

Madison, Wisconsin

# CITY OF MADISON

CITY ENGINEERING DIVISION  
DEPARTMENT OF PUBLIC WORKS

## PLAN OF PROPOSED IMPROVEMENT

PUBLIC IMPROVEMENT PROJECT APPROVED

MARCH 5, 2019

BY THE COMMON COUNCIL OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN APPROVED BY:

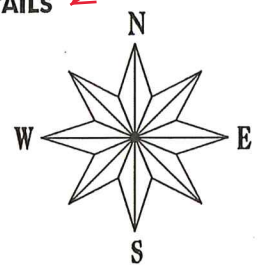
*[Signature]* 4/18/19  
City Engineer Date

INDEX OF SHEETS

SHEET NO.	STANDARD NOTES AND COMMENTS
D1	TYPICAL SECTIONS
D2-D3	WHITE FOX LANE/TAWNY ELM PKWY ROUNDABOUT
D4	STREET PLAN & PROFILES
P1-P11	<del>RESERVED FOR</del> RETAINING WALL PLAN & DETAILS
RW-1	SEWER PLAN & PROFILES
U1-U10	SANITARY SEWER SCHEDULE
U11	STORM SEWER SCHEDULE
U12	WATER PLAN & PROFILES
W1-W10	WATER PLAN OVERVIEW
W11	WATER ESTIMATE OF MATERIALS
W12	

REV JPS 2021 05-11

REV JPS 2021 05-11



### EAGLE TRACE: PHASE 2

CITY PROJECT NO. 11998  
CITY CONTRACT NO. 8338

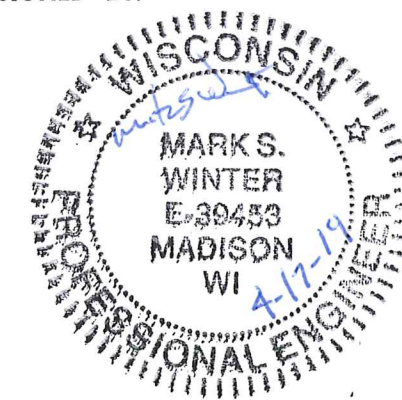
RETAINING WALL DESIGNED BY:

SEE INDIVIDUAL SHEET

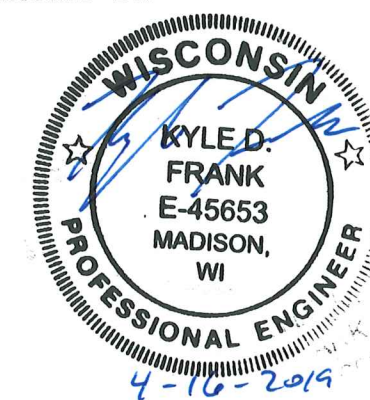
STREET GRADES DESIGNED BY:



STREET GEOMETRICS DESIGNED BY:



SANITARY SEWER DESIGNED BY:



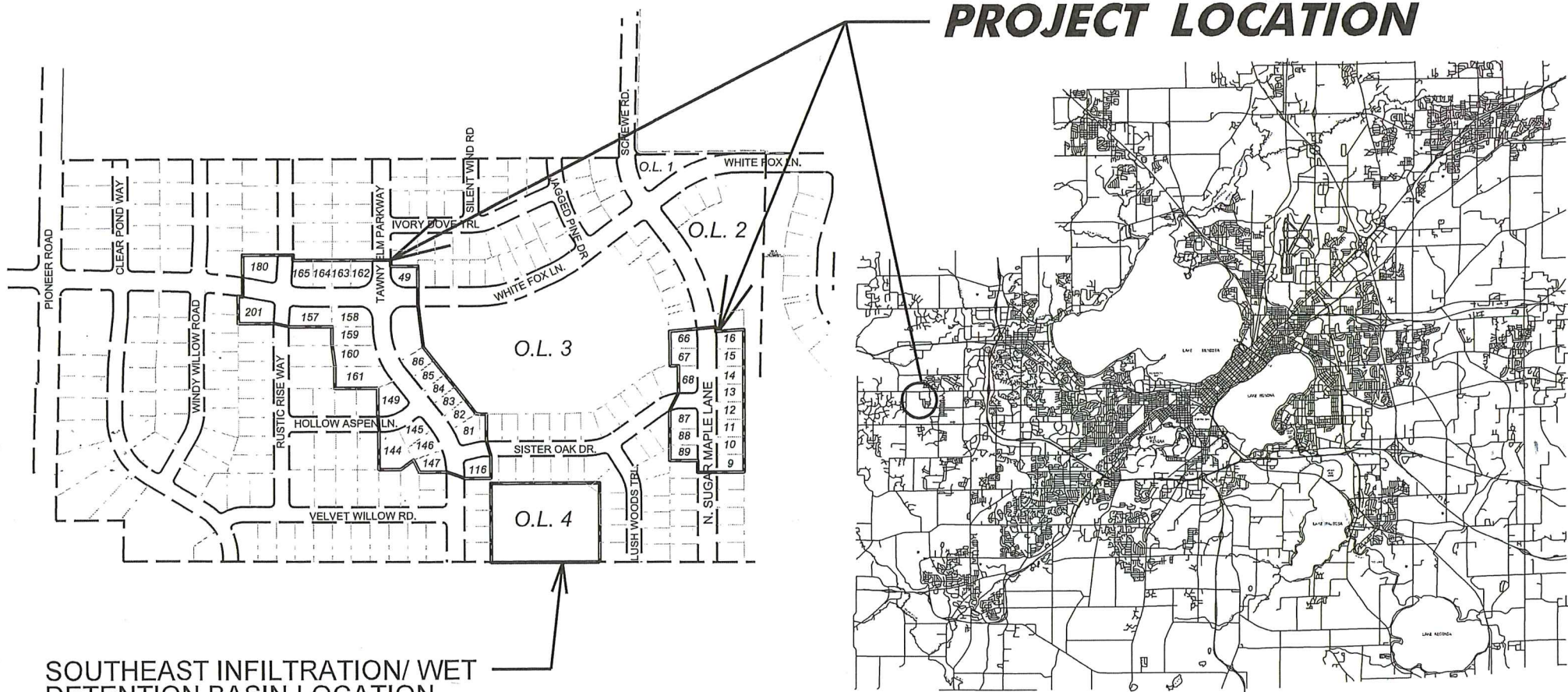
WATER DESIGNED BY:



STORM SEWER DESIGNED BY:



### PROJECT LOCATION



SOUTHEAST INFILTRATION/ WET DETENTION BASIN LOCATION. (SEE PROJECT NO. 11930)

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, 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 SISTER OAK DRIVE, HOLLOW ASPEN LANE, AND RUSTIC RISE WAY RIGHTS-OF-WAY SHALL BE TYPE A PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

ALL PAVEMENT IN THE WHITE FOX LANE AND TAWNY ELM PARKWAY RIGHTS-OF-WAY SHALL BE TYPE B PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

ALL PAVEMENT IN THE NORTH SUGAR MAPLE LANE RIGHT-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 GRADE OF 0.5% TOWARD STORM SEWER INLETS.

ALL DITCHES SHALL DRAIN WITH A MINIMUM GRADE 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. 3.04. 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 4:1. 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 ALIGNMENTS FROM THE CITY PROJECT 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.

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** 

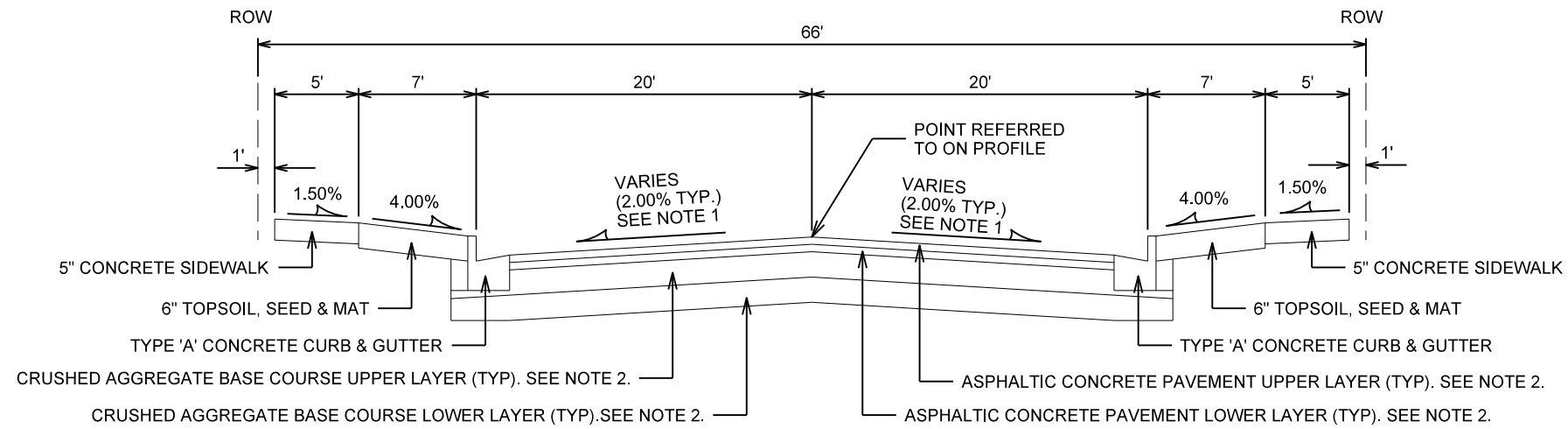
**COMBUSTIBLE FLUIDS** 

PLOT SCALE:

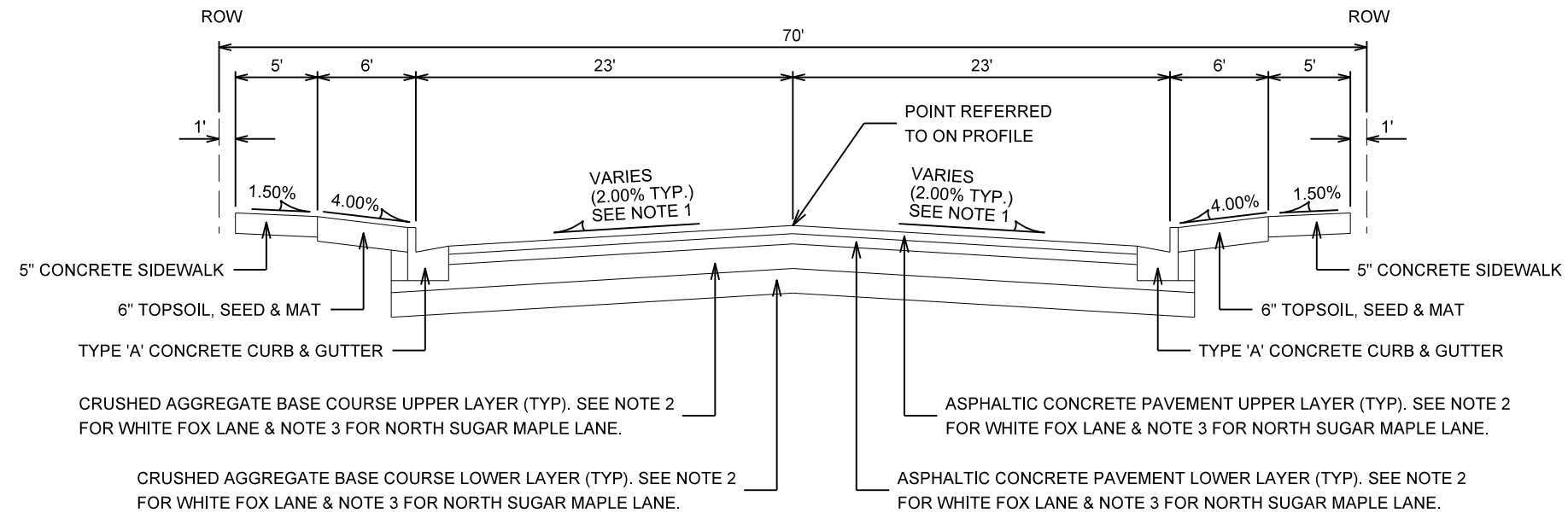
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**TYPICAL SECTION**  
TAWNY ELM PARKWAY (SEE NOTE 5)  
NOT TO SCALE



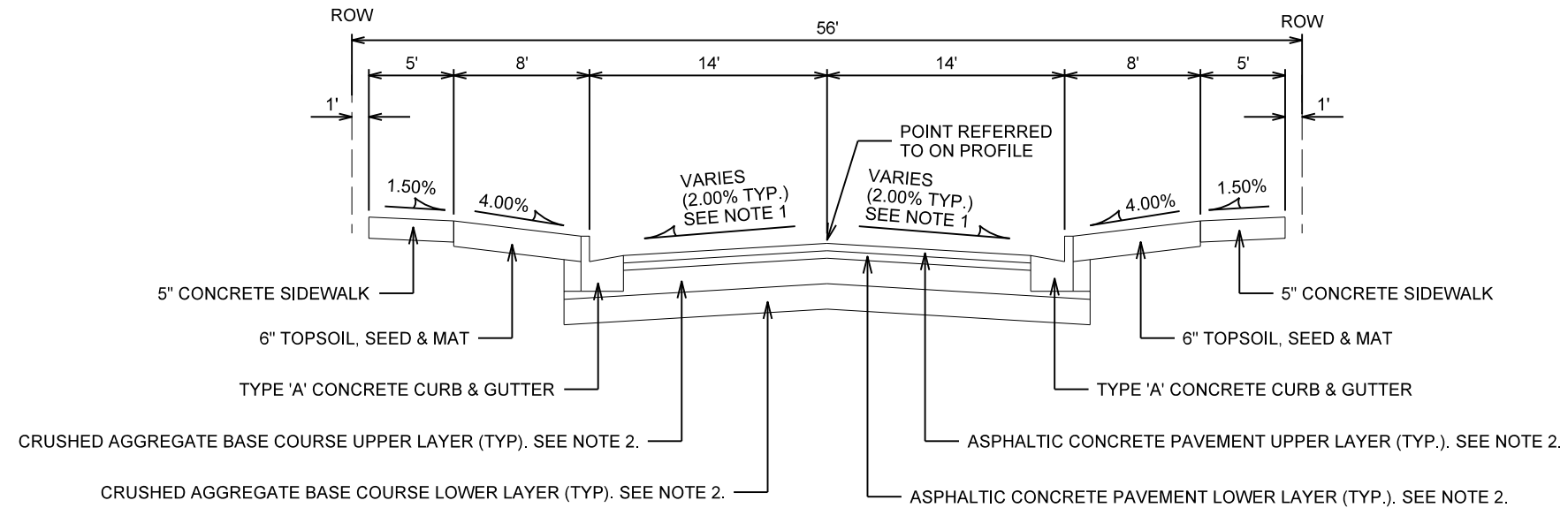
**TYPICAL SECTION**  
WHITE FOX LANE (SEE NOTE 5)  
NORTH SUGAR MAPLE LANE (SEE NOTE 4)  
NOT TO SCALE

**SPECIAL NOTES:**

1. SEE PLAN AND PROFILE "P" SHEETS FOR CROSS SLOPES AND TOP OF CURB ELEVATIONS.
2. TAWNY ELM PARKWAY AND WHITE FOX LANE SHALL BE CONSTRUCTED AS TYPE 'B' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN.
3. NORTH SUGAR MAPLE LANE SHALL BE CONSTRUCTED AS TYPE 'C' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN.
4. SURFACE PAVING ON SUGAR MAPLE LANE SHALL BE COMPLETED UNDER A CITY RESURFACING CONTRACT.
5. SURFACE PAVING SHALL BE COMPLETED UNDER CONTRACT NUMBER 8193.

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"



**TYPICAL SECTION**

HOLLOW ASPEN LANE (SEE NOTE 3)  
RUSTIC RISE WAY (SEE NOTE 3)  
SISTER OAK DRIVE (SEE NOTE 4)

NOT TO SCALE

**SPECIAL NOTES:**

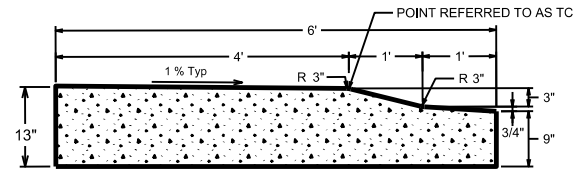
- SEE PLAN AND PROFILE "P" SHEETS FOR CROSS SLOPE AND TOP OF CURB ELEVATIONS.
- HOLLOW ASPEN LANE, RUSTIC RISE WAY, & SISTER OAK DRIVE SHALL BE CONSTRUCTED AS TYPE 'A' PAVEMENT PER CITY OF MADISON MINIMUM PAVEMENT DESIGN.
- SURFACE PAVING SHALL BE COMPLETED UNDER CONTRACT NUMBER 8193.
- SURFACE PAVING ON THE EAST END OF SISTER OAK DRIVE SHALL BE COMPLETED UNDER A CITY RESURFACING CONTRACT AND THE WEST END UNDER CONTRACT NUMBER 8193.

CITY OF MADISON MINIMUM PAVEMENT DESIGN

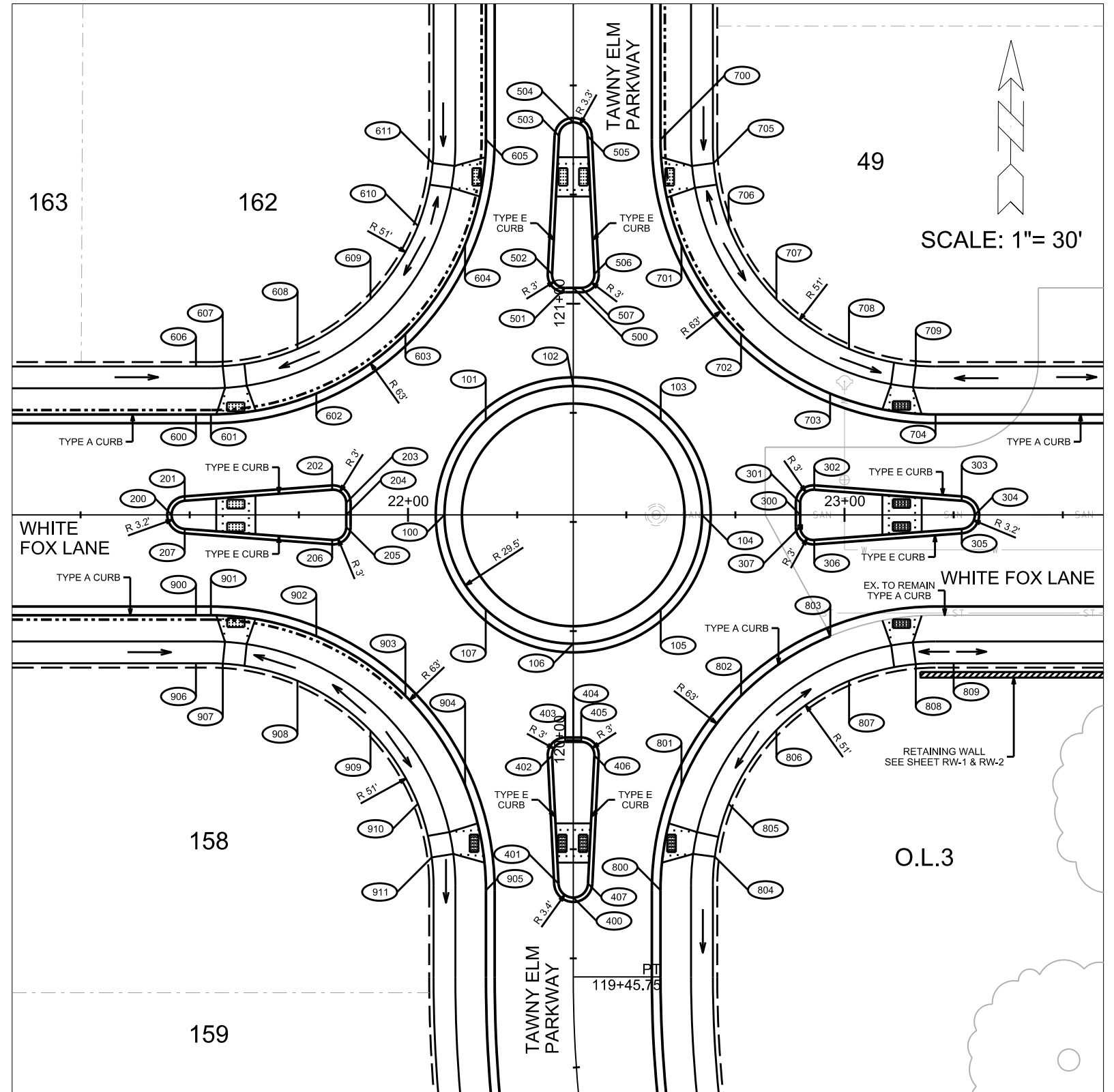
TYPE	CRUSHED AGGREGATE BASE COURSE		ASPHALTIC CONCRETE PAVEMENT			
	LOWER LAYER GRADATION 1	UPPER LAYER GRADATION 2	LOWER LAYER		UPPER LAYER	
			TYPE	THICKNESS	TYPE	THICKNESS
A	6"	6"	4 LT 58-28 S	1.75"	4 LT 58-28 S	1.75"
B	6"	6"	3 LT 58-28 S	2.50"	4 LT 58-28 S	2.00"
C	6"	6"	3 MT 58-28 S/H	3.50"	4 MT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

POINT	STATION	OFFSET	ELEVATION	TYPE
100	22+08.35	CL	1150.98	TC/ ALI
101	22+17.82	LT 21.66	1151.14	TC/ MID POINT
102	22+37.85	LT 29.50	1151.29	TC/ ALI
103	22+57.88	LT 21.66	1151.14	TC/ MID POINT
104	22+67.35	CL	1150.98	TC/ ALI
105	22+57.88	RT 21.66	1150.98	TC/ MID POINT
106	22+37.85	RT 29.50	1150.98	TC/ ALI
107	22+17.82	RT 21.66	1150.98	TC/ MID POINT
200	21+45.85	CL	1150.70	TC/ ALI
201	21+48.84	LT 3.22	1150.60	TC/ PC/ *LOW POINT
202	21+82.63	LT 5.76	1150.75	TC/ PC
203	21+85.85	LT 2.77	1150.85	TC/ PT
204	21+85.85	CL	1150.84	TC/ ALI
205	21+85.85	RT 2.77	1150.83	TC/ PT
206	21+82.63	RT 5.76	1150.75	TC/ PC
207	21+48.84	RT 3.22	1150.60	TC/ PT/ *LOW POINT
300	22+89.85	CL	1150.84	TC/ ALI
301	22+89.85	LT 2.77	1150.85	TC/ PC
302	22+93.07	LT 5.76	1150.75	TC/ PT
303	23+26.86	LT 3.22	1150.55	TC/ PC/ *LOW POINT
304	23+29.85	CL	1150.62	TC/ ALI
305	23+26.86	RT 3.22	1150.55	TC/ PT/ *LOW POINT
306	22+93.07	RT 5.76	1150.76	TC/ PT
307	22+89.85	RT 2.77	1150.82	TC/ PC
**400	119+63.93	CL	1150.01	TC/ ALI/ *LOW POINT
**401	119+67.14	LT 3.38	1150.03	TC/ PC
**402	119+96.47	LT 4.84	1150.69	TC/ PC
**403	119+99.62	LT 1.85	1150.83	TC/ PT
**404	119+99.62	CL	1150.84	TC/ ALI
**405	119+99.62	RT 1.85	1150.83	TC/ PT
**406	119+96.47	RT 4.84	1150.69	TC/ PC
**407	119+67.14	RT 3.38	1150.03	TC/ PT
**500	121+03.62	CL	1151.34	TC/ ALI
**501	121+03.62	LT 1.85	1151.33	TC/ PC
**502	121+06.77	LT 4.84	1151.25	TC/ PT
**503	121+38.47	LT 3.26	1151.11	TC/ PC/ *LOW POINT
**504	121+41.56	CL	1151.16	TC/ ALI
**505	121+38.47	RT 3.26	1151.11	TC/ PT/ *LOW POINT
**506	121+06.77	RT 4.84	1151.25	TC/ PT
**507	121+03.62	RT 1.85	1151.33	TC/ PC
600	21+51.42	LT 23.00	1150.06	TC/ LOW POINT
601	21+54.85	LT 23.00	1150.08	TC/ PC
602	21+78.99	LT 27.81	1150.37	TC/ QC
603	21+99.40	LT 41.45	1150.75	TC/ MC
604	22+13.07	LT 61.93	1150.89	TC/ QC/ HI POINT
605	22+17.85	LT 86.00	1150.73	TC/ PT
606	21+51.42	LT 34.00	1150.38	BW/ END 4% TERR.
607	21+57.55	LT 34.07	1150.20	BW/ KEY/ LOW POINT
608	21+74.69	LT 38.02	1150.68	BW/ BEG. 4% TERR.
609	21+91.41	LT 49.44	1151.08	BW/ 4% TERR.
610	22+02.26	LT 66.21	1151.23	BW/ HIGH POINT/ END 4% TERR.
611	22+05.66	LT 80.58	1150.89	BW/ KEY/ LOW POINT
700	22+57.85	LT 86.00	1150.73	TC/ PC
701	22+62.63	LT 61.93	1150.89	TC/ QC/ HI POINT
702	22+76.30	LT 41.45	1150.75	TC/ MC
703	22+96.70	LT 27.81	1150.37	TC/ QC
704	23+20.85	LT 23.00	1150.07	TC/ PT
705	22+70.04	LT 80.62	1150.89	BW/ KEY/ LOW POINT
706	22+73.44	LT 66.21	1151.23	BW/ HIGH POINT/ BEG. 4% TERR.
707	22+84.38	LT 49.35	1151.08	BW/ 4% TERR.
708	23+01.01	LT 38.02	1150.69	BW/ END 4% TERR.
709	23+16.31	LT 34.20	1150.11	BW/ KEY/ LOW POINT
800	22+57.85	RT 86.00	1149.54	TC/ PC
801	22+62.63	RT 61.93	1150.21	TC/ QC
802	22+76.30	RT 41.45	1150.59	TC/ MC/ HI POINT
803	22+96.74	RT 27.80	1150.41	TC/ MATCH EX. CURB
804	22+70.29	RT 78.34	1149.84	BW/ KEY
805	22+73.44	RT 66.21	1150.30	BW/ 0% TERR.
806	22+84.38	RT 49.35	1150.92	BW/ HIGH POINT/ BEG. 4% TERR.
807	23+01.04	RT 38.00	1150.67	BW/ END 4% TERR.
808	23+16.33	RT 34.20	1150.23	BW/ KEY/ LOW POINT
809	23+25.00	RT 34.00	1150.37	BW/ BEG. 4% TERR./ HI POINT
900	21+51.41	RT 23.00	1150.06	TC/ LOW POINT
901	21+54.85	RT 23.00	1150.08	TC/ PC
902	21+78.99	RT 27.81	1150.37	TC/ QC
903	21+99.40	RT 41.45	1150.59	TC/ MC/ HI POINT
904	22+13.07	RT 61.93	1150.21	TC/ QC
905	22+17.85	RT 86.00	1149.54	TC/ PT
906	21+51.41	RT 34.00	1150.38	BW/ END 4% TERR.
907	21+57.57	RT 34.07	1150.20	BW/ KEY/ LOW POINT
908	21+74.69	RT 38.02	1150.69	BW/ BEG. 4% TERR.
909	21+91.41	RT 49.44	1150.92	BW/ HIGH POINT/ END 4% TERR.
910	22+02.26	RT 66.21	1150.30	BW/ 0% TERR.
911	22+05.43	RT 78.49	1149.84	BW/ KEY

