

Madison, Wisconsin

# CITY OF MADISON

CITY ENGINEERING DIVISION  
DEPARTMENT OF PUBLIC WORKS

## PLAN OF PROPOSED IMPROVEMENT SECRET PLACES AT SIGGELKOW PRESERVE PHASE 11

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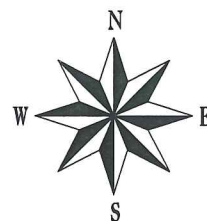
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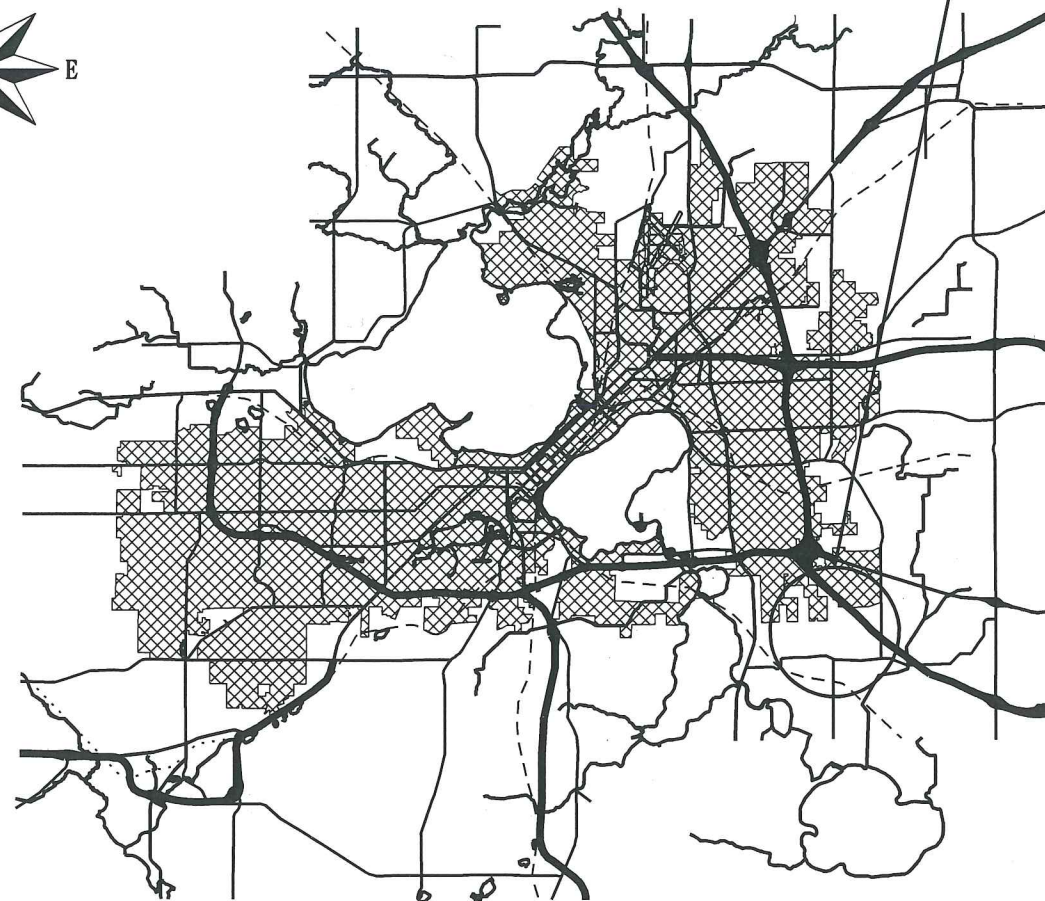
CATALINA PARKWAY AND SLEDDING PARKWAY

CITY PROJECT NO. 53B2397  
CONTRACT NO. 2397

PROJECT  
LOCATION



PHASE  
LIMITS



PUBLIC IMPROVEMENT PROJECT APPROVED

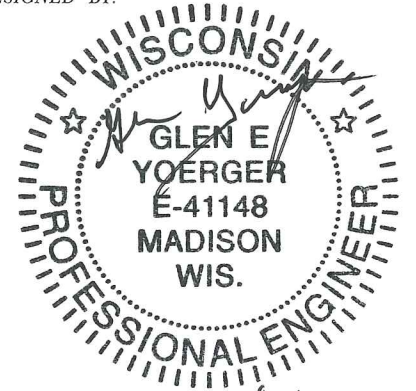
JULY 15, 2014

BY THE COMMON COUNCIL  
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN  
APPROVED BY:

*[Signature]* 9/2/14  
City Engineer Date

STREET GRADES  
DESIGNED BY:



CIVIL ENGINEER

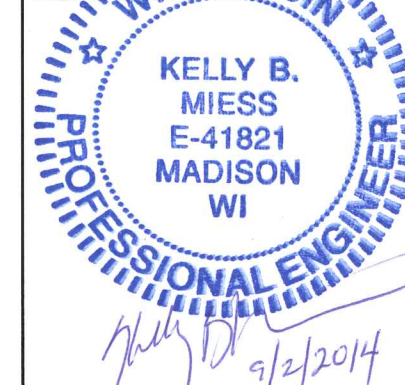
9/2/2014

ELECTRICAL  
DESIGNED BY:



CIVIL ENGINEER

WATER  
DESIGNED BY:



CIVIL ENGINEER

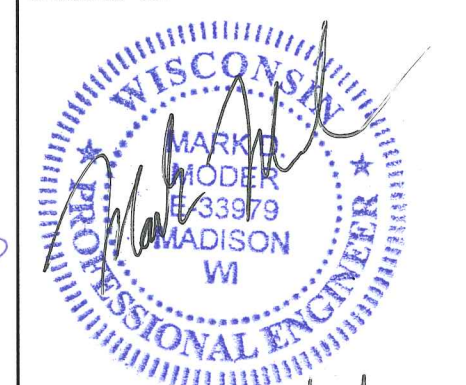
*[Signature]* 9/2/2014

STORM SEWER  
DESIGNED BY:



CIVIL ENGINEER

SANITARY SEWER  
DESIGNED BY:



CIVIL ENGINEER

9/5/14

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

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

ALL PAVEMENT IN THE CATALINA PARKWAY RIGHT OF WAY SHALL BE TYPE "B"  
ALL PAVEMENT IN THE SLEDDING PARKWAY RIGHT OF WAY SHALL BE TYPE "B"  
PER STANDARD DETAIL DRAWING 4.02.

ALL ISLANDS SHALL HAVE 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 UNLESS OTHERWISE NOTED.

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 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 2.0%, 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 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. 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.

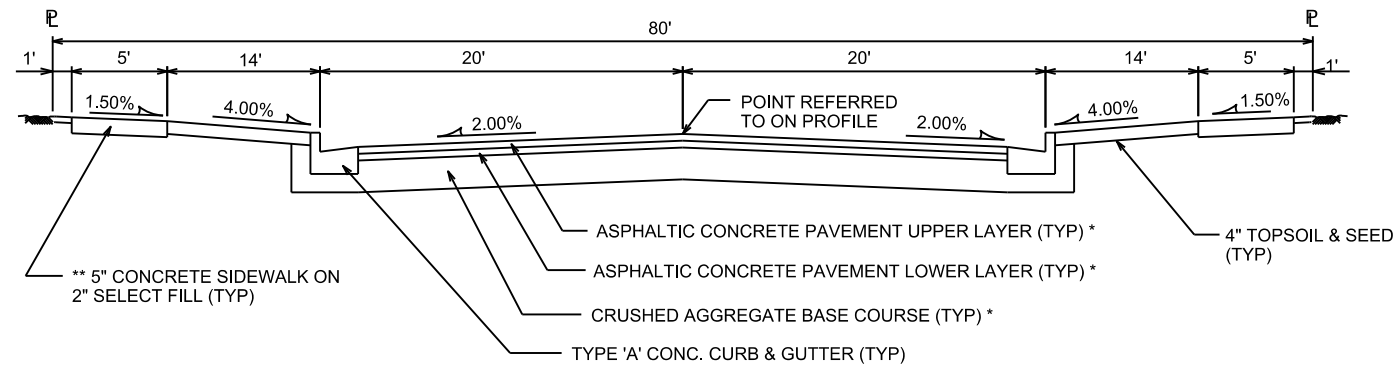
CURB ON CUL DE SACS SHALL BE INSTALLED ACCORDING TO SDD 3.05.

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

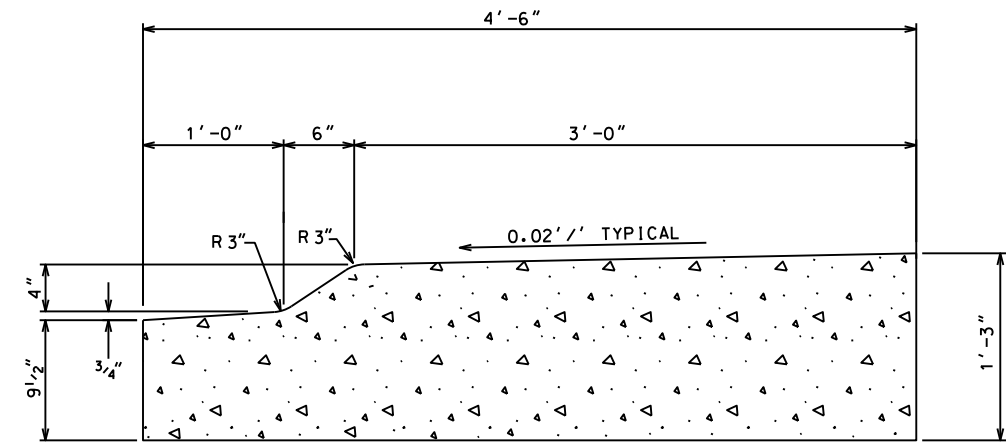
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REV. DATE: \_\_\_\_\_

