

Madison, Wisconsin
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P2	TIERCELSWAINSON DRIVE
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P8-P9	EASEMENT SIDEWALK
P10	ELECTRICAL PLAN
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X10-X16	

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SHEET NO. U13-U14	STORM SEWER SCHEDULE		
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CITY OF MADISON

CITY ENGINEERING DIVISION

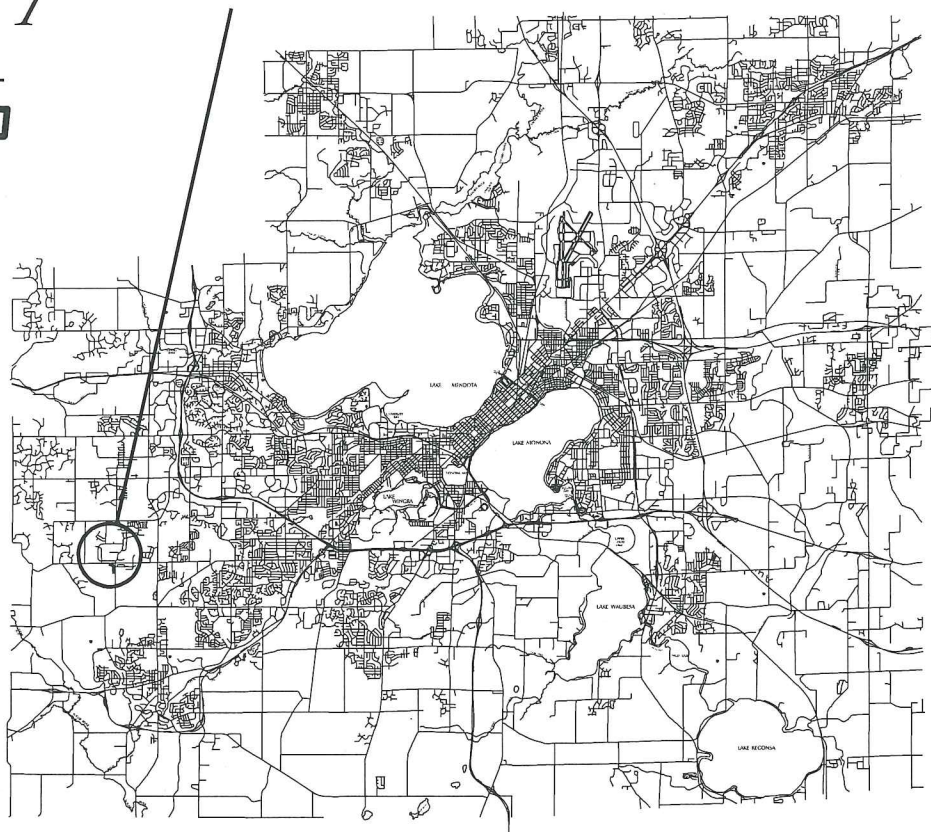
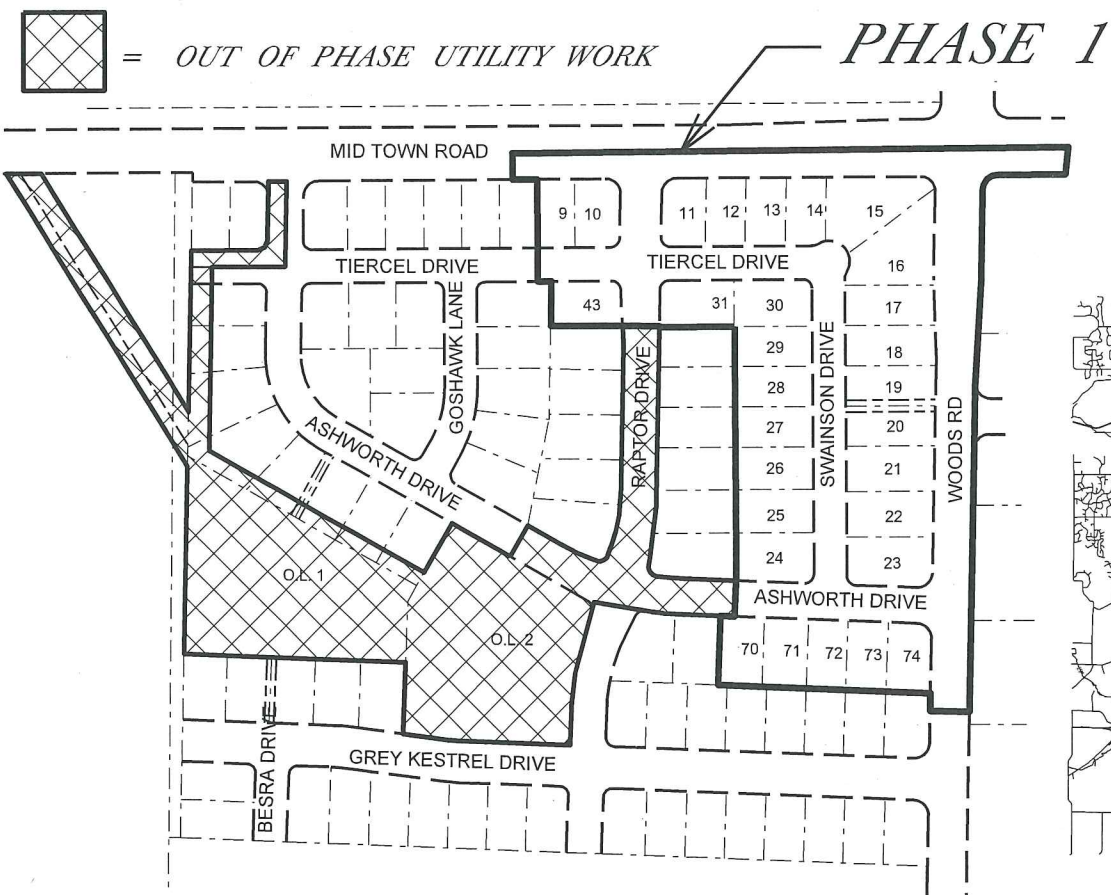
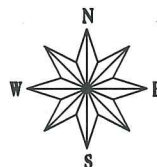
DEPARTMENT OF PUBLIC WORKS

PLAN OF PROPOSED IMPROVEMENT

HAWKS VALLEY PHASE 1

CITY PROJECT NO. 53B2271
CITY CONTRACT NO. 2271
MUNIS NO. 10082

PROJECT LOCATION

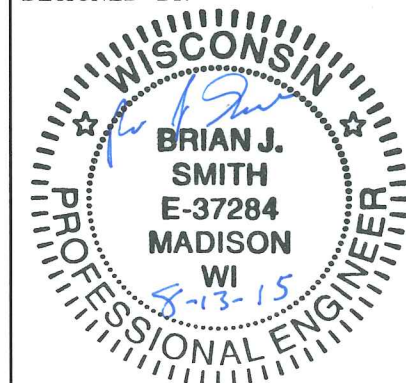


PUBLIC IMPROVEMENT PROJECT APPROVED
JANUARY 6, 2015
BY THE COMMON COUNCIL OF MADISON, WISCONSIN

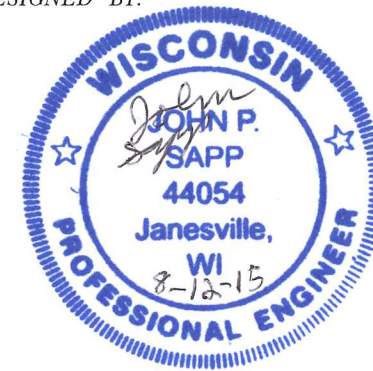
PUBLIC IMPROVEMENT DESIGN APPROVED BY:

Christy Pelt 8-14-15
City Engineer Date

ELECTRICAL DESIGNED BY:



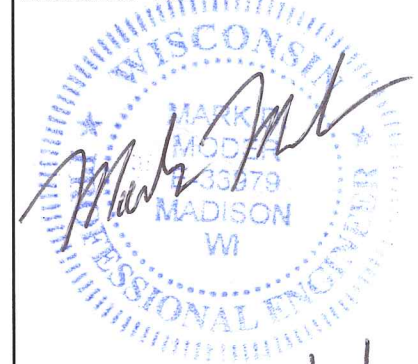
STREET GRADES DESIGNED BY:



STREET GEOMETRICS DESIGNED BY:



SANITARY SEWER DESIGNED BY:



WATER DESIGNED BY:



STORM SEWER DESIGNED BY:



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

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

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

WORK ON MIDTOWN RD SHALL ONLY TAKE PLACE DURING OFF PEAK HOURS (8:30 A.M. TO 4:00 P.M.). TRAFFIC MAY BE REDUCED TO ONE LANE WITH FLAGGERS MAINTAINING BOTH DIRECTIONS OF TRAFFIC.

WOODS RD MAY BE FULLY CLOSED DURING OFF PEAK HOURS (8:30 A.M. TO 4:00 P.M.) MESSAGE BOARDS NEED TO BE IN PLACE ON WOODS RD IN BOTH DIRECTIONS A MINIMUM OF FIVE DAYS BEFORE THE CLOSURE, NOTIFYING DRIVERS OF THE CLOSURE DATES.

ASHWORTH DRIVE, TIERCEL DRIVE, AND SWAINSON DRIVE SHALL BE TYPE A PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

RAPTOR DRIVE SHALL BE TYPE B PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

MID TOWN ROAD AND WOODS ROAD SHALL BE TYPE C PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

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

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

ALL DITCHES SHALL DRAIN WITH A MINIMUM GRADES OF 0.5%

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

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

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

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

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

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

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

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

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

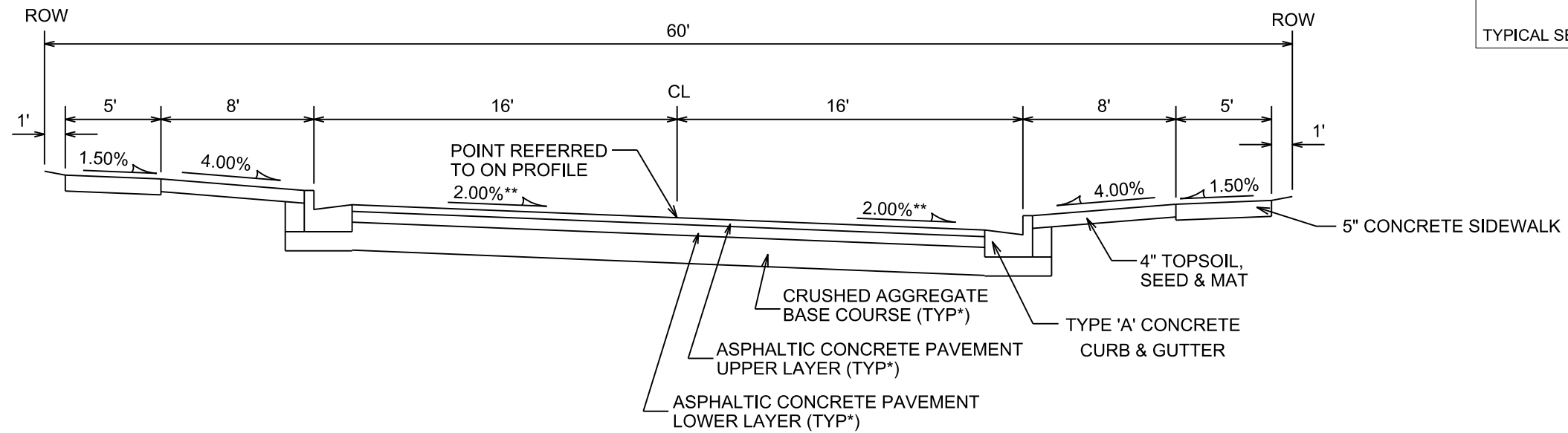
CURB ON CUL DE SACS SHALL BE INSTALLED ACCORDING TO SDD 3.05.

PLOT SCALE:

PLOT NAME:

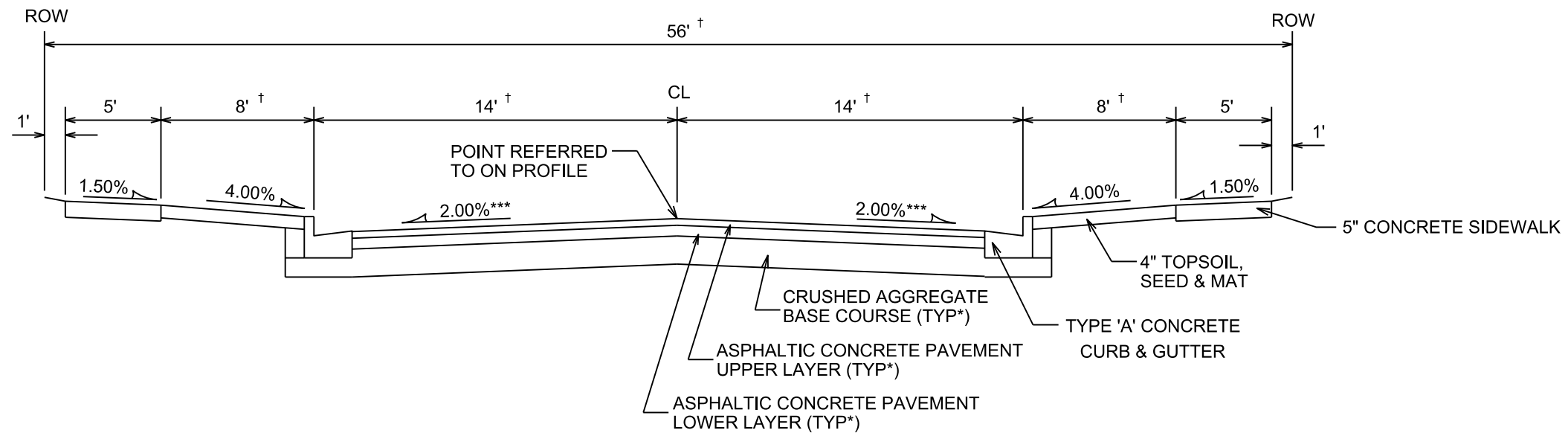
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



TYPICAL SECTION

ASHWORTH DRIVE
STA 22+75 TO STA 26+28



TYPICAL SECTION

TIERCEL DR./SWAINSON DR.
STA 117+33 TO STA 122+55

NOTES:

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

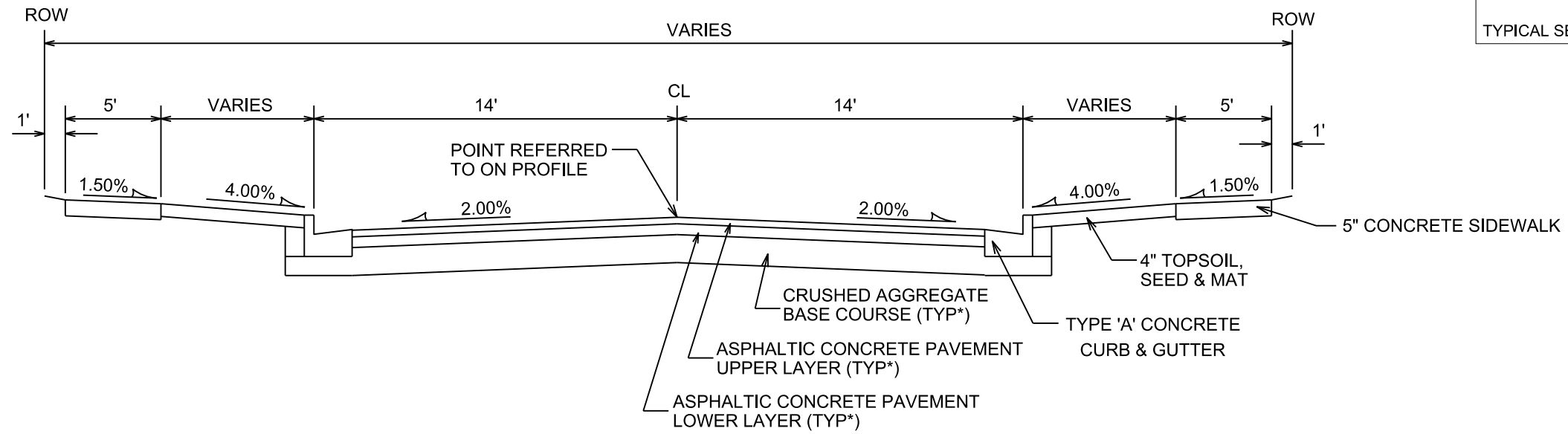
** CROSS SLOPE VARIES ON ASHWORTH DRIVE FROM STA 25+75 TO STA 26+28. SEE PLANS

*** CROSS SLOPE VARIES ON TIERCEL/SWAINSON DRIVE FROM STA 121+94 TO STA 122+55; AND FROM 125+75 TO STA 127+41. SEE PLANS

† WIDTH VARIES ON TIERCEL/SWAINSON DRIVE FROM STA 121+76 TO STA 122+55. SEE PLANS

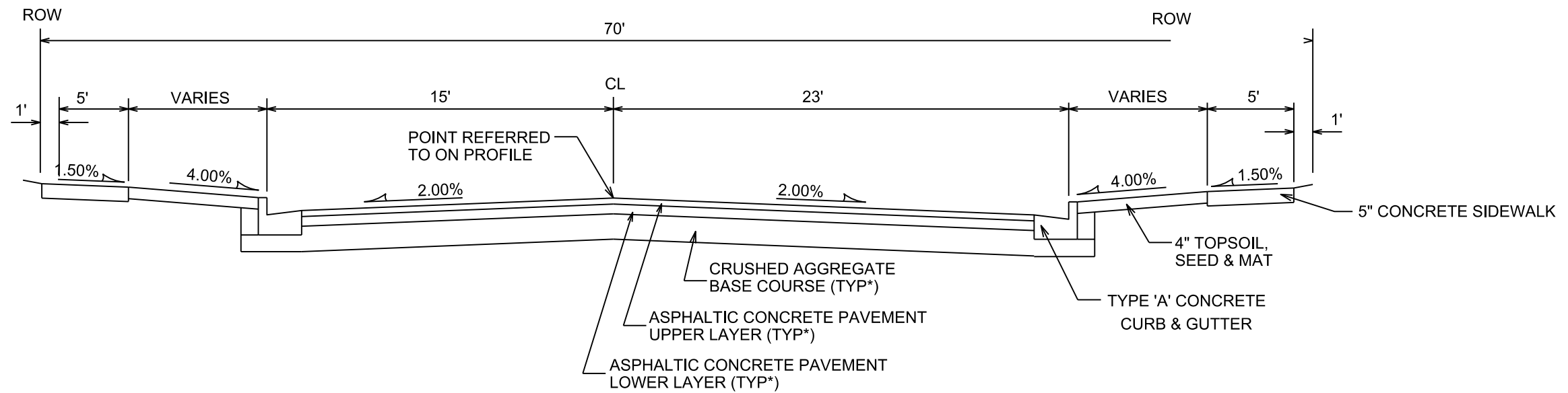
CITY OF MADISON MINIMUM PAVEMENT DESIGN

TYPE	CRUSHED AGG. BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER TYPE	LOWER LAYER THICKNESS	UPPER LAYER TYPE	UPPER LAYER THICKNESS
A	6"	4"	E-0.3	1.75"	E-0.3	1.75"
B	6"	4"	E-1	2.25"	E-1	2"
C	6"	4"	E-3	3.25"	E-3	2"



TYPICAL SECTION

RAPTOR DRIVE
STA 100+42 TO STA 101+50



TYPICAL SECTION

RAPTOR DRIVE
STA 101+50 TO STA 102+73

CITY OF MADISON MINIMUM PAVEMENT DESIGN

TYPE	CRUSHED AGG. BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER TYPE	LOWER LAYER THICKNESS	UPPER LAYER TYPE	UPPER LAYER THICKNESS
A	6"	4"	E-0.3	1.75"	E-0.3	1.75"
B	6"	4"	E-1	2.25"	E-1	2"
C	6"	4"	E-3	3.25"	E-3	2"

NOTES:

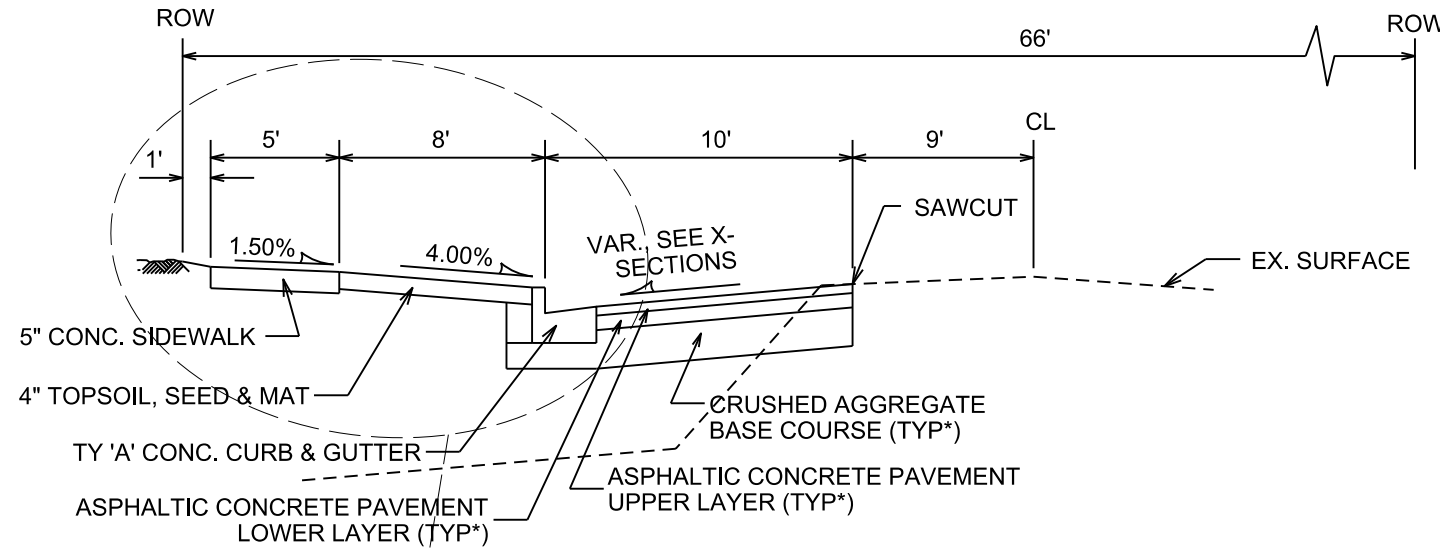
* RAPTOR DRIVE TO BE CONSTRUCTED AS TYPE 'B' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN.

PLOT SCALE:

PLOT NAME:

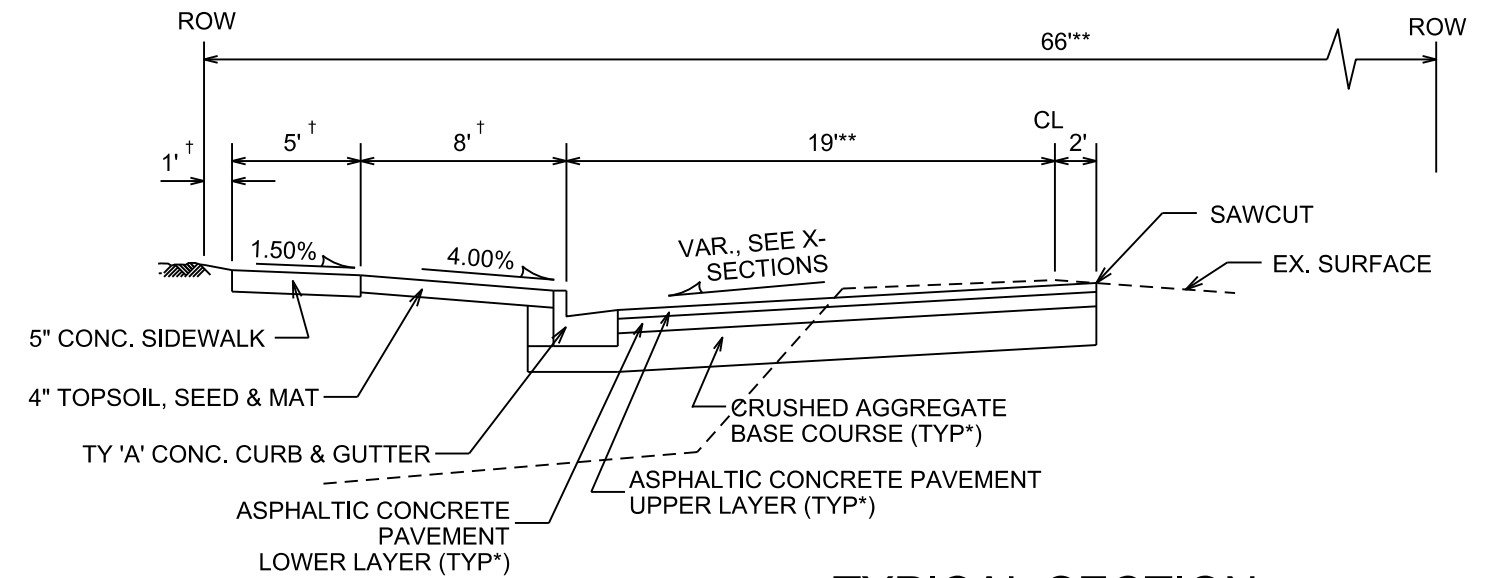
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



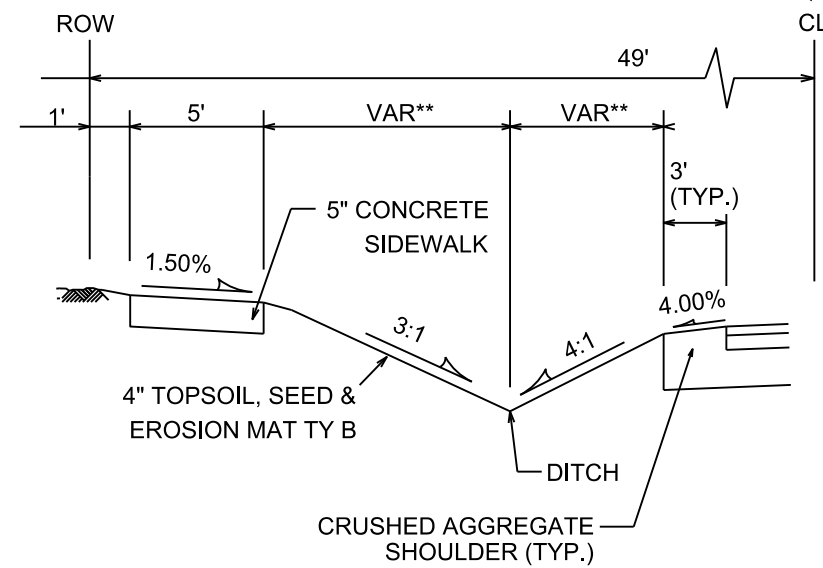
TYPICAL SECTION

WOODS ROAD
STA 310+43 TO STA 314+50

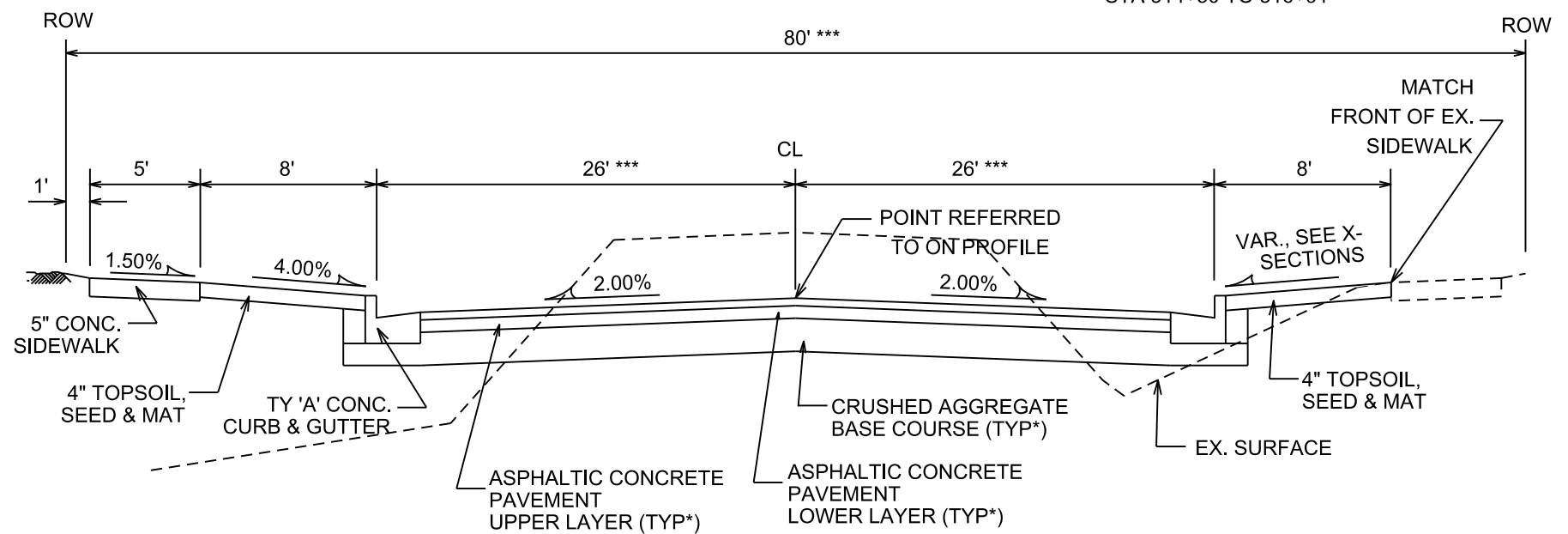


TYPICAL SECTION

WOODS ROAD
STA 314+50 TO STA 316+91



PROPOSED LEFT SIDE
STA 310+43 TO STA 311+56



TYPICAL SECTION

WOODS ROAD
STA 316+91 TO STA 319+02

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	2.25"	E-1	2"
C	6"	4"	E-3	3.25"	E-3	2"

NOTES:

* WOODS ROAD TO BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN.

** WIDTH VARIES FROM 316+04 TO 316+91

*** WIDTH VARIES FROM 316+91 TO 317+44

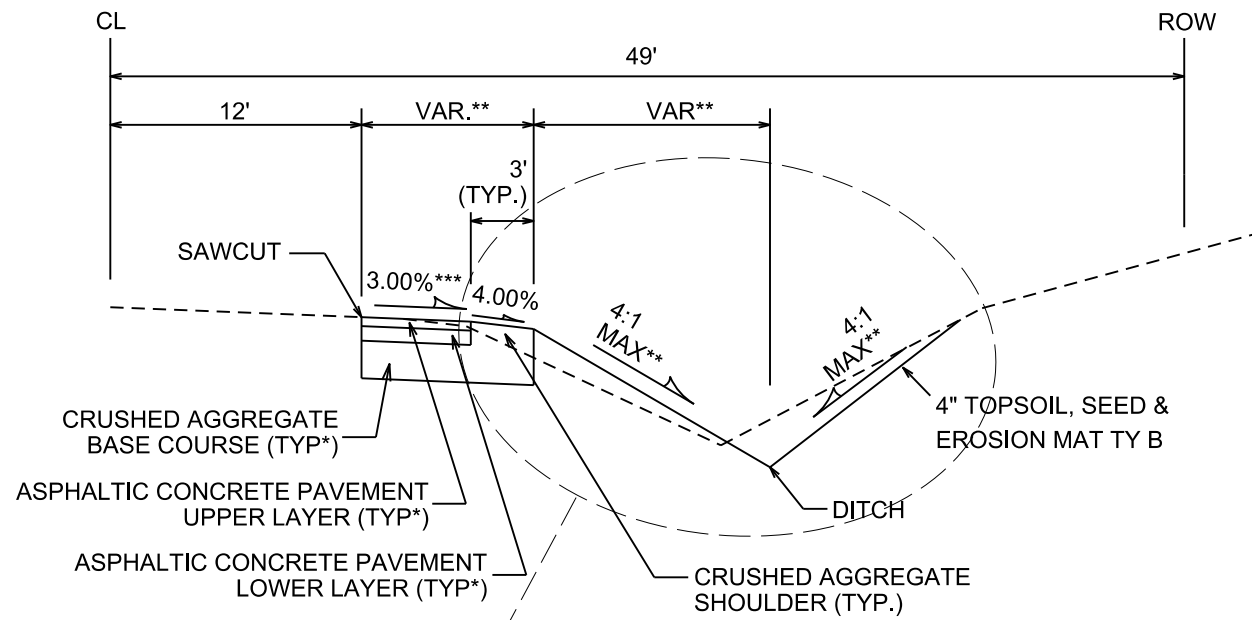
† WIDTH VARIES FROM 314+68 TO 315+64

PLOT SCALE:

PLOT NAME:

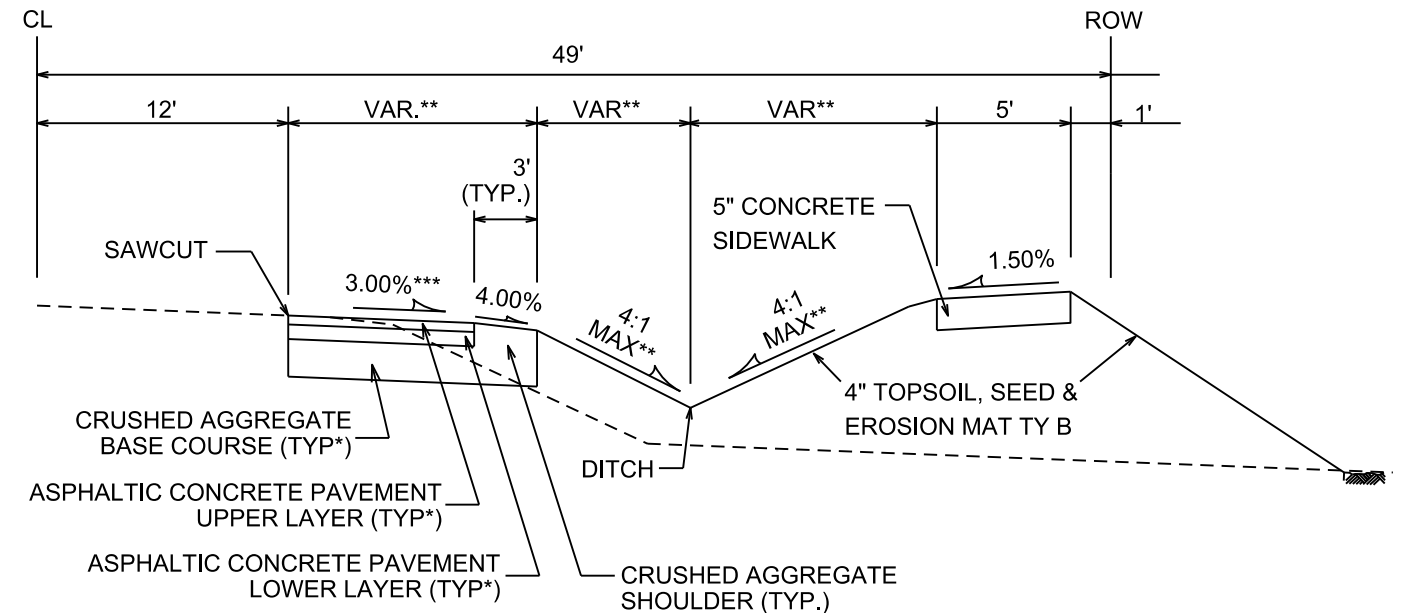
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



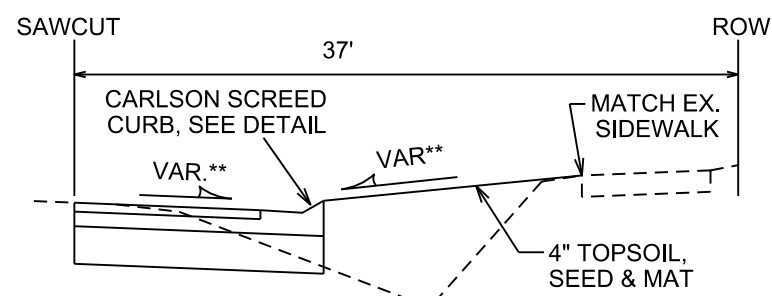
TYPICAL SECTION

MIDTOWN RD
STA 139+78 TO STA 140+09;
AND STA 147+84 TO STA 149+25

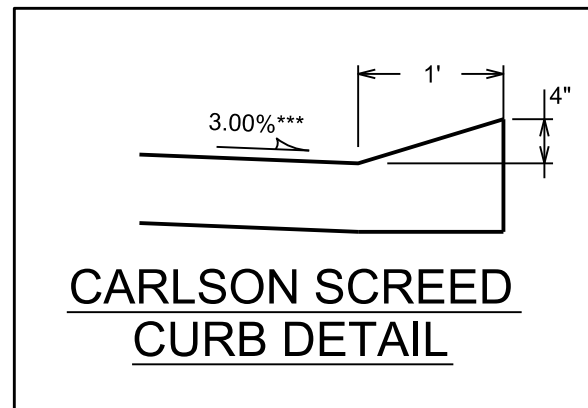


TYPICAL SECTION

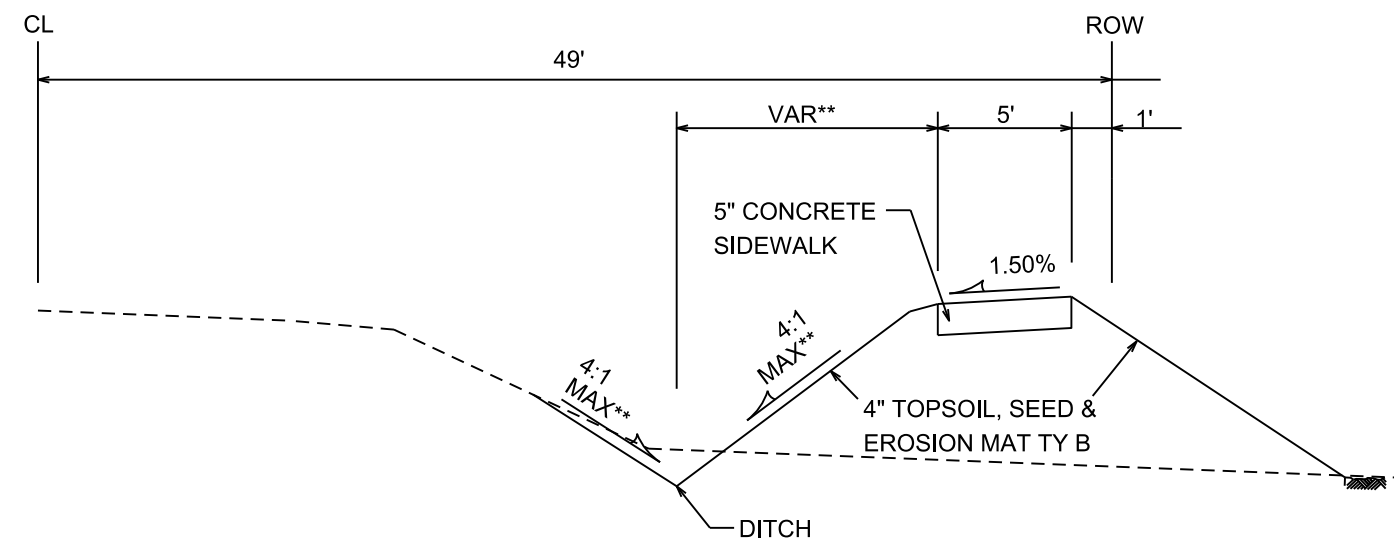
MIDTOWN RD
STA 140+09 TO STA 143+46;
AND STA 145+09 TO STA 147+84



PROPOSED RIGHT SIDE
FOR STA 147+84 TO 148+23



CARLSON SCREED CURB DETAIL



TYPICAL SECTION

MIDTOWN RD
STA 143+46 TO STA 145+09

CITY OF MADISON MINIMUM PAVEMENT DESIGN

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

NOTES:

- * MID TOWN ROAD TO BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN
- ** SEE CROSS SECTIONS FOR OFFSETS, ELEVATIONS, AND SLOPES
- *** VAR. FROM 146+53 TO 148+20. SEE CROSS SECTIONS

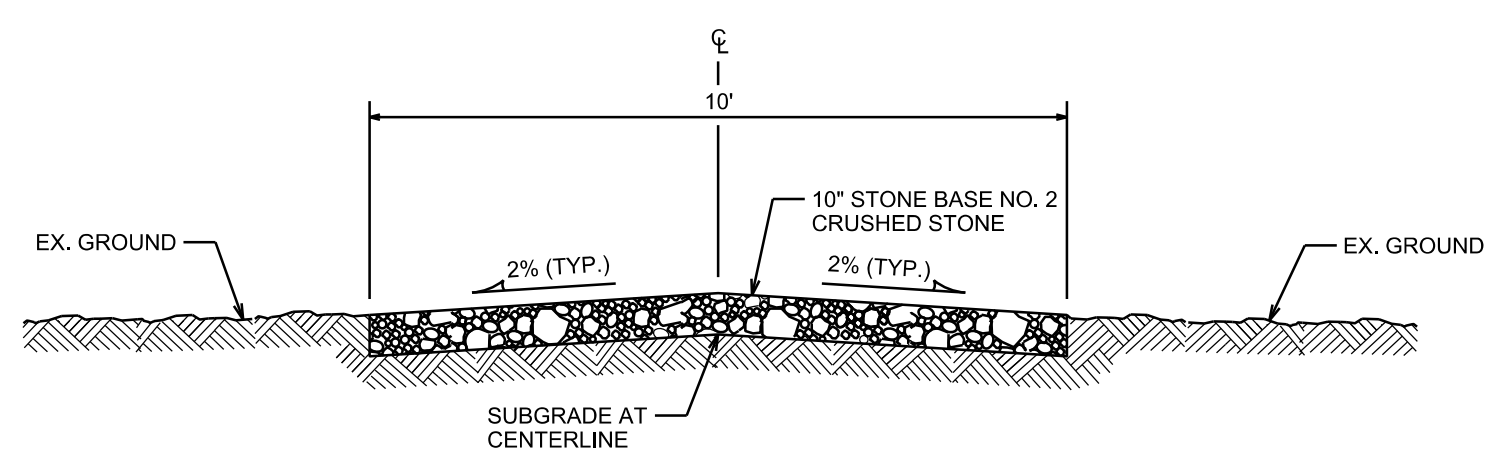
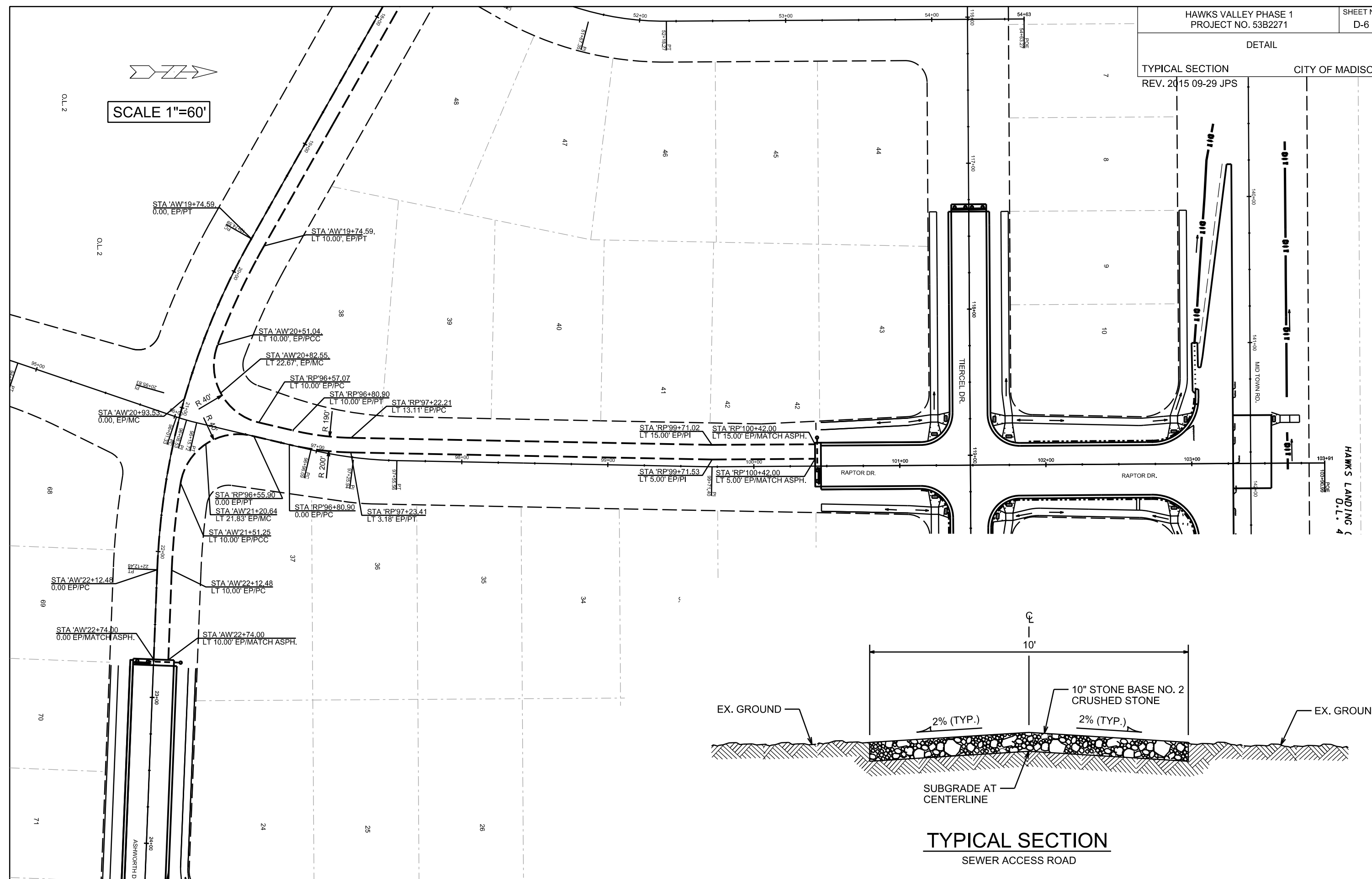
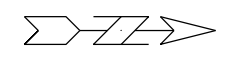
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

