

Madison, Wisconsin

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PROJECT LOCATION

CONVENTIONAL SIGNS
FIELD VERIFY ALL UTILITY LOCATIONS

GAS	— G —
STORM SEWER	— ST —
SANITARY SEWER	— SAN —
WATER	— W —
BURIED ELECTRIC	— E —
OVERHEAD ELECTRIC	— OH —
POWER POLE	□

NOTES:

ALL GUTTERS SHALL DRAIN WITH A MINIMUM GRADE OF 0.50% TOWARD STORM SEWER INLETS.

SIDEWALK RAMPS SHALL HAVE A MAXIMUM SLOPE OF 1" PER 12". SIDEWALK AND CURB RAMPS SHALL BE CONSTRUCTED WITH A SIDE SLOPE OF 1.50%. SIDEWALK SHALL HAVE A MINIMUM LONGITUDINAL SLOPE OF 0.50% AND A MAXIMUM LONGITUDINAL SLOPE OF 5.00% EXCEPT WHERE STREET GRADES EXCEED 5.00%.

CITY OF MADISON
CITY ENGINEERING DIVISION
DEPARTMENT OF PUBLIC WORKS
PLAN OF PROPOSED IMPROVEMENT
GARVER PATH
(SUGAR AVENUE- MILWAUKEE STREET)
FEDERALLY FUNDED

STATE ID 5992-10-41
CITY PROJECT NO. 10160 & 12952
CONTRACT NO. 8572

& STARKWEATHER DRIVE ASSESSMENT DISTRICT-2021



ADDENDUM & REVISION HISTORY

ADDENDUM NO. 1, 2/16/21 (NO PLAN CHANGES)
ADDENDUM NO. 2, 2/17/21
ADDENDUM NO. 3, 2/23/21

REVISION NO.1, 6/21/21
REVISION NO.2, 7/15/21

PUBLIC IMPROVEMENT PROJECT
APPROVED

APPROVED DATE: JANUARY 5, 2021

BY THE COMMON COUNCIL
OF MADISON, WISCONSIN

PUBLIC IMPROVEMENT DESIGN
APPROVED BY:

Greg Fries 1-8-2021
City Engineer Date

STREET, STORM SEWER, GEOMETRY,
DESIGNED BY:



Josh Mercier

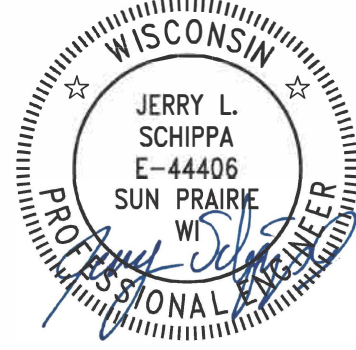
Nov 18, 2020

SANITARY SEWER
DESIGNED BY:



Nov 18, 2020

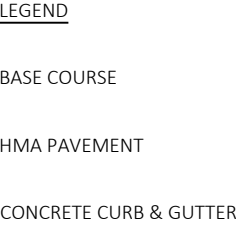
ELECTRICAL
DESIGNED BY:



Nov 20, 2020

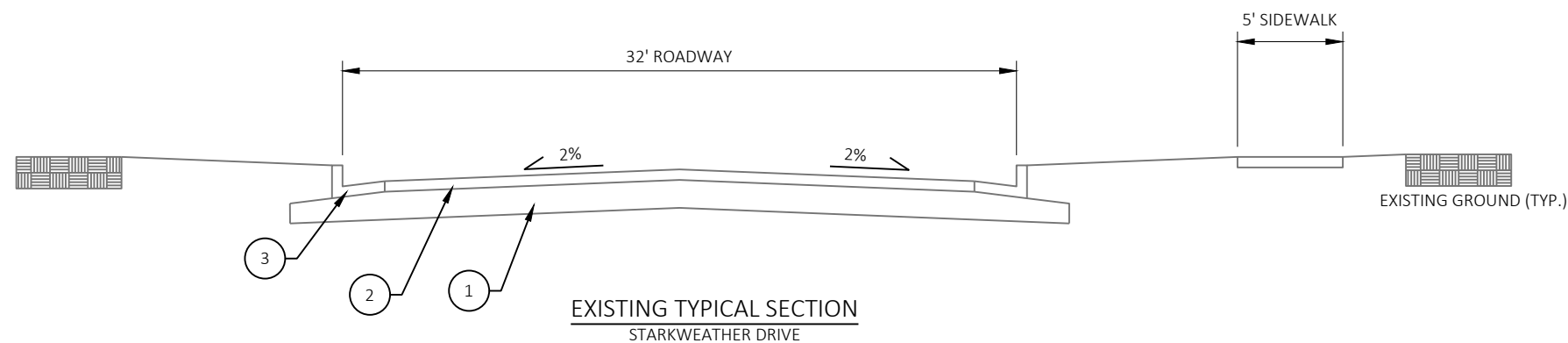


	10160	PROJECT OVERVIEW					10160 & 12952											
	PO-1	GARVER PATH					MADISON, WI											
		CITY OF MADISON					CONTRACT NO: 8572											
												MARK						
												REVISION		DATE	BY			
												Date: 11/23/20		Scale: 1"=200'				
												Designed By: JRM						
												10160				PO-1		

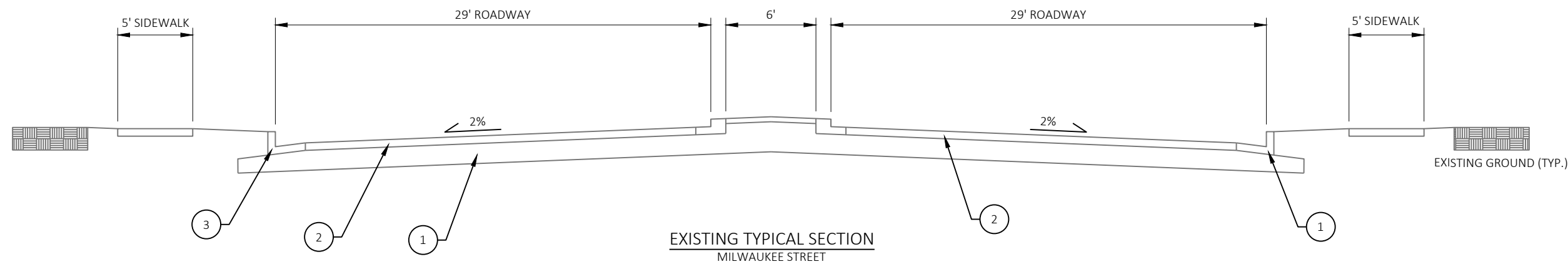


EXISTING TYPICAL SECTION

HARGROVE STREET, RICHARD STREET, LEON STREET, DAWES STREET



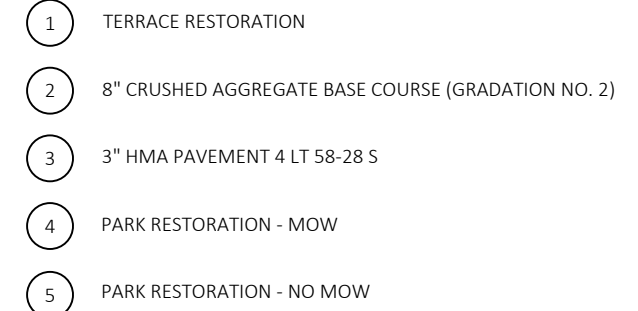
EXISTING TYPICAL SECTION
STARKWEATHER DRIVE



EXISTING TYPICAL SECTION

MILWAUKEE STREET

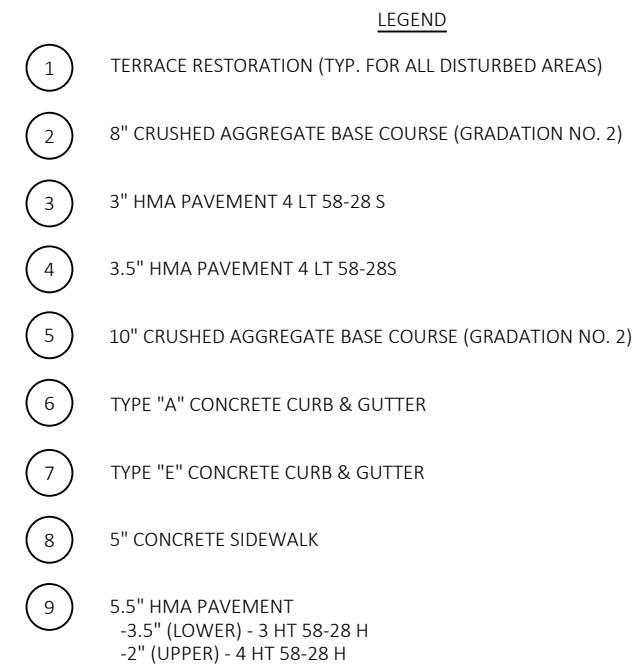
10160	TS-1	 EXISTING TYPICAL SECTIONS 10160 & 12952 GARVER PATH MADISON, WI CITY OF MADISON CONTRACT NO: 8572	MARK DATE BY DESIGNED BY: JRM DATE: 07/23/19 10160 TS-1
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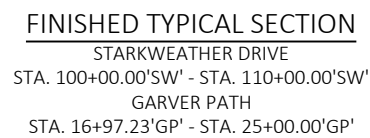
GARVER PATH
 STA. 10+53.04'GP' - STA. 14+92.89'GP'
 STA. 25+00.00'GP' - STA. 35+00.00'GP'*
 IVY STREET CONNECTION
 STA. 100+13.81'IV' - STA. 100+50.00'IV**

**PARK RESTORATION - MOW REQ'D



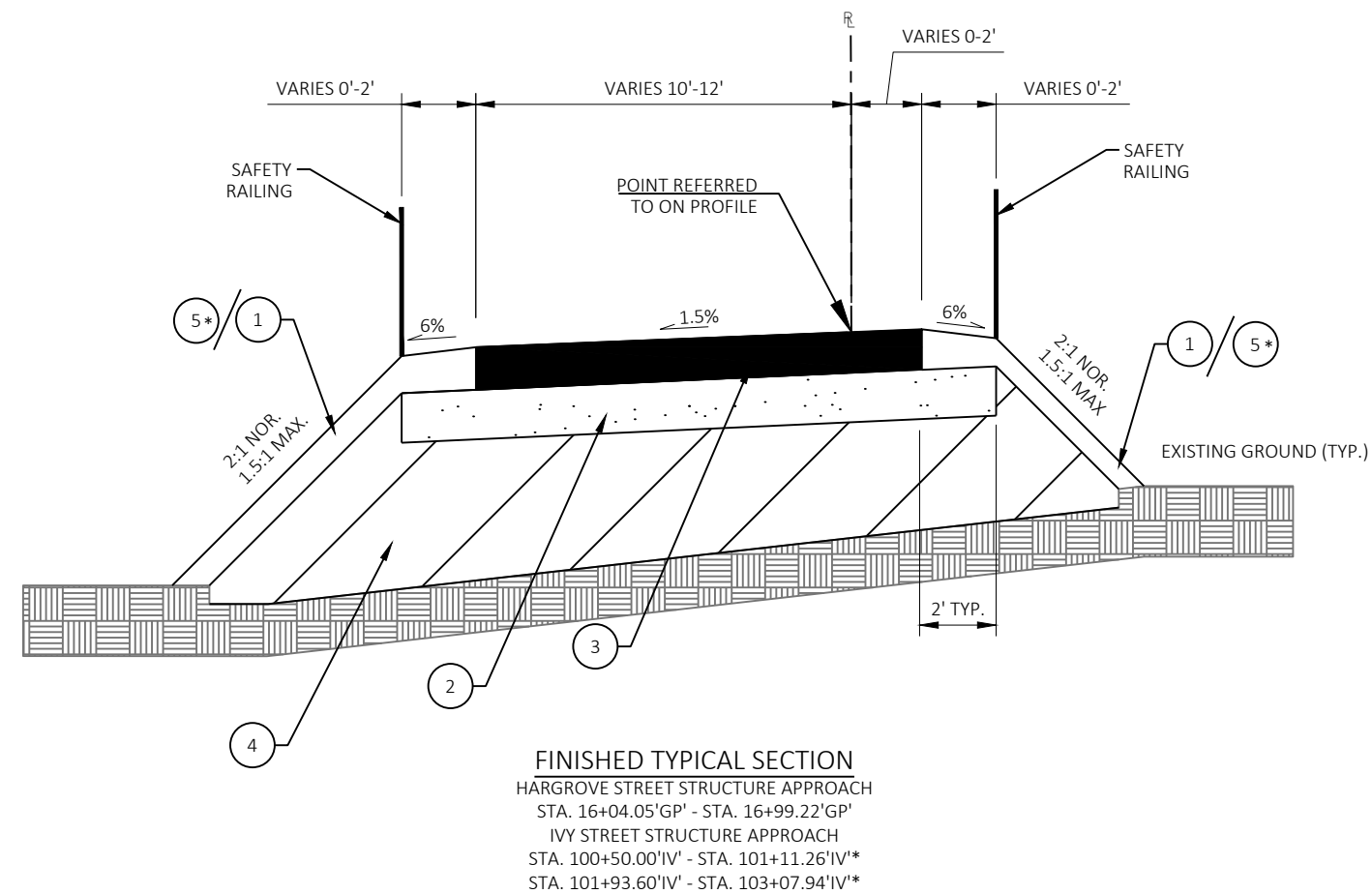


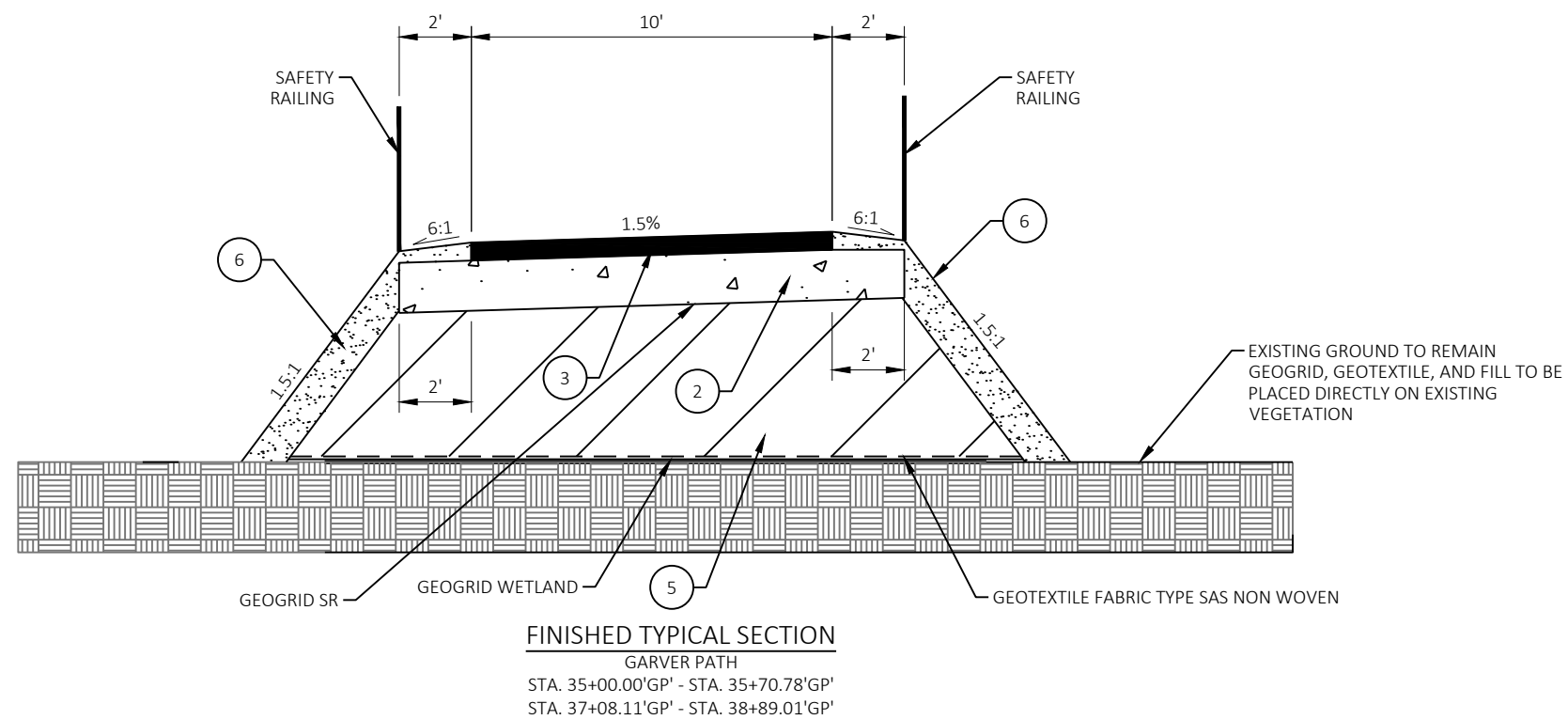
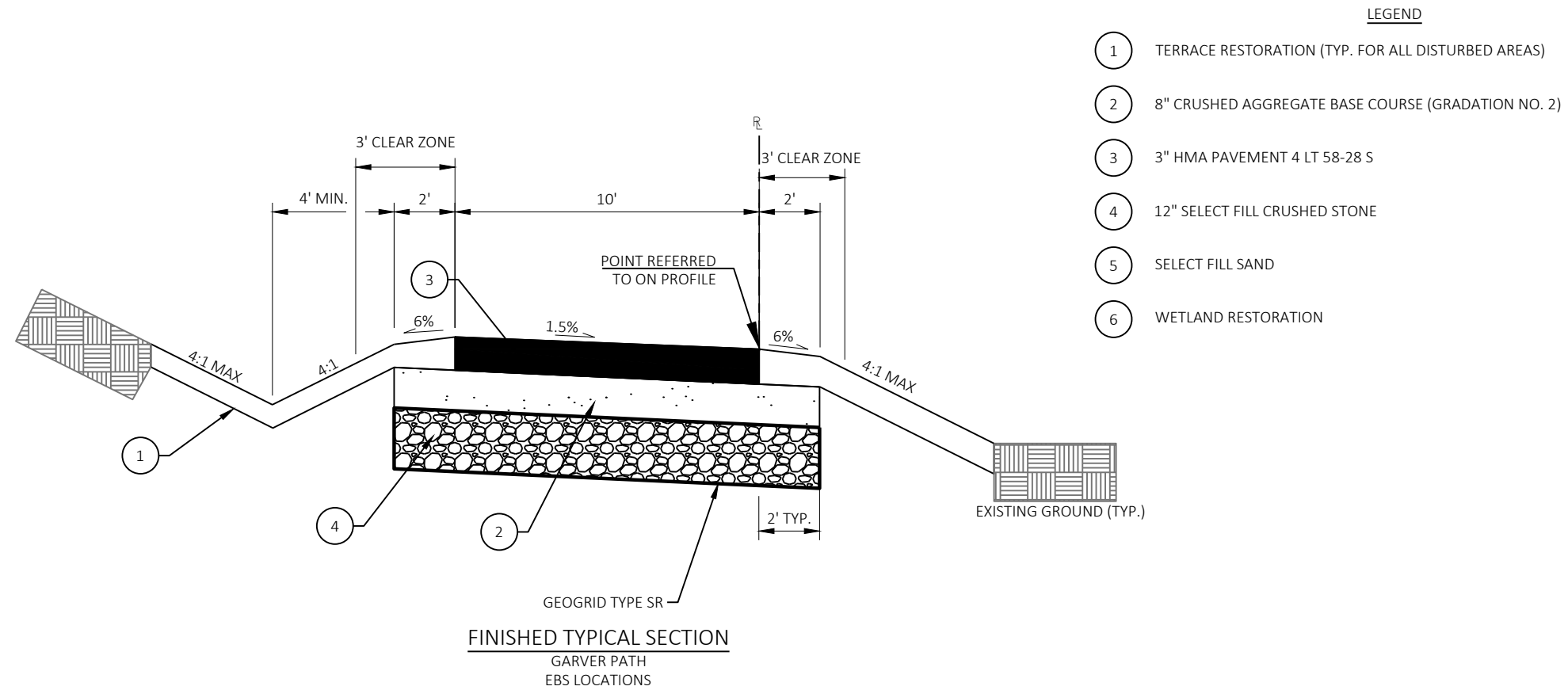
FINISHED TYPICAL SECTION
MILWAUKEE STREET
STA. 60+67.13'MK' - STA. 64+78.97 'MK'



* TERRACE VARIES 5'-8'
STA. 101+25.00'SW' - STA. 102+75.00'SW'

	10160	TS-3														
	CITY OF MADISON	CONTRACT NO: 8572														
	GARVER PATH	MADISON, WI														
	FINISHED TYPICAL SECTIONS	10160 & 12952														
<table><tr><td rowspan="2">MARK</td><td rowspan="2">REVISION</td><td>DATE</td><td>BY</td></tr><tr><td>#####</td><td>#####</td></tr><tr><td colspan="2">Designed By: JRM</td><td>Date: 07/25/19</td><td>Scale: #####</td></tr><tr><td colspan="2">10160</td><td></td><td>TS-3</td></tr></table>			MARK	REVISION	DATE	BY	#####	#####	Designed By: JRM		Date: 07/25/19	Scale: #####	10160			TS-3
MARK	REVISION	DATE			BY											
		#####	#####													
Designed By: JRM		Date: 07/25/19	Scale: #####													
10160			TS-3													





EARTHWORK SUMMARY

GARVER PATH (PARTICIPATING)

EXCAVATION CUT (MEASURED PLAN QUANTITY) = 2,575 CY

ESTIMATED TOPSOIL STRIPPING = 425 CY

ESTIMATED UNDERCUT (25% TOTAL LENGTH) = 400 CY

TOTAL EXCAVATION CUT = 3,400 CY

FILL BORROW (MEASURED PLAN QUANTITY) = 900 CY

SELECT FILL SAND (MEASURED PLAN QUANTITY) = 2,140 CY

SELECT FILL SAND (ESTIMATED ADDITIONAL ASSUMING 5' SETTLEMENT) = 1,110 CY

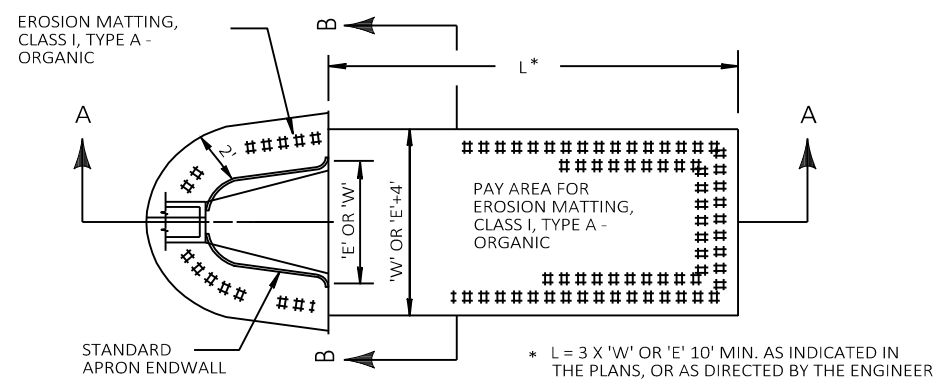
TOTAL FILL SAND = 3,250 CY

STARKWEATHER DRIVE (NON PARTICIPATING)

EXCAVATION CUT (MEASURED PLAN QUANTITY/TOTAL) = 1,100 CY

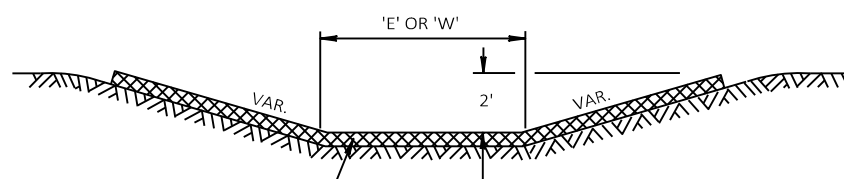
ESTIMATED UNDERCUT (25% TOTAL LENGTH) = 275 CY

TOTAL EXCAVATION CUT = 1,375 CY



NOTES: REFER TO S.D.D.
FOR 'E' OR 'W'
DIMENSIONS

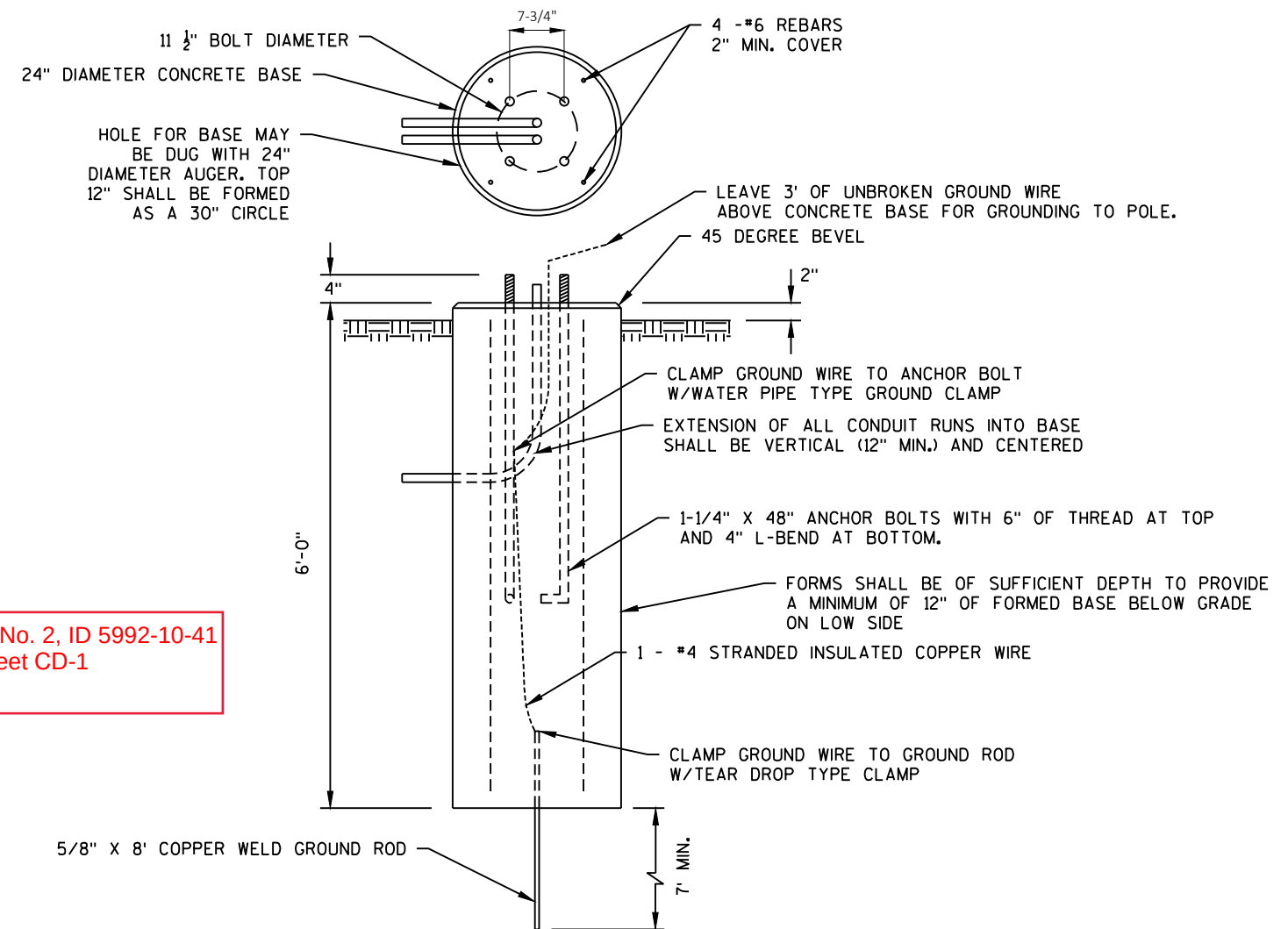
SECTION A-A



SECTION B-B

EROSION MAT TREATMENT AT PIPE ENDWALL DETAIL

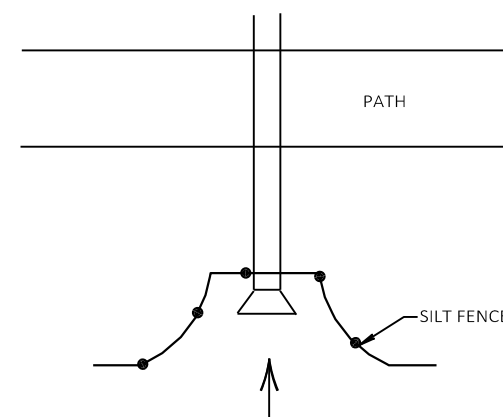
SEE EROSION CONTROL PLAN FOR LOCATIONS



Addendum No. 2, ID 5992-10-41
Revised sheet CD-1
02/17/2021

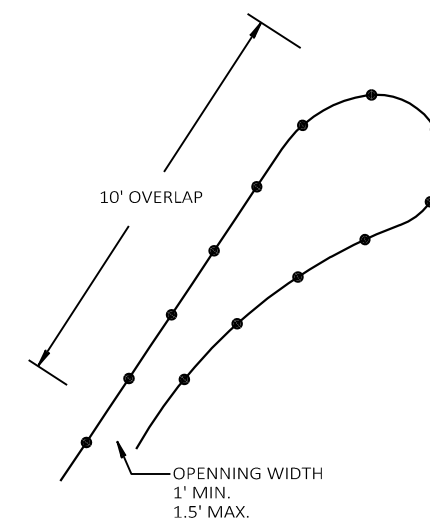
SPECIAL BASE

SEE LIGHTING PLANS FOR LOCATION



SILT FENCE AT PIPE INLET

SEE EROSION CONTROL PLAN FOR LOCATIONS



SILT FENCE END TREATMENT

[illegible]

10160

MADISON, WI

8142

CONTRACT NO:

CONSTRUCTION DETAILS

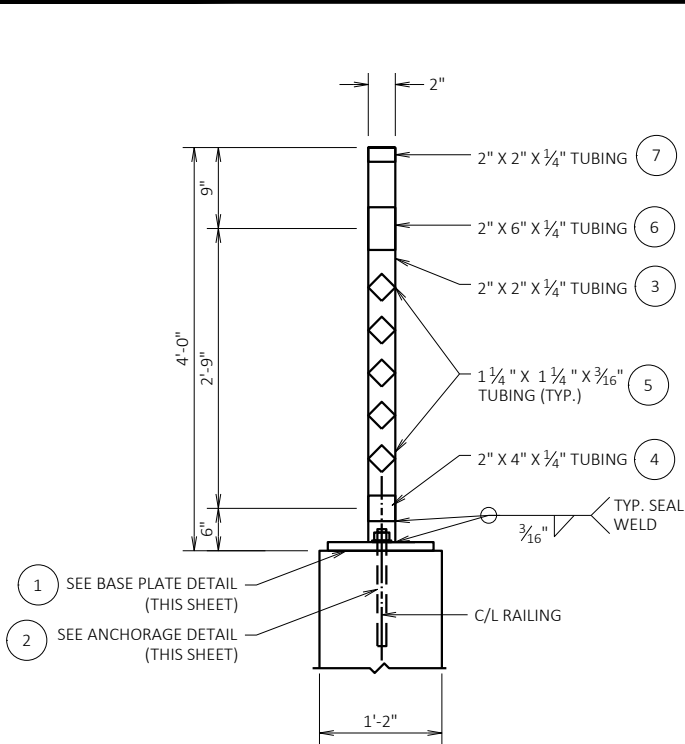
GARVER PATH

CITY OF MADISON

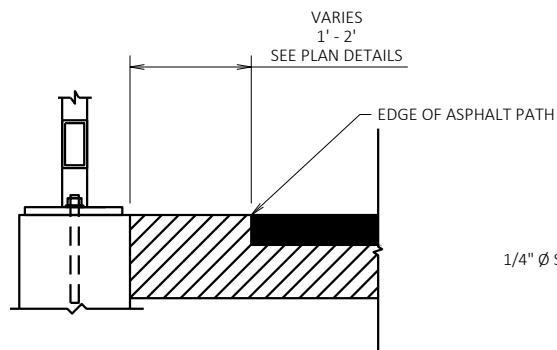


10160

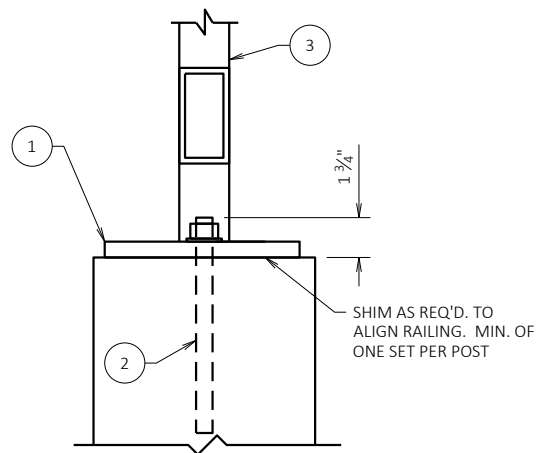
CD-1



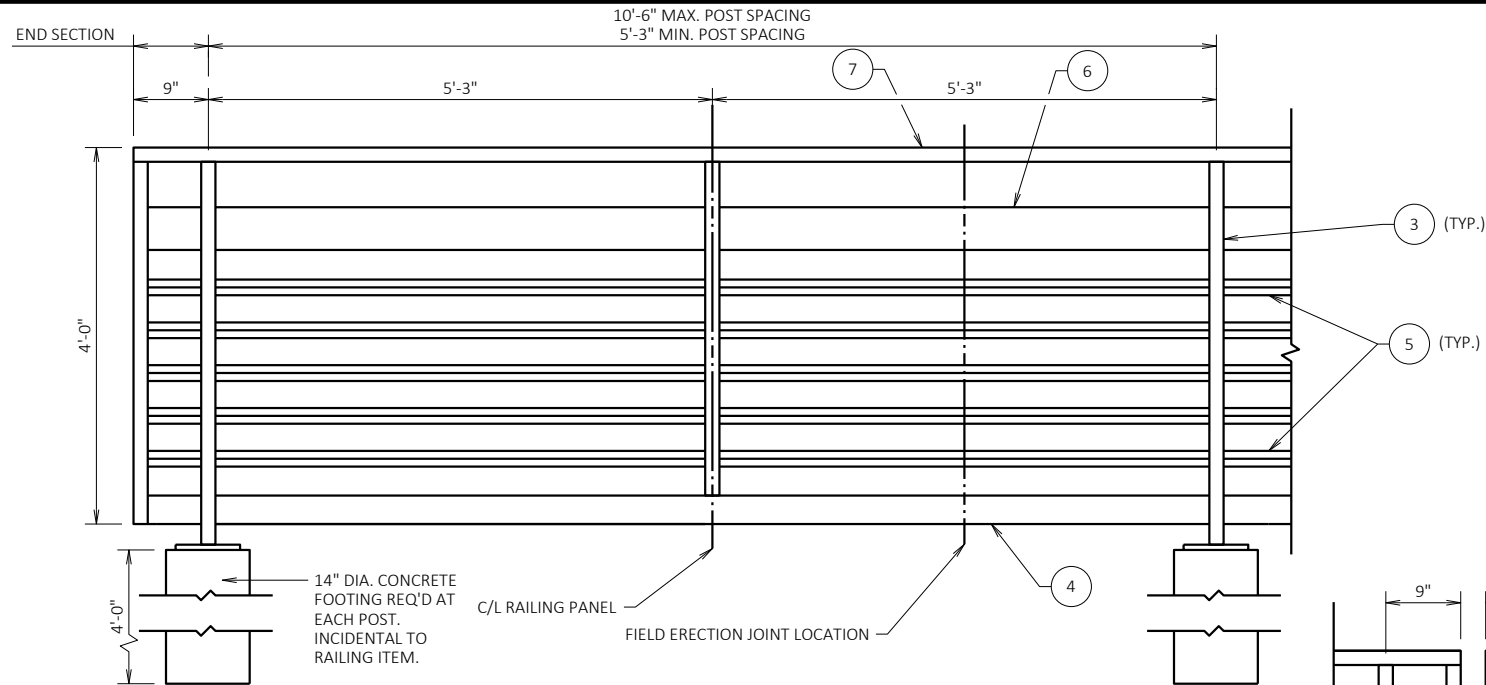
SECTION THRU RAILING



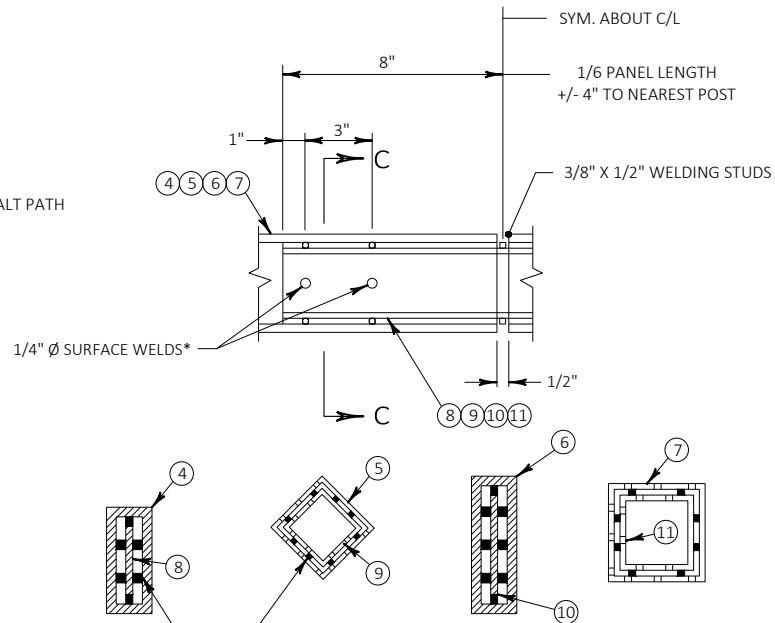
POST ADJACENT TO PATH DETAIL



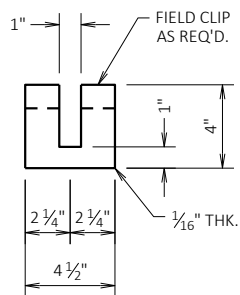
ANCHORAGE FOR RAIL POSTS



RAIL ELEVATION

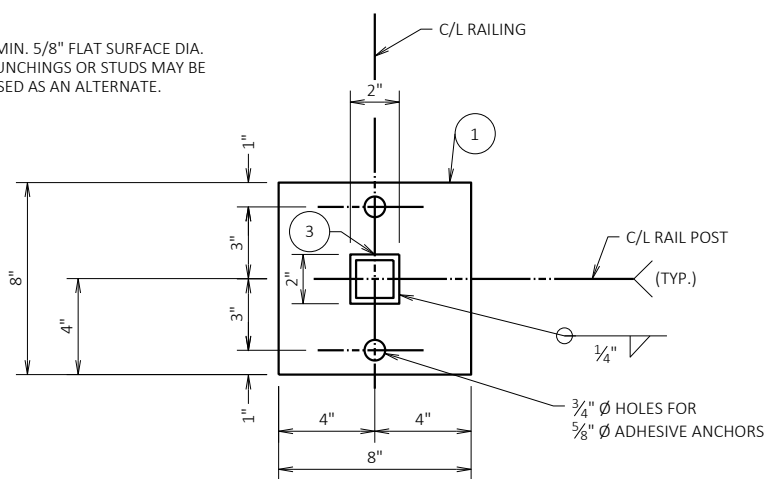


FIELD ERECTION JOINT DETAIL

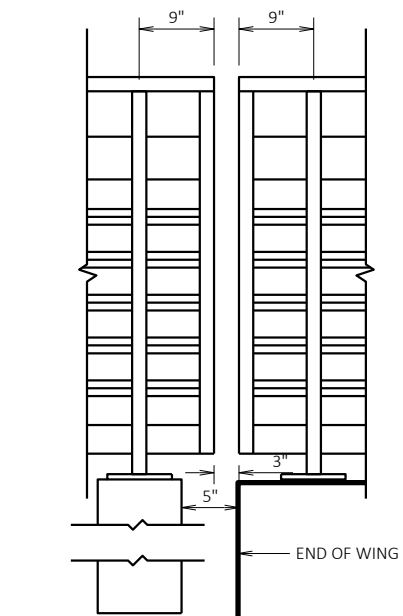


POST SHIM DETAIL

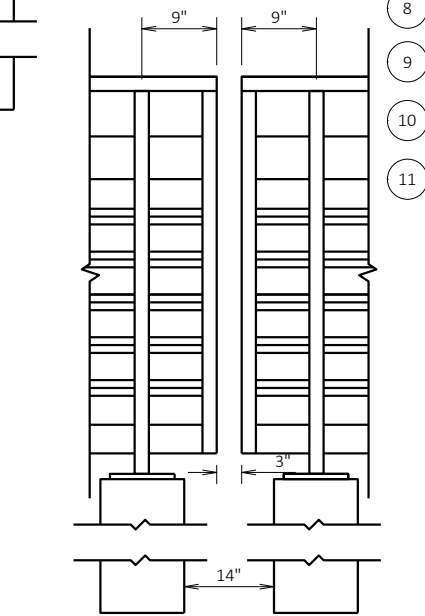
RAIL POST DETAILS



TYPICAL RAIL POST BASE PLATE



RAIL AT END OF WINGWALL DETAIL



RAIL AT EXPANSION JOINT DETAIL

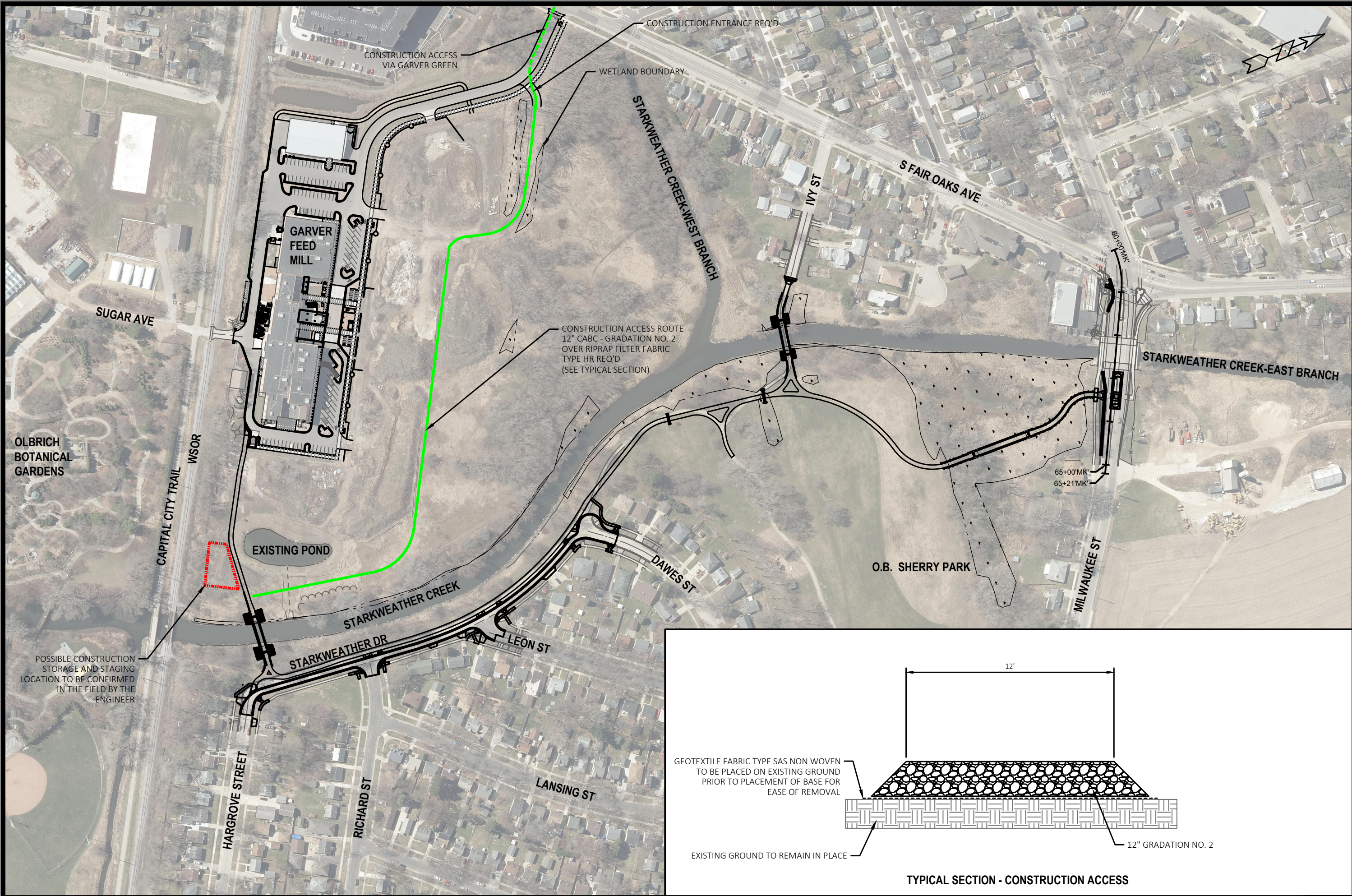
LEGEND

- 1 PLATE $\frac{3}{4}$ " X 8" X 8" WITH $\frac{3}{4}$ " DIA. HOLES
- 2 $\frac{5}{8}$ " DIA. X 9" LONG, TYPE 316 STAINLESS STEEL ADHESIVE ANCHORS WITH NUT AND WASHERS OF SAME ALLOY GROUP. MIN. PULLOUT CAPACITY OF 13 KIPS, EMBED MIN. 7", ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.
- 3 STRUCTURAL TUBING 2" X 2" X $\frac{1}{4}$ ", PLACE VERTICAL IN BOTH DIRECTIONS. WELD TO NO. 1, 4, 5, 6 AND 7.
- 4 STRUCTURAL TUBING 2" X 4" X $\frac{1}{4}$ " BOTTOM RAIL. WELD TO NO. 3.
- 5 STRUCTURAL TUBING 1 $\frac{1}{4}$ " X 1 $\frac{1}{4}$ " X $\frac{3}{16}$ " RAILS. WELD TO NO. 3.
- 6 STRUCTURAL TUBING 2" X 6" X $\frac{1}{4}$ " RAIL. WELD TO NO. 3.
- 7 STRUCTURAL TUBING 2" X 2" X $\frac{1}{4}$ " TOP RAIL. WELD TO NO. 4.
- 8 RECTANGULAR SLEEVE FABRICATED FROM $\frac{3}{16}$ " PLATES. 1'-4" LONG.
- 9 SQUARE SLEEVE FABRICATED FROM $\frac{3}{16}$ " PLATES. 1'-4" LONG.
- 10 RECTANGULAR SLEEVE FABRICATED FROM $\frac{3}{16}$ " PLATES. 1'-4" LONG.
- 11 SQUARE SLEEVE FABRICATED FROM $\frac{3}{16}$ " PLATES. 1'-4" LONG.

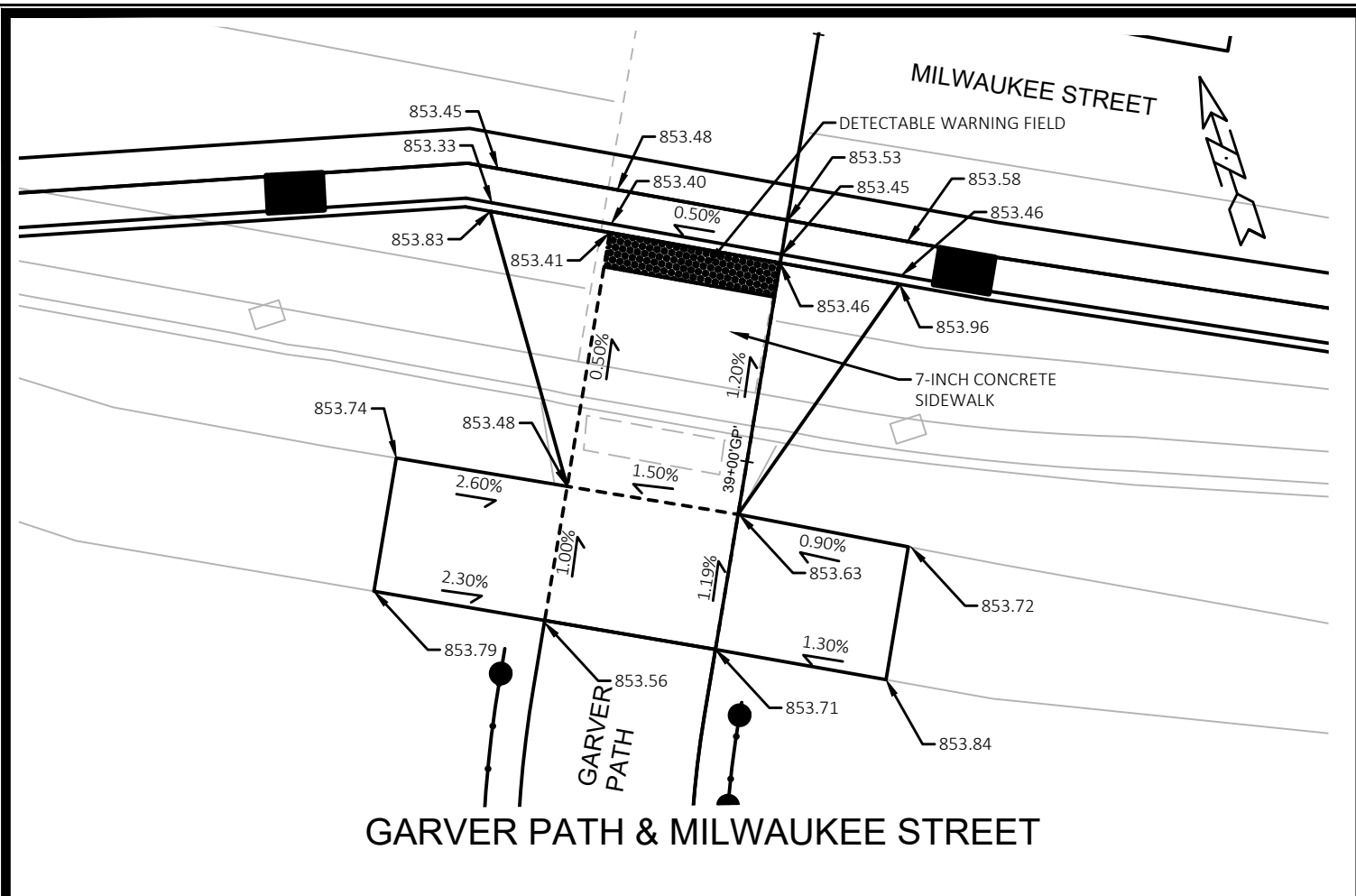
NOTES

- BID ITEM SHALL BE "SAFETY RAILING", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN AS WELL AS, CONCRETE FOOTINGS, ADHESIVE ANCHORS, CAULKING AND PAINTING.
- ALL MATERIALS EXCEPT NO. 2 SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "SPECIAL PROVISIONS". THE FINISH COLOR SHALL BE FEDERAL STANDARD 595B COLOR #30045, BROWN.
- POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES, SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.
- STEEL SHIMS MAY BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT AND SHALL BE GALVANIZED.
- SPACING OF SAFETY RAIL, RUB RAIL, TOP RAIL AND BOTTOM RAIL SHALL PRODUCE MAXIMUM OPENINGS OF LESS THAN 4".
- ALL PLATES, BARS AND RECTANGULAR SLEEVES SHALL CONFORM TO THE REQUIREMENTS OF A.S.T.M. A709 GRADE 36. ALL STRUCTURAL TUBING SHALL CONFORM TO A.S.T.M. A500 GRADE B.
- POST SHALL BE VERTICAL IN TRANSVERSE AND LONGITUDINAL DIRECTIONS.
- CAULK AROUND PERIMETER OF BASE PLATES, NO. 1 AND FILL BOLT HOLE OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING BROWN NON-BITUMINOUS JOINT SEALER. COLOR OF BROWN CAULK SHALL MATCH PAINTED RAILING.
- RAILING SHOULD BE FABRICATED IN LENGTHS THAT INCLUDE 3 OR 4 POSTS.
- VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.
- TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.

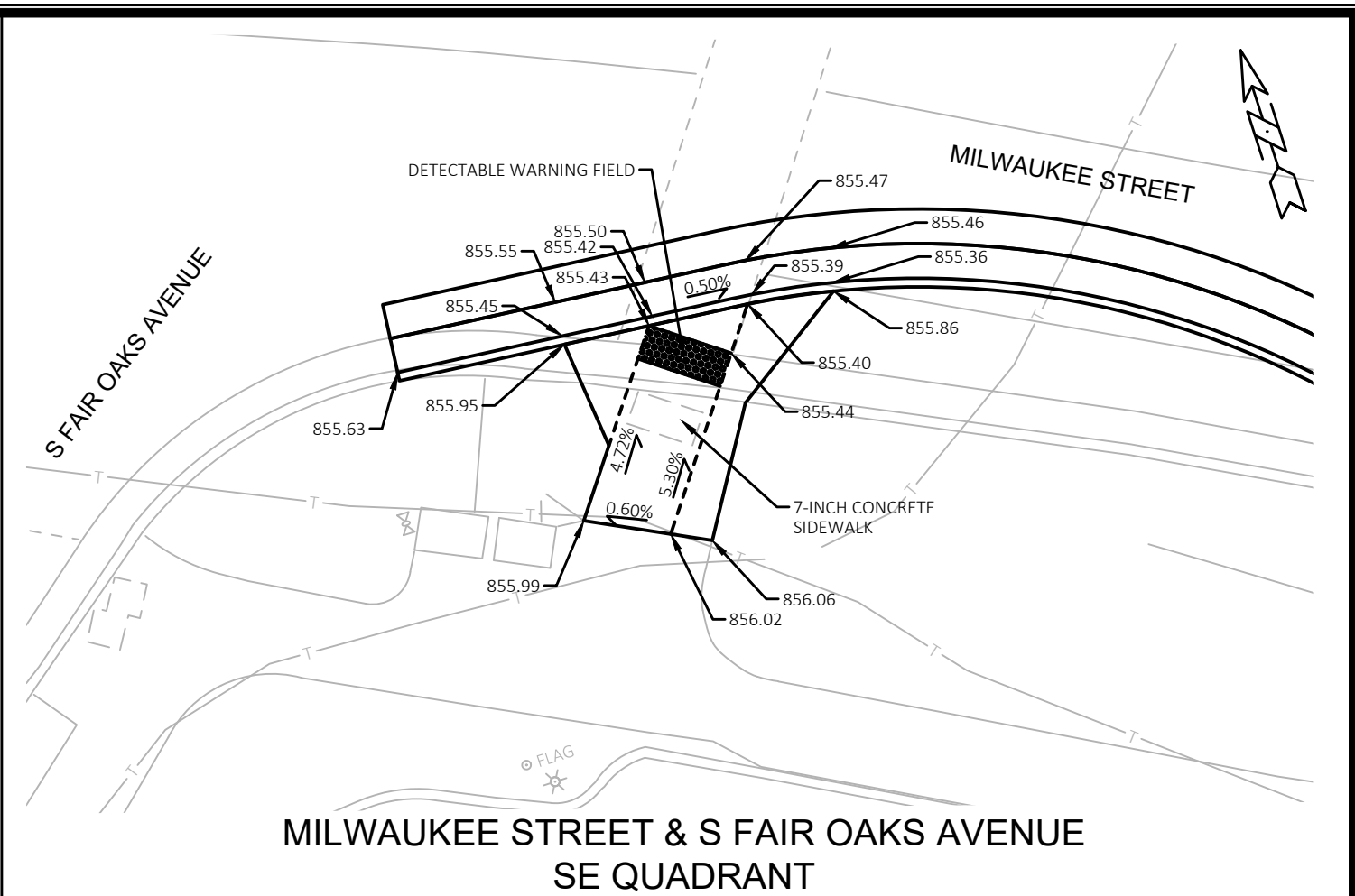
10160 & 12952	MADISON, WI	8572	CONTRACT NO:	10160	CD-2
CONSTRUCTION DETAILS	GARVER PATH	CITY OF MADISON			
10160	CD-2				



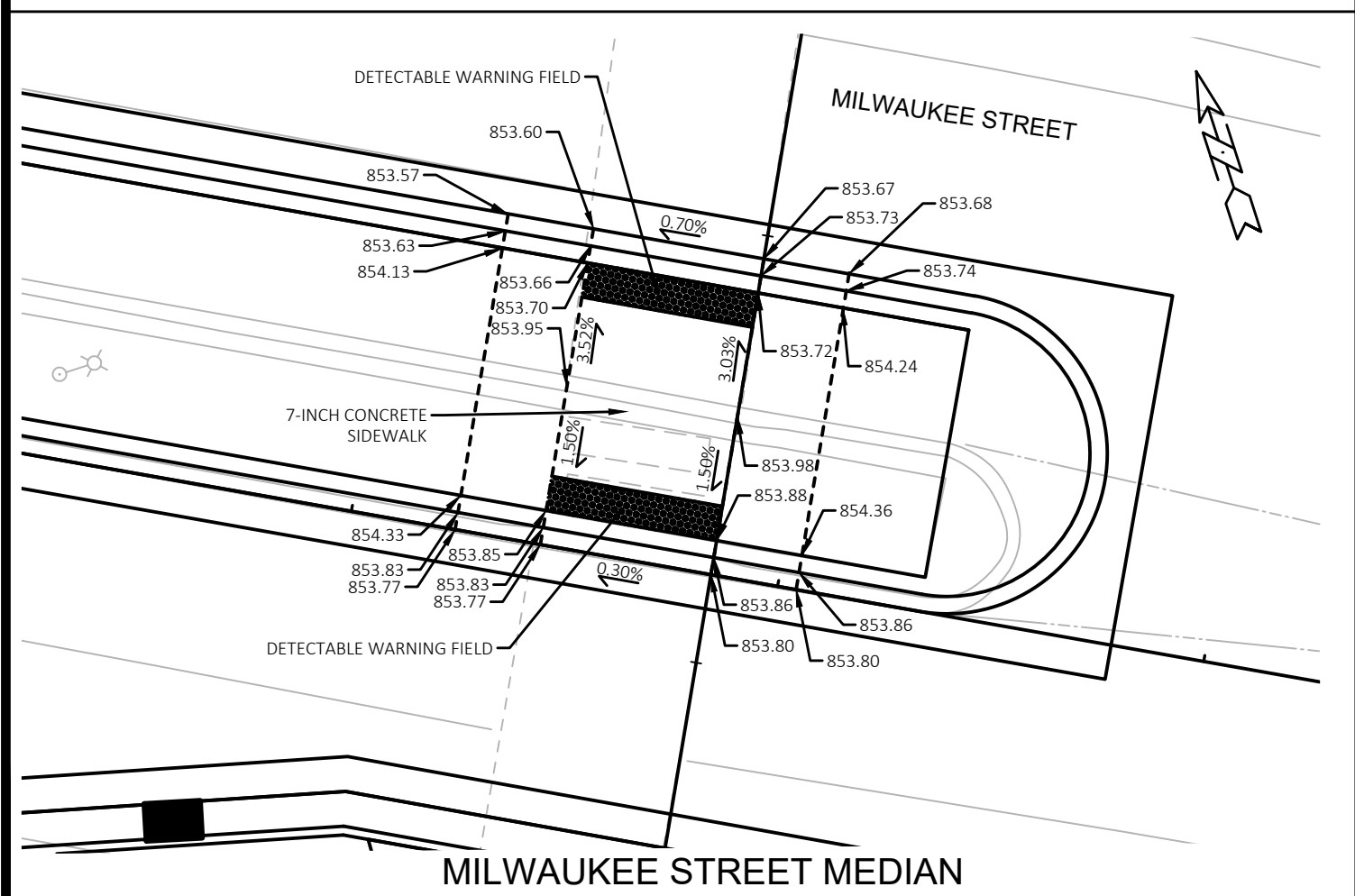
10160 & 12952	CONSTRUCTION ACCESS ALTERNATIVES	10160
MADISON, WI	GARVER PATH	10160
CONTRACT NO: 8572	CITY OF MADISON	10160
DESIGNED BY: JRM	REVISION	DATE
10160	####	####
8572	####	####
D-1	####	####



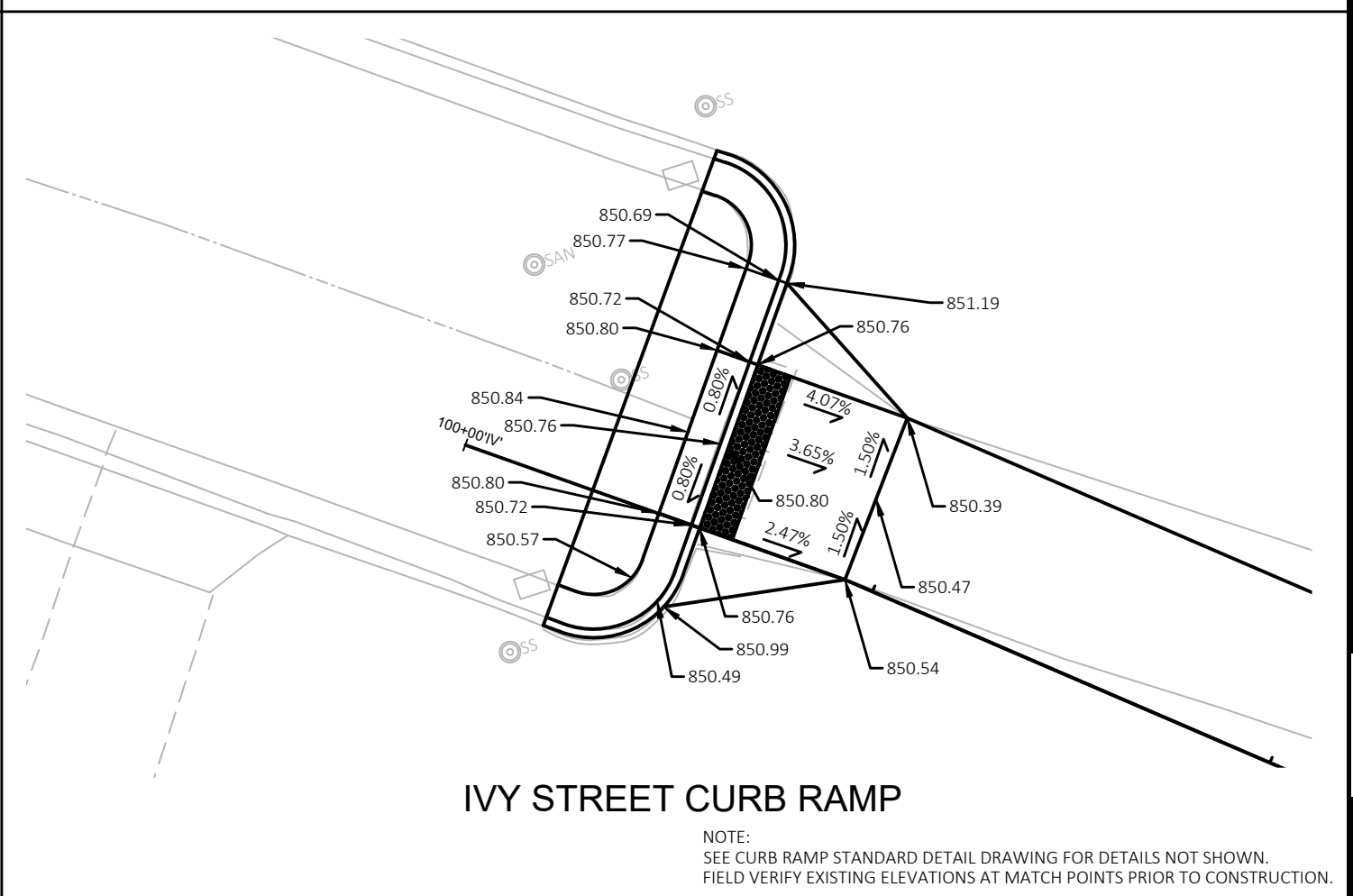
GARVER PATH & MILWAUKEE STREET



MILWAUKEE STREET & S FAIR OAKS AVENUE
SE QUADRANT



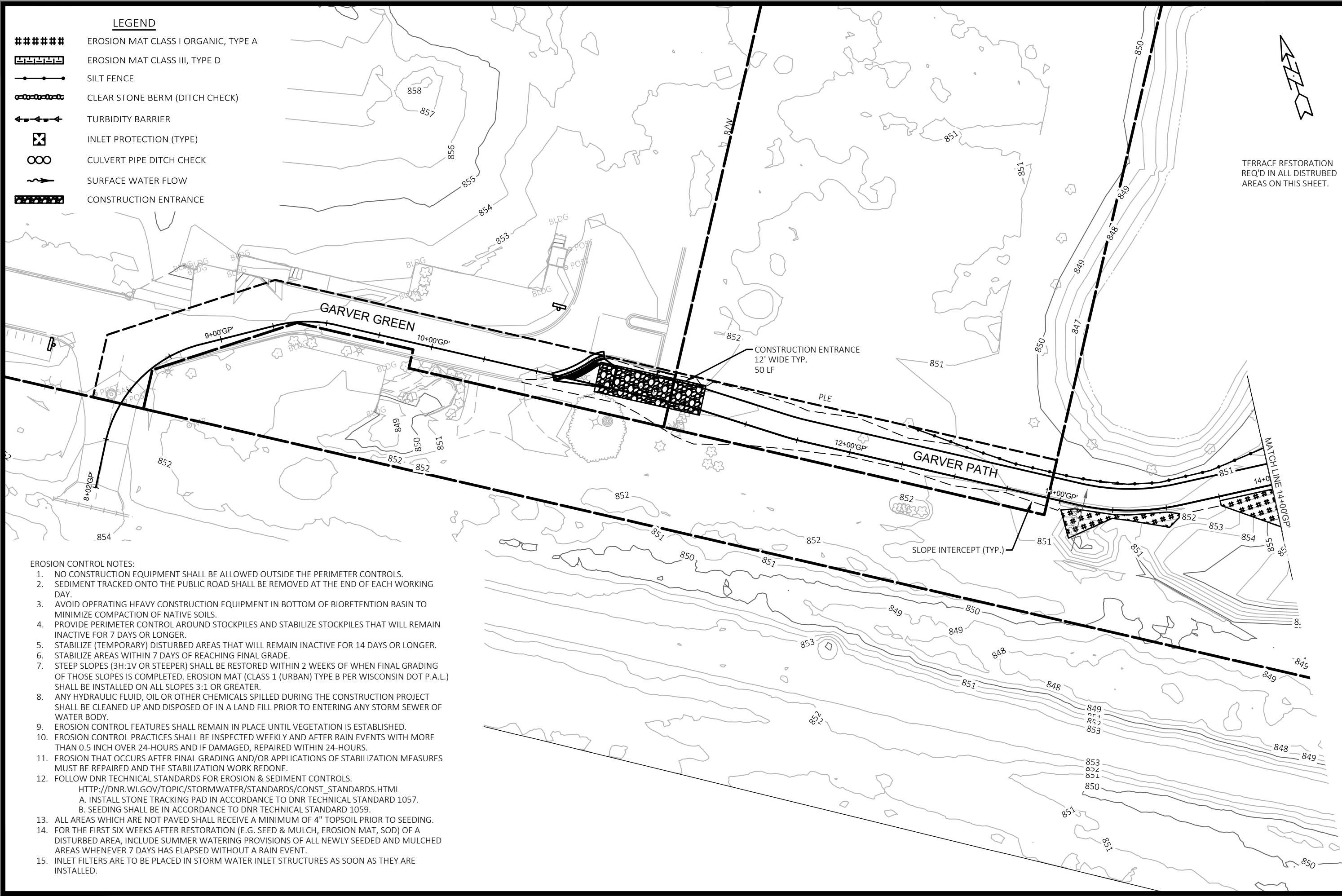
MILWAUKEE STREET MEDIAN



IVY STREET CURB RAMP

NOTE:
SEE CURB RAMP STANDARD DETAIL DRAWING FOR DETAILS NOT SHOWN.
FIELD VERIFY EXISTING ELEVATIONS AT MATCH POINTS PRIOR TO CONSTRUCTION.

 CITY OF MADISON GARVER PATH CURB RAMP DETAILS	10160	10160	DESIGNED BY: ###	DATE: ###/###/###	BY: ###
	MADISON, WI	8142	REVISION	DATE	BY
	CONTRACT NO:	10160	Scale: #####		
					D-6



TERRACE RESTORATION
REQ'D IN ALL DISTURBED
AREAS ON THIS SHEET.

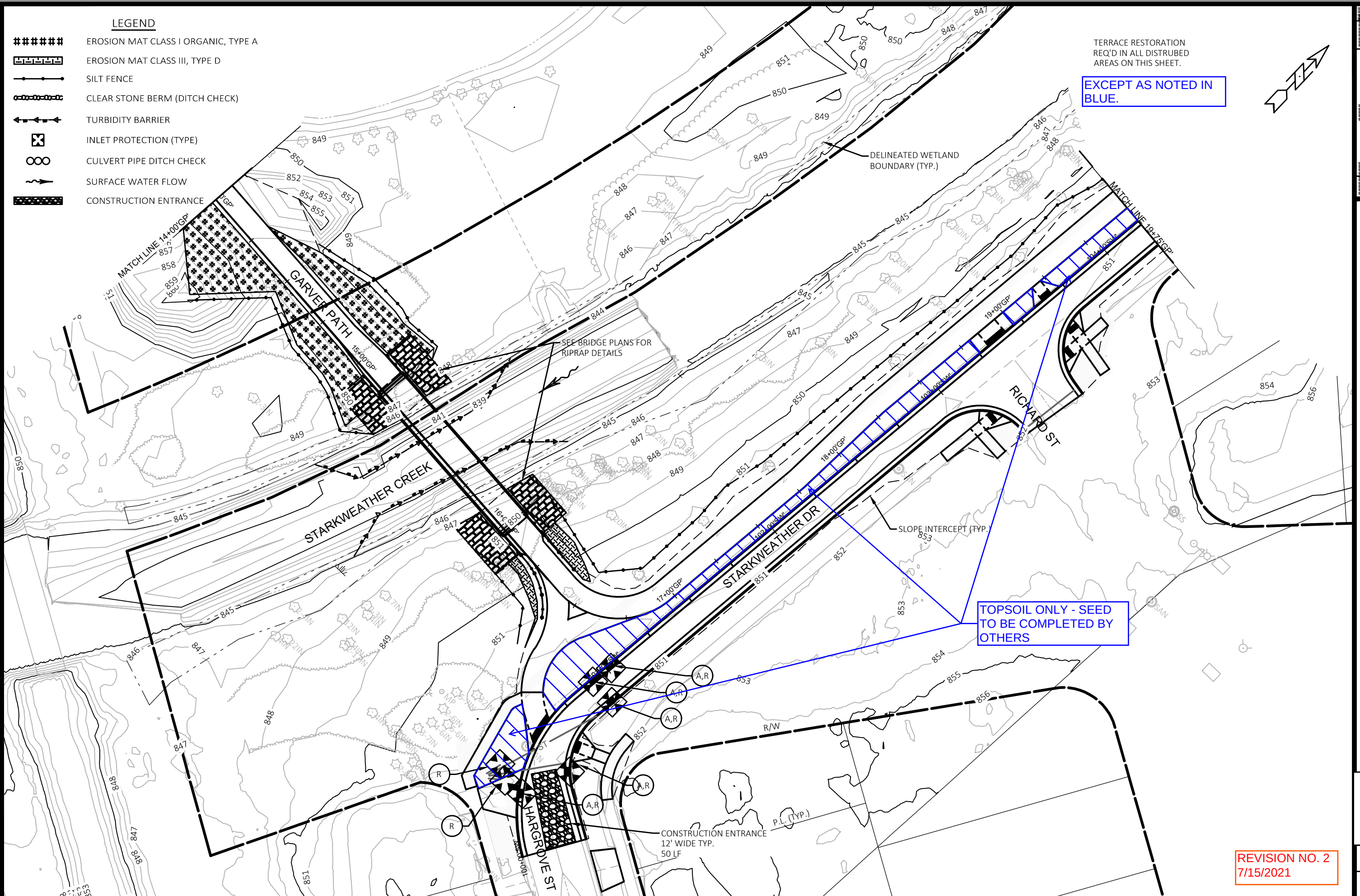
EROSION CONTROL NOTES:

1. NO CONSTRUCTION EQUIPMENT SHALL BE ALLOWED OUTSIDE THE PERIMETER CONTROLS.
2. SEDIMENT TRACKED ONTO THE PUBLIC ROAD SHALL BE REMOVED AT THE END OF EACH WORKING DAY.
3. AVOID OPERATING HEAVY CONSTRUCTION EQUIPMENT IN BOTTOM OF BIORETENTION BASIN TO MINIMIZE COMPACTION OF NATIVE SOILS.
4. PROVIDE PERIMETER CONTROL AROUND STOCKPILES AND STABILIZE STOCKPILES THAT WILL REMAIN INACTIVE FOR 7 DAYS OR LONGER.
5. STABILIZE (TEMPORARY) DISTURBED AREAS THAT WILL REMAIN INACTIVE FOR 14 DAYS OR LONGER.
6. STABILIZE AREAS WITHIN 7 DAYS OF REACHING FINAL GRADE.
7. STEEP SLOPES (3H:1V OR STEEPER) SHALL BE RESTORED WITHIN 2 WEEKS OF WHEN FINAL GRADING OF THOSE SLOPES IS COMPLETED. EROSION MAT (CLASS 1 (URBAN) TYPE B PER WISCONSIN DOT P.A.L.) SHALL BE INSTALLED ON ALL SLOPES 3:1 OR GREATER.
8. ANY HYDRAULIC FLUID, OIL OR OTHER CHEMICALS SPILLED DURING THE CONSTRUCTION PROJECT SHALL BE CLEANED UP AND DISPOSED OF IN A LAND FILL PRIOR TO ENTERING ANY STORM SEWER OF WATER BODY.
9. EROSION CONTROL FEATURES SHALL REMAIN IN PLACE UNTIL VEGETATION IS ESTABLISHED.
10. EROSION CONTROL PRACTICES SHALL BE INSPECTED WEEKLY AND AFTER RAIN EVENTS WITH MORE THAN 0.5 INCH OVER 24-HOURS AND IF DAMAGED, REPAIRED WITHIN 24-HOURS.
11. EROSION THAT OCCURS AFTER FINAL GRADING AND/OR APPLICATIONS OF STABILIZATION MEASURES MUST BE REPAIRED AND THE STABILIZATION WORK REDONE.
12. FOLLOW DNR TECHNICAL STANDARDS FOR EROSION & SEDIMENT CONTROLS.
[HTTP://DNR.WI.GOV/TOPIC/STORMWATER/STANDARDS/CONST_STANDARDS.HTML](http://DNR.WI.GOV/TOPIC/STORMWATER/STANDARDS/CONST_STANDARDS.HTML)
A. INSTALL STONE TRACKING PAD IN ACCORDANCE TO DNR TECHNICAL STANDARD 1057.
B. SEEDING SHALL BE IN ACCORDANCE TO DNR TECHNICAL STANDARD 1059.
13. ALL AREAS WHICH ARE NOT PAVED SHALL RECEIVE A MINIMUM OF 4" TOPSOIL PRIOR TO SEEDING.
14. FOR THE FIRST SIX WEEKS AFTER RESTORATION (E.G. SEED & MULCH, EROSION MAT, SOD) OF A DISTURBED AREA, INCLUDE SUMMER WATERING PROVISIONS OF ALL NEWLY SEEDED AND MULCHED AREAS WHENEVER 7 DAYS HAS ELAPSED WITHOUT A RAIN EVENT.
15. INLET FILTERS ARE TO BE PLACED IN STORM WATER INLET STRUCTURES AS SOON AS THEY ARE INSTALLED.

LEGEND	
#####	EROSION MAT CLASS I ORGANIC, TYPE A
=====	EROSION MAT CLASS III, TYPE D
-----	SILT FENCE
-----	CLEAR STONE BERM (DITCH CHECK)
-----	TURBIDITY BARRIER
-----	INLET PROTECTION (TYPE)
-----	CULVERT PIPE DITCH CHECK
-----	SURFACE WATER FLOW
-----	CONSTRUCTION ENTRANCE

10160 & 12952	10160	8572	CONTRACT NO:
EROSION CONTROL PLANS	10160	8572	CONTRACT NO:
GARVER PATH	10160	8572	CONTRACT NO:
CITY OF MADISON	10160	8572	CONTRACT NO:
10160	10160	8572	CONTRACT NO:
EC-1	10160	8572	CONTRACT NO:

#####	EROSION MAT CLASS I ORGANIC, TYPE A
	EROSION MAT CLASS III, TYPE D
	SILT FENCE
	CLEAR STONE BERM (DITCH CHECK)
	TURBIDITY BARRIER
	INLET PROTECTION (TYPE)
	CULVERT PIPE DITCH CHECK
	SURFACE WATER FLOW
	CONSTRUCTION ENTRANCE



EXCEPT AS NOTED IN
BLUE.