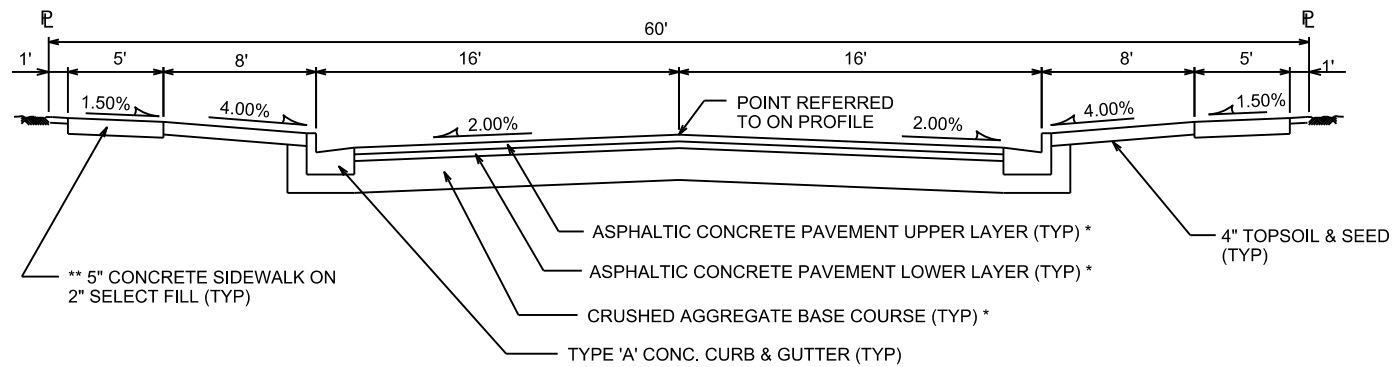
ORIGINATOR: CITY\_OF\_MADISON\_STREETS\_DIVISION



TYPICAL SECTION - CATALINA PARKWAY  
NOT TO SCALE

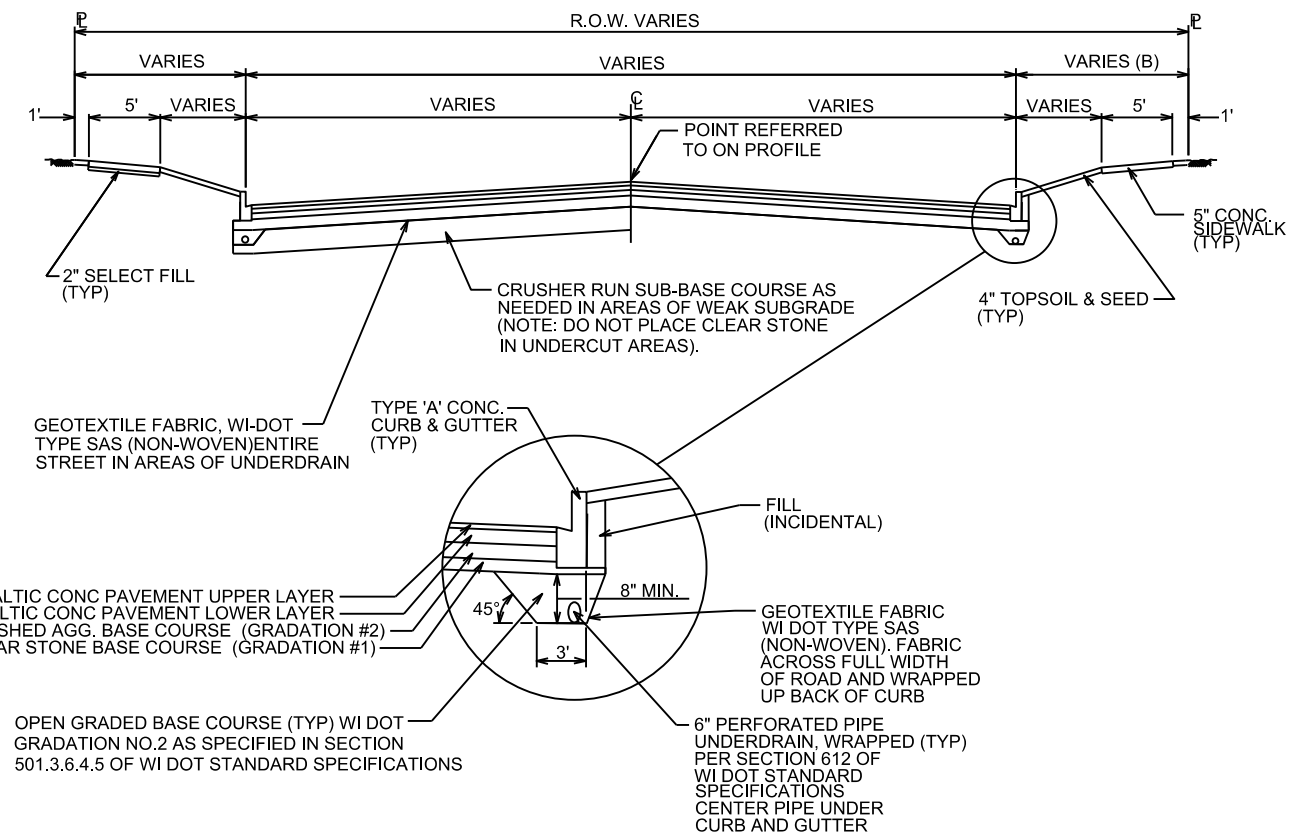


TRAFFIC CIRCLE CONCRETE CURB AND GUTTER



TYPICAL SECTION - SLEDDING PARKWAY  
NOT TO SCALE

UNDERDRAIN INSTALLATION



NOTES:

- \* A PAVEMENT DESIGN IN ACCORDANCE WITH STANDARD DETAIL DRAWING 4.06 IS REQUIRED ON ALL PROJECTS
- \*\* 3" OF CRUSHED AGGREGATE BASE COURSE GRADATION 3 SHALL BE PLACED UNDER THE SIDEWALK WHERE THE CENTERLINE GRADE OF THE STREET EXCEEDS 5%

\* 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"

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

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

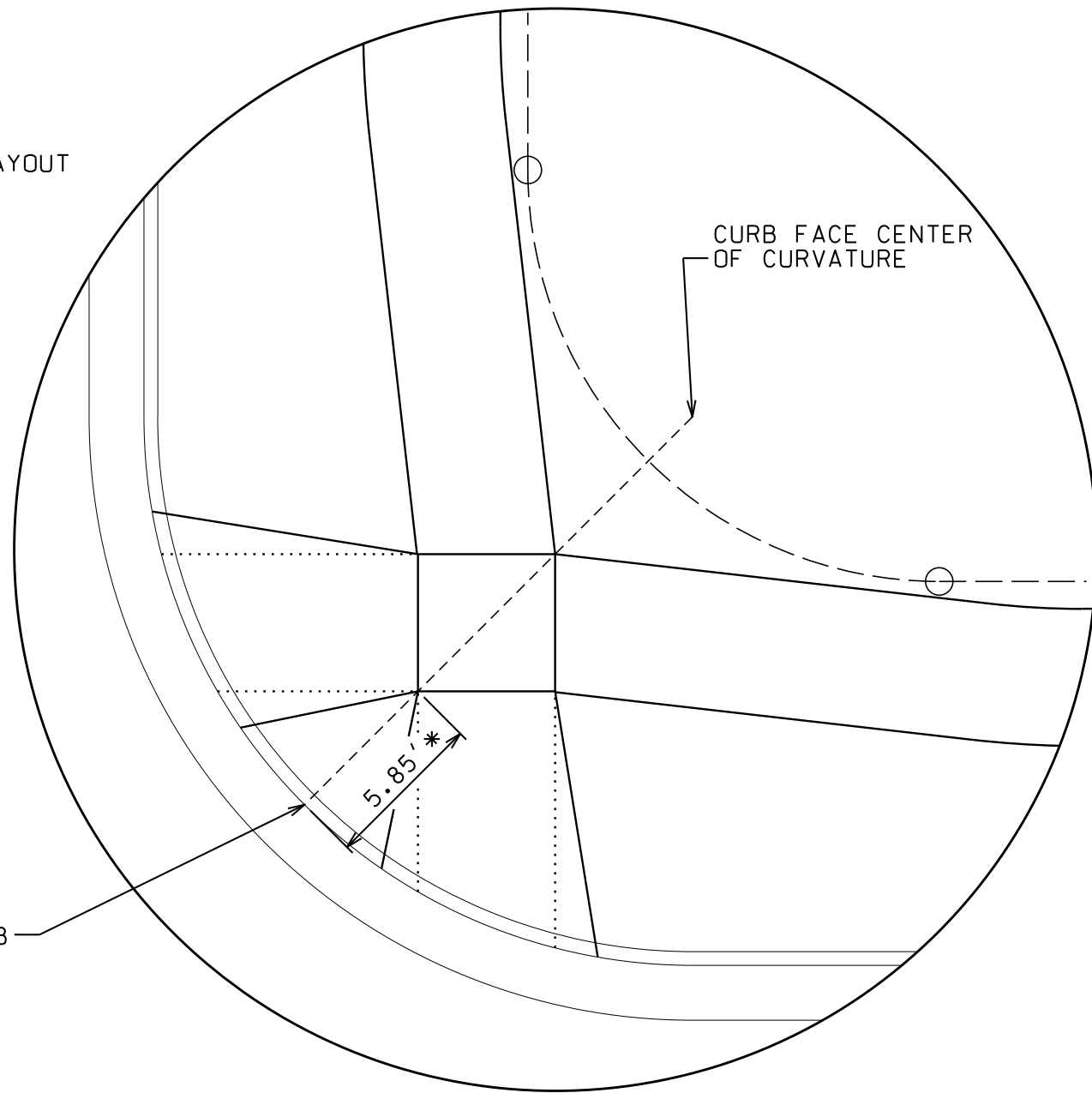
REV. DATE: \_\_\_\_\_

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.

