



Madison, Wisconsin
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CITY OF MADISON

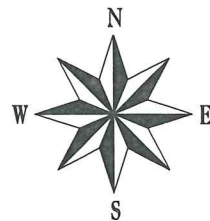
CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT GRANDVIEW COMMONS NORTH ADDITION PHASE 1

MILKY WAY, ALTON DRIVE, RAGAN STREET,
DRISCOLL DRIVE, JACKSON QUARRY LANE,
MILWAUKEE STREET, O.L. 39

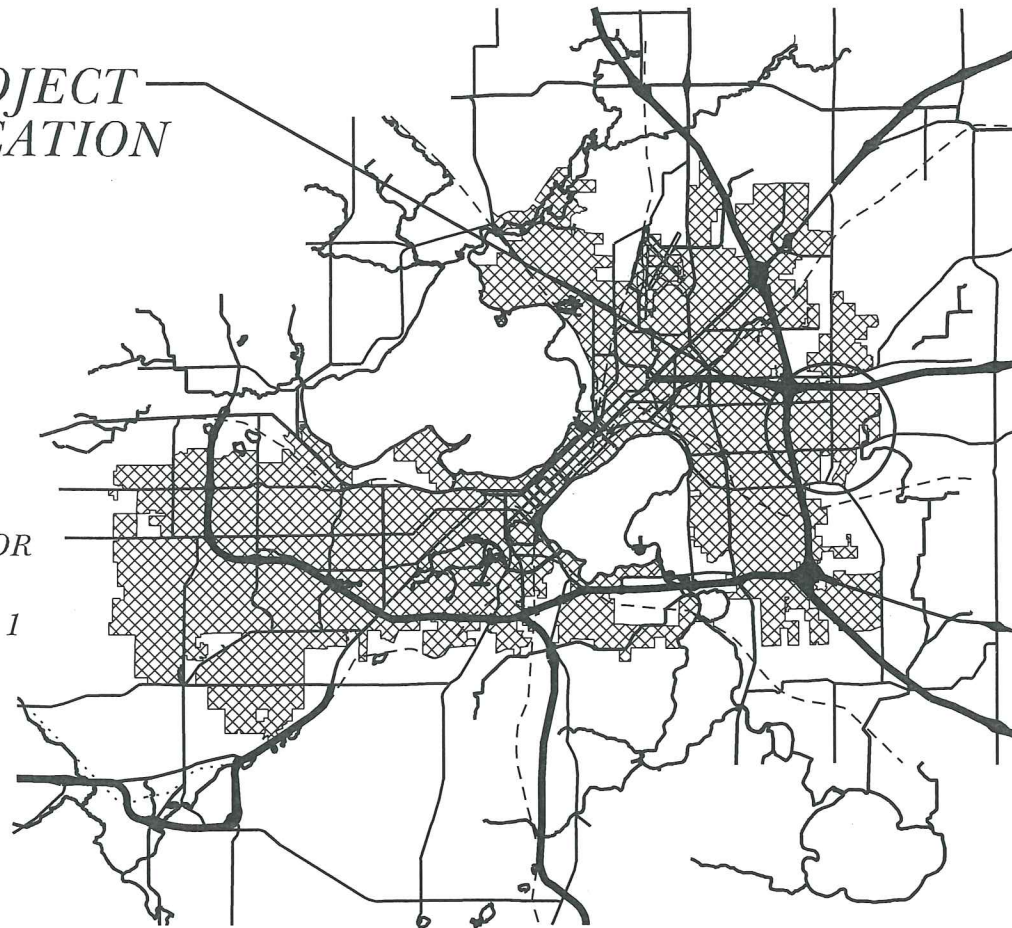
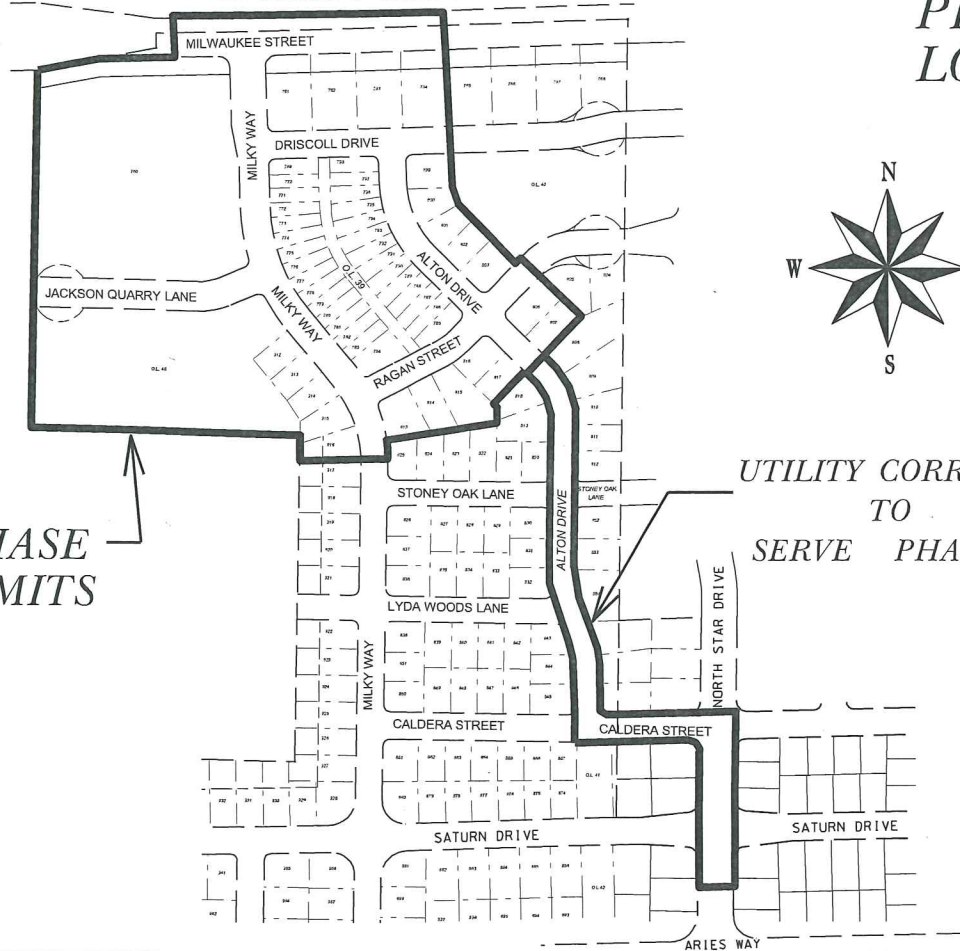
CITY PROJECT NO. 53B2394
CONTRACT NO. 2394

PROJECT
LOCATION



UTILITY CORRIDOR
TO
SERVE PHASE 1

PHASE
LIMITS



PUBLIC IMPROVEMENT PROJECT APPROVED
JUNE 17, 2014
BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

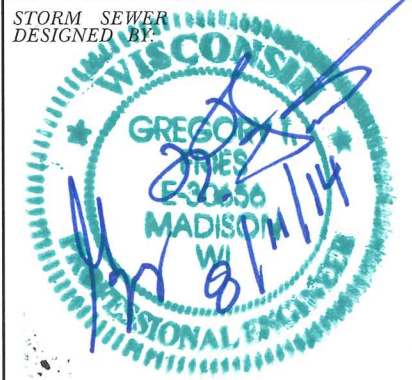
[Signature] 8/12/14
City Engineer Date

STREET
DESIGNED BY:



CIVIL ENGINEER

STORM SEWER
DESIGNED BY:



CIVIL ENGINEER

SANITARY SEWER
DESIGNED BY:



CIVIL ENGINEER

GEOMETRICS
DESIGNED BY:



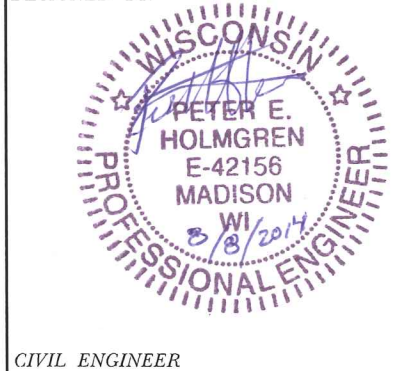
CIVIL ENGINEER

ELECTRICAL
DESIGNED BY:



CIVIL ENGINEER

WATER DISTRIBUTION
DESIGNED BY:



CIVIL ENGINEER

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 MILWAUKEE STREET RIGHT-OF-WAY SHALL BE TYPE "C" AND ALL OTHER PAVEMENT SHALL BE TYPE "A" PER STANDARD DETAIL DRAWING 4.02.

ALL ISLANDS SHALL HAVE TYPE "H" OR TYPE "E" C & G PER S.D.D. 3.08 AND MOUNTABLE NOSES PER S.D.D. 3.13. ALL OTHER C & G SHALL BE TYPE "A" PER S.D.D. 3.06.

ISLAND INTERIORS SHALL BE OF SOD WHERE THE BACK TO BACK OF CURB DIMENSION IS GREATER THAN 6'.

UNDERDRAINS SHALL BE INSTALLED, PER STANDARD DETAIL DRAWING 4.05, ON PAGE 2 OF THESE PLANS, 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.

PAVEMENT CROSS SLOPES SHALL BE 2%, TERRACES SHALL SLOPE AT A 4% GRADE TOWARD THE GUTTER, SHOULDERS SHALL HAVE A 4% CROSS SLOPE AND CROSS SLOPES FORMING DITCHES SHALL NOT EXCEED 4.00:1 UNLESS OTHERWISE INDICATED.

THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB RAMPS SHALL BE 2%. 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. A 2 FOOT WIDE CONCRETE FLUME SHALL BE INSTALLED BETWEEN THE SIDEWALK AND THE BACK OF CURB AT SIDEWALK LOW POINTS WHICH CANNOT OTHERWISE BE DRAINED DIRECTLY TO THE GUTTER. SIDE SLOPES WITHIN TEN FEET OF A PUBLIC SIDEWALK SHALL NOT EXCEED 4.00:1. THE DESIGN OF SIDEWALK ELEVATIONS AND GRADES IS NOT INCLUDED IN THIS PLAN. 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.

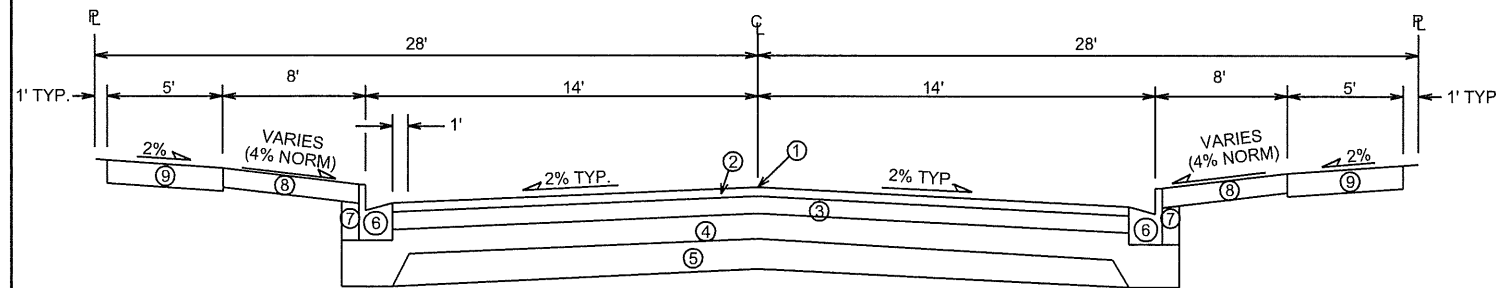
PAVEMENT SAWCUTS SHALL BE AS DIRECTED BY THE CITY CONSTRUCTION ENGINEER. SAWCUTS SHOWN ON THE PLAN ARE APPROXIMATE.

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

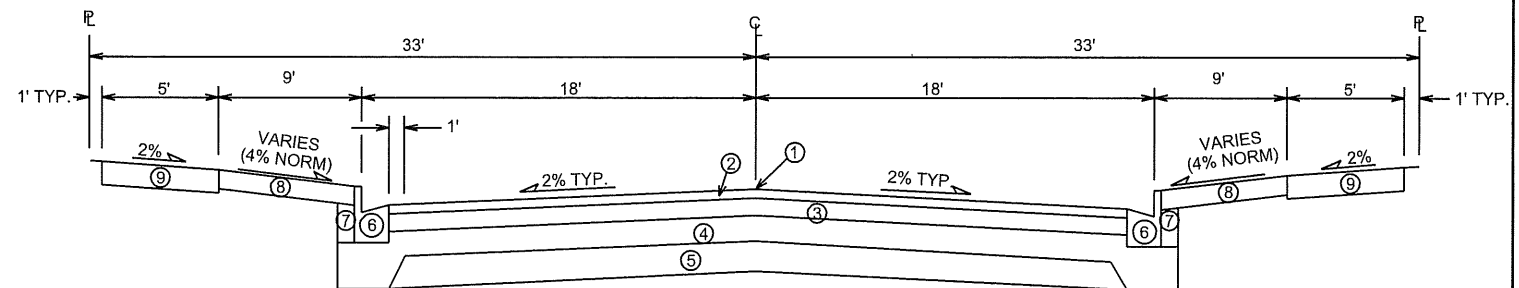
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PLOT NAME:

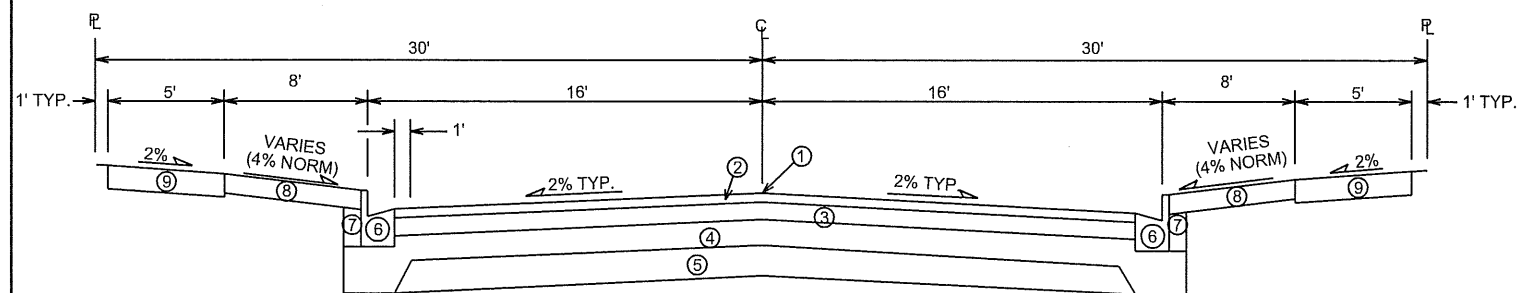
REV. DATE:



TYPICAL FINISHED SECTION
 ALTON DRIVE (STA 18+36.92 TO STA 19+60.11)



TYPICAL FINISHED SECTION
 MILKY WAY (STA 48+26.55 TO STA 53+83.12)
 JACKSON QUARRY LANE (STA 11+50 TO STA 15+01.68)



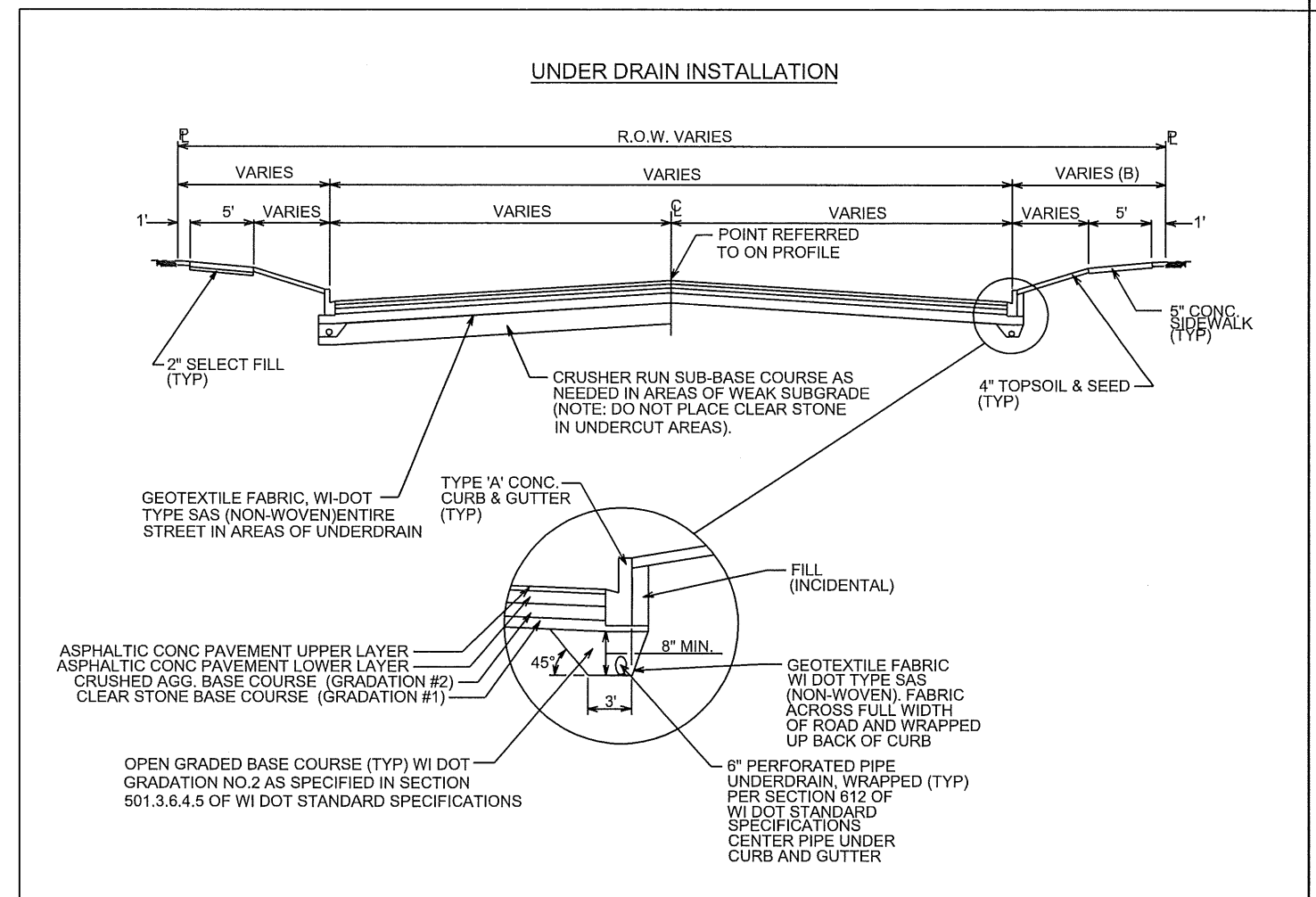
TYPICAL FINISHED SECTION
 ALTON DRIVE (STA 20+32.11 TO STA 24+18.28)
 RAGAN STREET (STA 4+23.37 TO STA 8+73.20)
 DRISCOLL DRIVE (STA 3+04.70 TO 7+03.48)

- ① POINT REFERRED TO ON PROFILE
- ② BITUMINOUS UPPER LAYER
- ③ BITUMINOUS LOWER LAYER
- ④ 4" GRADATION 2 CRUSHED STONE
- ⑤ 6" GRADATION 1 CRUSHED STONE
- ⑥ TYPE 'A' OR 'X' CONCRETE CURB & GUTTER
- ⑦ FILL, INCIDENTAL
- ⑧ 4" TOPSOIL, SEED & MAT
- ⑨ 5" CONCRETE SIDEWALK

* CITY OF MADISON MINIMUM PAVEMENT DESIGN

TYPE	CRUSHED AGG. BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	TYPE	THICKNESS	TYPE	THICKNESS
A	6"	4"	E-0.3	1.75"	E-0.3	1.75"
B	6"	4"	E-1	2.50"	E-1	1.75"
C	6"	4"	E-3	3.50"	E-3	1.75"

* SEE CROSS SECTION SHEETS FOR
 CROSS SLOPES AND TOP OF
 CURB ELEVATIONS.
 TYPICAL SECTIONS NOT TO SCALE

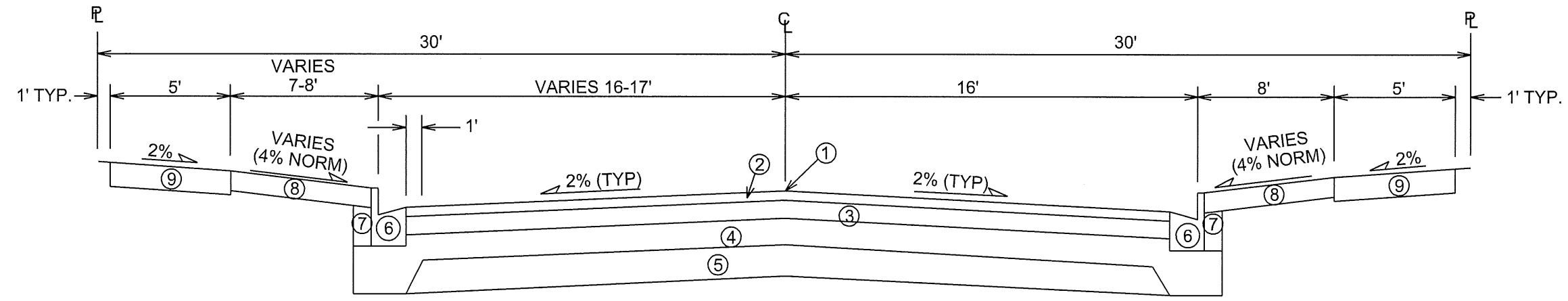


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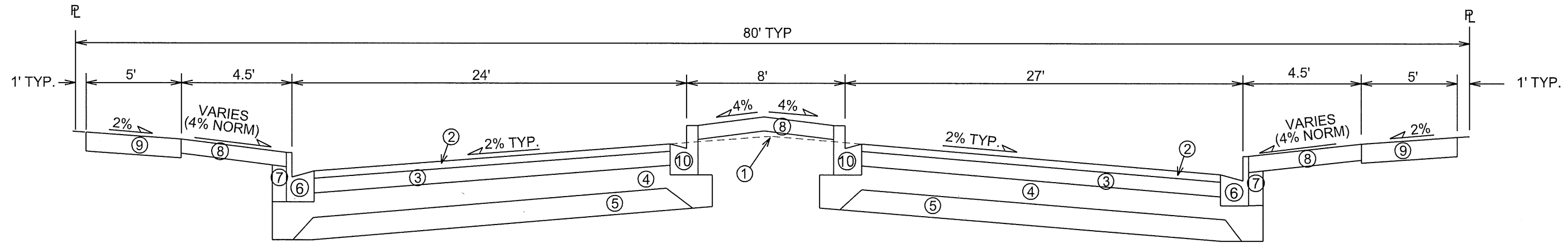
PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



TYPICAL FINISHED SECTION
MILKY WAY (STA 46+51.02 TO 47+62.35)



TYPICAL FINISHED SECTION
MILKY WAY
STA 54+65.82 TO STA 56+22.38

- ① POINT REFERRED TO ON PROFILE
- ② BITUMINOUS UPPER LAYER
- ③ BITUMINOUS LOWER LAYER
- ④ 4" GRADATION 2 CRUSHED STONE
- ⑤ 6" GRADATION 1 CRUSHED STONE
- ⑥ TYPE 'A' CONCRETE CURB & GUTTER
- ⑦ FILL, INCIDENTAL
- ⑧ 4" TOPSOIL, SEED & MAT
- ⑨ 5" CONCRETE SIDEWALK
- ⑩ TYPE 'H' CONCRETE CURB & GUTTER

* CITY OF MADISON MINIMUM PAVEMENT DESIGN

TYPE	CRUSHED AGG. BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	TYPE	THICKNESS	TYPE	THICKNESS
A	6"	4"	E-0.3	1.75"	E-0.3	1.75"
B	6"	4"	E-1	2.50"	E-1	1.75"
C	6"	4"	E-3	3.50"	E-3	1.75"

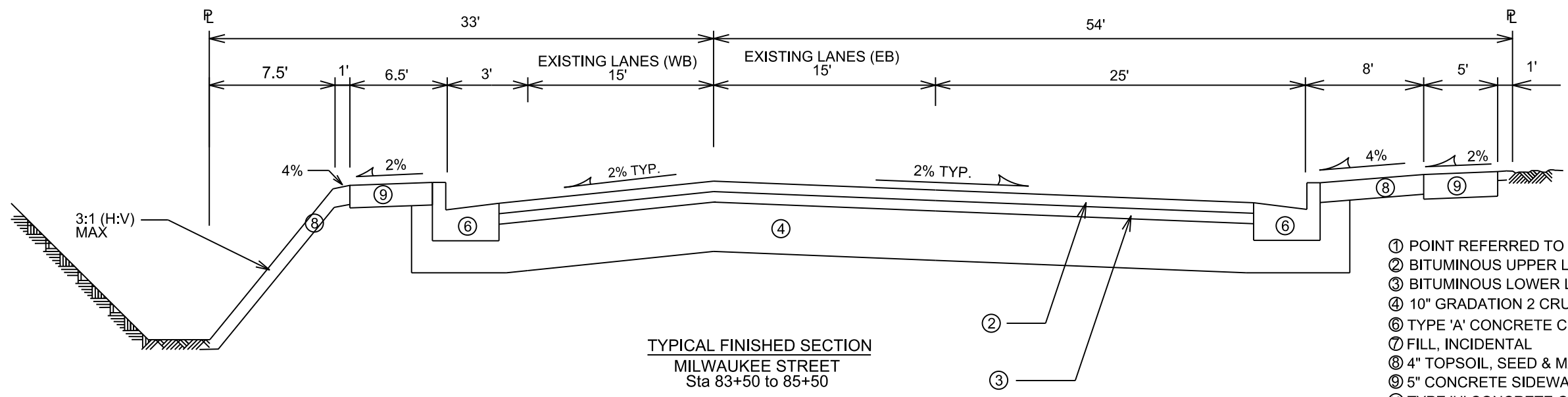
TYPICAL SECTIONS NOT TO SCALE

PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

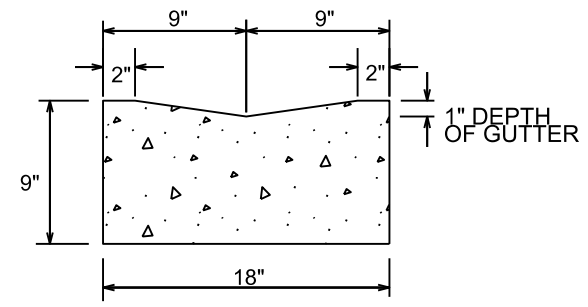
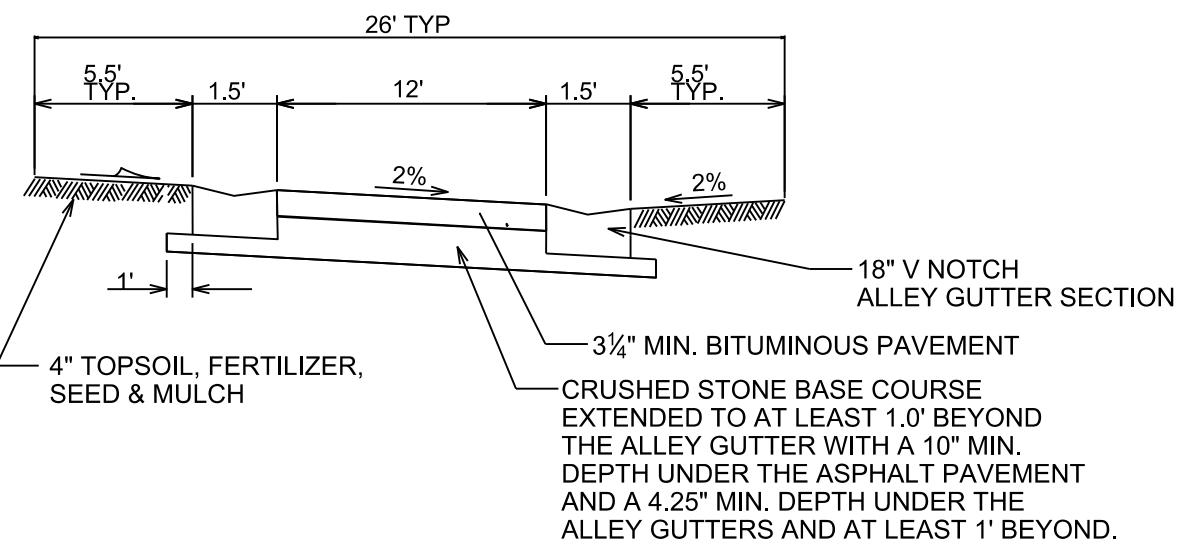
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



- ① POINT REFERRED TO ON PROFILE
- ② BITUMINOUS UPPER LAYER
- ③ BITUMINOUS LOWER LAYER
- ④ 10" GRADATION 2 CRUSHED STONE
- ⑥ TYPE 'A' CONCRETE CURB & GUTTER
- ⑦ FILL, INCIDENTAL
- ⑧ 4" TOPSOIL, SEED & MAT
- ⑨ 5" CONCRETE SIDEWALK
- ⑩ TYPE 'H' CONCRETE CURB & GUTTER

TYPICAL FINISHED SECTION
 MILWAUKEE STREET
 Sta 83+50 to 85+50

TYPICAL ALLEY SECTION



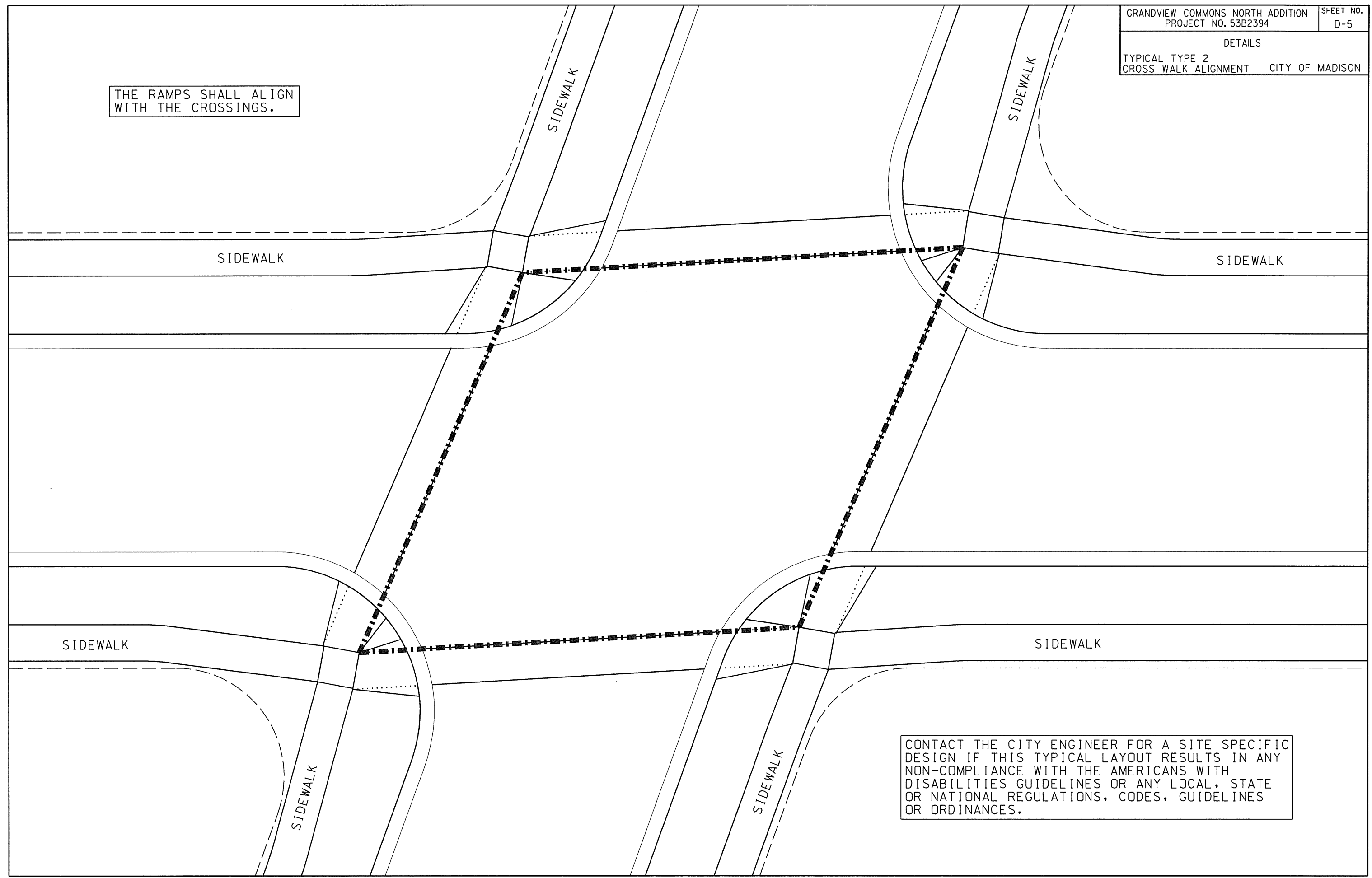
ALLEY GUTTER DETAIL

CITY OF MADISON MINIMUM PAVEMENT DESIGN

TYPE	CRUSHED AGG. BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER TYPE THICKNESS	UPPER LAYER TYPE THICKNESS	LOWER LAYER TYPE THICKNESS	UPPER LAYER TYPE THICKNESS
A	6"	4"	E-0.3	1.75"	E-0.3	1.75 "
B	6"	4"	E-1	2.50"	E-1	1.75 "
C	6"	4"	E-3	3.50"	E-3	1.75 "

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

THE RAMPS SHALL ALIGN WITH THE CROSSINGS.



CONTACT THE CITY ENGINEER FOR A SITE SPECIFIC DESIGN IF THIS TYPICAL LAYOUT RESULTS IN ANY NON-COMPLIANCE WITH THE AMERICANS WITH DISABILITIES GUIDELINES OR ANY LOCAL, STATE OR NATIONAL REGULATIONS, CODES, GUIDELINES OR ORDINANCES.

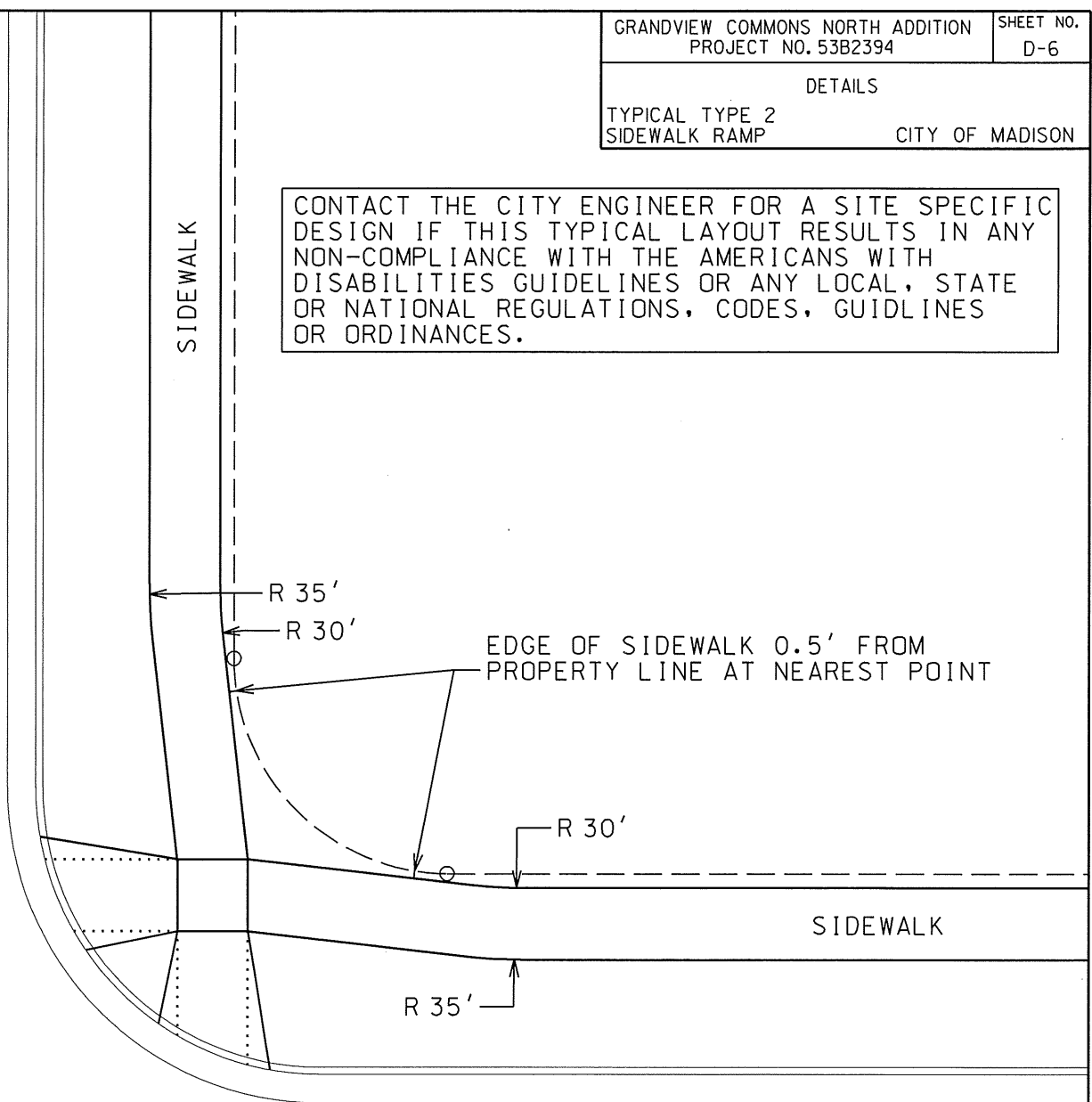
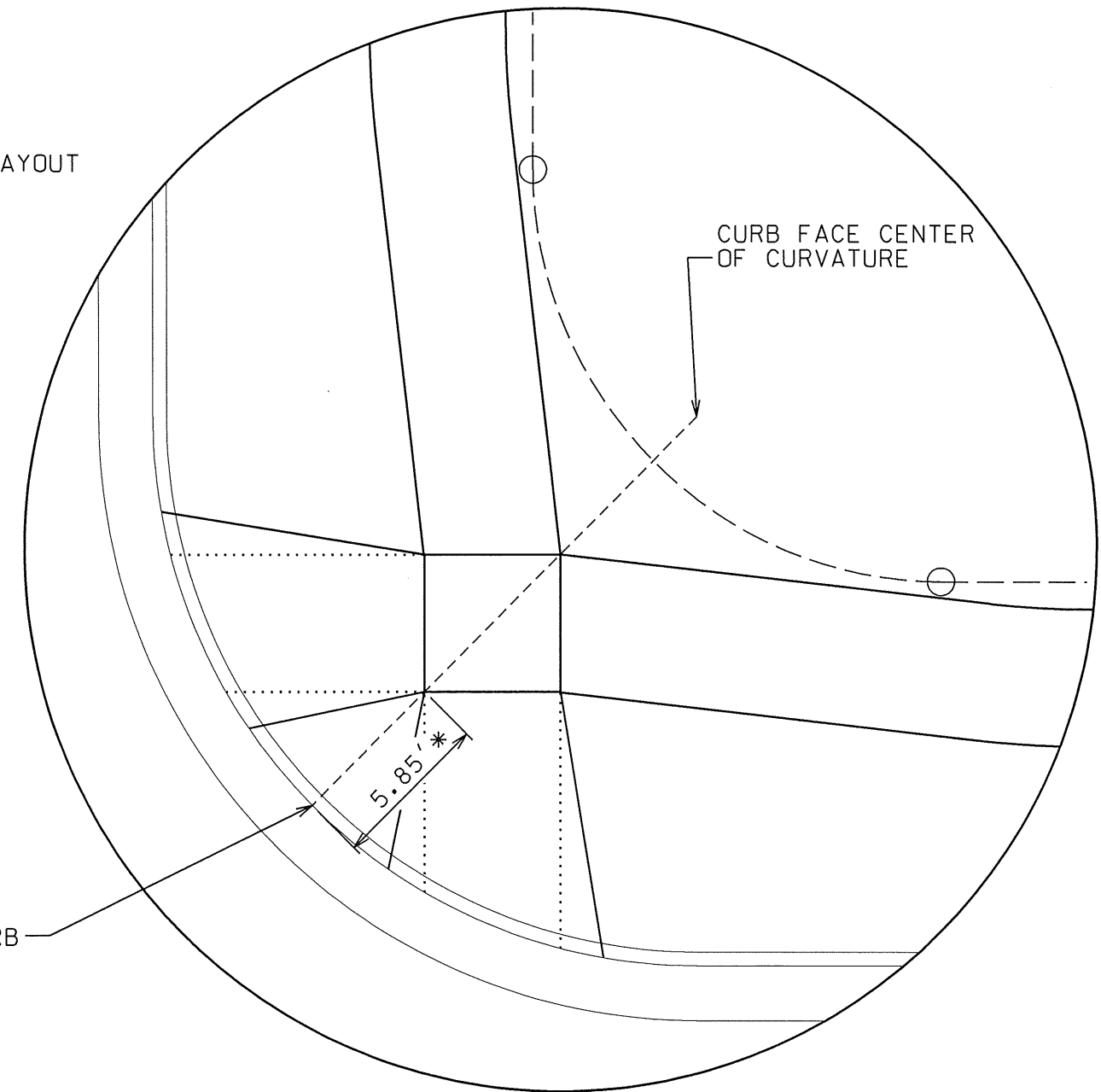
PLOT SCALE: _____
PLOT NAME: _____
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

ANY SIDEWALK ELEVATIONS INDICATED ON THE PLAN NEAR THE RAMPS ARE APPROXIMATE AND NOT TO BE USED FOR CONSTRUCTION. ACTUAL SIDEWALK AND RAMP ELEVATIONS SHALL BE DETERMINED BASED ON THE AS BUILT ELEVATIONS OF THE CURB AND GUTTER.

