

Madison, Wisconsin

# CITY OF MADISON

## CITY ENGINEERING DIVISION

## DEPARTMENT OF PUBLIC WORKS

# PLAN OF PROPOSED IMPROVEMENT

PUBLIC IMPROVEMENT PROJECT APPROVED

JUNE 5, 2018

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

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

### INDEX OF SHEETS

SHEET NO.	TITLE
1	DETAILS
DI-D5	STREET PLAN AND PROFILES
PI-PII	UTILITIES PLAN AND PROFILES
UI-UI4	SANITARY SEWER SCHEDULE
U15	STORM SEWER SCHEDULE
U16-U17	WATER PLAN AND PROFILES
WI-W9	WATER MATERIALS
W10	PRV DETAIL DRAWING
W11	

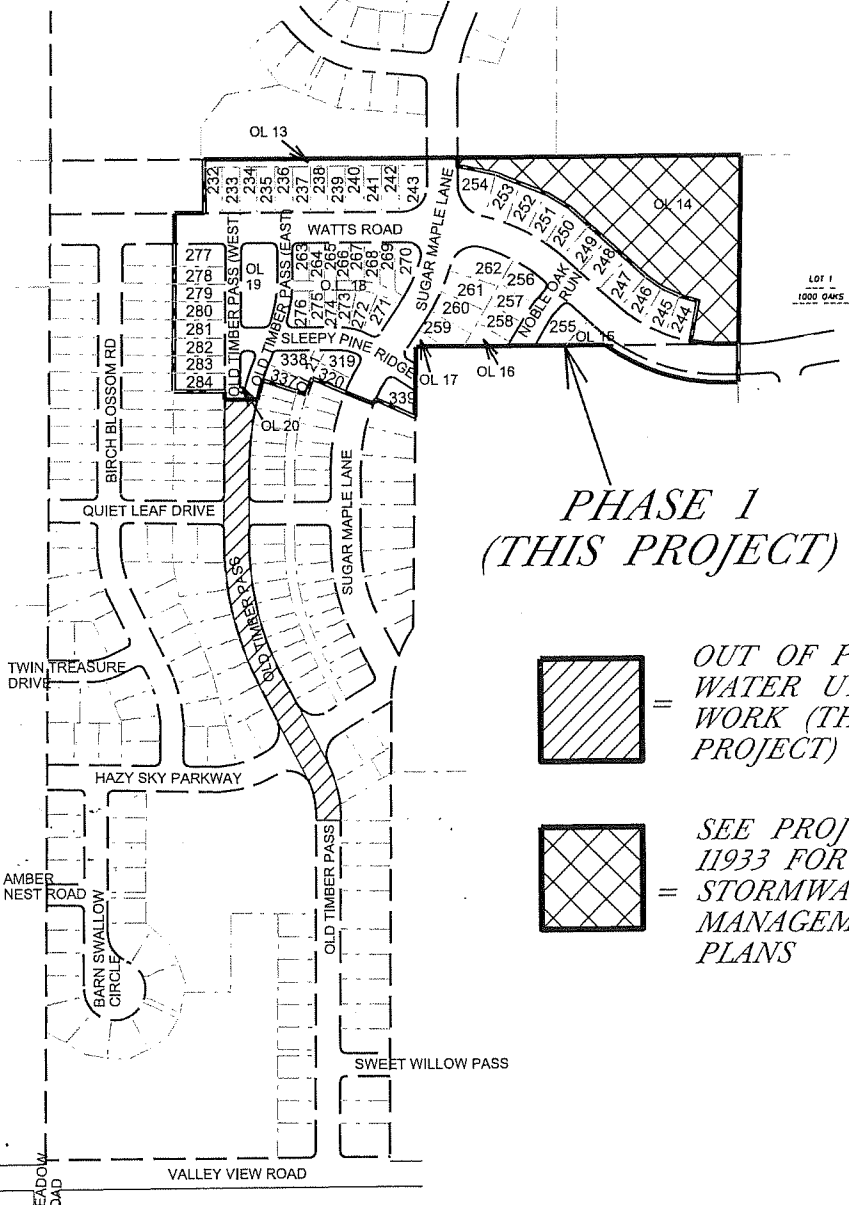
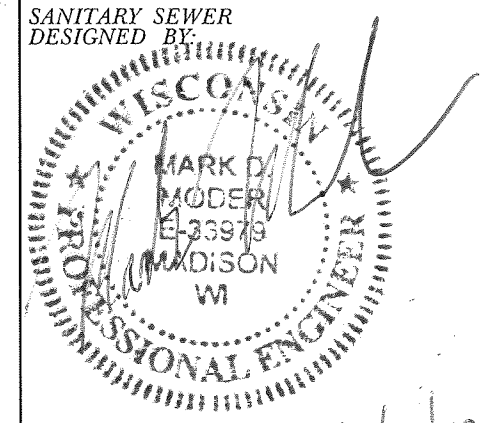
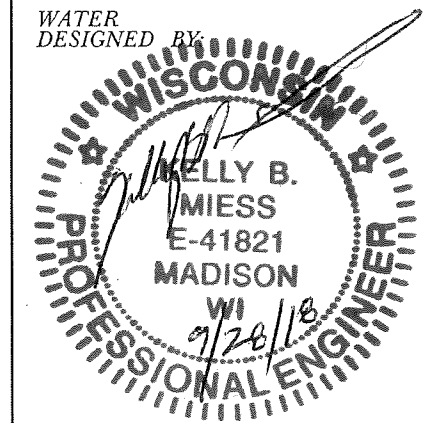
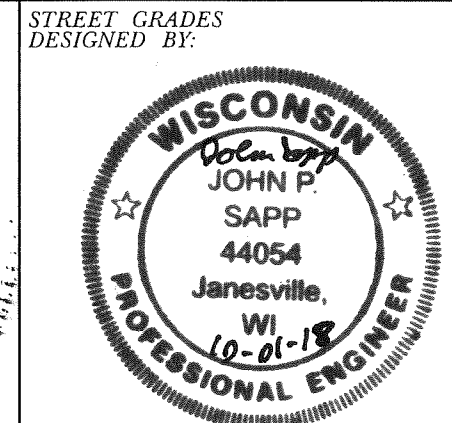
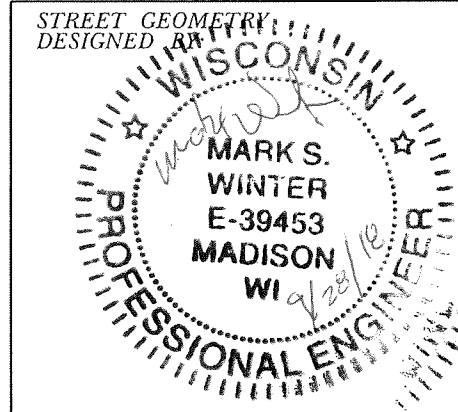
## BIRCHWOOD POINT SOUTH PHASE 1

< PPI-PP2  
Regional Trail  
JPS 2019 03-14

CITY PROJECT NO. 11932

CITY CONTRACT NO. 8195

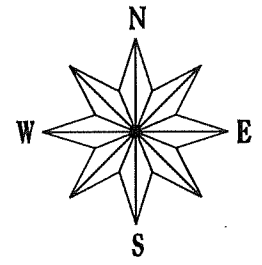
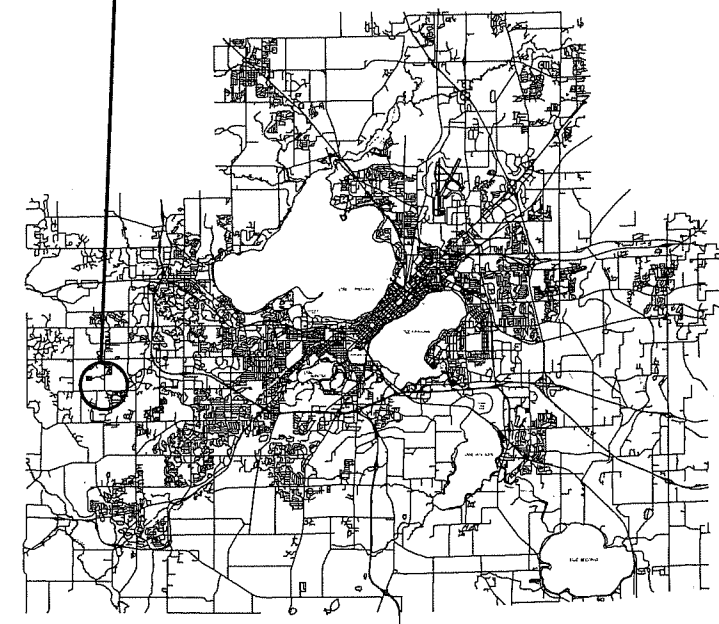
MUNIS NO. 11932



PHASE 1 (THIS PROJECT)

- = OUT OF PHASE WATER UTILITY WORK (THIS PROJECT)
- = SEE PROJ. NO. 11933 FOR STORMWATER MANAGEMENT PLANS

### PROJECT LOCATION



PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_  
REV. DATE: \_\_\_\_\_  
ORIGINATOR: CITY ENGINEERING DIVISION

10-2-18

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

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

DEVELOPER MUST SUBMIT A TRAFFIC CONTROL PLAN TO CITY TRAFFIC ENGINEERING AT LEAST 14 DAYS PRIOR TO THE START OF WORK. WORK SHALL NOT PROCEED UNTIL AN APPROVED TRAFFIC CONTROL PLAN IS IN PLACE

ALL PAVEMENT IN THE SLEEPY PINE RIDGE & NOBLE OAK RUN RIGHTS-OF-WAY SHALL BE TYPE A PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

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

ALL PAVEMENT IN THE SUGAR MAPLE LANE & WATTS ROAD RIGHTS-OF-WAY SHALL BE TYPE C PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

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

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

ALL DITCHES SHALL DRAIN WITH A MINIMUM GRADES OF 0.5%

THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB RAMPS SHALL TYPICALLY BE 1.5%. THE LONGITUDINAL GRADE OF BARRIER FREE SIDEWALK CURB RAMPS SHALL NOT EXCEED 8.33%. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED ACCORDING TO S.D.D. 3.03. AT ALL OTHER LOCATIONS THE LONGITUDINAL GRADE OF SIDEWALKS SHALL NOT EXCEED 5.0 % OR THE ADJACENT STREET GRADE WHICHEVER IS GREATER NOR BE LESS THAN 0.5% AND SHALL DRAIN TOWARD STORM SEWER INLETS. SIDE SLOPES WITHIN TEN FEET OF A PUBLIC SIDEWALK SHALL NOT EXCEED 4.00:1. ALL SIDEWALK AND SIDEWALK RAMP ELEVATIONS AND GRADES SHALL BE FIELD VERIFIED AND SET TO COMPLY WITH THE CITY OF MADISON STANDARD SPECIFICATIONS AND THE A.D.A. GUIDELINES.

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

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

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

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

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



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

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

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

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

ALL WORK IN THE RIGHT OF WAY AND PUBLIC EASEMENTS SHALL BE IN ACCORDANCE WITH THE CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION

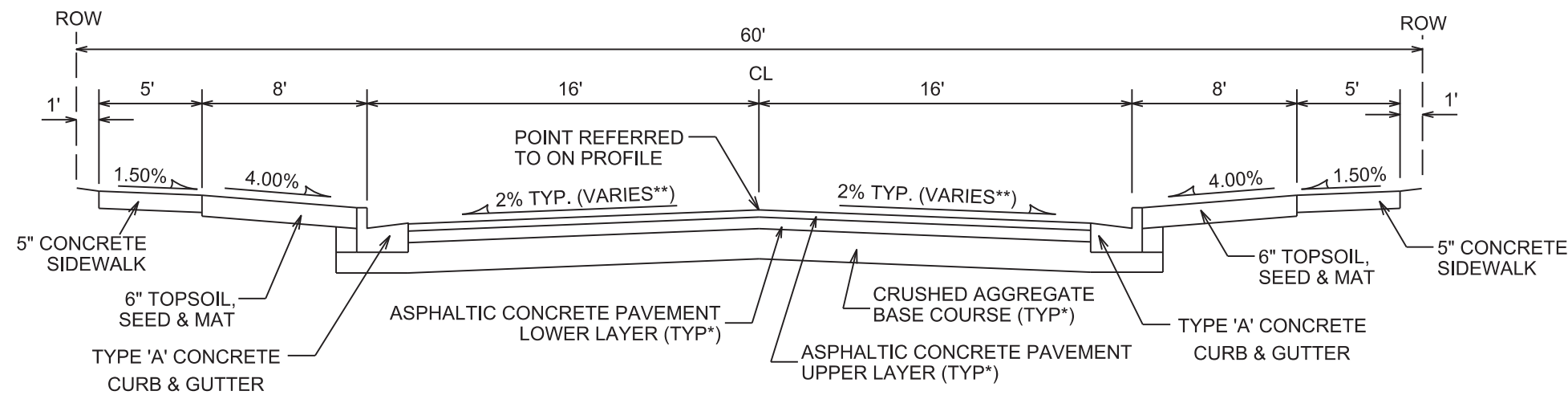
CONVENTIONAL SIGNS	
FIELD VERIFY ALL UTILITY LOCATIONS	
GAS	—— G ——
STORM SEWER	—— ST ——
SANITARY SEWER	—— SAN ——
WATER	—— W ——
OVERHEAD ELECTRIC	—— OH ——
POWER POLE	⊕
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	
COMBUSTIBLE FLUIDS	

PLOT SCALE:

PLOT NAME:

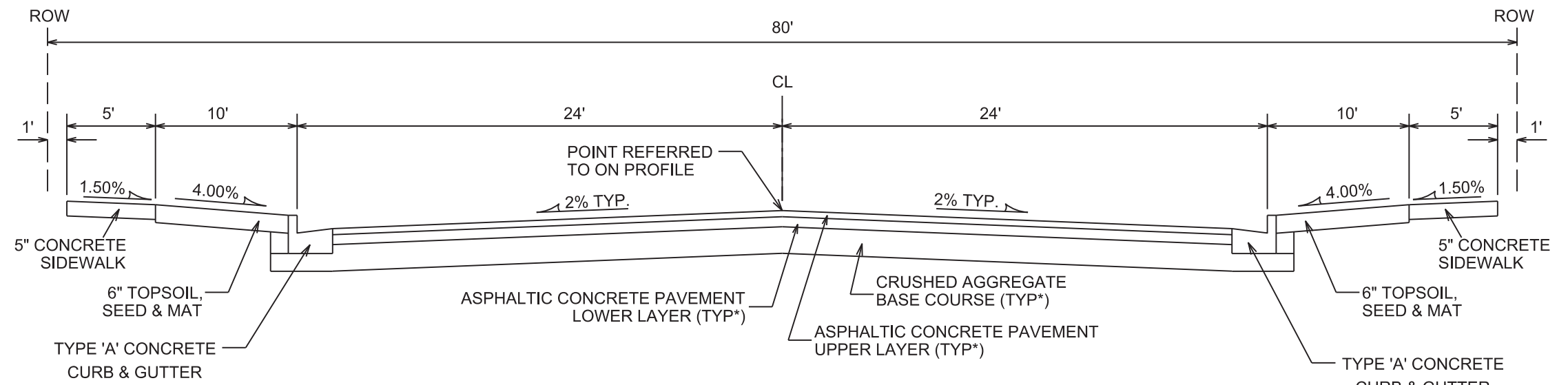
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL SECTION**

NOBLE OAK RUN  
SLEEPY PINE RIDGE  
NOT TO SCALE



**TYPICAL SECTION**

SUGAR MAPLE LANE  
NOT TO SCALE

NOTES:

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

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

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

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

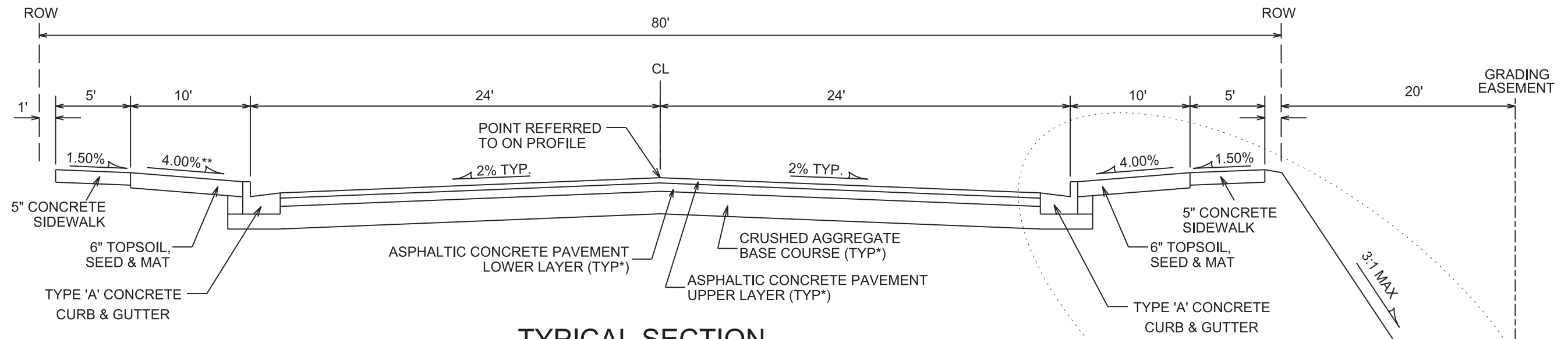
TYPE	CRUSHED AGGREGATE BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER		UPPER LAYER	
			TYPE	THICKNESS	TYPE	THICKNESS
A	6"	6"	4 LT 58-28 S	1.75"	4 LT 58-28 S	1.75"
B	6"	6"	3 LT 58-28 S	2.50"	4 LT 58-28 S	2.00"
C	6"	6"	3 MT 58-28 S/H	3.50"	4 MT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

PLOT SCALE:

PLOT NAME:

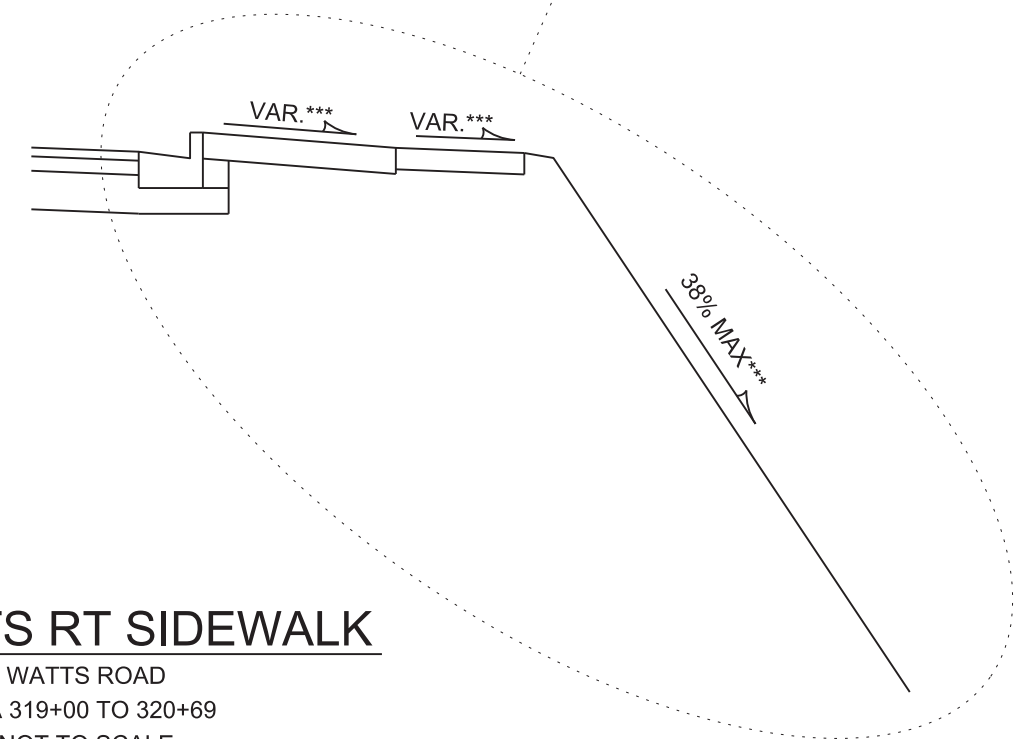
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL SECTION**

WATTS ROAD  
NOT TO SCALE



**WATTS RT SIDEWALK**

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

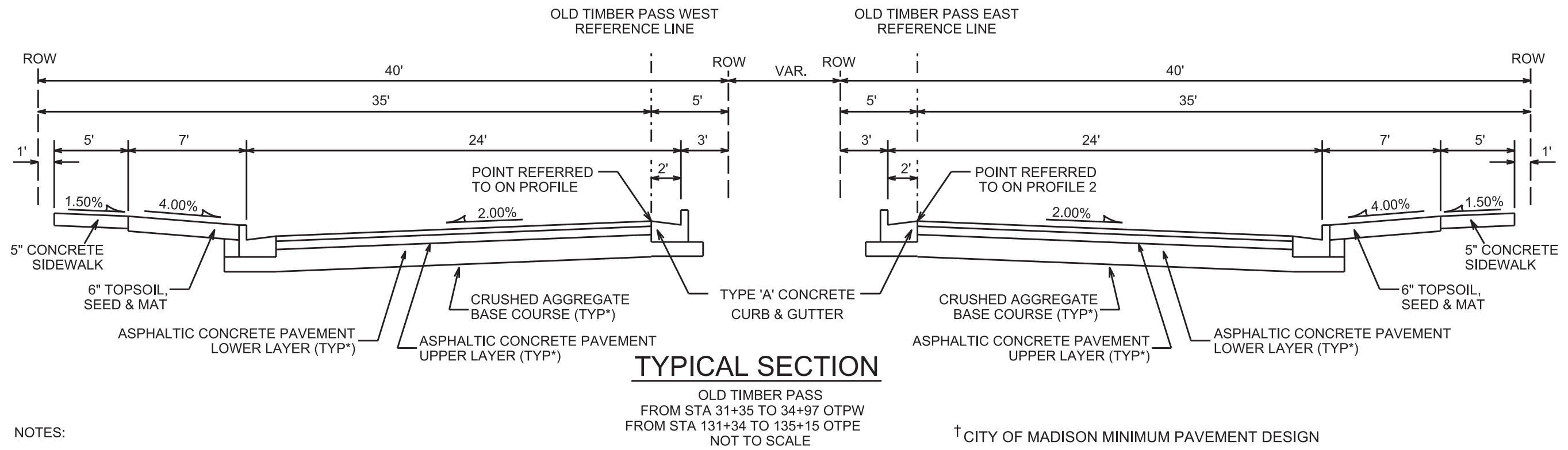
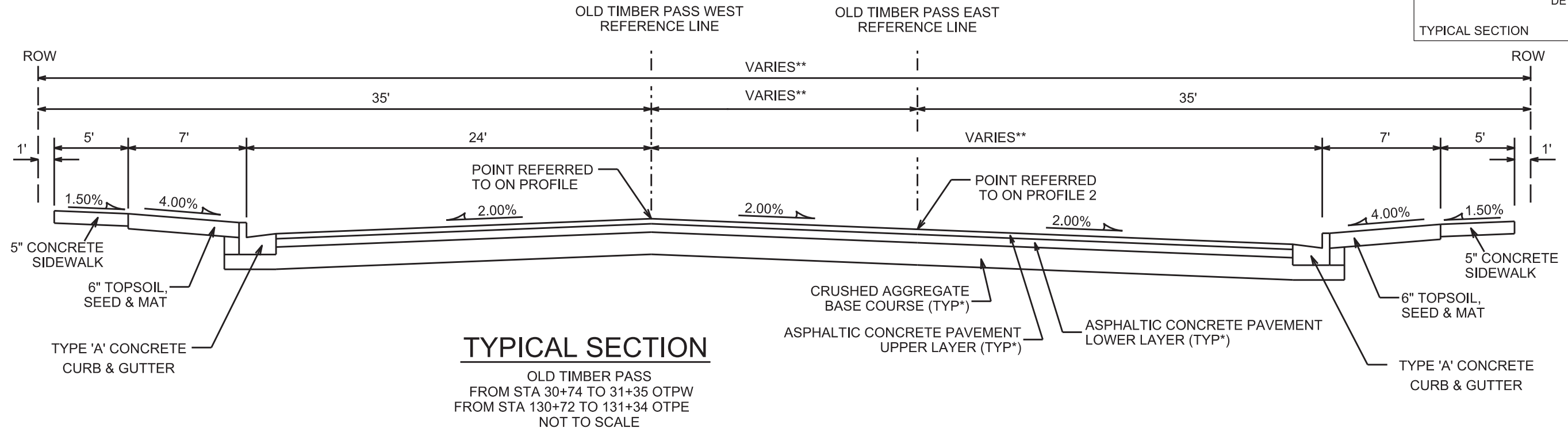
NOTES: †

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

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

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

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



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

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

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

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

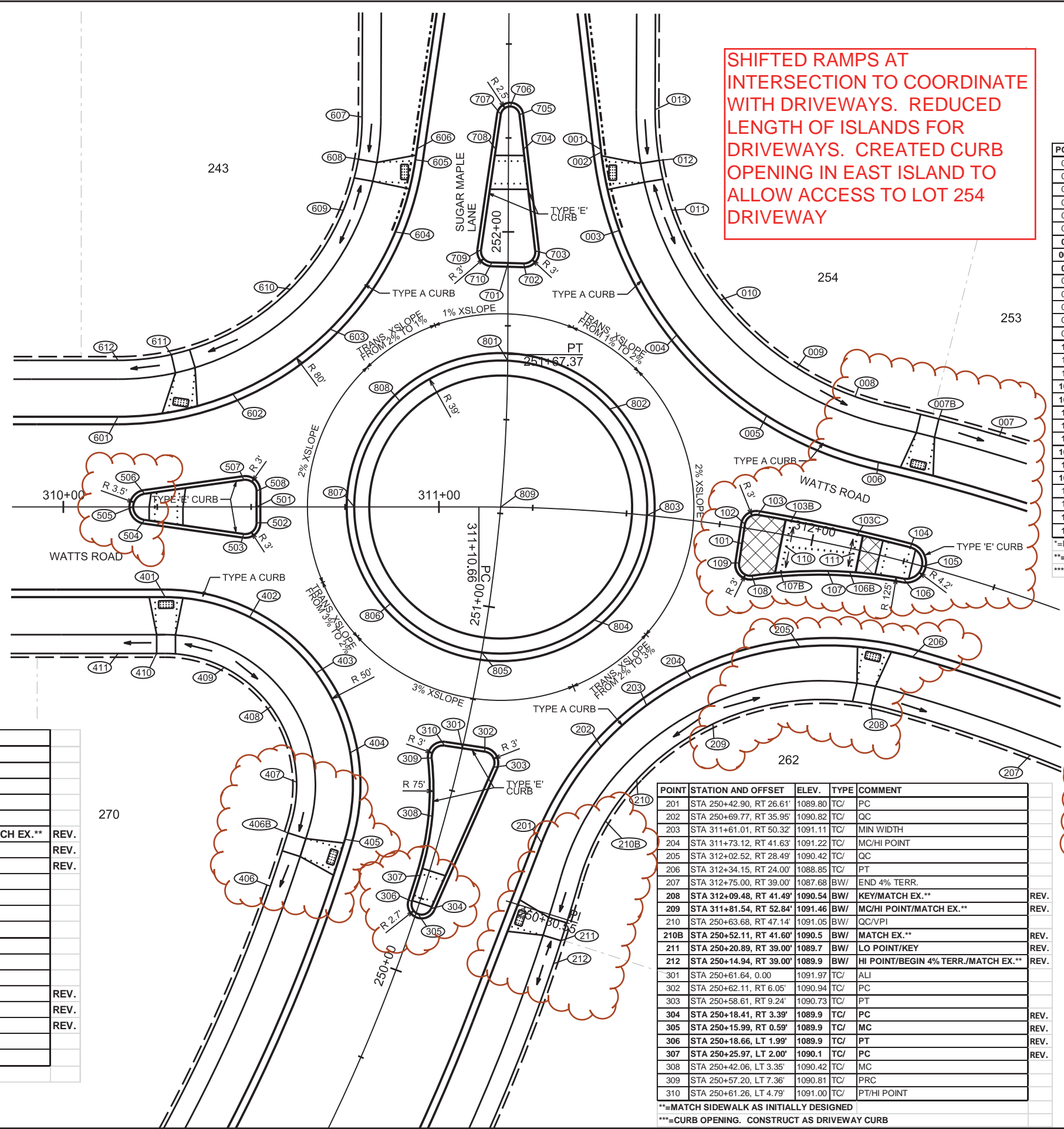
SHIFTED RAMPS AT  
INTERSECTION TO COORDINATE  
WITH DRIVEWAYS. REDUCED  
LENGTH OF ISLANDS FOR  
DRIVEWAYS. CREATED CURB  
OPENING IN EAST ISLAND TO  
ALLOW ACCESS TO LOT 254  
DRIVEWAY

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

POINT	STATION AND OFFSET	ELEV.	TYPE	COMMENT
001	STA 252+22.00, RT 24.60'	1091.46	TC/	LO POINT
002	STA 252+21.31, RT 24.68'	1091.47	TC/	PC
003	STA 252+00.93, RT 29.40'	1091.82	TC/	QC/HI POINT
004	STA 311+58.31, LT 48.61'	1091.65	TC/	MC
005	STA 311+82.76, LT 30.45'	1091.33	TC/	QC
006	STA 312+12.51, LT 24.00'	1089.63	TC/	PT
007	STA 312+40.00, LT 39.00'	1089.20	BW/	MATCH EX.**/END 4% TERR.
007B	STA 312+24.57, LT 39.01'	1089.58	BW/	KEY
008	STA 312+03.36, LT 39.72'	1090.41	BW/	VPI/MATCH EX.**
009	STA 311+88.12, LT 44.28'	1091.36	BW/	QC/VPI
010	STA 311+67.76, LT 59.23'	1092.11	BW/	MC/BEGIN 4% TERR.
011	STA 252+05.89, RT 43.56'	1092.28	BW/	QC/HI POINT/END 4% TERR.
012	STA 252+19.18, RT 40.13'	1091.90	BW/	KEY/LO POINT
013	STA 252+32.68, RT 39.00'	1092.07	BW/	PT/BEGIN 4% TERR.
101	STA 311+81.68, RT 4.22'	1091.58	TC/	MID POINT
102	STA 311+81.65, LT 0.97'	1091.61	TC/	PC/HI POINT
103	STA 311+84.64, LT 4.00'	1091.43	TC/	PT
103B	STA 311+93.56, LT 3.98'	1091.04	TC/	CURB OPENING***
103C	STA 312+11.40, LT 4.00'	1090.26	TC/	CURB OPENING***
104	STA 312+25.79, LT 4.00'	1089.70	TC/	PC
105	STA 312+30.04, RT 0.08'	1089.59	TC/	MC/LO POINT*
106	STA 312+26.11, RT 4.49'	1089.68	TC/	PRC
106B	STA 312+11.66, RT 6.17'	1090.16	TC/	CURB OPENING***
107	STA 312+05.77, RT 7.20'	1090.53	TC/	MC
107B	STA 311+93.35, RT 10.03'	1090.87	TC/	CURB OPENING***
108	STA 311+85.72, RT 12.23'	1091.24	TC/	PRC
109	STA 311+81.72, RT 9.41'	1091.55	TC/	PC
110	STA 311+93.46, RT 3.03'	1090.78	CNC/	HI POINT OF CONC. MEDIAN
111	STA 312+11.53, RT 1.09'	1089.94	CNC/	HI POINT OF CONC. MEDIAN