SCALE 1"=60'



TYPICAL SECTION
SEWER ACCESS ROAD

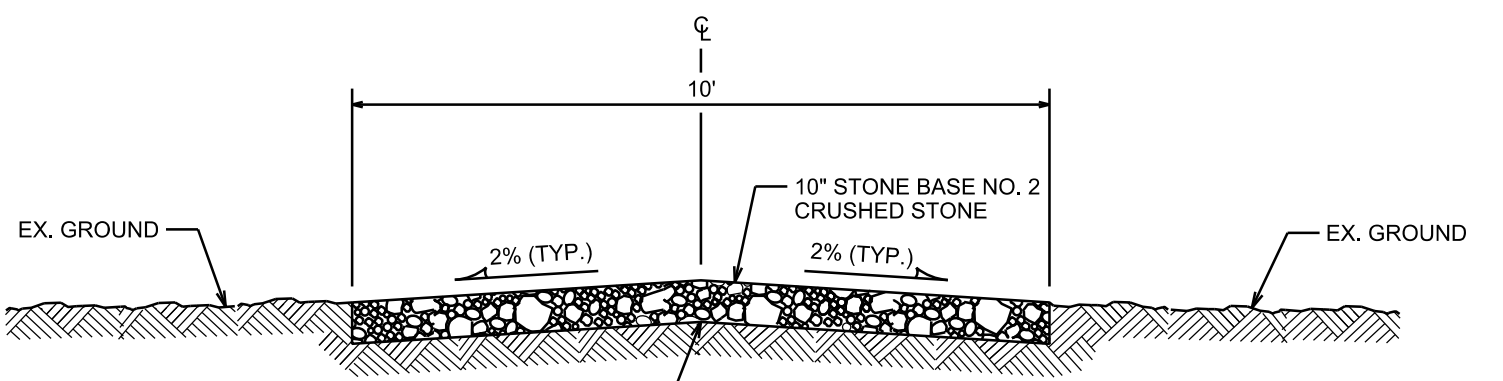
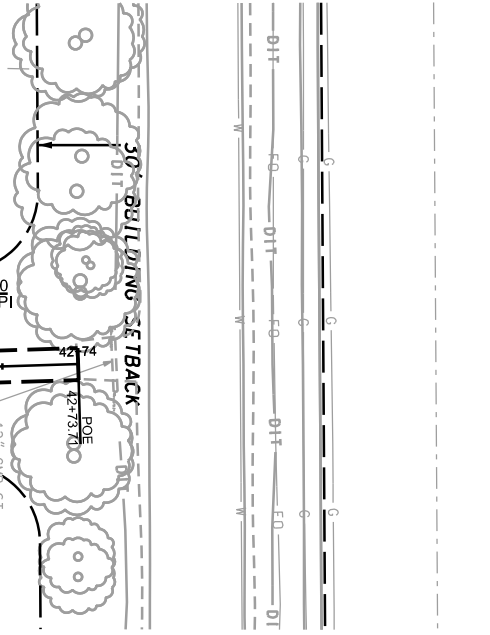
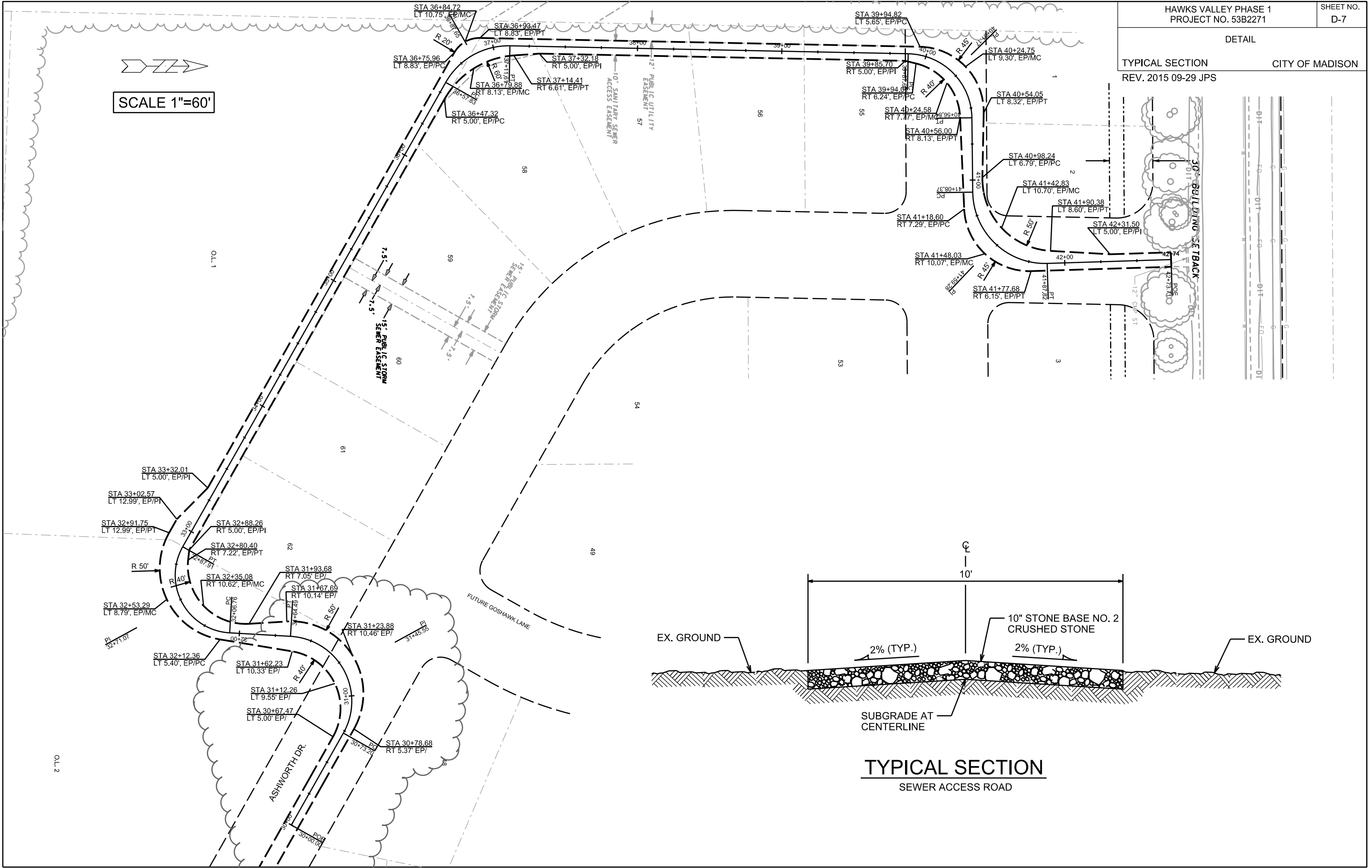
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PLOT NAME: _____
REV. DATE: _____
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

DETAIL

TYPICAL SECTION
REV. 2015 09-29 JPS

CITY OF MADISON

SCALE 1"=60'



TYPICAL SECTION
SEWER ACCESS ROAD

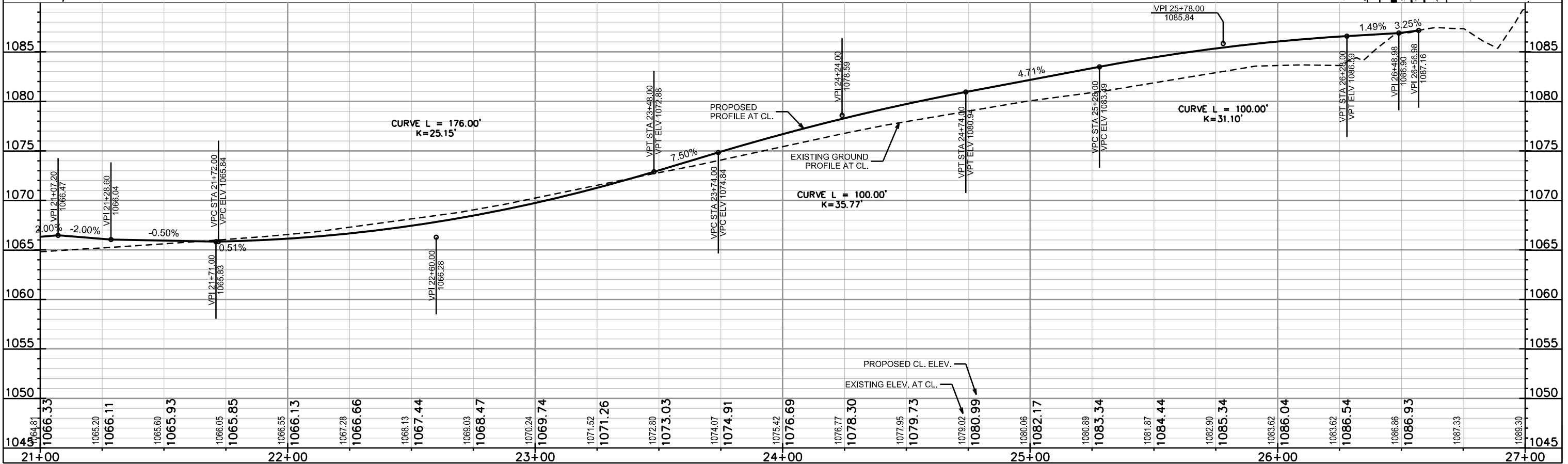
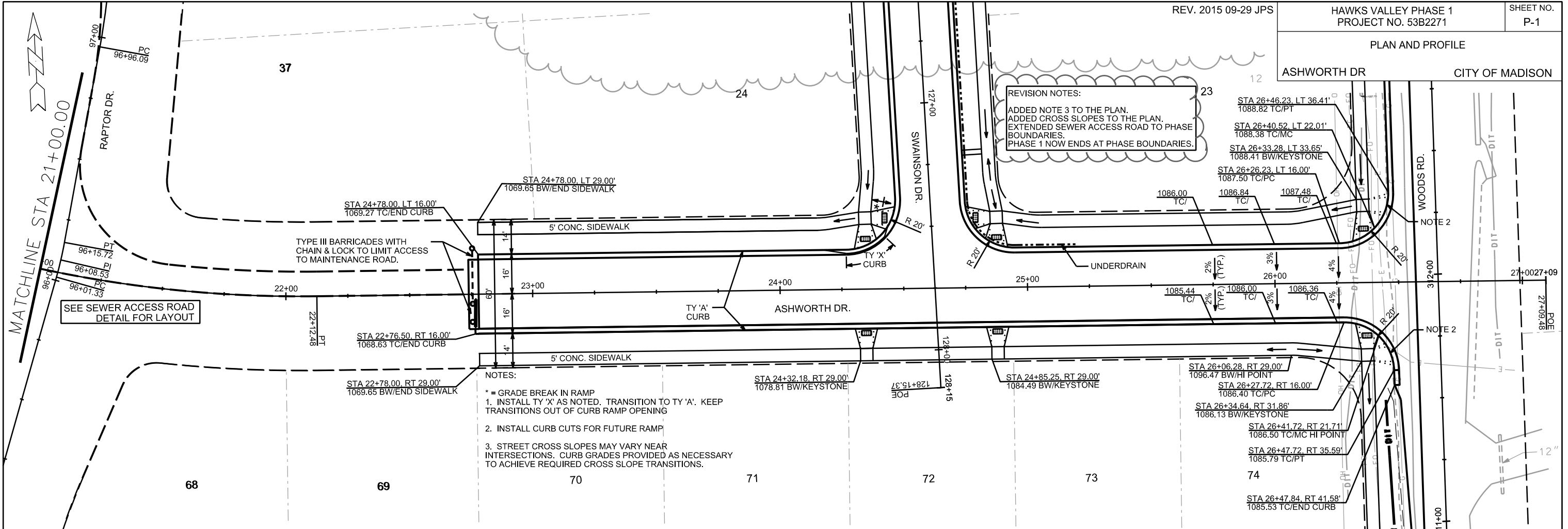
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE
ASHWORTH DR CITY OF MADISON



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

RAPTOR DR

CITY OF MADISON

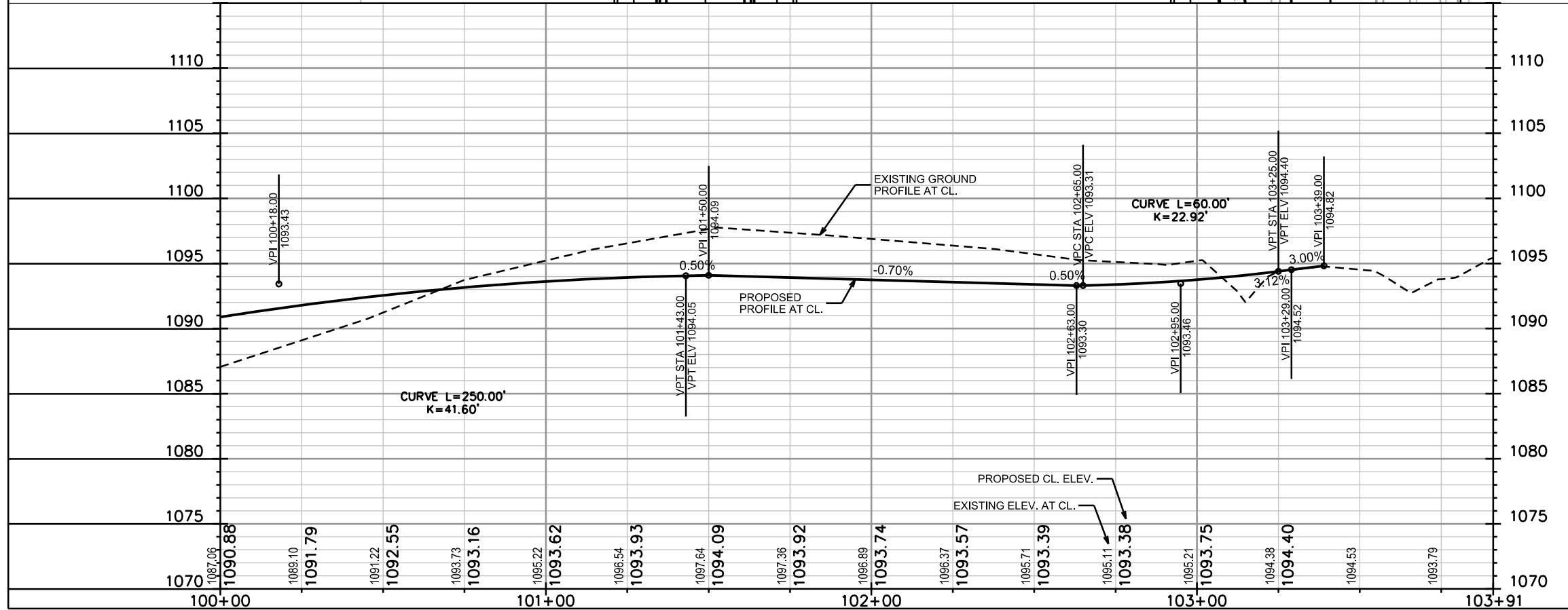
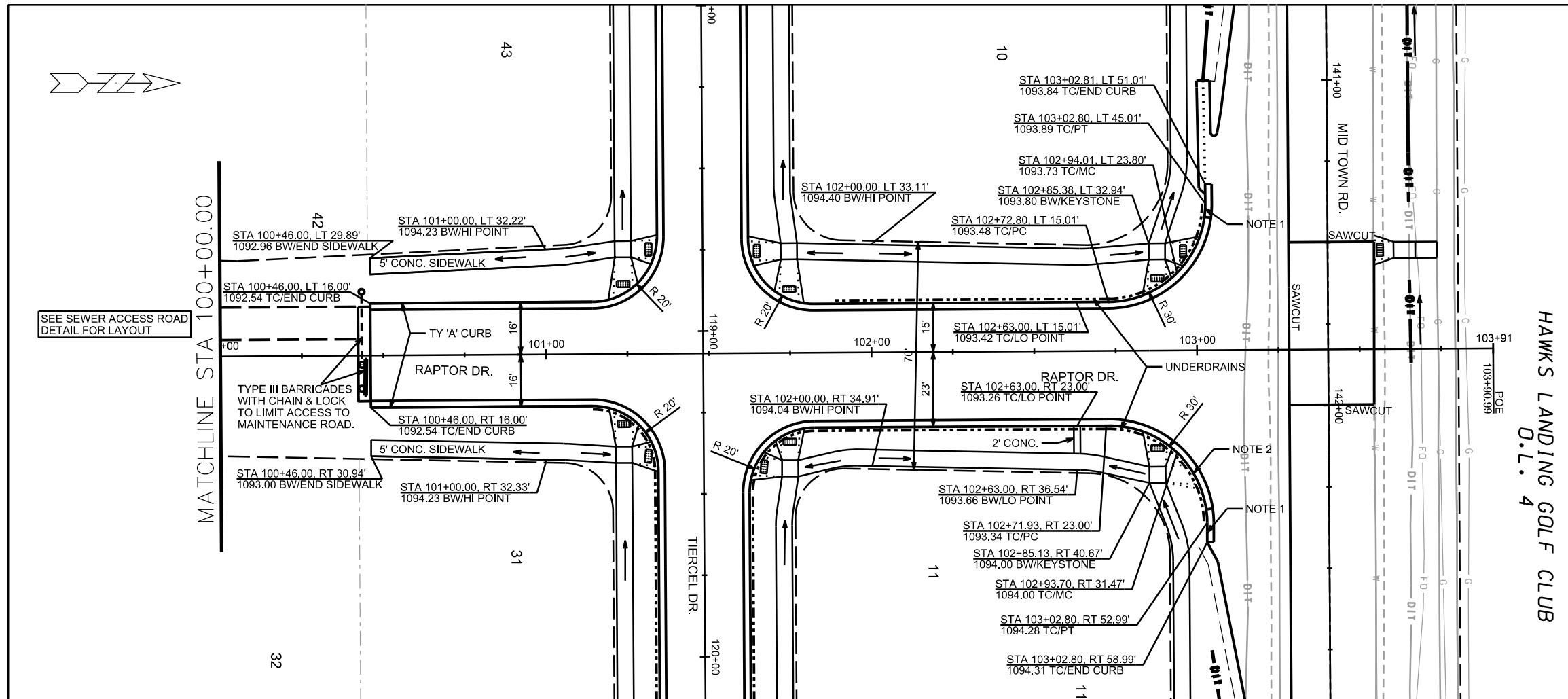
REV. 2015 09-29 JPS

REVISION NOTES:

EXTENDED SEWER ACCESS ROAD TO PHASE BOUNDARIES.
PHASE 1 NOW ENDS AT PHASE BOUNDARIES.

NOTES:

1. TRANSITION FROM 0" TO 6" CURB HEAD OVER 10'
2. INSTALL CURB CUTS FOR FUTURE RAMP



PLOT SCALE:

PLOT NAME:

REV. DATE:

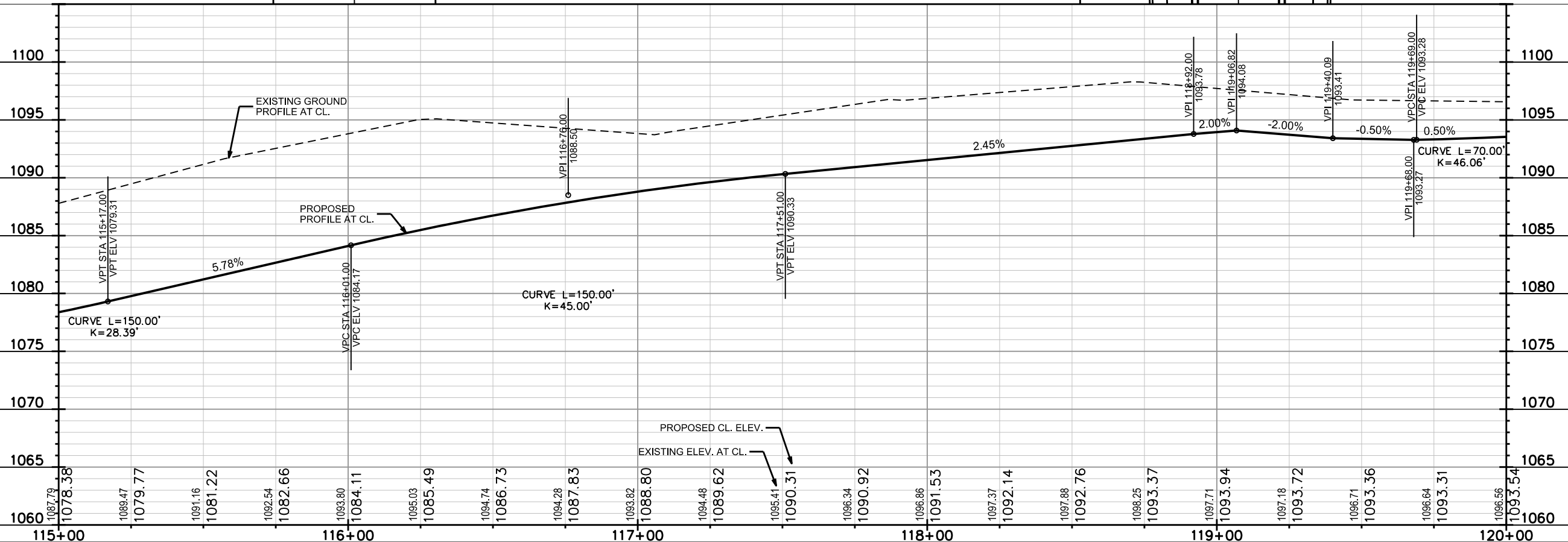
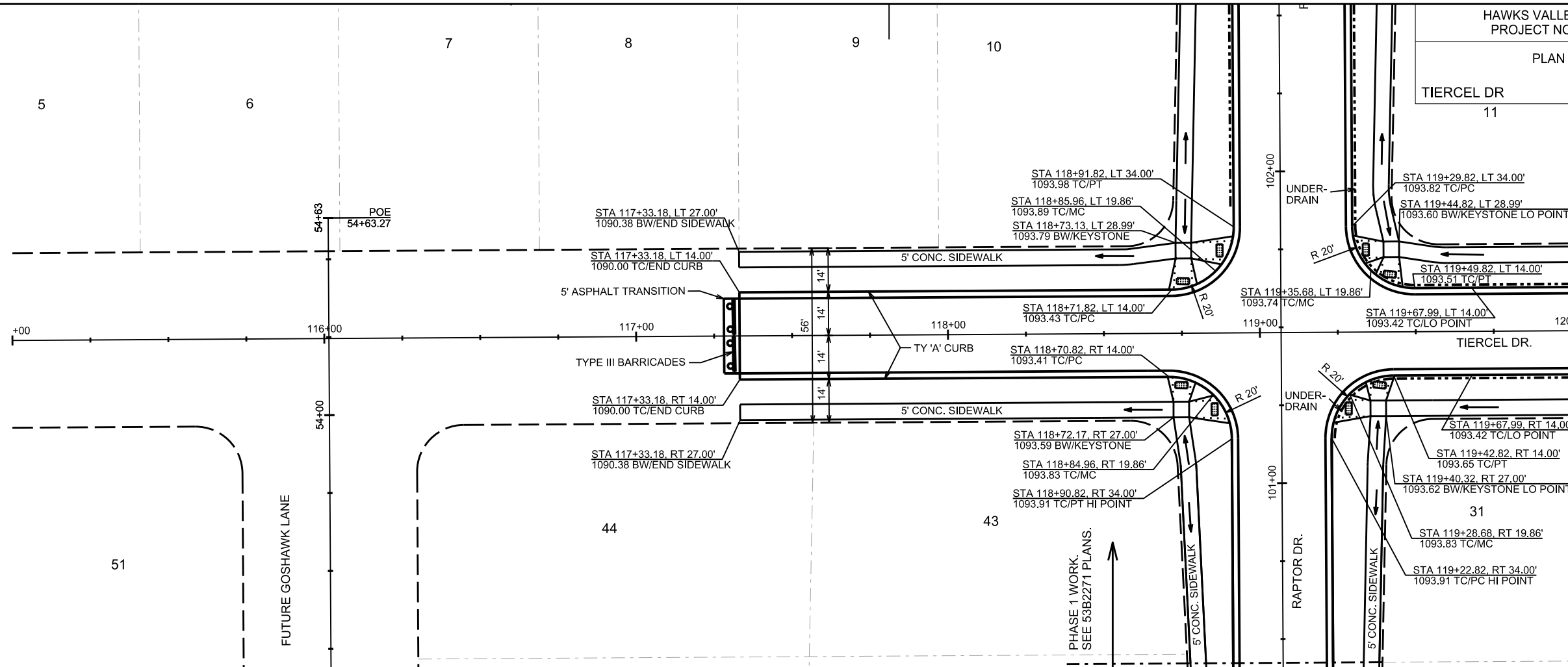
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

TIERCEL DR

CITY OF MADISON

MATCHLINE STA 120+00.00



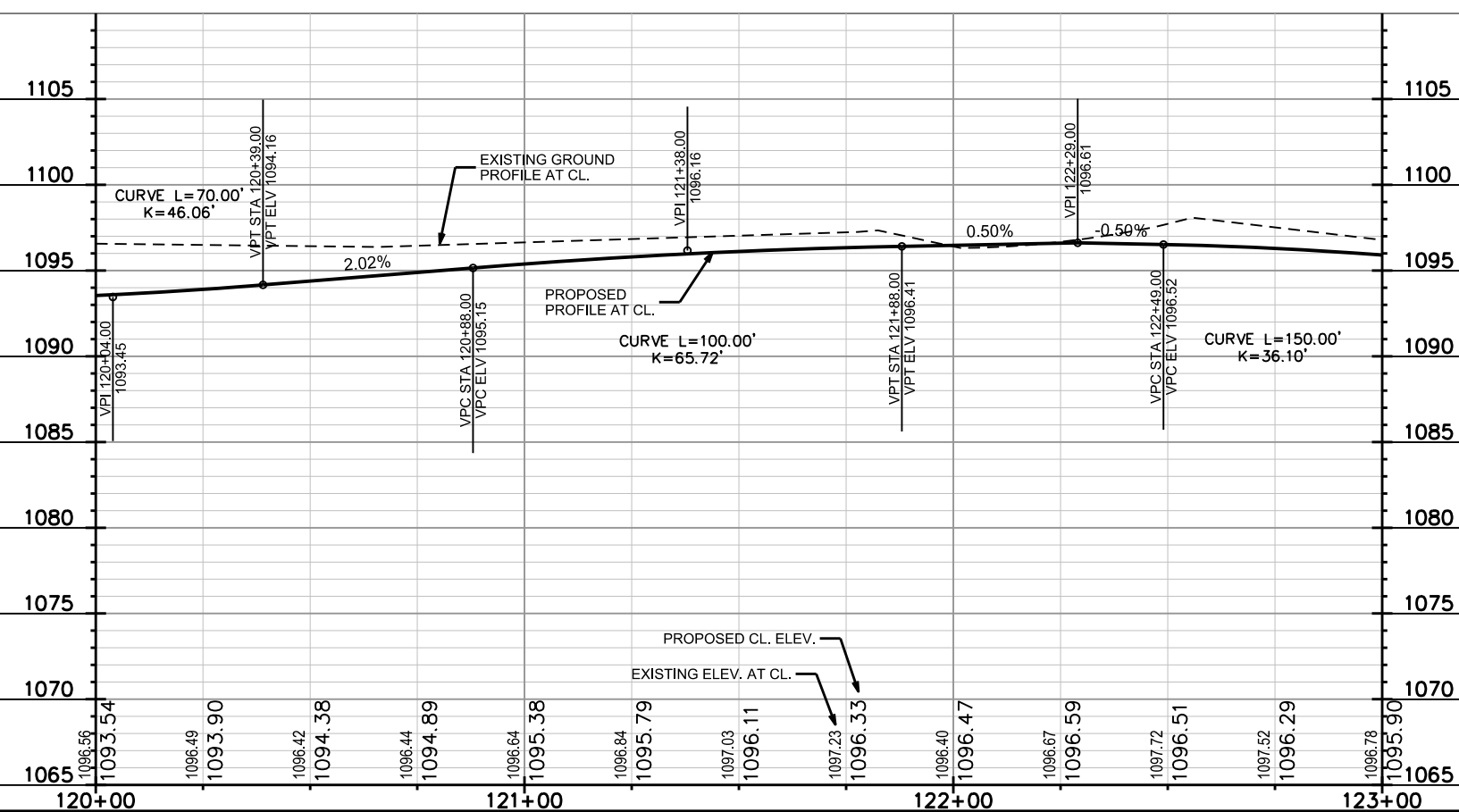
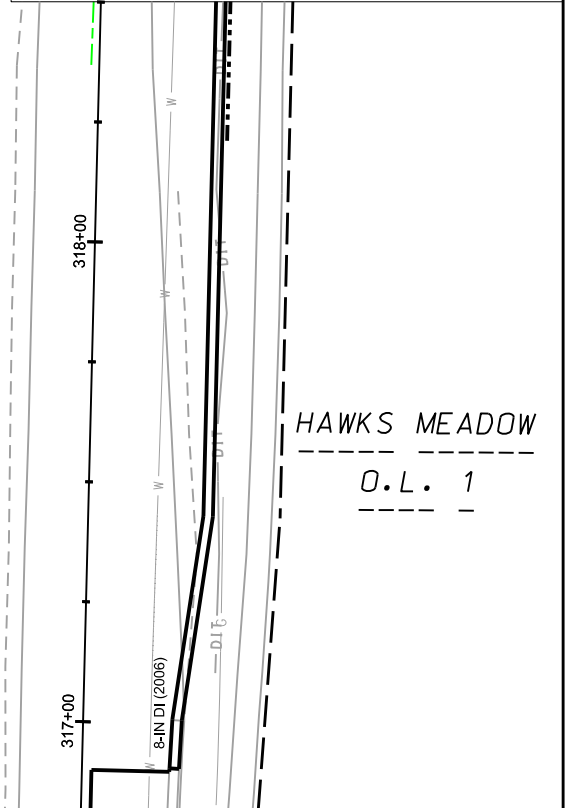
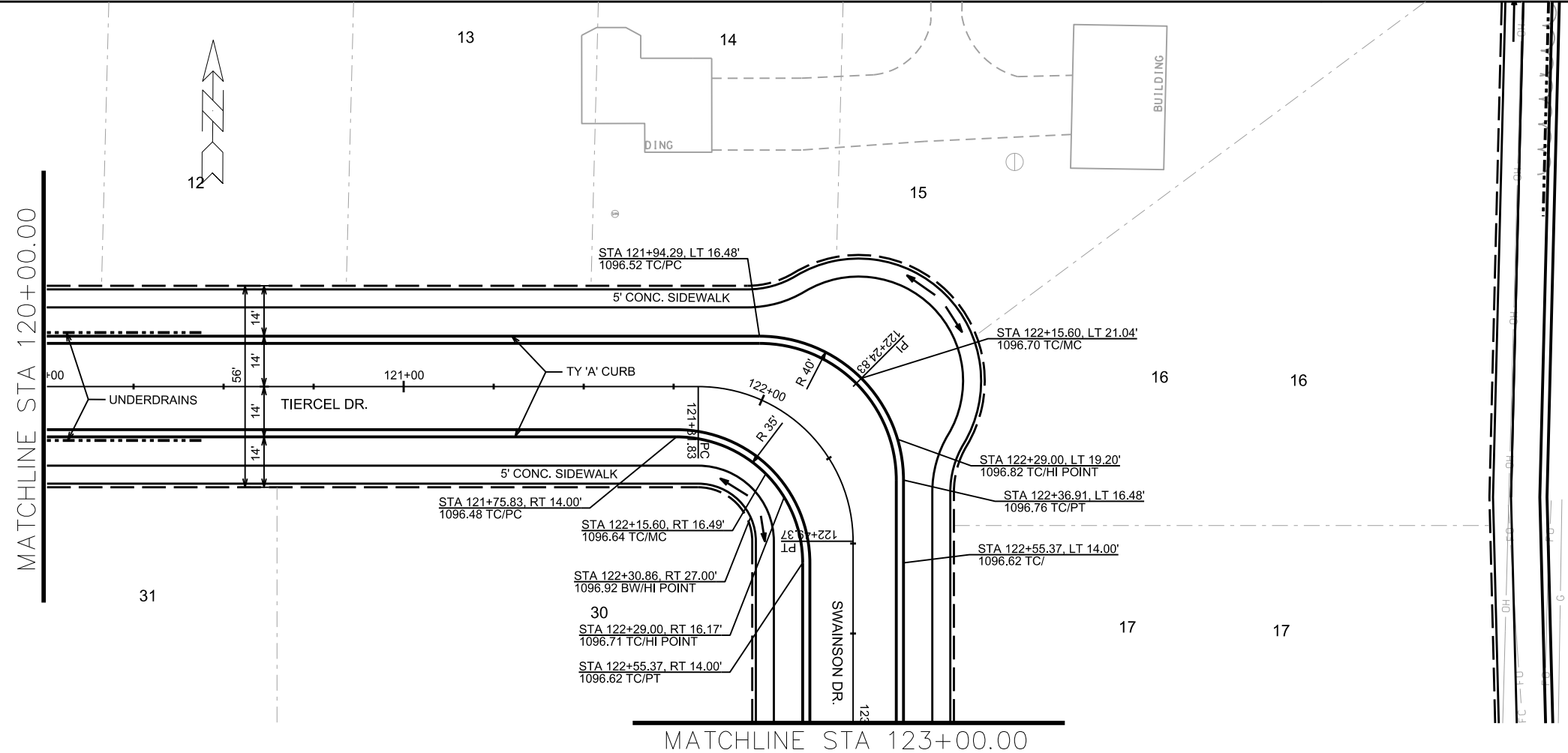
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE
TIERCEL DR & SWAINSON DR CITY OF MADISON



PLOT SCALE:

PLOT NAME:

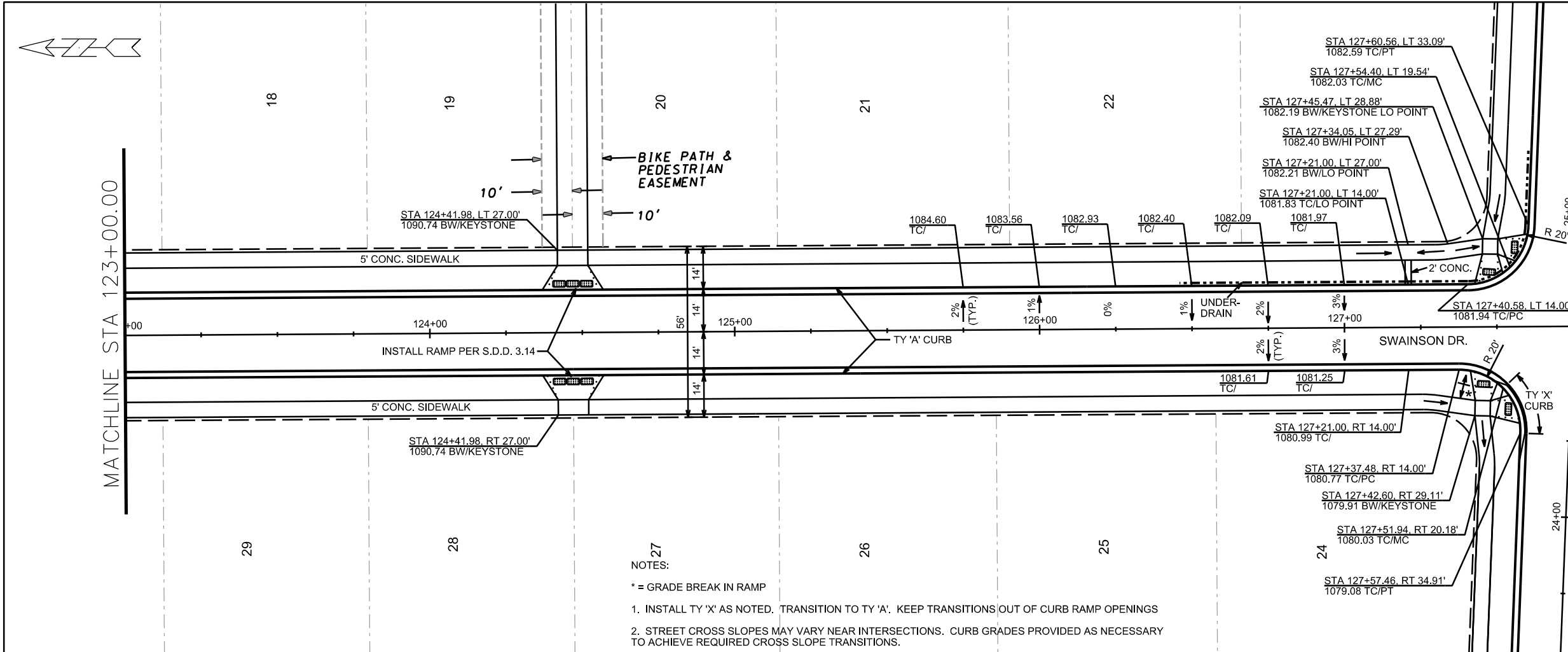
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

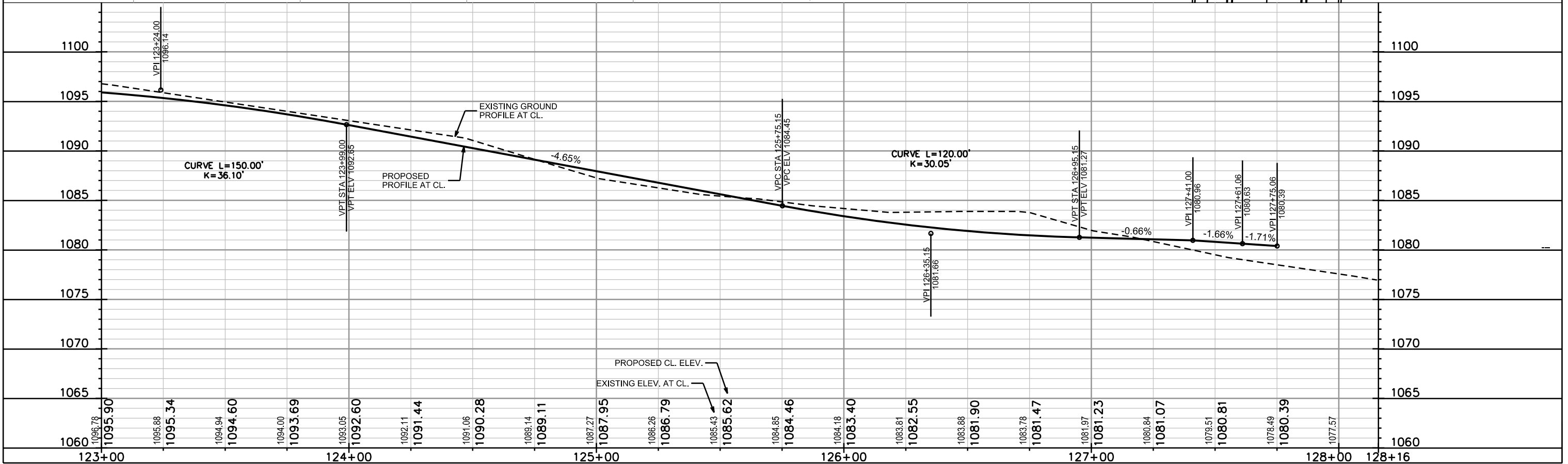
PLAN AND PROFILE

SWAINSON DR CITY OF MADISON
REV. 2015 09-29 JPS

REVISION NOTES:
ADDED NOTE 2 TO THE PLAN.
ADDED CROSS SLOPES TO THE PLAN.



- NOTES:
* = GRADE BREAK IN RAMP
- INSTALL TY 'X' AS NOTED. TRANSITION TO TY 'A'. KEEP TRANSITIONS OUT OF CURB RAMP OPENINGS
 - STREET CROSS SLOPES MAY VARY NEAR INTERSECTIONS. CURB GRADES PROVIDED AS NECESSARY TO ACHIEVE REQUIRED CROSS SLOPE TRANSITIONS.

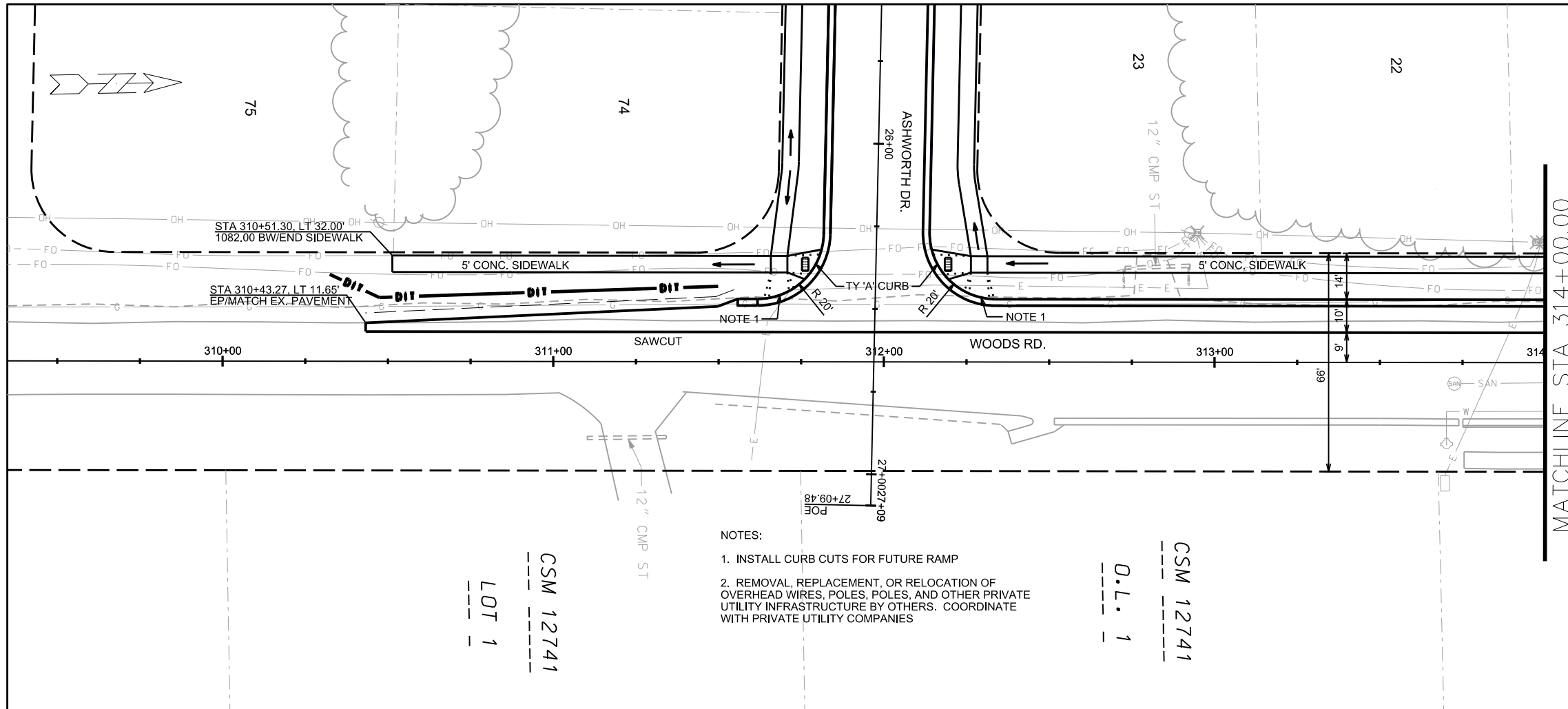


PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

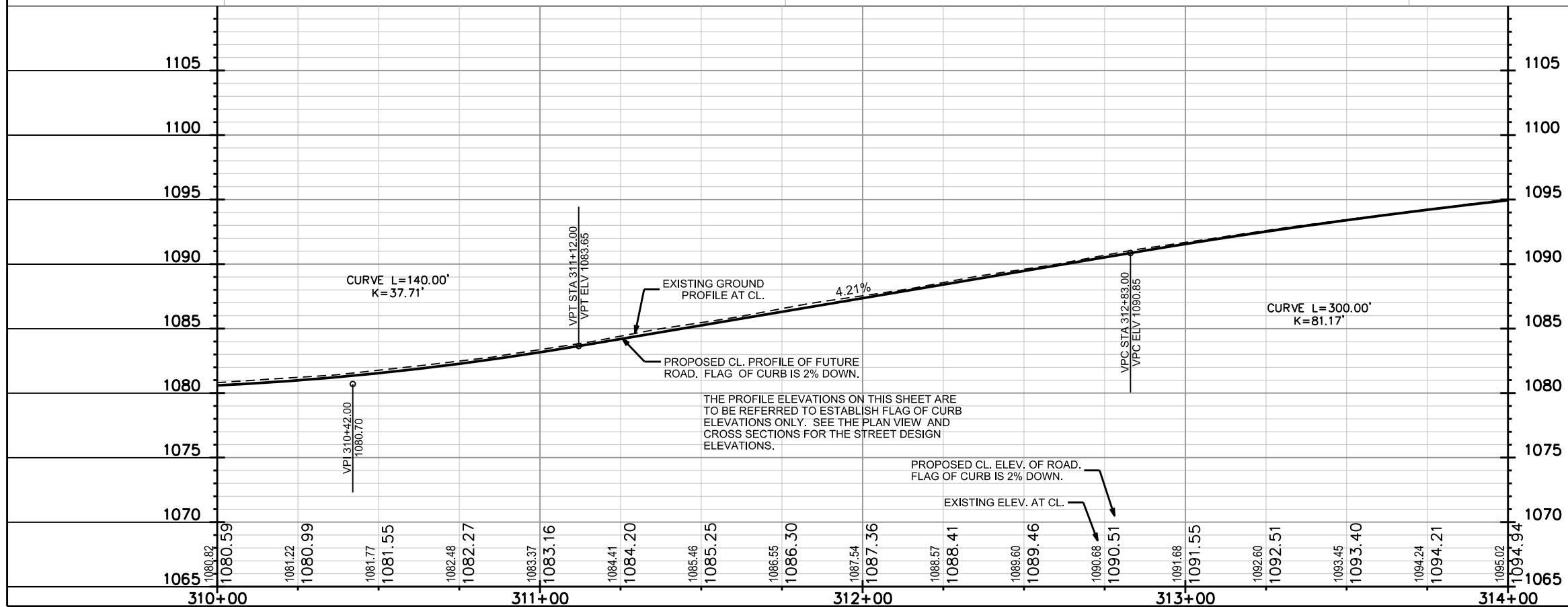
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



- NOTES:
1. INSTALL CURB CUTS FOR FUTURE RAMP
 2. REMOVAL, REPLACEMENT, OR RELOCATION OF OVERHEAD WIRES, POLES, POLES, AND OTHER PRIVATE UTILITY INFRASTRUCTURE BY OTHERS. COORDINATE WITH PRIVATE UTILITY COMPANIES

LOT 1
CSM 12741

O.L. 1
CSM 12741



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

PROPOSED CL. ELEV. OF ROAD. FLAG OF CURB IS 2% DOWN.