TOPSOIL ONLY - SEED
TO BE COMPLETED BY
OTHERS

REVISION NO. 2
7/15/2021

[illegible]

10160 & 12952

MADISON, WI

8572

CONTRACT NO:

EROSION CONTROL PLANS

GARVER PATH

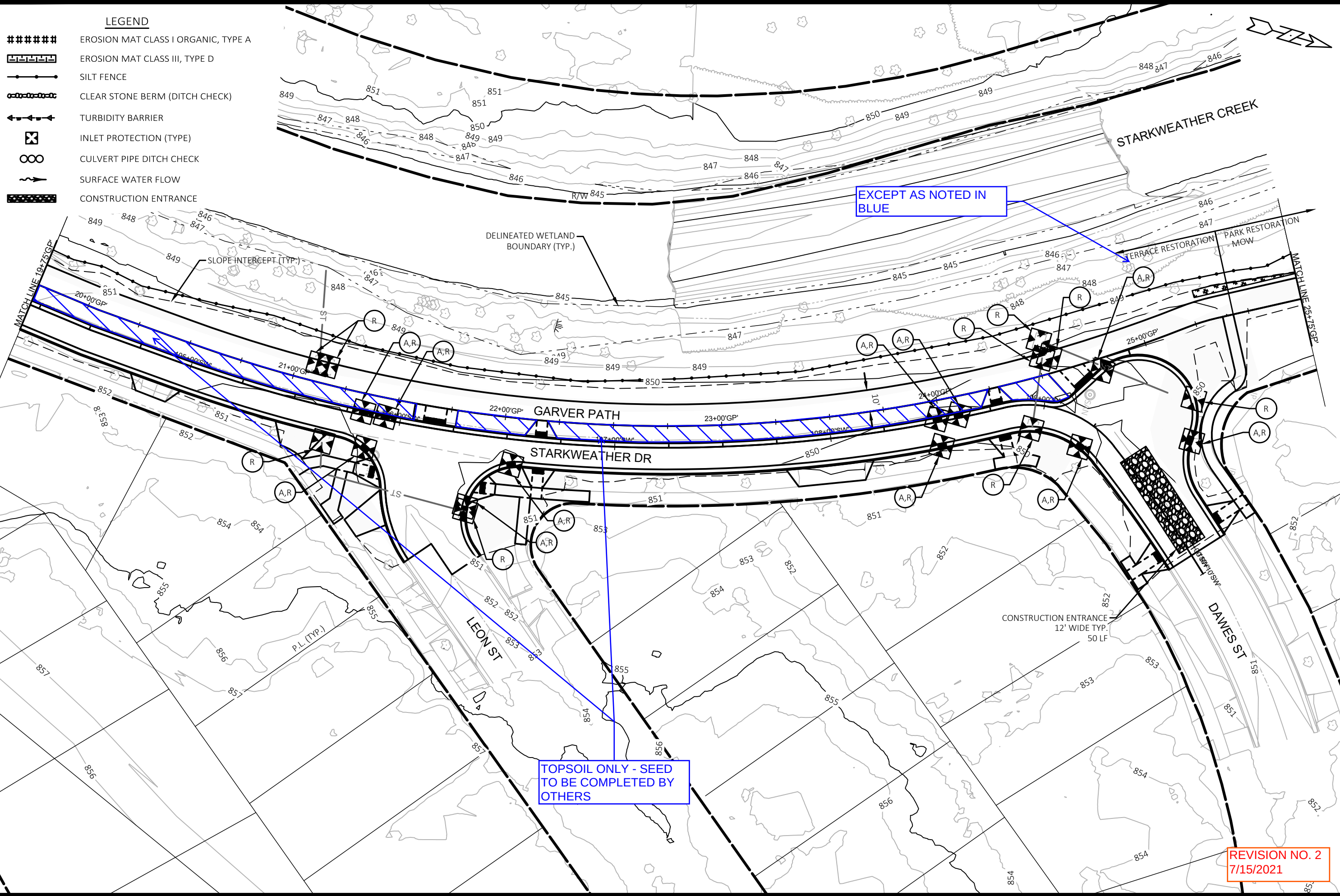
CITY OF MADISON



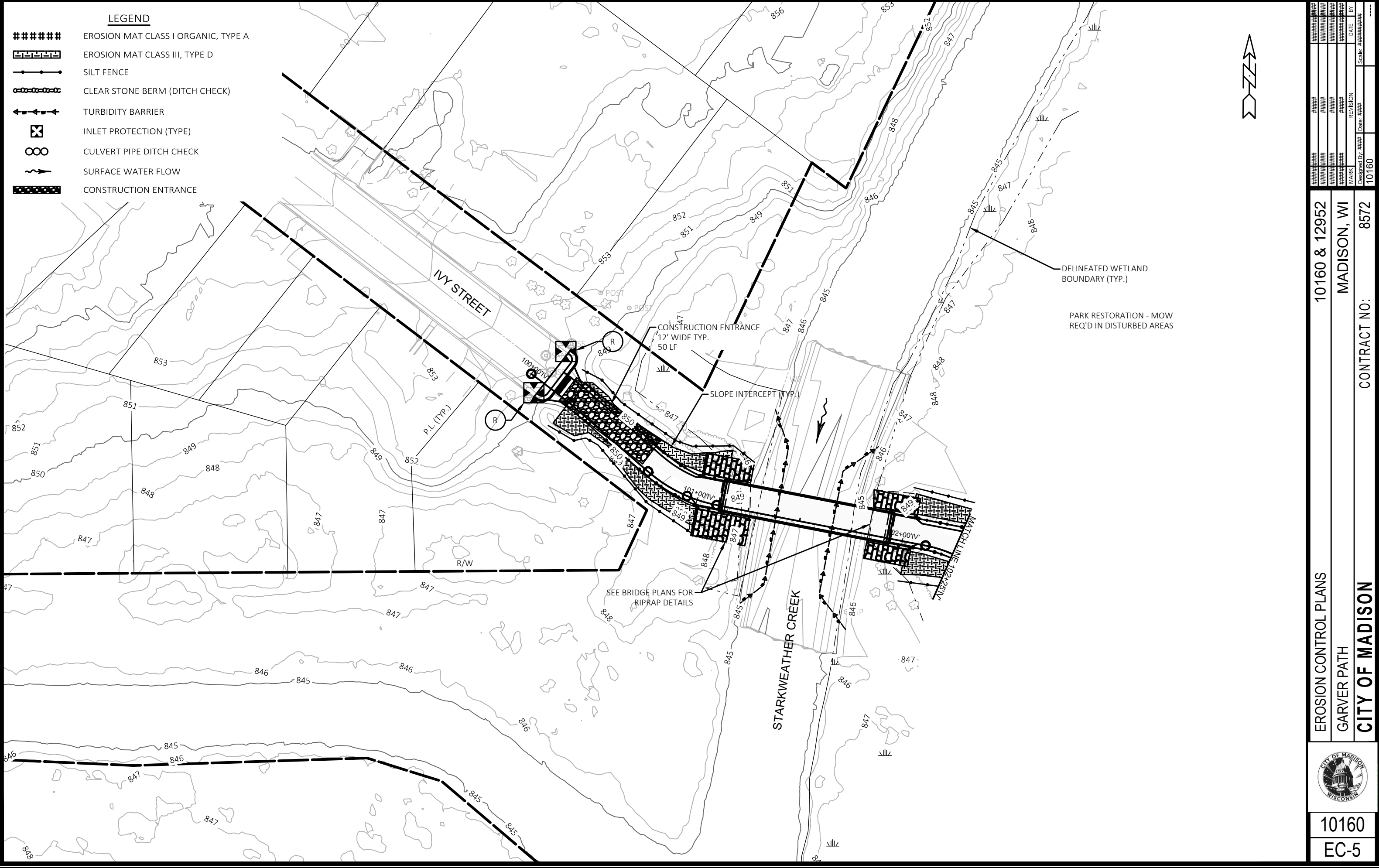
10160

EC-2

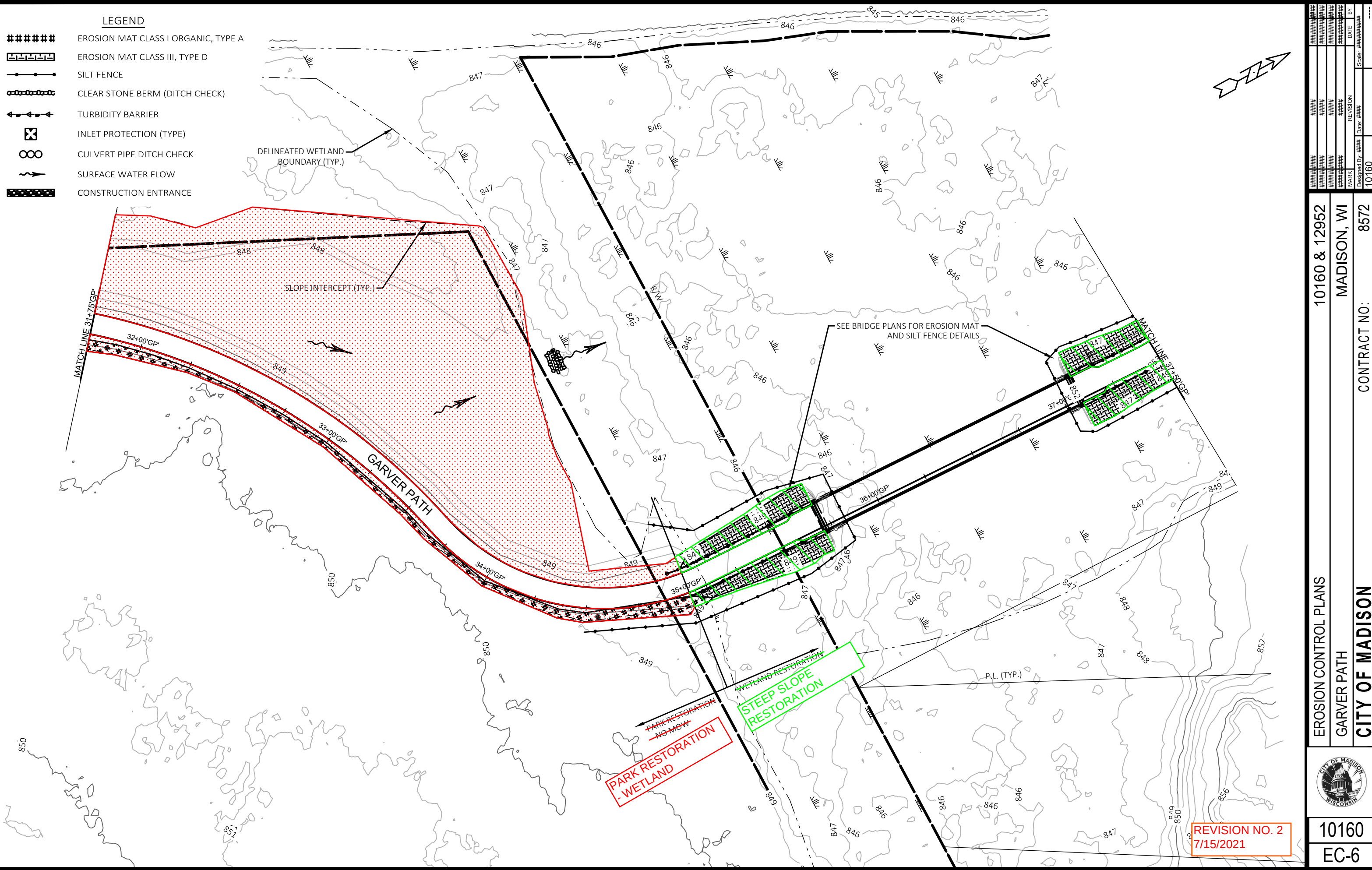
- LEGEND**
- ##### EROSION MAT CLASS I ORGANIC, TYPE A
 - ▤ EROSION MAT CLASS III, TYPE D
 - SILT FENCE
 - CLEAR STONE BERM (DITCH CHECK)
 - +— TURBIDITY BARRIER
 - ⊠ INLET PROTECTION (TYPE)
 - ∞ CULVERT PIPE DITCH CHECK
 - SURFACE WATER FLOW
 - ▨ CONSTRUCTION ENTRANCE



10160 & 12952		MADISON, WI		CONTRACT NO: 8572	
EROSION CONTROL PLANS		GARVER PATH		CITY OF MADISON	
10160		EC-3		REVISION NO. 2 7/15/2021	
DESIGNED BY: ###		DATE: ###		BY: ###	
REVISION: ###		DATE: ###		BY: ###	
MARK: ###		DATE: ###		BY: ###	
Scale: 1"=40'		10160		---	



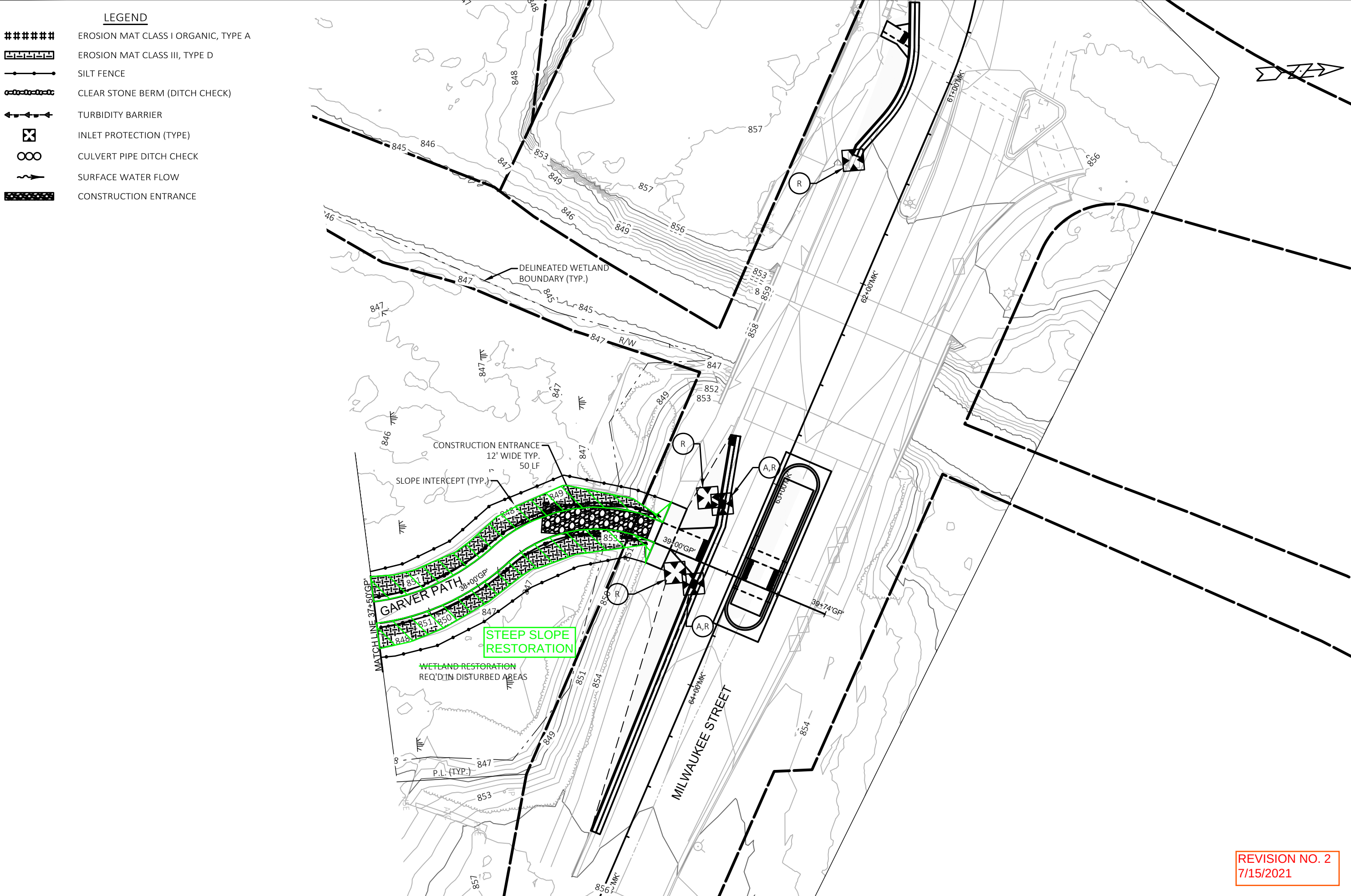
	EROSION CONTROL PLANS		10160 & 12952		MARK ##### REVISION ##### DATE ##### BY #####
	GARVER PATH		MADISON, WI		
	CITY OF MADISON		CONTRACT NO: 8572		
	10160		EC-5		



- LEGEND**
- ##### EROSION MAT CLASS I ORGANIC, TYPE A
 - ▤ EROSION MAT CLASS III, TYPE D
 - SILT FENCE
 - CLEAR STONE BERM (DITCH CHECK)
 - ←→ TURBIDITY BARRIER
 - ⊠ INLET PROTECTION (TYPE)
 - ∞ CULVERT PIPE DITCH CHECK
 - ~> SURFACE WATER FLOW
 - ▨ CONSTRUCTION ENTRANCE

EROSION CONTROL PLANS		10160 & 12952		10160	
GARVER PATH		MADISON, WI		10160	
CITY OF MADISON		CONTRACT NO:		8572	
REVISION NO. 2 7/15/2021		10160		10160	
10160		10160		10160	
EC-6		EC-6		EC-6	

- #####
- EROSION MAT CLASS I ORGANIC, TYPE A
- =====
- EROSION MAT CLASS III, TYPE D
-
- SILT FENCE
-
- CLEAR STONE BERM (DITCH CHECK)
-
- TURBIDITY BARRIER
- ⊠
- INLET PROTECTION (TYPE)
- ∞
- CULVERT PIPE DITCH CHECK
- ~>
- SURFACE WATER FLOW
- =====
- CONSTRUCTION ENTRANCE



REVISION NO. 2
7/15/2021

10160 & 12952	EROSION CONTROL PLANS	10160
MADISON, WI	GARVER PATH	EC-7
CONTRACT NO: 8572	CITY OF MADISON	
MARK: #####	REVISION: #####	DATE: #####
BY: #####	DESIGNED BY: #####	SCALE: #####



SHEET 2 - SW			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P2-12	100+27.61	26.46' L	MATCH EXISTING SIDEWALK
P2-13	100+00.06	25.96' R	MATCH EXISTING
P2-14	100+34.02	20.15' R	BEGIN 35-FT RADIUS ARC
P2-15	100+81.56	45.00' R	R = 35-FT RADIUS (CENTER)
P2-16	100+81.56	10.00' R	END 35-FT RADIUS ARC
P2-17	100+80.20	0.00'	--
P2-18	100+37.05	41.03' R	MATCH EXISTING SIDEWALK
P2-19	100+88.23	32.10' R	MATCH EXISTING SIDEWALK
P2-26	102+92.58	10.00' R	BEGIN 27-FT RADIUS ARC
P2-27	102+92.58	37.00' R	R = 27-FT RADIUS (CENTER)
P2-28	103+19.50	40.21' R	END 27-FT RADIUS ARC
P2-29	102+81.97	21.20' R	MATCH EXISTING SIDEWALK
P2-30	103+05.31	39.88' R	MATCH EXISTING SIDEWALK
P2-31	103+47.41	42.25' R	BEGIN 27-FT RADIUS ARC
P2-32	103+74.87	37.00' R	R = 27-FT RADIUS (ARC)
P2-33	103+74.87	10.00' R	END 27-FT RADIUS ARC
P2-34	103+61.41	41.22' R	MATCH EXISTING SIDEWALK
P2-35	103+78.79	20.95' R	MATCH EXISTING SIDEWALK

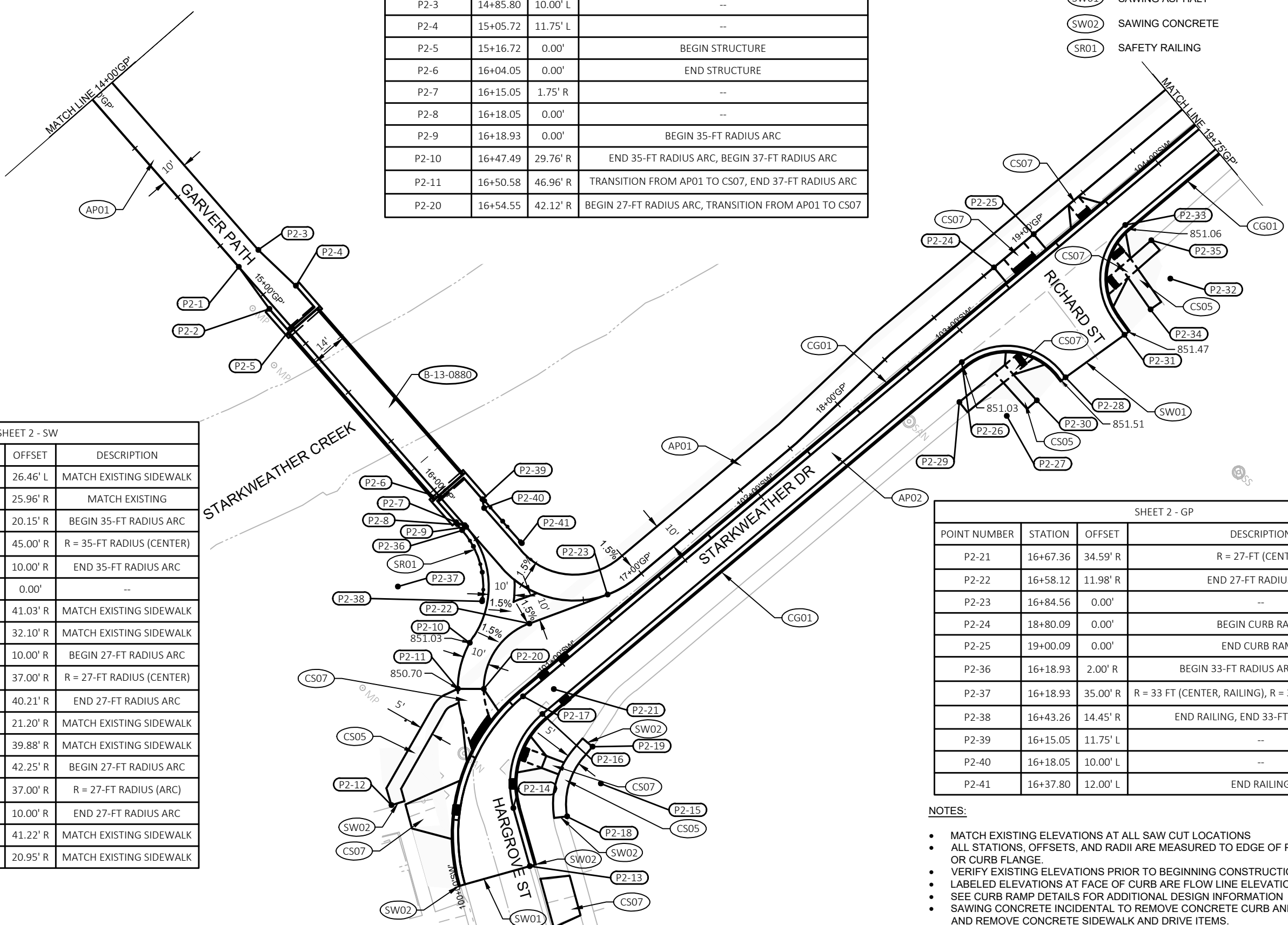
SHEET 2 - GP			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P2-1	14+85.80	0.00'	--
P2-2	15+05.72	1.75' R	--
P2-3	14+85.80	10.00' L	--
P2-4	15+05.72	11.75' L	--
P2-5	15+16.72	0.00'	BEGIN STRUCTURE
P2-6	16+04.05	0.00'	END STRUCTURE
P2-7	16+15.05	1.75' R	--
P2-8	16+18.05	0.00'	--
P2-9	16+18.93	0.00'	BEGIN 35-FT RADIUS ARC
P2-10	16+47.49	29.76' R	END 35-FT RADIUS ARC, BEGIN 37-FT RADIUS ARC
P2-11	16+50.58	46.96' R	TRANSITION FROM AP01 TO CS07, END 37-FT RADIUS ARC
P2-20	16+54.55	42.12' R	BEGIN 27-FT RADIUS ARC, TRANSITION FROM AP01 TO CS07

SHEET 2 - GP			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P2-21	16+67.36	34.59' R	R = 27-FT (CENTER)
P2-22	16+58.12	11.98' R	END 27-FT RADIUS ARC
P2-23	16+84.56	0.00'	--
P2-24	18+80.09	0.00'	BEGIN CURB RAMP
P2-25	19+00.09	0.00'	END CURB RAMP
P2-36	16+18.93	2.00' R	BEGIN 33-FT RADIUS ARC (RAILING)
P2-37	16+18.93	35.00' R	R = 33 FT (CENTER, RAILING), R = 35 FT (CENTER, PATH)
P2-38	16+43.26	14.45' R	END RAILING, END 33-FT RADIUS ARC
P2-39	16+15.05	11.75' L	--
P2-40	16+18.05	10.00' L	--
P2-41	16+37.80	12.00' L	END RAILING

- NOTES:**
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 - LABELED ELEVATIONS AT FACE OF CURB ARE FLOW LINE ELEVATIONS.
 - SEE CURB RAMP DETAILS FOR ADDITIONAL DESIGN INFORMATION
 - SAWING CONCRETE INCIDENTAL TO REMOVE CONCRETE CURB AND GUTTER AND REMOVE CONCRETE SIDEWALK AND DRIVE ITEMS.

LEGEND

AP01	HMA PAVEMENT 3-INCH
AP02	HMA PAVEMENT 3.5-INCH
CS05	5-INCH CONCRETE SIDEWALK
CS07	7-INCH CONCRETE SIDEWALK AND DRIVE
SW01	SAWING ASPHALT
SW02	SAWING CONCRETE
SR01	SAFETY RAILING

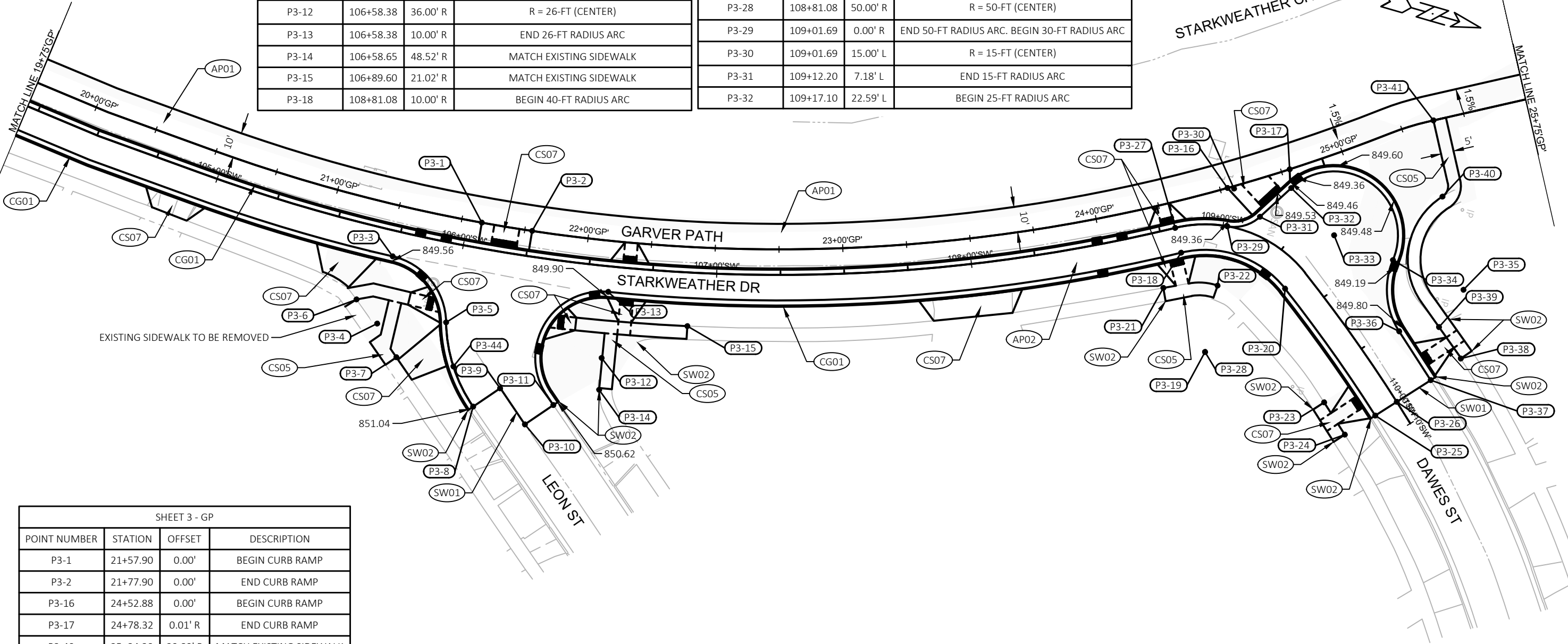
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- LEGEND
- AP01 HMA PAVEMENT 3-INCH
 - AP02 HMA PAVEMENT 3.5-INCH
 - CG01 TYPE 'A' CONCRETE CURB & GUTTER
 - CS05 5-INCH CONCRETE SIDEWALK
 - CS07 7-INCH CONCRETE SIDEWALK AND DRIVE
 - SW01 SAWING ASPHALT
 - SW02 SAWING CONCRETE

SHEET 3 - SW			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P3-3	105+74.02	10.00' R	BEGIN 27-FT RADIUS ARC
P3-4	105+74.02	37.00' R	R = 27-FT (CENTER)
P3-5	105+99.05	30.98' R	END 27-FT RADIUS ARC, BEGIN 60-FT RADIUS ARC
P3-6	105+64.43	29.70' R	MATCH EXISTING SIDEWALK
P3-7	105+83.62	48.27' R	MATCH EXISTING SIDEWALK
P3-8	106+14.24	61.61' R	END 60-FT RADIUS ARC, MATCH EXISTING
P3-9	106+22.82	52.84' R	MATCH EXISTING
P3-10	106+33.51	65.41' R	MATCH EXISTING
P3-11	106+42.75	56.47' R	BEGIN 26-FT RADIUS ARC, MATCH EXISTING
P3-12	106+58.38	36.00' R	R = 26-FT (CENTER)
P3-13	106+58.38	10.00' R	END 26-FT RADIUS ARC
P3-14	106+58.65	48.52' R	MATCH EXISTING SIDEWALK
P3-15	106+89.60	21.02' R	MATCH EXISTING SIDEWALK
P3-18	108+81.08	10.00' R	BEGIN 40-FT RADIUS ARC

SHEET 3 - SW			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P3-19	108+81.08	50.00' R	R = 40-FT (CENTER)
P3-20	109+37.98	10.00' R	END 40-FT RADIUS ARC
P3-21	108+71.40	21.85' R	MATCH EXISTING SIDEWALK
P3-22	109+02.24	23.54' R	MATCH EXISTING SIDEWALK
P3-23	109+84.25	23.92' R	MATCH EXISTING SIDEWALK
P3-24	109+99.87	24.08' R	MATCH EXISTING SIDEWALK
P3-25	110+00.00	10.01' R	MATCH EXISTING
P3-26	110+00.00	0.00'	MATCH EXISTING
P3-27	108+81.08	0.00'	BEGIN 50-FT RADIUS ARC
P3-28	108+81.08	50.00' R	R = 50-FT (CENTER)
P3-29	109+01.69	0.00' R	END 50-FT RADIUS ARC, BEGIN 30-FT RADIUS ARC
P3-30	109+01.69	15.00' L	R = 15-FT (CENTER)
P3-31	109+12.20	7.18' L	END 15-FT RADIUS ARC
P3-32	109+17.10	22.59' L	BEGIN 25-FT RADIUS ARC

SHEET 3 - SW			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P3-33	109+34.68	18.19' L	R = 25-FT (CENTER)
P3-34	109+54.56	30.33' L	END 25-FT RADIUS ARC, BEGIN 30-FT RADIUS ARC
P3-35	109+78.63	46.02' L	R = 30-FT (CENTER)
P3-36	109+77.79	16.03' L	END 30-FT RADIUS ARC
P3-37	110+00.00	15.77' L	MATCH EXISTING
P3-38	109+99.21	30.23' L	MATCH EXISTING SIDEWALK
P3-39	109+84.91	29.89' L	MATCH EXISTING SIDEWALK
P3-44	106+04.70	47.45' R	MIDPOINT 60-FT RADIUS ARC



SHEET 3 - GP			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P3-1	21+57.90	0.00'	BEGIN CURB RAMP
P3-2	21+77.90	0.00'	END CURB RAMP
P3-16	24+52.88	0.00'	BEGIN CURB RAMP
P3-17	24+78.32	0.01' R	END CURB RAMP
P3-40	25+34.30	29.89' R	MATCH EXISTING SIDEWALK
P3-41	25+37.88	0.00'	--

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PLAN DETAILS

GARVER PATH

CITY OF MADISON

10160 & 12952

MADISON, WI

CONTRACT NO: 8572

10160

PD-3

REVISION

DATE

BY

MARK

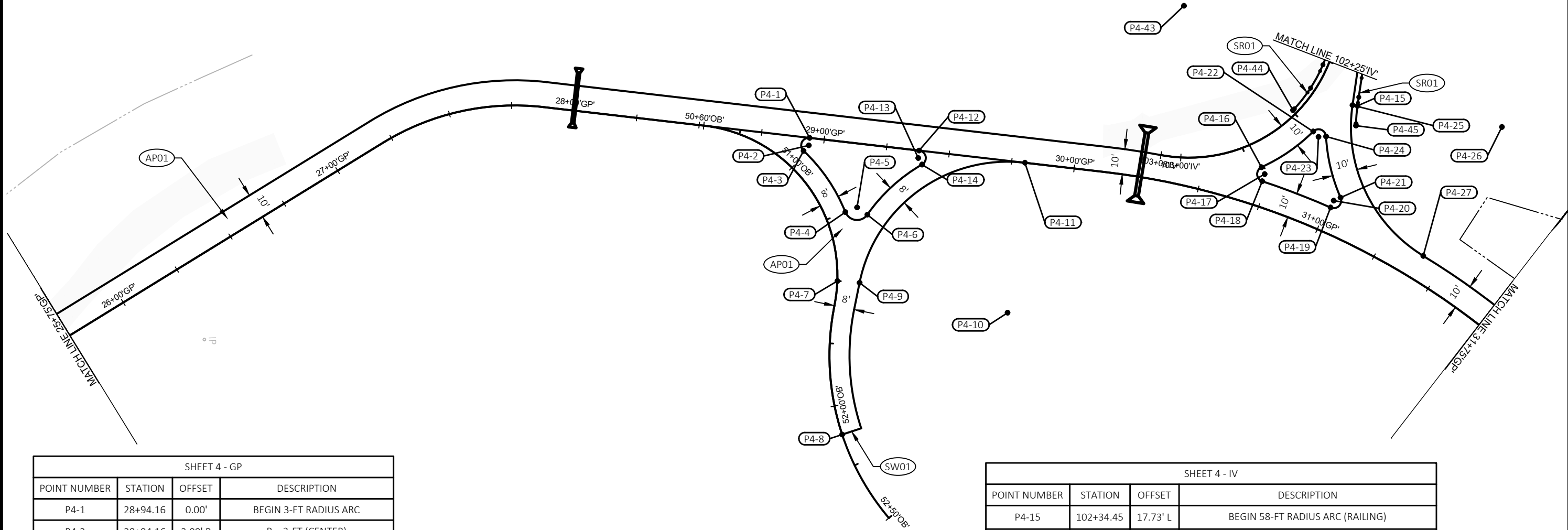
DESIGNED BY

SCALE

PD-3

SHEET 4 - OB			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P4-4	51+25.03	8.00' L	BEGIN 5-FT RADIUS ARC
P4-5	51+25.03	13.00' L	R = 5-FT (CENTER)
P4-6	51+28.34	15.86' L	END 5-FT RADIUS ARC
P4-7	51+50.00	0.00'	--
P4-8	52+11.75	0.00'	MATCH EXISTING
P4-9	51+50.31	8.87' L	BEGIN 60-FT RADIUS ARC
P4-10	51+54.74	68.46' L	R = 60-FT (CENTER)

LEGEND	
AP01	HMA PAVEMENT 3-INCH
SW01	SAWING ASPHALT
SR01	SAFETY RAILING



SHEET 4 - GP			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P4-1	28+94.16	0.00'	BEGIN 3-FT RADIUS ARC
P4-2	28+94.16	3.00' R	R = 3-FT (CENTER)
P4-3	28+92.37	5.41' R	END 3-FT RADIUS ARC
P4-11	29+80.29	0.00'	END OB SHERRY PARK CONNECTION
P4-12	29+37.96	0.00'	BEGIN 3-FT RADIUS ARC
P4-13	29+37.96	3.00' R	R = 3-FT (CENTER)
P4-14	29+39.74	5.41' R	END 3-FT RADIUS ARC
P4-19	31+01.38	10.00' L	BEGIN 3-FT RADIUS ARC
P4-20	31+01.38	13.00' L	R = 3-FT (CENTER)
P4-21	31+03.32	15.21' L	END 3-FT RADIUS ARC
P4-27	31+41.62	10.00' L	END 60-FT RADIUS ARC

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SHEET 4 - IV			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P4-15	102+34.45	17.73' L	BEGIN 58-FT RADIUS ARC (RAILING)
P4-16	102+71.31	10.00' L	BEGIN 3-FT RADIUS ARC
P4-17	102+71.31	13.00' L	R = 3-FT (CENTER)
P4-18	102+72.93	15.23' L	END 3-FT RADIUS ARC
P4-22	102+49.81	10.00' L	BEGIN 3-FT RADIUS ARC
P4-23	102+49.81	13.00' L	R = 3-FT (CENTER)
P4-24	102+48.02	15.03' L	END 3-FT RADIUS ARC
P4-25	102+35.04	15.89' L	END RAILING, BEGIN 60-FT RADIUS ARC
P4-26	102+24.56	73.26' L	R = 60-FT (CENTER, PATH) R = 58-FT (CENTER, RAILING)
P4-43	102+11.18	62.00' R	R = 60-FT (CENTER), RAILING
P4-44	102+49.50	1.66' R	END RAILING, END 60-FT RADIUS ARC
P4-45	102+39.67	21.51' L	END RAILING, END 58-FT RADIUS ARC

PLAN DETAILS

GARVER PATH

CITY OF MADISON

10160 & 12952

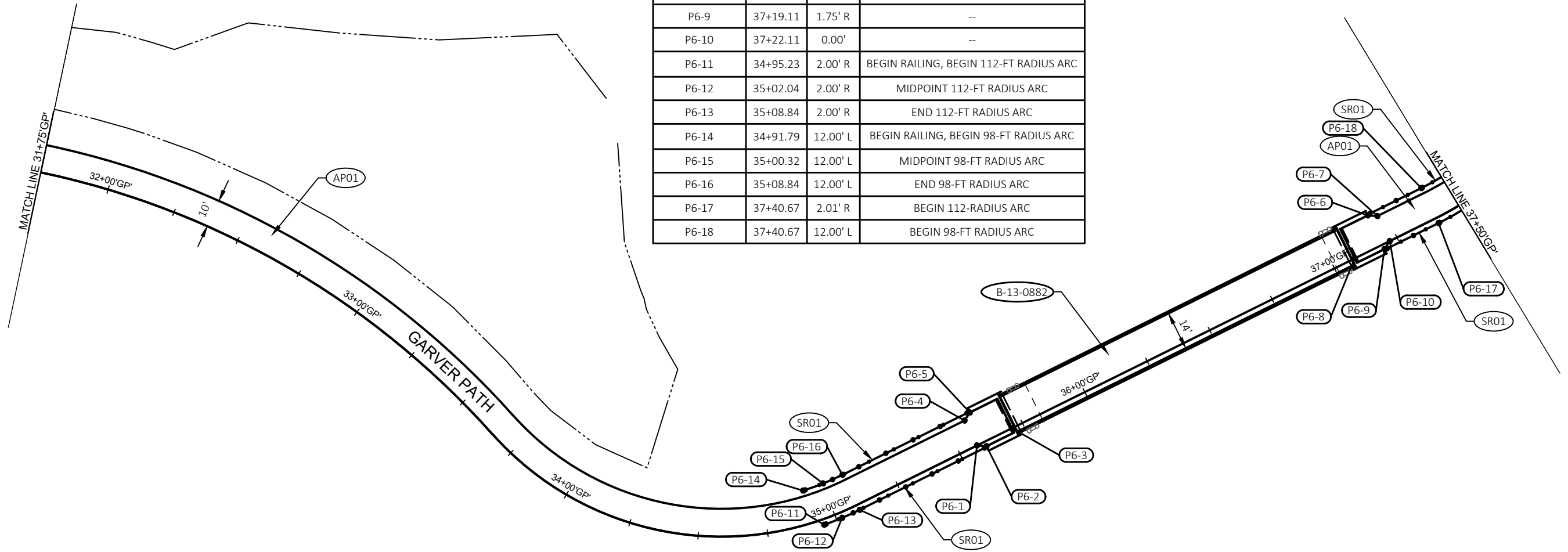
MADISON, WI

CONTRACT NO: 8572

10160

PD-4

DATE	BY
###/###/###	###
REVISION	DATE
###	###/###/###
MARK	DESIGNED BY
###	###
Scale: ###/###	10160
PD-4	



SHEET 6 - GP			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P6-1	35+56.78	0.00' L	--
P6-2	35+59.78	1.75' R	--
P6-3	35+70.78	0.00'	BEGIN STRUCTURE
P6-4	35+56.78	10.00' L	--
P6-5	35+59.78	11.75' L	--
P6-6	37+19.11	11.75' L	--
P6-7	37+22.11	10.00' L	--
P6-8	37+08.11	0.00'	END STRUCTURE
P6-9	37+19.11	1.75' R	--
P6-10	37+22.11	0.00'	--
P6-11	34+95.23	2.00' R	BEGIN RAILING, BEGIN 112-FT RADIUS ARC
P6-12	35+02.04	2.00' R	MIDPOINT 112-FT RADIUS ARC
P6-13	35+08.84	2.00' R	END 112-FT RADIUS ARC
P6-14	34+91.79	12.00' L	BEGIN RAILING, BEGIN 98-FT RADIUS ARC
P6-15	35+00.32	12.00' L	MIDPOINT 98-FT RADIUS ARC
P6-16	35+08.84	12.00' L	END 98-FT RADIUS ARC
P6-17	37+40.67	2.01' R	BEGIN 112-RADIUS ARC
P6-18	37+40.67	12.00' L	BEGIN 98-FT RADIUS ARC

- LEGEND
- AP01 HMA PAVEMENT 3-INCH
 - SR01 SAFETY RAILING

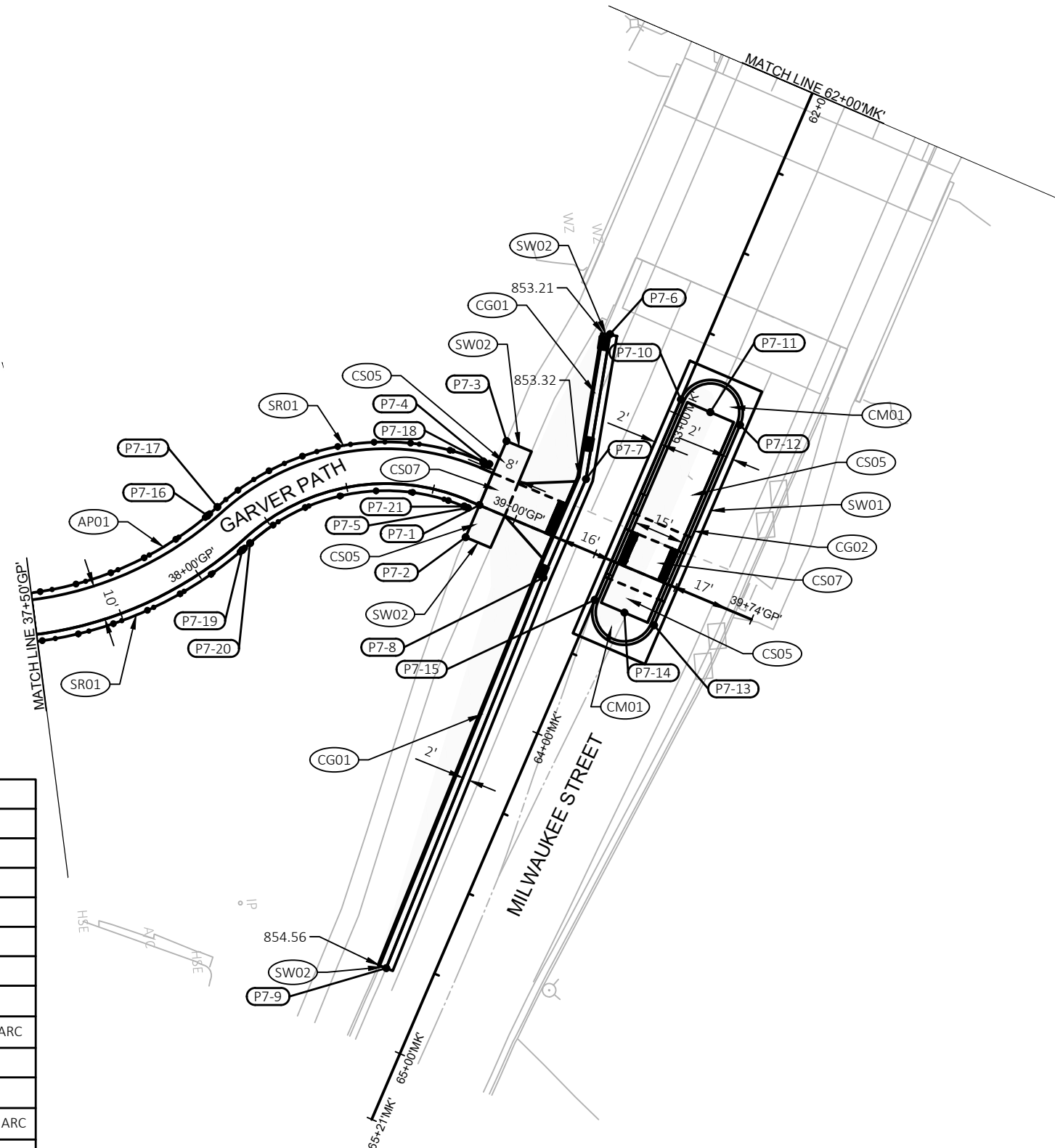
- NOTES:
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PLAN DETAILS	10160 & 12952	REVISION	DATE	BY
GARVER PATH	MADISON, WI	####	####	####
CITY OF MADISON	CONTRACT NO: 8572	MARK	Scale: #####	PD-6
	10160	Designed By: ###	Date: ###	10160
	PD-6			

AP01	HMA PAVEMENT 3-INCH
CG01	TYPE 'A' CONCRETE CURB & GUTTER
CG02	TYPE 'E' CONCRETE CURB & GUTTER
CM01	CONCRETE MOUNTABLE MEDIAN ISLAND NOSE
CS05	5-INCH CONCRETE SIDEWALK
CS07	7-INCH CONCRETE SIDEWALK & DRIVE
SW01	SAWING ASPHALT
SW02	SAWING CONCRETE
SR01	SAFETY RAILING

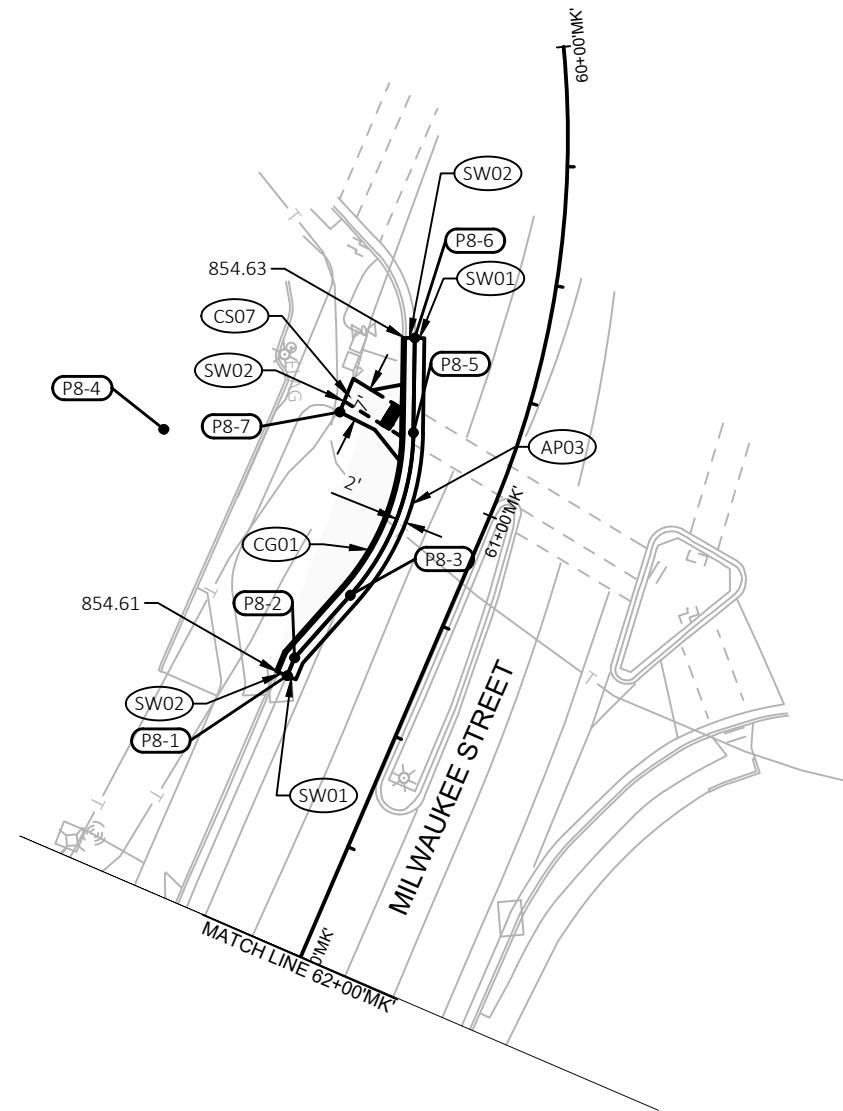
SHEET 7 - MK			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P7-6	62+86.55	26.08' R	--
P7-7	63+27.49	15.99' R	--
P7-8	63+58.28	16.05' R	--
P7-9	64+79.01	13.30' R	MATCH EXISTING
P7-10	62+95.75	0.00'	BEGIN 9.25-FT RADIUS ARC
P7-11	62+95.77	9.19' L	R = 9.25-FT (CENTER)
P7-12	62+95.77	18.50' L	END 9.25-FT RADIUS ARC
P7-13	63+58.31	18.50' L	BEGIN 9.25-FT RADIUS ARC
P7-14	63+58.31	9.25' L	R = 9.25-FT (CENTER)
P7-15	63+58.34	0.05' R	END 9.25-FT RADIUS ARC

SHEET 7 - GP			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P7-1	38+89.01	0.06' L	TRANSITION FROM AP01 TO CS07
P7-2	38+88.92	10.00' R	MATCH EXISTING SIDEWALK
P7-3	38+89.06	20.00' L	MATCH EXISTING SIDEWALK
P7-4	38+87.05	12.00' L	END RAILING
P7-5	38+86.24	2.00' R	END RAILING
P7-16	38+12.87	12.00' L	RAILING EXPANSION JOINT REQ'D
P7-17	38+17.06	12.00' L	END 98-FT RADIUS ARC, BEGIN 72-FT RADIUS ARC
P7-18	38+85.13	12.00' L	END 72-FT RADIUS ARC
P7-19	38+14.15	2.00' R	RAILING EXPANSION JOINT REQ'D
P7-20	38+17.06	2.00' R	END 112-FT RADIUS ARC, BEGIN 58-FT RADIUS ARC
P7-21	38+85.13	2.00' R	END 58-FT RADIUS ARC



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AP03	HMA PAVEMENT 5.25-INCH
CG01	TYPE 'A' CONCRETE CURB & GUTTER
CS07	7-INCH CONCRETE SIDEWALK & DRIVE
SW02	SAWING CONCRETE

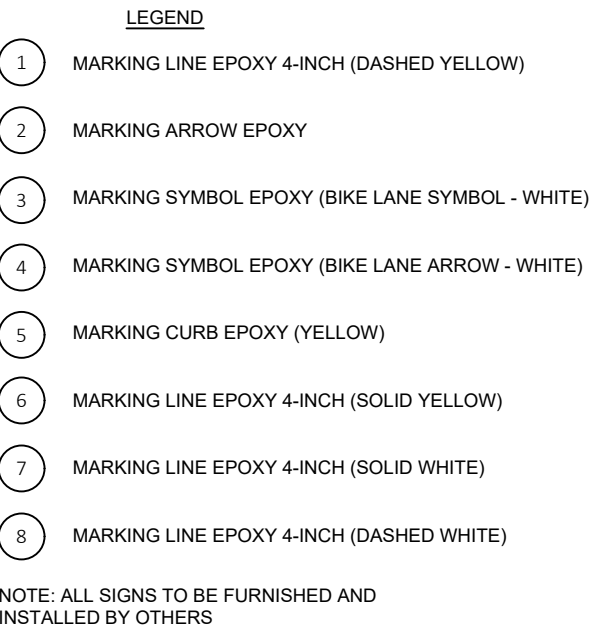


SHEET 8 - MK			
POINT NUMBER	STATION	OFFSET	DESCRIPTION
P8-1	61+47.25	25.70' R	MATCH EXISTING
P8-2	61+43.21	25.76' R	--
P8-3	61+26.64	20.24' R	BEGIN 52-FT RADIUS ARC
P8-4	61+10.21	69.57' R	R = 52-FT (CENTER)
P8-5	60+89.20	21.25' R	END 52-FT RADIUS ARC
P8-6	60+67.65	26.79' R	MATCH EXISTING
P8-7	60+90.70	37.13' R	MATCH EXISTING SIDEWALK

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10160	PD-8		PLAN DETAILS	10160 & 12952	#####	#####	#####	#####	#####	#####
			GARVER PATH	MADISON, WI	#####	#####	#####	#####	#####	#####
			CITY OF MADISON	CONTRACT NO: 8572	MARK	REVISION	DATE	BY		
					Designed By: #####	Date: #####	Scale: #####	#####		
					10160					PD-8



NOTE: ALL SIGNS TO BE FURNISHED AND
INSTALLED BY OTHERS

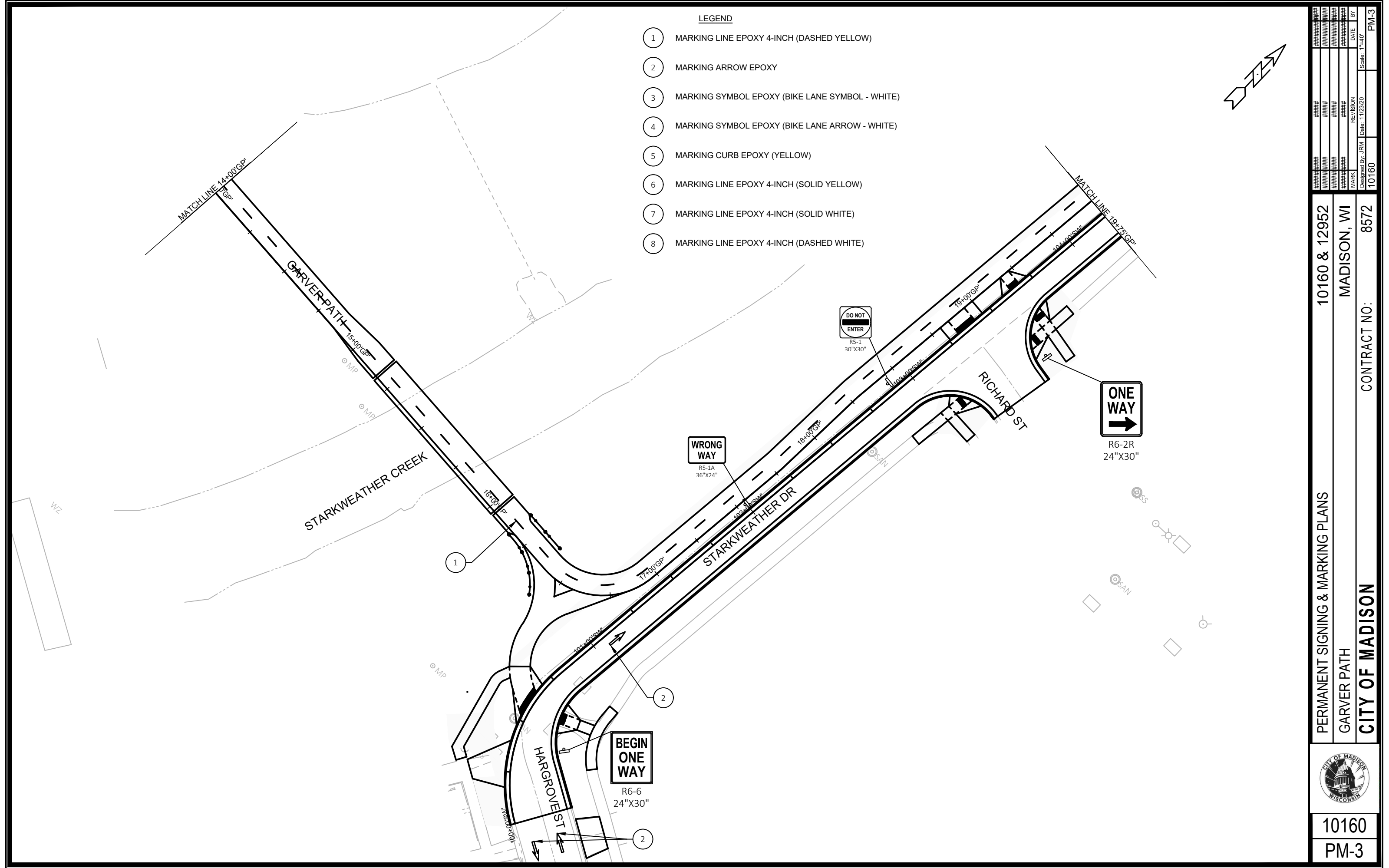
	
10160	
PM-1	
CITY OF MADISON	
CONTRACT NO: 8572	
GARVER PATH	MADISON, WI
PERMANENT SIGNING & MARKING PLANS	
10160 & 12952	
MARK	REVISION
#####	#####
DATE	BY
#####	#####
Date: 11/23/20	Scale: 1"=40'
Designed By: JRM	PM-1
10160	

- 1 MARKING LINE EPOXY 4-INCH (DASHED YELLOW)
- 2 MARKING ARROW EPOXY
- 3 MARKING SYMBOL EPOXY (BIKE LANE SYMBOL - WHITE)
- 4 MARKING SYMBOL EPOXY (BIKE LANE ARROW - WHITE)
- 5 MARKING CURB EPOXY (YELLOW)
- 6 MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
- 7 MARKING LINE EPOXY 4-INCH (SOLID WHITE)
- 8 MARKING LINE EPOXY 4-INCH (DASHED WHITE)

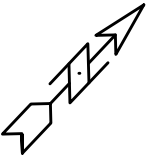
Plan view of Garver Path. The path is shown as a curved line with stationing markers. The match line on the left is labeled "MATCH LINE 14+00'GP'". The match line on the right is labeled "MATCH LINE 14+00'GP'". The path is labeled "GARVER PATH". Stationing markers include "12+00'GP'" and "13+00'GP'". A circled number "1" is located near the 12+00'GP' stationing marker.



	10160	PM-2
CITY OF MADISON		
PERMANENT SIGNING & MARKING PLANS		
10160 & 12952		
GARVER PATH		
MADISON, WI		
CONTRACT NO: 8572		
MARK	REVISION	Date: 11/23/20
Designed By: JRM	Scale: #####	PM-2
10160		

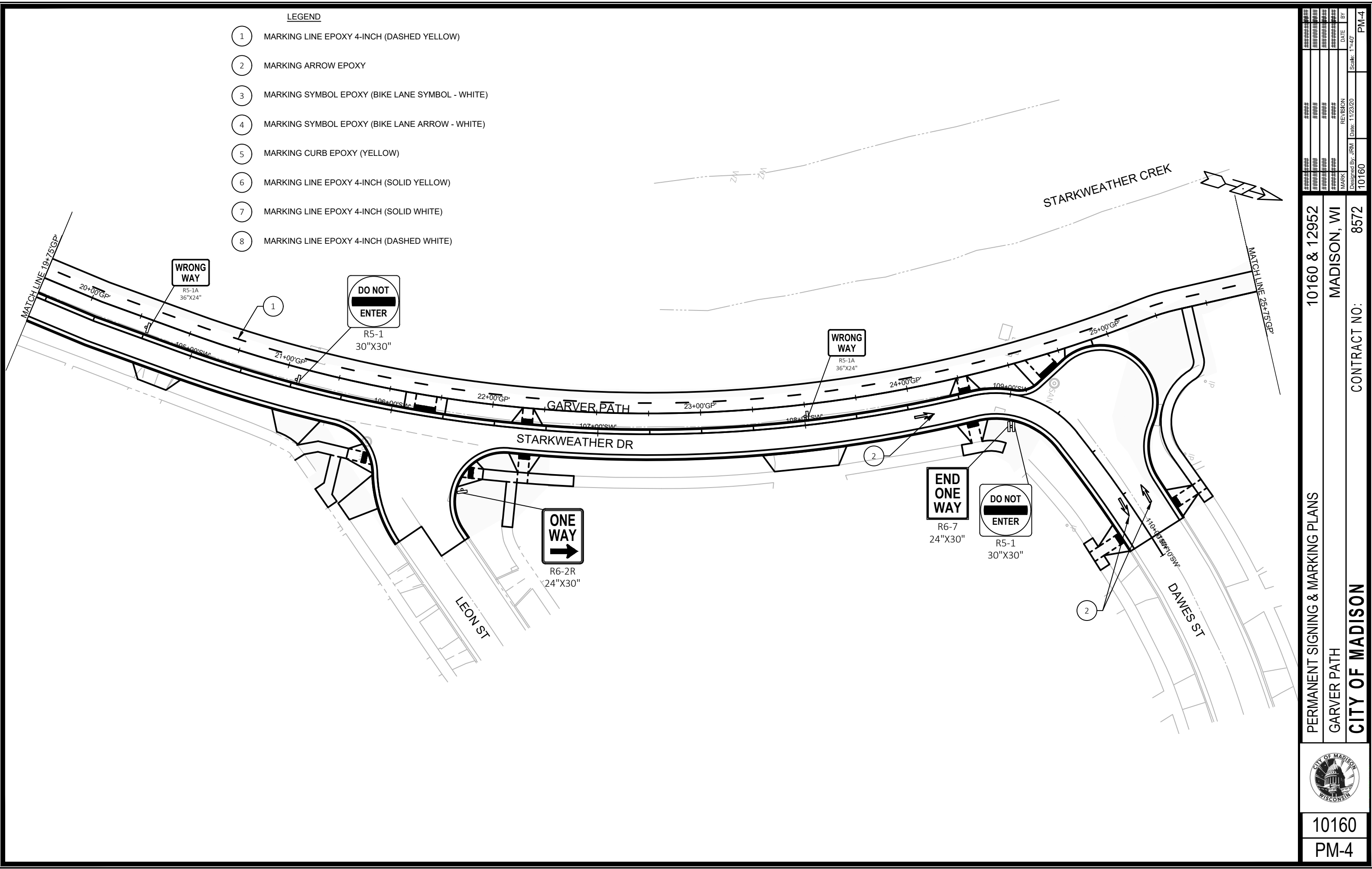


- LEGEND**
- 1 MARKING LINE EPOXY 4-INCH (DASHED YELLOW)
 - 2 MARKING ARROW EPOXY
 - 3 MARKING SYMBOL EPOXY (BIKE LANE SYMBOL - WHITE)
 - 4 MARKING SYMBOL EPOXY (BIKE LANE ARROW - WHITE)
 - 5 MARKING CURB EPOXY (YELLOW)
 - 6 MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
 - 7 MARKING LINE EPOXY 4-INCH (SOLID WHITE)
 - 8 MARKING LINE EPOXY 4-INCH (DASHED WHITE)

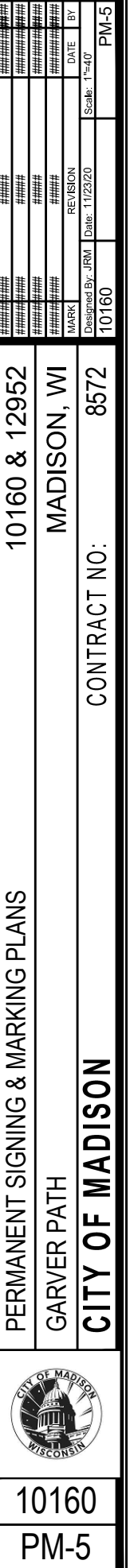


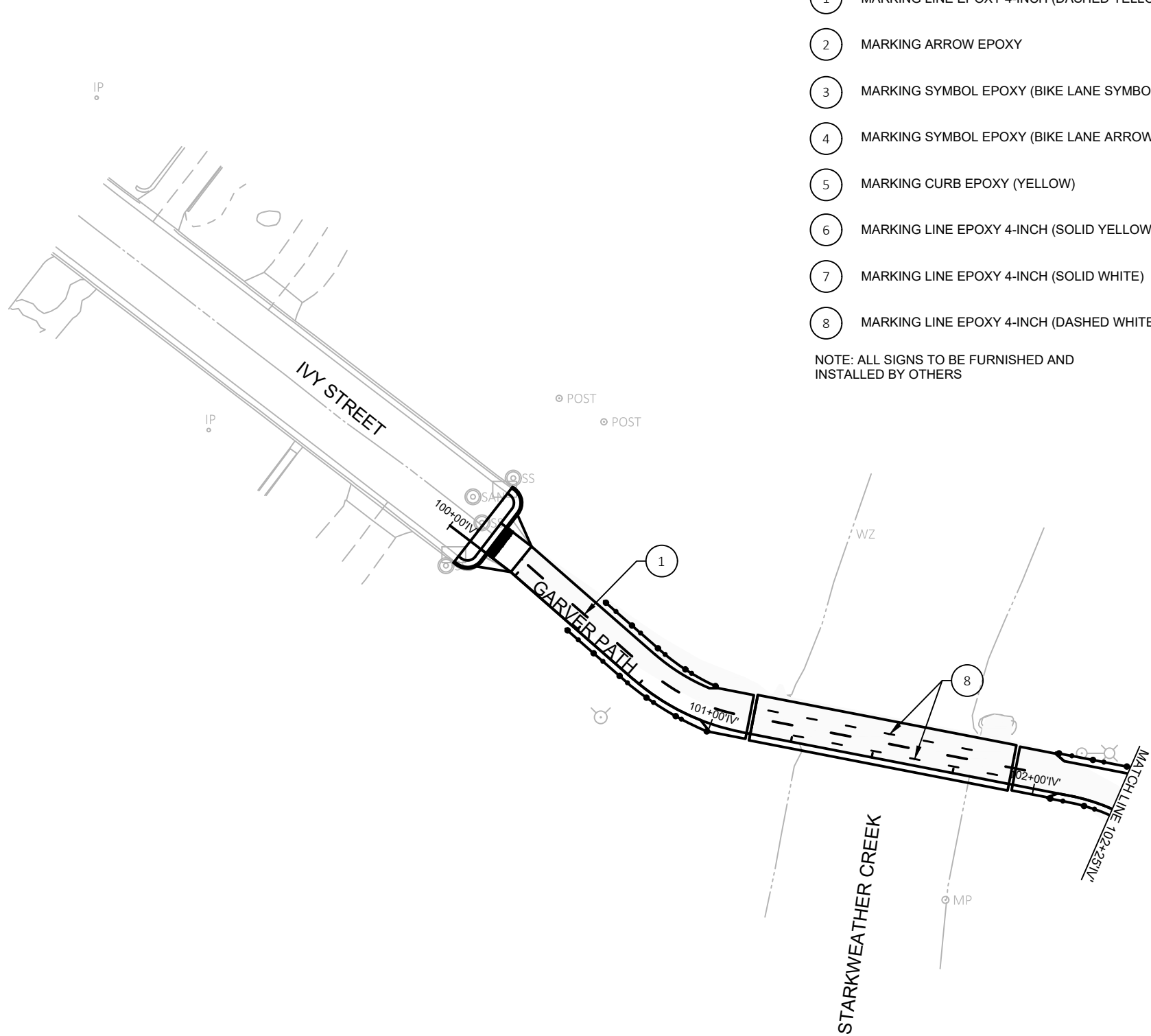
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	GARVER PATH		MADISON, WI		####		####		####	
	CITY OF MADISON		CONTRACT NO: 8572		MARK		Date: 11/23/20		Scale: 1"=40'	
	10160		PM-3		Designed By: JRM		10160		PM-3	

- LEGEND
- 1 MARKING LINE EPOXY 4-INCH (DASHED YELLOW)
 - 2 MARKING ARROW EPOXY
 - 3 MARKING SYMBOL EPOXY (BIKE LANE SYMBOL - WHITE)
 - 4 MARKING SYMBOL EPOXY (BIKE LANE ARROW - WHITE)
 - 5 MARKING CURB EPOXY (YELLOW)
 - 6 MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
 - 7 MARKING LINE EPOXY 4-INCH (SOLID WHITE)
 - 8 MARKING LINE EPOXY 4-INCH (DASHED WHITE)



	PERMANENT SIGNING & MARKING PLANS		10160 & 12952		DATE 11/23/20	BY JRM
	GARVER PATH		MADISON, WI			
	CITY OF MADISON		CONTRACT NO: 8572			
	10160		PM-4			





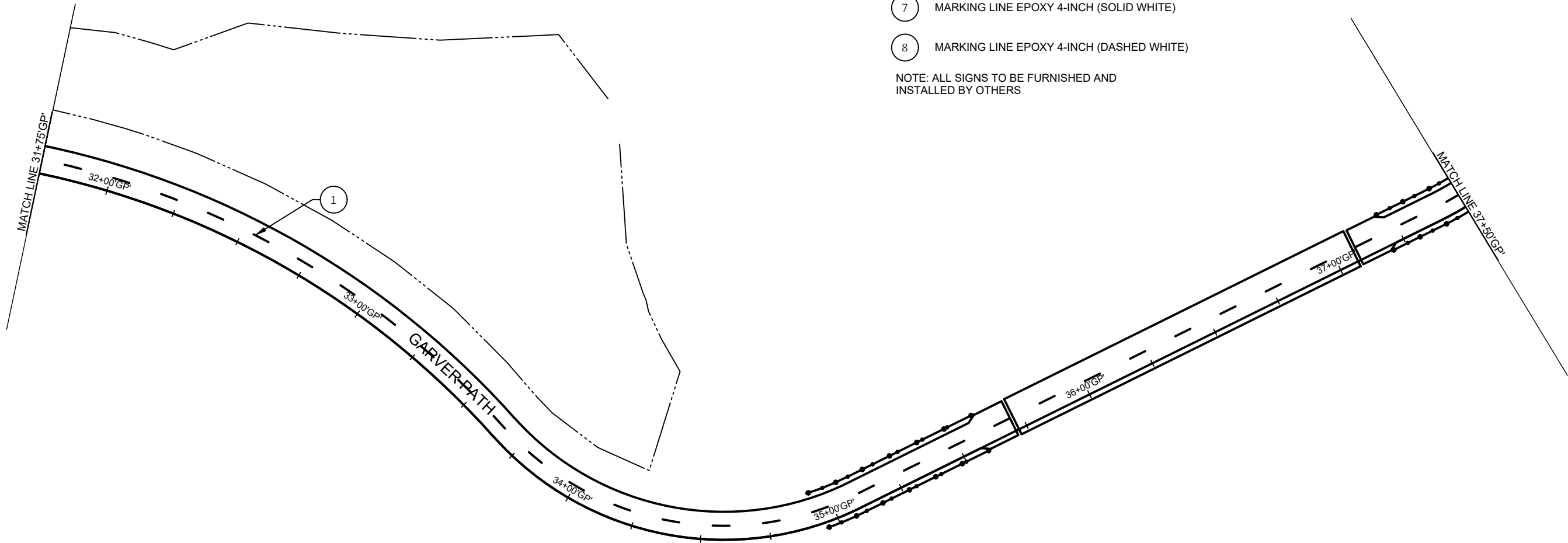
LEGEND

- 1 MARKING LINE EPOXY 4-INCH (DASHED YELLOW)
- 2 MARKING ARROW EPOXY
- 3 MARKING SYMBOL EPOXY (BIKE LANE SYMBOL - WHITE)
- 4 MARKING SYMBOL EPOXY (BIKE LANE ARROW - WHITE)
- 5 MARKING CURB EPOXY (YELLOW)
- 6 MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
- 7 MARKING LINE EPOXY 4-INCH (SOLID WHITE)
- 8 MARKING LINE EPOXY 4-INCH (DASHED WHITE)

NOTE: ALL SIGNS TO BE FURNISHED AND
INSTALLED BY OTHERS



	PERMANENT SIGNING & MARKING PLANS		10160 & 12952		<table><tr><td>MARK</td><td>REVISION</td><td>DATE</td><td>BY</td></tr><tr><td>#####</td><td>#####</td><td>#####</td><td>#####</td></tr><tr><td>#####</td><td>#####</td><td>#####</td><td>#####</td></tr><tr><td>#####</td><td>#####</td><td>#####</td><td>#####</td></tr></table>	MARK	REVISION	DATE	BY	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####	#####
	MARK	REVISION	DATE	BY																	
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#####	#####	#####	#####																		
GARVER PATH		MADISON, WI																			
CITY OF MADISON		CONTRACT NO: 8572																			
10160		PM-6																			



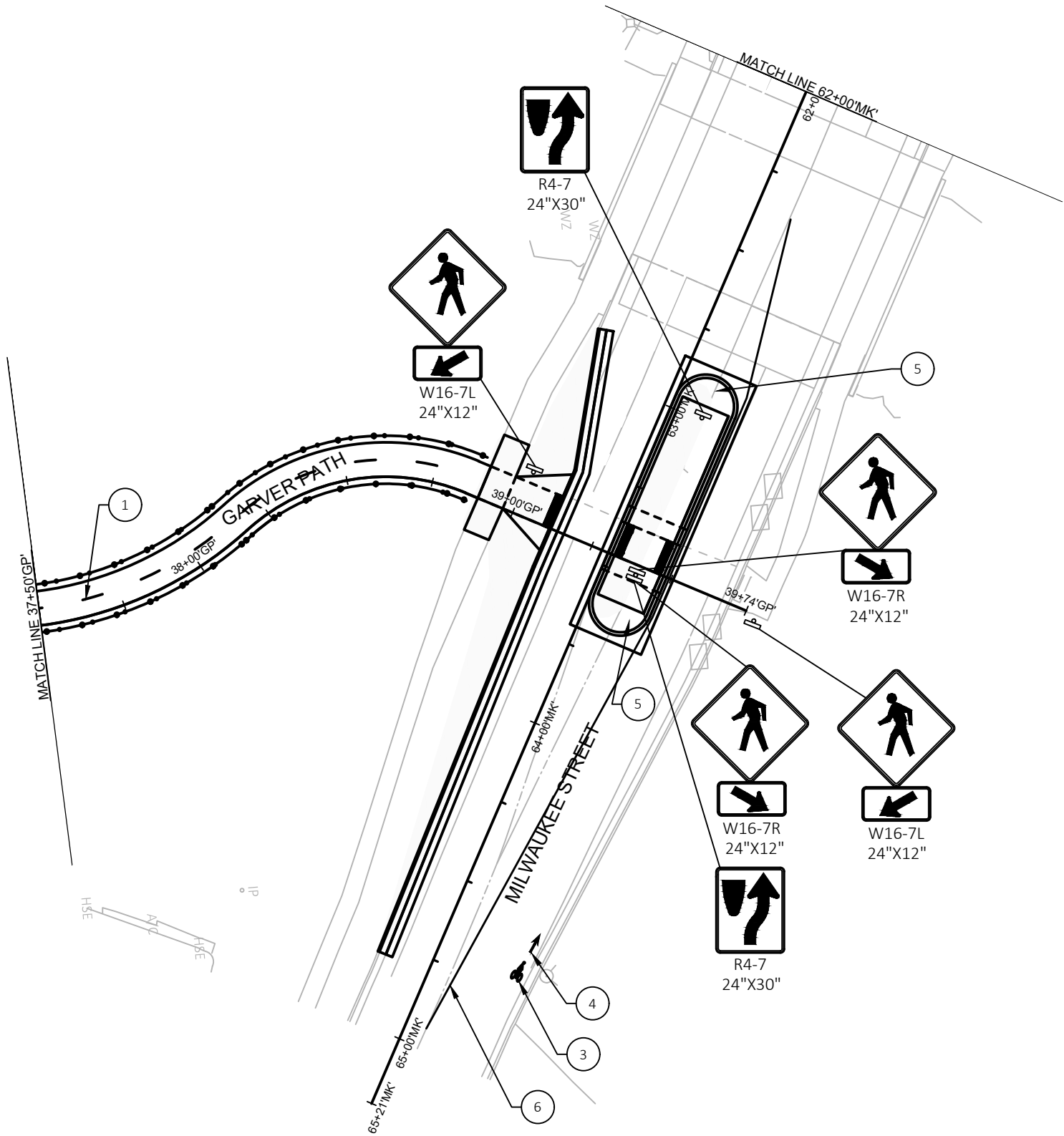
- LEGEND**
- 1 MARKING LINE EPOXY 4-INCH (DASHED YELLOW)
 - 2 MARKING ARROW EPOXY
 - 3 MARKING SYMBOL EPOXY (BIKE LANE SYMBOL - WHITE)
 - 4 MARKING SYMBOL EPOXY (BIKE LANE ARROW - WHITE)
 - 5 MARKING CURB EPOXY (YELLOW)
 - 6 MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
 - 7 MARKING LINE EPOXY 4-INCH (SOLID WHITE)
 - 8 MARKING LINE EPOXY 4-INCH (DASHED WHITE)

NOTE: ALL SIGNS TO BE FURNISHED AND
INSTALLED BY OTHERS

	PERMANENT SIGNING & MARKING PLANS	10160 & 12952	MADISON, WI	REVISION	DATE	BY
					11/23/20	
10160	GARVER PATH	CONTRACT NO:	8572	MARK	Designed By: JRM	Scale: 1"=40'
PM-7	CITY OF MADISON					PM-7

- LEGEND
- 1 MARKING LINE EPOXY 4-INCH (DASHED YELLOW)
 - 2 MARKING ARROW EPOXY
 - 3 MARKING SYMBOL EPOXY (BIKE LANE SYMBOL - WHITE)
 - 4 MARKING SYMBOL EPOXY (BIKE LANE ARROW - WHITE)
 - 5 MARKING EPOXY MEDIAN NOSE(YELLOW)
 - 6 MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
 - 7 MARKING LINE EPOXY 4-INCH (SOLID WHITE)
 - 8 MARKING LINE EPOXY 4-INCH (DASHED WHITE)

NOTE: ALL SIGNS TO BE FURNISHED AND
INSTALLED BY OTHERS



	PERMANENT SIGNING & MARKING PLANS		10160 & 12952		#####		
	GARVER PATH		MADISON, WI		#####		
CITY OF MADISON		CONTRACT NO:		8572		#####	
10160		PM-8		DATE		BY	
				REVISION			
				Designed By: JRM		Scale: 1"=40'	
				Date: 11/23/20			
				10160		PM-8	

- 1 MARKING LINE EPOXY 4-INCH (DASHED YELLOW)
- 2 MARKING ARROW EPOXY
- 3 MARKING SYMBOL EPOXY (BIKE LANE SYMBOL - WHITE)
- 4 MARKING SYMBOL EPOXY (BIKE LANE ARROW - WHITE)
- 5 MARKING CURB EPOXY (YELLOW)
- 6 MARKING LINE EPOXY 4-INCH (SOLID YELLOW)
- 7 MARKING LINE EPOXY 8-INCH (SOLID WHITE)
- 8 MARKING LINE EPOXY 4-INCH (DASHED WHITE)
- 9 MARKING SYMBOL EPOXY (SHARROW)

PAID FOR AS SKID/SLIP RESISTANT PREFORMED THERMOPLASTIC PAVEMENT MARKING, BIKE LANE GREEN (TYP.)