CONTACT THE CITY ENGINEER FOR A SITE SPECIFIC DESIGN IF THIS TYPICAL LAYOUT RESULTS IN ANY NON-COMPLIANCE WITH THE AMERICANS WITH DISABILITIES GUIDELINES OR ANY LOCAL, STATE OR NATIONAL REGULATIONS, CODES, GUIDLINES OR ORDINANCES.

LANDING LAYOUT



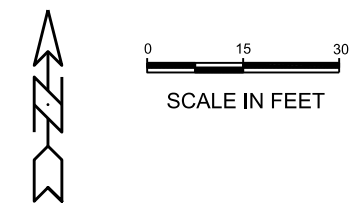
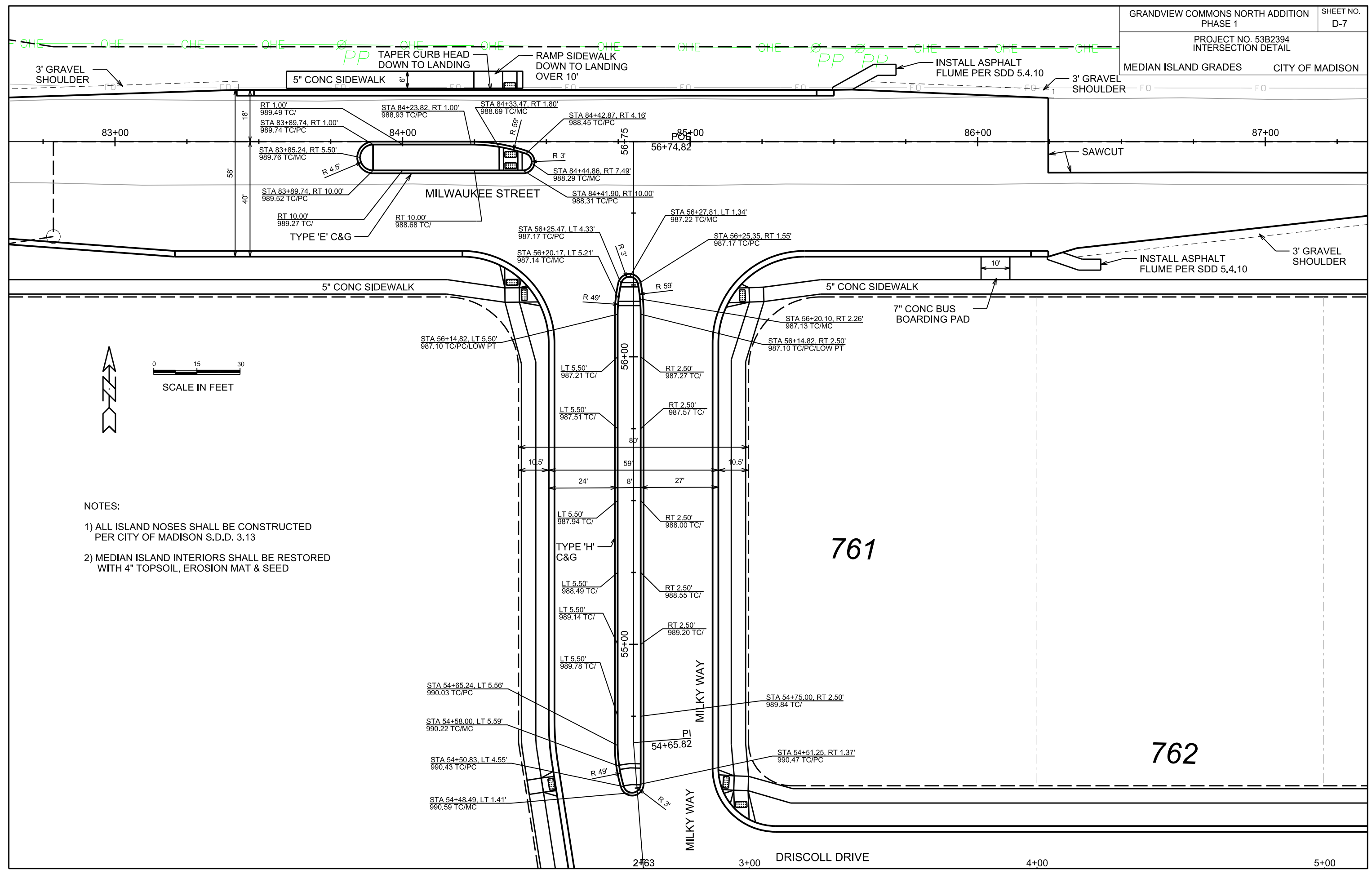
* THE NEAR CORNER OF THE LANDING SHALL BE 5.85' FROM THE FACE OF CURB, UNLESS SPECIFIED OTHERWISE ON THE PLAN. BOTH OPPOSITE CORNERS OF THE LANDING SHALL BE LOCATED ON THE FACE OF CURB RADIUS LINE WHICH PASSES THROUGH THE MIDPOINT OF THE CURB CURVATURE.

LONGITUDINAL RAMP GRADES SHALL NOT EXCEED 1"/12" NOR BE LESS THAN 2.0% AT ANY POINT. THIS NOTE SHALL TAKE PRECEDENCE OVER ANY ELEVATION OR GRADE INDICATED ON THE PLAN.

SIDEWALK LONGITUDINAL GRADES AT ALL LOCATIONS OTHER THAN RAMPS AND WHERE STREET GRADES ARE MORE THAN 5.0% SHALL NOT EXCEED 5.0%. WHERE STREET GRADES EXCEED 5.0%, THE SIDEWALK LONGITUDINAL GRADE SHALL NOT EXCEED THE STREET GRADE.

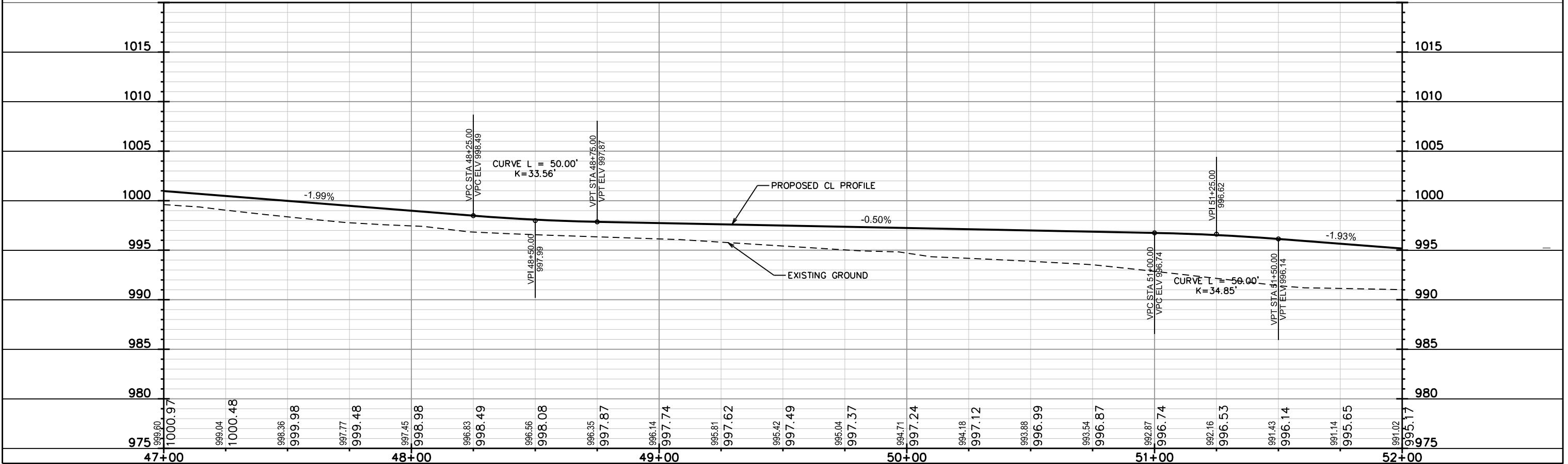
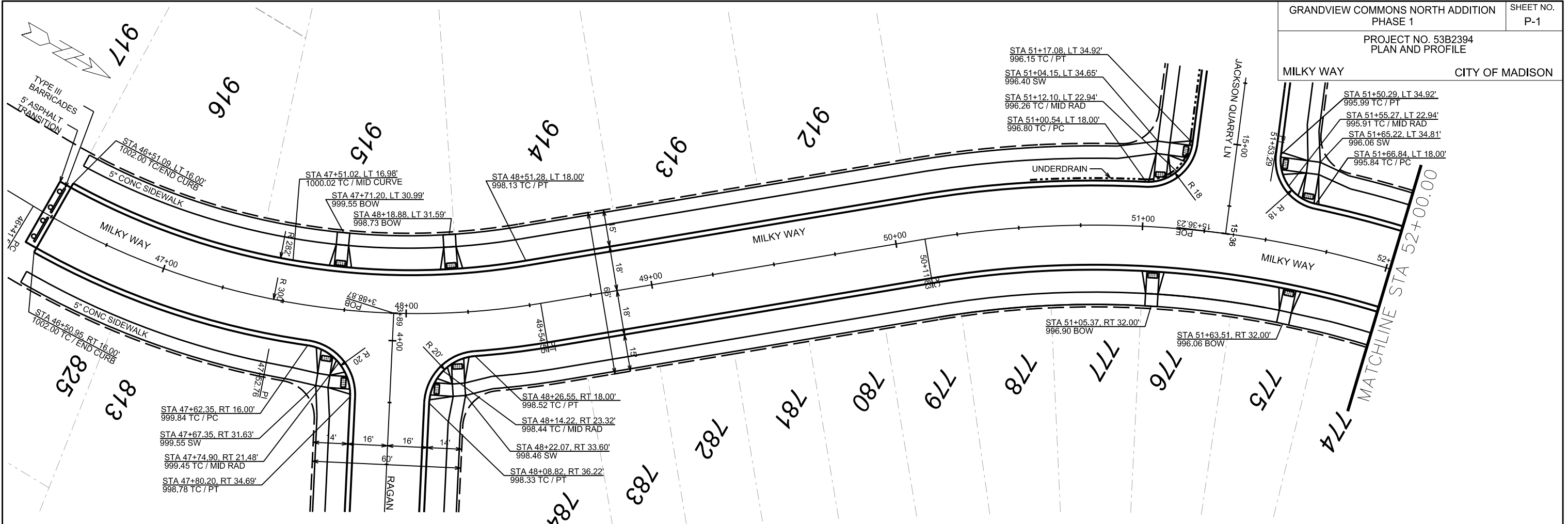
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ORIGINATOR: CITY OF MADISON, STREETS DIVISION

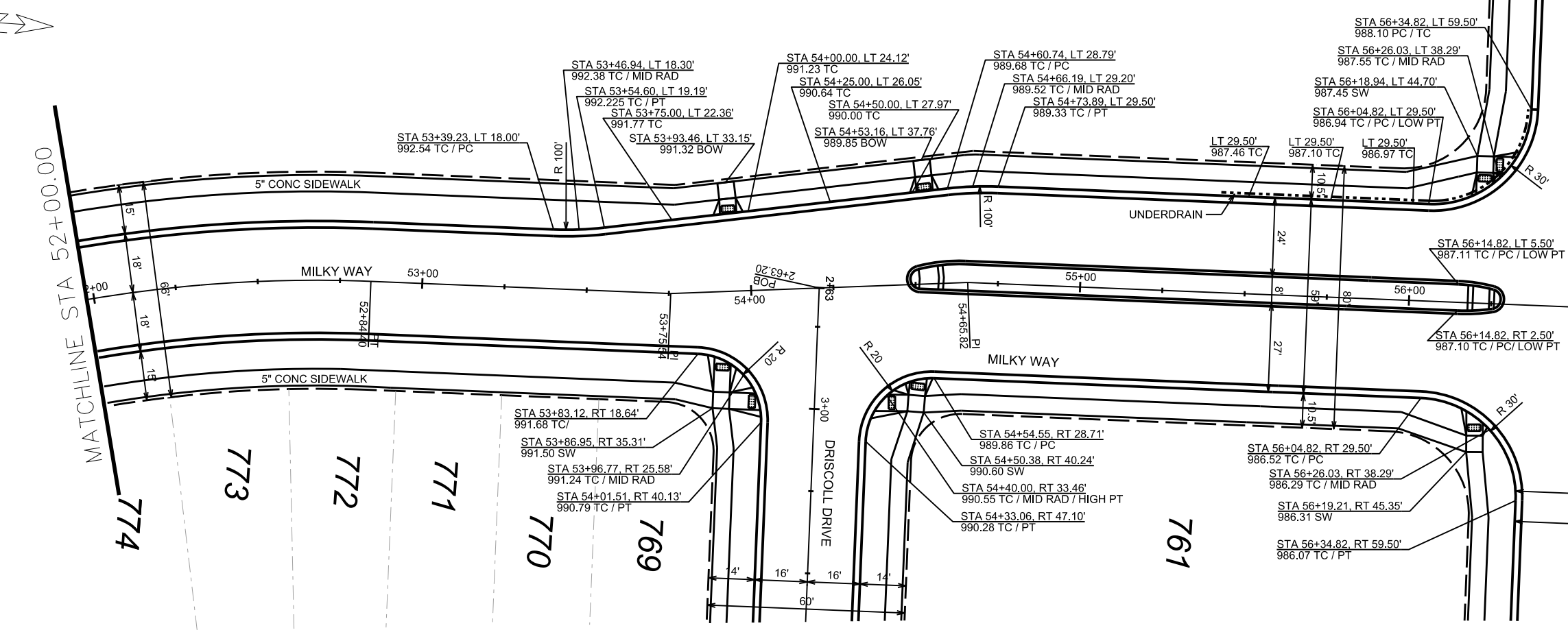


- NOTES:
- 1) ALL ISLAND NOSES SHALL BE CONSTRUCTED PER CITY OF MADISON S.D.D. 3.13
 - 2) MEDIAN ISLAND INTERIORS SHALL BE RESTORED WITH 4" TOPSOIL, EROSION MAT & SEED

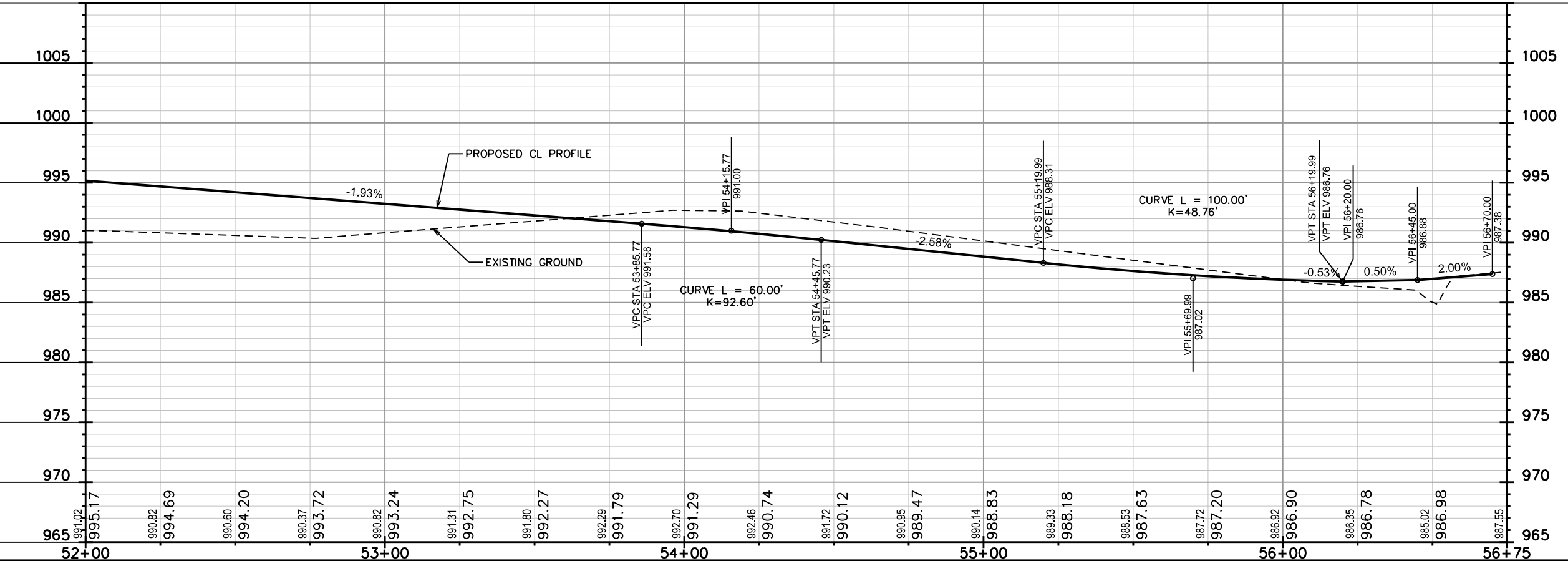
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PLOT SCALE: _____
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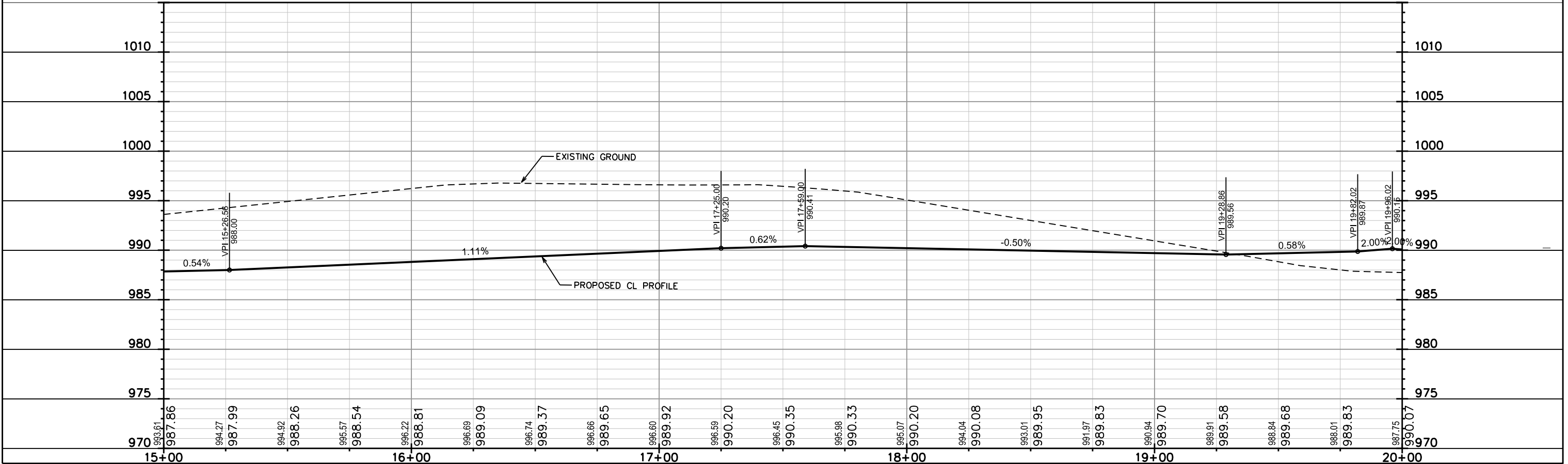
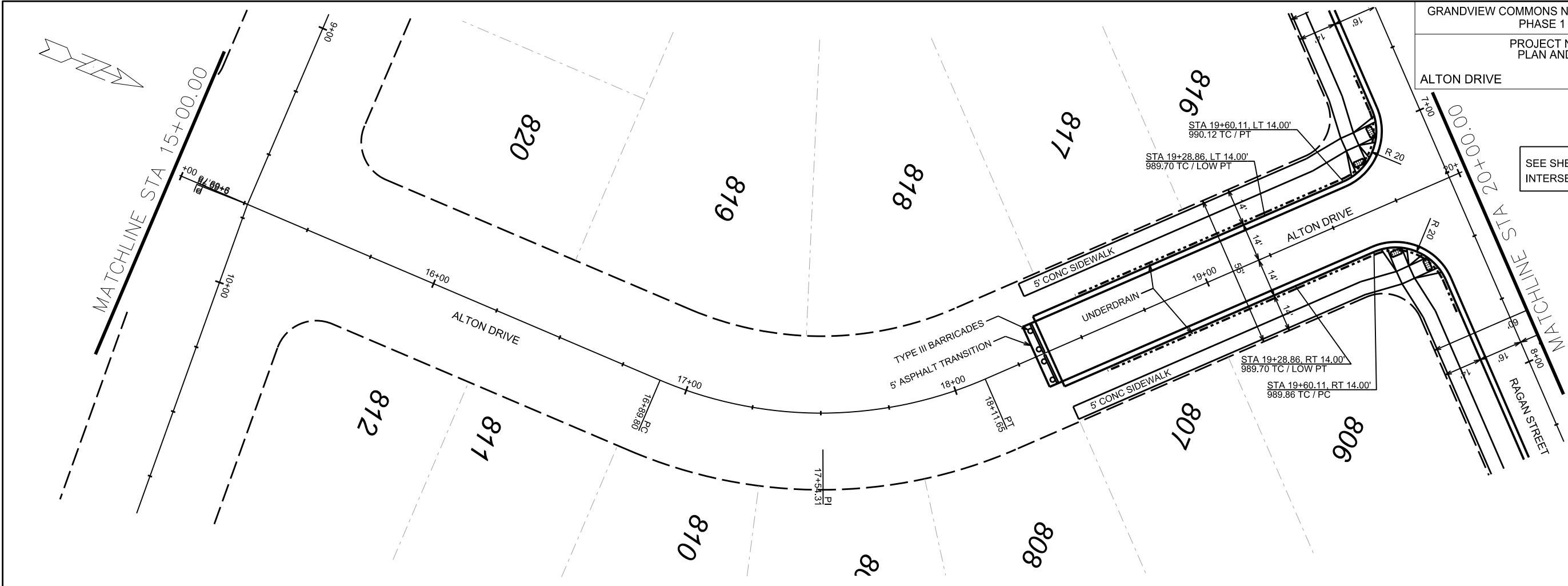


SEE SHEET D-7 FOR
 INTERSECTION DETAILS



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

SEE SHEET P-6 FOR
 INTERSECTION DESIGN

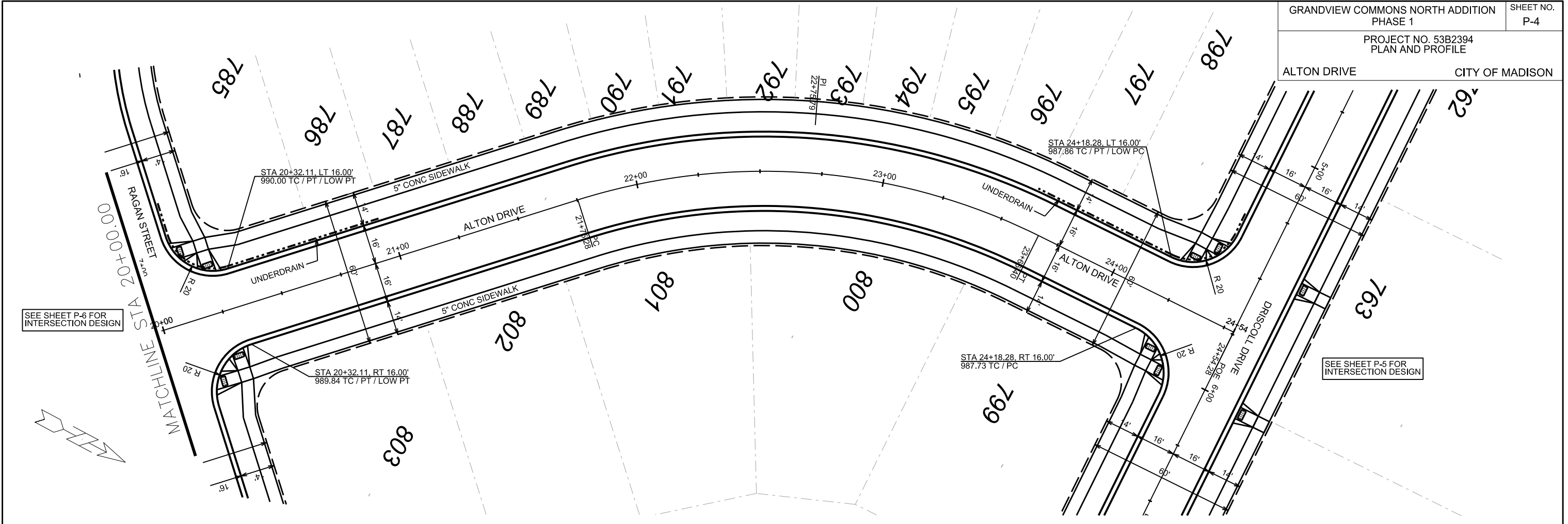


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PLOT NAME: _____

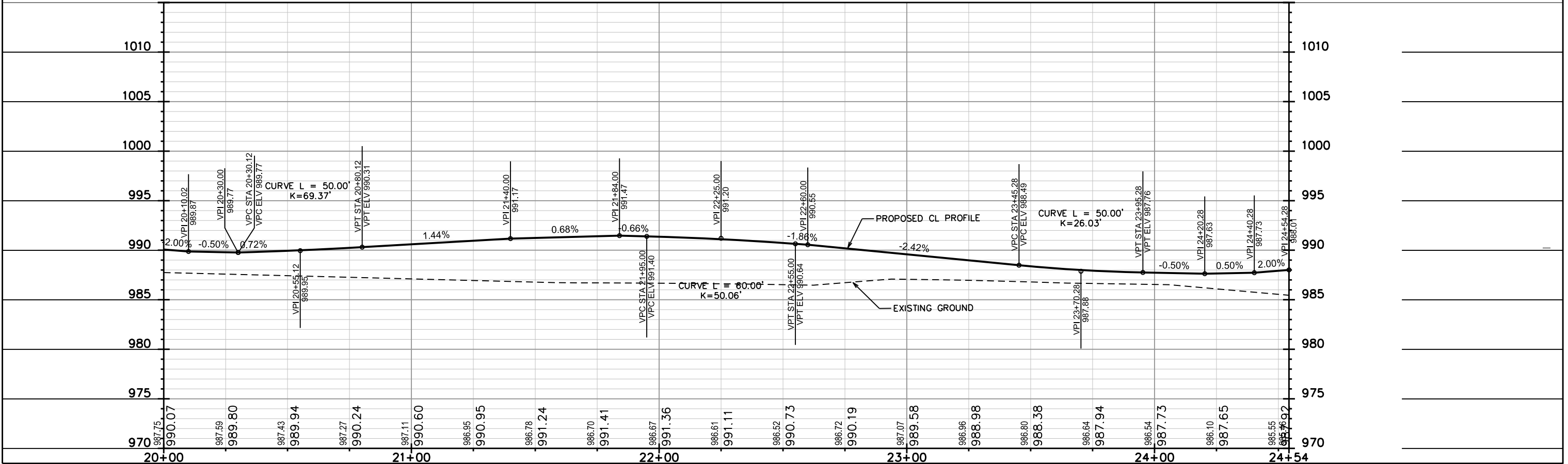
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



SEE SHEET P-6 FOR INTERSECTION DESIGN

SEE SHEET P-5 FOR INTERSECTION DESIGN

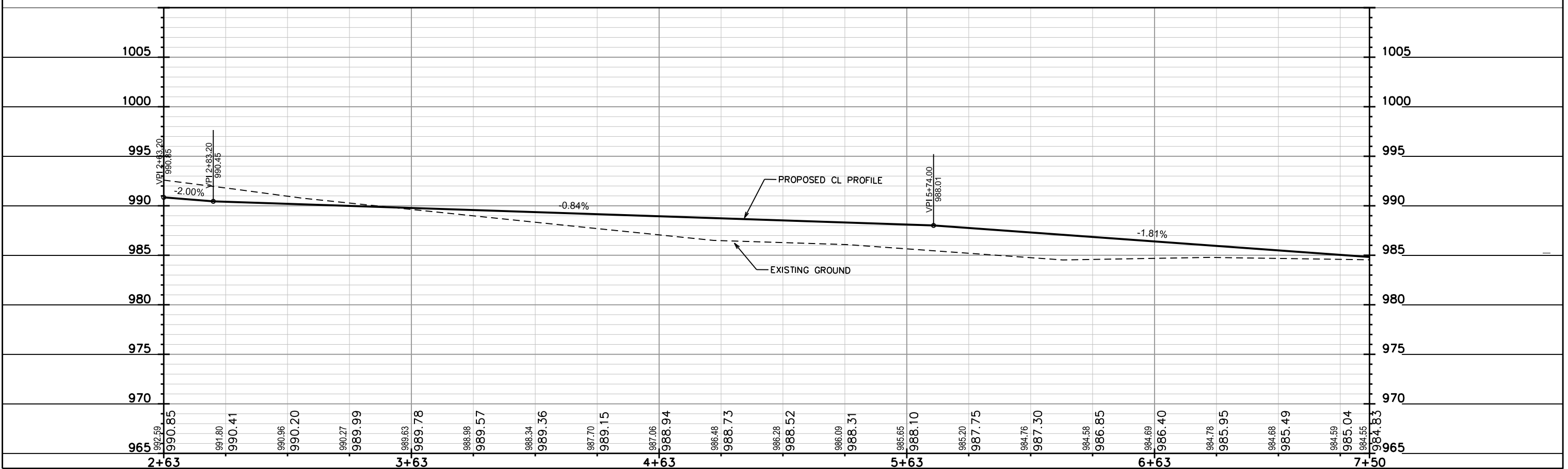
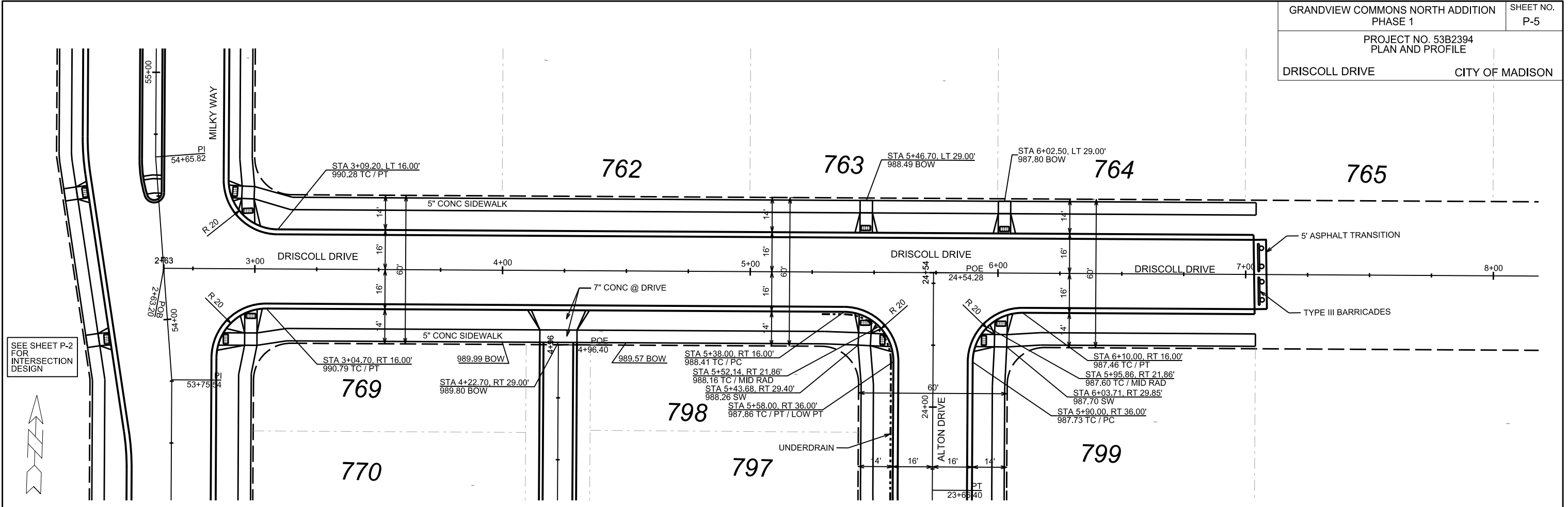


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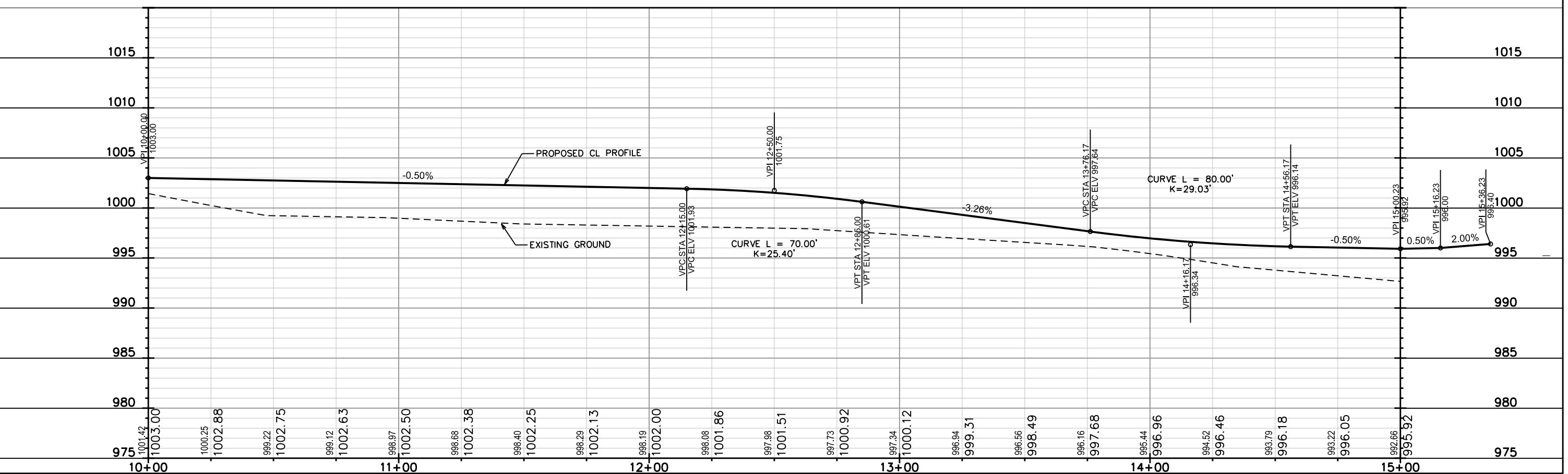
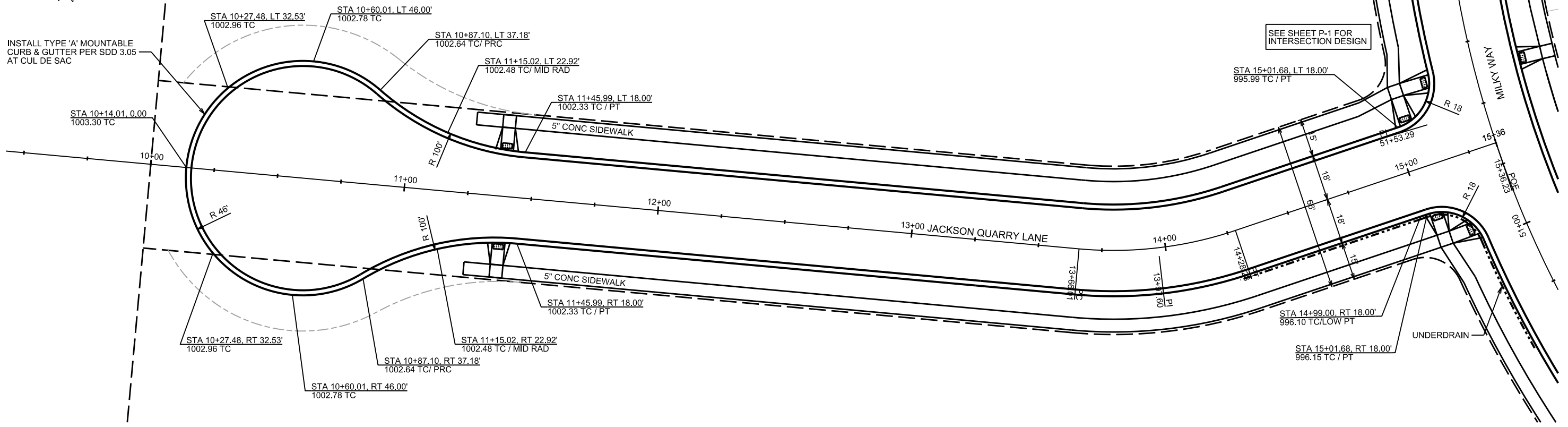
REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

