



Madison, Wisconsin
INDEX OF SHEETS - STREETS

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CITY OF MADISON

CITY ENGINEERING DIVISION

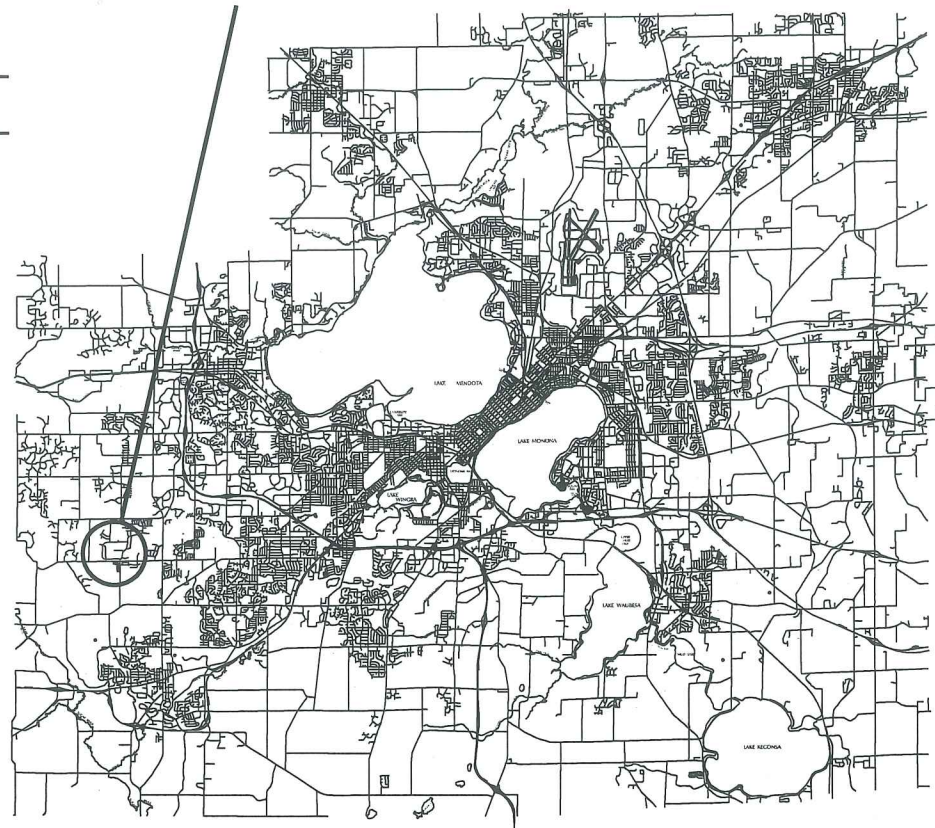
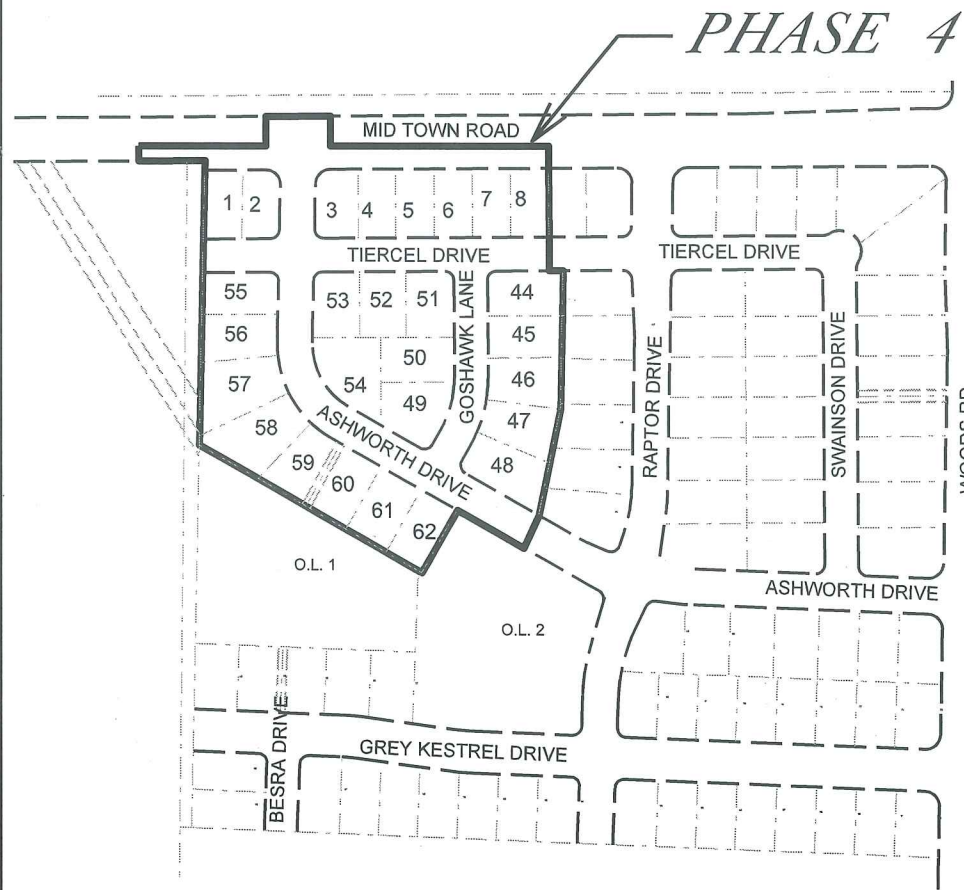
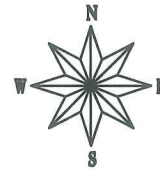
DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

HAWKS VALLEY PHASE 3

CITY PROJECT NO. 11539
CITY CONTRACT NO. 7881
MUNIS NO. 11539

PROJECT LOCATION



PUBLIC IMPROVEMENT PROJECT APPROVED

FEBRUARY 2, 2017

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

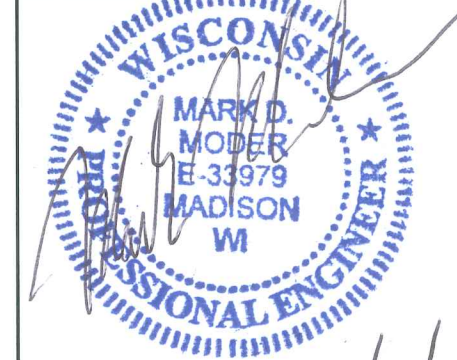
PUBLIC IMPROVEMENT DESIGN APPROVED BY:

[Signature] 4/25/17
City Engineer Date

STREET DESIGNED BY:



SANITARY SEWER DESIGNED BY:



WATER DESIGNED BY:



STORM SEWER DESIGNED BY:



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

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

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

ALL PAVEMENT IN THE ASHWORTH DRIVE, TIERCEL DRIVE, AND GOSHAWK LANE RIGHTS-OF-WAY SHALL BE TYPE A PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

ALL PAVEMENT IN THE MID TOWN ROAD RIGHT-OF-WAY SHALL BE TYPE C PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

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

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

ALL DITCHES SHALL DRAIN WITH A MINIMUM GRADES OF 0.5%

THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB RAMPS SHALL 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.

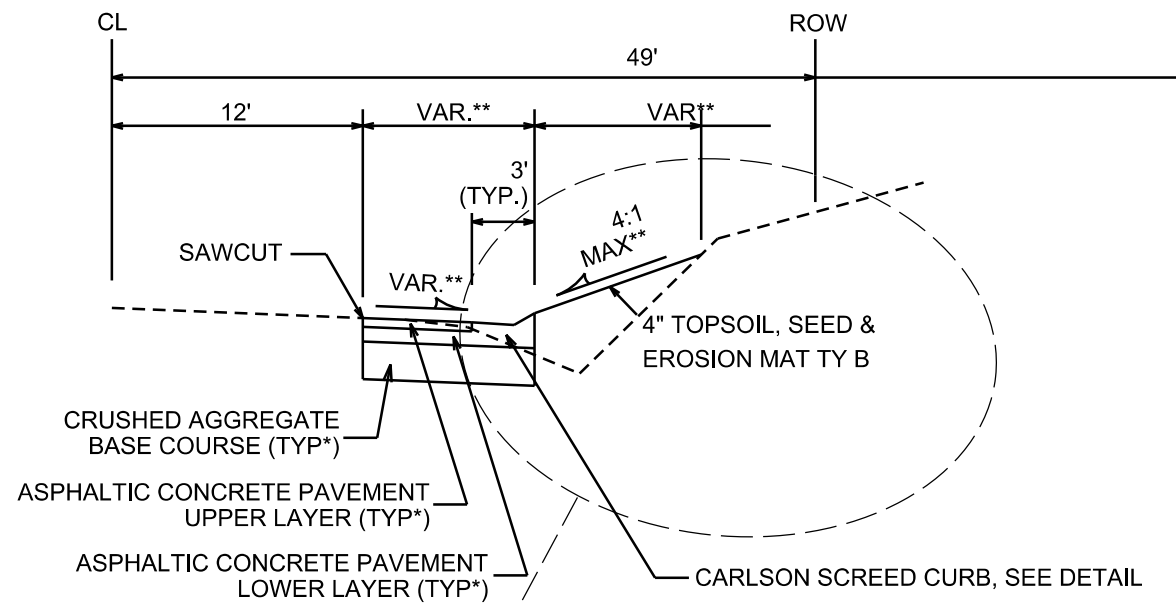
CONVENTIONAL SIGNS	
FIELD VERIFY ALL UTILITY LOCATIONS	
GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SAN —
WATER	— W —
OVERHEAD ELECTRIC	— OH —
POWER POLE	⊕
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	
COMBUSTIBLE FLUIDS	

PLOT SCALE:

PLOT NAME:

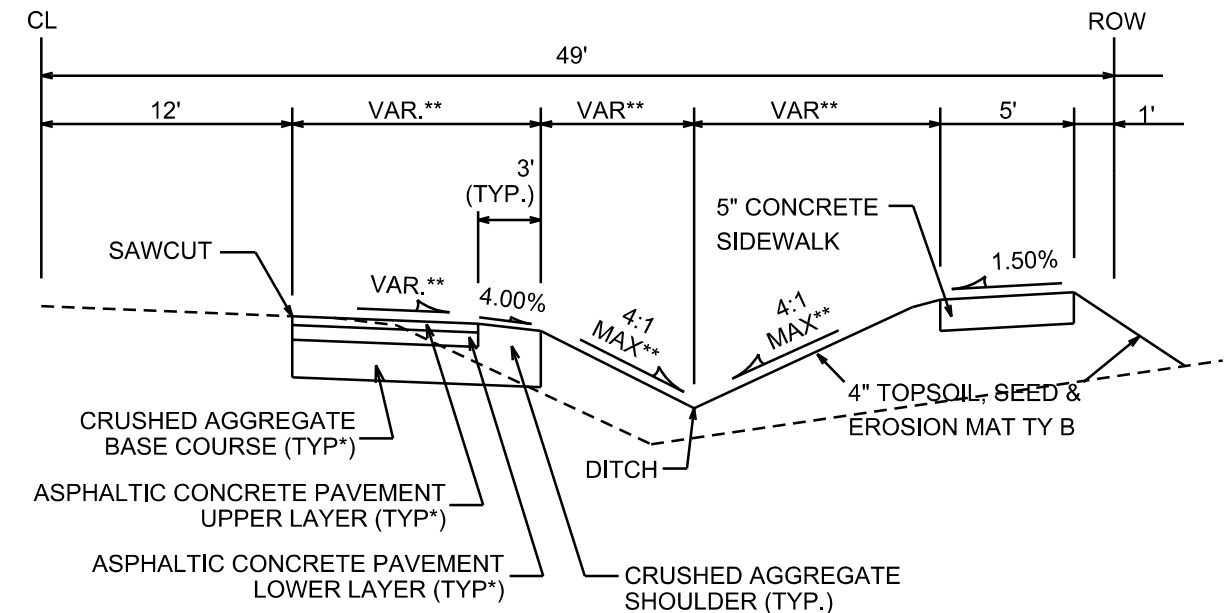
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



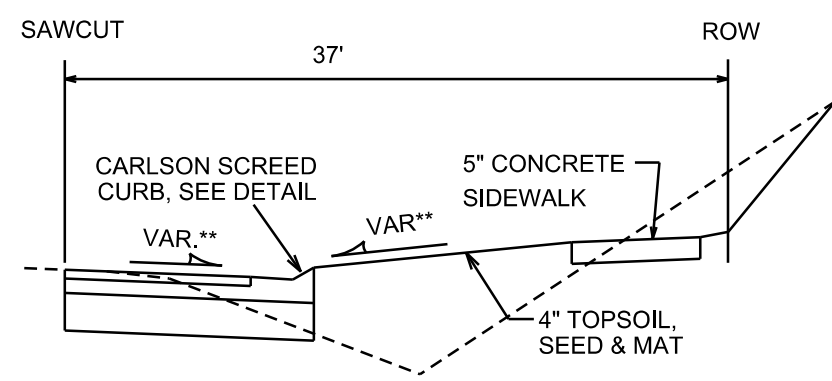
TYPICAL SECTION

MIDTOWN RD
STA 133+75 TO 137+00

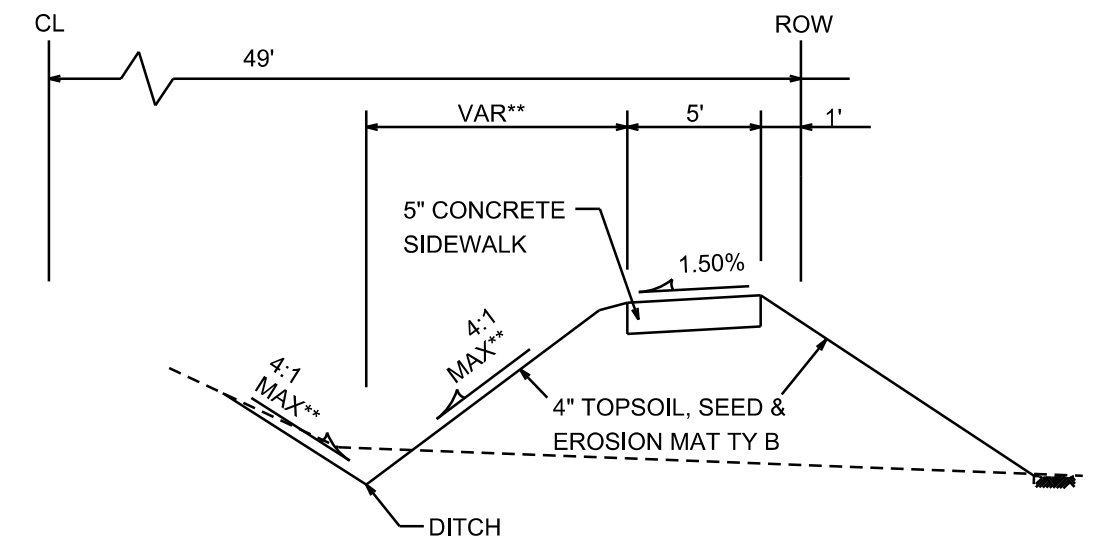
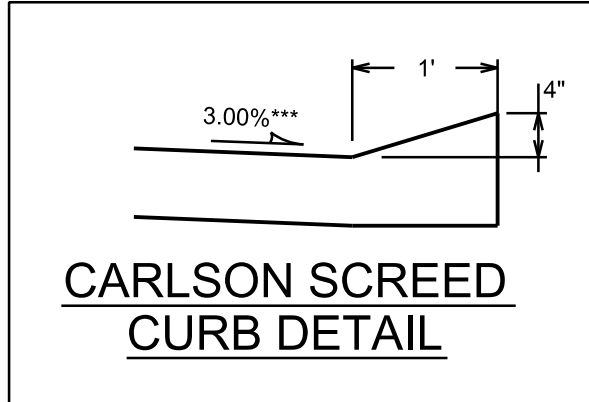


TYPICAL SECTION

MIDTOWN RD
STA 137+00 TO 137+50



PROPOSED RIGHT SIDE
FOR STA 134+40 TO 137+00



TYPICAL SECTION

MIDTOWN RD
STA 137+50 TO STA 140+09

CITY OF MADISON MINIMUM PAVEMENT DESIGN

TYPE	CRUSHED AGG. BASE COURSE GRADATION 2	ASPHALTIC CONCRETE PAVEMENT			
		LOWER LAYER		UPPER LAYER	
		TYPE	THICKNESS	TYPE	THICKNESS
A	10"	E-0.3	1.75"	E-0.3	1.75"
B	10"	E-1	2.25"	E-1	2"
C	10"	E-3	3.25"	E-3	2"

NOTES:

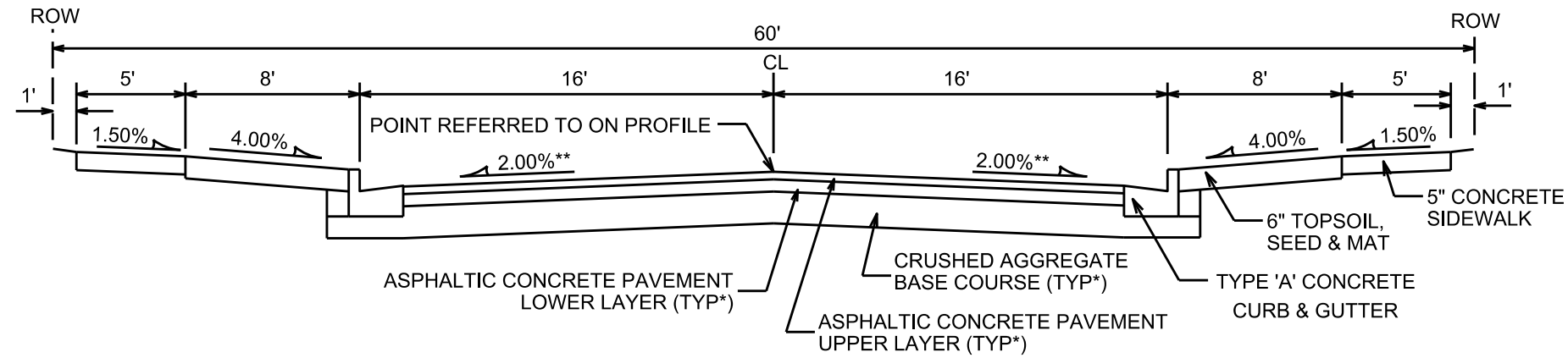
- * MID TOWN ROAD TO BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN
- ** SEE CROSS SECTIONS FOR OFFSETS, ELEVATIONS, AND SLOPES