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

\*=LOW POINT IN ISLAND WITH REJECT CURB. NO INLET NECESSARY  
\*\*=MATCH SIDEWALK AS INITIALLY DESIGNED  
\*\*\*=CURB OPENING. CONSTRUCT AS DRIVEWAY CURB



POINT	STATION AND OFFSET	ELEV.	TYPE	COMMENT
401	STA 310+27.12, RT 24.00'	1090.48	TC/	PC
402	STA 310+49.59, RT 29.34'	1091.18	TC/	QC/HI POINT
403	STA 310+67.27, RT 44.21'	1091.00	TC/	MC
404	STA 250+53.26, LT 28.77'	1090.58	TC/	QC
405	STA 250+29.32, LT 24.00'	1089.59	TC/	PT
406	STA 250+10.06, LT 39.00'	1089.80	BW/	END 4% TERR./MATCH EX.**
406B	STA 250+26.34, LT 39.00'	1089.99	BW/	KEY
407	STA 250+41.19, LT 40.59'	1090.26	BW/	MATCH EX.**
408	STA 310+55.22, RT 53.15'	1091.36	BW/	MC/VPI
409	STA 310+42.85, RT 42.74'	1091.55	BW/	HI POINT
410	STA 310+24.84, RT 39.00'	1090.82	BW/	KEY
411	STA 310+14.57, RT 39.00'	1090.77	BW/	BEGIN 4% TERR.
501	STA 310+51.46, 0.00'	1091.61	TC/	ALI
502	STA 310+51.45, RT 4.23'	1091.59	TC/	PC
503	STA 310+48.03, RT 7.20'	1091.45	TC/	PT
504	STA 310+21.61, RT 3.44'	1090.90	TC/	PC
505	STA 310+18.61, LT 0.03'	1090.95	TC/	MC
506	STA 310+21.62, LT 3.49'	1090.90	TC/	PT
507	STA 310+48.04, LT 7.20'	1090.51	TC/	PC
508	STA 310+51.46, LT 4.23'	1091.63	TC/	PT/HI POINT

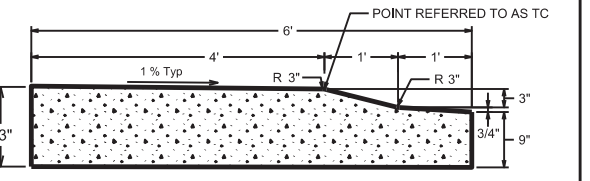
POINT	STATION AND OFFSET	ELEV.	TYPE	COMMENT
201	STA 250+42.90, RT 26.61'	1089.80	TC/	PC
202	STA 250+69.77, RT 35.95'	1090.82	TC/	QC
203	STA 311+61.01, RT 50.32'	1091.11	TC/	MIN WIDTH
204	STA 311+73.12, RT 41.63'	1091.22	TC/	MC/HI POINT
205	STA 312+02.52, RT 28.49'	1090.42	TC/	QC
206	STA 312+34.15, RT 24.00'	1088.85	TC/	PT
207	STA 312+75.00, RT 39.00'	1087.68	BW/	END 4% TERR.
208	STA 312+09.48, RT 41.49'	1090.54	BW/	KEY/MATCH EX.**
209	STA 311+81.54, RT 52.84'	1091.46	BW/	MC/HI POINT/MATCH EX.**
210	STA 250+63.68, RT 47.14'	1091.05	BW/	QC/VPI
210B	STA 250+52.11, RT 41.60'	1090.5	BW/	MATCH EX.**
211	STA 250+20.89, RT 39.00'	1089.7	BW/	LO POINT/KEY
212	STA 250+14.94, RT 39.00'	1089.9	BW/	HI POINT/BEGIN 4% TERR./MATCH EX.**
301	STA 250+61.64, 0.00'	1091.97	TC/	ALI
302	STA 250+62.11, RT 6.05'	1090.94	TC/	PC
303	STA 250+58.61, RT 9.24'	1090.73	TC/	PT
304	STA 250+18.41, RT 3.39'	1089.9	TC/	PC
305	STA 250+15.99, RT 0.59'	1089.9	TC/	MC
306	STA 250+18.66, LT 1.99'	1089.9	TC/	PT
307	STA 250+25.97, LT 2.00'	1090.1	TC/	PC
308	STA 250+42.06, LT 3.35'	1090.42	TC/	MC
309	STA 250+57.20, LT 7.36'	1090.81	TC/	PRC
310	STA 250+61.26, LT 4.79'	1091.00	TC/	PT/HI POINT

\*\*=MATCH SIDEWALK AS INITIALLY DESIGNED  
\*\*\*=CURB OPENING. CONSTRUCT AS DRIVEWAY CURB



NOTES:

- = INSTALL 7\"/>
- DRIVE PASS THROUGH AND SIDEWALK AREA TO BE REGULAR 7\"/>
- ALL OTHER ISLANDS AND ROUNDABOUT INTERIOR TO BE LANDSCAPED BY OTHERS PER APPROVED MAINTENANCE AGREEMENT.



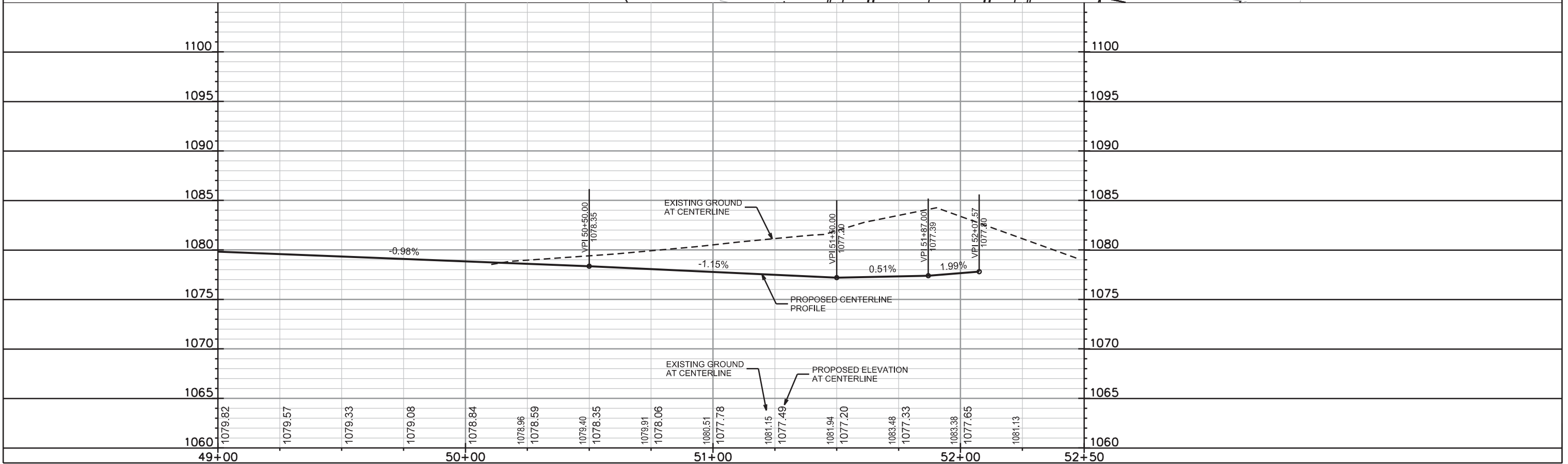
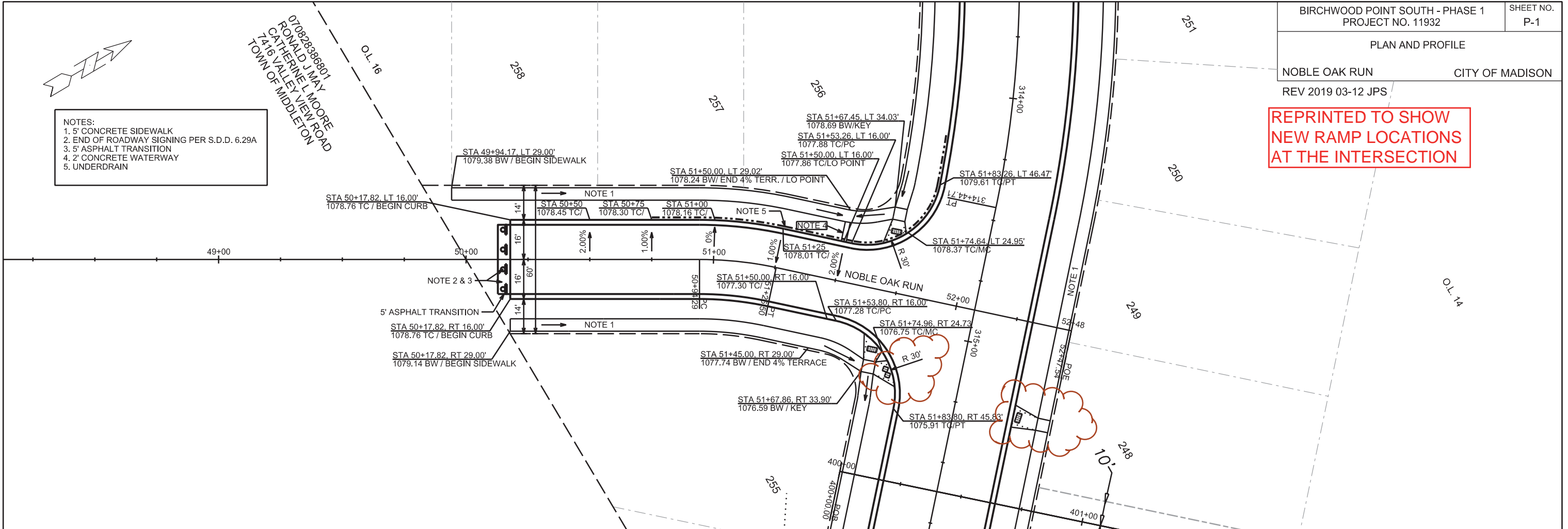
MOUNTABLE CONCRETE CURB AND GUTTER FOR ROUNDABOUT

**REPRINTED TO SHOW  
NEW RAMP LOCATIONS  
AT THE INTERSECTION**

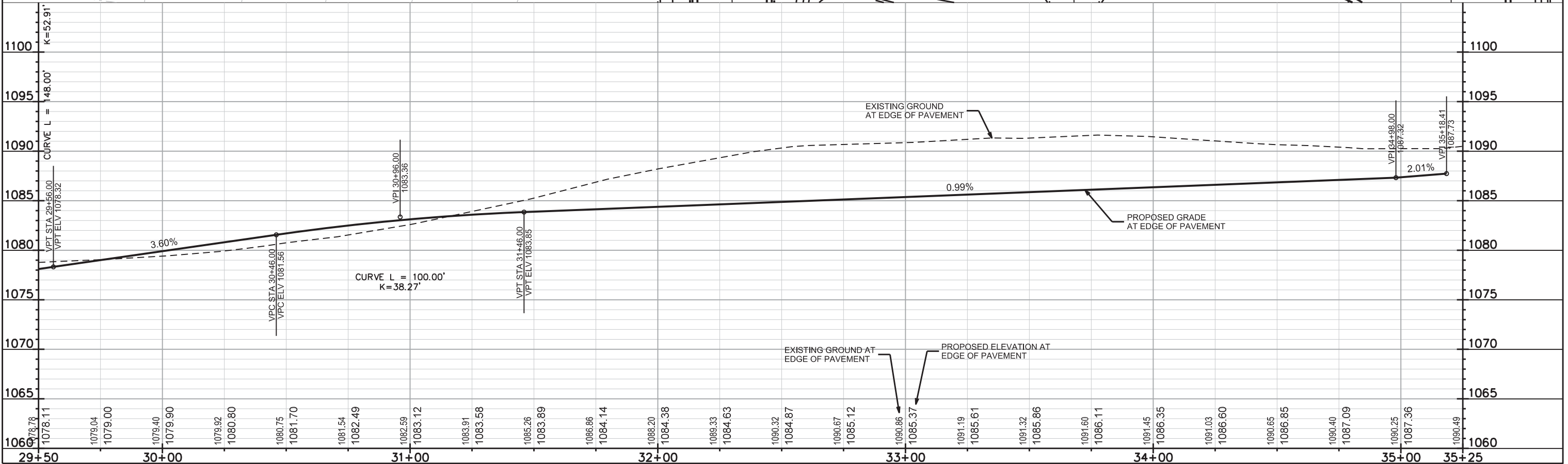
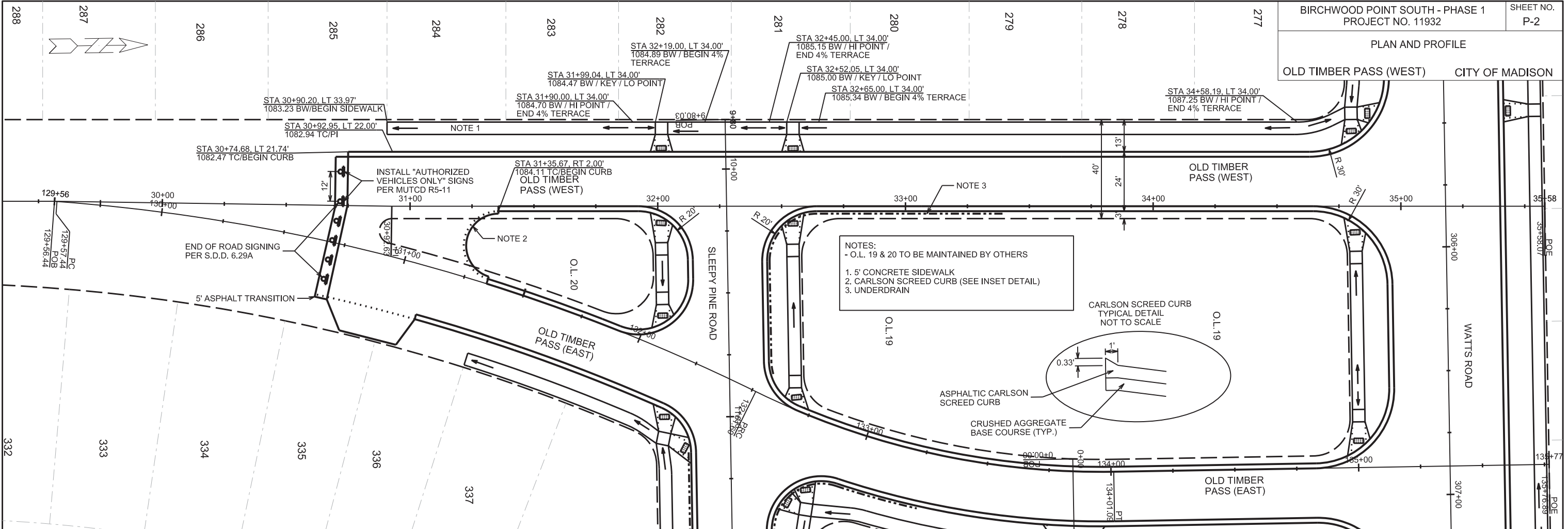
- NOTES:  
 1. 5' CONCRETE SIDEWALK  
 2. END OF ROADWAY SIGNING PER S.D.D. 6.29A  
 3. 5' ASPHALT TRANSITION  
 4. 2' CONCRETE WATERWAY  
 5. UNDERDRAIN

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

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



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



PLOT SCALE:

PLOT NAME:

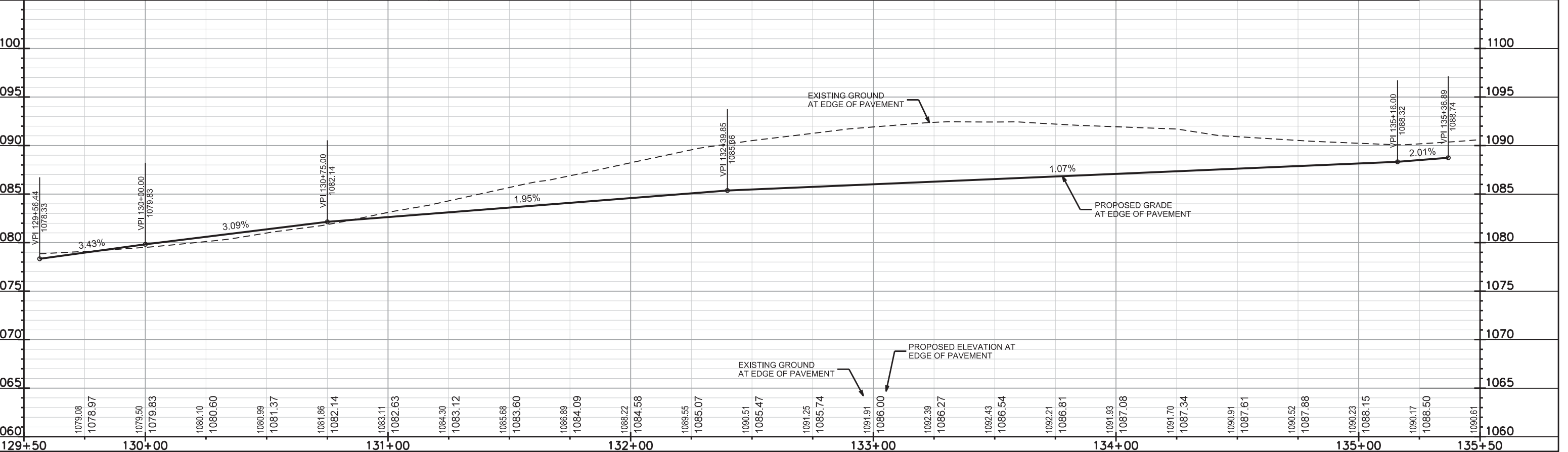
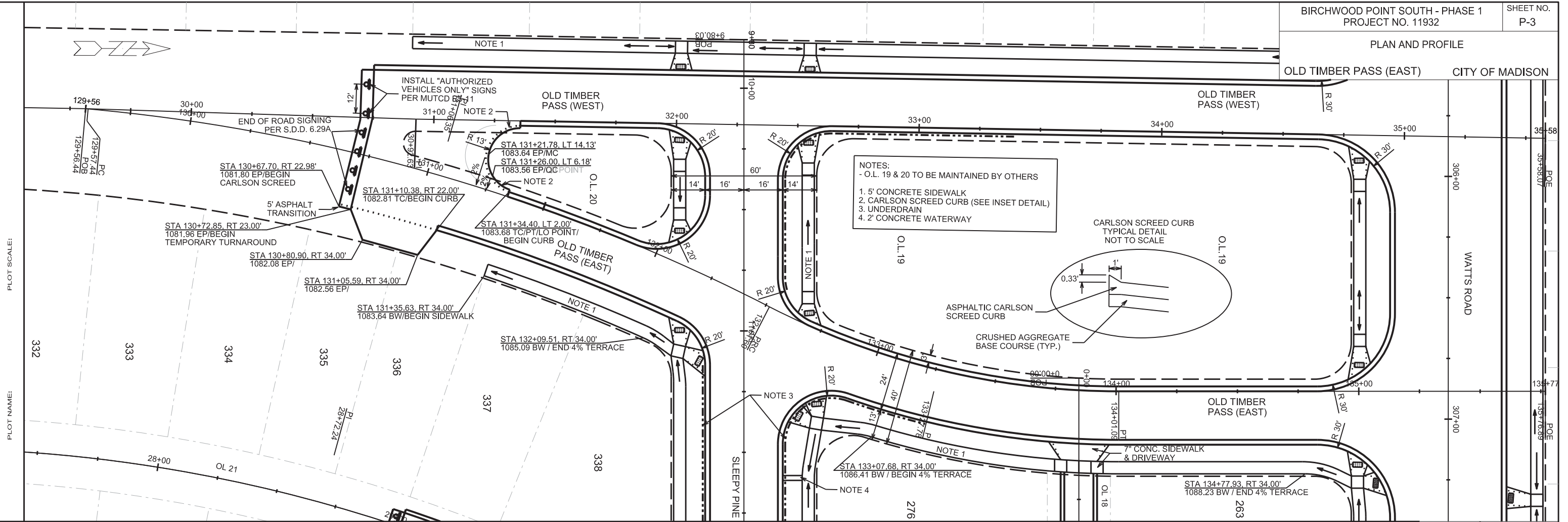
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLAN AND PROFILE

OLD TIMBER PASS (EAST) CITY OF MADISON

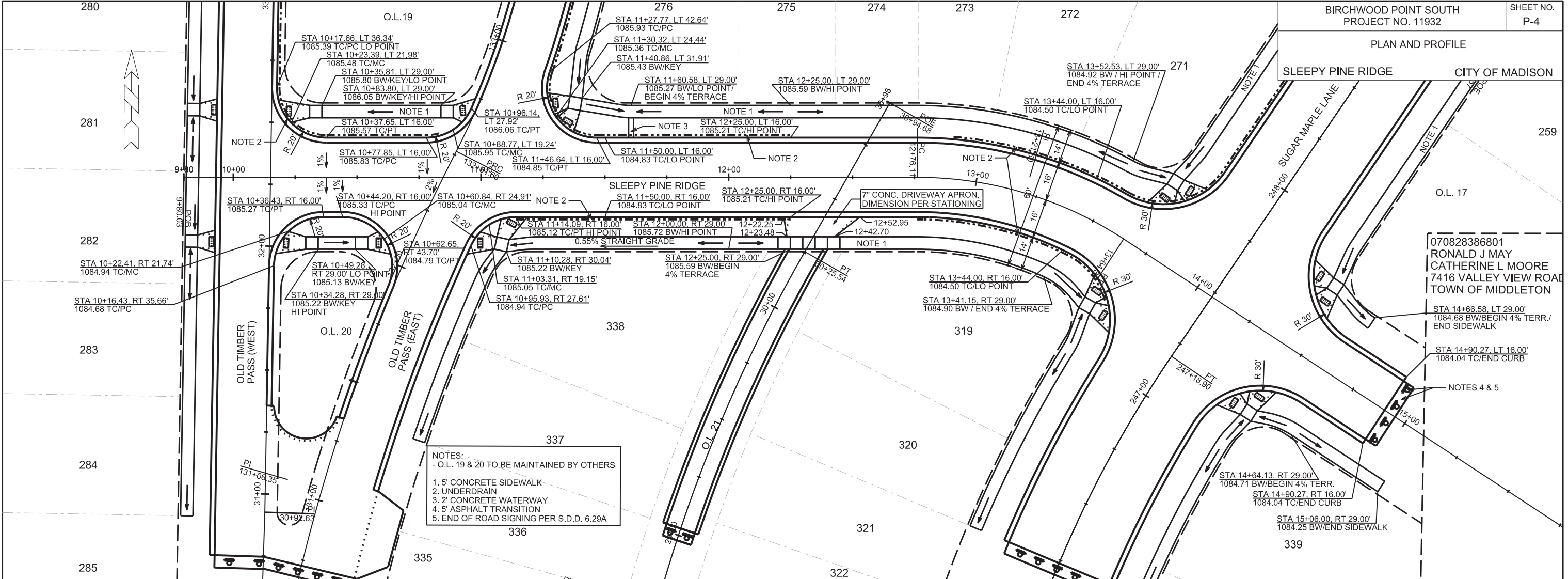


REV. DATE: ORIGINATOR: CITY OF MADISON, STREETS DIVISION

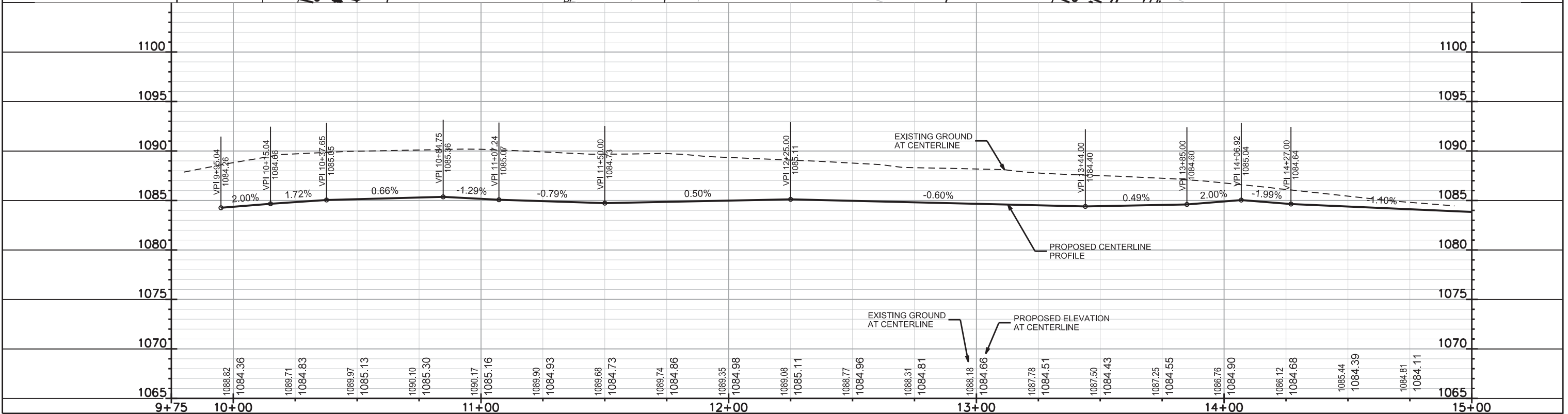
PLOT SCALE: PLOT NAME:

PLAN AND PROFILE

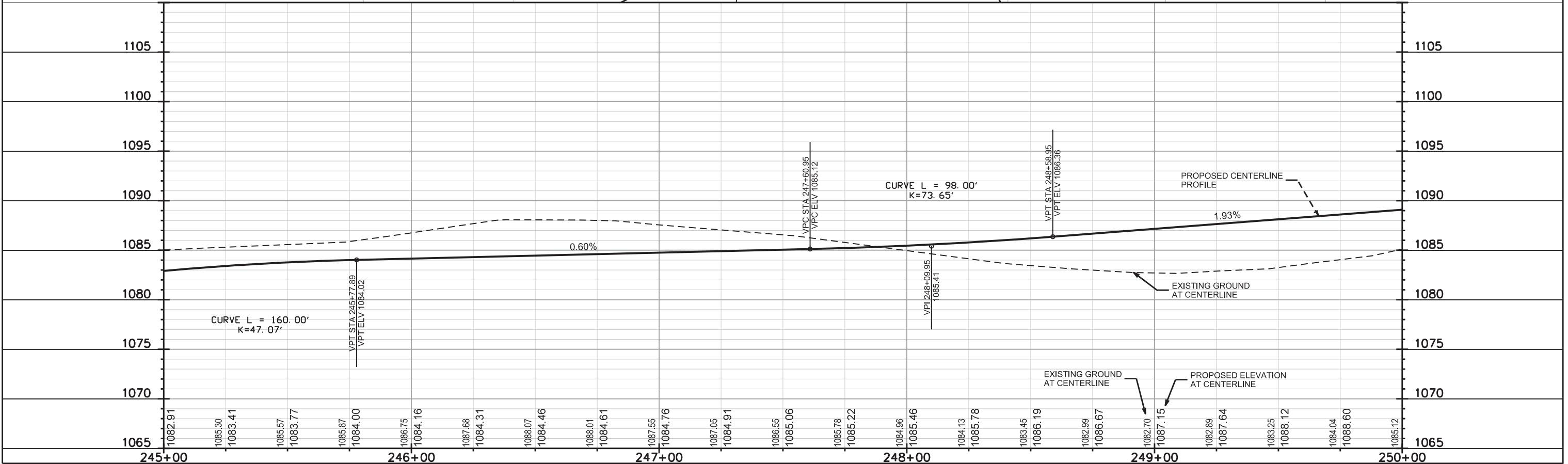
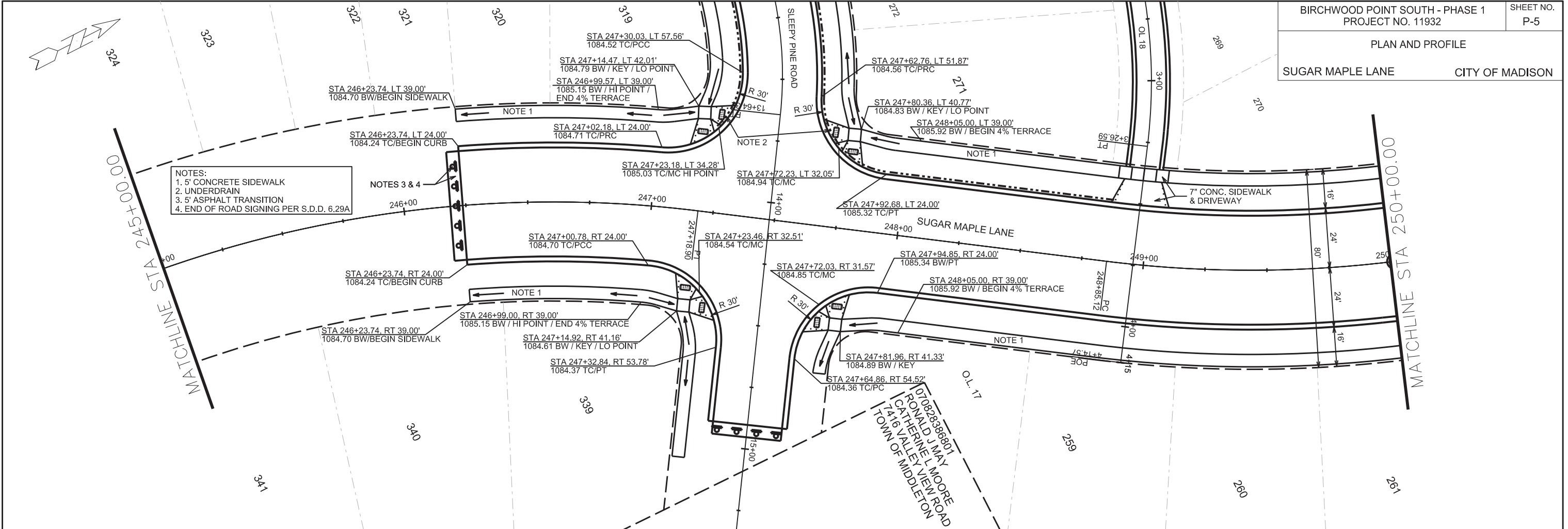
SLEEPY PINE RIDGE CITY OF MADISON