NOTES:  
\*LOW POINT ON REJECT CURB. NO INLET IS NECESSARY  
\*\*TAWNY ELM PARKWAY ALIGNMENT USED FOR STATION AND OFFSET



MOUNTABLE CONCRETE CURB AND GUTTER FOR ROUNDABOUT



PLOT SCALE:

PLOT NAME:

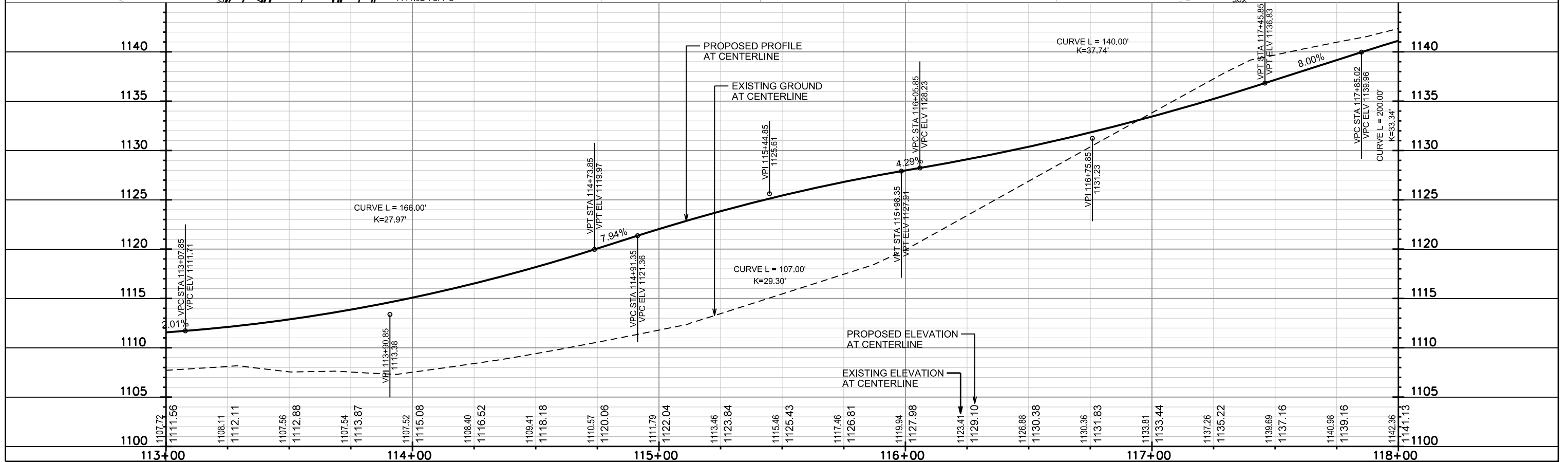
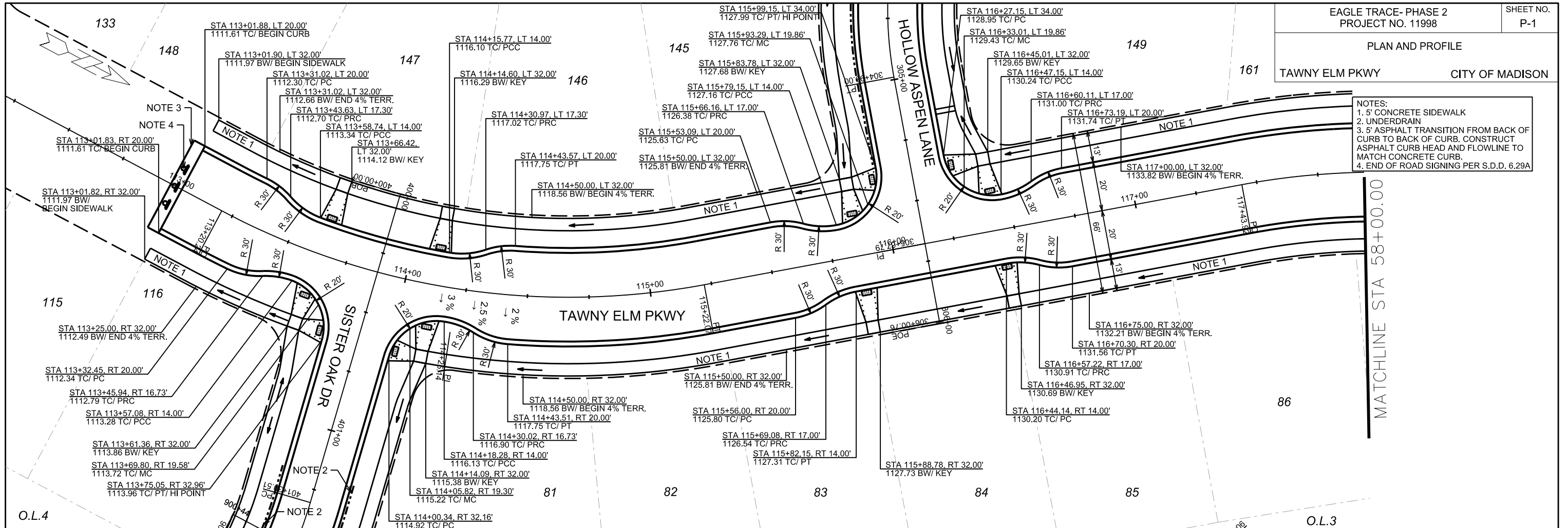
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

TAWNY ELM PKWY CITY OF MADISON

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



PLOT SCALE:

PLOT NAME:

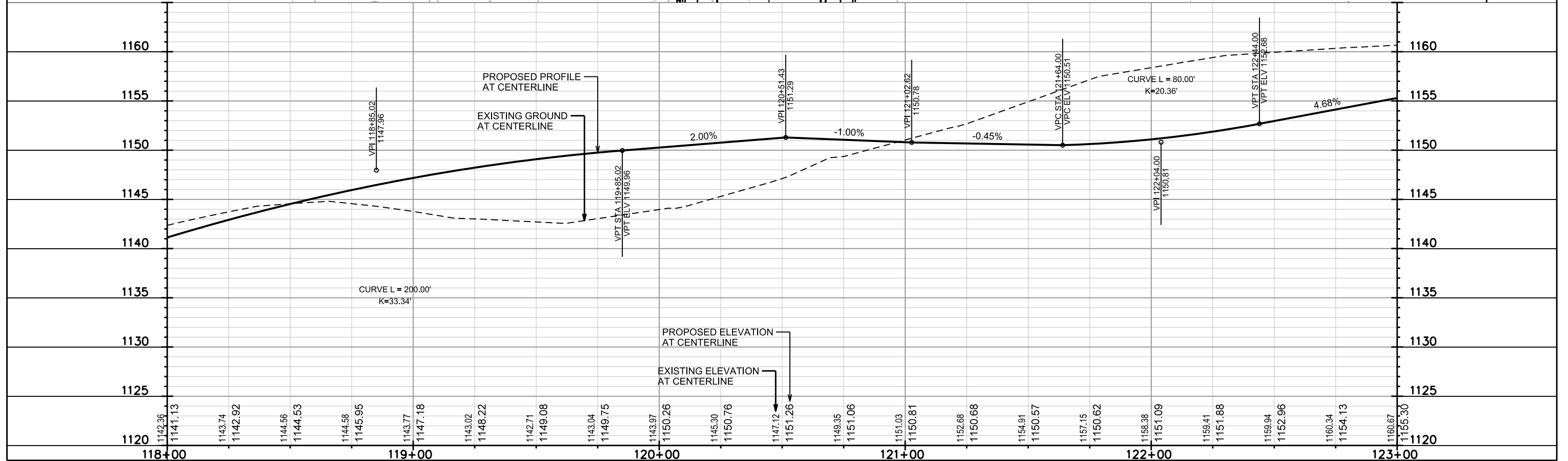
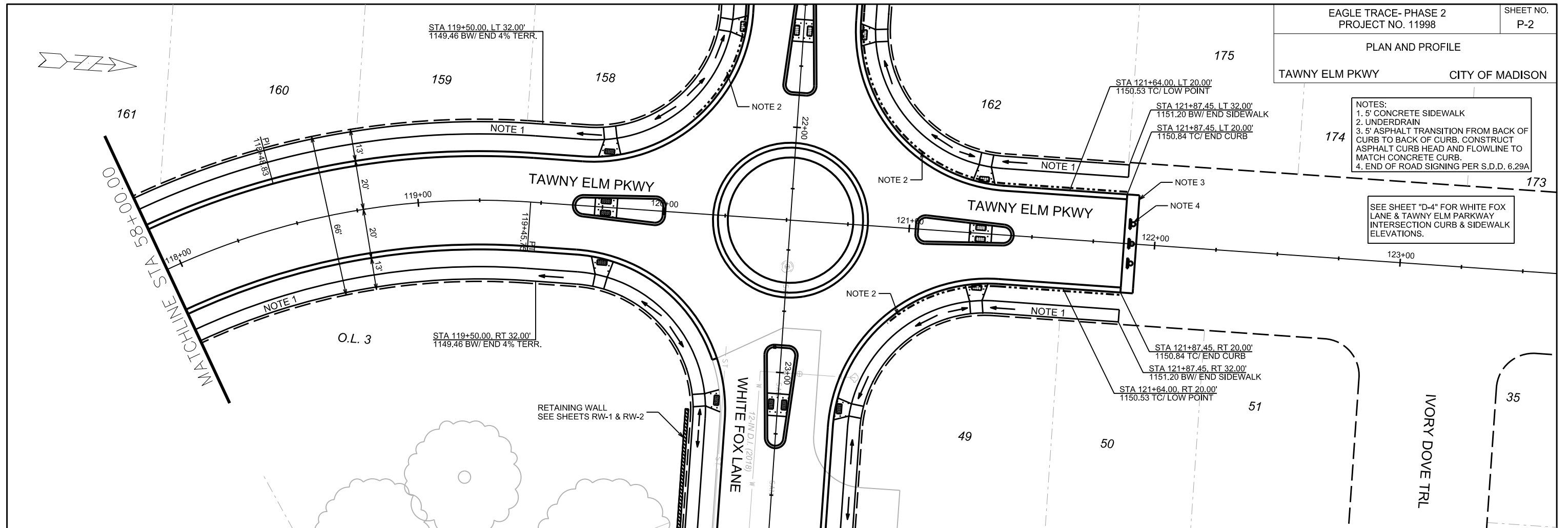
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
TAWNY ELM PKWY CITY OF MADISON

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

SEE SHEET "D-4" FOR WHITE FOX LANE & TAWNY ELM PARKWAY INTERSECTION CURB & SIDEWALK ELEVATIONS.



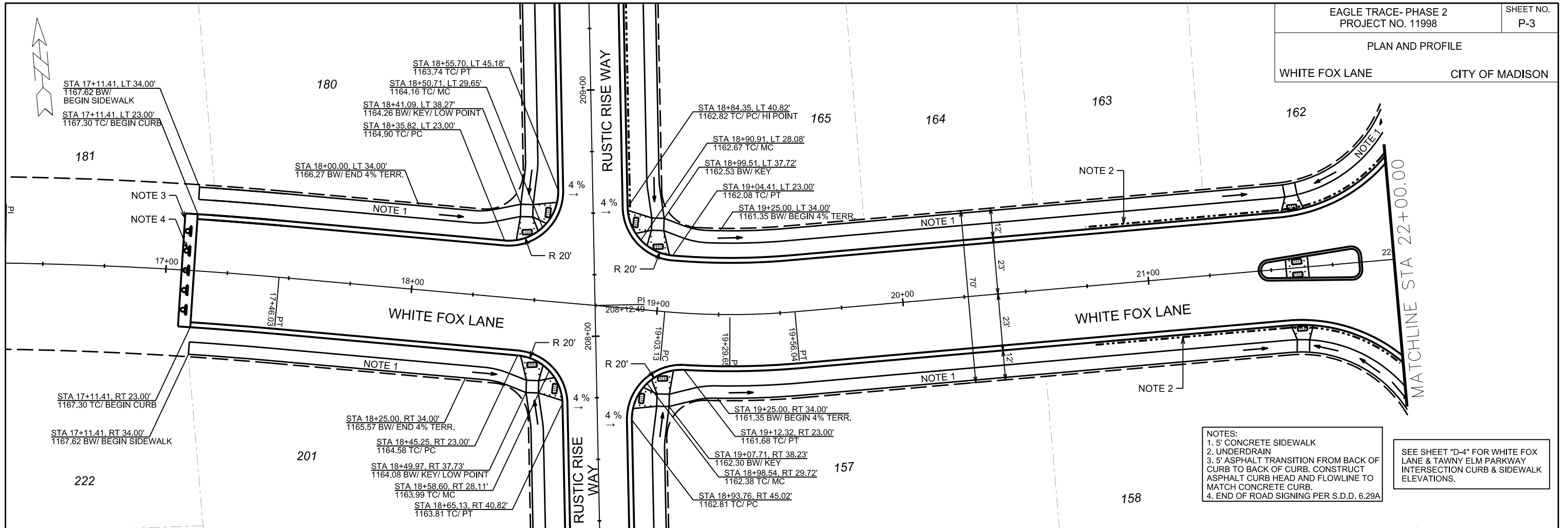
PLOT SCALE:

PLOT NAME:

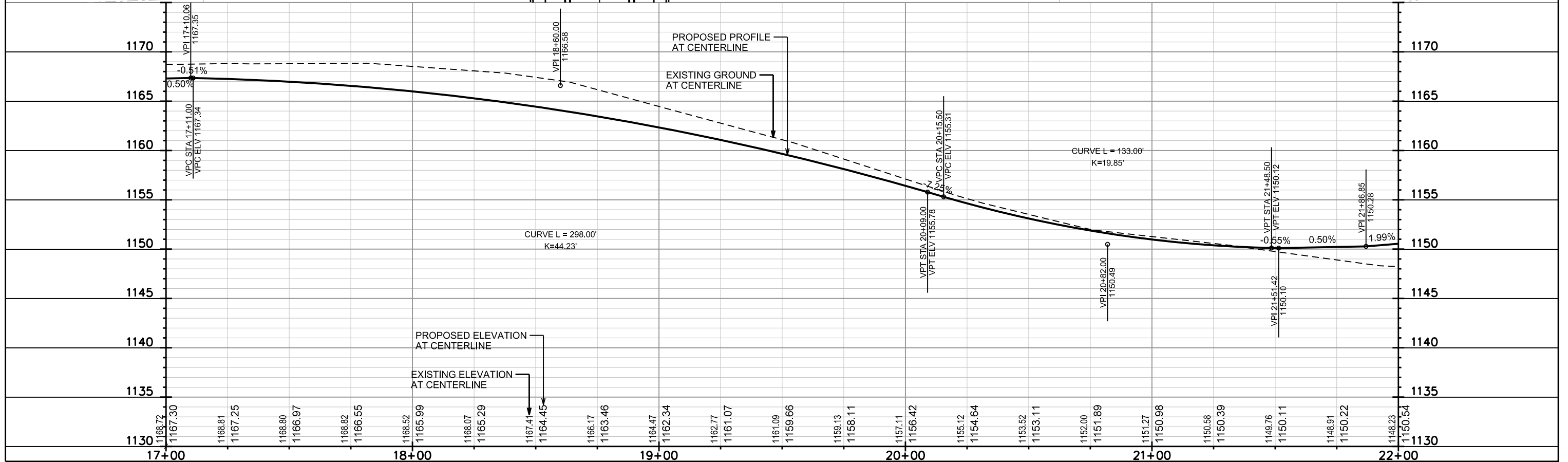
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
WHITE FOX LANE CITY OF MADISON



- NOTES:  
1. 5' CONCRETE SIDEWALK  
2. UNDERDRAIN  
3. 5' ASPHALT TRANSITION FROM BACK OF CURB TO BACK OF CURB. CONSTRUCT ASPHALT CURB HEAD AND FLOWLINE TO MATCH CONCRETE CURB  
4. END OF ROAD SIGNING PER S.D.D. 6.29A
- SEE SHEET "D-4" FOR WHITE FOX LANE & TAWNY ELM PARKWAY INTERSECTION CURB & SIDEWALK ELEVATIONS.



PLOT SCALE:

PLOT NAME:

REV. DATE:

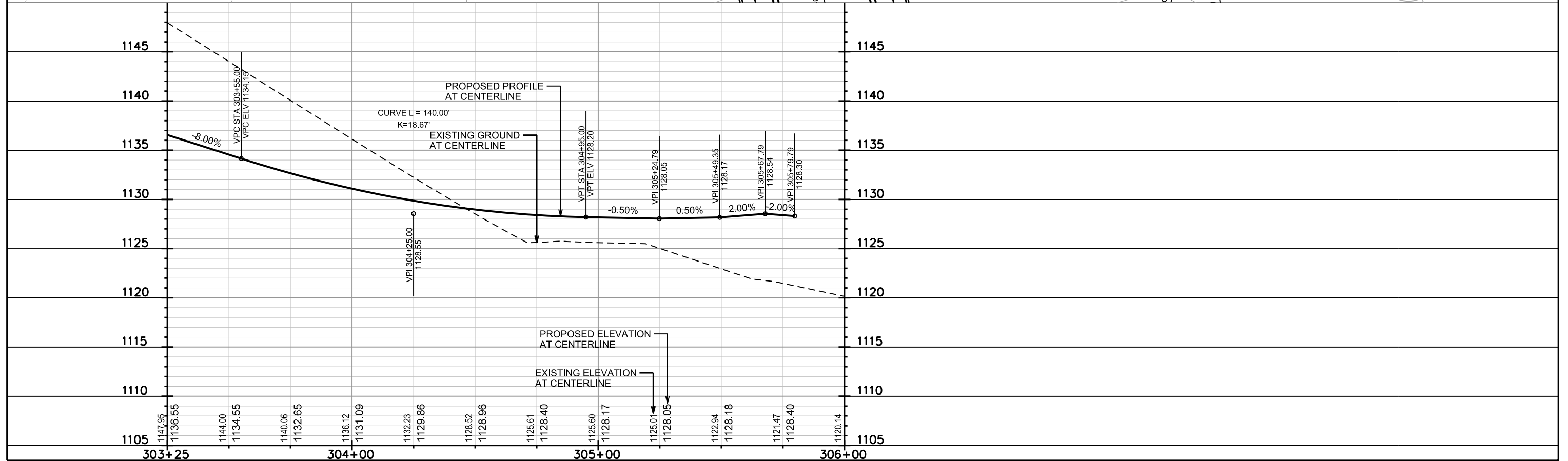
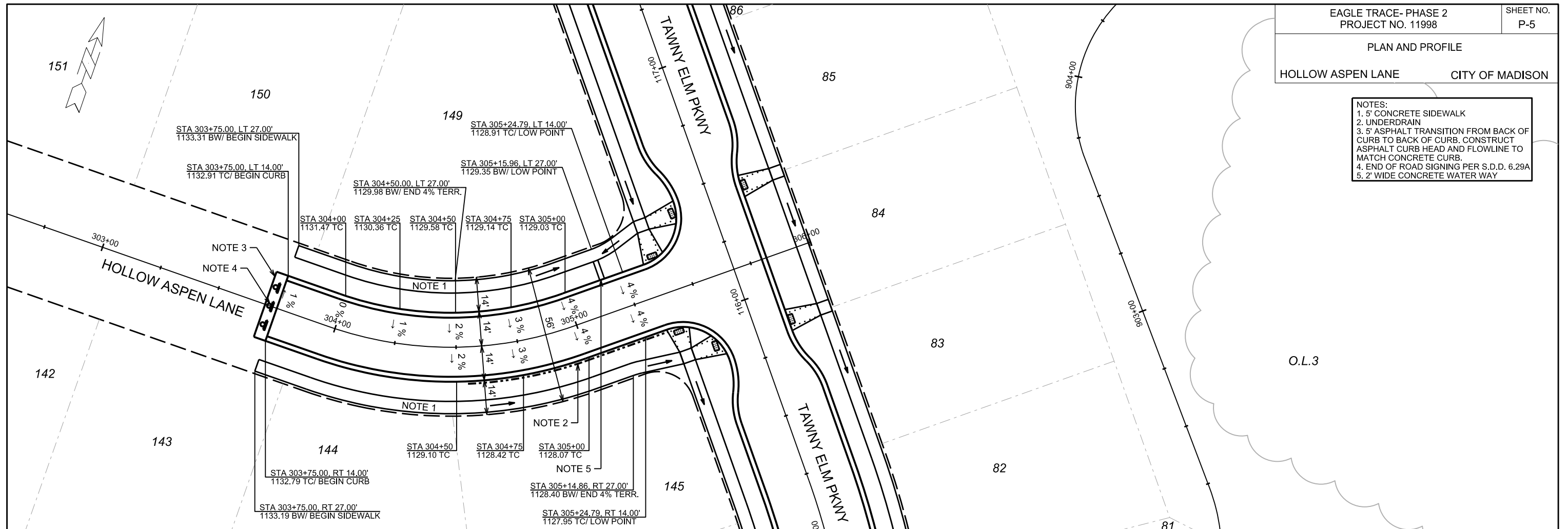
ORIGINATOR: CITY OF MADISON, STREETS DIVISION





PLAN AND PROFILE  
HOLLOW ASPEN LANE CITY OF MADISON

- NOTES:  
 1. 5' CONCRETE SIDEWALK  
 2. UNDERDRAIN  
 3. 5' ASPHALT TRANSITION FROM BACK OF CURB TO BACK OF CURB. CONSTRUCT ASPHALT CURB HEAD AND FLOWLINE TO MATCH CONCRETE CURB.  
 4. END OF ROAD SIGNING PER S.D.D. 6.29A  
 5. 2' WIDE CONCRETE WATER WAY



PLOT SCALE:

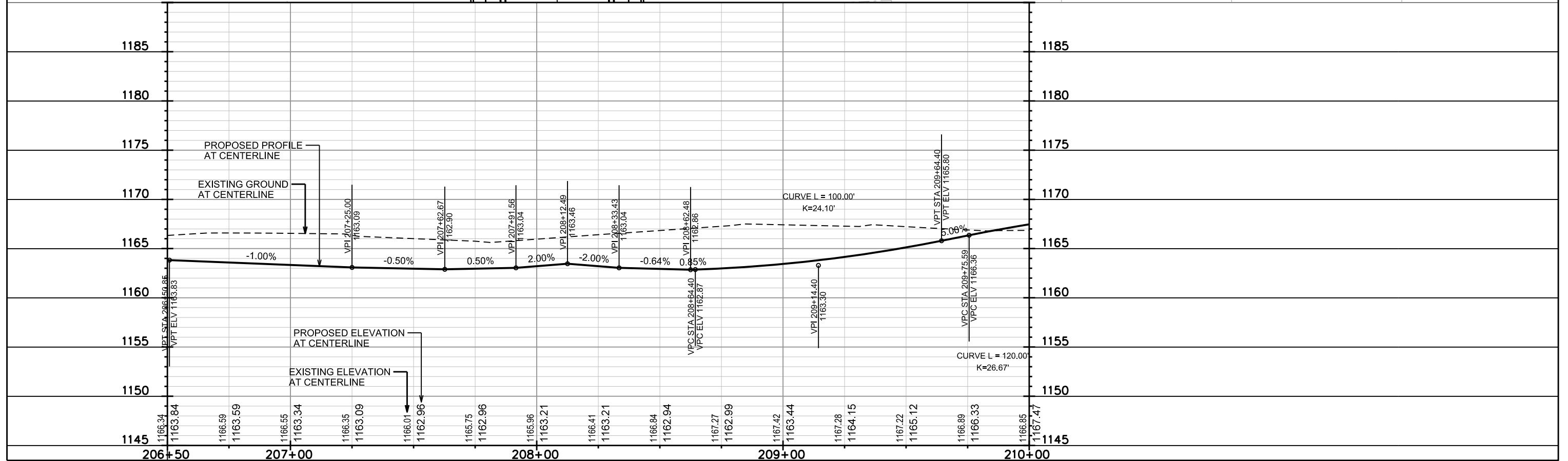
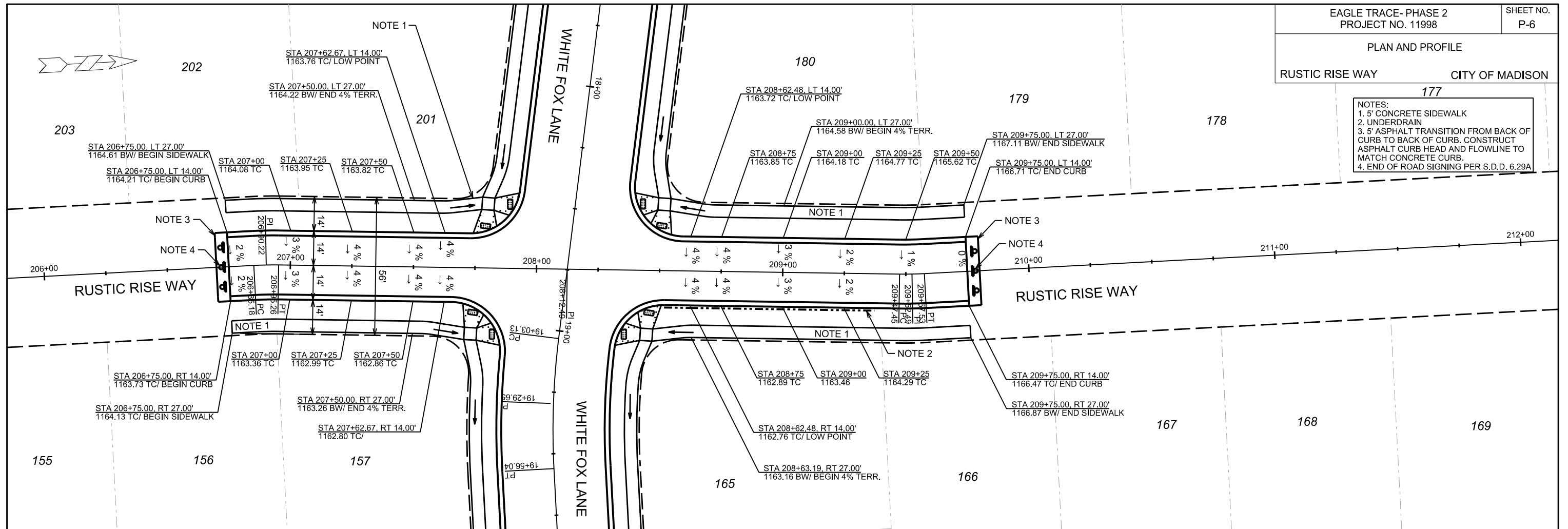
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
RUSTIC RISE WAY CITY OF MADISON