PLOT SCALE: _____

PLOT NAME: _____

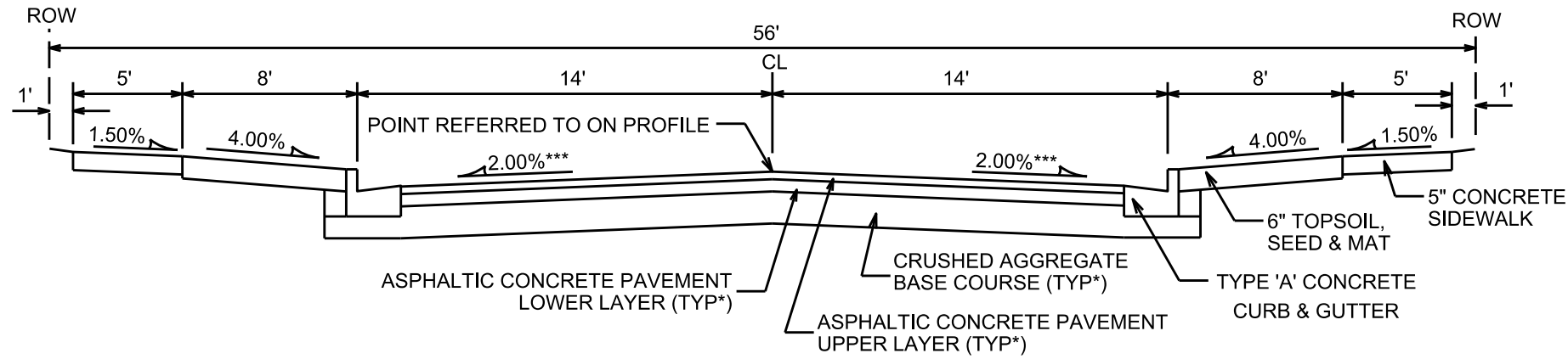
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



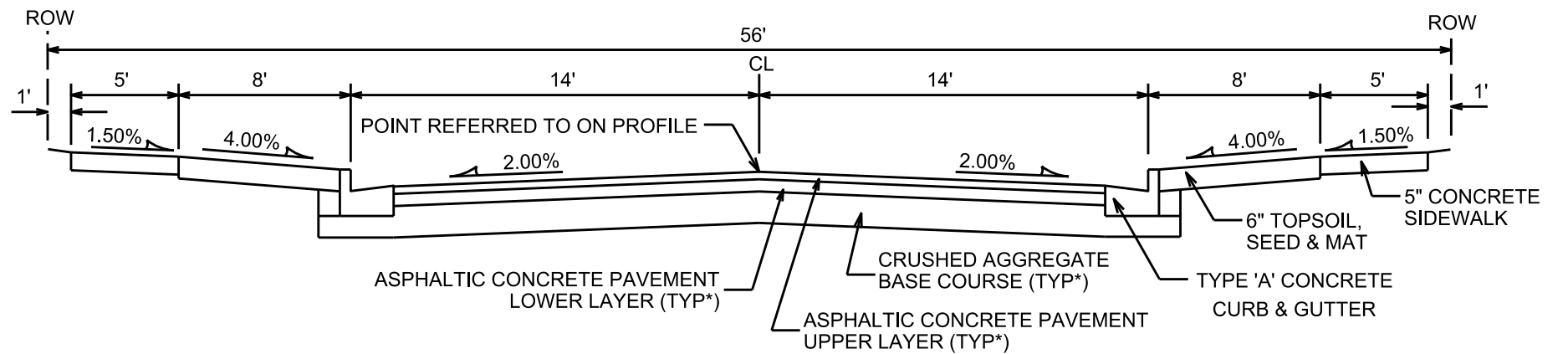
TYPICAL SECTION

ASHWORTH DR.
NOT TO SCALE



TYPICAL SECTION

GOSHAWK LANE
NOT TO SCALE



TYPICAL SECTION

TIERCEL DR.
NOT TO SCALE

NOTES:

* ASHWORTH DRIVE, GOSHAWK LANE, AND TIERCEL DRIVE TO BE CONSTRUCTED AS TYPE 'A' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN

** ASHWORTH DR. CROSS SLOPE VARIES FROM STA 11+00 TO 12+00. SEE PLANS

*** GOSHAWK LN. CROSS SLOPE VARIES FROM STA 52+50 TO 54+00. SEE PLANS

CITY OF MADISON MINIMUM PAVEMENT DESIGN

TYPE	CRUSHED AGG. BASE COURSE GRADATION 2	ASPHALTIC CONCRETE PAVEMENT			
		LOWER LAYER		UPPER LAYER	
		TYPE	THICKNESS	TYPE	THICKNESS
A	10"	E-0.3	1.75"	E-0.3	1.75"
B	10"	E-1	2.25"	E-1	2"
C	10"	E-3	3.25"	E-3	2"

PLOT SCALE:

PLOT NAME:

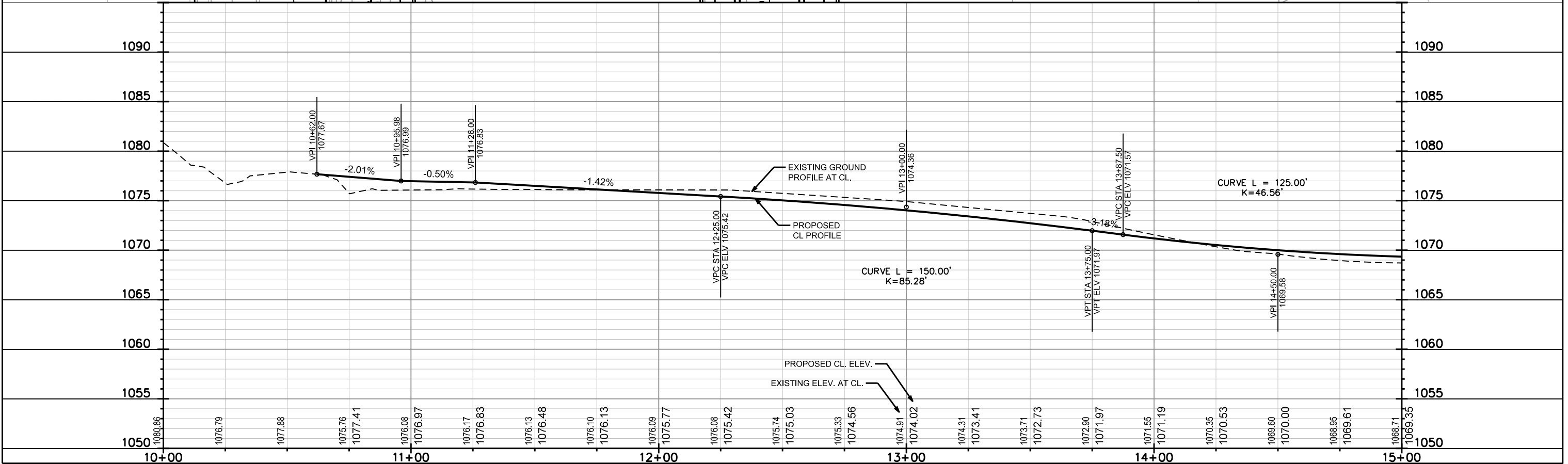
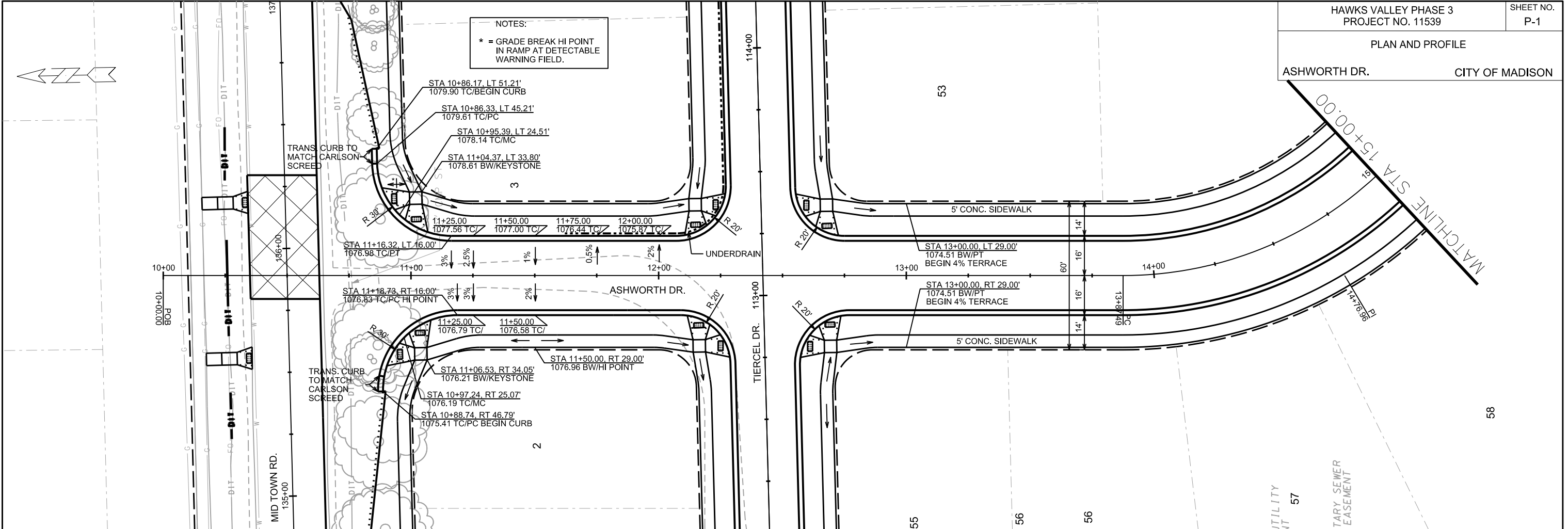
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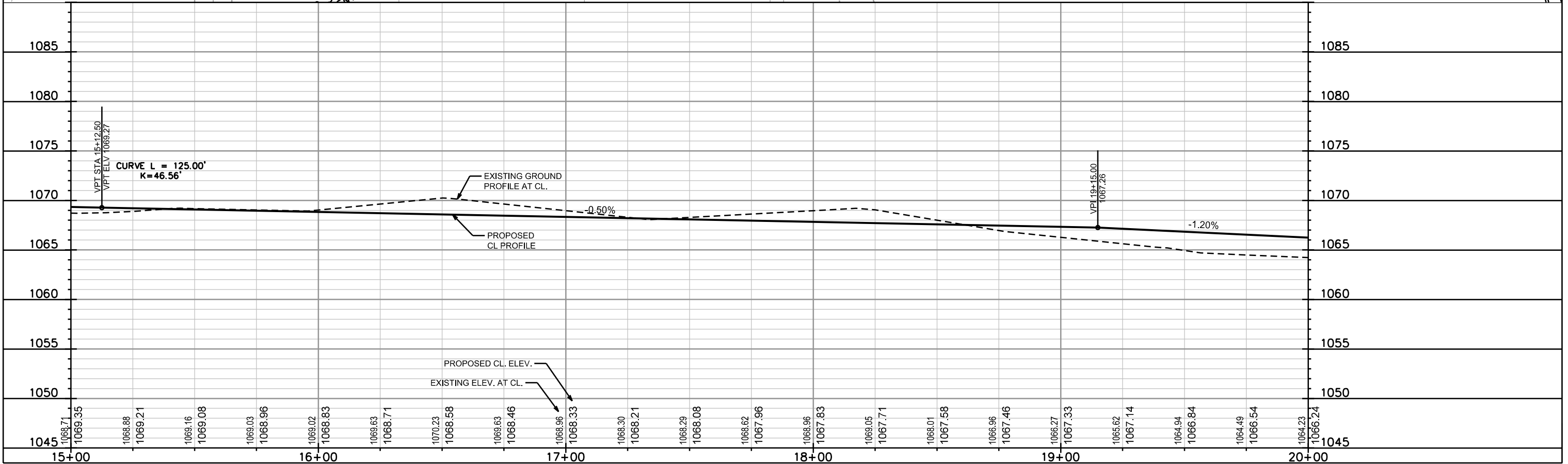
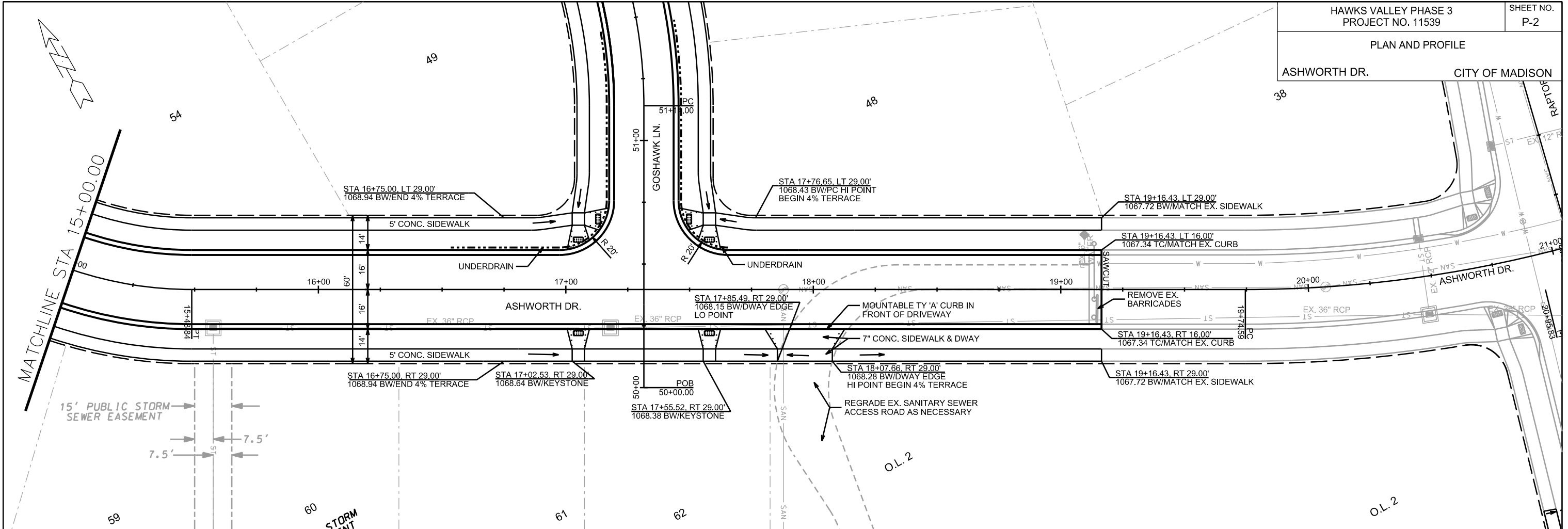
PLAN AND PROFILE

ASHWORTH DR. CITY OF MADISON

NOTES:
* = GRADE BREAK HI POINT
IN RAMP AT DETECTABLE
WARNING FIELD.



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



PLOT SCALE: _____

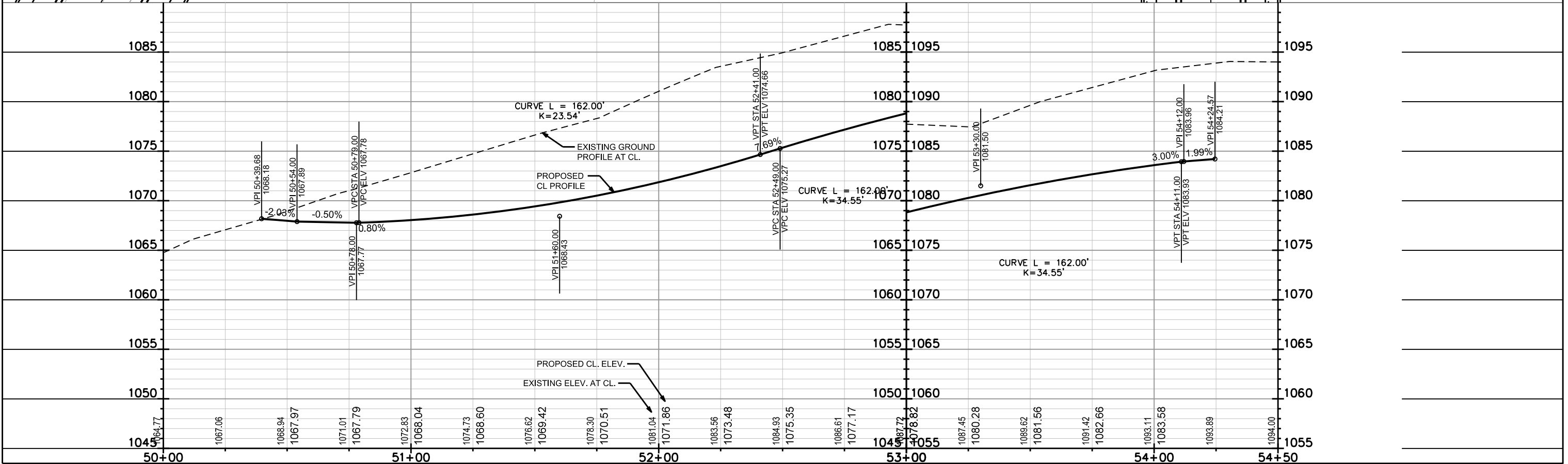
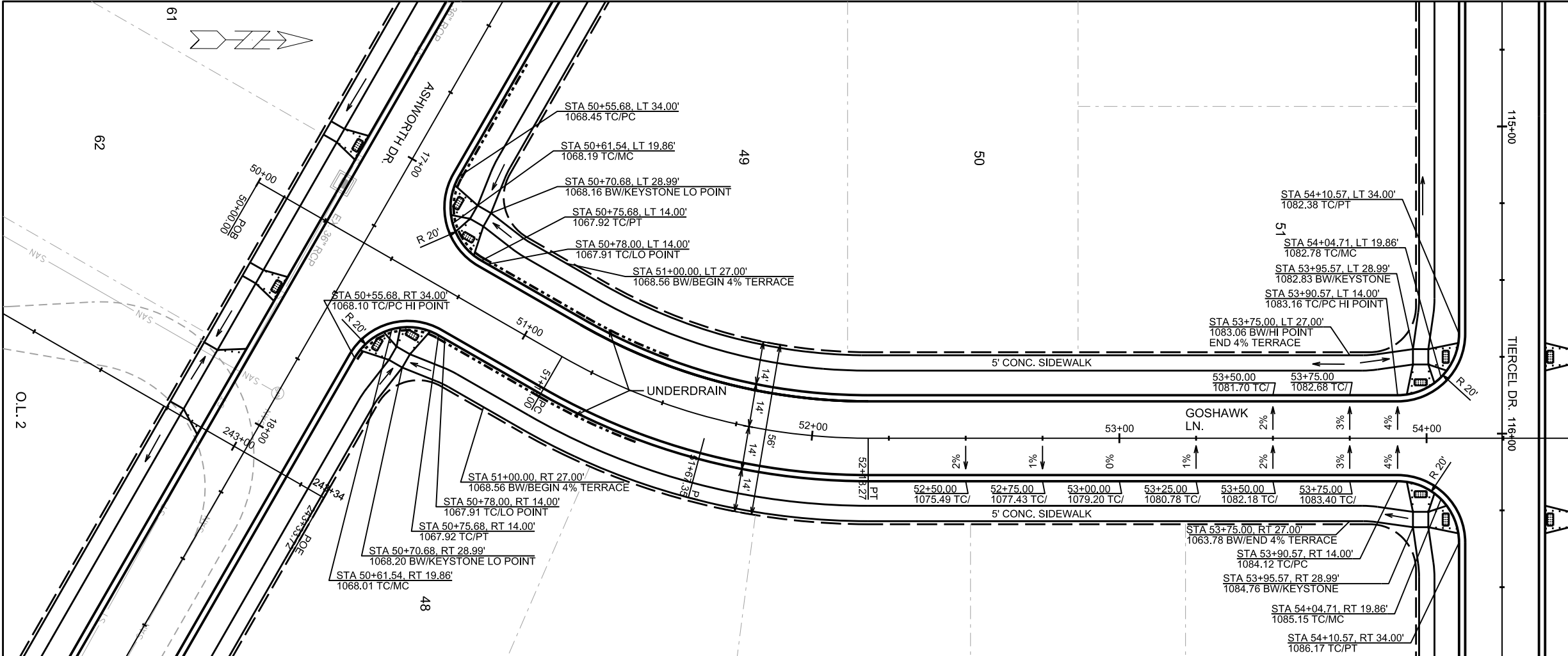
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

