



Madison, Wisconsin

# CITY OF MADISON

## CITY ENGINEERING DIVISION

## DEPARTMENT OF PUBLIC WORKS

# PLAN OF PROPOSED IMPROVEMENT

## FIRST ADDITION TO 1000 OAKS PHASE 7

CITY PROJECT NO. 11996

CITY CONTRACT NO. 8336

MUNIS NO. 11996

PUBLIC IMPROVEMENT PROJECT APPROVED

FEBRUARY 5, 2019

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

*[Signature]* 4/26/19  
City Engineer Date

### INDEX OF SHEETS

SHEET NO.	TITLE
1	
DI-D6	DETAILS
E1	ELECTRICAL PLAN
MI-M6	PAVEMENT MARKING PLAN
PI-PI0	STREET PLAN AND PROFILES
UI-U8	UTILITIES PLAN AND PROFILES
USAN	SANITARY SEWER SCHEDULE
USTM	STORM SEWER SCHEDULE
WI-W8	WATER PLAN AND PROFILES
W9-W10	WATER MATERIALS AND WATER IMPACT PLAN
XI-X10	CROSS SECTIONS: VALLEY VIEW RD.

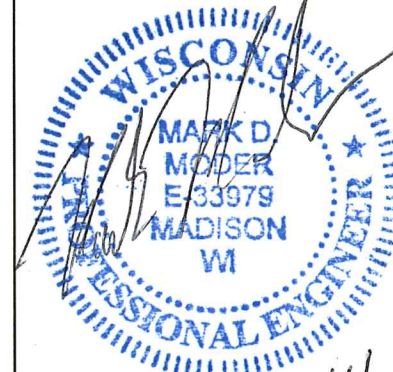
STREET GEOMETRY & PAVEMENT MARKINGS DESIGNED BY:



STREET GRADES DESIGNED BY:



SANITARY SEWER DESIGNED BY:



STORM SEWER DESIGNED BY:



ELECTRICAL DESIGNED BY:



WATER DESIGNED BY:

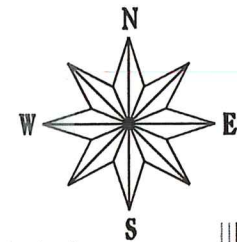


PLOT SCALE: \_\_\_\_\_

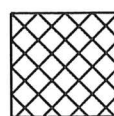
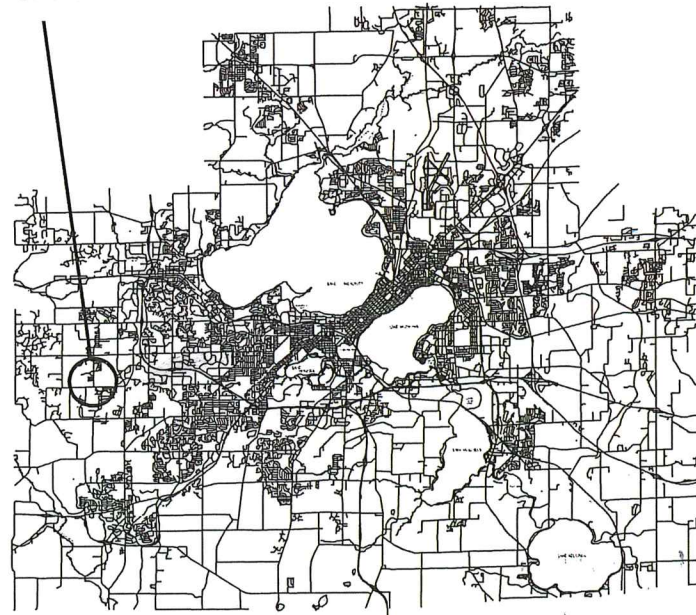
PLOT NAME: \_\_\_\_\_

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

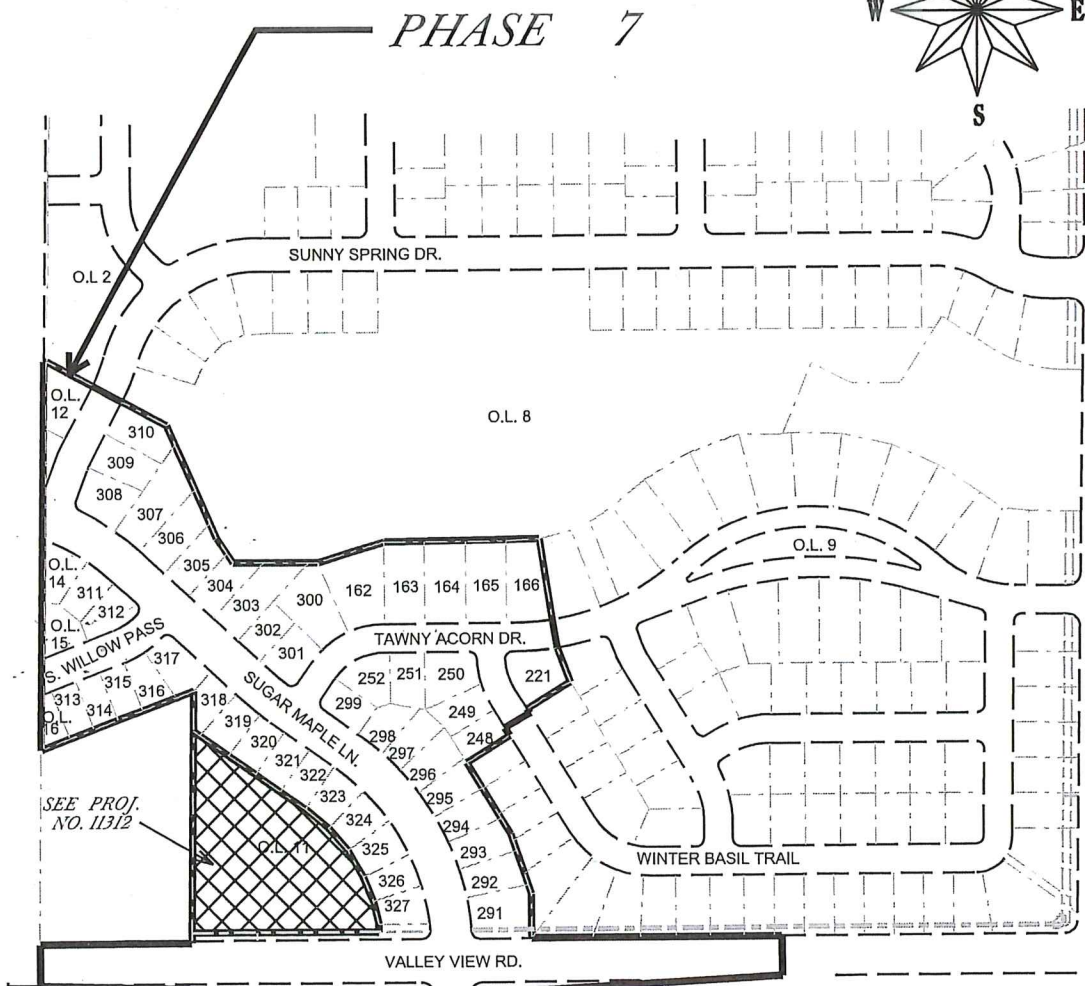
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



### PROJECT LOCATION



SEE PROJ. NO. 11312 FOR STORMWATER MANAGEMENT PLANS





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

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

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

ALL PAVEMENT IN THE SWEET WILLOW PASS, TAWNY ACORN DRIVE & WINTER BASIL TRAIL RIGHTS-OF-WAY SHALL BE TYPE A PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

ALL PAVEMENT IN THE SUNNY SPRING DRIVE RIGHT-OF-WAY SHALL BE TYPE B PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

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

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

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

ALL DITCHES SHALL DRAIN WITH A MINIMUM GRADES OF 0.5%

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

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

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

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

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

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



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

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

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

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

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

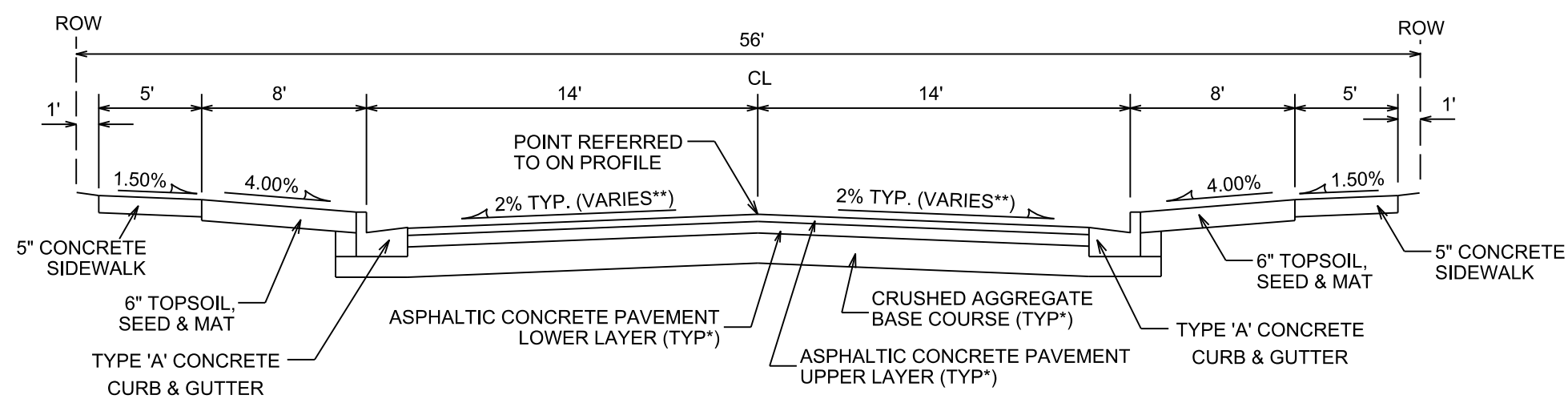
CONVENTIONAL SIGNS	
FIELD VERIFY ALL UTILITY LOCATIONS	
GAS	—— G ——
STORM SEWER	—— ST ——
SANITARY SEWER	—— SAN ——
WATER	—— W ——
OVERHEAD ELECTRIC	—— OH ——
POWER POLE	⊕
ADA COMPLIANT RAMP W/ DETECTABLE WARNING FIELD	
COMBUSTIBLE FLUIDS	

PLOT SCALE:

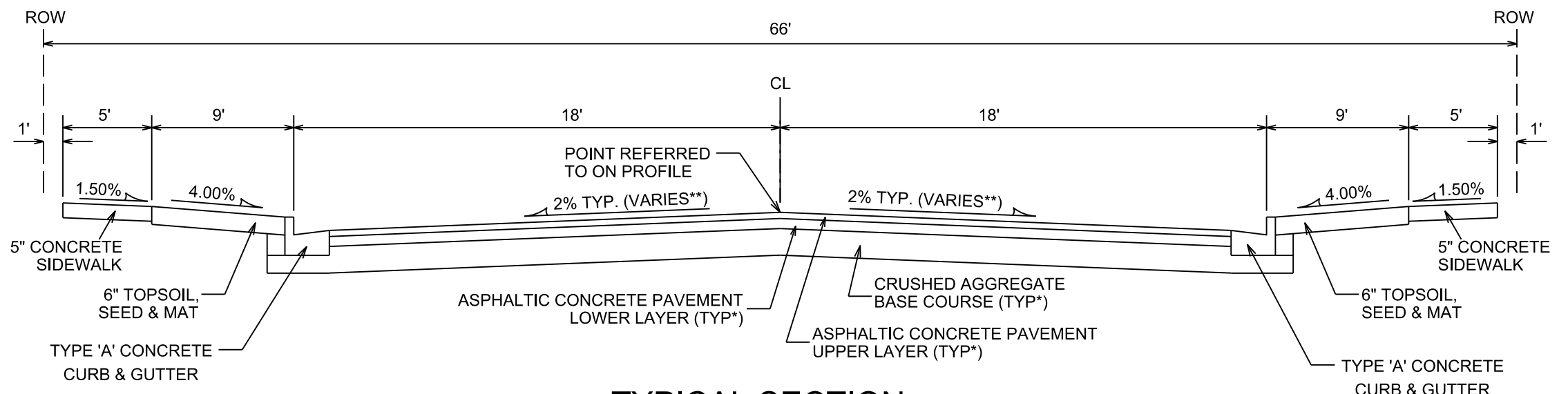
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL SECTION**  
TAWNY ACORN DRIVE  
WINTER BASIL TRAIL  
NOT TO SCALE



**TYPICAL SECTION**  
SWEET WILLOW PASS  
NOT TO SCALE

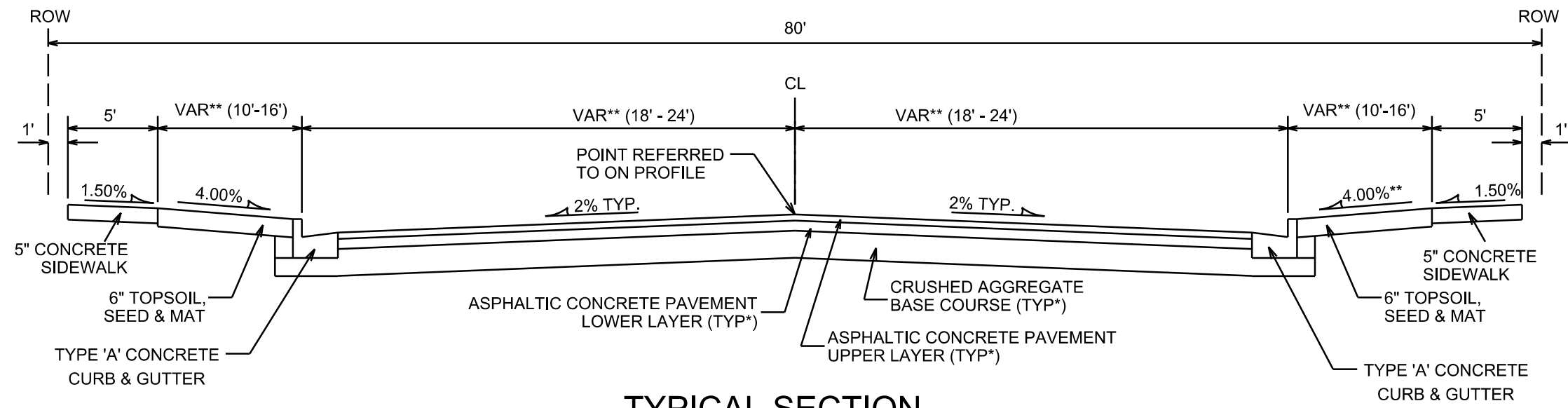
NOTES:

- \* SWEET WILLOW PASS, TAWNY ACORN DRIVE & WINTER BASIL TRAIL SHALL BE CONSTRUCTED AS TYPE 'A' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN †
- \*\* SEE PLAN AND PROFILE SHEETS FOR DIMENSIONS, DETAILS, AND STREET CROSS SLOPES
- THE DEVELOPER SHALL BE RESPONSIBLE FOR SURFACE PAVING ALL OF PHASE 7

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

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

PLOT SCALE:  
PLOT NAME:  
REV. DATE:  
ORIGINATOR: CITY OF MADISON, STREET'S DIVISION



**TYPICAL SECTION**  
SUGAR MAPLE LANE ( STA 216+00 TO 226+50)  
SUGAR MAPLE LANE ( STA 108+47 TO 109+25)  
NOT TO SCALE

NOTES:

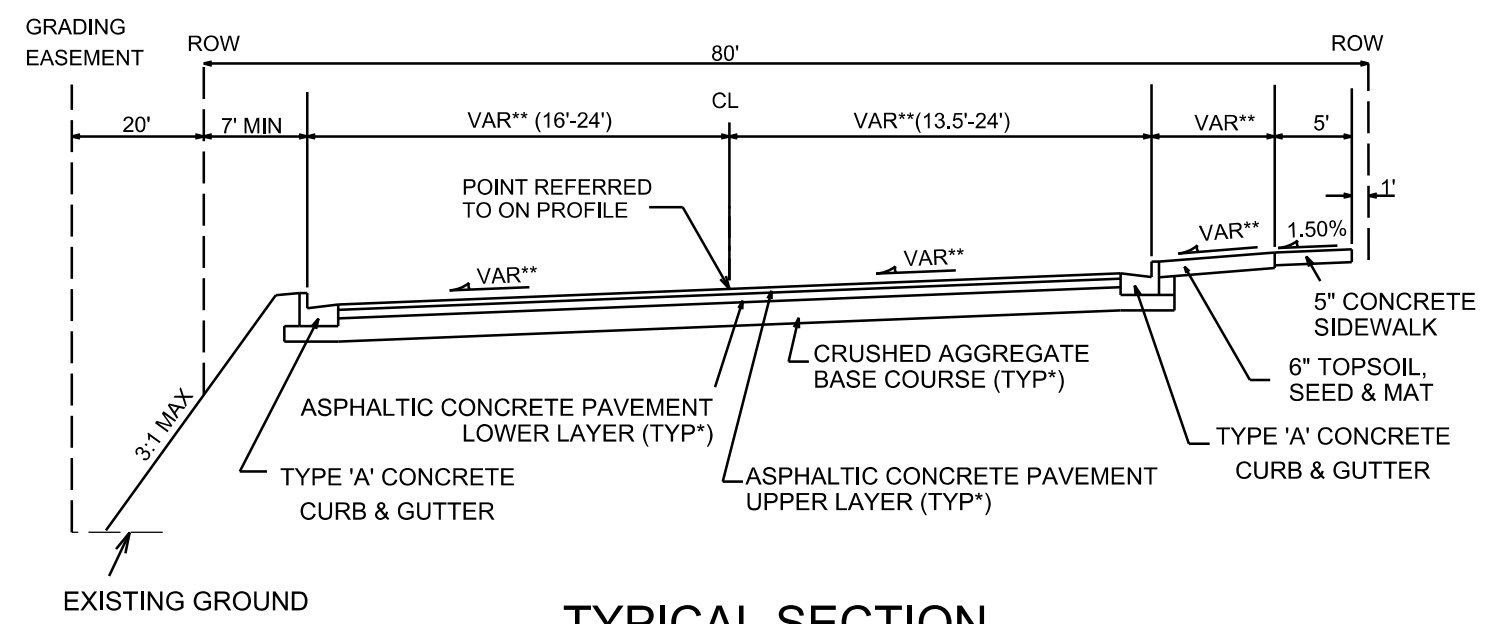
- \* SUGAR MAPLE LANE SHALL BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN †
- \*\* SEE PLAN AND PROFILE FOR STREET AND TERRACE WIDTH AT BUMPOUT
- THE DEVELOPER SHALL BE RESPONSIBLE FOR SURFACE PAVING ALL OF PHASE 7

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

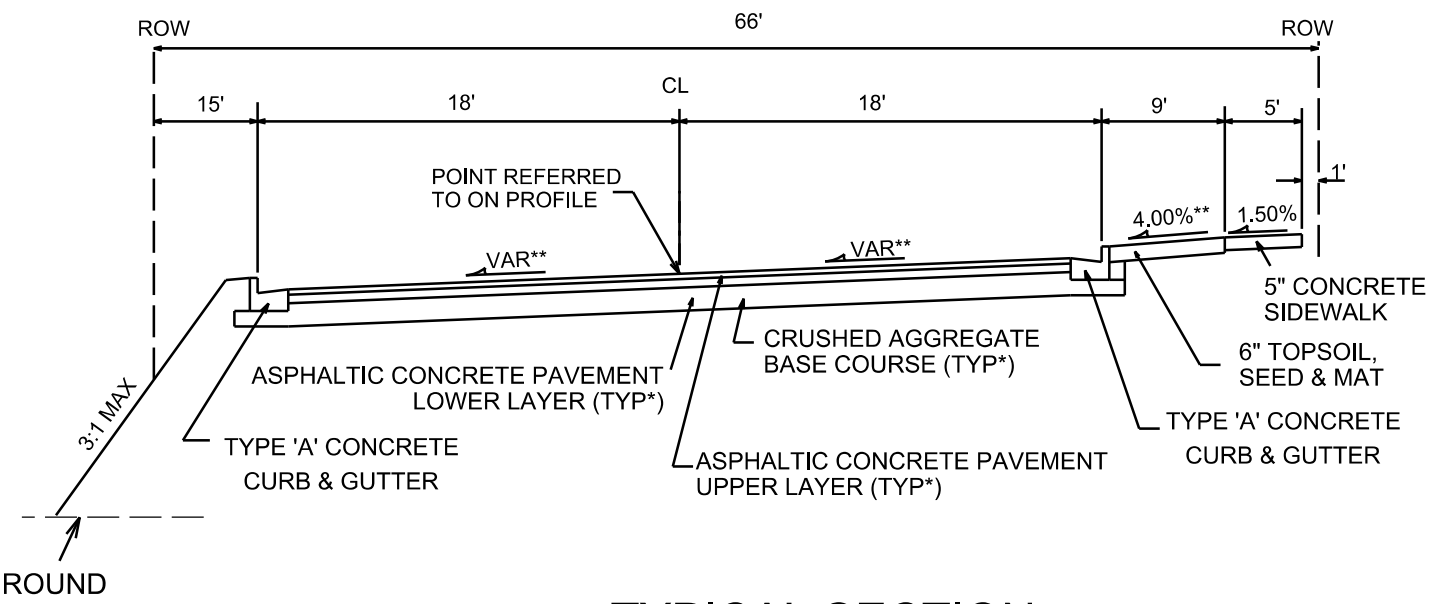
TYPE	CRUSHED AGGREGATE BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER		UPPER LAYER	
			TYPE	THICKNESS	TYPE	THICKNESS
A	6"	6"	4 LT 58-28 S	1.75"	4 LT 58-28 S	1.75"
B	6"	6"	3 LT 58-28 S	2.50"	4 LT 58-28 S	2.00"
C	6"	6"	3 MT 58-28 S/H	3.50"	4 MT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

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





**TYPICAL SECTION**  
INTERIM SUGAR MAPLE LANE ( STA 109+25 TO 110+00)  
NOT TO SCALE



**TYPICAL SECTION**  
SUNNY SPRING DRIVE (STA 110+00 TO 112+22)  
NOT TO SCALE

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

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

NOTES:

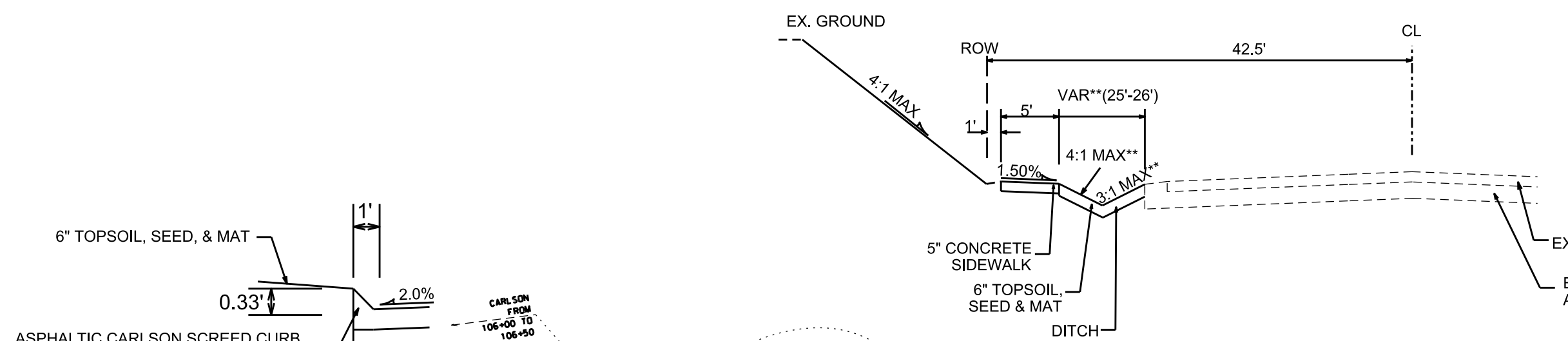
- \* SUGAR MAPLE LANE SHALL BE CONSTRUCTED AS TYPE 'C' PAVEMENT AND SUNNY SPRING DRIVE AS TYPE 'B' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN †
- \*\* SEE PLAN AND PROFILE FOR SLOPES, ELEVATIONS AND OFFSETS
- THE DEVELOPER SHALL BE RESPONSIBLE FOR SURFACE PAVING ALL OF PHASE 7

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

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

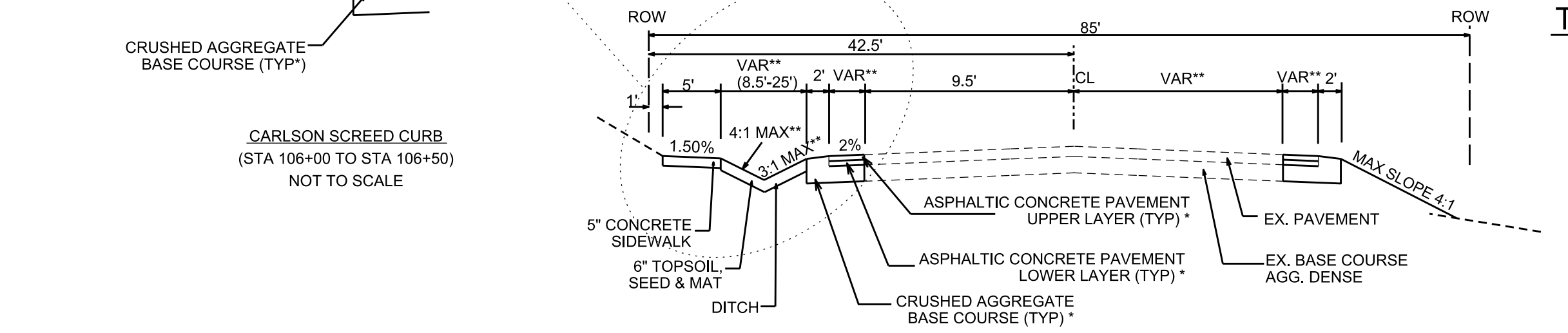
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



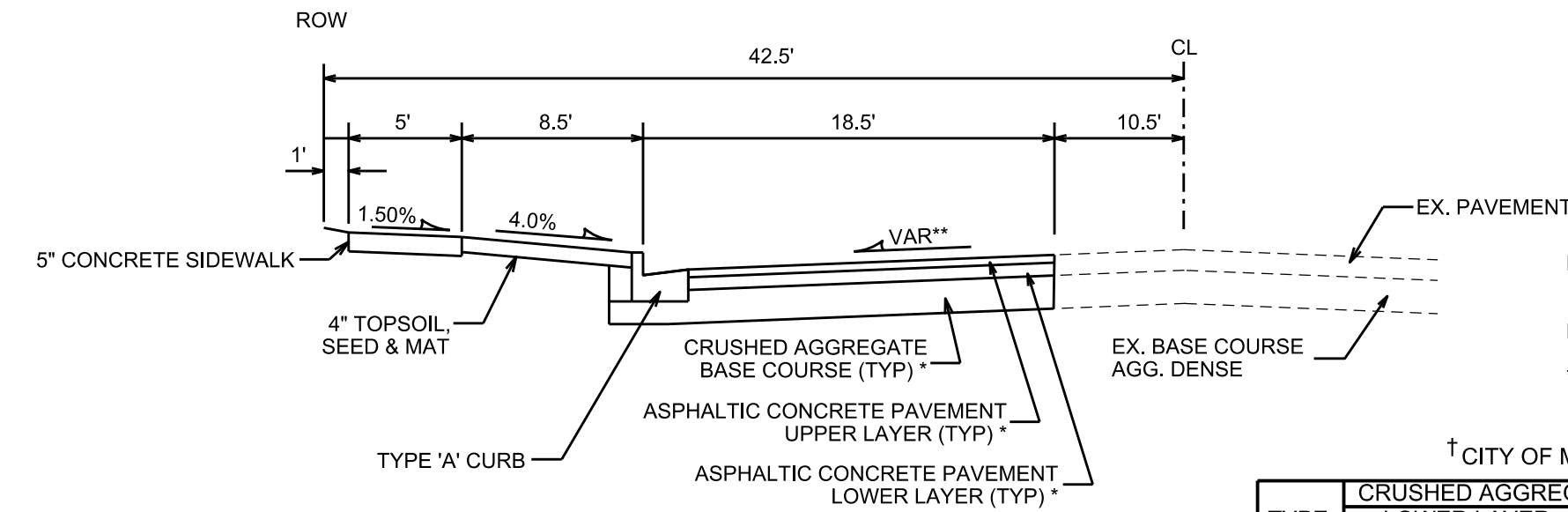
**TYPICAL SECTION**

VALLEY VIEW RD.  
(STA 102+14 TO STA 103+98)



**TYPICAL SECTION**

VALLEY VIEW RD.  
(STA 103+98 TO STA 106+50)



**TYPICAL SECTION**

VALLEY VIEW RD.  
(STA 106+50 TO STA 106+73)

NOTES:

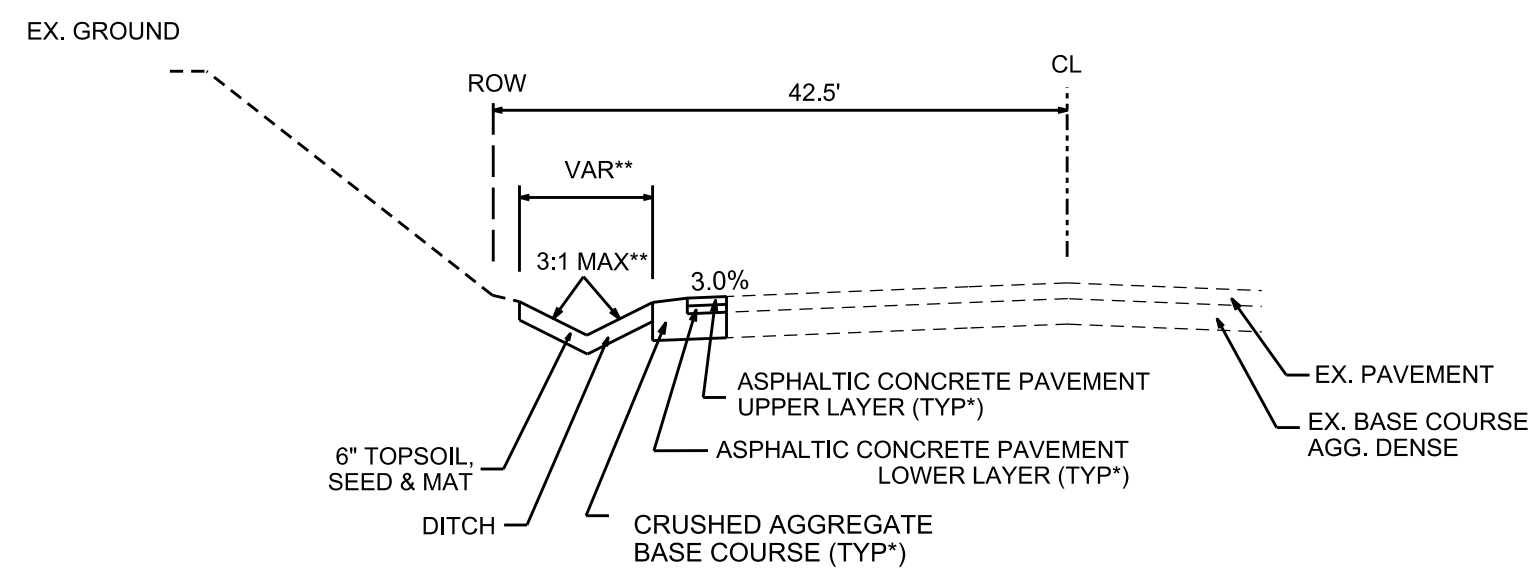
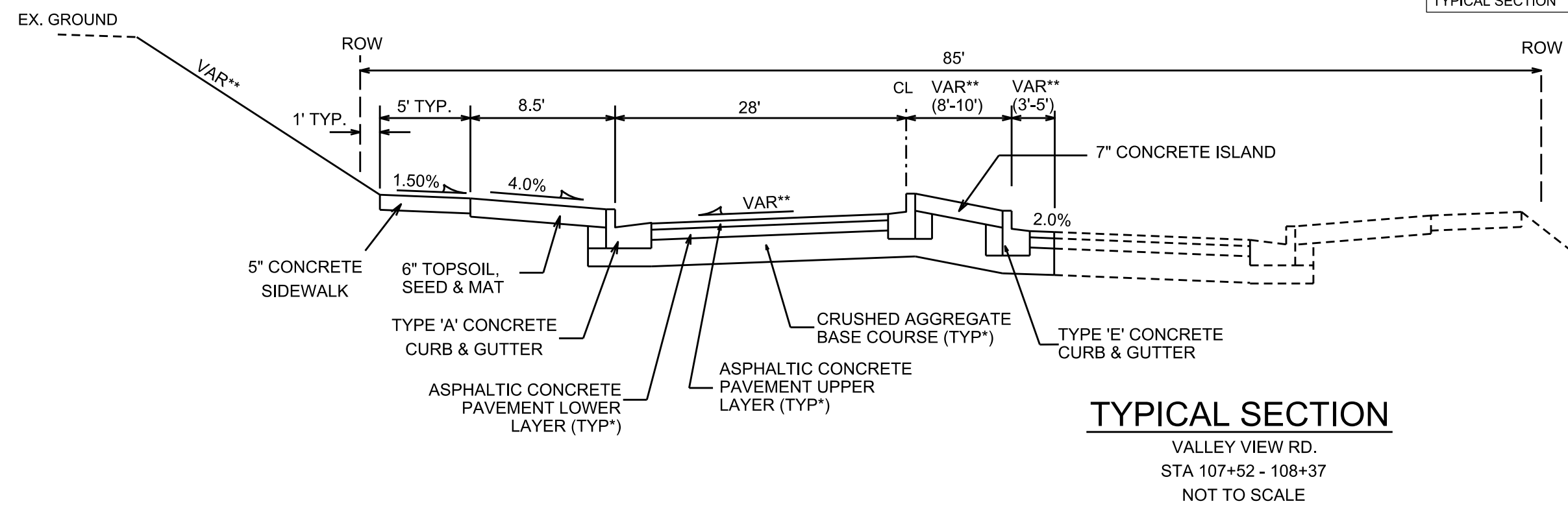
- \* VALLEY VIEW ROAD SHALL BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN †
- \*\* SEE PLAN AND CROSS SECTIONS FOR DETAILS AND DIMENSIONS

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

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

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





**TYPICAL SECTION**  
VALLEY VIEW RD.  
(STA 108+72.5 TO STA 110+80)

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

NOTES:

- \* VALLEY VIEW ROAD SHALL BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN †
- \*\* SEE PLAN AND CROSS SECTIONS FOR DETAILS AND DIMENSIONS

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

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

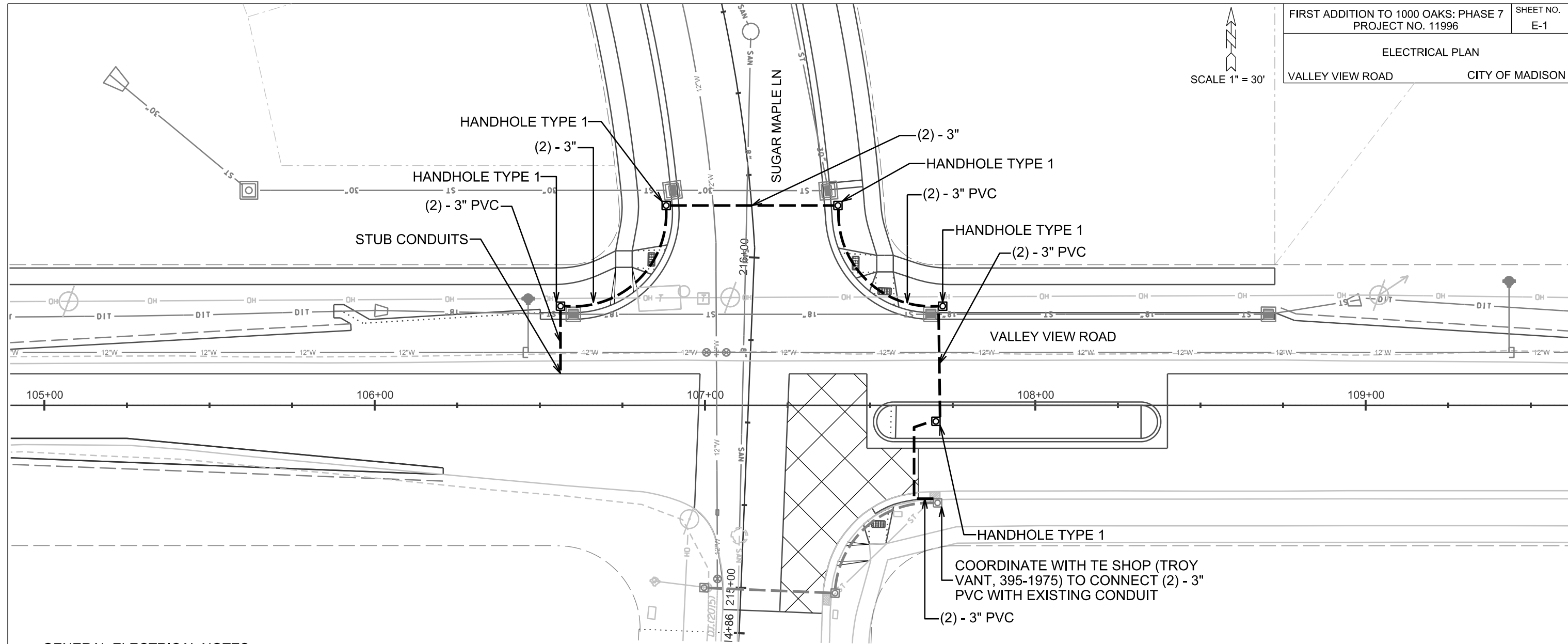
SCALE 1" = 30'

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



**GENERAL ELECTRICAL 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 GRETCHEN AVILES PINEIRO (266-4899) CITY TRAFFIC ENGINEERING, AT LEAST 24-HOURS IN ADVANCE OF NEEDING BASE LOCATIONS MARKED.
2. THE CONTRACTOR SHALL DO ALL WORK IN ACCORDANCE WITH CITY OF MADISON STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION 2019 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 TROY VANT (266-4767) AT THE TRAFFIC ENGINEERING SHOP AT LEAST 24-HOURS IN ADVANCE OF BURYING CONDUIT AND CONSTRUCTING ELECTRICAL HANDHOLES TO ARRANGE FOR INSPECTION.
4. ALL EXISTING CONDUITS AND HANDHOLES ARE TO REMAIN UNLESS AND UNTIL AUTHORIZED TO REMOVE BY TRAFFIC ENGINEERING.

