

Madison, Wisconsin

# CITY OF MADISON

## CITY ENGINEERING DIVISION

### DEPARTMENT OF PUBLIC WORKS

## PLAN OF PROPOSED IMPROVEMENT

### MCALLEN 120 BUSINESS PARK PHASE 2

MUNIS NO. 11102  
PROJECT NO. 53B2441

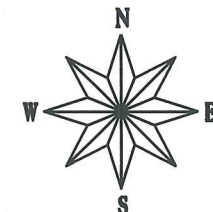
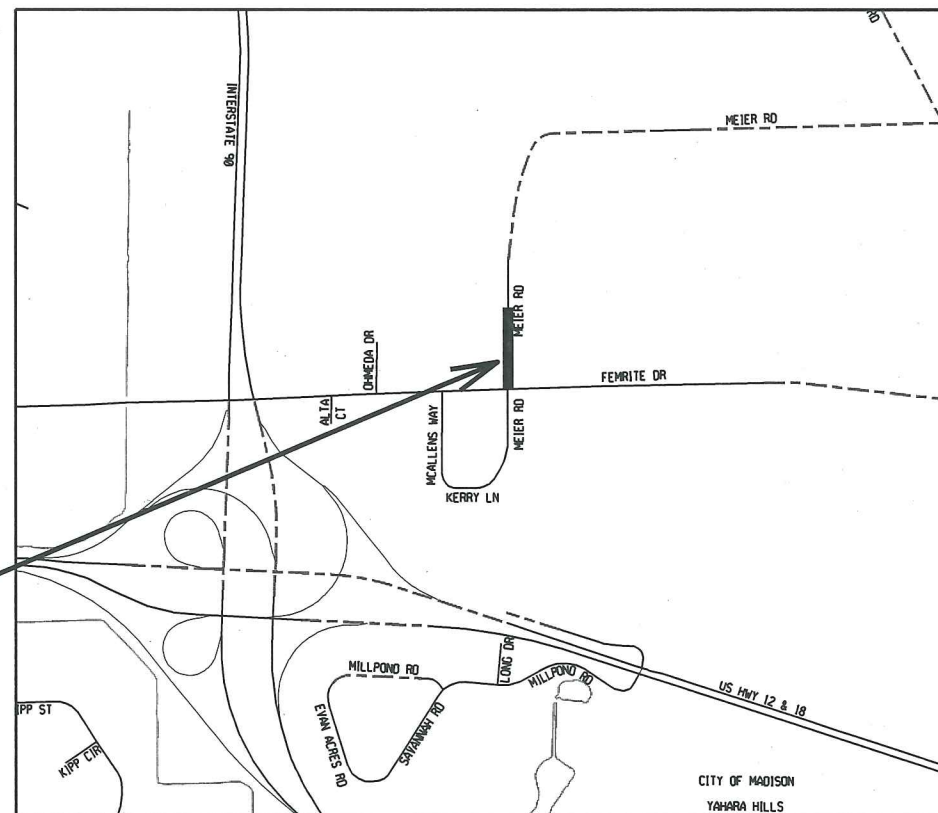
CONTRACT NO. 2441

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PUBLIC IMPROVEMENT PROJECT APPROVED

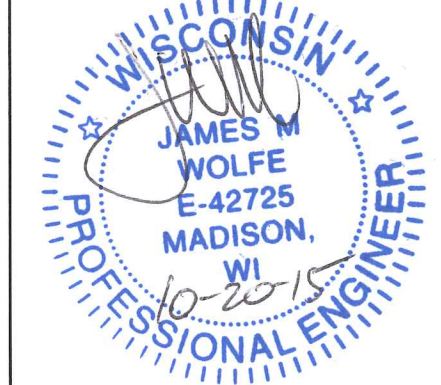
SEPTEMBER 1, 2015

BY THE COMMON COUNCIL  
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN  
APPROVED BY:

*Chris Lythgoe* 10/23/15  
City Engineer Date

STREET  
DESIGNED BY:



STORM & SANITARY SEWER  
DESIGNED BY:



WATER MAIN  
DESIGNED BY:



PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

DETAIL

STANDARD NOTES  
AND COMMENTS

CITY OF MADISON

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

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

ALL TOPSOIL & VEGETATION SHALL BE REMOVED FROM UNDER ANY NEW ROADWAY AREAS. IF NECESSARY, THESE AREAS SHALL BE BROUGHT UP TO SUBGRADE ELEVATION WITH SELECT FILL.

THE DEVELOPER/CONTRACTOR SHALL SUBMIT A TRAFFIC CONTROL PLAN TO CITY OF MADISON TRAFFIC ENGINEERING DIVISION A MINIMUM OF 10 WORKING DAYS PRIOR TO THE ANTICIPATED START OF WORK. TRAFFIC CONTROL PLAN SHALL ACCOUNT FOR WORK EXTENDING INTO FEMRITE DR. AND WILL REQUIRE MAINTENANCE OF TRAFFIC DURING CONSTRUCTION.

DEVELOPER/CONTRACTOR SHALL PROVIDE NOTICE TO ALL AFFECTED PROPERTIES PRIOR TO START OF WORK AND ANY STREET CLOSURES.

DEVELOPER/CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PROPERTIES WITHIN THE PROJECT LIMITS AT ALL TIMES.

IF WORK TAKES PLACE WITHIN THE RIGHT-OF-WAY DURING THE FALL AND CANNOT BE COMPLETED PRIOR TO WINTER, THE DEVELOPER/CONTRACTOR SHALL INSTALL TEMPORARY ASPHALT PAVEMENT WITHIN THE RIGHT-OF-WAY AND MAINTAIN TEMPORARY PAVEMENT UNTIL THE WORK IS COMPLETED. TEMPORARY PAVEMENT SHALL BE A MINIMUM OF 8" GRADATION 2 BASE COURSE UNDER 3" OF ASPHALT PAVEMENT.

ALL PAVEMENT ON MEIER ROAD AND FEMRITE DRIVE SHALL BE TYPE C, AND ALL OTHER PAVEMENT SHALL BE TYPE A PAVEMENT PER STANDARD DETAIL DRAWING 4.02.

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

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

ALL DITCHES SHALL DRAIN WITH A MINIMUM GRADES OF 0.5%

THE CROSS SLOPE OF SIDEWALKS AND BARRIER FREE SIDEWALK CURB RAMPS SHALL BE 1.5%. THE LONGITUDINAL GRADE OF BARRIER FREE SIDEWALK CURB RAMPS SHALL NOT EXCEED 8.33%. ALL SIDEWALK RAMPS SHALL BE CONSTRUCTED ACCORDING TO S.D.D. 3.03. AT ALL OTHER LOCATIONS THE LONGITUDINAL GRADE OF SIDEWALKS SHALL NOT EXCEED 5.0 % OR THE ADJACENT STREET GRADE WHICHEVER IS GREATER NOR BE LESS THAN 0.5% AND SHALL DRAIN TOWARD STORM SEWER INLETS. SIDE SLOPES WITHIN TEN FEET OF A PUBLIC SIDEWALK SHALL NOT EXCEED 4:00:1. ALL SIDEWALK AND SIDEWALK RAMP ELEVATIONS AND GRADES SHALL BE FIELD VERIFIED AND SET TO COMPLY WITH THE CITY OF MADISON STANDARD SPECIFICATIONS AND THE A.D.A. GUIDELINES.

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

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

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

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

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

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

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

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

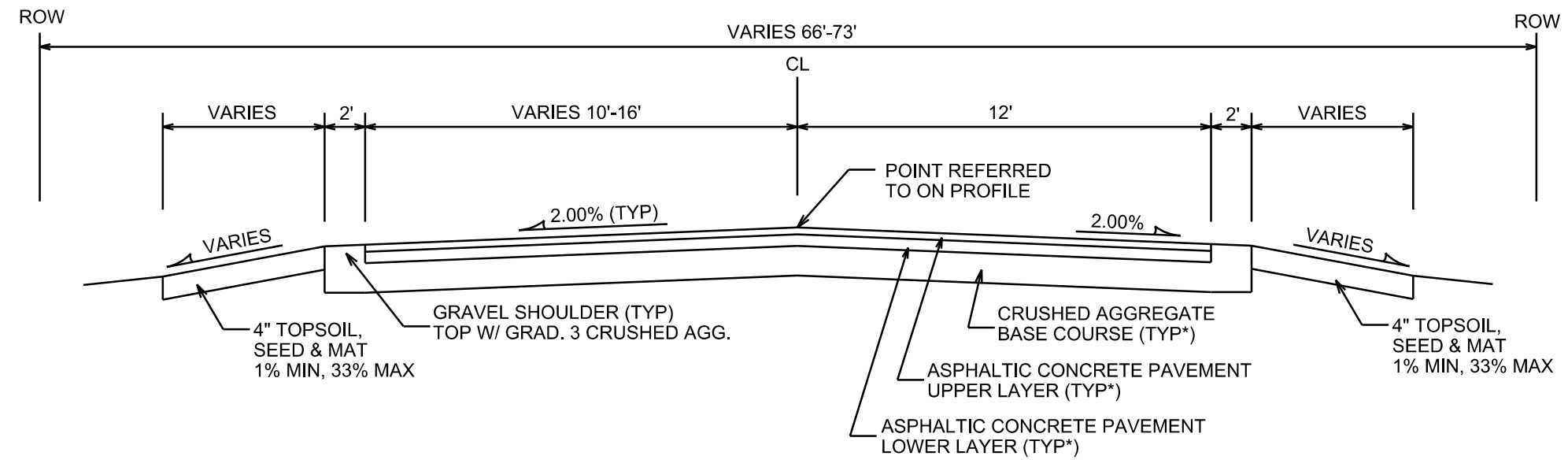
CURB ON CUL DE SACS SHALL BE INSTALLED ACCORDING TO SDD 3.05.

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

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

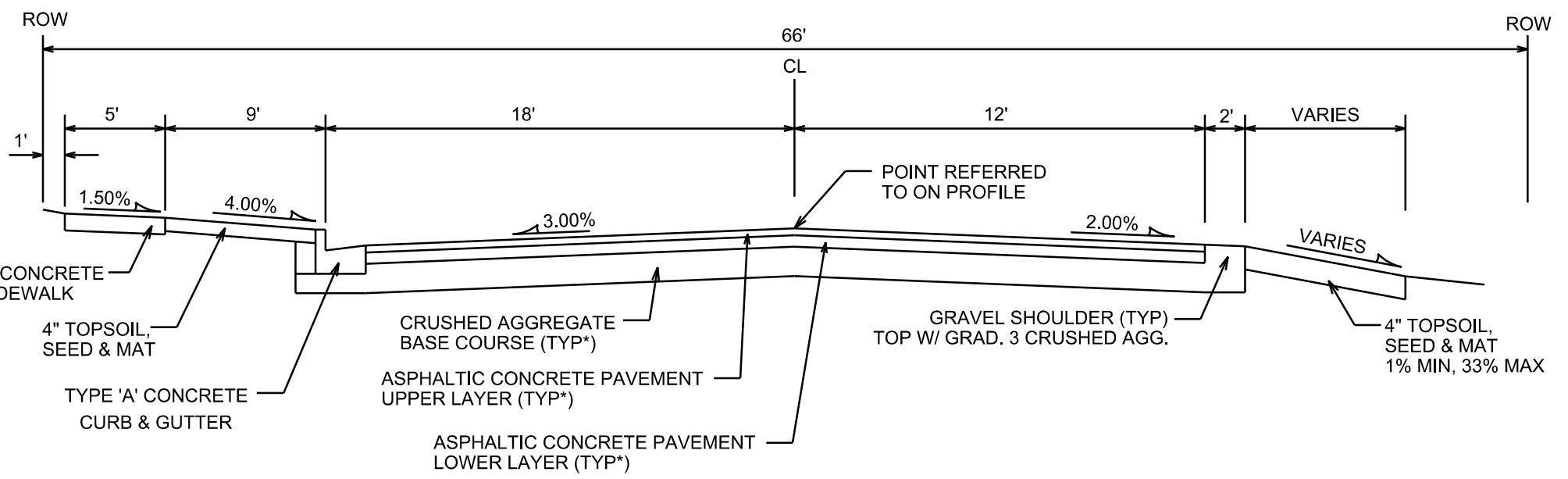
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



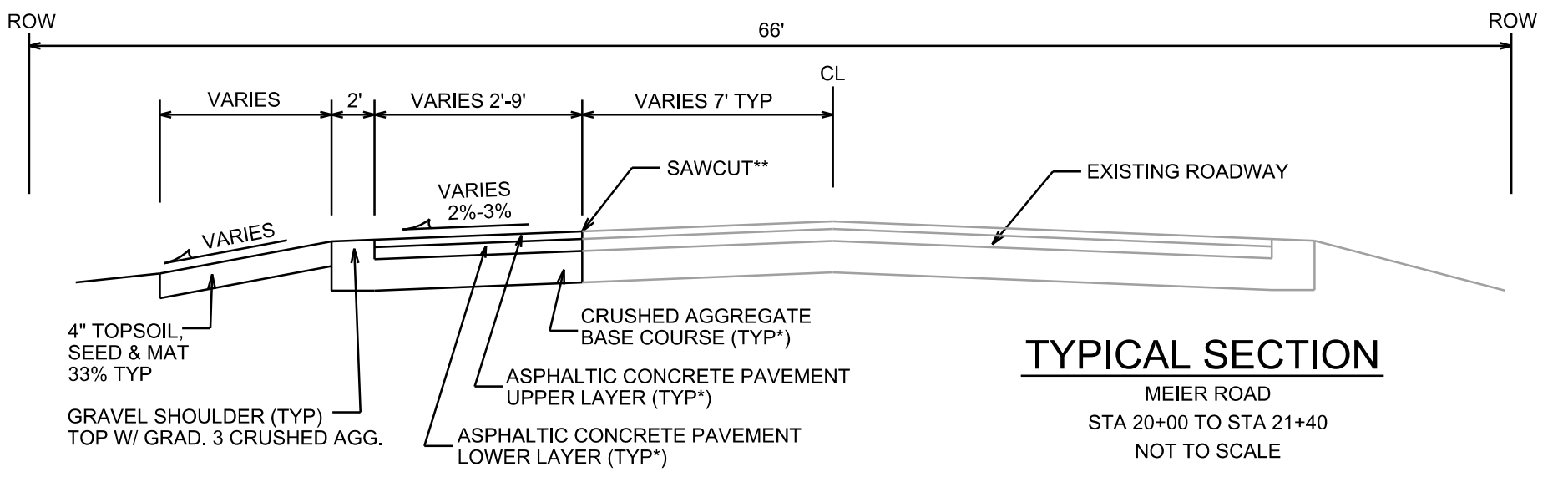
### TYPICAL SECTION

MEIER ROAD  
STA 10+79 TO STA 14+67  
NOT TO SCALE



### TYPICAL SECTION

MEIER ROAD  
STA 14+67 TO 20+00  
NOT TO SCALE



### TYPICAL SECTION

MEIER ROAD  
STA 20+00 TO STA 21+40  
NOT TO SCALE

- NOTES:
- \* MEIER ROAD TO BE CONSTRUCTED AS TYPE 'C' PAVEMENT; PER CITY OF MADISON MINIMUM PAVEMENT DESIGN (SEE †)
  - \*\* FINAL SAWCUT LOCATION IS TO BE DETERMINED IN THE FIELD BY THE CITY CONSTRUCTION ENGINEER.

† CITY OF MADISON MINIMUM PAVEMENT DESIGN

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

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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

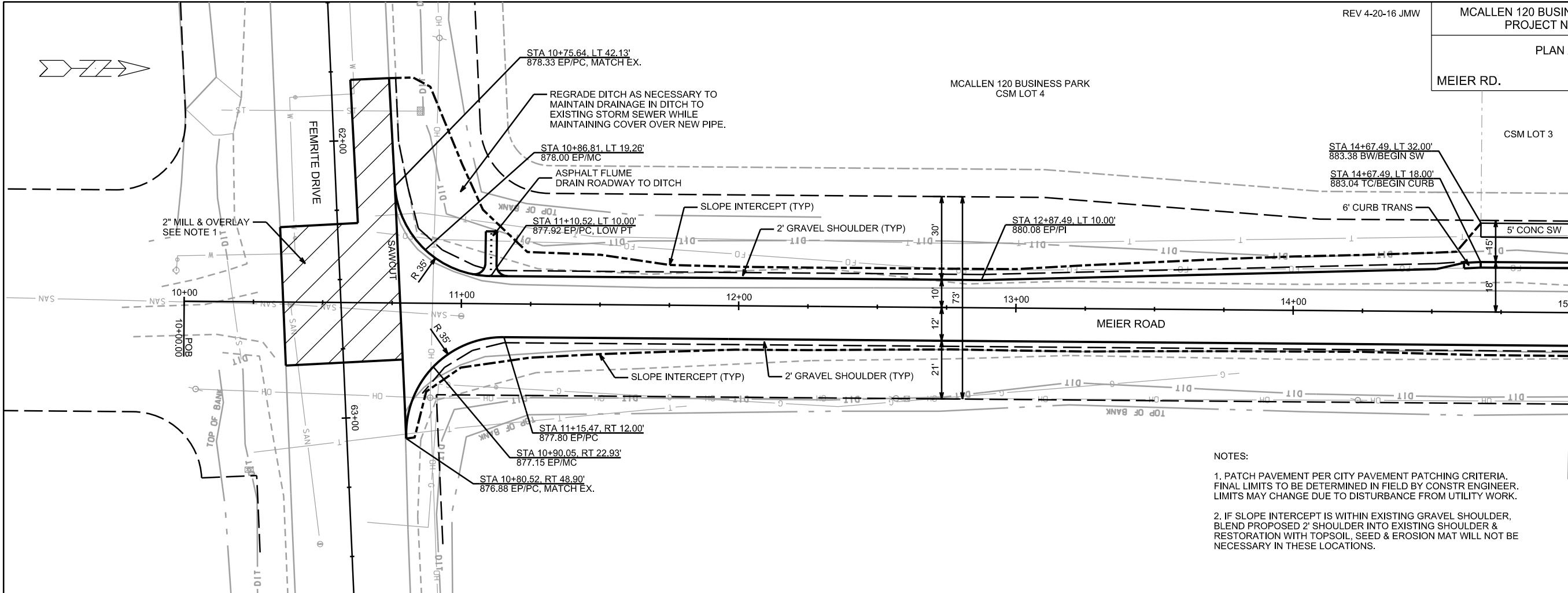
MEIER RD.