GOSHAWK LN. CITY OF MADISON



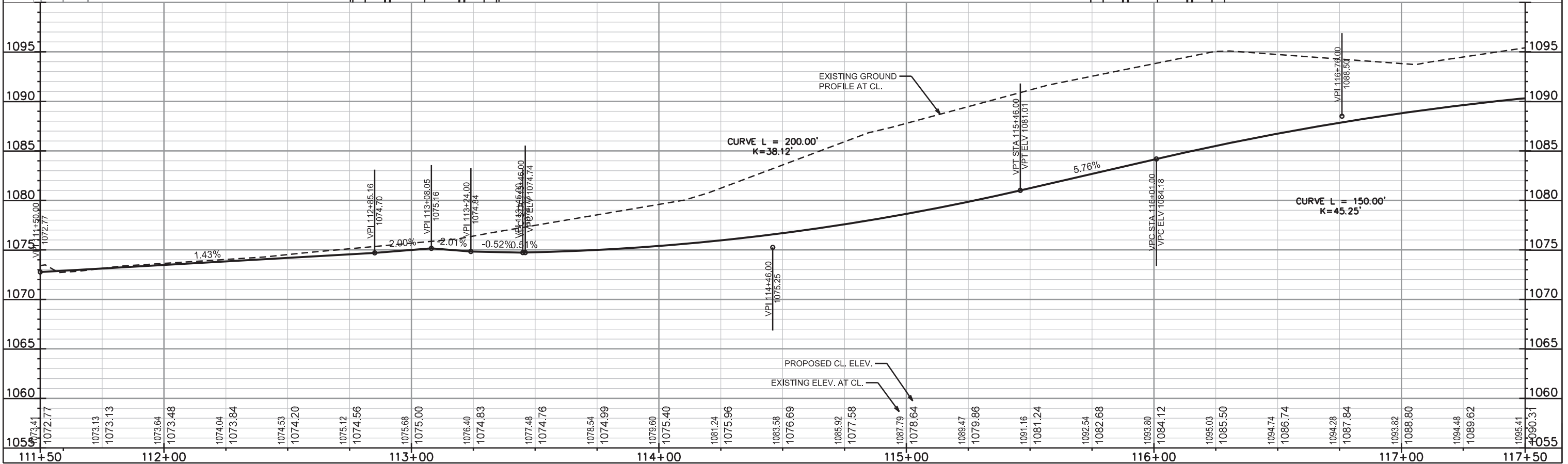
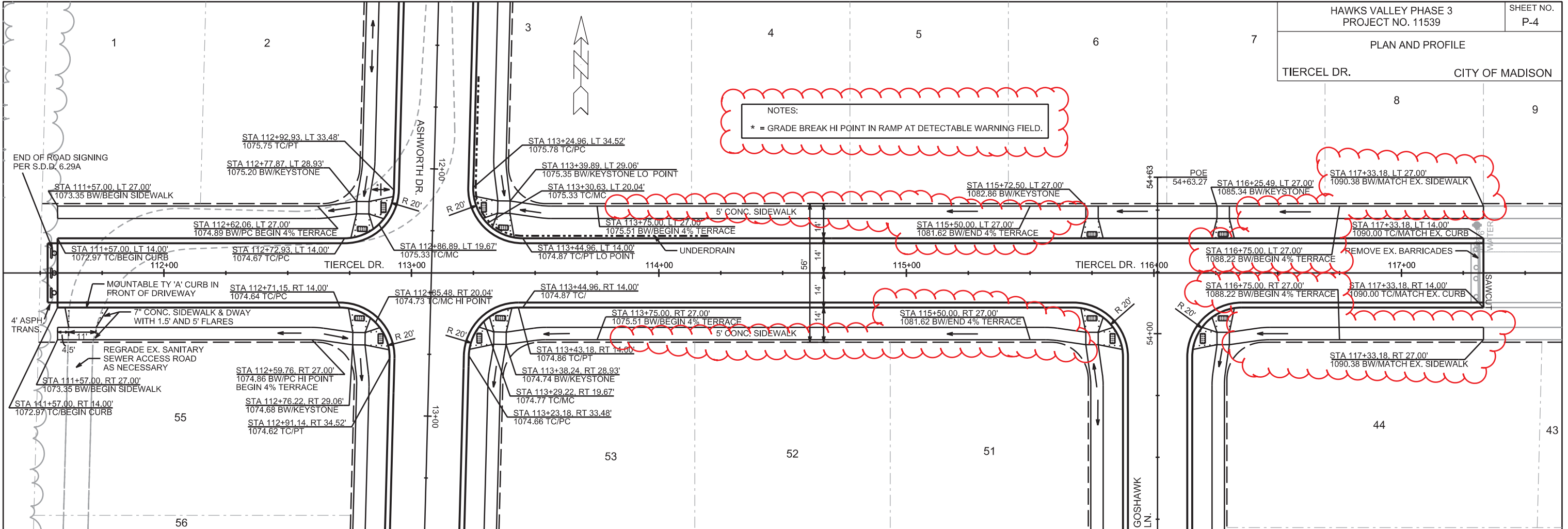
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

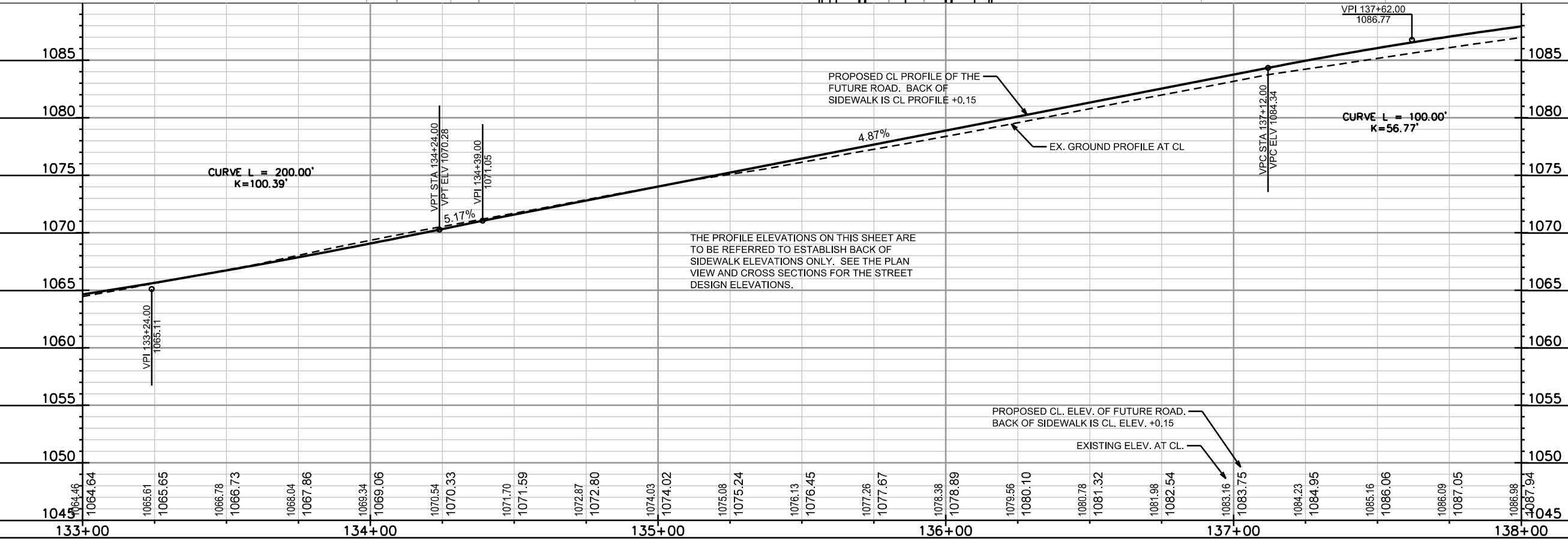
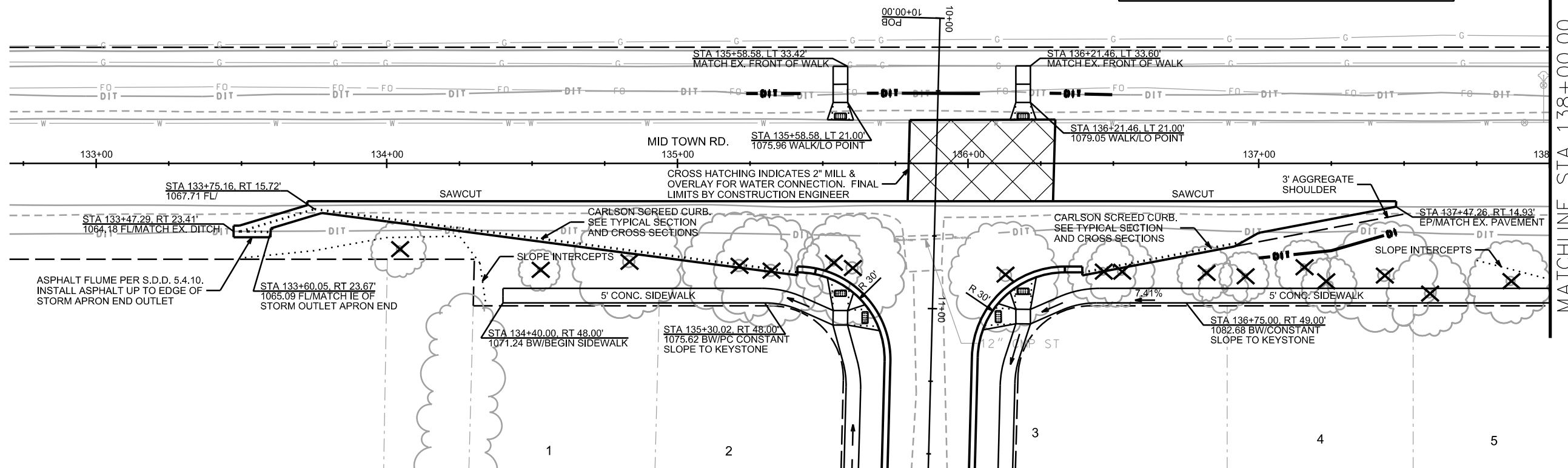
NOTES:
* = GRADE BREAK HI POINT IN RAMP AT DETECTABLE WARNING FIELD.



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



NOTE: REMOVE ALL TREES IN THE ROW FROM STA 134+00 TO 140+25



PLOT SCALE: _____

PLOT NAME: _____

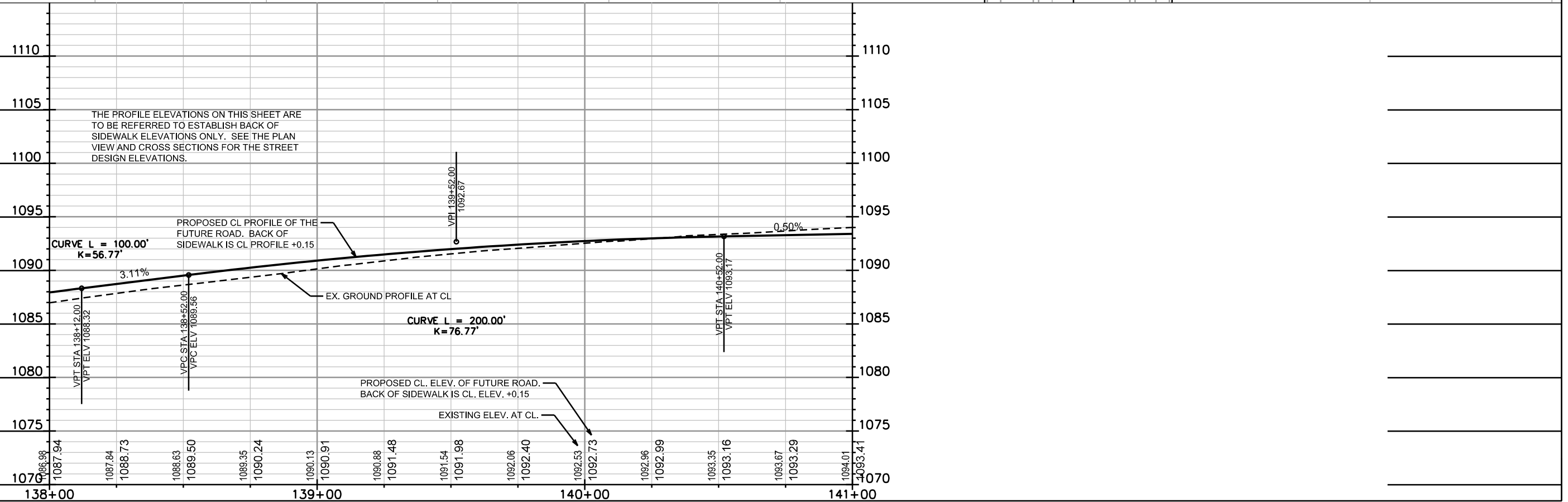
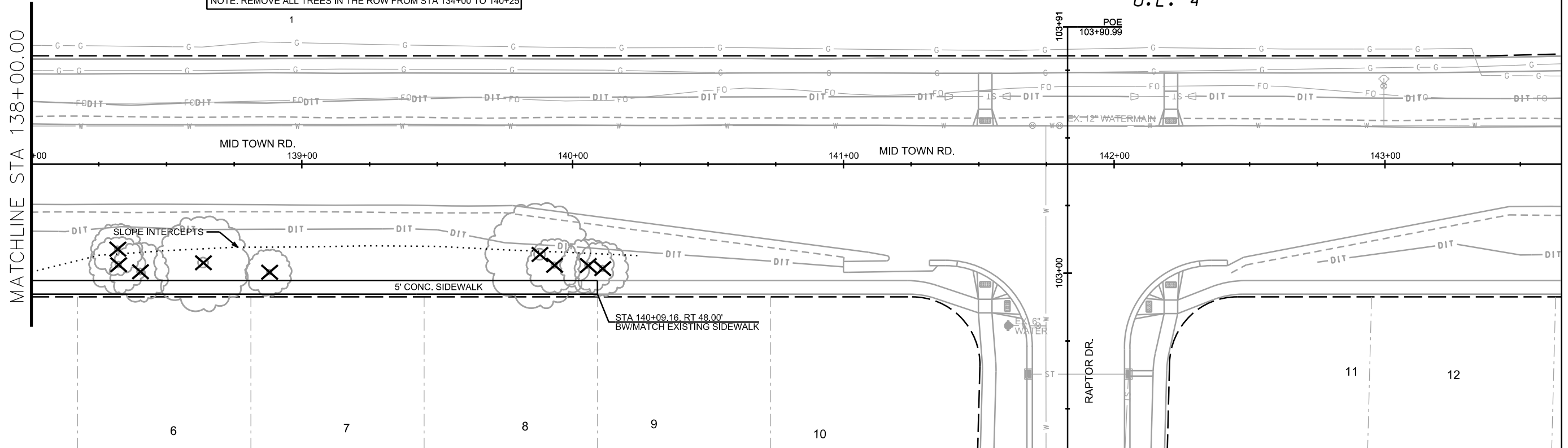
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



NOTE: REMOVE ALL TREES IN THE ROW FROM STA 134+00 TO 140+25

HAWKS LANDING GOLF CLUB
O.L. 4



THE PROFILE ELEVATIONS ON THIS SHEET ARE TO BE REFERRED TO ESTABLISH BACK OF SIDEWALK ELEVATIONS ONLY. SEE THE PLAN VIEW AND CROSS SECTIONS FOR THE STREET DESIGN ELEVATIONS.

CURVE L = 100.00'
K = 56.77'

PROPOSED CL PROFILE OF THE FUTURE ROAD. BACK OF SIDEWALK IS CL PROFILE +0.15

CURVE L = 200.00'
K = 76.77'

PROPOSED CL. ELEV. OF FUTURE ROAD. BACK OF SIDEWALK IS CL. ELEV. +0.15

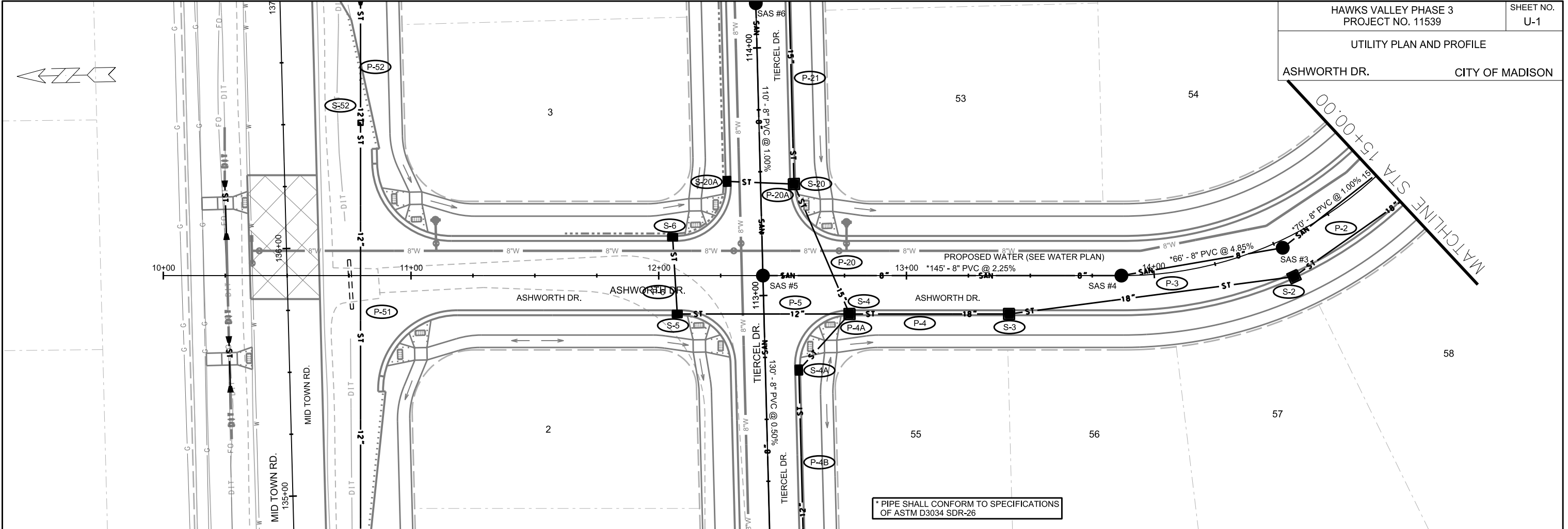
EXISTING ELEV. AT CL.