**LEGEND**

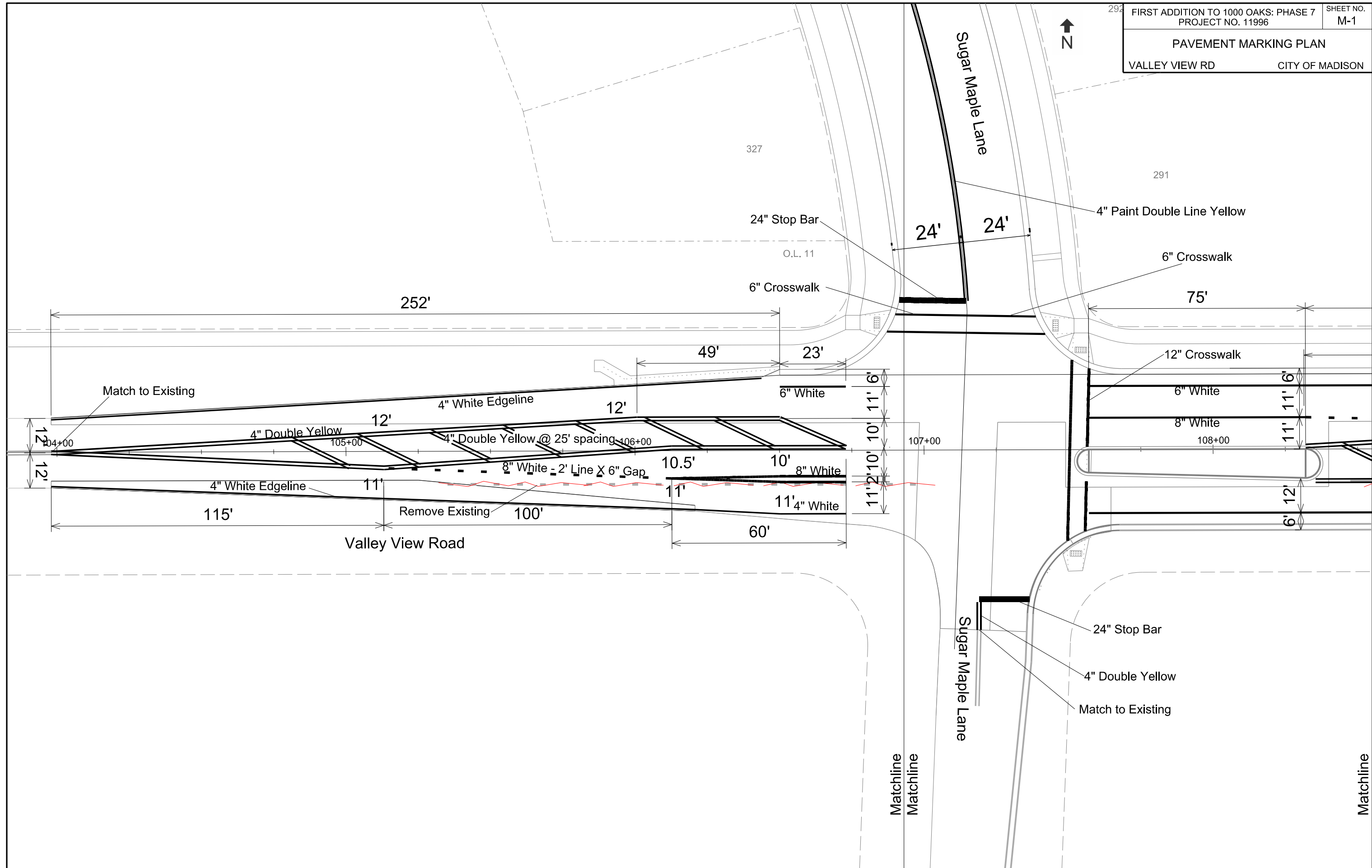
- PVC CONDUIT, (2) - 3" UNLESS NOTED AS OTHER
- ☐ CONSTRUCT ELECTRICAL HANDHOLE TYPE 1
- - - EXISTING CONDUIT
- ☐ EXISTING HANDHOLE

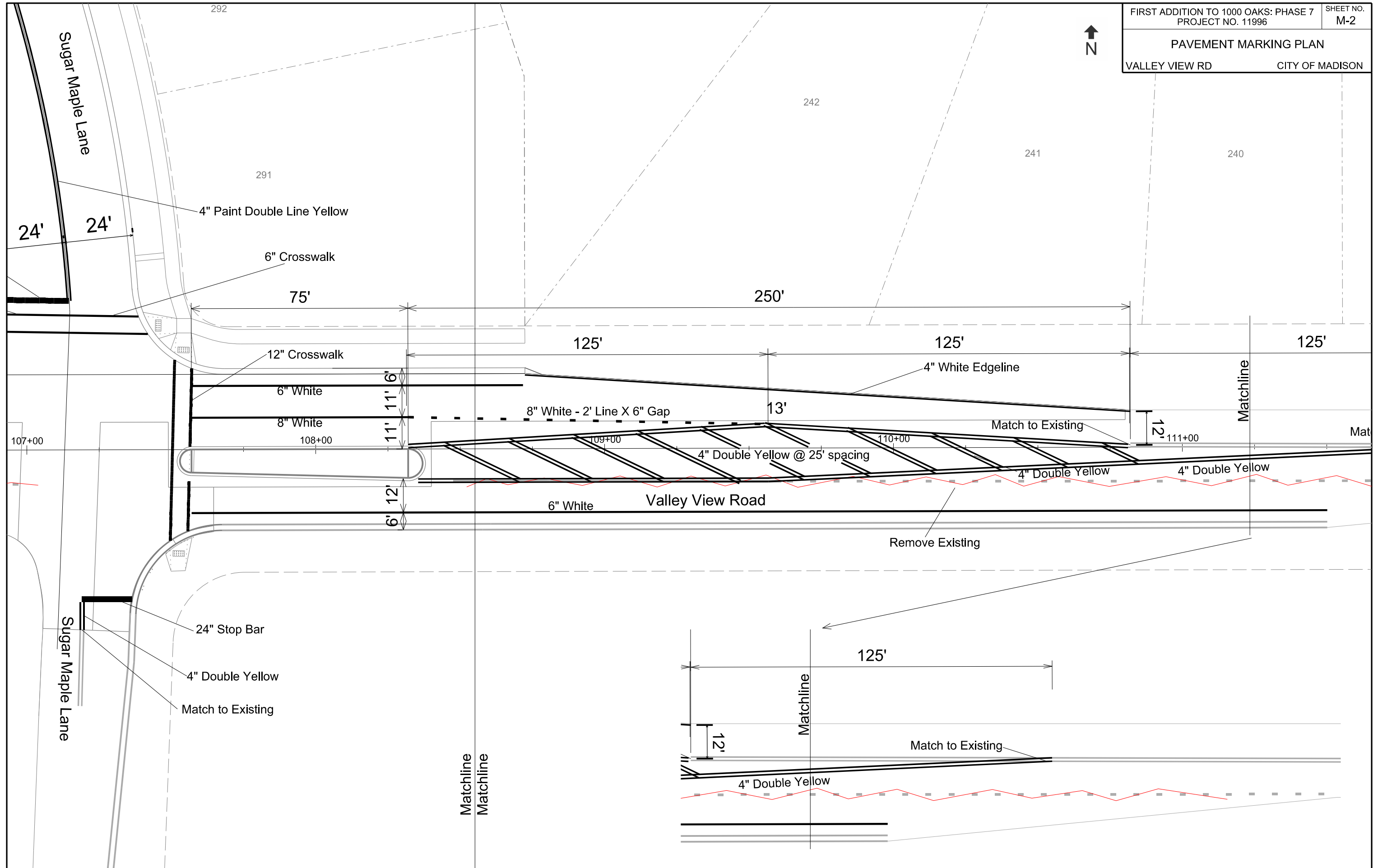


PAVEMENT MARKING PLAN  
VALLEY VIEW RD CITY OF MADISON



PLOT SCALE:  
PLOT NAME:  
REV. DATE:  
ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





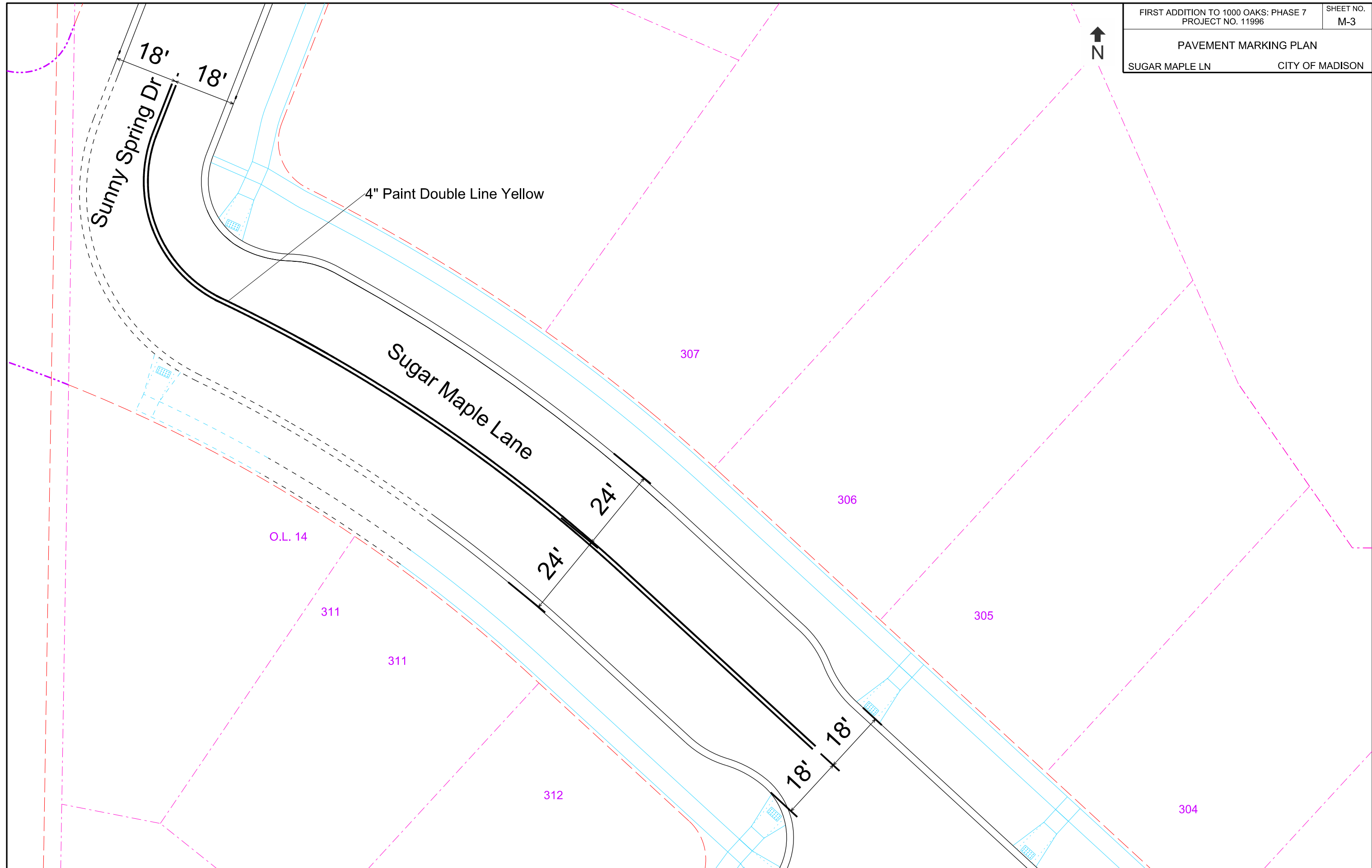
PLOT SCALE:

PLOT NAME:

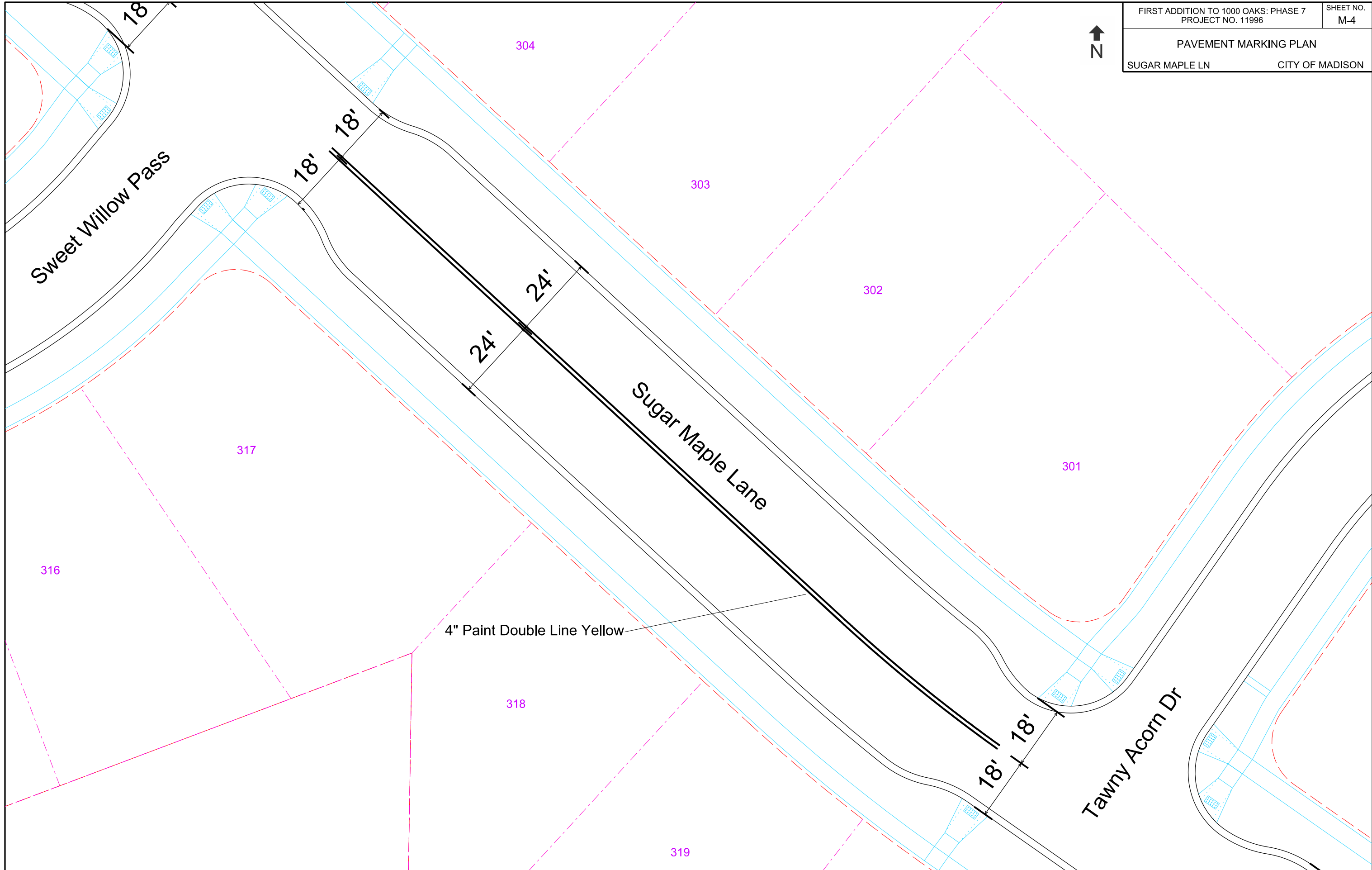
REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.





PLOT SCALE:  
 PLOT NAME:  
 REV. DATE:  
 ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



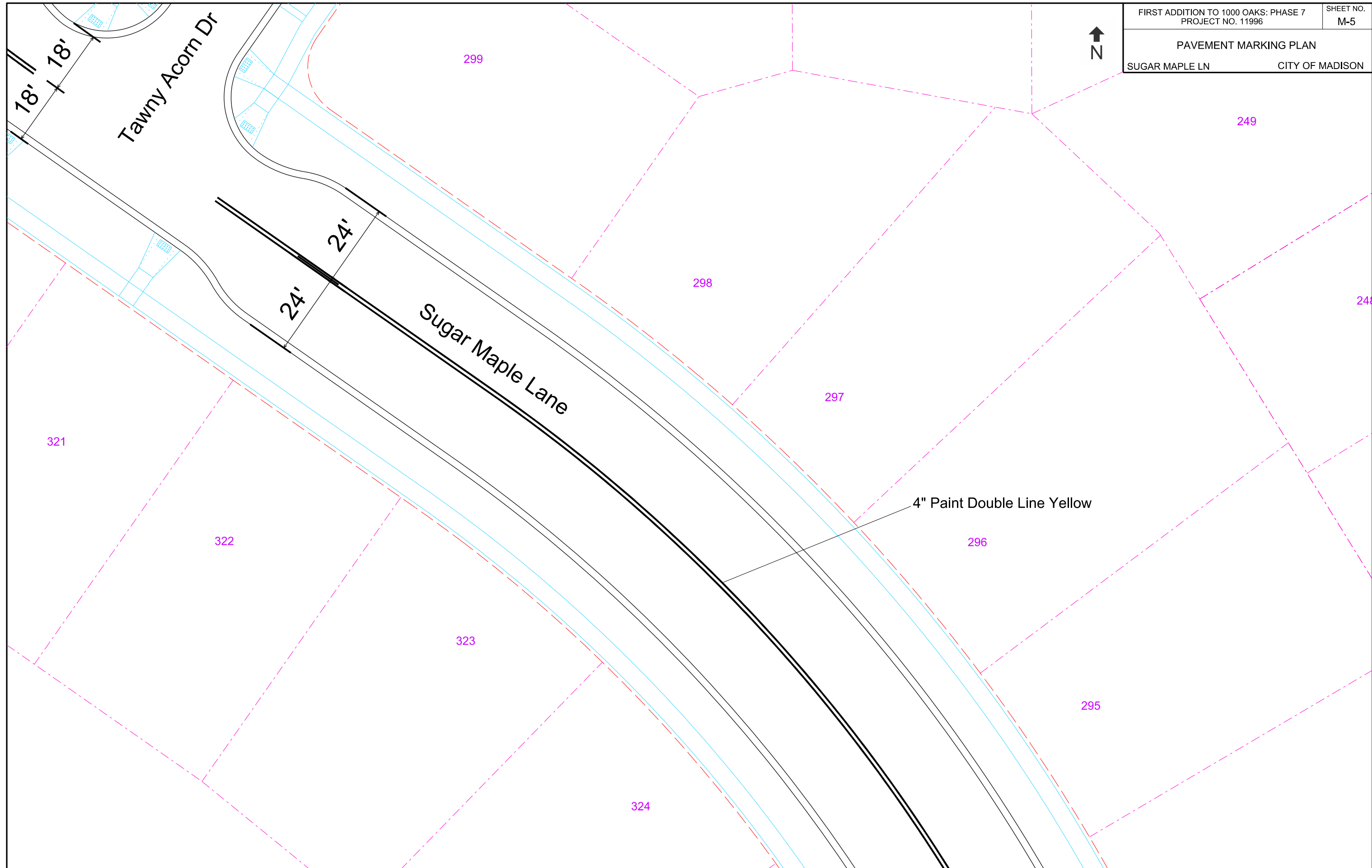
PLOT SCALE:

PLOT NAME:

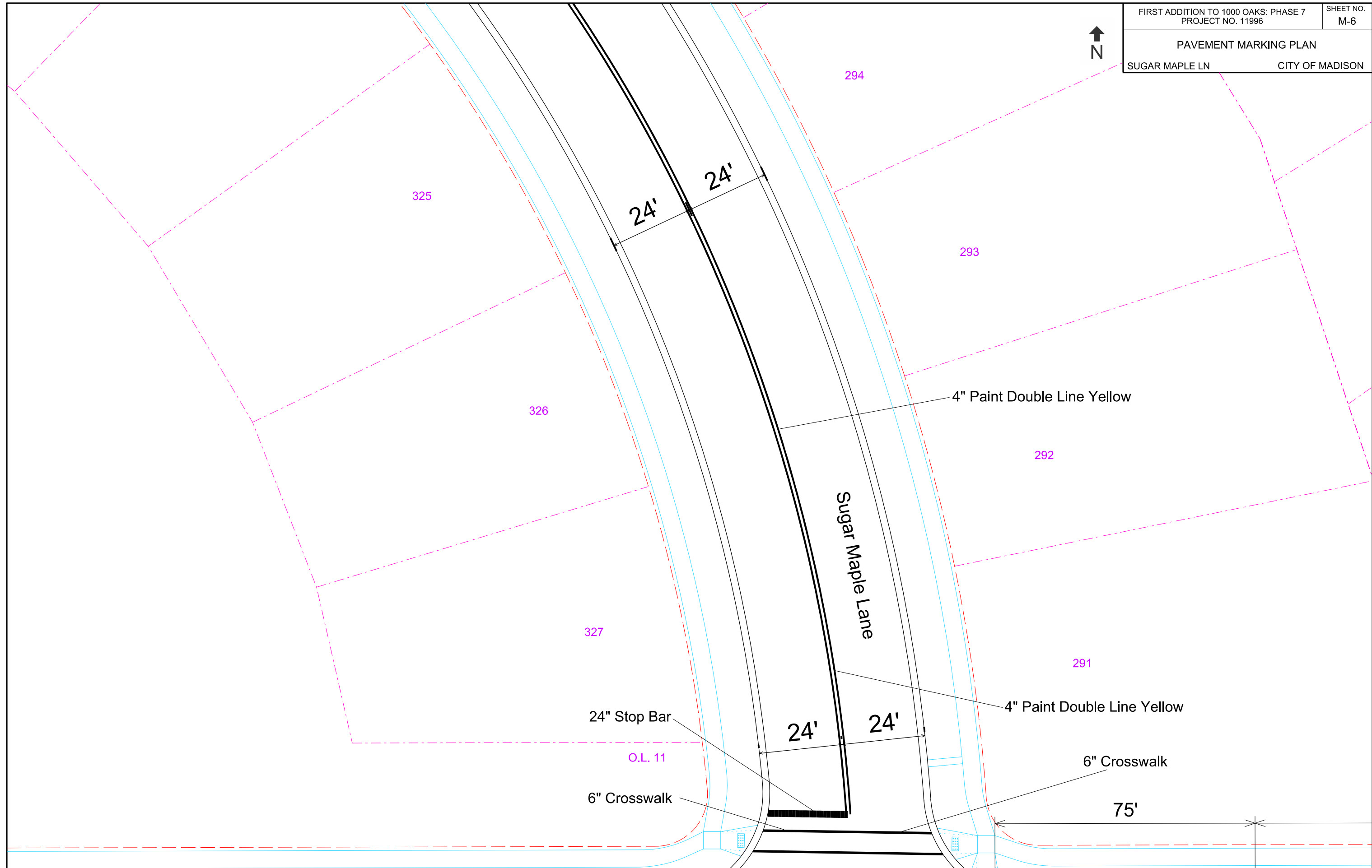
REV. DATE:

ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.

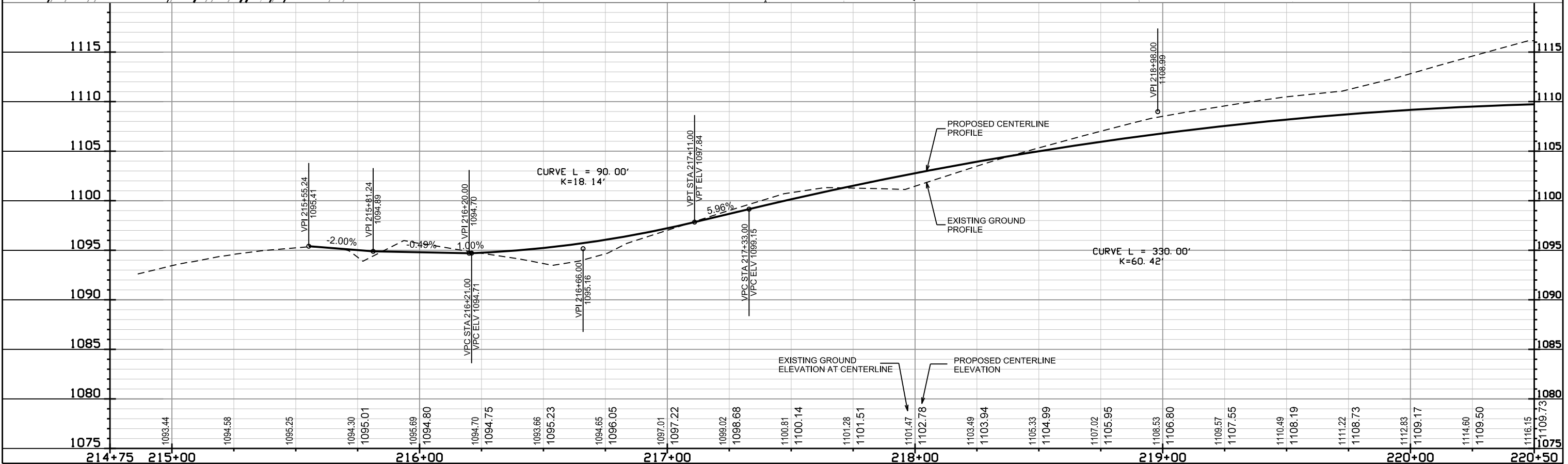
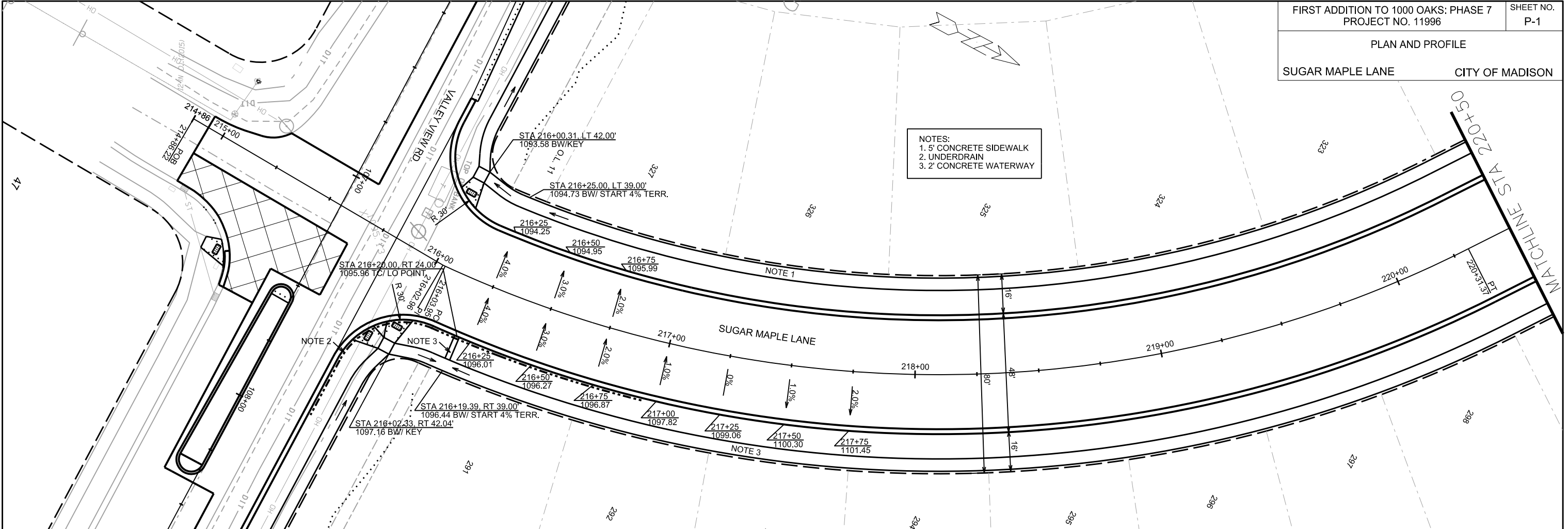




PLOT SCALE:  
 PLOT NAME:  
 REV. DATE:  
 ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



PLOT SCALE:  
 PLOT NAME:  
 REV. DATE:  
 ORIGINATOR: CITY OF MADISON, TRAFFIC ENG. DIV.



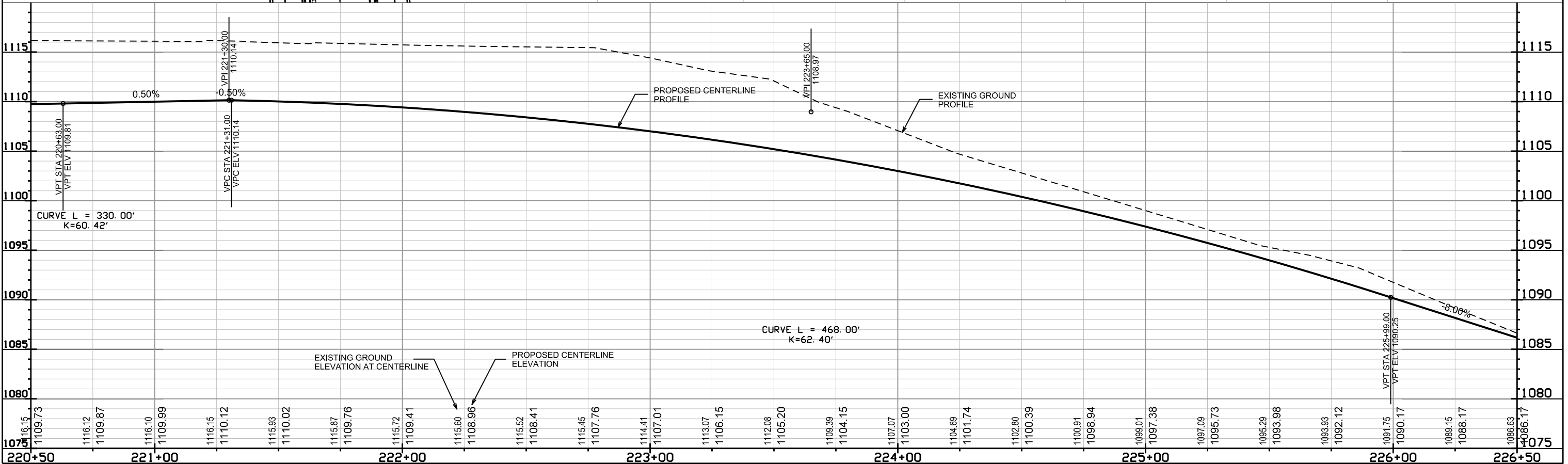
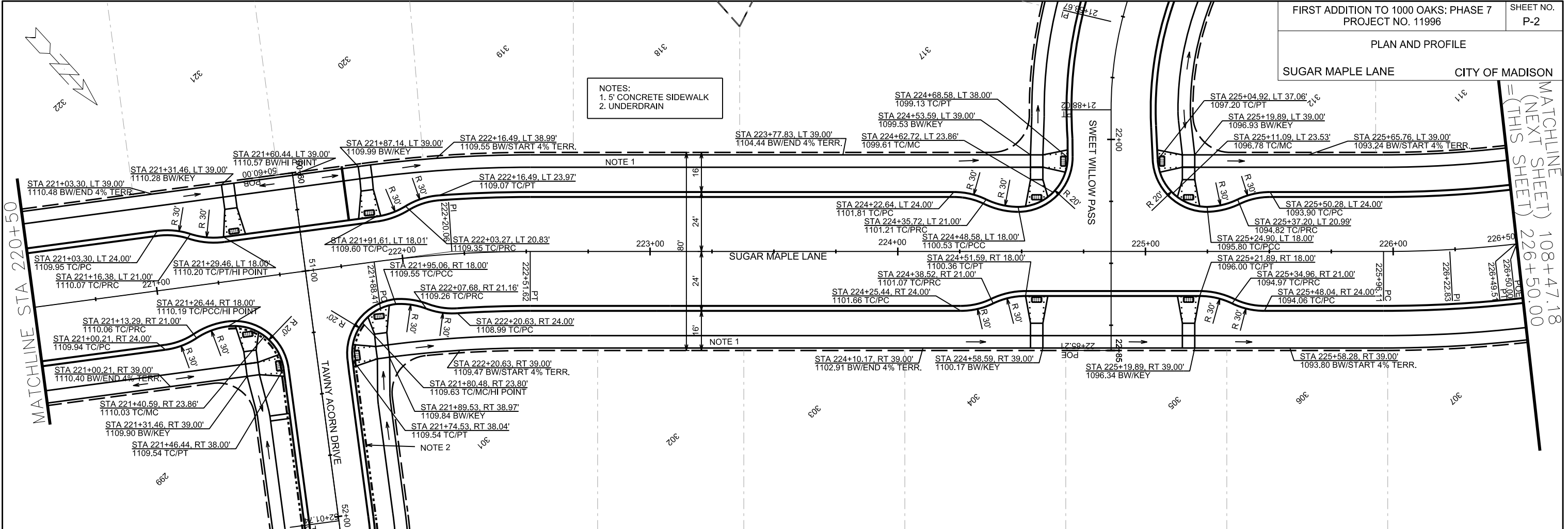
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
SUGAR MAPLE LANE CITY OF MADISON



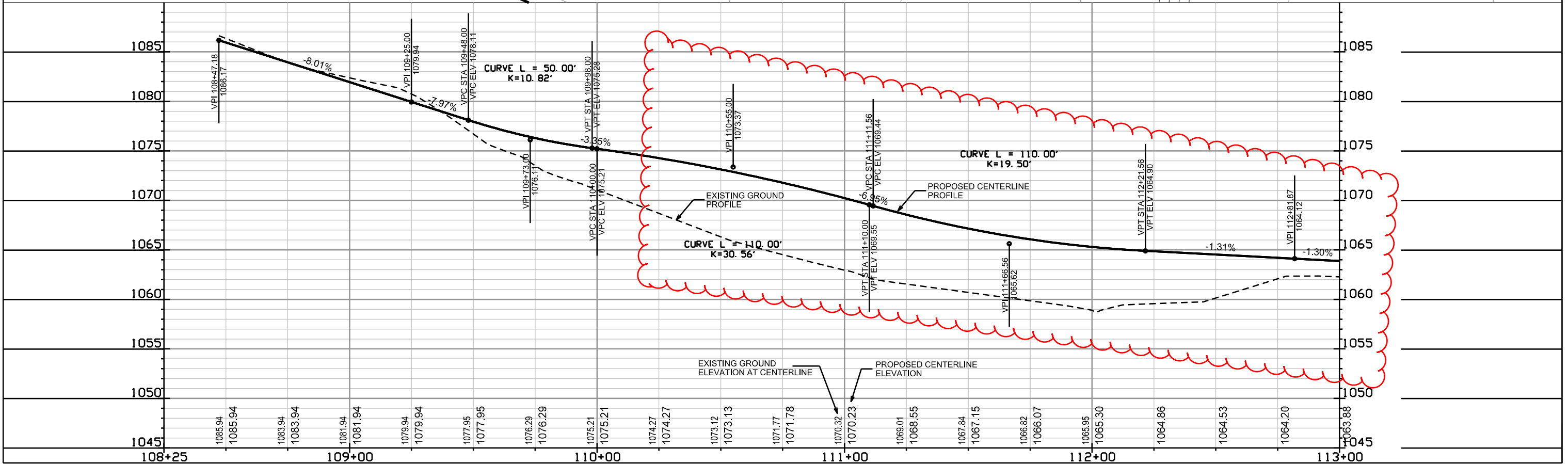
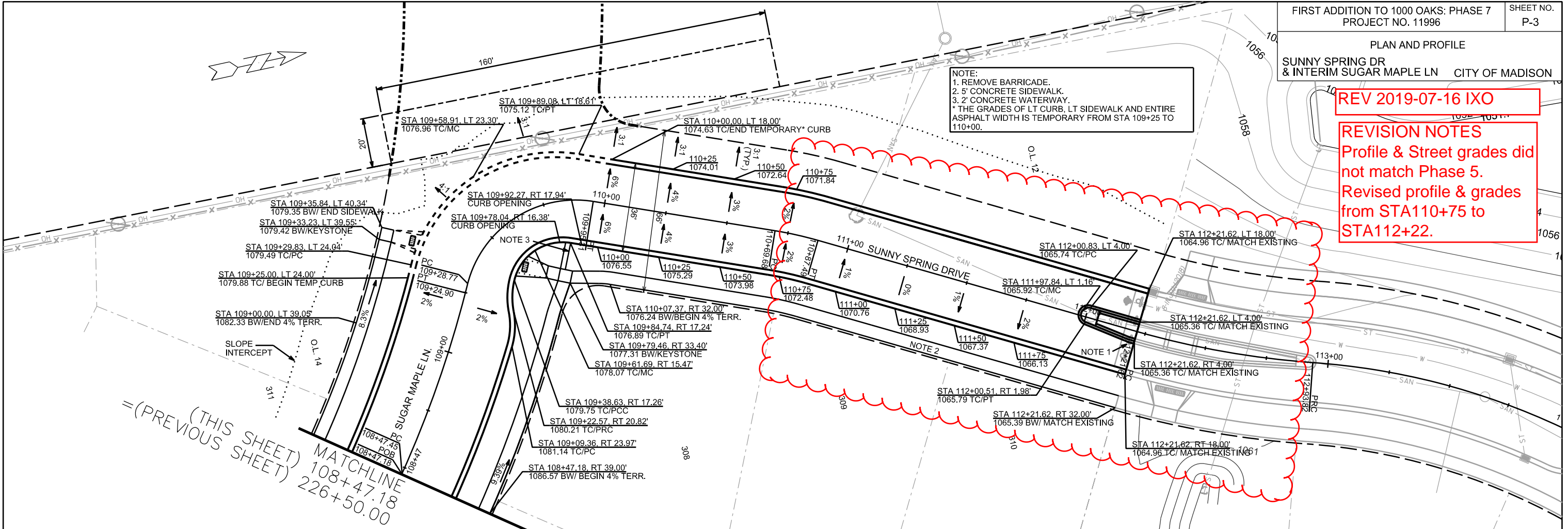
PLOT SCALE: PLOT NAME: REV. DATE: ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLAN AND PROFILE  
SUNNY SPRING DR & INTERIM SUGAR MAPLE LN CITY OF MADISON

REV 2019-07-16 IXO

REVISION NOTES  
Profile & Street grades did not match Phase 5.  
Revised profile & grades from STA110+75 to STA112+22.



(THIS SHEET) MATCHLINE 108+47.18  
(PREVIOUS SHEET) 226+50.00

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

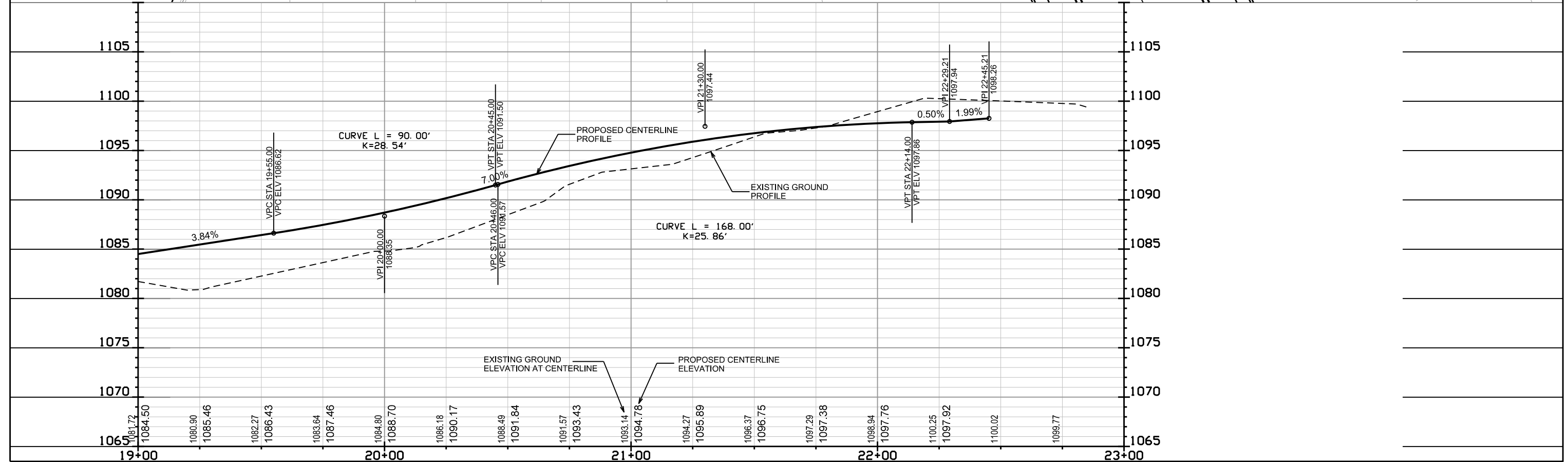
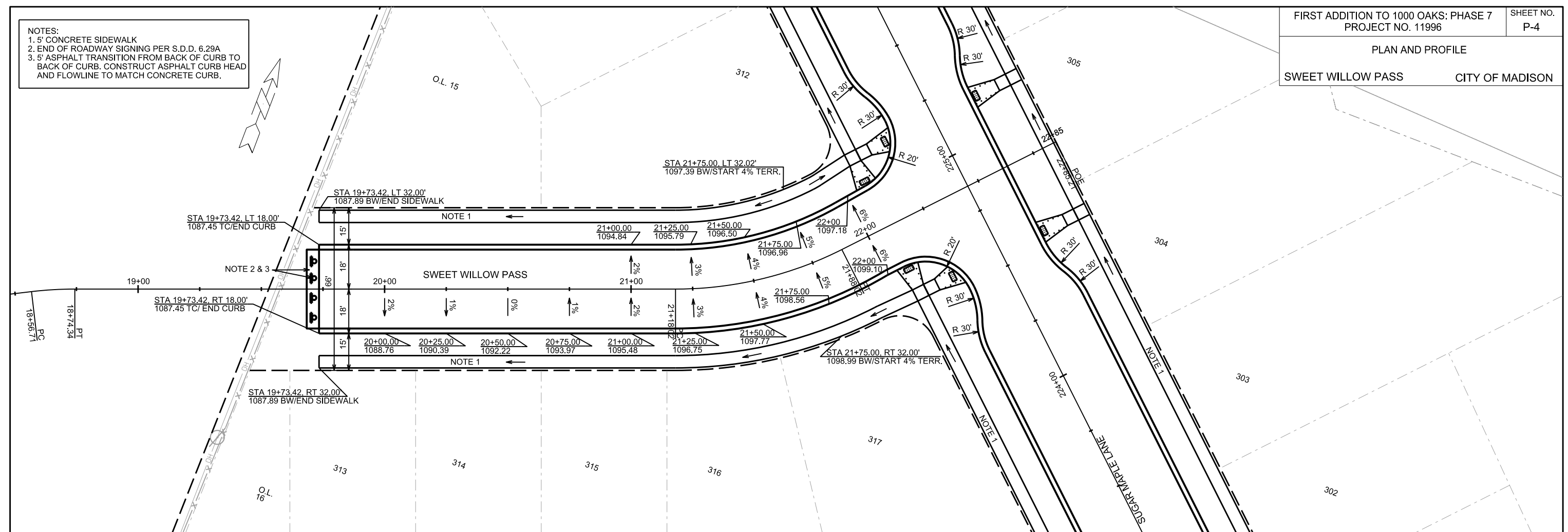
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
SWEET WILLOW PASS CITY OF MADISON

NOTES:  
1. 5' CONCRETE SIDEWALK  
2. END OF ROADWAY SIGNING PER S.D.D. 6.29A  
3. 5' ASPHALT TRANSITION FROM BACK OF CURB TO BACK OF CURB. CONSTRUCT ASPHALT CURB HEAD AND FLOWLINE TO MATCH CONCRETE CURB.