CITY OF MADISON

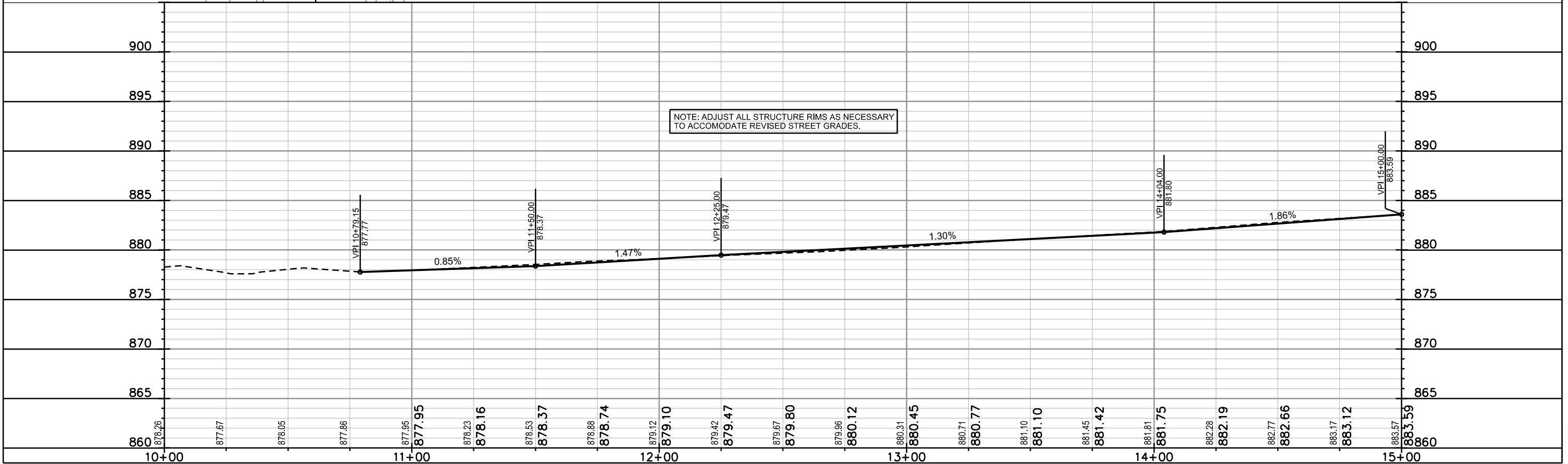
MCALLEN 120 BUSINESS PARK  
CSM LOT 4

CSM LOT 3

MATCHLINE STA 15+00.00



- NOTES:
1. PATCH PAVEMENT PER CITY PAVEMENT PATCHING CRITERIA. FINAL LIMITS TO BE DETERMINED IN FIELD BY CONSTR ENGINEER. LIMITS MAY CHANGE DUE TO DISTURBANCE FROM UTILITY WORK.
  2. IF SLOPE INTERCEPT IS WITHIN EXISTING GRAVEL SHOULDER, BLEND PROPOSED 2' SHOULDER INTO EXISTING SHOULDER & RESTORATION WITH TOPSOIL, SEED & EROSION MAT WILL NOT BE NECESSARY IN THESE LOCATIONS.



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

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

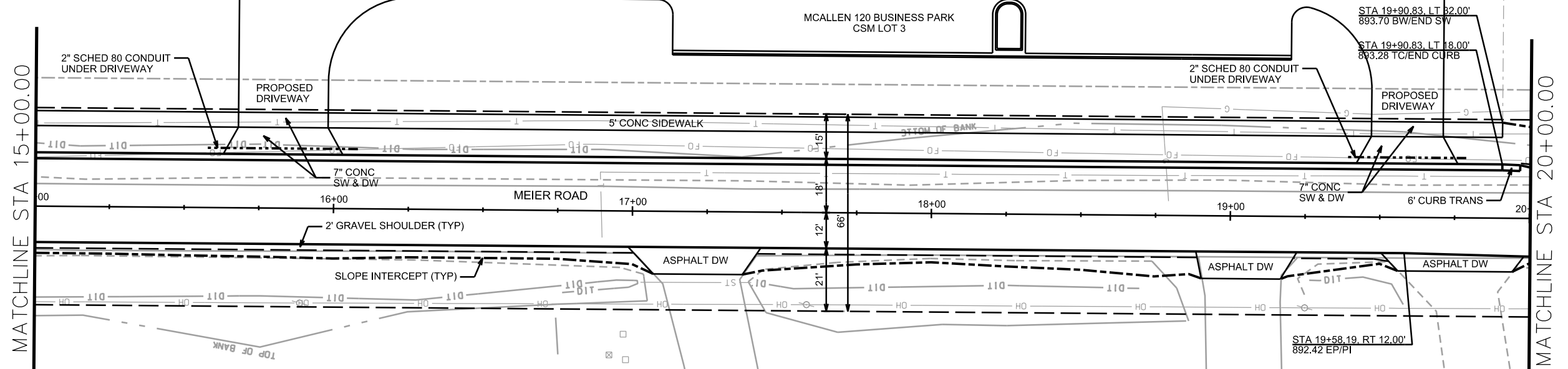
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

PLAN AND PROFILE

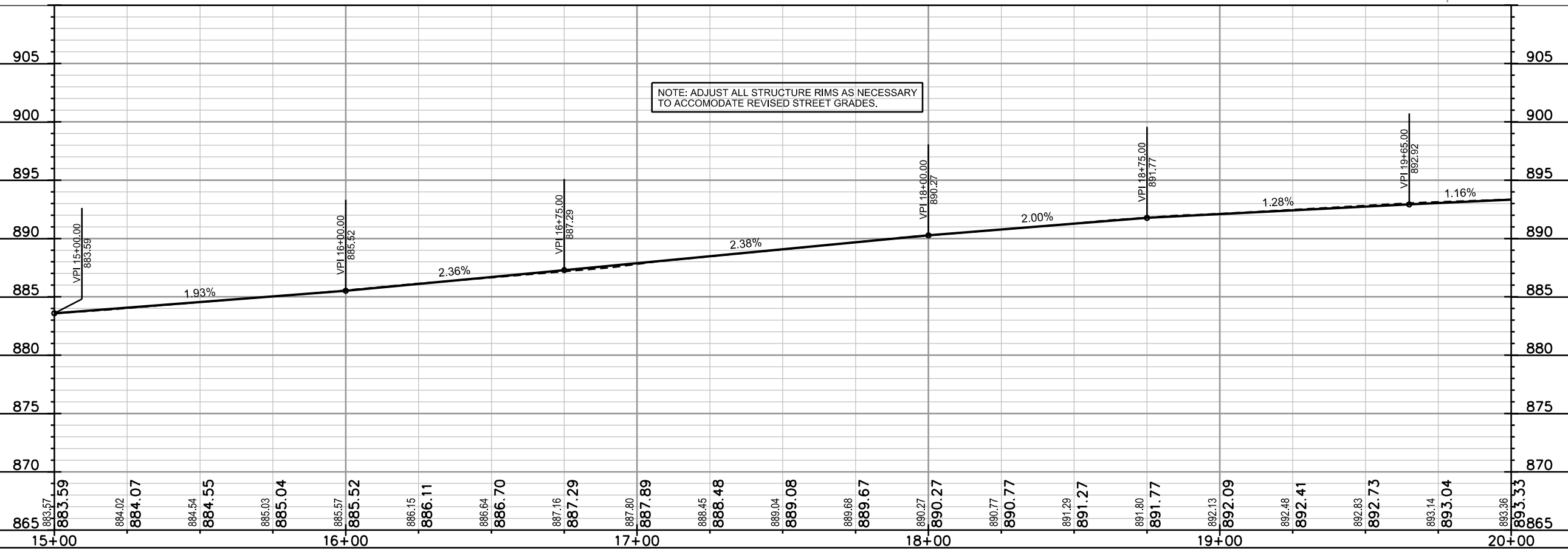
MEIER RD.

CITY OF MADISON



NOTES:

1. IF SLOPE INTERCEPT IS WITHIN EXISTING GRAVEL SHOULDER, BLEND PROPOSED 2' SHOULDER INTO EXISTING SHOULDER & RESTORATION WITH TOPSOIL, SEED & EROSION MAT WILL NOT BE NECESSARY IN THESE LOCATIONS.



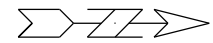
NOTE: ADJUST ALL STRUCTURE RIMS AS NECESSARY TO ACCOMMODATE REVISED STREET GRADES.

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

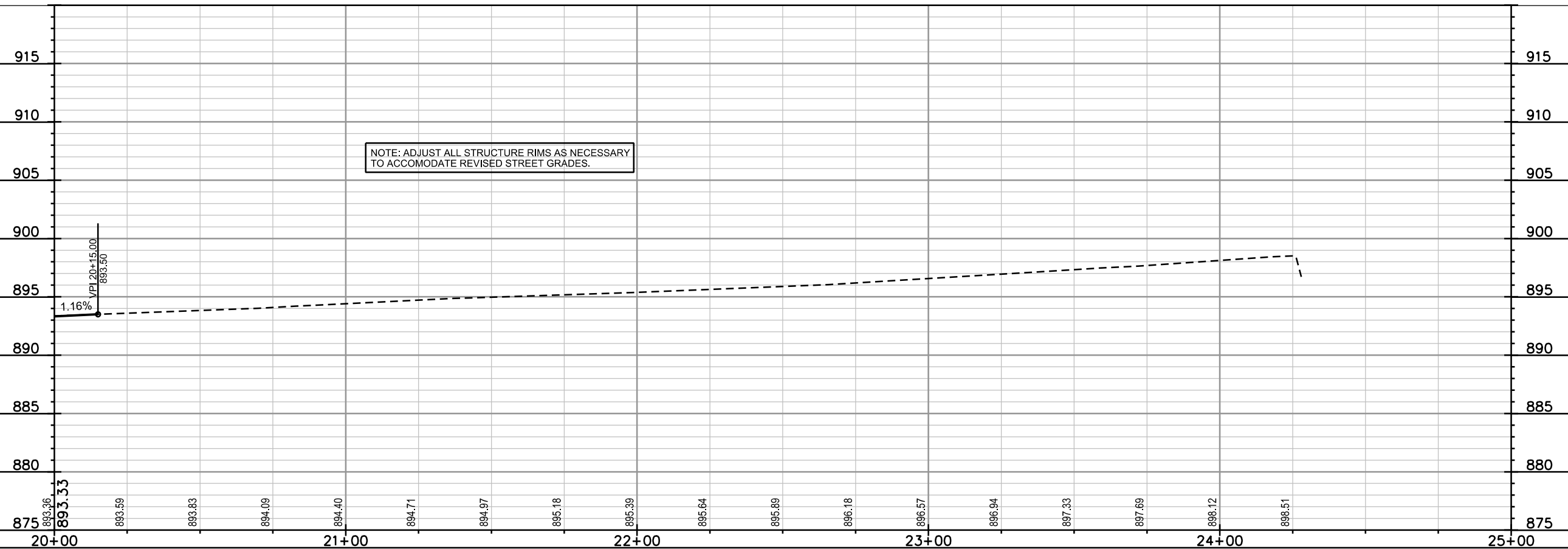
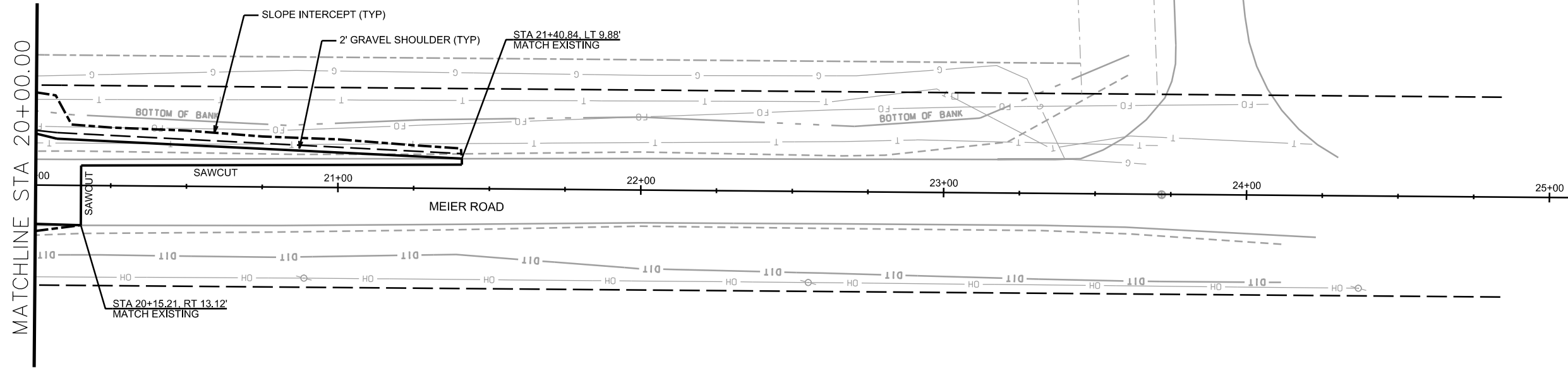
PLOT NAME: \_\_\_\_\_