PLOT SCALE: _____

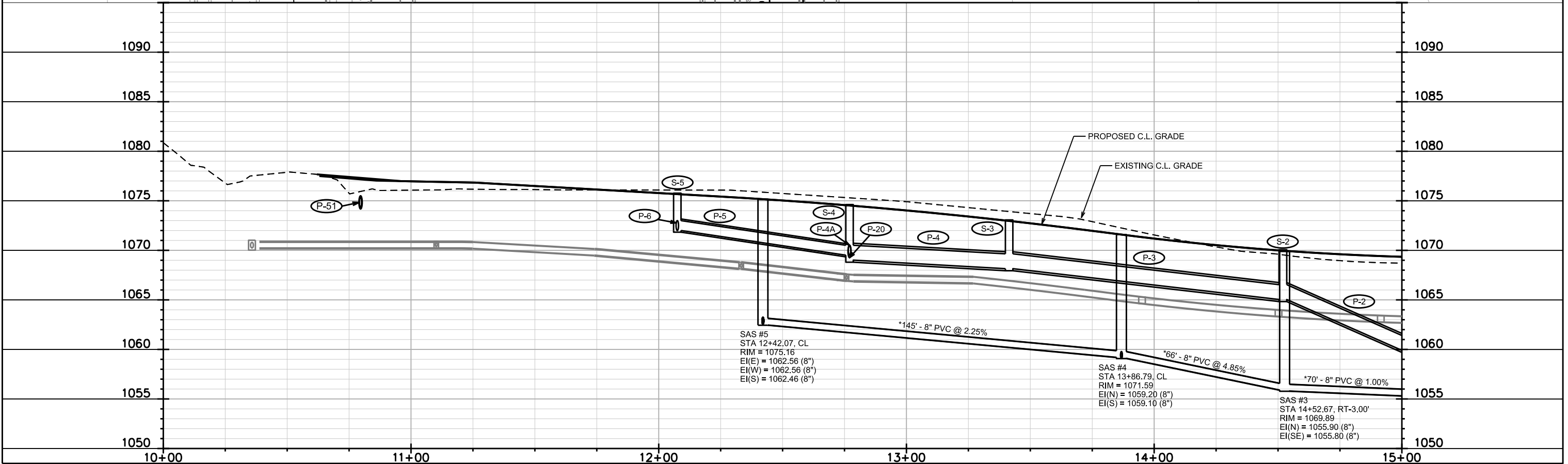
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



* PIPE SHALL CONFORM TO SPECIFICATIONS OF ASTM D3034 SDR-26

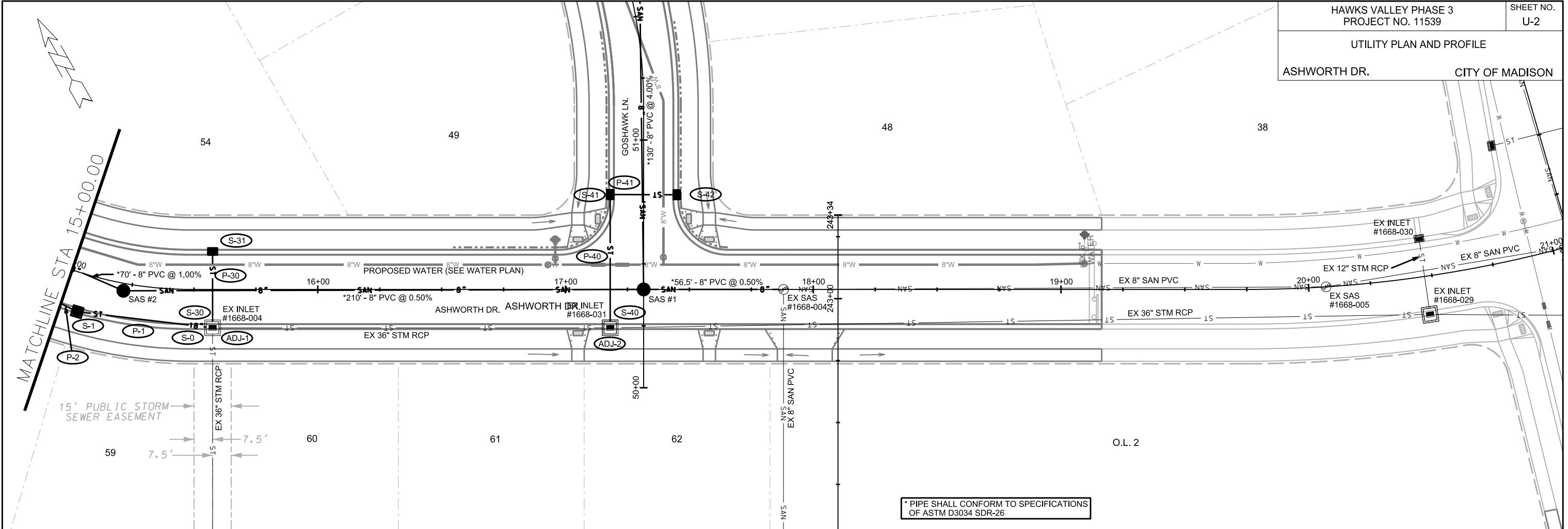


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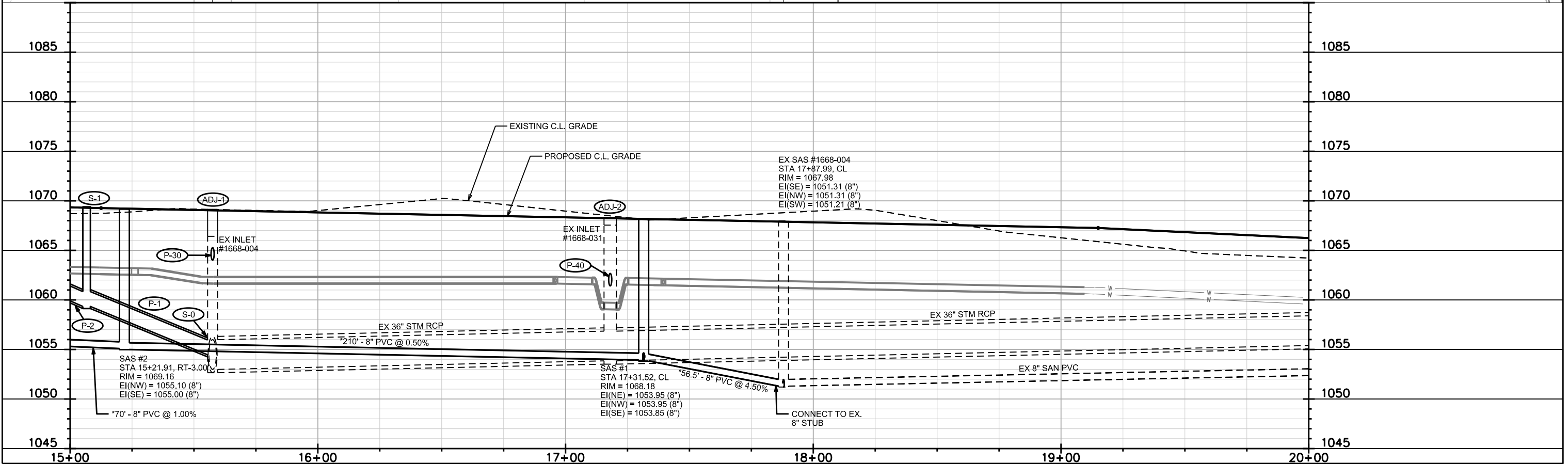
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REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



* PIPE SHALL CONFORM TO SPECIFICATIONS OF ASTM D3034 SDR-26



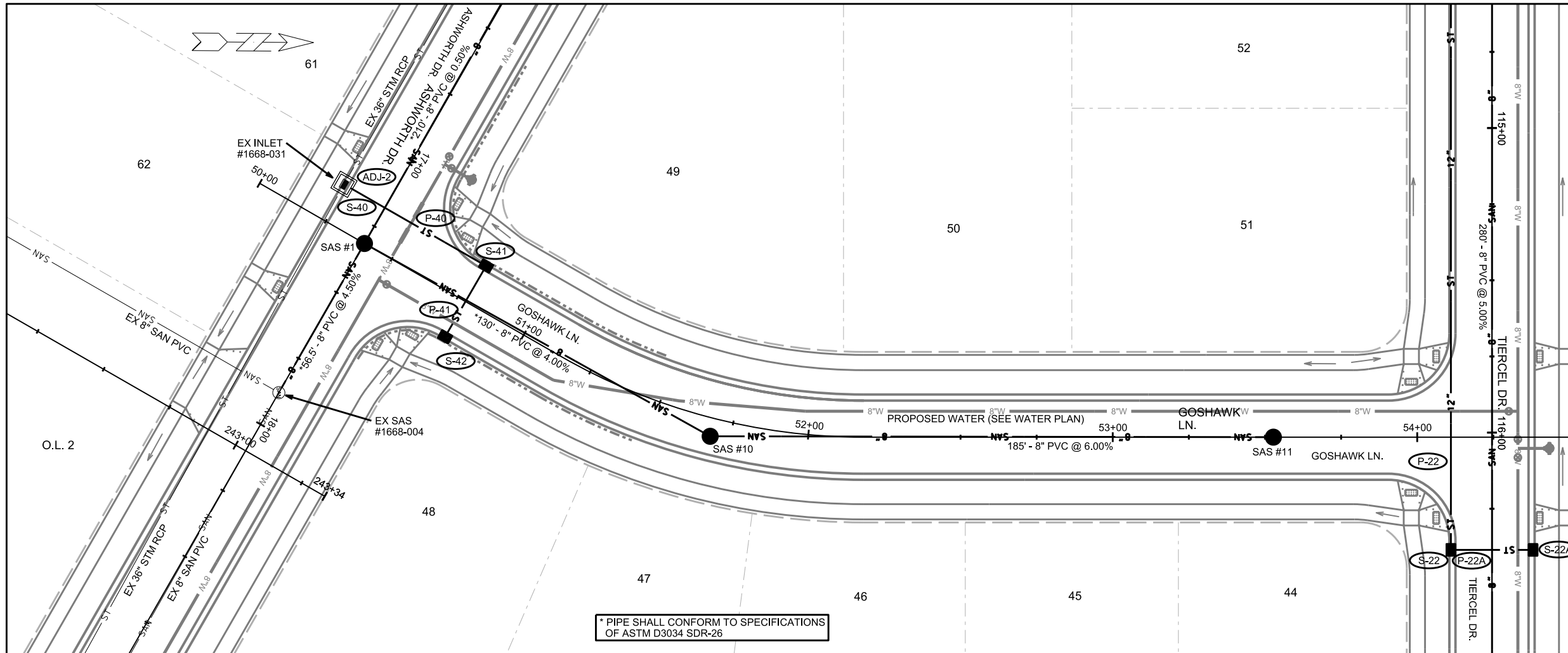
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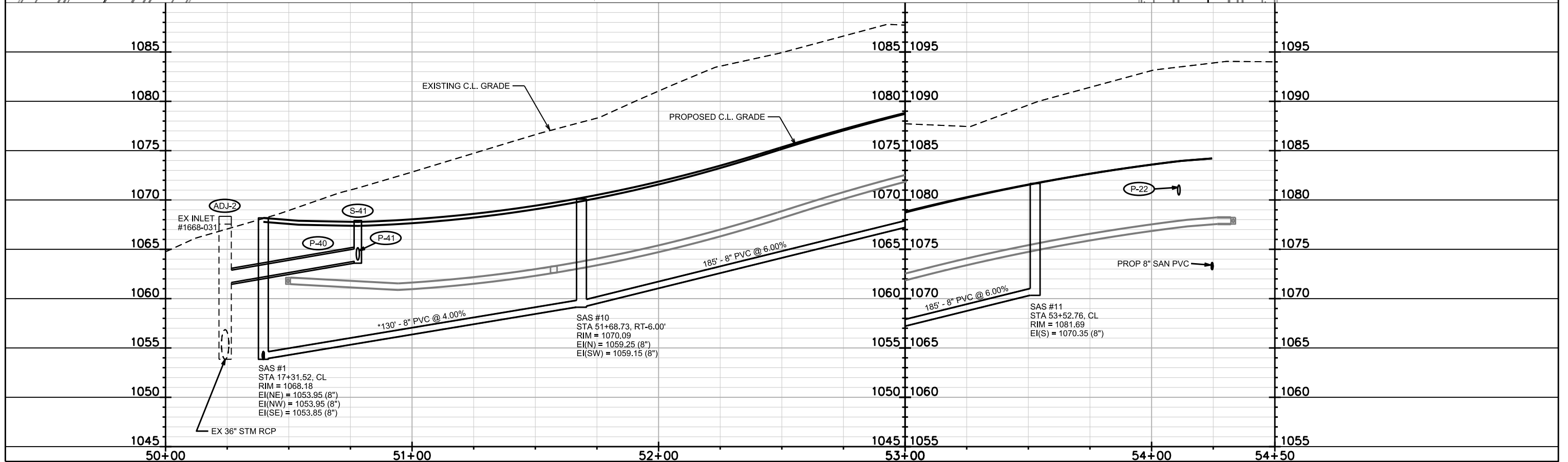
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITY PLAN AND PROFILE
GOSHAWK LN. CITY OF MADISON



* PIPE SHALL CONFORM TO SPECIFICATIONS
OF ASTM D3034 SDR-26

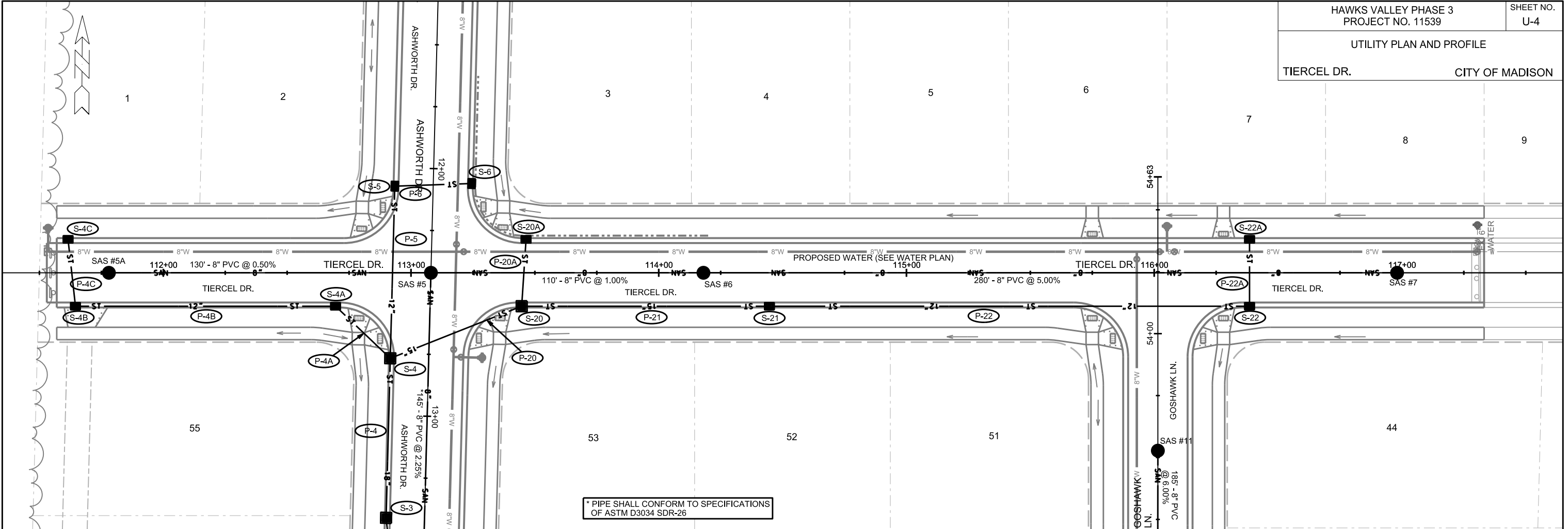


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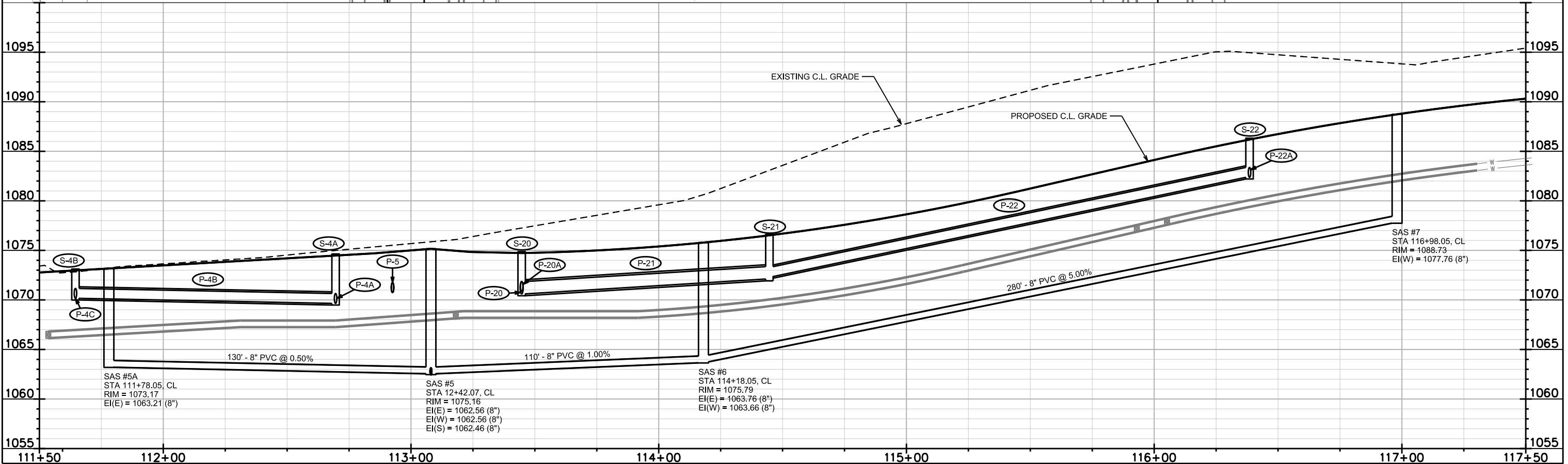
PLOT NAME:

REV. DATE:

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* PIPE SHALL CONFORM TO SPECIFICATIONS OF ASTM D3034 SDR-26

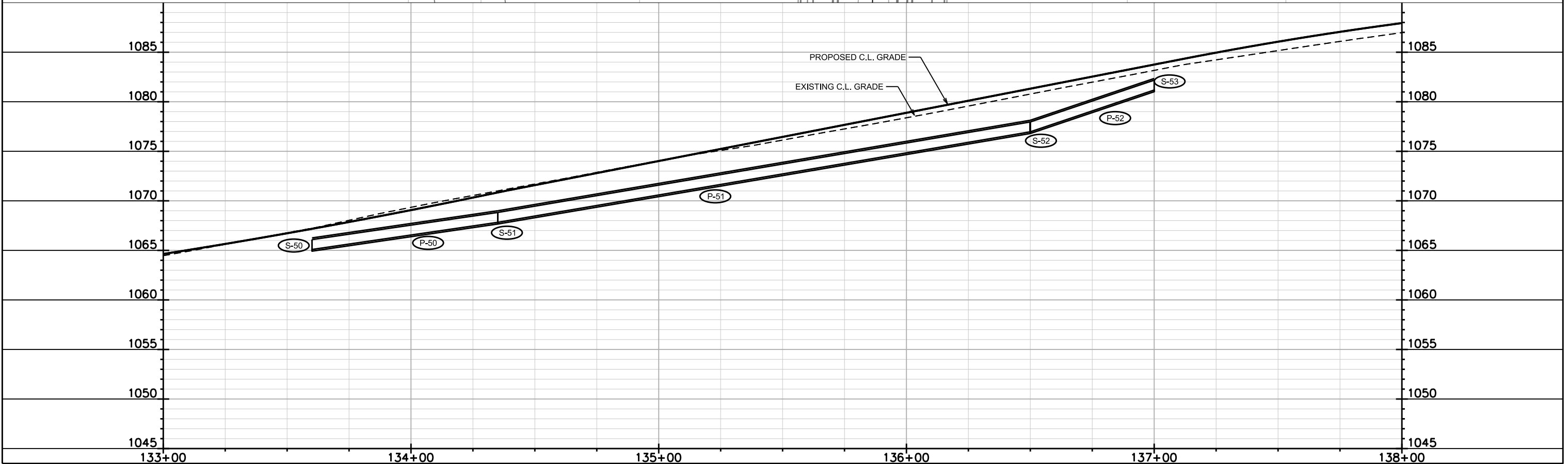
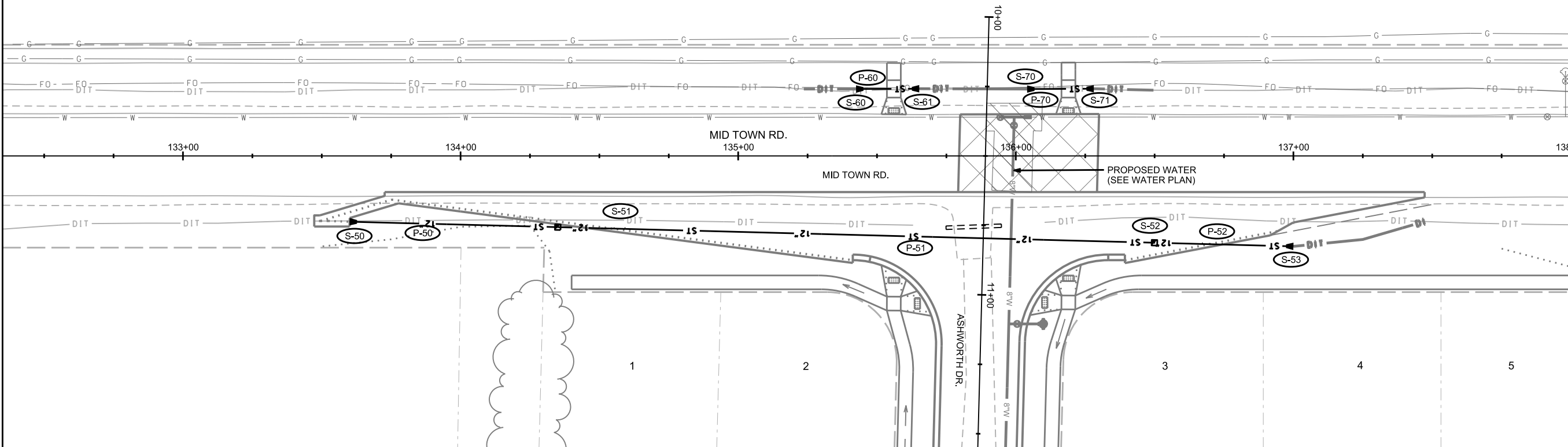


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PLOT NAME:

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PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

SANITARY SEWER SCHEDULE

PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
ASHWORTH DRIVE						
SAS #1	17+31.52	CL	1068.18	1053.85	14.33	-
SAS #2	15+21.91	RT-3.00	1069.16	1055.00	14.16	-
SAS #3	14+52.67	RT-3.00	1069.89	1055.80	14.09	-
SAS #4	13+86.79	CL	1071.59	1059.10	12.49	-
SAS #5	12+42.07	CL	1075.16	1062.46	12.70	-
TIERCEL DRIVE						
SAS #5A	111+78.05	CL	1073.17	1063.21	9.96	-
SAS #6	114+18.05	CL	1075.79	1063.66	12.13	-
SAS #7	116+98.05	CL	1088.73	1077.76	10.97	-
GOSHAWK LANE						
SAS #10	51+68.73	RT-6.00	1070.09	1059.15	10.94	-
SAS #11	53+52.76	CL	1081.69	1070.35	11.34	-

PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN (PAY) LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
ASHWORTH DRIVE								
EX SAS #1668-004	SAS#1	1051.31	1053.85	56.5	4.50%	8"	SDR-26	-
SAS #1	SAS #2	1053.95	1055.00	210	0.50%	8"	SDR-26	-
SAS #2	SAS #3	1055.10	1055.80	70	1.00%	8"	SDR-26	-
SAS #3	SAS #4	1055.90	1059.10	66	4.85%	8"	SDR-26	-
SAS #4	SAS #5	1059.20	1062.46	145	2.25%	8"	SDR-26	-
TIERCEL DRIVE								
SAS #5	SAS #5A	1062.56	1063.21	130	0.50%	8"	SDR-35	-
SAS #5	SAS #6	1062.56	1063.66	110	1.00%	8"	SDR-35	-
SAS #6	SAS #7	1063.76	1077.76	280	5.00%	8"	SDR-35	-
GOSHAWK LANE								
SAS #1	SAS #10	1053.95	1059.15	130	4.00%	8"	SDR-26	-
SAS #10	SAS #11	1059.25	1070.35	185	6.00%	8"	SDR-35	-

SPECIFIC NOTES

STORM SEWER SCHEDULE

PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
ASHWORTH DRIVE							
S-0	15+55.00	RT-15.10	TAP	-	1054.51	-	-
S-1	15+06.66	RT-15.50	3X3 SAS	1069.40	1059.34	10.06	W/R-3067-7004-V
S-2	14+51.97	RT-15.50	3X3 SAS	1070.06	1065.04	5.02	W/R-3067-7004-V
S-3	13+41.45	RT-15.50	3X3 SAS	1073.07	1068.15	4.92	W/R-3067-7004-V
S-4	12+77.02	RT-15.50	3X3 SAS	1074.62	1069.01	5.61	W/R-3067-7004-V
S-5	12+07.50	RT-15.50	H INLET	1075.77	1072.00	3.77	W/R-3067-7004-V
S-6	12+05.61	LT-15.50	H INLET	1075.80	1072.16	3.64	W/R-3067-7004-V
S-30	15+57.52	RT-13.00	TAP	-	1064.02	-	-
S-31	15+57.53	LT-15.50	H INLET	1069.14	1064.94	4.20	W/R-3067-7004-V
TIERCEL DRIVE							
S-4A	112+69.56	RT-13.50	H INLET	1074.64	1069.65	4.99	W/R-3067-7004-V
S-4B	111+61.56	RT-13.50	H INLET	1073.12	1070.16	2.96	W/R-3067-CDS-V
S-4C	111+61.56	LT-13.50	H INLET	1073.08	1070.31	2.77	W/R-3067-7004-V
S-20	113+44.68	RT-13.50	3X3 SAS	1074.87	1070.61	4.26	W/R-3067-7004-V
S-20A	113+46.45	LT-13.50	H INLET	1074.87	1071.02	3.85	LP, W/R-3067-7004-V, (1)
S-21	114+44.68	RT-13.50	H INLET	1076.66	1072.11	4.55	W/R-3067-7004-V
S-22	116+38.50	RT-13.50	H INLET	1086.32	1082.37	3.95	W/R-3067-7004-V
S-22A	116+38.50	LT-13.50	H INLET	1086.32	1082.62	3.70	W/R-3067-7004-V
GOSHAWK LANE							
S-40	50+26.68	LT-13.50	TAP	-	1061.42	-	-
S-41	50+78.00	LT-13.50	H INLET	1067.91	1063.91	4.00	LP,W/R-3067-7004-V, (1)
S-42	50+78.00	RT-16.58	H INLET	1067.91	1064.19	3.72	LP,W/R-3067-7004-V; (1)
MID TOWN ROAD							
S-50	133+60.05	RT-23.70	12" RCP AE	-	1065.09	-	W/GATE
S-51	134+35.02	RT-25.63	VERT. BEND	-	1067.83	-	-
S-52	136.49.95	RT-31.23	VERT. BEND	-	1076.96	-	-
S-53	137+00.00	RT-32.54	12" RCP AE	-	1081.18	-	W/GATE
S-60	135+42.47	LT-24.08	12" RCP AE	-	1073.85	-	W/GATE
S-61	135+65.22	LT-24.18	12" RCP AE	-	1073.97	-	W/GATE
S-70	136+04.08	LT-24.07	12" RCP AE	-	1076.95	-	W/GATE
S-71	136+28.10	LT-24.18	12" RCP AE	-	1077.07	-	W/GATE

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
ASHWORTH DRIVE										
P-1	S-0	S-1	1054.51	1059.34	55	51	9.49%	18"	TYPE II	-
P-2	S-1	S-2	1059.34	1065.04	60	56.9	10.00%	18"	TYPE II	-
P-3	S-2	S-3	1065.04	1068.15	116	112.9	2.75%	18"	TYPE II	-
P-4	S-3	S-4	1068.15	1069.01	64.5	61.4	1.40%	18"	TYPE II	-
P-5	S-4	S-5	1069.51	1072.00	69.5	66.5	3.75%	12"	TYPE I	-
P-6	S-5	S-6	1072.00	1072.16	31	29.1	0.55%	12"	TYPE I	-
P-30	S-30	S-31	1064.02	1064.94	35	30.7	3.00%	15"	TYPE I	-
TIERCEL DRIVE										
P-4A	S-4	S-4A	1069.51	1069.65	30.5	27	0.50%	12"	TYPE II	-
P-4B	S-4A	S-4B	1069.65	1070.16	105	102	0.50%	12"	TYPE II	-
P-4C	S-4B	S-4C	1070.16	1070.31	27	25.2	0.60%	12"	TYPE I	-
P-20	S-4	S-20	1069.26	1070.61	57	53.8	2.50%	15"	TYPE I	-
P-20A	S-20	S-20A	1070.86	1071.02	27	24.5	0.65%	12"	TYPE I	-
P-21	S-20	S-21	1070.61	1072.11	100	97	1.55%	15"	TYPE II	-
P-22	S-21	S-22	1072.36	1082.37	194	190.8	5.25%	12"	TYPE I	-
P-22A	S-22	S-22A	1082.37	1082.62	27	25	1.00%	12"	TYPE I	-
GOSHAWK LANE										
P-40	S-40	S-41	1061.42	1063.91	54	49.8	5.00%	15"	TYPE I	-
P-41	S-41	S-42	1063.91	1064.19	30	28.2	1.00%	15"	TYPE I	-
MID TOWN ROAD										
P-50	S-50	S-51	1065.09	1067.83	69	75	3.65%	12"	TYPE I	-
P-51	S-51	S-52	1067.83	1076.96	215	215	4.25%	12"	TYPE I	-
P-52	S-52	S-53	1076.96	1081.18	44	50	8.45%	12"	TYPE I	-
P-60	S-60	S-61	1073.85	1073.97	11	22.7	0.53%	12"	TYPE II	-
P-70	S-70	S-71	1076.95	1077.07	12	24	0.50%	12"	TYPE II	-

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.

STORM STRUCTURE ADJUSTMENTS

ADJUST NO.	ID NO.	STATION	LOCATION (OFFSET)	EX. TOC ELEV.	ADJUST ELEV.	ADJUST DIFF.	NOTES
ADJ-1	IN 1668-004	15+57.52	RT-15.50	1066.42	1069.14	2.72	-
ADJ-2	IN 1668-031	50+26.68	LT-13.50	1067.55	1068.34	0.79	-

STANDARD NOTES:

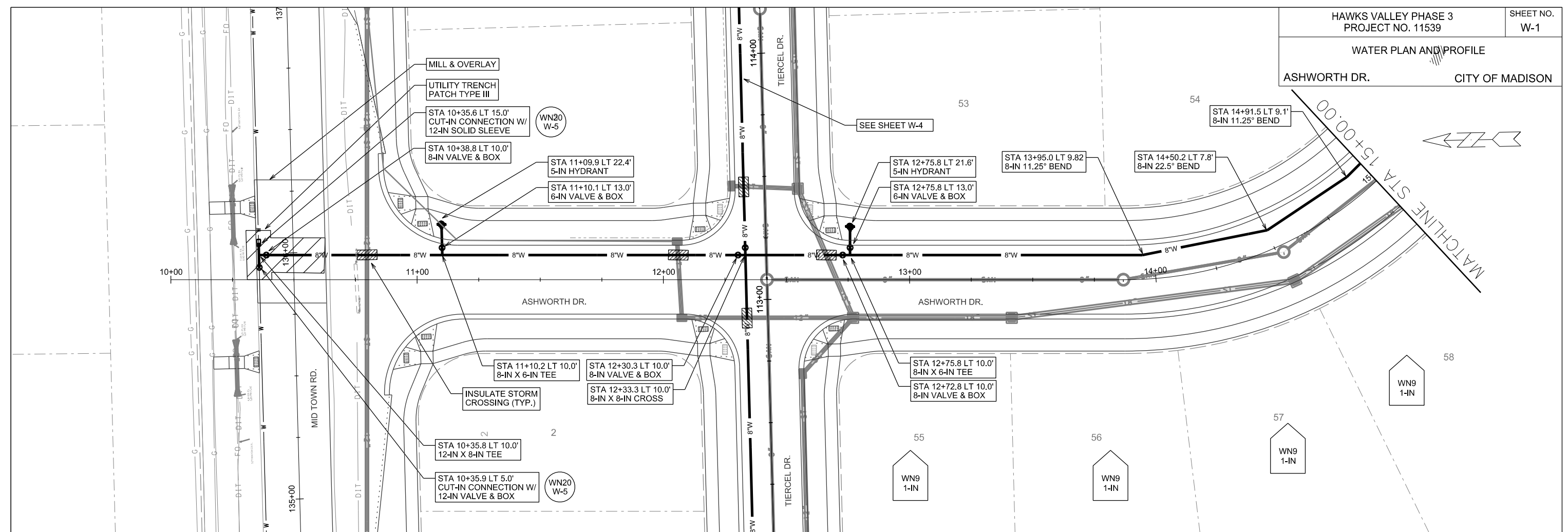
- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD =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