SEE SHEET P-2 FOR INTERSECTION DESIGN

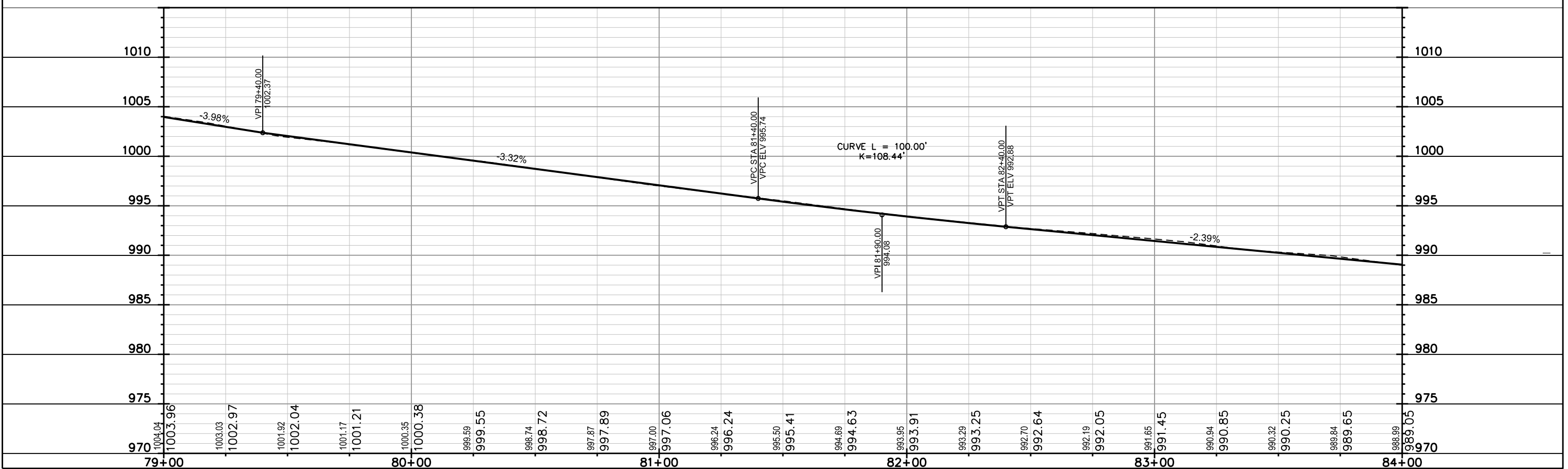
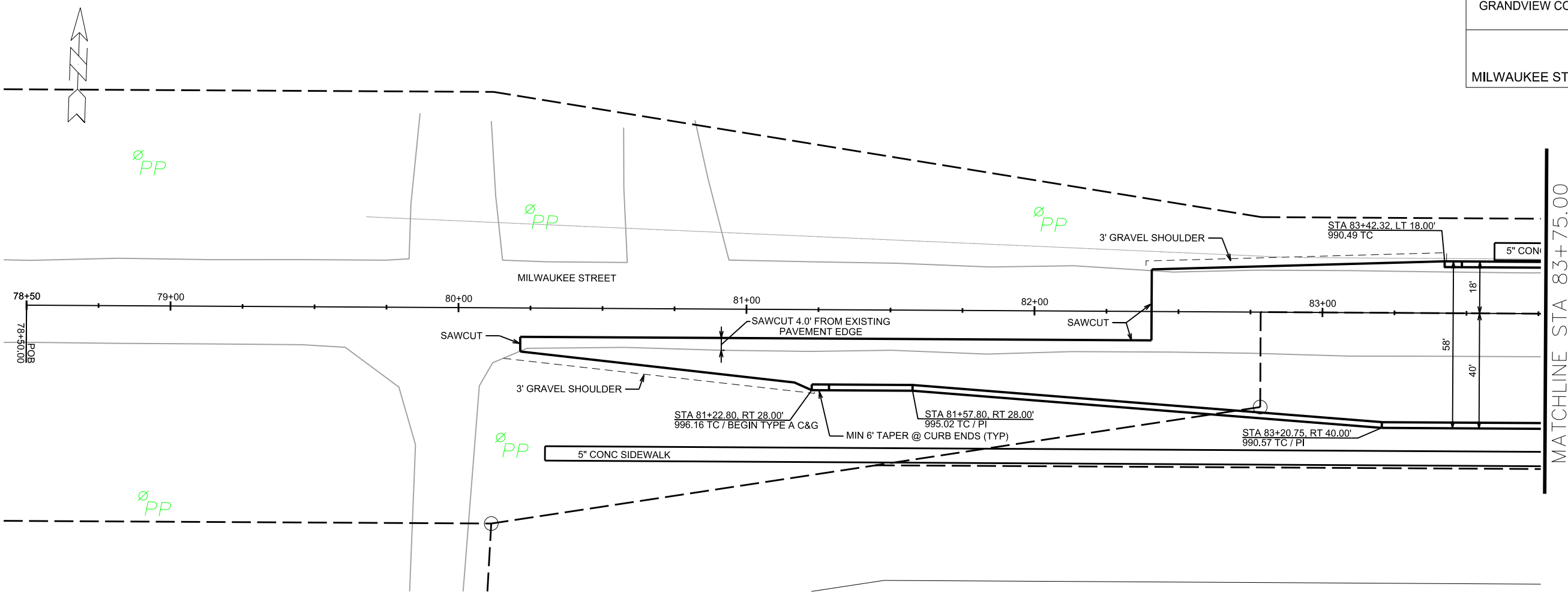


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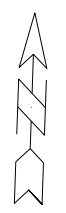
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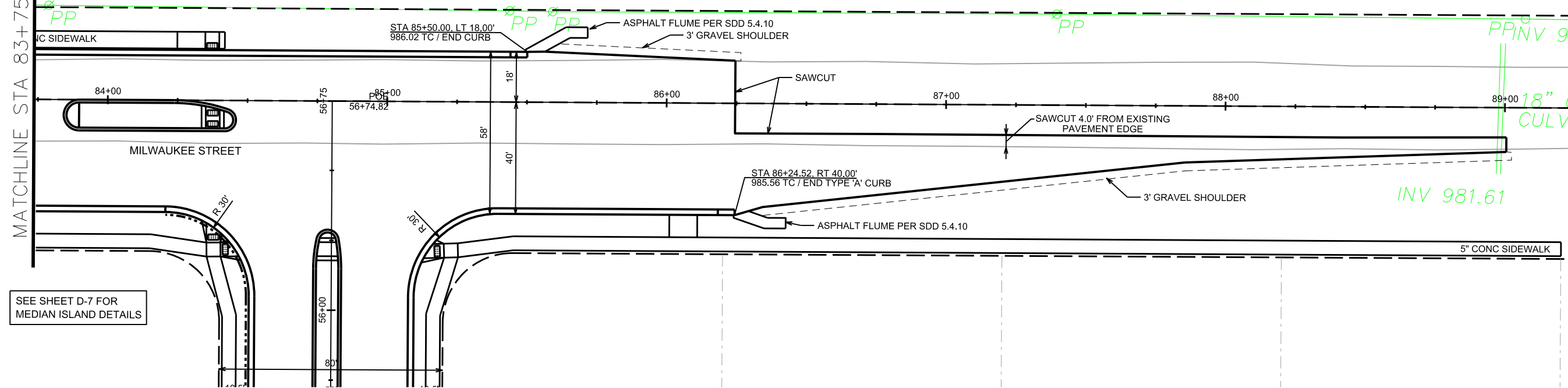
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE: _____
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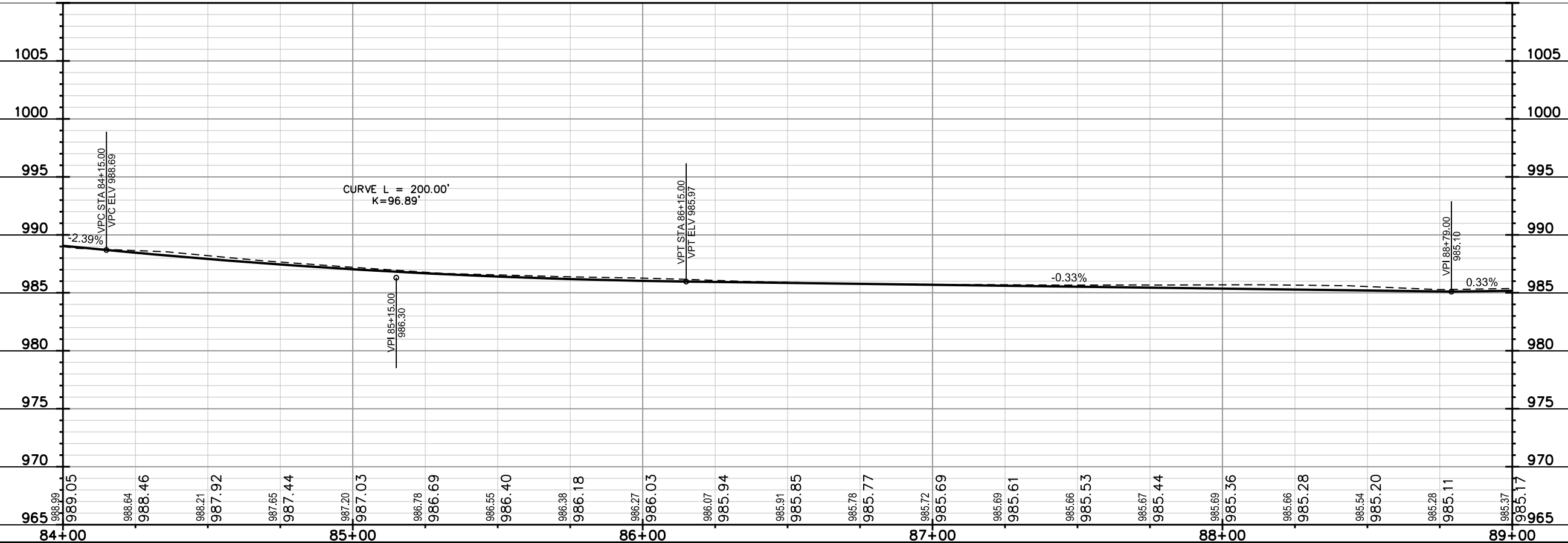


MATCHLINE STA 83+75.00

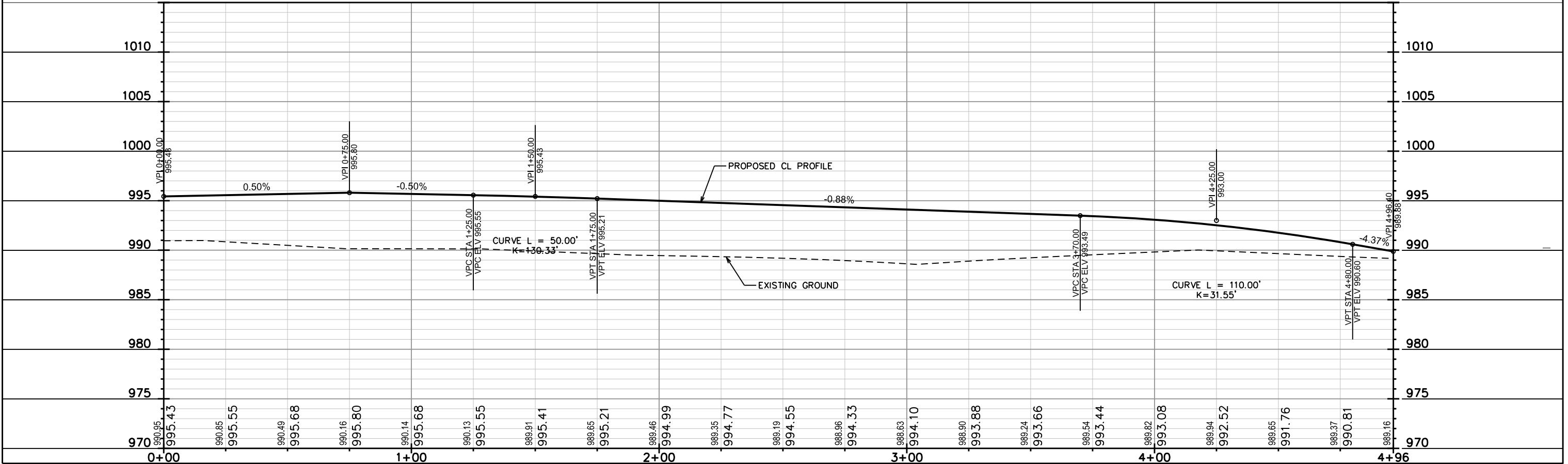
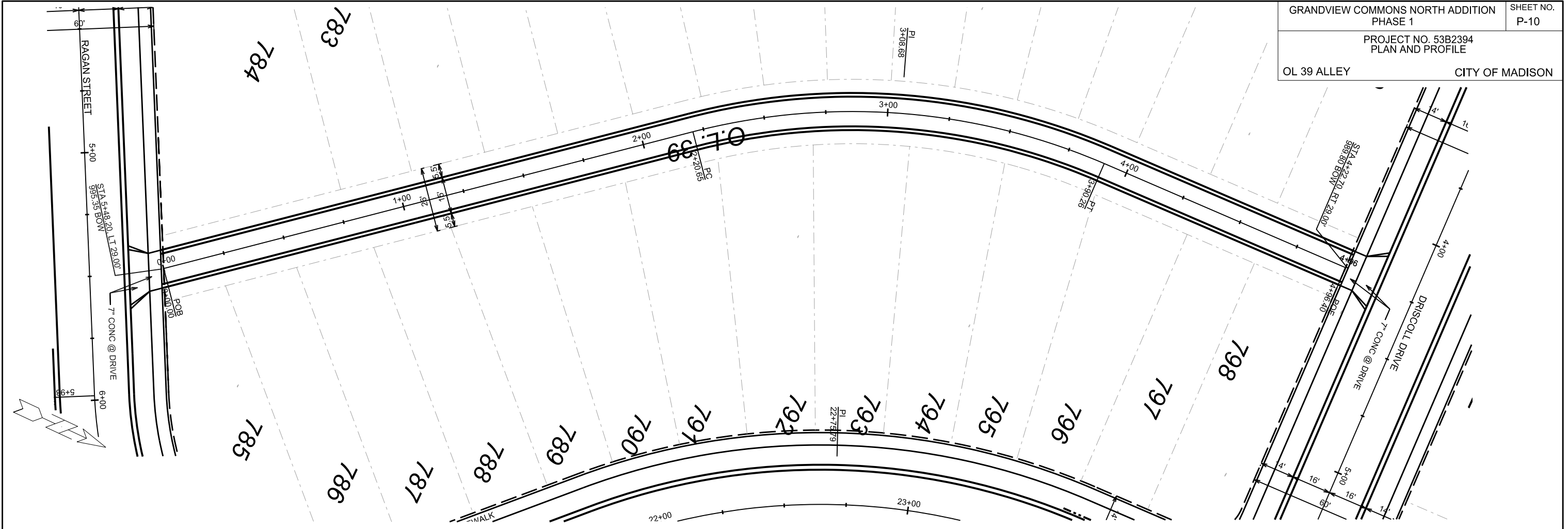


SEE SHEET D-7 FOR
 MEDIAN ISLAND DETAILS

PP INV 980.98
 18" CMP
 CULVERT
 INV 981.61



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



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

ELECTRICAL PLAN

DRISCOLL DR, MILWAUKEE ST CITY OF MADISON

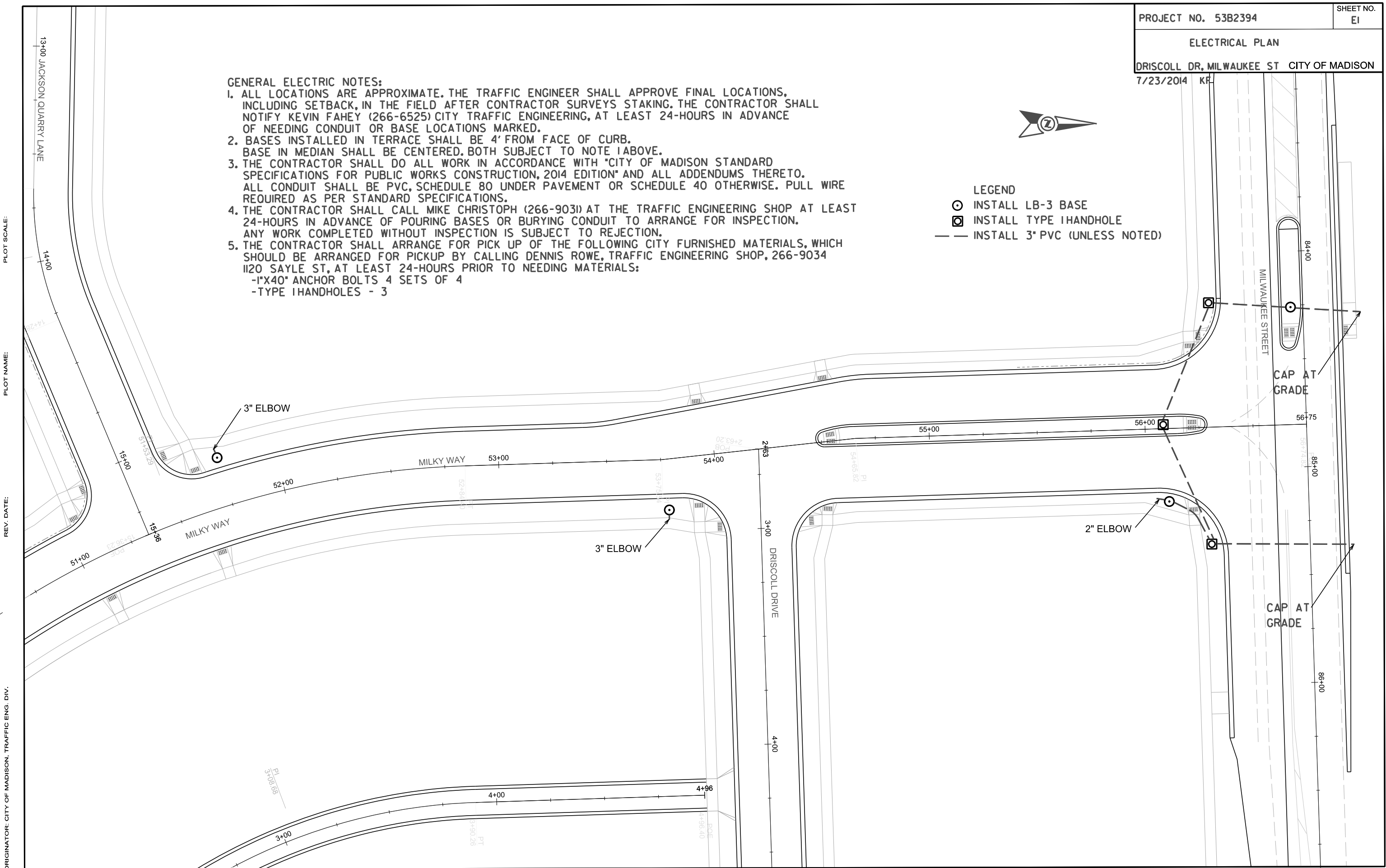
7/23/2014 KR

GENERAL ELECTRIC NOTES:

1. ALL LOCATIONS ARE APPROXIMATE. THE TRAFFIC ENGINEER SHALL APPROVE FINAL LOCATIONS, INCLUDING SETBACK, IN THE FIELD AFTER CONTRACTOR SURVEYS STAKING. THE CONTRACTOR SHALL NOTIFY KEVIN FAHEY (266-6525) CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING CONDUIT OR BASE LOCATIONS MARKED.
2. BASES INSTALLED IN TERRACE SHALL BE 4' FROM FACE OF CURB. BASE IN MEDIAN SHALL BE CENTERED. BOTH SUBJECT TO NOTE 1 ABOVE.
3. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH "CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2014 EDITION" AND ALL ADDENDUMS THERETO. ALL CONDUIT SHALL BE PVC, SCHEDULE 80 UNDER PAVEMENT OR SCHEDULE 40 OTHERWISE. PULL WIRE REQUIRED AS PER STANDARD SPECIFICATIONS.
4. THE CONTRACTOR SHALL CALL MIKE CHRISTOPH (266-9031) AT THE TRAFFIC ENGINEERING SHOP AT LEAST 24-HOURS IN ADVANCE OF POURING BASES OR BURYING CONDUIT TO ARRANGE FOR INSPECTION. ANY WORK COMPLETED WITHOUT INSPECTION IS SUBJECT TO REJECTION.
5. THE CONTRACTOR SHALL ARRANGE FOR PICK UP OF THE FOLLOWING CITY FURNISHED MATERIALS, WHICH SHOULD BE ARRANGED FOR PICKUP BY CALLING DENNIS ROWE, TRAFFIC ENGINEERING SHOP, 266-9034
 1120 SAYLE ST, AT LEAST 24-HOURS PRIOR TO NEEDING MATERIALS:
 -1"x40" ANCHOR BOLTS 4 SETS OF 4
 -TYPE 1 HANDHOLES - 3



- LEGEND
- INSTALL LB-3 BASE
 - ◻ INSTALL TYPE 1 HANDHOLE
 - — — INSTALL 3" PVC (UNLESS NOTED)



PLOT SCALE:

PLOT NAME:

REV. DATE:

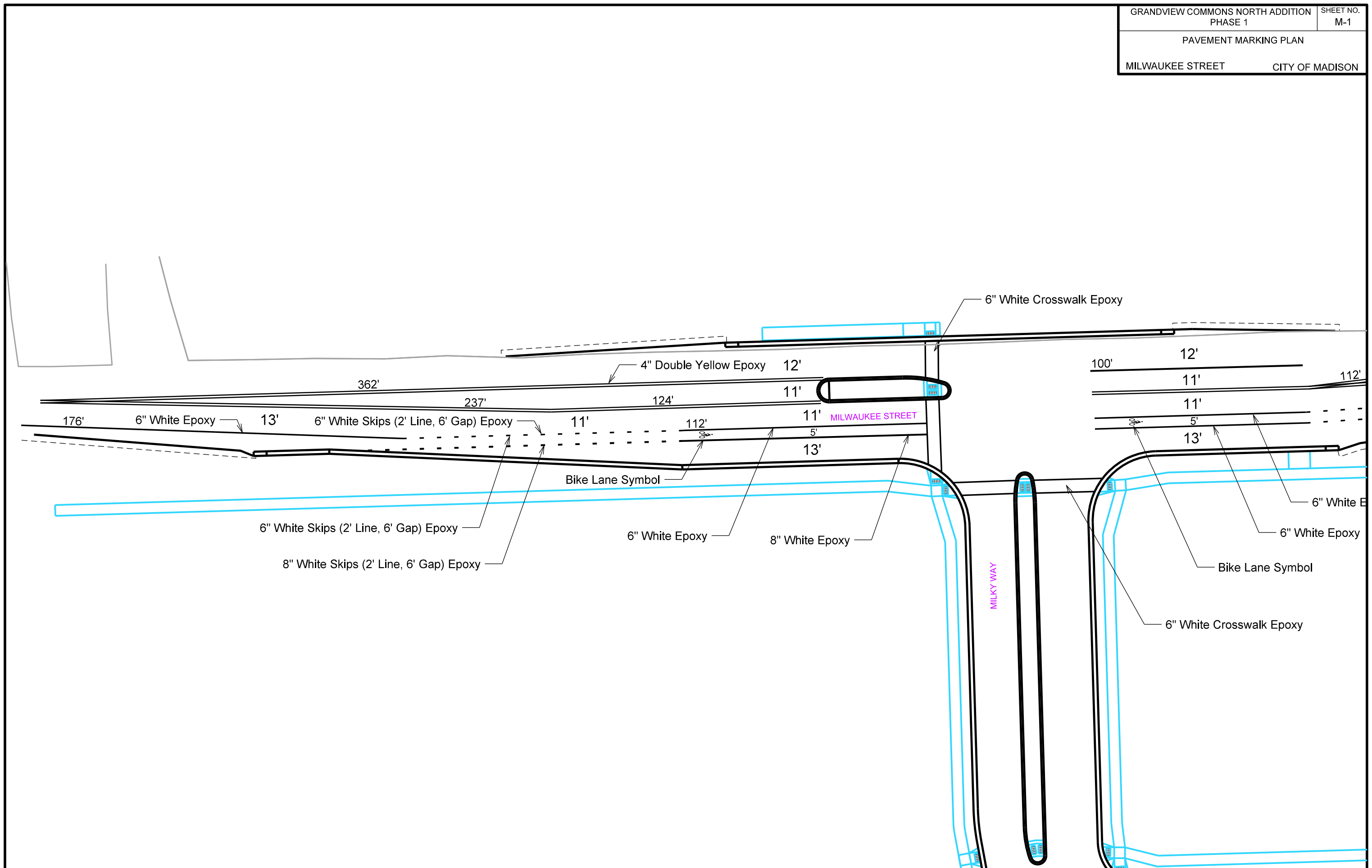
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

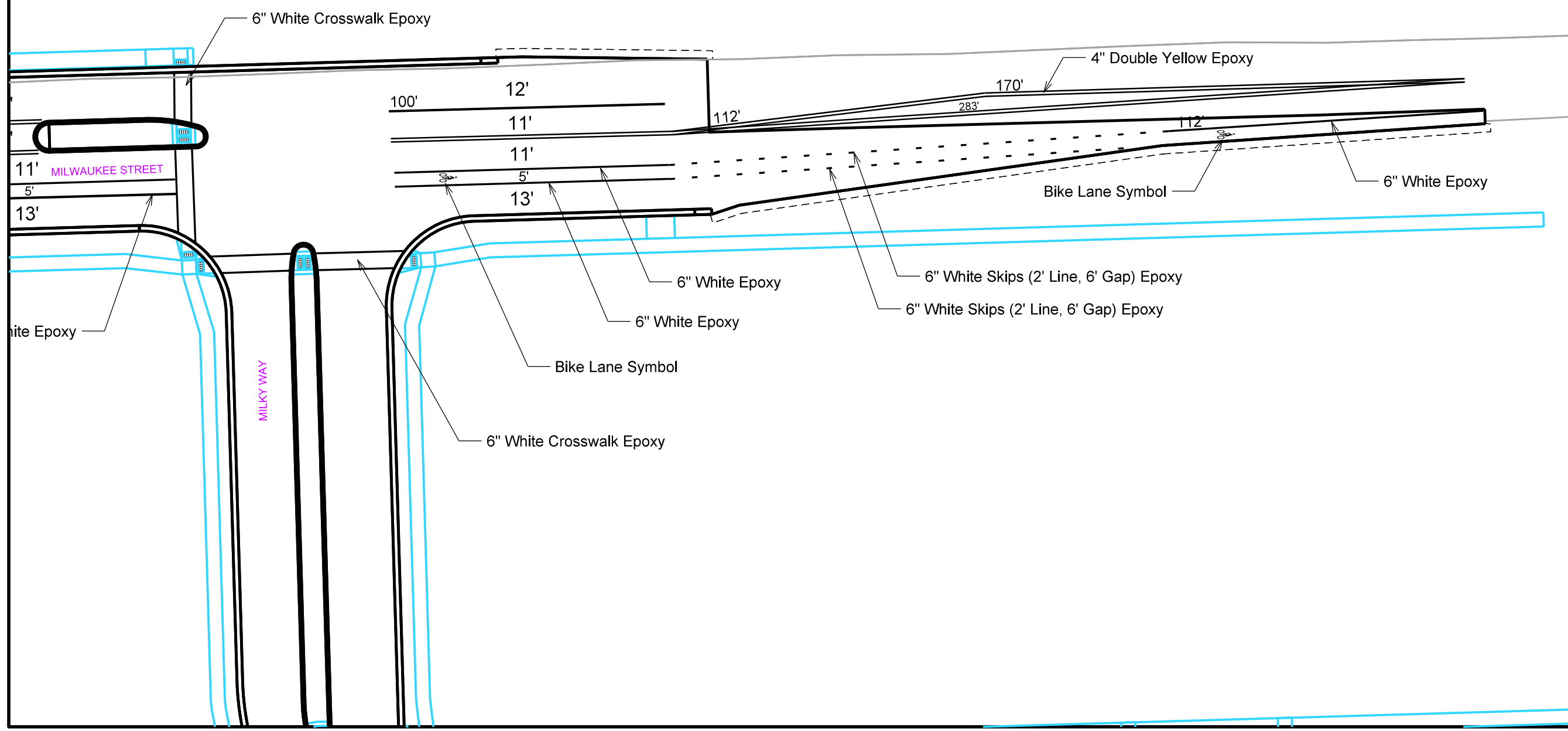


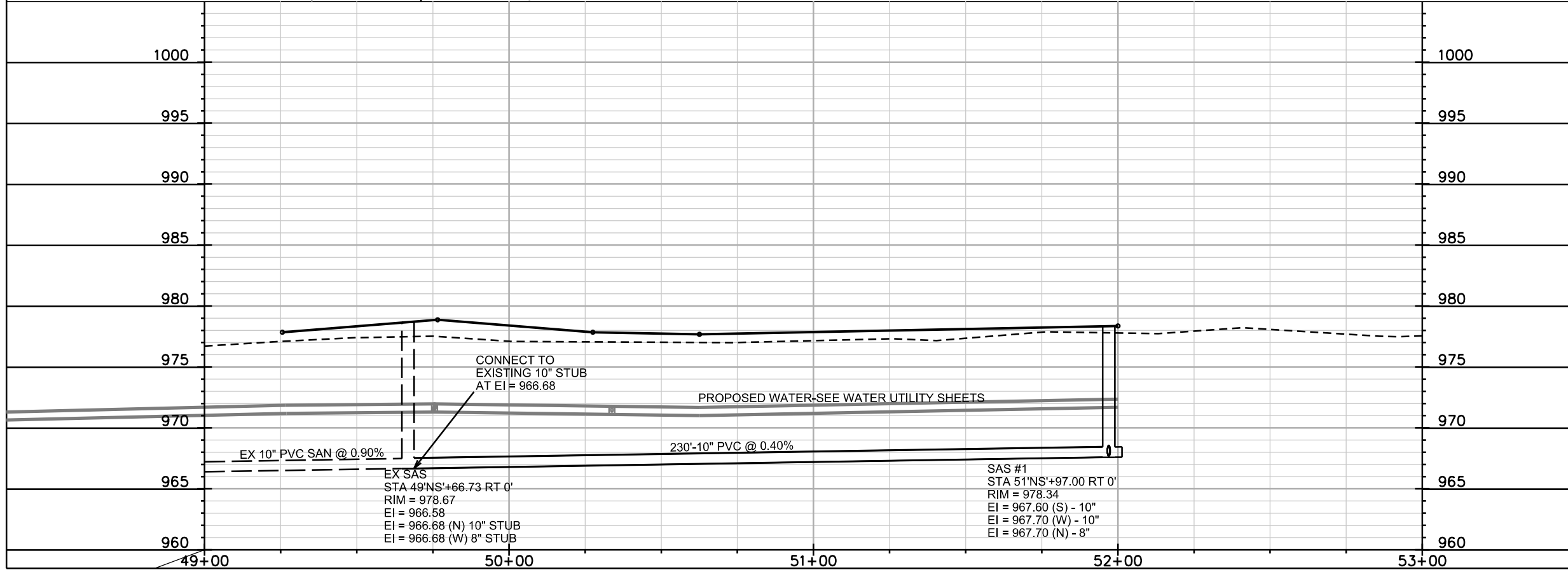
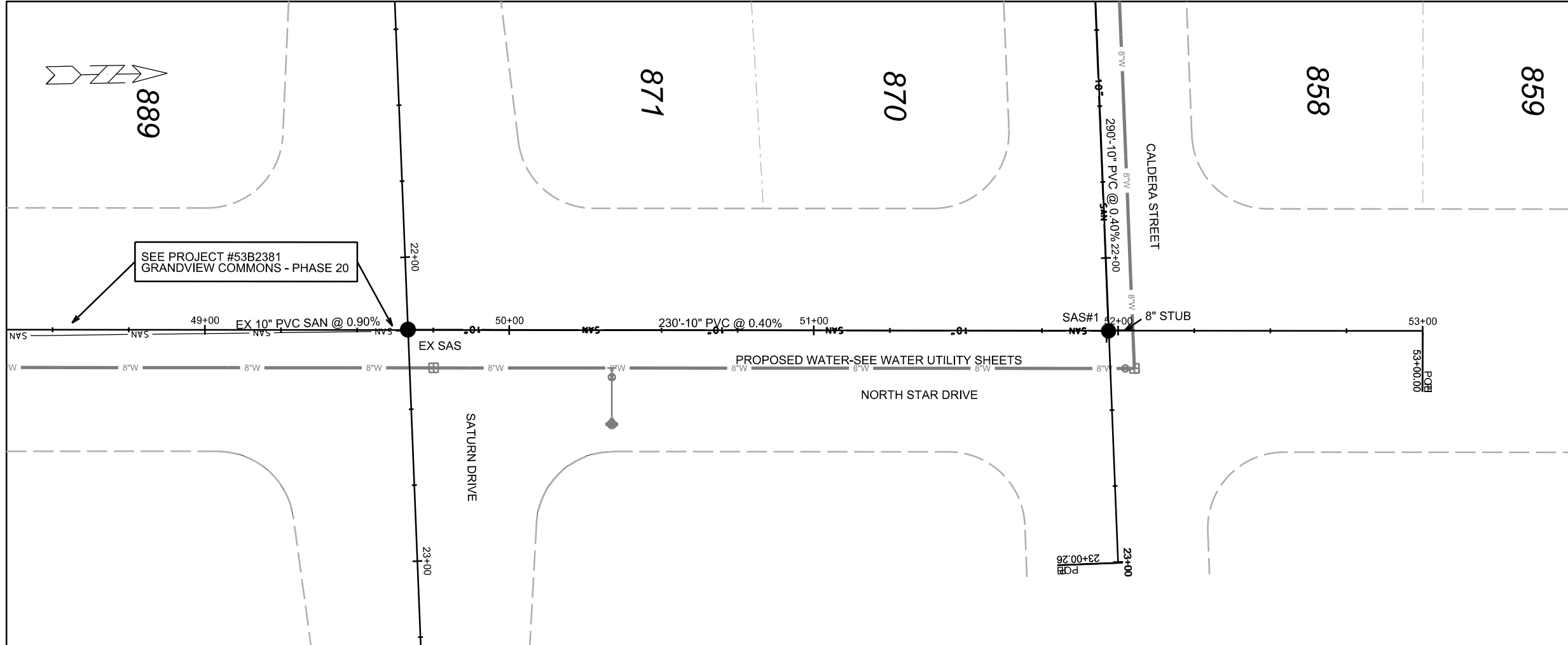
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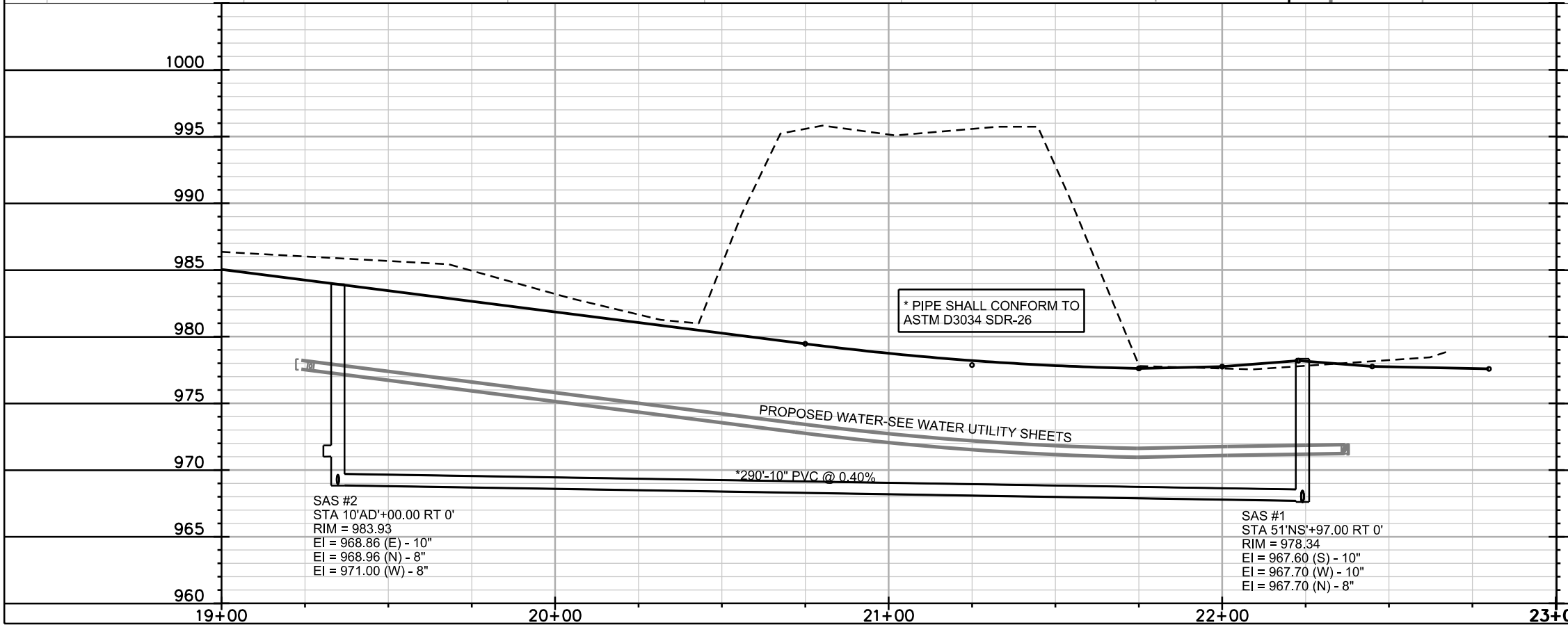
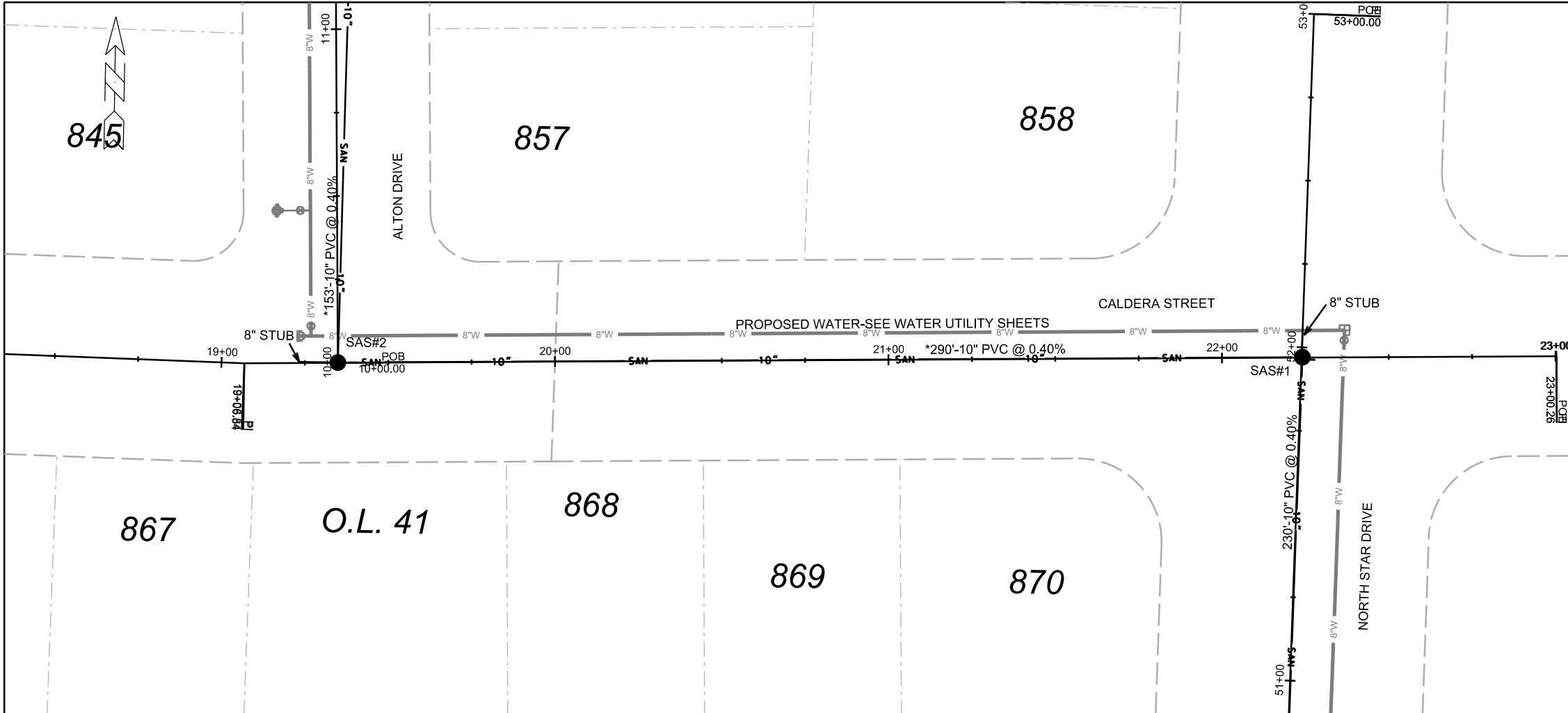
REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