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



MCALLEN 120 BUSINESS PARK  
CSM LOT 2



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

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

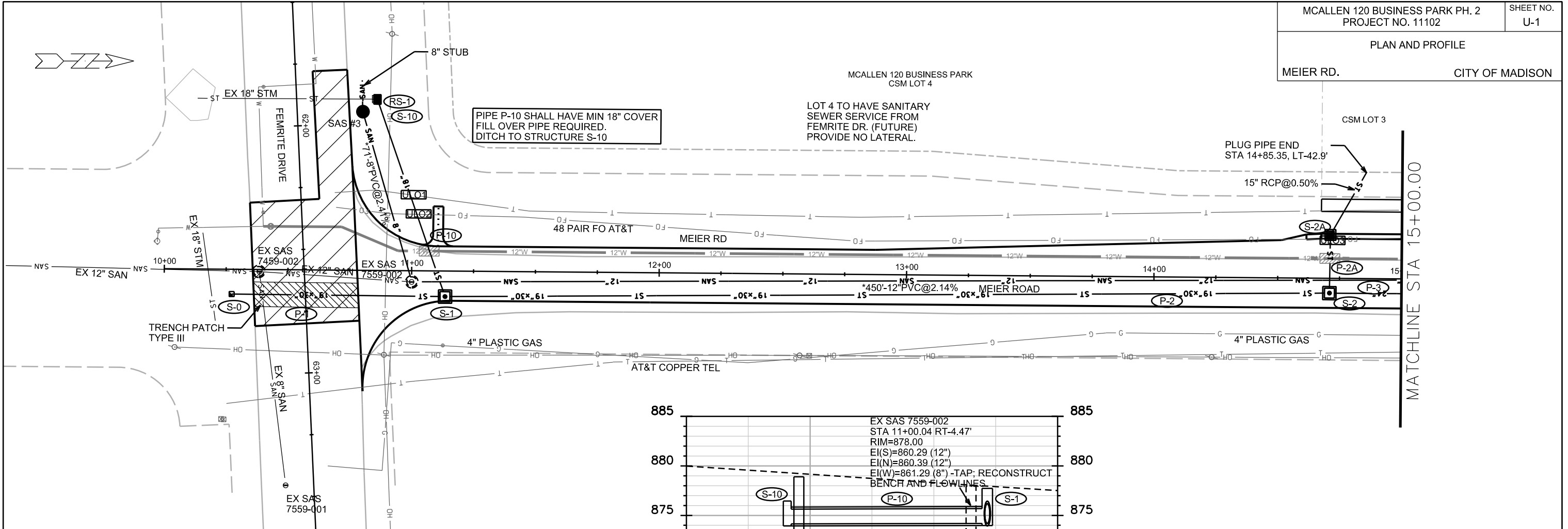
REV. DATE: \_\_\_\_\_

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



PLAN AND PROFILE

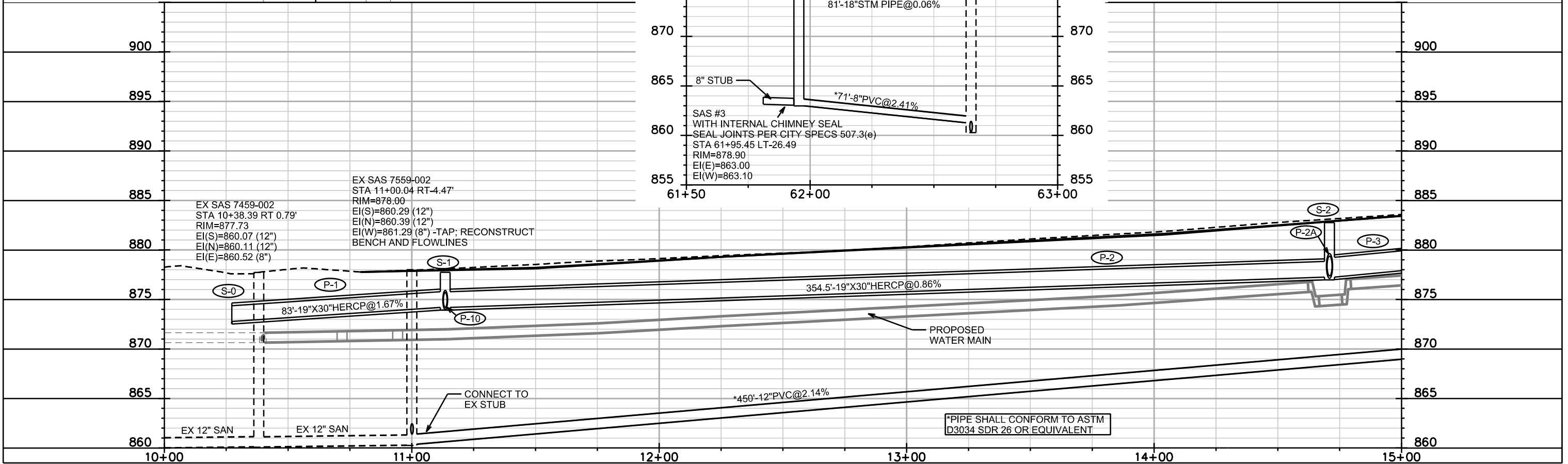
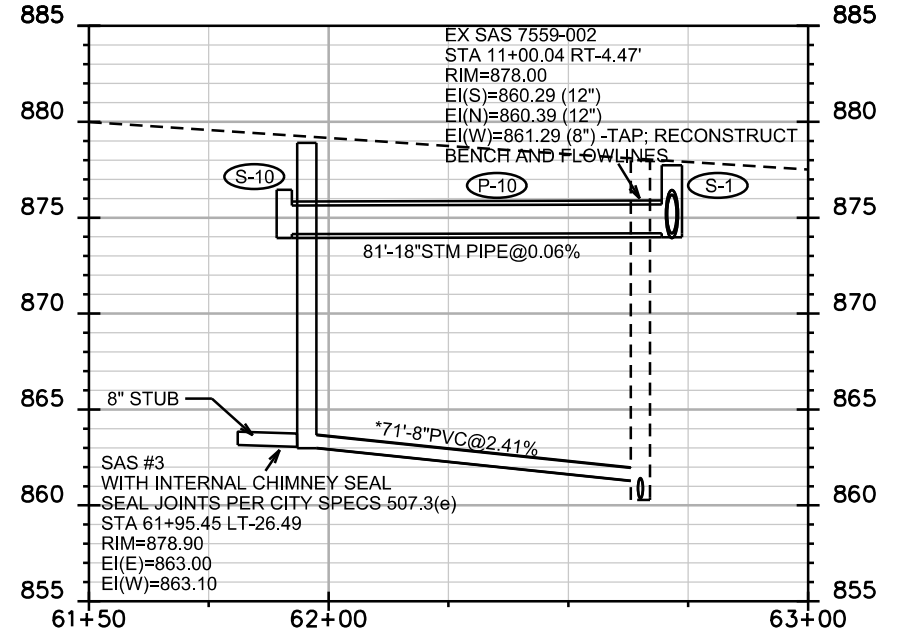
MEIER RD. CITY OF MADISON



PIPE P-10 SHALL HAVE MIN 18" COVER  
FILL OVER PIPE REQUIRED.  
DITCH TO STRUCTURE S-10

LOT 4 TO HAVE SANITARY  
SEWER SERVICE FROM  
FEMRITE DR. (FUTURE)  
PROVIDE NO LATERAL.

PLUG PIPE END  
STA 14+85.35, LT-42.9'



EX SAS 7459-002  
STA 10+38.39 RT 0.79'  
RIM=877.73  
EI(S)=860.07 (12")  
EI(N)=860.11 (12")  
EI(E)=860.52 (8")

EX SAS 7559-002  
STA 11+00.04 RT-4.47'  
RIM=878.00  
EI(S)=860.29 (12")  
EI(N)=860.39 (12")  
EI(W)=861.29 (8") -TAP; RECONSTRUCT  
BENCH AND FLOWLINES

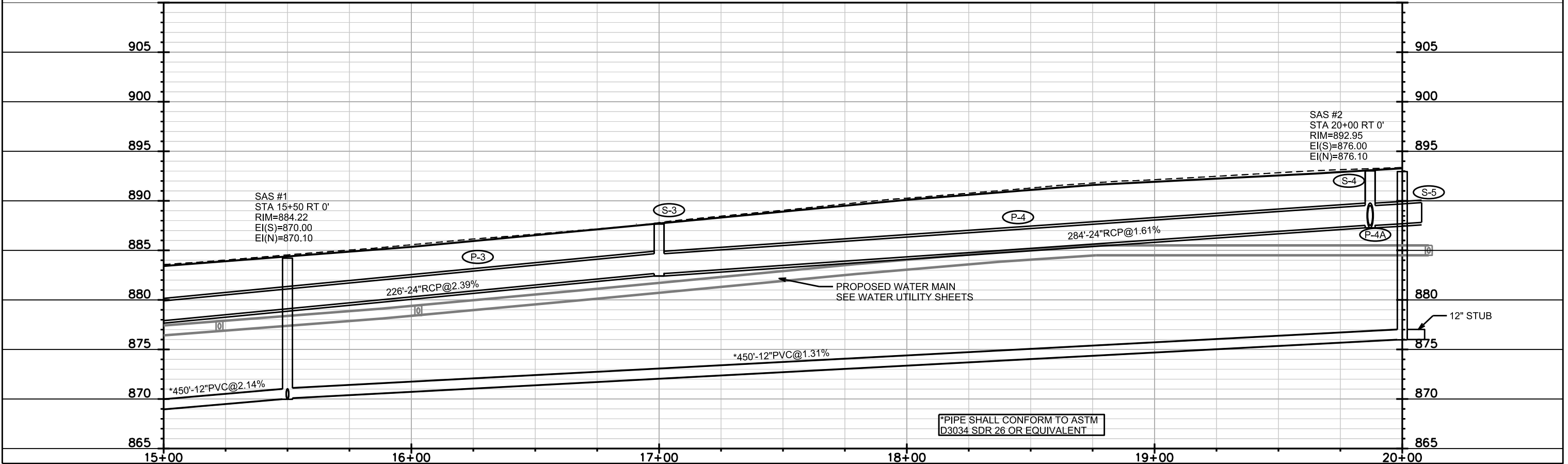
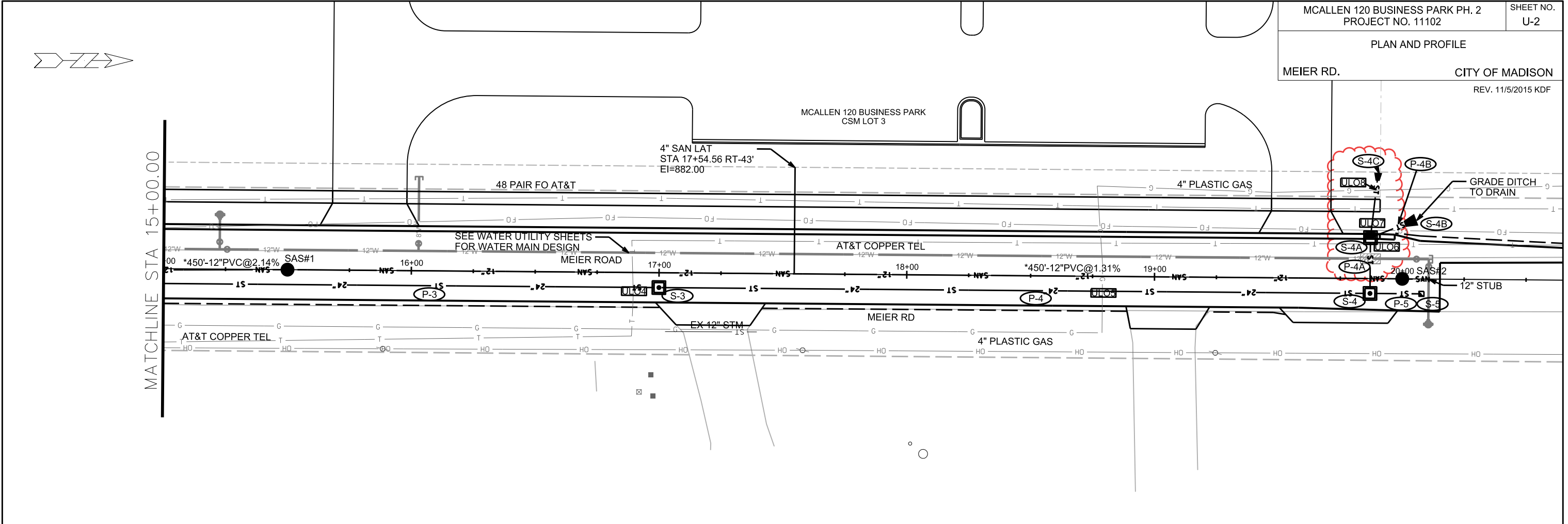
\*PIPE SHALL CONFORM TO ASTM  
D3034 SDR 26 OR EQUIVALENT

PLOT SCALE:

PLOT NAME:

REV. DATE:

ORIGINATOR: CITY OF MADISON, STREETS DIVISION



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



# SANITARY SEWER SCHEDULE

MCALLEN	SHEET NO.
PROJECT NO. 53W1683 MUNIS 11102	U-3
SANITARY SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
<b>MEIER RD</b>						
EX 7559-002	10+99.97	RT-4.47	878.00	860.29	17.71	TAP; RECONSTRUCT BENCH AND FL
SAS #1	15+50.00	RT-0'	884.22	870.00	14.22	
SAS #2	20+00.00	RT-0'	892.95	876.00	16.95	
<b>FEMRITE DR</b>						
SAS #3	61+95.45	LT-26.49	878.90	863.00	15.90	WITH INTERNAL CHIMNEY SEAL; SEAL JOINTS PER CITY OF MADISON STANDARD SPECS 507.3(e)

## PROPOSED SANITARY PIPES

FROM SAS (DNSTM)	TO SAS (UPSTM)	LGTH (FT)	DISCH. E.I.	INLET E.I.	SLOPE (%)	SIZE (DIA)	TYPE	NOTES
7559-002	SAS #1	450	860.39	870.00	2.14%	12"	PVC SDR 26	CONNECT TO EX STUB
SAS #1	SAS #2	450	870.10	876.00	1.31%	12"	PVC SDR 26	
7559-002	SAS #3	71	861.29	863.00	2.41%	8"	PVC SDR 26	

PLOT SCALE: ---

PLOT NAME: ---

REV. DATE: ---

ORIGINATOR: CITY OF MADISON STREETS DIVISION

# STORM SEWER SCHEDULE

\*REV. 11/5/2015 KDF

MCALLEN 120 BUSINESS PARK PH2 PROJECT NO. 53W1683 MUNIS 11102	SHEET NO. U-4
STORM SEWER SCHEDULE	
CITY OF MADISON	

## PROPOSED STORM STRUCTURES

## PROPOSED STORM PIPES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES	PIPE NO.	FROM (DNSTM)	TO (UPSTM)	DISCH. E.I.	INLET E.I.	PLAN LGTH (FT)	PIPE LGTH (FT)	SLOPE (%)	PIPE SIZE	TYPE	NOTES
<b>MEIER RD</b>																		
S-10	10+85.47	LT-68.97	H INLET	876.46	874.14	2.32	FP; W/SALVAGED CASTING	P-10	S-10	S-1	874.14	874.19	84.0	81.0	0.06%	18"	STM PIPE	
S-0	1027.28	RT-10.00	PLUG	---	872.80	---	PLACE MARKER BALL	P-1	S-0	S-1	872.80	874.19	86.0	83.0	1.67%	19"X30"	HERCP	
S-1	11+13.51	RT-10.34	4X4 SAS	877.74	874.19	3.55	FP; W/1550-0054	P-2	S-1	S-2	874.19	877.25	357.5	354.5	0.86%	19"X30"	HERCP	
S-2	14+70.93	RT-6.00	4X4 SAS	882.75	877.25	5.50	W/1550-0054	* P-2A	S-2	S-2A	877.25	<b>878.55</b>	23.5	<b>20.0</b>	<b>6.50%</b>	18"	RCP	NCM
* S-2A	14+70.93	LT-15.50	H INLET	882.85	<b>878.55</b>	<b>4.30</b>	LP;W/3067-7004-VB; (1)	P-3	S-2	S-3	877.25	882.66	229.0	226.0	2.39%	24"	RCP	
S-3	17+00.00	RT-6.00	4X4 SAS	887.66	882.66	5.00	W/1550-0054	P-4	S-3	S-4	882.66	887.22	287.0	284.0	1.61%	24"	RCP	
S-4	19+87.03	RT-6.00	4X4 SAS	893.03	887.22	5.81	W/1550-0054	* P-4A	S-4	S-4A	887.22	887.33	<b>22.5</b>	<b>18.5</b>	<b>0.59%</b>	24"	RCP	
* S-4A	19+87.03	<b>LT-16.50</b>	3X3 SAS	892.89	887.33	5.56	<b>W/3067-7004-V; (2)</b>	* P-4B	S-4A	S-4B	887.83	889.00	<b>20.0</b>	<b>18.0</b>	<b>6.50%</b>	24"	RCP	
* S-4B	20+05.45	LT-23.10	<b>24" RCP AE</b>	---	889.00	---	W/GATE	* P-4C	S-4A	S-4C	888.08	888.20	<b>26.5</b>	<b>24.5</b>	<b>0.49%</b>	15"	RCP	
S-4C	19+89.95	LT-42.72	15" RCP AE	---	888.20	---	W/GATE	P-5	S-4	S-5	887.22	887.80	21.0	19.0	3.05%	24"	RCP	
S-5	20+07.81	RT-6.00	PLUG	---	887.80	---	PLACE MARKER BALL											

## REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	NOTES
RS-1	IN 7459-002	10+85.47	LT-68.97	INLET	REMOVE; SALVAGE CASTING

## STORM SEWER ULOs

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	ELEV TOP	ELEV BOTTOM	NOTES
* ULO-1	11+00.00	LT-30.00	TEL; 2-1" CONDUIT	873.87	873.78	(3), 0.08' BELOW STM PIPE
* ULO-2	11+02.00	LT-23.00	TEL; 2" CONDUIT	872.40	872.23	1.56' BELOW STM PIPE
* ULO-3	14+71.00	LT-15.50	FO; 1" CONDUIT	878.25	878.16	(3), CONFLICT; STORM REVISED
* ULO-4	16+89.00	RT-7.00	TEL; 2" CONDUIT	887.70	887.53	-
* ULO-5	18+78.00	RT-7.00	GAS; 4" PLASTIC	886.83	886.50	CONFLICT; COORDINATE WITH MGE TO RELOCATE
* ULO-6	19+87.00	LT-14.00	TEL; 2-2" CONDUIT	887.79	889.62	(3), 0.05' ABOVE STM PIPE
* ULO-7	19+93.00	LT-19.00	FO; 1" CONDUIT	887.97	887.89	(3), CONFLICT; STORM REVISED
* ULO-8	19+89.00	LT-35.50	GAS; 4" PLASTIC	888.65	888.15	CONFLICT; COORDINATE WITH MGE TO RELOCATE