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



PLOT SCALE:

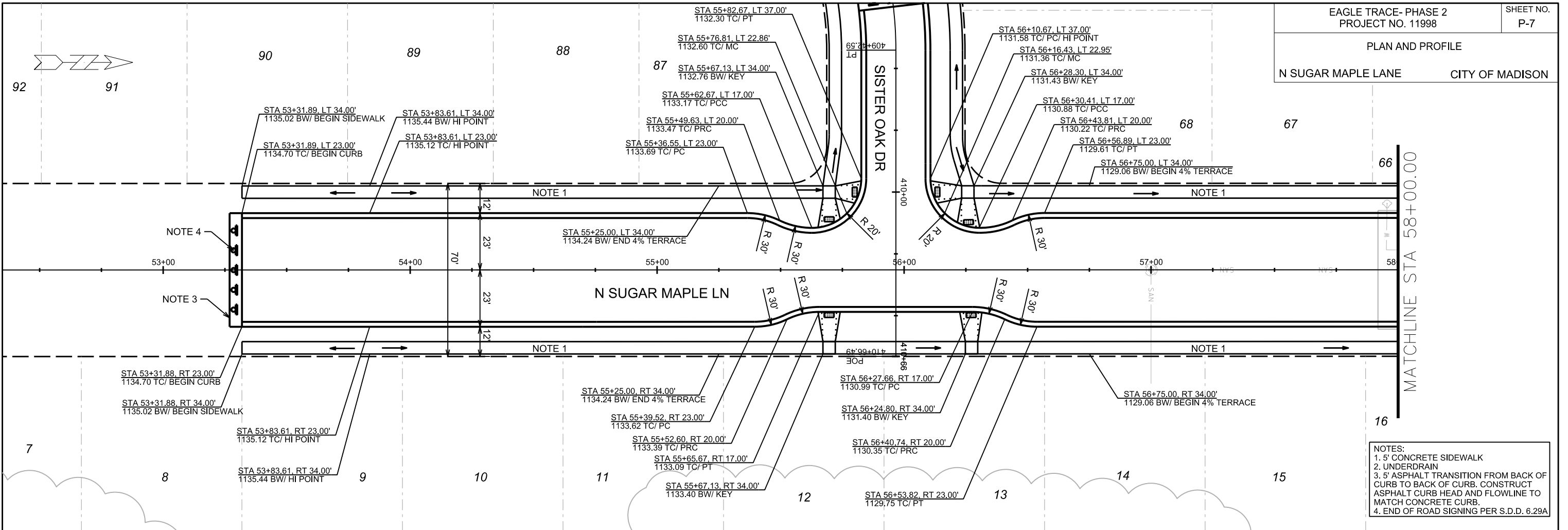
PLOT NAME:

REV. DATE:

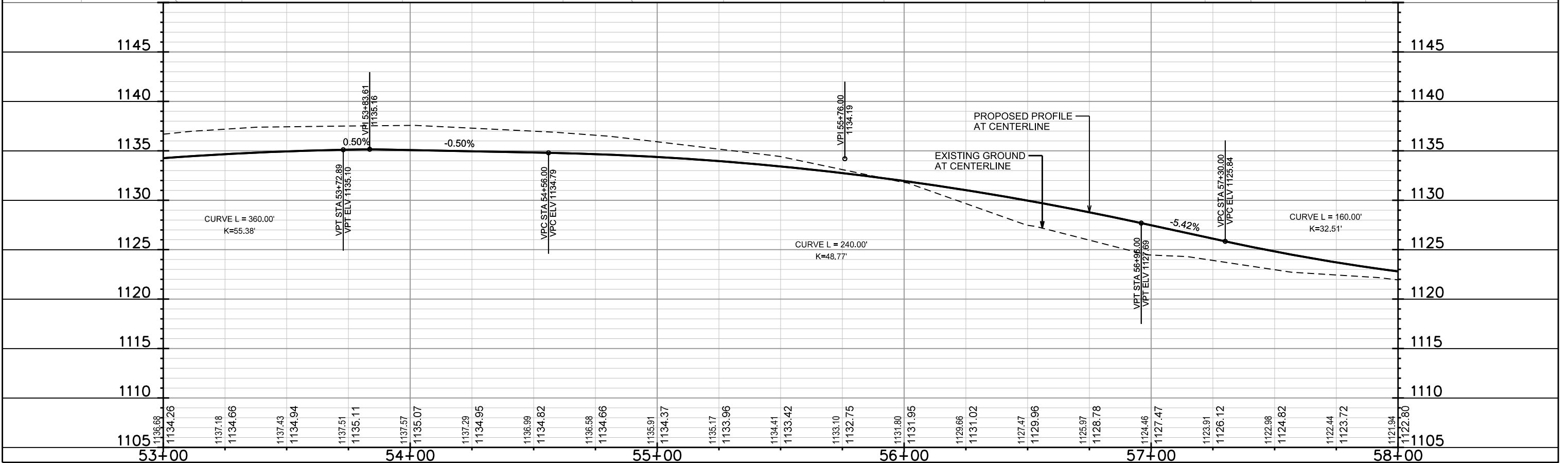
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

N SUGAR MAPLE LANE CITY OF MADISON



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



PLOT SCALE:

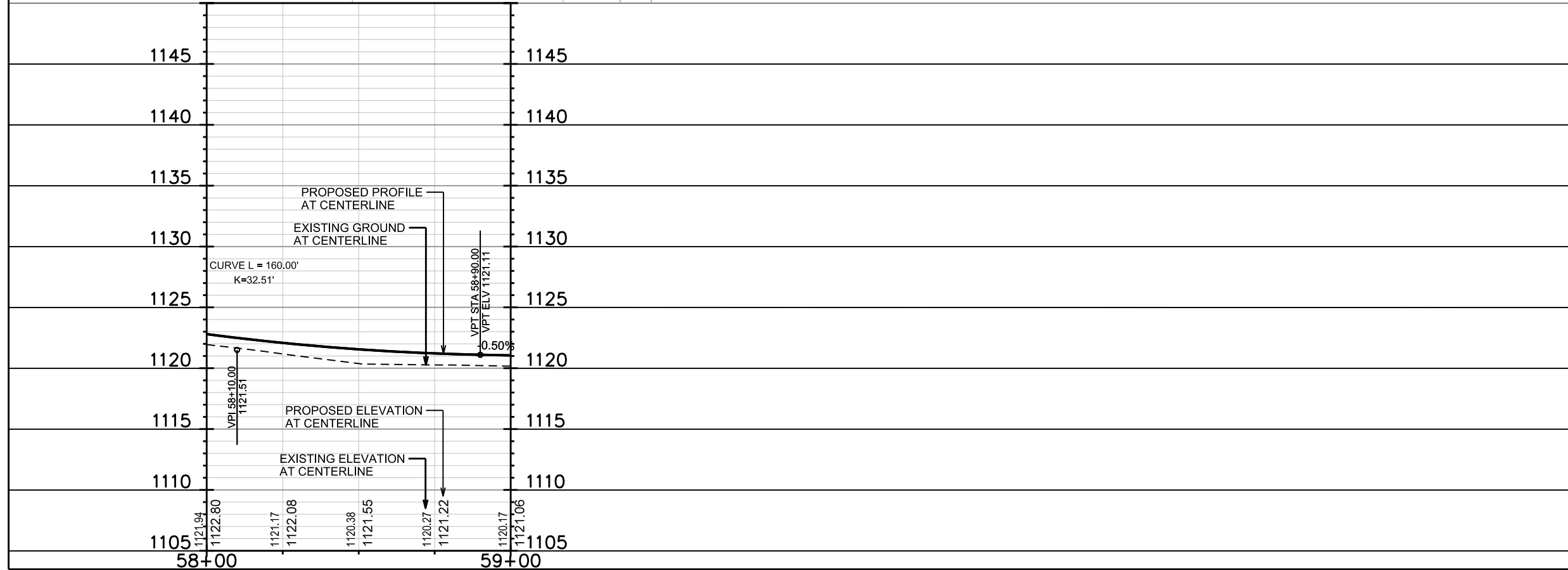
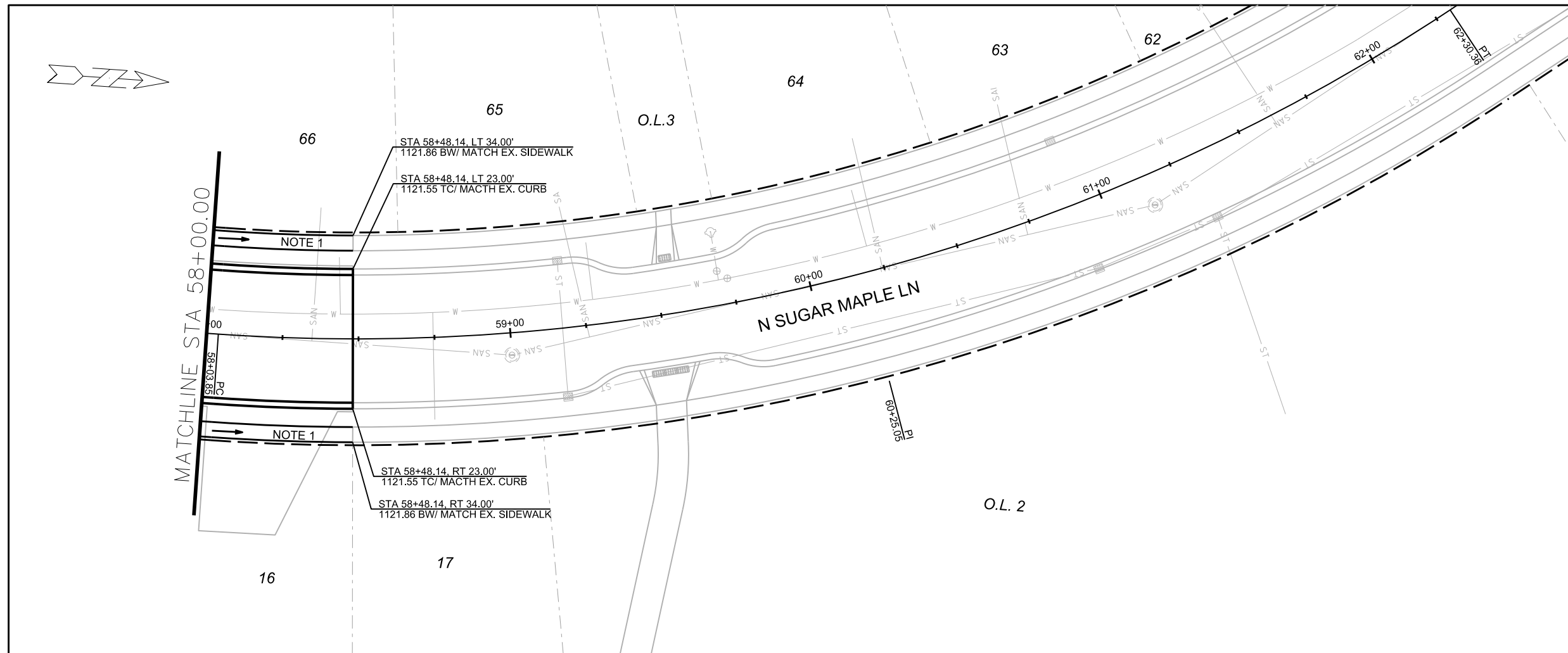
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE  
N SUGAR MAPLE LANE CITY OF MADISON

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



PLOT SCALE:

PLOT NAME:

REV. DATE:

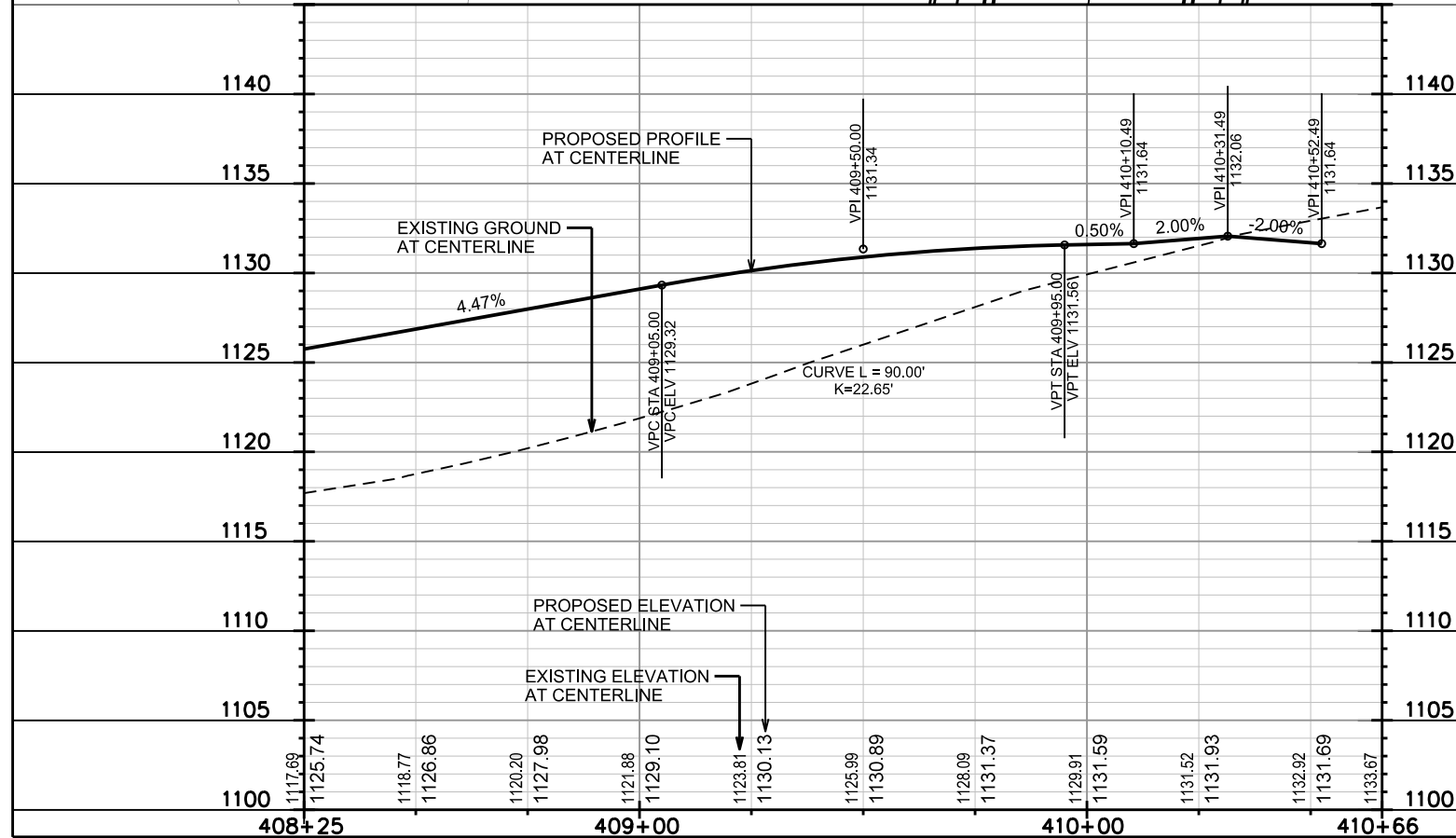
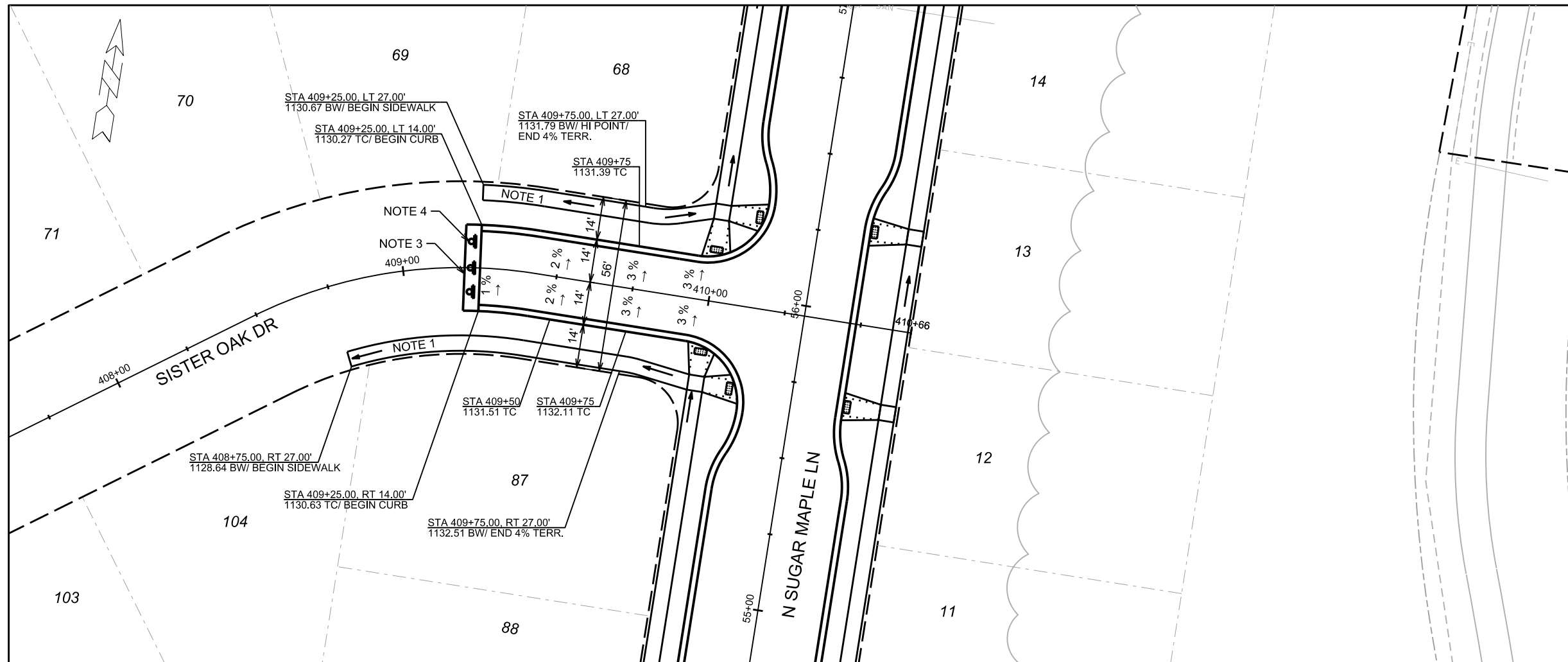
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

SISTER OAK DRIVE

CITY OF MADISON

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



PLOT SCALE:

PLOT NAME:

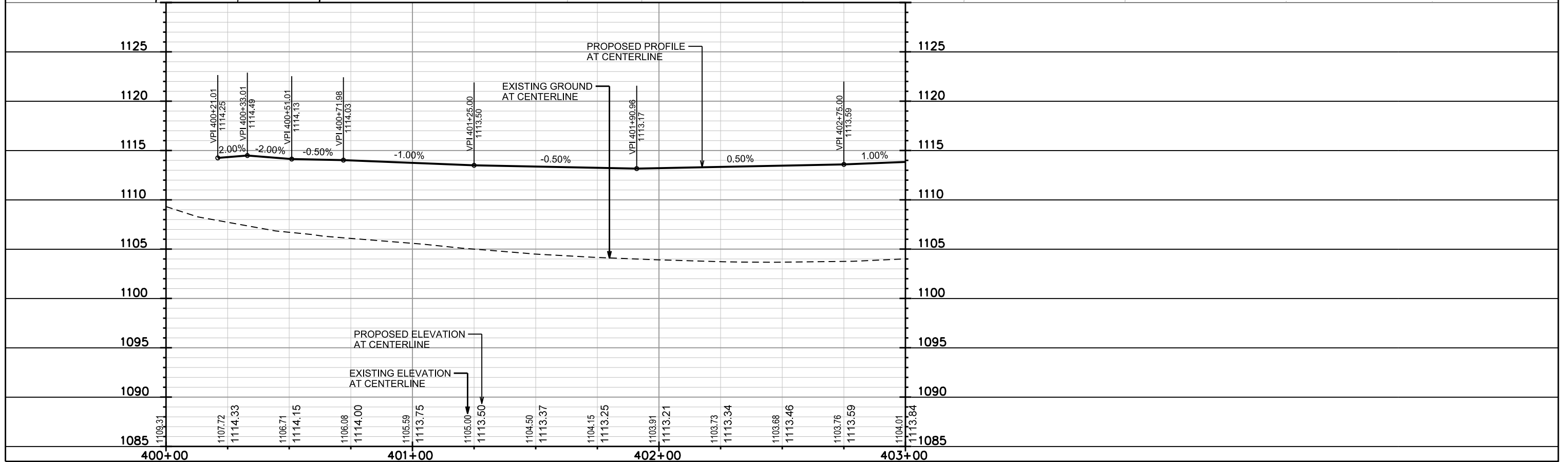
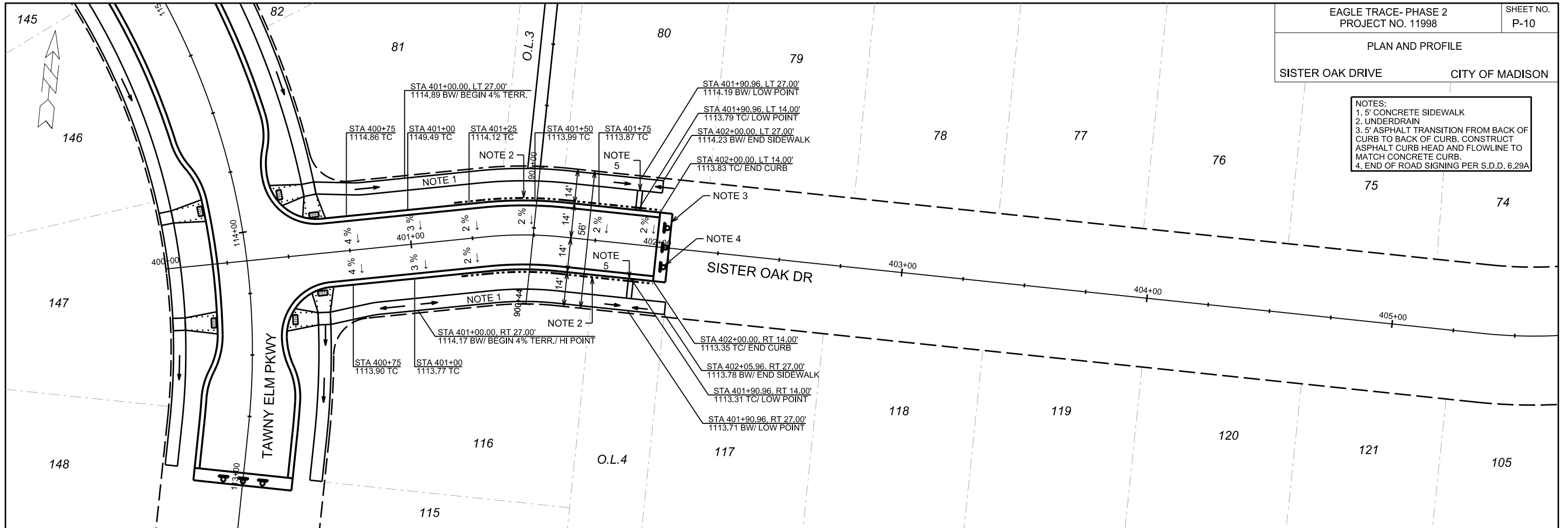
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

SISTER OAK DRIVE CITY OF MADISON

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

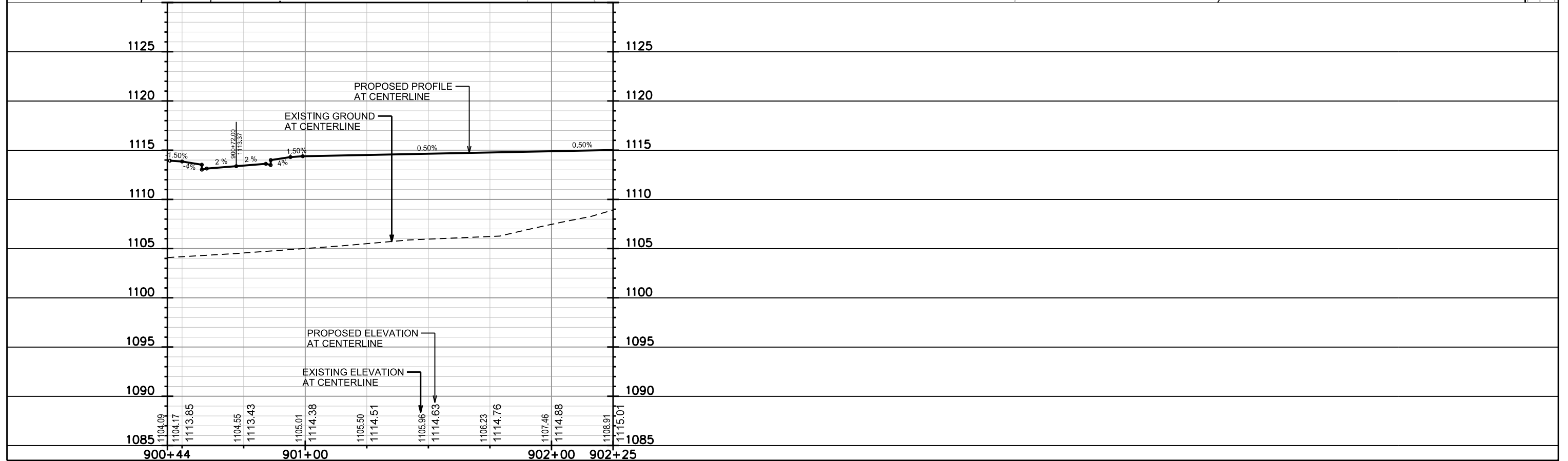
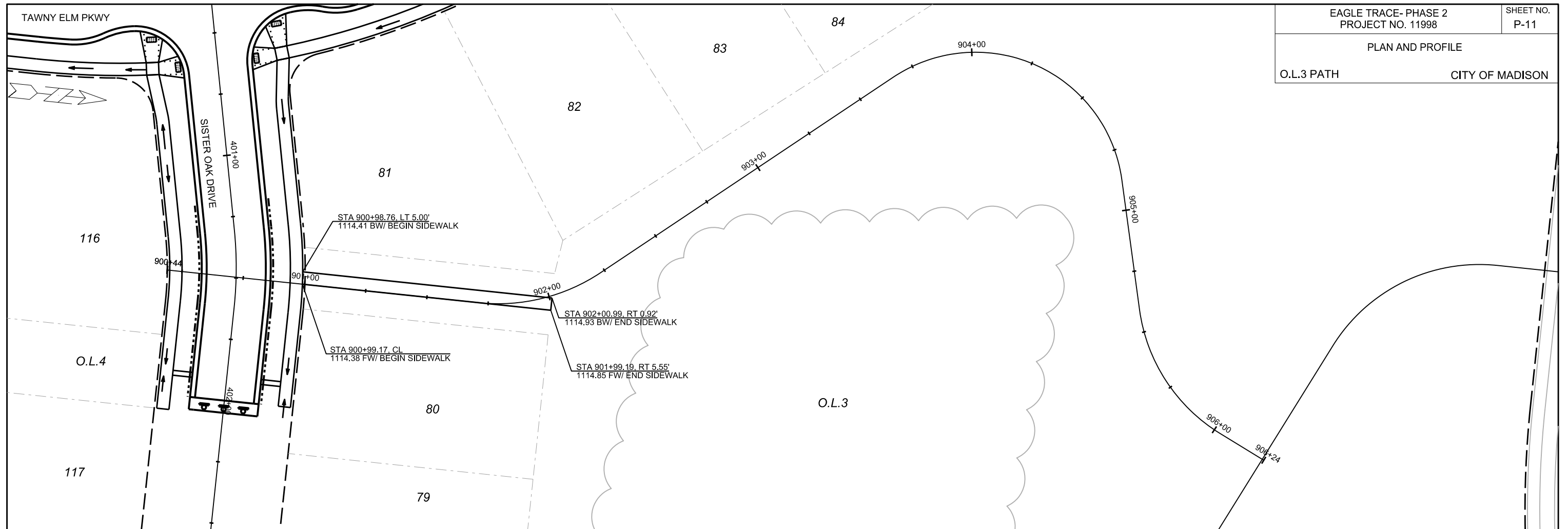


