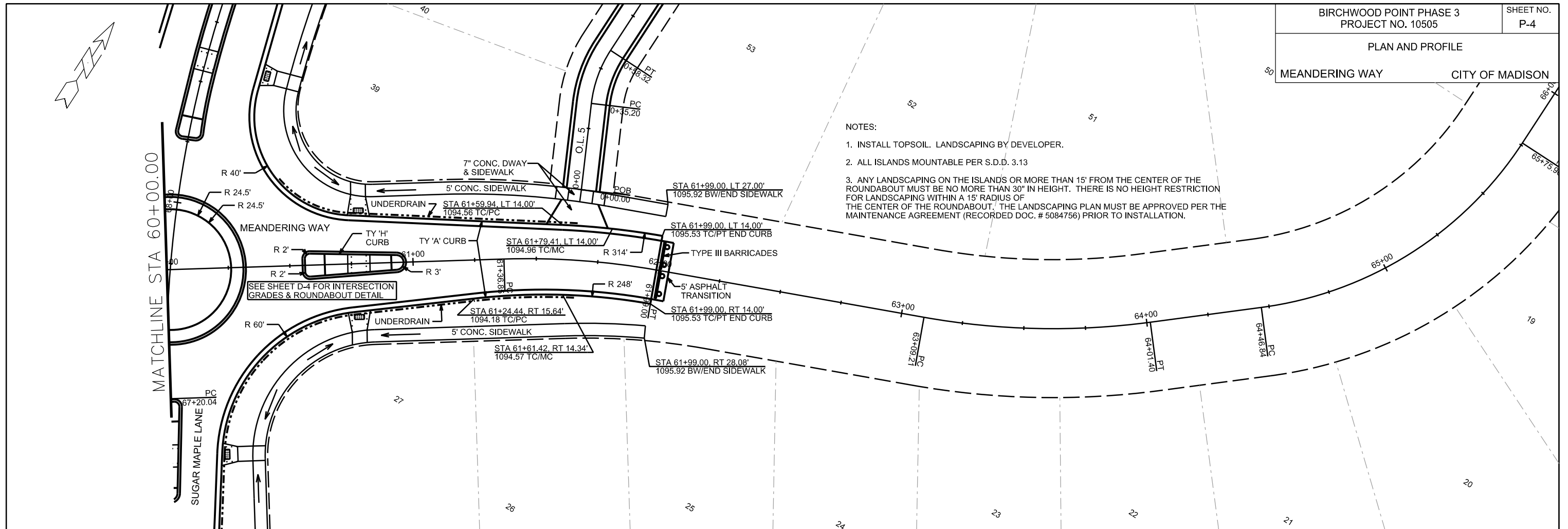


PLAN AND PROFILE

MEANDERING WAY CITY OF MADISON

NOTES:

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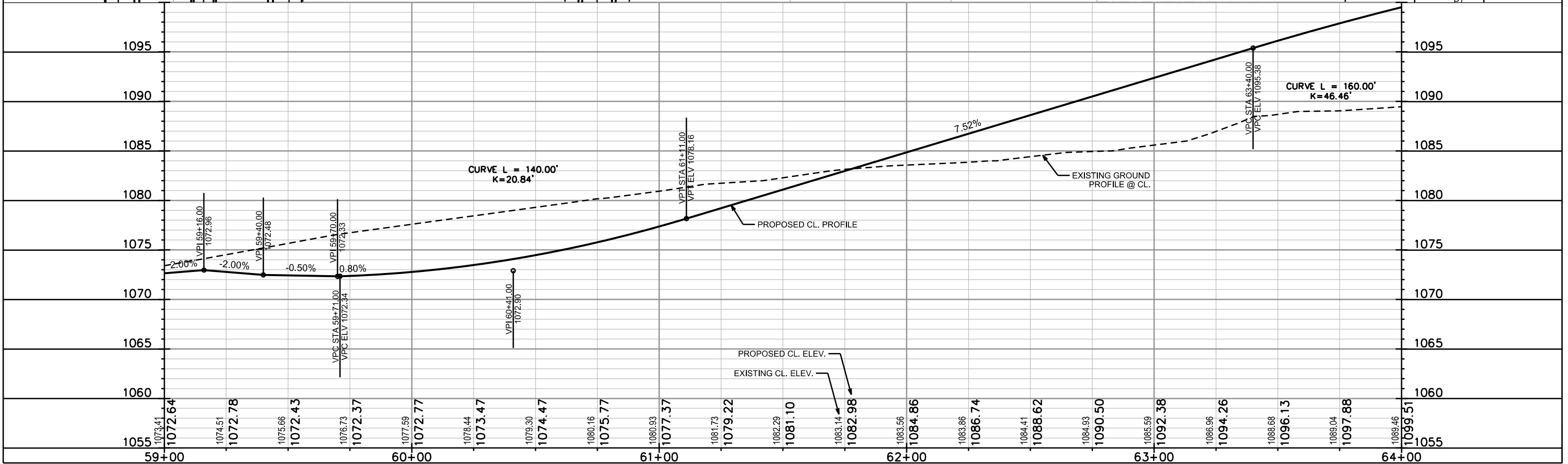
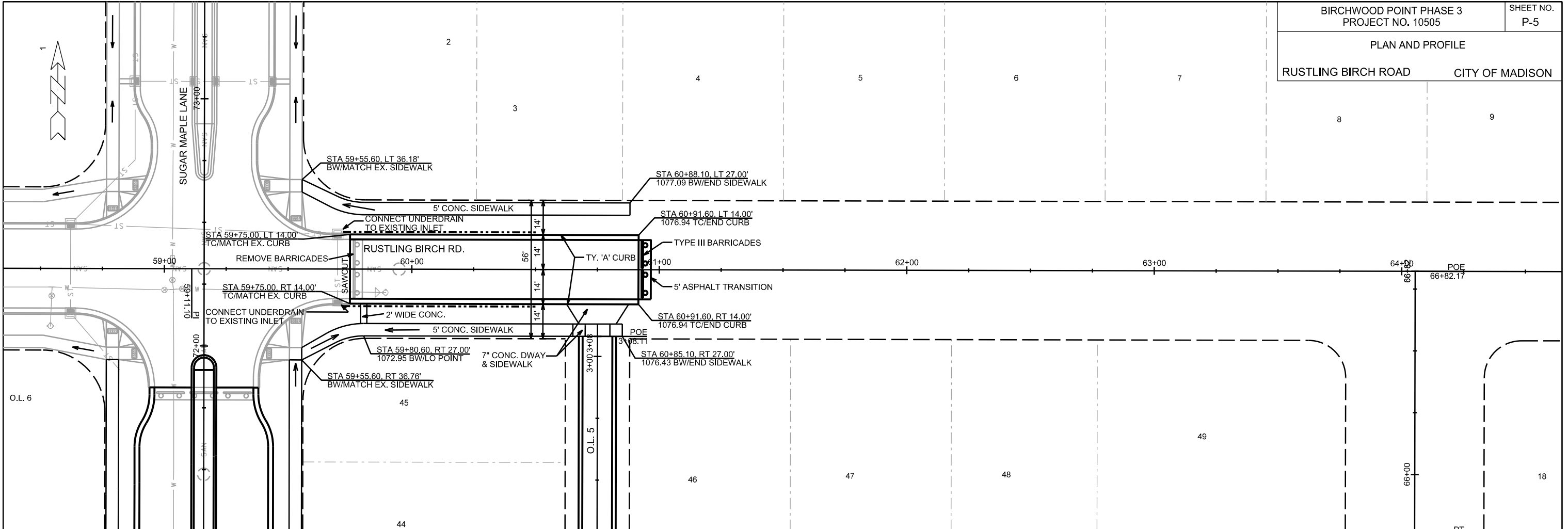


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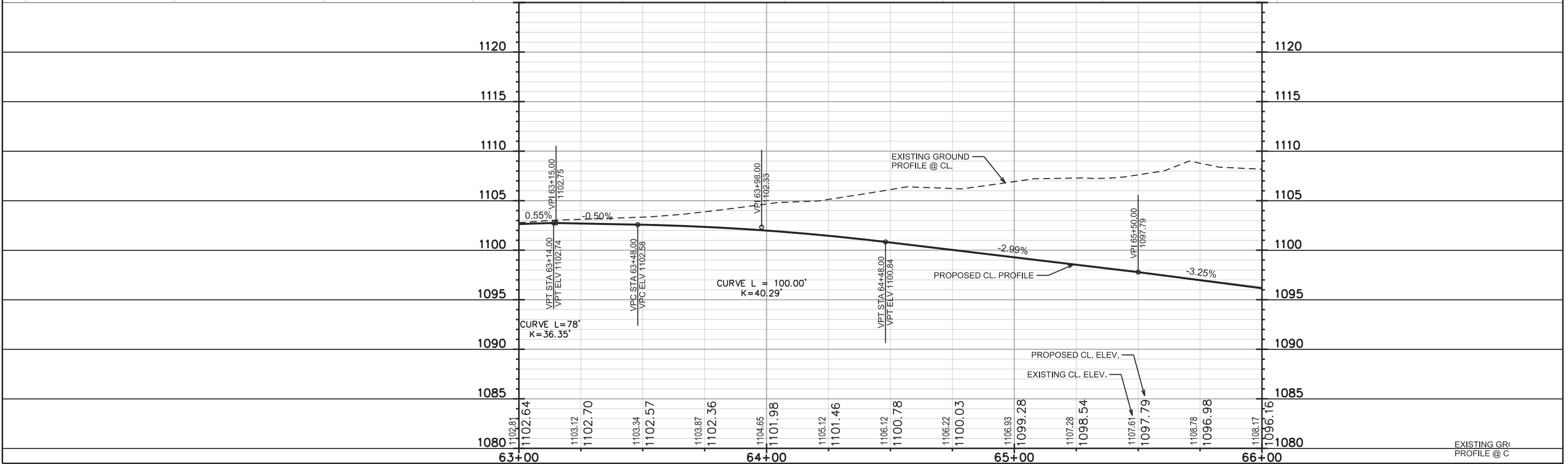
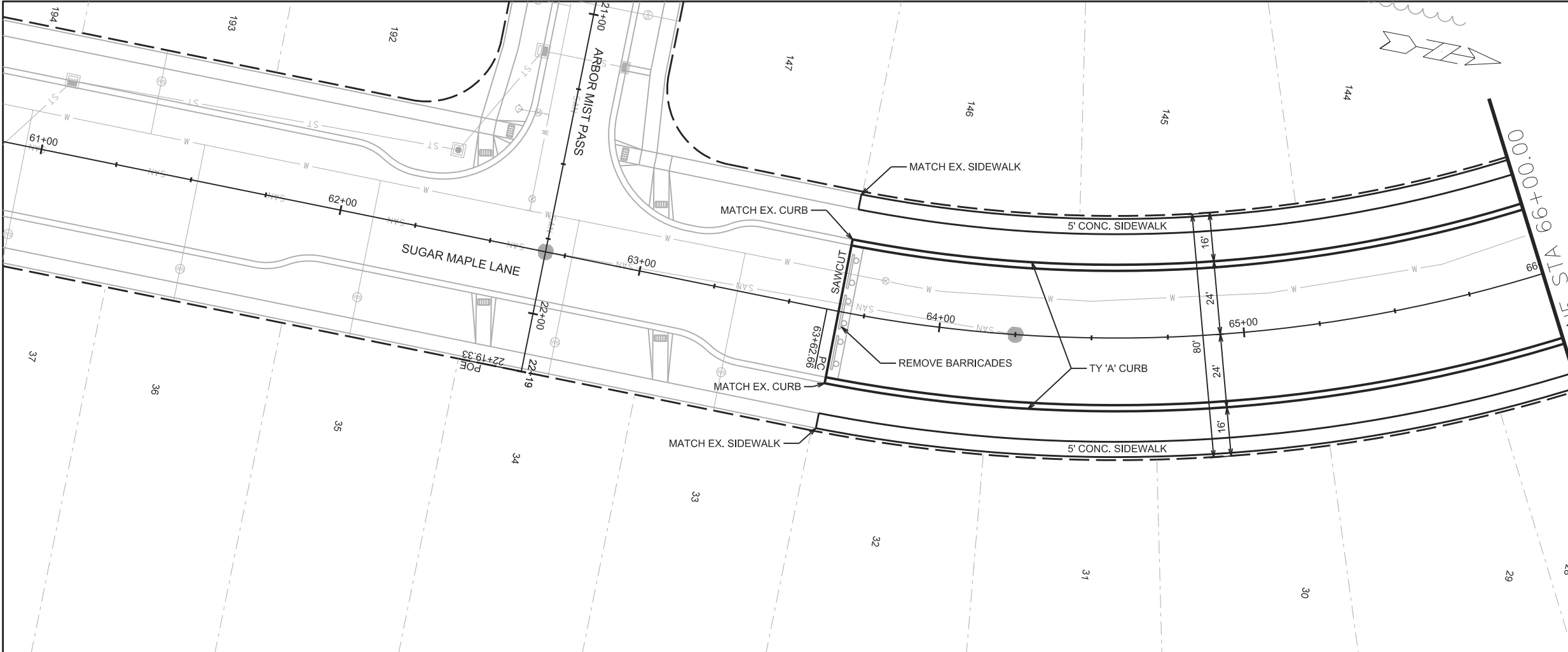


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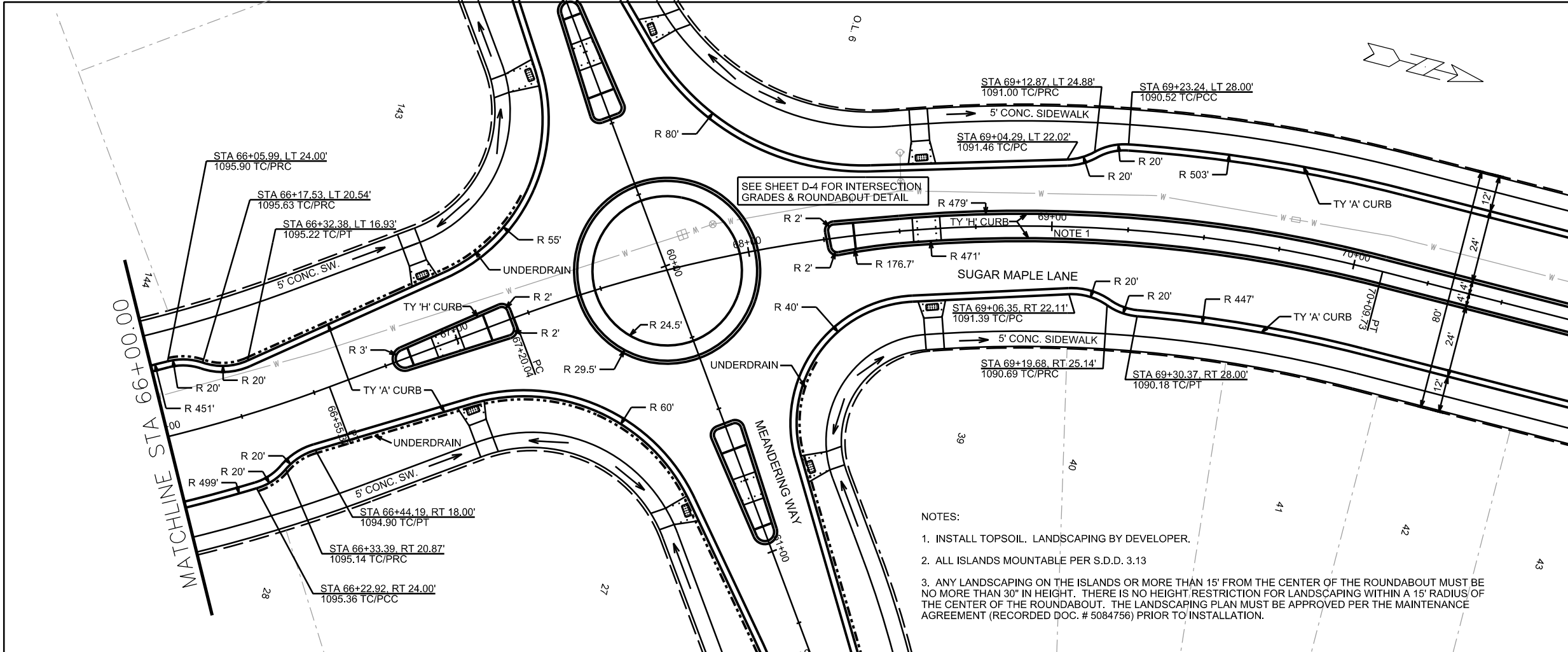


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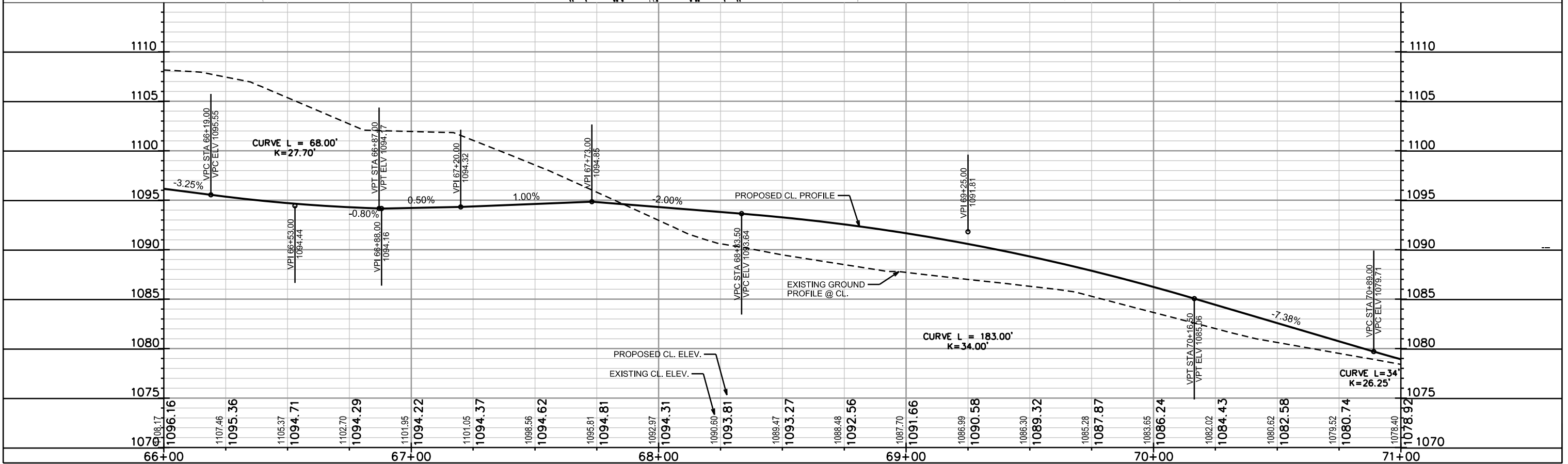
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



- NOTES:
1. INSTALL TOPSOIL. LANDSCAPING BY DEVELOPER.
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  3. ANY LANDSCAPING ON THE ISLANDS OR MORE THAN 15' FROM THE CENTER OF THE ROUNDABOUT MUST BE NO MORE THAN 30" IN HEIGHT. THERE IS NO HEIGHT RESTRICTION FOR LANDSCAPING WITHIN A 15' RADIUS OF THE CENTER OF THE ROUNDABOUT. THE LANDSCAPING PLAN MUST BE APPROVED PER THE MAINTENANCE AGREEMENT (RECORDED DOC. # 5084756) PRIOR TO INSTALLATION.

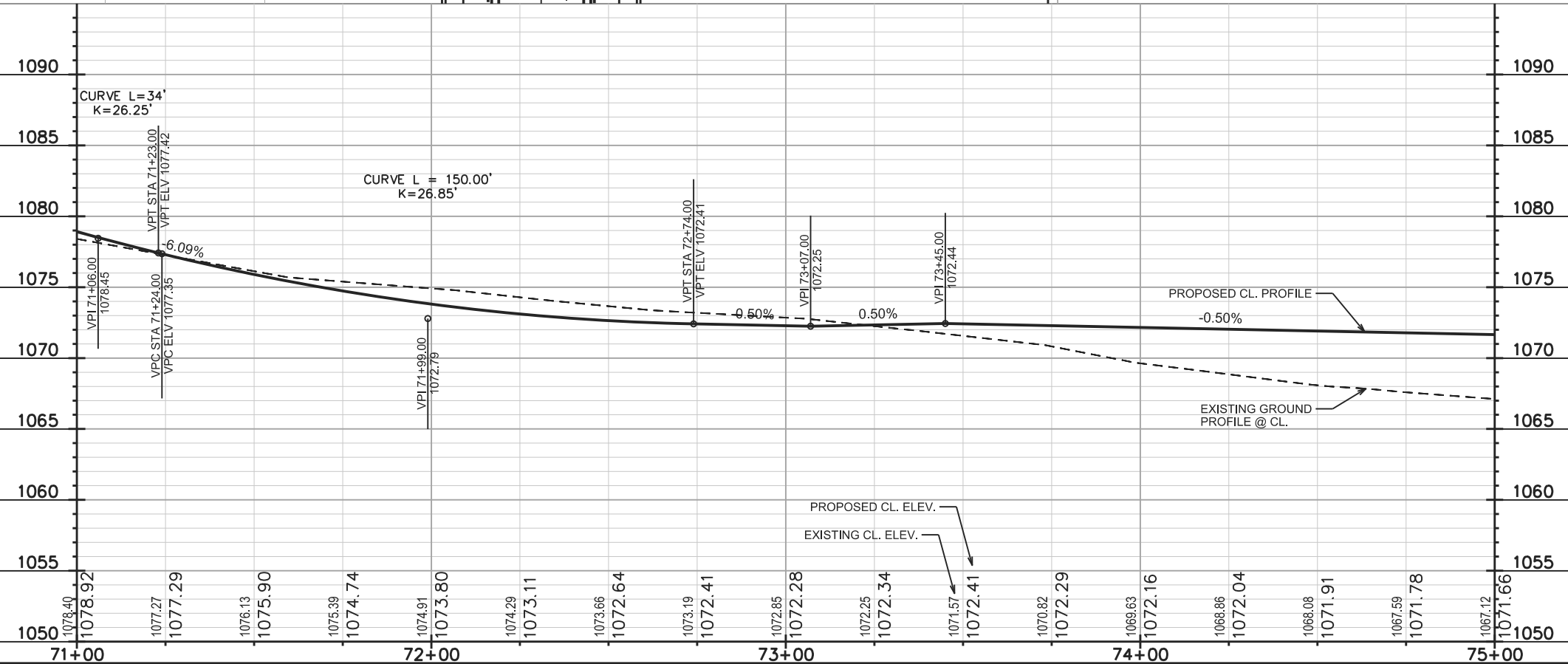
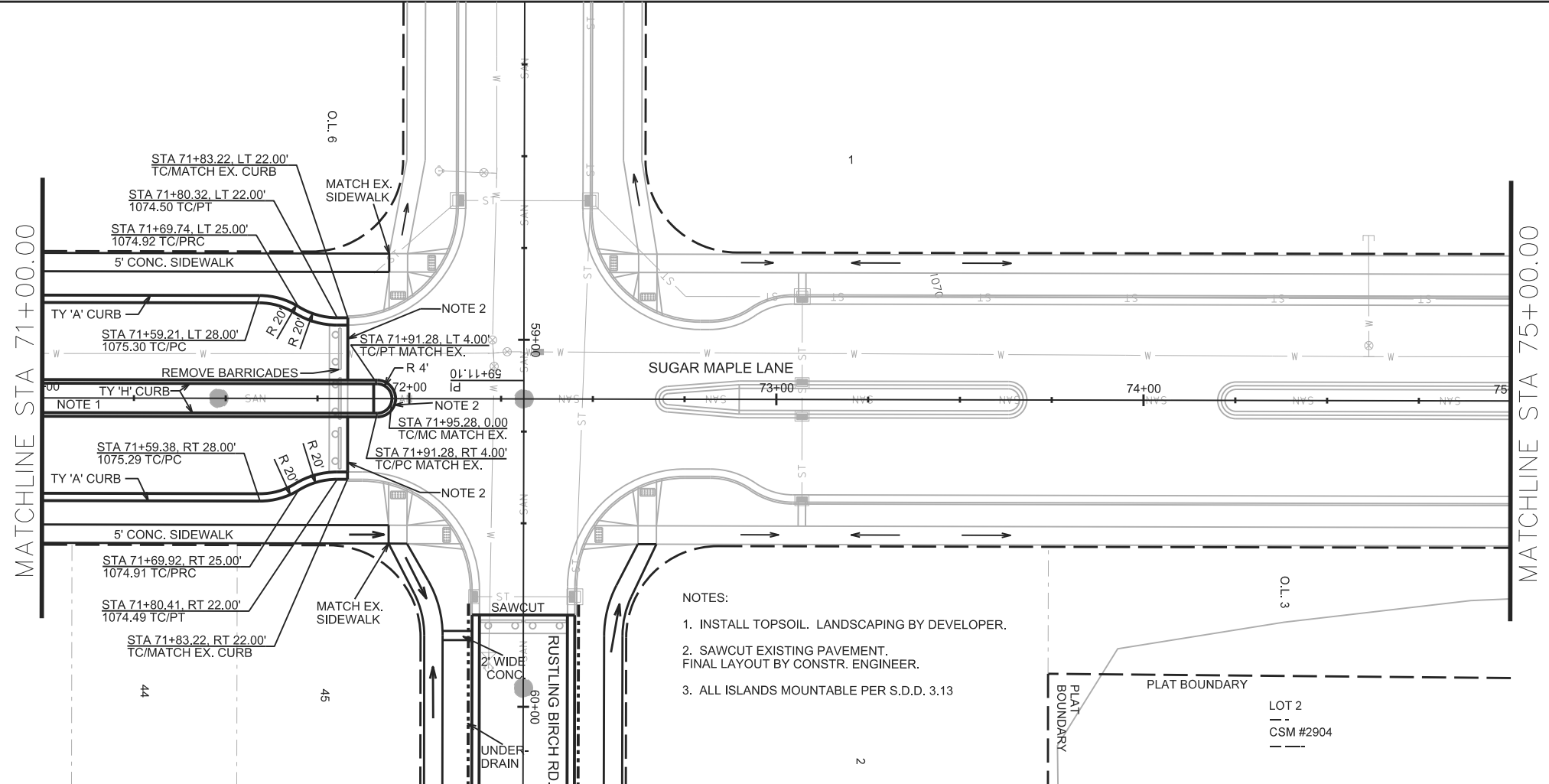
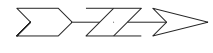