## SPECIFIC NOTES

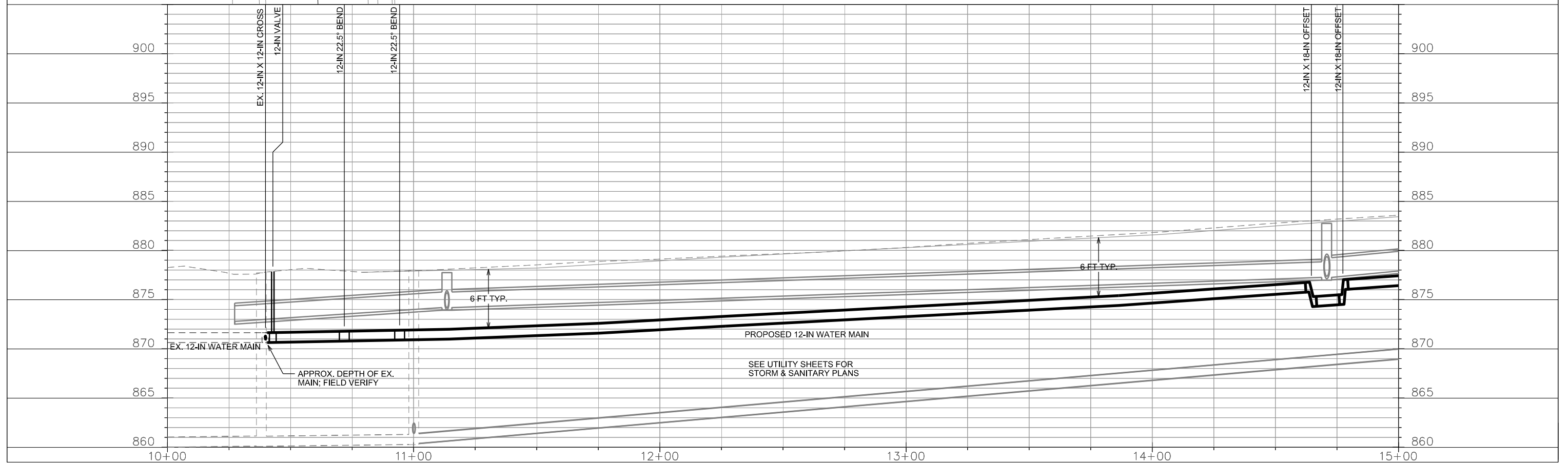
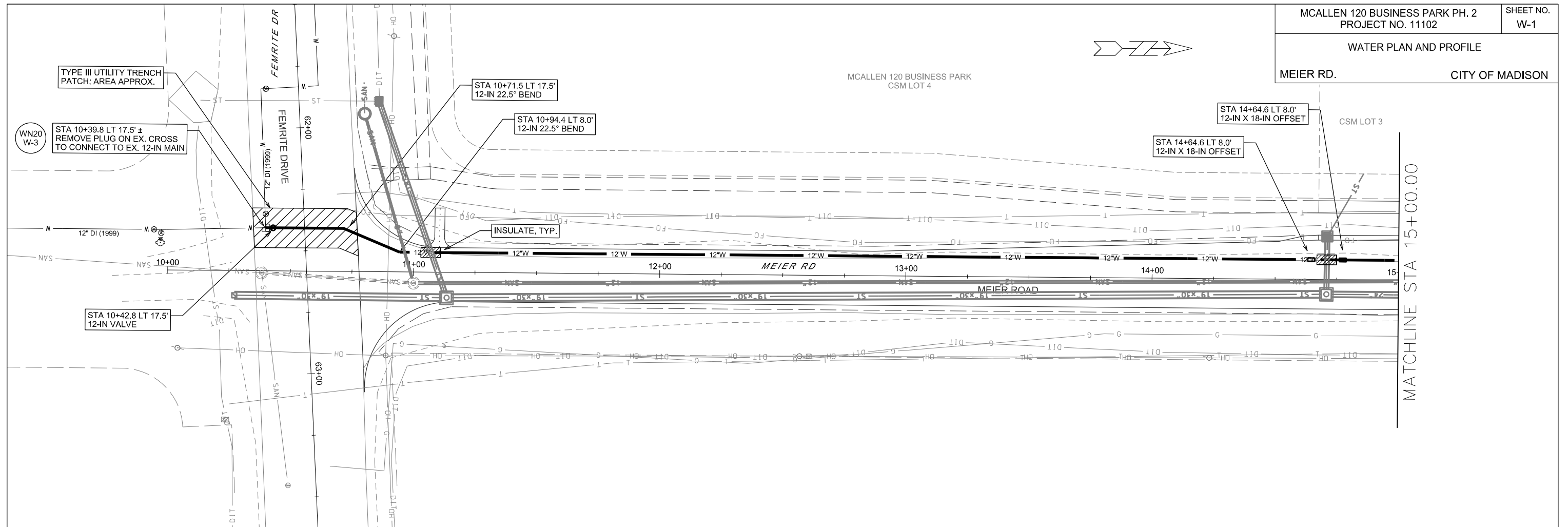
- (1) WITH 15" PRIVATE STORM CONNECTION IN BACK OF INLET
- \* (2) OFFSET CASTING 1' TO MATCH CURB HEAD
- \* (3) COORDINATE WITH AT&T, AS NEEDED, TO HOLD BACK TELEPHONE AND FIBER CONDUIT FOR STORM SEWER CONSTRUCTION

## STANDARD NOTES:

- ABBREVIATIONS: AE = APRON ENDWALL; RCP = REINFORCED CONCRETE PIPE; HERCP = HORIZONTAL ELLIPTICAL REINFORCED CONCRETE PIPE; N/A = 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 PRE CAST STRUCTURES ARE PREFERRED. CONTACT COREY STELLJES OF CITY ENGINEERING AT CSTEJES@CITYOFMADISON.COM.
- PLAN LENGTH IS FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE. PIPE LENGTH IS ACTUAL PIPE LENGTH FROM STRUCTURE WALL TO STRUCTURE WALL. SLOPE CALCULATED USING PIPE LENGTH.

WATER PLAN AND PROFILE

MEIER RD. CITY OF MADISON



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

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

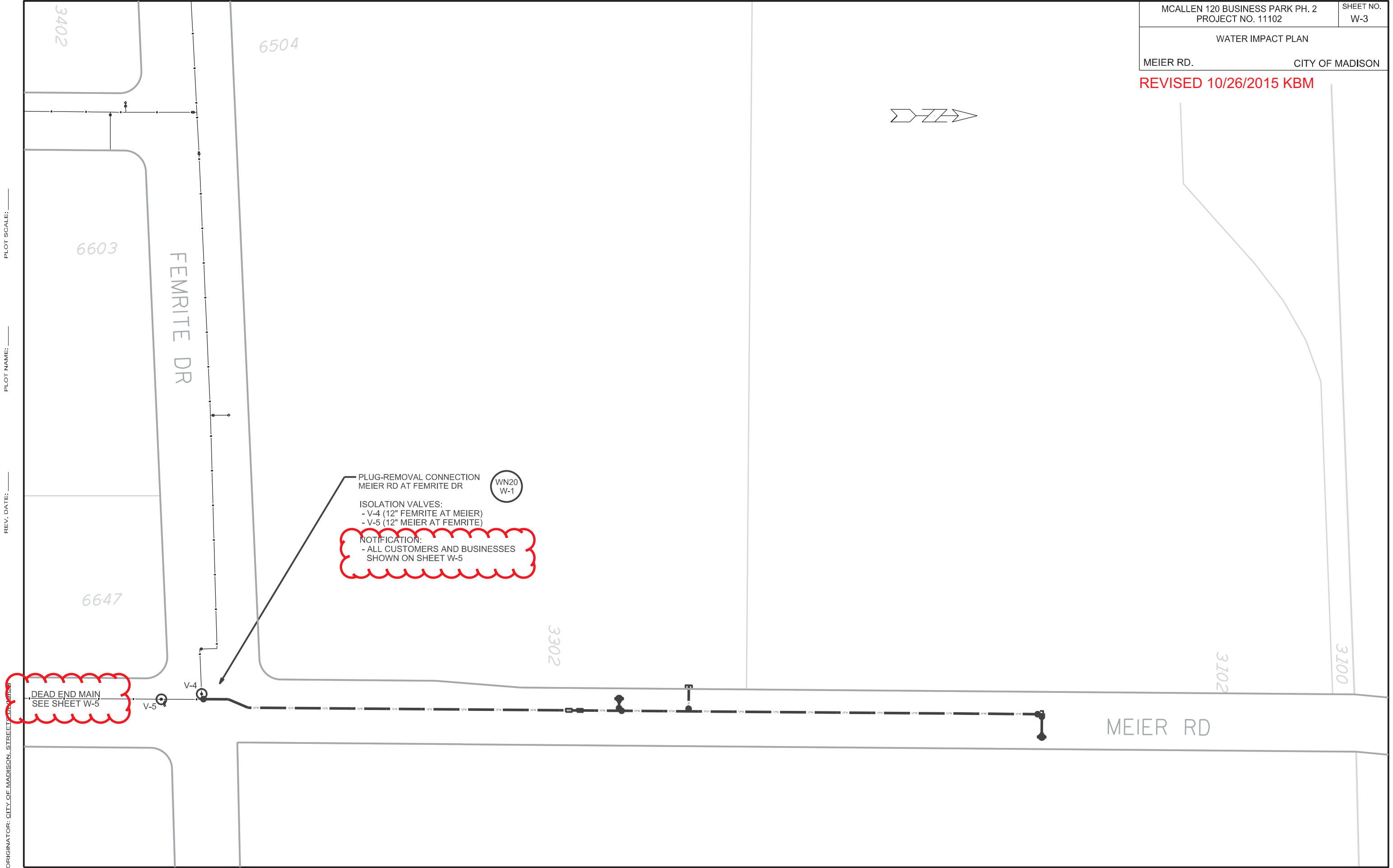
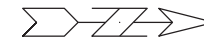


WATER IMPACT PLAN

MEIER RD.

CITY OF MADISON

REVISED 10/26/2015 KBM



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

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

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

ORIGINATOR: CITY OF MADISON, STREET LIGHTS DIVISION

WATER ESTIMATE OF MATERIALS

MCALLEN 120

CITY OF MADISON

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

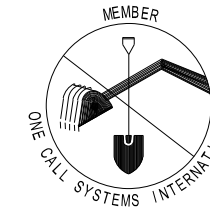
CONSTRUCTION NOTES:

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

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

TO OBTAIN LOCATION OF PARTICIPANTS' UNDERGROUND FACILITIES BEFORE YOU DIG IN WISCONSIN  
CALL DIGGERS HOTLINE TOLL FREE  
811 OR 1-800-242-8511  
FAX-A-LOCATE 1-800-338-3860  
TDD (FOR HEARING IMPAIRED) 1-800-542-2289

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



ESTIMATE OF MATERIALS SUPPLIED BY CONTRACTOR:

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

- 40-FT - 6-IN PIPE
- 30-FT - 8-IN PIPE
- 100-FT - POLYWRAP
- 2 - 6-IN VALVE & BOX
- 1 - 8-IN VALVE & BOX
- 1 - 8-IN MJ CAP
- 2 - 5-IN HYDRANT
- 24 - LF 2-IN FOAM INSULATION
- COPPER SERVICE TUBING & COUPLINGS (AS REQ'D)
- HYDRANT OR VALVE BOX RISERS/EXTENSIONS (AS REQ'D)

ESTIMATE OF MATERIALS SUPPLIED BY CITY:

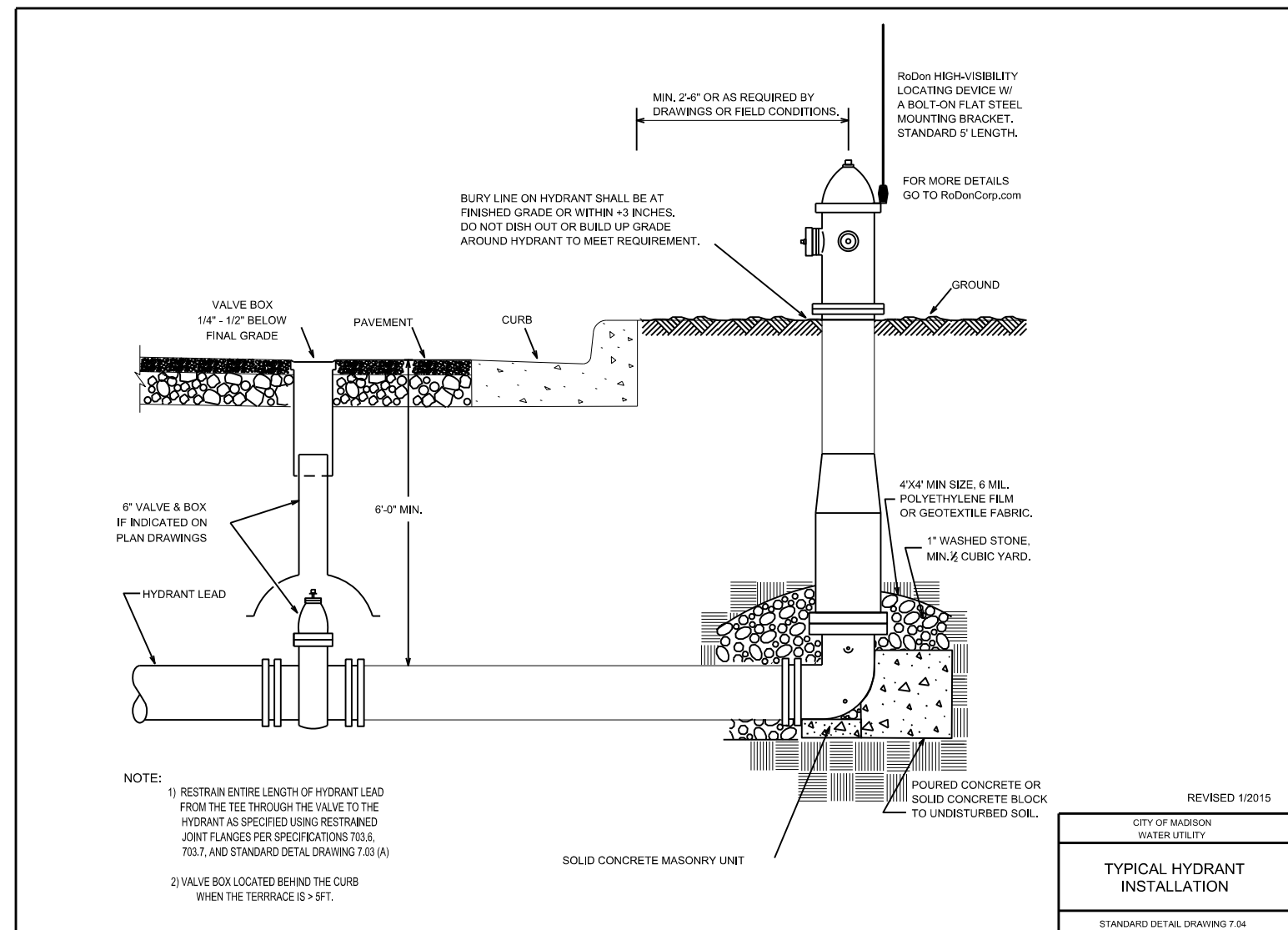
\* ESTIMATE OF MATERIALS IS FOR INFORMATION ONLY. ENGINEER DOES NOT GUARANTEE ACCURACY OF MATERIAL TAKE-OFF.

- 980-FT - 12-IN PIPE
- 3 - 12-IN VALVE
- 2 - 12-IN X 6-IN TEE
- 1 - 12-IN X 8-IN TEE
- 2 - 12-IN 22.5° BEND
- 2 - 12-IN X 18IN OFFSET
- 1 - 12-IN MJ PLUG
- 1130-FT - POLYWRAP

ESTIMATE OF MATERIALS SALVAGED:

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

NONE



REVISED 1/2015

CITY OF MADISON  
WATER UTILITY

TYPICAL HYDRANT  
INSTALLATION

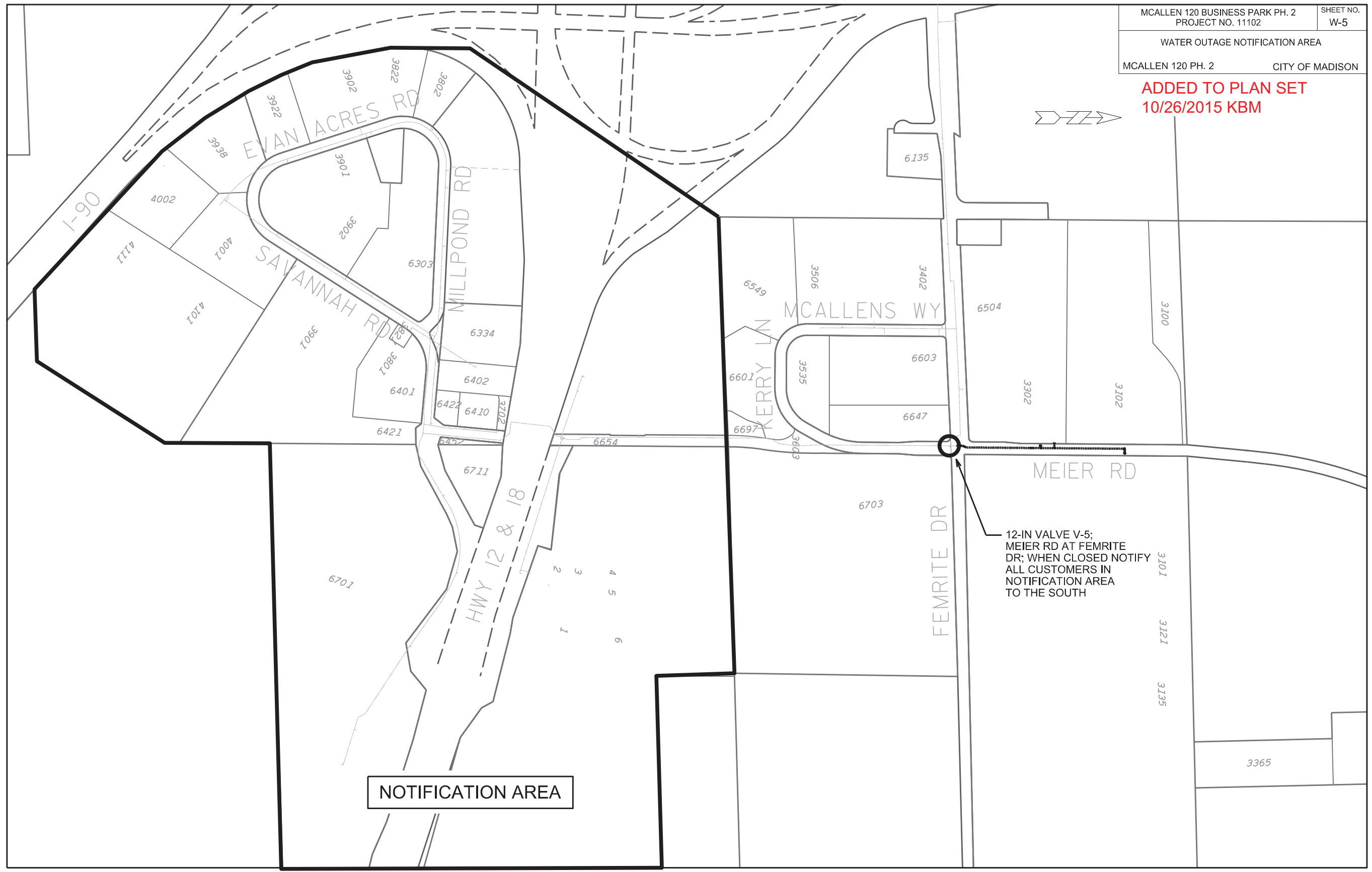
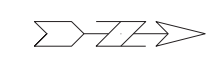
STANDARD DETAIL DRAWING 7.04

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

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

ORIGINATOR: CITY OF MADISON, STREETS DIVISION

ADDED TO PLAN SET  
10/26/2015 KBM



NOTIFICATION AREA

12-IN VALVE V-5;  
MEIER RD AT FEMRITE  
DR; WHEN CLOSED NOTIFY  
ALL CUSTOMERS IN  
NOTIFICATION AREA  
TO THE SOUTH

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



CROSS SECTIONS

MEIER RD.