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE:

PLOT NAME:

REV. DATE:

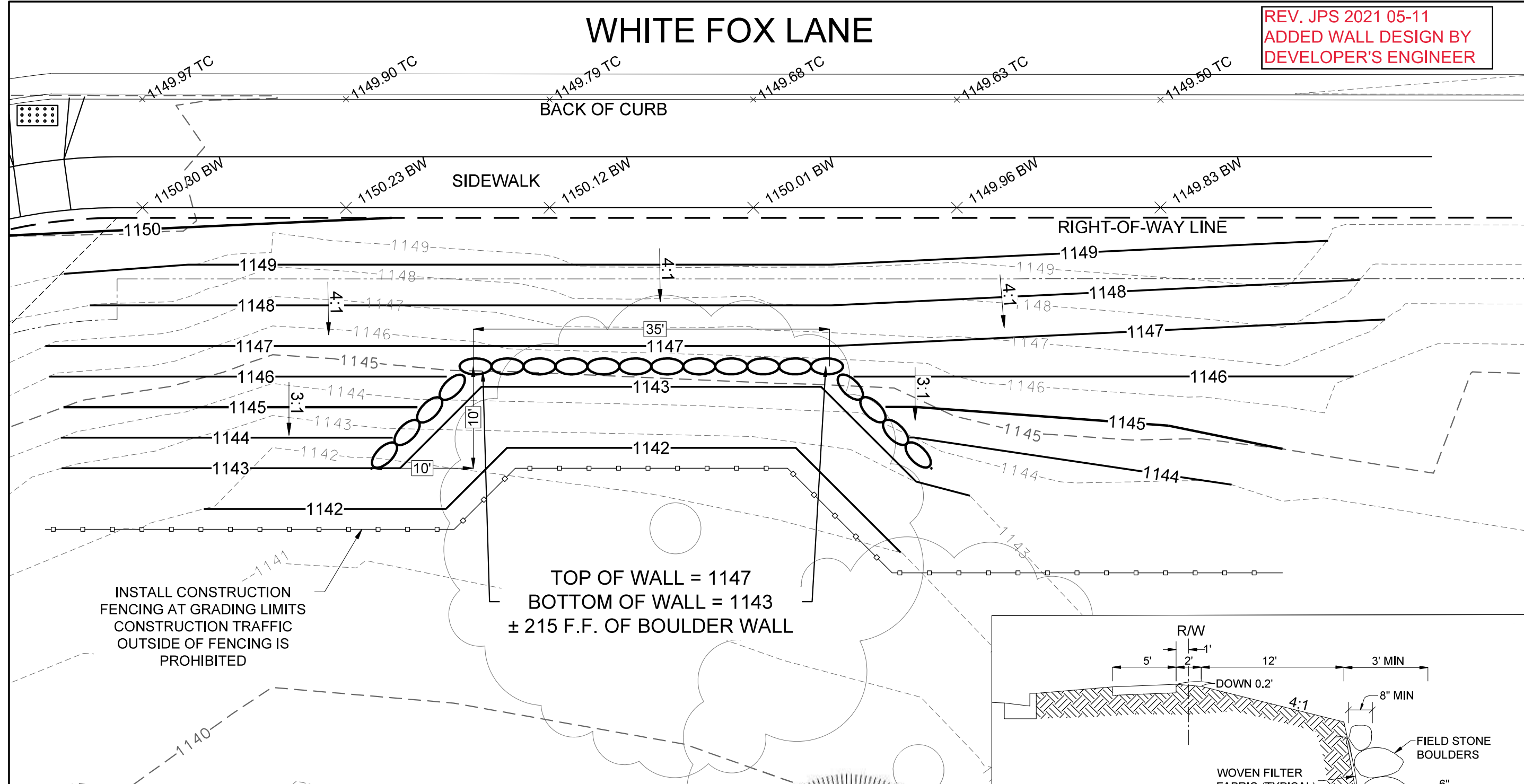
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



# WHITE FOX LANE

REV. JPS 2021 05-11  
 ADDED WALL DESIGN BY  
 DEVELOPER'S ENGINEER

D'ONOFRIO KOTTHE AND ASSOCIATES, INC.  
 7530 Westwood Way, Madison, WI 53717  
 Phone: 608.833.7550 • Fax: 608.833.1089  
 YOUR NATURAL RESOURCE FOR LAND DEVELOPMENT

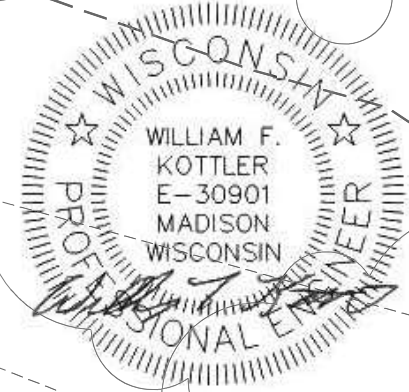


TOP OF WALL = 1147  
 BOTTOM OF WALL = 1143  
 ± 215 F.F. OF BOULDER WALL

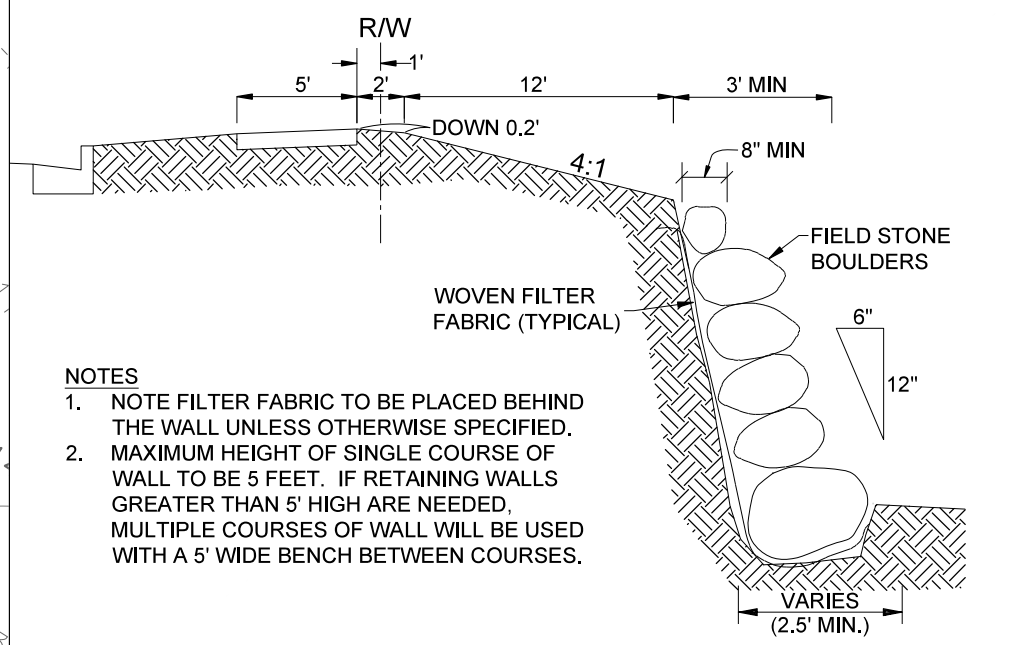
INSTALL CONSTRUCTION FENCING AT GRADING LIMITS  
 CONSTRUCTION TRAFFIC OUTSIDE OF FENCING IS PROHIBITED

## LEGEND

- PROPOSED CONTOUR
- EXISTING CONTOUR
- TOP OF CURB ELEVATION
- BACK OF SIDEWALK ELEVATION
- CONSTRUCTION FENCING



03/30/2021



- NOTES**
- NOTE FILTER FABRIC TO BE PLACED BEHIND THE WALL UNLESS OTHERWISE SPECIFIED.
  - MAXIMUM HEIGHT OF SINGLE COURSE OF WALL TO BE 5 FEET. IF RETAINING WALLS GREATER THAN 5' HIGH ARE NEEDED, MULTIPLE COURSES OF WALL WILL BE USED WITH A 5' WIDE BENCH BETWEEN COURSES.

## RETAINING WALL DETAIL

NOT TO SCALE

BOULDER WALL AT WHITE FOX LANE AND TAWNY PARKWAY

## EAGLE TRACE PARK

CITY OF MADISON, DANE COUNTY, WISCONSIN



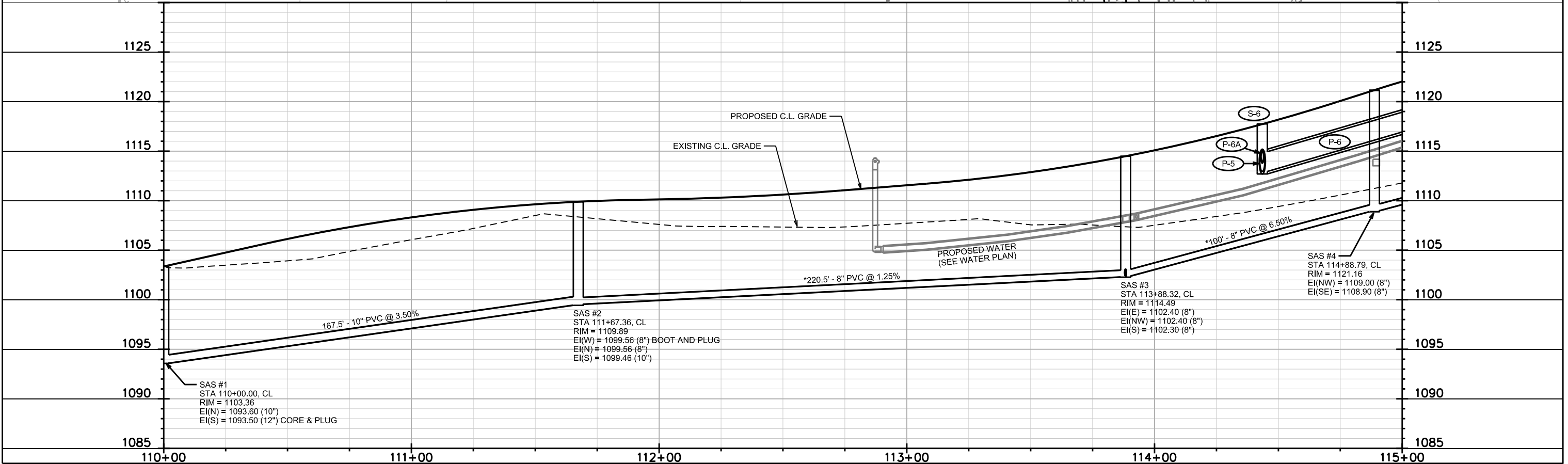
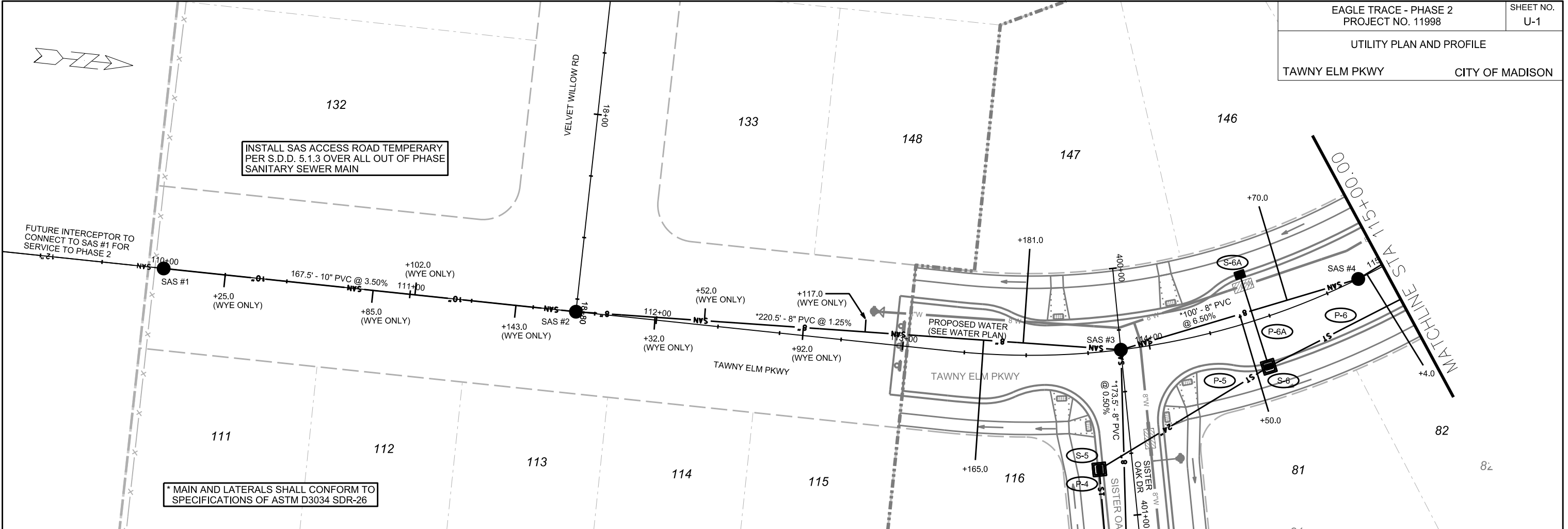
SCALE: 1" = 10'

DATE: 06-18-2020  
 REVISED:

DRAWN BY: WK

FN: 19-05-107

Sheet Number:  
 RW-1



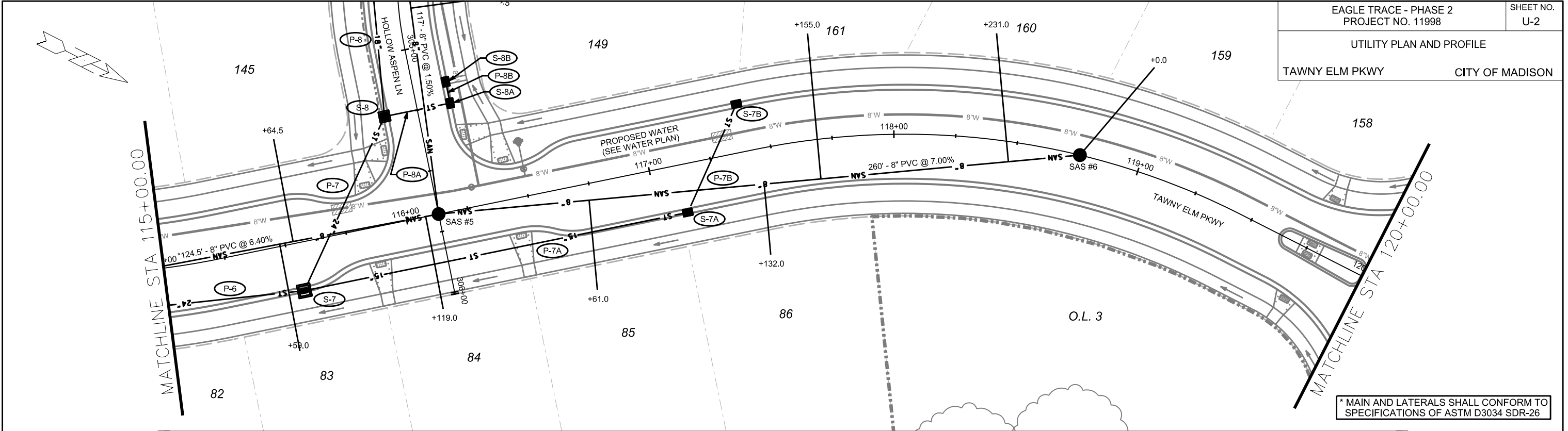
PLOT SCALE:

PLOT NAME:

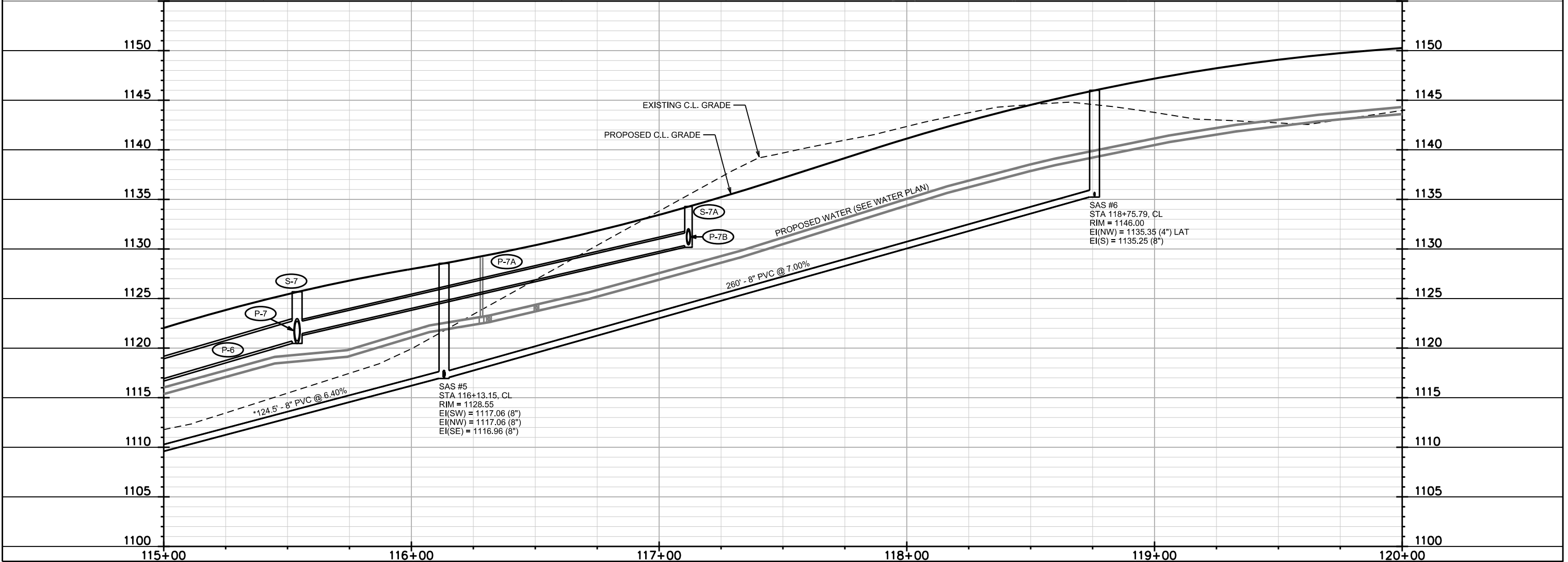
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITY PLAN AND PROFILE  
TAWNY ELM PKWY CITY OF MADISON



\* MAIN AND LATERALS SHALL CONFORM TO SPECIFICATIONS OF ASTM D3034 SDR-26

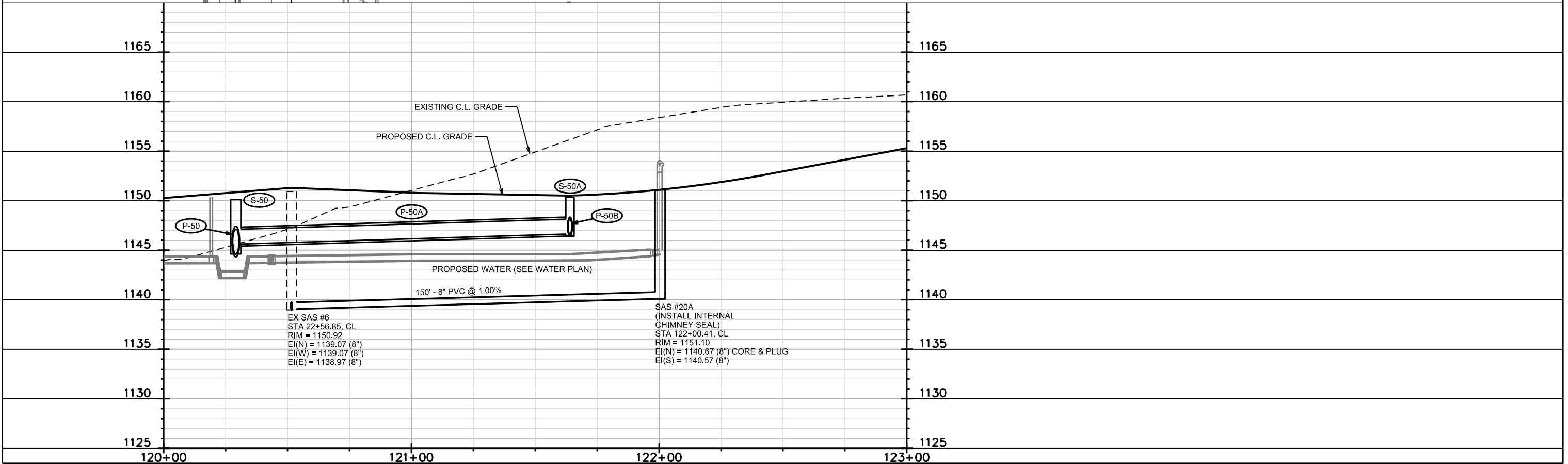
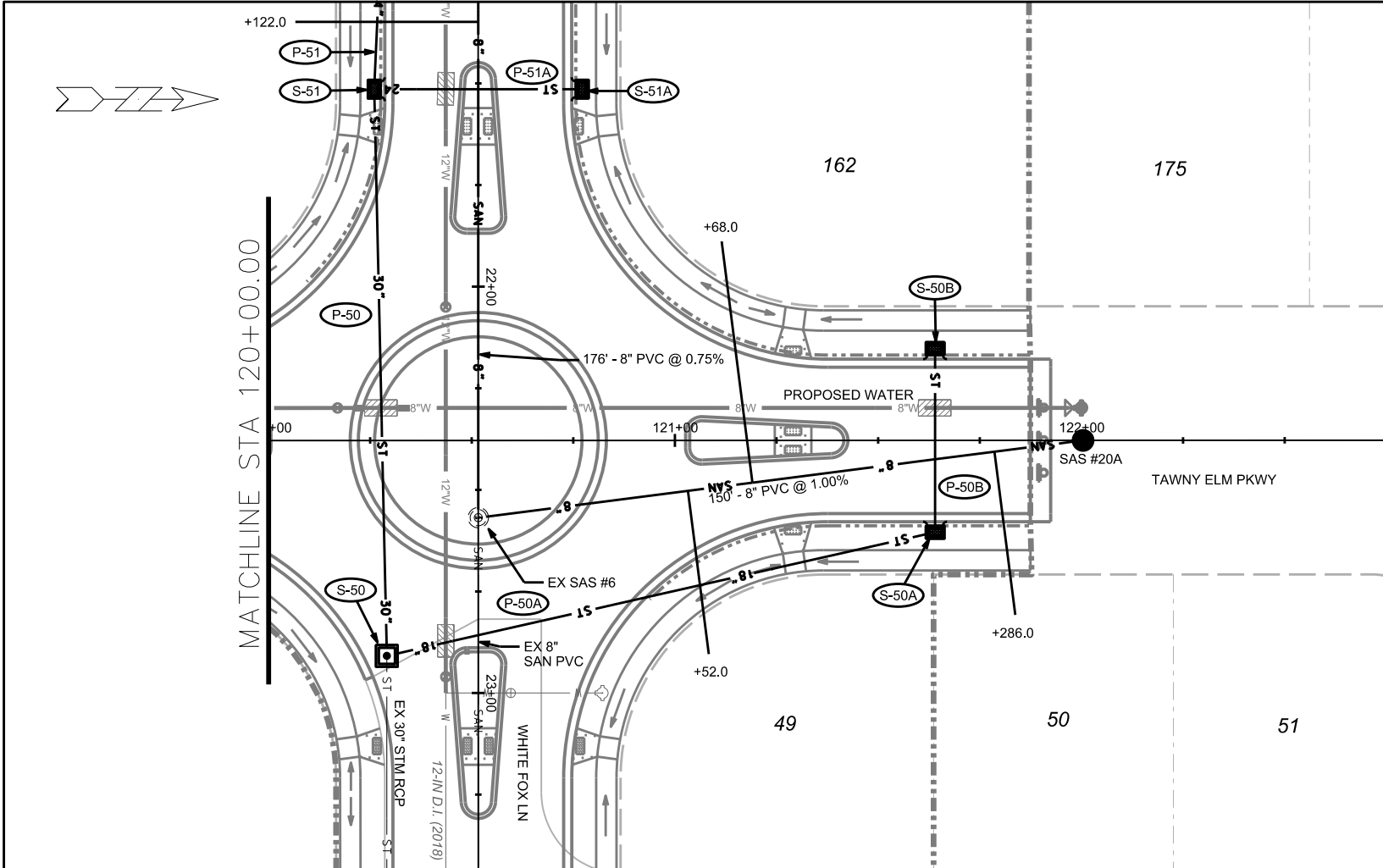


PLOT SCALE:

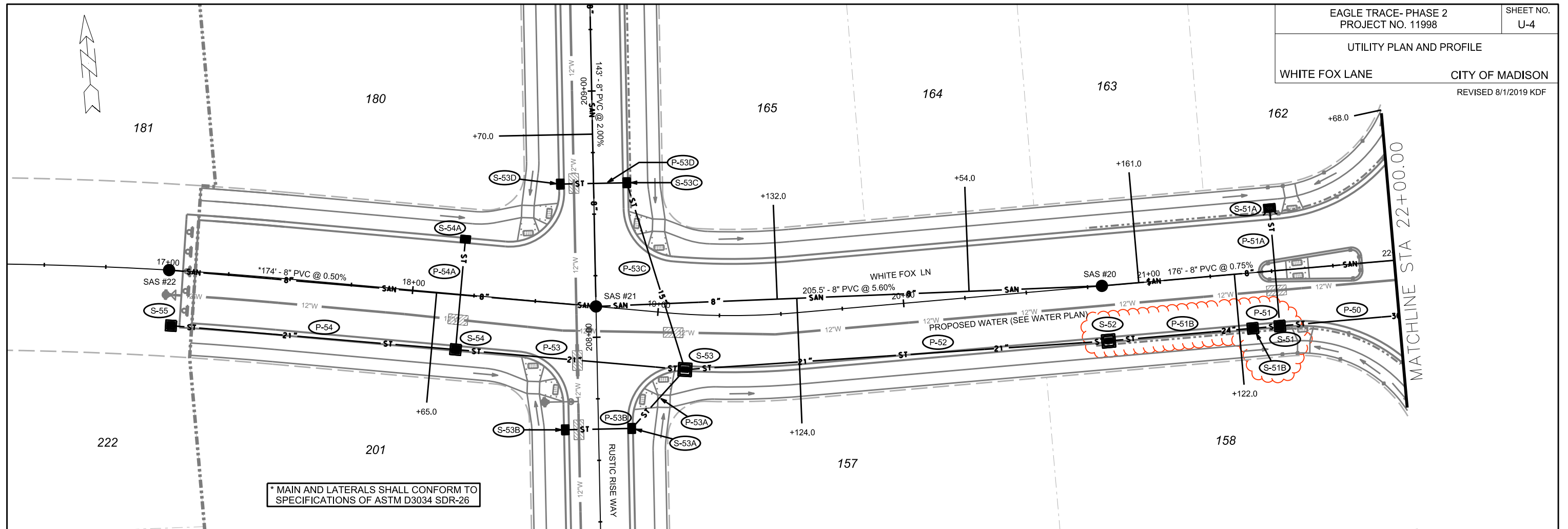
PLOT NAME:

REV. DATE:

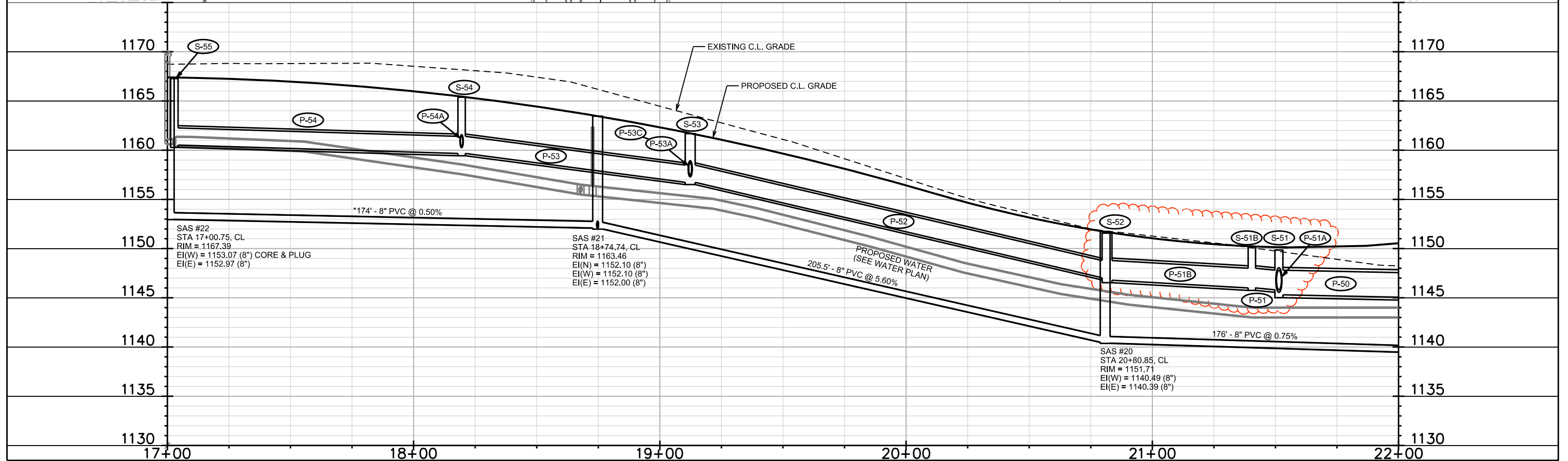
ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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



\* MAIN AND LATERALS SHALL CONFORM TO SPECIFICATIONS OF ASTM D3034 SDR-26



SAS #22  
STA 17+00.75, CL  
RIM = 1167.39  
EI(W) = 1153.07 (8") CORE & PLUG  
EI(E) = 1152.97 (8")

SAS #21  
STA 18+74.74, CL  
RIM = 1163.46  
EI(N) = 1152.10 (8")  
EI(W) = 1152.10 (8")  
EI(E) = 1152.00 (8")

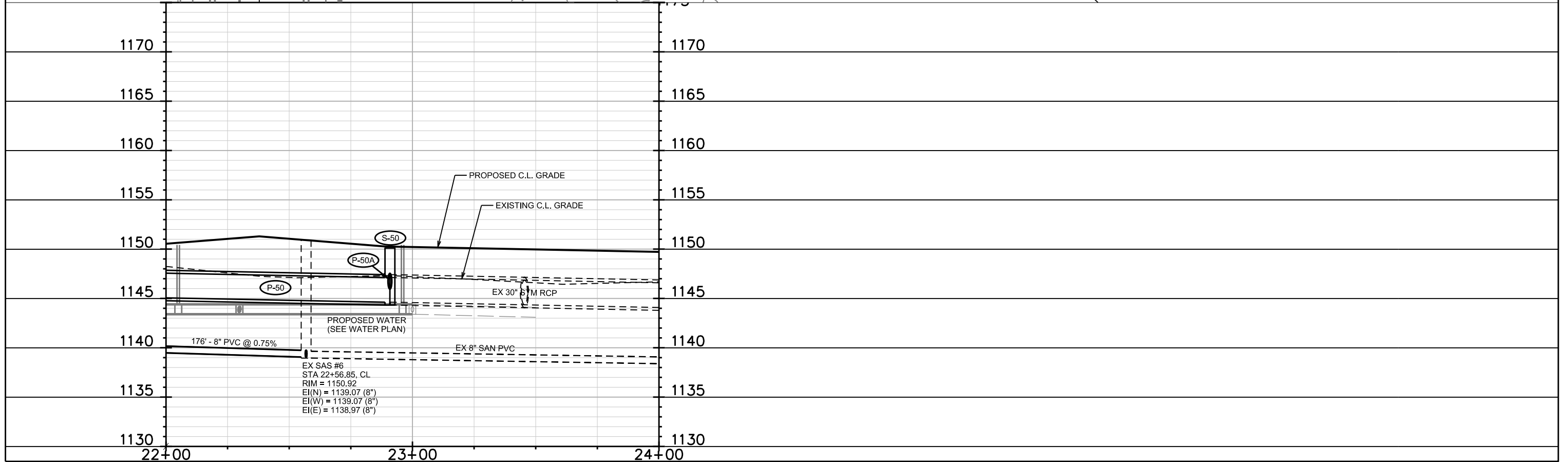
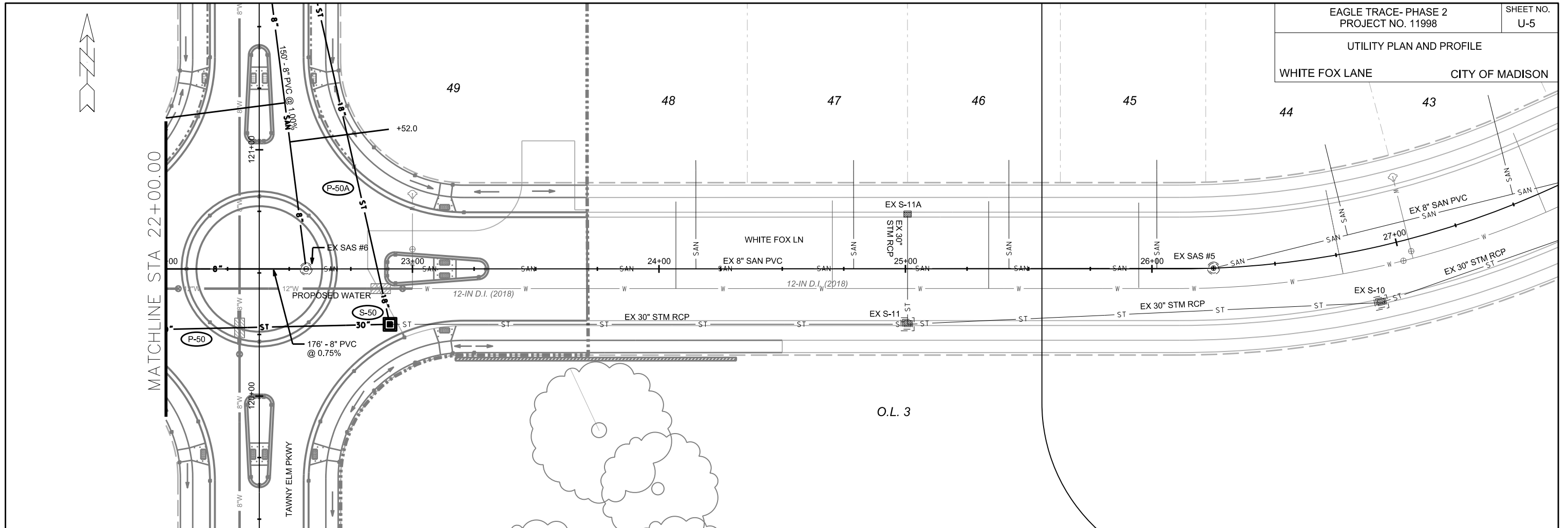
SAS #20  
STA 20+80.85, CL  
RIM = 1151.71  
EI(W) = 1140.49 (8")  
EI(E) = 1140.39 (8")

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

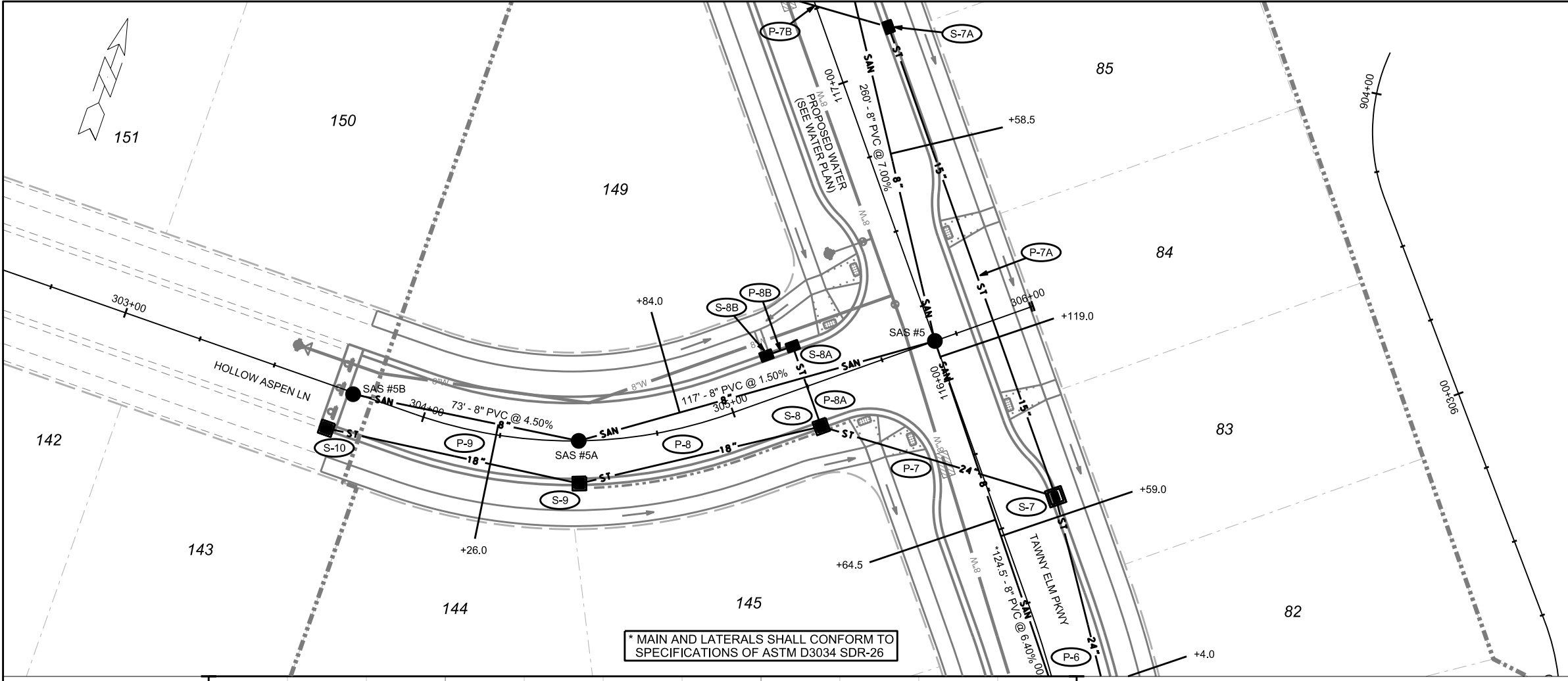


PLOT SCALE:

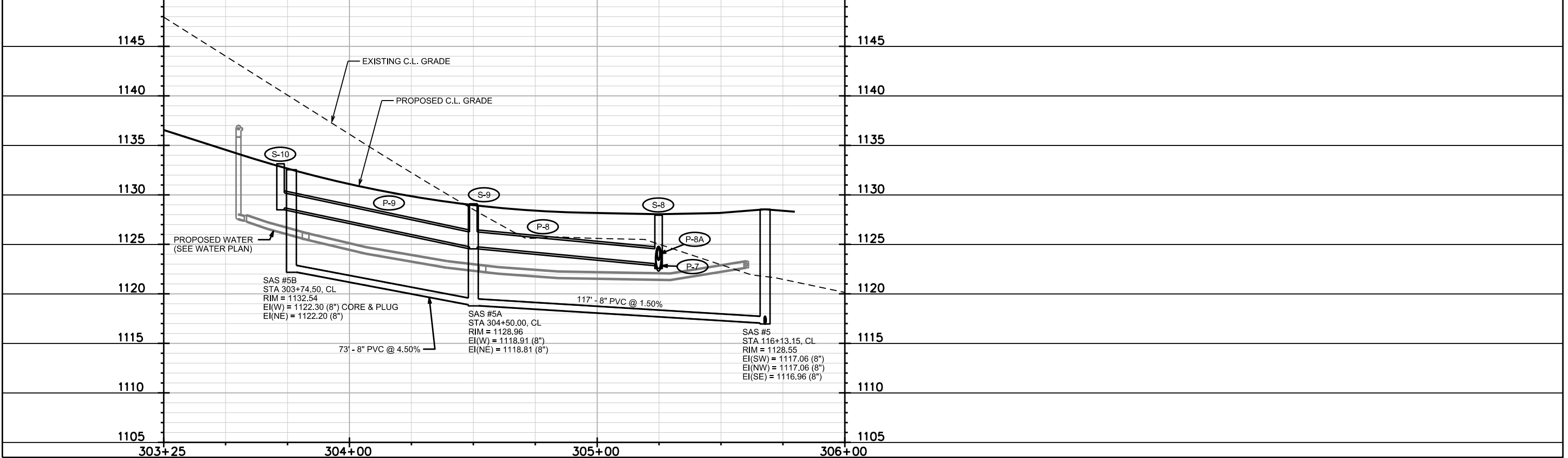
PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



\* MAIN AND LATERALS SHALL CONFORM TO SPECIFICATIONS OF ASTM D3034 SDR-26

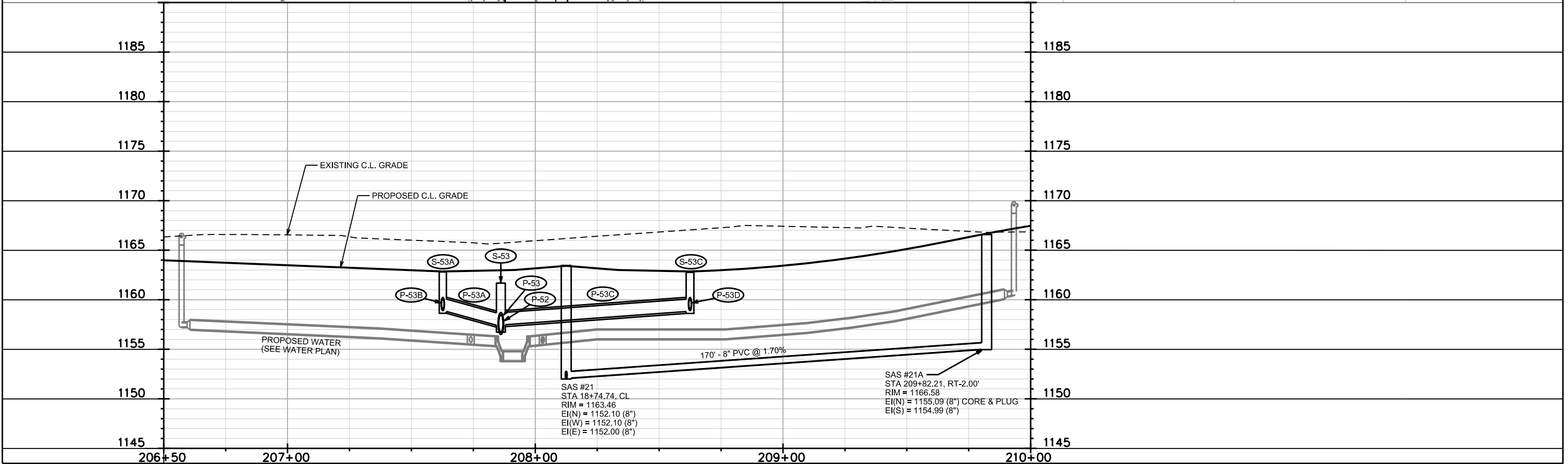
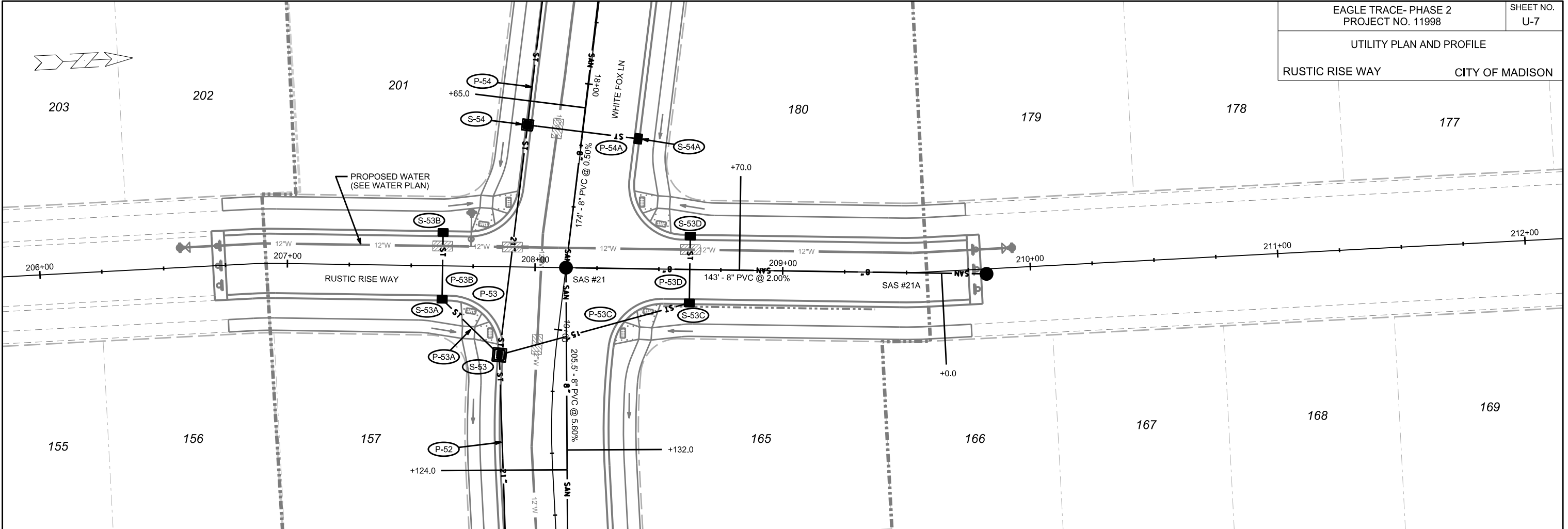


PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLOT SCALE:

PLOT NAME:

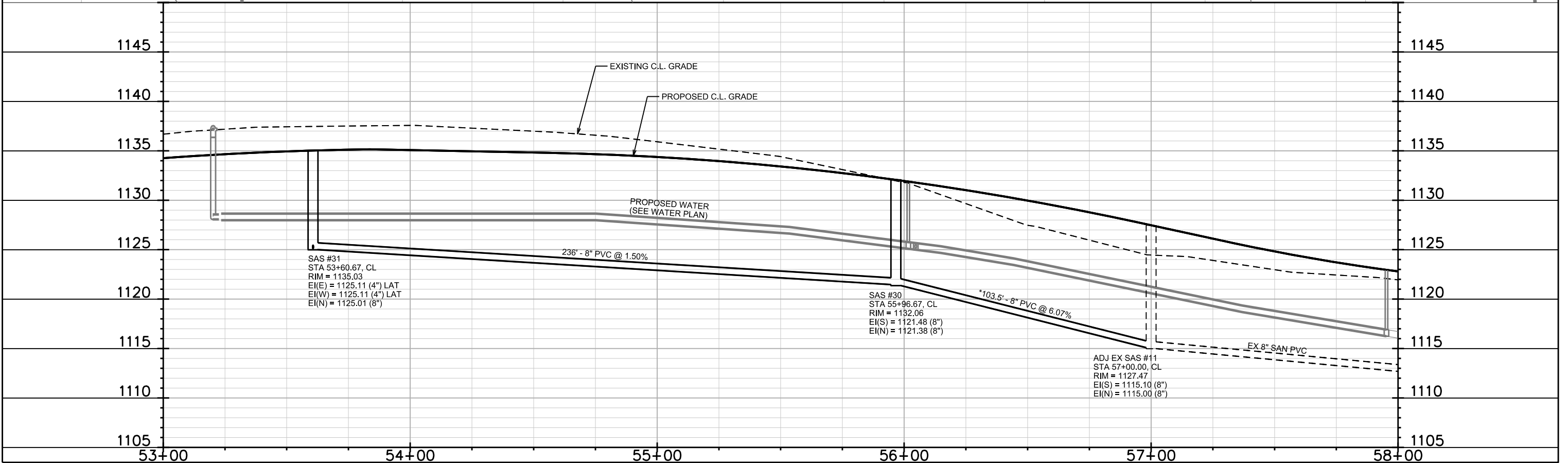
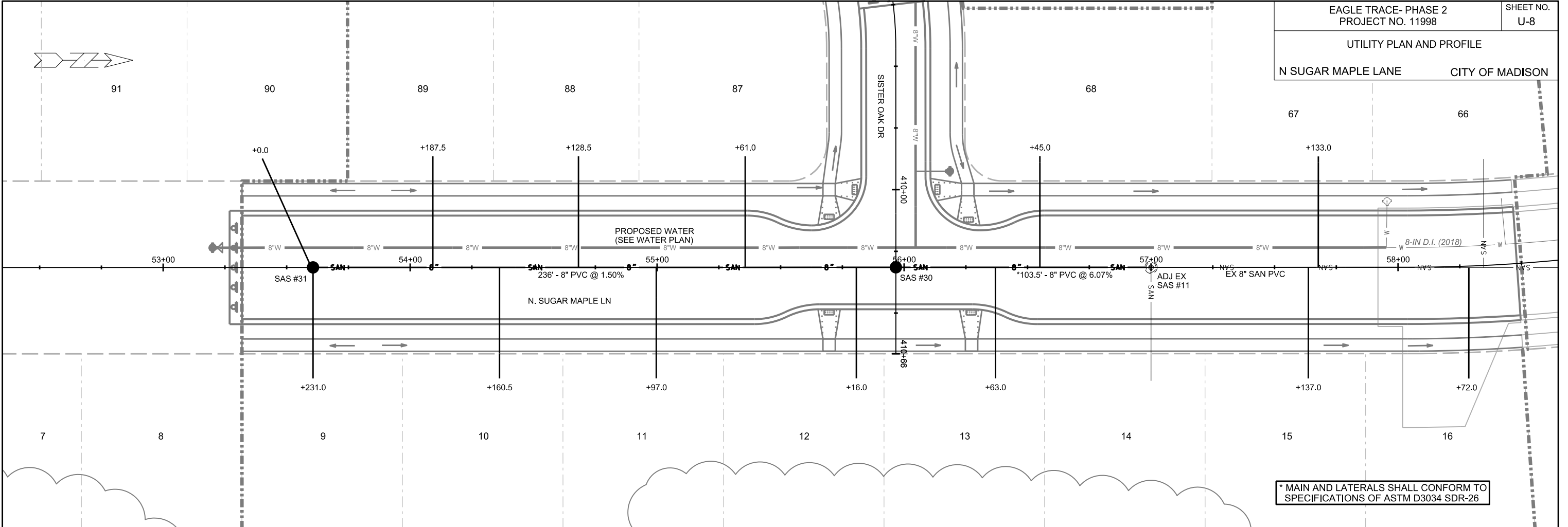
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



UTILITY PLAN AND PROFILE

N SUGAR MAPLE LANE CITY OF MADISON



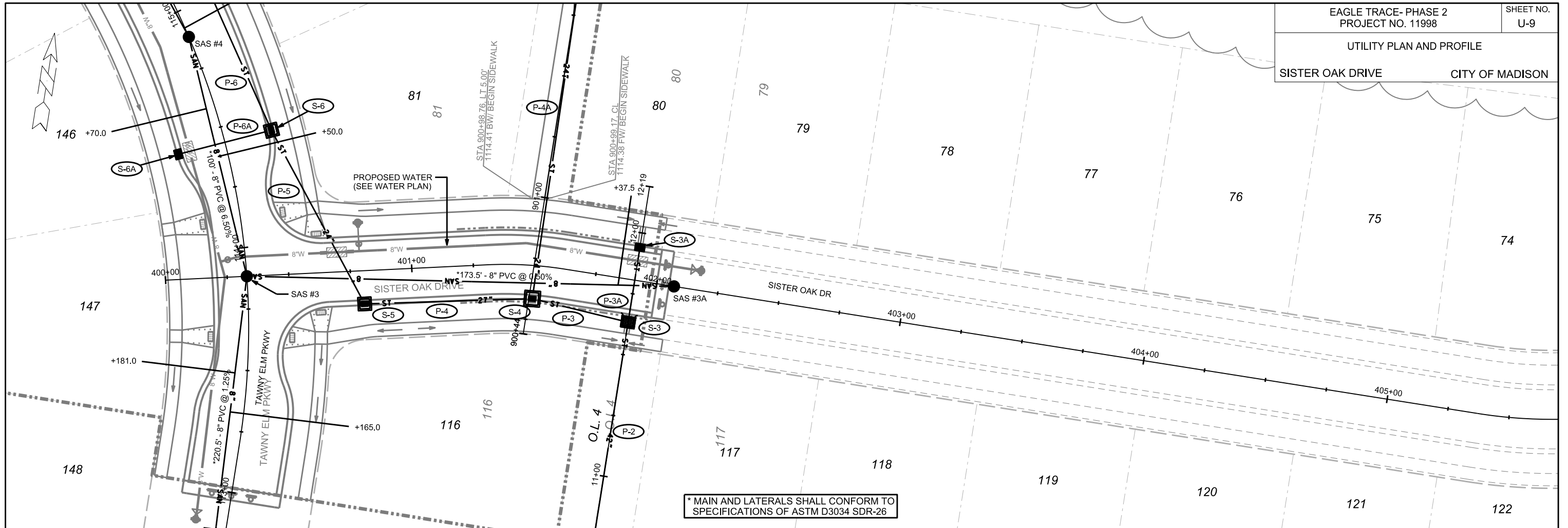
PLOT SCALE:

PLOT NAME:

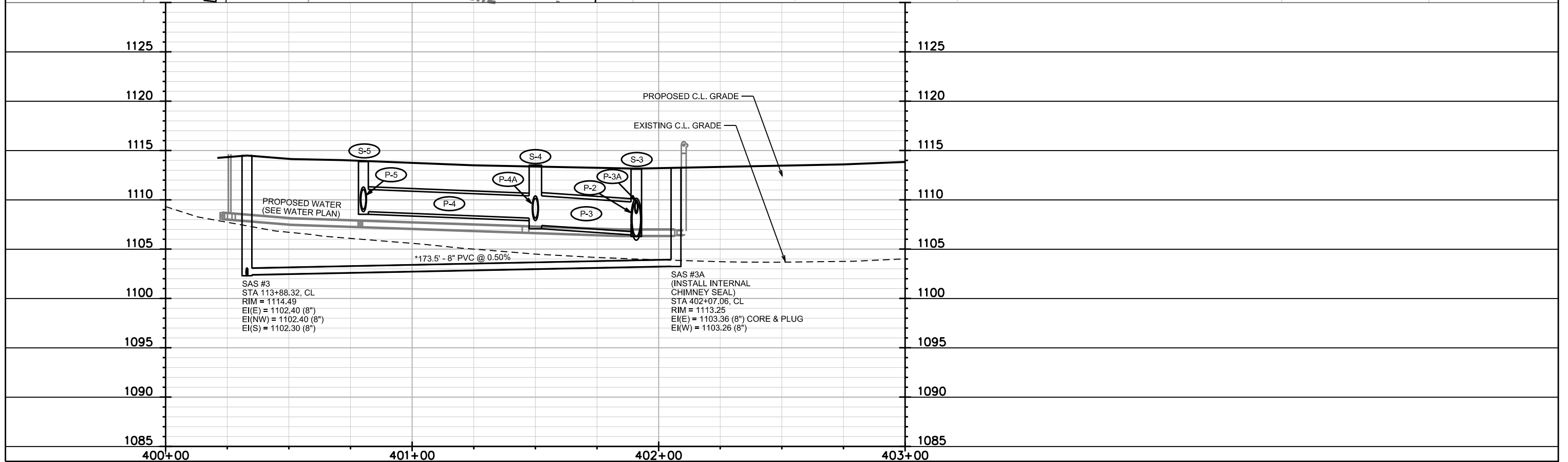
REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITY PLAN AND PROFILE  
SISTER OAK DRIVE CITY OF MADISON



\* MAIN AND LATERALS SHALL CONFORM TO SPECIFICATIONS OF ASTM D3034 SDR-26



SAS #3  
STA 113+88.32, CL  
RIM = 1114.49  
EI(E) = 1102.40 (8")  
EI(NW) = 1102.40 (8")  
EI(S) = 1102.30 (8")

SAS #3A  
(INSTALL INTERNAL CHIMNEY SEAL)  
STA 402+07.06, CL  
RIM = 1113.25  
EI(E) = 1103.36 (8") CORE & PLUG  
EI(W) = 1103.26 (8")

PLOT SCALE:

PLOT NAME:

REV. DATE:

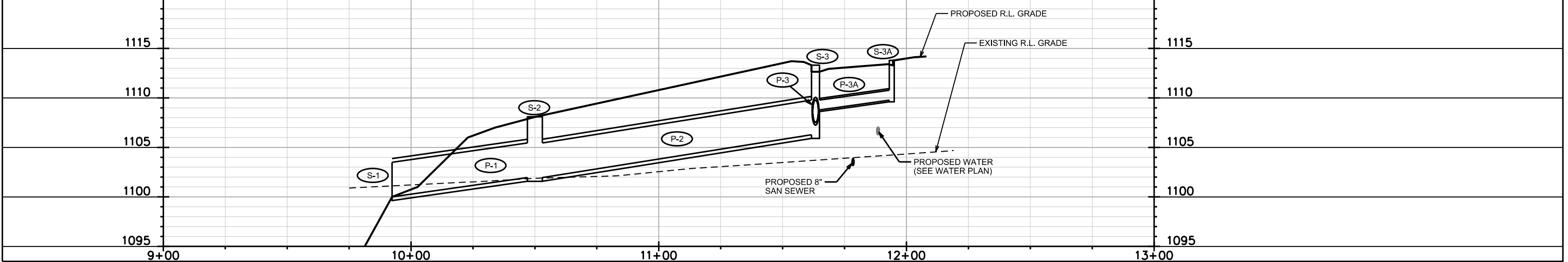
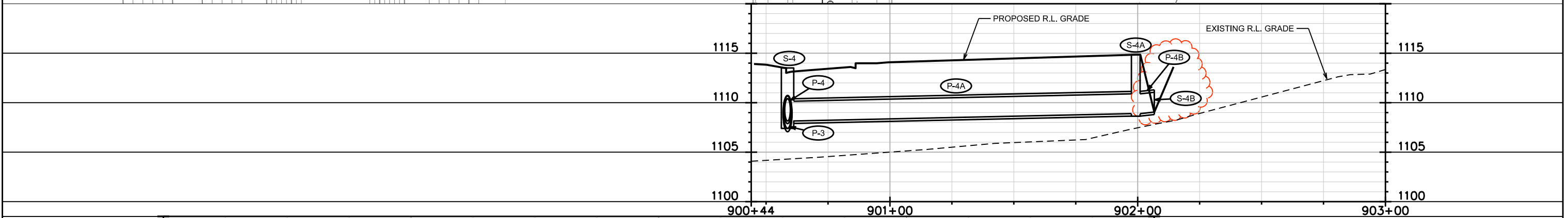
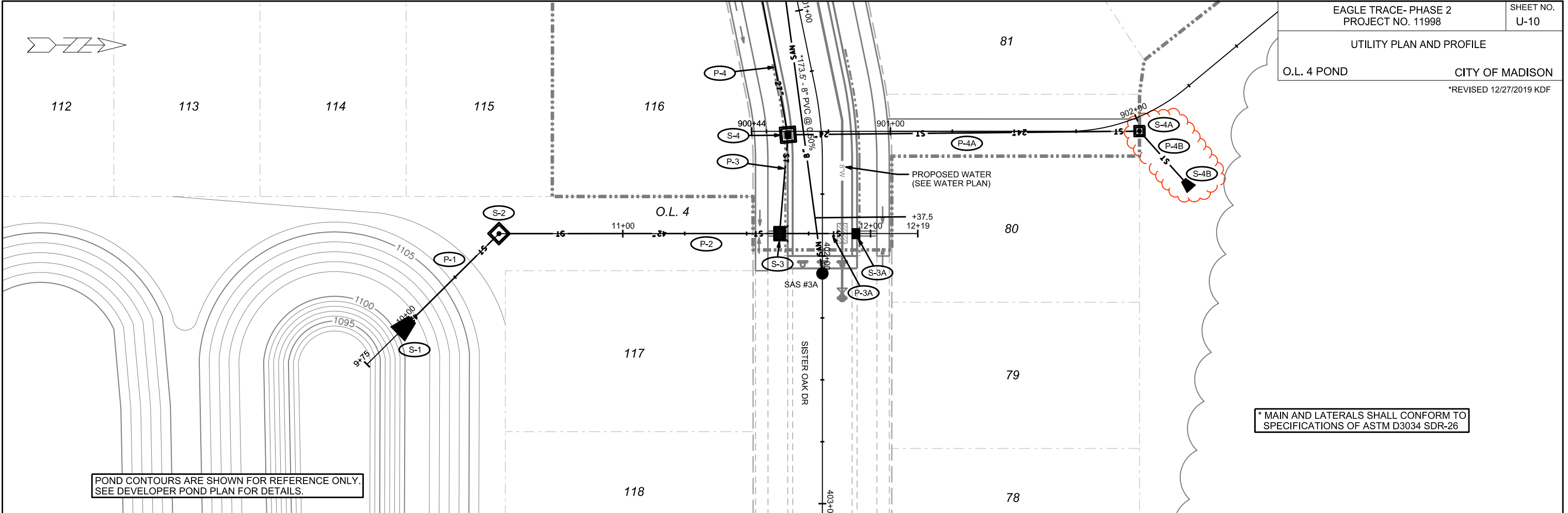
ORIGINATOR: CITY OF MADISON, STREETS DIVISION

UTILITY PLAN AND PROFILE

O.L. 4 POND

CITY OF MADISON

\*REVISED 12/27/2019 KDF



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

# SANITARY SEWER SCHEDULE

## PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>TAWNY ELM PKWY</b>						
SAS #1	110+00.00	CL	1103.36	1093.50	9.86	-
SAS #2	111+67.36	CL	1109.89	1099.46	10.43	-
SAS #3	113+88.32	CL	1114.49	1102.30	12.19	-
SAS #4	114+88.79	CL	1121.16	1108.90	12.26	-
SAS #5	116+13.15	CL	1128.55	1116.96	11.59	-
SAS #6	118+75.79	CL	1146.00	1135.25	10.75	-
SAS #20A	122+00.41	CL	1151.10	1140.57	10.53	[1]
<b>SISTER OAK DR</b>						
SAS #3A	402+07.06	CL	1113.25	1103.26	9.99	[1]
<b>HOLLOW ASPEN LN</b>						
SAS #5A	304+50.00	CL	1128.96	1118.81	10.15	-
SAS #5B	303+74.50	CL	1132.54	1122.20	10.35	-
<b>WHITE FOX LN</b>						
SAS #20	20+80.85	CL	1151.71	1140.39	11.32	-
SAS #21	18+74.74	CL	1163.46	1152.00	11.46	-
SAS #22	17+00.75	CL	1167.39	1152.97	14.42	-
<b>RUSTIC RISE WAY</b>						
SAS #21A	209+82.21	RT-2.00	1166.58	1154.99	11.59	-
<b>N. SUGAR MAPLE LN</b>						
SAS #30	55+96.67	CL	1132.06	1121.38	10.68	-
SAS #31	53+60.67	CL	1135.03	1125.01	10.02	-

## PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN (PAY) LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
<b>TAWNY ELM PKWY</b>								
SAS #1	SAS #2	1093.60	1099.46	167.5	3.50%	10"	SDR-35	-
SAS #2	SAS #3	1099.56	1102.30	220.5	1.25%	8"	SDR-26	-
SAS #3	SAS #4	1102.40	1108.90	100	6.50%	8"	SDR-26	-
SAS #4	SAS #5	1109.00	1116.96	124.5	6.40%	8"	SDR-26	-
SAS #5	SAS #6	1117.06	1135.25	260	7.00%	8"	SDR-35	-
EX SAS #6	SAS #20A	1139.07	1140.57	150	1.00%	8"	SDR-35	-
<b>SISTER OAK DR</b>								
SAS #3	SAS #3A	1102.40	1103.26	173.5	0.50%	8"	SDR-26	-
<b>HOLLOW ASPEN LN</b>								
SAS #5	SAS #5A	1117.06	1118.81	117	1.50%	8"	SDR-35	-
SAS #5A	SAS #5B	1118.91	1122.20	73	4.50%	8"	SDR-35	-
<b>WHITE FOX LN</b>								
EX SAS#6	SAS #20	1139.07	1140.39	176	0.75%	8"	SDR-35	-
SAS #20	SAS #21	1140.49	1152.00	205.5	5.60%	8"	SDR-35	-
SAS #21	SAS #22	1152.10	1152.97	174	0.50%	8"	SDR-26	-
<b>RUSTIC RISE WAY</b>								
SAS #21	SAS #21A	1152.10	1154.99	170	1.70%	8"	SDR-35	-
<b>N. SUGAR MAPLE LN</b>								
EX SAS#11	SAS #30	1115.10	1121.38	103.5	6.07%	8"	SDR-26	-
SAS #30	SAS #31	1121.48	1125.01	236	1.50%	8"	SDR-35	-

## SPECIFIC NOTES

[1] INSTALL INTERNAL CHIMNEY SEAL IN ACCORDANCE WITH S.D.D. 5.7.17

# STORM SEWER SCHEDULE

\*REVISED 8/1/2019 KDF

\*\*REVISED 12/27/2019 KDF

EAGLE TRACE - PHASE 2  
PROJECT NO. 11998

SHEET NO.  
U-12

STORM SEWER SCHEDULE

CITY OF MADISON

## PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>TAWNY ELM PKWY</b>							
S-6	1114+43.51	RT-19.50	4X4 SAS	1117.75	1112.95	4.80	W/R-3067-7004-V
S-6A	1114+43.51	LT-19.50	H INLET	1117.75	1114.13	3.62	W/R-3067-7004-V
S-7	1115+53.84	RT-19.50	4X4 SAS	1125.68	1120.72	4.96	W/R-3067-7004-V
S-7A	1117+11.84	RT-19.50	H INLET	1134.28	1130.35	3.93	W/R-3067-7004-V
S-7B	117+39.83	LT-19.50	H INLET	1136.37	1132.65	3.72	W/R-3067-7004-V
S-50A	121+64.00	RT-19.50	TERRACE INLET III	1150.33	1146.63	3.70	[1], LP
S-50B	121+64.00	LT-19.50	TERRACE INLET III	1150.33	1146.85	3.48	[1], LP
<b>SISTER OAK DR</b>							
S-1	402+26.15	RT-166.10	42" RCP AE	-	1100.00	-	W/GATE
S-2	401+90.96	RT-130.57	5X5 SAS	1108.10	1101.95	6.15	W/R-1550-0054
S-3	401+90.95	RT-17.28	TERRACE INLET II	1113.11	1106.28	6.83	[1], LP
S-3A	401+90.96	LT-13.50	H INLET	1113.79	1109.77	4.02	[1], LP, W/R-3067-7004-VB
S-4	401+50.00	RT-13.50	5X5 SAS	1113.51	1107.40	6.11	W/R-3067-7004-V
S-4A	401+55.10	LT-128.25	3X3 SAS	1114.85	1108.89	5.96	W/R-1550-0054
** S-4B	<b>401+73.00</b>	<b>LT-149.00</b>	24" RCP AE	-	<b>1109.05</b>	-	W/GATE
S-5	400+80.23	RT-13.50	4X4 SAS	1113.87	1108.80	5.07	W/R-3067-7004-V
<b>HOLLOW ASPEN LN</b>							
S-8	305+24.79	RT-13.50	3X3 SAS	1127.95	1122.55	5.40	[1], LP, W/R-3067-7004-VB
S-8A	305+24.79	LT-13.50	H INLET	1128.91	1125.02	3.89	[1], LP, W/R-3067-7004-VB
S-8B	305+15.96	LT-13.50	H INLET	1128.95	1125.08	3.87	W/R-3067-7004-V
S-9	304+50.00	RT-13.50	3X3 SAS	1129.10	1124.75	4.35	W/R-3067-7004-V
S-10	303+72.18	RT-13.50	3X3 SAS	1132.99	1128.70	4.29	W/R-3067-7004-V
<b>WHITE FOX LN</b>							
S-50	22+90.85	RT-22.50	4X4 SAS	1150.11	1144.62	5.49	W/R-1550-0054
* S-51	21+51.41	<b>RT-22.50</b>	<b>3X3 SAS</b>	<b>1150.06</b>	1145.30	<b>4.76</b>	<b>[1], LP, W/R-3067-7004-VB</b>
S-51A	21+51.42	LT-25.58	TERRACE INLET III	1149.85	1146.05	3.80	[1], LP
* <b>S-51B</b>				<b>1150.18</b>	<b>1146.00</b>	<b>4.18</b>	
S-52	20+81.61	RT-22.50	4X4 SAS	1151.57	1146.79	4.78	W/R-3067-7004-V
S-53	19+12.32	RT-22.50	4X4 SAS	1161.68	1156.73	4.95	W/R-3067-7004-V
S-54	18+19.50	RT-22.50	3X3 SAS	1165.38	1159.65	5.73	W/R-3067-7004-V
S-54A	18+19.50	LT-22.50	H INLET	1165.40	1161.47	3.93	W/R-3067-7004-V
S-55	17+02.84	RT-22.50	3X3 SAS	1167.27	1160.51	6.76	W/R-3067-7004-V
<b>RUSTIC RISE WAY</b>							
S-53A	207+62.67	RT-13.50	H INLET	1162.80	1158.82	3.98	W/R-3067-7004-V
S-53B	207+62.67	LT-13.50	H INLET	1163.76	1160.01	3.75	[1], LP, W/R-3067-7004-VB
S-53C	208+62.48	RT-13.50	H INLET	1162.76	1158.81	3.95	[1], LP, W/R-3067-7004-VB
S-53D	208+62.48	LT-13.50	H INLET	1163.72	1160.00	3.72	[1], LP, W/R-3067-7004-VB

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

## SPECIFIC NOTES

[1] INSTALL LOW POINT PVC DRAIN PER S.D.D. 5.7.7A

## 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
<b>TAWNY ELM PKWY</b>										
P-5	S-5	S-6	1109.05	1112.95	80	75.7	5.15%	24"	TYPE I	-
P-6	S-6	S-7	1112.95	1120.72	115	111	7.00%	24"	TYPE II	-
P-6A	S-6	S-6A	1113.95	1114.13	39	36	0.50%	12"	TYPE I	-
P-7	S-7	S-8	1120.72	1122.55	77.5	73.1	2.50%	24"	TYPE I	-
P-7A	S-7	S-7A	1121.47	1130.35	158	154.5	5.75%	15"	TYPE II	-
P-7B	S-7A	S-7B	1130.60	1132.65	48	45.5	4.50%	15"	TYPE I	-
P-50A	S-50	S-50A	1145.62	1146.63	139	135.5	0.75%	18"	TYPE I	-
P-50B	S-50A	S-50B	1146.63	1146.85	39	43.3	0.50%	18"	TYPE I	-
<b>SISTER OAK DR</b>										
P-1	S-1	S-2	1100.00	1101.95	57.5	55	3.55%	42"	TYPE II	-
P-2	S-2	S-3	1101.95	1106.28	113.5	108.2	4.00%	42"	TYPE II	-
P-3	S-3	S-4	1106.78	1107.40	40	35.4	1.75%	36"	TYPE II	-
P-3A	S-3	S-3A	1108.78	1109.77	31	28.2	3.50%	12"	TYPE I	-
P-4	S-4	S-5	1108.15	1108.80	68	63.5	1.02%	27"	TYPE II	-
P-4A	S-4	S-4A	1108.15	1108.89	142	137.9	0.54%	24"	TYPE II	-
** P-4B	S-4A	S-4B	1108.89	<b>1109.05</b>	<b>31.5</b>	<b>29.5</b>	<b>0.54%</b>	24"	TYPE II	-
<b>HOLLOW ASPEN LN</b>										
P-8	S-8	S-9	1123.05	1124.75	79	75.7	2.25%	18"	TYPE II	-
P-8A	S-8	S-8A	1123.55	1125.02	27	24.5	6.00%	12"	TYPE I	-
P-8B	S-8A	S-8B	1125.02	1125.08	9	5.8	1.00%	12"	TYPE II	-
P-9	S-9	S-10	1124.75	1128.70	82	79	5.00%	18"	TYPE II	-
<b>WHITE FOX LN</b>										
P-50	S-50	S-51	1144.62	1145.30	139.5	135.9	0.50%	30"	TYPE I	-
* P-51	S-51	<b>S-51B</b>	1145.80	<b>1146.00</b>	<b>11</b>	<b>8</b>	<b>2.50%</b>	24"	TYPE II	-
* P-51A	S-51	S-51A	1145.80	1146.05	<b>48</b>	<b>45.7</b>	<b>0.55%</b>	24"	TYPE I	-
* <b>P-51B</b>	<b>S-51B</b>	<b>S-52</b>	<b>1146.00</b>	<b>1146.79</b>	<b>59</b>	<b>55.3</b>	<b>1.43%</b>	<b>24"</b>	TYPE II	-
P-52	S-52	S-53	1147.04	1156.73	172.5	168.4	5.75%	21"	TYPE II	-
P-53	S-53	S-54	1156.73	1159.65	93.5	90	3.25%	21"	TYPE I	-
P-54	S-54	S-55	1159.66	1160.51	116	113	0.75%	21"	TYPE II	-
P-54A	S-54	S-54A	1160.41	1161.47	45	42.5	2.50%	12"	TYPE I	-
<b>RUSTIC RISE WAY</b>										
P-53A	S-53	S-53A	1157.48	1158.82	32.5	28.2	4.75%	15"	TYPE II	-
P-53B	S-53A	S-53B	1159.07	1160.01	27	25	3.76%	12"	TYPE I	-
P-53C	S-53	S-53C	1157.48	1158.81	79.5	75.8	1.75%	15"	TYPE I	-
P-53D	S-53C	S-53D	1159.06	1160.00	27	25	3.76%	12"	TYPE I	-

## 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.

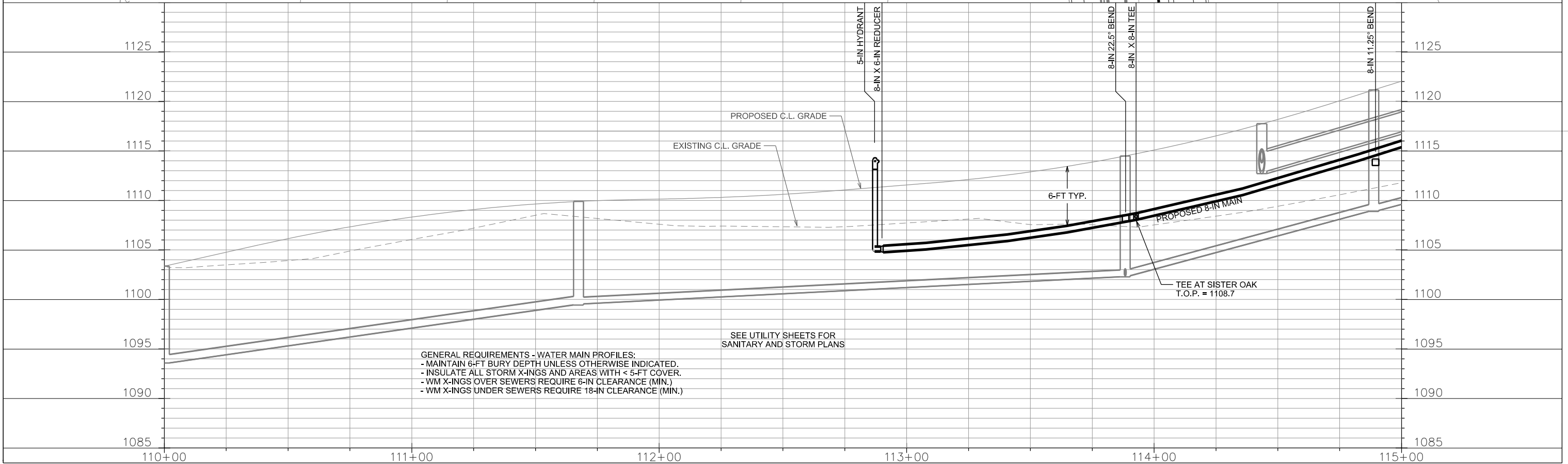
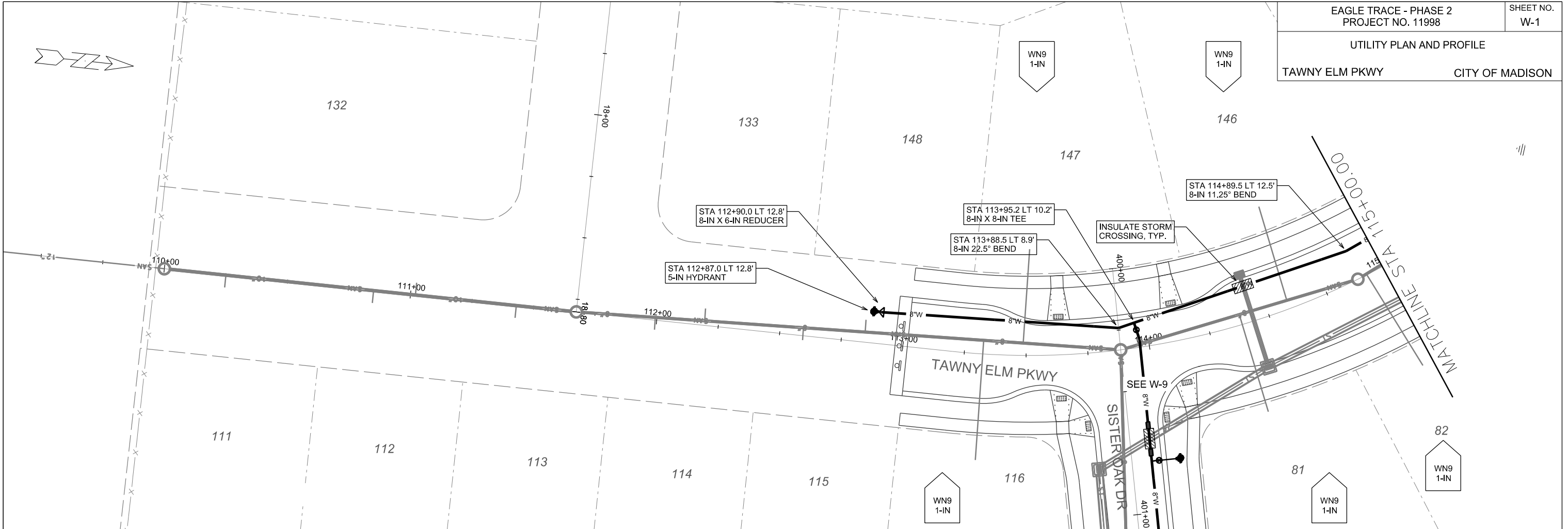
- TOP OF CASTING GRADE GIVEN IS THE TOP OF CURB FOR INLET STRUCTURES AND THE FLOWLINE OF THE CLOSED CASTING FOR SAS'S.

- 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 FRANK 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.



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.)