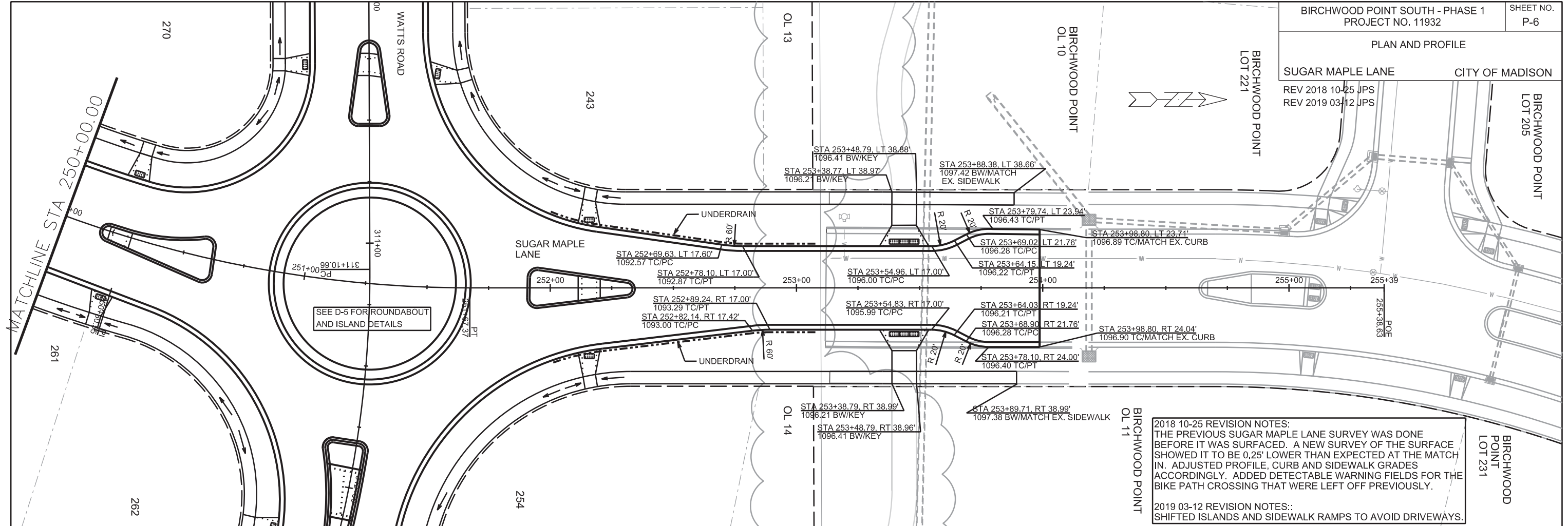
- NOTES:  
- O.L. 19 & 20 TO BE MAINTAINED BY OTHERS
1. 5' CONCRETE SIDEWALK
  2. UNDERDRAIN
  3. 2' CONCRETE WATERWAY
  4. 5' ASPHALT TRANSITION
  5. END OF ROAD SIGNING PER S.D.D. 6.29A



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

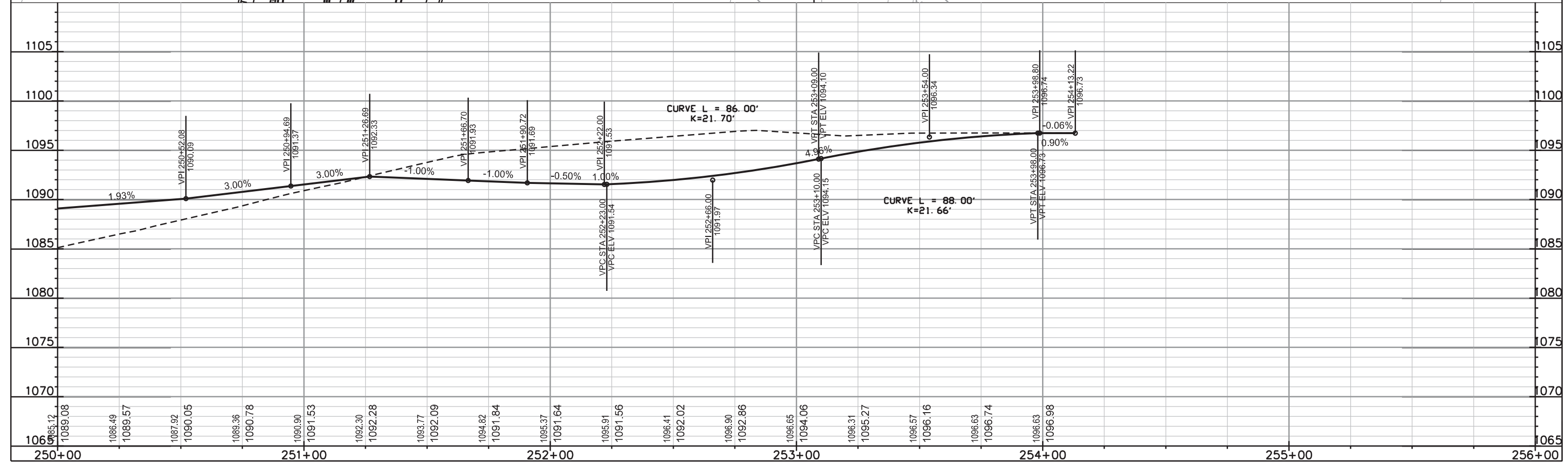


PLOT SCALE: PLOT NAME: REV. DATE: ORIGINATOR: CITY OF MADISON, STREETS DIVISION

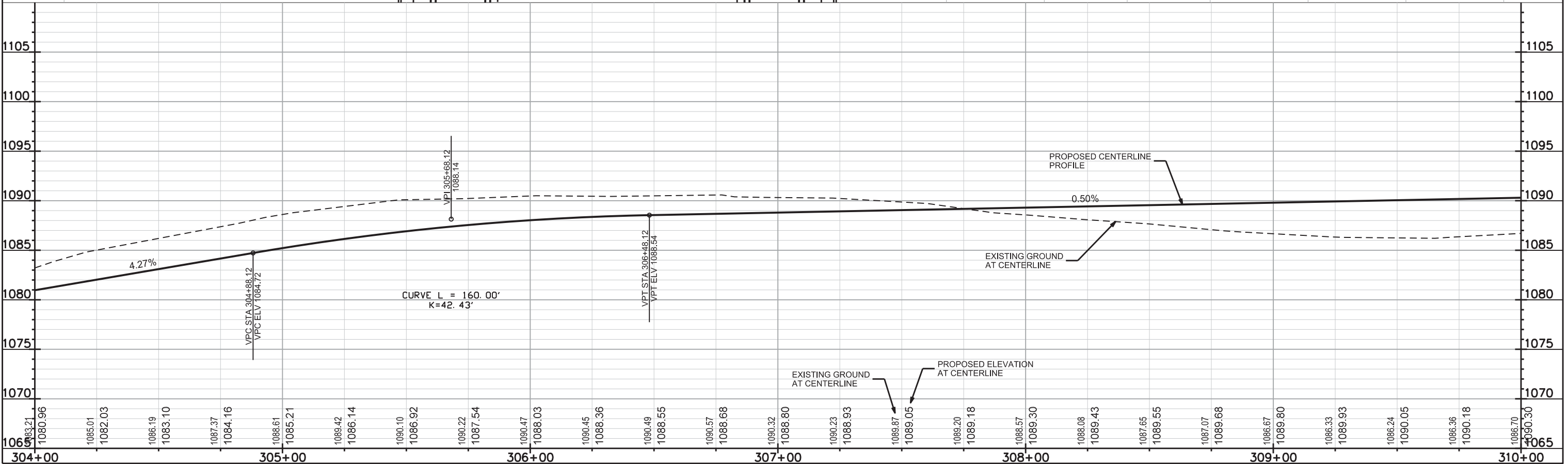
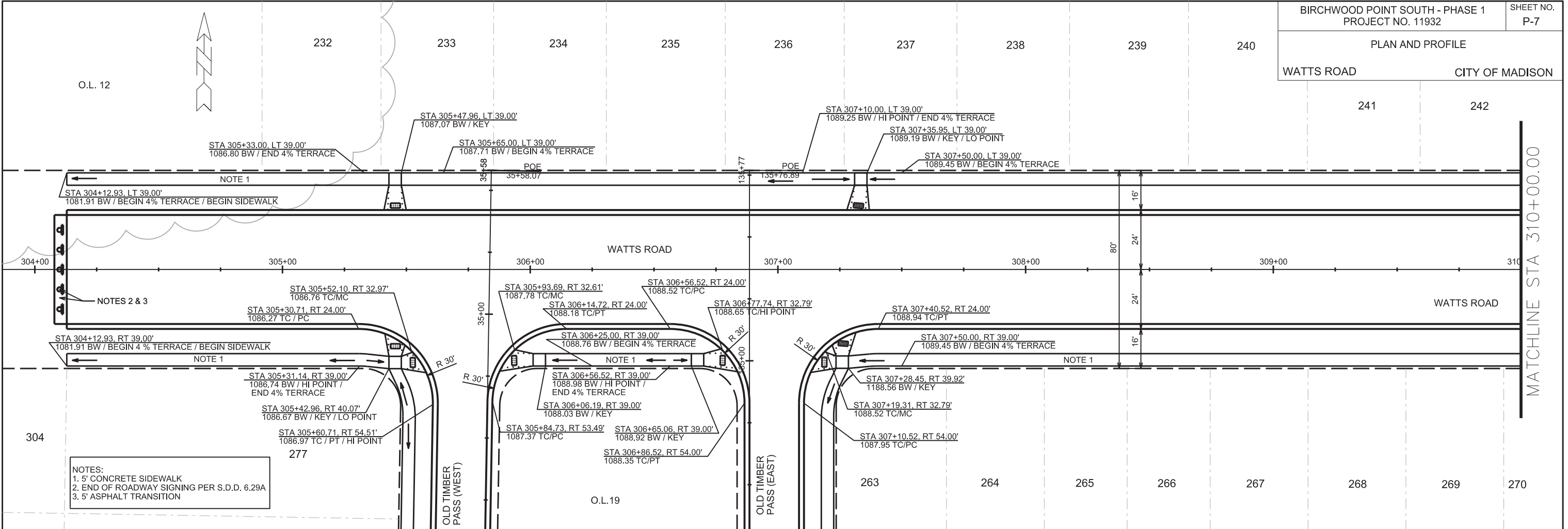


**2018 10-25 REVISION NOTES:**  
THE PREVIOUS SUGAR MAPLE LANE SURVEY WAS DONE BEFORE IT WAS SURFACED. A NEW SURVEY OF THE SURFACE SHOWED IT TO BE 0.25' LOWER THAN EXPECTED AT THE MATCHLINE. ADJUSTED PROFILE, CURB AND SIDEWALK GRADES ACCORDINGLY. ADDED DETECTABLE WARNING FIELDS FOR THE BIKE PATH CROSSING THAT WERE LEFT OFF PREVIOUSLY.

**2019 03-12 REVISION NOTES:**  
SHIFTED ISLANDS AND SIDEWALK RAMPS TO AVOID DRIVEWAYS.



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



PLOT SCALE:

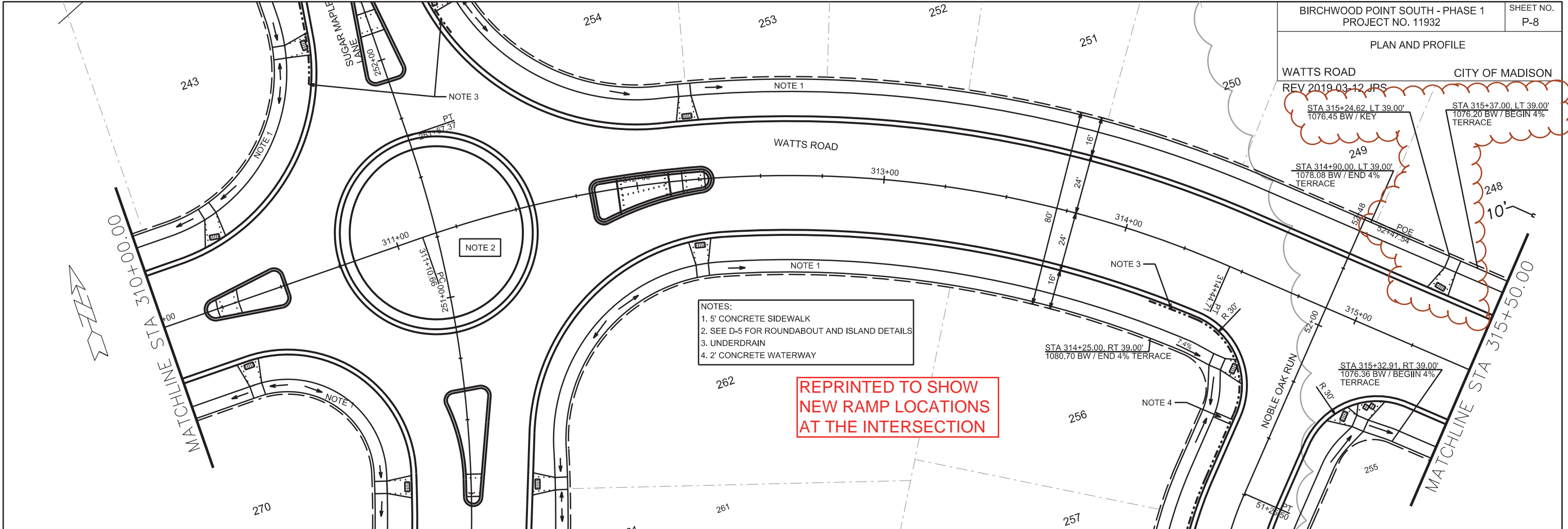
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

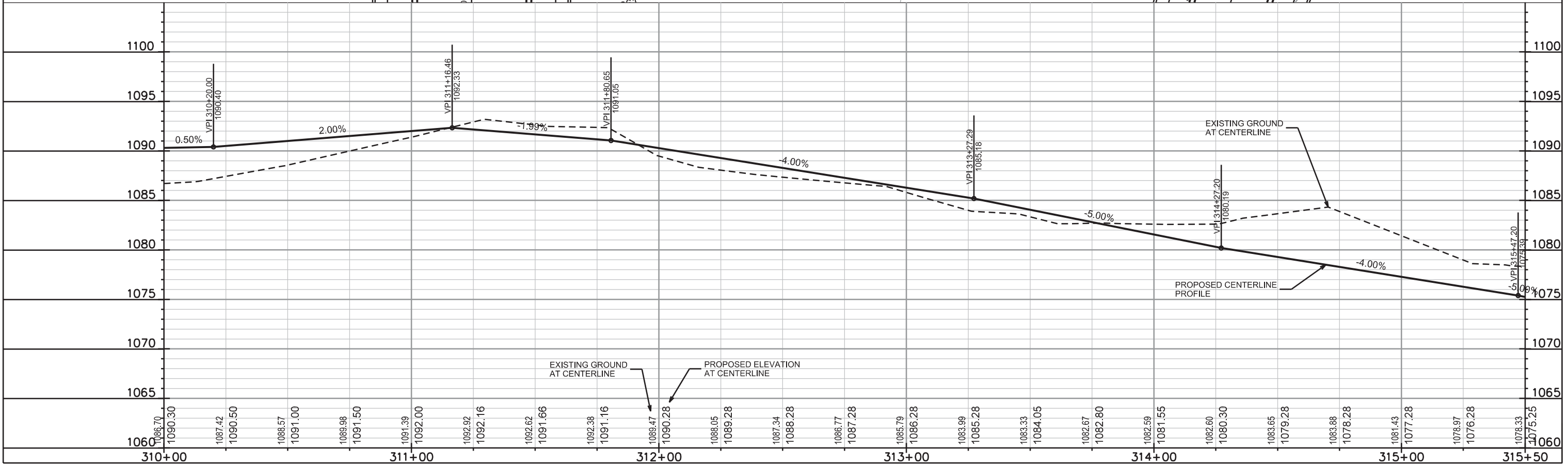
PLAN AND PROFILE

WATTS ROAD  
REV 2019-03-12 JRS  
CITY OF MADISON



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

REPRINTED TO SHOW  
NEW RAMP LOCATIONS  
AT THE INTERSECTION

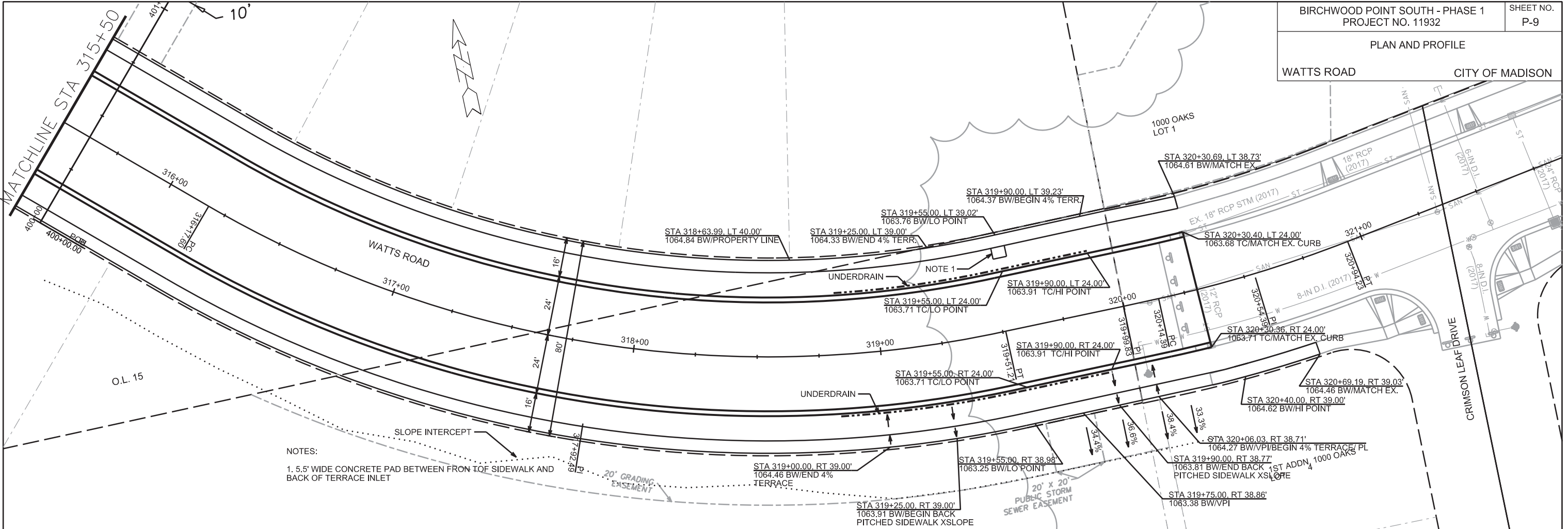


PLOT SCALE: \_\_\_\_\_

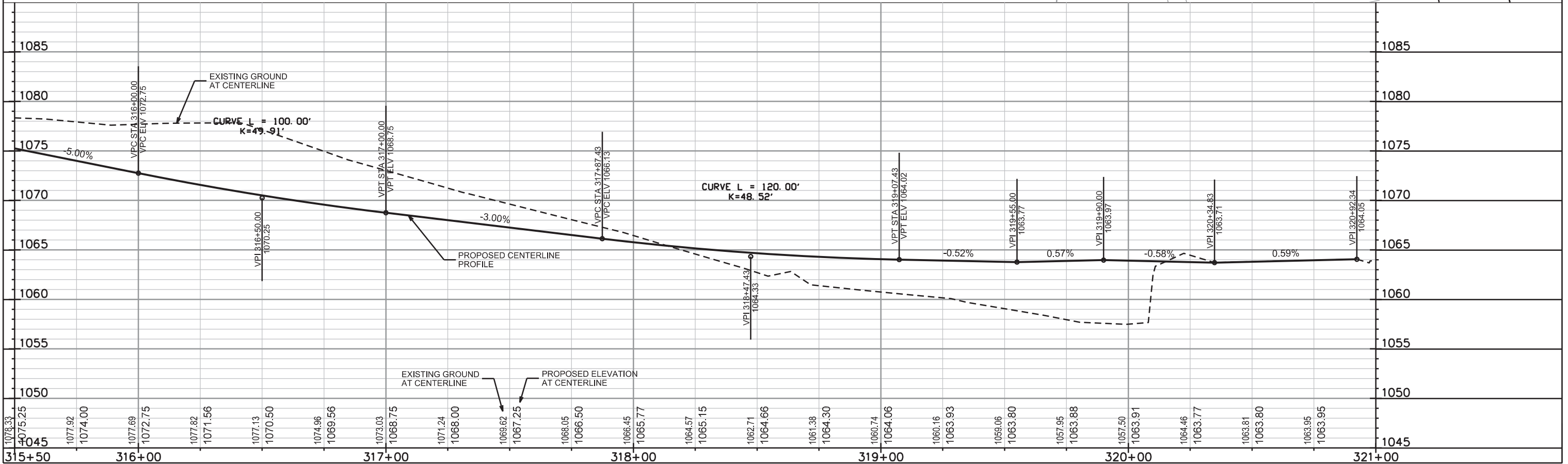
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

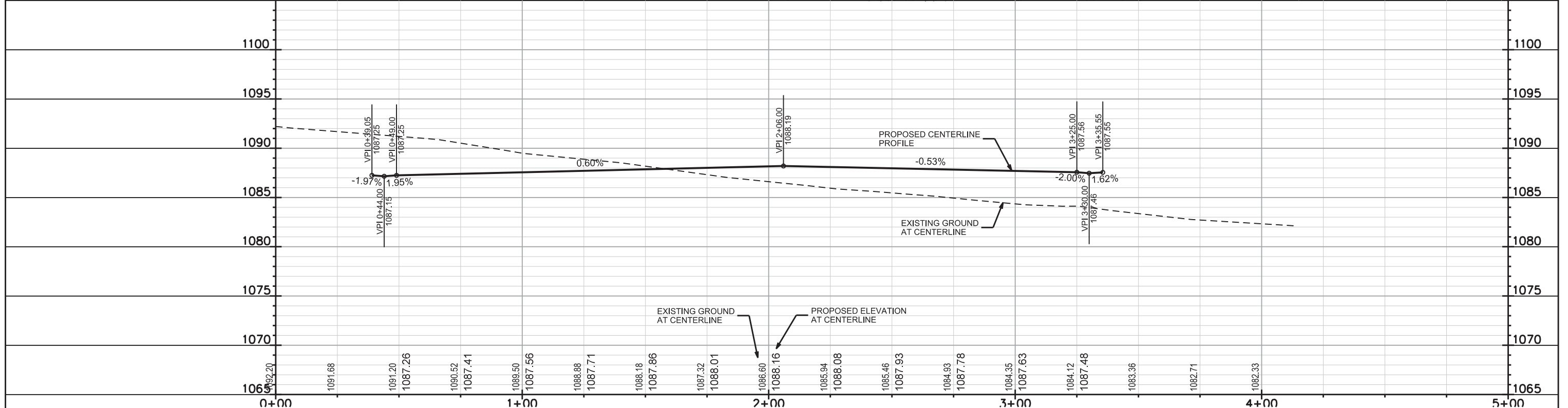
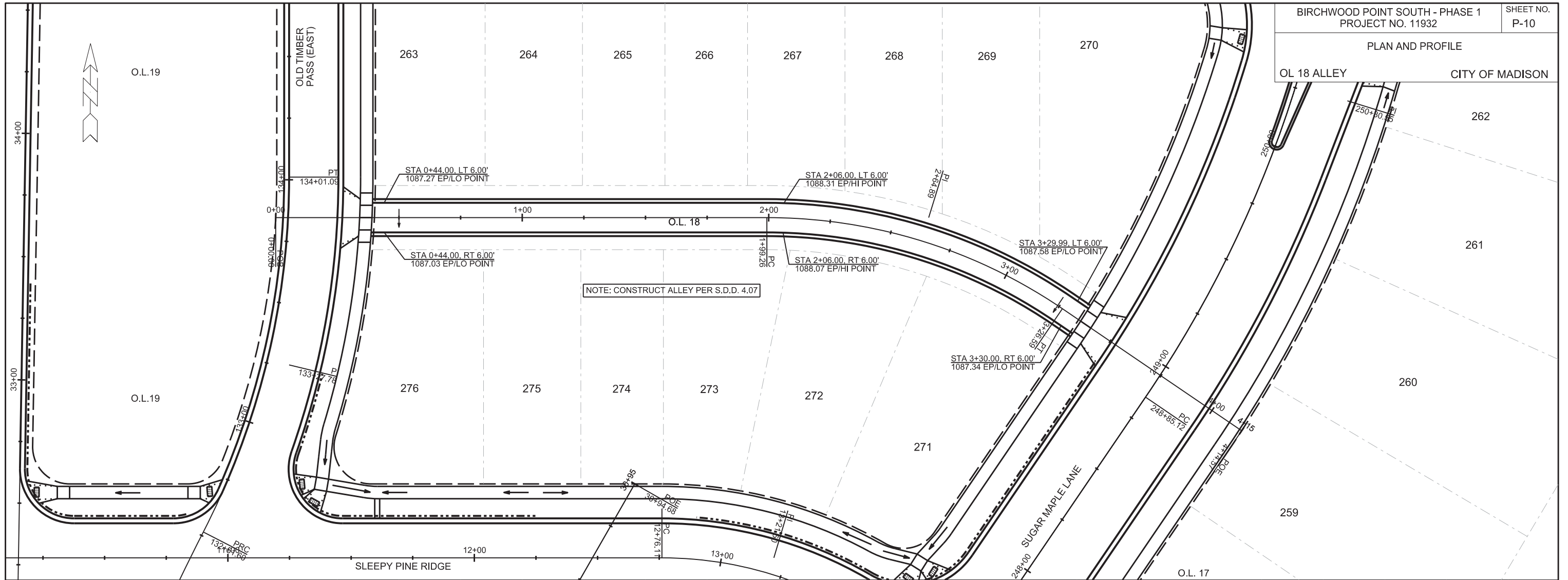


NOTES:  
1. 5.5' WIDE CONCRETE PAD BETWEEN FROM TOF SIDEWALK AND BACK OF TERRACE INLET



PLAN AND PROFILE

OL 18 ALLEY CITY OF MADISON



PLOT SCALE:

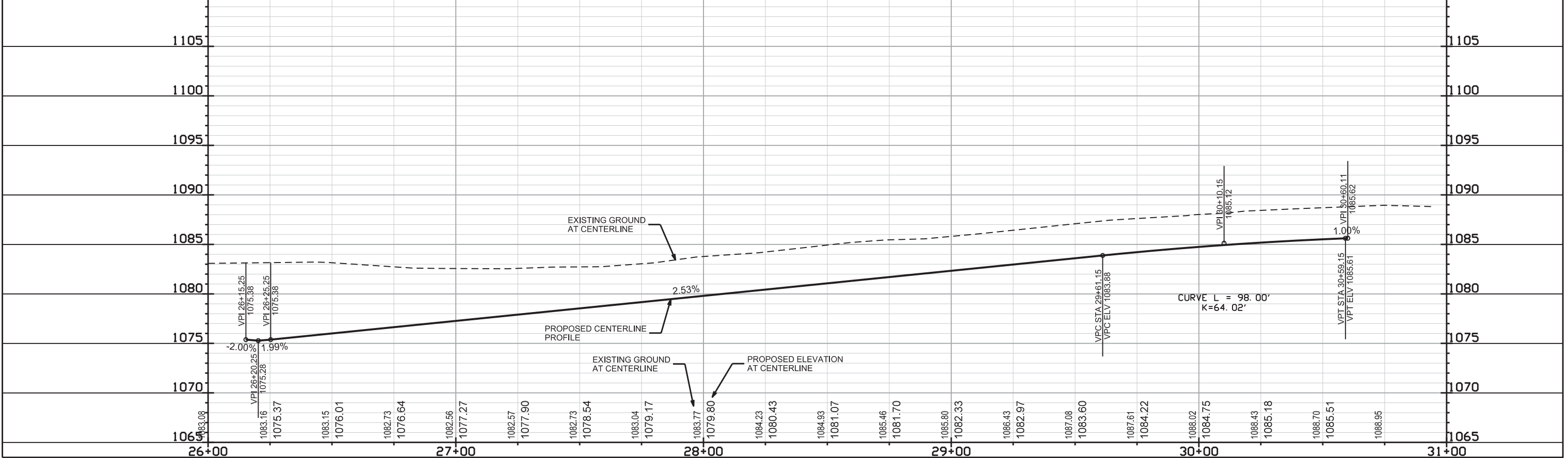
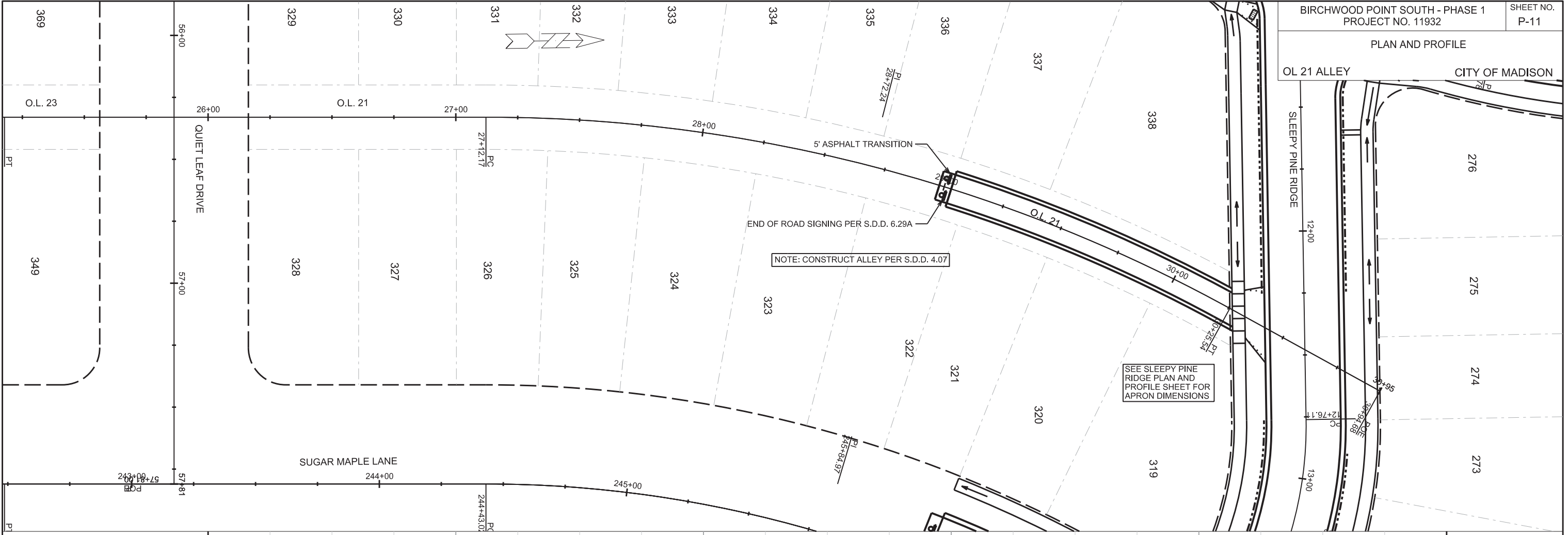
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLAN AND PROFILE