CITY OF MADISON

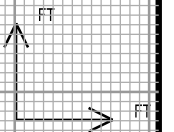
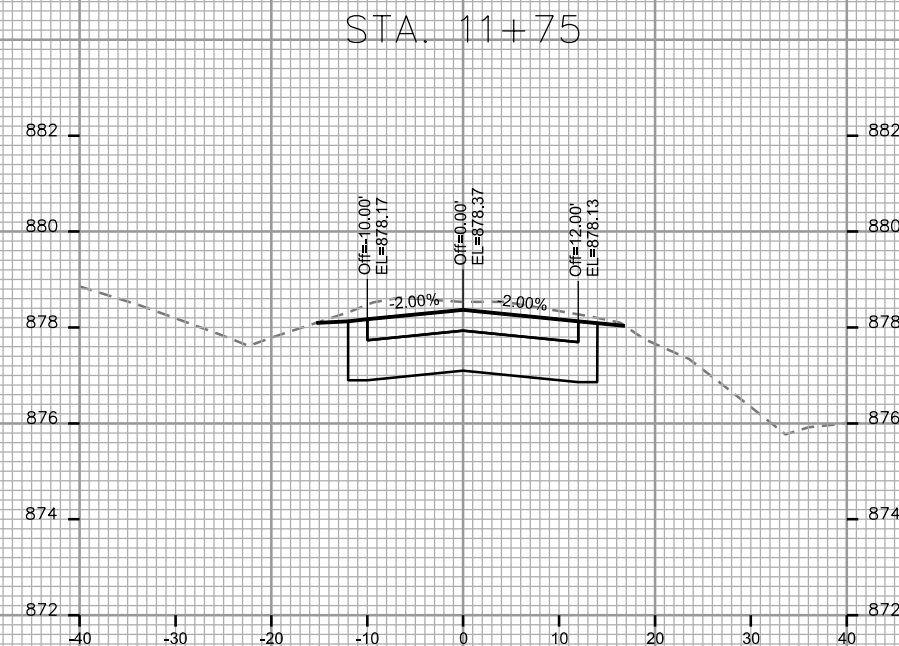
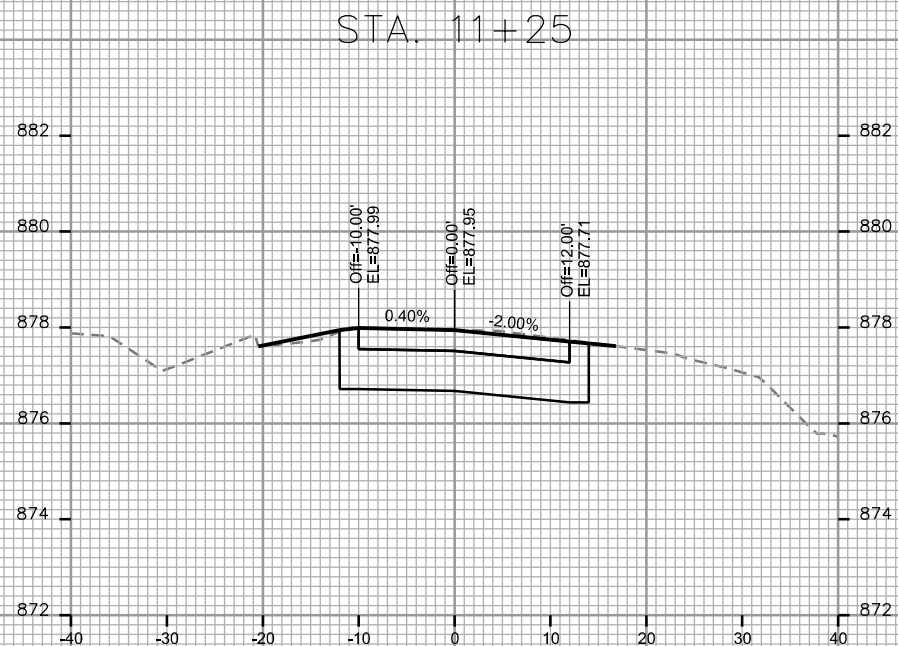
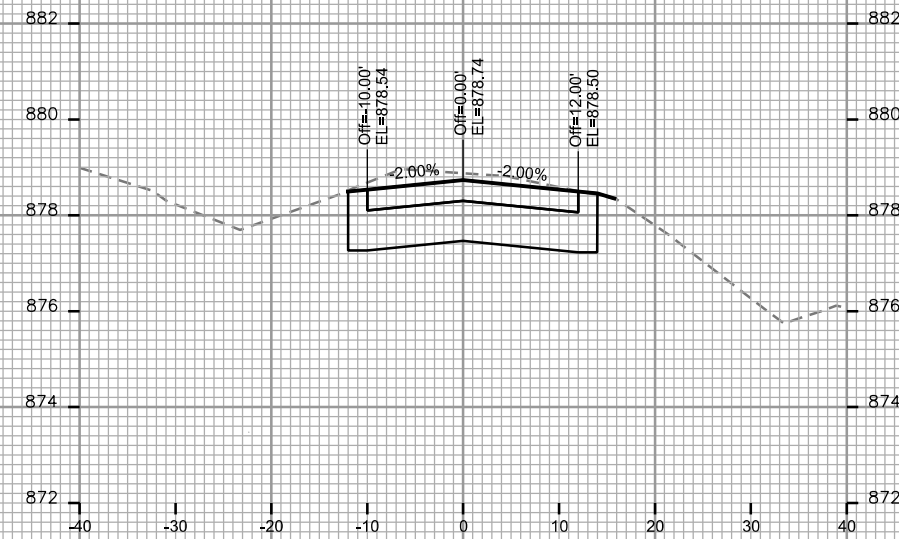
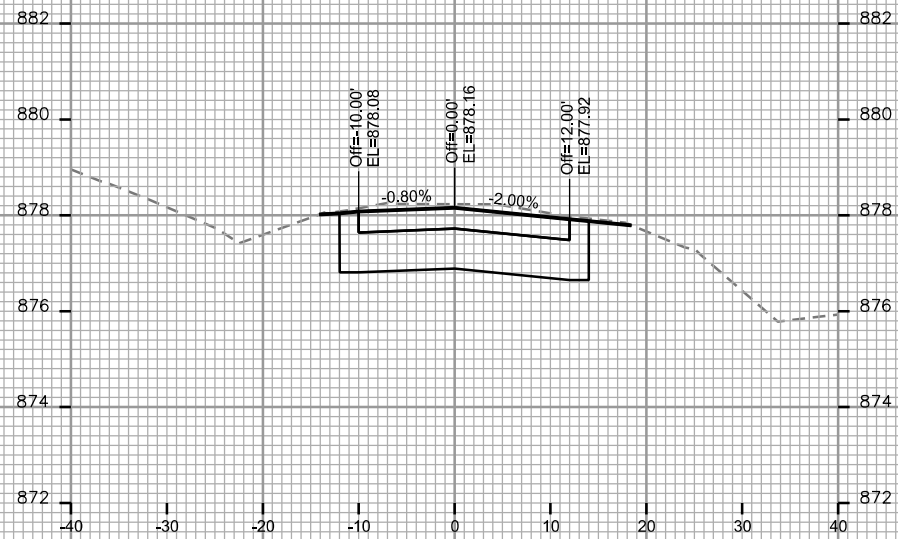
REV 4-2-16 JMW