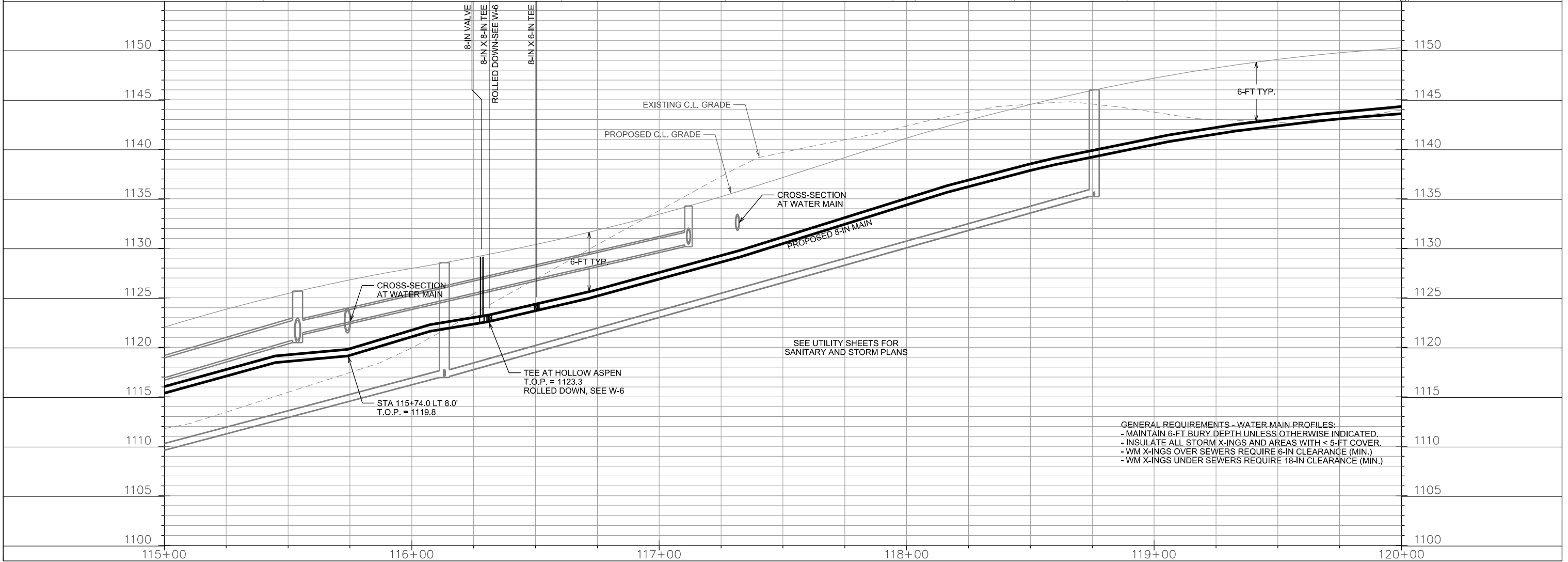
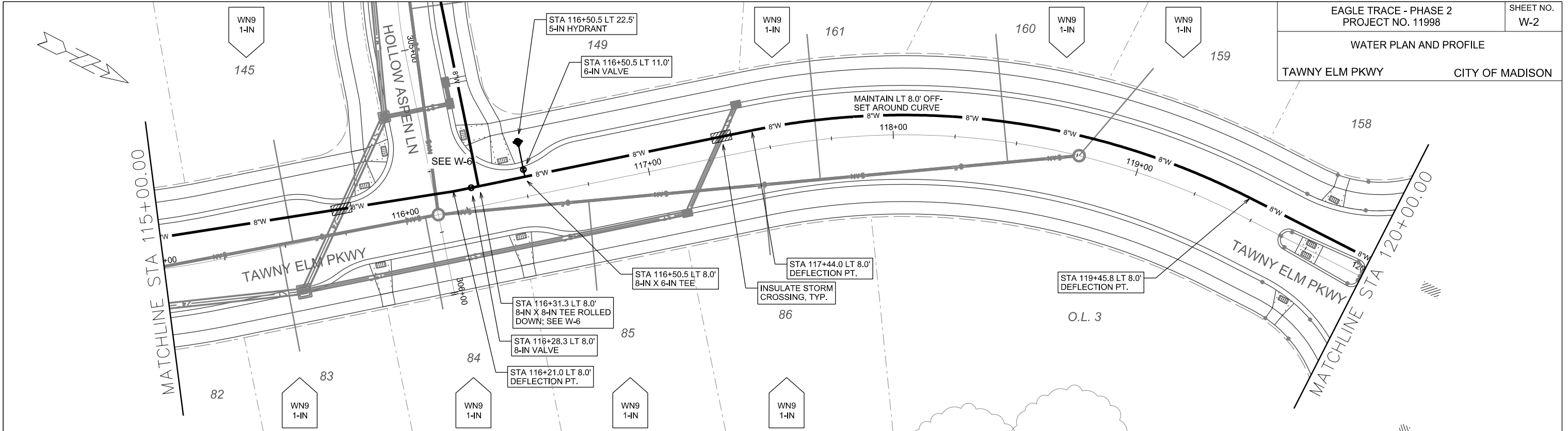
PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE  
TAWNY ELM PKWY CITY OF MADISON



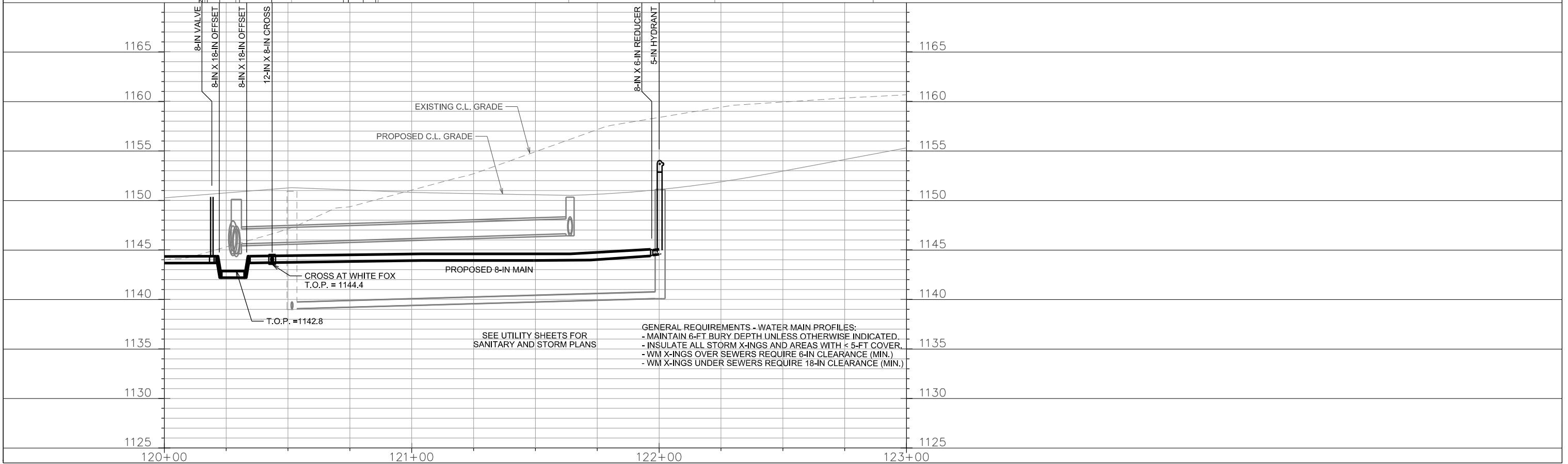
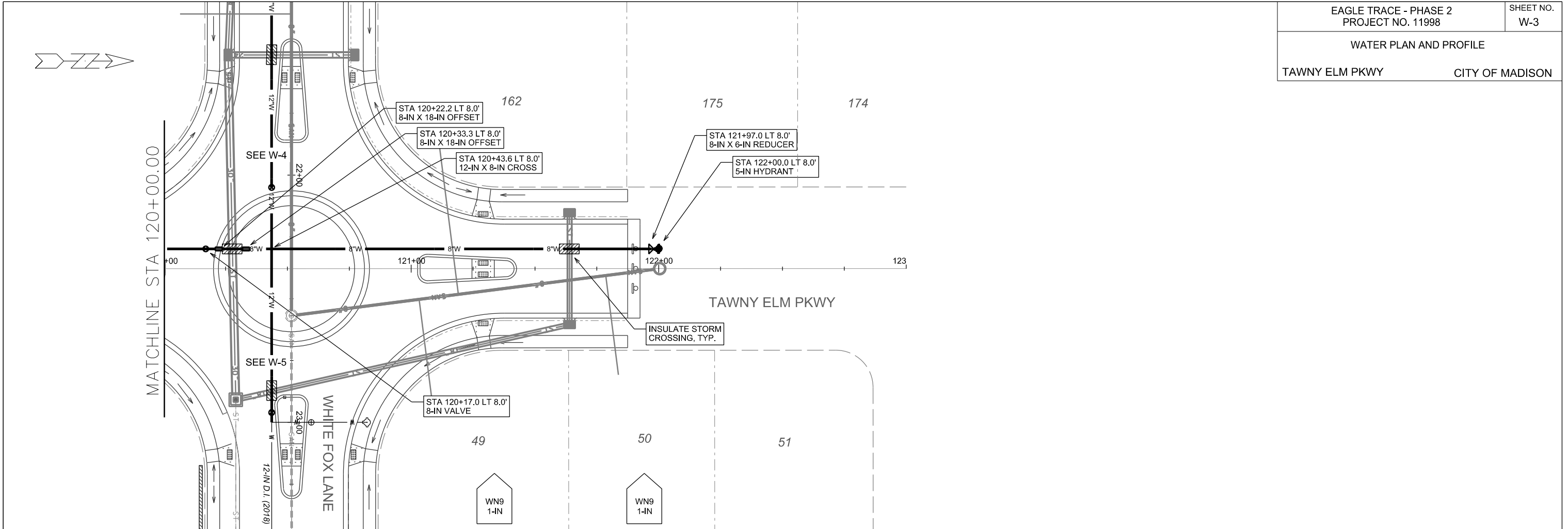
GENERAL REQUIREMENTS - WATER MAIN PROFILES:  
 - MAINTAIN 6-FT BURY DEPTH UNLESS OTHERWISE INDICATED.  
 - INSULATE ALL STORM X-INGS AND AREAS WITH < 5-FT COVER.  
 - WM X-INGS OVER SEWERS REQUIRE 6-IN CLEARANCE (MIN.)  
 - WM X-INGS UNDER SEWERS REQUIRE 18-IN CLEARANCE (MIN.)

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



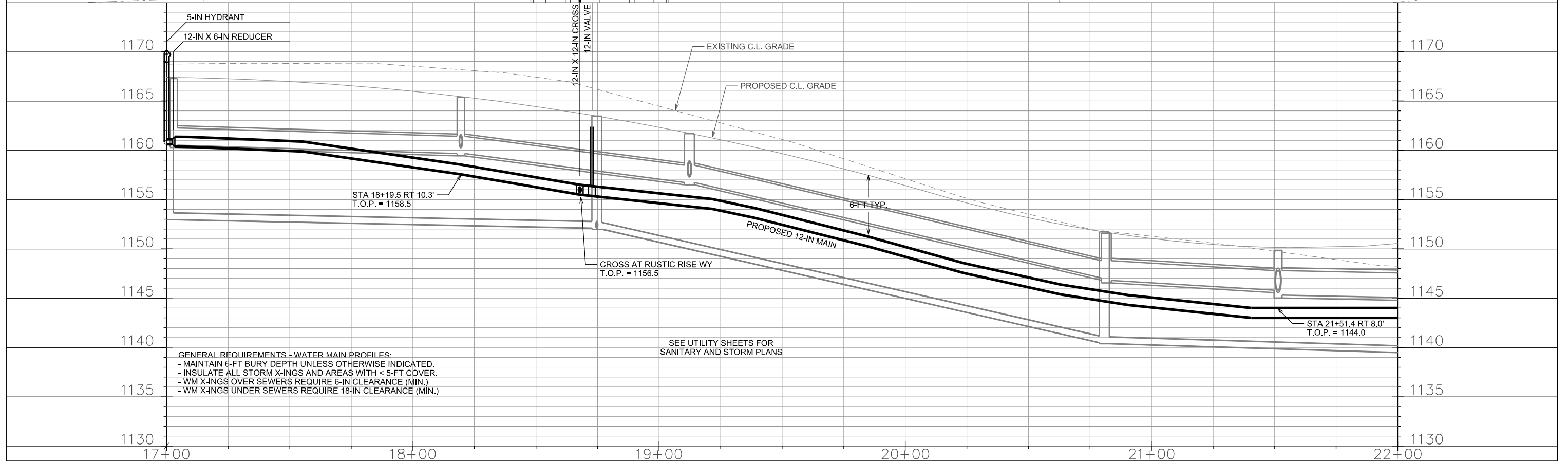
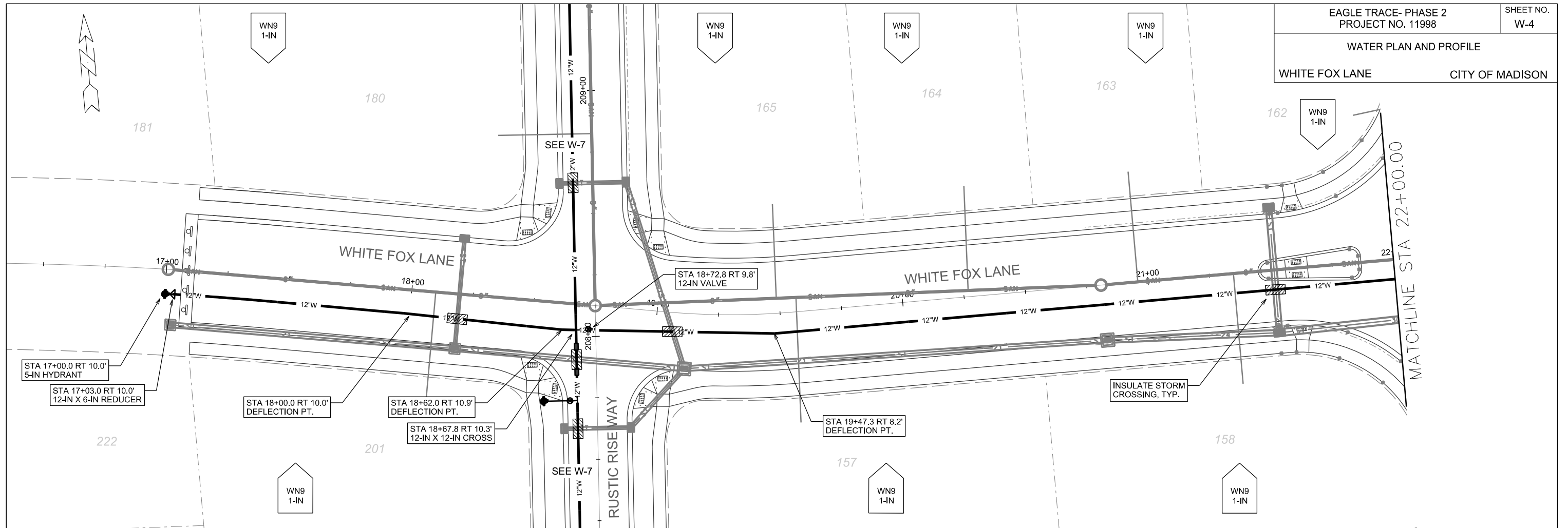
PLOT SCALE: \_\_\_\_\_

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.)

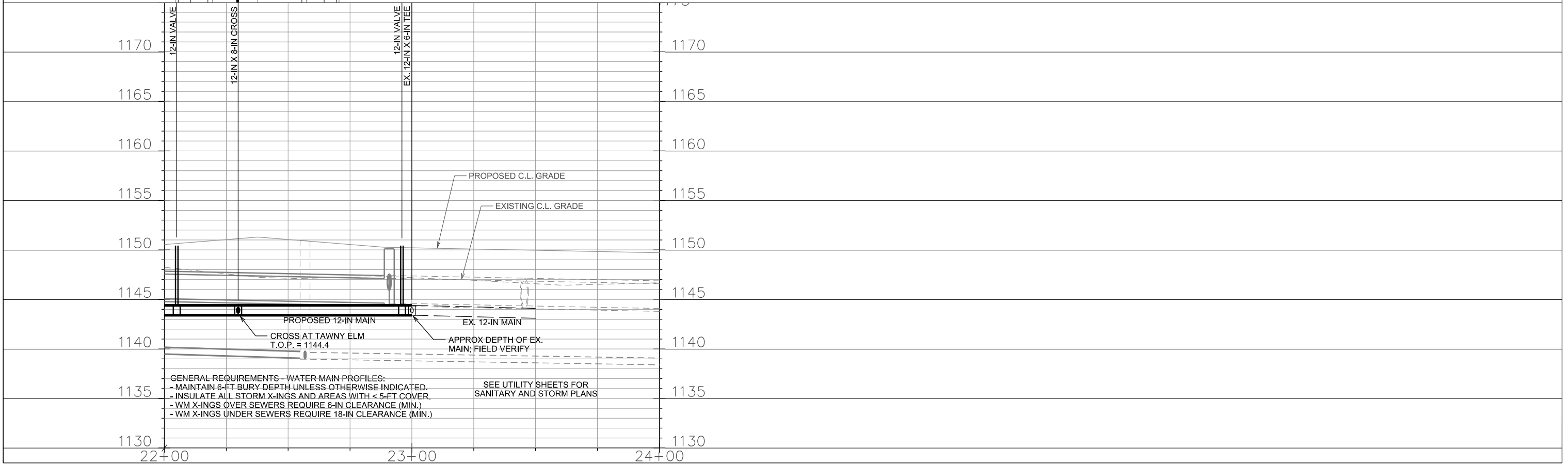
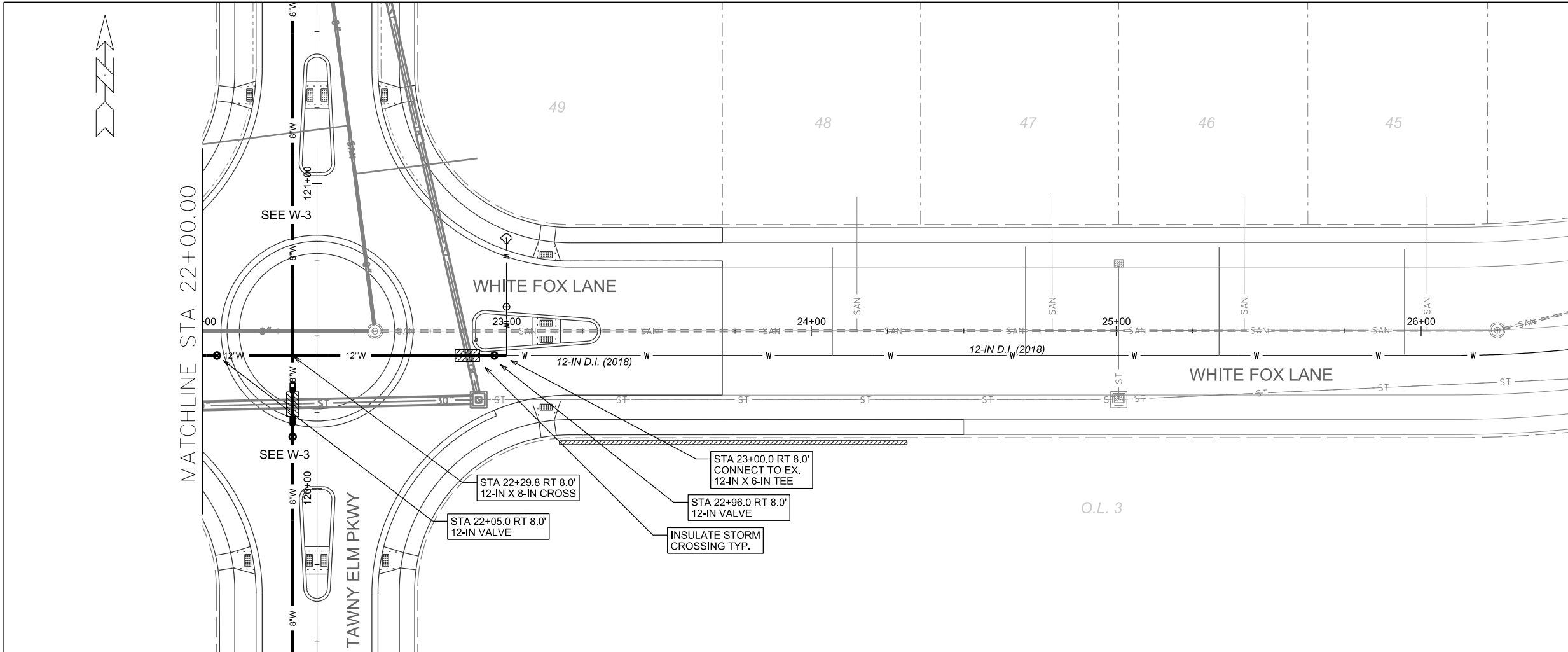
SEE UTILITY SHEETS FOR  
SANITARY AND STORM PLANS

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

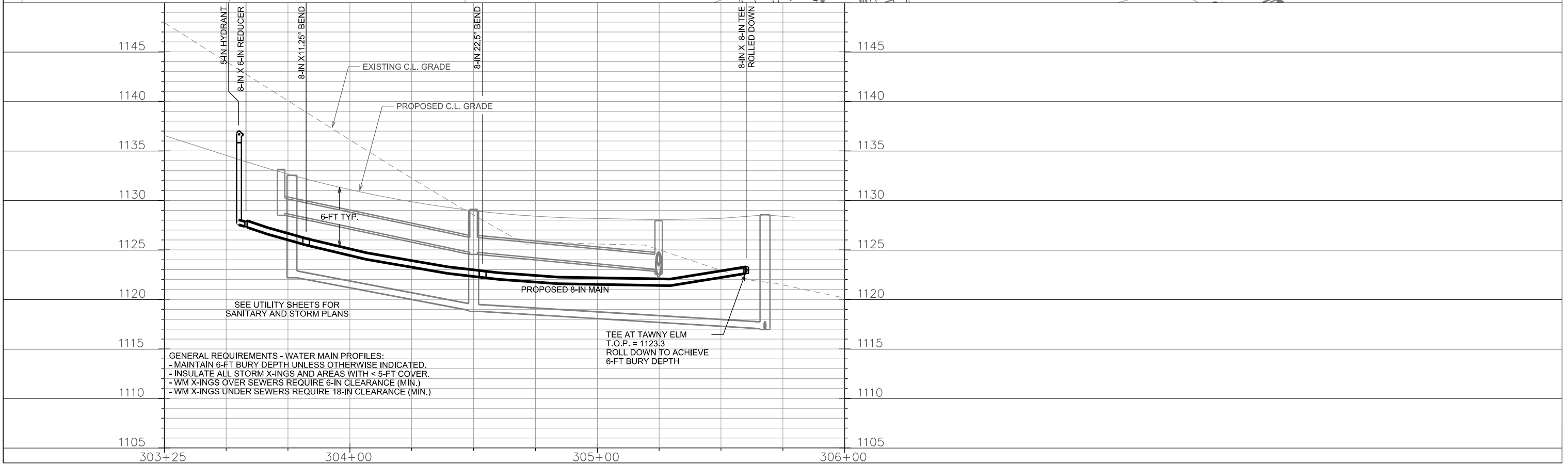
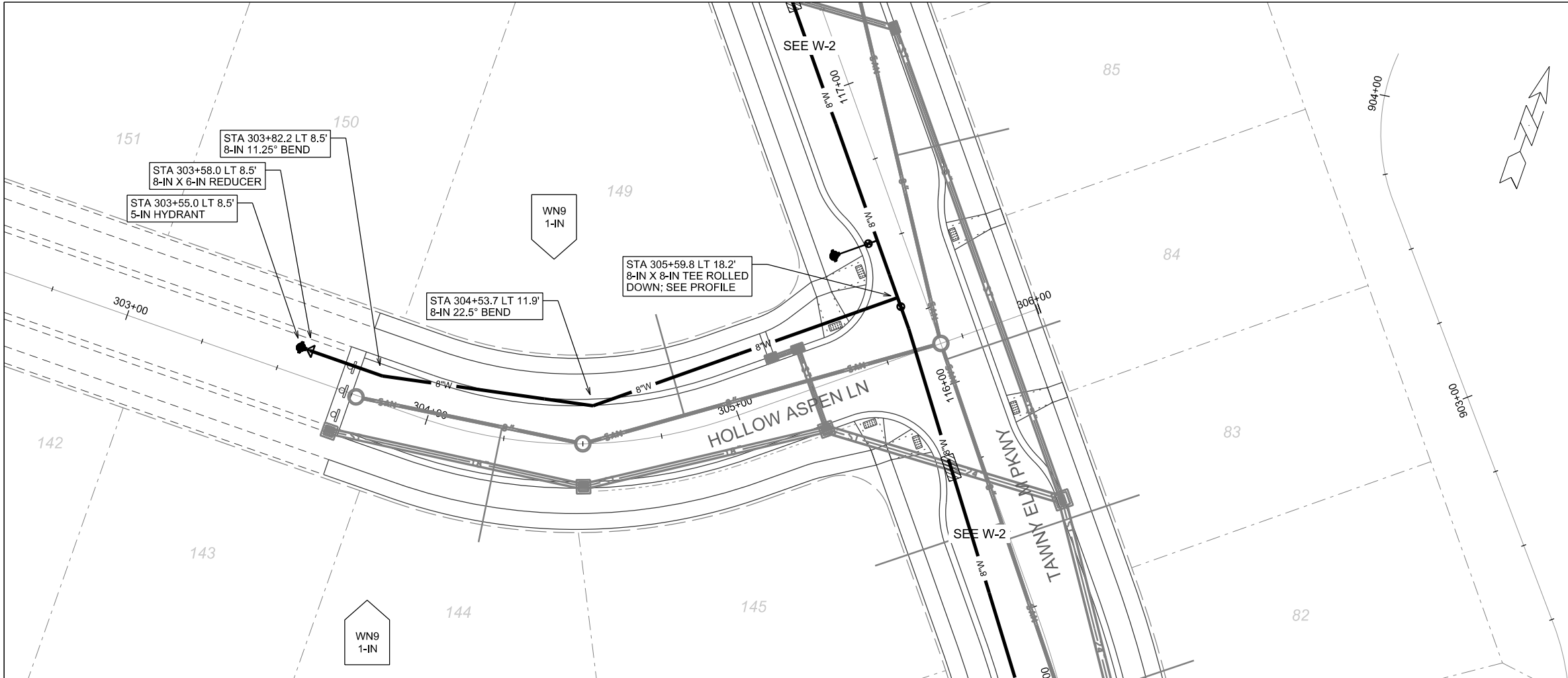