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



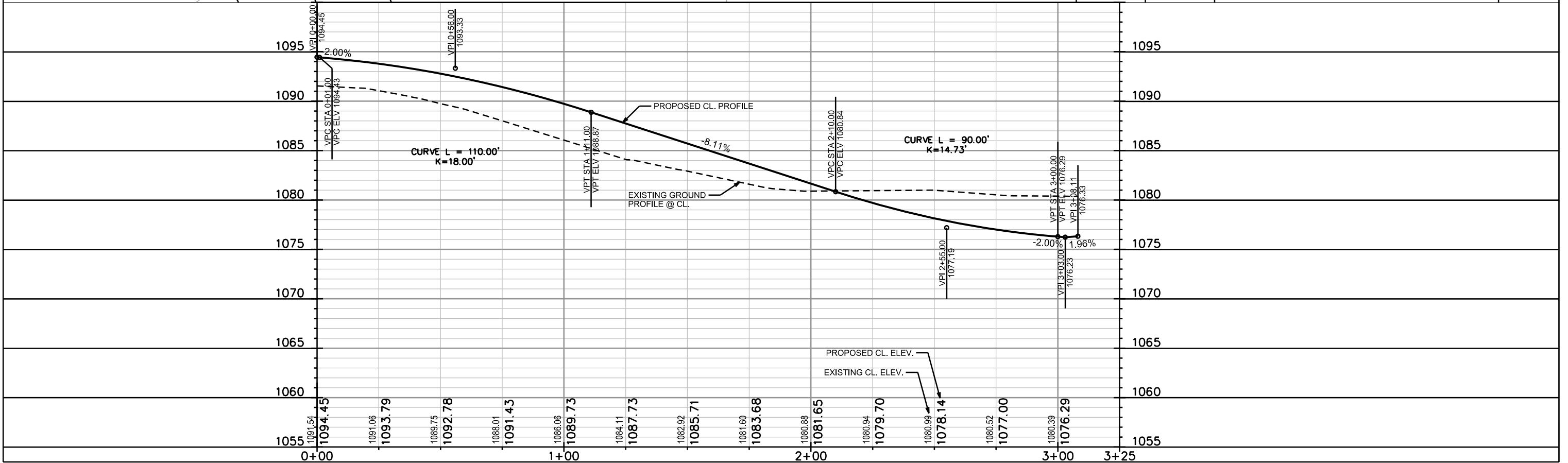
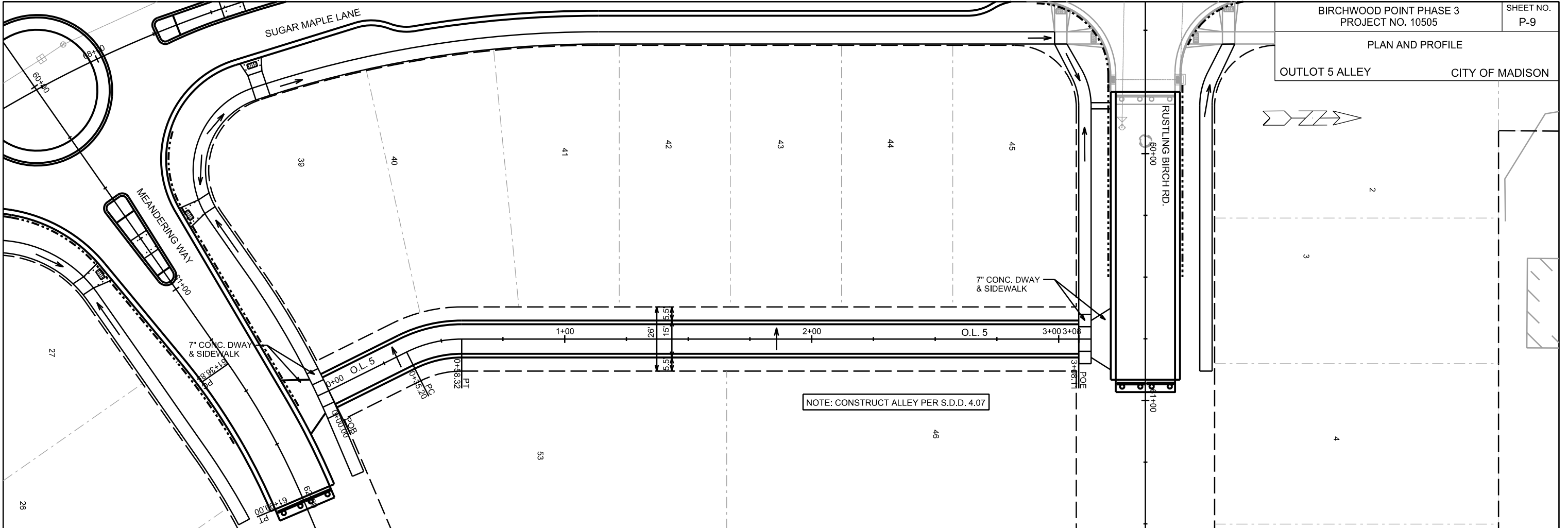
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
OUTLOT 5 ALLEY CITY OF MADISON



PLOT SCALE:

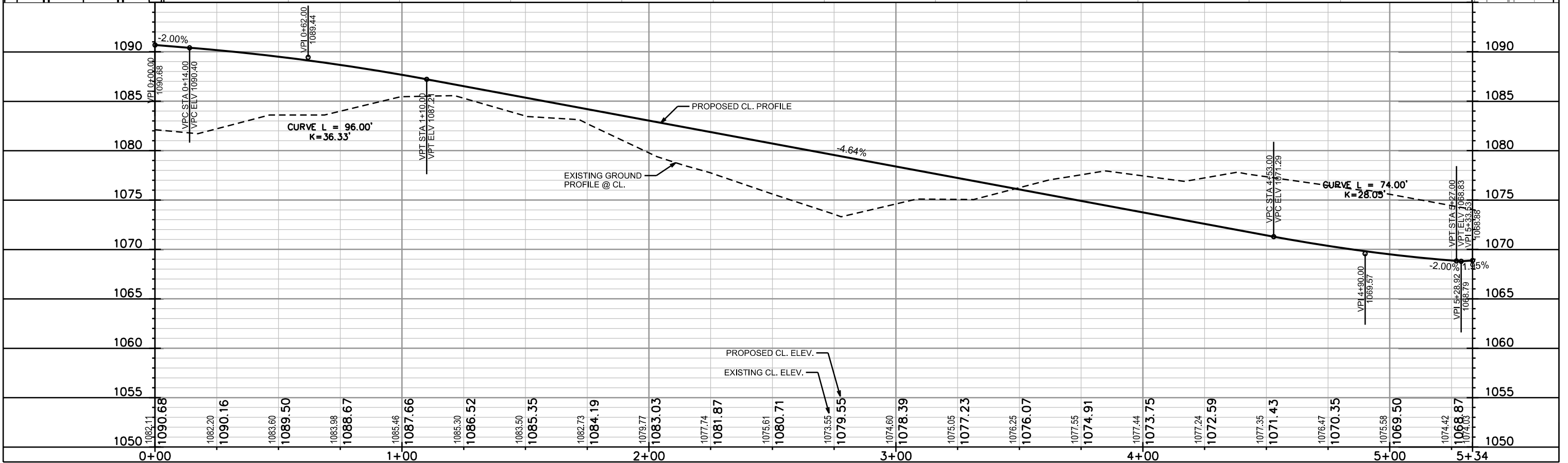
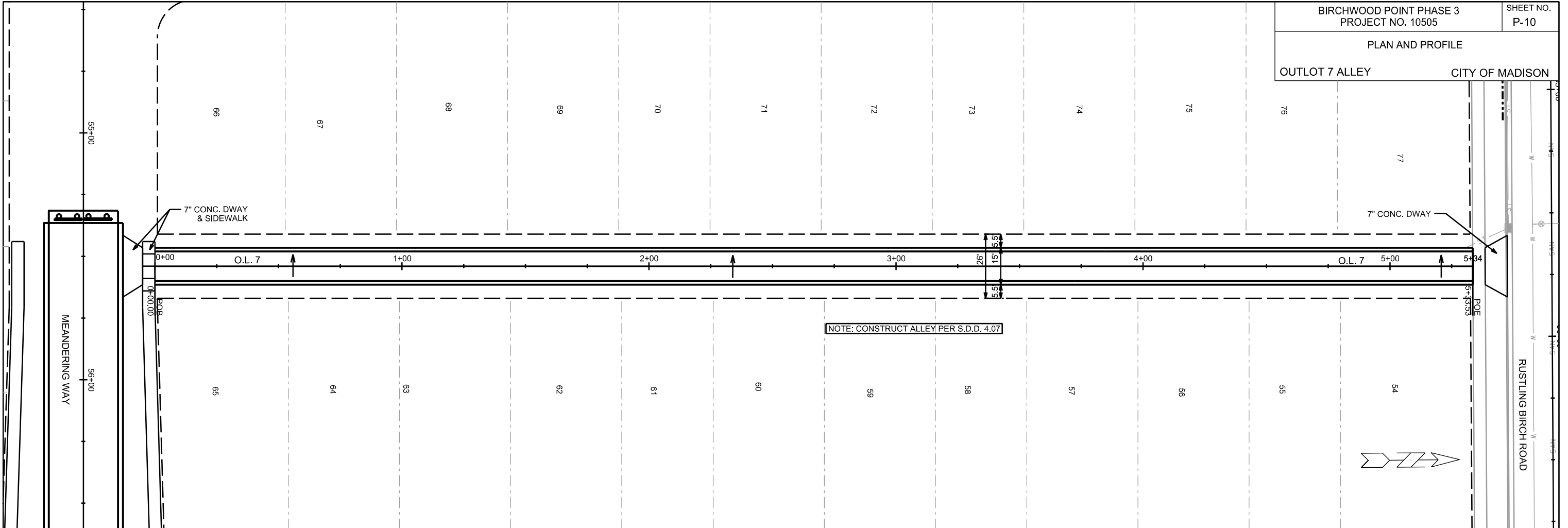
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

OUTLOT 7 ALLEY CITY OF MADISON



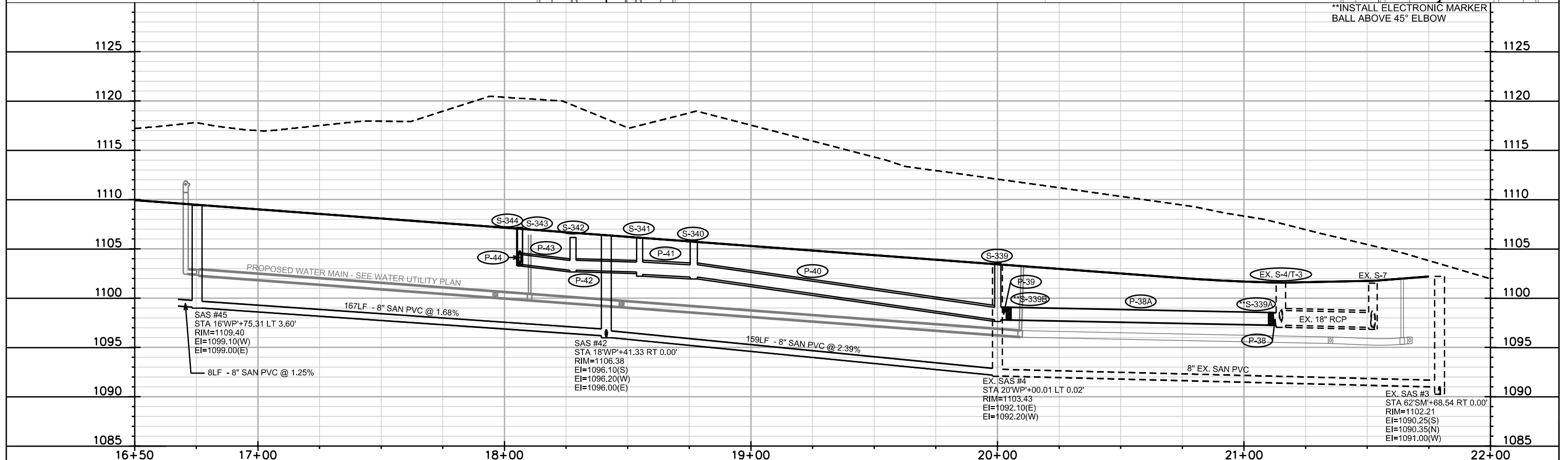
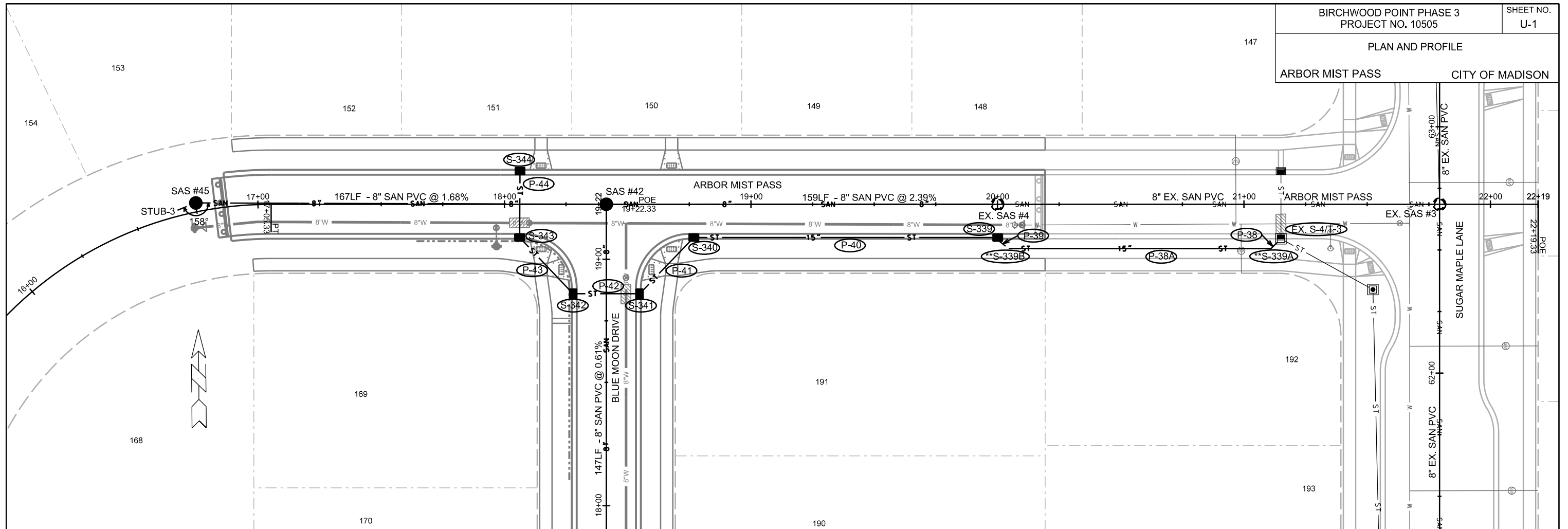
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
ARBOR MIST PASS CITY OF MADISON



\*\*INSTALL ELECTRONIC MARKER BALL ABOVE 45° ELBOW

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

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

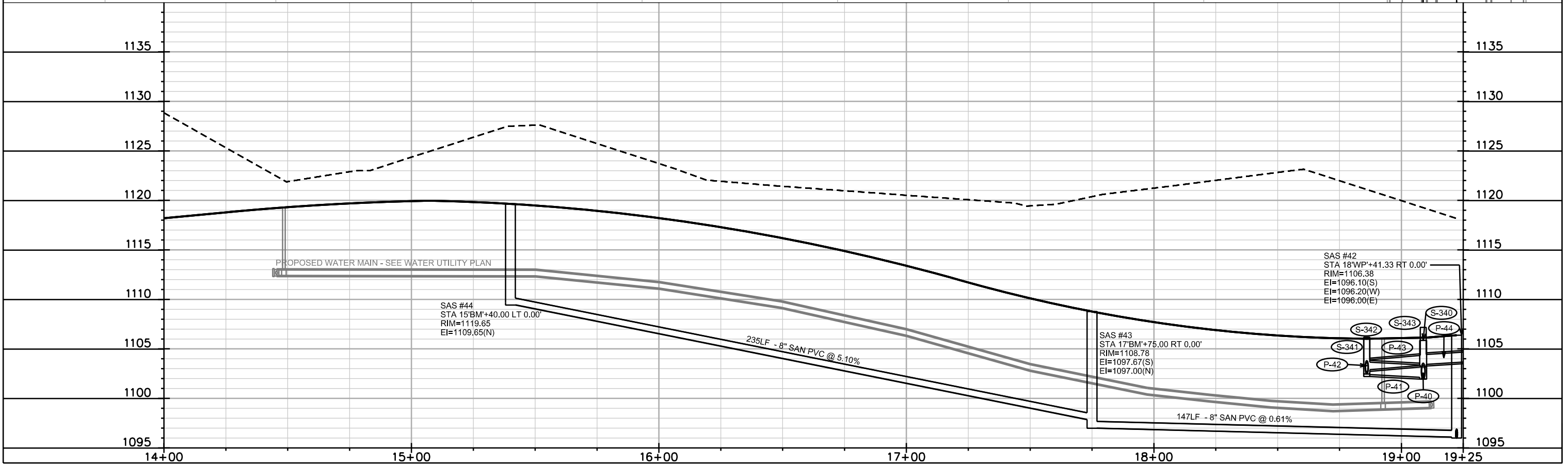
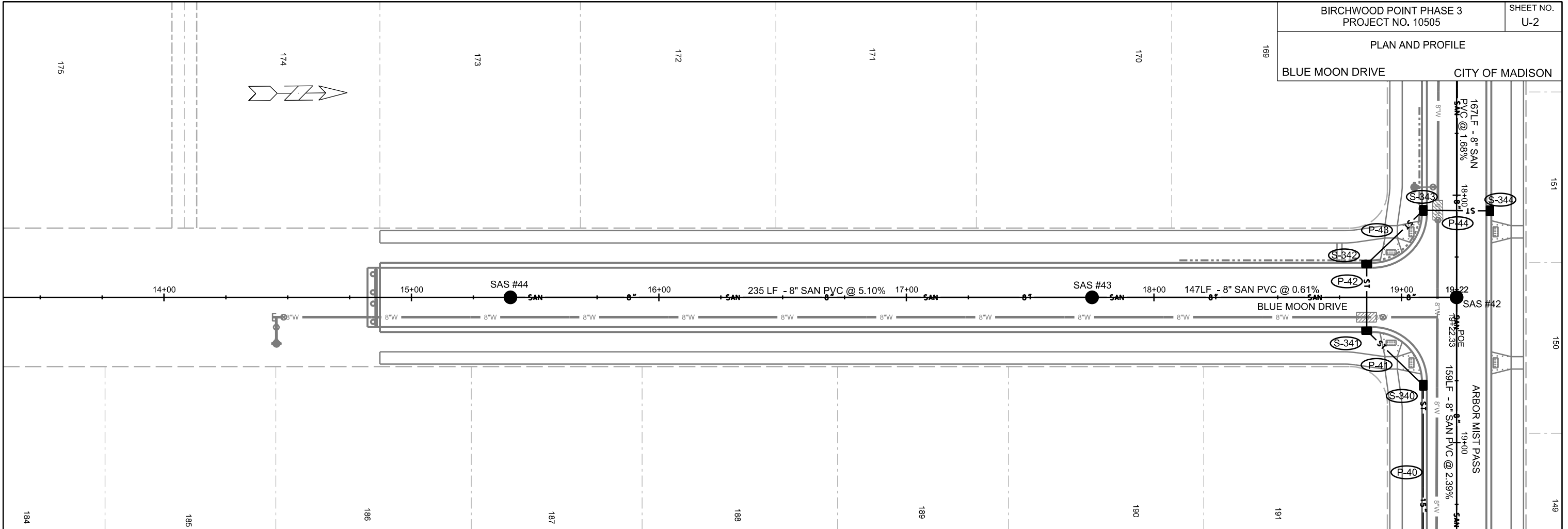
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLAN AND PROFILE

BLUE MOON DRIVE CITY OF MADISON



PLOT SCALE:

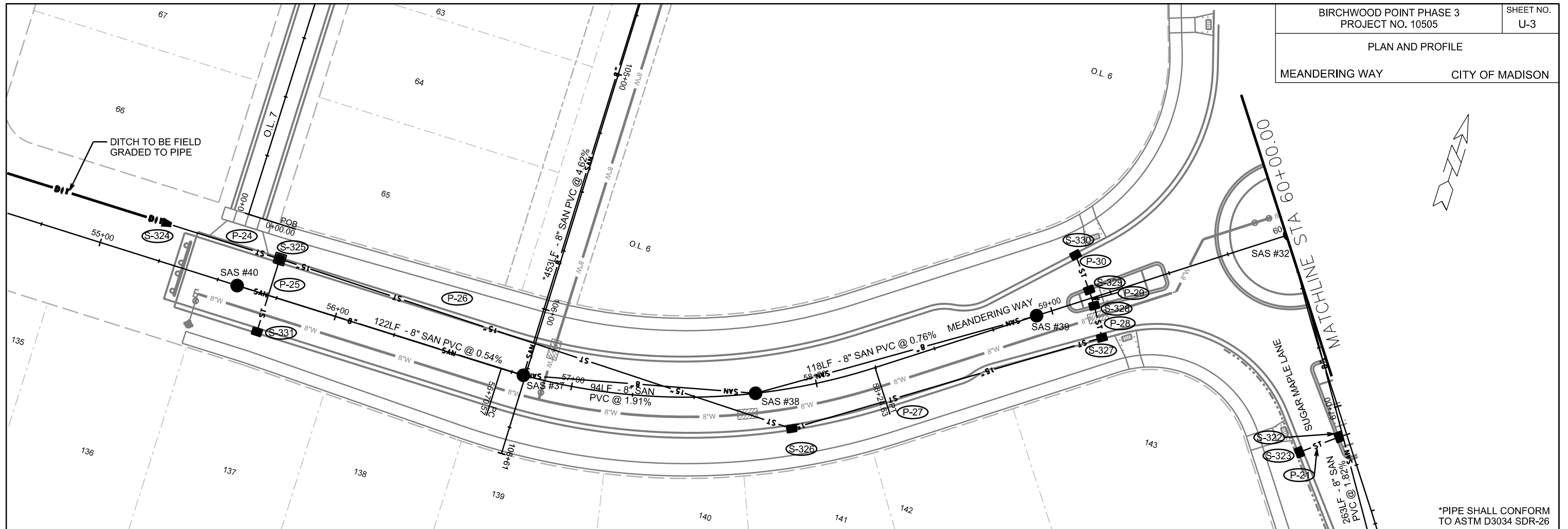
PLOT NAME:

REV. DATE:

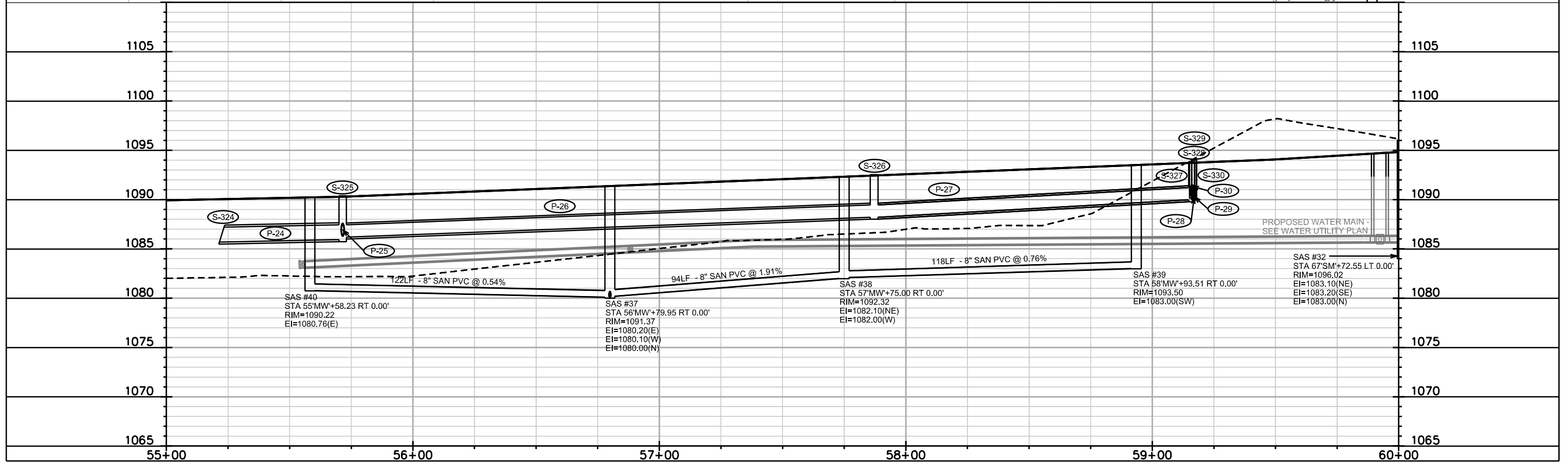
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