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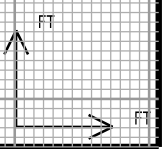
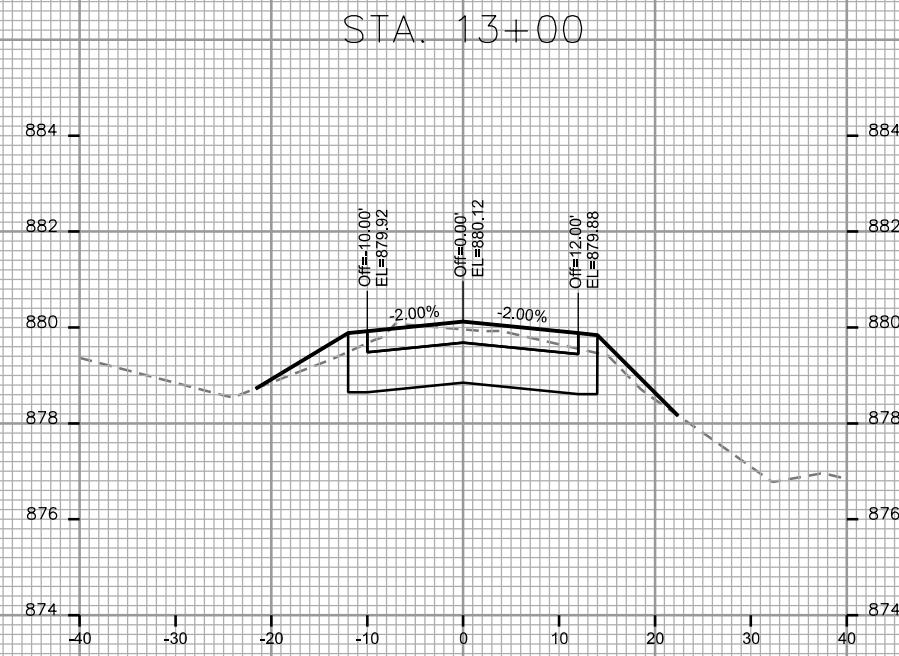
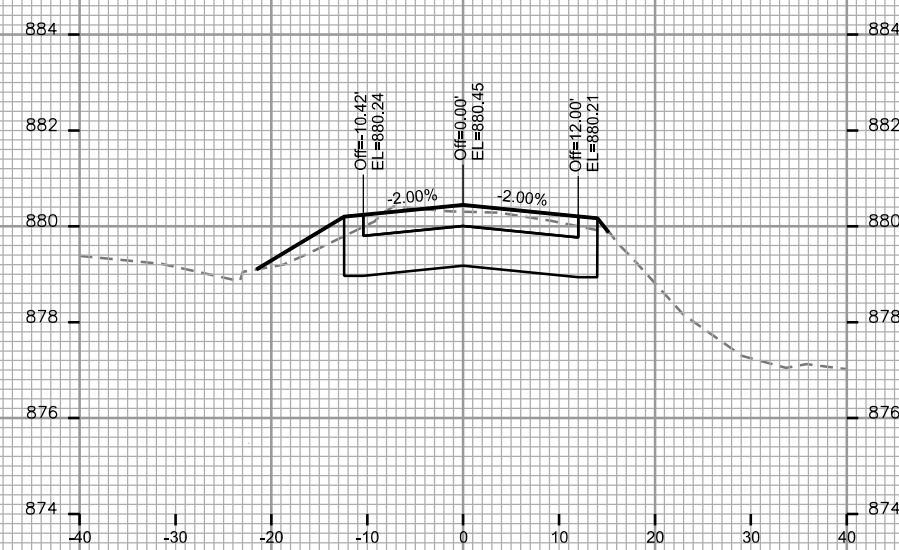
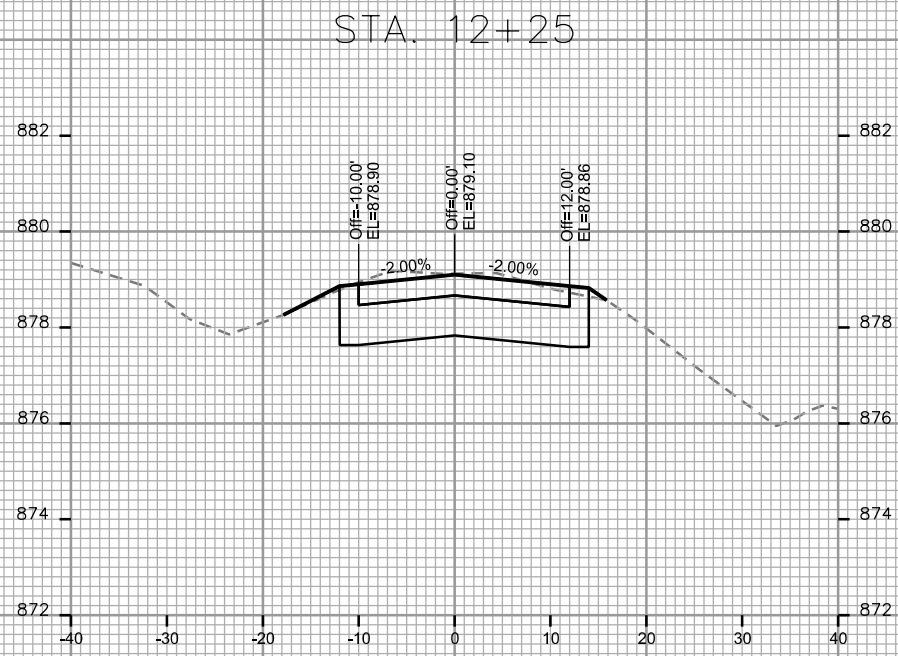
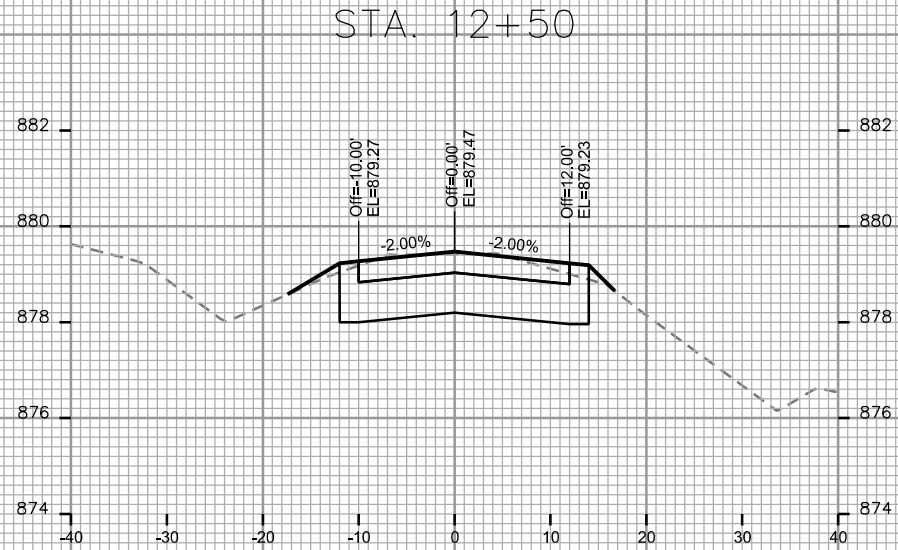
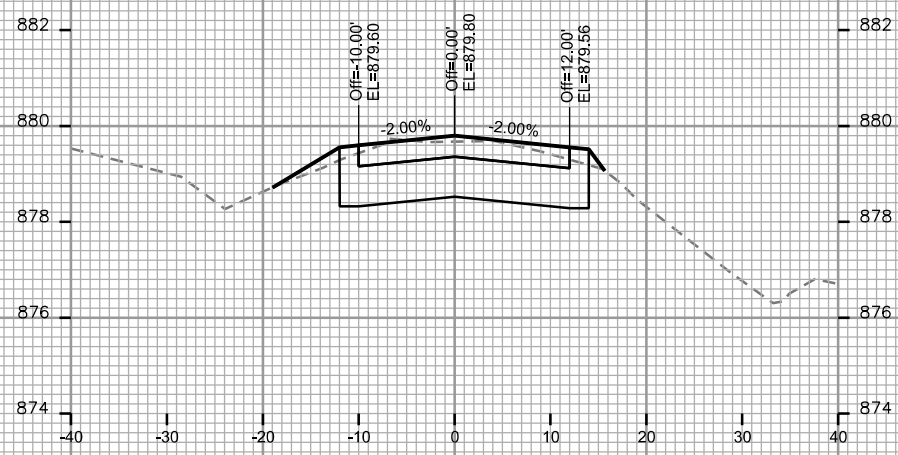
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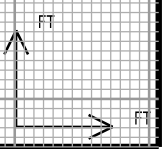
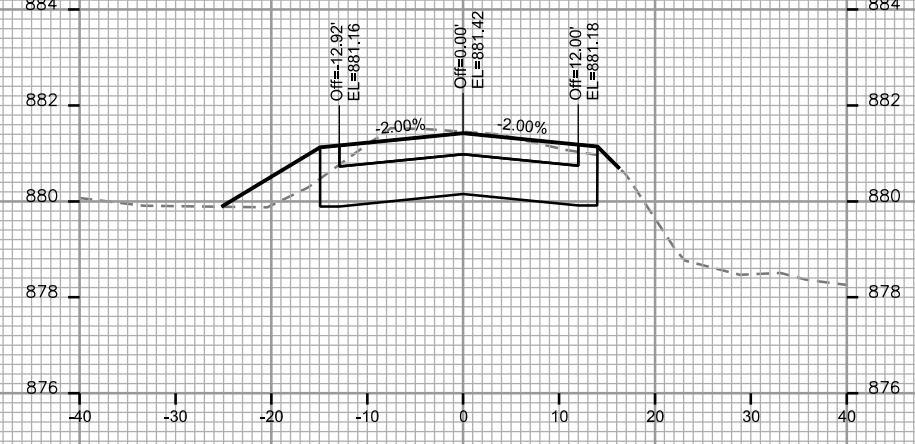
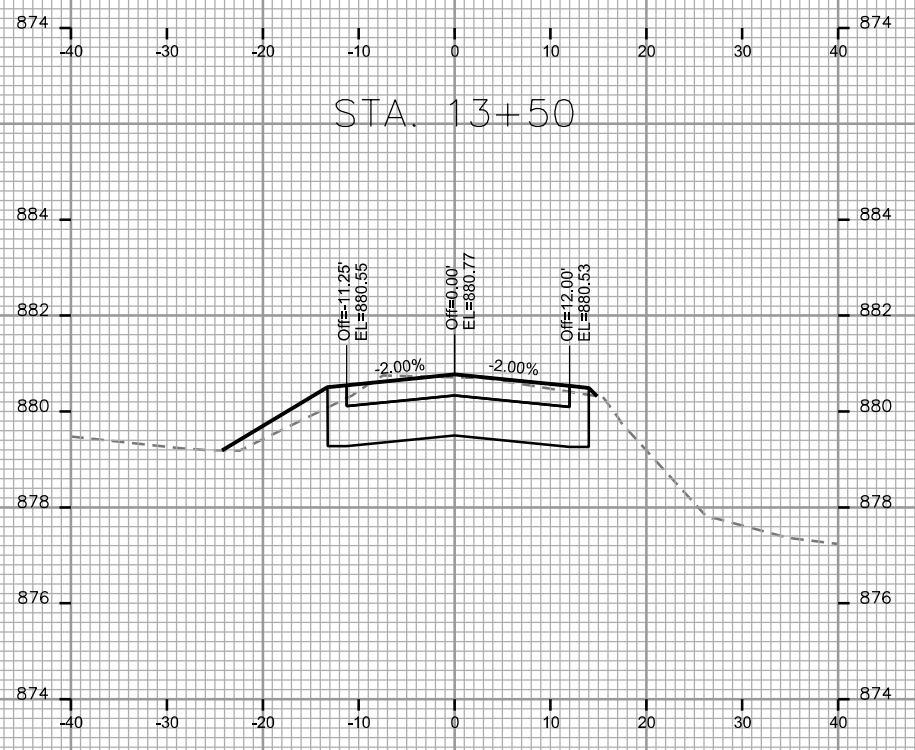
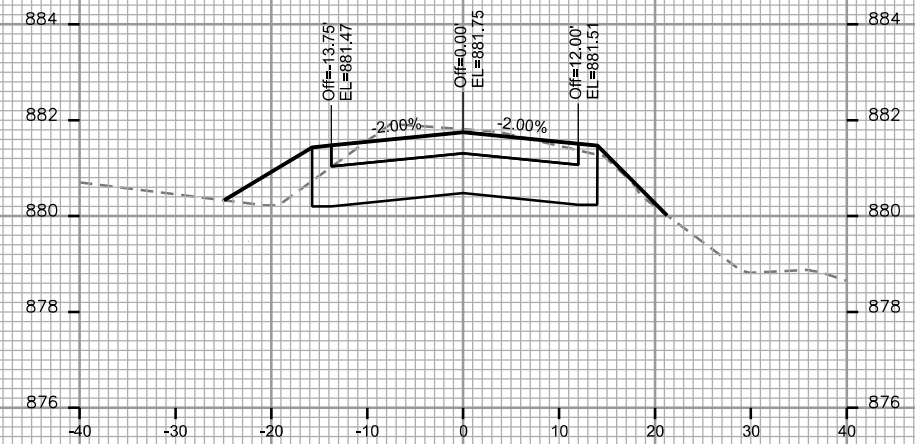
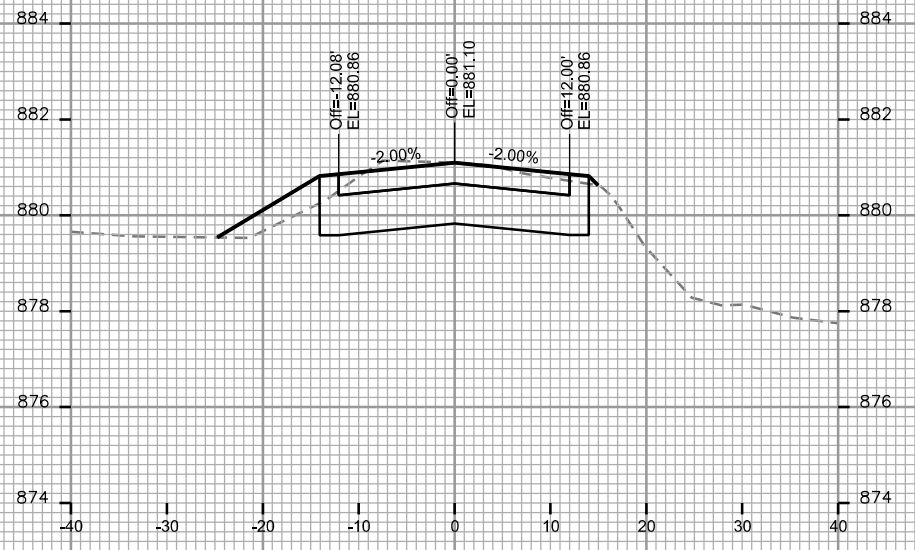
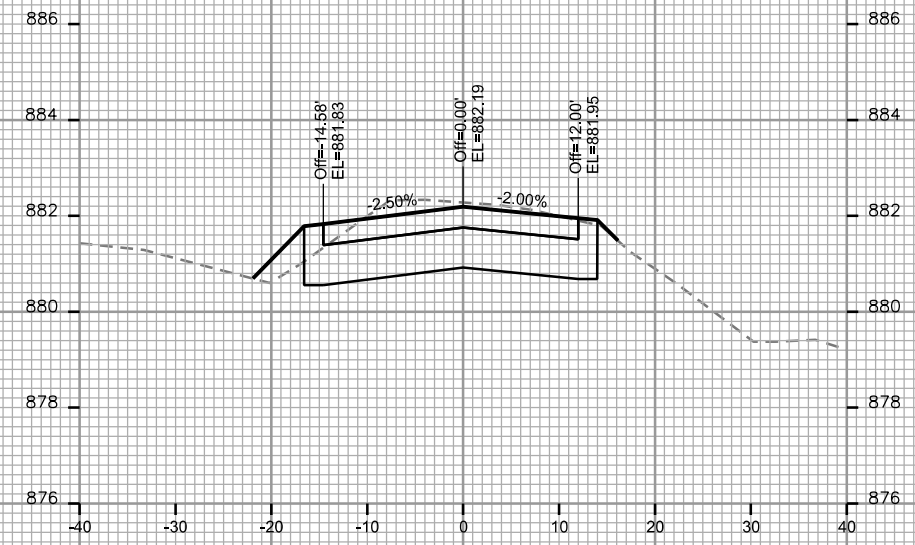
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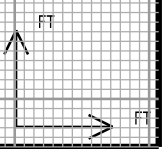
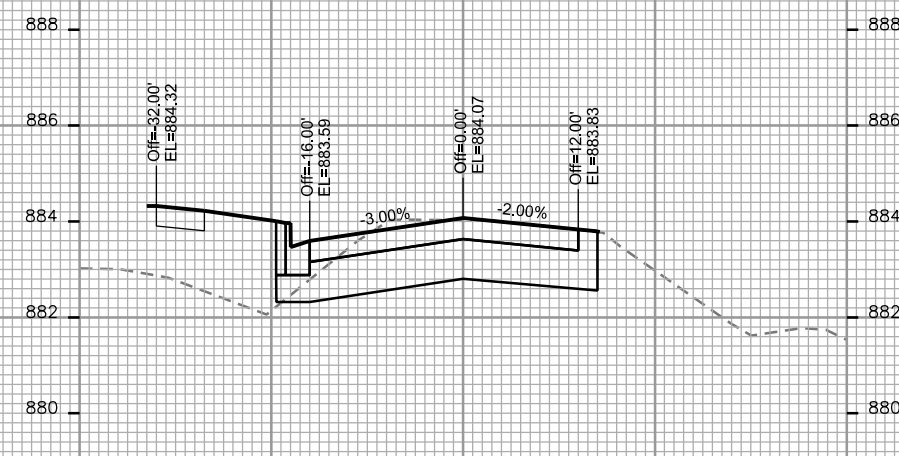
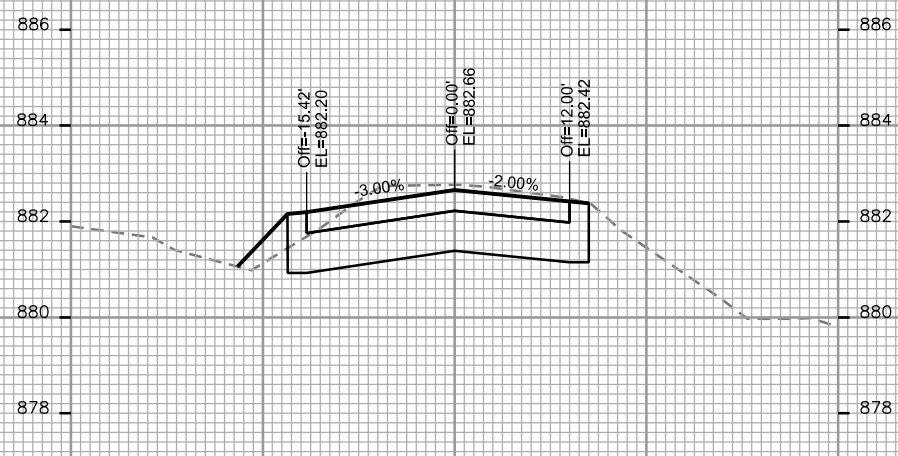
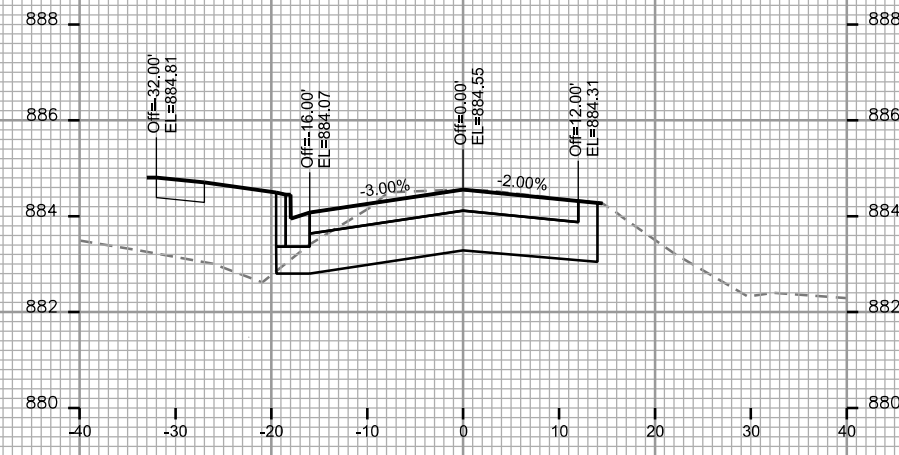
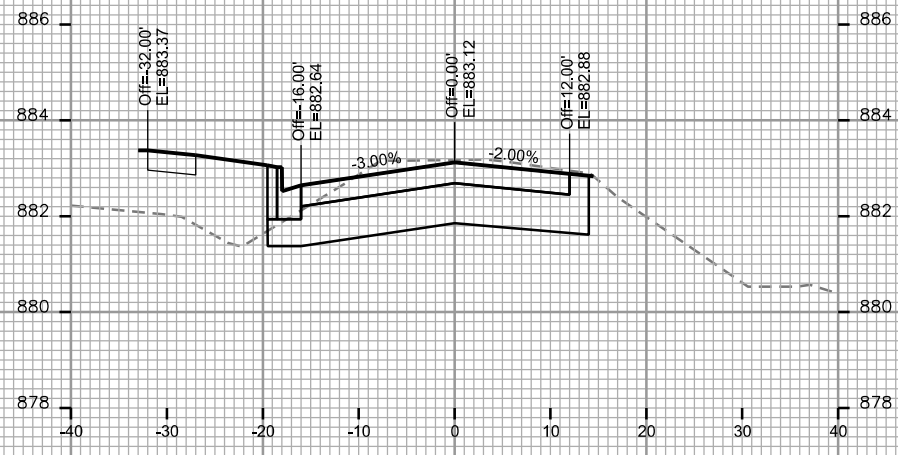
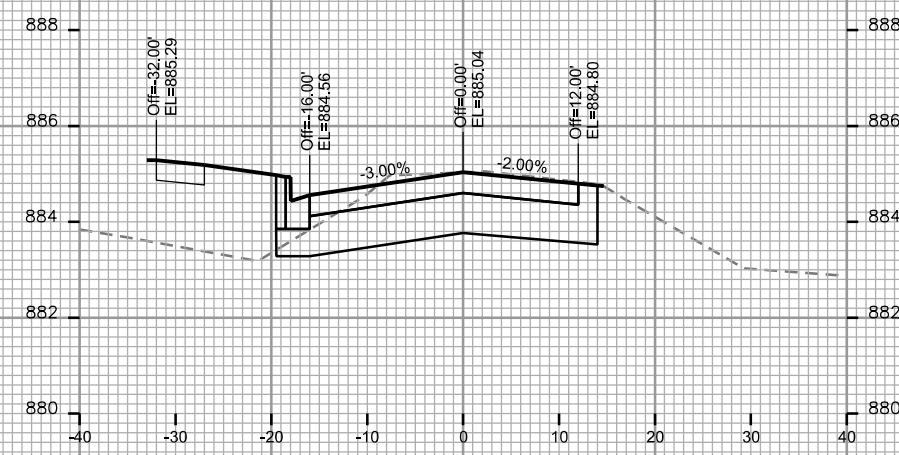
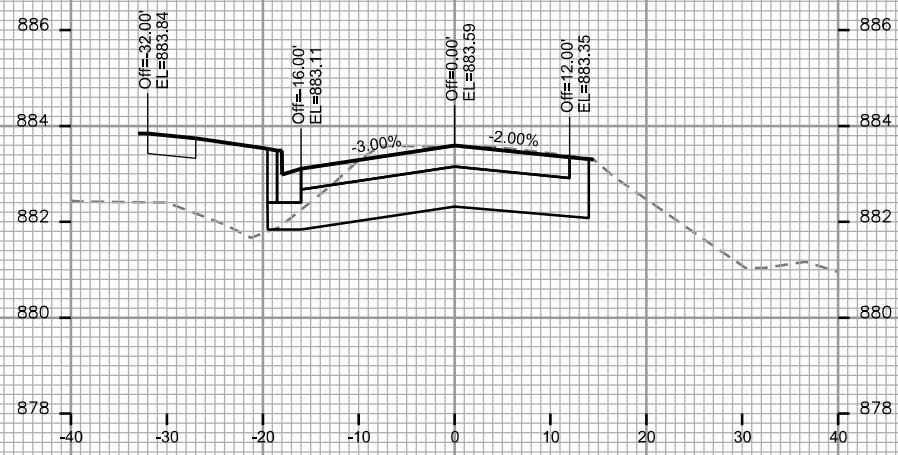