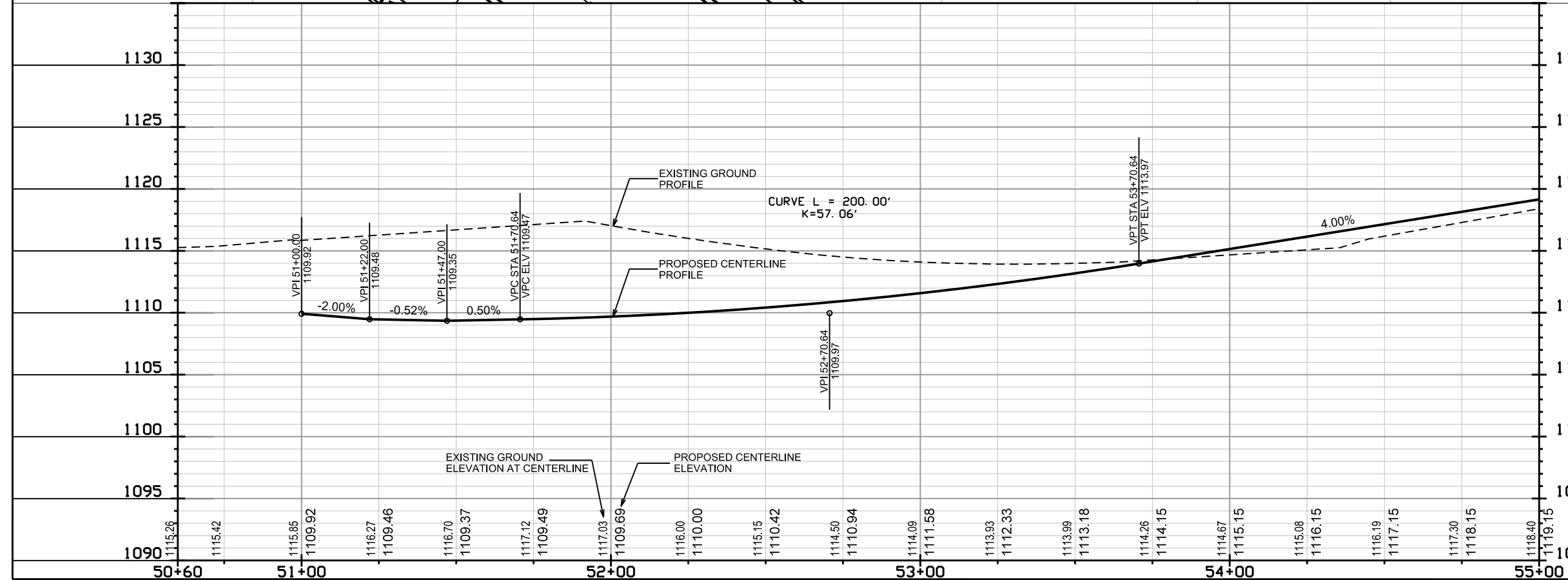
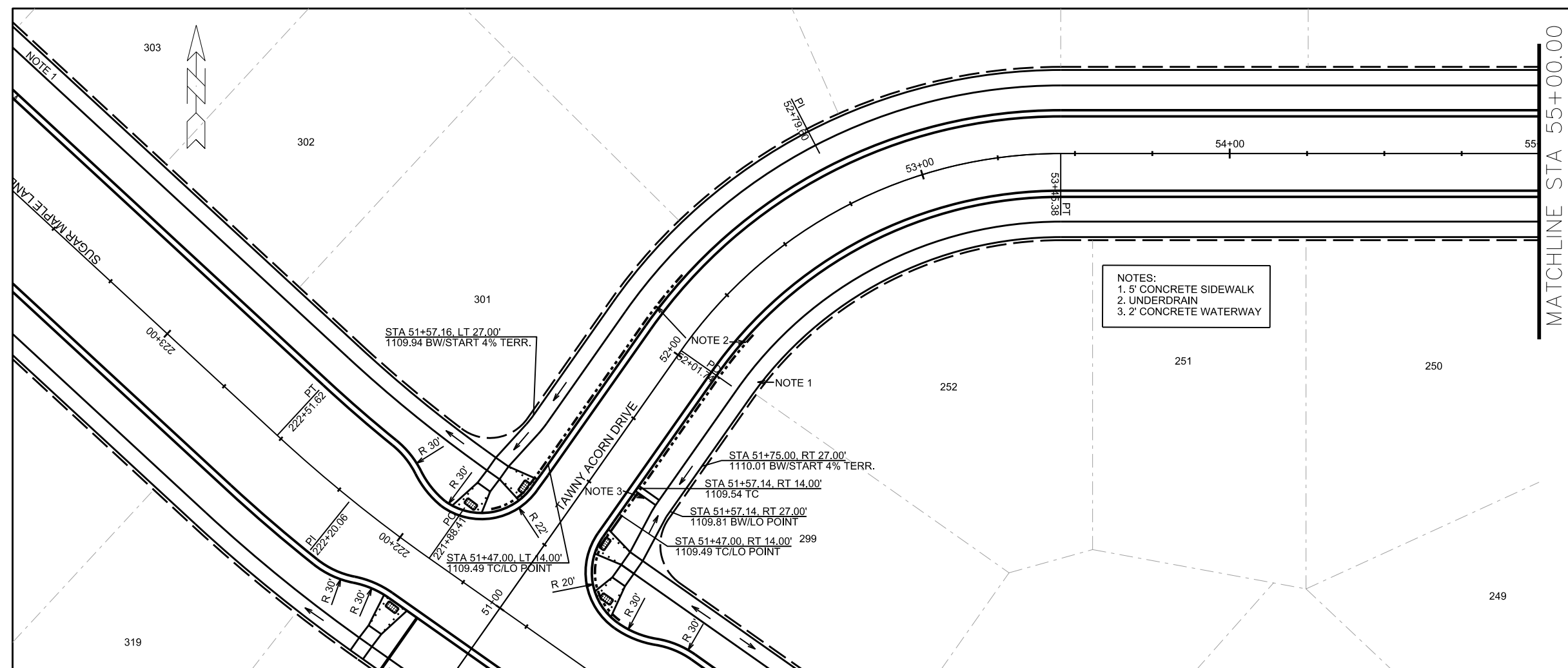
PLOT SCALE:

PLOT NAME:

REV. DATE:

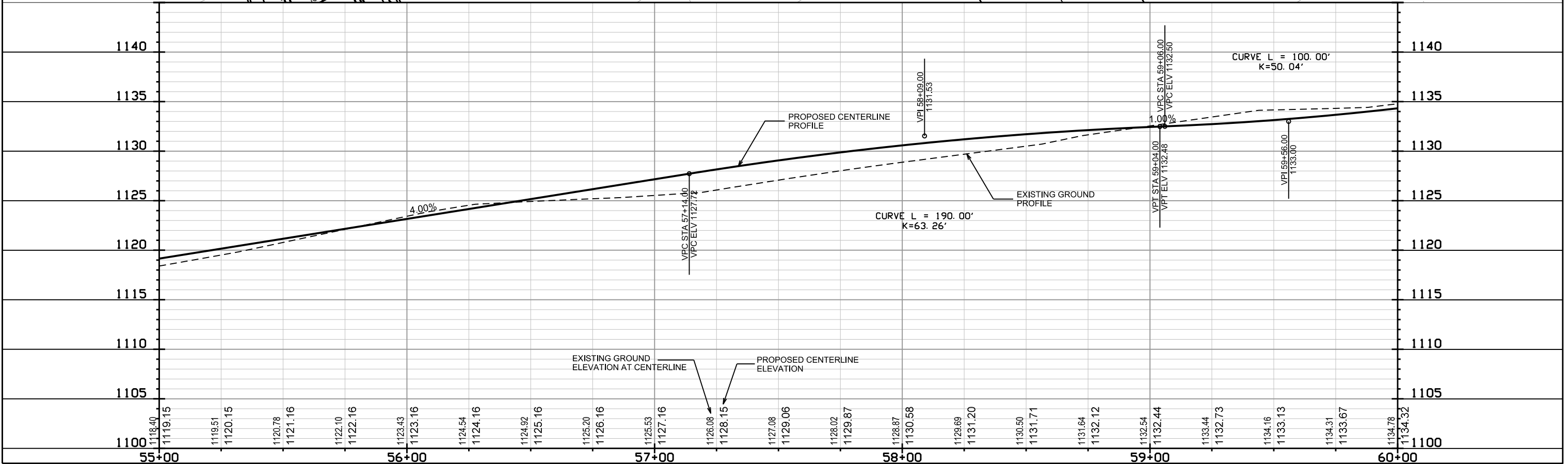
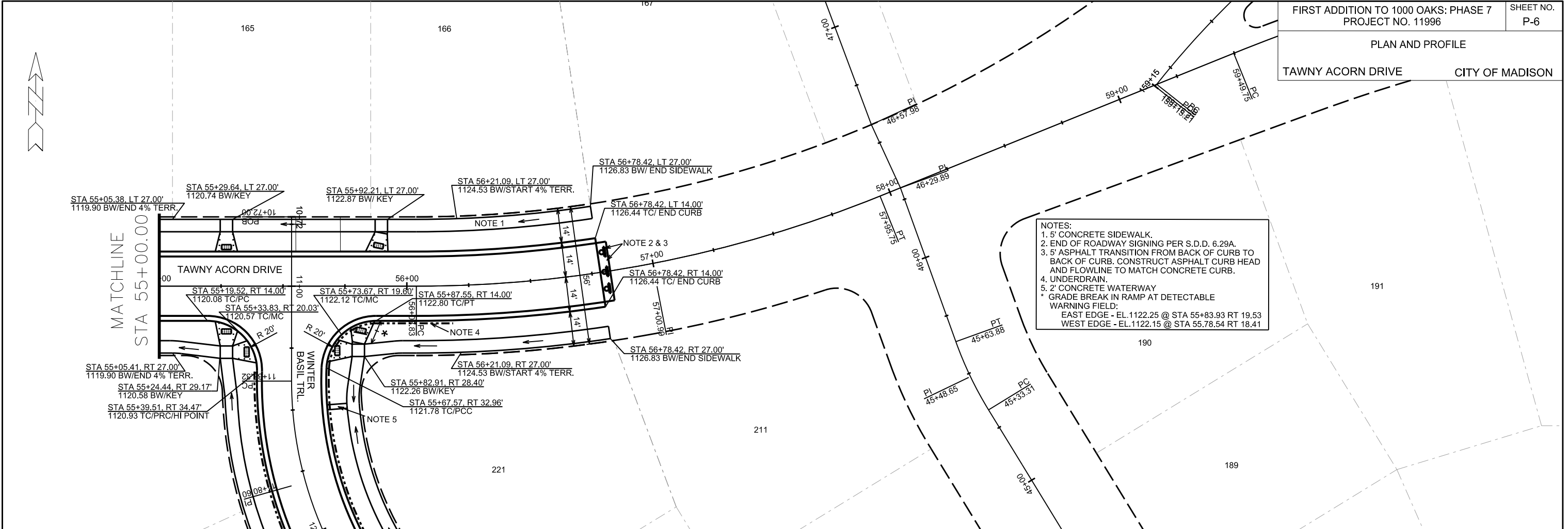
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
TAWNY ACORN DRIVE CITY OF MADISON



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

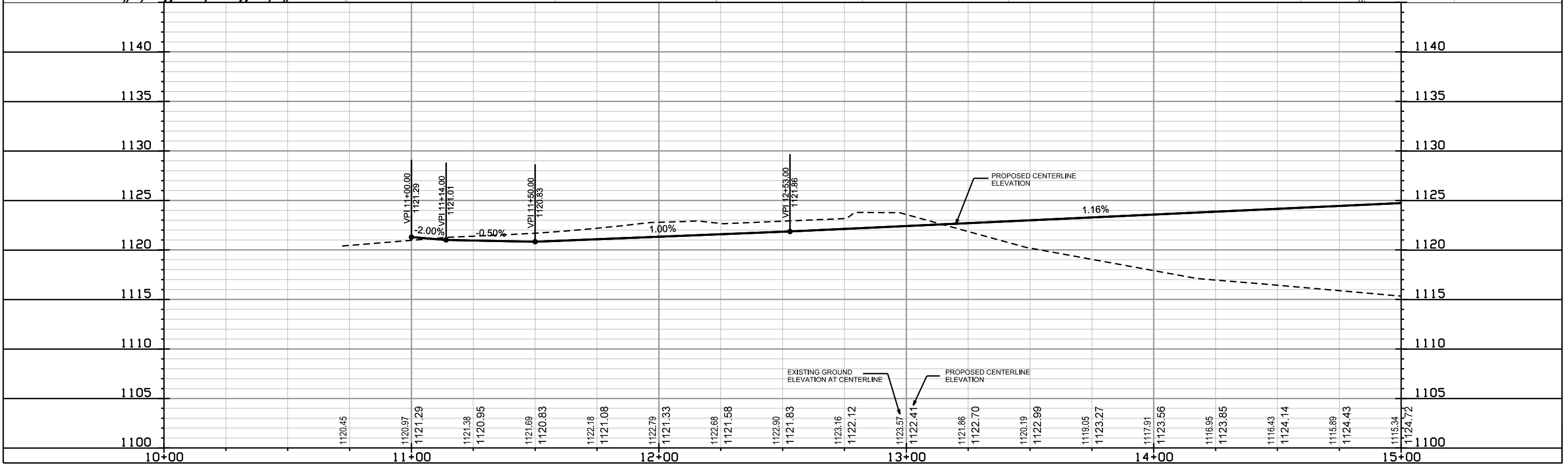
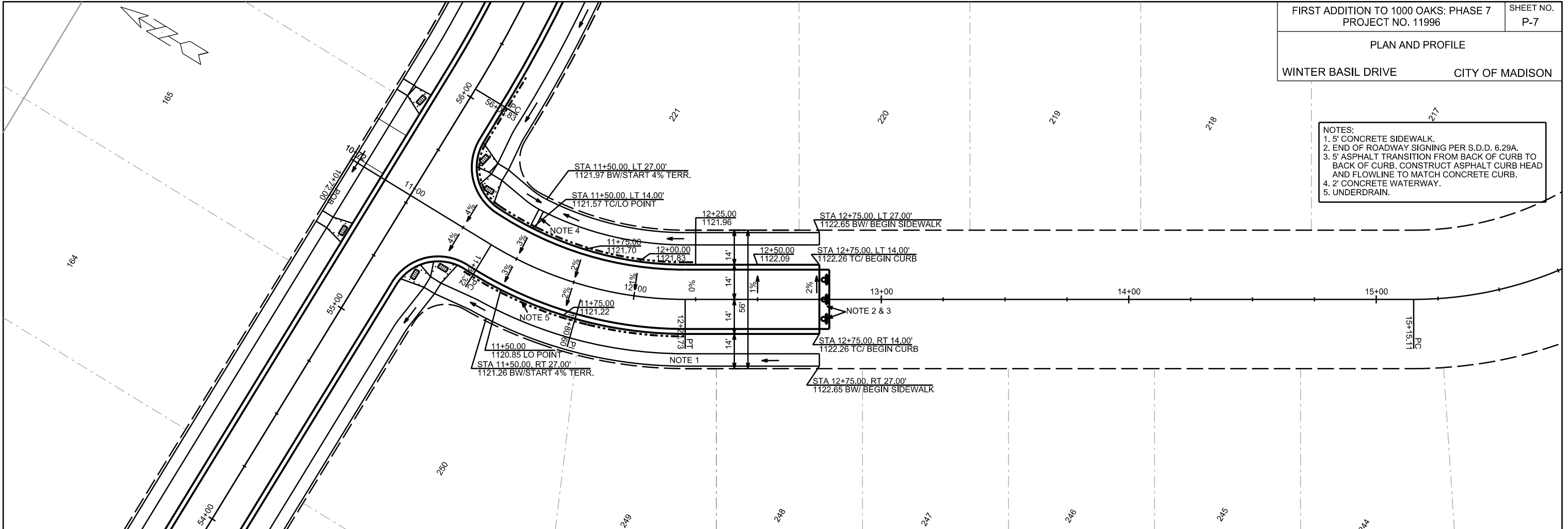
PLAN AND PROFILE  
TAWNY ACORN DRIVE CITY OF MADISON





PLAN AND PROFILE  
WINTER BASIL DRIVE CITY OF MADISON

- NOTES:
- 5' CONCRETE SIDEWALK.
  - END OF ROADWAY SIGNING PER S.D.D. 6.29A.
  - 5' ASPHALT TRANSITION FROM BACK OF CURB TO BACK OF CURB. CONSTRUCT ASPHALT CURB HEAD AND FLOWLINE TO MATCH CONCRETE CURB.
  - 2' CONCRETE WATERWAY.
  - UNDERDRAIN.

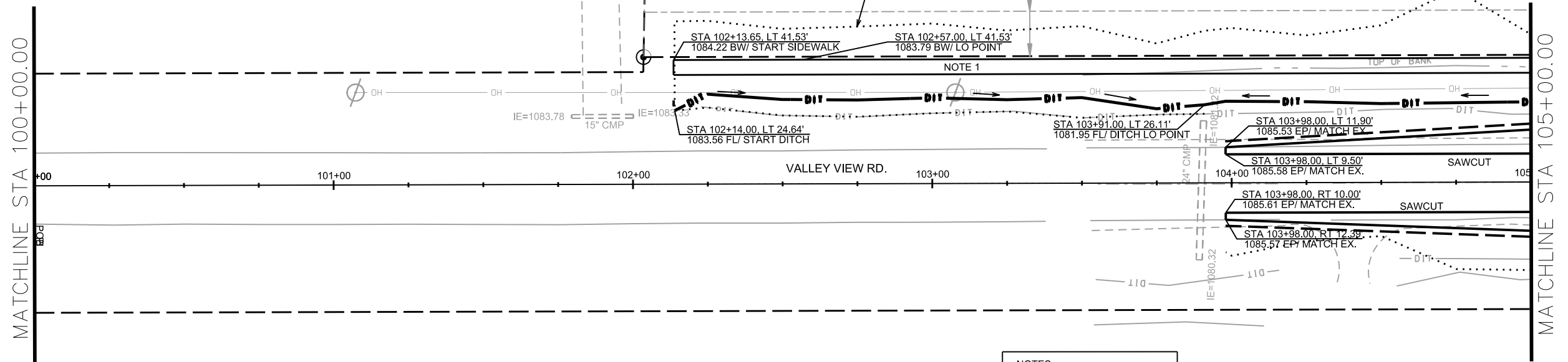
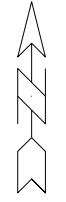


PLOT SCALE: \_\_\_\_\_

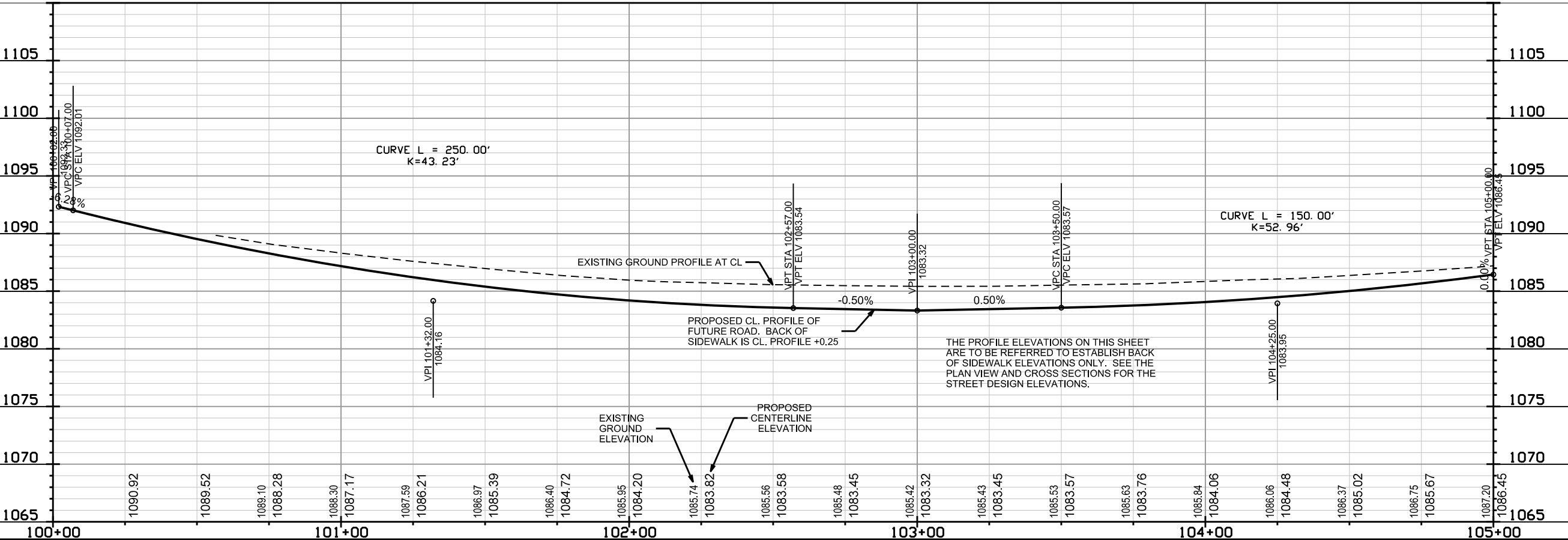
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

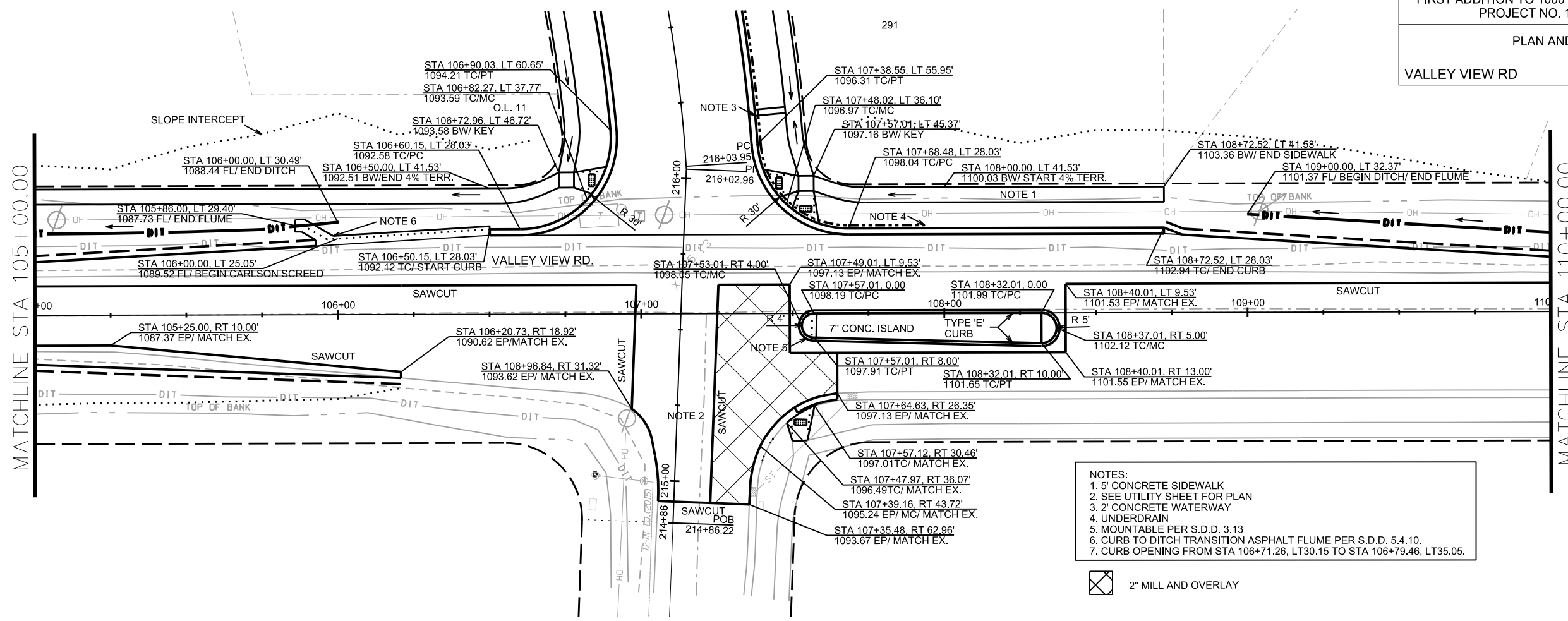
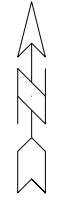


NOTES:  
1. 5' CONCRETE SIDEWALK  
2. 2' CONCRETE WATERWAY



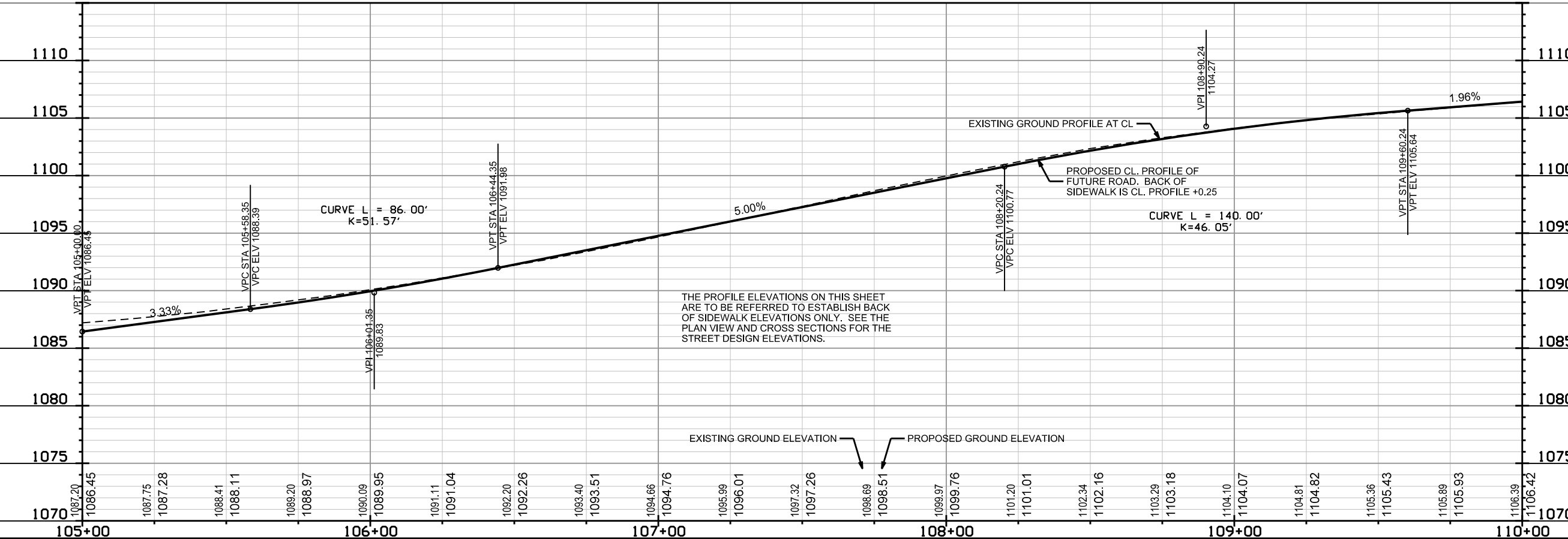
THE PROFILE ELEVATIONS ON THIS SHEET ARE TO BE REFERRED TO ESTABLISH BACK OF SIDEWALK ELEVATIONS ONLY. SEE THE PLAN VIEW AND CROSS SECTIONS FOR THE STREET DESIGN ELEVATIONS.

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



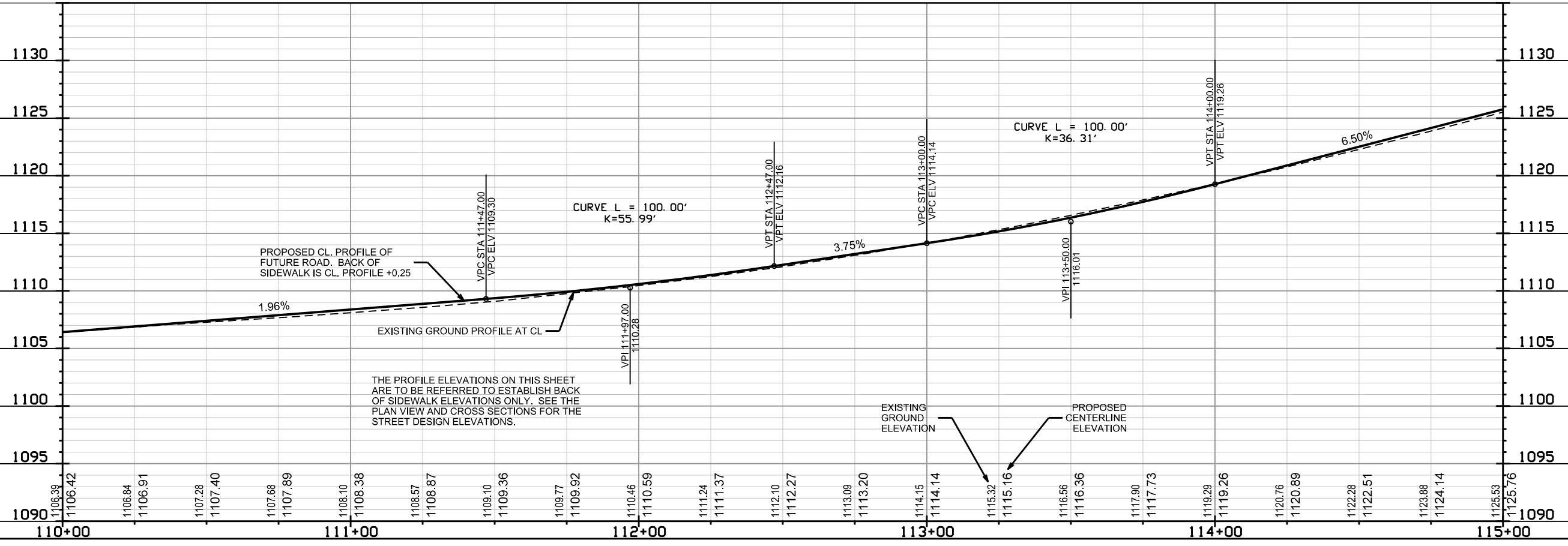
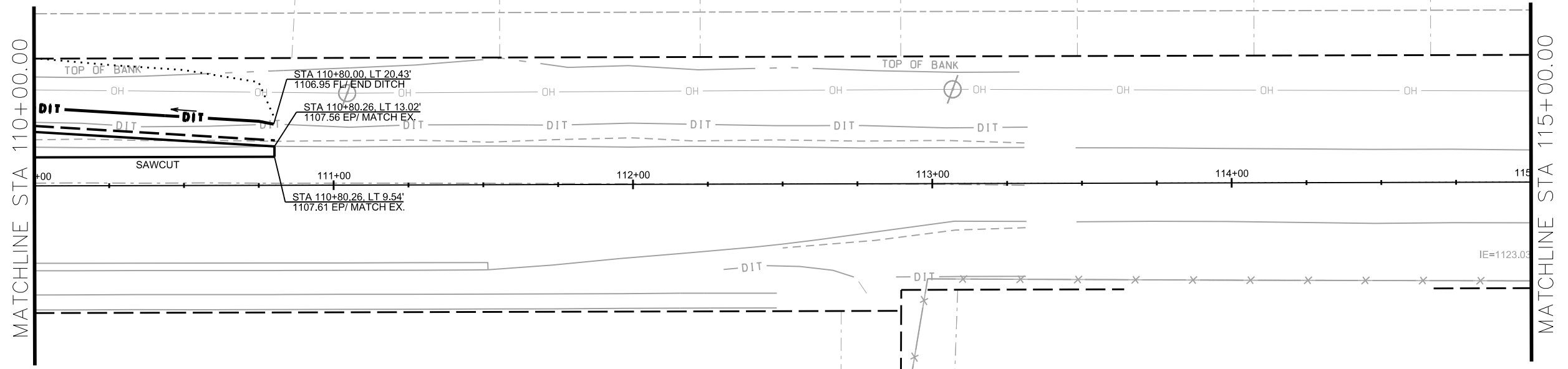
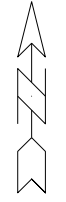
- NOTES:
1. 5' CONCRETE SIDEWALK
  2. SEE UTILITY SHEET FOR PLAN
  3. 2' CONCRETE WATERWAY
  4. UNDERDRAIN
  5. MOUNTABLE PER S.D.D. 3.13
  6. CURB TO DITCH TRANSITION ASPHALT FLUME PER S.D.D. 5.4.10.
  7. CURB OPENING FROM STA 106+71.26, LT30.15 TO STA 106+79.46, LT35.05.

2" MILL AND OVERLAY

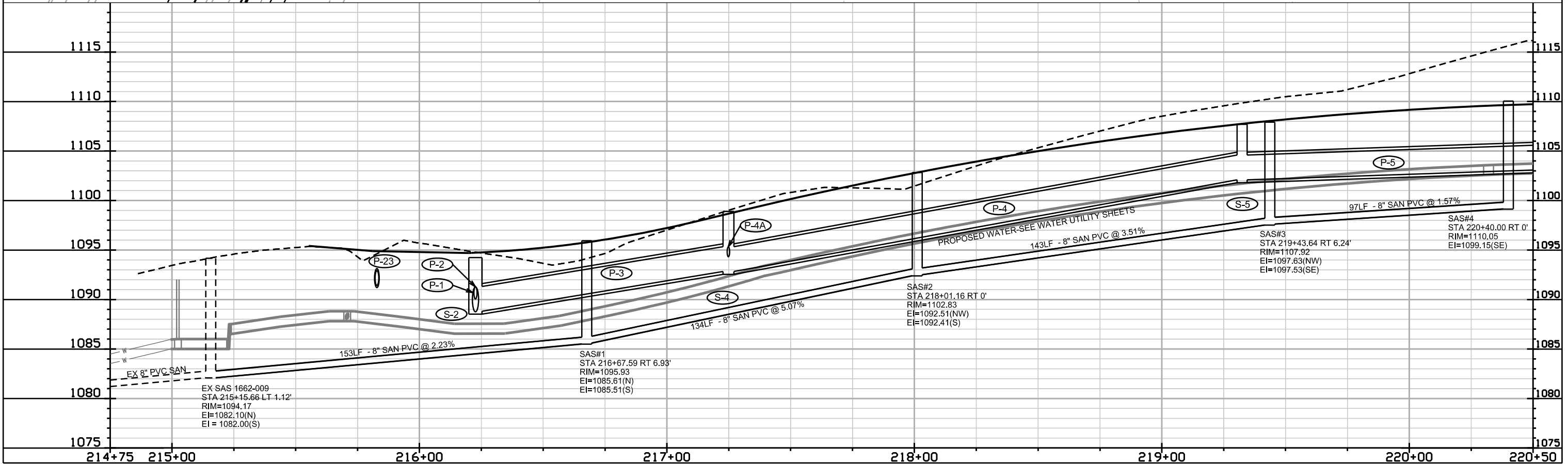
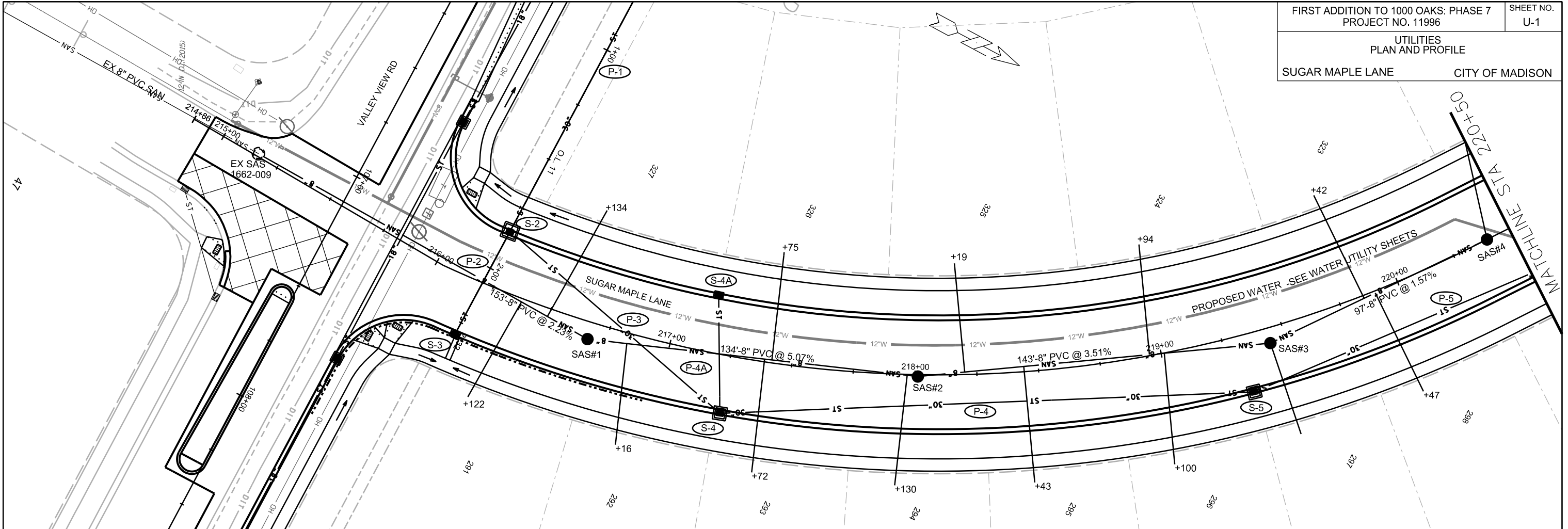


THE PROFILE ELEVATIONS ON THIS SHEET ARE TO BE REFERRED TO ESTABLISH BACK OF SIDEWALK ELEVATIONS ONLY. SEE THE PLAN VIEW AND CROSS SECTIONS FOR THE STREET DESIGN ELEVATIONS.