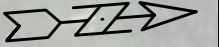


R3-8xx
36"X30"

6'±100'Wpk'

MILWAUKEE STREET

MATCH LINE 62+00'MK



MARK	REVISION	DATE	BY
10160	Date: 11/23/20	Scale: 1"=40'	PM-9

MADISON, WI

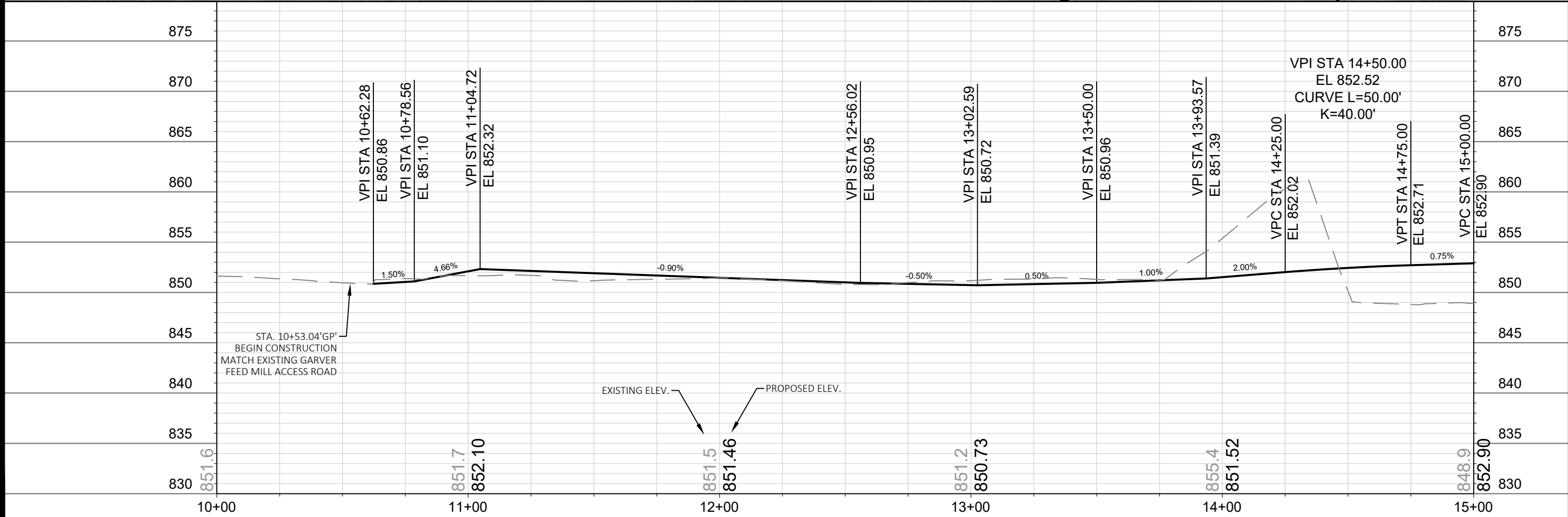
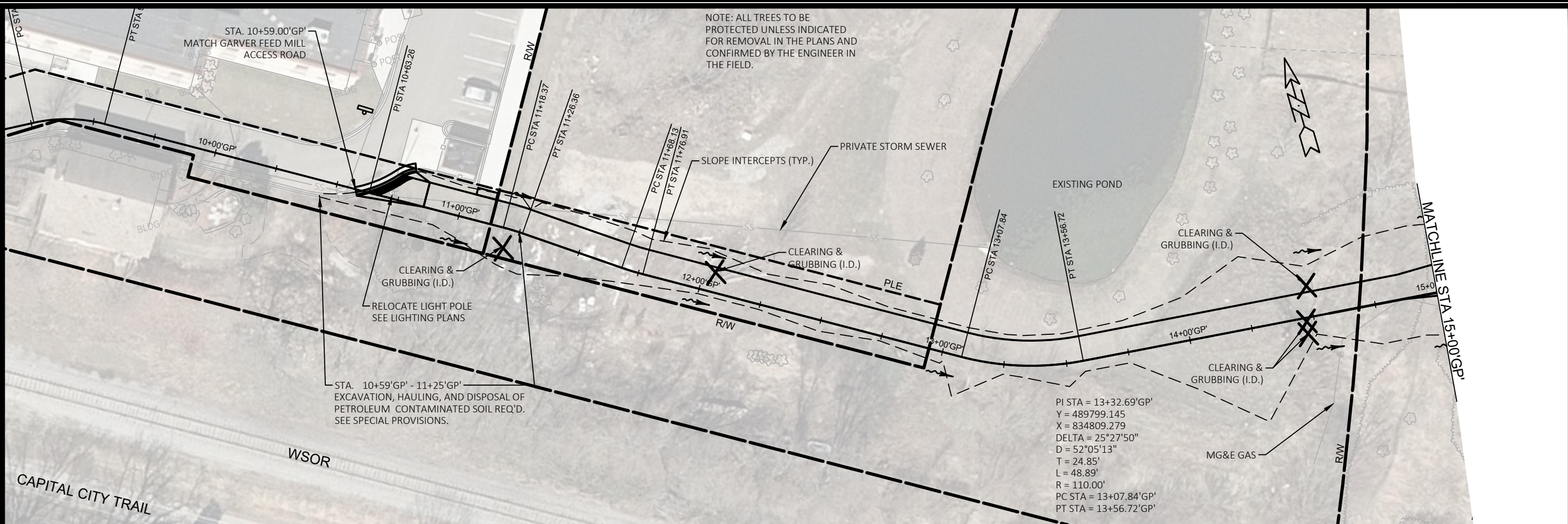
CONTRACT NO:

GARVER PATH

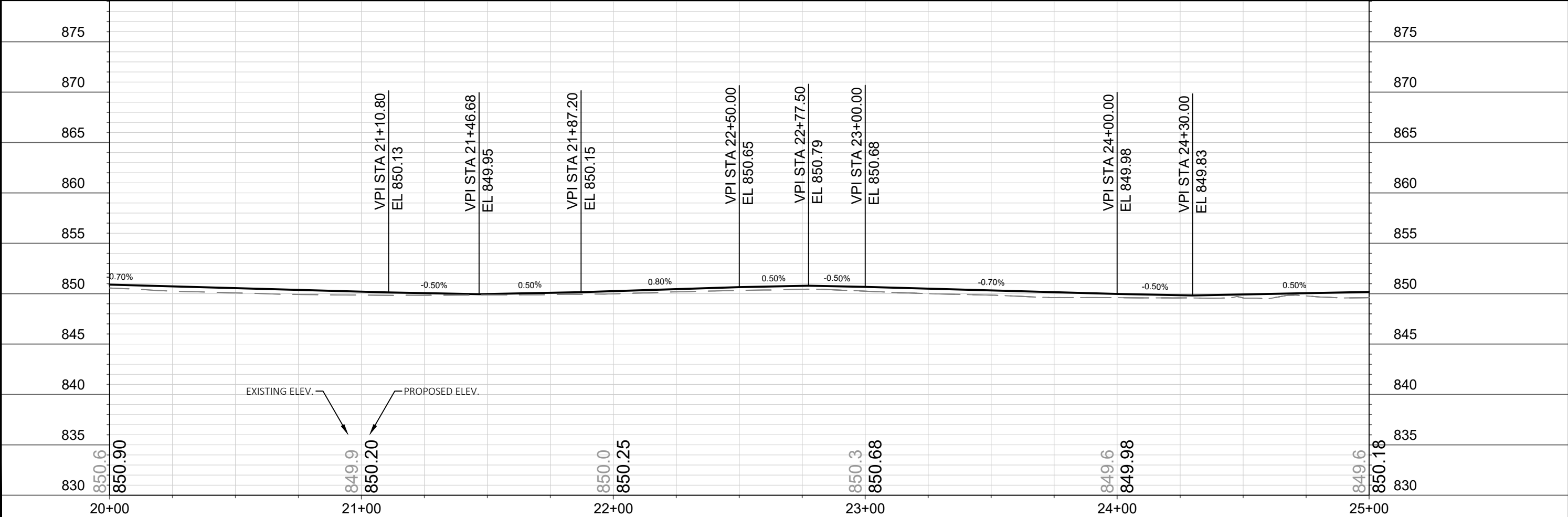
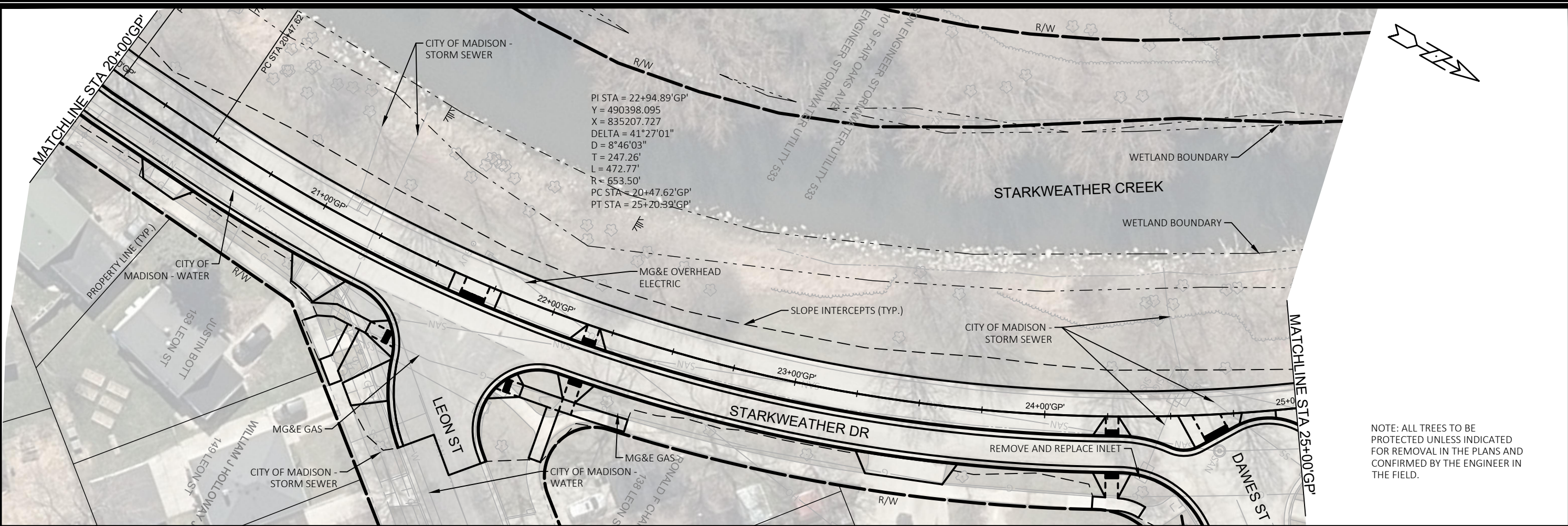
CITY OF MADISON



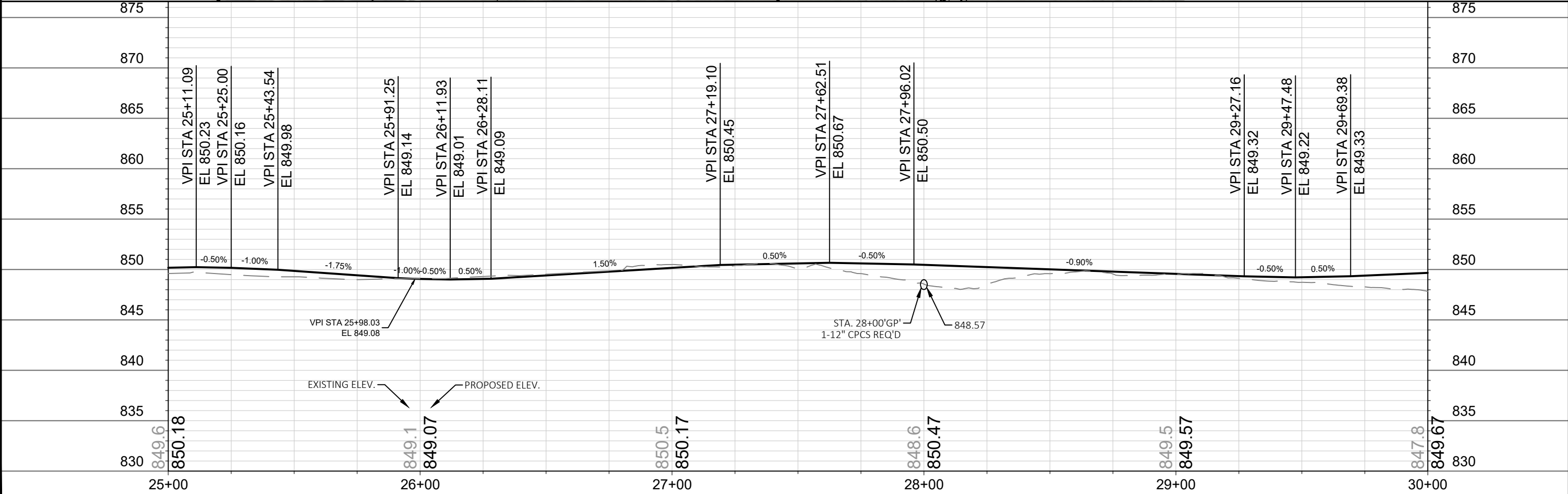
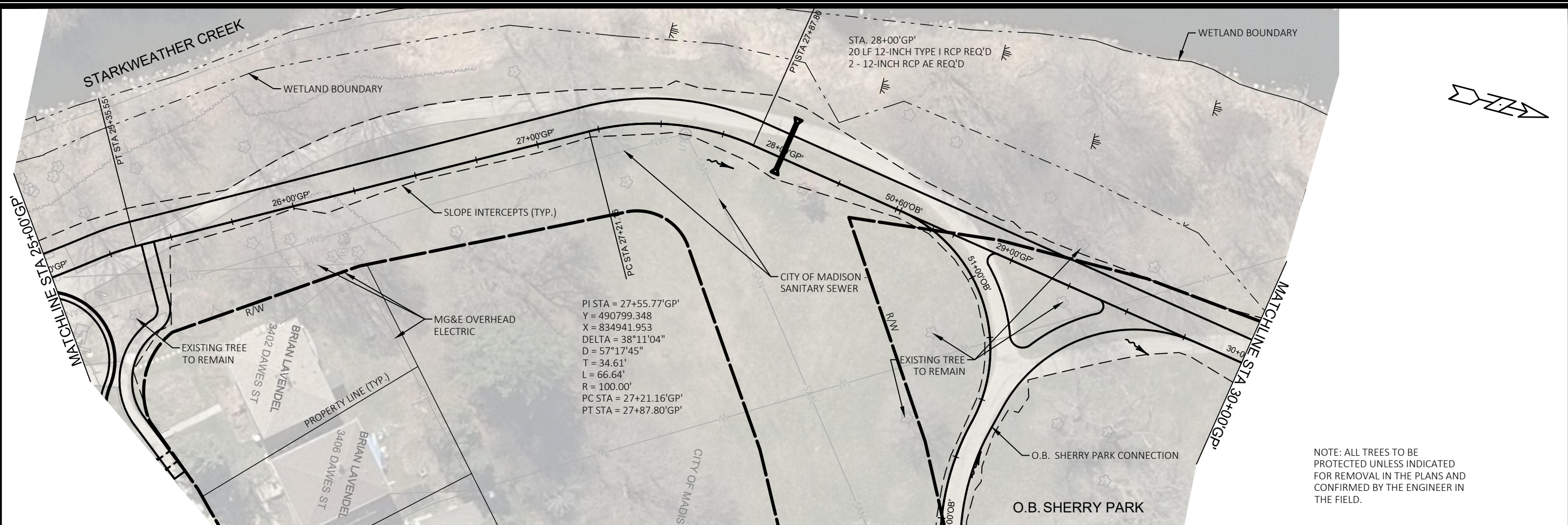
PM-9



10160 & 12952	MADISON, WI	CONTRACT NO: 8572	PP-1
PLAN AND PROFILE - GARVER PATH			
GARVER PATH			
CITY OF MADISON			
			
10160		PP-1	



10160 & 12952		MADISON, WI		CONTRACT NO: 8572	
PLAN AND PROFILE - GARVER PATH		GARVER PATH		CITY OF MADISON	
10160		PP-3			
PP-3		PP-3		PP-3	



10160 & 12952

MADISON, WI

10160

PLAN AND PROFILE - GARVER PATH

GARVER PATH

CITY OF MADISON

CONTRACT NO: 8572

10160

PP-4

PP-4

MARK

REVISION

DATE

BY

Designed By: JRM

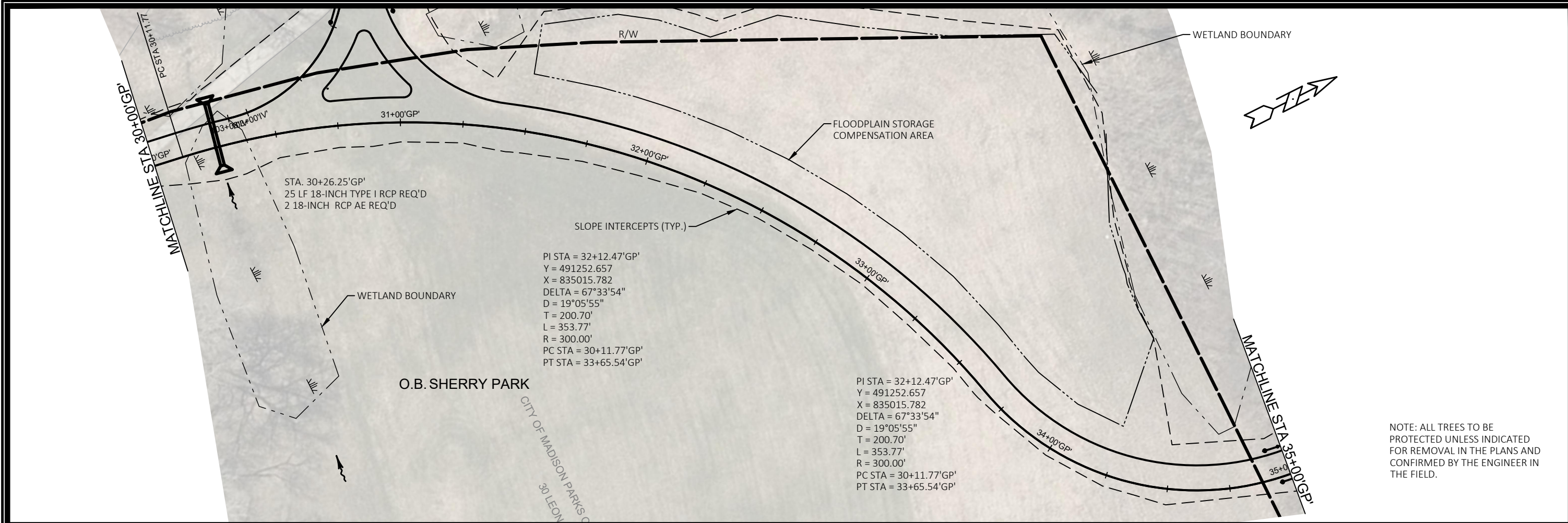
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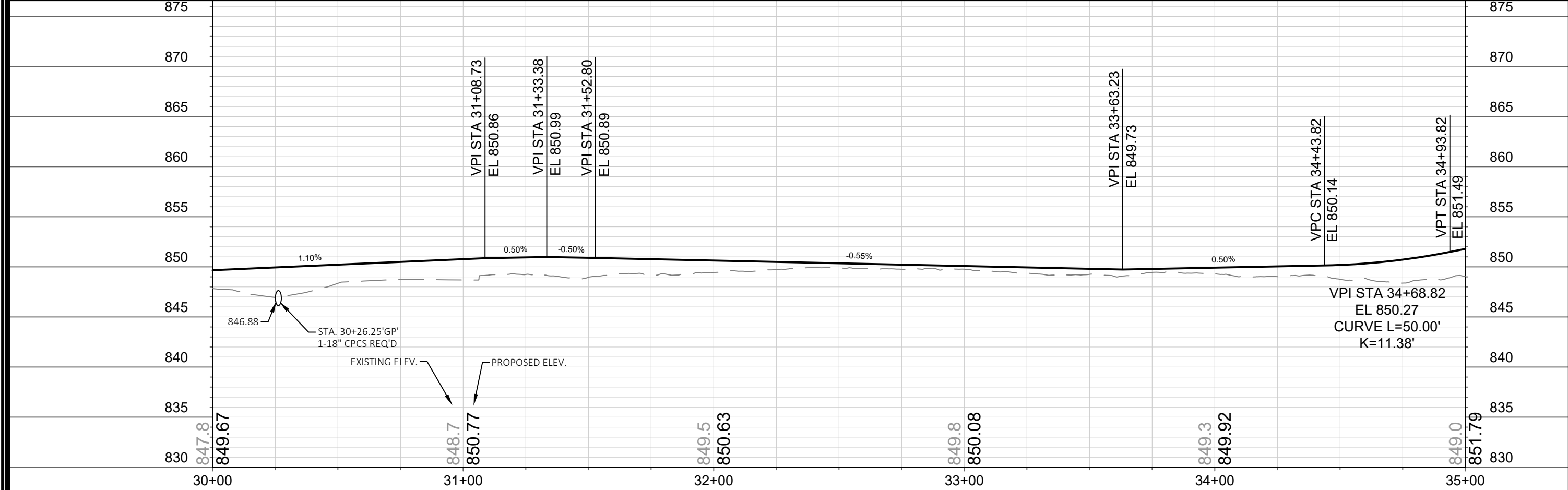
10160

8572

10160

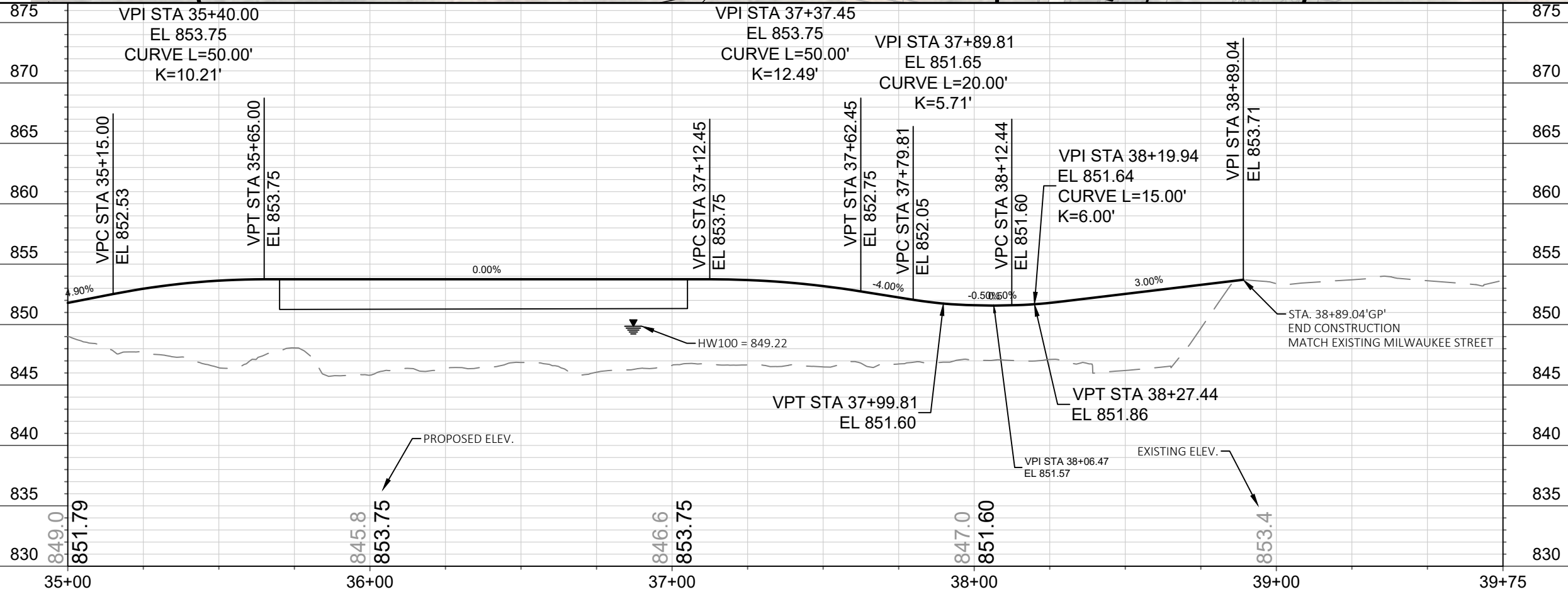
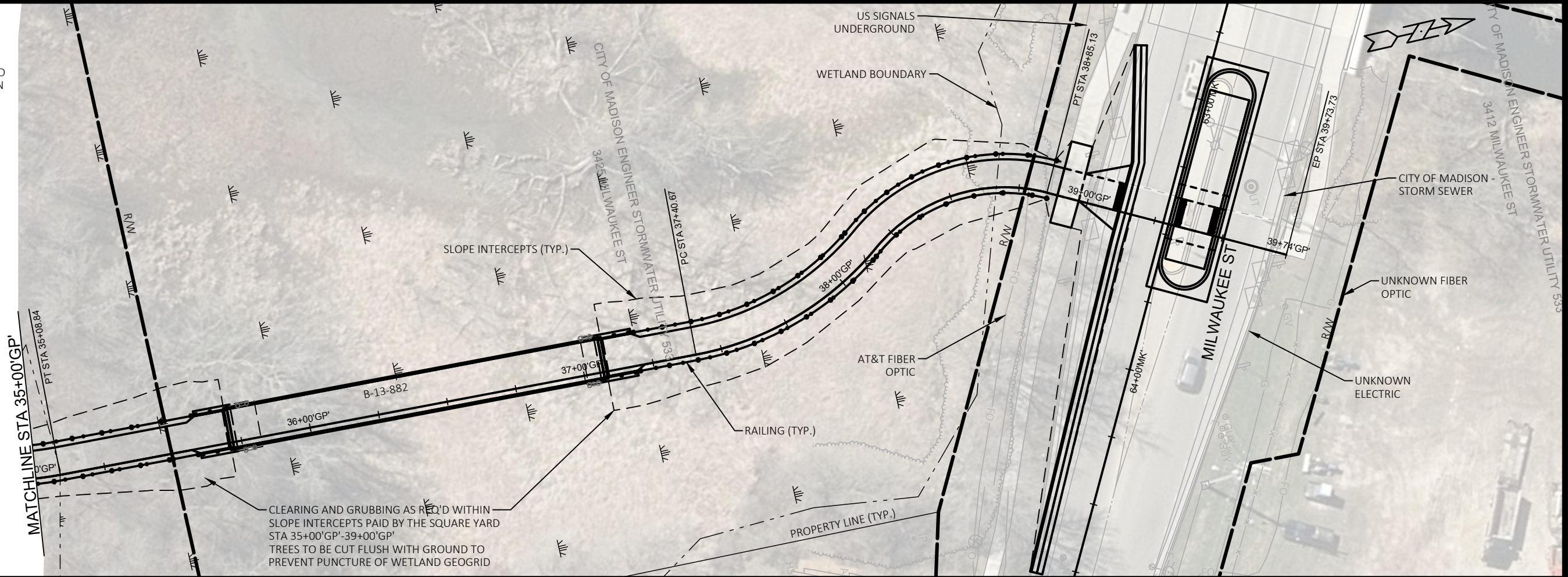


NOTE: ALL TREES TO BE PROTECTED UNLESS INDICATED FOR REMOVAL IN THE PLANS AND CONFIRMED BY THE ENGINEER IN THE FIELD.

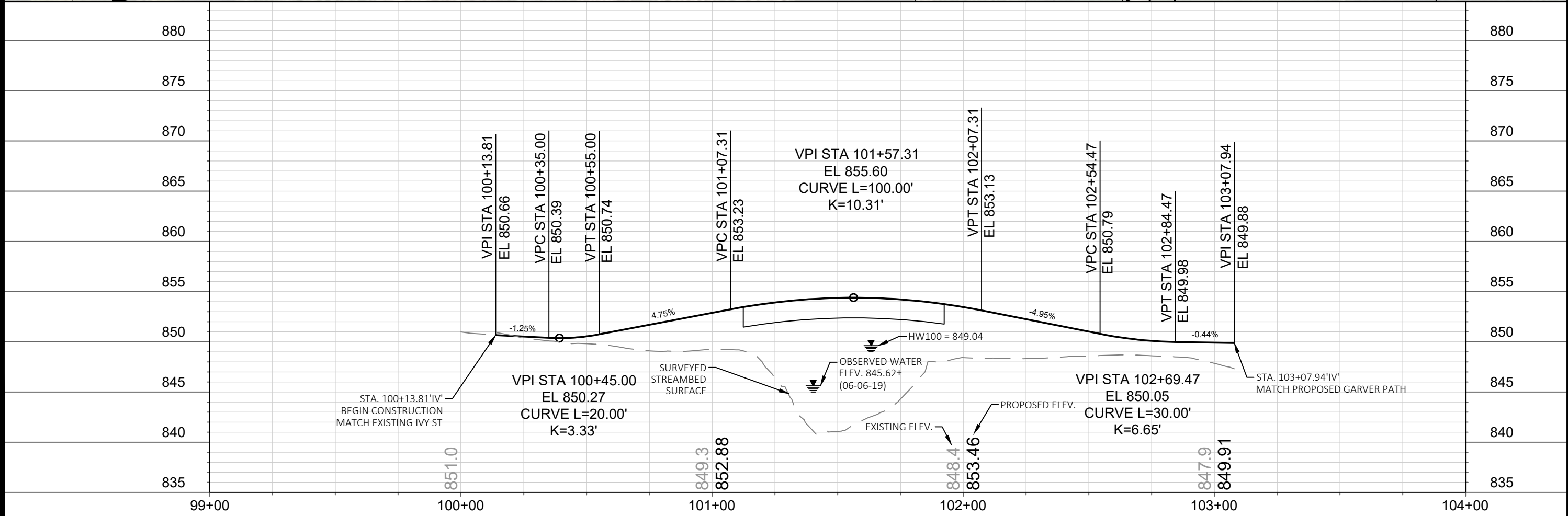
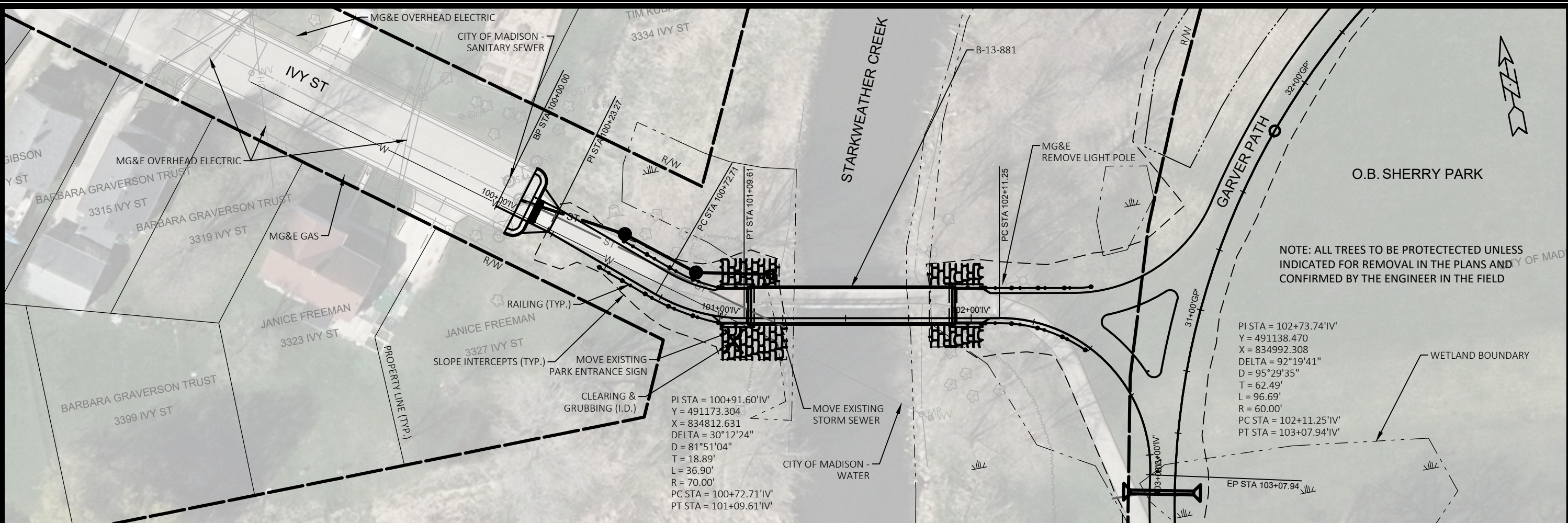


10160 & 12952	10160	PP-5
MADISON, WI	10160	PP-5
CONTRACT NO: 8572	10160	PP-5
PLAN AND PROFILE - GARVER PATH	10160	PP-5
GARVER PATH	10160	PP-5
CITY OF MADISON	10160	PP-5
10160	10160	PP-5
PP-5	10160	PP-5

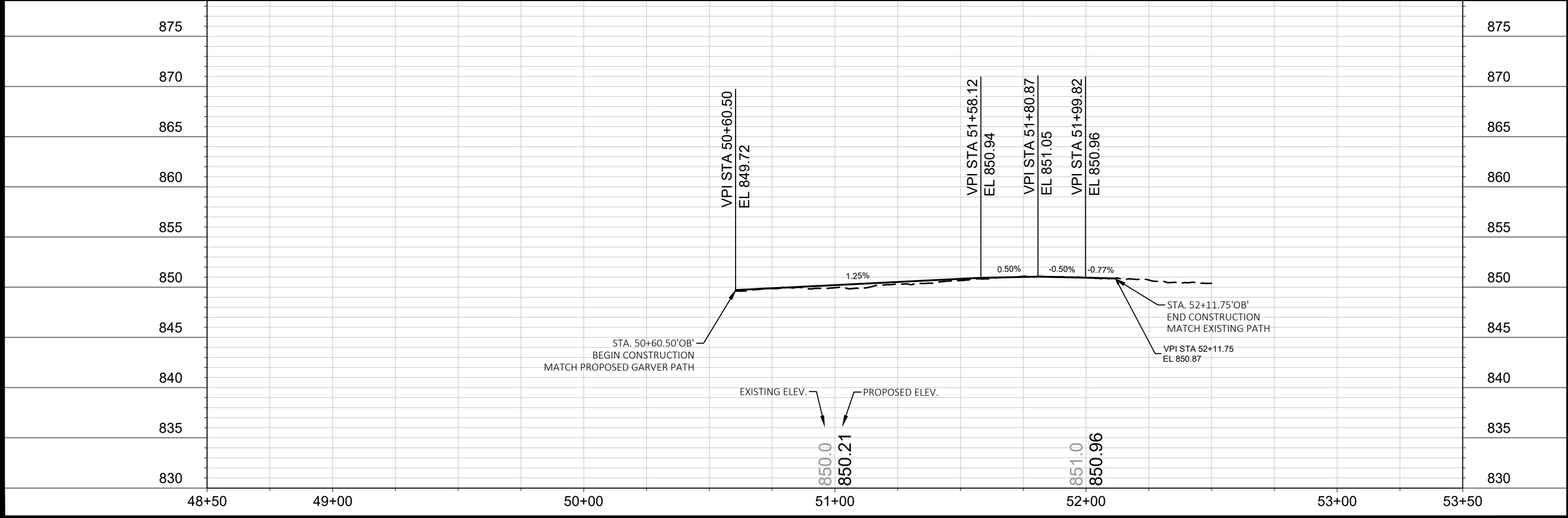
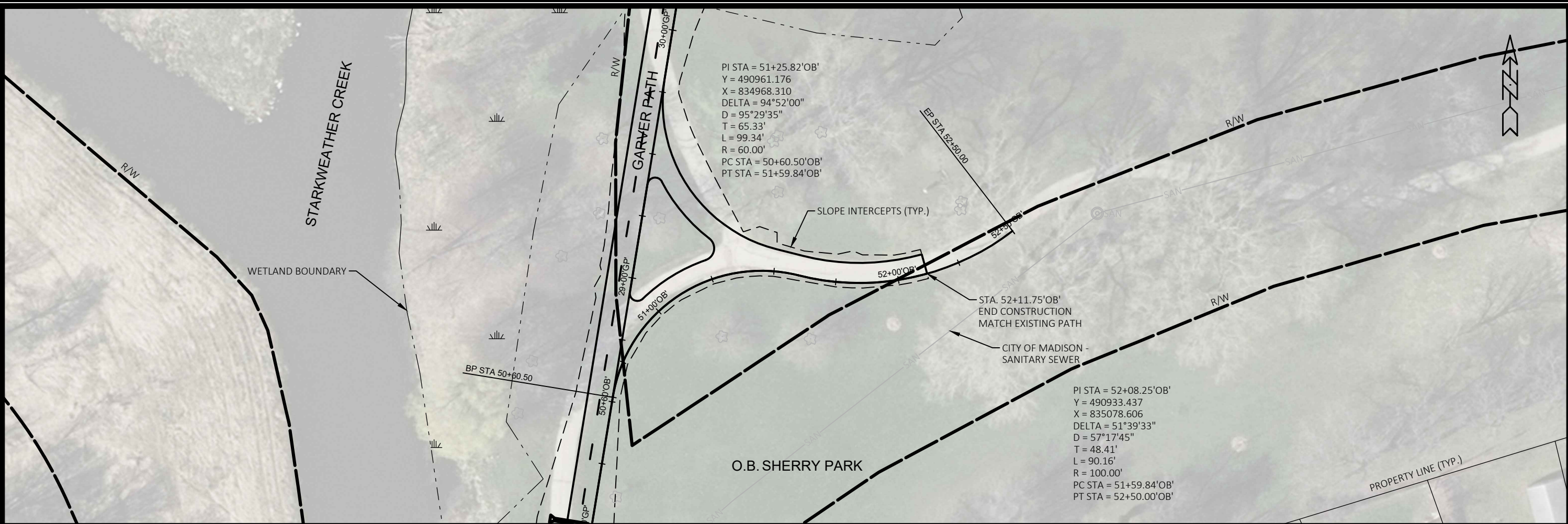
NOTE: ALL TREES TO BE PROTECTED UNLESS INDICATED FOR REMOVAL IN THE PLANS AND CONFIRMED BY THE ENGINEER IN THE FIELD.



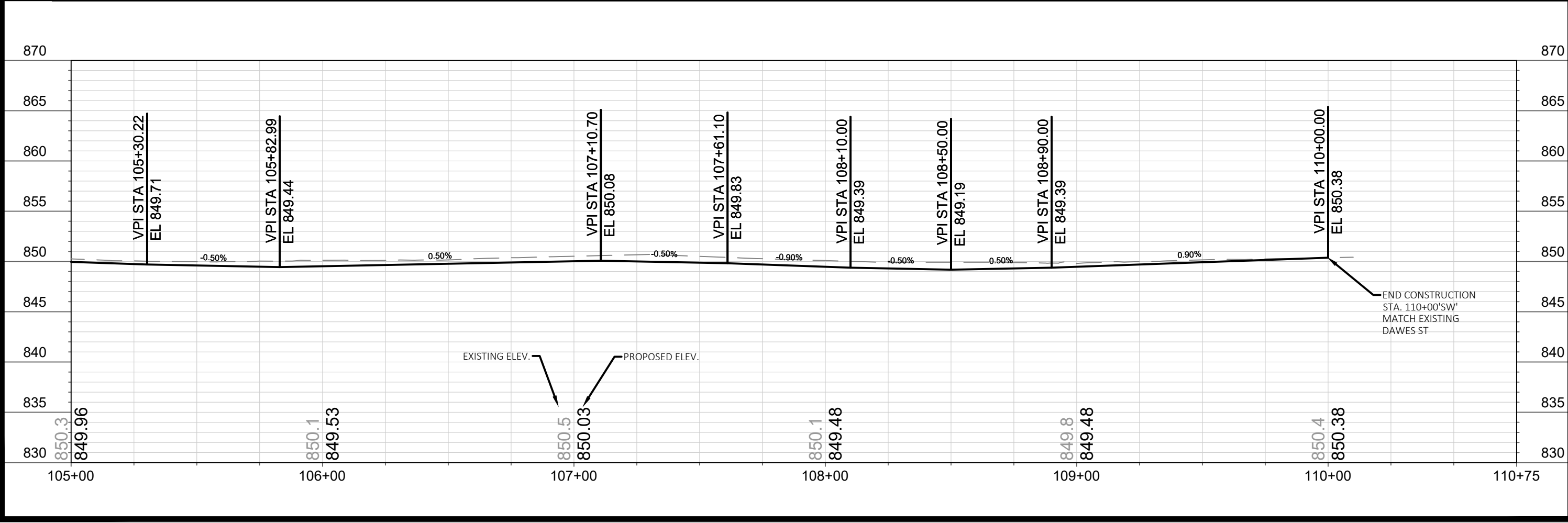
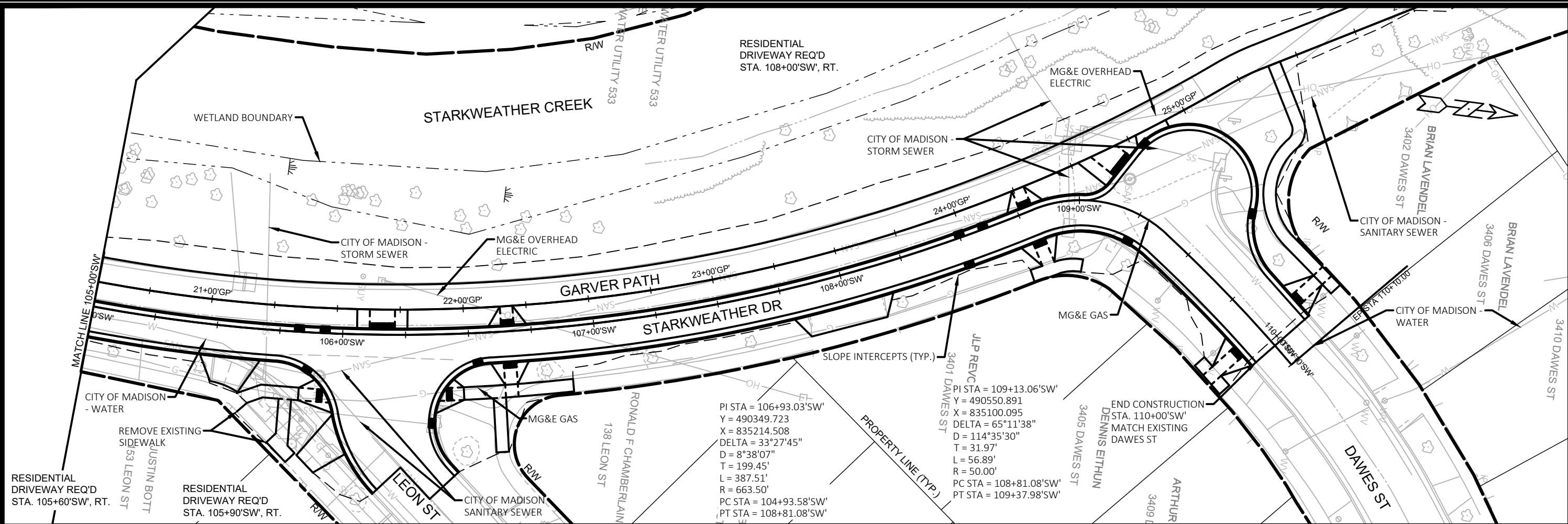
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PLAN AND PROFILE - GARVER PATH		GARVER PATH		CITY OF MADISON	
10160		PP-6			
MARK		REVISION		DATE	
Designed By: JRM		Date: ---		Scale: 1"=40' FT	
10160		8572		PP-6	



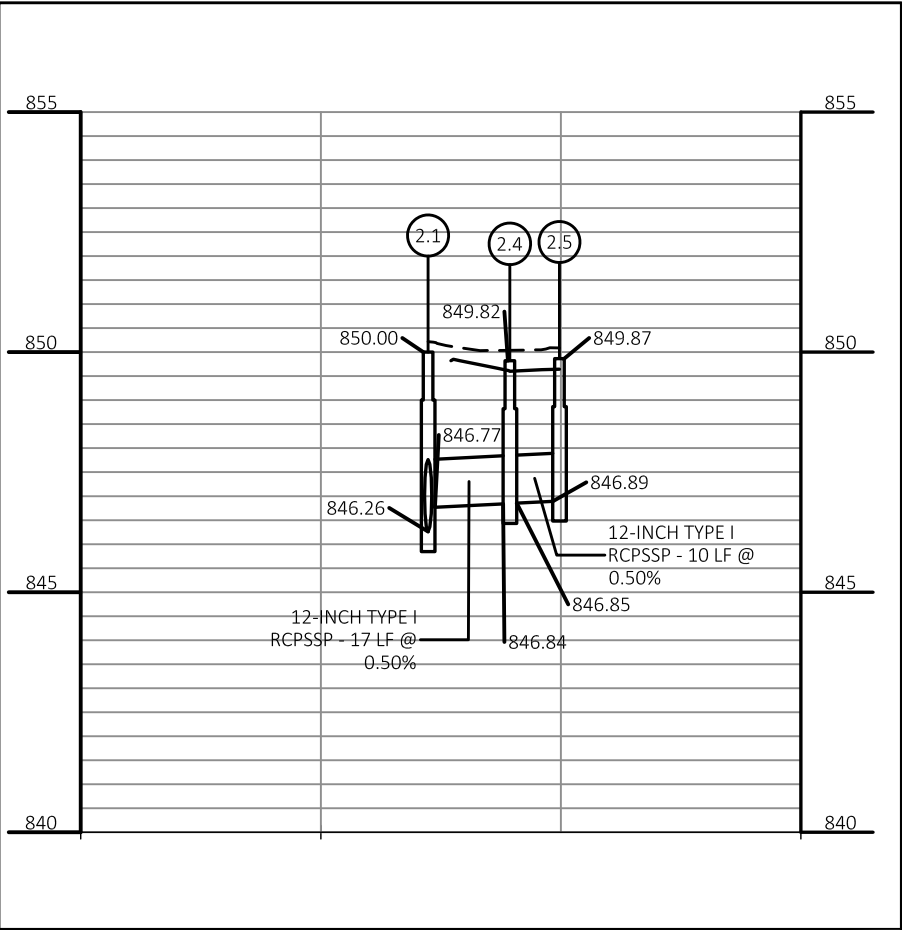
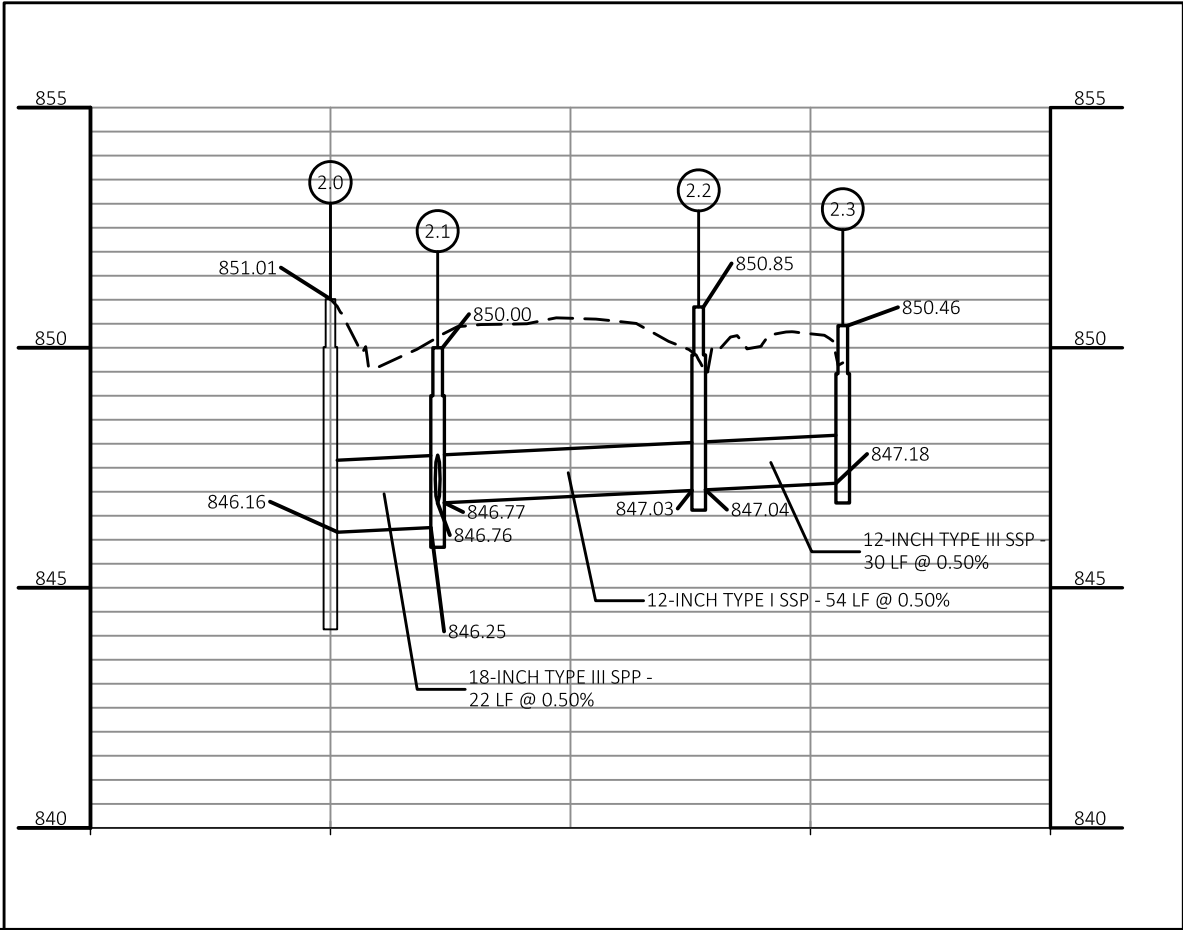
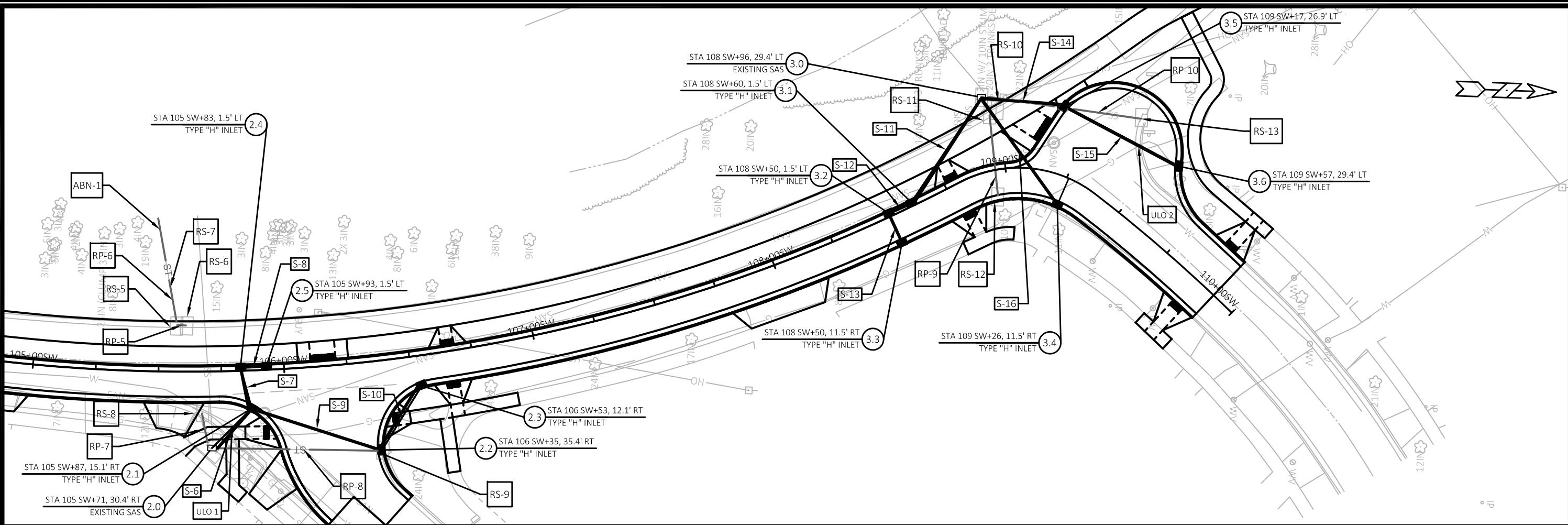
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10160		PP-7		PP-7	



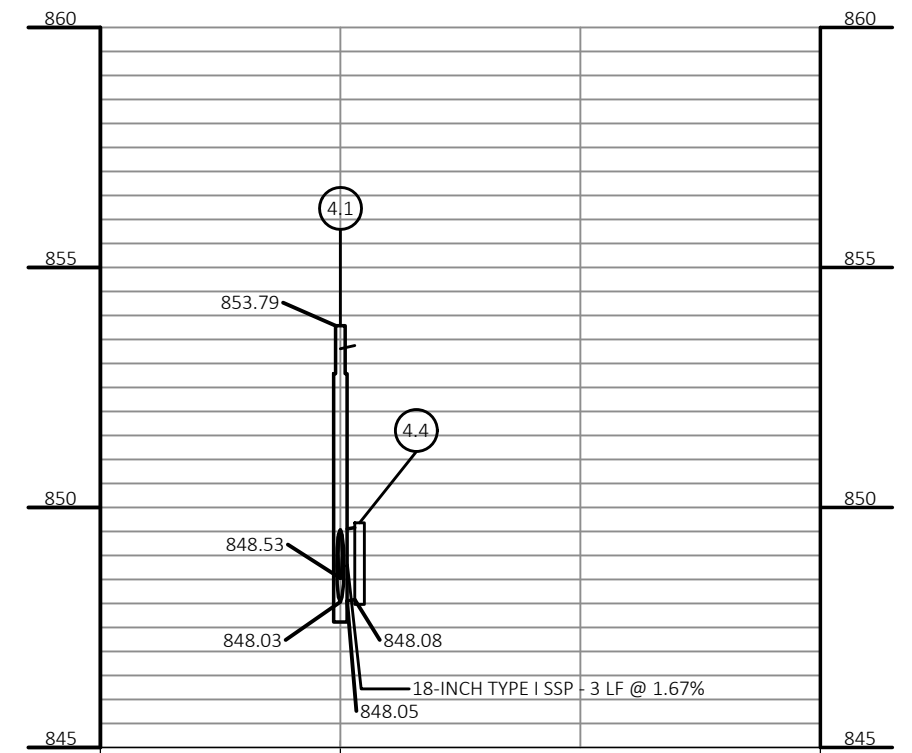
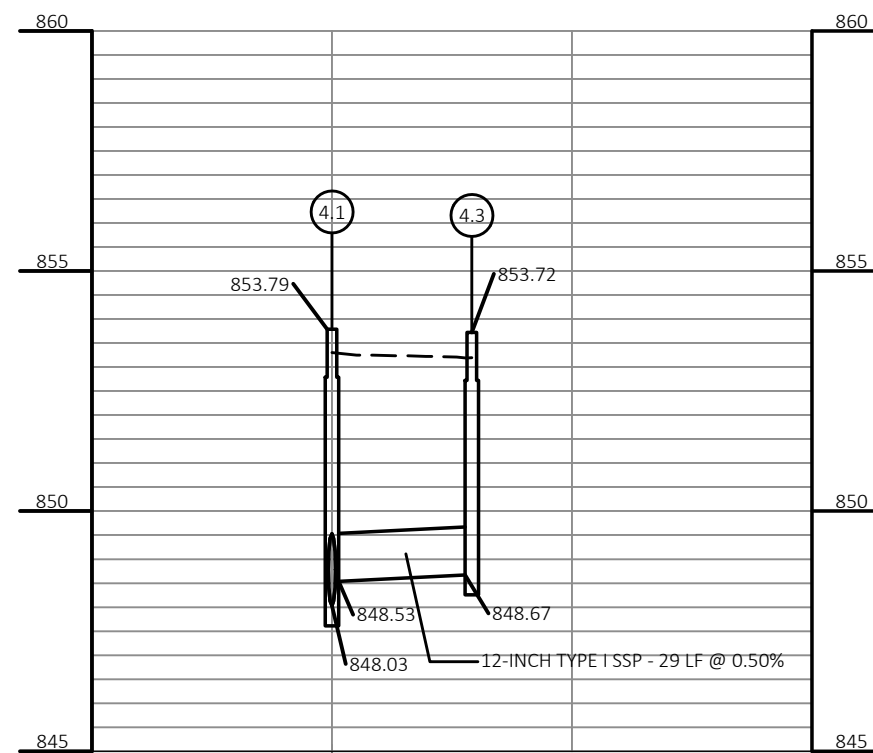
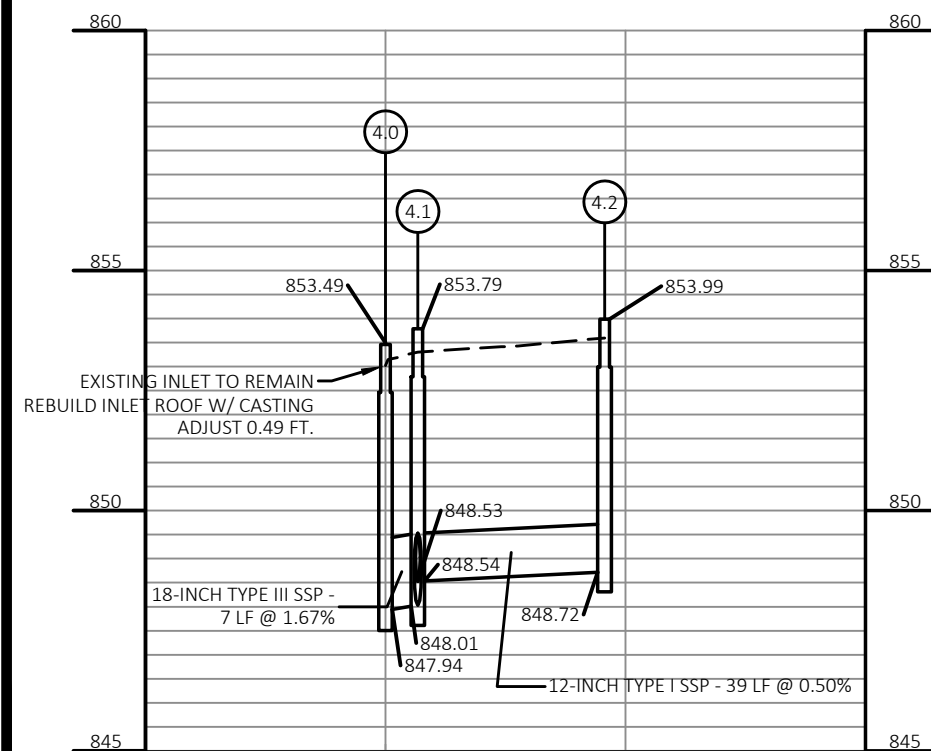
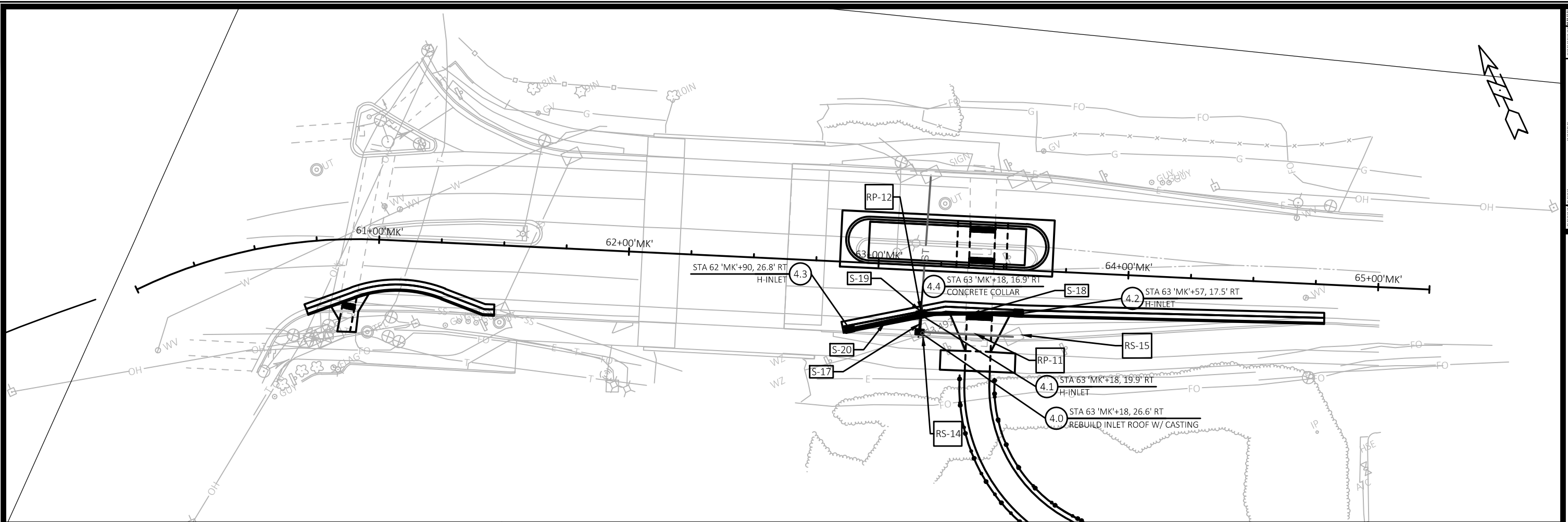
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GARVER PATH		MADISON, WI	
CITY OF MADISON		CONTRACT NO: 8572	
		PP-8	
MARK	REVISION	DATE	BT
10160	10160	10160	10160
Designed By: JRM		Date: ---	Scale: 1"=40 FT



10160 & 12952	10160	8572	CONTRACT NO:
MADISON, WI	10160	8572	CONTRACT NO:
CITY OF MADISON	10160	8572	CONTRACT NO:
GARVER PATH	10160	8572	CONTRACT NO:
PLAN AND PROFILE - STARKWEATHER DRIVE	10160	8572	CONTRACT NO:
10160	10160	8572	CONTRACT NO:
PP-10	10160	8572	CONTRACT NO:



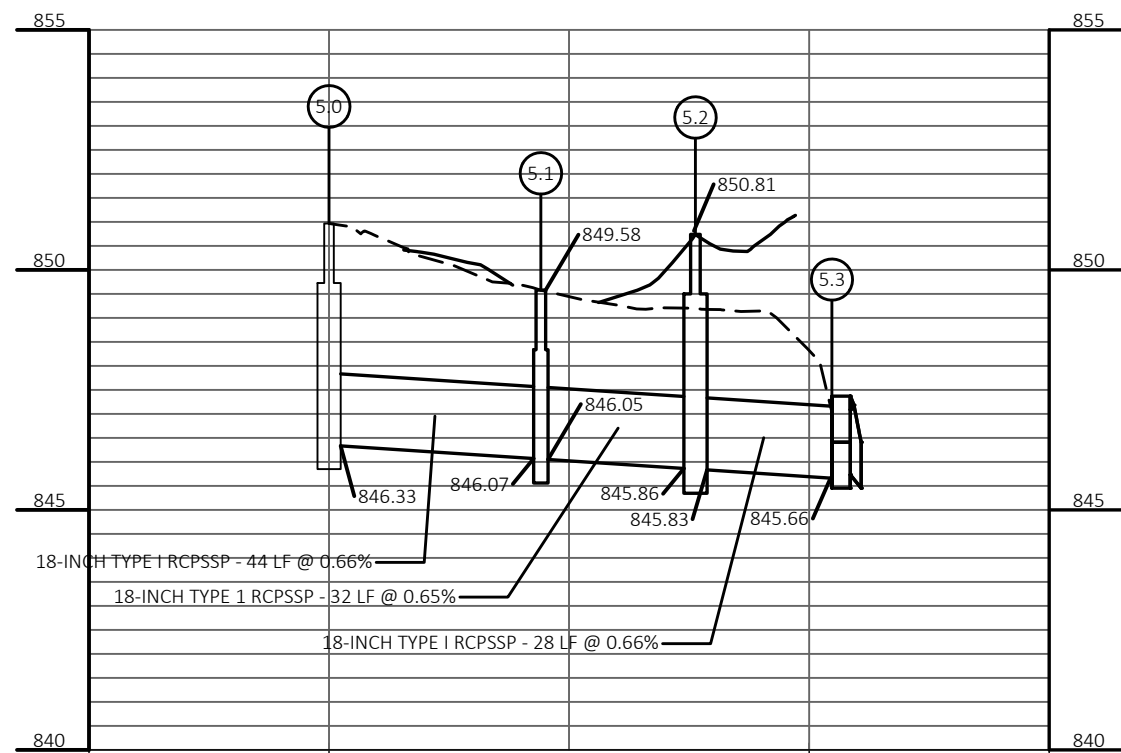
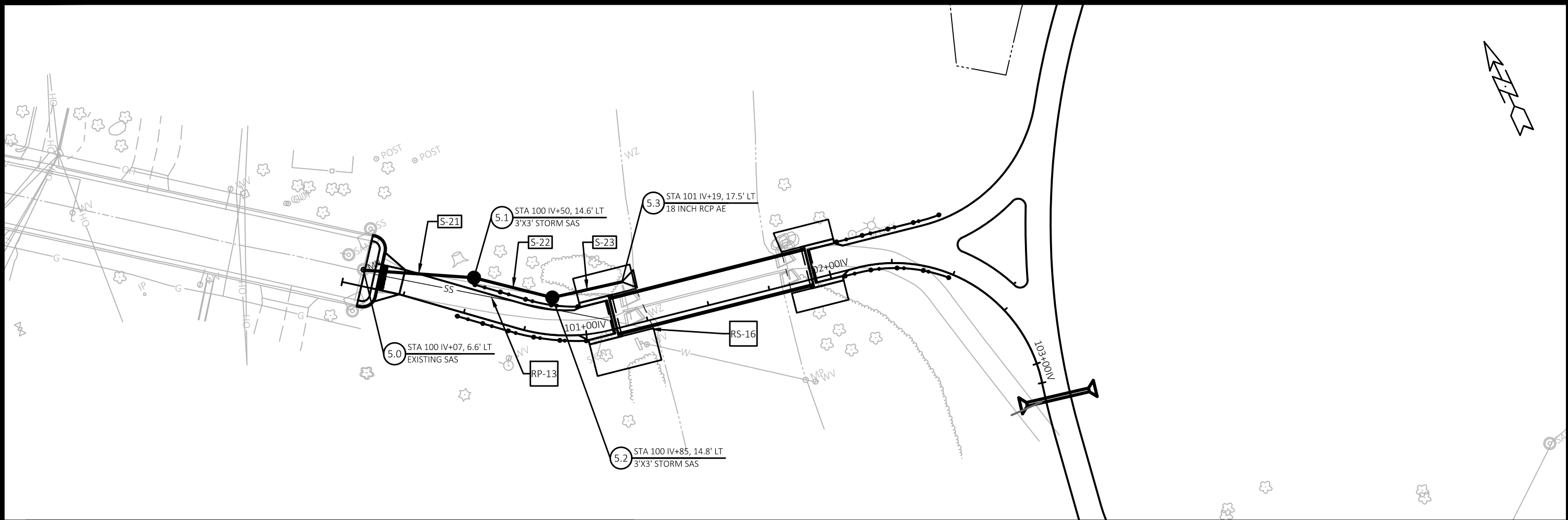
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	STORM SEWER PLANS		DESIGNED BY: JRM		DATE: 11/23/20		
	GARVER PATH		REVISION		BY		
	CITY OF MADISON		MARK		DATE		
10160		8572		CONTRACT NO:		SS-2	

[illegible]

STORM SEWER PLANS
GARVER PATH
CITY OF MADISON



10160
SS-4



	STORM SEWER PLANS	10160 & 12952	#####	#####	#####	#####	#####
	GARVER PATH	MADISON, WI	#####	#####	#####	#####	#####
	CITY OF MADISON	CONTRACT NO:	8572	MARK	REVISION	DATE	BY
	10160	SS-5	10160	11/23/20	1"=40'	SS-5	

STORM SEWER SCHEDULE

PROPOSED STORM STRUCTURES

STRUC. NO.	STATION	LOCATION (OFFSET)	TYPE	TOP OF CASTING	E.I.	DEPTH	NOTES	
STARKWEATHER DR								
1.0	100 SW+33	18.7' LT	EX SAS	850.82	846.33	4.49	TAP, ADJUST CASTING, 2 - NEENAH 1550-0054, AS6141-011 CASTING R-3290-A	
1.1	100 SW+29	1.5' LT	TYPE "H" INLET	850.32	846.48	3.84		
1.2	100 SW+92	1.5' LT	TYPE "H" INLET	850.33	847.01	3.32		
1.3	101 SW+02	1.5' LT	TYPE "H" INLET	850.38	847.06	3.32		
1.4	100 SW+92	11.5' RT	TYPE "H" INLET	850.53	846.93	3.60	TAP, AS6141-001	
1.5	100 SW+46	17.6' RT	TYPE "H" INLET	850.46	846.73	3.73		
2.0	105 SW+71	30.4' RT	EX SAS	851.01	844.45	6.56		
2.1	105 SW+87	15.1' RT	TYPE "H" INLET	850.00	846.25	3.75		
2.2	106 SW+35	35.4' RT	TYPE "H" INLET	850.85	847.03	3.82	FP	
2.3	106 SW+53	12.1' RT	TYPE "H" INLET	850.46	847.18	3.28	FP	
2.4	105 SW+83	1.5' LT	TYPE "H" INLET	849.82	846.84	2.98	TAP (3), AS6141-017 FP	
2.5	105 SW+93	1.5' LT	TYPE "H" INLET	849.87	846.89	2.98		
3.0	108 SW+96	29.4' LT	EXISTING SAS	849.63	845.53	4.1		
3.1	108 SW+60	1.5' LT	TYPE "H" INLET	849.61	846.27	3.34		
3.2	108 SW+50	1.5' LT	TYPE "H" INLET	849.56	846.32	3.24	TAP, SEE RS-14	
3.3	108 SW+50	11.5' RT	TYPE "H" INLET	849.76	846.40	3.36		
3.4	109 SW+26	11.5' RT	TYPE "H" INLET	849.89	846.28	3.61		
3.5	109 SW+17	26.9' LT	TYPE "H" INLET	850.03	846.19	3.84		
3.6	109 SW+57	29.4' LT	TYPE "H" INLET	849.86	846.44	3.42		
MILWAUKEE ST								
4.0	63 MK+18	26.6' RT	EXISTING INLET	853.02	847.94	5.08		
4.1	63 MK+18	19.9' RT	TYPE "H" INLET	853.79	848.01	5.78		
4.2	63 MK+57	17.5' RT	TYPE "H" INLET	853.99	848.72	5.27		
4.3	62 MK+90	26.8' RT	TYPE "H" INLET	853.72	848.67	5.05	TAP, CB6140-026	
4.4	63 MK+18	16.9' RT	CONCRETE COLLAR	N/A	848.08	N/A		
IVY ST								
5.0	100 IV+07	6.6' LT	EXISTING SAS	850.95	846.33	4.62		
5.1	100 IV+50	14.6' LT	3'X3' STORM SAS	849.58	846.05	3.53		
5.2	100 IV+85	14.8' LT	3'X3' STORM SAS	850.81	845.83	4.98		
5.3	101 IV+19	17.5' LT	18 INCH RCP AE	N/A	845.66	N/A		

REMOVE STORM STRUCTURES

STRUC. NO.	ID NO.	STATION	LOCATION (OFFSET)	TYPE	TOC EXIST	TOC PROP	ADJ (FT)	NOTES
STARKWEATHER DR								
RS-1	IN6142-011	100 SW+33	9.4' LT	INLET				REBUILD INLET ROOF W/ CASTING, NEENAH 1550-0054
RS-2	IN6142-012	100 SW+52	14.5' RT	INLET				
RS-3	IN6141-013	100 SW+84	11.1' RT	INLET				
RS-4	IN6142-010	100 SW+39	13.3' LT	INLET				
RS-5	IN6141-004	105 SW+57	18.5' LT	INLET				
RS-6	IN6141-003	105 SW+61	18.5' LT	INLET				
RS-7	AS6141-002	105 SW+59	28.5' LT	SAS				
RS-8	--	105 SW+67	16.3' RT	INLET				
RS-9	IN6141-005	106 SW+35	35.4' RT	INLET				
RS-10	IN6140-018	109 SW+00	26.7' LT	INLET				
RS-11	IN6141-016	108 SW+97	21.8' LT	INLET				
RS-12	IN6140-017	108 SW+95	10.2' RT	INLET				
RS-13	IN6140-016	109 SW+36	34.8' LT	INLET				
MILWAUKEE ST								
RS-14	IN6139-064	63 MK+18	26.5' RT	INLET	853.02	853.49	0.49	
RS-15	IN6139-066	63 MK+57	27.0' RT	INLET				
IVY ST								
RS-16	AE6140-024	101 IV+25	4.0' RT	AE				

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
-ALL FIELD POURED SAS STORM STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DETAIL DRAWING 5.7.3.
ALL PRECAST SAS STORM STRUCTURES SHALL BE CONSTRUCTED IN ACCORDANCE WITH STANDARD DETAIL DRAWING 5.7.5.
-ALL REBAR FOR FIELD POURED STRUCTURES SHALL BE EPOXY COATED. ANY EXPOSED STEEL SHALL BE TOUCHED UP OR RECOATED PRIOR TO USE.
-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.

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
STARKWEATHER DR										
S-1	1.0	1.1	846.33	846.48	18	17	1.00	12"	RCP TYPE 3	
S-2	1.1	1.5	846.52	846.73	24	21	1.00	12"	RCP TYPE 1	
S-3	1.5	1.4	846.76	846.93	38	35	1.00	12"	RCP TYPE 1	
S-4	1.2	1.4	846.96	847.01	13	10	0.50	12"	RCP TYPE 1	
S-5	1.2	1.3	847.03	847.06	10	7	0.50	12"	RCP TYPE 1	
S-6	2.0	2.1	846.16	846.25	22	18	0.50	18"	RCP TYPE 3	
S-7	2.1	2.4	846.77	846.84	17	14	0.50	12"	RCP TYPE 1	
S-8	2.4	2.5	846.85	846.89	10	8	0.50	12"	RCP TYPE 1	
S-9	2.1	2.2	846.77	847.03	54	52	0.50	12"	RCP TYPE 1	
S-10	2.2	2.3	847.18	847.04	30	28	0.50	12"	RCP TYPE 3	
S-11	3.0	3.1	846.04	846.27	50	46	0.50	12"	RCP TYPE 3	
S-12	3.1	3.2	846.29	846.32	10	6	0.50	12"	RCP TYPE 1	
S-13	3.2	3.3	846.35	846.40	13	10	0.50	12"	RCP TYPE 1	
S-14	3.0	3.5	846.04	846.19	33	30	0.50	12"	RCP TYPE 3	
S-15	3.5	3.6	846.20	846.44	51	48	0.50	12"	RCP TYPE 1	
S-16	3.0	3.4	846.04	846.28	52	48	0.50	12"	RCP TYPE 1	
MILWAUKEE ST										
S-17	4.0	4.1	847.94	848.01	7	4	1.67	18"	RCP TYPE 3	
S-18	4.1	4.2	848.54	848.72	39	36	0.50	12"	RCP TYPE 1	
S-19	4.1	4.4	848.08	848.05	3	2	1.67	18"	RCP TYPE 1	
S-20	4.1	4.3	848.67	848.53	29	28	0.50	12"	RCP TYPE 1	
IVY ST										
S-21	5.3	5.2	845.66	845.83	28	26	0.66	18"	RCP TYPE 1	
S-22	5.2	5.1	845.86	846.05	32	29	0.65	18"	RCP TYPE 1	
S-23	5.1	5.0	846.07	846.33	44	40	0.66	18"	RCP TYPE 1	

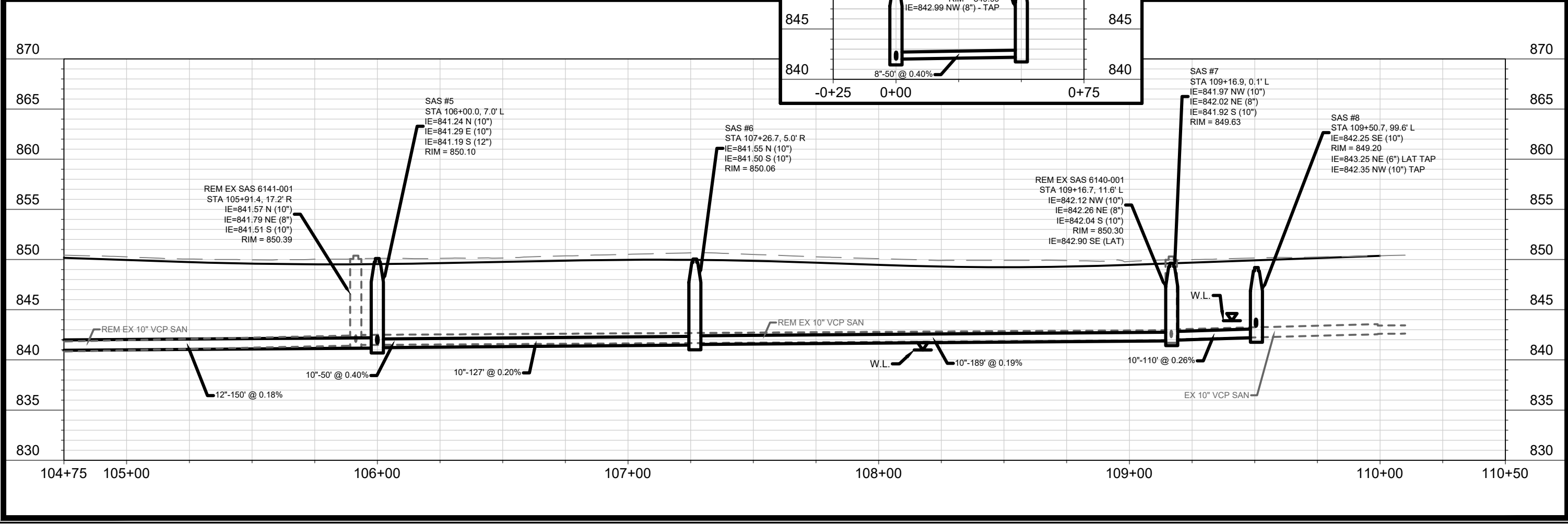
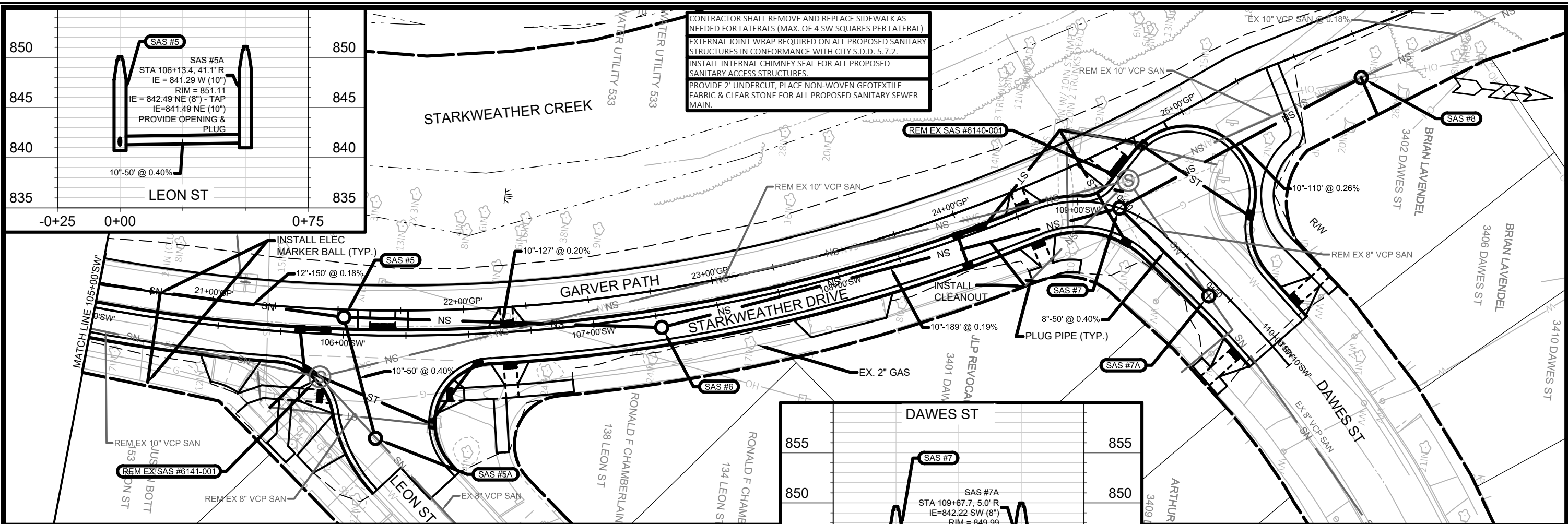
STORM SEWER ULOS

ULO NO.	STATION	LOCATION (OFFSET)	TYPE	TOP ELEV.	NOTES
STARKWEATHER DR					
ULO 1	105 SW+76	25.4' RT	GAS LINE	850.00	GAS LINE TO BE RELOCATED BY MG&E
ULO 2	109 SW+40	26.1' LT	GAS LINE	849.61	GAS LINE TO BE RELOCATED BY MG&E

REMOVE/ABANDON STORM PIPES

REMOVE NO.	REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE SIZE	PIPE TYPE	PAID (Y/N)	NOTES
STARKWEATHER DR							
RP-1	1.0	RS-1	6	12"	RCP	Y	
RP-2	1.0	RS-2	40	12"	VP	Y	
RP-3	1.0	RS-3	60	12"	VP	Y	
RP-4	1.0	RS-4	5	12"	RCP	Y	
RP-5	RS-6	RS-7	9	12"	RCP	Y	
RP-6	RS-5	RS-7	9	12"	RCP	Y	
ABN-1	RS-7	OUTFALL	40	15"	RCP	Y	
RP-7	RS-8	2.0	12	12"	CLAY	Y	
RP-8	2.0	RS-9	70	12"	VP	Y	
RP-9	RS-11	RS-12	50	12"	RCP	Y	
RP-10	3.0	RS-13	65	12"	RCP	Y	
MILWAUKEE ST							
RP-11	RS-14/4.0	RS-15	38	12"	RCP	Y	
RP-12	RS-14/4.0	4.4	10	18"	RCP	N	
IVY ST							
RP-13	5.0	RS-16	114	18"	RCP	Y	

- 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.
- 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.