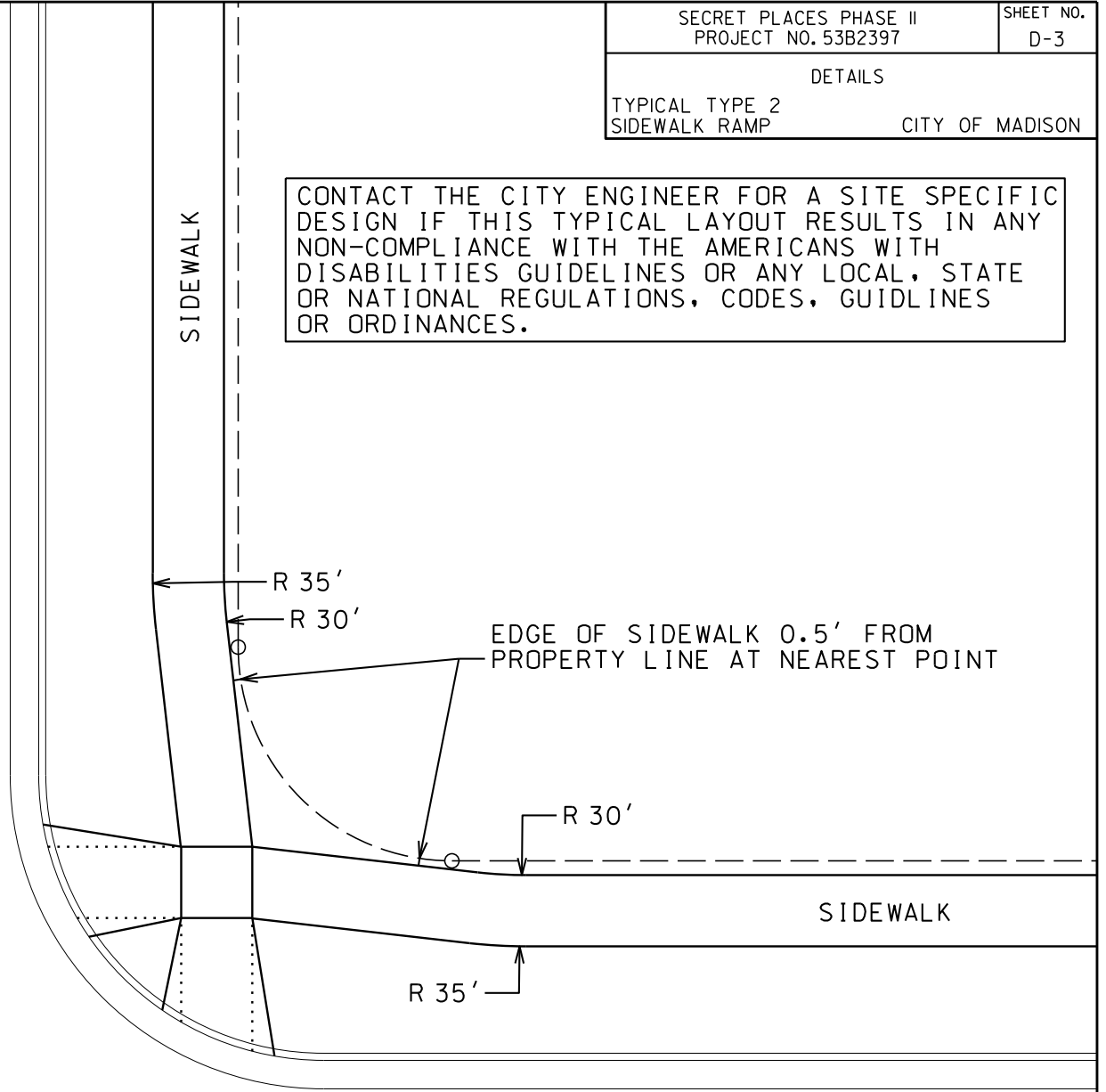
LANDING LAYOUT



CURB FACE CENTER OF CURVATURE

FACE OF CURB MID-CURVE

5.85'



SIDEWALK

R 35'

R 30'

EDGE OF SIDEWALK 0.5' FROM PROPERTY LINE AT NEAREST POINT

R 30'

SIDEWALK

R 35'

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.

\* 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.

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_  
REV. DATE: \_\_\_\_\_

THE RAMPS SHALL ALIGN  
WITH THE CROSSINGS.

SIDEWALK

SIDEWALK

SIDEWALK

SIDEWALK

SIDEWALK

SIDEWALK

SIDEWALK

SIDEWALK

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: \_\_\_\_\_

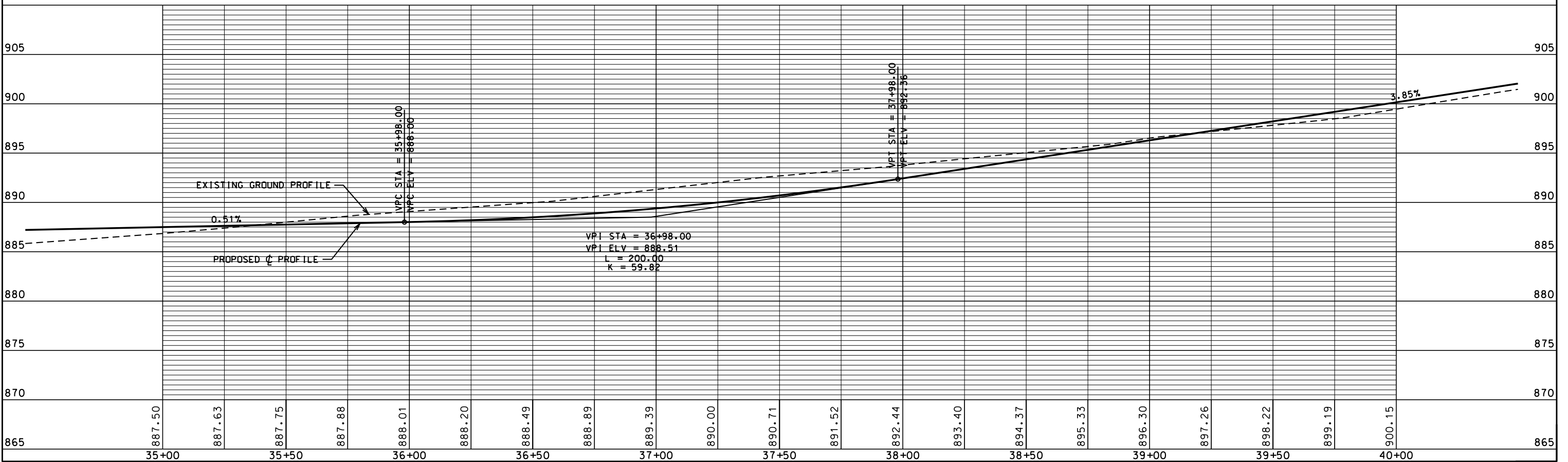
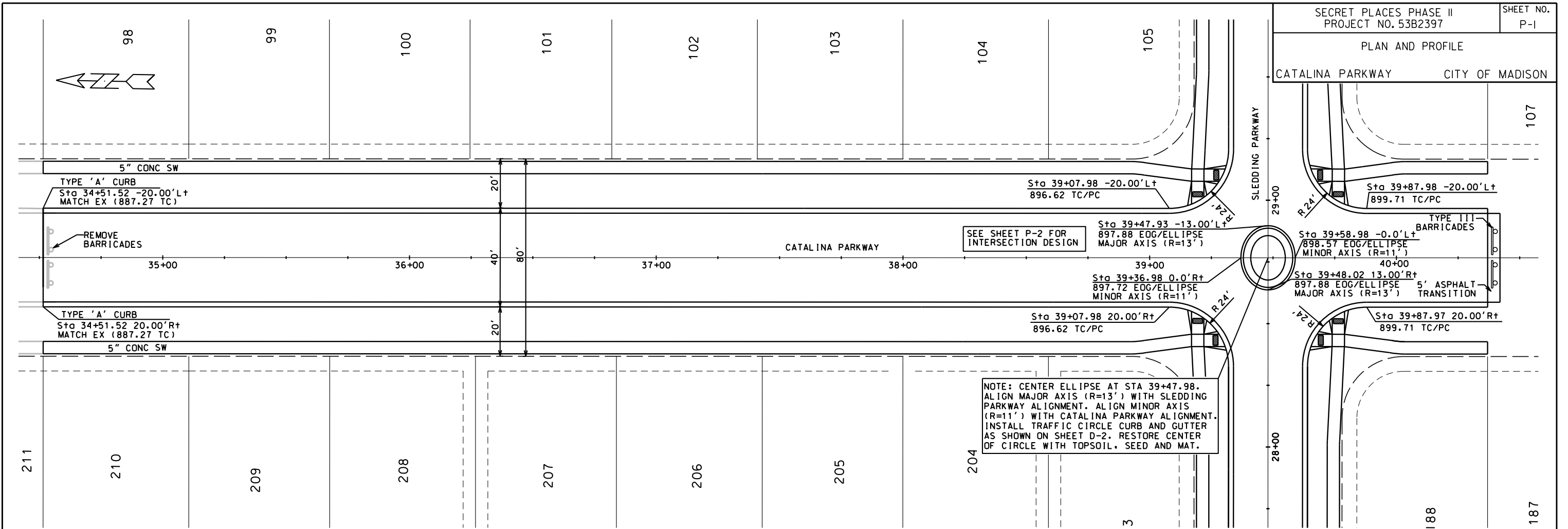
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REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