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

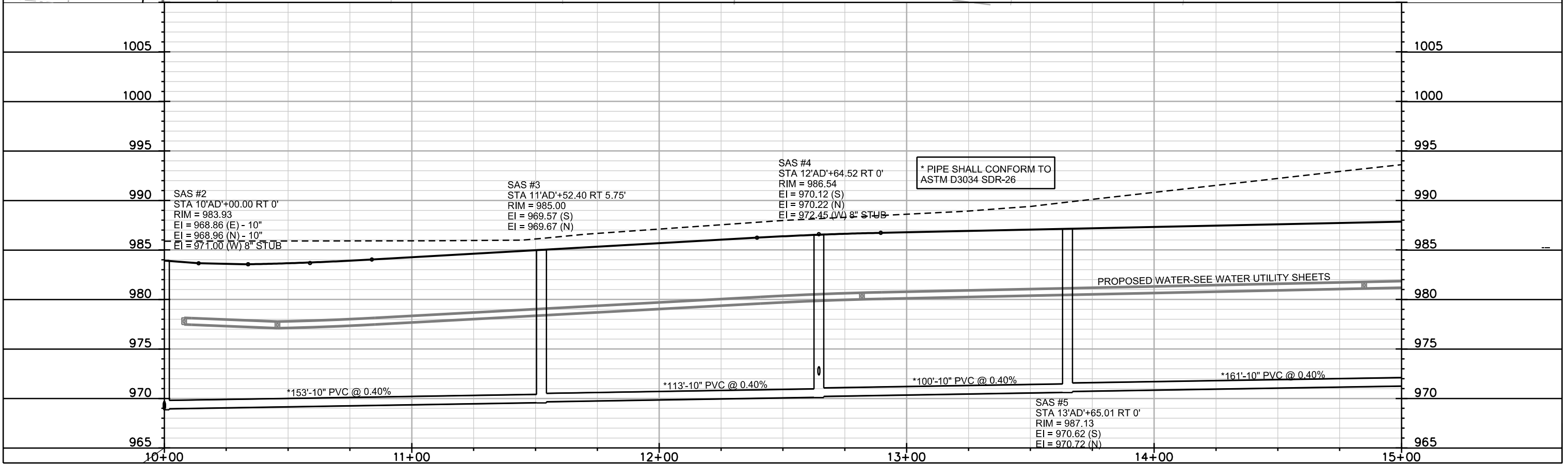
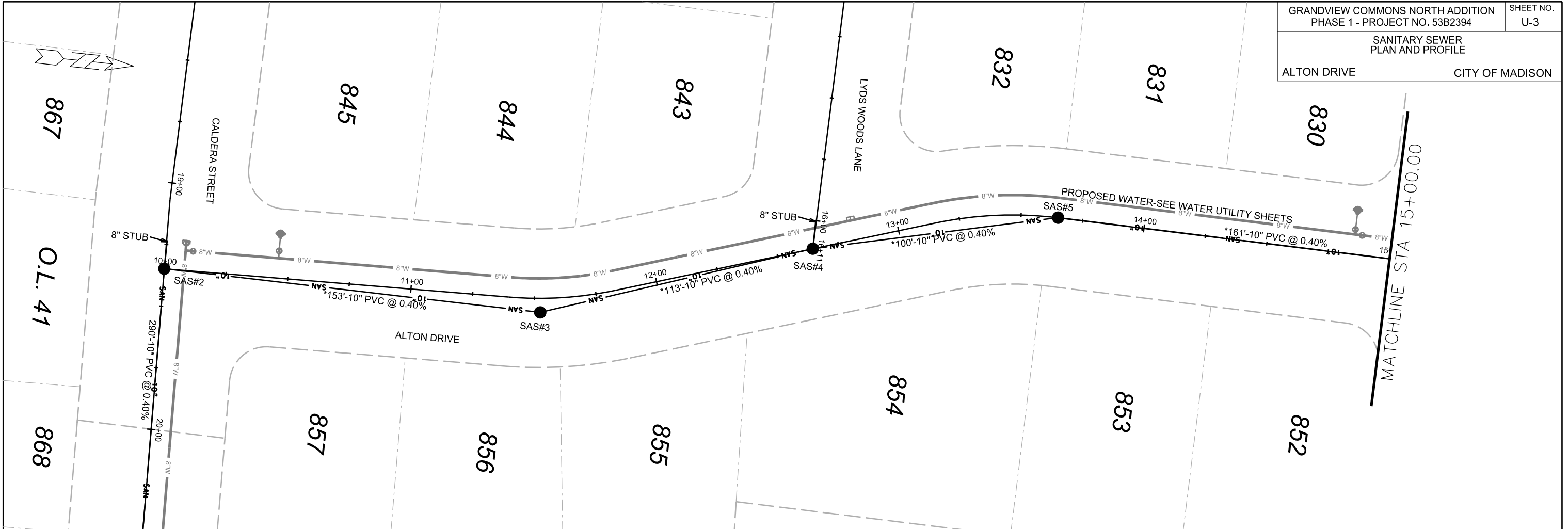


PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

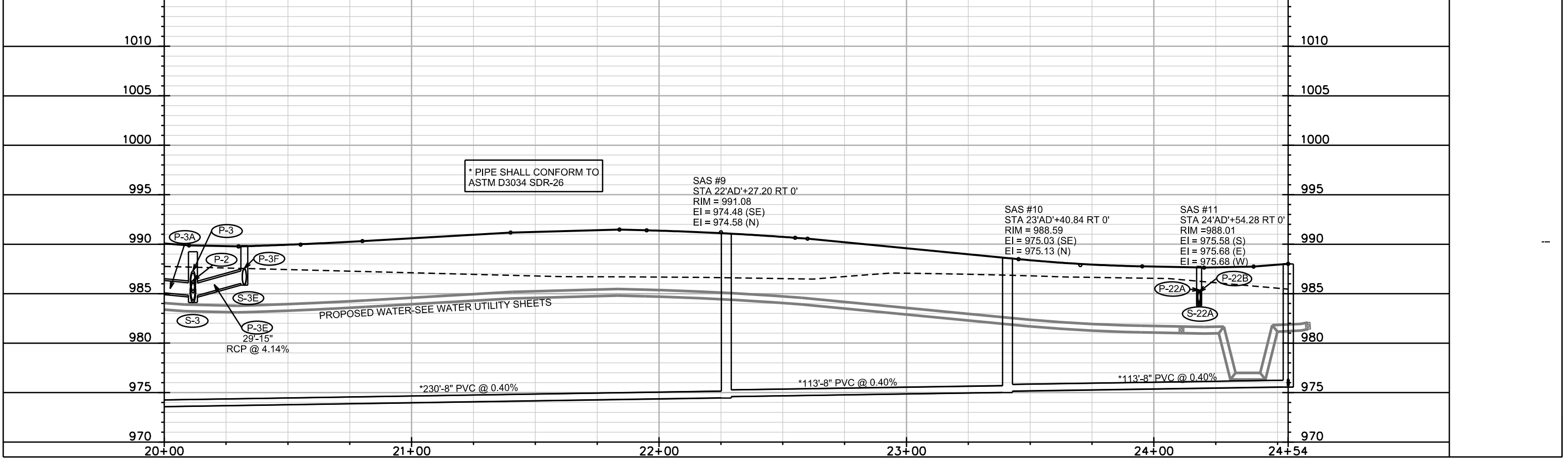
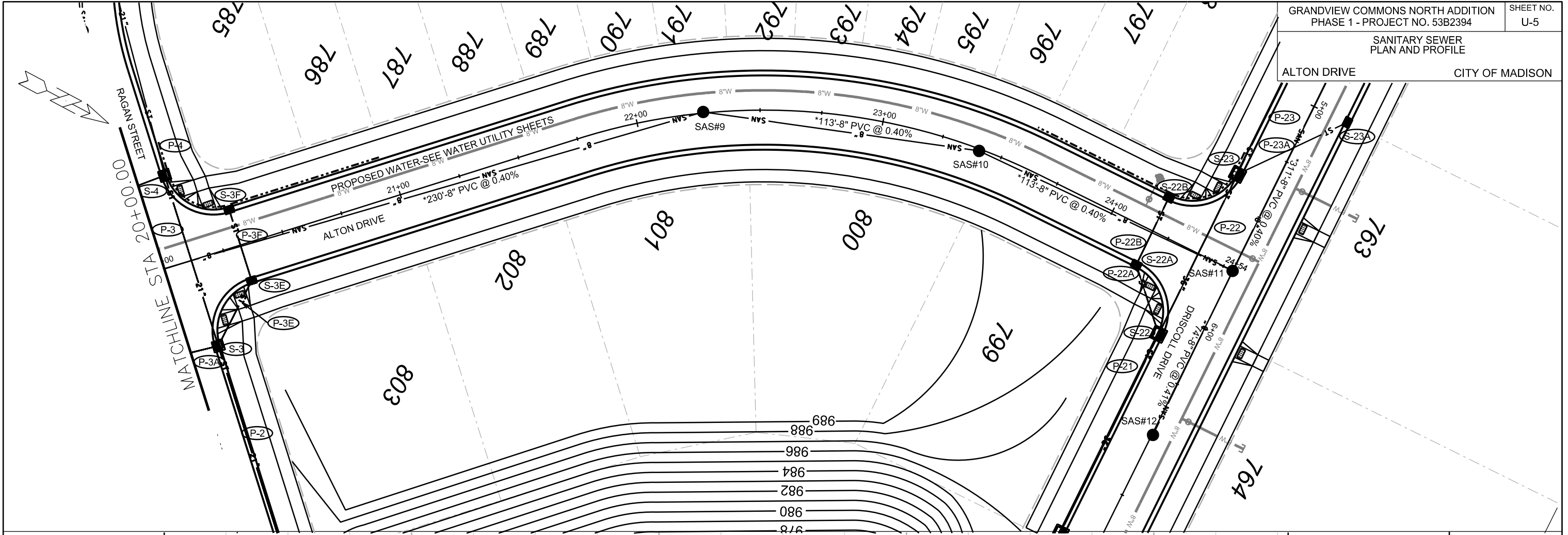


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

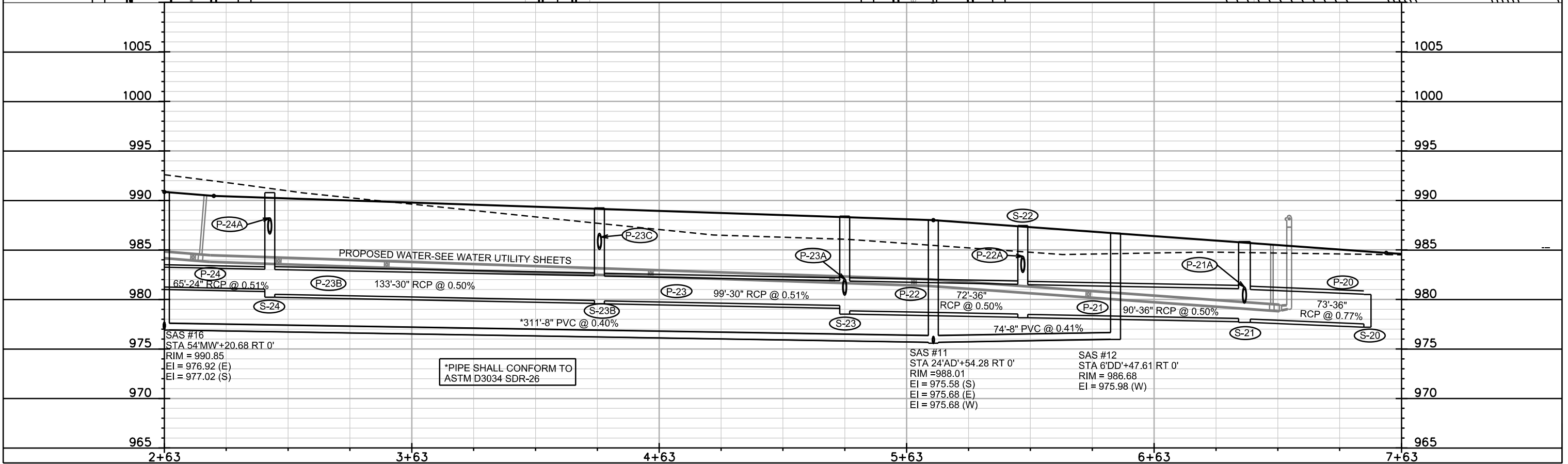
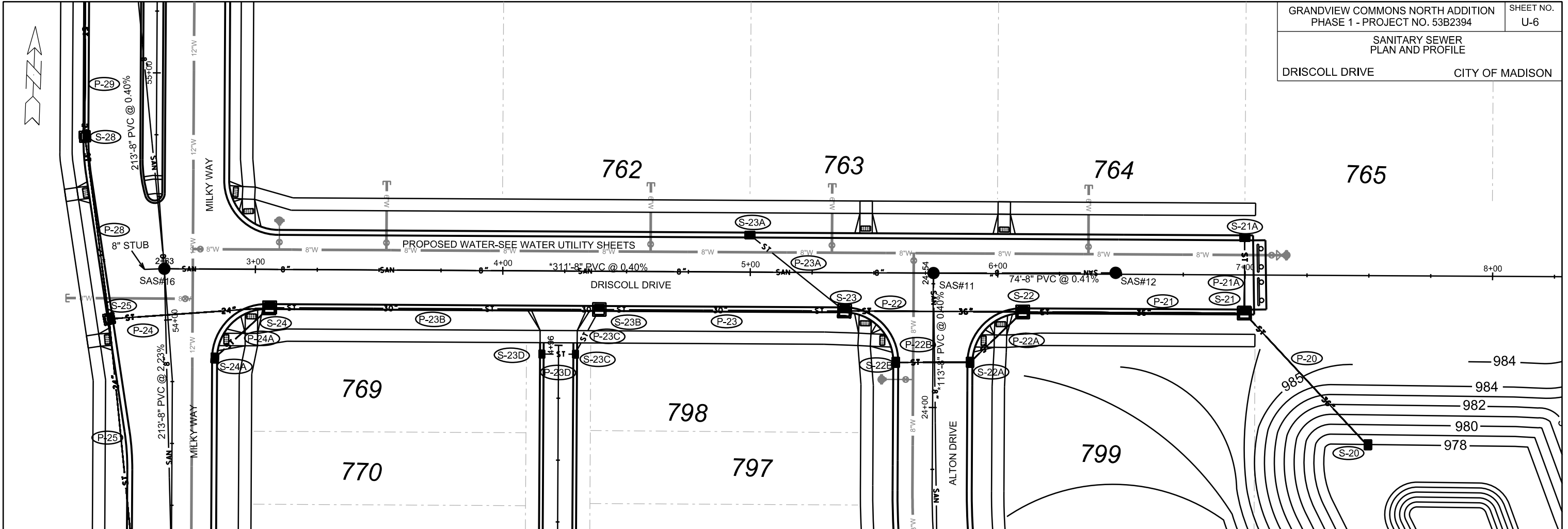


PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

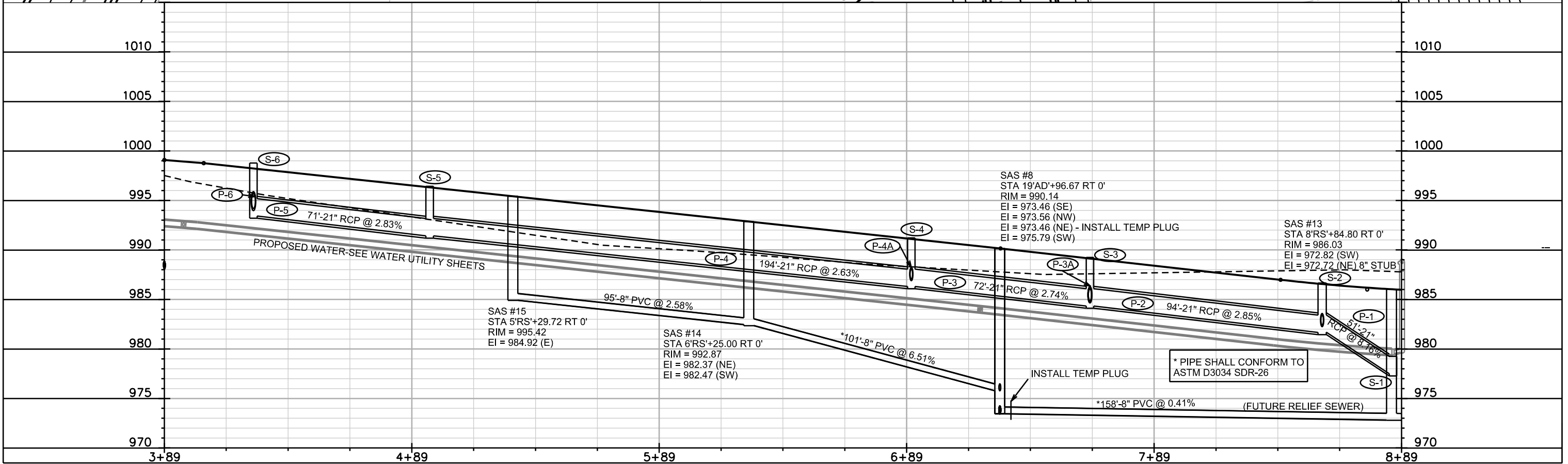
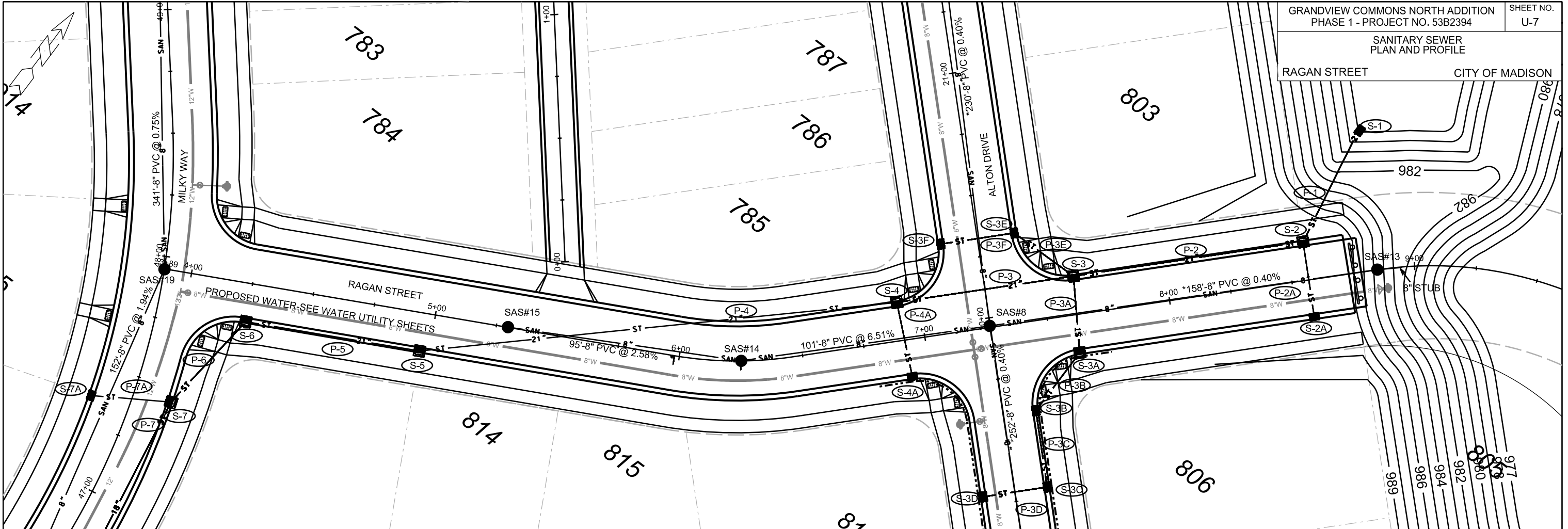


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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

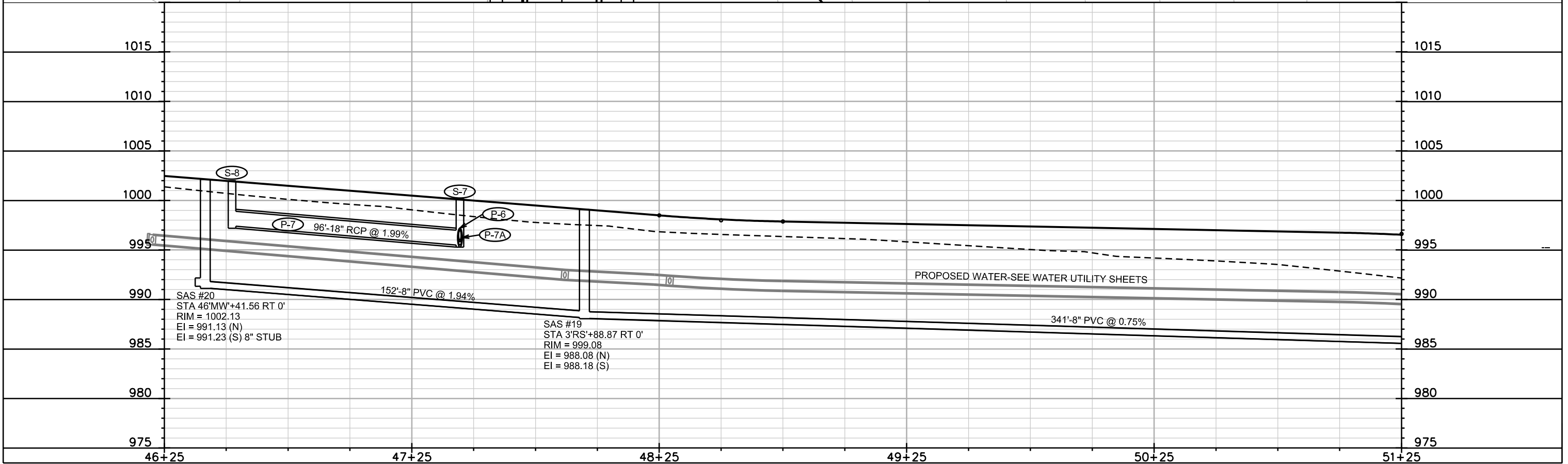
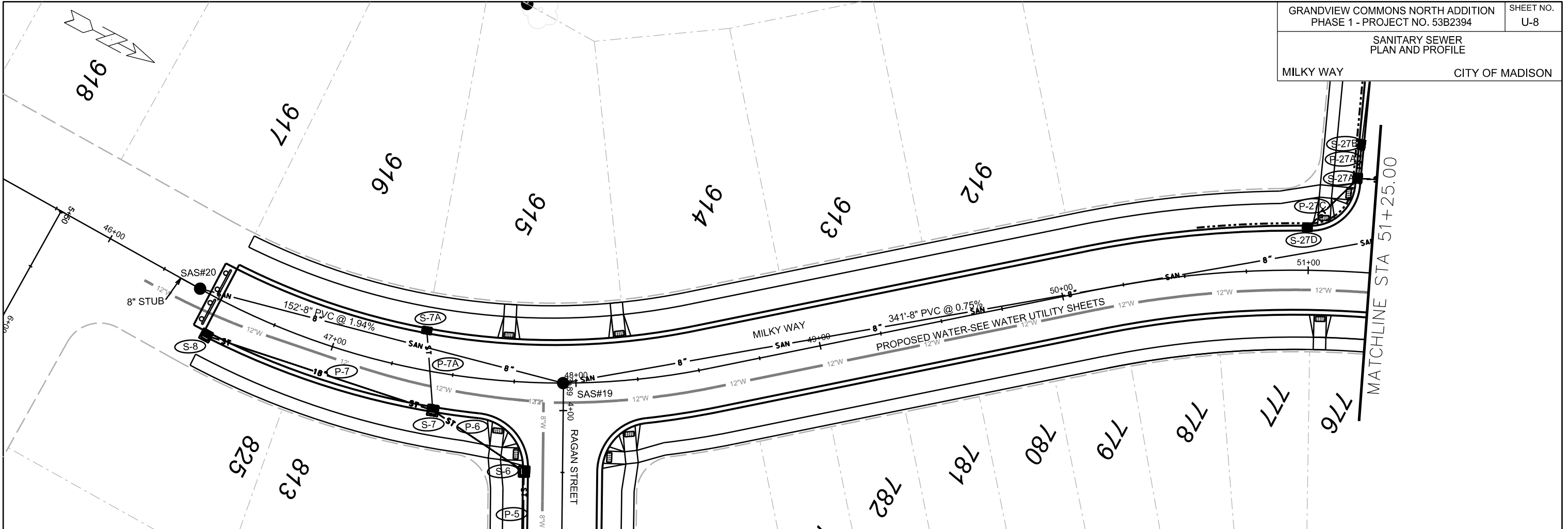


PLOT SCALE: _____

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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE: _____

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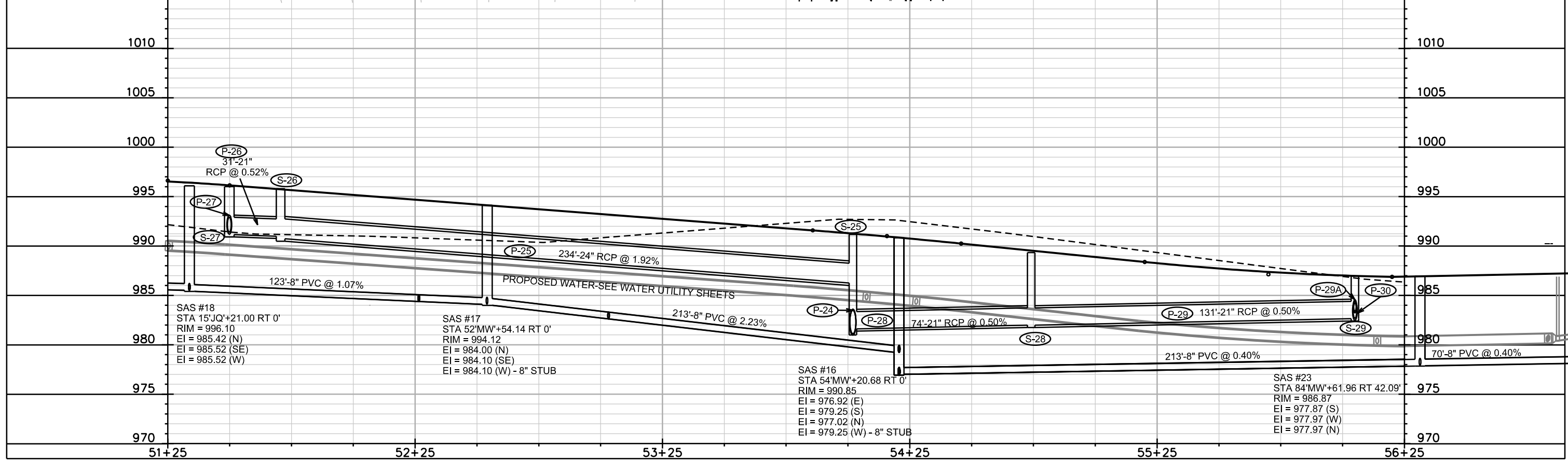
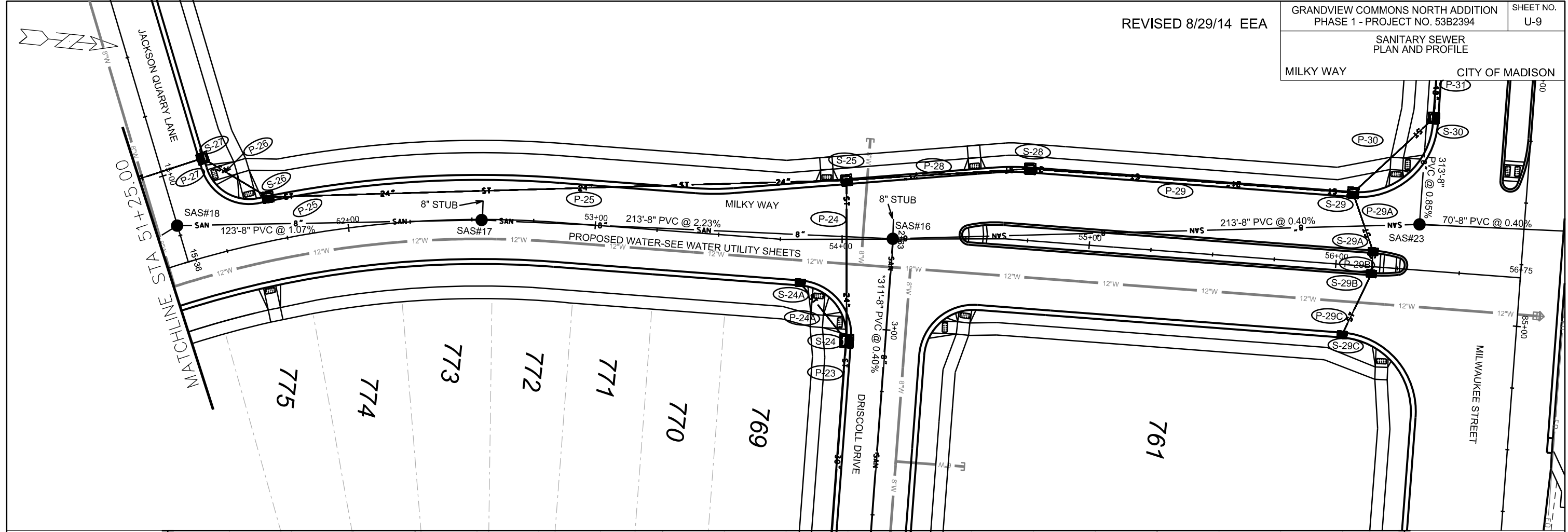
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REVISED 8/29/14 EEA

GRANDVIEW COMMONS NORTH ADDITION
PHASE 1 - PROJECT NO. 53B2394
SHEET NO. U-9

SANITARY SEWER
PLAN AND PROFILE

MILKY WAY CITY OF MADISON



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

REVISED 8/29/14 EEA

GRANDVIEW COMMONS NORTH ADDITION
PHASE 1 - PROJECT NO. 53B2394

SHEET NO.
U-10

SANITARY SEWER
PLAN AND PROFILE

JACKSON QUARRY LANE CITY OF MADISON

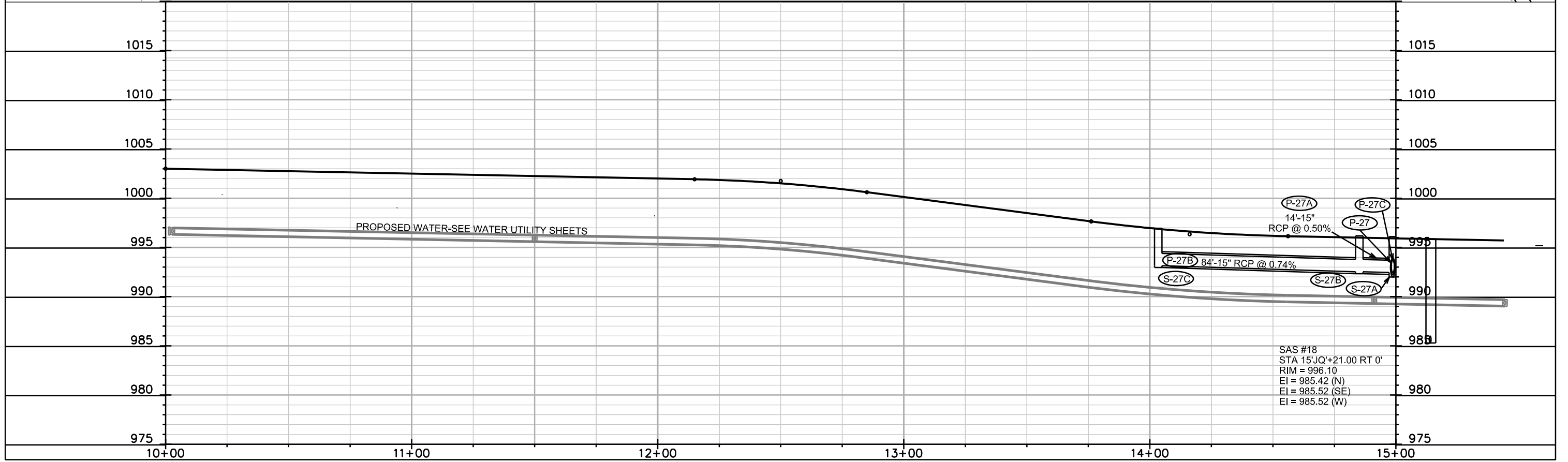
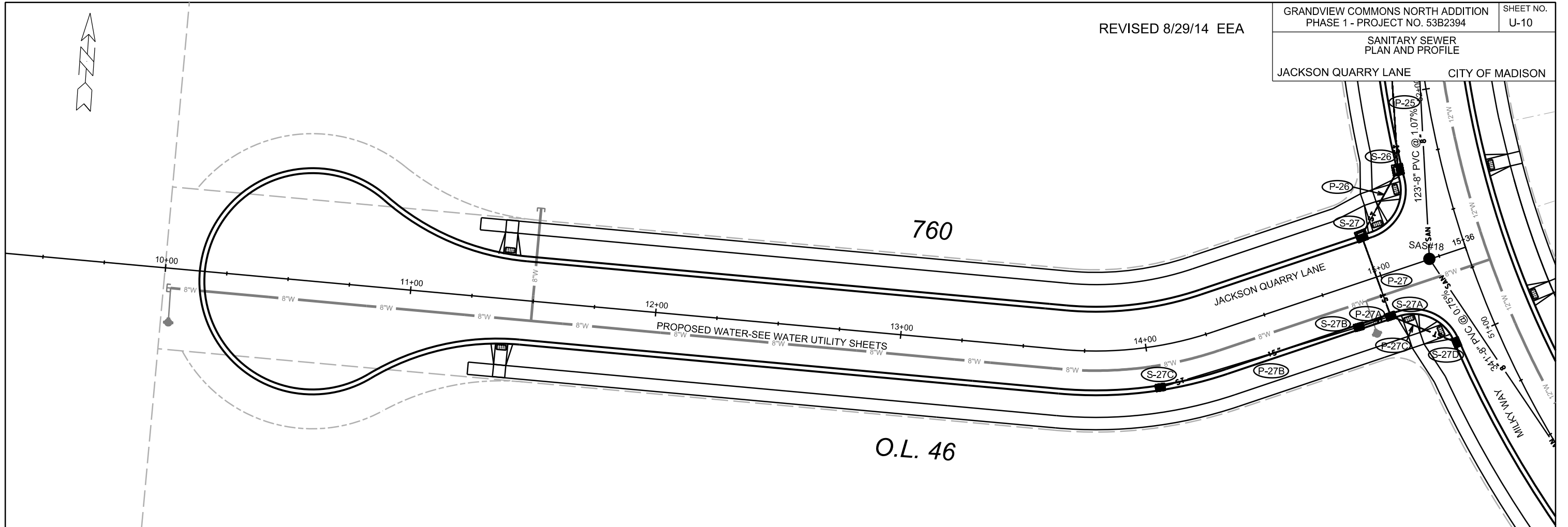


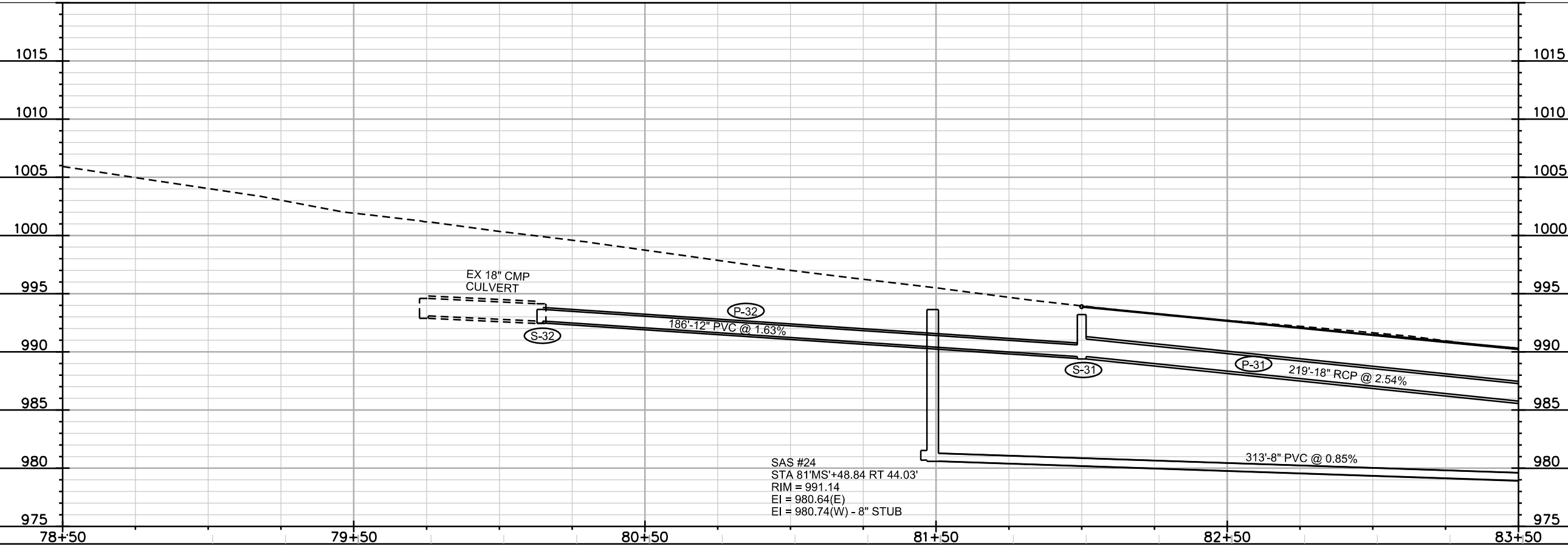
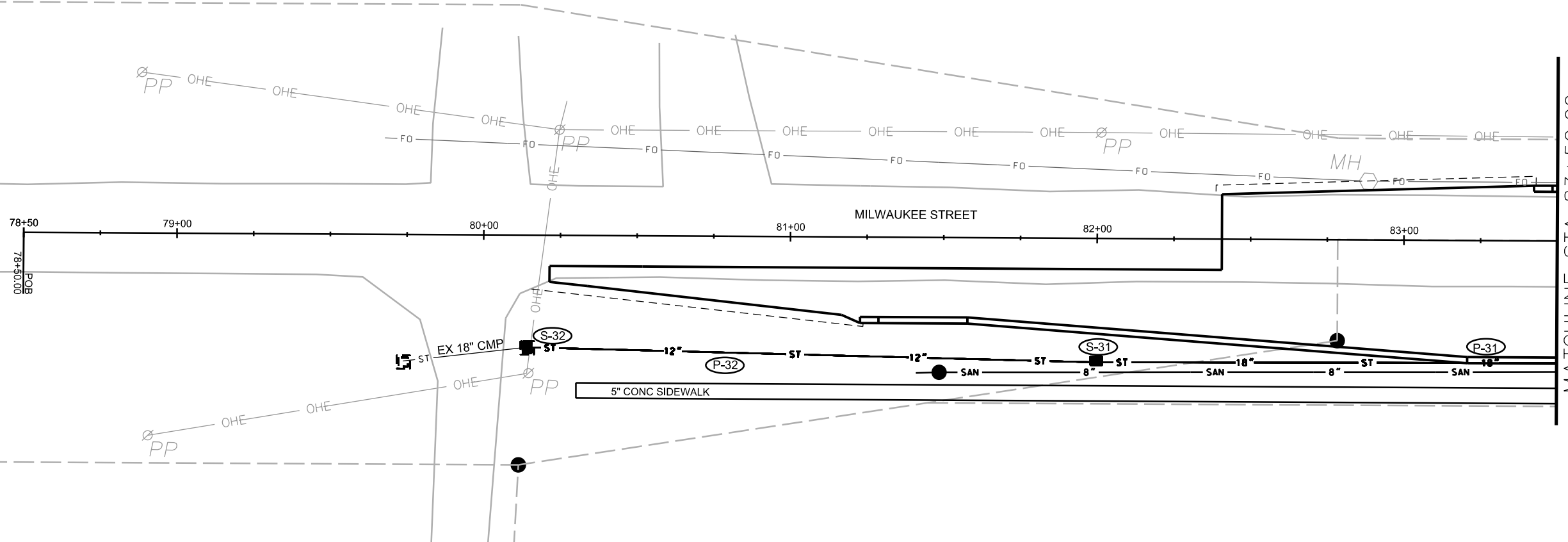
PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