EXISTING ELEV. AT CL.

PLOT SCALE:

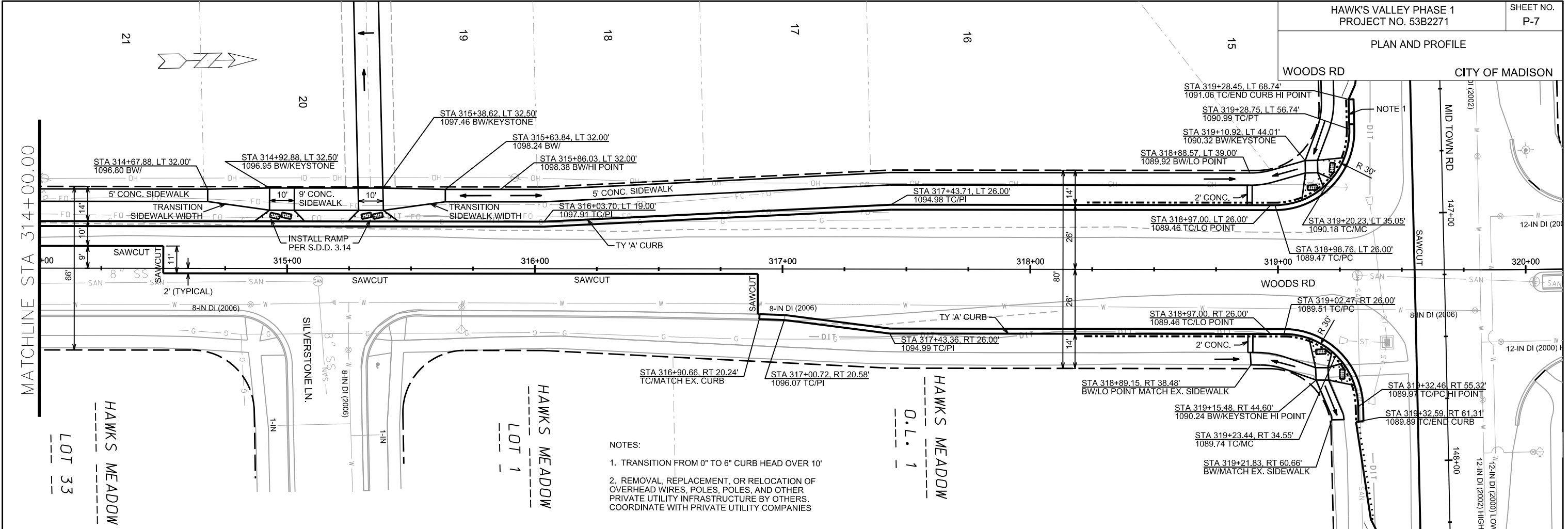
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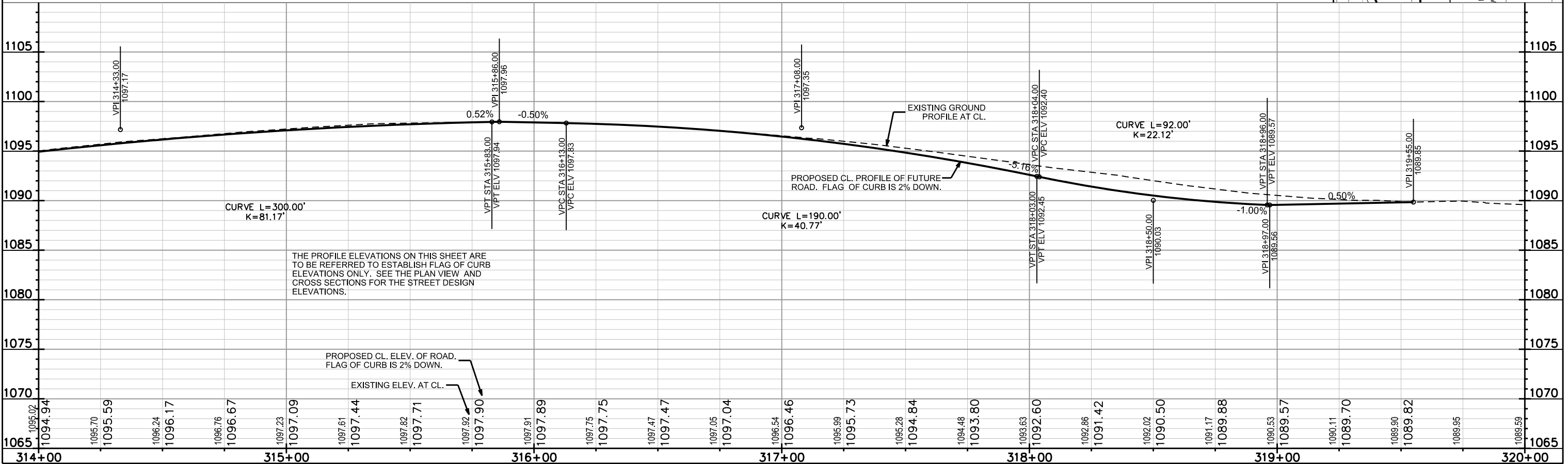
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

WOODS RD CITY OF MADISON



- NOTES:
1. TRANSITION FROM 0" TO 6" CURB HEAD OVER 10'
 2. REMOVAL, REPLACEMENT, OR RELOCATION OF OVERHEAD WIRES, POLES, POLES, AND OTHER PRIVATE UTILITY INFRASTRUCTURE BY OTHERS. COORDINATE WITH PRIVATE UTILITY COMPANIES



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

PROPOSED CL. ELEV. OF ROAD. FLAG OF CURB IS 2% DOWN.
EXISTING ELEV. AT CL.

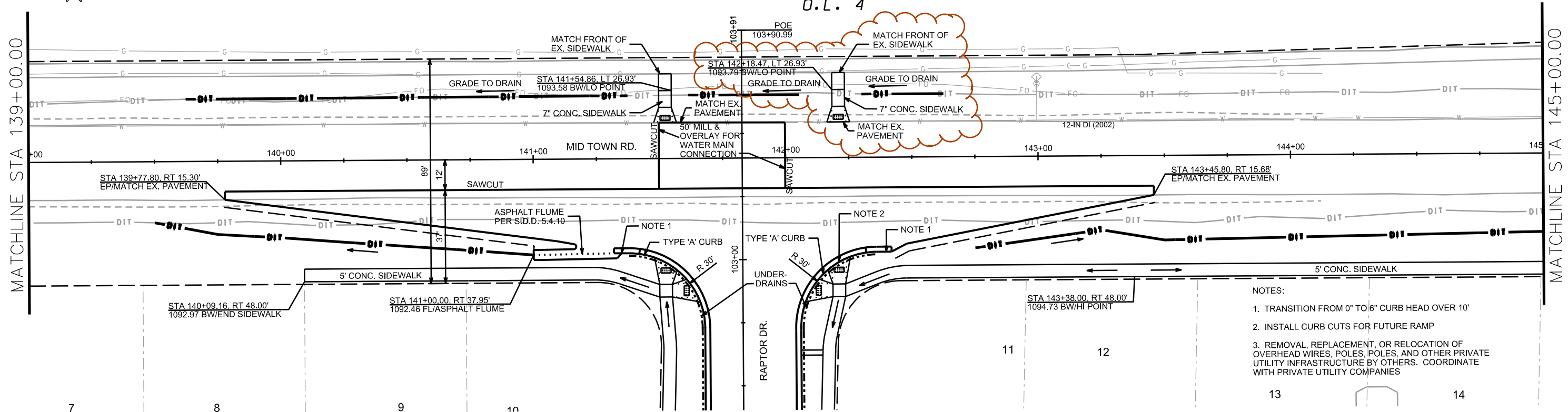
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PLOT NAME:

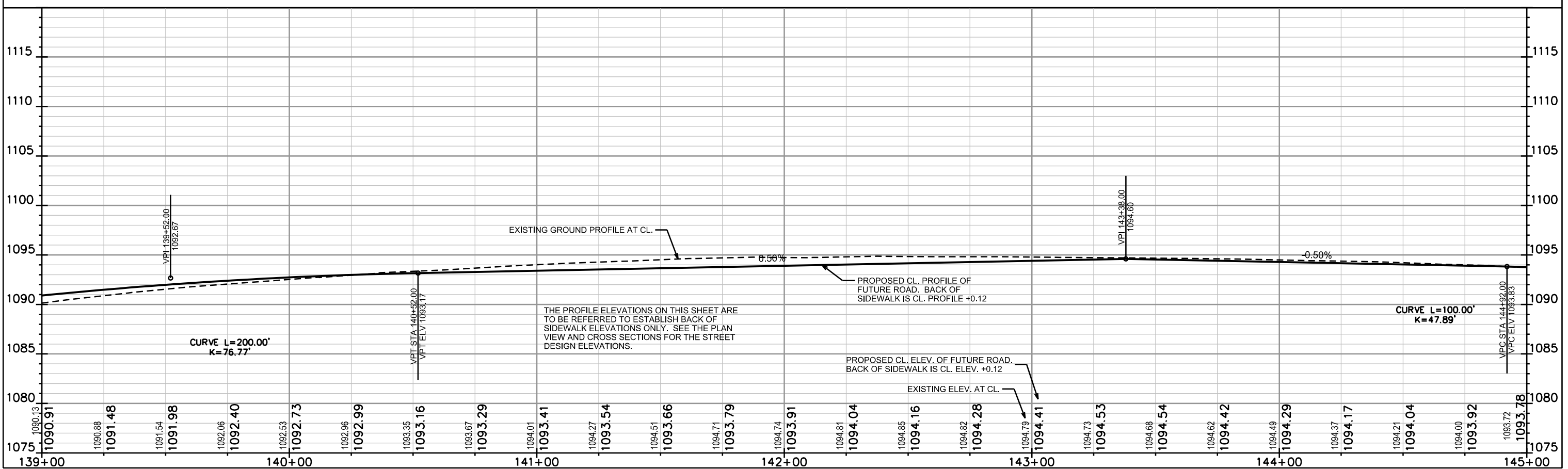
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

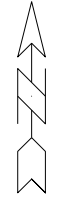
HAWKS LANDING GOLF CLUB
O.L. 4



- NOTES:
1. TRANSITION FROM 0" TO 6" CURB HEAD OVER 10'
 2. INSTALL CURB CUTS FOR FUTURE RAMP
 3. REMOVAL, REPLACEMENT, OR RELOCATION OF OVERHEAD WIRES, POLES, POLES, AND OTHER PRIVATE UTILITY INFRASTRUCTURE BY OTHERS. COORDINATE WITH PRIVATE UTILITY COMPANIES

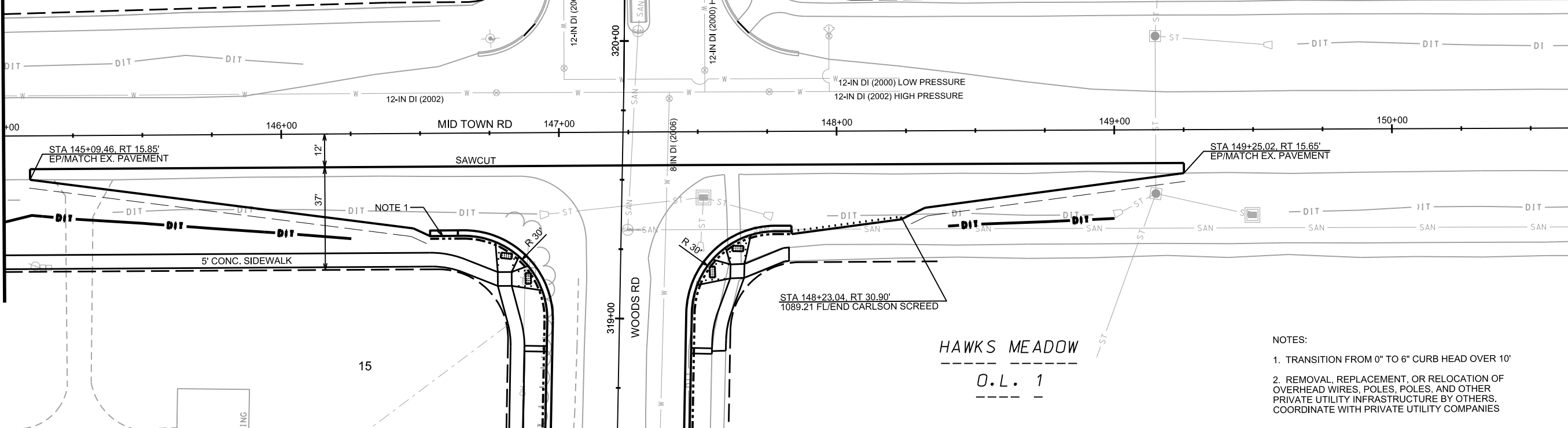


THE PROFILE ELEVATIONS ON THIS SHEET ARE TO BE REFERRED TO ESTABLISH BACK OF SIDEWALK ELEVATIONS ONLY. SEE THE PLAN VIEW AND CROSS SECTIONS FOR THE STREET DESIGN ELEVATIONS.



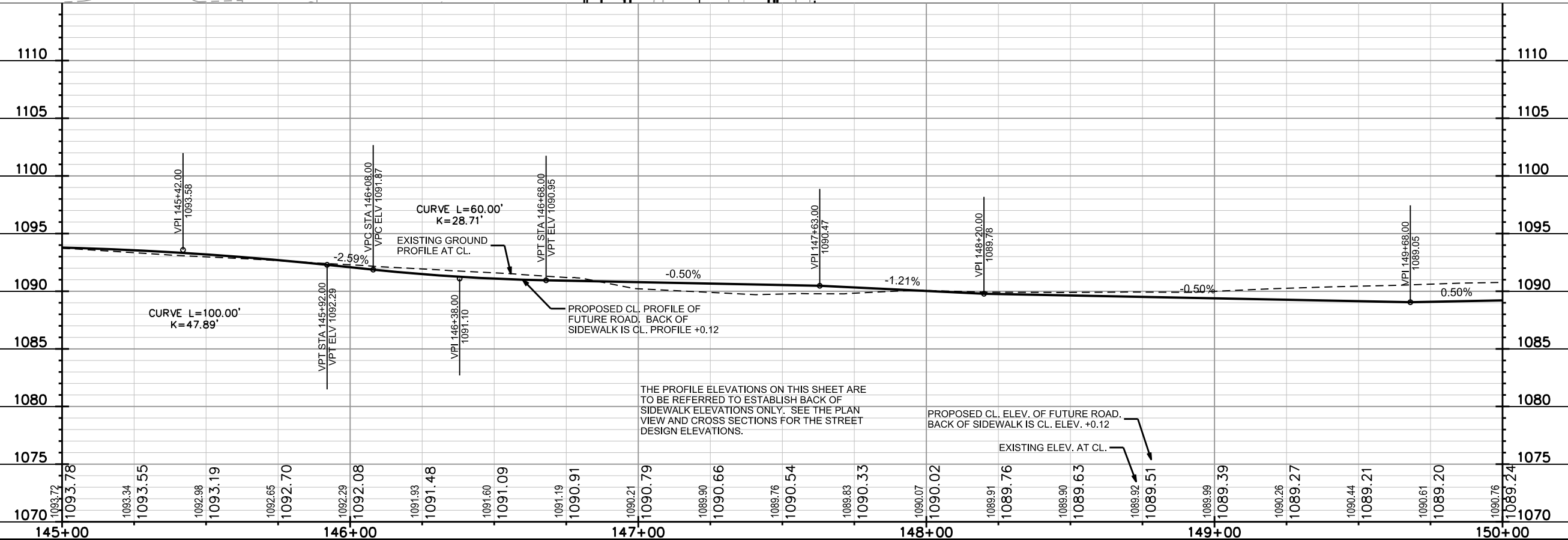
HAWKS LANDING GOLF CLUB
O.L. 4

MATCHLINE STA 145+00.00



HAWKS MEADOW
O.L. 1

- NOTES:
1. TRANSITION FROM 0" TO 6" CURB HEAD OVER 10'
 2. REMOVAL, REPLACEMENT, OR RELOCATION OF OVERHEAD WIRES, POLES, POLES, AND OTHER PRIVATE UTILITY INFRASTRUCTURE BY OTHERS. COORDINATE WITH PRIVATE UTILITY COMPANIES



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

PROPOSED CL. ELEV. OF FUTURE ROAD, BACK OF SIDEWALK IS CL. ELEV. +0.12

EXISTING ELEV. AT CL.

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

PLAN

EASEMENT SIDEWALK

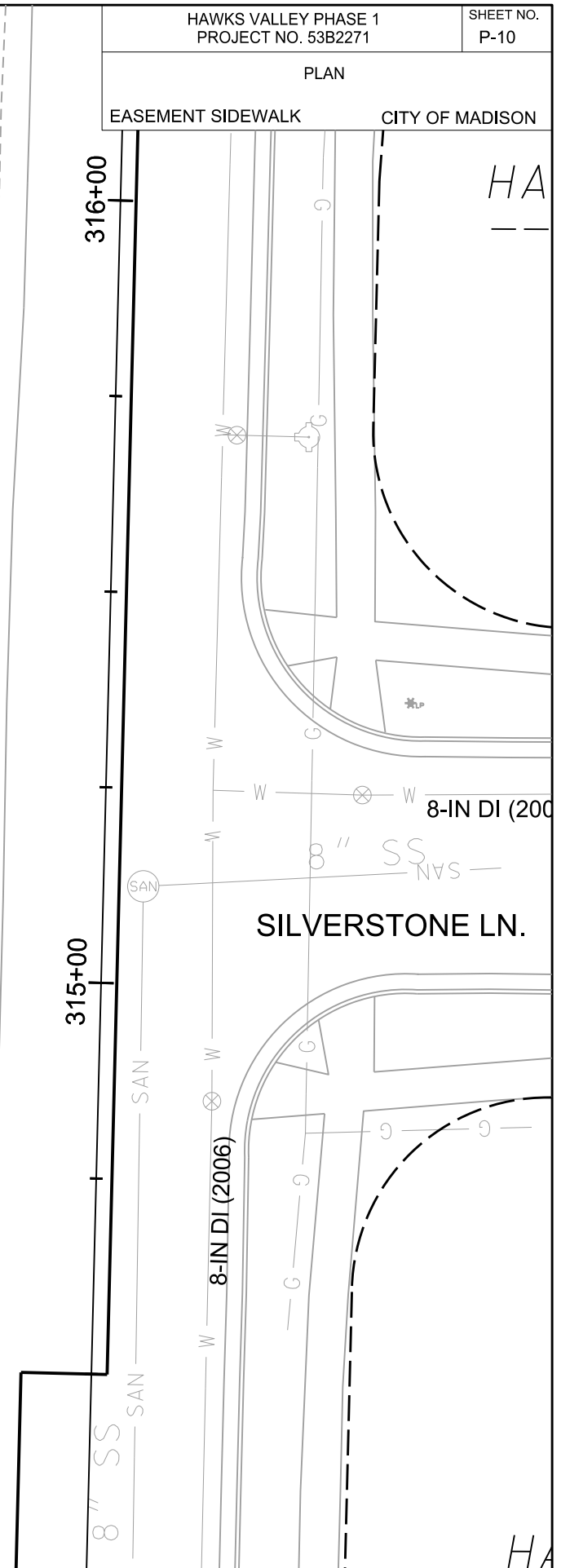
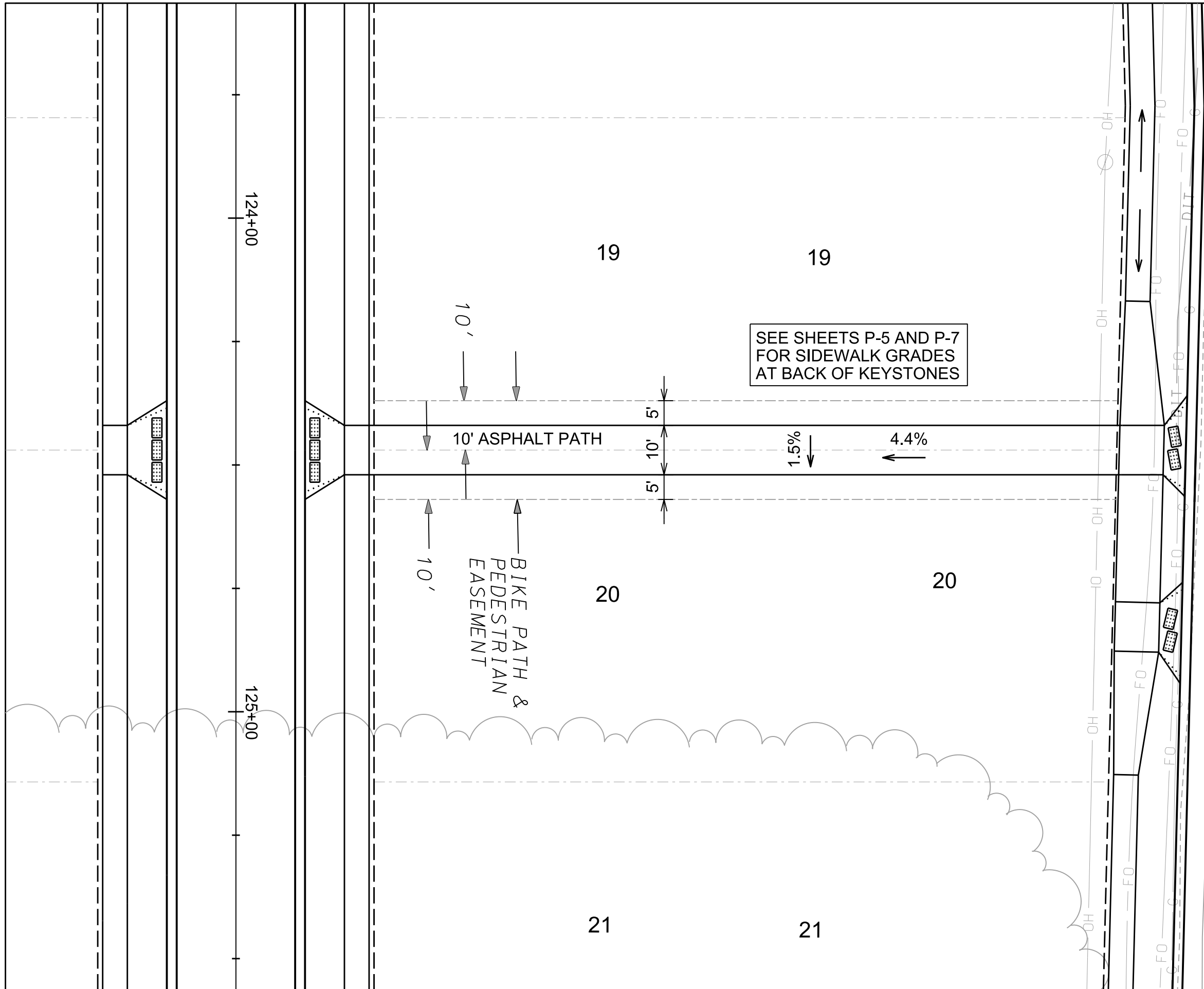
CITY OF MADISON

PLOT SCALE:

PLOT NAME:

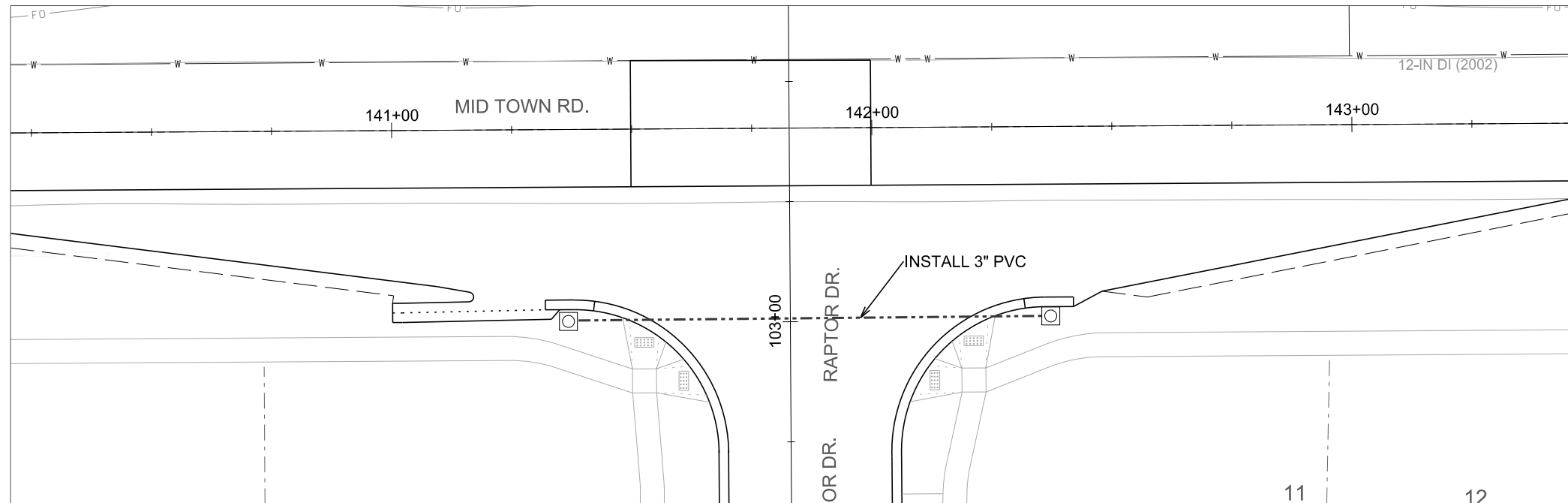
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

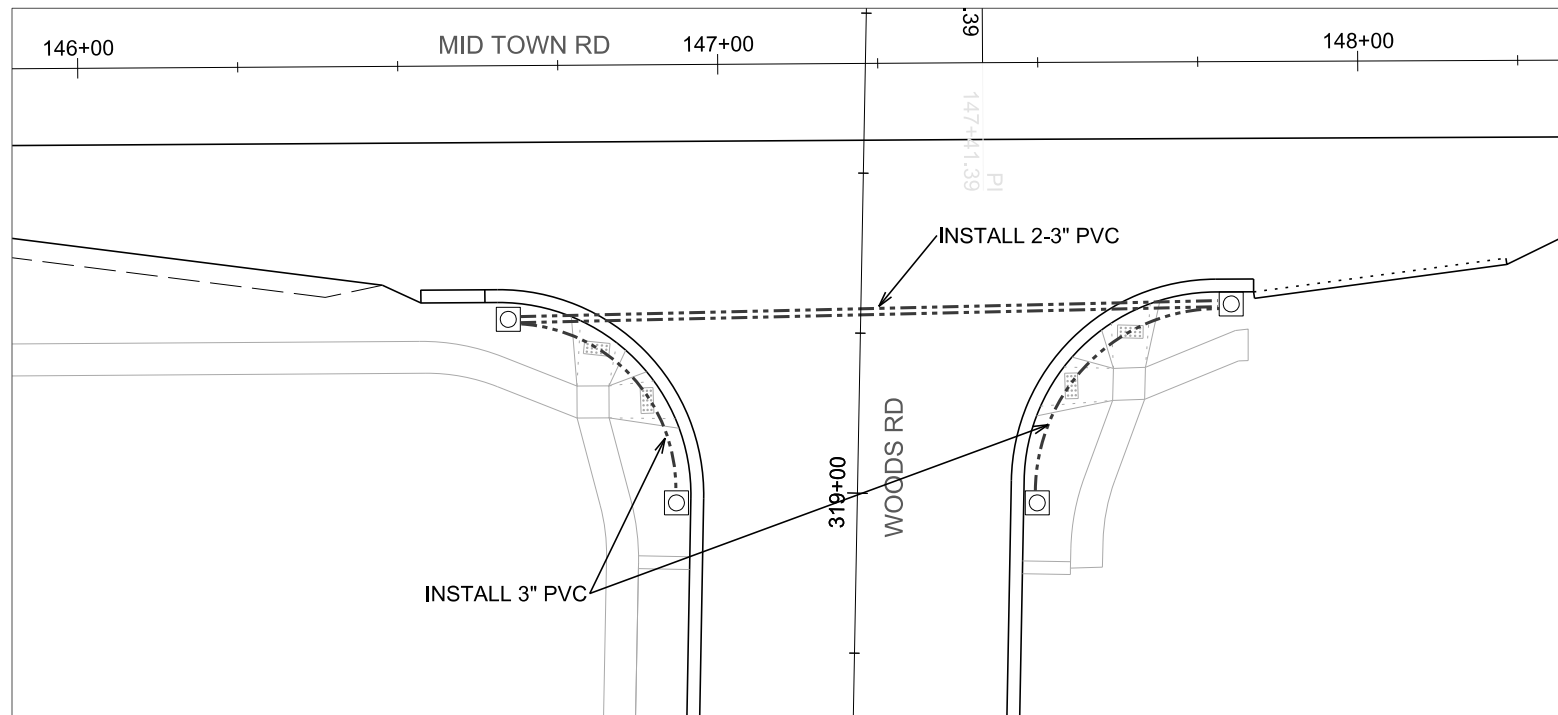


ELECTRICAL PLANS

MID TOWN RD, RAPTOR DR CITY OF MADISON
WOODS RD



- LEGEND
- ⊙ ELECTRICAL HANDHOLE TYPE I
 - INSTALL PVC (SIZE NOTED)



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 BRIAN SMITH 608-261-9625, CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING CONDUIT OR BASE LOCATIONS MARKED.
2. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH "CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION, 2015 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.
3. THE CONTRACTOR SHALL CALL MIKE CHRISTOPH (266-9031) AT THE TRAFFIC ENGINEERING SHOP AT LEAST 24-HOURS IN ADVANCE OF BURYING CONDUIT TO ARRANGE FOR INSPECTION. ANY WORK COMPLETED WITHOUT INSPECTION IS SUBJECT TO REJECTION.

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

CROSS SECTIONS

WOODS RD

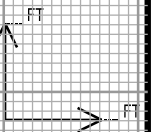
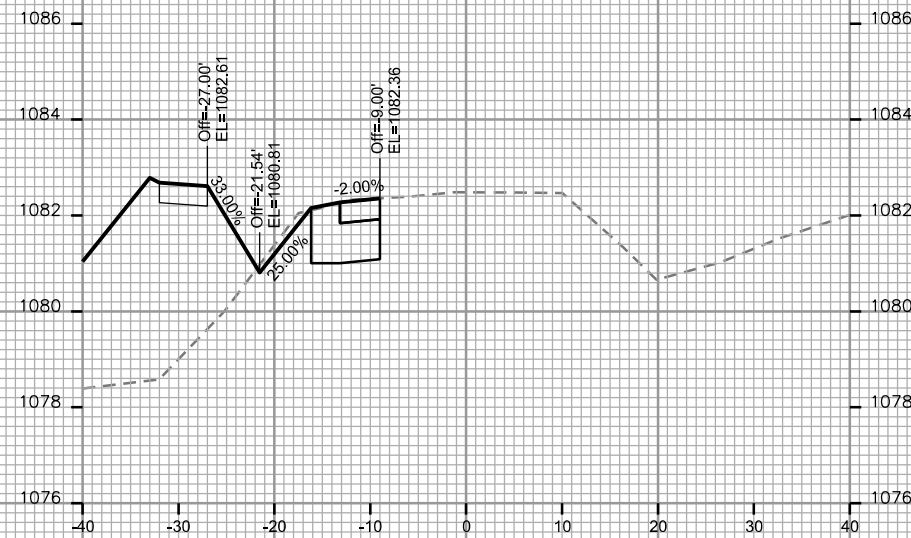
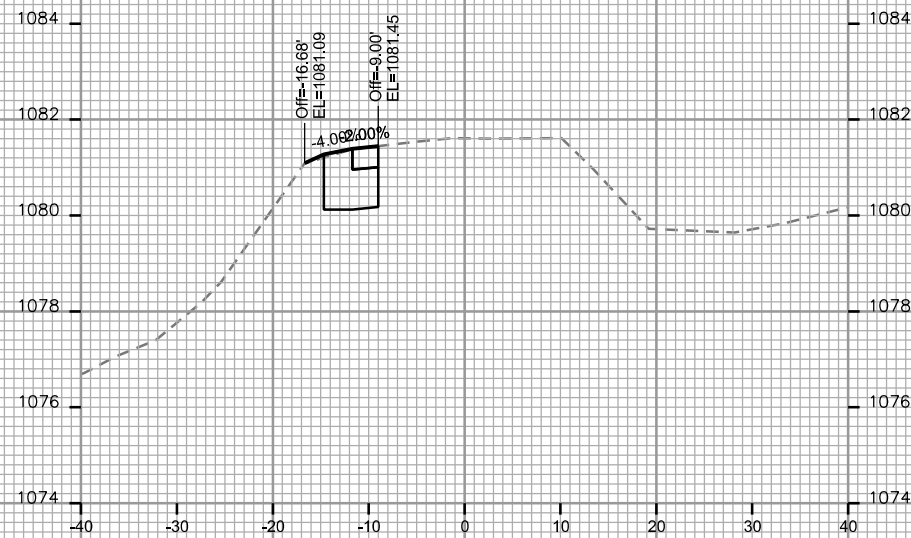
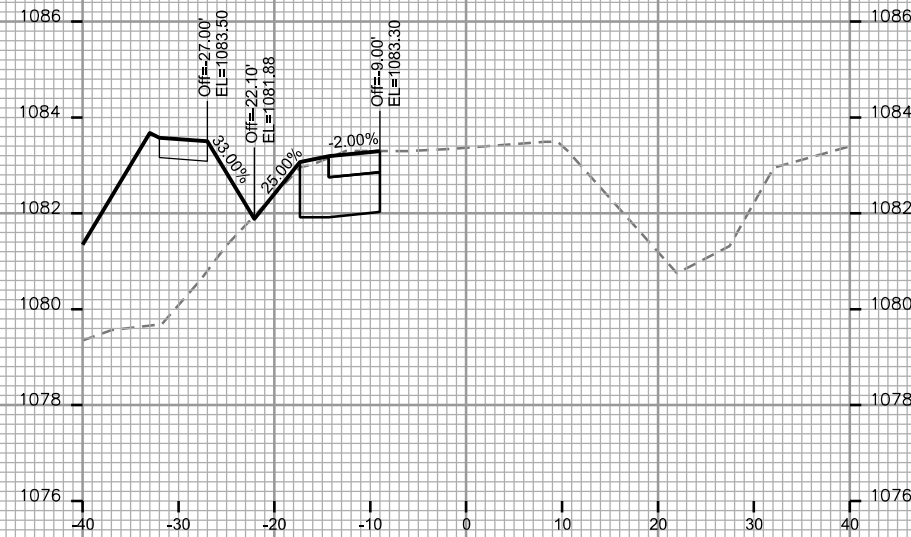
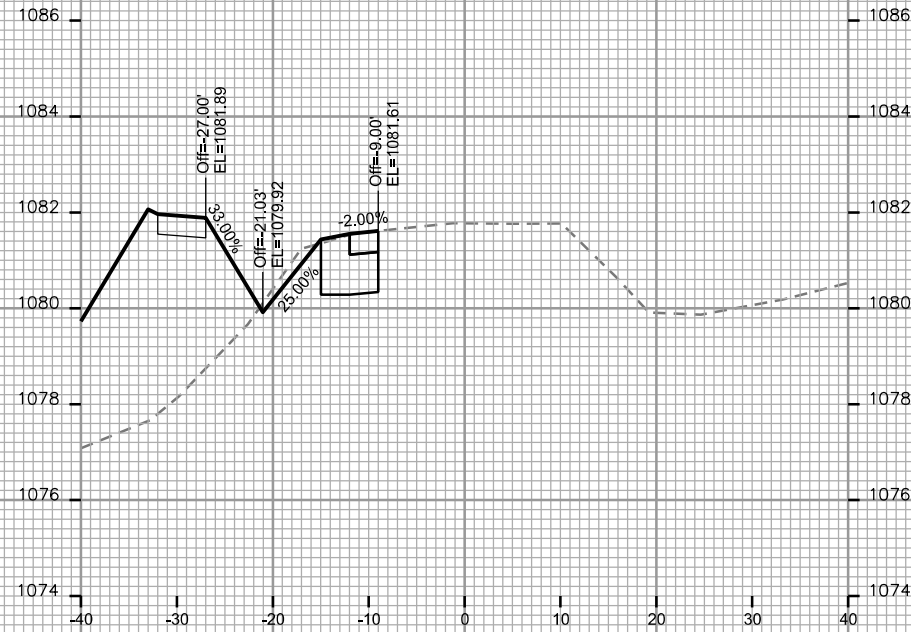
CITY OF MADISON

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CROSS SECTIONS

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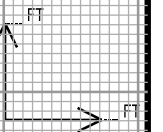
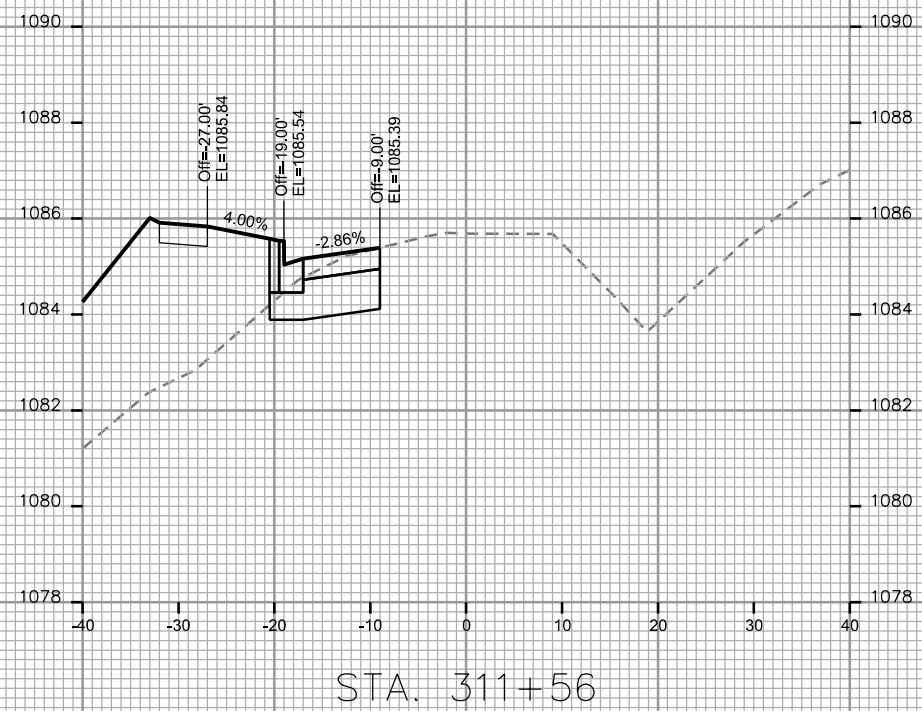
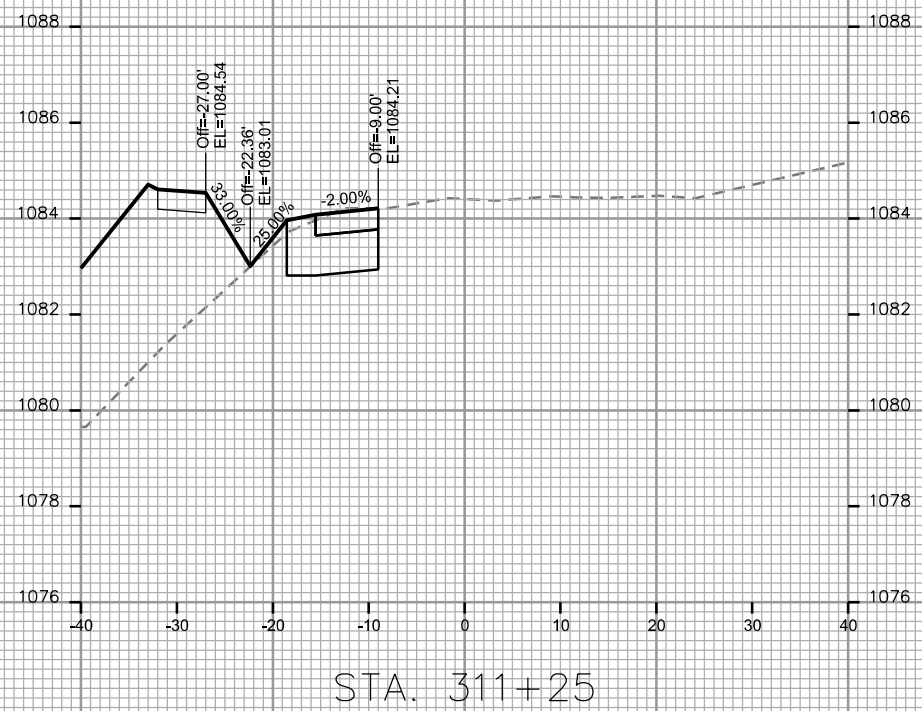
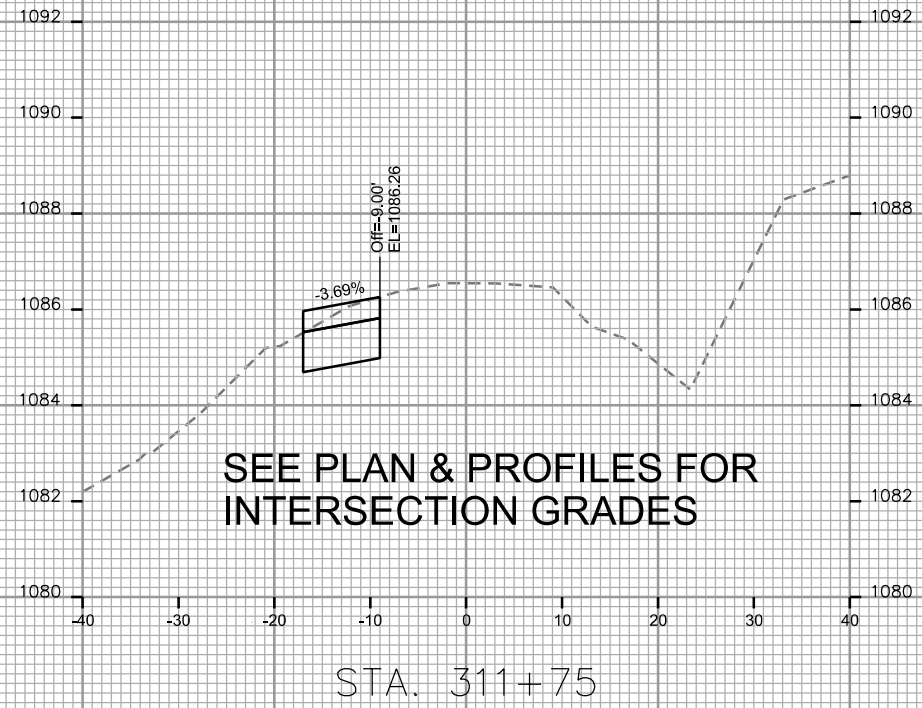
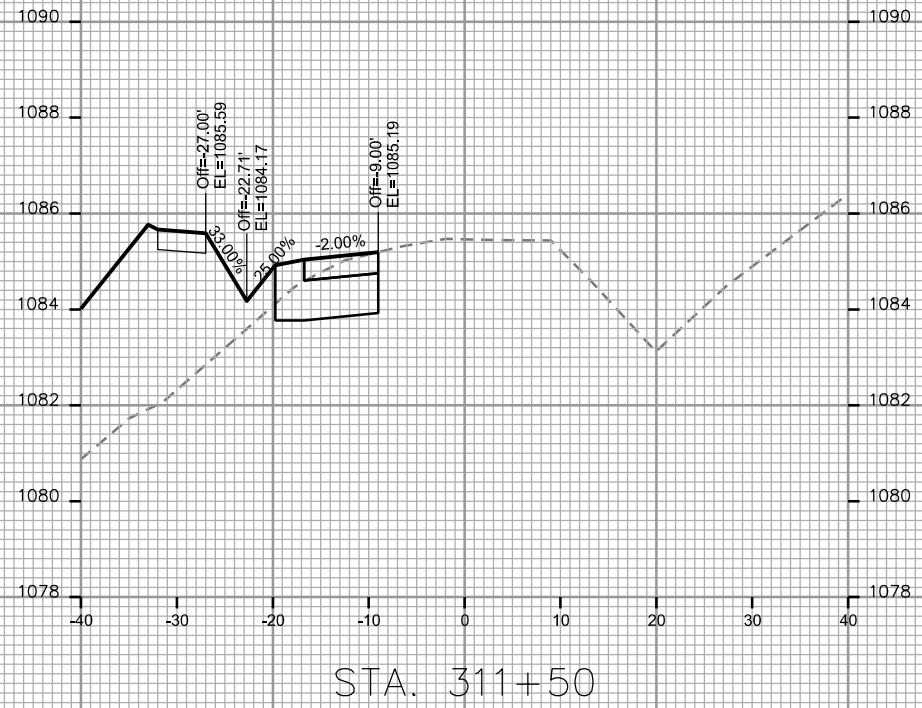
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CROSS SECTIONS