CONTRACTOR SHALL REMOVE AND REPLACE SIDEWALK AS NEEDED FOR LATERALS (MAX. OF 4 SW SQUARES PER LATERAL)
EXTERNAL JOINT WRAP REQUIRED ON ALL PROPOSED SANITARY STRUCTURES IN CONFORMANCE WITH CITY S.D.D. 5.7.2.
INSTALL INTERNAL CHIMNEY SEAL FOR ALL PROPOSED SANITARY ACCESS STRUCTURES.
PROVIDE 2" UNDERCUT, PLACE NON-WOVEN GEOTEXTILE FABRIC & CLEAR STONE FOR ALL PROPOSED SANITARY SEWER MAIN.

10160 & 12952		MADISON, WI		CONTRACT NO: 8572	
SANITARY SEWER PLANS		GARVER PATH		CITY OF MADISON	
10160		SAN-2		10160	
DATE: ###/###/###		REVISION: ###/###/###		Scale: 1"=40' FT	
BY: ###		DESIGNED BY: ###		SAN-2	

SANITARY SEWER SCHEDULE

GARVER PATH PROJECT NO. 12592	SHEET NO. SAN-3	SAN-3
SANITARY SEWER SCHEDULE		
CITY OF MADISON		

PROPOSED SANITARY STRUCTURES

SAS NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH (FT)	NOTES
STARKWEATHER DR						
SAS #1	100+48.09	LT-5.79	850.59	839.99	10.60	(1)(2)
SAS #2	102+59.32	RT-4.75	850.88	840.41	10.47	(1)(2)
CC #2A	102+62.35	RT-14.47	-	842.27	-	COMPRESSION COUPLING
SAS #3	103+24.36	LT-6.91	851.45	840.58	10.87	(1)(2)
SAS #3A	103+23.64	RT-40.51	851.80	841.43	10.37	(1)(2)
SAS #4	104+48.29	LT-6.49	850.84	840.87	9.97	(1)(2)
SAS #5	106+00.00	LT-6.95	850.10	841.50	8.60	(1)(2)
SAS #5A	106+13.40	RT-41.12	851.11	841.49	9.62	(1)(2)
SAS #6	107+26.65	RT-5.00	850.06	841.50	8.56	(1)(2)
SAS #7	109+16.90	LT-0.10	849.63	841.92	7.71	(1)(2)
SAS #7A	109+67.70	RT=5.00	849.99	842.22	7.77	(1)(2)
SAS #8	109+50.69	LT-99.60	849.20	842.25	6.95	(1)(2)

SANITARY STRUCTURE REMOVALS

STRUCTURE ID NO.	STATION	LOCATION (OFFSET)	TOP OF CASTING	E.I.	DEPTH	NOTES
STARKWEATHER DR						
SAS 6141-004	100+49.71	LT-4.64	850.87	839.99	10.88	
SAS 6141-002	102+62.35	RT-14.47	851.15	839.85	11.30	
SAS 6141-001	105+91.39	RT-17.22	850.39	841.51	8.88	
SAS 6140-001	109+16.70	LT-11.56	850.30	842.04	8.26	

PROPOSED SANITARY PIPES

FROM (DNSTM)	TO (UPSTM)	DWNSTRM E.I.	UPSTRM E.I.	PLAN LGTH (FT)	SLOPE (%)	PIPE SIZE	PVC TYPE	NOTES
STARKWEATHER DR								
SAS #1	SAS #2	840.02	840.41	213	0.18%	12"	SDR-35	
SAS #2	SAS #3	840.46	840.58	66	0.18%	12"	SDR-35	
SAS #2	CC #2A	841.95	842.27	10	3.10%	10"	SDR-35	
SAS #3	SAS #4	840.63	840.87	124	0.19%	12"	SDR-35	
SAS #3	SAS #3A	840.72	841.43	47	1.50%	10"	SDR-35	
SAS #4	SAS #5	840.92	841.19	150	0.18%	12"	SDR-35	
SAS #5	SAS #6	841.24	841.50	127	0.20%	10"	SDR-35	
SAS #5	SAS #5A	841.29	841.49	50	0.40%	10"	SDR-35	
SAS #6	SAS #7	841.55	841.92	189	0.19%	10"	SDR-35	
SAS #7	SAS #8	841.97	842.25	110	0.26%	10"	SDR-35	
SAS #7	SAS #7A	842.02	842.22	50	0.40%	8"	SDR-35	

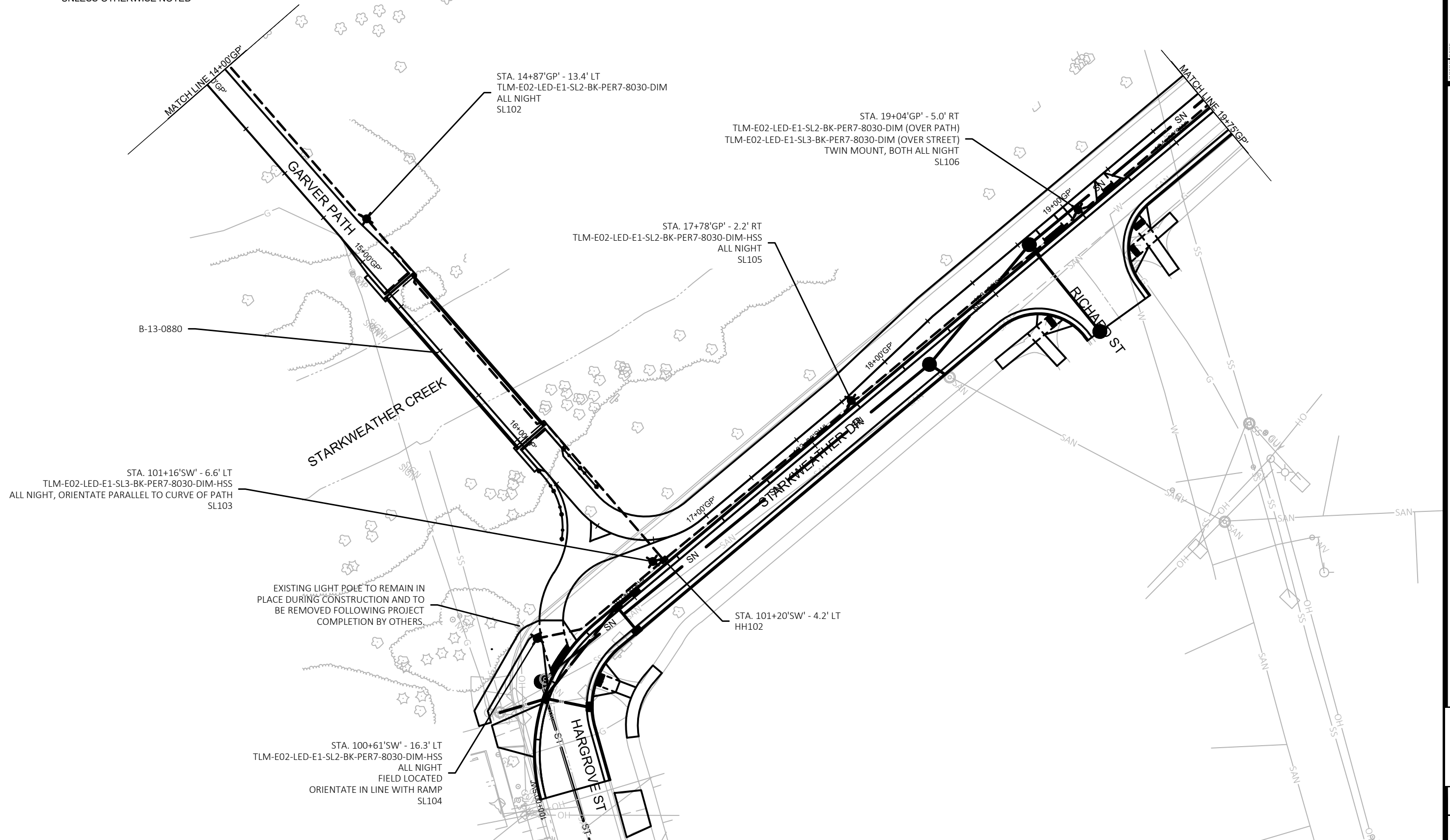
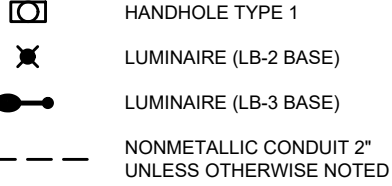
SANITARY PIPE REMOVALS

REMOVE FROM	REMOVE TO	LGTH (FT)	PIPE TYPE	PIPE SIZE	PAID (Y/N)	PAY AMOUNT	NOTES
STARKWEATHER DR							
SAS 6141-004	SAS 6141-002	214	VCP	12	Y	147'	
SAS 6141-002	SAS 6141-001	332	VCP	10	Y	332	
SAS 6141-001	SAS #5A	33	VCP	8	Y	33	
SAS 6141-001	SAS 6140-001	332	VCP	10	Y	332	
SAS 6140-001	SAS #8	102	VCP	10	Y	71'	

SPECIFIC NOTES

- (1) INSTALL INTERNAL CHIMEY SEAL
- (2) PROVIDE EXTERNAL JOINT WRAP

	HANDHOLE TYPE 1
	LUMINAIRE (LB-2 BASE)
	LUMINAIRE (LB-3 BASE)
	NONMETALLIC CONDUIT 2" UNLESS OTHERWISE NOTED



CITY OF MADISON



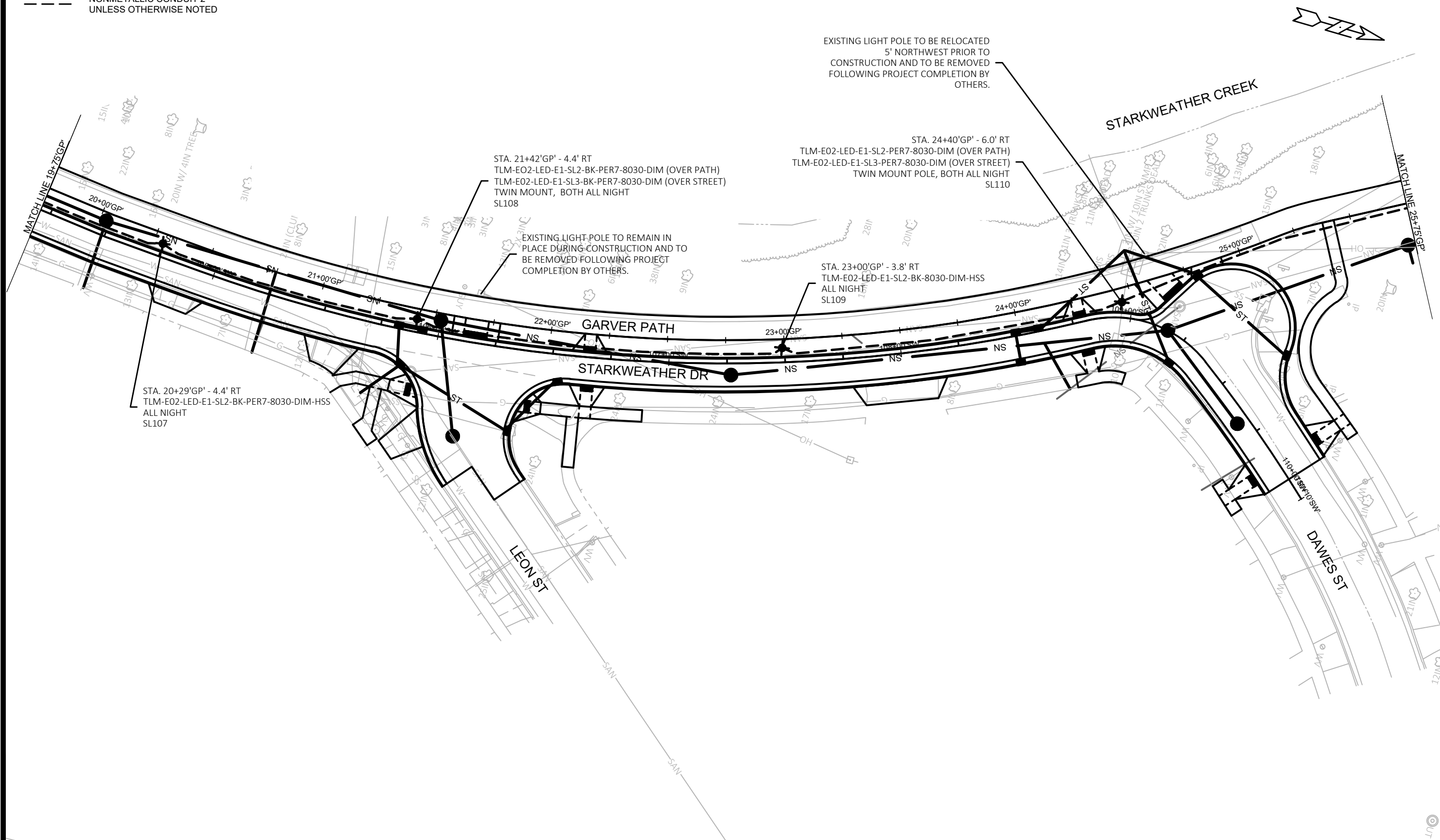
LP-2

CONTRACT NO: 8572

[illegible]

LEGEND

-  HANDHOLE TYPE 1
-  LUMINAIRE (LB-2 BASE)
-  LUMINAIRE (LB-3 BASE)
-  NONMETALLIC CONDUIT 2"
UNLESS OTHERWISE NOTED



EXISTING LIGHT POLE TO BE RELOCATED
5' NORTHWEST PRIOR TO
CONSTRUCTION AND TO BE REMOVED
FOLLOWING PROJECT COMPLETION BY
OTHERS.

STA. 24+40'GP' - 6.0' RT
TLM-E02-LED-E1-SL2-PER7-8030-DIM (OVER PATH)
TLM-E02-LED-E1-SL3-PER7-8030-DIM (OVER STREET)
TWIN MOUNT POLE, BOTH ALL NIGHT
SL110

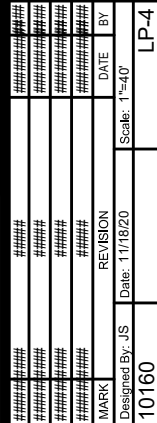
STA. 21+42'GP' - 4.4' RT
TLM-E02-LED-E1-SL2-BK-PER7-8030-DIM (OVER PATH)
TLM-E02-LED-E1-SL3-BK-PER7-8030-DIM (OVER STREET)
TWIN MOUNT, BOTH ALL NIGHT
SL108

EXISTING LIGHT POLE TO REMAIN IN
PLACE DURING CONSTRUCTION AND TO
BE REMOVED FOLLOWING PROJECT
COMPLETION BY OTHERS.

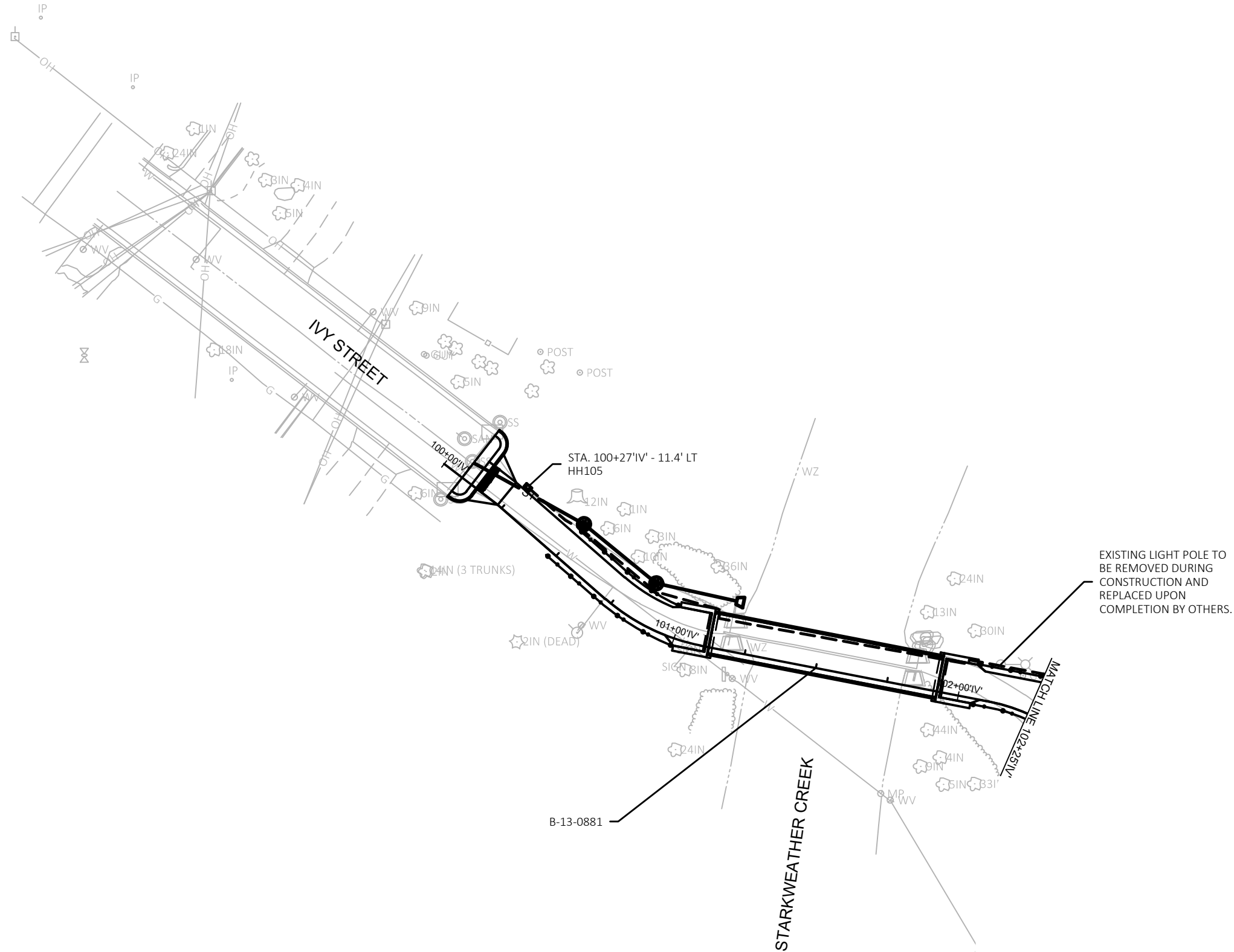
STA. 23+00'GP' - 3.8' RT
TLM-E02-LED-E1-SL2-BK-8030-DIM-HSS
ALL NIGHT
SL109

STA. 20+29'GP' - 4.4' RT
TLM-E02-LED-E1-SL2-BK-PER7-8030-DIM-HSS
ALL NIGHT
SL107

	LIGHTING PLANS		10160 & 12952		DESIGNED BY: JS DATE: 11/16/20 SCALE: 1"=40'	BY
	GARVER PATH		MADISON, WI			
	CITY OF MADISON		CONTRACT NO: 8572			
	10160		LP-3			



10160
LP-4



	10160	LP-5
LIGHTING PLANS	10160 & 12952	
GARVER PATH	MADISON, WI	
CITY OF MADISON	CONTRACT NO:	8572
	MARKED BY JS 10160	REVISION DATE 11/18/20
	DATE 11/18/20	BY Scale: #####/##### LP-5

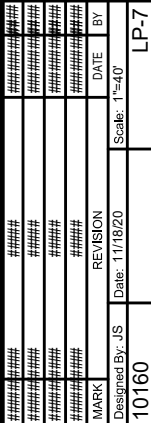
	HANDHOLE TYPE 1
	LUMINAIRE (LB-2 BASE)
	LUMINAIRE (LB-3 BASE)
	NONMETALLIC CONDUIT 2" UNLESS OTHERWISE NOTED

[illegible]

LIGHTING PLANS	10160 & 12952
GARVER PATH	MADISON, WI
CITY OF MADISON	CONTRACT NO: 8572



10160
LP-6



10160
LP-7

STAGE 1 - PHASE A

MAINTENANCE OF TRAFFIC

- STARKWEATHER DRIVE WILL BE CLOSED TO TRAFFIC
- E MILWAUKEE STREET WILL REMAIN OPEN AT ALL TIMES.

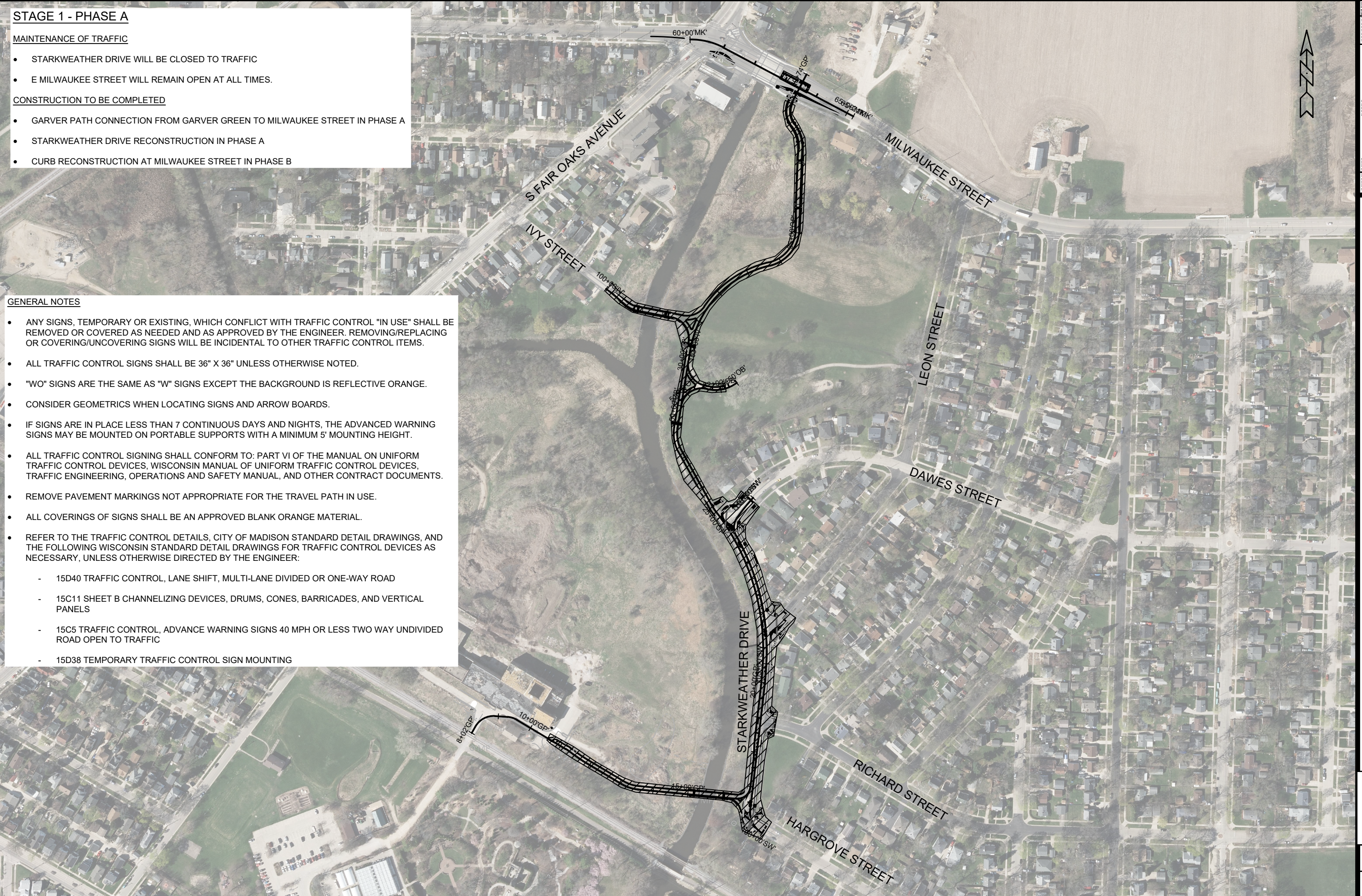
CONSTRUCTION TO BE COMPLETED

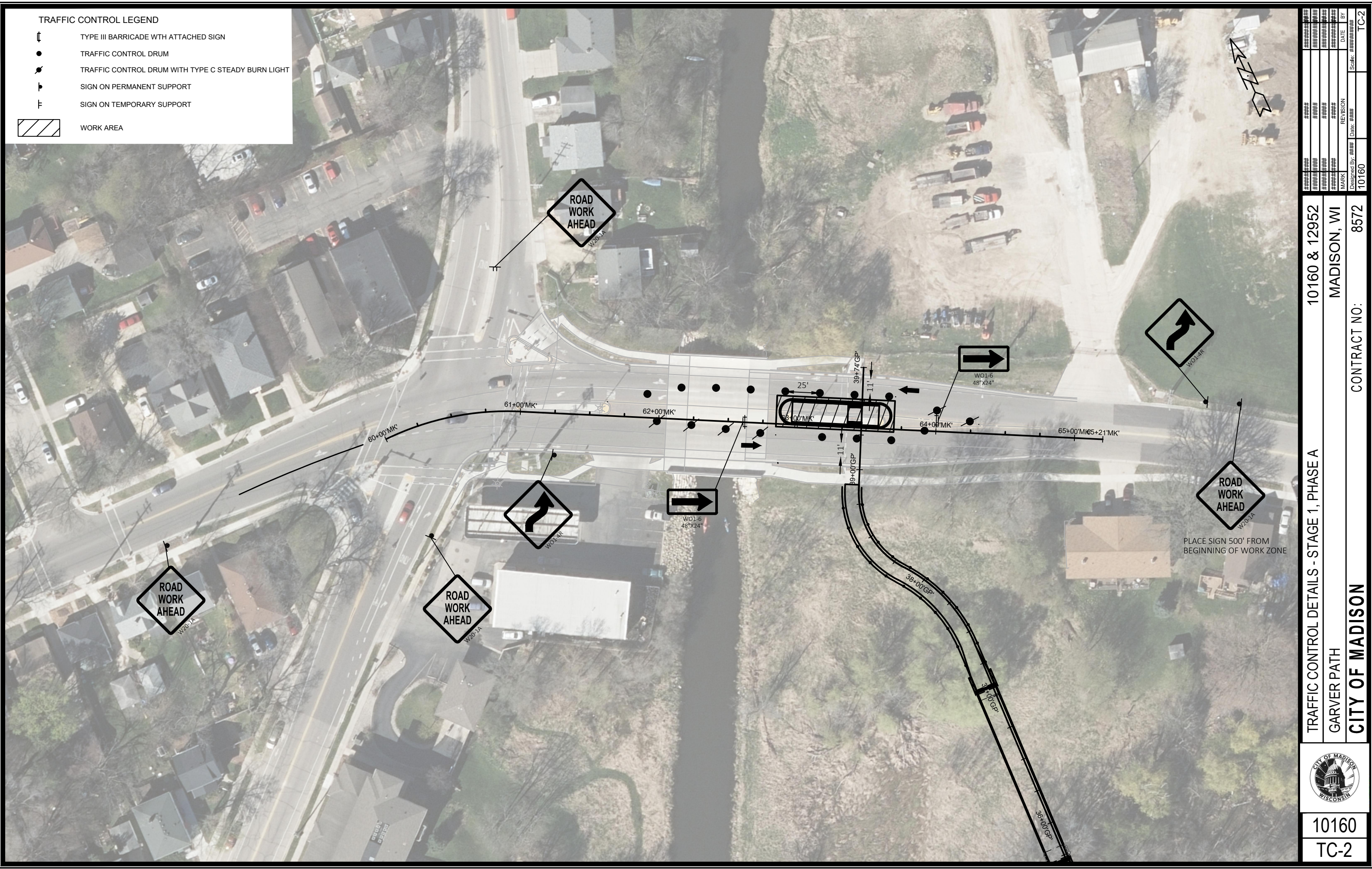
- GARVER PATH CONNECTION FROM GARVER GREEN TO MILWAUKEE STREET IN PHASE A
- STARKWEATHER DRIVE RECONSTRUCTION IN PHASE A
- CURB RECONSTRUCTION AT MILWAUKEE STREET IN PHASE B

- STARKWEATHER DRIVE WILL BE CLOSED TO TRAFFIC
- E MILWAUKEE STREET WILL REMAIN OPEN AT ALL TIMES.

- GARVER PATH CONNECTION FROM GARVER GREEN TO MILWAUKEE STREET IN PHASE A
- STARKWEATHER DRIVE RECONSTRUCTION IN PHASE A
- CURB RECONSTRUCTION AT MILWAUKEE STREET IN PHASE B

- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.
- ALL TRAFFIC CONTROL SIGNS SHALL BE 36" X 36" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS.
- IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, TRAFFIC ENGINEERING, OPERATIONS AND SAFETY MANUAL, AND OTHER CONTRACT DOCUMENTS.
- REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.
- ALL COVERINGS OF SIGNS SHALL BE AN APPROVED BLANK ORANGE MATERIAL.
- REFER TO THE TRAFFIC CONTROL DETAILS, CITY OF MADISON STANDARD DETAIL DRAWINGS, AND THE FOLLOWING WISCONSIN STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER:
 - 15D40 TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE-WAY ROAD
 - 15C11 SHEET B CHANNELIZING DEVICES, DRUMS, CONES, BARRICADES, AND VERTICAL PANELS
 - 15C5 TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
 - 15D38 TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

[illegible]



	10160	TC-2
CITY OF MADISON		
CONTRACT NO:		8572
GARVER PATH	MADISON, WI	10160 & 12952
TRAFFIC CONTROL DETAILS - STAGE 1, PHASE A		
MARK	REVISION	DATE BY
#####	#####	#####
#####	#####	#####
#####	#####	#####
#####	#####	#####
#####	#####	#####
#####	#####	#####
#####	#####	#####
#####	#####	#####
Desiged By: #####	Date: ####	Scale: #####
10160		TC-2

STAGE 1 - PHASE B

MAINTENANCE OF TRAFFIC

- STARKWEATHER DRIVE WILL REOPEN TO TRAFFIC.
- E MILWAUKEE STREET WILL REMAIN OPEN AT ALL TIMES.

CONSTRUCTION COMPLETED

- GARVER PATH CONNECTION FROM GARVER GREEN TO MILWAUKEE STREET
- STARKWEATHER DRIVE RECONSTRUCTION

CONSTRUCTION TO BE COMPLETED

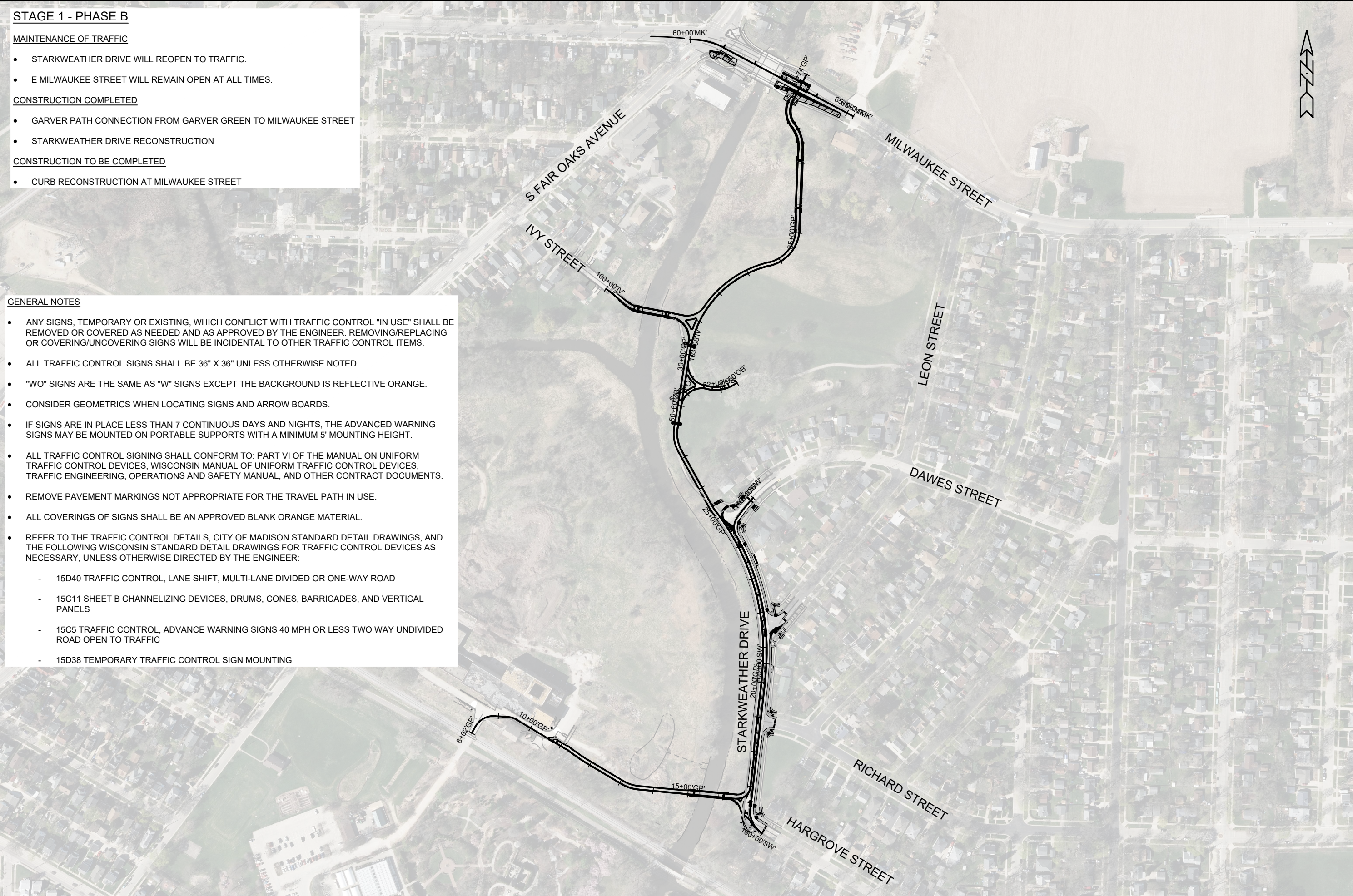
- CURB RECONSTRUCTION AT MILWAUKEE STREET

- STARKWEATHER DRIVE WILL REOPEN TO TRAFFIC.
- E MILWAUKEE STREET WILL REMAIN OPEN AT ALL TIMES.

- GARVER PATH CONNECTION FROM GARVER GREEN TO MILWAUKEE STREET
- STARKWEATHER DRIVE RECONSTRUCTION

- CURB RECONSTRUCTION AT MILWAUKEE STREET

- ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. REMOVING/REPLACING OR COVERING/UNCOVERING SIGNS WILL BE INCIDENTAL TO OTHER TRAFFIC CONTROL ITEMS.
- ALL TRAFFIC CONTROL SIGNS SHALL BE 36" X 36" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS.
- IF SIGNS ARE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS WITH A MINIMUM 5' MOUNTING HEIGHT.
- ALL TRAFFIC CONTROL SIGNING SHALL CONFORM TO: PART VI OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES, TRAFFIC ENGINEERING, OPERATIONS AND SAFETY MANUAL, AND OTHER CONTRACT DOCUMENTS.
- REMOVE PAVEMENT MARKINGS NOT APPROPRIATE FOR THE TRAVEL PATH IN USE.
- ALL COVERINGS OF SIGNS SHALL BE AN APPROVED BLANK ORANGE MATERIAL.
- REFER TO THE TRAFFIC CONTROL DETAILS, CITY OF MADISON STANDARD DETAIL DRAWINGS, AND THE FOLLOWING WISCONSIN STANDARD DETAIL DRAWINGS FOR TRAFFIC CONTROL DEVICES AS NECESSARY, UNLESS OTHERWISE DIRECTED BY THE ENGINEER:
 - 15D40 TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE-WAY ROAD
 - 15C11 SHEET B CHANNELIZING DEVICES, DRUMS, CONES, BARRICADES, AND VERTICAL PANELS
 - 15C5 TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
 - 15D38 TEMPORARY TRAFFIC CONTROL SIGN MOUNTING



	10160	10160 & 12952		#####	#####	#####
	TC-3	TRAFFIC CONTROL STAGE 1, PHASE B		#####	#####	#####
		GARVER PATH		#####	#####	#####
		MADISON, WI		#####	#####	#####
		CITY OF MADISON		#####	#####	#####
CONTRACT NO: 8572		MARK	REVISION	DATE	BY	
Designed By: #####		10160		Scale: #####		TC-3



TRAFFIC CONTROL LEGEND

⇄

⌄

DETOUR ROUTE

TYPE III BARRICADE WTH ATTACHED SIGN

TYPE II BARRICADE WITH ATTACHED SIGN

10160 & 12952

TRAFFIC CONTROL DETOUR PLAN

10160

MADISON, WI

GARVER PATH

TC-7

CONTRACT NO: 8572

CITY OF MADISON

10160

DESIGNED BY: ###

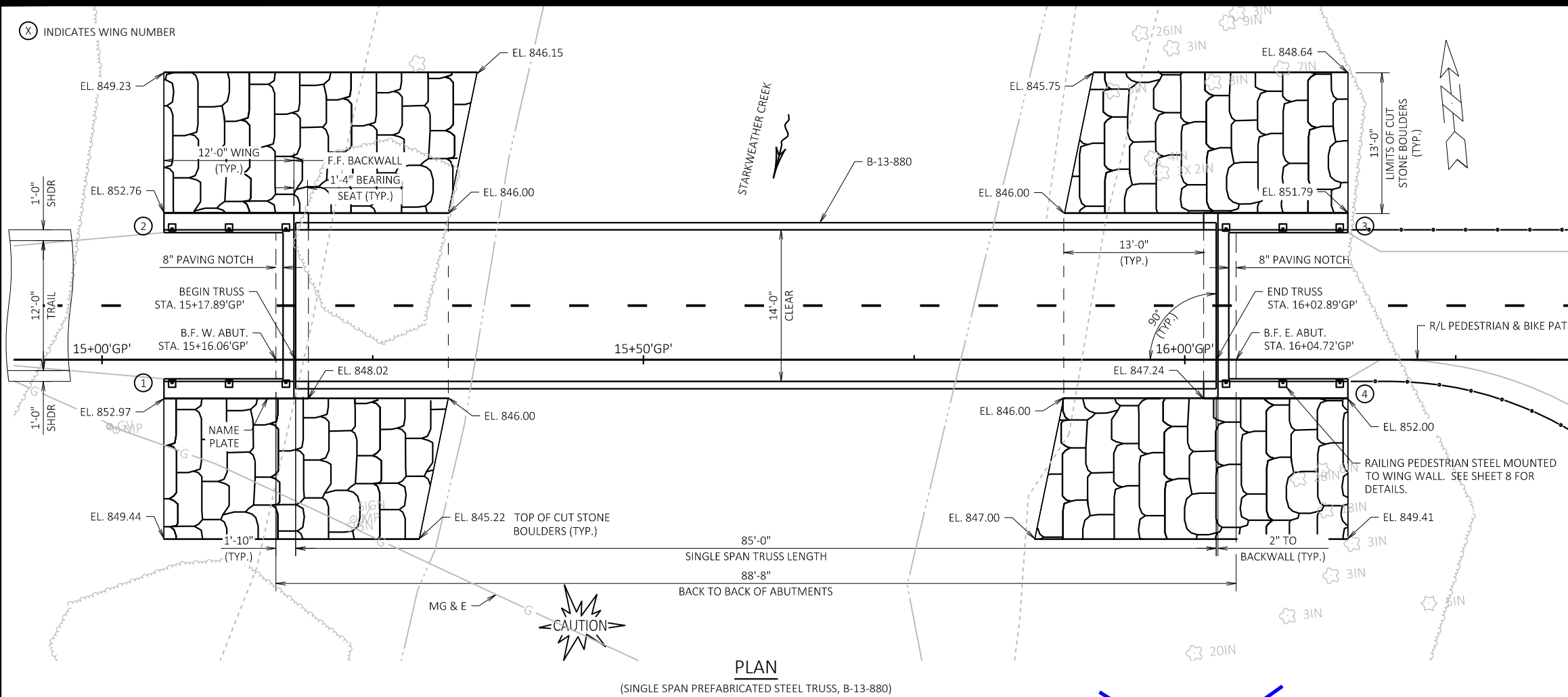
DATE: ###

REVISION: ###

BY: ###

TC-7

(X) INDICATES WING NUMBER



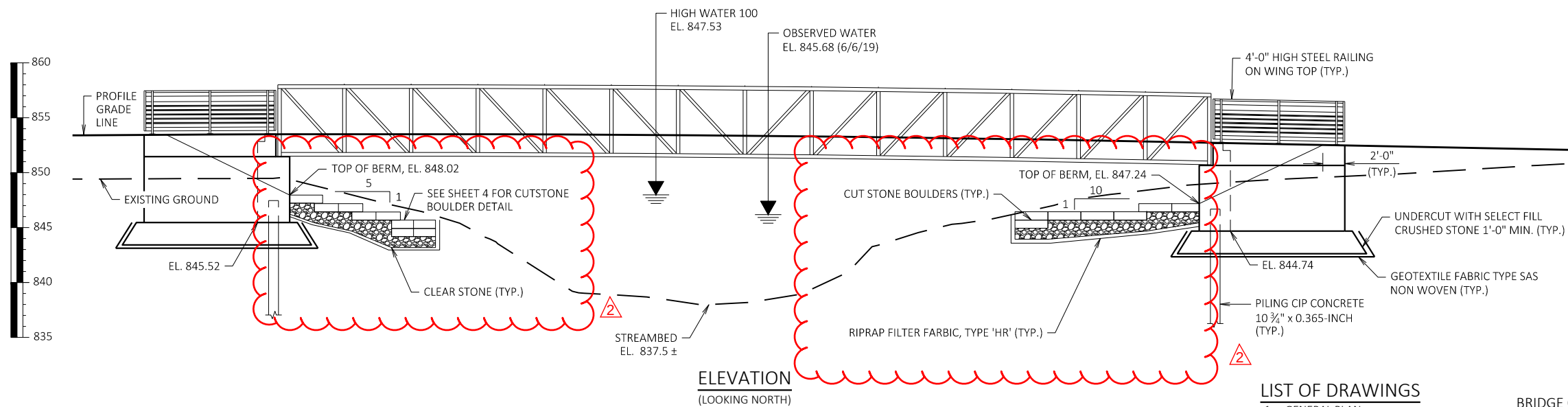
PLAN
(SINGLE SPAN PREFABRICATED STEEL TRUSS, B-13-880)

Addendum No. 2, ID 5992-10-41
Revised sheet S-1
02/17/2021

NOTE:

ELEVATIONS GIVEN FOR CUT-STONE BOULDERS ARE AT TOP OF BOULDER. HEIGHT OF LOWEST COURSE TO BE 1'-0" MIN.

Addendum No. 3, ID 5992-10-41
Revised S-1
02/23/2021



ELEVATION
(LOOKING NORTH)

LIST OF DRAWINGS

- GENERAL PLAN
- CROSS SECTION, QUANTITIES & NOTES
- SUBSURFACE EXPLORATION
- WEST ABUTMENT
- WEST ABUTMENT DETAILS
- EAST ABUTMENT
- EAST ABUTMENT DETAILS
- RAILING PEDESTRIAN STEEL

BRIDGE OFFICE CONTACT
AARON BONK, P.E.
TELEPHONE: (608) 261-0261

CONSULTANT CONTACT
CHAD HALVERSON, P.E.
TELEPHONE: (608) 663-1218

DESIGN DATA

DESIGN SPECIFICATIONS:

AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
AASHTO LRFD BRIDGE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES

LIVE LOAD:

90 PSF PEDESTRIAN LOAD
20,000 LB. VEHICLE LOAD (H10)

WIND LOAD:

WIND LOADS DESIGNED IN ACCORDANCE TO AASHTO DESIGN FOR PEDESTRIAN BRIDGES AND AASHTO SIGNS.

MATERIAL PROPERTIES:

CONCRETE MASONRY BRIDGES $f'_c = 4,000$ PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT GRADE 60 $f_y = 60,000$ PSI
HIGH STRENGTH STRUCTURAL STEEL ASTM A847, A588, A606, A709 OR A242 $f_y = 50,000$ PSI
STRUCTURAL CARBON STEEL ASTM A36 $f_y = 36,000$ PSI

FOUNDATION DATA:

ABUTMENTS TO BE SUPPORTED ON PILING CIP CONCRETE $10\frac{3}{4}$ X 0.365-INCH DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 110* TONS PER PILE AS REQUIRED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 60' LONG AT THE EAST ABUTMENT AND 70' LONG AT THE WEST ABUTMENT.

* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

HYDRAULIC DATA:

100 YEAR FREQUENCY

$Q_{100} = 1427$ C.F.S.
 $VEL. = 4.47$ F.P.S.
 $HW_{100} = EL. 847.53$
WATERWAY AREA = 370 SQ. FT.
DRAINAGE AREA = 20.4 SQ. MI.
SCOUR CRITICAL CODE = 5

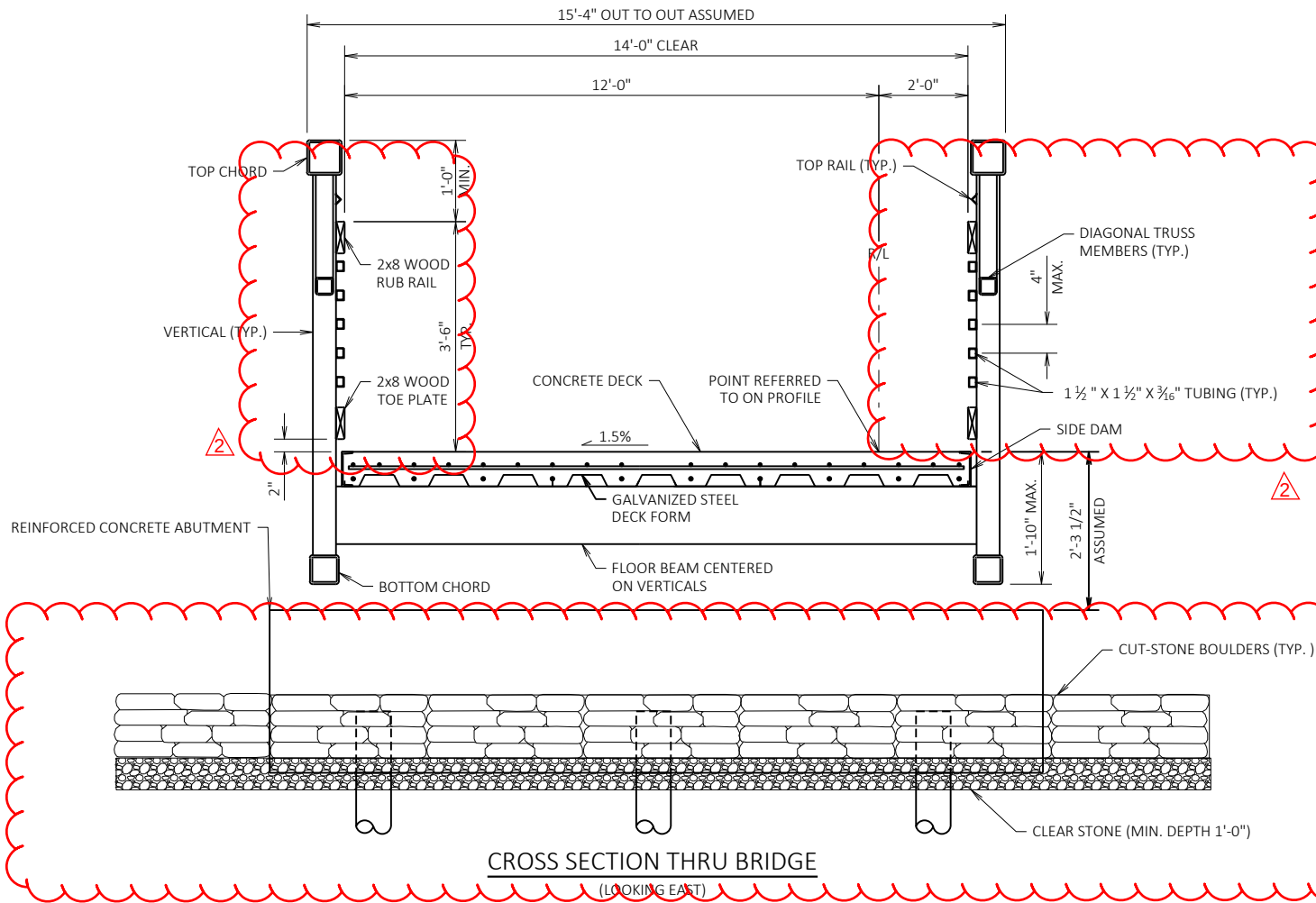
2 YEAR FREQUENCY

$Q_2 = 290$ C.F.S.
 $VEL. = 1.7$ F.P.S.
 $HW_2 = EL. 846.37$



NO.	DATE	REVISION	BY
			
ACCEPTED _____ CHIEF STRUCTURES DESIGN ENGINEER _____ DATE _____			
STRUCTURE B-13-880			
HARGROVE STREET PEDESTRIAN & BIKE PATH OVER STARKWEATHER CREEK			
COUNTY	DANE	TOWN/CITY/VILLAGE	MADISON
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS			
DESIGNED BY	CAH	DESIGN CK'D.	CDH
DRAWN BY	STD	PLANS CK'D.	CDH
GENERAL PLAN		SHEET 1 OF 8	

ADDENDUM 2	2/17/2021	CAH	BY	DATE	REVISION	Scale: 1 IN. = 12 FT	S-1
10160	MADISON, WI	CONTRACT NO:	8142	GENERAL PLAN	GARVER PATH	CITY OF MADISON	10160
							S-1



BRIDGE REACTIONS (SERVICE LOADS)

LOAD TYPE	"P" (LBS)	"H" (LBS)	"L" (LBS)
DEAD	26,290		
LIVE	27,500		
VEHICLE	14,960		
WIND		8,740	5,720
WINDWARD	-11,880		
LEEWARD	1,870		
STREAM			
THERMAL			5,280

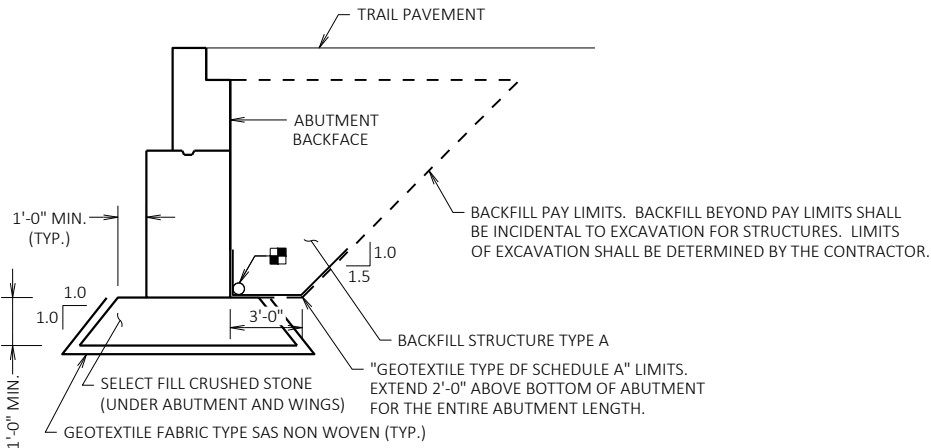
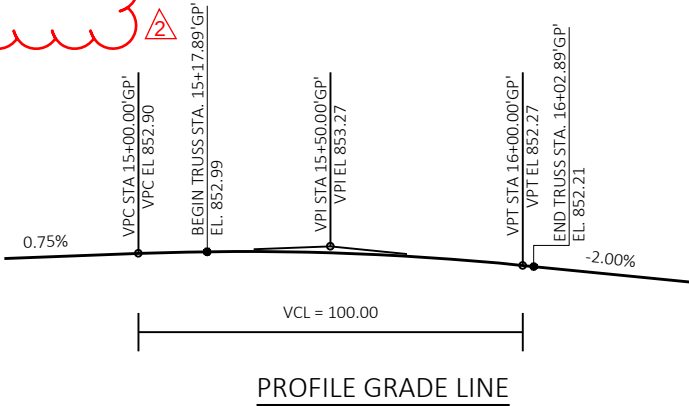
P = VERTICAL LOAD AT EACH BASE PLATE (4 PER BRIDGE)
H = HORIZONTAL LOAD AT EACH SUBSTRUCTURE UNIT (2 PER BRIDGE)
L = LONGITUDINAL LOAD AT EACH FIXED BEARING (4 PER BRIDGE)

NOTES:

- VALUES IN THIS TABLE ARE ESTIMATES. ACTUAL VALUES SHALL BE PROVIDED BY PREFABRICATED BRIDGE MANUFACTURER.
- "+" INDICATES DOWNWARD LOAD
"-" INDICATES UPWARD LOAD

BRIDGE LENGTH = 85'
BRIDGE CLEAR WIDTH = 14'
DECK TYPE = CONCRETE
LIVE LOAD = 90 PSF/H10
RAIL HEIGHT = 54" MIN.

Addendum No. 2, ID 5992-10-41
Revised sheet S-2
02/17/2021



STRUCTURE BACKFILL LIMITS

PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.

THE FIRST DIGIT OF A THREE DIGIT AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

AT ABUTMENTS, ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

EXCAVATION BELOW THE ABUTMENTS AND WINGS IS REQUIRED. UNDERCUT TO BE FILLED WITH SELECT FILL CRUSHED STONE TO A MINIMUM OF 1'-0" BELOW BOTTOM OF ABUTMENT. EXCAVATION LIMITS TO EXTEND 1'-0" BEYOND ABUTMENT AND WING DIMENSIONS.

ALL PREFABRICATED BRIDGE DIMENSIONS ARE APPROXIMATE. CONTRACTOR SHALL VERIFY FINAL DIMENSIONS WITH BRIDGE MANUFACTURER.

THE DISTANCE BETWEEN THE FRONT FACE OF ABUTMENT BACKWALLS SHALL BE 85'-4" WHICH INCLUDES THE EXPANSION JOINT WIDTH REQUIRED BY THE BRIDGE MANUFACTURER.

WOOD RUB RAIL SHALL BE S4S (SURFACED 4 SIDES).

ALL FASTENERS USED TO SECURE WOOD RUB RAILS AND TOE PLATES TO SUPPORT FRAMING SHALL BE STAINLESS STEEL.

IF TREATED TIMBER OR LUMBER MEMBERS ARE CUT IN THE FIELD OR DURING FABRICATION, SEAL ALL CUT ENDS PER SECTION 507.3.7 OF THE WISDOT STANDARD SPECIFICATIONS.

ALL LUMBER SHALL BE PRESSURE TREATED WITH COPPER AZOLE TYPE C (CA-C) OR MICRONIZED COPPER AZOLE (MCA) TO A RETENTION TO MEET AWPAC UC4A AND IN ACCORDANCE WITH SECTION 507 OF THE WISDOT STANDARD SPECIFICATIONS.

THE PREFABRICATED STEEL TRUSS PEDESTRIAN BRIDGE B-13-880 LRFD BID ITEM INCLUDES DESIGNING, FURNISHING AND INSTALLING THE PREFABRICATED BRIDGE, BEARING PLATES, PADS, BOLTS, ANCHOR BOLTS, GROUT, WOOD AND STEEL RAILS AND DECKING MATERIALS INCLUDING CONCRETE MASONRY AND BAR STEEL REINFORCEMENT. USE "BAR STEEL REINFORCEMENT HS COATED STRUCTURES" IN THE BRIDGE DECK.

COAT, PAINT AND FINISH STEEL TRUSS AND RAILING PER SECTION 517 OF THE WISDOT STANDARD SPECIFICATIONS. PAINT COLOR FOR THE STEEL TRUSS AND RAILING SHALL BE FEDERAL STANDARD 595B COLOR #30045, BROWN.

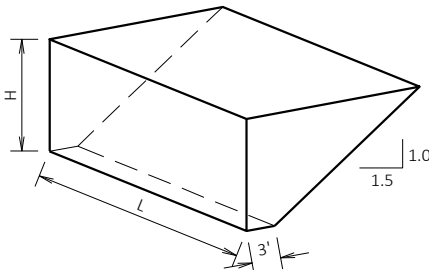
PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP OF DECK, AND TO ALL EXPOSED FACES OF THE ABUTMENTS AND WINGS.

APPLY BRIDGE SEAT PROTECTION TO BEAM SEATS PRIOR TO SETTING BEARINGS PER SECTION 502.3.12 OF THE CURRENT WISDOT SPECIFICATIONS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH CUT STONE BOULDERS AND RIPRAP FILTER FABRIC, TYPE HR (TYP.) TO THE LIMITS SHOWN ON SHEET 1 AND ON THE ABUTMENT SHEETS OR AS DIRECTED BY THE ENGINEER. THE AREAS OUTSIDE THE WINGS AND ENDS OF ABUTMENT SHALL BE COVERED WITH CUT-STONE BOULDERS TO THE LIMITS SHOWN ON SHEET 1 OR AS DIRECTED BY THE ENGINEER.

THE TRUSS SHALL BE ANCHORED TO THE ABUTMENTS IN A MANNER TO:
- ALLOW THERMAL MOVEMENTS OF THE SUPERSTRUCTURE ALONG C/L OF THE PEDESTRIAN BRIDGE.
- PREVENT HORIZONTAL TRANSLATION OF THE SUPERSTRUCTURE PERPENDICULAR TO THE C/L OF THE PEDESTRIAN BRIDGE.

THE TRUSS SHALL BE CAMBERED TO OFFSET THE CALCULATED DEAD LOAD DEFLECTION.



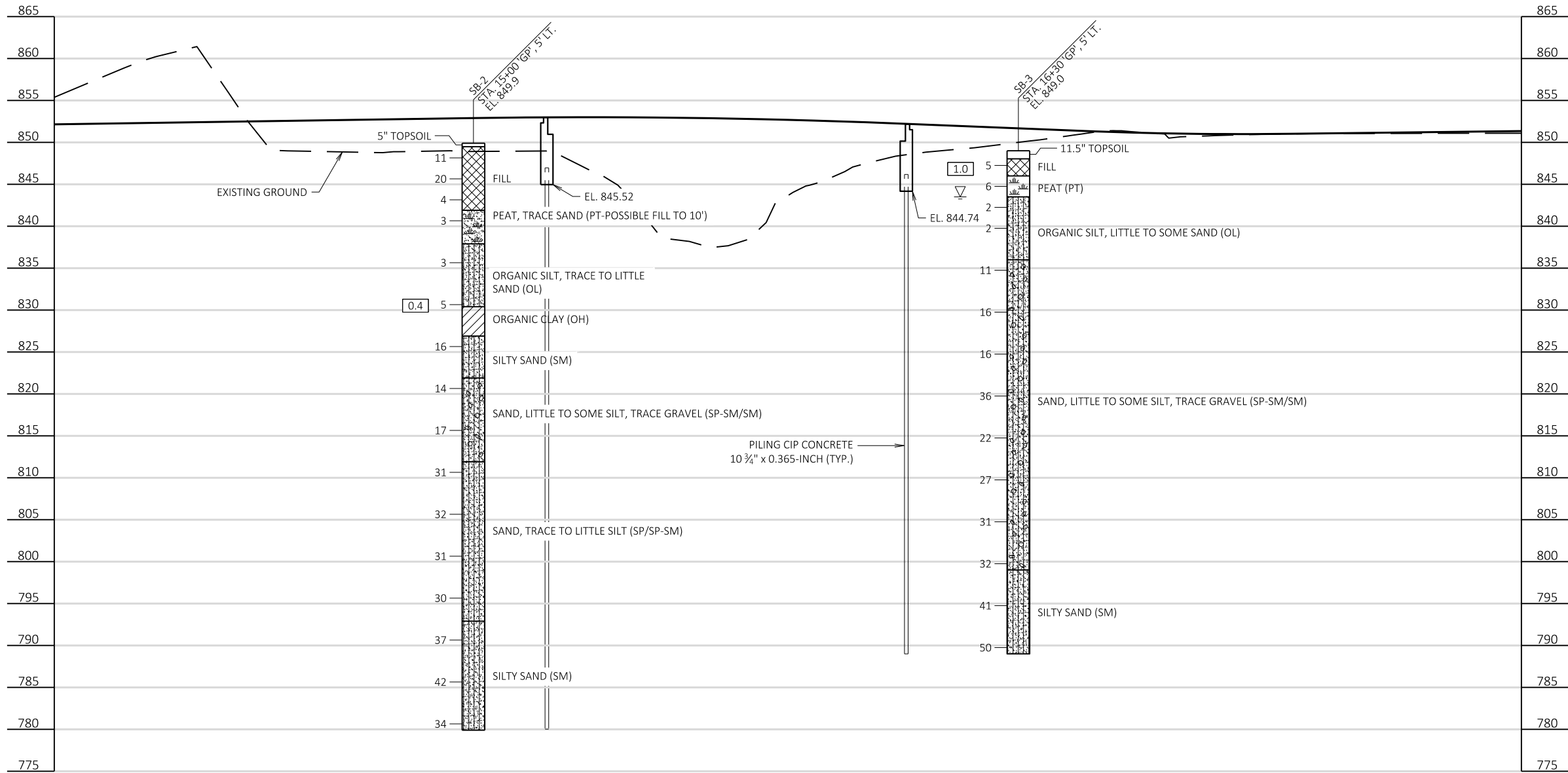
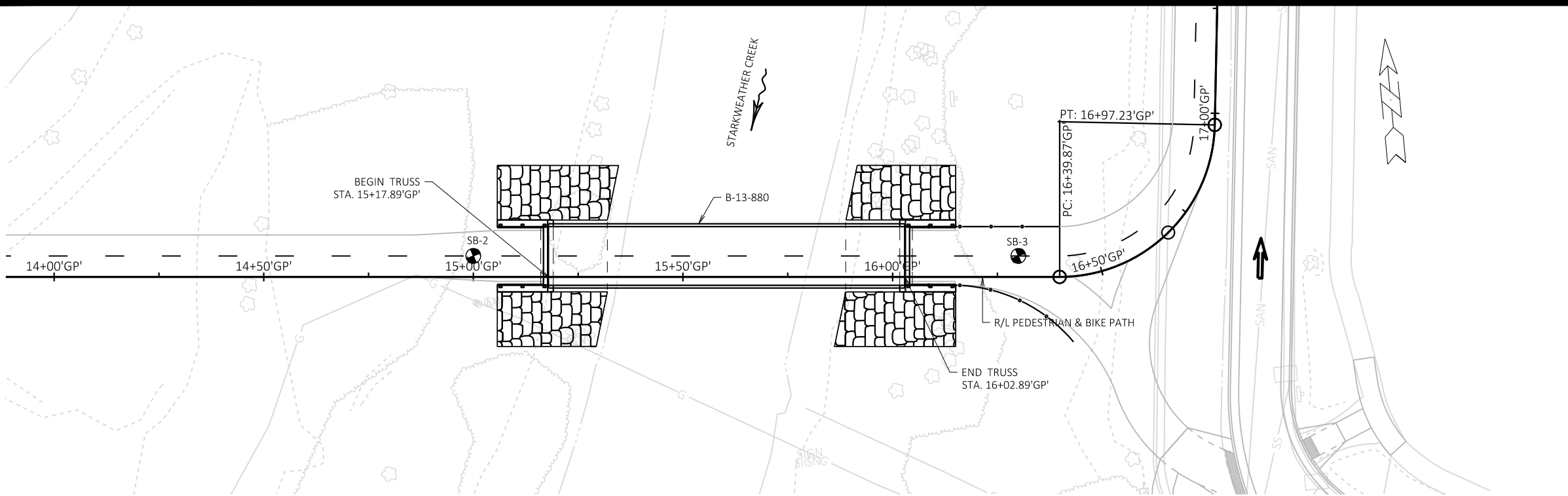
ABUTMENT BACKFILL PAY QUANTITY DIAGRAM

L = OUT TO OUT OF ABUTMENT, INCLUDING WINGS (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
 $V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)$
 $V_{CY} = V_{CF}(EF)/27$
 $V_{TON} = V_{CY}(2.0)$

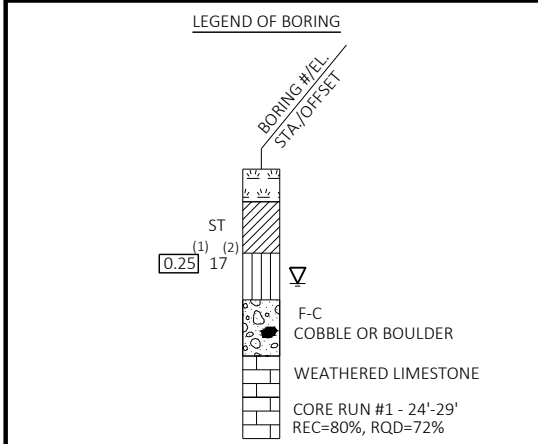
SHEET 2 OF 8

STRUCTURE B-13-880

DRAWN BY STD PLANS CK'D, CDH



MATERIAL SYMBOLS					
ASPHALT	TOPSOIL	PEAT			
CONCRETE	FILL	GRAVEL			
SAND	CLAY	SILT			
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)			
SHALE	SANDSTONE	IGNEOUS/META			



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

<u>GROUND WATER ELEVATION</u>			
	AT TIME OF DRILLING		
	END OF DRILLING		
	AFTER DRILLING		
<u>ABBREVIATIONS</u>			
F-FINE	M-MEDIUM	C-COARSE	ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

SOIL BORINGS COMPLETED BY:

CGC INC.
2921 PERRY STREET
MADISON, WI 53713
APRIL 24 & 30, 2020

SHEET 3 OF 8

STRUCTURE B-13-880

DRAWN BY: STD
CK'D: CDH

10160 & 12952

MADISON, WI

CONTRACT NO: 8572

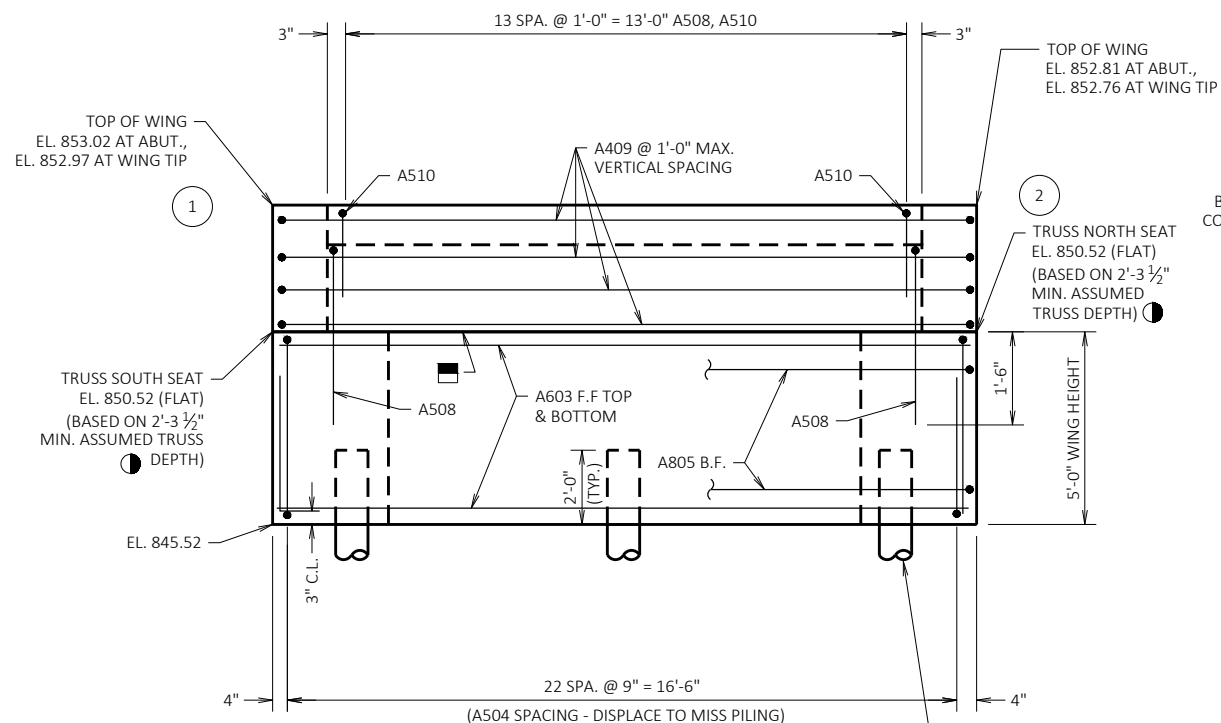
SUBSURFACE EXPLORATION

GARVER PATH

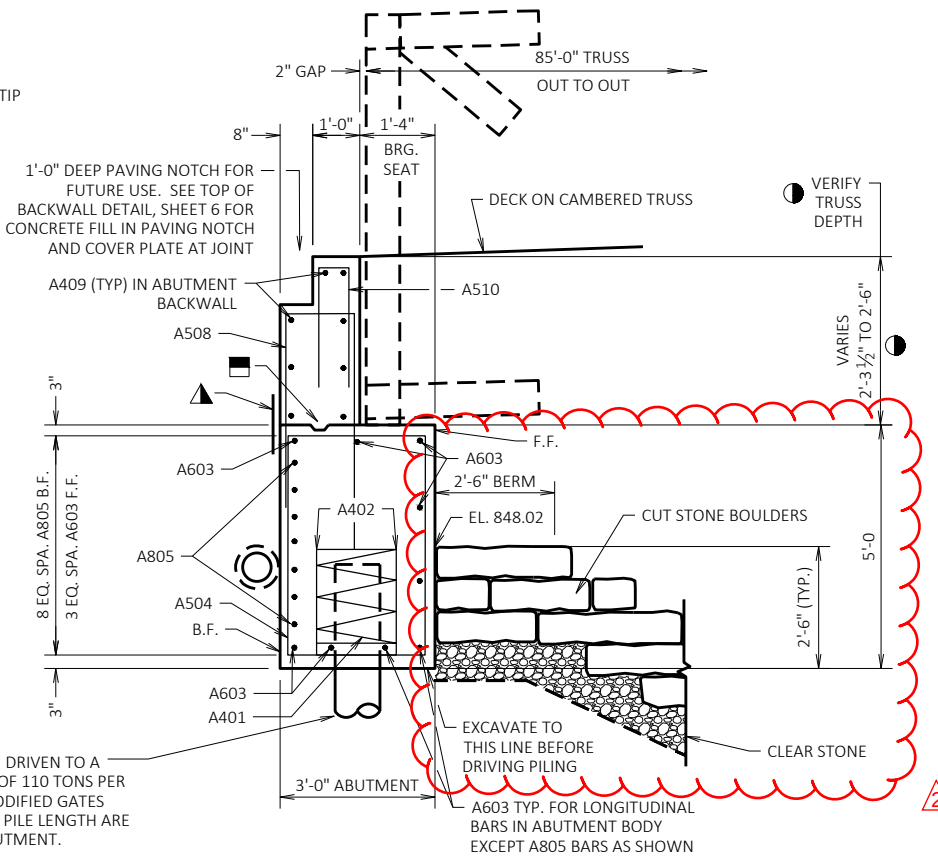
CITY OF MADISON

10160

S-3



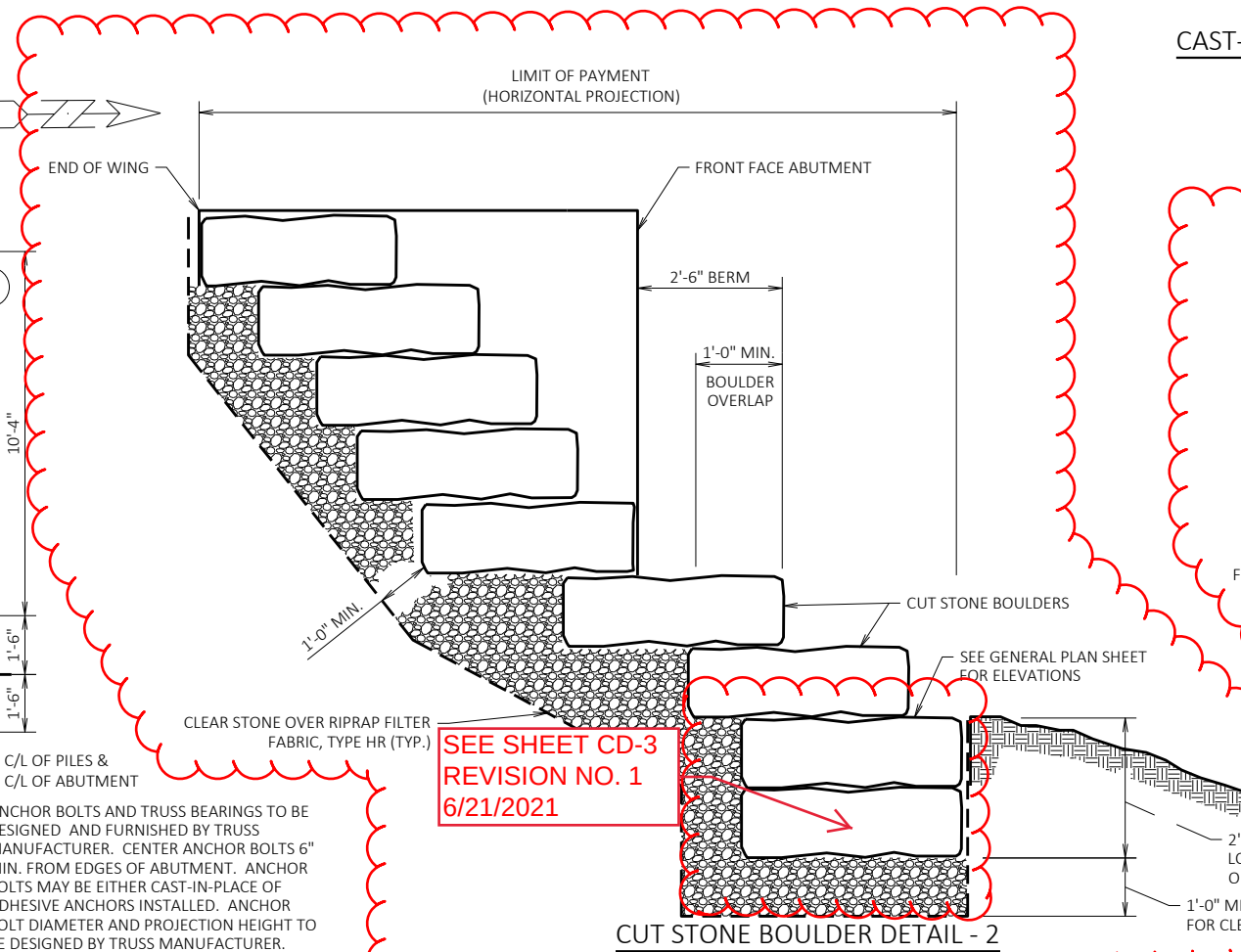
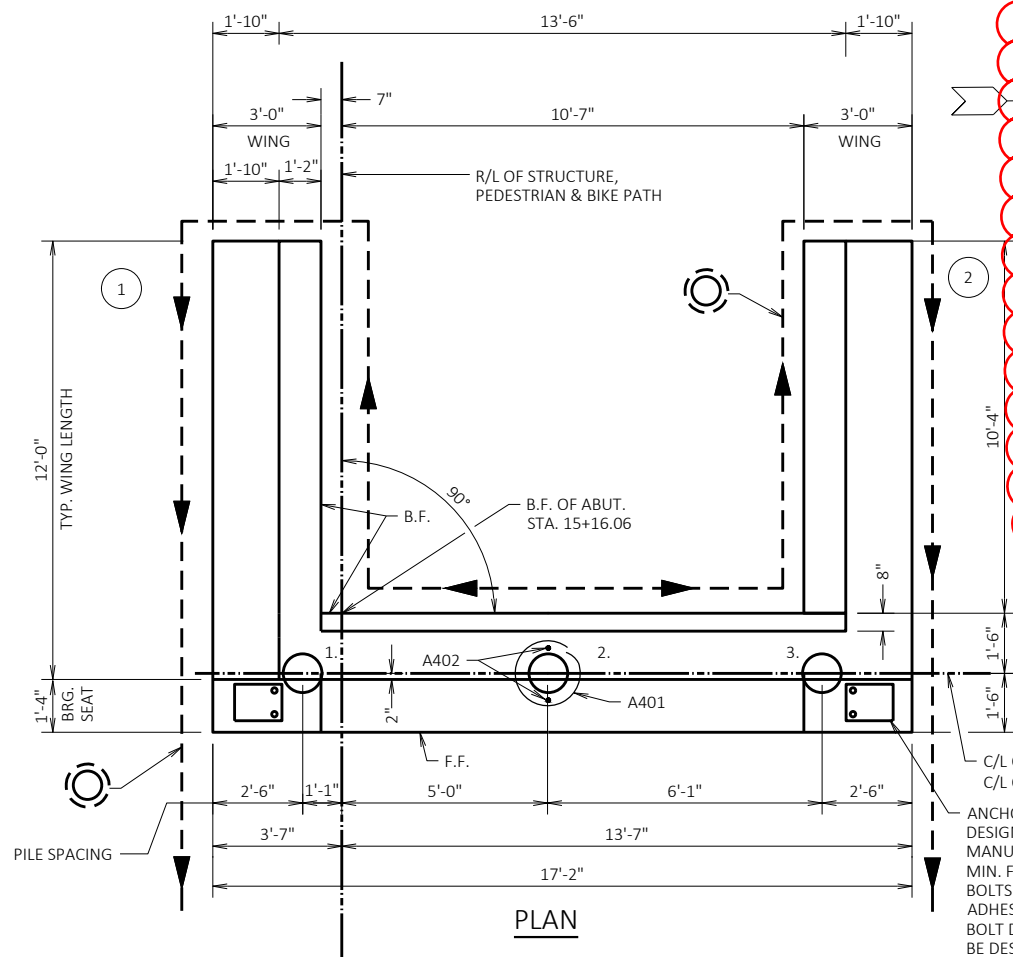
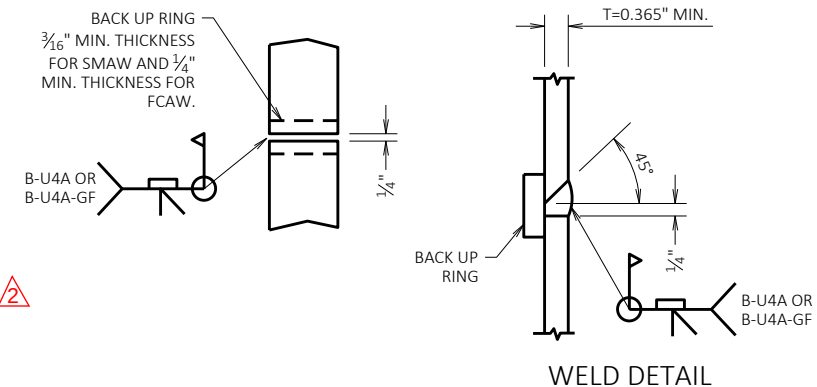
ELEVATION
(LOOKING AT FRONT FACE OF ABUTMENT)



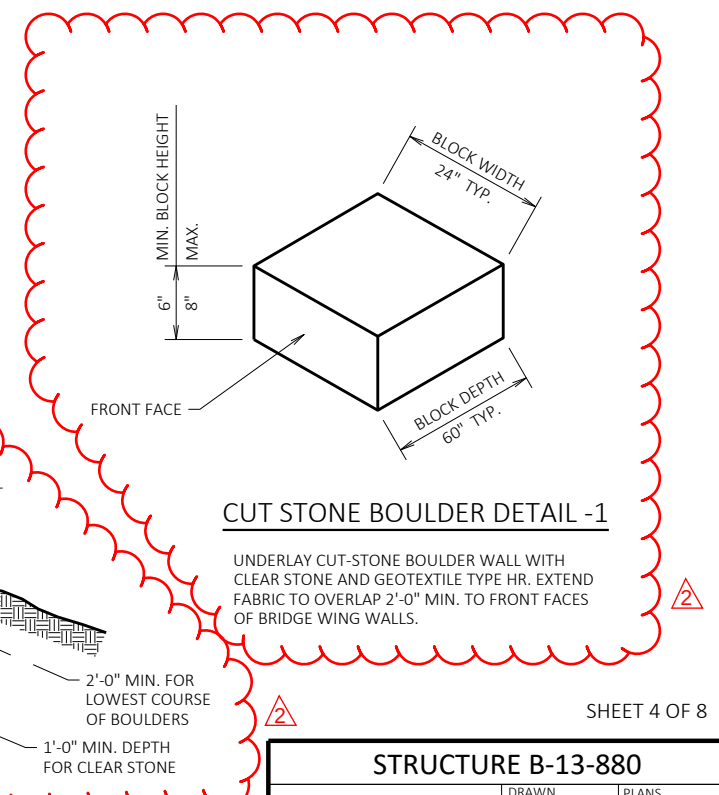
SECTION THRU ABUTMENT

- LEGEND**
- CONSTRUCTION JOINT FORMED BY BEVELED 2X6. PLACE 3/4" BEVEL ON F.F. OF WINGS.
 - SET ABUTMENT BEARING SEAT TO ELEVATION DEPENDENT ON TRUSS DEPTH. TRUSS DEPTH INCLUDES MIN. ASSUMED DEPTH TO LOW CHORD (1'-10") AND ASSUMED HEIGHT OF BEARING (5 1/2").
 - HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ON B.F. OF CONSTRUCTION JOINT AS SHOWN.
 - PIPE UNDERDRAIN WRAPPED 6-INCH. EXTEND THRU GEOTEXTILE AT FACE OF CUT STONE BOULDERS. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT ENDS OF PIPE. SEE RODENT SHIELD DETAIL, SHEET 6.
- F.F. = FRONT FACE B.F. = BACK FACE CL. = CLEAR
- INDICATES WING NUMBER.