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

**REV 2019 03-12 JPS  
NEW BIKEPATH  
DESIGN BY  
DEVELOPER**

O.L. 10

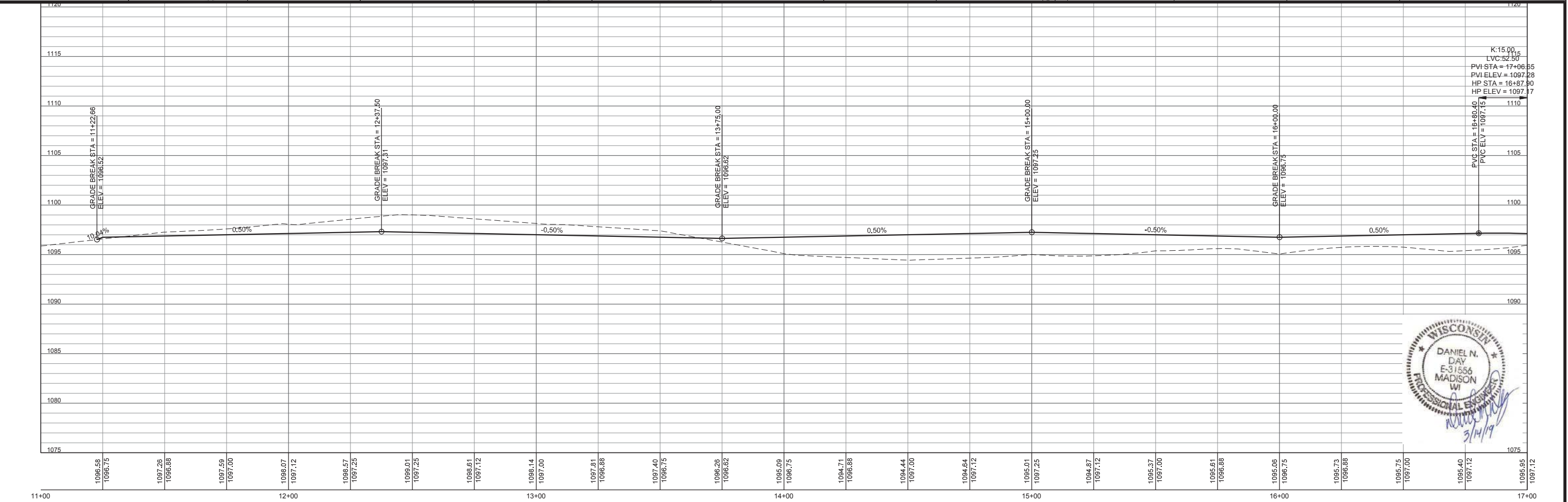
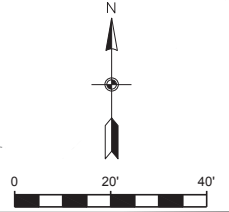
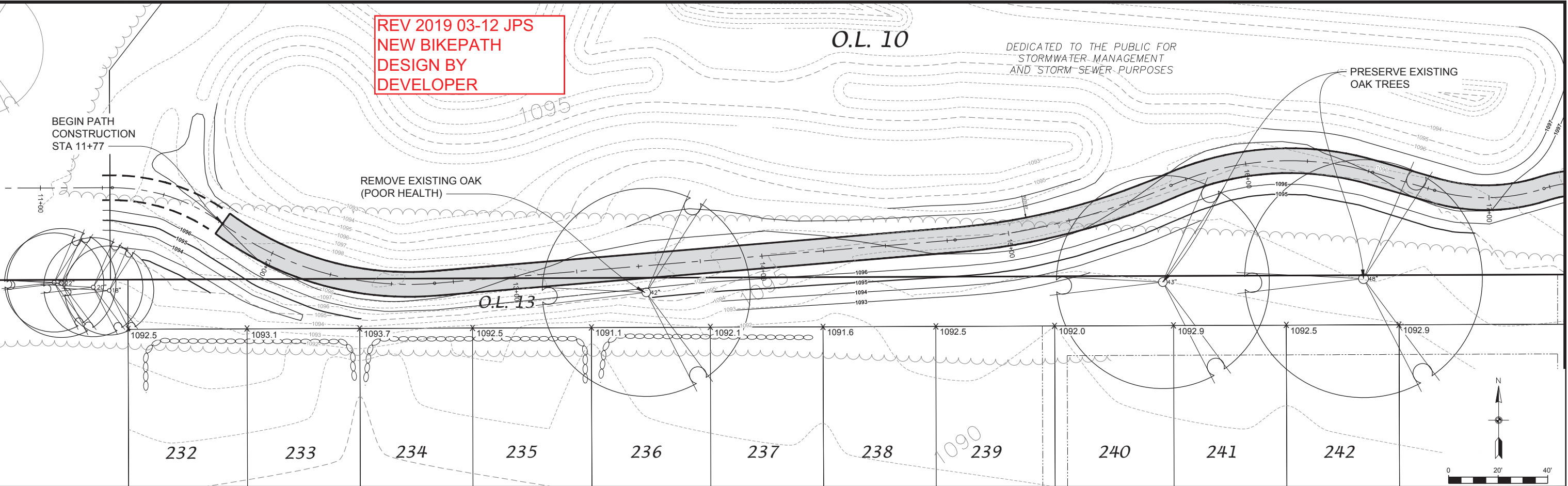
DEDICATED TO THE PUBLIC FOR  
STORMWATER MANAGEMENT  
AND STORM SEWER PURPOSES

PRESERVE EXISTING  
OAK TREES

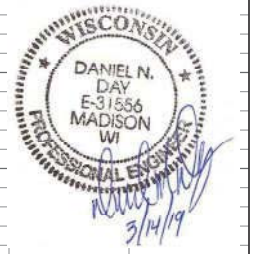
BEGIN PATH  
CONSTRUCTION  
STA 11+77

REMOVE EXISTING OAK  
(POOR HEALTH)

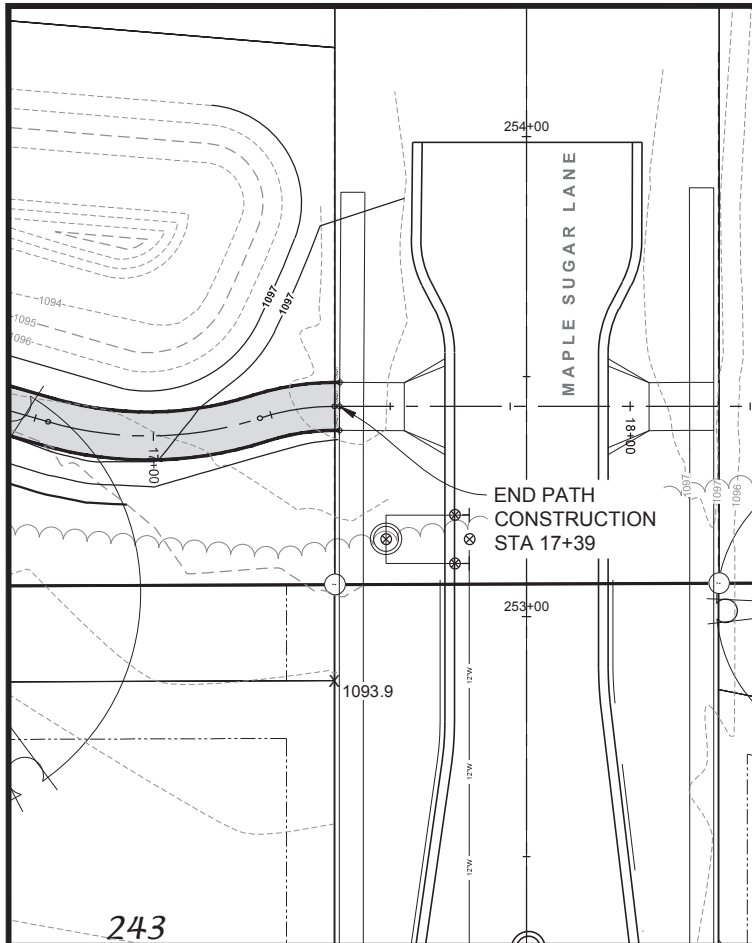
O.L. 13



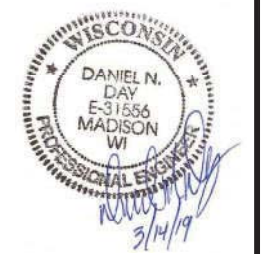
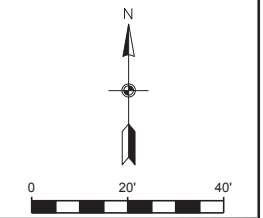
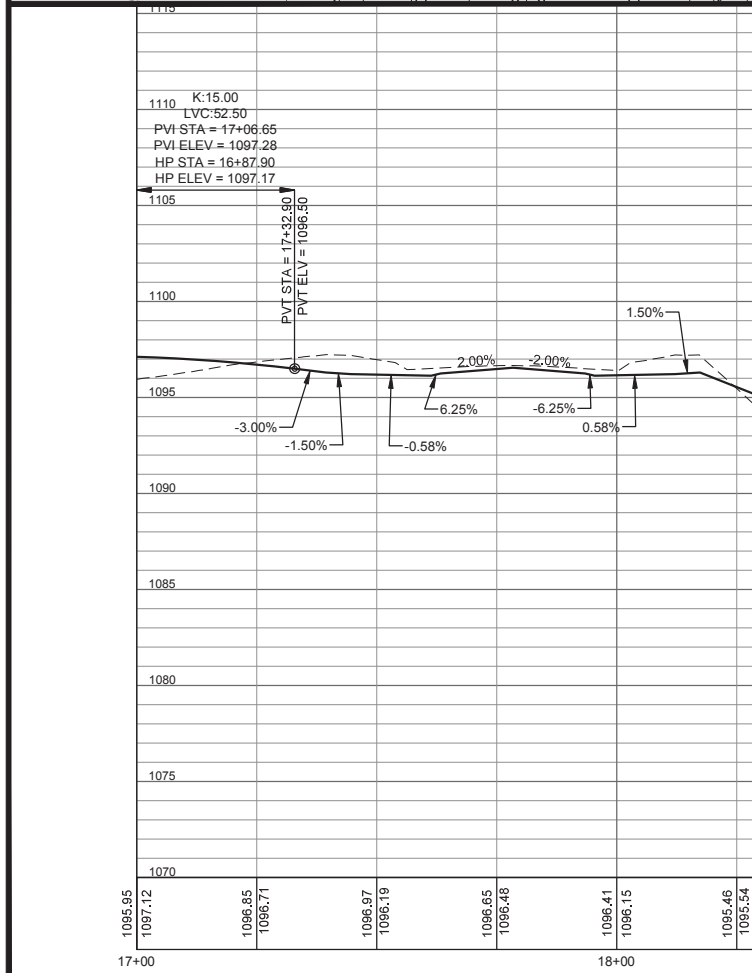
K:15.00  
LVC:52.50  
PVI STA = 17+06.65  
PVI ELEV = 1097.28  
HP STA = 16+87.90  
HP ELEV = 1097.17

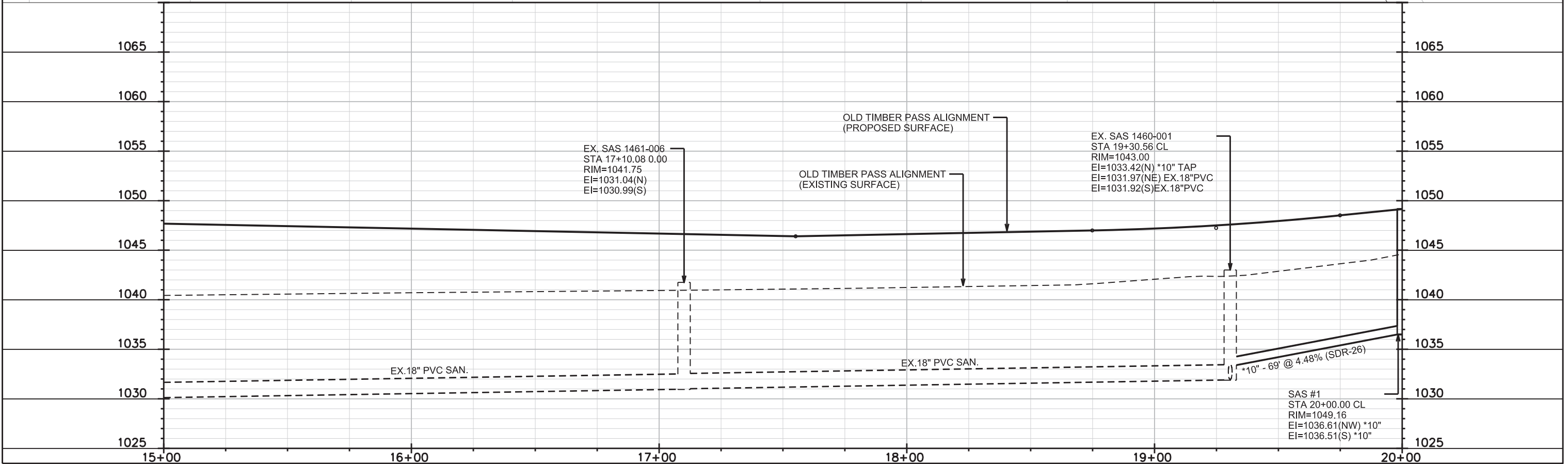
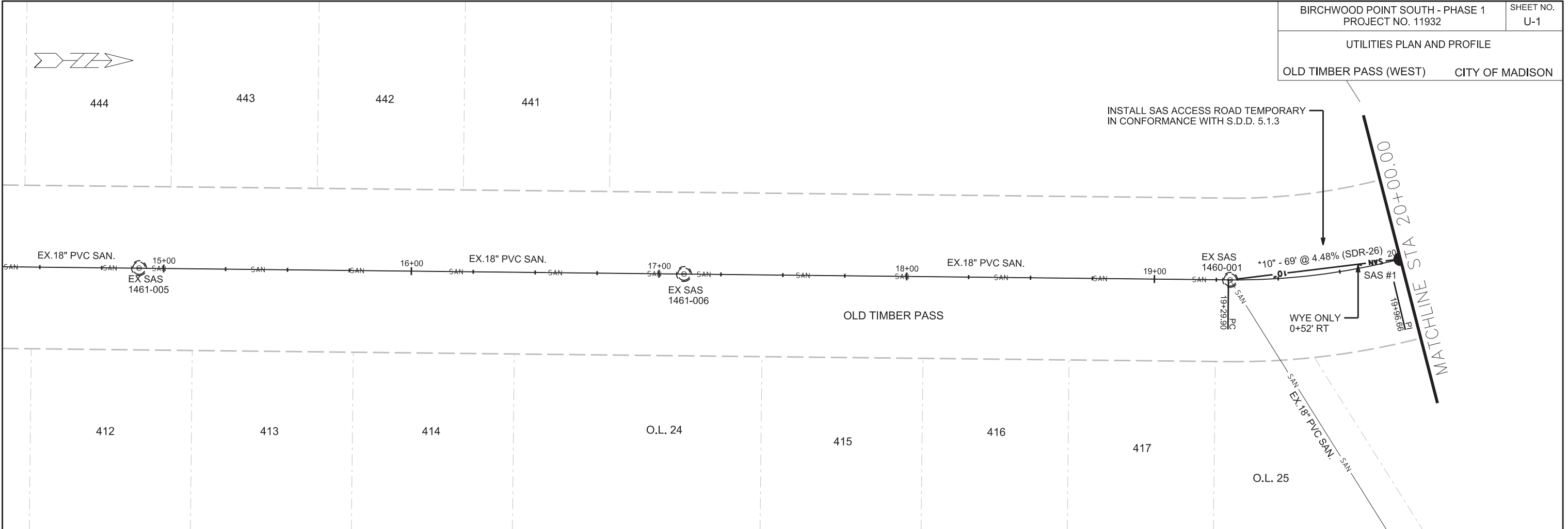


REVISED:	REV #	DR #



REV 2019 03-12 JPS  
 NEW BIKEPATH  
 DESIGN BY  
 DEVELOPER



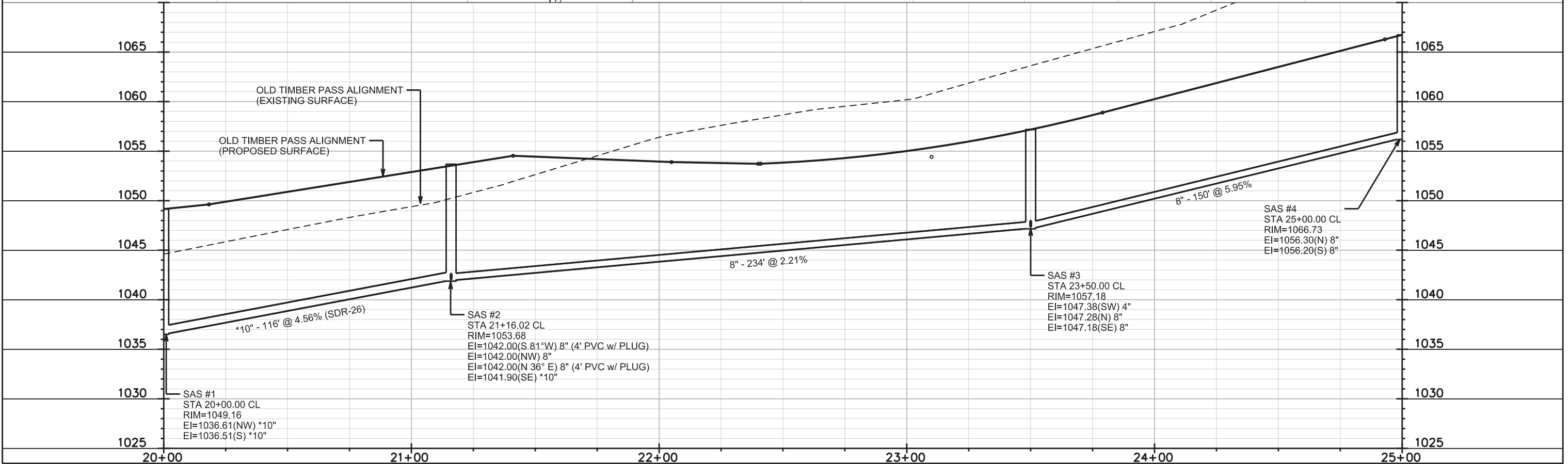
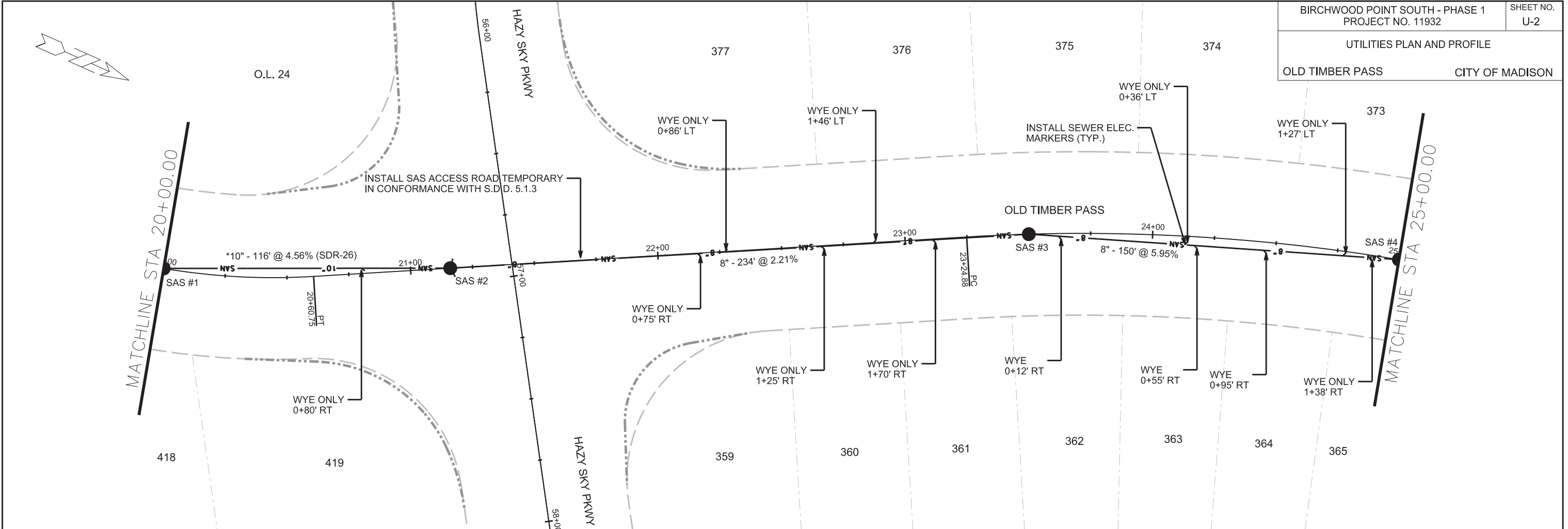


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

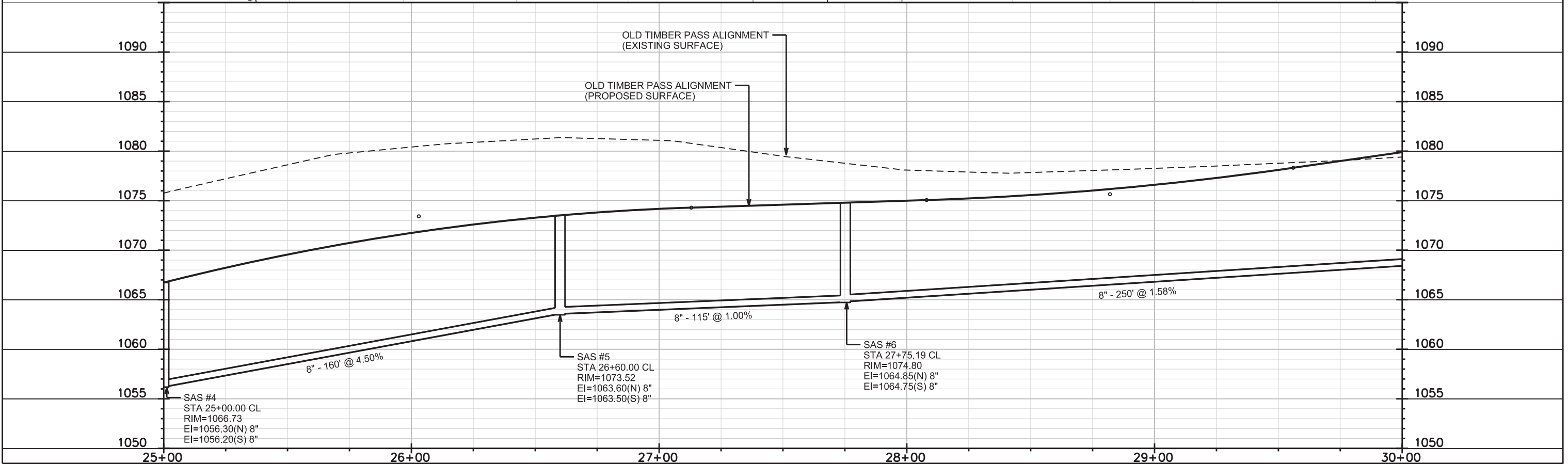
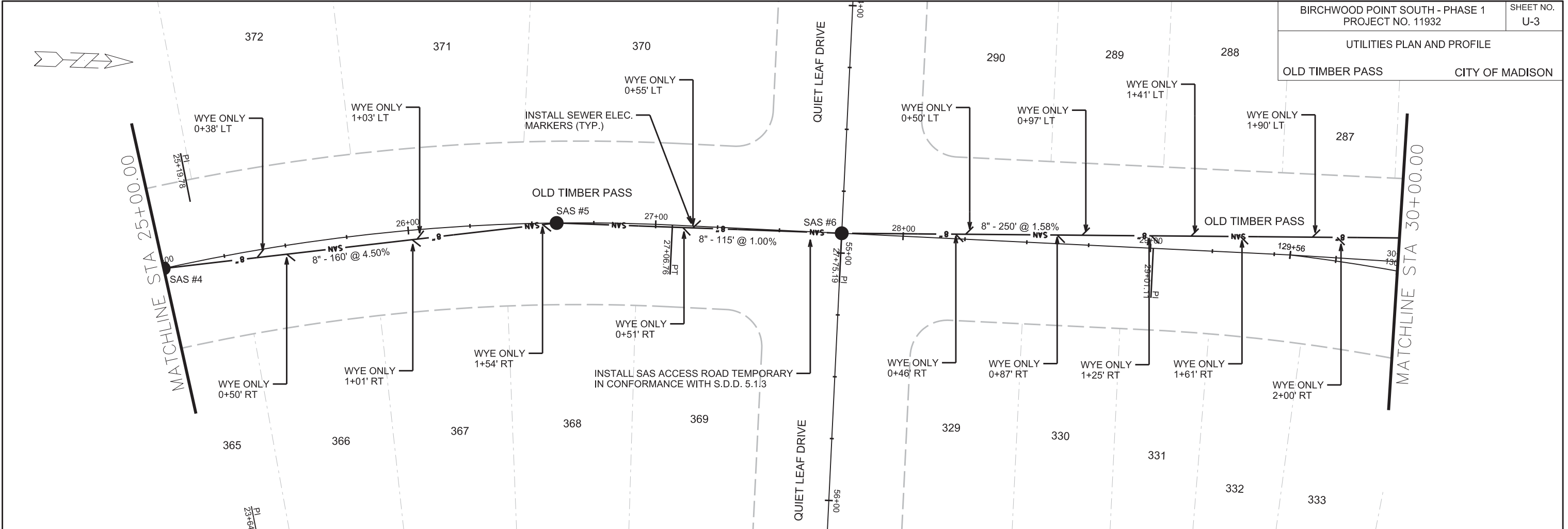


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

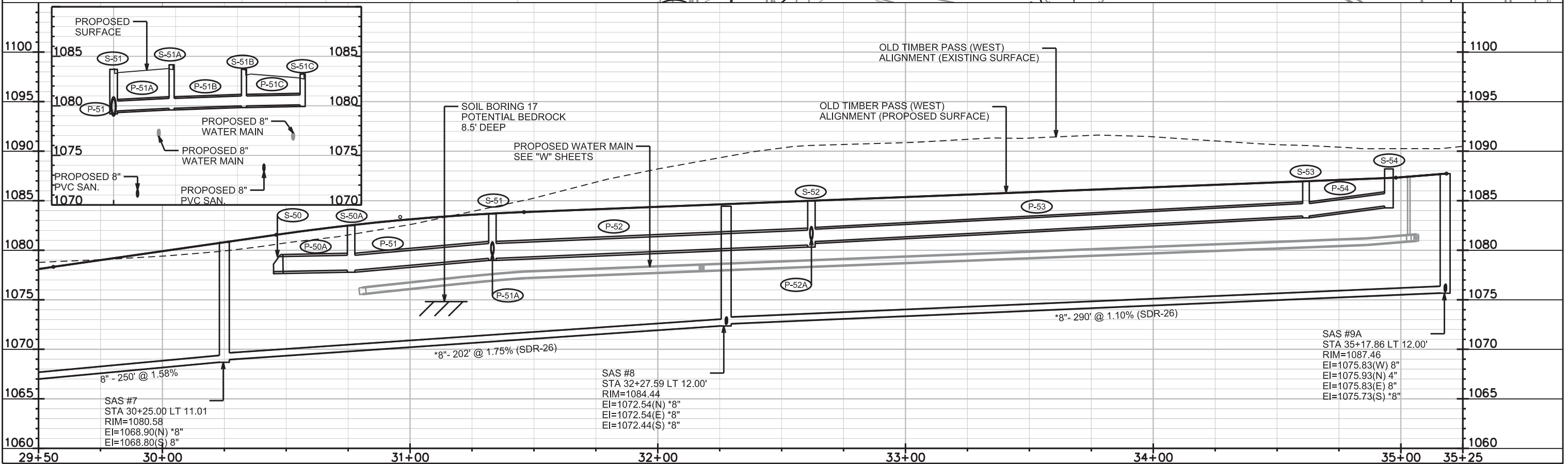
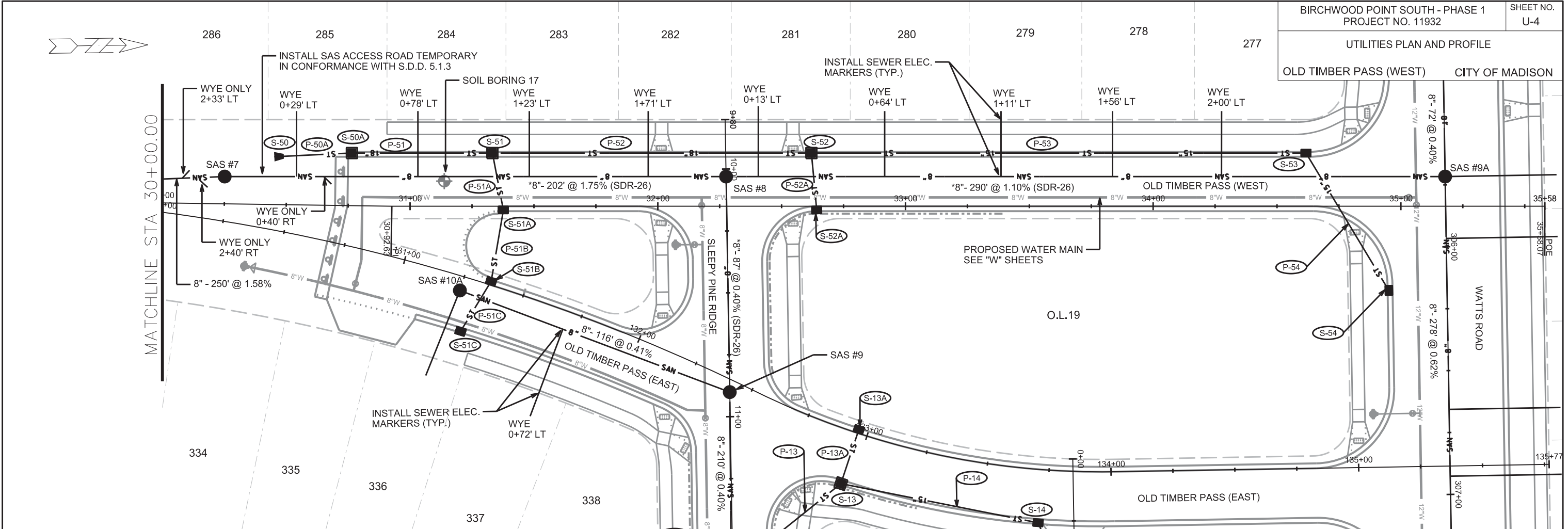