WOODS RD

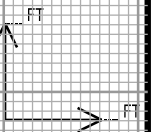
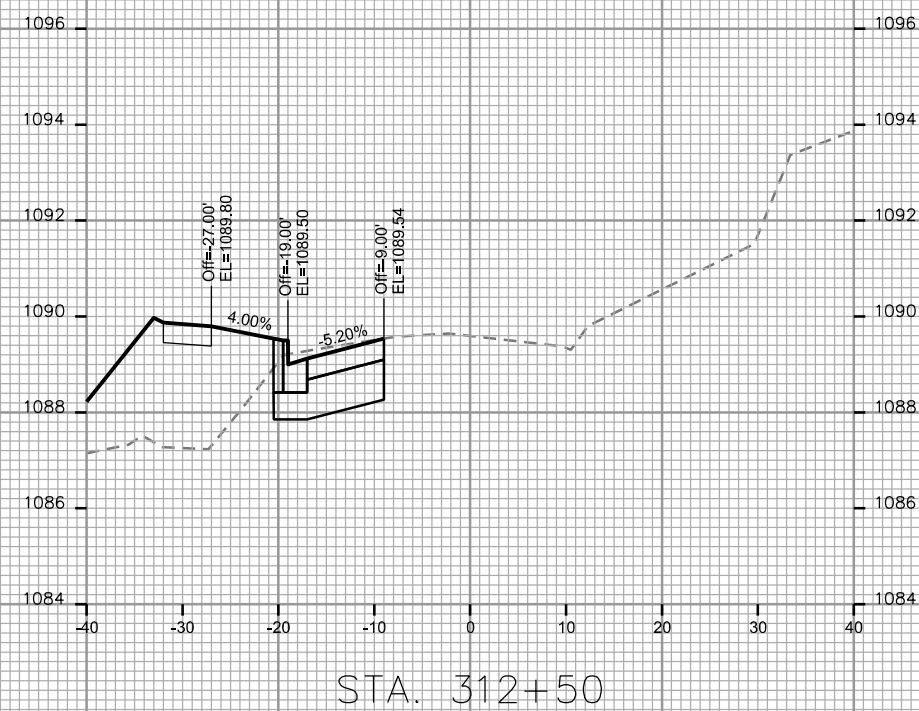
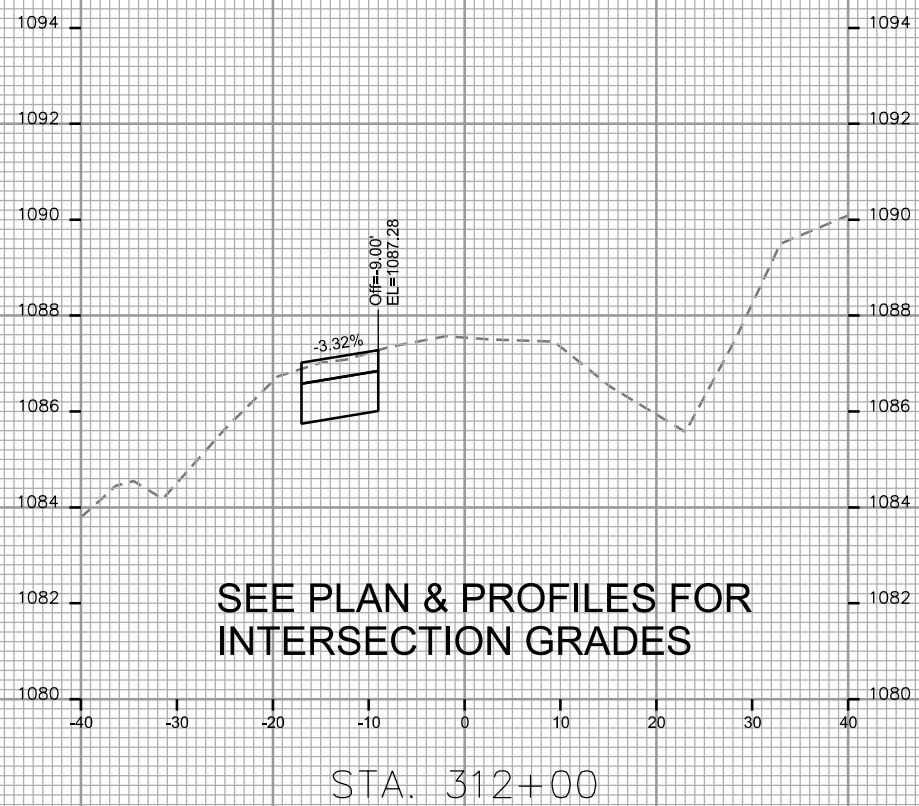
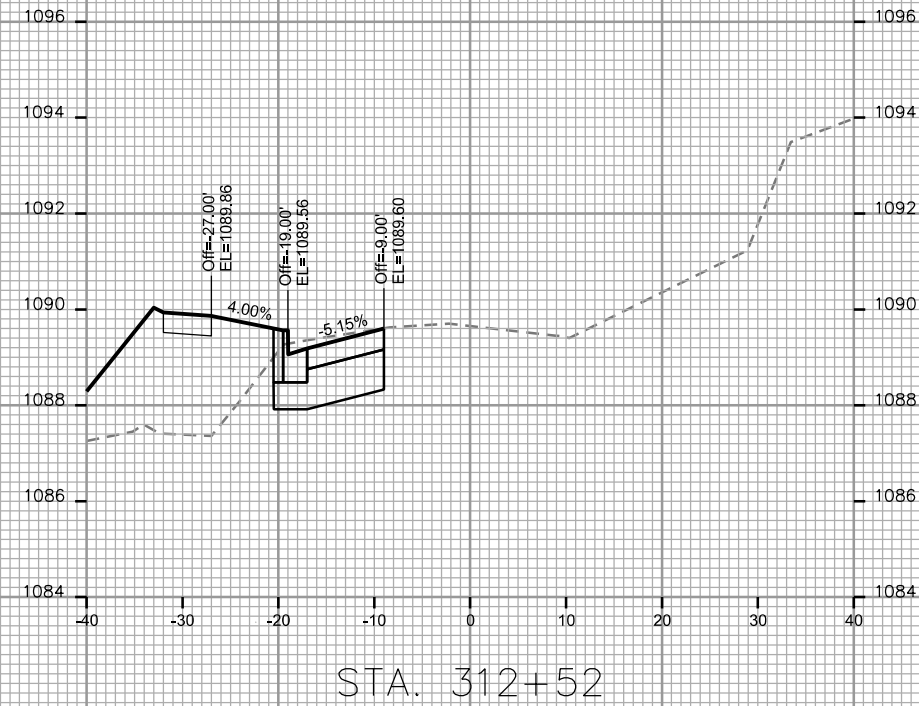
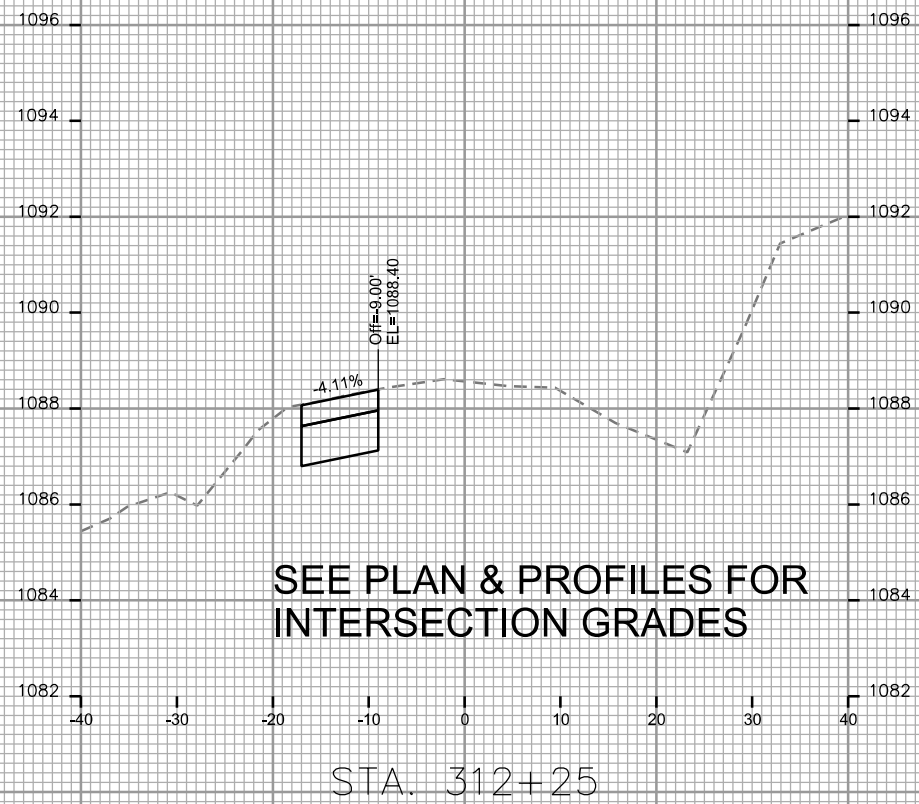
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CROSS SECTIONS

WOODS RD

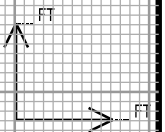
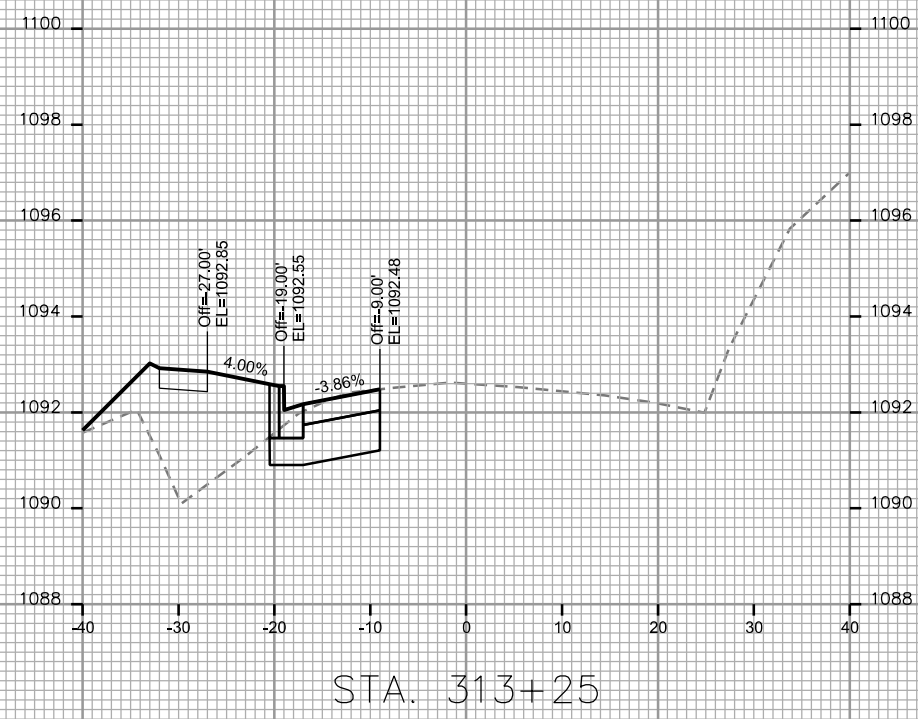
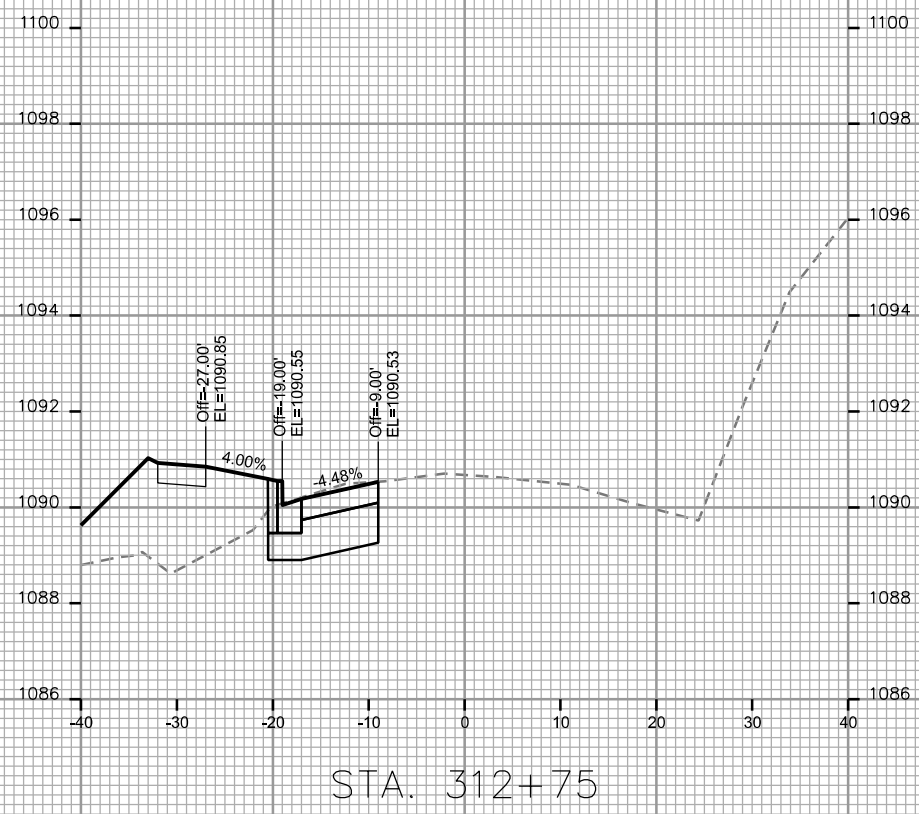
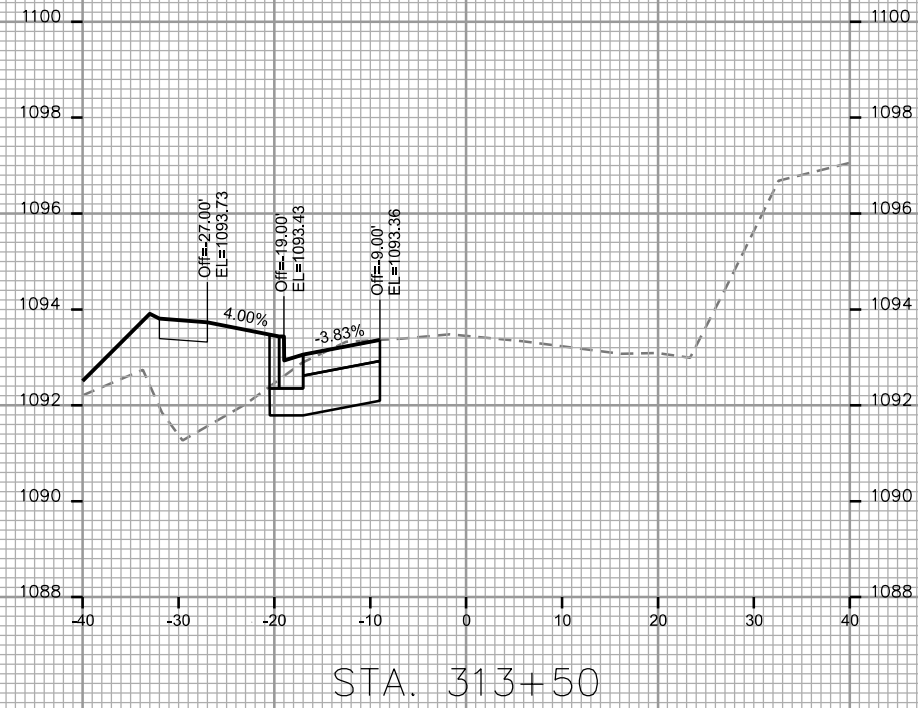
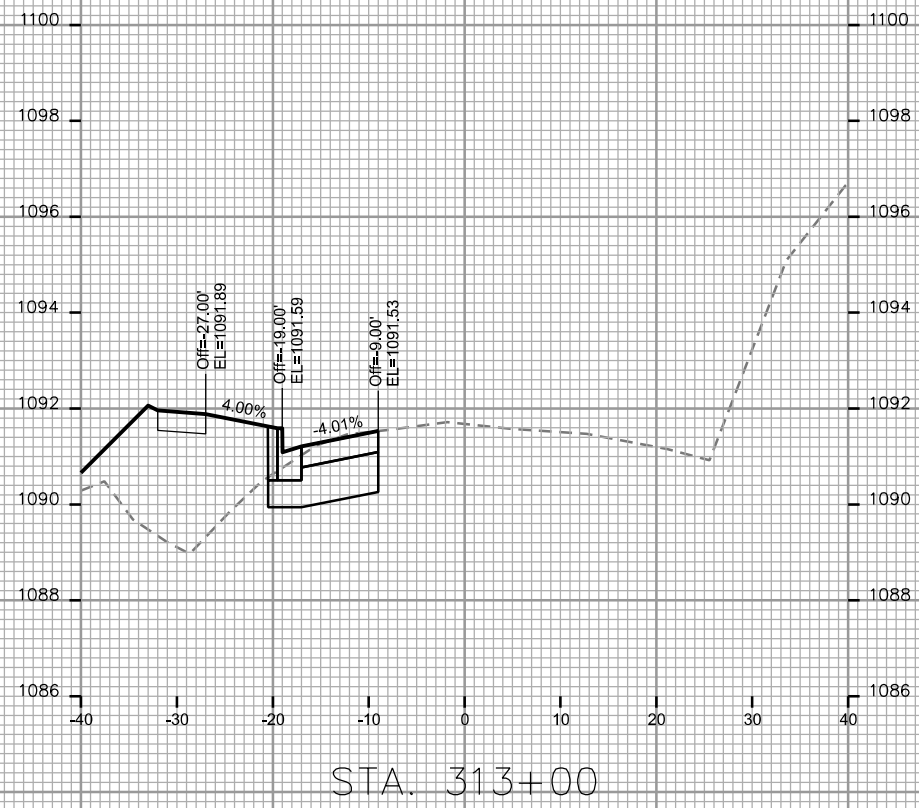
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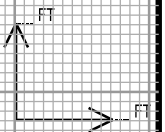
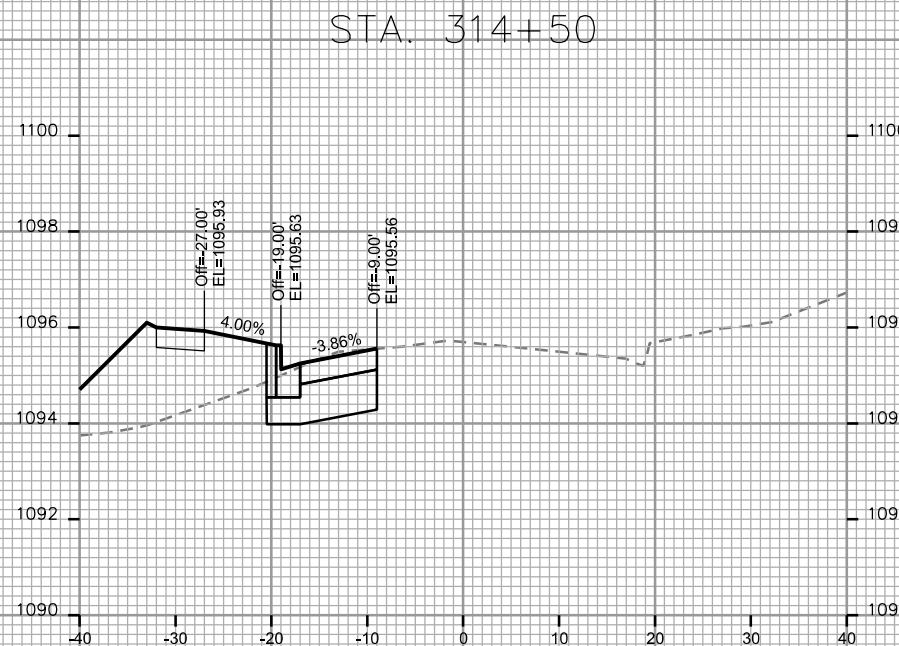
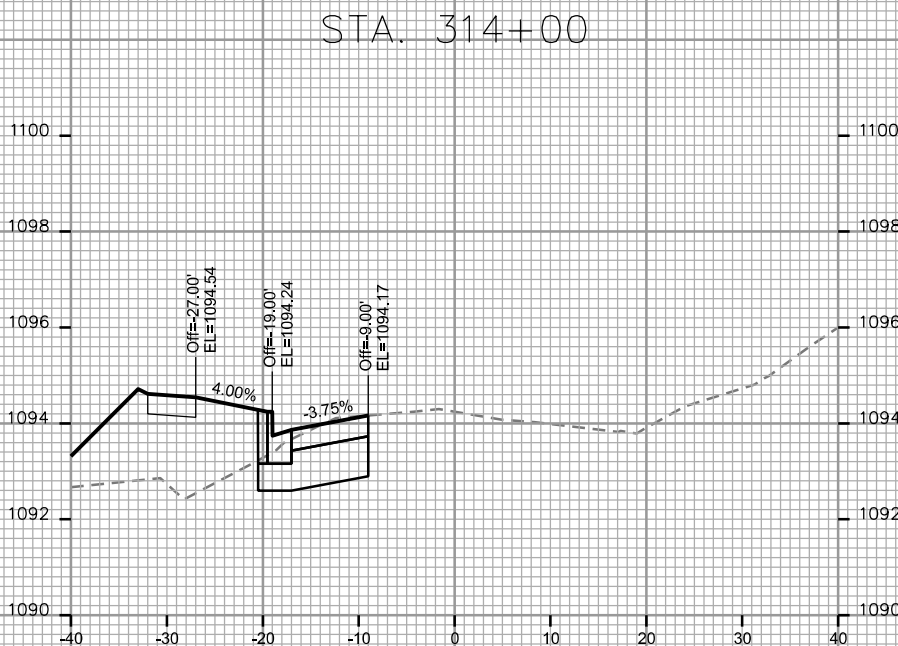
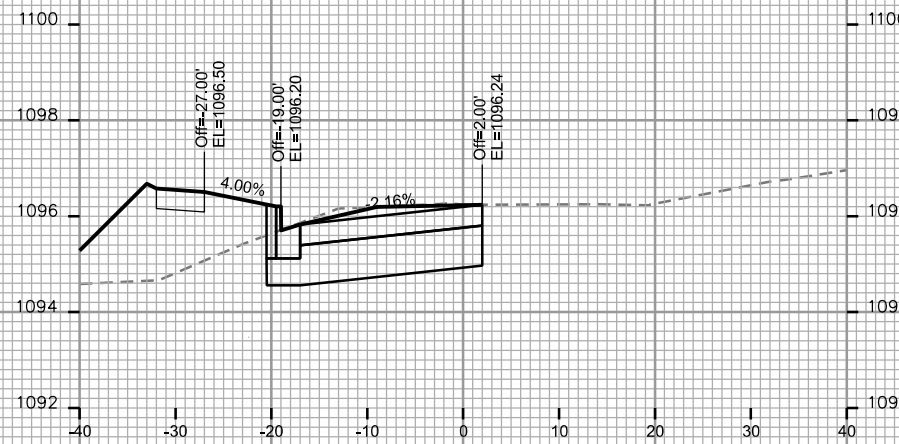
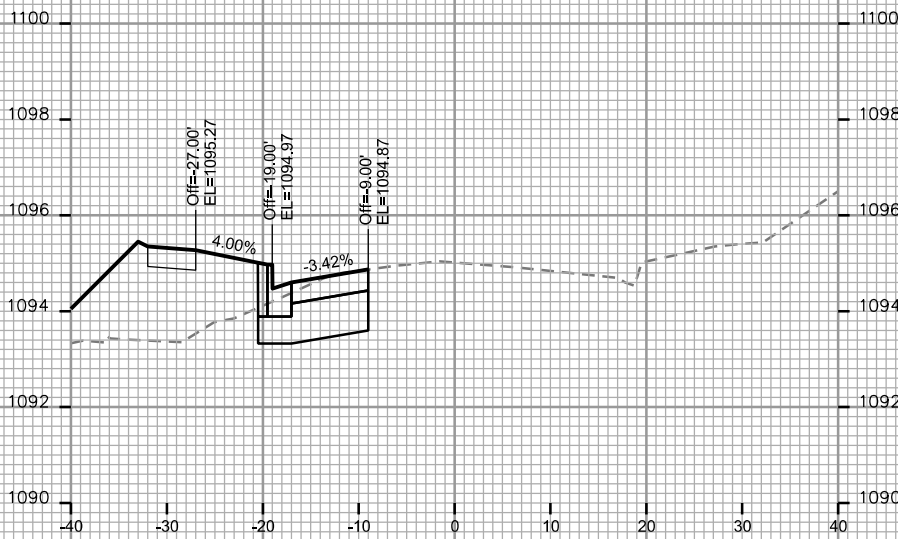
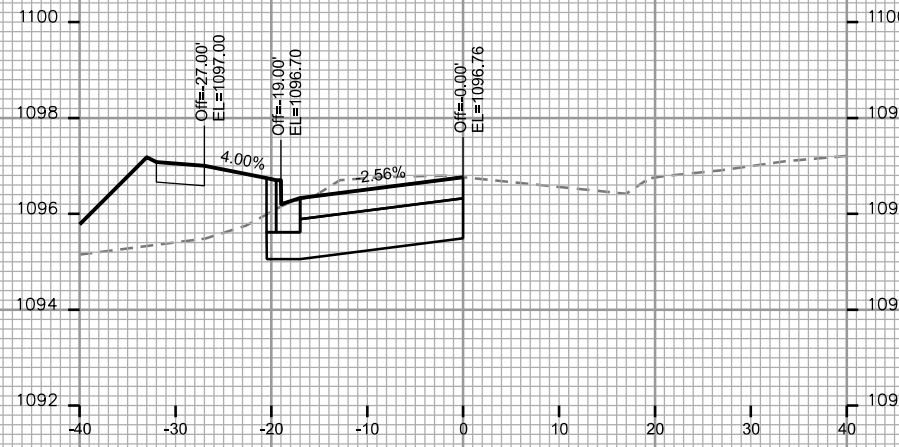
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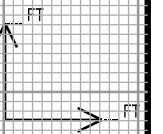
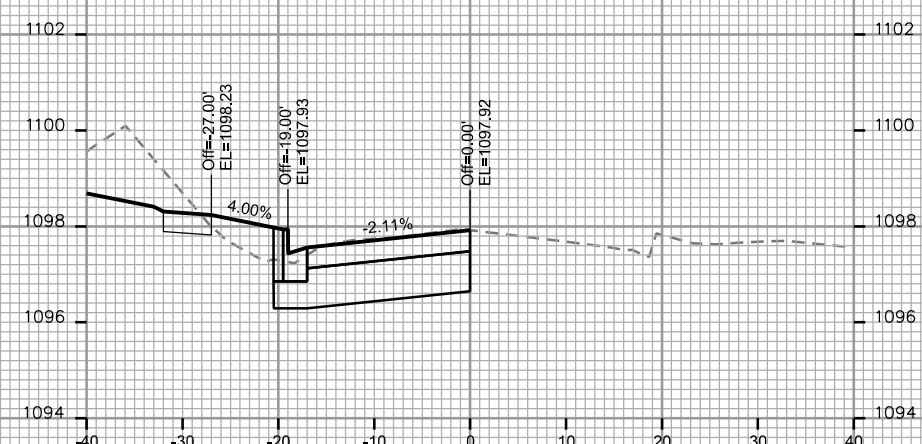
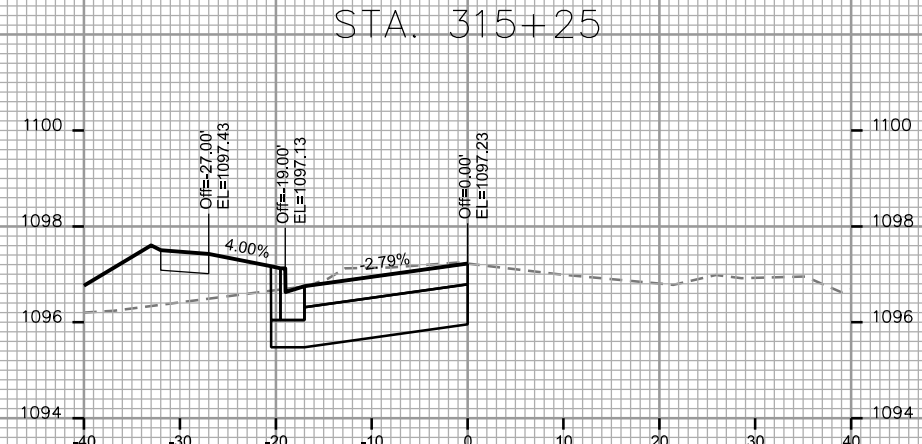
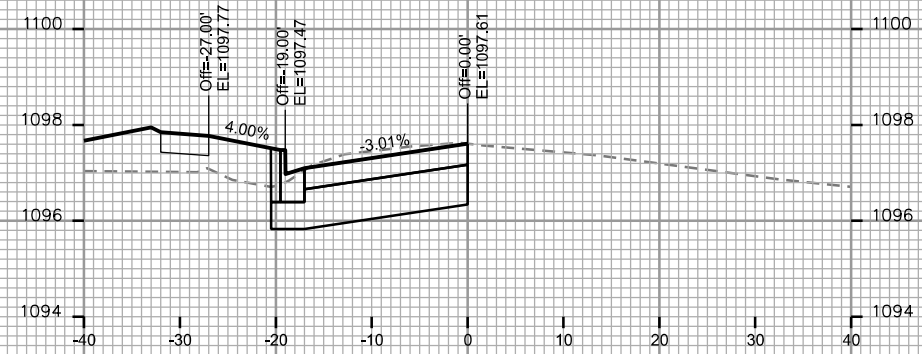
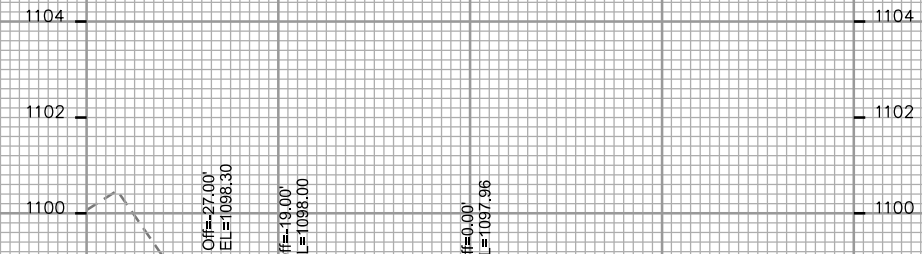
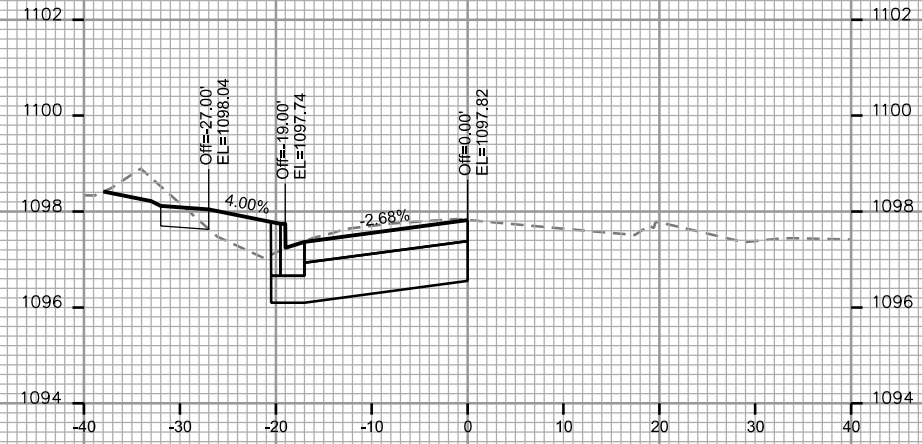
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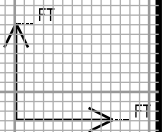
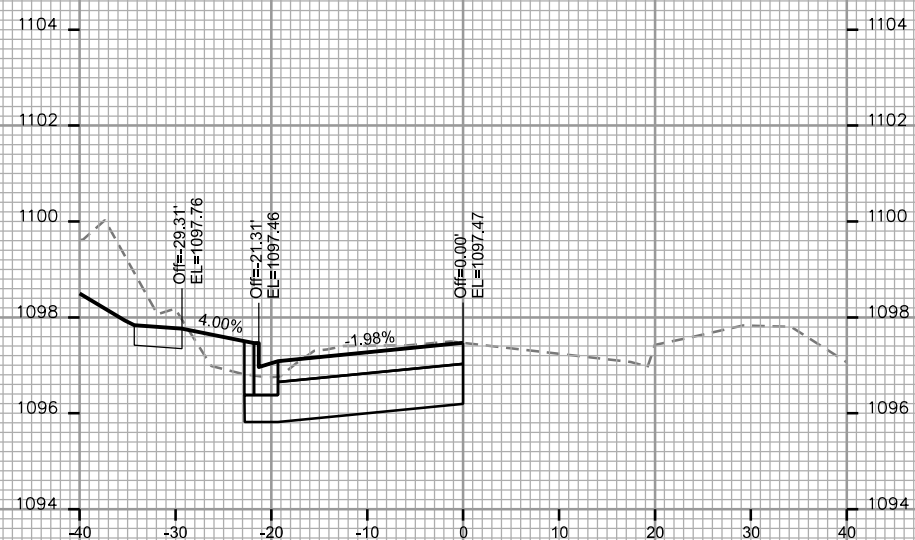
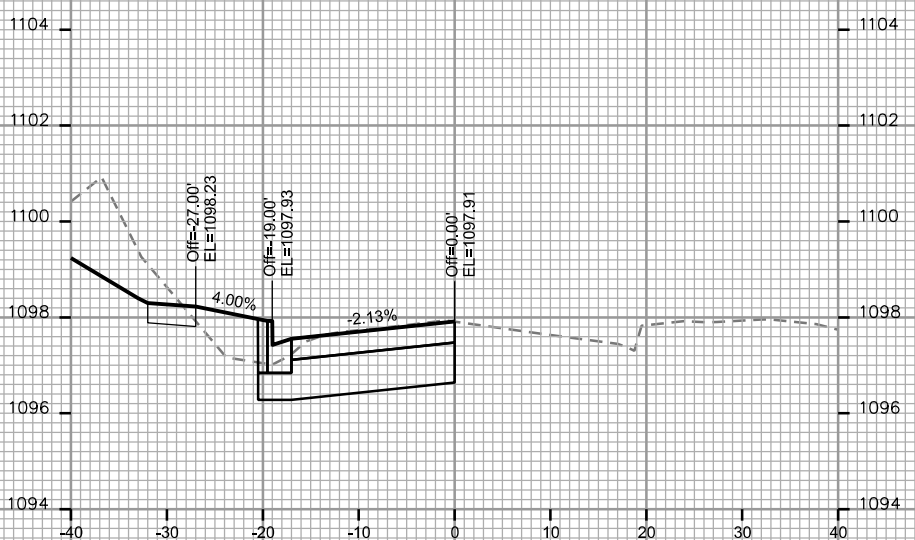
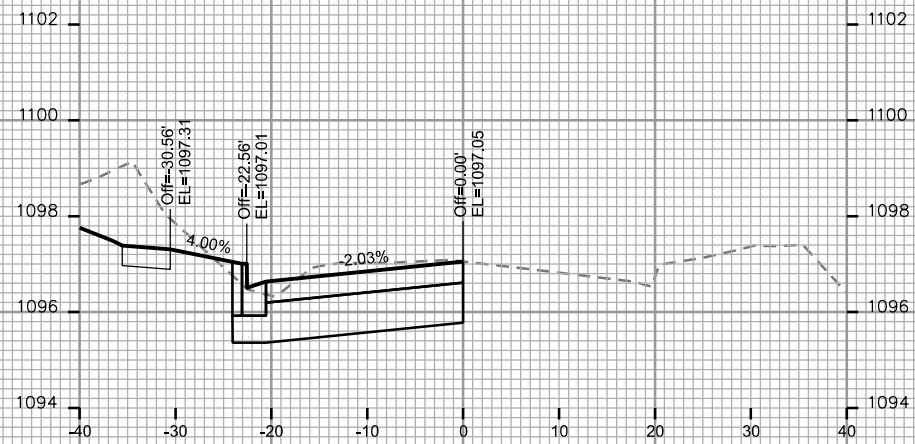
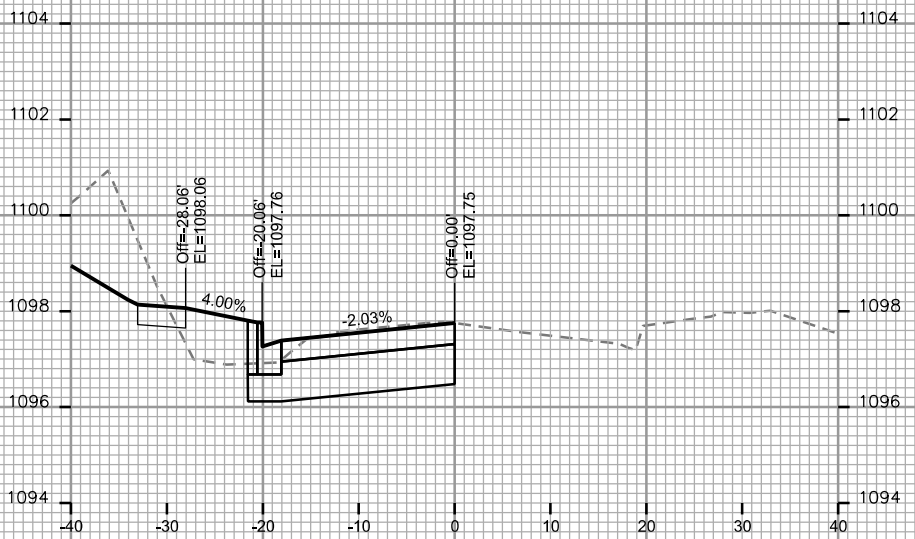
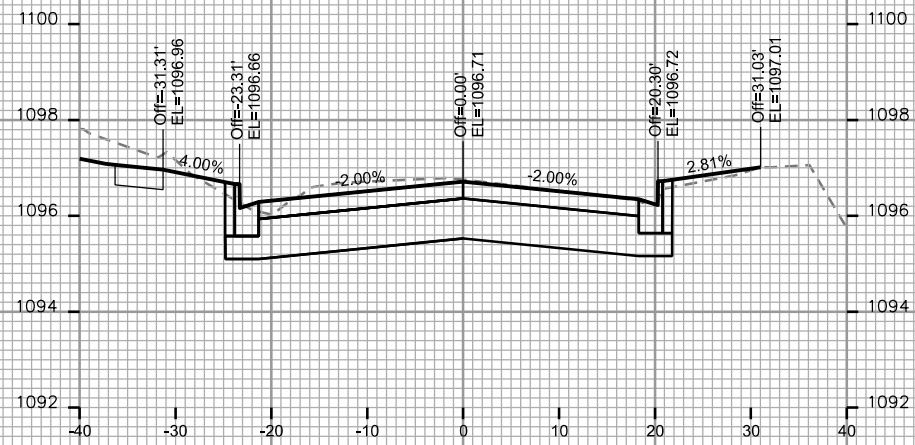
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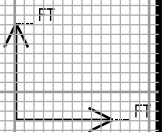
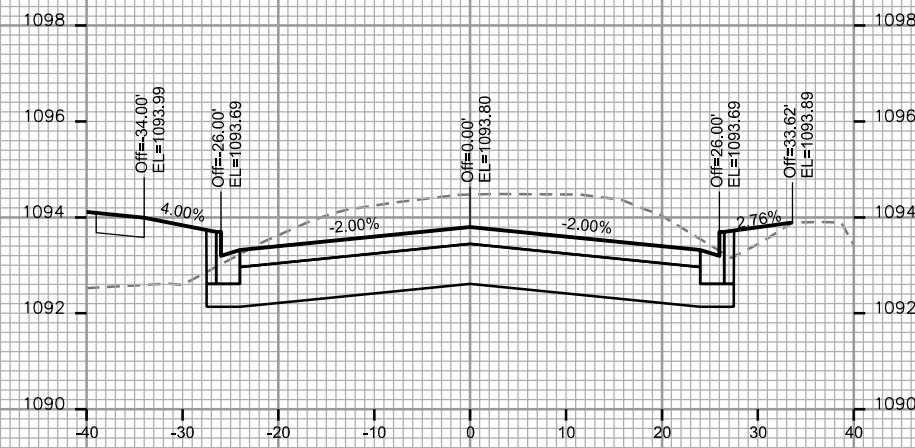
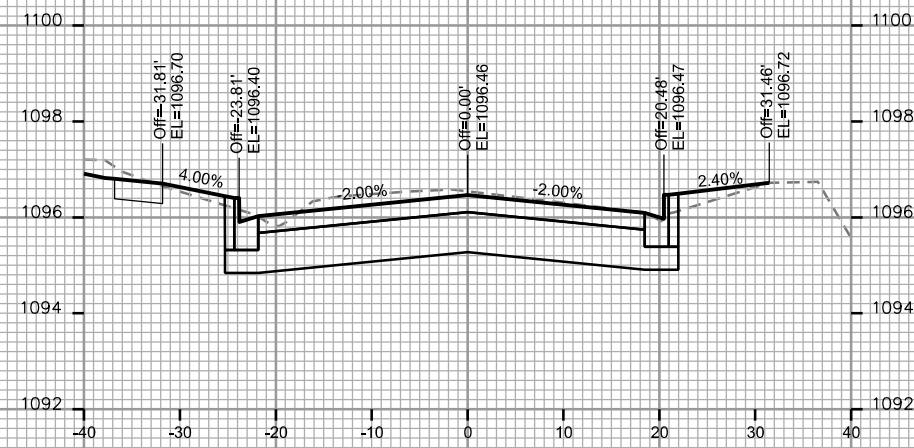
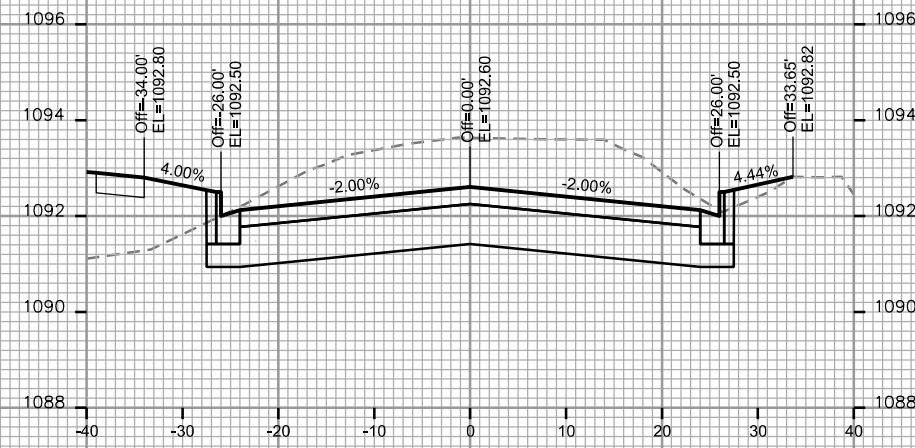
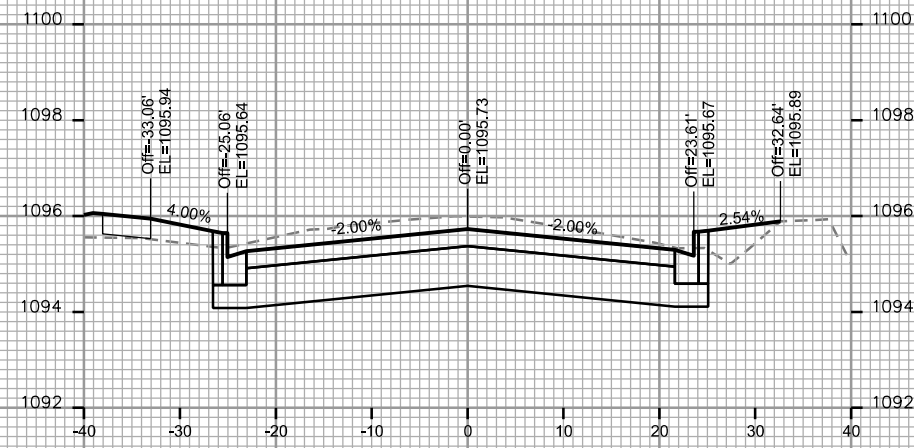
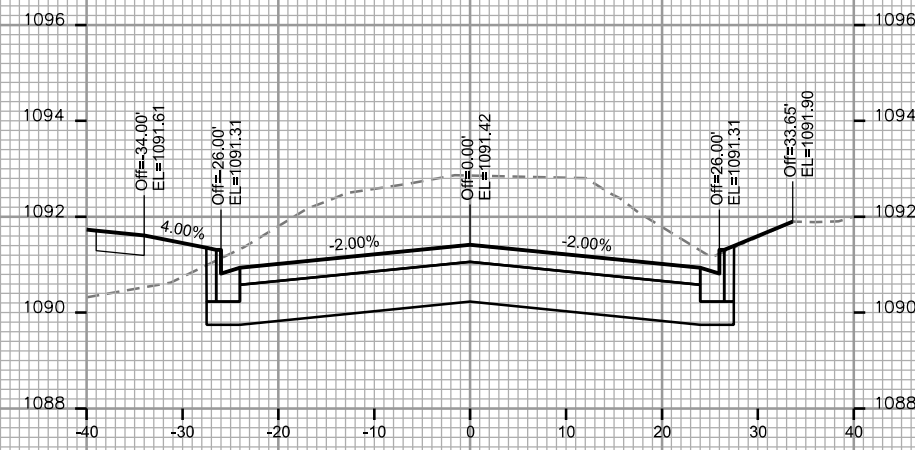
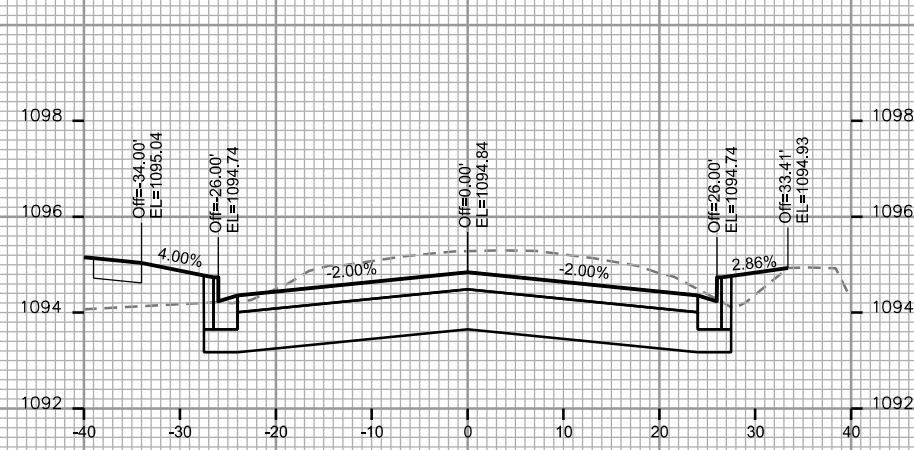
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CROSS SECTIONS