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:

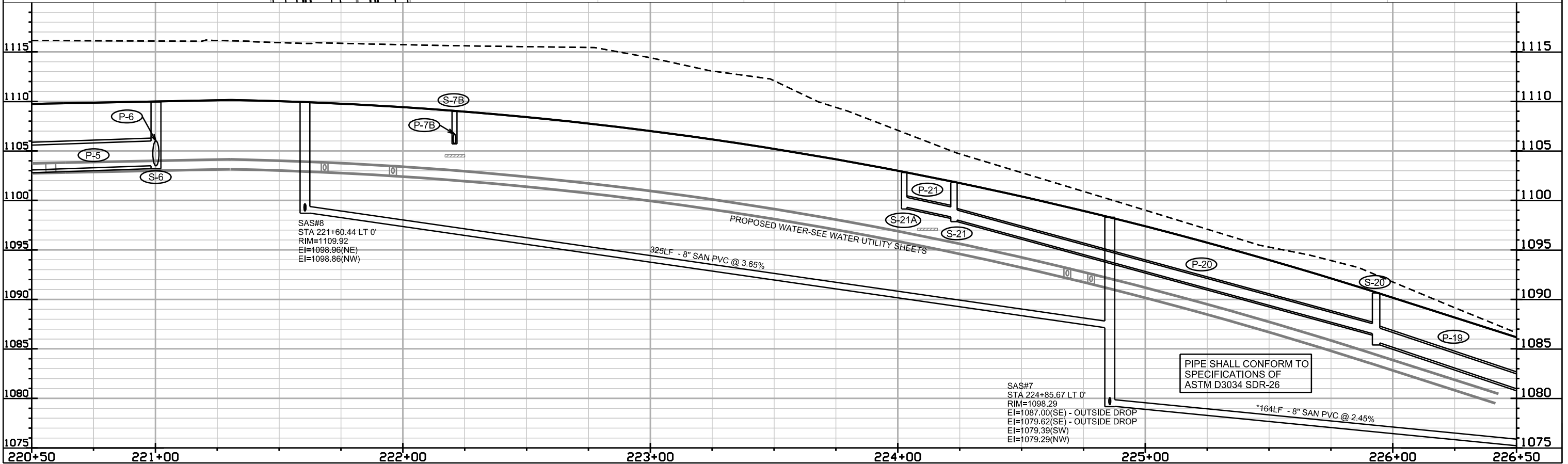
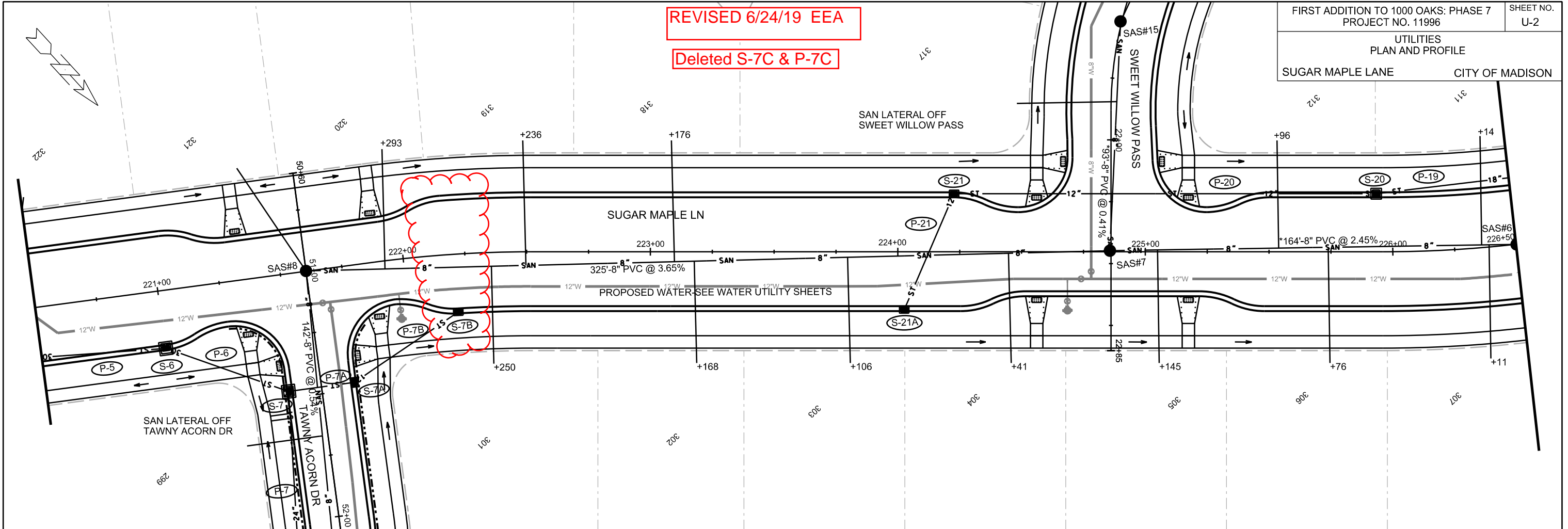
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



REVISED 6/24/19 EEA

Deleted S-7C & P-7C



SAS#8  
 STA 221+60.44 LT 0'  
 RIM=1109.92  
 EI=1098.96(NW)  
 EI=1098.86(NW)

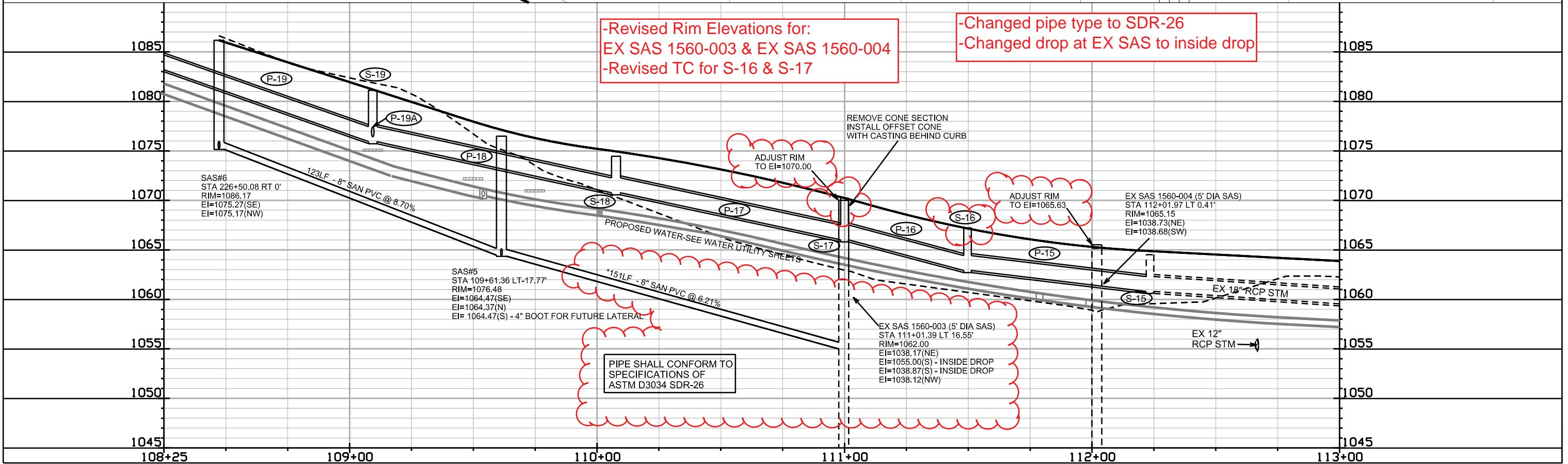
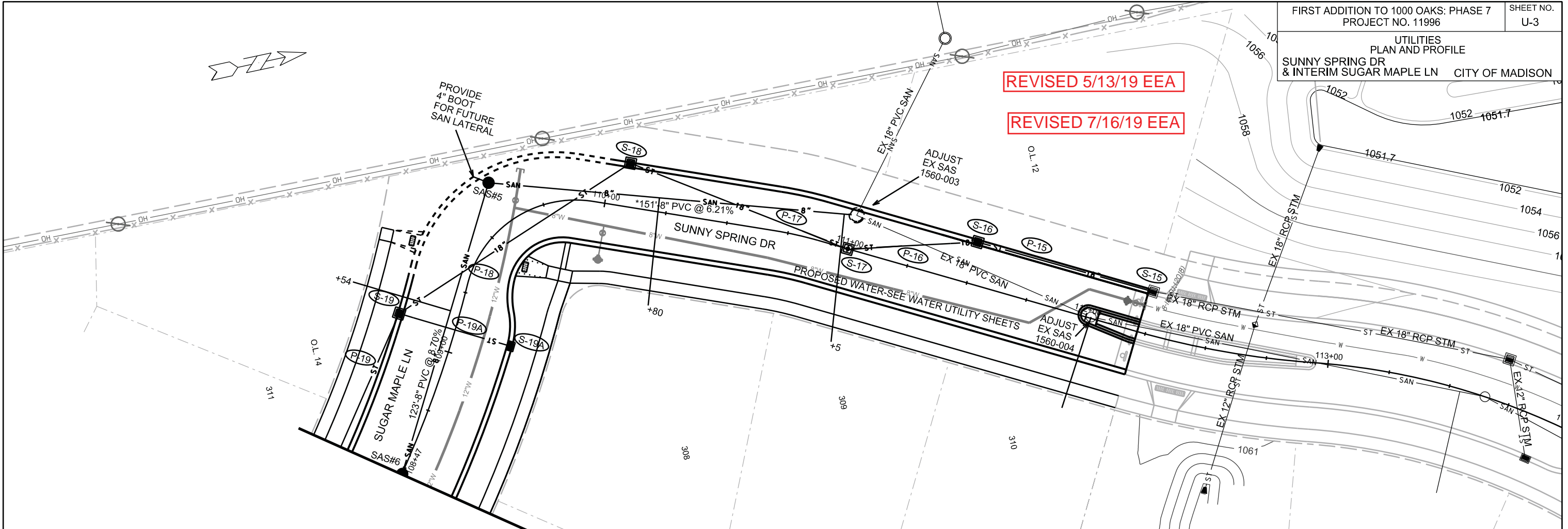
SAS#7  
 STA 224+85.67 LT 0'  
 RIM=1098.29  
 EI=1087.00(SE) - OUTSIDE DROP  
 EI=1079.62(SE) - OUTSIDE DROP  
 EI=1079.39(SW)  
 EI=1079.29(NW)

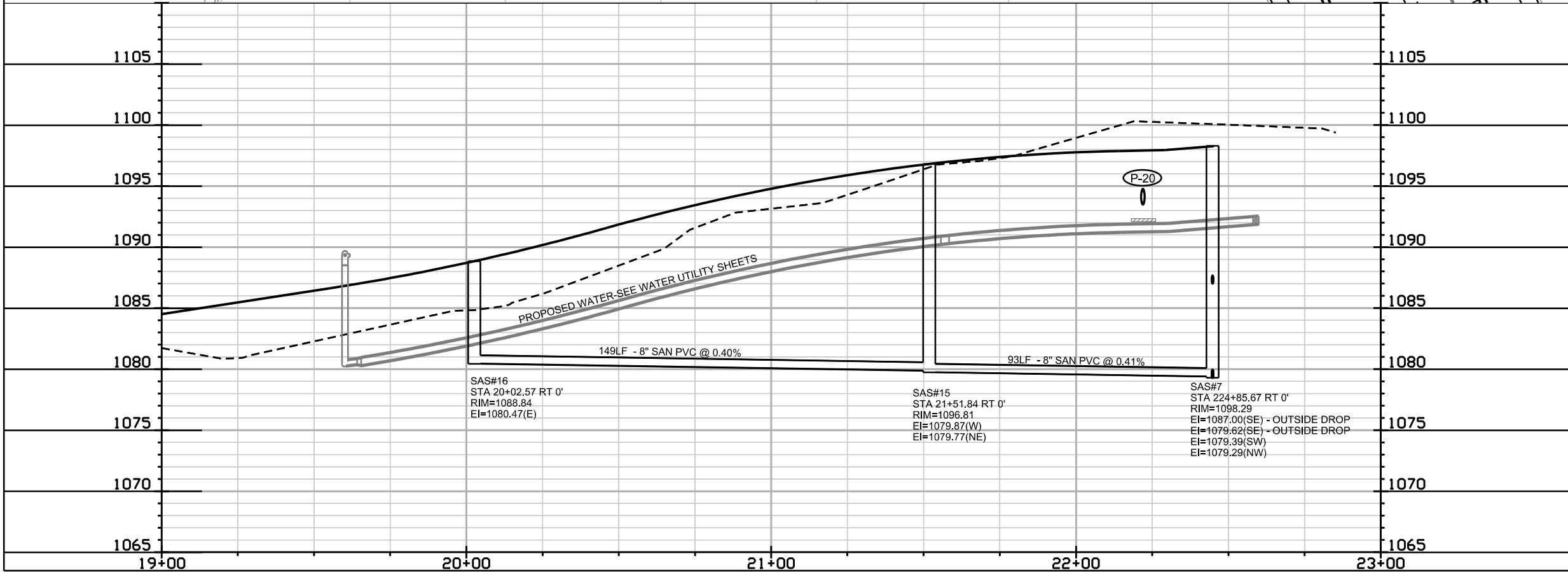
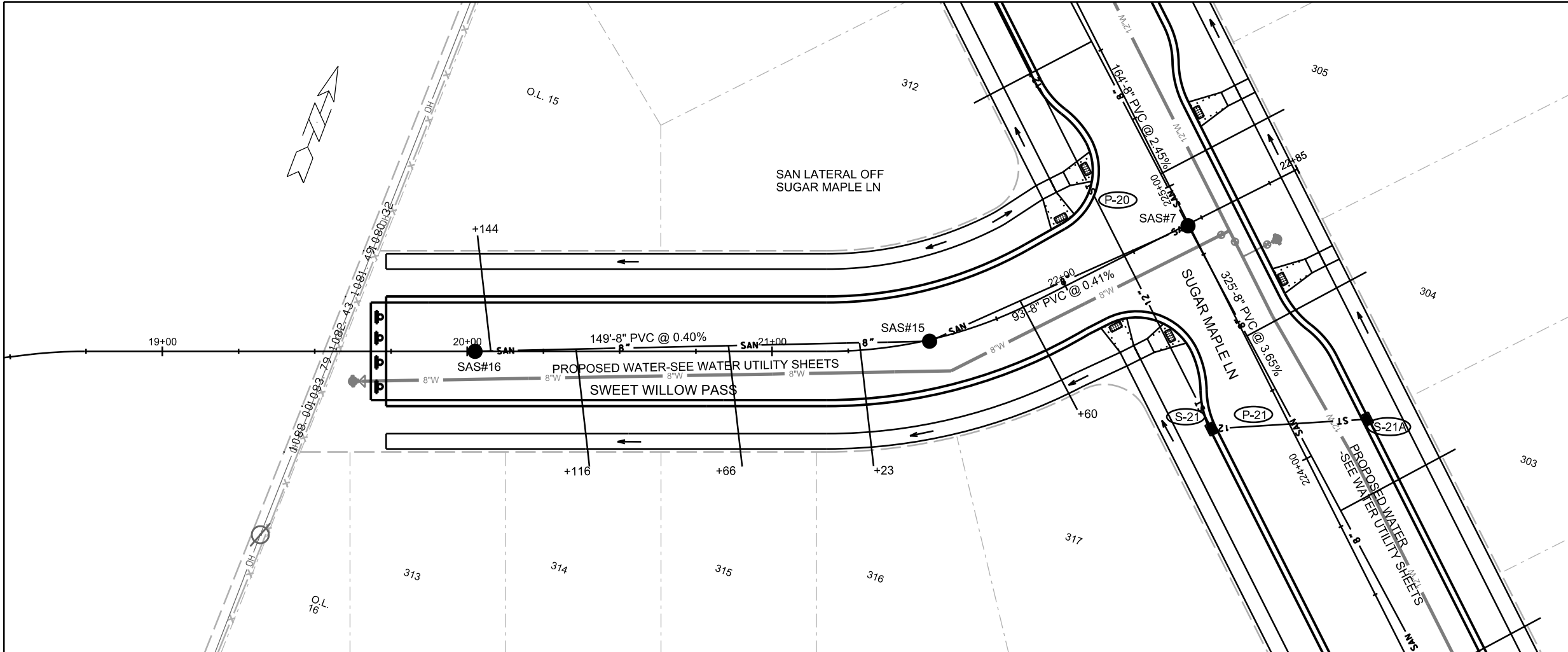
PIPE SHALL CONFORM TO  
 SPECIFICATIONS OF  
 ASTM D3034 SDR-26

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





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

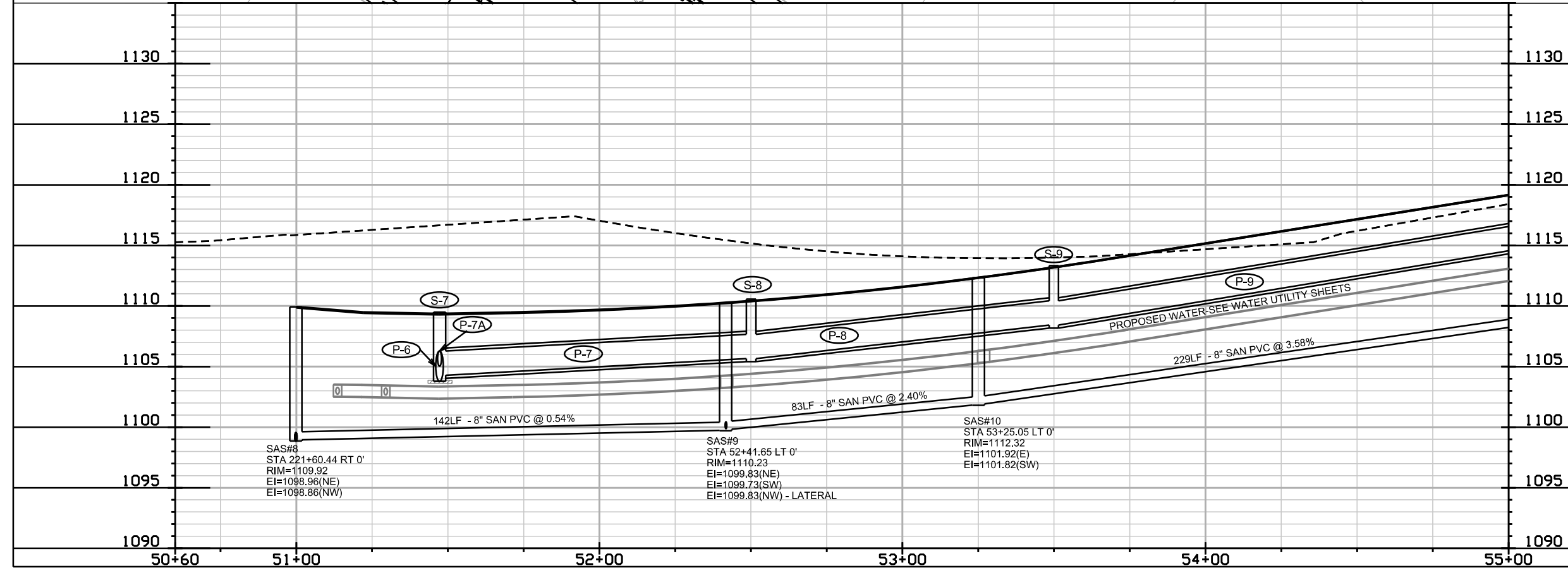
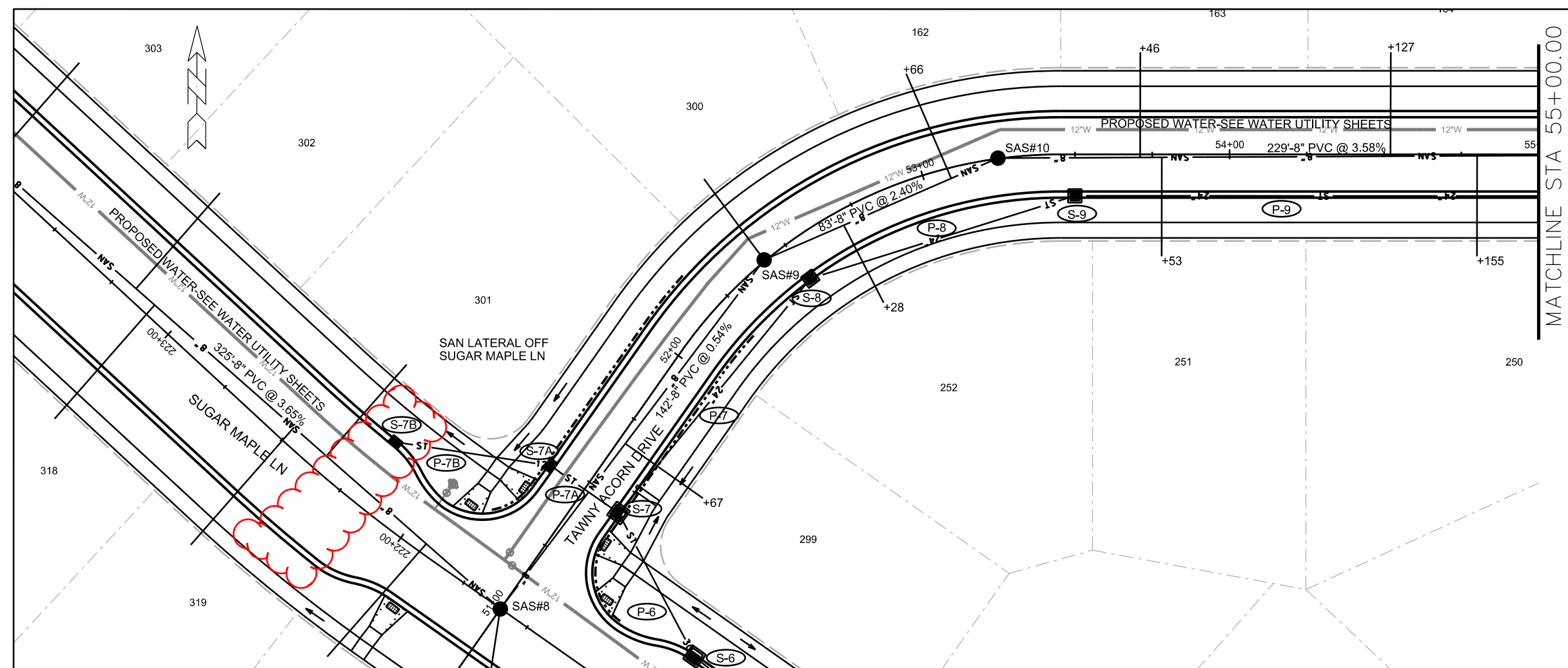
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REVISED 6/24/19 EEA

Deleted S-7C & P-7C



SAS#9  
STA 52+41.65 LT 0'  
RIM=1110.23  
EI=1099.83(N)  
EI=1099.73(S)  
EI=1099.83(NW) - LATERAL

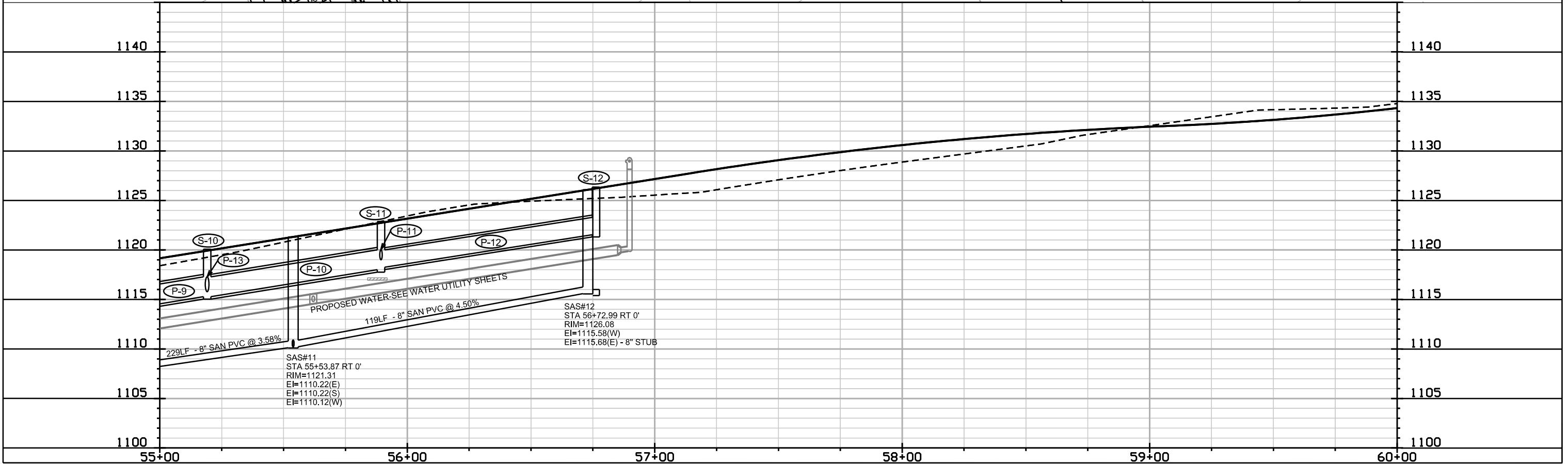
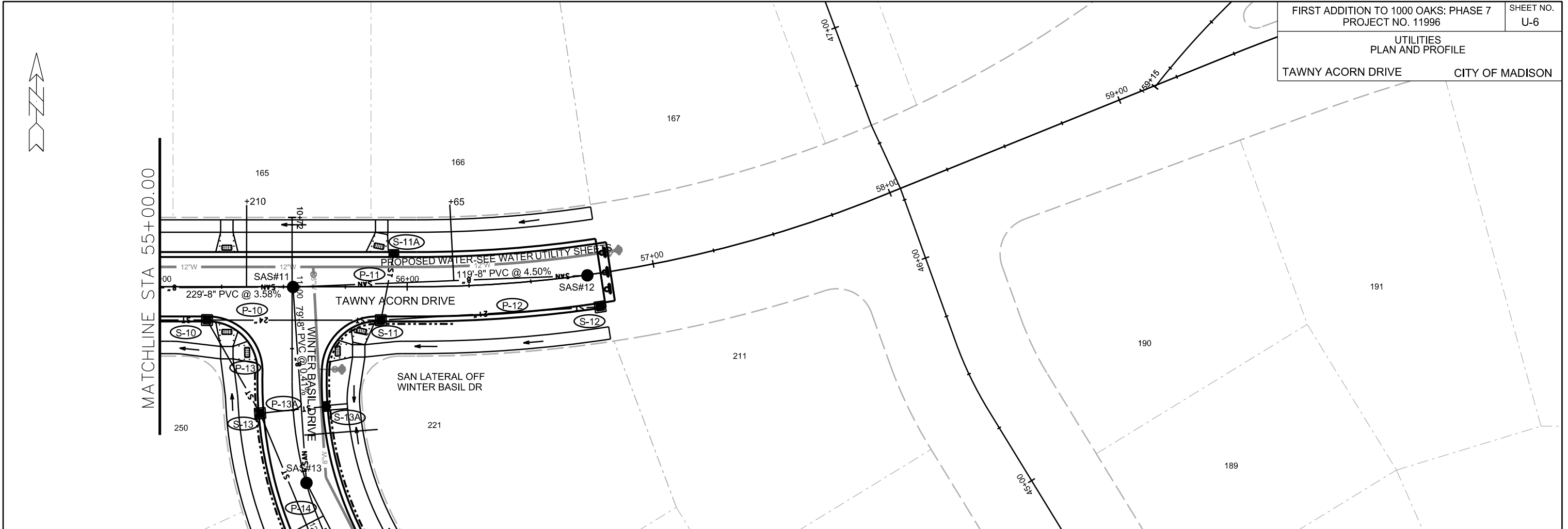
SAS#10  
STA 53+25.05 LT 0'  
RIM=1112.32  
EI=1101.92(E)  
EI=1101.82(S)

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



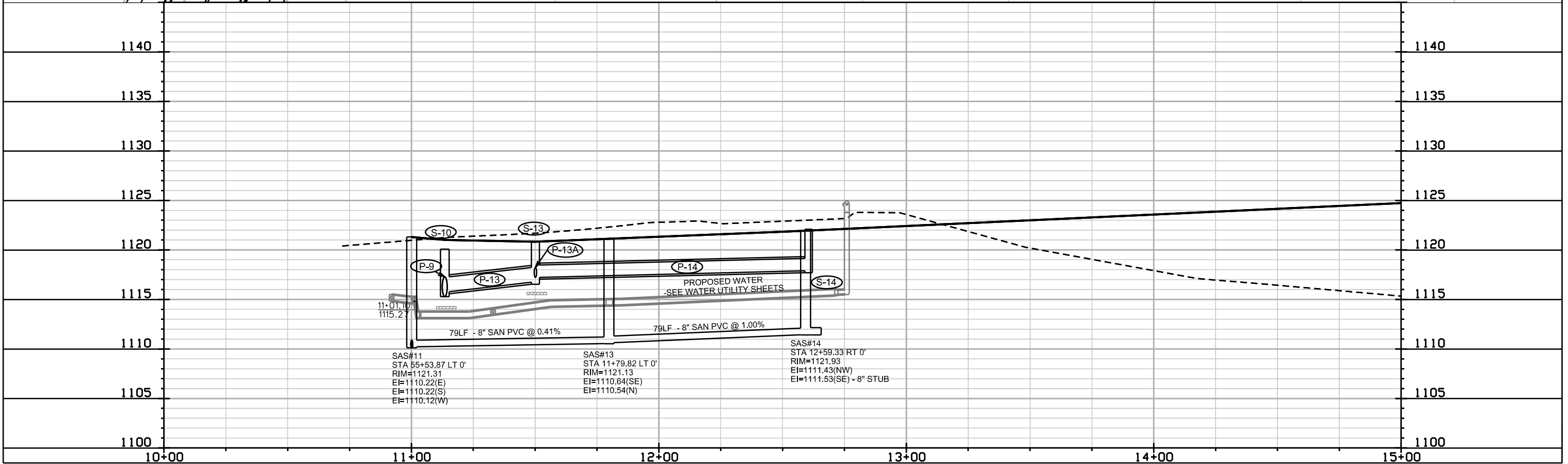
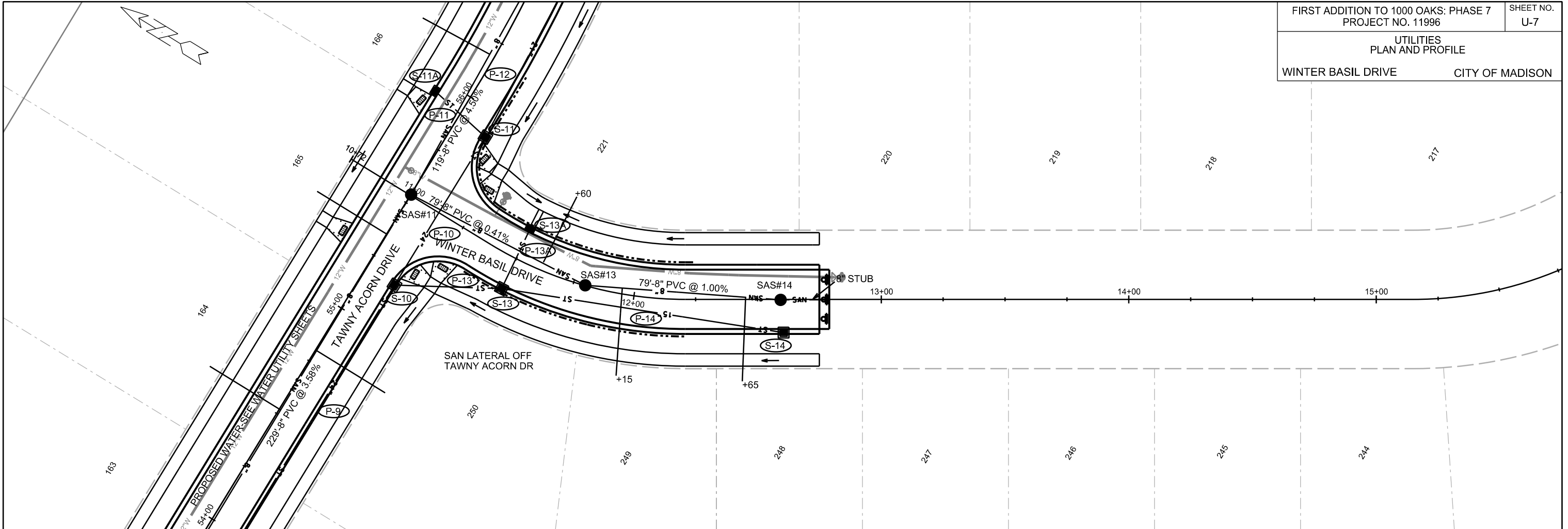
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION





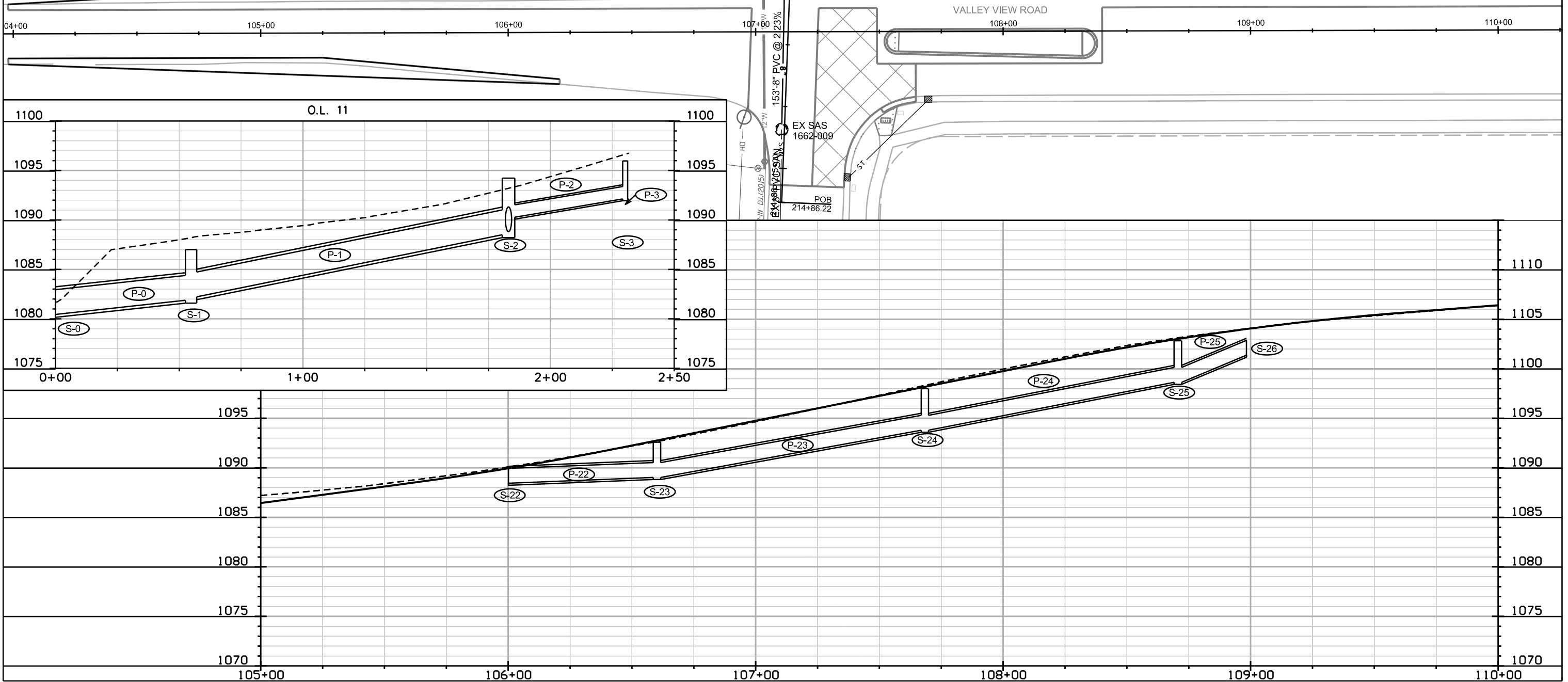
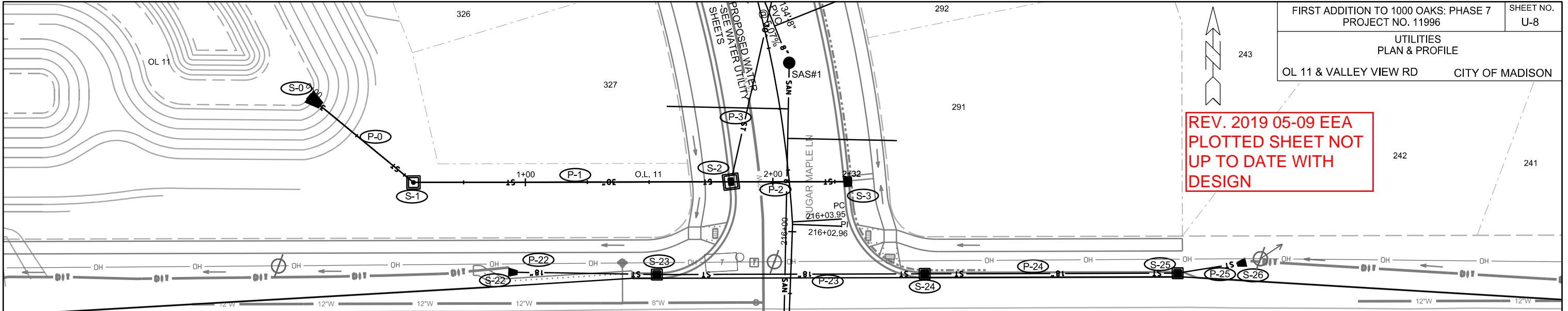
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

REV. 2019 05-09 EEA  
PLOTTED SHEET NOT  
UP TO DATE WITH  
DESIGN



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

# SANITARY SEWER SCHEDULE

\* REVISED 5/13/19 EEA  
 + REVISED 7/16/19 EEA

FIRST ADD TO 1000 OAKS PH 7	SHEET NO.
PROJECT NO. 11996	U-SAN
SANITARY SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>SUGAR MAPLE LANE</b>						
SAS#1	216+67.59	RT-6.93	1095.93	1085.51	10.42	-
SAS#2	218+01.16	CL	1102.83	1092.41	10.42	-
SAS#3	219+43.64	RT-6.24	1107.92	1097.53	10.39	-
SAS#4	220+40.00	CL	1110.05	1099.15	10.90	-
SAS#7	224+85.67	CL	1098.29	1079.29	19.00	-
SAS#8	221+60.44	CL	1109.92	1098.86	11.06	-
<b>SUNNY SPRING DRIVE / INTERIM SUGAR MAPLE LANE</b>						
SAS#5	109+61.36	LT-17.77	1076.48	1064.37	12.11	-
SAS#6	108+47.26	CL	1086.17	1075.17	11.00	-
<b>TAWNY ACORN DRIVE</b>						
SAS#9	52+41.65	CL	1110.23	1099.73	10.50	-
SAS#10	53+25.05	CL	1112.32	1101.82	10.50	-
SAS#11	55+53.87	CL	1121.31	1110.12	11.19	-
SAS#12	56+72.99	CL	1126.08	1115.58	10.50	-
<b>WINTER BASIL</b>						
SAS#13	11+79.82	CL	1121.13	1110.54	10.59	-
SAS#14	12+59.33	CL	1121.93	1111.43	10.50	-
<b>SWEET WILLOW PASS</b>						
SAS#15	21+51.84	CL	1096.81	1079.77	17.04	-
SAS#16	20+02.57	CL	1088.84	1080.47	8.37	-

## ADJUST SEWER ACCESS STRUCTURE

SAS NO.	STATION	LOCATION (OFFSET)	EXISTING RIM	PROPOSED RIM	NOTES
+ 1560-003	111+01.36	LT-16.56	1062.00	1070.00	REMOVE CONE SECTION; INSTALL OFFSET CONE WITH CASTING BEHIND CURB
+ 1560-004	112+02.13	CL	1060.00	1065.63	

## PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
EX SAS 1662-009	SAS#1	1082.10	1085.51	153	2.23%	8"	SDR-35	-
SAS#1	SAS#2	1085.61	1092.41	134	5.07%	8"	SDR-35	-
SAS#2	SAS#3	1092.51	1097.53	143	3.51%	8"	SDR-35	-
SAS#3	SAS#4	1097.63	1099.15	97	1.57%	8"	SDR-35	-
* EX SAS 1560-003	SAS#5	1055.00	1064.37	151	6.21%	8"	SDR-26	-
SAS#5	SAS#6	1064.47	1075.17	123	8.70%	8"	SDR-35	-
* SAS#6	SAS#7	1075.27	1079.29	164	2.45%	8"	SDR-26	-
SAS#7	SAS#8	1087.00	1098.86	325	3.65%	8"	SDR-35	-
SAS#8	SAS#9	1098.96	1099.73	142	0.54%	8"	SDR-35	-
SAS#9	SAS#10	1099.83	1101.82	83	2.40%	8"	SDR-35	-
SAS#10	SAS#11	1101.92	1110.12	229	3.58%	8"	SDR-35	-
SAS#11	SAS#12	1110.22	1115.58	119	4.50%	8"	SDR-35	-
SAS#11	SAS#13	1110.22	1110.54	79	0.41%	8"	SDR-35	-
SAS#13	SAS#14	1110.64	1111.43	79	1.00%	8"	SDR-35	-
* SAS#7	SAS#15	1079.39	1079.77	93	0.41%	8"	SDR-26	-
* SAS#15	SAS#16	1079.87	1080.47	149	0.40%	8"	SDR-26	-

## \* INSIDE DROPS

SAS NO.	STATION	LOCATION (OFFSET)	PIPE SIZE	EI	EI	PROP V.F.
---------	---------	-------------------	-----------	----	----	-----------

### SUNNY SPRING DRIVE

1560-003	111+01.39	LT-16.55	8"	1055.00	1038.87	16.13
----------	-----------	----------	----	---------	---------	-------

## OUTSIDE DROPS

SAS NO.	STATION	LOCATION (OFFSET)	PIPE SIZE	EI	EI	PROP V.F.
---------	---------	-------------------	-----------	----	----	-----------

### SUGAR MAPLE LANE

SAS#7	224+85.67	CL	8"	1087.00	1079.62	7.38
-------	-----------	----	----	---------	---------	------

# STORM SEWER SCHEDULE

\* REVISED 6/24/19 EEA  
+ REVISED 7/16/19 EEA

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>O.L. 11</b>							
S-0	0+00.00	CL	30" RCP APRON END	-	1080.45	-	W/ GATE
S-1	0+54.78	CL	4X4 SAS	1087.00	1082.01	4.99	W/ R-1550-0054
<b>SUGAR MAPLE LN</b>							
S-2	216+22.63	LT-23.50	5X5 SAS	1094.23	1088.79	5.44	W/ R-3067-7004-VB
S-3	216.20.00	RT-23.50	H INLET	1095.96	1092.16	3.80	LP; W/ R-3067-7004-VB
S-4	217+25.00	RT-23.50	4X4 SAS	1098.89	1092.82	6.07	W/ R-3067-7004-V
S-4A	217+15.45	LT-23.50	H INLET	1098.05	1094.65	3.40	W/ R-3067-7004-V
S-5	219+32.44	RT-23.50	4X4 SAS	1107.69	1102.09	5.60	W/ R-3067-7004-V
S-6	221+00.21	RT-23.50	4X4 SAS	1109.94	1103.49	6.45	W/ R-3067-7004-V
S-7B	222+20.63	RT-23.50	H INLET	1108.99	1105.72	3.27	W/ R-3067-7004-V
* S-7C	222+20.31	LT-23.50	H INLET	1108.99	1105.99	3.00	W/ R-3067-7004-V
S-19A	109+09.36	RT-23.47	H INLET	1081.14	1077.74	3.40	W/ R-3067-7004-V
S-20	225+93.27	LT-23.50	3X3 SAS	1090.65	1085.85	4.80	W/ R-3067-7004-V
S-21	224+22.64	LT-23.50	H INLET	1101.81	1098.21	3.60	W/ R-3067-7004-V
S-21A	224+02.59	RT-23.50	H INLET	1102.81	1099.41	3.40	W/ R-3067-7004-V
<b>SUNNY SPRING DR / INTERIM SUGAR MAPLE LANE</b>							
S-15	112+23.44	LT-17.50	STM TAP	-	1060.80	-	TAP EX AS
+ S-16	111+49.70	LT-17.50	3X3 SAS	1067.22	1062.92	4.30	W/ R-3067-7004-V
+ S-17	111+00.00	CL	3X3 SAS	1070.23	1066.02	4.21	W/ R-1550-0054
S-18	110+07.67	LT-17.50	3X3 SAS	1074.46	1070.79	3.67	FP; W/ R-3067-7004V
S-19	109+09.36	LT-23.50	3X3 SAS	1081.13	1075.92	5.21	W/ R-3067-7004-V
<b>TAWNY ACORN DR</b>							
S-7	51+47.00	RT-13.50	4X4 SAS	1109.49	1103.78	5.71	LP; W/ R-3067-7004-VB; (1)
S-7A	51+47.00	LT-13.50	H INLET	1109.49	1105.18	4.31	LP; W/ R-3067-7004-VB; (1)
S-8	52+50.00	RT-13.50	3X3 SAS	1110.56	1105.66	4.90	W/ R-3067-7004-V
S-9	53+50.00	RT-13.50	3X3 SAS	1113.32	1108.42	4.90	W/ R-3067-7004-V
S-10	55+19.52	RT-13.50	4X4 SAS	1120.08	1115.28	4.80	W/ R-3067-7004-V
S-11	55+89.38	RT-13.50	3X3 SAS	1122.87	1118.00	4.87	W/ R-3067-7004-V
S-11A	55+94.62	LT-13.50	H INLET	1123.08	1119.44	3.64	W/ R-3067-7004-V
S-12	56+76.25	RT-13.50	3X3 SAS	1126.34	1121.54	4.80	W/ R-3067-7004-V
<b>WINTER BASIL DR</b>							
S-13	11+50.00	RT-13.50	3X3 SAS	1120.85	1116.73	4.12	LP; W/ R-3067-7004-VB; (1)
S-13A	11+49.27	LT-13.50	H INLET	1121.57	1117.93	3.64	LP; W/R-3067-7004-VB
S-14	12+60.54	RT-13.50	3X3 SAS	1122.09	1117.89	4.20	W/ R-3067-7004-V
<b>VALLEY VIEW RD</b>							
S-22	106+00.00	LT-30.49	18" RCP AE	-	1088.44	-	W/ GATE
S-23	106+60.15	LT-27.53	3X3 SAS	1092.58	1089.03	3.55	FP; W/ R-3067-7004-V
S-24	107+68.48	LT-27.53	3X3 SAS	1098.00	1093.80	4.20	W/ R-3067-7004-V
S-25	108+70.58	LT-27.53	3X3 SAS	1102.83	1098.63	4.20	W/ R-3067-7004-V
S-26	108+98.29	LT-31.92	18" RCP AE	-	1101.37	-	W/ GATE

## PROPOSED STORM PIPES

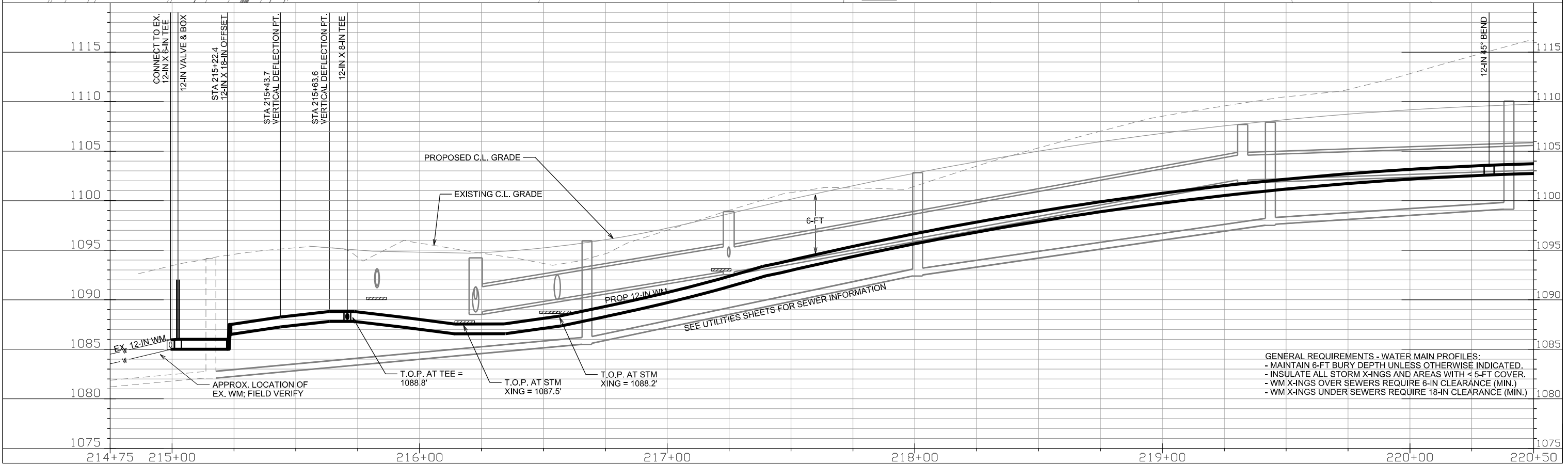
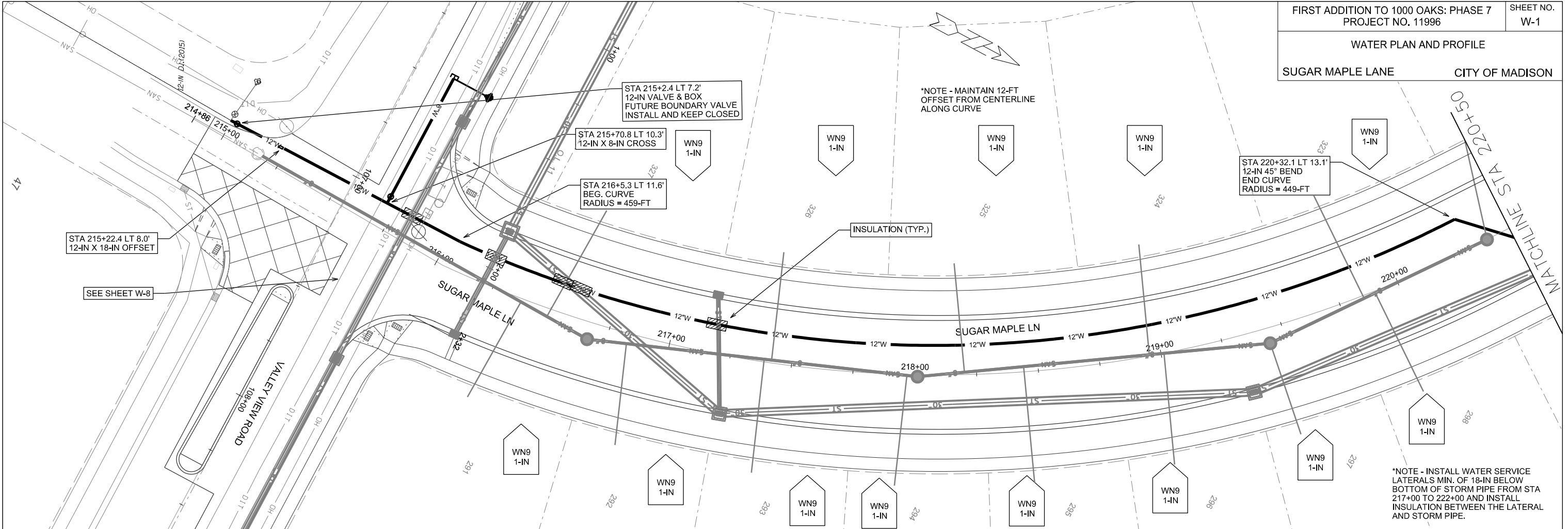
PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN (PAY) LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
P-0	S-0	S-1	1080.45	1082.01	55	52	3.00%	30"	TYPE I	-
P-1	S-1	S-2	1082.01	1088.79	128	124	5.47%	30"	TYPE I	-
P-2	S-2	S-3	1090.03	1092.16	47	43	4.95%	15"	TYPE I	-
P-3	S-2	S-4	1088.79	1092.82	112	108	3.73%	30"	TYPE I	-
P-4	S-4	S-5	1092.82	1102.09	216	212	4.37%	30"	TYPE I	-
P-4A	S-4	S-4A	1094.32	1094.65	48	45	0.73%	12"	TYPE I	-
P-5	S-5	S-6	1102.09	1103.49	172	168	0.83%	30"	TYPE I	-
P-6	S-6	S-7	1103.49	1103.78	53	48	0.60%	30"	TYPE I	-
P-7	S-7	S-8	1104.28	1105.66	98	94	1.47%	24"	TYPE II	-
P-7A	S-7	S-7A	1105.03	1105.18	27	24	0.63%	15"	TYPE I	-
P-7B	S-7A	S-7B	1105.43	1105.72	51	48	0.60%	12"	TYPE II	-
* P-7C	S-7B	S-7C	1105.72	1105.99	47	45	0.60%	12"	TYPE I	-
P-8	S-8	S-9	1105.66	1108.42	90	87	3.17%	24"	TYPE II	-
P-9	S-9	S-10	1108.42	1115.28	166	169	4.06%	24"	TYPE II	-
P-10	S-10	S-11	1115.28	1118.00	70	67	4.06%	24"	TYPE I	-
P-11	S-11	S-11A	1119.00	1119.44	27	25	1.76%	12"	TYPE I	-
P-12	S-11	S-12	1118.25	1121.54	89	86	3.83%	21"	TYPE II	-
P-13	S-10	S-13	1115.78	1116.73	43	40	2.38%	18"	TYPE II	-
P-13A	S-13	S-13A	1117.23	1117.93	27	24	2.92%	12"	TYPE I	-
P-14	S-13	S-14	1117.23	1117.89	115	112	0.59%	15"	TYPE I	-
+ P-15	S-15	S-16	1060.80	1062.92	74	71	2.99%	18"	TYPE II	-
+ P-16	S-16	S-17	1062.92	1066.02	53	49	6.33%	18"	TYPE I	-
P-17	S-17	S-18	1066.02	1070.79	94	91	5.24%	18"	TYPE I	-
P-18	S-18	S-19	1070.79	1075.92	111	107	4.79%	18"	TYPE I	-
P-19	S-19	S-20	1075.92	1085.85	113	110	9.03%	18"	TYPE II	-
P-19A	S-19	S-19A	1076.42	1077.74	47	44	3.00%	12"	TYPE I	-
P-20	S-20	S-21	1086.35	1098.21	171	168	7.06%	12"	TYPE I	-
P-21	S-21	S-21A	1098.21	1099.41	51	49	2.45%	12"	TYPE I	-
P-22	S-22	S-23	1088.44	1089.03	60	59	1.00%	18"	TYPE I	-
P-23	S-23	S-24	1089.03	1093.80	108	105	4.54%	18"	TYPE I	-
P-24	S-24	S-25	1093.80	1098.63	102	99	4.88%	18"	TYPE I	-
P-25	S-25	S-26	1098.63	1101.37	28	27	10.15%	18"	TYPE I	-

### NOTES:

(1) INSTALL 2" PVC DRAIN PIPE PER CITY OF MADISON S.D.D. 5.7.7A

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



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

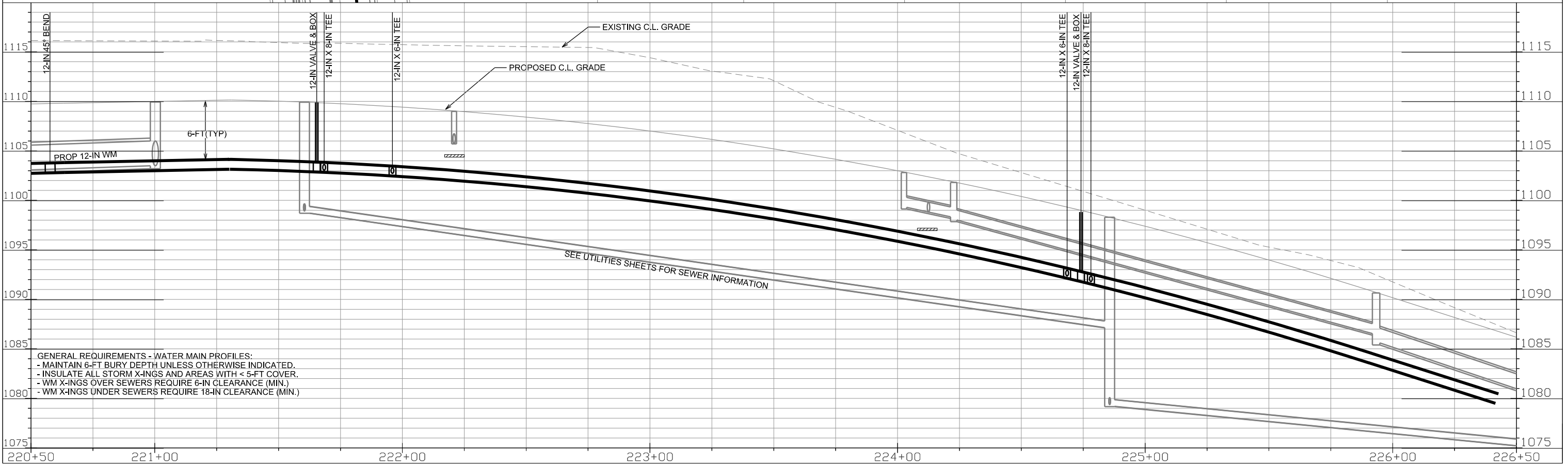
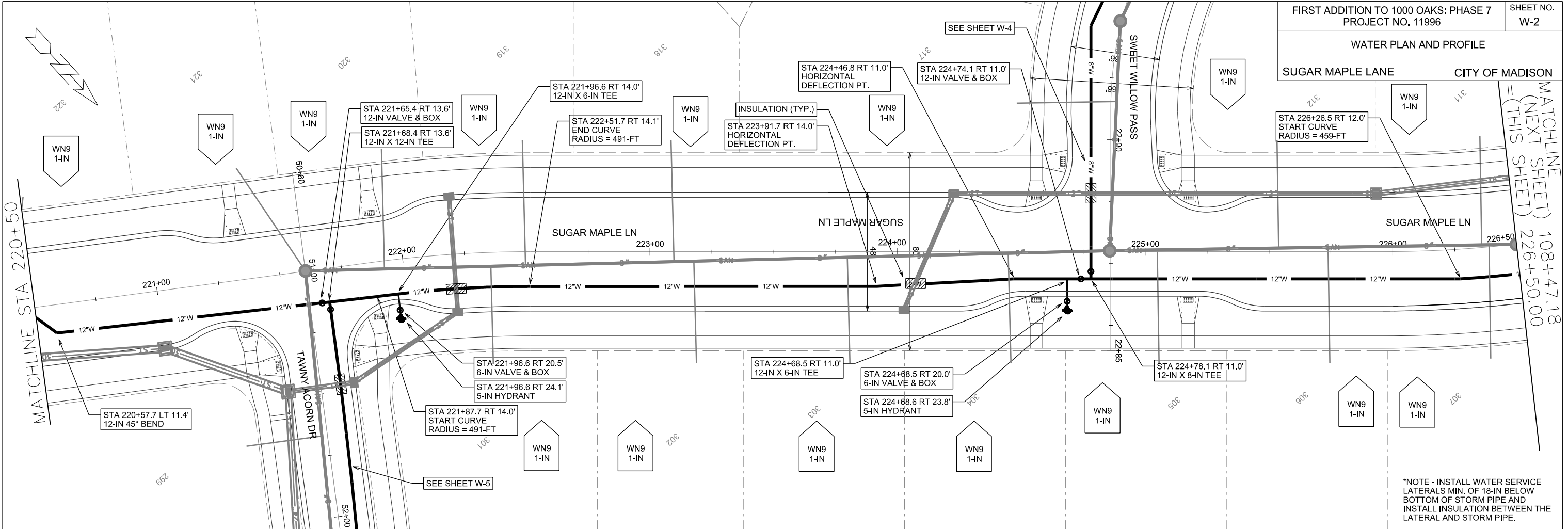
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE  
SUGAR MAPLE LANE CITY OF MADISON



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

\*NOTE - INSTALL WATER SERVICE  
LATERALS MIN. OF 18-IN BELOW  
BOTTOM OF STORM PIPE AND  
INSTALL INSULATION BETWEEN THE  
LATERAL AND STORM PIPE.

MATCHLINE (NEXT SHEET) 108+47.18  
(THIS SHEET) 226+50.00

PLOT SCALE:

PLOT NAME:

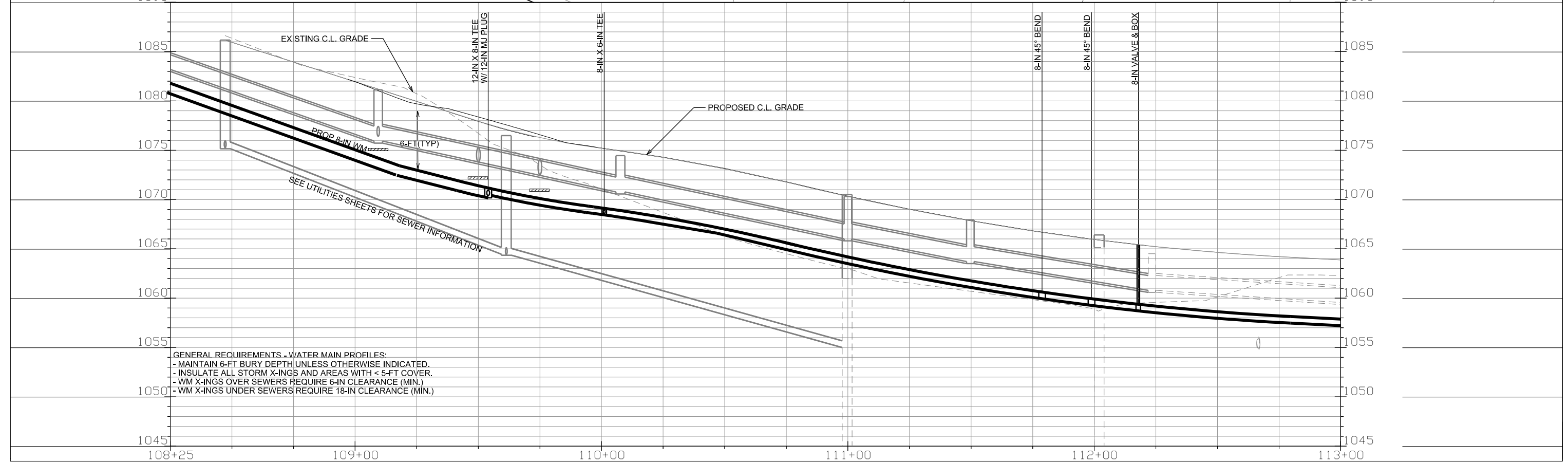
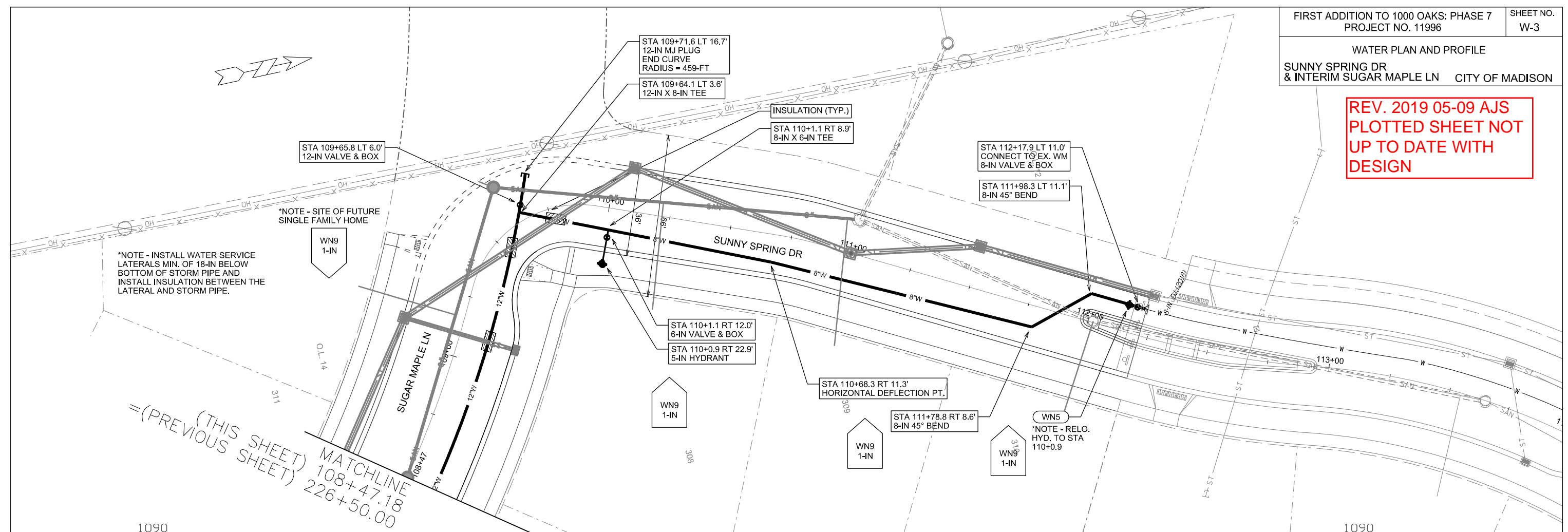
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



WATER PLAN AND PROFILE  
SUNNY SPRING DR  
& INTERIM SUGAR MAPLE LN CITY OF MADISON

**REV. 2019 05-09 AJS  
PLOTTED SHEET NOT  
UP TO DATE WITH  
DESIGN**



PLOT SCALE:

PLOT NAME:

REV. DATE:

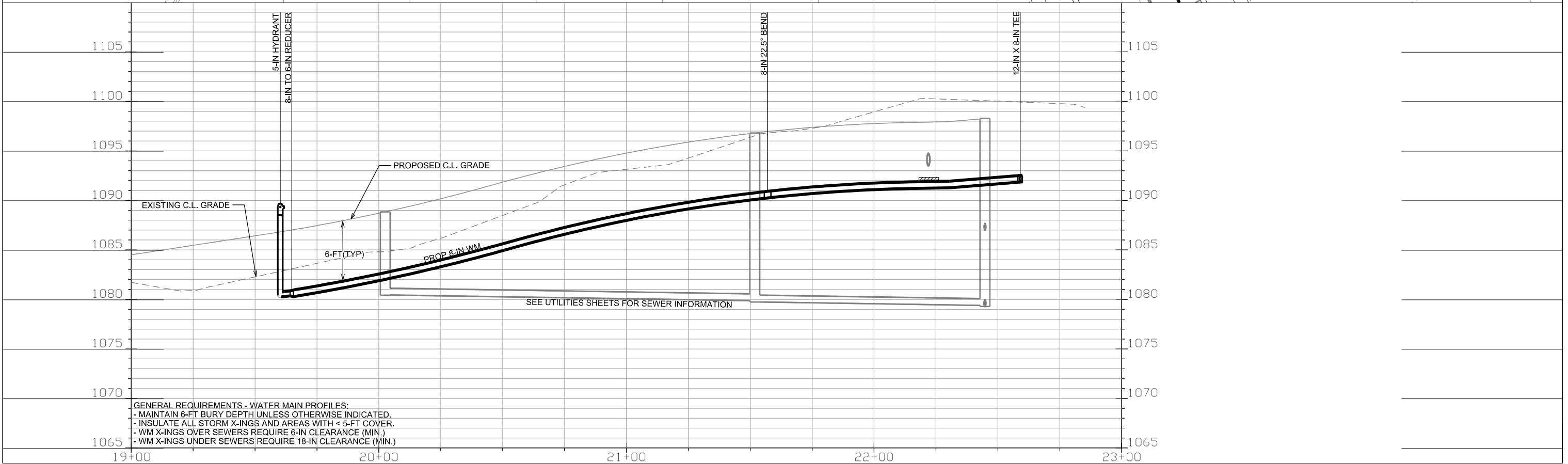
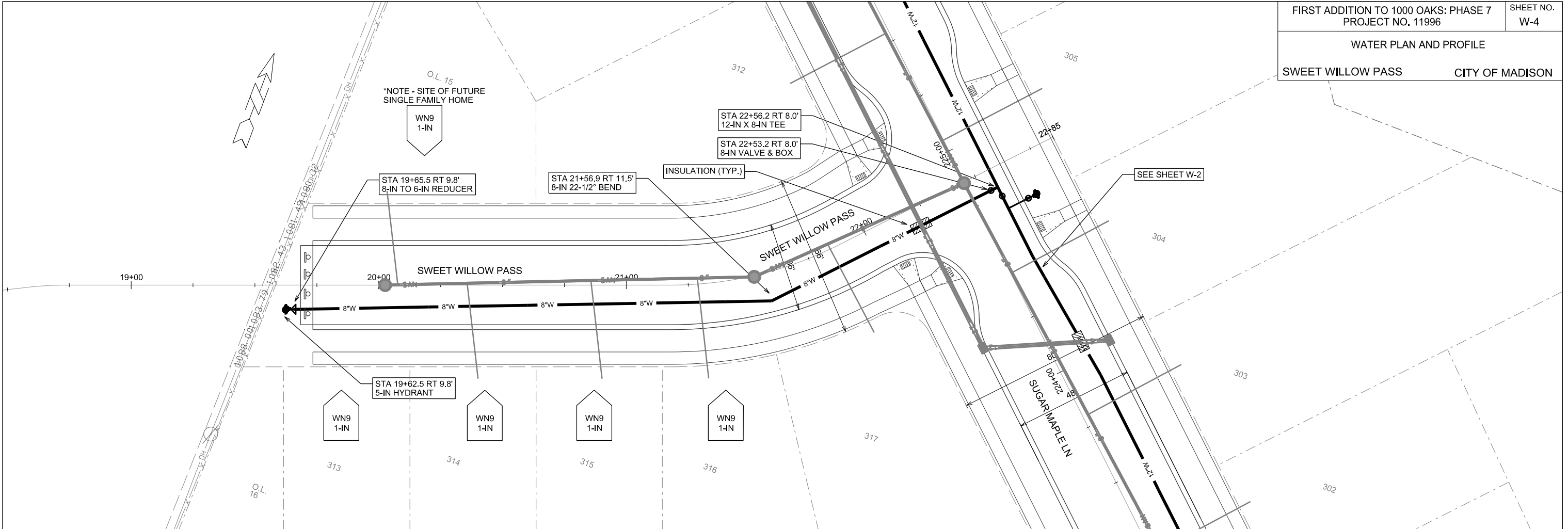
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLOT SCALE:

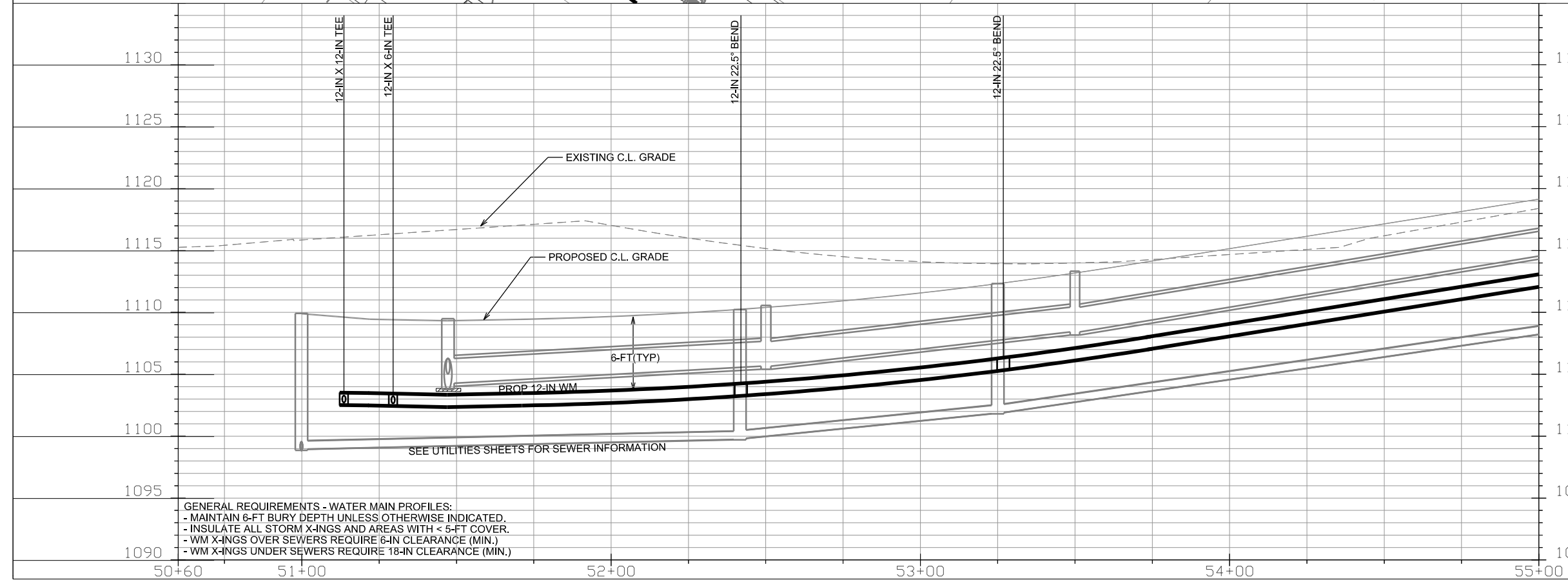
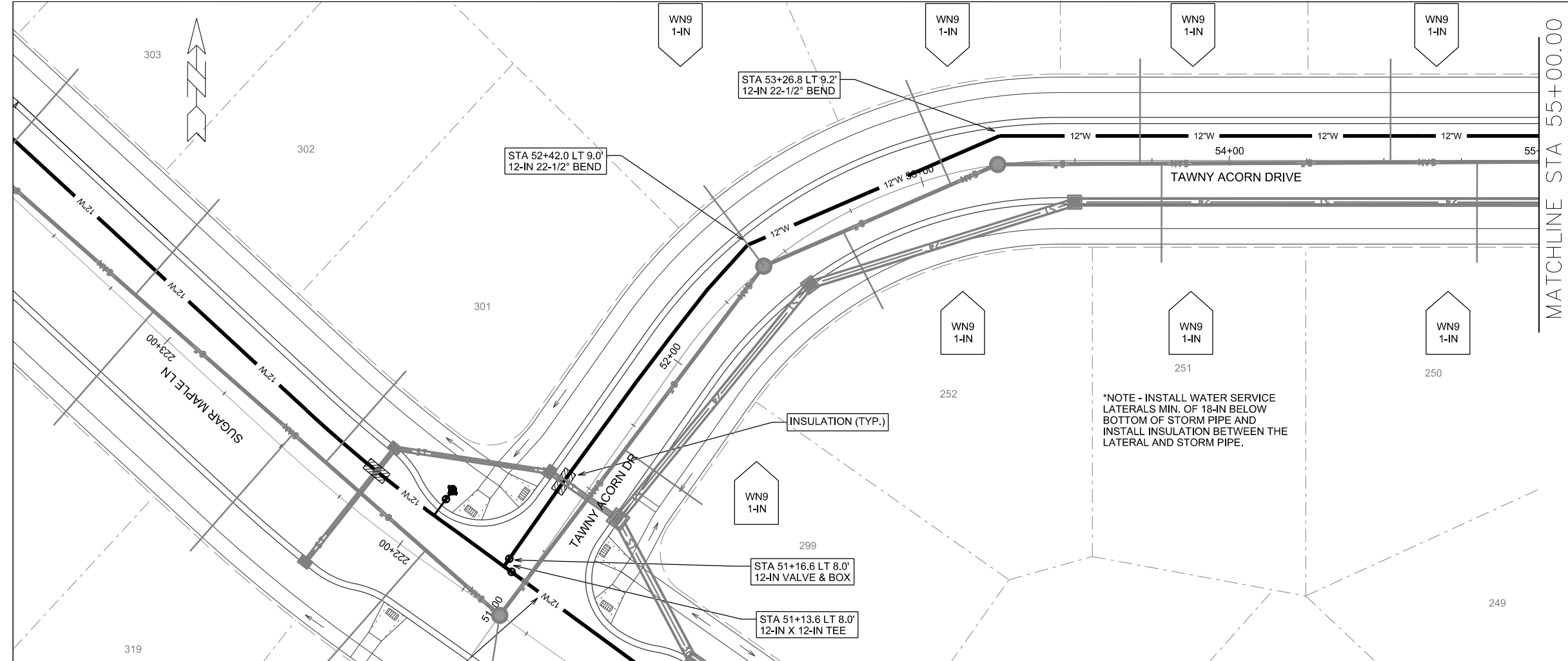
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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



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

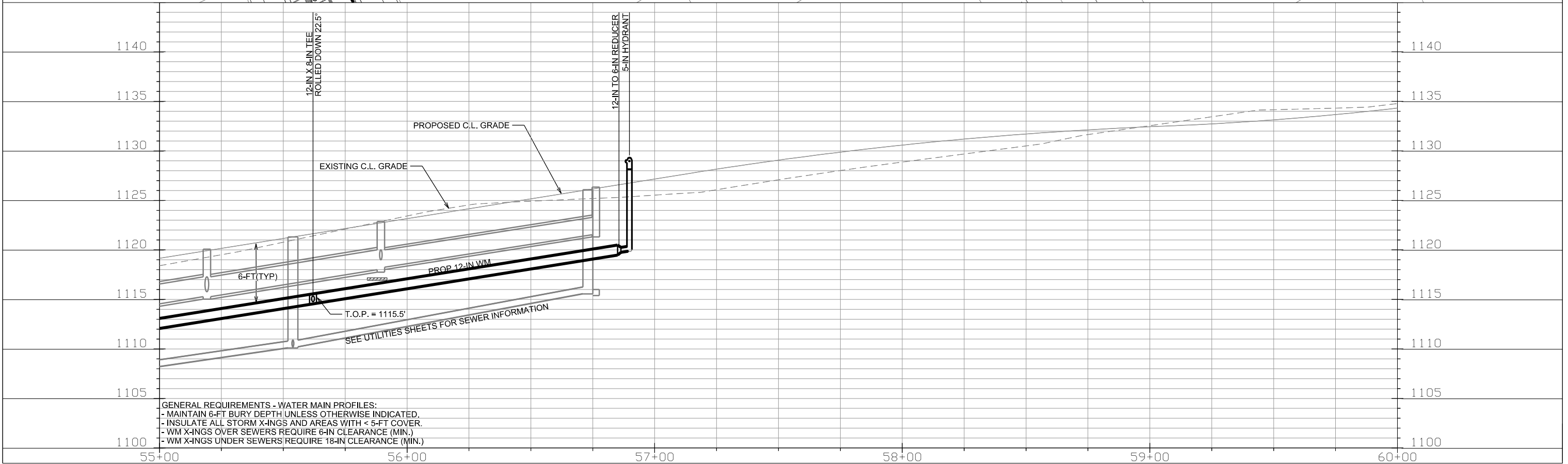
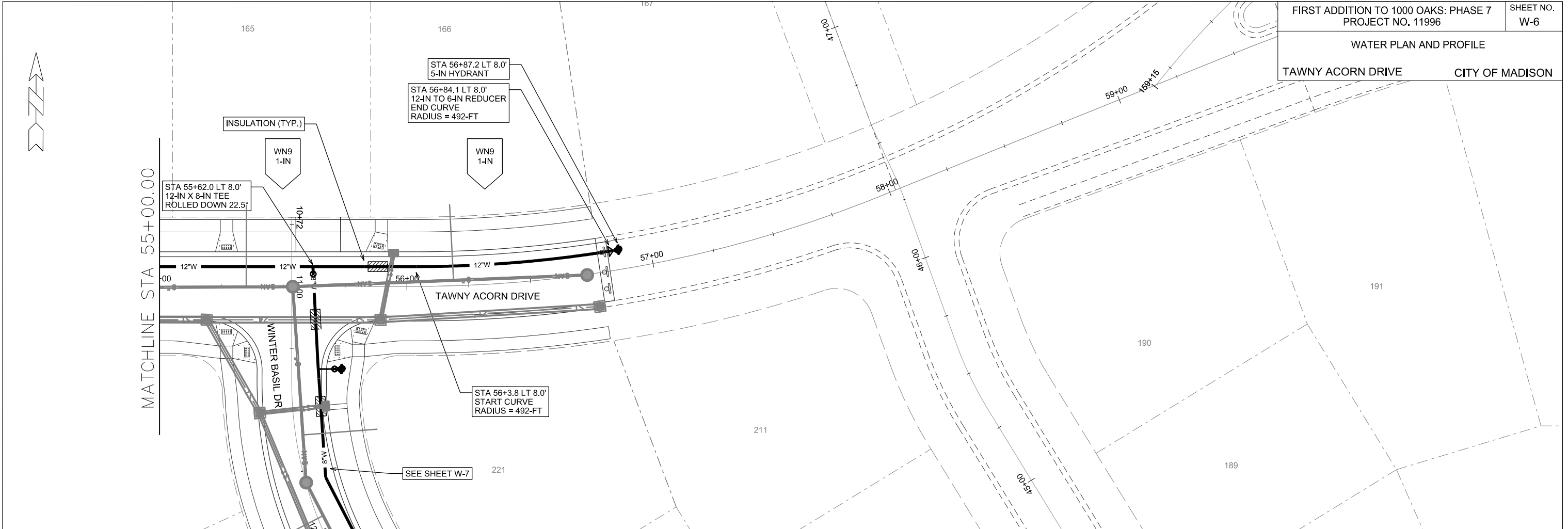
PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE  
TAWNY ACORN DRIVE CITY OF MADISON