PLOT SCALE:

PLOT NAME:

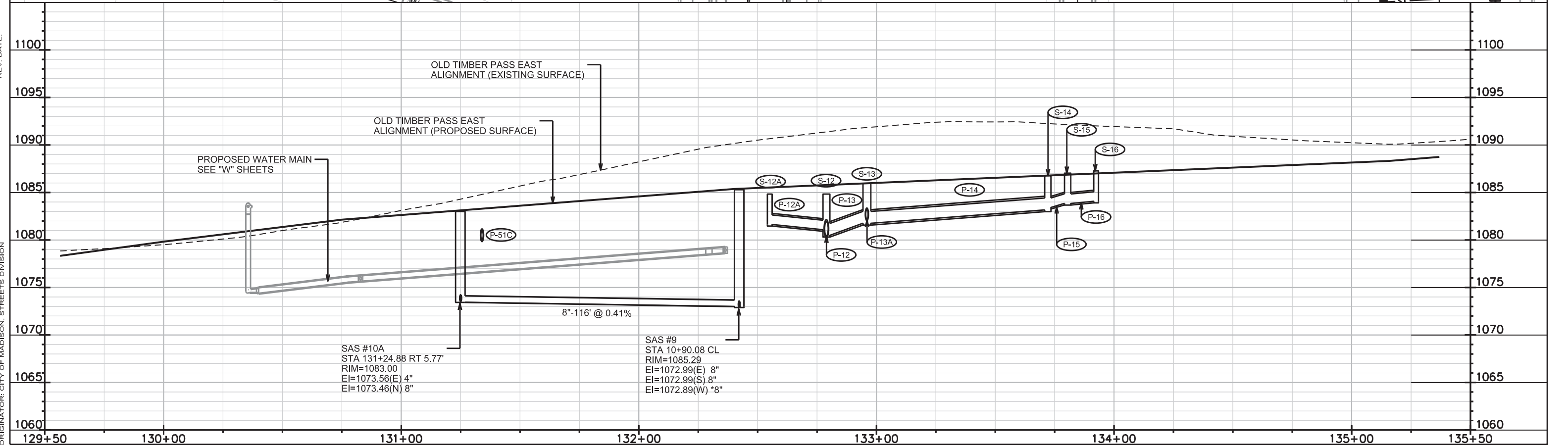
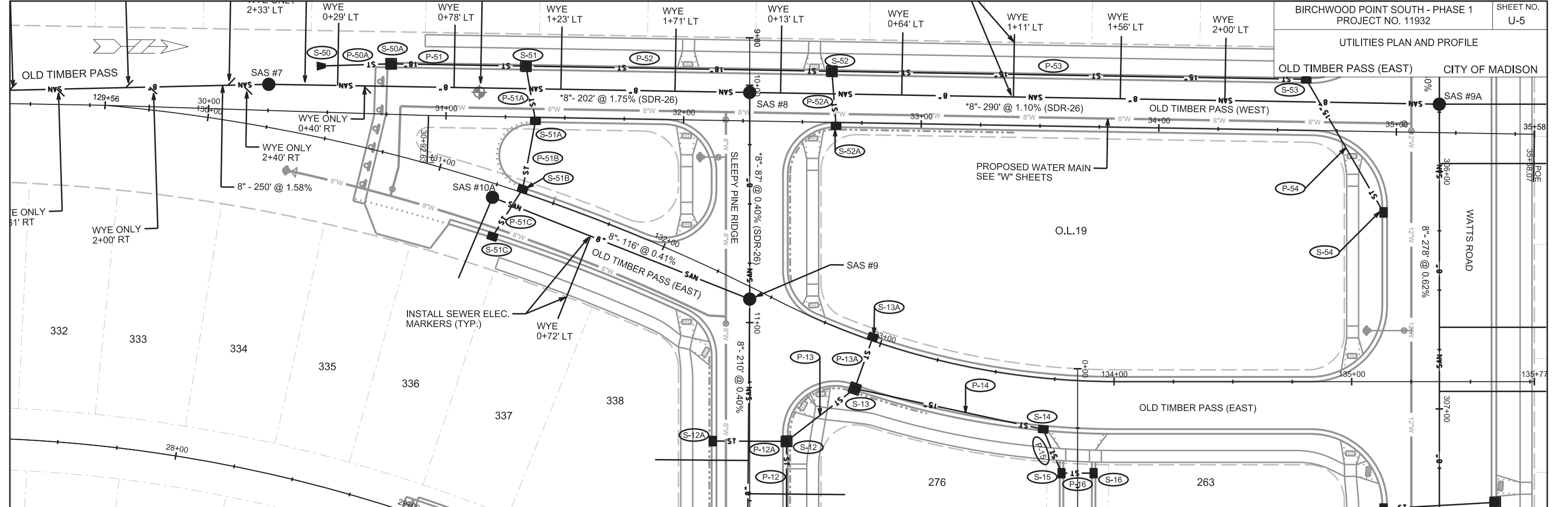
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

UTILITIES PLAN AND PROFILE



SAS #10A  
STA 131+24.88 RT 5.77'  
RIM=1083.00  
EI=1073.56(E) 4"  
EI=1073.46(N) 8"

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

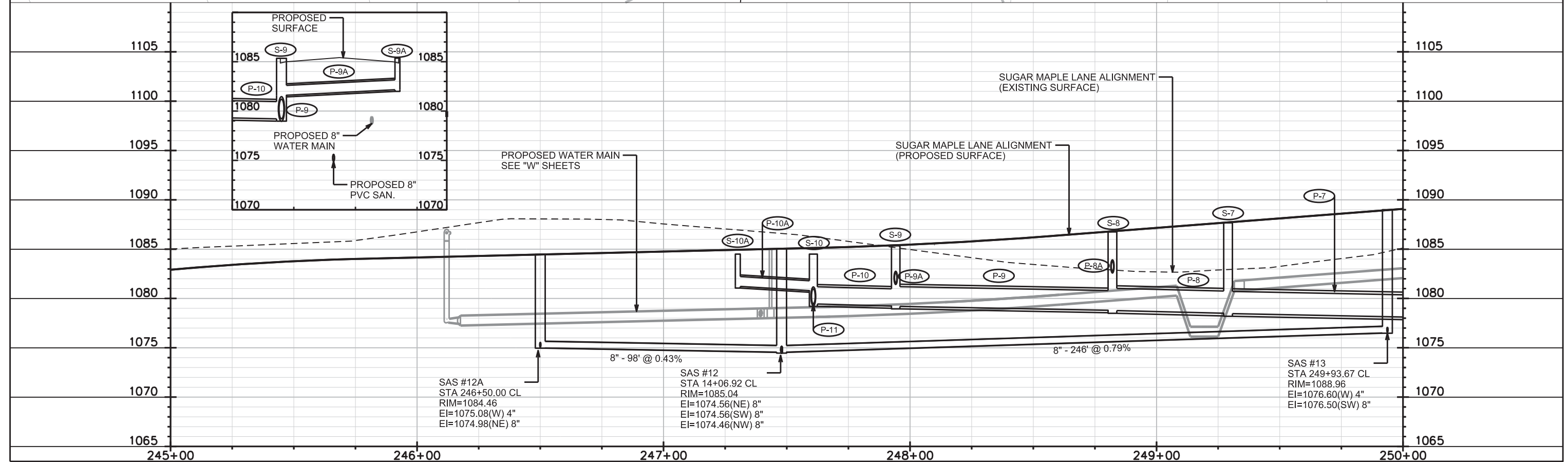
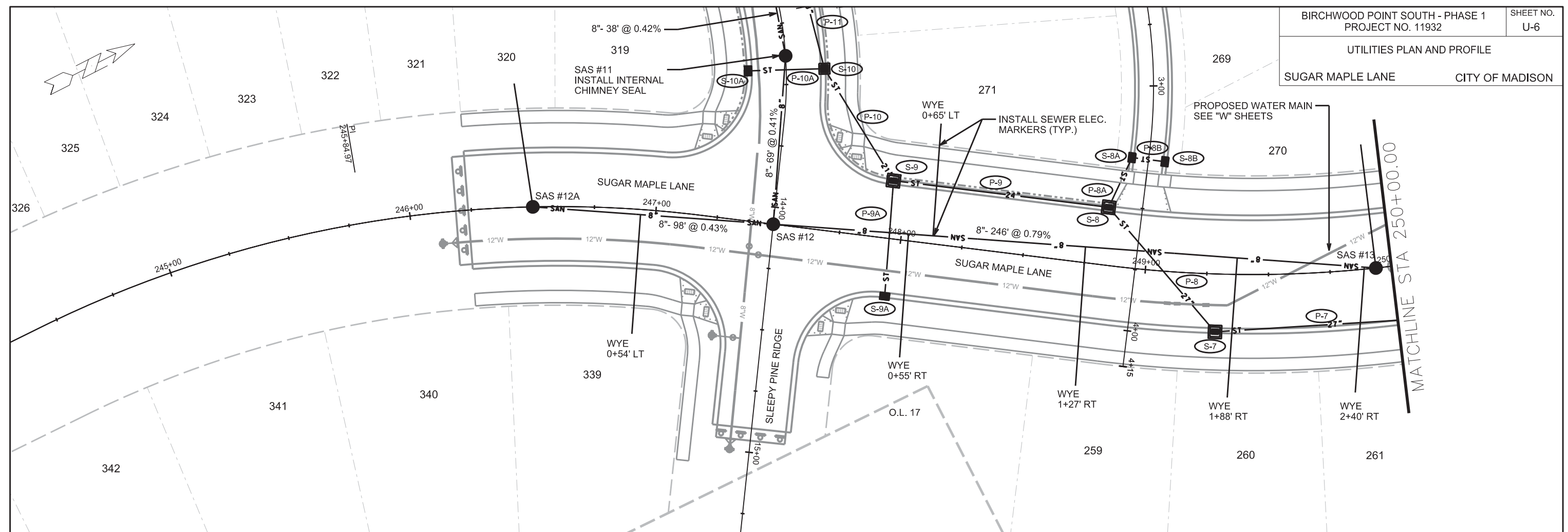
PLOT SCALE:

PLOT NAME:

REV. DATE:

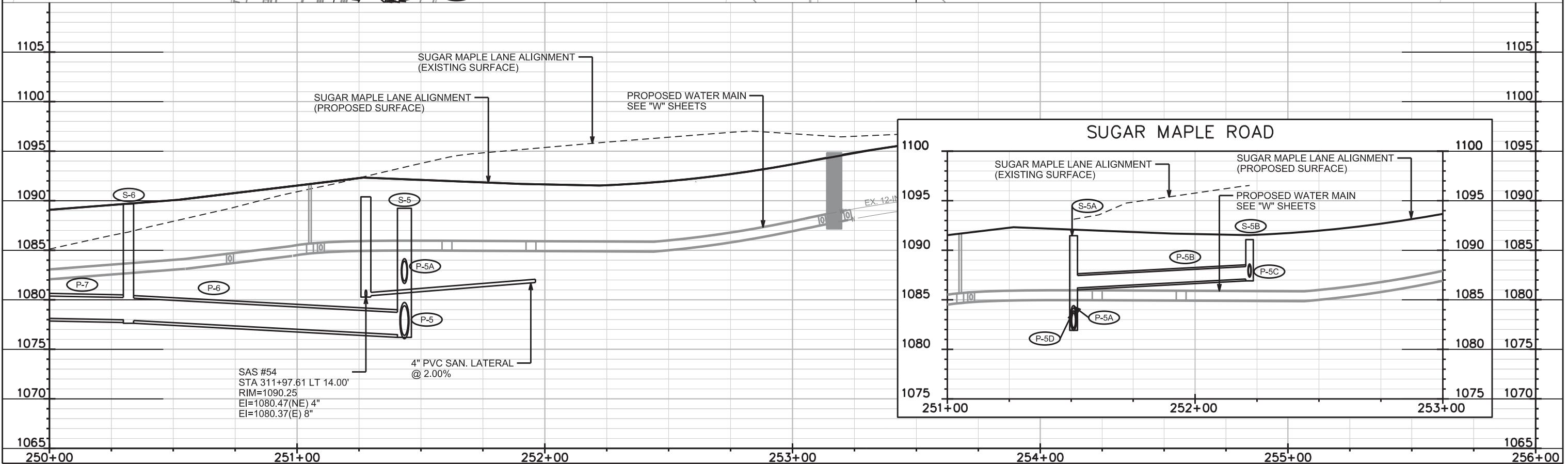
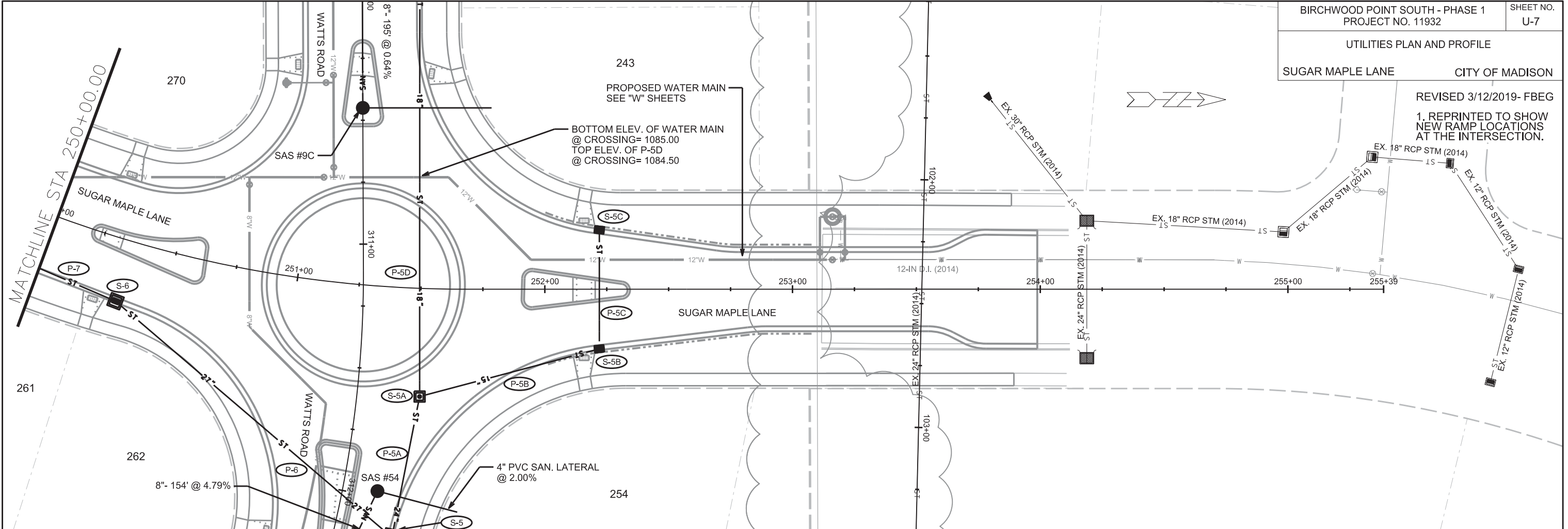
ORIGINATOR: CITY OF MADISON, STREETS DIVISION





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

REVISED 3/12/2019- FBEG  
1. REPRINTED TO SHOW  
NEW RAMP LOCATIONS  
AT THE INTERSECTION.

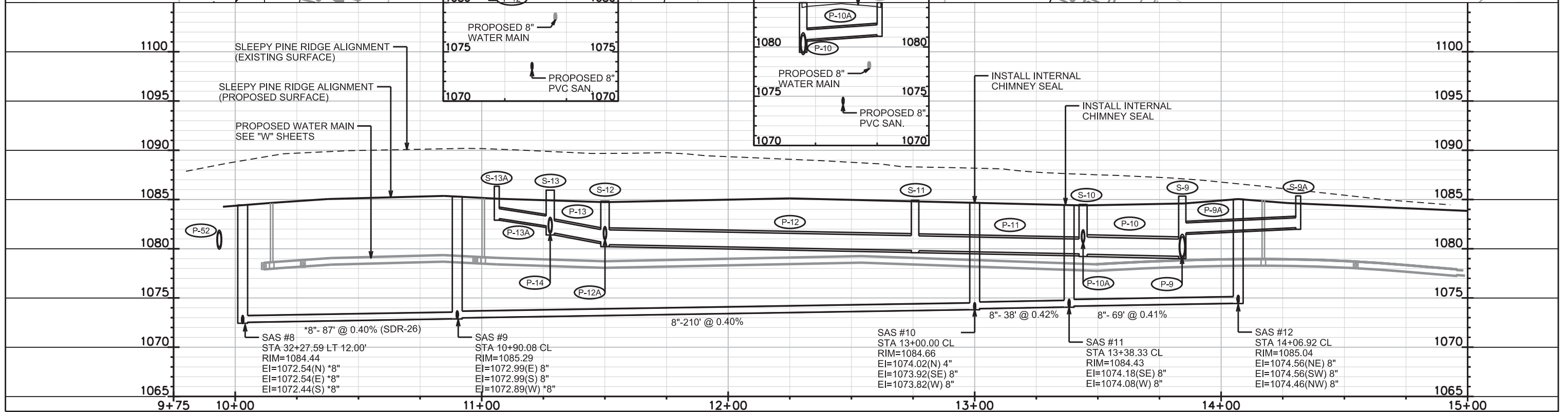
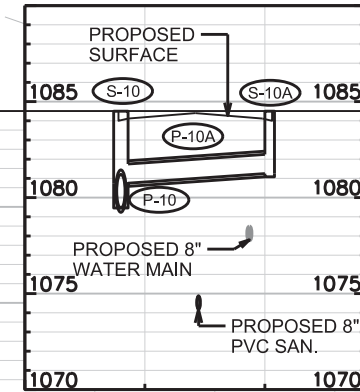
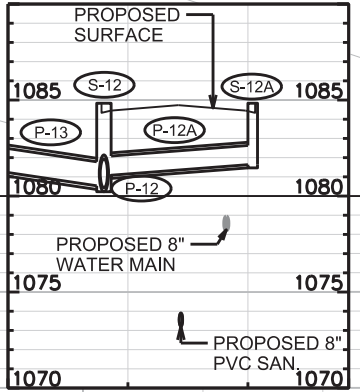
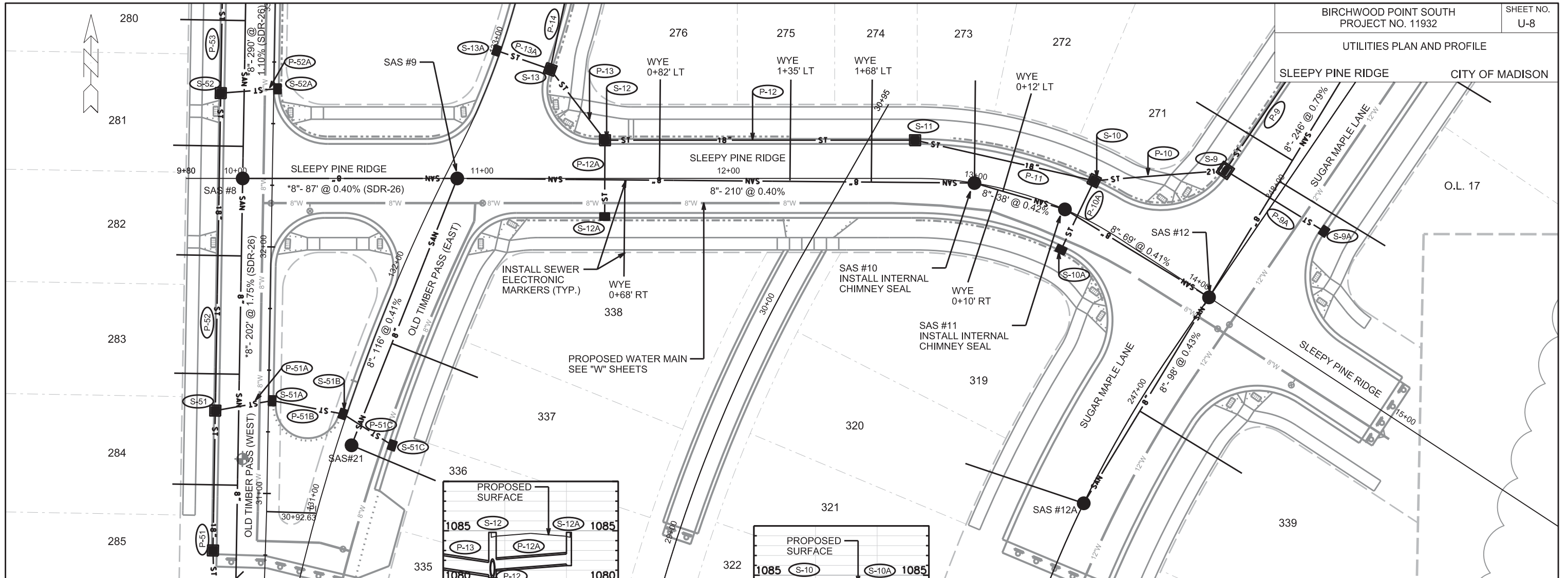


SAS #54  
STA 311+97.61 LT 14.00'  
RIM=1090.25  
EI=1080.47(NE) 4"  
EI=1080.37(E) 8"

4" PVC SAN. LATERAL  
@ 2.00%

UTILITIES PLAN AND PROFILE

SLEEPY PINE RIDGE CITY OF MADISON



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

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

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

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

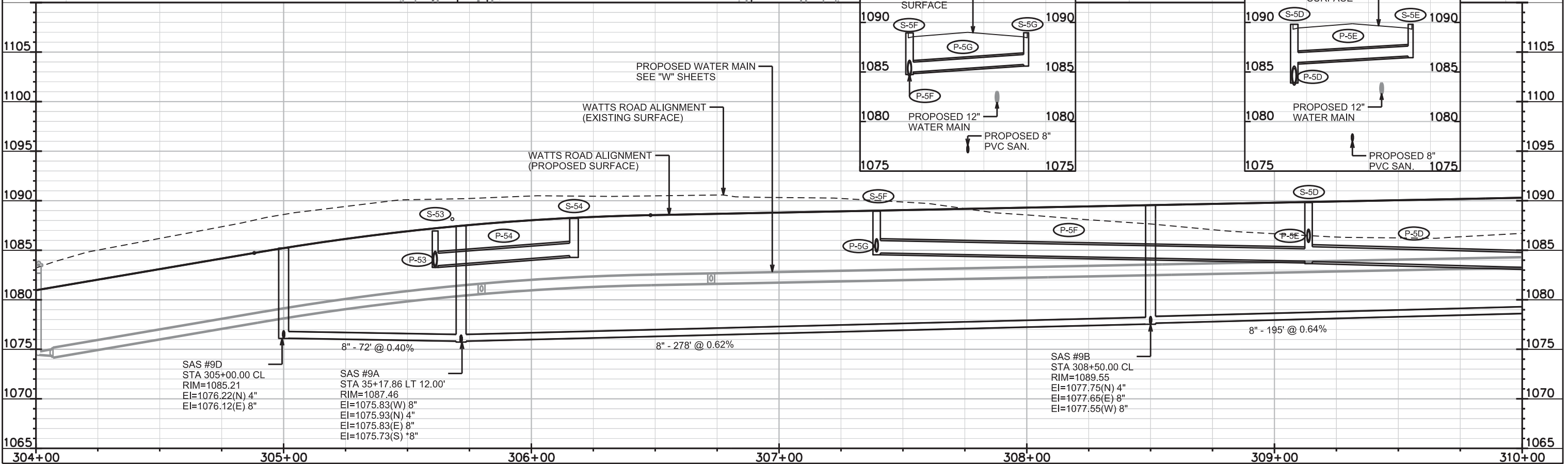
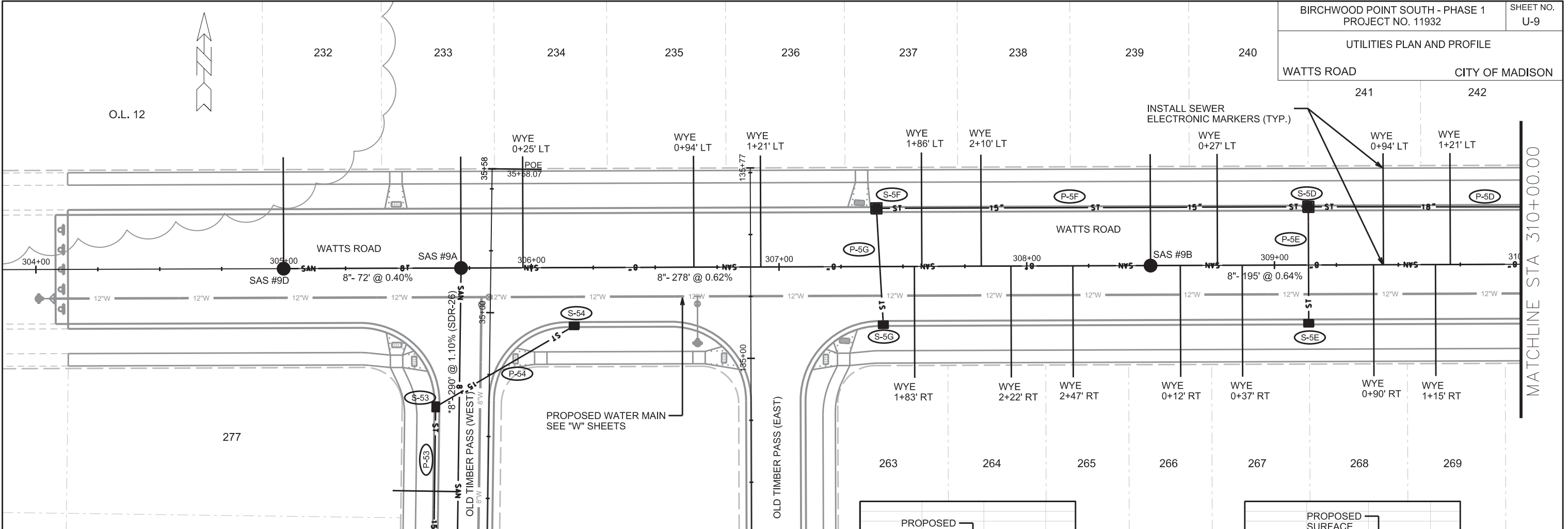
SAS #12  
STA 14+06.92 CL  
RIM=1085.04  
EI=1074.56(NE) 8"  
EI=1074.56(SW) 8"  
EI=1074.46(NW) 8"

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

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

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

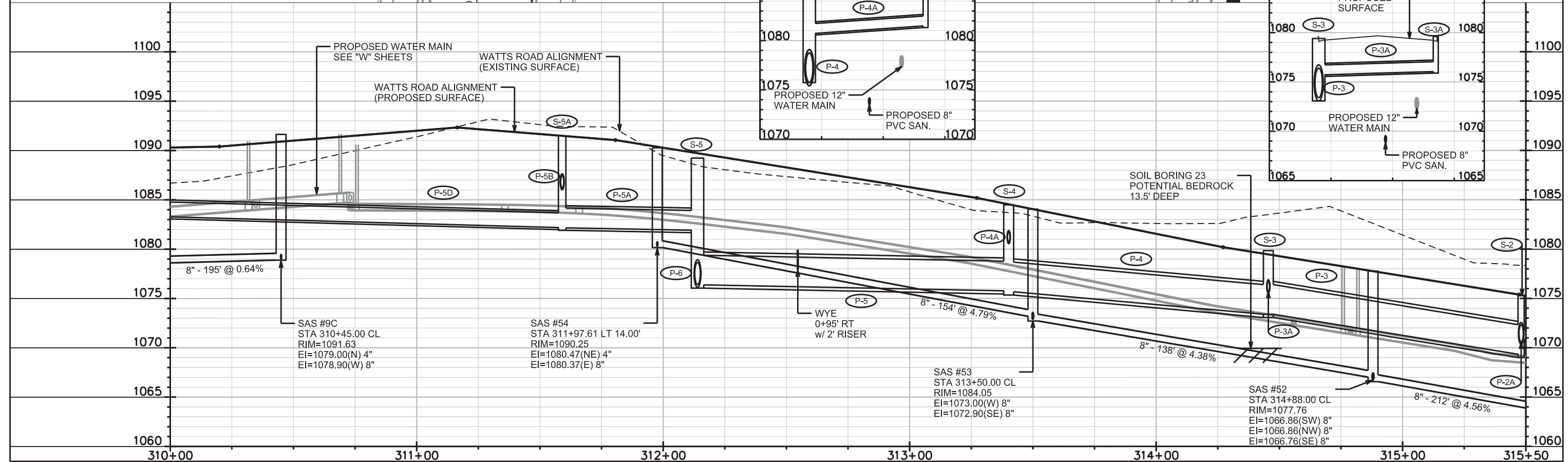
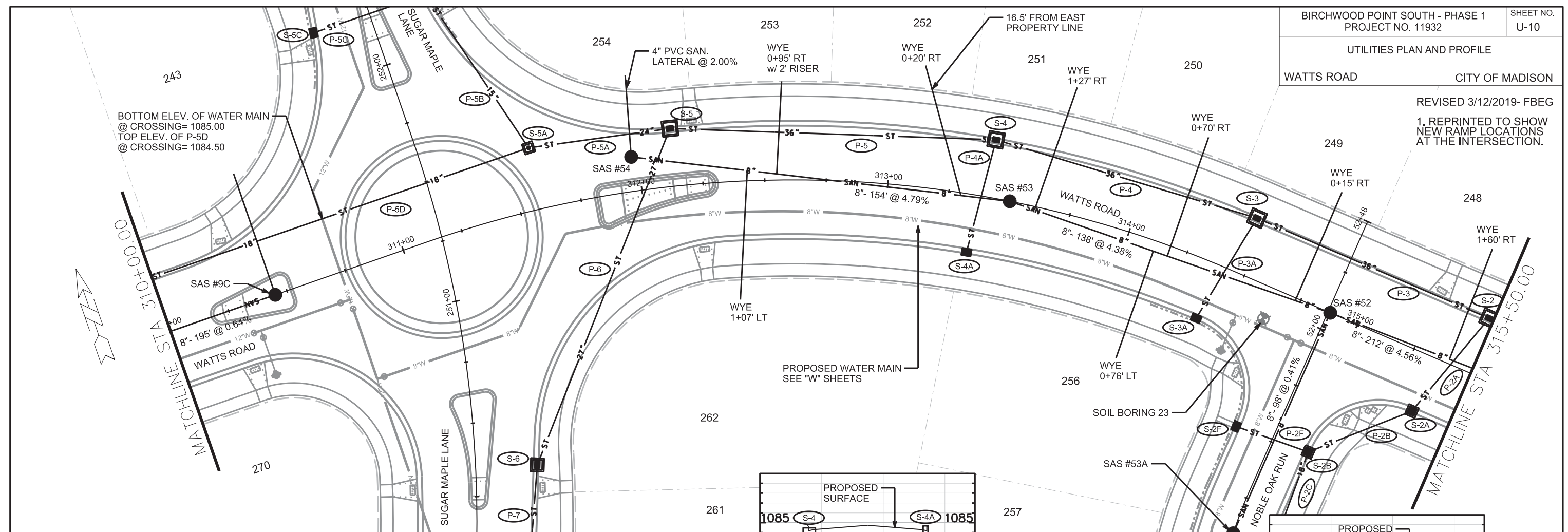
PLOT SCALE:

PLOT NAME:

REV. DATE:

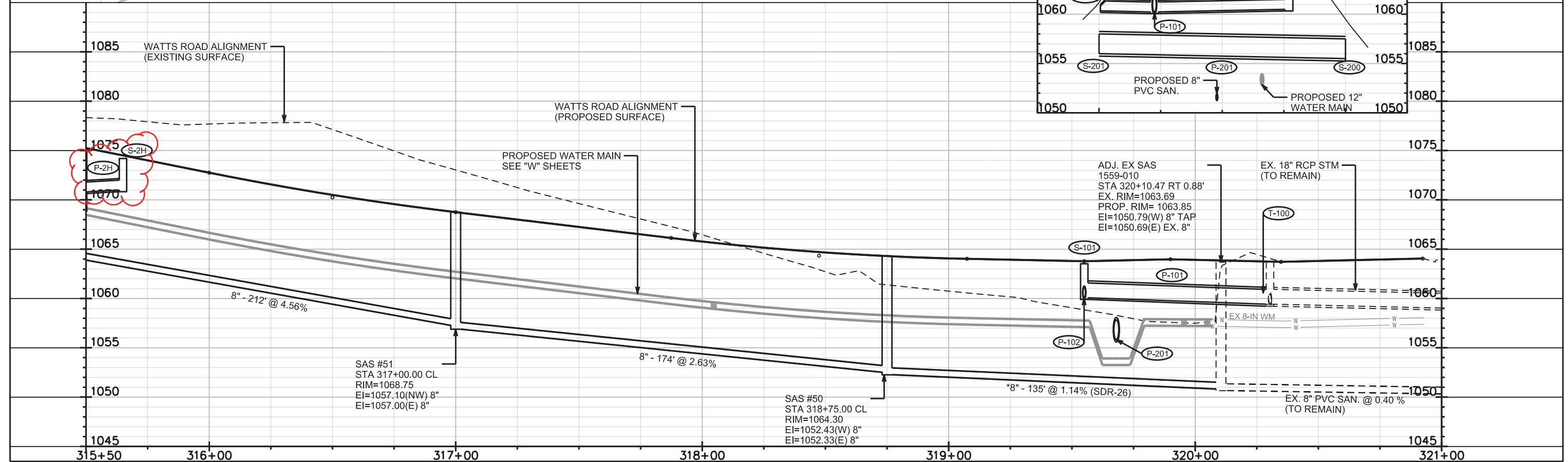
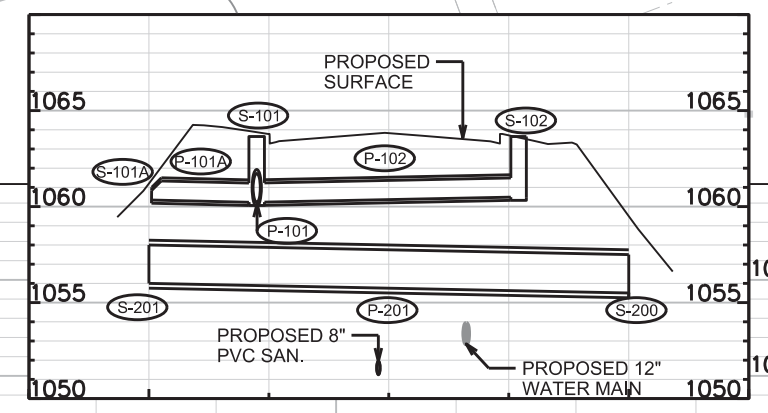
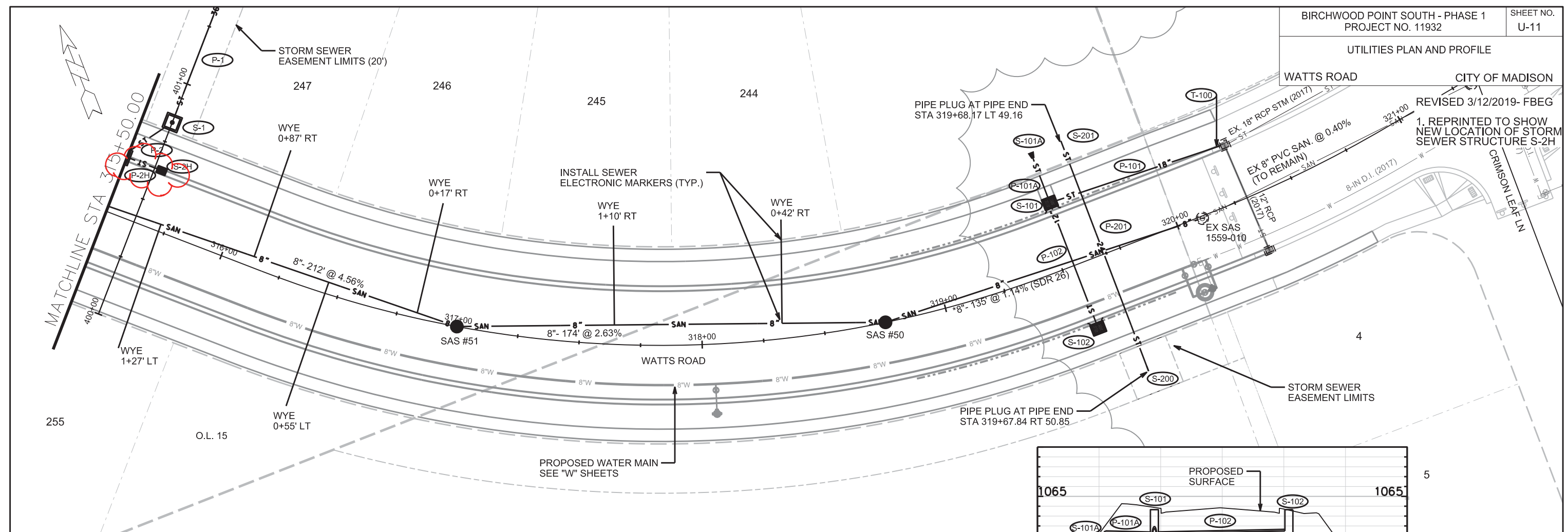
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REVISED 3/12/2019- FBEG  
1. REPRINTED TO SHOW  
NEW RAMP LOCATIONS  
AT THE INTERSECTION.



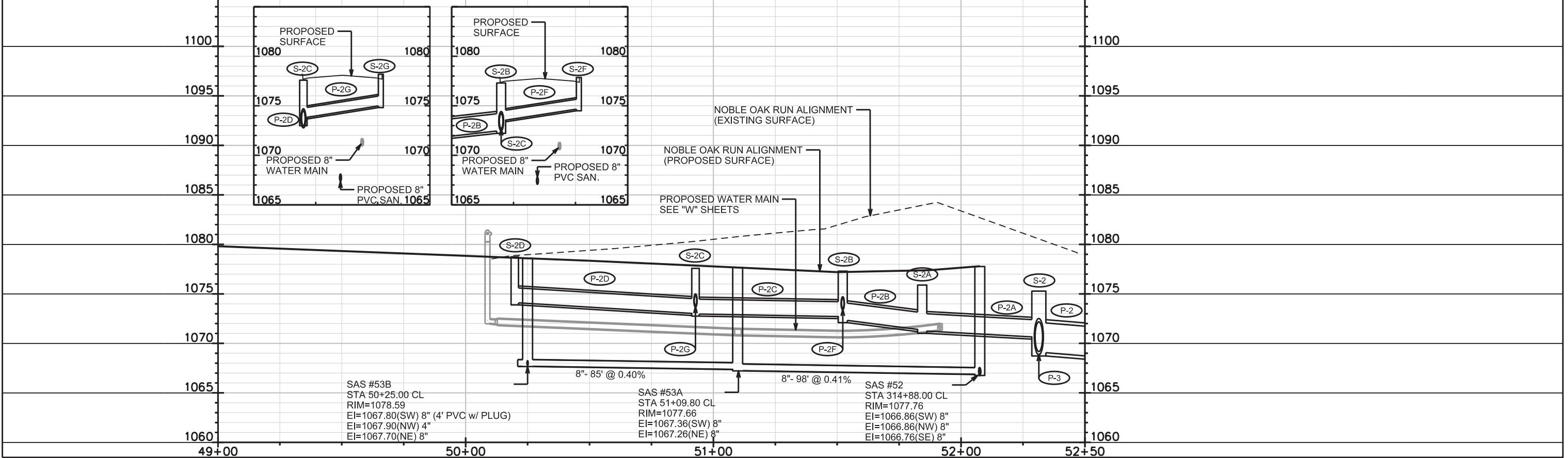
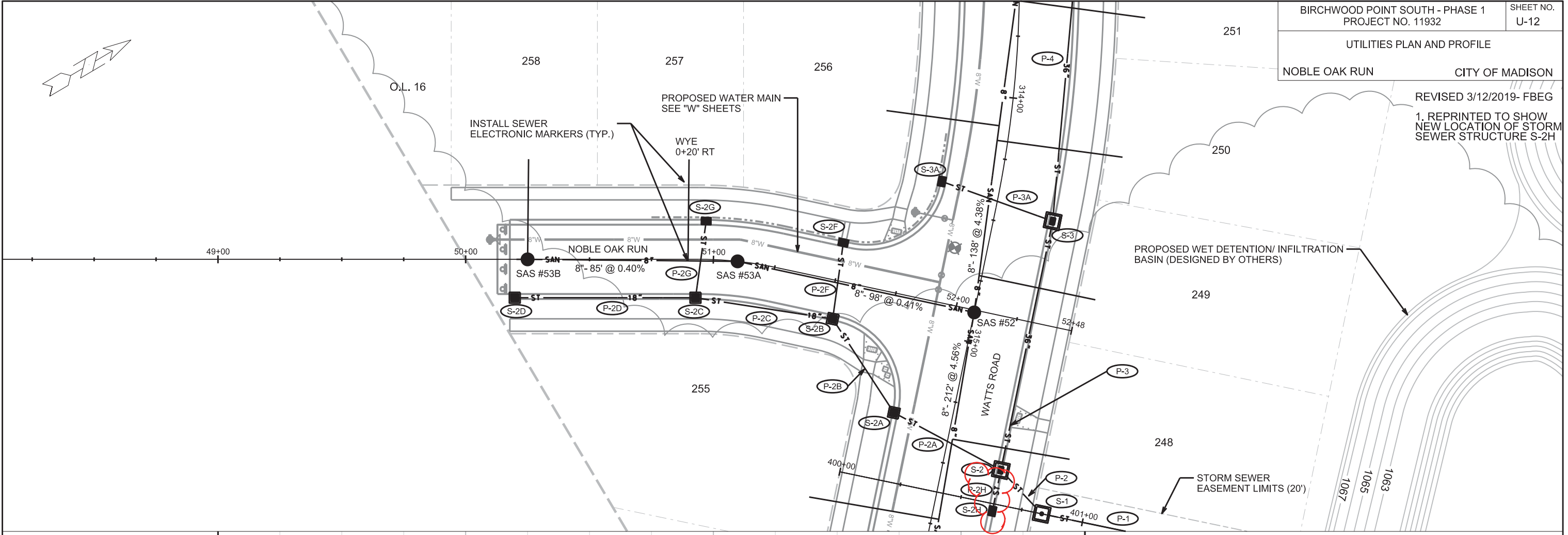
PLOT SCALE:  
 PLOT NAME:  
 REV. DATE:  
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITIES PLAN AND PROFILE



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

REVISED 3/12/2019- FBEG  
1. REPRINTED TO SHOW  
NEW LOCATION OF STORM  
SEWER STRUCTURE S-2H



PLOT SCALE:

PLOT NAME:

REV. DATE:

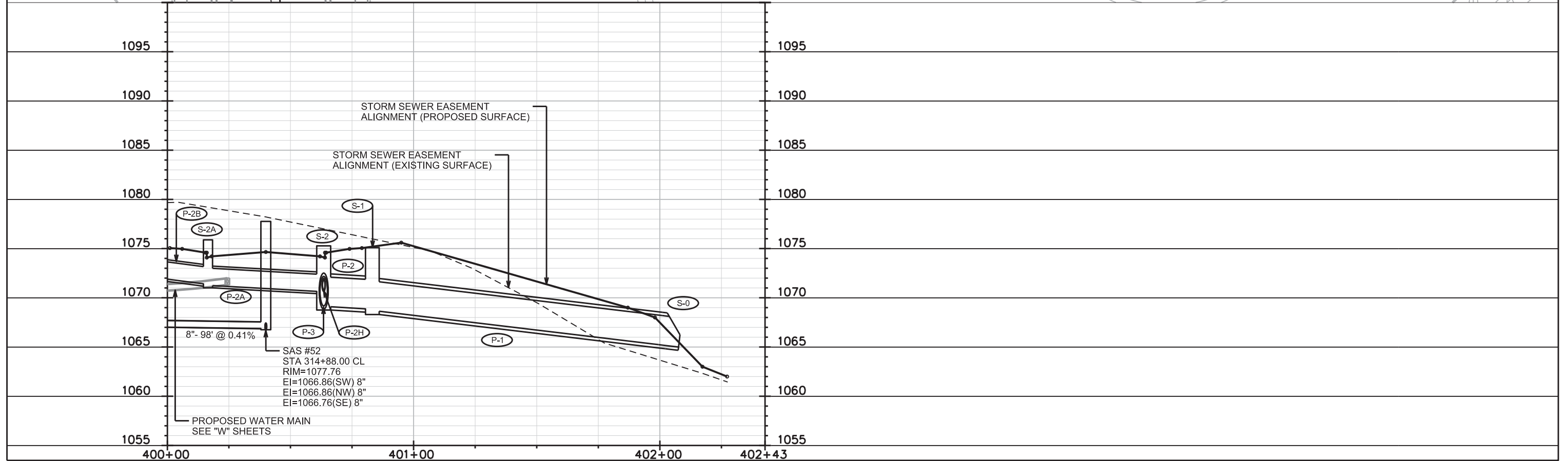
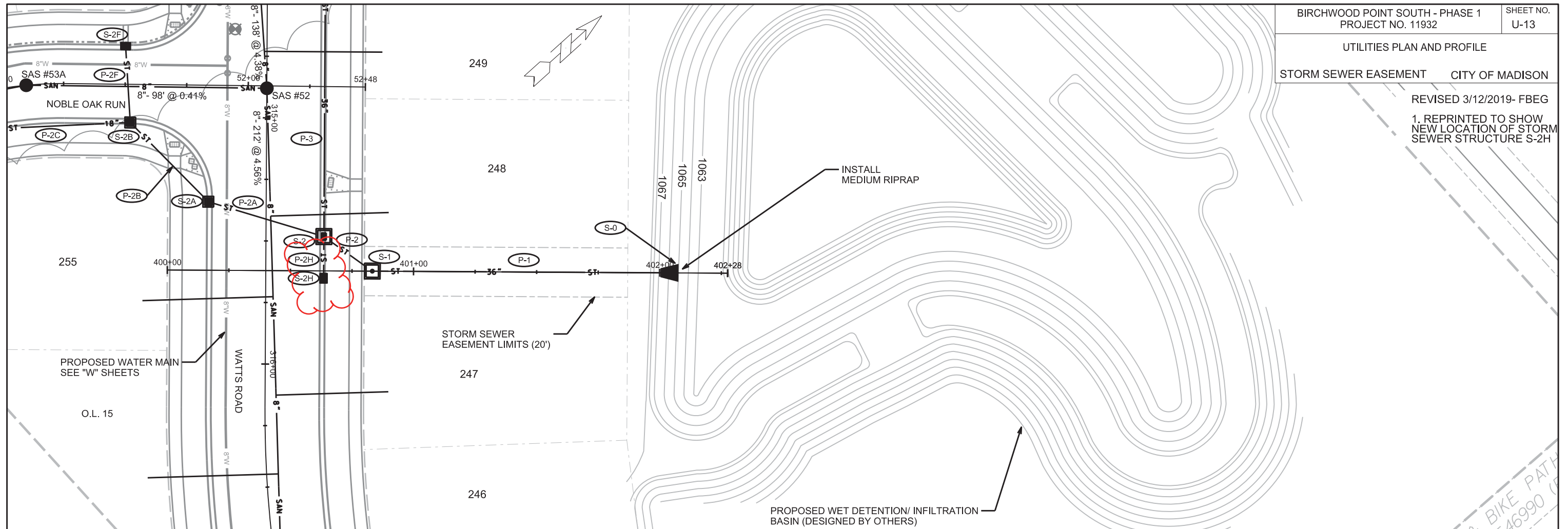
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITIES PLAN AND PROFILE

STORM SEWER EASEMENT CITY OF MADISON

REVISED 3/12/2019- FBEG

1. REPRINTED TO SHOW  
NEW LOCATION OF STORM  
SEWER STRUCTURE S-2H



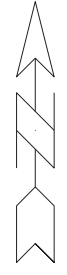
PLOT SCALE:

PLOT NAME:

REV. DATE:

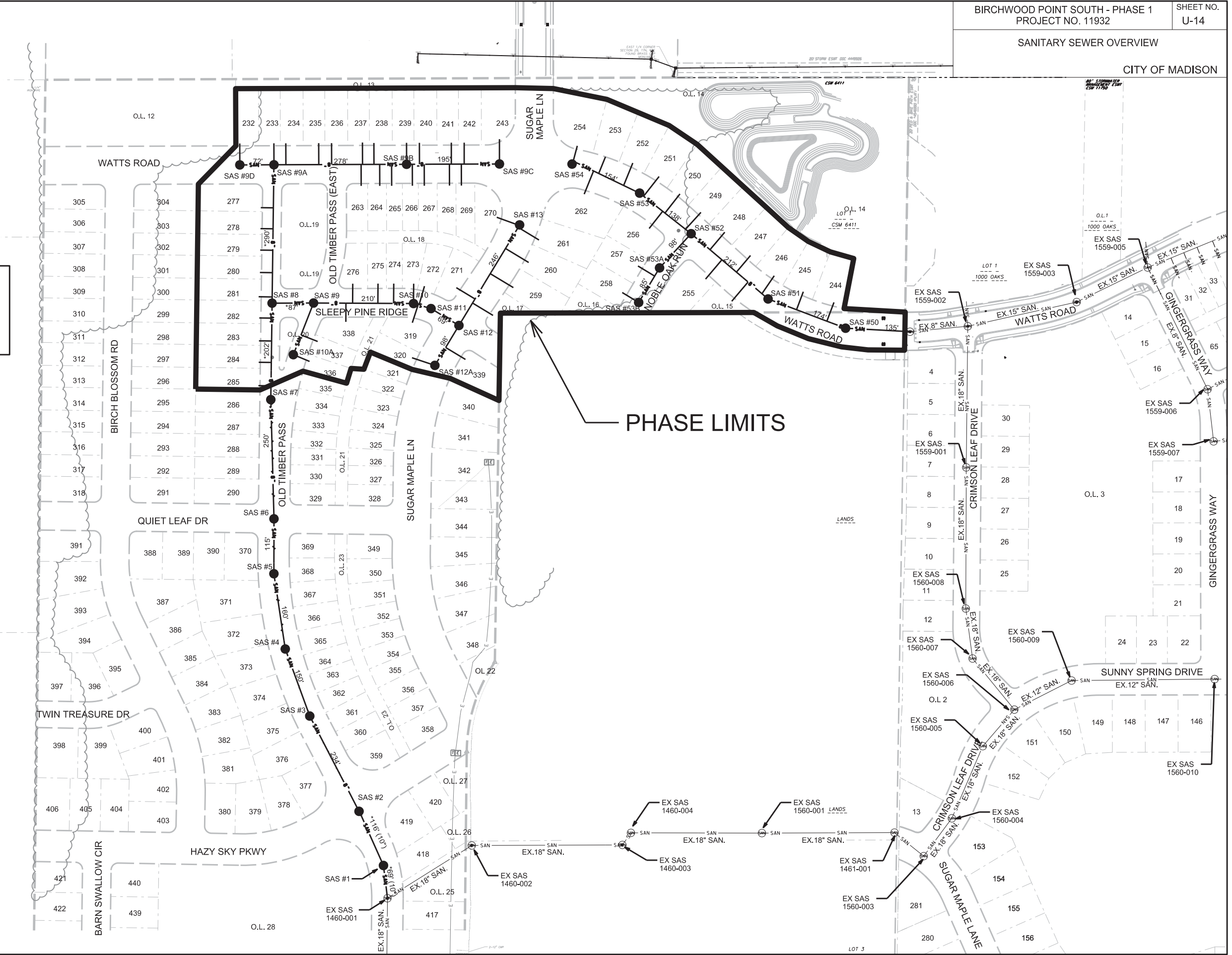
ORIGINATOR: CITY OF MADISON, STREETS DIVISION





SCALE 1"=200'

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



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

# SANITARY SEWER SCHEDULE

## PROPOSED SANITARY STRUCTURES

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

## ADJUST SANITARY SAS

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

## SPECIFIC NOTES

[1] INSTALL INTERNAL CHIMNEY SEAL

## PROPOSED SANITARY PIPES

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

# STORM SEWER SCHEDULE

## PROPOSED STORM SEWER STRUCTURES

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

## PROPOSED STORM SEWER PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
<b>OLD TIMBER PASS WEST</b>										
P-50A	S-50	S-50A	1077.84	1077.99	31.5	30.0	0.50%	18"	RCP	-
P-51	S-50A	S-51	1077.99	1079.18	56.5	53.5	2.22%	18"	RCP	-
P-51A	S-51	S-51A	1079.48	1079.75	23.5	21.0	1.29%	12"	RCP	-
P-51B	S-51A	S-51B	1079.75	1079.99	29.0	27.0	0.89%	12"	RCP	-
P-52	S-51	S-52	1079.18	1080.52	129.0	126.0	1.06%	18"	RCP	-
P-52A	S-52	S-52A	1081.22	1082.29	23.0	20.5	5.22%	12"	RCP	-
P-53	S-52	S-53	1080.77	1083.45	199.5	196.5	1.36%	15"	RCP	-
P-54	S-53	S-54	1083.45	1084.46	65.0	62.0	1.63%	15"	RCP	-
<b>OLD TIMBER PASS EAST</b>										
P-13A	S-13	S-13A	1082.20	1083.14	23.0	20.5	4.59%	12"	RCP	-
P-14	S-13	S-14	1081.75	1083.16	81.0	78.0	1.81%	15"	RCP	-
P-15	S-14	S-15	1083.41	1083.83	20.0	17.5	2.40%	12"	RCP	-
P-16	S-15	S-16	1083.83	1084.07	13.5	11.5	2.09%	12"	RCP	-
P-51C	S-51B	S-51C	1079.99	1080.10	23.5	21.5	0.51%	12"	RCP	-
<b>SUGAR MAPLE LANE</b>										
P-5B	S-5A	S-5B	1086.20	1087.10	75.0	72.0	1.25%	15"	RCP	-
P-5C	S-5B	S-5C	1087.45	1087.88	48.0	46.0	0.93%	12"	RCP	-
P-7	S-6	S-7	1077.96	1078.48	108.0	104.5	0.50%	27"	RCP	-
P-8	S-7	S-8	1078.48	1078.79	66.5	62.5	0.50%	27"	RCP	-
P-8A	S-8	S-8A	1082.75	1084.14	22.5	19.0	7.32%	12"	RCP	-
P-8B	S-8A	S-8B	1084.14	1084.38	13.5	11.5	2.09%	12"	RCP	-
P-9	S-8	S-9	1078.79	1079.21	88.0	85.0	0.49%	24"	RCP	-
P-9A	S-9	S-9A	1081.59	1082.16	47.0	44.5	1.28%	12"	RCP	-
<b>SLEEPY PINE RIDGE</b>										
P-10	S-9	S-10	1079.21	1079.46	53.5	50.0	0.50%	21"	RCP	-
P-10A	S-10	S-10A	1080.75	1081.25	31.0	28.5	1.75%	12"	RCP	-
P-11	S-10	S-11	1079.46	1079.82	74.5	71.5	0.50%	18"	RCP	-
P-12	S-11	S-12	1079.82	1080.43	126.0	123.0	0.50%	18"	RCP	-
P-12A	S-12	S-12A	1081.08	1081.63	31.0	28.5	1.93%	12"	RCP	-
P-13	S-12	S-13	1080.53	1081.75	36.5	32.5	3.75%	15"	RCP	-

### SPECIFIC NOTES

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

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

### STANDARD NOTES:

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

# STORM SEWER SCHEDULE

\*REVISED 10 25 2018- FBEG  
 \*\*REVISED 3 12 2019- FBEG

BIRCHWOOD POINT SOUTH PH. 1  
 PROJECT NO. 11932

SHEET NO.  
 U-17

## STORM SEWER SCHEDULE

CITY OF MADISON

### PROPOSED STORM SEWER STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>WATTS ROAD</b>							
S-1	315+62.02	LT-43.25	5 x 5 SAS	1075.10	1068.79	6.31	w/ R-1550-0055
S-2	315+48.09	LT-23.50	5 x 5 SAS w/ H	1075.28	1069.18	6.10	w/ R-3067-7004-V
** S-2H	<b>315+65.02</b>	LT-23.50	H INLET	<b>1074.44</b>	1070.99	<b>3.45</b>	w/ R-3067-7004-V
S-2A	315+34.22	RT-23.50	3 x 3 SAS w/ H	1075.89	1071.29	4.60	w/ R-3067-7004-V
S-3	314+45.52	LT-23.50	5 x 5 SAS w/ H	1079.40	1073.40	6.00	w/ R-3067-7004-V
S-3A	314+38.61	RT-23.50	H INLET	1079.61	1076.05	3.56	w/ R-3067-7004-V
S-4	313+40.19	LT-23.50	5 x 5 SAS w/ H	1084.48	1075.75	8.73	w/ R-3067-7004-V
S-4A	313+36.09	RT-23.50	H INLET	1084.68	1081.48	3.20	w/ R-3067-7004-V
S-5	312+13.94	LT-23.50	5 x 5 SAS w/ H	1089.63	1076.40	13.23	w/ R-3067-7004-V
S-5A	311+59.03	LT-25.25	3 x 3 SAS	1091.47	1082.17	9.30	w/ R-1550-0055
S-5D	309+13.75	LT-23.50	3 x 3 SAS w/ H	1089.81	1083.88	5.93	w/ R-3067-7004-V
S-5E	309+13.75	RT-23.50	H INLET	1089.81	1086.61	3.20	w/ R-3067-7004-V
S-5F	307+39.39	LT-23.50	3 x 3 SAS w/ H	1088.94	1084.74	4.20	w/ R-3067-7004-V
S-5G	307+42.02	RT-23.50	H INLET	1088.96	1085.76	3.20	w/ R-3067-7004-V
S-54	306+17.22	RT-23.50	H INLET	1088.21	1084.46	3.75	w/ R-3067-7004-V
T-100	320+30.36	LT-23.54	STM TAP	-	1059.44	-	TAP EX. IN 1559-006
* S-101	319+55.00	<b>LT-27.30</b>	TERRACE INLET II	1063.71	1060.10	3.61	LP; UD; w/ R-3067-7004-VB; [3]; [4]
* S-102	319+55.00	<b>RT-27.30</b>	TERRACE INLET II	1063.71	1060.37	3.34	LP; UD; w/ R-3067-7004-VB; [3]; [4]
S-101A	319+55.12	LT-49.20	12" RCP AE	-	1060.22	-	w/ 12" RCP AE GATE; [2]
S-200	319+67.84	RT-50.85	PIPE PLUG	-	1055.50	-	-
S-201	319+68.17	LT-49.16	PIPE PLUG	-	1056.00	-	-
<b>NOBLE OAK RUN</b>							
S-2B	51+52.23	RT-15.49	3 x 3 SAS w/ H	1077.30	1072.45	4.85	w/ R-3067-7004-V
S-2F	51+50.00	LT-15.50	H INLET	1077.86	1074.66	3.20	LP; UD; w/ R-3067-7004-VB; [4]
S-2C	50+92.79	RT-15.50	3 x 3 SAS w/ H	1077.96	1072.98	4.98	w/ R-3067-7004-V
S-2G	50+96.83	LT-15.50	H INLET	1078.18	1074.98	3.20	w/ R-3067-7004-V
S-2D	50+19.82	RT-15.50	3 x 3 SAS w/ H	1078.74	1074.14	4.60	w/ R-3067-7004-V
<b>STORM SEWER EASEMENT</b>							
S-0	402+07.59	CL	36" RCP AE	-	1065.00	-	w/ 36" RCP AE GATE; [2]