WOODS RD

CITY OF MADISON



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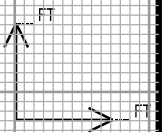
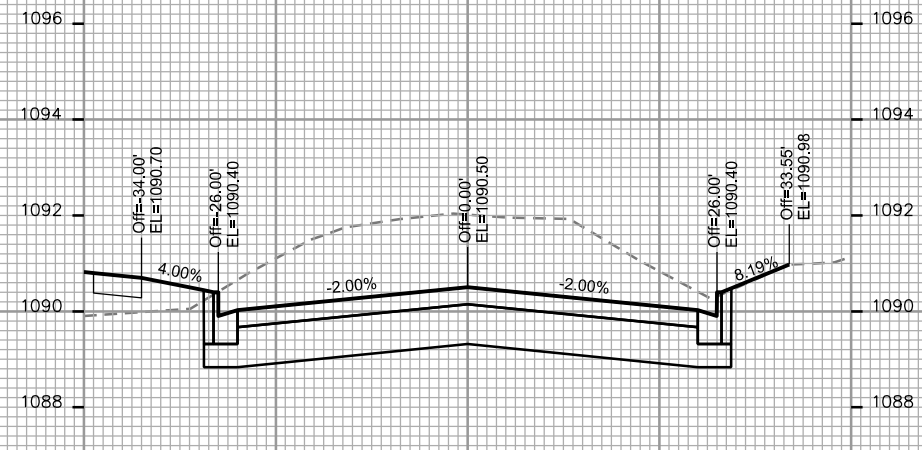
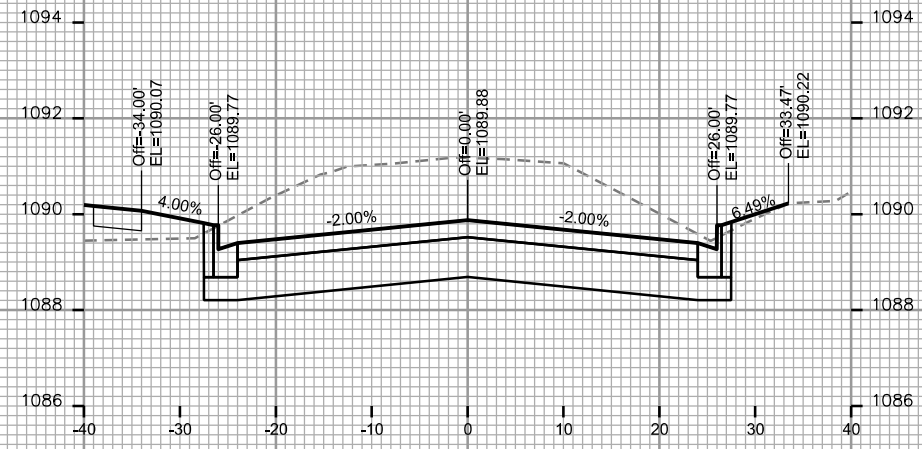
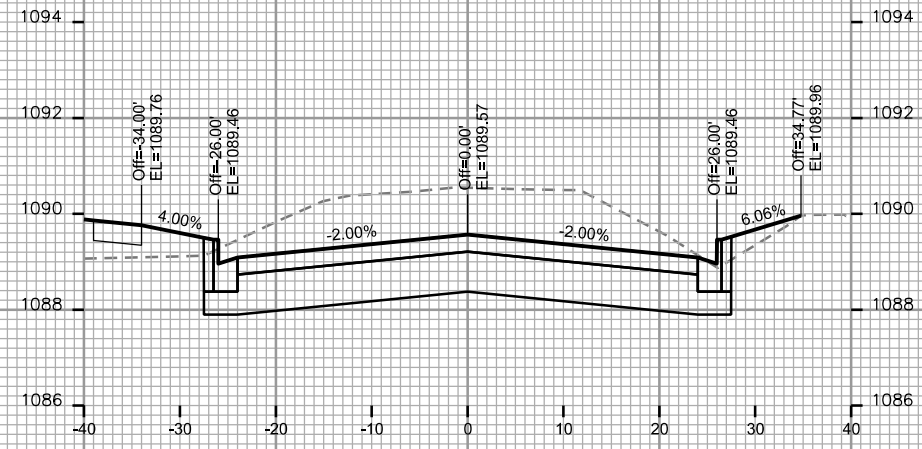
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CROSS SECTIONS

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CITY OF MADISON



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CROSS SECTIONS

MID TOWN RD

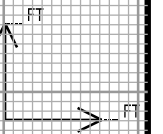
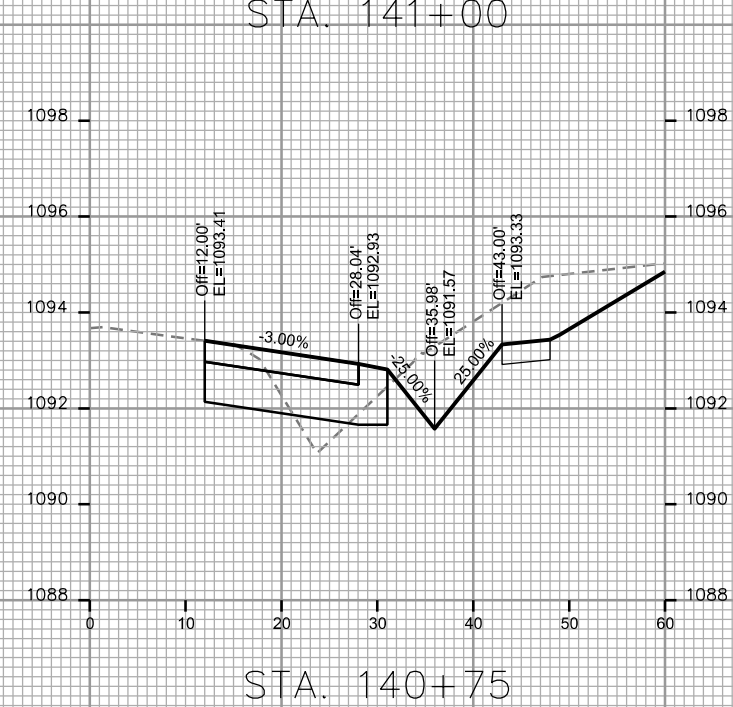
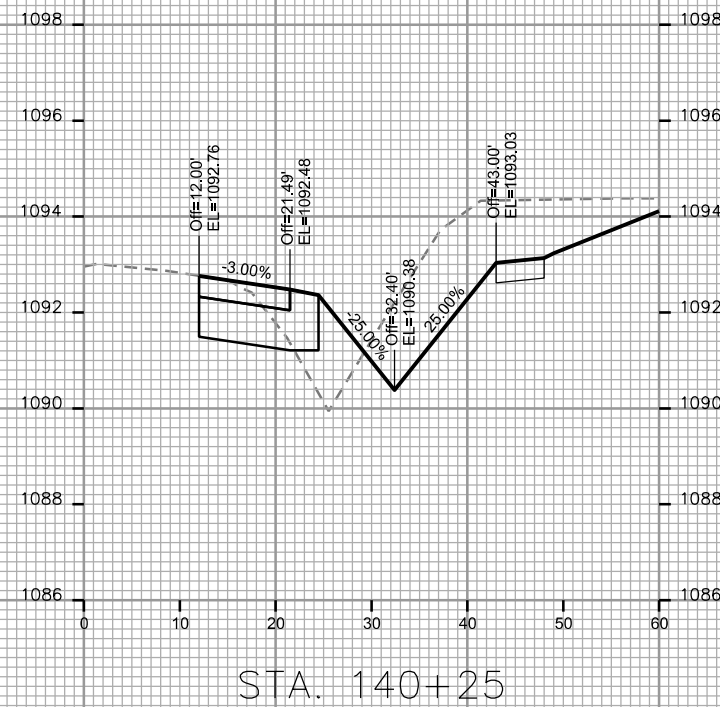
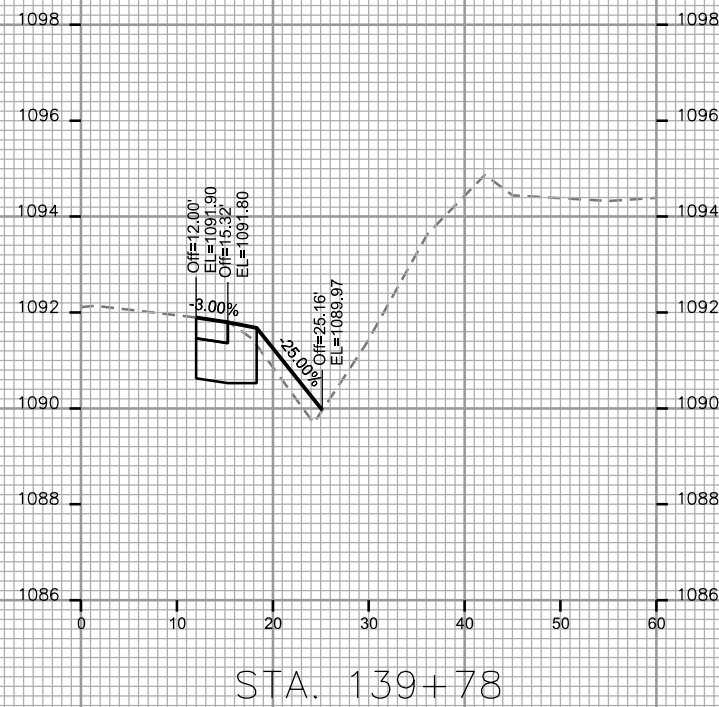
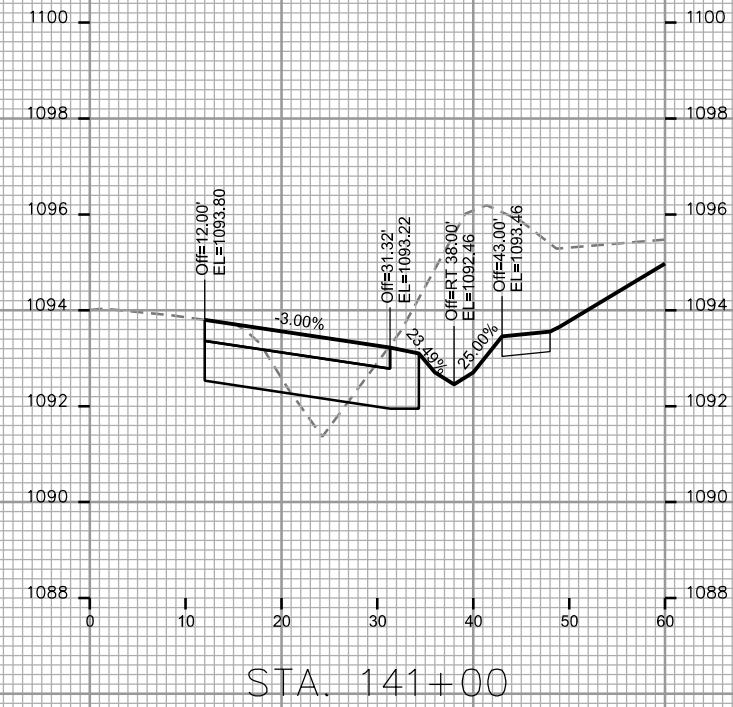
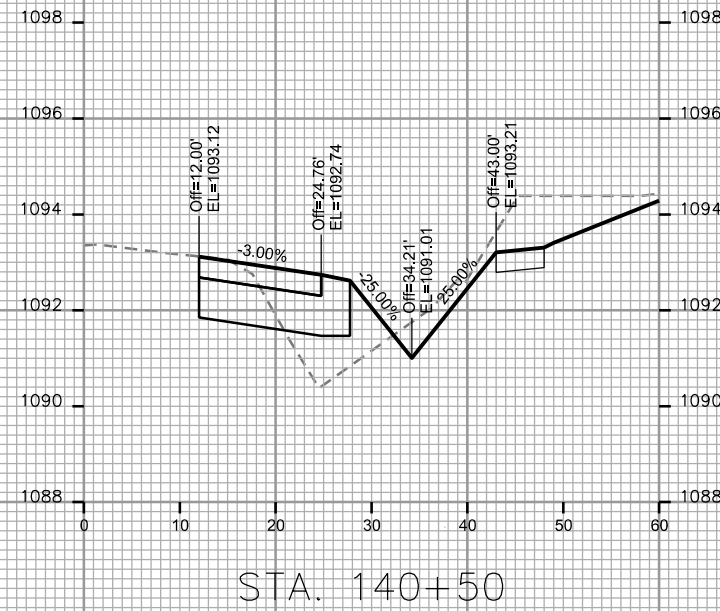
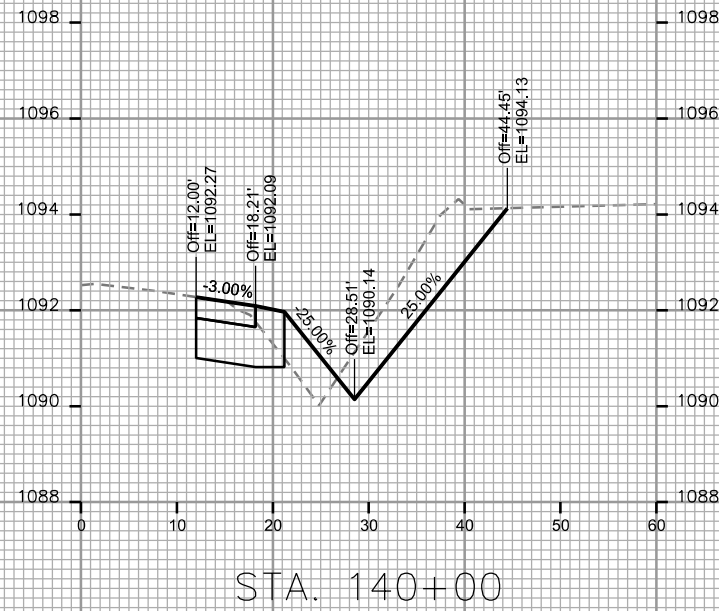
CITY OF MADISON

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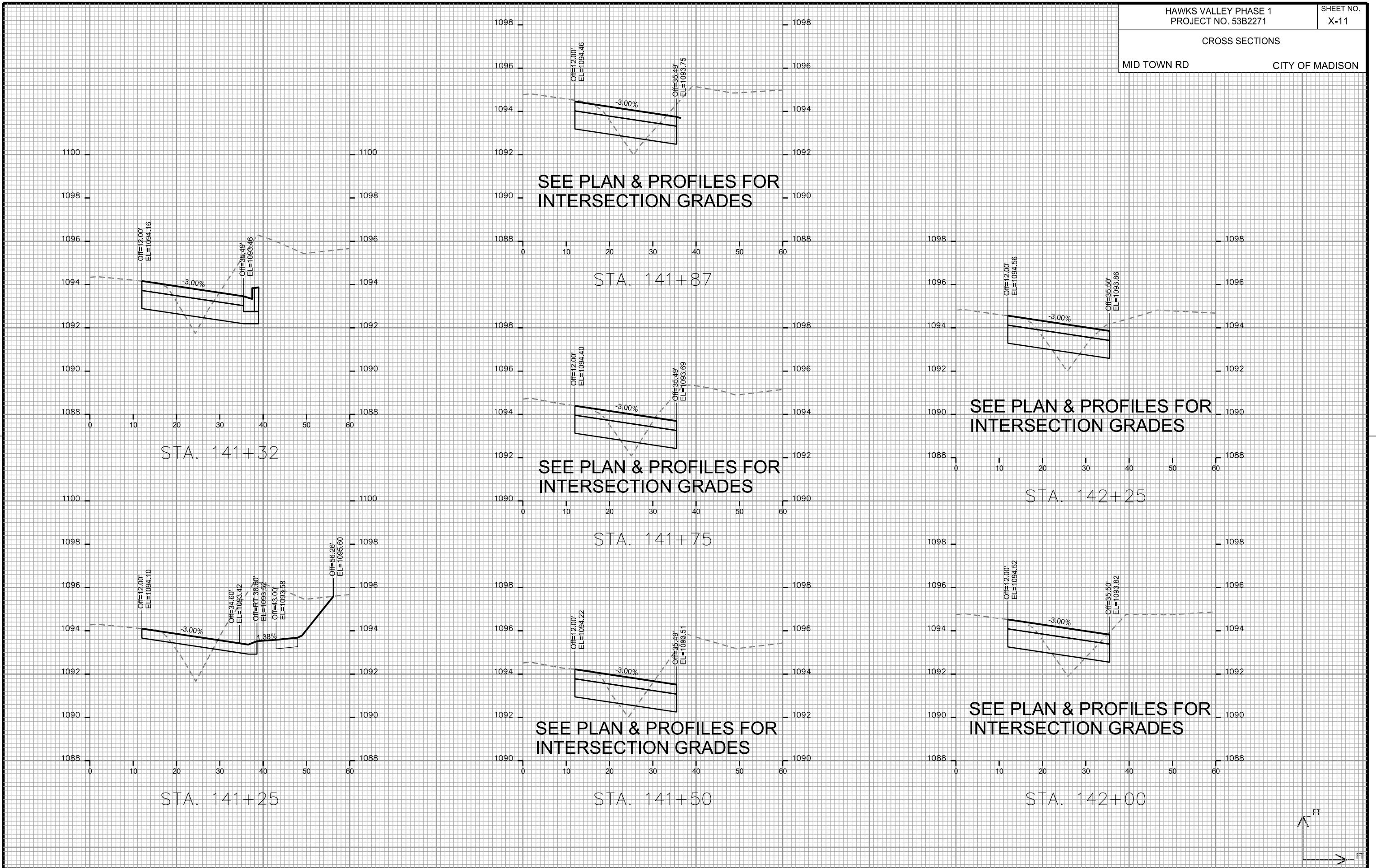
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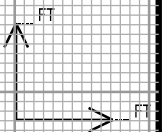
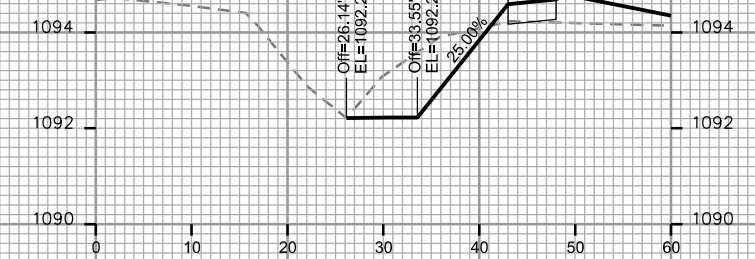
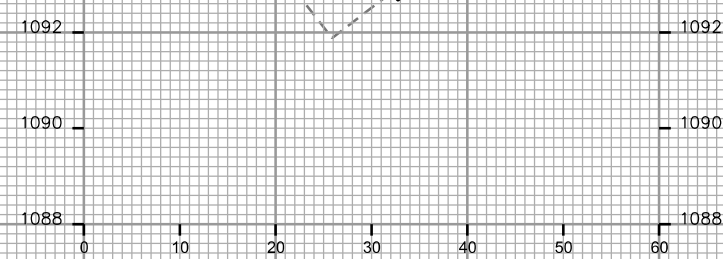
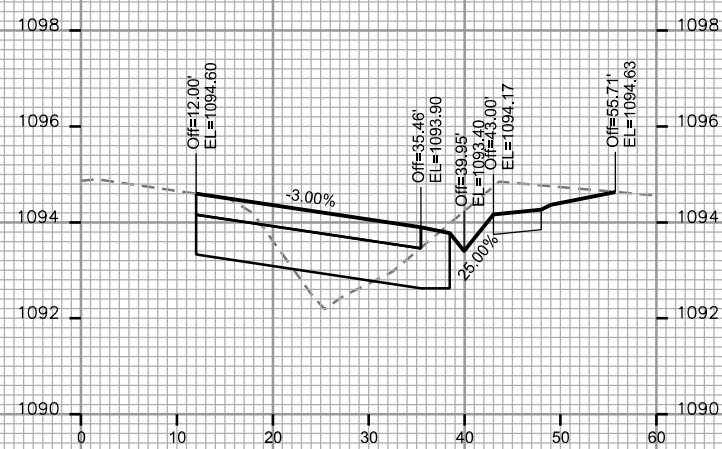
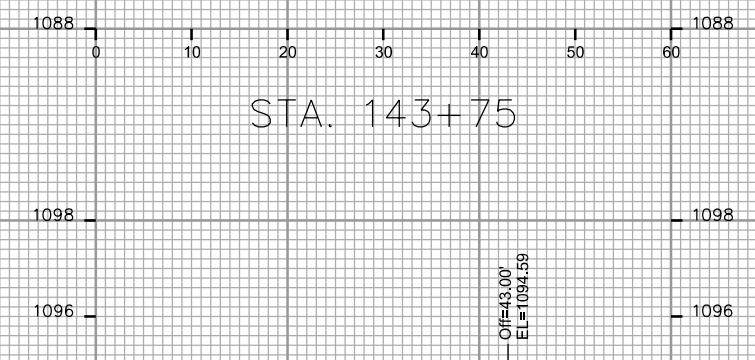
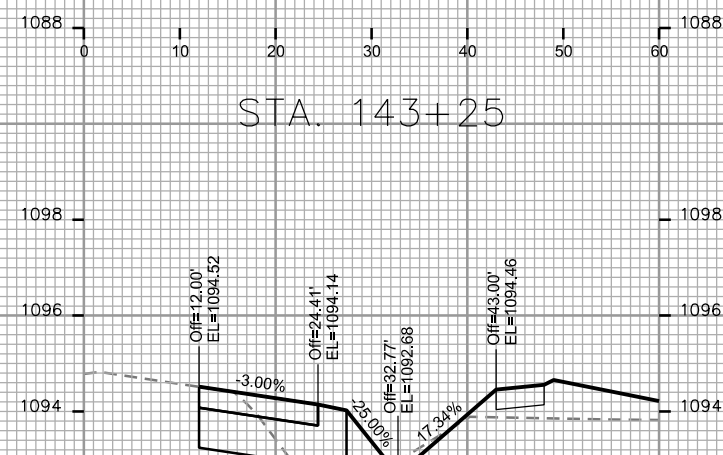
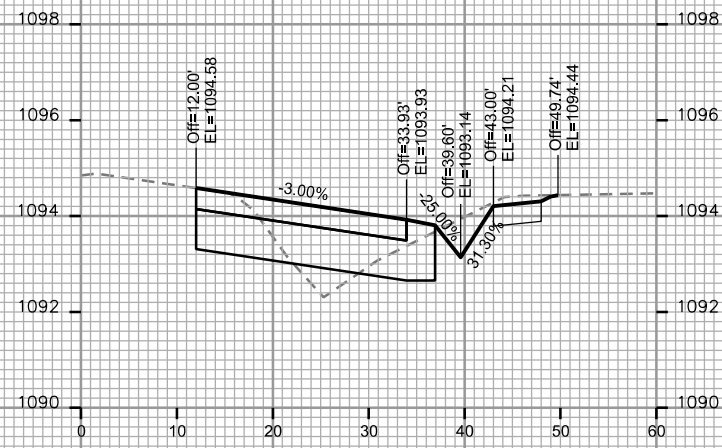
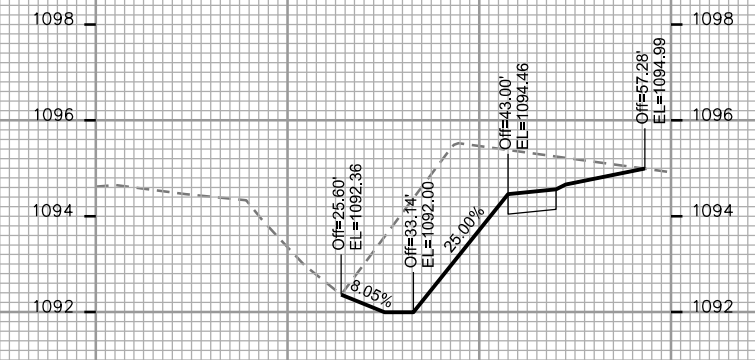
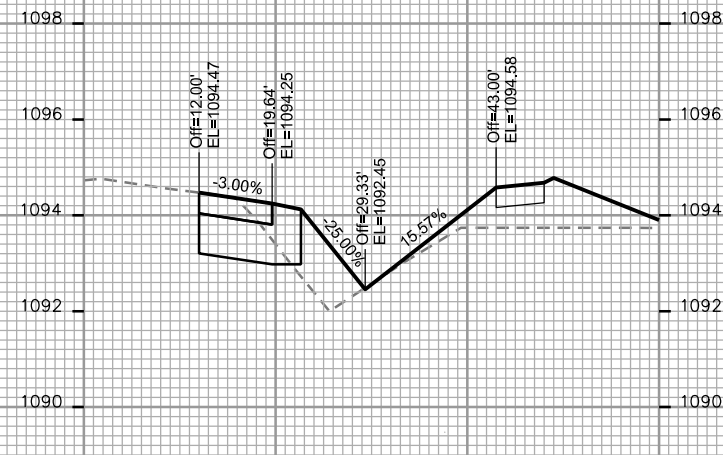
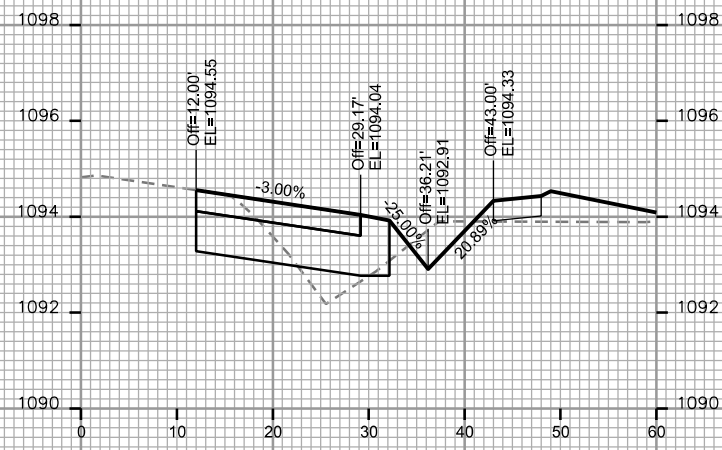
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CROSS SECTIONS

MID TOWN RD

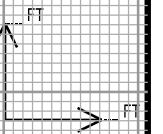
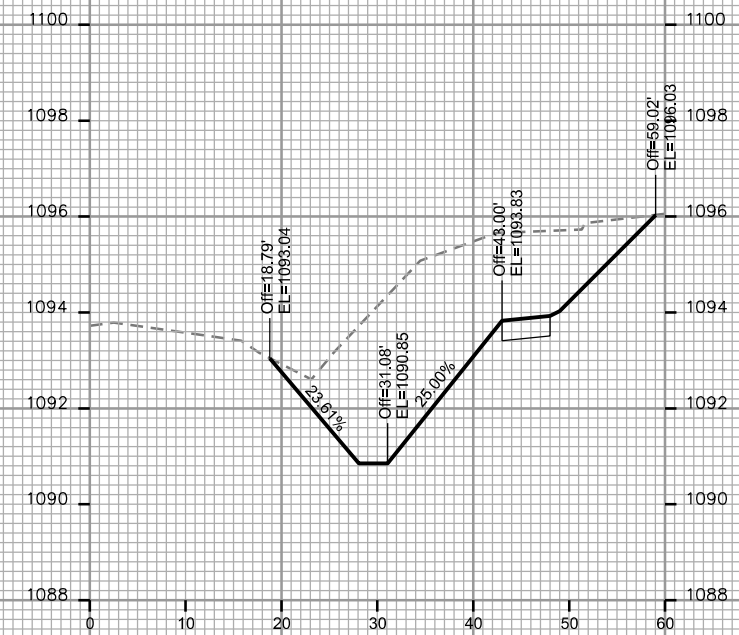
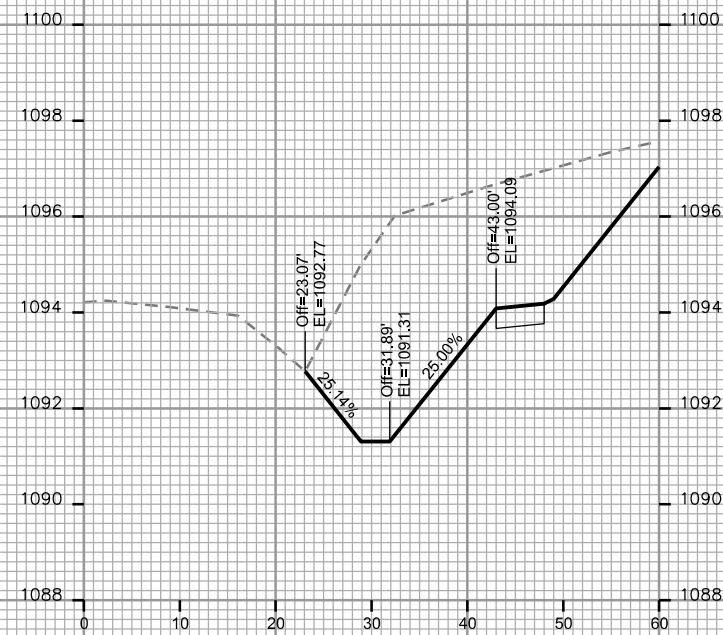
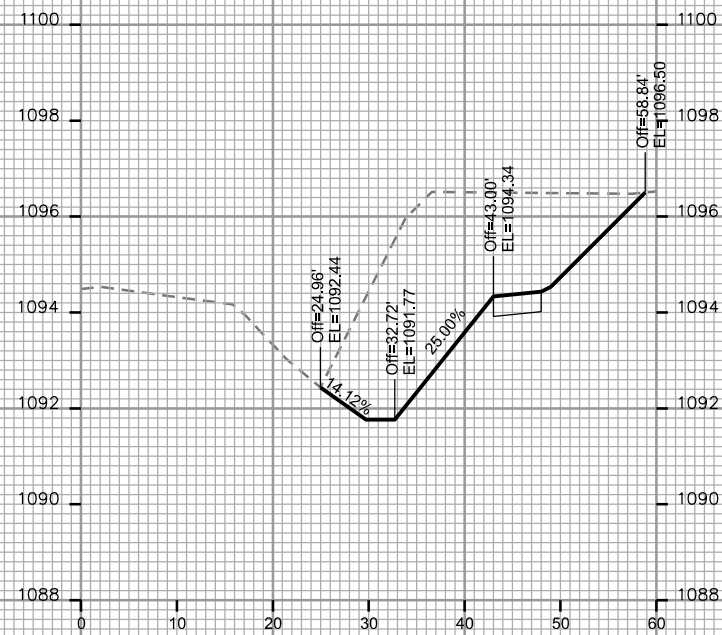
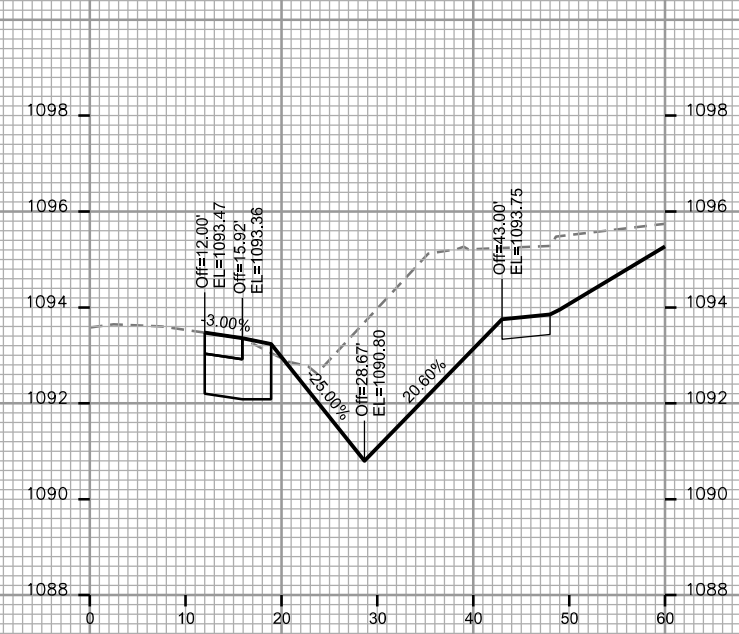
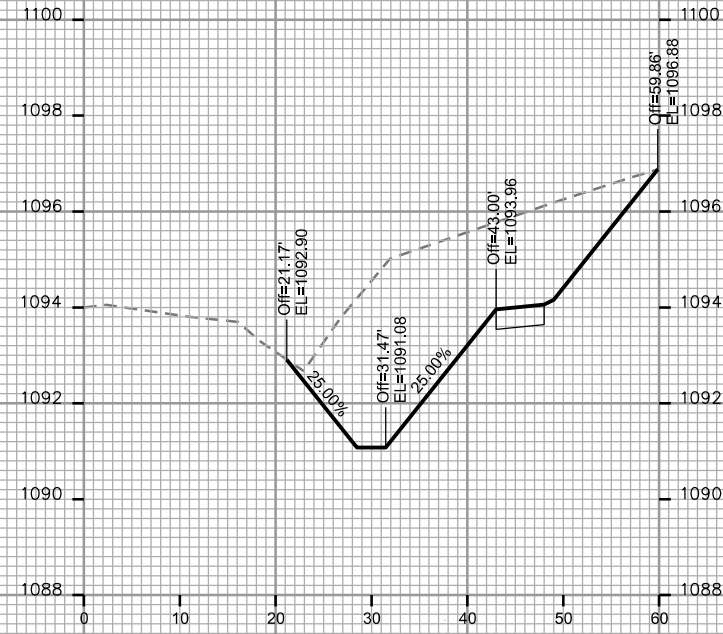
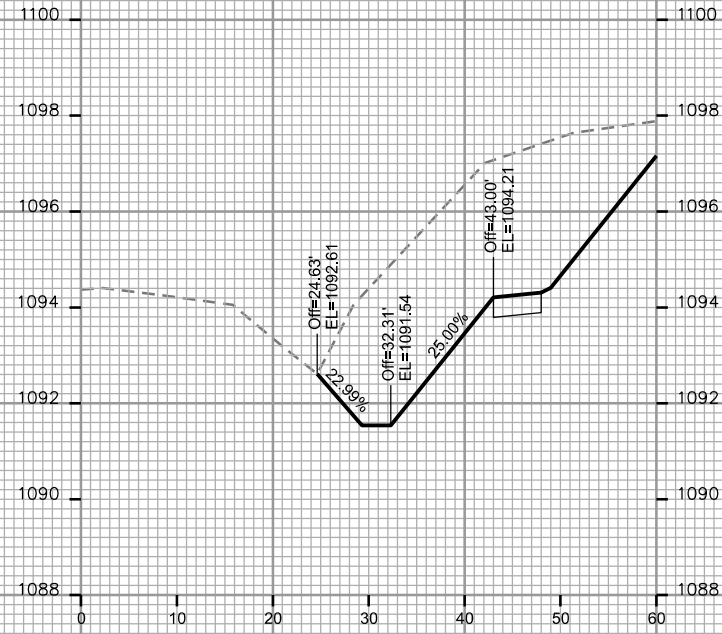
CITY OF MADISON

PLOT SCALE: _____

PLOT NAME: _____

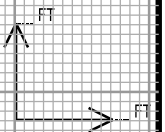
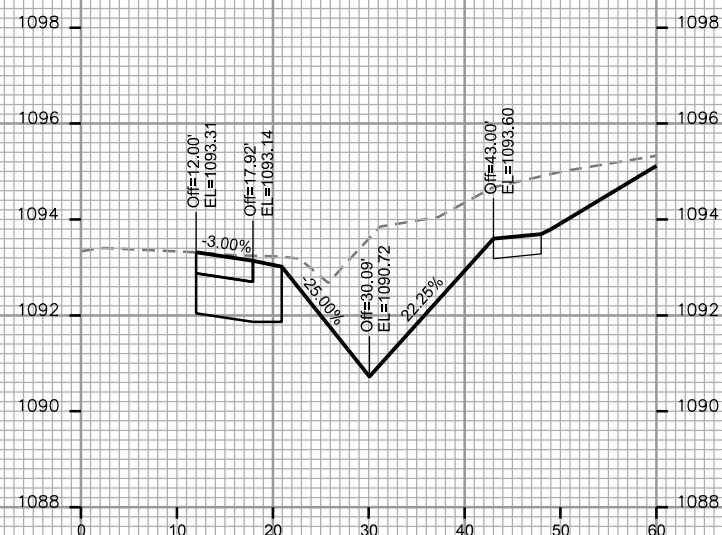
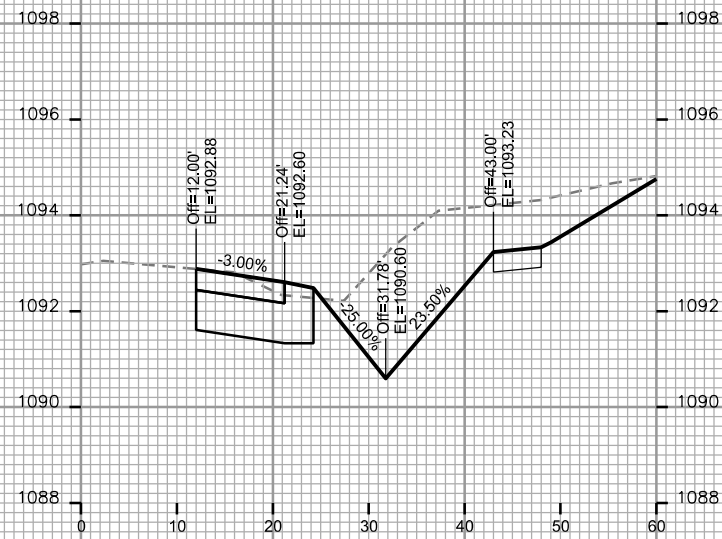
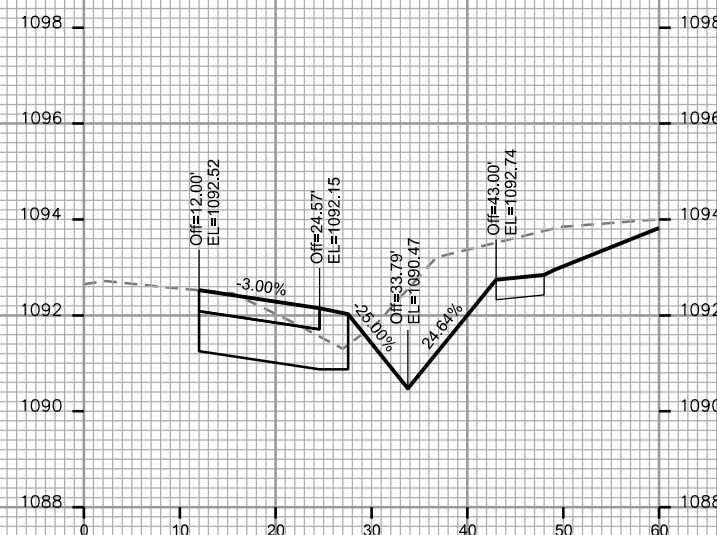
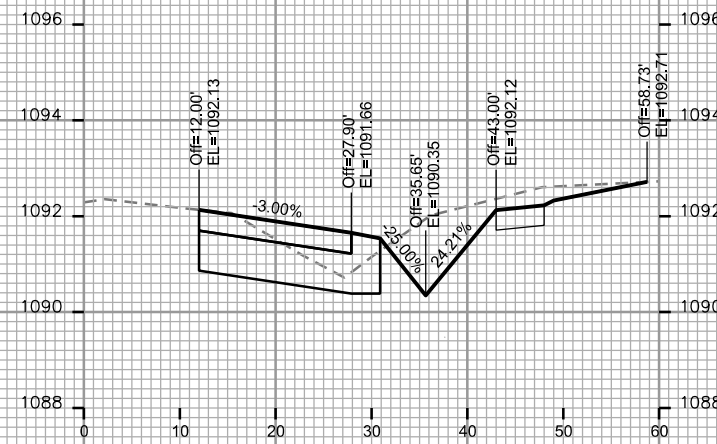
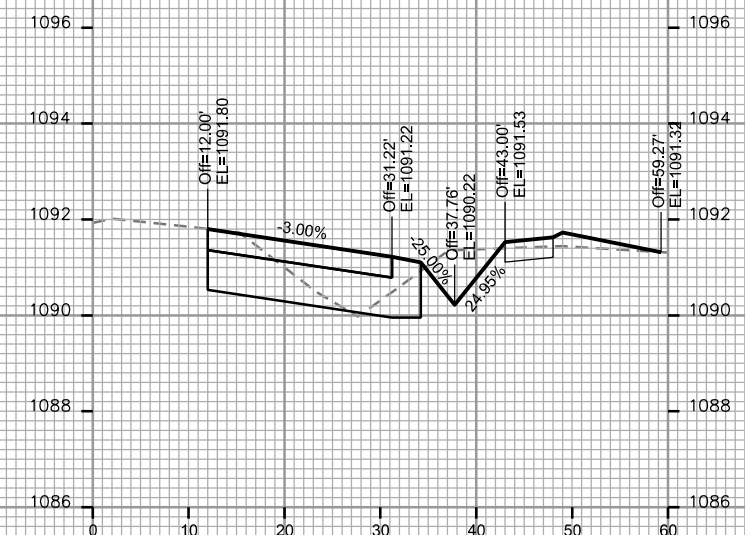
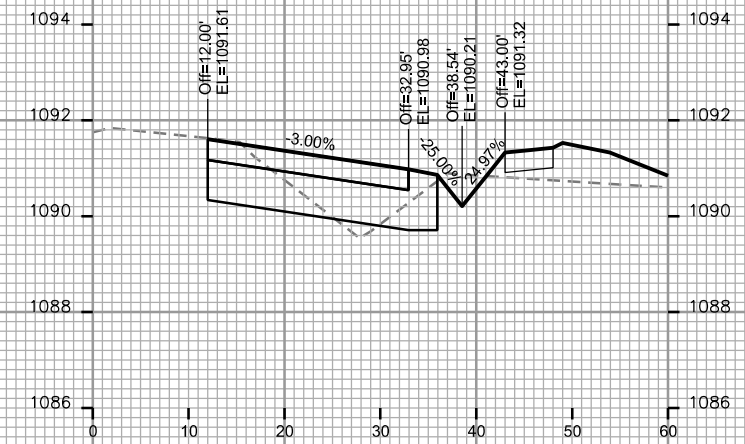
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ORIGINATOR: CITY OF MADISON - STREETS DIVISION