Addendum No. 2, ID 5992-10-41
Revised sheet S-4
02/17/2021

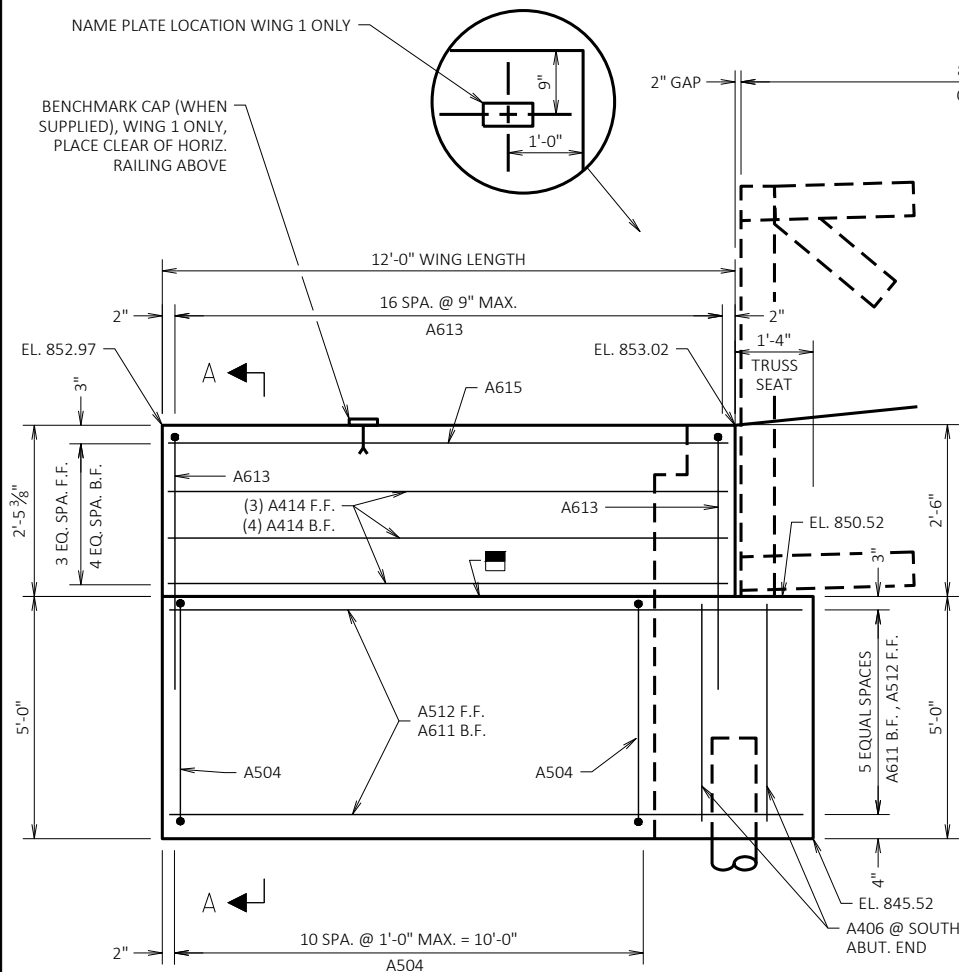


CAST-IN-PLACE 'PIPE PILE' SPLICE DETAILS

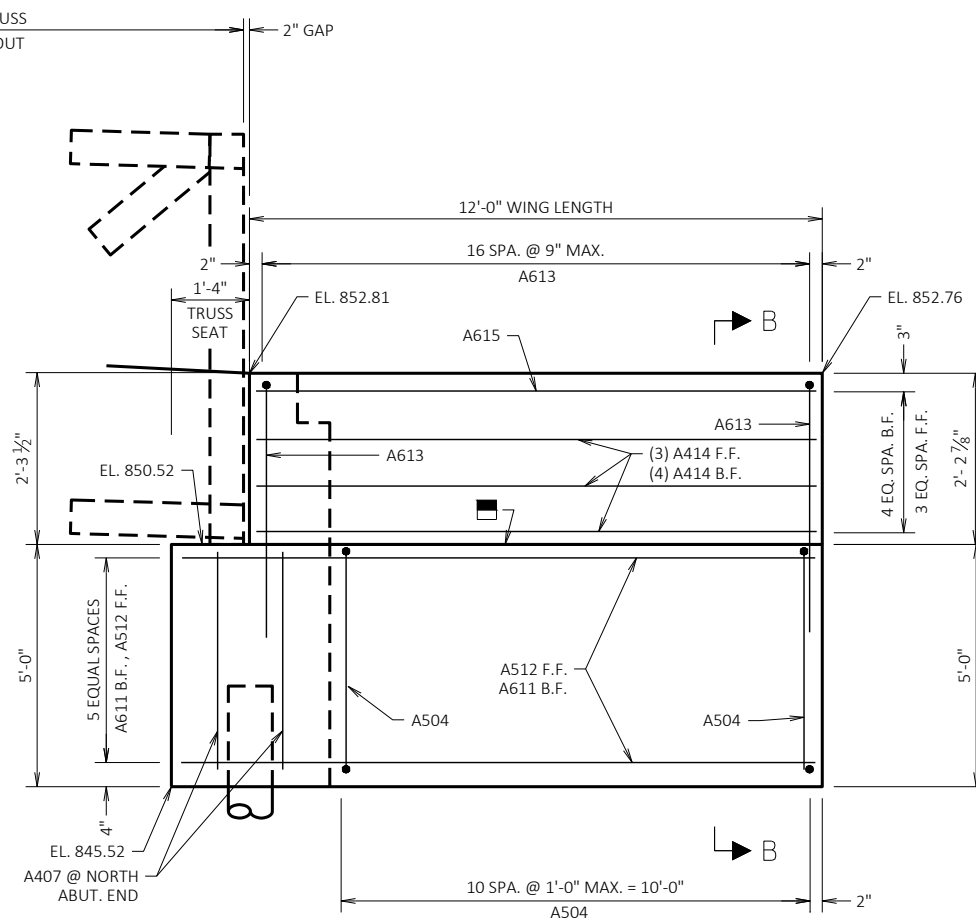


STRUCTURE B-13-880

DRAWN BY: STD PLANS CK'D: CDH



ELEVATION WING - 1



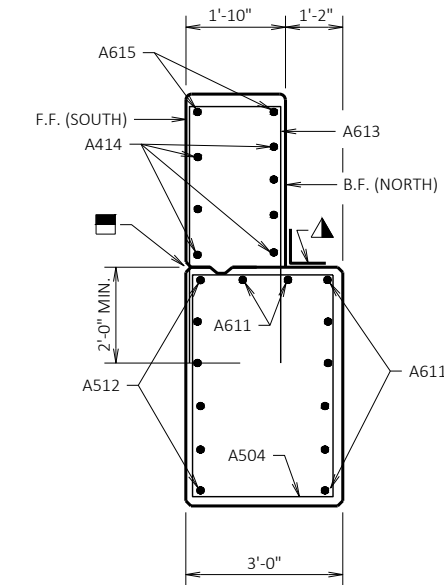
ELEVATION WING - 2

NOTES

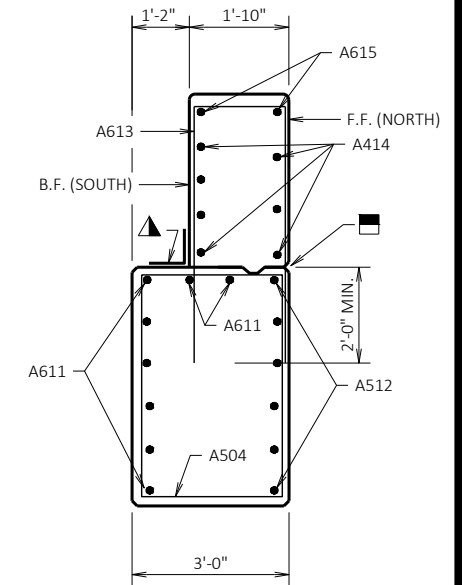
ELEVATIONS ARE GIVEN AT THE B.F. OF WINGS. WINGS TO BE CONSTRUCTED FLAT.

ANCHOR BOLT SPACING FOR RAILING IS NOT SHOWN. SEE SHEET 8 FOR RAIL AND ANCHOR BOLT DETAILS.

ELEVATIONS OF BEARING SEATS AND VERTICAL DIMENSIONS SHOWN ARE BASED ON 2'-3 1/2" TRUSS AND BEARING DEPTH. ADJUST FOR ANY DEVIATION IN THE MANUFACTURED TRUSS AND BEARING DEPTH.



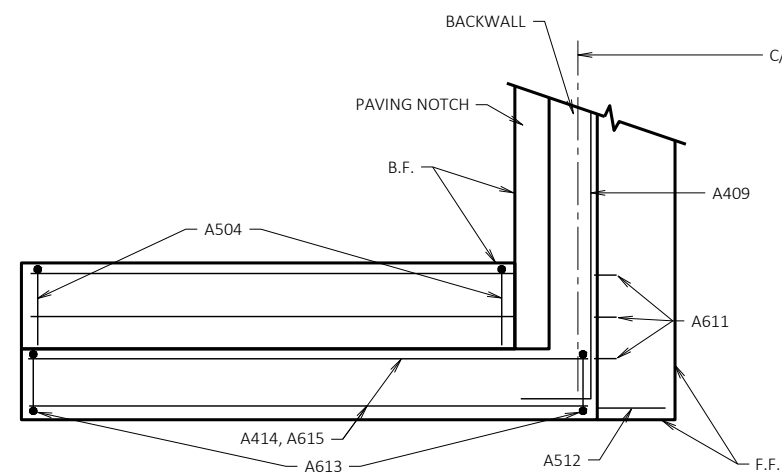
SECTION A-A THRU WING - 1



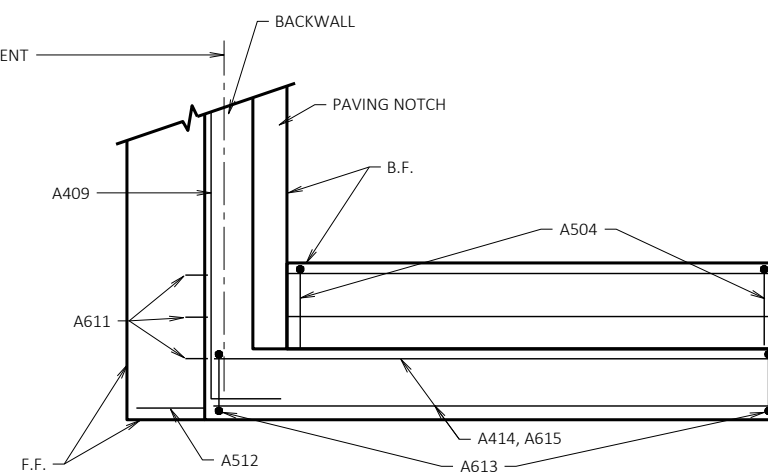
SECTION B-B THRU WING - 2

BILL OF BARS

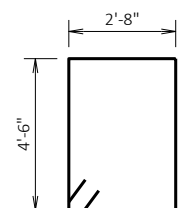
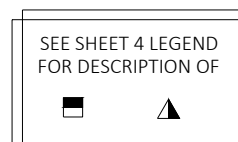
BAR MARK	NO. REQ'D.	LENGTH	COAT	BENT	LOCATION
A401	3	28'-0"		X	ABUTMENT BODY - SPIRAL WRAP EACH PILE
A402	6	2'-3"			ABUTMENT BODY - 2 PER PILE - VERT
A603	9	16'-10"			ABUTMENT BODY - F.F., TOP AND BTM. - HORIZ.
A504	34	15'-0"		X	ABUTMENT BODY AND WINGS - STIRRUP
A805	7	18'-11"		X	ABUTMENT BODY - B.F. - HORIZ.
A406	2	4'-6"			ABUTMENT BODY - SOUTH END - VERT.
A407	2	4'-6"			ABUTMENT BODY - NORTH END - VERT.
A508	14	7'-11"	X	X	ABUTMENT BODY - BACKWALL STIRRUP
A409	8	17'-10"	X	X	ABUTMENT BODY - BACKWALL - HORIZ.
A510	14	3'-5"	X	X	ABUTMENT BODY - PAVING BLOCK - STIRRUP
A611	16	12'-3"	X		WINGS - LOWER - B.F. AND TOP - HORIZ.
A512	12	13'-0"	X		WINGS - LOWER - F.F. - HORIZ.
A613	34	10'-0"	X	X	WINGS - TOP - STIRRUP - VERT.
A414	14	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
A615	4	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
A416	8	1'-4"	X		PAVING NOTCH FILLER - VERT.
A417	2	13'-0"	X		PAVING NOTCH FILLER - HORIZ.



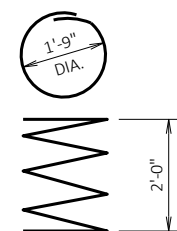
PLAN WING - 1



PLAN WING - 2



A504



A401

MARK	A	B
A805	16'-8"	1'-4"
A508	1'-4"	3'-5"
A409	16'-8"	8"
A510	8"	1'-6"
A613	1'-6"	4'-5"

SHEET 5 OF 8

STRUCTURE B-13-880

DRAWN BY STD PLANS CK'D. CDH

10160 & 12952

MADISON, WI

CONTRACT NO: 8572

WEST ABUTMENT DETAILS

GARVER PATH

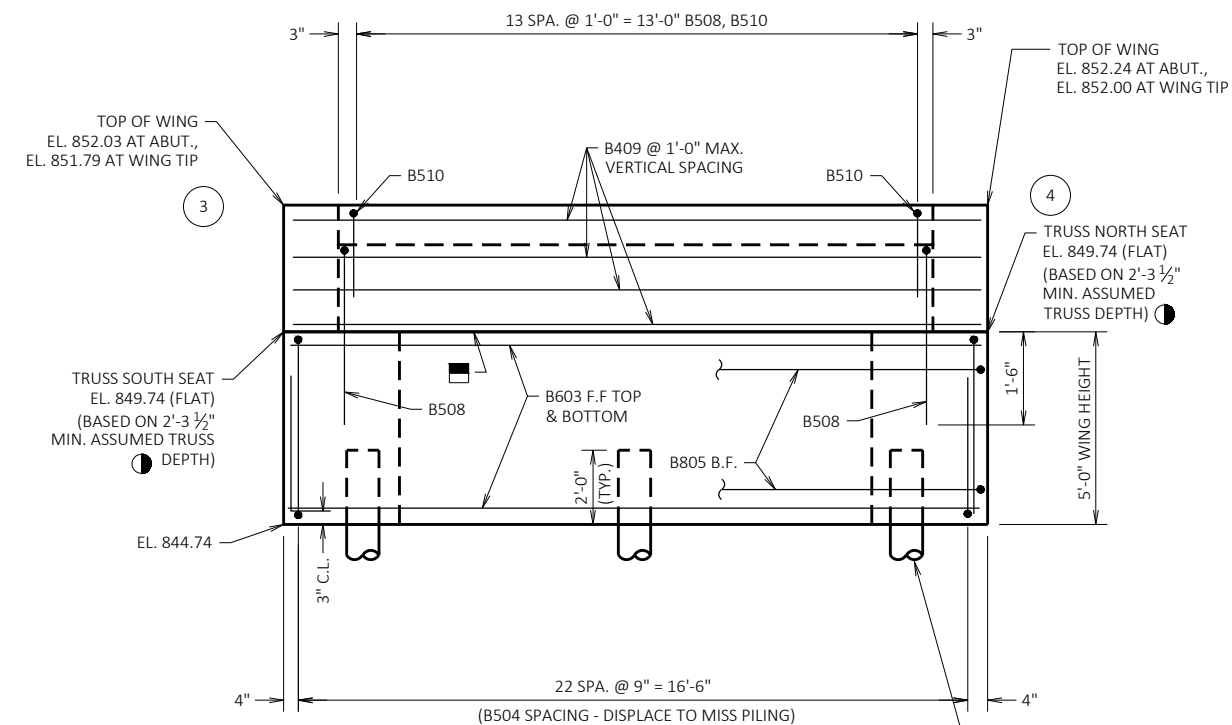
CITY OF MADISON



10160

S-5

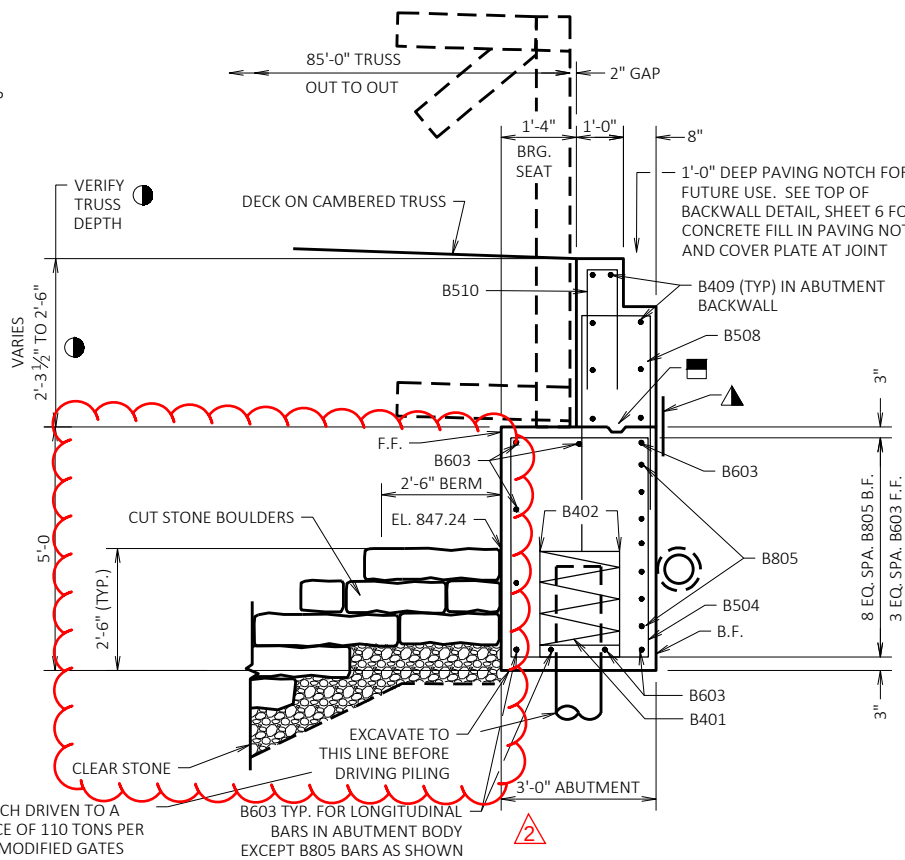
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154	1	10/01/2020	CAH
155	1	10/01/2020	CAH
156	1	10/01/2020	CAH
157	1	10/01/2020	CAH
158	1	10/01/2020	CAH
159	1	10/01/2020	CAH
160	1	10/01/2020	CAH
161	1	10/01/2020	CAH
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163	1	10/01/2020	CAH
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165	1	10/01/2020	CAH
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211	1	10/01/2020	CAH
212	1	10/01/2020	CAH
213	1	10/01/2020	CAH
214	1	10/01/2020	CAH
215	1	10/01/2020	CAH
216	1	10/01/2020	CAH
217	1	10/01/2020	CAH
218	1	10/01/2020	CAH



ELEVATION

(LOOKING AT FRONT FACE OF ABUTMENT)

PILING CIP 10 3/4 X 0.365-INCH DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 110 TONS PER PILE AS DETERMINED BY THE MODIFIED GATES DYNAMIC FORMULA. ESTIMATED PILE LENGTH ARE 60'-0" AT THE EAST ABUTMENT.

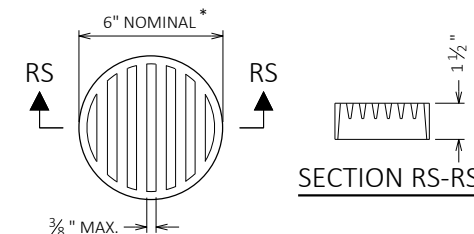


SECTION THRU ABUTMENT

LEGEND

- CONSTRUCTION JOINT FORMED BY BEVELED 2X6. PLACE 3/4" BEVEL ON F.F. OF WINGS.
 - SET ABUTMENT BEARING SEAT TO ELEVATION DEPENDENT ON TRUSS DEPTH. TRUSS DEPTH INCLUDES MIN. ASSUMED DEPTH TO LOW CHORD (1'-10") AND ASSUMED HEIGHT OF BEARING (5 1/2").
 - HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ON B.F. OF CONSTRUCTION JOINT AS SHOWN.
 - PIPE UNDERDRAIN WRAPPED 6-INCH. EXTEND THRU GEOTEXTILE AT FACE OF CUT STONE BOULDERS. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT ENDS OF PIPE. SEE RODENT SHIELD DETAIL, THIS SHEET.
- F.F. = FRONT FACE B.F. = BACK FACE CL. = CLEAR
- INDICATES WING NUMBER.

Addendum No. 2, ID 5992-10-41
Revised sheet S-6
02/17/2021



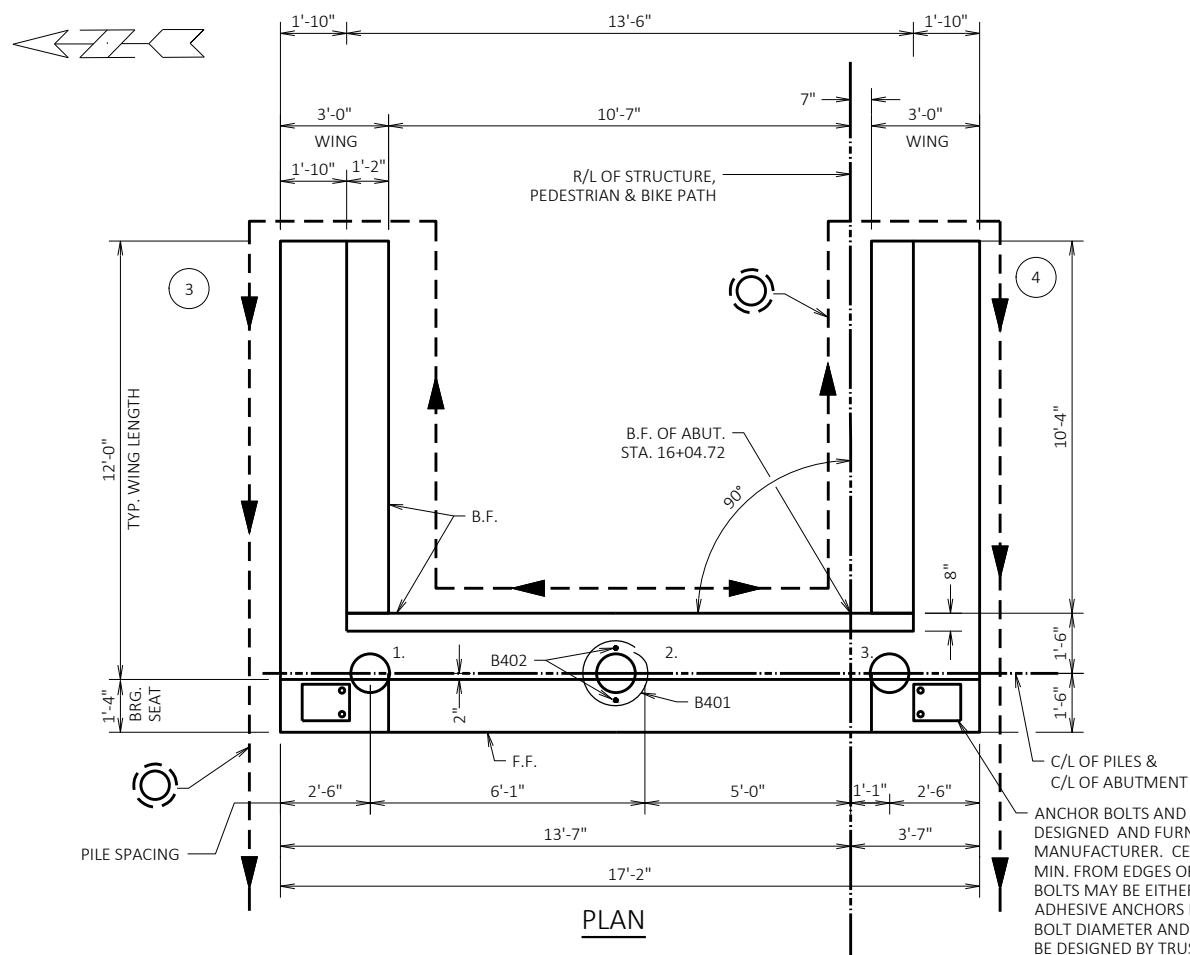
RODENT SHIELD DETAIL

*DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

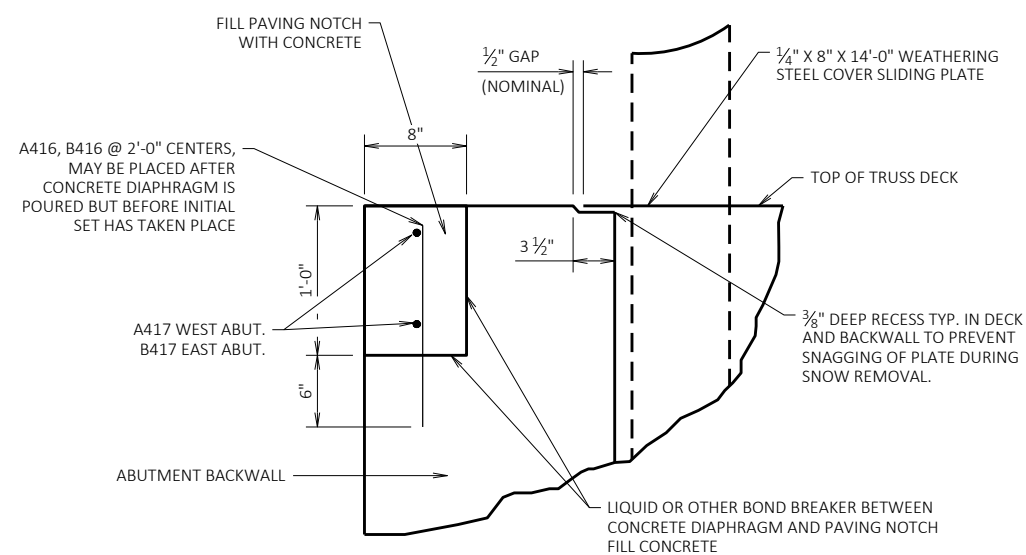
ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



PLAN



TOP OF BACKWALL DETAIL

SHEET 6 OF 8

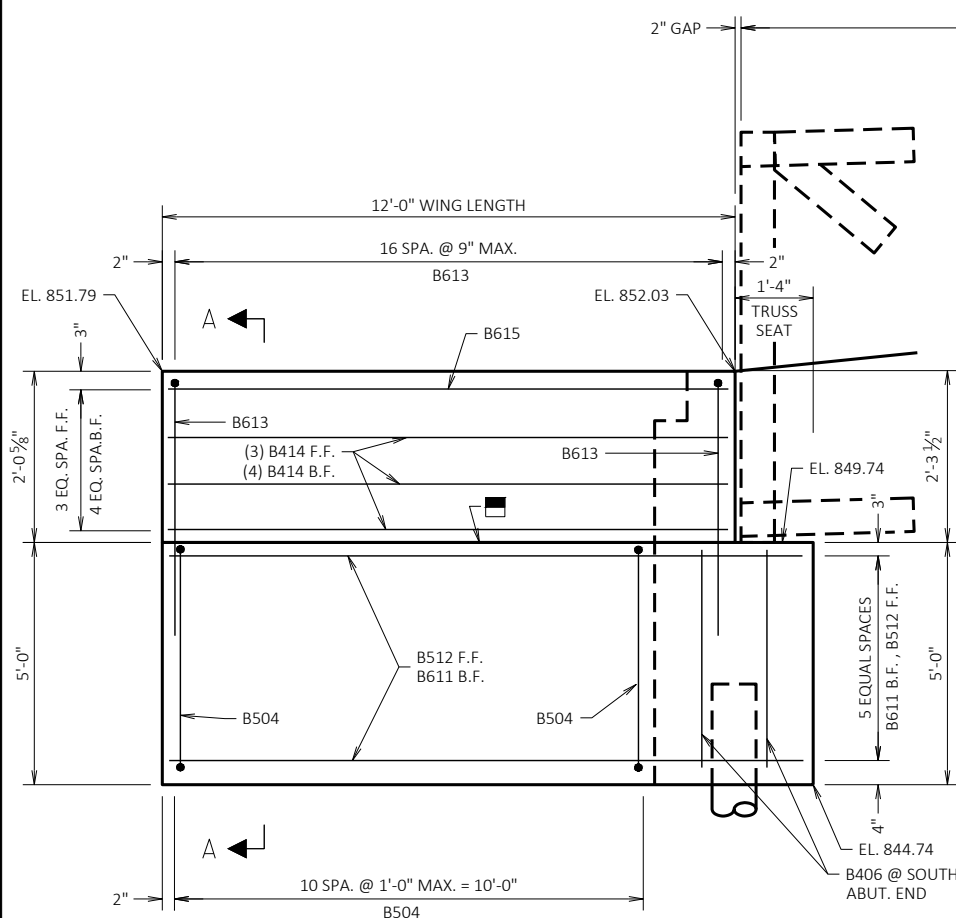
STRUCTURE B-13-880

DRAWN BY STD PLANS CK'D, CDH

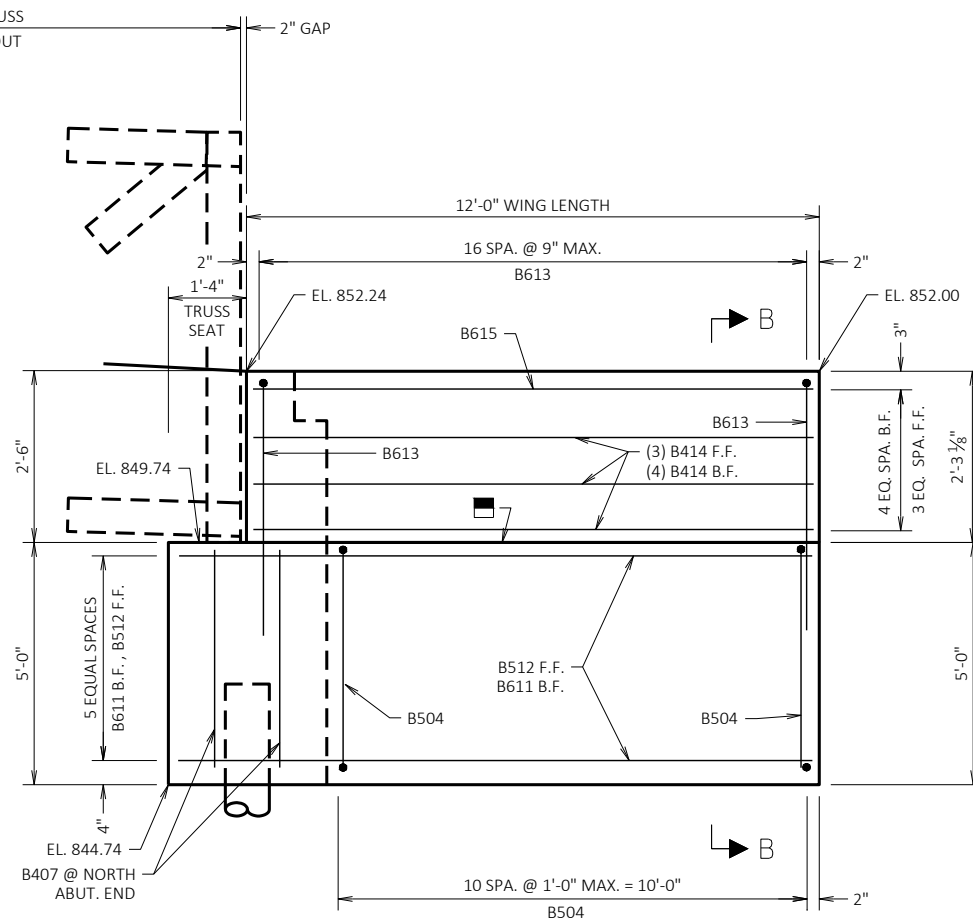
10160
MADISON, WI
CONTRACT NO.: 8142
EAST ABUTMENT
GARVER PATH
CITY OF MADISON



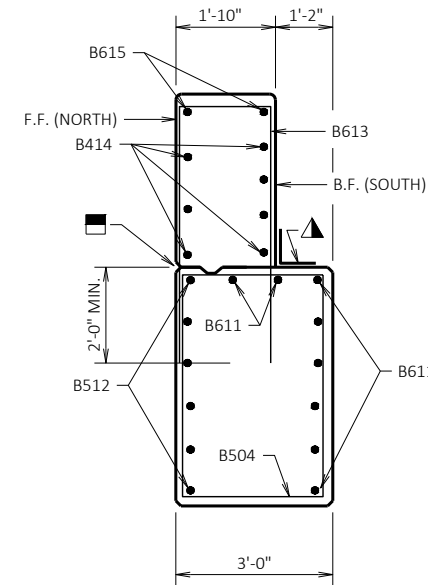
10160
S-6



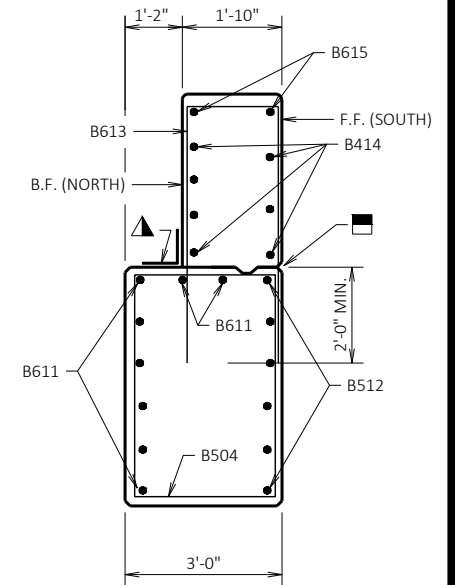
ELEVATION WING - 3



ELEVATION WING - 4



SECTION A-A THRU WING - 3



SECTION B-B THRU WING - 4

NOTES

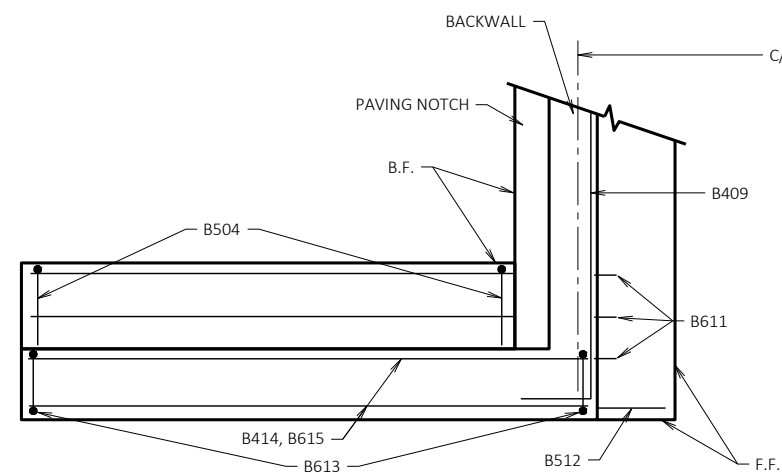
ELEVATIONS ARE GIVEN AT THE B.F. OF WINGS. WINGS TO BE CONSTRUCTED FLAT.

ANCHOR BOLT SPACING FOR RAILING IS NOT SHOWN.
SEE SHEET 8 FOR RAIL AND ANCHOR BOLT DETAILS.

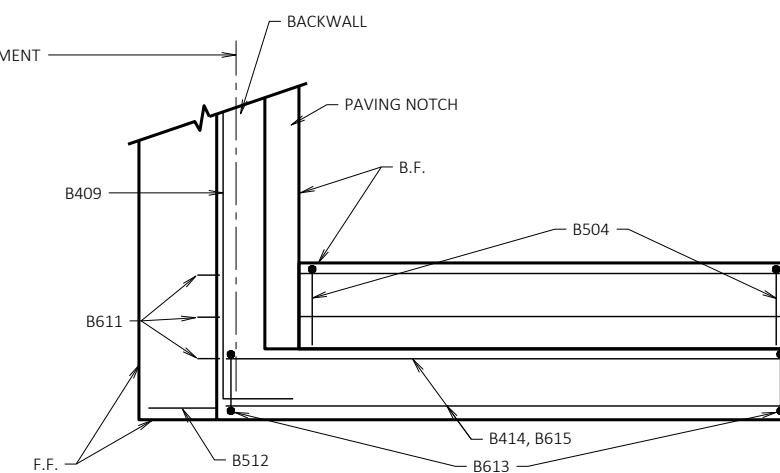
ELEVATIONS OF BEARING SEATS AND VERTICAL DIMENSIONS SHOWN ARE
BASED ON 2'-3 1/2" TRUSS AND BEARING DEPTH. ADJUST FOR ANY DEVIATION IN THE
MANUFACTURED TRUSS AND BEARING DEPTH.

BILL OF BARS

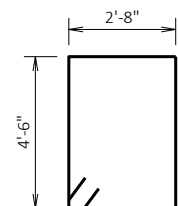
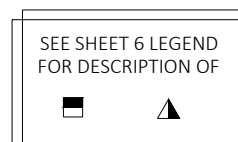
BAR MARK	NO. REQ'D.	LENGTH	COAT	BENT	LOCATION
B401	3	28'-0"		X	ABUTMENT BODY - SPIRAL WRAP EACH PILE
B402	6	2'-3"			ABUTMENT BODY - 2 PER PILE - VERT
B603	9	16'-10"			ABUTMENT BODY - F.F., TOP AND BTM. - HORIZ.
B504	34	15'-0"		X	ABUTMENT BODY AND WINGS - STIRRUP
B805	7	18'-11"		X	ABUTMENT BODY - B.F. - HORIZ.
B406	2	4'-6"			ABUTMENT BODY - SOUTH END - VERT.
B407	2	4'-6"			ABUTMENT BODY - NORTH END - VERT.
B508	14	7'-11"	X	X	ABUTMENT BODY - BACKWALL STIRRUP
B409	8	17'-10"	X	X	ABUTMENT BODY - BACKWALL - HORIZ.
B510	14	3'-5"	X	X	ABUTMENT BODY - PAVING BLOCK - STIRRUP
B611	16	12'-3"	X		WINGS - LOWER - B.F. AND TOP - HORIZ.
B512	12	13'-0"	X		WINGS - LOWER - F.F. - HORIZ.
B613	34	10'-0"	X	X	WINGS - TOP - STIRRUP - VERT.
B414	14	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
B615	4	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
B416	8	1'-4"	X		PAVING NOTCH FILLER - VERT.
B417	2	13'-0"	X		PAVING NOTCH FILLER - HORIZ.



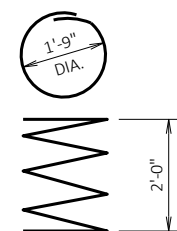
PLAN WING - 3



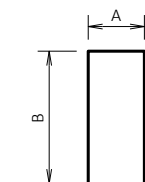
PLAN WING - 4



B504



B401



MARK	A	B
B805	16'-8"	1'-4"
B508	1'-4"	3'-5"
B409	16'-8"	8"
B510	8"	1'-6"
B613	1'-6"	4'-5"

SHEET 7 OF 8

STRUCTURE B-13-880

DRAWN BY STD PLANS CK'D. CDH

EAST ABUTMENT DETAILS

GARVER PATH

CITY OF MADISON

10160 & 12952

MADISON, WI

8572

CONTRACT NO:

MARK

REVISION

DATE

BY

DATE

Scale

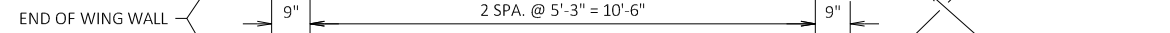


10160

S-7



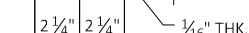
SECTION THRU RAILING

RAIL ELEVATION

RAIL LAYOUT PLAN



ANCHORAGE FOR RAIL POSTS



POST SHIM DETAIL



TYPICAL RAIL POST BASE PLATE

- ## LEGEND
- 1 PLATE $\frac{3}{4}$ " X 8" X 8" WITH $\frac{3}{4}$ " DIA. HOLES
 - $\frac{5}{8}$ " DIA. X 9" LONG, TYPE 316 STAINLESS STEEL ADHESIVE ANCHORS WITH NUT AND WASHERS OF SAME ALLOY GROUP. MIN. PULLOUT CAPACITY OF 13 KIPS, EMBED MIN. 7", ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.
 - STRUCTURAL TUBING 2" X 2" X $\frac{1}{4}$ ", PLACE VERTICAL IN BOTH DIRECTIONS. WELD TO NO. 1, 4, 5, 6 AND 7.
 - STRUCTURAL TUBING 2" X 4" X $\frac{1}{4}$ " BOTTOM RAIL. WELD TO NO. 3.
 - STRUCTURAL TUBING 1 $\frac{1}{4}$ " X 1 $\frac{1}{4}$ " X $\frac{3}{16}$ " RAILS. WELD TO NO. 3.
 - STRUCTURAL TUBING 2" X 6" X $\frac{1}{4}$ " RAIL. WELD TO NO. 3.
 - STRUCTURAL TUBING 2" X 2" X $\frac{1}{4}$ " TOP RAIL. WELD TO NO. 4.
 - A ALIGN BOTTOM RAIL, RUB RAIL, SAFETY RAIL AND TOP RAIL WITH SIMILAR FABRICATED BRIDGE RAILING ELEMENTS.

NOTES

BID ITEM SHALL BE "RAILING PEDESTRIAN STEEL", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN AS WELL AS, ADHESIVE ANCHORS, CAULKING AND PAINTING.

ALL MATERIALS EXCEPT NO. 2 SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "SPECIAL PROVISIONS". THE FINISH COLOR SHALL BE FEDERAL STANDARD 595B COLOR #30045, BROWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES, SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

STEEL SHIMS MAY BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT AND SHALL BE GALVANIZED.

SPACING OF SAFETY RAIL, RUB RAIL, TOP RAIL AND BOTTOM RAIL SHALL PRODUCE MAXIMUM OPENINGS OF LESS THAN 4".

NO. 1 SHALL CONFORM TO THE REQUIREMENTS OF A.S.T.M. A709 GRADE 36. NO. 3, 4, 5, 6 AND 7 STRUCTURAL TUBING SHALL CONFORM TO A.S.T.M. A500 GRADE B.

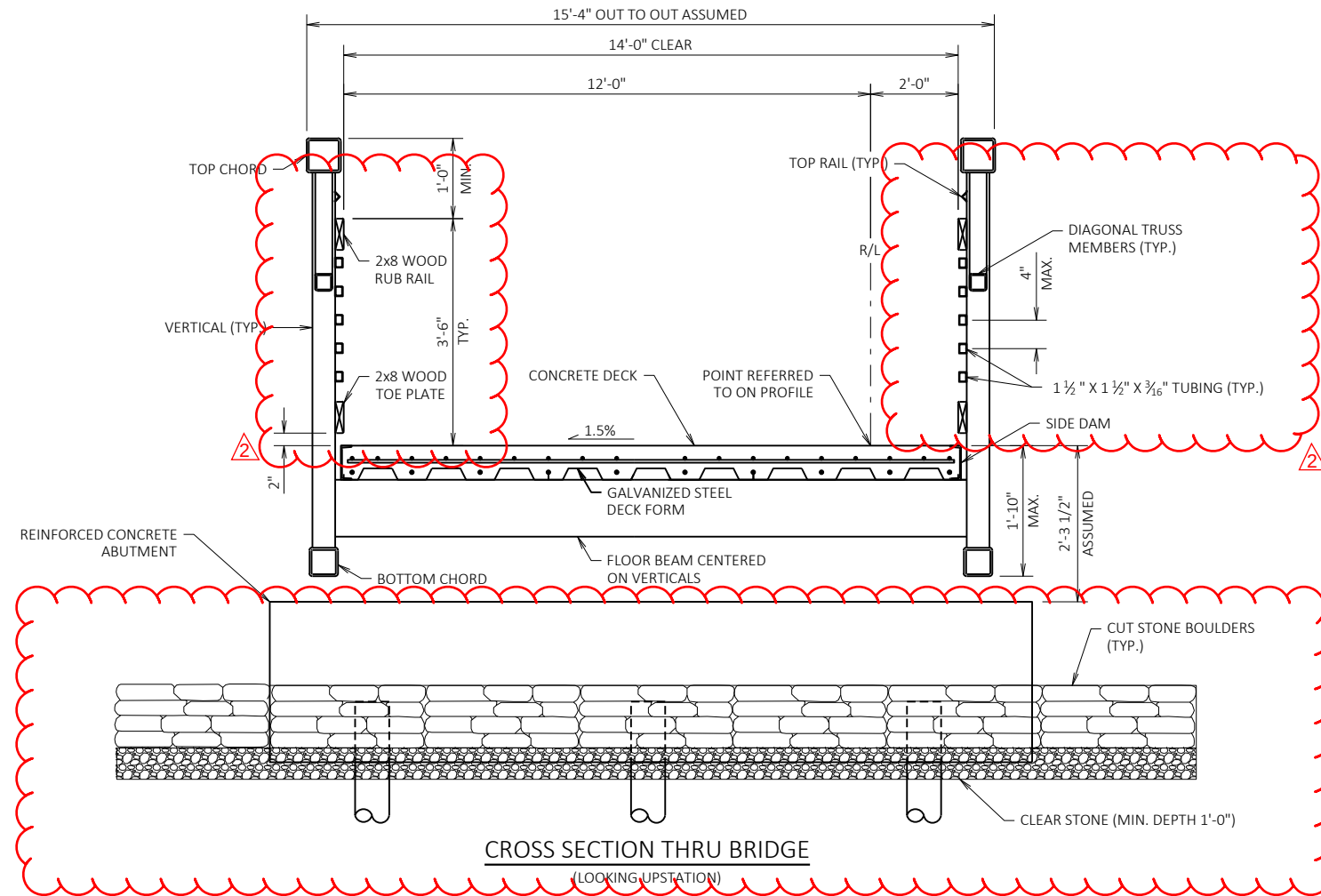
CUT BOTTOM OF POST TO MAKE POST VERTICAL IN TRANSVERSE AND LONGITUDINAL DIRECTIONS.

CAULK AROUND PERIMETER OF BASE PLATES, NO. 1 AND FILL BOLT HOLE OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING BROWN NON-BITUMINOUS JOINT SEALER. COLOR OF BROWN CAULK SHALL MATCH PAINTED RAILING.

RAILING SHALL BE FABRICATED IN FULL LENGTHS SUCH THAT NO FIELD SPlicing IS REQUIRED.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.



CROSS SECTION THRU BRIDGE
(LOOKING UPSTATION)

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	ITEM DESCRIPTION	UNIT	W. ABUT	E. ABUT	SUPER.	TOTAL
20140	GEOTEXTILE FABRIC TYPE SAS NON WOVEN	SY	46	46	---	92
20214	SELECT FILL CRUSHED STONE	TON	20	20	---	40
20217	CLEAR STONE	TON	79	50	---	129
20241	RIPRAP FILTER FABRIC, TYPE HR	SY	135	96	---	231
90300	REMOVING OLD STRUCTURE OVER WATERWAY STA. 101+50	LS	---	---	---	1
90301	PILING CIP CONCRETE 10 3/4 X 0.365-INCH	LF	195	180	---	375
90303	REINFORCED CONCRETE BRIDGE ABUTMENTS, AND WINGWALLS, B-13-881	LS	---	---	---	1
	EXCAVATION FOR STRUCTURES BRIDGES B-13-881	LS	---	---	---	1
	BACKFILL STRUCTURE TYPE A	TON	79	79	---	158
	CONCRETE MASONRY BRIDGES	CY	27	27	---	54
	PROTECTIVE SURFACE TREATMENT	SY	25	25	---	50
	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	1200	1200	---	2400
	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	1440	1440	---	2880
	RUBBERIZED MEMBRANE WATERPROOFING	SY	6	6	---	12
	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	98	98	---	196
	GEOTEXTILE TYPE DF SCHEDULE A	SY	10	10	---	20
90305	PREFABRICATED STEEL TRUSS PEDESTRIAN BRIDGE B-13-881 LRFD	LS	---	---	---	1
	PROTECTIVE SURFACE TREATMENT	SY	---	---	125	125
	PAINTING EPOXY SYSTEM STEEL TRUSS B-13-881	LS	---	---	1	1
90308	CUT-STONE BOULDERS	SF	780	480	---	1260
90309	RAILING PEDESTRIAN STEEL B-13-881	LF	24	24	---	48
	NON-BID ITEMS					
	BRIDGE SEAT PROTECTION					
	FILLER		1/2"	1/2"		

BRIDGE REACTIONS (SERVICE LOADS)

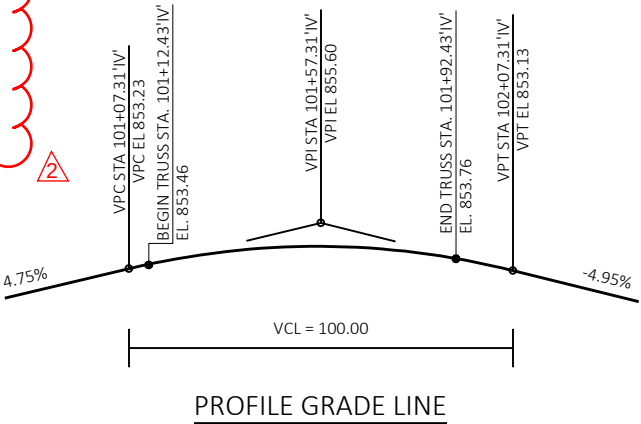
LOAD TYPE	"P" (LBS)	"H" (LBS)	"L" (LBS)
DEAD	25,095		
LIVE	26,250		
VEHICLE	14,280		
WIND		8,085	5,460
WINDWARD	-11,340		
LEEWARD	1,785		
STREAM			
THERMAL			5,040

P = VERTICAL LOAD AT EACH BASE PLATE (4 PER BRIDGE)
H = HORIZONTAL LOAD AT EACH SUBSTRUCTURE UNIT (2 PER BRIDGE)
L = LONGITUDINAL LOAD AT EACH FIXED BEARING (4 PER BRIDGE)

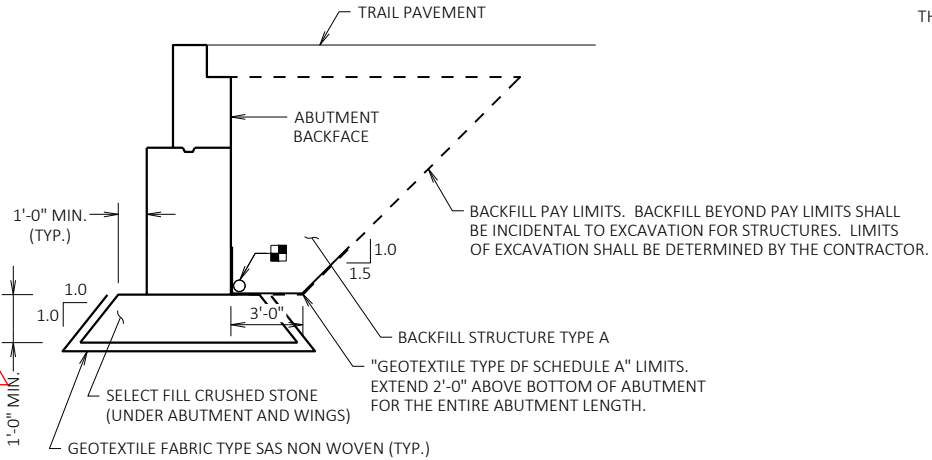
- NOTES:
- VALUES IN THIS TABLE ARE ESTIMATES. ACTUAL VALUES SHALL BE PROVIDED BY PREFABRICATED BRIDGE MANUFACTURER.
 - "+" INDICATES DOWNWARD LOAD
"-" INDICATES UPWARD LOAD

BRIDGE LENGTH = 80'
BRIDGE CLEAR WIDTH = 14'
DECK TYPE = CONCRETE
RAIL HEIGHT = 54" MIN.
LIVE LOAD = 90 PSF/H10

Addendum No. 2, ID 5992-10-41
Revised sheet S-10
02/17/2021



PROFILE GRADE LINE



STRUCTURE BACKFILL LIMITS

PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2" CLEAR UNLESS SHOWN OR NOTED OTHERWISE.

THE FIRST DIGIT OF A THREE DIGIT AND THE FIRST TWO DIGITS OF A FOUR DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

AT ABUTMENTS, ALL EXCAVATED VOLUME NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR STRUCTURES.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

EXCAVATION BELOW THE ABUTMENTS AND WINGS IS REQUIRED. UNDERCUT TO BE FILLED WITH SELECT FILL CRUSHED STONE TO A MINIMUM OF 1'-0" BELOW BOTTOM OF ABUTMENT. EXCAVATION LIMITS TO EXTEND 1'-0" BEYOND ABUTMENT AND WING DIMENSIONS.

ALL PREFABRICATED BRIDGE DIMENSIONS ARE APPROXIMATE. CONTRACTOR SHALL VERIFY FINAL DIMENSIONS WITH BRIDGE MANUFACTURER.

THE DISTANCE BETWEEN THE FRONT FACE OF ABUTMENT BACKWALLS SHALL BE 80'-4" WHICH INCLUDES THE EXPANSION JOINT WIDTH REQUIRED BY THE BRIDGE MANUFACTURER.

WOOD RUB RAIL SHALL BE S4S (SURFACED 4 SIDES).

ALL FASTENERS USED TO SECURE WOOD RUB RAILS AND TOE PLATES TO SUPPORT FRAMING SHALL BE STAINLESS STEEL.

IF TREATED TIMBER OR LUMBER MEMBERS ARE CUT IN THE FIELD OR DURING FABRICATION, SEAL ALL CUT ENDS PER SECTION 507.3.7 OF THE WISDOT STANDARD SPECIFICATIONS.

ALL LUMBER SHALL BE PRESSURE TREATED WITH COPPER AZOLE TYPE C (CA-C) OR MICRONIZED COPPER AZOLE (MCA) TO A RETENTION TO MEET AWPAC UC4A AND IN ACCORDANCE WITH SECTION 507 OF THE WISDOT STANDARD SPECIFICATIONS.

THE PREFABRICATED STEEL TRUSS PEDESTRIAN BRIDGE B-13-881 LRFD BID ITEM INCLUDES DESIGNING, FURNISHING AND INSTALLING THE PREFABRICATED BRIDGE, BEARING PLATES, PADS, BOLTS, ANCHOR BOLTS, GROUT, WOOD AND STEEL RAILS AND DECKING MATERIALS INCLUDING CONCRETE MASONRY AND BAR STEEL REINFORCEMENT. USE "BAR STEEL REINFORCEMENT HS COATED STRUCTURES" IN THE BRIDGE DECK.

COAT, PAINT AND FINISH STEEL TRUSS AND RAILING PER SECTION 517 OF THE WISDOT STANDARD SPECIFICATIONS. PAINT COLOR FOR THE STEEL TRUSS AND RAILING SHALL BE FEDERAL STANDARD 595B COLOR #30045, BROWN.

PROTECTIVE SURFACE TREATMENT SHALL BE APPLIED TO THE TOP OF DECK, AND TO ALL EXPOSED FACES OF THE ABUTMENTS AND WINGS.

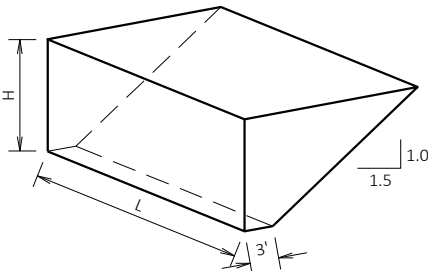
APPLY BRIDGE SEAT PROTECTION TO BEAM SEATS PRIOR TO SETTING BEARINGS PER SECTION 502.3.12 OF THE CURRENT WISDOT SPECIFICATIONS.

THE SLOPE OF THE FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH CUT STONE BOULDERS AND RIPRAP FILTER FABRIC, TYPE HR (TYP.) TO THE LIMITS SHOWN ON SHEET 1 AND ON THE ABUTMENT SHEETS OR AS DIRECTED BY THE ENGINEER. THE AREAS OUTSIDE THE WINGS AND ENDS OF ABUTMENT SHALL BE COVERED WITH CUT-STONE BOULDERS TO THE LIMITS SHOWN ON SHEET 1 OR AS DIRECTED BY THE ENGINEER.

THE TRUSS SHALL BE ANCHORED TO THE ABUTMENTS IN A MANNER TO:

- ALLOW THERMAL MOVEMENTS OF THE SUPERSTRUCTURE ALONG C/L OF THE PEDESTRIAN BRIDGE.
- PREVENT HORIZONTAL TRANSLATION OF THE SUPERSTRUCTURE PERPENDICULAR TO THE C/L OF THE PEDESTRIAN BRIDGE.

THE TRUSS SHALL BE CAMBERED TO OFFSET THE CALCULATED DEAD LOAD DEFLECTION.



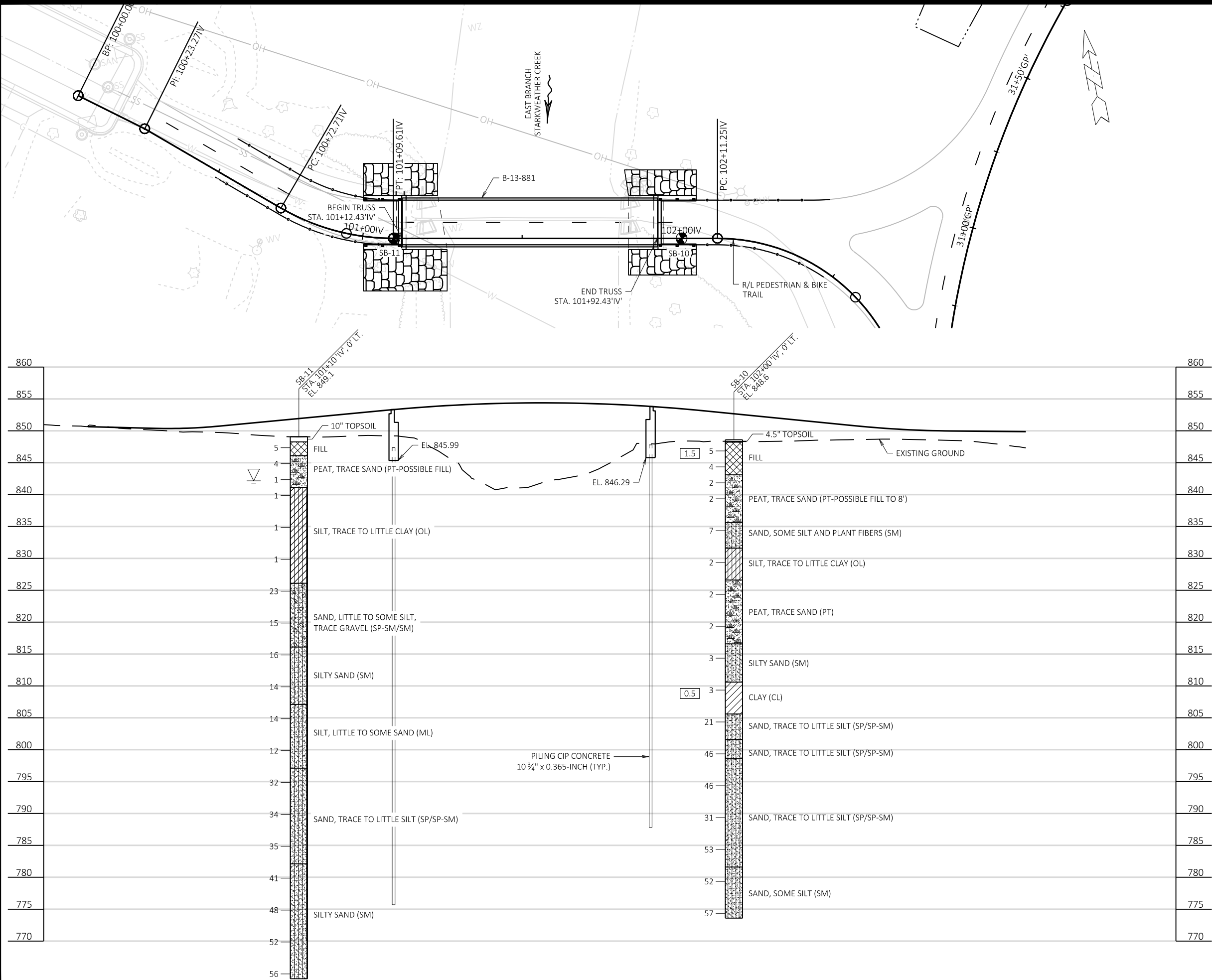
ABUTMENT BACKFILL PAY QUANTITY DIAGRAM

L = OUT TO OUT OF ABUTMENT, INCLUDING WINGS (FT)
H = AVERAGE ABUTMENT FILL HEIGHT (FT)
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
 $V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)$
 $V_{CY} = V_{CF}(EF)/27$
 $V_{TON} = V_{CY}(2.0)$

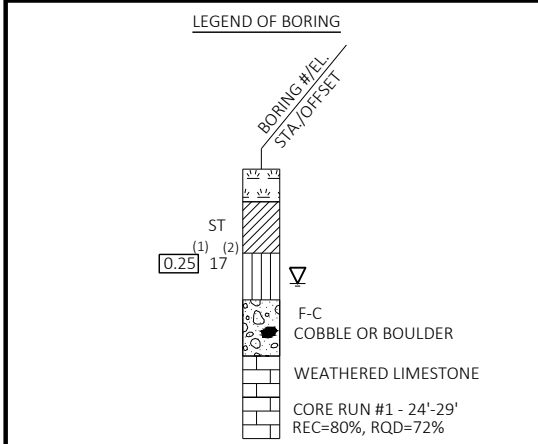
SHEET 2 OF 8

STRUCTURE B-13-881

DRAWN BY STD PLANS CK'D, CDH



MATERIAL SYMBOLS					
	ASPHALT		TOPSOIL		PEAT
	CONCRETE		FILL		GRAVEL
	SAND		CLAY		SILT
	BOULDERS OR COBBLES		LIMESTONE		BEDROCK (UNKNOWN)
	SHALE		SANDSTONE		IGNEOUS/META



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION			
	AT TIME OF DRILLING		END OF DRILLING
	AFTER DRILLING		AFTER DRILLING
ABBREVIATIONS			
F-FINE	M-MEDIUM	C-COARSE	ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

SOIL BORINGS COMPLETED BY:

CGC INC.
2921 PERRY STREET
MADISON, WI 53713
APRIL 27, 2020 & MAY 4, 2020

10160 & 12952	MADISON, WI	CONTRACT NO: 8572
SUBSURFACE EXPLORATION	GARVER PATH	CITY OF MADISON
10160		
S-11		

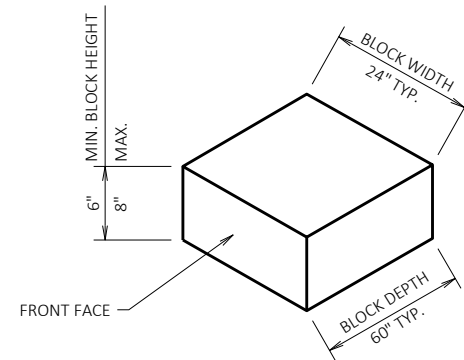
Addendum No. 2, ID 5992-10-41
Revised sheet S-12
02/17/2021

LEGEND

- CONSTRUCTION JOINT FORMED BY BEVELED 2X6. PLACE $\frac{3}{4}$ " BEVEL ON F.F. OF WINGS.
- SET ABUTMENT BEARING SEAT TO ELEVATION DEPENDENT ON TRUSS DEPTH. TRUSS DEPTH INCLUDES MIN. ASSUMED DEPTH TO LOW CHORD (1'-10") AND ASSUMED HEIGHT OF BEARING (5 $\frac{1}{2}$ ").
- HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ON B.F. OF CONSTRUCTION JOINT AS SHOWN.
- PIPE UNDERDRAIN WRAPPED 6-INCH. EXTEND THRU GEOTEXTILE AT FACE OF CUT STONE BOULDERS. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT ENDS OF PIPE. SEE RODENT SHIELD DETAIL, SHEET 6.

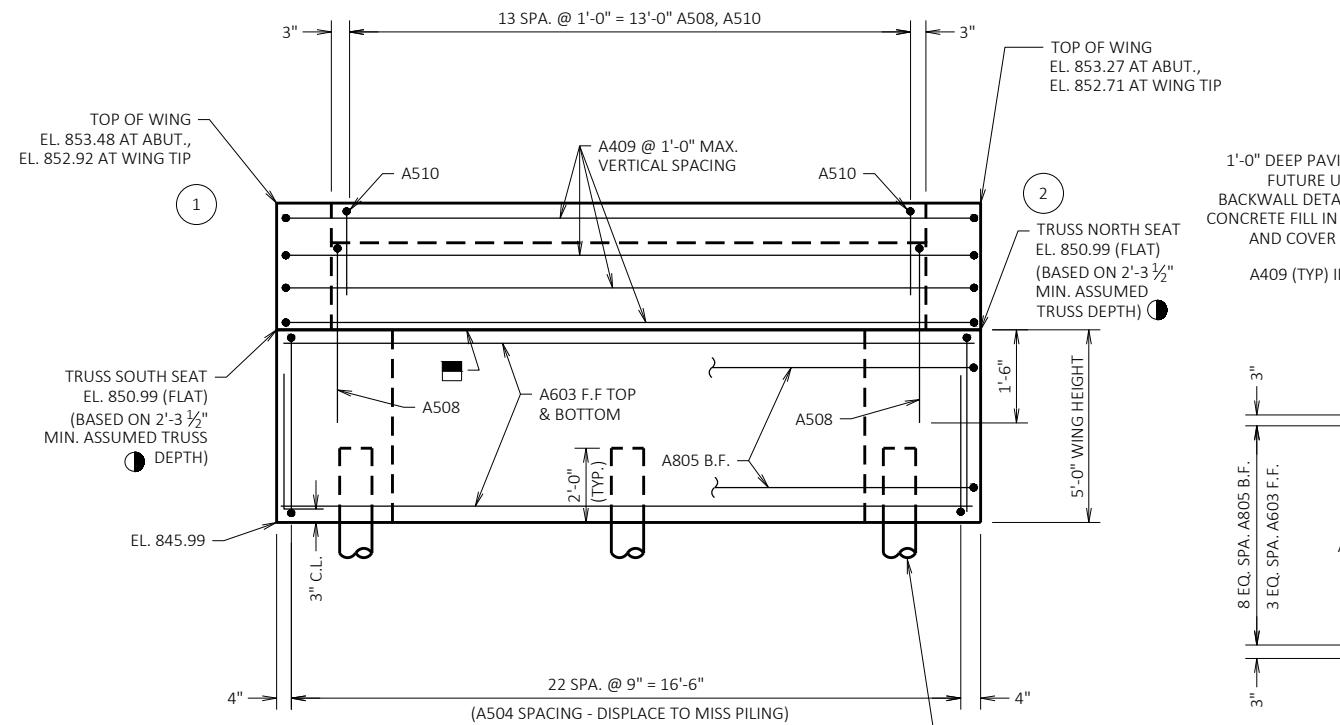
F.F. = FRONT FACE B.F. = BACK FACE CL. = CLEAR

INDICATES WING NUMBER.



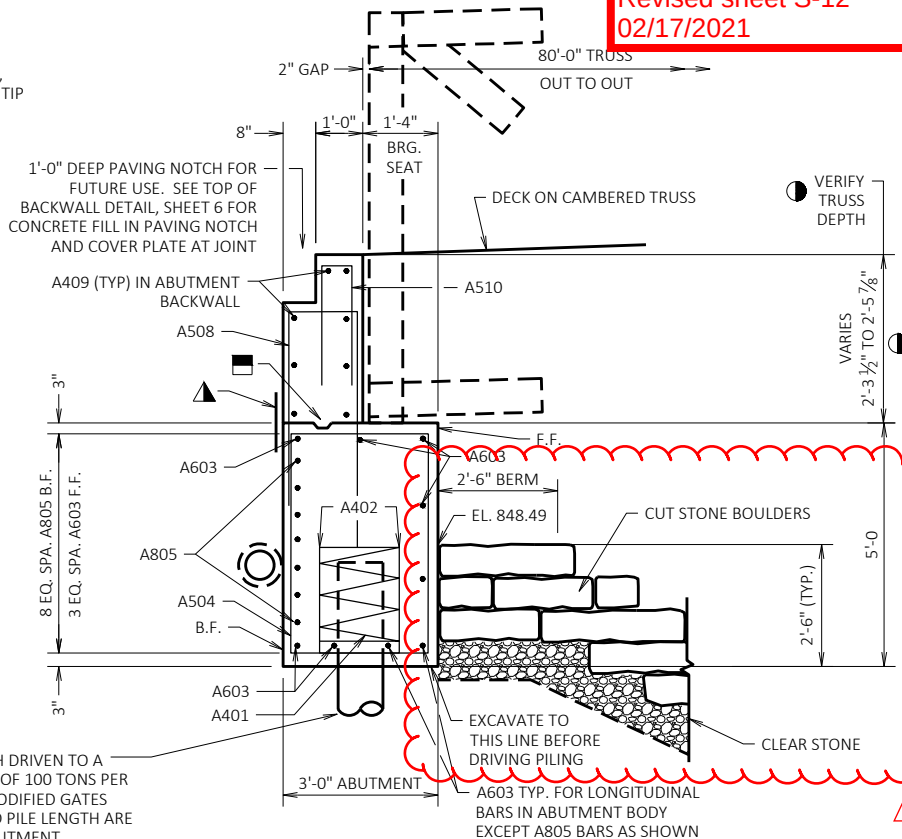
CUT STONE BOULDER DETAIL -1

UNDERLAY CUT-STONE BOULDER WALL WITH CLEAR STONE AND GEOTEXTILE TYPE HR. EXTEND FABRIC TO OVERLAP 2'-0" MIN. TO FRONT FACES OF BRIDGE WING WALLS.