### PROPOSED STORM SEWER PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
<b>WATTS ROAD</b>										
P-2	S-1	S-2	1068.79	1069.18	24.0	18.0	2.17%	36"	RCP	-
** P-2H	S-2	S-2H	1070.81	1070.99	<b>15.5</b>	<b>13.0</b>	<b>1.38%</b>	12"	RCP	-
P-2A	S-2	S-2A	1070.58	1071.29	49.0	45.0	1.58%	21"	RCP	-
P-2B	S-2A	S-2B	1071.29	1072.45	45.0	41.0	2.83%	21"	RCP	-
P-3	S-2	S-3	1069.18	1073.40	102.5	98.0	4.31%	36"	RCP	-
P-3A	S-3	S-3A	1075.72	1076.05	47.5	44.5	0.74%	12"	RCP	-
P-4	S-3	S-4	1073.40	1075.75	110.5	106.5	2.21%	36"	RCP	-
P-4A	S-4	S-4A	1080.72	1081.48	47.0	44.0	1.73%	12"	RCP	-
P-5	S-4	S-5	1075.75	1076.40	132.5	128.0	0.51%	36"	RCP	-
P-5A	S-5	S-5A	1081.90	1082.17	58.0	54.0	0.50%	24"	RCP	-
P-5D	S-5A	S-5D	1082.17	1083.88	248.0	245.0	0.70%	18"	RCP	-
P-5E	S-5D	S-5E	1085.96	1086.61	47.0	44.5	1.46%	12"	RCP	-
P-5F	S-5D	S-5F	1083.88	1084.74	174.5	171.5	0.50%	15"	RCP	-
P-5G	S-5F	S-5G	1084.99	1085.76	47.0	44.5	1.73%	12"	RCP	-
P-6	S-5	S-6	1076.40	1077.96	146.5	141.5	1.10%	27"	RCP	-
P-101	T-100	S-101	1059.44	1060.10	74.5	71.0	0.93%	18"	RCP	-
P-102	S-101	S-102	1060.10	1060.37	54.5	51.5	0.52%	12"	RCP	-
P-101A	S-101	S-101A	1060.10	1060.22	22.0	20.5	0.59%	12"	RCP	-
P-201	S-200	S-201	1055.50	1056.00	100.0	100.0	0.50%	24"	RCP	-
<b>NOBLE OAK RUN</b>										
P-2C	S-2B	S-2C	1072.70	1072.98	56.0	53.0	0.53%	18"	RCP	-
P-2F	S-2B	S-2F	1073.55	1074.66	31.0	28.5	3.89%	12"	RCP	-
P-2D	S-2C	S-2D	1072.98	1074.14	73.0	70.0	1.66%	18"	RCP	-
P-2G	S-2C	S-2G	1073.83	1074.98	31.5	29.0	3.97%	12"	RCP	-
<b>STORM SEWER EASEMENT</b>										
P-1	S-0	S-1	1065.00	1068.79	124.0	122.0	3.11%	36"	RCP	-

### SPECIFIC NOTES

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

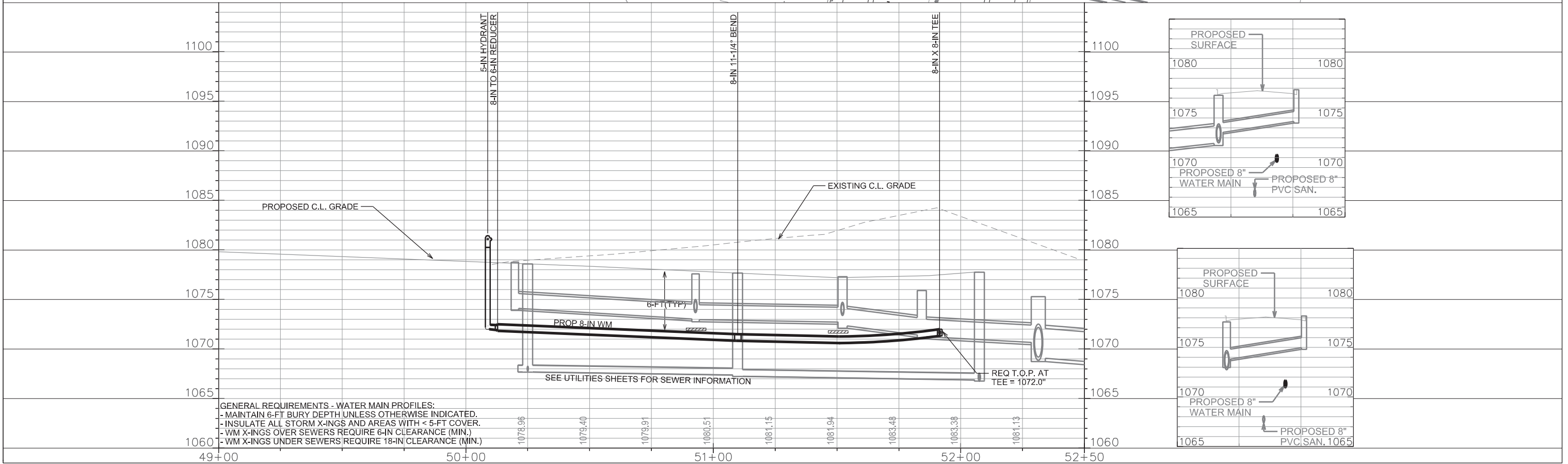
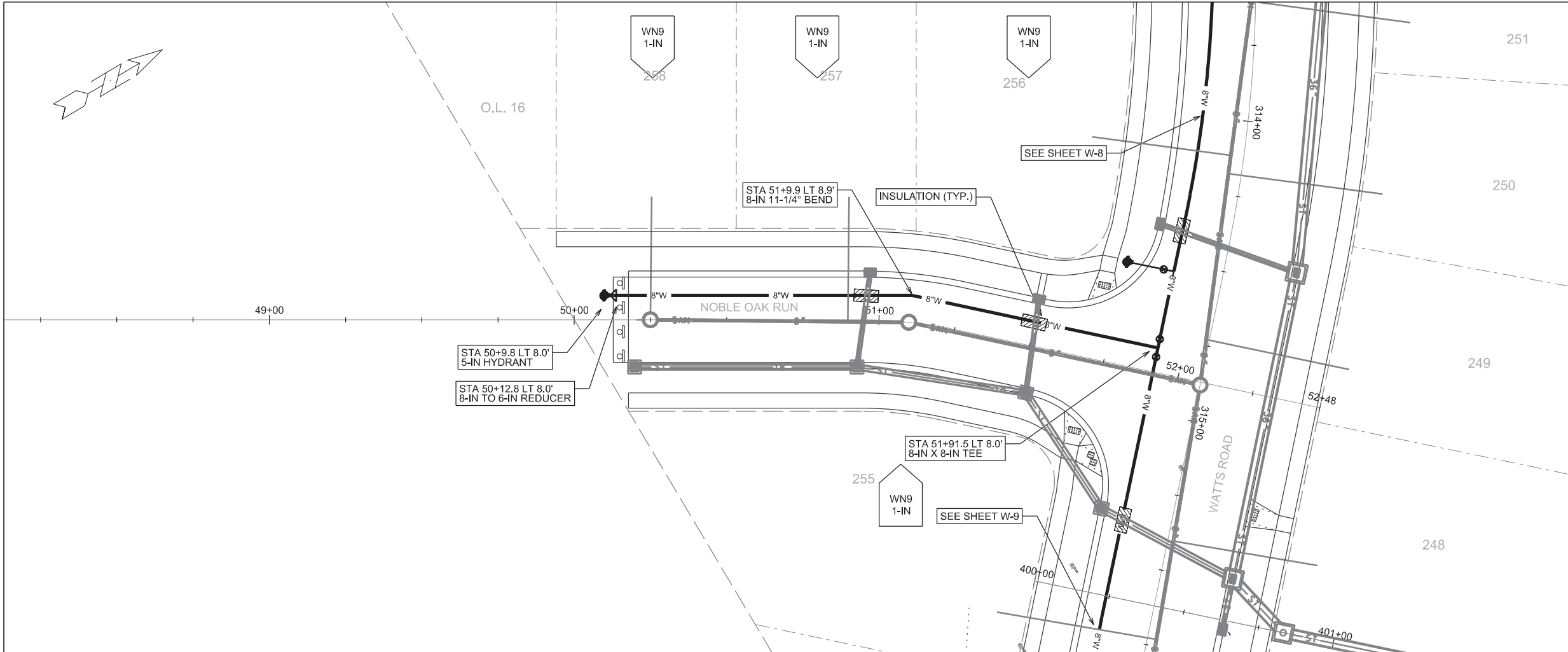
**NOTE:** PLAN LENGTH (PAY LENGTH) IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL LENGTH OF PIPE FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

### STANDARD NOTES:

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

REV 2019 03-12 AJS

REPRINTED TO SHOW NEW RAMP LOCATIONS AT THE INTERSECTION AND NEW LOCATION OF STORM STRUCTURE S-2H



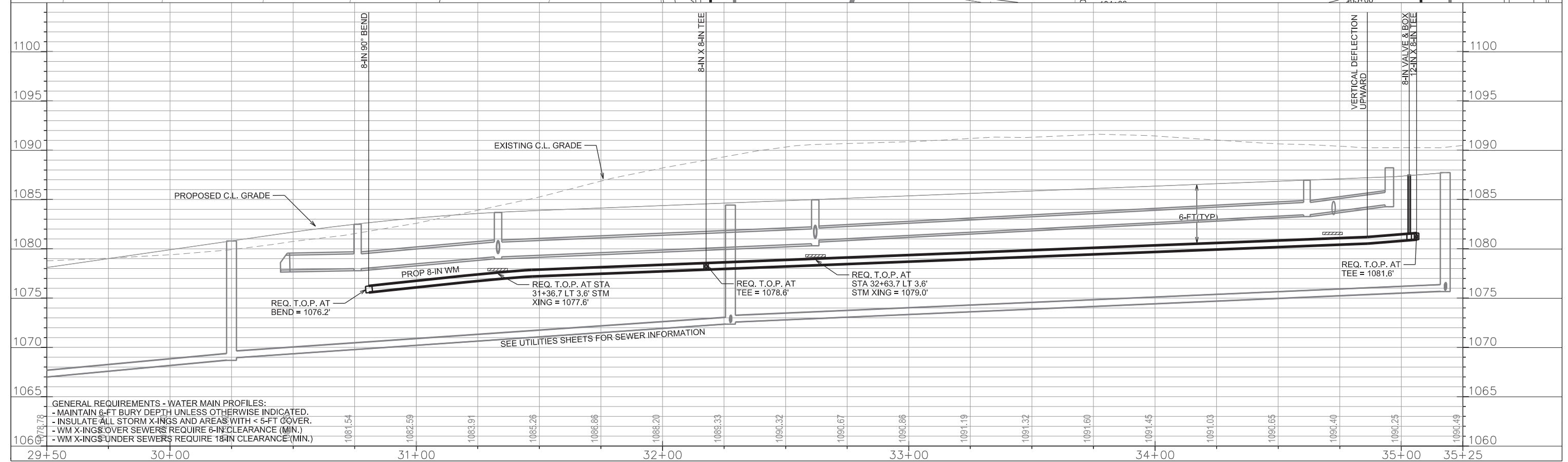
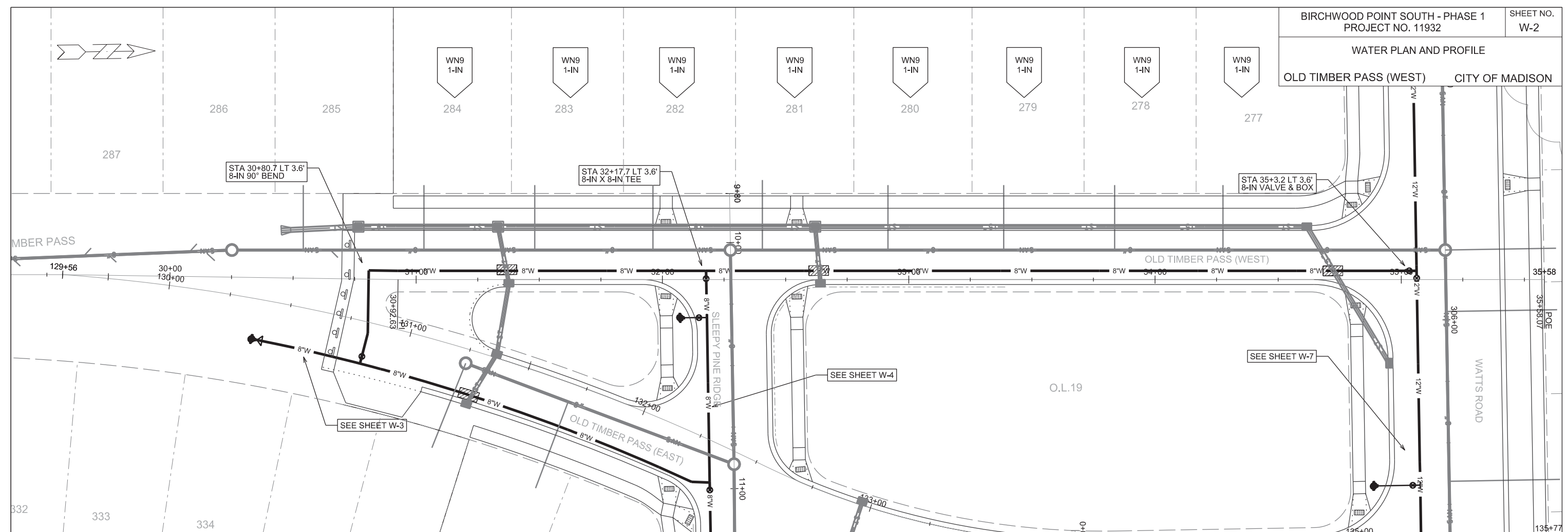
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PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

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



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

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

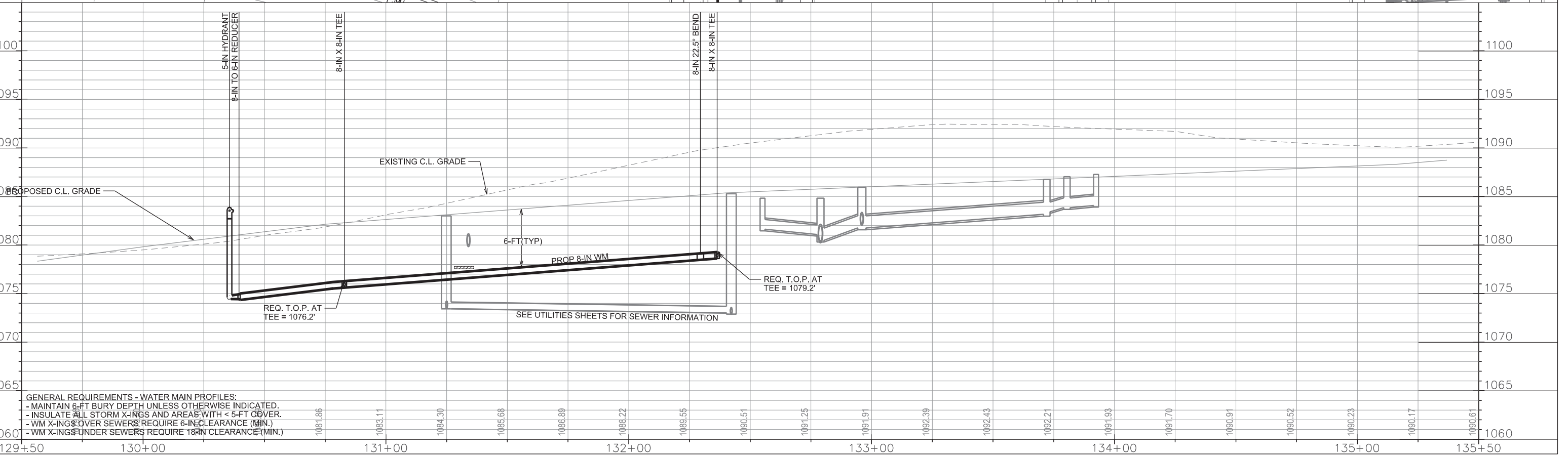
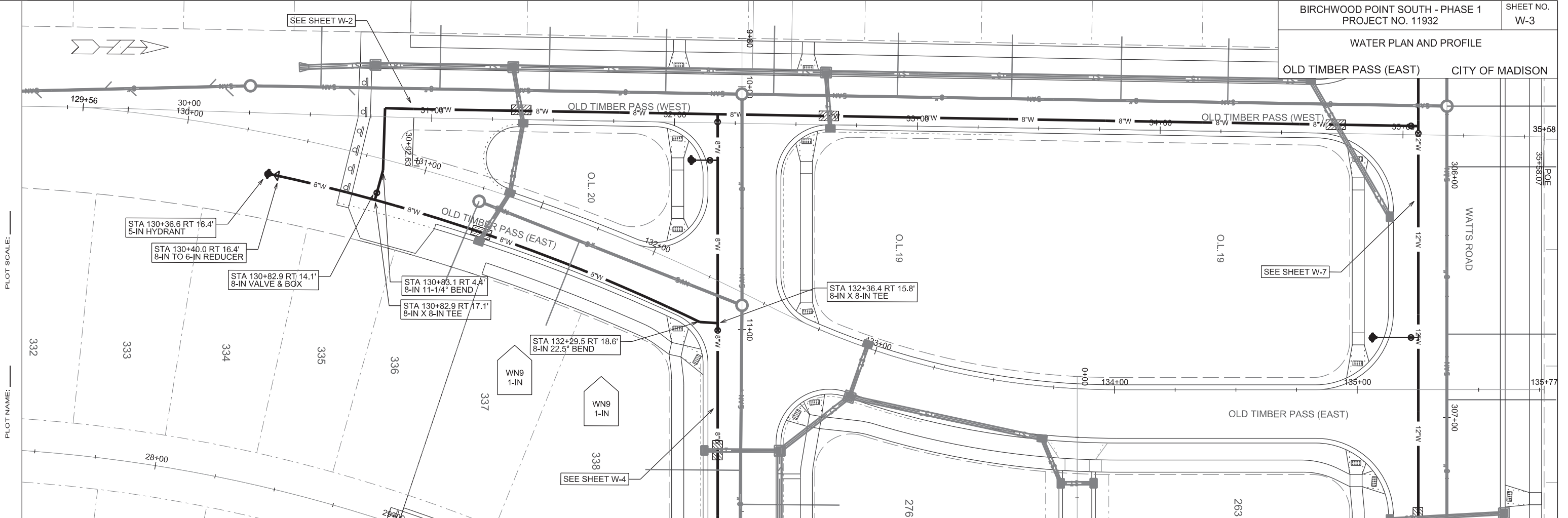
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE

OLD TIMBER PASS (EAST) CITY OF MADISON



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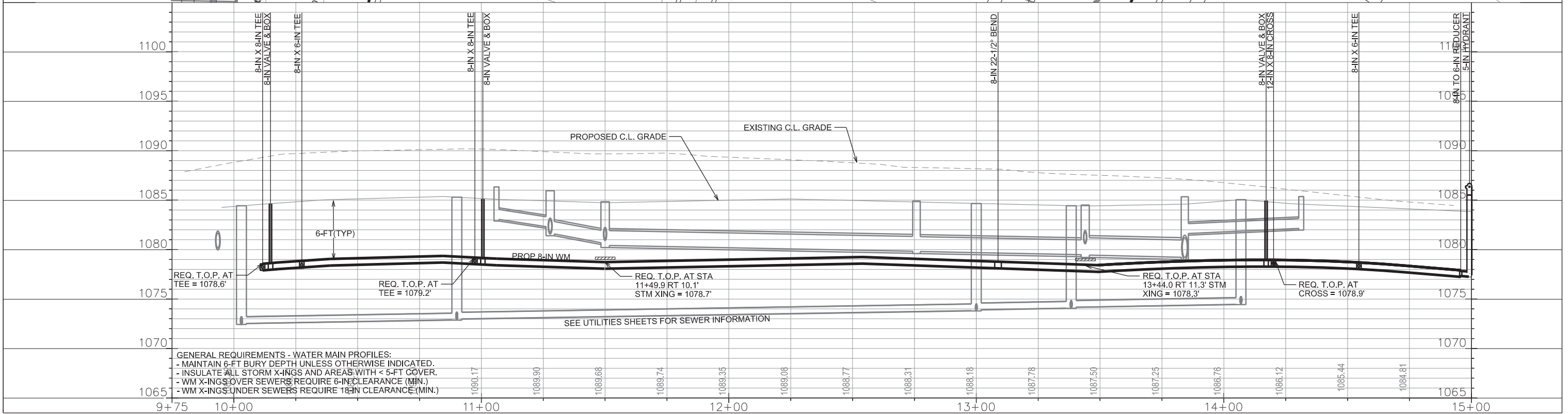
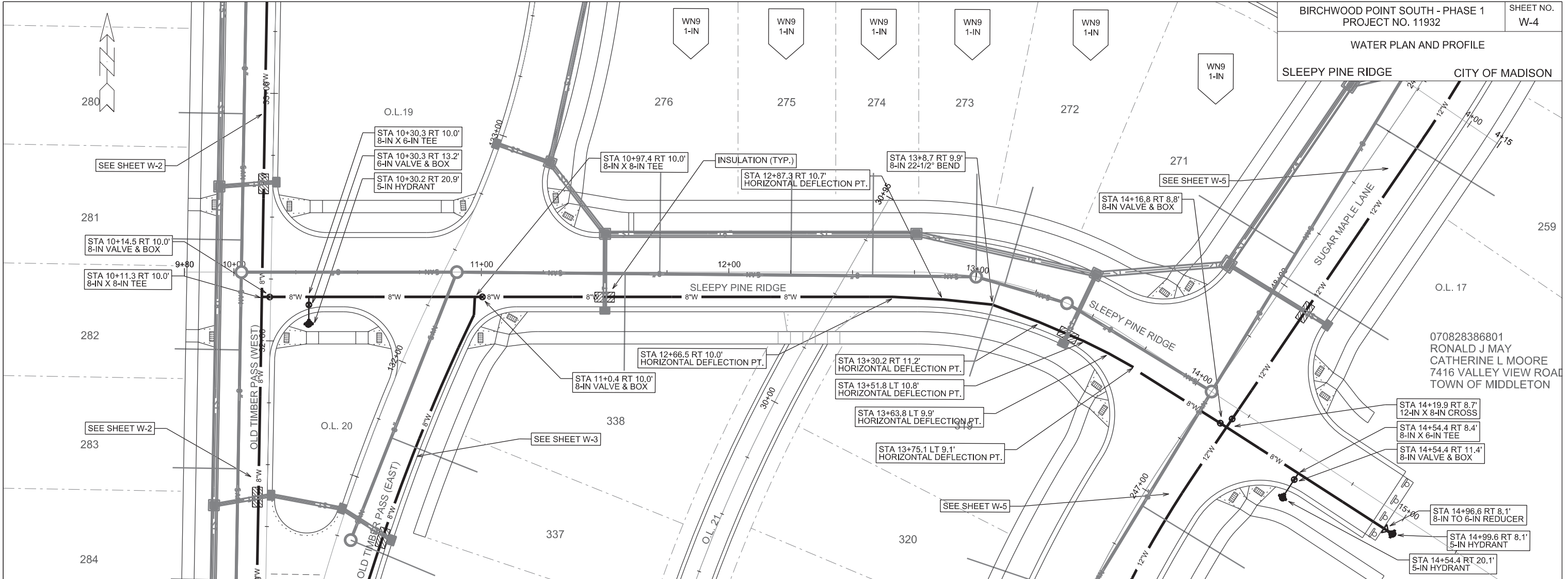
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PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE

SLEEPY PINE RIDGE CITY OF MADISON



GENERAL REQUIREMENTS - WATER MAIN PROFILES:  
 - MAINTAIN 6-FT BURY DEPTH UNLESS OTHERWISE INDICATED.  
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 - WM X-INGS OVER SEWERS REQUIRE 6-IN CLEARANCE (MIN.)  
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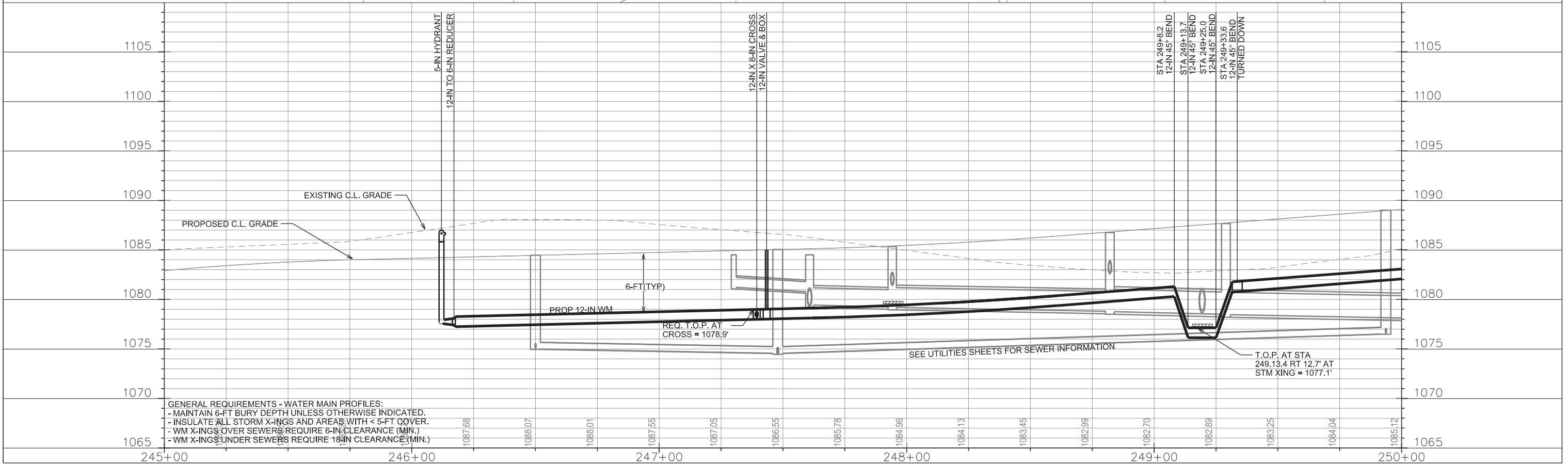
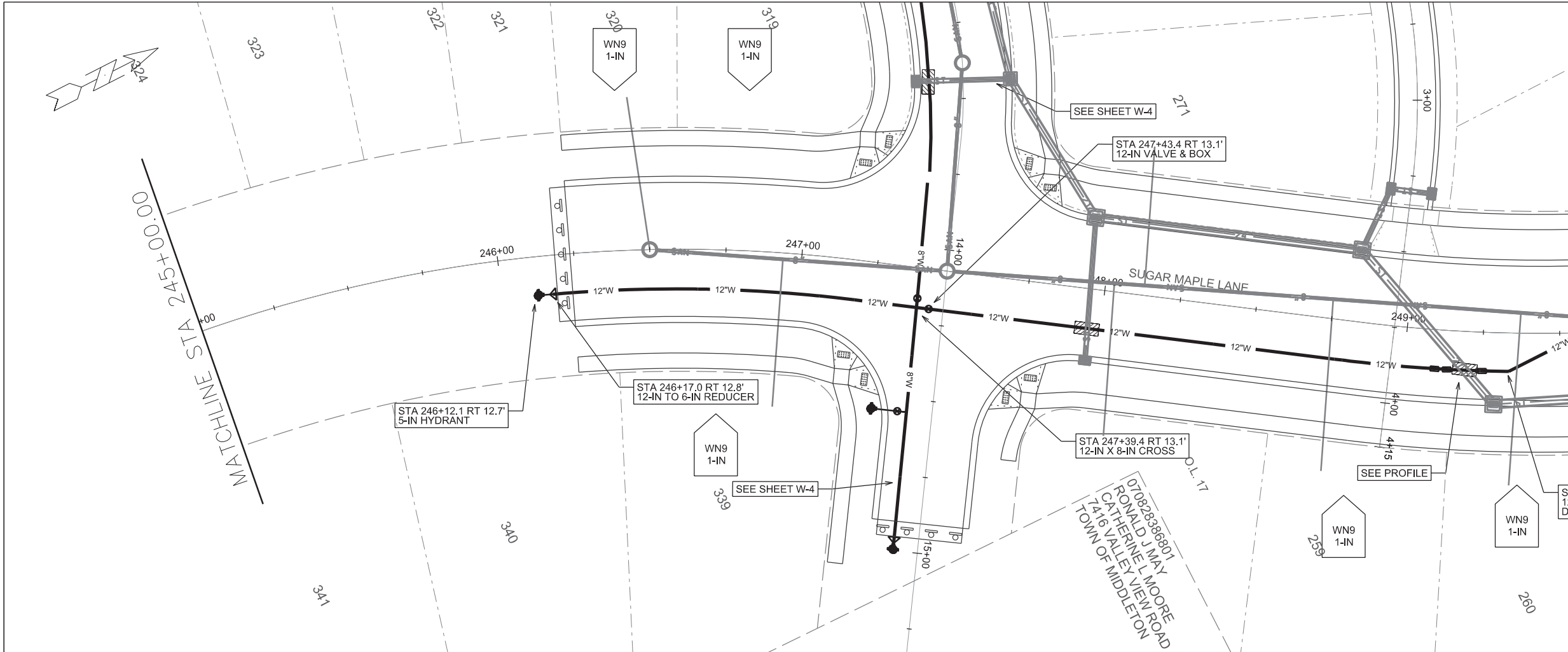
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PLOT NAME: \_\_\_\_\_

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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