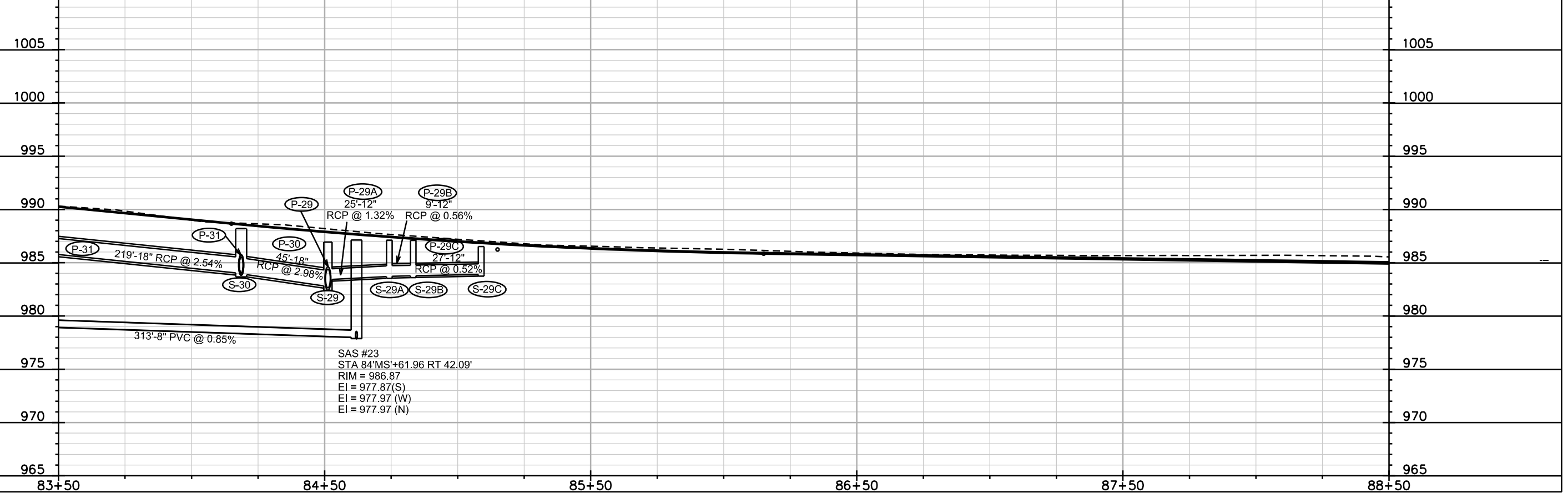
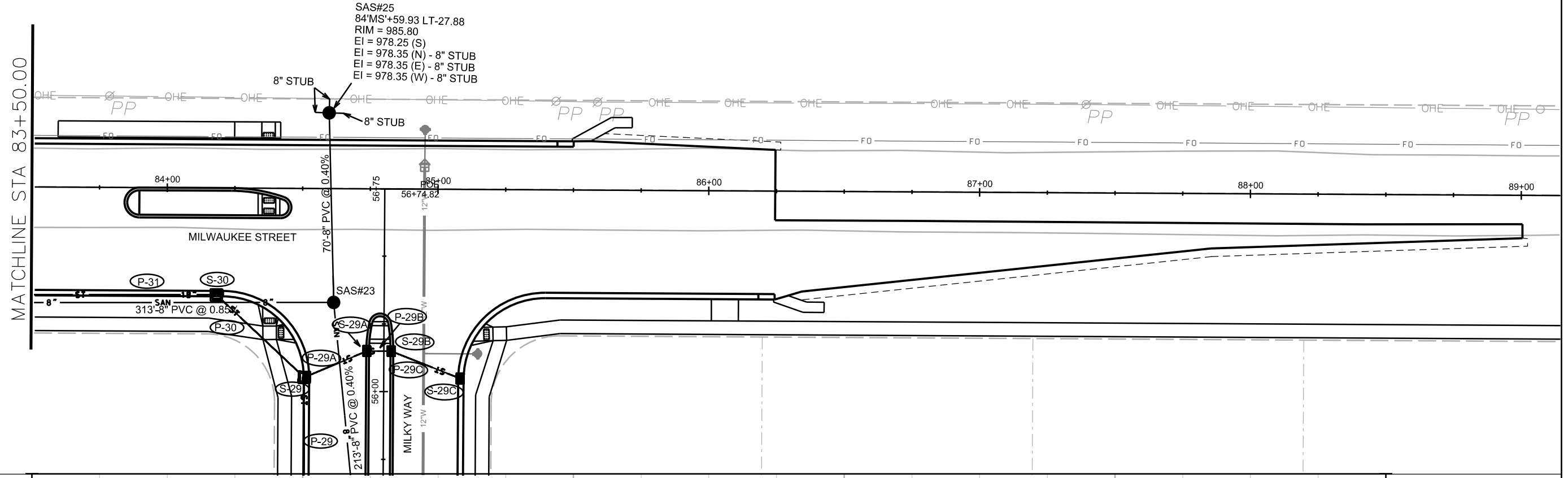




SAS #24
 STA 81+MS'+48.84 RT 44.03'
 RIM = 991.14
 EI = 980.64(E)
 EI = 980.74(W) - 8" STUB

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

REVISED 8/29/14 EEA



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

SANITARY SCHEDULE

ALIGNMENT CODES:

"AD"= ALTON DRIVE
 "CS"=CALDERA STREET
 "DD"=DRISCOLL DRIVE
 "MW"=MILKY WAY
 "NS"=NORTH STAR DRIVE
 "RS"=RAGAN STREET
 "JQ"=JACKSON QUARRY

* REVISED 8/29/14 EEA

GRANDVIEW COMMONS NORTH ADDITION PHASE 1	SHEET NO.
PROJECT NO. 53B2394	U-13
SANITARY SEWER SCHEDULE	
CITY OF MADISON	

PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
SAS#1	51'NS'+97.00	CL	978.34	967.60	10.74	-
SAS#2	10'AD'+00.00	CL	983.93	968.86	15.07	-
SAS#3	11'AD'+52.40	RT-5.75	985.00	969.57	15.43	-
SAS#4	12'AD'+64.52	CL	986.54	970.12	16.42	-
SAS#5	13'AD'+65.01	CL	987.13	970.62	16.51	-
SAS#6	15'AD'+26.24	CL	988.00	971.36	16.64	-
SAS#7	17'AD'+48.59	RT-14.31	990.36	972.36	18.00	-
SAS#8	19'AD'+96.67	CL	990.14	973.46	16.68	-
SAS#9	22'AD'+27.20	CL	991.08	974.48	16.60	-
SAS#10	23'AD'+40.84	CL	988.59	975.03	13.56	-
SAS#11	24'AD'+54.28	CL	988.01	975.58	12.43	-
SAS#12	6'DD'+47.61	CL	986.68	975.98	10.70	-
SAS#13	8'RS'+84.80	CL	986.03	972.72	13.31	-
SAS#14	6'RS'+25.00	CL	992.87	982.37	10.50	-
SAS#15	5'RS'+29.72	CL	995.42	984.92	10.50	-
SAS#16	54'MW'+20.68	CL	990.85	976.92	13.93	-
SAS#17	52'MW'+54.14	CL	994.12	984.00	10.12	-
SAS#18	15'JQ'+21.00	CL	996.10	985.42	10.68	-
SAS#19	3'RS'+88.87	CL	999.08	988.08	11.00	-
SAS#20	46'MW'+41.56	CL	1002.13	991.13	11.00	-
* SAS#21	14'JQ'+00.00	CL	996.96	986.03	10.93	-
* SAS#22	12'JQ'+50.00	CL	1001.51	990.51	11.00	-
SAS#23	84'MS'+61.96	RT-42.09	986.87	977.87	9.00	-
SAS#24	81'MS'+48.84	RT-44.03	991.14	980.64	10.50	-
* SAS#25	84'MS'+59.93	LT-27.88	985.80	978.25	7.55	-

PROPOSED SANITARY PIPES

FROM SAS (DWNSTRM)	TO SAS (UPSTREAM)	EI # (DWNSTRM)	EI # (UPSTRM)	LENGTH (FT)	SLOPE (%)	SIZE (DIA)	PVC TYPE	NOTES
EX SAS (GVC PH 20)	SAS#1	966.68	967.60	230	0.40%	10"	SDR-35	-
SAS#1	SAS#2	967.70	968.86	290	0.40%	10"	SDR-26	-
SAS#2	SAS#3	968.96	969.57	153	0.40%	10"	SDR-26	-
SAS#3	SAS#4	969.67	970.12	113	0.40%	10"	SDR-26	-
SAS#4	SAS#5	970.22	970.62	100	0.40%	10"	SDR-26	-
SAS#5	SAS#6	970.72	971.36	161	0.40%	10"	SDR-26	-
SAS#6	SAS#7	971.46	972.36	226	0.40%	8"	SDR-26	-
SAS#7	SAS#8	972.46	973.46	252	0.40%	8"	SDR-26	-
SAS#8	SAS#9	973.56	974.48	230	0.40%	8"	SDR-26	-
SAS#9	SAS#10	974.58	975.03	113	0.40%	8"	SDR-26	-
SAS#10	SAS#11	975.13	975.58	113	0.40%	8"	SDR-26	-
SAS#11	SAS#12	975.68	975.98	74	0.41%	8"	SDR-35	-
SAS#13	SAS#8	972.82	973.46	158	0.41%	8"	SDR-26	-
SAS#8	SAS#14	975.79	982.37	101	6.51%	8"	SDR-26	-
SAS#14	SAS#15	982.47	984.92	95	2.58%	8"	SDR-35	-
SAS#11	SAS#16	975.68	976.92	311	0.40%	8"	SDR-26	-
SAS#16	SAS#17	979.25	984.00	213	2.23%	8"	SDR-35	-
SAS#17	SAS#18	984.10	985.42	123	1.07%	8"	SDR-35	-
SAS#18	SAS#19	985.52	988.08	341	0.75%	8"	SDR-35	-
SAS#19	SAS#20	988.18	991.13	152	1.94%	8"	SDR-35	-
* SAS#18	SAS#21	985.52	986.03	120	0.42%	8"	SDR-35	-
* SAS#21	SAS#22	986.13	990.51	150	2.92%	8"	SDR-35	-
SAS#16	SAS#23	977.02	977.87	213	0.40%	8"	SDR-35	-
SAS#23	SAS#24	977.97	980.64	313	0.85%	8"	SDR-35	-
* SAS#23	SAS#25	977.97	978.25	70	0.40%	8"	SDR-35	-

REV. DATE: PLOT NAME: PLOT SCALE:

STORM SEWER SCHEDULE

ALIGNMENT CODES:

"AD" = ALTON DRIVE
 "DD" = DRISCOLL DRIVE
 "JQ" = JACKSON QUARRY LANE
 "MW" = MILKY WAY
 "MS" = MILWAUKEE STREET
 "RS" = RAGAN STREET

* REVISED 8/29/14 EEA
 + REVISED 9/19/14 EEA
 ^ REVISED 10/1/14 EEA

GRANDVIEW COMMONS NORTH ADDITION PH 1
 PROJECT NO. 53B2394
 SHEET NO. U-14

STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-1	8'RS'+86.00	RT-56.60	21" RCP AE	-	977.50	-	W/ GATE
S-2	8'RS'+57.00	LT-15.50	3X3 SAS	986.65	981.66	4.99	W/ R-3067-7004-V
S-2A	8'RS'+57.00	RT-15.50	H INLET	986.65	983.05	3.60	W/ R-3067-7004-V
S-3	7'RS'+62.81	LT-15.50	3X3 SAS	989.24	984.34	4.90	FP; W/ R-3067-7004-V
S-3A	7'RS'+60.81	RT-15.50	3X3 SAS	989.30	985.50	3.80	W/ R-3067-7004-V
S-3B	19'AD'+60.11	RT-13.50	H INLET	989.86	986.06	3.80	W/ R-3067-7004-V
S-3C	19'AD'+28.86	RT-13.50	H INLET	989.70	986.22	3.48	LP; W/ R-3067-7004-VB
S-3D	19'AD'+28.86	LT-13.50	H INLET	989.70	986.60	3.10	LP; W/ R-3067-7004-VB
S-3E	20'AD'+32.11	RT-15.50	H INLET	989.84	986.04	3.80	LP; W/ R-3067-7004-VB
S-3F	20'AD'+32.11	LT-15.50	H INLET	990.00	986.20	3.80	LP; W/ R-3067-7004-VB
S-4	6'RS'+90.81	LT-15.50	3X3 SAS	991.21	986.31	4.90	W/ R-3067-7004-V
S-4A	6'RS'+92.81	RT-15.50	H INLET	991.16	987.56	3.60	W/ R-3067-7004-V
S-5	4'RS'+96.00	RT-15.50	3X3 SAS	996.42	991.42	5.00	W/ R-3067-7004-V
S-6	4'RS'+23.37	RT-15.50	3X3 SAS	998.78	993.43	5.35	W/ R-3067-7004-V
S-7	47'MW'+44.45	RT-15.50	3X3 SAS	1000.19	995.49	4.70	W/ R-3067-7004-V
S-7A	47'MW'+36.00	LT-15.50	H INLET	1000.33	996.73	3.60	W/ R-3067-7004-V
S-8	46'MW'+50.95	RT-15.50	3X3 SAS	1002.00	997.40	4.60	W/ R-3067-7004-V
S-20	7'DD'+50.00	RT-68.42	36" RCP AE	-	977.50	-	W/ GATE
S-21	7'DD'+00.00	RT-15.50	4X4 SAS	985.84	978.06	7.78	FP; W/ R-3067-7004-V
^ S-21A	7'DD'+00.00	LT-15.50	H INLET	985.84	978.58	7.26	W/ R-3067-7004-V
S-22	6'DD'+10.00	RT-15.50	4X4 SAS	987.46	978.51	8.95	FP; W/ R-3067-7004-V
S-22A	24'AD'+18.28	RT-15.50	H INLET	987.73	983.93	3.80	W/ R-3067-7004-V
S-22B	24'AD'+18.28	LT-15.50	H INLET	987.86	984.46	3.40	LP; W/ R-3067-7004-VB
S-23	5'DD'+38.00	RT-15.50	4X4 SAS	988.41	978.87	9.54	FP; W/ R-3067-7004-V
S-23A	5'DD'+00.00	LT-15.50	H INLET	988.73	984.93	3.80	W/ R-3067-7004-V
S-23B	4'DD'+39.00	RT-15.50	4X4 SAS	989.24	979.87	9.37	W/ R-3067-7004-V
S-23C	4'DD'+29.50	RT-33.65	H INLET	989.58	986.20	3.38	W/ R-3362-L; SEE SDD 5.7.33
S-23D	4'DD'+15.70	RT-33.65	H INLET	989.92	986.52	3.40	W/ R-3362-L; SEE SDD 5.7.33
S-24	3'DD'+04.70	RT-15.50	4X4 SAS	990.79	980.53	10.26	FP; W/ R-3067-7004-V
S-24A	53'MW'+83.12	RT-18.15	H INLET	991.68	987.88	3.80	W/ R-3067-7004-V
S-25	54'MW'+02.00	LT-23.70	4X4 SAS	991.17	981.36	9.81	W/ R-3067-7004-V
S-26	51'MW'+71.00	LT-17.50	3X3 SAS	995.80	990.74	5.06	W/ R-3067-7004-V
S-27	14'JQ'+98.00	LT-17.50	3X3 SAS	996.01	991.15	4.86	W/ R-3067-7004-V
S-27A	14'JQ'+99.00	RT-17.50	H INLET	996.10	992.20	3.90	FP; LP; W/ R-3067-7004-VB
S-27B	14'JQ'+85.00	RT-17.50	H INLET	996.18	992.52	3.66	W/ R-3067-7004-V
S-27C	14'JQ'+03.00	RT-17.50	H INLET	996.94	993.14	3.80	W/ R-3067-7004-V
S-27D	51'MW'+00.00	LT-17.50	H INLET	996.81	992.95	3.86	W/ R-3067-7004-V
S-28	54'MW'+73.89	LT-29.00	3X3 SAS	989.33	981.98	7.35	W/ R-3067-7004-V
S-29	56'MW'+04.82	LT-29.00	3X3 SAS	986.94	982.64	4.30	FP; LP; W/ R-3067-7004-VB
^ S-29A	56'MW'+14.82	LT-5.50	H INLET	987.11	983.72	3.39	LP; W/ R-3067-7004-VB
^ S-29B	56'MW'+14.82	RT-2.50	H INLET	987.10	983.77	3.33	LP; W/ R-3067-7004-VB
S-29C	56'MW'+04.82	RT-29.00	H INLET	986.52	983.91	2.61	FP; W/ R-3067-7004-V
S-30	84'MS'+19.00	RT-39.50	3X3 SAS	988.20	984.03	4.17	W/ R-3067-7004-V
S-31	82'MS'+00.00	RT-40.00	H INLET	989.20	989.60	3.60	W/ R-1878-B7G
S-32	80'MS'+15.00	RT-36.60	CONCRETE COLLAR	-	992.64	-	-
* S-33	10'DD'+92.61	LT-159.05	18" RCP AE	-	977.50	-	SEE SHEET U-15
* S-34	10'DD'+30.76	RT-86.66	18" RCP AE	-	978.00	-	SEE SHEET U-15
^ S-35	61'ST'+80.00	CL	H INLET	982.70	978.99	3.71	W/ R-1878-B7G
^ S-36	62'ST'+13.60	CL	H INLET	982.50	979.70	2.80	W/ R-1878-B7G
^ S-37	61'ST'+80.00	LT-110.05	H INLET	981.70	979.27	2.43	W/ R-1878-B7G

^ "ST" = STORM EASEMENT

PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-1	S-1	S-2	51	977.50	981.66	8.16%	21"	RCP	-
P-2	S-2	S-3	94	981.66	984.34	2.85%	21"	RCP	-
P-2A	S-2	S-2A	31	982.41	983.05	2.06%	12"	RCP	-
P-3	S-3	S-4	72	984.34	986.31	2.74%	21"	RCP	-
P-3A	S-3	S-3A	31	984.84	985.50	2.13%	15"	RCP	-
P-3B	S-3A	S-3B	29	985.50	986.06	1.93%	15"	RCP	-
P-3C	S-3B	S-3C	31	986.06	986.22	0.52%	15"	RCP	-
P-3D	S-3C	S-3D	26	986.47	986.60	0.50%	12"	RCP	-
P-3E	S-3	S-3E	29	984.84	986.04	4.14%	15"	RCP	-
P-3F	S-3E	S-3F	30	986.04	986.20	0.53%	15"	RCP	-
P-4	S-4	S-5	194	986.31	991.42	2.63%	21"	RCP	-
P-4A	S-4	S-4A	31	987.06	987.56	1.61%	12"	RCP	-
P-5	S-5	S-6	71	991.42	993.43	2.83%	21"	RCP	-
P-6	S-6	S-7	44	994.18	995.49	2.98%	18"	RCP	-
P-7	S-7	S-8	96	995.49	997.40	1.99%	18"	RCP	-
P-7A	S-7	S-7A	32	995.99	996.73	2.31%	12"	RCP	-
P-20	S-20	S-21	73	977.50	978.06	0.77%	36"	RCP	-
P-21	S-21	S-22	90	978.06	978.51	0.50%	36"	RCP	-
^ P-21A	S-21	S-21A	30	978.50	978.58	0.27%	18"	RCP	NCM
P-22	S-22	S-23	72	978.51	978.87	0.50%	36"	RCP	-
P-22A	S-22	S-22A	29	982.91	983.93	3.52%	15"	RCP	-
P-22B	S-22A	S-22B	30	984.18	984.46	0.93%	12"	RCP	-
P-23	S-23	S-23B	99	979.37	979.87	0.51%	30"	RCP	-
P-23A	S-23	S-23A	49	980.62	984.93	8.80%	15"	RCP	-
P-23B	S-23B	S-24	133	979.87	980.53	0.50%	30"	RCP	-
P-23C	S-23B	S-23C	21	985.24	986.20	4.57%	15"	RCP	NCM
P-23D	S-23C	S-23D	13	986.45	986.52	0.54%	12"	RCP	-
P-24	S-24	S-25	65	981.03	981.36	0.51%	24"	RCP	-
P-24A	S-24	S-24A	30	986.79	987.88	3.63%	15"	RCP	NCM
P-25	S-25	S-26	234	986.25	990.74	1.92%	24"	RCP	-
P-26	S-26	S-27	31	990.99	991.15	0.52%	21"	RCP	-
P-27	S-27	S-27A	35	991.40	992.20	2.29%	18"	RCP	-
P-27A	S-27A	S-27B	14	992.45	992.52	0.50%	15"	RCP	-
P-27B	S-27B	S-27C	84	992.52	993.14	0.74%	15"	RCP	-
P-27C	S-27A	S-27D	29	992.45	992.95	1.72%	15"	RCP	-
P-28	S-25	S-28	74	981.61	981.98	0.50%	21"	RCP	-
P-29	S-28	S-29	131	981.98	982.64	0.50%	21"	RCP	-
P-29A	S-29	S-29A	25	983.39	983.72	1.32%	12"	RCP	-
P-29B	S-29A	S-29B	9	983.72	983.77	0.56%	12"	RCP	-
P-29C	S-29B	S-29C	27	983.77	983.91	0.52%	12"	RCP	-
P-30	S-29	S-30	45	982.69	984.03	2.98%	18"	RCP	-
P-31	S-30	S-31	219	984.03	989.60	2.54%	18"	RCP	-
+ P-32	S-31	S-32	186	989.60	992.64	1.63%	18"	RCP	-
* P-33	S-33	S-34	255	977.50	978.00	0.20%	18"	RCP	-
^ P-34	S-21A	S-35	165	978.58	978.99	0.25%	18"	RCP	-
^ P-35	S-35	S-36	34	978.99	979.70	2.09%	18"	RCP	-
^ P-36	S-35	S-37	110	978.99	979.27	0.25%	12"	RCP	NCM

STANDARD NOTES:

- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- 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
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.
- 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 ELIA E ACOSTA OF CITY ENGINEERING AT (608) 266-4096 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608)264-9275.

PLOT SCALE: --- PLOT NAME: --- REV. DATE: ---

ORIGINATOR: CITY OF MADISON STREETS DIVISION

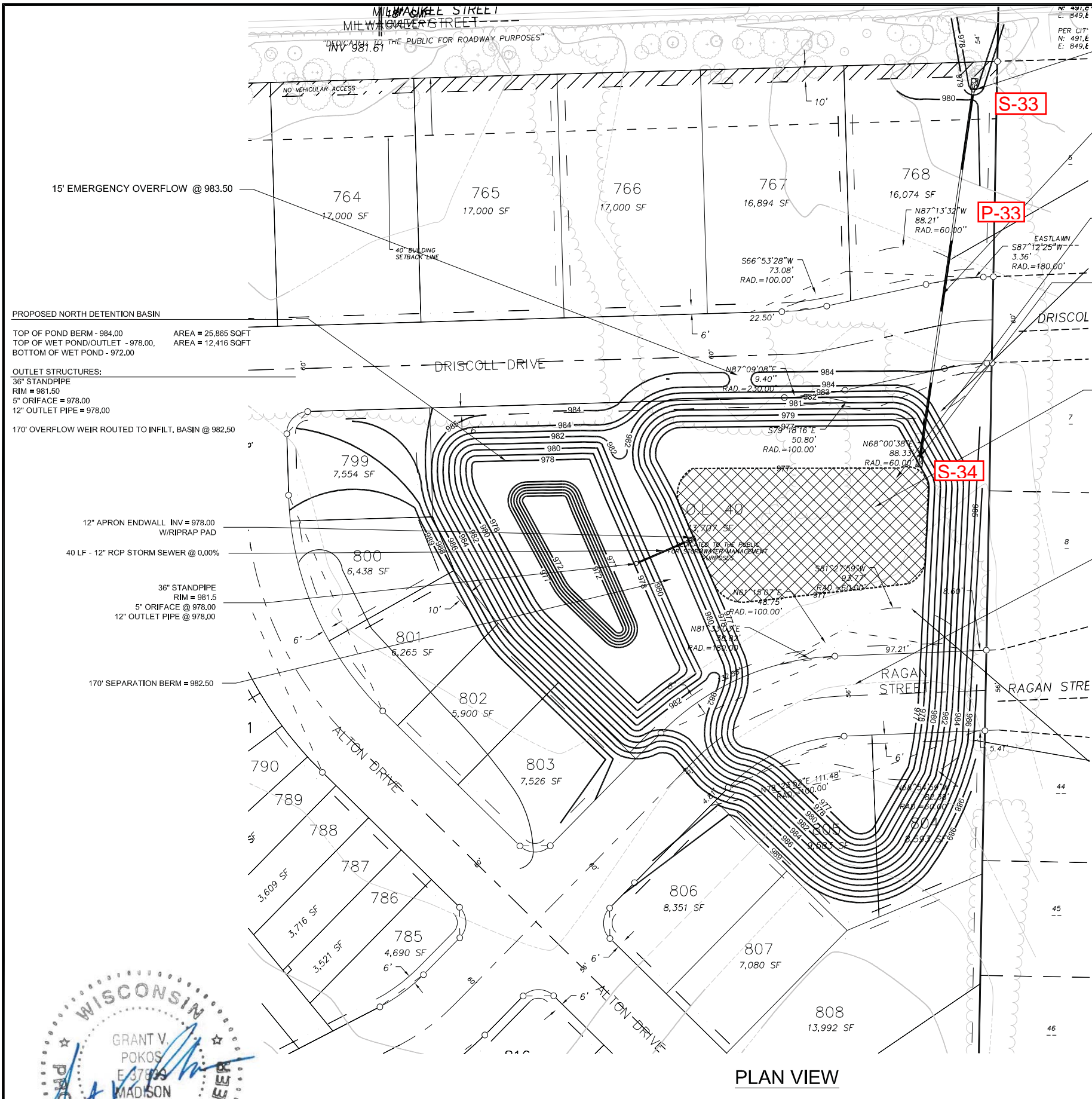
GENERAL NOTES:

1. ALL SITE WORK AND MATERIALS SHALL BE PER THE CITY OF MADISON STANDARD SPECIFICATIONS.
2. EROSION CONTROL MEASURES SHALL BE PLACED PER THE APPROVED EROSION CONTROL PLAN.
3. LENGTHS OF CULVERTS INCLUDE ENDWALLS.
4. CULVERT LENGTHS SHALL BE FIELD VERIFIED DURING CONSTRUCTION TO ENSURE THAT THEY ARE LONG ENOUGH TO CONFORM TO TYPICAL CROSS SECTION.
5. ALL DISTURBED AREAS SHALL RECEIVE A MINIMUM OF 6" OF TOPSOIL, FERTILIZER, SEED AND MULCH. SEED MIXTURE SHALL BE WISCONSIN DOT SEED MIX #40 OR EQUIVALENT APPLIED AT A RATE OF 5 POUNDS PER 100 SQFT ON ALL DISTURBED AREAS. ANNUAL RYEGRASS AT A RATE OF 1 1/2 POUNDS PER 1000 SQFT SHALL BE ADDED TO THE MIXTURE. FERTILIZER SHALL BE PLACED PER A SOIL TEST. THE INFILTRATION AREA SHALL BE SEEDED WITH A SEED MIX TOLERANT OF FLUCTUATING WATER CONDITIONS.
6. ENGINEERED SOIL IN INFILTRATION BASIN SHALL BE 70-85% SAND & 15-30% COMPOST
7. SEE APPROVED ENGINEERING PLANS FOR SITE STORM SEWER TYPE, LENGTHS, AND SIZES
8. A CERTIFIED SOIL INSPECTOR SHALL CERTIFY THAT THE PROPOSED SOILS TO BE USED FOR THE INFILTRATION BASIN BACKFILL LAYER HAS A MINIMUM INFILTRATION RATE OF 0.5 IN/HR PRIOR TO BACKFILLING. CLEAN SAND OR CLEAR STONE MAY BE USED AS AN ALTERNATIVE BACKFILL MATERIAL.

D'ONOFRIO KOTKE AND ASSOCIATES, INC.
 7530 Westward Way, Madison, WI 53717
 Phone: 608-833-7530 • Fax: 608-833-1089
 YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

PROPOSED SOUTH DETENTION/INFILTRATION BASIN DETAIL - NORTH DRAINAGE AREA
 CROSS SECTION VIEW
GRANDVIEW COMMONS NORTH ADDITION

CITY OF MADISON, WISCONSIN



PROPOSED NORTH DETENTION BASIN
 TOP OF POND BERM - 984.00 AREA = 25,865 SQFT
 TOP OF WET POND/OUTLET - 978.00, AREA = 12,416 SQFT
 BOTTOM OF WET POND - 972.00

OUTLET STRUCTURES:
 36" STANDPIPE
 RIM = 981.50
 5" ORIFACE @ 978.00
 12" OUTLET PIPE = 978.00

170' OVERFLOW WEIR ROUTED TO INFILT. BASIN @ 982.50

12" APRON ENDWALL INV = 978.00 W/RIPRAP PAD

40 LF - 12" RCP STORM SEWER @ 0.00%

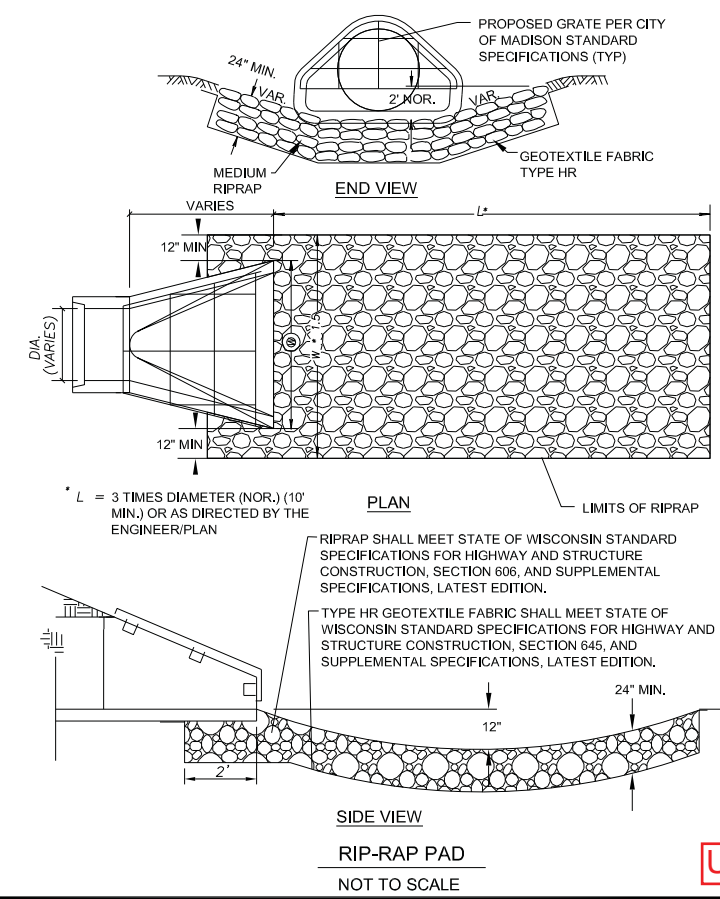
36" STANDPIPE
 RIM = 981.5
 5" ORIFACE @ 978.00
 12" OUTLET PIPE @ 978.00

170' SEPARATION BERM = 982.50



PROPOSED WET DETENTION/INFILTRATION BASIN DETAIL

PLAN VIEW

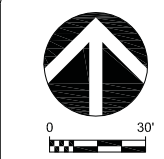


SIDE VIEW

RIPRAP PAD

NOT TO SCALE

U-15



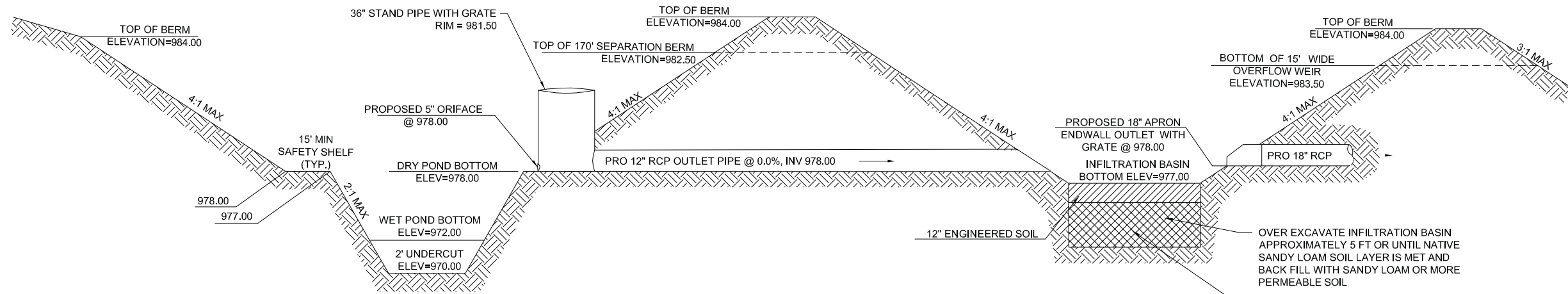
DATE: 06-24-14

REVISED:

DRAWN BY: GVP

FN: 12-05-121

Sheet Number:



NOTE: DO NOT DISTURB EXISTING WETLAND DURING CONSTRUCTION. PLACE SILT FENCE AROUND WETLAND PRIOR TO CONSTRUCTION

NOTE: A CERTIFIED SOIL INSPECTOR SHALL CERTIFY THAT THE PROPOSED SOILS TO BE USED FOR THE BACKFILL LAYER HAS A MINIMUM INFILTRATION RATE OF 0.50 IN/HR PRIOR TO BACKFILLING. CLEAN SAND OR CLEAR STONE MAY BE USED AS AN ALTERNATIVE BACKFILL MATERIAL.

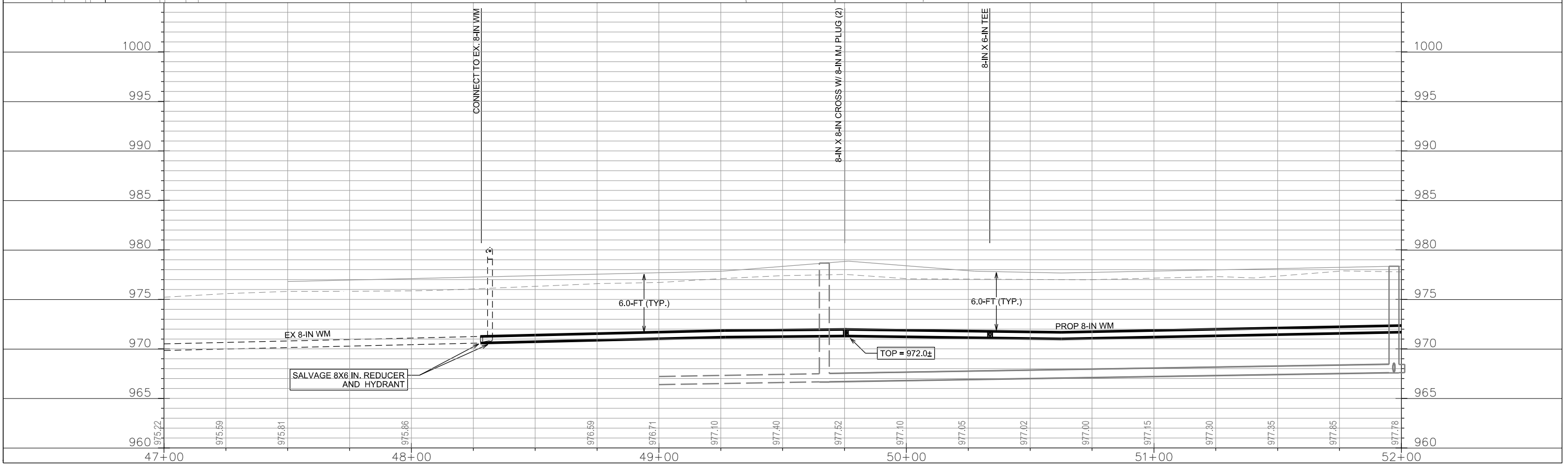
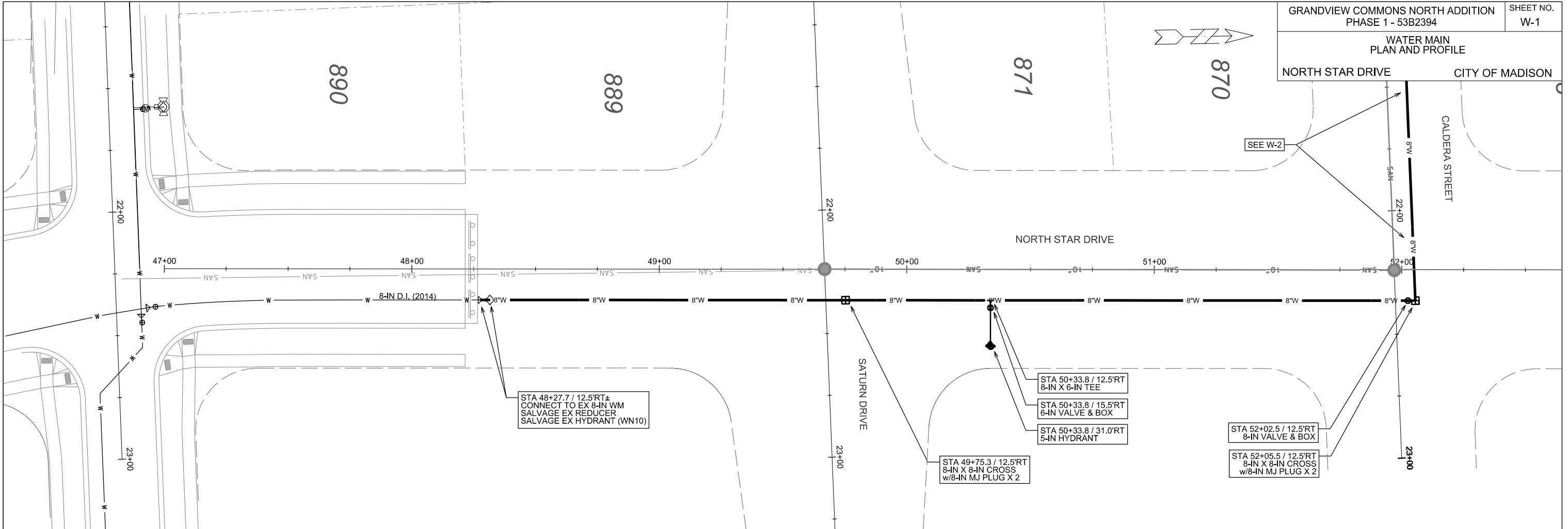
PROFILE VIEW