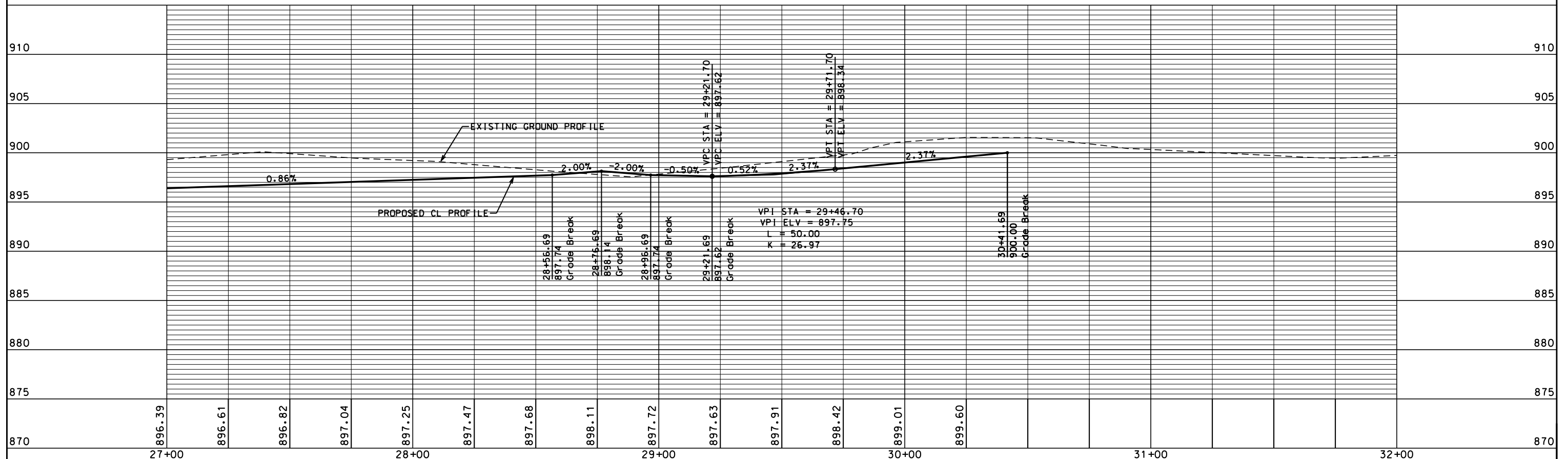
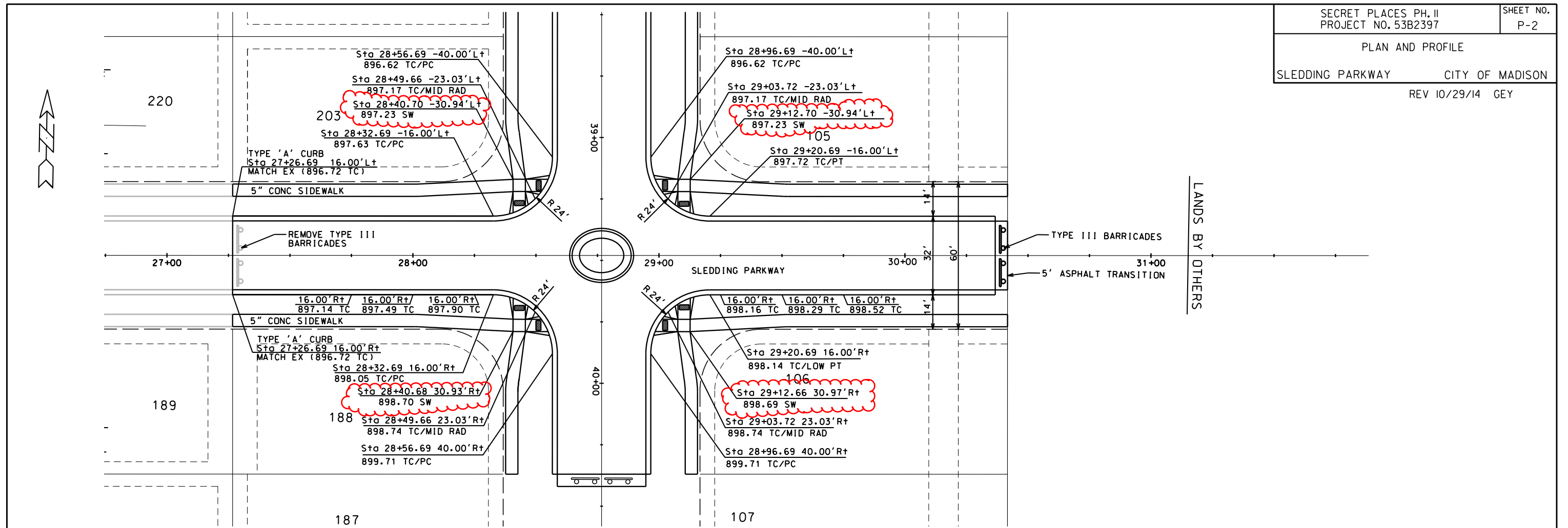
PLAN AND PROFILE

CATALINA PARKWAY CITY OF MADISON

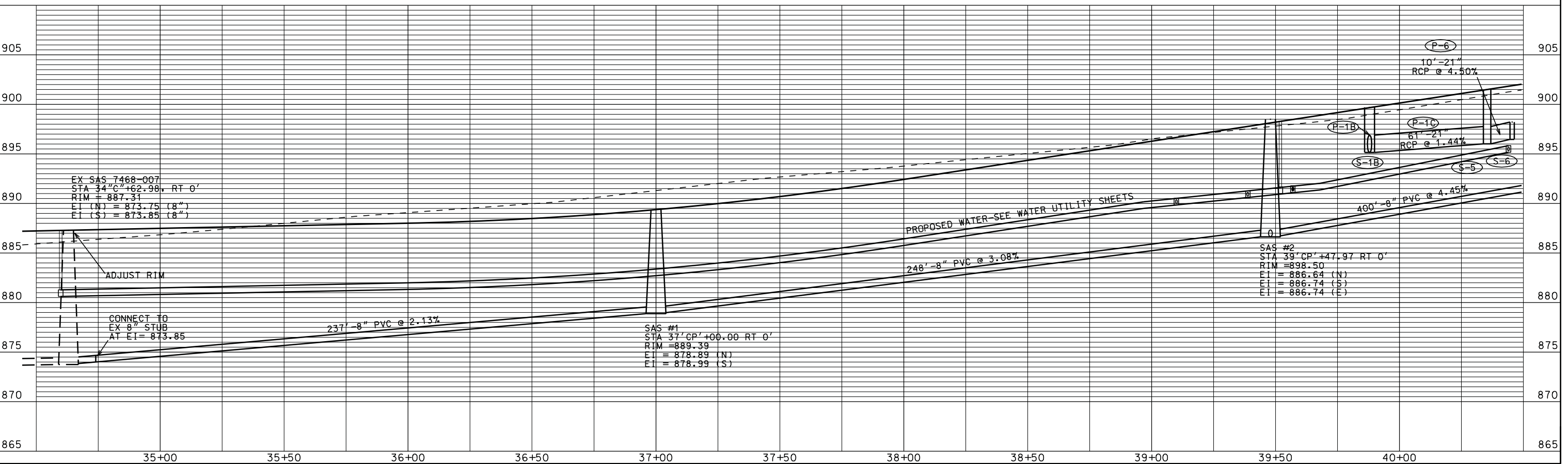
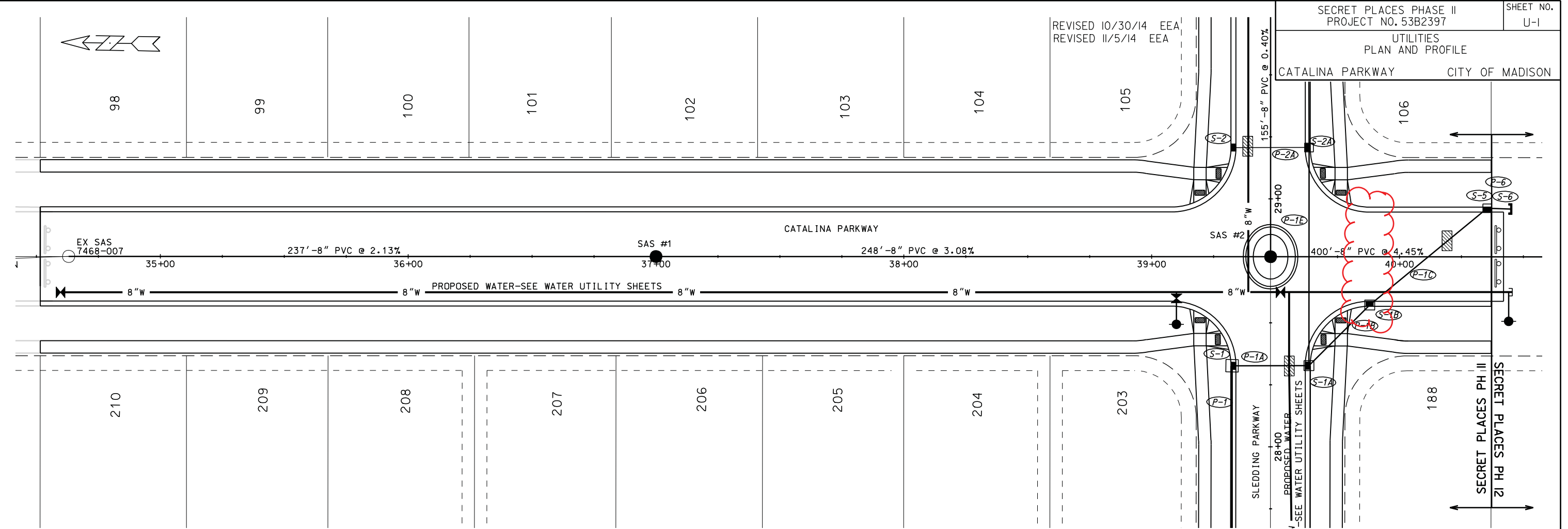


ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_  
REV. DATE: \_\_\_\_\_



REVISED 10/30/14 EEA  
REVISED 11/5/14 EEA



PLOT SCALE: 1"=40'