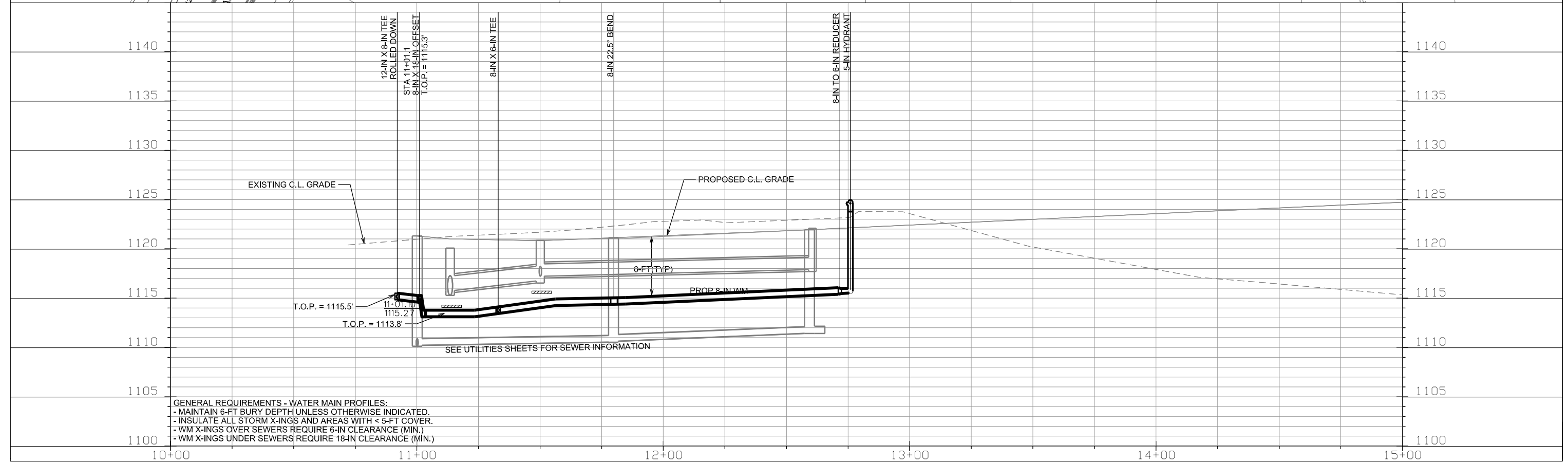
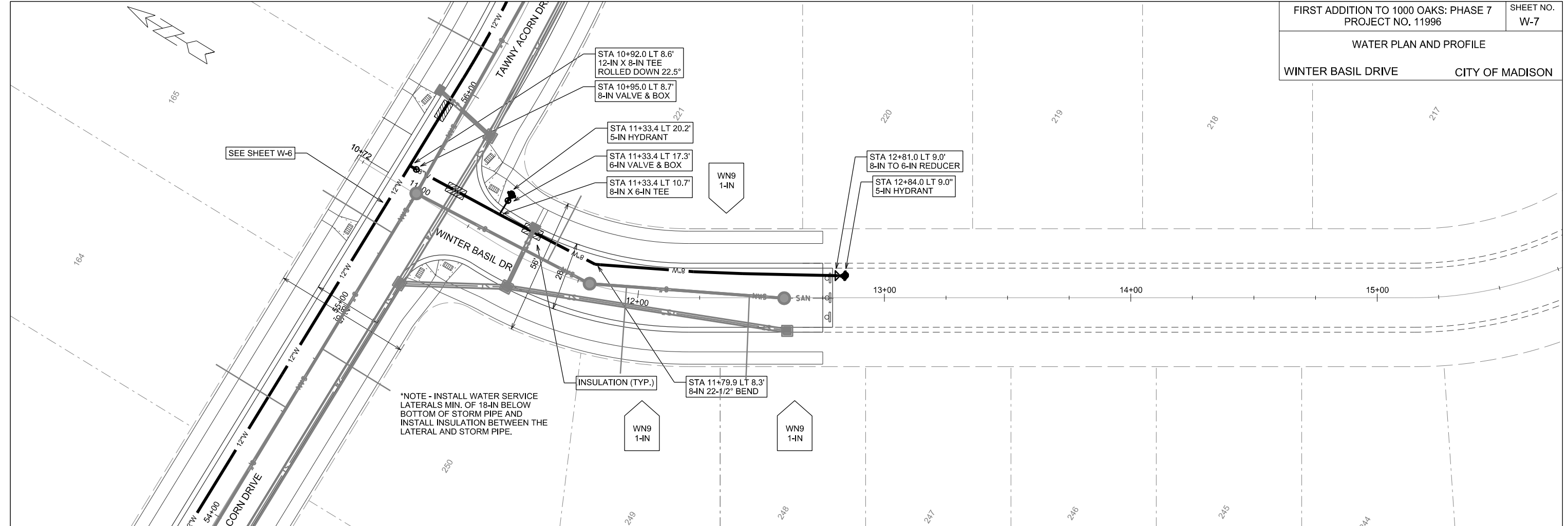
GENERAL REQUIREMENTS - WATER MAIN PROFILES:  
 - MAINTAIN 6-FT BURY DEPTH UNLESS OTHERWISE INDICATED.  
 - INSULATE ALL STORM X-INGS AND AREAS WITH < 5-FT COVER.  
 - WM X-INGS OVER SEWERS REQUIRE 6-IN CLEARANCE (MIN.)  
 - WM X-INGS UNDER SEWERS REQUIRE 18-IN CLEARANCE (MIN.)

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



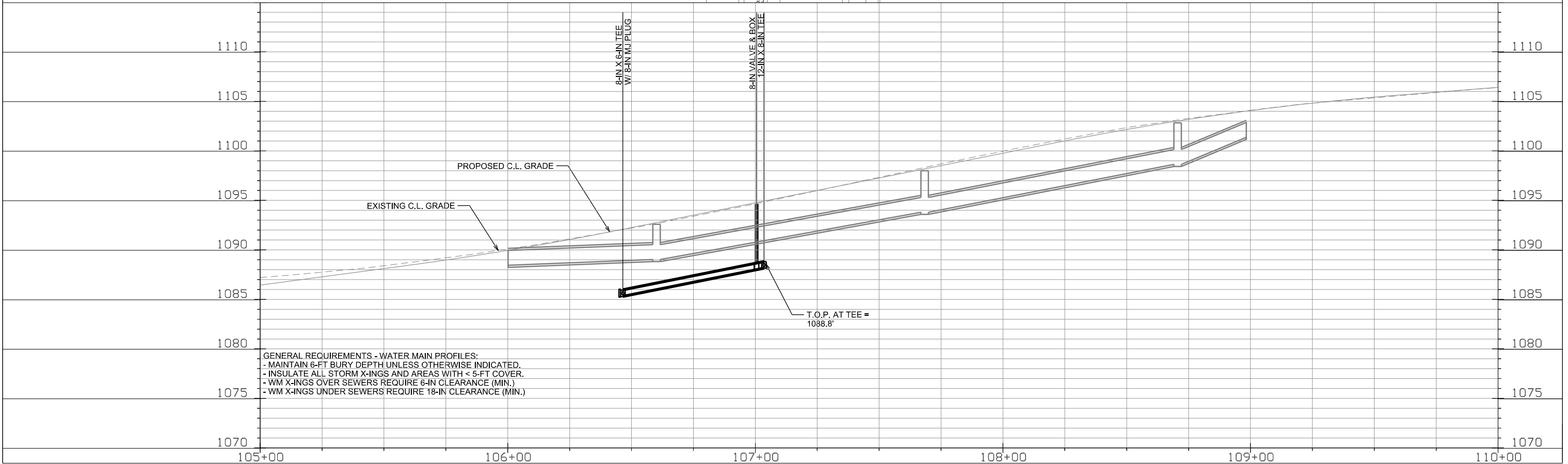
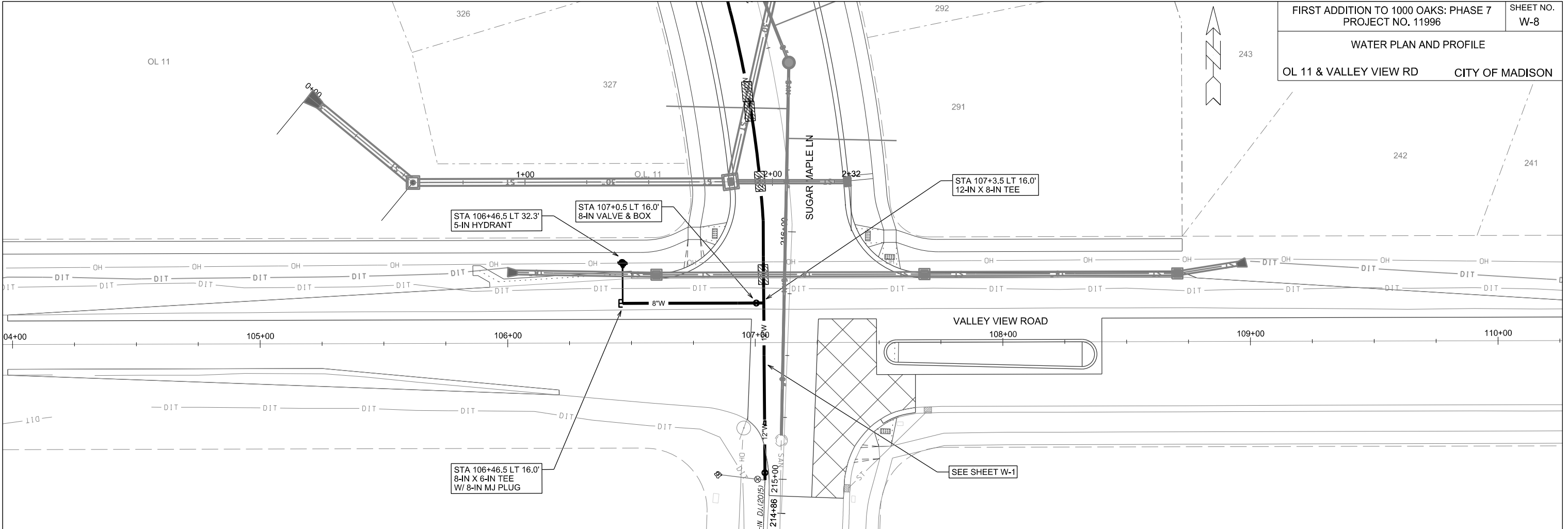
GENERAL REQUIREMENTS - WATER MAIN PROFILES:  
 - MAINTAIN 6-FT BURY DEPTH UNLESS OTHERWISE INDICATED.  
 - INSULATE ALL STORM X-INGS AND AREAS WITH < 5-FT COVER.  
 - WM X-INGS OVER SEWERS REQUIRE 6-IN CLEARANCE (MIN.)  
 - WM X-INGS UNDER SEWERS REQUIRE 18-IN CLEARANCE (MIN.)

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**CONSTRUCTION NOTES:**

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

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

**ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:**

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

120-FT - 6-IN PIPE	2 - 8-IN 22-1/2° BEND
820-FT - 8-IN PIPE	2 - 12-IN 22-1/2° BEND
1880-FT - 12-IN PIPE	
5 - 6-IN VALVE & BOX	1 - 8-IN X 18-IN OFFSET
3 - 8-IN VALVE & BOX	1 - 12-IN X 18-IN OFFSET
3 - 12-IN VALVE & BOX	
3 - 8-IN X 6-IN TEE	2 - 8-IN X 6-IN REDUCER
2 - 12-IN X 6-IN TEE	1 - 12-IN X 6-IN REDUCER
4 - 12-IN X 8-IN TEE	1 - 8-IN MJ PLUG
1 - 12-IN X 12-IN TEE	1 - 12-IN MJ PLUG
	8 - 5-IN HYDRANT
2 - 8-IN 45° BEND	88-FT - 2-IN STYROFOAM INSULATION
2 - 12-IN 45° BEND	3480-FT - POLY WRAP
	1-IN TO 2-IN COPPER (AS REQ'D)

**ESTIMATE OF MATERIALS SALVAGED:**

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

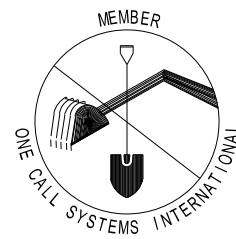
**ESTIMATE OF MATERIALS REUSED:**

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

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

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

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

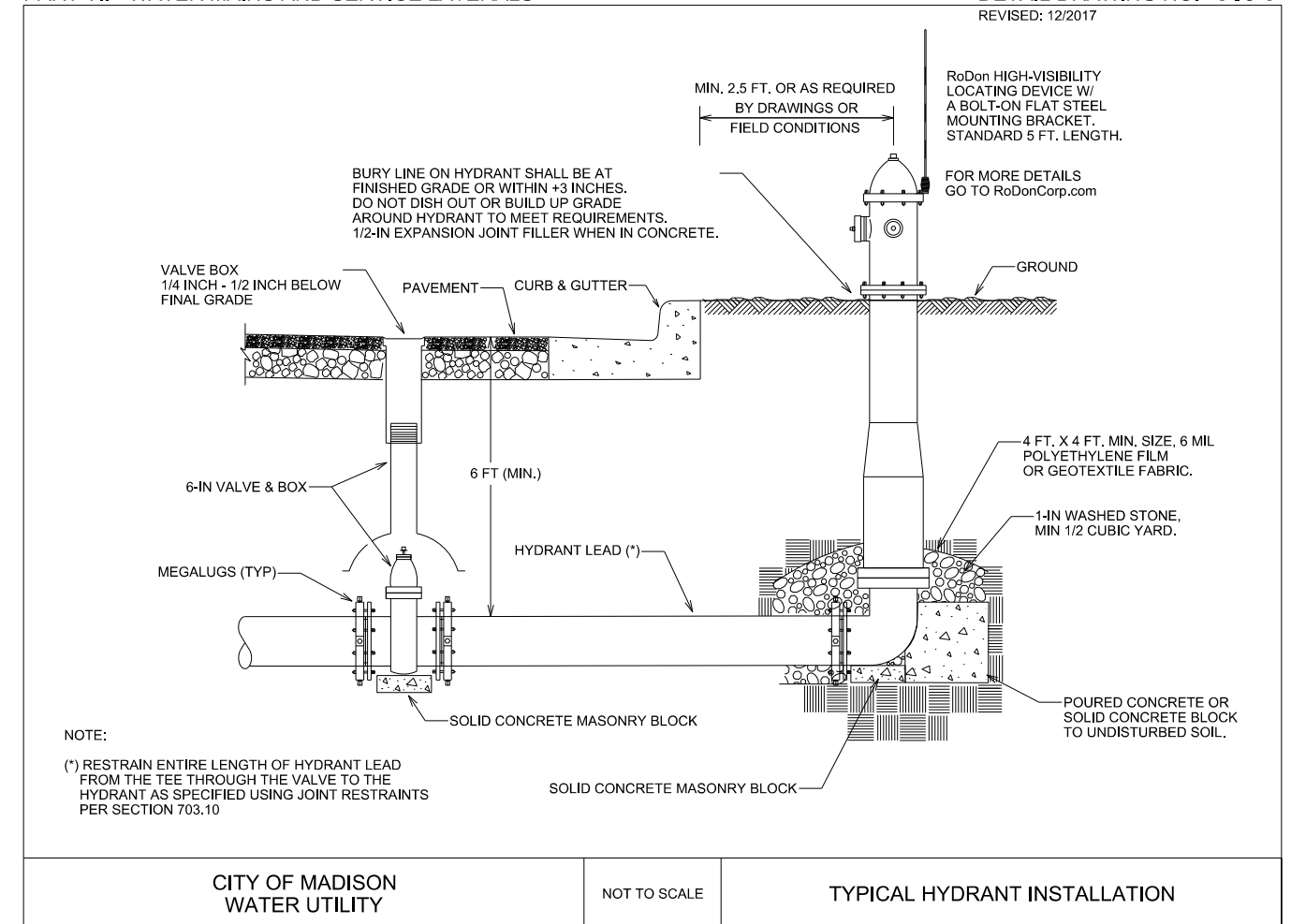


**DISCLAIMER NOTE:**  
UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EXACT HORIZONTAL AND VERTICAL LOCATION OF ALL EXISTING UNDERGROUND AND OVERHEAD UTILITIES PRIOR TO COMMENCING WORK.

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

**DETAIL DRAWING NO. 7.04**

REVISED: 12/2017



CITY OF MADISON  
WATER UTILITY

NOT TO SCALE

TYPICAL HYDRANT INSTALLATION

City of Madison Standard Specifications for Public Works Construction

PLOT SCALE:

PLOT NAME:

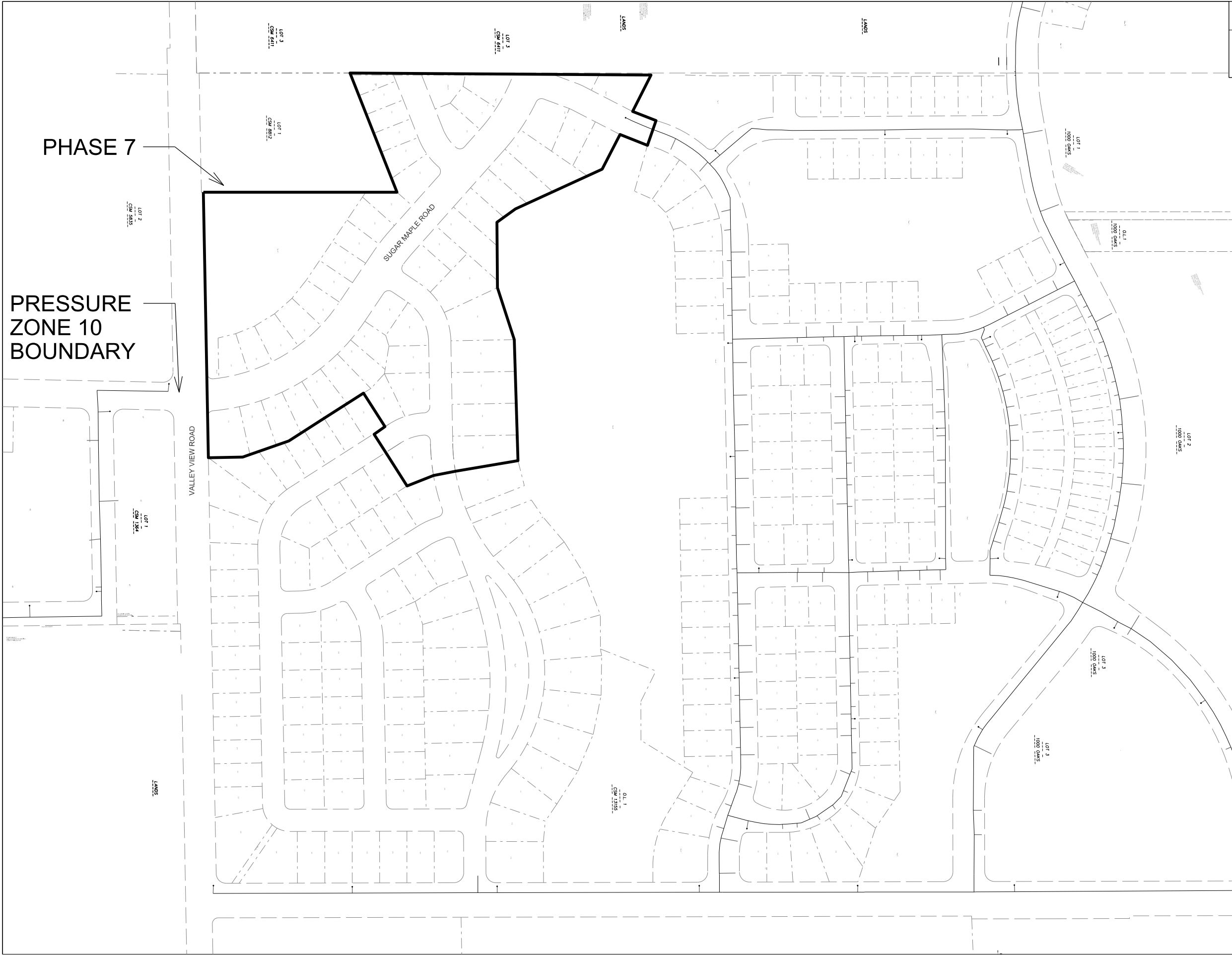
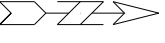
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER IMPACT PLAN

1000 OAKS - PHASE 7

CITY OF MADISON



PHASE 7

PRESSURE  
ZONE 10  
BOUNDARY

VALLEY VIEW ROAD

SUGAR MAPLE ROAD

LOT 3

LOT 3

LOT 1

LOT 2

LOT 1

LOT 1

LOT 1

LOT 1

LOT 1

LOT 2

LOT 1

LOT 1

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:

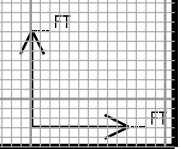
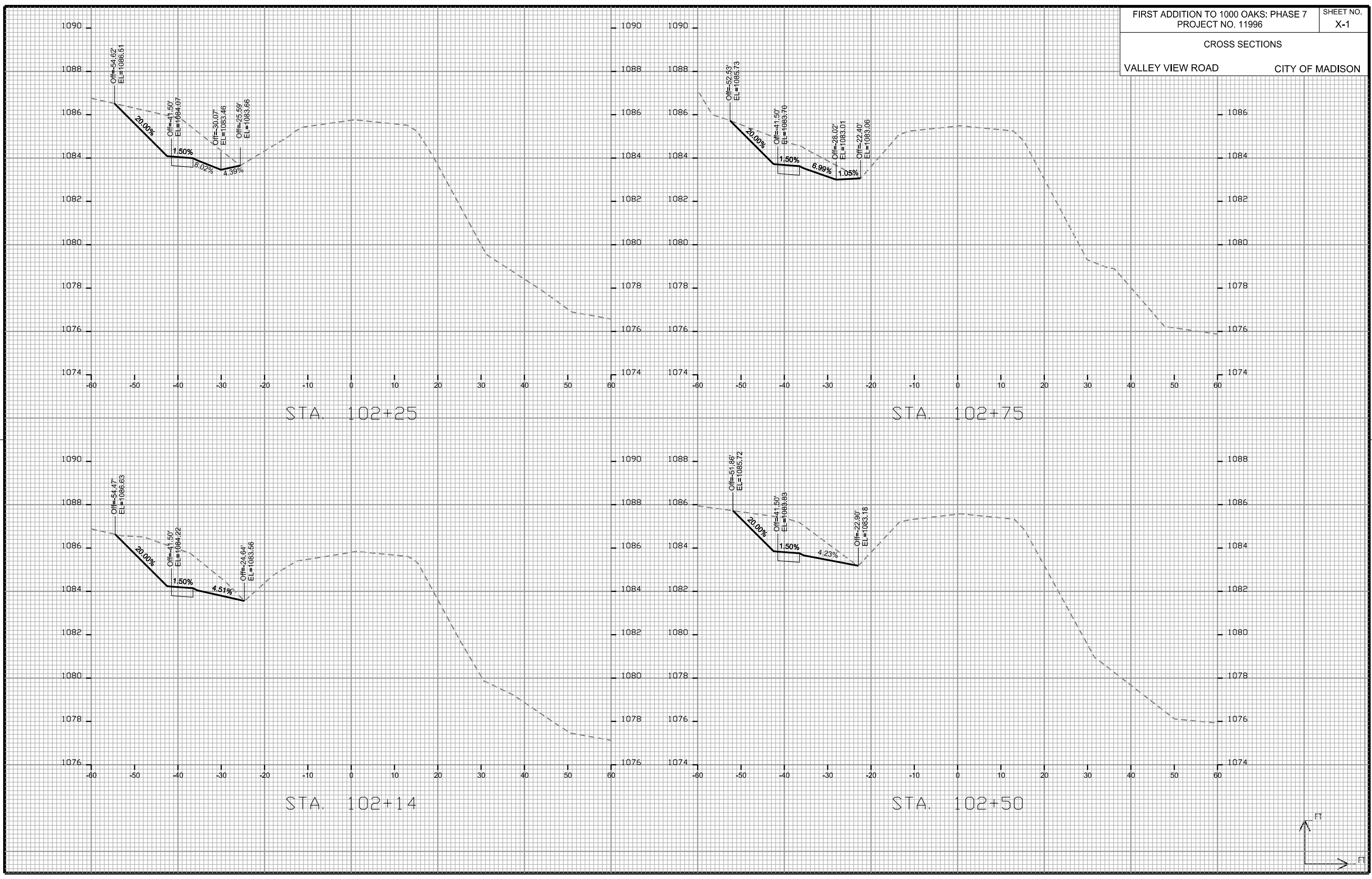
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

CROSS SECTIONS  
VALLEY VIEW ROAD CITY OF MADISON

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

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

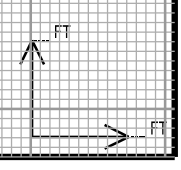
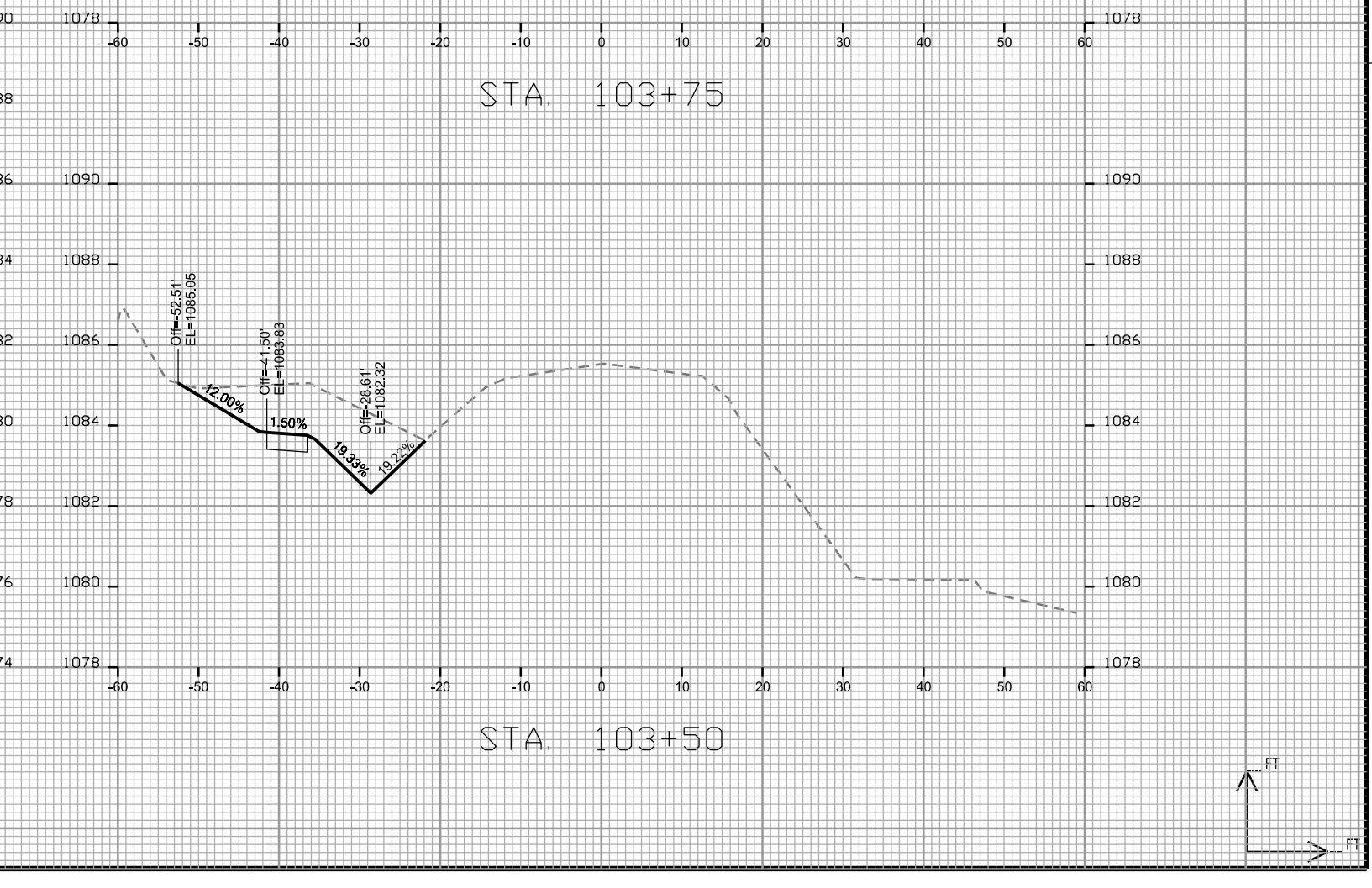
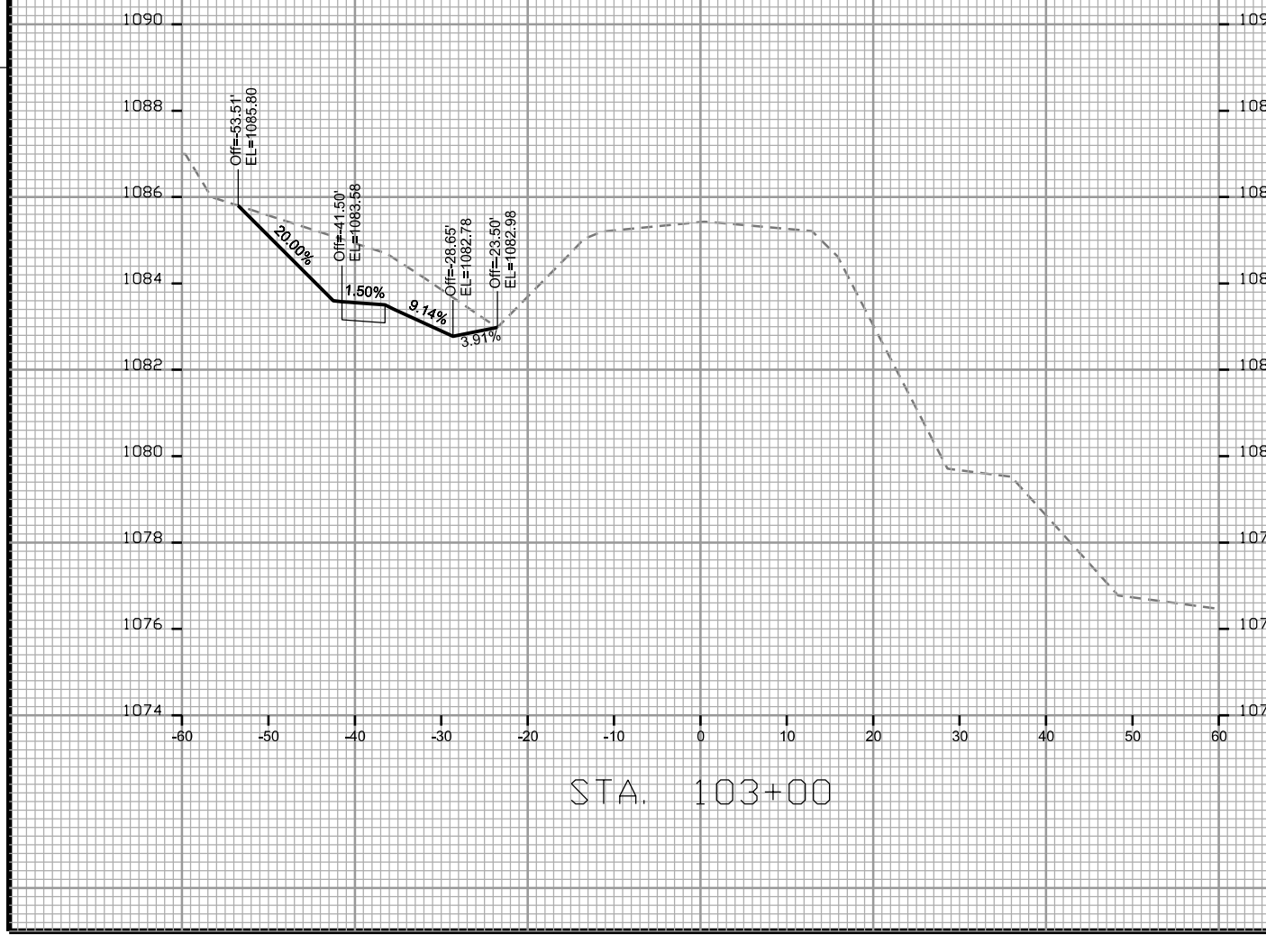
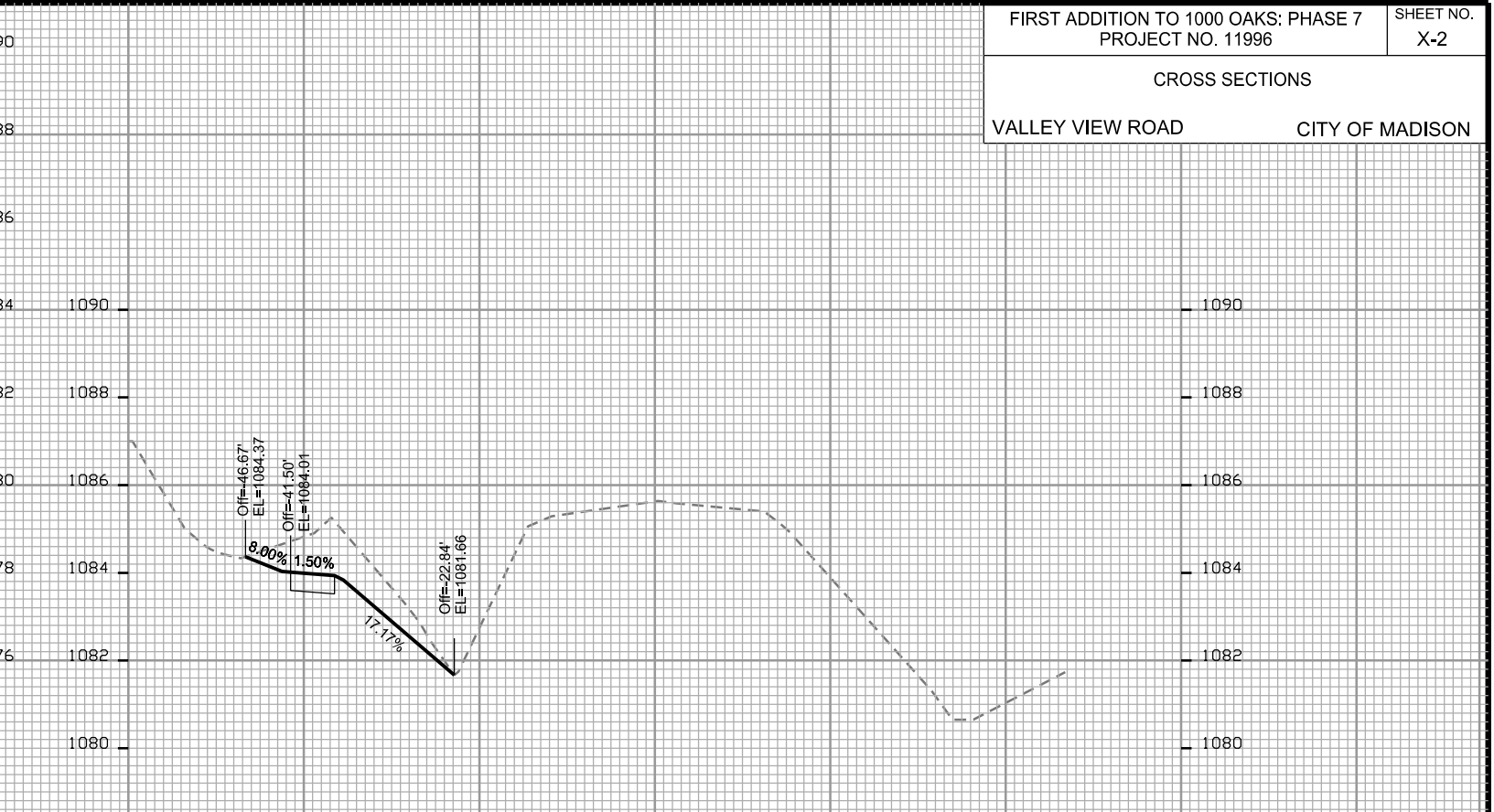
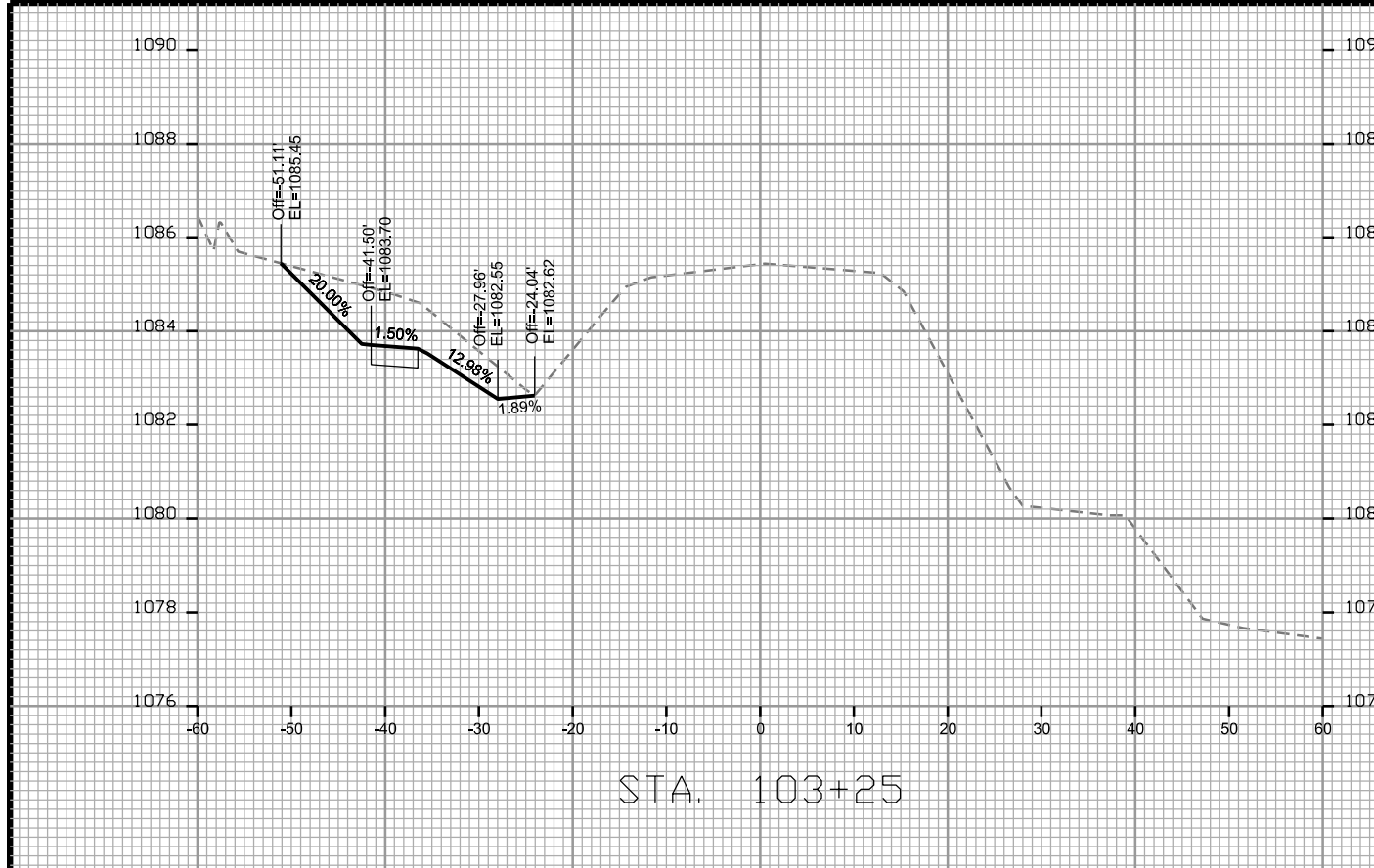
ORIGINATOR: CITY OF MADISON STREETS DIVISION