MEANDERING WAY CITY OF MADISON



\*PIPE SHALL CONFORM TO ASTM D3034 SDR-26



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

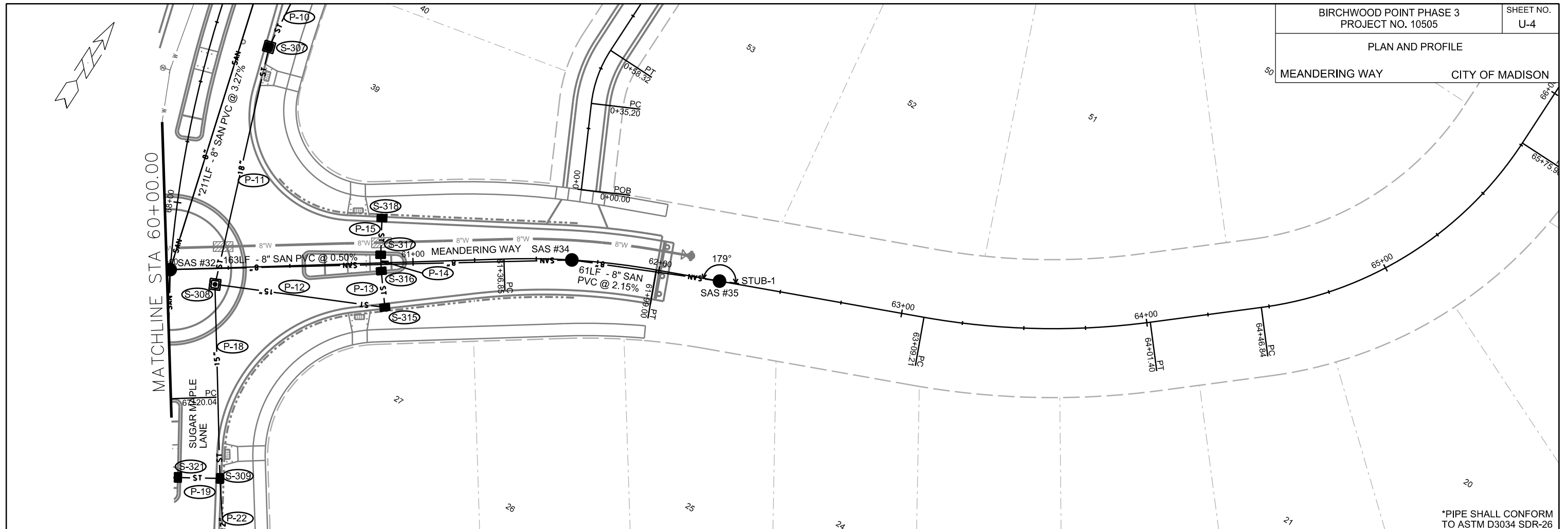
PLOT NAME: \_\_\_\_\_

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

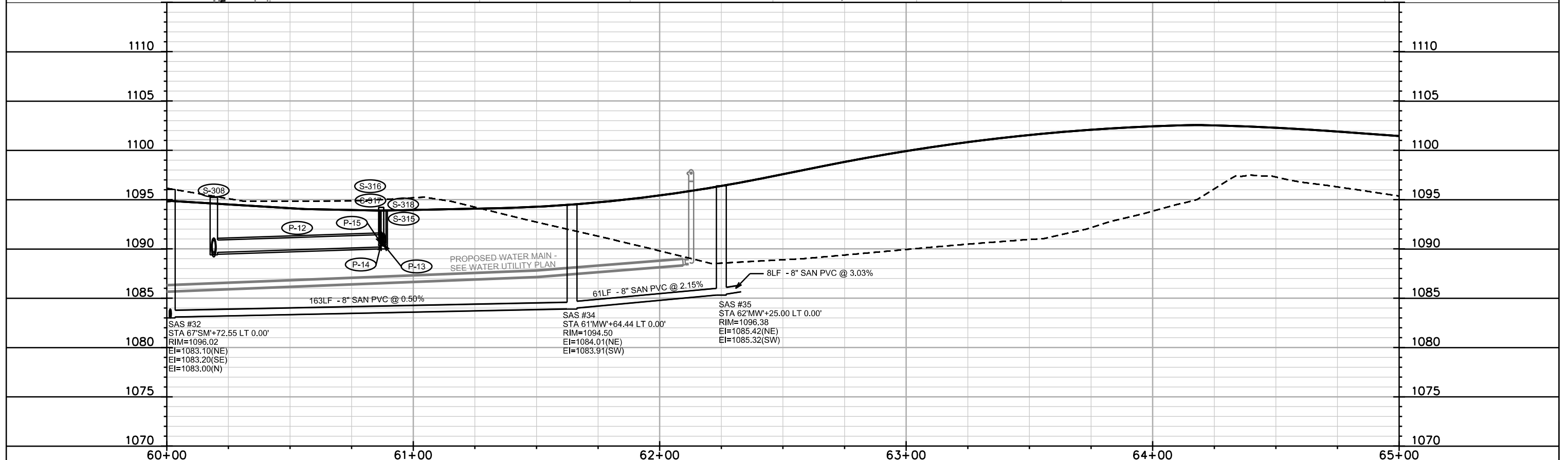
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

MEANDERING WAY CITY OF MADISON



\*PIPE SHALL CONFORM TO ASTM D3034 SDR-26

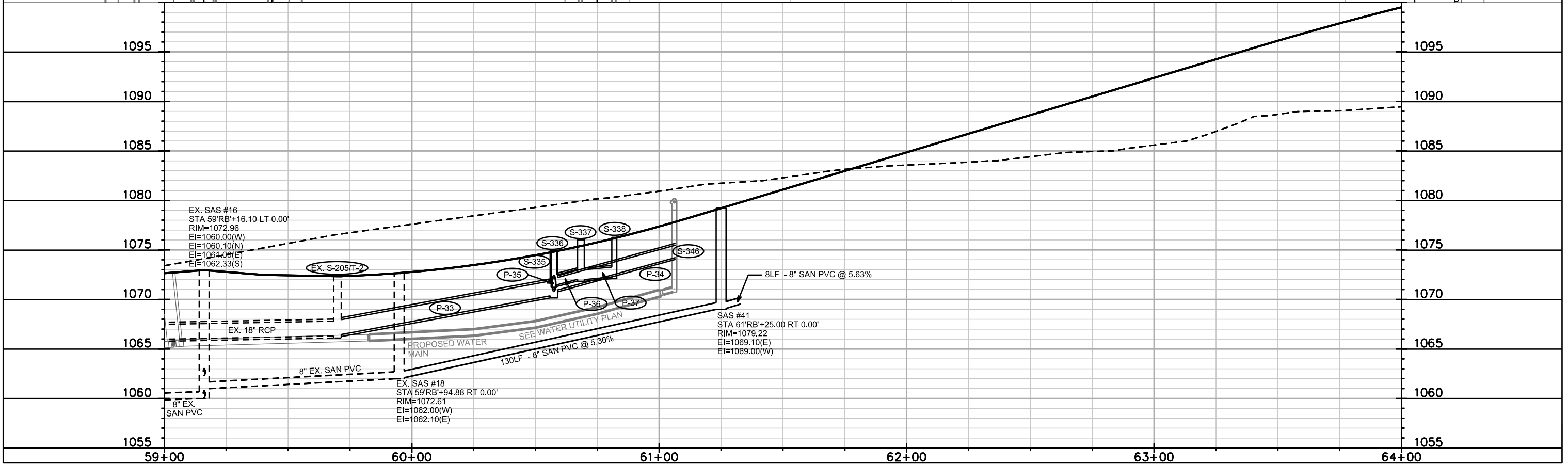
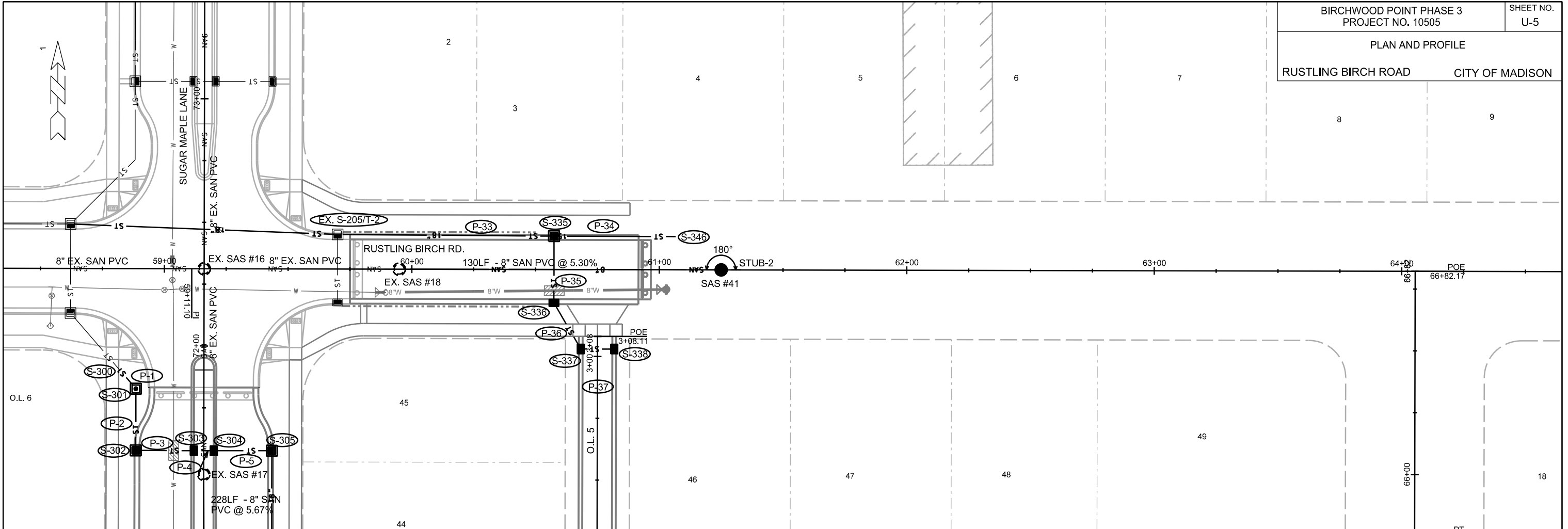


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

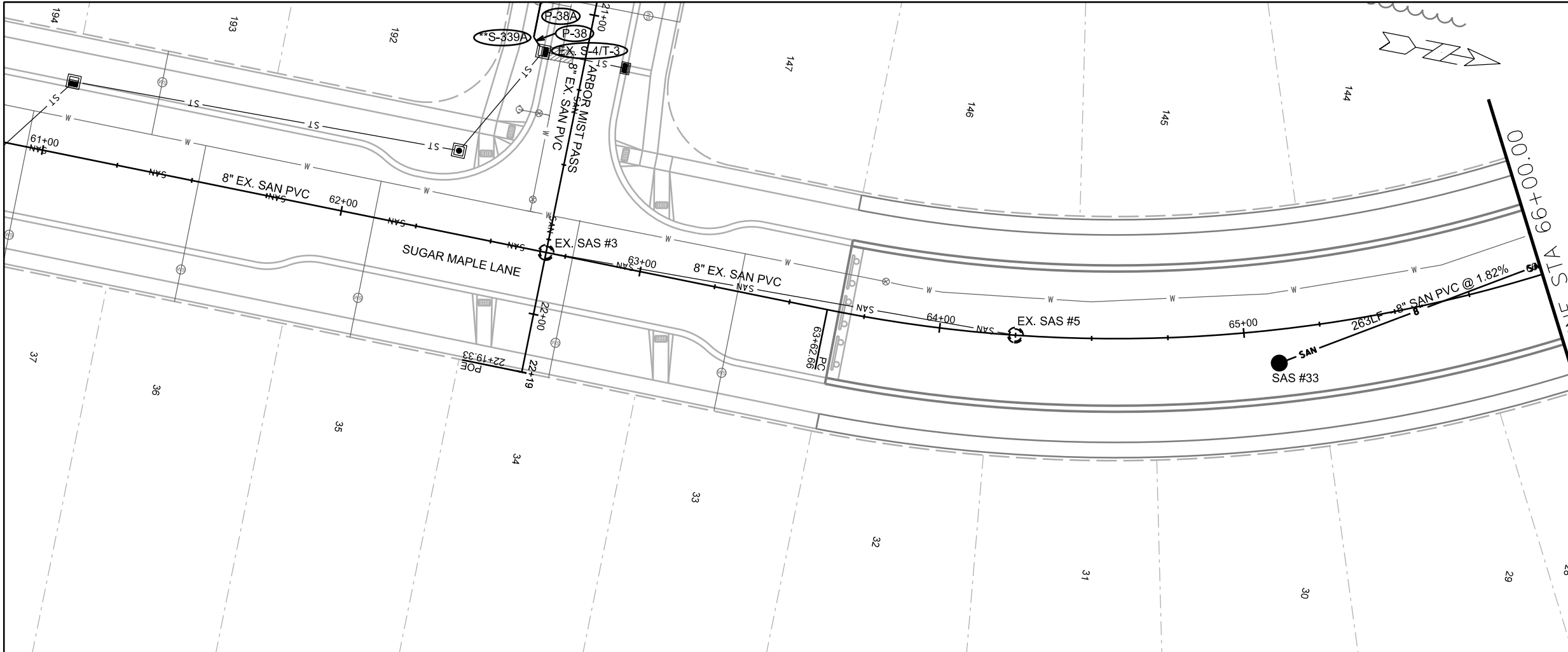


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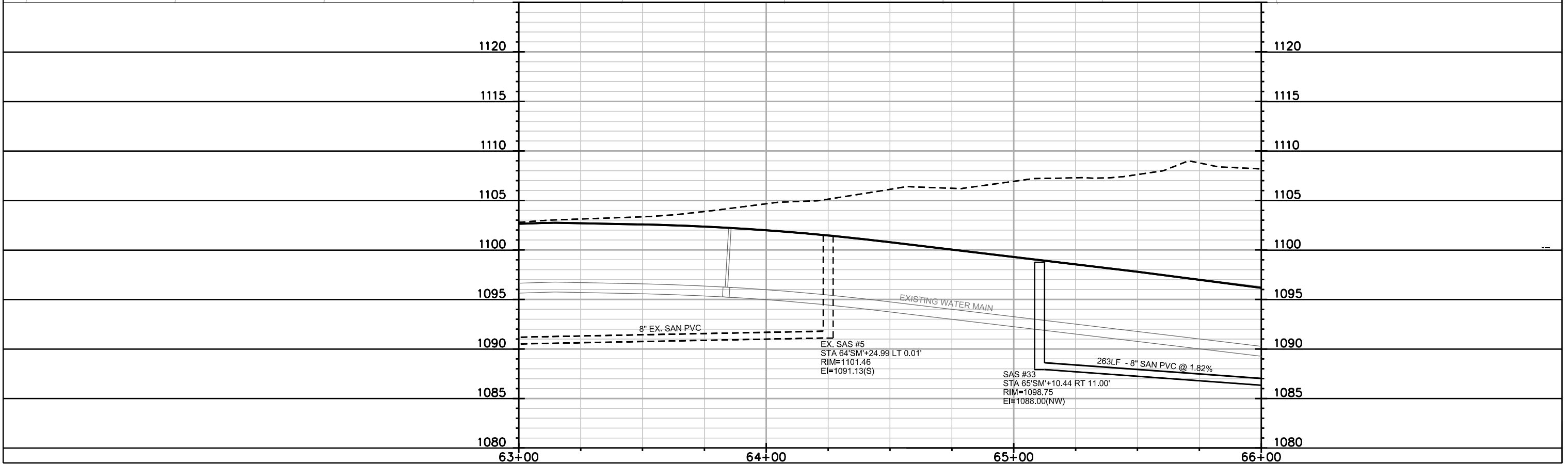
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REV. DATE: \_\_\_\_\_

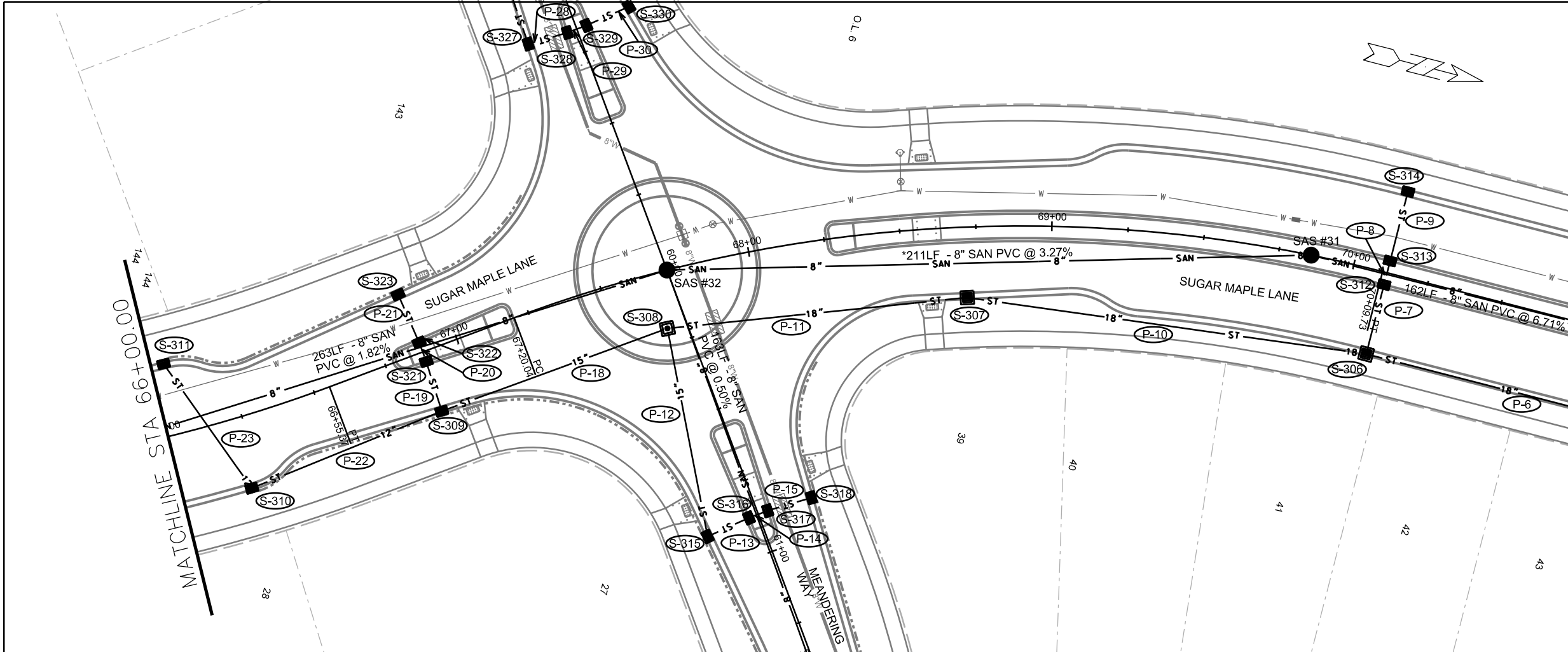
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



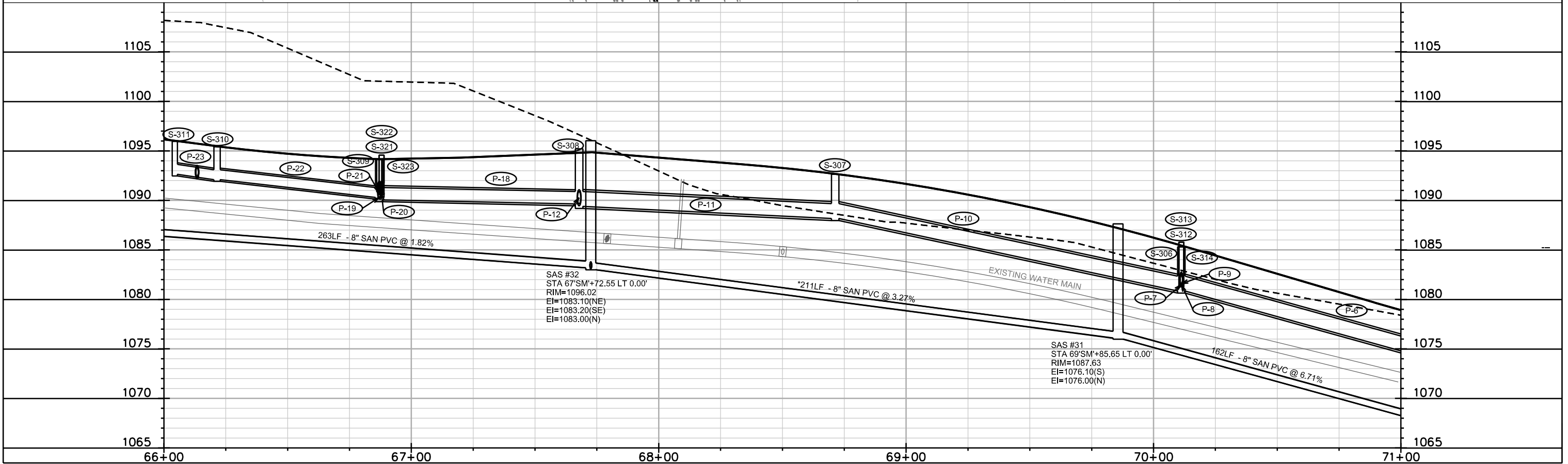
\*\*INSTALL ELECTRONIC MARKER BALL ABOVE 45° ELBOW



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



\*PIPE SHALL CONFORM TO ASTM D3034 SDR-26



SAS #32  
STA 67'SM+72.55 LT 0.00'  
RIM=1096.02  
EI=1083.10(NE)  
EI=1083.20(SE)  
EI=1083.00(N)