PROPOSED NORTH WET DETENTION/INFILTRATION BASIN DETAIL
NOT TO SCALE



DATE:	06-24-14
REVISED:	
DRAWN BY:	GVP
FN:	12-05-121
Sheet Number:	2 OF 3



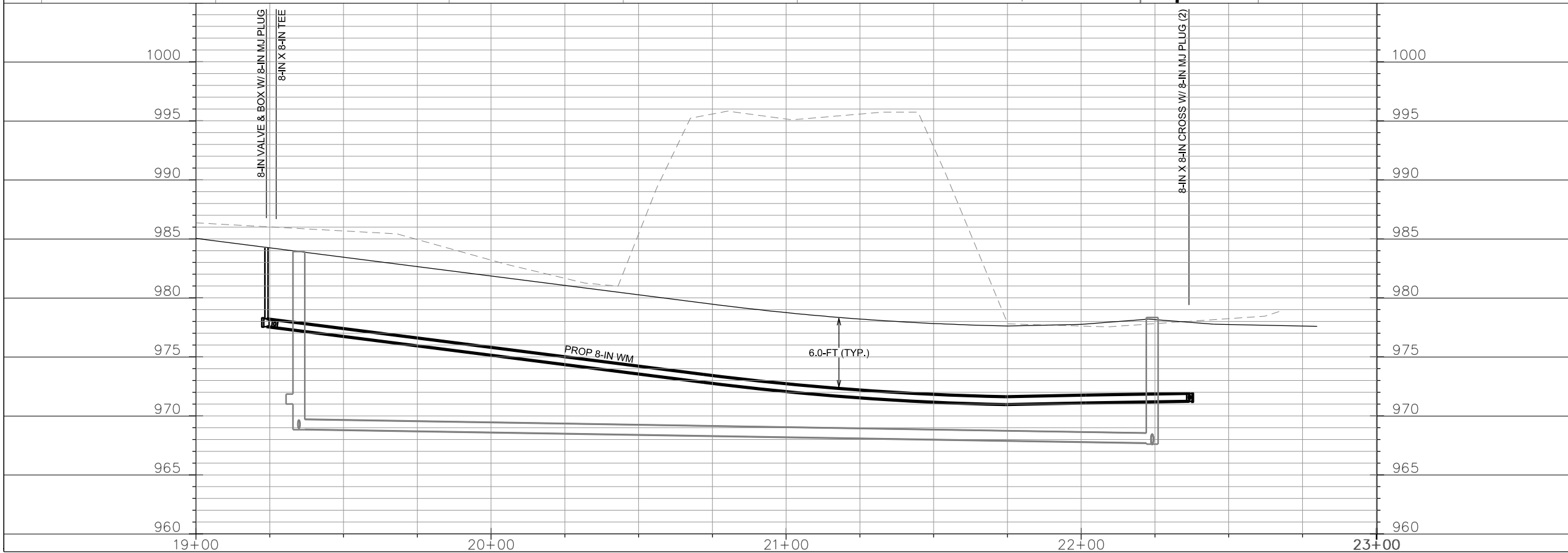
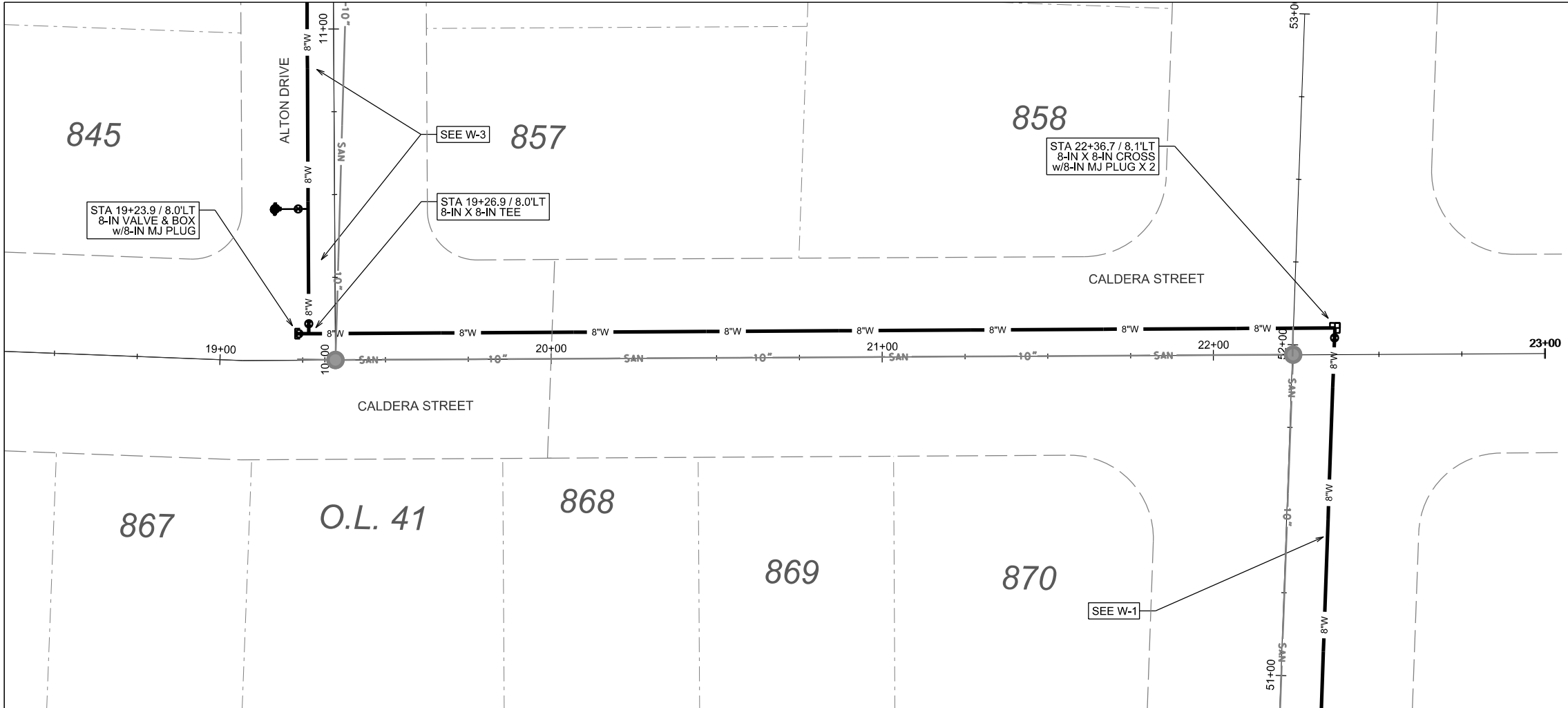


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

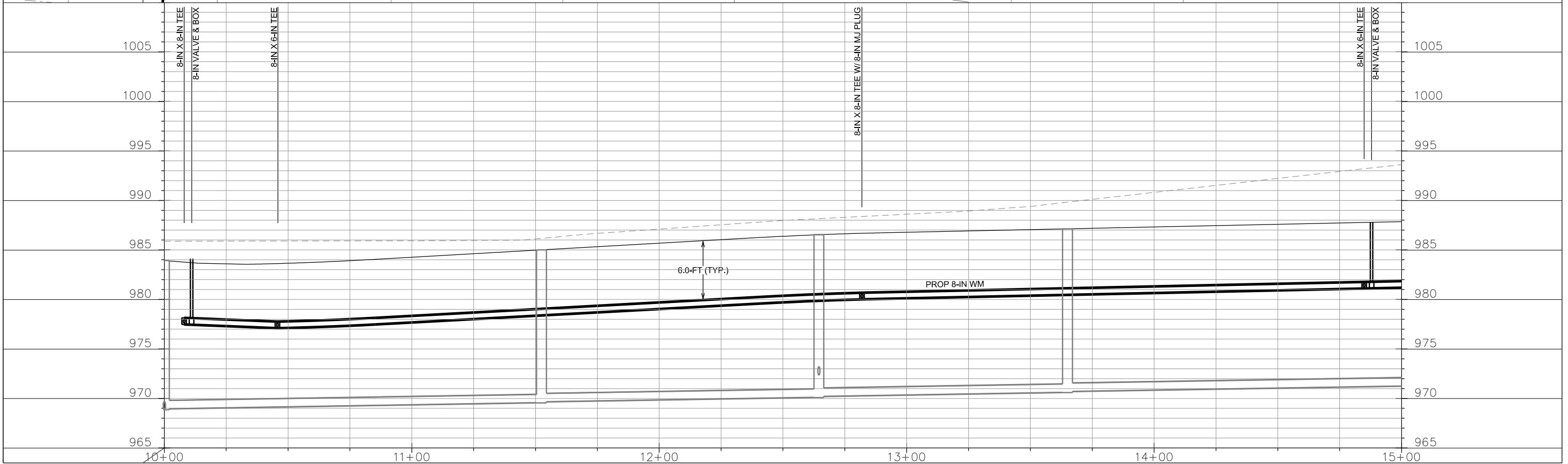
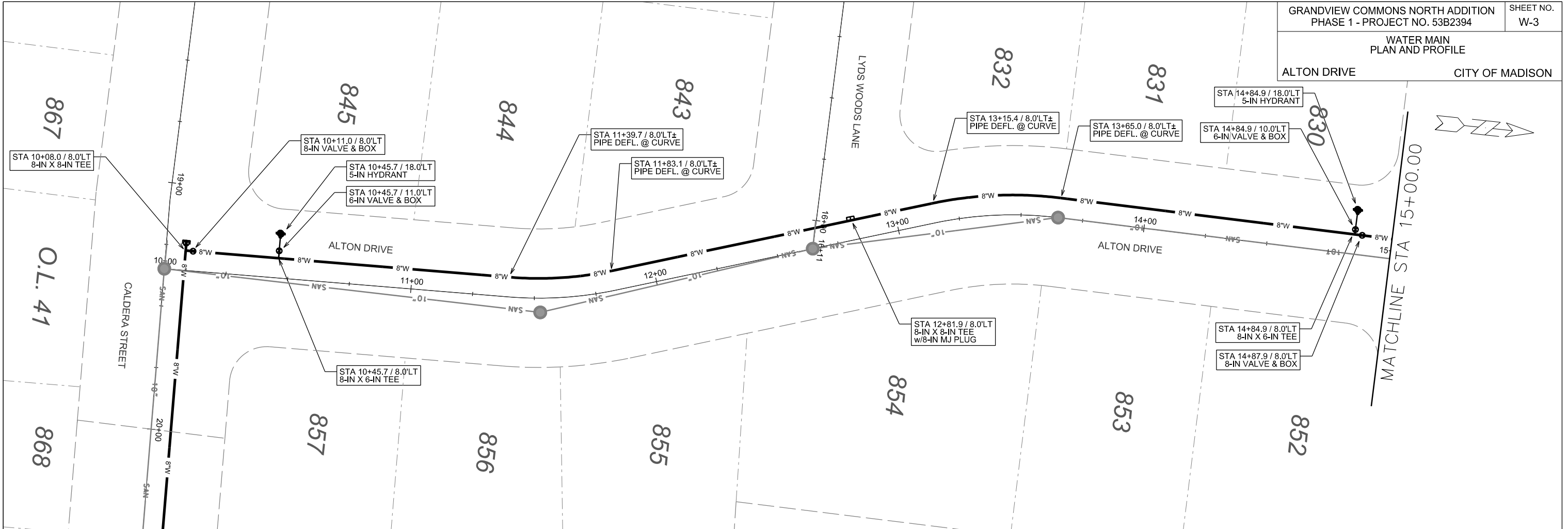


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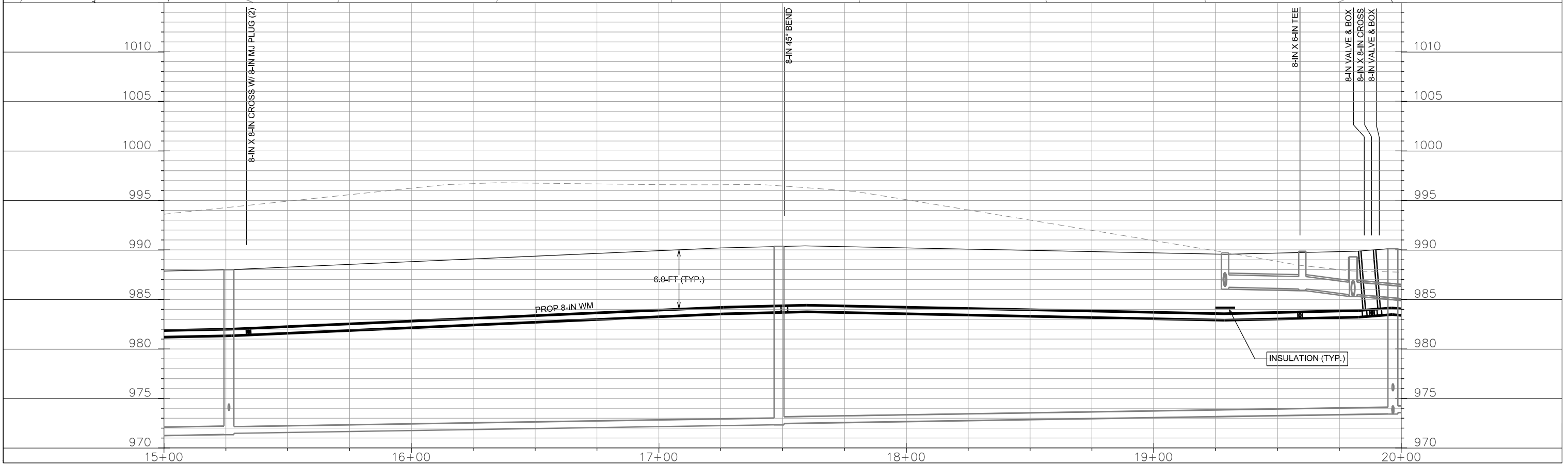
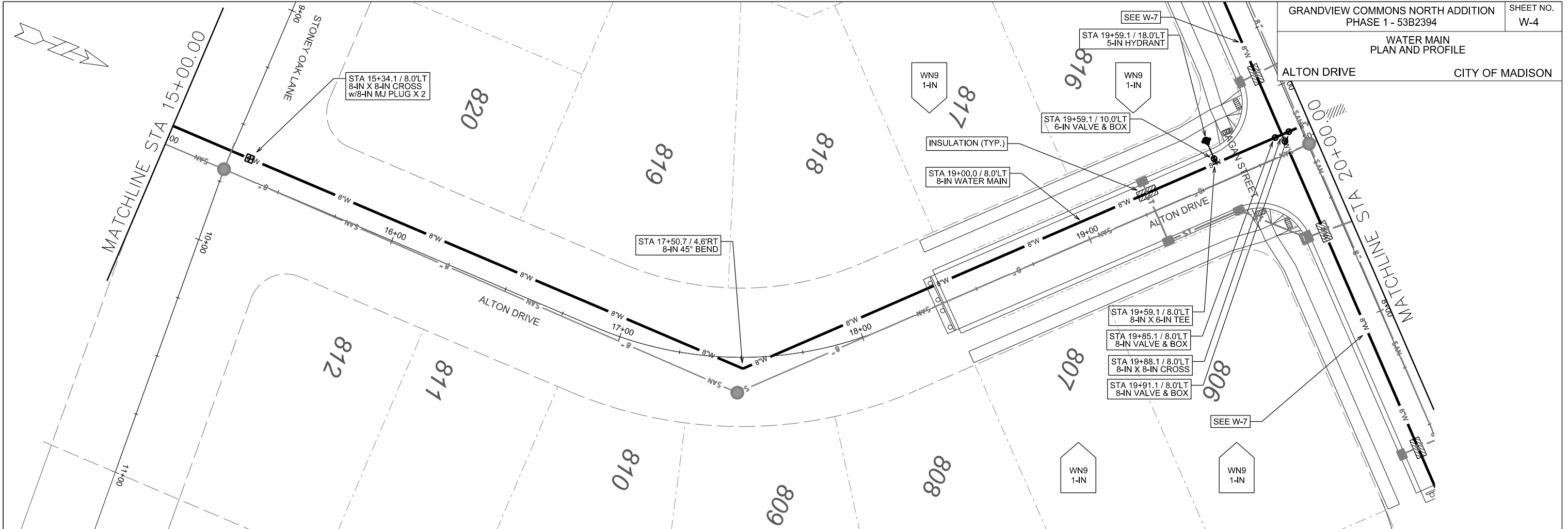


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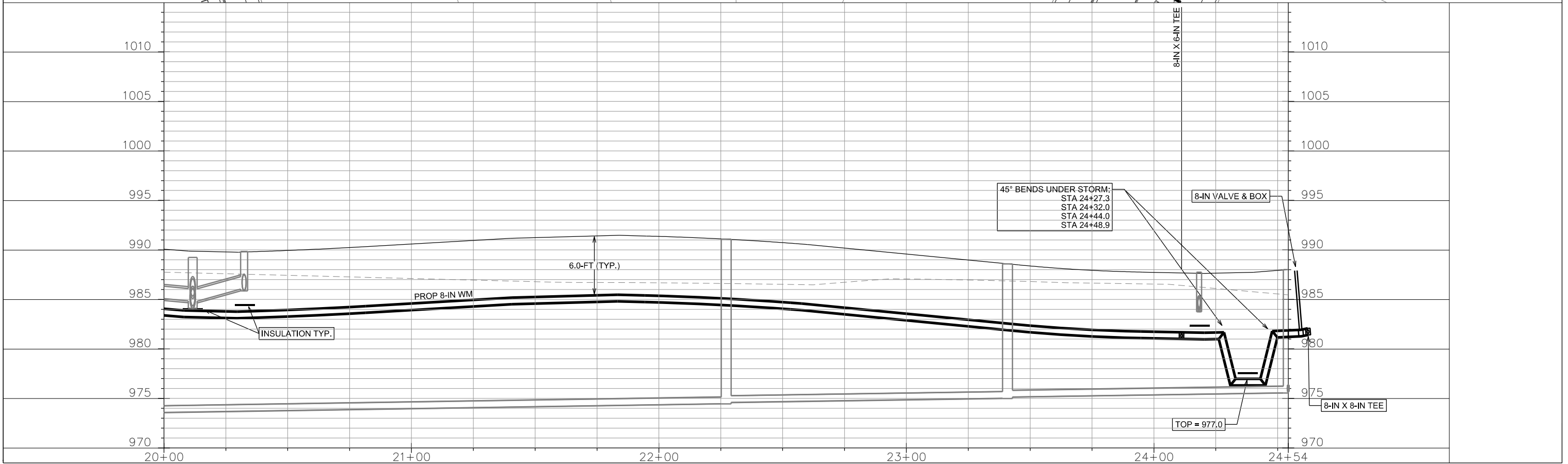
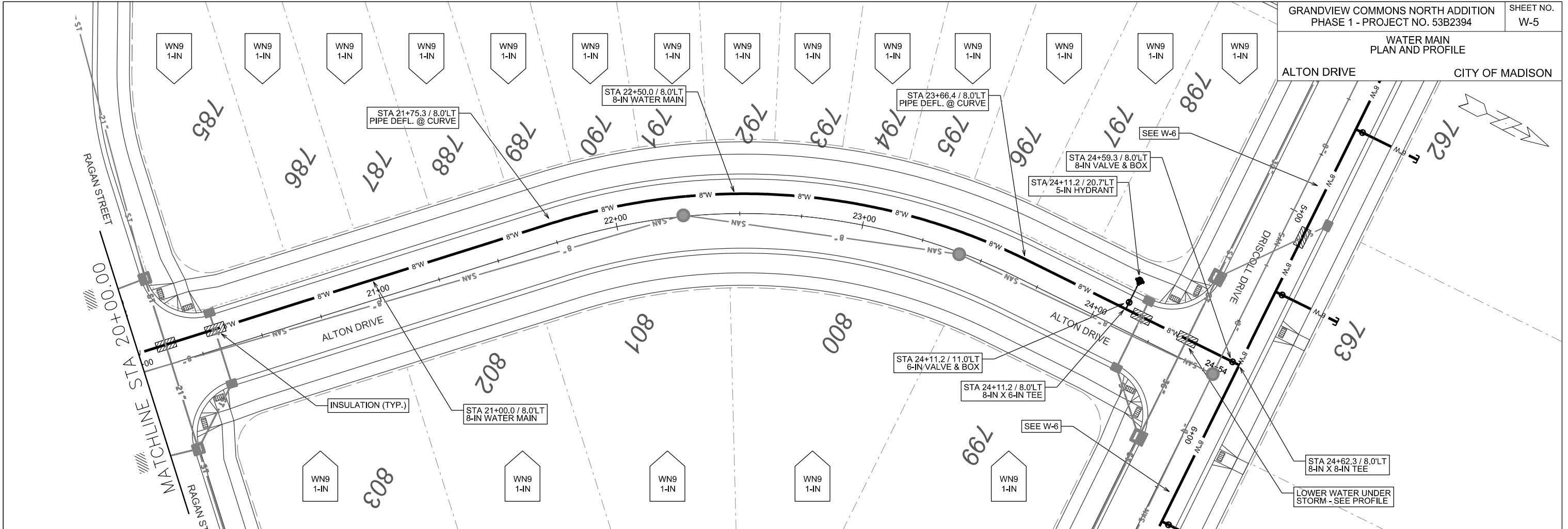


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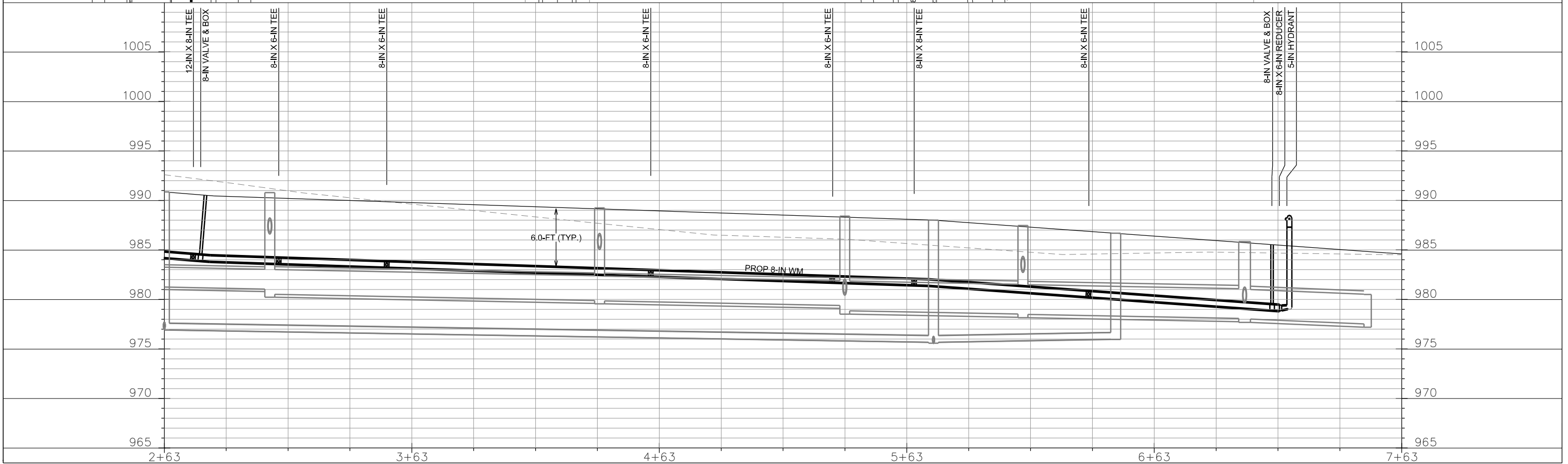
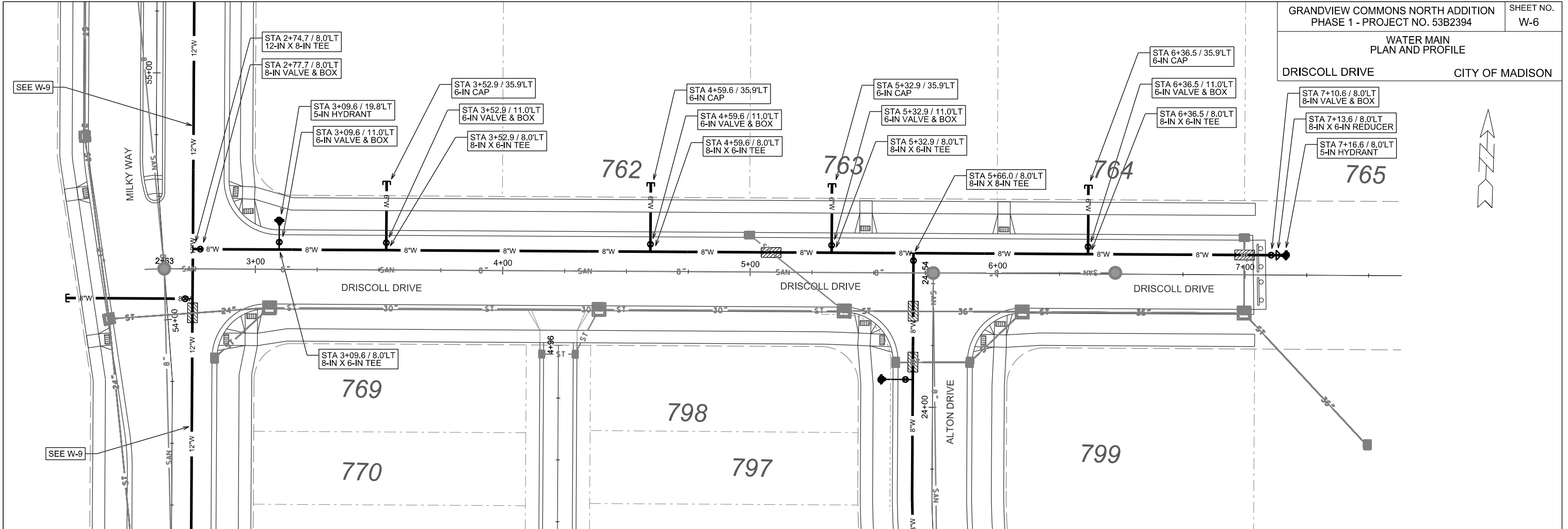


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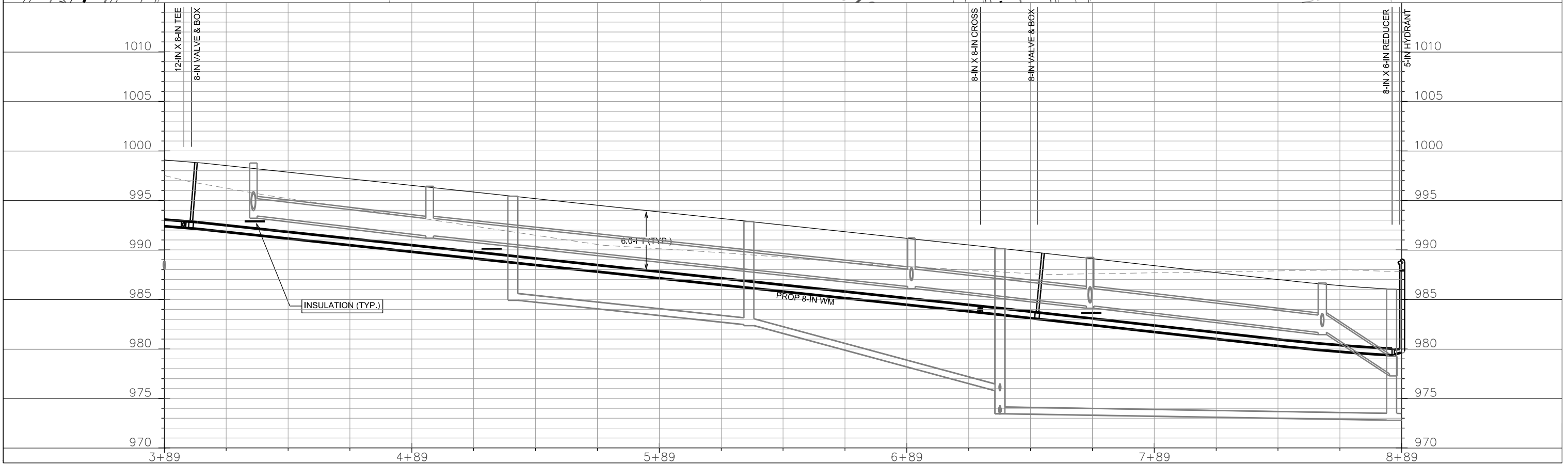
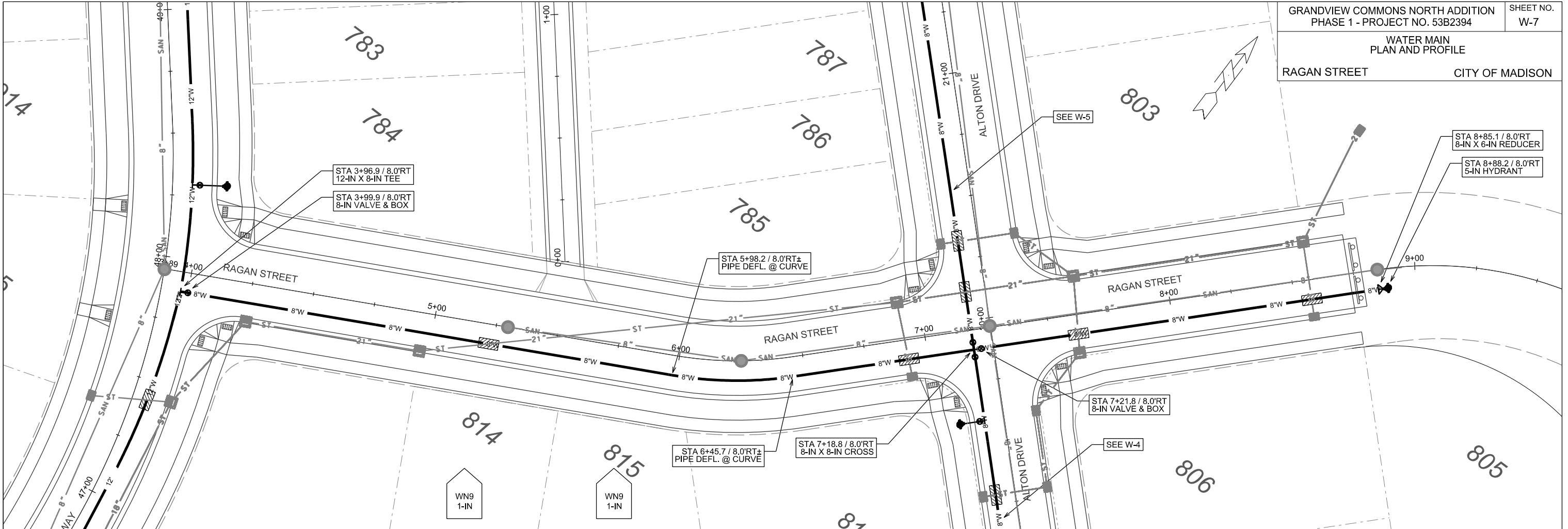


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ORIGINATOR: CITY OF MADISON, STREETS DIVISION



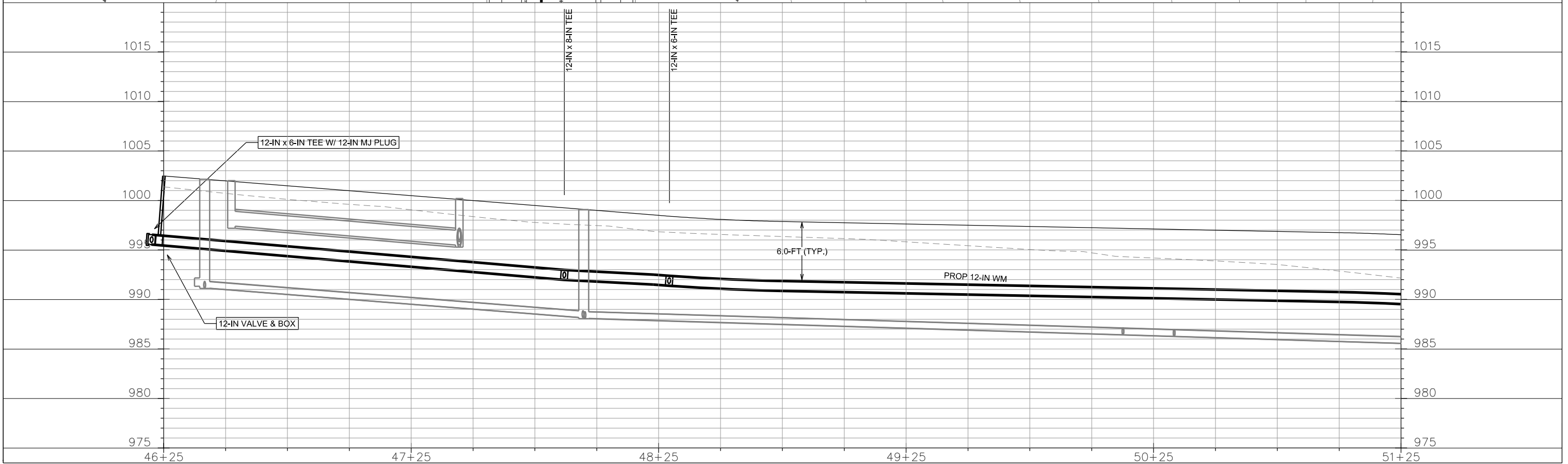
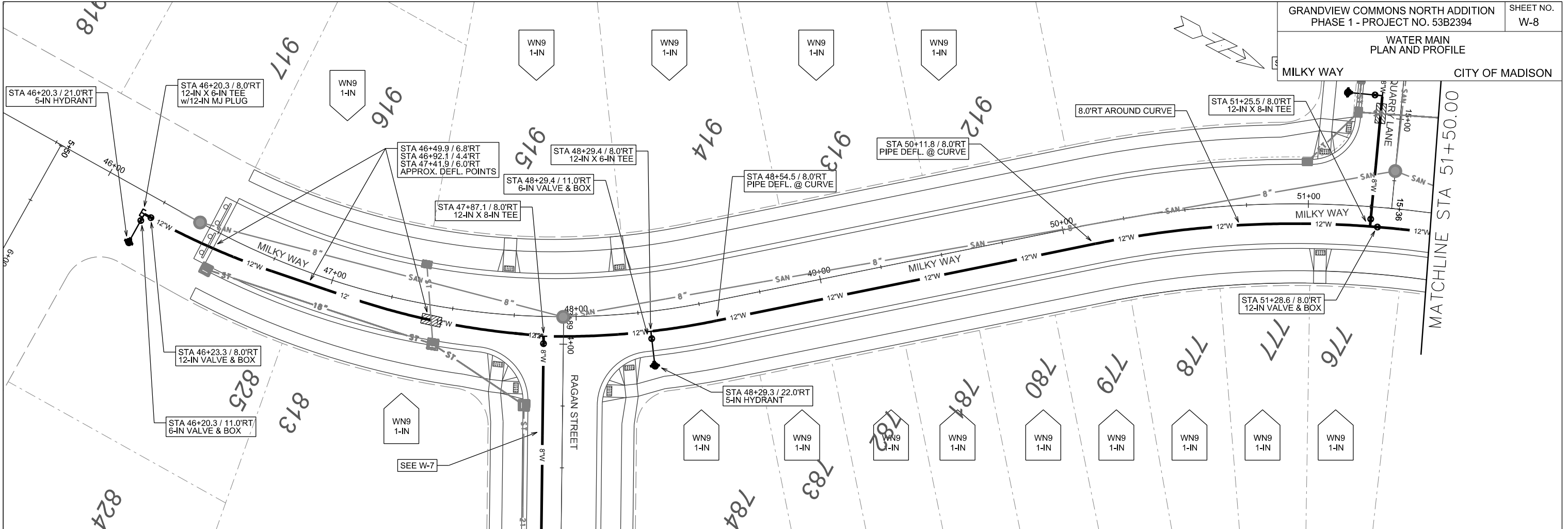
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ORIGINATOR: CITY OF MADISON, STREET'S DIVISION

WATER MAIN
 PLAN AND PROFILE
 CITY OF MADISON



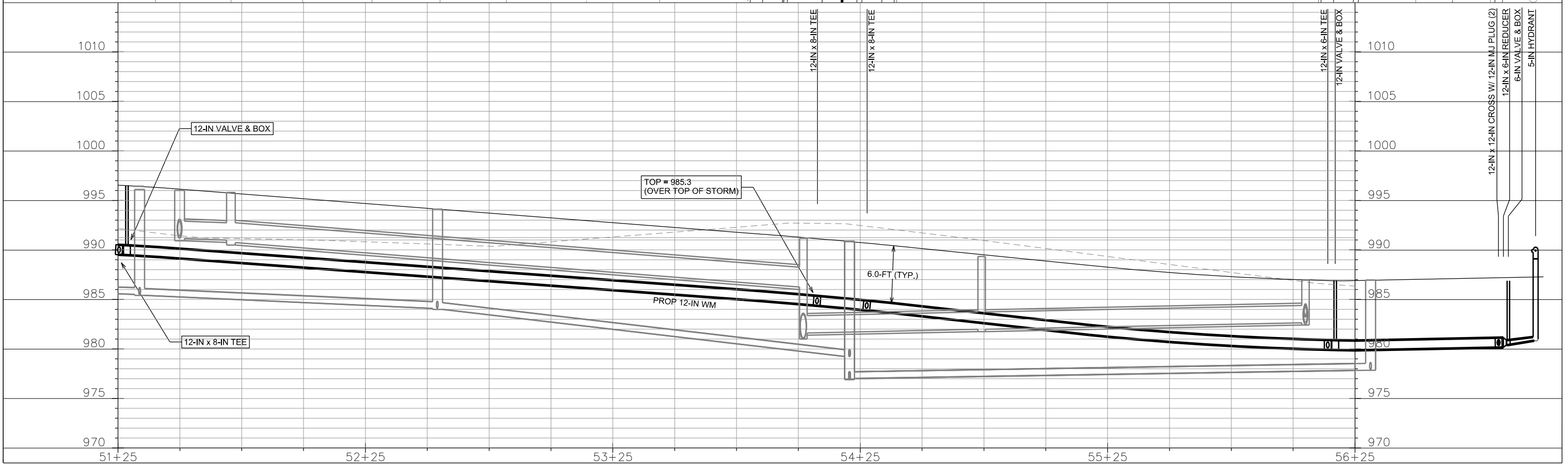
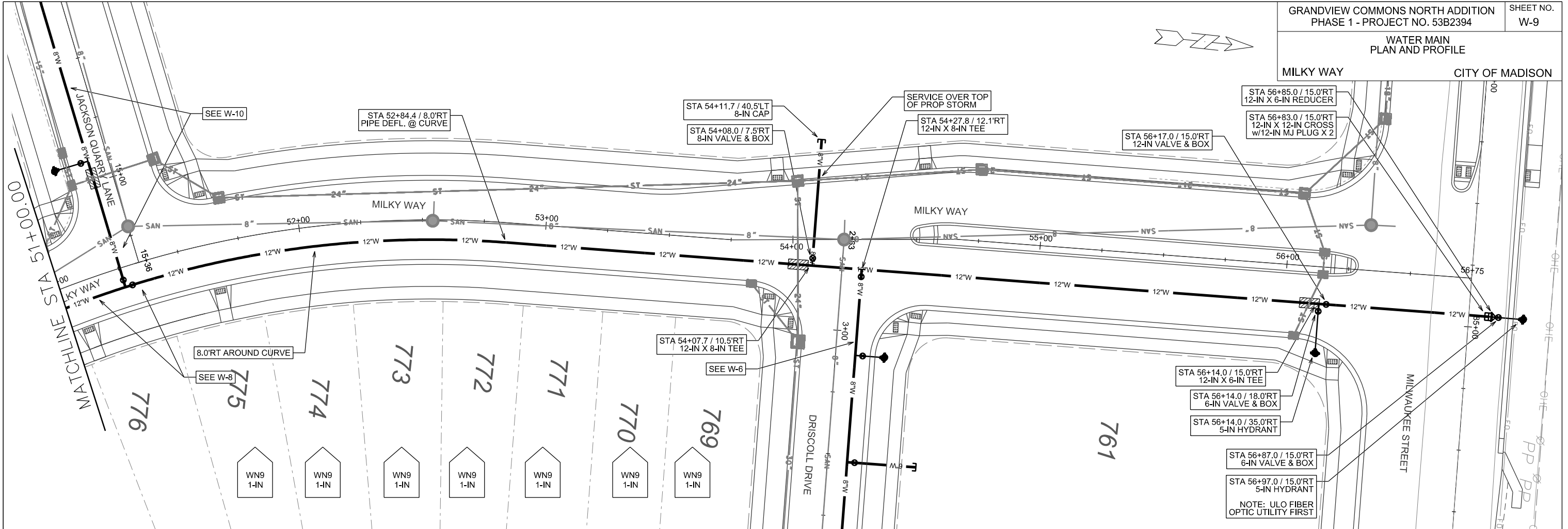
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PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER MAIN
 PLAN AND PROFILE

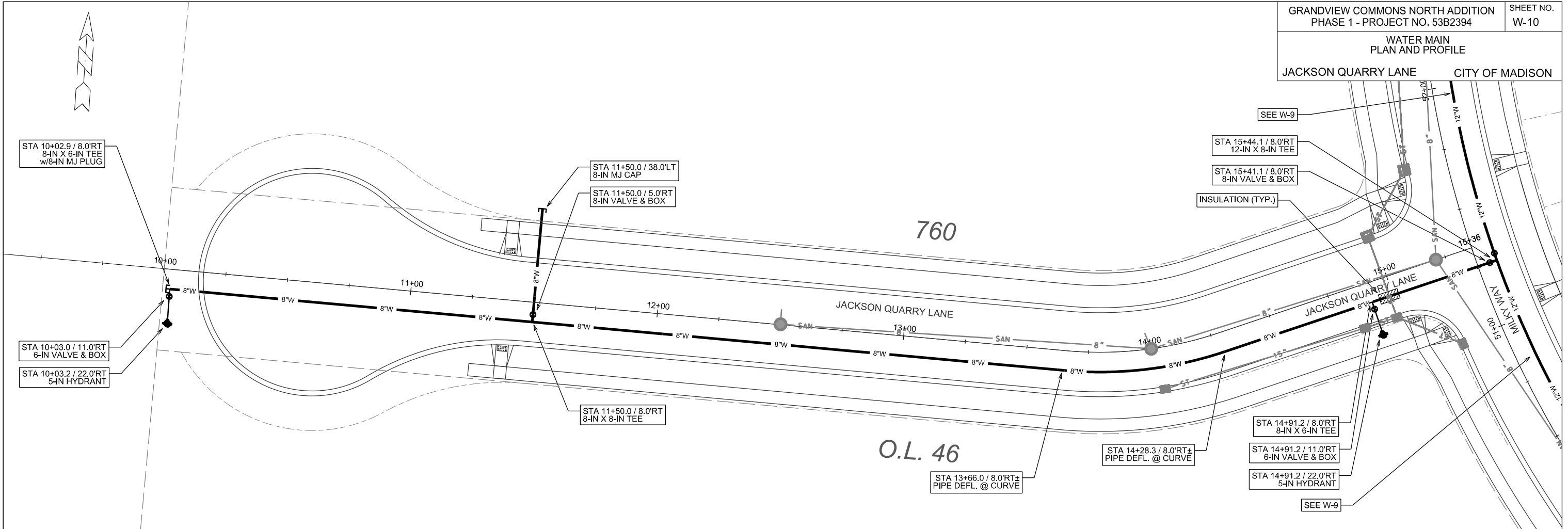


PLOT SCALE:

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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 DISTRUPTION 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.