CROSS SECTIONS

MID TOWN RD CITY OF MADISON



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

CROSS SECTIONS

MID TOWN RD

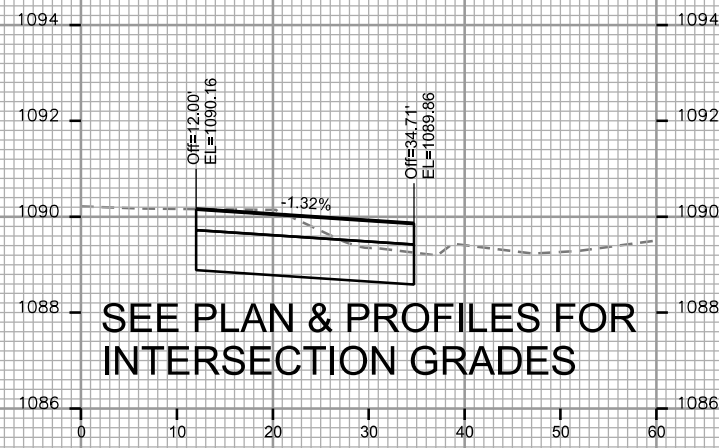
CITY OF MADISON

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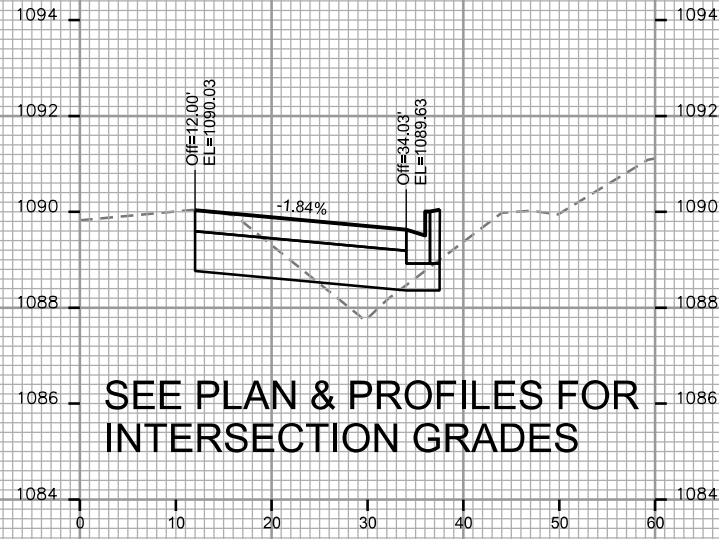
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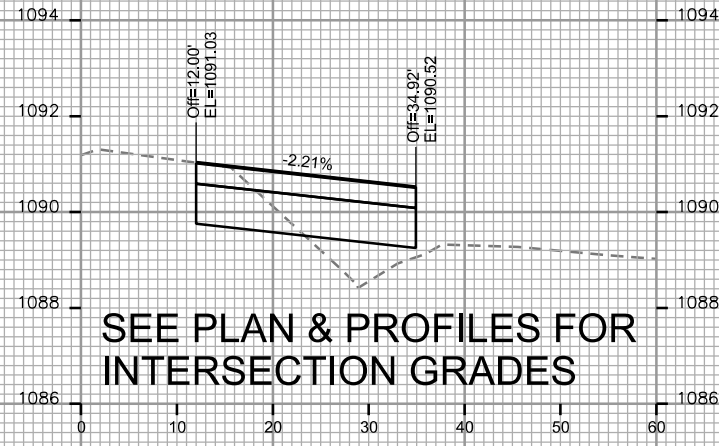
SEE PLAN & PROFILES FOR
INTERSECTION GRADES

STA. 147+00



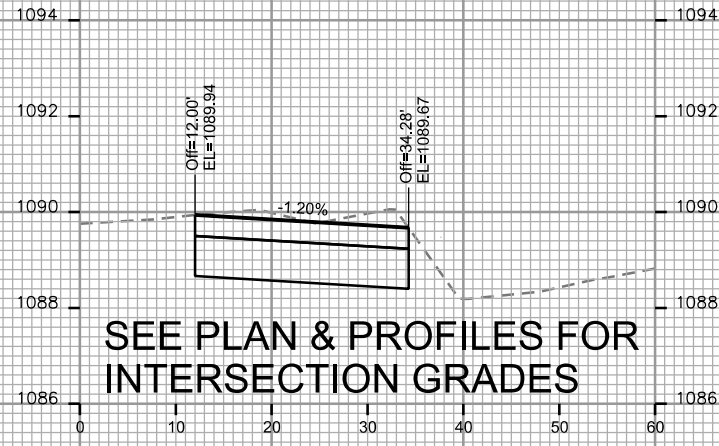
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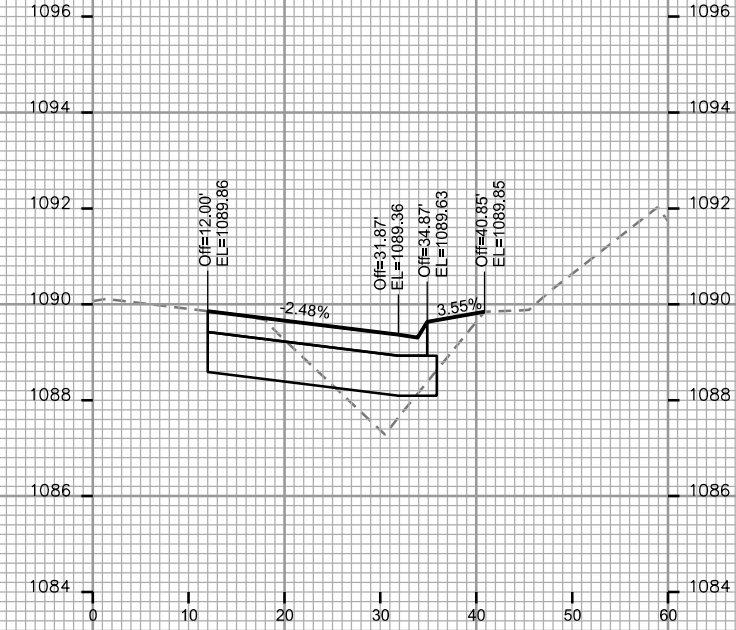
SEE PLAN & PROFILES FOR
INTERSECTION GRADES

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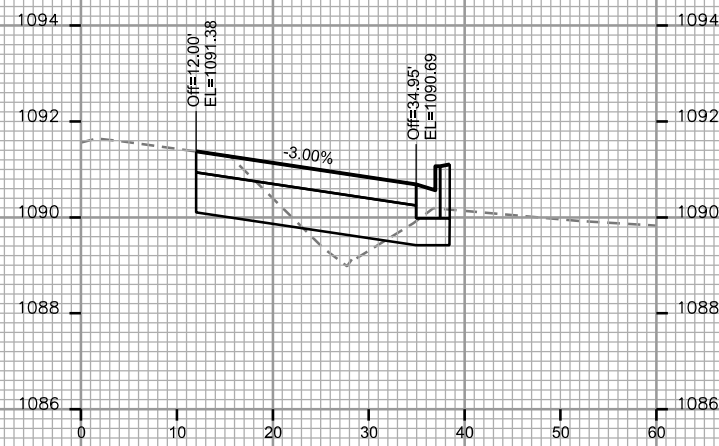


SEE PLAN & PROFILES FOR
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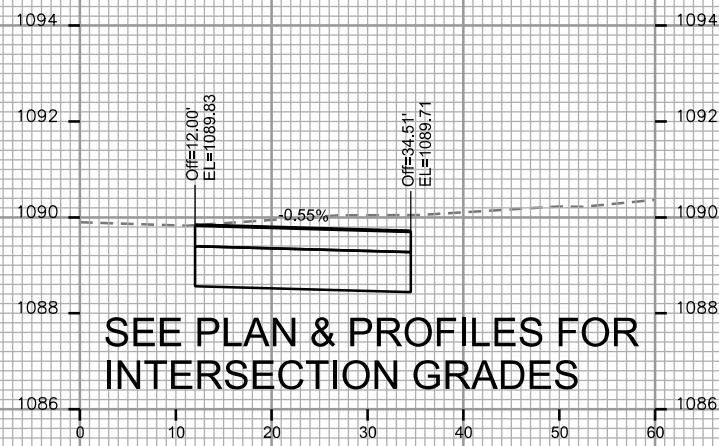
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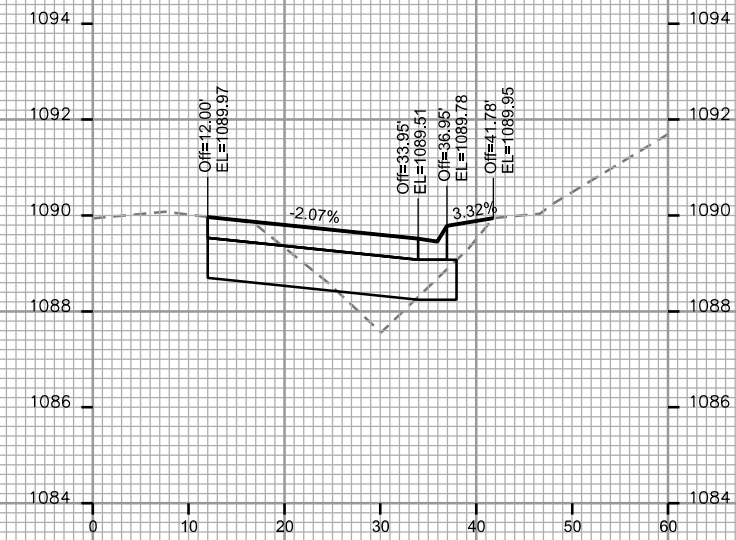


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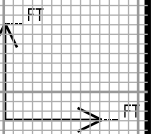


SEE PLAN & PROFILES FOR
INTERSECTION GRADES

STA. 147+25



STA. 147+84



CROSS SECTIONS

MID TOWN RD

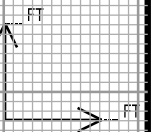
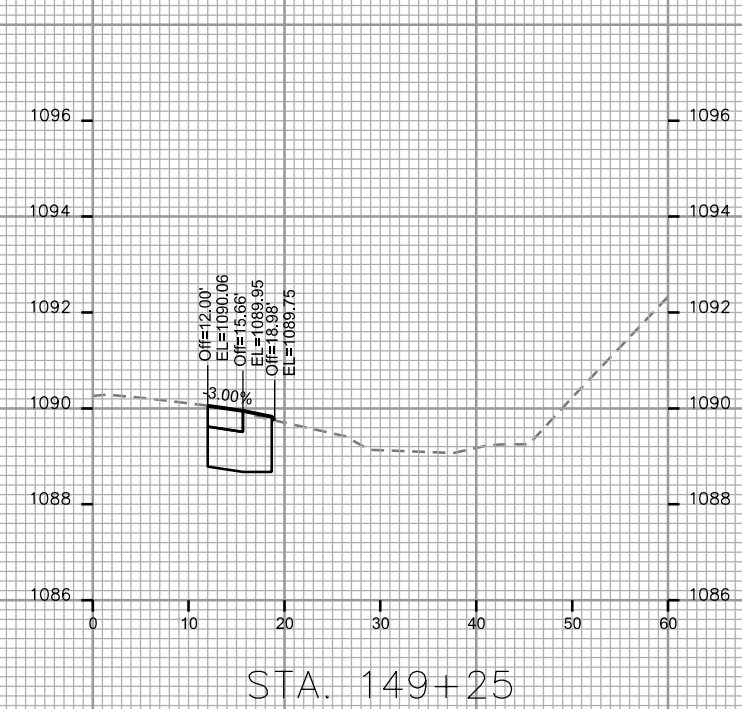
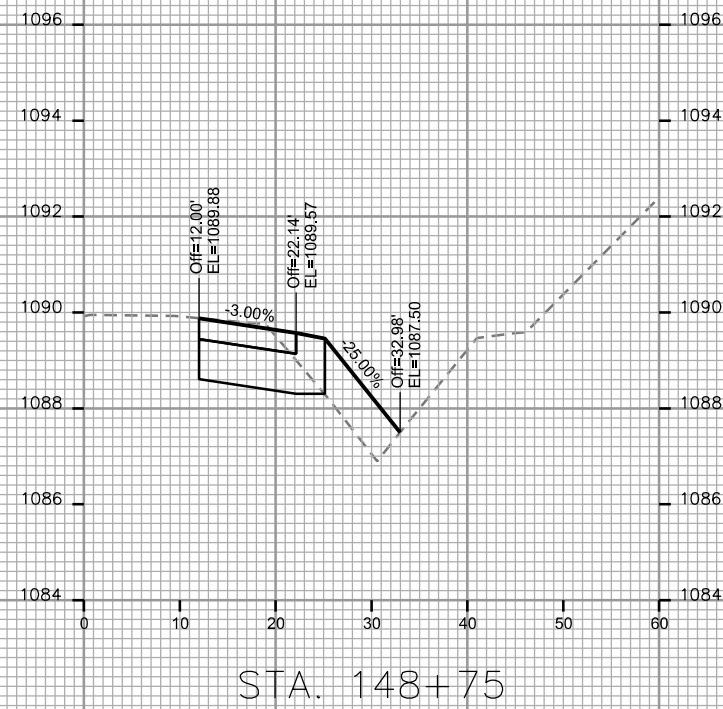
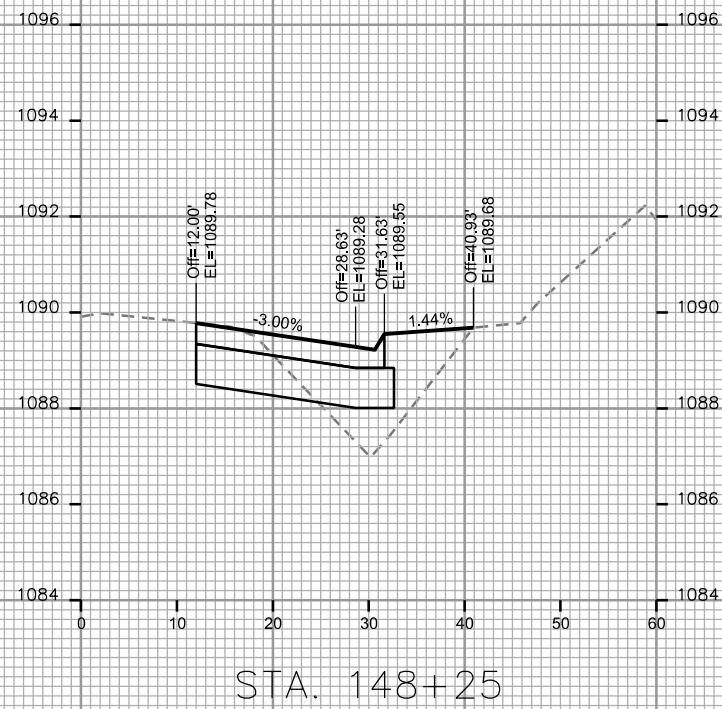
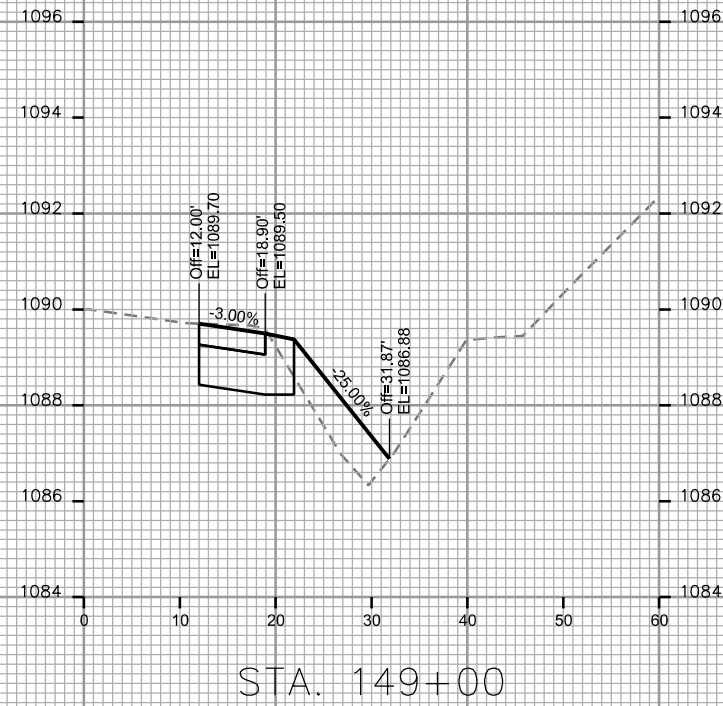
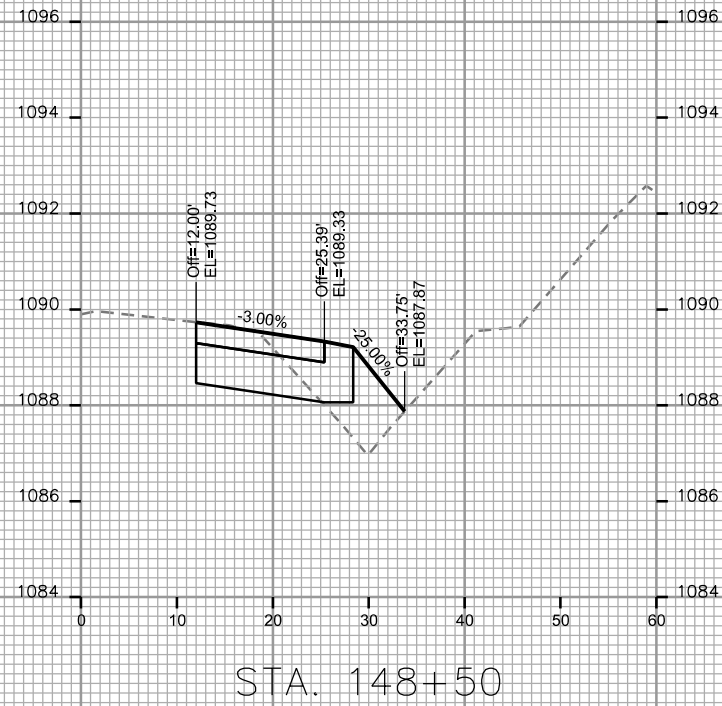
CITY OF MADISON

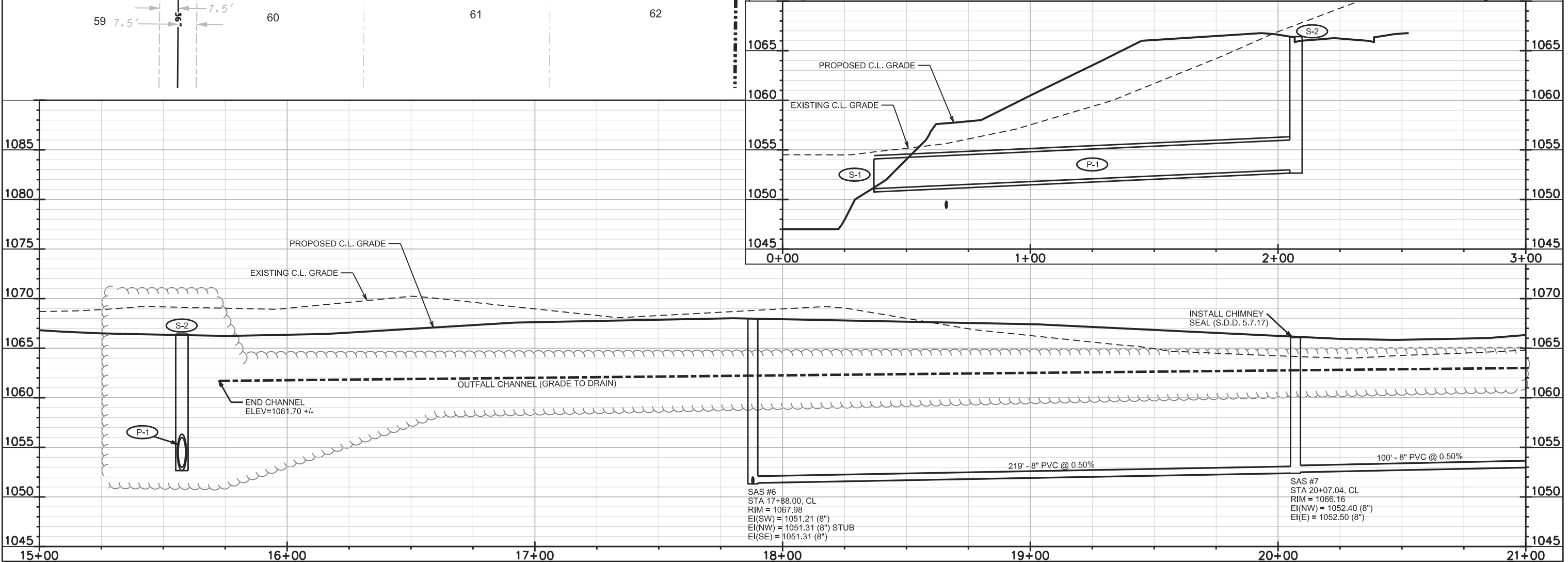
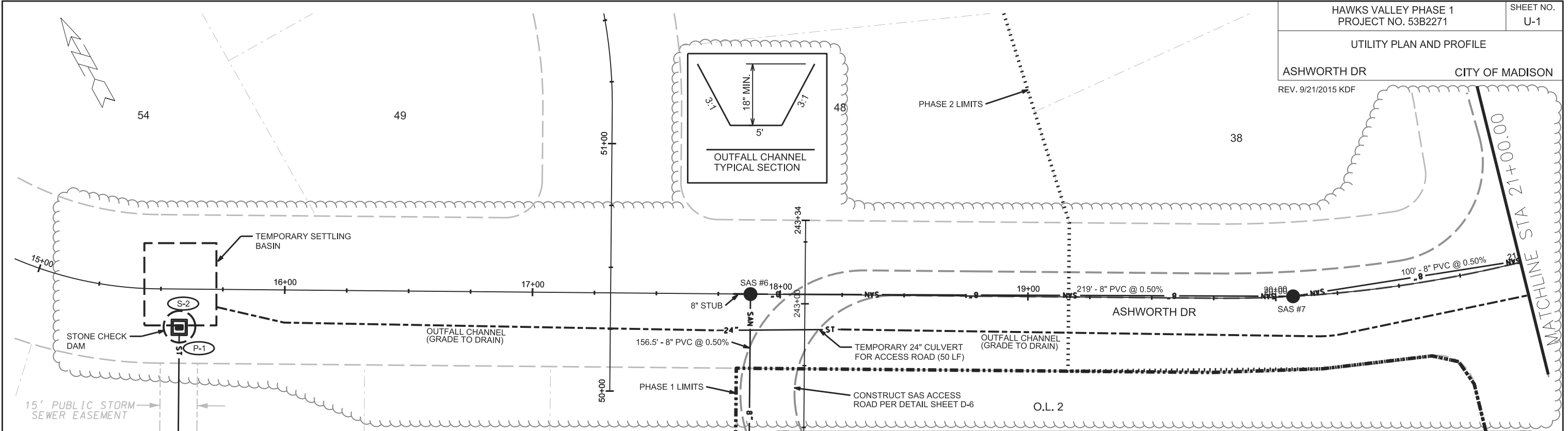
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PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



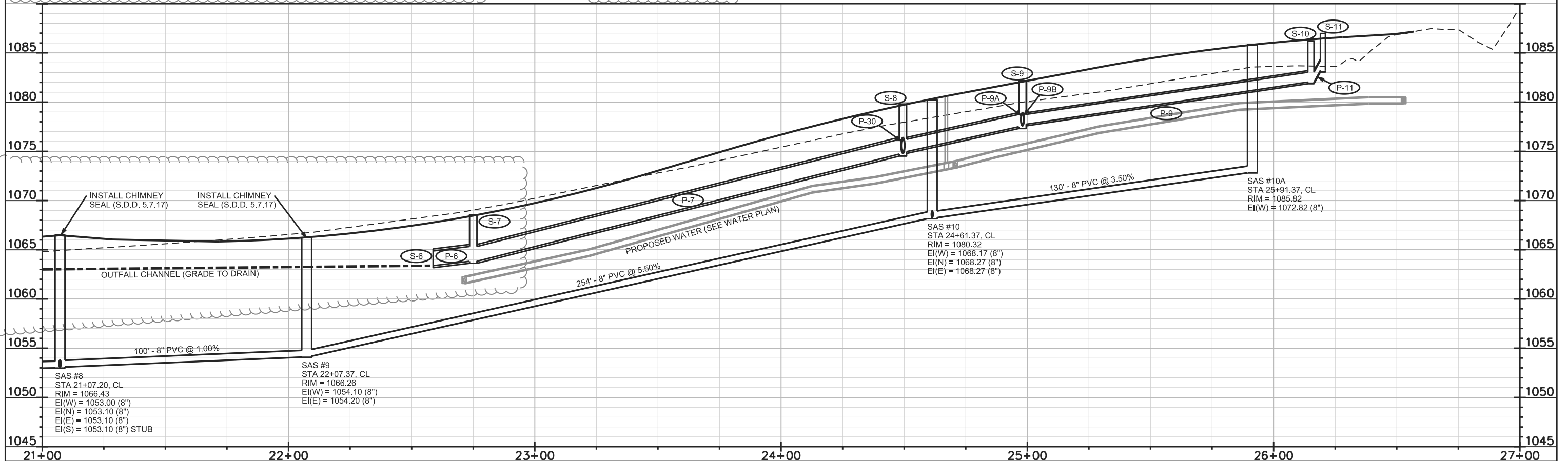
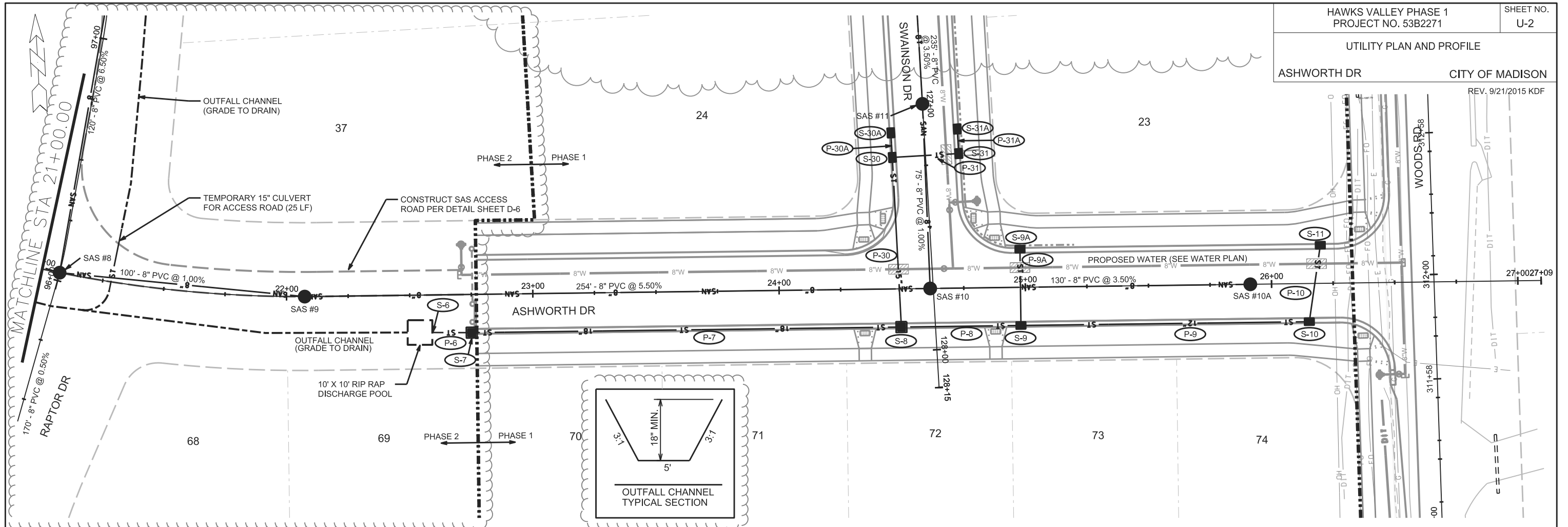


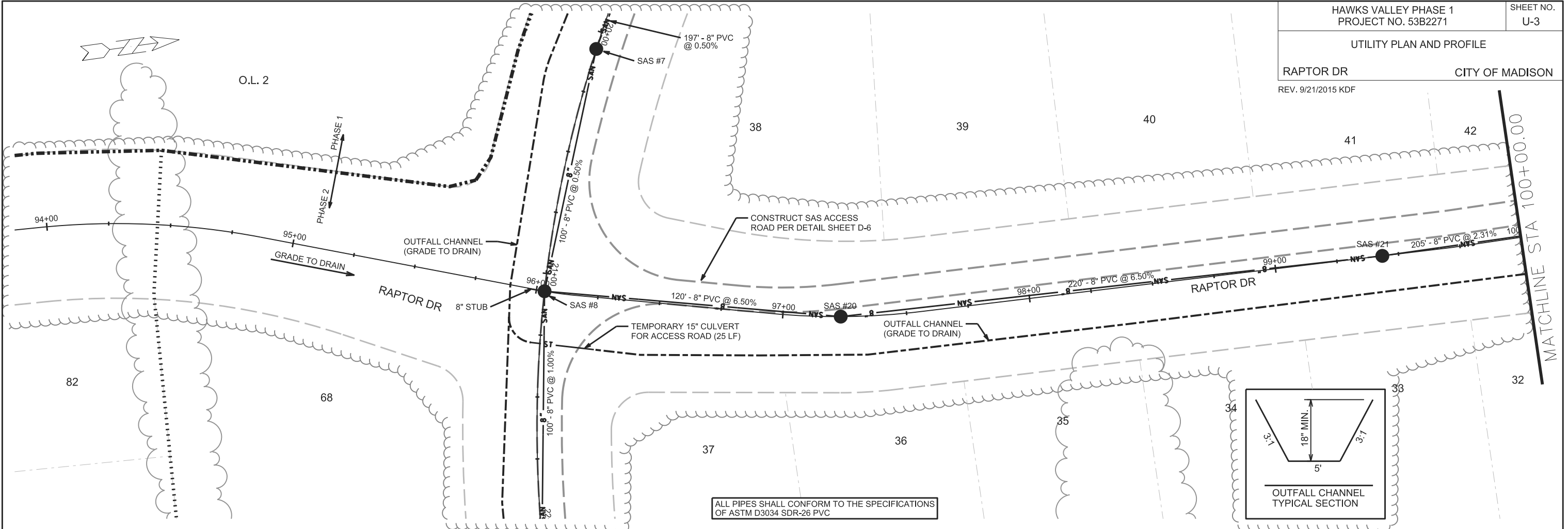
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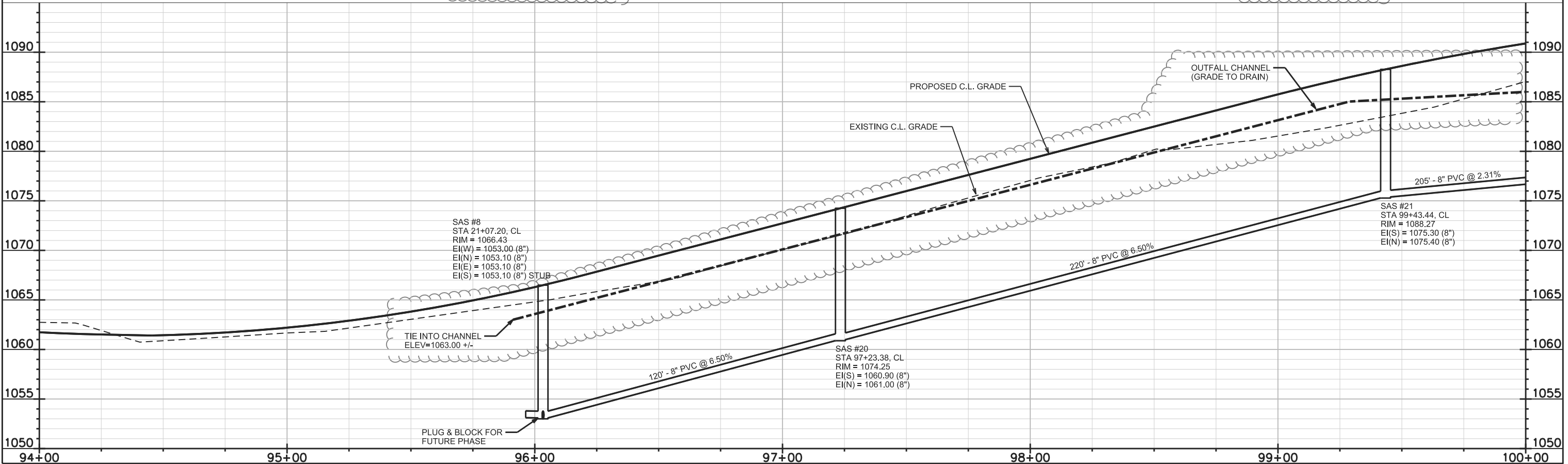
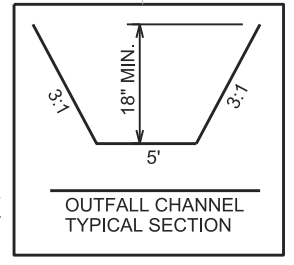
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





ALL PIPES SHALL CONFORM TO THE SPECIFICATIONS OF ASTM D3034 SDR-26 PVC

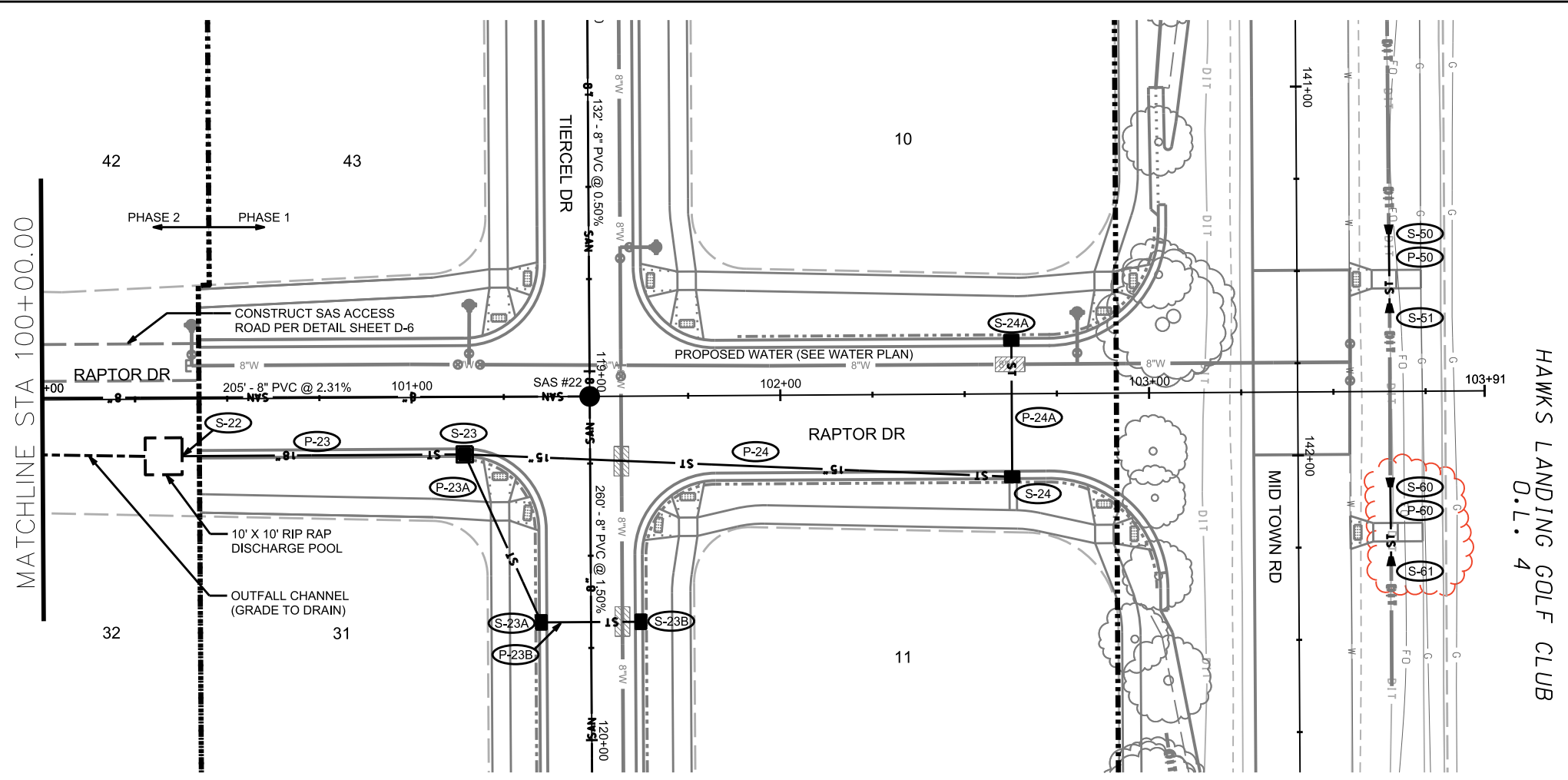
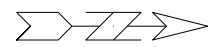


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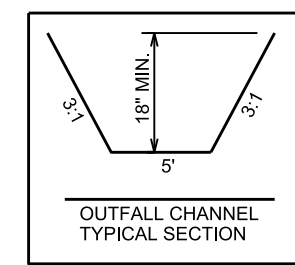
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REV. DATE:

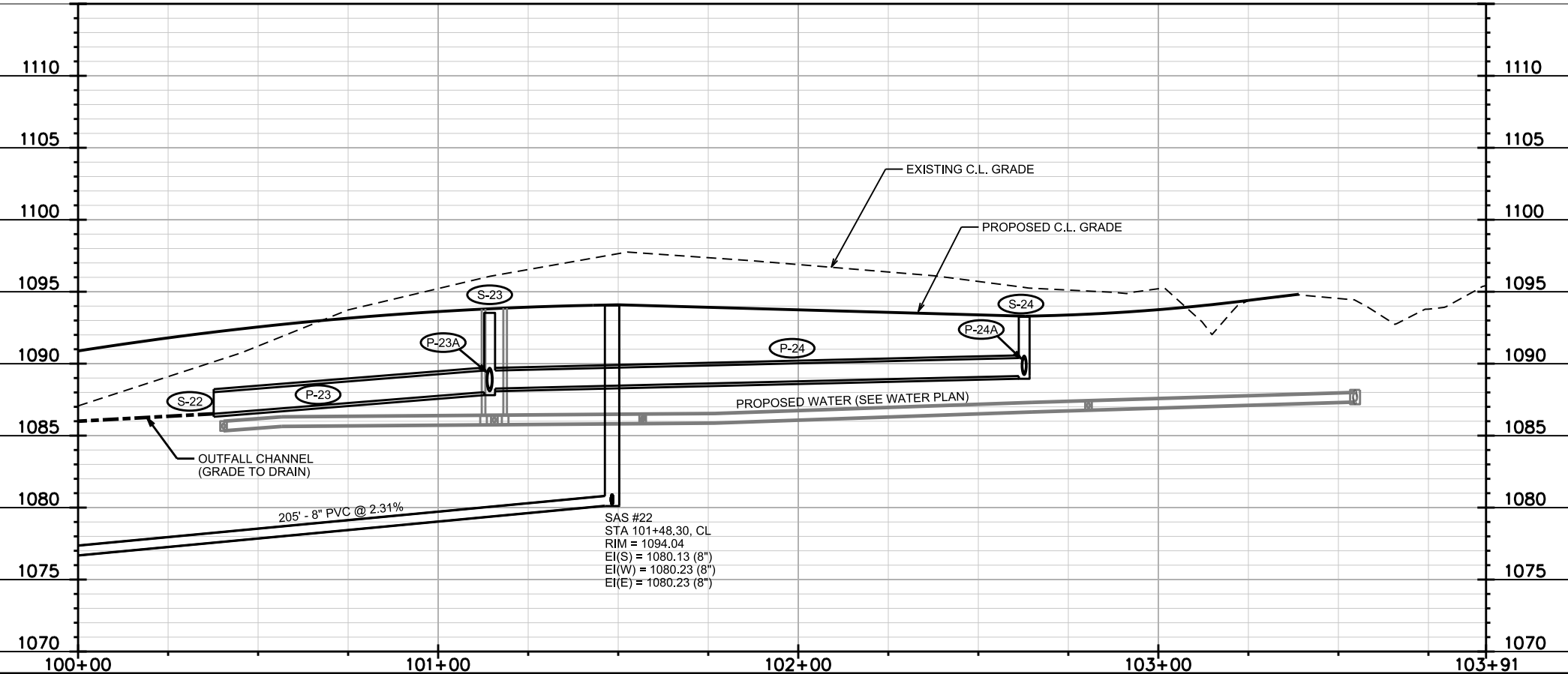
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



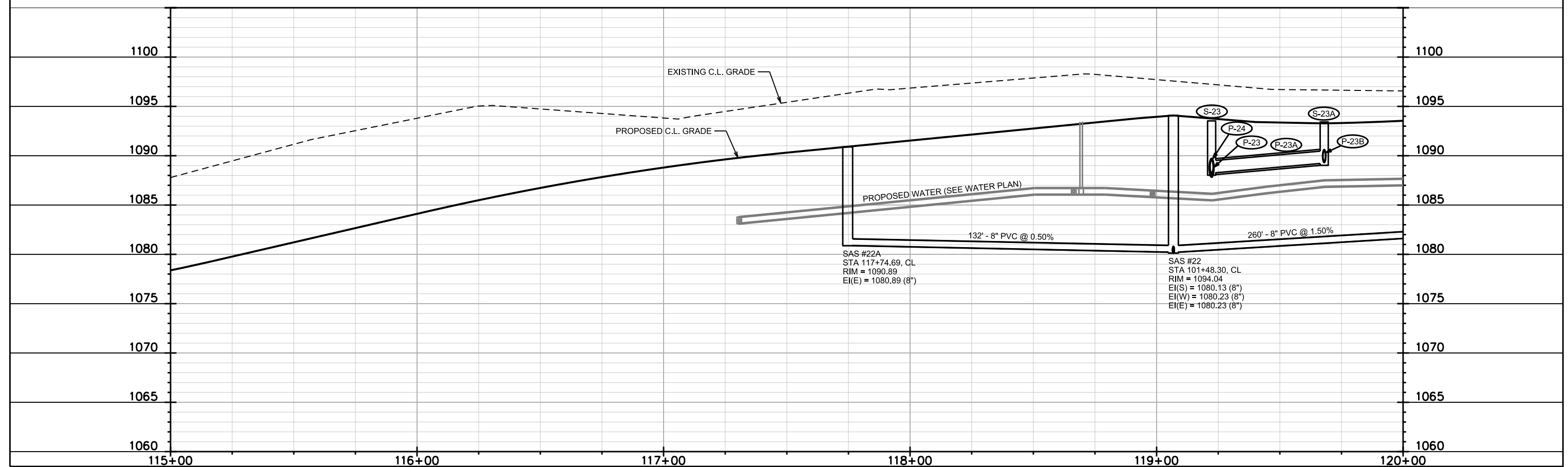
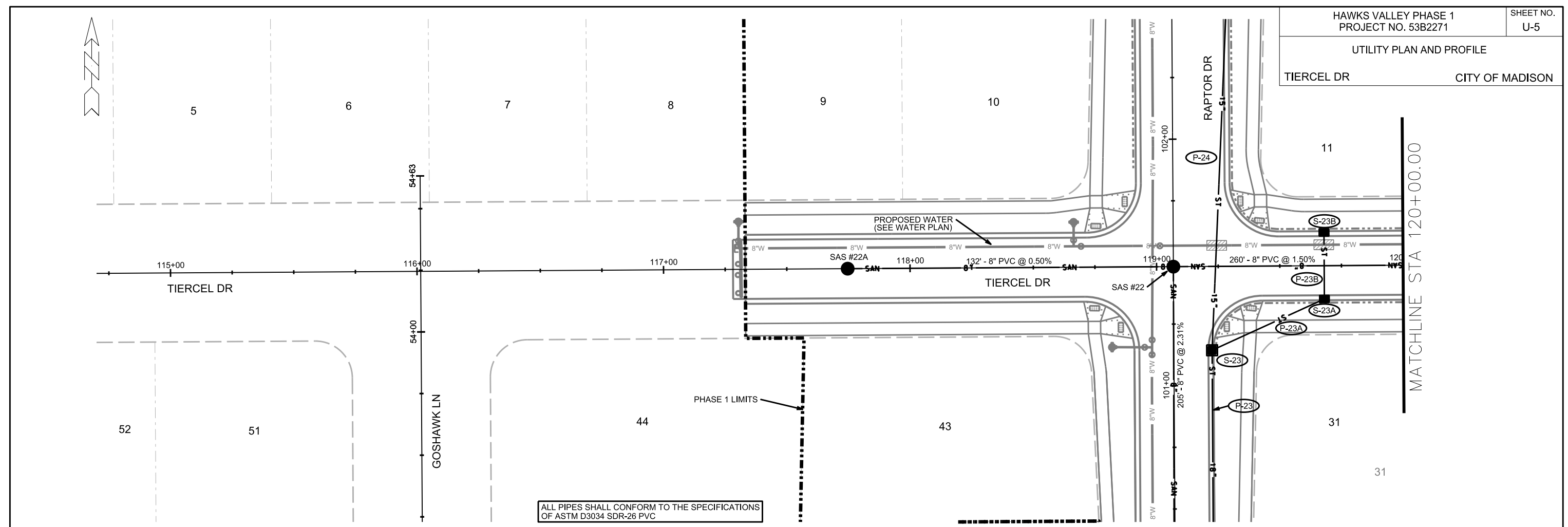
HAWK'S LANDING GOLF CLUB
D.L. 4