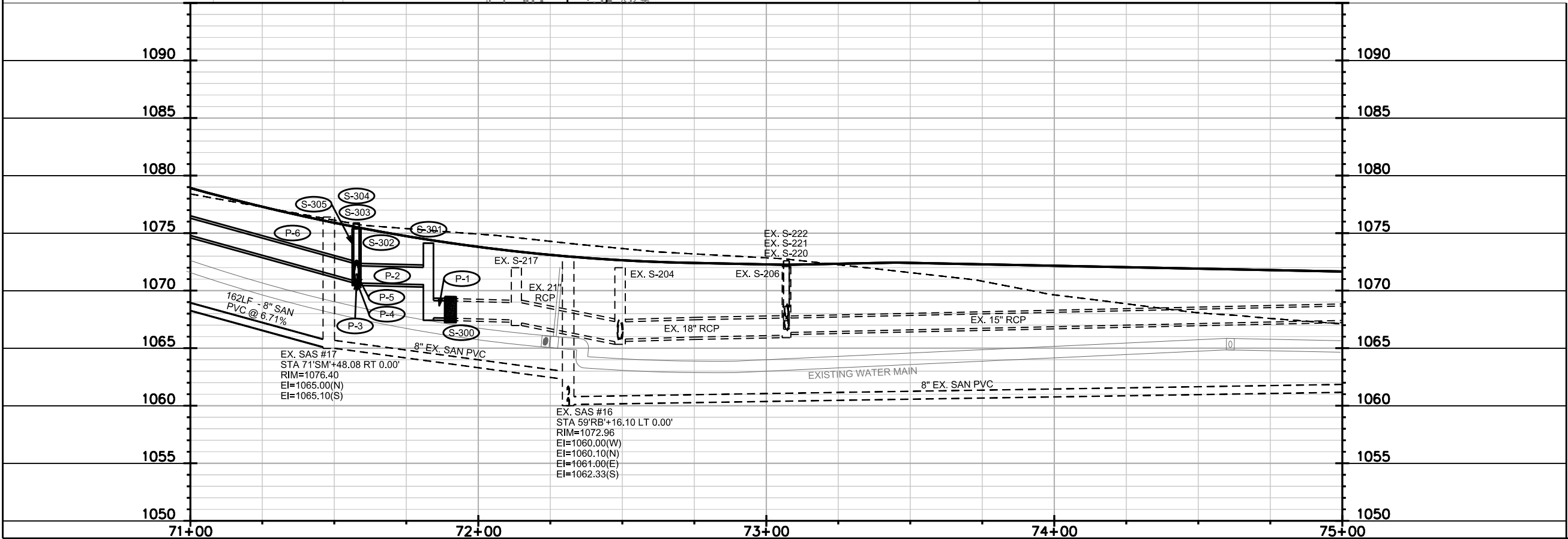
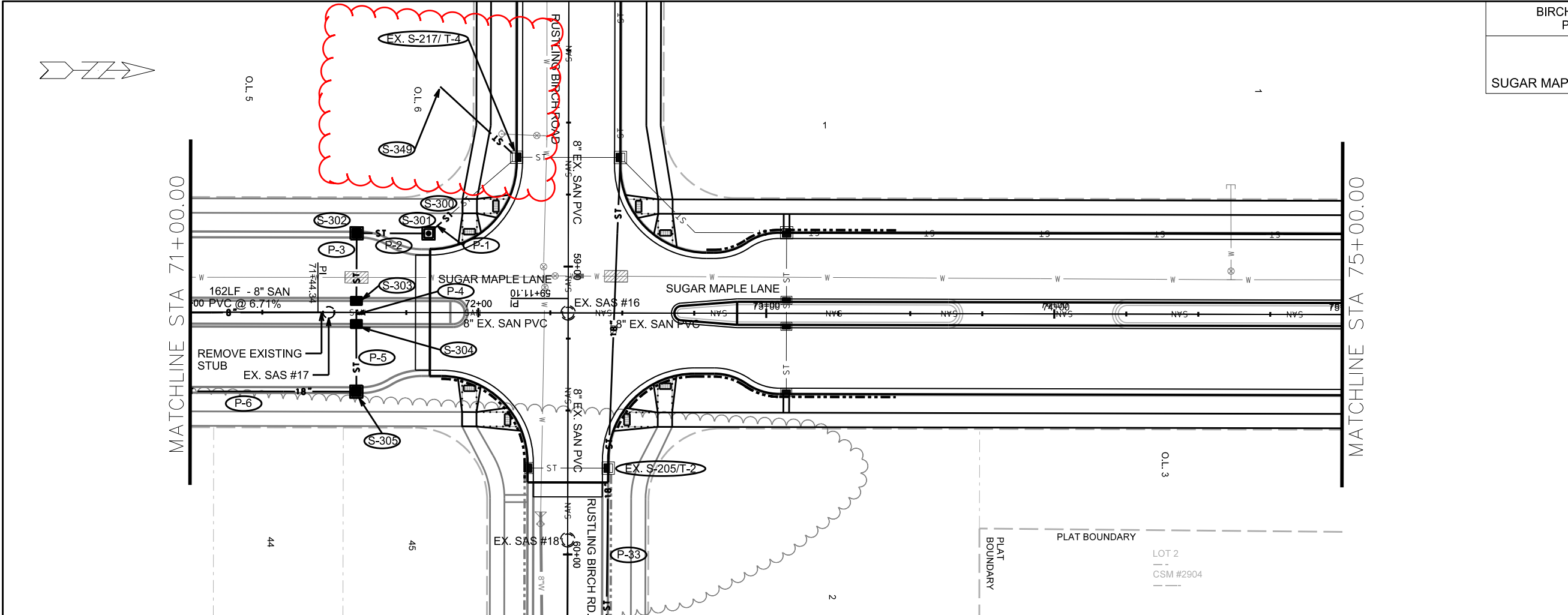
SAS #31  
STA 69'SM+85.65 LT 0.00'  
RIM=1087.63  
EI=1076.10(S)  
EI=1076.00(N)

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

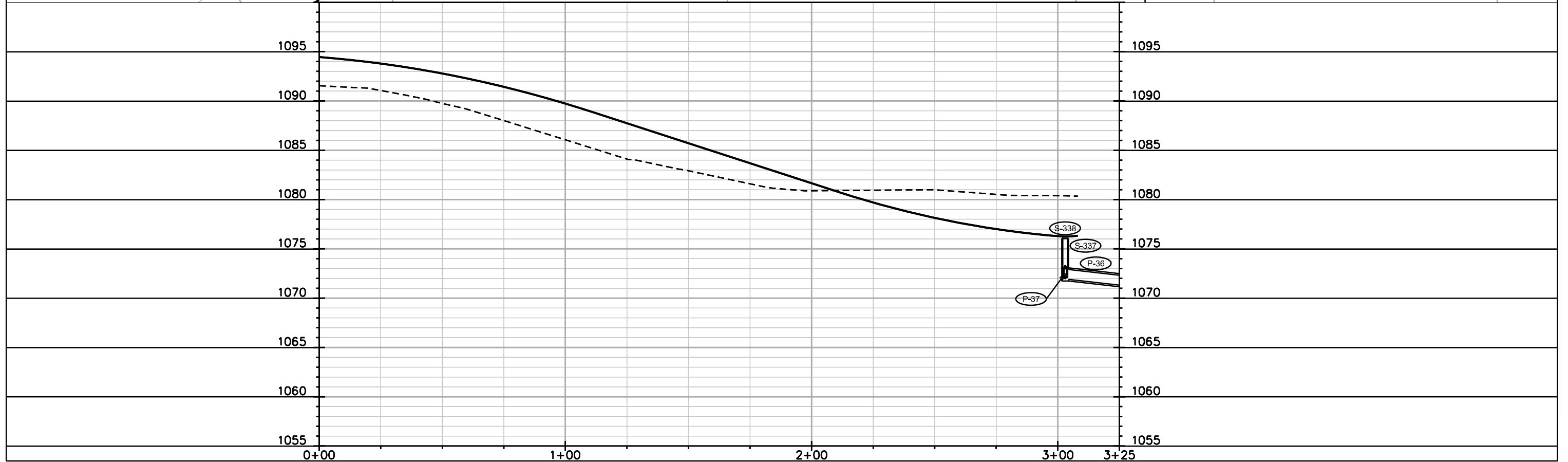
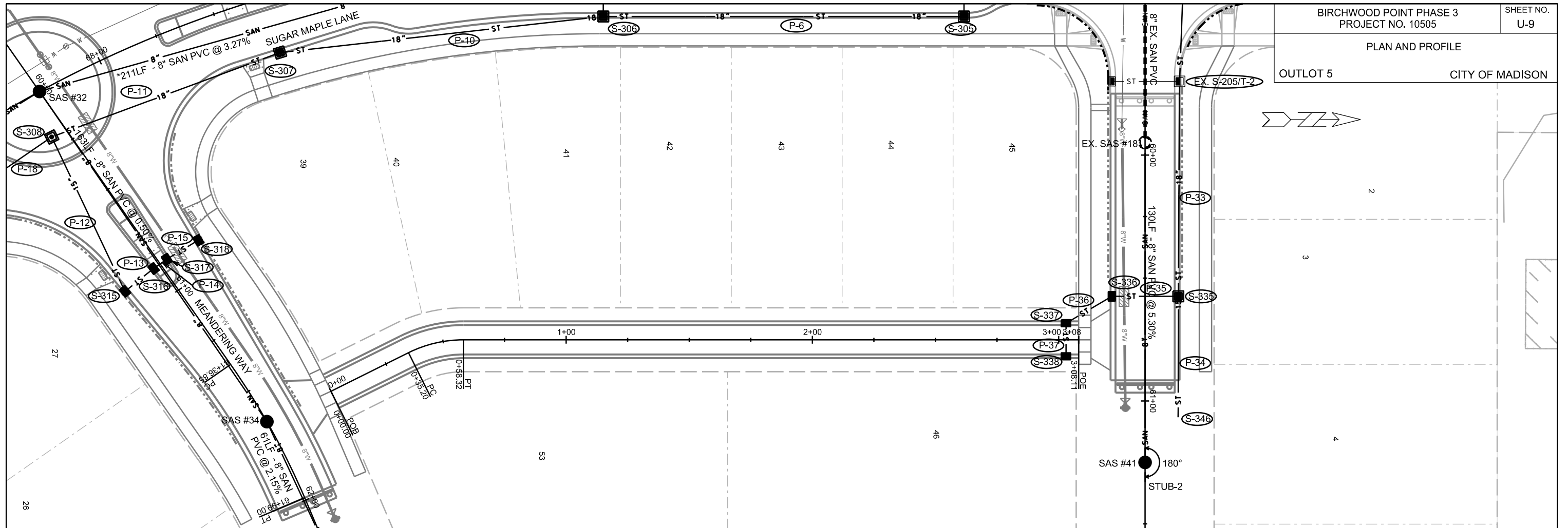
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

OUTLOT 5 CITY OF MADISON



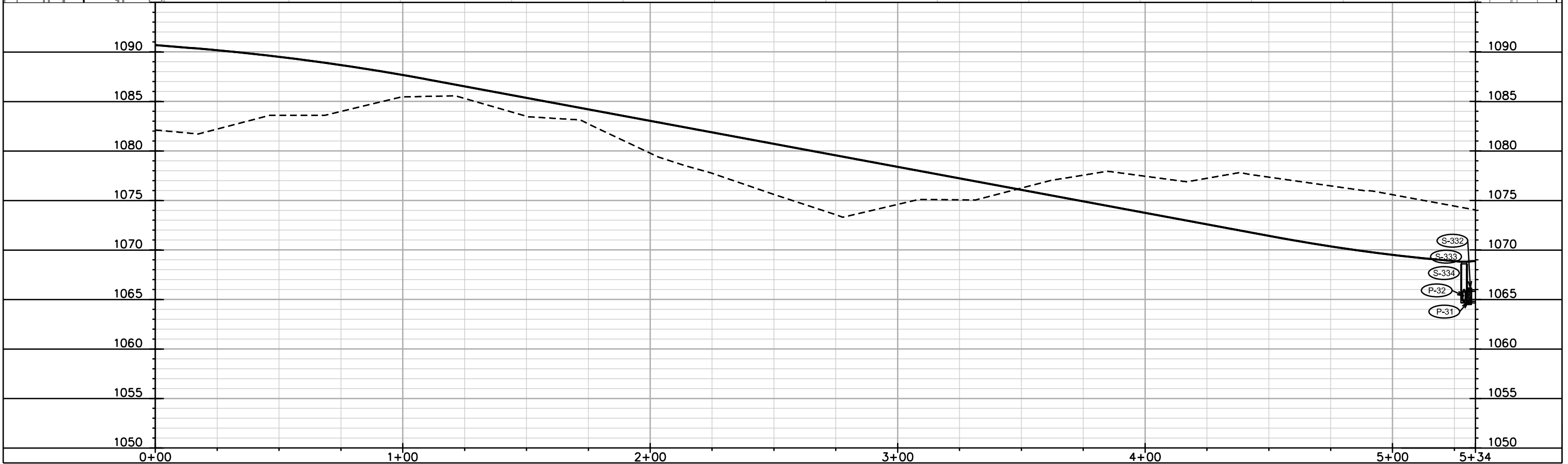
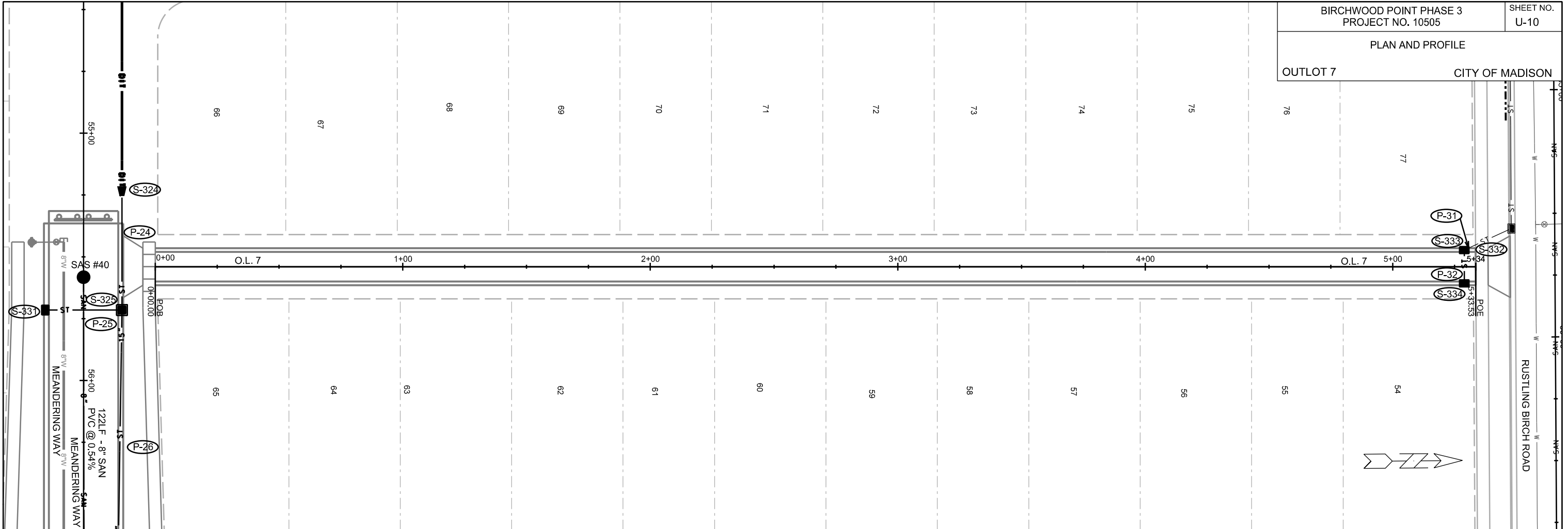
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



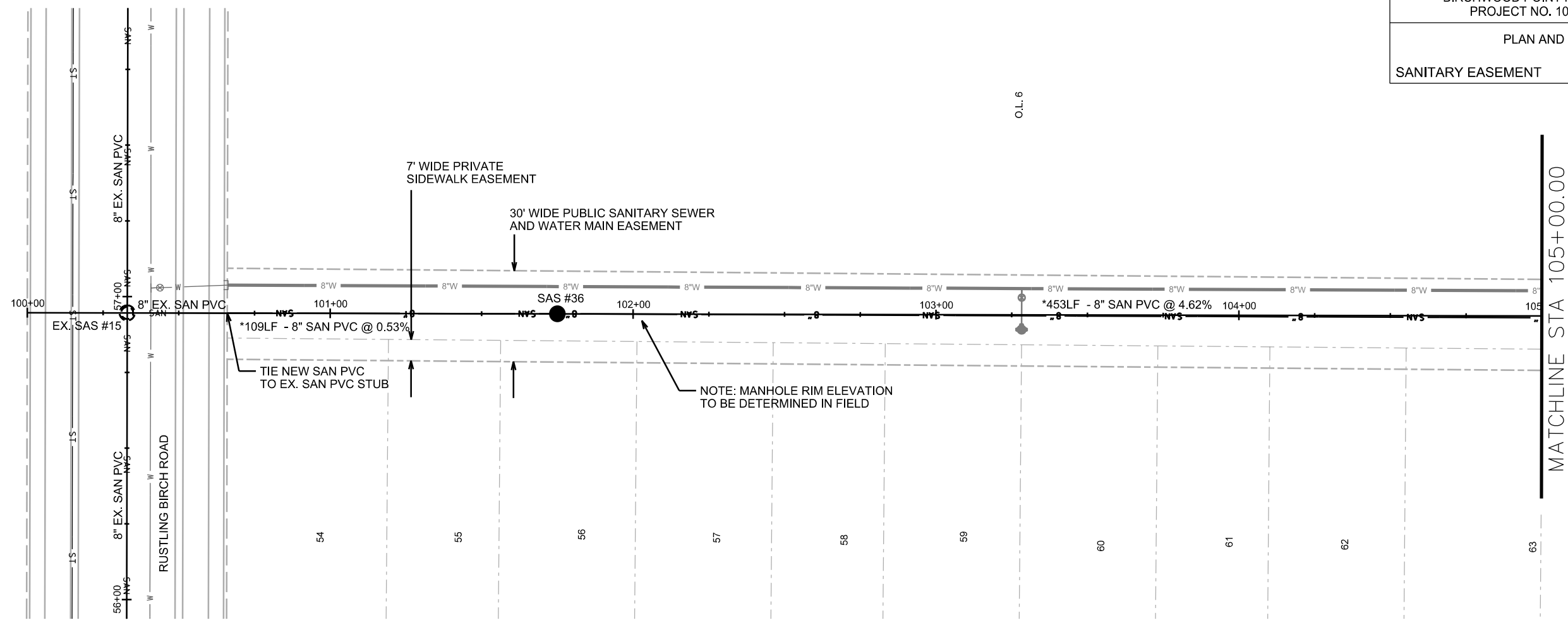
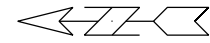


PLOT SCALE: \_\_\_\_\_

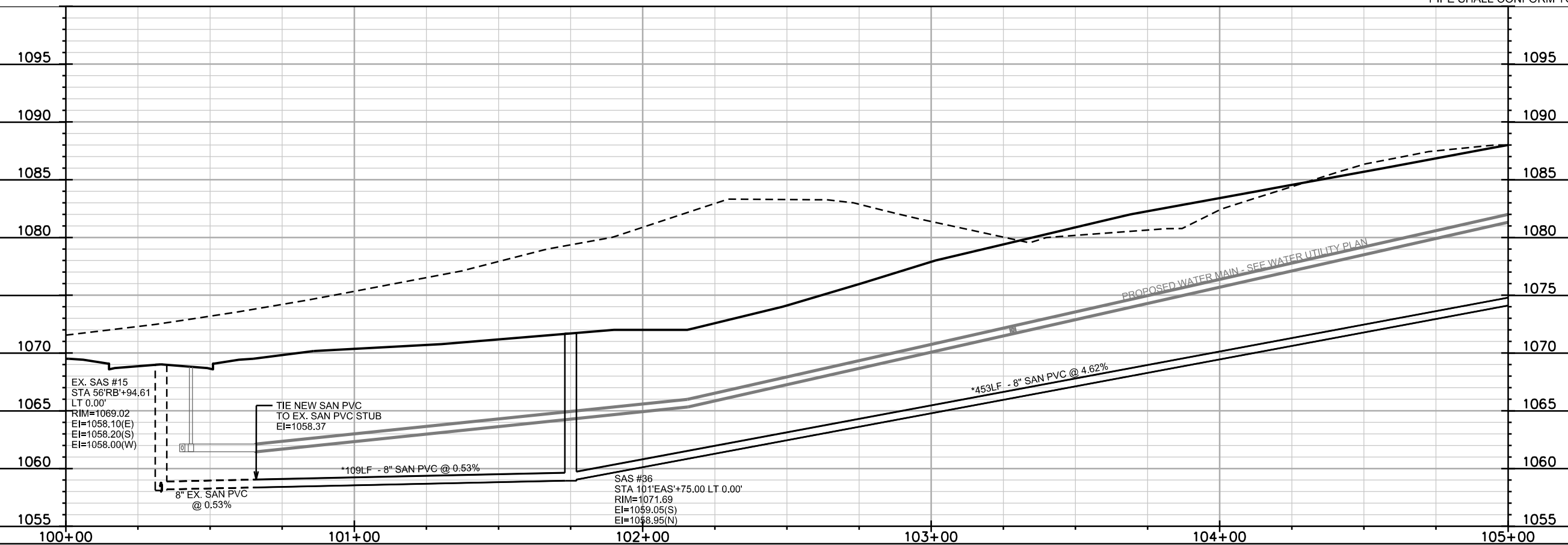
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



\*PIPE SHALL CONFORM TO ASTM D3034 SDR-26

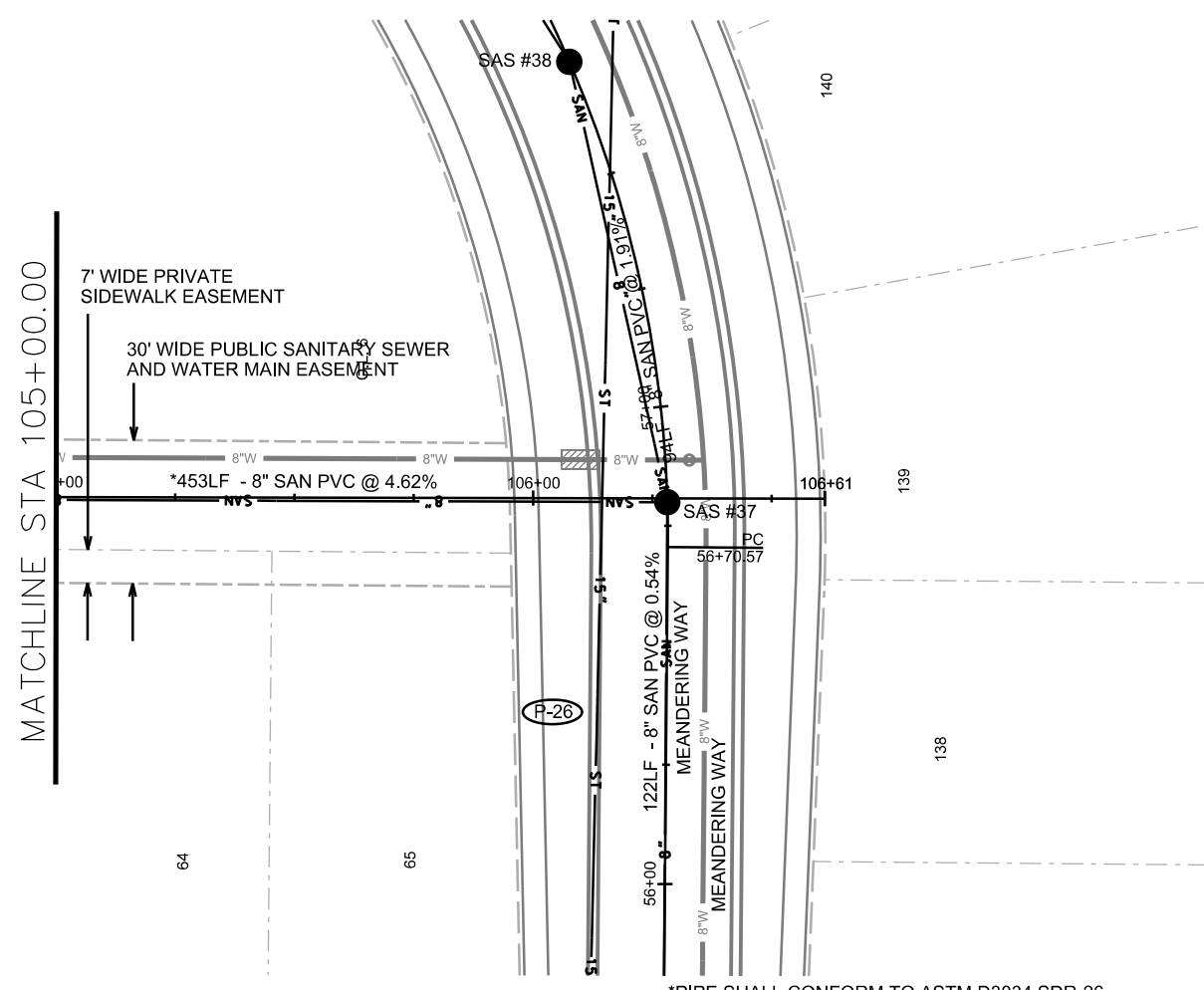
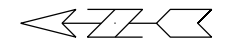


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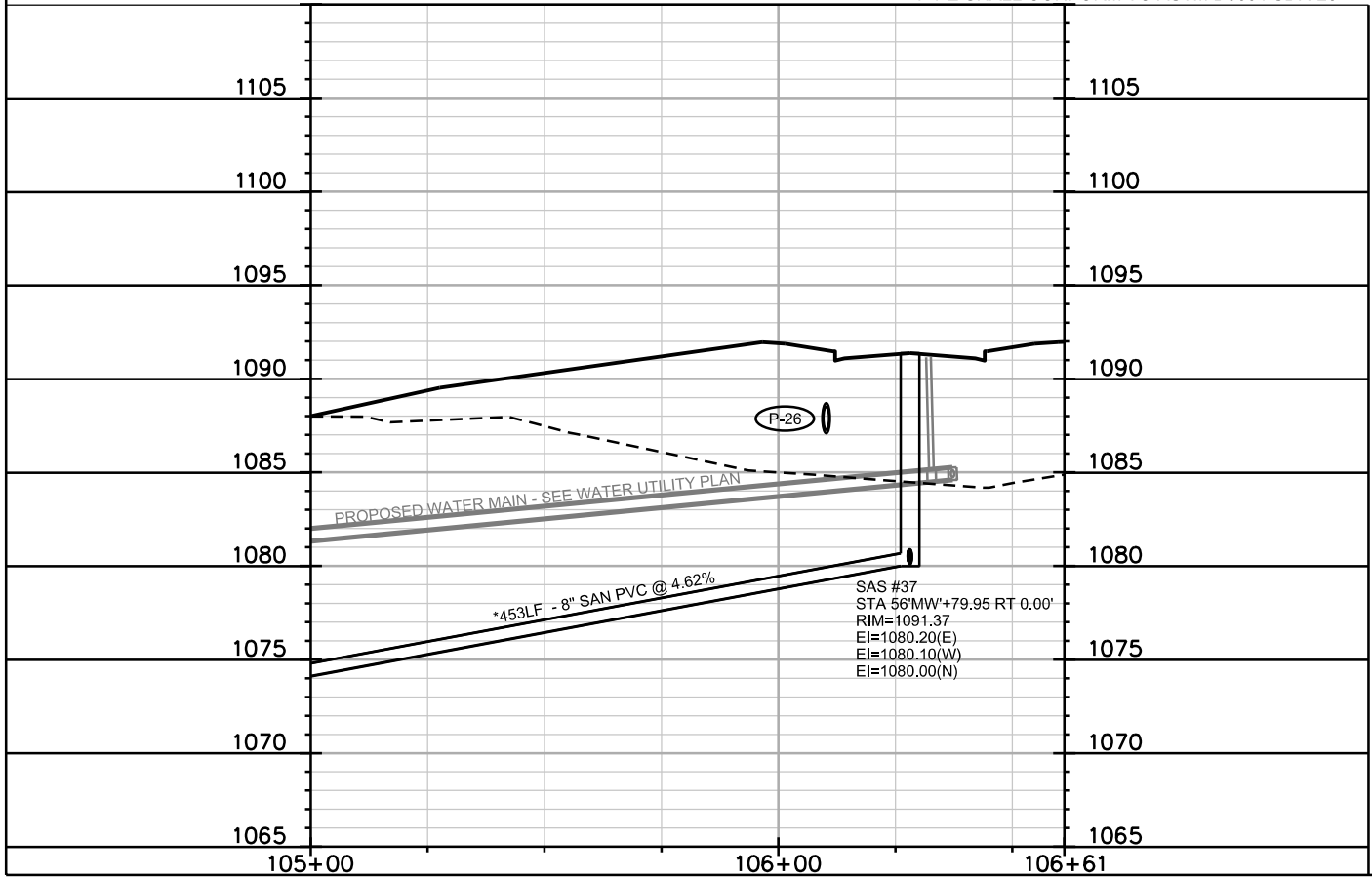
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