280-FT - 6-IN PIPE
3740-FT - 8-IN PIPE

4500-FT - POLYWRAP

16 - 6-IN VALVE & BOX
14 - 8-IN VALVE & BOX

5 - 8-IN 45° BEND

12 - 8-IN X 6-IN TEE
3 - 8-IN X 8-IN TEE
4 - 8-IN X 8-IN CROSS

2 - 8-IN X 6-IN REDUCER

9 - 8-IN MJ PLUG

4 - 6-IN CAP
2 - 8-IN CAP

14 - 5-IN HYDRANT

120-FT - 2-IN STYROFOAM INSULATION

1-IN COPPER TUBING (AS REQUIRED)

ESTIMATE OF MATERIALS SUPPLIED BY WATER UTILITY:

1100-FT - 12-IN PIPE

1200-FT - POLYWRAP

3 - 12-IN VALVE & BOX

4 - 12-IN X 8-IN TEE

3 - 12-IN X 6-IN TEE

1 - 12-IN X 12-IN CROSS

1 - 12-IN X 6-IN REDUCER

3 - 12-IN MJ PLUG

SALVAGED MATERIALS

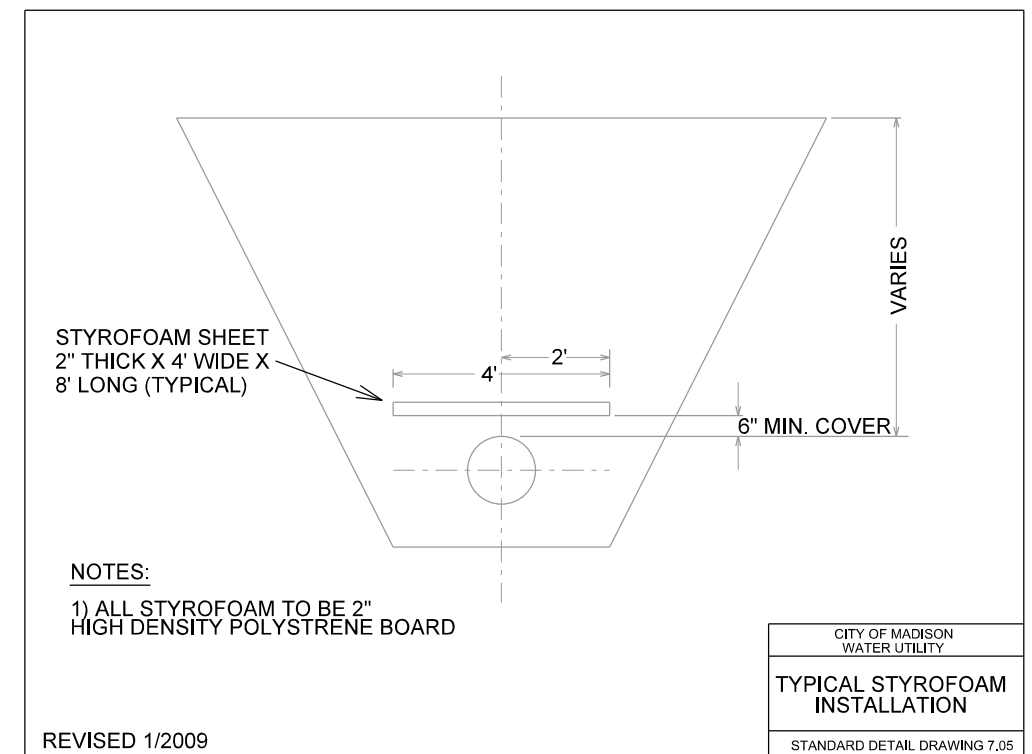
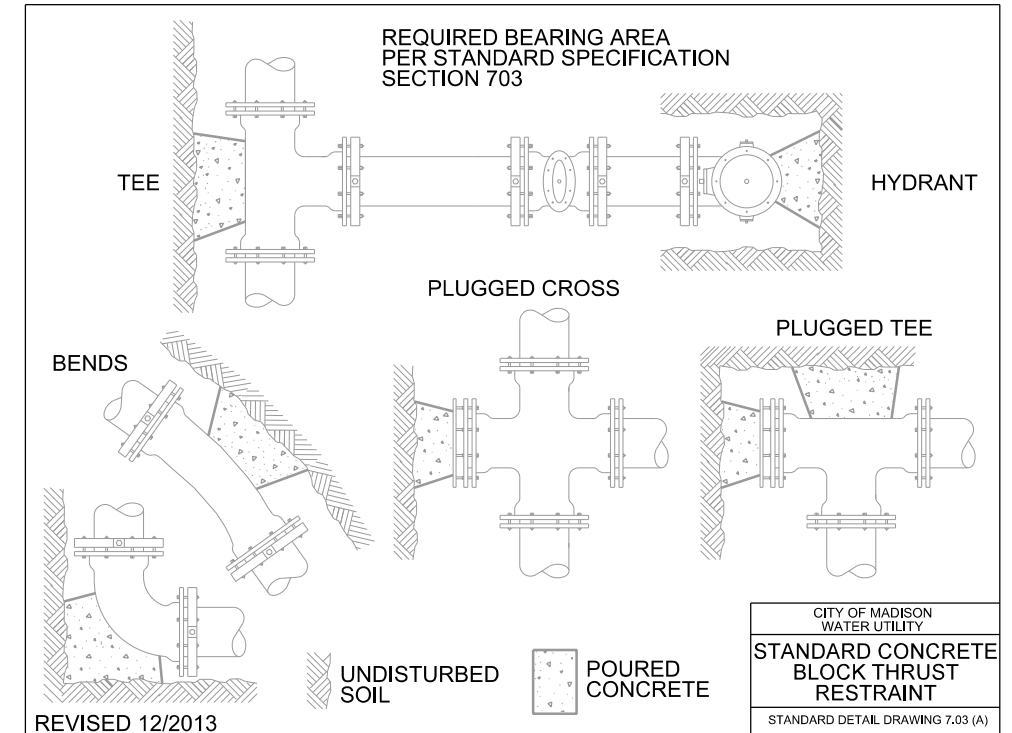
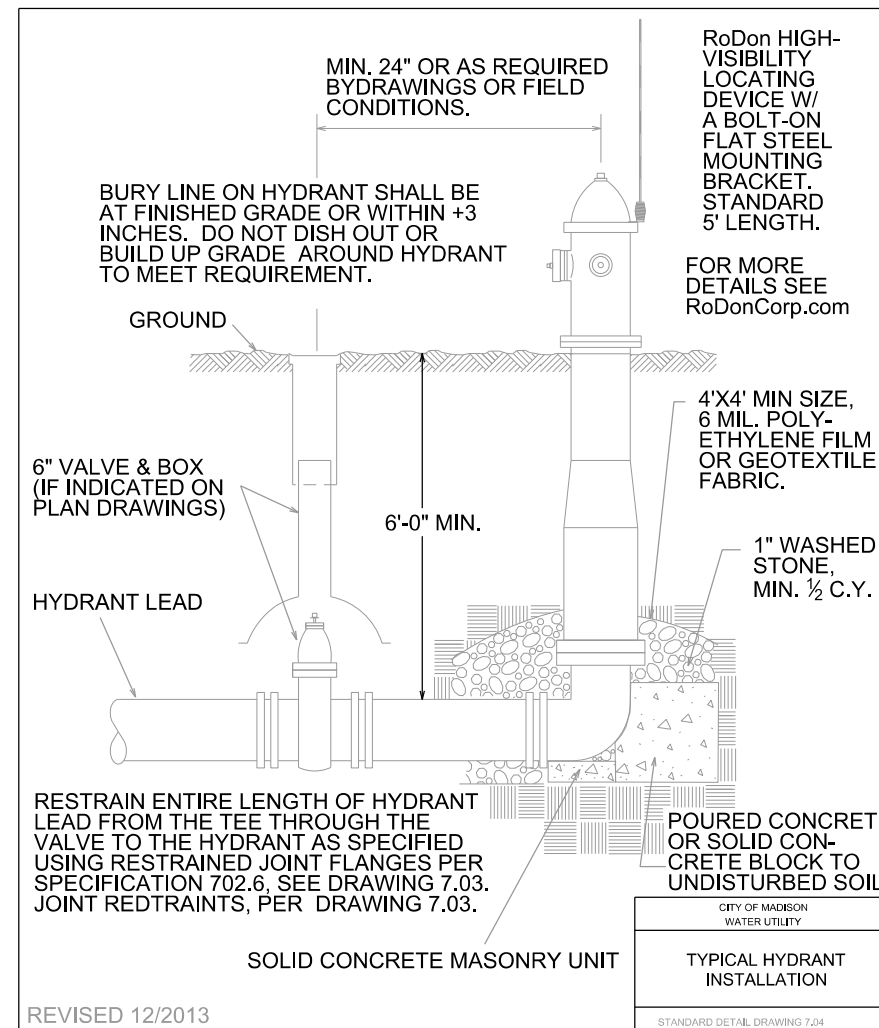
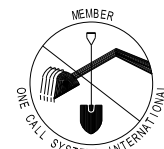
1 - 8-IN X 6-IN REDUCER

1 - 5-IN HYDRANT

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

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

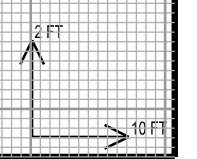
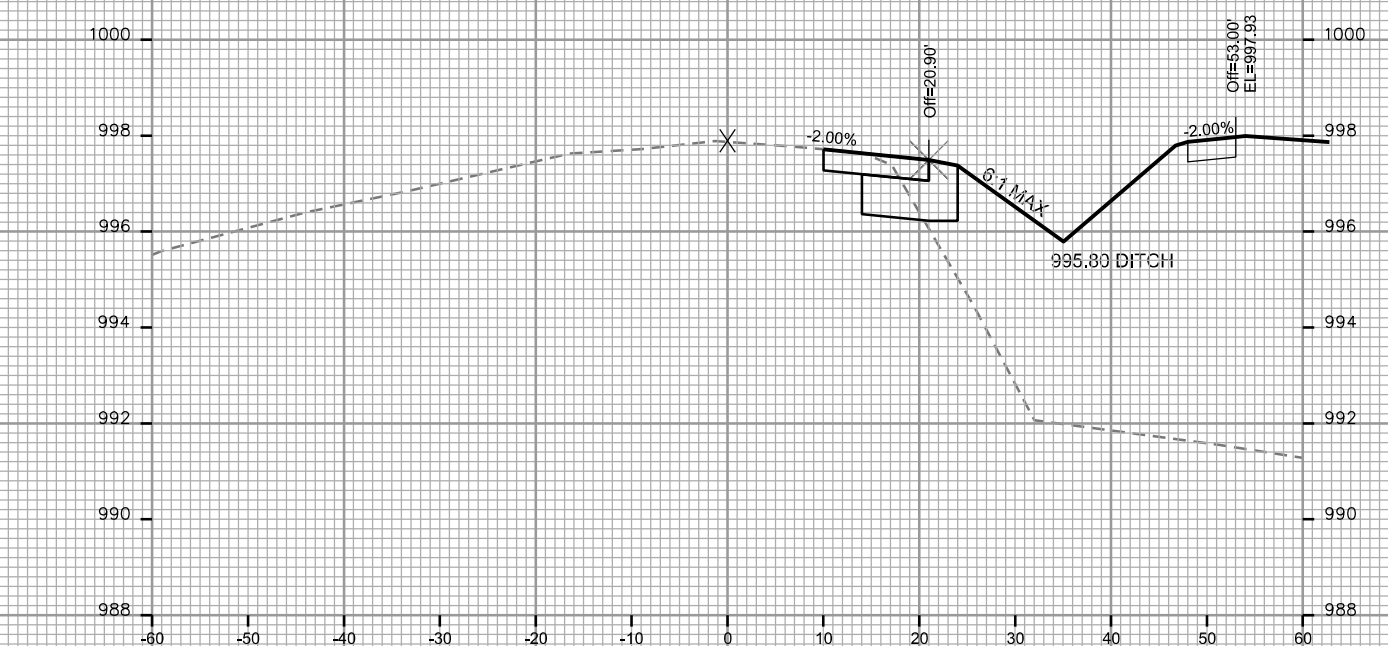
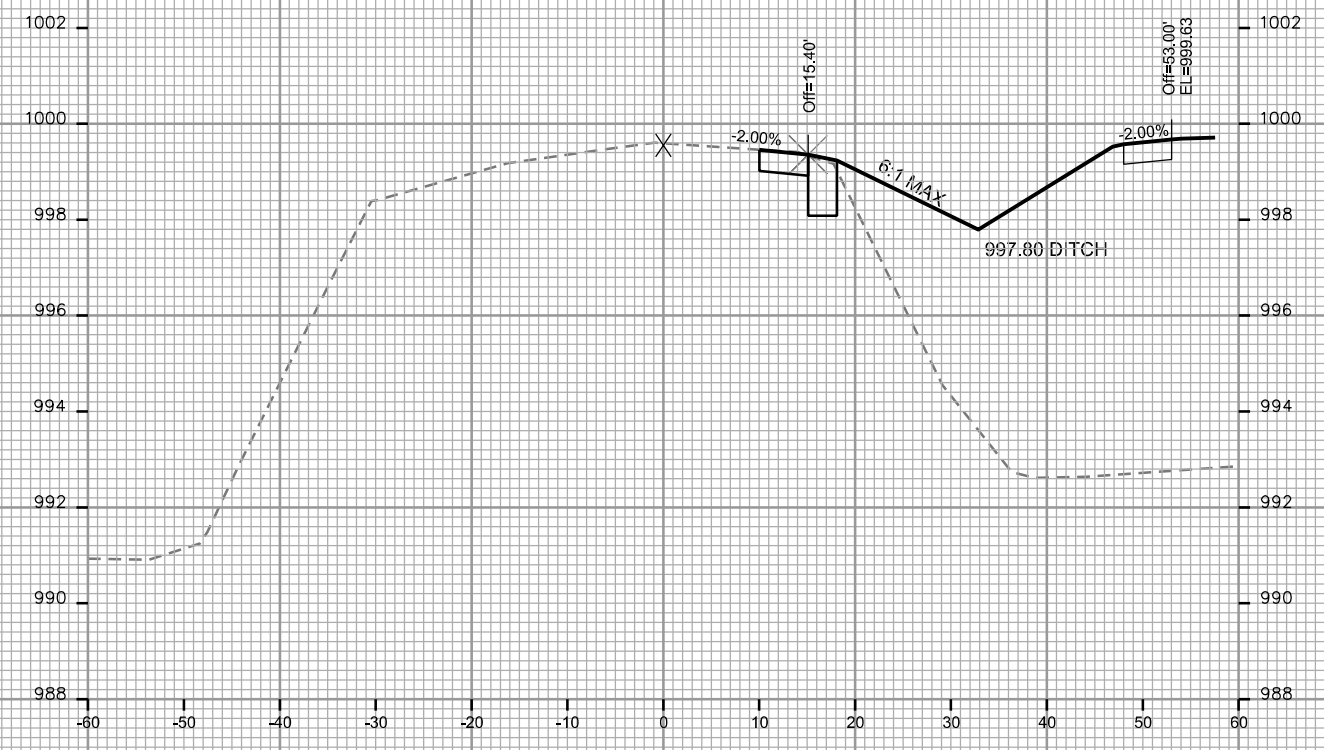
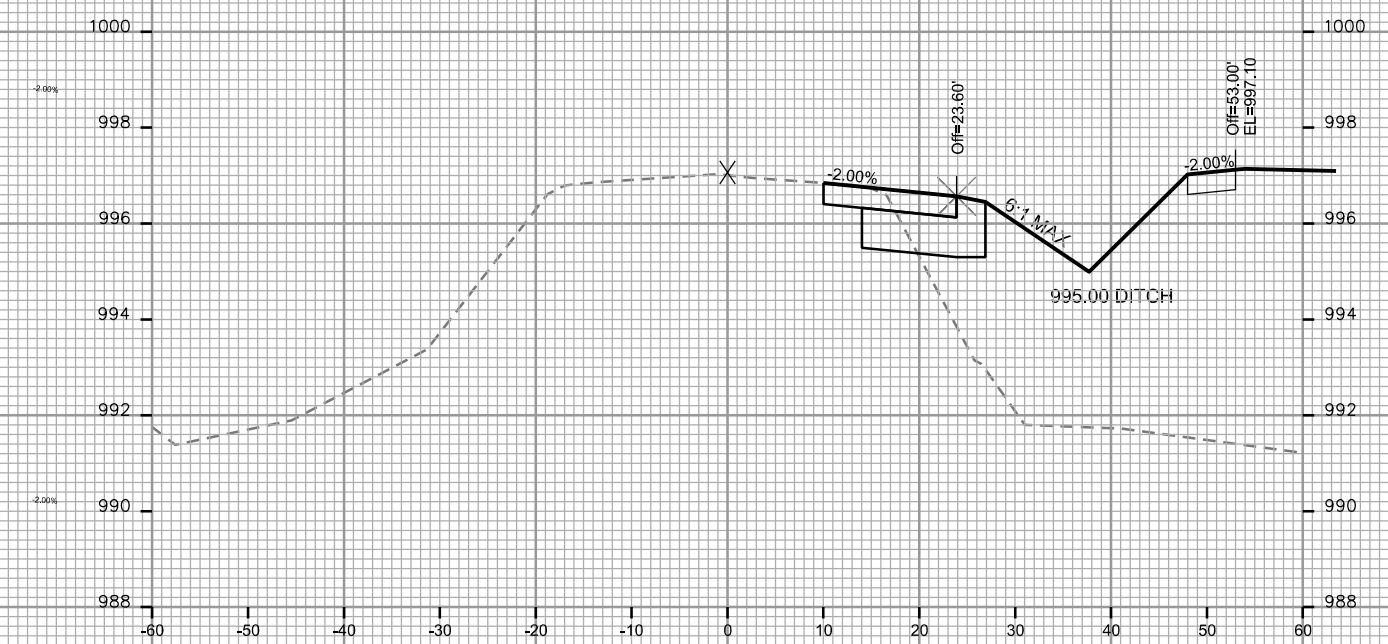
WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.

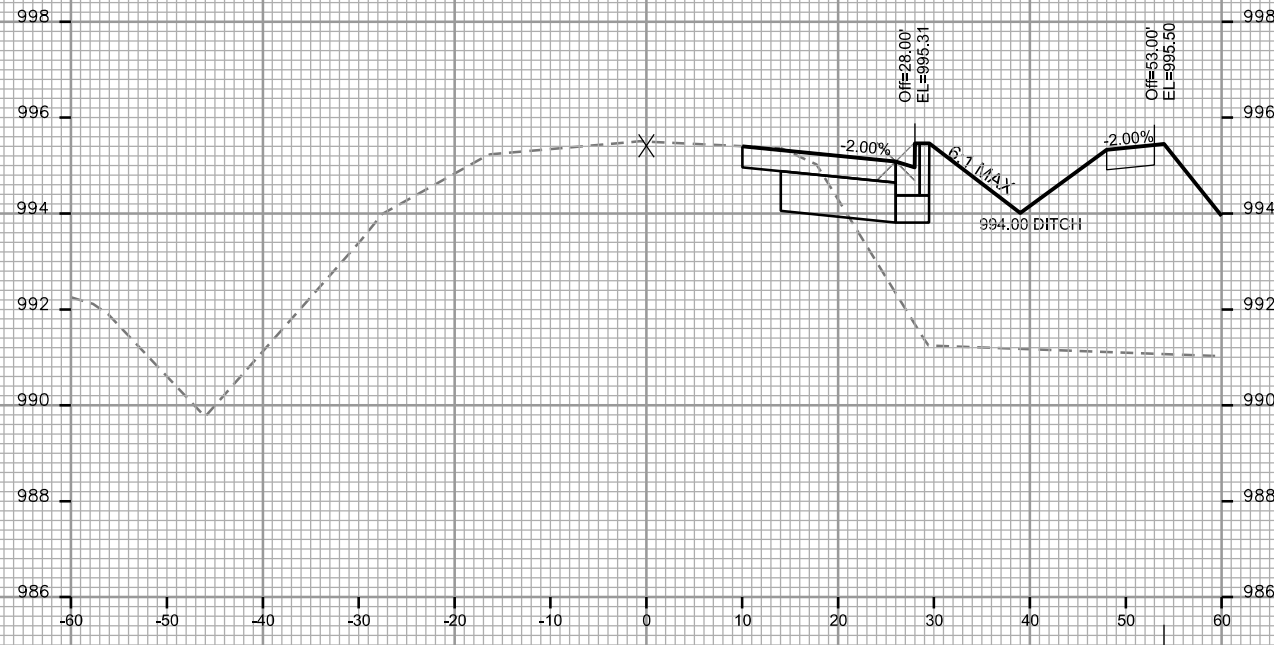


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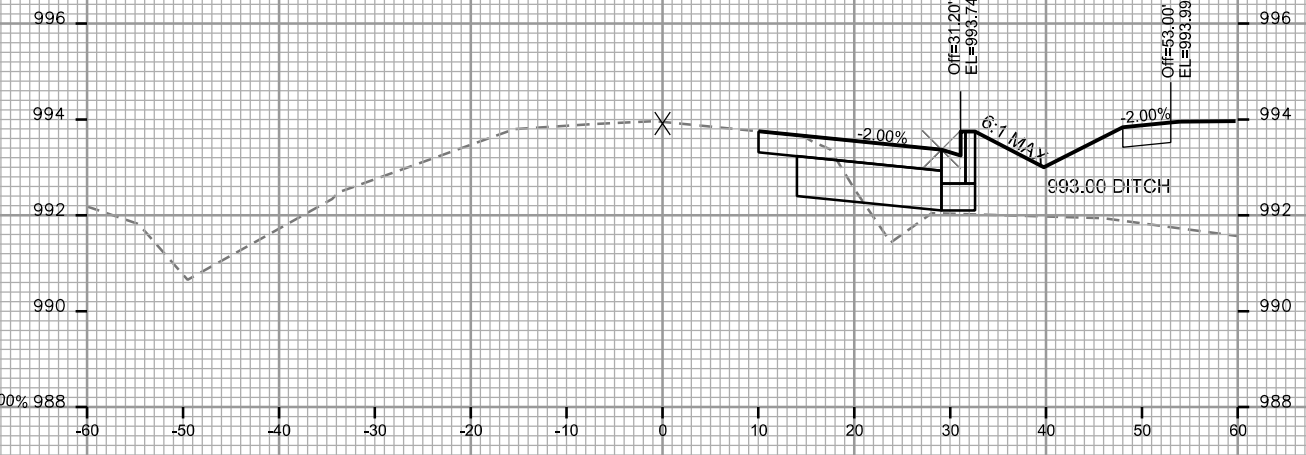
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ORIGINATOR: CITY OF MADISON - STREETS DIVISION

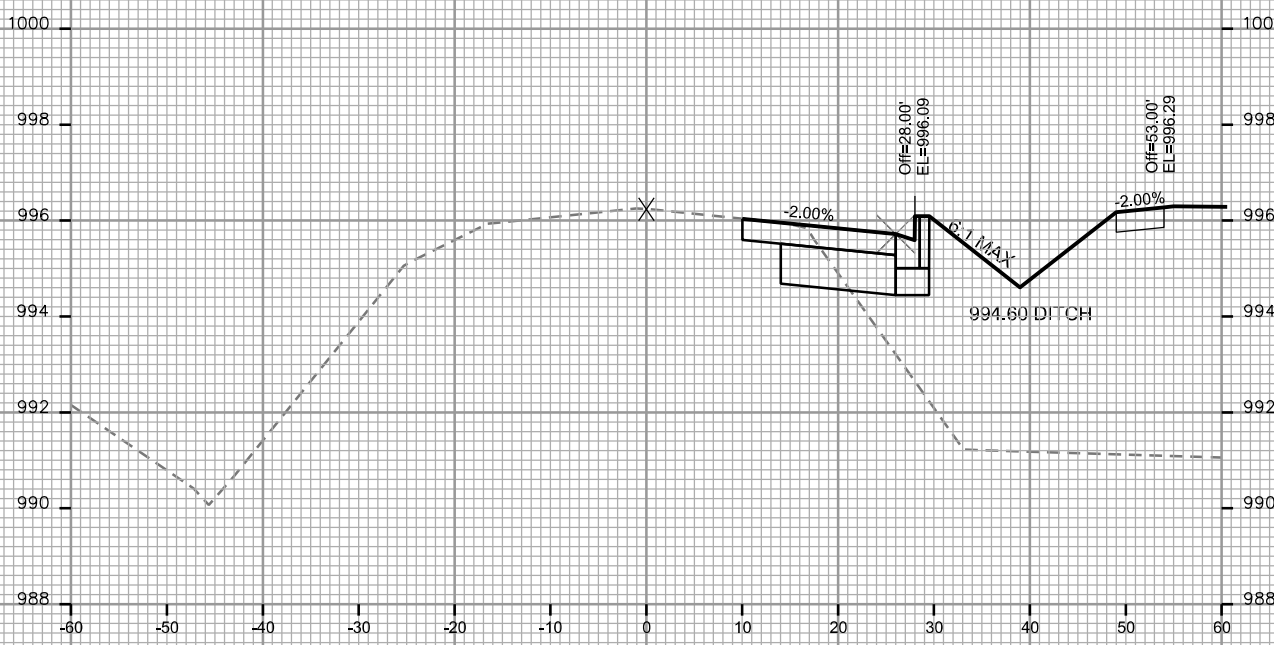




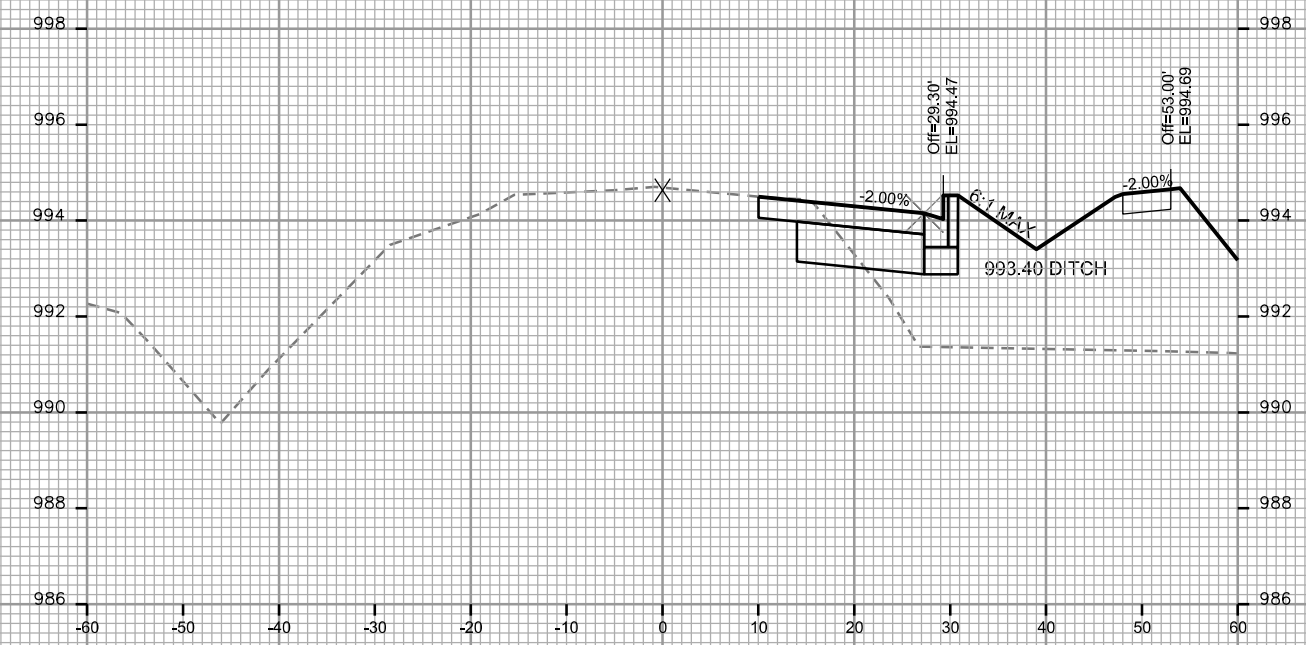
STA. 81+50



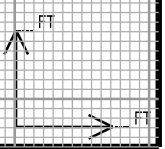
STA. 82+00



STA. 81+25



STA. 81+75



PLOT SCALE: 1"=31'
 PLOT NAME: 9%

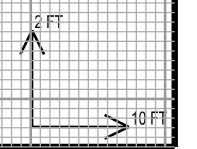
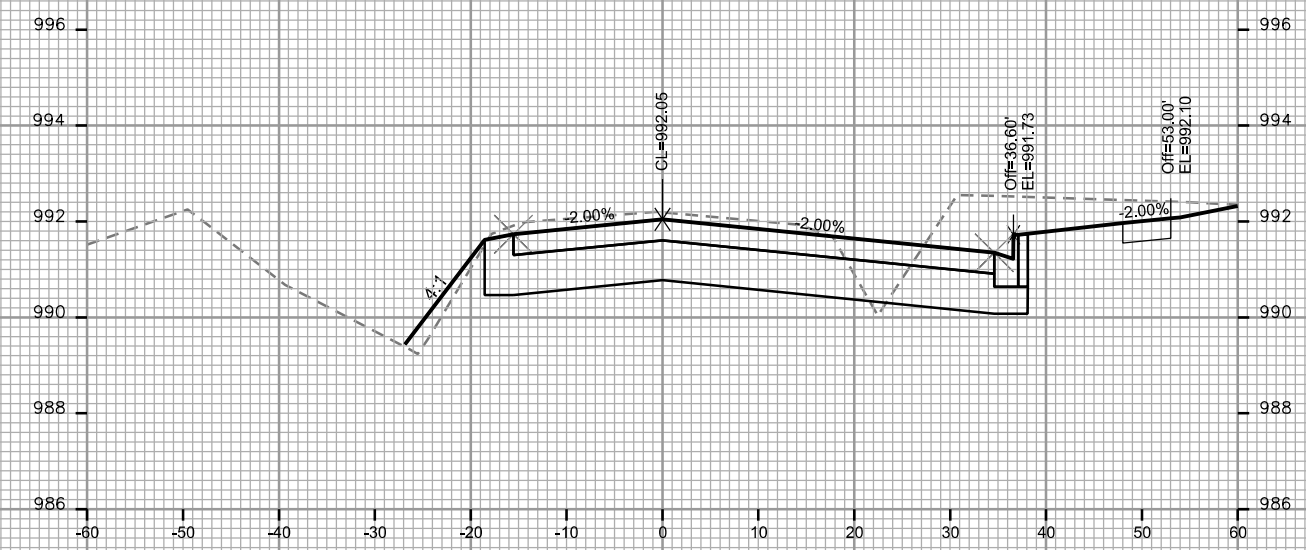
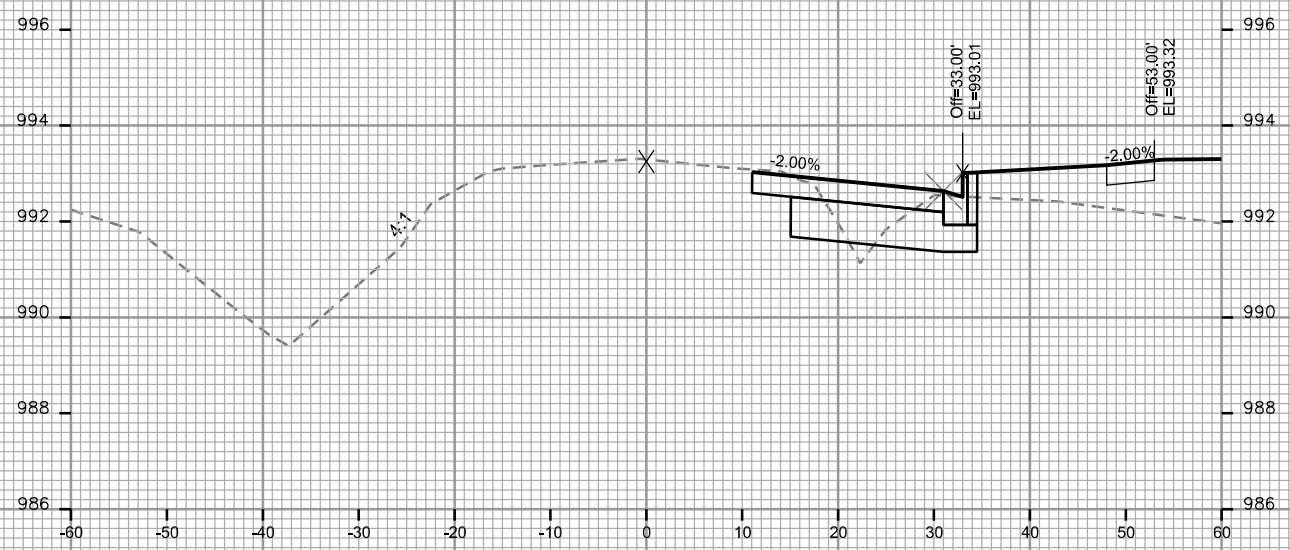
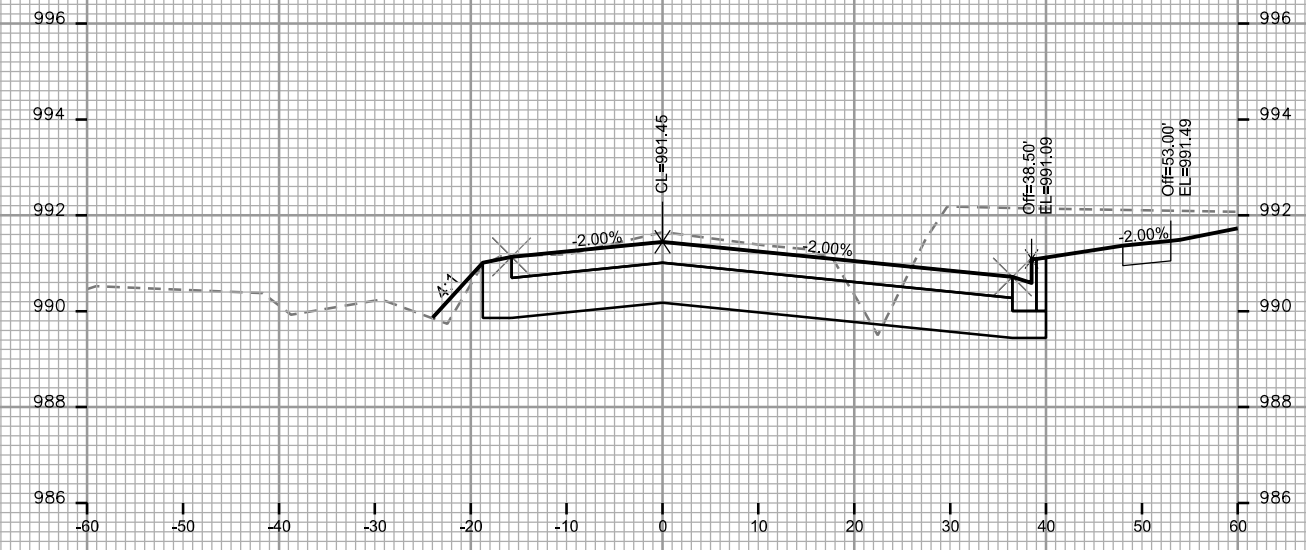
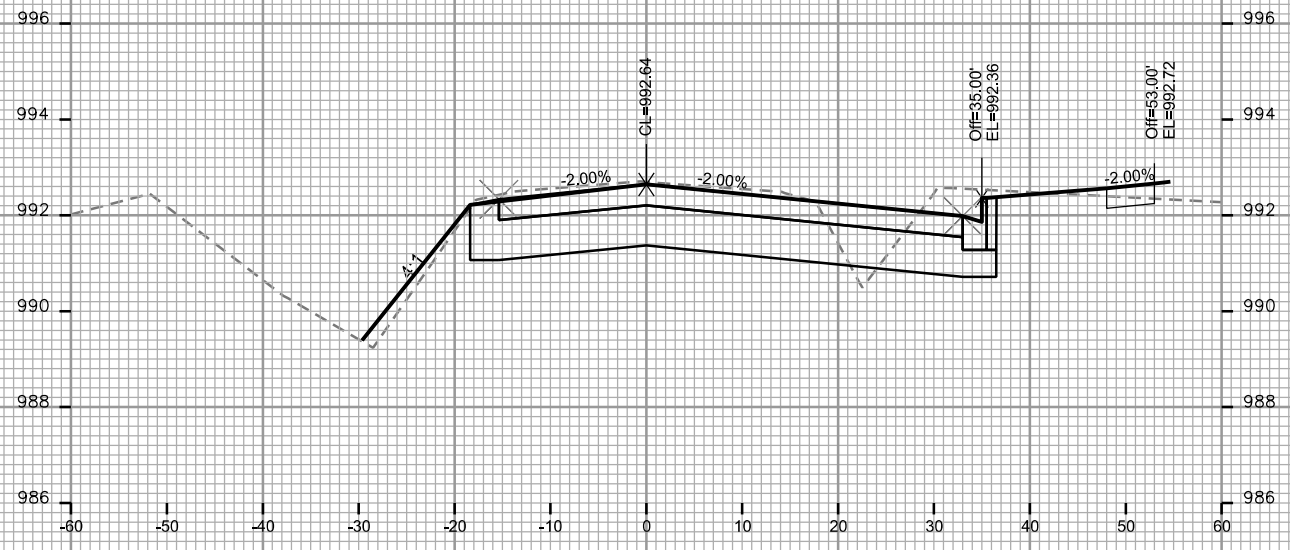
REV. DATE:

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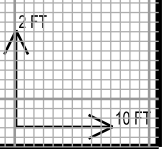
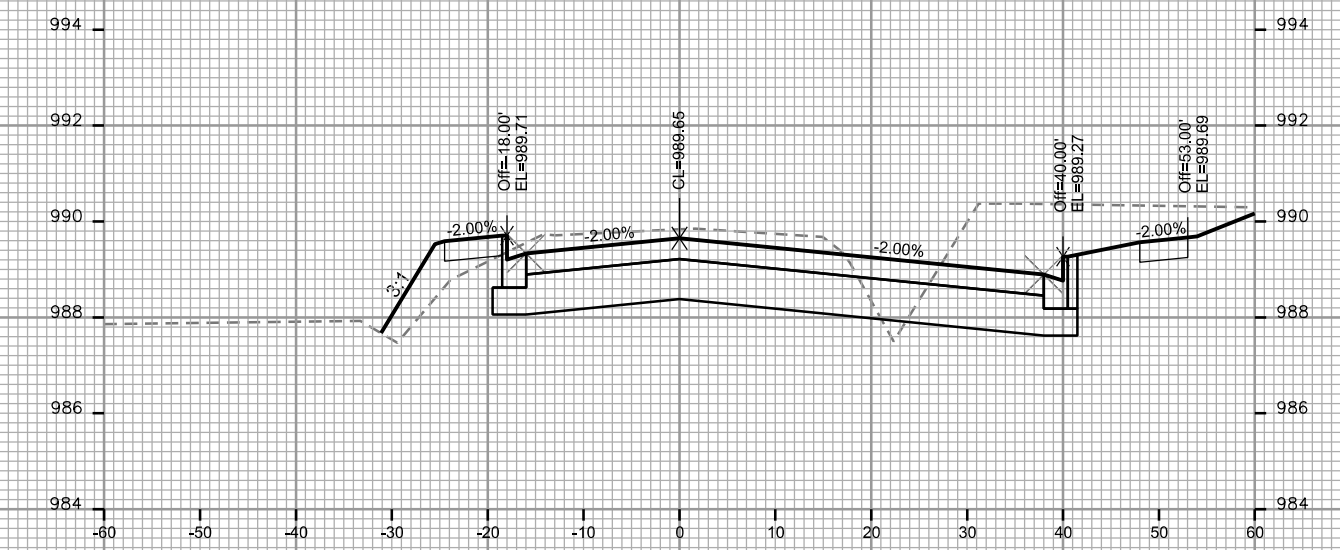
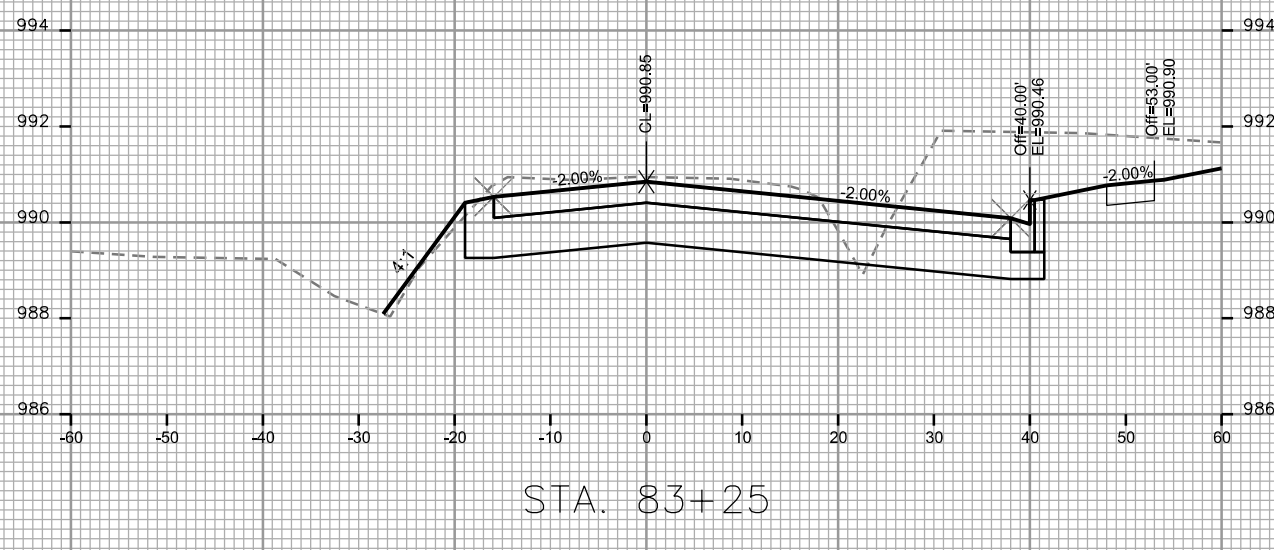
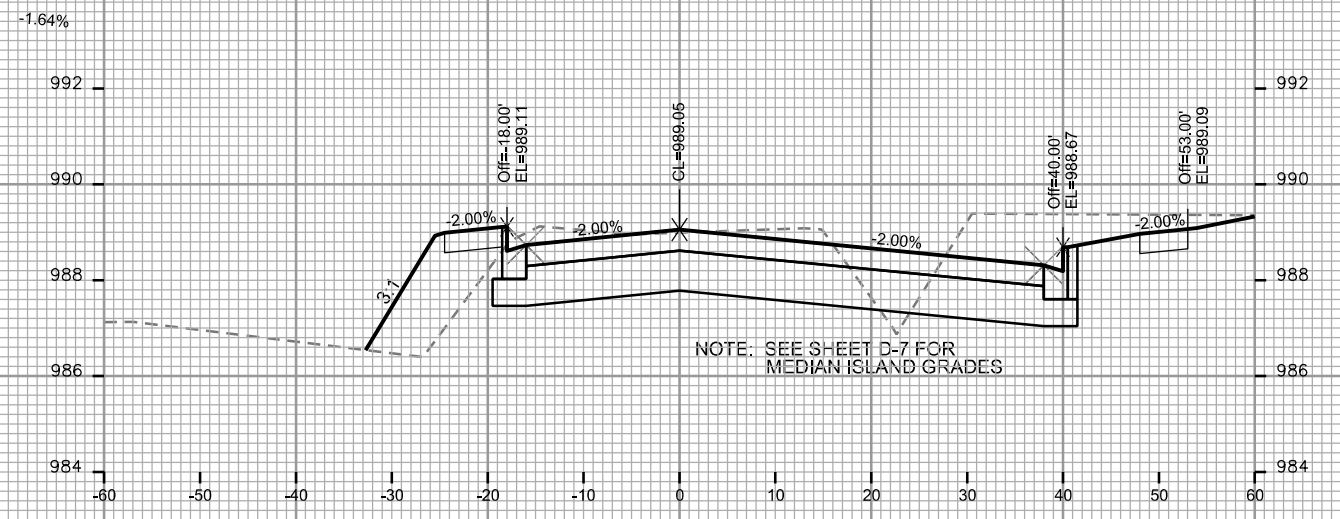
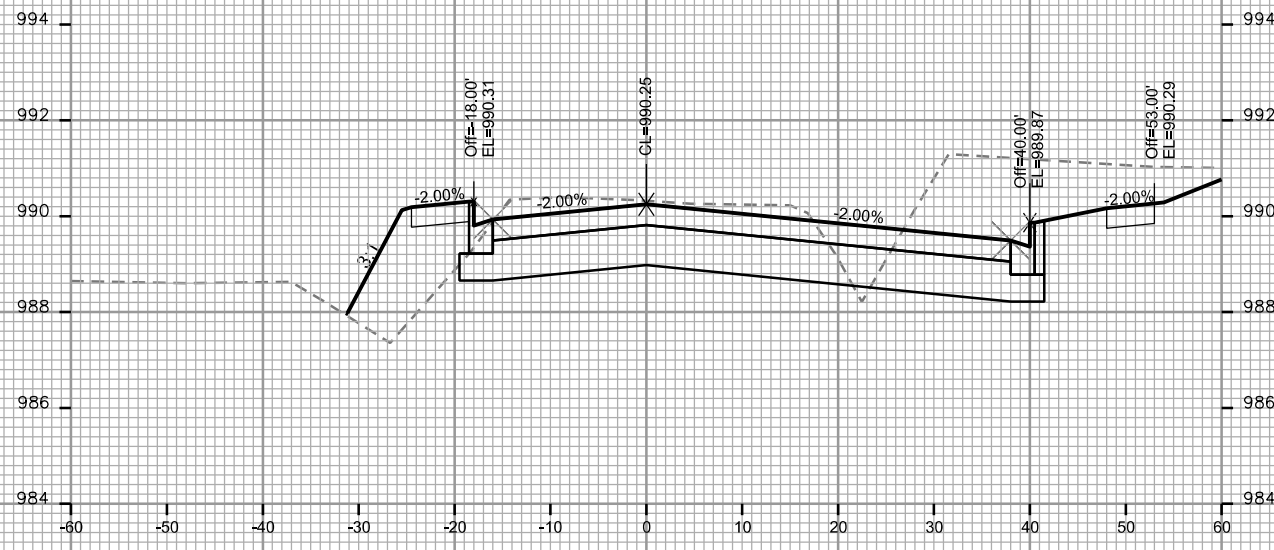
PLOT SCALE: _____
 PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



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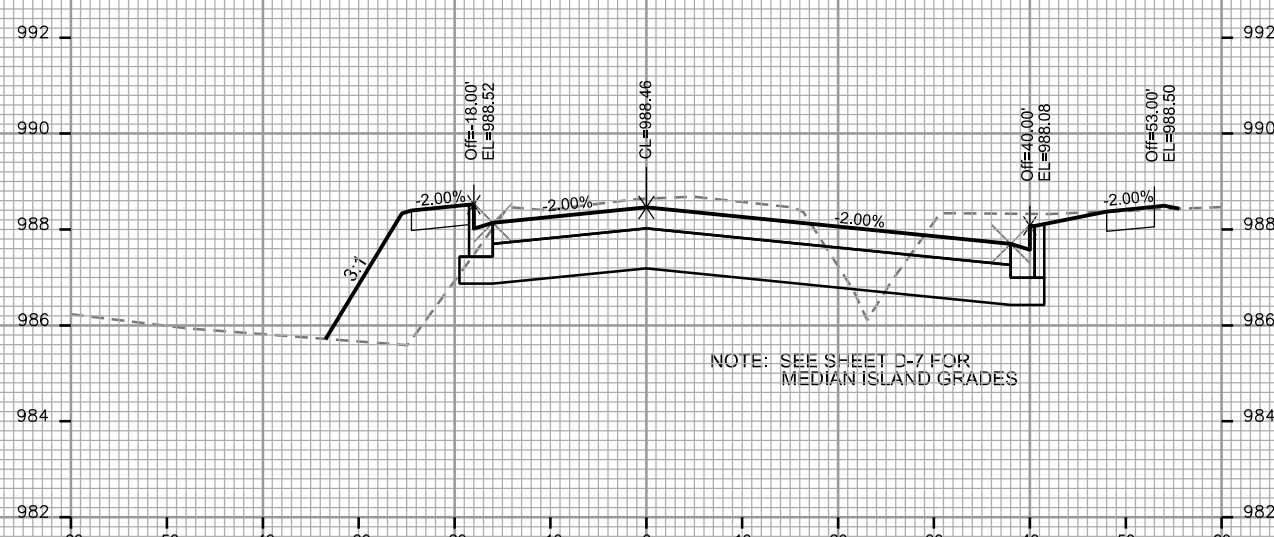
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



STA. 84+50

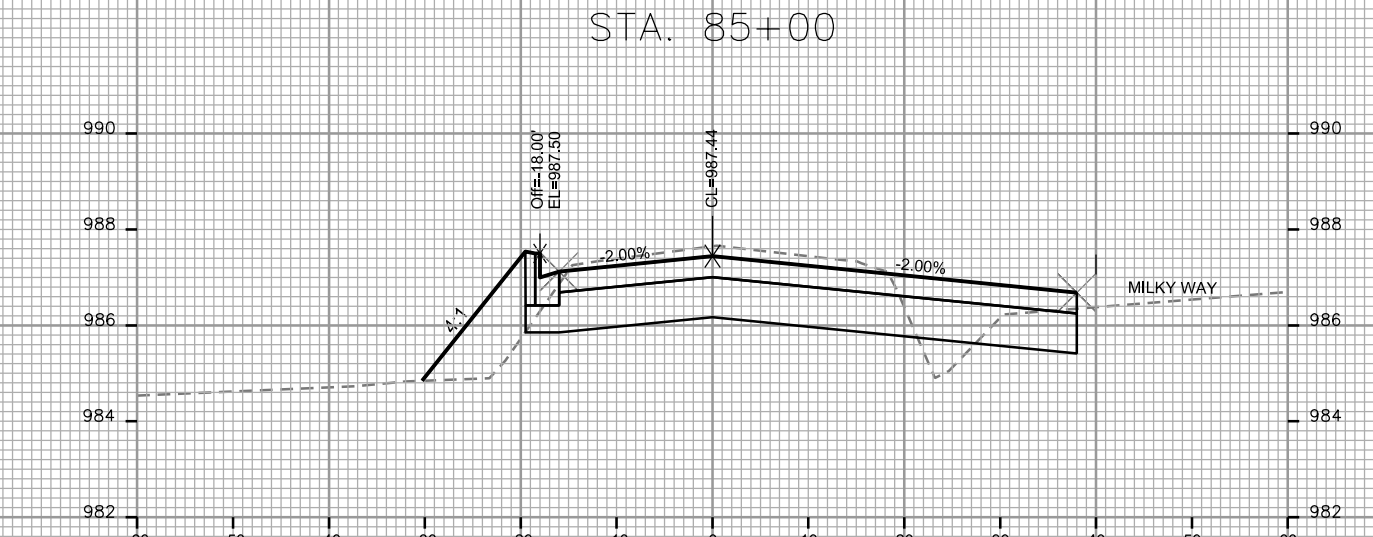


STA. 85+00

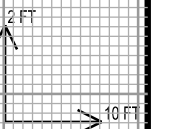


STA. 84+25

NOTE: SEE SHEET D-7 FOR
MEDIAN ISLAND GRADES



STA. 84+75

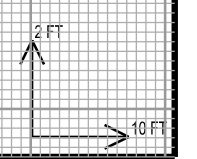
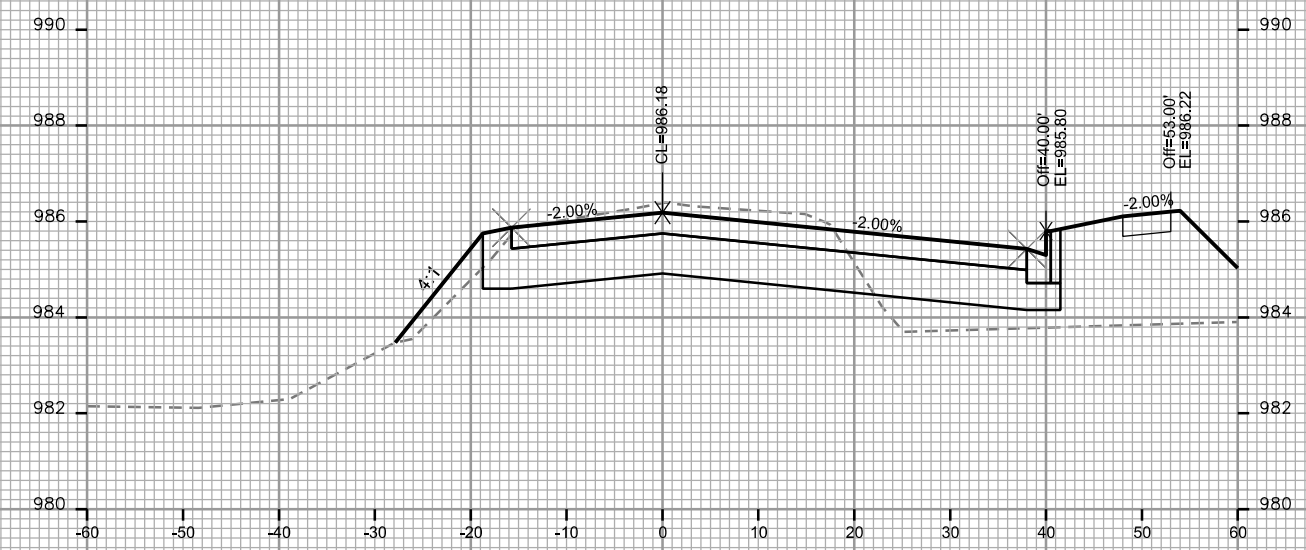
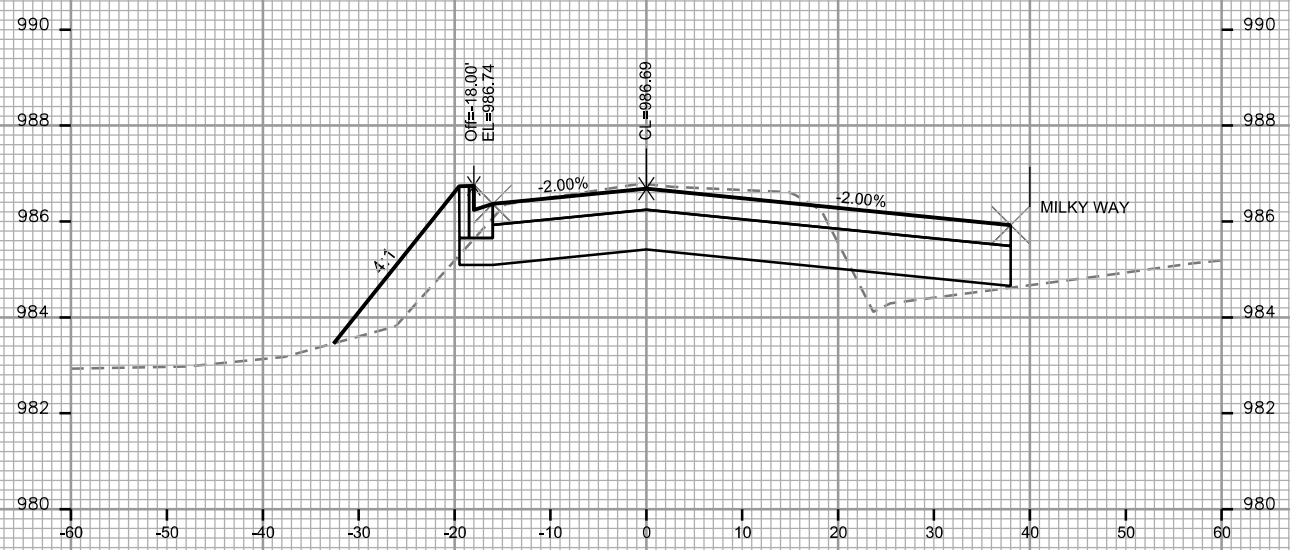
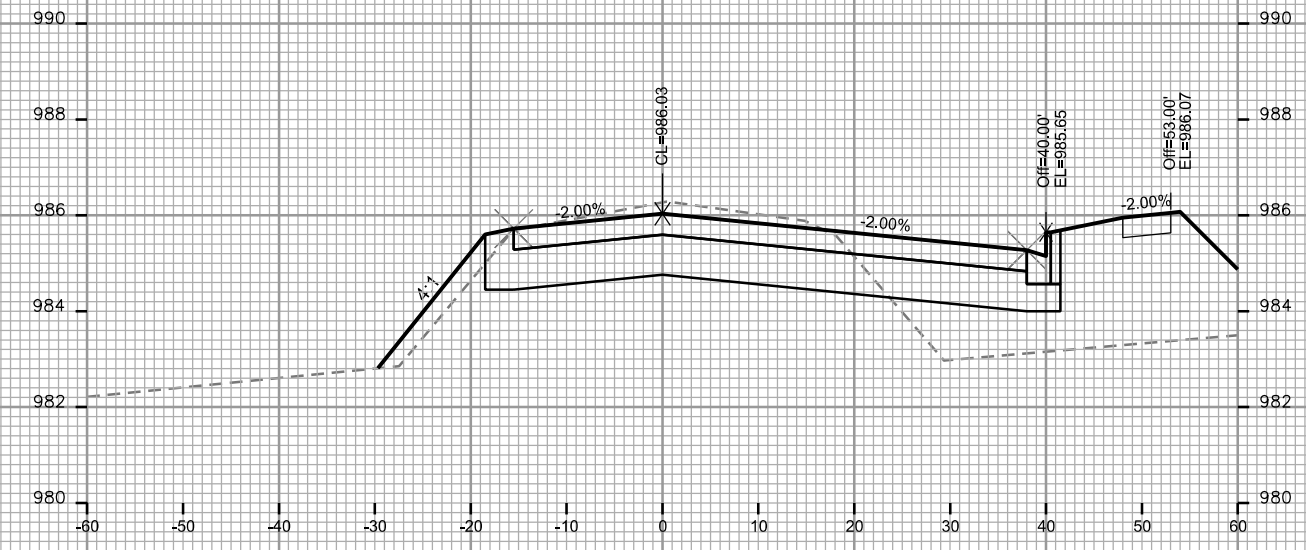
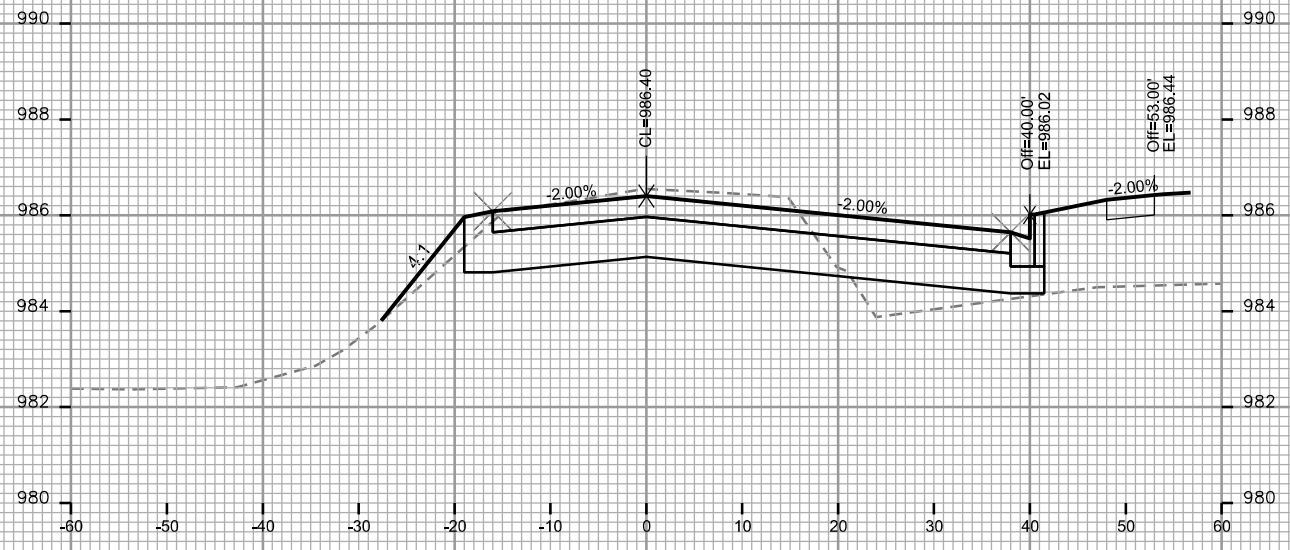


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REV. DATE: _____

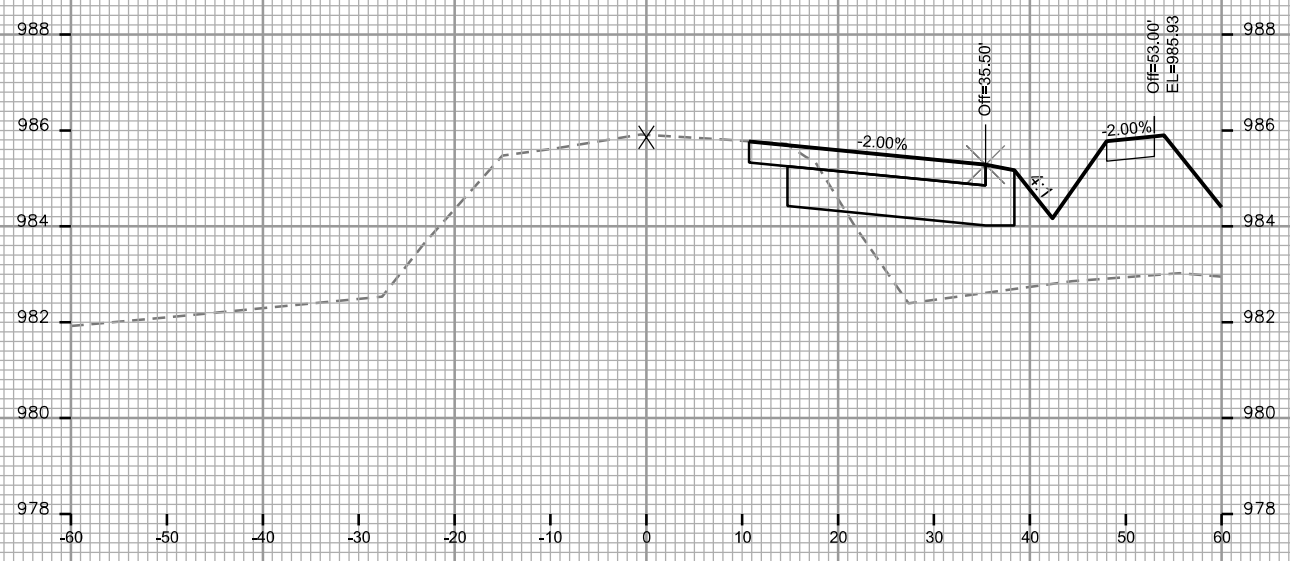
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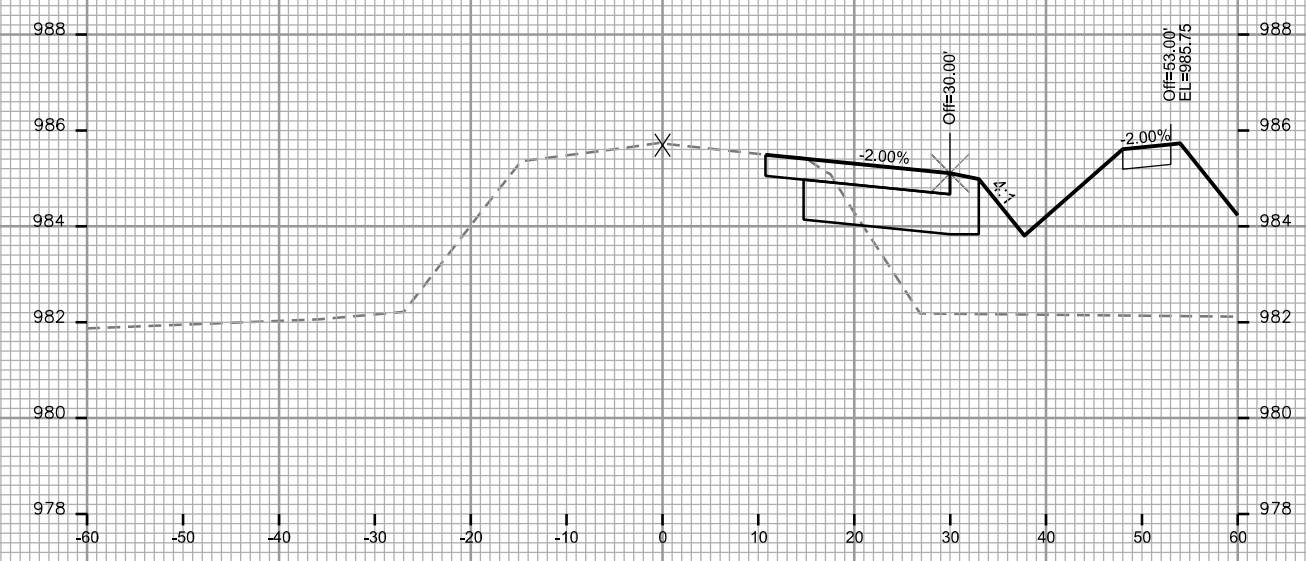
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REV. DATE: _____

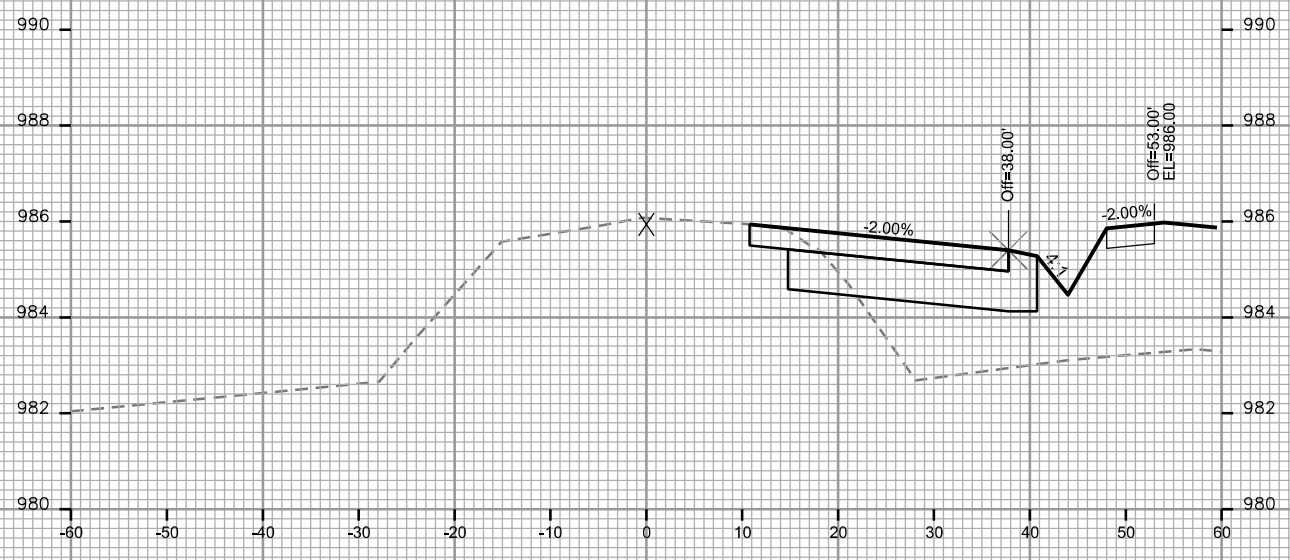
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



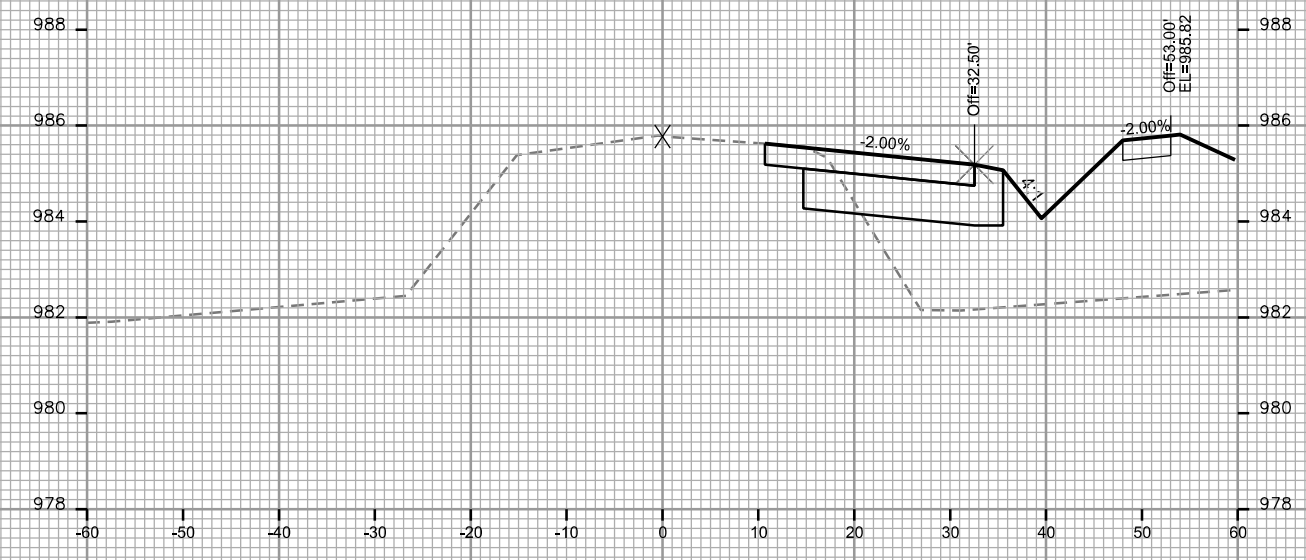
STA. 86+50



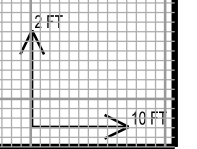
STA. 87+00



STA. 86+25



STA. 86+75



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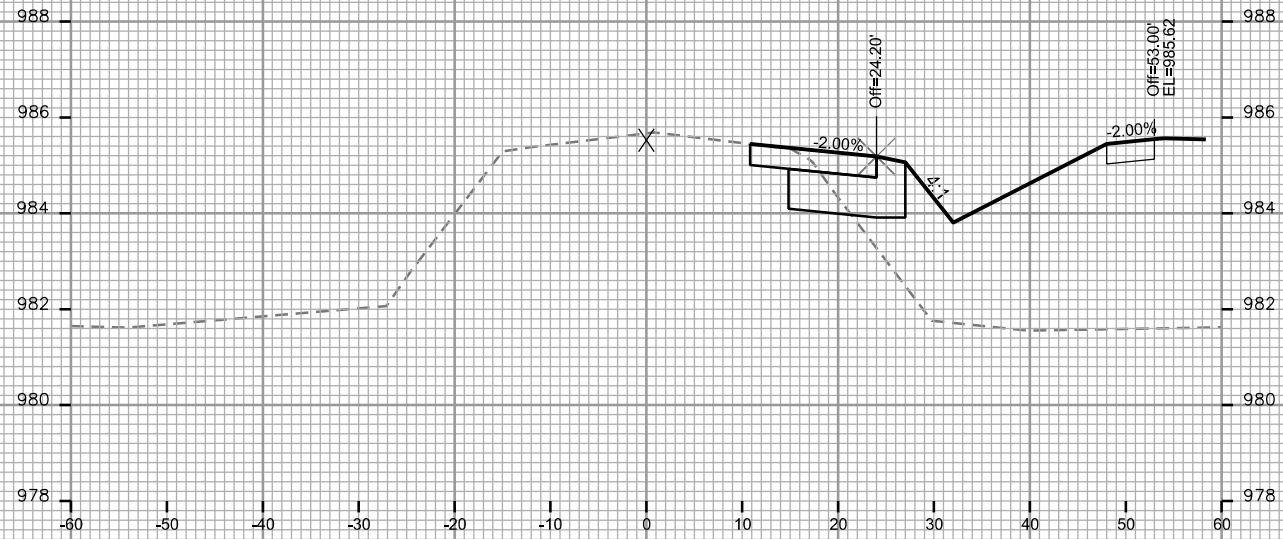
CITY OF MADISON

PLOT SCALE: _____

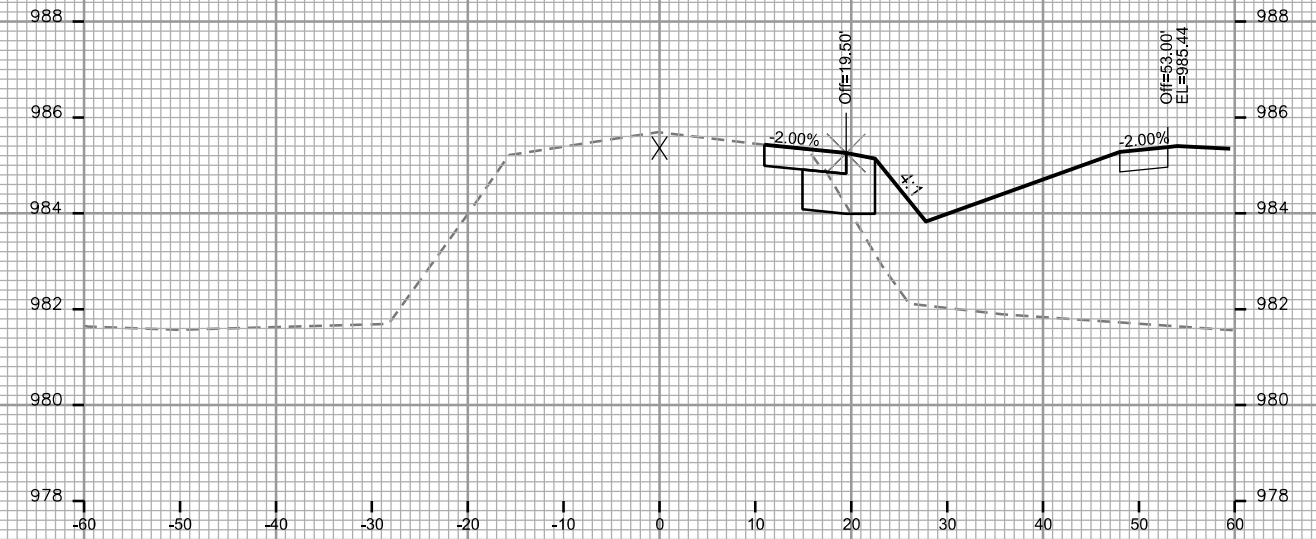
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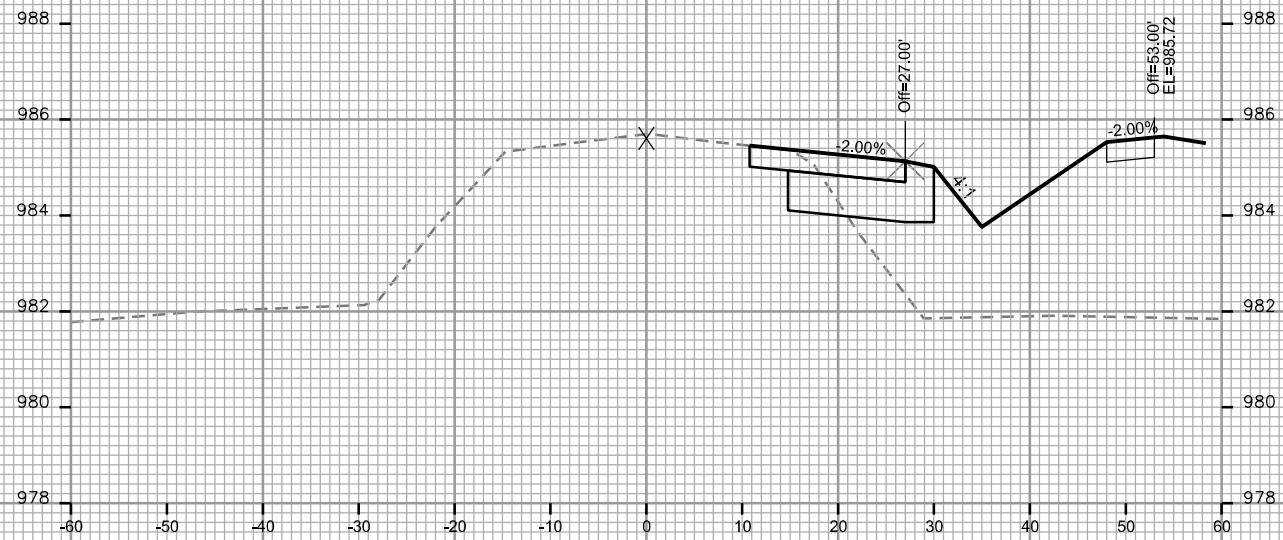
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



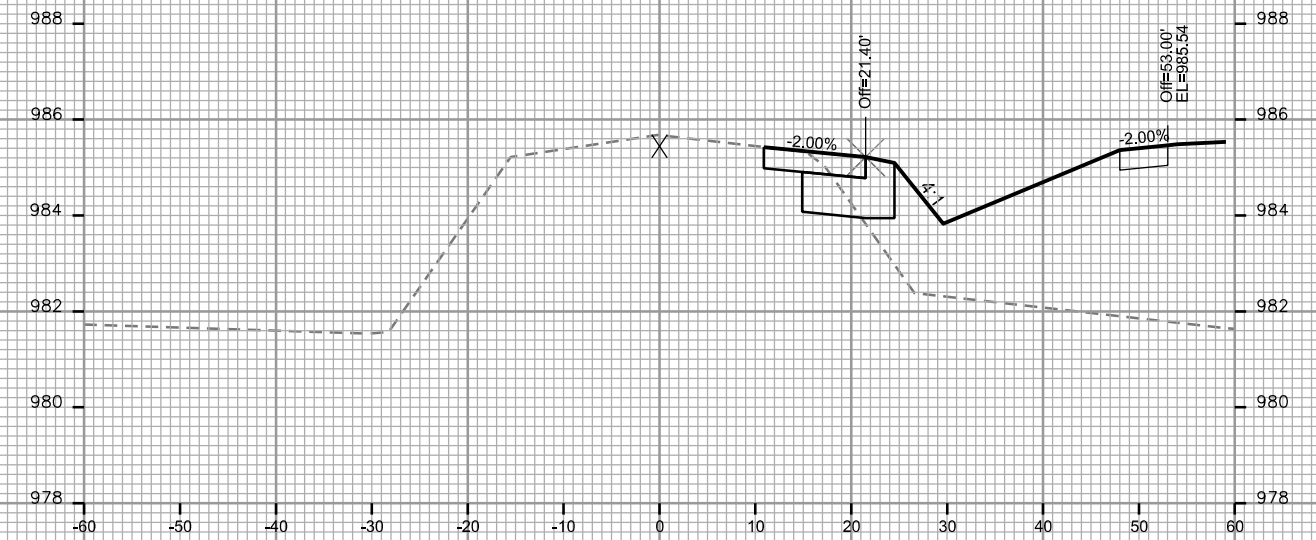
STA. 87+50



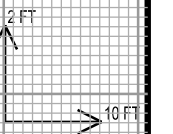
STA. 88+00



STA. 87+25



STA. 87+75



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