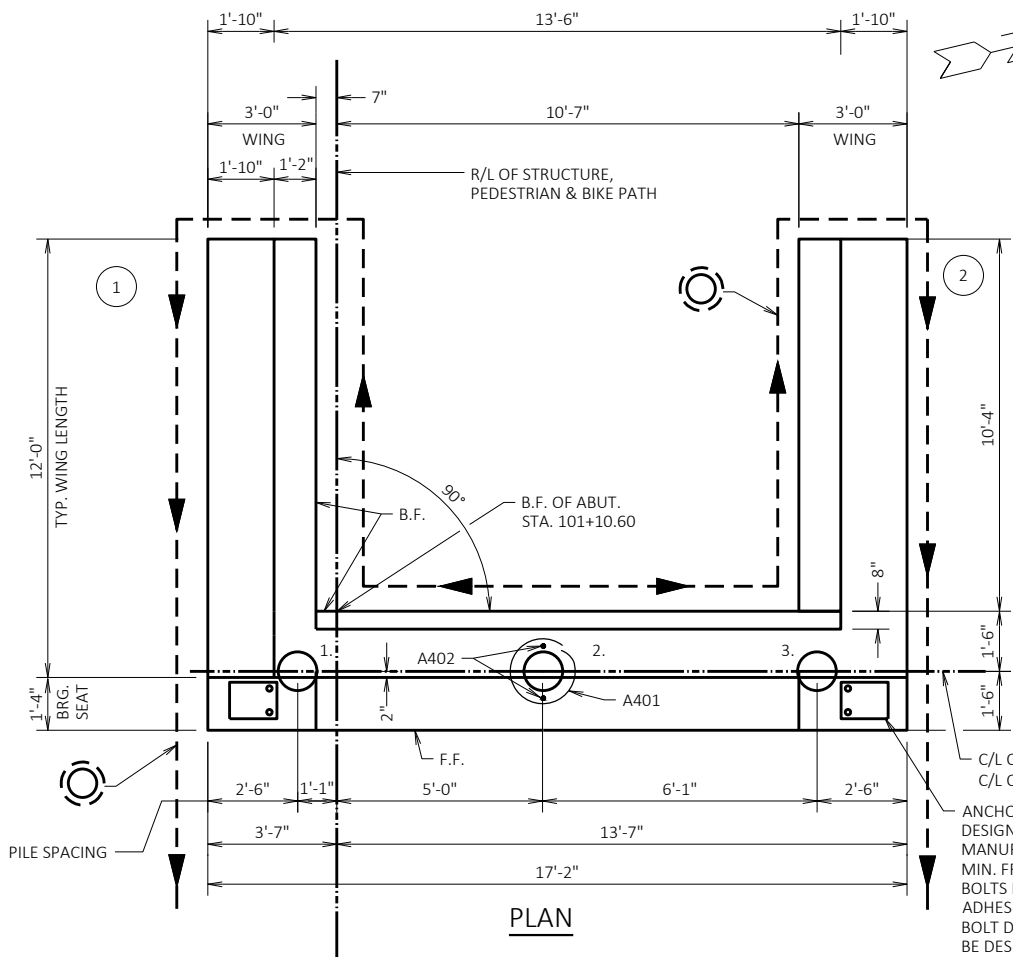


ELEVATION

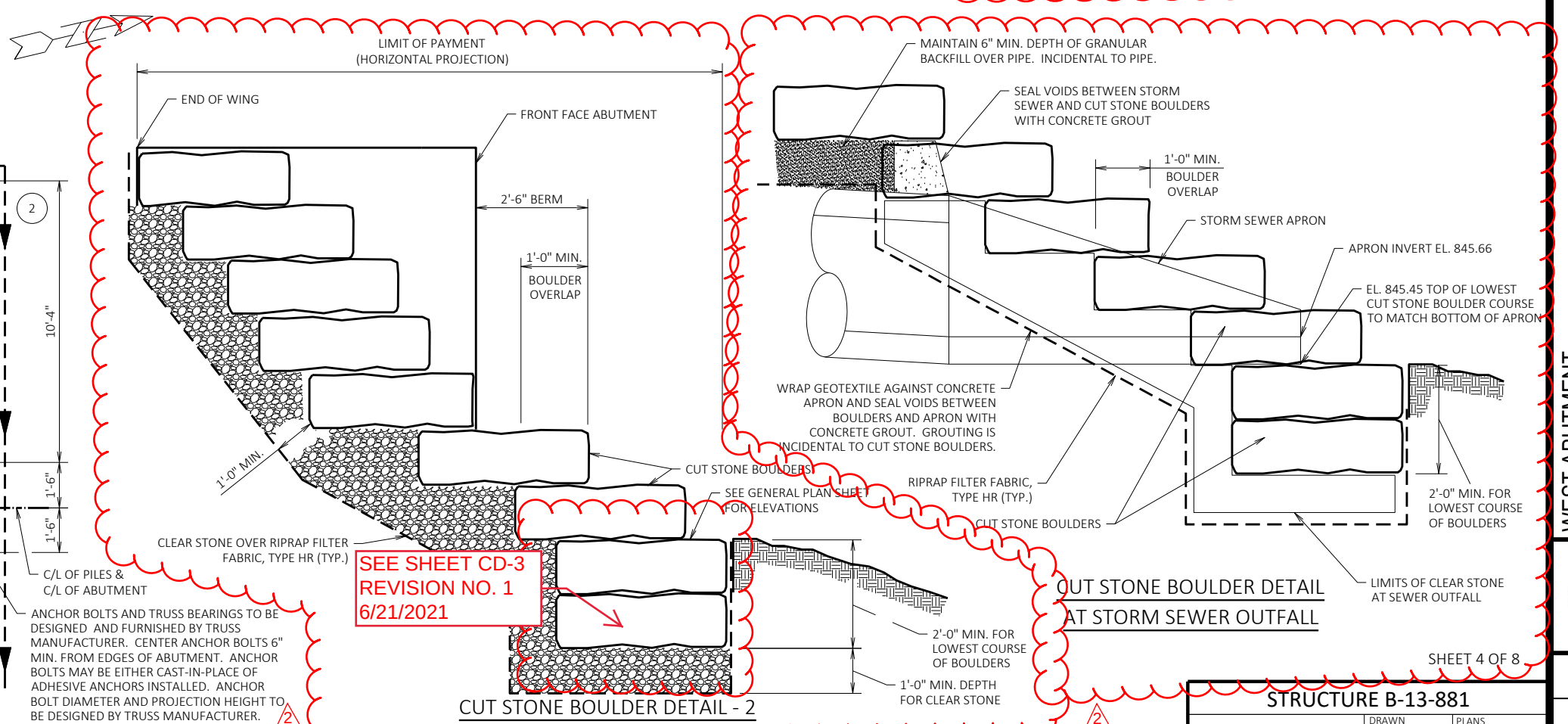
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SECTION THRU ABUTMENT



PLAN



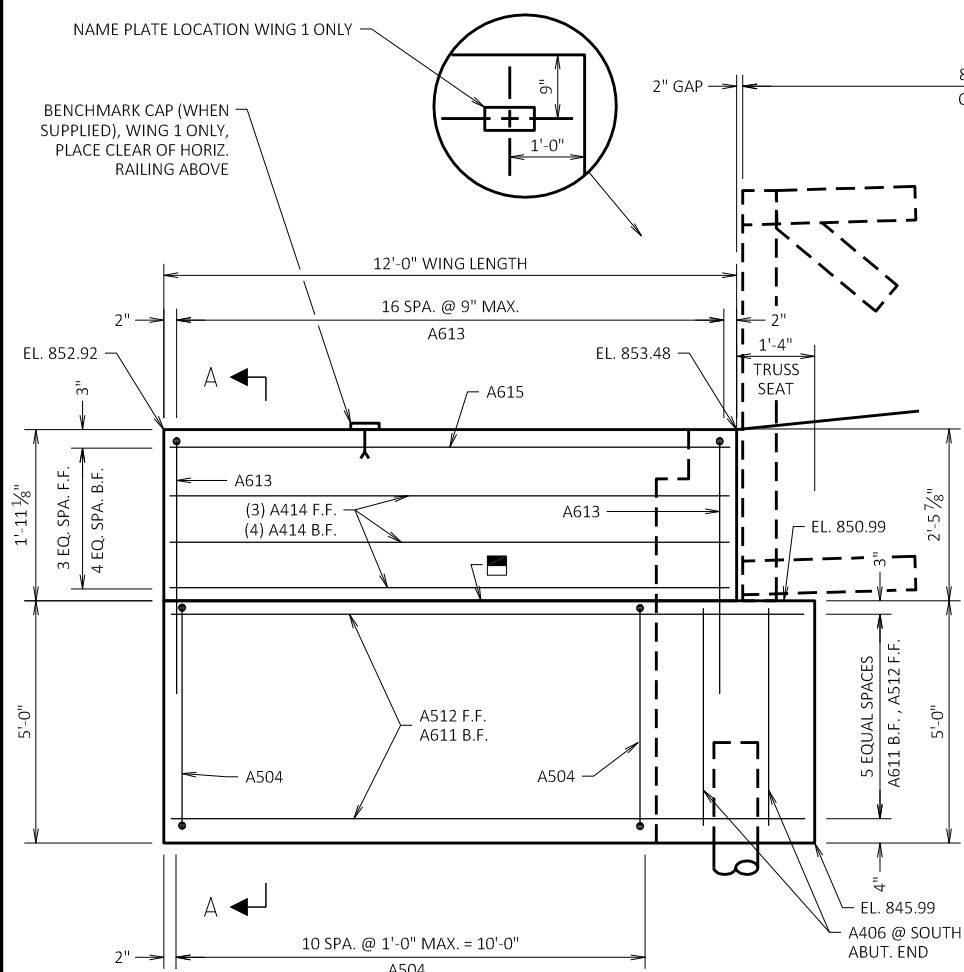
SEE SHEET CD-3
REVISION NO. 1
6/21/2021

CUT STONE BOULDER DETAIL
AT STORM SEWER OUTFALL

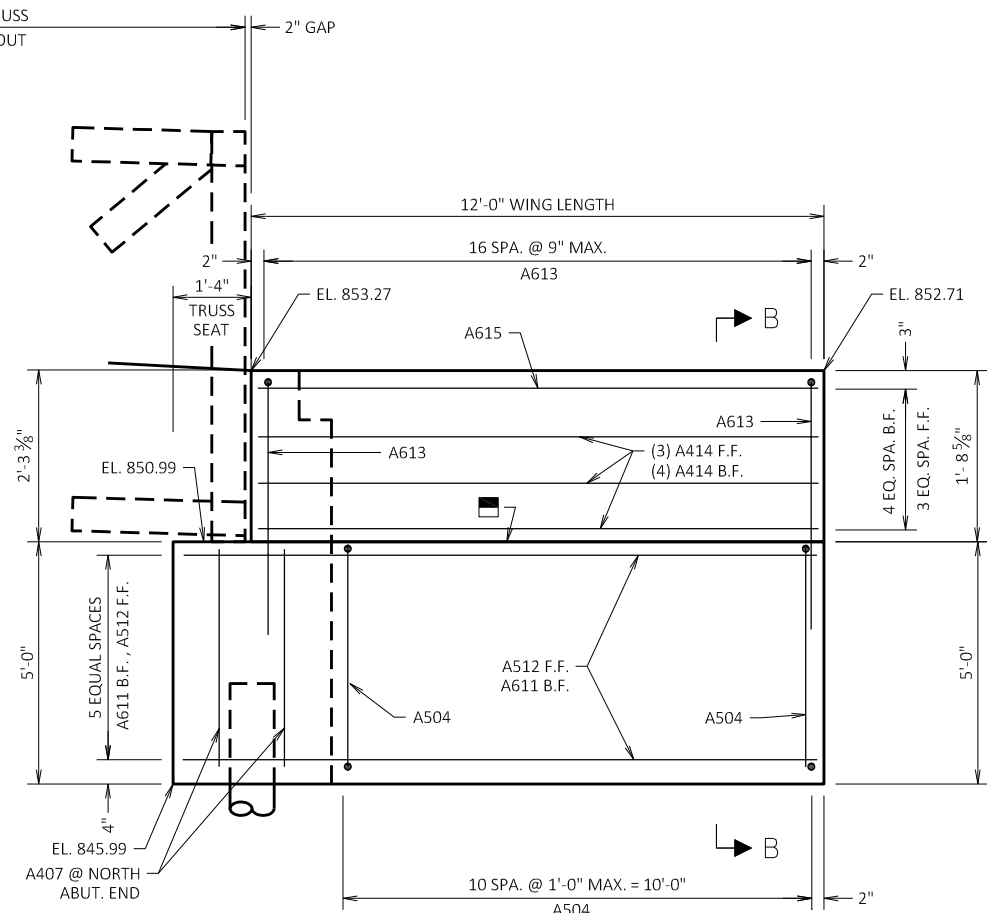
SHEET 4 OF 8

STRUCTURE B-13-881

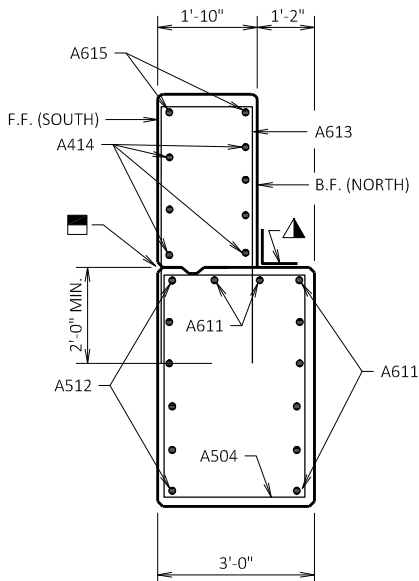
DRAWN BY STD PLANS CK'D, CDH



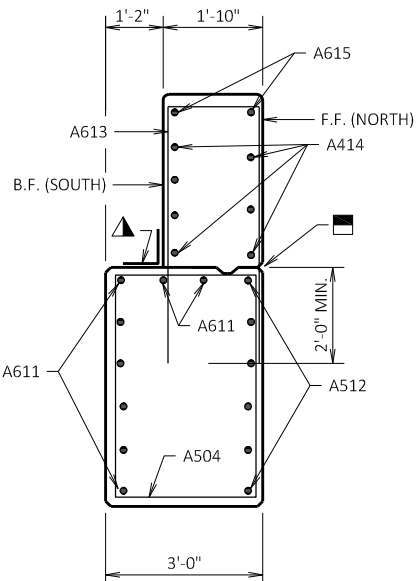
ELEVATION WING - 1



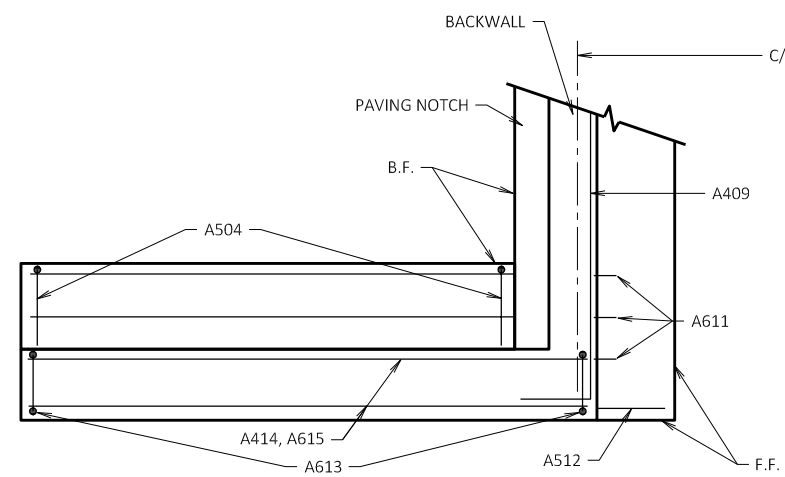
ELEVATION WING - 2



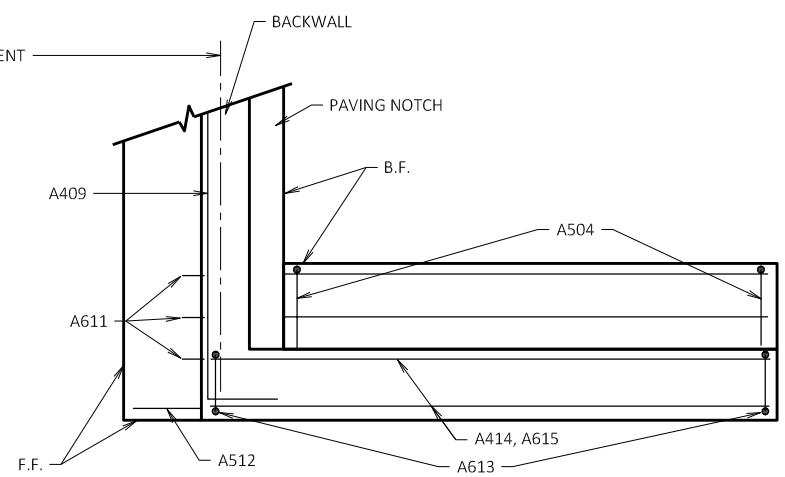
SECTION A-A THRU WING - 1



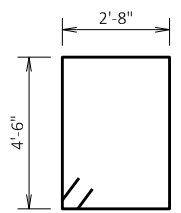
SECTION B-B THRU WING - 2



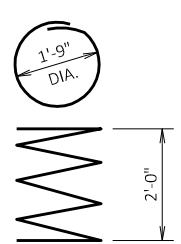
PLAN WING - 1



PLAN WING - 2



A504



A401

MARK	A	B
A805	16'-8"	1'-4"
A508	1'-4"	3'-5"
A409	16'-8"	8"
A510	8"	1'-6"
A613	1'-6"	4'-5"

NOTES

ELEVATIONS ARE GIVEN AT THE B.F. OF WINGS. WINGS TO BE CONSTRUCTED FLAT.

ANCHOR BOLT SPACING FOR RAILING IS NOT SHOWN. SEE SHEET 8 FOR RAIL AND ANCHOR BOLT DETAILS.

ELEVATIONS OF BEARING SEATS AND VERTICAL DIMENSIONS SHOWN ARE BASED ON 2'-3 1/2" TRUSS AND BEARING DEPTH. ADJUST FOR ANY DEVIATION IN THE MANUFACTURED TRUSS AND BEARING DEPTH.

BILL OF BARS

BAR MARK	NO. REQ'D.	LENGTH	COAT	BENT	LOCATION
A401	3	28'-0"		X	ABUTMENT BODY - SPIRAL WRAP EACH PILE
A402	6	2'-3"			ABUTMENT BODY - 2 PER PILE - VERT.
A603	9	16'-10"			ABUTMENT BODY - F.F., TOP AND BTM. - HORIZ.
A504	34	15'-0"		X	ABUTMENT BODY AND WINGS - STIRRUP
A805	7	18'-11"		X	ABUTMENT BODY - B.F. - HORIZ.
A406	2	4'-6"			ABUTMENT BODY - SOUTH END - VERT.
A407	2	4'-6"			ABUTMENT BODY - NORTH END - VERT.
A508	14	7'-11"	X	X	ABUTMENT BODY - BACKWALL STIRRUP
A409	8	17'-10"	X	X	ABUTMENT BODY - BACKWALL - HORIZ.
A510	14	3'-5"	X	X	ABUTMENT BODY - PAVING BLOCK - STIRRUP
A611	16	12'-3"	X		WINGS - LOWER - B.F. AND TOP - HORIZ.
A512	12	13'-0"	X		WINGS - LOWER - F.F. - HORIZ.
A613	34	10'-0"	X	X	WINGS - TOP - STIRRUP - VERT.
A414	14	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
A615	4	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
A416	8	1'-4"	X		PAVING NOTCH FILLER - VERT.
A417	2	13'-0"	X		PAVING NOTCH FILLER - HORIZ.

(COATED 1,440 LBS.)

(UNCOATED 1,200 LBS.)

10160 & 12952

MADISON, WI

CONTRACT NO: 8572

WEST ABUTMENT DETAILS

GARVER PATH

CITY OF MADISON

10160

S-13

REVISION

DATE

BY

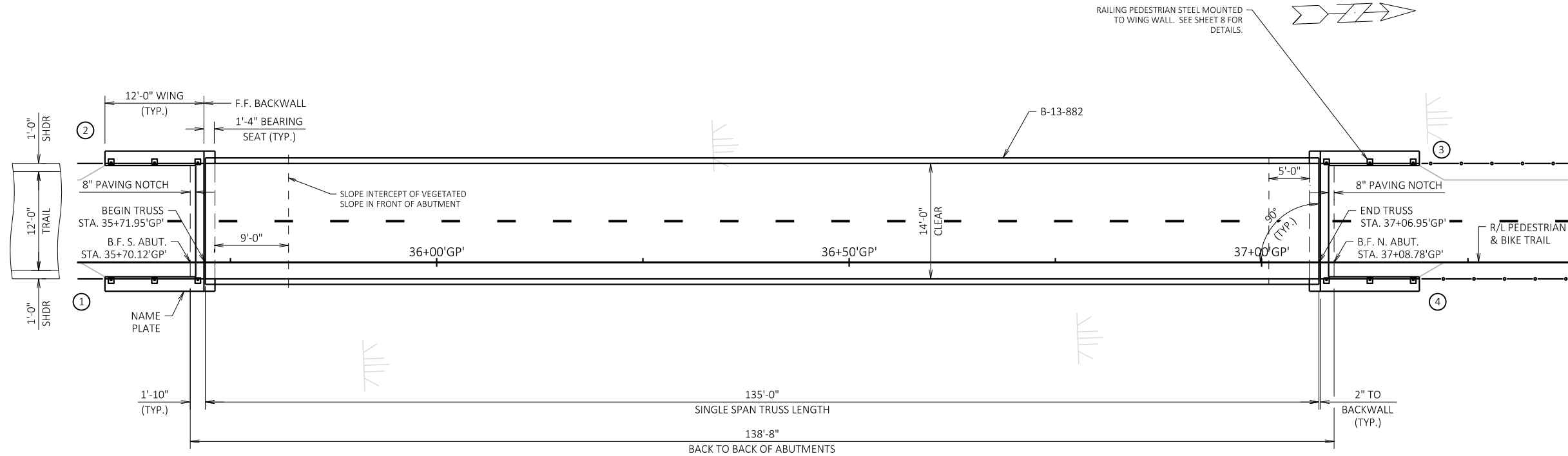
Scale: S-13



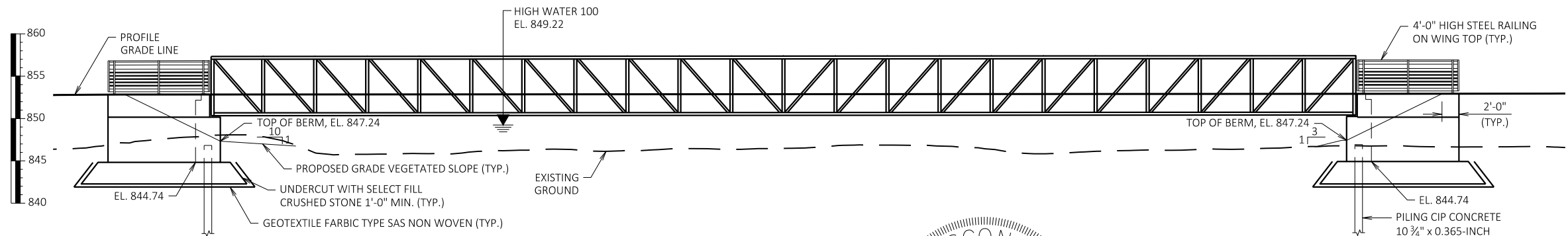
- 1 PLATE $\frac{3}{4}$ " X 8" X 8" WITH $\frac{3}{4}$ " DIA. HOLES
- 2 $\frac{5}{8}$ " DIA. X 9" LONG, TYPE 316 STAINLESS STEEL ADHESIVE ANCHORS WITH NUT AND WASHERS OF SAME ALLOY GROUP. MIN. PULLOUT CAPACITY OF 13 KIPS, EMBED MIN. 7", ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.
- 3 STRUCTURAL TUBING 2" X 2" X $\frac{1}{4}$ ", PLACE VERTICAL IN BOTH DIRECTIONS. WELD TO NO. 1, 4, 5, 6 AND 7.
- 4 STRUCTURAL TUBING 2" X 4" X $\frac{1}{4}$ " BOTTOM RAIL. WELD TO NO. 3.
- 5 STRUCTURAL TUBING 1 $\frac{1}{4}$ " X 1 $\frac{1}{4}$ " X $\frac{3}{16}$ " RAILS. WELD TO NO. 3.
- 6 STRUCTURAL TUBING 2" X 6" X $\frac{1}{4}$ " RAIL. WELD TO NO. 3.
- 7 STRUCTURAL TUBING 2" X 2" X $\frac{1}{4}$ " TOP RAIL. WELD TO NO. 4.
- A ALIGN BOTTOM RAIL, RUB RAIL, SAFETY RAIL AND TOP RAIL WITH SIMILAR FABRICATED BRIDGE RAILING ELEMENTS.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.

(X) INDICATES WING NUMBER



PLAN
(SINGLE SPAN PREFABRICATED STEEL TRUSS, B-13-882)



ELEVATION
(LOOKING WEST)



Chad Halverson
November 23, 2020

LIST OF DRAWINGS

1. GENERAL PLAN
2. CROSS SECTION, QUANTITIES & NOTES
3. SUBSURFACE EXPLORATION
4. SOUTH ABUTMENT
5. SOUTH ABUTMENT DETAILS
6. NORTH ABUTMENT
7. NORTH ABUTMENT DETAILS
8. RAILING PEDESTRIAN STEEL

BRIDGE OFFICE CONTACT
AARON BONK, P.E.
TELEPHONE: (608) 261-0261

CONSULTANT CONTACT
CHAD HALVERSON, P.E.
TELEPHONE: (608) 663-1218

DESIGN DATA

DESIGN SPECIFICATIONS:
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS
AASHTO LRFD BRIDGE SPECIFICATIONS FOR THE DESIGN OF PEDESTRIAN BRIDGES

LIVE LOAD:
90 PSF PEDESTRIAN LOAD
20,000 LB. VEHICLE LOAD (H10)

WIND LOAD:
WIND LOADS DESIGNED IN ACCORDANCE TO AASHTO DESIGN FOR PEDESTRIAN BRIDGES AND AASHTO SIGNS.

MATERIAL PROPERTIES:
CONCRETE MASONRY BRIDGES $f'_c = 3,500$ PSI
HIGH STRENGTH BAR STEEL REINFORCEMENT GRADE 60 $f_y = 60,000$ PSI
HIGH STRENGTH STRUCTURAL STEEL ASTM A847, A588, A606, A709 OR A242 $f_y = 50,000$ PSI
STRUCTURAL CARBON STEEL ASTM A36 $f_y = 36,000$ PSI

FOUNDATION DATA:
ABUTMENTS SUPPORTED ON PILING CIP CONCRETE 10 3/4" X 0.365-INCH DRIVEN TO A REQUIRED DRIVING RESISTANCE OF 120* TONS PER PILE AS REQUIRED BY THE MODIFIED GATES DYNAMIC EQUATION. ESTIMATED 70' LONG AT THE SOUTH ABUTMENT AND 85' LONG AT THE NORTH ABUTMENT.

* THE FACTORED AXIAL RESISTANCE OF PILES IN COMPRESSION USED FOR DESIGN IS THE REQUIRED DRIVING RESISTANCE MULTIPLIED BY A RESISTANCE FACTOR OF 0.5 USING MODIFIED GATES TO DETERMINE DRIVEN PILE CAPACITY.

HYDRAULIC DATA:

100 YEAR FREQUENCY
 $Q_{100} = \text{--- C.F.S.}$
 $VEL = \text{--- F.P.S.}$
 $HW_{100} = EL. 849.22$
WATERWAY AREA = --- SQ. FT.
DRAINAGE AREA = 8.2 SQ. MI.
SCOUR CRITICAL CODE = 5

2 YEAR FREQUENCY

$Q_2 = \text{--- C.F.S.}$
 $VEL = \text{--- F.P.S.}$
 $HW_2 = EL. 846.87$

STRUCTURE IS LOCATED OUTSIDE OF THE EFFECTIVE FLOW BOUNDARIES FOR THE EAST BRANCH OF STARKWEATHER CREEK. THERE WILL BE LITTLE TO NO FLOW CONVEYANCE THROUGH THE STRUCTURE. HW100 ELEVATION IS DUE TO FLOOD STORAGE.

NO.	DATE	REVISION	BY
			
ACCEPTED  SDR 12/08/20 CHIEF STRUCTURES DESIGN ENGINEER DATE			
STRUCTURE B-13-882			
WETLAND CROSSING PEDESTRIAN & BIKE PATH OVER STARKWEATHER CREEK			
COUNTY DANE		TOWN/CITY/VILLAGE MADISON	
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS			
DESIGNED BY CAH	DESIGN CK'D. CDH	DRAWN BY STD	PLANS CK'D. CDH
GENERAL PLAN			SHEET 1 OF 8

10160 & 12952

MADISON, WI

CONTRACT NO: 8572

GENERAL PLAN

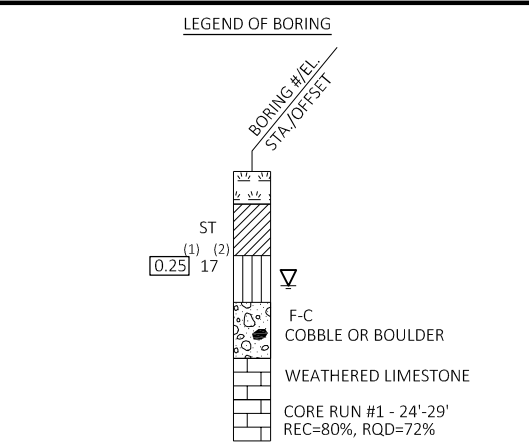
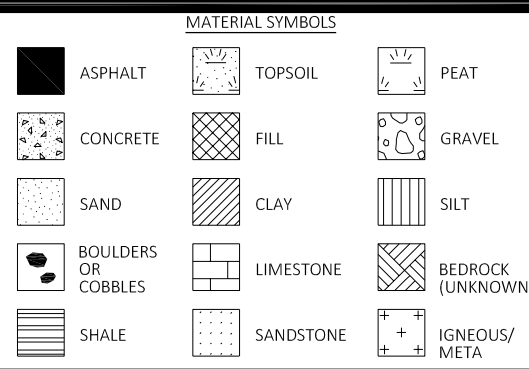
GARVER PATH

CITY OF MADISON



10160

S-17



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

<u>GROUND WATER ELEVATION</u>			
	AT TIME OF DRILLING		
	END OF DRILLING		
	AFTER DRILLING		
<u>ABBREVIATIONS</u>			
F-FINE	M-MEDIUM	C-COARSE	ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION
DESIGN AND BIDDERS INFORMATION

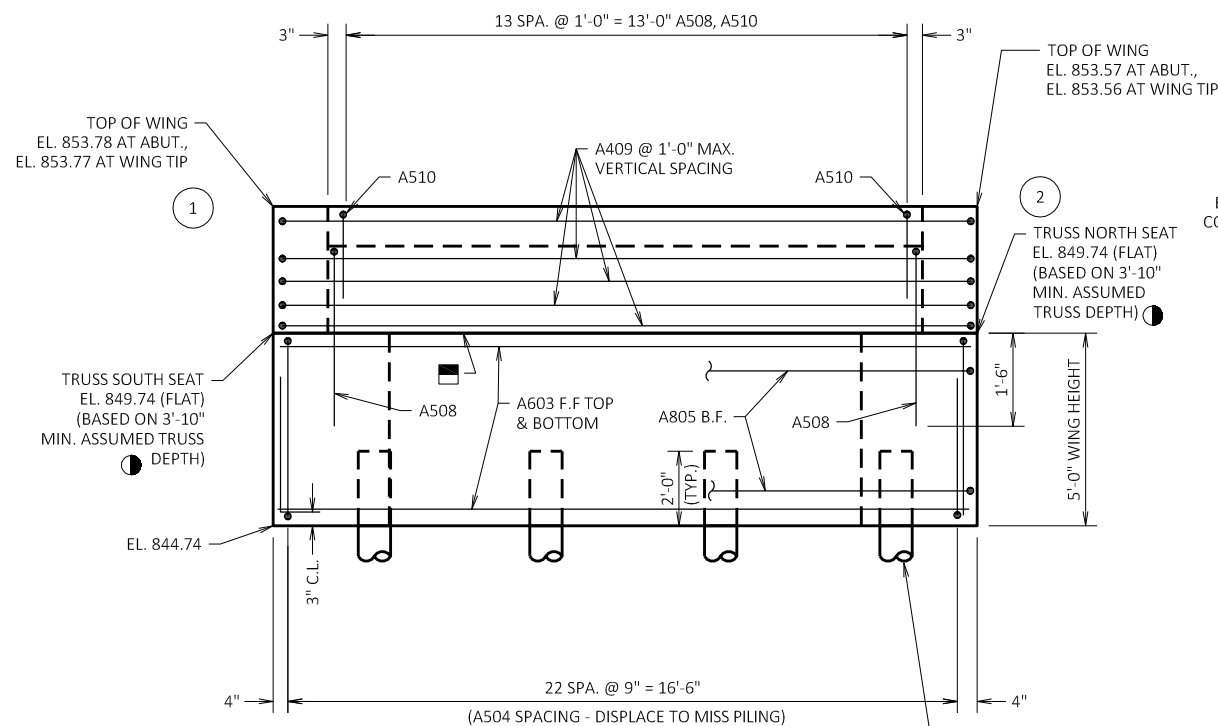
BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS
INDICATED ON THIS DRAWING TO OBTAIN INFORMATION
CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND
AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED
AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE
ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION
DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW,
BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL
CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN
GROUNDWATER LEVELS MAY OCCUR.

SOIL BORINGS COMPLETED BY:

CGC INC.
2921 PERRY STREET
MADISON, WI 53713
APRIL 28, 2020 & MAY 14, 2020

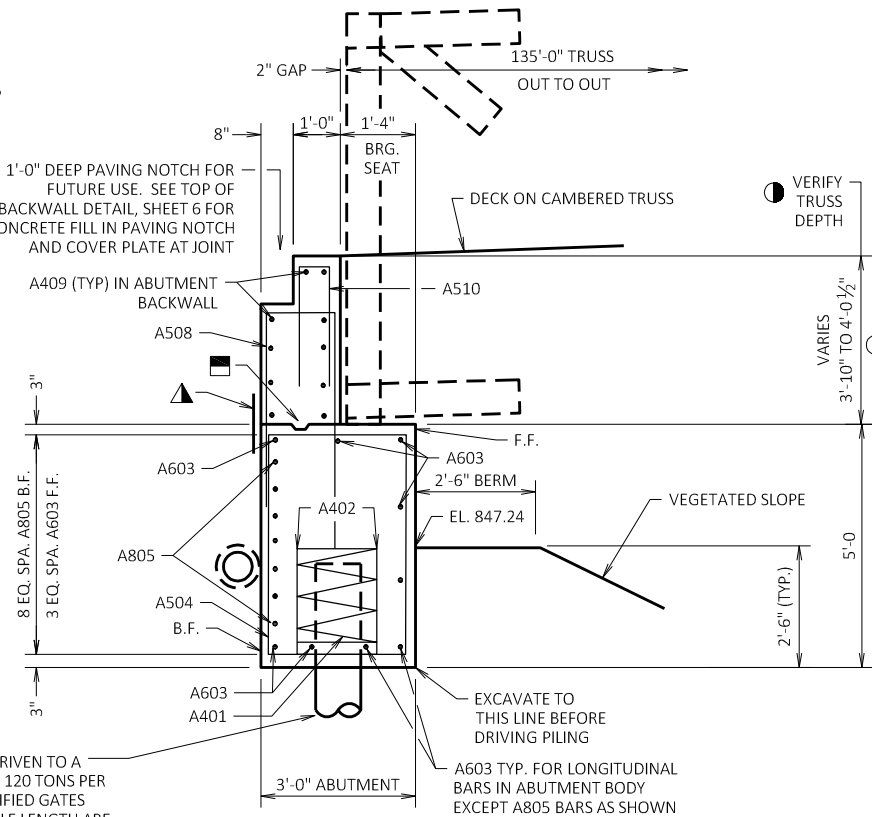
SHEET 3 OF 8

STRUCTURE B-13-882			
DRAWN BY	STD	PLANS CK'D.	CDH

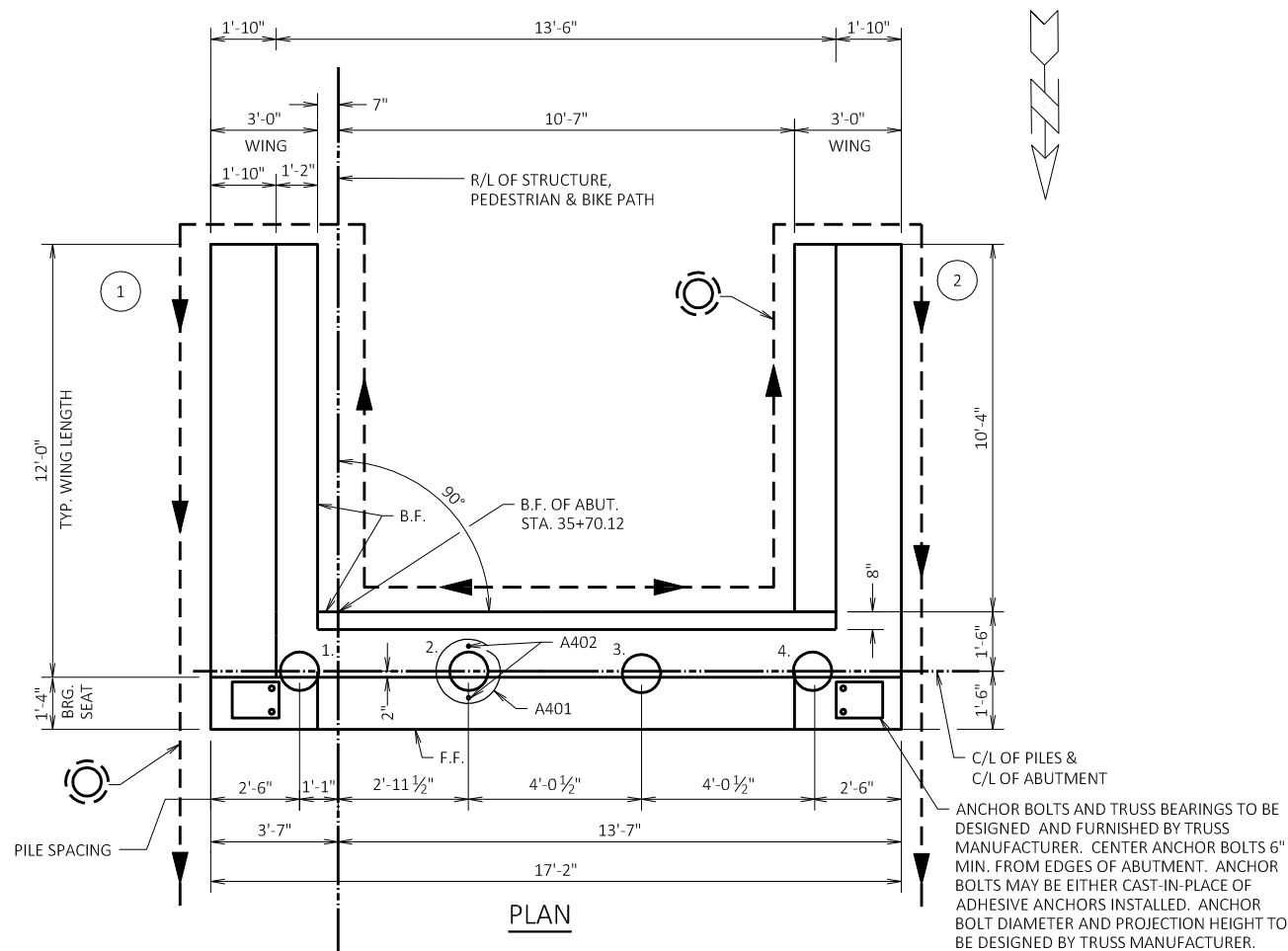


ELEVATION

(LOOKING AT FRONT FACE OF ABUTMENT)



SECTION THRU ABUTMENT

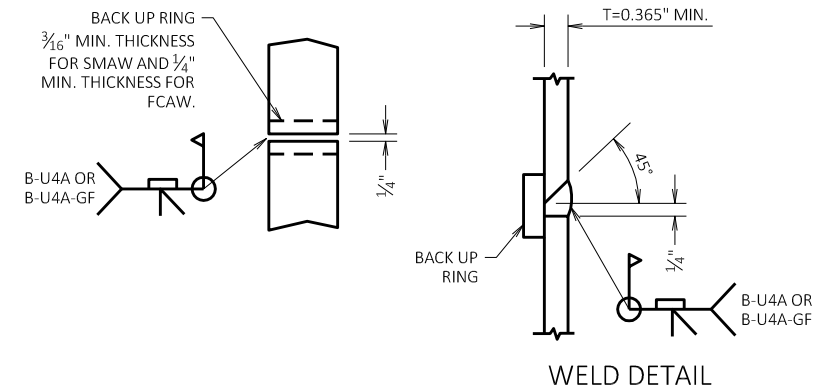


PLAN

ANCHOR BOLTS AND TRUSS BEARINGS TO BE DESIGNED AND FURNISHED BY TRUSS MANUFACTURER. CENTER ANCHOR BOLTS 6" MIN. FROM EDGES OF ABUTMENT. ANCHOR BOLTS MAY BE EITHER CAST-IN-PLACE OF ADHESIVE ANCHORS INSTALLED. ANCHOR BOLT DIAMETER AND PROJECTION HEIGHT TO BE DESIGNED BY TRUSS MANUFACTURER.

LEGEND

- CONSTRUCTION JOINT FORMED BY BEVELED 2X6. PLACE $\frac{3}{4}$ " BEVEL ON F.F. OF WINGS.
- SET ABUTMENT BEARING SEAT TO ELEVATION DEPENDENT ON TRUSS DEPTH. TRUSS DEPTH INCLUDES MIN. ASSUMED DEPTH TO LOW CHORD (3'-4") AND ASSUMED HEIGHT OF BEARING (6").
- HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ON B.F. OF CONSTRUCTION JOINT AS SHOWN.
- PIPE UNDERDRAIN WRAPPED 6-INCH. EXTEND THRU VEGETATED SLOPE. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT ENDS OF PIPE. SEE RODENT SHIELD DETAIL, SHEET 6.
- F.F. = FRONT FACE B.F. = BACK FACE CL. = CLEAR
- INDICATES WING NUMBER.



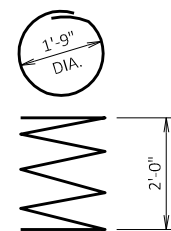
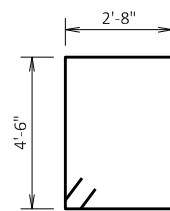
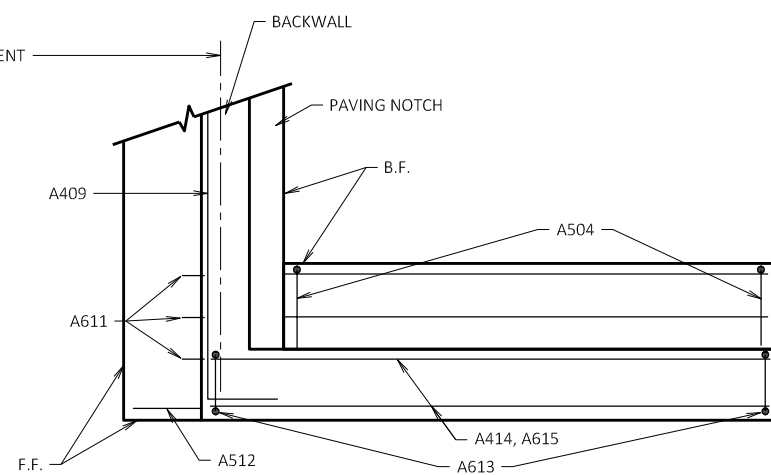
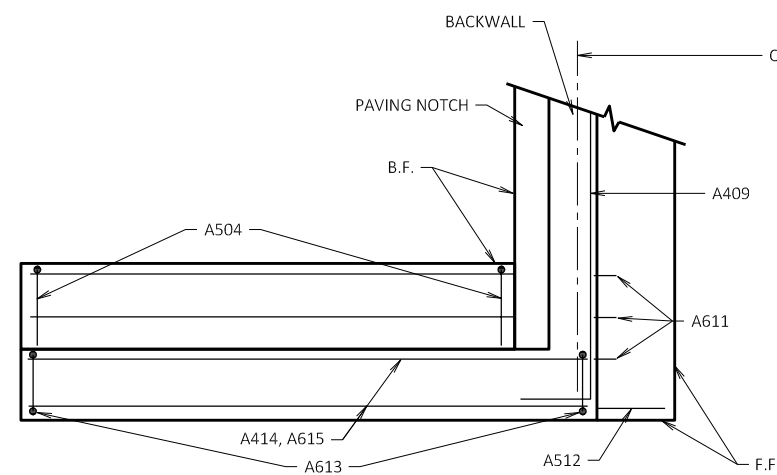
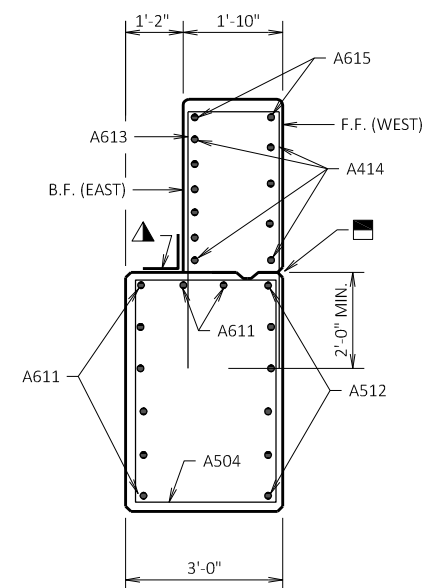
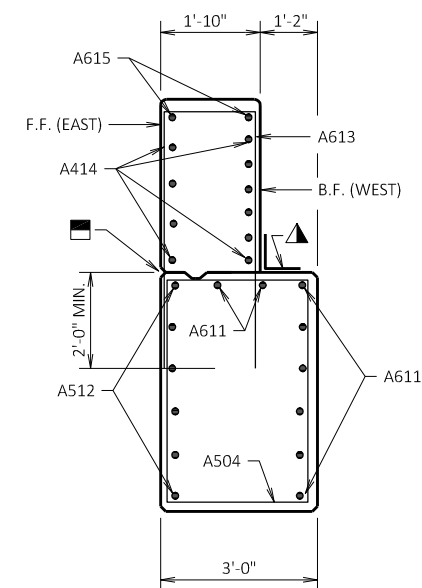
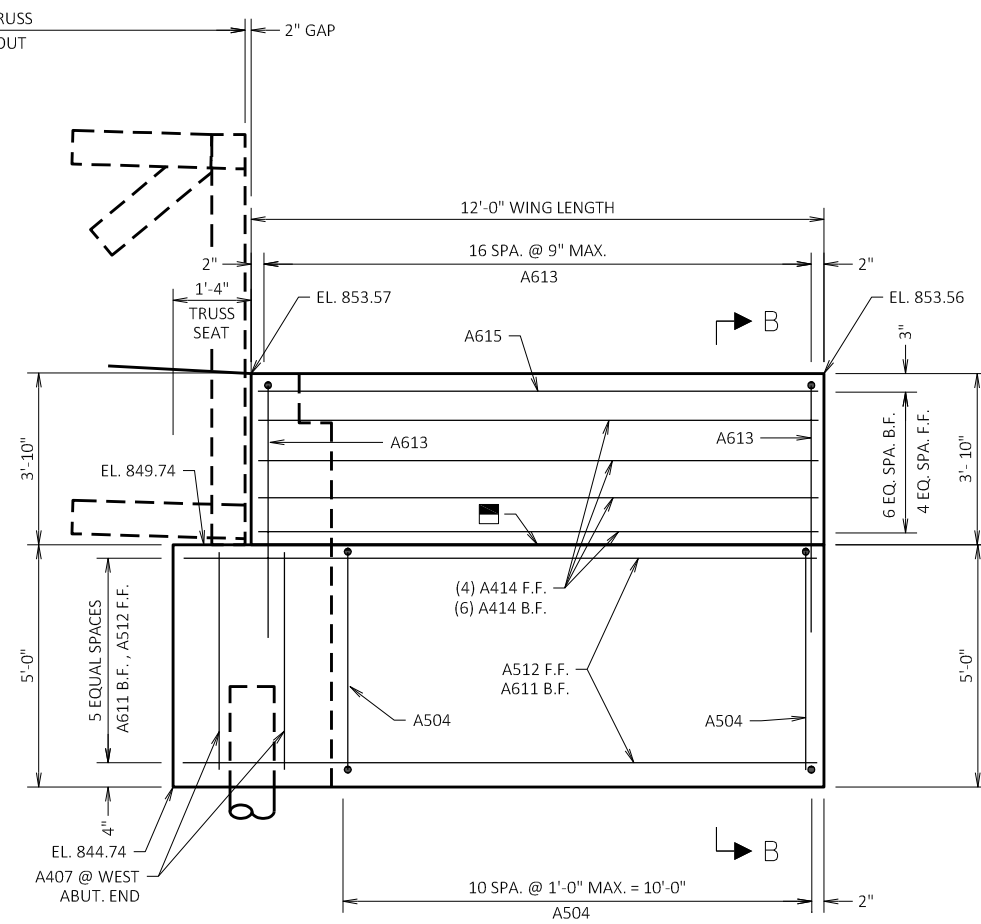
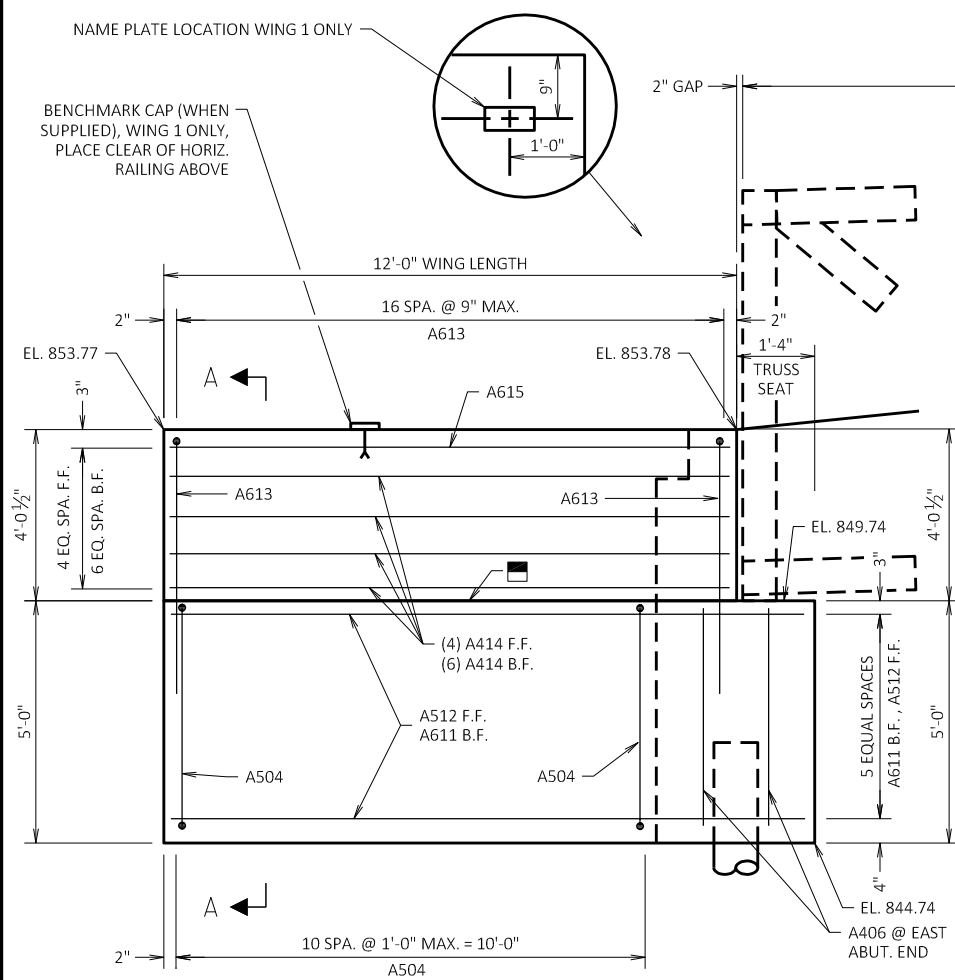
CAST-IN-PLACE 'PIPE PILE' SPLICE DETAILS

10160 & 12952	MADISON, WI	CONTRACT NO: 8572	Scale: S-20
SOUTH ABUTMENT	GARVER PATH	CITY OF MADISON	
10160	S-20		

SHEET 4 OF 8

STRUCTURE B-13-882

DRAWN BY STD PLANS CK'D. CDH



MARK	A	B
A805	16'-8"	1'-4"
A508	1'-4"	4'-9"
A409	16'-8"	8"
A510	8"	1'-6"
A613	1'-6"	6'-1"

NOTES

ELEVATIONS ARE GIVEN AT THE B.F. OF WINGS. WINGS TO BE CONSTRUCTED FLAT.

ANCHOR BOLT SPACING FOR RAILING IS NOT SHOWN.
SEE SHEET 8 FOR RAIL AND ANCHOR BOLT DETAILS.

ELEVATIONS OF BEARING SEATS AND VERTICAL DIMENSIONS SHOWN ARE BASED ON 3'-10" TRUSS AND BEARING DEPTH. ADJUST FOR ANY DEVIATION IN THE MANUFACTURED TRUSS AND BEARING DEPTH.

BILL OF BARS

BAR MARK	NO. REQ'D.	LENGTH	COAT	BENT	LOCATION
A401	4	28'-0"		X	ABUTMENT BODY - SPIRAL WRAP EACH PILE
A402	8	2'-3"			ABUTMENT BODY - 2 PER PILE - VERT
A603	9	16'-10"			ABUTMENT BODY - F.F., TOP AND BTM. - HORIZ.
A504	34	15'-0"		X	ABUTMENT BODY AND WINGS - STIRRUP
A805	7	18'-11"		X	ABUTMENT BODY - B.F. - HORIZ.
A406	2	4'-6"			ABUTMENT BODY - SOUTH END - VERT.
A407	2	4'-6"			ABUTMENT BODY - NORTH END - VERT.
A508	14	10'-7"	X	X	ABUTMENT BODY - BACKWALL STIRRUP
A409	10	17'-10"	X	X	ABUTMENT BODY - BACKWALL - HORIZ.
A510	14	3'-5"	X	X	ABUTMENT BODY - PAVING BLOCK - STIRRUP
A611	16	12'-3"	X		WINGS - LOWER - B.F. AND TOP - HORIZ.
A512	12	13'-0"	X		WINGS - LOWER - F.F. - HORIZ.
A613	34	13'-4"	X	X	WINGS - TOP - STIRRUP - VERT.
A414	22	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
A615	4	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
A416	8	1'-4"	X		PAVING NOTCH FILLER - VERT.
A417	2	13'-0"	X		PAVING NOTCH FILLER - HORIZ.

(COATED 1,730 LBS.)

(UNCOATED 1,220 LBS.)

SHEET 5 OF 8

STRUCTURE B-13-882

DRAWN BY	STD	PLANS CK'D	CDH
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10160 & 12952

MADISON, WI

CONTRACT NO:

SOUTH ABUTMENT DETAILS

GARVER PATH

CITY OF MADISON



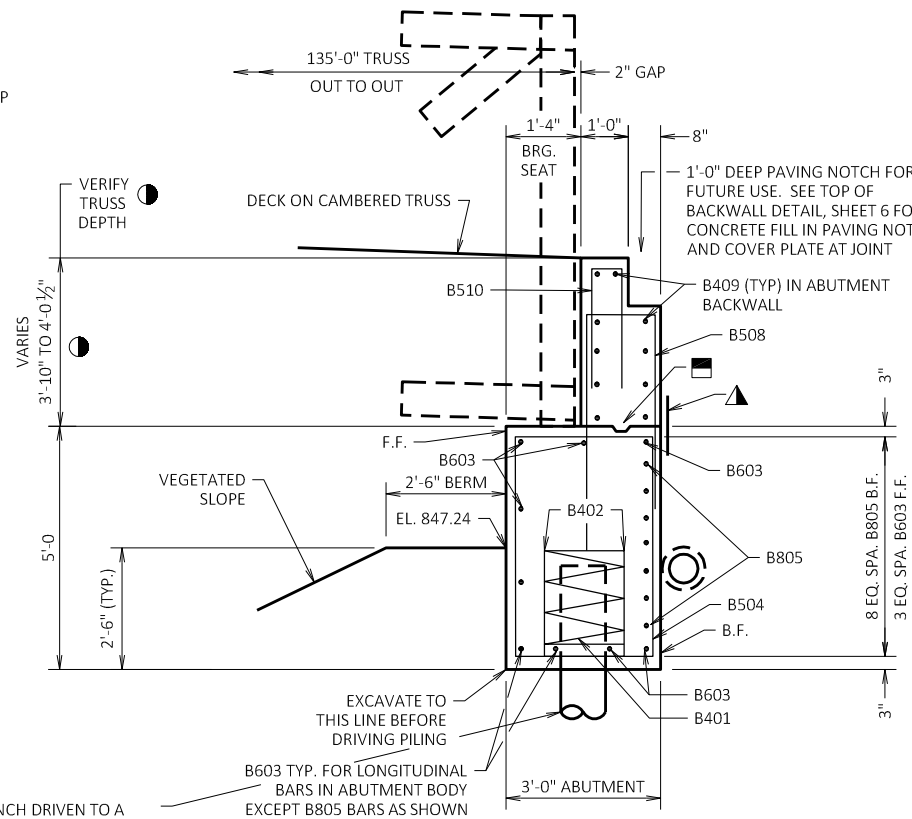
0160

S-21

MARK	REVISION	DATE	BY
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14-00000	14-00000	14-00000	14-00000
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14-00000	14-00000	14-00000	14-00000
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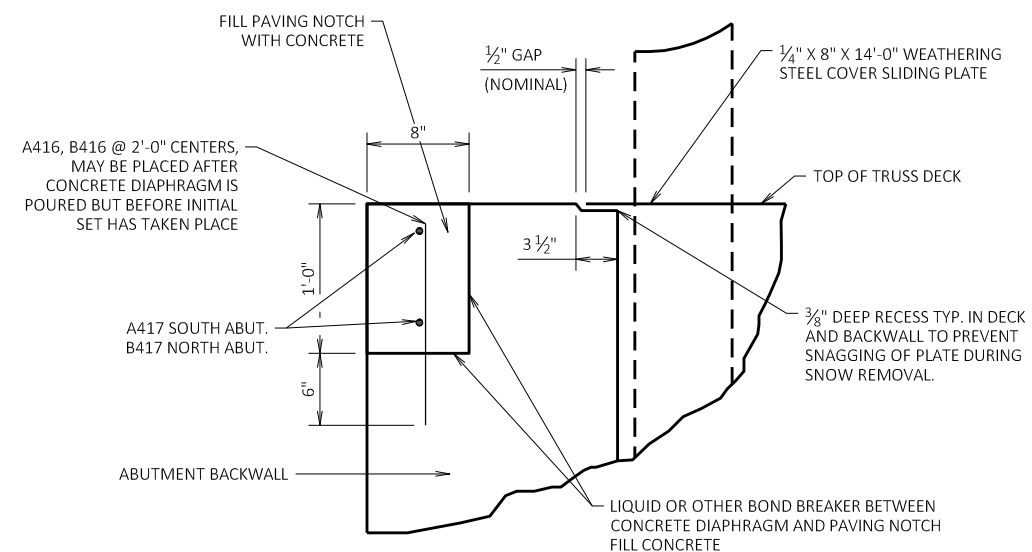
Designed By: CAH Date: 10/01/2020 Scale: S-21

####



(LOOKING AT FRONT FACE OF ABUTMENT)

PILING CIP 10 3/4 X 0.365-INCH DRIVEN TO A
REQUIRED DRIVING RESISTANCE OF 120 TONS PER
PILE AS DETERMINED BY THE MODIFIED GATES
DYNAMIC FORMULA. ESTIMATED PILE LENGTH ARE
85'-0" AT THE NORTH ABUTMENT.



TOP OF BACKEALL DETAIL

 CONSTRUCTION JOINT FORMED BY BEVELED 2X6. PLACE $\frac{3}{4}$ " BEVEL ON F.F. OF WINGS.

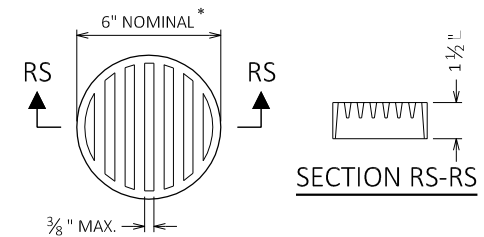
 SET ABUTMENT BEARING SEAT TO ELEVATION DEPENDENT ON TRUSS DEPTH. TRUSS DEPTH INCLUDES MIN. ASSUMED DEPTH TO LOW CHORD (3'-4") AND ASSUMED HEIGHT OF BEARING (6").

 HORIZONTAL 18" WIDE RUBBERIZED MEMBRANE WATERPROOFING. PLACE ON B.F. OF CONSTRUCTION JOINT AS SHOWN.

 PIPE UNDERDRAIN WRAPPED 6-INCH. EXTEND THRU VEGETATED SLOPE. SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. PROVIDE RODENT PROTECTION AT ENDS OF PIPE. SEE RODENT SHIELD DETAIL, THIS SHEET.

F.F. = FRONT FACE B.F. = BACK FACE CL. = CLEAR

 INDICATES WING NUMBER.



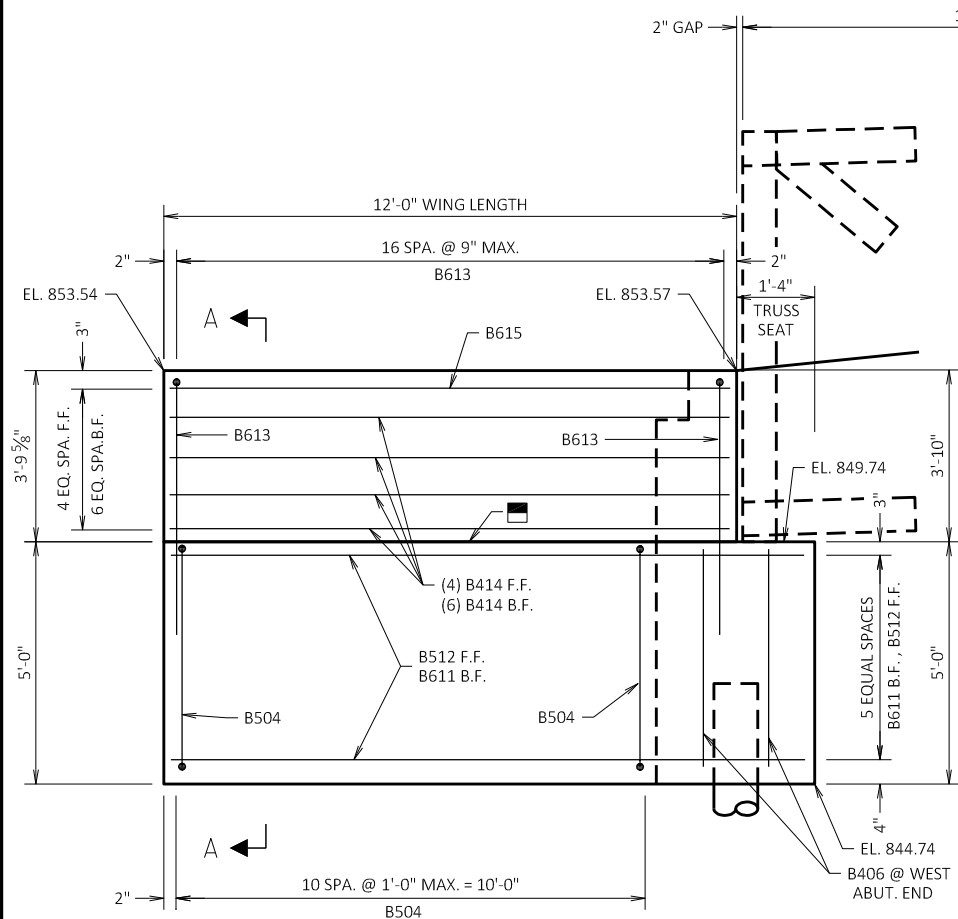
RODENT SHIELD DETAIL

*DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.

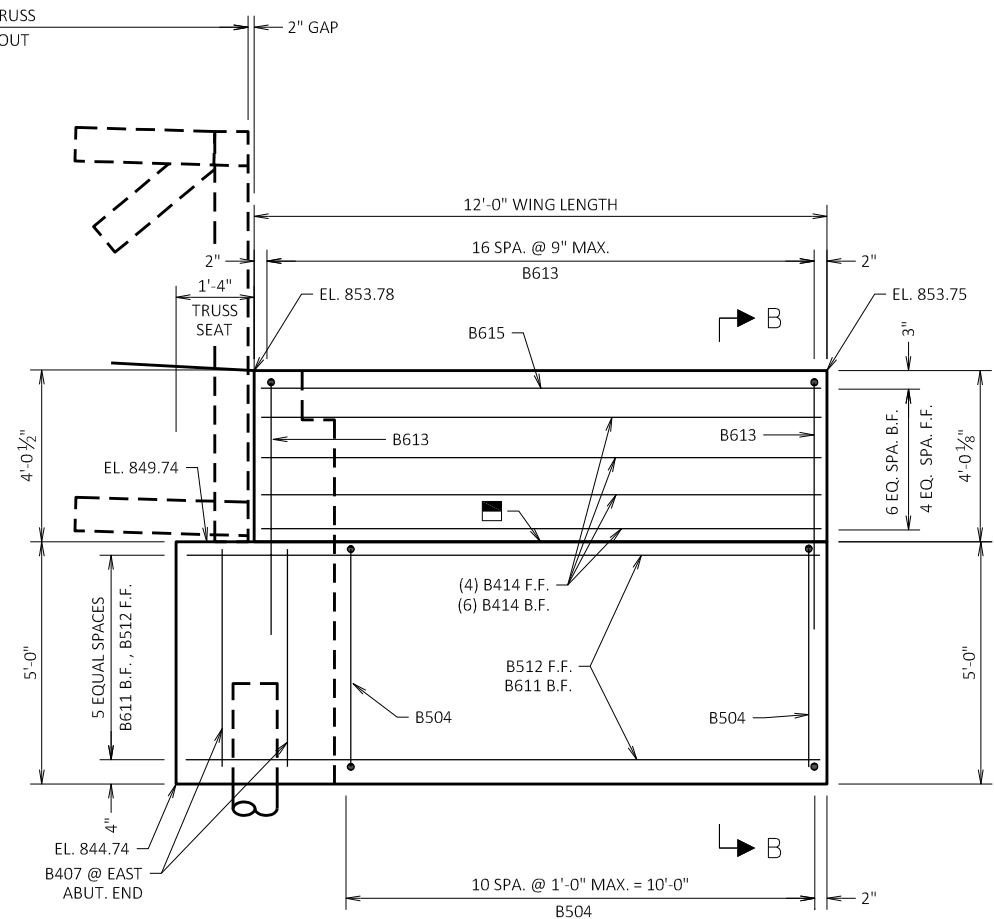
ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

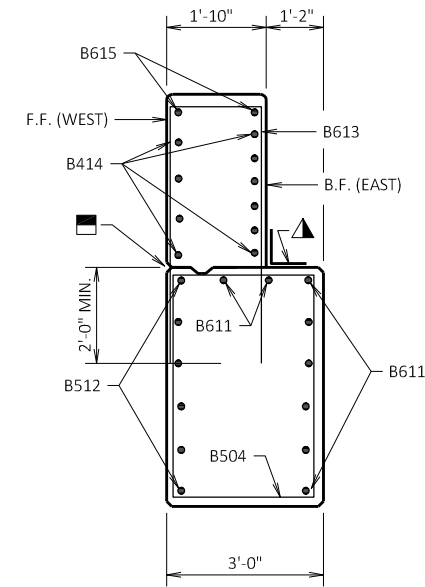
THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.



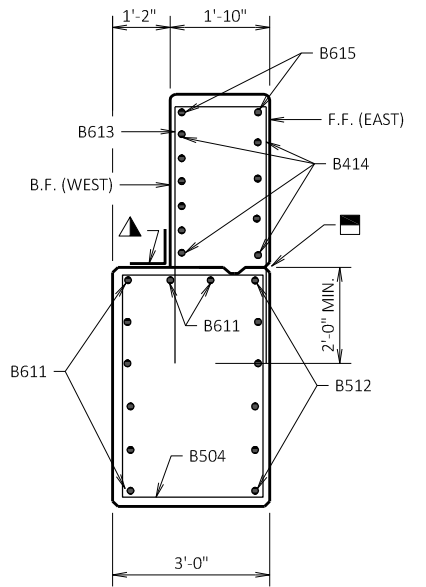
ELEVATION WING - 3



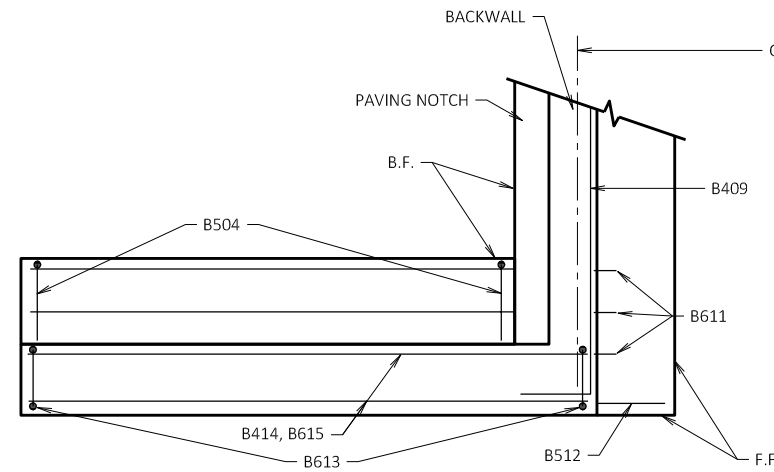
ELEVATION WING - 4



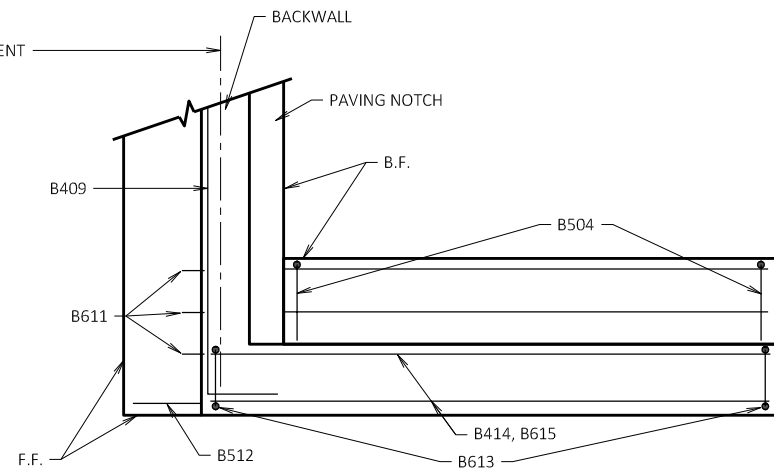
SECTION A-A THRU WING - 3



SECTION B-B THRU WING - 4

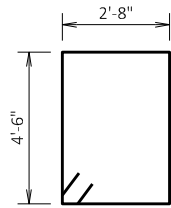


PLAN WING - 3

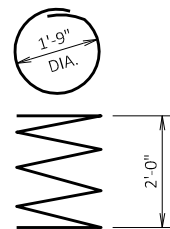


PLAN WING - 4

SEE SHEET 6 LEGEND
FOR DESCRIPTION OF



B504



B401

MARK	A	B
B805	16'-8"	1'-4"
B508	1'-4"	4'-9"
B409	16'-8"	8"
B510	8"	1'-6"
B613	1'-6"	6'-1"

NOTES

ELEVATIONS ARE GIVEN AT THE B.F. OF WINGS. WINGS TO BE CONSTRUCTED FLAT.

ANCHOR BOLT SPACING FOR RAILING IS NOT SHOWN.
SEE SHEET 8 FOR RAIL AND ANCHOR BOLT DETAILS.

ELEVATIONS OF BEARING SEATS AND VERTICAL DIMENSIONS SHOWN ARE
BASED ON 3'-10" TRUSS AND BEARING DEPTH. ADJUST FOR ANY DEVIATION IN THE
MANUFACTURED TRUSS AND BEARING DEPTH.

BILL OF BARS

BAR MARK	NO. REQ'D.	LENGTH	COAT	BENT	LOCATION
B401	4	28'-0"		X	ABUTMENT BODY - SPIRAL WRAP EACH PILE
B402	8	2'-3"			ABUTMENT BODY - 2 PER PILE - VERT.
B603	9	16'-10"			ABUTMENT BODY - F.F., TOP AND BTM. - HORIZ.
B504	34	15'-0"		X	ABUTMENT BODY AND WINGS - STIRRUP
B805	7	18'-11"		X	ABUTMENT BODY - B.F. - HORIZ.
B406	2	4'-6"			ABUTMENT BODY - SOUTH END - VERT.
B407	2	4'-6"			ABUTMENT BODY - NORTH END - VERT.
B508	14	10'-7"	X	X	ABUTMENT BODY - BACKWALL STIRRUP
B409	10	17'-10"	X	X	ABUTMENT BODY - BACKWALL - HORIZ.
B510	14	3'-5"	X	X	ABUTMENT BODY - PAVING BLOCK - STIRRUP
B611	16	12'-3"	X		WINGS - LOWER - B.F. AND TOP - HORIZ.
B512	12	13'-0"	X		WINGS - LOWER - F.F. - HORIZ.
B613	34	13'-4"	X	X	WINGS - TOP - STIRRUP - VERT.
B414	22	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
B615	4	11'-8"	X		WINGS - TOP - F.F. AND B.F. - HORIZ.
B416	8	1'-4"	X		PAVING NOTCH FILLER - VERT.
B417	2	13'-0"	X		PAVING NOTCH FILLER - HORIZ.

(COATED 1,730 LBS.)

(UNCOATED 1,220 LBS.)

SHEET 7 OF 8

STRUCTURE B-13-882

DRAWN BY STD PLANS CK'D. CDH

NORTH ABUTMENT DETAILS

10160 & 12952

MADISON, WI

CONTRACT NO: 8572

CITY OF MADISON

GARVER PATH

10160

S-23

10160 & 12952

MADISON, WI

CONTRACT NO: 8572

CITY OF MADISON

GARVER PATH

10160

S-23



- ### LEGEND

1. PLATE $\frac{3}{4}$ " X 8" X 8" WITH $\frac{3}{4}$ " DIA. HOLES
2. $\frac{5}{8}$ " DIA. X 9" LONG, TYPE 316 STAINLESS STEEL ADHESIVE ANCHORS WITH NUT AND WASHERS OF SAME ALLOY GROUP. MIN. PULLOUT CAPACITY OF 13 KIPS, EMBED MIN. 7", ADHESIVE ANCHORS SHALL CONFORM TO SECTION 502.2.12 OF THE STANDARD SPECIFICATIONS.
3. STRUCTURAL TUBING 2" X 2" X $\frac{1}{4}$ ", PLACE VERTICAL IN BOTH DIRECTIONS. WELD TO NO. 1, 4, 5, 6 AND 7.
4. STRUCTURAL TUBING 2" X 4" X $\frac{1}{4}$ " BOTTOM RAIL. WELD TO NO. 3.
5. STRUCTURAL TUBING 1 $\frac{1}{4}$ " X 1 $\frac{1}{4}$ " X $\frac{3}{16}$ " RAILS. WELD TO NO. 3.
6. STRUCTURAL TUBING 2" X 6" X $\frac{1}{4}$ " RAIL. WELD TO NO. 3.
7. STRUCTURAL TUBING 2" X 2" X $\frac{1}{4}$ " TOP RAIL. WELD TO NO. 4.
- A. ALIGN BOTTOM RAIL, RUB RAIL, SAFETY RAIL AND TOP RAIL WITH SIMILAR FABRICATED BRIDGE RAILING ELEMENTS.

NOTES

BID ITEM SHALL BE "RAILING PEDESTRIAN STEEL", WHICH SHALL INCLUDE ALL STEEL ITEMS SHOWN AS WELL AS, ADHESIVE ANCHORS, CAULKING AND PAINTING.

ALL MATERIALS EXCEPT NO. 2 SHALL BE GALVANIZED AFTER FABRICATION. PRIOR TO GALVANIZING, THE STEEL RAILING SHALL BE GIVEN A NO. 6 BLAST CLEANING PER SSPC SPECIFICATIONS. PAINT OVER GALVANIZING WITH AN APPROVED TIE COAT AND TOP COAT AS SPECIFIED IN THE "SPECIAL PROVISIONS". THE FINISH COLOR SHALL BE FEDERAL STANDARD 595B COLOR #30045, BROWN.

POST BASE PLATES SHALL BE FLAT WITH ALL SURFACES, SMOOTH AND FREE FROM WARP AND ALL EDGES SMOOTH, STRAIGHT AND VERTICAL. ALL PLATE CUTS SHALL BE MACHINE OR MACHINE FLAME CUT.

STEEL SHIMS MAY BE USED UNDER BASE PLATES WHERE REQUIRED FOR ALIGNMENT AND SHALL BE GALVANIZED.

SPACING OF SAFETY RAIL, RUB RAIL, TOP RAIL AND BOTTOM RAIL SHALL PRODUCE MAXIMUM OPENINGS OF LESS THAN 4".

NO. 1 SHALL CONFORM TO THE REQUIREMENTS OF A.S.T.M. A709 GRADE 36. NO. 3, 4, 5, 6 AND 7 STRUCTURAL TUBING SHALL CONFORM TO A.S.T.M. A500 GRADE B.

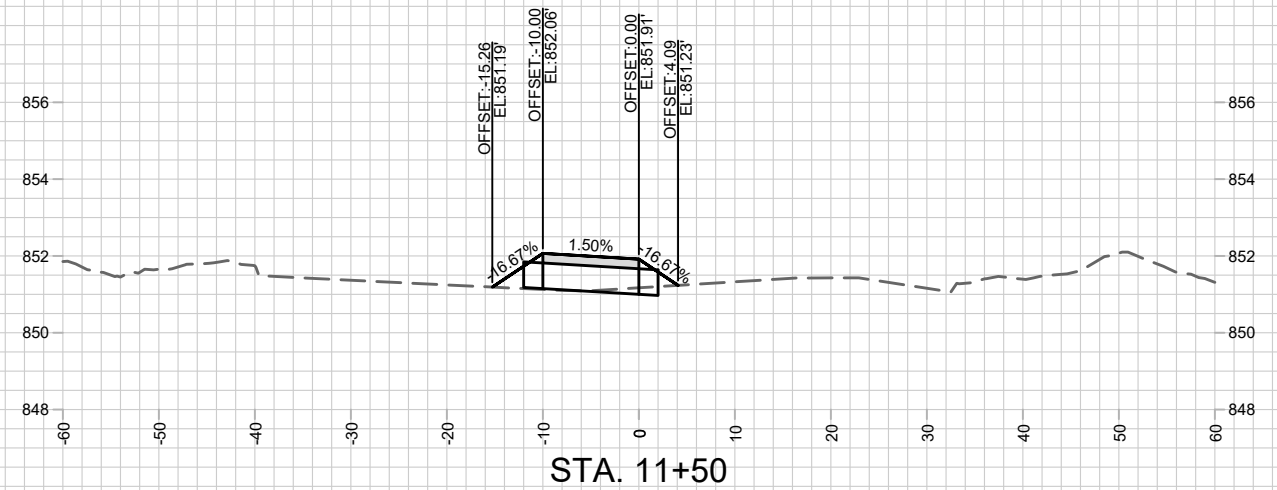
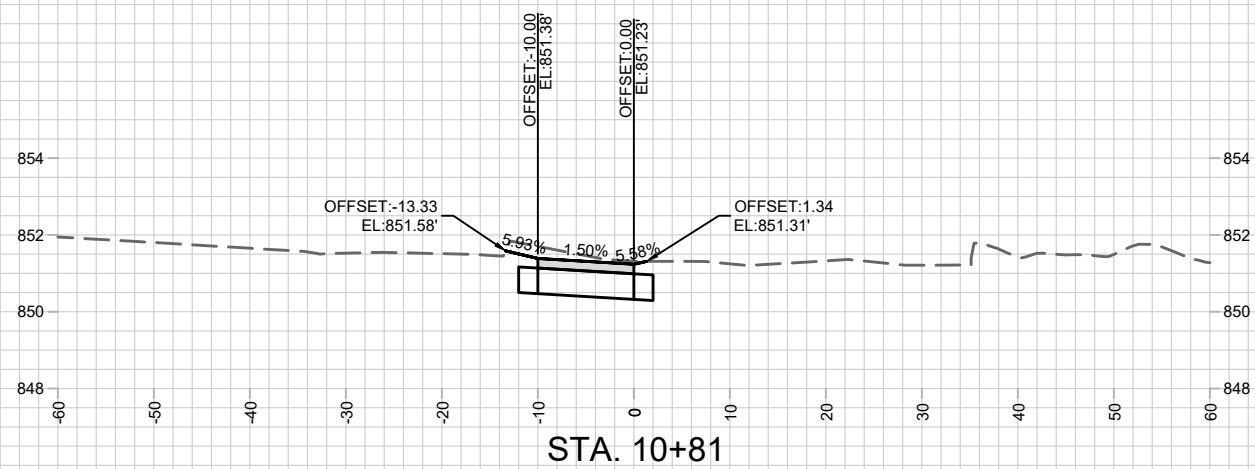
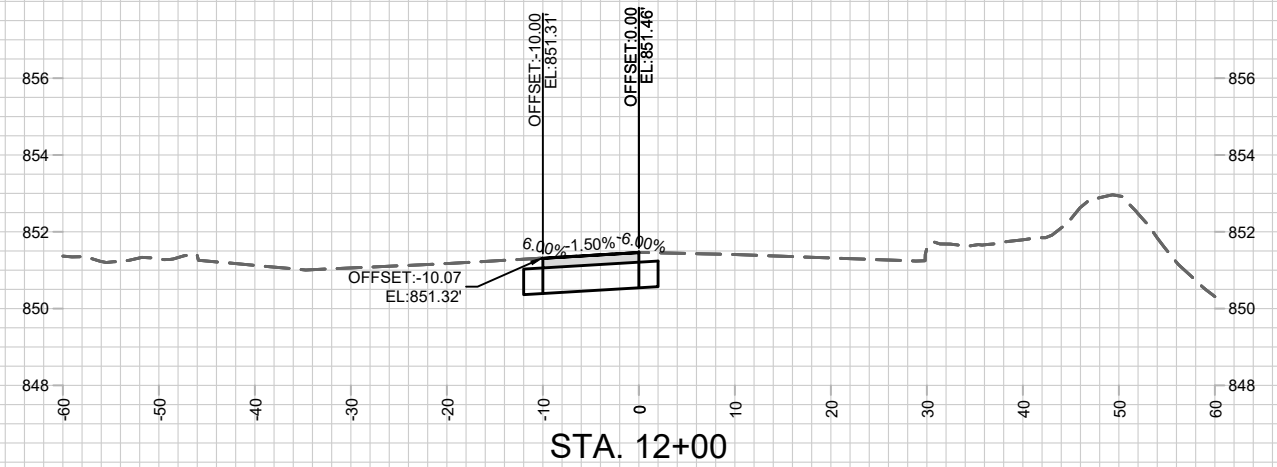
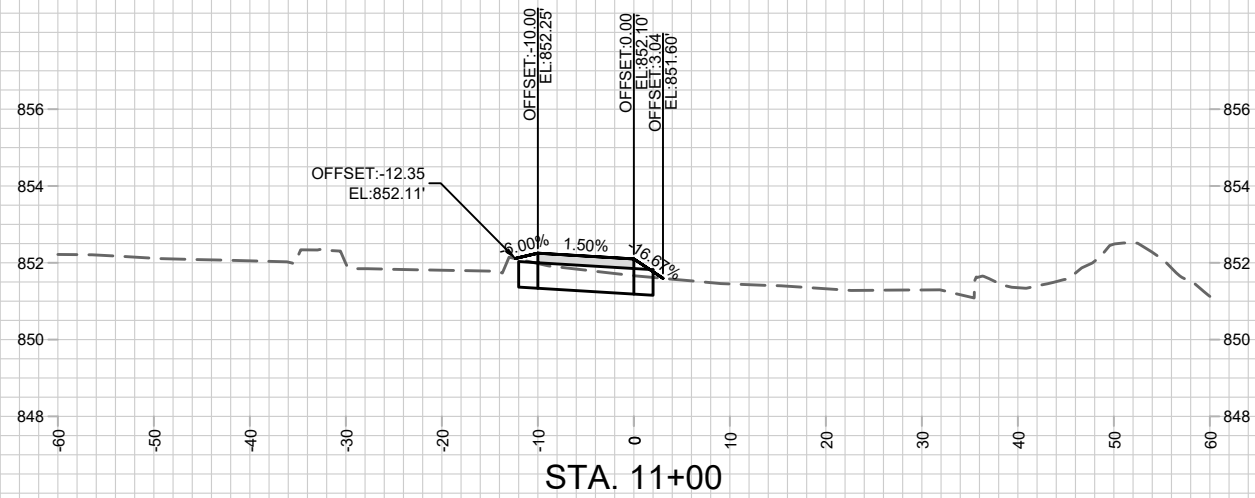
CUT BOTTOM OF POST TO MAKE POST VERTICAL IN TRANSVERSE AND LONGITUDINAL DIRECTIONS.