\*PIPE SHALL CONFORM TO ASTM D3034 SDR-26



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

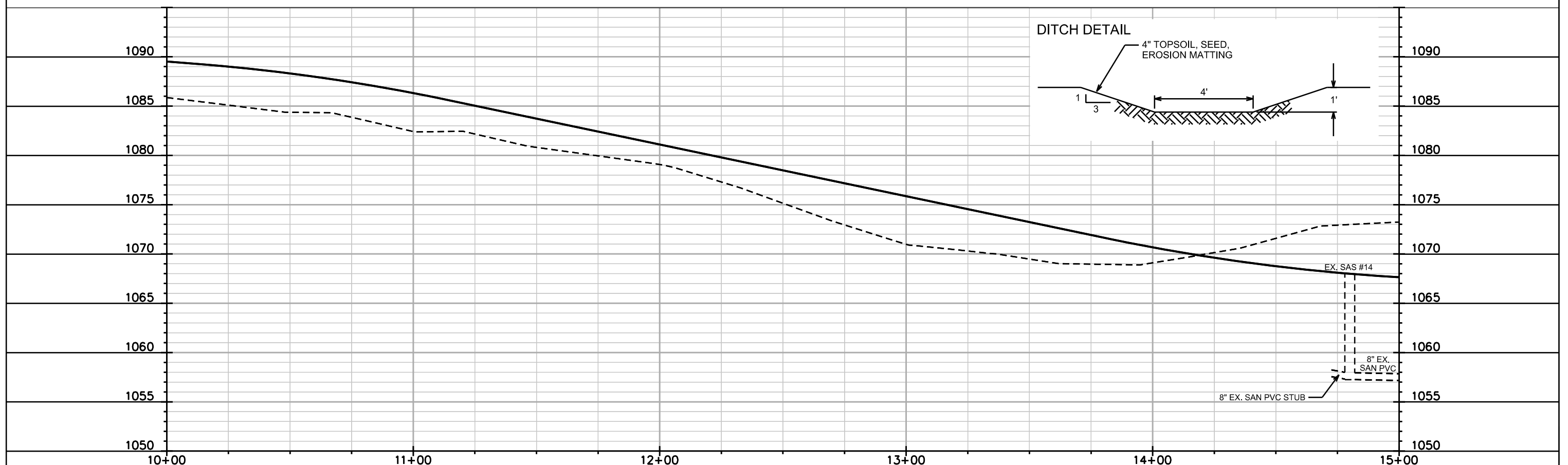
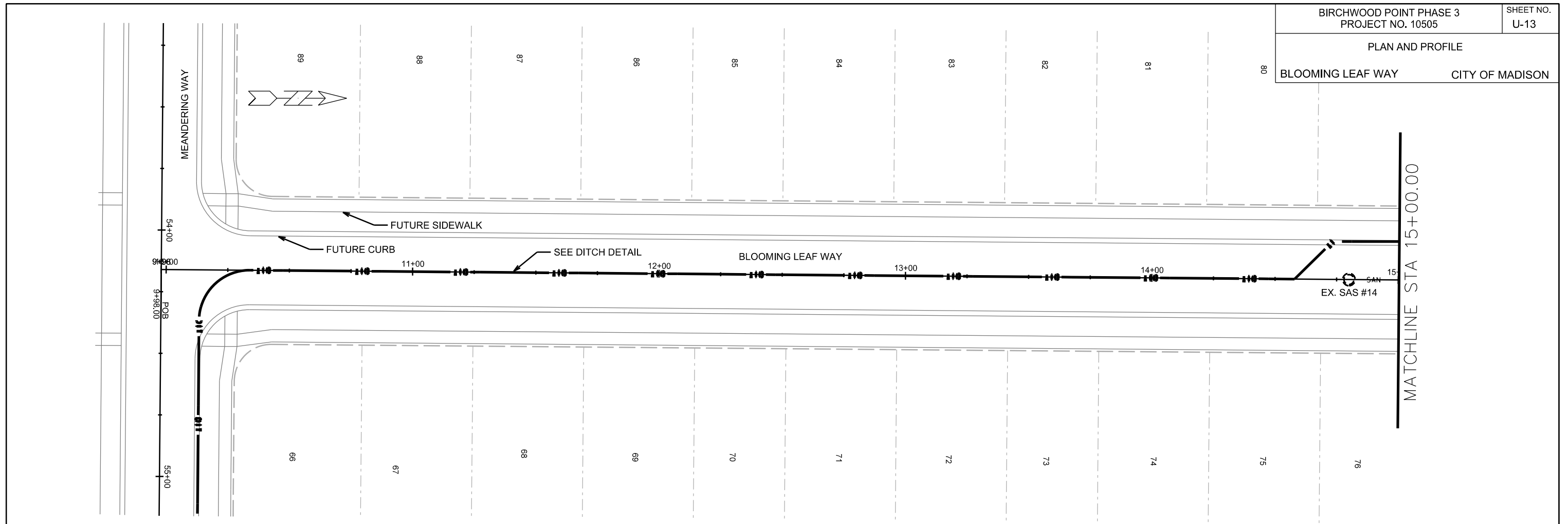
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

BLOOMING LEAF WAY CITY OF MADISON



PLOT SCALE:

PLOT NAME:

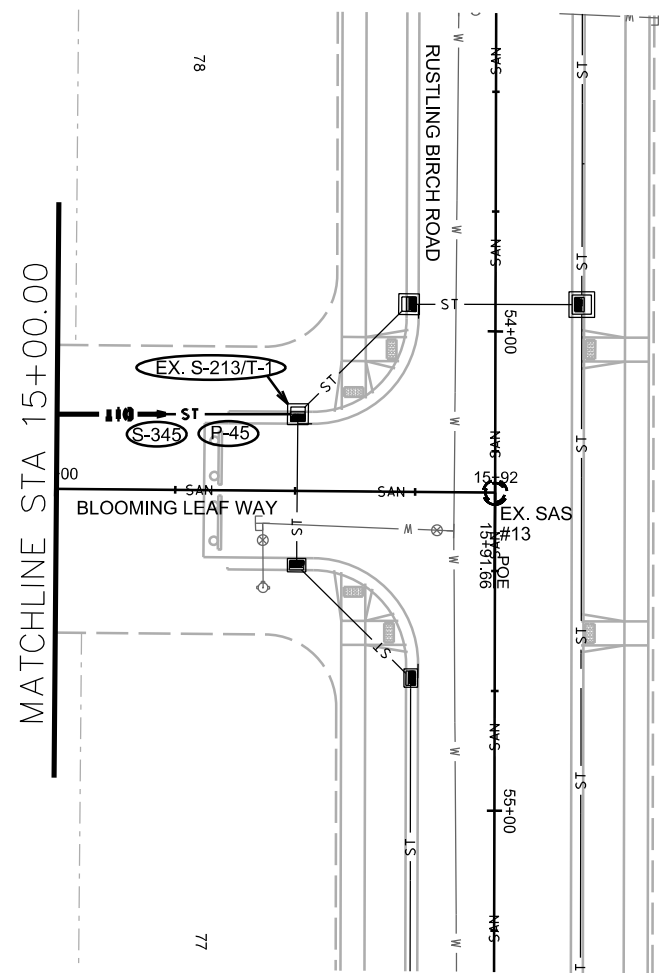
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

BLOOMING LEAF WAY

CITY OF MADISON

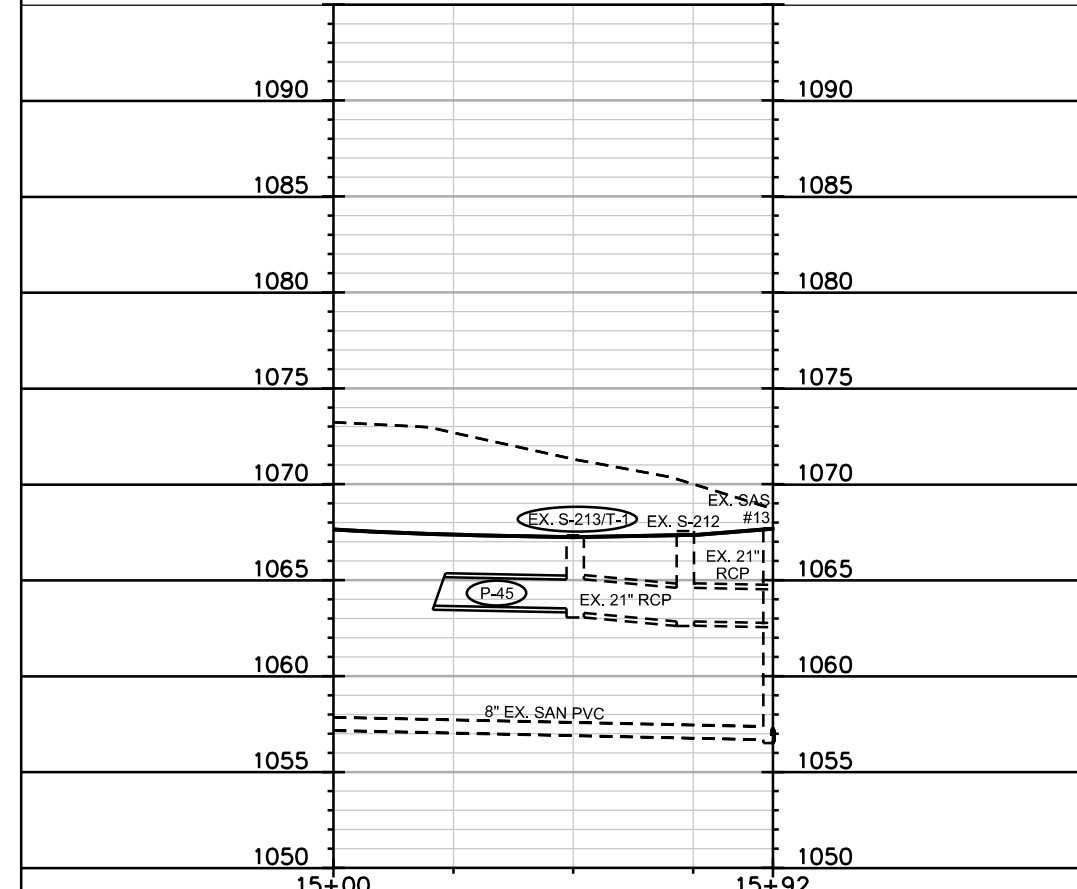


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



# SANITARY SCHEDULE

## ALIGNMENT CODES:

'MW'- MEANDERING WAY  
 'SM'- SUGAR MAPLE LN  
 'EAS'- SANITARY EASEMENT  
 'RB'- RUSTLING BIRCH DR  
 'AM'- ARBOR MIST PASS  
 'BM'- BLUE MOON DR

BIRCHWOOD POINT PHASE 3  
 PROJECT NO. 10505

SHEET NO.  
 U-15

SANITARY SEWER SCHEDULE CITY OF MADISON

### PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
SAS#31	69'SM'+85.65	LT-0.00	1087.63	1076.00	11.63	
SAS#32	67'SM'+72.55	LT-0.00	1096.02	1083.00	13.02	
SAS#33	65'SM'+10.44	RT-11.00	1098.75	1088.00	10.75	
SAS#34	61'MW'+64.44	LT-0.00	1094.50	1083.91	10.59	
SAS#35	62'MW'+25.00	LT-0.00	1096.38	1085.32	11.06	
SAS#36	101'EAS'+75.00	LT-0.00	1071.69	1058.95	12.74	
SAS#37	56'MW'+79.95	RT-0.00	1091.37	1080.00	11.37	
SAS#38	57'MW'+75.00	RT-0.00	1092.32	1082.00	10.32	
SAS#39	58'MW'+93.51	RT-0.00	1093.50	1083.00	10.50	
SAS#40	55'MW'+58.23	RT-0.00	1090.22	1080.76	9.46	
SAS#41	61'RB'+25.00	RT-0.00	1079.22	1069.00	10.22	
SAS#42	18'AM'+41.33	RT-0.00	1106.38	1096.00	10.38	
SAS#43	17'BM'+75.00	RT-0.00	1108.78	1097.00	11.78	
SAS#44	15'BM'+40.00	LT-0.00	1119.65	1109.65	10.00	
SAS#45	16'AM'+75.31	LT-3.60	1109.40	1099.00	10.40	

### PROPOSED SANITARY PIPES

FROM SAS (DWNSTRM)	TO SAS (UPSTREAM)	EI # (DWNSTRM)	EI # (UPSTRM)	LENGTH (FT)	SLOPE (%)	SIZE (DIA)	PVC TYPE	NOTES
EX. SAS #17	SAS#31	1065.10	1076.00	162	6.71%	8"	SDR-35	
SAS#31	SAS#32	1076.10	1083.00	211	3.27%	8"	SDR-26	
SAS#32	SAS#33	1083.20	1088.00	263	1.82%	8"	SDR-26	
SAS#32	SAS#34	1083.10	1083.91	163	0.50%	8"	SDR-26	
SAS#34	SAS#35	1084.01	1085.32	61	2.15%	8"	SDR-35	
EX. STUB	SAS#36	1058.37	1058.95	109	0.53%	8"	SDR-26	
SAS#36	SAS#37	1059.05	1080.00	453	4.62%	8"	SDR-26	
SAS#37	SAS#38	1080.20	1082.00	94	1.91%	8"	SDR-35	
SAS#37	SAS#40	1080.10	1080.76	122	0.54%	8"	SDR-35	
SAS#38	SAS#39	1082.10	1083.00	118	0.76%	8"	SDR-35	
EX. SAS #18	SAS#41	1062.10	1069.00	130	5.30%	8"	SDR-35	
EX. SAS #4	SAS#42	1092.20	1096.00	159	2.39%	8"	SDR-35	
SAS#42	SAS#43	1096.10	1097.00	147	0.61%	8"	SDR-35	
SAS#43	SAS#44	1097.67	1109.65	235	5.10%	8"	SDR-35	
SAS#42	SAS#45	1096.20	1099.00	167	1.68%	8"	SDR-35	
SAS#35	STUB-1	1085.42	1085.66	8	3.03%	8"	SDR-35	
SAS#41	STUB-2	1069.10	1069.55	8	5.63%	8"	SDR-35	
SAS#45	STUB-3	1099.10	1099.20	8	1.25%	8"	SDR-35	

PLOT SCALE: 1"=100'

PLOT NAME: SANITARY SCHEDULE

REV. DATE: 03/02/2015

# STORM SEWER SCHEDULE

## ALIGNMENT CODES:

'RB' - RUSTLING BIRCH ROAD  
 'SM' - SUGAR MAPLE LANE  
 'BL' - BLOOMING LEAF WAY  
 'MW' - MEANDERING WAY  
 'OL5' - OUTLOT 5  
 'OL7' - OUTLOT 7  
 'AM' - ARBOR MIST PASS  
 'BM' - BLUE MOON DRIVE

BIRCHWOOD POINT PHASE 3  
 PROJECT NO. 10505

SHEET NO.  
 U-16

STORM SEWER SCHEDULE

CITY OF MADISON

\*REVISED LES 6/15/2015  
 \*\*Revised 07/27/2016- FBEG

## PROPOSED STORM STRUCTURES

STRUC NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-300	71'SM+90.32	LT-34.13	CONCRETE COLLAR	--	1067.61		PER S.D.D. 5.4.5
S-301	71'SM+82.67	LT-27.50	3X3 SAS	1074.13	1067.65	6.48	W/R-1550-0054
S-302	71'SM+57.71	LT-27.50	3X3 SAS	1075.37	1070.67	4.70	W/R-3067-7004-V
S-303	71'SM+57.66	LT-4.00	H INLET	1075.86	1070.77	5.09	W/R-3067-7004-V; SEE S.D.D. 5.7.27
S-304	71'SM+57.66	RT-4.00	H INLET	1075.86	1070.81	5.05	W/R-3067-7004-V; SEE S.D.D. 5.7.27
S-305	71'SM+57.71	RT-27.50	3X3 SAS	1075.37	1070.91	4.46	W/R-3067-7004-V
S-306	70'SM+11.22	RT-27.50	3X3 SAS	1085.30	1080.84	4.46	W/R-3067-7004-V
S-307	68'SM+71.32	RT-23.14	3X3 SAS	1092.63	1088.17	4.46	W/R-3067-7004-V
S-308	67'SM+67.82	RT-18.59	3X3 SAS	1095.20	1089.39	5.81	W/R-1550-0054
S-309	66'SM+87.03	RT-20.39	H INLET	1094.16	1090.05	4.11	W/R-3067-7004-VB; LP; UD
S-310	66'SM+21.49	RT-23.50	H INLET	1095.41	1092.08	3.33	W/R-3067-7004-V
S-311	66'SM+04.41	LT-23.50	H INLET	1095.96	1092.63	3.33	W/R-3067-7004-V
S-312	70'SM+11.23	RT-4.00	H INLET	1085.78	1081.44	4.34	W/R-3067-7004-V; SEE S.D.D. 5.7.27
S-313	70'SM+11.23	LT-4.00	H INLET	1085.78	1081.48	4.30	W/R-3067-7004-V; SEE S.D.D. 5.7.27
S-314	70'SM+11.22	LT-27.50	H INLET	1085.30	1081.58	3.72	W/R-3067-7004-V
S-315	60'MW+87.96	RT-18.12	H INLET	1093.91	1090.18	3.73	W/R-3067-7004-VB; LP; UD
S-316	60'MW+87.00	RT-3.30	H INLET	1094.22	1090.49	3.73	W/R-3067-7004-VB; LP; SEE S.D.D. 5.7.27
S-317	60'MW+87.00	LT-3.28	H INLET	1094.22	1090.52	3.70	W/R-3067-7004-VB; LP; SEE S.D.D. 5.7.27
S-318	60'MW+87.96	LT-18.20	H INLET	1093.91	1090.58	3.33	W/R-3067-7004-VB; LP; UD
S-321	66'SM+88.00	RT-3.34	H INLET	1094.51	1090.73	3.78	W/R-3067-7004-VB; LP; SEE S.D.D. 5.7.27
S-322	66'SM+88.00	LT-3.34	H INLET	1094.51	1090.76	3.75	W/R-3067-7004-VB; LP; SEE S.D.D. 5.7.27
S-323	66'SM+87.03	LT-20.45	H INLET	1094.16	1090.83	3.33	W/R-3067-7004-VB; LP; UD
S-324	55'MW+21.50	LT-15.50	18-IN RCP AE W/ GATE	--	1085.69		PER S.D.D. 5.4.1 AND S.D.D. 5.6.1
S-325	55'MW+71.52	LT-15.50	3X3 SAS	1090.39	1085.93	4.46	W/R-3067-7004-V
S-326	57'MW+67.52	RT-16.10	H INLET	1092.33	1088.00	4.33	W/R-3067-7004-V
S-327	59'MW+16.02	RT-16.61	H INLET	1093.85	1089.96	3.89	W/R-3067-7004-V
S-328	59'MW+17.00	RT-3.28	H INLET	1094.00	1090.27	3.73	W/R-3067-7004-VB; LP; SEE S.D.D. 5.7.27
S-329	59'MW+17.00	LT-3.40	H INLET	1094.00	1090.29	3.71	W/R-3067-7004-VB; LP; SEE S.D.D. 5.7.27
S-330	59'MW+16.08	LT-18.64	H INLET	1093.76	1090.36	3.40	W/R-3067-7004-V
S-331	55'MW+71.52	RT-15.50	H INLET	1090.39	1086.57	3.82	W/R-3067-7004-V
S-332	55'RB+63.73	RT-34.56	CONCRETE COLLAR	--	1064.82		PER S.D.D. 5.4.5
S-333	5'OL7+28.92	LT-6.75	H INLET FLAT	1068.67	1064.82	3.85	PER S.D.D. 5.7.33; W/R-3362-L
S-334	5'OL7+28.92	RT-6.75	H INLET FLAT	1068.91	1064.88	4.03	PER S.D.D. 5.7.33; W/R-3362-L
S-335	60'RB+26.11	LT-13.50	3X3 SAS	1073.65	1069.19	4.46	W/R-3067-7004-V
S-336	60'RB+57.44	RT-13.50	H INLET	1074.96	1071.23	3.73	W/R-3067-7004-V
S-337	3'OL5+03.00	LT-6.75	H INLET FLAT	1076.11	1072.00	4.11	PER S.D.D. 5.7.33; W/R-3362-L
S-338	3'OL5+03.00	RT-6.75	H INLET FLAT	1076.35	1072.27	4.08	PER S.D.D. 5.7.33; W/R-3362-L
S-339A	21'AM+10.97	RT-18.00	45° ELBOW	--	4097.27		INSTALL ELECTRONIC MARKER BALL
S-339B	20'AM+04.57	RT-18.00	45° ELBOW	--	4097.80		INSTALL ELECTRONIC MARKER BALL
S-339	20'AM+00.11	RT-13.50	H INLET	1103.57	1097.83	5.74	W/R-3067-7004-V
S-340	18'AM+76.83	RT-13.50	H INLET	1105.86	1102.13	3.73	W/R-3067-7004-V
S-341	18'BM+86.00	RT-13.50	H INLET	1106.16	1102.40	3.76	W/R-3067-7004-V
S-342	18'BM+86.00	LT-13.50	H INLET	1106.16	1102.83	3.33	W/R-3067-7004-VB; LP; UD
S-343	18'AM+06.16	RT-13.50	H INLET	1107.17	1103.40	3.77	W/R-3067-7004-V
S-344	18'AM+06.32	LT-13.50	H INLET	1107.17	1103.84	3.33	W/R-3067-7004-V
S-345	15'BL+21.00	LT-15.74	18-IN RCP AE W/ GATE	--	1063.67		PER S.D.D. 5.4.1 AND S.D.D. 5.6.1
S-346	61'RB+06.60	LT-13.42	STUB W/ CAP	--	1074.23		INSTALL ELECTRONIC MARKER BALL
S-347	17'AM+00.69	RT-13.50	H INLET	1109.14	1104.45	4.69	W/R-3067-7004-V
S-348	16'AM+99.50	RT-46.99	3X3 SAS	1107.35	1104.80	2.55	W/R-1550; OPEN GRATE; PRIVATE
S-349	71'SM+86.61	LT-78.49	END	--	1067.87	--	W/ PLACE MARKER BALL

## STORM STRUCTURE TAP

STRUC NO.	ID NO.	STATION	LOCATION (OFFSET)	E.I.	TYPE
T-1	EX. S-213	15'BL+50.43	LT-16.00	1063.53	ACCESS STRUCTURE
T-2	EX. S-205	59'RB+70.00	LT-14.00	1066.32	ACCESS STRUCTURE
T-3	EX. S-4	21'AM+15.00	RT-14.00	1097.25	ACCESS STRUCTURE
T-4	EX. S-217	72'SM+13.22	LT-54.00	1067.71	ACCESS STRUCTURE