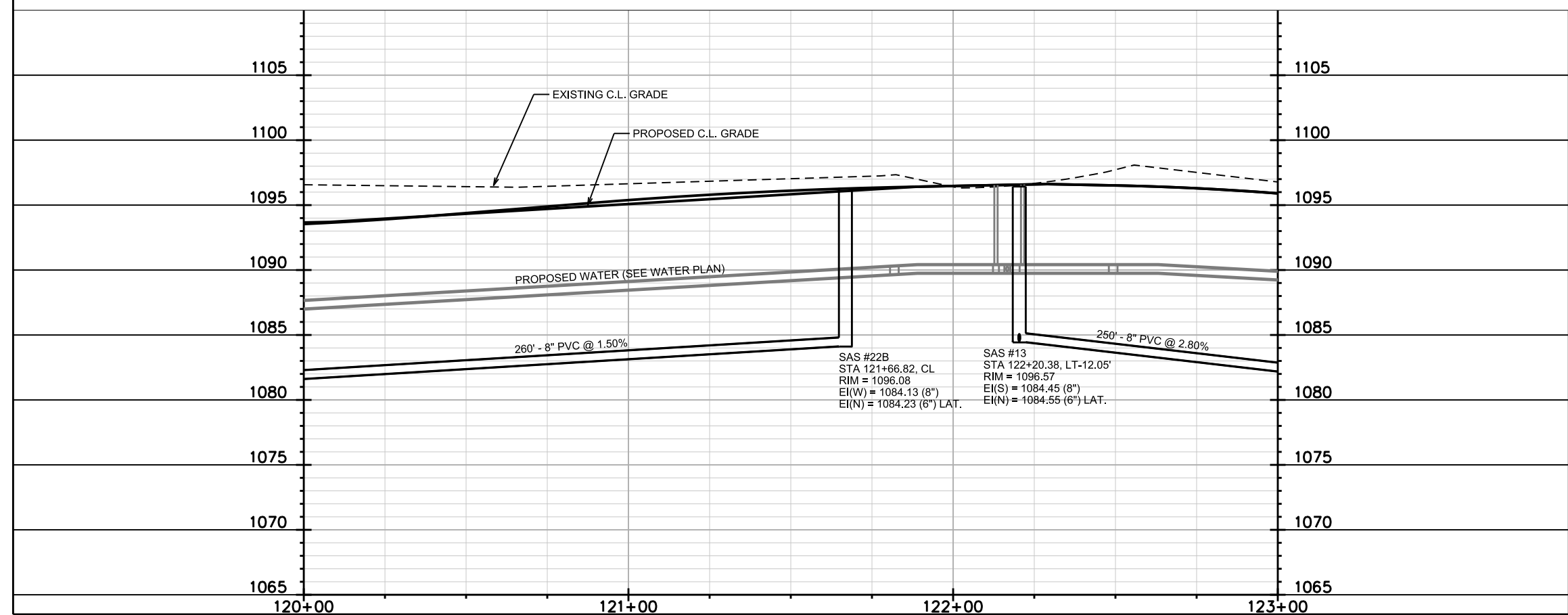
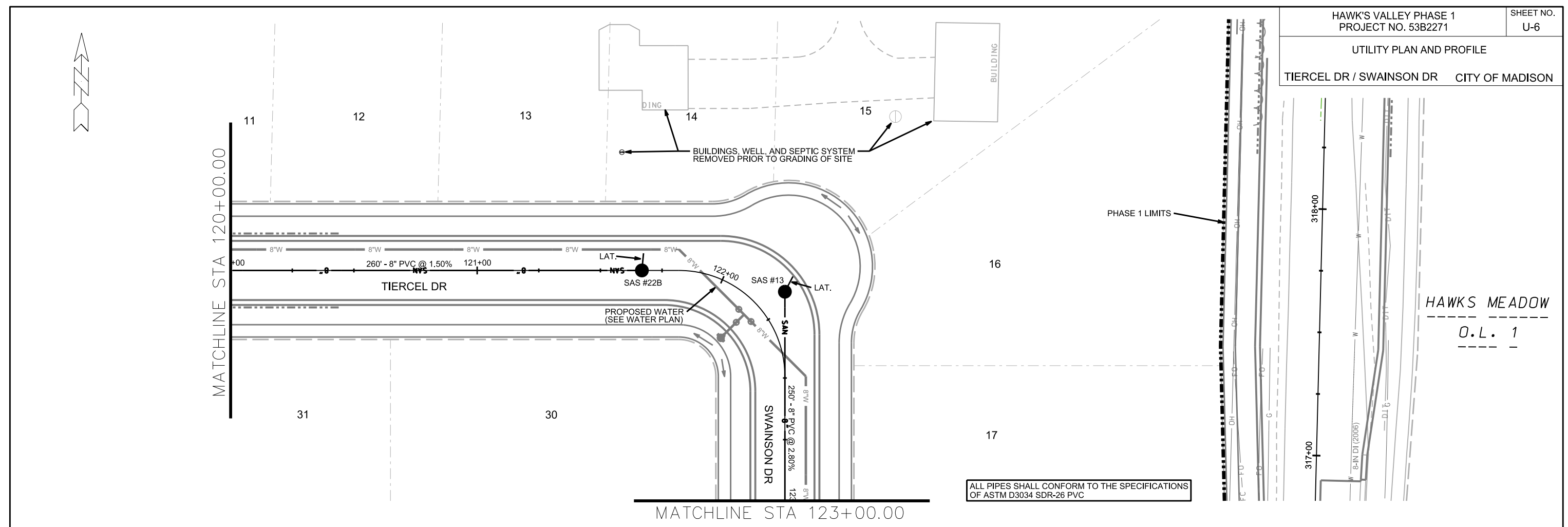
ALL PIPES SHALL CONFORM TO THE SPECIFICATIONS
OF ASTM D3034 SDR-26 PVC



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



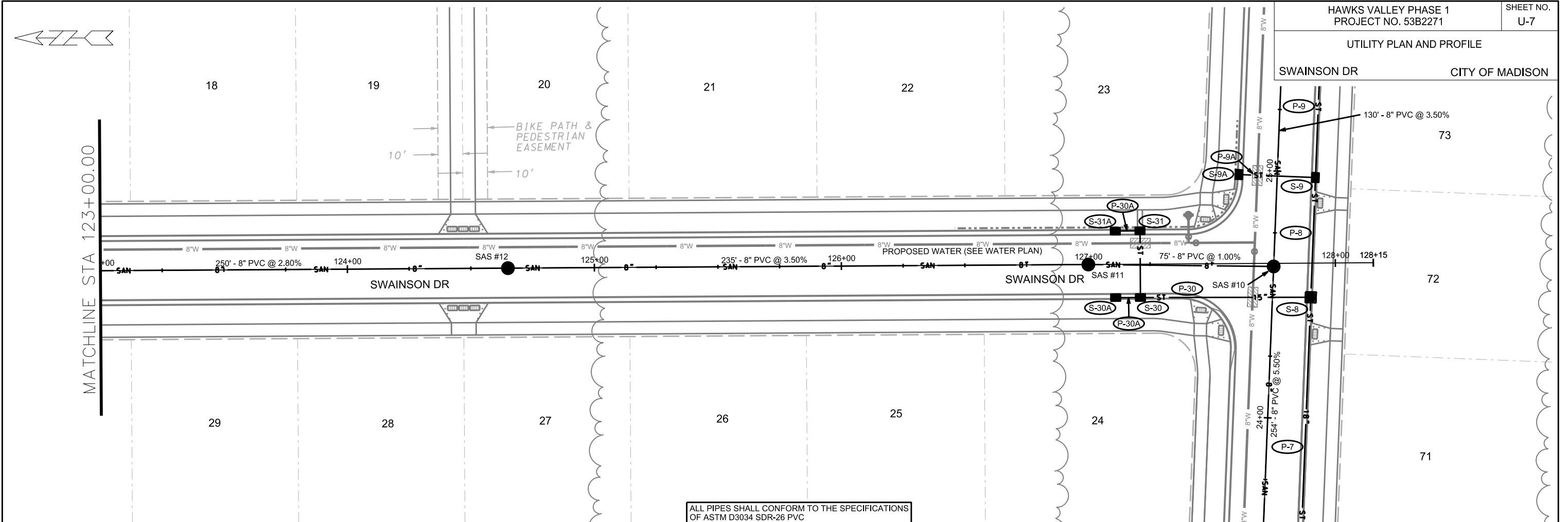
UTILITY PLAN AND PROFILE
TIERCEL DR / SWAINSON DR CITY OF MADISON



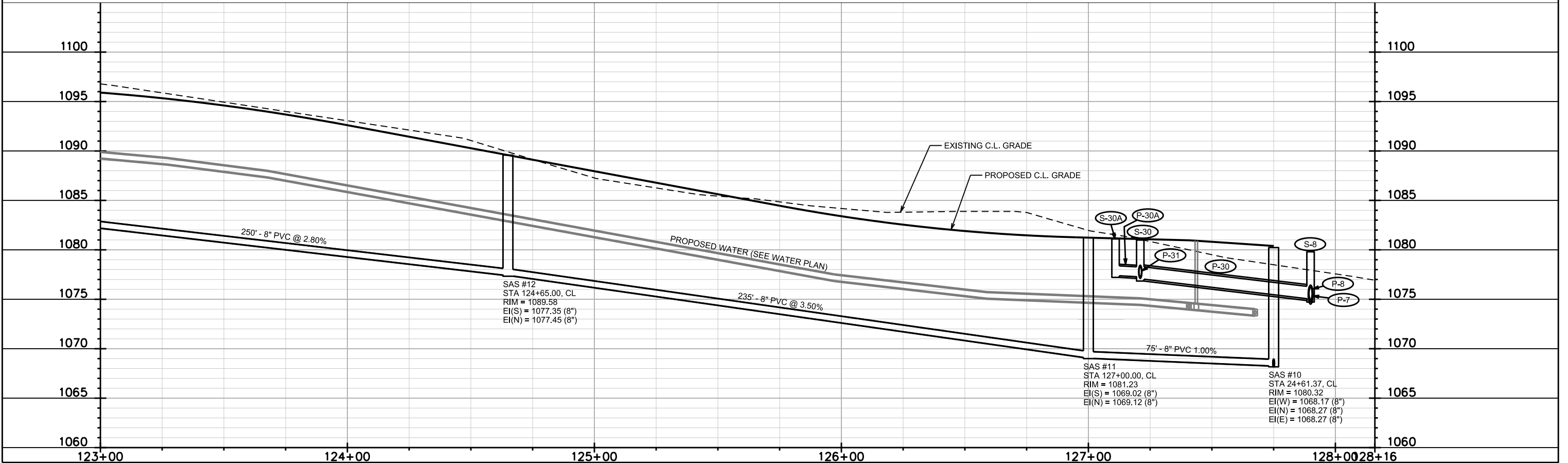
PLOT SCALE:
PLOT NAME:
REV. DATE:
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITY PLAN AND PROFILE

SWAINSON DR CITY OF MADISON



ALL PIPES SHALL CONFORM TO THE SPECIFICATIONS OF ASTM D3034 SDR-26 PVC

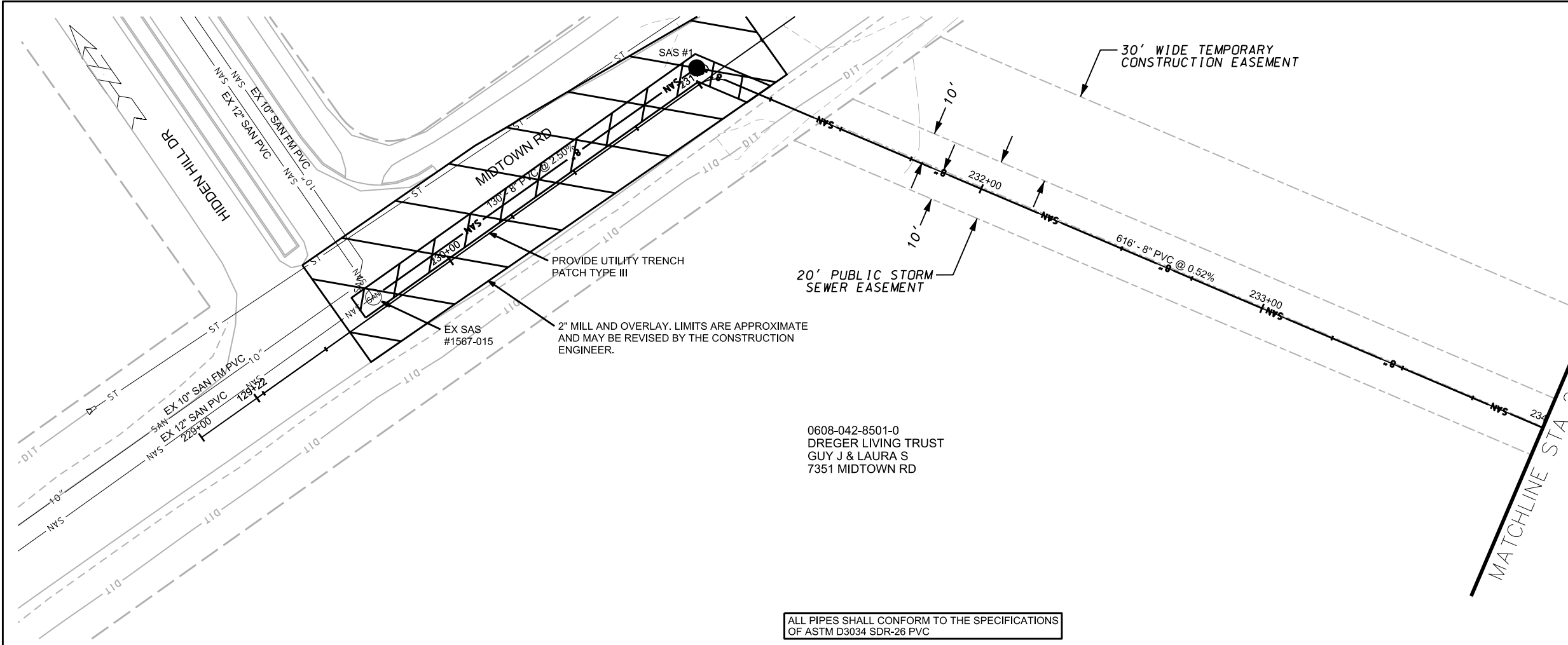


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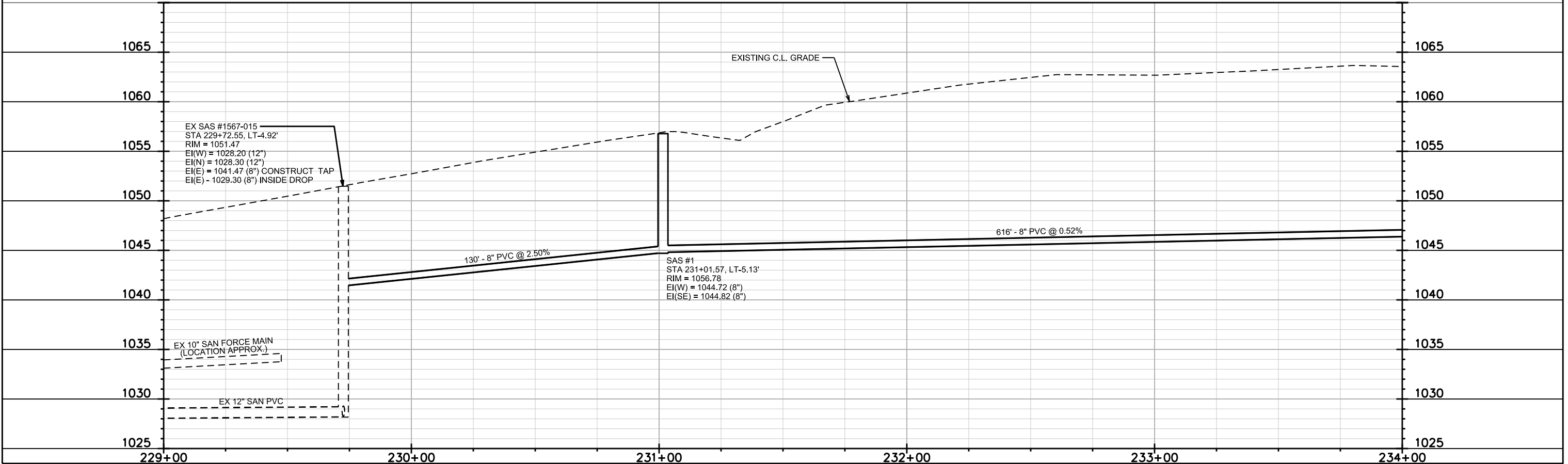
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REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



ALL PIPES SHALL CONFORM TO THE SPECIFICATIONS OF ASTM D3034 SDR-26 PVC

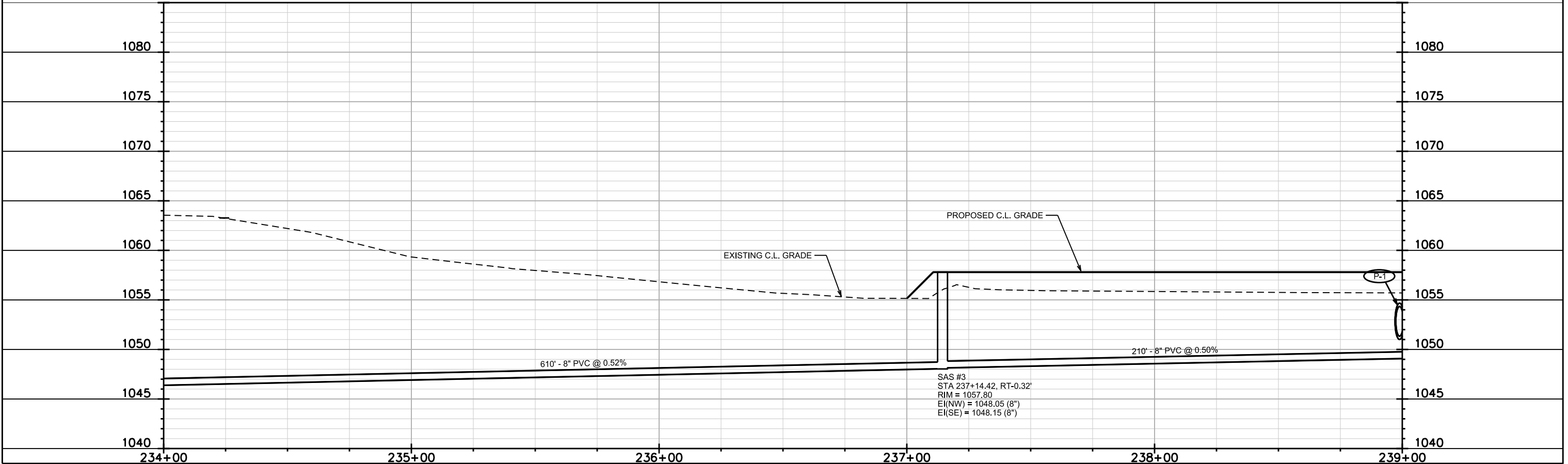
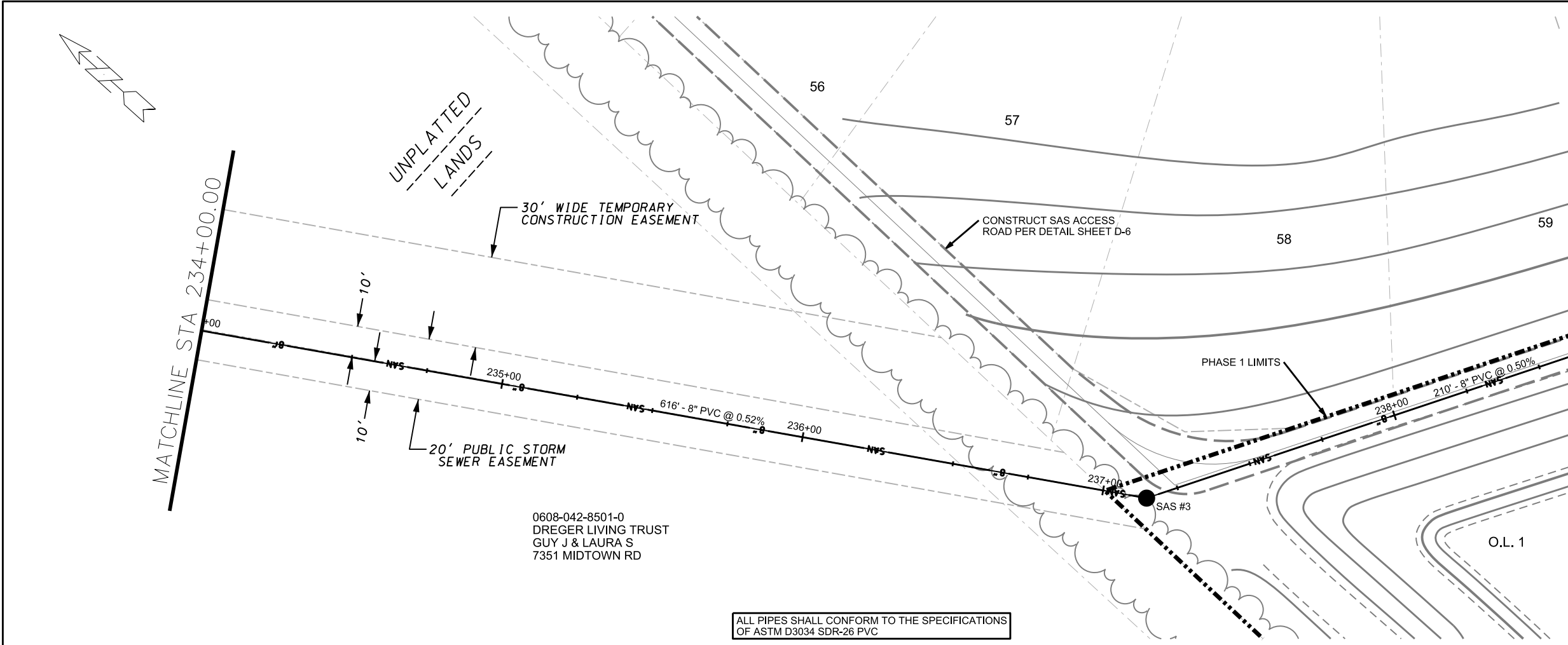


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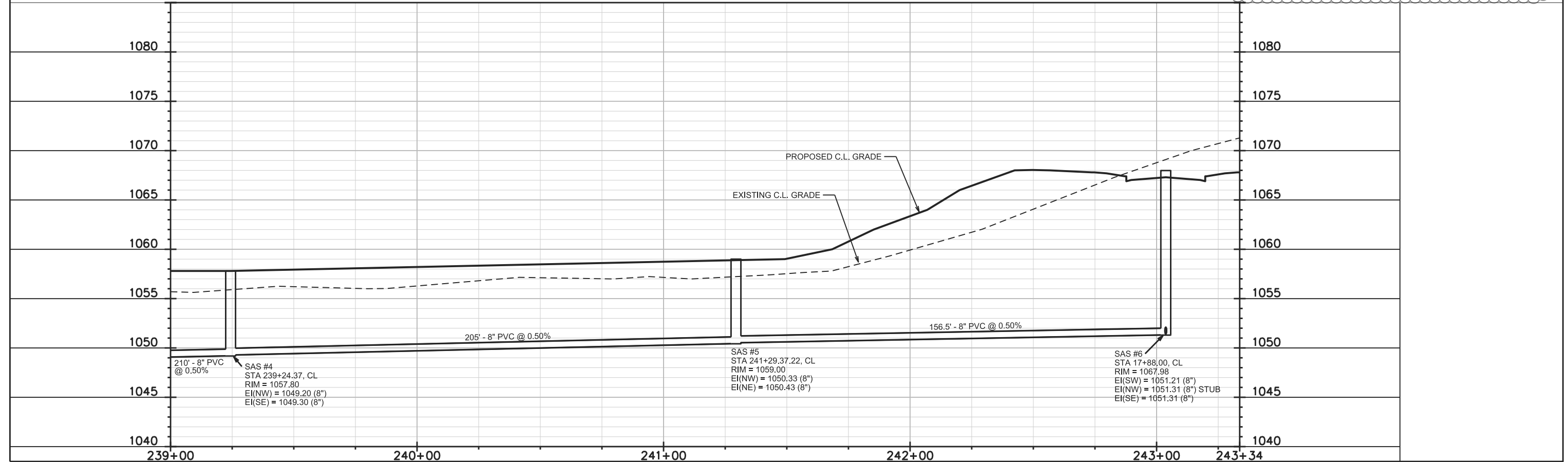
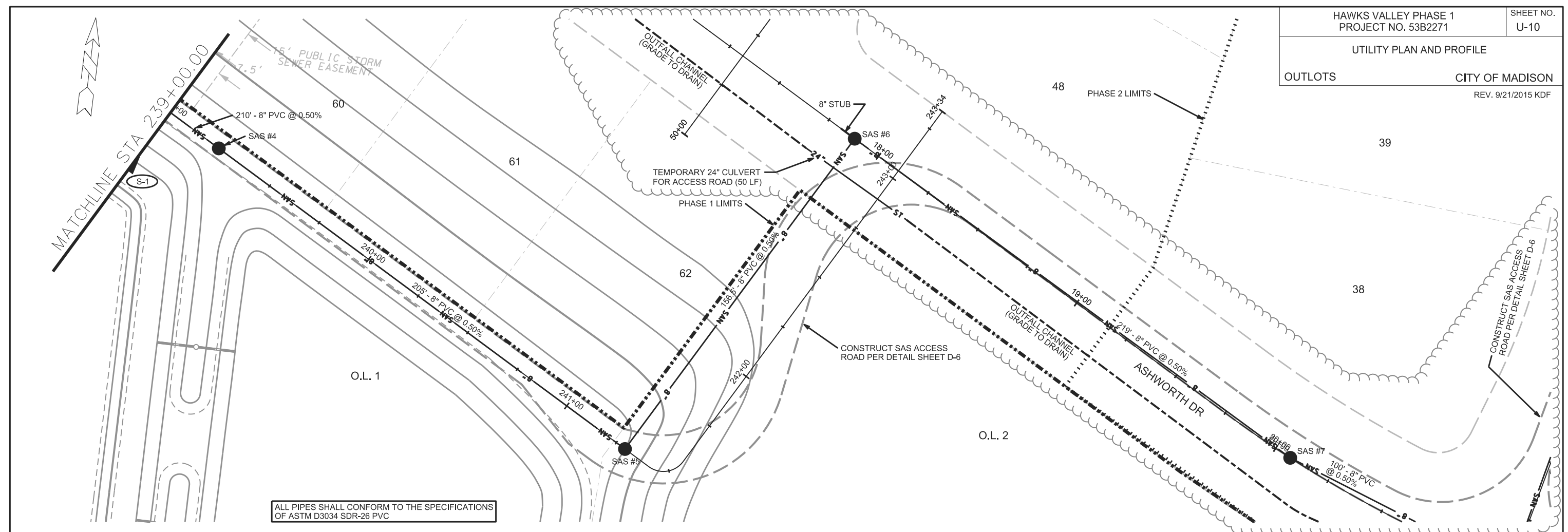
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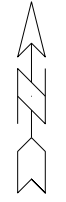
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

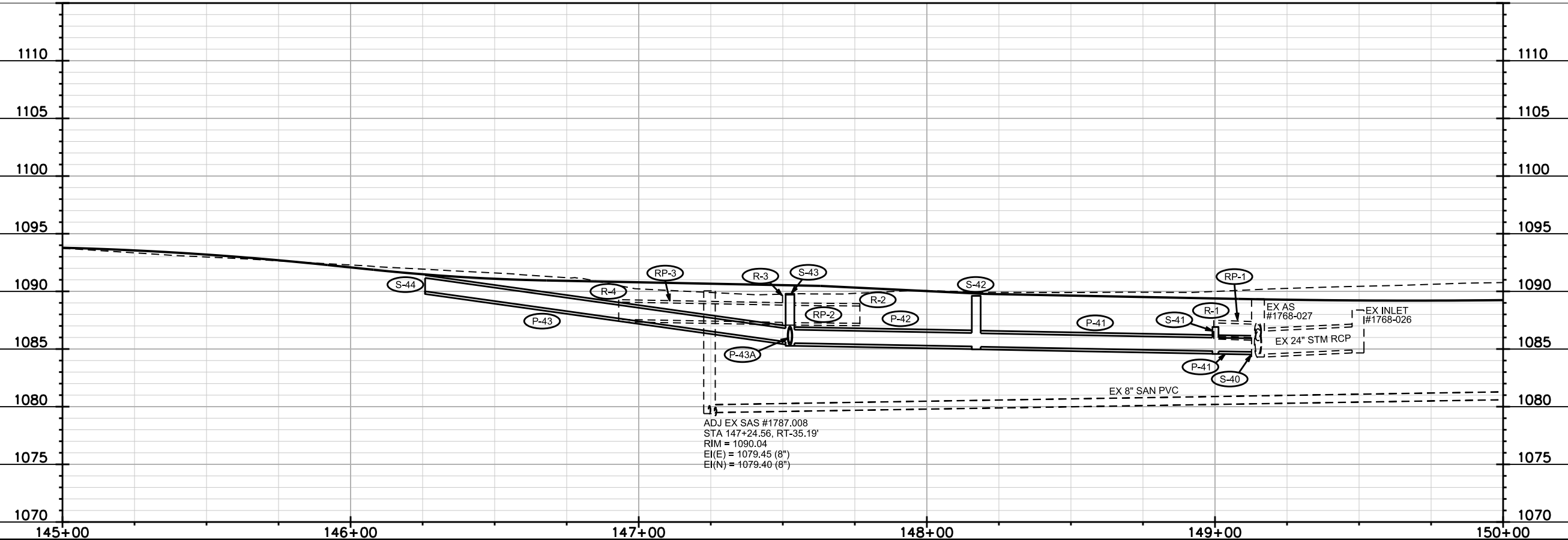
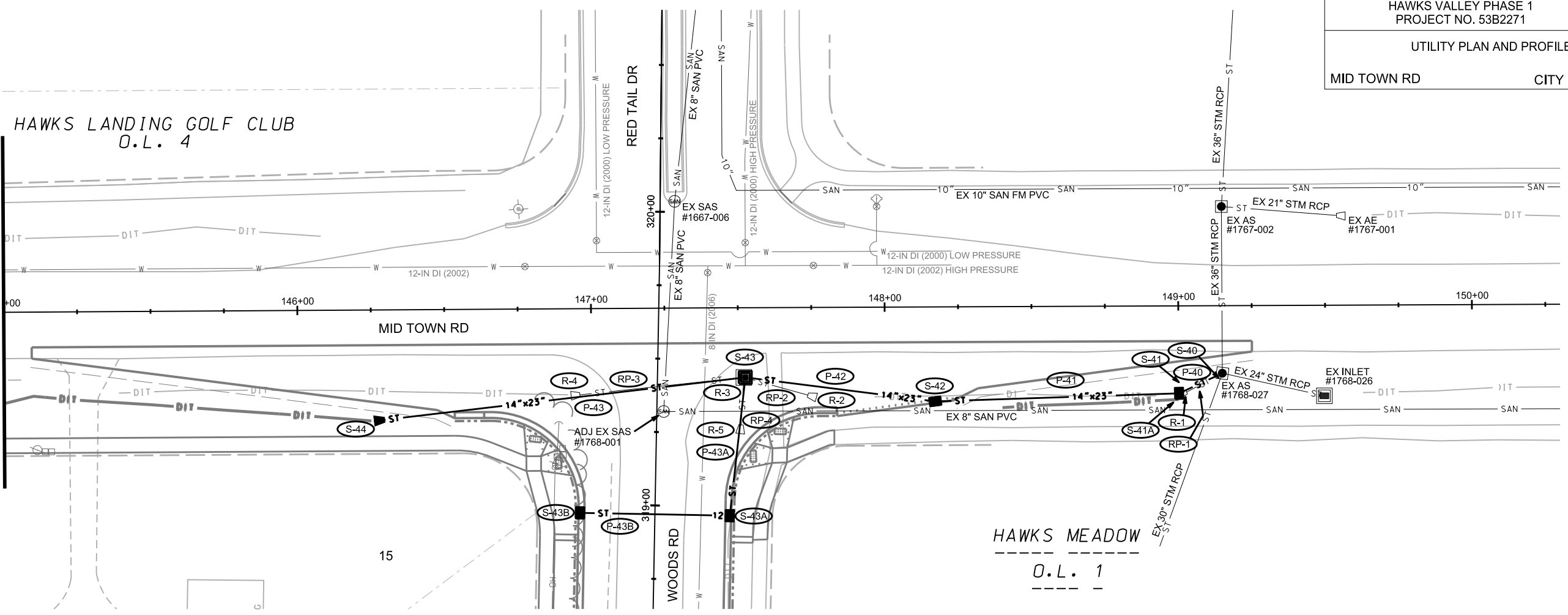


PLOT SCALE:
 PLOT NAME:
 REV. DATE:
 ORIGINATOR: CITY OF MADISON, STREETS DIVISION



HAWKS LANDING GOLF CLUB
O.L. 4

MATCHLINE STA 145+00.00



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

SANITARY SEWER SCHEDULE

HAWK'S VALLEY PHASE 1
PROJECT NO. 53B2271

SHEET NO.
U-12

SANITARY SEWER SCHEDULE

CITY OF MADISON

PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
MIDTOWN EASEMENT / OUTLOTS						
SAS #1	231+01.57	LT-5.13	1056.78	1044.72	12.06	-
SAS #3	237+14.42	RT-0.32	1057.80	1048.05	9.75	(1)
SAS #4	239+24.37	CL	1057.80	1049.20	8.60	(1)
SAS #5	241+29.37	CL	1059.00	1050.33	8.67	(1)
ASHWORTH DR						
SAS #6	17+88.00	CL	1067.98	1051.21	16.77	-
SAS #7	20+07.04	CL	1066.16	1052.40	13.76	(3)
SAS #8	21+07.20	CL	1066.49	1053.00	13.49	(3)
SAS #9	22+07.37	CL	1066.26	1054.10	12.16	(3)
SAS #10	24+61.37	CL	1080.32	1068.17	12.15	-
SAS #10A	25+91.37	CL	1085.82	1072.82	13.00	-
TIERCEL DR / SWAINSON DR						
SAS #11	127+00.00	CL	1081.23	1069.02	12.21	-
SAS #12	124+65.00	CL	1089.58	1077.35	12.23	-
SAS #13	122+20.38	LT-12.05	1096.43	1084.45	11.98	-
SAS #22A	117+74.69	CL	1090.89	1080.89	10.00	-
SAS #22B	121+66.82	CL	1096.27	1084.13	12.14	-
RAPTOR DR						
SAS #20	97+23.38	CL	1074.25	1060.90	13.35	-
SAS #21	99+43.44	CL	1088.27	1075.30	12.97	-
SAS #22	101+48.30	CL	1094.08	1080.13	13.95	-
SAS #30	94+33.12	CL	1061.47	1053.95	7.52	(2), (3)

SANITARY STRUCTURE ADJUSTMENTS

ADJUST NO.	STATION	LOCATION (OFFSET)	EX. TOC ELEV.	ADJUST ELEV.	ADJUST DIFF.	NOTES
MIDTOWN RD						
SAS #1768-001	147+24.56	RT-35.19	1090.04	1089.68	-0.36	-

SPECIFIC NOTES

- (1) INSTALL SAS CASTING AND FRAME R-1916C-0054, LOCKING LID WITH LOGO COVER HEX BOLTED TO SAS CHIMNEY (NO ADJUSTMENT RINGS)
- (2) TO BE CONSTRUCTED AS PART OF PHASE 2
- (3) INSTALL INTERNAL CHIMNEY SEAL PER S.D.D. 5.7.17

PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN (PAY) LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
MIDTOWN EASEMENT / OUTLOTS								
EX SAS 1567-015	SAS #1	1041.47	1044.72	130	2.50%	8"	SDR-26	-
SAS #1	SAS #3	1044.82	1048.05	616	0.52%	8"	SDR-26	-
SAS #3	SAS #4	1048.15	1049.20	210	0.50%	8"	SDR-26	-
SAS #4	SAS #5	1049.30	1050.33	205	0.50%	8"	SDR-26	-
SAS #5	SAS #6	1050.43	1051.21	156.5	0.50%	8"	SDR-26	-
ASHWORTH DR								
SAS #6	SAS #7	1051.31	1052.40	219	0.50%	8"	SDR-26	-
SAS #7	SAS #8	1052.50	1053.00	100	0.50%	8"	SDR-26	-
SAS #8	SAS #9	1053.10	1054.10	100	1.00%	8"	SDR-26	-
SAS #9	SAS #10	1054.20	1068.17	254	5.50%	8"	SDR-26	-
SAS #10	SAS #10A	1068.27	1072.82	130	3.50%	8"	SDR-26	-
TIERCEL DR / SWAINSON DR								
SAS #10	SAS #11	1068.27	1069.02	75	1.00%	8"	SDR-26	-
SAS #11	SAS #12	1069.12	1077.35	235	3.50%	8"	SDR-26	-
SAS #12	SAS #13	1077.45	1084.45	250	2.80%	8"	SDR-26	-
SAS #22	SAS #22A	1080.23	1080.89	132	0.50%	8"	SDR-26	-
SAS #22	SAS #22B	1080.23	1084.13	260	1.50%	8"	SDR-26	-
RAPTOR DR								
SAS #8	SAS #20	1053.10	1060.90	120	6.50%	8"	SDR-26	-
SAS #20	SAS #21	1061.00	1075.30	220	6.50%	8"	SDR-26	-
SAS #21	SAS #22	1075.40	1080.13	205	2.31%	8"	SDR-26	-
SAS #8	SAS #30	1053.10	1053.95	170	0.50%	8"	SDR-26	(2)

STORM SEWER SCHEDULE

*REV. 10/26/2016 KDF

HAWK'S VALLEY PHASE 1
PROJECT NO. 53B2271

SHEET NO.
U-14

STORM SEWER SCHEDULE

CITY OF MADISON

PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
MID TOWN RD							
S-40	148+40.00	RT-34.40	STM TAP	-	1088.00	-	-
S-41	149+00.17	RT-29.78	SADDLED H INLET	1086.91	1084.81	2.10	W/R-1878-B7G
S-42	148+17.13	RT-32.17	H INLET	1089.61	1085.21	4.40	W/R-3067-7004-V
S-43	147+52.50	RT-23.72	3X3 SAS	1089.79	1085.52	4.27	W/R-1050-0054
S-43A	147+46.97	RT-70.77	H INLET	1089.46	1085.74	3.72	LP, UD, W/R-3067-7004-VB
S-43B	146+95.85	RT-69.51	H INLET	1089.46	1086.24	3.22	LP, UD, W/R-3067-7004-VB
S-44	146+25.85	RT-37.81	14"X23" HERCP AE	-	1090.00	-	(1), W/ GATE
S-50	141+37.55	LT-24.97	12" RCP AE	-	1091.42	-	(1), W/ GATE
S-51	141+61.57	LT-25.08	12" RCP AE	-	1091.54	-	(1), W/ GATE
* S-60	142+06.15	LT-24.97	12" RCP AE	-	1091.80	-	(1), W/ GATE
* S-61	142+30.17	LT-25.08	12" RCP AE	-	1091.86	-	(1), W/ GATE

PROPOSED STORM PIPES

PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
MID TOWN RD										
P-40	EX AS 1768-027	S-41	1084.74	1084.81	16.5	12.8	0.55%	14"X23"	HERCP	-
P-41	S-41	S-42	1084.81	1085.21	83	80.6	0.50%	14"X23"	HERCP	-
P-42	S-42	S-43	1085.21	1085.52	65.5	62.1	0.50%	14"X23"	HERCP	-
P-43	S-43	S-44	1085.52	1090.00	127.5	125.9	3.56%	14"X23"	HERCP	(2)
P-43A	S-43	S-43A	1085.52	1085.74	47.5	44.4	0.50%	15"	RCP	-
P-43B	S-43A	S-43B	1085.99	1086.24	51	49	0.51%	12"	RCP	-
P-50	S-50	S-51	1091.45	1091.51	12	12	0.50%	12"	RCP	(2)
* P-60	S-60	S-61	1091.81	1091.85	12	12	0.33%	12"	RCP	(2)

REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
MID TOWN RD					
R-1	AE 1768-021	149+00.00	RT-30.30	APRON ENDWALL	-
R-2	AE 1768-003	147+76.65	RT-30.65	APRON ENDWALL	-
R-3	AS1768-001	147+51.95	RT-23.75	4X4 SAS	-
R-4	AE 1668-001	146+93.05	RT-29.60	APRON ENDWALL	-
R-5	AE 1768-002	147+50.65	RT-42.85	APRON ENDWALL	-

REMOVE STORM PIPES

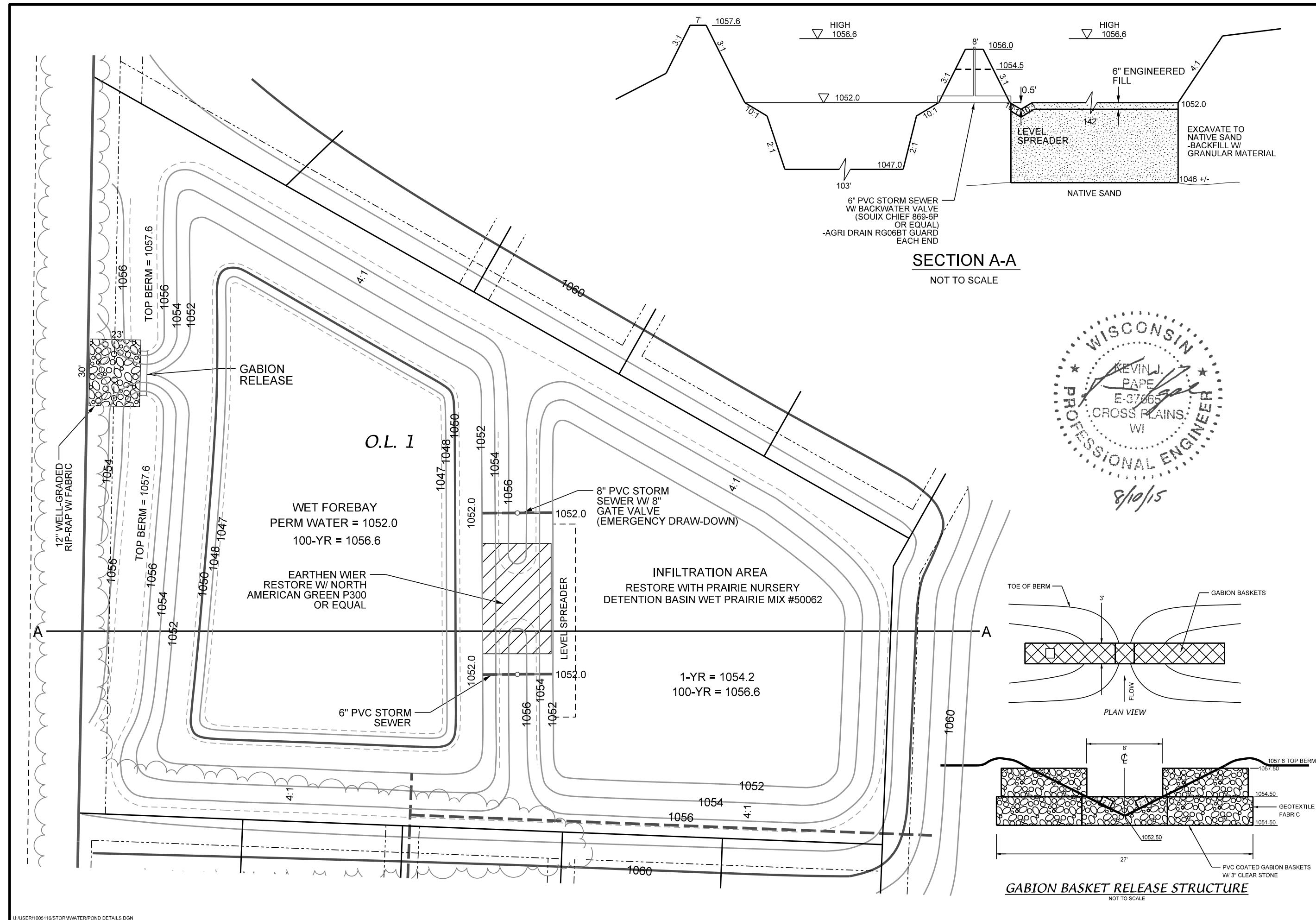
REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
MID TOWN RD							
RP-1	S-40	R-1	8	14"X23"	HERCP	N	-
RP-2	R-2	R-3	17	18"	RCP	N	-
RP-3	R-3	R-4	51	18"	RCP	N	-
RP-4	R-3	R-5	14	12"	RCP	N	-

SPECIFIC NOTES

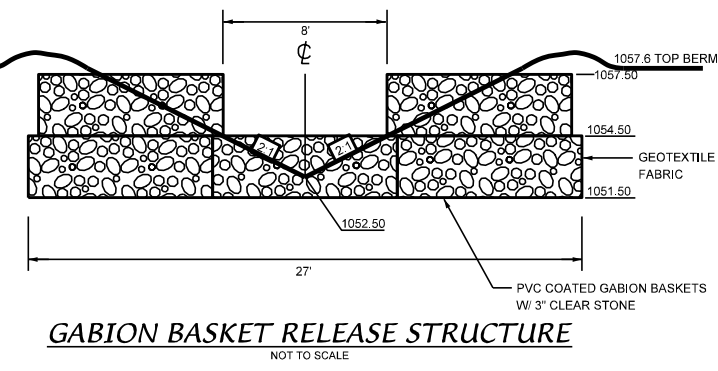
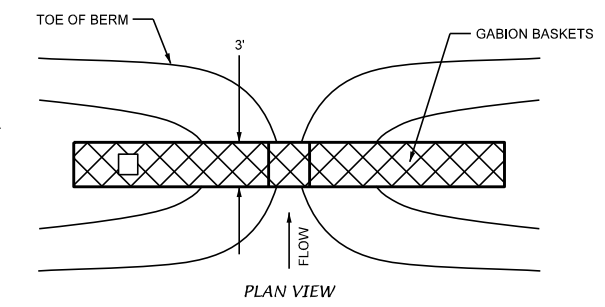
- (1) STATION, OFFSET, AND E.I. GIVEN AT RCP AE END
- (2) PLAN AND PIPE LENGTHS DO NOT INCLUDE LENGTH OF RCP AE. PIPE E.I. IS GIVEN AT AE CONNECTION, FOR AE E.I. SEE STRUCTURE CHART

STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; DNA = DOES NOT APPLY; SAS = SEWER ACCESS STRUCTURE; LP = LOW POINT INLET STRUCTURE; FP = FIELD POURED STRUCTURE; TR = TOP OF CONCRETE ROOF; NCM = NO CROWN MATCH FOR PIPES; UD = UNDERDRAIN
- APPROXIMATE DISCHARGE E.I. GIVEN, ADJUST E.I. AND PIPE SLOPE IN THE FIELD.
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS's.
- TOP OF CONCRETE ROOF (TR) IS 1.25' BELOW TOP OF CASTING UNLESS OTHERWISE NOTED.
- ALL REINFORCED CONCRETE PIPES TO BE CLASS III UNLESS OTHERWISE NOTED.
- SURVEYOR TO CONFIRM THAT ALL INLET STATION / OFFSETS LINE UP WITH PROPOSED CURB AND GUTTER.
- ALL STRUCTURES CALLED OUT AS FIELD POURED SHALL BE FIELD POURED. ALL OTHER STRUCTURES (NOT INDICATED AS FIELD POURED) SHALL BE SUBMITTED TO CITY ENGINEERING FOR APPROVAL IF PRECAST STRUCTURES ARE PREFERRED. CONTACT KYLE OF CITY ENGINEERING AT (608) 266-4098 FOR PRECAST APPROVALS, FAX SHOP DRAWINGS TO (608)264-9275, OR EMAIL SHOP DRAWINGS TO KFRANK@CITYOFMADISON.COM.