(1) SEE CITY OF MADISON SDD 5.7.7A

WATER PLAN AND PROFILE

ASHWORTH DR. CITY OF MADISON

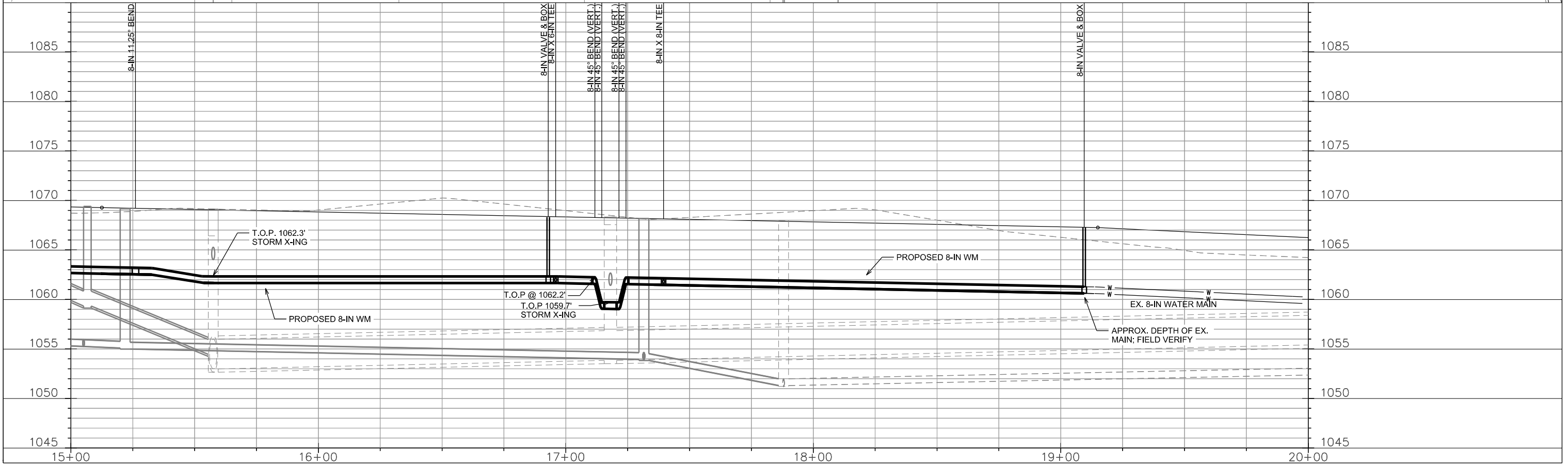
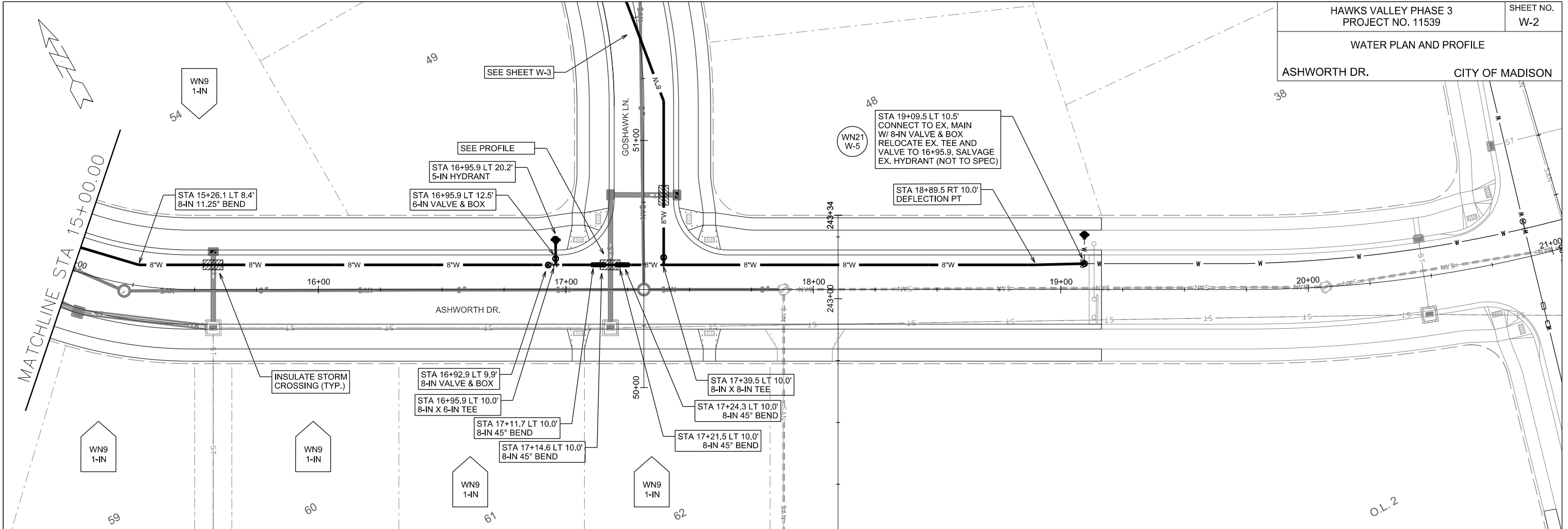


PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



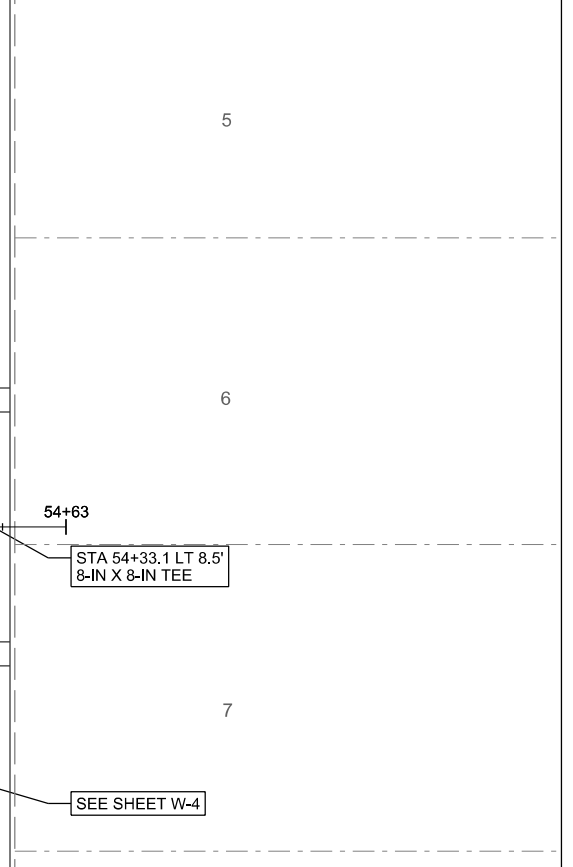
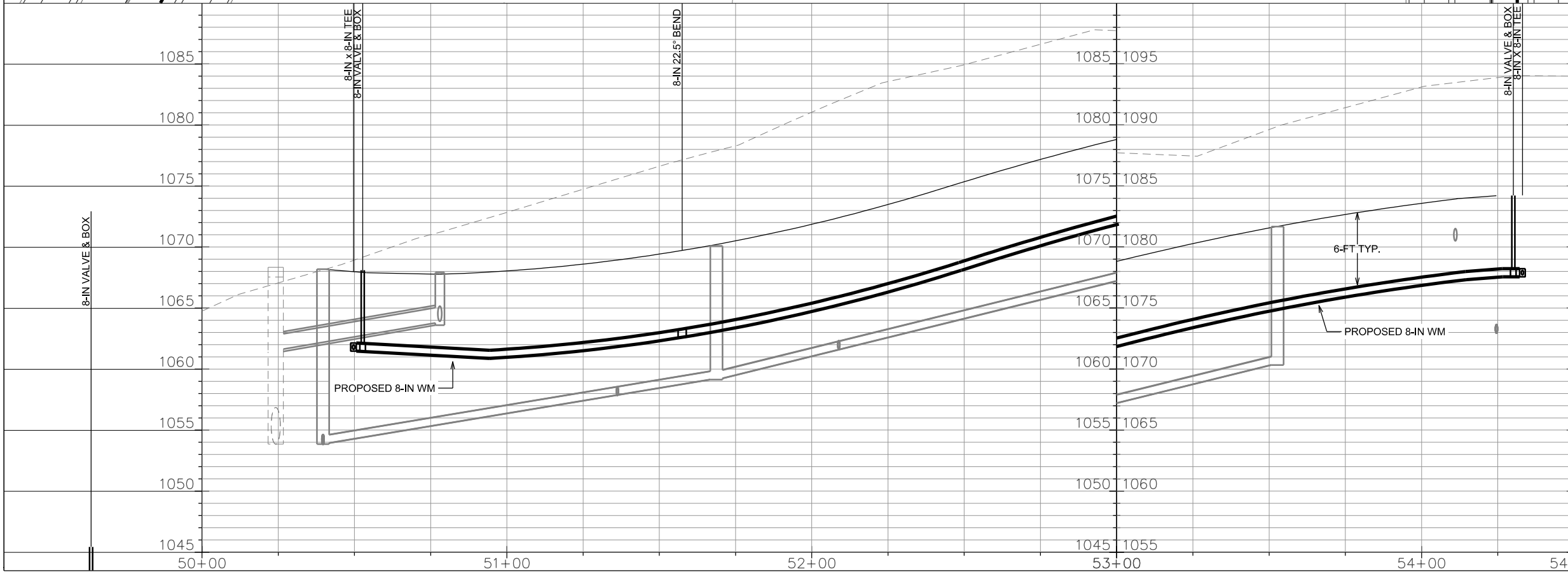
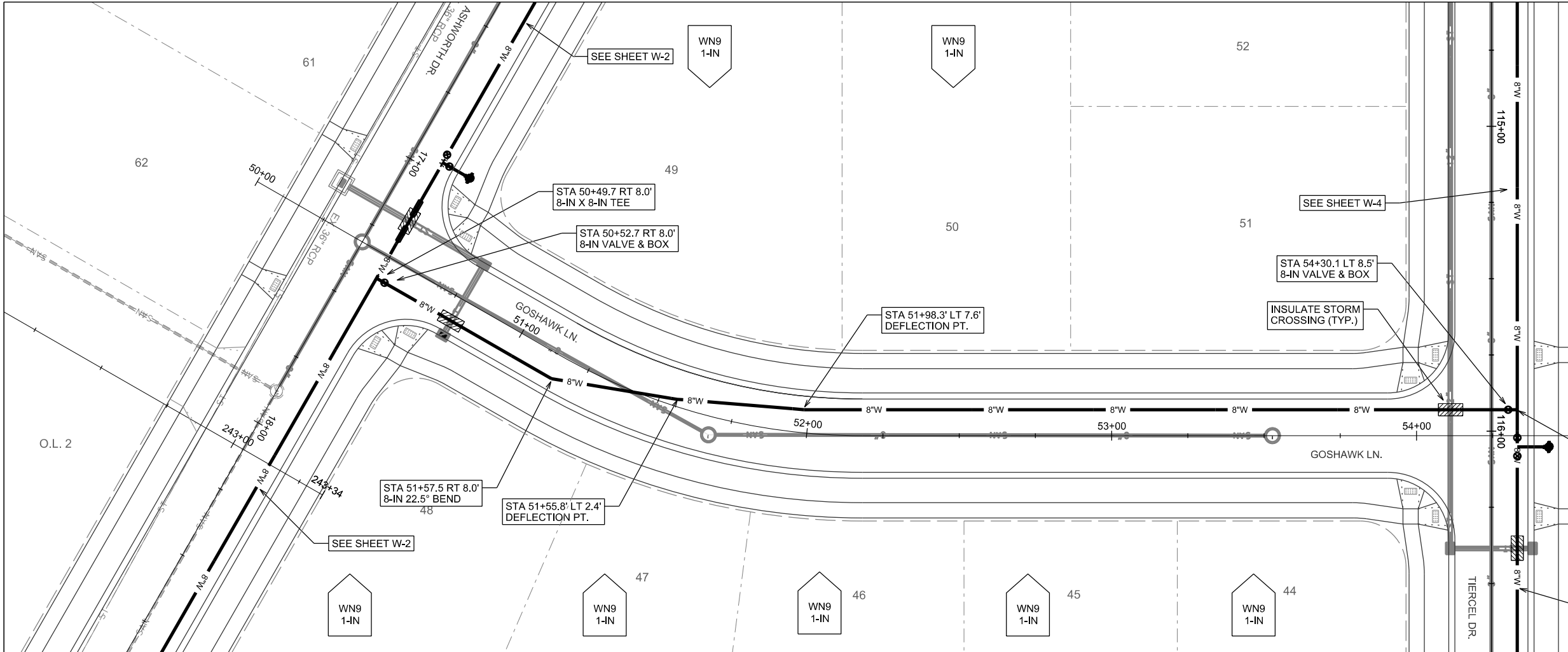
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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE
GOSHAWK LN. CITY OF MADISON

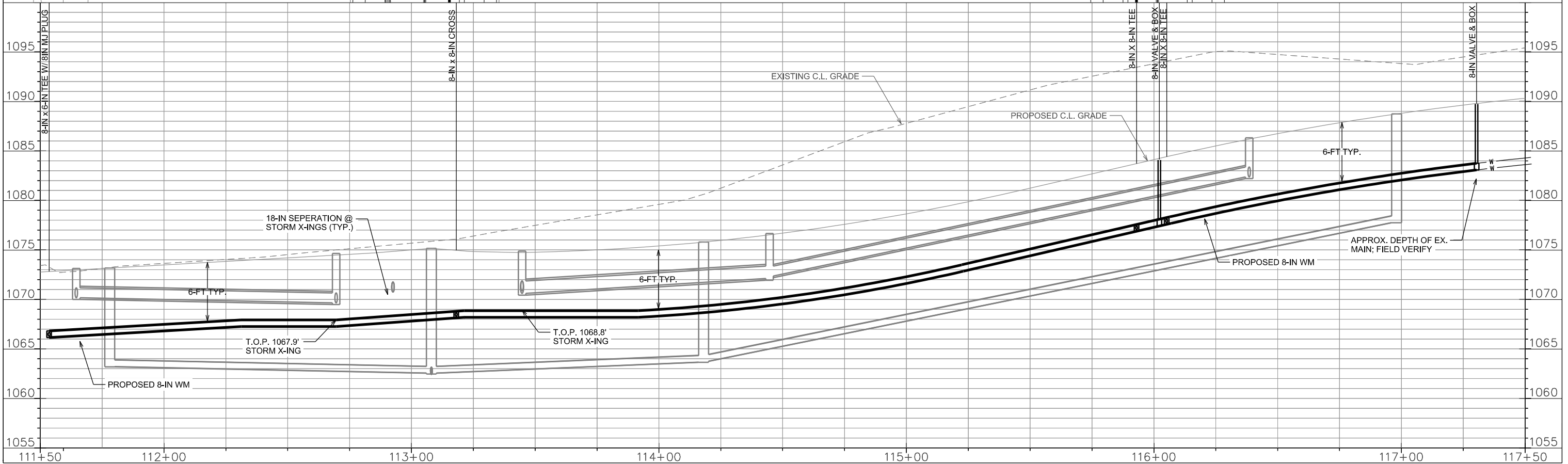
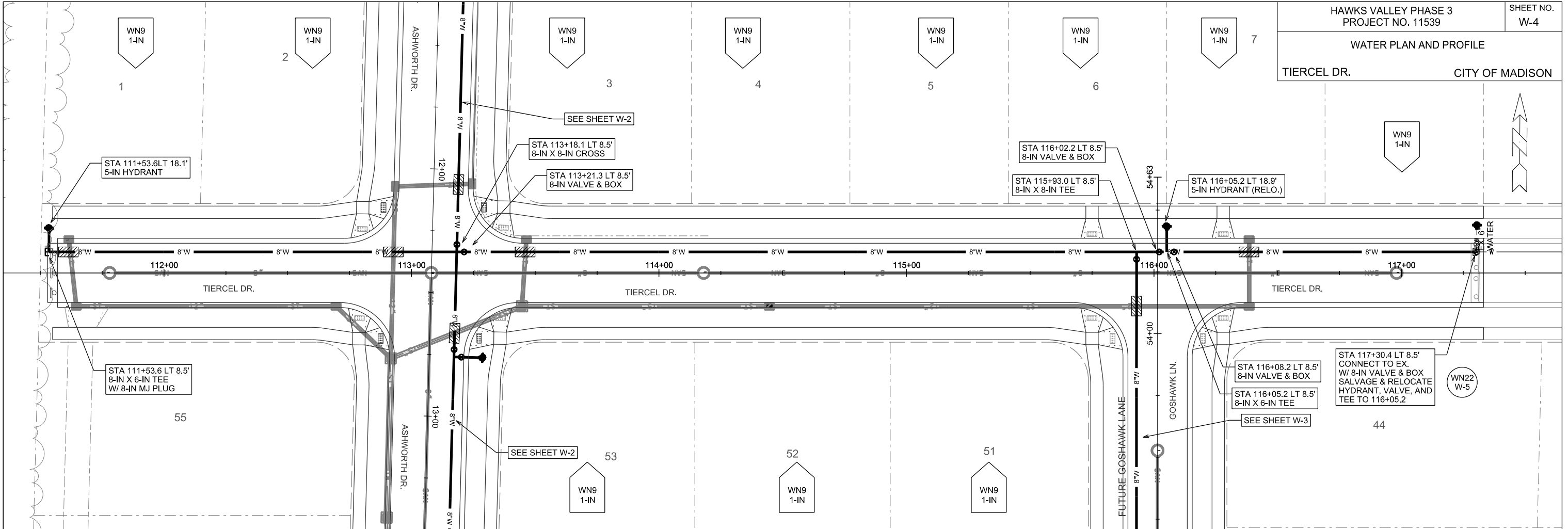


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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WN20
W-1

CUT-IN CONNECTIONS
MID TOWN RD AT ASHWORTH
ISOLATION VALVES:
- V-5 (12" MID TOWN WEST
OF ASHWORTH)
- V-15 (12" MID TOWN AT
HIDDEN HILL)
NOTIFICATION
- NONE R/QD

WN22
W-4

PLUG-REMOVAL CONNECTION
TIERCEL EAST OF GOSHAWK
ISOLATION VALVES:
- V-4616 (8" TIERCEL AT RAPTOR)
NOTIFICATION
- 9704 & 9708 TIERCEL

WN21
W-2

PLUG REMOVAL CONNECTION
ASHWORTH EAST OF GOSHAWK
ISOLATION VALVES:
- V-5291 (8" ASHWORTH AT RAPTOR)
NOTIFICATION
- 9702 ASHWORTH/
1926 GOSHAWK

TOWN OF
VERONA

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CONSTRUCTION NOTES:

- | | |
|---|--|
| <ol style="list-style-type: none"> 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. | <p>WN1 REPLACE THE EXISTING LEAD SERVICE WITH A NEW COPPER SERVICE.</p> <p>WN2 EXTEND AND RECONNECT THE EXISTING COPPER SERVICE TO THE NEW WATER MAIN.</p> <p>WN3 EXISTING SERVICE TO BE ABANDONED WHEN THE WATER MAIN IS CUT OFF.</p> <p>WN4 DISCONNECT FROM THE OLD WATER MAIN AND RECONNECT THE EXISTING COPPER WATER SERVICE LATERAL TO THE NEW WATER MAIN.</p> <p>WN5 RELOCATE THE EXISTING FIRE HYDRANT.</p> <p>WN6 ABANDON WATER VALVE ACCESS STRUCTURE.</p> <p>WN7 FURNISH AND INSTALL THE NEW TOP SECTION FOR THE WATER ACCESS STRUCTURE.</p> <p>WN8 ABANDON THE VALVE BOX.</p> <p>WN9 FURNISH THE DITCH, COMPACTION, AND ALL MATERIALS AND LABOR FOR THE INSTALLATION OF NEW SERVICE LATERAL.</p> <p>WN10 REMOVE AND SALVAGE EXISTING HYDRANT</p> <p>WN11 REPLACE THE EXISTING COPPER SERVICE WITH A COPPER SERVICE</p> <p>WN20+ SEE WATER IMPACT PLAN FOR CONNECTION POINT ISOLATION AND WATER SHUT-OFF NOTIFICATION INFORMATION.</p> |
|---|--|

ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:

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

- | | |
|-----------------------|-----------------------------------|
| 40-FT - 6-IN PIPE | 1 - 12-IN CUT-IN SLEEVE |
| 1860-FT - 8-IN PIPE | 2 - 8-IN 11.25° BEND |
| 20-FT - 12-IN PIPE | 3 - 8-IN 22.5° BEND |
| 2 - 6-IN VALVE & BOX | 4 - 8-IN 45° BEND |
| 11 - 8-IN VALVE & BOX | 88 L.F. 2-IN STYROFOAM INSULATION |
| 1 - 12-IN VALVE & BOX | 2120-FT - POLY WRAP |
| 3 - 8-IN X 6-IN TEE | 1-IN COPPER (AS REQ'D) |
| 2 - 8-IN X 8-IN TEE | 3 - 5-IN HYDRANT |
| 1 - 12-IN X 8-IN TEE | |
| 1 - 8-IN X 8-IN CROSS | |