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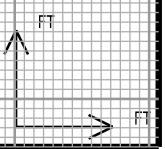
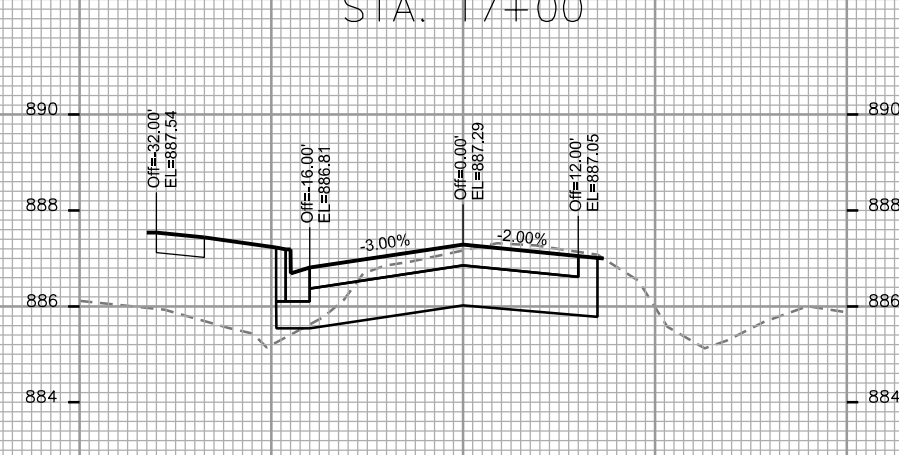
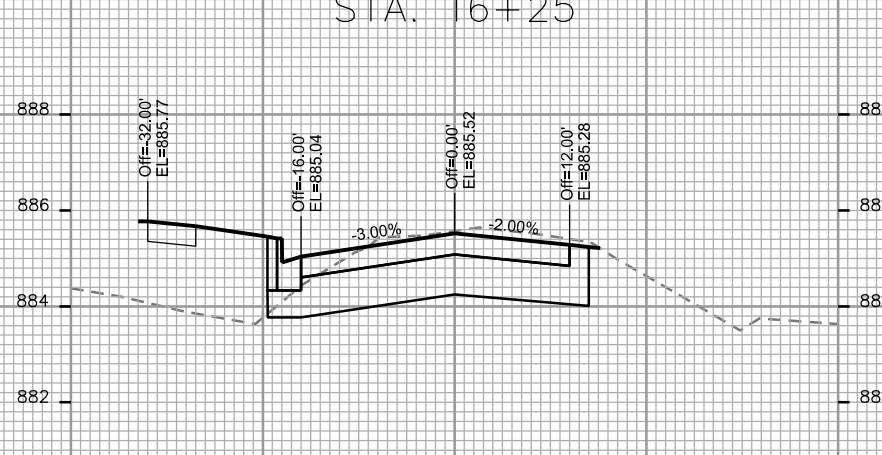
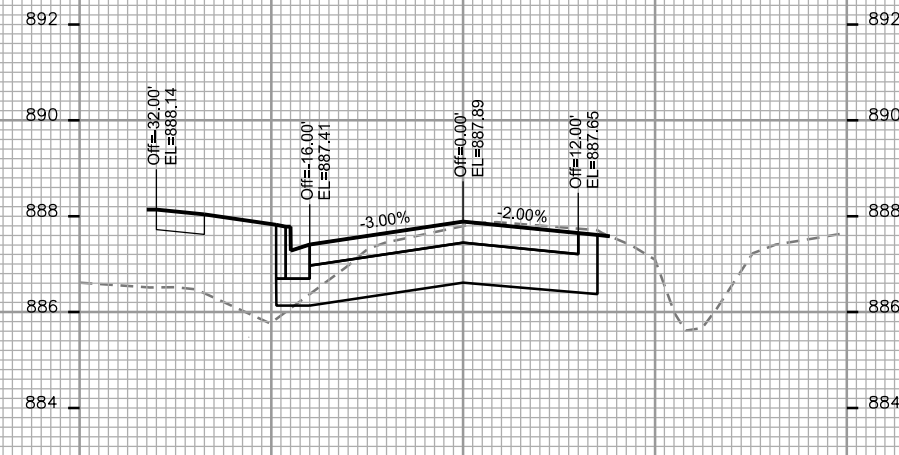
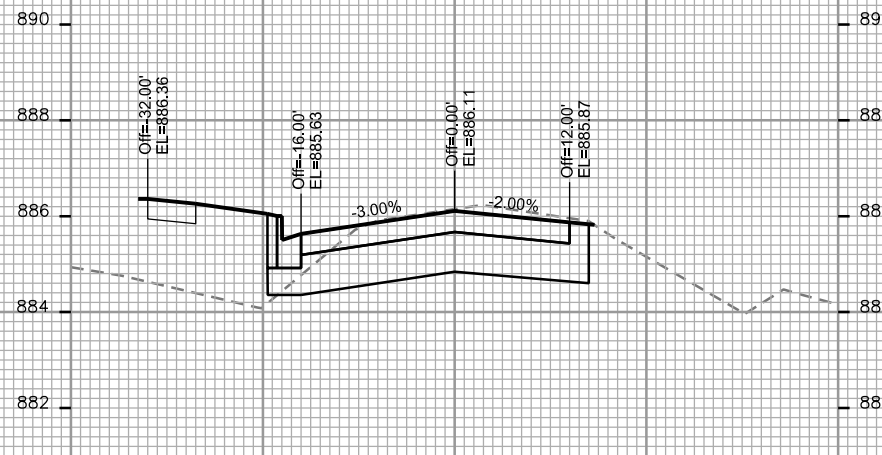
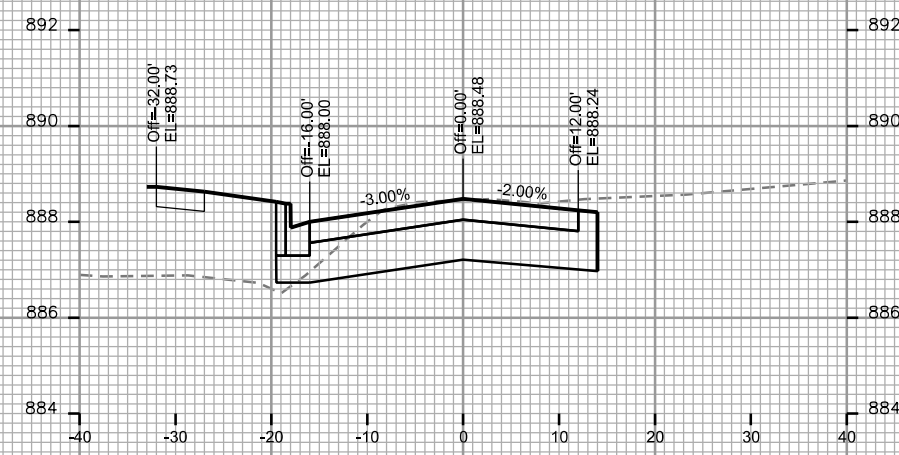
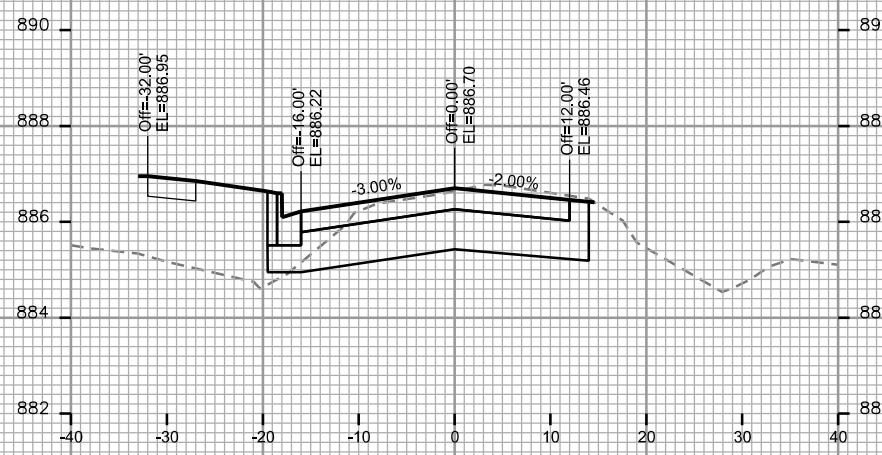
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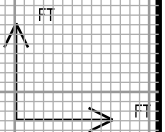
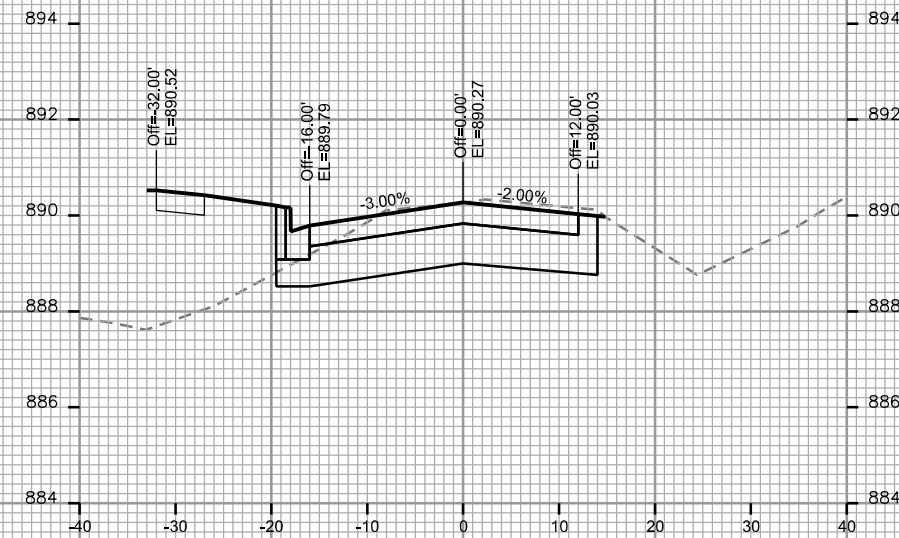
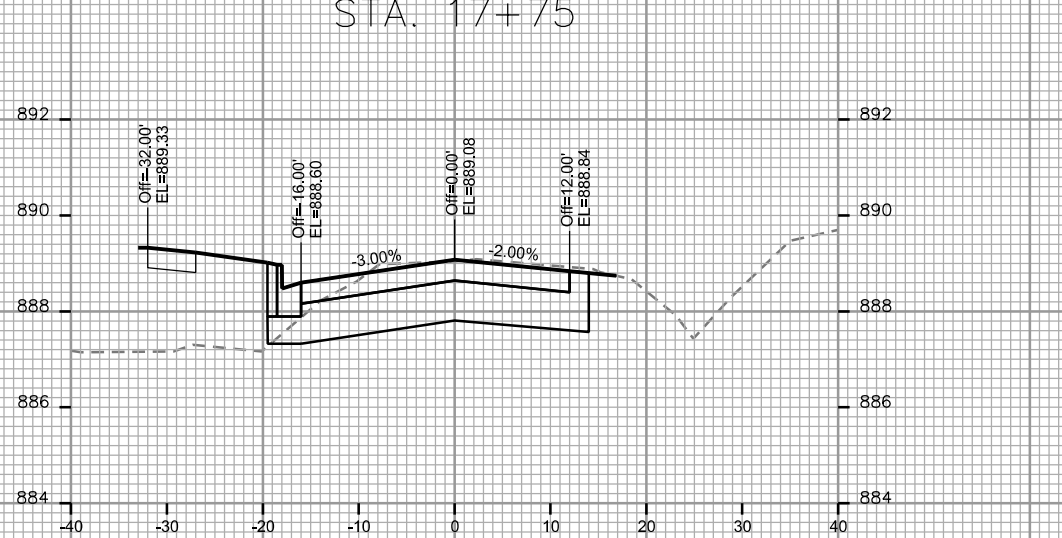
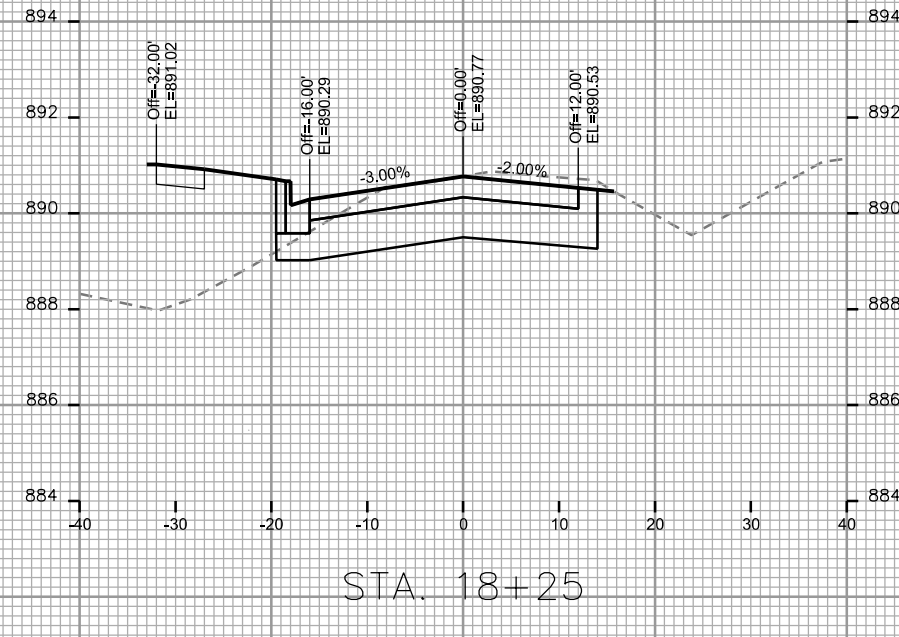
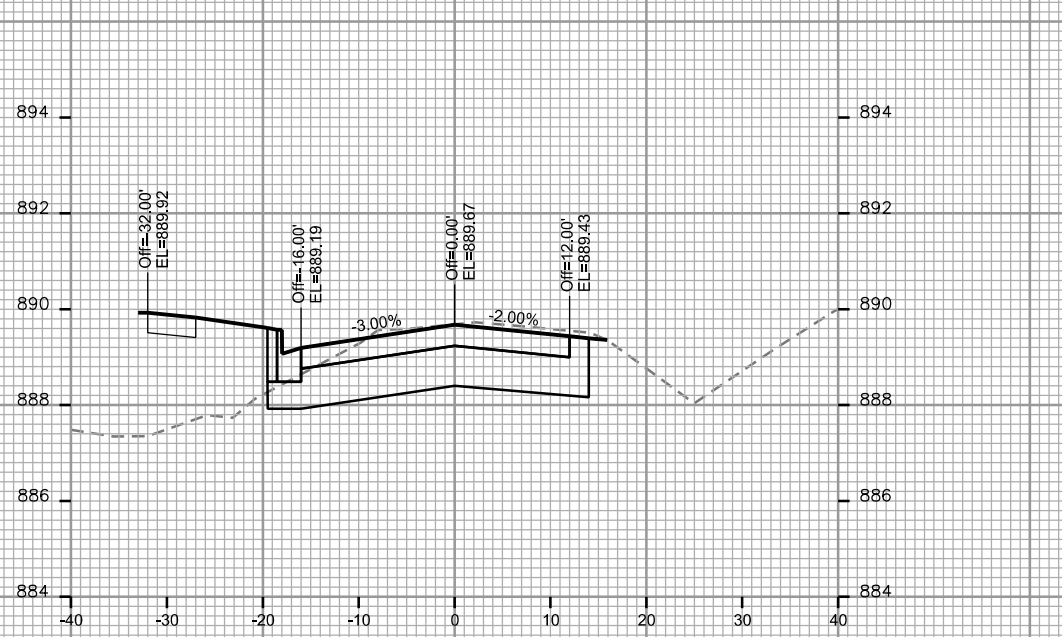
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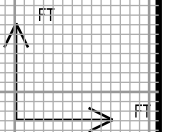
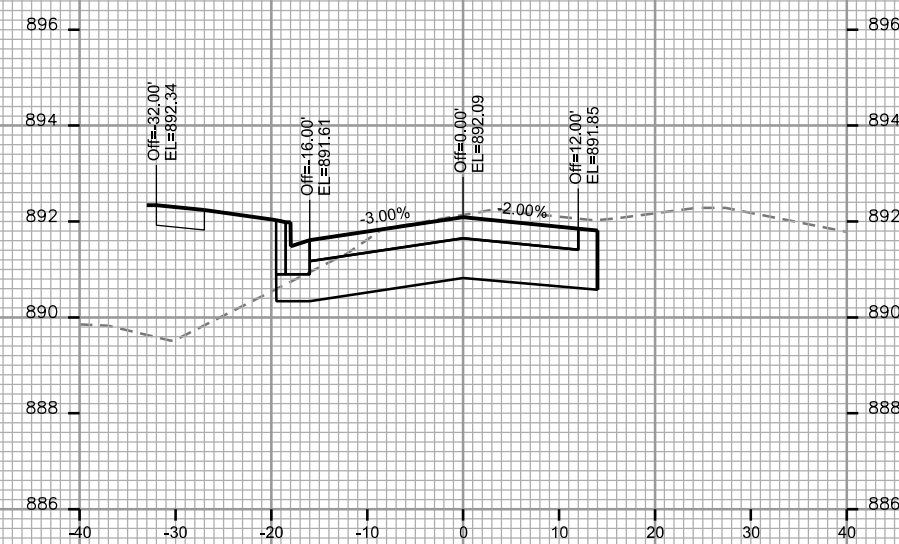
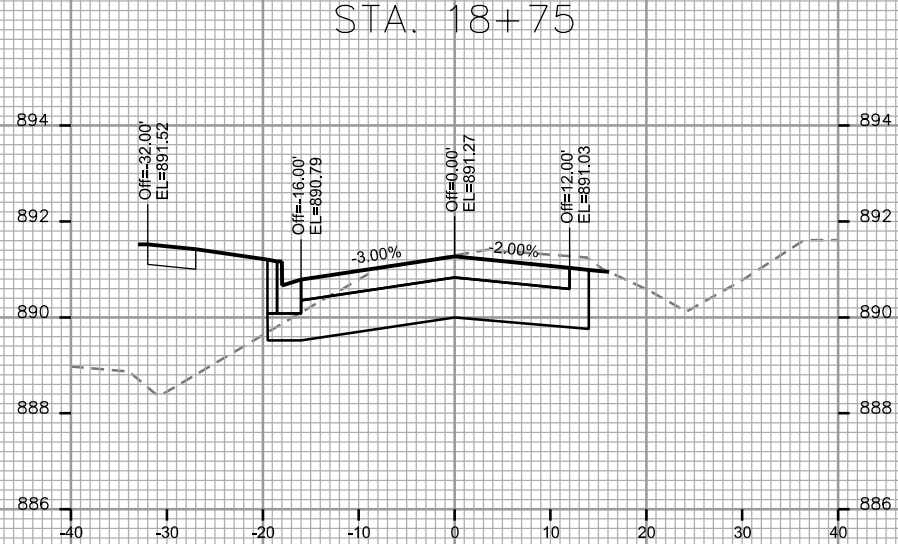
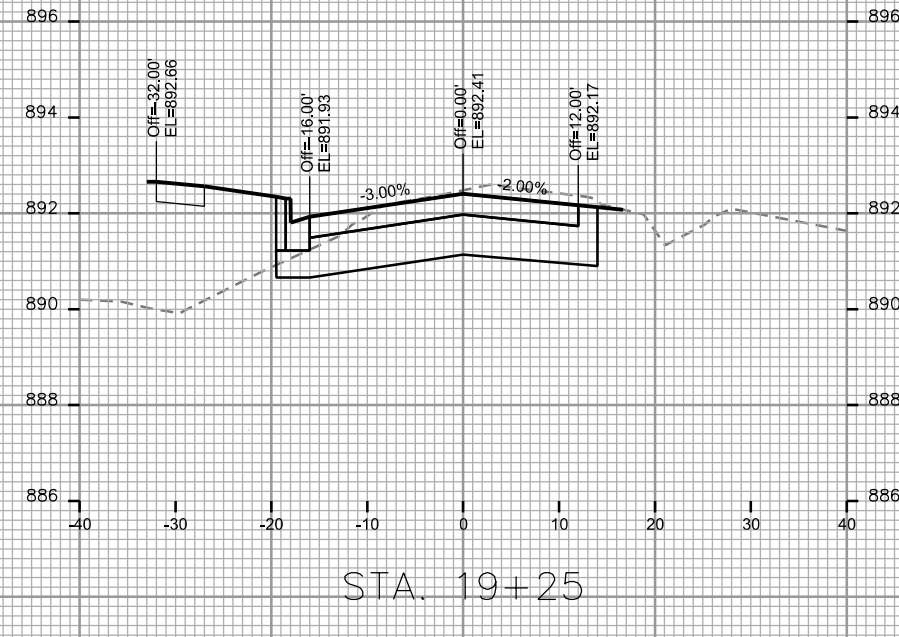
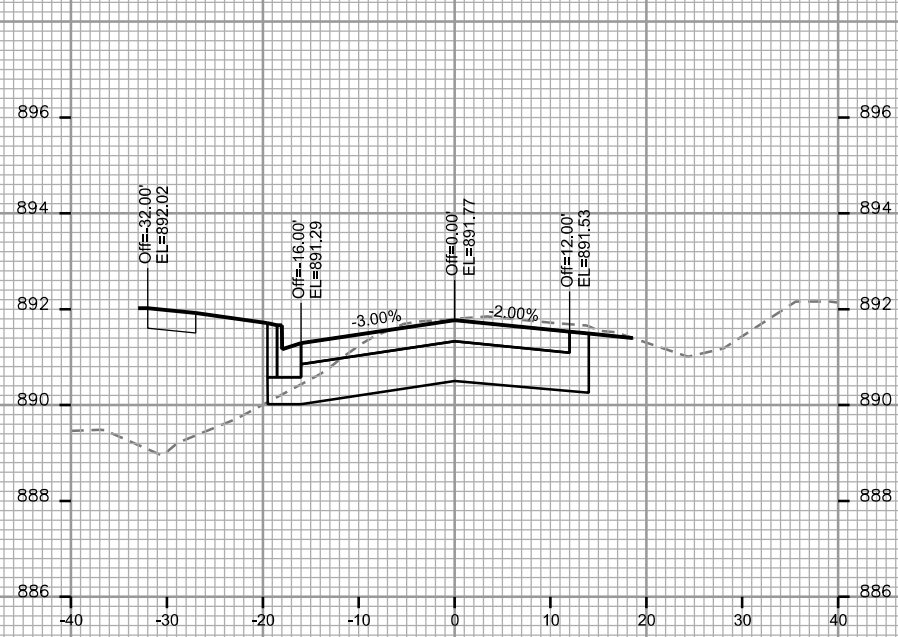
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CITY OF MADISON