CAULK AROUND PERIMETER OF BASE PLATES, NO. 1 AND FILL BOLT HOLE OPENINGS IN SHIMS AND BASE PLATES WITH NON-STAINING BROWN NON-BITUMINOUS JOINT SEALER. COLOR OF BROWN CAULK SHALL MATCH PAINTED RAILING.

RAILING SHALL BE FABRICATED IN FULL LENGTHS SUCH THAT NO FIELD SPLICING IS REQUIRED.

VENT HOLES SHALL BE DRILLED IN POST AND RAIL MEMBERS AS REQUIRED TO FACILITATE GALVANIZING AND DRAINAGE.

TOUCH-UP PAINTING TO BE DONE AT COMPLETION OF STEEL RAILING INSTALLATION TO THE SATISFACTION OF THE ENGINEER AT NO ADDITIONAL COST.



BEGIN CONSTRUCTION
STA. 10+59

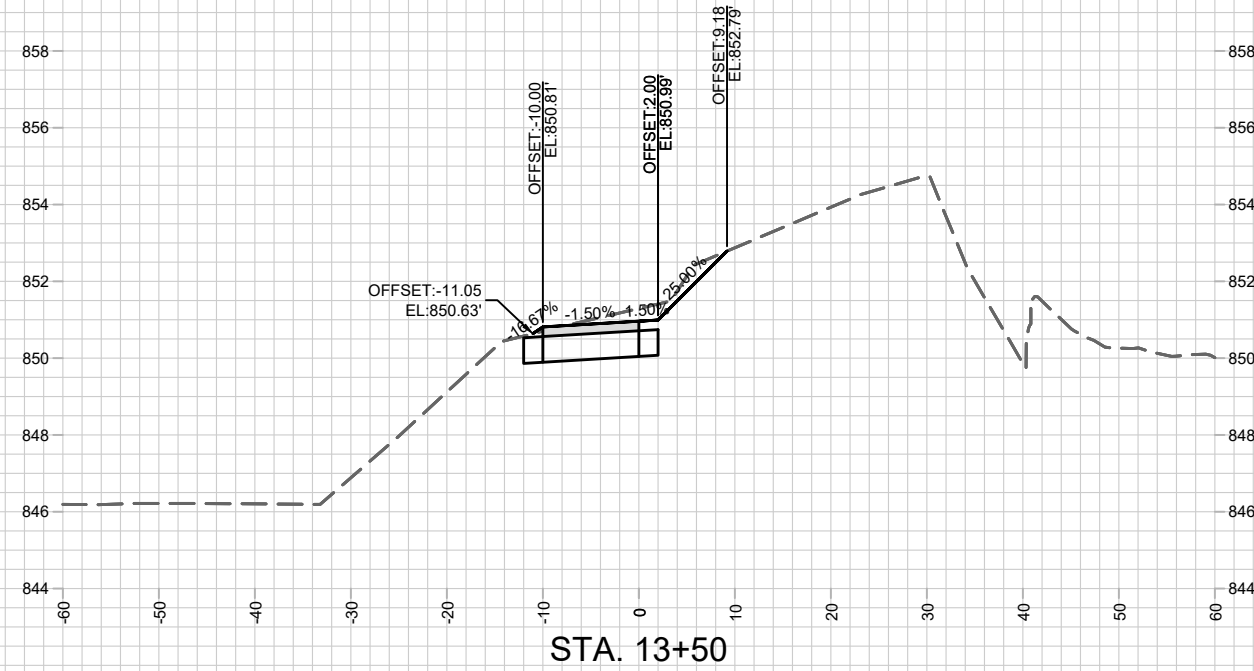
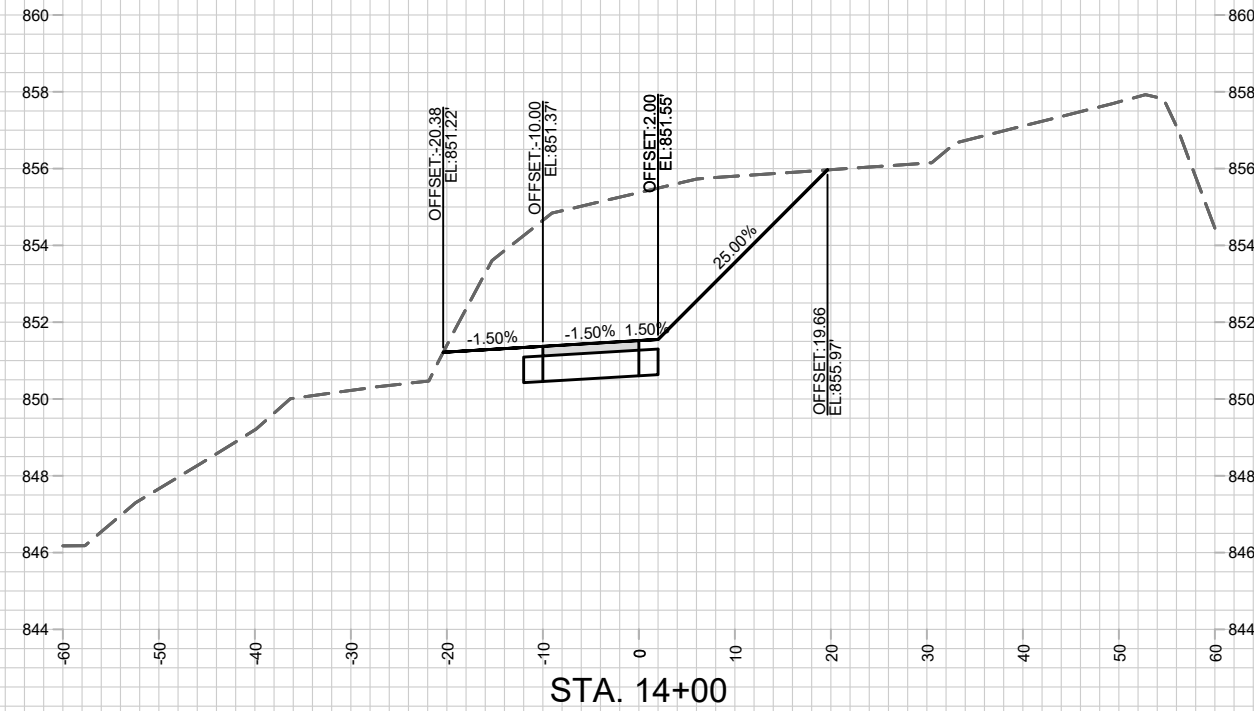
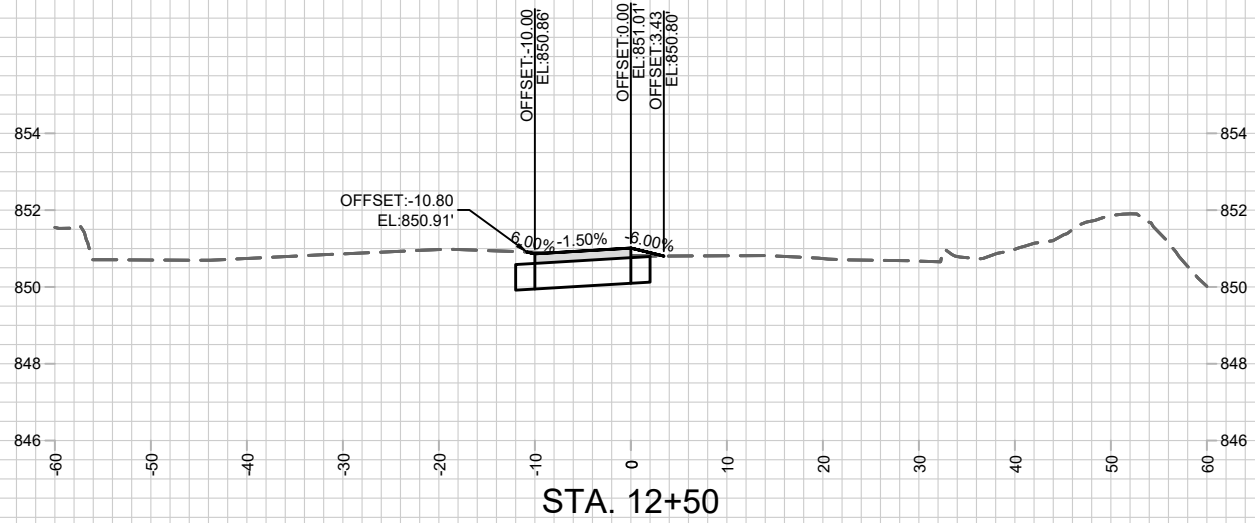
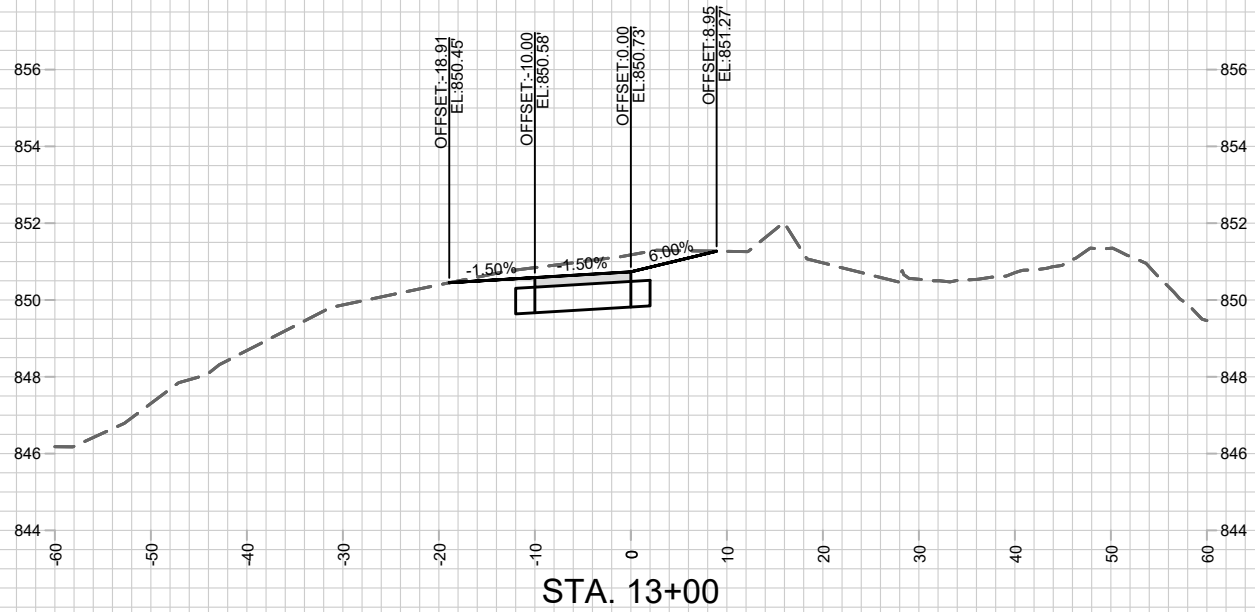


10160
XS-1

CROSS SECTIONS - GARVER PATH
GARVER PATH
CITY OF MADISON

10160 & 12952
MADISON, WI
CONTRACT NO: 8572

MARK	DESIGNED BY: JRM	REVISION	DATE	BY
10160	10160	---	---	---
Scale: 1" = 20'				XS-1



10160
XS-2

CROSS SECTIONS - GARVER PATH

GARVER PATH

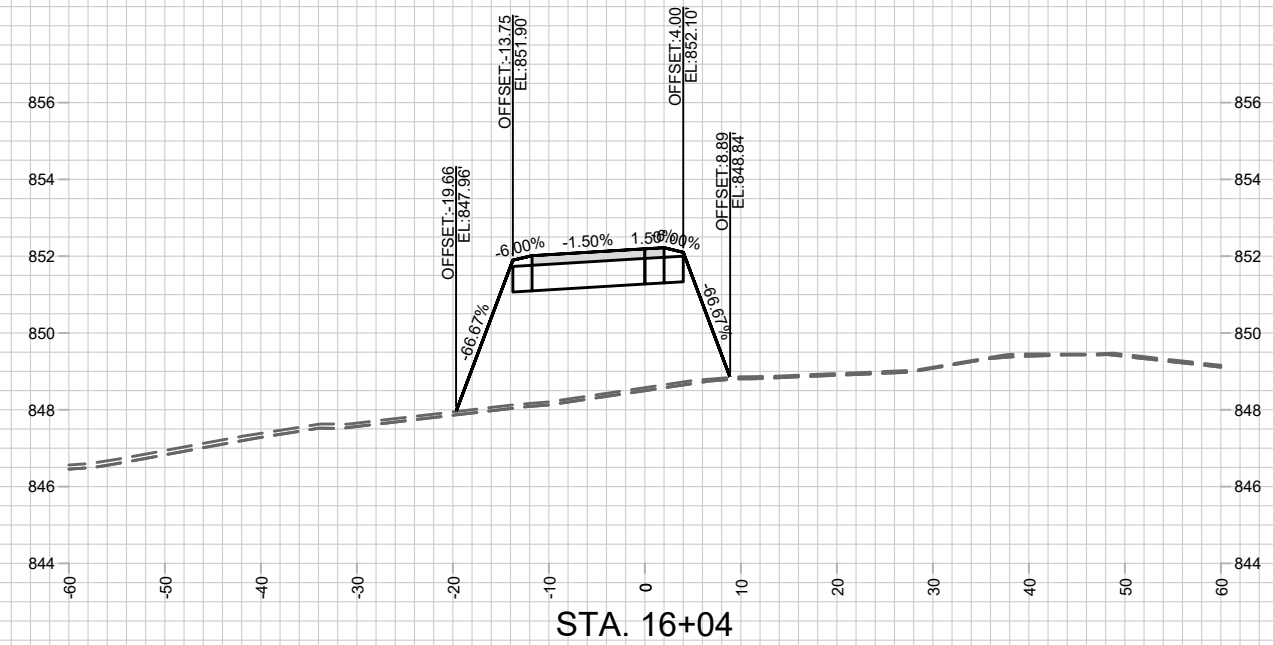
CITY OF MADISON

10160 & 12952

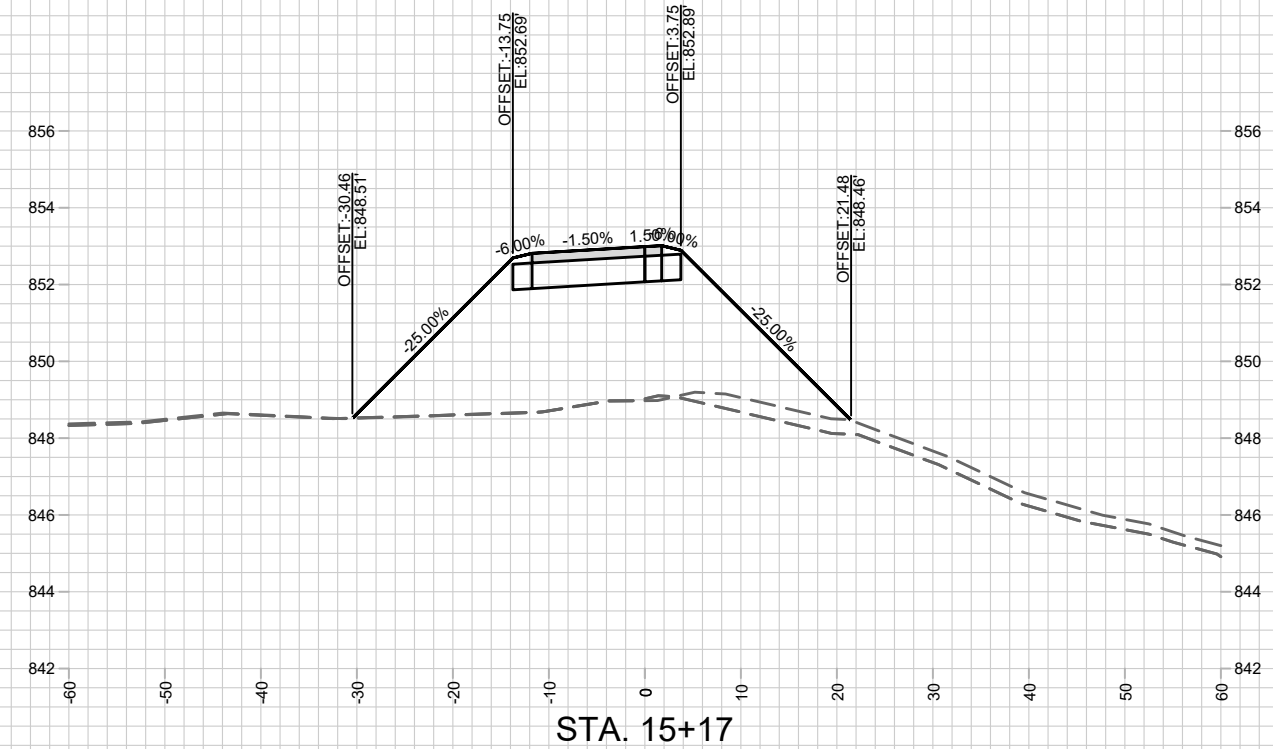
MADISON, WI

CONTRACT NO: 8572

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10160	JRM	---	---	---	---
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STRUCTURE REQUIRED
STA. 15+17 - STA. 16+04



10160
XS-3

CROSS SECTIONS - GARVER PATH

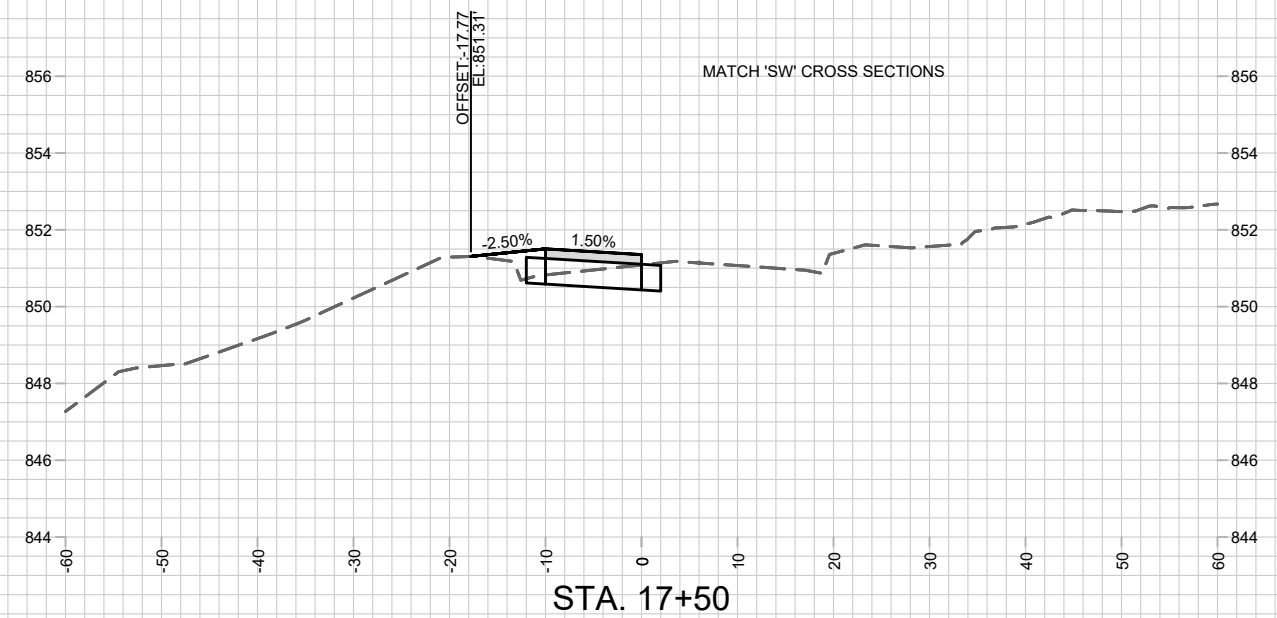
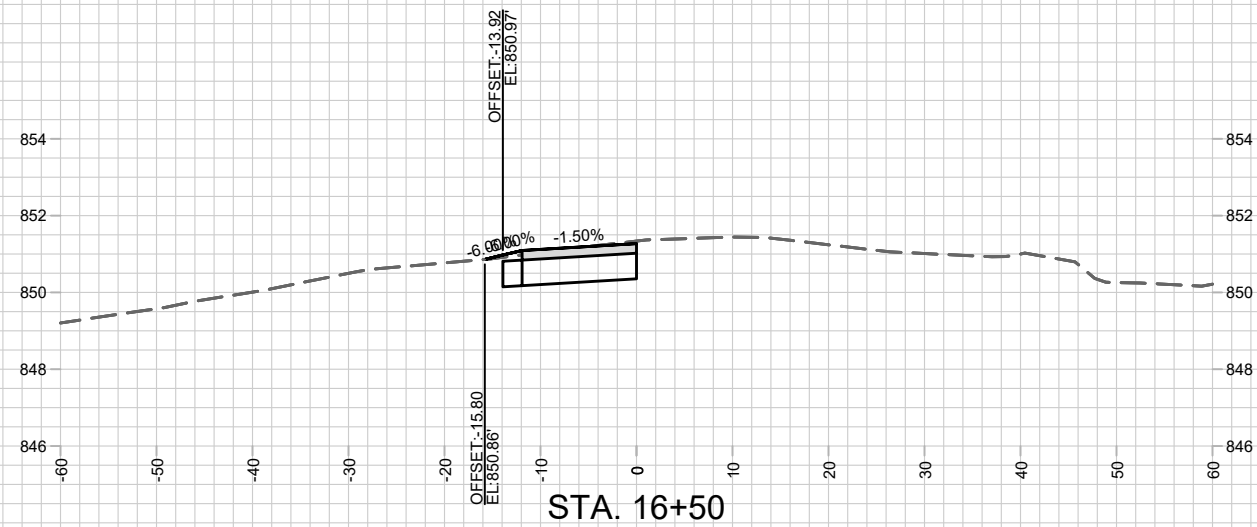
GARVER PATH

CITY OF MADISON

10160 & 12952
MADISON, WI

CONTRACT NO: 8572

10160	Designed By: JRM	REVISION	DATE	BY
10160	Date: ---			
Scale: 1" = 20'				
XS-3				



10160
XS-4

CROSS SECTIONS - GARVER PAIR

GARVER PATH

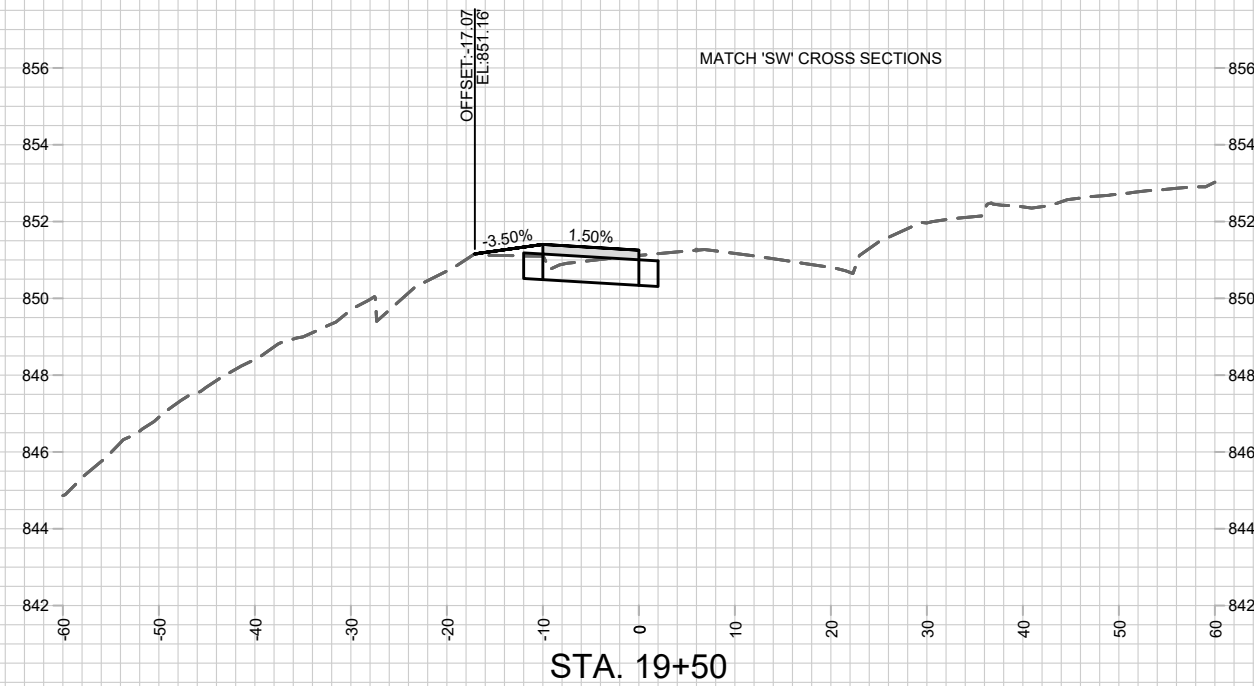
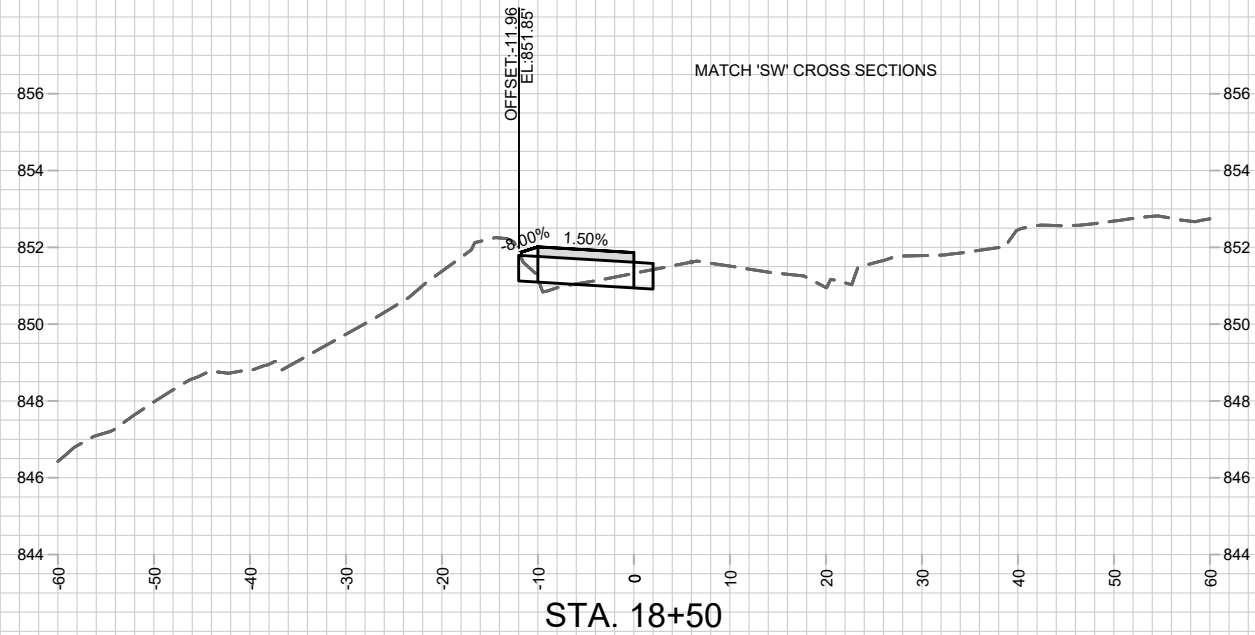
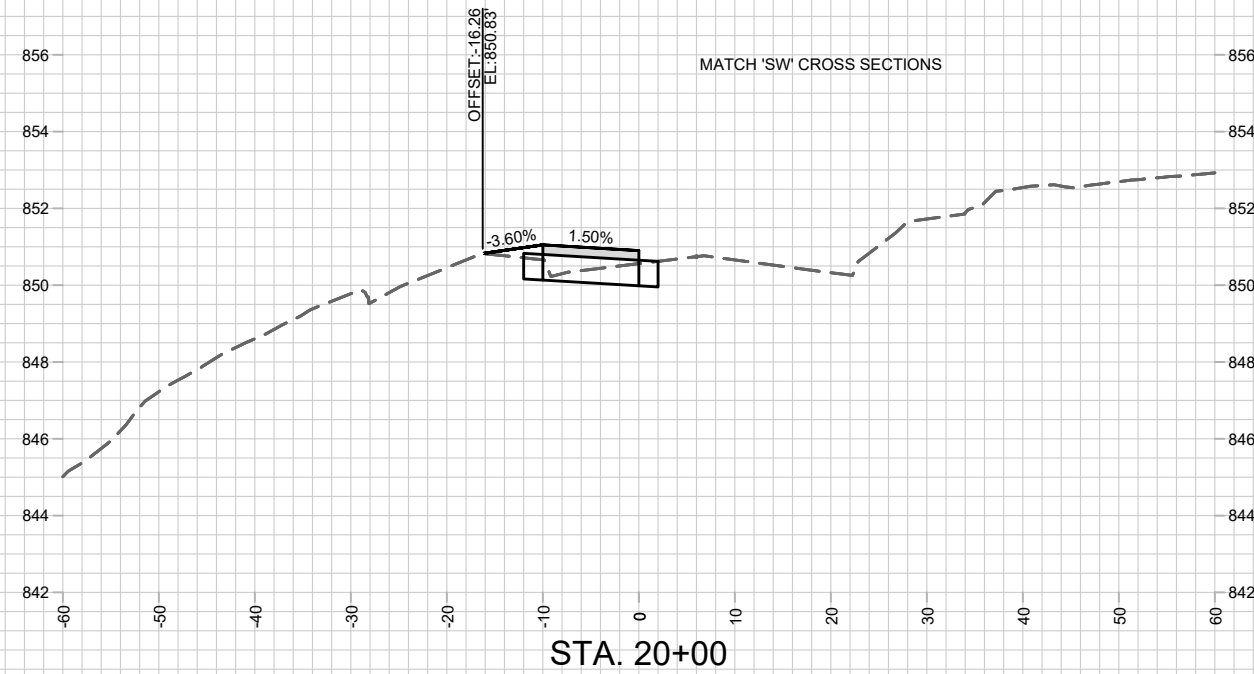
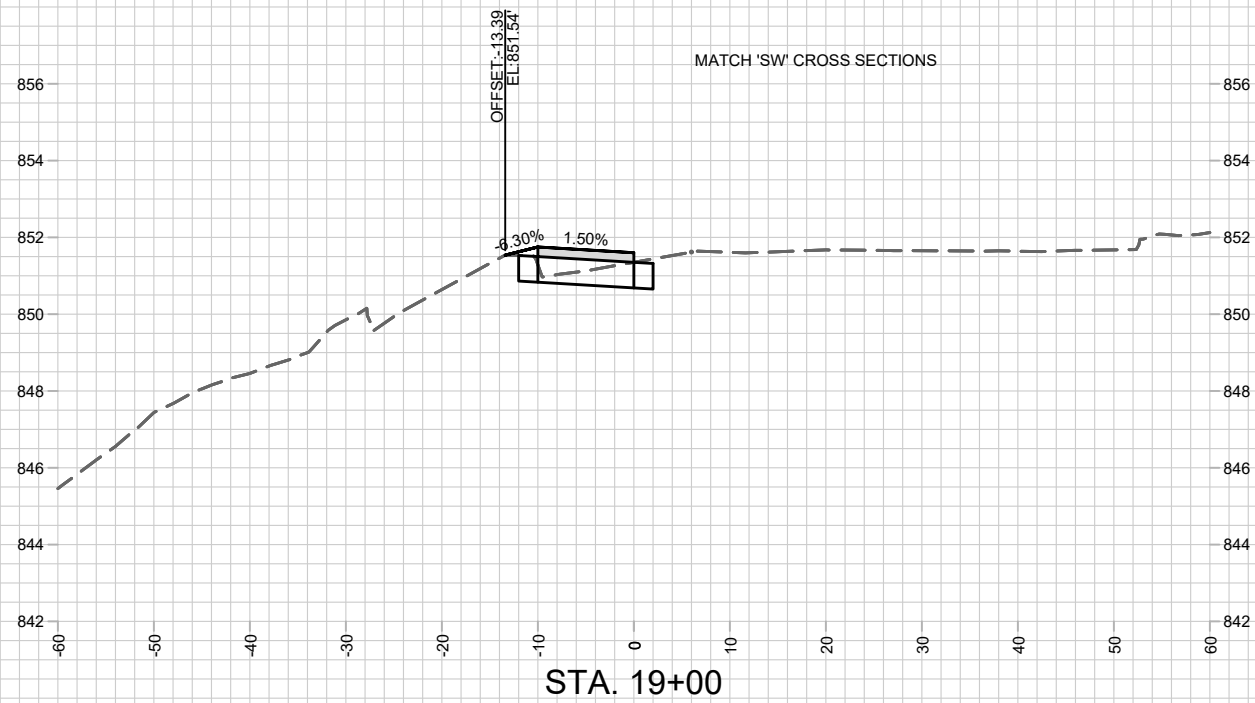
CITY OF MADISON

29671 & 29672

MADISON, WI

CONTRACT NO: 8572

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Designed By: JRM	Date: ---			
10160				XS-4

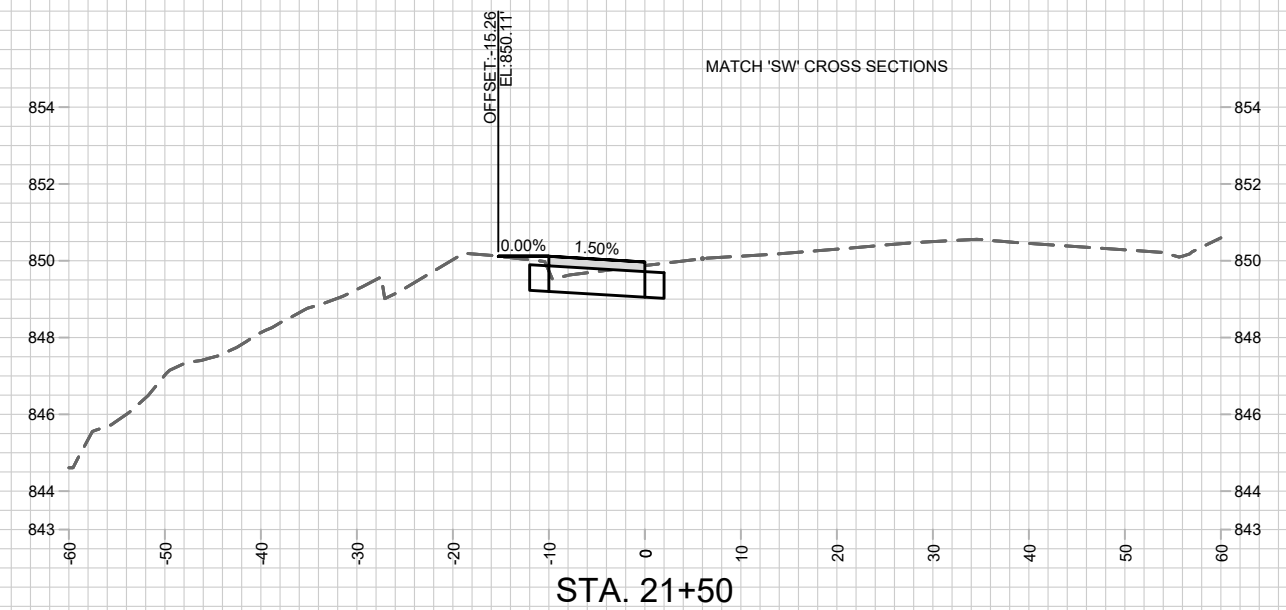
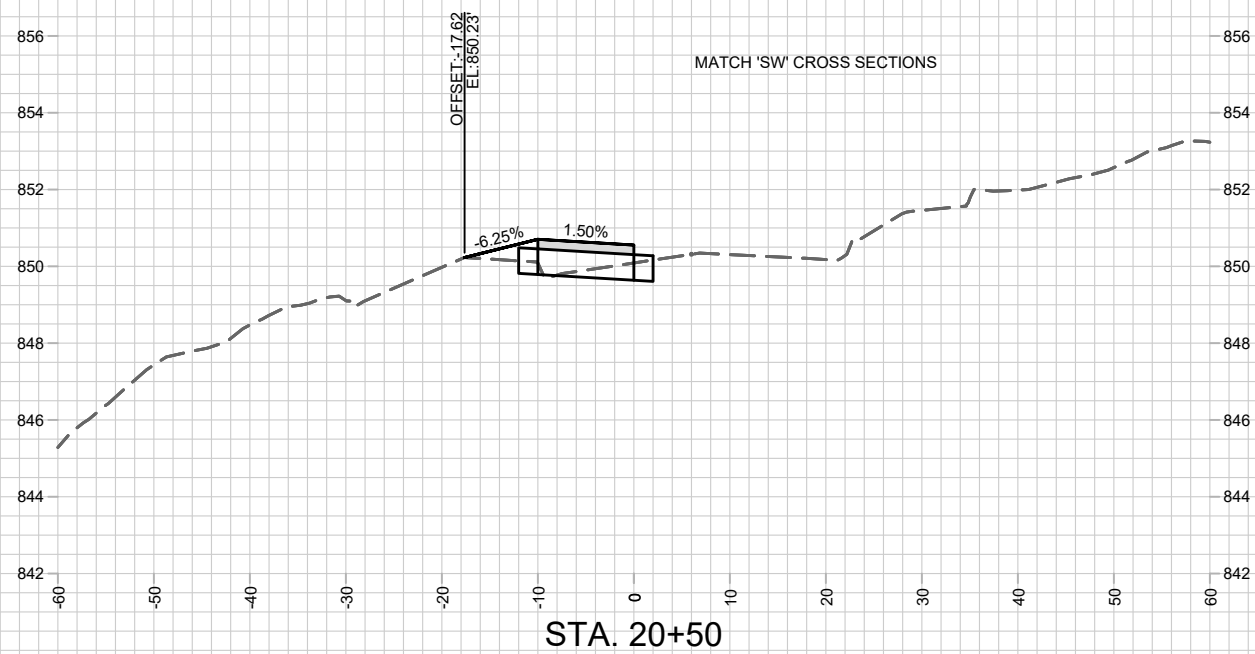
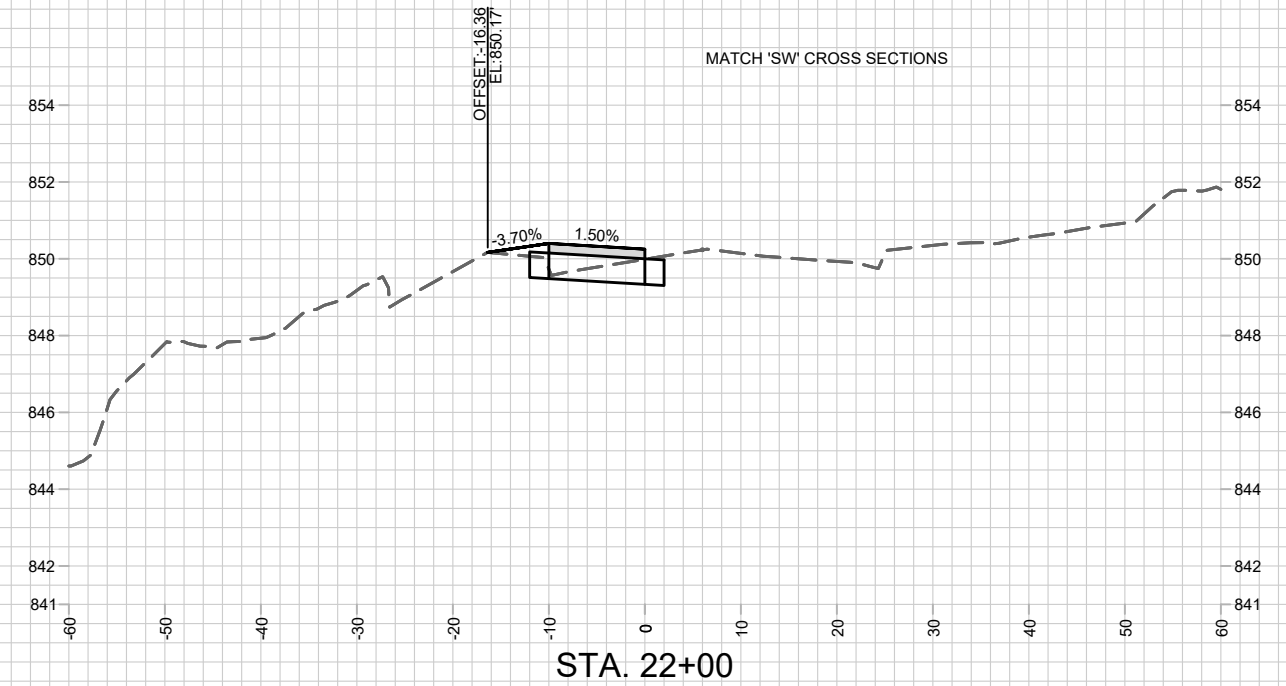
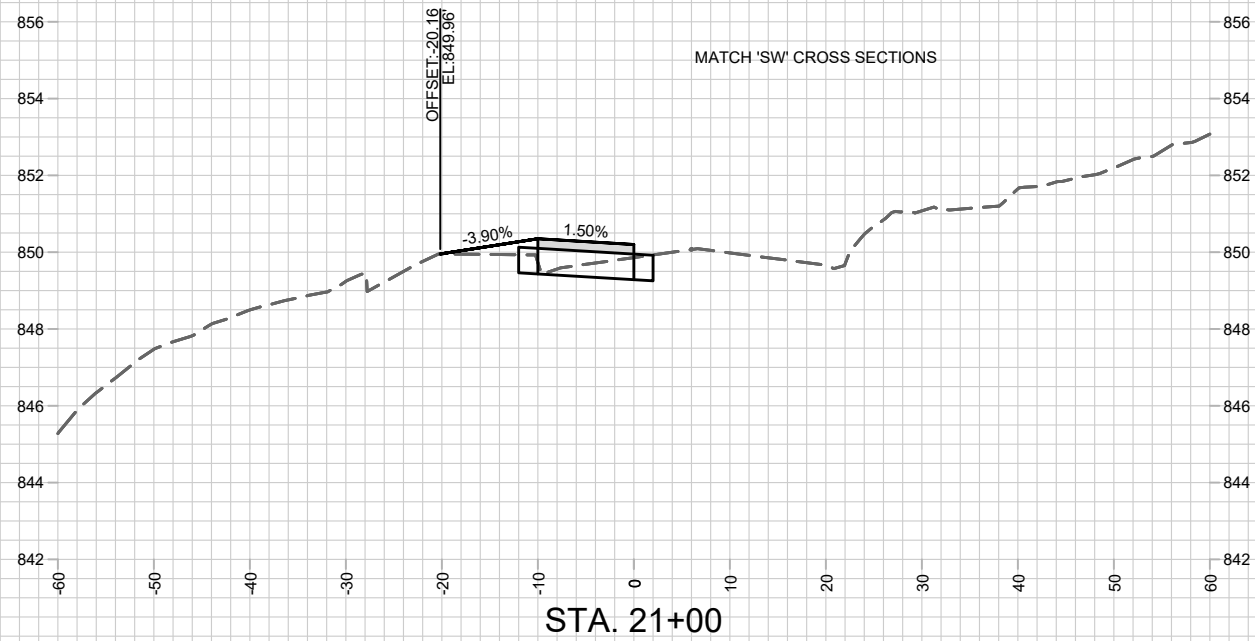


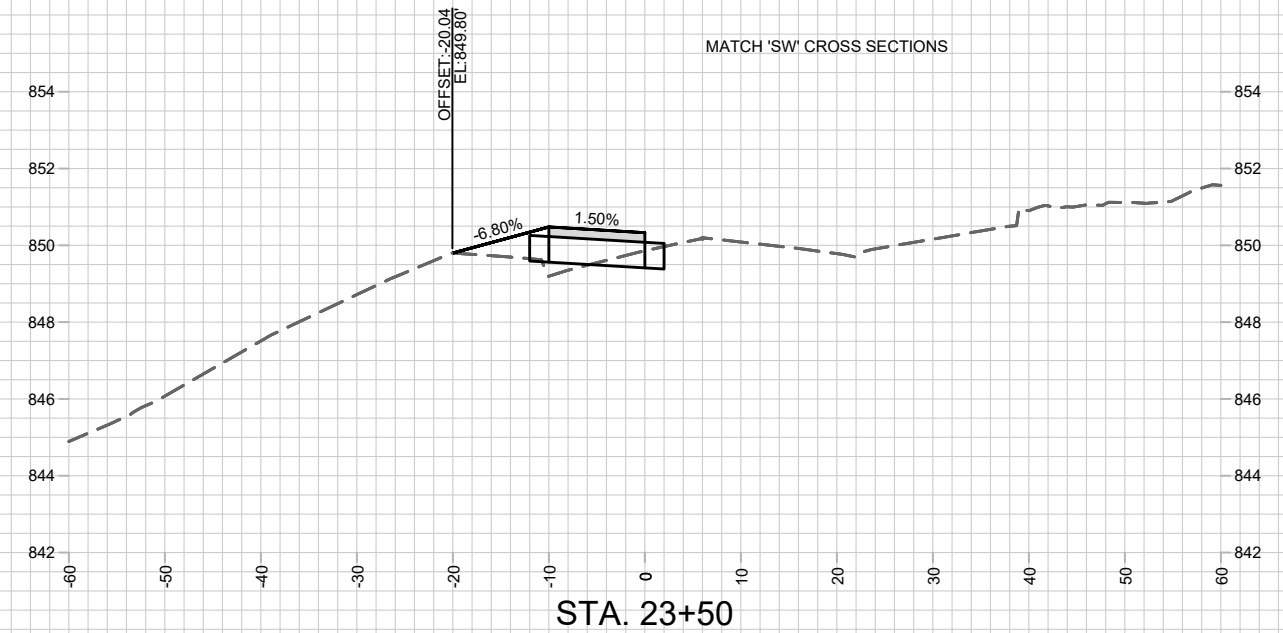
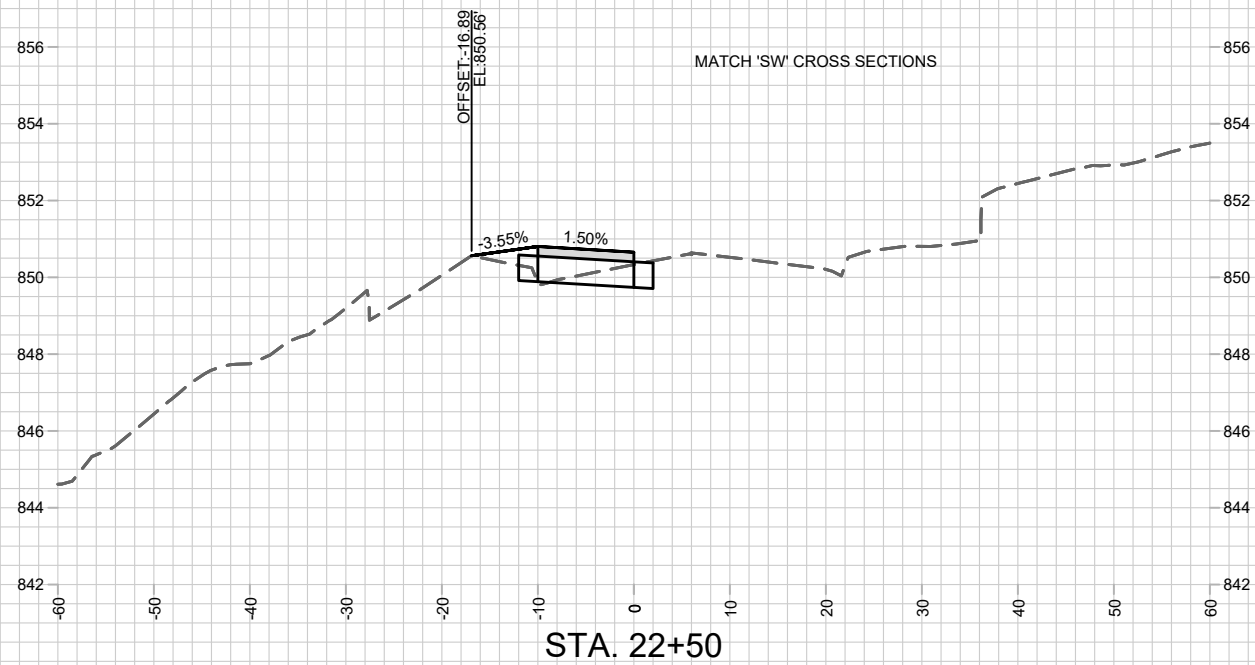
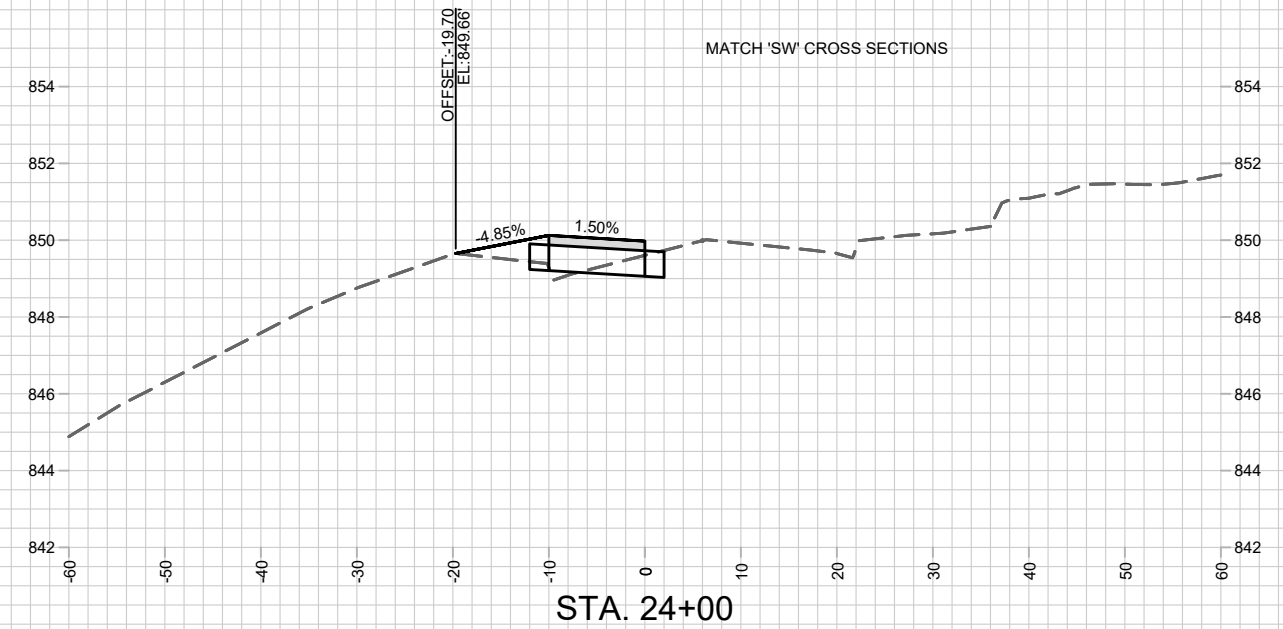
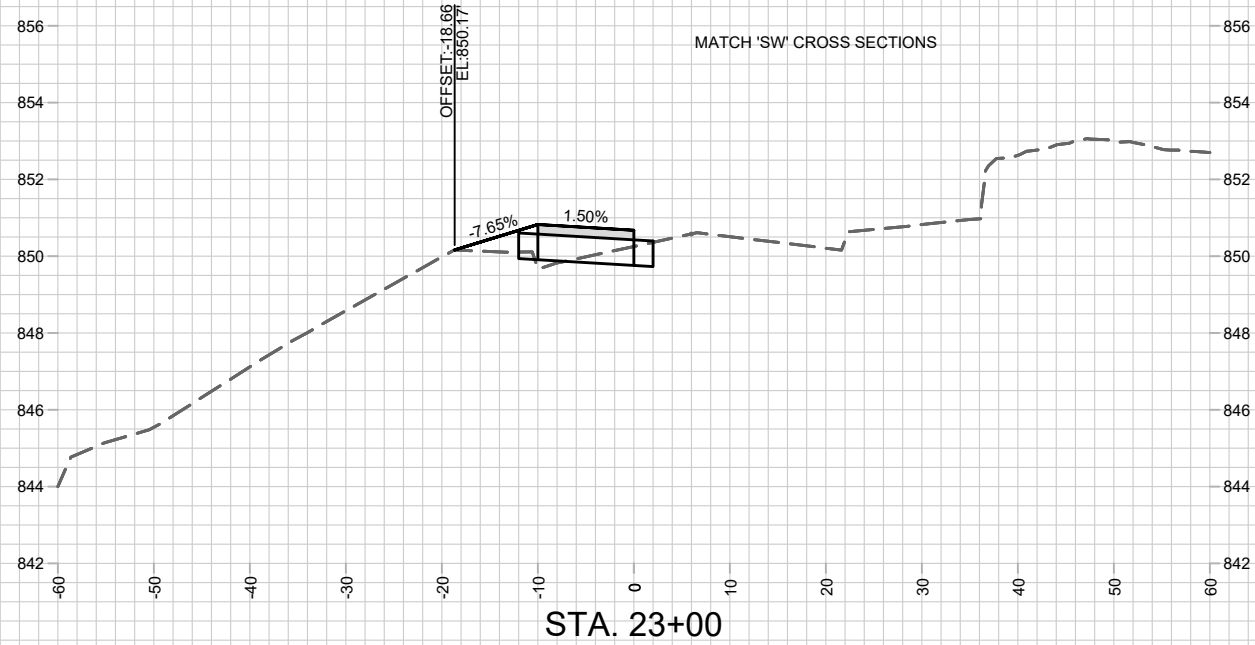
10160
XS-5

CROSS SECTIONS - GARVER PATH
GARVER PATH
CITY OF MADISON

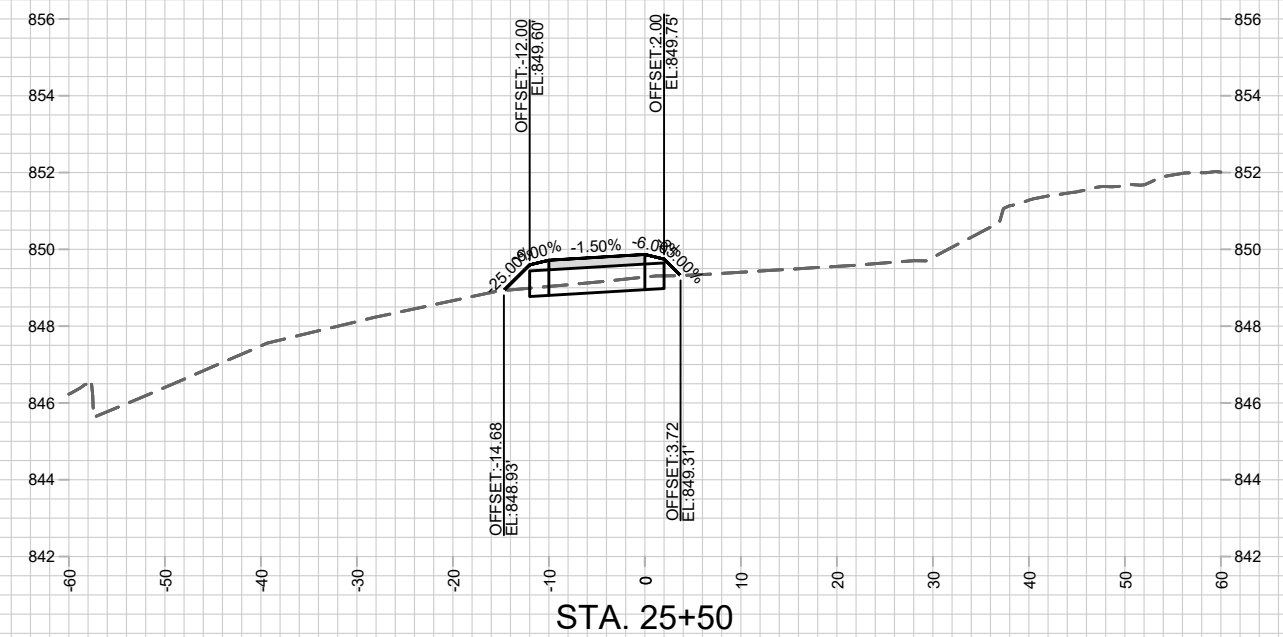
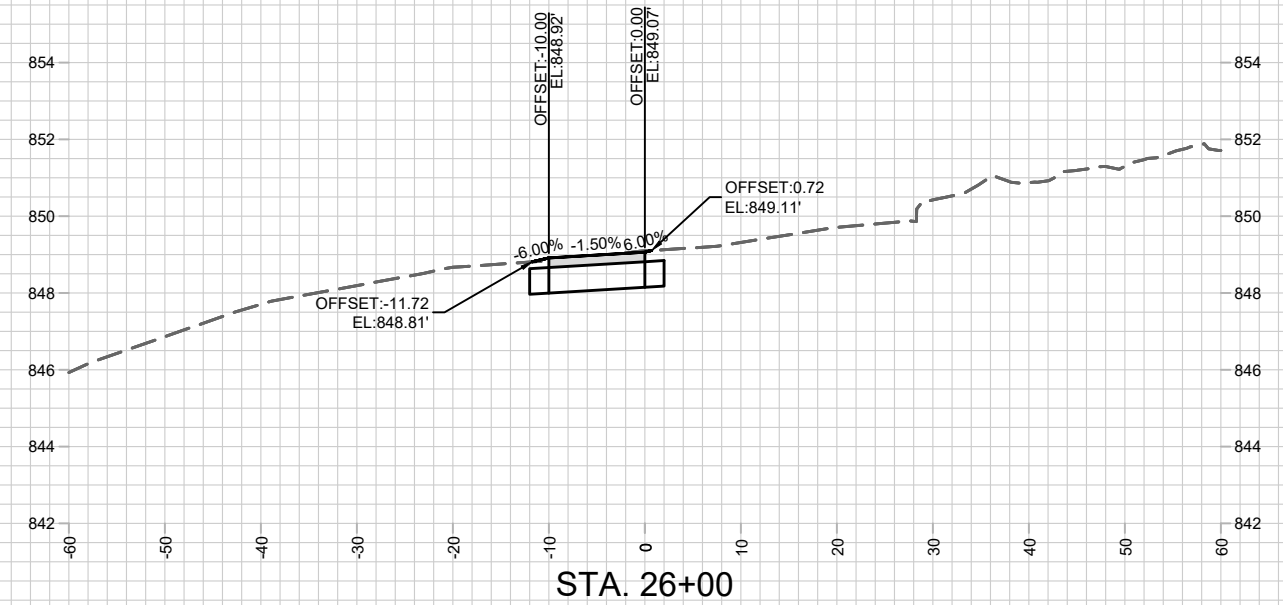
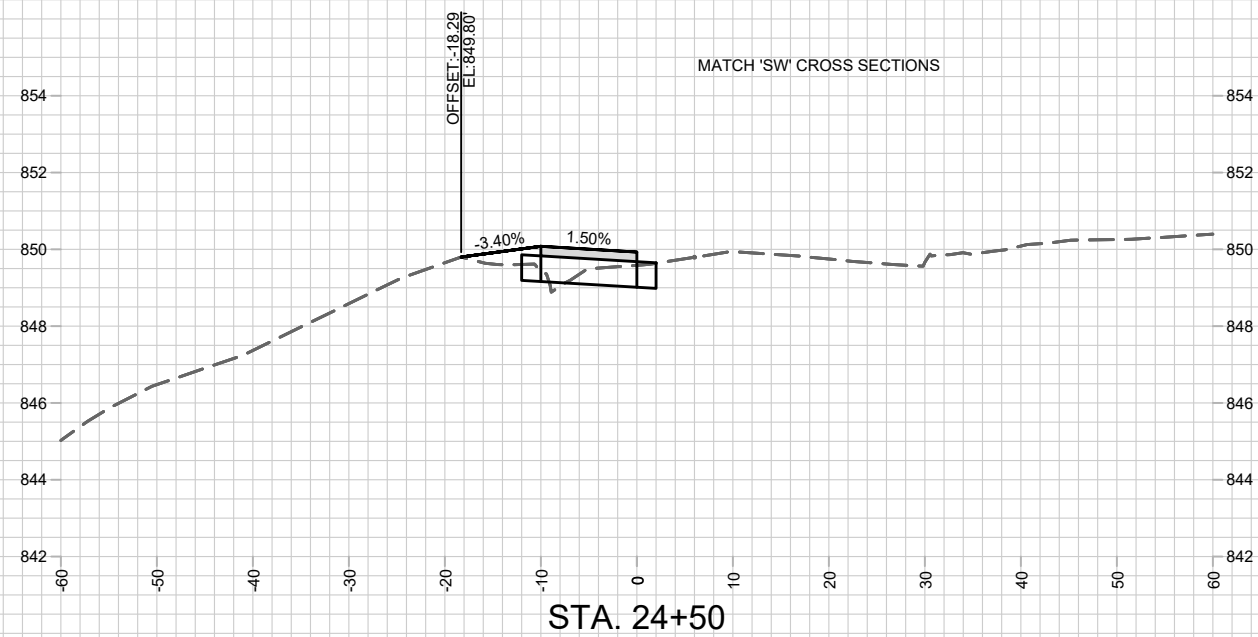
10160 & 12952
MADISON, WI
CONTRACT NO: 8572

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Scale: 1" = 20'					XS-5

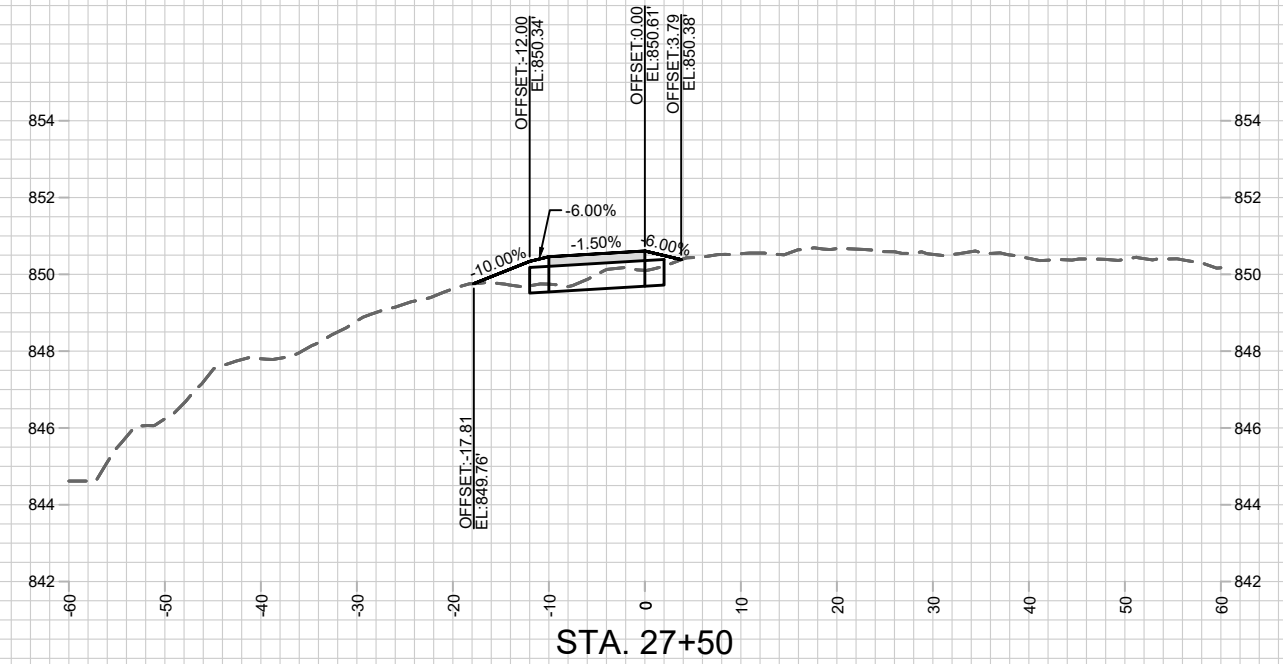
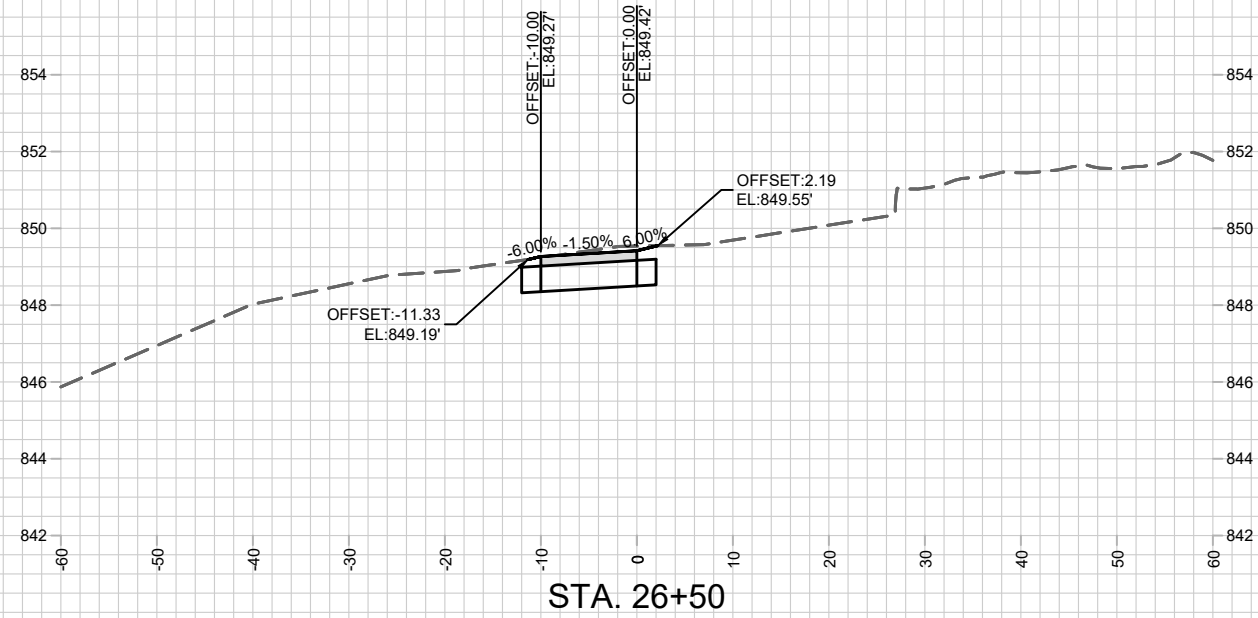




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	CITY OF MADISON		10160		XS-7		
CROSS SECTIONS - GARVER PATH		CONTRACT NO: 8572		DESIGNED BY: JRM		DATE: ---	
GARVER PATH		10160		REVISION		BY	
CITY OF MADISON		10160		Scale: 1" = 20'		DATE	



10/160	Desigined By: JRM	Date: ---	REVISION	DATE	BY
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MARK	REVISION	DATE	BY
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Designed By: JRM			

MADISON, WI

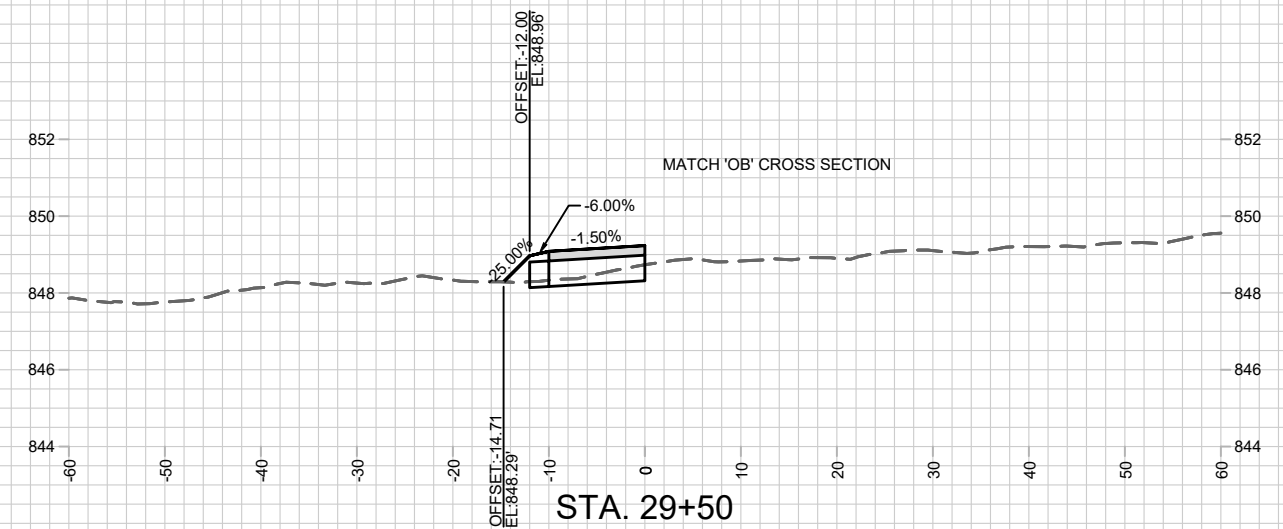
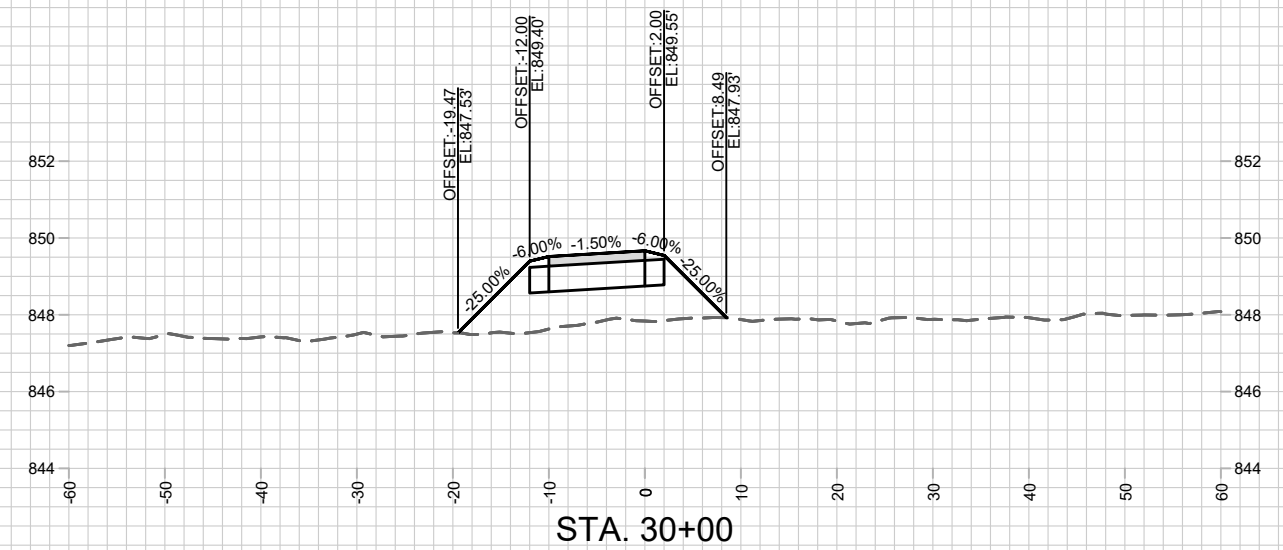
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GARVER PATH

CITY OF MADISON



10160
XS-9



10160
XS-10

CROSS SECTIONS - GARVER PATH

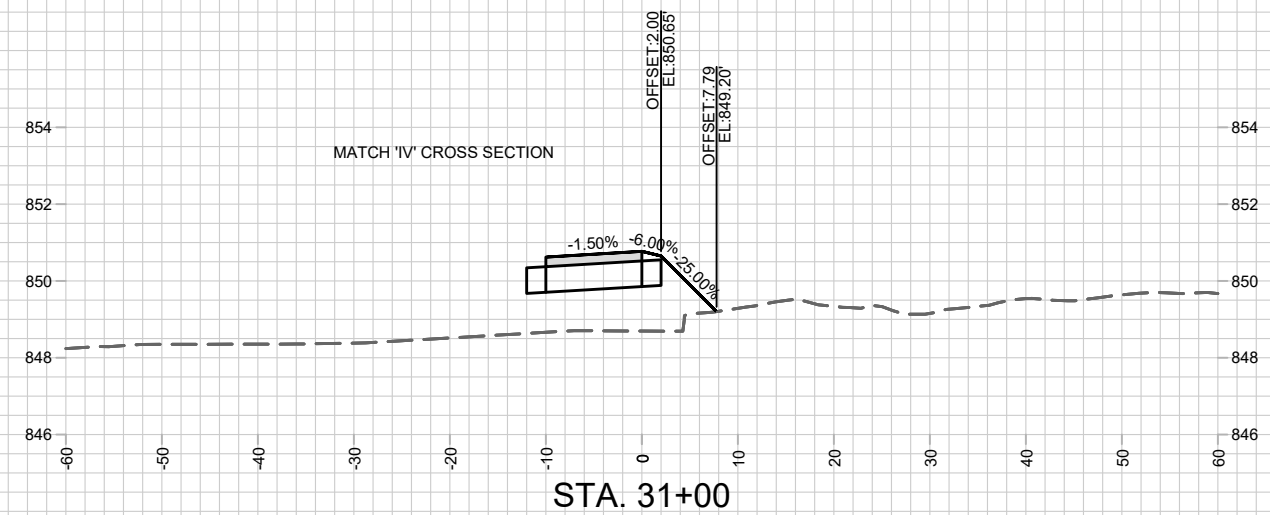
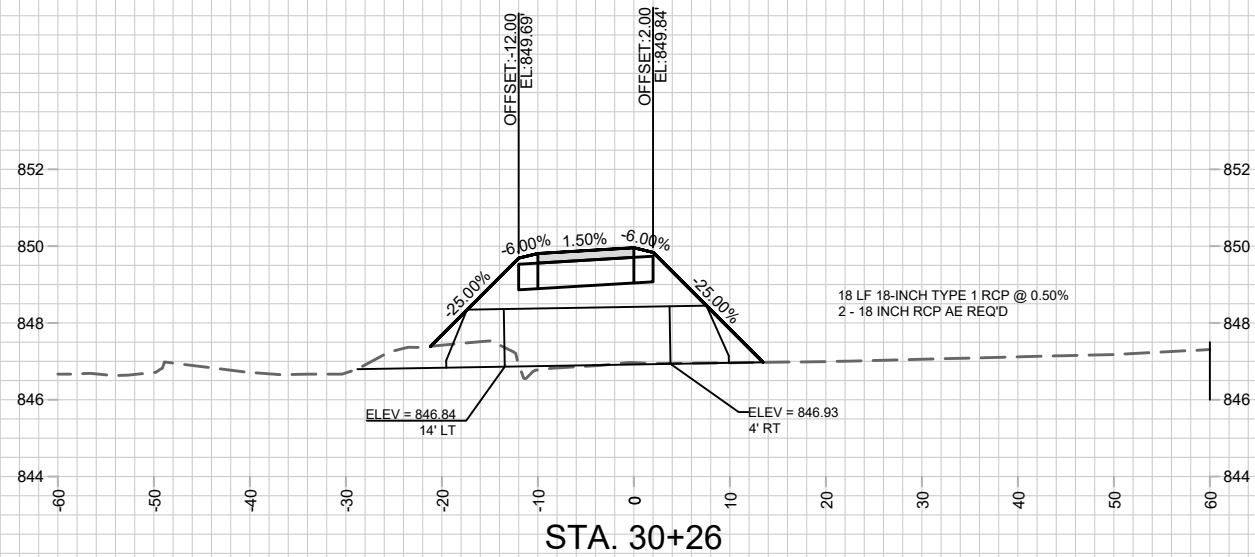
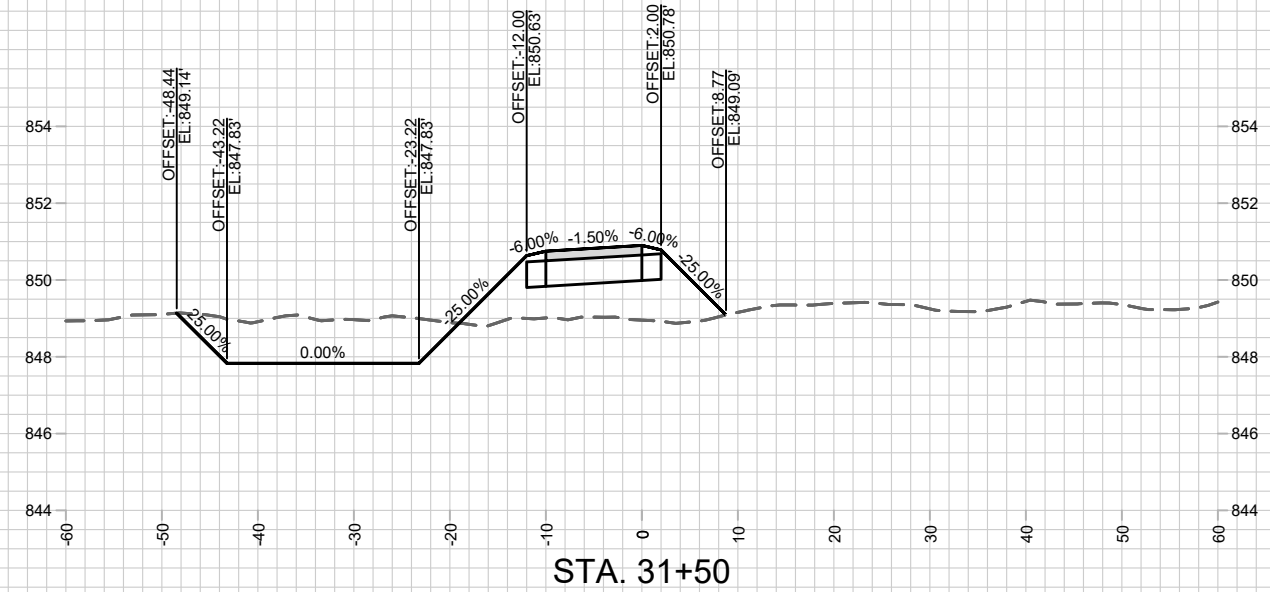
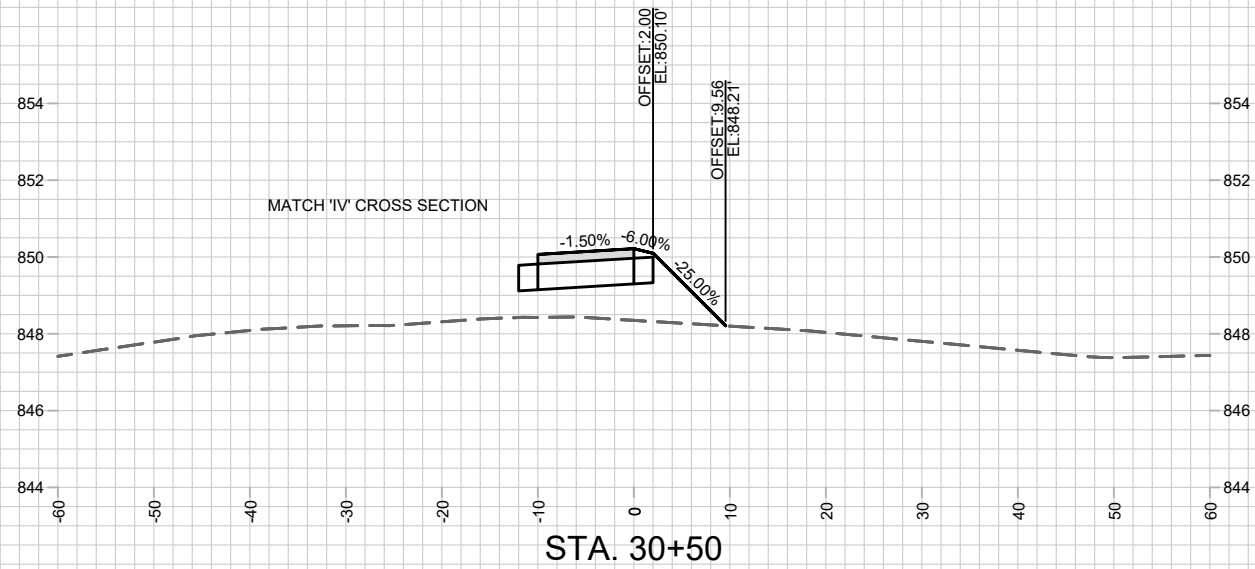
10160 & 12952
MADISON, WI