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

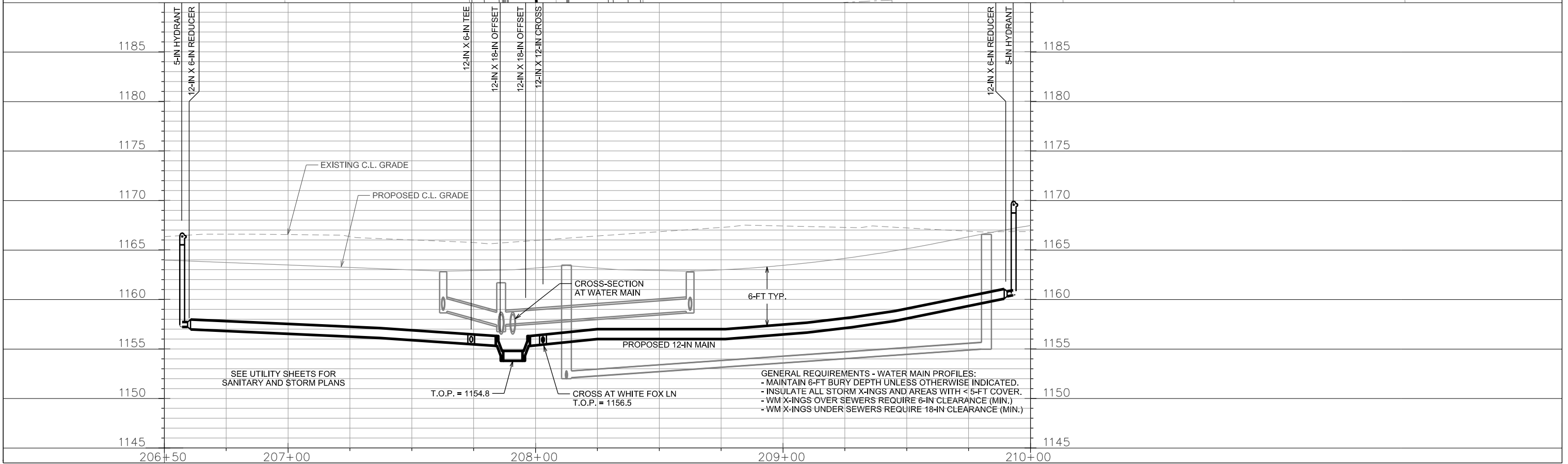
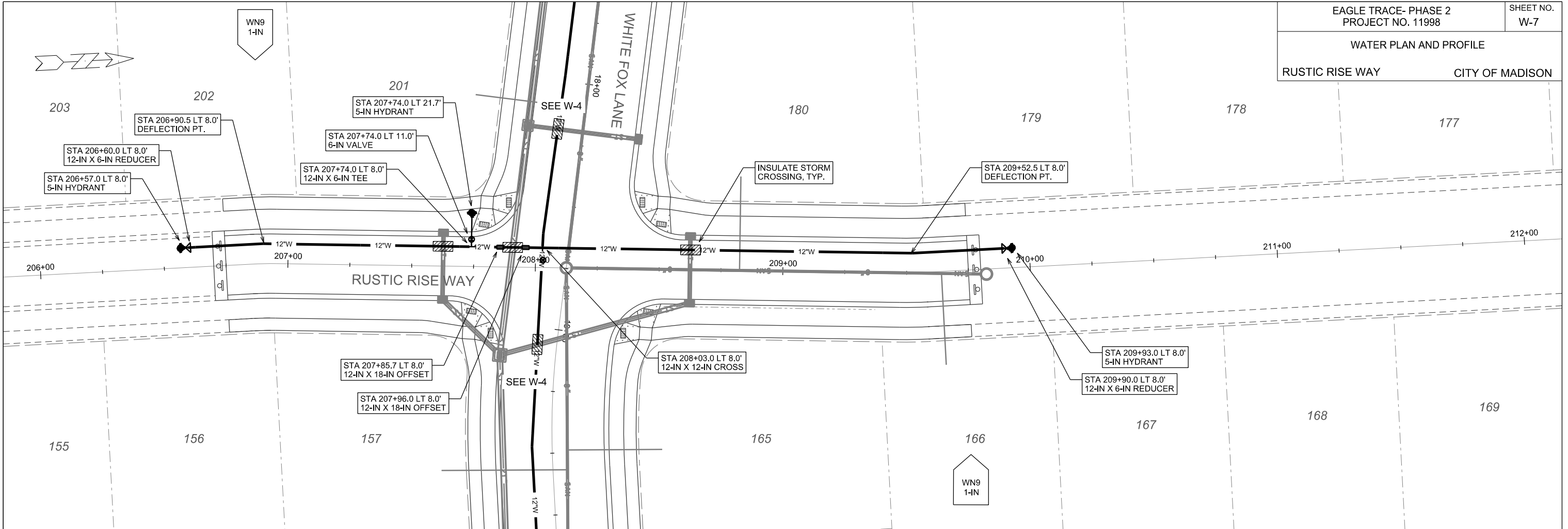


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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: \_\_\_\_\_

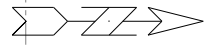
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN AND PROFILE

N SUGAR MAPLE LANE CITY OF MADISON



91

WN9  
1-IN

90

WN9  
1-IN

89

WN9  
1-IN

88

WN9  
1-IN

87

SISTER OAK DR

WN9  
1-IN

68

WN9  
1-IN

67

WATER LATERAL  
INSTALLED IN PH. 1

RELOCATE HYDRANT TO  
SISTER OAK DR STA 409+92.5

WN5

SEE W-10

8-IN D.I. (2018)

53+00

STA 53+20.0 LT 8.0'  
5-IN HYDRANT

STA 53+23.0 LT 8.0'  
8-IN X 6-IN REDUCER

54+00

55+00

56+00

57+00

58+00

N SUGAR MAPLE LN

N SUGAR MAPLE LN

STA 56+04.7 LT 8.0'  
8-IN X 8-IN TEE

STA 56+01.7 LT 8.0'  
8-IN VALVE

STA 57+95.3 LT 8.0'  
CONNECT TO EX.  
MAIN W/ 8-IN VALVE

7

8

9

10

11

12

13

14

15

16

WN9  
1-IN

WN9  
1-IN

WN9  
1-IN

WN9  
1-IN

WN9  
1-IN

WN9  
1-IN

WN9  
1-IN

WN9  
1-IN

1145

1140

1135

1130

1125

1120

1115

1110

1105

5-IN HYDRANT

8-IN X 6-IN REDUCER

EXISTING C.L. GRADE

PROPOSED C.L. GRADE

6-FT TYP.

PROPOSED 8-IN MAIN

8-IN VALVE

8-IN X 8-IN TEE

TEE AT SISTER OAK  
T.O.P. = 1125.7

8-IN VALVE

EX. 8-IN X 6-IN TEE

APPROX. DEPTH OF EX.  
8-IN MAIN; FIELD VERIFY

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.)

SEE UTILITY SHEETS FOR  
SANITARY AND STORM PLANS

53+00

54+00

55+00

56+00

57+00

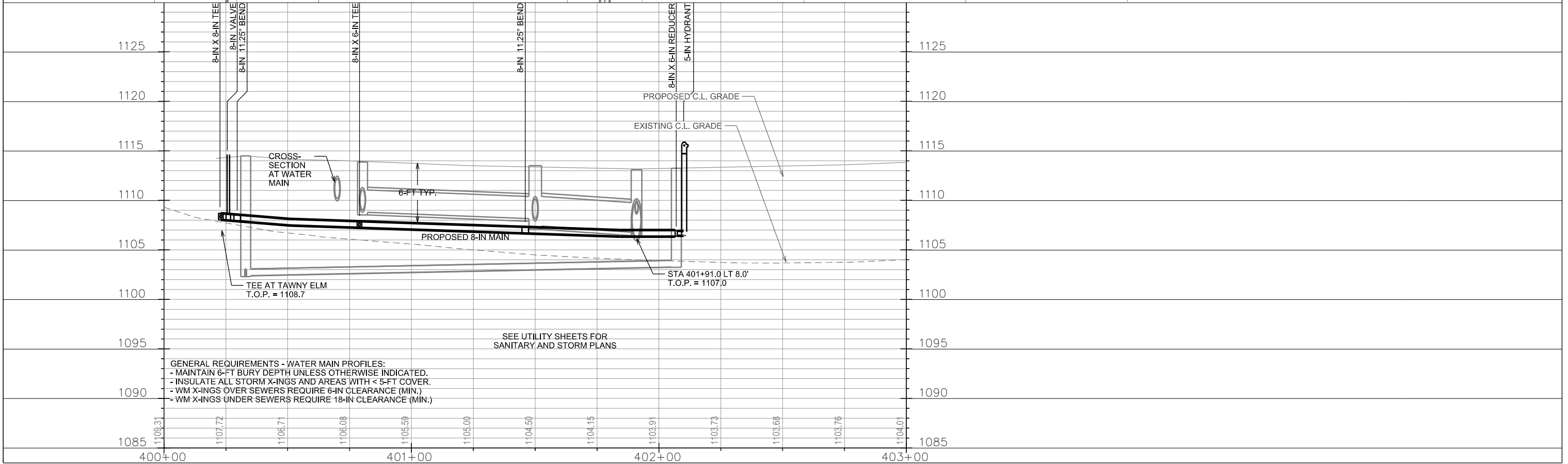
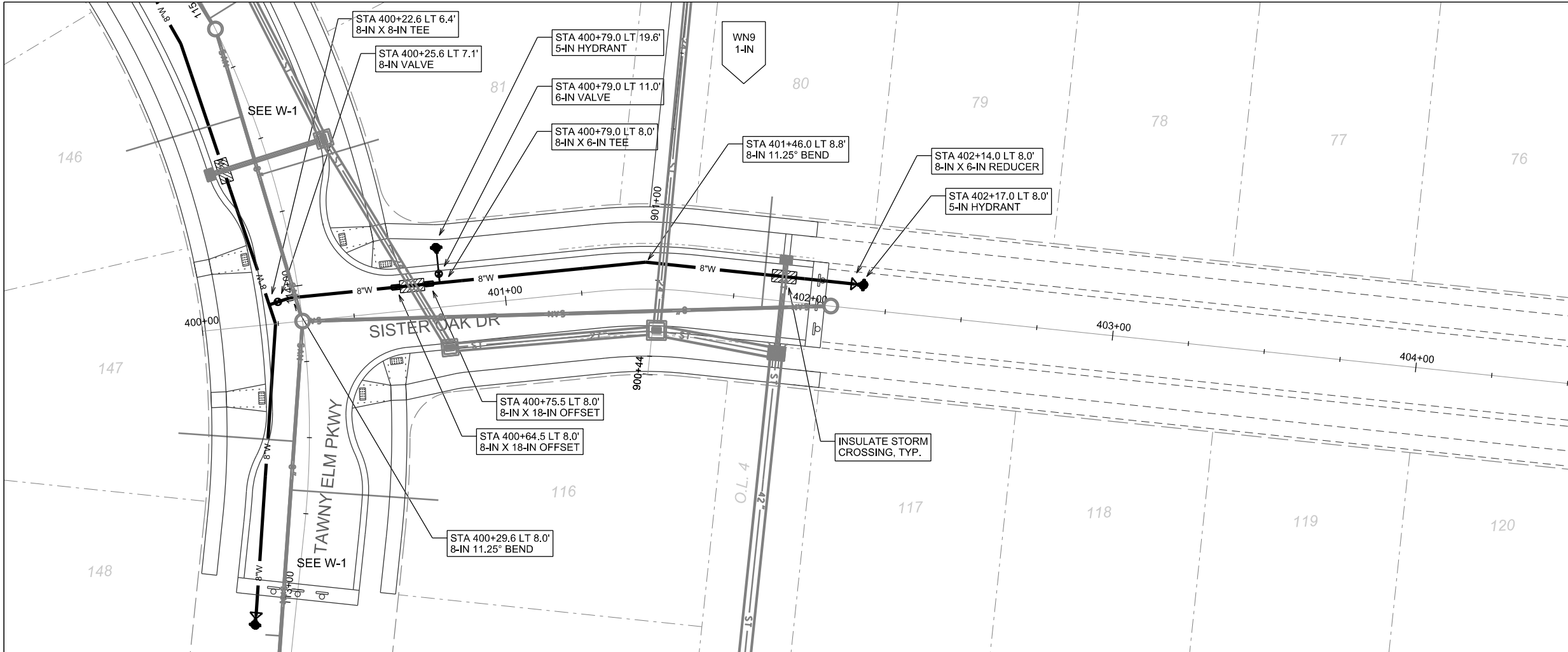
58+00

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

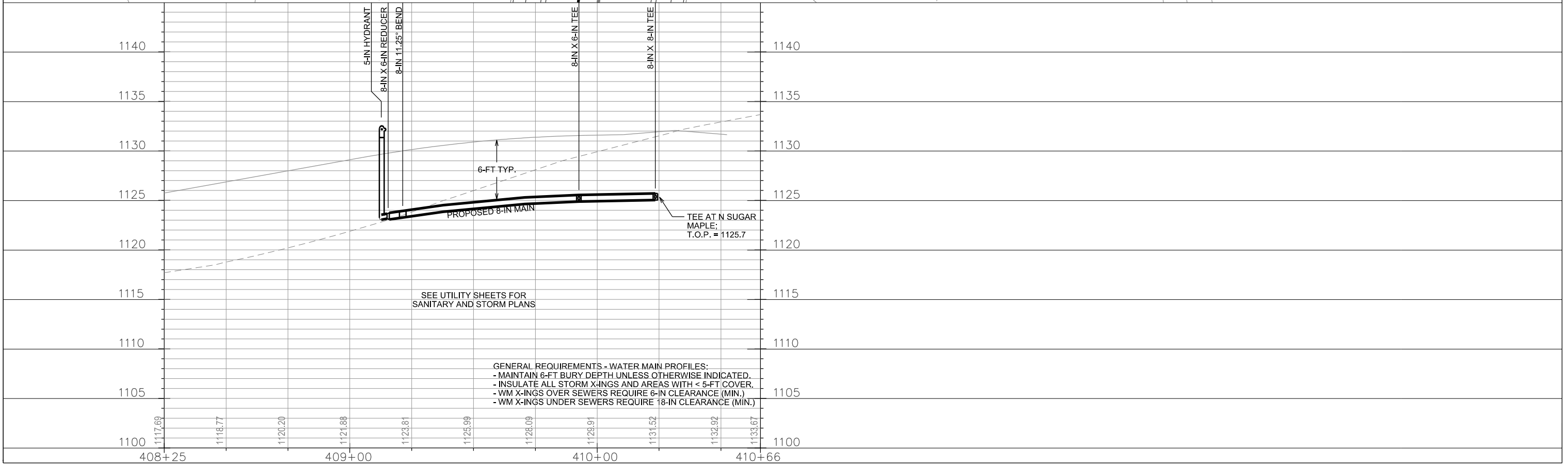
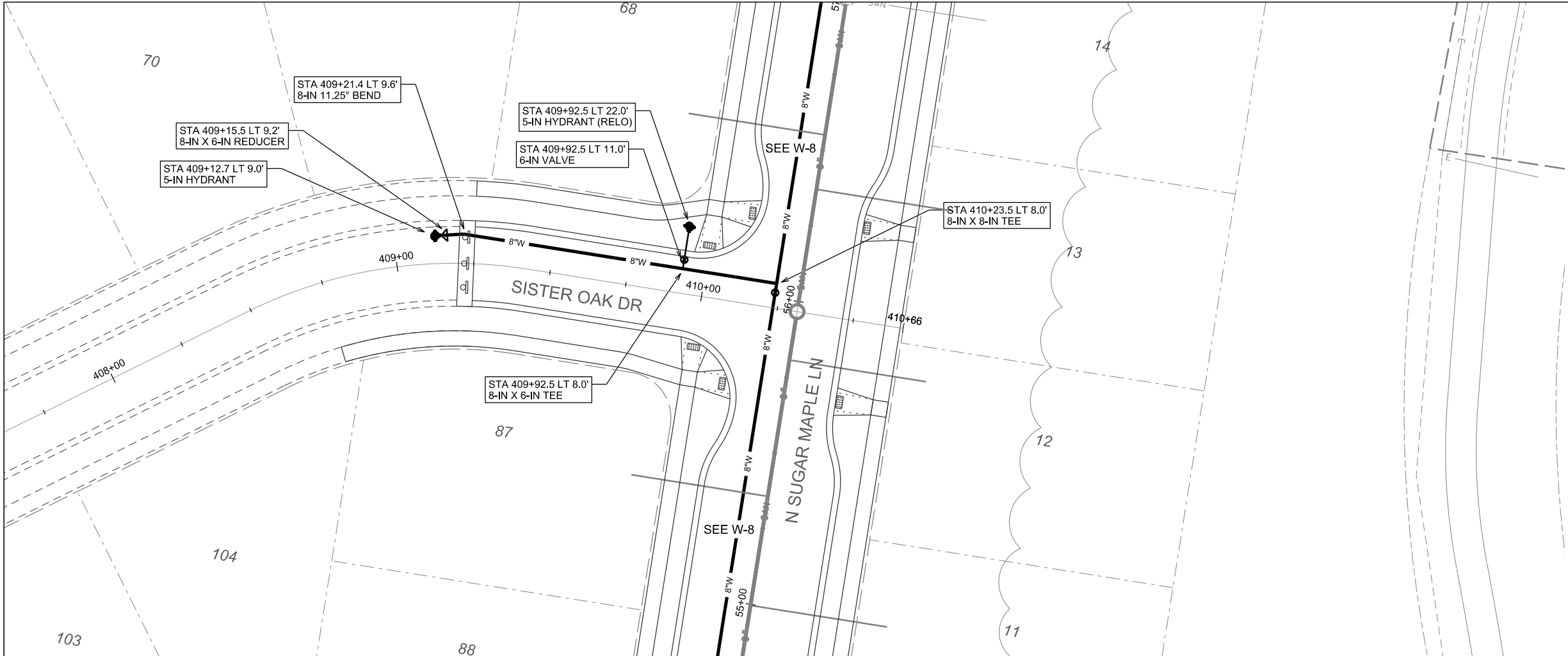


PLOT SCALE: \_\_\_\_\_

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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: \_\_\_\_\_

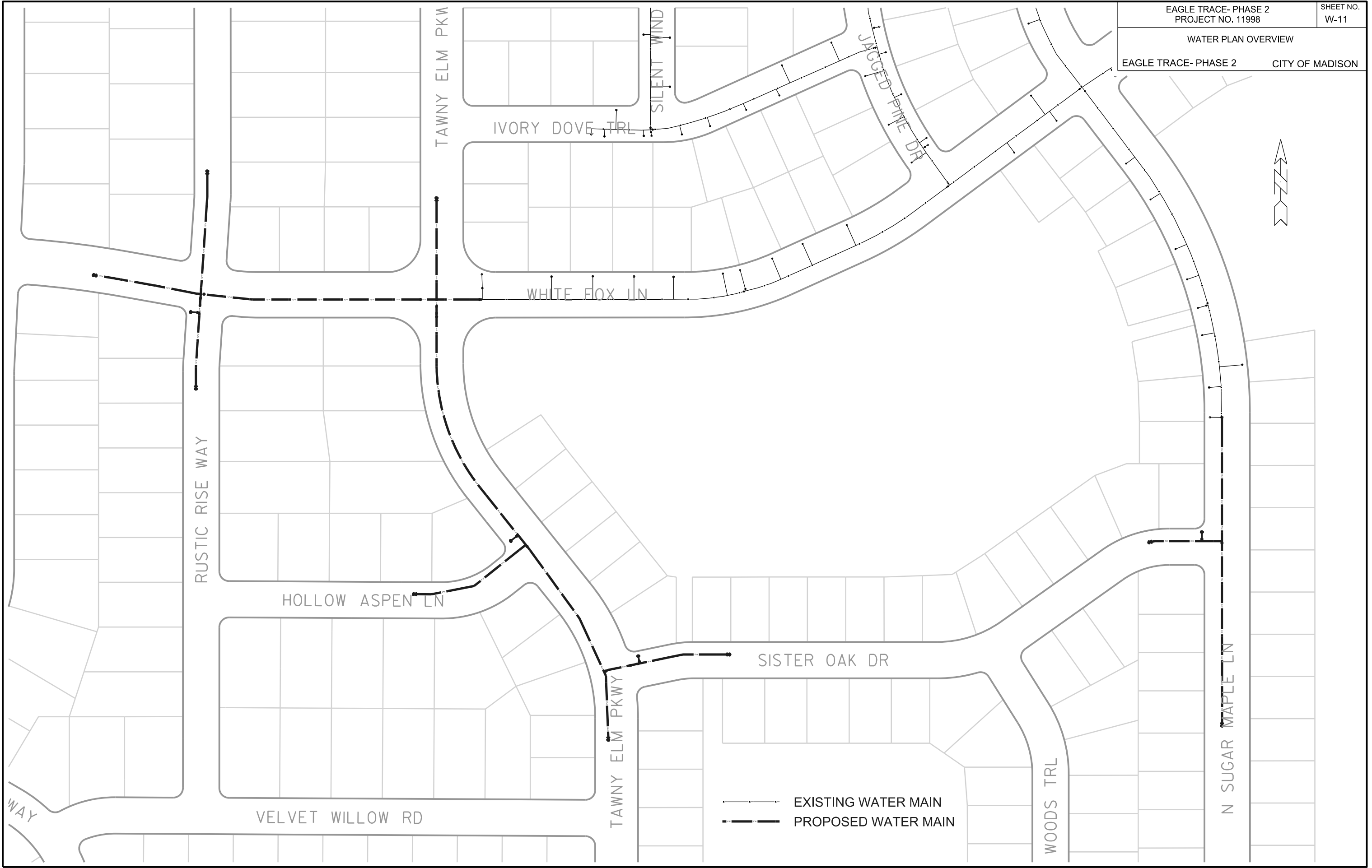
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

WATER PLAN OVERVIEW

EAGLE TRACE- PHASE 2 CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



**CONSTRUCTION NOTES:**

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

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

**ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:**

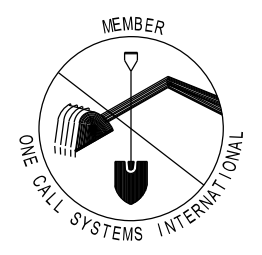
*\* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.*

- |                         |                                    |
|-------------------------|------------------------------------|
| 90-FT - 6-IN PIPE       | 4 - 8-IN 22-1/2° BEND              |
| 1860-FT - 8-IN PIPE     | 3 - 8-IN 11-1/4° BEND              |
| 890-FT - 12-IN PIPE     |                                    |
| 4 - 6-IN VALVE & BOX    | 6 - 8-IN X 6-IN REDUCER            |
| 5 - 8-IN VALVE & BOX    | 3 - 12-IN X 6-IN REDUCER           |
| 3 - 12-IN VALVE & BOX   | 2 - 8-IN X 18-IN OFFSET            |
|                         | 2 - 12-IN X 18-IN OFFSET           |
| 3 - 8-IN X 6-IN TEE     | 12 - 5-IN HYDRANT                  |
| 3 - 8-IN X 8-IN TEE     | 120-FT - 2-IN STYROFOAM INSULATION |
| 1 - 12-IN X 6-IN TEE    | 3260-FT - POLY WRAP                |
| 1 - 12-IN X 8-IN CROSS  | 1-IN TO 2-IN COPPER (AS REQ'D)     |
| 1 - 12-IN X 12-IN CROSS |                                    |

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.



**MATERIALS SUPPLIED BY CITY:**

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

NONE

**ESTIMATE OF MATERIALS REUSED:**

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

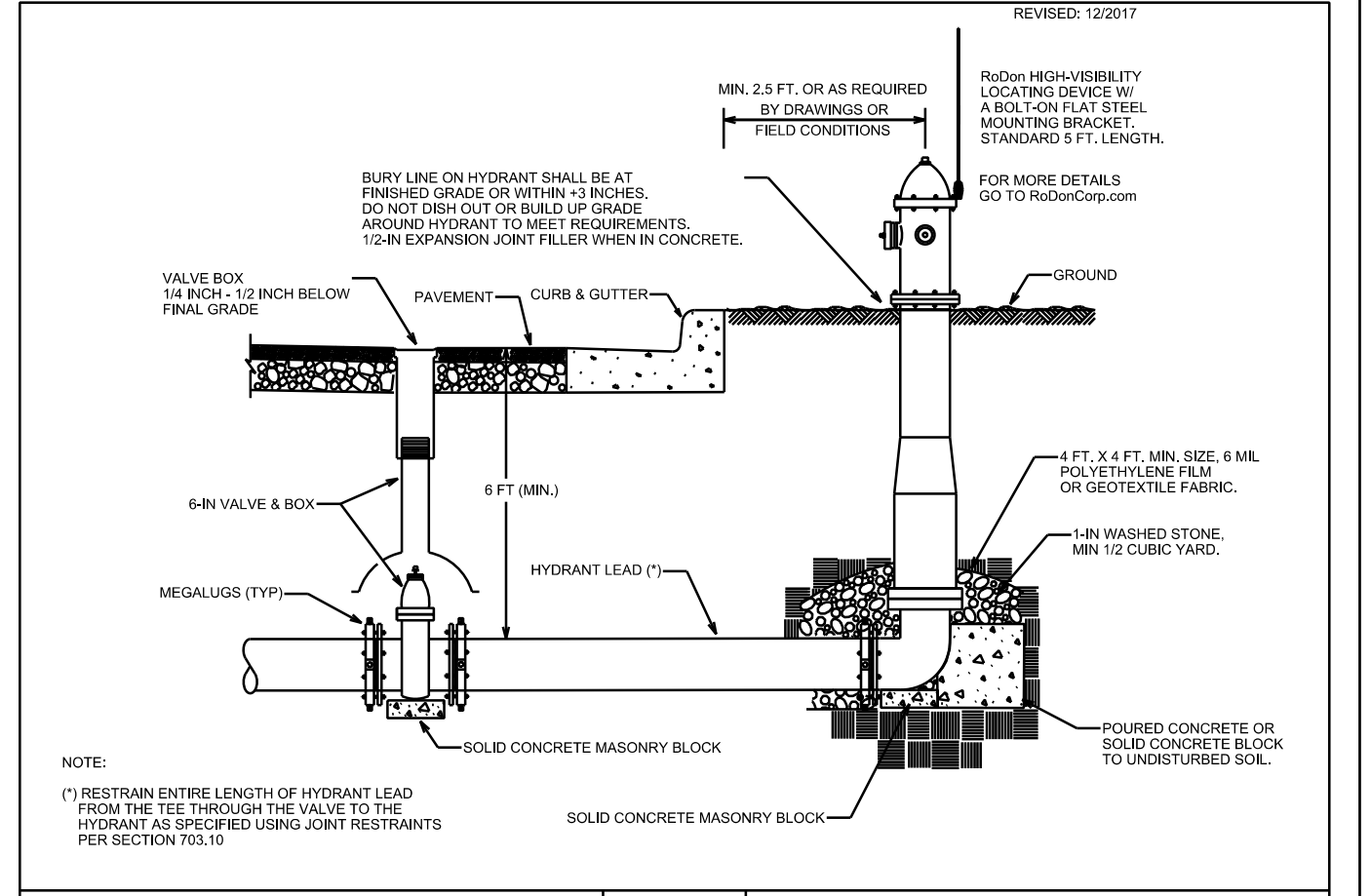
1 - 5-IN HYDRANT

**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



NOTE:  
(\* ) RESTRAIN ENTIRE LENGTH OF HYDRANT LEAD FROM THE TEE THROUGH THE VALVE TO THE HYDRANT AS SPECIFIED USING JOINT RESTRAINTS PER SECTION 703.10

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