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

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

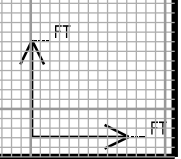
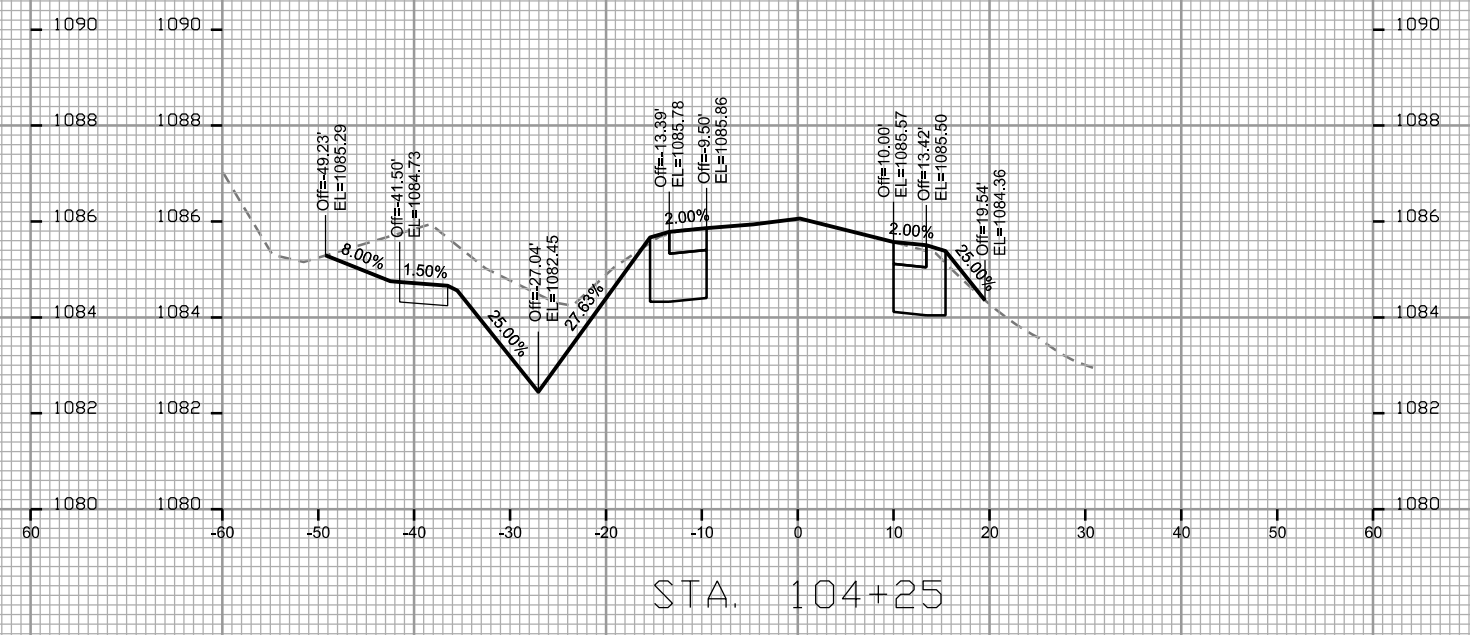
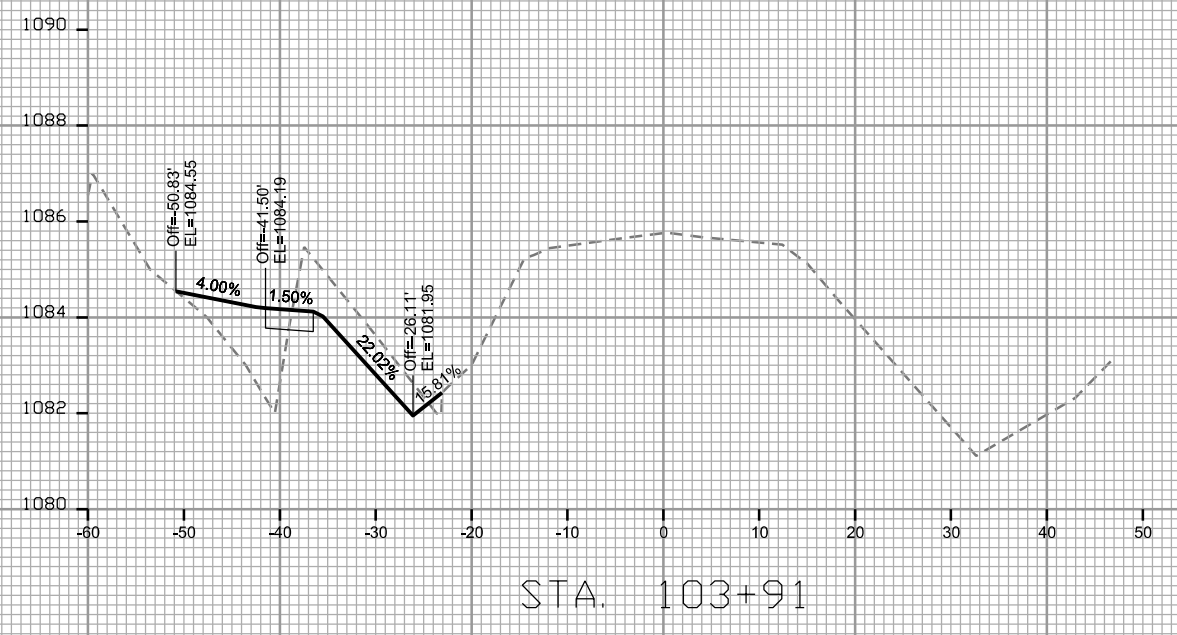
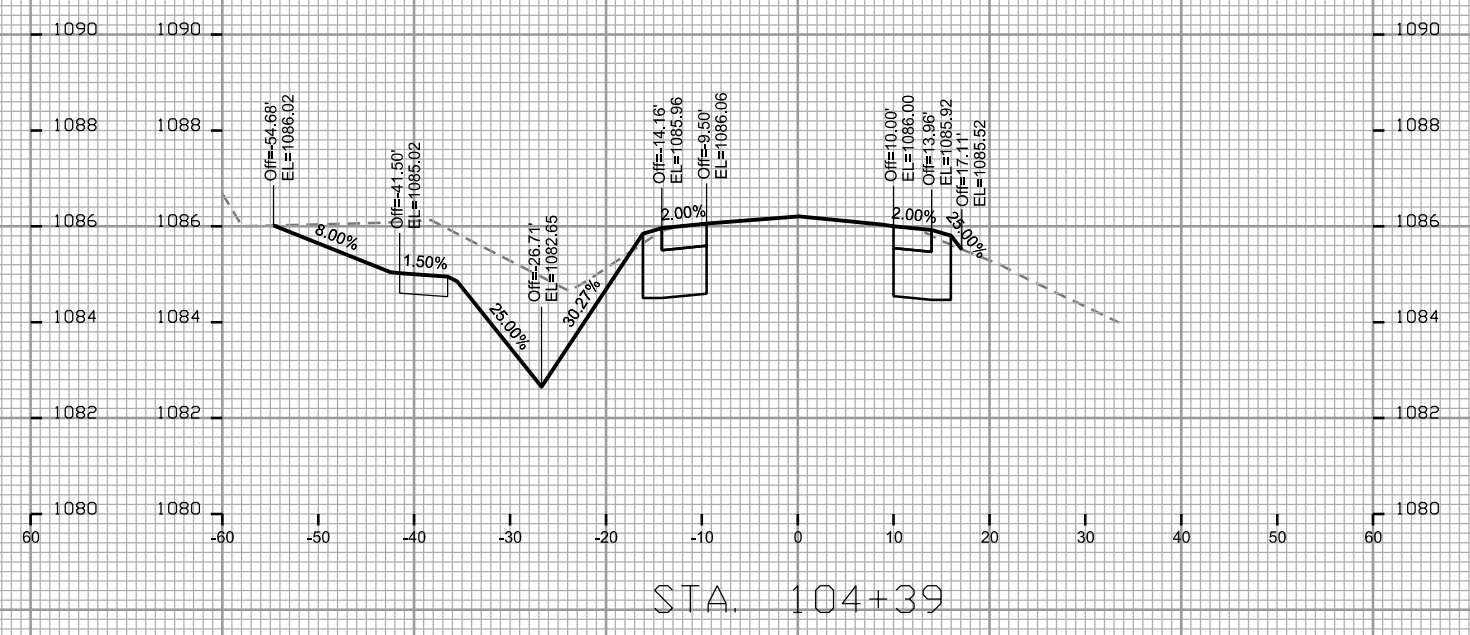
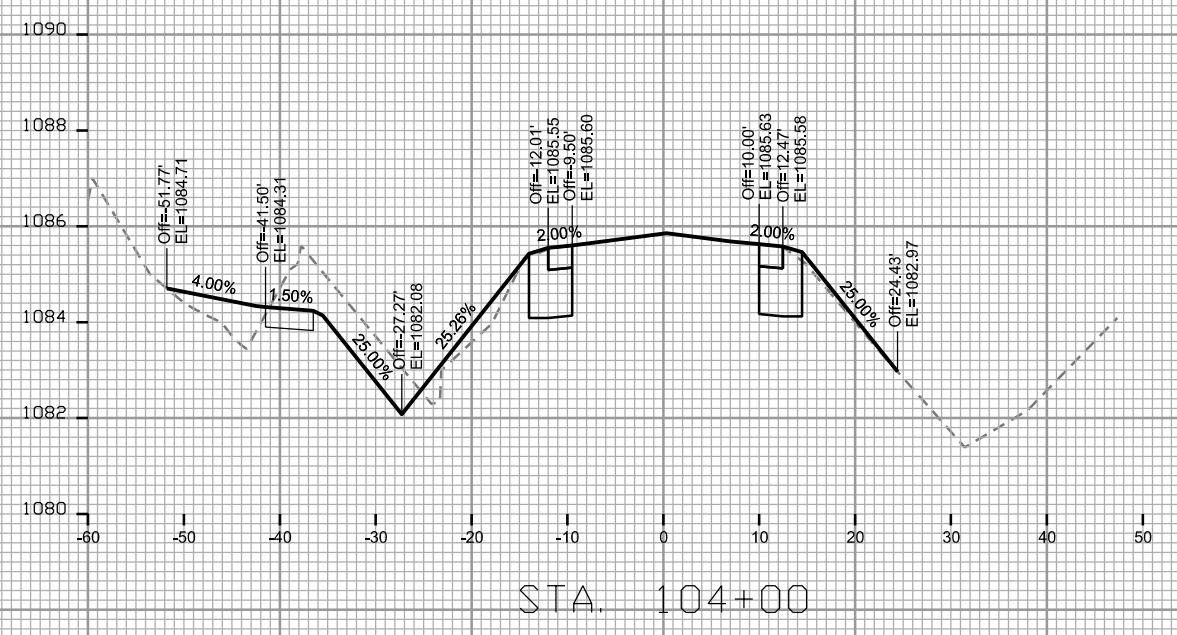
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION

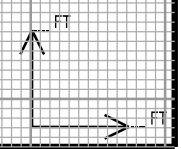
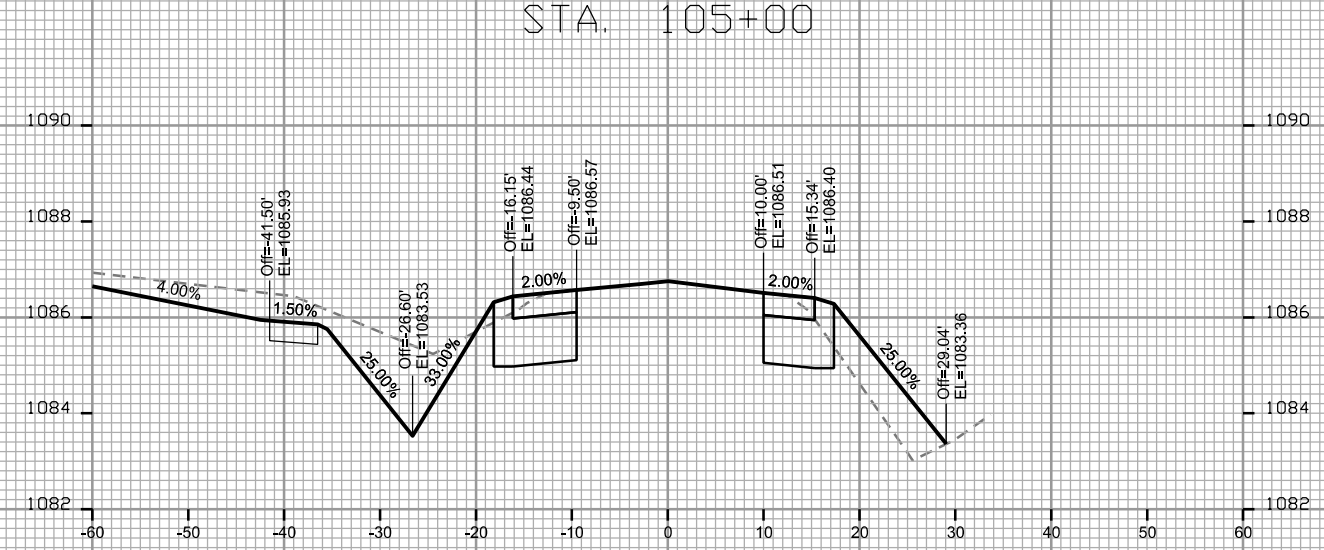
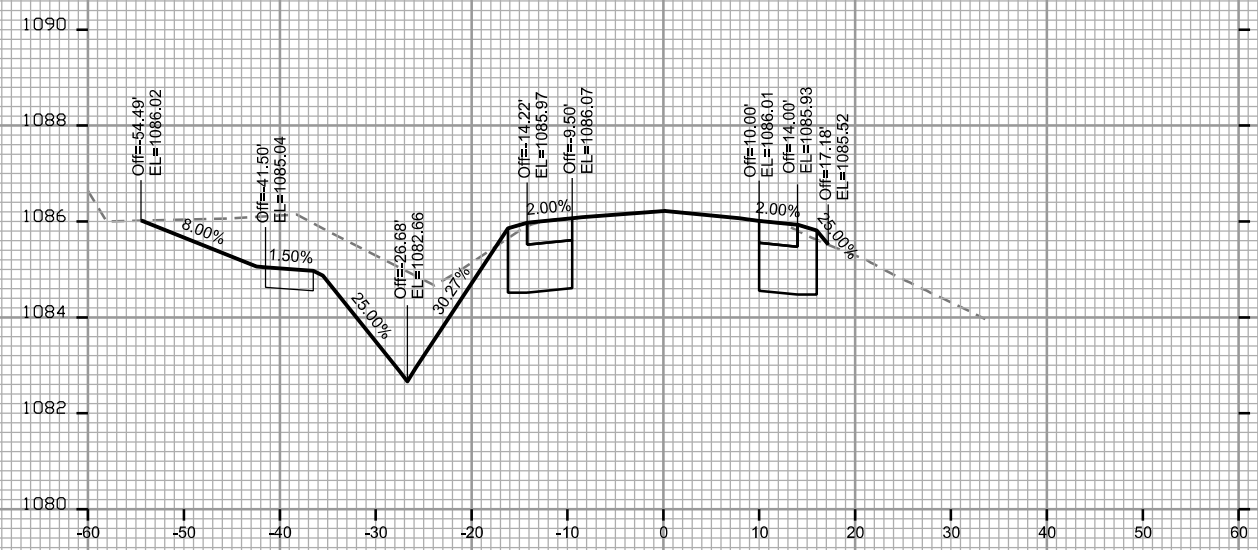
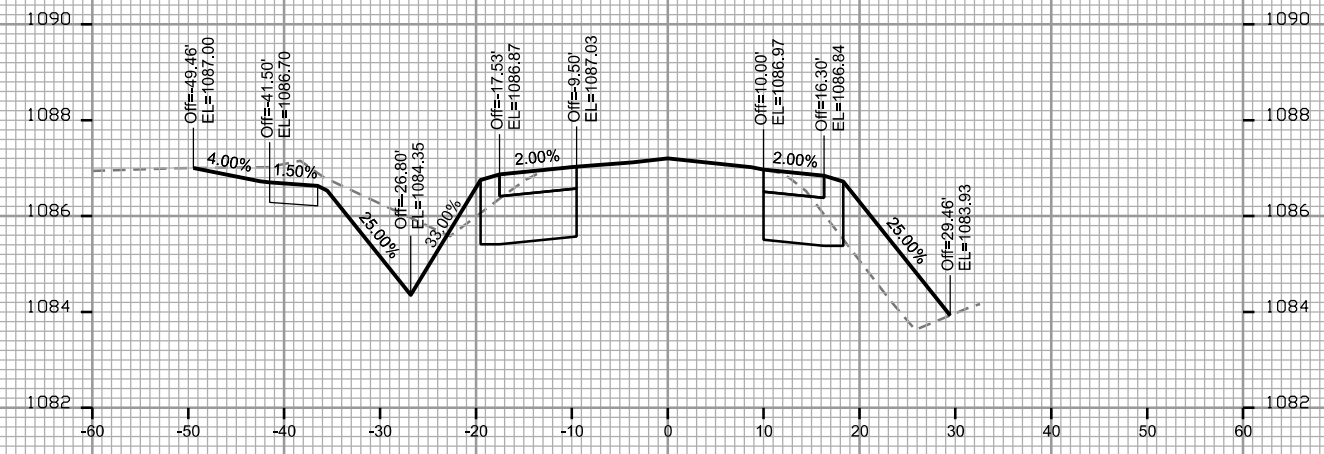
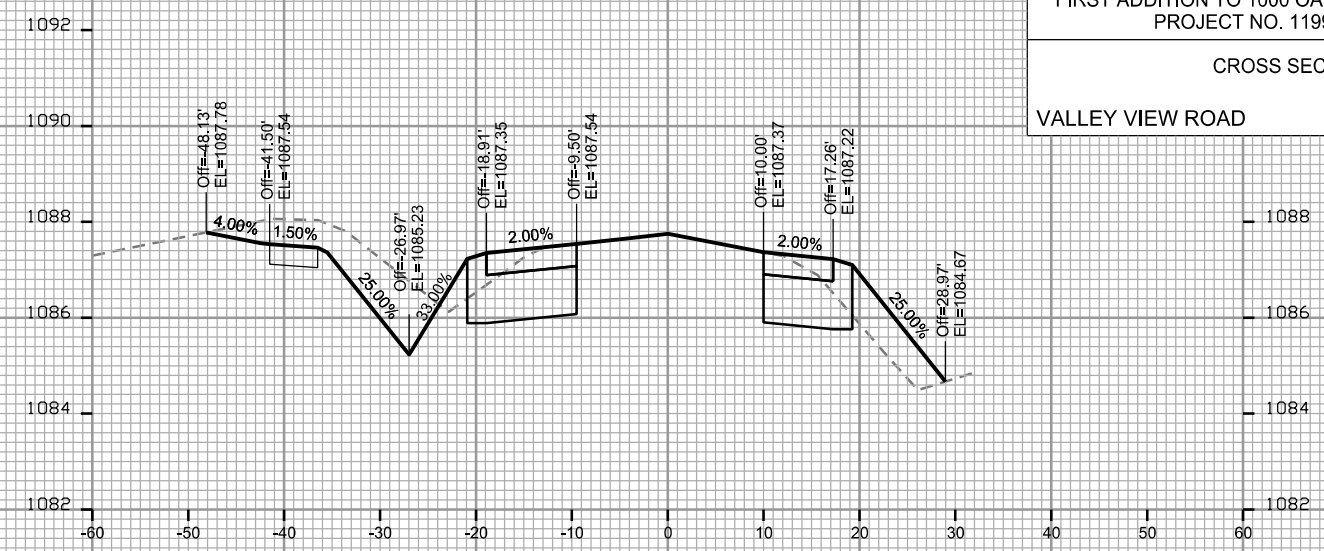
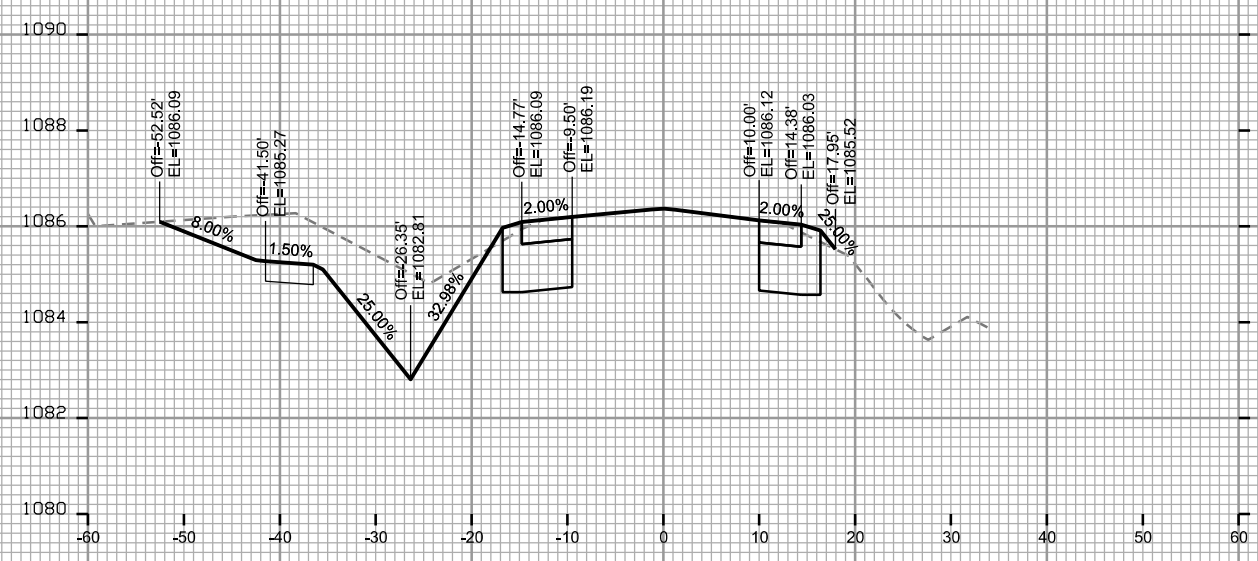


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON - STREETS DIVISION



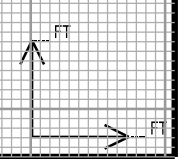
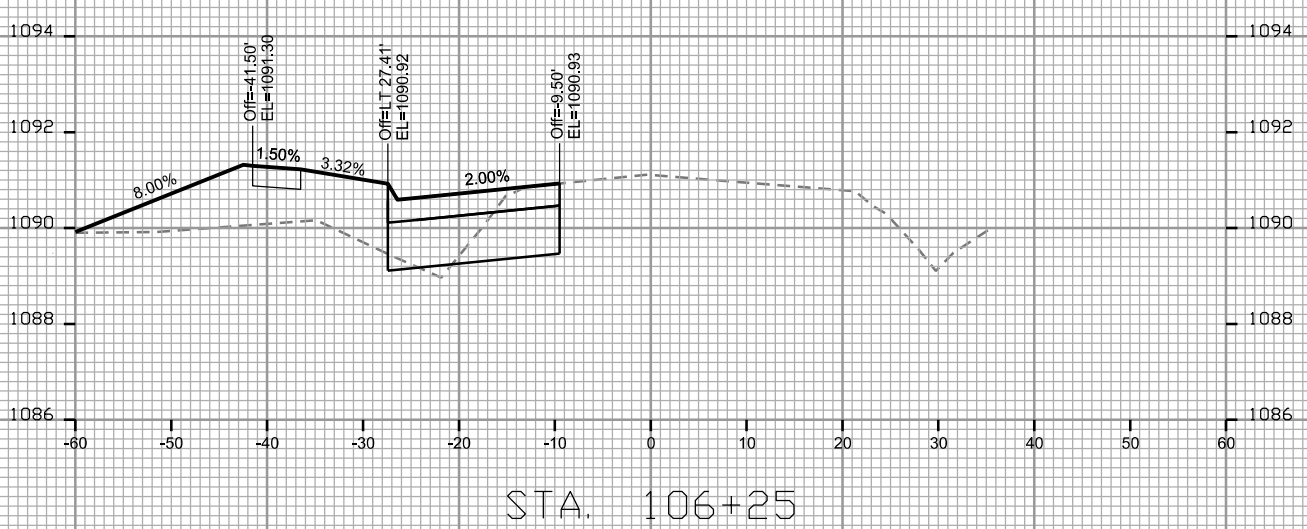
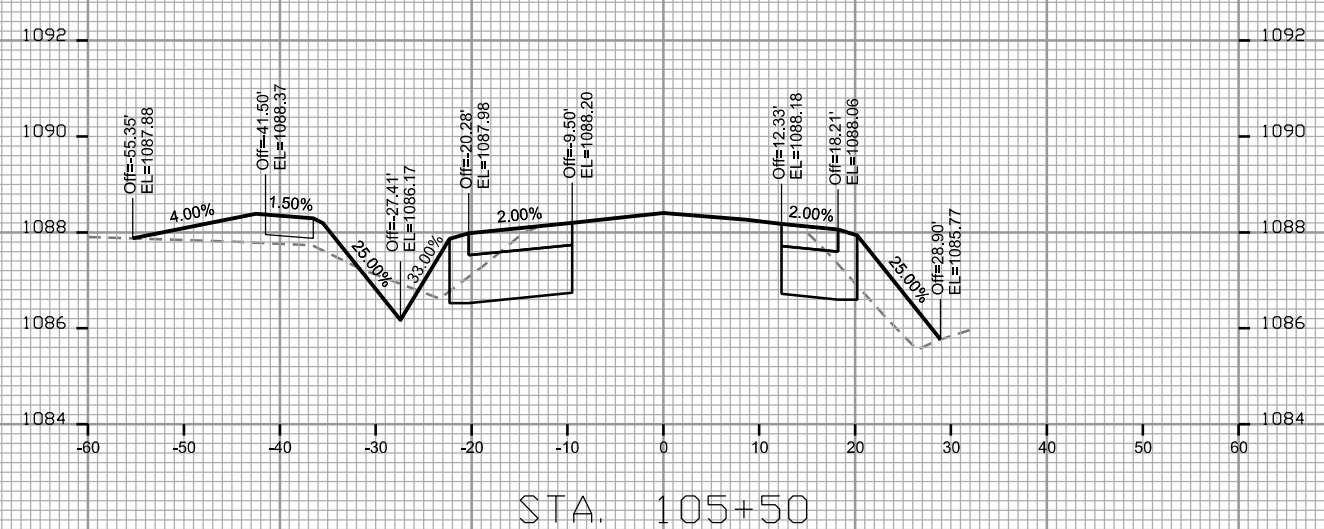
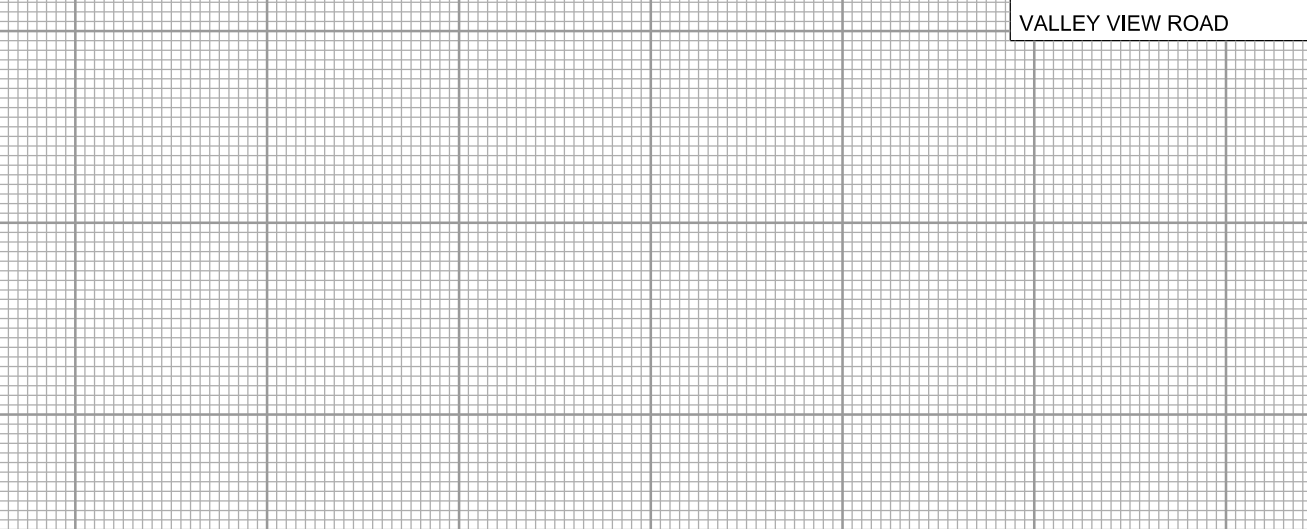
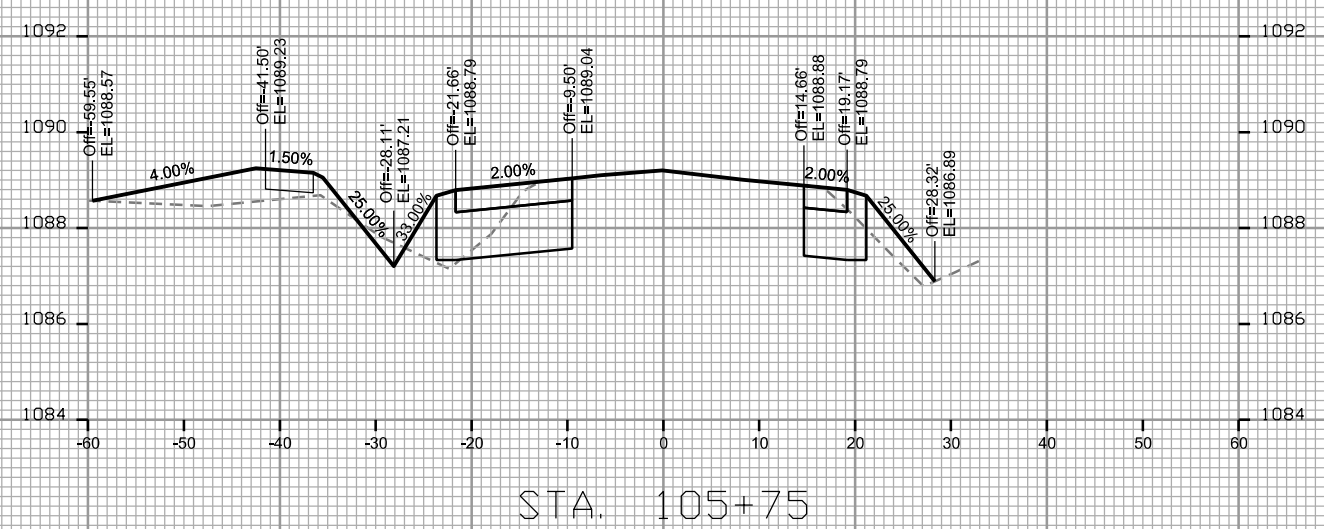
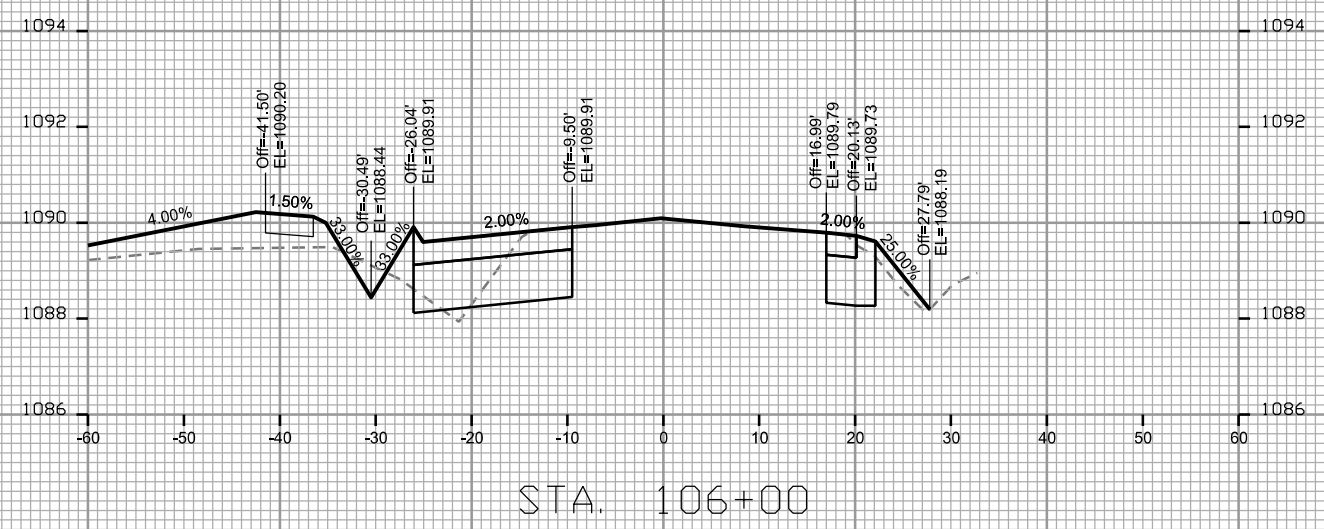


PLOT SCALE: \_\_\_\_\_

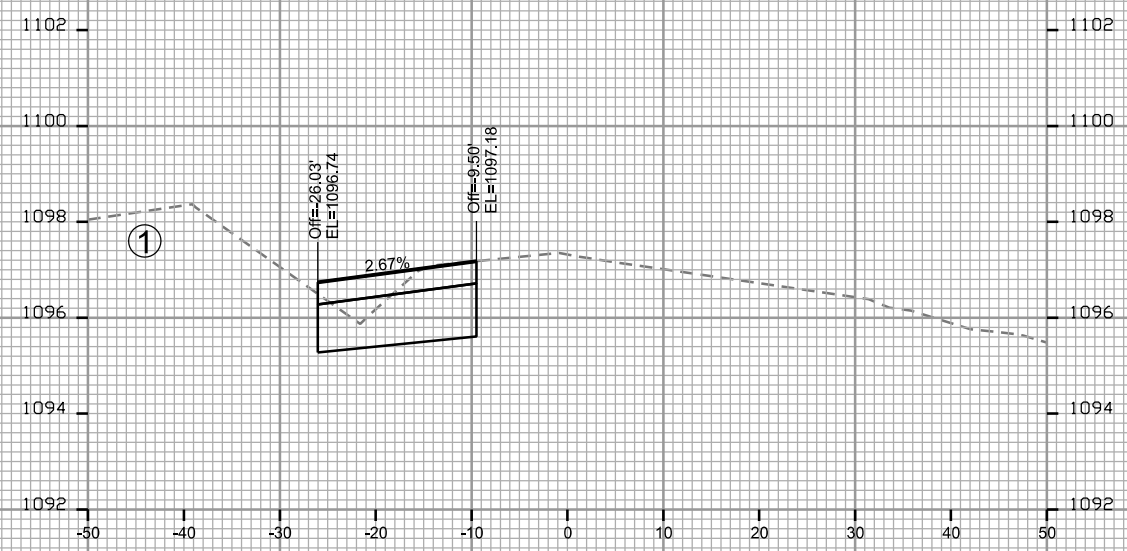
PLOT NAME: \_\_\_\_\_

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

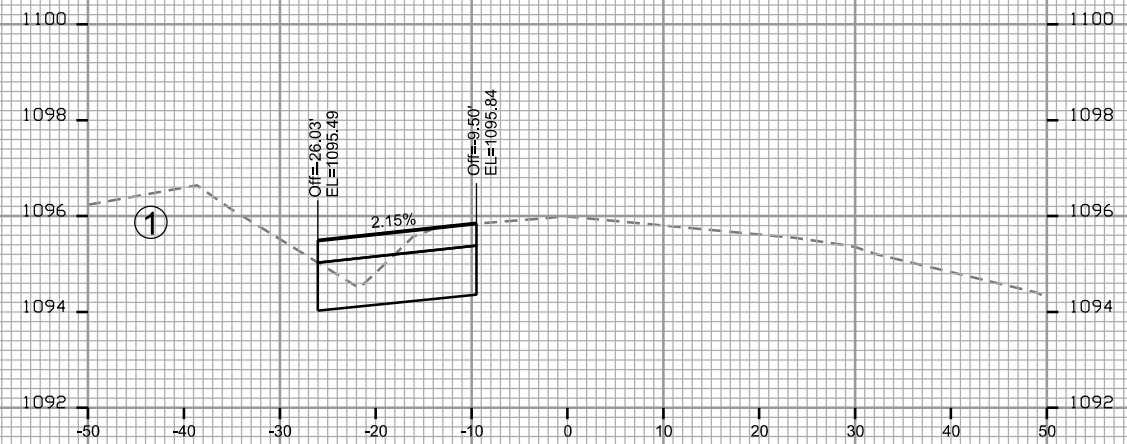
ORIGINATOR: CITY OF MADISON STREETS DIVISION



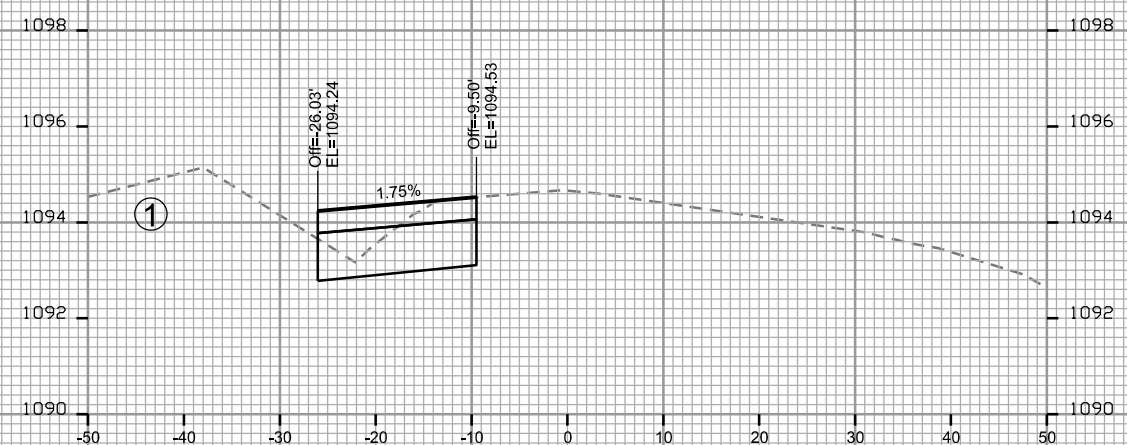
NOTES:  
 1. SEE PLAN AND PROFILE FOR  
 SIDEWALK AND CURB GRADES  
 AT INTERSECTION.