## PROPOSED STORM PIPES

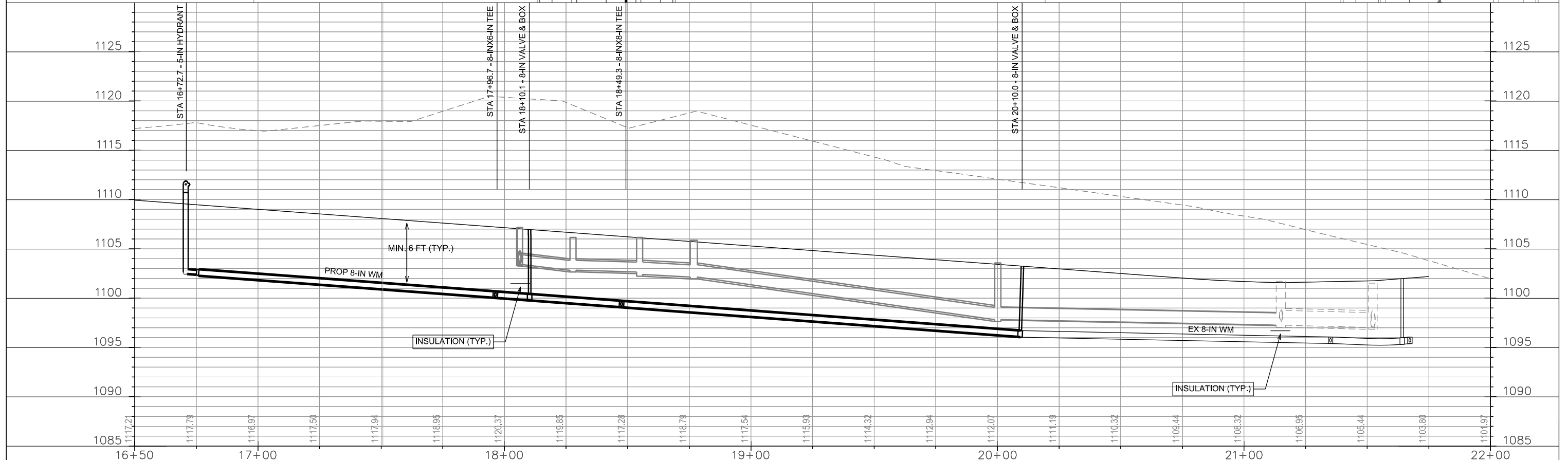
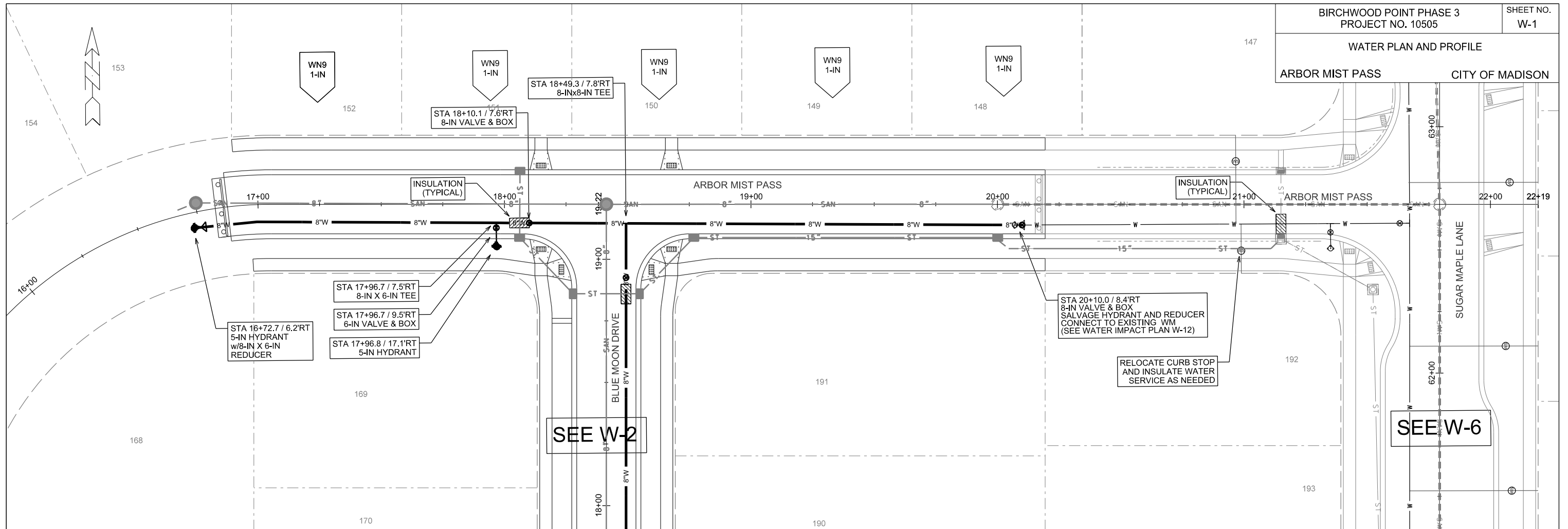
PIPE NO.	FROM SAS (DWNSTRM)	TO SAS (UPSTREAM)	EI # (DWNSTRM)	EI # (UPSTRM)	PIPE LENGTH (FT)	PLAN LENGTH (FT)	SLOPE (%)	SIZE (DIA)	TYPE	NOTES
P-1	S-300	S-301	1067.61	1067.65	8	10	0.50%	18"	RCP	
P-2	S-301	S-302	1070.50	1070.66	22	25	0.73%	18"	RCP	
P-3	S-302	S-303	1070.66	1070.77	21	24	0.52%	18"	RCP	
P-4	S-303	S-304	1070.77	1070.80	6	8	0.50%	18"	RCP	
P-5	S-304	S-305	1070.80	1070.91	21	24	0.52%	18"	RCP	
P-6	S-305	S-306	1070.91	1080.83	143	146	6.91%	18"	RCP	
P-7	S-306	S-312	1081.33	1081.44	21	24	0.52%	12"	RCP	
P-8	S-312	S-313	1081.44	1081.47	6	8	0.50%	12"	RCP	
P-9	S-313	S-314	1081.47	1081.58	22	24	0.52%	12"	RCP	
P-10	S-306	S-307	1080.83	1088.17	129	132	5.69%	18"	RCP	
P-11	S-307	S-308	1088.17	1089.39	96	99	1.27%	18"	RCP	
P-12	S-308	S-315	1089.64	1090.16	66	70	0.78%	15"	RCP	
P-13	S-315	S-316	1090.41	1090.48	13	15	0.54%	12"	RCP	
P-14	S-316	S-317	1090.48	1090.51	5	7	0.65%	12"	RCP	
P-15	S-317	S-318	1090.51	1090.58	13	15	0.54%	12"	RCP	
P-18	S-308	S-309	1089.64	1090.05	76	79	0.54%	15"	RCP	
P-19	S-309	S-321	1090.30	1090.72	15	17	2.79%	12"	RCP	
P-20	S-321	S-322	1090.72	1090.75	5	7	0.64%	12"	RCP	
P-21	S-322	S-323	1090.75	1090.83	15	17	0.53%	12"	RCP	
P-22	S-309	S-310	1090.30	1092.08	64	67	2.77%	12"	RCP	
P-23	S-310	S-311	1092.08	1092.63	48	50	1.15%	12"	RCP	
P-24	S-324	S-325	1085.69	1085.93	49	50	0.50%	18"	RCP	
P-25	S-325	S-331	1086.43	1086.57	29	31	0.50%	12"	RCP	
P-26	S-325	S-326	1086.18	1088.00	197	200	0.92%	15"	RCP	
P-27	S-326	S-327	1088.00	1089.96	149	152	1.32%	15"	RCP	
P-28	S-327	S-328	1090.21	1090.27	11	13	0.50%	12"	RCP	
P-29	S-328	S-329	1090.27	1090.29	5	7	0.50%	12"	RCP	
P-30	S-329	S-330	1090.29	1090.36	13	15	0.50%	12"	RCP	
P-31	S-332	S-333	1064.82	1064.82	1	2	0.50%	12"	RCP	
P-32	S-333	S-334	1064.82	1064.88	12	14	0.50%	12"	RCP	
P-33	T-2	S-335	1066.32	1069.19	53	56	5.40%	18"	RCP	
P-34	S-335	S-346	1069.44	1074.23	79	81	6.06%	15"	RCP	
P-35	S-335	S-336	1069.44	1071.23	38	41	4.73%	15"	RCP	
P-36	S-336	S-337	1071.47	1072.00	19	22	2.84%	12"	RCP	
P-37	S-337	S-338	1072.00	1072.27	12	14	2.35%	12"	RCP	
P-38	T-3	S-339	1097.25	1097.83	112	113	0.52%	15"	RCP	
P-38A	S-339	S-339B	4097.27	4097.80	406	406	0.50%	45"	PVC	
P-39	S-339B	S-339	4097.80	4097.83	4	6	0.75%	45"	PVC	
P-40	S-339	S-340	1097.83	1102.13	120	122	3.57%	15"	RCP	
P-41	S-340	S-341	1102.13	1102.40	29	32	0.93%	15"	RCP	
P-42	S-341	S-342	1102.65	1102.83	25	27	0.72%	12"	RCP	
P-43	S-342	S-343	1102.83	1103.40	29	31	1.99%	12"	RCP	
P-44	S-343	S-344	1103.40	1103.84	25	27	1.76%	12"	RCP	
P-45	T-1	S-345	1063.53	1063.67	28	29	0.50%	18"	RCP	
P-46	S-343	S-347	1103.40	1104.45	102	105	1.03%	12"	RCP	
P-47	S-347	S-348	1104.45	1104.80	31	34	1.13%	12"	RCP	PRIVATE
P-48	T-4	S-349	1067.71	1067.87	32	34	0.50%	12"	PVC	

## 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

WATER PLAN AND PROFILE

ARBOR MIST PASS CITY OF MADISON



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PLOT NAME:

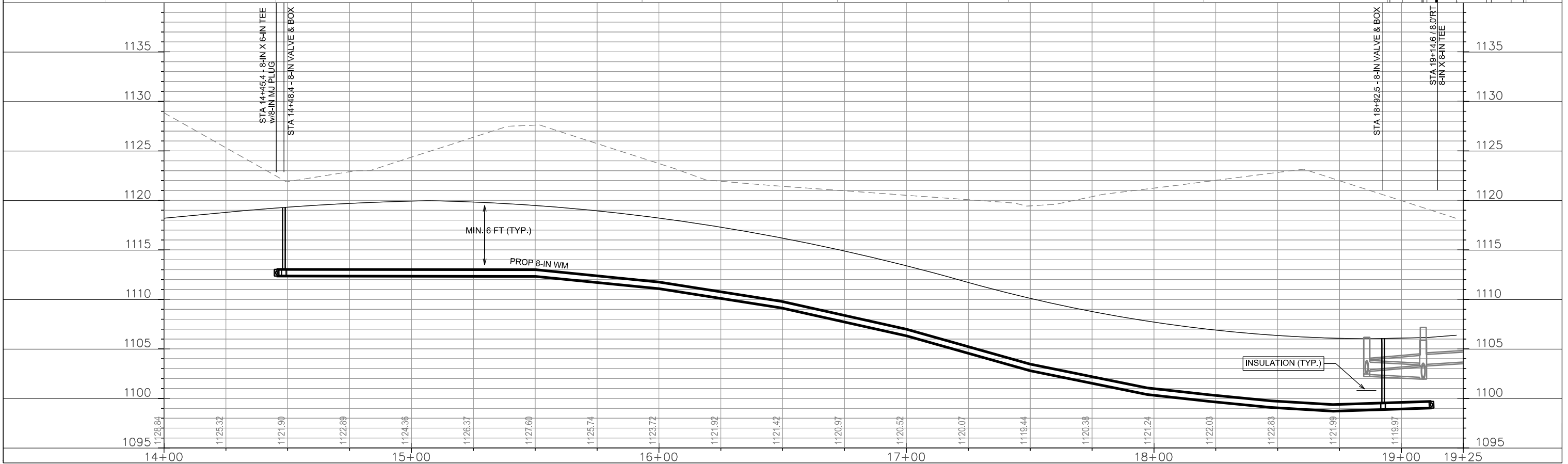
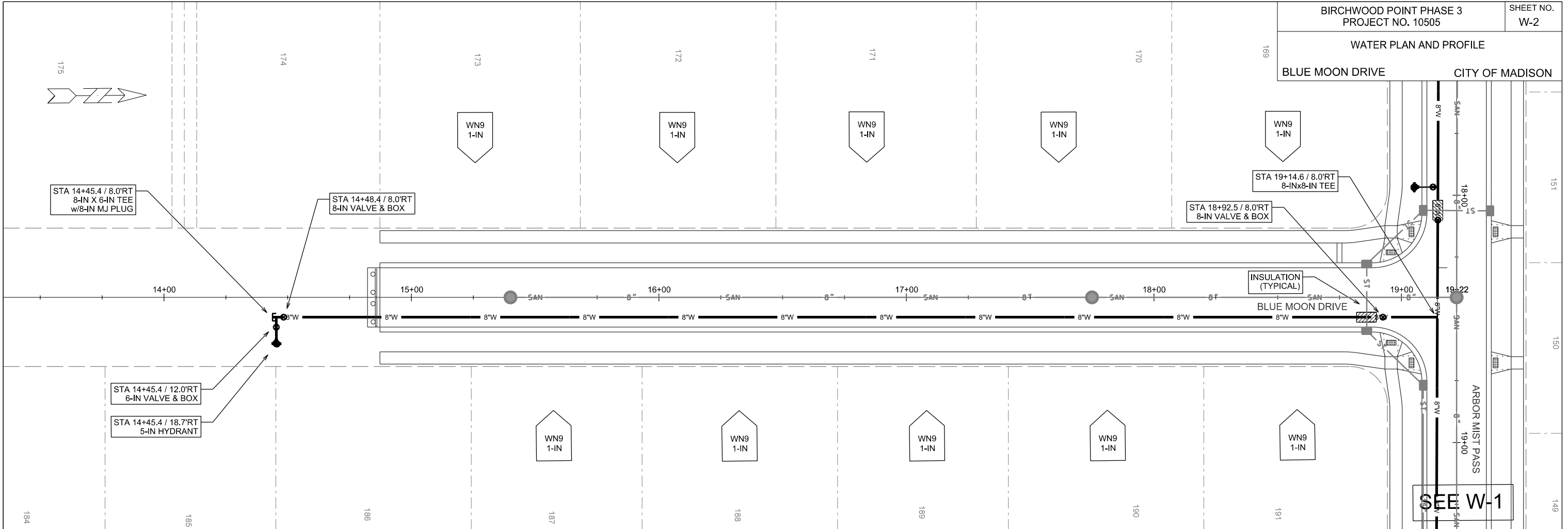
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



WATER PLAN AND PROFILE

BLUE MOON DRIVE CITY OF MADISON



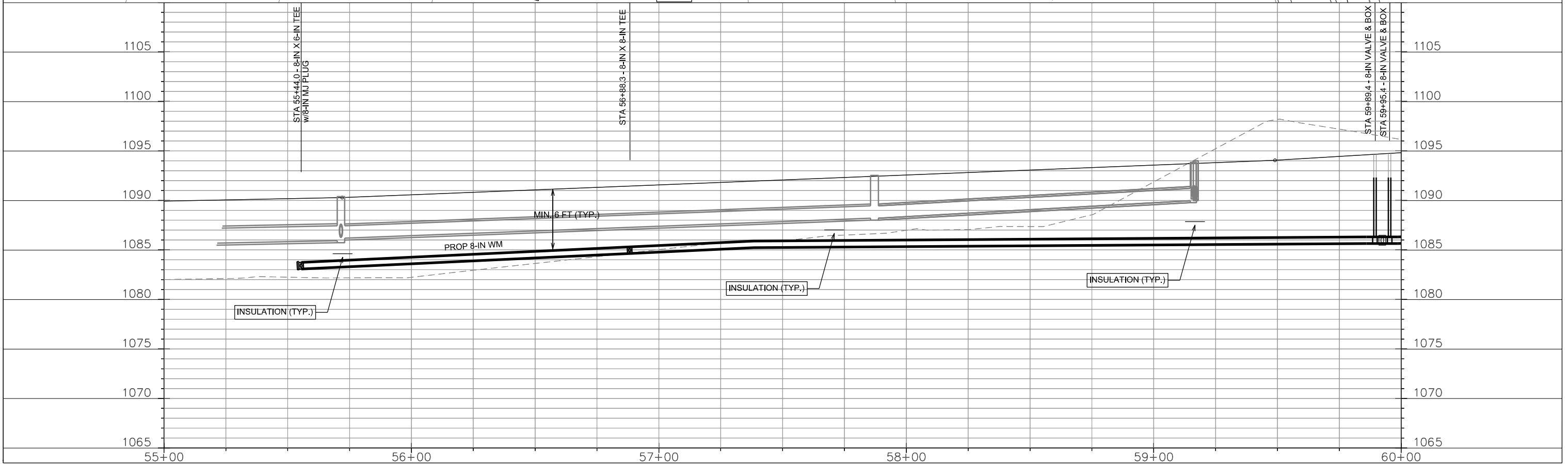
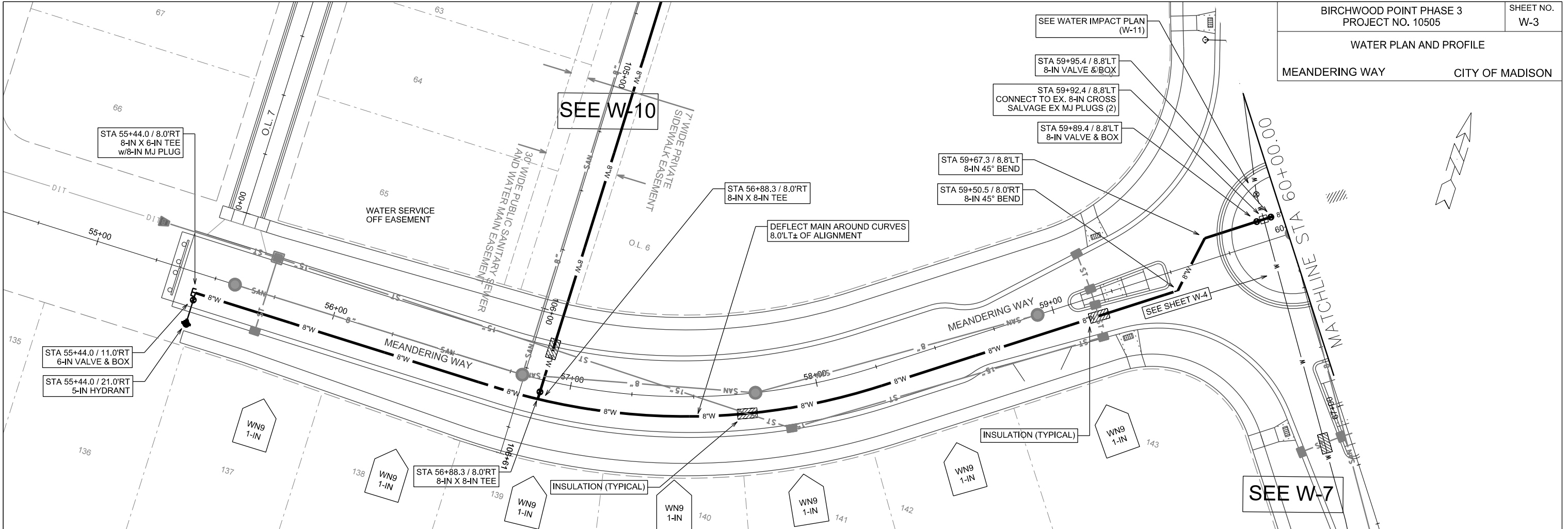
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

SEE W-1

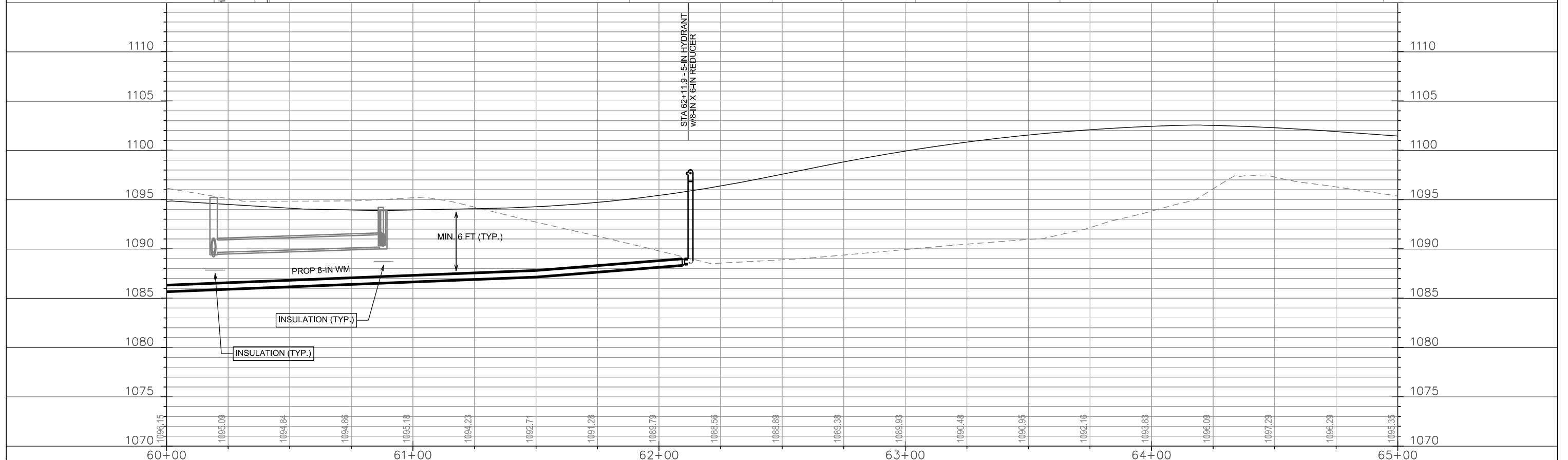
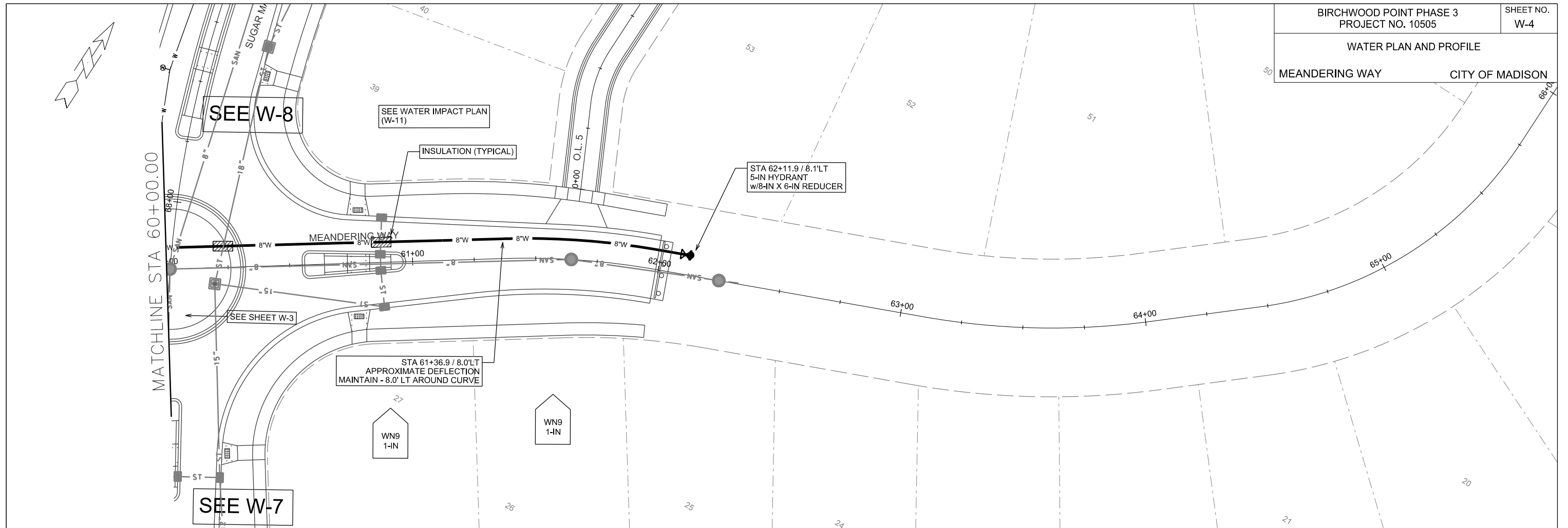