ESTIMATE OF MATERIALS SALVAGED:

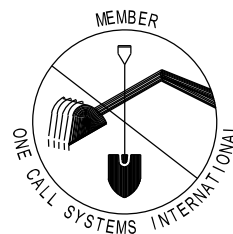
** ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.*

- 2 - 8-IN X 6-IN TEE (RELOCATED)
- 1 - 6-IN VALVE & BOX (RELOCATED)
- 1 - 5-IN HYDRANTS (RELOCATED)
- 1 - 5-IN HYDRANTS (SALVAGED)

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

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

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

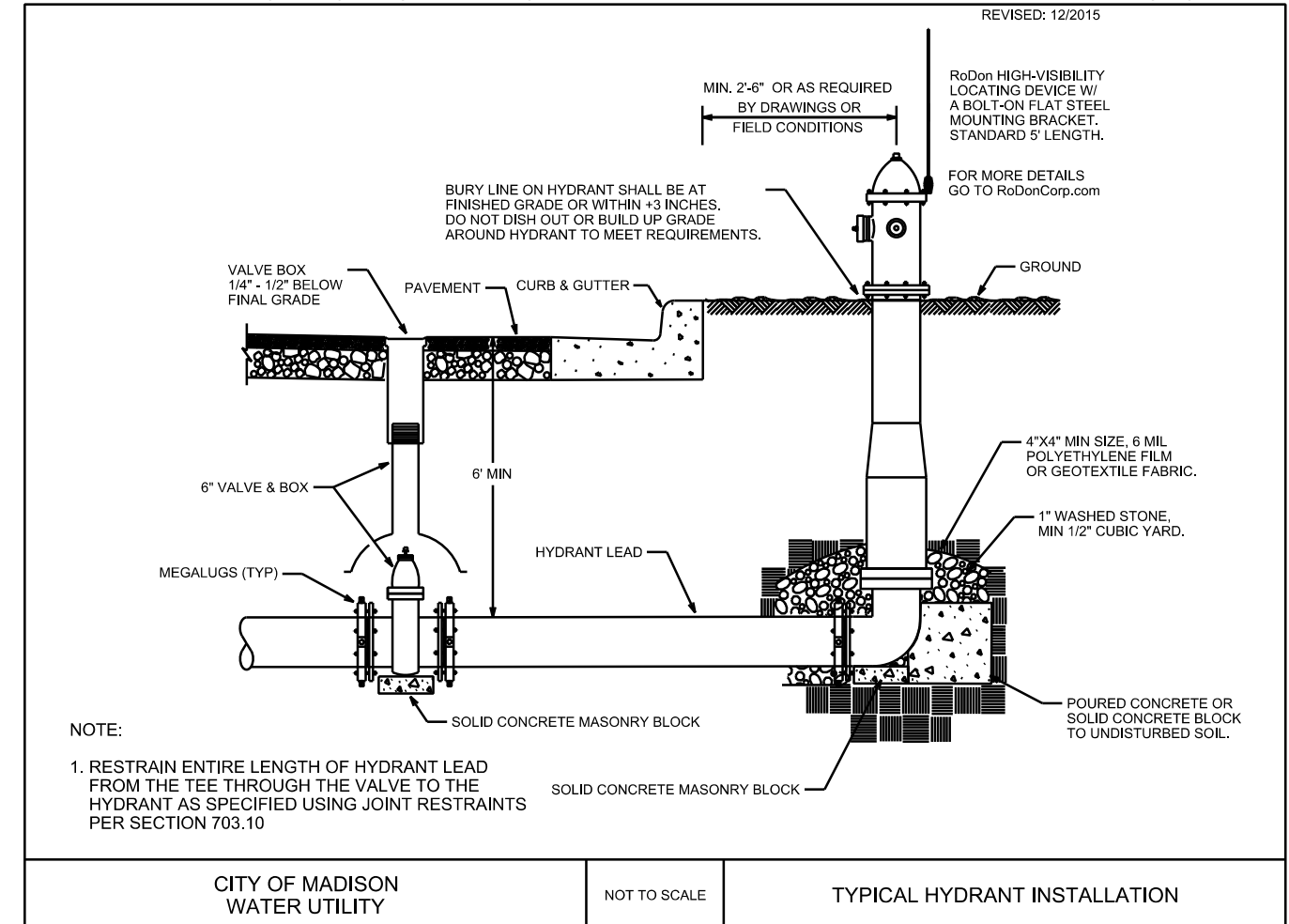


DISCLAIMER NOTE:
UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WORK.

PART VII - WATER MAINS AND SERVICE LATERALS

DETAIL DRAWING NO. 7.04

REVISED: 12/2015



CITY OF MADISON
WATER UTILITY

NOT TO SCALE

TYPICAL HYDRANT INSTALLATION

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS

MID TOWN ROAD

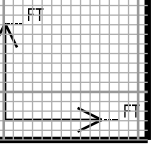
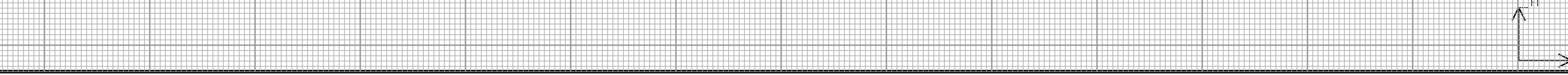
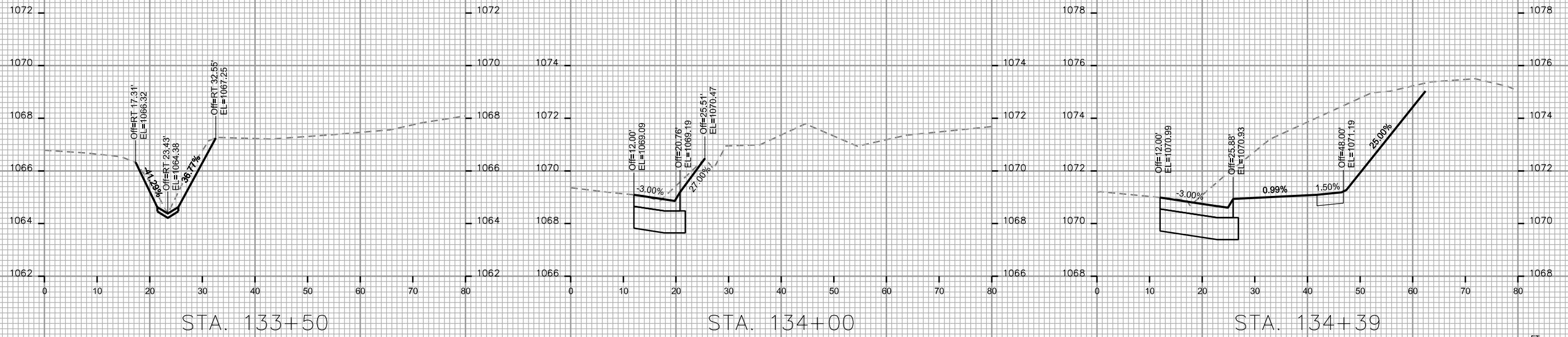
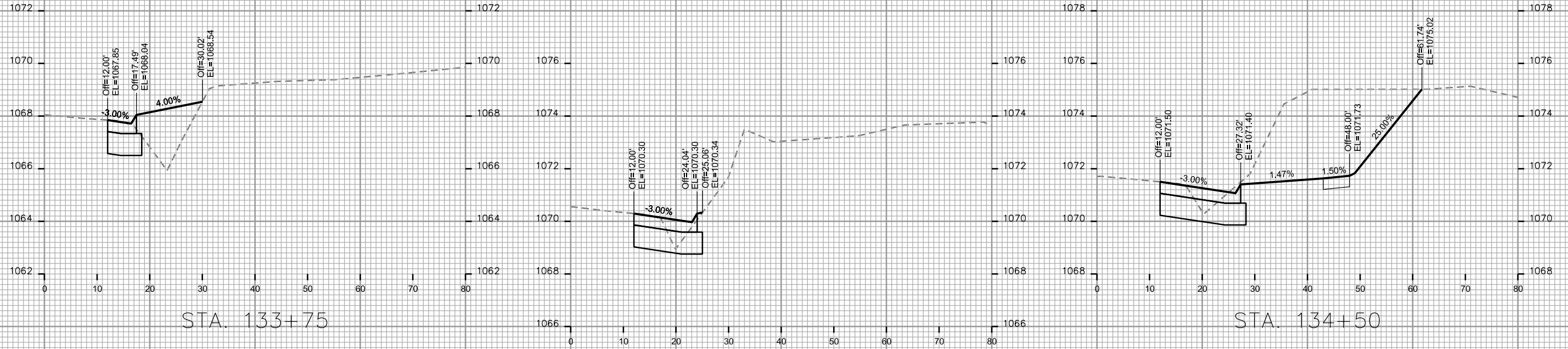
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

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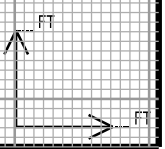
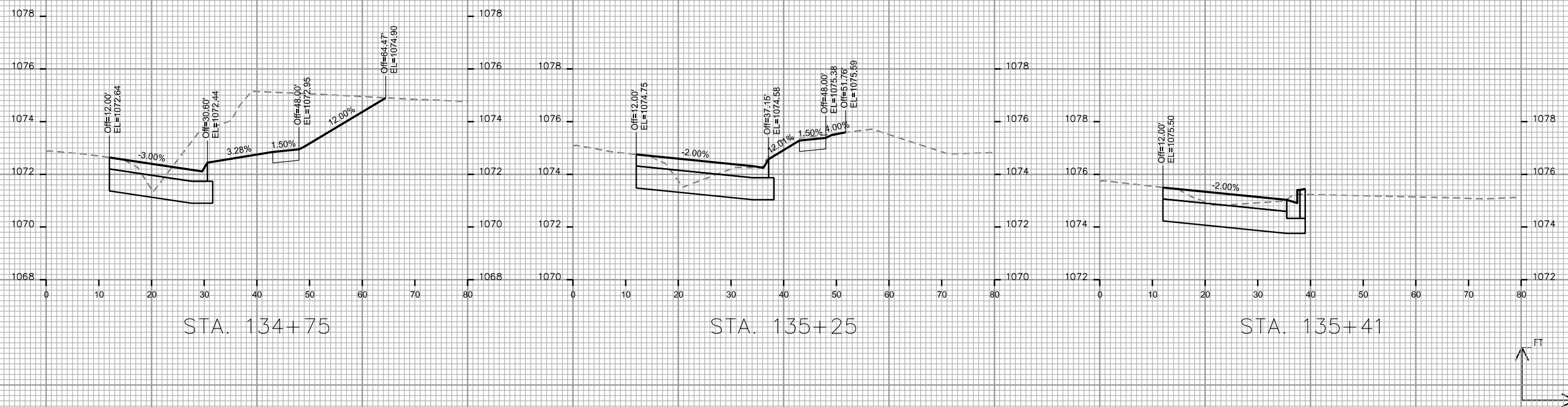
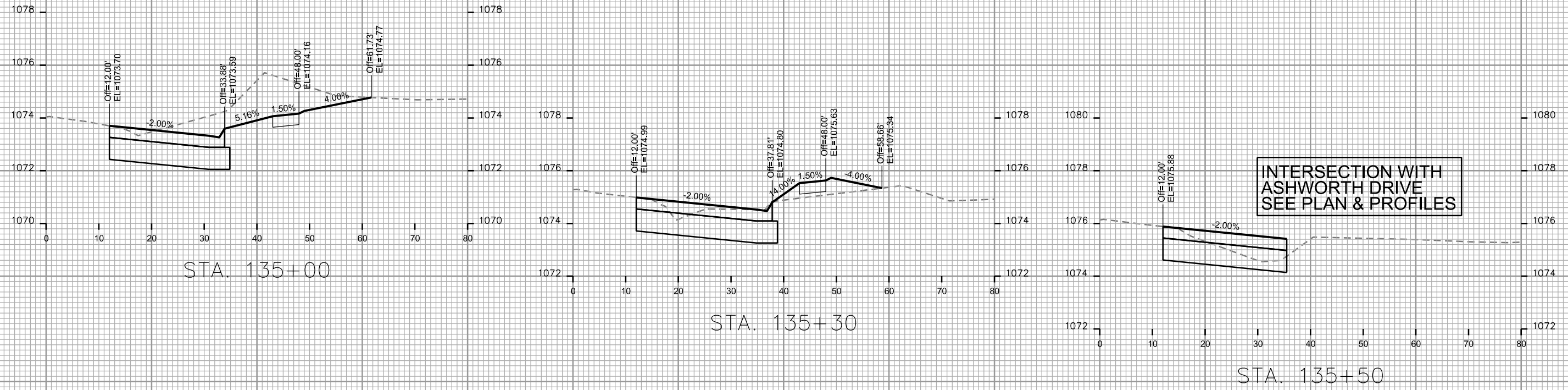
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

MID TOWN ROAD

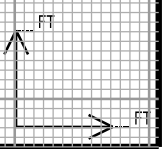
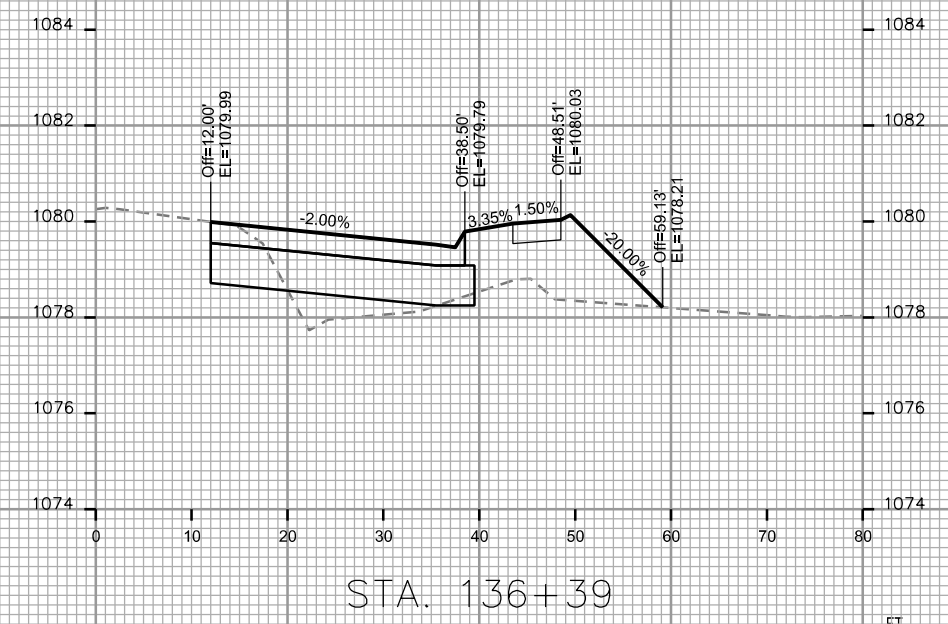
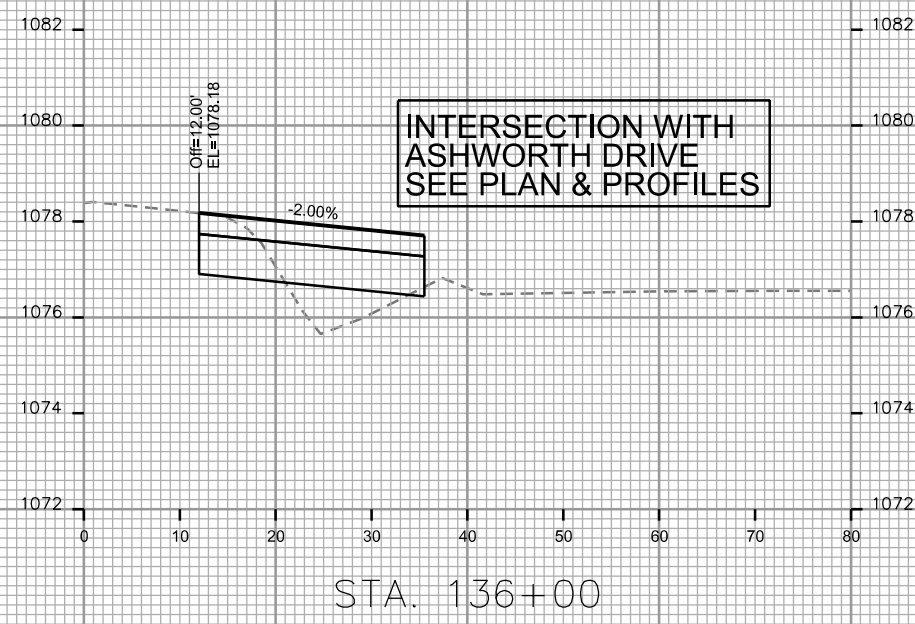
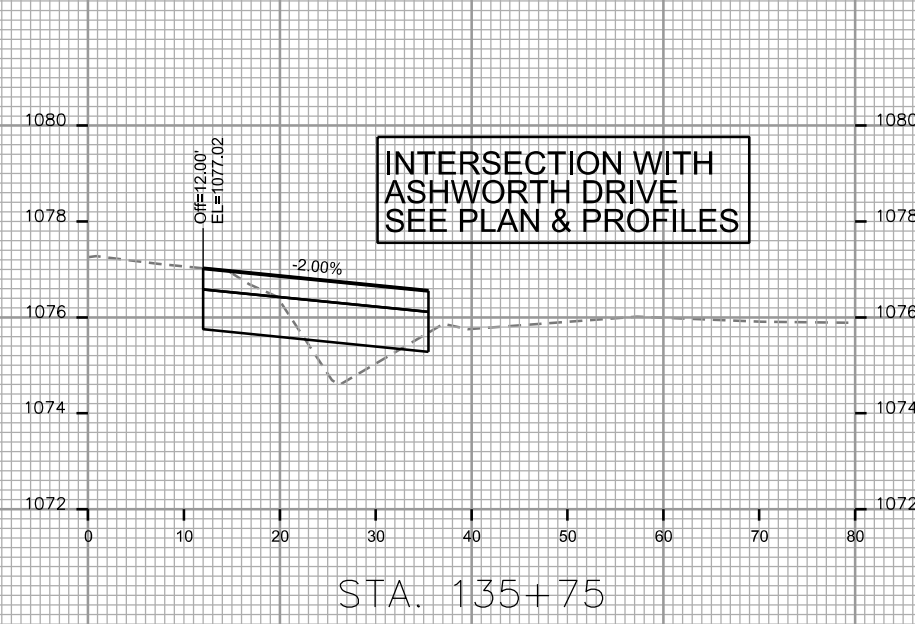
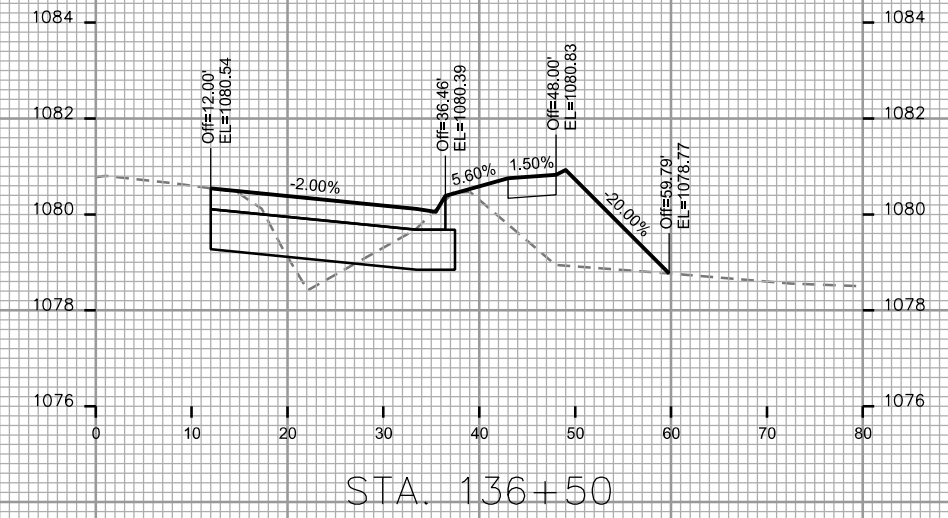
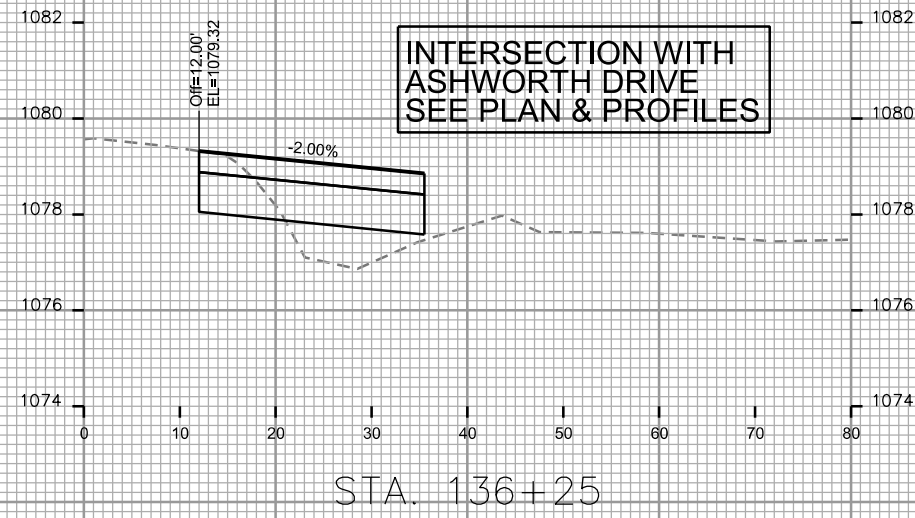
CITY OF MADISON