PLOT NAME: CATALINA PARKWAY

REV. DATE: 11/5/2014

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



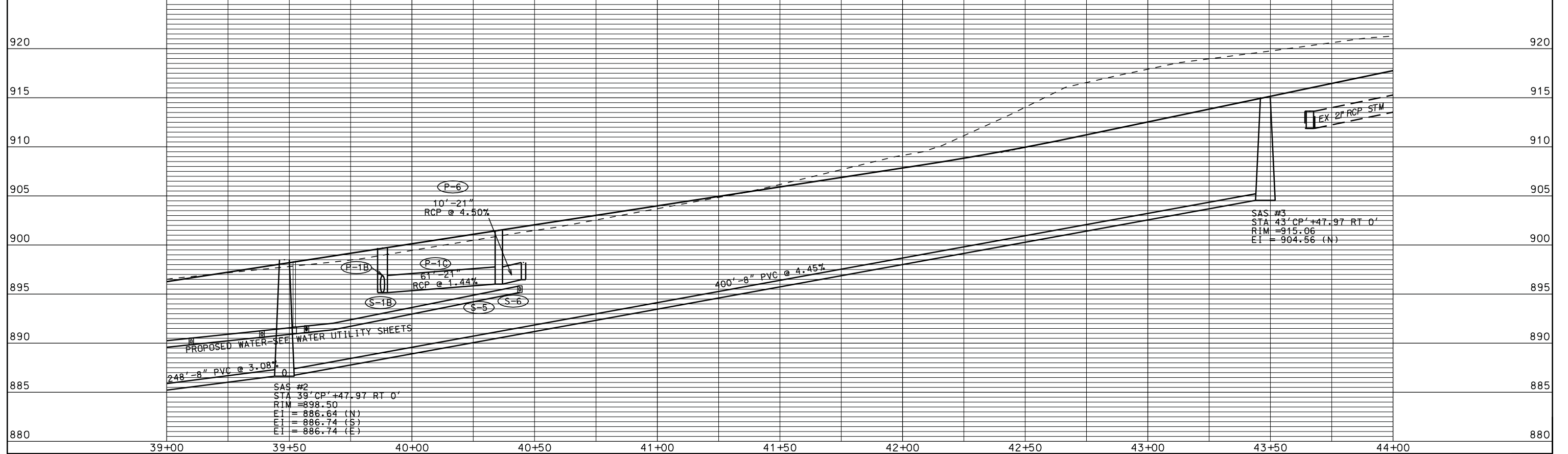
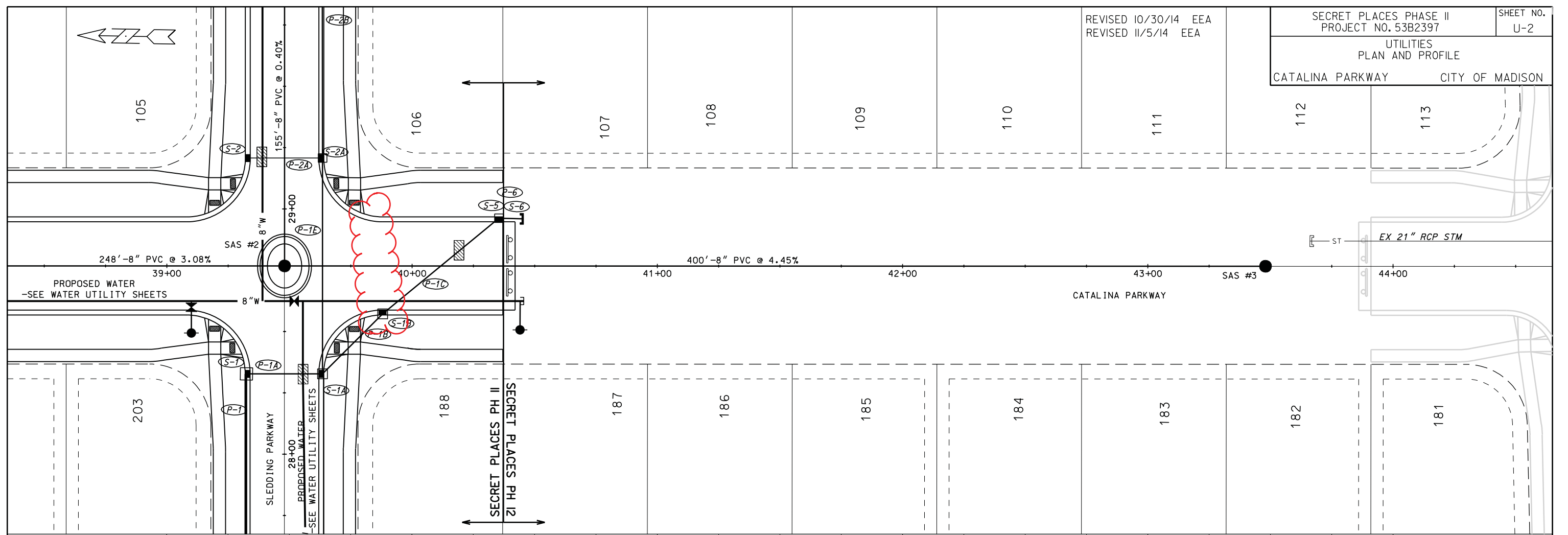
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PLOT SCALE: PLOT NAME: REV. DATE:

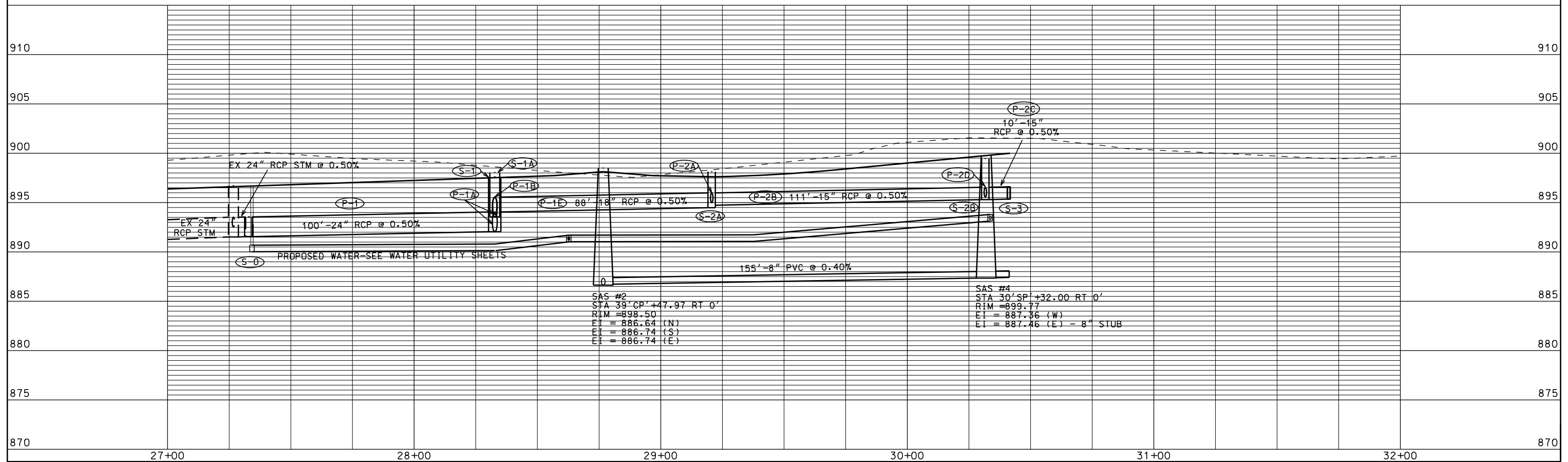
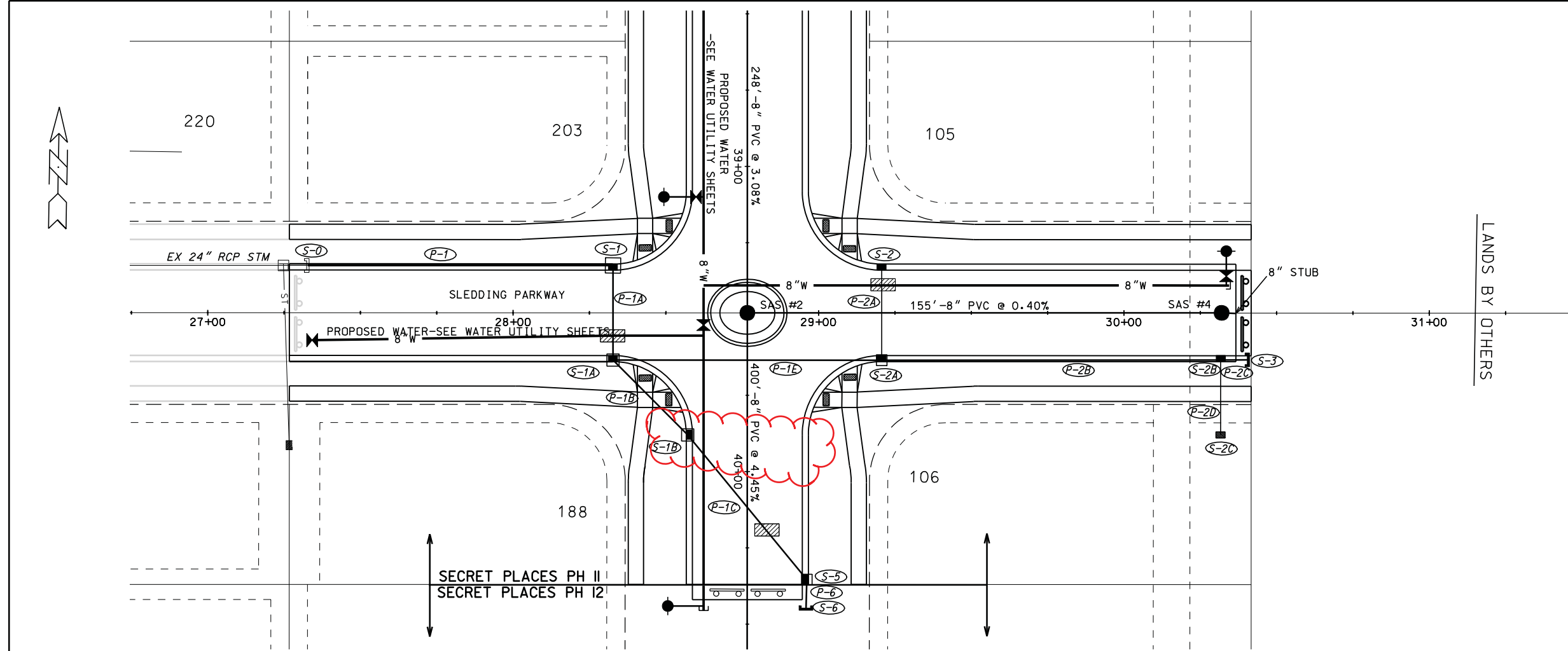
REVISED 10/30/14 EEA  
REVISED 11/5/14 EEA

SECRET PLACES PHASE II  
PROJECT NO. 53B2397  
UTILITIES  
PLAN AND PROFILE  
CATALINA PARKWAY CITY OF MADISON

SHEET NO.  
U-2



REVISED 10/30/14 EEA  
REVISED 11/5/14 EEA



PLOT SCALE: .....

PLOT NAME: .....

REV. DATE: .....

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

# STORM SEWER SCHEDULE

## ALIGNMENT CODES:

"SP"= SLEDDING PARKWAY  
"CP"= CATALINA PARKWAY

\* REVISED 10/30/14 EEA

\*\* REVISED 11/5/14 EEA

SECRET PLACES PHASE 11

PROJECT NO. 53B2397

SHEET NO.