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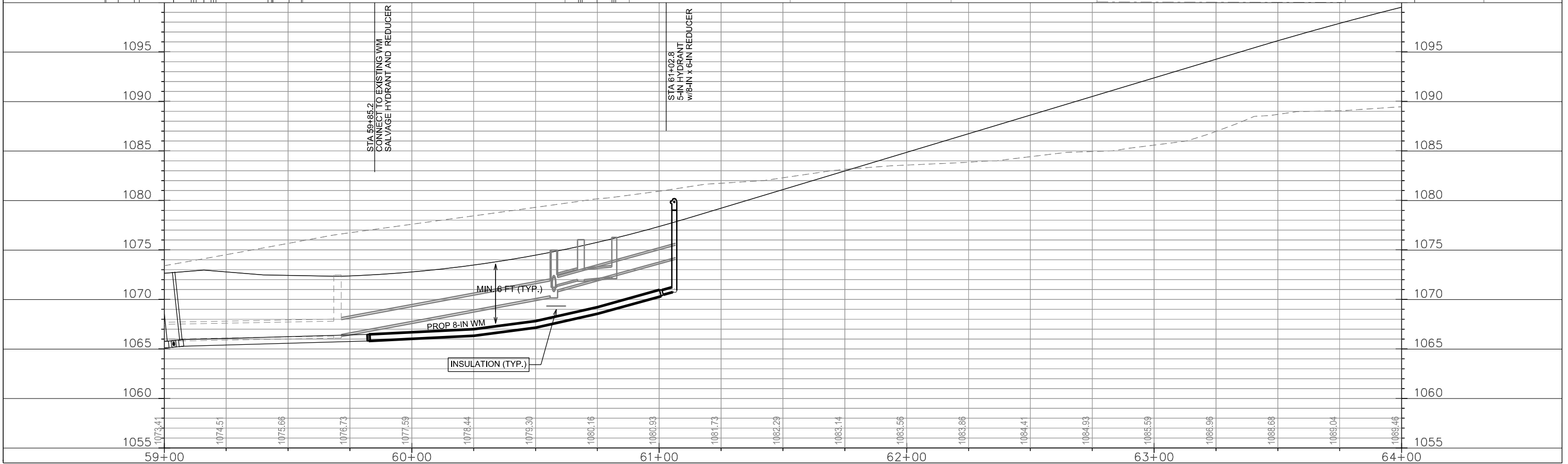
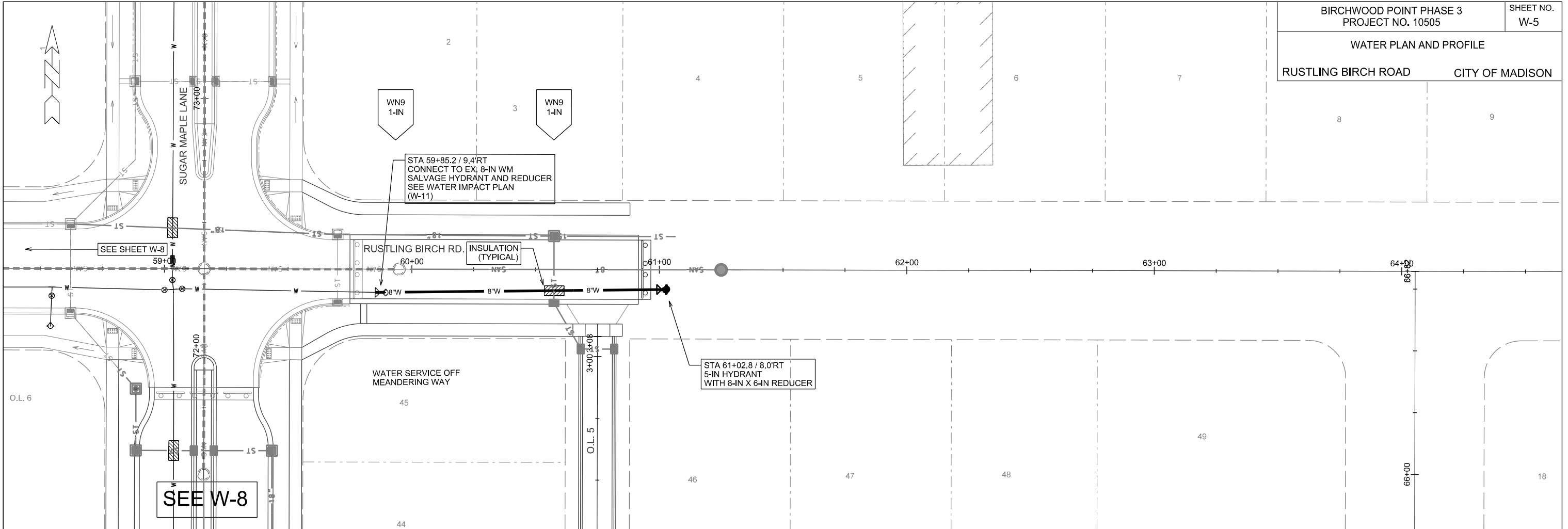


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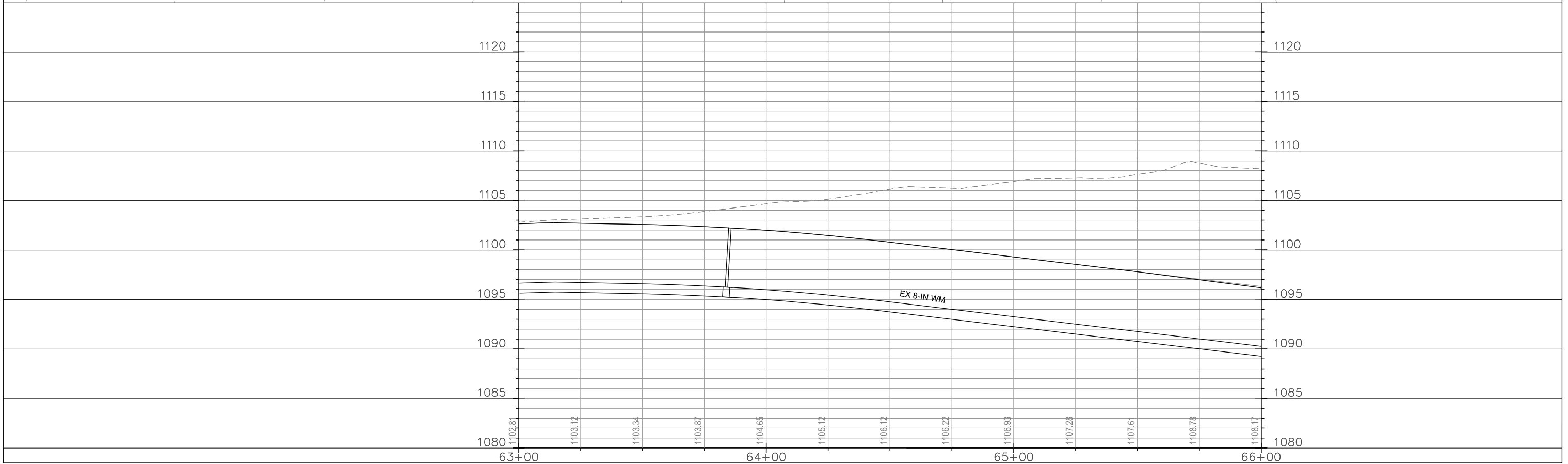
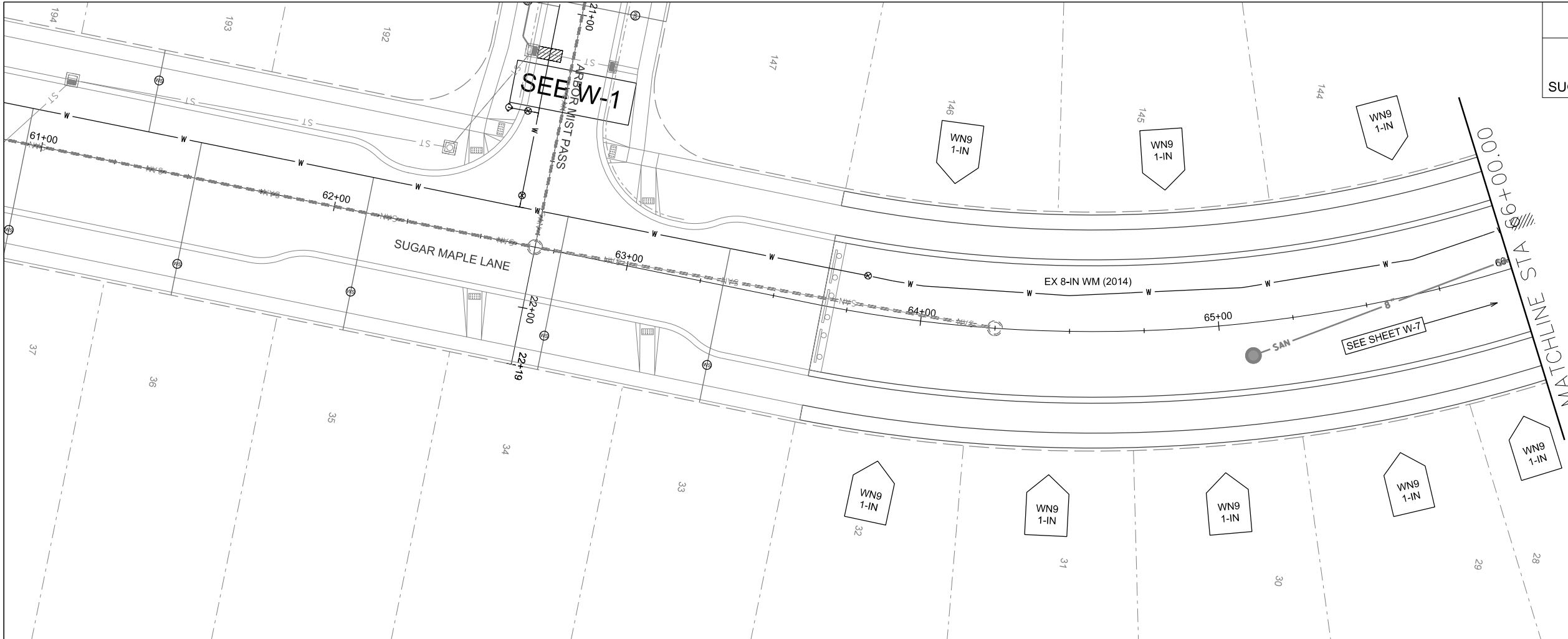
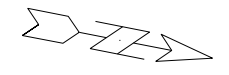


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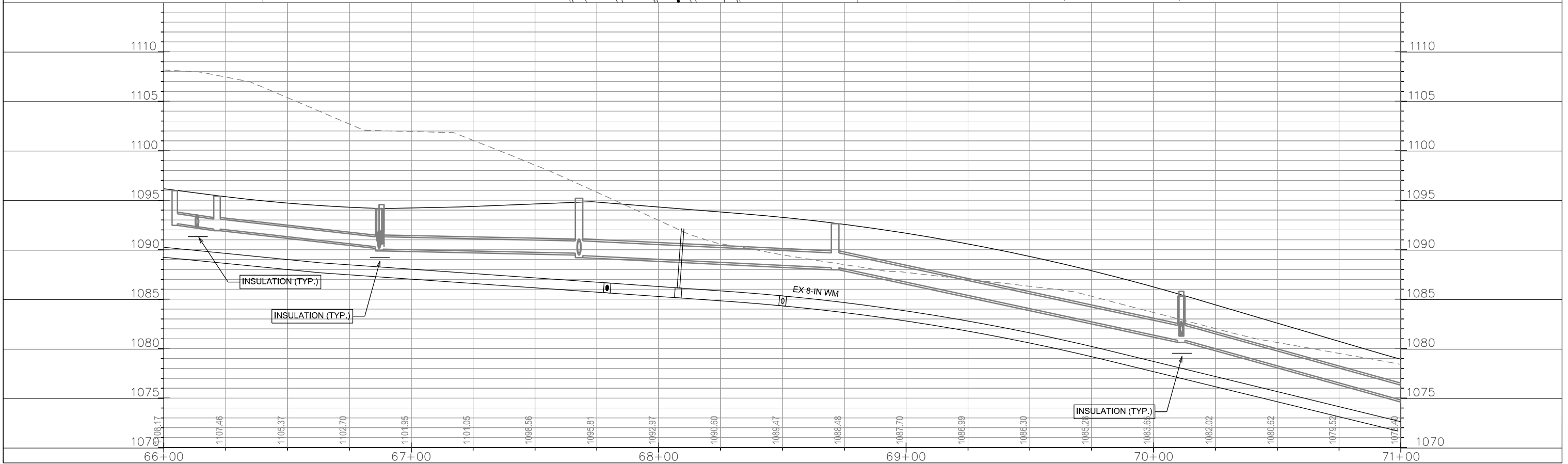
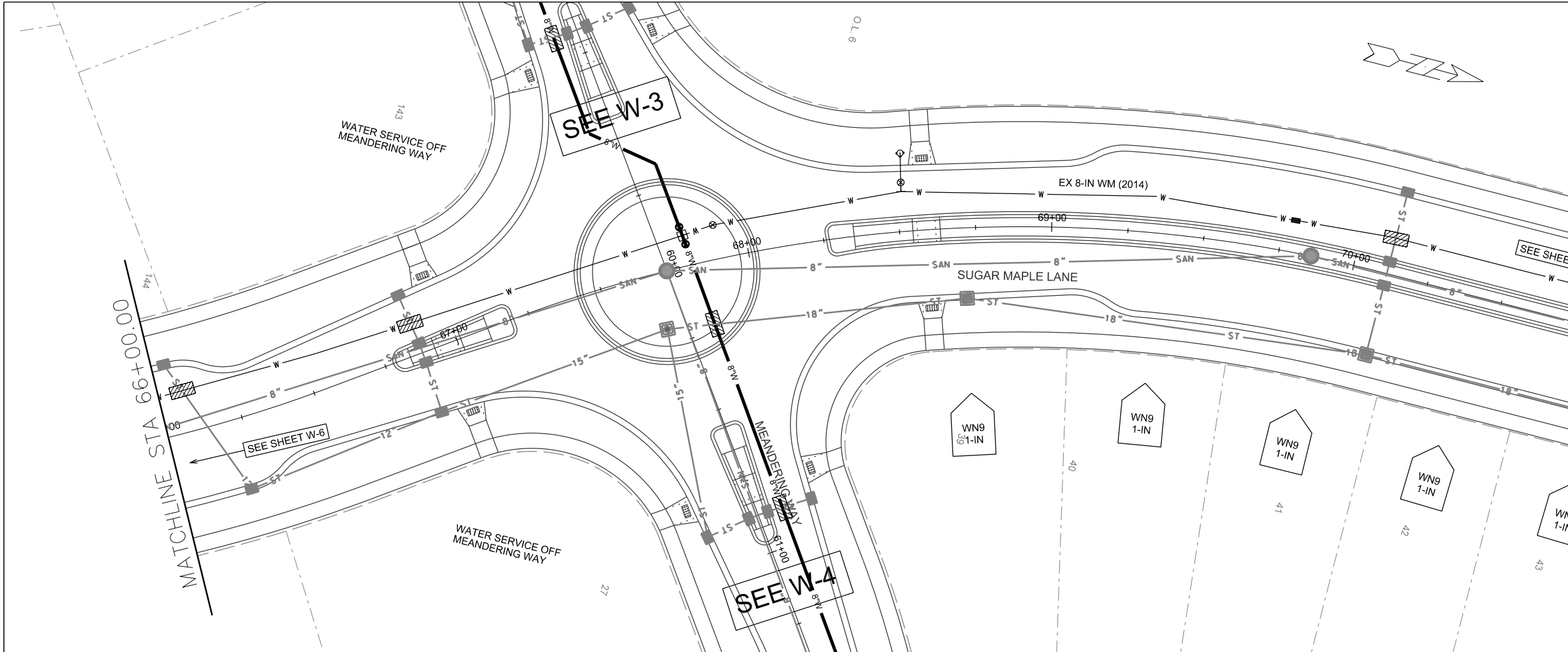


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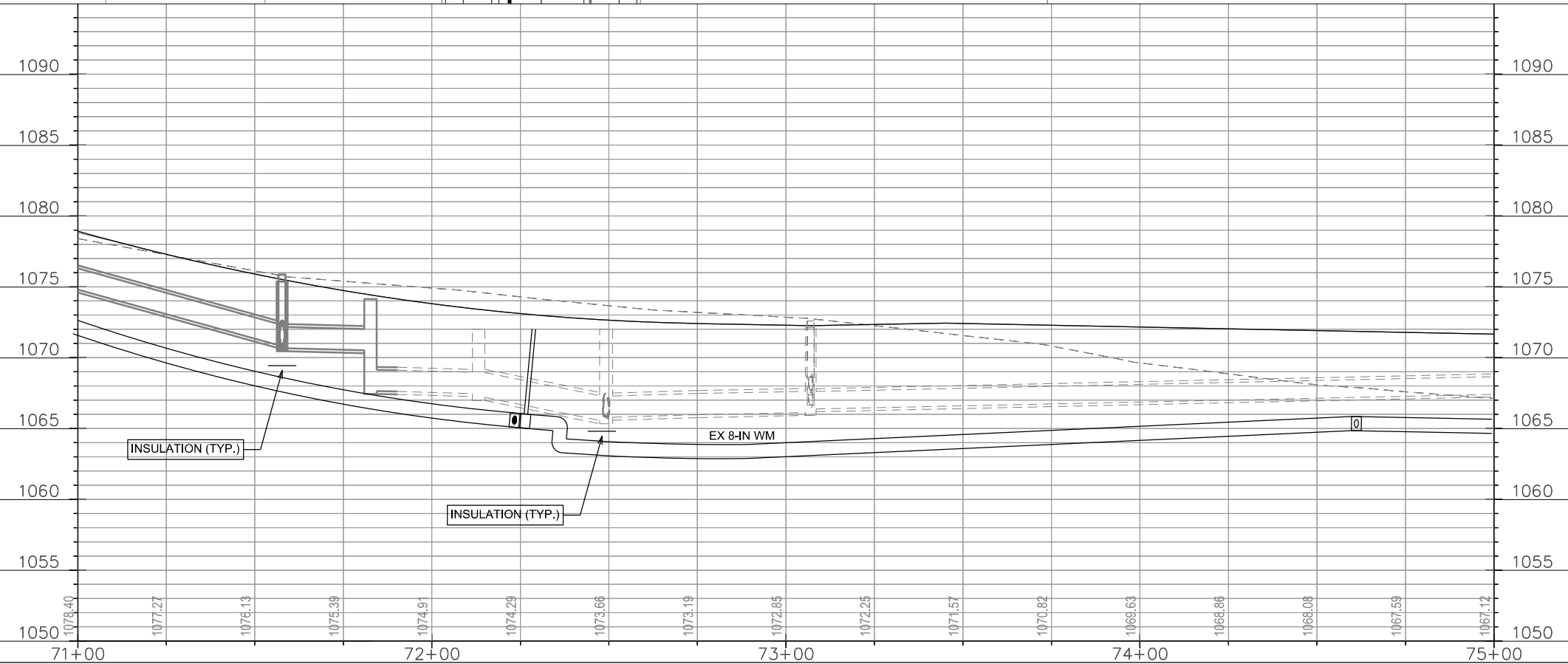
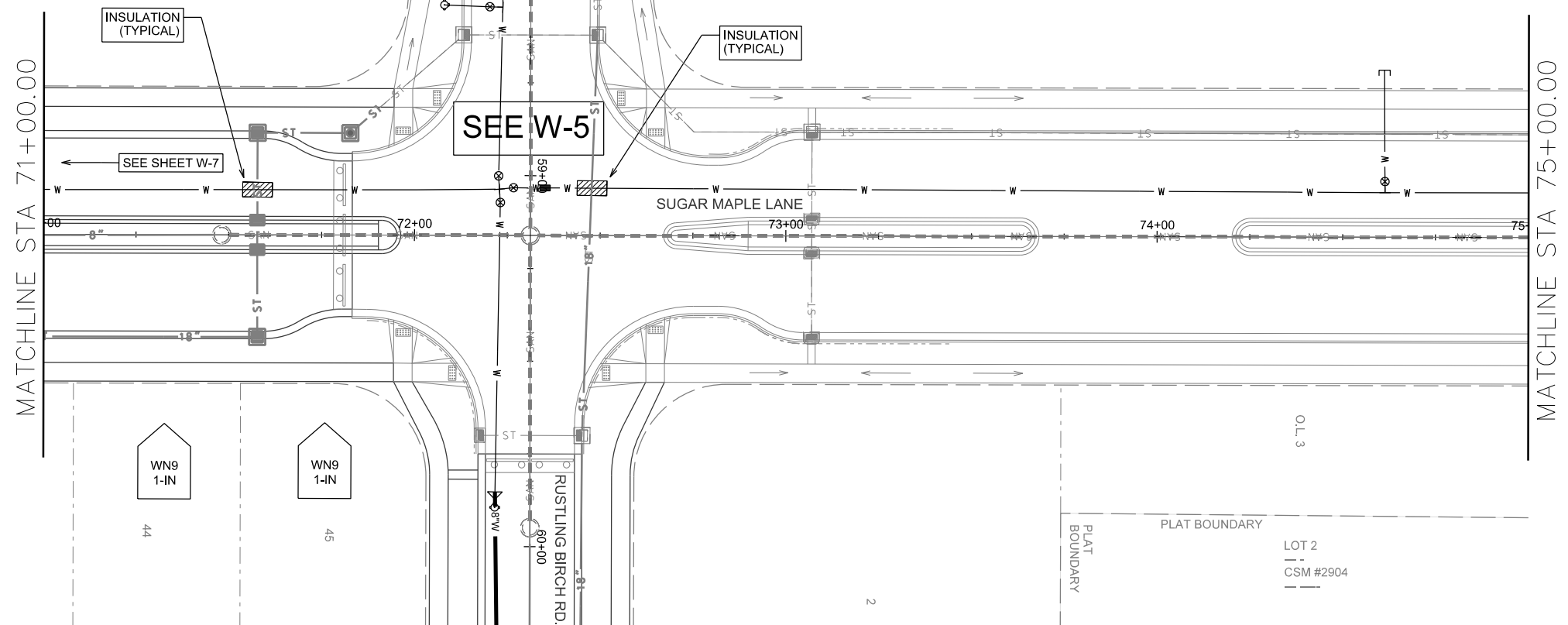
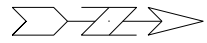


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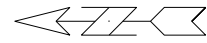


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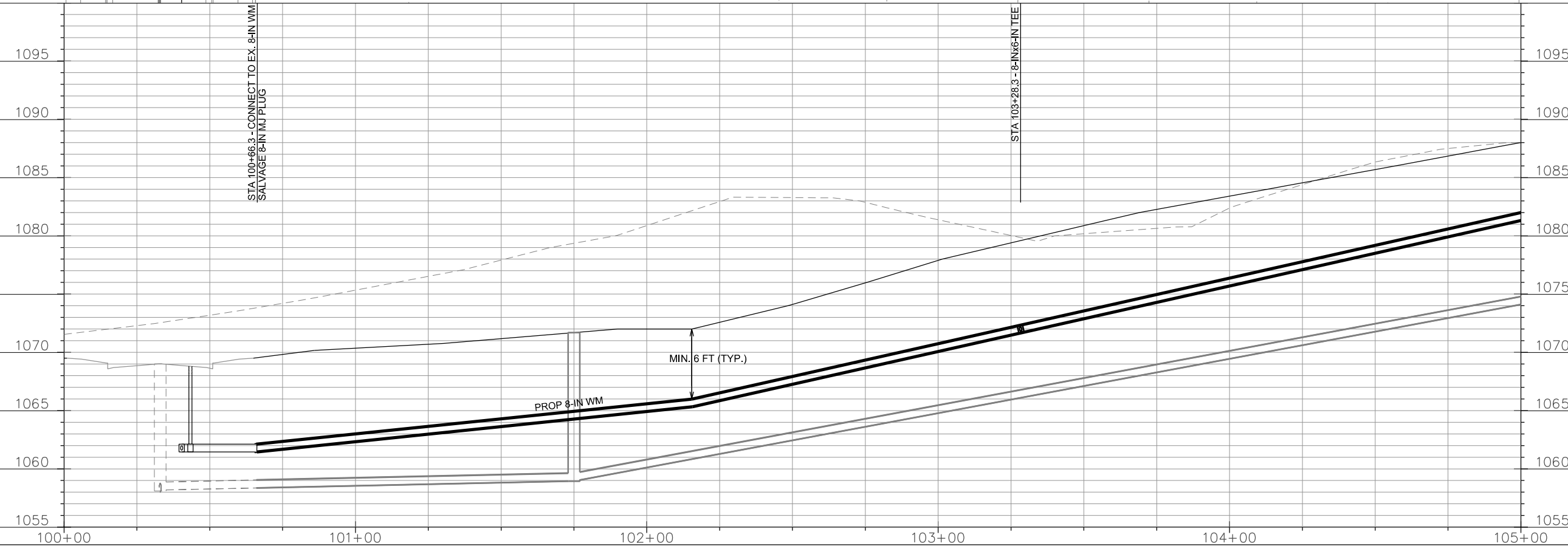
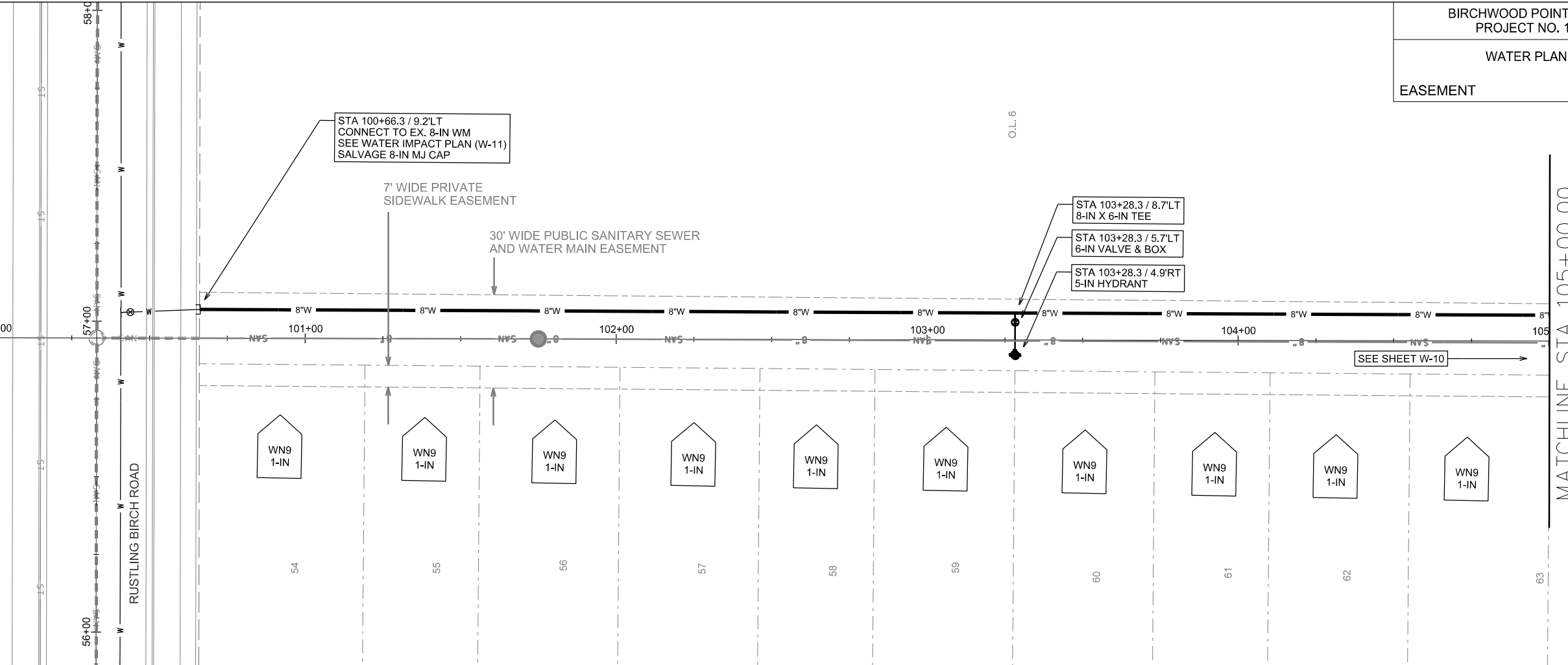
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREET'S DIVISION