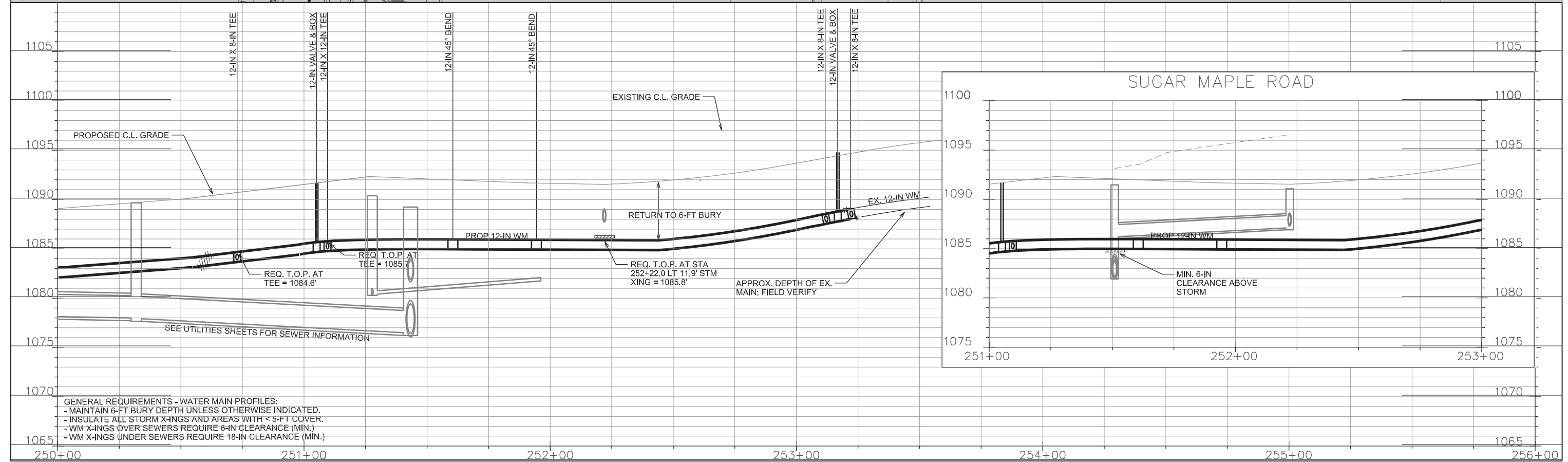
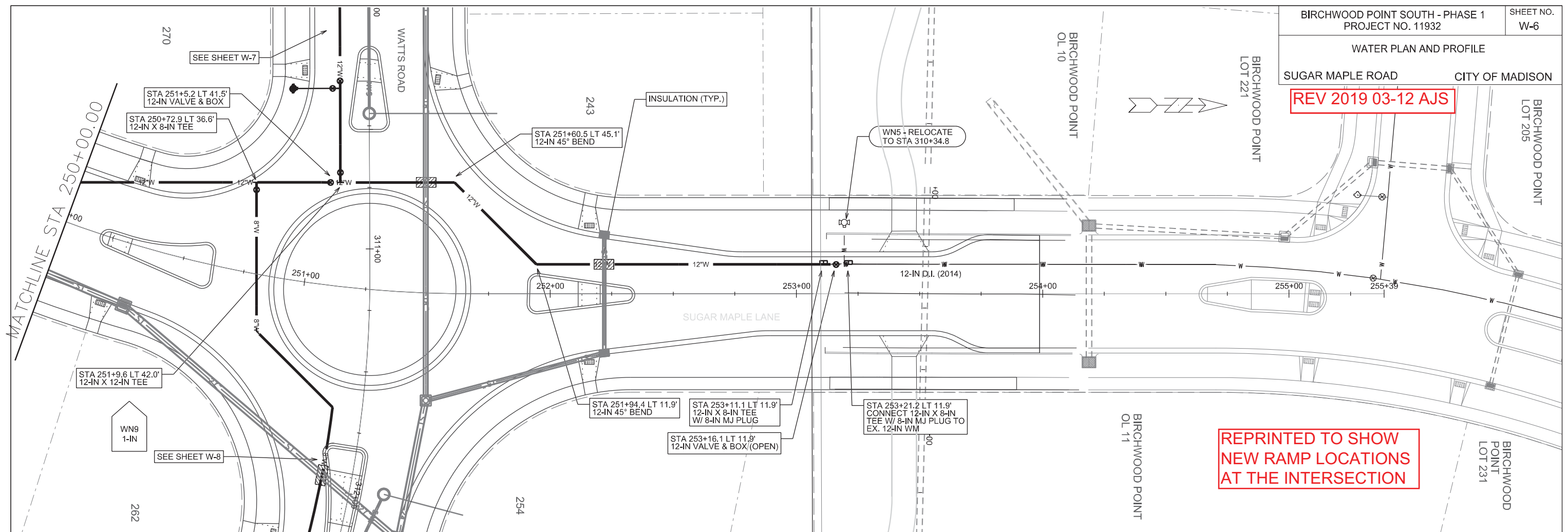


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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



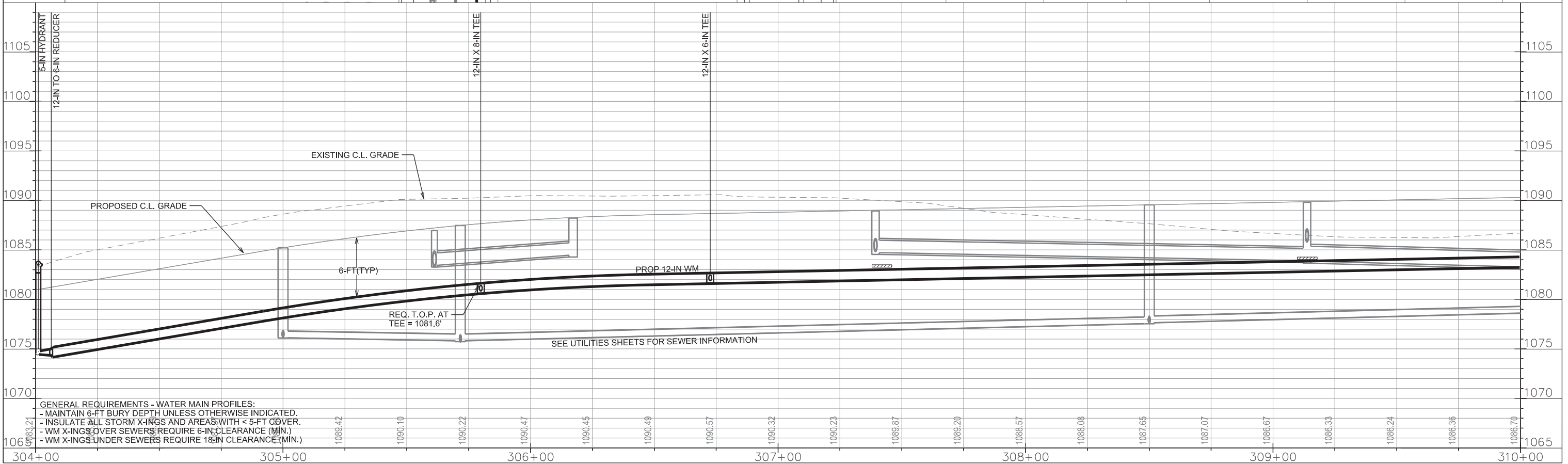
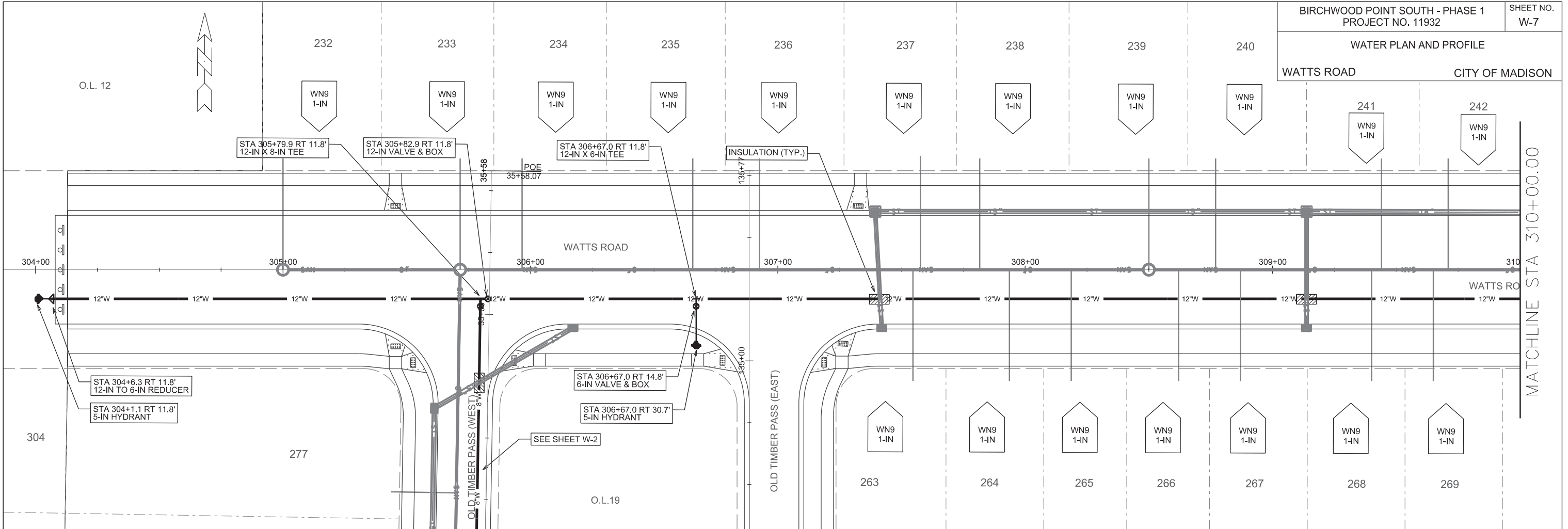
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



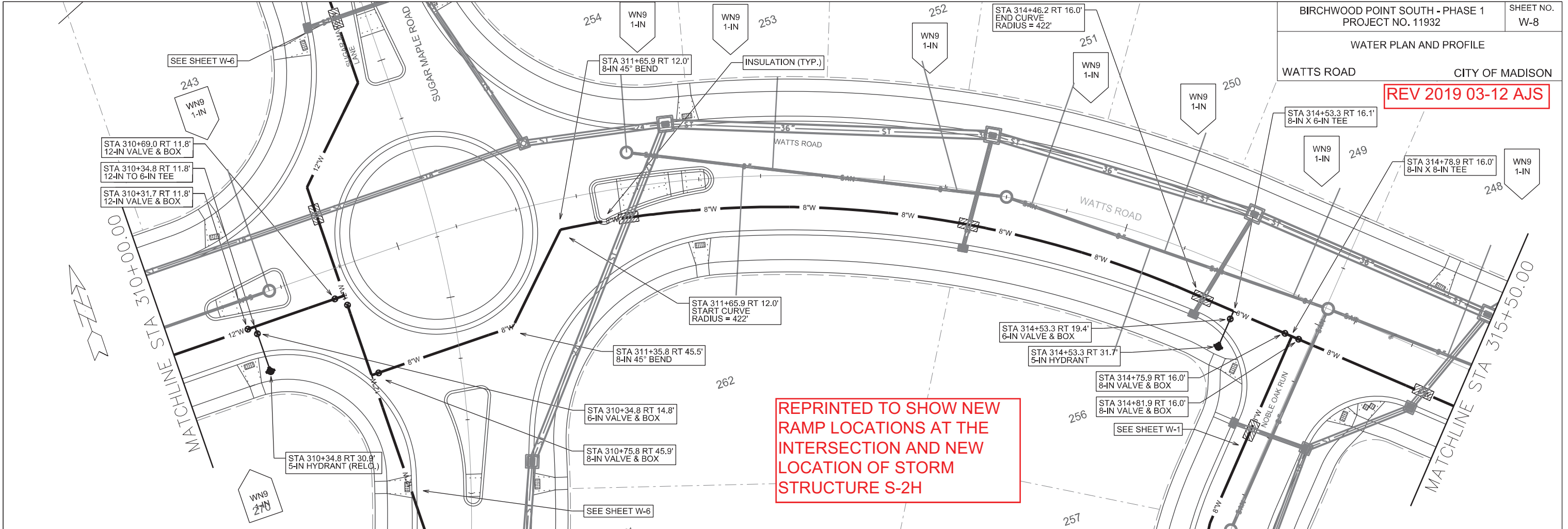
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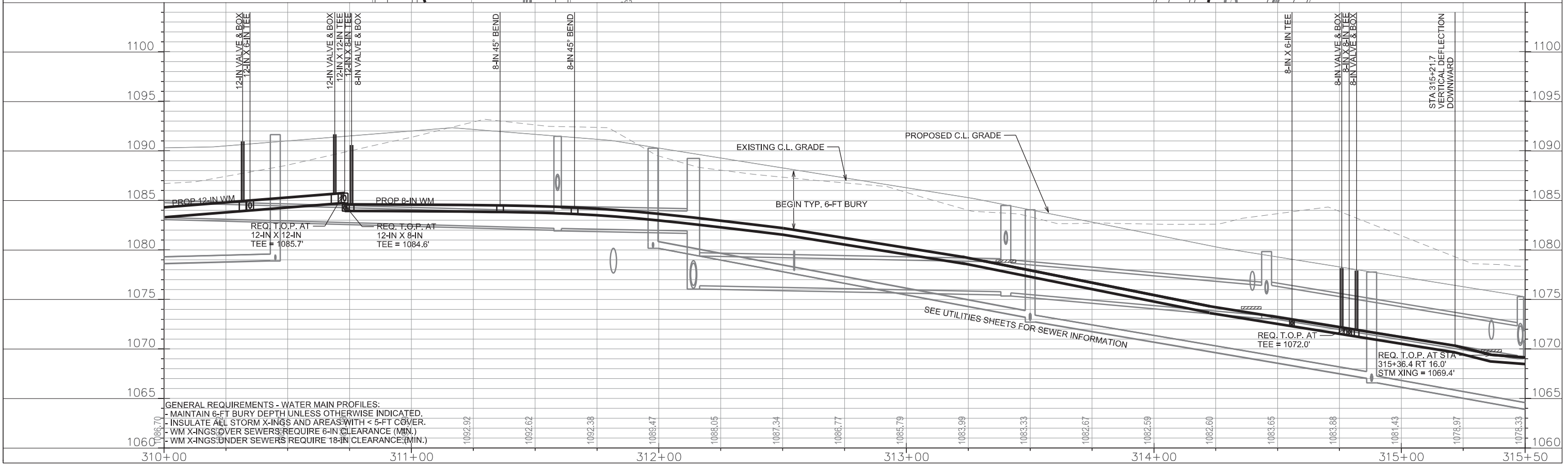
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REV 2019 03-12 AJS



REPRINTED TO SHOW NEW RAMP LOCATIONS AT THE INTERSECTION AND NEW LOCATION OF STORM STRUCTURE S-2H



GENERAL REQUIREMENTS - WATER MAIN PROFILES:  
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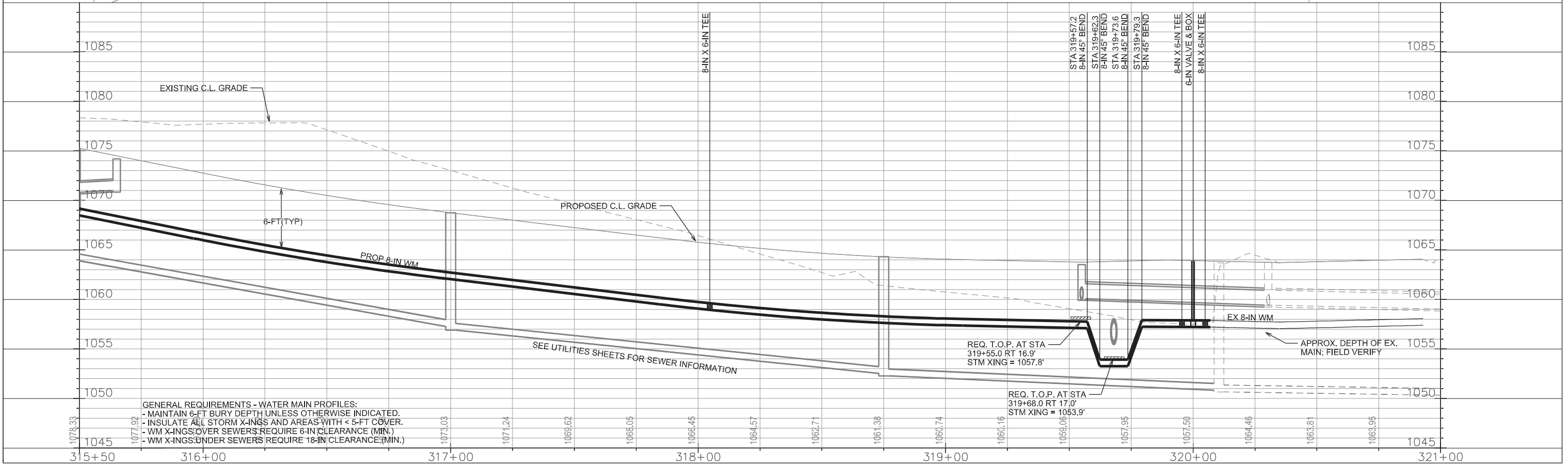
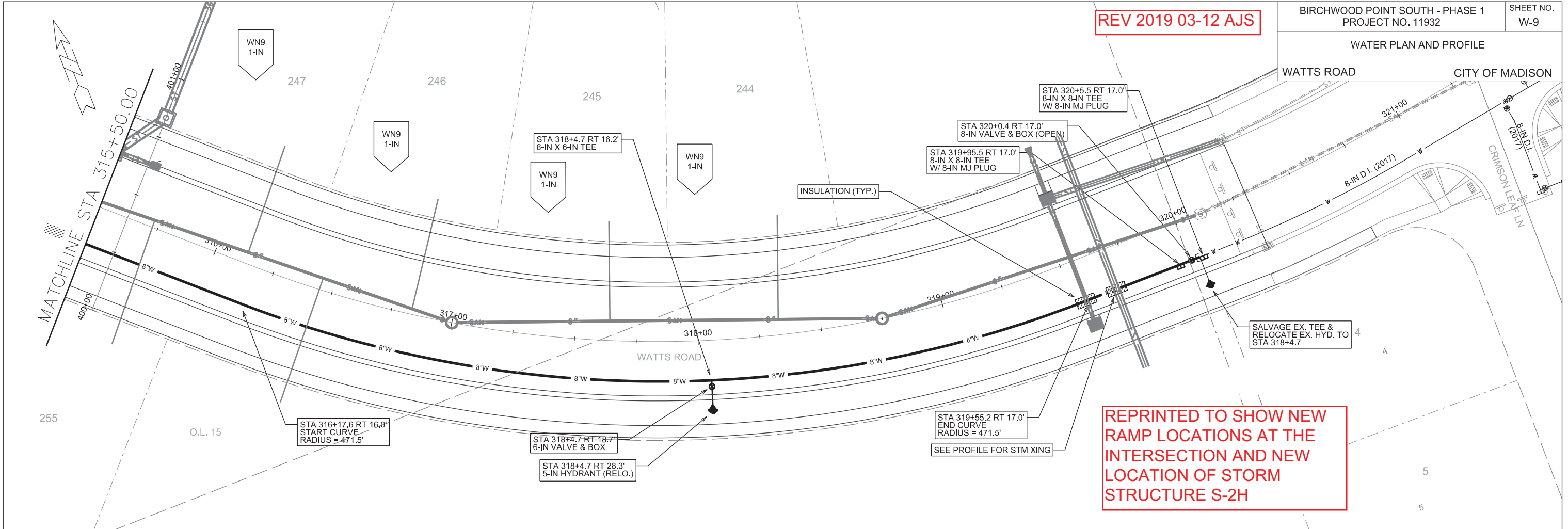
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REV 2019 03-12 AJ5

WATER PLAN AND PROFILE

WATTS ROAD CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

**CONSTRUCTION NOTES:**

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

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

**ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:**

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

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

**ESTIMATE OF MATERIALS SALVAGED:**

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

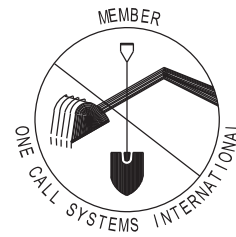
**ESTIMATE OF MATERIALS REUSED:**

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

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

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

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

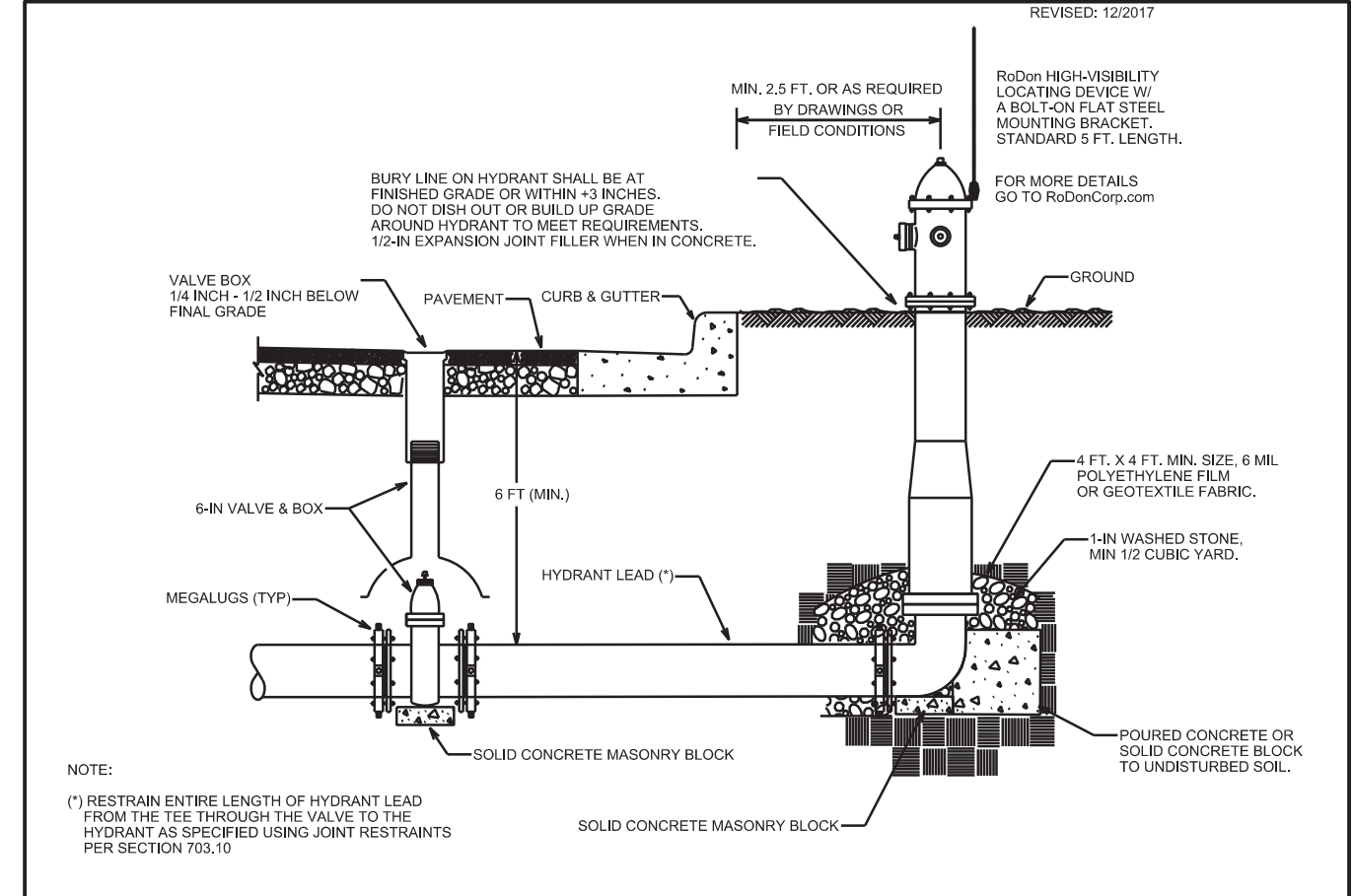


**DISCLAIMER NOTE:**  
UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WORK.

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

**DETAIL DRAWING NO. 7.04**

REVISED: 12/2017



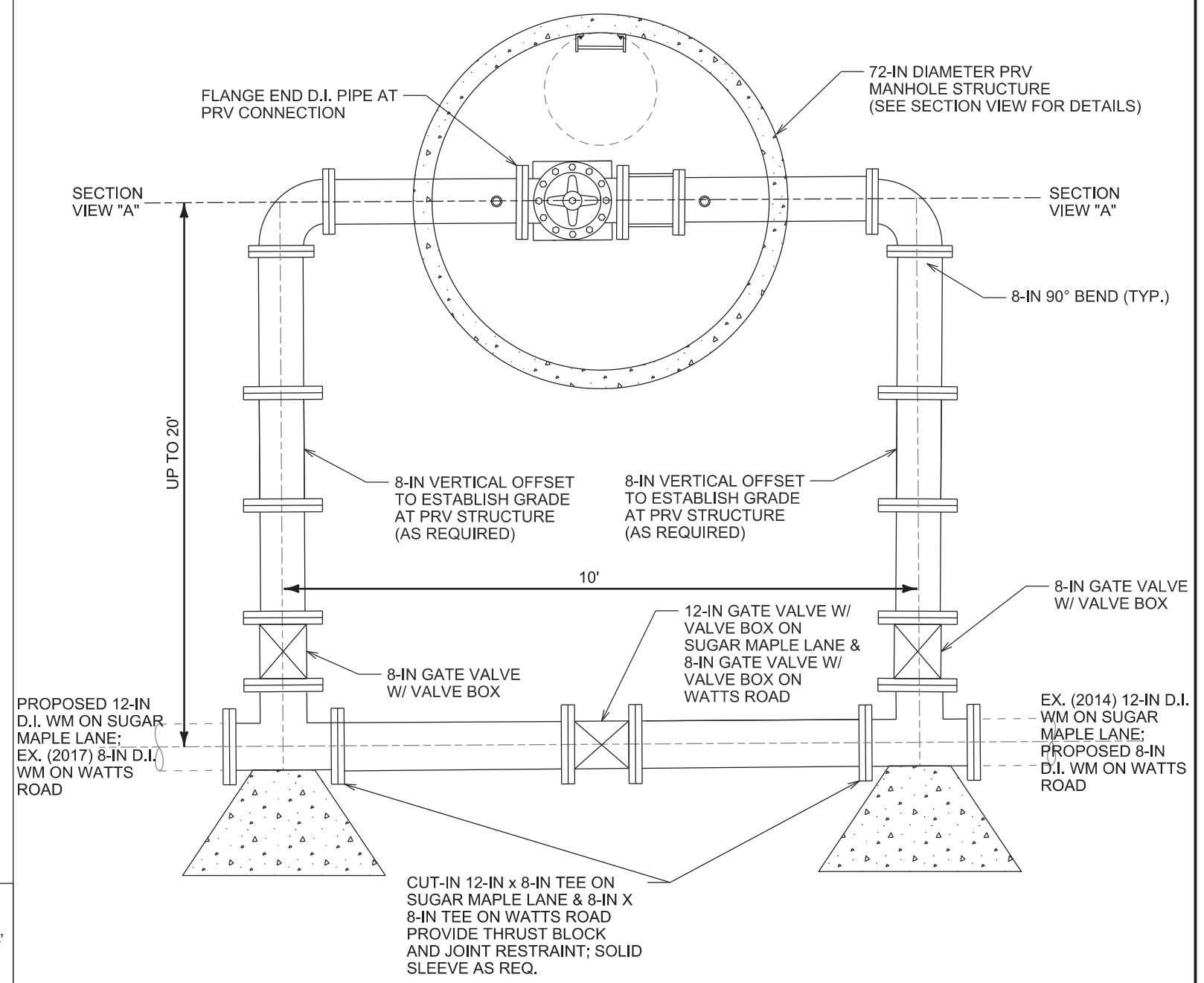
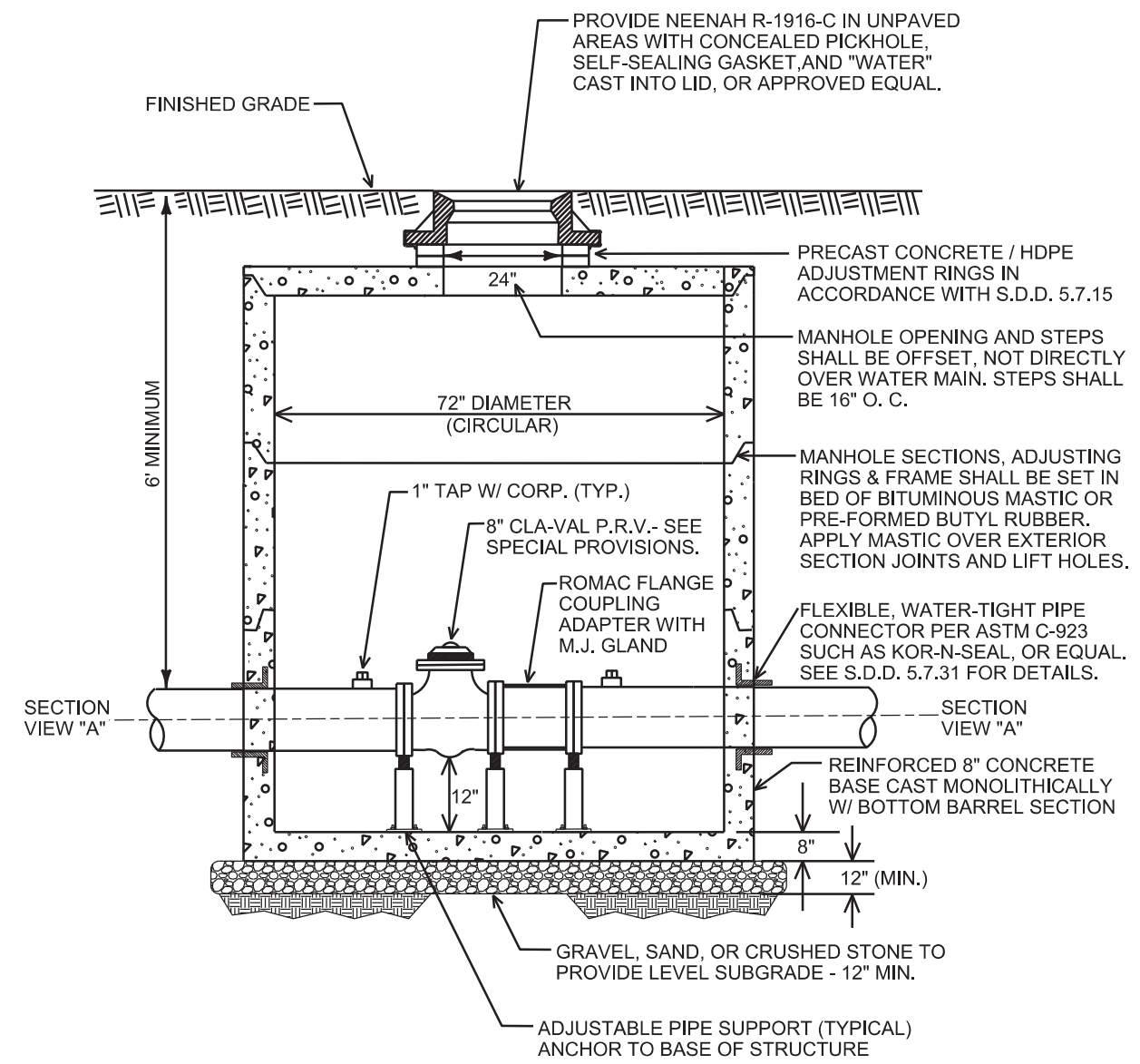
CITY OF MADISON  
WATER UTILITY

NOT TO SCALE

TYPICAL HYDRANT INSTALLATION

City of Madison Standard Specifications for Public Works Construction

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



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

**NOTES:**

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

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

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

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

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

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