U-4

STORM SEWER SCHEDULE

CITY OF MADISON

### STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
S-0	27'SP'+32.77	LT-15.50	CONCRETE COLLAR	-	891.56	-	-
S-1	28'SP'+32.69	LT-15.50	5X5 SAS	897.63	892.06	5.57	FP; W/ R-3067-7004-V
* S-1A	28'SP'+32.69	RT-15.50	<b>4X4 SAS</b>	898.05	<b>893.55</b>	<b>4.50</b>	<b>FP; W/ R-3067-7004-V</b>
* S-1B	39'CP'+87.97	RT-19.50	<b>4X4 SAS</b>	899.71	<b>895.15</b>	<b>4.56</b>	<b>FP; W/ R-3067-7004-V</b>
* S-2	29'SP'+20.69	LT-15.50	<b>H INLET</b>	897.72	<b>895.15</b>	<b>2.57</b>	<b>FP; W/ R-3067-7004-V</b>
* S-2A	29'SP'+20.69	RT-15.50	<b>3X3 SAS</b>	898.14	<b>894.49</b>	<b>3.65</b>	<b>LP; W/ R-3067-7004-VB</b>
* <b>S-2B</b>	<b>30'SP'+31.69</b>	<b>RT-15.50</b>	<b>H INLET</b>	<b>899.48</b>	<b>895.30</b>	<b>4.18</b>	<b>W/ R-3067-7004-V</b>
* <b>S-2C</b>	<b>30'SP'+31.69</b>	<b>RT-40.00</b>	<b>H INLET</b>	<b>899.60</b>	<b>895.68</b>	<b>3.92</b>	<b>W/ R-1878-B7G</b>
* S-3	30'SP'+41.19	RT-15.50	PIPE PLUG	-	<b>895.35</b>	-	-
<del>** S-4</del>	<del>39'CP'+87.98</del>	<del>LT-19.50</del>	<del><b>H INLET</b></del>	<del>899.71</del>	<del><b>896.31</b></del>	<del><b>3.40</b></del>	<del>W/ R-3067-7004-V</del>
S-5	40'CP'+35.37	LT-19.50	3X3 SAS	901.53	896.03	5.50	W/ R-3067-7004-V
S-6	40'CP'+45.46	LT-19.50	PIPE PLUG	-	896.48	-	-

### PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-1	S-0	S-1	100	891.56	892.06	0.50%	24"	RCP	-
* P-1A	S-1	S-1A	31	<b>892.06</b>	<b>893.55</b>	<b>4.81%</b>	<b>24"</b>	RCP	-
* P-1B	S-1A	S-1B	35	<b>893.80</b>	<b>895.15</b>	<b>3.86%</b>	<b>21"</b>	RCP	-
* <b>P-1C</b>	<b>S-1B</b>	<b>S-5</b>	<b>61</b>	<b>895.15</b>	896.03	<b>1.44%</b>	<b>21"</b>	<b>RCP</b>	-
<del>** P-1D</del>	<del>S-1B</del>	<del>S-4</del>	<del>39</del>	<del>895.90</del>	<del>896.31</del>	<del>1.05%</del>	<del>12"</del>	<del>RCP</del>	-
* <b>P-1E</b>	<b>S-1A</b>	<b>S-2A</b>	<b>88</b>	<b>894.05</b>	<b>894.49</b>	<b>0.50%</b>	<b>18"</b>	<b>RCP</b>	-
<del>* P-2</del>	<del>S-1</del>	<del>S-2</del>	<del>88</del>	<del>892.56</del>	<del>893.00</del>	<del>0.50%</del>	<del>18"</del>	<del>RCP</del>	-
* P-2A	S-2A	S-2	31	<b>894.99</b>	<b>895.15</b>	<b>0.52%</b>	12"	RCP	-
* <b>P-2B</b>	<b>S-2A</b>	<b>S-2B</b>	<b>111</b>	<b>894.74</b>	<b>895.30</b>	<b>0.50%</b>	<b>15"</b>	<b>RCP</b>	-
* <b>P-2C</b>	<b>S-2B</b>	<b>S-3</b>	<b>10</b>	<b>895.30</b>	<b>895.35</b>	<b>0.50%</b>	<b>15"</b>	<b>RCP</b>	-
* <b>P-2D</b>	<b>S-2B</b>	<b>S-2C</b>	<b>25</b>	<b>895.55</b>	<b>895.68</b>	<b>0.52%</b>	<b>12"</b>	<b>RCP</b>	-
<del>* P-3</del>	<del>S-2</del>	<del>S-3</del>	<del>121</del>	<del>893.25</del>	<del>895.46</del>	<del>1.83%</del>	<del>15"</del>	<del>RCP</del>	-
<del>* P-4</del>	<del>S-1</del>	<del>S-4</del>	<del>84</del>	<del>892.31</del>	<del>894.91</del>	<del>3.10%</del>	<del>21"</del>	<del>RCP</del>	-
<del>* P-5</del>	<del>S-4</del>	<del>S-5</del>	<del>47</del>	<del>894.91</del>	<del>896.03</del>	<del>2.38%</del>	<del>21"</del>	<del>RCP</del>	-
P-6	S-5	S-6	10	896.03	896.48	4.50%	21"	RCP	-

### 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

- 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 ELIA E. ACOSTA OF CITY ENGINEERING AT (608) 266-4096 FOR PRECAST APPROVALS, OR FAX SHOP DRAWINGS TO (608)264-9275.

# SANITARY SCHEDULE

## ALIGNMENT CODES:

"CP"= CATALINA PARKWAY  
 "SP"= SLEDDING PARKWAY

\* REVISED 10/30/14 EEA

SECRET PLACES PHASE 11  
 PROJECT NO. 53B2397

SHEET NO.  
 U-5

SANITARY SEWER SCHEDULE

CITY OF MADISON

### PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
SAS#1	37'CP'+00.00	CL	889.39	878.89	10.50	-
* SAS#2	39'CP'+47.97	CL	<b>898.50</b>	886.64	<b>11.86</b>	-
SAS#3	43'CP'+47.97	CL	915.06	904.56	10.50	-
SAS#4	30'SP'+32.00	CL	899.77	887.36	12.41	-

### PROPOSED SANITARY PIPES

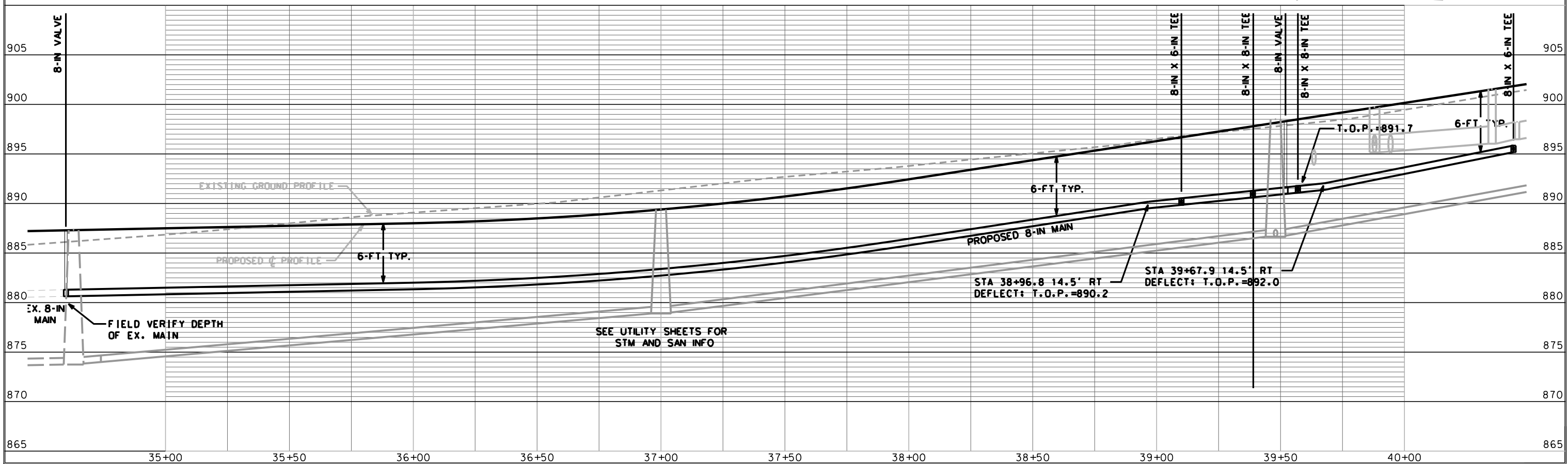
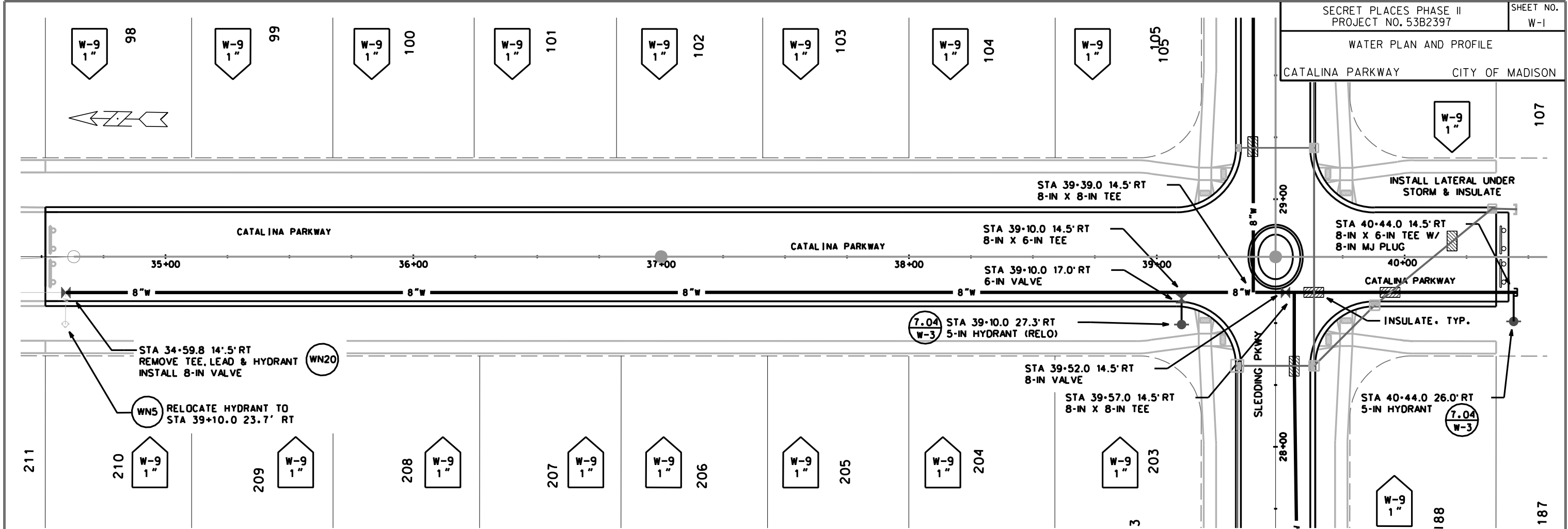
FROM SAS (DWNSTRM)	TO SAS (UPSTREAM)	EI # (DWNSTRM)	EI # (UPSTRM)	LENGTH (FT)	SLOPE (%)	SIZE (DIA)	PVC TYPE	NOTES
EX	SAS#1	873.85	878.89	237	2.13%	8"	SDR-35	-
SAS#1	SAS#2	878.99	886.64	248	3.08%	8"	SDR-35	-
SAS#2	SAS#3	886.74	904.56	400	4.45%	8"	SDR-35	-
SAS#2	SAS#4	886.74	887.36	155	0.40%	8"	SDR-35	-