MATCHLINE STA 100+00.00

MATCHLINE STA 105+00.00



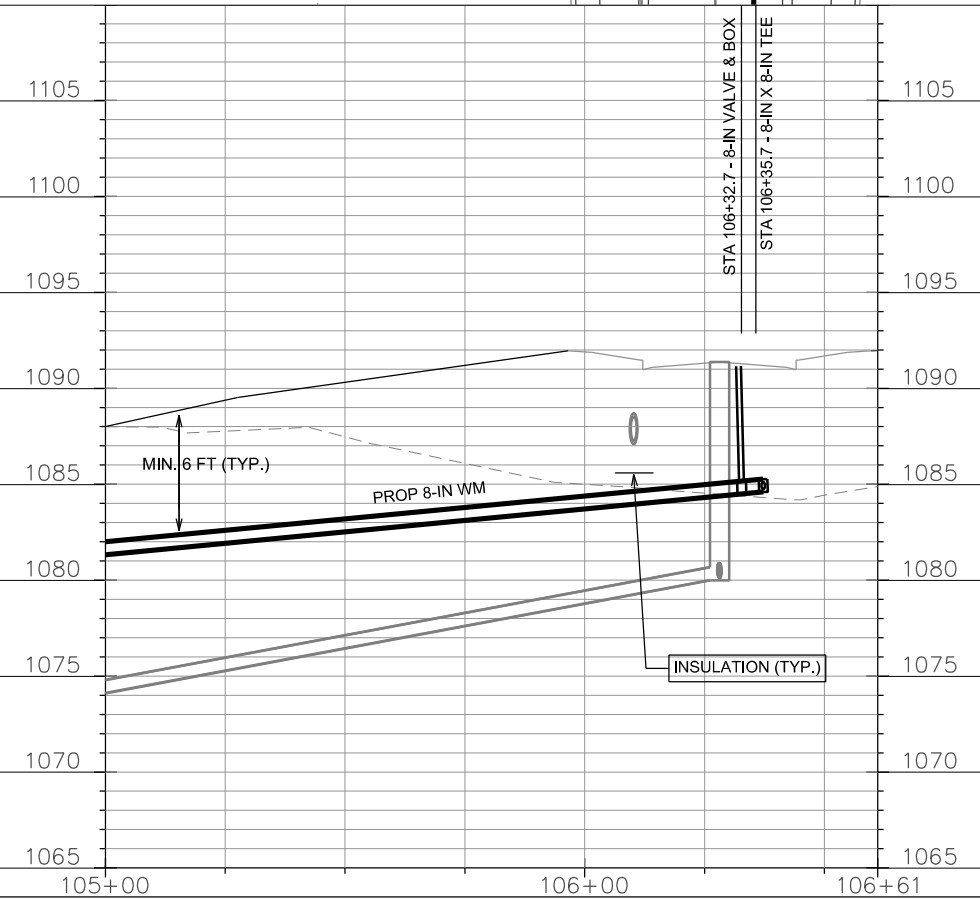
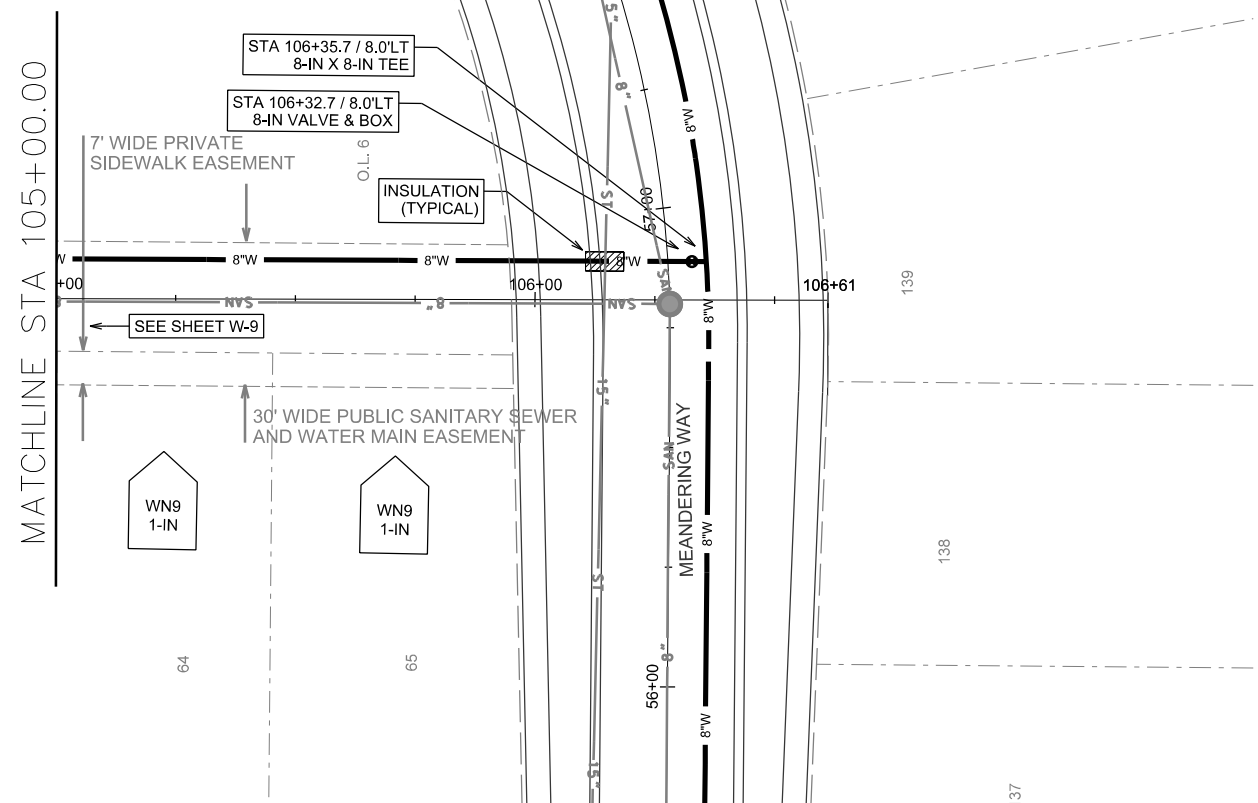
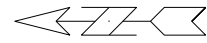
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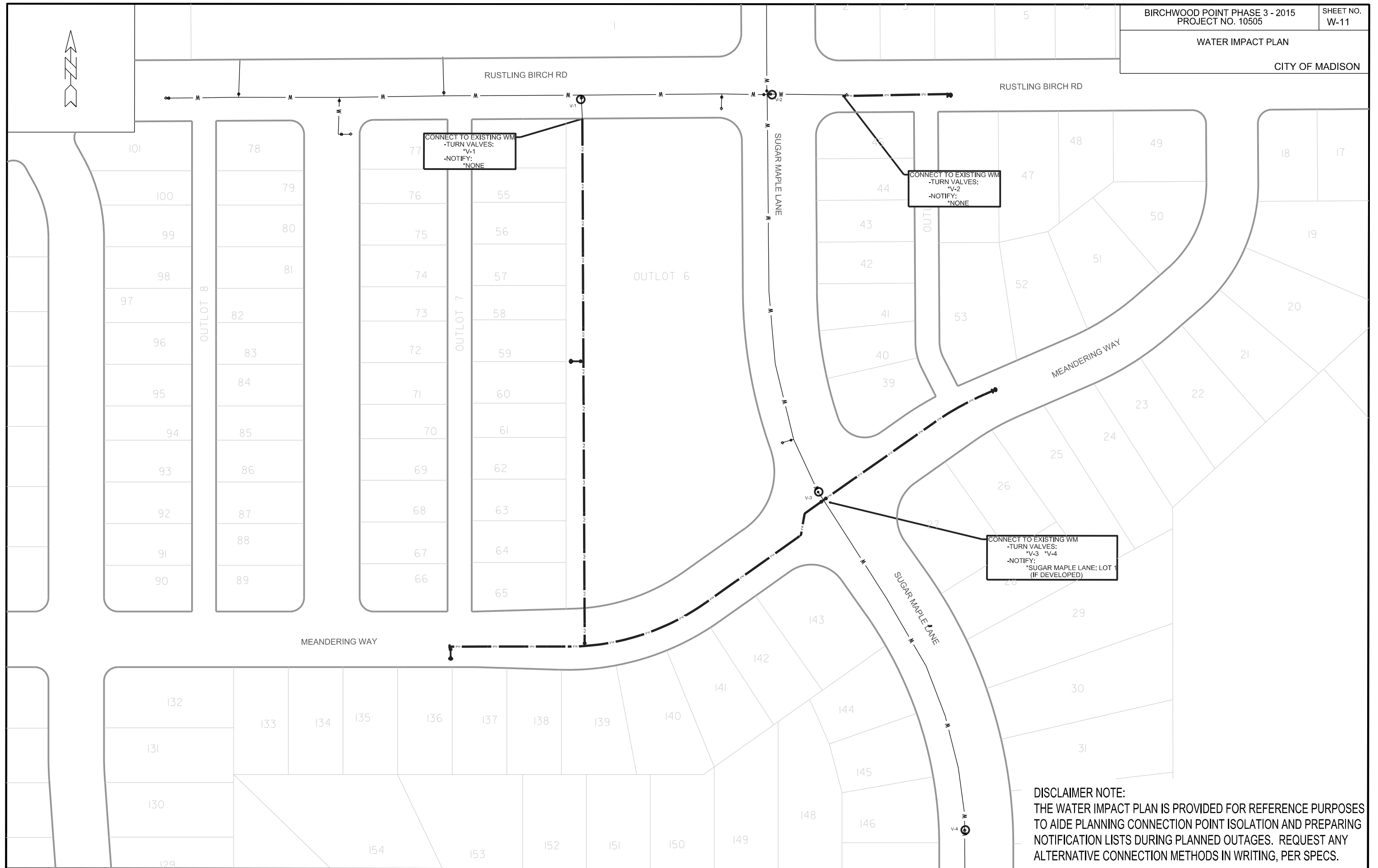
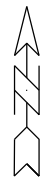


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REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**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:

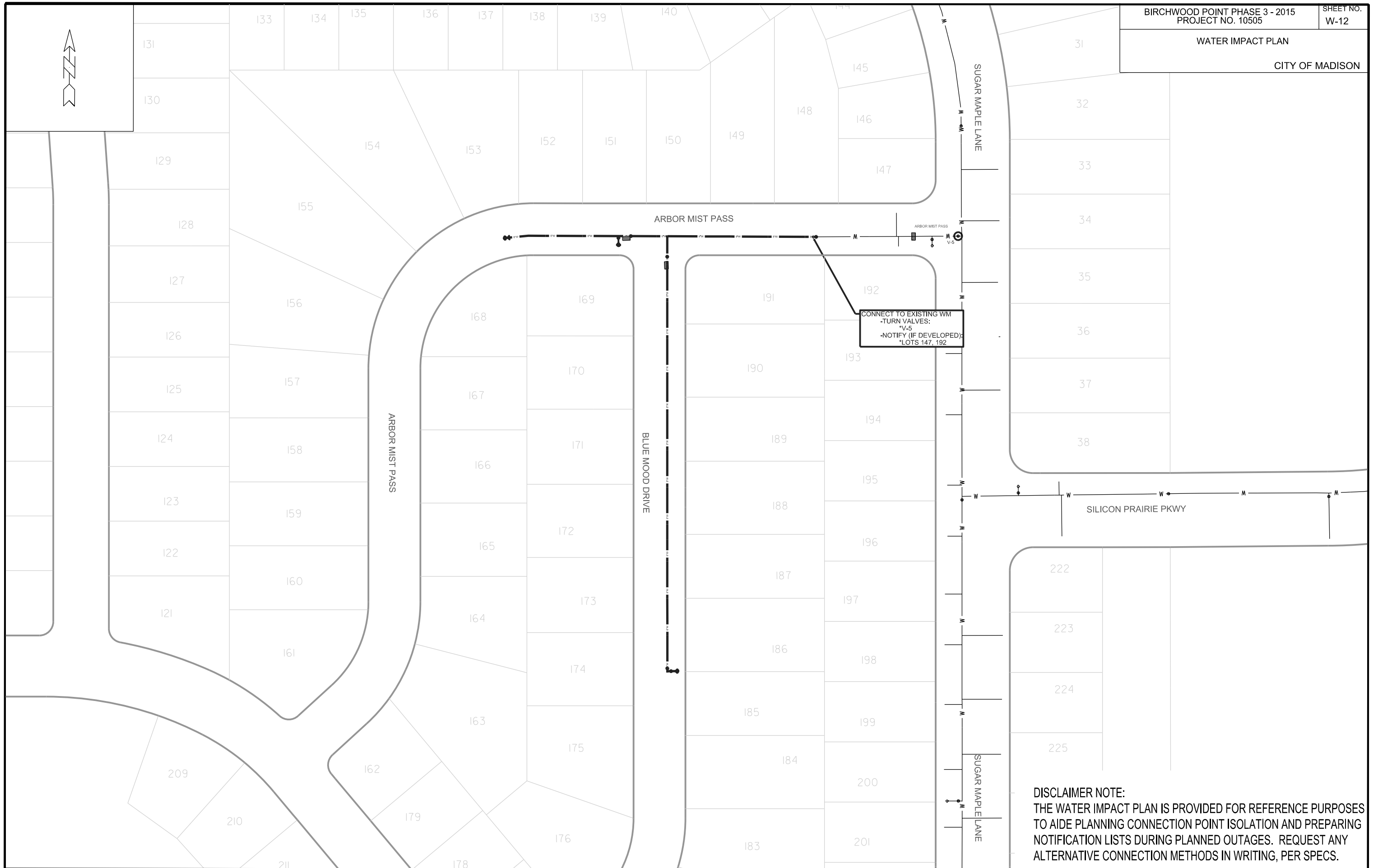
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

FILE NAME:

DATE:



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PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

FILE NAME:

DATE:

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.

**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:**

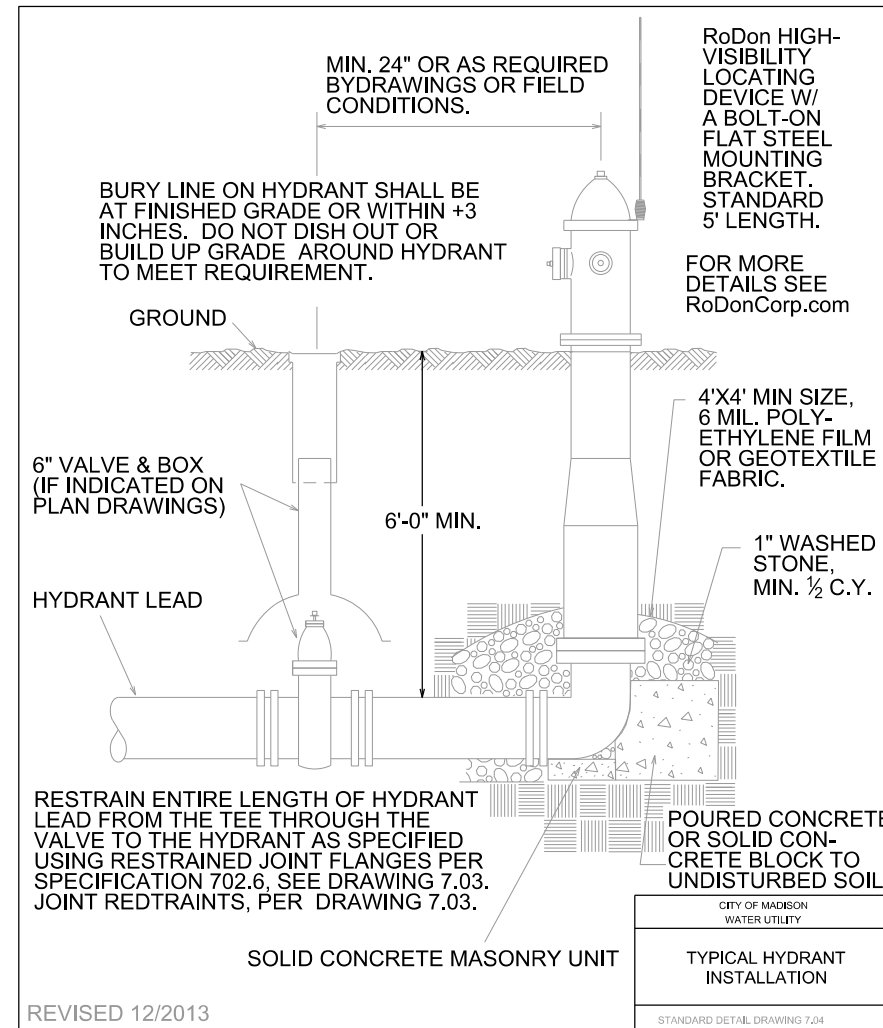
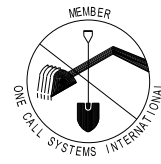
\* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.

- 58-FT - 6-IN PIPE
- 2177-FT - 8-IN PIPE
- 2456-FT - POLYWRAP
- 7 - 8-IN VALVE & BOX
- 4 - 6-IN VALVE & BOX
- 2 - 8-IN 11.25° BEND
- 4 - 8-IN X 6-IN TEE
- 2 - 8-IN X 8-IN TEE
- 3 - 8-IN X 6-IN REDUCER
- 2 - 8-IN MJ CAP
- 7 - 5-IN HYDRANT
- 128-FT - 2-IN STYROFOAM INSULATION
- 1-IN COPPER SERVICE PIPING (AS REQUIRED)

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

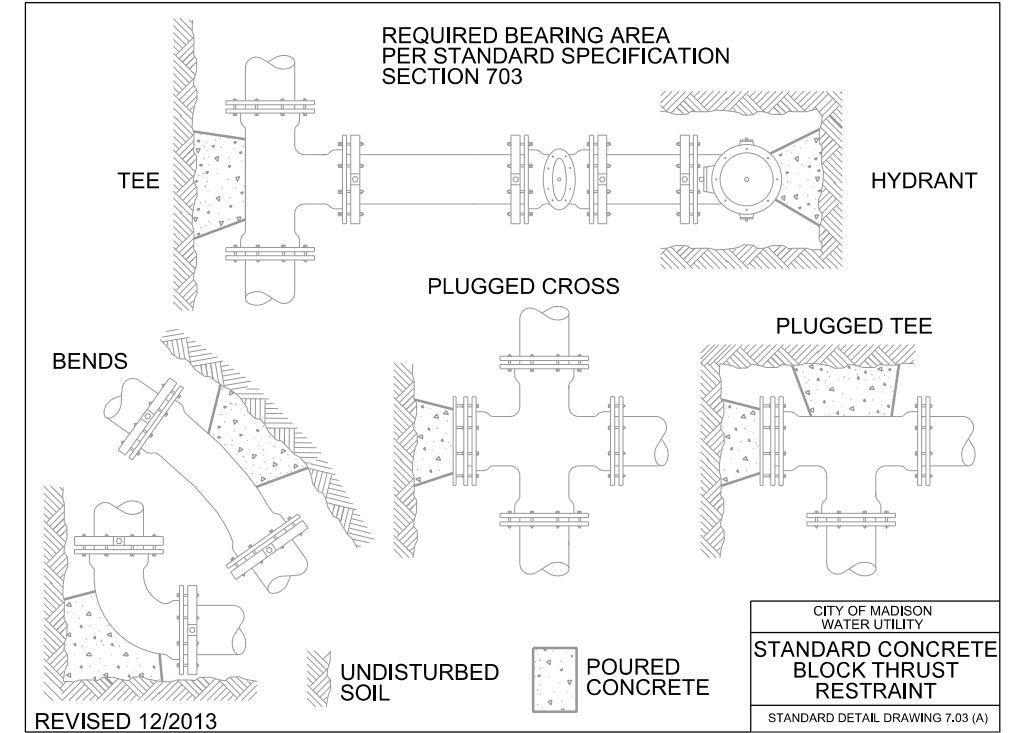
CALL DIGGERS HOTLINE TOLL FREE  
811 OR 1-800-242-8511  
FAX-A-LOCATE 1-800-338-3860  
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

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



REVISED 12/2013

CITY OF MADISON WATER UTILITY  
**TYPICAL HYDRANT INSTALLATION**  
STANDARD DETAIL DRAWING 7.04



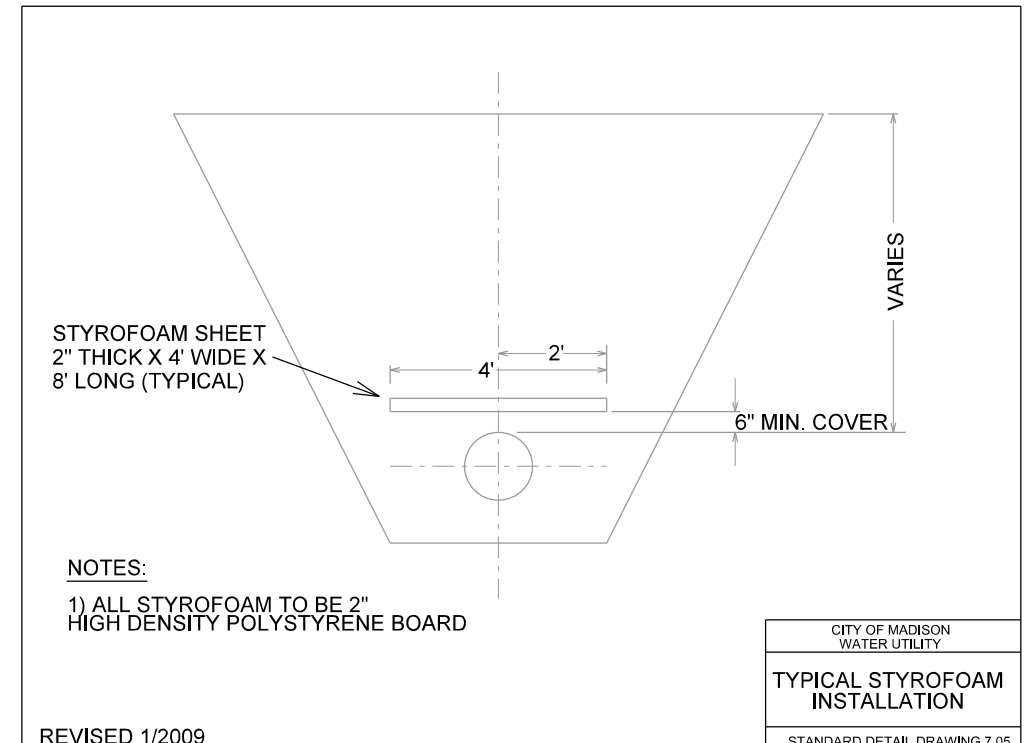
REVISED 12/2013

CITY OF MADISON WATER UTILITY  
**STANDARD CONCRETE BLOCK THRUST RESTRAINT**  
STANDARD DETAIL DRAWING 7.03 (A)

**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
- 3 - 8-IN MJ CAP
- 2 - 5-IN HYDRANT



NOTES:  
1) ALL STYROFOAM TO BE 2" HIGH DENSITY POLYSTYRENE BOARD

REVISED 1/2009

CITY OF MADISON WATER UTILITY  
**TYPICAL STYROFOAM INSTALLATION**  
STANDARD DETAIL DRAWING 7.05