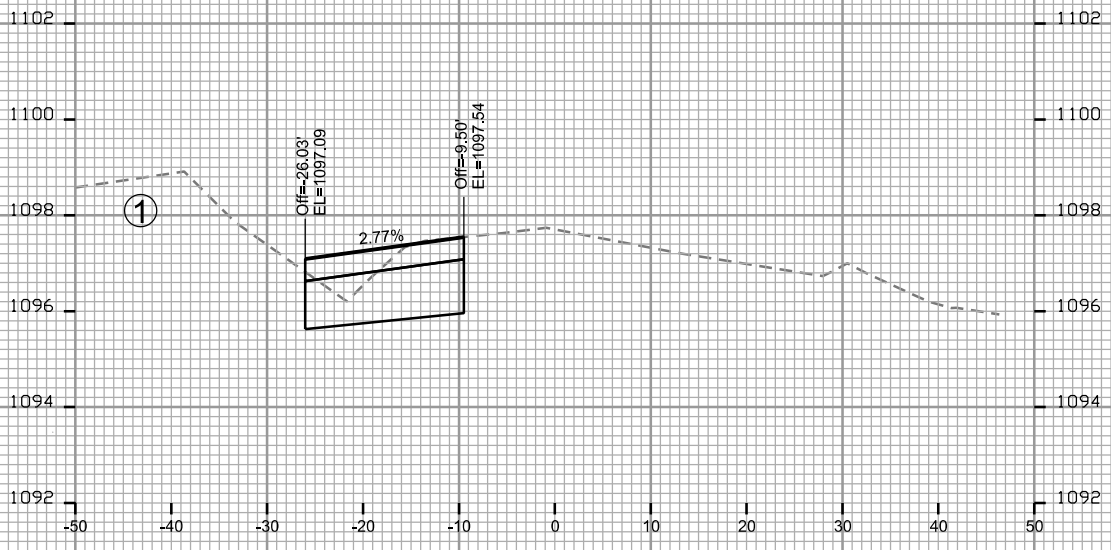
STA. 107+50



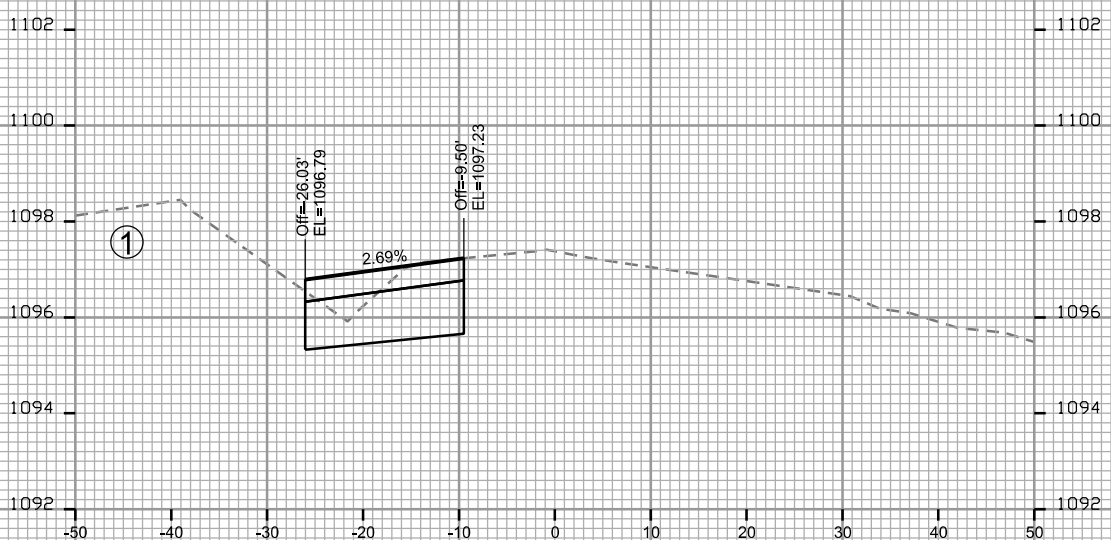
STA. 107+25



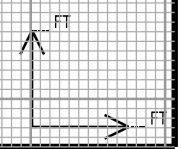
STA. 107+00



STA. 107+57



STA. 107+51



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

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

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

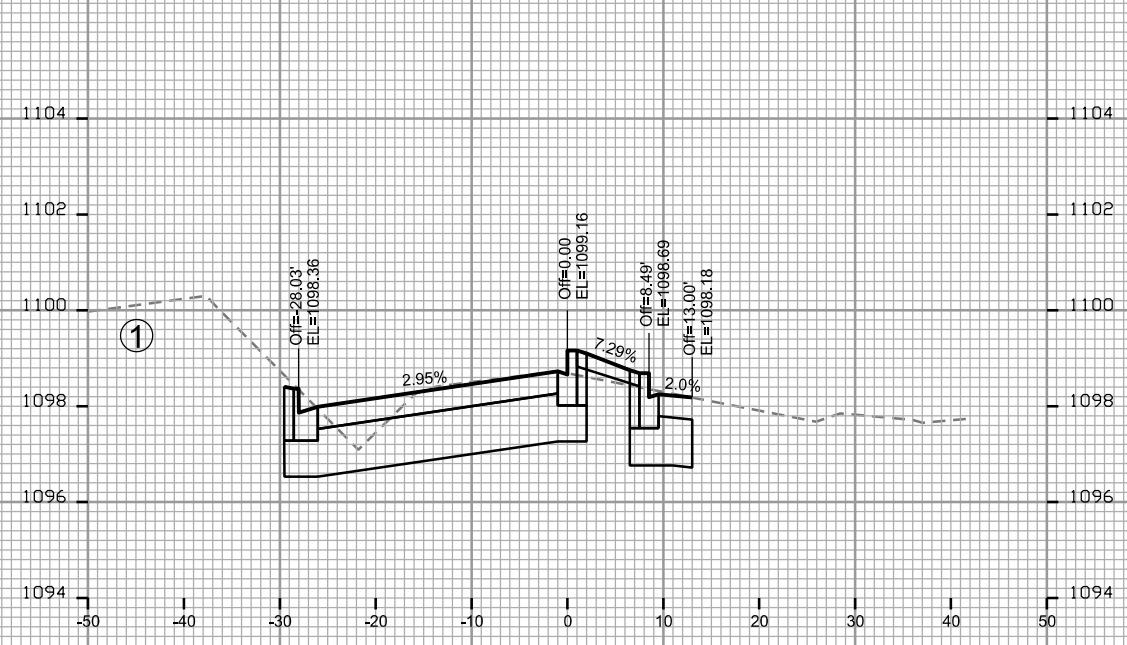
ORIGINATOR: CITY OF MADISON - STREETS DIVISION

NOTES:  
1. SEE PLAN AND PROFILE FOR  
SIDEWALK AND CURB GRADES  
AT INTERSECTION.

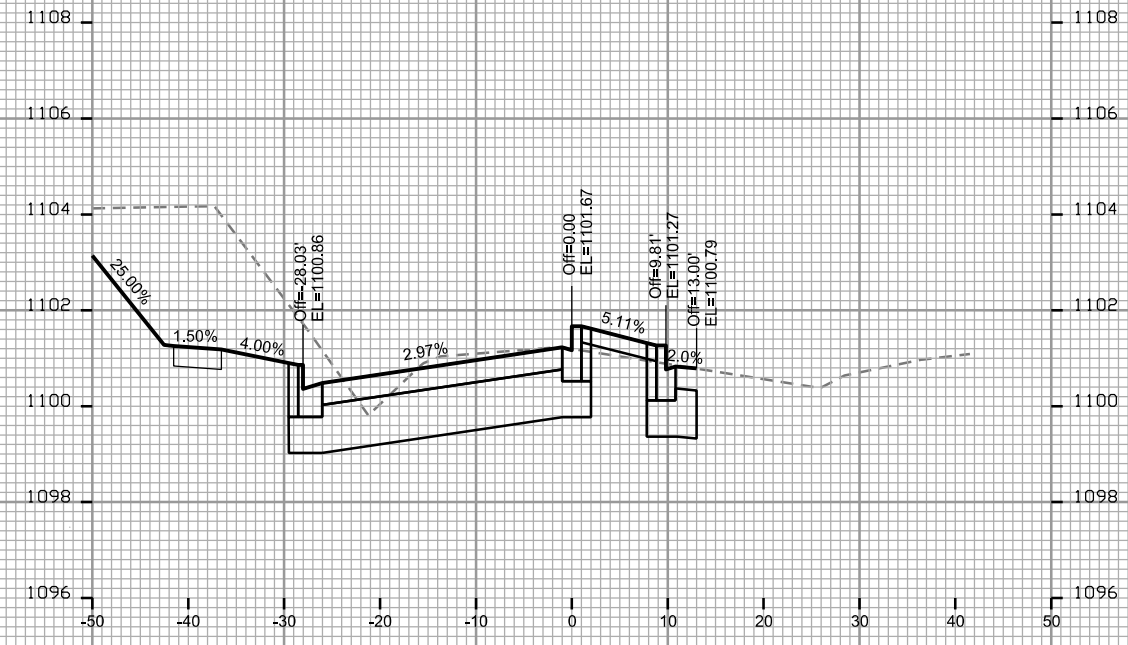
PLOT SCALE: \_\_\_\_\_  
PLOT NAME: \_\_\_\_\_

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

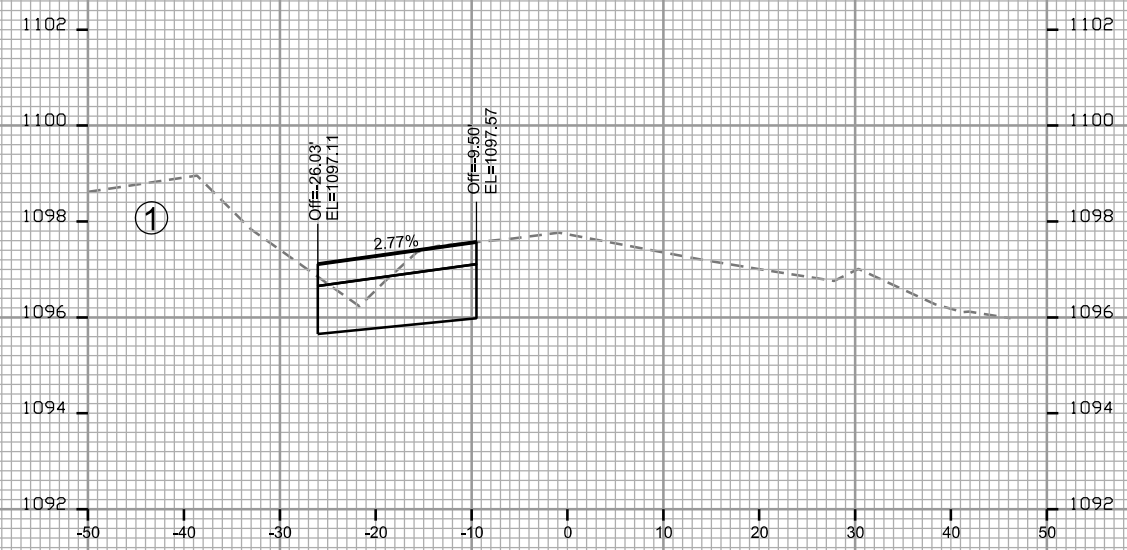
ORIGINATOR: CITY OF MADISON - STREETS DIVISION



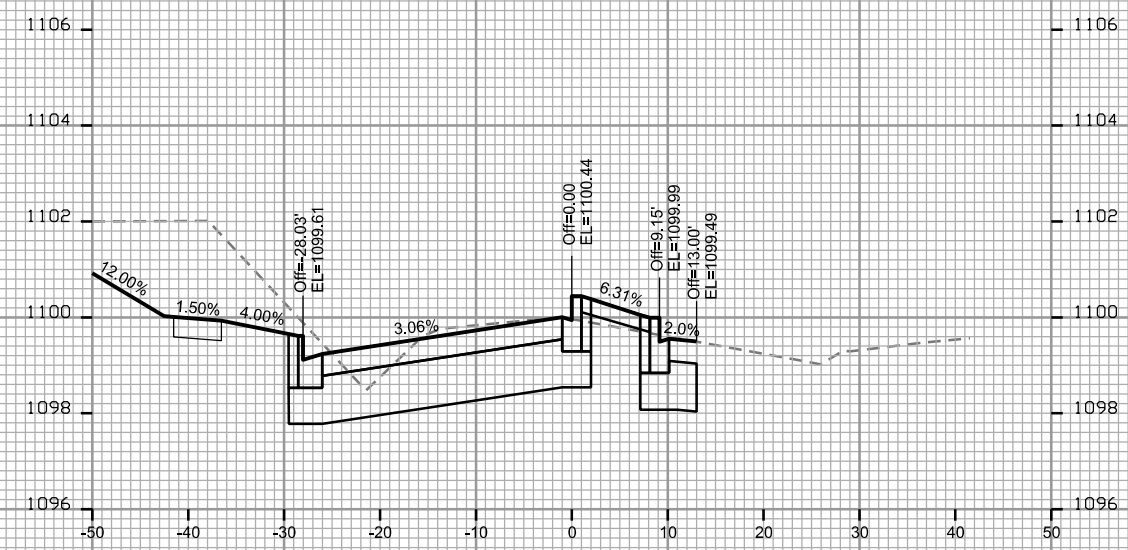
STA. 107+75



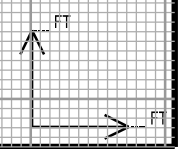
STA. 108+25



STA. 107+58



STA. 108+00

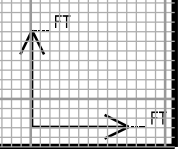
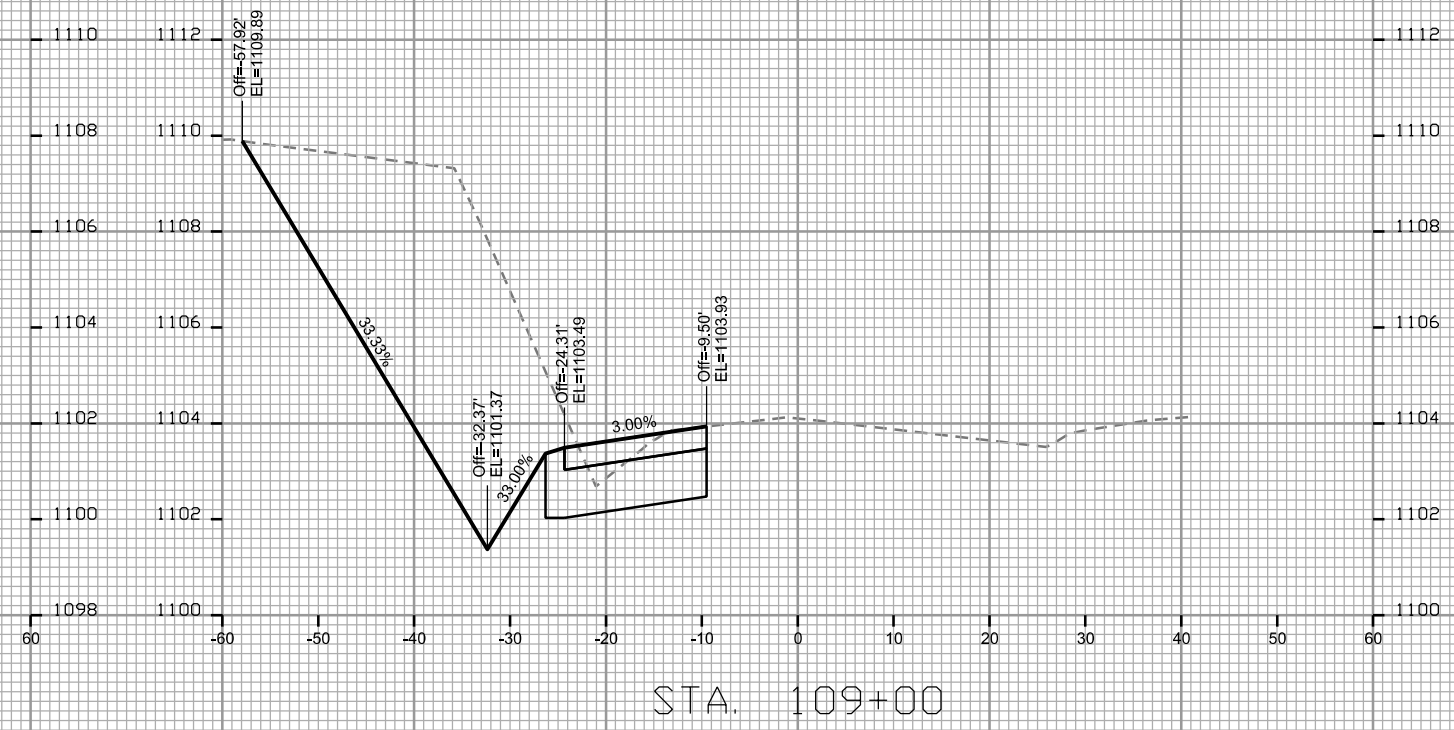
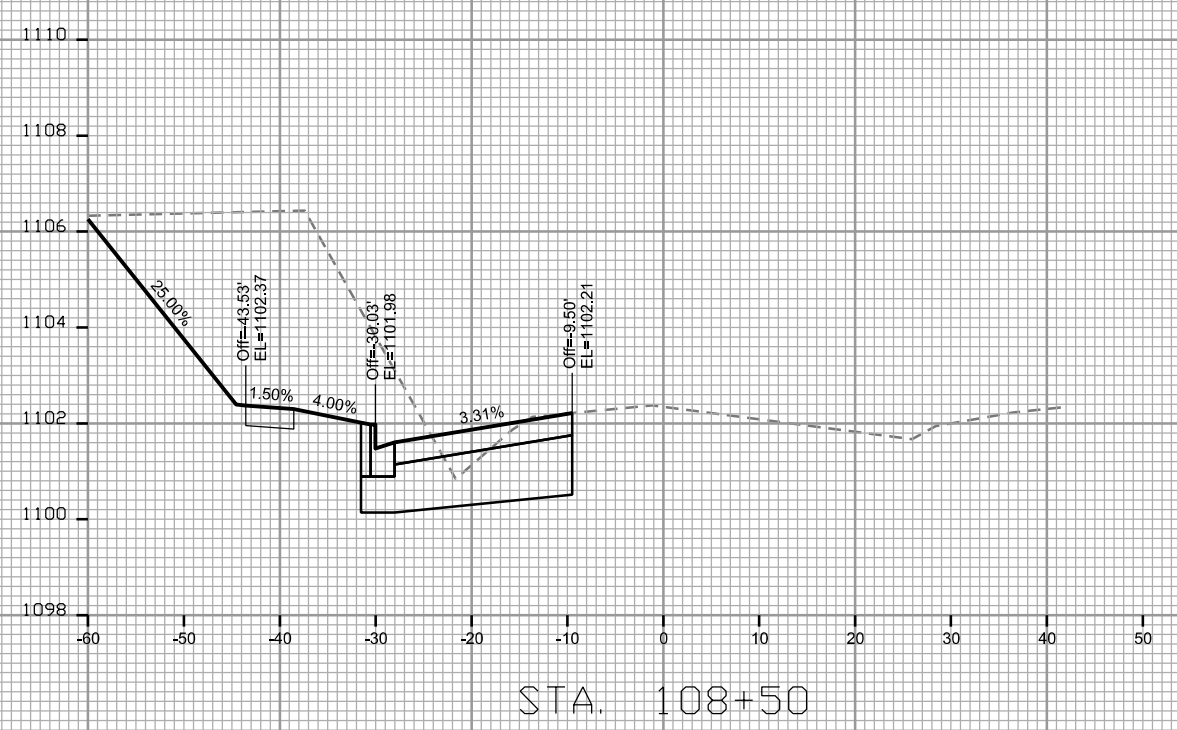
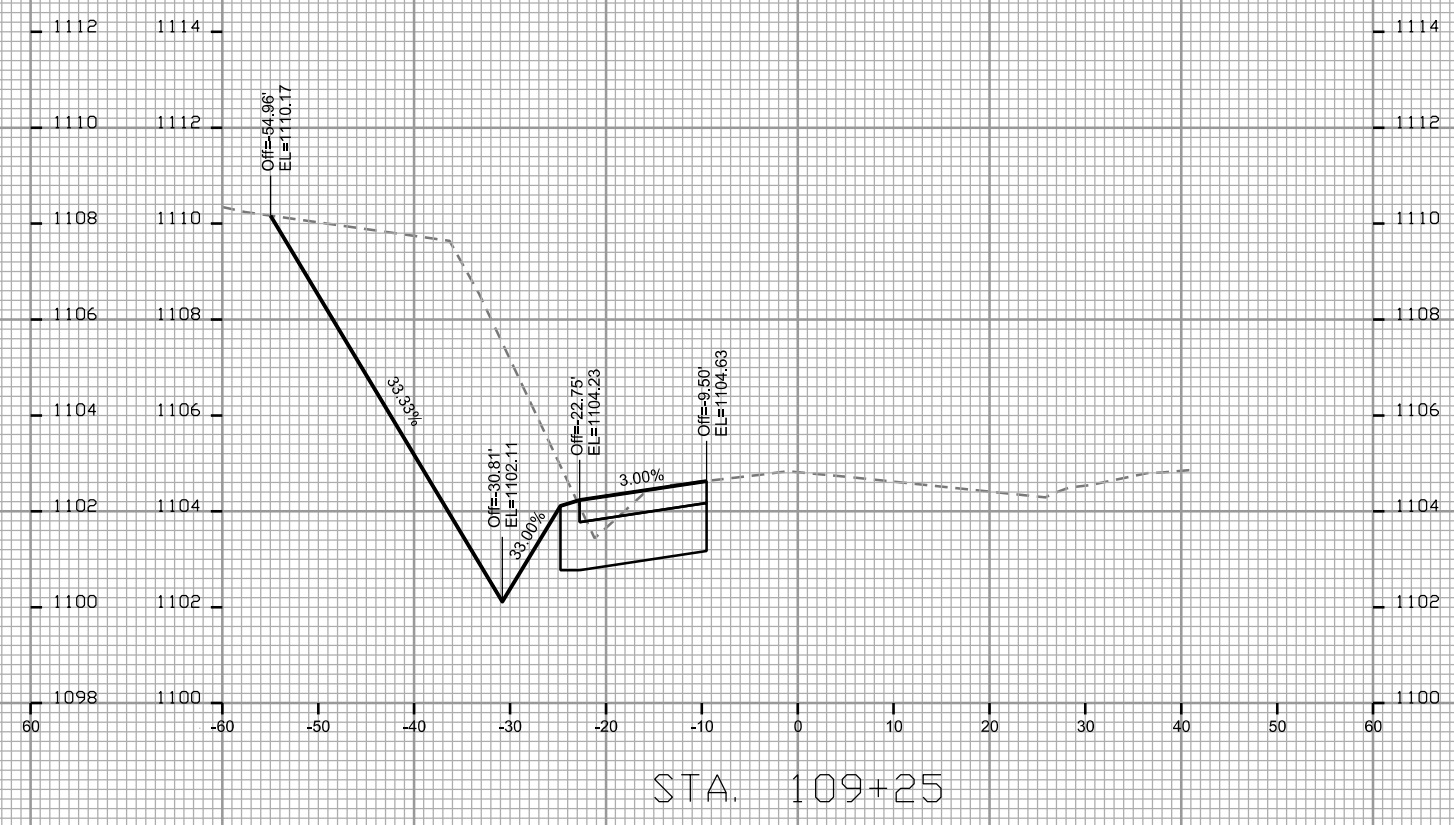
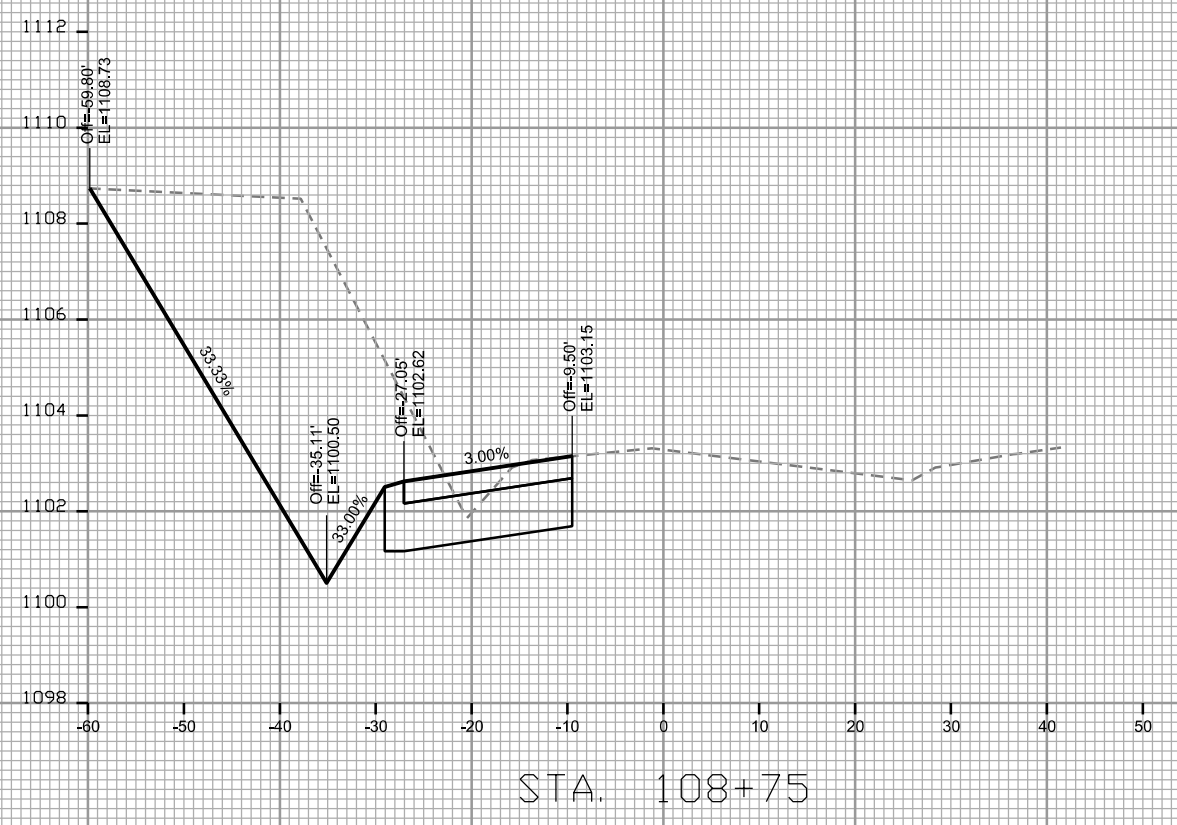


PLOT SCALE: \_\_\_\_\_

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

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

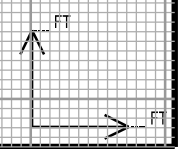
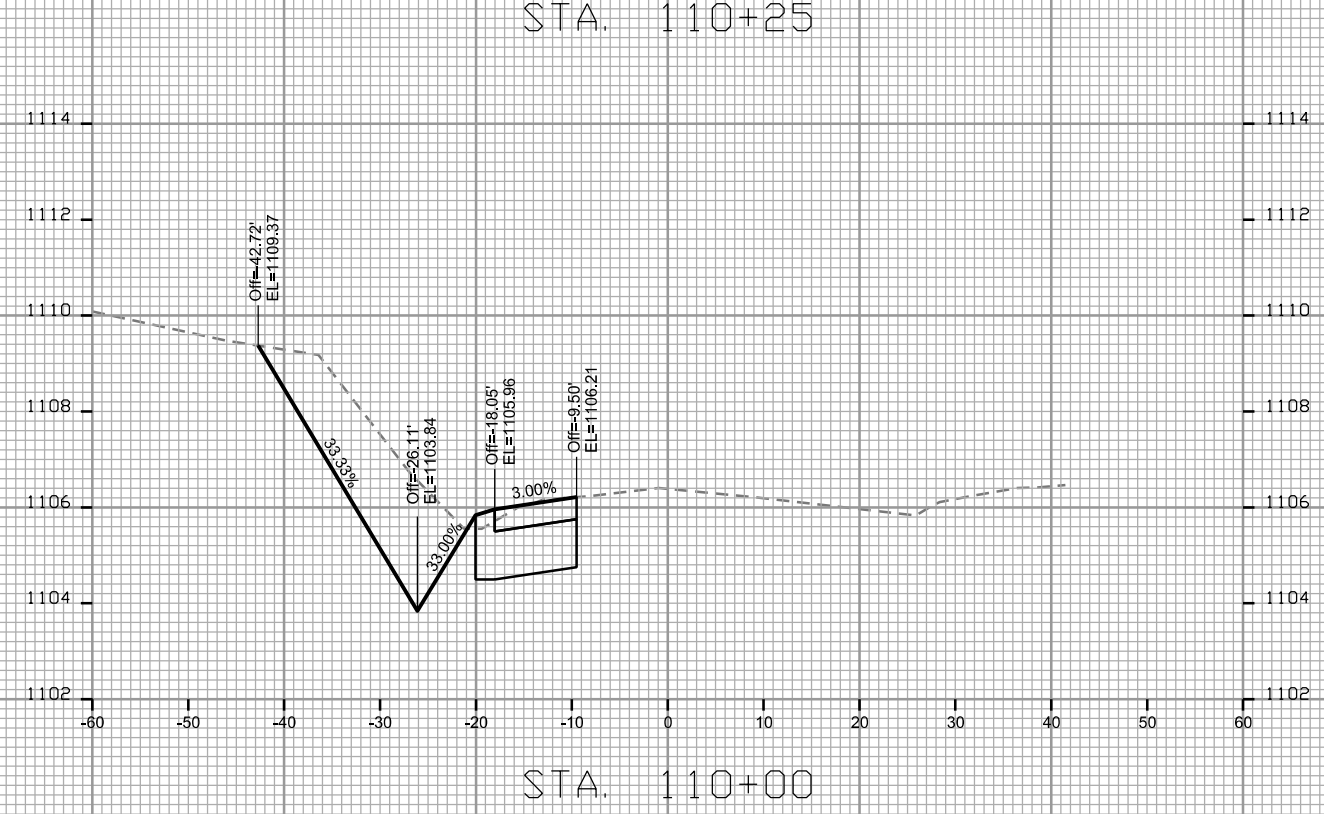
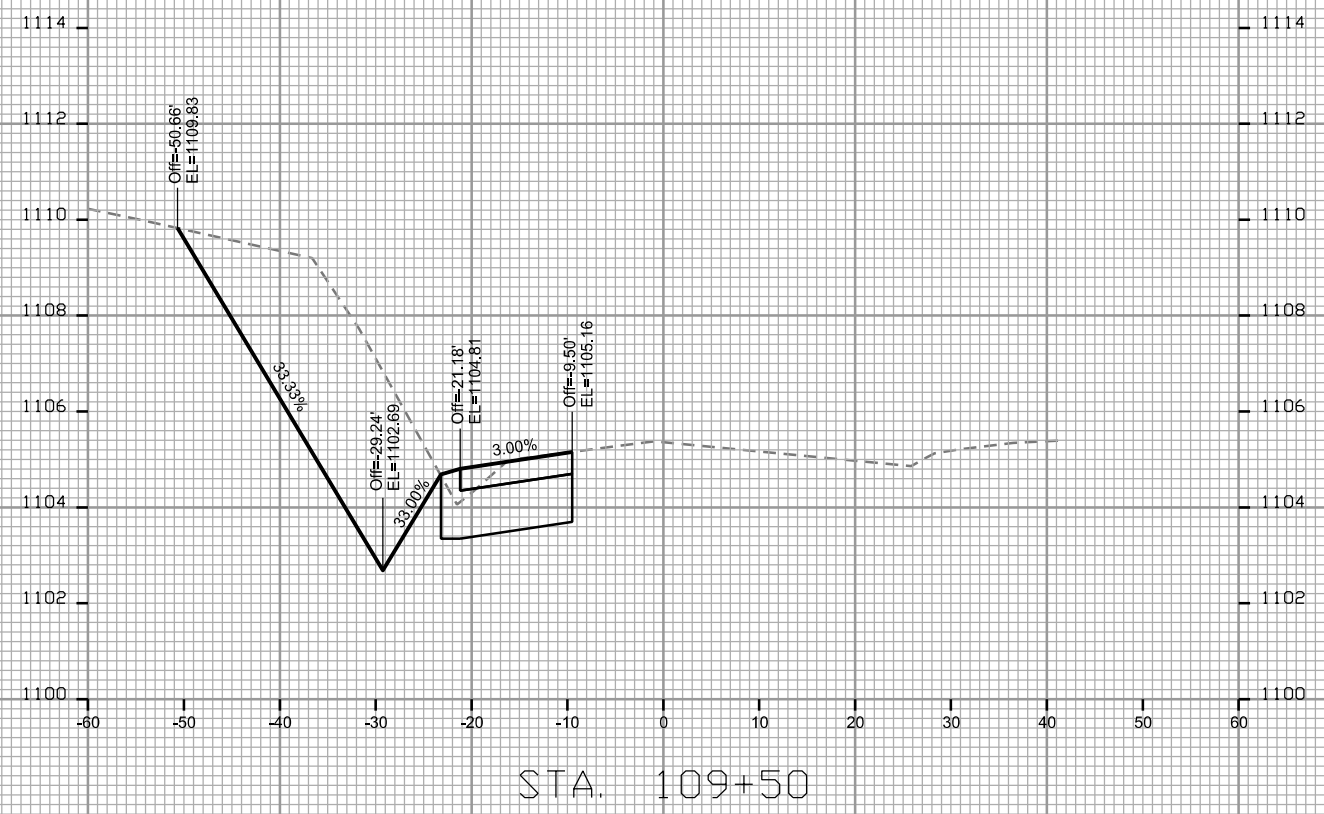
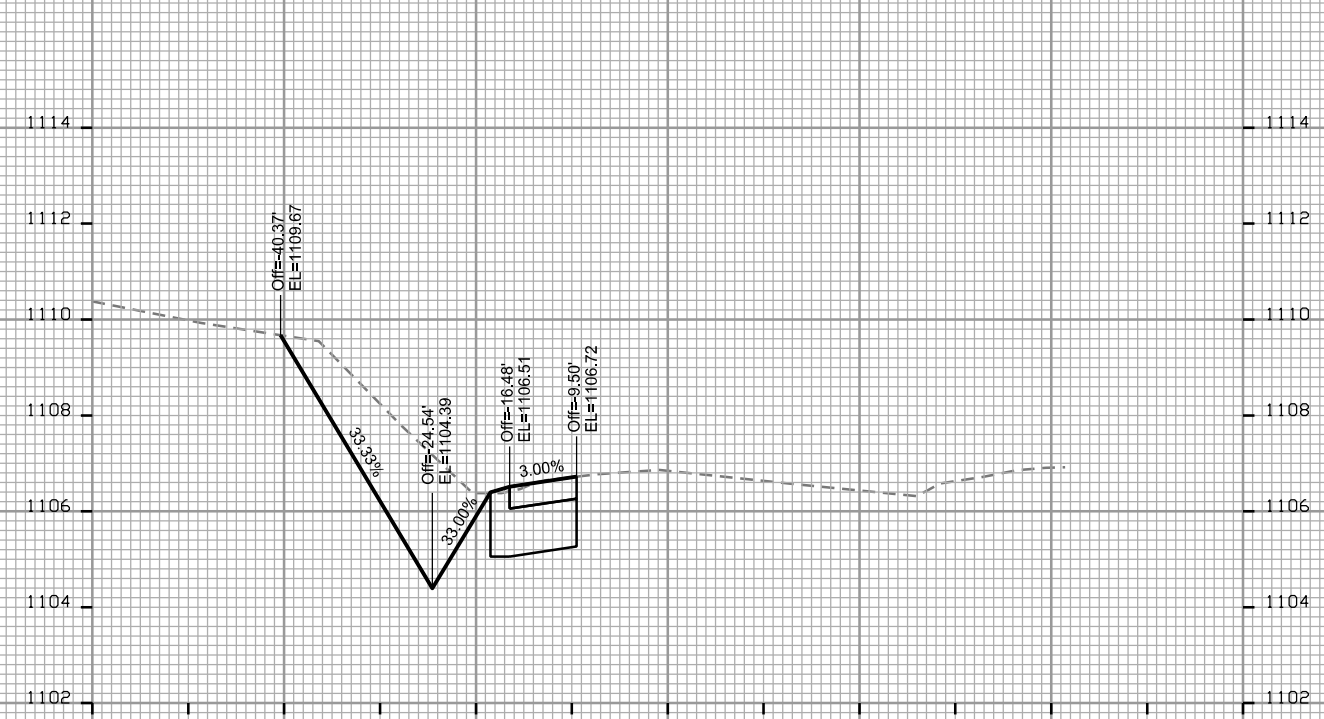
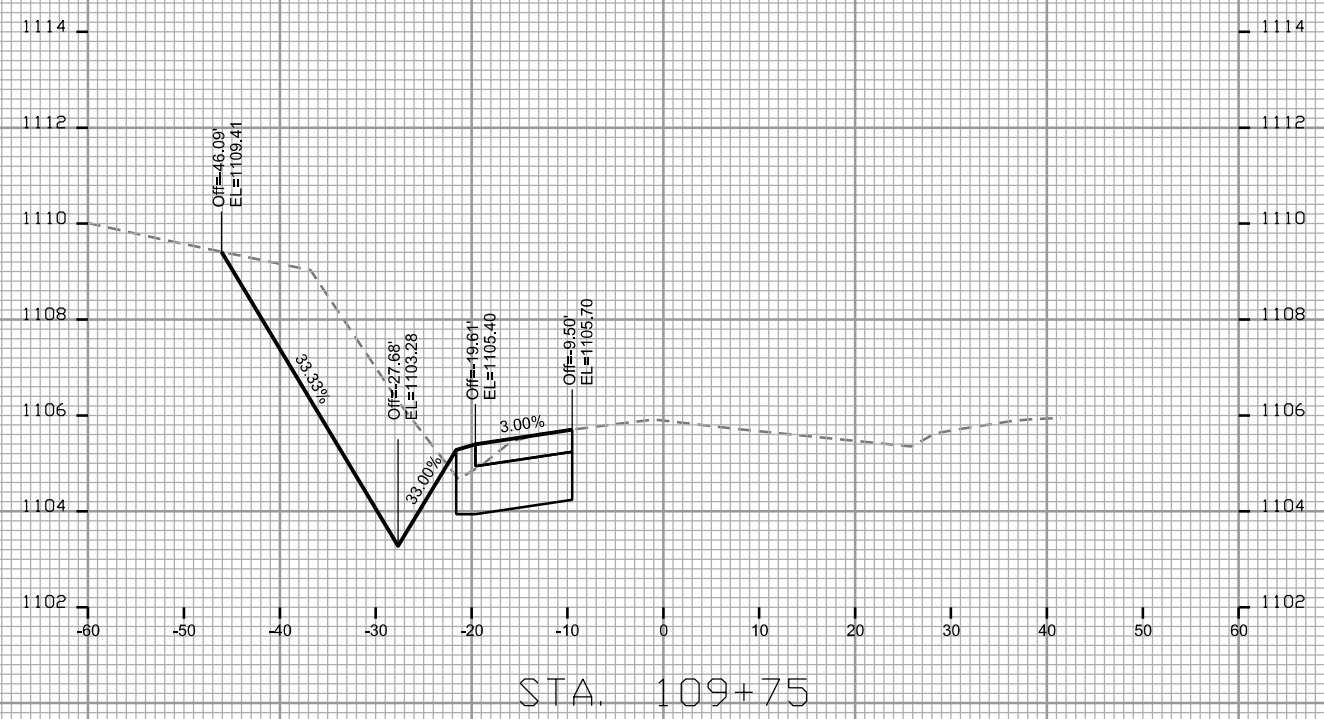
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



CROSS SECTIONS  
VALLEY VIEW ROAD CITY OF MADISON

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