CITY OF MADISON

CONTRACT NO:

8572

DATE	REVISION	Scale: 1" = 20'
10/16/00	1	XS-10

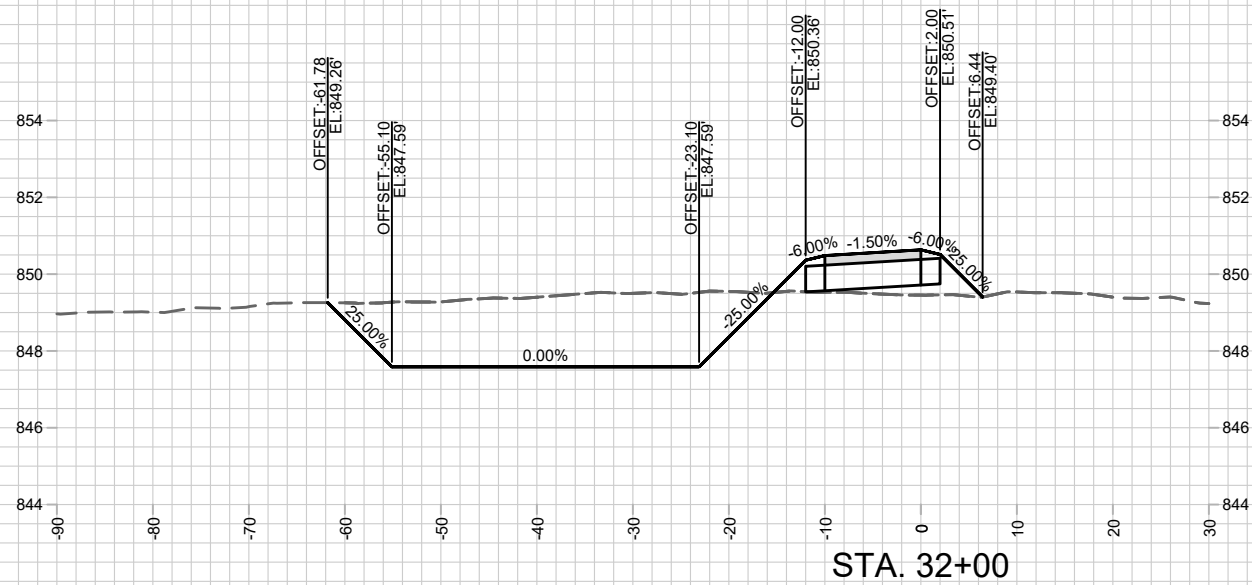
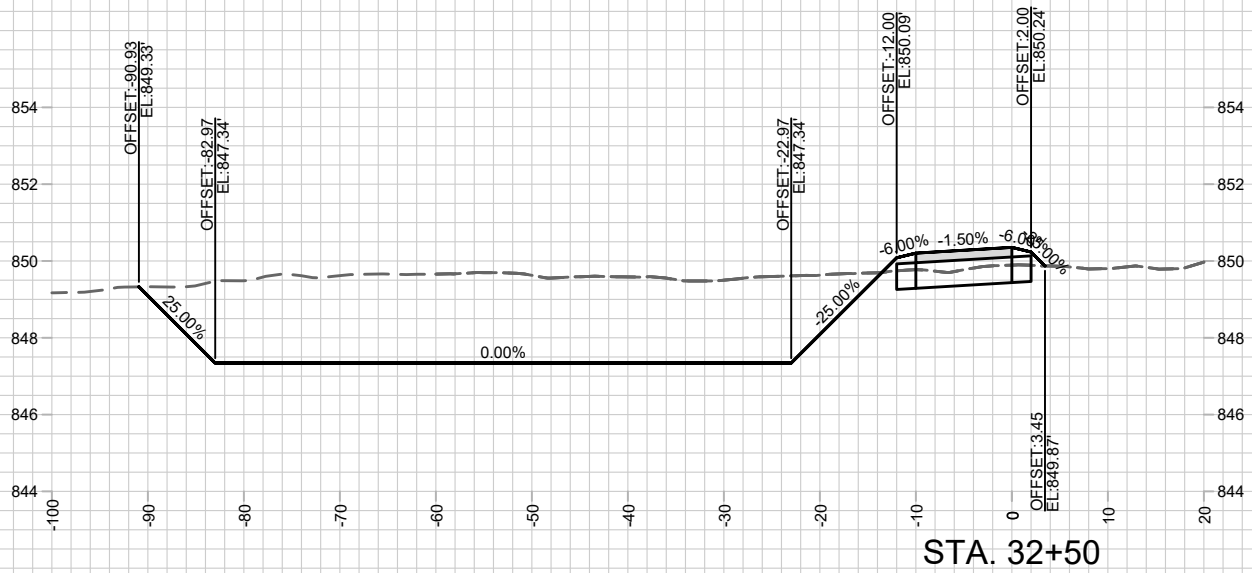


10160
XS-11

CROSS SECTIONS - GARVER PATH
GARVER PATH
CITY OF MADISON

10160 & 12952
MADISON, WI
CONTRACT NO: 8572

10160		10-16-20			
10160		10-16-20			
10160		10-16-20			
10160		10-16-20			
10160		10-16-20			
MARK	REVISION	DATE	BY		
Designed By: JRM		Date: ---		Scale: 1" = 20'	

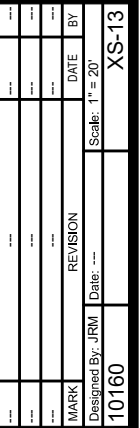
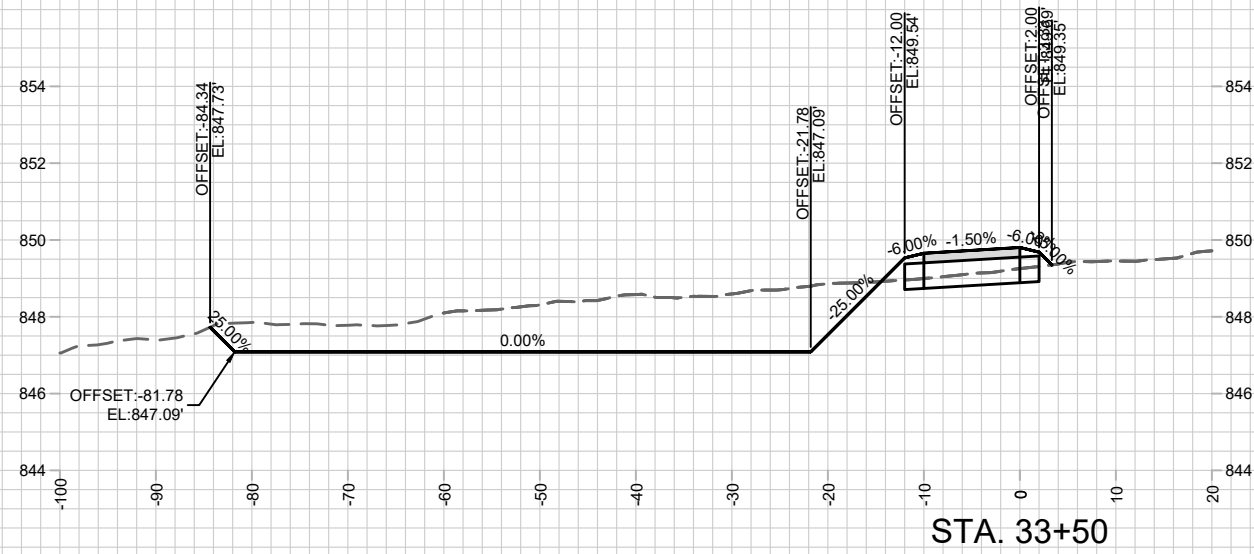


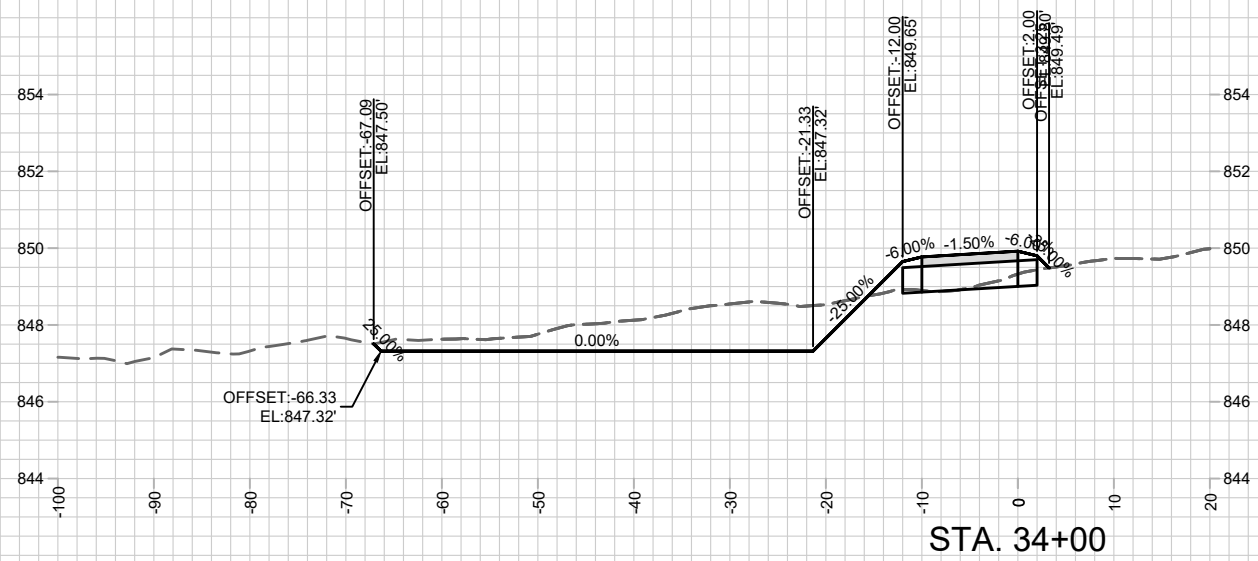
10160
XS-12

CROSS SECTIONS - GARVER PATH
GARVER PATH
CITY OF MADISON

10160 & 12952
MADISON, WI
CONTRACT NO: 8572

MARK	DESIGNED BY: JRM	DATE: ---	REVISION	DATE	BY
10160	10160	10160	10160	10160	10160
XS-12	XS-12	XS-12	XS-12	XS-12	XS-12





CROSS SECTIONS - GARVER PATH

GARVER PATH

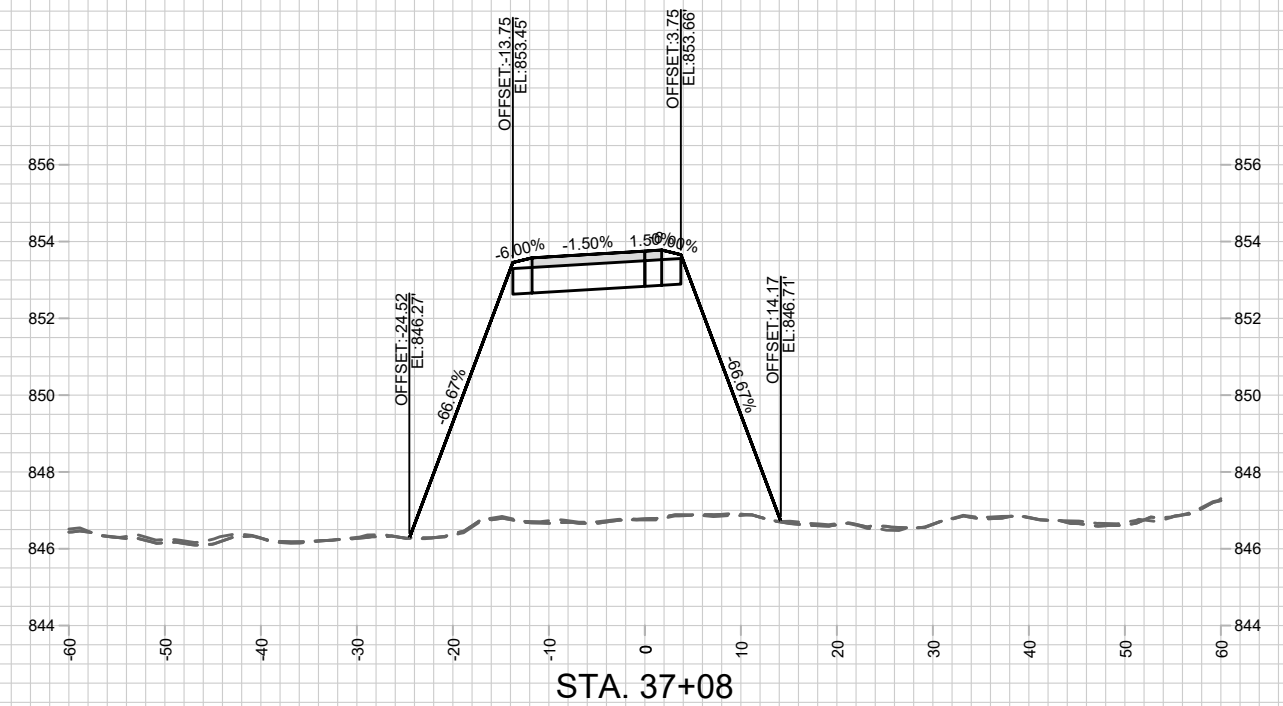
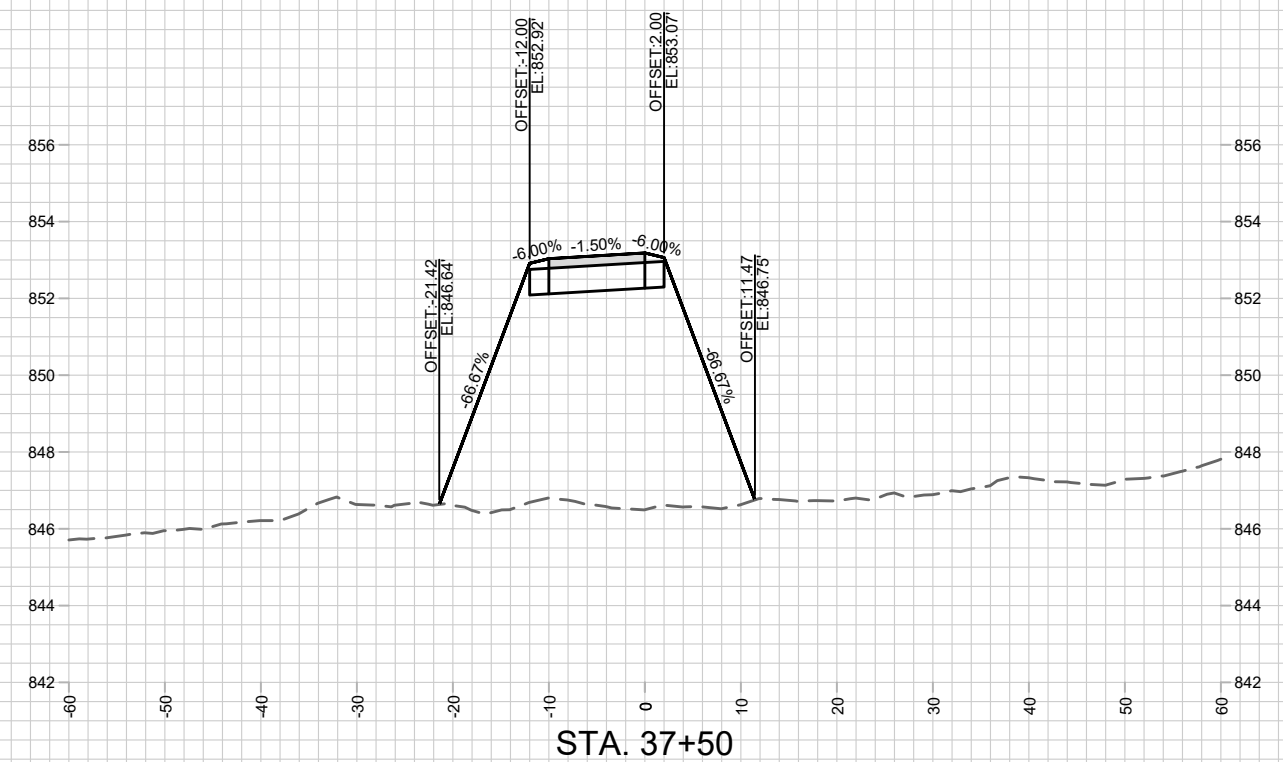
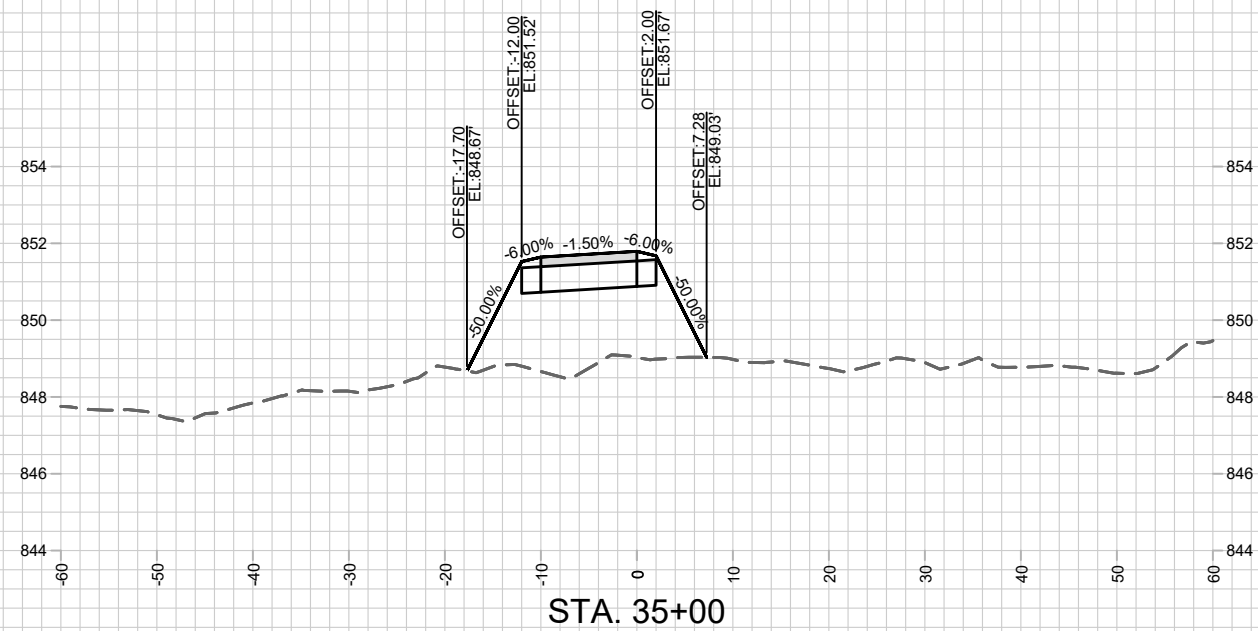
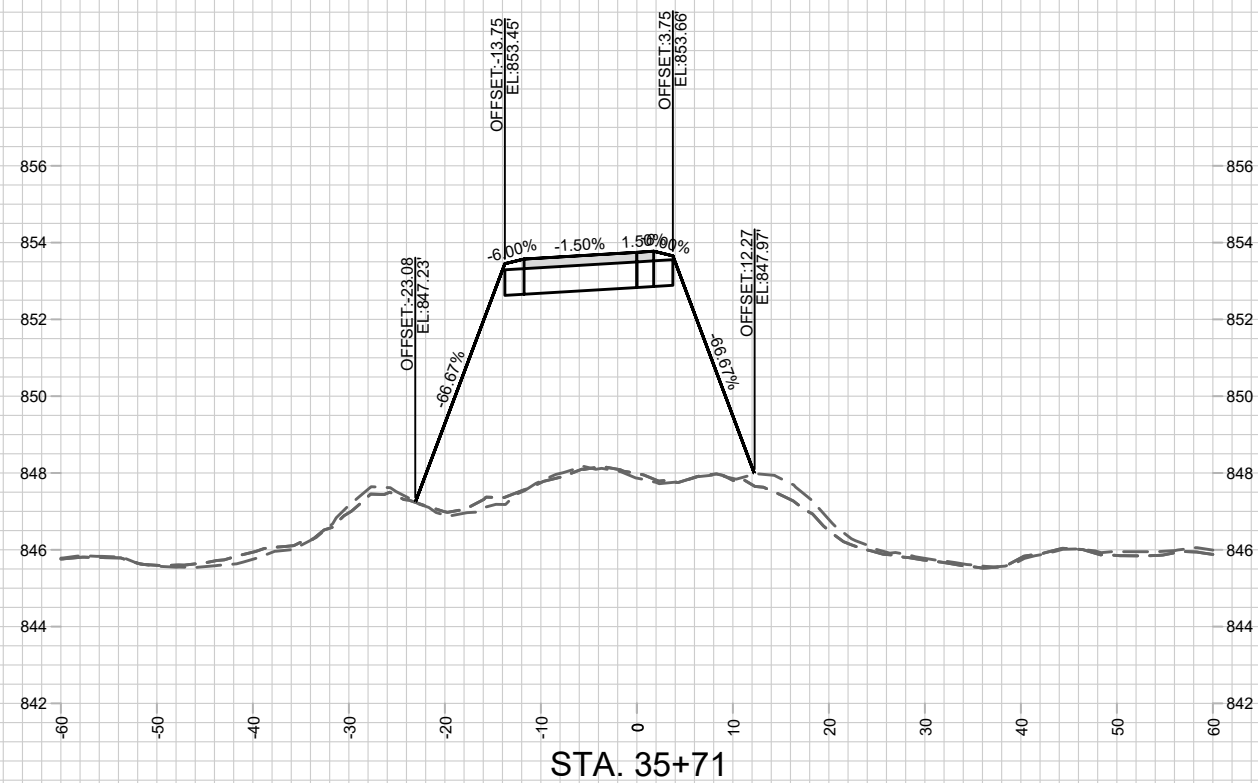
CITY OF MADISON

10160 & 12952

MADISON, WI

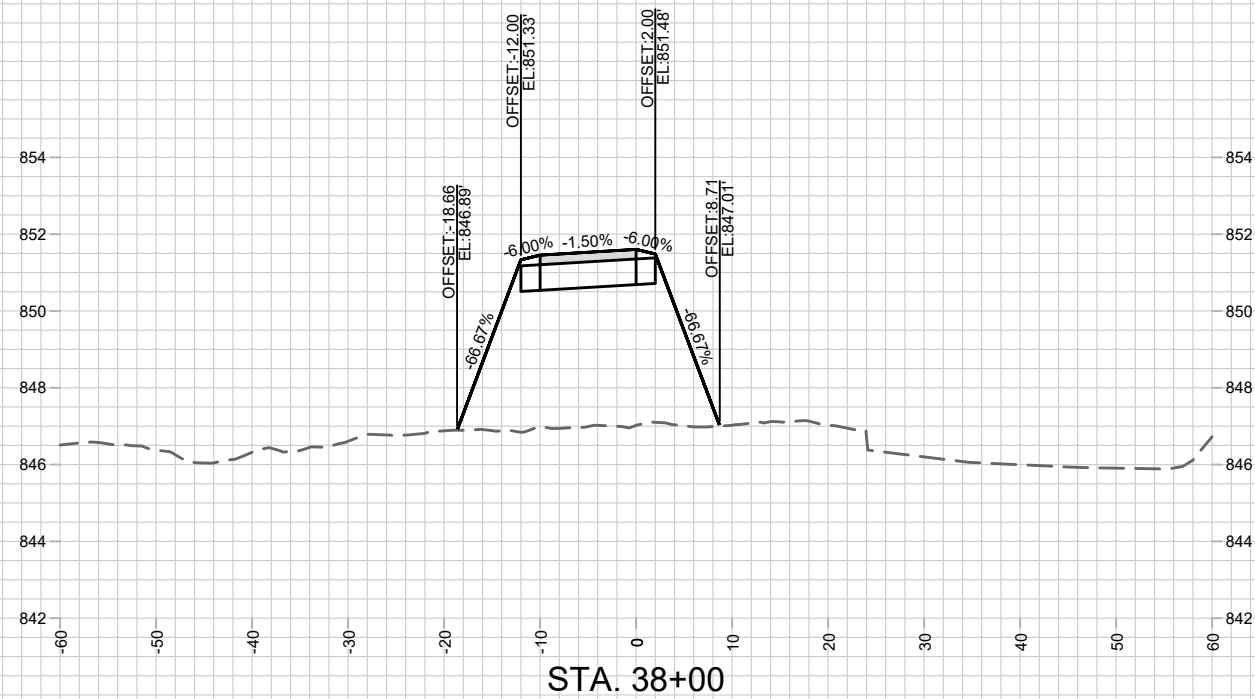
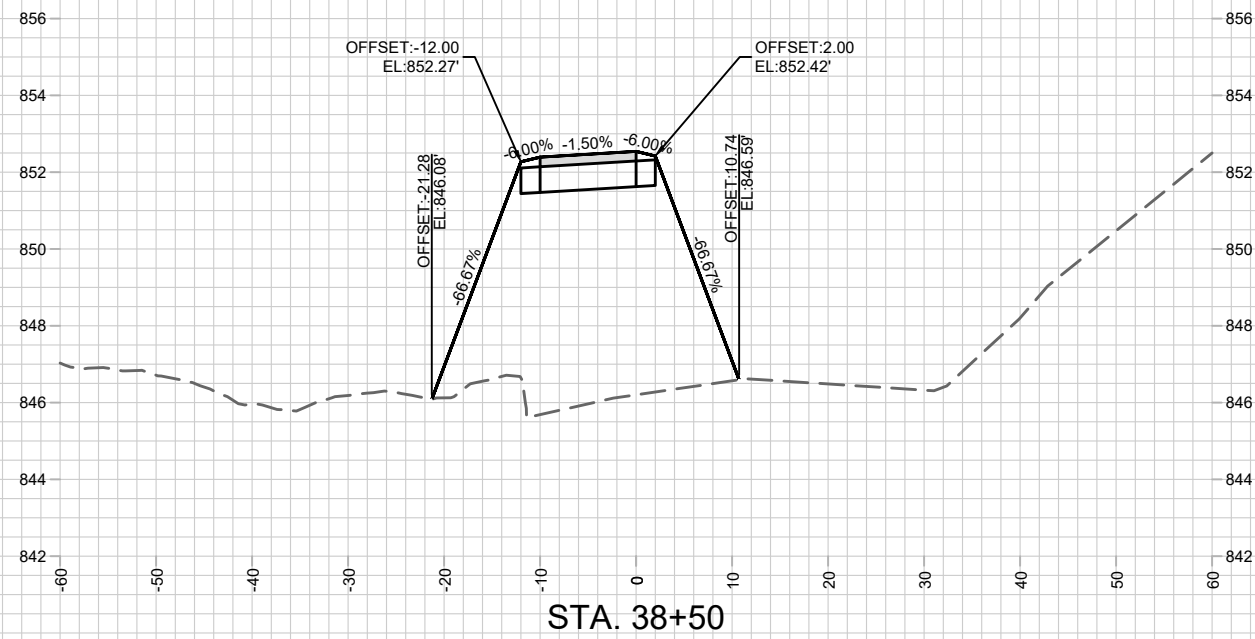
CONTRACT NO: 8572

[illegible]

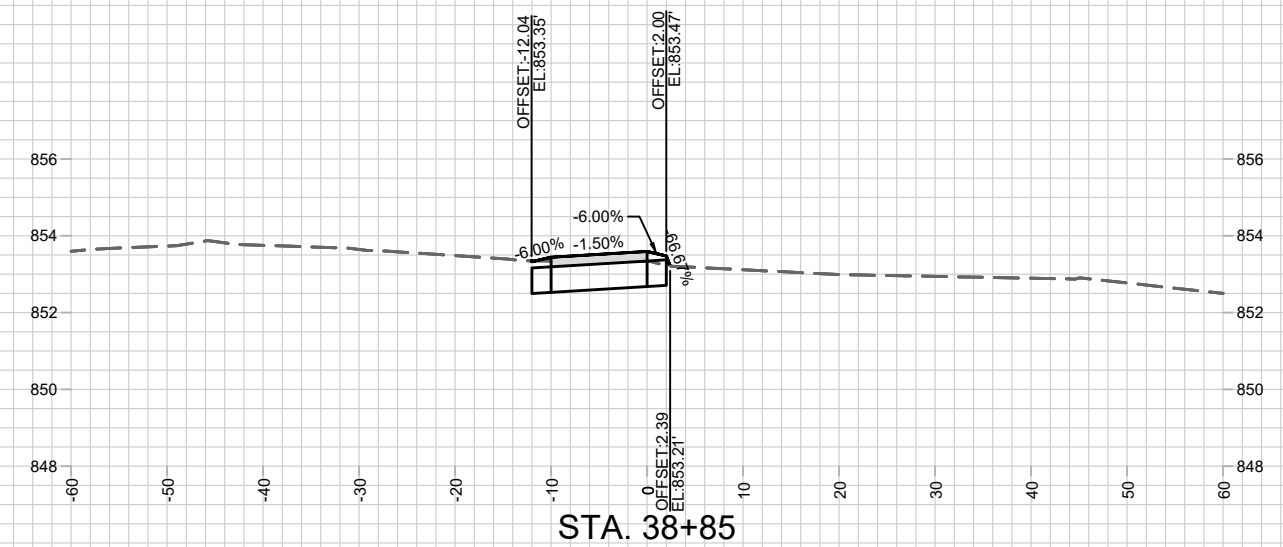


STRUCTURE REQUIRED
STA. 35+71 - STA. 37+08

	10160	XS-15
CROSS SECTIONS - GARVER PATH	10160 & 12952	
GARVER PATH	MADISON, WI	
CITY OF MADISON	CONTRACT NO:	8572
	MARK	REVISION
	DATE	BY
	Designed By: JRM	Date: ---
	Scale: 1" = 20'	
	10160	XS-15



END CONSTRUCTION
MATCH EXISTING CURB RAMP
STA. 38+89



10160
XS-16

CROSS SECTIONS - GARVER PATH

GARVER PATH

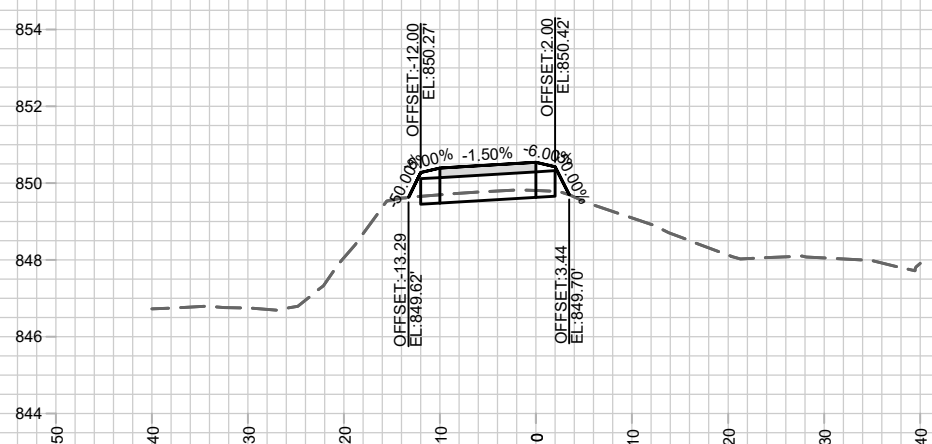
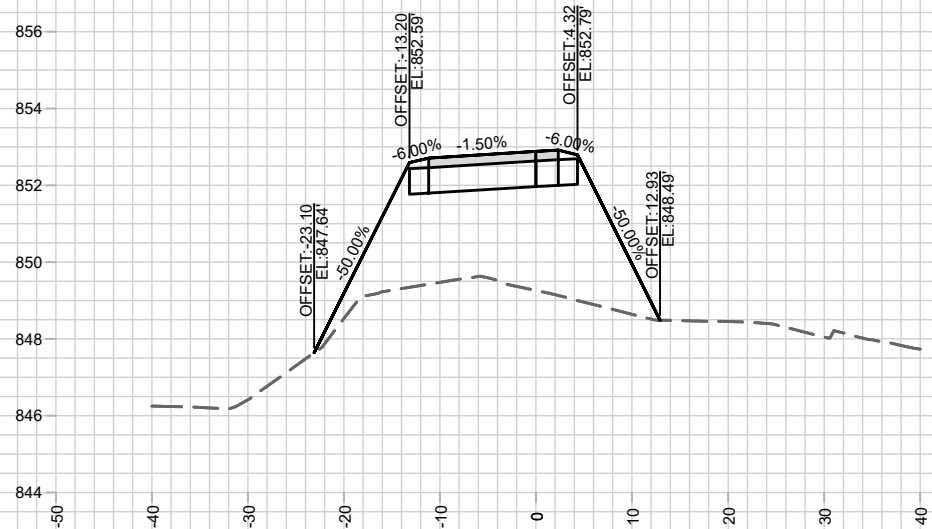
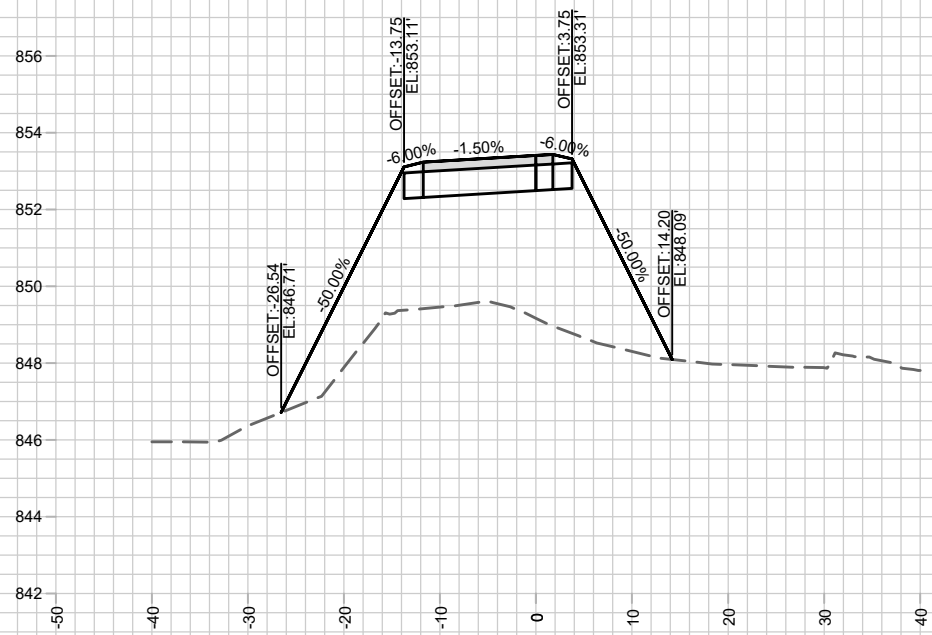
10160 & 12952
MADISON, WI

CITY OF MADISON

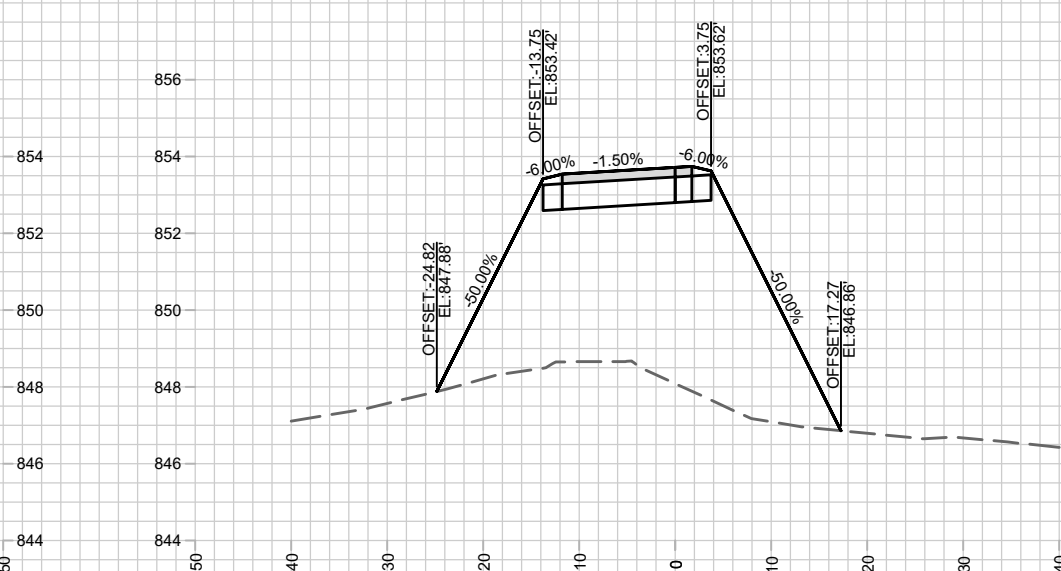
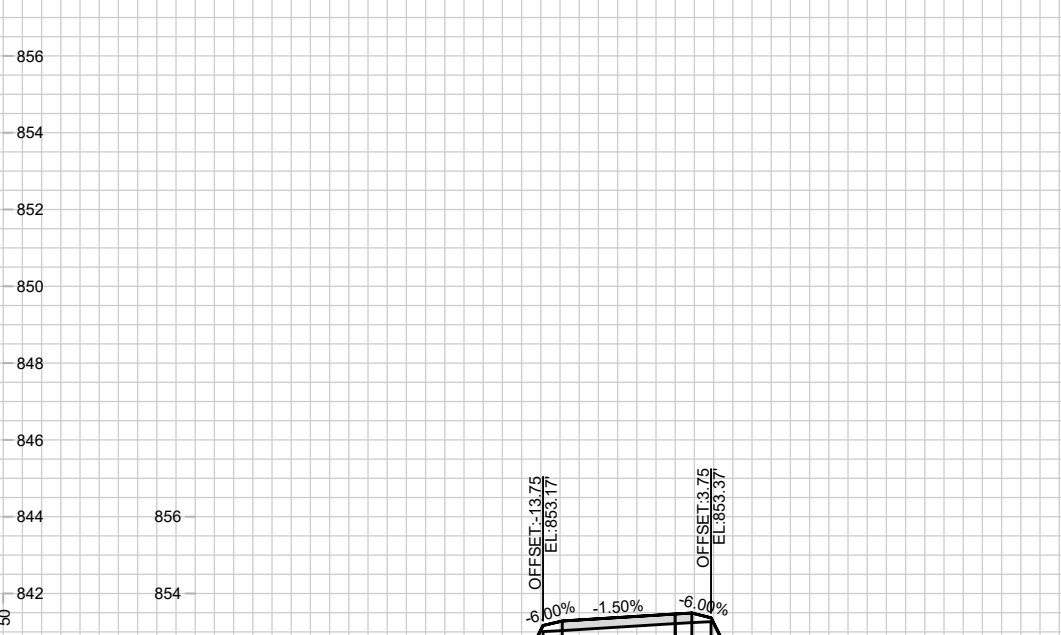
CONTRACT NO:

2198

[illegible]



BEGIN CONSTRUCTION
STA. 100+18.81'IV



STRUCTURE REQUIRED
STA. 101+11'IV - STA. 101+94'IV

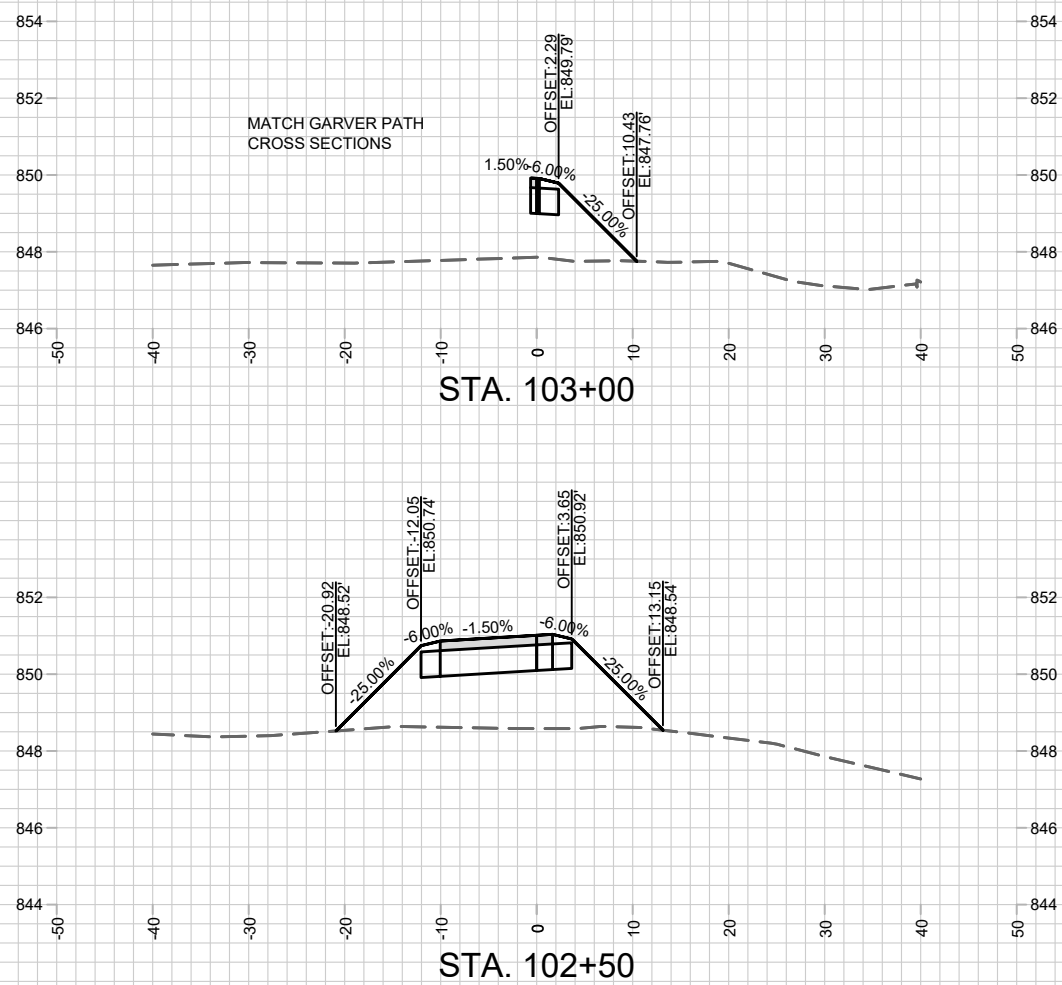
MARK	DESIGNED BY	DATE	REVISION	DATE	BY
10160	JRM	---	---	---	---
10160	10160	10160	10160	10160	10160

CROSS SECTIONS - IVY STREET CONNECTION
GARVER PATH
CITY OF MADISON

10160 & 12952
MADISON, WI
CONTRACT NO: 8572

10160
XS-17

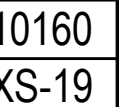
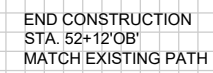
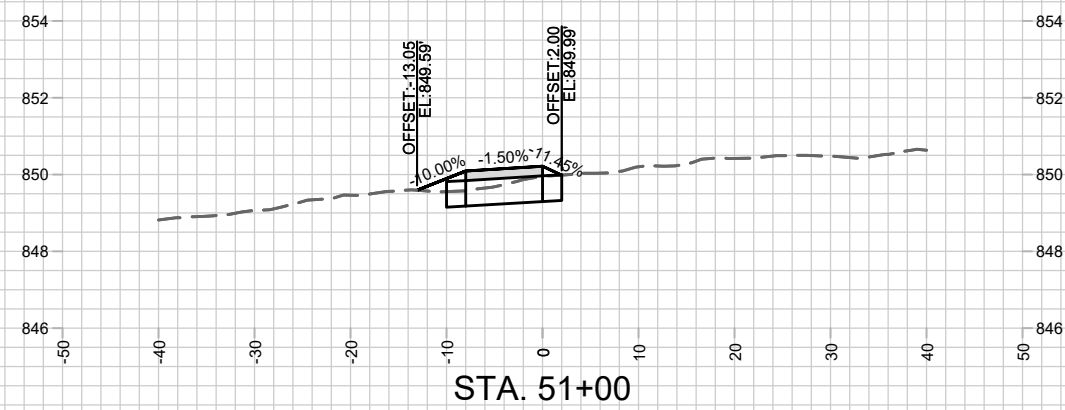
10160
XS-17



10160
XS-18

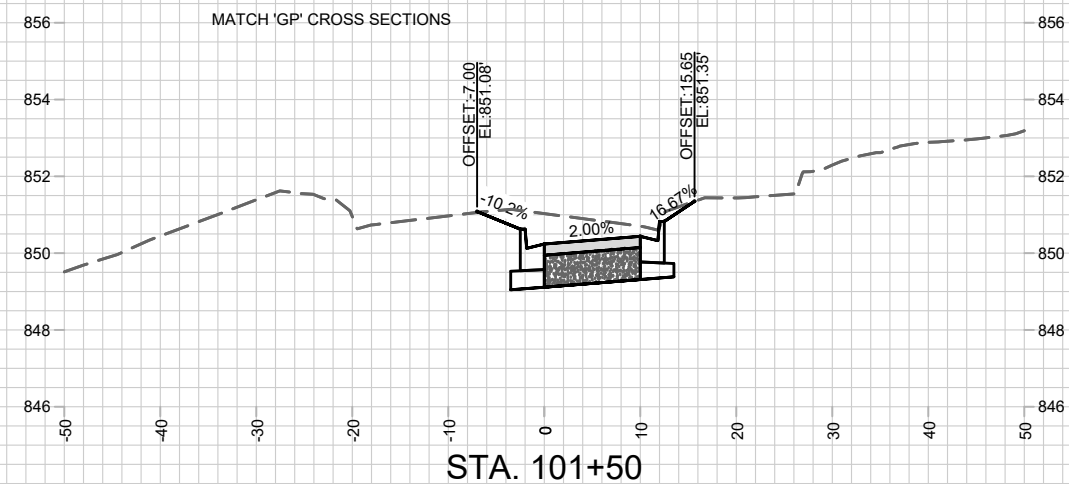
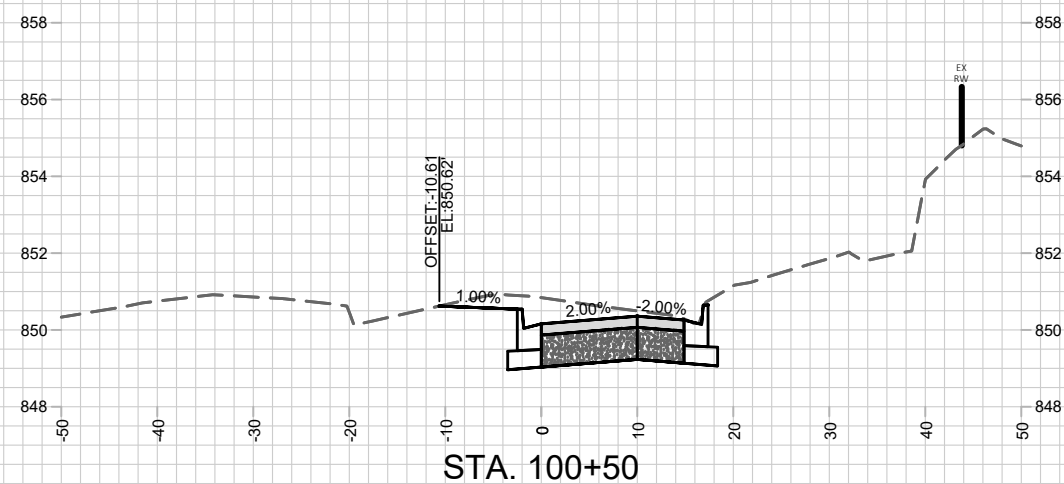
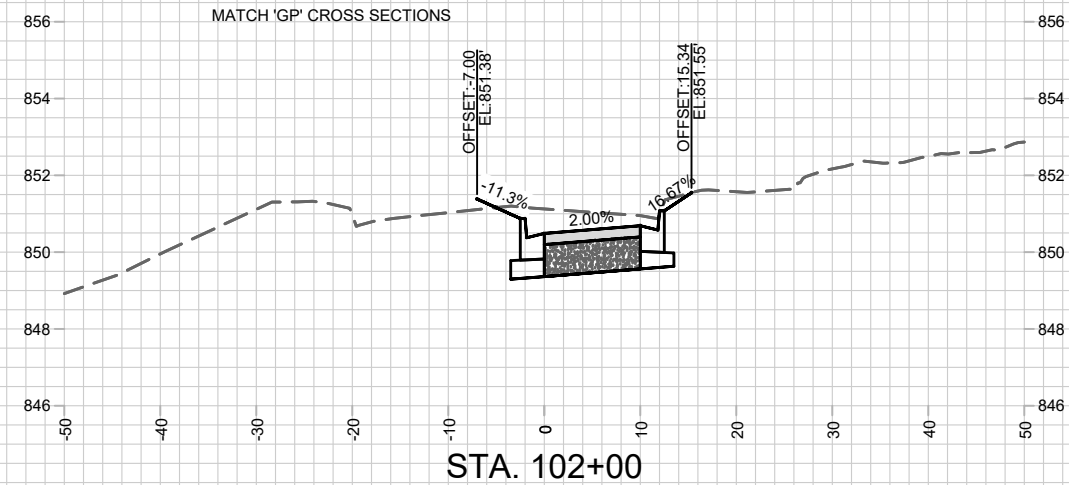
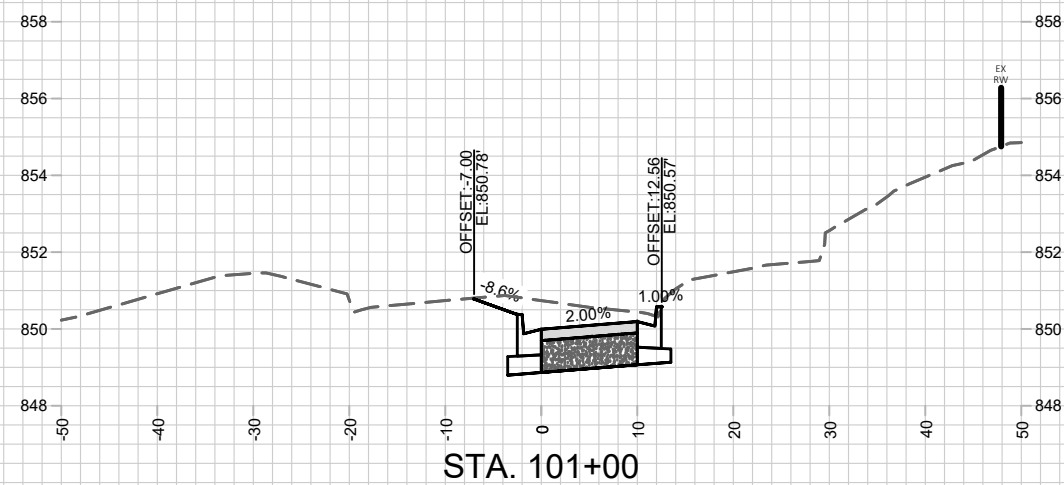
CROSS SECTIONS - IVY STREET CONNECTION	10160 & 12952
GARVER PATH	MADISON, WI
CITY OF MADISON	CONTRACT NO: 8572

[illegible]



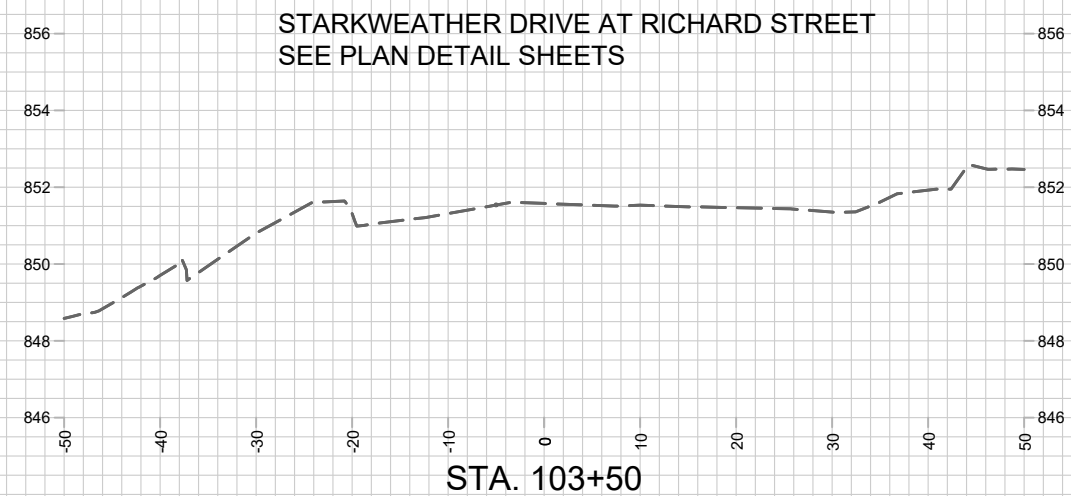
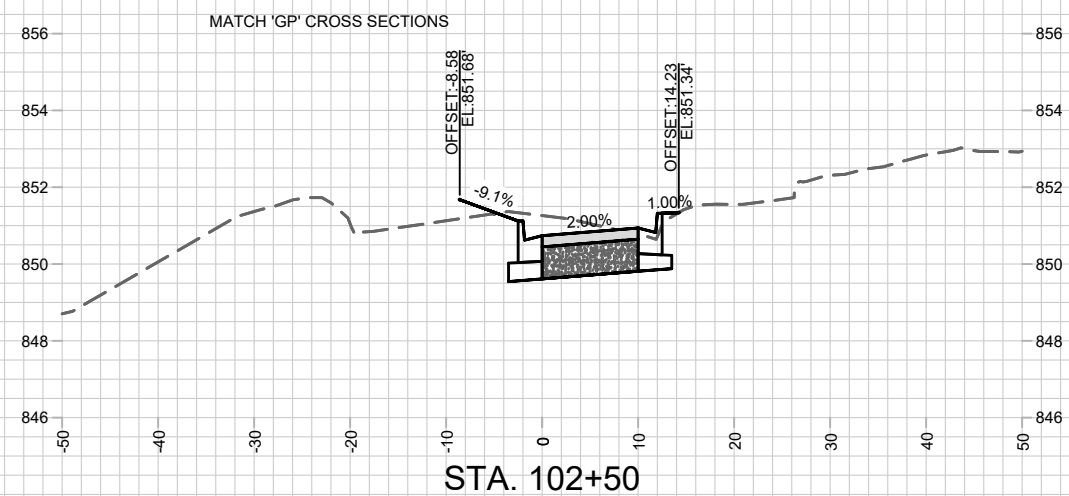
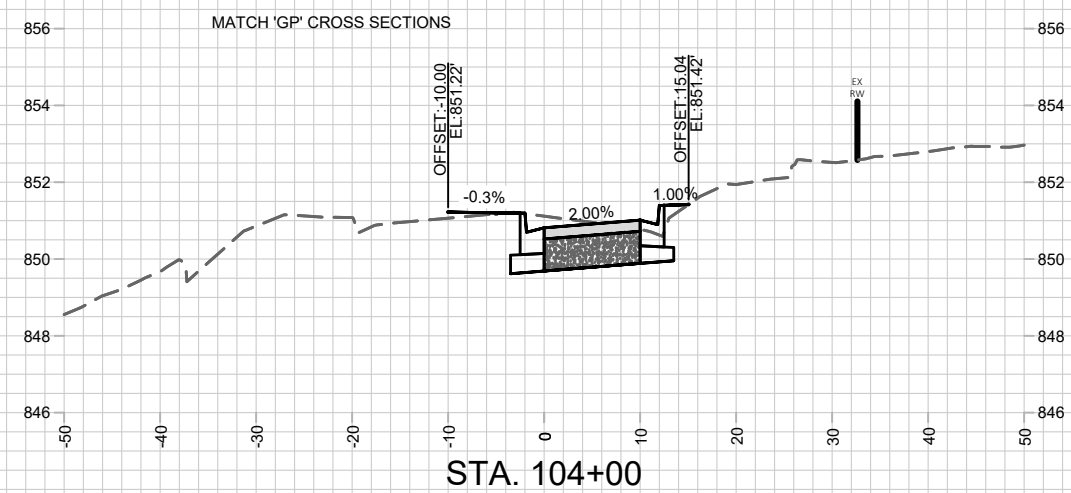
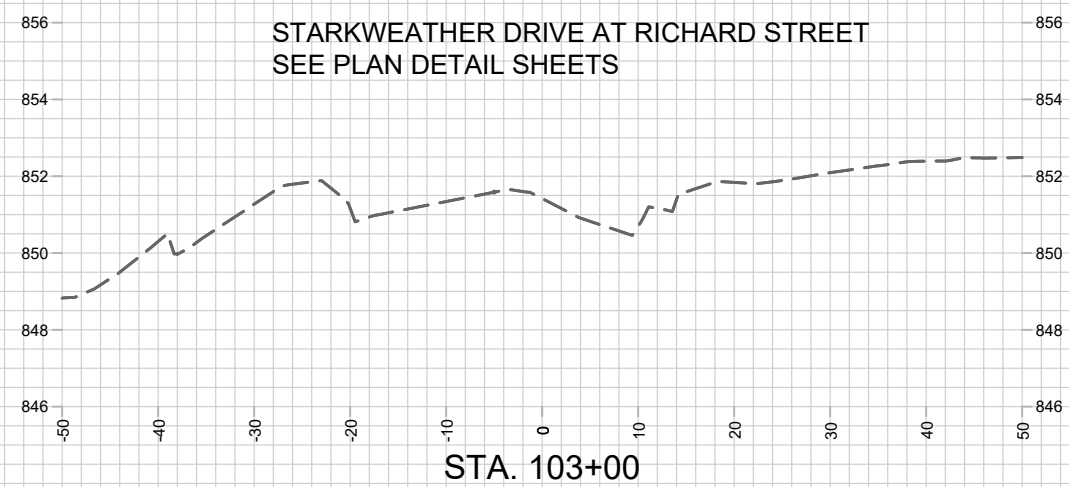
CROSS SECTIONS - O.B. SHERRY PARK CONNECTION	10160 & 12952
GARVER PATH	MADISON, WI
CITY OF MADISON	CONTRACT NO: 8572

MARK	REVISION	DATE	BY
Designed By: JRM	Date: ---	Scale: 1" = 20'	
10160		XS-19	

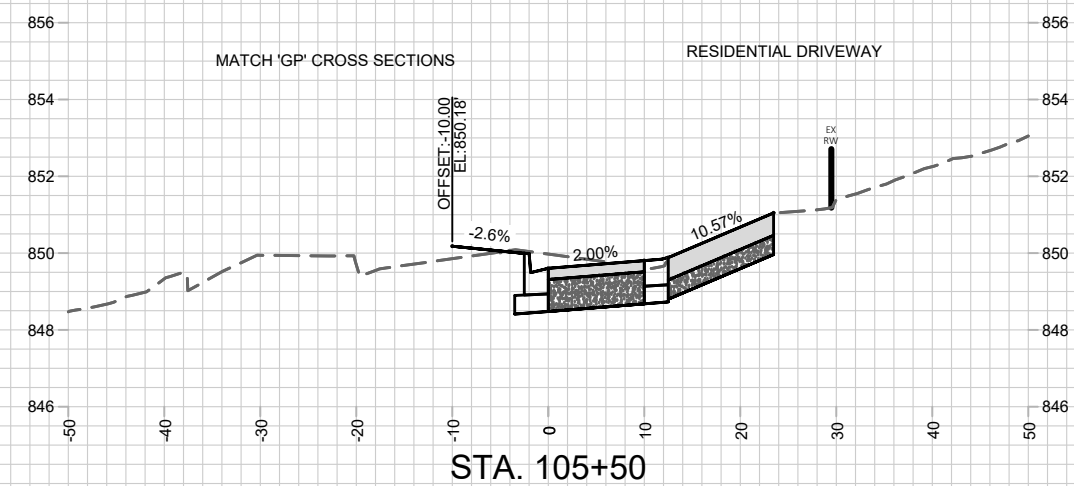
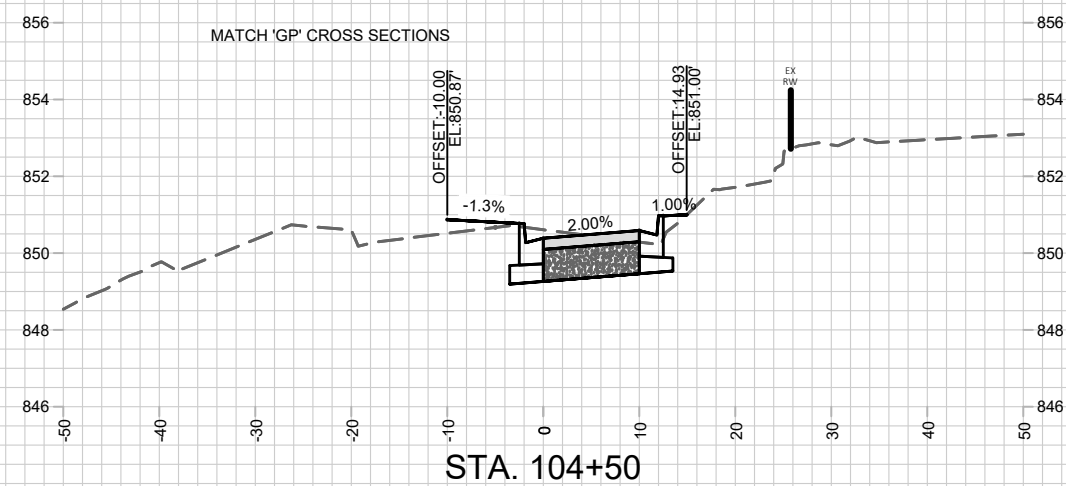
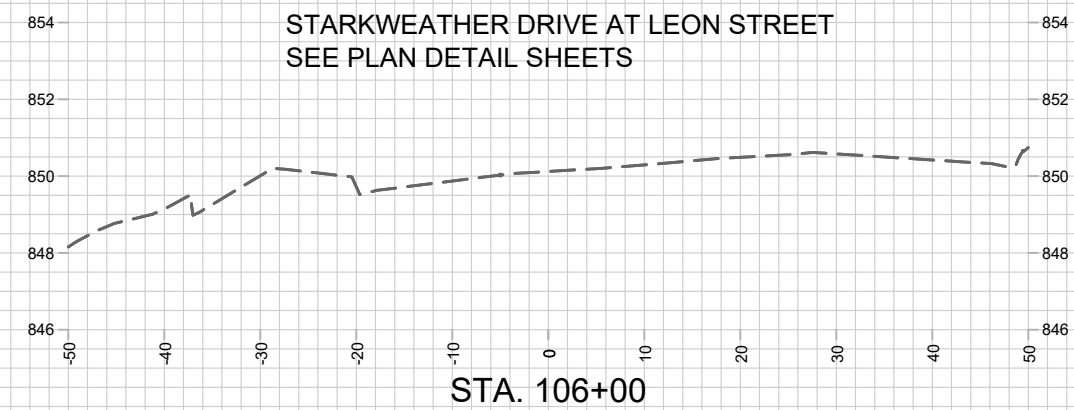
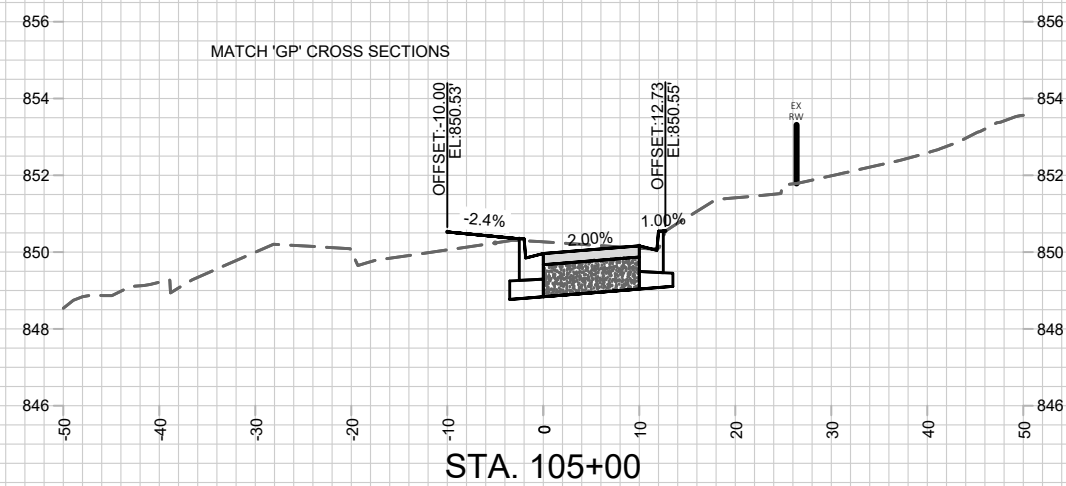


BEGIN CONSTRUCTION
STA. 100+00'SW'
MATCH EXISTING

[illegible]



	CITY OF MADISON WISCONSIN	CROSS SECTIONS - STARKWEATHER DR	10160 & 12952	DATE	BY
		GARVER PATH	MADISON, WI	REVISION	MARK
		CITY OF MADISON	CONTRACT NO:	Date: ---	Scale: #####
			8572		
				10160	Xs-21



MARK	REVISION	DATE	BY
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10-100	2	10-10-00	
10-100	3	10-10-00	
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10-100	5	10-10-00	
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10160 & 12952
MADISON, WI
: 8572

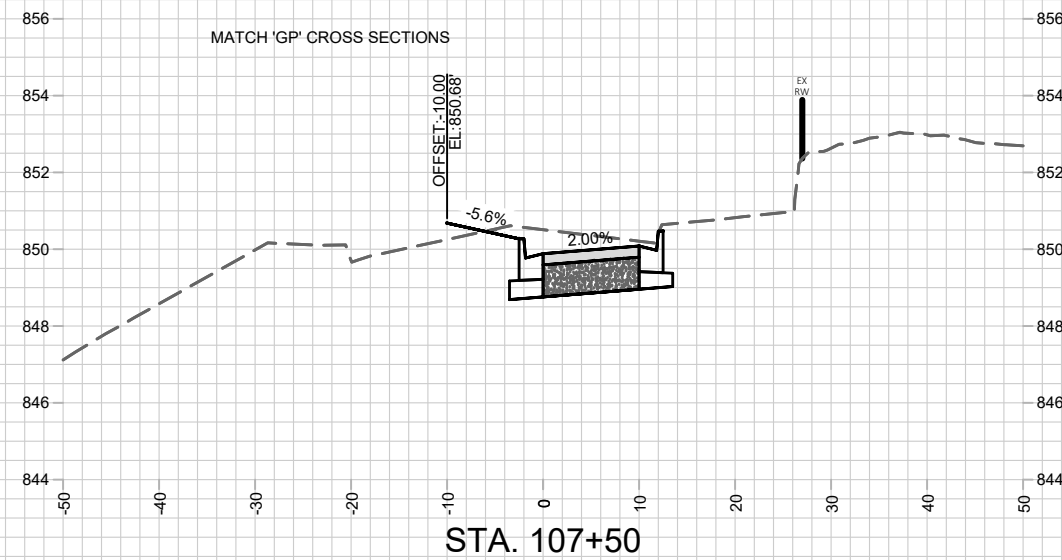
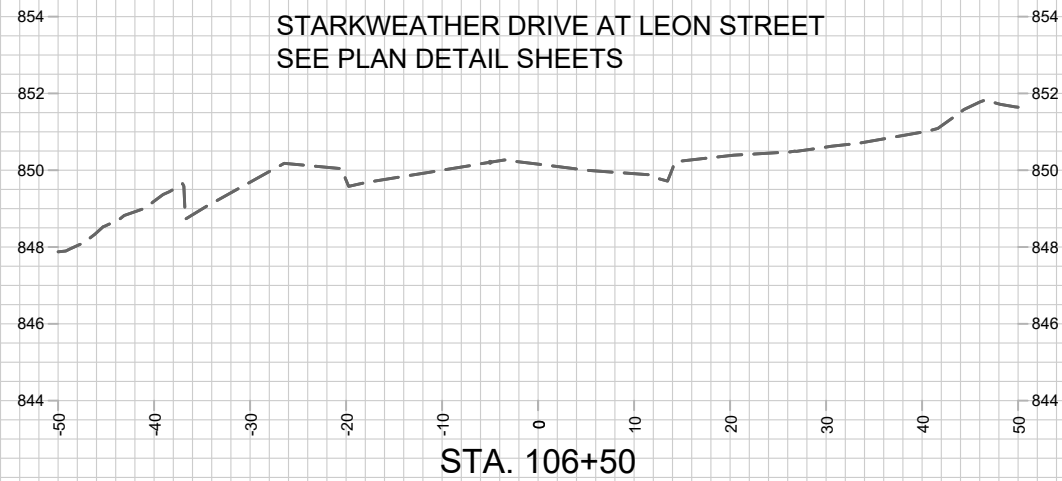
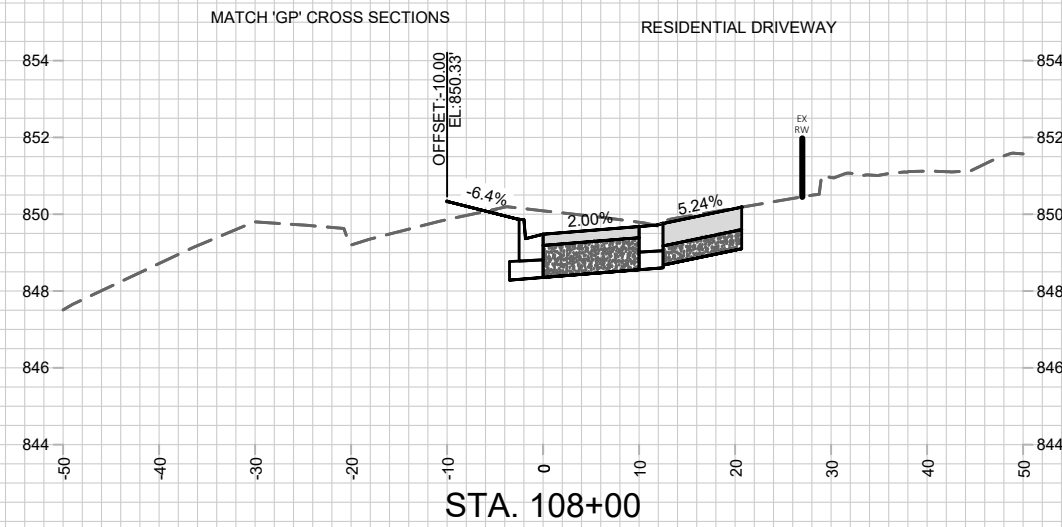
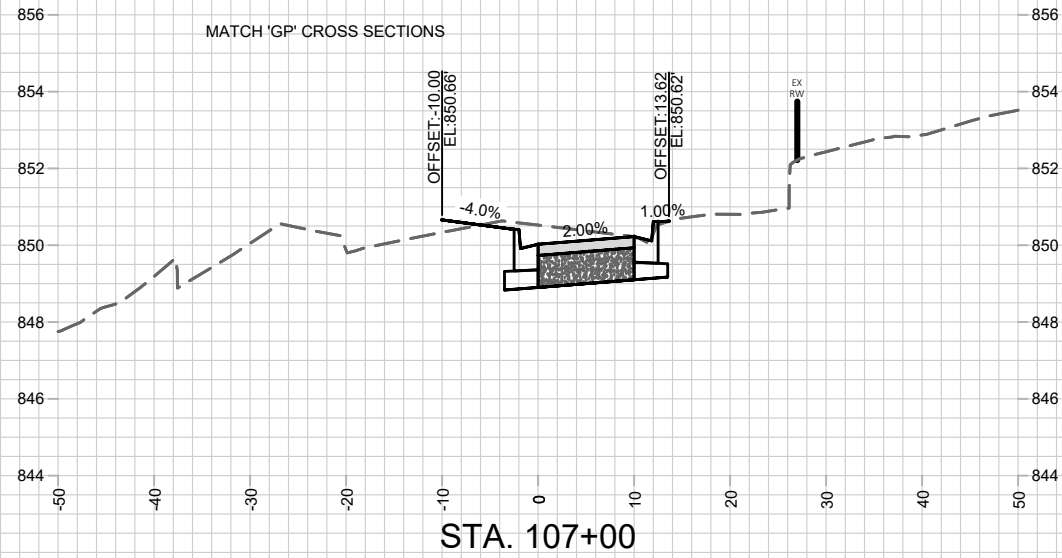
1

CONTRACT NO:

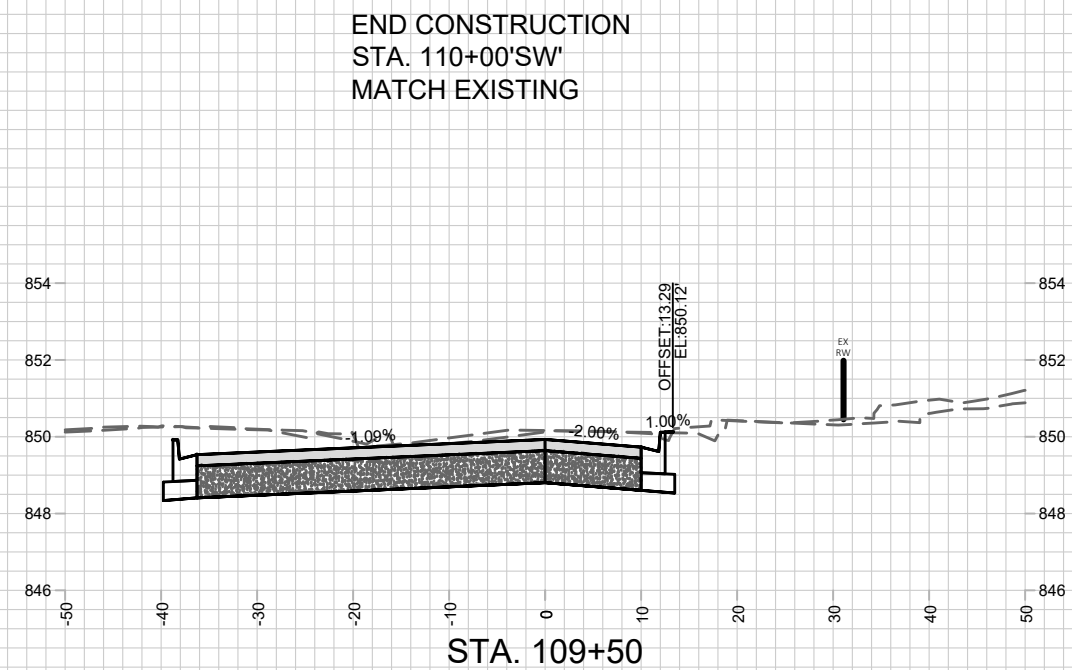
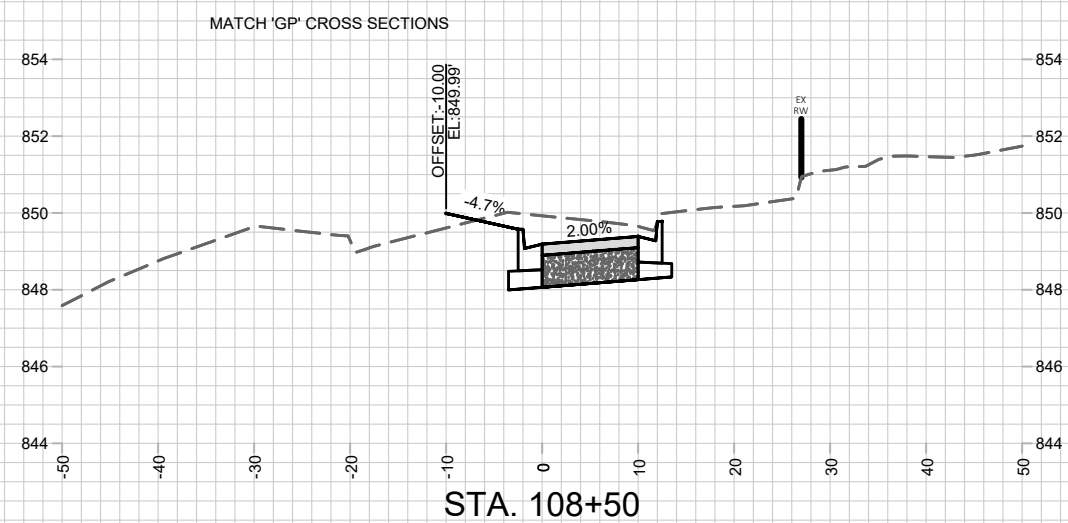
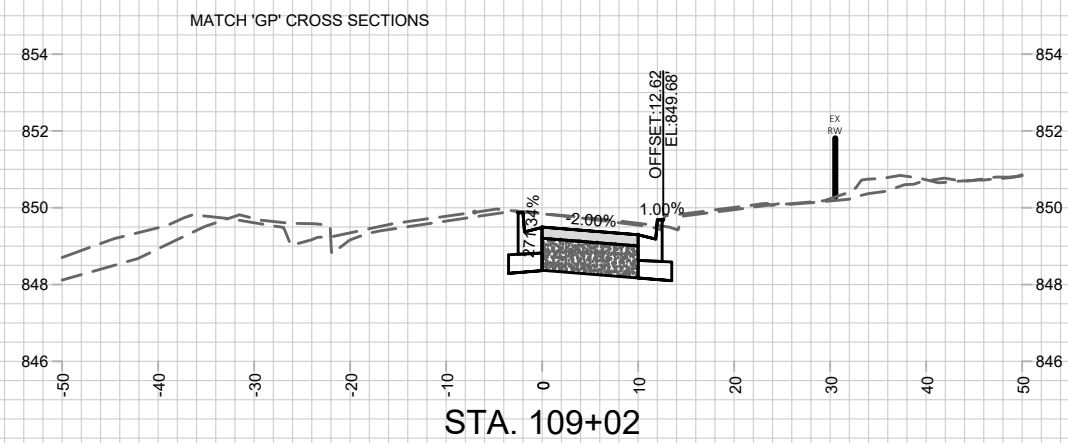
CROSS SECTIONS - STARKWEATHER DR
GARVER PATH
CITY OF MADISON



10160
XS-22



		10160		XS-23	
CROSS SECTIONS - STARKWEATHER DR		10160 & 12952			
GARVER PATH		MADISON, WI			
CITY OF MADISON		CONTRACT NO: 8572			
		Designed By: JRM		Scale: #####	
		10160		XS-23	
		Date: ---			
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10160
XS-24

CROSS SECTIONS - STARKWEATHER DR

29671 & 09101

GARVER PATH

MADISON, WI

CITY OF MADISON

CONTRACT NO:

8572

Designed By
10160

!

by: JRM

10	100
11	100

by: JRM

Designed By
10160

8572

Designed By
10160

8572