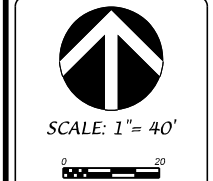


SECTION A-A
NOT TO SCALE

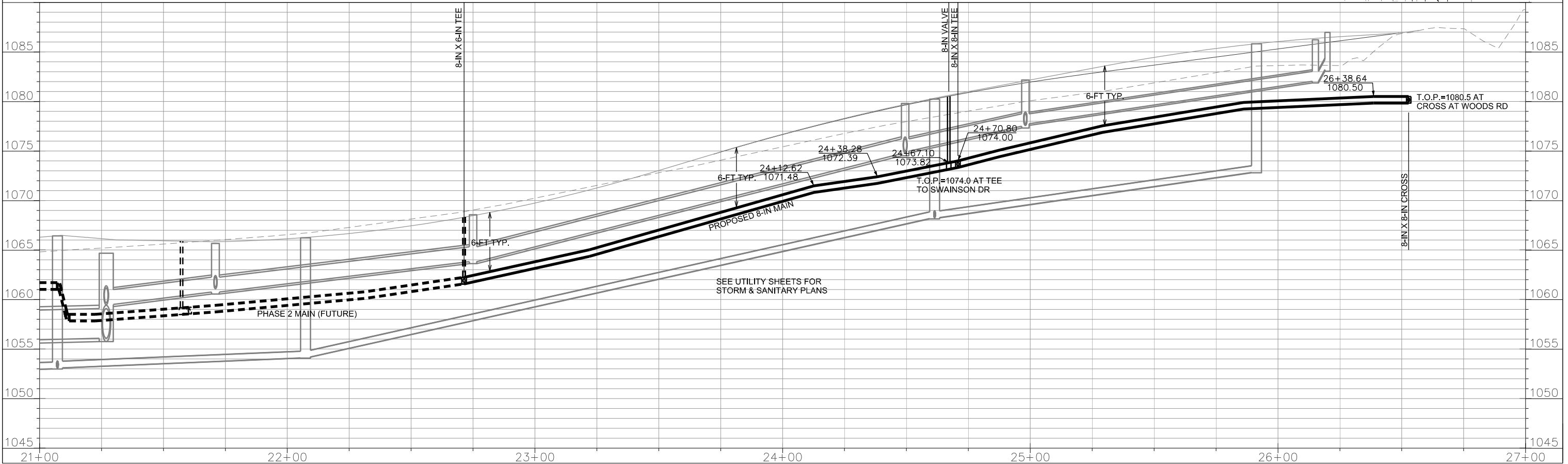
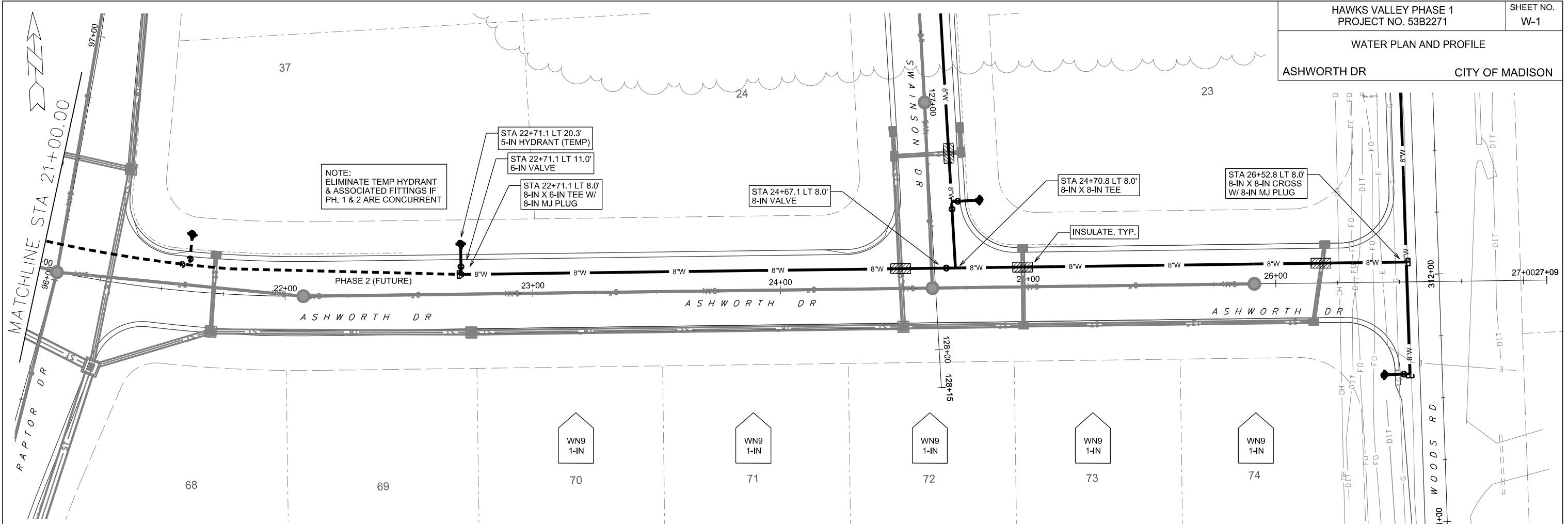


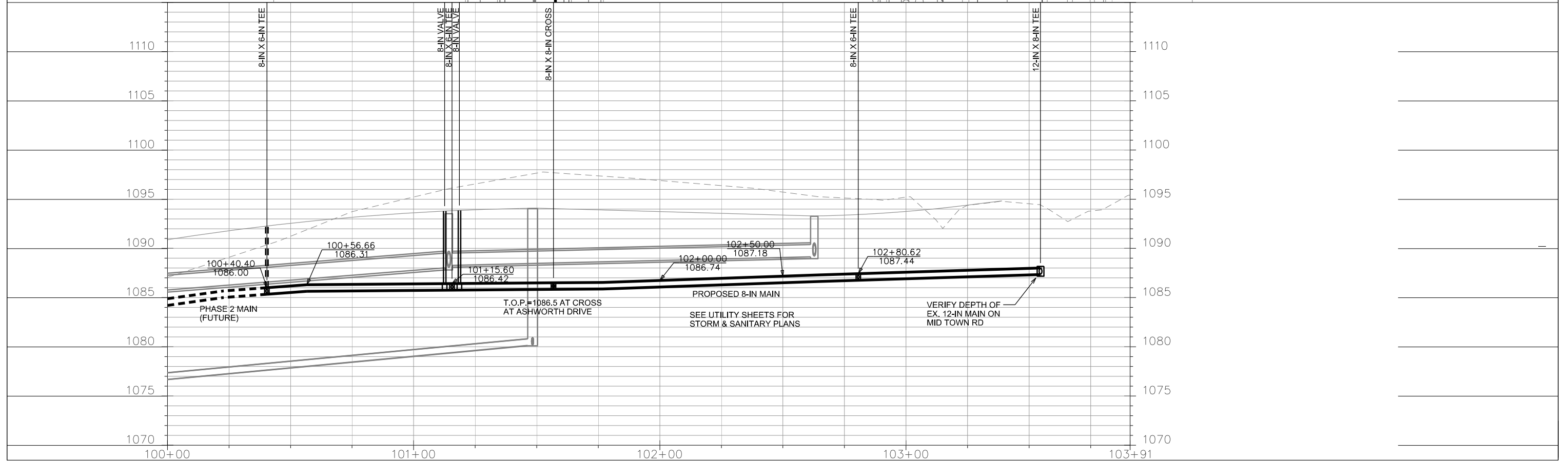
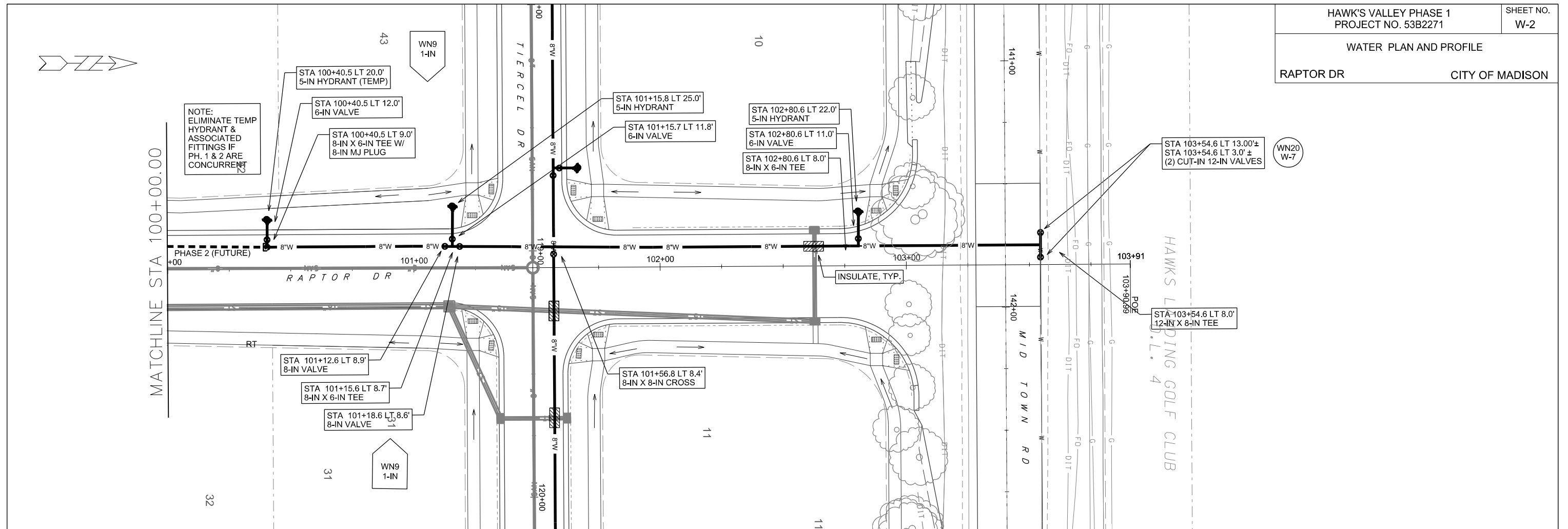
D'ONOFRIO KOTTKE AND ASSOCIATES, INC.
7530 Westward Way, Madison, WI 53717
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YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

POND DETAILS
HAWKS VALLEY
CITY OF MADISON
DANE COUNTY, WISCONSIN



DATE: 08-10-15
DRAWN BY: KJP
FN: 10-05-119
Sheet Number:
1 of 1



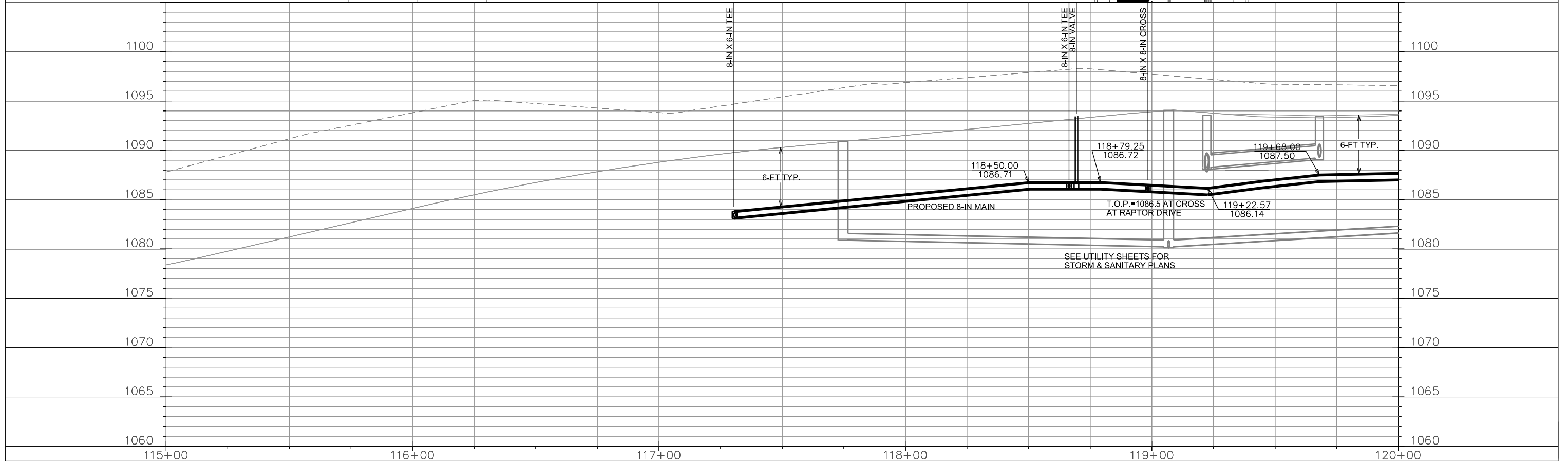
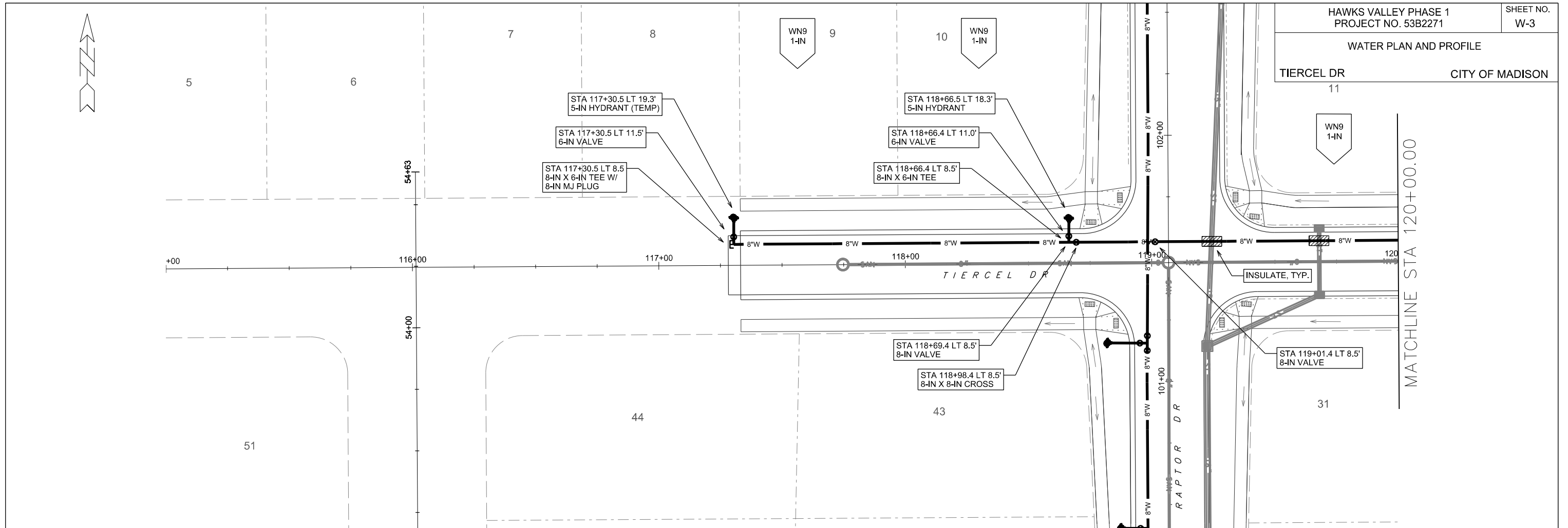


PLOT SCALE:

PLOT NAME:

REV. DATE:

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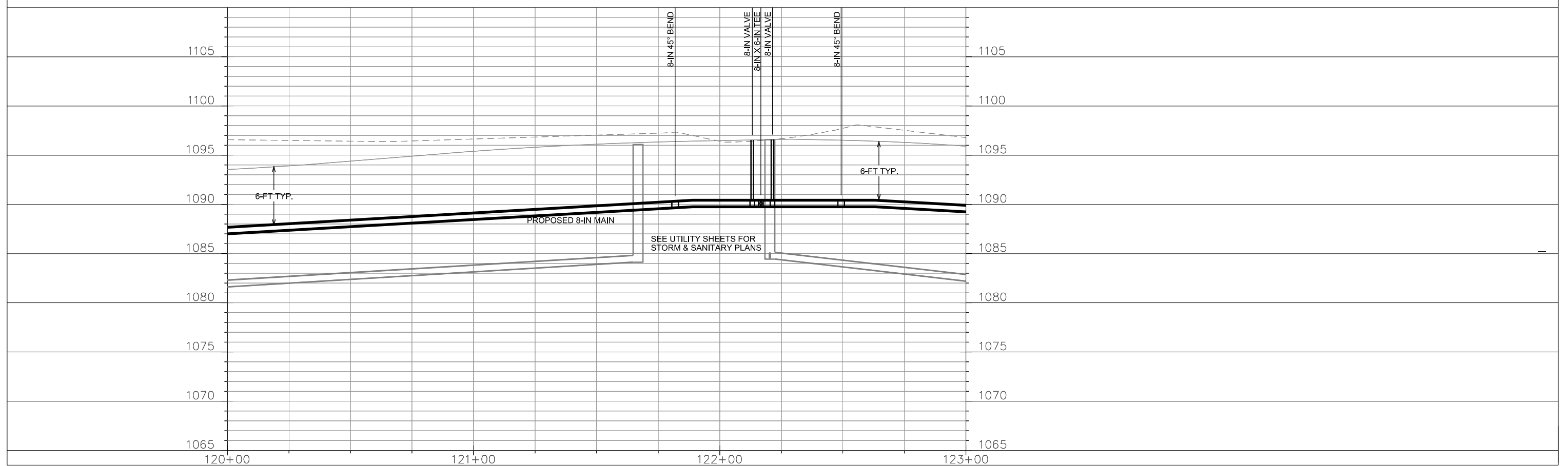
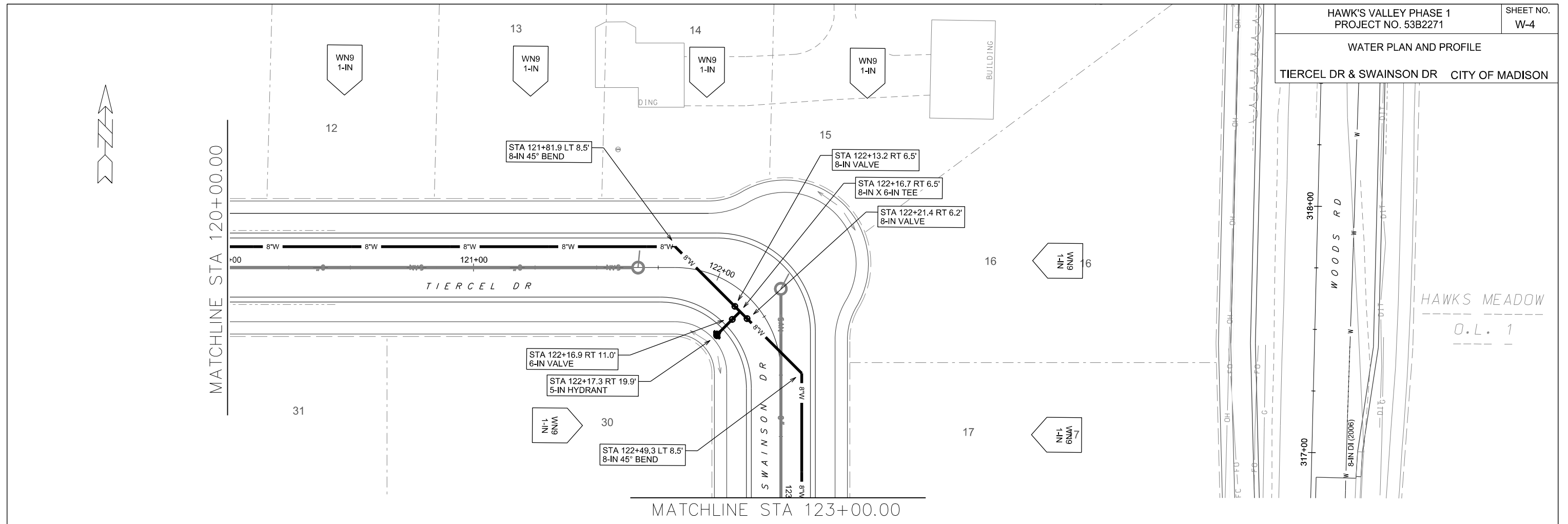
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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE
TIERCEL DR & SWAINSON DR CITY OF MADISON



PLOT SCALE: _____

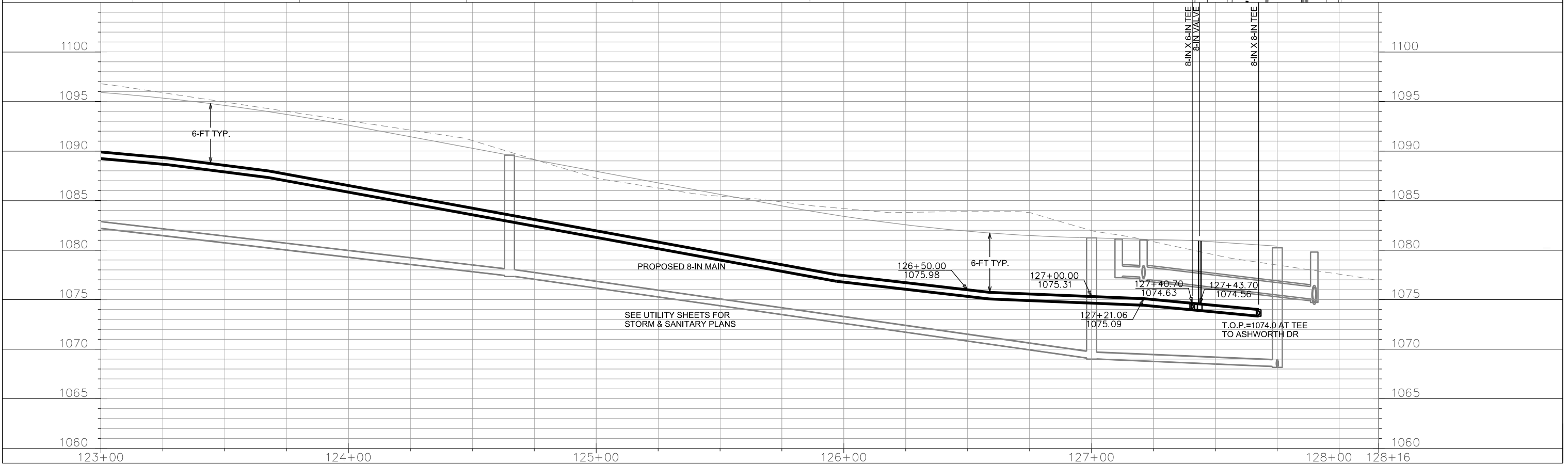
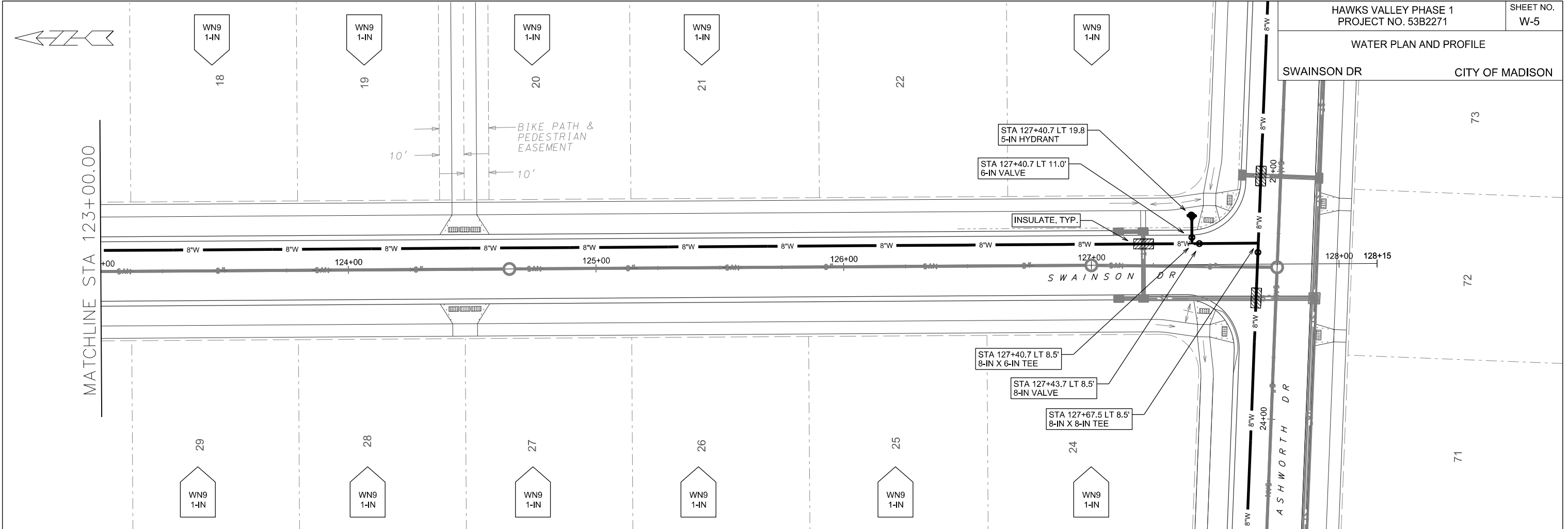
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REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE

SWAINSON DR CITY OF MADISON

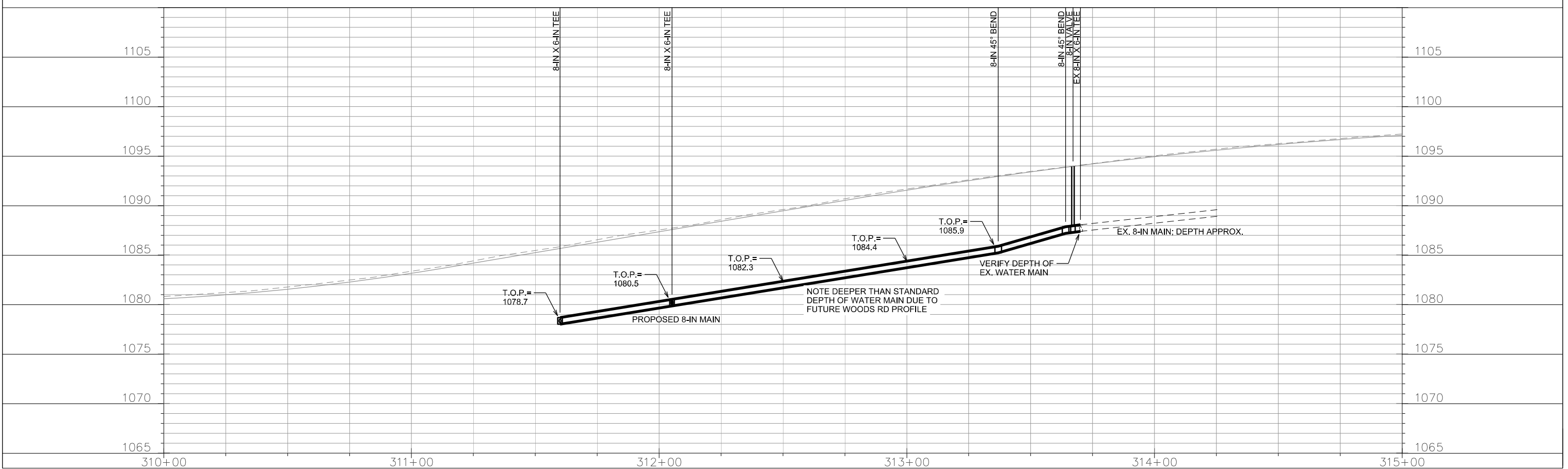
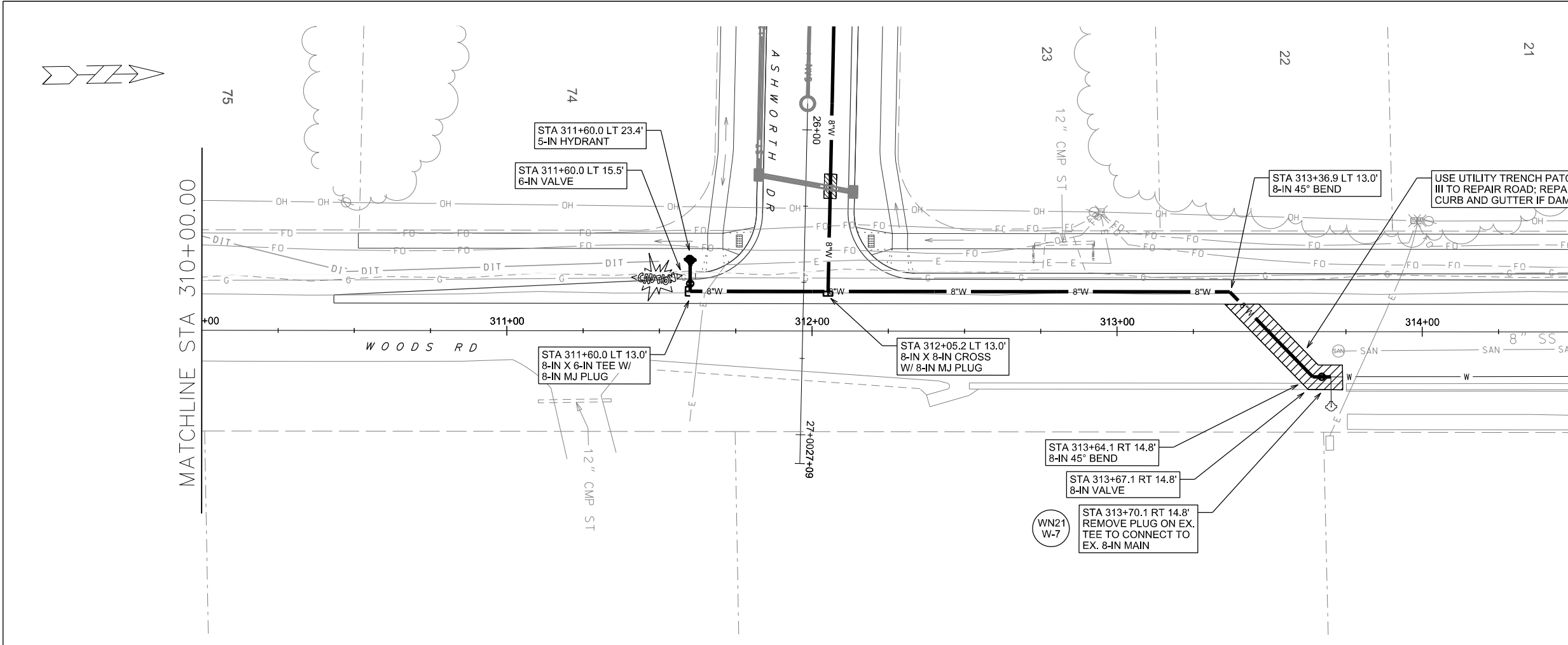


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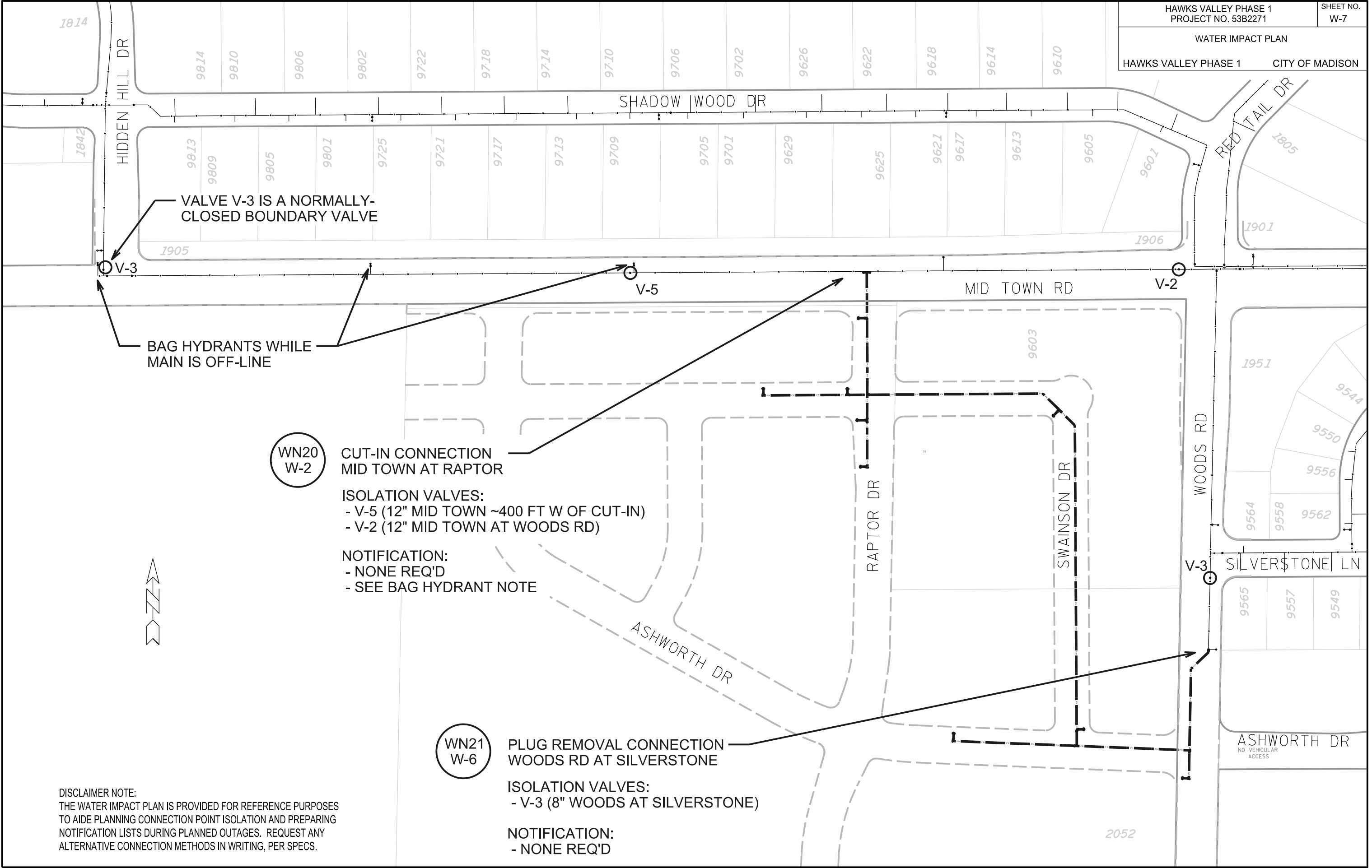


PLOT SCALE: _____

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VALVE V-3 IS A NORMALLY-CLOSED BOUNDARY VALVE

BAG HYDRANTS WHILE MAIN IS OFF-LINE

WN20
W-2

CUT-IN CONNECTION
MID TOWN AT RAPTOR

ISOLATION VALVES:
 - V-5 (12" MID TOWN ~400 FT W OF CUT-IN)
 - V-2 (12" MID TOWN AT WOODS RD)

NOTIFICATION:
 - NONE REQ'D
 - SEE BAG HYDRANT NOTE

WN21
W-6

PLUG REMOVAL CONNECTION
WOODS RD AT SILVERSTONE

ISOLATION VALVES:
 - V-3 (8" WOODS AT SILVERSTONE)

NOTIFICATION:
 - NONE REQ'D

DISCLAIMER NOTE:
 THE WATER IMPACT PLAN IS PROVIDED FOR REFERENCE PURPOSES TO AIDE PLANNING CONNECTION POINT ISOLATION AND PREPARING NOTIFICATION LISTS DURING PLANNED OUTAGES. REQUEST ANY ALTERNATIVE CONNECTION METHODS IN WRITING, PER SPECS.

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

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

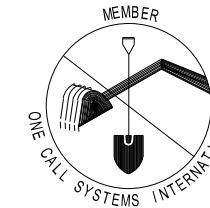
CONSTRUCTION NOTES:

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

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

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.



ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:

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

130-FT - 6-IN PIPE	4 - 8-IN 45° BEND
1980-FT - 8-IN PIPE	5 - 8-IN MJ PLUG
10-FT - 12-IN PIPE	
2440-FT - POLYWRAP	9 - 5-IN HYDRANT
9 - 6-IN VALVE & BOX	56 - LF 2-IN FOAM INSULATION
9 - 8-IN VALVE & BOX	COPPER SERVICE TUBING & COUPLINGS (AS REQ'D)
2 - 12-IN VALVE & BOX	HYDRANT OR VALVE BOX RISERS/EXTENSIONS (AS REQ'D)
9 - 8-IN X 6-IN TEE	QUANTITIES MAY DIFFER IF PHASES 1 & 2 ARE BUILT CONCURRENTLY
1 - 8-IN X 8-IN TEE	
1 - 12-IN X 8-IN TEE	
2 - 8-IN X 8-IN CROSS	

ESTIMATE OF MATERIALS SUPPLIED BY CITY:

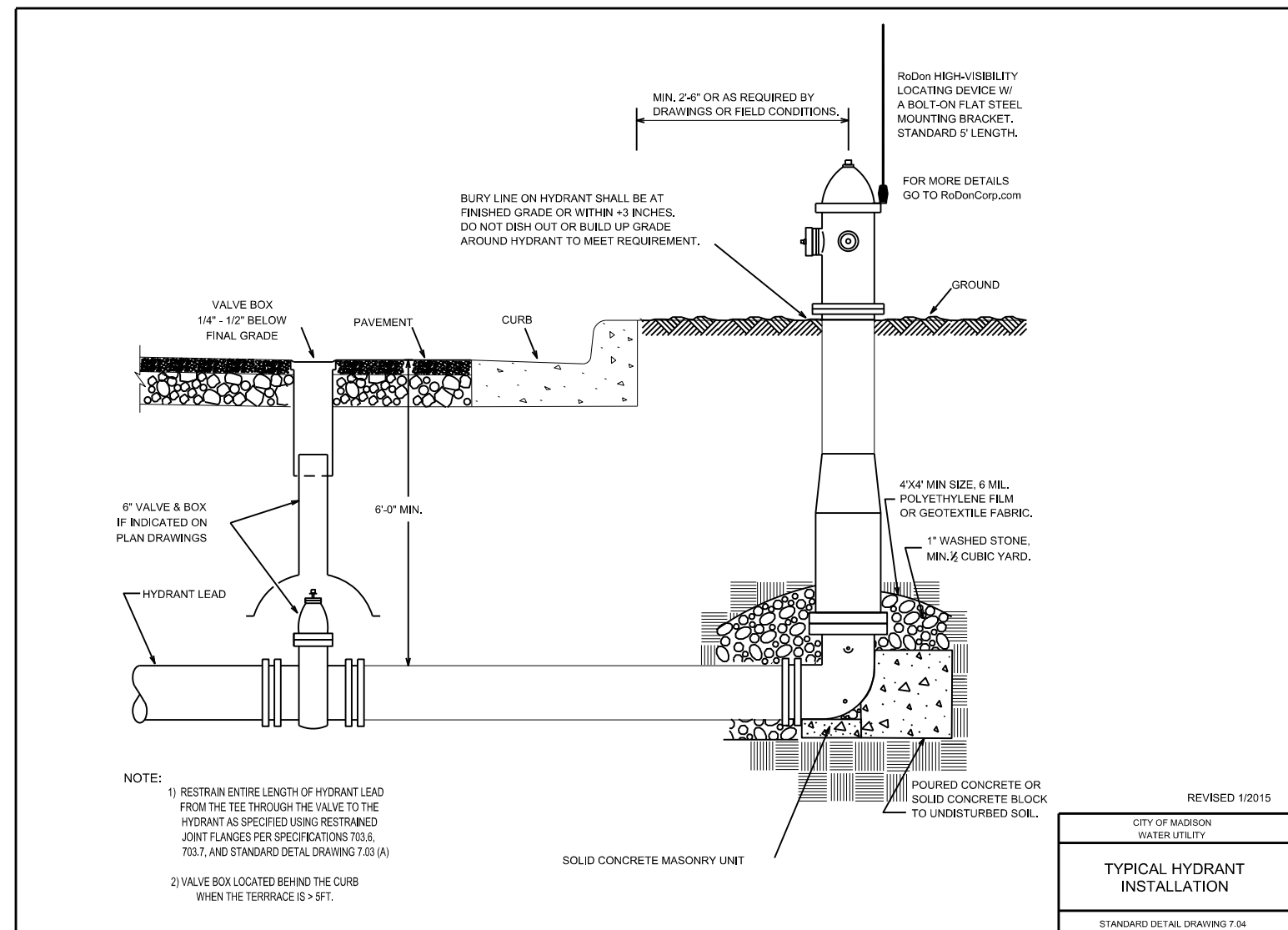
* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.

NONE

ESTIMATE OF MATERIALS SALVAGED:

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

NONE



PLOT SCALE: _____

PLOT NAME: _____

REV. DATE: _____

ORIGINATOR: CITY OF MADISON, STREETS DIVISION