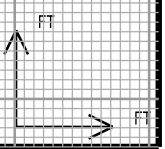
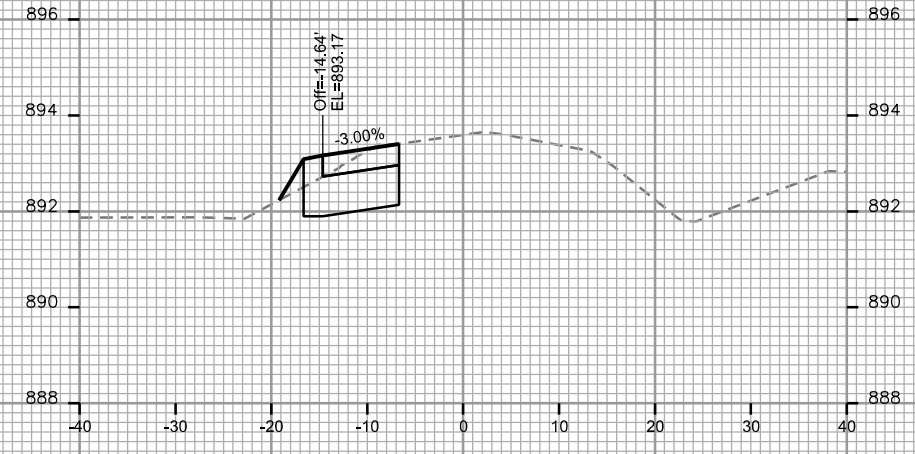
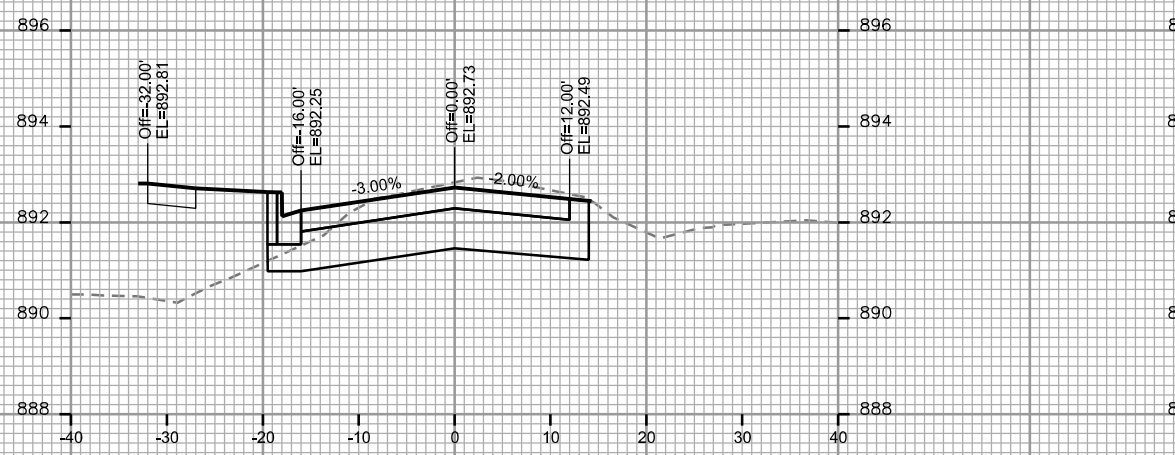
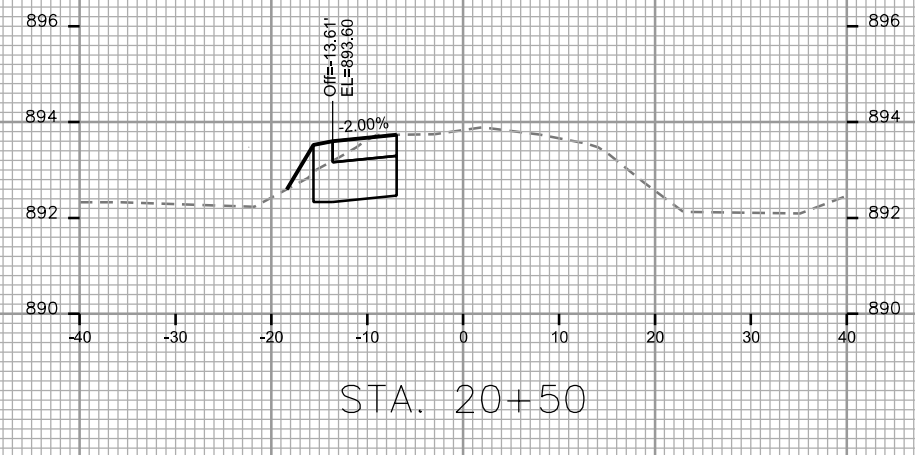
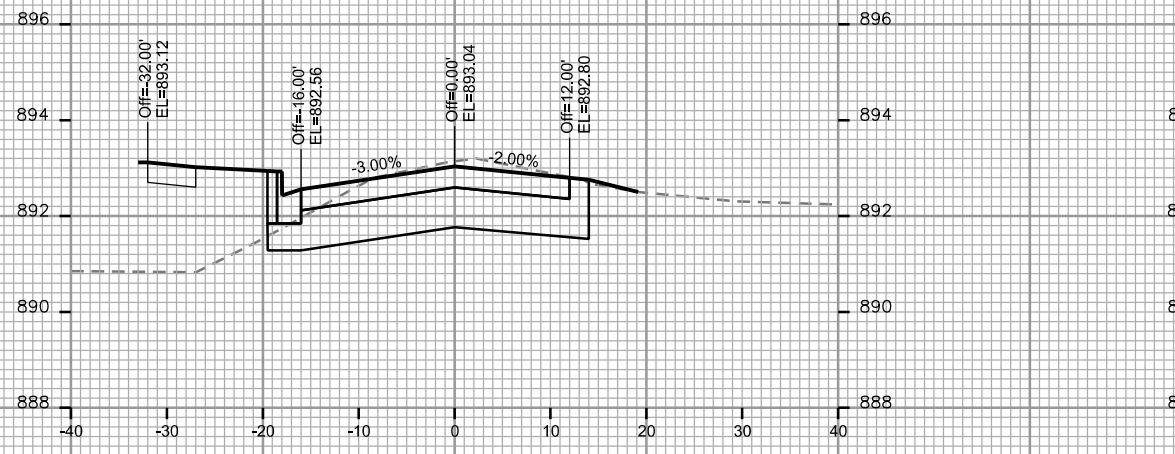
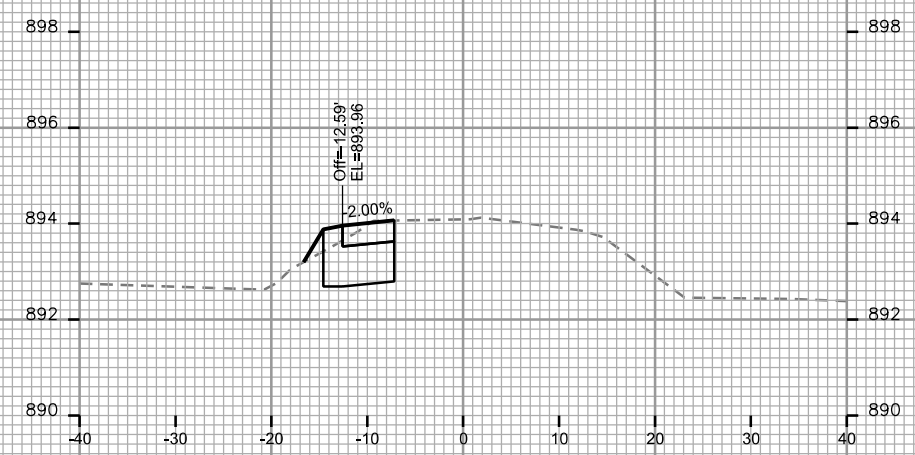
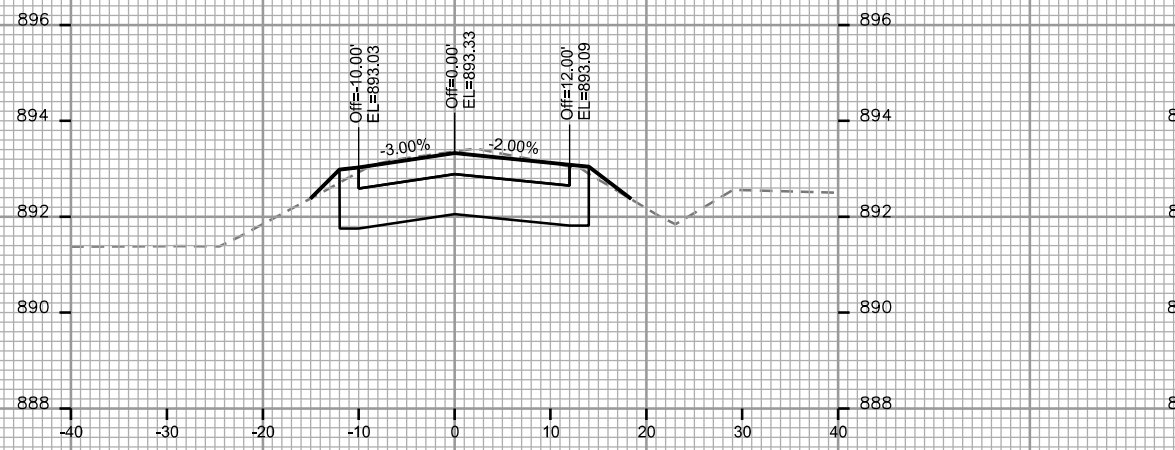
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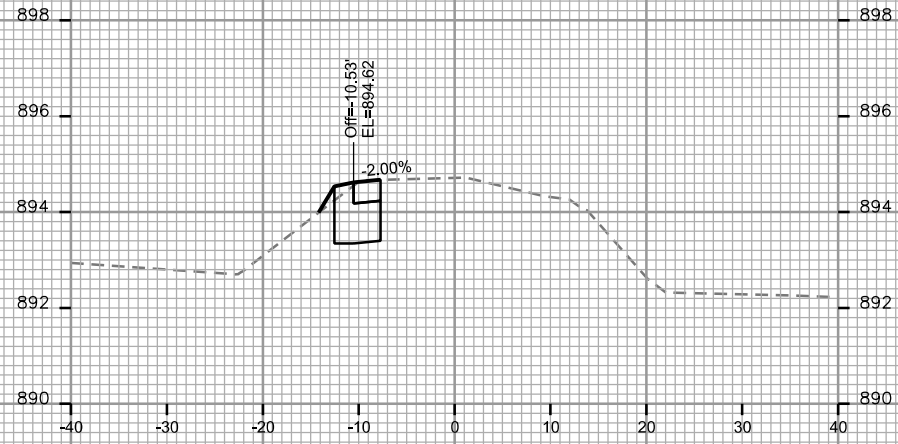
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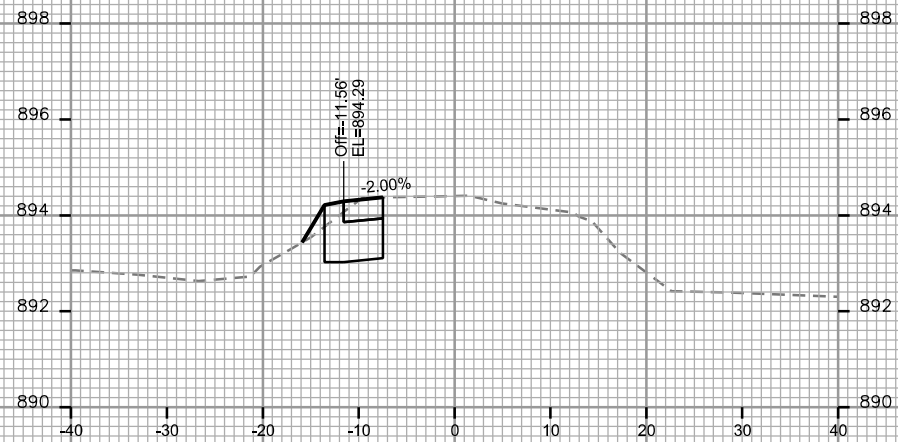
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STA. 21+25



STA. 21+00