PLOT SCALE: 1"=10'

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

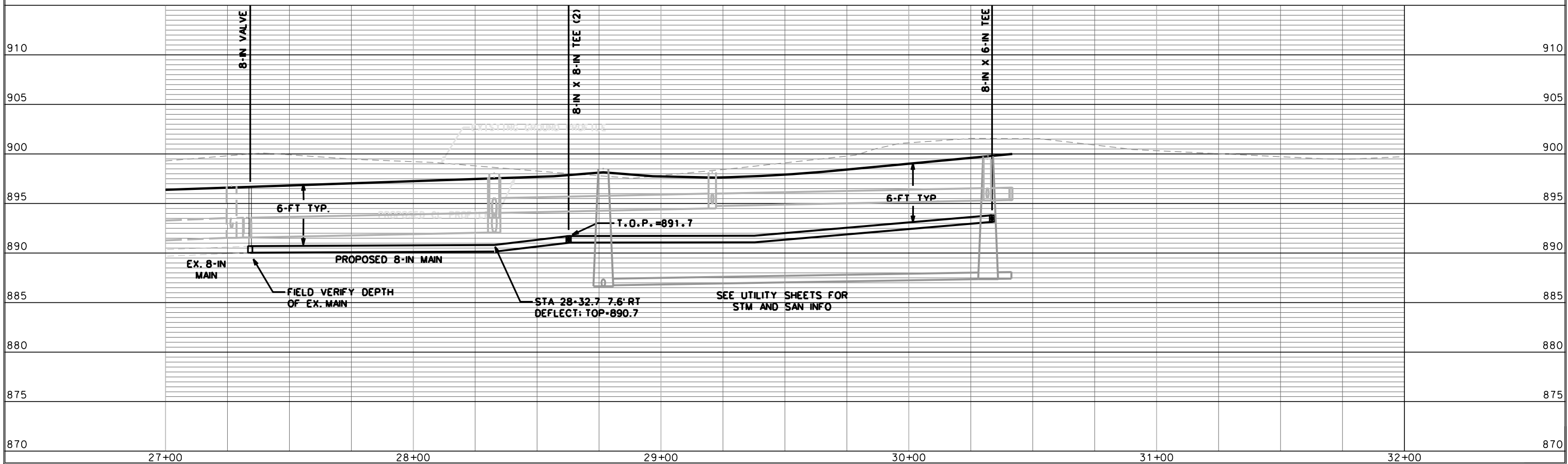
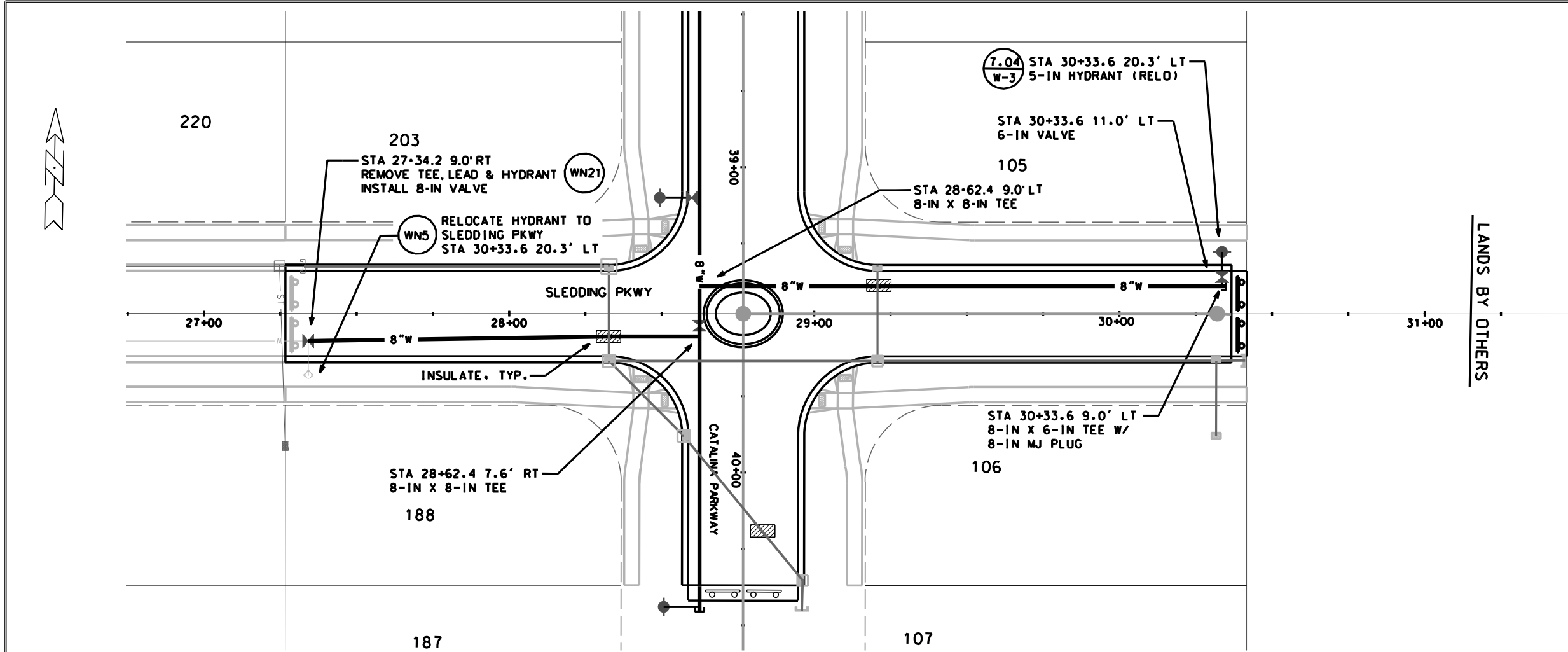
REV. DATE: \_\_\_\_\_

WATER PLAN AND PROFILE  
CATALINA PARKWAY CITY OF MADISON



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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

WN20  
W-1

HYDRANT REMOVAL CONNECTION  
4706 CATALINA PKWY

ISOLATION VALVES:  
- V-2965 (8" CATALINA AT EAGLE CAVE)

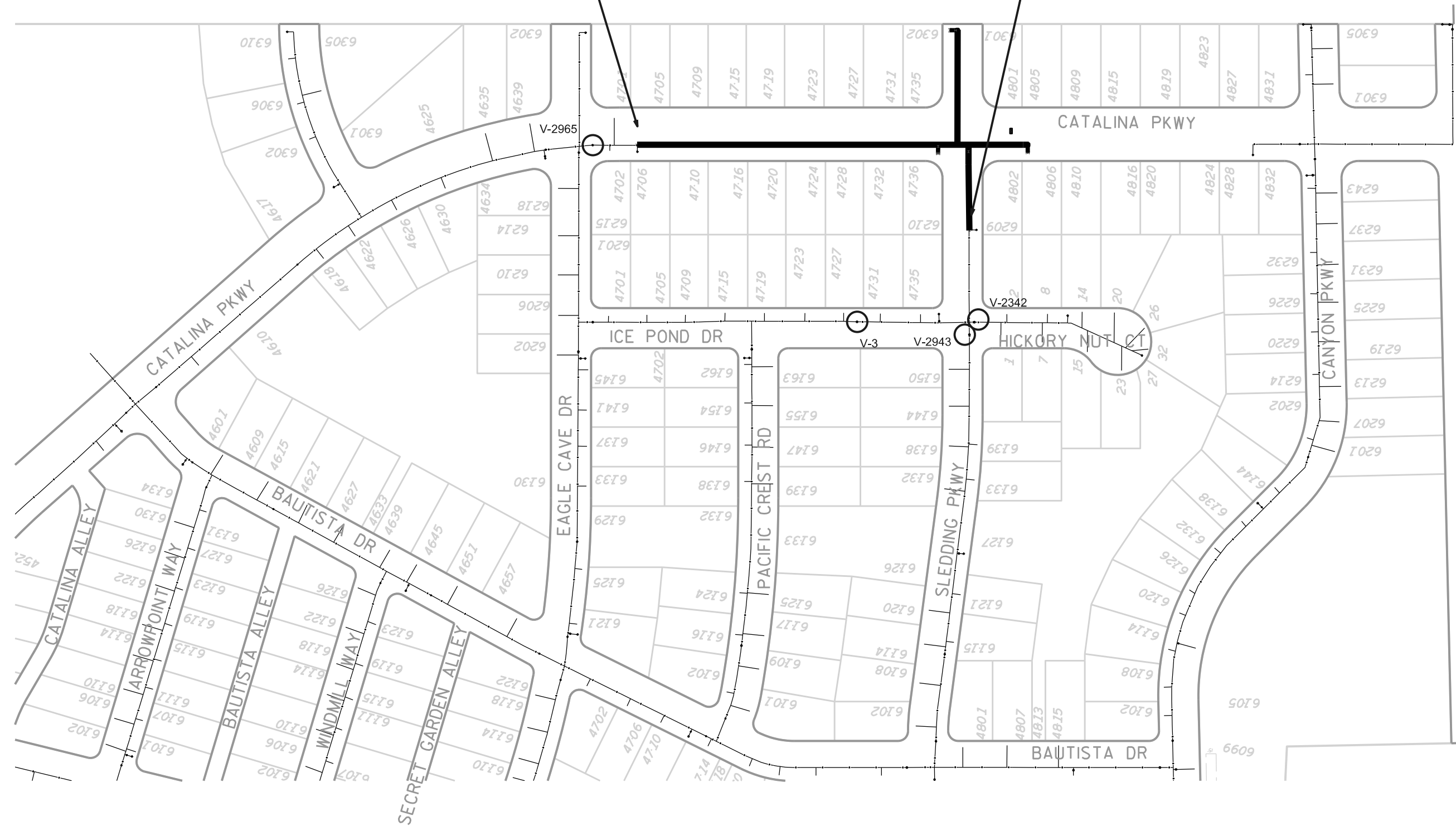
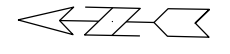
NOTIFICATION  
- 4701 & 4702 CATALINA PKWY

WN21  
W-2

HYDRANT REMOVAL CONNECTION  
6209 SLEDDING PKWY

ISOLATION VALVES:  
- V-3 (8" 4727 ICE POND DR)  
- V-2943 (8" SLEDDING PKWY AT ICE POND DR)  
- V-2342 (8" HICKORY NUT AT SLEDDING PKWY)

NOTIFICATION  
- 4731 & 4735 ICE POND DR  
- HICKORY NUT CT - ALL ADDRESSES



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

**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. EXISTING WATER MAIN SHALL REMAIN IN SERVICE UNTIL NEW WATER MAIN IS TESTED AND ACCEPTED BY MADISON WATER UTILITY AND ALL SERVICES ARE RECONNECTED.
5. 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 NOTFICATION INFORMATION.

**ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:**

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

- |                      |                                   |
|----------------------|-----------------------------------|
| 30-FT - 6-IN PIPE    | 2 - 8-IN MJ PLUG                  |
| 885-FT - 8-IN PIPE   | 1 - 5-IN HYDRANT                  |
| 1100-FT - POLYWRAP   | 40-FT - 2-IN STYROFOAM INSULATION |
| 2 - 6-IN VALVE & BOX | 1-IN COPPER (AS R'QD)             |
| 3 - 8-IN VALVE & BOX |                                   |
| 3 - 8-IN X 6-IN TEE  |                                   |
| 2 - 8-IN X 8-IN TEE  |                                   |

**MATERIALS SUPPLIED BY CITY:**

NONE

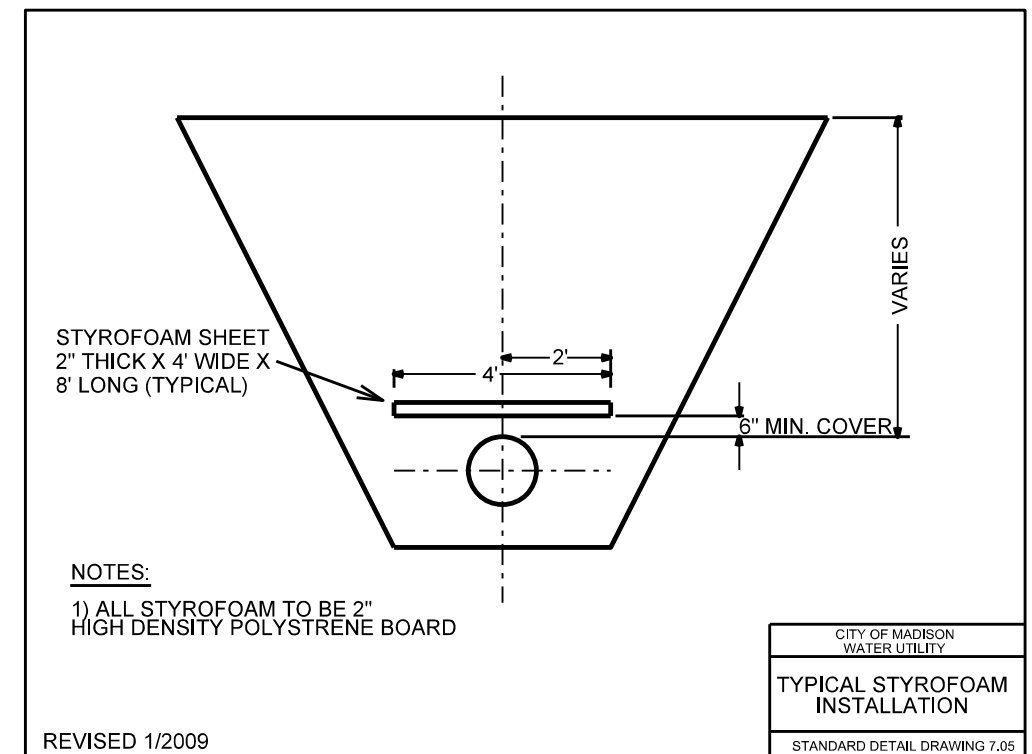
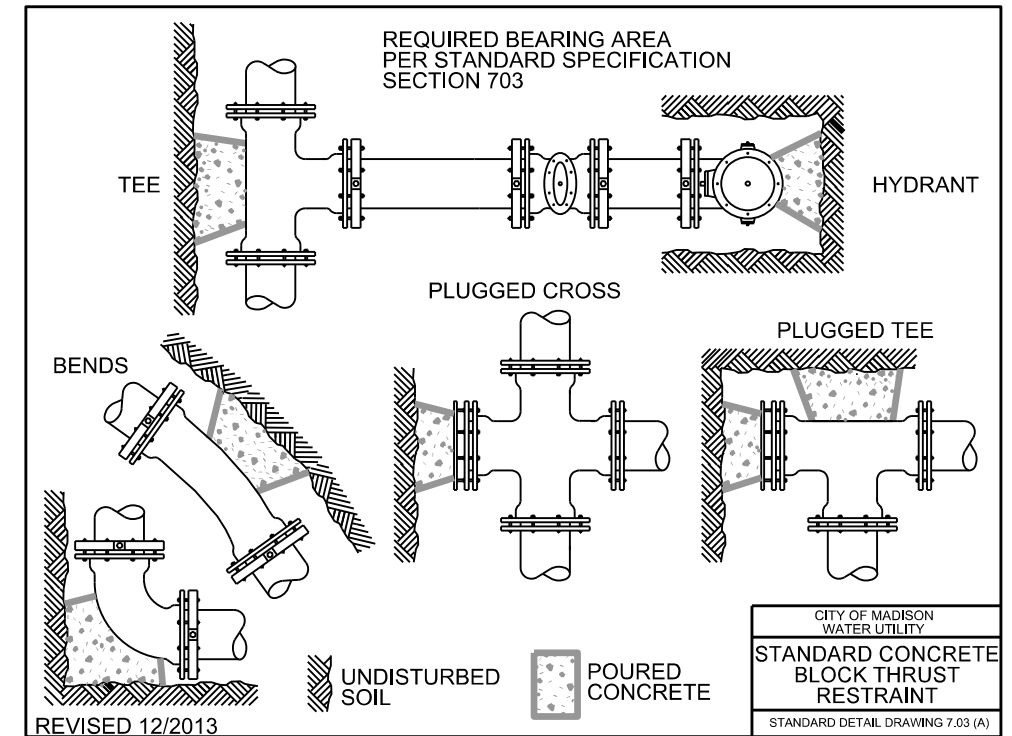
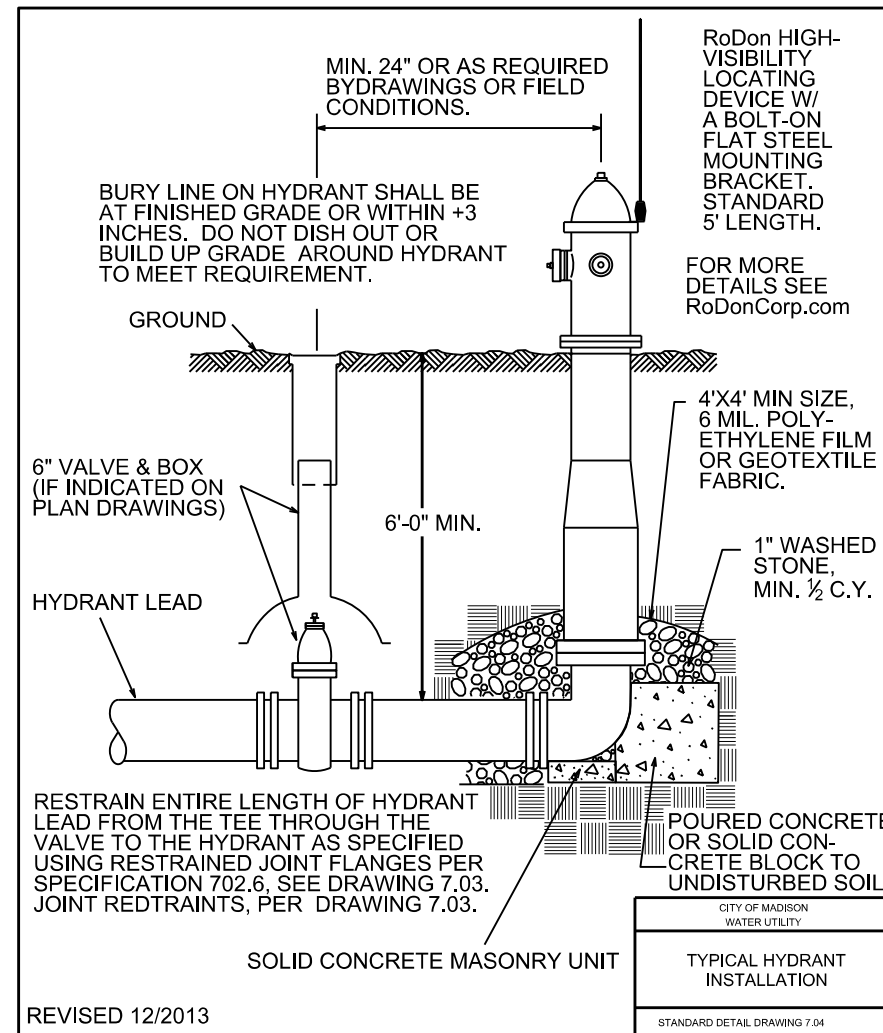
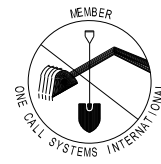
**REUSED MATERIALS**

2 - 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.





ELECTRICAL PLAN

CATALINA PKWY CITY OF MADISON

SECRET PLACES PHASE II  
8/25/14 KF SL1406.DGN

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 UNLESS OTHERWISE NOTED. SUBJECT TO NOTE 1 ABOVE.
3. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH "CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 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 - 8

LEGEND

LB-3 BASE WITH 3° ELBOW

ORIGINATOR: CITY OF MADISON, TRAFFIC ENGINEERING