PLOT SCALE: _____

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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS

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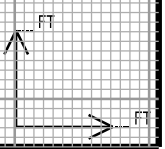
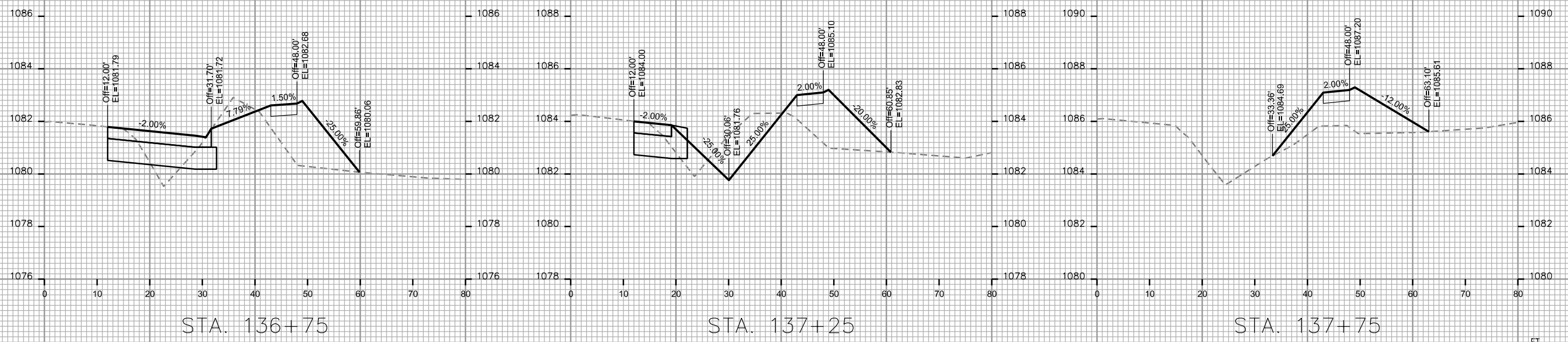
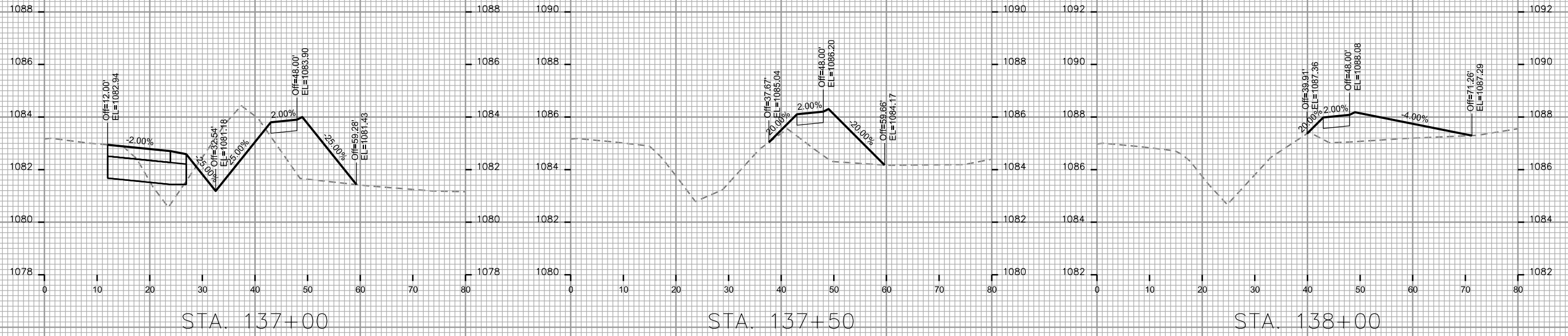
CITY OF MADISON

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CROSS SECTIONS

MID TOWN ROAD

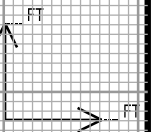
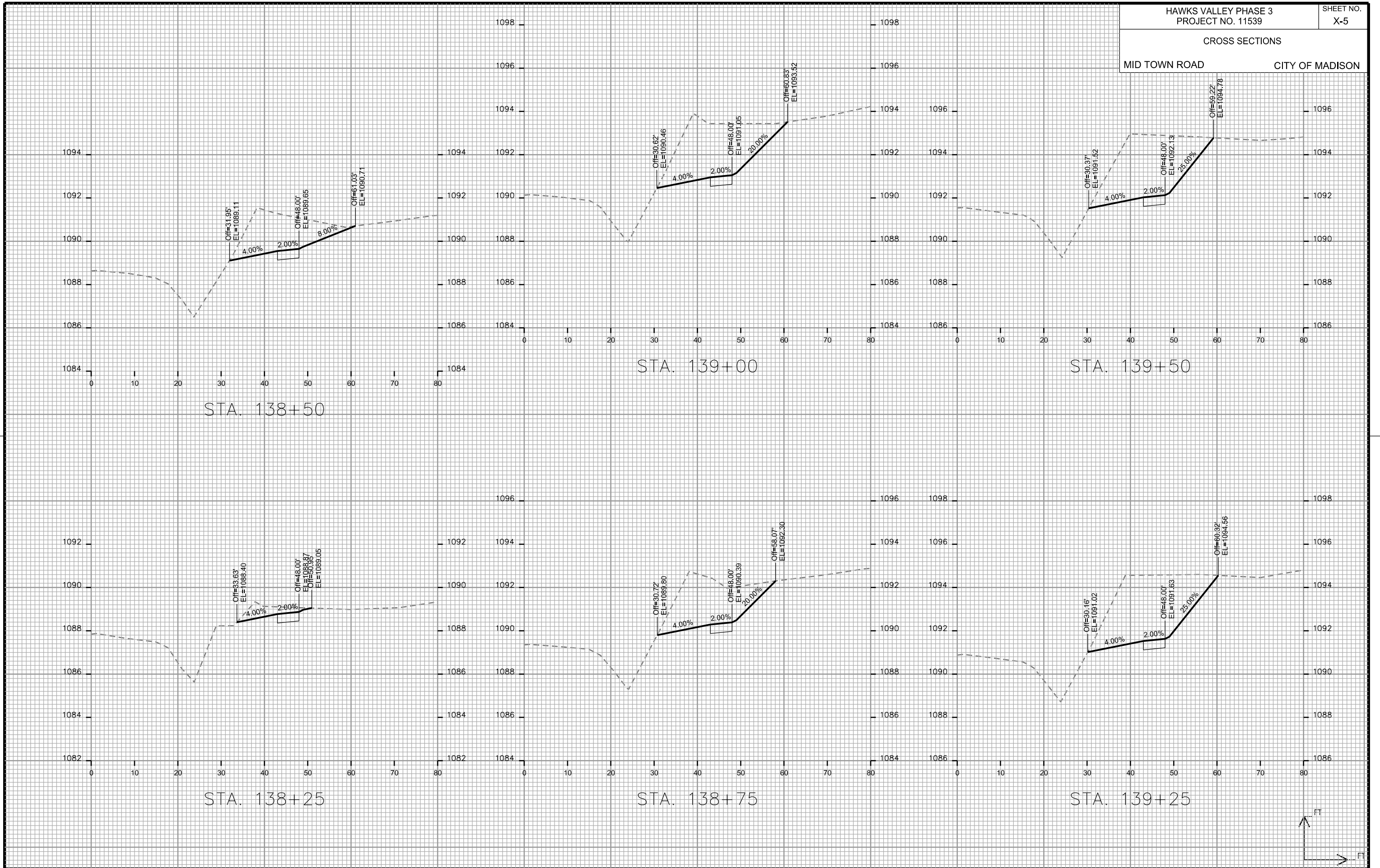
CITY OF MADISON

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MID TOWN ROAD

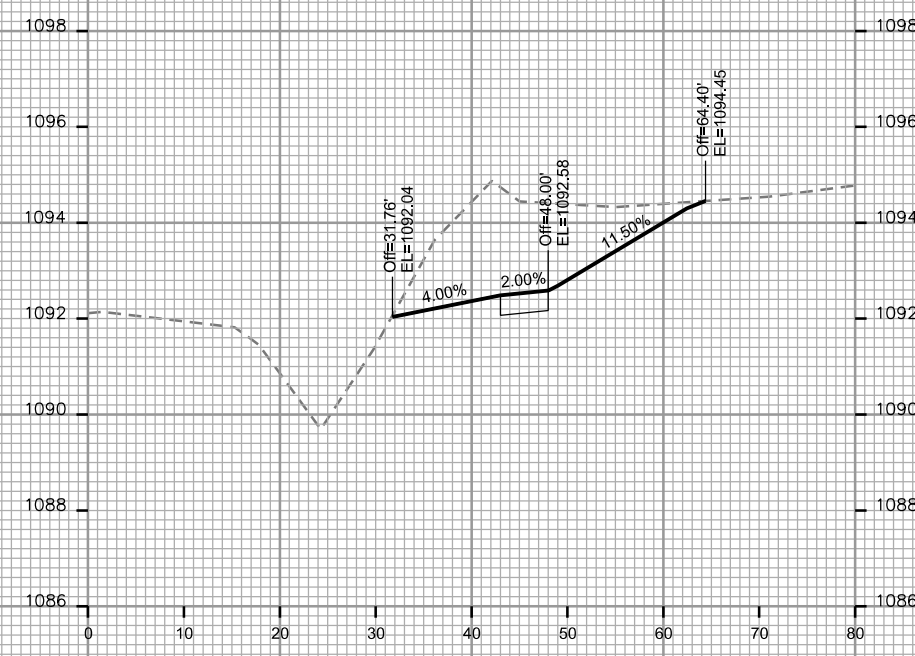
CITY OF MADISON

PLOT SCALE: _____

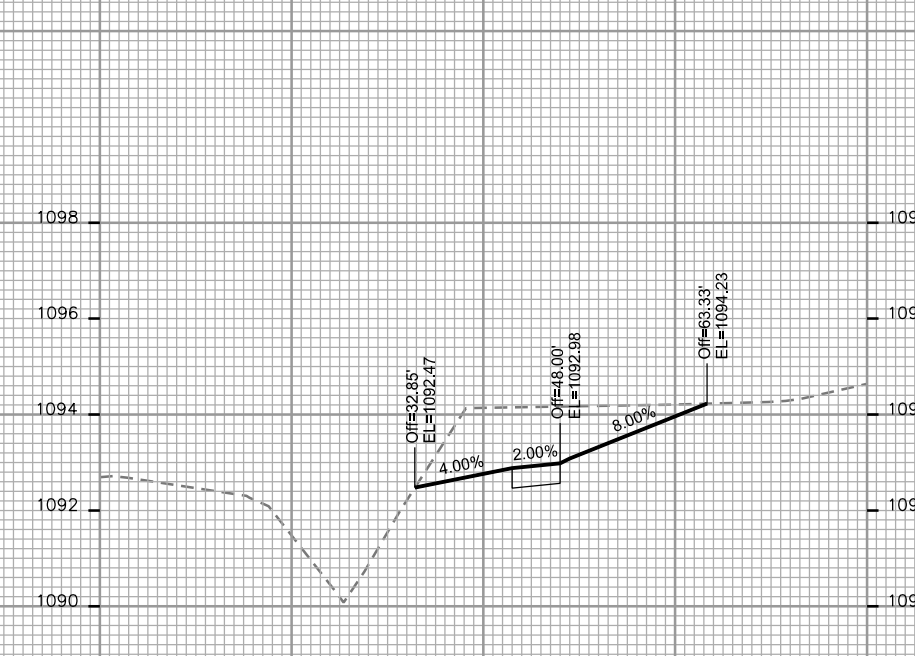
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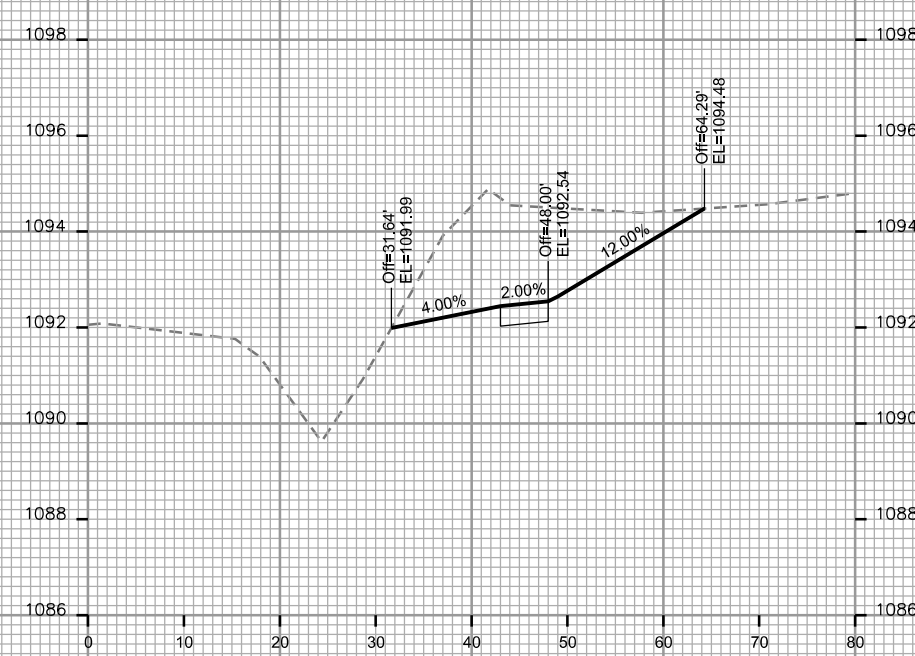
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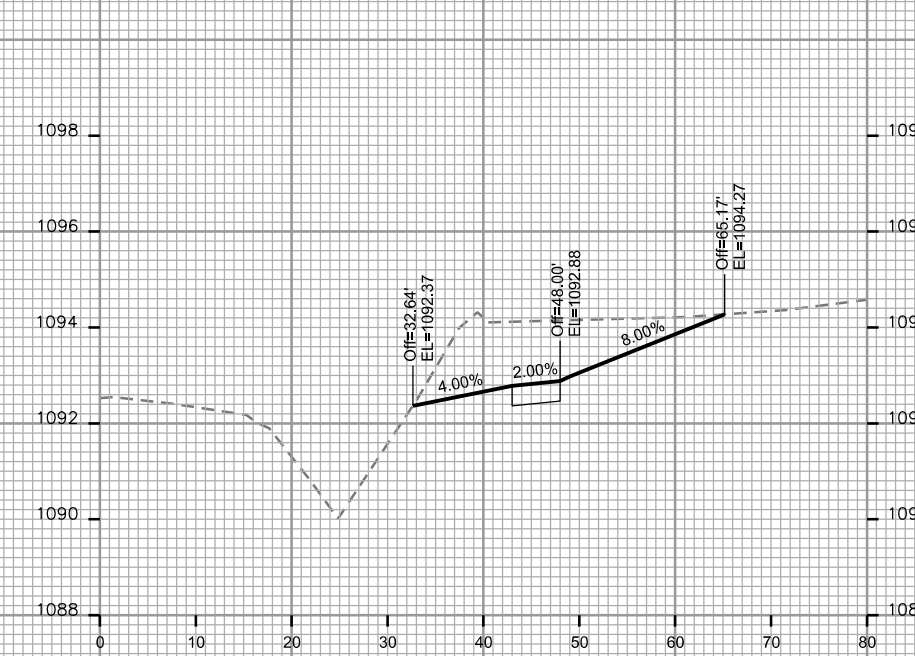
STA. 139+78



STA. 140+09



STA. 139+75



STA. 140+00

